| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 1 |
| | | ILLINOIS | CONTRACT NO. 61L95 | |

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS SEE SHEET NO. 2

**FUNCTIONAL CLASSIFICATION**
RANDALL ROAD - MINOR ARTERIAL
KAUTZ ROAD - MAJOR COLLECTOR
ELLINGTON DRIVE - MAJOR COLLECTOR
KEATING DRIVE - MAJOR COLLECTOR
EOLA ROAD - MAJOR COLLECTOR

**TRAFFIC DATA**
RANDALL RD
2023 ADT = 8,550
KAUTZ RD
2023 ADT = 500
ELLINGTON DR
2023 ADT = 900
KEATING DR
2023 ADT = 3,600
EOLA RD
2023 ADT = 13,400

**POSTED SPEED LIMIT**
RANDALL RD = 30/35 MPH
KAUTZ RD = 25 MPH
ELLINGTON DR = 25 MPH
KEATING DR = 30 MPH
EOLA RD = 35 MPH

**DESIGN SPEED LIMIT**
RANDALL RD = 30-35 MPH
KAUTZ RD = 25 MPH
ELLINGTON DR = 25 MPH
KEATING DR = 30 MPH
EOLA RD = 35 MPH

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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
811 OR 1-800-892-0123

Dial 811 or 1-800-892-0123
Know what's below. Call before you dig.
JULIE DESIGN TICKET NUMBER: # XXXX
WITH THE FOLLOWING:
COUNTY KANE, WILL, DUPAGE
CITY–TOWNSHIP AURORA–AURORA,NAPERVILLE,WHEATLAND TWN.
SEC. & 1/4 SEC. NO.# 5,6,8,17,20,31,32,36 38/39N–8/9E
(2) Working Days before you dig (Excluding Sat., Sun. & Holidays)

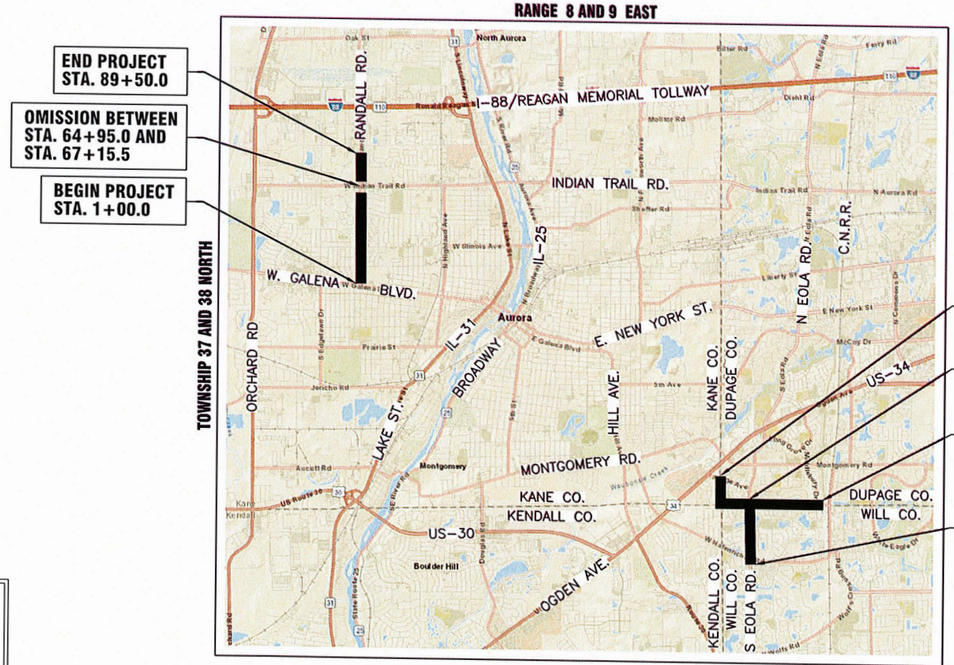
**CONTRACT NO. 61L95**

# STATE OF ILLINOIS
## DEPARTMENT OF TRANSPORTATION

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU ROUTE 1555, 1556, 2505, 2531 (RANDALL ROAD, KAUTZ ROAD, ELLINGTON DRIVE, KEATING DRIVE, AND EOLA ROAD)**
**ROADWAY RESURFACING**
**SECTION NO.: 25-00371-00-RS**
**PROJECT NO.: MS1C(333)**
**CITY OF AURORA**
**KANE/DUPAGE/WILL COUNTY**

C-91-203-25
RANGE 8 AND 9 EAST




THIRD PRINCIPAL MERIDIAN
KANE COUNTY - AURORA TOWNSHIP / DUPAGE COUNTY - NAPERVILLE TOWNSHIP / WILL COUNTY - WHEATLAND TOWNSHIP
LOCATION MAP
NOT TO SCALE


LOCATION OF SECTION INDICATED THUS: - ■

GROSS LENGTH OF PROJECT = 21,990.4 FEET (4.16 MILES)
NET LENGTH OF PROJECT = 21,769.9 FEET (4.12 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED July 28 20 25
CITY OF AURORA, ENGINEERING COORDINATOR

PASSED _____ 20 _____
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW _____ 20 _____
REGIONAL ENGINEER

TIMOTHY V. WEIDNER
062-059549
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS
EXP. 11/30/2025
SEAL

TIMOTHY V. WEIDNER, P.E.
EXPIRES: NOVEMBER 30, 2025

**PLANS PREPARED BY THE CITY OF AURORA**

**PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS**

## INDEX OF SHEETS



## ILLINOIS URBAN MANUAL EROSION CONTROL DETAILS

| | |
|---|---|
| IUM-654SB | TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE |
| IUM-561C | INLET PROTECTION - PAVED AREAS CURB PROTECTION |
| IUM-561D | INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION |

## DISTRICT ONE DETAILS

| | |
|---|---|
| BD-05 | DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED) |
| BD-08 | DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING |
| BD-22 | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT |
| BD-24 | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT |
| BD-32 | BUTT JOINT AND HMA TAPER DETAILS |
| TC-10 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS |
| TC-13 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS |
| TC-16 | SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS |
| TC-22 | ARTERIAL ROAD INFORMATION SIGN |
| TC-26 | DRIVEWAY ENTRANCE SIGNING |
| TS-05 | STANDARD TRAFFIC SIGNAL DESIGN DETAILS |
| TS-07 | DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING |

## HIGHWAY STANDARDS

| | |
|---|---|
| 000001-09 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420001-11 | PAVEMENT JOINTS |
| 424001-12 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424006-06 | DIAGONAL CURB RAMPS FOR SIDEWALKS |
| 424011-05 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS |
| 424021-07 | DEPRESSED CORNER FOR SIDEWALKS |
| 424031-03 | MEDIAN PEDESTRIAN CROSSINGS |
| 442201-04 | CLASS C AND D PATCHES |
| 604001-05 | FRAME AND LIDS TYPE 1 |
| 604051-04 | FRAME AND LIDS TYPE 11 |
| 606001-09 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606306-04 | CORRUGATED PC CONCRETE MEDIANS |
| 701001-02 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY |
| 701006-05 | OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701011-04 | OFF-RD MOVING OPERATIONS 2L, 2W, DAY ONLY |
| 701101-05 | OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701106-02 | OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY |
| 701427-05 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701502-09 | URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-06 | SIDEWALK, CORNER OR CROSSWALK CLOSURE |
| 701901-11 | TRAFFIC CONTROL DEVICES |
| 780001-05 | TYPICAL PAVEMENT MARKING |

## GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", JANUARY 1, 2022 AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLANS AND FIELD CONDITIONS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY THE IDENTIFIED DISCREPANCIES.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT (800) 892–0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITIES FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY, STATE, OR PRIVATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
6. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT–OF–WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
7. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
8. SIDEWALK REMOVAL AND REPLACEMENT AND COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AS SHOWN ON THE PLANS IS FOR INFORMATIONAL PURPOSES ONLY. ACTUAL LOCATIONS AND QUANTITIES ARE TO BE DETERMINED AND MARKED BY THE ENGINEER PRIOR TO CONSTRUCTION.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPLACEMENT OF ANY DETECTOR LOOPS DAMAGED DURING CONSTRUCTION.
10. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS.
11. THE CONTRACTOR SHALL VERIFY THAT ALL CRACKS, JOINTS, AND FLANGEWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS.
12. THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN–UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED BY THE CONTRACTOR OFF–SITE.
13. DRIVEWAY ENTRANCES WILL BE KEPT OPEN TO TRAFFIC AT ALL TIMES. THE CONTRACTOR WILL BE ALLOWED TO CLOSE A MAXIMUM OF HALF THE AREA OF ANY ONE ENTRANCE AT ANY TIME. IT IS ESSENTIAL THAT THE ENTRANCES REMAIN OPEN AND 'DRIVE–ABLE' FOR TWO–WAY TRAFFIC AT ALL TIMES. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TRAFFIC CONTROL AND PROTECTION. WHERE NEW CURB AND GUTTER IS TO BE INSTALLED ACROSS A DRIVEWAY, IT IS EXPECTED THAT ONLY HALF OF THE DRIVEWAY ENTRANCE MAY BE REMOVED AND REPLACED AT ANY ONE TIME. ONLY AFTER PROPER CONCRETE CURE TIME HAS OCCURRED MAY THE CONTRACTOR BEGIN REMOVAL AND REPLACEMENT OPERATIONS ON THE REMAINING HALF OF THE CURB AND GUTTER. THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE A HALF OF DRIVEWAY ENTRANCE FOR MORE THAN 48 HOURS UNDER ANY CIRCUMSTANCE.
14. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT–OF–WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN
15. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1.5 INCHES WHERE THE SPEED IS 45 MPH OR LESS, WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
16. ALL NITROGEN, PHOSPHOROUS, AND POTASSIUM FERTILIZER NUTRIENTS HAVE BEEN INTENTIONALLY OMITTED FROM THE CONTRACT ON THE SODDING APPLICATION.
17. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN–HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN–HOSADURGA@ILLINOIS.GOV A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
18. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT MUST BE PRUNED CORRECTLY WITHIN 72 HOURS.
19. NO GRADING OR ADDITIONAL SOIL WILL BE ALLOWED WITHIN THE DRIPLINE OF ANY TREE UNLESS DIRECTED BY THE ENGINEER.
20. EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE OF THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.

## UTILITIES

1. ALL UTILITY COMPANIES AND THE CITY OF AURORA SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
2. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.
3. ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12 INCHES IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OF CATCH BASINS, MANHOLES, INLETS AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED.
4. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES (IN VALVE BOXES AND VALVE VAULTS) SHALL REMAIN READILY ACCESSIBLE TO THE CITY FOR EMERGENCY OPERATIONS AND NOT BURIED DURING CONSTRUCTION, UNLESS APPROVED BY THE ENGINEER. THE LOCATIONS OF ALL WATER FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES. FOR ALL OTHER STRUCTURES THAT NEED TO BE ADJUSTED THAT ARE NOT WATER, THE CONTRACTOR CAN CHOOSE TO ADJUST THEM ACCORDING TO BD–08. THE CONTRACTOR CAN ALSO CHOOSE TO BURY WATER STRUCTURES ACCORDING TO BD–08 WITH APPROVAL BY THE ENGINEER. THE CONTRACTOR WOULD NEED TO PROVIDE A DETAILED SCHEDULE OF MILLING, PAVING, AND ADJUSTMENT TIMELINES FOR THE ENGINEER'S REVIEW. APPROVAL BY THE ENGINEER IS NOT GUARANTEED AND WOULD BE CONTINGENT ON THE CONTRACTOR BURYING WATER STRUCTURES LAST AND ADJUSTING THEM FIRST. THE CONTRACTOR IS TO DETERMINE ANY PROTECTION OR RAMPING THAT IS REQUIRED AROUND STRUCTURES IF THEY ARE NOT BURIED. OPEN LID STORM MANHOLE STRUCTURES IN THE PAVEMENT MAY NOT BE ABLE TO BE ADJUSTED ACCORDING TO BD–08.
5. THE INDISCRIMINATE USE OF FIRE HYDRANTS OR EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN THEIR YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE ENGINEER PRIOR TO USE OF THE WATER.

## SIGNING AND STRIPING

1. ALL EXISTING SIGNS (INCLUDING THOSE LOCATED ON UTILITY/LIGHT POLES) THAT DO NOT CONFLICT WITH THE IMPROVEMENTS SHALL REMAIN IN PLACE UNLESS DIRECTED BY THE ENGINEER.
2. SIGNS SHALL NOT BE MOVED OR COVERED UNTIL PROGRESS OF WORK NECESSITATES IT.
3. SEE IDOT DISTRICT ONE DETAILS TC–13 (DISTRICT ONE TYPICAL PAVEMENT MARKINGS), AND TC–16 (SHORT TERM PAVEMENT MARKINGS LETTERS AND SYMBOLS) AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
4. GRINDING OF PAVEMENT MARKINGS ON NEWLY CONSTRUCTED HOT–MIX ASPHALT SHALL NOT BE PERMITTED.

## COMMITMENTS

1. ALL SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS MUST REMAIN WITHIN THE RIGHT–OF–WAY.
2. COORDINATE CONSTRUCTION WITH CONTRACT 61J91 AS NECESSARY.

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PROJECT CONTACT:
CLIENT:
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| PLOT DATE = 10/30/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, DETAILS, HIGHWAY STANDARDS AND GENERAL NOTES**

SCALE: N.T.S. | SHEET NO. 01 OF 01 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | DUPAGE KANE, WILL | 46 | 2 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |

| CODE NUMBER | ITEM DESCRIPTION | UNIT | QUANTITY ROADWAY 75% FEDERAL 25% LOCAL 0005 |
|---|---|---|---|
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 1920 |
| 25200110 | SODDING, SALT TOLERANT | SQ YD | 1920 |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 103.7 |
| 31101000 | SUBBASE GRANULAR MATERIAL, TYPE B | TON | 415 |
| 40600290 | BITUMINOUS MATERIALS (TACK COAT) | POUND | 61581 |
| 40600370 | LONGITUDINAL JOINT SEALANT | FOOT | 35380 |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 36.5 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 792 |
| 40603200 | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 | TON | 5018 |
| 40604060 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 | TON | 3750 |
| 40604062 | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 | TON | 6469 |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SQ FT | 7275 |
| 42400800 | DETECTABLE WARNINGS | SQ FT | 660 |
| 44000161 | HOT-MIX ASPHALT SURFACE REMOVAL, 3" | SQ YD | 91231 |
| 44000165 | HOT-MIX ASPHALT SURFACE REMOVAL, 4" | SQ YD | 452 |
| 44000600 | SIDEWALK REMOVAL | SQ FT | 7275 |

*t* INDICATES SPECIALTY ITEM

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PROJECT CONTACT:
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| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. | SHEET NO. 01 OF 03 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE, KANE, WILL | 46 | 3 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS \| FED. AID PROJECT | | |

| CODE NUMBER | ITEM DESCRIPTION | UNIT | QUANTITY ROADWAY 75% FEDERAL 25% LOCAL 0005 |
|---|---|---|---|
| 44201749 | CLASS D PATCHES, TYPE I, 9 INCH | SQ YD | 550 |
| 44201753 | CLASS D PATCHES, TYPE II, 9 INCH | SQ YD | 1090 |
| 44201757 | CLASS D PATCHES, TYPE III, 9 INCH | SQ YD | 2190 |
| 44201759 | CLASS D PATCHES, TYPE IV, 9 INCH | SQ YD | 1640 |
| 48102100 | AGGREGATE WEDGE SHOULDER, TYPE B | TON | 684 |
| 60257900 | MANHOLES TO BE RECONSTRUCTED | EACH | 2 |
| 60406001 | FRAMES AND LIDS, TYPE 1, ADA COMPLIANT, OPEN LID | EACH | 2 |
| 60406100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | EACH | 1 |
| 60624620 | CORRUGATED MEDIAN (MODIFIED) | SQ FT | 4068 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 1 |
| 70102622 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701502 | L SUM | 1 |
| 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 18060 |

t INDICATES SPECIALTY ITEM

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| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. | SHEET NO. 02 OF 03 SHEETS | STA. | TO STA.

| FAU RTE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 4 |
| | | | CONTRACT NO. 61L95 | |
| | | ILLINOIS | FED. AID PROJECT | |

| | CODE NUMBER | ITEM DESCRIPTION | UNIT | QUANTITY ROADWAY 75% FEDERAL 25% LOCAL 0005 |
|---|---|---|---|---|
| | 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 6020 |
| | | | | |
| t | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 875 |
| | | | | |
| t | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 47216 |
| | | | | |
| t | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 7303 |
| | | | | |
| t | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 3740 |
| | | | | |
| t | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 934 |
| | | | | |
| t | 78011000 | GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS | SQ FT | 875 |
| | | | | |
| t | 78011025 | GROOVING FOR RECESSED PAVEMENT MARKING 5" | FOOT | 47216 |
| | | | | |
| t | 78011035 | GROOVING FOR RECESSED PAVEMENT MARKING 7" | FOOT | 7303 |
| | | | | |
| t | 78011065 | GROOVING FOR RECESSED PAVEMENT MARKING 13" | FOOT | 3740 |
| | | | | |
| t | 78011125 | GROOVING FOR RECESSED PAVEMENT MARKING 25" | FOOT | 934 |
| | | | | |
| | X4400080 | DRIVEWAY REMOVAL AND REPLACEMENT | SQ YD | 80 |
| | | | | |
| | X4400501 | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET | FOOT | 600 |
| | | | | |
| | X4400503 | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET | FOOT | 1400 |
| | | | | |
| | X6026050 | SANITARY MANHOLES TO BE ADJUSTED | EACH | 6 |
| | | | | |
| | X6030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 127 |
| | | | | |
| | X7200061 | TEMPORARY INFORMATION SIGNING | SQ FT | 320 |
| | | | | |
| t | X8860105 | DETECTOR LOOP REPLACEMENT | FOOT | 1400 |

t INDICATES SPECIALTY ITEM

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PROJECT CONTACT:
CLIENT:
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PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

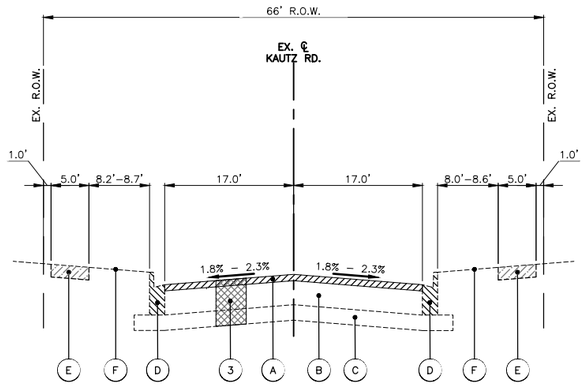
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED - AN | REVISED - |
| FILE NAME = Overall-Cover-Ph2 | DRAWN - MH | REVISED - |
| PLOT SCALE = N.T.S. | CHECKED - TW | REVISED - |
| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

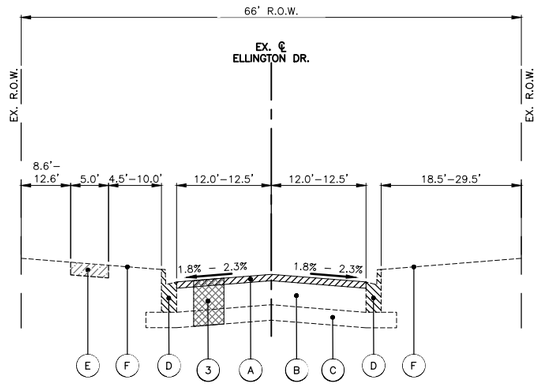
SCALE: N.T.S. | SHEET NO. 03 OF 03 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1556,1556 2305,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 5 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS FED. AID PROJECT | | |



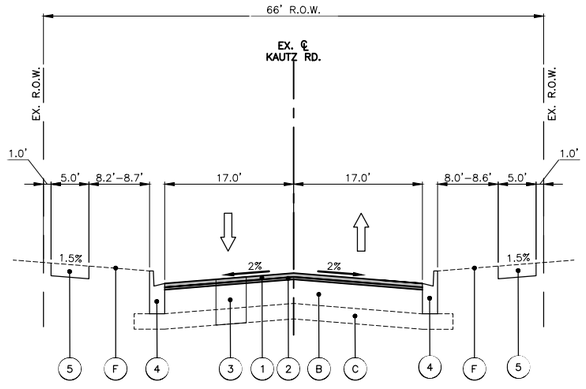

## EXISTING TYPICAL SECTION - KAUTZ RD.

STA: 1+00.0 – STA: 15+95.0



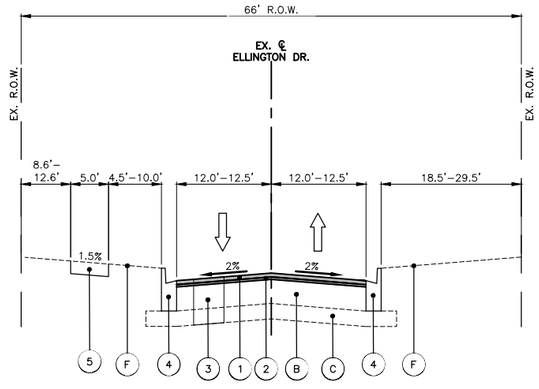

## EXISTING TYPICAL SECTION - ELLINGTON DR.

STA: 21+50.0 – STA: 27+88.3




## PROPOSED TYPICAL SECTION - KAUTZ RD.

STA: 1+00.0 – STA: 15+95.0




## PROPOSED TYPICAL SECTION - ELLINGTON DR.

STA: 21+50.0 – STA: 27+88.3

## EXISTING LEGEND

- (A) HOT–MIX ASPHALT SURFACE REMOVAL, 3.0"
- (B) EXISTING PAVEMENT HMA, 11"
- (C) AGGREGATE SUBBASE, 4"
- (D) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- (E) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (F) EXISTING GROUND

## HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| OPERATION | MIXTURE TYPE | AIR VOIDS @ NDES | QMP |
|---|---|---|---|
| PAVEMENT RESURFACING | HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N50, 2" | 4% @ 50 GYR. | LR1030–2 |
| KAUTZ–KEATING–ELLINGTON | POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1" | 3.5% @ 50 GYR. | LR1030–2 |
| PAVEMENT RESURFACING | HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N70, 2" | 4% @ 70 GYR. | LR1030–2 |
| EOLA AND RANDALL | POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1" | 3.5% @ 50 GYR. | LR1030–2 |
| CLASS D PATCHES | HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N70 | 4% @ 70 GYR. | LR1030–2 |
| QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030–2 | | | |

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 "PG64–22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE P HMA BC IL–4.75 N50.

## PROPOSED LEGEND

- (1) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N50, 2"
- (2) POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
- (3) CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (4) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (5) PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

NOTES:

- THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATIONS DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
- NO PROPOSED WORK WILL TAKE PLACE OUTSIDE OF THE EXISTING R.O.W.

