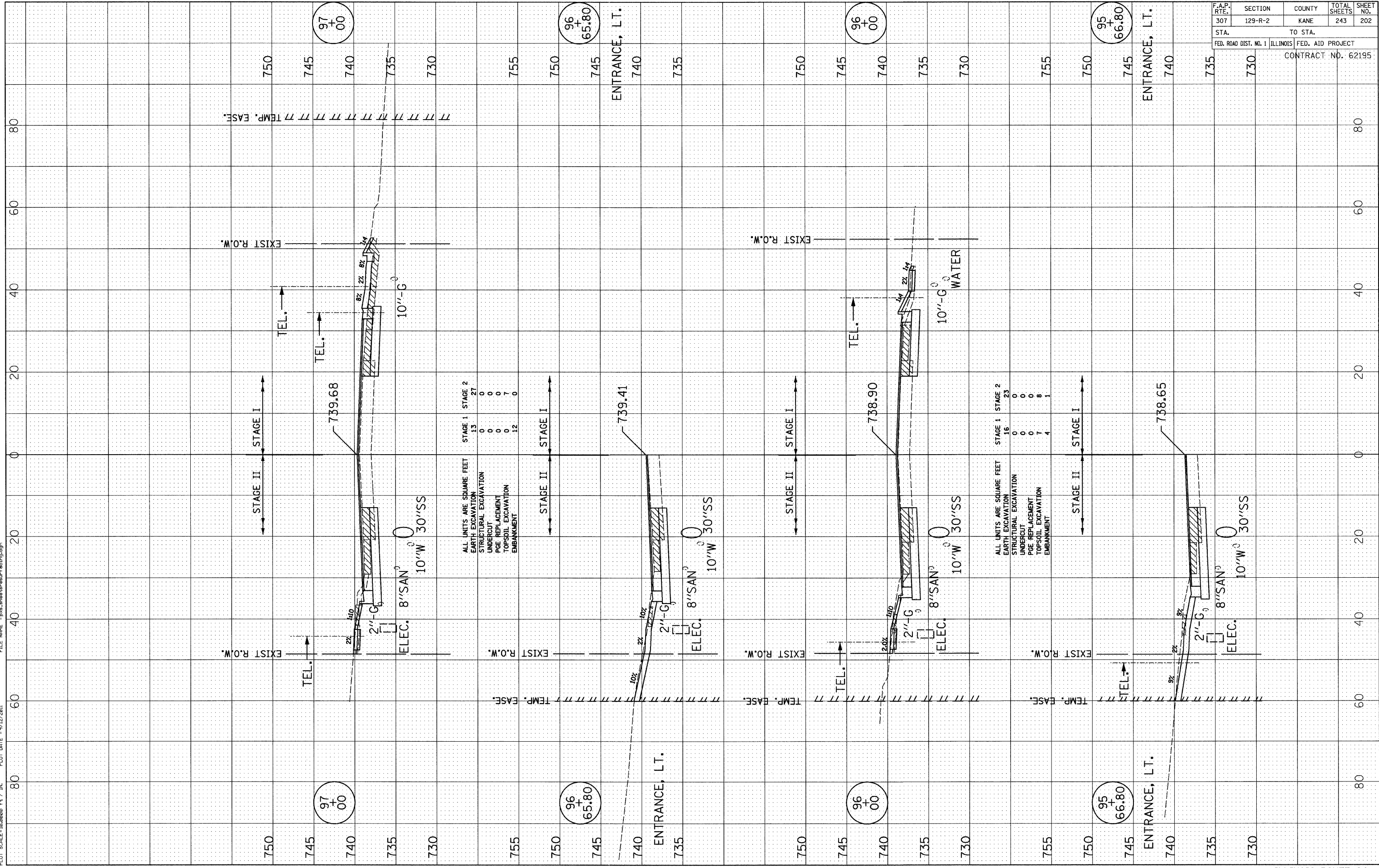
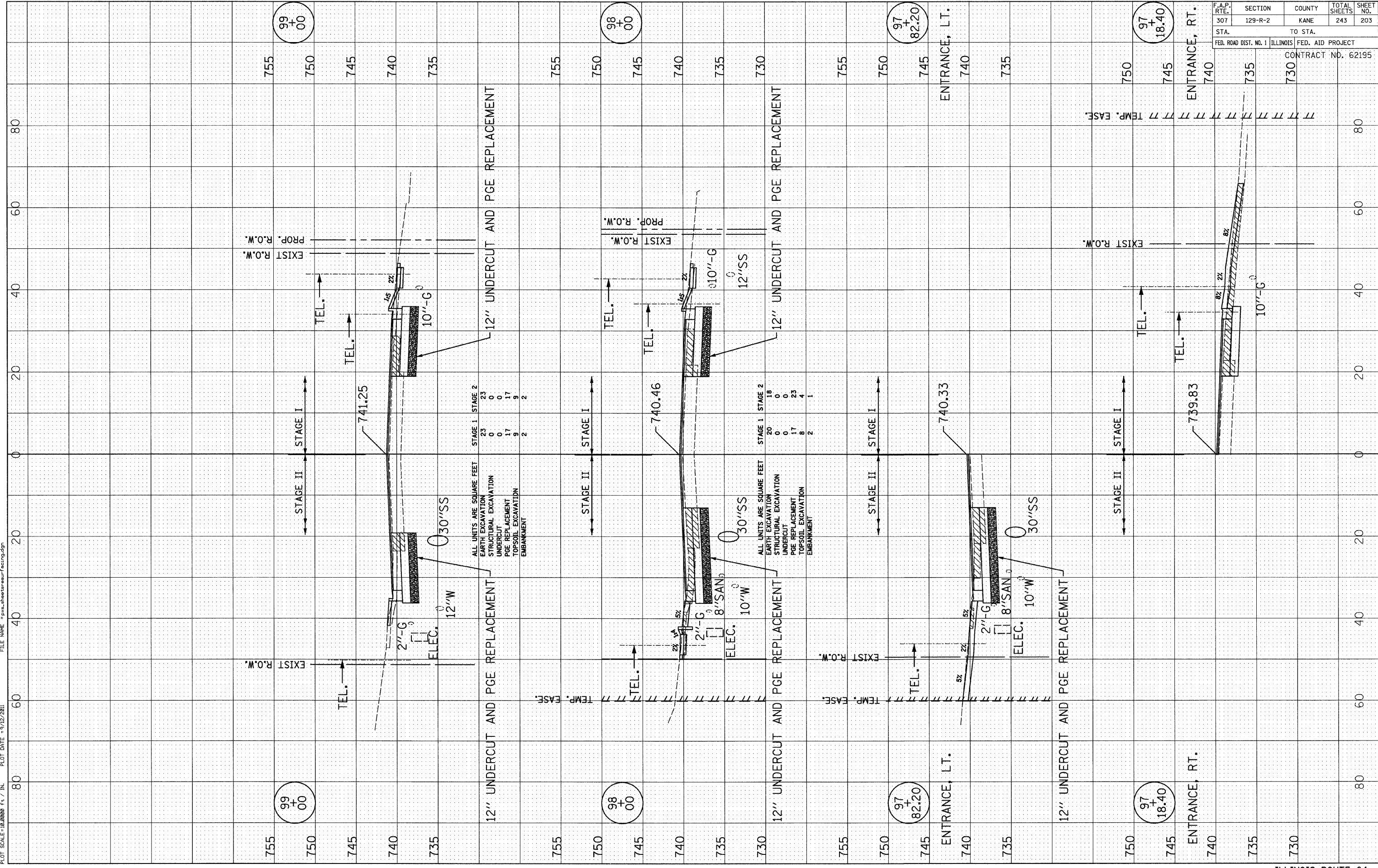


| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 201 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

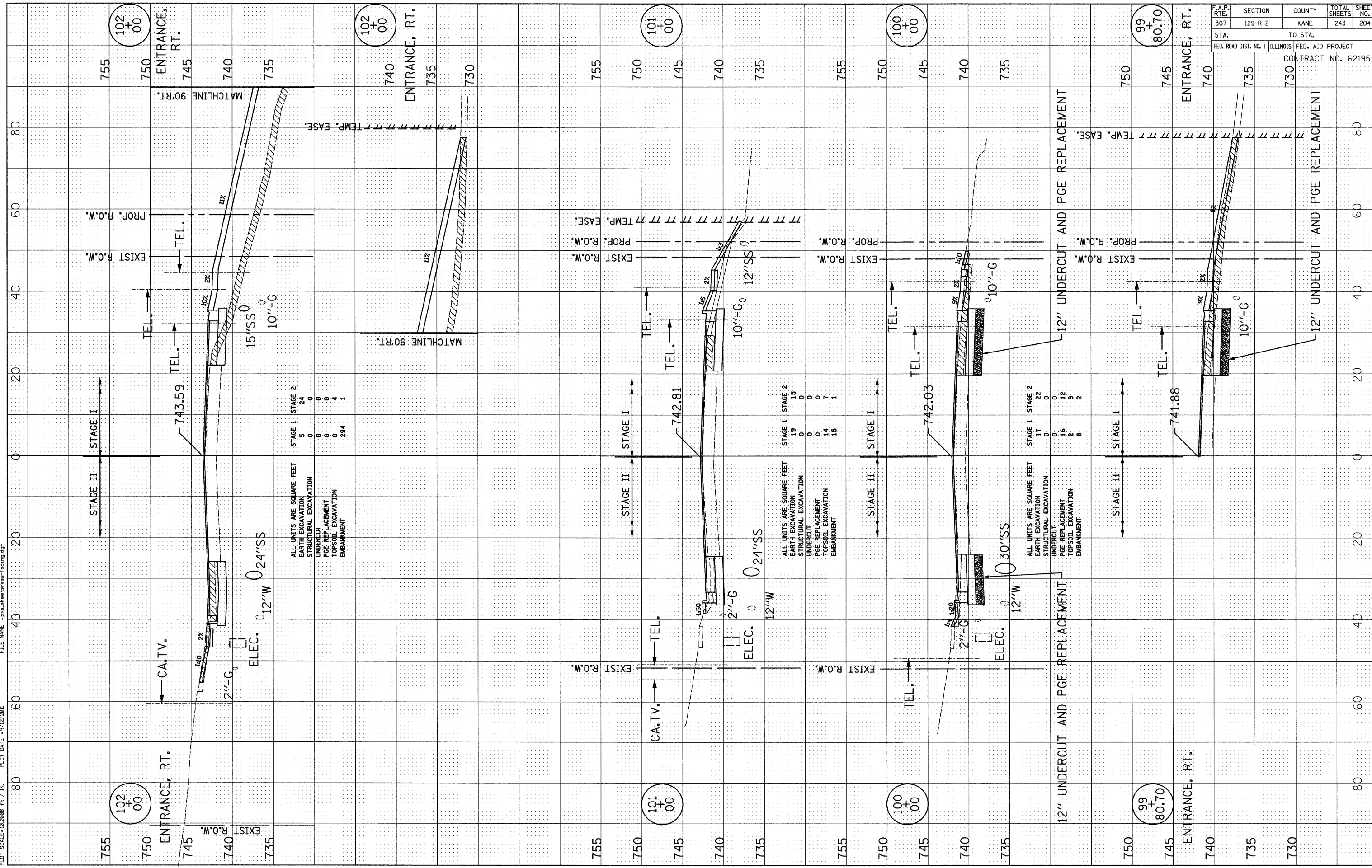
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| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 202 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |



| | | | | |
|--------------------------------|-----------------|--------------------|------------------|---------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 203 |
| STA. TO STA. | | FED. AID PROJECT | | |
| FED. ROAD DIST. NO. 1 ILLINOIS | | CONTRACT NO. 62195 | | |



ALL UNITS ARE SQUARE FEET

| | | | |
|-----------------------|-----|----|---|
| EARTH EXCAVATION | 5 | 24 | 0 |
| STRUCTURAL EXCAVATION | 0 | 0 | 0 |
| UNDERCUT | 0 | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 | 4 |
| TOPSOIL EXCAVATION | 0 | 0 | 4 |
| EMBANKMENT | 294 | 0 | 1 |

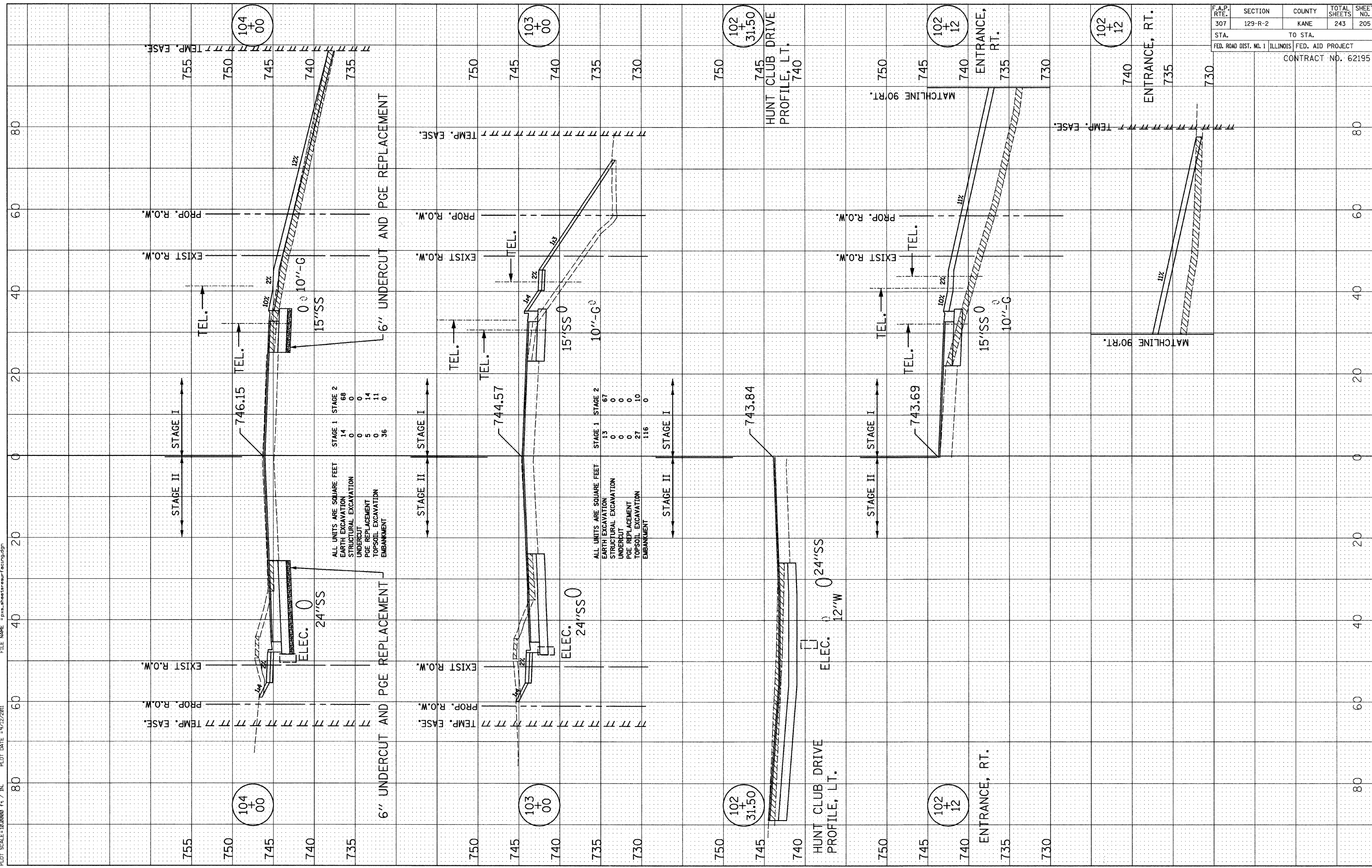
ALL UNITS ARE SQUARE FEET

| | | | |
|-----------------------|----|----|---|
| EARTH EXCAVATION | 19 | 13 | 0 |
| STRUCTURAL EXCAVATION | 0 | 0 | 0 |
| UNDERCUT | 0 | 0 | 0 |
| PGE REPLACEMENT | 14 | 7 | 1 |
| TOPSOIL EXCAVATION | 15 | 1 | 0 |
| EMBANKMENT | 0 | 0 | 0 |

ALL UNITS ARE SQUARE FEET

| | | | |
|-----------------------|----|----|---|
| EARTH EXCAVATION | 17 | 22 | 0 |
| STRUCTURAL EXCAVATION | 0 | 0 | 0 |
| UNDERCUT | 0 | 0 | 0 |
| PGE REPLACEMENT | 16 | 12 | 9 |
| TOPSOIL EXCAVATION | 2 | 9 | 2 |
| EMBANKMENT | 6 | 0 | 0 |

| | | | | |
|-----------------------|----------|------------------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 204 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | CONTRACT NO. 62195 |



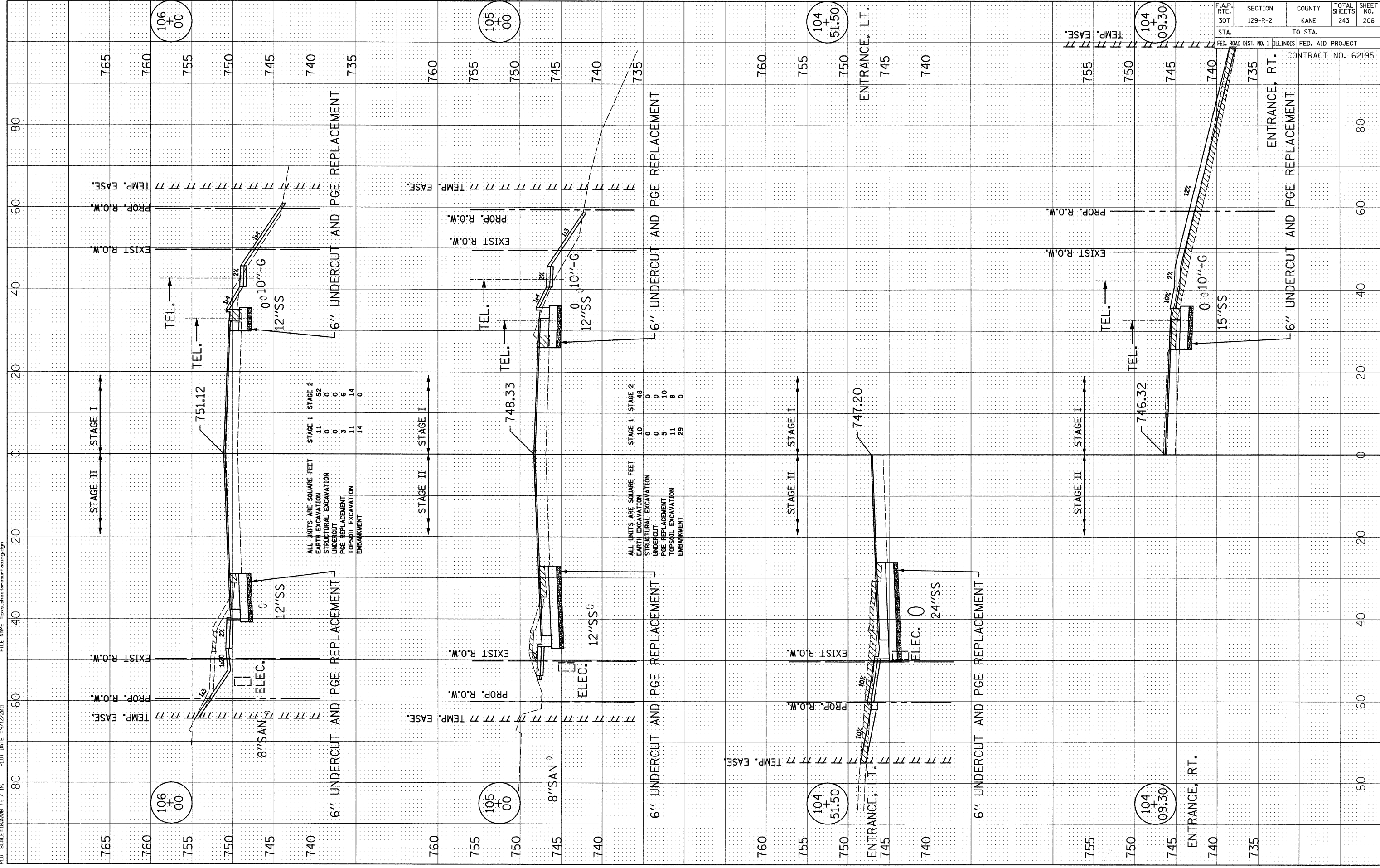
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 14 | 68 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 5 | 14 |
| TOPSOIL EXCAVATION | 9 | 11 |
| EMBANKMENT | 36 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 13 | 67 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 27 | 10 |
| EMBANKMENT | 116 | 0 |

| | | | | |
|-----------------------|---------|----------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 205 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |
| CONTRACT NO. 62195 | | | | |