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:18 AM
FILE NAME: Kautz-Keating-Typ Sections
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

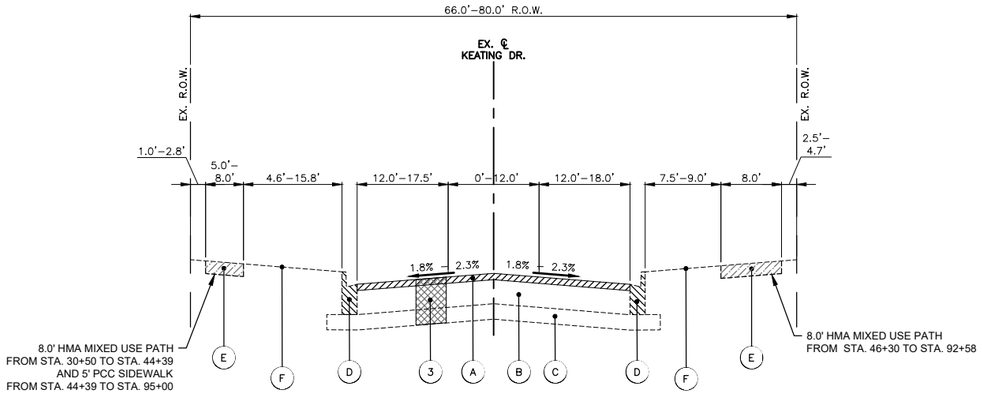
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Kautz–Keating–Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KAUTZ ROAD AND ELLINGTON DRIVE**
**TYPICAL SECTIONS**

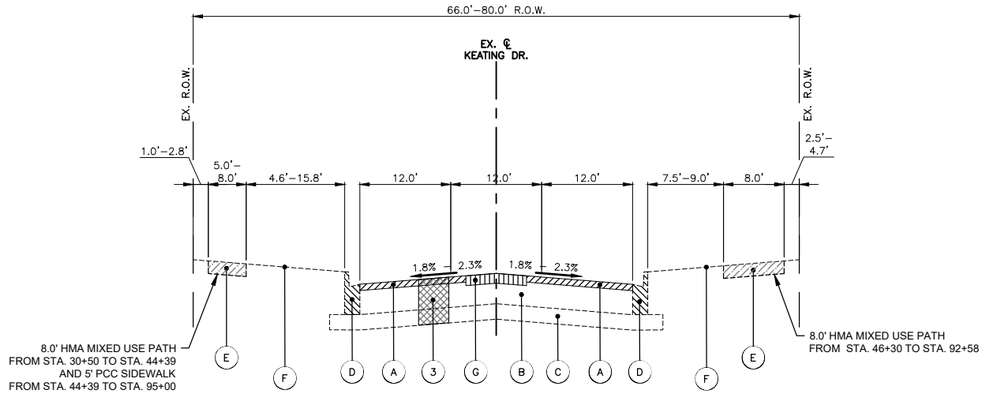
SCALE: N.T.S. | SHEET NO. 01 OF 06 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | DUPAGE, KANE, WILL | 46 | 6 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |



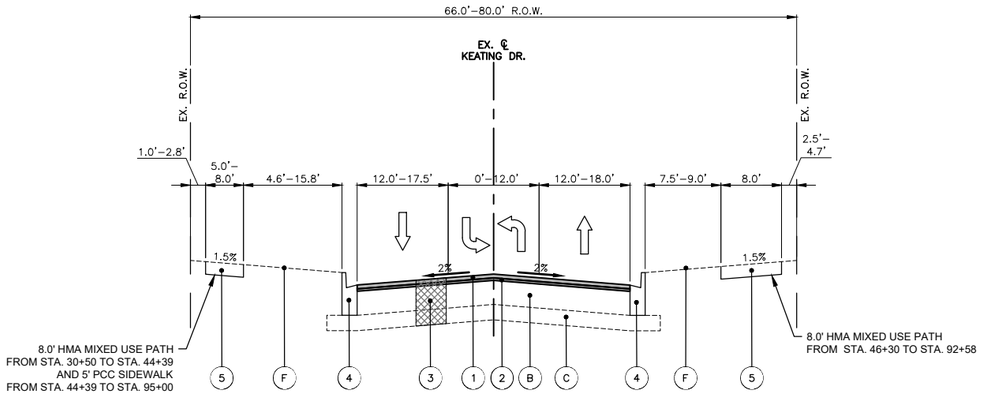

## EXISTING TYPICAL SECTION - KEATING DR.

STA: 30+50.0 – STA: 50+50.0
STA: 52+50.0 – STA: 55+02.6
STA: 56+60.6 – STA: 59+00.0
STA: 61+00.0 – STA: 63+19.8
STA: 64+75.1 – STA: 95+51.0



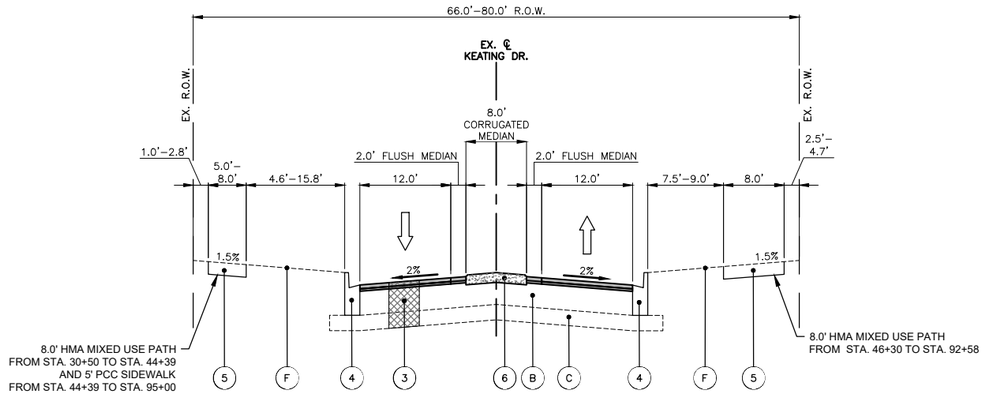

## EXISTING TYPICAL SECTION - KEATING DR.

STA: 50+50.0 – STA: 52+50.0
STA: 55+02.6 – STA: 56+60.6
STA: 59+00.0 – STA: 61+00.0
STA: 63+19.8 – STA: 64+75.1




## PROPOSED TYPICAL SECTION - KEATING DR.

STA: 30+50.0 – STA: 50+50.0
STA: 52+50.0 – STA: 55+02.6
STA: 56+60.6 – STA: 59+00.0
STA: 61+00.0 – STA: 63+19.8
STA: 64+75.1 – STA: 95+51.0




## PROPOSED TYPICAL SECTION - KEATING DR.

STA: 50+50.0 – STA: 52+50.0
STA: 55+02.6 – STA: 56+60.6
STA: 59+00.0 – STA: 61+00.0
STA: 63+19.8 – STA: 64+75.1

## EXISTING LEGEND

- A — HOT–MIX ASPHALT SURFACE REMOVAL, 3.0"
- B — EXISTING HMA PAVEMENT, 11"
- C — AGGREGATE SUBBASE, 4"
- D — COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- E — PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- F — EXISTING GROUND
- G — HOT–MIX ASPHALT SURFACE REMOVAL, 4"

NOTES:

- THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATIONS DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
- NO PROPOSED WORK WILL TAKE PLACE OUTSIDE OF THE EXISTING R.O.W.

## PROPOSED LEGEND

- 1 — HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N50, 2"
- 2 — POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
- 3 — CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- 4 — COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- 5 — PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- 6 — CORRUGATED MEDIAN (MODIFIED)

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:18 AM
FILE NAME: Kautz-Keating-Typ Sections
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

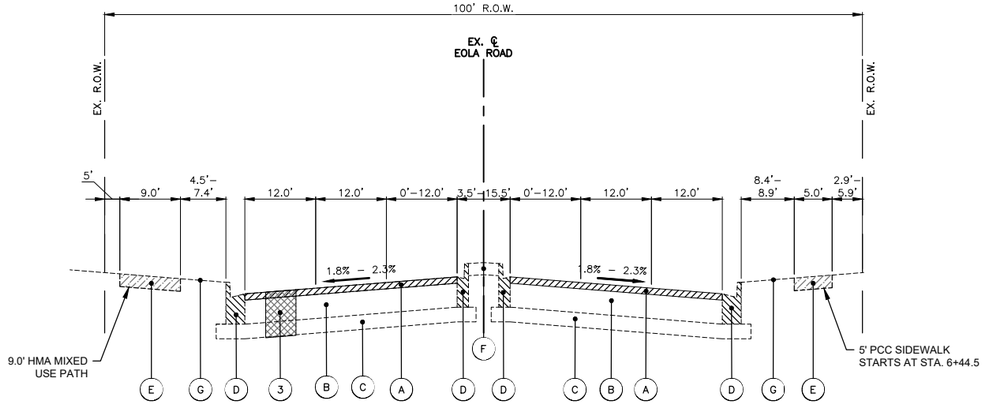
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Kautz-Keating-Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING AVENUE**
**TYPICAL SECTIONS**

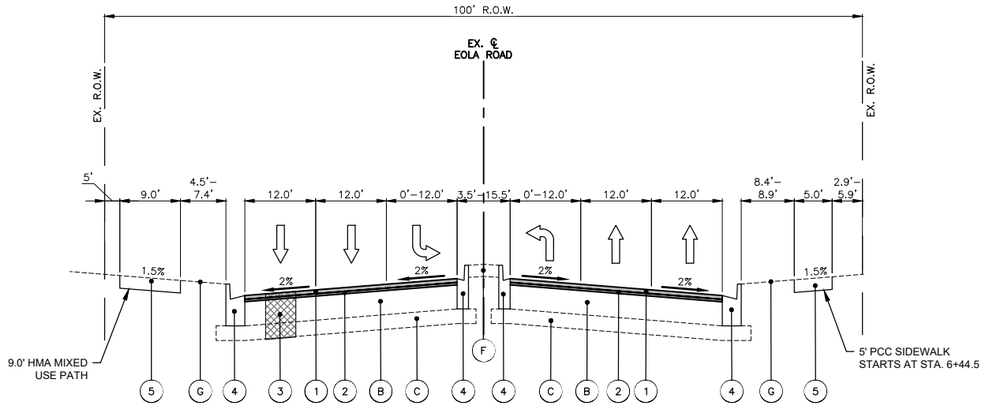
SCALE: N.T.S. | SHEET NO. 02 OF 06 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2502,2531 2505,2631 | 25–00371–00–RS | DUPAGE KANE, WILL | 46 | 7 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## EXISTING TYPICAL SECTION - EOLA ROAD

STA: 1+00.0 – STA: 38+30.00




## PROPOSED TYPICAL SECTION - EOLA ROAD

STA: 1+00.0 – STA: 38+30.00

## EXISTING LEGEND

- A — HOT–MIX ASPHALT SURFACE REMOVAL, 3.0"
- B — EXISTING PAVEMENT HMA, 11"
- C — AGGREGATE SUBBASE, 4"
- D — COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- E — PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- F — LANDSCAPED OR PCC MEDIAN
- G — EXISTING GROUND

NOTES:

- THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATIONS DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
- NO PROPOSED WORK WILL TAKE PLACE OUTSIDE OF THE EXISTING R.O.W.

## PROPOSED LEGEND

- 1 — HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N70, 2"
- 2 — POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
- 3 — CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- 4 — COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- 5 — PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:18 AM
FILE NAME: Eola Rd–Typ Sections
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT–Standard.ctb

| | | | |
|---|---|---|---|
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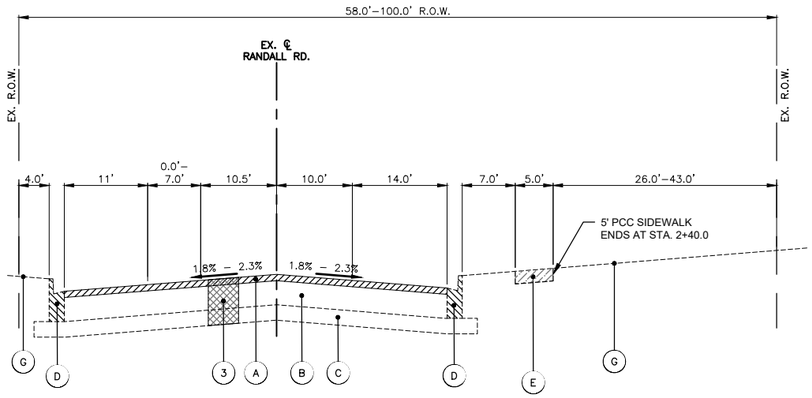
| FILE NAME = Eola Rd–Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EOLA ROAD**
**TYPICAL SECTIONS**

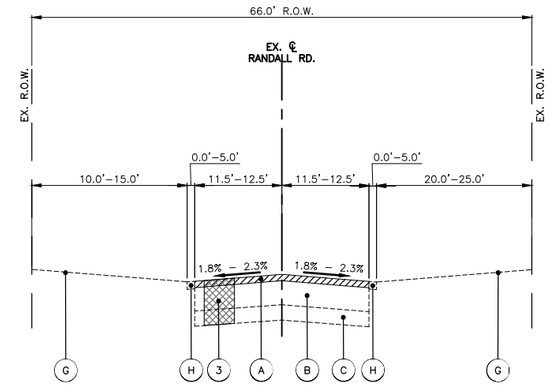
SCALE: N.T.S. | SHEET NO. 3 OF 06 SHEETS | STA. | TO STA.

| FAU/MUN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | WILL | 46 | 8 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |



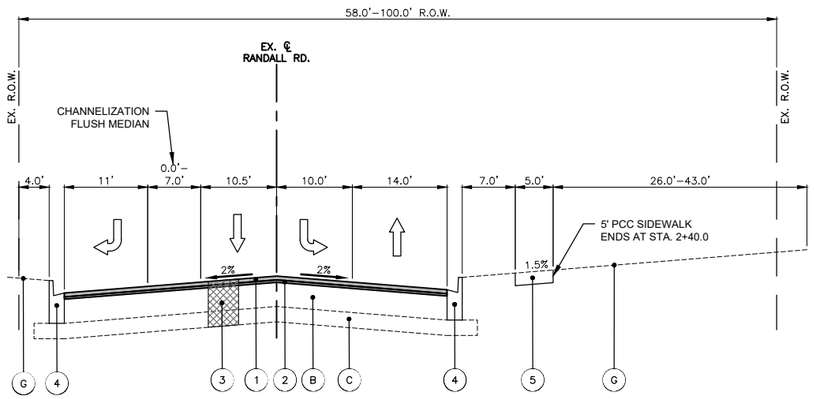

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 1+00 – STA: 2+50



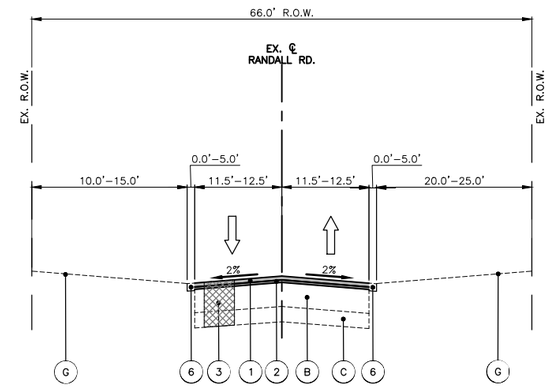

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 2+50.0 – STA: 21+50.0
STA: 31+00.0 – STA. 47+50.0
STA: 72+50.0 – STA. 89+50.0




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 1+00 – STA: 2+50




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 2+50.0 – STA: 21+50.0
STA: 31+00.0 – STA. 47+50.0
STA: 72+50.0 – STA. 89+50.0

## EXISTING LEGEND

- A — HOT–MIX ASPHALT SURFACE REMOVAL 3.0"
- B — EXISTING HMA PAVEMENT (APPROX. 11")
- C — EXISTING AGGREGATE SUBBASE (APPROX. 4")
- D — COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- E — PORTLAND CEMENT CONCRETE SIDEWALK
- F — LANDSCAPED OR PCC MEDIAN
- G — EXISTING GROUND
- H — EXISTING AGGREGATE SHOULDER

## PROPOSED LEGEND

1. HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N70, 2"
2. POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
3. CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
4. COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
5. PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
6. AGGREGATE WEDGE SHOULDER, TYPE B

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:18 AM
FILE NAME: Randall–Typ Sections DWG To PDF.pc3
PLOT DRIVER:
PEN TABLE: IDOT–Standard.ctb

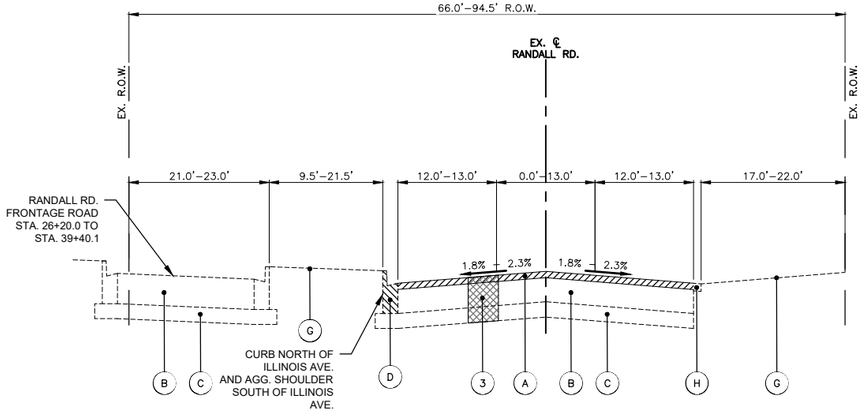
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall–Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**TYPICAL SECTIONS**

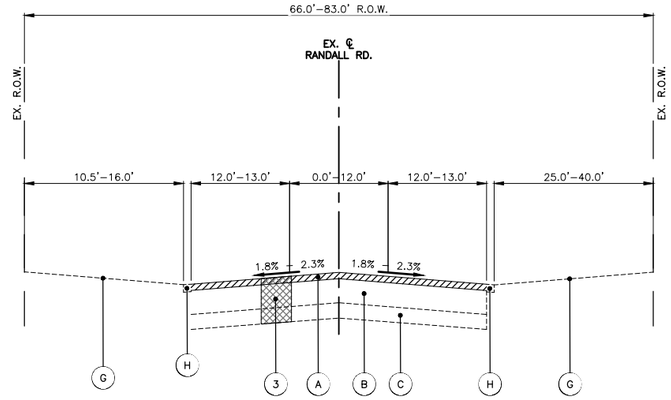
SCALE: N.T.S. | SHEET NO. 04 OF 06 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2502,2531 | 25–00371–00–RS | KANE | 46 | 9 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |



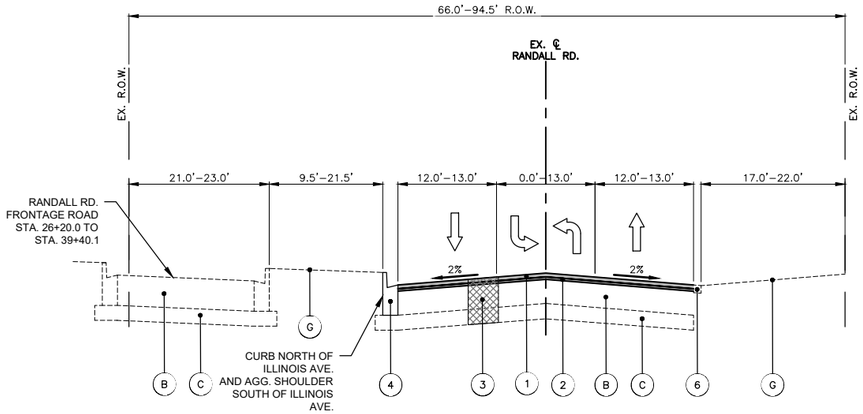

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 21+50.0 – STA: 31+00.0



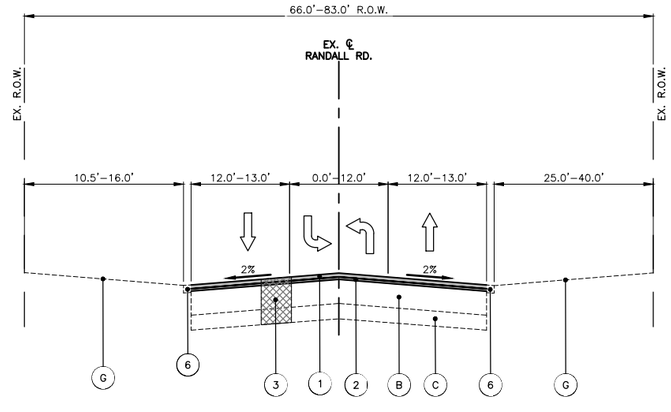

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 47+50.0 – STA: 55+00.0




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 21+50.0 – STA: 31+00.0




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 47+50.0 – STA: 55+00.0

## EXISTING LEGEND

- (A) HOT–MIX ASPHALT SURFACE REMOVAL 3.0"
- (B) EXISTING HMA PAVEMENT (APPROX. 11")
- (C) EXISTING AGGREGATE SUBBASE (APPROX. 4")
- (D) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- (E) PORTLAND CEMENT CONCRETE SIDEWALK
- (F) LANDSCAPED OR PCC MEDIAN
- (G) EXISTING GROUND
- (H) EXISTING AGGREGATE SHOULDER

NOTES:

- THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATIONS DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
- NO PROPOSED WORK WILL TAKE PLACE OUTSIDE OF THE EXISTING R.O.W.
- OMISSION STA. 64+95.0 TO STA. 67+15.5

## PROPOSED LEGEND

- (1) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N70, 2"
- (2) POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
- (3) CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (4) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (5) PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (6) AGGREGATE WEDGE SHOULDER, TYPE B

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:18 AM
FILE NAME: Randall–Typ Sections
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT–Standard.ctb

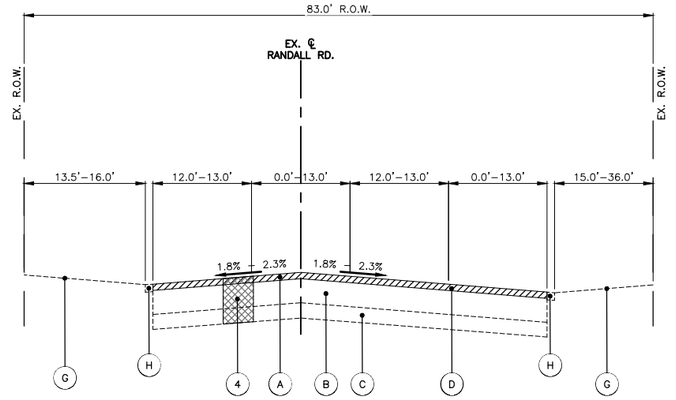
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall–Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**TYPICAL SECTIONS**

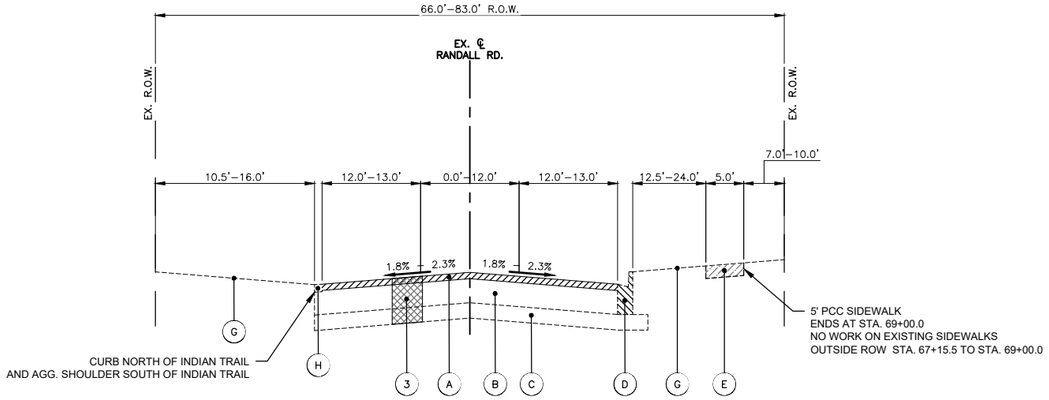
SCALE: N.T.S. | SHEET NO. 05 OF 06 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2502,2531 2503,2532 | 25–00371–00–RS | KANE | 46 | 10 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |



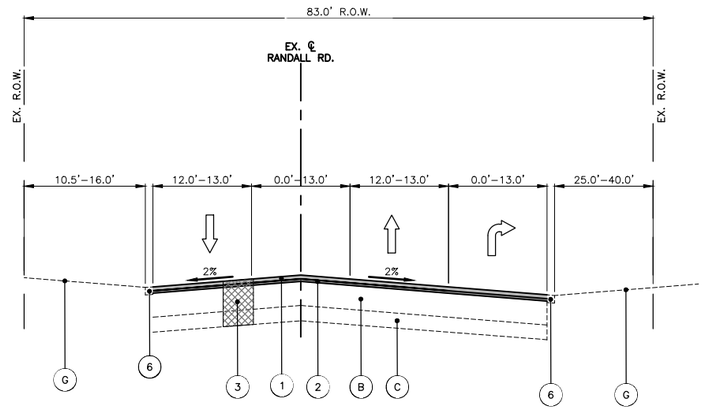

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 55+00.0 – STA: 61+00.0



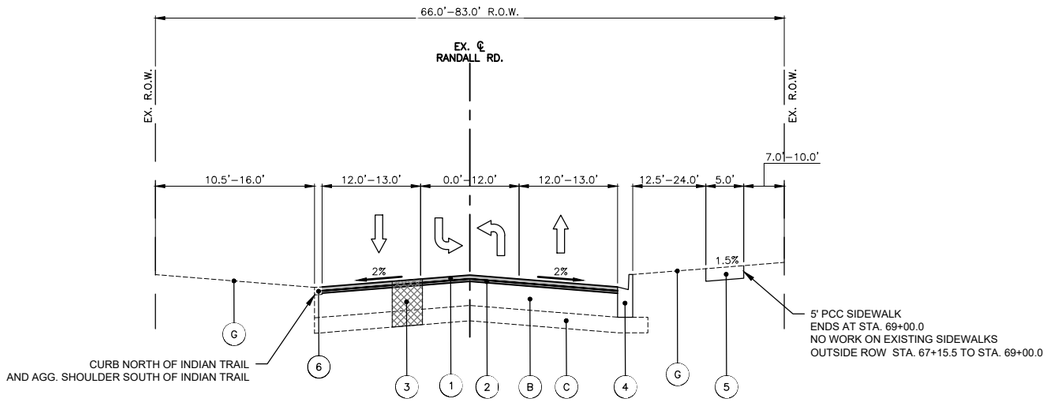

## EXISTING TYPICAL SECTION - RANDALL RD.

STA: 61+00.0 – STA: 64+95.0
STA: 67+15.5 – STA: 72+50.0
OMISSION STA. 64+95.0 TO STA. 67+15.5




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 55+00.0 – STA: 61+00.0




## PROPOSED TYPICAL SECTION - RANDALL RD.

STA: 61+00.0 – STA: 64+95.0
STA: 67+15.5 – STA: 72+50.0
OMISSION STA. 64+95.0 TO STA. 67+15.5

## EXISTING LEGEND

- (A) HOT–MIX ASPHALT SURFACE REMOVAL 3.0"
- (B) EXISTING HMA PAVEMENT (APPROX. 11")
- (C) EXISTING AGGREGATE SUBBASE (APPROX. 4")
- (D) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24
- (E) PORTLAND CEMENT CONCRETE SIDEWALK
- (F) LANDSCAPED OR PCC MEDIAN
- (G) EXISTING GROUND
- (H) EXISTING AGGREGATE SHOULDER

NOTES:

- THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATIONS DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
- NO PROPOSED WORK WILL TAKE PLACE OUTSIDE OF THE EXISTING R.O.W.
- OMISSION STA. 64+95.0 TO STA. 67+15.5

## PROPOSED LEGEND

- (1) HOT–MIX ASPHALT SURFACE COURSE, MIX "D", IL–9.5, N70, 2"
- (2) POLYMERIZED HOT–MIX ASPHALT BINDER COURSE, IL–4.75, N50, 1"
- (3) CLASS D PATCHES WITH SUBBASE GRANULAR MATERIAL, TYPE B (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (4) COMBINATION CONCRETE CURB & GUTTER, VARIES FROM TYPE B–6.12 TO B–6.24 (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (5) PCC SIDEWALK, 5" (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)
- (6) AGGREGATE WEDGE SHOULDER, TYPE B

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Randall–Typ Sections
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT–Standard.ctb

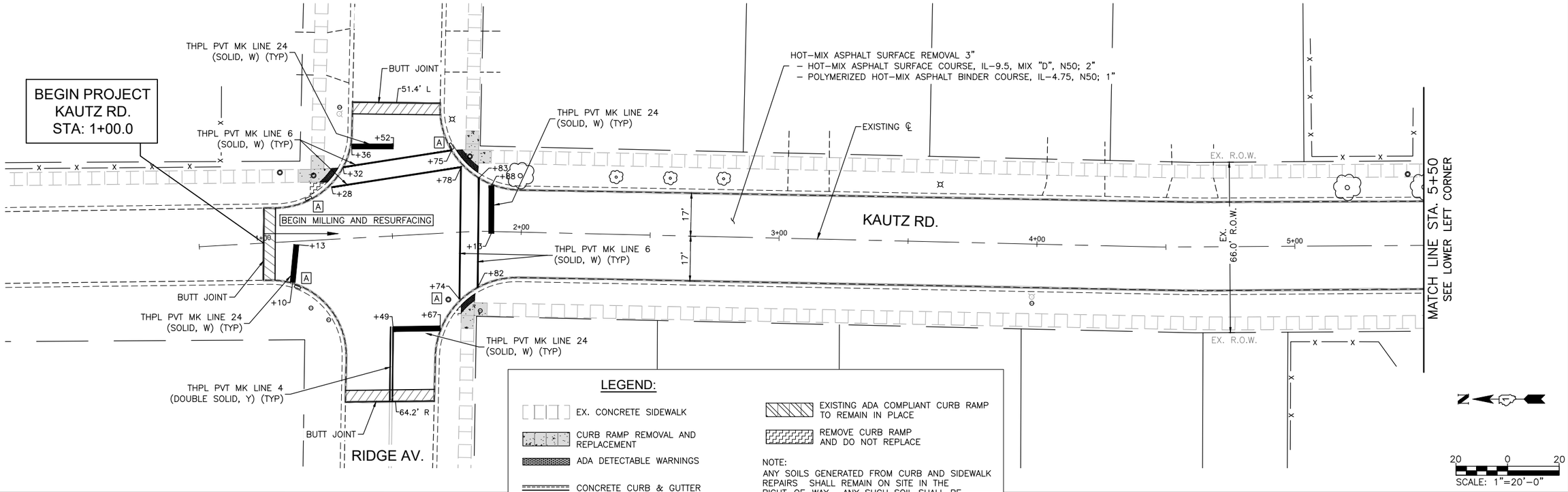
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall–Typ Sections | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**TYPICAL SECTIONS**

SCALE: N.T.S. | SHEET NO. 06 OF 06 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | KANE | 46 | 11 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

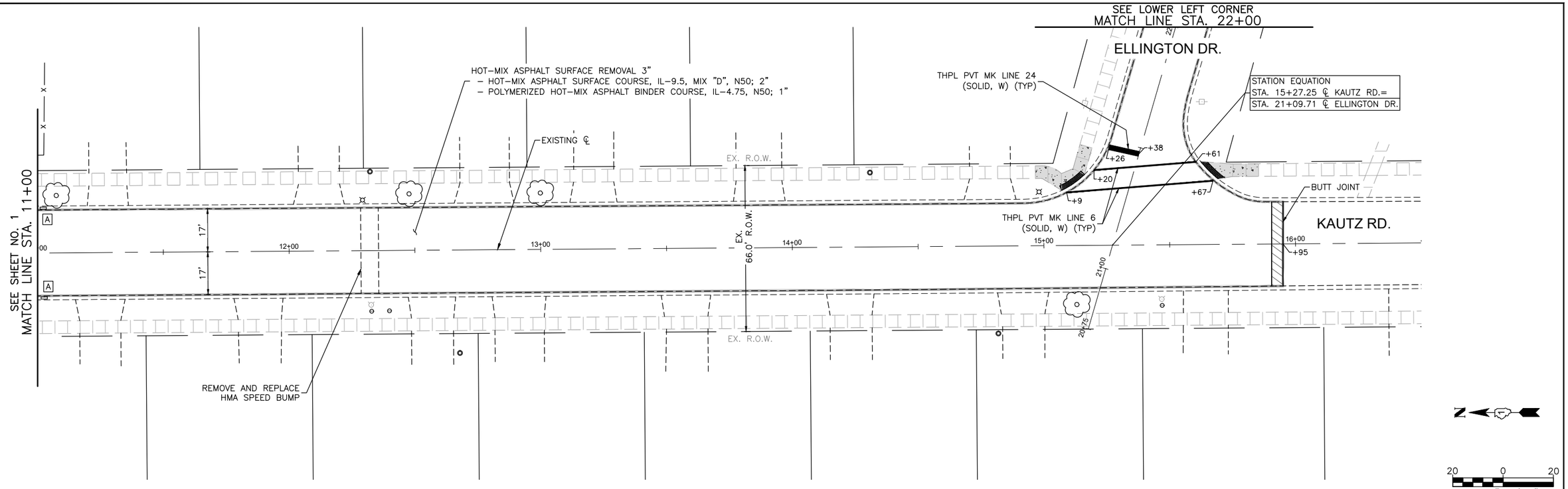
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

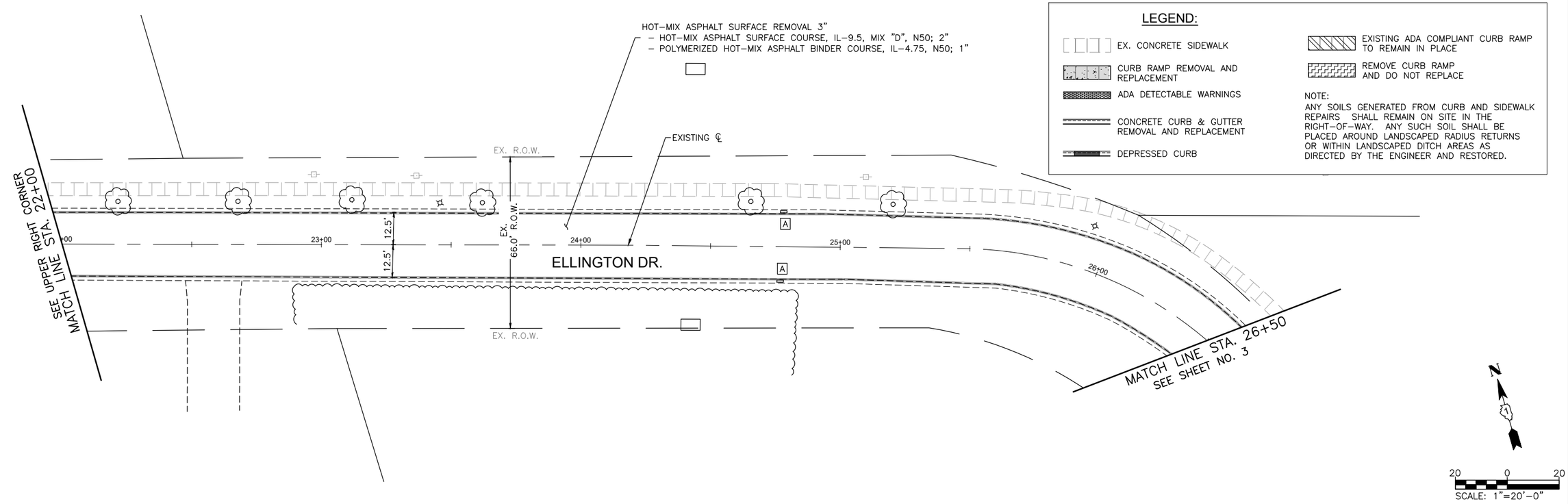
**KAUTZ ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 1 OF 9 SHEETS | STA. 1+00 TO STA. 11+00

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 12 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Kautz-Keating_Ph 2 DWG To PDF.pc3
PLOT DRIVER: IDOT-Standard.ctb
PEN TABLE:

| | | |
|---|---|---|
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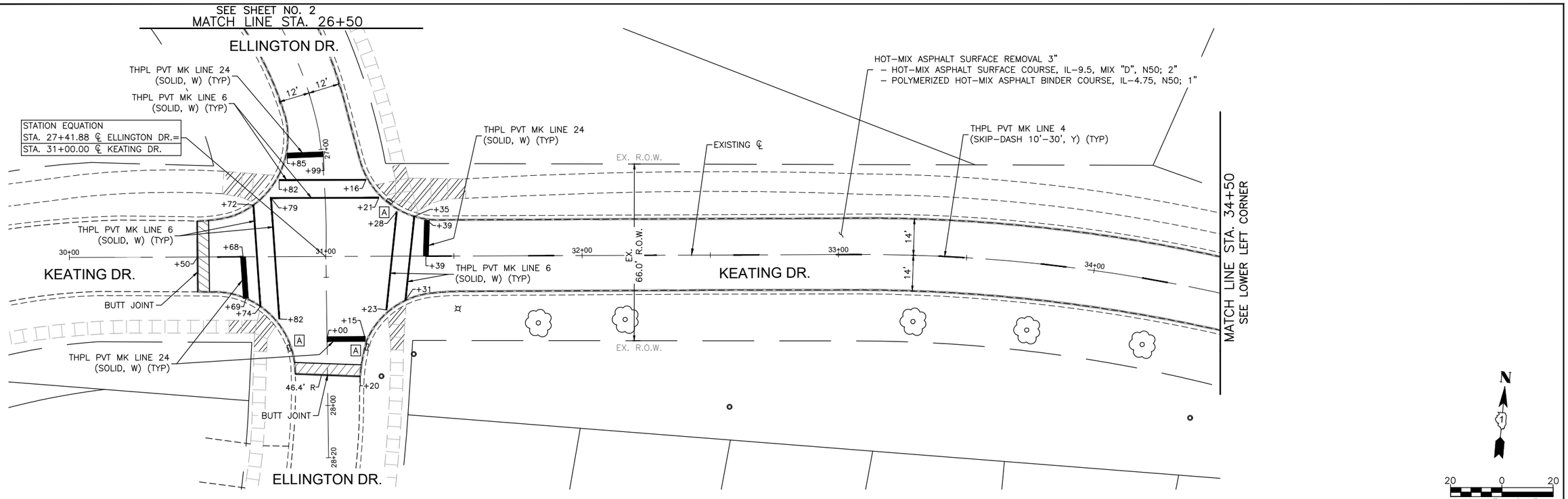
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

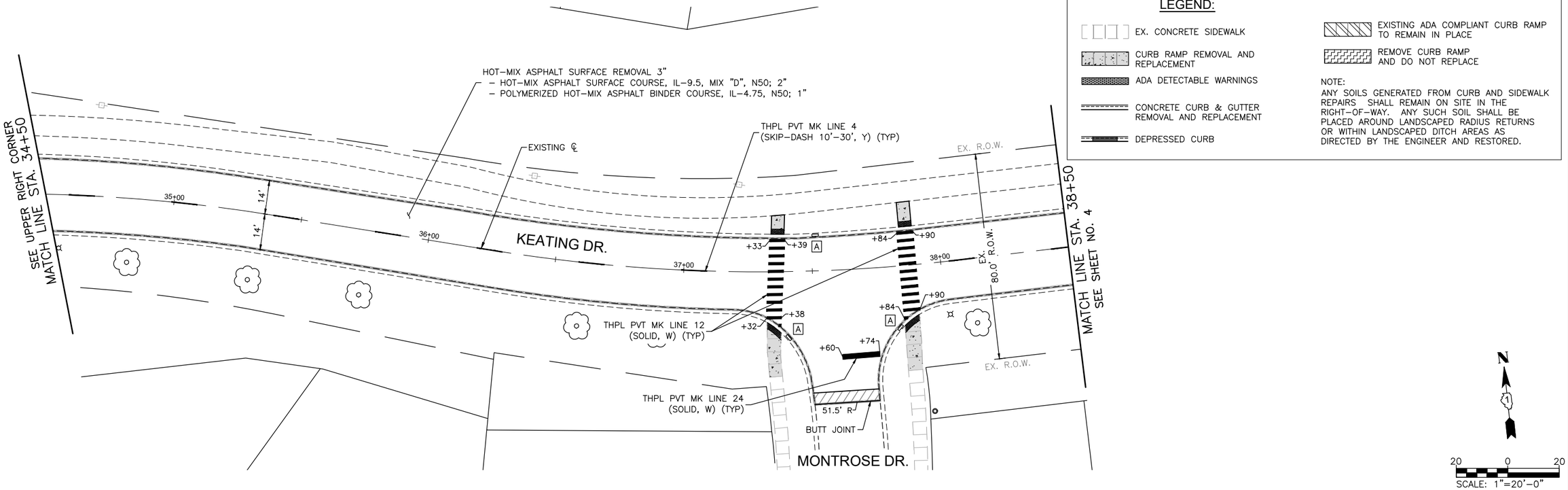
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KAUTZ ROAD AND ELLINGTON DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 2 OF 22 SHEETS | STA. 11+00 TO STA. 26+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 13 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

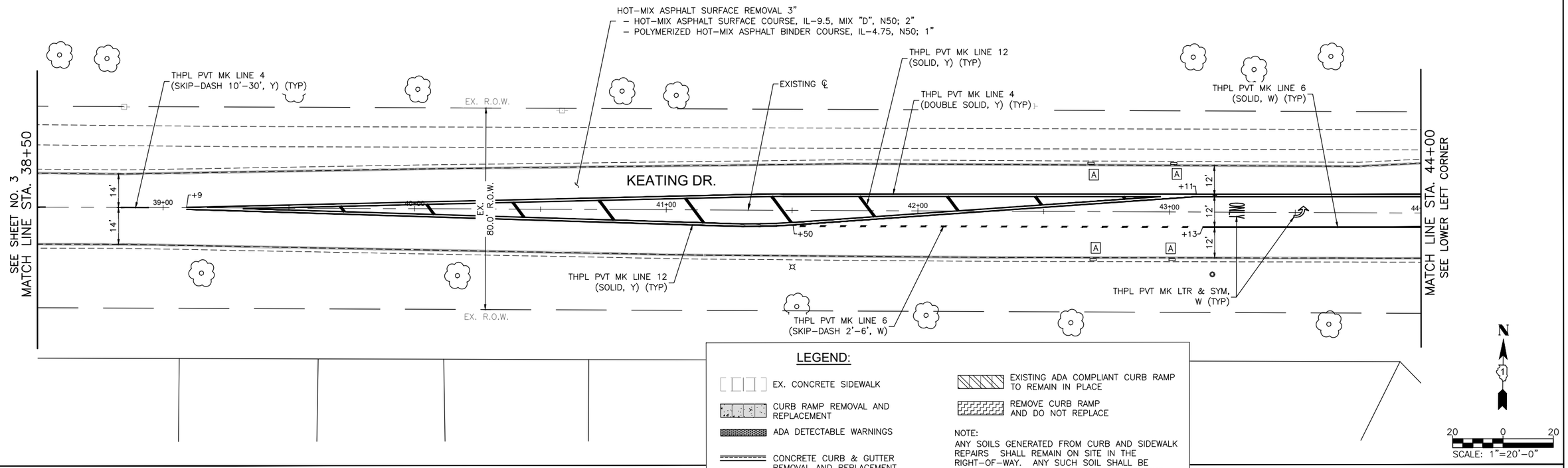
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED - AN | REVISED - |
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN - MH | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - TW | REVISED - |
| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**ELLINGTON DRIVE AND KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 3 OF 22 SHEETS | STA. 26+50 TO STA. 38+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 14 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

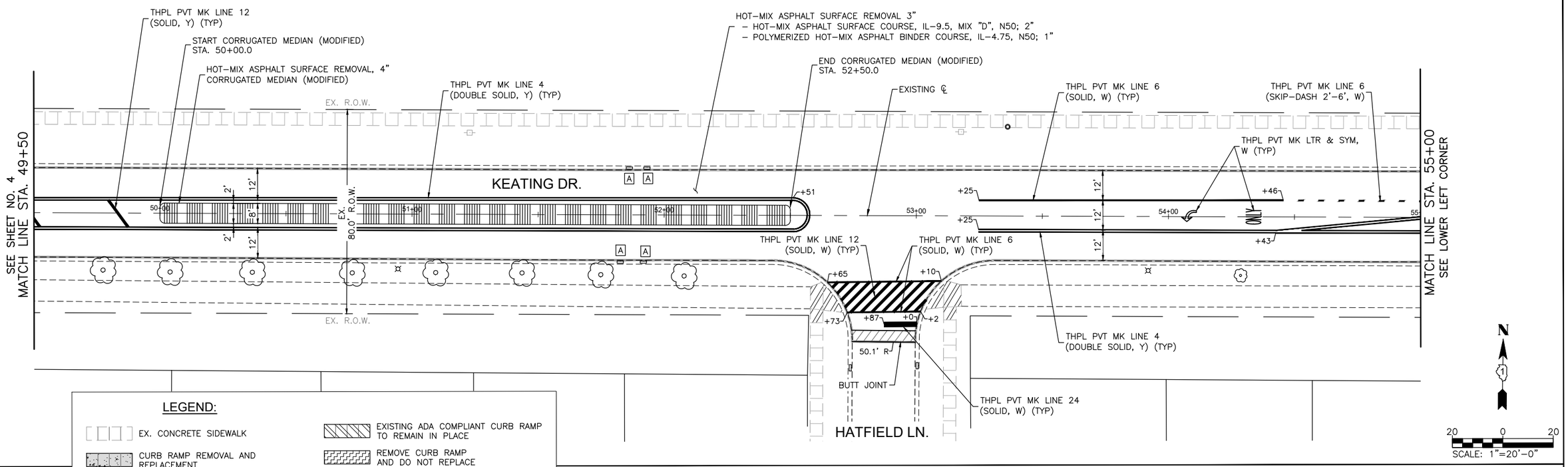
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 4 OF 22 SHEETS | STA. 38+50 TO STA. 49+50

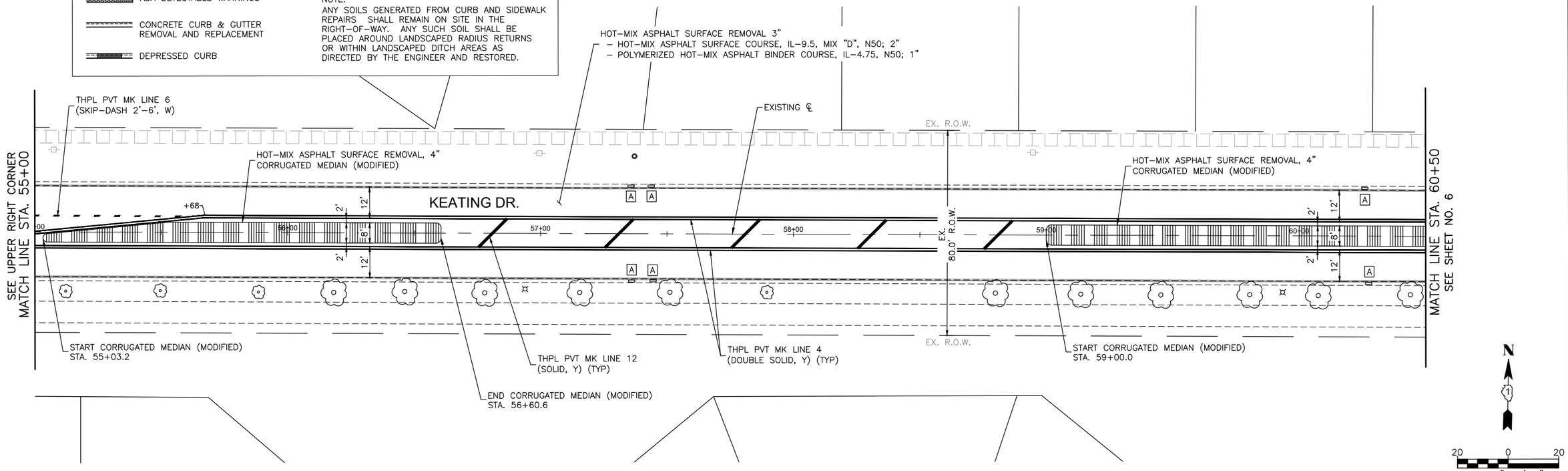
| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE, KANE, WILL | 46 | 15 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:19 AM
FILE NAME: Kautz-Keating_Ph 2 DWG To PDF.pc3
PLOT DRIVER:
PEN TABLE: IDOT-Standard.ctb