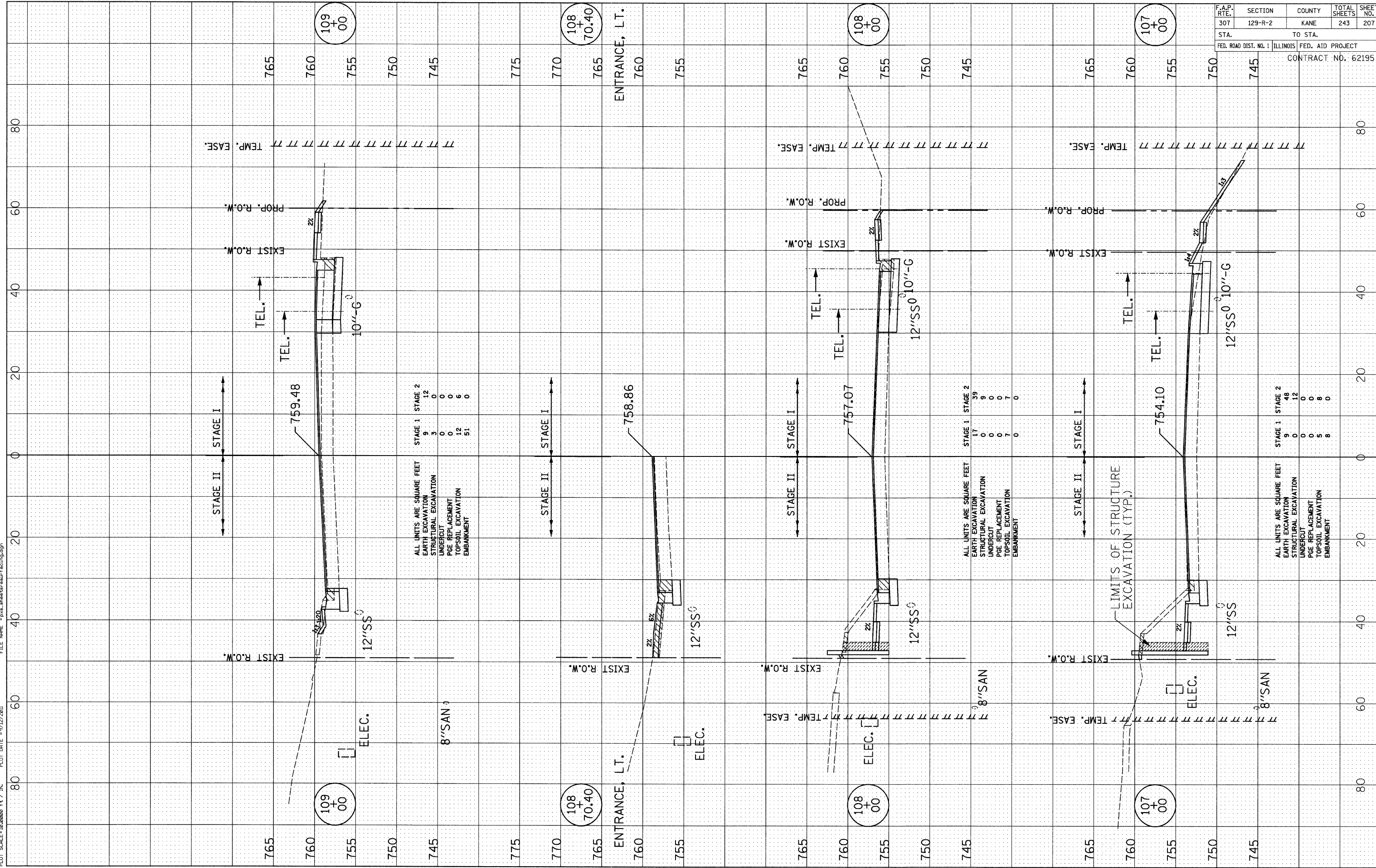
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|-------------|---------|--------|-------------------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 206 |
| STA. | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS | |
| | | | FED. AID PROJECT CONTRACT NO. 62195 | |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 11 | 52 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 3 | 6 |
| TOPSOIL EXCAVATION | 11 | 14 |
| EMBANKMENT | 14 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 10 | 48 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 5 | 10 |
| TOPSOIL EXCAVATION | 11 | 8 |
| EMBANKMENT | 29 | 0 |



ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 9 | 12 |
| STRUCTURAL EXCAVATION | 3 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 12 | 6 |
| EMBANKMENT | 51 | 0 |

ALL UNITS ARE SQUARE FEET

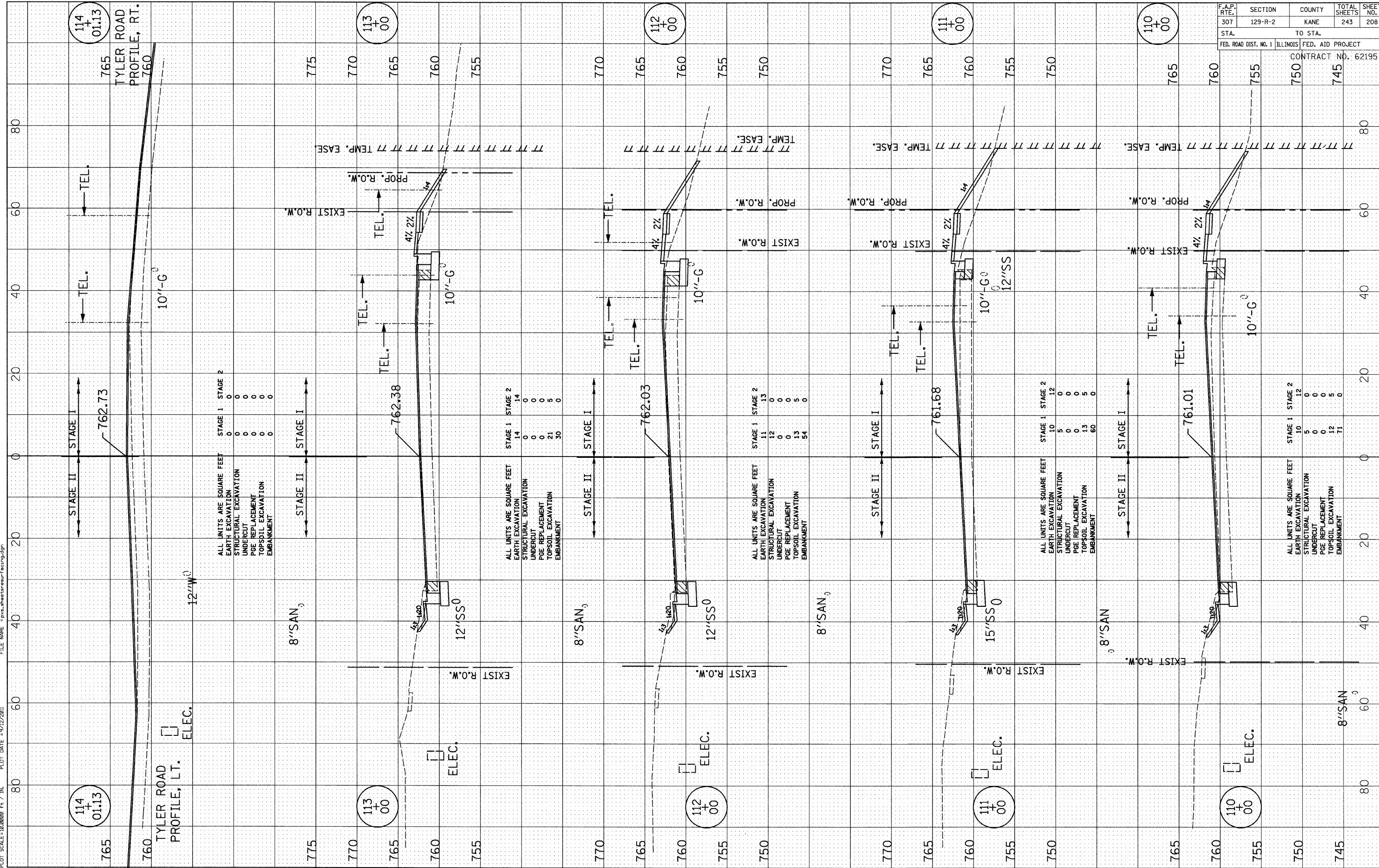
| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 17 | 39 |
| STRUCTURAL EXCAVATION | 0 | 9 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 7 | 7 |
| EMBANKMENT | 0 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 9 | 48 |
| STRUCTURAL EXCAVATION | 0 | 12 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 5 | 8 |
| EMBANKMENT | 8 | 0 |

| | | | | |
|-----------------------|---------|----------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 207 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |
| CONTRACT NO. 62195 | | | | |

FILE NAME = pva.sheets\pva\tyler.dgn
 PLOT SCALE = 10,000 ft / IN. PLOT DATE = 9/12/2011



ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 0 | 0 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 0 |
| EMBANKMENT | 0 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 14 | 14 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 21 | 5 |
| EMBANKMENT | 30 | 0 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 11 | 13 |
| STRUCTURAL EXCAVATION | 12 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 13 | 5 |
| EMBANKMENT | 54 | 0 |

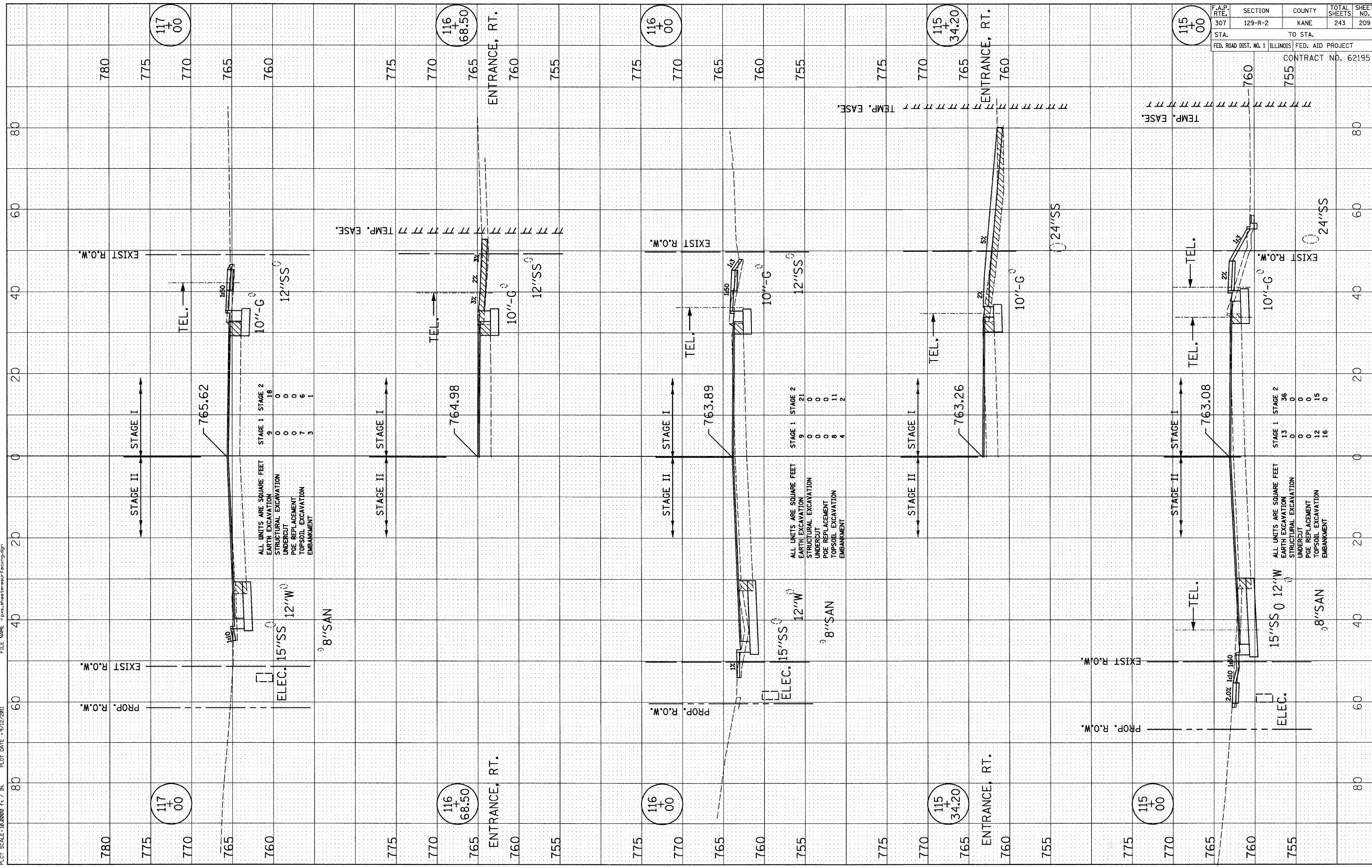
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 10 | 12 |
| STRUCTURAL EXCAVATION | 5 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 13 | 5 |
| EMBANKMENT | 60 | 0 |

ALL UNITS ARE SQUARE FEET

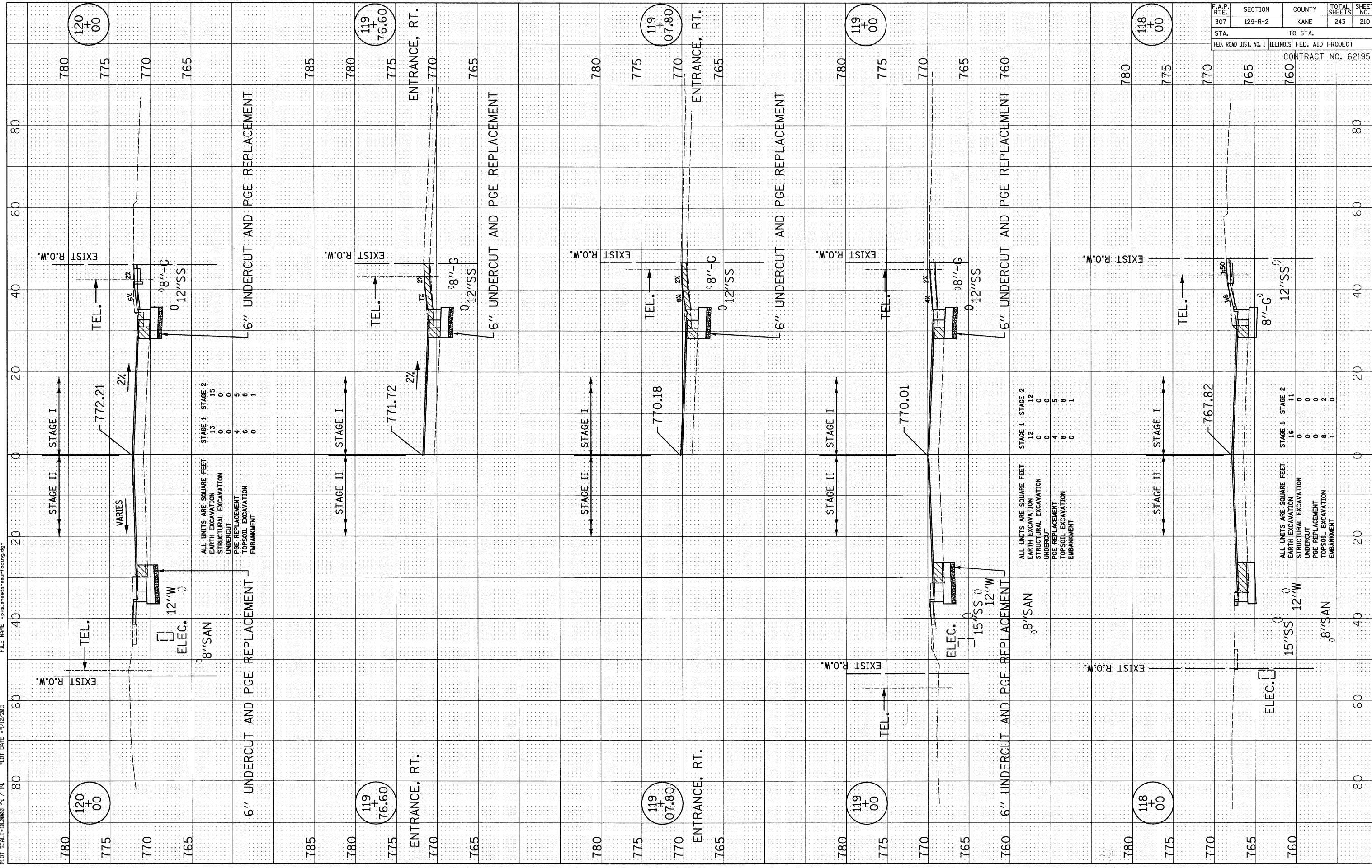
| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 10 | 12 |
| STRUCTURAL EXCAVATION | 5 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 12 | 5 |
| EMBANKMENT | 71 | 0 |

| | | | | |
|-----------------------|----------|------------------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 208 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | CONTRACT NO. 62195 |



| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 209 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT NO. 62195 | | |

PLOT SCALE = 1/8" = 10' / IN. PLOT DATE = 9/12/2011 FILE NAME = pgs_sheets\street\Facing.dgn



ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 13 | 15 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 4 | 5 |
| PGE REPLACEMENT | 6 | 8 |
| TOPSOIL EXCAVATION | 0 | 1 |
| EMBANKMENT | 0 | 0 |

ALL UNITS ARE SQUARE FEET

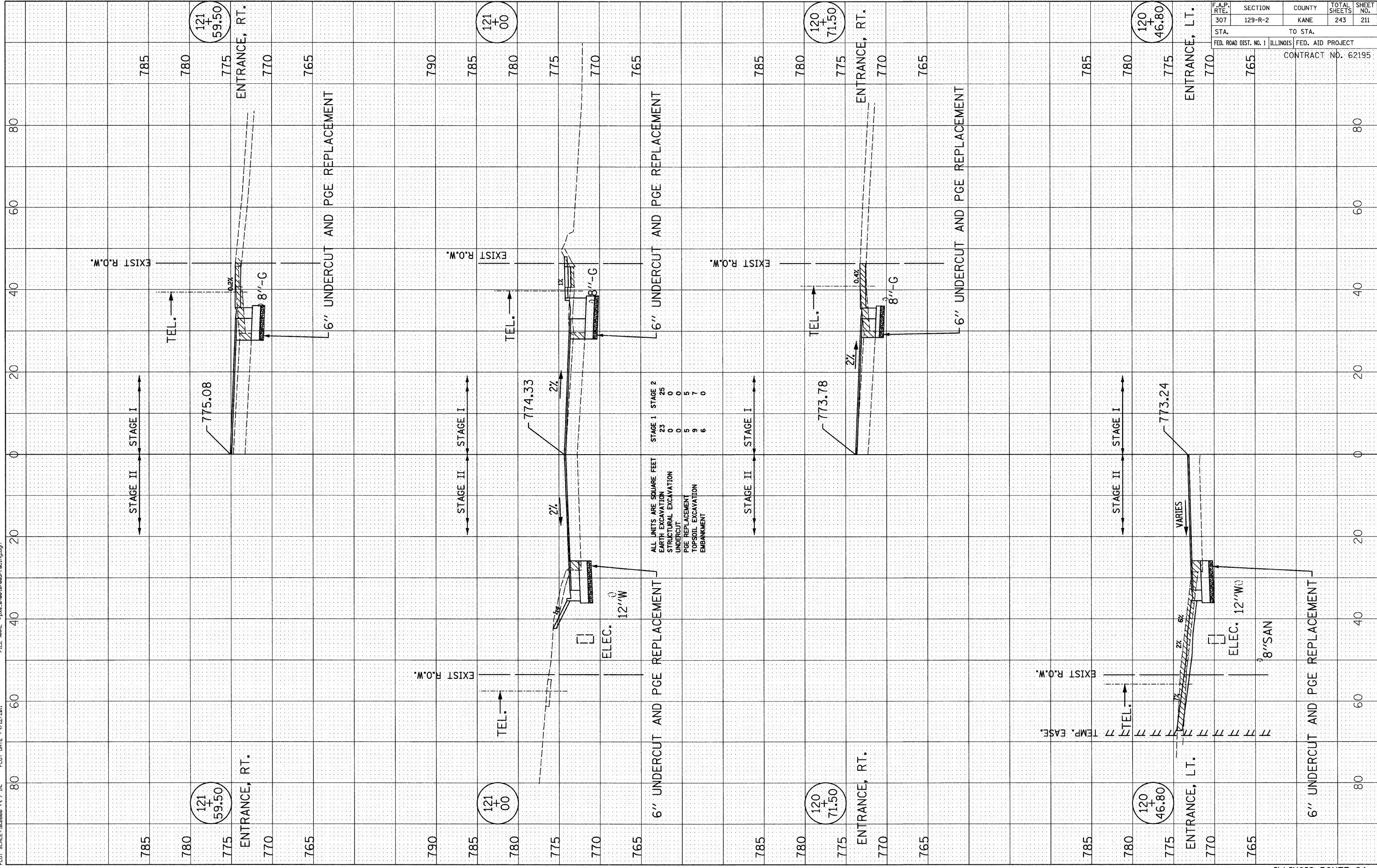
| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 16 | 11 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 8 | 2 |
| TOPSOIL EXCAVATION | 1 | 0 |
| EMBANKMENT | 0 | 0 |

| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 210 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT NO. 62195 | | |

FILE NAME = pgs_sheets\street\facings.dgn

PLOT DATE = 9/12/2001

PLOT SCALE = 1/8" = 1'-0"



| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 211 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

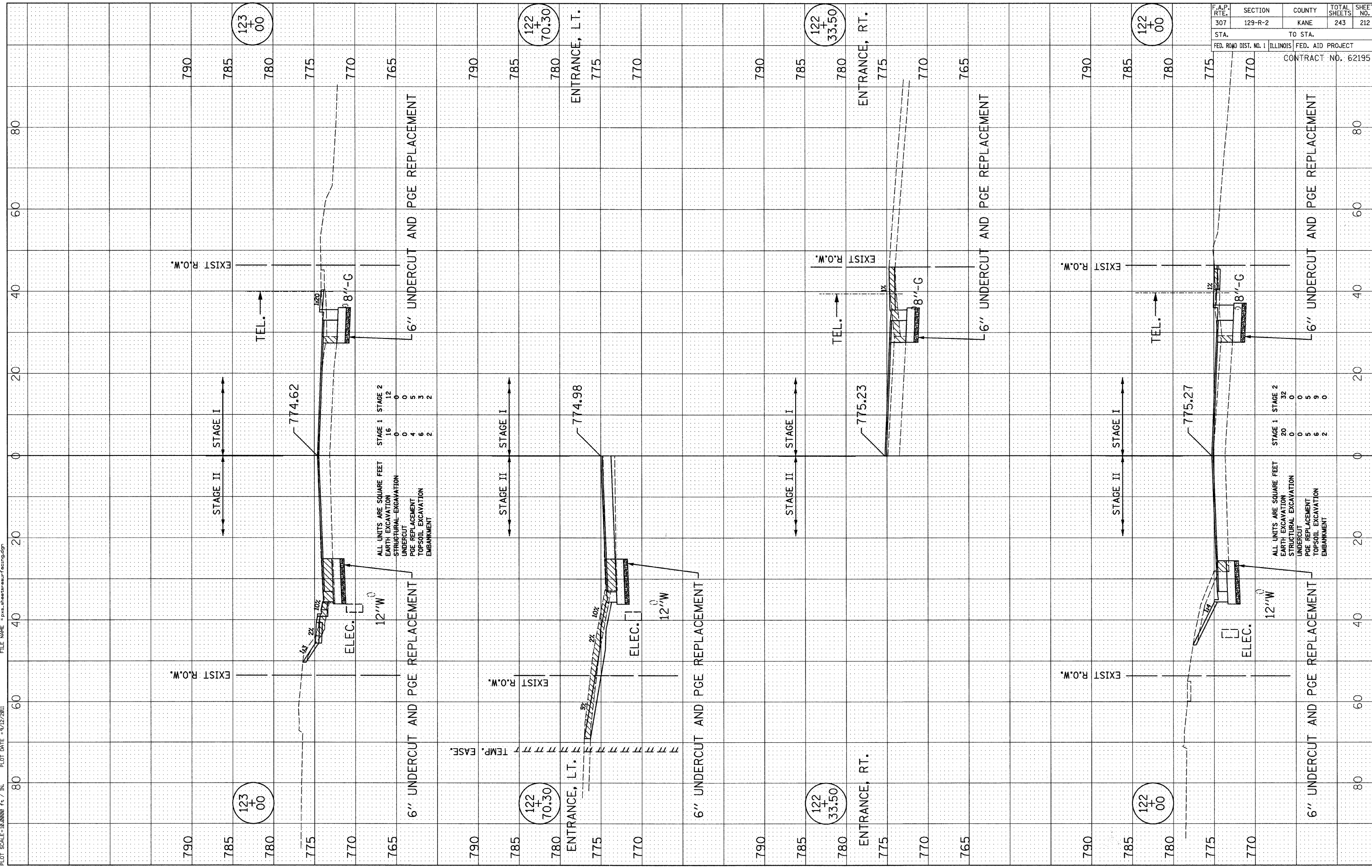
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 23 | 25 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 5 | 5 |
| TOPSOIL EXCAVATION | 9 | 7 |
| EMBANKMENT | 6 | 0 |

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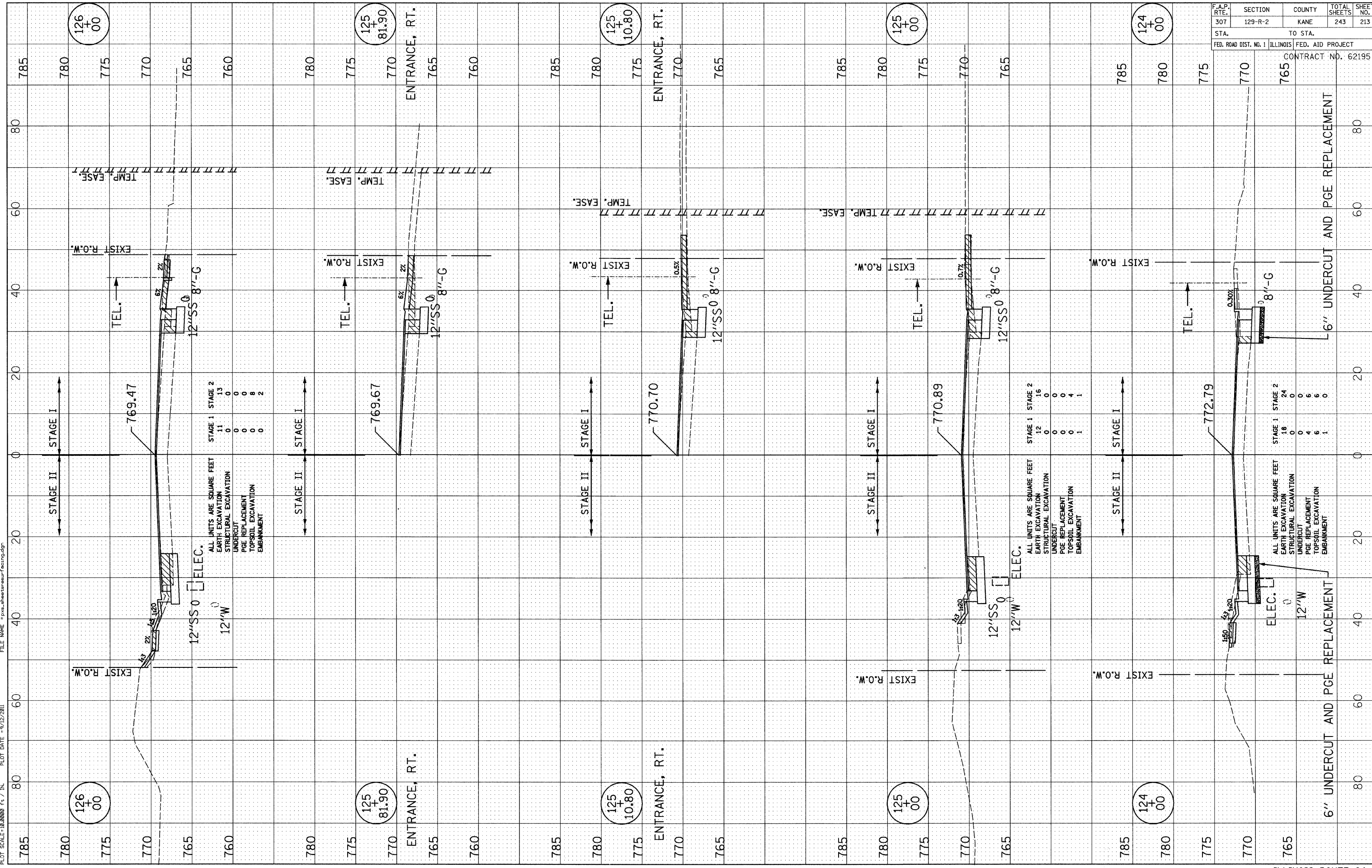
PLOT DATE = 9/12/2011

PLOT SCALE = 1/8" = 100'



| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 212 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

PLOT SCALE=1/8"=80.000 FT./IN. PLOT DATE=9/12/2011 FILE NAME=F:\proj_sheets\sewer\Facings.dwg



ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 11 | 13 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 8 |
| EMBANKMENT | 0 | 2 |

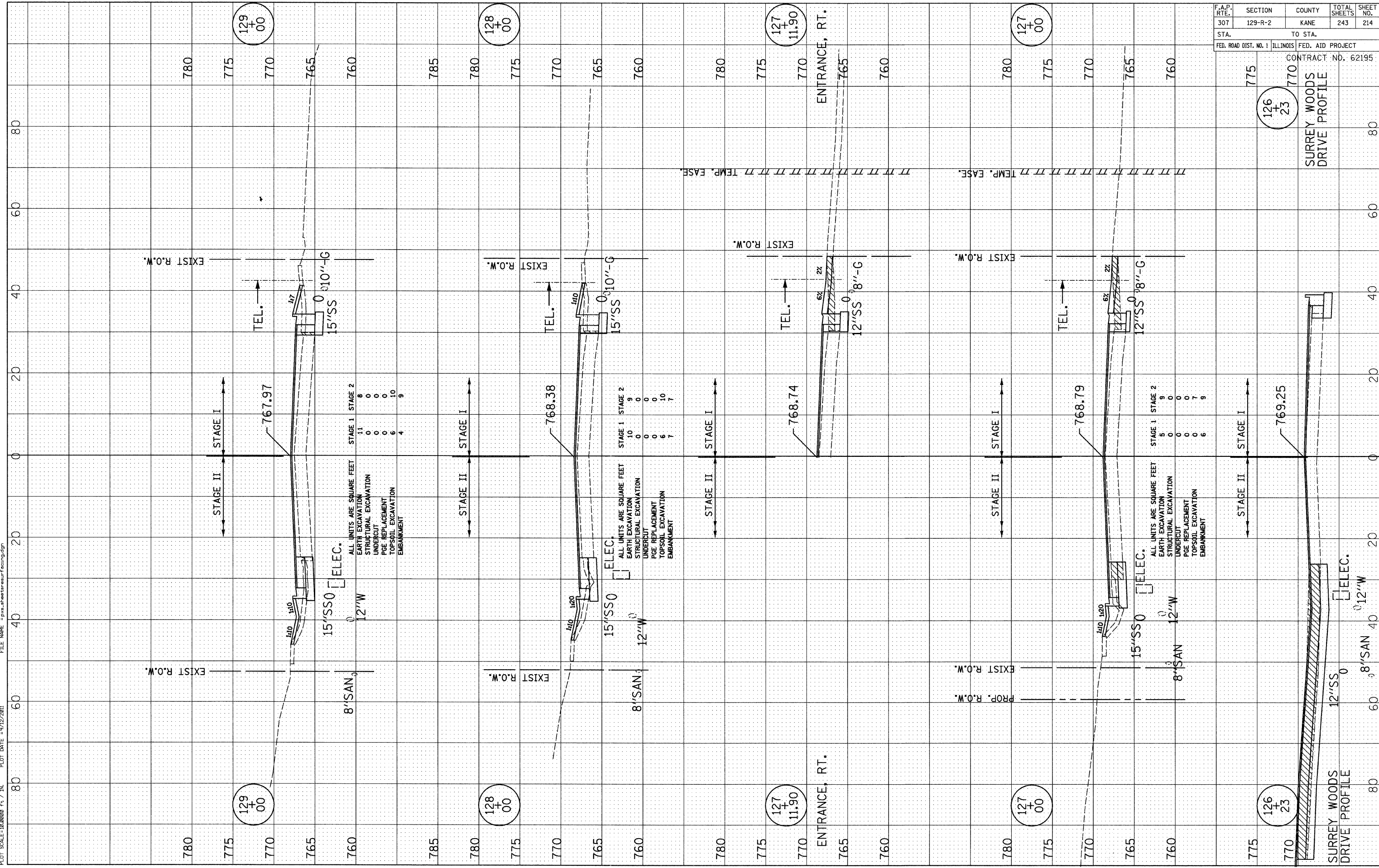
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 12 | 16 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 0 | 4 |
| EMBANKMENT | 1 | 1 |

ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 18 | 24 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PGE REPLACEMENT | 4 | 6 |
| TOPSOIL EXCAVATION | 5 | 0 |
| EMBANKMENT | 1 | 0 |

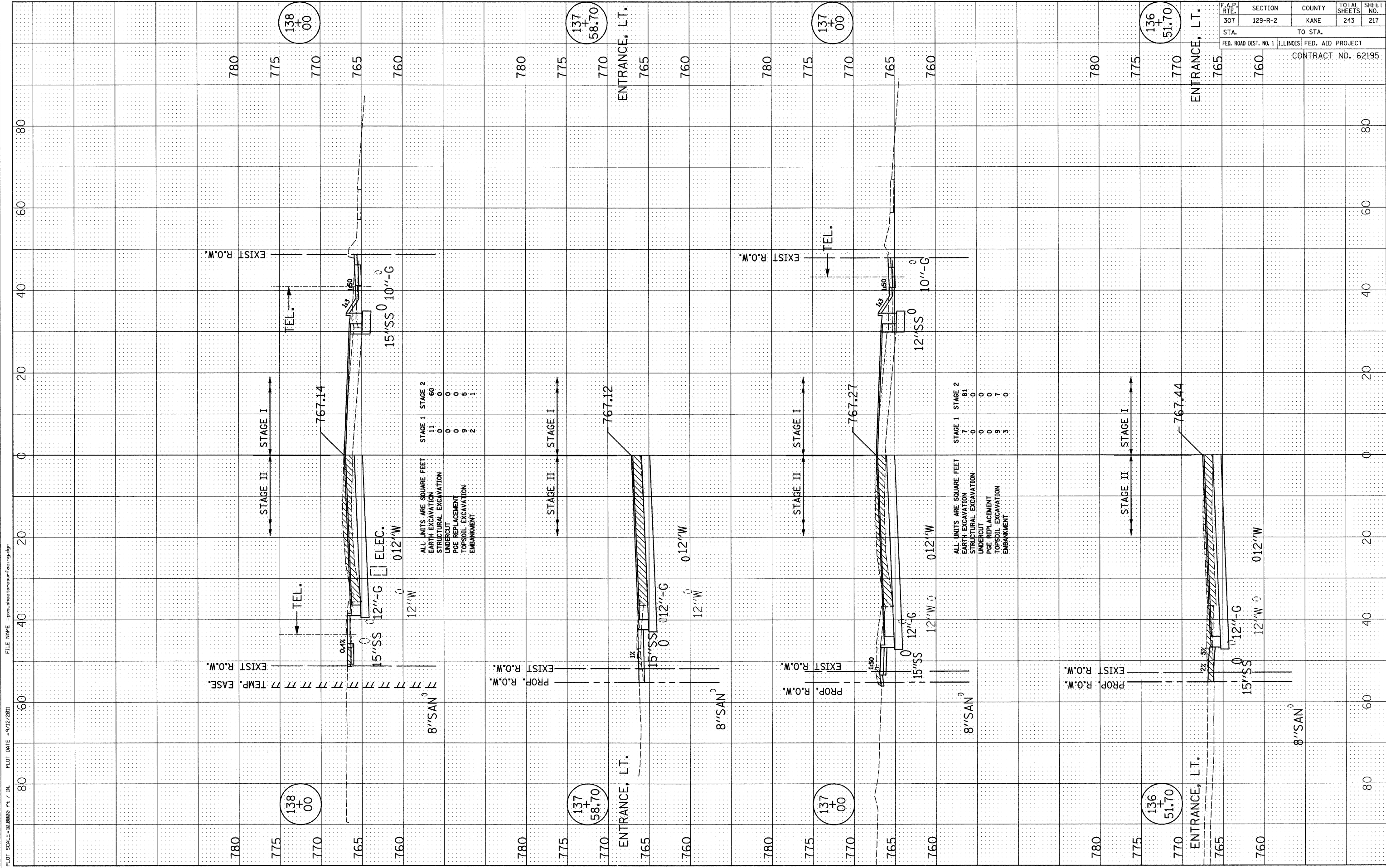
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|-----------------------|----------|------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 213 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |



| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 214 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

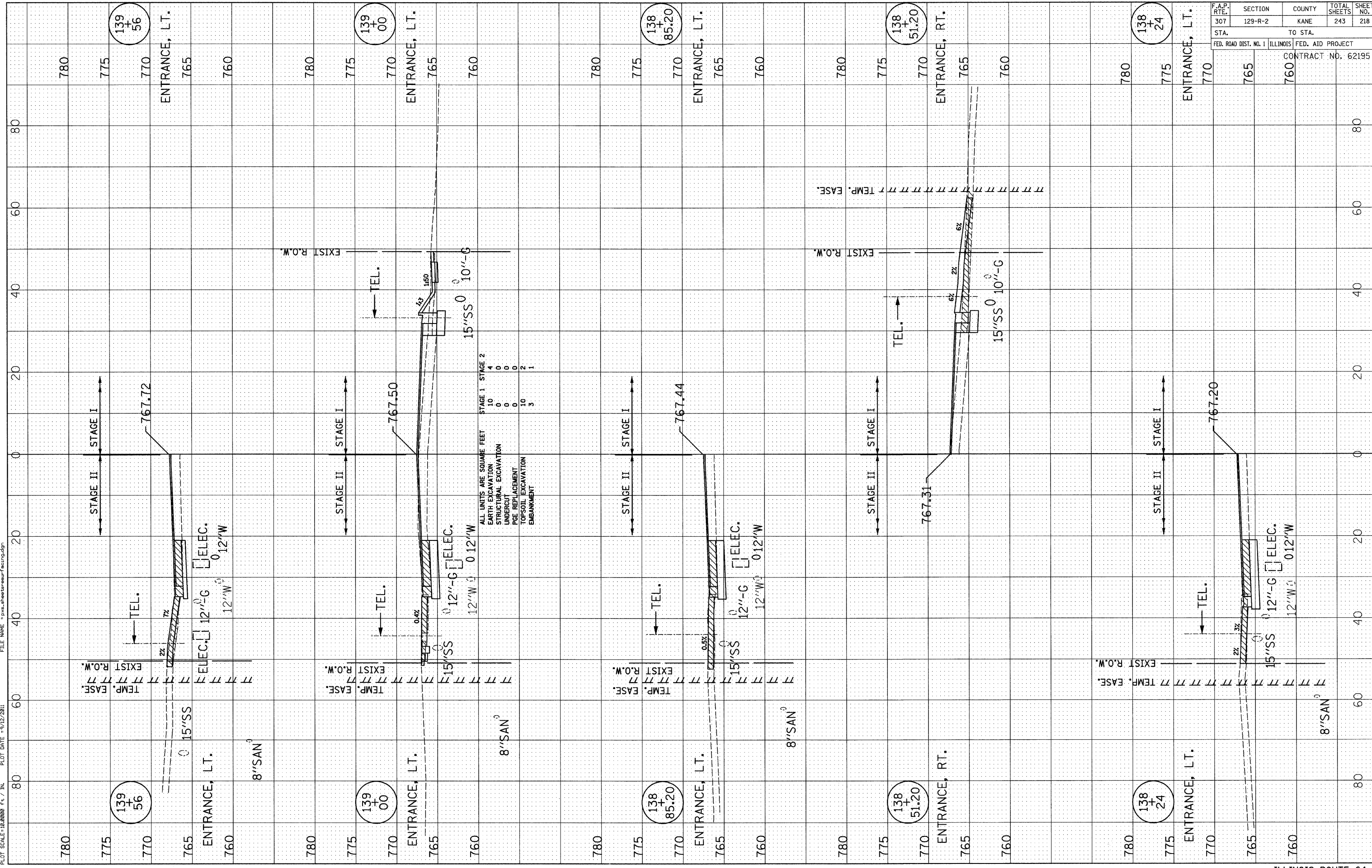
SURREY WOODS DRIVE PROFILE

SURREY WOODS DRIVE PROFILE

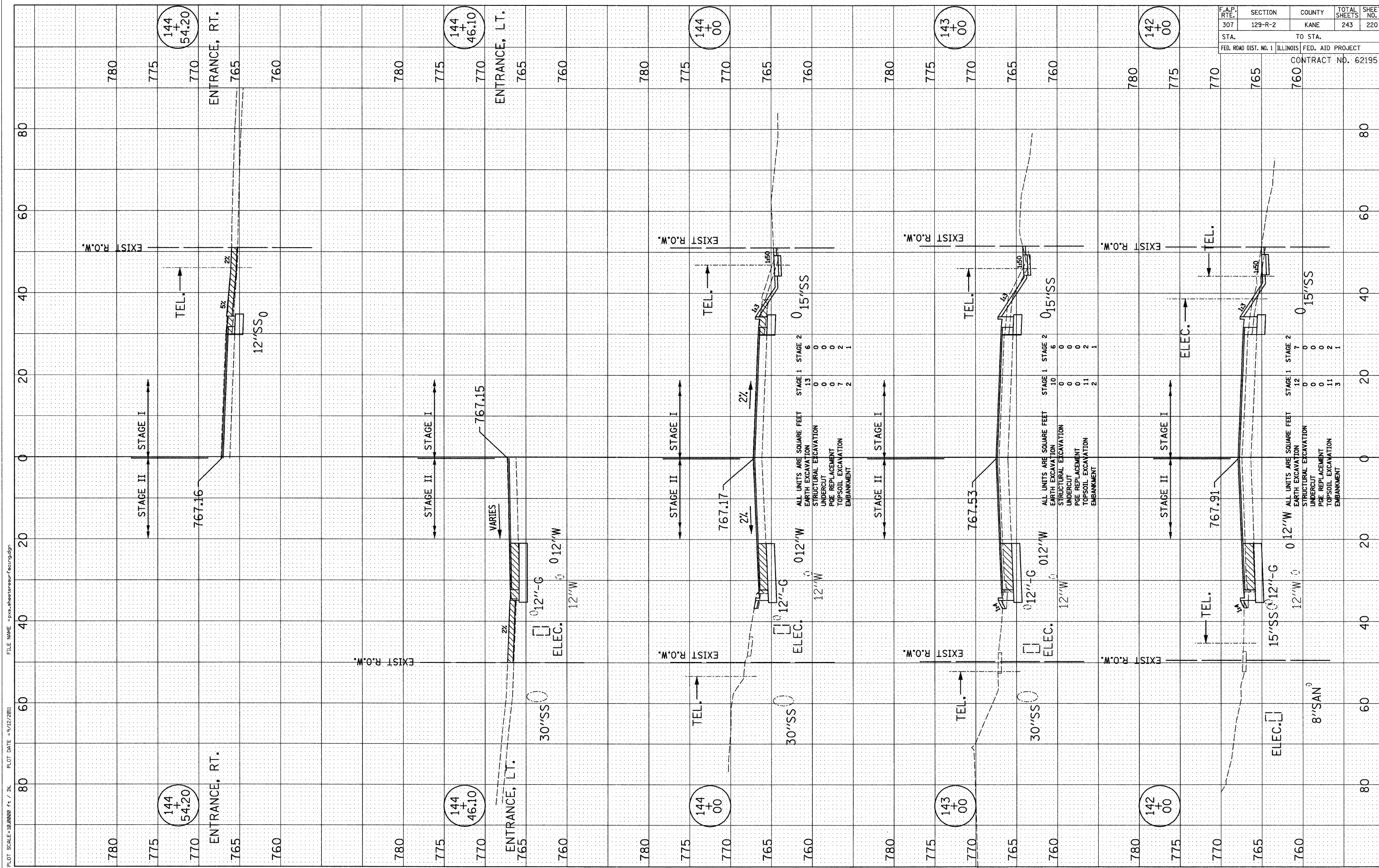


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|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 217 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT NO. 62195 | | |

PLOT SCALE=10.0000 Ft. / IN. PLOT DATE = 9/12/2011 FILE NAME = pxx-thestreet-Plan.dwg



| | | | | |
|-----------------------|----------|------------------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 218 |
| STA. | TO STA. | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |



ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 13 | 6 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PIPE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 7 | 2 |
| EMBANKMENT | 2 | 1 |

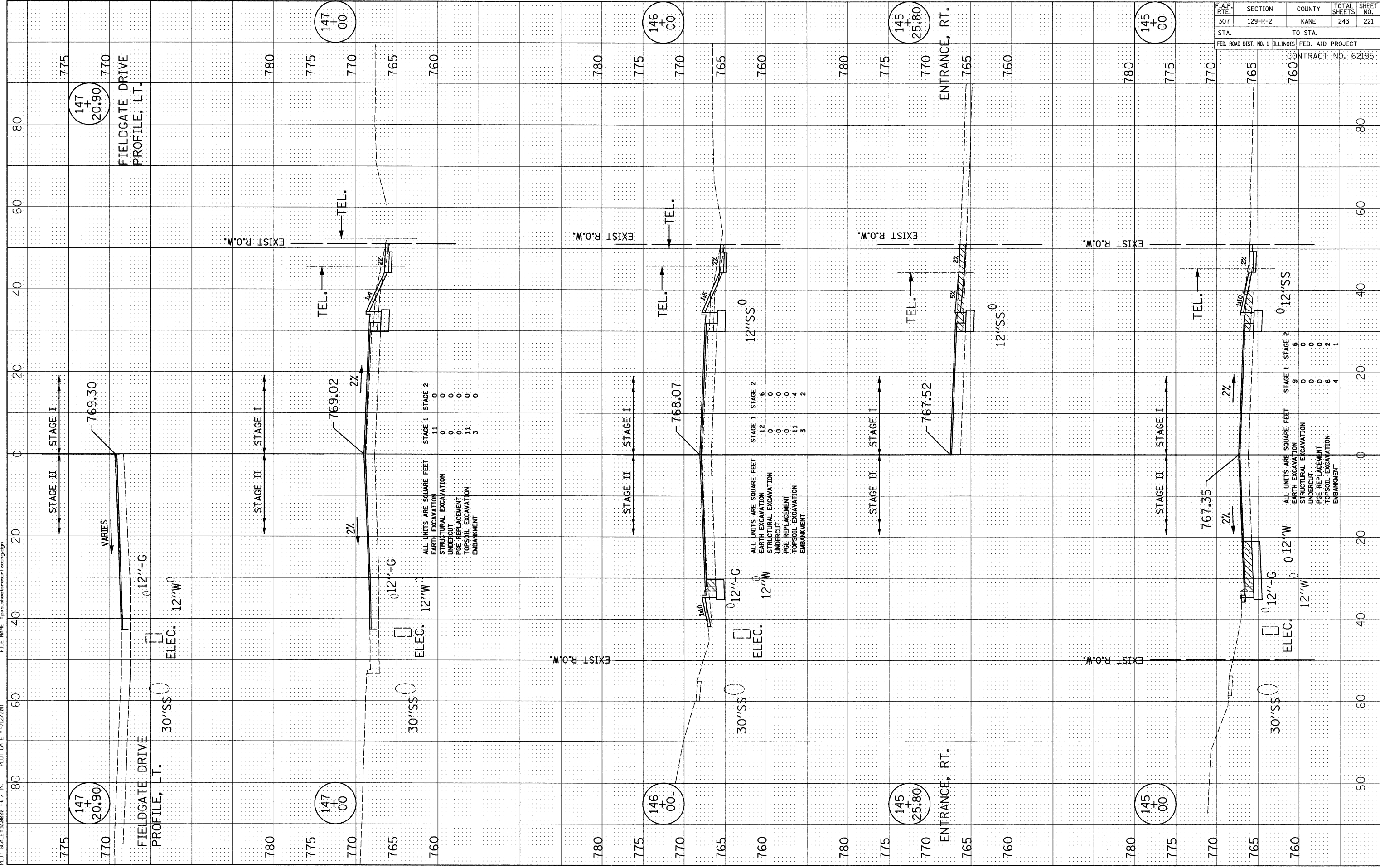
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 10 | 6 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PIPE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 11 | 2 |
| EMBANKMENT | 2 | 1 |