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|---|---|---|
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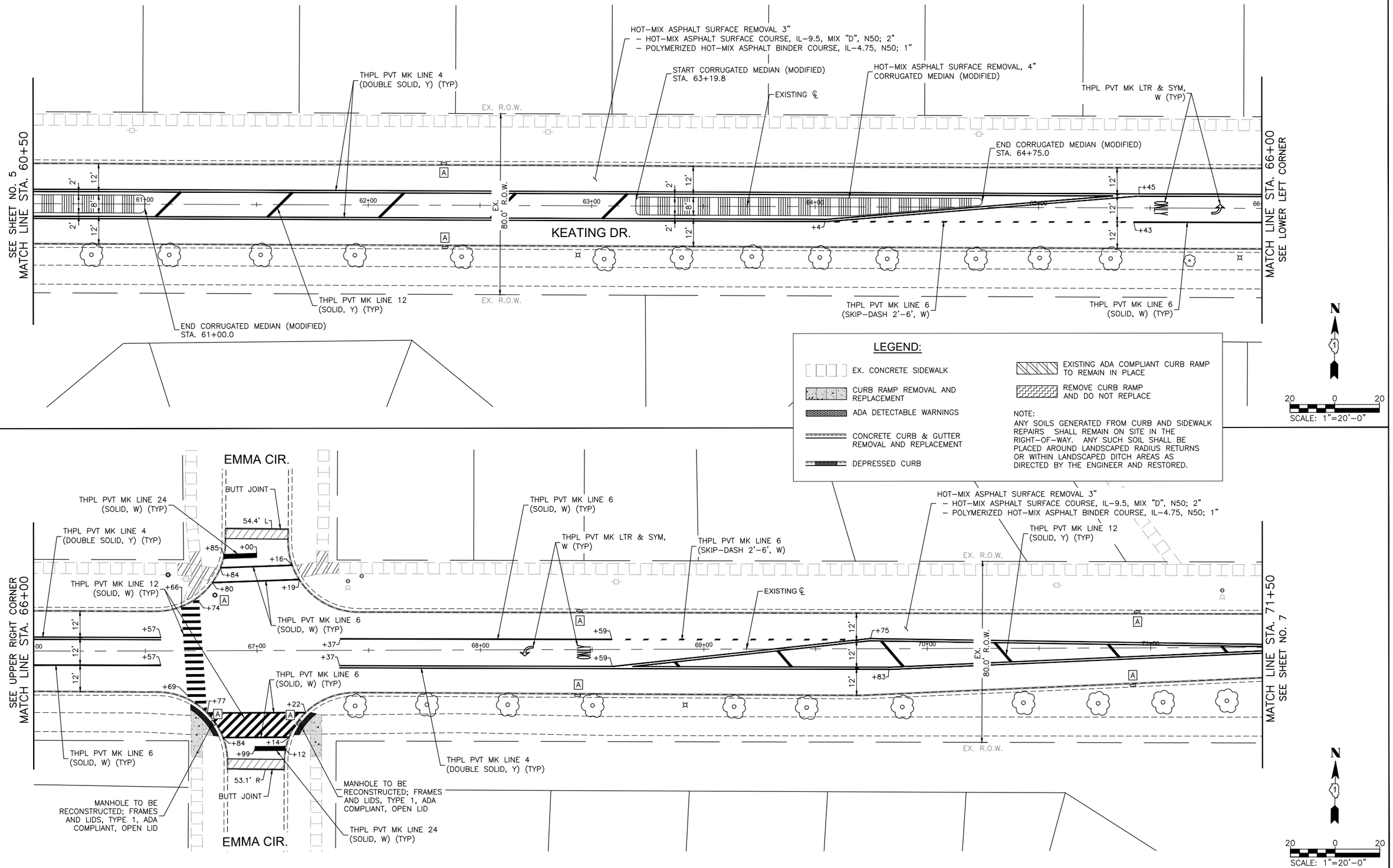
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 5 OF 22 SHEETS | STA. 49+50 TO STA. 60+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE, KANE, WILL | 46 | 16 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:20 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

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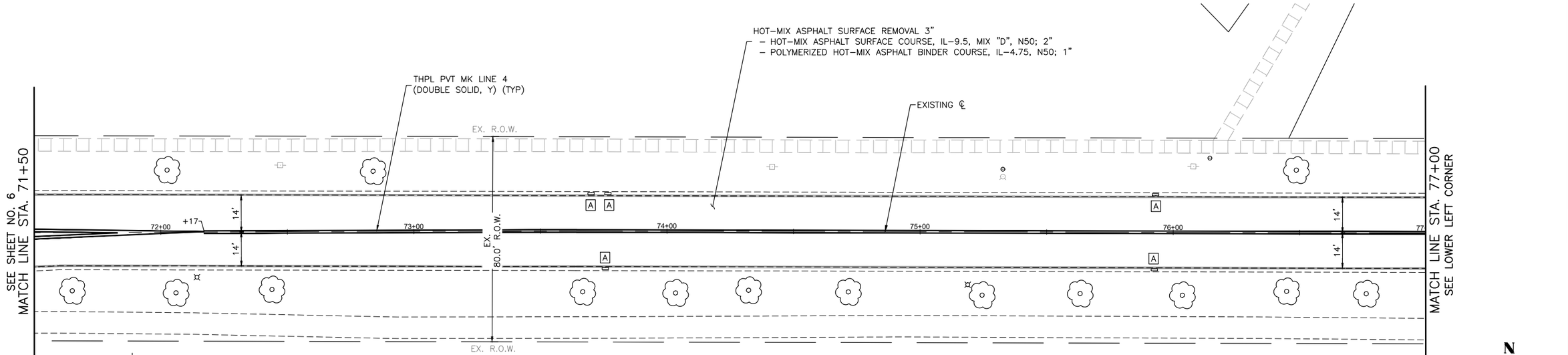
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 6 OF 22 SHEETS | STA. 60+50 TO STA. 71+50

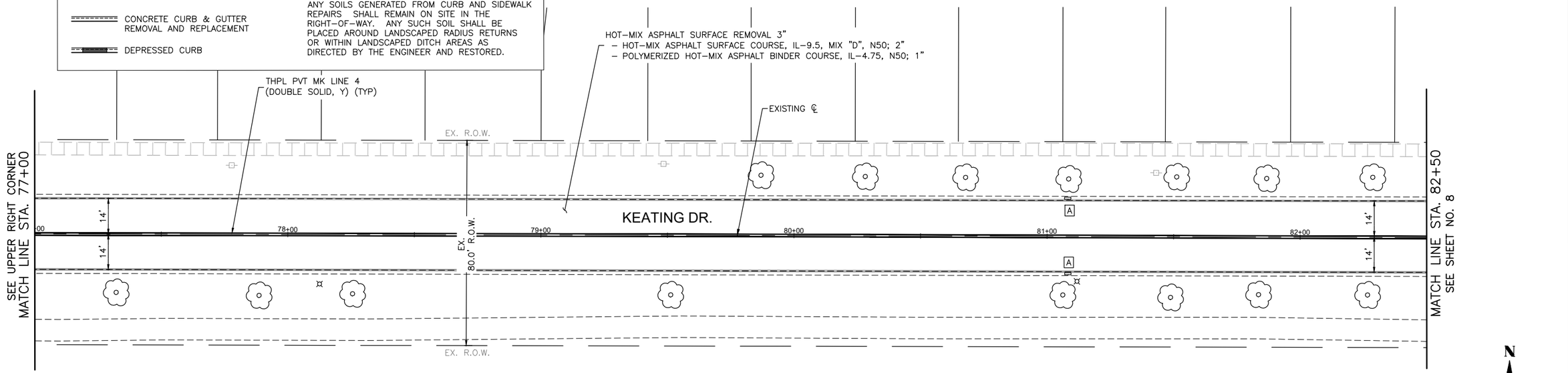
| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | DUPAGE, KANE, WILL | 46 | 17 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:20 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

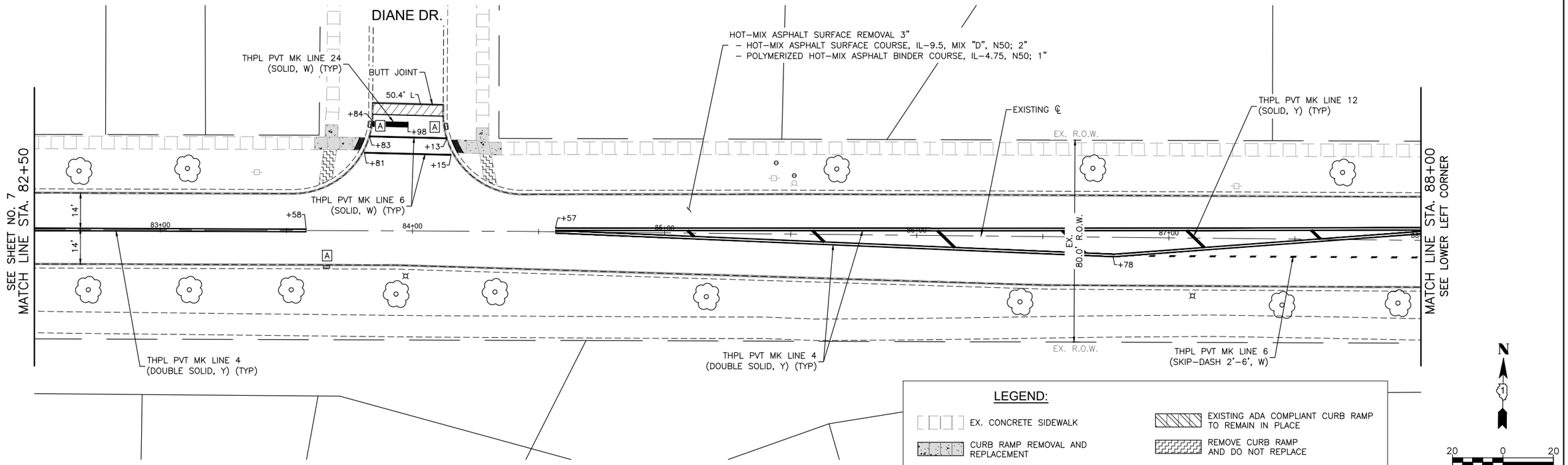
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 7 OF 22 SHEETS | STA. 71+50 TO STA. 82+50

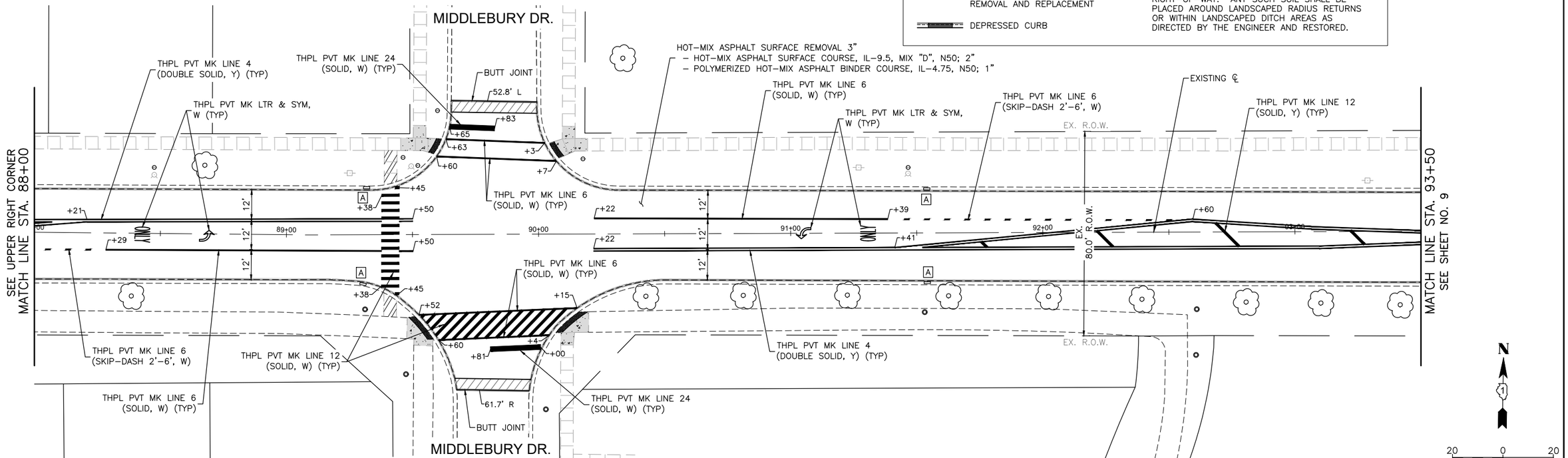
| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE, KANE, WILL | 46 | 18 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.




| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

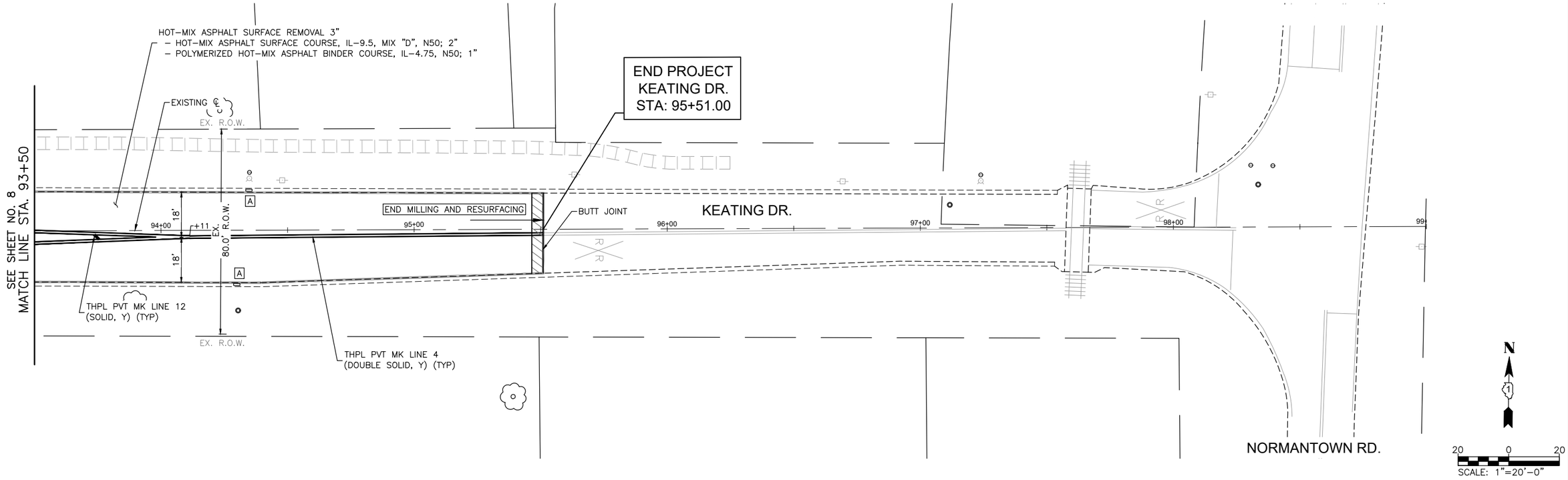
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 8 OF 22 SHEETS | STA. 82+50 TO STA. 93+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 19 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:20 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:20 AM
FILE NAME: Kautz-Keating_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

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|---|---|---|---|
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| FILE NAME = Kautz-Keating_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**KEATING DRIVE**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 9 OF 22 SHEETS | STA. 93+50 TO STA. 95+51

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE, KANE, WILL | 46 | 20 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |

BEGIN PROJECT
EOLA ROAD
STA: 1+00.0

THPL PVT MK LINE 6 (SOLID, W) (TYP)
THPL PVT MK LINE 24 (SOLID, W) (TYP)
79.7' L
BUTT JOINT
THPL PVT MK LTR & SYM, W (TYP)
THPL PVT MK LINE 4 (DOUBLE SOLID, Y) (TYP)
HOT-MIX ASPHALT SURFACE REMOVAL 3"
– HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"
– POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 1"
EXISTING ℄
EX. R.O.W.
THPL PVT MK LINE 6 (SKIP-DASH 2'-6', W)
THPL PVT MK LINE 12 (SOLID, W) (TYP)
BUTT JOINT
BEGIN MILLING AND RESURFACING
INTERSECTION UNDER VIDEO DETECTION
ONLY
EX. 100.0' R.O.W.
MATCH LINE STA. 6+00
SEE LOWER LEFT CORNER
THPL PVT MK LINE 4 (SOLID, Y) (TYP)
THPL PVT MK LINE 4 (SKIP-DASH 10'-30', W)
HAFENRICHTER RD.
THPL PVT MK LINE 24 (SOLID, W) (TYP)
THPL PVT MK LINE 4 (DOUBLE SOLID, Y) (TYP)

## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

SCALE: 1"=20'-0"

OAK FIELD DR.
THPL PVT MK LINE 24 (SOLID, W) (TYP)
BUTT JOINT
71.2' L
HOT-MIX ASPHALT SURFACE REMOVAL 3"
– HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70; 2"
– POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 1"
EXISTING ℄
EX. R.O.W.
THPL PVT MK LINE 12 (SOLID, W) (TYP)
THPL PVT MK LINE 16 (SOLID, W) (TYP)
SEE UPPER RIGHT CORNER MATCH LINE STA. 6+00
MATCH LINE STA. 11+50
SEE SHEET NO. 2
THPL PVT MK LINE 4 (SOLID, Y) (TYP)
THPL PVT MK LINE 4 (SKIP-DASH 10'-30', W)
THPL PVT MK LTR & SYM, W (TYP)
THPL PVT MK LINE 6 (SOLID, W) (TYP)
THPL PVT MK LINE 6 (SKIP-DASH 2'-6', W)

SCALE: 1"=20'-0"

| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Eola_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

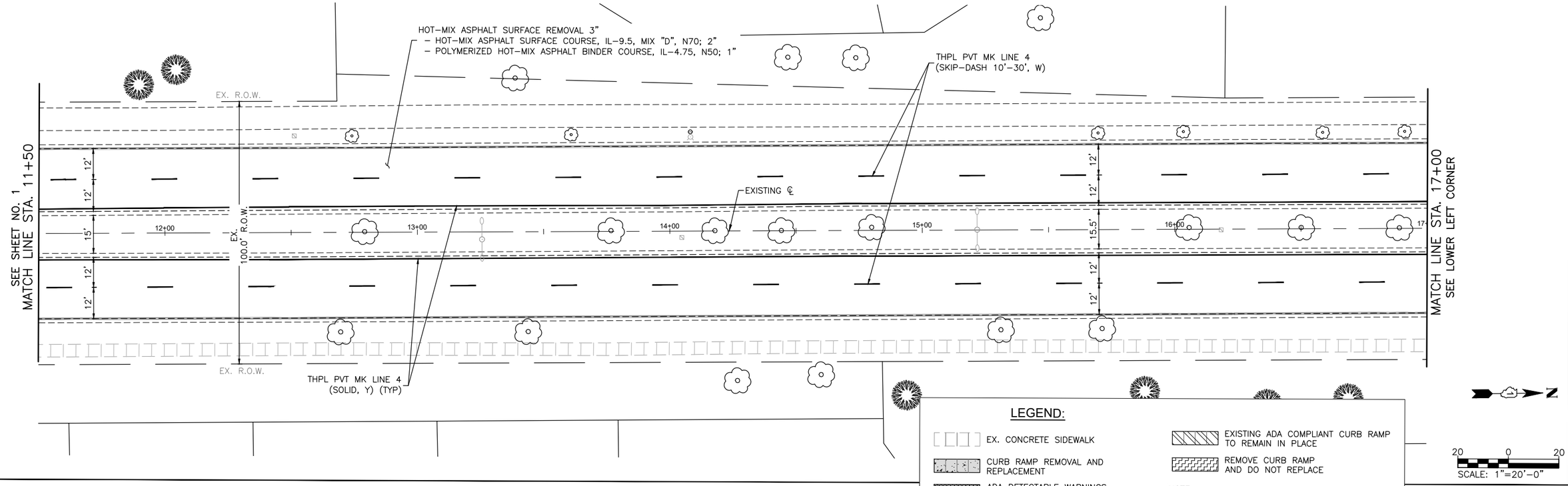
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EOLA ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 10 OF 22 SHEETS | STA. 1+00 TO STA. 11+50

| FAU/MUN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | WILL | 46 | 21 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:21 AM
FILE NAME: Eola_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:21 AM
FILE NAME: Eola_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: IDOT-Standard.ctb

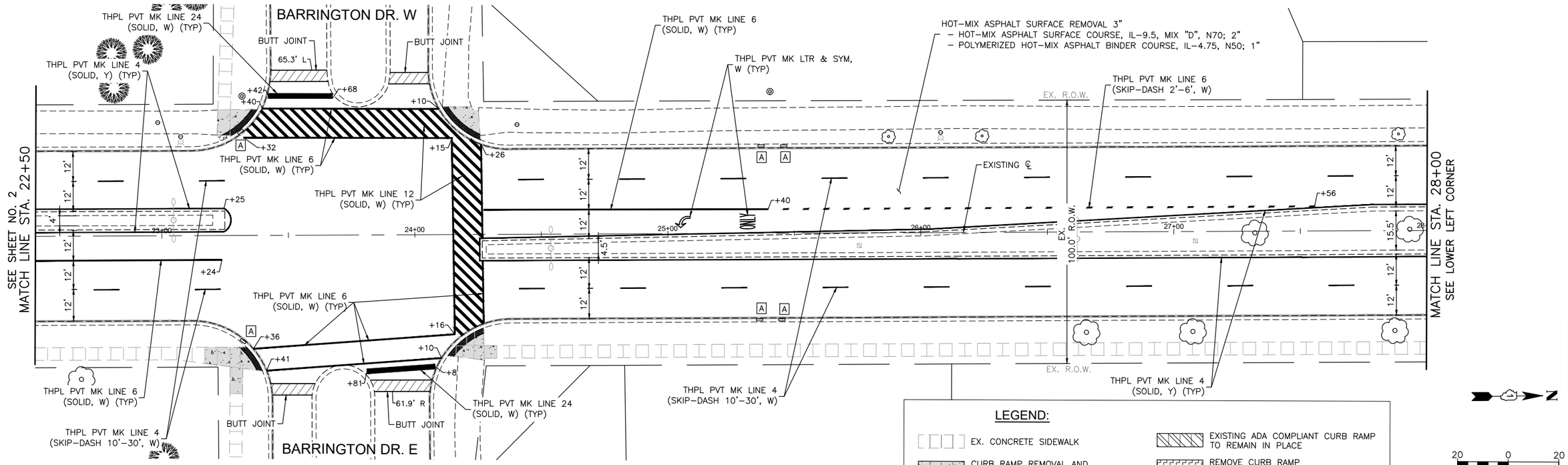
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED - AN | REVISED - |
| FILE NAME = Eola_Ph 2 | DRAWN - MH | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - TW | REVISED - |
| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

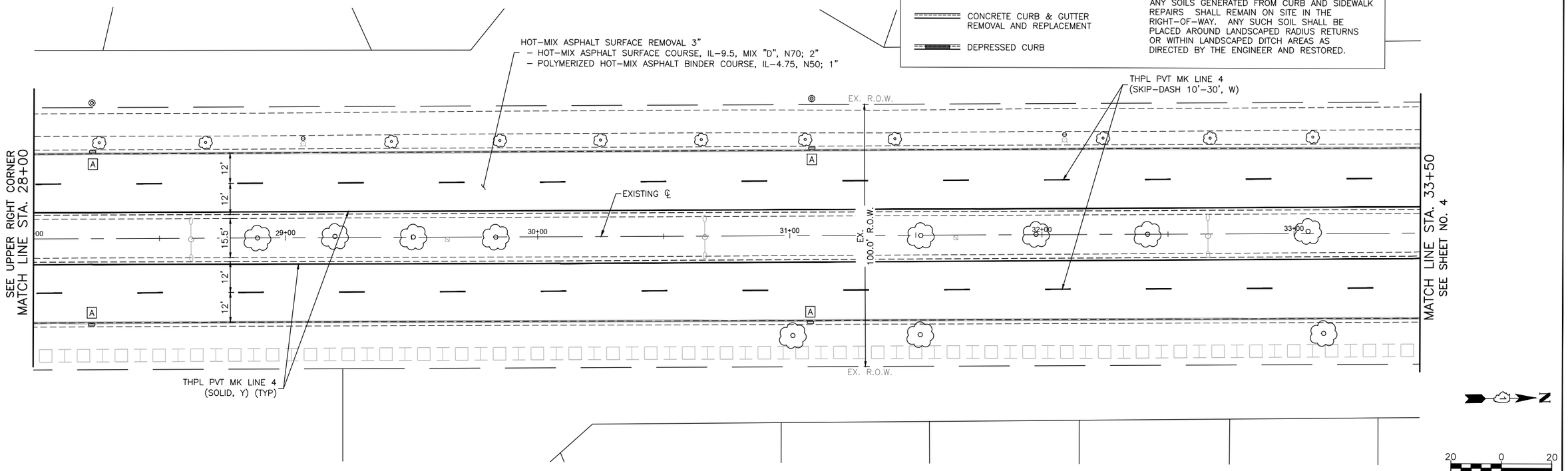
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EOLA ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 11 OF 22 SHEETS | STA. 11+50 TO STA. 22+50

| FAU/MUN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | WILL | 46 | 22 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT–OF–WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:21 AM
FILE NAME: Eola_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: IDOT–Standard.ctb