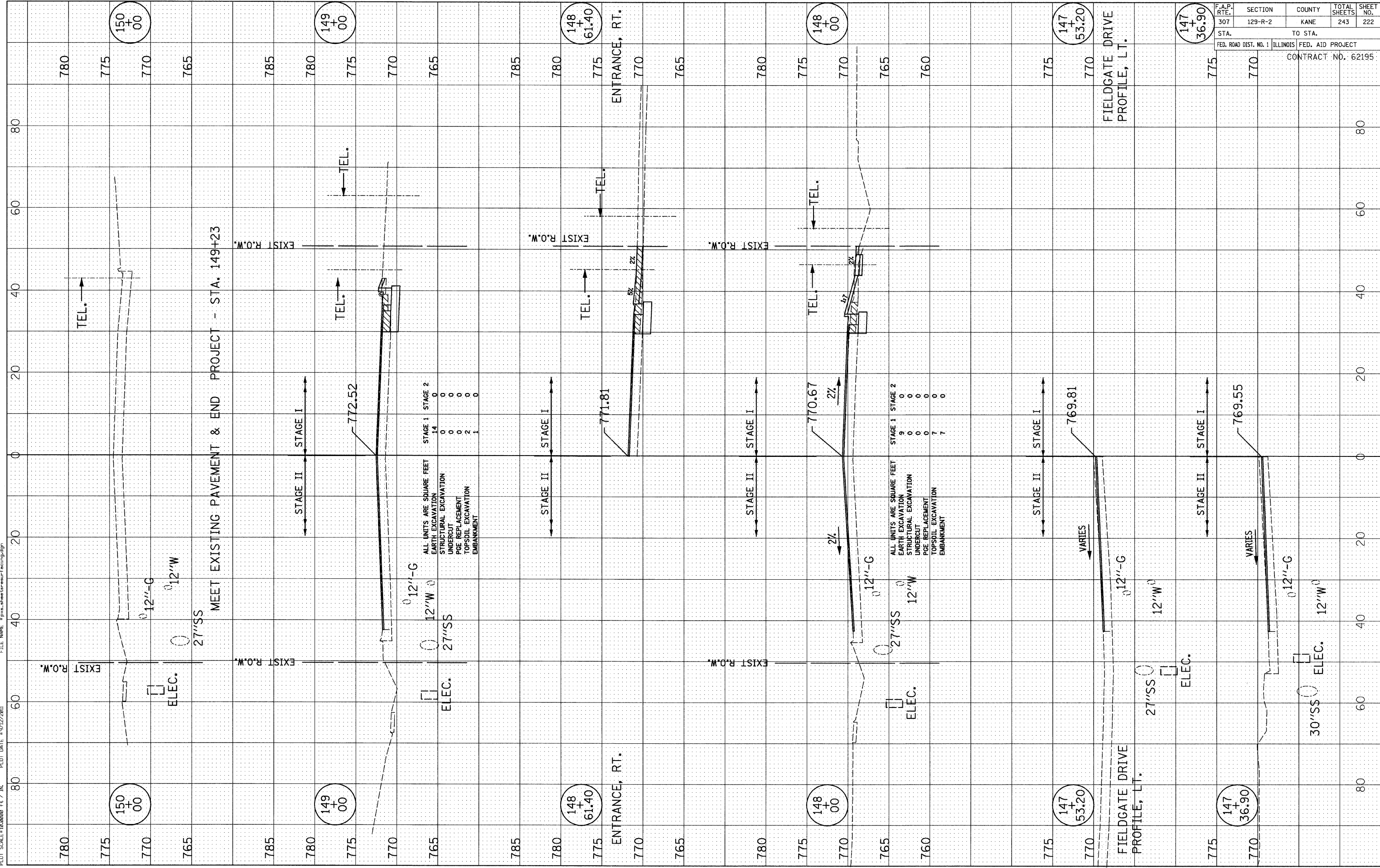
ALL UNITS ARE SQUARE FEET

| | STAGE 1 | STAGE 2 |
|-----------------------|---------|---------|
| EARTH EXCAVATION | 12 | 7 |
| STRUCTURAL EXCAVATION | 0 | 0 |
| UNDERCUT | 0 | 0 |
| PIPE REPLACEMENT | 0 | 0 |
| TOPSOIL EXCAVATION | 11 | 2 |
| EMBANKMENT | 3 | 1 |

| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 220 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT NO. 62195 | | |

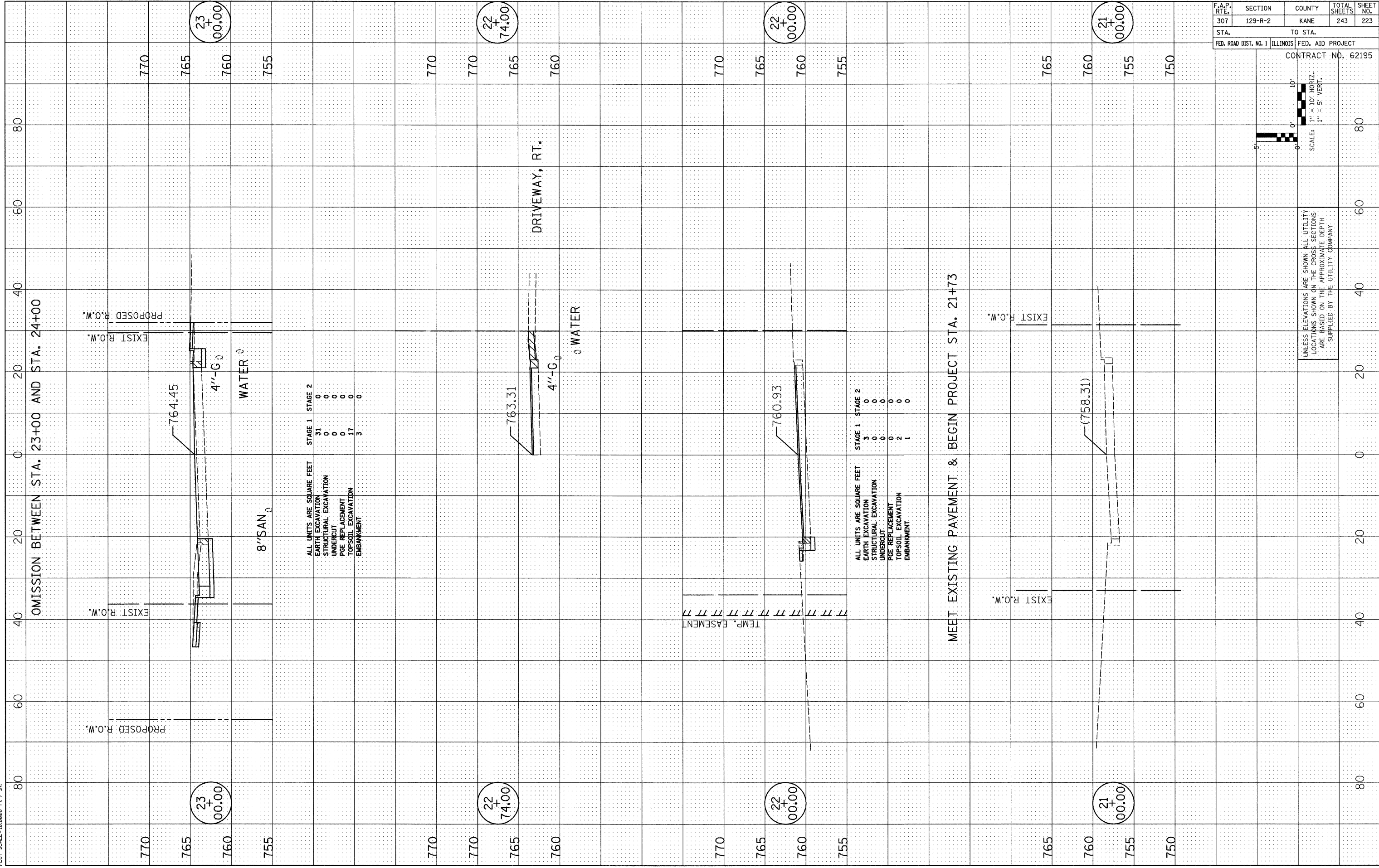


| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 221 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

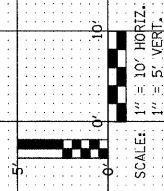


| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 222 |
| STA. 147+36.90 | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

PLOT SCALE=10,0000 Ft. / IN.

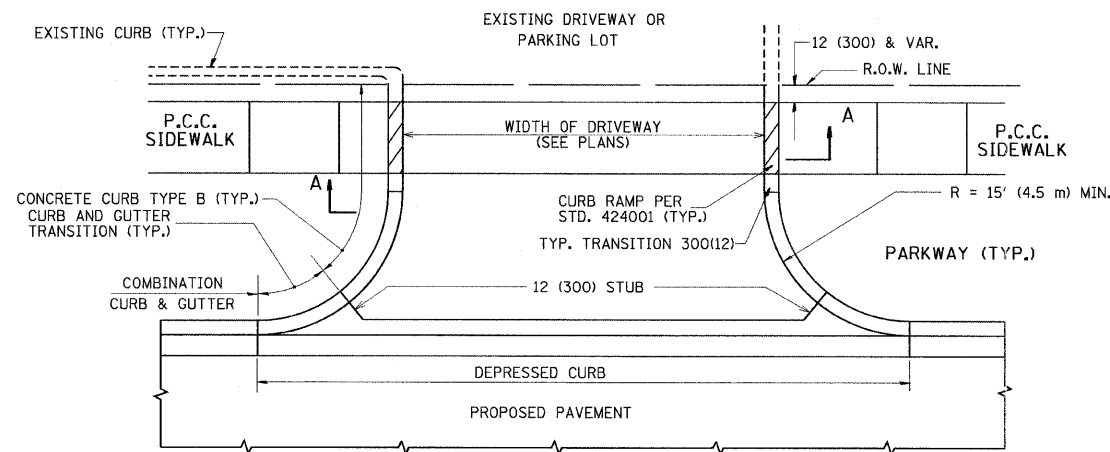


| | | | | |
|-----------------------|---------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 223 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | | |
| CONTRACT NO. 62195 | | | | |

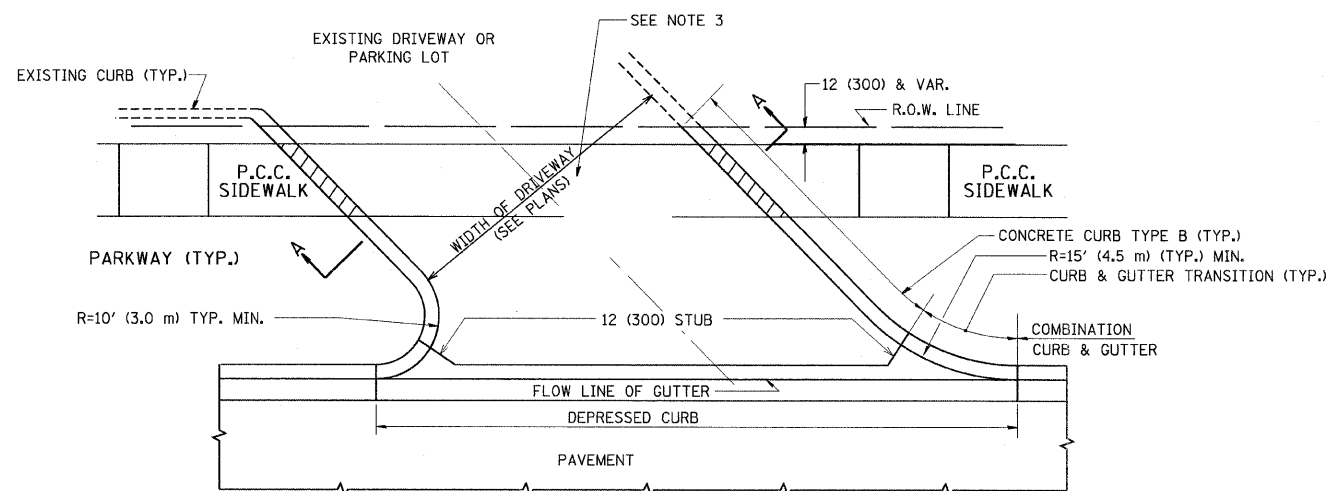


UNLESS ELEVATIONS ARE SHOWN ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY

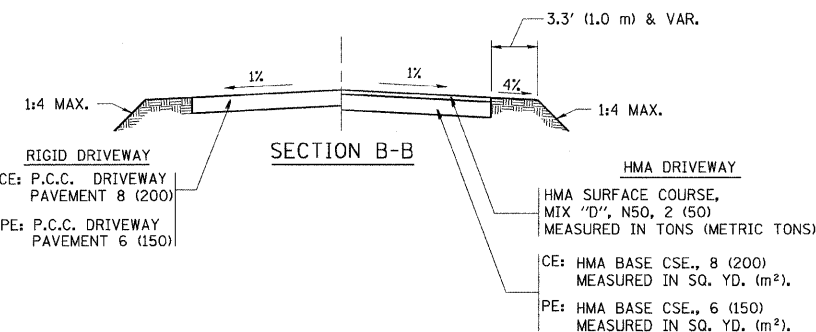
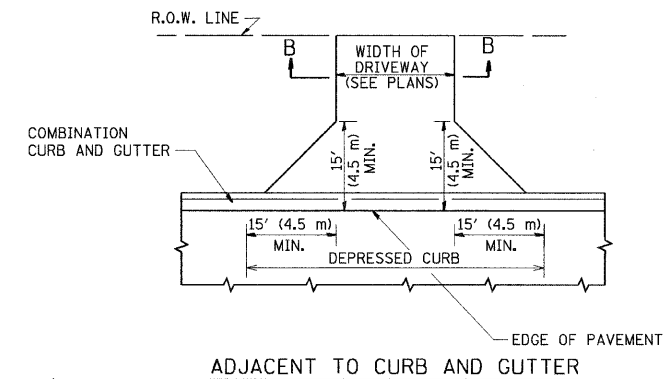
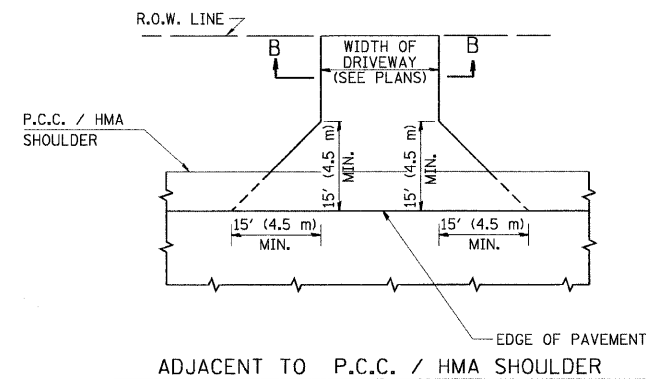
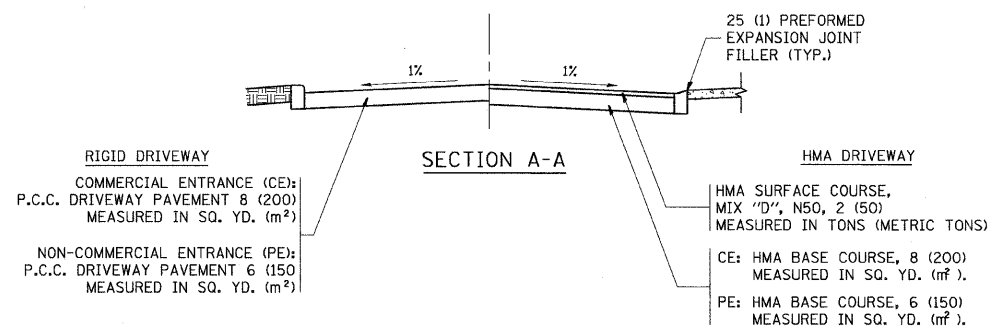
INDUSTRIAL DRIVE



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

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

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

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

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

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

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

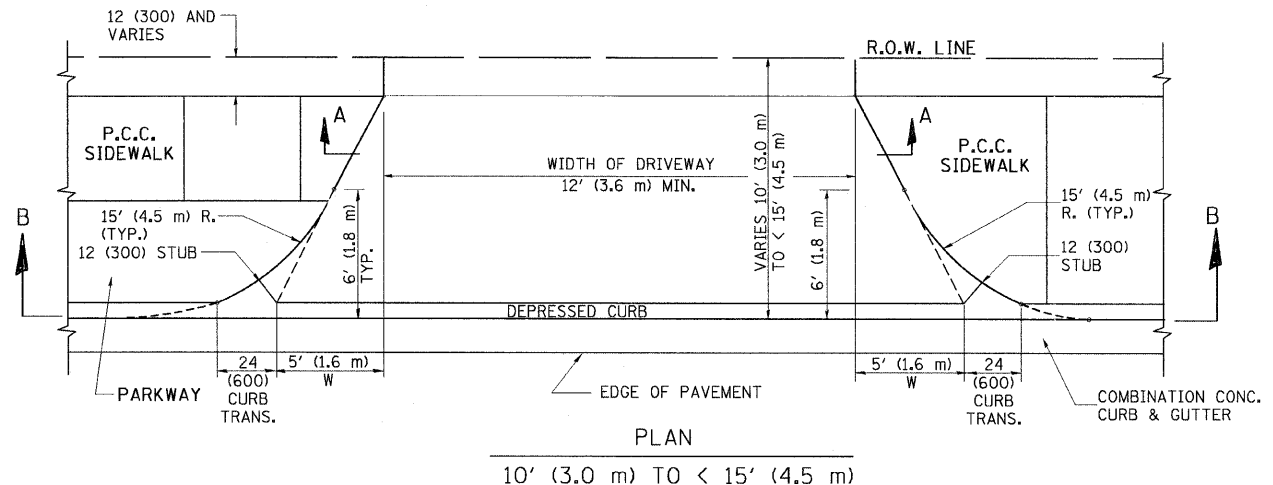
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| ca\pw\work\pjd\dot\leyso\01083\5\bd01.dwg | | DRAWN - | REVISED - R. BORO 01-01-07 |
| | PLOT SCALE = 50.0000 / in. | CHECKED - | REVISED - R. BORO 06-11-08 |
| | PLOT DATE = 9/6/2011 | DATE - 11-04-95 | REVISED - R. BORO 09-06-11 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

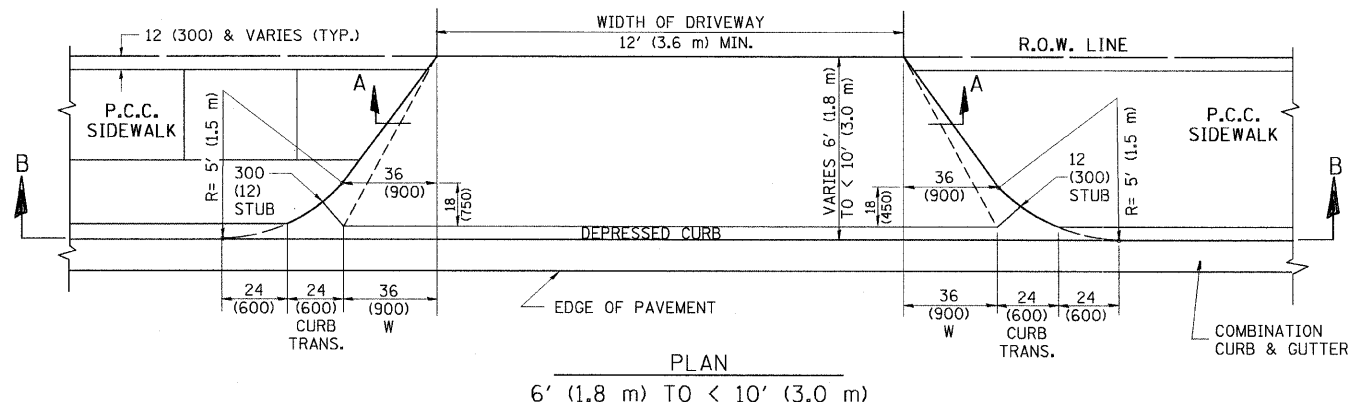
DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

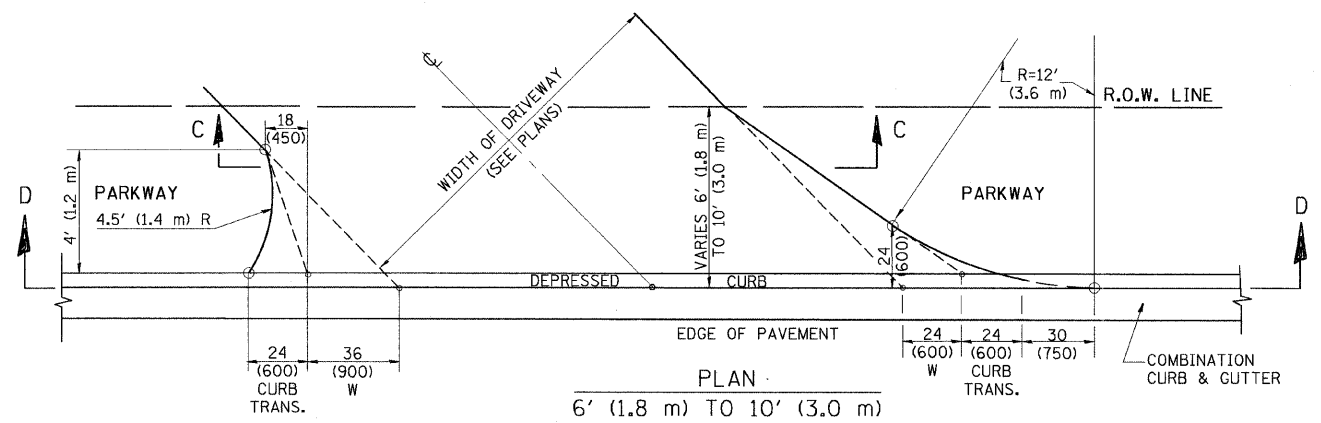
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|---|-----------------|--------------------|------------------|---------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 225 |
| BD0106-07 (BD-01) | | CONTRACT NO. 62195 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