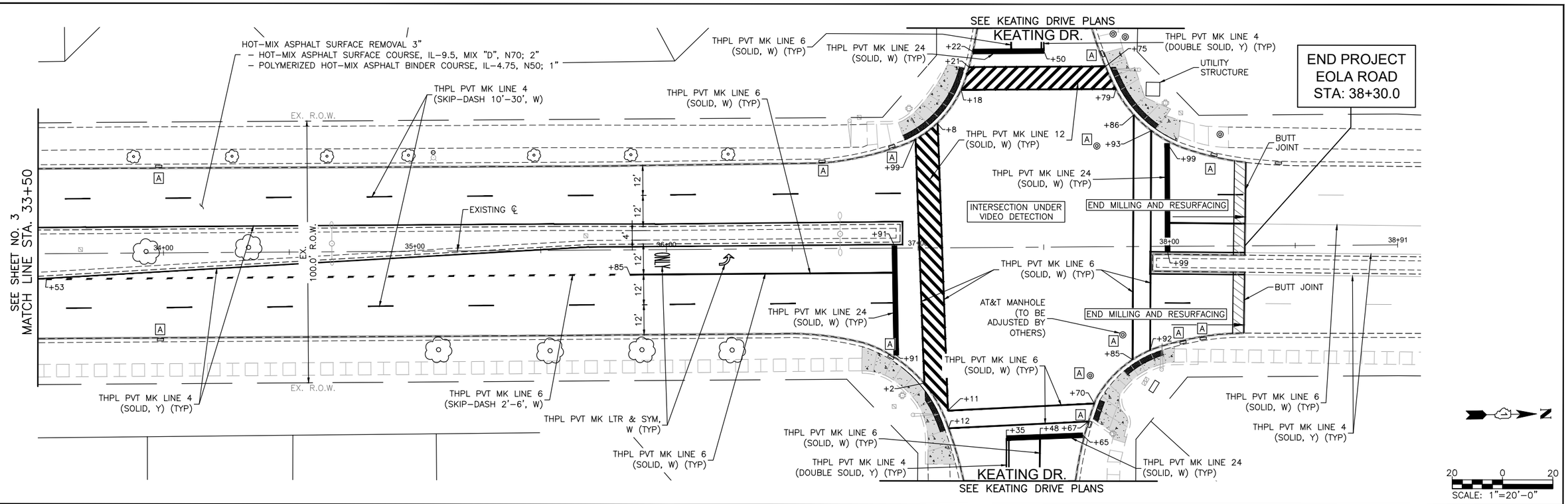
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Eola_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EOLA ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 12 OF 22 SHEETS | STA. 22+50 TO STA. 33+50

| FAU/MUN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1565,1556 2305,2531 | 25–00371–00–RS | WILL | 46 | 23 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:21 AM
FILE NAME: Eola_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: IDOT-Standard.ctb

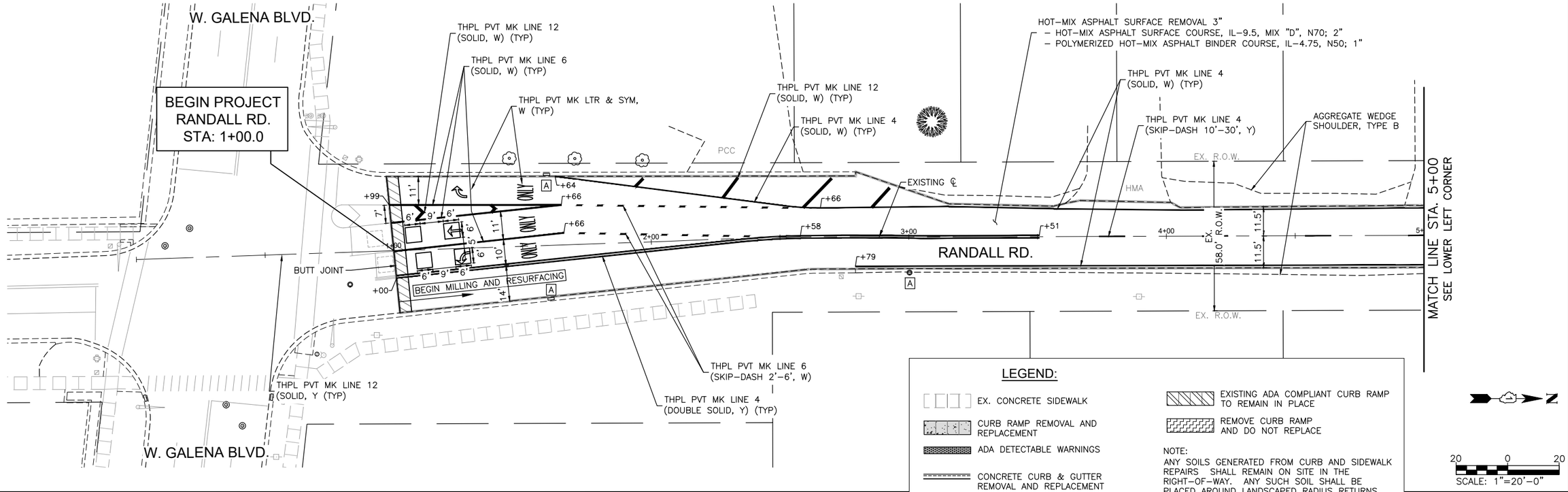
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Eola_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EOLA ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 13 OF 22 SHEETS | STA. 33+50 TO STA. 38+30

| FAU/MUN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | WILL | 46 | 24 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

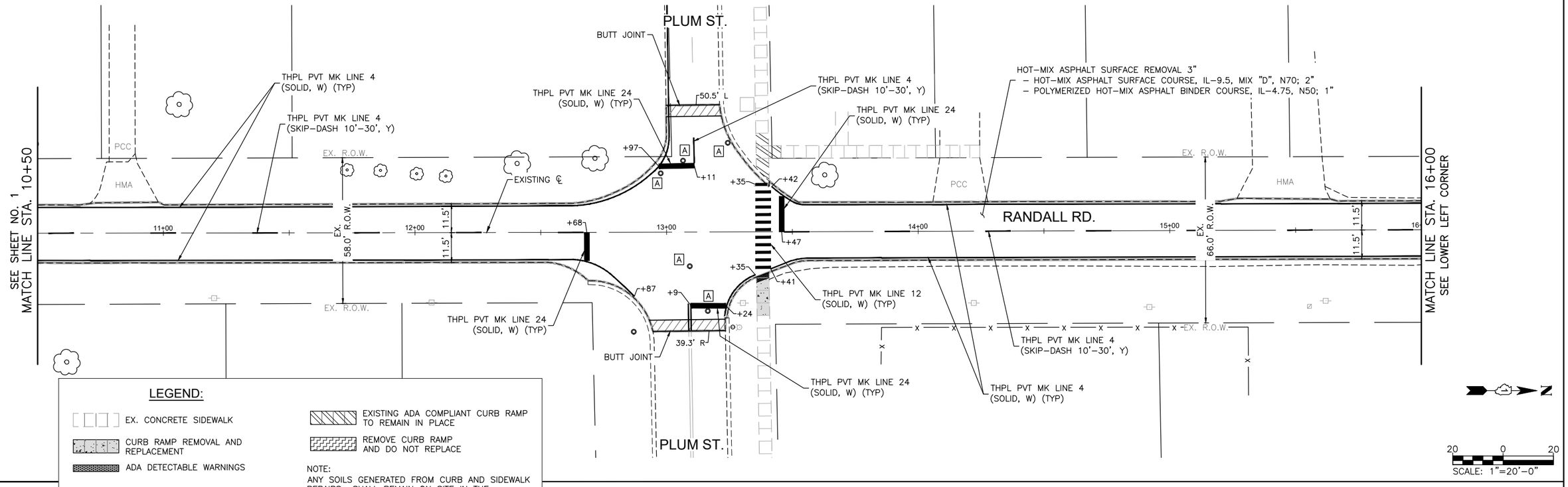
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 1 OF 9 SHEETS | STA. 1+00 TO STA. 10+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 25 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |

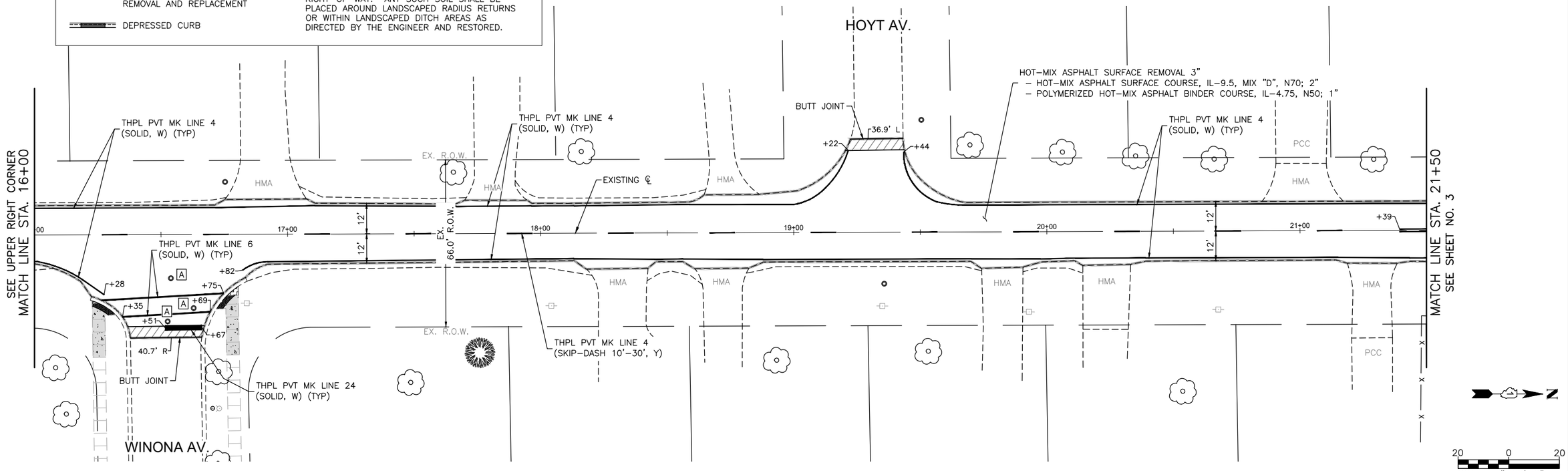
COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:21 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT–OF–WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:22 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT–Standard.ctb

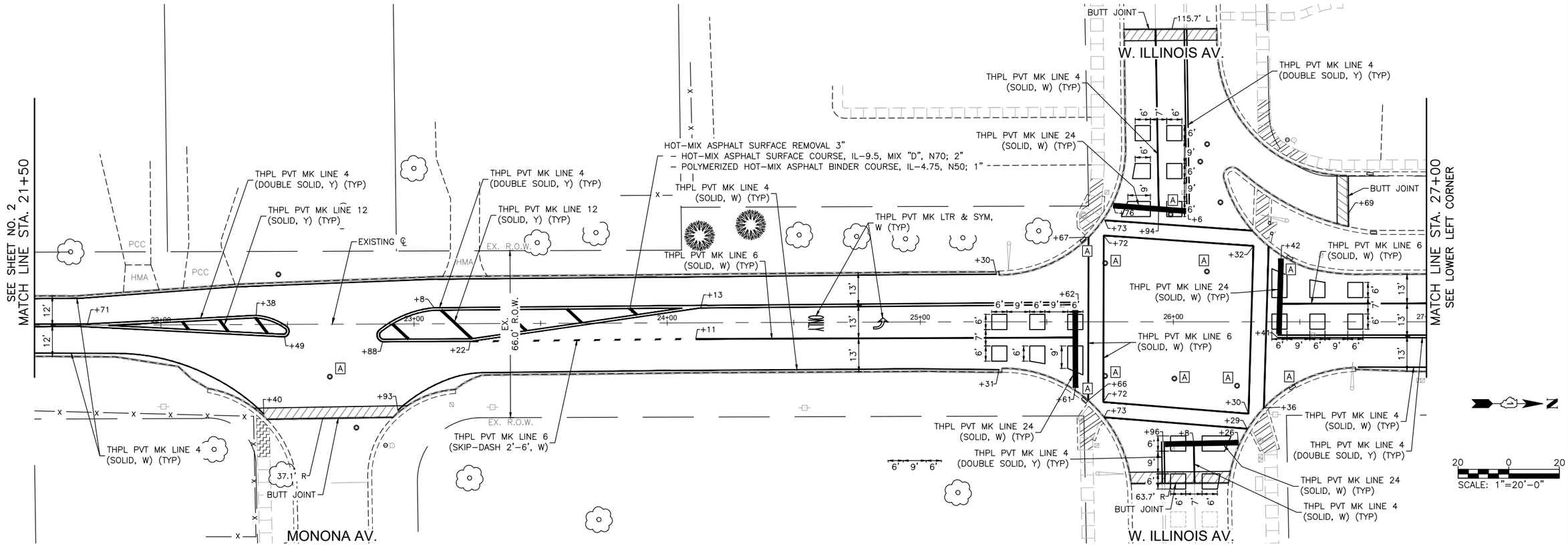
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

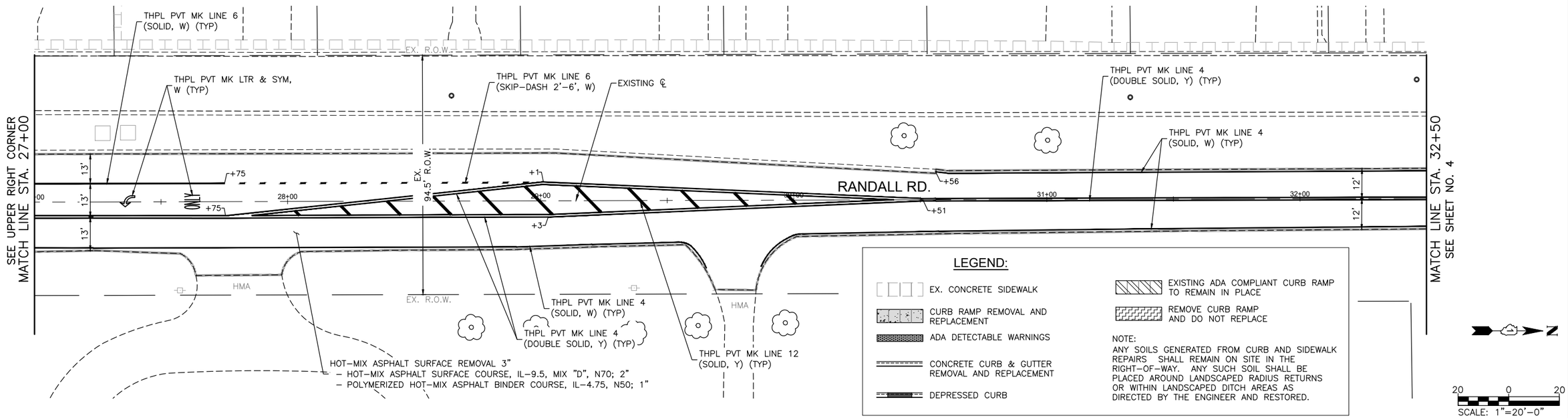
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 2 OF 9 SHEETS | STA. 10+50 TO STA. 21+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25–00371–00–RS | KANE | 46 | 26 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:22 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

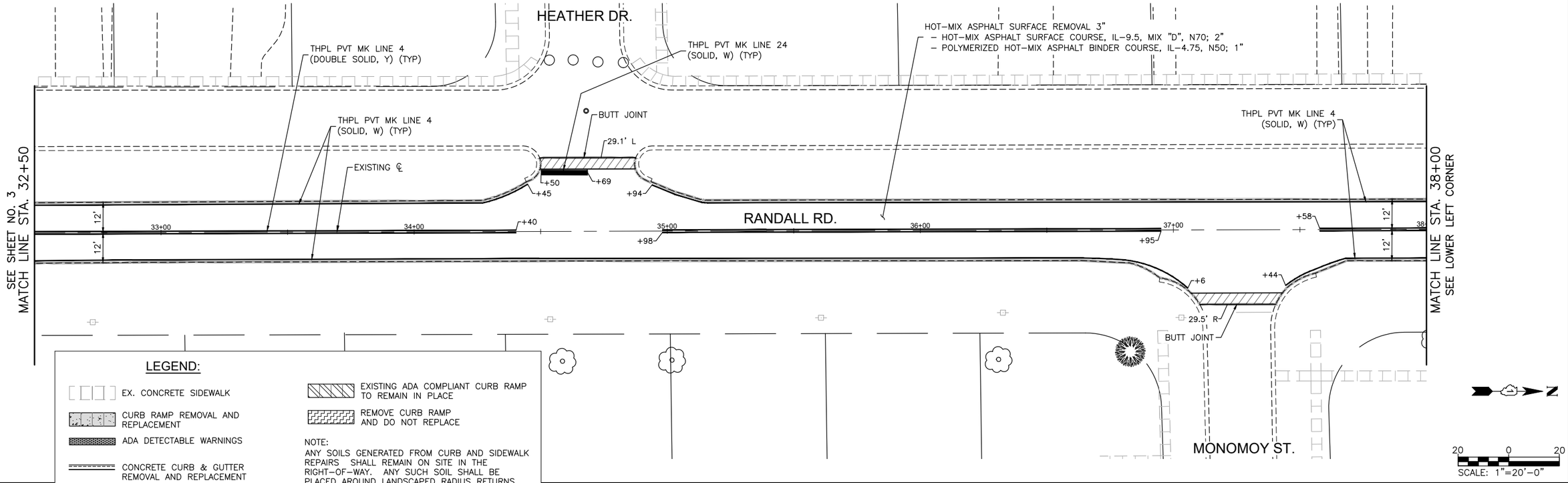
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED - AN | REVISED - |
| FILE NAME = Randall_Ph 2 | DRAWN - MH | REVISED - |
| PLOT SCALE = 1"=20' | CHECKED - TW | REVISED - |
| PLOT DATE = 8/27/2025 | DATE - 02/03/2025 | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 3 OF 9 SHEETS | STA. 21+50 TO STA. 32+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 27 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:22 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

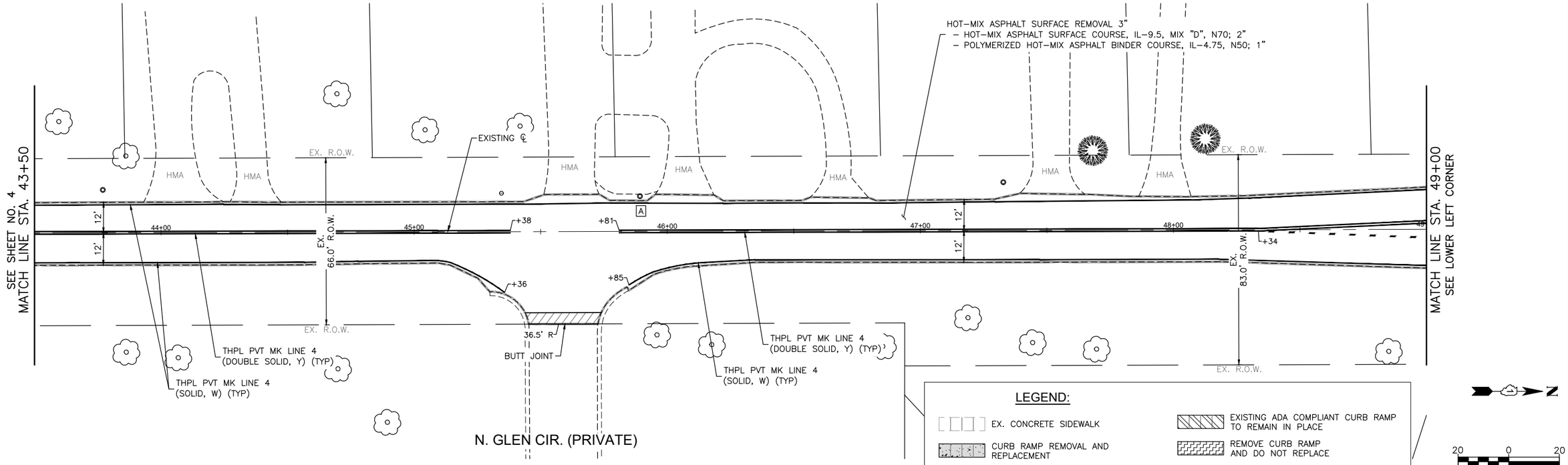
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 4 OF 9 SHEETS | STA. 32+50 TO STA. 43+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 28 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:23 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

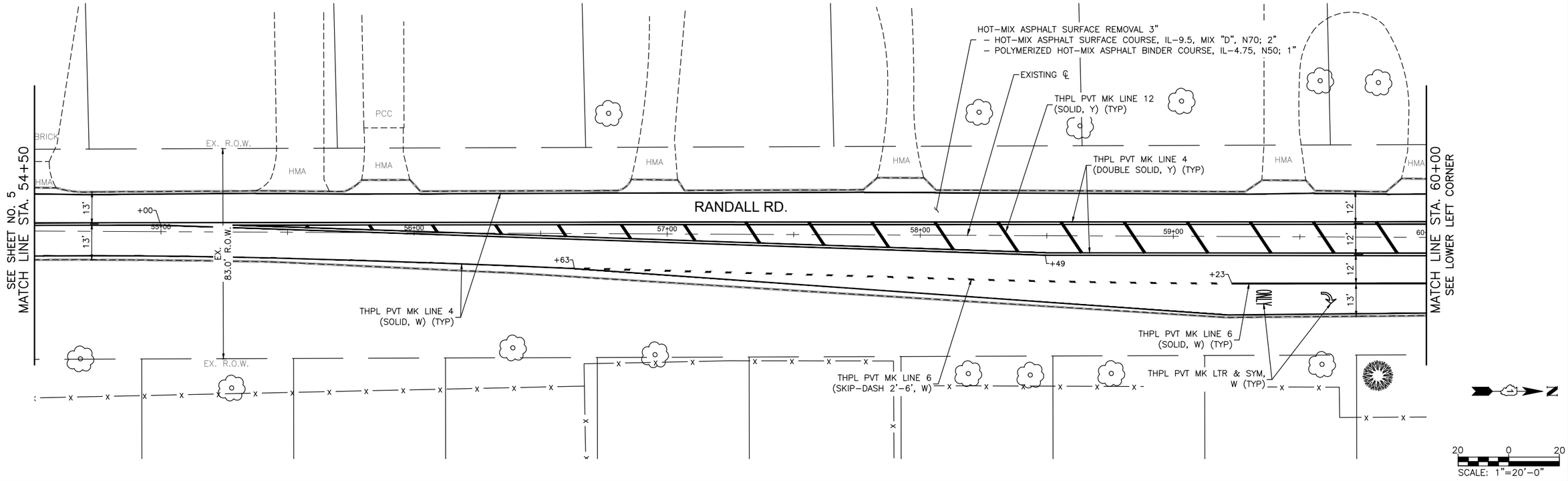
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

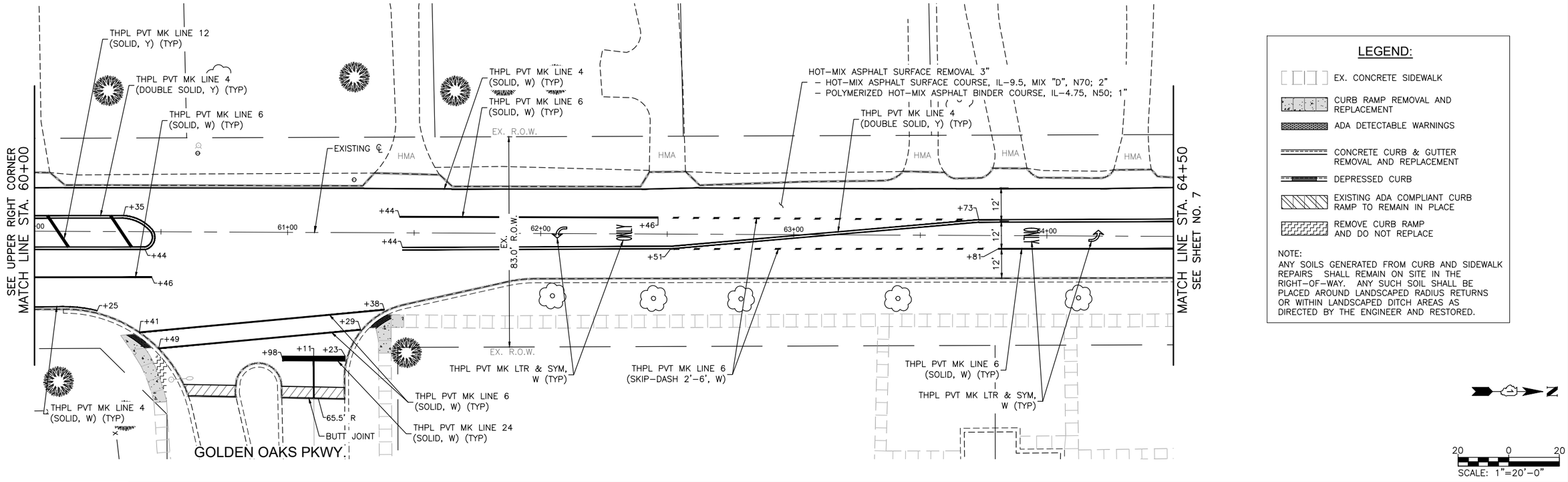
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 5 OF 9 SHEETS | STA. 43+50 TO STA. 54+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 29 |
| | | CONTRACT NO. 61L95 | | |
| | | ILLINOIS | FED. AID PROJECT | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:23 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

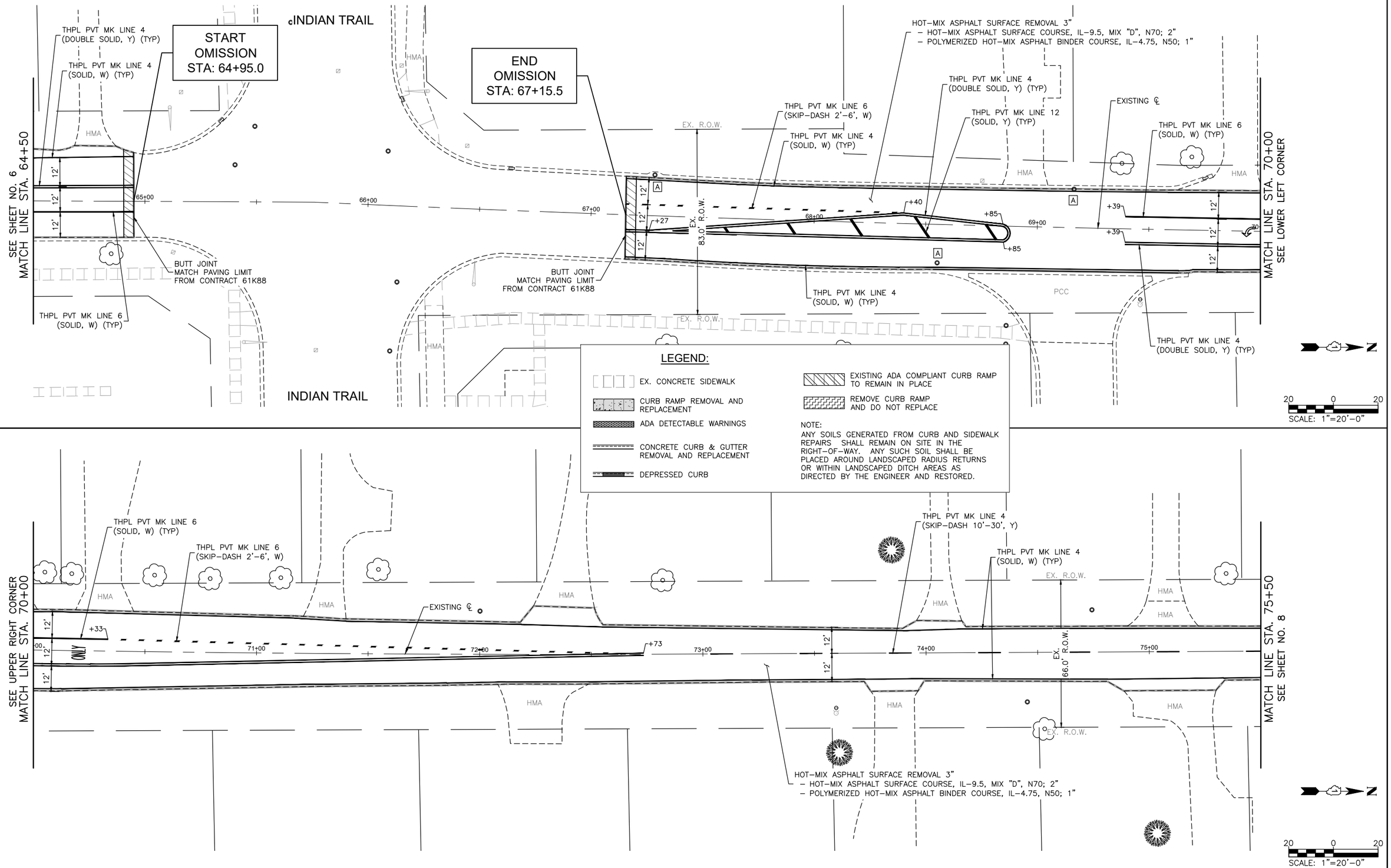
| | | | |
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 6 OF 9 SHEETS | STA. 54+50 TO STA. 64+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 30 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:23 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

| | | |
|---|---|---|
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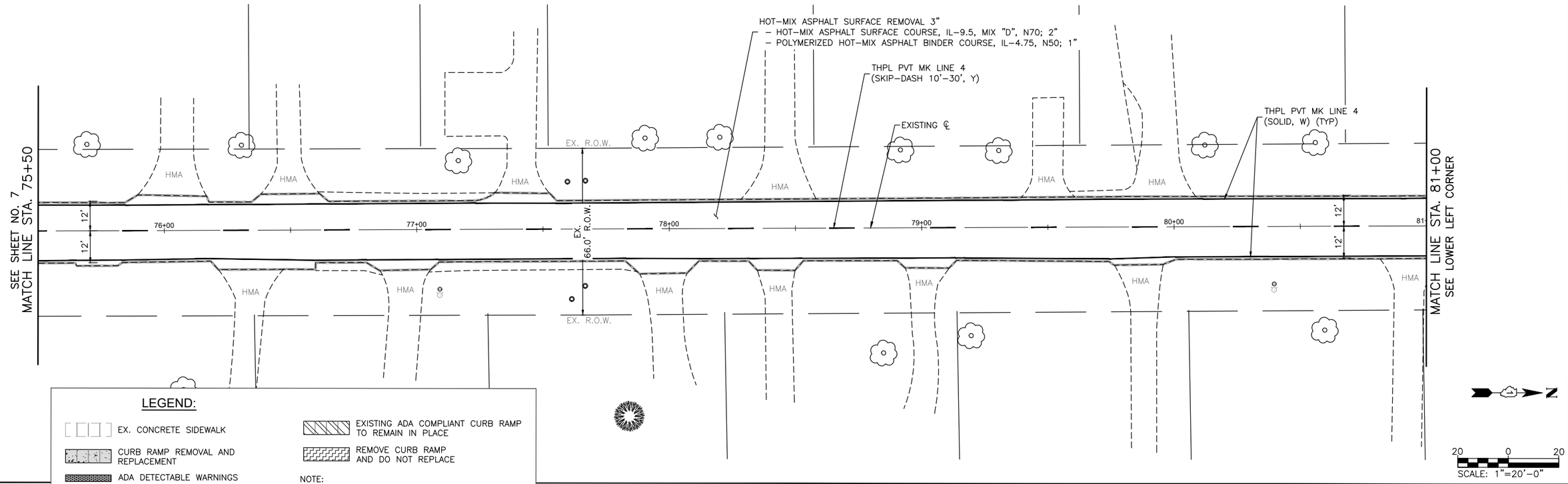
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 7 OF 9 SHEETS | STA. 64+50 TO STA. 75+50

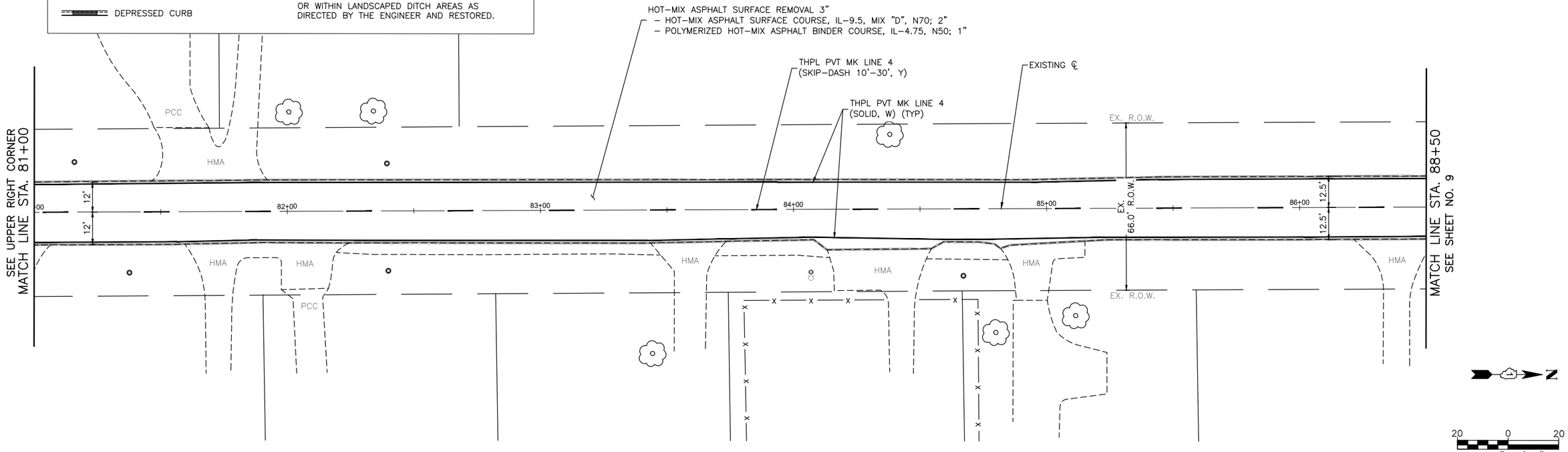
| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 31 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.




COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:23 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: ILDOT-Standard.ctb

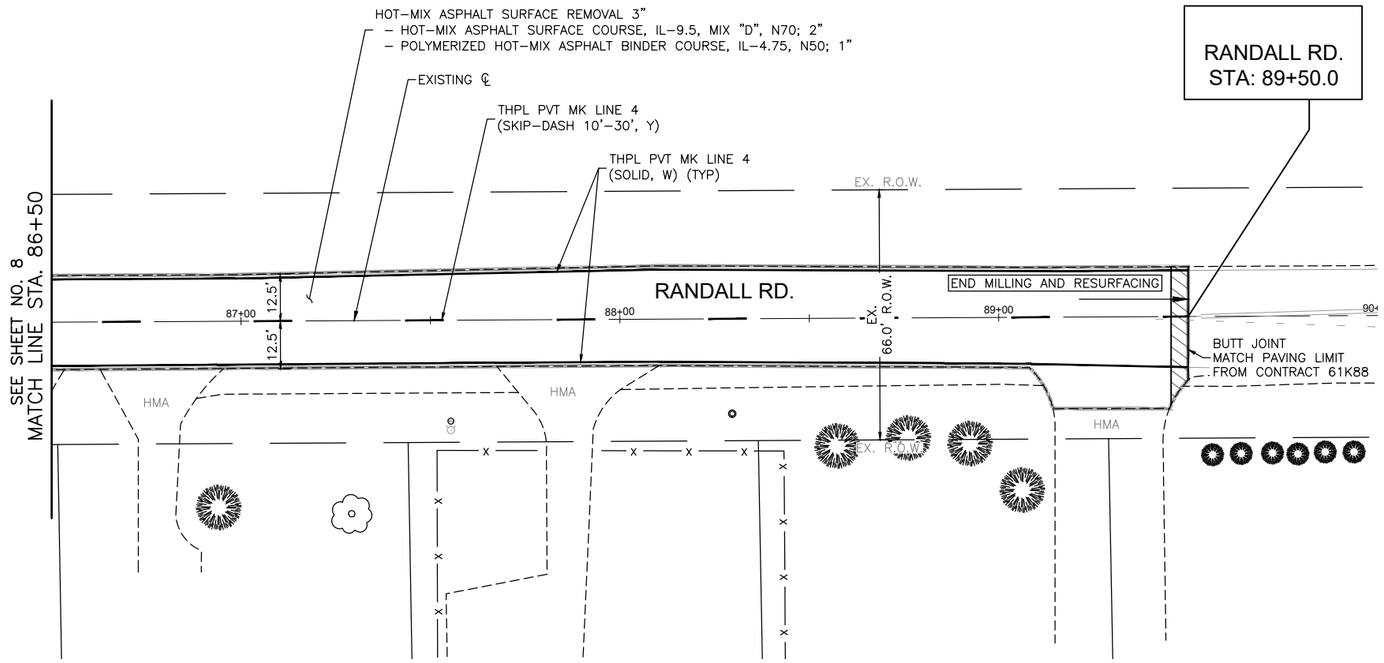
| | | |
|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 8 OF 9 SHEETS | STA. 75+50 TO STA. 86+50

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1556,1556 2305,2331 | 25-00371-00-RS | KANE | 46 | 32 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## LEGEND:

- EX. CONCRETE SIDEWALK
- CURB RAMP REMOVAL AND REPLACEMENT
- ADA DETECTABLE WARNINGS
- CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
- DEPRESSED CURB
- EXISTING ADA COMPLIANT CURB RAMP TO REMAIN IN PLACE
- REMOVE CURB RAMP AND DO NOT REPLACE

NOTE:
ANY SOILS GENERATED FROM CURB AND SIDEWALK REPAIRS SHALL REMAIN ON SITE IN THE RIGHT-OF-WAY. ANY SUCH SOIL SHALL BE PLACED AROUND LANDSCAPED RADIUS RETURNS OR WITHIN LANDSCAPED DITCH AREAS AS DIRECTED BY THE ENGINEER AND RESTORED.

N

20 0 20
SCALE: 1"=20'-0"

N

20 0 20
SCALE: 1"=20'-0"

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:23 AM
FILE NAME: Randall_Ph 2
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: IDOT-Standard.ctb

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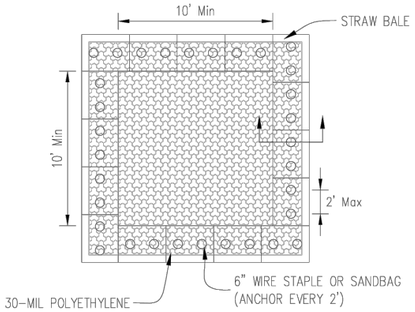
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall_Ph 2 | DRAWN – MH | REVISED – | |
| PLOT SCALE = 1"=20' | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

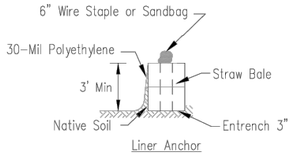
**RANDALL ROAD**
**RESURFACING AND PAVEMENT MARKING PLAN**

SCALE: 1"=20' | SHEET NO. 9 OF 9 SHEETS | STA. 86+50 TO STA. 93+00

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | KANE | 46 | 33 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |

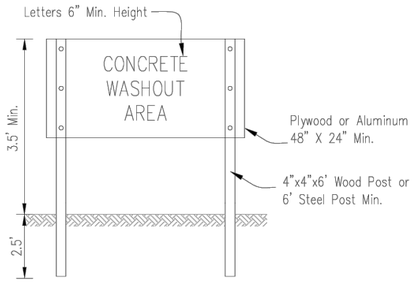



PLAN VIEW




Liner Anchor

STRAW BALE ANCHOR SECTIONS




SIGN DETAIL

NOTES:

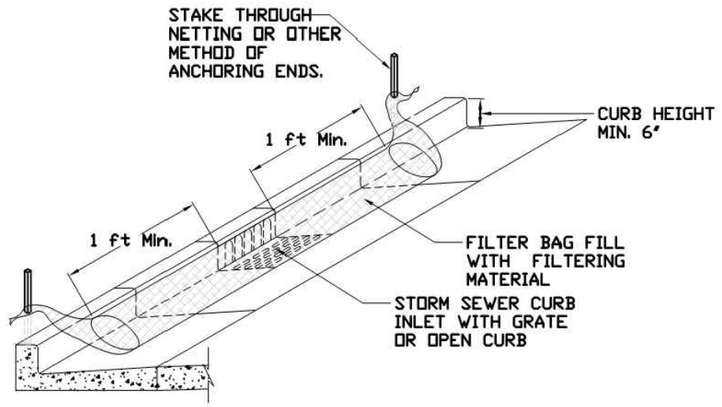
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

Sheet 1 of 3 | Drawing No. IUM-561B | File No.

TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE

| | | Date |
|---|---|---|
| Designed | | |
| Drawn | B. JOHNSON | 6/08 |
| Checked | | |
| Approved | | |

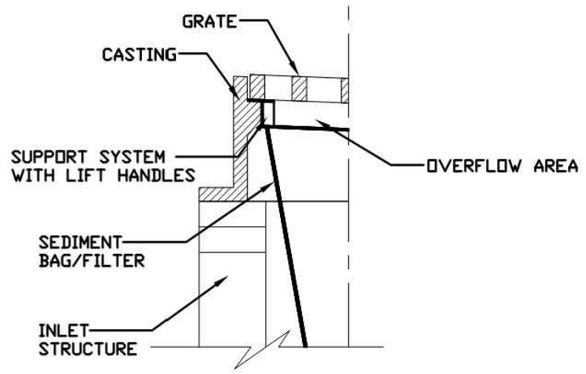
# INLET PROTECTION - PAVED AREAS CURB PROTECTION

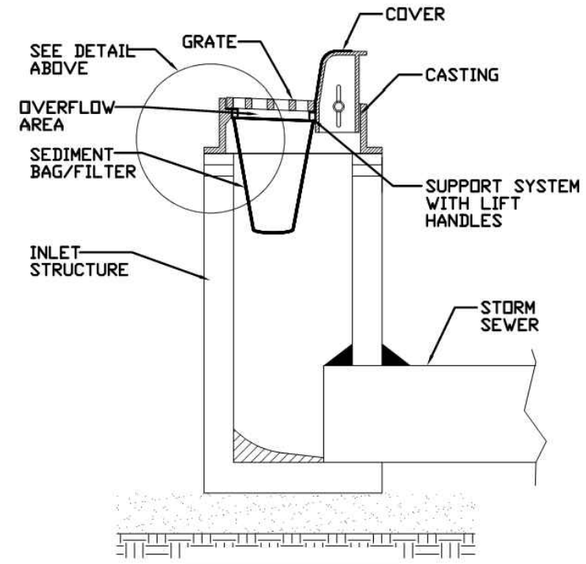



REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO.
IUM-561C
SHEET 1 OF 1
DATE 01-11-11

# INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION




REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED: 8/27/2025 6:24 AM
FILE NAME: Randall-Keating-Eola-Details
PLOT DRIVER: DWG To PDF.pc3
PEN TABLE: SEC-Standard.ctb

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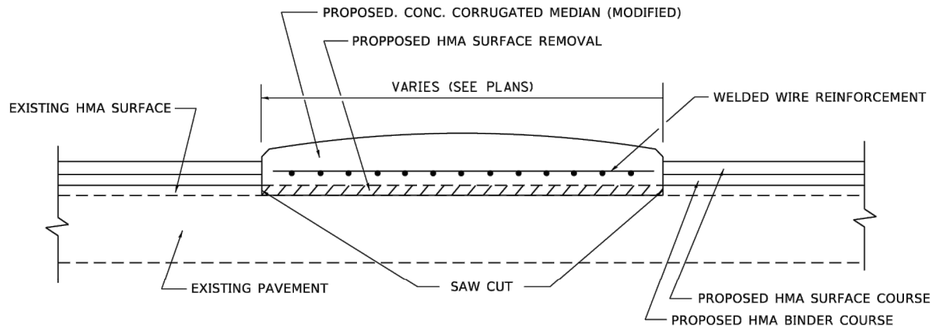
|---|---|---|---|
| USER NAME = HOPPM | DESIGNED – AN | REVISED – | |
| FILE NAME = Randall-Keating-Eola-Details | DRAWN – MH | REVISED – | |
| PLOT SCALE = N.T.S. | CHECKED – TW | REVISED – | |
| PLOT DATE = 8/27/2025 | DATE – 02/03/2025 | REVISED – | |

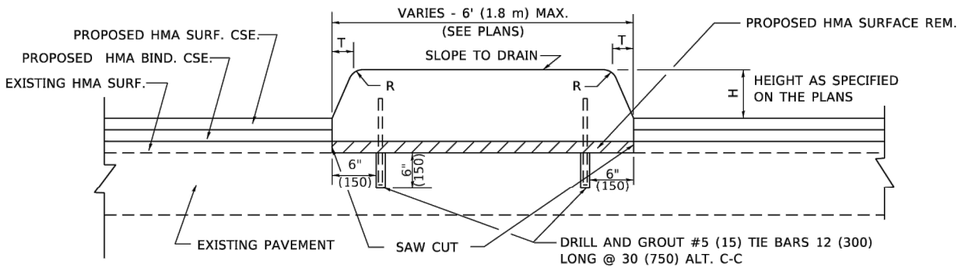
**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL DETAILS**

SCALE: N.T.S. | SHEET NO. 01 OF 01 SHEETS | STA. | TO STA.

| FAU RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555,1556 2505,2531 | 25-00371-00-RS | DUPAGE KANE, WILL | 46 | 34 |
| | | CONTRACT NO. 61L95 | | |
| | ILLINOIS | FED. AID PROJECT | | |




| H | R | T |
|---|---|---|
| 6(150) | 1(25) | 1(25) |
| 9(225) | 1(25) | 2(50) |

**GENERAL NOTES:**

1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
2. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
3. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
4. FOR TYPE SB (DOWELLED) MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE.

## METHOD OF MEASURMENT:

THIS WORK SHALL BE MEASURED FOR PAYMENT PER SQUARE FOOT (SQUARE METER) MEASURED IN PLACE

## BASIS OF PAYMENT

1. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)" OR CONCRETE MEDIAN TYPE SB (DOWELLED)
2. SAW CUT SHALL BE INCLUDED IN THIS COST OF CORRUGATED MEDIAN (MODIFIED) OR CONCRETE MEDIAN TYPE SB (DOWELLED).
3. WELDED WIRE REINFORCEMENT SHALL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
4. TIE BARS SHALL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
5. HMA SURFACE REMOVAL WILL BE PAID FOR SEPARATELY.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL



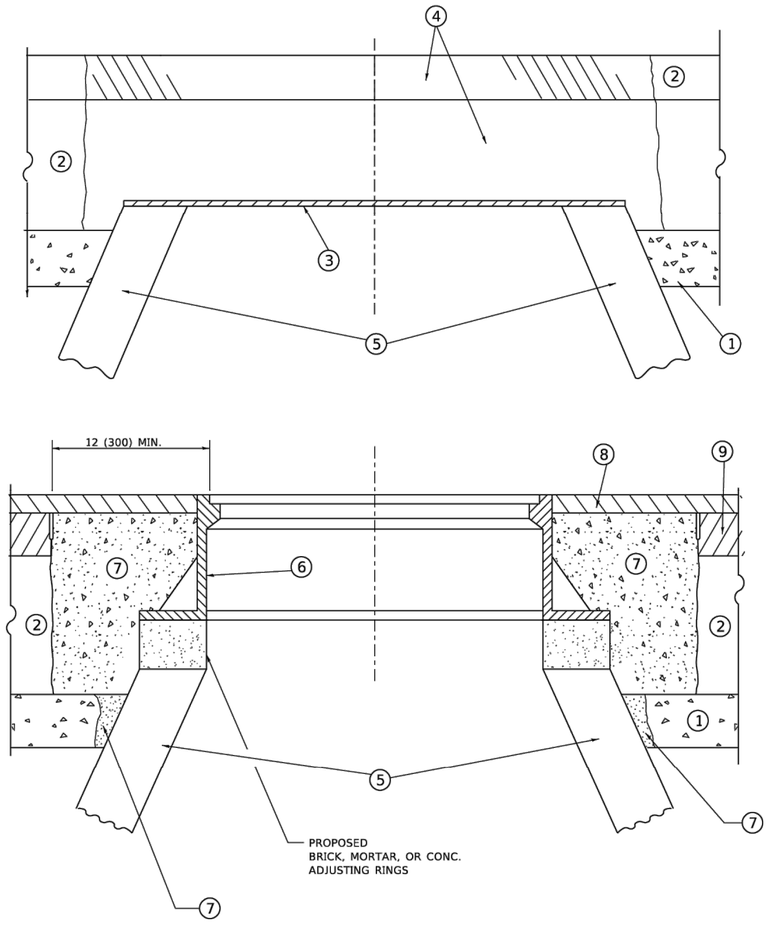
| | | | |
|---|---|---|---|
| USER NAME = Lawrence.DeManche | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 | |
| | DRAWN - | REVISED - E. GOMEZ 08-28-00 | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - R. BORO 01-01-07 | |
| PLOT DATE = 11/18/2022 | DATE - 05-14-80 | REVISED - K. SMITH 11-18-22 | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED)**
**CORRUGATED MEDIAN (MODIFIED)**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25-00371-00-RS | KANE** | 46 | 35 |
| | **BD600-02 (BD-05)** | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. 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.
2. 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.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

## 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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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-2* 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-2* 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

1. 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)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. 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.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: Default
FILE NAME: W:\dist\std\22x34\bd08.dgn

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|---|---|---|---|
| USER NAME = Lawrence.DeManche | DESIGNED - R. SHAH | REVISED - R. BORO 03-09-11 | |
| | DRAWN - | REVISED - R. BORO 12-06-11 | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - K. SMITH 11-18-22 | |
| PLOT DATE = 9/15/2023 | DATE - 10-25-94 | REVISED - K. SMITH 09-15-23 | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

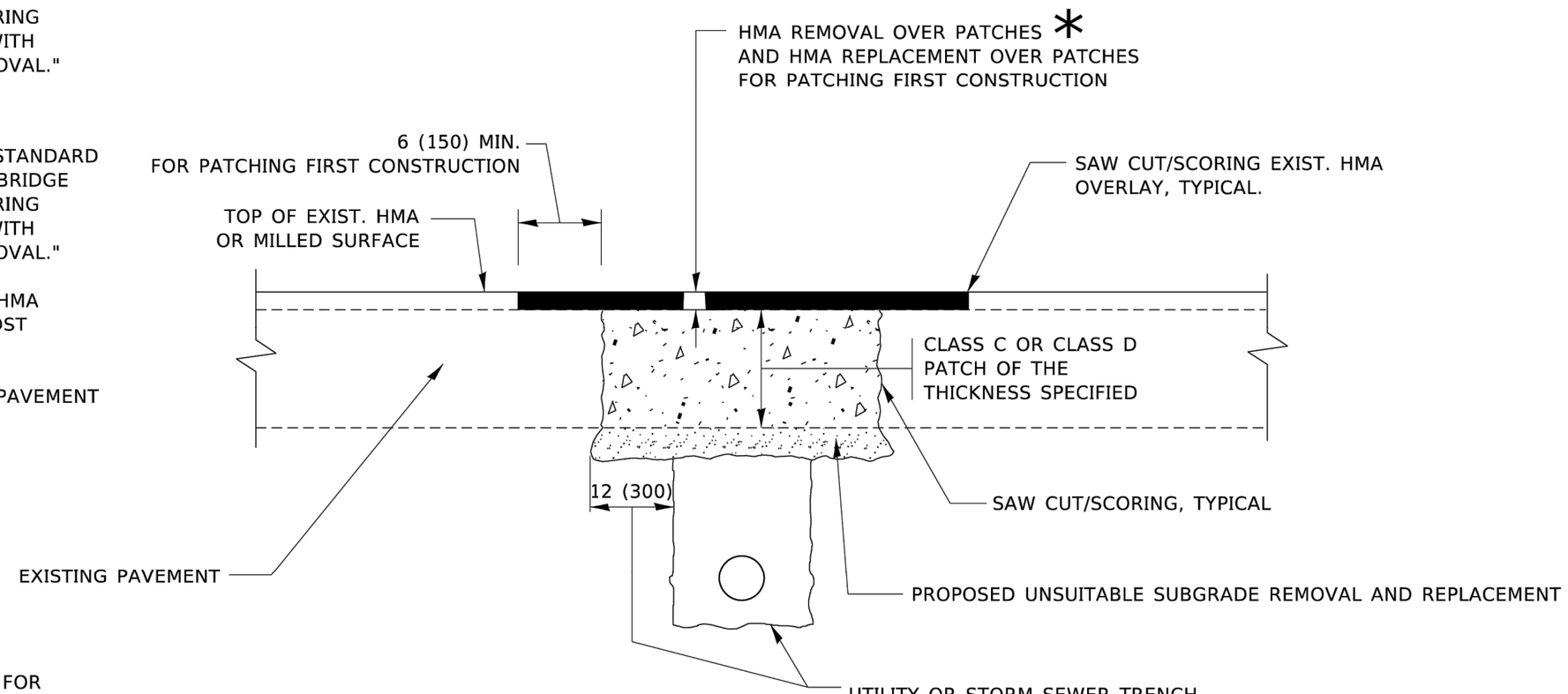
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25-00371-00-RS | KANE** | 46 | 36 |
| | BD600-03 (BD-08) | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |

## METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

## BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.




* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

## 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 4½ 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.

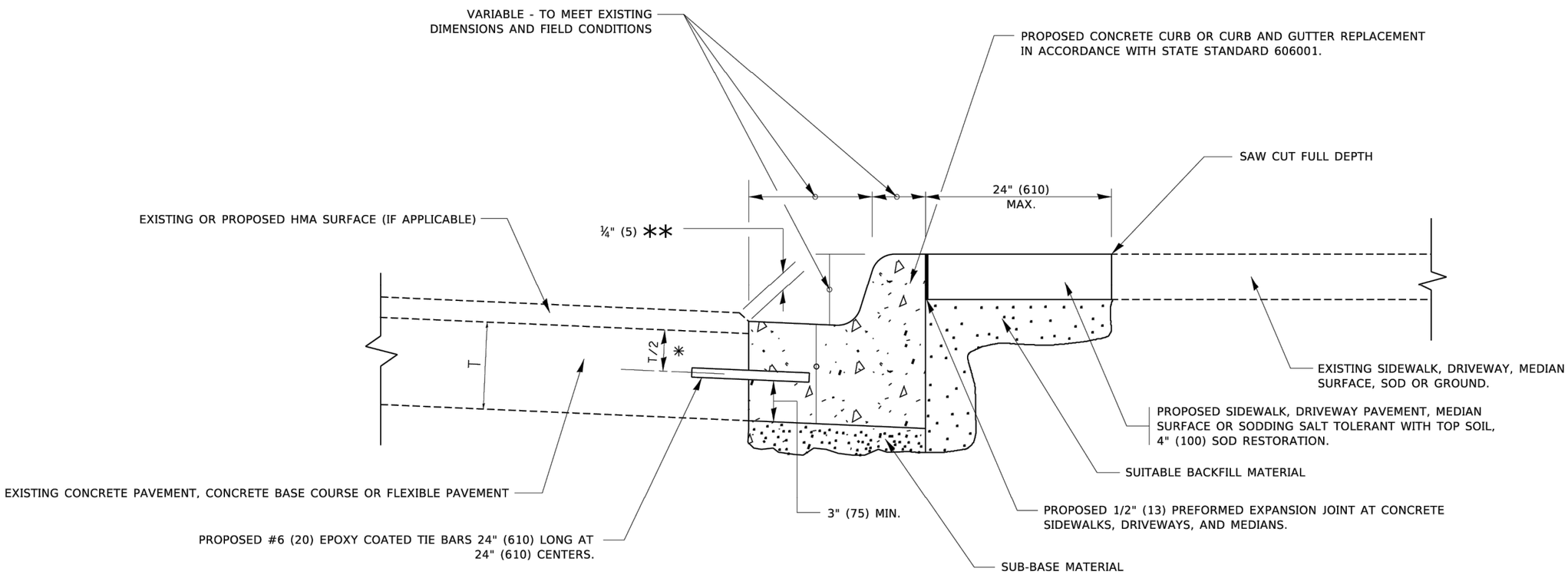
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

MODEL: Default
FILE NAME: pw:\\idot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStd22x34\CADData\CADsheets\bd22.dgn

| | | | | | |
|---|---|---|---|---|---|
| USER NAME = Lawrence.DeManche | DESIGNED - R. SHAH | REVISED - R. BORO 01-01-07 | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR<br>HMA SURFACED PAVEMENT | |
| | DRAWN - | REVISED - R. BORO 09-04-07 | | | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - K. ENG 10-27-08 | | | |
| PLOT DATE = 11/18/2022 | DATE - 10-25-94 | REVISED - K. SMITH 11-18-22 | | SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA. | |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25-00371-00-RS | KANE** | 46 | 37 |
| | BD400-04 (BD-22) | CONTRACT NO. 61L95 | | |
| | 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.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

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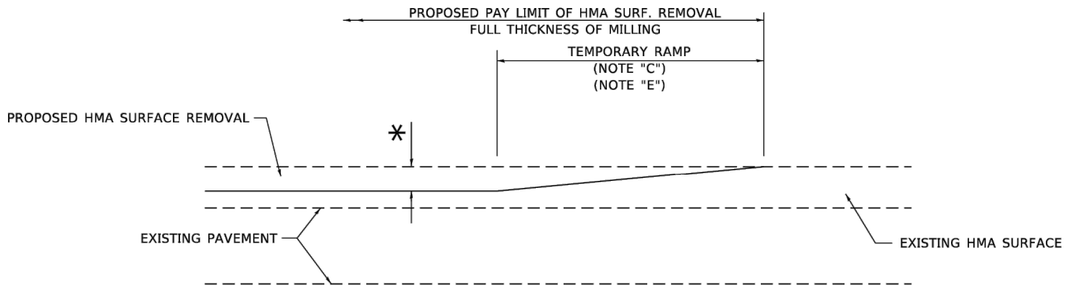
| USER NAME = footemj | DESIGNED - A. HOUSEH | REVISED - A. ABBAS 03-21-97 | |
| | DRAWN - | REVISED - M. GOMEZ 01-22-01 | |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - | REVISED - R. BORO 12-15-09 | |
| PLOT DATE = 7/11/2019 | DATE - 03-11-94 | REVISED - K. SMITH 07-11-19 | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

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

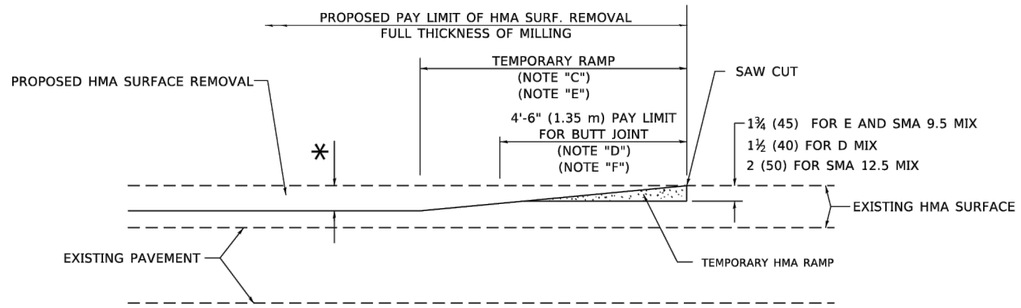
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 38 |
| | **BD600–06 (BD–24)** | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

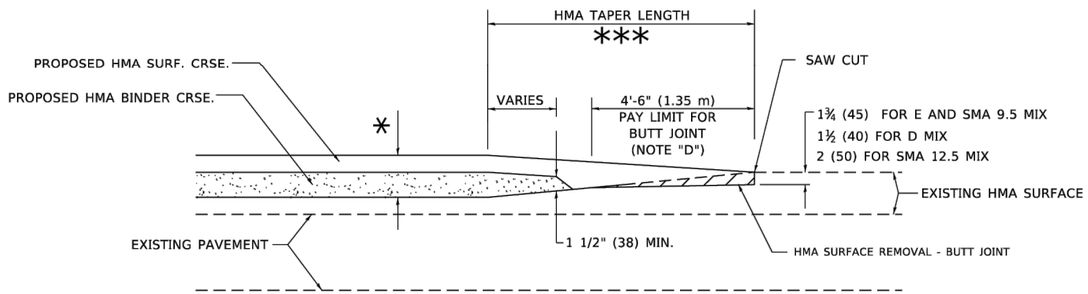



**HMA CONSTRUCTED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

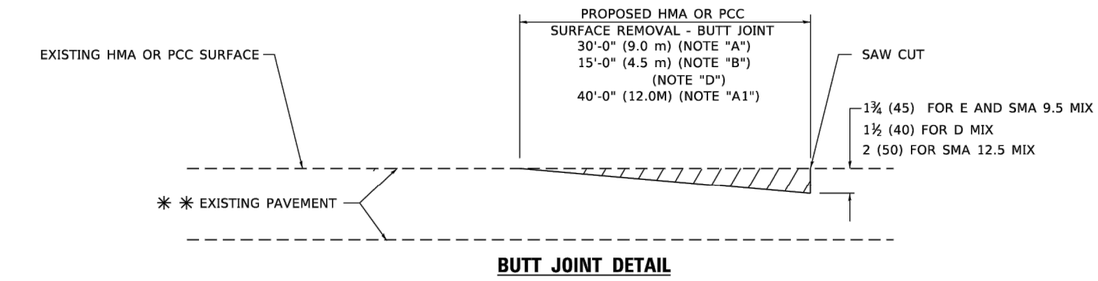
**OPTION 2**

# TYPICAL TEMPORARY RAMP

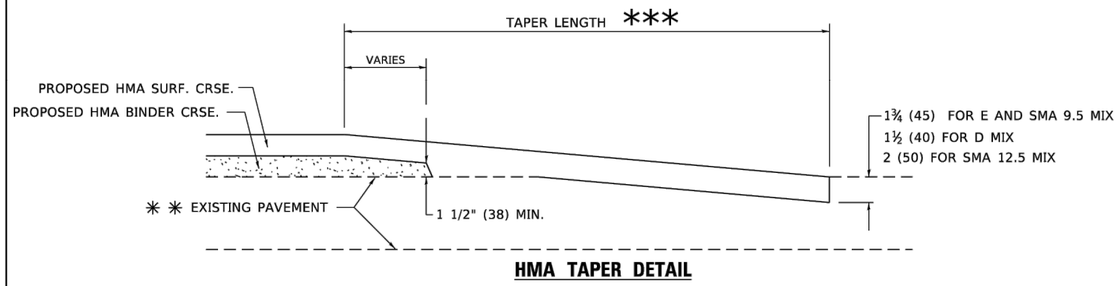



**BUTT JOINT AND HMA TAPER**

# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING




**BUTT JOINT DETAIL**




**HMA TAPER DETAIL**

# TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

## GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

*** 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

1. 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".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

| | | | | | |
|---|---|---|---|---|---|
| USER NAME = Lawrence.DeManche | DESIGNED - M. DE YONG | REVISED - A. ABBAS 03-21-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | BUTT JOINT AND HMA TAPER DETAILS | |
| | DRAWN - | REVISED - M. GOMEZ 04-06-01 | | | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - R. BORO 01-01-07 | | SCALE: NONE | SHEET 1 OF 1 SHEETS STA. TO STA. |
| PLOT DATE = 11/18/2022 | DATE - 06-13-90 | REVISED - K. SMITH 11-18-22 | | | |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25-00371-00-RS | KANE** | 46 | 39 |
| | BD400-05 BD-32 | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |

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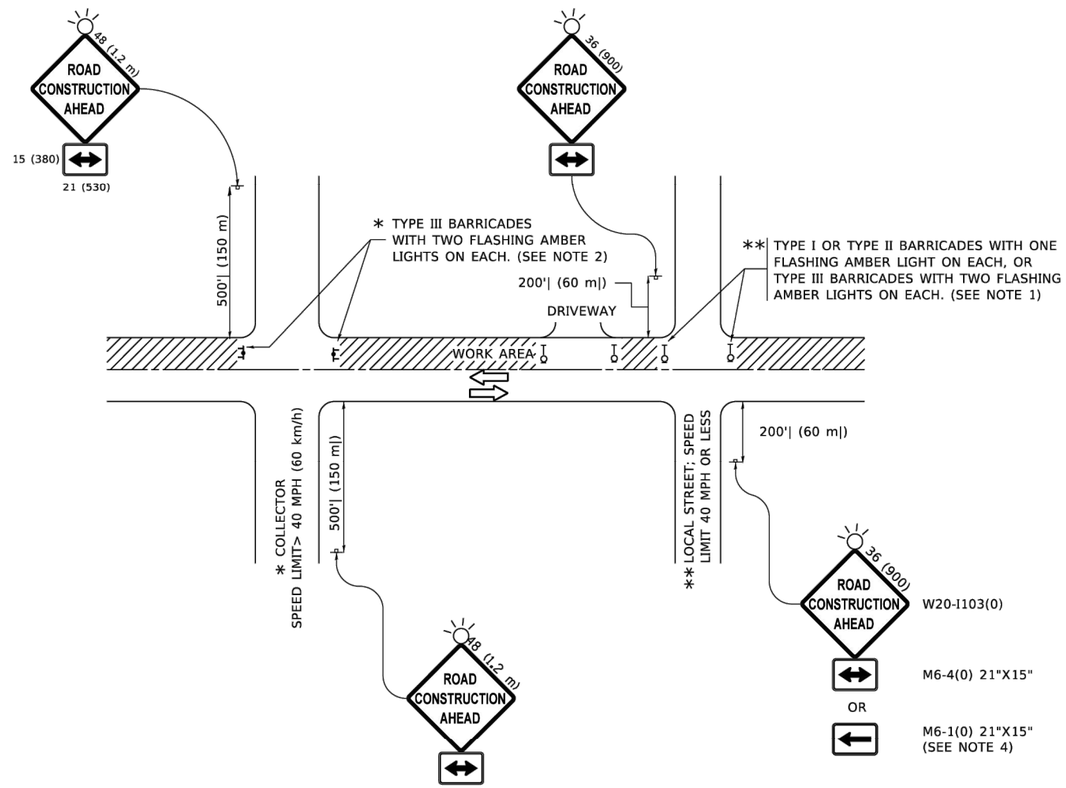



## NOTES:

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.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

FILE NAME: pw:\\illdot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStd22>34\CADData\CADs>eetstc10.dgn

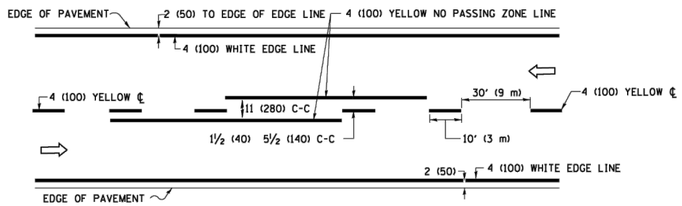
| | | | |
|---|---|---|---|
| USER NAME = Lawrence.DeManche | DESIGNED - L.H.A. | REVISED - T. RAMMACHER 01-06-00 | |
| | DRAWN - | REVISED - A. SCHUETZE 07-01-13 | |
| PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - A. SCHUETZE 09-15-16 | |
| PLOT DATE = 5/3/2024 | DATE - 06-89 | REVISED - D. SENDERAK 05-03-24 | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

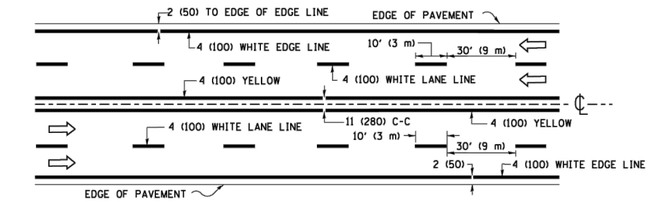
**TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

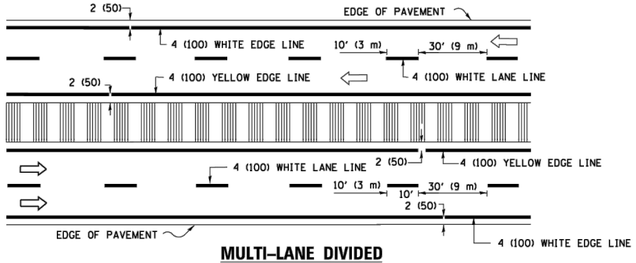
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555 * | 25-00371-00-RS | KANE ** | 46 | 40 |
| | **TC-10** | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |




## 2–LANE ROADWAY

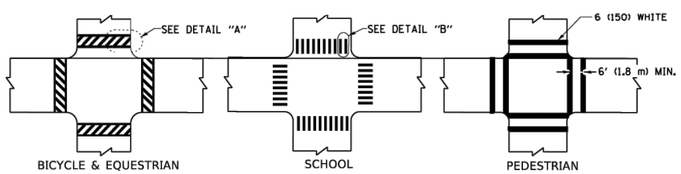


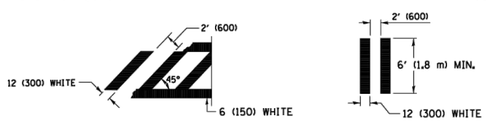

## MULTI–LANE UNDIVIDED




## MULTI–LANE DIVIDED
WITH MEDIAN

## TYPICAL LANE AND EDGE LINE MARKING

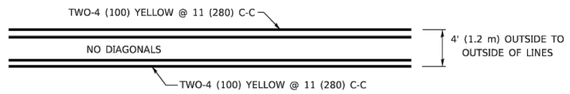


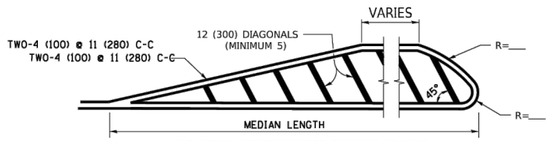

**DETAIL "A"** **DETAIL "B"**

## TYPICAL CROSSWALK MARKING

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



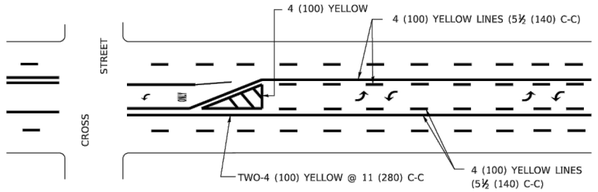

## 4' (1.2 m) WIDE MEDIANS ONLY



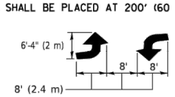

FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

## MEDIANS OVER 4' (1.2 m) WIDE

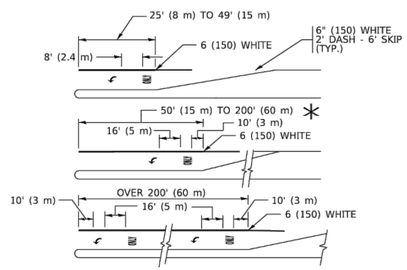



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.




## MEDIAN WITH TWO–WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING

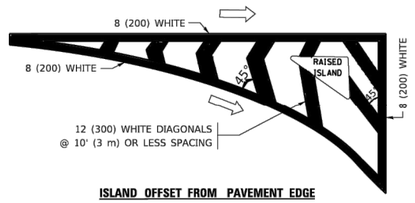



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

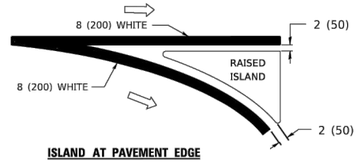
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

## TYPICAL LEFT (OR RIGHT) TURN LANE

## TYPICAL TURN LANE MARKING

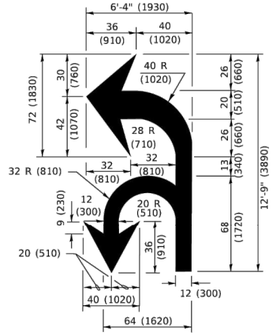



**ISLAND OFFSET FROM PAVEMENT EDGE**

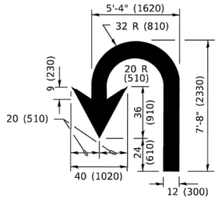



**ISLAND AT PAVEMENT EDGE**

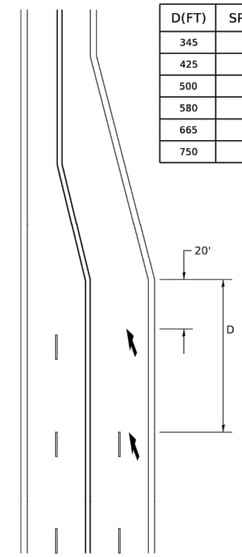
## TYPICAL ISLAND MARKING




## COMBINATION LEFT AND U–TURN




## U–TURN




| 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:<br>FOR ONE DIRECTION<br>FOR BOTH DIRECTIONS | **4 (100)**<br>2 @ 4 (100) | SOLID<br>SOLID | YELLOW<br>YELLOW | 5½ (140) C-C FROM SKIP-DASH CENTERLINE<br>11 (280) C-C<br>OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100)<br>5 (125) ON FREEWAYS | SKIP-DASH<br>SKIP-DASH | WHITE<br>WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES<br>(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<br>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)<br>EACH DIRECTION<br><br>8' (2.4m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW<br><br>WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE<br>SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN)<br>A. DIAGONALS (BIKE & EQUESTRIAN)<br>B. LONGITUDINAL BARS (SCHOOL) | 2 @ 6 (150)<br>12 (300) @ 45°<br>12 (300) @ 90° | SOLID<br>SOLID<br>SOLID | WHITE<br>WHITE<br>WHITE | NOT LESS THAN 6' (1.8 m) APART<br>2' (600) APART<br>2' (600) APART<br>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°<br>NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW:<br>TWO WAY TRAFFIC<br>WHITE:<br>ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE<br>SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS:<br>15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h))<br>20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))<br>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<br>AREA OF:<br>"R"=3.6 SQ. FT. (0.33 m² EACH<br>"X"=54.0 SQ. FT. (5.0 m² |
| SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8' ) | 12 (300) @ 45° | SOLID | WHITE - RIGHT<br>YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))<br>75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h))<br>150' (45 m) C-C (OVER 45MPH (70 km/h)) |
| U TURN ARROW | SEE DETAIL | SOLID | WHITE | 16.3 SF |
| 2 ARROW COMBINATION<br>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.
* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

MODEL: Default
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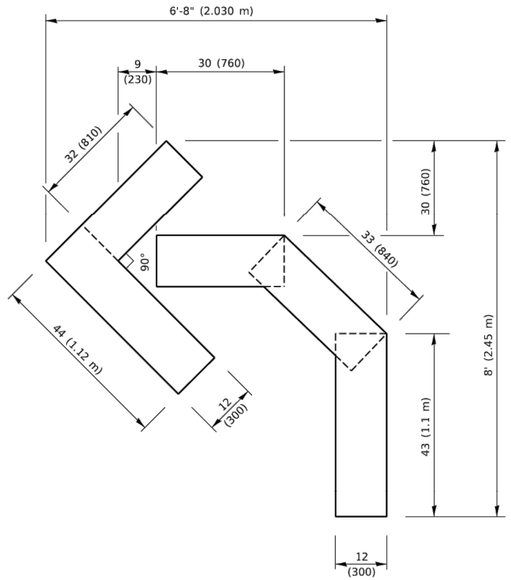
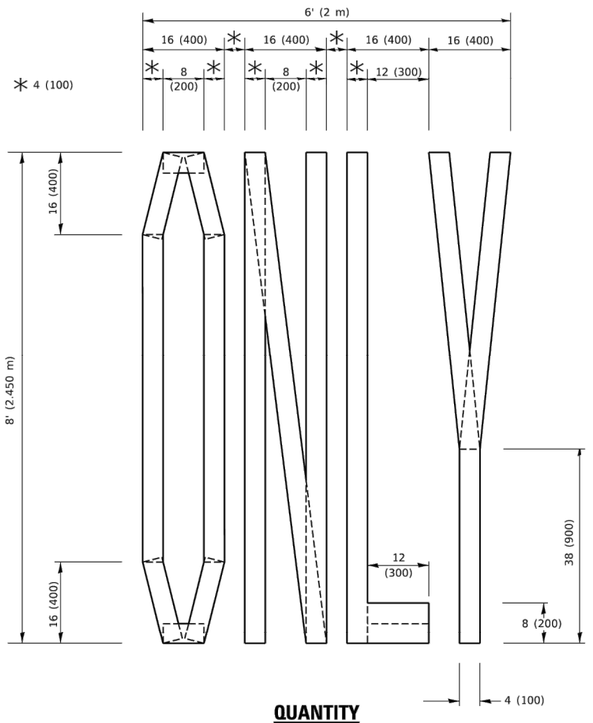
| | | | | | |
|---|---|---|---|---|---|
| USER NAME = footemj | DESIGNED - EVERS | REVISED - C. JUCIUS 09-09-09 | **STATE OF ILLINOIS**<br>**DEPARTMENT OF TRANSPORTATION** | **DISTRICT ONE**<br>**TYPICAL PAVEMENT MARKINGS** | |
| | DRAWN - | REVISED - C. JUCIUS 07-01-13 | | | |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - | REVISED - C. JUCIUS 12-21-15 | | SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA. | |
| PLOT DATE = 3/4/2019 | DATE - 03-19-90 | REVISED - C. JUCIUS 04-12-16 | | | |

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 41 |
| | **TC–13** | CONTRACT NO. 61L95 | | |
| | | ILLINOIS FED. AID PROJECT | | |



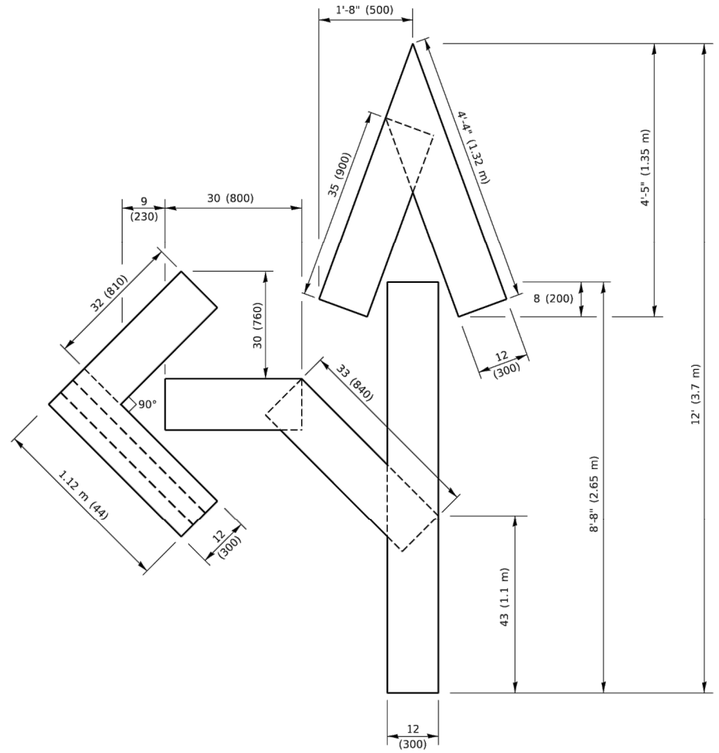

**QUANTITY**

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)

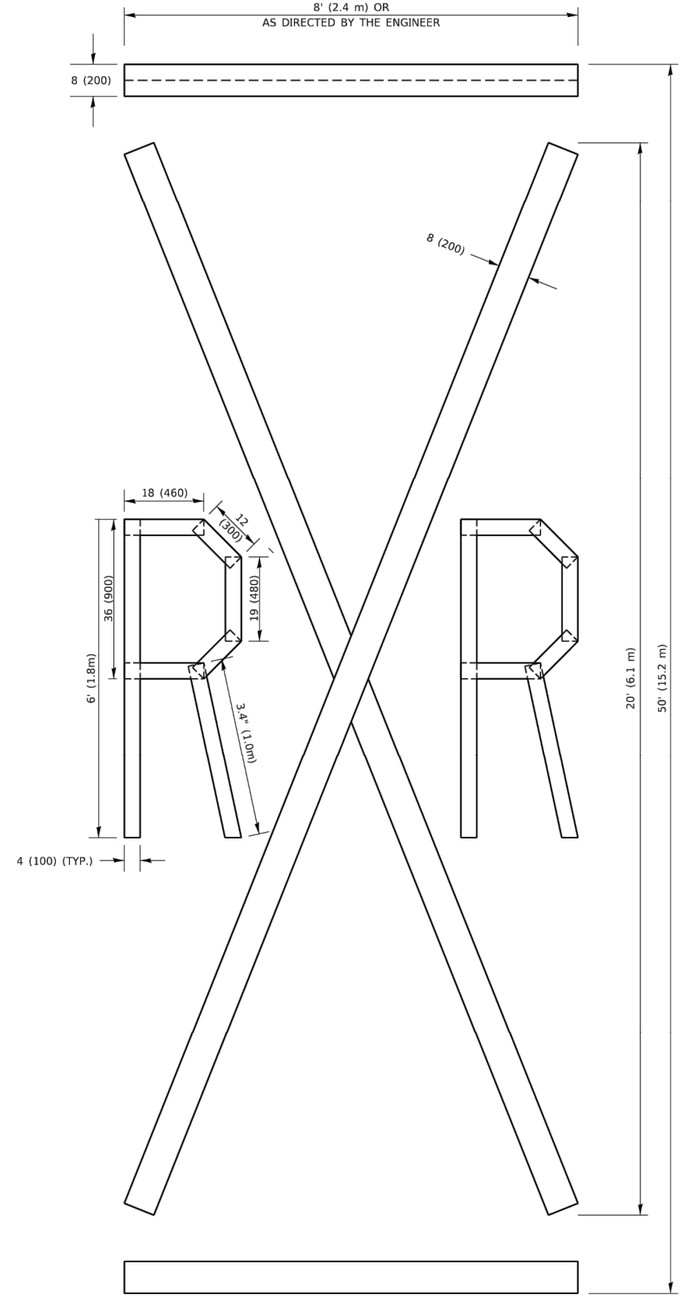



**QUANTITY**

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.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOTDocuments\IDOT Offices\District 1\Projects\District22x34\CADData\CADsheets\tc16.dgn

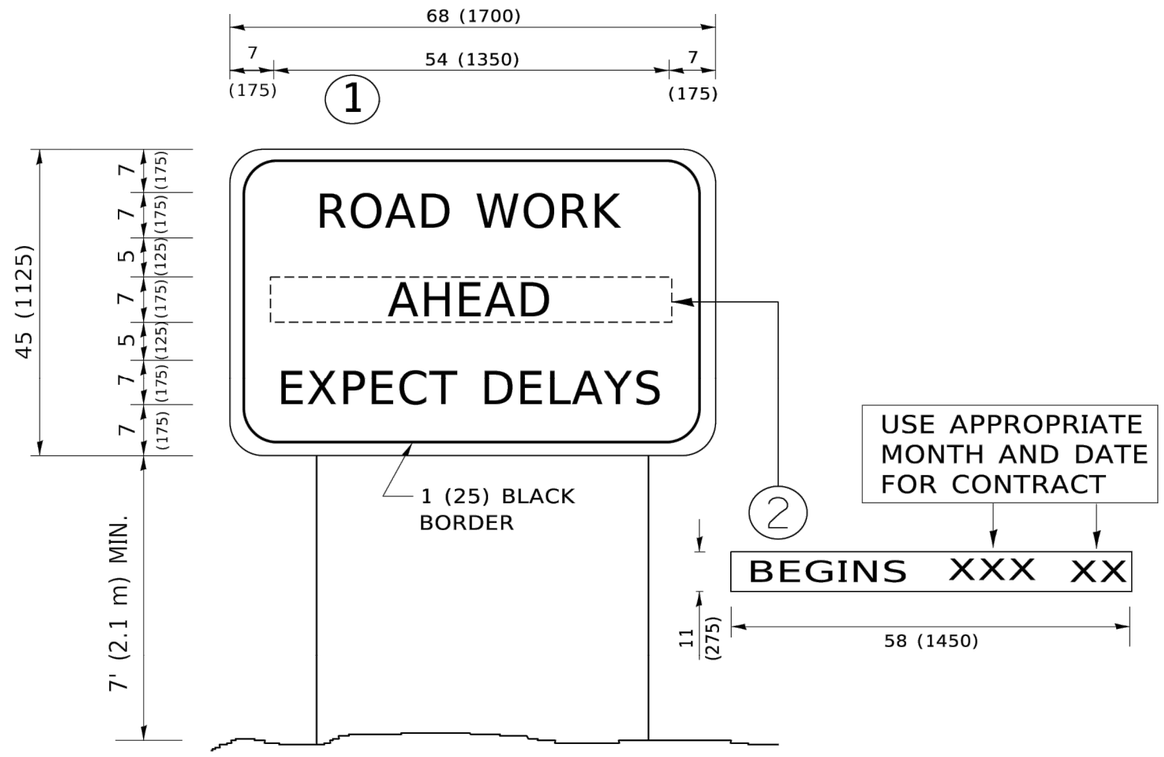
| | | | |
|---|---|---|---|
| USER NAME = footemj | DESIGNED - | REVISED - T. RAMMACHER 03-02-98 | |
| | DRAWN - | REVISED - E. GOMEZ 08-28-00 | |
| PLOT SCALE = 50.0068 ' / in. | CHECKED - | REVISED - E. GOMEZ 08-28-00 | |
| PLOT DATE = 3/4/2019 | DATE - 09-18-94 | REVISED - **A. SCHUETZE 09-15-16** | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 42 |
| | **TC–16** | CONTRACT NO. 61L95 | | |
| | 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.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOTIDocuments\IDOT Offices\District 1\Projects\DistStd22x34\CADData\CADsheets\tc22.dgn

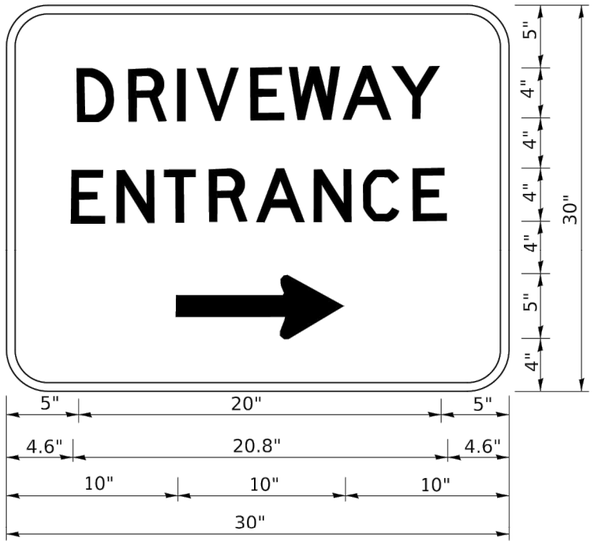
| | | | |
|---|---|---|---|
| USER NAME = footemj | DESIGNED - | REVISED - R. MIRS 09-15-97 | |
| | DRAWN - | REVISED - R. MIRS 12-11-97 | |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | |
| PLOT DATE = 3/4/2019 | DATE - | REVISED - C. JUCIUS 01-31-07 | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD INFORMATION SIGN**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 43 |
| | **TC–22** | CONTRACT NO. 61L95 | | |
| | | ILLINOIS FED. AID PROJECT | | |




3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL



| | | | |
|---|---|---|---|
| USER NAME = leysa | DESIGNED - | REVISED - C. JUCIUS 02-15-07 | |
| | DRAWN - | REVISED - | |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - | REVISED - | |
| PLOT DATE = 8/6/2021 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 44 |
| | **TC–26** | CONTRACT NO. 61L95 | | |
| | | ILLINOIS FED. AID PROJECT | | |

## 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.

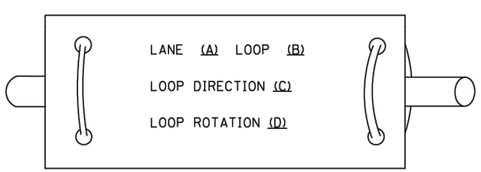
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

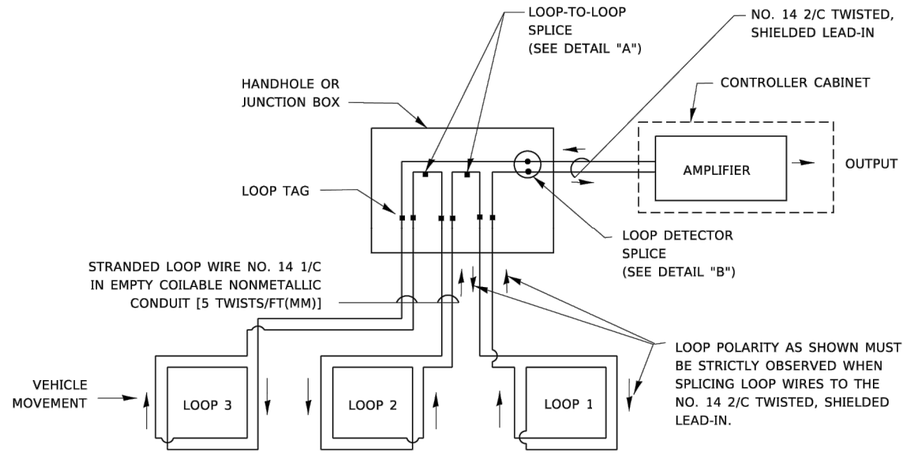



A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

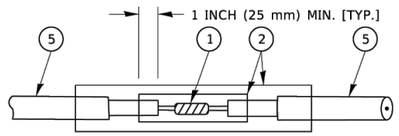
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

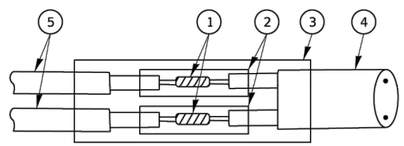



## DETECTOR LOOP WIRING SCHEMATIC

- 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.

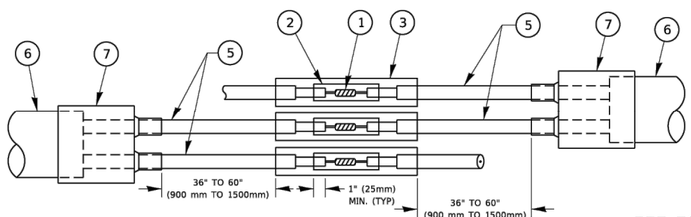



DETAIL "A"
LOOP-TO-LOOP SPLICE



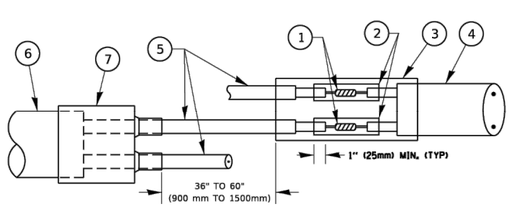

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

## TYPE I LOOP




DETAIL "A"
LOOP-TO-LOOP SPLICE

## PRE–FORMED LOOP




DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

## 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 LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

| | | | |
|---|---|---|---|
| USER NAME = footemj | DESIGNED - | REVISED - | |
| | DRAWN - | REVISED - | |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - | REVISED - | |
| PLOT DATE = 3/4/2019 | DATE - | REVISED - | |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE**
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25–00371–00–RS | KANE** | 46 | 45 |
| | TS–05 | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |

MODEL: Default
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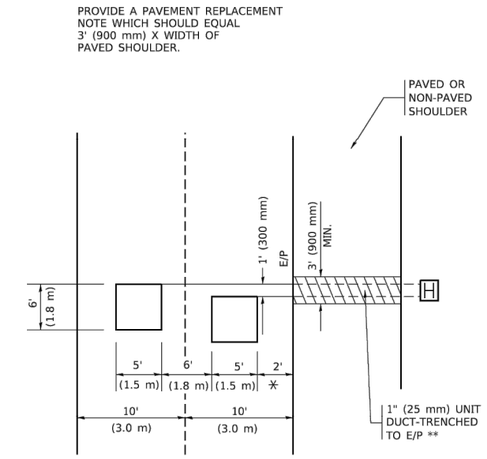
## LOOPS NEXT TO SHOULDERS

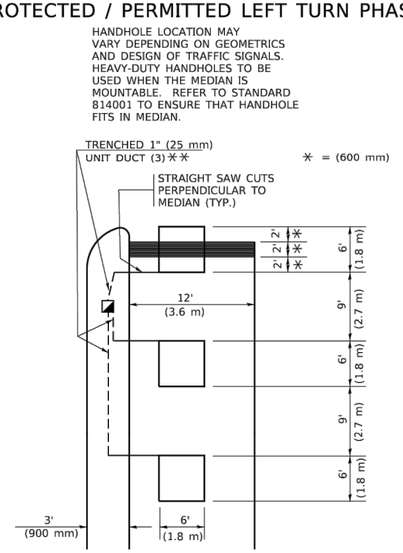



* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

## LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

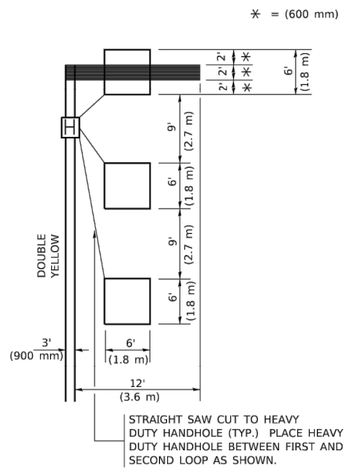



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

## LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY (''FAR OUT'' DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)




NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

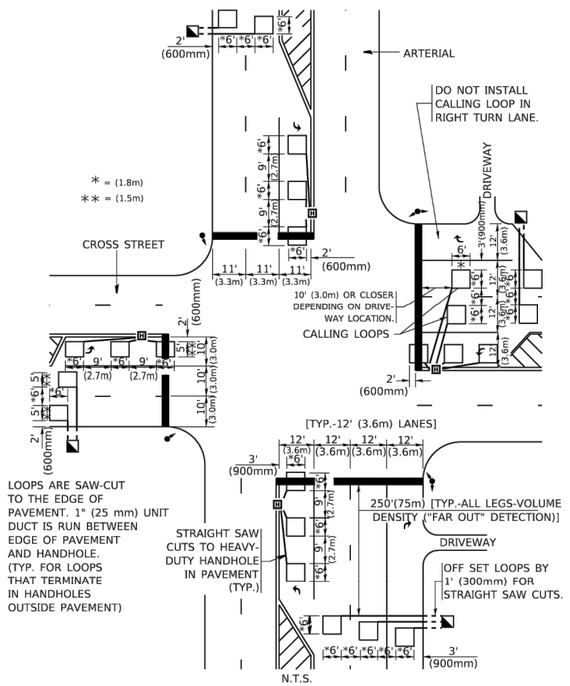
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

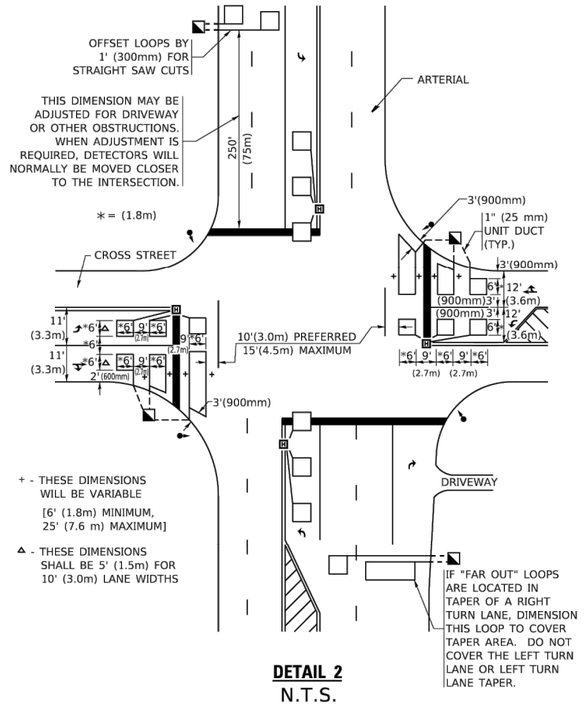
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)




**DETAIL 1**
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)




**DETAIL 2**
N.T.S.

* 1555,1556,2505,2531
** DUPAGE, KANE, WILL

| | | |
|---|---|---|
| USER NAME = footemj | DESIGNED - | REVISED - |
| | DRAWN - | REVISED - |
| PLOT SCALE = 50.0000 ' / in. | CHECKED - R.K.F. | REVISED - |
| PLOT DATE = 3/4/2019 | DATE - | REVISED - |

**STATE OF ILLINOIS**
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING**

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

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---|---|---|---|
| 1555* | 25-00371-00-RS | KANE** | 46 | 46 |
| | TS-07 | CONTRACT NO. 61L95 | | |
| | ILLINOIS FED. AID PROJECT | | | |

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