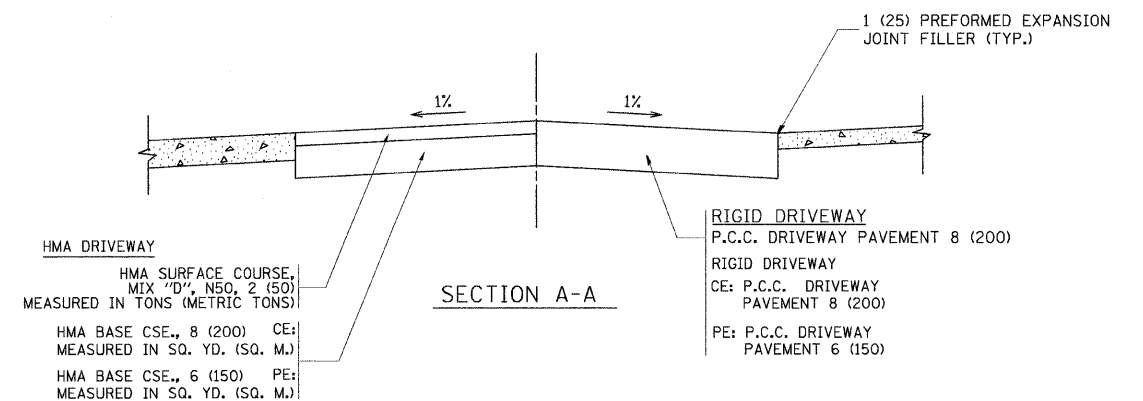
PLAN
10' (3.0 m) TO < 15' (4.5 m)



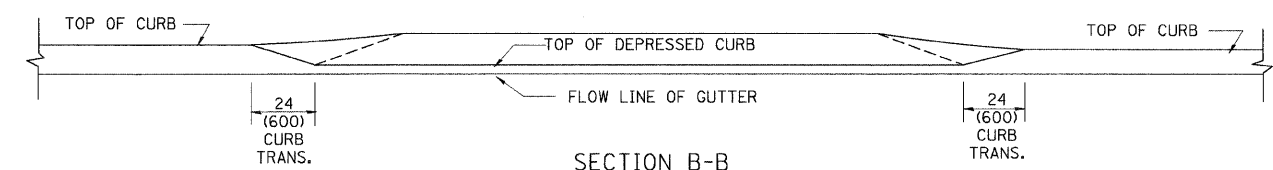
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6' (1.8 m) TO < 10' (3.0 m)



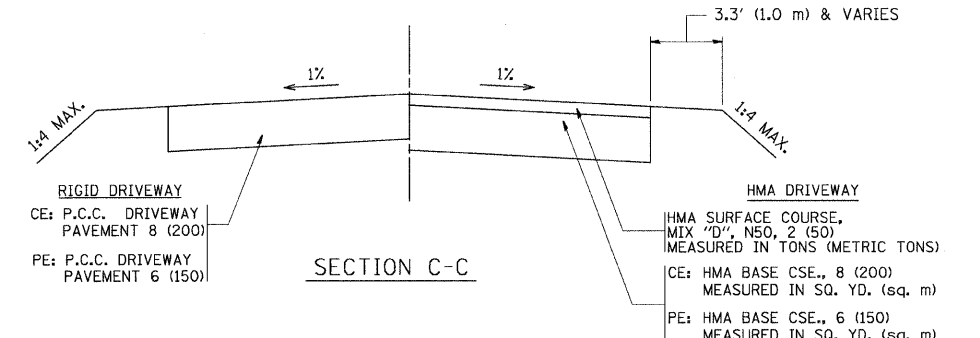
PLAN
6' (1.8 m) TO 10' (3.0 m)



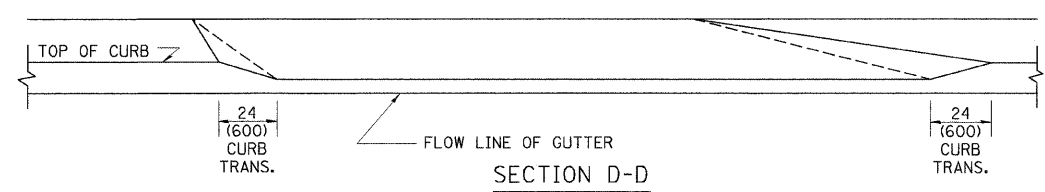
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

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c:\pw\work\pudot\lsgsa\d0108315\bd02.dwg

USER NAME = lsgsa
PLOT SCALE = 50.0000' / 1"
PLOT DATE = 9/6/2011

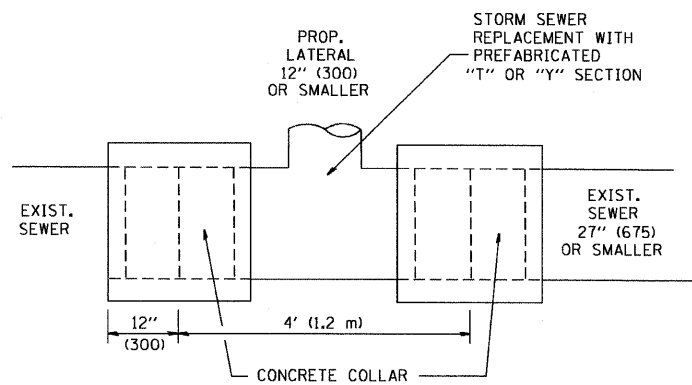
DESIGNED - R. SHAH
DRAWN -
CHECKED -
DATE - 11-06-95

REVISED - M. GOMEZ 04-06-01
REVISED - P. LofLEUR 04-15-03
REVISED - R. BORO 01-01-07
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

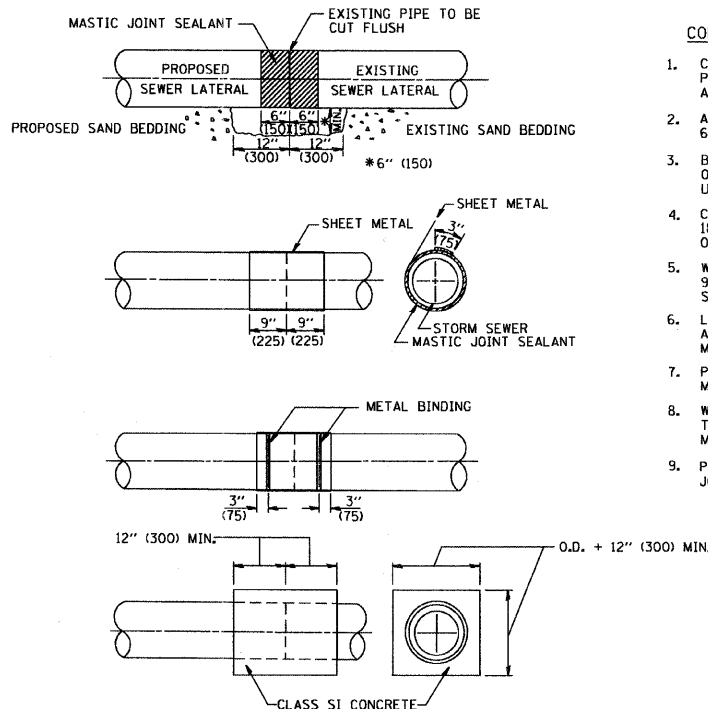
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY. | TOTAL SHEETS | SHEET NO. |
|---|---------|---------|--------------------|-----------|
| 307 | 129-R-2 | KANE | 243 | 226 |
| BD400-02 (BD-02) | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | | |



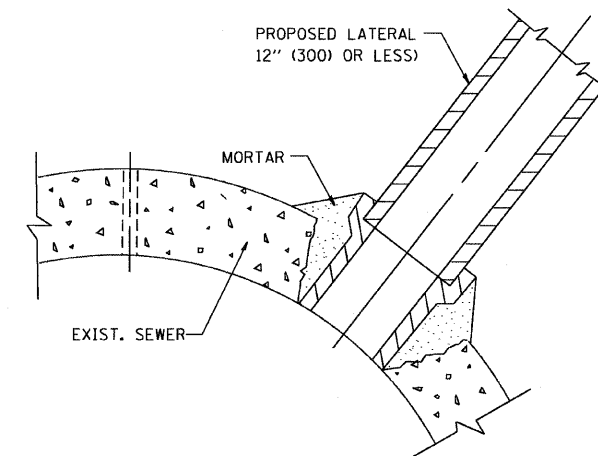
DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 I.I. (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

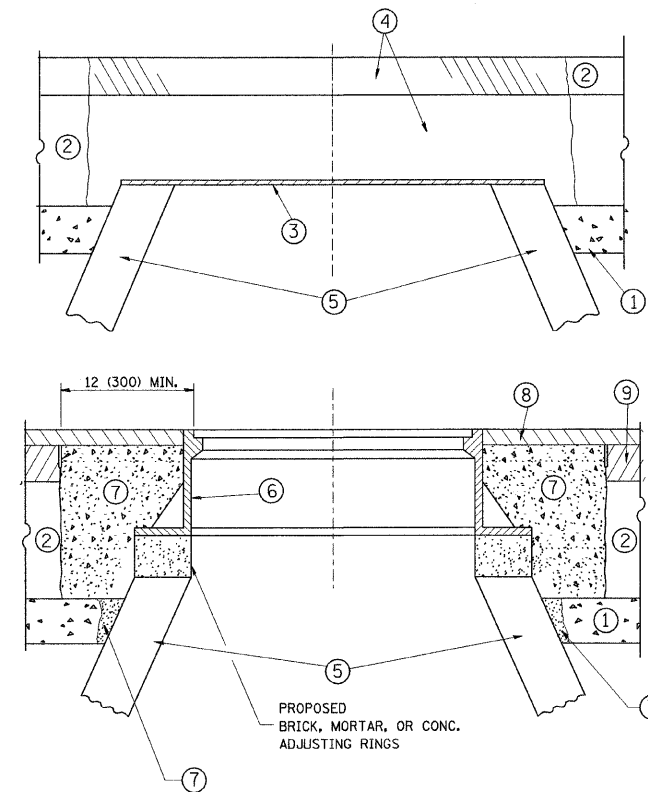
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

| | | | | | | | | | | | | |
|---|--------------------------|-------------------------------|----------------------------------|---|---|-------------------------|------------|-----------------------|------------------------|----------------|------------------------|---------------------|
| FILE NAME = W:\state\22x34\bd07.dgn | USER NAME = gaglionob | DESIGNED - M. DE YONG | REVISED - M. DE YONG 05-08-92 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER | | | F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 227 |
| PLOT SCALE = 50,000' / IN. | CHECKED - | DATE - 07-25-90 | REVISED - R. SHAH 09-09-94 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TD STA. 149+23 | BD500-01 (BD-7) | | | |
| PLOT DATE = 1/4/2008 | DATE - 07-25-90 | REVISED - R. SHAH 10-25-94 | REVISED - R. SHAH 06-12-96 | | CONTRACT NO. 62195 | | | | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-1* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

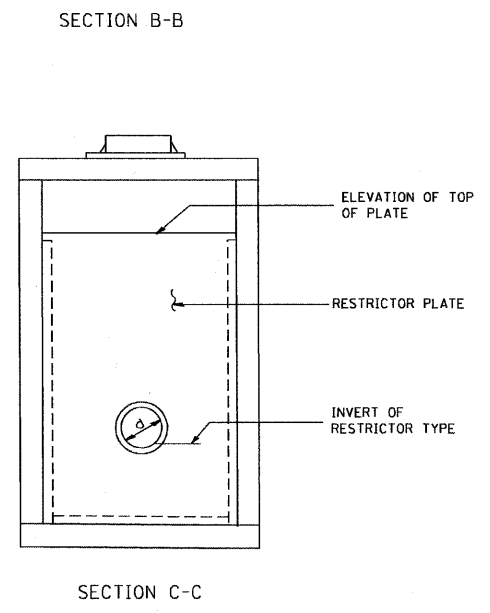
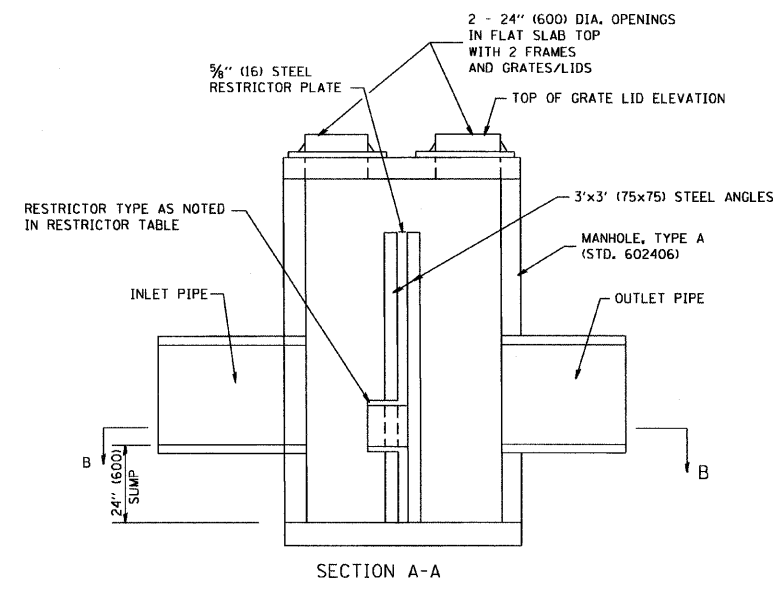
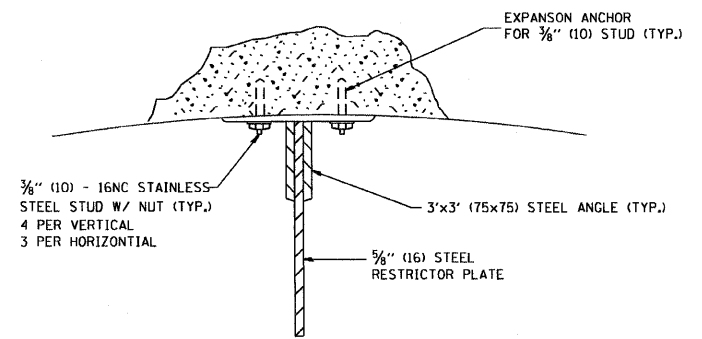
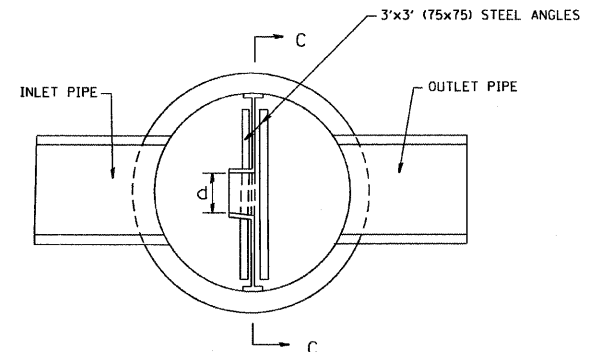
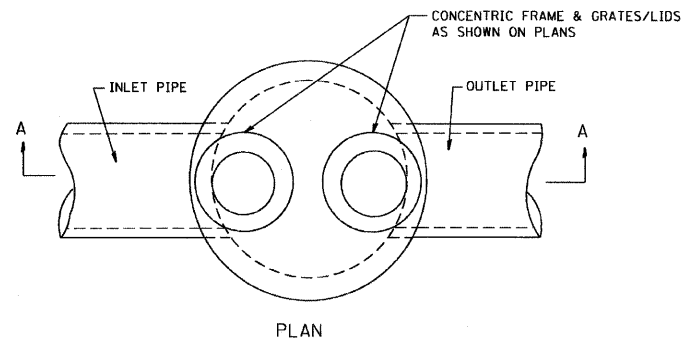
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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| cr\pw\work\pwr\dot\lsgao\d0108315\bd08.dwg | | DRAWN - | REVISED - R. WIEDEMAN 05-14-04 |
| | PLOT SCALE = 49.9999 / IN. | CHECKED - | REVISED - R. BORO 01-01-07 |
| | PLOT DATE = 3/18/2011 | DATE - 10-25-94 | REVISED - R. BORO 03-09-11 |

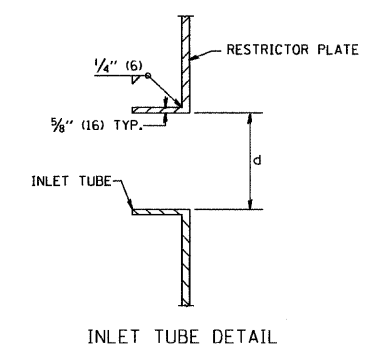
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

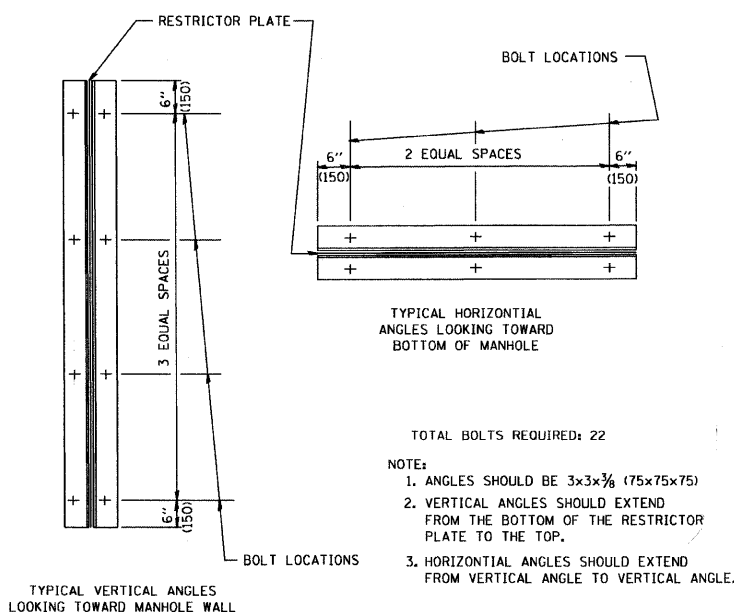
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|---|-----------------|-------------|---------------------------|---------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 228 |
| BD600-03 (BD-8) | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



| STATION | MANHOLE DIAMETER | FRAME AND GRATE | RESTRICTOR TYPE | INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d) | INVERT OF RESTRICTOR TYPE | ELEVATION OF TOP OF PLATE OVERFLOW |
|----------------|------------------|-----------------|-----------------|--|---------------------------|------------------------------------|
| 129+18, 44'RT. | 6' | 2-T1F CL | 2 | 10" | 763.80 | 765.80 |
| 132+51, 55'RT. | 6' | 2-T1F CL | 2 | 21" | 758.95 | 762.91 |
| 142+77, 42'RT. | 6' | 2-T1F CL | 2 | 27" | 759.16 | 763.00 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
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| RESTRICTOR TYPE | | | | | |
|-----------------------|-------------|---------------------|--------------------|--------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 |
| RE-ENTRANT TUBE | SHARP EDGED | SQUARE EDGED | RE-ENTRANT TUBE | SQUARE EDGED | ROUNDED |
| | | | | | |
| LENGTH: 1/2 TO 1 DIA. | | STREAM CLEARS SIDES | LENGTH: 2-1/2 DIA. | LENGTH: 2-1/2 DIA. | |
| C=.52 | C=.61 | C=.61 | C=.73 | C=.82 | C=.98 |

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

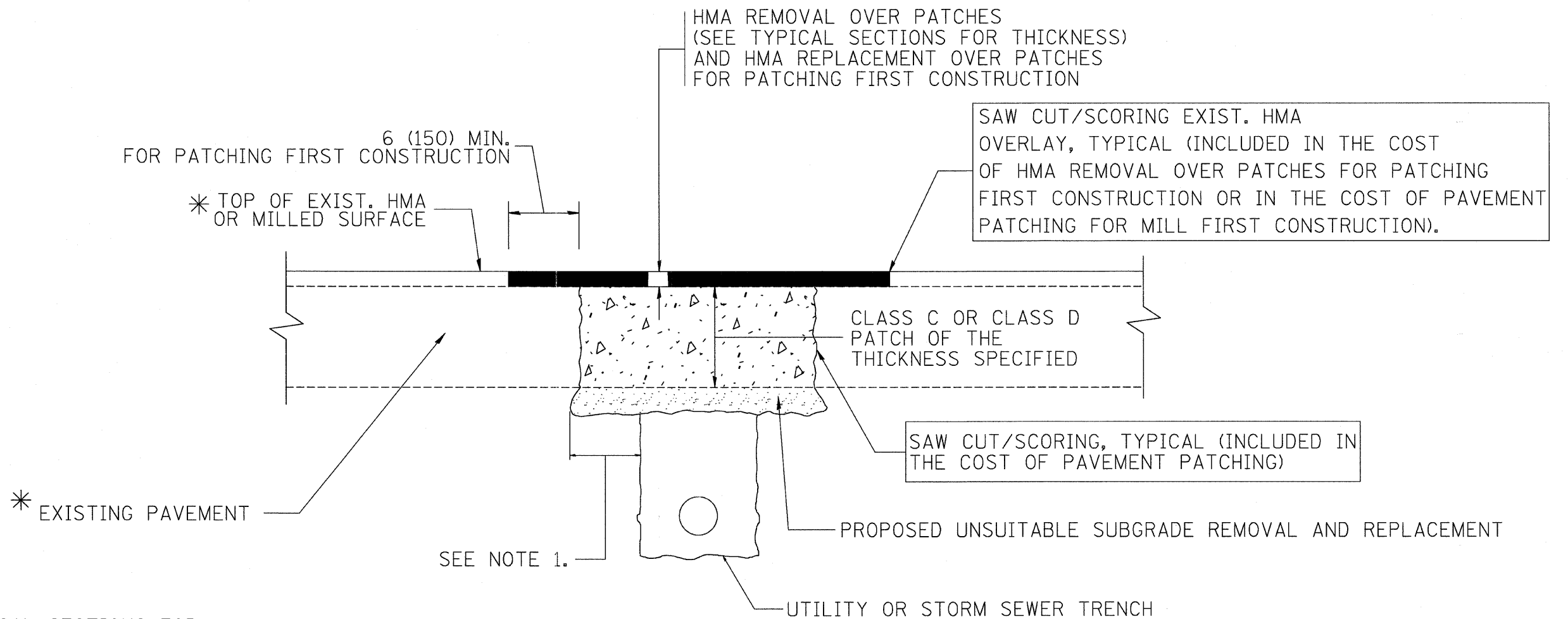
- TOTAL BOLTS REQUIRED: 22
- NOTE:
1. ANGLES SHOULD BE 3x3x3/8 (75x75x75)
 2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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| MANHOLE WITH RESTRICTOR PLATE | | F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 229 |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 | BD600-04 (BD-12) CONTRACT NO. 62195 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | |

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|--------------------------------------|----------------------------|--------------------|-----------------------------|
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| | | DRAWN - | REVISED - E. GOMEZ 08-28-00 |
| | PLOT SCALE = 50.000' / IN. | CHECKED - | REVISED - M. GOMEZ 01-08-01 |
| | PLOT DATE = 1/4/2000 | DATE - 09-09-94 | REVISED - |

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

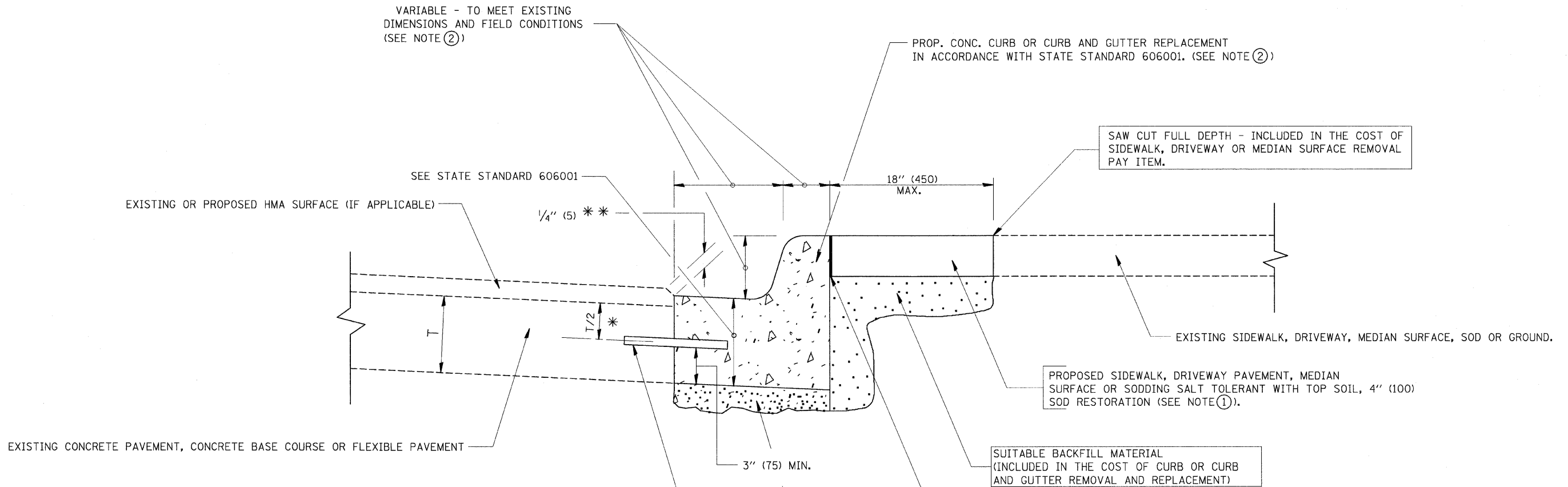
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

| | | | | | | | | | | | | |
|--|---------------------|----------------------------|-----------------------------|---|--|-------------------------|--------------------|--------------------|---|------------------|--|--|
| FILE NAME = c:\projects\distatd22x34\bd22.dgn | USER NAME = bawerd1 | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT | F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 230 | | |
| PLOT SCALE = 50.000' / IN. | CHECKED - | REVISED - R. BORO 01-01-07 | REVISED - R. BORO 09-04-07 | | | BD400-04 (BD-22) | | CONTRACT NO. 62195 | | | | |
| PLOT DATE = 10/27/2008 | DATE - 10-25-94 | REVISED - K. ENG 10-27-08 | SCALE: NONE | | | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |
| | | | | | | | | | | | | |



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

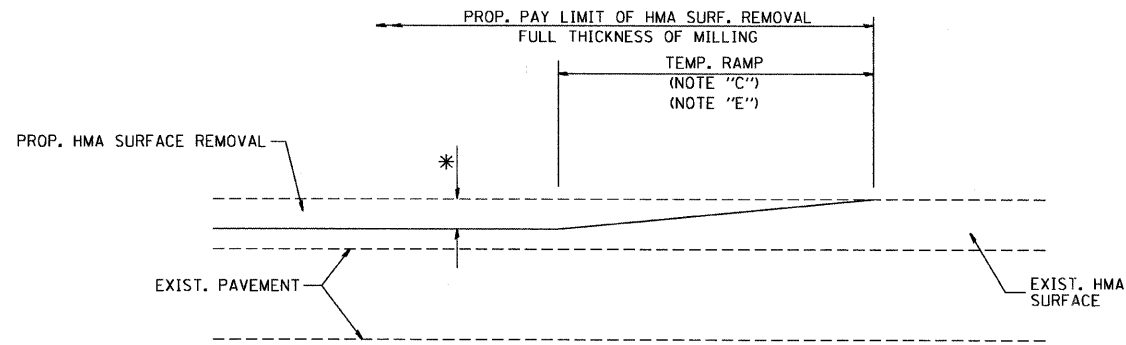
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

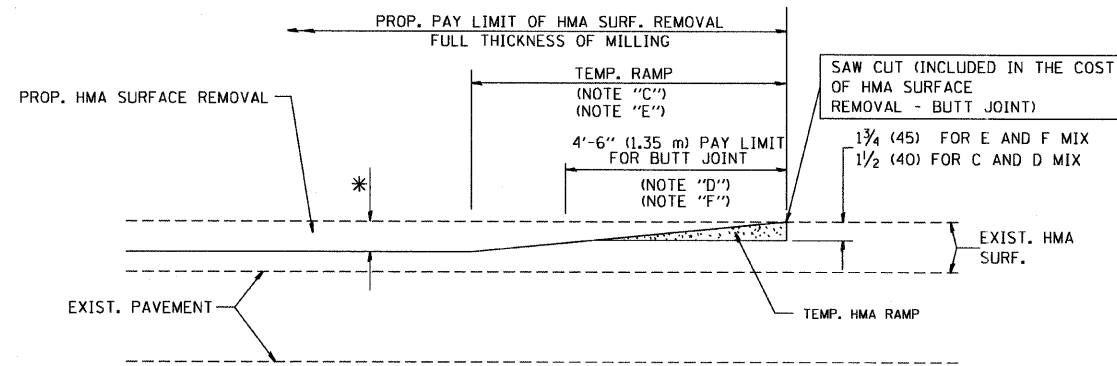
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | | | |
|---|-----------------------------|----------------------|-----------------------------|---|--|---|-------------------------|-------------|------------------|-------------------------|--|--|
| FILE NAME = | USER NAME = drsvakosgn | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 231 | | |
| cd:\pw_work\pwsdot\drsvakosgn\08188315\bd24.dgn | PLOT SCALE = 50.000 ' / IN. | DRAWN - | REVISED - A. ABBAS 03-21-97 | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 | BD600-06 (BD-24) | | |
| PLOT DATE = 12/15/2009 | DATE - 03-11-94 | CHECKED - | REVISED - M. GOMEZ 01-22-01 | | | CONTRACT NO. 62195 | | | | | | |
| | | DATE - 03-11-94 | REVISED - R. BORO 12-15-09 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | |



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

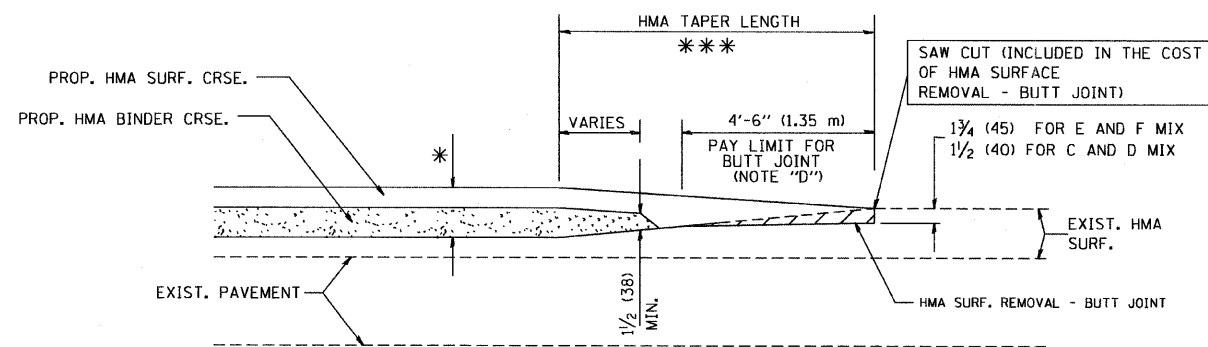
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

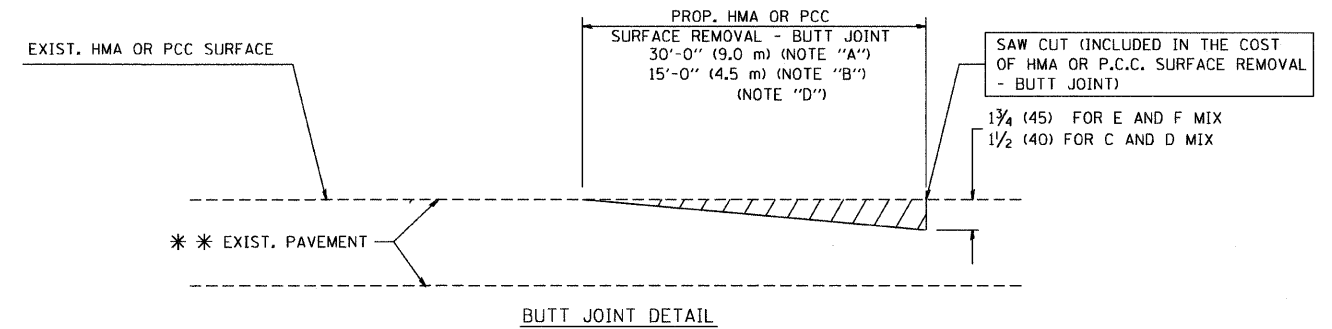
OPTION 2

TYPICAL TEMPORARY RAMP

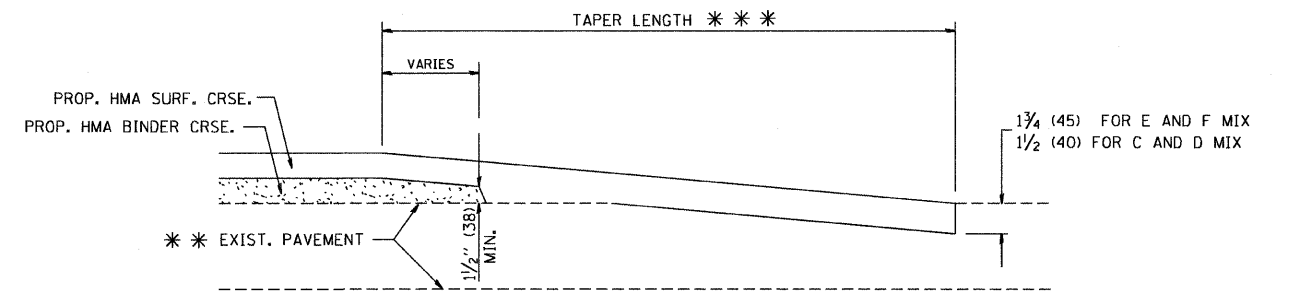


BUTT JOINT AND
HMA TAPER

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.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

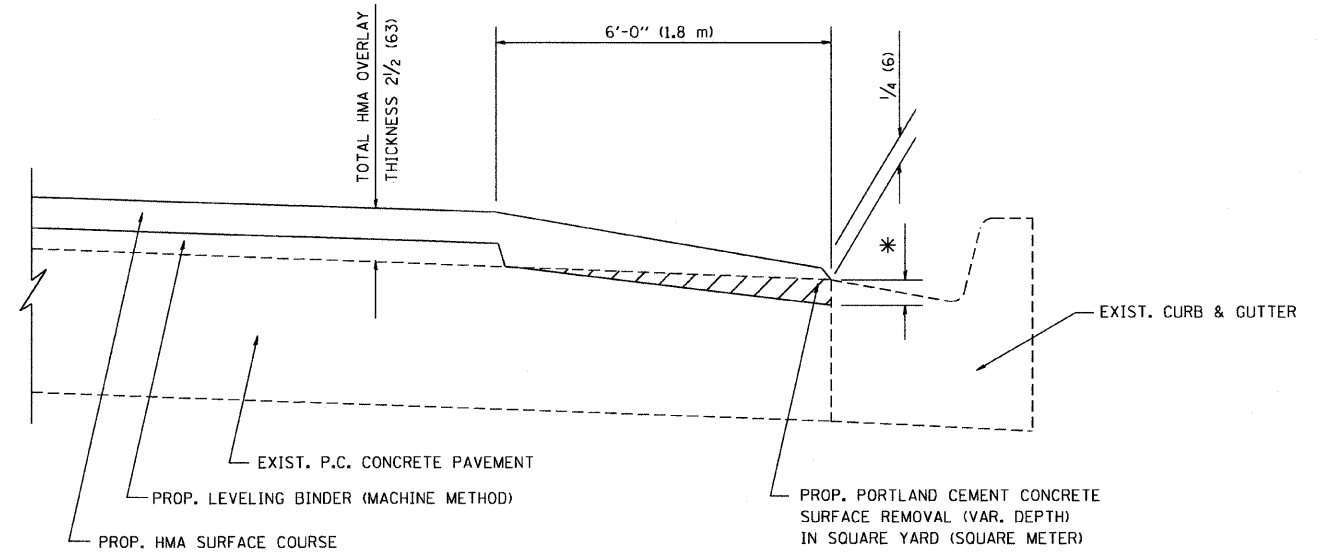
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

| | | | |
|---|-----------------------------|-----------------------|-----------------------------|
| FILE NAME = W:\dstatd\22x34\bd32.dgn | USER NAME = gaglienobt | DESIGNED - M. DE YONG | REVISED - R. SHAH 10-25-94 |
| | | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| | PLOT DATE = 1/4/2008 | DATE - 06-13-90 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | | | |
|---|--|-------------------------|--------------------|---------------------------|---------------------|
| SCALE: NONE | | SHEET NO. 1 OF 1 SHEETS | | STA. 74+00 TO STA. 149+23 | |
| BUTT JOINT AND HMA TAPER DETAILS | | F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 |
| | | BD400-05 BD32 | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | |



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

| HMA SURFACE | | LEVELING BINDER | | * MILLING AT GUTTER FLAG |
|-------------|------------|-----------------|----------|--------------------------|
| MIX | THICKNESS | THICKNESS | | |
| C OR D | 1 1/2 (38) | 1 (25) | 1/4 (33) | |
| F | 1 3/4 (44) | 3/4 (19) | 1/2 (38) | |

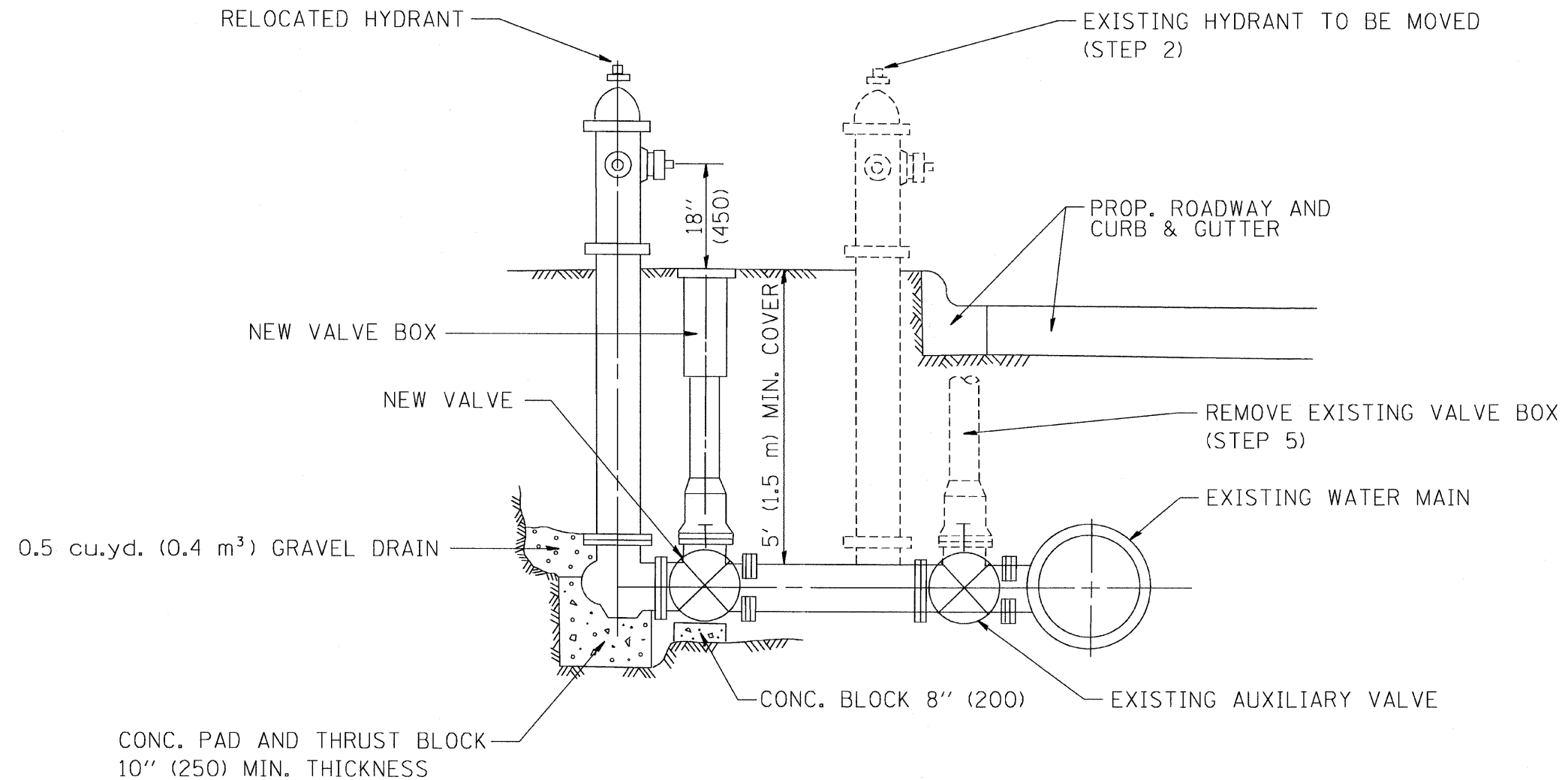
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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| FILE NAME = W:\dstate\22x34\bd33.dgn | USER NAME = geglienobt | DESIGNED - R. SHAH | REVISED - R. SHAH 10-25-94 |
| | | DRAWN - JIS | REVISED - A. ABBAS 05-05-99 |
| | PLOT SCALE = 50.0000 / IN. | CHECKED - A. ABBAS | REVISED - E. GOMEZ 12-21-00 |
| | PLOT DATE = 1/4/2008 | DATE - 09-10-94 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-------------------------|------------|----------------|
| HMA TAPER AT EDGE OF P.C.C. PAVEMENT | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 |

| | | | | |
|---|--------------------|--------------------|---------------------|------------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 233 |
| BD400-06 (BD33) | | CONTRACT NO. 62195 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

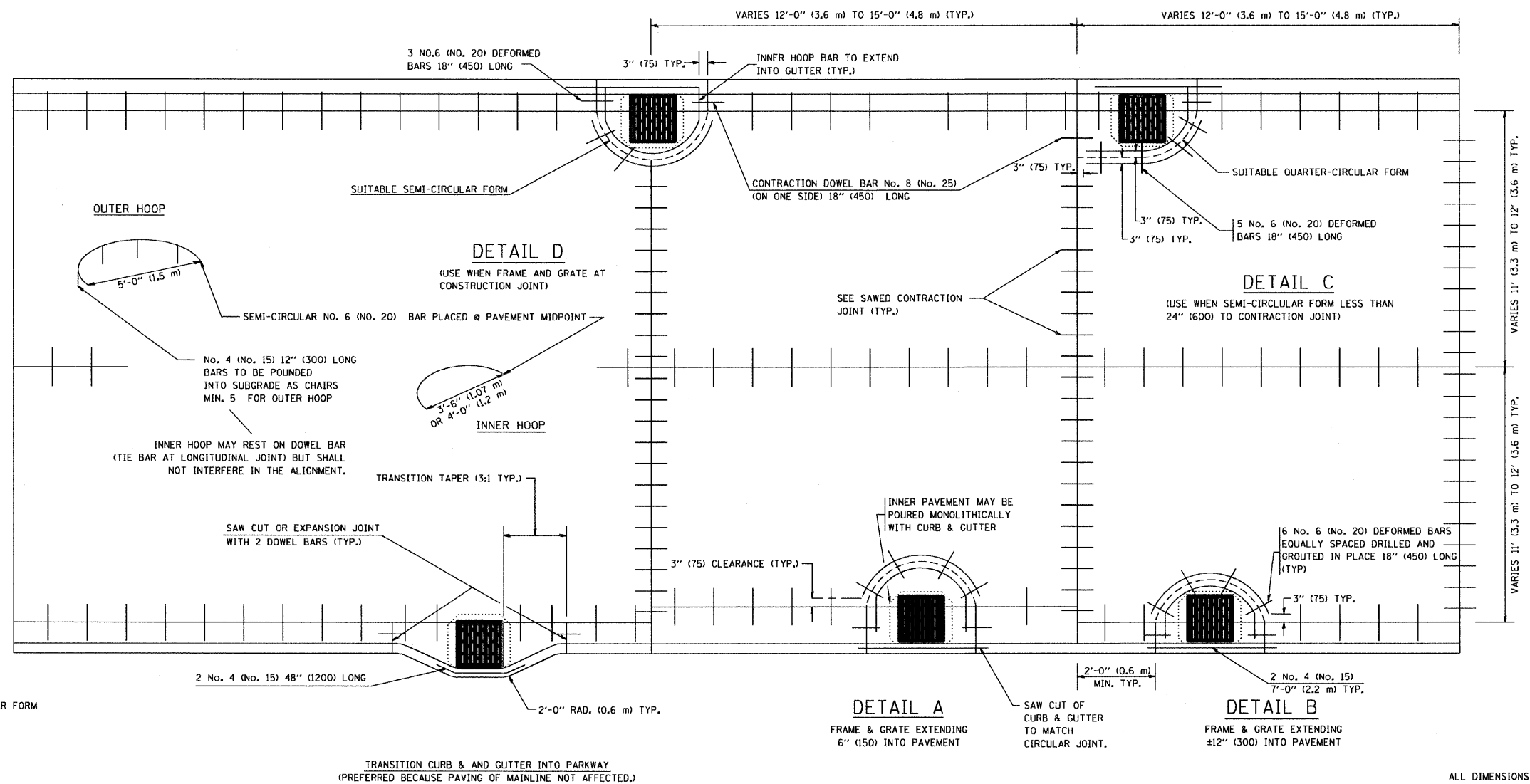
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| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - R. SHAH 10-25-94 | | | | | 307 | 129-R-2 | KANE | 243 | 234 |
| | PLOT DATE = 1/4/2000 | DATE - | REVISED - | | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 74+00 TO STA. 149+23 | | | BD-36 | | CONTRACT NO. 62195 | | |
| | | | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

| FRAME EXTENSION INTO PAVEMENT | INNER HOOP REINFORCEMENT DIAMETER | SEMI CIRCULAR FORM DIAMETER | OUTER HOOP REINFORCEMENT DIAMETER |
|-------------------------------|-----------------------------------|-----------------------------|-----------------------------------|
| UP TO 8" (200) | 3'-6" (1.1 m) | 4'-0" (1.2 m) | 5'-0" (1.5 m) |
| > 8" (200) TO 14" (360) | 4'-0" (1.2 m) | 4'-6" (1.4 m) | 5'-0" (1.5 m) |

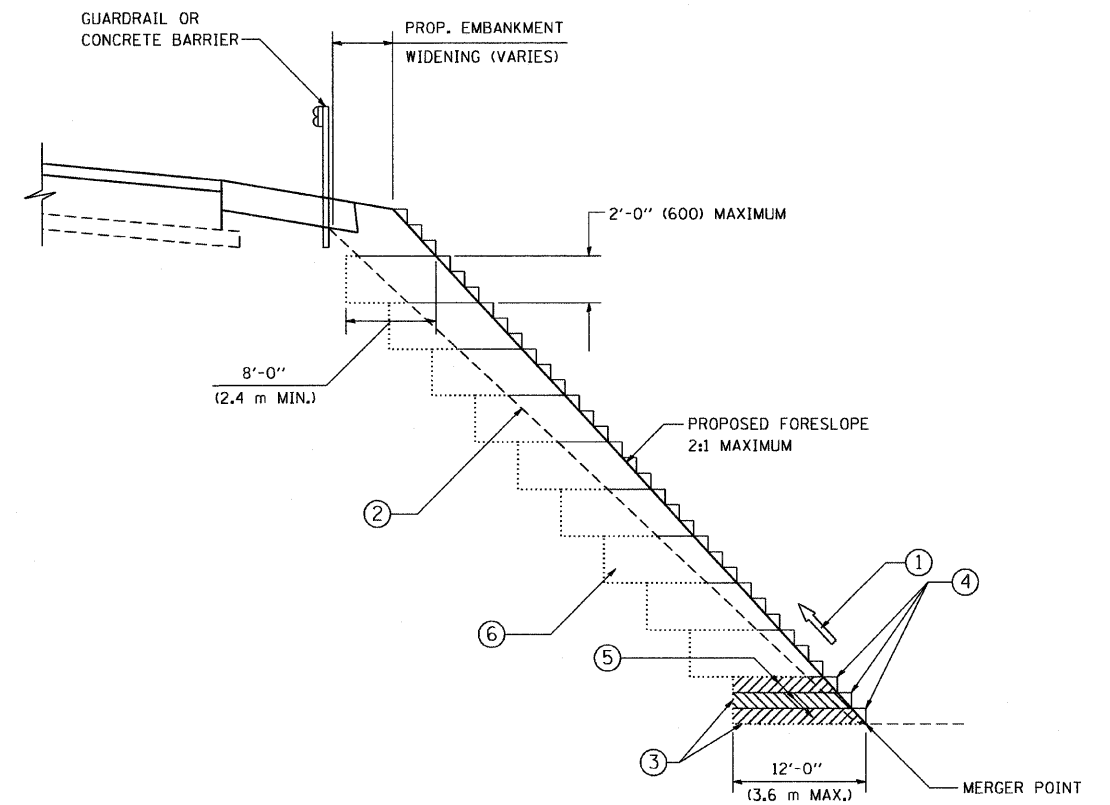
DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



| | | | | | | | | | | | | |
|--------------------------------------|------------------------|----------------------|--------------------------------|---|---|-------------------------|---------------------------|--------------|-----------------|--------------------|------------------|---------------|
| FILE NAME = W:\data\d\22x34\bd48.dgn | USER NAME = gaglienobt | DESIGNED - A. ABBAS | REVISED - T. MATOUSEK 08-28-00 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER | | | F.A.P. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 235 |
| PLOT SCALE = 50.0000 / IN. | CHECKED - A. ABBAS | DRAWN - TOM MATOUSEK | REVISED - T. MATOUSEK 10-02-00 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 TO STA. 149+23 | BD-48 | | CONTRACT NO. 62195 | | |
| PLOT DATE = 1/4/2008 | DATE - 01-04-99 | CHECKED - A. ABBAS | REVISED - T. MATOUSEK 04-25-02 | | ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED | | | | | | | |
| | | DATE - 01-04-99 | REVISED - P. LAFLEUR 08-27-02 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | |



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

| | | | |
|--|-----------------------------|------------------|-----------|
| FILE NAME = W:\distatd\22x34\bd51.dgn | USER NAME = gegl1enobt | DESIGNED - | REVISED - |
| | | DRAWN - CADD | REVISED - |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - S.E.B. | REVISED - |
| | PLOT DATE = 1/4/2008 | DATE - 06-16-04 | REVISED - |

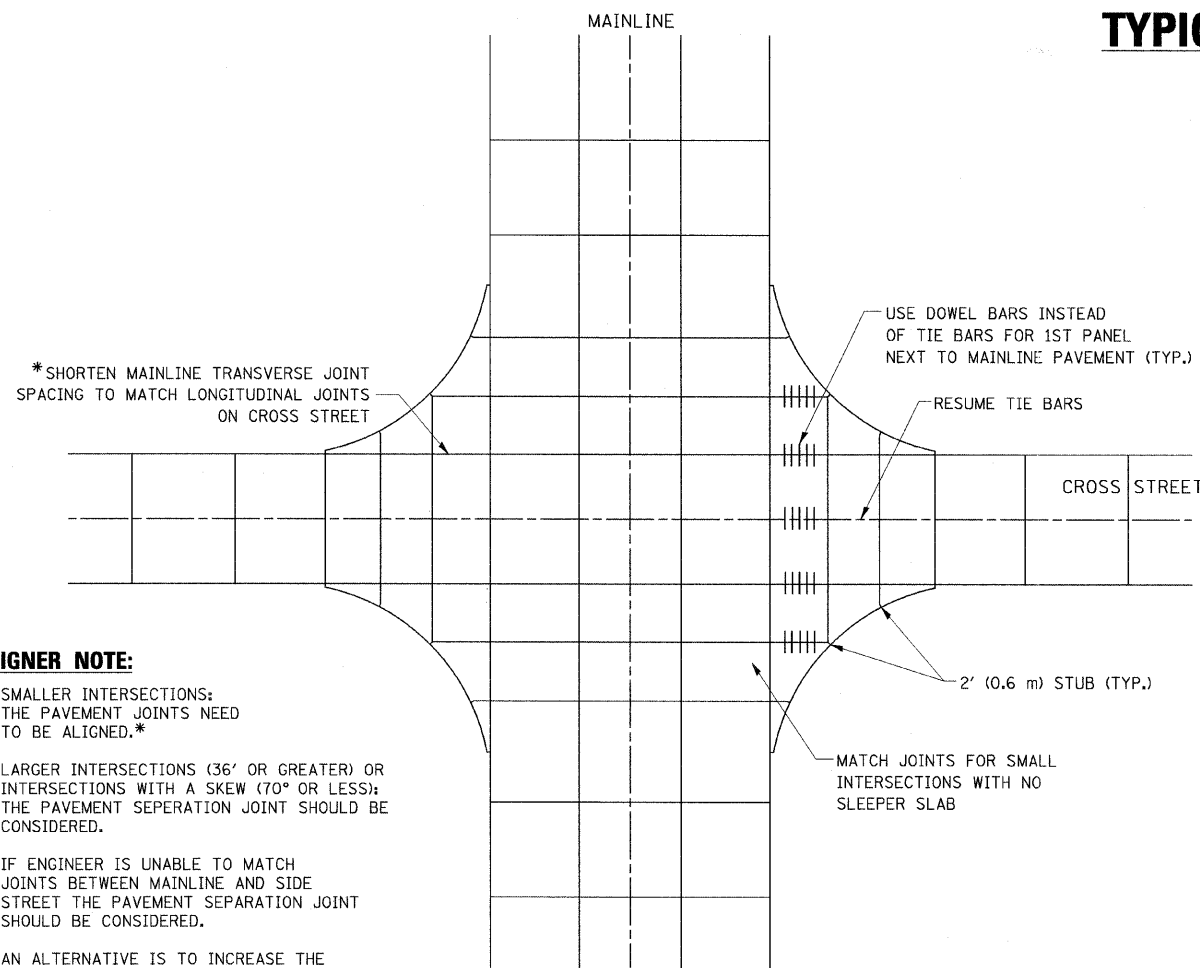
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|--------------------------------|-------------------------|------------|----------------|
| BENCHING DETAIL | | | |
| FOR EMBANKMENT WIDENING | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 |

| | | | | |
|---|--------------------|---------------------------|---------------------|------------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 236 |
| BD-51 | | CONTRACT NO. 62195 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

TYPICAL APPLICATION

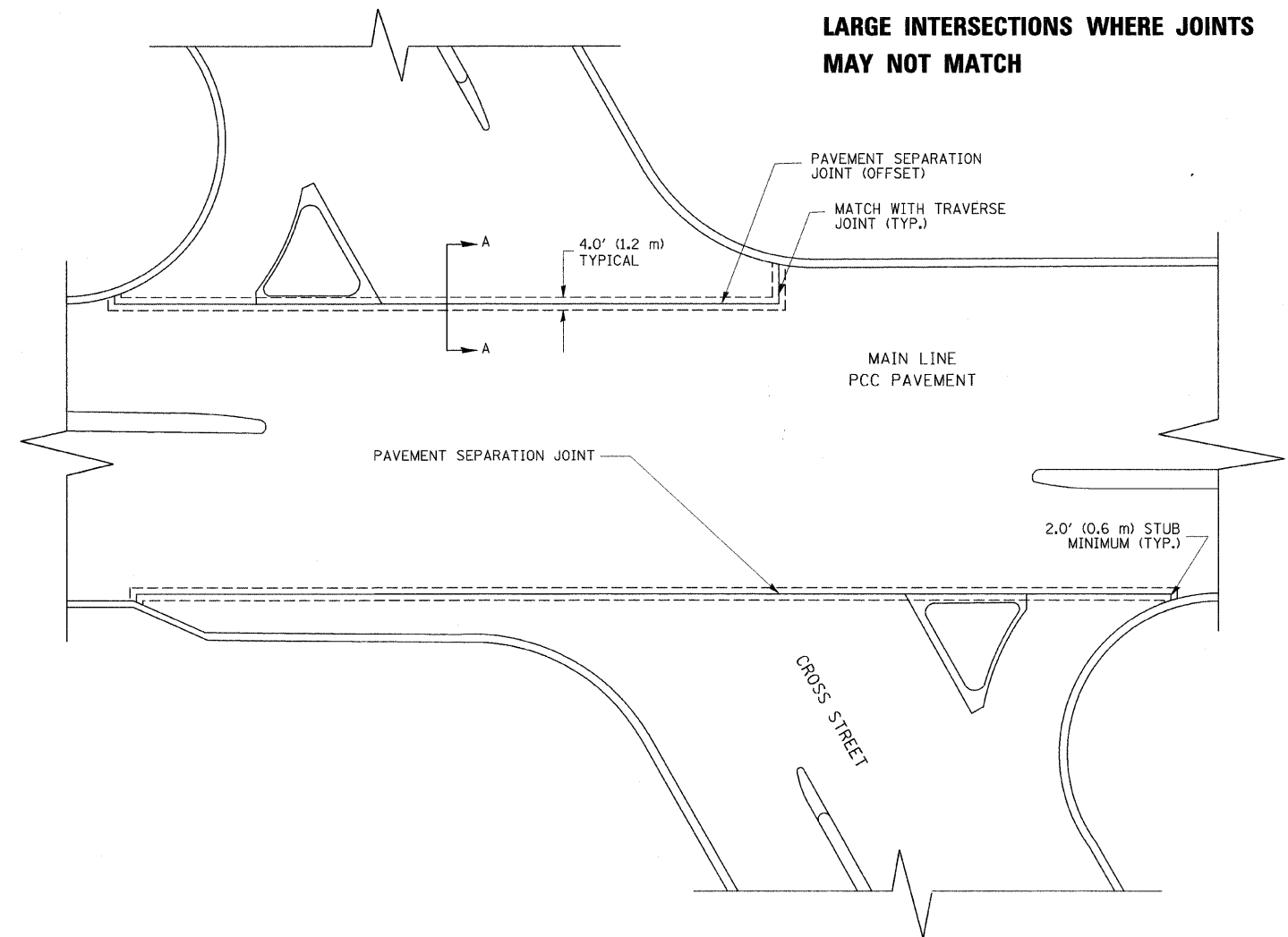
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



DESIGNER NOTE:

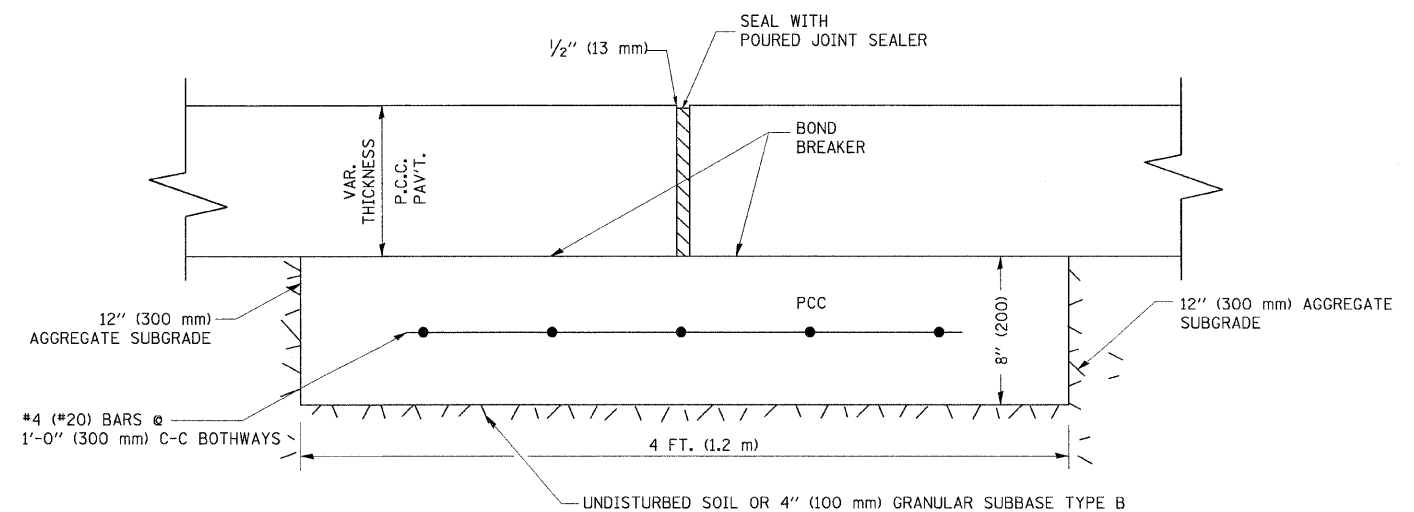
1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION.
5. OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.

PLAN



NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

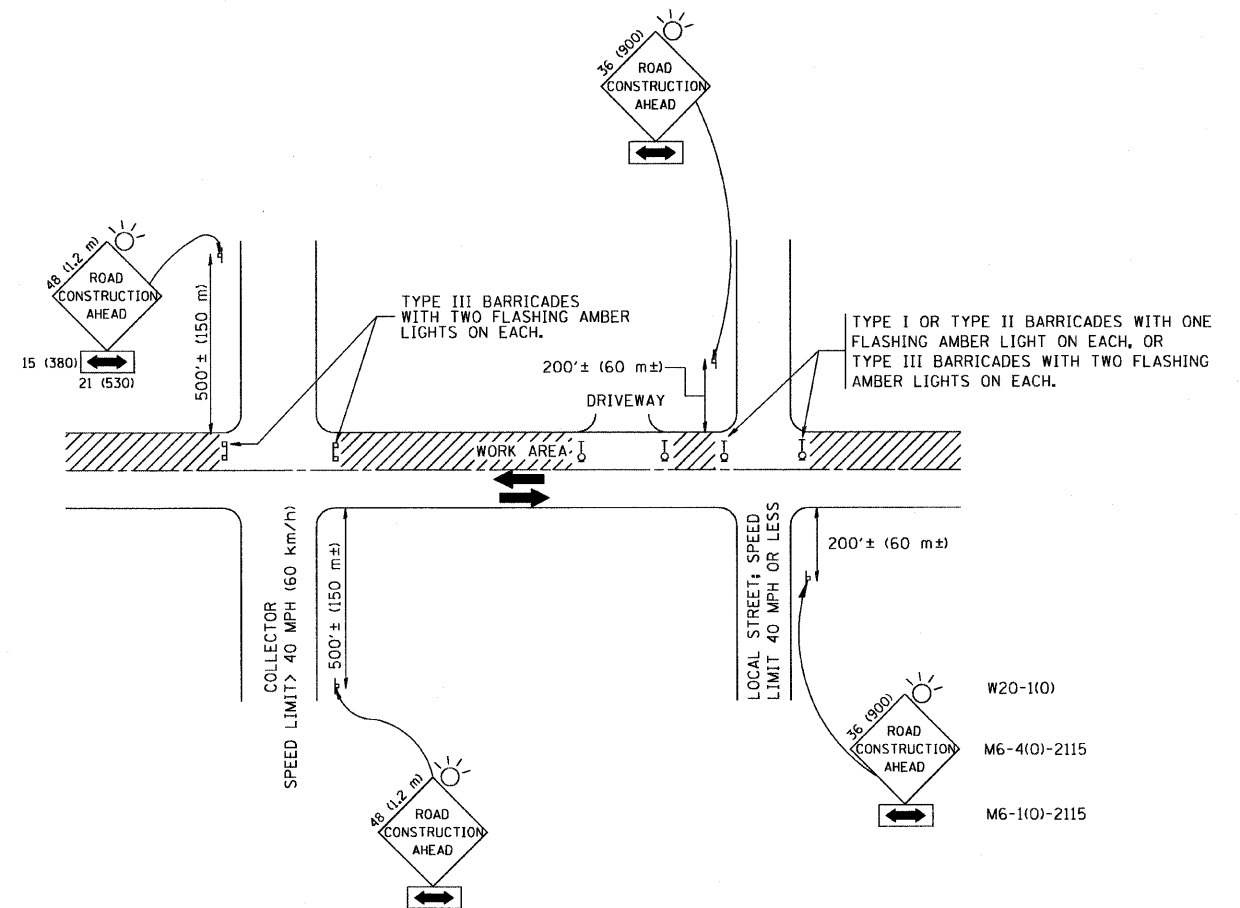
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| FILE NAME = bd52.dgn | USER NAME = lsgoa | DESIGNED - | REVISED - CADD 06-18-10 |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = 49.9999 1/ IN. | CHECKED - | REVISED - |
| | PLOT DATE = 2/25/2011 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 74+00 TO STA. 149+23

| | | | | |
|---------------------------|--------------------|--------------------|---------------------|-------------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 236A |
| BD52 | | CONTRACT NO. 62195 | | |
| ILLINOIS FED. AID PROJECT | | | | |



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 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 AND FLAG 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. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

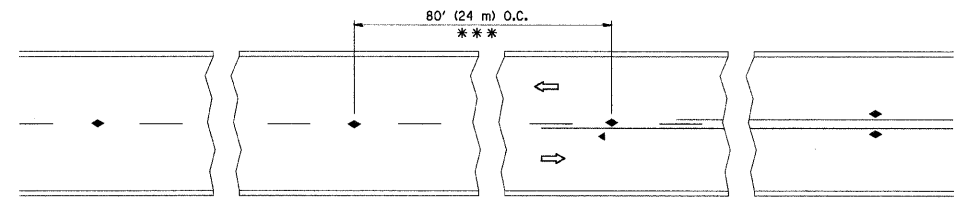
All dimensions are in millimeters (inches) unless otherwise shown.

| | | | |
|---|-----------------------------|----------------|--------------------------------|
| FILE NAME = W:\distsd\22x34\to18.dgn | USER NAME = geglanoht | DESIGNED - LHA | REVISED - J. OBERLE 10-18-95 |
| | | DRAWN - | REVISED - A. HOUSEH 03-06-96 |
| | PLOT SCALE = 50.000 ' / IN. | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | PLOT DATE = 1/4/2008 | DATE - 06-89 | REVISED -T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

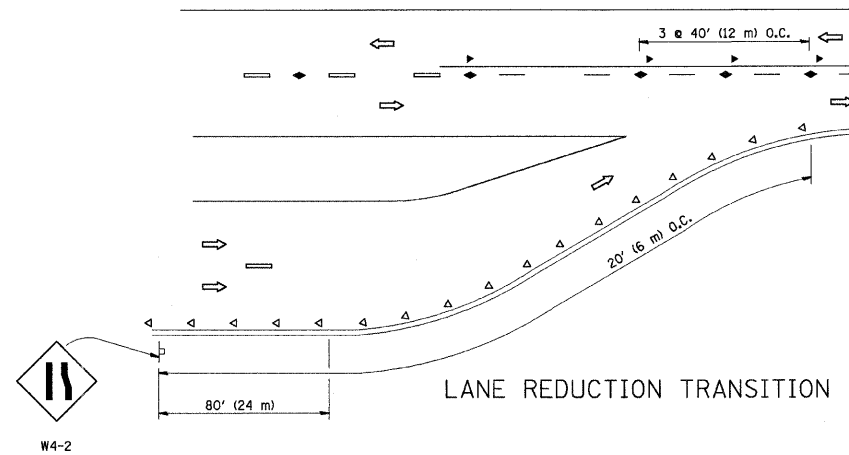
| | | | |
|--|-------------------------|------------|----------------|
| TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 |

| | | | | |
|---|--------------------|----------------|---------------------|------------------|
| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 237 |
| TC-10 | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

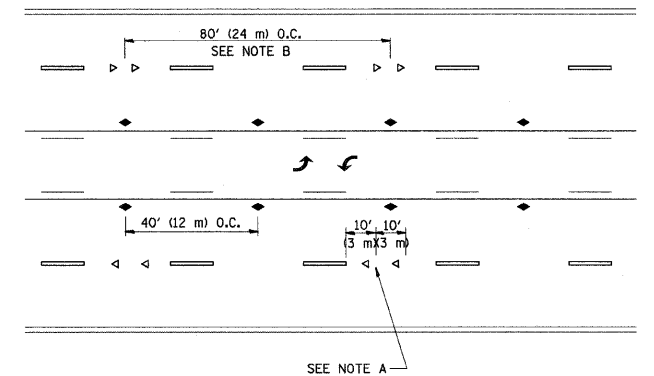


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

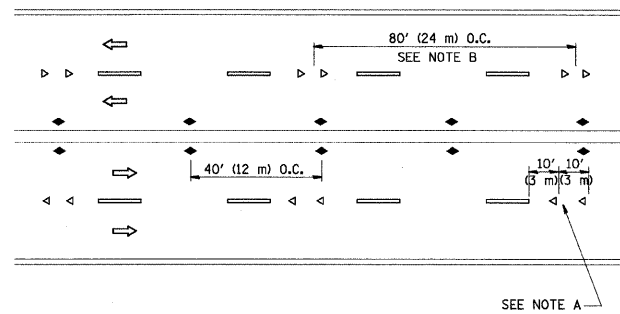
TWO-LANE/TWO-WAY



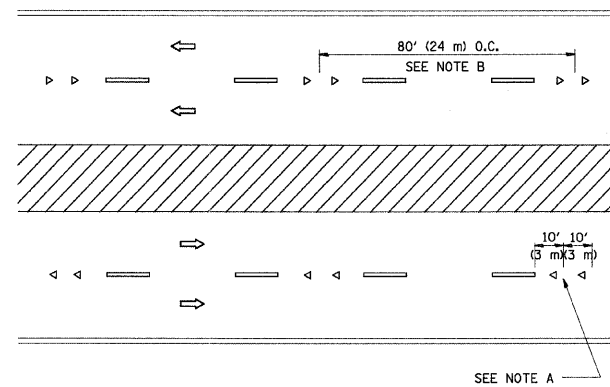
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

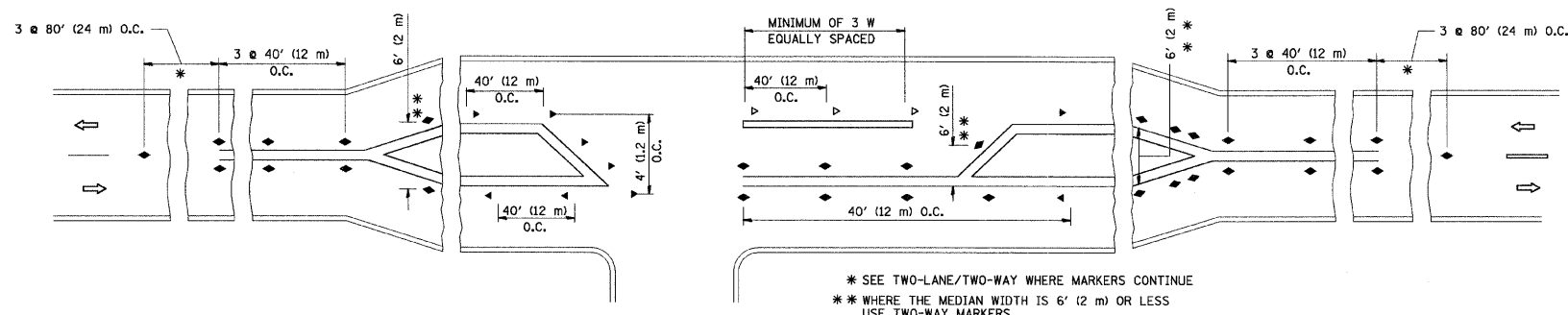
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

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

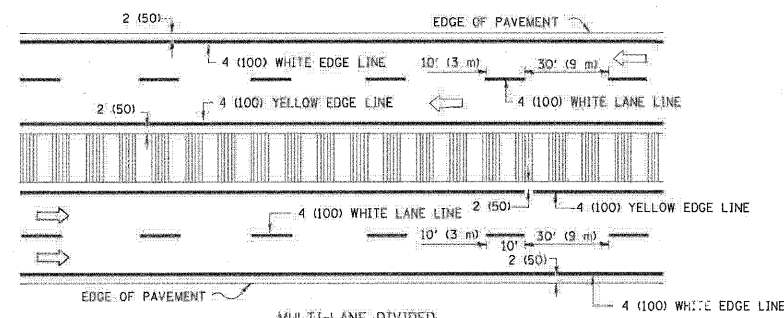
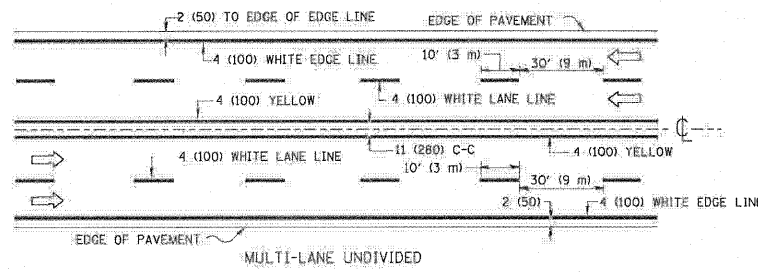
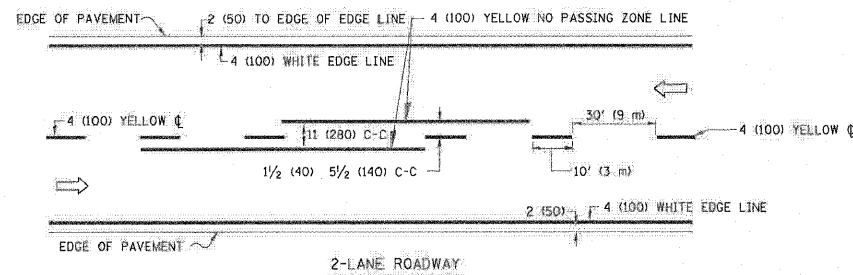
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| | PLOT SCALE = 58.000' / IN. | CHECKED - | REVISED - T. RAMMACHER 01-06-00 |
| | PLOT DATE = 9/9/2009 | DATE - | REVISED - C. JUCIUS 09-09-09 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| | | | |
|--|-------------------------|------------|----------------|
| TYPICAL APPLICATIONS | | | |
| RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 |

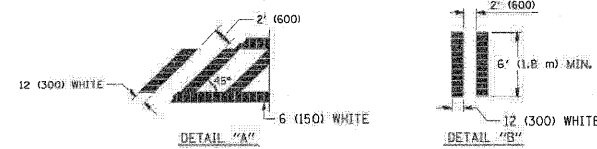
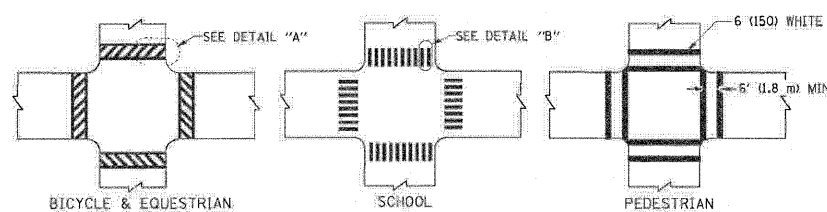
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 307 | 129-R-2 | KANE | 243 | 238 |
| TC-11 | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

CIVIL ENGINEERING CONSULTANTS
RWA
 Regina Webster & Associates, Inc.
 8619 W. Bryn Mawr Ave., Suite 602
 Chicago, IL 60631-3351
 773-283-2600 Fax: 773-283-2602
 www.RWAengineers.com

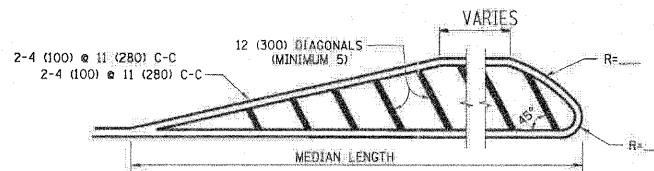
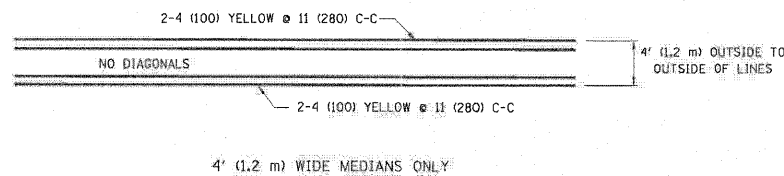


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

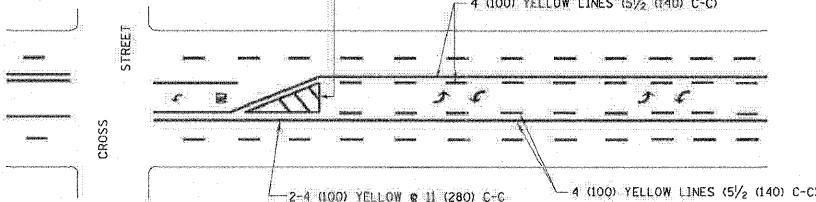
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



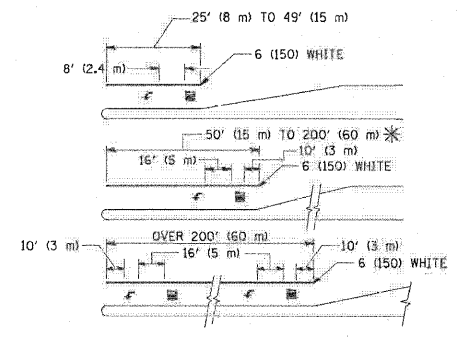
FOR 'MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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

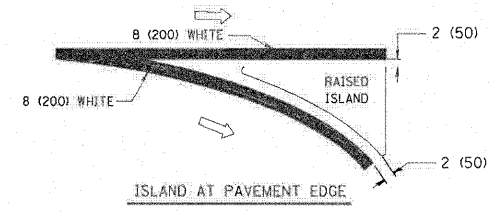
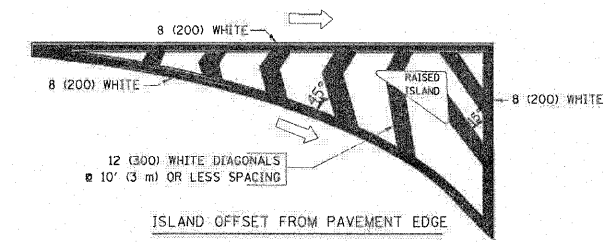


TYPICAL TURN LANE MARKING



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

TYPICAL TURN LANE MARKING

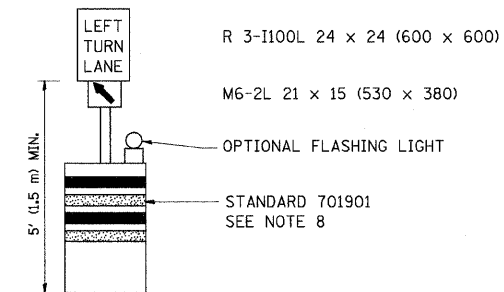
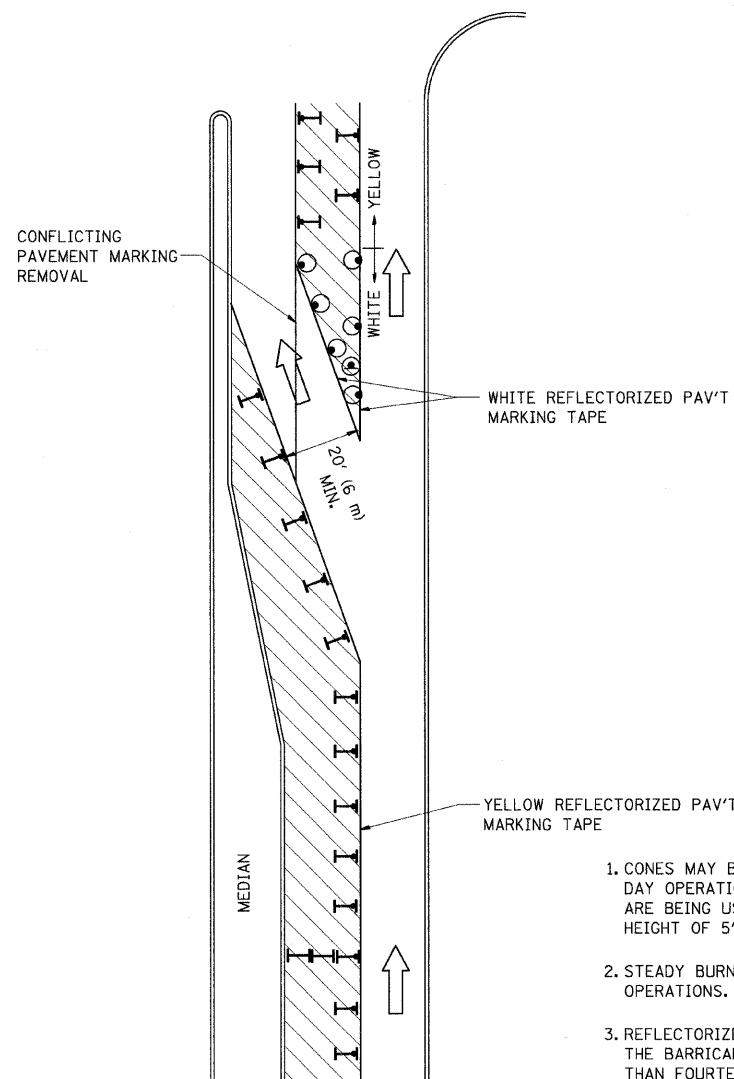


TYPICAL ISLAND MARKING

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

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.

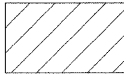







GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

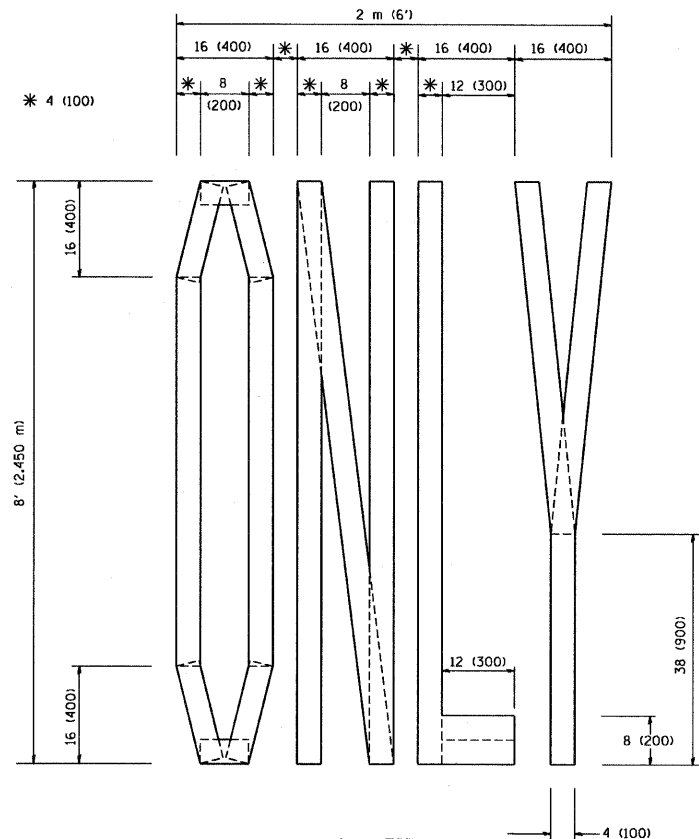
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| PLOT SCALE = 49.9999 / IN. | | REVISED - A. HOUSEH 10-12-96 | REVISED - |
| PLOT DATE = 9/14/2009 | | REVISED -T. RAMMACHER 01-06-00 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

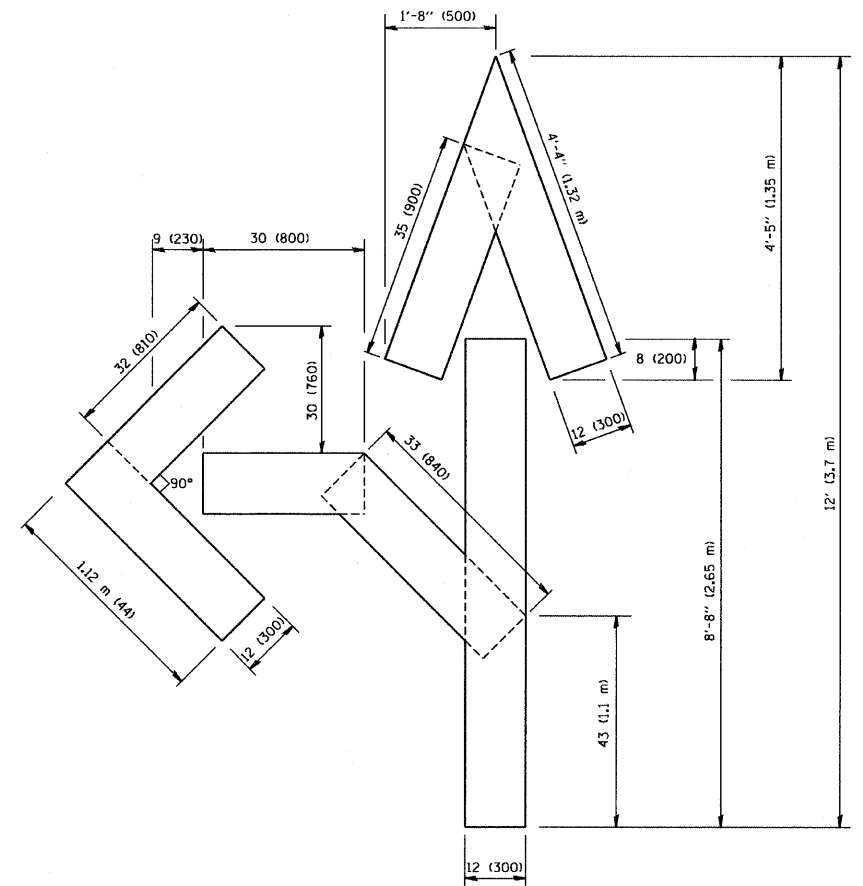
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 74+00 TO STA. 149+23

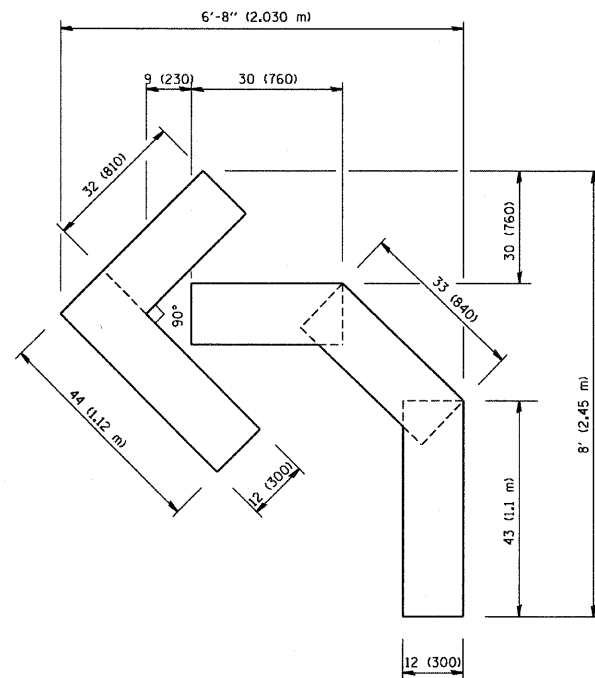
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| F.A.P. RTE. 307 | SECTION 129-R-2 | COUNTY KANE | TOTAL SHEETS 243 | SHEET NO. 240 |
| TC-14 | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

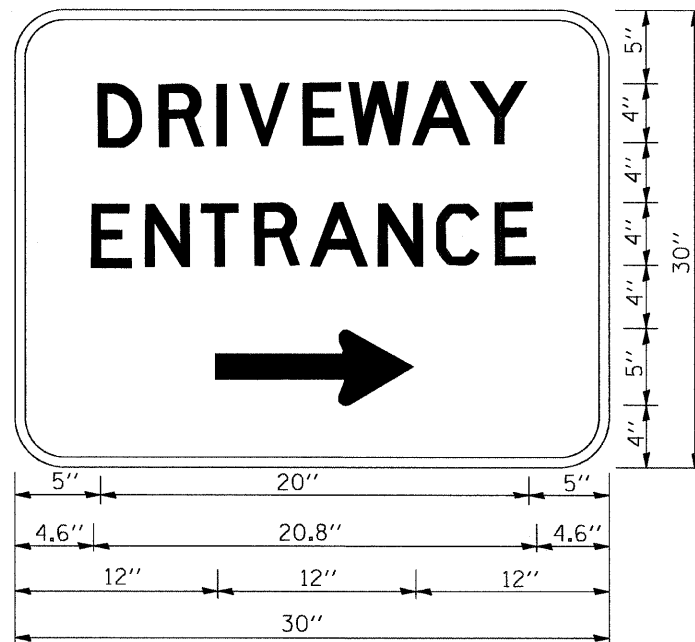
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | |
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| FILE NAME = W:\distatd\22x34\tbl5.dgn | USER NAME = gaglianobt | DESIGNED - DRAWN - | REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97 |
| | PLOT SCALE = 50.0000 "/ IN. | CHECKED - | REVISED -T. RAMMACHER 03-02-98 |
| | PLOT DATE = 1/4/2008 | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING | | | |
|---|-------------------------|------------|----------------|
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|---------|--------|--------------------|-----------|
| 307 | 129-R-2 | KANE | 243 | 241 |
| TC-16 | | | CONTRACT NO. 62195 | |
| FED. ROAD DIST. NO. 1 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".

| | | | | | | | | | | | | |
|--|----------------------------|------------|------------------------------|---|----------------------------------|------------|----------------|---|---------|---------------------------|-----------------|--------------|
| FILE NAME = W:\distatd\22x34\to26.dgn | USER NAME = gegljanobt | DESIGNED - | REVISED - C. JUCIUS 02-15-07 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DRIVEWAY ENTRANCE SIGNING | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 50.000' / IN. | DRAWN - | REVISED - | | | | | 307 | 129-R-2 | KANE | 243 | 243 |
| PLOT DATE = 1/4/2008 | DATE - | CHECKED - | REVISED - | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. 74+00 | TO STA. 149+23 | TC-26 | | CONTRACT NO. 62195 | | |
| | | | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |