

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E., (847) 705-4406

SCHAUMBURG, IL

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43 of 44	1
		ILLINOIS CONTRACT NO.	61D52	

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**FAU ROUTE 2585 (PLUM GROVE ROAD)
ALDRIDGE AVENUE TO U.S. ROUTE 14
RESURFACING
SECTION 16-00099-00-RS
PROJECT M-4003(801)
VILLAGE OF PALATINE
COOK COUNTY
C-91-444-16**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT:

ALDRIDGE AVE TO PALATINE ROAD = 14,200 (2015)

PALATINE ROAD TO US-14 = 5,200 (2015)

SPEED LIMIT:

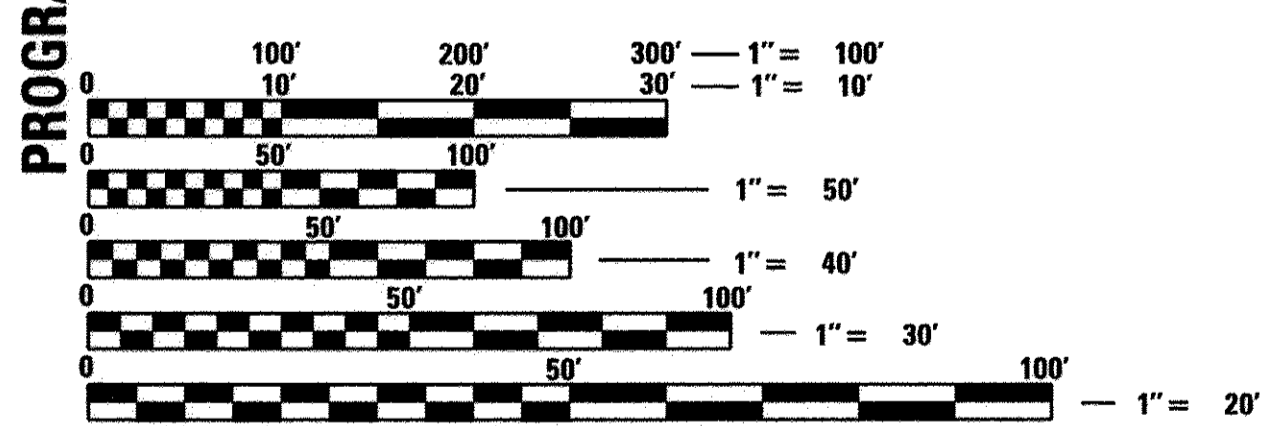
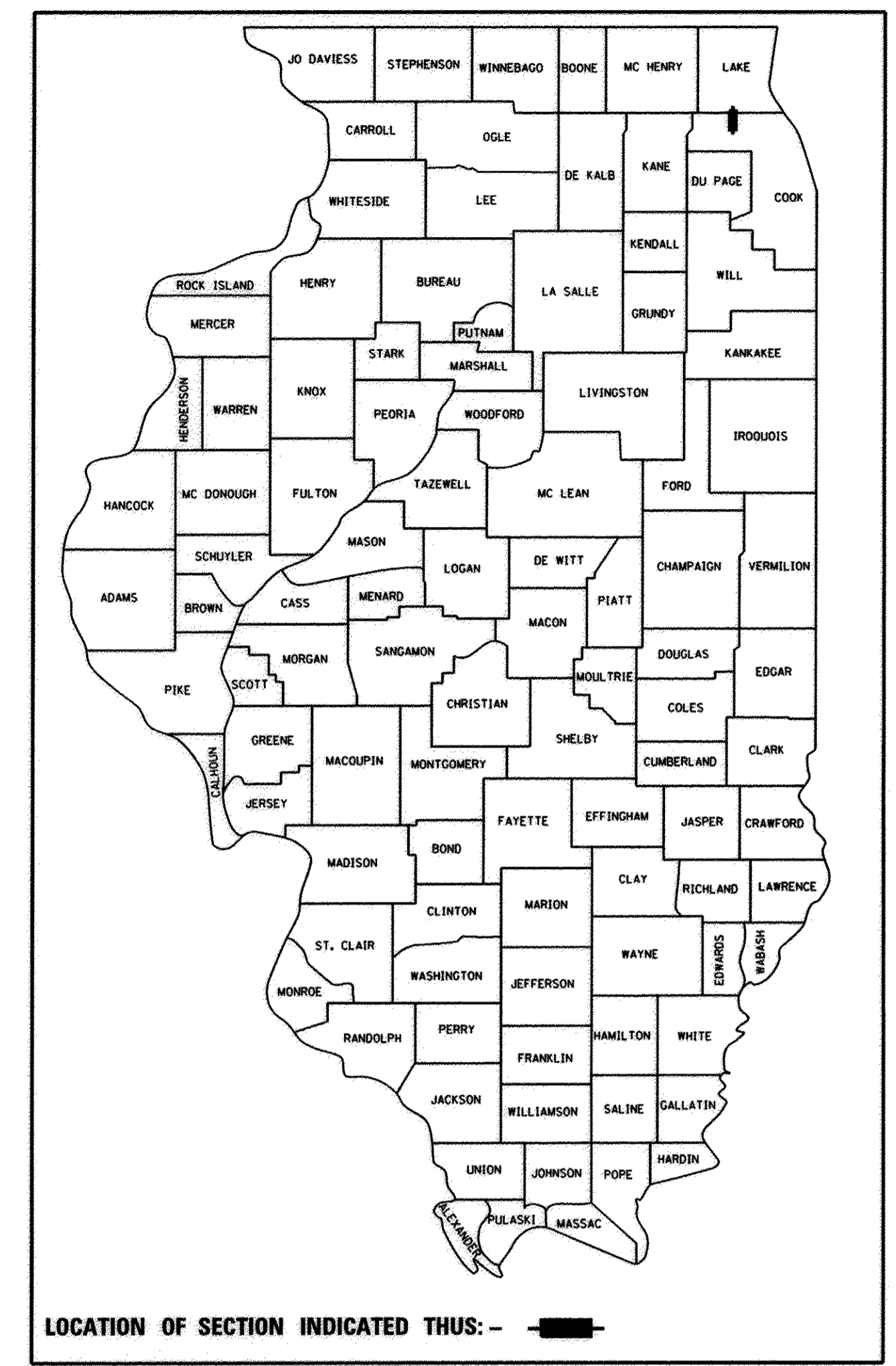
30-35 MPH (POSTED)

DESIGN DESIGNATION

MINOR ARTERIAL

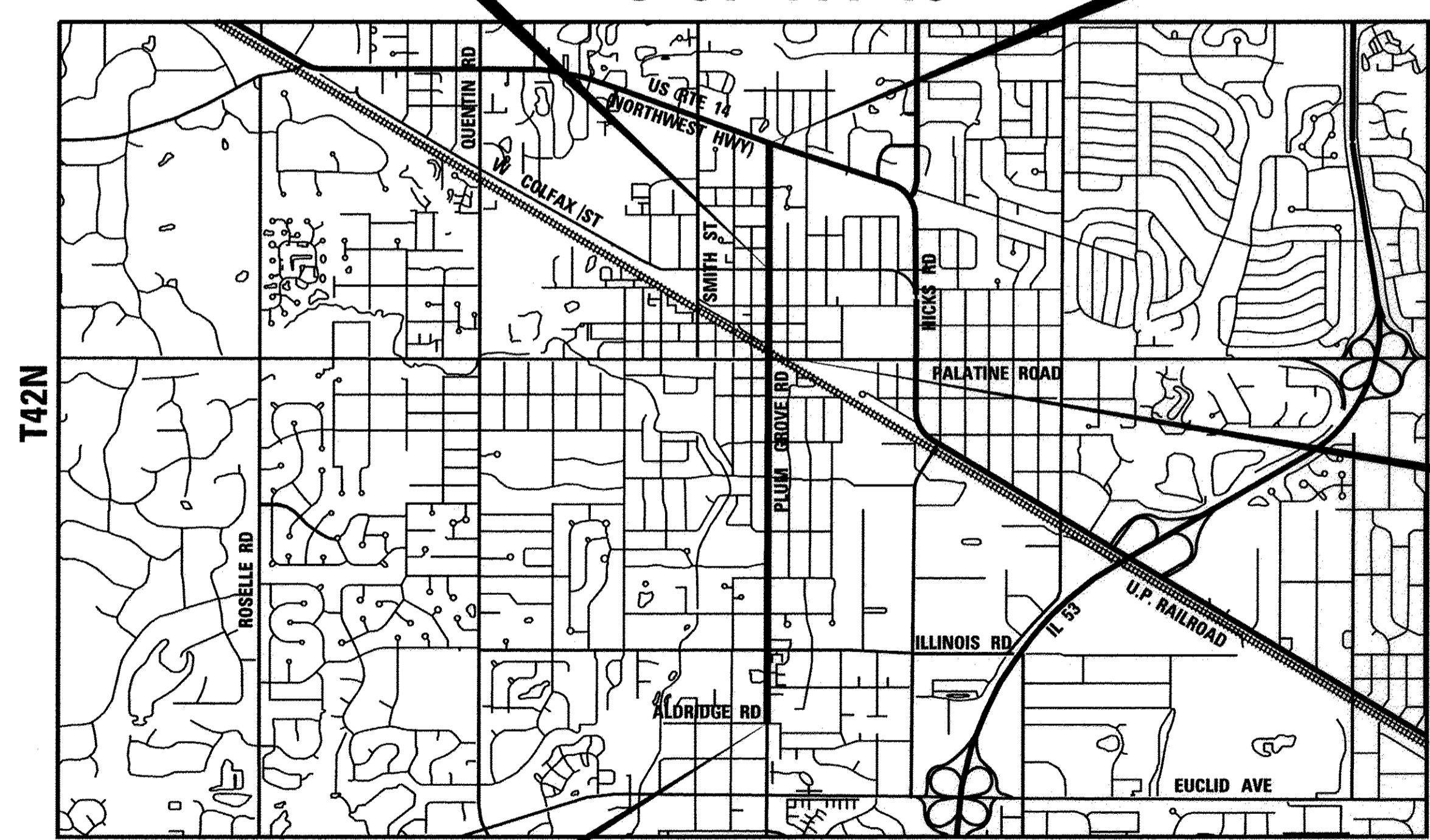
**OMISSION OF IMPROVEMENTS
STA 83+63 TO STA 84+56**

**END IMPROVEMENT
STA 105+90.06**



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

**J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811**



**BEGIN IMPROVEMENT
STA 1+00.00**

**NET LENGTH = 10,012 FT. = 1.90 MILE
GROSS LENGTH = 10,490 FT. = 1.99 MILE**

**OMISSION OF IMPROVEMENTS
STA 66+56 TO STA 70+58**



DATE 12/5/16
DAN BRUCKELMEYER
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.063352
MY LICENSE EXPIRES ON 11-30-17.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
Approved	<i>Mark D. Berg</i> DECEMBER 2, 2016 VILLAGE OF PALATINE
Passed	DECEMBER 19, 2016 <i>Christopher Holt</i> District One Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	December 14, 2016 <i>John F. ...</i> Regional Engineer

CONSULTING ENGINEERS
BL Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ILLINOIS * INDIANA * WISCONSIN

INDEX OF SHEETS

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DISTRICT DETAILS

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL EQUIVALENTS OF AN INCH-FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B COMBINATION CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM EDGE OF PVMT
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-07	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES


- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2017; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE VILLAGE OF PALATINE USING THE FOLLOWING TELEPHONE NUMBERS:
 PALATINE POLICE DEPARTMENT: (847) 359-9000
 PALATINE FIRE DEPARTMENT: 847) 202-6340
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- NITROGEN FERTILIZER, POTASSIUM FERTILIZER, AND PHOSPHORUS FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS PER ACRE.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1" WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
- ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
- ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
- SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
- TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS AND INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

- ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
- TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.
- REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
- LOCATION AND TYPE OF CLASS PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE
- REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.12 AND TYPE B.24 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
- SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 6" IS ESTIMATED TO BE WITHIN 2' OF THE REMOVAL OR PLACEMENT OF CURB AND SIDEWALK UNLESS OTHERWISE INDICATED.
- INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.

UTILITY CONTACTS:

- ATT
- HECTOR GARCIA
- 1000 COMMERCE DRIVE
- OAK BROOK, IL 60523
- HG2929@ATT.COM
- COMED
- ERIC JOSTES
- ONE LINCOLN CENTRE,
- OAKBROOK TERRACE, IL
- 630-437-2927
- NICOR GAS
- CONNIE LANE
- 1844 FERRY ROAD
- NAPERVILLE, IL 60563
- 630-388-3830
- VILLAGE WATER AND SANITARY
- GEORGE RUPPERT
- 148 W. ILLINOIS AVE
- PALATINE, IL 60067
- 847-705-5200

FILE NAME = F:\S36-056 Palatine Plum Grove Road Phase 1 Phase 1\ICADD SHEETS\S36-056_General_Notes.dgn

 Bollinger, Lach & Associates, Inc. <small>ITASCA, ILLINOIS</small>	USER NAME = jthede	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLUM GROVE ROAD - VILLAGE OF PALATINE INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS			F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 2
	PLOT SCALE = 50.0000' / 1" =	CHECKED - DBB	REVISED -		SCALE: SHEET 2 OF 43 SHEETS STA. N/A TO STA. N/A			CONTRACT NO. 61D52		ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/13/2016	DATE - 12/05/2016	REVISED -										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
20101200	TREE ROOT PRUNING	EACH	10	10
20200100	EARTH EXCAVATION	CU YD	200	200
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2,645	2,645
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	33	33
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	33	33
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	33	33
25100630	EROSION CONTROL BLANKET	SQ YD	2,645	2,645
25200110	SODDING, SALT TOLERANT	SQ YD	2,645	2,645
25200200	SUPPLEMENTAL WATERING	UNIT	26	26
28000510	INLET FILTERS	EACH	121	121
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1,810	1,810
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	44,373	44,373
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	74	74
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,729	2,729

- SPECIALITY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\AS95-056 Palatine Plum Grove Road Phase I Phase II\CADD SHEETS\AS95-056_000.dgn



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ITASCA, ILLINOIS

USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 50,0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
SUMMARY OF QUANTITIES**

SCALE: SHEET 3 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D52	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	564	564
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5,458	5,458
42001300	PROTECTIVE COAT	SQ YD	2,851	2,851
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	15,492	15,492
42400800	DETECTABLE WARNINGS	SQ FT	1,529	1,529
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	2,298	2,298
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	46,573	46,573
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,480	4,480
44000600	SIDEWALK REMOVAL	SQ FT	15,279	15,279
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	1,000	1,000
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	1,000	1,000
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	1,000	1,000
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	1,000	1,000
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	20,784	20,784

- SPECIALITY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\836-056 Palatine Plm Grove Road Phase I Phase II\CADD SHEETS\836-056-500.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 50,0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE	
SUMMARY OF QUANTITIES	
SCALE:	SHEET 4 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	4
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
* 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	3	3
* 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1	1
60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	6	6
60600605	CONCRETE CURB, TYPE B	FOOT	539	539
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	3,719	3,719
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	778	778
67100100	MOBILIZATION	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	8	8
70300100	SHORT TERM PAVEMENT MARKING	FOOT	58,190	58,190

- SPECIALITY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\AS36-0956 Palatine Plm Grove Road Phase I Phase II\CADD SHEETS\AS36-0956_500.dgn



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 50.0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

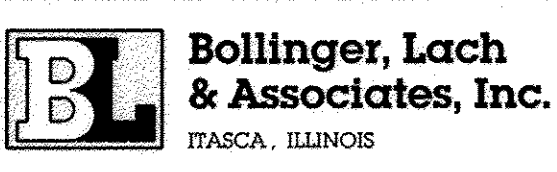
PLUM GROVE ROAD - VILLAGE OF PALATINE SUMMARY OF QUANTITIES		
SCALE:	SHEET 5 OF 43 SHEETS	STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 5
CONTRACT NO. 61D52				ILLINOIS FED. AID PROJECT

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				ROADWAY 0005
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	22,802	22,802
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,268	1,268
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	18,442	18,442
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	4,047	4,047
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2,314	2,314
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	568	568
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	72	72
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	328	328
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	3
88600600	DETECTOR LOOP REPLACEMENT	FOOT	846	846
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	724	724
X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	43	43
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	109	109
X8140115	HANDHOLE TO BE ADJUSTED	EACH	7	7

- SPECIALITY ITEMS
- CONSTRUCTION TYPE CODE 0042

FILE NAME = F:\636-065 Palatine Plm Grove Road Phase I Phase II\CADD SHEETS\636-065.S00.dgn



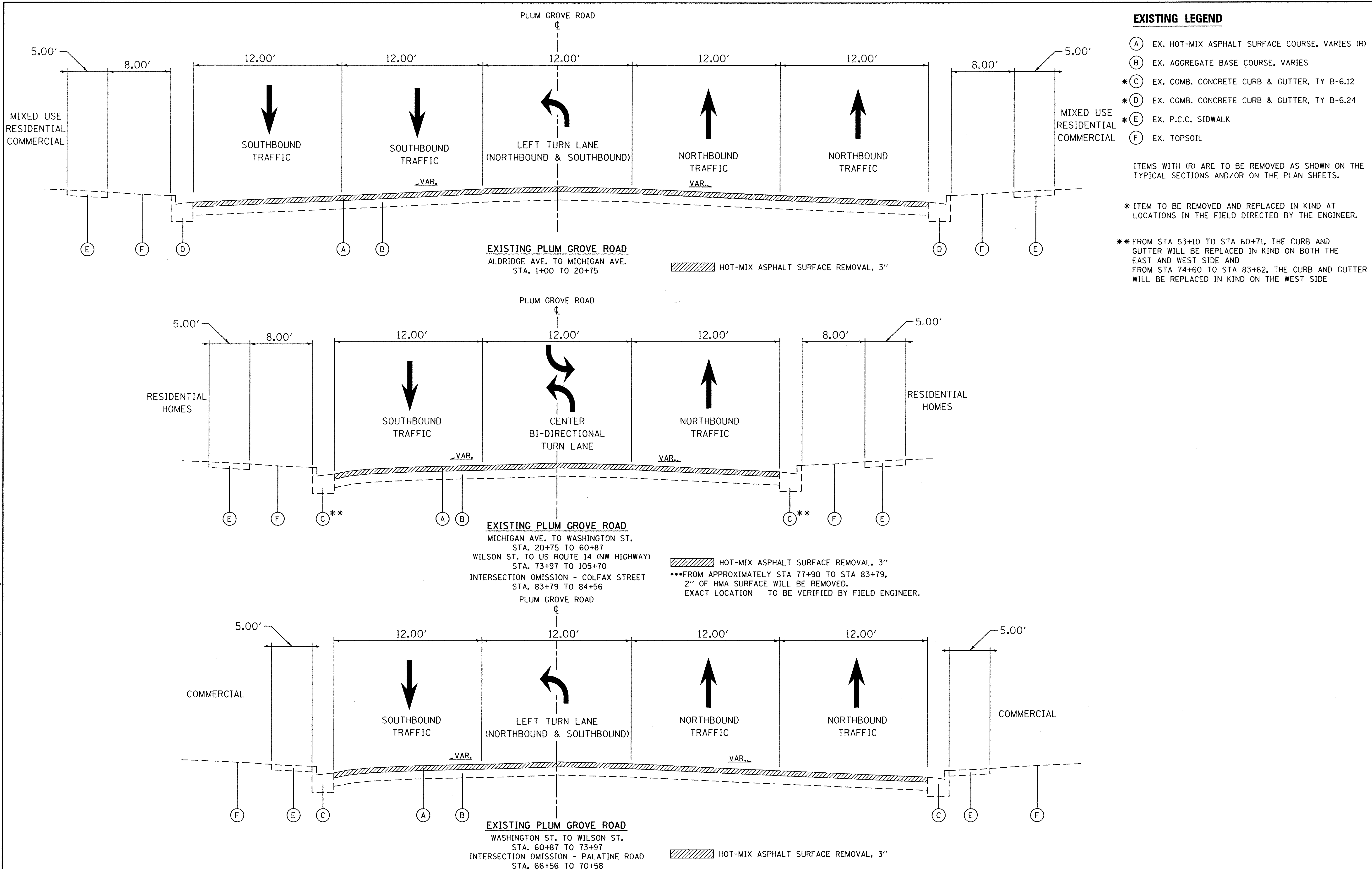
USER NAME = jtheda	DESIGNED - JLT	REVISED -
PLOT SCALE = 50.0000' / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLUM GROVE ROAD - VILLAGE OF PALATINE SUMMARY OF QUANTITIES			
SCALE:	SHEET 6 OF 43 SHEETS	STA.	TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 6
CONTRACT NO. 61052				ILLINOIS FED. AID PROJECT

FILE NAME = F:\ASB-056 Palatine Plum Grove Road Phase I Phase II\CADD SHEETS\036-056_Typical Sections.dgn



Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = jtheide	DESIGNED - JLT	REVISED -
PLOT SCALE = 50.0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

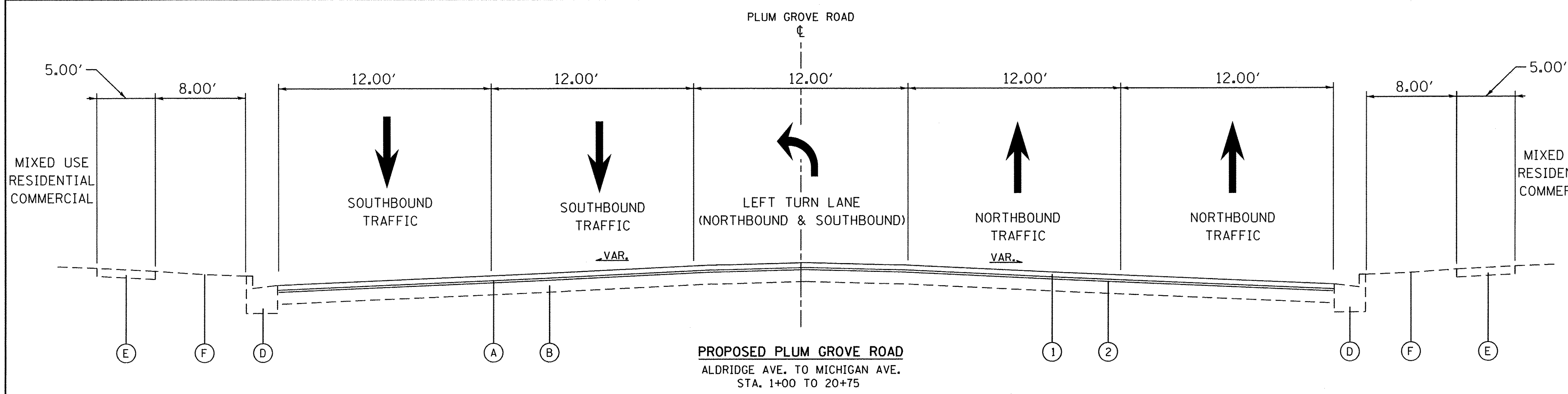
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
EXISTING TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 8 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	8
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

FILE NAME = F:\AS-0656 Palatine Plm Grove Road Phase I Phase I\CADD SHEETS\AS-0656_Typical Sections.dgn



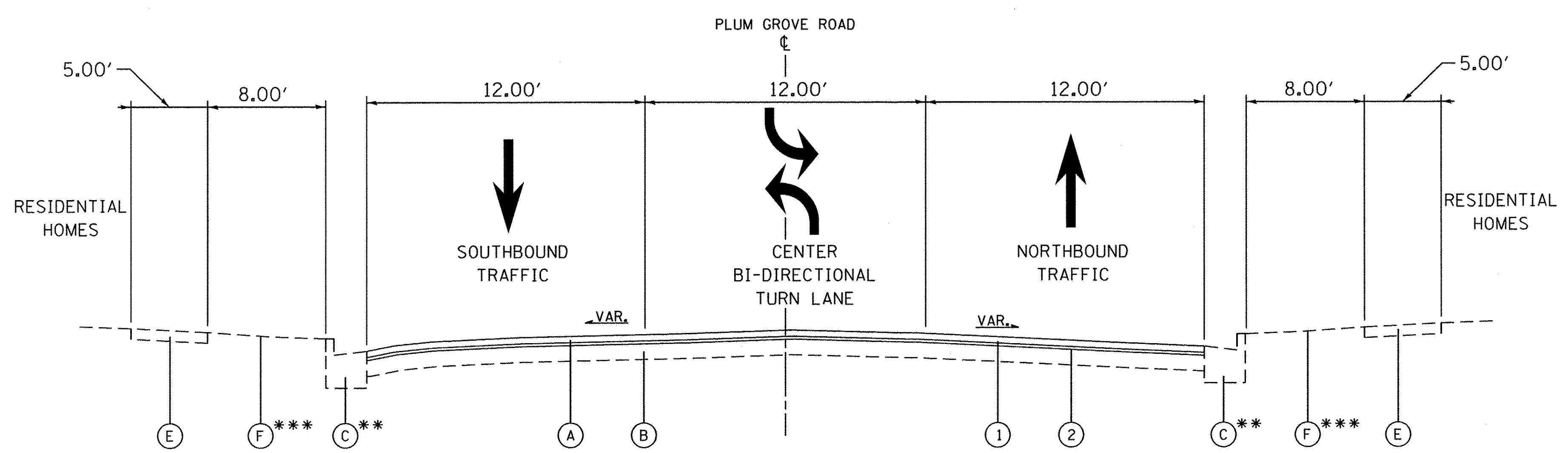
- EXISTING LEGEND**
- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, VARIES (R)
 - (B) EX. AGGREGATE BASE COURSE, VARIES
 - * (C) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.12
 - * (D) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.24
 - * (E) EX. P.C.C. SIDEWALK
 - (F) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

** FROM STA 53+10 TO STA 60+71, THE CURB AND GUTTER WILL BE REPLACED IN KIND ON BOTH THE EAST AND WEST SIDE AND FROM STA 74+60 TO STA 83+62, THE CURB AND GUTTER WILL BE REPLACED IN KIND ON THE WEST SIDE

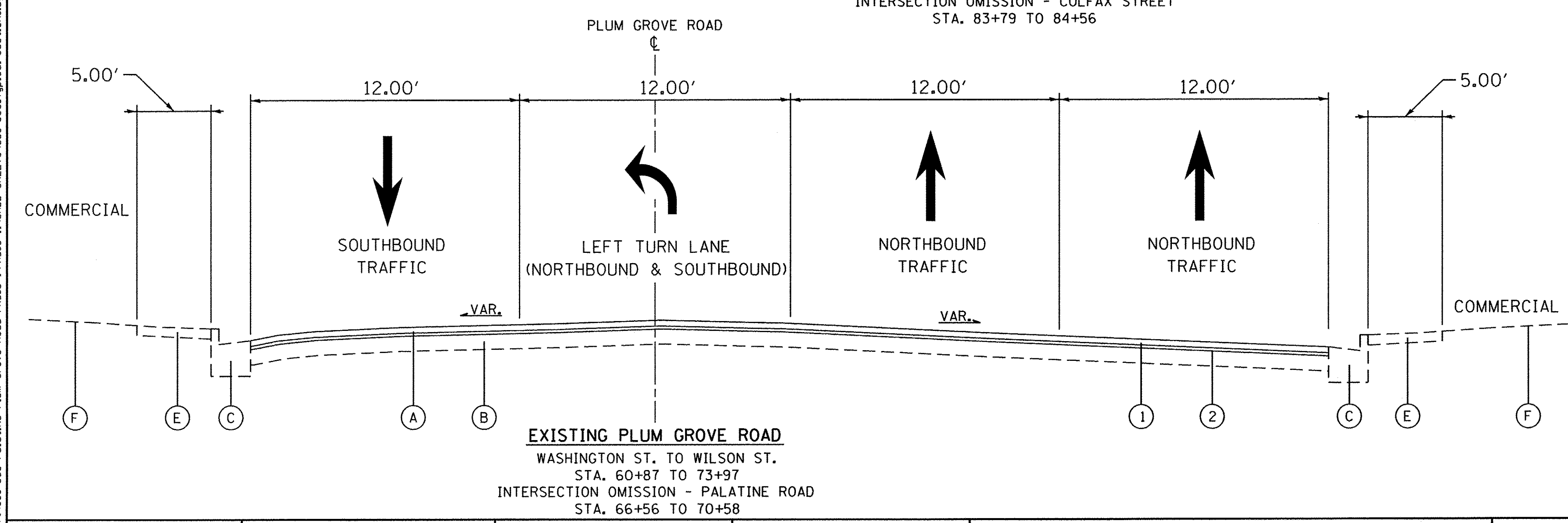
*** FROM STA 53+10 TO STA 60+71 ON BOTH THE EAST AND WEST SIDE AND FROM STA 74+60 TO STA 83+62 ON THE WEST SIDE, THE PARKWAY IS TO BE REGRADED TO SLOPE TOWARD THE ROADWAY



- PROPOSED LEGEND**
- (1) PR. HMA SURFACE COURSE, MIX "D", N70, 2"
 - (2) PR. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"

****FROM APPROXIMATELY STA 77+90 TO STA 83+79, 2" OF HMA SURFACE WILL BE REMOVED AND REPLACED WITH 1.5" OF HMA SURFACE COURSE, MIX "D", N70 AND 0.75" OF POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50. EXACT LOCATION TO BE VERIFIED BY FIELD ENGINEER.

PROPOSED PLUM GROVE ROAD
MICHIGAN AVE. TO WASHINGTON ST.
STA. 20+75 TO 60+87
WILSON ST. TO US ROUTE 14 (NW HIGHWAY)
STA. 73+97 TO 105+70
INTERSECTION OMISSION - COLFAX STREET
STA. 83+79 TO 84+56



EXISTING PLUM GROVE ROAD
WASHINGTON ST. TO WILSON ST.
STA. 60+87 TO 73+97
INTERSECTION OMISSION - PALATINE ROAD
STA. 66+56 TO 70+58

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	THICKNESS
PAVEMENT RESURFACING-EXISTING HMA SECTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 1.5"	4% @ 70 GYR	1.5" (1 LIFT)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (IL 9.5 mm), 0.75"	3.5% @ 50 GYR	0.75" (1 LIFT)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4% @ 70 GYR	2" (1 LIFT)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (IL 9.5 mm), 1"	3.5% @ 50 GYR	1" (1 LIFT)
PAVEMENT PATCHING		
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N70; 8"	4% @ 70 GYR	8" (3 LIFTS)

NOTES:
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.
THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.



USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 50.0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
PROPOSED TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 9 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 9
				CONTRACT NO. 61D52
ILLINOIS FED. AID PROJECT				

FILE NAME = F:\NSB-056 Palatine Plum Grove Road Phase I\CADD SHEETS\3-08-056_Schedules.dgn

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
1+26.32	32.70' RT	1
1+30.53	38.73' LT	1
2+33.15	25.13' RT	1
2+35.63	24.48' LT	1
7+83.18	28.62' RT	1
9+28.31	33.16' LT	1
10+35.54	30.34' RT	1
10+38.97	30.73' LT	1
11+20.46	31.10' RT	1
12+14.72	31.09' LT	1
12+25.72	30.81' RT	1
12+74.21	30.81' RT	1
12+74.57	31.25' LT	1
12+83.35	31.25' LT	1
12+84.67	30.81' RT	1
12+94.57	30.80' RT	1
12+94.91	31.31' LT	1
13+53.49	32.30' RT	1
16+35.39	30.23' RT	1
16+49.93	30.76' LT	1
17+53.87	30.90' RT	1
17+56.07	30.49' LT	1
18+59.45	30.14' RT	1
18+60.83	30.45' LT	1
19+65.29	28.40' RT	1
19+65.41	30.35' LT	1
20+91.93	23.96' RT	1
20+92.20	26.31' LT	1
21+85.17	21.49' RT	1
21+85.63	23.45' LT	1
22+89.23	17.96' RT	1
23+04.97	20.09' LT	1
25+14.91	18.63' RT	1
25+14.95	19.36' LT	1
26+98.49	19.22' LT	1
26+99.98	19.40' RT	1
27+59.14	24.68' LT	1
27+60.17	18.93' RT	1
28+20.30	25.86' RT	1
28+80.29	18.55' LT	1
28+81.31	17.80' RT	1
31+18.25	19.40' LT	1
31+18.61	19.09' RT	1
32+07.64	20.28' LT	1
32+07.92	18.47' RT	1
32+16.68	18.47' RT	1
32+17.03	20.37' LT	1
32+26.79	18.33' RT	1
32+26.83	20.27' LT	1
35+33.50	18.20' LT	1
35+35.06	18.15' RT	1
35+99.43	25.82' LT	1
36+58.83	47.00' LT	1
36+65.87	29.13' LT	1
37+09.09	18.50' RT	1
37+10.12	18.63' LT	1
38+53.59	19.53' RT	1
38+54.86	18.84' LT	1
40+09.81	18.27' LT	1
40+10.42	17.84' RT	1
41+33.93	18.90' RT	1

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
41+35.88	18.76' LT	1
42+79.22	18.17' RT	1
42+87.04	19.20' LT	1
44+33.53	18.31' RT	1
44+48.63	18.77' LT	1
48+33.72	17.78' LT	1
48+34.02	19.12' RT	1
50+78.33	18.21' LT	1
50+79.63	19.89' RT	1
52+25.78	17.71' LT	1
52+25.93	20.12' RT	1
52+31.36	20.15' RT	1
52+31.76	17.72' LT	1
53+11.24	17.02' LT	1
53+12.06	19.81' RT	1
54+44.49	17.41' RT	1
54+45.10	17.96' LT	1
54+47.97	17.41' RT	1
54+58.55	17.22' RT	1
58+77.68	17.81' RT	1
58+78.54	18.19' LT	1
58+84.21	17.84' RT	1
58+85.24	18.16' LT	1
60+67.19	20.80' RT	1
60+85.61	21.85' LT	1
61+27.40	19.69' RT	1
63+52.67	26.02' LT	1
63+55.13	23.00' RT	1
63+67.98	26.23' LT	1
63+68.73	23.68' RT	1
64+51.59	36.98' LT	1
70+83.74	30.92' LT	1
70+84.38	1.24' LT	1
71+09.11	29.80' RT	1
71+19.27	38.21' LT	1
74+44.70	21.67' RT	1
74+44.92	22.40' LT	1
77+39.92	24.23' RT	1
77+74.00	22.83' RT	1
80+63.68	21.35' RT	1
80+71.96	16.85' LT	1
81+85.59	17.53' LT	1
81+91.02	17.77' RT	1
87+73.05	18.36' RT	1
87+73.82	19.39' LT	1
87+96.44	0.45' LT	1
91+71.68	21.25' LT	1
91+75.95	17.26' RT	1
92+15.76	18.57' LT	1
95+33.82	20.24' LT	1
95+34.43	17.27' RT	1
98+66.50	19.50' RT	1
98+67.53	22.19' LT	1
100+62.86	19.14' RT	1
101+84.37	19.18' LT	1
101+86.35	19.35' RT	1
103+14.23	19.00' LT	1
103+16.98	18.51' RT	1
105+14.68	19.24' LT	1
105+15.15	18.65' RT	1
TOTAL		121

STATION	STATION	HOT-MIX ASPHALT SURFACE REMOVAL, 2" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL, 3" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT (SQ YD)	COMBINATION CURB AND GUTTER REMOVAL (FOOT)	SIDEWALK REMOVAL (SQ FT)
1+00	13+50	0	7,802	98	158	1,563
13+50	28+50	0	9,736	94	455	3,517
28+50	43+50	0	6,420	39	128	1,016
43+50	58+50	0	6,551	52	1,278	2,418
58+50	73+00	0	5,137	110	736	1,772
73+00	87+50	2,298	3,328	96	1,073	1,631
87+50	101+00	0	5,607	57	245	1,972
101+00	105+90	0	1,992	18	0	0
ADDITIONAL QUANTITY TO BE USED AT ENGINEERS DISCRETION		0	0	0	407	1,390
TOTAL		2,298	46,573	564	4,480	15,279

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
STATION	OFFSET	QUANTITY (EACH)
9+27.16	27.13' LT	1
10+47.55	23.67' LT	1
11+32.38	25.29' LT	1
12+25.28	26.37' LT	1
12+92.93	27.99' LT	1
13+54.31	26.71' LT	1
14+58.77	22.26' LT	1
14+81.87	23.93' LT	1
15+07.27	47.33' RT	1
15+32.63	34.40' LT	1
15+38.19	45.64' LT	1
16+45.60	1.10' LT	1
17+55.46	0.67' LT	1
18+11.70	28.47' LT	1
18+58.59	1.09' LT	1
18+59.80	24.23' LT	1
19+64.22	0.63' LT	1
20+68.94	1.14' LT	1
20+91.95	23.96' RT	1
21+02.22	19.59' LT	1
21+16.38	18.58' LT	1
21+63.15	2.78' LT	1
21+83.44	0.37' RT	1
23+05.69	0.50' RT	1
25+15.21	0.59' RT	1
27+01.75	0.95' RT	1
27+60.01	1.70' RT	1
27+82.44	31.10' LT	1
27+86.32	13.63' RT	1
28+22.11	9.98' RT	1
28+23.53	1.54' LT	1
28+24.89	20.17' RT	1
28+76.82	0.19' LT	1
28+78.17	12.26' LT	1
29+83.34	8.76' LT	1
29+98.47	0.13' RT	1
30+11.37	17.10' LT	1
30+42.29	8.29' RT	1
31+21.27	12.65' LT	1
31+24.46	0.08' LT	1
32+17.45	0.73' LT	1

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
STATION	OFFSET	QUANTITY (EACH)
36+27.80	38.79' LT	1
36+36.72	0.15' LT	1
36+53.21	22.34' RT	1
36+58.83	46.98' LT	1
36+65.88	29.11' LT	1
36+78.86	17.58' RT	1
37+08.51	0.78' LT	1
37+10.59	12.75' LT	1
38+53.26	0.18' LT	1
38+54.58	12.02' LT	1
40+08.89	0.52' LT	1
41+34.74	0.10' LT	1
41+35.64	14.20' LT	1
42+82.40	0.00' RT	1
42+83.22	12.87' LT	1
44+33.10	1.00' LT	1
44+42.98	12.68' LT	1
46+22.16	40.12' RT	1
46+45.39	19.35' RT	1
46+54.82	19.96' RT	1
49+01.38	17.09' LT	1
48+33.03	0.33' RT	1
50+81.57	1.16' RT	1
52+36.71	0.84' RT	1
52+38.36	17.58' RT	1
52+72.86	20.37' RT	1
52+74.90	17.37' LT	1
52+87.35	22.42' RT	1
53+11.24	17.02' LT	1
53+12.06	19.81' RT	1
54+44.49	17.41' RT	1
54+45.10	17.96' LT	1
54+47.95	17.41' RT	1
54+58.55	17.22' RT	1
58+77.97	1.03' RT	1
60+69.00	27.25' LT	1
61+11.03	1.05' LT	1
61+22.52	30.37' LT	1
61+27.28	19.69' RT	1
61+36.04	11.14' LT	1
61+36.19	18.22' LT	1

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
STATION	OFFSET	QUANTITY (EACH)
63+52.37	14.55' LT	1
63+73.72	10.07' RT	1
64+18.51	32.49' LT	1
64+40.81	13.24' LT	1
70+70.61	13.80' LT	1
71+09.11	29.80' RT	1
74+25.27	3.65' RT	1
75+36.34	18.77' LT	1
77+66.71	4.58' RT	1
77+64.16	20.48' LT	1
77+70.85	7.45' LT	1
77+71.75	10.58' LT	1
80+45.83	21.84' LT	1
80+86.54	4.79' RT	1
81+85.61	17.53' LT	1
81+91.02	17.77' RT	1
82+53.75	0.76' LT	1
84+64.06	0.50' RT	1
87+96.44	0.45' LT	1
91+72.86	0.22' RT	1
91+94.50	0.13' LT	1
92+15.76	18.57' LT	1
95+47.80	5.68' RT	1
98+66.48	19.49' RT	1
98+88.17	1.03' LT	1
99+09.92	23.43' LT	1
100+11.24	1.59' LT	1
TOTAL		109

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) - BY OTHERS		
STATION	OFFSET	QUANTITY (EACH)
9+04.30	40.00' LT	1
18+76.78	31.04' LT	1
46+05.36	28.27' LT	1
98+70.98	30.31' RT	1
TOTAL		4

SANITARY MANHOLES TO BE ADJUSTED		
STATION	OFFSET	QUANTITY (EACH)
14+23.26	34.24' LT	1
15+43.26	46.97' LT	1
27+93.09	29.99' LT	1
28+01.82	22.15' LT	1
36+51.24	33.21' LT	1
36+61.04	26.11' LT	1
46+28.11	19.6' LT	1
46+44.08	34.15' LT	1
46+82.53	10.87' RT	1
46+86.42	18.67' LT	1
49+03.44	12.61' RT	1
52+57.61	18.93' LT	1
52+65.48	10.79' RT	1
54+52.07	10.20' RT	1
54+61.11	22.62' RT	1
54+65.37	22.64' RT	1
54+68.04	21.48' LT	1
55+76.13	24.30' RT	1
58+20.95	21.35' LT	1
58+21.01	24.85' RT	1
58+77.59	10.85' RT	1
60+98.28	10.56' RT	1
64+13.59	0.01' LT	1
70+85.53	10.76' RT	1
71+12.79	30.68' LT	1
71+13.72	9.97' RT	1
74+31.35	9.25' RT	1
77+47.98	11.68' RT	1
80+78.51	12.79' RT	1
84+58.31	6.77' LT	1
87+80.67	4.51' LT	1
91+84.24	9.30' LT	1
93+32.38	1.20' LT	1
95+57.79	0.77' RT	1
95+63.24	20.64' LT	1
95+66.29	1.34' RT	1
98+23.33	0.98' LT	1
98+80.42	11.81' RT	1
98+83.32	14.22' LT	1
99+22.90	14.76' RT	1
100+28.53	11.36' LT	1
100+56.59	16.04' RT	1
103+27.28	12.00' RT	1
TOTAL		43

FIRE HYDRANTS TO BE ADJUSTED		
STATION	OFFSET	QUANTITY (EACH)
54+02.35	22.88' RT	1
58+16.91	24.68' LT	1
71+24.80	40.04' LT	1
TOTAL		3

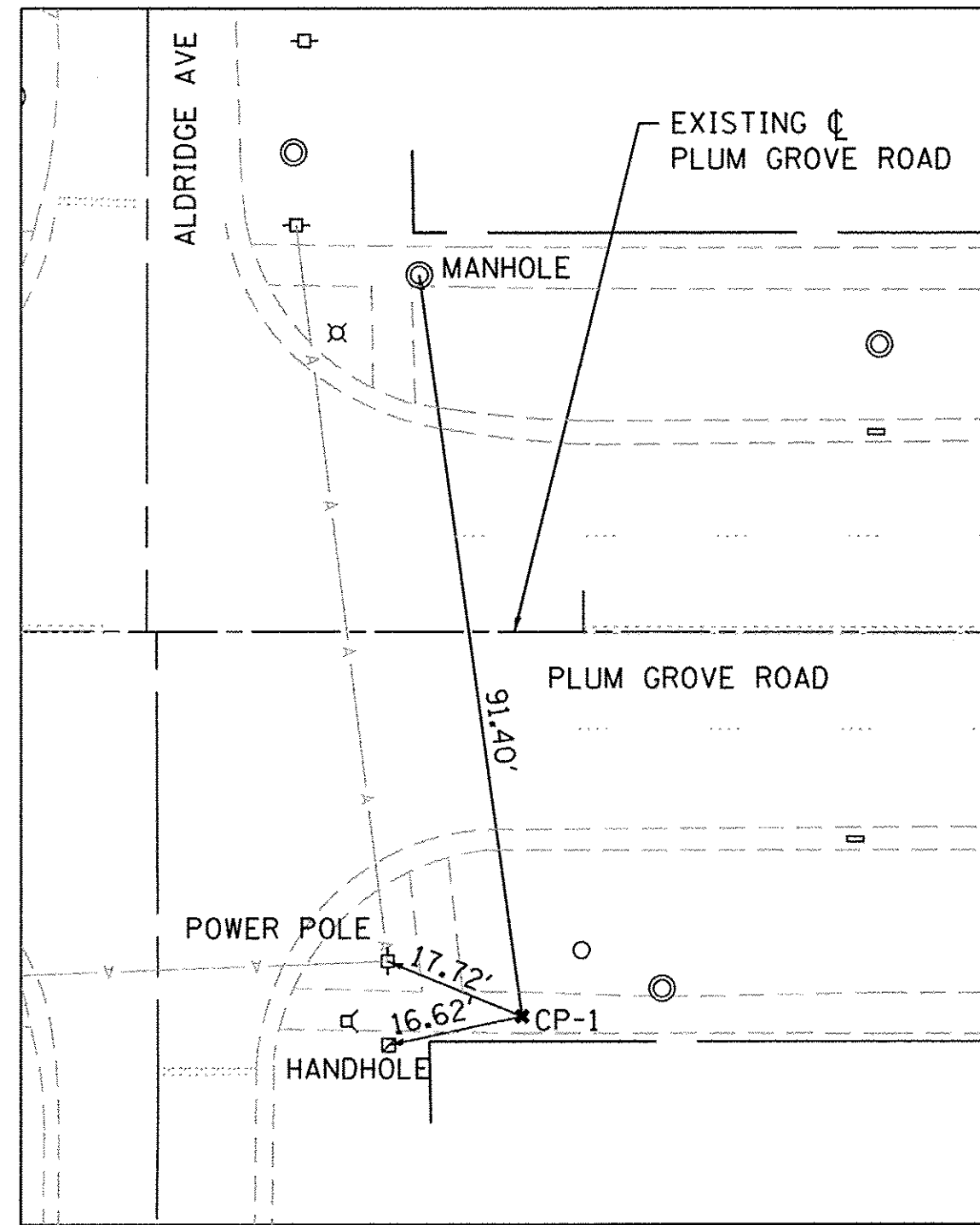
DETECTABLE WARNINGS		
STATION	OFFSET	QUANTITY (SQ FT)
1+29.94	44.96' RT	8
1+30.08	46.04' LT	10
1+62.47	45.08' LT	10
1+65.77	46.00' RT	10
1+77.43	30.63' LT	10
1+81.87	29.74' RT	10
7+92.71	46.93' RT	10
7+92.71	46.93' RT	10
8+90.77	43.19' LT	

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS			
STATION	OFFSET	TYPE	AREA (SQ. FT.)
12+23.50	1.59' LT	ONLY	20.8
12+49.06	1.34' LT	TURN ARROW	15.6
13+73.59	0.89' LT	ONLY	20.8
13+99.15	0.64' LT	TURN ARROW	15.6
14+47.80	83.66' LT	TURN ARROW	15.6
14+92.11	124.09' RT	ONLY	20.8
14+92.40	98.52' RT	TURN ARROW	15.6
16+32.30	0.72' LT	TURN ARROW	15.6
16+57.86	0.47' LT	ONLY	20.8
18+56.96	1.31' LT	TURN ARROW	15.6
18+73.91	1.67' LT	TURN ARROW	15.6
20+37.64	0.99' LT	TURN ARROW	15.6
20+54.59	1.36' LT	TURN ARROW	15.6
21+89.96	0.48' LT	TURN ARROW	15.6
22+06.91	0.85' LT	TURN ARROW	15.6
24+56.77	1.24' LT	TURN ARROW	15.6
24+73.72	1.60' LT	TURN ARROW	15.6
27+07.18	0.40' LT	TURN ARROW	15.6
27+24.14	0.77' LT	TURN ARROW	15.6
28+54.48	0.30' LT	TURN ARROW	15.6
28+71.44	0.66' LT	TURN ARROW	15.6
29+74.32	0.50' LT	TURN ARROW	15.6
29+91.27	0.87' LT	TURN ARROW	15.6
31+04.31	0.35' LT	TURN ARROW	15.6
31+21.26	0.71' LT	TURN ARROW	15.6
33+01.83	1.47' LT	TURN ARROW	15.6
33+18.79	1.83' LT	TURN ARROW	15.6
34+84.26	1.02' LT	TURN ARROW	15.6
35+01.21	1.38' LT	TURN ARROW	15.6
37+23.56	0.71' LT	TURN ARROW	15.6
37+40.51	1.06' LT	TURN ARROW	15.6
39+40.71	0.32' LT	TURN ARROW	15.6
39+57.67	0.67' LT	TURN ARROW	15.6
41+39.82	0.01' LT	TURN ARROW	15.6
41+56.78	0.36' LT	TURN ARROW	15.6
43+40.63	0.46' LT	TURN ARROW	15.6
43+57.59	0.81' LT	TURN ARROW	15.6
45+39.14	0.30' RT	TURN ARROW	15.6
45+56.09	0.00' LT	TURN ARROW	15.6
47+03.30	0.68' RT	TURN ARROW	15.6
47+20.25	0.37' RT	TURN ARROW	15.6
48+49.78	0.15' RT	TURN ARROW	15.6
48+66.74	0.15' LT	TURN ARROW	15.6
50+50.30	1.53' RT	TURN ARROW	15.6
50+67.26	1.22' RT	TURN ARROW	15.6
52+01.04	1.99' RT	TURN ARROW	15.6
52+17.99	1.68' RT	TURN ARROW	15.6
53+50.13	1.10' LT	TURN ARROW	15.6
53+67.09	1.40' LT	TURN ARROW	15.6
54+96.38	0.67' RT	TURN ARROW	15.6
55+13.33	0.36' RT	TURN ARROW	15.6
56+10.74	0.55' LT	TURN ARROW	15.6
56+27.70	0.86' LT	TURN ARROW	15.6
57+95.52	1.05' LT	TURN ARROW	15.6
58+12.47	1.36' LT	TURN ARROW	15.6
60+18.25	0.68' LT	ONLY	20.8
60+43.81	0.31' LT	TURN ARROW	15.6
61+50.72	1.14' LT	TURN ARROW	15.6
61+76.29	0.76' LT	ONLY	20.8
63+68.10	8.04' LT	ONLY	20.8
63+93.66	7.67' LT	TURN ARROW	15.6
64+80.32	6.74' LT	ONLY	20.8
65+05.88	6.36' LT	TURN ARROW	15.6
70+56.05	20.64' LT	RAILROAD CROSSING	61.2
73+29.17	2.53' LT	ONLY	20.8
73+54.73	2.16' LT	TURN ARROW	15.6
82+96.08	1.61' LT	ONLY	20.8
83+21.64	1.28' LT	TURN ARROW	15.6
85+16.51	0.84' RT	TURN ARROW	15.6
85+42.07	1.17' RT	ONLY	20.8
104+30.88	11.05' RT	ONLY	20.8
104+31.09	1.03' LT	ONLY	20.8
104+56.45	11.38' RT	TURN ARROW	15.6
104+56.65	0.74' LT	TURN ARROW	15.6
TOTAL			1,268

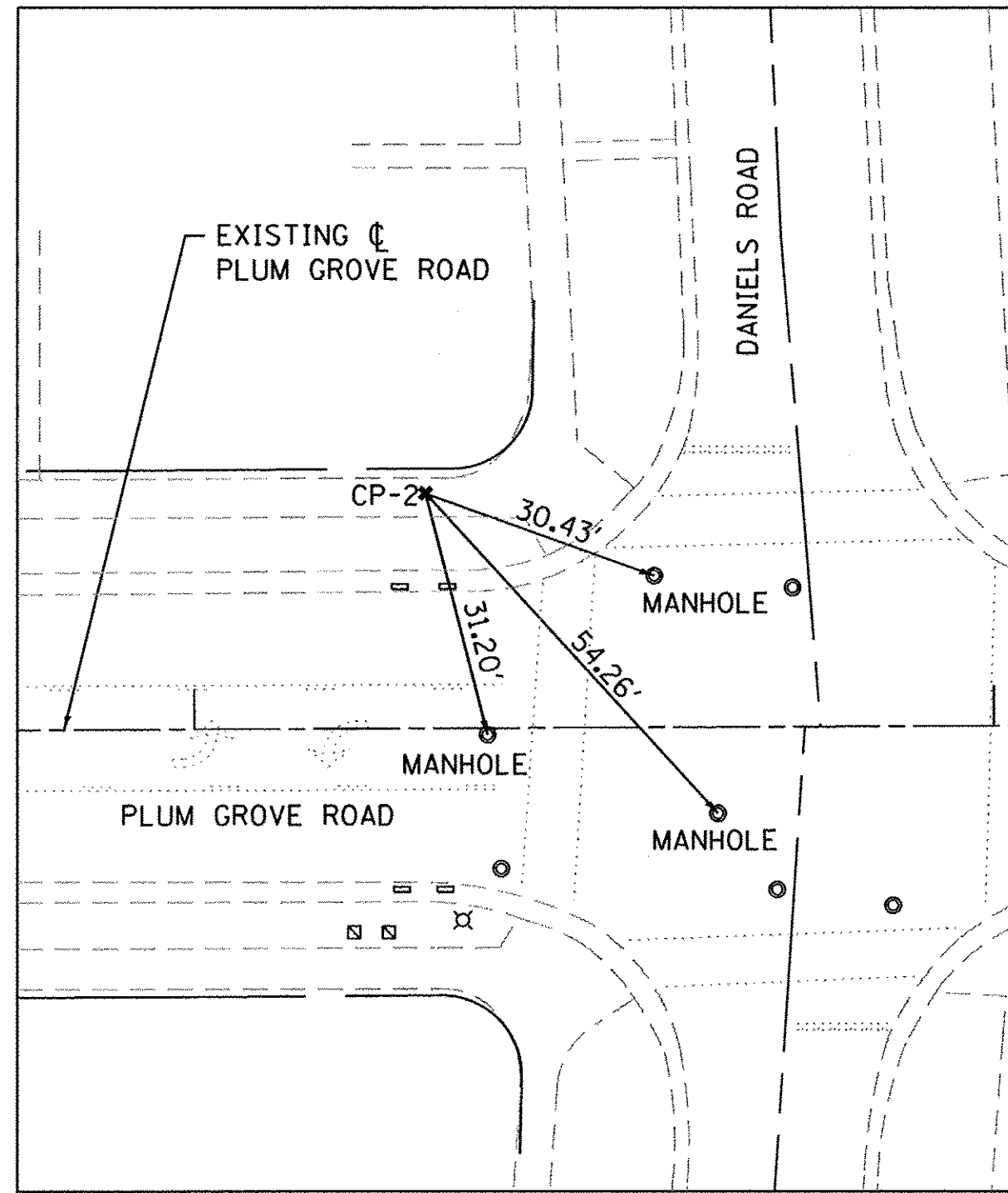
THERMOPLASTIC PAVEMENT MARKING - LINE 4"					
STATION	OFFSET	STATION	OFFSET	TYPE	LENGTH (FOOT)
1+00.00	0.41' LT	1+23.86	0.38' LT	DOUBLE CENTER	48
1+83.70	11.85' LT	10+48.28	16.75' LT	SKIP DASH	216
1+84.63	0.24' LT	7+89.60	0.46' LT	DOUBLE CENTER	1,210
1+85.49	11.62' RT	7+89.11	11.46' RT	SKIP DASH	151
8+48.62	0.28' LT	10+44.35	1.34' LT	DOUBLE CENTER	792
8+54.92	11.71' RT	10+45.89	15.65' RT	SKIP DASH	48
11+05.87	19.27' LT	13+92.54	19.50' LT	SKIP DASH	75
11+09.84	2.31' LT	14+12.17	7.27' LT	DOUBLE CENTER	800
11+11.26	17.08' RT	14+01.14	16.21' RT	SKIP DASH	73
14+53.44	70.45' LT	14+53.34	89.30' LT	LANE LINE	19
14+64.66	70.50' LT	14+64.65	89.30' LT	LANE LINE	19
14+65.07	66.72' RT	14+65.13	141.59' RT	DOUBLE CENTER	150
14+75.87	66.96' RT	14+75.93	141.59' RT	LANE LINE	75
14+76.07	70.14' LT	14+76.05	89.31' LT	DOUBLE CENTER	38
14+87.02	66.80' RT	14+86.50	141.59' RT	LANE LINE	75
15+28.14	18.67' LT	19+20.71	18.88' LT	SKIP DASH	98
15+27.67	5.76' RT	18+12.59	1.29' LT	DOUBLE CENTER	836
15+28.02	18.09' RT	17+88.69	17.63' RT	SKIP DASH	65
18+12.17	6.34' LT	20+88.00	7.90' LT	SKIP DASH / CENTER LINE	345
18+13.19	5.73' RT	20+88.15	4.39' RT	SKIP DASH / CENTER LINE	341
21+77.54	7.08' LT	27+60.85	6.19' LT	SKIP DASH / CENTER LINE	729
21+79.32	5.37' RT	27+60.94	5.51' RT	SKIP DASH / CENTER LINE	728
28+31.49	6.48' LT	30+03.77	7.03' LT	SKIP DASH / CENTER LINE	215
28+31.62	5.00' RT	30+11.31	5.52' RT	SKIP DASH / CENTER LINE	225
30+92.21	7.80' LT	36+01.60	7.61' LT	SKIP DASH / CENTER LINE	636
30+93.27	4.84' RT	36+01.42	5.61' RT	SKIP DASH / CENTER LINE	635
36+87.34	6.98' LT	45+91.29	6.41' LT	SKIP DASH / CENTER LINE	1,130
36+87.73	6.28' RT	45+91.76	5.37' RT	SKIP DASH / CENTER LINE	1,130
46+85.96	5.73' LT	52+38.50	5.43' LT	SKIP DASH / CENTER LINE	691
46+85.38	7.04' RT	52+37.55	7.67' RT	SKIP DASH / CENTER LINE	690
53+12.92	4.54' LT	59+04.20	5.63' LT	SKIP DASH / CENTER LINE	739
53+12.89	7.38' RT	59+04.04	5.76' RT	SKIP DASH / CENTER LINE	739
59+04.04	5.76' RT	60+53.73	6.06' LT	DOUBLE CENTER	492
61+38.73	5.10' RT	63+99.87	13.80' RT	DOUBLE CENTER	524
64+66.28	13.14' LT	66+55.77	13.22' LT	DOUBLE CENTER	562
70+57.51	14.05' LT	72+31.69	11.25' LT	LANE LINE	174
70+57.51	0.20' LT	72+31.67	2.65' LT	LANE LINE	174
72+31.69	11.25' LT	73+91.92	8.07' LT	DOUBLE CENTER	458
74+62.40	6.97' LT	75+52.69	0.22' LT	DOUBLE CENTER	182
75+52.69	0.22' LT	77+17.59	0.58' LT	SKIP DASH	41
77+89.70	0.95' LT	80+54.55	0.90' LT	SKIP DASH	66
81+21.74	0.59' LT	83+62.67	5.77' LT	DOUBLE CENTER	482
84+55.65	5.87' RT	87+61.74	0.54' RT	DOUBLE CENTER	612
87+69.74	0.48' RT	98+61.50	1.08' RT	SKIP DASH	273
99+15.59	1.41' LT	103+20.43	1.76' LT	SKIP DASH	101
103+20.43	1.76' LT	105+90.10	6.32' LT	DOUBLE CENTER	540
TOTAL					18,442

THERMOPLASTIC PAVEMENT MARKING - LINE 6"					
STATION	OFFSET	STATION	OFFSET	TYPE	LENGTH (FOOT)
1+33.27	LT	1+58.74	LT	CROSSWALK	74
1+33.79	RT	1+62.49	RT	CROSSWALK	54
7+96.09	RT	8+23.26	RT	CROSSWALK	51
8+93.49	LT	9+22.43	LT	CROSSWALK	55
10+55.86	LT	10+96.20	LT	CROSSWALK	74
10+60.29	RT	10+90.18	RT	CROSSWALK	56
11+13.48	1.28' RT	12+13.49	5.10' RT	SKIP DASH	25
12+13.49	5.10' RT	14+12.77	4.95' RT	SINGLE TURN LANE	200
14+23.48	LT	14+25.25	RT	CROSSWALK	189
14+31.10	LT	15+10.82	LT	CROSSWALK	150
14+32.65	RT	15+13.43	LT	CROSSWALK	151
15+13.44	LT	15+13.43	LT	CROSSWALK	198
15+28.21	6.58' LT	16+72.61	6.95' LT	SINGLE TURN LANE	145
16+72.61	6.95' LT	18+12.17	6.34' LT	SKIP DASH	35
21+11.12	RT	21+52.44	RT	CROSSWALK	73
21+22.04	LT	21+48.54	LT	CROSSWALK	51
27+73.92	LT	27+91.01	LT	CROSSWALK	33
27+78.06	RT	28+18.29	RT	CROSSWALK	72
30+35.47	LT	30+60.34	LT	CROSSWALK	49
36+12.36	LT	36+12.36	LT	CROSSWALK	34
36+27.68	RT	36+62.41	RT	CROSSWALK	62
36+42.75	LT	36+58.76	LT	CROSSWALK	32
46+03.45	RT	46+58.71	RT	CROSSWALK	102
46+13.29	LT	46+62.61	LT	CROSSWALK	90
52+53.25	LT	52+96.20	LT	CROSSWALK	76
52+53.61	RT	52+94.96	RT	CROSSWALK	73
59+04.03	6.16 RT	60+04.23	5.85' RT	SKIP DASH	25
60+04.23	5.85' RT	60+53.98	6.06' RT	SINGLE TURN LANE	50
60+73.61	RT	61+02.80	RT	CROSSWALK	53
60+90.36	LT	61+21.76	LT	CROSSWALK	56
61+38.77	7.09' LT	61+90.59	7.68' LT	SINGLE TURN LANE	52
61+90.59	7.68' LT	63+49.60	14.02' LT	SKIP DASH	40
62+34.85	0.00' LT	63+53.05	0.29' LT	SKIP DASH	30
63+53.05	0.29' LT	64+00.27	0.54' LT	SINGLE TURN LANE	47
64+11.01	LT	64+59.24	LT	CROSSWALK	83
64+66.87	0.91' LT	66+55.77	1.95' LT	SINGLE TURN LANE	188
70+64.99	RT	71+18.94	RT	CROSSWALK	83
70+82.01	LT	71+19.67	LT	CROSSWALK	73
72+31.65	3.15' LT	73+21.39	2.57' RT	SKIP DASH	23
73+21.39	2.57' RT	73+92.21	3.75' RT	SINGLE TURN LANE	71
74+08.75	LT	74+40.37	LT	CROSSWALK	58
74+11.02	RT	74+39.73	RT	CROSSWALK	52
77+41.95	LT	77+72.16	LT	CROSSWALK	55
77+41.87	RT	77+70.02	RT	CROSSWALK	51
80+69.81	RT	81+01.85	RT	CROSSWALK	58
81+94.37	0.66' LT	82+84.69	4.56' RT	SKIP DASH	23
82+84.69	4.56' RT	83+62.67	4.83' RT	SINGLE TURN LANE	78
84+55.71	4.62' LT	85+53.80	4.71' LT	SINGLE TURN LANE	98
85+53.80	4.71' LT	86+55.89	0.62' RT	SKIP DASH	27
87+82.11	LT	88+10.19	LT	CROSSWALK	51
91+78.30	LT	92+05.88	LT	CROSSWALK	51
95+43.15	LT	95+73.16	LT	CROSSWALK	55
98+72.58	LT	99+01.36	LT	CROSSWALK	53
98+74.30	RT	99+11.84	RT	CROSSWALK	65
103+30.44	1.84' LT	104+19.83	5.85' RT	SKIP DASH	25
104+19.83	5.85' RT	105+90.08	5.69' RT	SINGLE TURN LANE	172
TOTAL					4,047

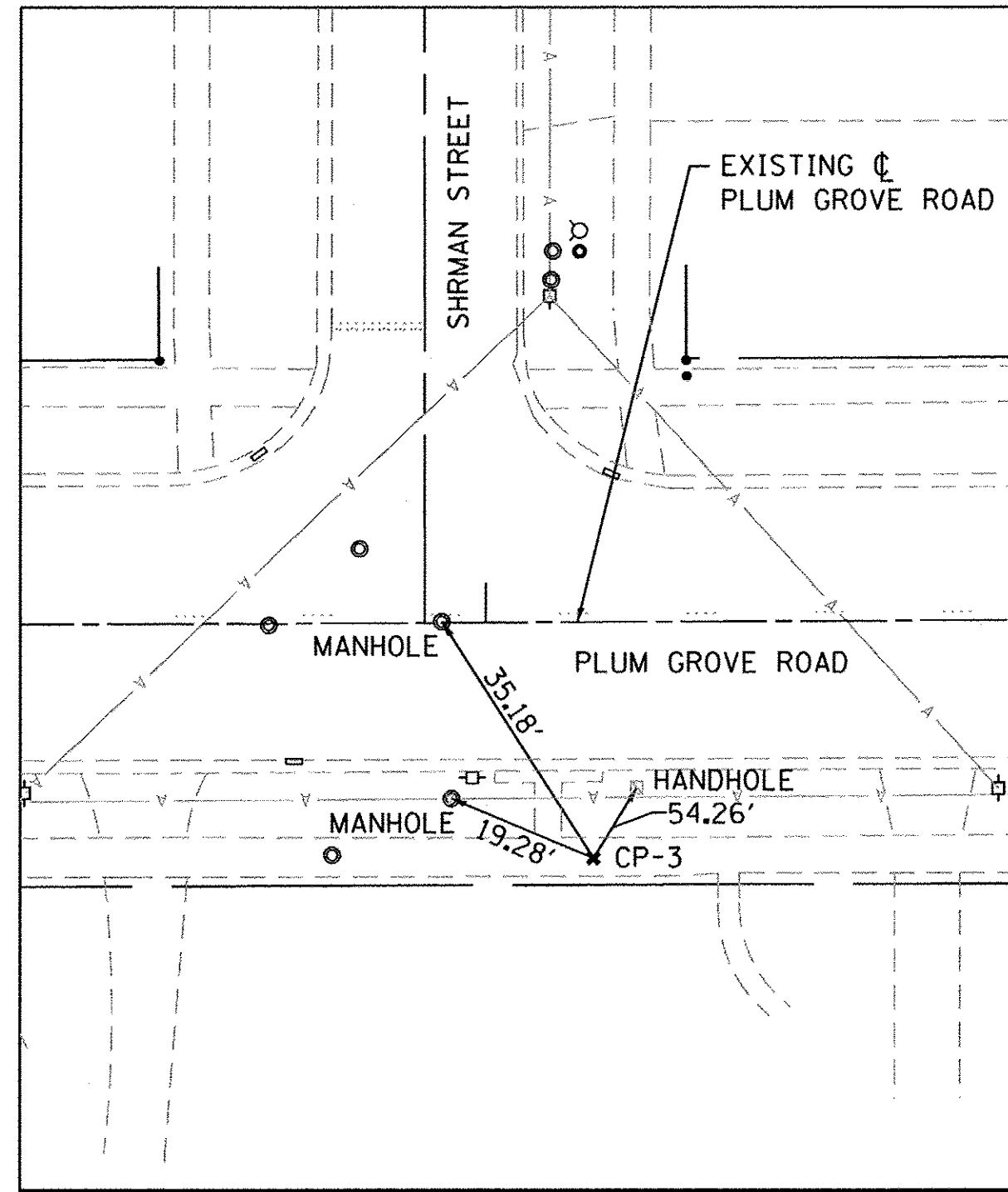
THERMOPLASTIC PAVEMENT MARKING - LINE 12"					
STATION	OFFSET	STATION	OFFSET	TYPE	LENGTH (FOOT)
1+74.60	LT	1+78.54	RT	X-WALK	105
8+79.32	-	10+43.80	-	DIAGONALS	76
11+10.19	-	12+03.98	-	DIAGONALS	43
16+86.20	-	18+12.70	-	DIAGONALS	65
20+94.83	LT	20+99.56	RT	X-WALK	104
21+63.86	LT	21+71.51	RT	X-WALK	96
27+64.95	LT	27+64.90	RT	X-WALK	99
28+25.40	LT	28+25.37	RT	X-WALK	83
36+01.84	LT	36+01.26	RT	X-WALK	93
36+67.50	LT	36+69.17	RT	X-WALK	89
45+97.14	LT	45+97.77	RT	X-WALK	105
46+63.97	LT	46+60.34	RT	X-WALK	106
52+43.16	LT	52+42.39	RT	X-WALK	84
53+01.58	LT	53+00.10	RT	X-WALK	82
59+04.12	-	60+00.00	-	DIAGONALS	48
60+55.81	RT	60+69.99	LT	X-WALK	82
61+31.30	LT	61+31.30	RT	X-WALK	86
71+19.67	LT	71+19.63	LT	X-WALK	40
71+19.45	LT	71+19.32	RT	X-WALK	64
72+31.67	LT	73+14.28	LT	DIAGONALS	28
73+91.66	LT	73+92.53	RT	X-WALK	76
74+52.55	LT	74+51.85	RT	X-WALK	71
77+22.77	LT	77+22.65	RT	X-WALK	78
77+82.55	LT	77+82.42	RT	X-WALK	72
80+54.80	LT	80+54.26	RT	X-WALK	66
81+14.03	LT	81+13.14	RT	X-WALK	72
87+63.66	LT	87+63.82	RT	X-WALK	72
98+64.36	LT	98+58.89	RT	X-WALK	79
99+05.89	LT	99+10.17	RT	X-WALK	78
102+58.01	LT	102+58.01	RT	X-WALK	72



CP-1 CUT CROSS IN SIDEWALK
 STA: 1+92.62
 OFFSET: 46.87' RT
 N: 1976359.1913
 E: 1062879.7862
 ELEV: 743.70



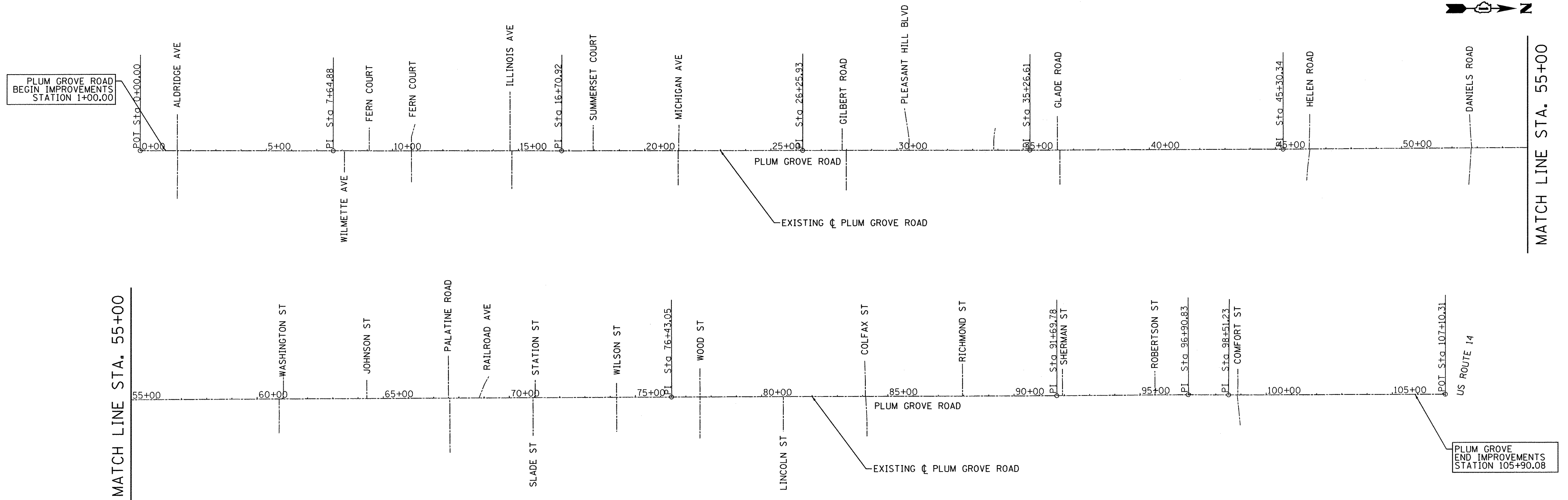
CP-2 CUT CROSS IN SIDEWALK
 STA: 52+29.03
 OFFSET: 29.40' LT
 N: 1981395.5522
 E: 1062799.9594
 ELEV: 735.44



CP-3 CUT CROSS IN SIDEWALK
 STA: 92+13.35
 OFFSET: 29.57' RT
 N: 1985380.1129
 E: 1062845.5015
 ELEV: 752.27

COORDINATE DATA TABLE					
STATION	OFFSET	ELEMENT TYPE	NORTHING	EASTING	ELEVATION
1+92.62	46.87' RT	CUT CROSS	1976359.1913	1062879.7862	743.70
9+41.92	38.11' RT	CUT CROSS	1977108.5968	1062795.9544	744.08
11+35.33	41.14' RT	CUT CROSS	1977301.9504	1062875.3622	744.39
15+35.32	42.15' LT	CUT CROSS	1977702.0059	1062792.3982	743.67
21+59.33	42.56' RT	CUT CROSS	1978326.0033	1062876.9332	743.02
28+11.53	42.61' LT	CUT CROSS	1978978.1530	1062791.3824	735.39
30+86.65	26.10' RT	CUT CROSS	1979253.3105	1062859.9523	736.00
37+03.56	42.04' LT	CUT CROSS	1979870.1523	1062791.3324	737.56
45+87.01	30.31' RT	CUT CROSS	1980753.7775	1062862.2623	742.41
52+29.03	29.40' RT	CUT CROSS	1981395.5522	1062799.9594	735.44
60+47.66	31.29' RT	CUT CROSS	1982214.4206	1062857.3413	749.91
64+63.17	47.57' RT	CUT CROSS	1982629.6127	1062776.8114	749.16
67+13.72	43.44' RT	CUT CROSS	1982880.5242	1062866.8053	749.60
74+53.30	36.57' RT	CUT CROSS	1983620.0707	1062856.9462	753.82
77+13.44	27.02' LT	CUT CROSS	1983880.0018	1062792.4371	754.97
80+96.96	30.77' LT	CUT CROSS	1984263.5108	1062787.8172	756.24
87+68.11	32.71' LT	CUT CROSS	1984934.6544	1062784.3469	753.15
92+13.35	29.57' RT	CUT CROSS	1985380.1129	1062845.5015	752.27
95+87.13	49.62' LT	CUT CROSS	1985753.4996	1062764.4884	751.27
99+73.43	22.60' RT	CUT CROSS	1986140.0566	1062837.4884	747.16
106+41.10	49.66' LT	CUT CROSS	1986807.6664	1062764.7240	750.77

COORDINATE DATA TABLE			
STATION	ELEMENT TYPE	NORTHING	EASTING
0+00.00	-	1976166.6508	1062832.5824
7+64.88	PI	1976931.5335	1062833.9246
16+70.92	PI	1977837.5649	1062834.6574
26+25.93	PI	1978792.5775	1062834.0947
35+26.61	PI	1979693.2632	1062833.6218
45+30.34	PI	1980696.9848	1062832.1785
76+43.05	PI	1983809.6683	1062819.6143
91+69.78	PI	1985336.4030	1062816.1451
96+90.83	PI	1985857.4395	1062813.6074
98+51.23	PI	1986017.8416	1062814.9817
107+10.31	-	1986876.9200	1062814.3304



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 ITASCA, ILLINOIS

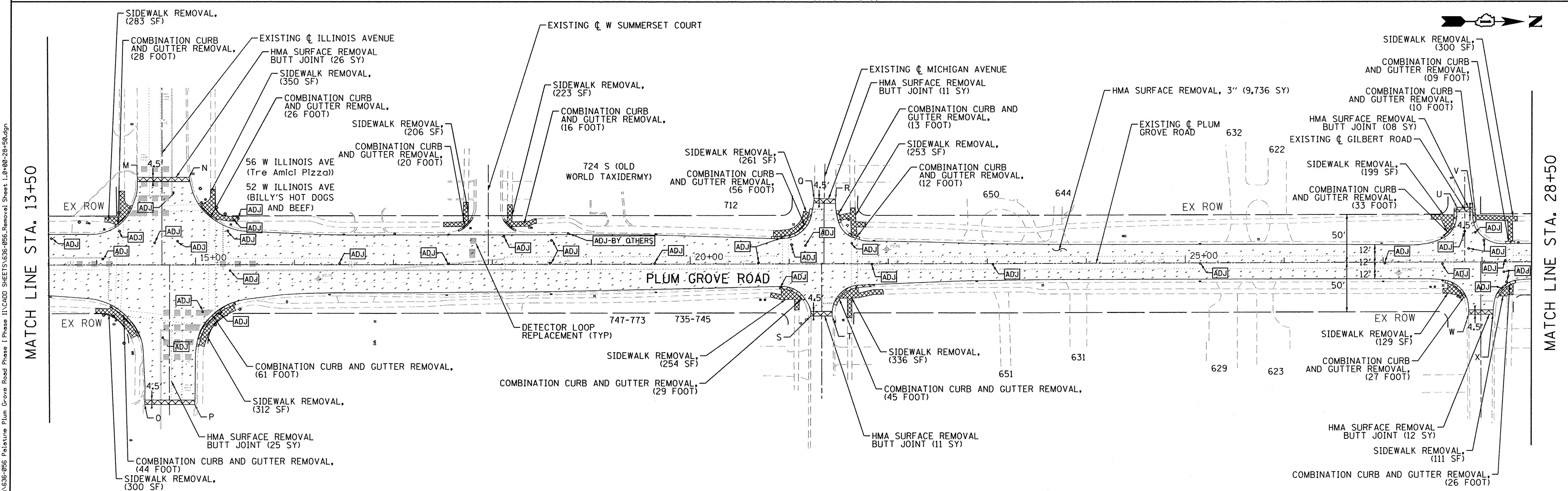
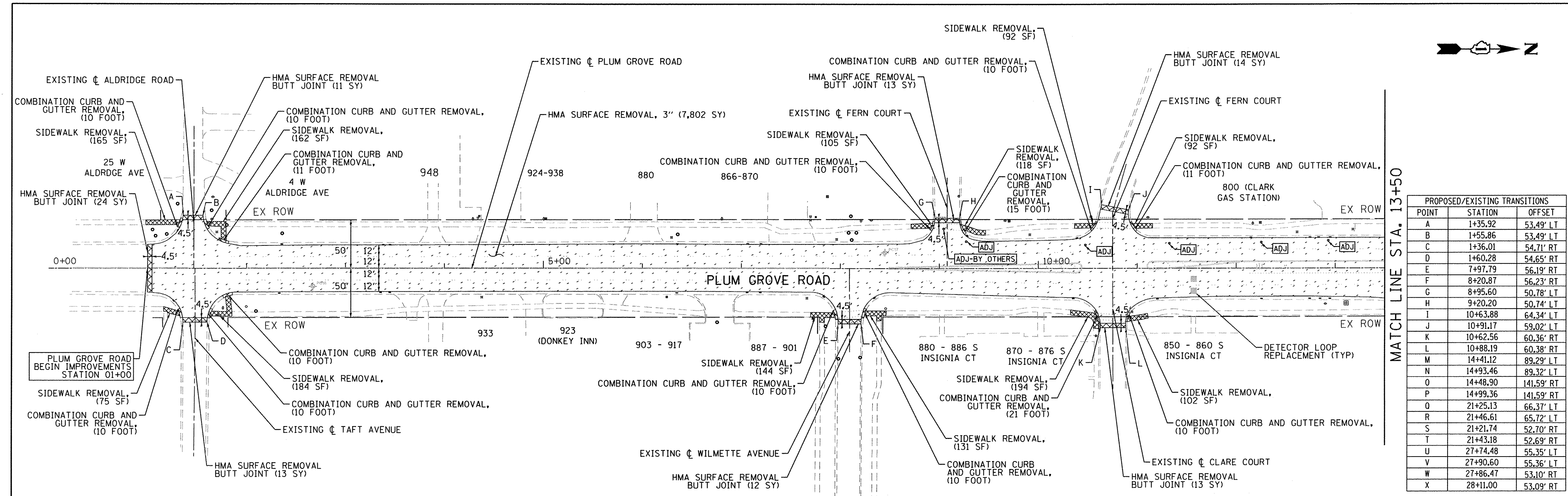
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	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
 ALIGNMENT, TIES, AND BENCHMARKS**

SCALE: SHEET 12 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	12
CONTRACT NO. 61D52			ILLINOIS FED. AID PROJECT	

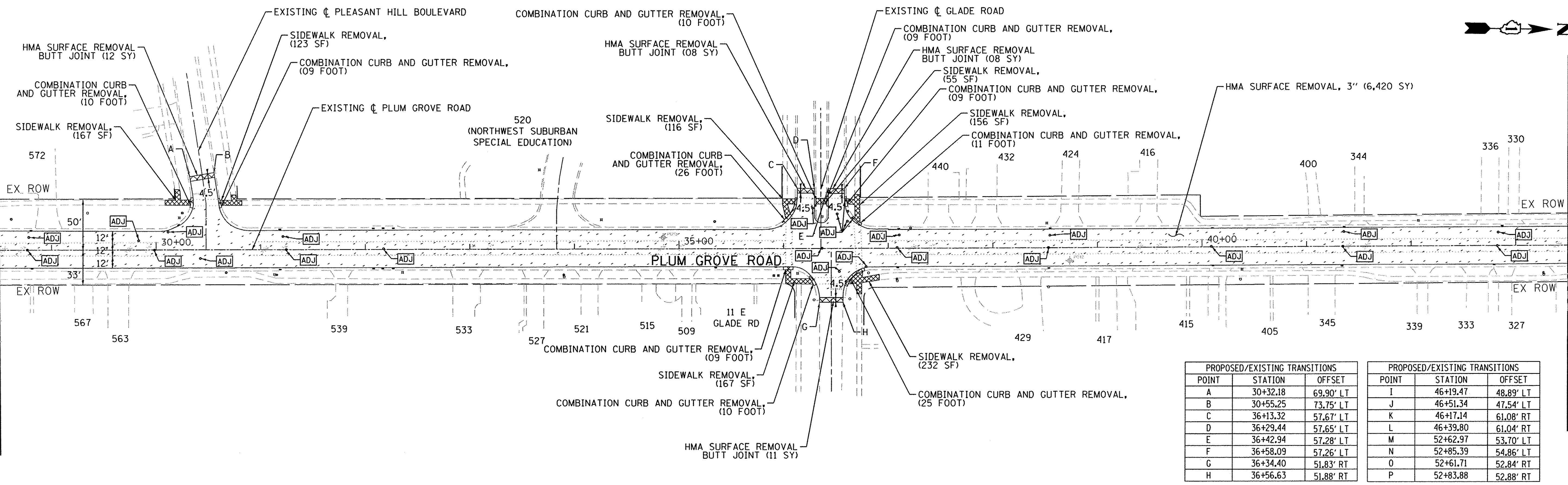


Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = jshede PLOT SCALE = 50.0000' / 1"	DESIGNED - JLT DRAWN - JLT CHECKED - DBB DATE - 12/05/2016	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLUM GROVE ROAD - VILLAGE OF PALATINE REMOVAL PLAN	F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 13
	SCALE: 1"=50' SHEET 13 OF 43 SHEETS STA. 0+00 TO STA. 28+50	CONTRACT NO. 61D52 ILLINOIS FED. AID PROJECT								

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MATCH LINE STA. 28+50

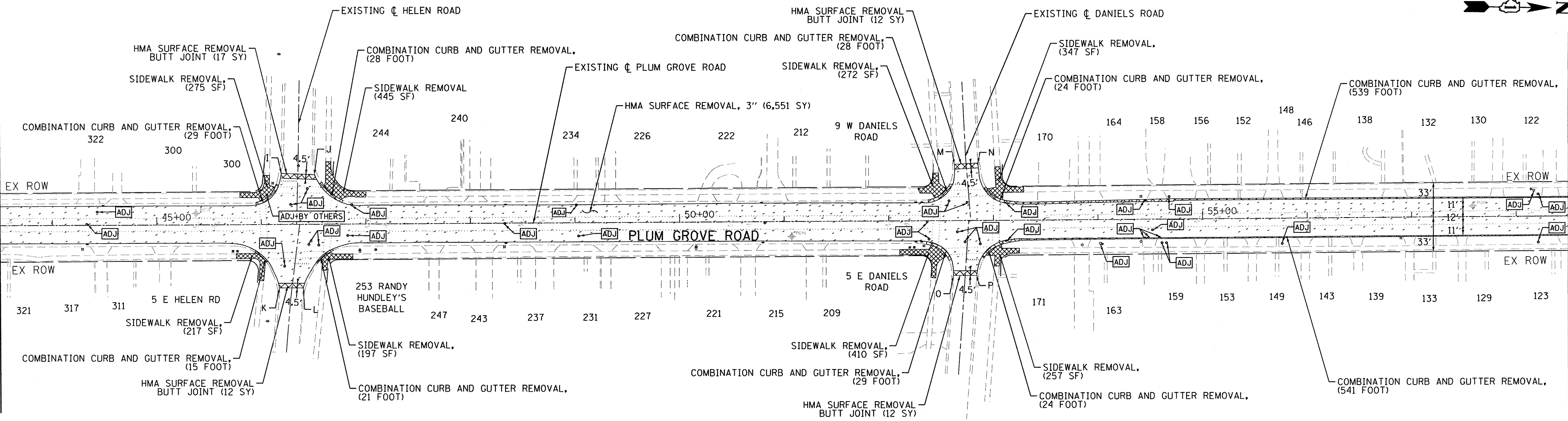
MATCH LINE STA. 43+50



PROPOSED/EXISTING TRANSITIONS			PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
A	30+32.18	69.90' LT	I	46+19.47	48.89' LT
B	30+55.25	73.75' LT	J	46+51.34	47.54' LT
C	36+13.32	57.67' LT	K	46+17.14	61.08' RT
D	36+29.44	57.65' LT	L	46+39.80	61.04' RT
E	36+42.94	57.28' LT	M	52+62.97	53.70' LT
F	36+58.09	57.26' LT	N	52+85.39	54.86' LT
G	36+34.40	51.83' RT	O	52+61.71	52.84' RT
H	36+56.63	51.88' RT	P	52+83.88	52.88' RT

MATCH LINE STA. 43+50

MATCH LINE STA. 58+50



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ITASCA, ILLINOIS

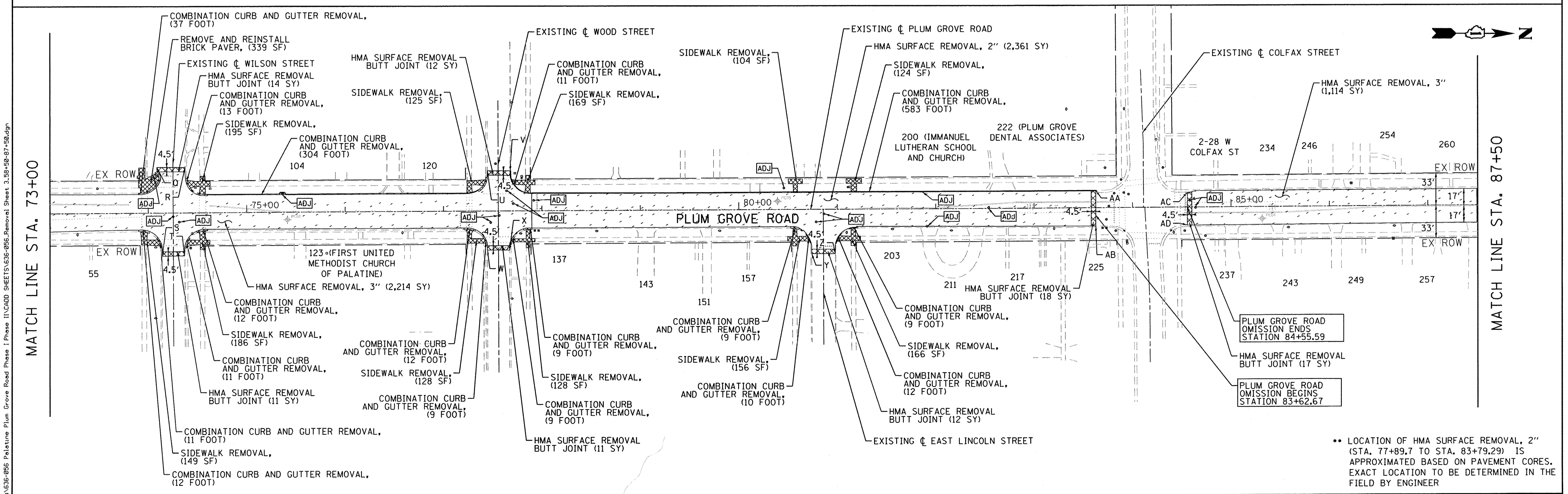
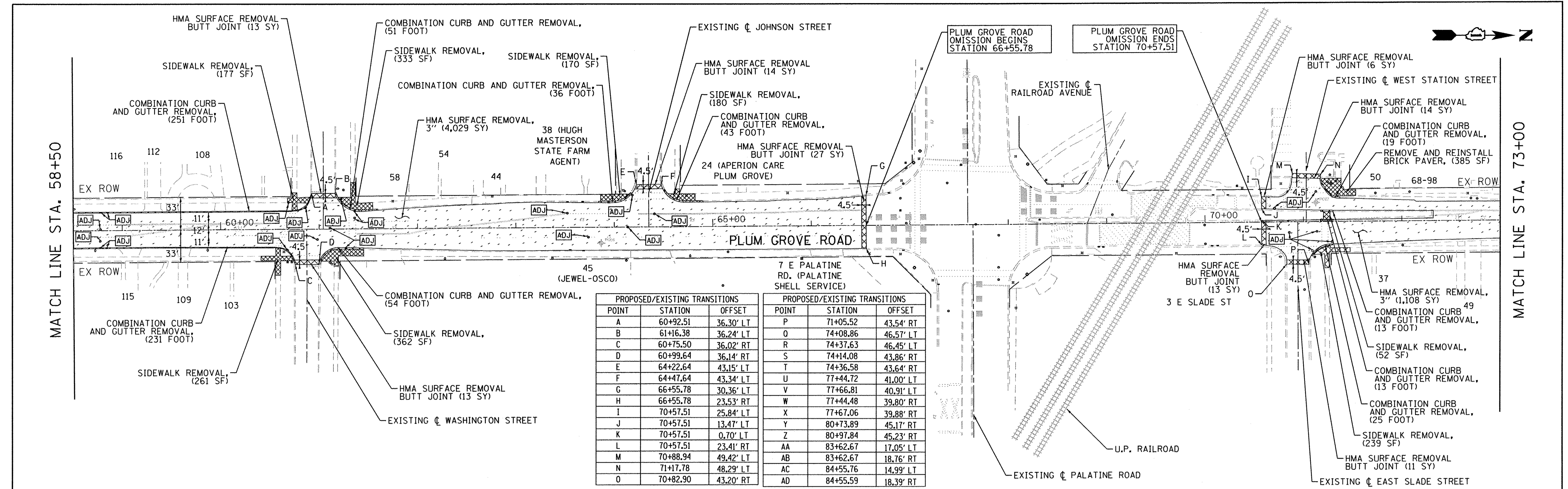
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
REMOVAL PLAN**

SCALE: 1"=50' SHEET 14 OF 43 SHEETS STA. 28+50 TO STA. 58+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-R5	COOK	43	14
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



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ITASCA, ILLINOIS

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	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

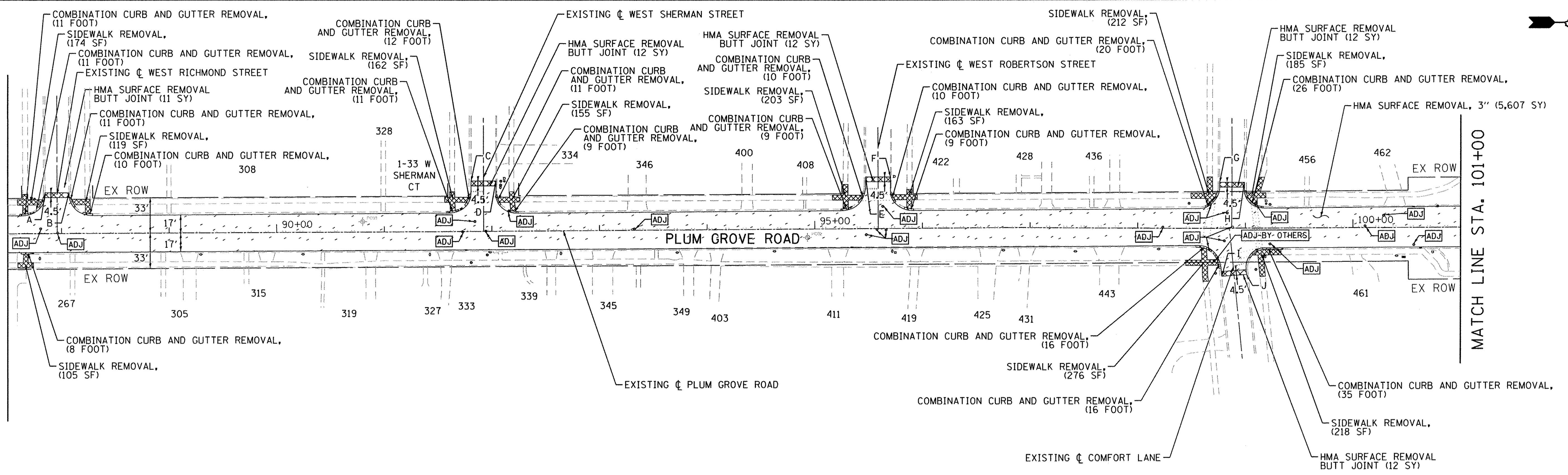
**PLUM GROVE ROAD - VILLAGE OF PALATINE
REMOVAL PLAN**

SCALE: 1"=50' SHEET 15 OF 43 SHEETS STA. 58+50 TO STA. 87+50

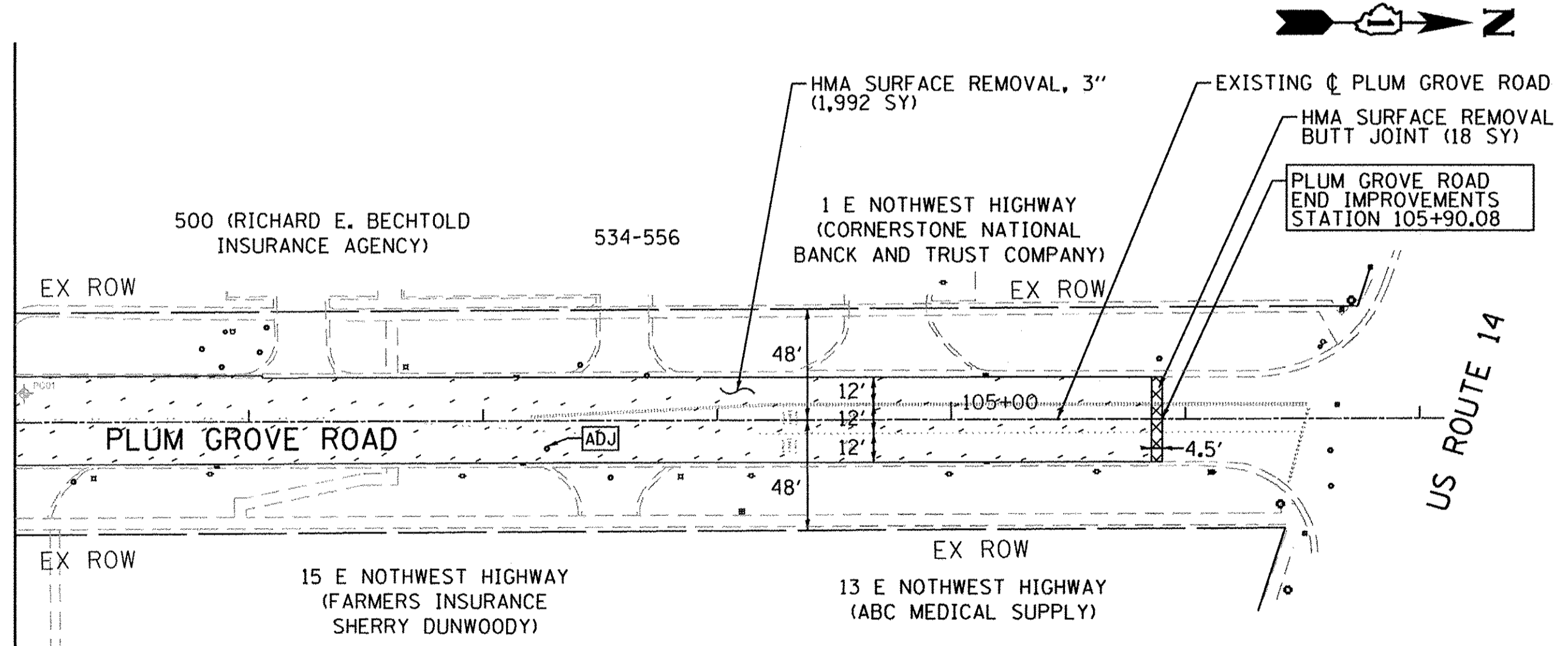
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2585	16-00099-00-RS	COOK	43	15
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA. 87+50

MATCH LINE STA. 101+00



MATCH LINE STA. 101+00



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	87+84.81	38.00' LT
B	88+07.20	37.88' LT
C	91+80.93	46.99' LT
D	92+04.06	46.89' LT
E	95+47.48	48.18' LT
F	95+70.56	48.09' LT
G	98+76.21	42.89' LT
H	98+99.21	42.71' LT
I	98+78.09	44.80' RT
J	99+01.16	43.19' RT

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ITASCA, ILLINOIS

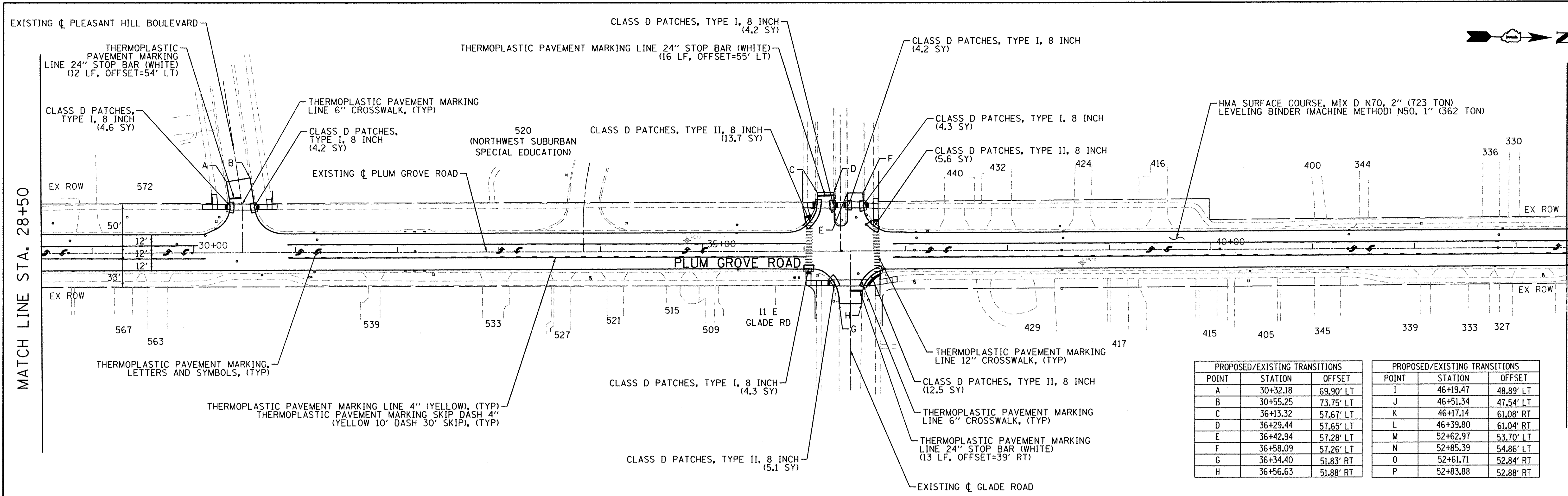
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	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
REMOVAL PLAN

SCALE: 1"=50' SHEET 16 OF 43 SHEETS STA. 87+50 TO STA. 106+00

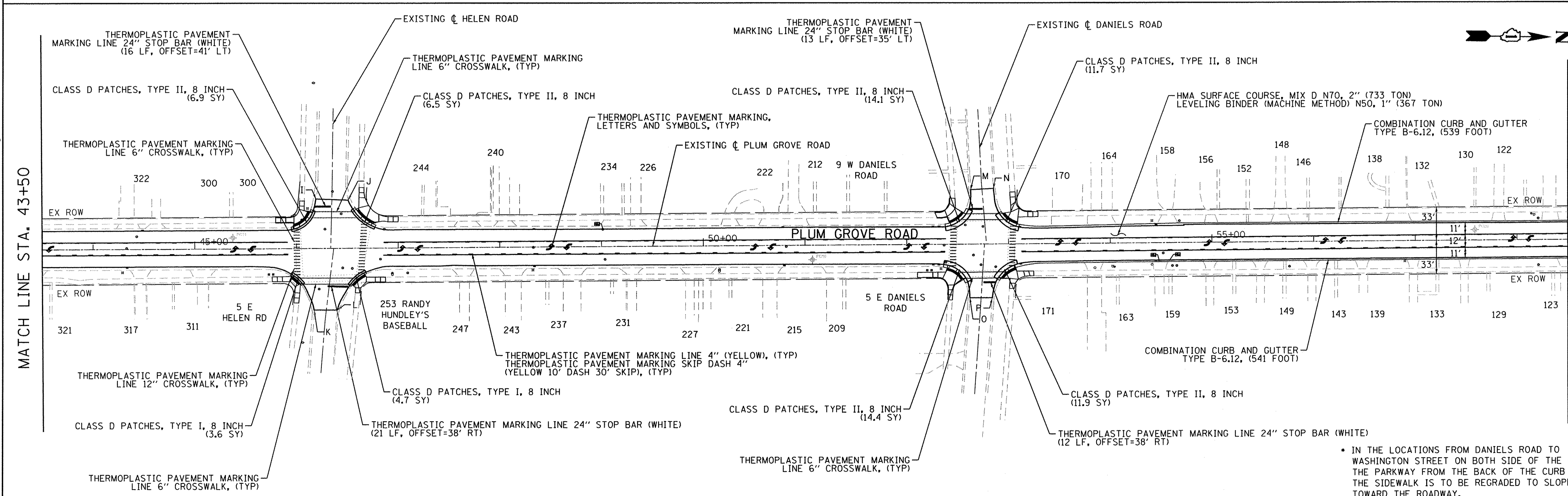
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	16
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 28+50

MATCH LINE STA. 43+50

PROPOSED/EXISTING TRANSITIONS			PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
A	30+32.18	69.90' LT	I	46+19.47	48.89' LT
B	30+55.25	73.75' LT	J	46+51.34	47.54' LT
C	36+13.32	57.67' LT	K	46+17.14	61.08' RT
D	36+29.44	57.65' LT	L	46+39.80	61.04' RT
E	36+42.94	57.28' LT	M	52+62.97	53.70' LT
F	36+58.09	57.26' LT	N	52+85.39	54.86' LT
G	36+34.40	51.83' RT	O	52+61.71	52.84' RT
H	36+56.63	51.88' RT	P	52+83.88	52.88' RT



MATCH LINE STA. 43+50

MATCH LINE STA. 58+50

- IN THE LOCATIONS FROM DANIELS ROAD TO WASHINGTON STREET ON BOTH SIDE OF THE ROAD, THE PARKWAY FROM THE BACK OF THE CURB TO THE SIDEWALK IS TO BE REGRADED TO SLOPE TOWARD THE ROADWAY.

FILE NAME = F:\636-056 Palatine Plum Grove Road Phase I Phase I\CAD\DRG\SHEETS\636-056_Plan_Sheet_2-28+50-58+50.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

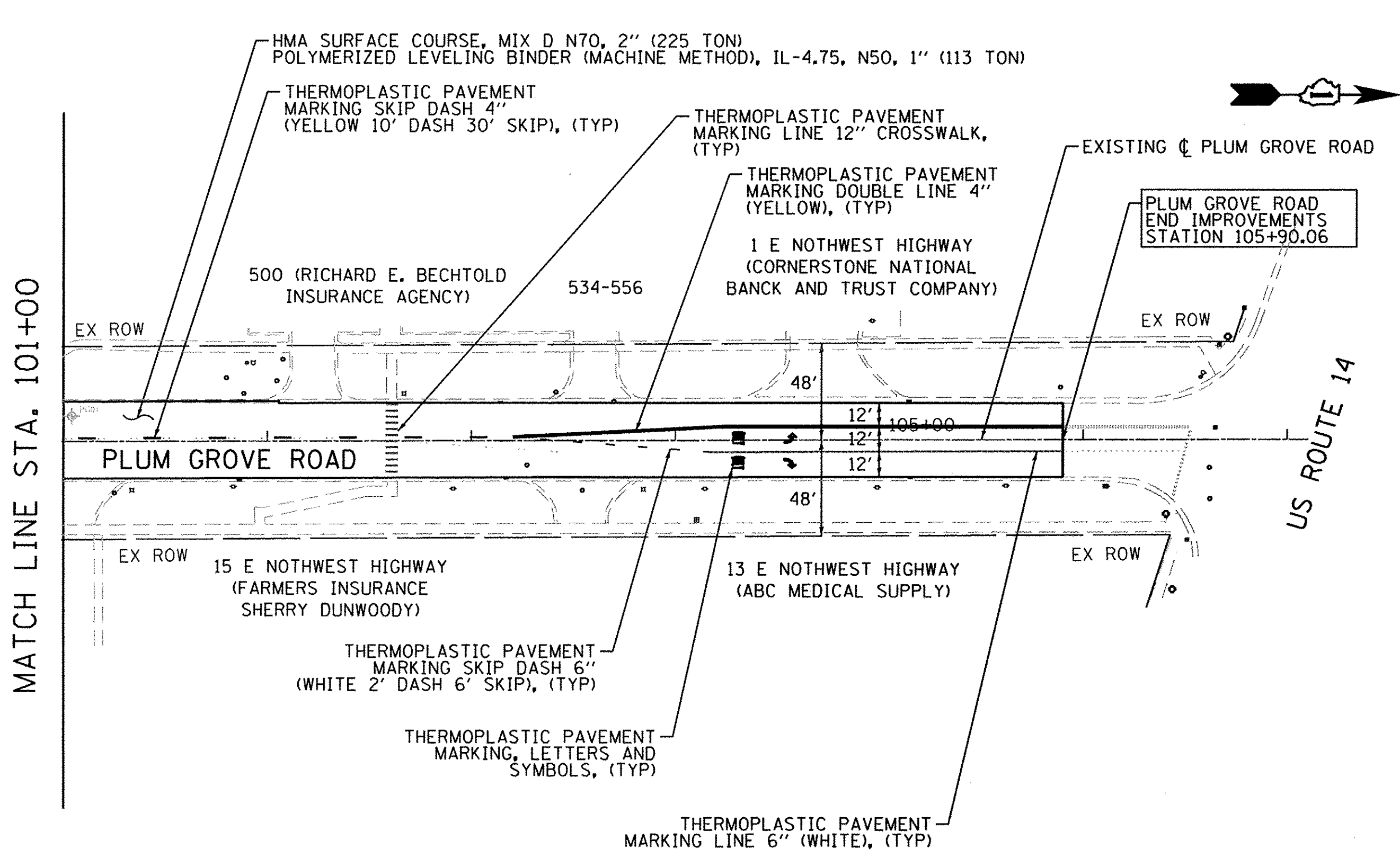
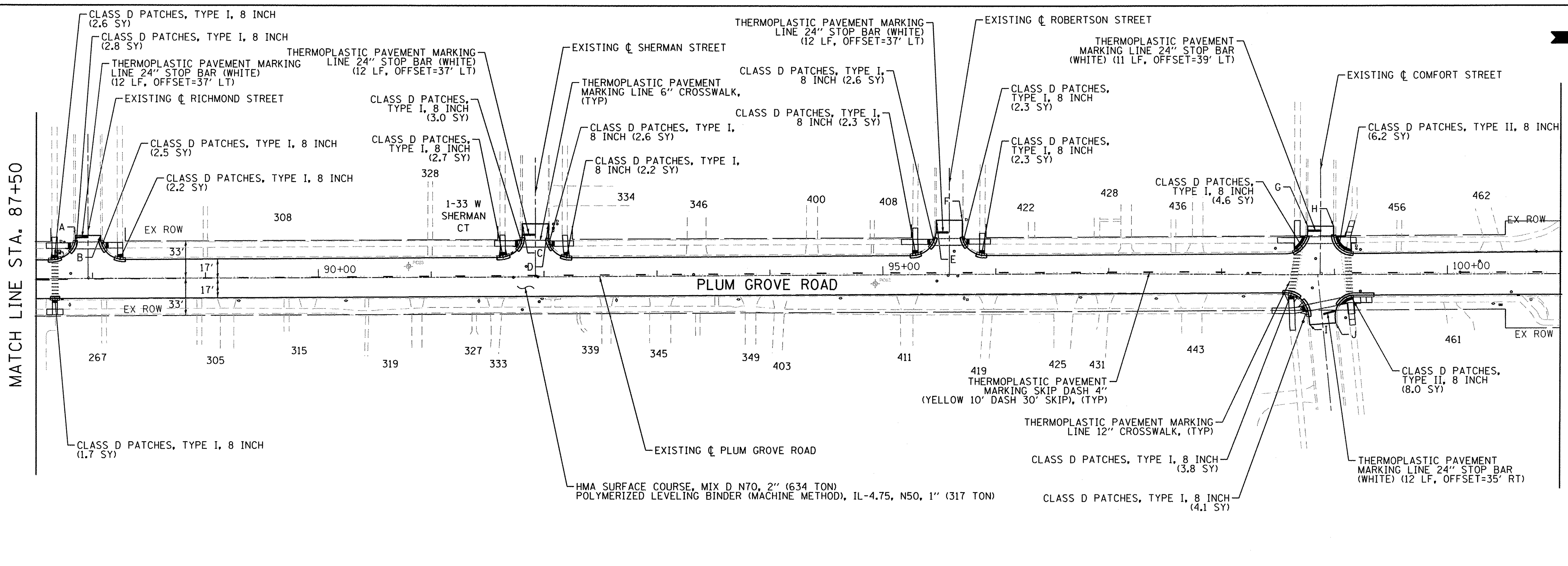
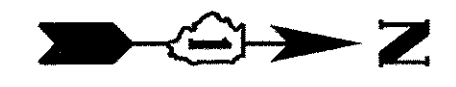
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	18
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

SCALE: 1"=50' SHEET 18 OF 43 SHEETS STA. 28+50 TO STA. 58+50



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	87+84.81	38.00' LT
B	88+07.20	37.88' LT
C	91+80.93	46.99' LT
D	92+04.06	46.89' LT
E	95+47.48	48.18' LT
F	95+70.56	48.09' LT
G	98+76.21	42.89' LT
H	98+99.21	42.71' LT
I	98+78.09	44.80' RT
J	99+01.16	43.19' RT

FILE NAME = F:\636-055 Palatine Plum Grove Road Phase I Phase II\CADD SHEETS\636-055-Plan_Sheet_4_87+50-106+00.dgn

B Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

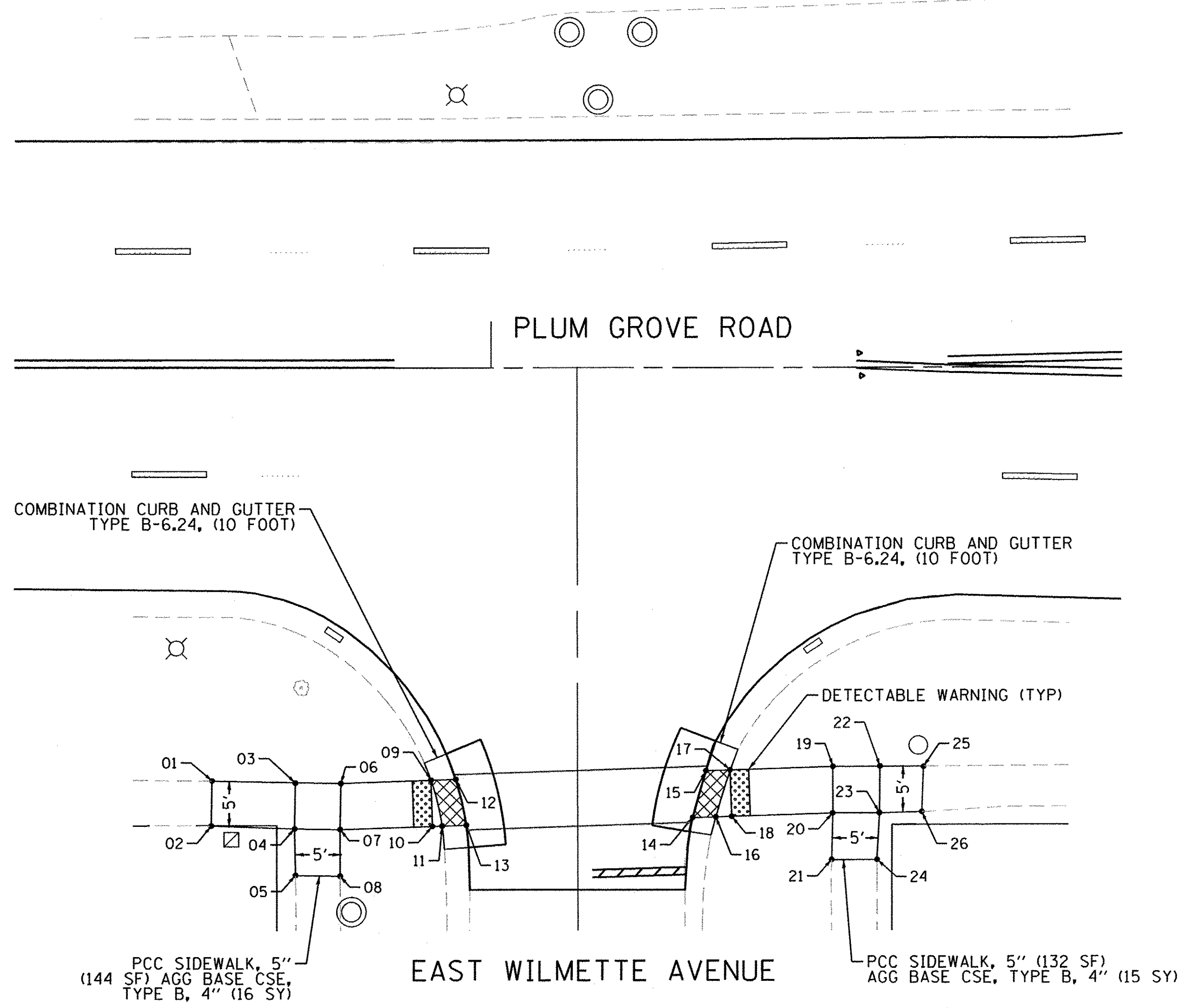
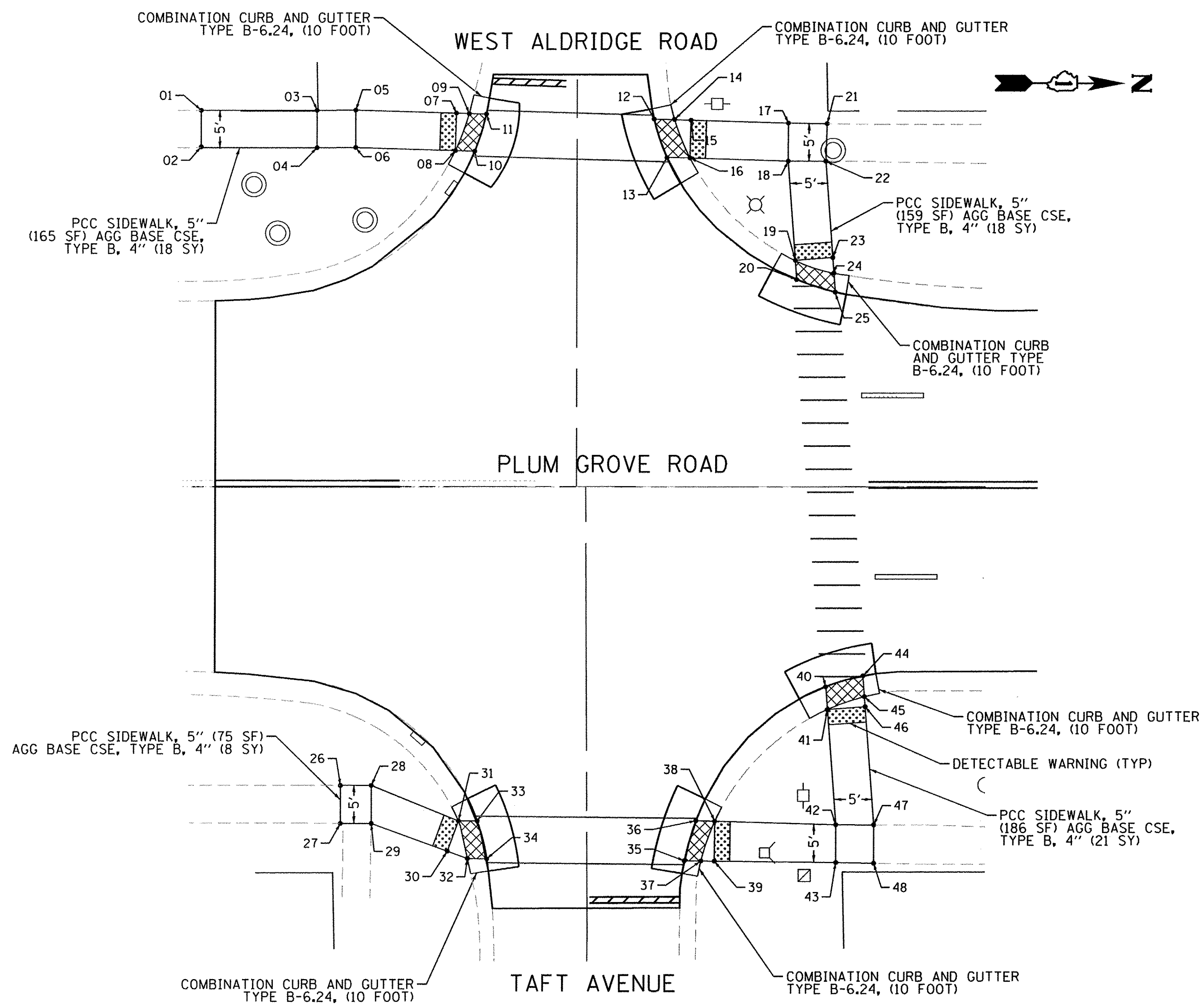
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PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET 20 OF 43 SHEETS STA. 87+50 TO STA. 106+00

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D52	



ALDRIDGE/TAFT AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
1	0+98.12	48.78 LT	M.E.
2	0+98.12	43.92 LT	M.E.
3	1+13.12	48.80 LT	745.35
4	1+13.12	43.94 LT	745.27
5	1+18.12	48.83 LT	745.27
6	1+18.12	43.97 LT	745.19
7	1+31.16	48.45 LT	744.20
8	1+31.01	43.58 LT	744.12
9	1+32.81	48.40 LT	744.20
10	1+33.53	43.50 LT	744.14
11	1+35.04	48.33 LT	744.22
12	1+56.76	47.70 LT	744.20
13	1+58.41	42.75 LT	744.17
14	1+59.39	47.63 LT	744.18
15	1+61.55	47.57 LT	744.21
16	1+61.40	42.66 LT	744.15

ALDRIDGE/TAFT AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
17	1+74.15	47.20 LT	744.55
18	1+74.13	42.27 LT	744.48
19	1+75.08	29.45 LT	743.89
20	1+75.26	26.96 LT	743.91
21	1+79.16	47.14 LT	744.62
22	1+79.00	42.25 LT	744.55
23	1+79.92	29.80 LT	743.85
24	1+80.07	27.80 LT	743.82
25	1+80.25	25.35 LT	743.84
26	1+16.30	38.76 RT	743.64
27	1+16.30	43.70 RT	743.69
28	1+20.30	38.79 RT	743.63
29	1+20.30	43.69 RT	743.70
30	1+30.16	47.28 RT	743.56
31	1+31.59	43.36 RT	743.59
32	1+32.76	48.22 RT	743.51

ALDRIDGE/TAFT AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
33	1+34.02	43.36 RT	743.61
34	1+35.27	48.25 RT	743.53
35	1+60.88	48.52 RT	743.32
36	1+62.39	43.32 RT	743.40
37	1+63.00	48.54 RT	743.30
38	1+64.80	43.39 RT	743.38
39	1+64.75	48.56 RT	743.34
40	1+79.15	25.93 RT	743.68
41	1+79.37	28.92 RT	743.66
42	1+80.46	43.85 RT	743.58
43	1+80.47	48.73 RT	743.51
44	1+83.94	24.53 RT	743.71
45	1+84.14	27.25 RT	743.69
46	1+84.24	28.56 RT	743.71
47	1+85.37	43.88 RT	743.65
48	1+85.37	48.82 RT	743.58

WILLIAMETTE AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
1	7+70.13	44.46 RT	743.25
2	7+70.05	49.32 RT	743.30
3	7+79.07	44.64 RT	742.85
4	7+78.99	49.62 RT	742.90
5	7+79.11	54.62 RT	M.E.
6	7+83.96	44.73 RT	742.78
7	7+83.88	49.70 RT	742.82
8	7+83.88	54.70 RT	M.E.
9	7+93.63	44.41 RT	742.15
10	7+93.79	49.39 RT	742.09
11	7+94.82	49.35 RT	742.08
12	7+96.28	44.33 RT	742.17
13	7+97.41	49.27 RT	742.10

WILLIAMETTE AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
14	8+21.68	48.50 RT	742.38
15	8+23.13	43.44 RT	742.45
16	8+24.07	48.42 RT	742.36
17	8+25.72	43.36 RT	742.43
18	8+25.88	48.37 RT	742.39
19	8+36.74	42.99 RT	741.75
20	8+36.74	48.02 RT	741.82
21	8+36.62	53.04 RT	M.E.
22	8+41.78	42.98 RT	741.73
23	8+41.74	48.02 RT	741.80
24	8+41.48	53.02 RT	M.E.
25	8+46.46	42.97 RT	741.70
26	8+46.29	47.89 RT	741.83

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

FILE NAME = F:\NS-056 Palatine Plum Grove Road Phase 1 Phase I\CAD\ SHEETS\NS-056-056-ADA Sheet 1.W ALDRIDGE AVE.TAFT AVE.E WILMETTE AVE.dgn

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ITASCA, ILLINOIS

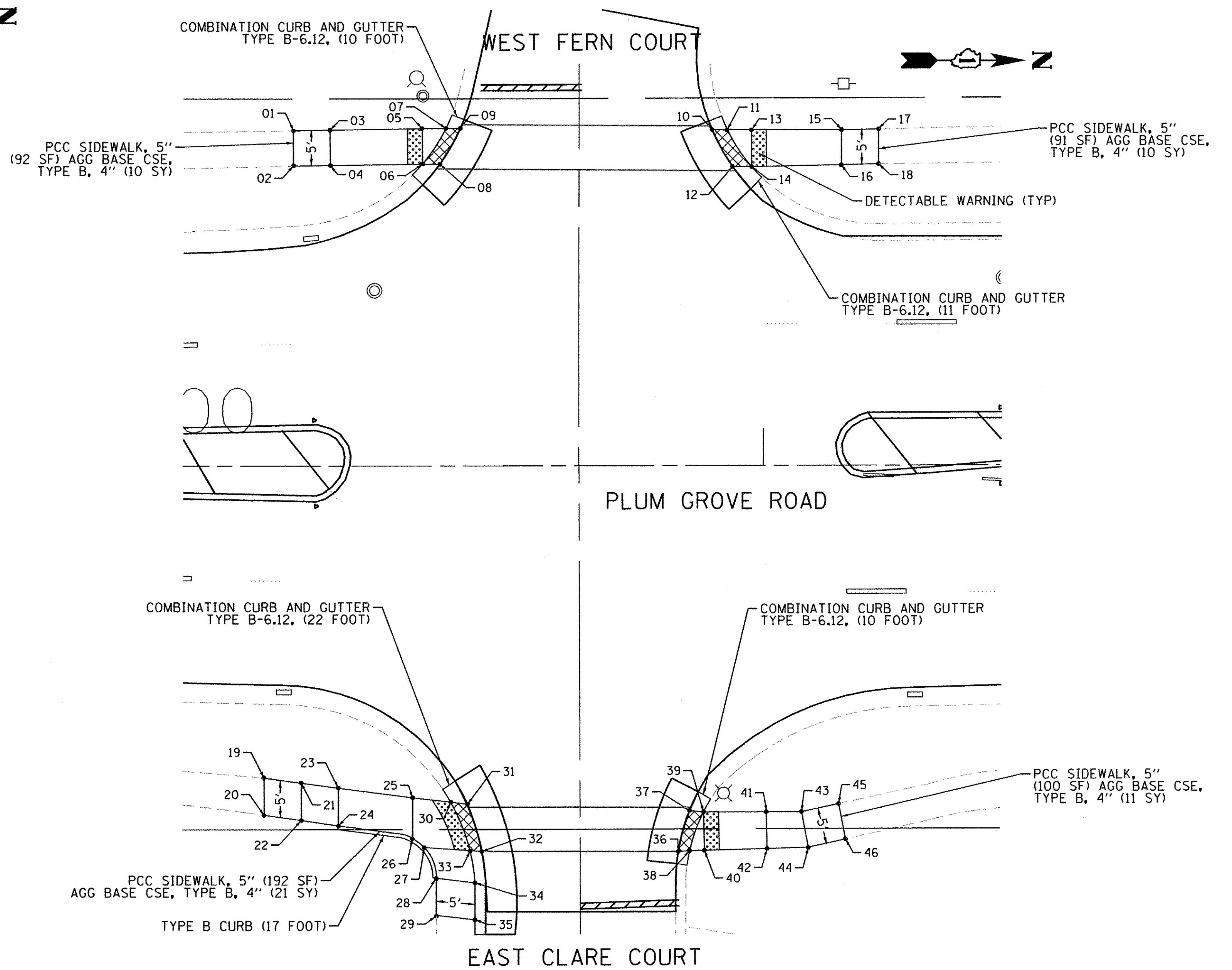
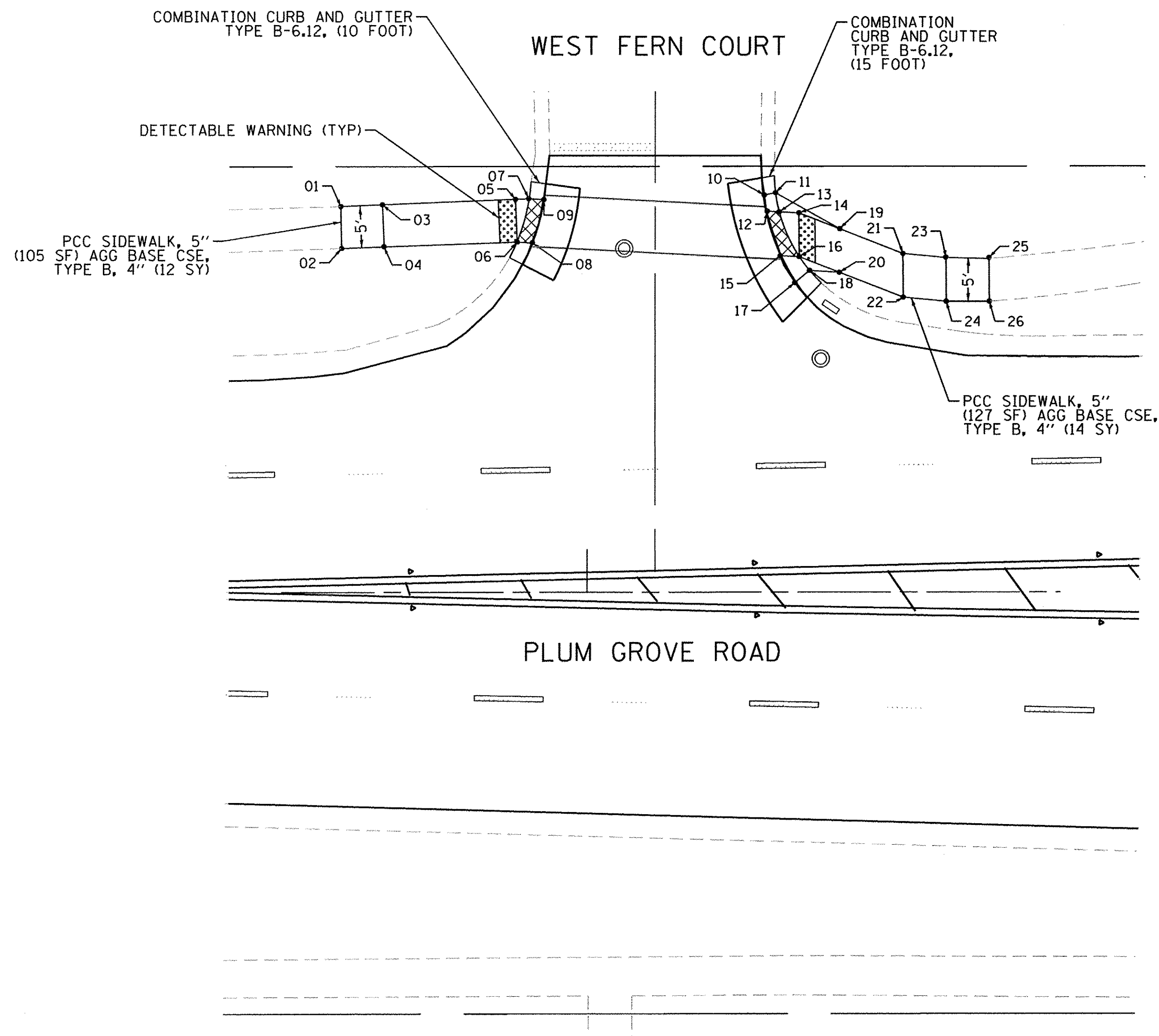
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	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 21 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 21
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



FERN COURT - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
1	8+71.37	44.90 LT	743.98
2	8+71.48	40.03 LT	743.92
3	8+76.22	45.09 LT	743.93
4	8+76.42	40.21 LT	743.87
5	8+91.67	45.71 LT	743.24
6	8+91.87	40.75 LT	743.25
7	8+93.20	45.77 LT	743.22
8	8+93.65	40.65 LT	743.26
9	8+94.98	45.68 LT	743.23
10	9+20.48	46.18 LT	743.31
11	9+21.88	46.44 LT	743.44
12	9+20.80	44.32 LT	743.37
13	9+22.31	44.24 LT	743.35

FERN COURT - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
14	9+24.60	44.12 LT	743.40
15	9+22.52	39.13 LT	743.45
16	9+24.64	39.02 LT	743.43
17	9+24.23	36.07 LT	743.56
18	9+25.84	37.42 LT	743.63
19	9+29.26	42.30 LT	743.72
20	9+29.31	37.20 LT	743.72
21	9+36.69	39.39 LT	744.23
22	9+36.73	34.29 LT	744.17
23	9+41.69	38.90 LT	744.16
24	9+41.73	33.80 LT	744.10
25	9+46.69	38.80 LT	M.E.
26	9+46.73	33.81 LT	M.E.

FERN/CLARE COURT - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
1	10+36.59	45.27 LT	744.36
2	10+36.59	40.49 LT	744.31
3	10+41.52	45.35 LT	744.31
4	10+41.59	40.57 LT	744.24
5	10+53.92	45.54 LT	743.52
6	10+53.99	40.75 LT	743.46
7	10+57.15	45.56 LT	743.47
8	10+56.32	40.73 LT	743.47
9	10+59.10	45.58 LT	743.48
10	10+93.02	45.30 LT	743.39
11	10+95.08	45.29 LT	743.37
12	10+95.80	40.33 LT	743.41
13	10+98.35	45.30 LT	743.43
14	10+98.36	40.31 LT	743.39
15	11+10.46	45.26 LT	744.38
16	11+10.46	40.56 LT	744.31

FERN/CLARE COURT - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
17	11+15.46	45.36 LT	744.42
18	11+15.46	40.66 LT	744.34
19	10+32.71	42.20 RT	743.92
20	10+32.73	47.23 RT	743.96
21	10+37.72	42.88 RT	743.95
22	10+37.73	47.95 RT	743.99
23	10+42.72	43.58 RT	743.97
24	10+42.72	48.69 RT	744.06
25	10+52.72	44.88 RT	744.37
26	10+52.71	50.40 RT	744.46
27	10+54.31	51.61 RT	744.43
28	10+55.94	55.80 RT	744.72
29	10+55.93	60.82 RT	M.E.
30	10+57.84	45.46 RT	744.29
31	10+60.03	45.75 RT	744.30
32	10+62.05	52.16 RT	744.37

FERN/CLARE COURT - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
33	10+60.45	52.05 RT	744.36
34	10+61.13	56.42 RT	744.67
35	10+61.12	61.49 RT	M.E.
36	10+88.53	52.26 RT	744.46
37	10+90.06	46.69 RT	744.38
38	10+90.08	52.16 RT	744.45
39	10+91.94	46.88 RT	744.37
40	10+92.09	52.10 RT	744.45
41	11+00.38	46.88 RT	744.63
42	11+00.52	51.87 RT	744.70
43	11+05.16	46.88 RT	744.67
44	11+06.08	51.72 RT	744.74
45	11+10.16	45.79 RT	M.E.
46	11+11.08	50.61 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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 DRAWN - JLT
 CHECKED - DBB
 DATE - 12/05/2016

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
 ADA RAMP ELEVATION PLAN

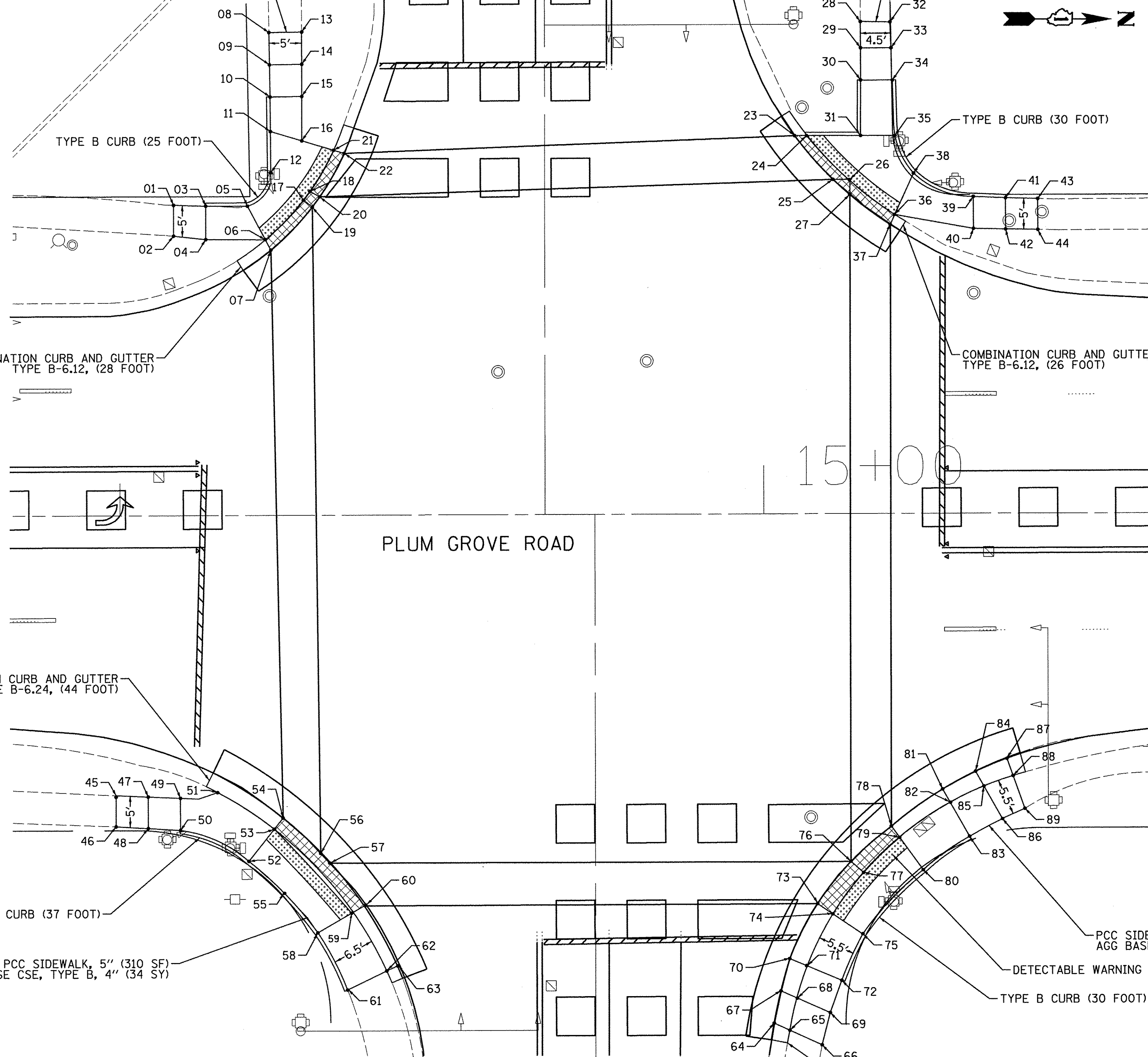
SCALE: 1"=10' SHEET 22 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	22
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

PCC SIDEWALK, 5" (250 SF)
AGG BASE CSE, TYPE B, 4" (28 SY)


WEST ILLINOIS AVENUE

PCC SIDEWALK, 5" (304 SF)
AGG BASE CSE, TYPE B, 4" (34 SY)



ILLINOIS AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
1	14+08.38	48.33 LT	743.39
2	14+08.37	43.52 LT	743.39
3	14+13.38	48.16 LT	743.43
4	14+13.37	42.98 LT	743.42
5	14+19.86	48.16 LT	743.18
6	14+22.64	42.91 LT	743.05
7	14+23.49	41.30 LT	743.06
8	14+23.23	75.20 LT	M.E.
9	14+23.21	70.20 LT	743.34
10	14+23.40	65.20 LT	743.26
11	14+23.44	59.81 LT	743.04
12	14+23.49	53.39 LT	743.04
13	14+28.29	75.29 LT	M.E.
14	14+28.32	70.28 LT	743.28
15	14+28.32	65.28 LT	743.20
16	14+28.31	58.35 LT	743.01
17	14+28.56	49.08 LT	742.98
18	14+29.56	50.45 LT	742.97
19	14+29.93	48.00 LT	742.99
20	14+31.09	49.58 LT	742.98
21	14+33.25	56.86 LT	942.94
22	14+34.88	56.37 LT	742.95
23	15+04.86	58.96 LT	743.08
24	15+06.82	58.96 LT	743.07
25	15+10.81	52.12 LT	743.21
26	15+13.44	51.91 LT	743.23
27	15+13.44	49.71 LT	743.25
28	15+15.08	76.68 LT	M.E.
29	15+15.11	72.59 LT	743.16
30	15+15.12	67.59 LT	743.24
31	15+15.10	58.94 LT	743.15
32	15+19.68	76.61 LT	M.E.
33	15+19.84	72.59 LT	743.20
34	15+19.94	67.59 LT	743.28
35	15+20.44	58.93 LT	743.22
36	15+20.40	46.57 LT	743.33
37	15+19.71	45.04 LT	743.34
38	15+23.33	53.05 LT	743.37
39	15+32.61	49.38 LT	743.68
40	15+32.62	44.39 LT	743.62
41	15+37.61	49.17 LT	743.60
42	15+37.62	44.30 LT	743.54
43	15+42.61	49.04 LT	M.E.
44	15+42.62	44.22 LT	M.E.
45	13+99.32	43.63 RT	M.E.

ILLINOIS AVENUE - RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
46	13+99.31	48.48 RT	M.E.
47	14+04.31	43.86 RT	743.99
48	14+04.31	48.78 RT	744.06
49	14+09.31	44.07 RT	743.94
50	14+09.31	49.09 RT	744.00
51	14+15.13	43.19 RT	743.86
52	14+19.93	53.97 RT	743.65
53	14+23.88	48.94 RT	743.56
54	14+25.25	47.19 RT	743.57
55	14+25.10	58.61 RT	743.68
56	14+31.09	52.58 RT	743.60
57	14+32.65	54.28 RT	743.62
58	14+30.63	65.19 RT	743.73
59	14+35.88	62.13 RT	743.64
60	14+37.83	61.00 RT	743.65
61	14+35.23	74.05 RT	M.E.
62	14+41.31	71.12 RT	M.E.
63	14+42.98	70.37 RT	M.E.
64	15+01.46	79.38 RT	M.E.
65	15+03.92	80.51 RT	M.E.
66	15+08.92	82.79 RT	M.E.
67	15+02.52	74.38 RT	743.58
68	15+05.00	75.49 RT	743.96
69	15+10.19	77.79 RT	744.06
70	15+03.91	69.40 RT	743.66
71	15+06.62	70.54 RT	744.04
72	15+11.98	72.79 RT	744.14
73	15+08.22	60.85 RT	743.61
74	15+10.61	62.47 RT	743.68
75	15+15.25	65.61 RT	743.73
76	15+13.44	54.27 RT	743.59
77	15+15.42	56.01 RT	743.58
78	15+19.73	48.75 RT	743.65
79	15+21.01	50.53 RT	743.64
80	15+24.66	55.60 RT	743.72
81	15+27.69	43.01 RT	743.74
82	15+28.85	45.05 RT	744.12
83	15+31.87	50.40 RT	744.04
84	15+32.79	40.24 RT	743.66
85	15+34.09	42.55 RT	744.04
86	15+36.99	47.67 RT	743.98
87	15+37.63	38.15 RT	M.E.
88	15+38.64	40.95 RT	M.E.
89	15+40.47	46.07 RT	M.E.

 DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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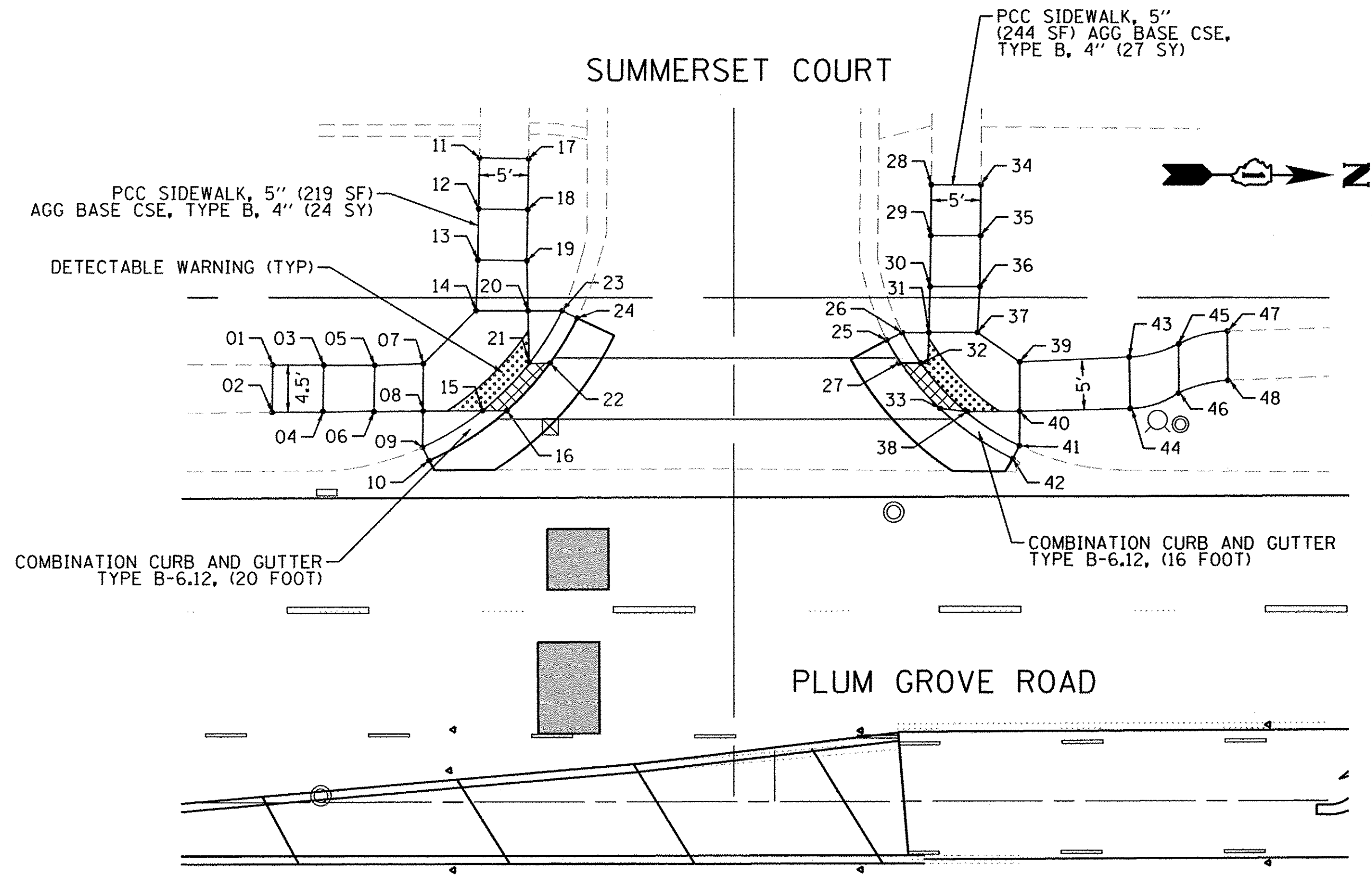
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 23 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 23
				CONTRACT NO. 61D52
ILLINOIS FED. AID PROJECT				

FILE NAME = FA-635-085 Palatine Plum Grove Road Phase 1 Phase II-CADD SHEETS 635-085-ADA Sheet 4-SUMMERSET CT.-E MICHIGAN RD.dgn



SUMMERSET COURT - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	17+50.76	43.03 LT	M.E.
2	17+50.69	38.41 LT	M.E.
3	17+55.76	43.02 LT	742.92
4	17+55.69	38.41 LT	742.90
5	17+60.76	42.98 LT	742.84
6	17+60.62	38.52 LT	742.86
7	17+65.53	43.14 LT	742.71
8	17+65.49	38.51 LT	742.69
9	17+65.45	34.96 LT	M.E.
10	17+66.11	33.64 LT	M.E.
11	17+71.03	63.31 LT	M.E.
12	17+70.96	58.29 LT	743.10
13	17+70.88	53.29 LT	743.02
14	17+70.70	48.32 LT	742.78
15	17+71.33	38.53 LT	742.64
16	17+73.73	38.54 LT	742.65
17	17+75.85	63.21 LT	M.E.
18	17+75.77	58.21 LT	743.05
19	17+75.70	53.21 LT	742.97
20	17+75.80	48.31 LT	742.78
21	17+75.92	43.11 LT	742.74
22	17+77.97	43.18 LT	742.75
23	17+79.15	48.31 LT	M.E.
24	17+80.64	47.57 LT	M.E.

SUMMERSET COURT - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
25	18+11.01	45.39 LT	M.E.
26	18+12.54	46.12 LT	M.E.
27	18+12.42	43.13 LT	742.54
28	18+15.39	60.62 LT	M.E.
29	18+15.34	55.62 LT	742.94
30	18+15.27	50.62 LT	742.86
31	18+15.15	46.11 LT	742.58
32	18+14.36	43.12 LT	742.53
33	18+16.24	38.67 LT	742.43
34	18+20.25	60.62 LT	M.E.
35	18+20.20	55.62 LT	742.94
36	18+20.16	50.62 LT	742.94
37	18+19.92	46.13 LT	742.63
38	18+18.75	38.38 LT	742.42
39	18+24.07	43.23 LT	742.56
40	18+24.06	38.38 LT	742.48
41	18+24.04	34.99 LT	M.E.
42	18+23.39	33.72 LT	M.E.
43	18+34.82	43.69 LT	743.49
44	18+34.91	38.64 LT	743.42
45	18+39.65	44.97 LT	743.54
46	18+39.66	40.18 LT	743.48
47	18+44.44	46.23 LT	M.E.
48	18+44.48	41.40 LT	M.E.

MICHIGAN AVENUE - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	20+84.18	34.00 LT	M.E.
2	20+84.04	27.84 LT	M.E.
3	20+83.99	25.72 LT	M.E.
4	20+89.18	33.88 LT	741.33
5	20+89.40	27.53 LT	741.21
6	20+89.47	25.55 LT	740.83
7	20+94.18	33.97 LT	740.93
8	20+94.78	27.85 LT	740.83
9	20+94.98	25.82 LT	740.85
10	20+99.38	34.77 LT	741.01
11	21+00.01	29.07 LT	740.92
12	21+00.28	26.58 LT	740.94
13	21+14.35	53.33 LT	742.58
14	21+13.45	48.26 LT	742.49
15	21+20.53	54.10 LT	742.60
16	21+20.30	53.13 LT	742.50
17	21+19.10	48.05 LT	742.41
18	21+23.11	53.47 LT	742.54
19	21+23.02	53.04 LT	742.52
20	21+22.15	47.94 LT	742.43
21	21+47.40	52.22 LT	742.08
22	21+48.44	47.08 LT	741.97
23	21+50.05	52.13 LT	742.06
24	21+51.17	46.99 LT	741.95
25	21+51.23	52.09 LT	742.07

MICHIGAN AVENUE - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
26	21+61.71	56.73 LT	M.E.
27	21+61.81	51.73 LT	741.90
28	21+62.11	46.62 LT	741.82
29	21+62.25	37.48 LT	741.67
30	21+63.47	29.74 LT	741.01
31	21+63.90	26.96 LT	741.03
32	21+66.56	56.74 LT	M.E.
33	21+66.78	51.74 LT	741.82
34	21+67.04	46.63 LT	741.74
35	21+67.38	42.39 LT	741.67
36	21+67.78	37.47 LT	741.59
37	21+69.00	29.75 LT	740.97
38	21+69.35	27.53 LT	740.93
39	21+69.74	25.04 LT	740.95
40	21+77.18	42.26 LT	M.E.
41	21+77.09	37.20 LT	M.E.
42	20+81.54	29.03 RT	M.E.
43	20+80.86	33.56 RT	M.E.
44	20+91.93	31.09 RT	741.58
45	20+91.94	35.73 RT	741.66
46	20+98.68	23.43 RT	741.40
47	20+98.62	26.21 RT	741.50
48	20+99.56	23.66 RT	741.46
49	20+99.59	26.47 RT	741.44
50	20+99.61	28.82 RT	741.50

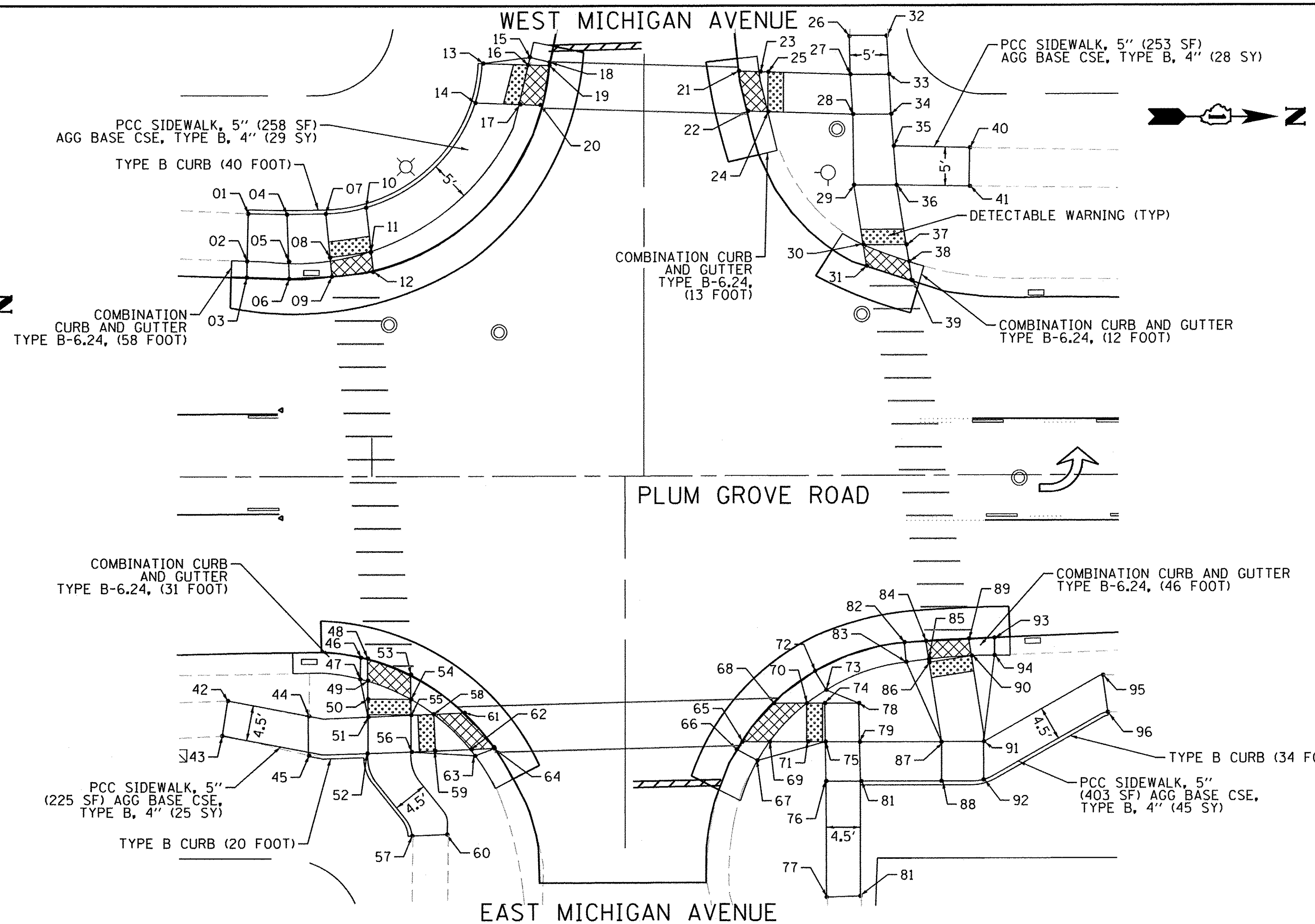
MICHIGAN AVENUE - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
51	20+99.63	31.14 RT	741.67
52	20+99.61	35.86 RT	741.70
53	21+05.11	25.79 RT	741.56
54	21+05.14	28.84 RT	741.54
55	21+05.16	30.91 RT	741.63
56	21+05.17	35.68 RT	741.81
57	21+05.28	46.56 RT	M.E.
58	21+08.10	30.79 RT	741.60
59	21+08.25	35.55 RT	741.78
60	21+09.84	46.37 RT	M.E.
61	21+12.00	30.63 RT	741.62
62	21+12.82	35.36 RT	741.73
63	21+13.44	36.16 RT	741.83
64	21+15.95	35.22 RT	741.75
65	21+47.75	34.44 RT	742.07
66	21+47.15	35.44 RT	742.10
67	21+49.81	36.87 RT	742.15
68	21+51.74	29.48 RT	741.96
69	21+51.36	34.45 RT	742.05
70	21+56.16	29.49 RT	741.95
71	21+56.15	34.46 RT	742.03
72	21+57.20	25.34 RT	741.86
73	21+58.67	27.78 RT	742.05
74	21+58.48	29.49 RT	742.11
75	21+58.57	34.46 RT	742.20

MICHIGAN AVENUE - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
76	21+58.66	39.58 RT	742.28
77	21+58.71	54.62 RT	M.E.
78	21+62.87	29.74 RT	742.18
79	21+63.00	34.49 RT	742.25
80	21+63.09	39.59 RT	742.28
81	21+63.09	54.48 RT	M.E.
82	21+68.74	21.67 RT	740.68
83	21+68.97	24.18 RT	740.71
84	21+71.50	21.51 RT	740.63
85	21+71.86	23.80 RT	740.61
86	21+71.93	24.25 RT	740.61
87	21+73.54	34.54 RT	741.44
88	21+73.54	39.61 RT	741.51
89	21+77.05	21.24 RT	740.55
90	21+77.38	23.40 RT	740.53
91	21+78.97	34.55 RT	741.42
92	21+78.96	39.44 RT	741.49
93	21+80.37	21.08 RT	740.50
94	21+80.37	23.35 RT	740.55
95	21+94.31	25.95 RT	M.E.
96	21+94.97	30.73 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 24 OF 43 SHEETS STA. TO STA.

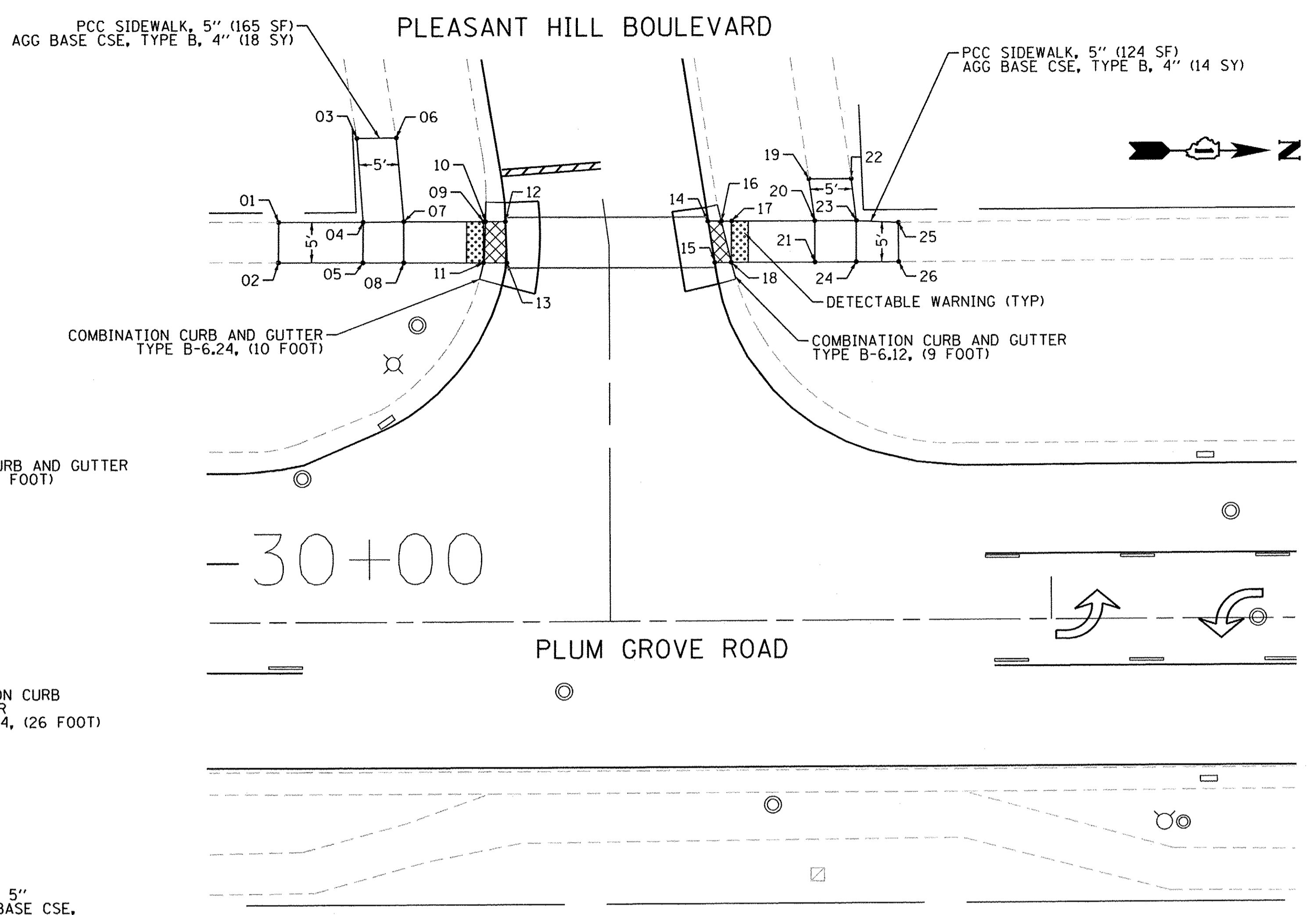
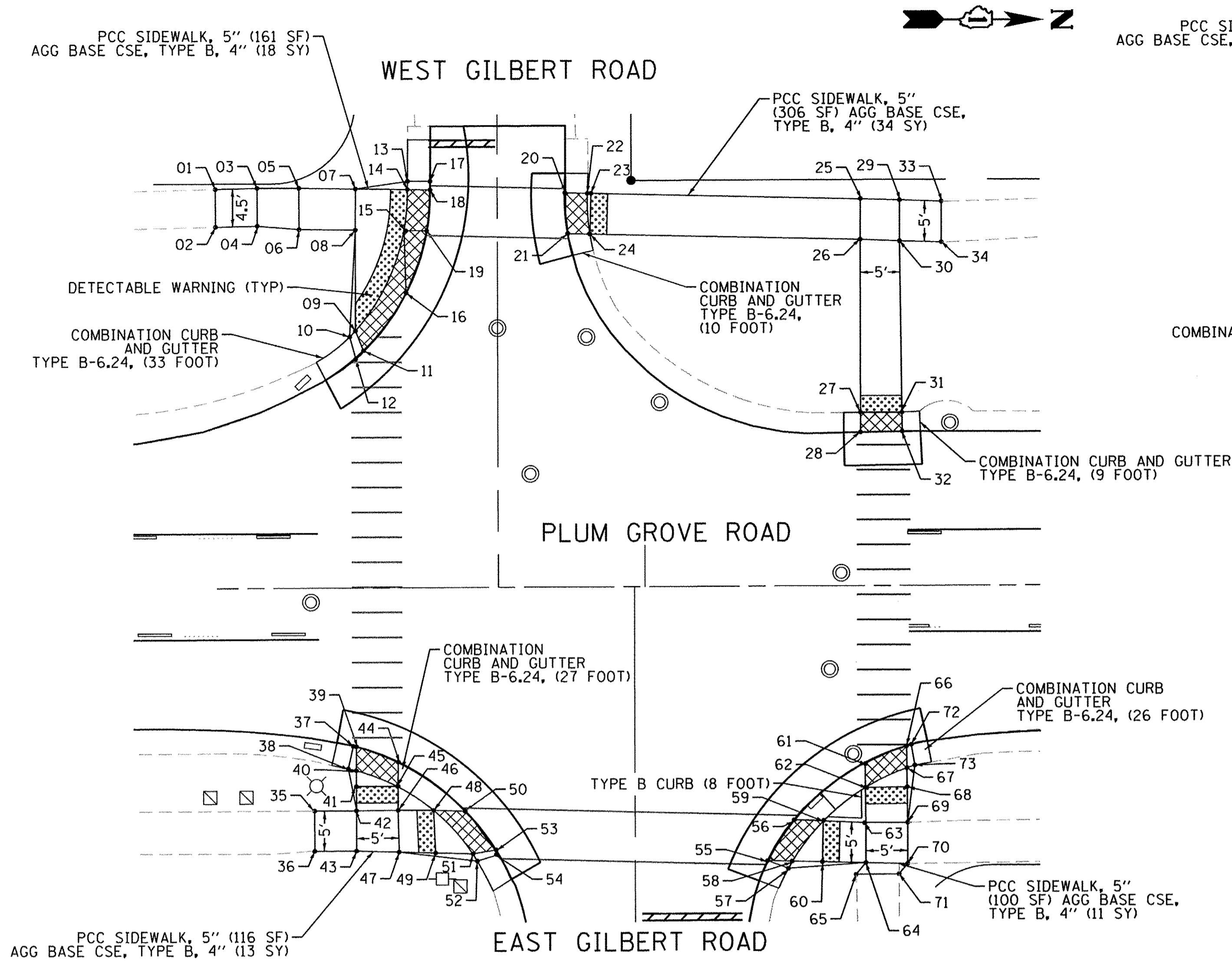
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	24
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME	DESIGNED	REVISED
jthede	JLT	-
	JLT	-
	DBB	-
		-

PLOT SCALE	CHECKED	DATE
10.0000' / 1"	DBB	12/05/2016

FILE NAME = F:\A36-056 Palatine Plum Grove Road Phase I Phase II\CADD SHEETS\A36-056 ADA Sheet 5-E-W GILBERT RD-PLEASANT HILL BLVD.dgn



GILBERT ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	27+48.72	47.86 LT	M.E.
2	27+48.72	43.32 LT	M.E.
3	27+53.72	47.98 LT	735.30
4	27+53.72	43.42 LT	735.38
5	27+58.72	47.96 LT	735.37
6	27+58.72	43.00 LT	735.45
7	27+65.49	47.85 LT	735.78
8	27+65.46	42.90 LT	735.79
9	27+65.45	30.83 LT	735.95
10	27+64.76	30.11 LT	736.05
11	27+66.40	28.46 LT	735.95
12	27+65.45	27.59 LT	735.97
13	27+71.72	48.75 LT	735.82
14	27+71.71	47.75 LT	735.72
15	27+71.29	42.82 LT	735.80
16	27+71.52	35.31 LT	735.89
17	27+74.42	48.73 LT	735.70
18	27+74.42	47.70 LT	735.74
19	27+74.03	42.78 LT	735.82
20	27+90.49	47.29 LT	735.36
21	27+90.87	42.38 LT	735.44
22	27+93.23	47.22 LT	735.34
23	27+93.66	47.21 LT	735.42
24	27+93.54	42.32 LT	735.35
25	25+25.93	46.38 LT	735.37

GILBERT ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
26	28+25.90	41.54 LT	734.41
27	28+25.88	20.86 LT	736.68
28	28+25.88	18.46 LT	736.70
29	28+30.60	46.27 LT	735.30
30	28+30.60	41.33 LT	735.37
31	28+30.83	20.85 LT	736.71
32	28+30.85	18.53 LT	736.73
33	28+35.60	46.09 LT	M.E.
34	28+35.60	41.20 LT	M.E.
35	27+60.38	26.71 RT	M.E.
36	27+60.38	31.57 RT	M.E.
37	27+65.04	18.91 RT	736.70
38	27+64.42	21.66 RT	736.80
39	27+65.40	19.00 RT	736.72
40	27+65.39	21.88 RT	736.70
41	27+65.39	23.79 RT	736.72
42	27+65.41	26.71 RT	736.94
43	27+65.38	31.57 RT	736.92
44	27+70.40	20.92 RT	736.70
45	27+70.38	23.79 RT	737.68
46	27+70.38	26.69 RT	736.89
47	27+70.49	31.72 RT	736.87
48	27+74.62	26.70 RT	736.67
49	27+74.85	31.85 RT	736.75
50	27+78.44	26.83 RT	736.69

GILBERT ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
51	27+79.31	31.98 RT	736.69
52	27+79.83	32.84 RT	736.79
53	27+82.07	31.52 RT	736.70
54	27+82.40	32.07 RT	736.71
55	28+14.67	32.95 RT	736.69
56	28+17.86	28.07 RT	736.58
57	28+17.08	33.90 RT	736.77
58	28+17.58	33.03 RT	736.67
59	28+21.31	28.22 RT	736.56
60	28+21.15	33.12 RT	736.72
61	28+26.31	21.20 RT	736.55
62	28+26.34	24.21 RT	736.53
63	28+26.38	28.44 RT	736.80
64	28+26.37	33.26 RT	736.86
65	28+25.20	34.66 RT	M.E.
66	28+31.28	19.21 RT	736.59
67	28+31.31	21.85 RT	736.57
68	28+31.33	24.15 RT	736.60
69	28+31.38	28.44 RT	736.86
70	28+31.37	33.38 RT	736.89
71	28+30.34	34.62 RT	M.E.
72	28+31.82	19.06 RT	736.61
73	28+32.26	21.54 RT	736.67

PLEASANT HILL BOULEVARD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	30+08.65	47.56 LT	M.E.
2	30+08.62	42.76 LT	M.E.
3	30+17.94	57.52 LT	M.E.
4	30+18.65	47.52 LT	735.75
5	30+18.62	42.72 LT	735.83
6	30+22.58	57.58 LT	M.E.
7	30+23.46	47.57 LT	735.67
8	30+23.45	42.69 LT	735.75
9	30+32.90	47.54 LT	734.92
10	30+33.12	47.54 LT	734.92
11	30+32.89	42.65 LT	735.01
12	30+35.50	47.53 LT	734.94
13	30+35.65	42.64 LT	735.03
14	30+59.49	47.44 LT	734.96
15	30+60.28	42.54 LT	735.06
16	30+61.05	47.43 LT	734.95
17	30+62.23	47.43 LT	734.97
18	30+62.21	42.53 LT	735.05
19	30+71.44	52.39 LT	M.E.
20	30+72.12	47.39 LT	735.76
21	30+72.11	42.49 LT	735.84
22	30+76.43	52.38 LT	M.E.
23	30+77.03	47.38 LT	735.83
24	30+77.01	42.48 LT	735.92
25	30+82.03	47.15 LT	M.E.
26	30+82.03	42.49 LT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)



USER NAME = jthede
 DESIGNED - JLT
 DRAWN - JLT
 CHECKED - DBB
 DATE - 12/05/2016

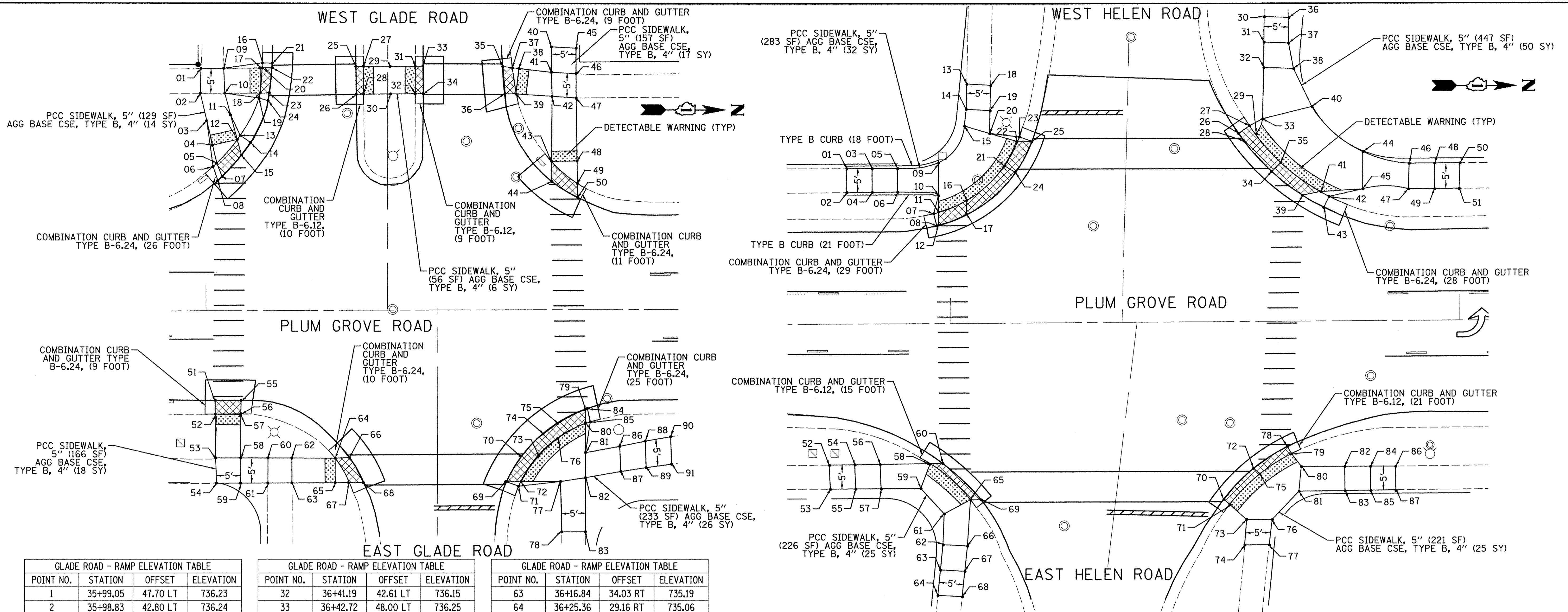
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
 ADA RAMP ELEVATION PLAN**

SCALE: 1"=10'
 SHEET 25 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	25
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



GLADE ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	35+99.05	47.70 LT	736.23
2	35+98.83	42.80 LT	736.24
3	36+00.18	37.40 LT	735.81
4	36+01.27	32.52 LT	735.51
5	36+02.13	28.99 LT	735.46
6	36+01.40	28.32 LT	735.56
7	36+03.18	26.35 LT	735.50
8	36+02.35	25.56 LT	735.48
9	36+03.53	47.70 LT	736.24
10	36+03.73	42.81 LT	736.22
11	36+04.89	38.43 LT	735.89
12	36+06.17	33.64 LT	735.55
13	36+06.76	34.46 LT	735.65
14	36+08.85	33.02 LT	735.60
15	36+06.99	30.54 LT	735.57
16	36+11.12	48.75 LT	735.91
17	36+11.08	47.75 LT	735.81
18	36+10.71	42.80 LT	735.80
19	36+10.44	41.84 LT	735.90
20	36+11.12	47.75 LT	735.72
21	36+13.05	48.67 LT	735.84
22	36+13.00	47.78 LT	735.82
23	36+12.50	42.80 LT	735.74
24	36+12.28	41.28 LT	735.70
25	36+29.51	48.02 LT	736.17
26	36+29.59	42.55 LT	736.13
27	36+31.00	48.02 LT	736.16
28	36+31.04	42.55 LT	736.12
29	36+36.01	48.01 LT	736.38
30	36+36.19	42.58 LT	736.32
31	36+41.21	48.00 LT	736.24

GLADE ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
32	36+41.19	42.61 LT	736.15
33	36+42.72	48.00 LT	736.25
34	36+42.75	42.62 LT	736.16
35	36+58.36	47.93 LT	736.01
36	36+58.75	42.57 LT	735.99
37	36+60.31	47.68 LT	736.00
38	36+61.60	47.52 LT	736.02
39	36+61.00	42.54 LT	735.98
40	36+68.02	51.75 LT	M.E.
41	36+68.01	46.75 LT	736.53
42	36+68.11	42.03 LT	736.45
43	36+68.02	29.12 LT	736.08
44	36+68.06	25.21 LT	736.10
45	36+72.88	51.50 LT	M.E.
46	36+72.83	46.50 LT	736.60
47	36+72.85	41.70 LT	736.53
48	36+73.02	29.24 LT	736.15
49	36+73.08	24.80 LT	736.09
50	36+73.13	22.06 LT	736.11
51	36+01.76	17.69 RT	735.06
52	36+01.78	20.42 RT	735.04
53	36+01.85	29.02 RT	735.37
54	36+02.01	34.04 RT	735.40
55	36+06.87	17.71 RT	735.14
56	36+06.81	20.38 RT	735.12
57	36+06.80	20.53 RT	735.12
58	36+06.78	29.03 RT	735.31
59	36+06.75	34.03 RT	735.33
60	36+12.13	29.07 RT	735.26
61	36+12.12	34.02 RT	735.26
62	36+16.84	29.10 RT	735.19

GLADE ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
63	36+16.84	34.03 RT	735.19
64	36+25.36	29.16 RT	735.06
65	36+25.37	34.01 RT	735.07
66	36+27.98	34.00 RT	735.08
67	36+28.17	34.00 RT	735.03
68	36+30.97	34.00 RT	735.05
69	36+59.05	33.93 RT	735.15
70	36+62.05	28.87 RT	735.25
71	36+61.46	34.83 RT	735.23
72	36+61.86	33.93 RT	735.13
73	36+65.24	29.04 RT	735.23
74	36+66.26	24.54 RT	735.26
75	36+69.14	22.31 RT	735.33
76	36+69.21	25.34 RT	735.31
77	36+69.70	33.91 RT	735.17
78	36+69.92	43.91 RT	M.E.
79	36+74.58	19.65 RT	735.43
80	36+74.61	22.43 RT	735.41
81	36+74.61	28.21 RT	735.35
82	36+74.60	33.18 RT	735.25
83	36+74.59	43.90 RT	M.E.
84	36+74.99	19.51 RT	735.45
85	36+75.57	22.16 RT	735.51
86	36+81.35	27.00 RT	735.65
87	36+81.53	31.97 RT	735.58
88	36+86.35	25.98 RT	735.73
89	36+86.53	31.22 RT	735.66
90	36+91.35	25.13 RT	M.E.
91	36+91.54	30.55 RT	M.E.

HELEN ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	45+79.63	30.61 LT	M.E.
2	45+79.61	25.88 LT	M.E.
3	45+84.63	30.61 LT	741.92
4	45+84.61	25.61 LT	741.84
5	45+89.63	30.61 LT	741.84
6	45+89.62	25.93 LT	741.76
7	45+96.71	21.62 LT	741.25
8	45+97.30	19.24 LT	741.18
9	45+97.68	31.69 LT	741.23
10	45+97.66	25.23 LT	741.19
11	45+97.65	21.86 LT	741.15
12	45+97.64	19.32 LT	741.17
13	46+03.30	47.20 LT	M.E.
14	46+03.17	42.20 LT	741.09
15	46+02.81	38.90 LT	741.09
16	46+03.16	24.16 LT	741.07
17	46+03.15	21.37 LT	741.09
18	46+07.98	46.91 LT	M.E.
19	46+07.85	41.91 LT	741.09
20	46+07.74	37.42 LT	741.01
21	46+10.67	31.00 LT	741.01
22	46+13.29	35.82 LT	740.97

HELEN ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
23	46+13.61	36.67 LT	741.07
24	46+12.84	29.68 LT	741.03
25	46+16.06	35.71 LT	740.99
26	46+56.68	37.01 LT	740.95
27	46+58.87	38.54 LT	741.00
28	46+57.69	35.61 LT	740.92
29	46+60.03	36.90 LT	740.90
30	46+61.88	60.00 LT	M.E.
31	46+61.80	55.00 LT	740.67
32	46+61.72	50.00 LT	740.61
33	46+61.44	39.90 LT	740.96
34	46+63.16	29.54 LT	740.98
35	46+64.97	31.24 LT	740.96
36	46+66.70	59.78 LT	M.E.
37	46+66.62	54.78 LT	740.69
38	46+67.57	49.78 LT	740.61
39	46+69.23	24.80 LT	741.05
40	46+71.14	42.22 LT	741.09
41	46+72.74	25.45 LT	741.03
42	46+74.48	24.51 LT	741.13
43	46+73.43	22.36 LT	741.15
44	46+81.12	33.29 LT	741.25

HELEN ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
45	46+81.09	25.94 LT	741.17
46	46+90.24	30.92 LT	741.87
47	46+90.06	25.90 LT	741.78
48	46+95.24	30.92 LT	741.94
49	46+95.28	25.90 LT	741.86
50	47+00.24	30.93 LT	M.E.
51	47+00.06	25.90 LT	M.E.
52	45+76.00	27.81 RT	M.E.
53	45+76.17	32.58 RT	M.E.
54	46+81.00	27.80 RT	742.45
55	45+81.17	32.58 RT	742.53
56	45+86.00	27.74 RT	742.37
57	45+86.17	32.57 RT	742.45
58	46+95.85	27.63 RT	742.14
59	45+93.96	32.56 RT	742.22
60	45+98.30	27.61 RT	742.10
61	45+98.55	37.61 RT	742.09
62	45+98.29	43.69 RT	742.54
63	45+97.76	48.69 RT	742.60
64	45+97.24	53.69 RT	M.E.
65	46+03.73	34.82 RT	742.12
66	46+03.09	43.97 RT	742.46

HELEN ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
67	46+02.57	48.96 RT	742.54
68	46+02.03	53.96 RT	M.E.
69	46+05.81	34.83 RT	M.E.
70	46+53.55	35.06 RT	742.07
71	46+54.69	36.09 RT	742.05
72	46+59.46	28.96 RT	741.98
73	46+58.03	39.11 RT	742.12
74	46+57.62	44.11 RT	M.E.
75	46+60.67	30.10 RT	741.96
76	46+63.05	39.14 RT	742.10
77	46+62.45	44.13 RT	M.E.
78	46+66.09	24.75 RT	741.87
79	46+66.91	26.12 RT	741.85
80	46+68.82	28.66 RT	741.90
81	46+68.33	33.58 RT	741.98
82	46+77.36	28.71 RT	742.22
83	46+77.40	33.54 RT	742.30
84	46+82.41	28.73 RT	742.30
85	46+82.40	33.49 RT	742.38
86	46+87.36	28.75 RT	M.E.
87	46+87.40	33.43 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

FILE NAME = \$FILEL\$



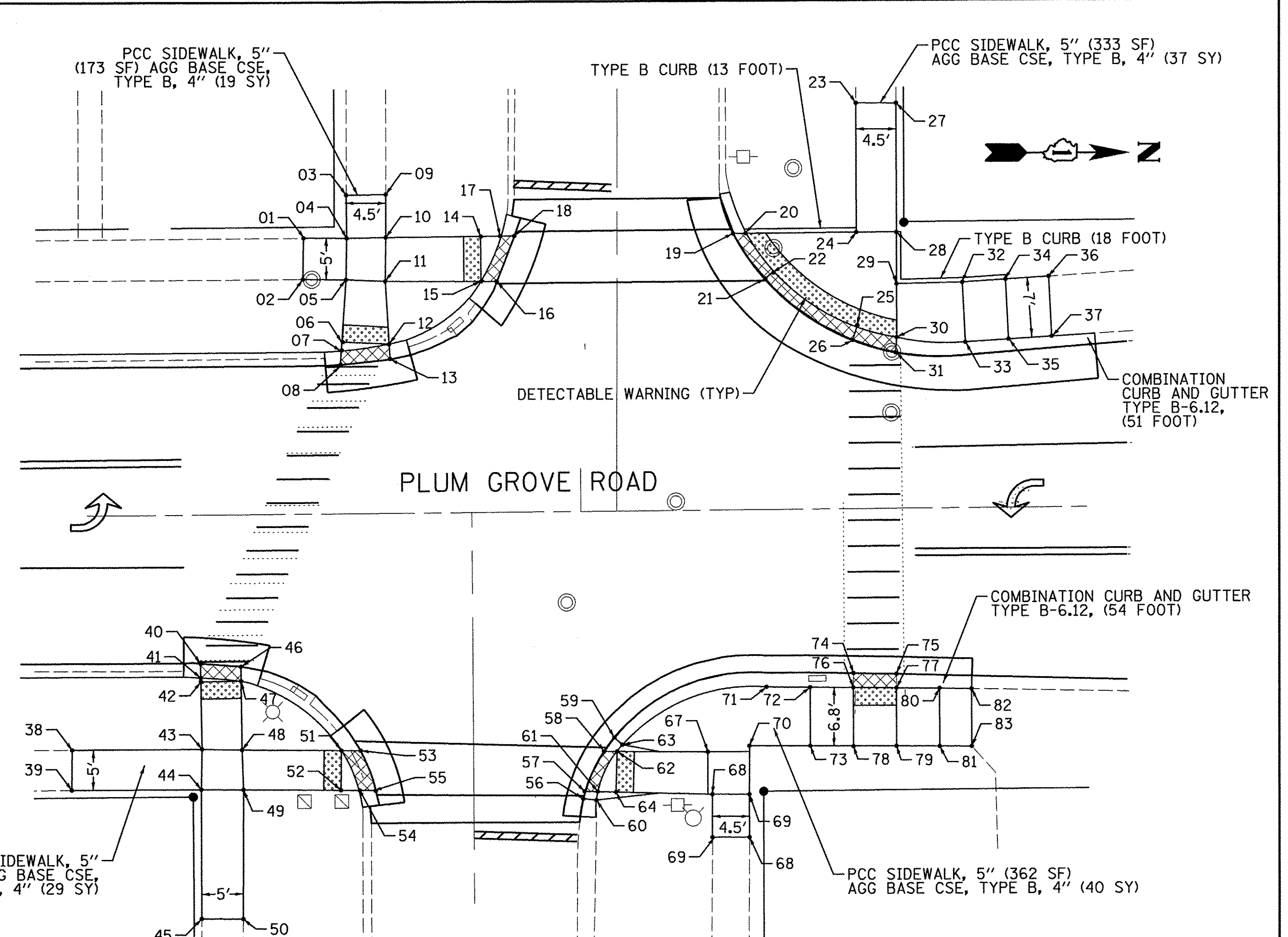
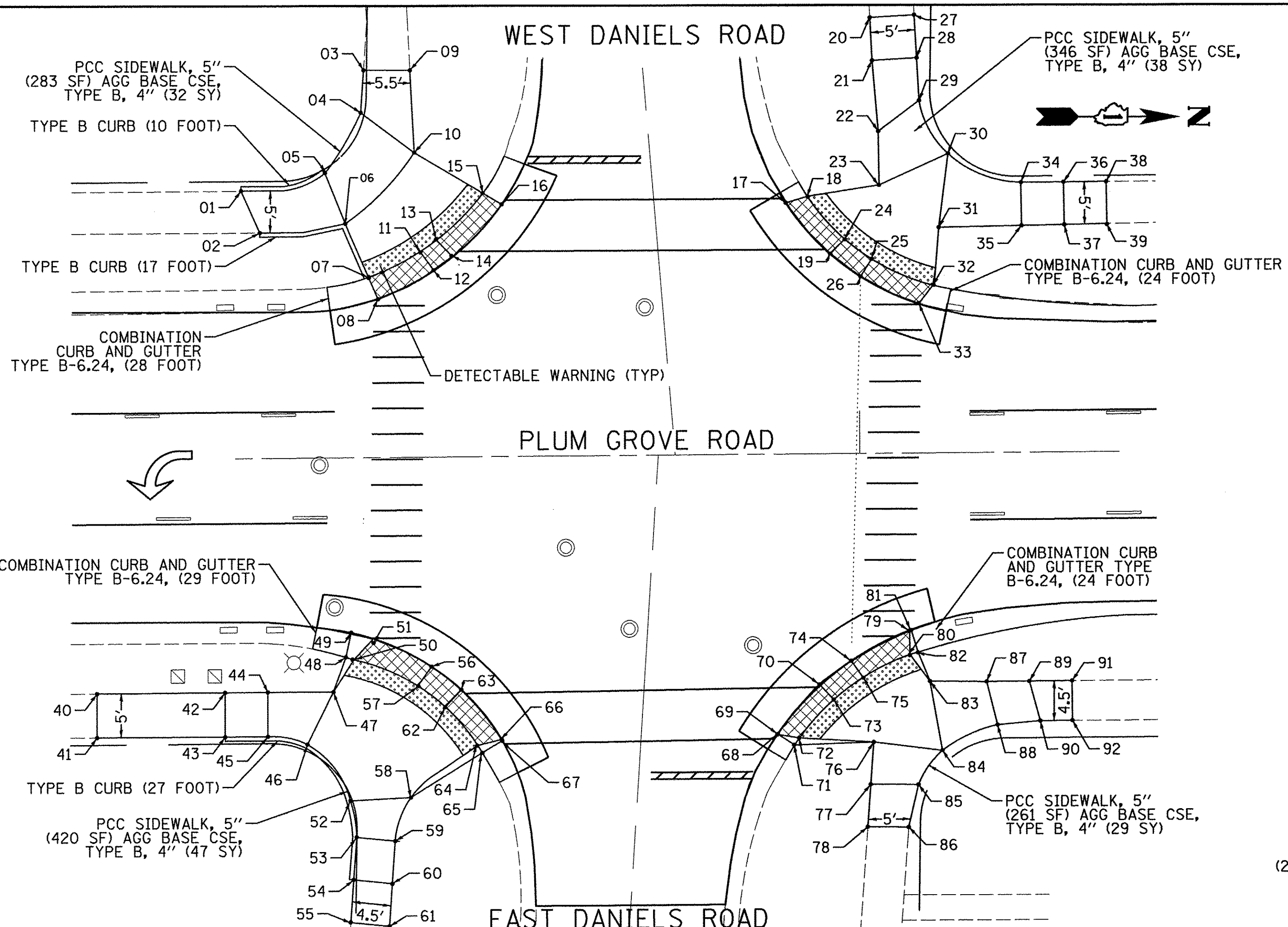
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	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN**

SCALE: 1"=10' SHEET 26 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 26
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



DANIELS ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	52+27.73	31.36 LT	M.E.
2	52+29.91	26.43 LT	M.E.
3	52+42.17	45.45 LT	M.E.
4	52+41.81	40.45 LT	735.13
5	52+37.56	33.39 LT	735.17
6	52+41.53	26.20 LT	735.06
7	52+42.59	21.10 LT	734.51
8	52+43.66	18.61 LT	734.53
9	52+47.59	45.41 LT	M.E.
10	52+48.05	35.73 LT	735.00
11	52+48.66	24.06 LT	734.40
12	52+50.27	21.84 LT	734.42
13	52+50.59	25.42 LT	734.36
14	52+52.46	23.44 LT	734.38
15	52+56.04	30.89 LT	734.26
16	52+58.24	29.57 LT	734.28
17	52+91.52	29.47 LT	733.99
18	52+94.06	30.21 LT	733.97
19	52+96.65	23.46 LT	734.04
20	53+01.50	51.11 LT	M.E.
21	53+01.75	46.11 LT	734.05
22	53+02.41	37.82 LT	734.07
23	53+02.47	31.49 LT	734.02
24	52+98.42	25.14 LT	734.02
25	53+01.53	22.79 LT	734.01
26	53+00.22	20.74 LT	734.03
27	53+06.69	51.39 LT	M.E.
28	53+06.96	46.39 LT	734.13
29	53+07.22	41.39 LT	734.05
30	53+10.57	35.13 LT	733.95
31	53+09.42	26.47 LT	733.92

DANIELS ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
32	53+08.71	19.67 LT	733.92
33	53+07.00	17.50 LT	733.94
34	53+19.06	31.68 LT	733.59
35	53+19.12	26.61 LT	733.51
36	53+24.06	31.69 LT	733.67
37	53+24.12	26.68 LT	733.59
38	53+29.06	31.70 LT	M.E.
39	53+29.12	26.75 LT	M.E.
40	52+10.47	27.47 RT	M.E.
41	52+10.43	32.64 RT	M.E.
42	52+25.47	27.48 RT	735.18
43	52+25.43	32.69 RT	735.11
44	52+30.47	27.48 RT	735.10
45	52+30.43	32.70 RT	735.03
46	52+35.07	33.67 RT	734.65
47	52+38.15	27.51 RT	734.57
48	52+39.64	23.45 RT	734.50
49	52+40.27	20.57 RT	734.45
50	52+40.57	23.74 RT	734.50
51	52+42.88	21.28 RT	734.52
52	52+40.06	40.34 RT	734.70
53	52+40.78	44.63 RT	734.76
54	52+40.38	49.61 RT	734.84
55	52+40.01	54.61 RT	M.E.
56	52+49.65	24.62 RT	734.40
57	52+48.04	26.87 RT	734.38
58	52+47.13	40.01 RT	734.34
59	52+45.28	45.10 RT	734.68
60	52+44.91	50.10 RT	734.76
61	52+44.91	50.10 RT	M.E.
62	52+51.26	29.39 RT	734.33

DANIELS ROAD - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
63	52+53.09	27.39 RT	734.35
64	52+55.02	33.96 RT	734.20
65	52+55.54	34.81 RT	734.30
66	52+57.77	33.27 RT	734.22
67	52+57.86	33.42 RT	734.22
68	52+90.11	32.96 RT	733.53
69	52+90.14	32.91 RT	733.53
70	52+95.19	27.20 RT	733.59
71	52+92.14	34.21 RT	733.61
72	52+92.71	33.39 RT	733.51
73	52+96.76	28.91 RT	733.57
74	52+98.84	24.36 RT	733.58
75	53+00.22	26.32 RT	733.56
76	53+01.40	33.94 RT	733.52
77	53+01.03	38.91 RT	733.45
78	53+00.65	43.90 RT	M.E.
79	53+05.70	20.82 RT	733.56
80	53+05.71	23.68 RT	733.54
81	53+05.87	20.76 RT	733.55
82	53+06.66	23.37 RT	733.64
83	53+08.03	26.83 RT	733.57
84	53+09.45	34.98 RT	733.52
85	53+06.61	38.97 RT	733.53
86	53+05.44	43.96 RT	M.E.
87	53+14.68	26.92 RT	733.35
88	53+15.91	32.01 RT	733.43
89	53+19.68	26.91 RT	733.43
90	53+20.91	31.58 RT	733.51
91	53+24.68	26.90 RT	M.E.
92	53+24.68	31.58 RT	M.E.

WASHINGTON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	60+68.13	32.06 LT	M.E.
2	60+67.98	27.26 LT	M.E.
3	60+73.07	37.00 LT	M.E.
4	60+73.10	32.00 LT	749.27
5	60+72.98	27.19 LT	749.19
6	60+72.55	19.97 LT	748.61
7	60+72.38	18.92 LT	747.60
8	60+72.27	17.33' LT	748.61
9	60+77.65	37.05 LT	M.E.
10	60+77.63	32.05 LT	749.22
11	60+77.53	26.96 LT	749.15
12	60+77.93	19.68 LT	748.57
13	60+78.02	17.91' LT	748.58
14	60+88.64	32.06 LT	748.49
15	60+88.62	26.84 LT	748.41
16	60+90.46	26.81' LT	748.42
17	60+91.00	32.06 LT	748.46
18	60+92.51	32.06' LT	748.47
19	61+17.84	32.10 LT	749.13
20	61+19.39	32.10 LT	749.12
21	61+21.48	26.77 LT	749.24
22	61+22.55	27.65 LT	749.23
23	61+32.19	47.11 LT	M.E.
24	61+32.13	32.11 LT	749.35
25	61+32.12	21.11 LT	749.40
26	61+31.63	19.57 LT	749.41
27	61+36.85	47.06 LT	M.E.
28	61+36.78	32.09 LT	749.42
29	61+36.76	26.08 LT	749.59

WASHINGTON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
30	61+36.74	19.88 LT	749.48
31	61+36.61	18.10 LT	749.49
32	61+44.38	26.20 LT	750.20
33	61+44.69	19.26 LT	750.12
34	61+49.39	26.49 LT	750.28
35	61+49.69	19.56 LT	750.20
36	61+54.39	26.78 LT	M.E.
37	61+54.69	19.84 LT	M.E.
38	60+40.89	27.24 RT	M.E.
39	60+40.82	31.91 RT	M.E.
40	60+55.82	17.26' RT	748.46
41	60+55.84	18.93 RT	748.45
42	60+55.84	19.44 RT	748.45
43	60+55.93	27.27 RT	749.24
44	60+55.82	31.95 RT	749.24
45	60+55.77	46.95 RT	M.E.
46	60+60.49	17.68' RT	748.54
47	60+60.50	19.35 RT	748.53
48	60+60.56	27.39 RT	749.17
49	60+60.70	32.01 RT	749.17
50	60+60.58	47.01 RT	M.E.
51	60+72.07	27.54 RT	748.80
52	60+72.00	32.17 RT	748.91
53	60+74.28	27.57' RT	748.81
54	60+74.11	32.20 RT	748.88
55	60+76.02	32.23' RT	748.89
56	61+00.07	33.44 RT	749.55
57	61+00.31	32.58 RT	749.54
58	61+02.49	27.95 RT	749.50

WASHINGTON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
59	61+03.69	26.33 RT	749.48
60	61+01.60	33.61 RT	749.63
61	61+01.77	32.62 RT	749.53
62	61+03.98	27.97 RT	749.49
63	61+04.66	27.18 RT	749.59
64	61+03.88	32.69 RT	749.56
65	61+15.54	28.11 RT	749.98
66	61+15.03	33.05 RT	750.06
67	61+14.54	28.11 RT	M.E.
68	61+19.30	38.09 RT	M.E.
69	61+19.31	33.09 RT	750.06
70	61+19.37	27.45 RT	749.98
71	61+21.37	20.61 RT	749.84
72	61+26.43	20.71 RT	749.75
73	61+26.40	27.54 RT	749.80
74	61+31.46	19.12 RT	749.35
75	61+36.44	19.25 RT	749.43
76	61+31.43	20.80 RT	749.34
77	61+36.43	20.89 RT	749.42
78	61+31.40	27.60 RT	749.77
79	61+36.40	27.66 RT	749.55
80	61+41.43	20.98 RT	749.67
81	61+41.40	27.72 RT	749.80
82	61+45.14	21.05 RT	M.E.
83	61+45.12	27.76 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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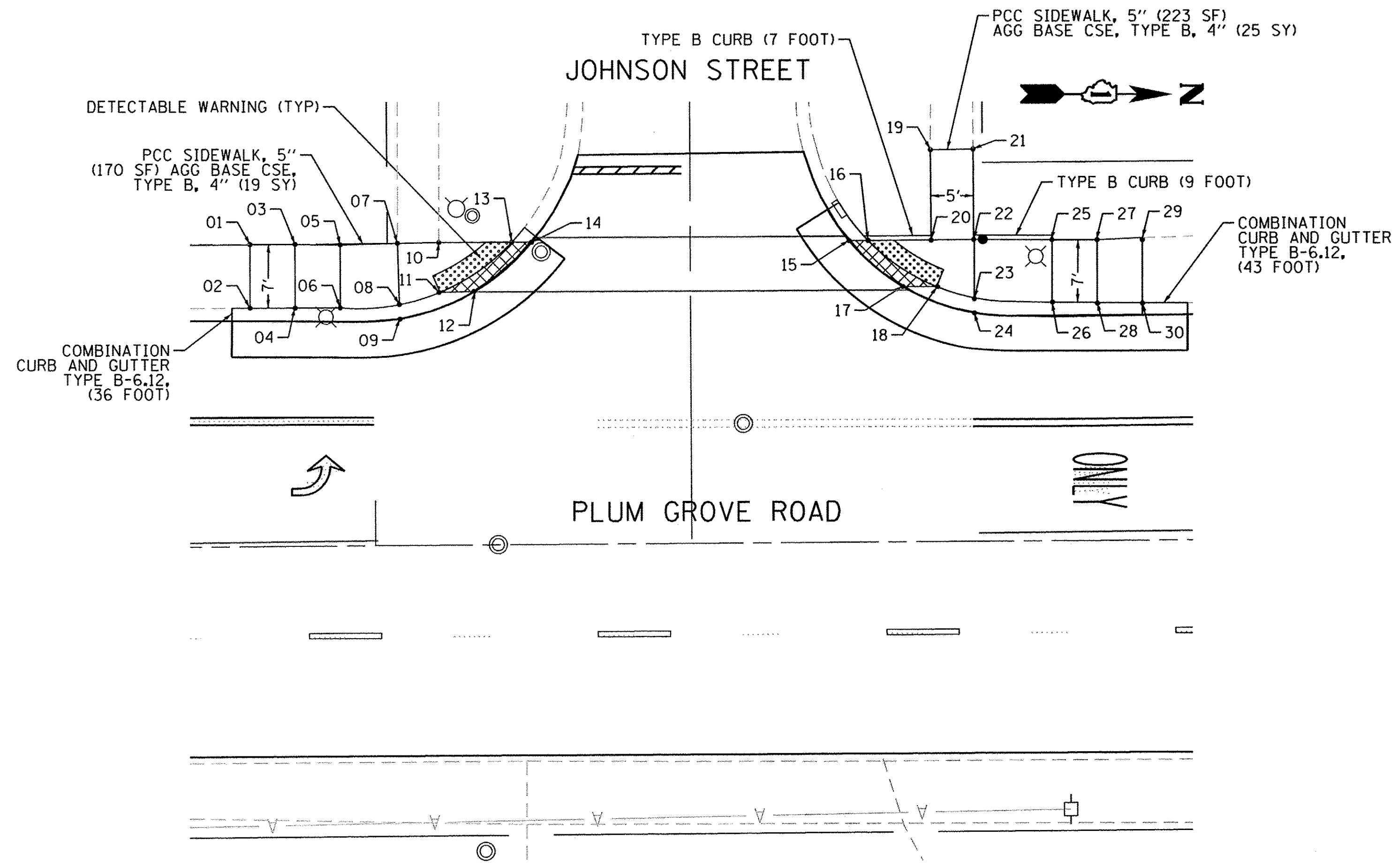
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 DRAWN - JLT
 CHECKED - DBB
 DATE - 12/05/2016

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
 ADA RAMP ELEVATION PLAN
 SCALE: 1"=10'
 SHEET 27 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	27
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



JOHNSON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	63+86.25	33.54 LT	M.E.
2	63+86.22	26.46 LT	M.E.
3	63+91.23	33.48 LT	749.18
4	63+91.22	26.44 LT	749.25
5	63+96.23	33.41 LT	749.10
6	63+96.22	26.43 LT	749.17
7	64+02.58	33.54 LT	748.78
8	64+02.77	26.75 LT	748.86
9	64+02.84	25.13 LT	748.88
10	64+07.17	33.59 LT	748.74
11	64+07.27	28.07 LT	748.77
12	64+11.14	28.16 LT	748.78
13	64+15.27	33.57 LT	748.63
14	64+17.47	33.57 LT	748.64
15	64+52.63	33.49 LT	748.89
16	64+54.72	33.49 LT	748.88
17	64+58.55	28.37 LT	749.01
18	64+62.32	28.32 LT	748.99
19	64+61.69	43.47 LT	M.E.
20	64+61.73	33.47 LT	749.00
21	64+66.42	43.52 LT	M.E.
22	64+66.44	33.51 LT	749.07
23	64+66.48	27.05 LT'	749.07
24	64+66.44	25.44 LT	749.08
25	64+75.12	33.42 LT	749.77
26	64+75.09	26.49 LT	749.77
27	64+80.12	33.39 LT	749.85
28	64+80.09	26.43 LT	749.84
29	64+85.12	33.60 LT	M.E.
30	64+85.09	26.38 LT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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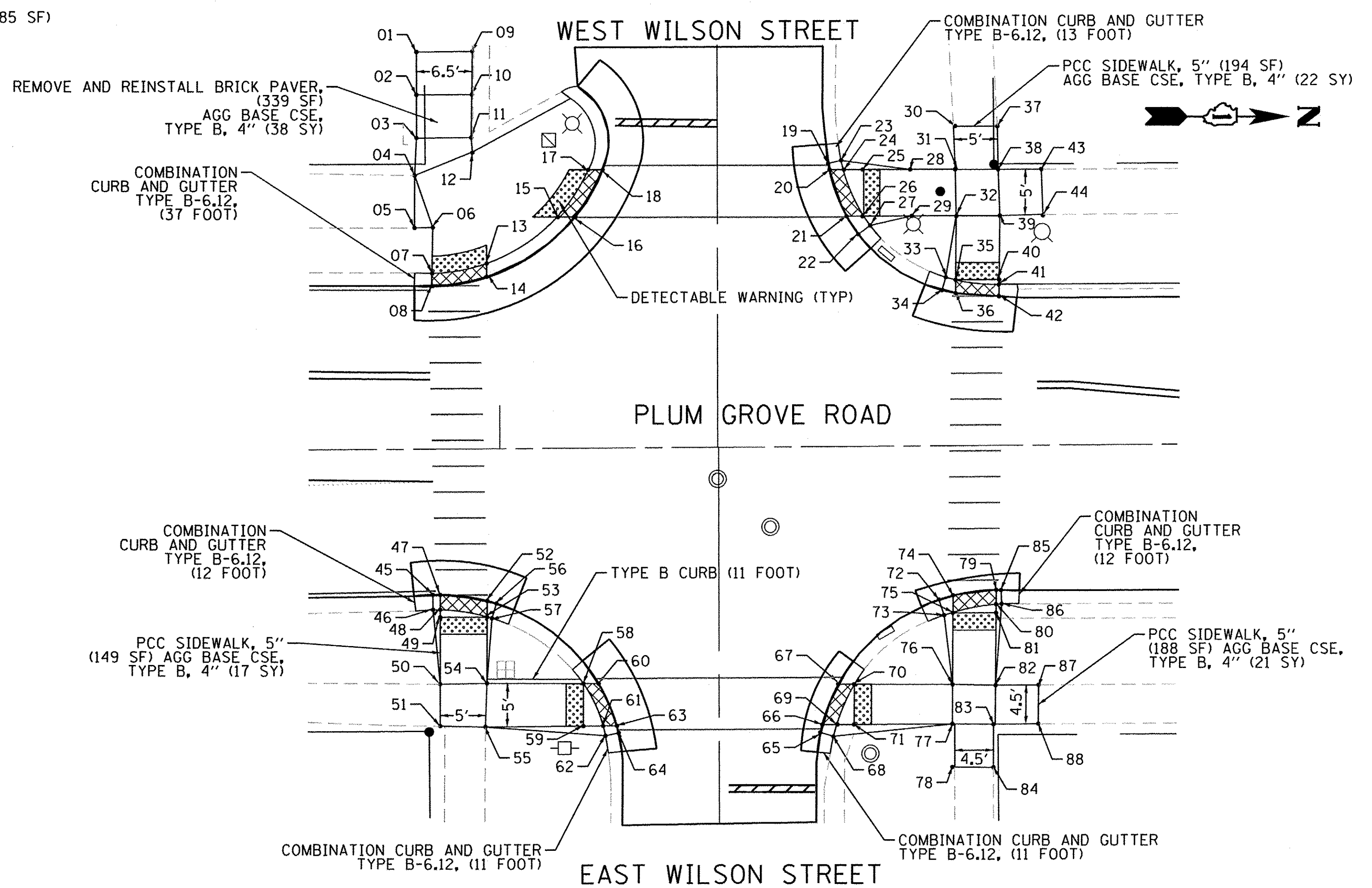
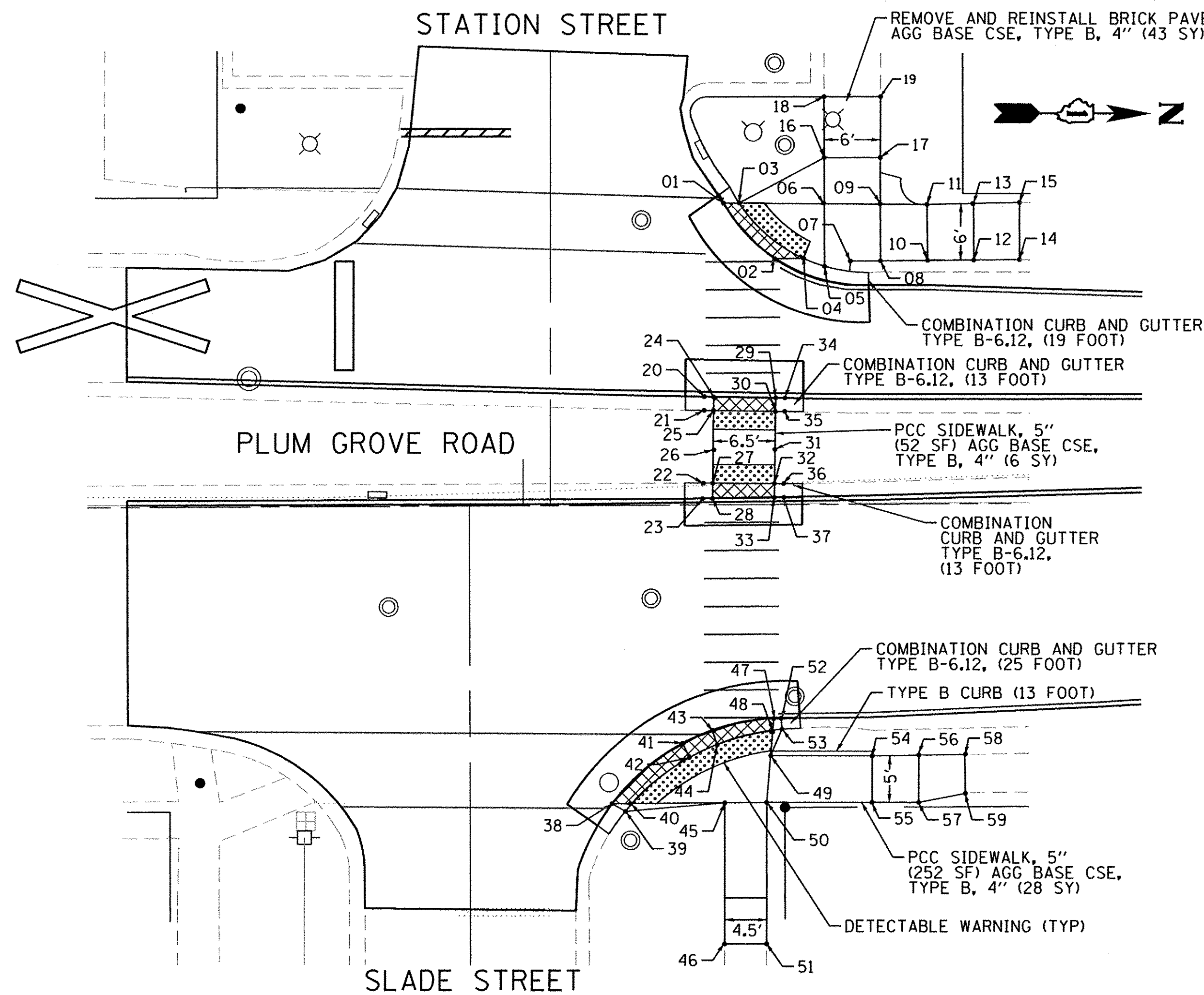
Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 10.0000' / 1"	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLUM GROVE ROAD - VILLAGE OF PALATINE ADA RAMP ELEVATION PLAN			
SCALE: 1"=10'	SHEET 28 OF 43 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	28
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



STATION/SLADE STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	71+21.63	32.47 LT	749.87
2	71+27.10	26.50 LT	749.95
3	71+23.27	32.47 LT	749.86
4	71+30.17	26.50 LT	749.94
5	71+32.42	25.65 LT	749.98
6	71+32.42	32.39 LT	750.00
7	71+35.19	26.18 LT	749.99
8	71+38.44	26.20 LT	750.00
9	71+38.44	32.29 LT	750.10
10	71+43.47	26.23 LT	750.40
11	71+43.44	32.25 LT	750.50
12	71+48.44	26.30 LT	750.50
13	71+48.44	32.33 LT	750.58
14	71+53.34	26.28 LT	M.E.
15	71+53.36	32.42 LT	M.E.
16	71+32.42	37.30 LT	750.40
17	71+38.44	37.30 LT	750.50
18	71+32.42	43.84 LT	M.E.
19	71+38.47	43.84 LT	M.E.
20	71+19.47	11.64 LT	750.06
21	71+19.45	10.14 LT	750.50
22	71+19.34	2.35 LT	750.18
23	71+19.31	0.68 LT	749.74
24	71+20.47	11.62 LT	750.08
25	71+20.45	10.12 LT	750.07
26	71+20.39	5.80 LT	749.92
27	71+20.35	2.34 LT	749.77
28	71+20.33	0.69 LT	749.76
29	71+27.13	11.47 LT	750.12
30	71+27.10	10.01 LT	750.11

STATION/SLADE STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
31	71+27.03	5.90 LT	749.95
32	71+26.98	2.26 LT	749.78
33	71+26.96	0.76 LT	748.79
34	71+28.13	11.45 LT	750.14
35	71+28.10	9.99 LT	750.54
36	71+27.97	2.25 LT	749.25
37	71+27.94	0.77 LT	748.81
38	71+09.43	32.09 RT	749.03
39	71+10.86	32.90 RT	749.03
40	71+11.86	32.09 RT	749.00
41	71+17.05	25.61 RT	749.06
42	71+17.74	27.18 RT	749.05
43	71+20.21	24.22 RT	749.10
44	71+20.73	25.79 RT	749.09
45	71+21.54	32.06 RT	749.15
46	71+21.49	47.24 RT	M.E.
47	71+26.83	22.93 RT	749.16
48	71+26.71	24.25 RT	749.15
49	71+26.48	27.02 RT	749.18
50	71+26.05	32.04 RT	749.22
51	71+25.99	47.27 RT	M.E.
52	71+27.61	22.91 RT	749.20
53	71+27.70	24.15 RT	749.25
54	71+37.37	27.09 RT	750.00
55	71+37.34	32.09 RT	750.00
56	71+42.37	27.02 RT	750.07
57	71+42.34	32.11 RT	750.09
58	71+47.29	26.96 RT	M.E.
59	71+47.35	31.17 RT	M.E.

WILSON STREET - RAMP ELEVATION TABLE


POINT NO.	STATION	OFFSET	ELEVATION
1	73+90.45	46.21 LT	M.E.
2	73+90.45	41.21 LT	752.59
3	73+90.42	36.21 LT	752.51
4	73+90.21	31.86 LT	752.62
5	73+90.17	25.79 LT	752.71
6	73+92.29	25.82 LT	752.69
7	73+92.17	20.47 LT	752.60
8	73+92.16	18.93 LT	752.61
9	73+96.94	46.21 LT	M.E.
10	73+96.86	41.20 LT	752.59
11	73+96.77	36.21 LT	752.51
12	73+96.86	34.51 LT	752.59
13	73+98.53	21.59 LT	752.65
14	73+98.52	19.94 LT	752.66
15	74+06.73	26.93 LT	752.74
16	74+08.73	26.92 LT	752.75
17	74+10.35	32.37 LT	752.77
18	74+11.92	32.35 LT	752.78
19	74+38.18	32.90 LT	752.87
20	74+38.31	32.19 LT	752.88
21	74+40.32	26.78 LT	752.92
22	74+41.68	24.68 LT	752.94
23	74+39.68	33.24 LT	752.97
24	74+39.93	32.18 LT	752.87
25	74+42.20	32.17 LT	752.90
26	74+42.30	26.77 LT	752.91
27	74+43.04	25.69 LT	753.01
28	74+47.72	32.14 LT	753.27
29	74+47.88	26.76 LT	753.26
30	74+52.74	37.09 LT	M.E.

WILSON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
31	74+52.93	32.11 LT	753.64
32	74+53.05	26.72 LT	753.60
33	74+51.80	19.62 LT	753.17
34	74+51.38	18.11 LT	753.06
35	74+52.94	19.30 LT	753.07
36	74+52.92	17.76 LT	753.08
37	74+57.84	37.07 LT	M.E.
38	74+57.92	32.07 LT	753.72
39	74+58.10	26.72 LT	753.67
40	74+58.01	19.30 LT	753.13
41	74+58.00	18.76 LT	753.13
42	74+57.98	17.35 LT	753.14
43	74+62.92	32.05 LT	M.E.
44	74+63.10	26.83 LT	M.E.
45	73+92.16	16.88 RT	752.58
46	73+92.18	18.64 RT	752.69
47	73+93.03	16.88 RT	752.60
48	73+93.02	18.64 RT	752.59
49	73+93.02	19.51 RT	752.60
50	73+92.97	27.33 RT	753.14
51	73+92.96	32.21 RT	753.23
52	73+98.47	17.63 RT	752.65
53	73+98.45	19.53 RT	752.64
54	73+98.41	27.28 RT	753.18
55	73+98.21	32.35 RT	753.26
56	73+99.54	17.95 RT	752.67
57	73+99.02	19.66 RT	752.74
58	74+09.61	27.38 RT	752.65
59	74+09.58	32.32 RT	752.65
60	74+11.37	27.40 RT	752.66

WILSON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
61	74+11.88	32.32 RT	752.62
62	74+12.14	33.45 RT	752.72
63	74+13.46	32.31 RT	752.63
64	74+13.67	33.15 RT	752.62
65	74+37.08	33.24 RT	752.70
66	74+37.30	32.34 RT	752.71
67	74+39.17	27.64 RT	752.80
68	74+38.60	33.69 RT	752.80
69	74+38.97	32.34 RT	752.70
70	74+41.05	27.65 RT	752.79
71	74+40.99	32.34 RT	752.73
72	74+50.89	17.84 RT	753.07
73	74+51.50	19.65 RT	753.18
74	74+52.53	17.36 RT	753.09
75	74+52.51	19.33 RT	753.08
76	74+52.42	27.75 RT	753.70
77	74+52.66	32.33 RT	753.64
78	74+52.64	37.36 RT	M.E.
79	74+57.55	16.76 RT	753.17
80	74+57.53	18.42 RT	753.16
81	74+57.52	19.41 RT	753.17
82	74+57.41	27.89 RT	753.78
83	74+57.16	32.42 RT	753.72
84	74+57.15	37.42 RT	M.E.
85	74+58.11	16.77 RT	753.18
86	74+58.17	18.38 RT	753.26
87	74+62.41	27.88 RT	M.E.
88	74+62.36	32.41 RT	M.E.

 DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

FILE NAME = FA-636-085 Palatine Plum Grove Road Phase 1 Plans I:\CADD SHEETS\636-085-00A Sheet 9-STATION AND SLADE ST-LE-W WILSON ST.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = jshede
DESIGNED - JLT
DRAWN - JLT
CHECKED - DBB
DATE - 12/05/2016
PLOT SCALE = 10.0000' / 1" = 100'
PLOT DATE = 12/13/2016

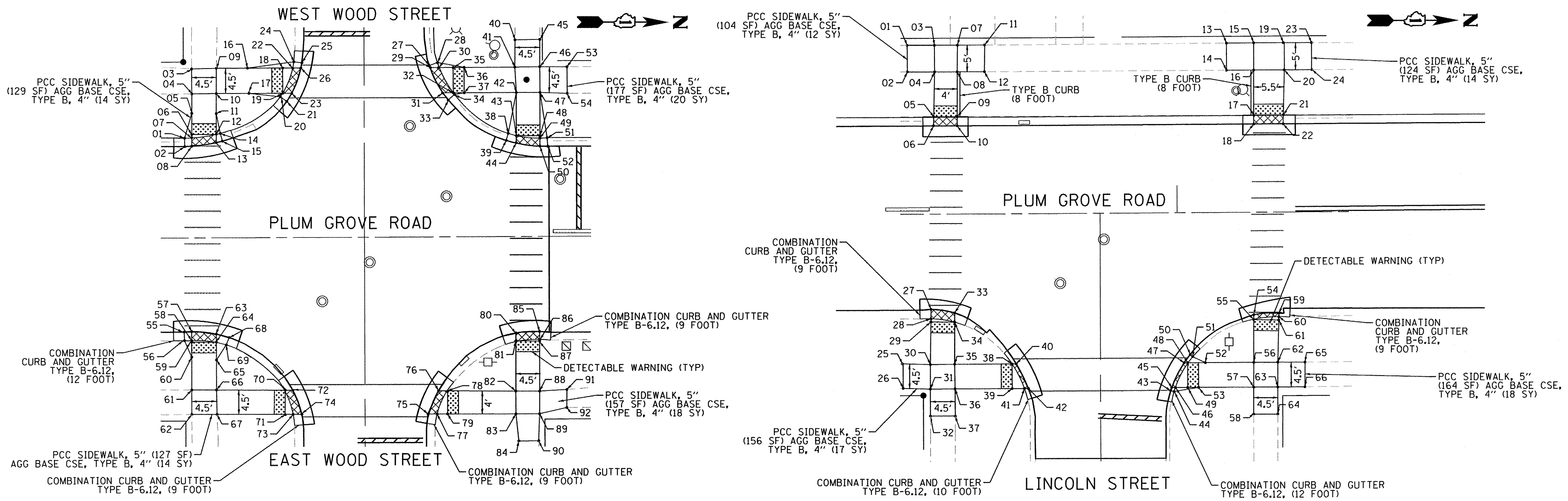
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 29 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	29
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



WOOD STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	77+22.76	18.40 LT	754.86
2	77+22.77	16.85 LT	754.76
3	77+24.07	31.14 LT	755.10
4	77+24.10	26.57 LT	755.02
5	77+24.09	22.99 LT	754.90
6	77+24.07	19.44 LT	754.77
7	77+24.08	18.50 LT	754.76
8	77+24.07	16.91 LT	754.77
9	77+28.61	31.24 LT	755.11
10	77+28.58	26.62 LT	755.04
11	77+28.57	22.92 LT	754.91
12	77+28.57	19.06 LT	754.78
13	77+28.56	17.56 LT	754.79
14	77+29.31	19.27 LT	754.88
15	77+29.69	17.83 LT	754.80
16	77+34.35	31.24 LT	754.94
17	77+34.60	26.62 LT	754.87
18	77+40.81	31.24 LT	754.77
19	77+40.80	26.61 LT	754.70
20	77+40.34	25.97 LT	754.80
21	77+41.55	25.12 LT	754.69
22	77+42.66	31.24 LT	754.74
23	77+42.66	26.61 LT	754.71
24	77+42.86	32.37 LT	754.84
25	77+44.33	32.18 LT	754.76
26	77+44.16	31.24 LT	754.75
27	77+67.84	31.44 LT	754.92
28	77+69.25	32.14 LT	755.02
29	77+67.93	31.20 LT	754.93
30	77+69.60	31.20 LT	754.92
31	77+70.25	26.58 LT	754.96

WOOD STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
32	77+72.14	26.58 LT	754.95
33	77+77.24	25.27 LT	754.97
34	77+72.39	26.25 LT	755.05
35	77+72.15	31.20 LT	754.96
36	77+74.17	31.21 LT	755.06
37	77+74.16	26.58 LT	755.03
38	77+82.23	19.04 LT	755.28
39	77+81.84	17.74 LT	755.18
40	77+83.53	36.22 LT	M.E.
41	77+83.48	31.22 LT	755.51
42	77+83.74	26.57 LT	755.43
43	77+83.70	18.62 LT	755.18
44	77+83.70	17.24 LT	755.19
45	77+88.09	36.30 LT	M.E.
46	77+88.07	31.30 LT	755.59
47	77+88.08	26.59 LT	755.51
48	77+88.05	18.61 LT	755.23
49	77+88.05	18.05 LT	755.23
50	77+88.05	16.65 LT	755.24
51	77+89.37	18.20 LT	755.33
52	77+89.50	16.64 LT	755.25
53	77+93.07	31.26 LT	M.E.
54	77+93.09	26.40 LT	M.E.
55	77+22.60	17.22 RT	755.06
56	77+22.64	18.83 RT	755.18
57	77+23.98	17.17 RT	755.09
58	77+23.97	18.82 RT	755.08
59	77+23.97	19.11 RT	755.08
60	77+23.96	21.88 RT	755.19
61	77+23.95	27.99 RT	755.57
62	77+23.95	32.52 RT	755.65

WOOD STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
63	77+28.52	17.63 RT	755.10
64	77+28.51	19.18 RT	755.09
65	77+28.51	22.45 RT	755.20
66	77+28.50	28.00 RT	755.58
67	77+28.58	32.54 RT	755.62
68	77+30.86	18.28 RT	755.11
69	77+30.31	19.63 RT	755.19
70	77+41.11	28.11 RT	755.22
71	77+41.10	32.58 RT	755.30
72	77+42.52	28.12 RT	755.23
73	77+42.56	32.58 RT	755.28
74	77+44.15	32.59 RT	755.29
75	77+67.52	32.65 RT	755.18
76	77+69.30	28.35 RT	755.13
77	77+69.03	32.65 RT	755.17
78	77+70.87	28.37 RT	755.12
79	77+70.95	32.66 RT	755.20
80	77+83.55	17.69 RT	755.15
81	77+83.55	19.16 RT	755.14
82	77+83.51	28.48 RT	755.83
83	77+83.51	32.69 RT	755.91
84	77+84.04	37.69 RT	M.E.
85	77+87.92	17.43 RT	755.18
86	77+87.91	18.88 RT	755.17
87	77+87.91	19.18 RT	755.17
88	77+87.88	28.47 RT	755.91
89	77+87.86	32.69 RT	756.00
90	77+87.68	37.69 RT	M.E.
91	77+92.89	28.21 RT	M.E.
92	77+92.87	31.56 RT	M.E.

LINCOLN STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	80+50.48	31.14 LT	M.E.
2	80+50.52	26.25 LT	M.E.
3	80+55.48	31.13 LT	756.56
4	80+55.52	26.24 LT	756.49
5	80+55.33	17.98 LT	756.12
6	80+55.29	16.30 LT	756.13
7	80+59.72	31.13 LT	756.49
8	80+59.74	26.23 LT	756.42
9	80+59.64	17.98 LT	756.05
10	80+59.63	16.30 LT	756.06
11	80+64.72	31.14 LT	M.E.
12	80+64.67	26.23 LT	M.E.
13	81+09.14	31.18 LT	M.E.
14	81+09.14	26.20 LT	M.E.
15	81+14.14	31.19 LT	756.08
16	81+14.14	26.20 LT	756.00
17	81+14.12	17.92 LT	755.35
18	81+14.12	16.27 LT	755.36
19	81+19.78	31.19 LT	756.08
20	81+19.78	26.20 LT	756.00
21	81+19.57	17.92 LT	755.34
22	81+19.53	16.27 LT	755.35

LINCOLN STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
23	81+24.78	31.15 LT	M.E.
24	81+24.78	26.20 LT	M.E.
25	80+49.60	27.53 RT	M.E.
26	80+49.59	32.07 RT	M.E.
27	80+54.76	17.48 RT	755.90
28	80+54.73	19.18 RT	755.89
29	80+54.66	19.77 RT	755.90
30	80+54.60	27.68 RT	756.51
31	80+54.59	32.23 RT	756.59
32	80+54.59	37.23 RT	M.E.
33	80+59.09	18.12 RT	755.84
34	80+59.09	19.84 RT	755.83
35	80+59.06	27.64 RT	756.44
36	80+59.12	32.20 RT	756.51
37	80+59.13	37.20 RT	M.E.
38	80+69.62	27.63 RT	755.91
39	80+69.61	32.20 RT	755.99
40	80+70.37	27.63 RT	755.92
41	80+71.86	32.20 RT	755.96
42	80+72.58	32.20 RT	755.97
43	80+98.77	32.75 RT	755.80
44	80+99.35	32.92 RT	755.87

LINCOLN STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
45	80+98.95	32.19 RT	755.78
46	80+99.58	32.20 RT	755.77
47	81+01.25	27.62 RT	755.71
48	81+01.86	27.62 RT	755.70
49	81+01.86	32.21 RT	755.80
50	81+02.36	26.10 RT	755.68
51	81+02.79	26.51 RT	755.80
52	81+05.12	27.61 RT	755.77
53	81+03.86	32.20 RT	755.84
54	81+14.05	18.82 RT	755.36
55	81+14.05	19.62 RT	755.35
56	81+14.03	27.61 RT	755.98
57	81+13.98	32.21 RT	756.06
58	81+13.97	37.21 RT	M.E.
59	81+18.69	18.45 RT	755.28
60	81+18.67	19.17 RT	755.27
61	81+18.65	19.81 RT	755.28
62	81+18.44	27.61 RT	755.90
63	81+18.41	32.22 RT	755.98
64	81+18.40	37.22 RT	M.E.
65	81+23.44	27.61 RT	M.E.
66	81+23.41	32.20 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

FILE NAME: F:\638-056 Palatine Plum Grove Road Phase 1 Phase I\CADD SHEET\638-056-ADA Sheet 10.E-W WOOD ST LINCOLN ST.dwg

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

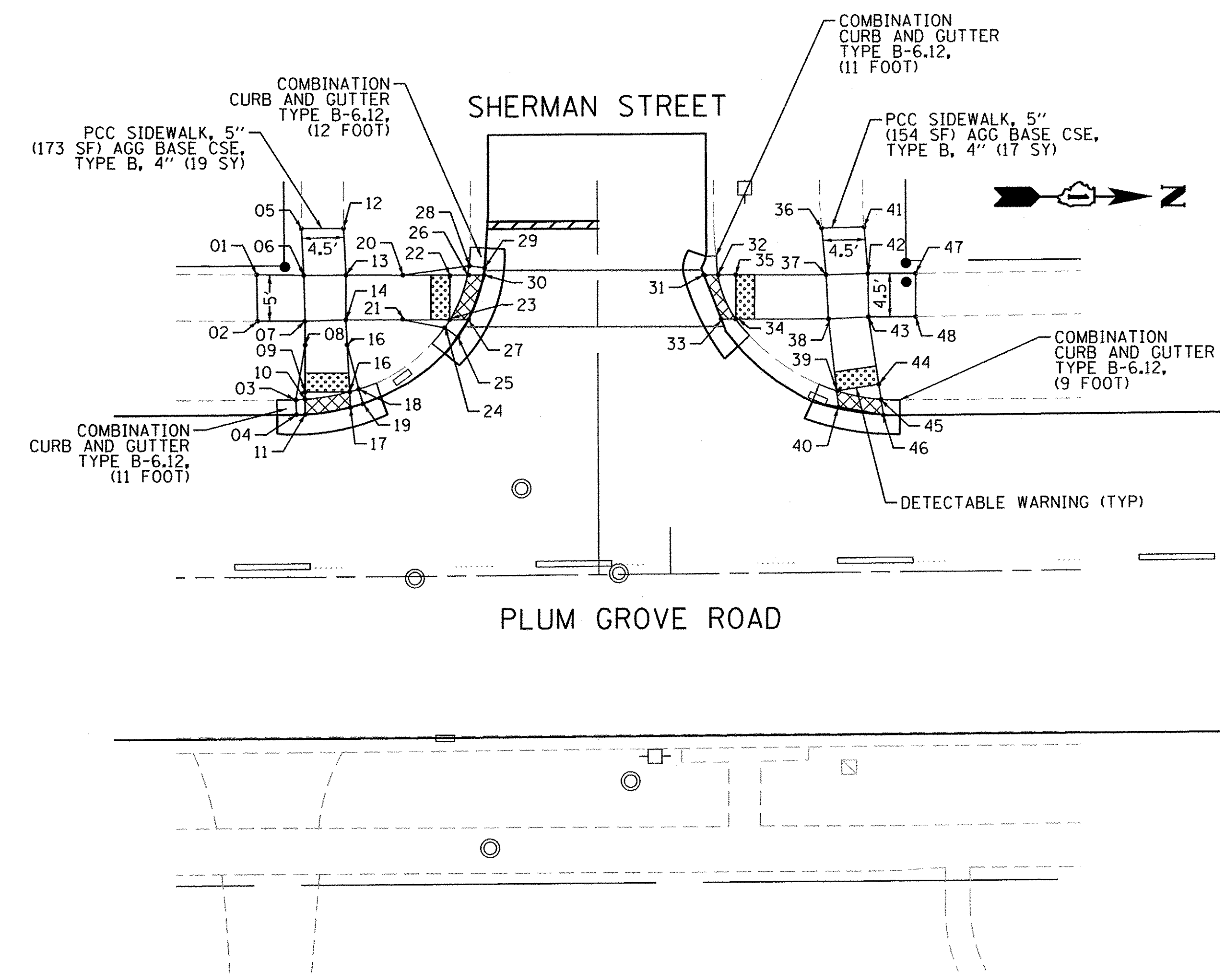
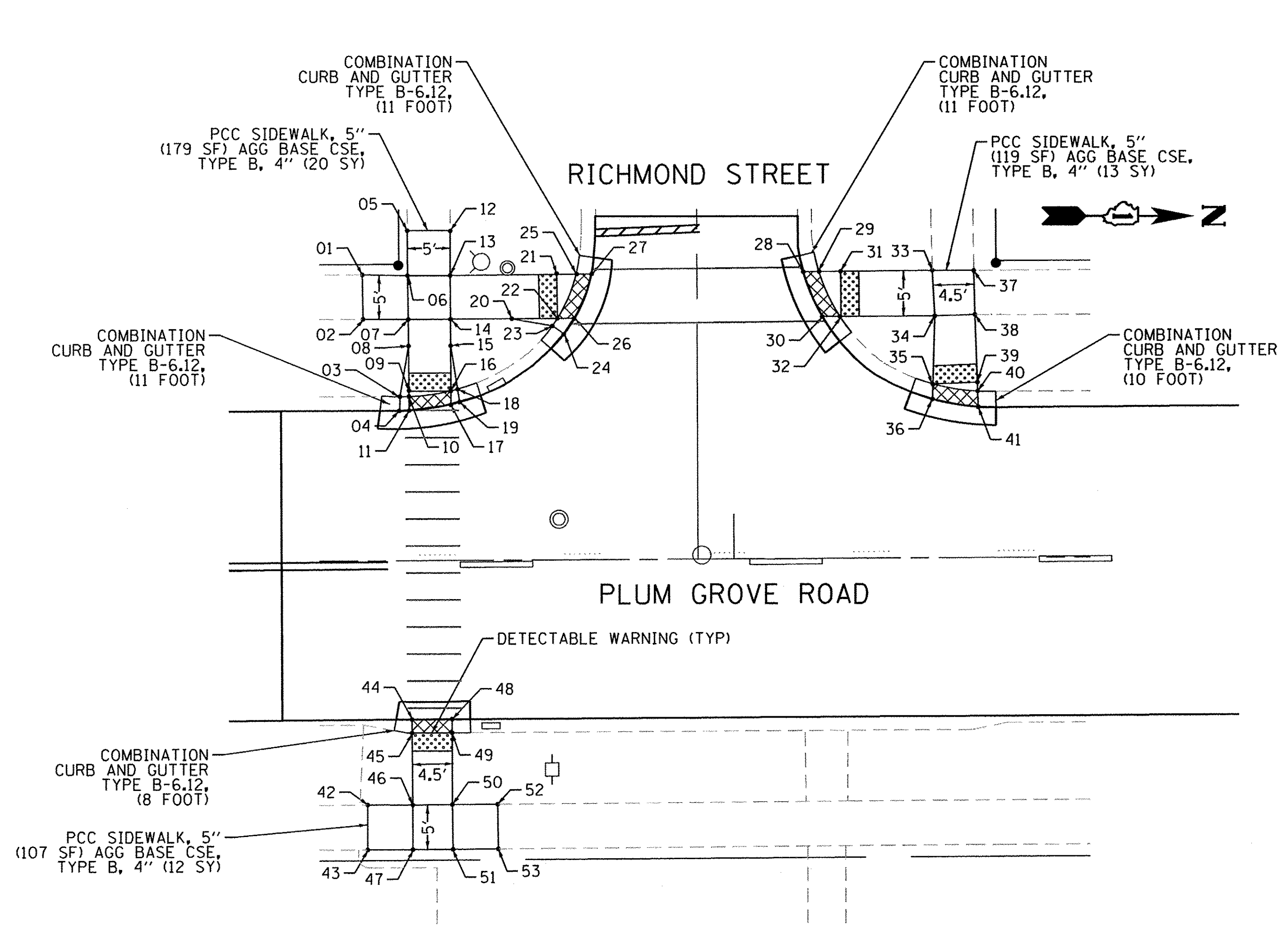
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	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 30 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 30
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



RICHMOND STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	87+59.04	31.63 LT	M.E.
2	87+59.11	26.70 LT	M.E.
3	87+63.15	18.13 LT	752.57
4	87+63.13	16.59 LT	752.50
5	87+64.03	36.51 LT	M.E.
6	87+64.04	31.51 LT	753.18
7	87+64.11	26.66 LT	753.10
8	87+64.13	23.72 LT	752.87
9	87+64.15	18.72 LT	752.48
10	87+64.15	18.14 LT	752.47
11	87+64.16	16.63 LT	752.48
12	87+68.77	36.48 LT	M.E.
13	87+68.75	31.51 LT	753.14
14	87+68.78	26.68 LT	753.06
15	87+68.78	23.75 LT	752.83
16	87+68.78	18.76 LT	752.44
17	87+68.78	17.28 LT	752.45
18	87+69.53	18.95 LT	752.54
19	87+69.76	17.51 LT	752.43
20	87+75.54	26.69 LT	753.59
21	87+80.52	31.58 LT	752.29
22	87+80.60	26.70 LT	752.25
23	87+80.05	25.87 LT	752.35
24	87+81.31	24.97 LT	752.25
25	87+82.74	31.59 LT	752.25
26	87+82.50	26.70 LT	752.26
27	87+84.40	31.60 LT	752.26

RICHMOND STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
28	88+05.66	31.71 LT	752.36
29	88+07.78	31.72 LT	752.35
30	88+07.44	26.74 LT	752.35
31	88+11.93	31.74 LT	752.38
32	88+09.88	26.75 LT	752.34
33	88+22.06	31.79 LT	752.77
34	88+22.31	26.77 LT	752.70
35	88+22.08	19.24 LT	752.19
36	88+22.03	17.56 LT	752.20
37	88+26.62	31.77 LT	752.80
38	88+26.75	26.88 LT	752.73
39	88+26.99	19.41 LT	752.17
40	88+27.02	18.42 LT	752.16
41	88+27.08	16.70 LT	752.17
42	87+59.37	27.02 RT	M.E.
43	87+59.36	32.02 RT	M.E.
44	87+64.33	17.61 RT	752.43
45	87+64.33	19.11 RT	752.42
46	87+64.37	27.06 RT	753.05
47	87+64.36	32.01 RT	753.13
48	87+68.76	17.60 RT	752.41
49	87+68.75	19.10 RT	752.40
50	87+68.75	27.03 RT	753.03
51	87+68.80	32.00 RT	753.11
52	87+73.75	27.02 RT	M.E.
53	87+73.80	31.99 RT	M.E.

SHERMAN STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	91+56.19	32.24 LT	M.E.
2	91+56.28	27.29 LT	M.E.
3	91+60.29	18.91 LT	749.88
4	91+60.36	17.29 LT	749.80
5	91+60.97	37.14 LT	M.E.
6	91+61.19	32.14 LT	750.26
7	91+61.28	27.23 LT	750.19
8	91+61.31	24.73 LT	750.06
9	91+61.28	19.73 LT	749.79
10	91+61.28	18.96 LT	749.78
11	91+61.28	17.33 LT	749.79
12	91+65.44	37.14 LT	M.E.
13	91+65.68	32.14 LT	750.19
14	91+65.65	27.38 LT	750.13
15	91+65.78	24.72 LT	750.00
16	91+66.02	19.73 LT	749.75
17	91+66.09	18.10 LT	749.76
18	91+66.98	20.01 LT	749.85
19	91+67.43	18.49 LT	749.75
20	91+71.81	32.09 LT	750.08
21	91+71.76	27.34 LT	750.01
22	91+76.81	32.04 LT	749.97
23	91+76.77	27.30 LT	749.89
24	91+76.20	26.45 LT	749.99
25	91+77.59	25.45 LT	749.89

SHERMAN STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
26	91+78.67	32.03 LT	749.94
27	91+78.72	27.28 LT	749.90
28	91+78.85	33.02 LT	750.04
29	91+80.49	32.77 LT	749.96
30	91+80.37	32.01 LT	749.95
31	92+03.76	31.79 LT	750.38
32	92+05.24	31.77 LT	750.37
33	92+05.58	27.06 LT	750.33
34	92+07.10	27.05 LT	750.40
35	92+07.14	31.76 LT	750.32
36	92+16.30	36.67 LT	M.E.
37	92+16.72	31.67 LT	750.86
38	92+16.93	26.97 LT	750.82
39	92+17.76	19.33 LT	750.41
40	92+17.97	17.44 LT	750.42
41	92+20.81	36.74 LT	M.E.
42	92+21.18	31.74 LT	750.92
43	92+21.20	27.14 LT	750.84
44	92+22.23	19.98 LT	750.49
45	92+22.46	18.37 LT	750.47
46	92+22.70	16.75 LT	750.48
47	92+26.18	31.72 LT	M.E.
48	92+26.20	27.11 LT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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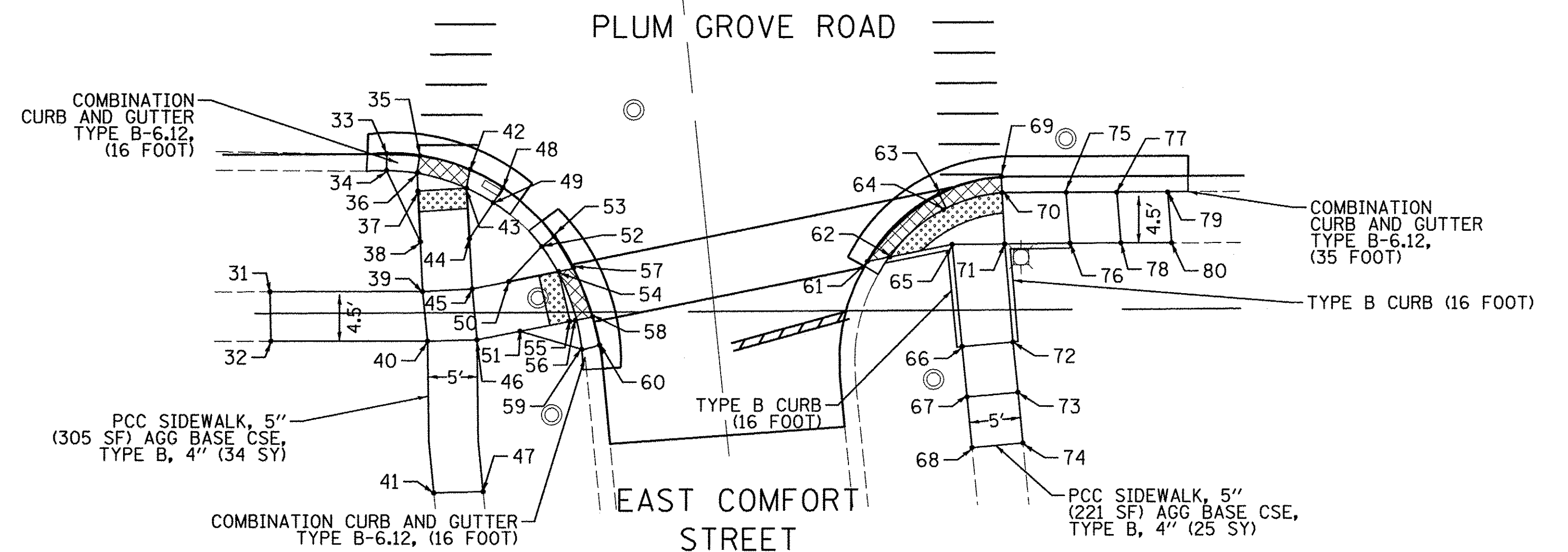
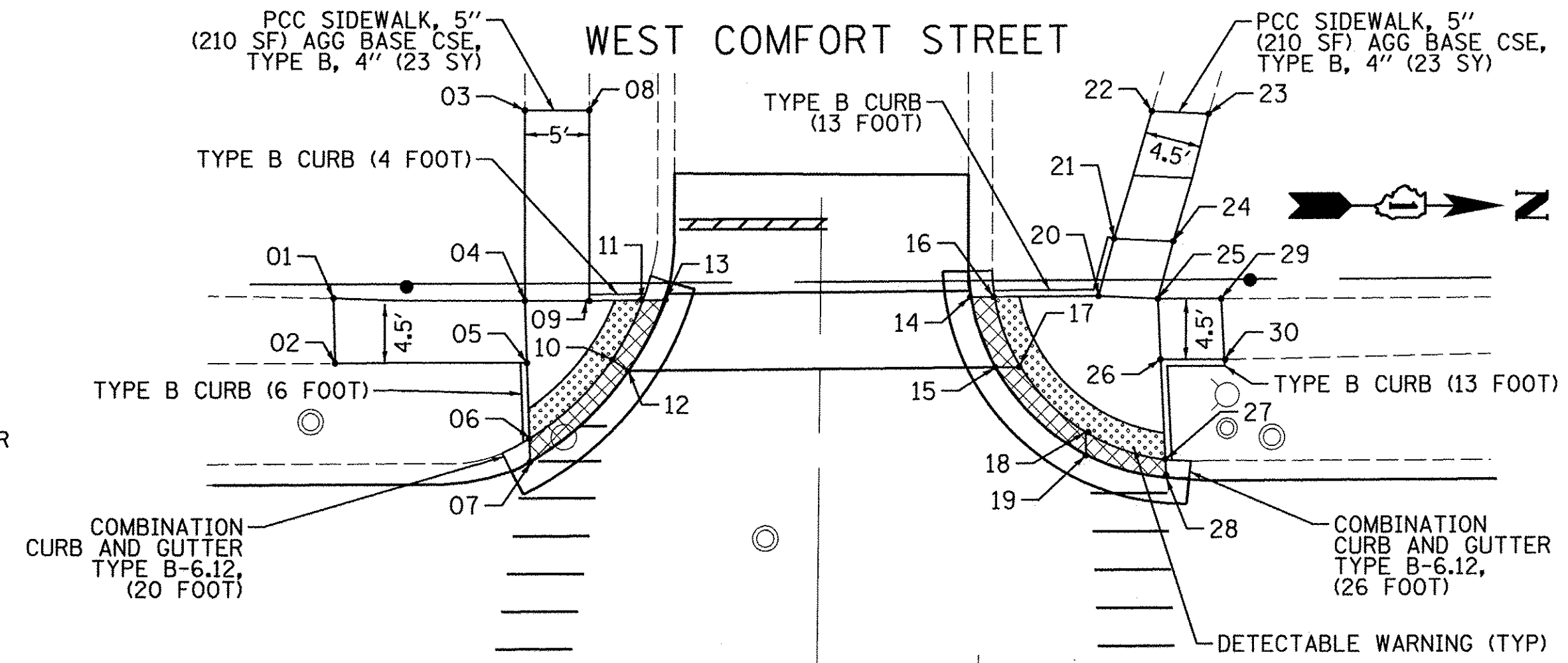
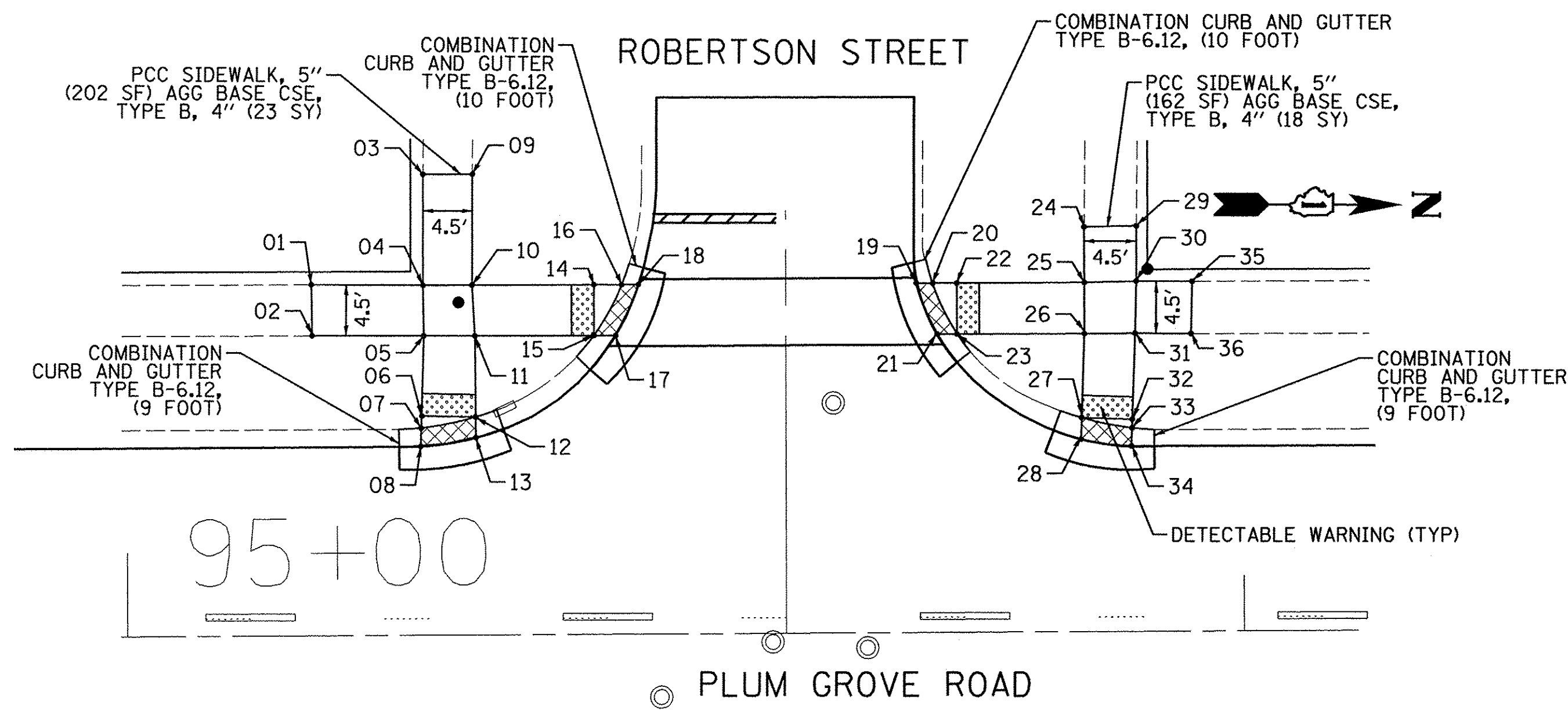
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PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN**

SCALE: 1"=10' SHEET 31 OF 43 SHEETS STA. TO STA.

F.A.P. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 31
CONTRACT NO. 61D52				ILLINOIS FED. AID PROJECT



ROBERTSON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	95+16.53	31.44 LT	M.E.
2	95+16.60	26.85 LT	M.E.
3	95+26.56	41.34 LT	M.E.
4	95+26.53	31.34 LT	751.60
5	95+26.60	26.81 LT	751.52
6	95+26.38	19.64 LT	750.95
7	95+26.35	18.59 LT	750.94
8	95+26.30	16.92 LT	750.95
9	95+30.99	41.32 LT	M.E.
10	95+30.93	31.32 LT	751.56
11	95+31.17	26.77 LT	751.49
12	95+31.23	19.52 LT	750.91
13	95+31.24	17.67 LT	750.92
14	95+41.84	31.32 LT	750.70
15	95+41.84	26.76 LT	750.74
16	95+44.35	31.32 LT	750.66
17	95+43.76	26.76 LT	750.75
18	95+45.83	31.32 LT	750.67

ROBERTSON STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
19	95+70.79	31.31 LT	750.85
20	95+72.17	31.31 LT	750.84
21	95+72.54	26.73 LT	750.87
22	95+74.35	31.31 LT	750.87
23	95+74.35	26.73 LT	750.86
24	95+85.76	36.31 LT	M.E.
25	95+85.77	31.31 LT	751.30
26	95+85.76	26.72 LT	751.29
27	95+85.50	19.20 LT	750.69
28	95+85.44	17.28 LT	750.70
29	95+90.44	36.40 LT	M.E.
30	95+90.42	31.40 LT	751.38
31	95+90.30	26.73 LT	751.30
32	95+90.03	19.04 LT	750.68
33	95+90.00	18.27 LT	750.67
34	95+89.94	16.62 LT	750.68
35	95+95.42	31.37 LT	M.E.
36	95+95.30	26.69 LT	M.E.

COMFORT STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
1	98+49.20	33.07 LT	M.E.
2	98+49.39	27.96 LT	M.E.
3	98+64.50	47.88 LT	M.E.
4	98+64.50	32.88 LT	748.00
5	98+64.65	28.00 LT	748.00
6	98+64.85	22.06 LT	748.10
7	98+64.91	20.26 LT	748.11
8	98+69.54	47.86 LT	M.E.
9	98+69.53	32.86 LT	747.92
10	98+71.34	28.23 LT	747.98
11	98+73.73	32.88 LT	747.85
12	98+72.58	27.33 LT	747.99
13	98+75.39	32.89 LT	747.86
14	98+99.41	33.03 LT	747.47
15	99+01.33	27.53 LT	747.48
16	99+01.27	33.04 LT	747.46
17	99+03.32	27.53 LT	747.47
18	99+08.41	22.59 LT	747.45
19	99+08.41	20.70 LT	747.46
20	99+09.40	33.09 LT	747.58
21	99+10.61	37.60 LT	747.95
22	99+13.59	47.61 LT	M.E.
23	99+18.05	47.39 LT	M.E.
24	99+15.25	37.37 LT	747.97
25	99+14.04	32.86 LT	747.60
26	99+14.27	28.12 LT	747.52
27	99+14.66	20.28 LT	747.39

COMFORT STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
28	99+14.73	18.89 LT	747.40
29	99+19.04	32.86 LT	M.E.
30	99+19.27	28.10 LT	M.E.
31	98+44.93	29.73 RT	M.E.
32	98+45.06	34.64 RT	M.E.
33	98+56.14	15.99 RT	748.68
34	98+56.11	17.73 RT	748.84
35	98+59.38	16.21 RT	748.65
36	98+59.12	17.99 RT	748.64
37	98+59.20	19.75 RT	748.66
38	98+59.43	24.76 RT	748.63
39	98+59.65	29.68 RT	748.60
40	98+60.14	34.60 RT	748.57
41	98+60.76	49.60 RT	M.E.
42	98+64.31	17.63 RT	748.58
43	98+63.99	19.47 RT	748.57
44	98+64.25	24.46 RT	748.55
45	98+64.53	29.42 RT	748.52
46	98+65.01	34.47 RT	748.50
47	98+65.61	49.47 RT	M.E.
48	98+67.57	19.40 RT	748.50
49	98+66.61	20.89 RT	748.77
50	98+68.12	28.70 RT	748.23
51	98+69.24	33.63 RT	748.16
52	98+71.36	25.24 RT	748.03
53	98+72.56	24.29 RT	747.86
54	98+73.03	27.71 RT	747.83

COMFORT STREET - RAMP ELEVATION TABLE

POINT NO.	STATION	OFFSET	ELEVATION
55	98+74.14	32.66 RT	747.77
56	98+74.80	32.53 RT	747.76
57	98+74.46	27.42 RT	747.84
58	98+76.38	32.21 RT	747.77
59	98+75.31	35.44 RT	747.96
60	98+77.06	35.05 RT	747.73
61	99+03.35	26.81 RT	747.54
62	99+05.50	26.38 RT	747.53
63	99+10.42	20.11 RT	747.40
64	99+11.14	21.58 RT	747.39
65	99+11.72	25.14 RT	747.45
66	99+12.71	35.28 RT	748.16
67	99+13.20	40.29 RT	M.E.
68	99+13.68	45.29 RT	M.E.
69	99+16.56	18.51 RT	747.33
70	99+16.64	20.07 RT	747.32
71	99+16.88	25.11 RT	747.38
72	99+17.72	34.85 RT	748.16
73	99+18.21	39.84 RT	M.E.
74	99+18.69	44.84 RT	M.E.
75	99+22.94	20.05 RT	747.63
76	99+23.31	25.04 RT	747.70
77	99+27.94	20.04 RT	M.E.
78	99+28.31	25.04 RT	M.E.
79	99+32.94	20.02 RT	M.E.
80	99+33.31	25.04 RT	M.E.

DEPRESSED CURB AND GUTTER (TO BE PAID FOR PER CURB TYPE, NOT PAID SEPARATELY)

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PLOT SCALE = #SCALE#	DRAWN - JLT	REVISED -
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	DATE - 12/05/2016	REVISED -

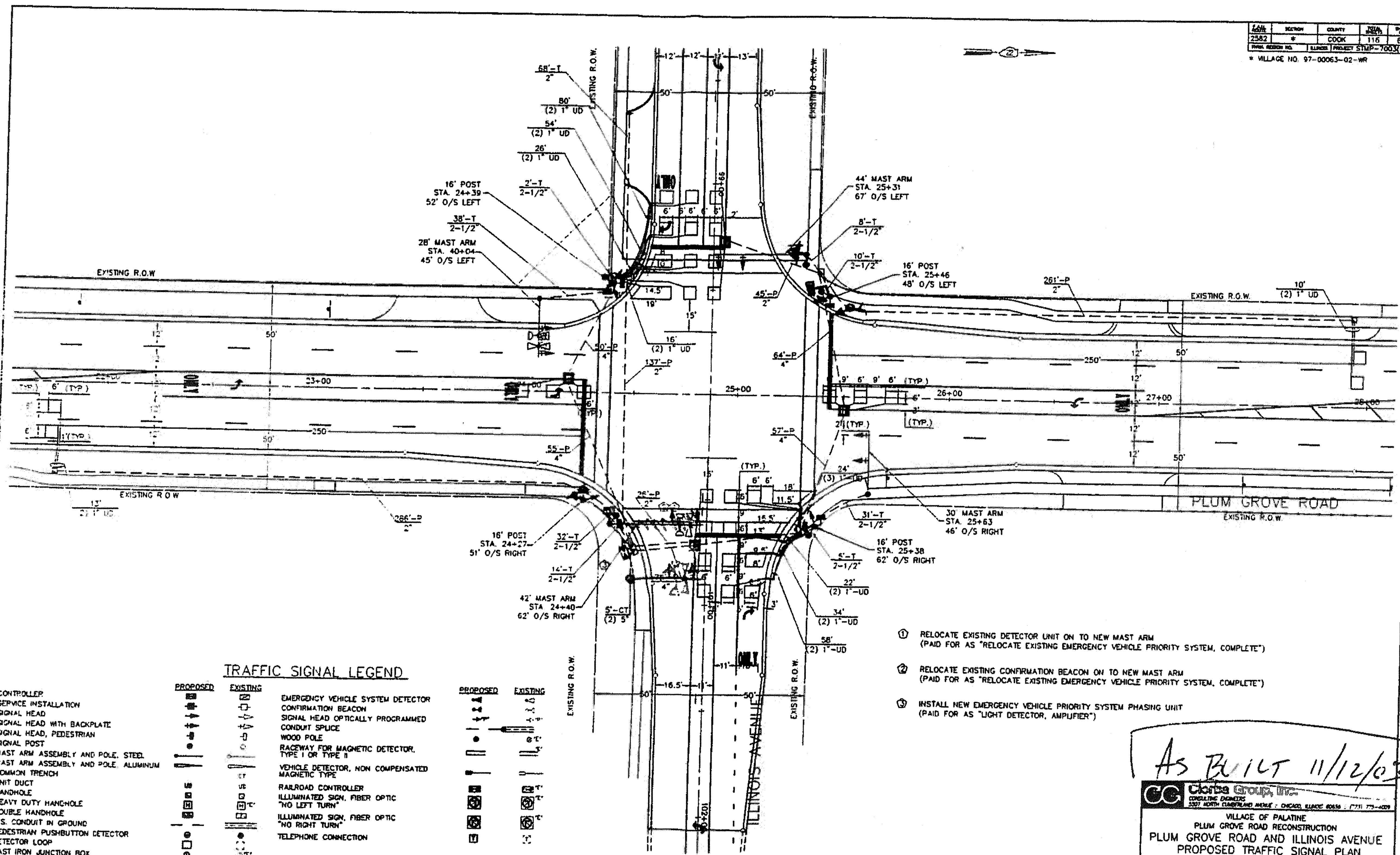
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' SHEET 32 OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	32
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

SECTION	COUNTY	JOB NO.	SHEET
2582	COOK	116	63
VILLAGE NO. 97-0063-02-WR			



TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLED SERVICE INSTALLATION
[Symbol]	[Symbol]	SIGNAL HEAD
[Symbol]	[Symbol]	SIGNAL HEAD WITH BACKPLATE
[Symbol]	[Symbol]	SIGNAL HEAD, PEDESTRIAN
[Symbol]	[Symbol]	SIGNAL POST
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, STEEL
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, ALUMINUM
[Symbol]	[Symbol]	COMMON TRENCH
[Symbol]	[Symbol]	UNIT DUCT
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN GROUND
[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON DETECTOR
[Symbol]	[Symbol]	DETECTOR LOOP
[Symbol]	[Symbol]	CAST IRON JUNCTION BOX
[Symbol]	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED
[Symbol]	[Symbol]	CONDUIT SPLICE
[Symbol]	[Symbol]	WOOD POLE
[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
[Symbol]	[Symbol]	RAILROAD CONTROLLER
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
[Symbol]	[Symbol]	TELEPHONE CONNECTION

- ① RELOCATE EXISTING DETECTOR UNIT ON TO NEW MAST ARM (PAID FOR AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, COMPLETE")
- ② RELOCATE EXISTING CONFIRMATION BEACON ON TO NEW MAST ARM (PAID FOR AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, COMPLETE")
- ③ INSTALL NEW EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT (PAID FOR AS "LIGHT DETECTOR, AMPLIFIER")

AS BUILT 11/12/03

Clorbe Group, Inc.
CONSULTING ENGINEERS
3007 SOUTH CUMBERLAND AVENUE - CHICAGO, ILLINOIS 60632 - (773) 773-4009

VILLAGE OF PALATINE
PLUM GROVE ROAD RECONSTRUCTION
PLUM GROVE ROAD AND ILLINOIS AVENUE
PROPOSED TRAFFIC SIGNAL PLAN

DESIGN: DJD
DRAWN: DJD
CHECKED: SNS
DATE: MAY 2002
SCALE: 1"=20'
FILE NO.: 3188

FILE NAME = F:\S\98-086 Palatine Plum Grove Road Phase I Phase II\CADD SHEETS\98-086-086-Details.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = jthede	DESIGNED - JLT	REVISED -
PLOT SCALE = 50.0000' / in.	DRAWN - JLT	REVISED -
PLOT DATE = 12/13/2016	CHECKED - DBB	REVISED -
	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

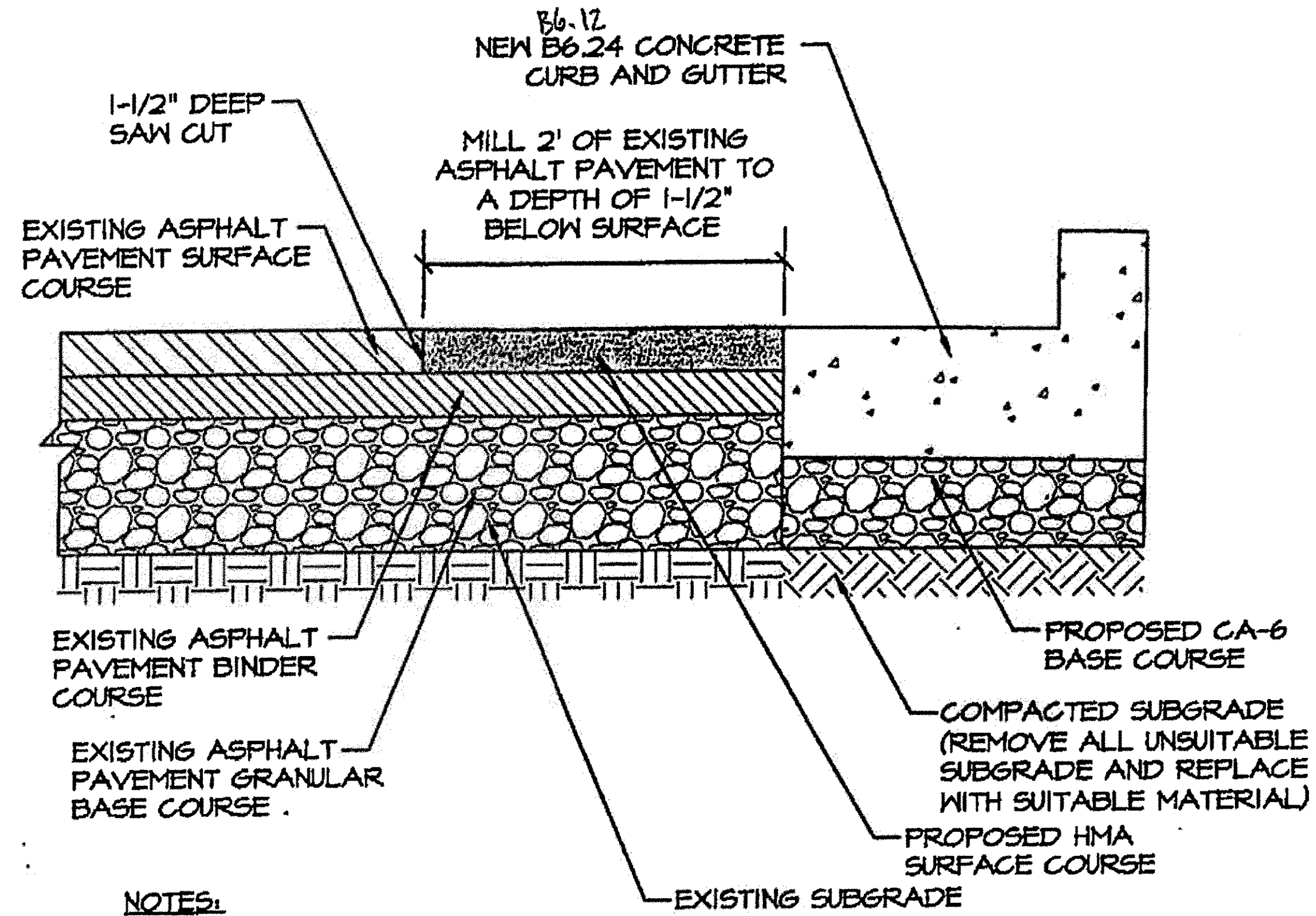
PLUM GROVE ROAD - VILLAGE OF PALATINE

SCALE: SHEET 32A OF 43 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	32A
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				

PAVEMENT PATCHING

AT CURB & GUTTER REMOVAL
NOT TO SCALE



NOTES:

- EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
- ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
- BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

DETAIL -

NOT TO SCALE

FILE NAME = F:\AG38-056 Palatine Plum Grove Road Phase 1 Phase 1\CAD SHEETS\38-056-Details.dgn

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

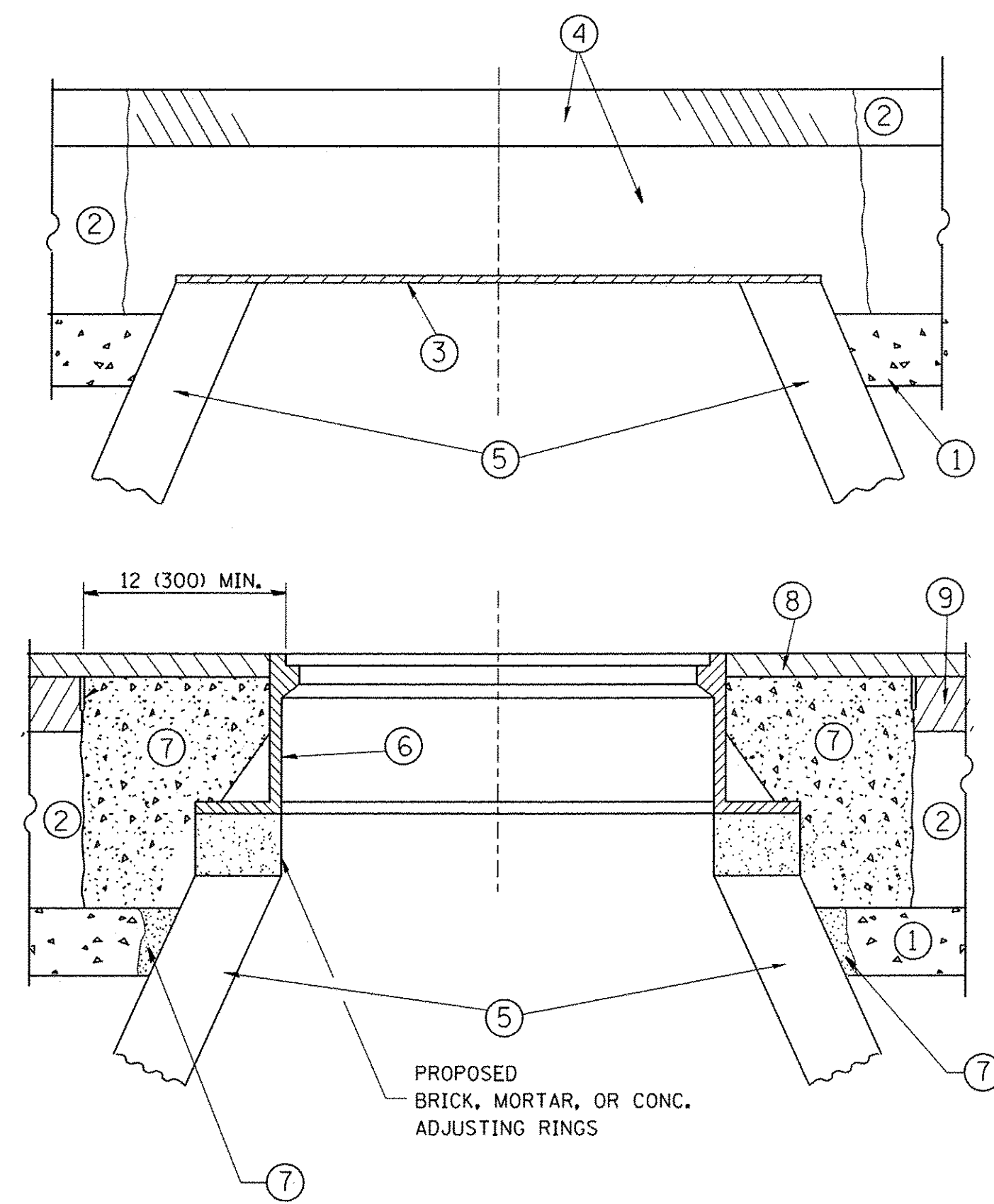
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PLOT DATE = 12/13/2016	DATE - 12/05/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLUM GROVE ROAD - VILLAGE OF PALATINE

SCALE: SHEET 33 OF 43 SHEETS STA. TO STA.

F.A.P RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 33
CONTRACT NO. 61D52				
ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

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

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

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

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

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

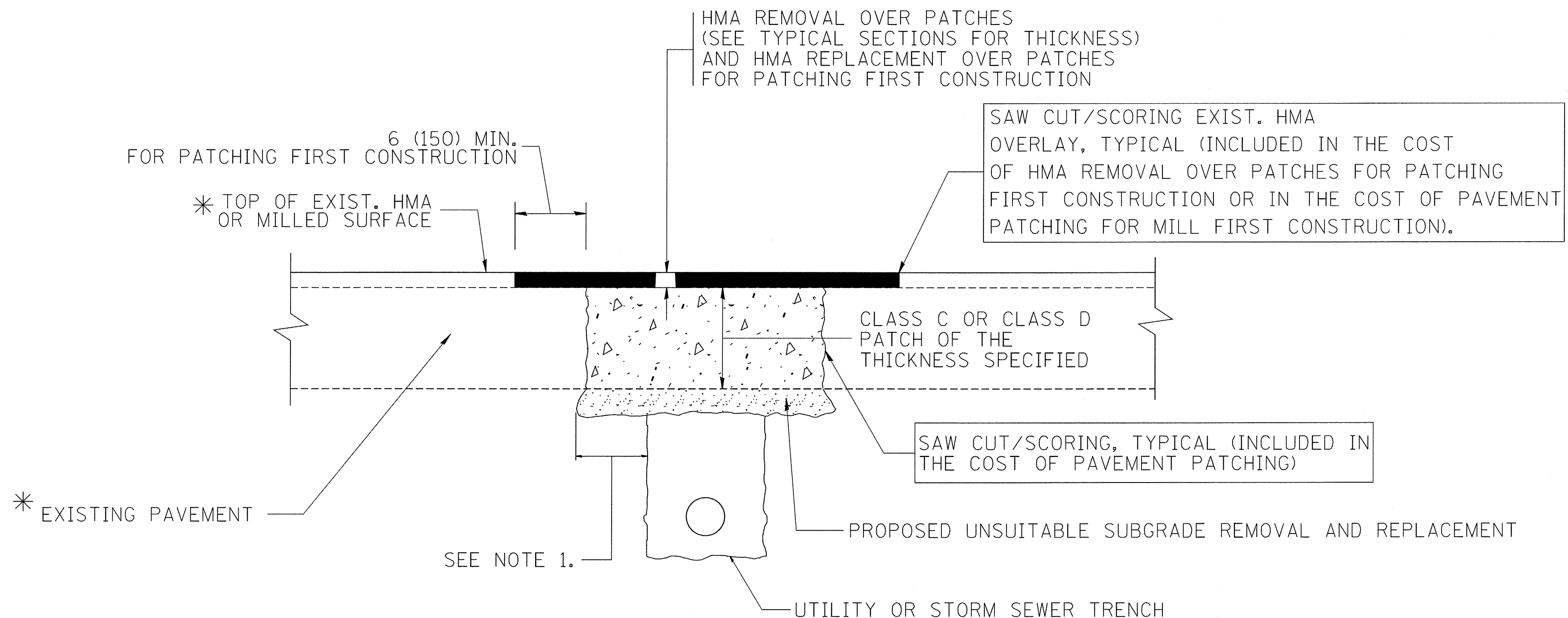
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	F.A. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =	
c:\pw_work\pwt\dot\bauerdl\08108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07			2585	16-00099-00-RS	COOK	43	34	
PLOT SCALE = 1/648.5000' / m		CHECKED -	REVISED - R. BORO 03-09-11			BD600-03 (BD-8)		CONTRACT NO. 61D52			
PLOT DATE = 12/6/2011		DATE - 10-25-94	REVISED - R. BORO 12-06-11			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

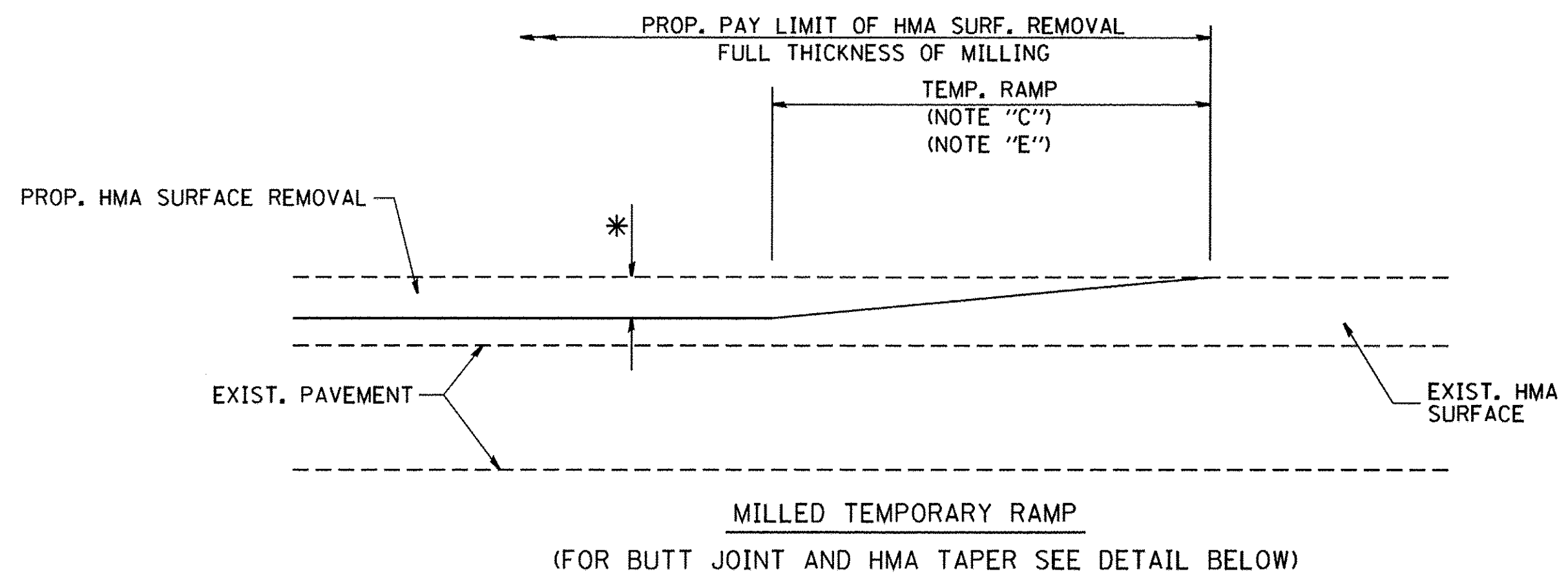
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

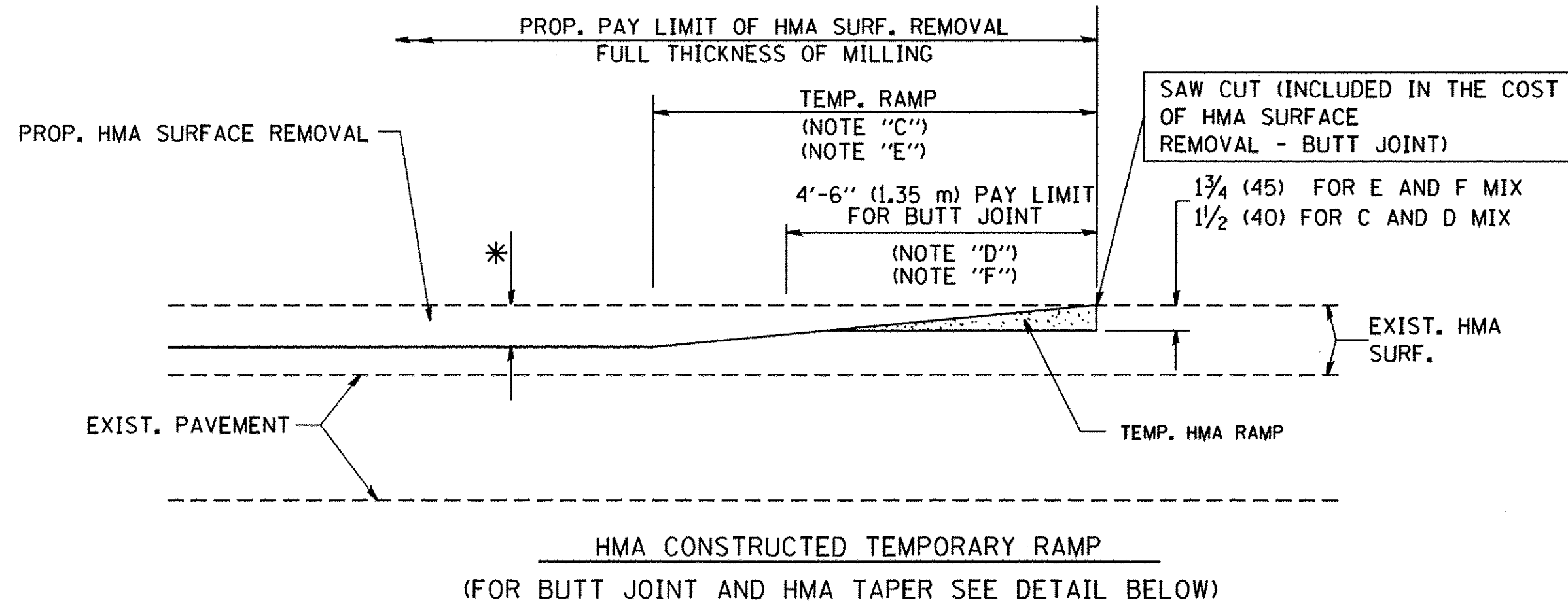
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

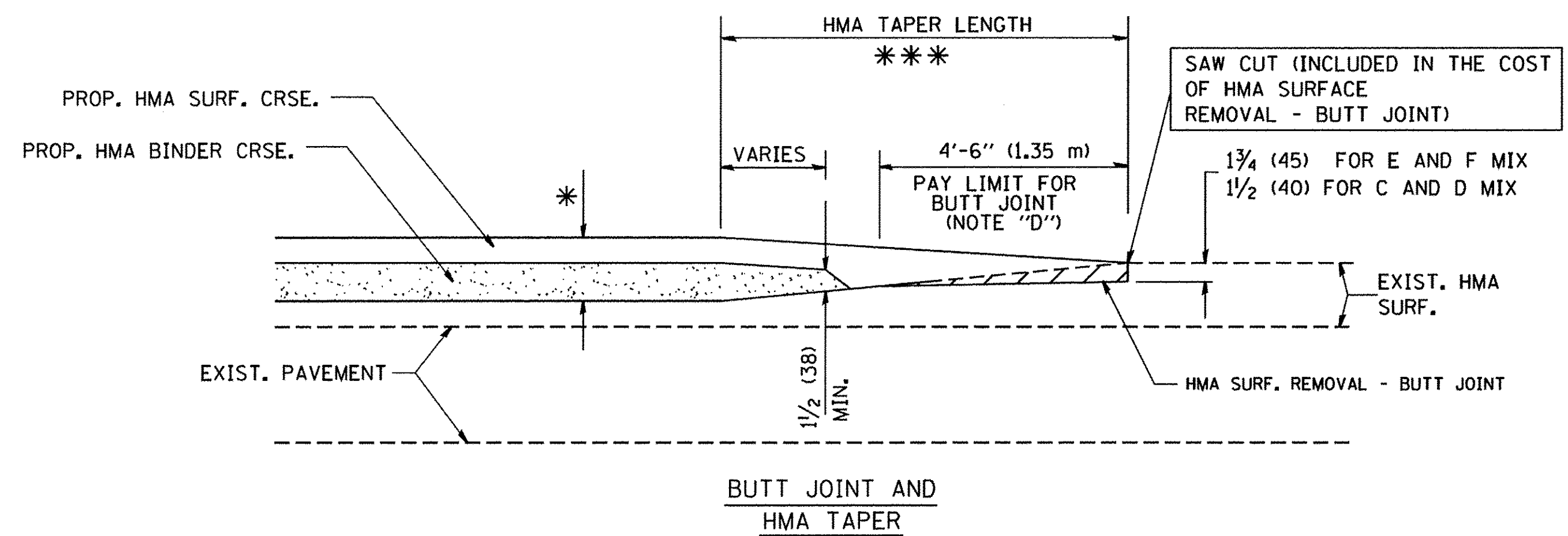
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	PLOT SCALE = 60,000 / IN.	CHECKED -	REVISED - R. BORO 01-01-07			BD400-04 (BD-22)		CONTRACT NO. 61D52		
PLOT DATE = 10/27/2008	DATE = 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



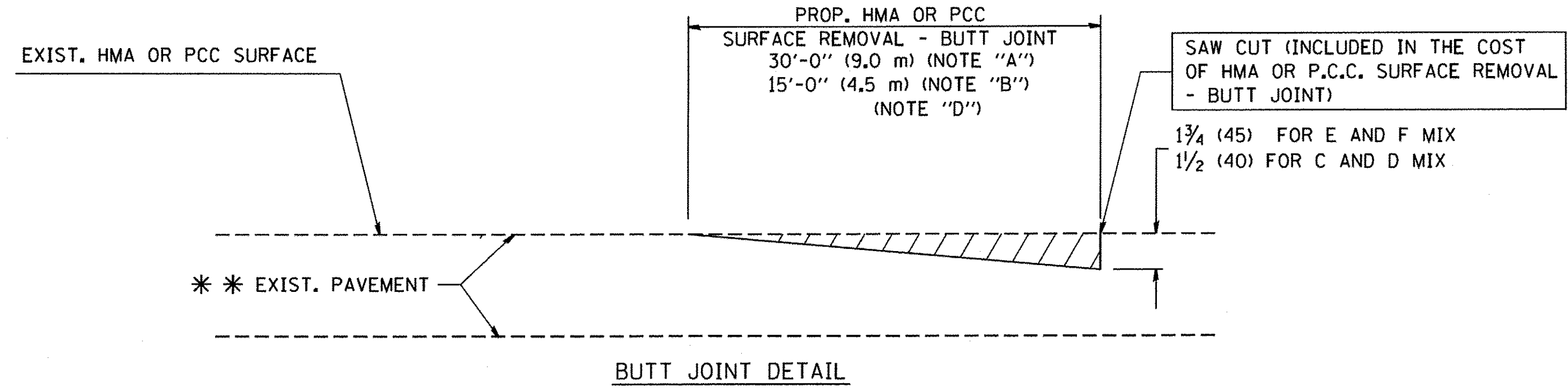
OPTION 1



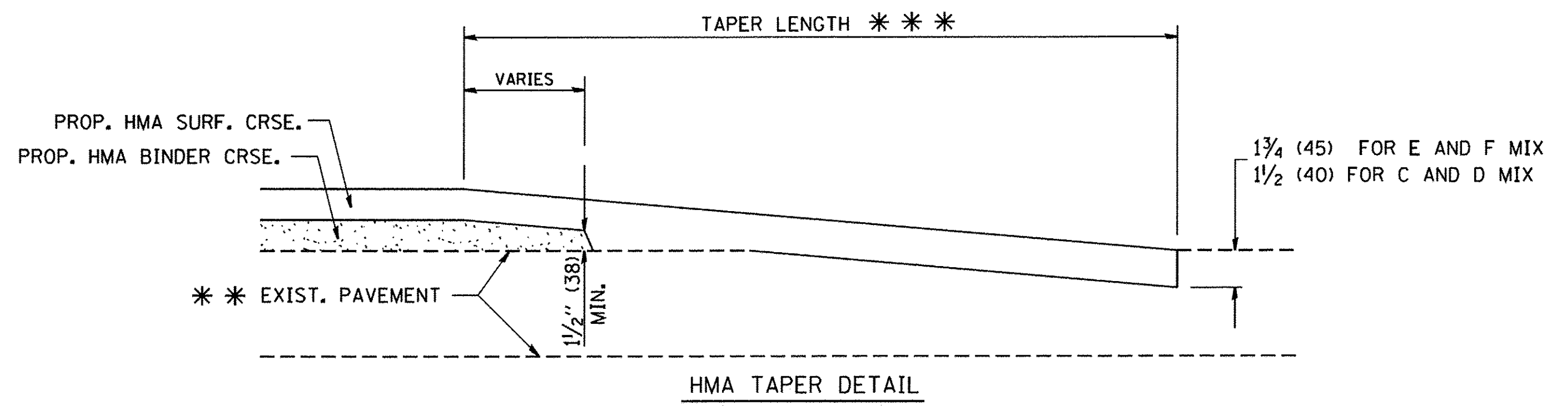
OPTION 2
TYPICAL TEMPORARY RAMP



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".

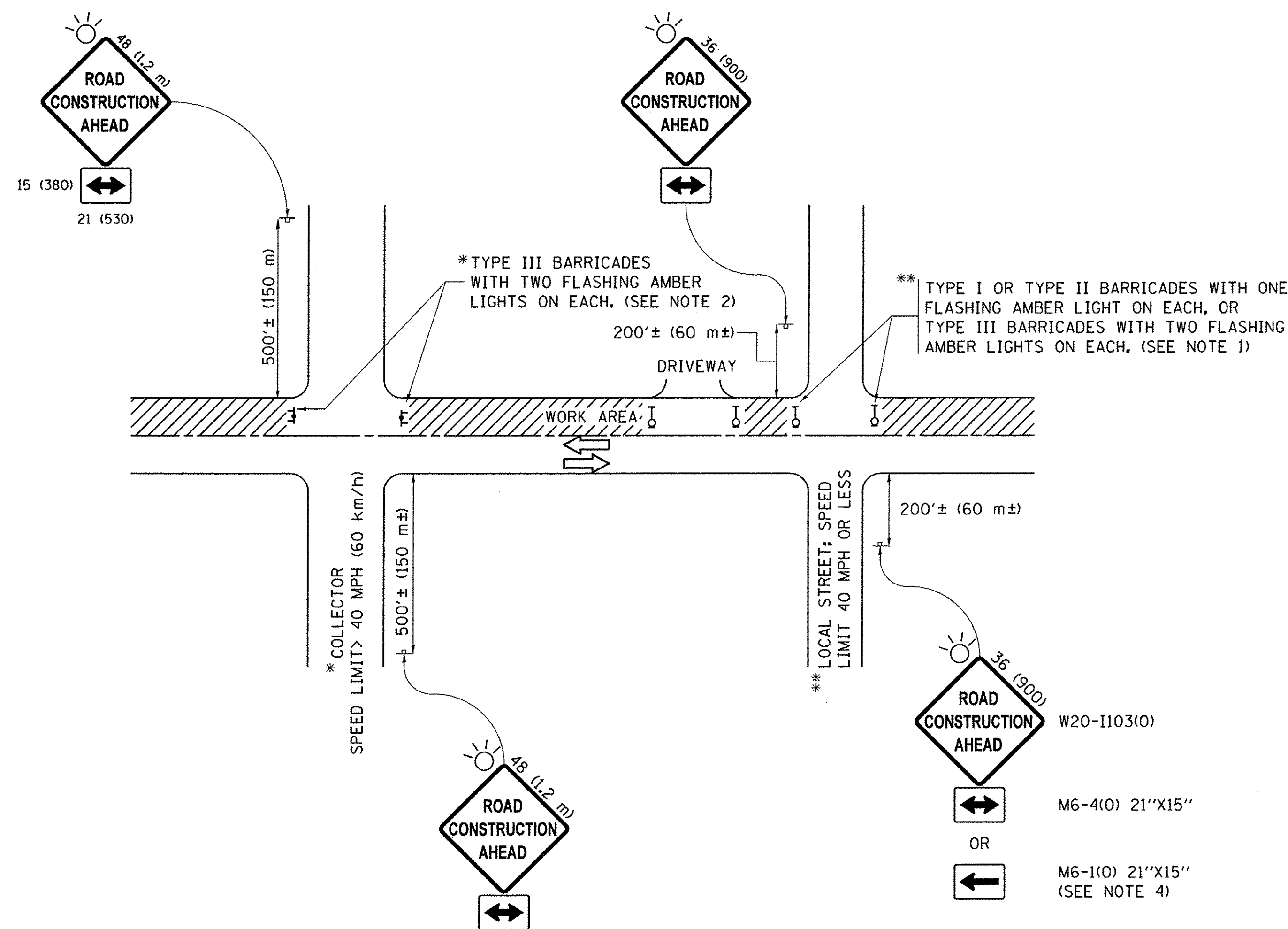
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - A. ABBAS 03-21-97
		PLOT SCALE = 50.0000' / IN.	REVISED - M. GOMEZ 04-06-01
		PLOT DATE = 1/4/2008	REVISED - R. BORO 01-01-07
		CHECKED -	
		DATE - 06-13-90	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 36
BD400-05 BD32			CONTRACT NO. 61D52	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

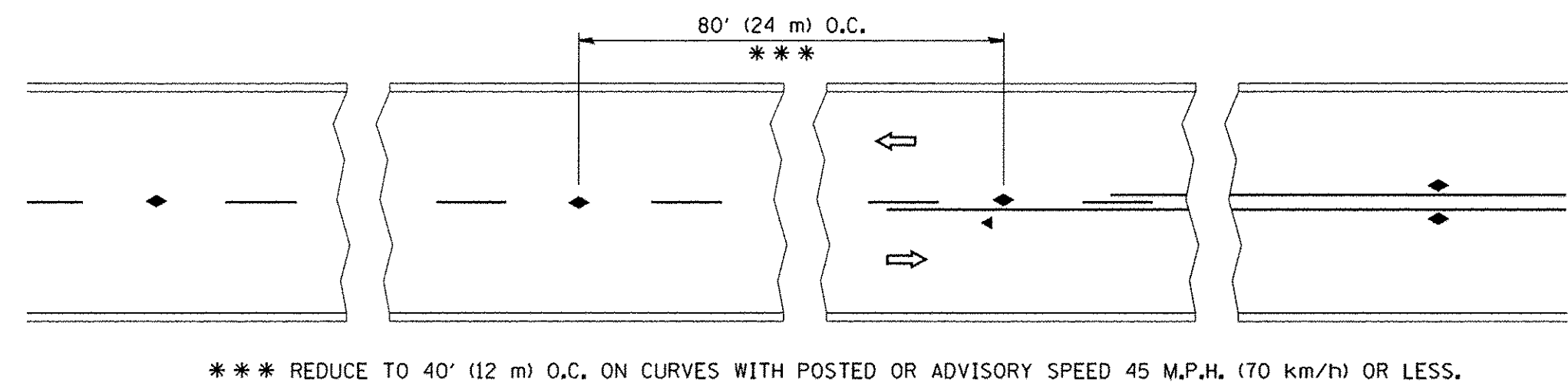
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

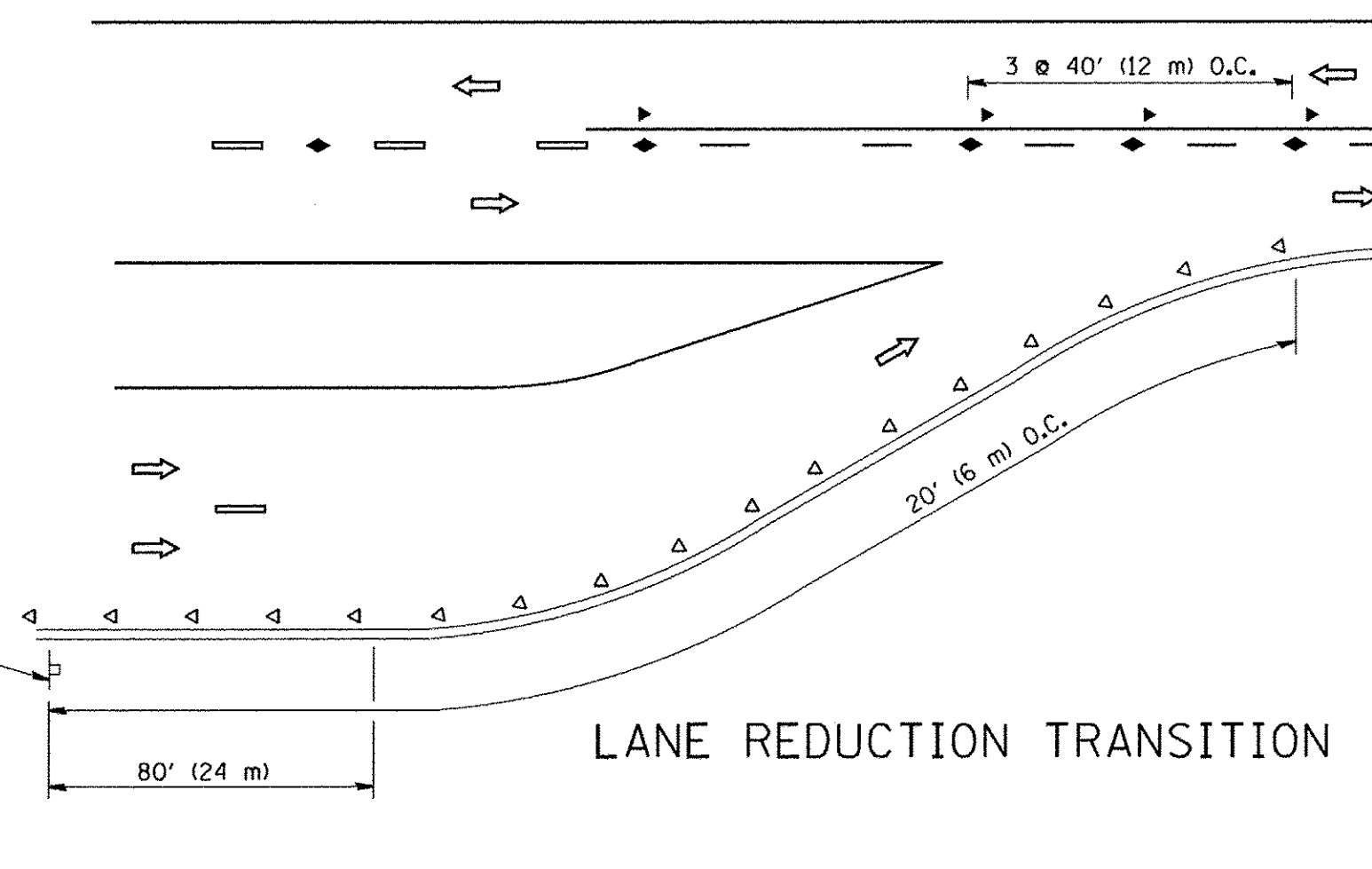
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	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

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

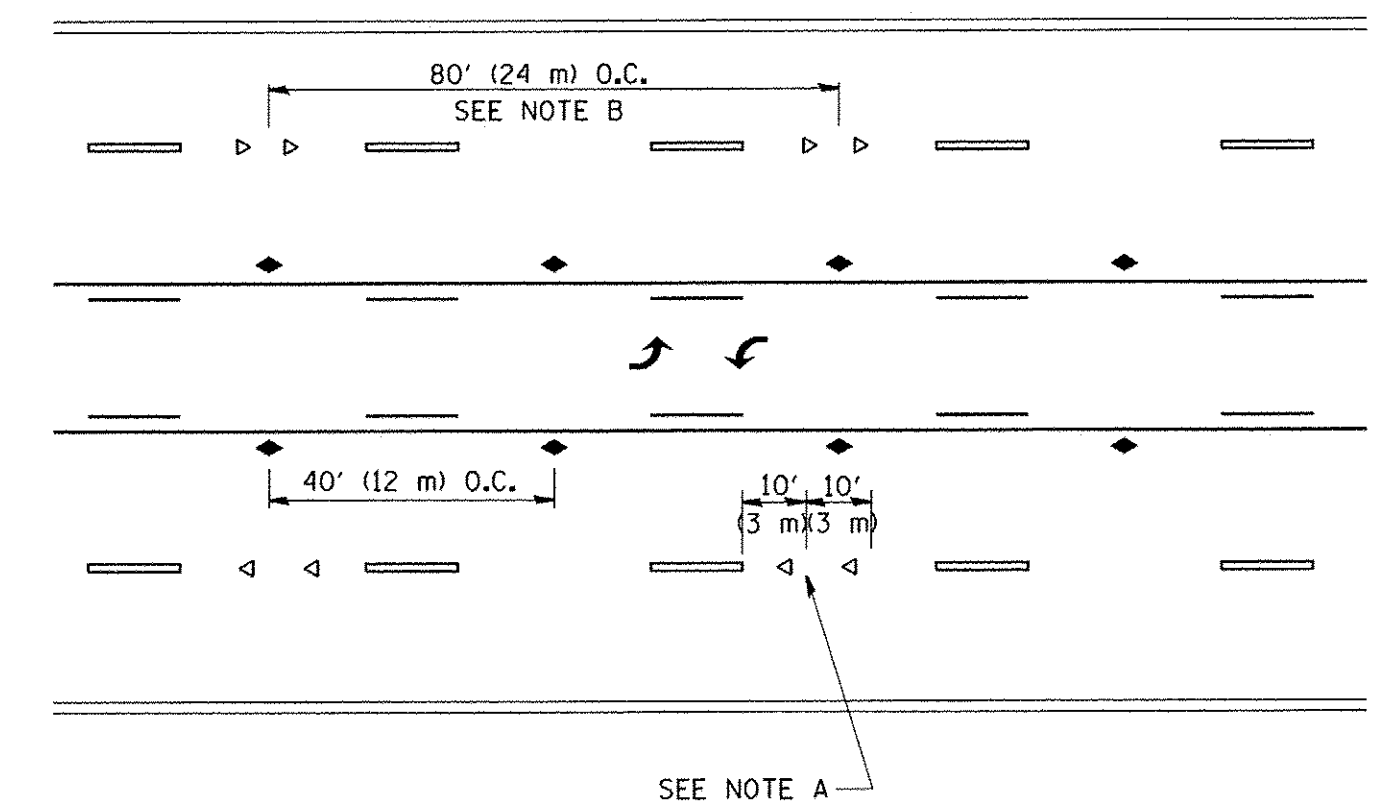
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2585	16-00099-00-RS	COOK	43	37
TC-10		CONTRACT NO. 61D52		
ILLINOIS FED. AID PROJECT				



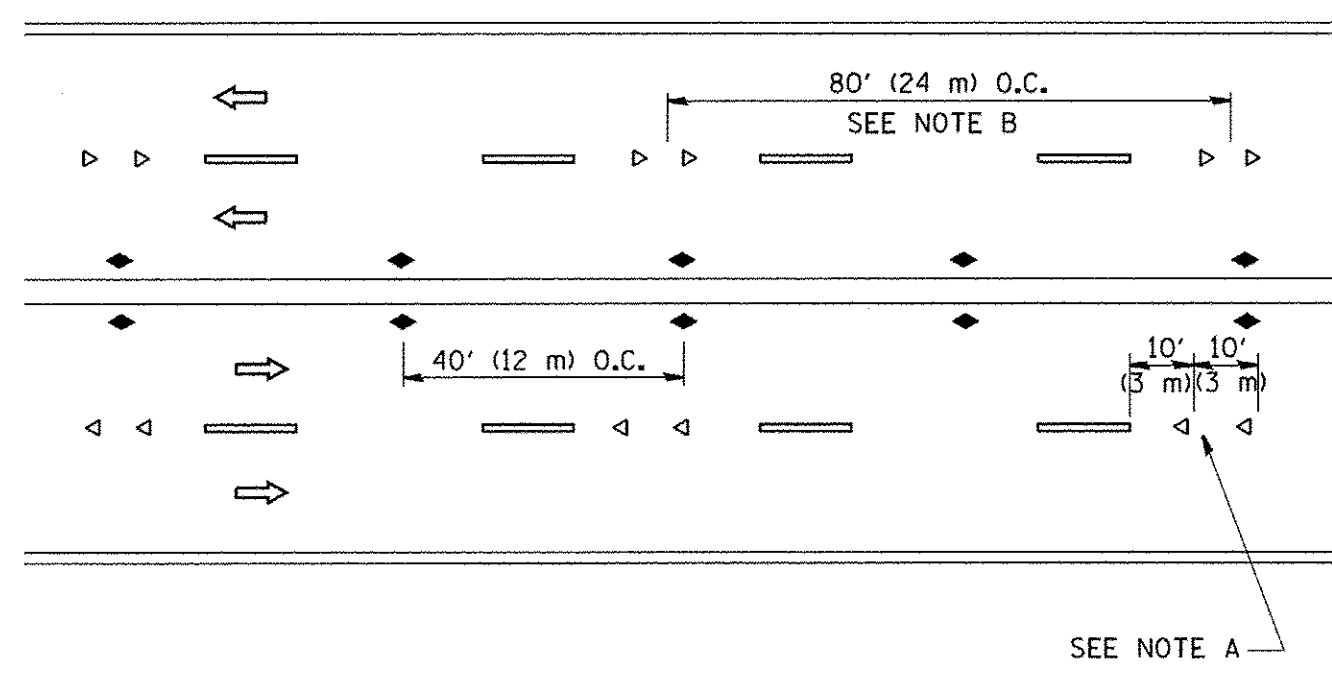
TWO-LANE/TWO-WAY



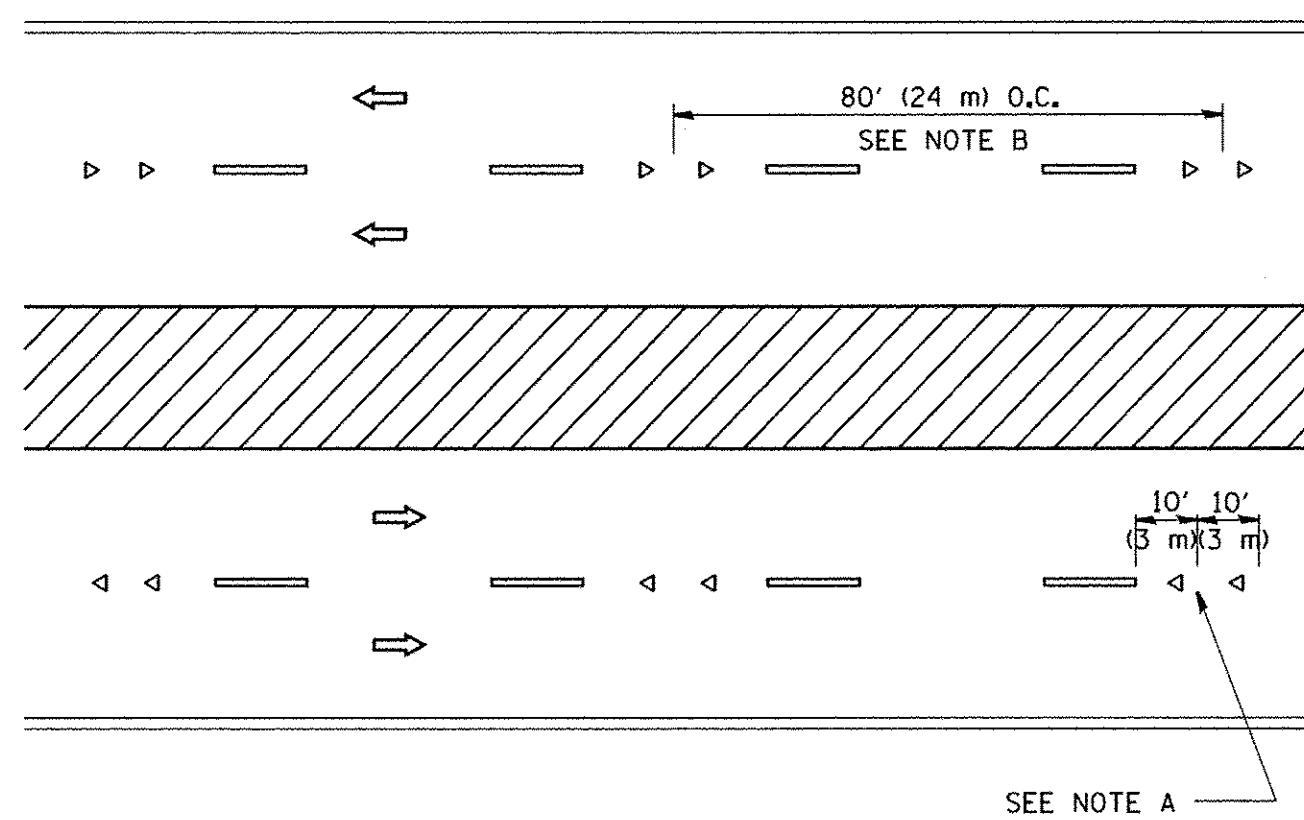
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

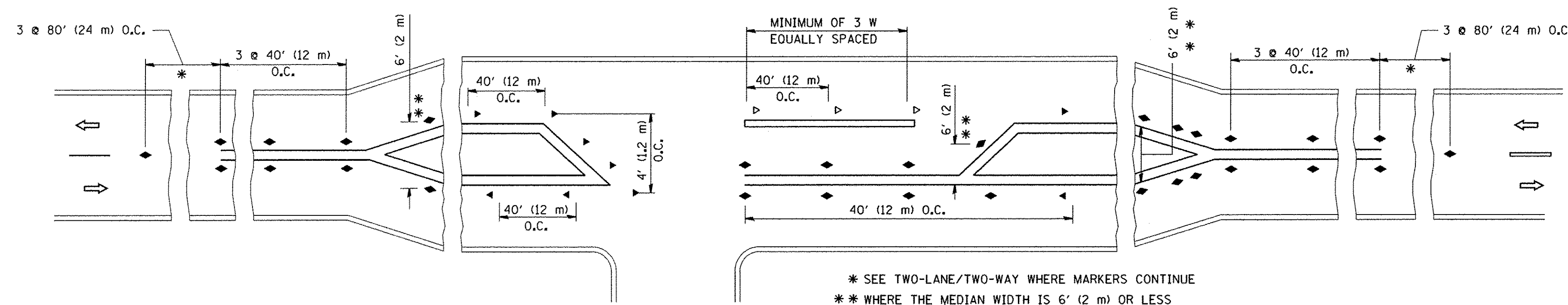
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

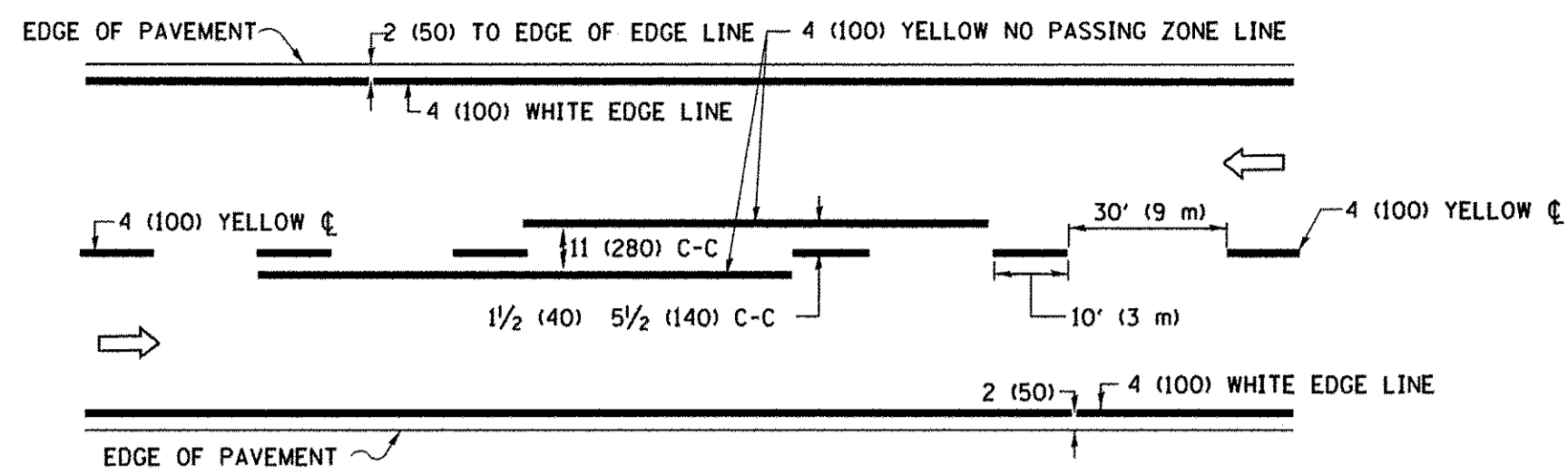
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	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

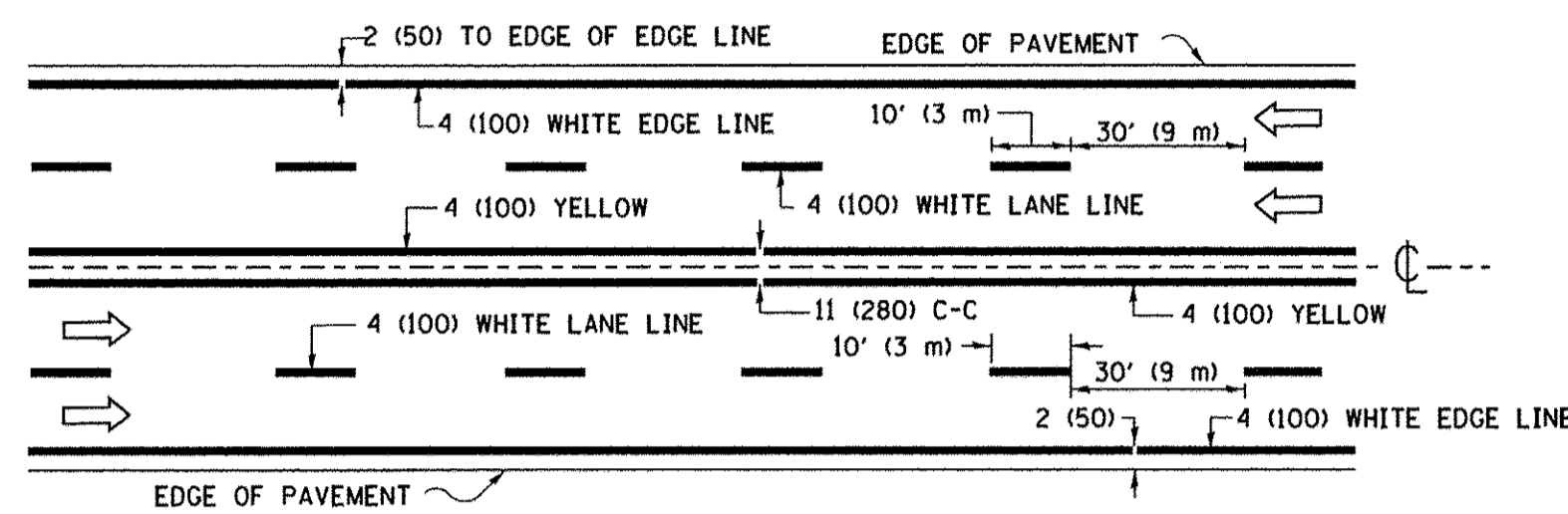
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

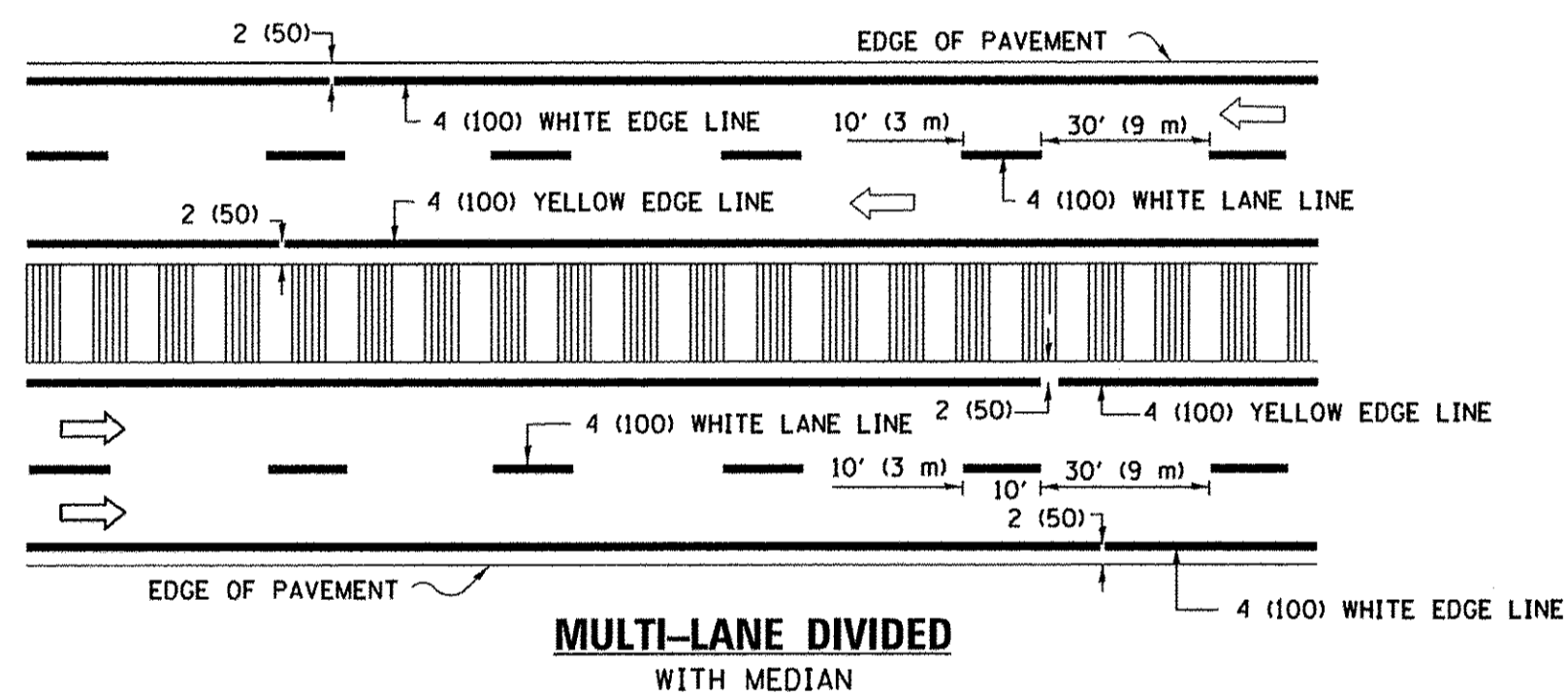
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	38
TC-11			CONTRACT NO. 61D52	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

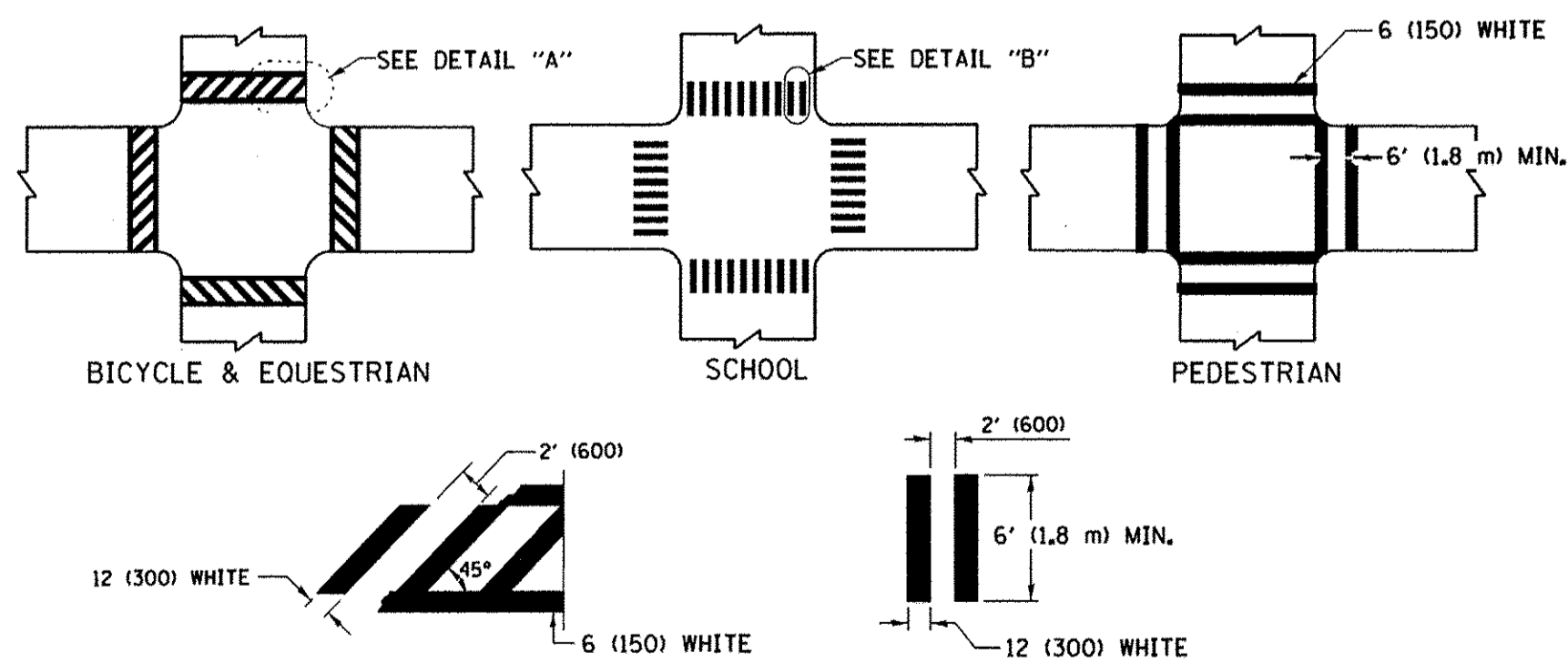


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

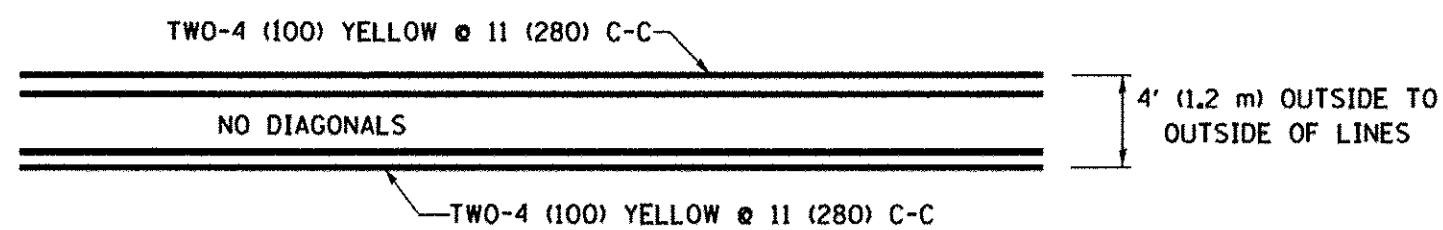


DETAIL "A"

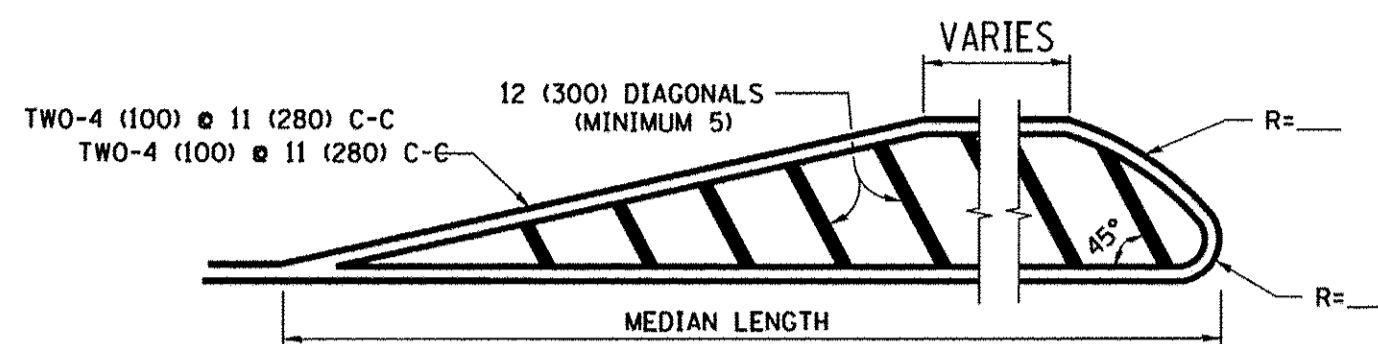
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

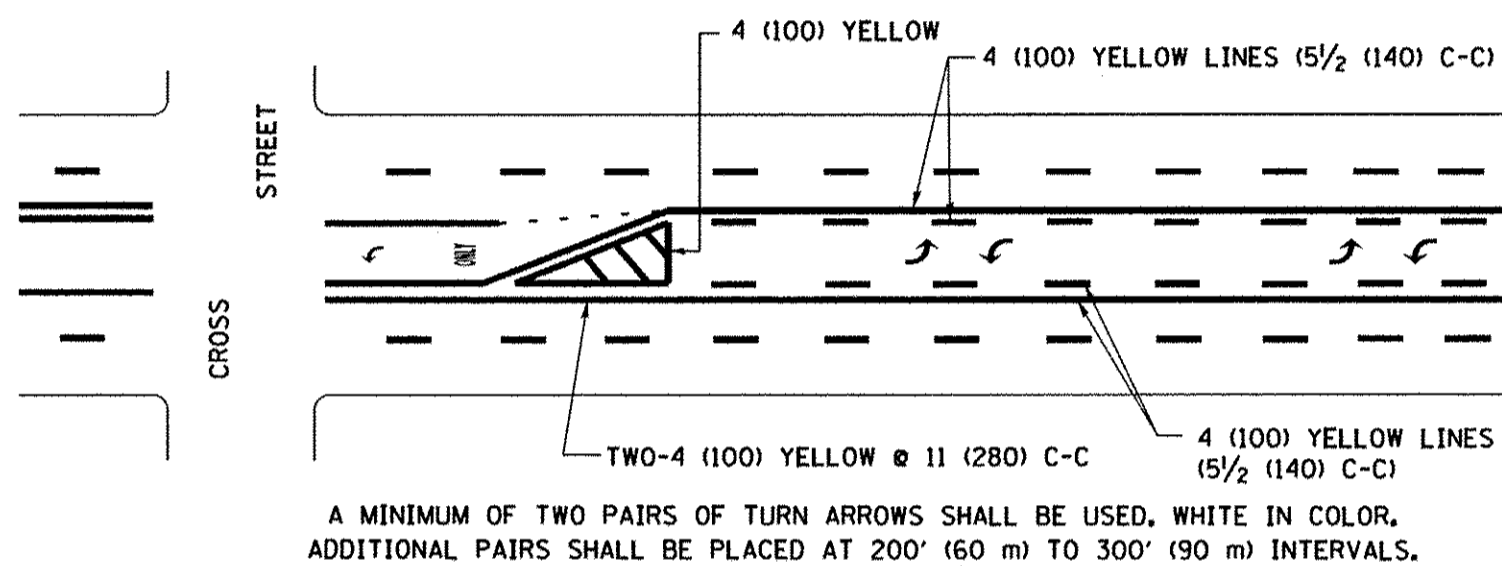


4' (1.2 m) WIDE MEDIANS ONLY



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))

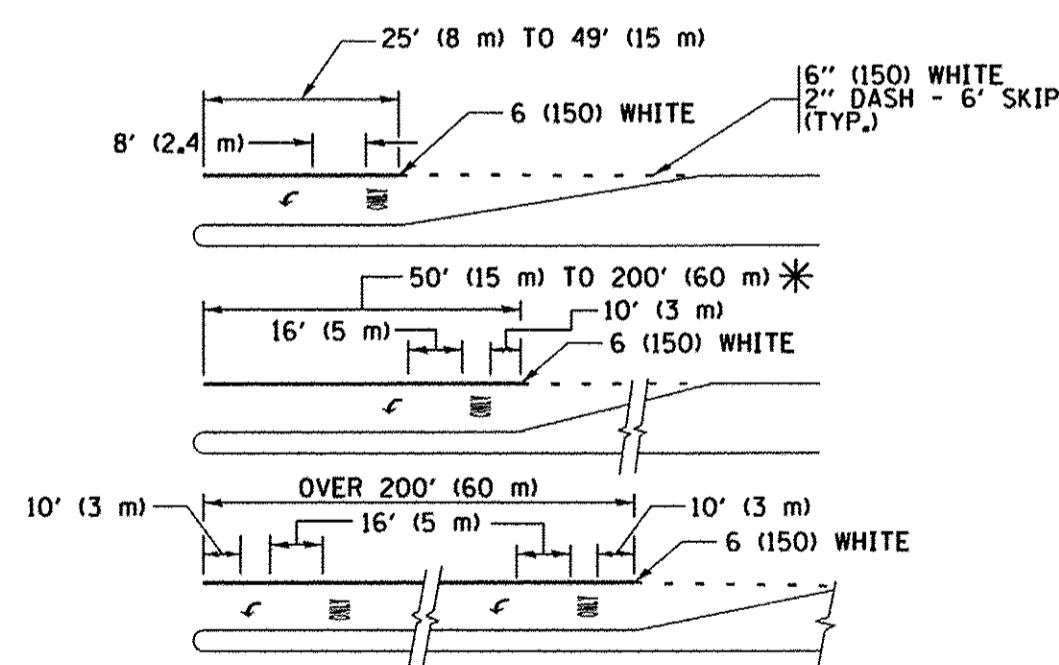
MEDIANS OVER 4' (1.2 m) WIDE



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

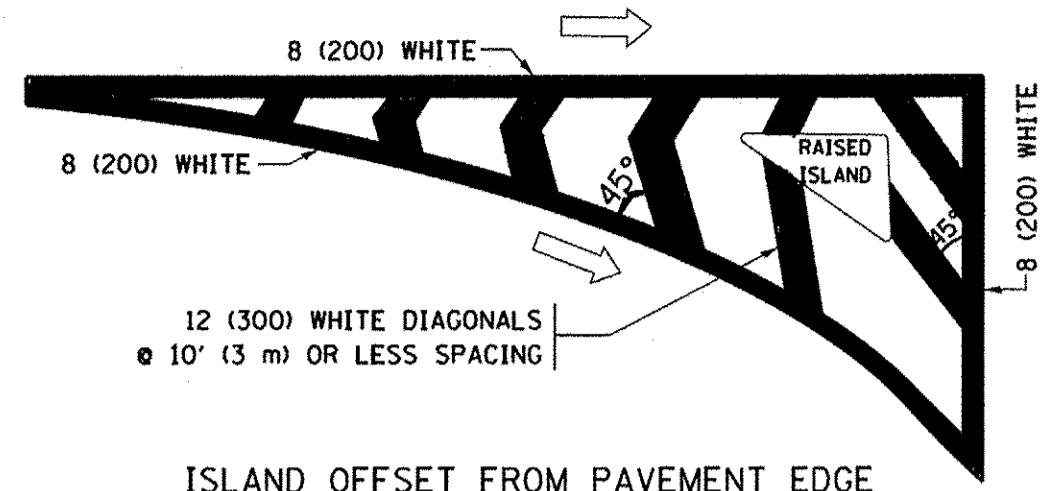


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

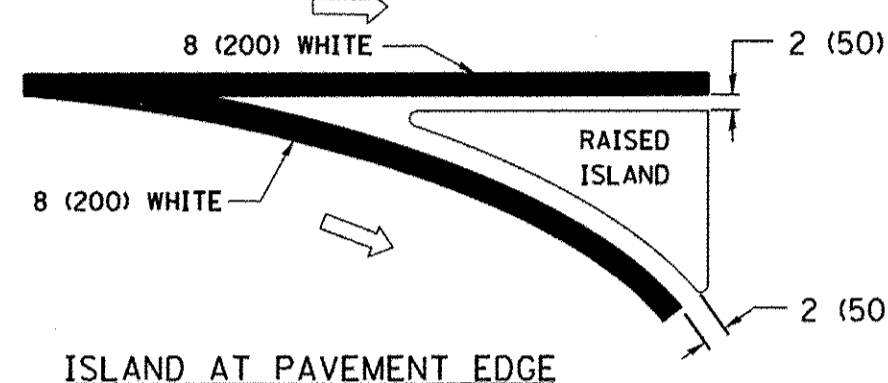
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

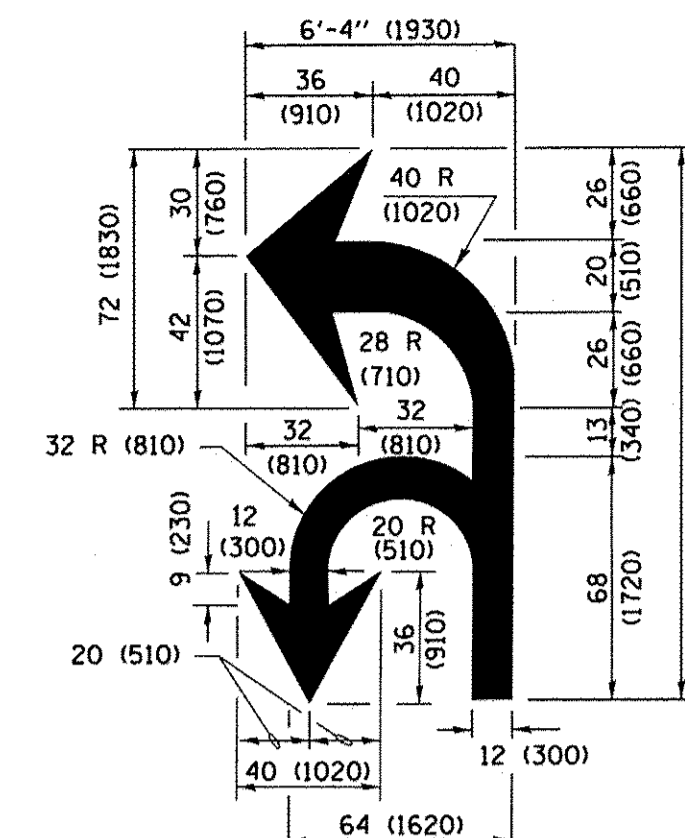


ISLAND OFFSET FROM PAVEMENT EDGE

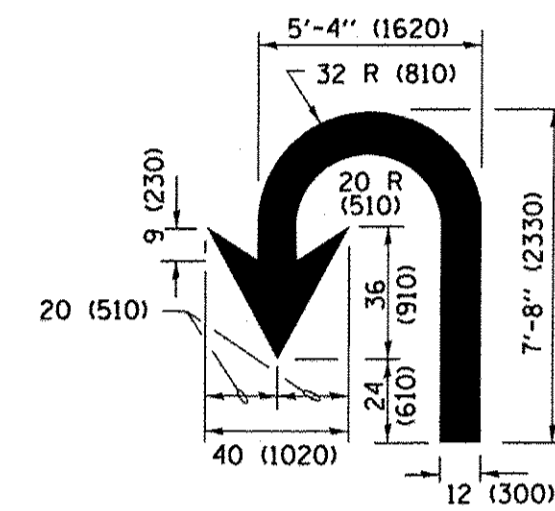


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINE; "RR" 15 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

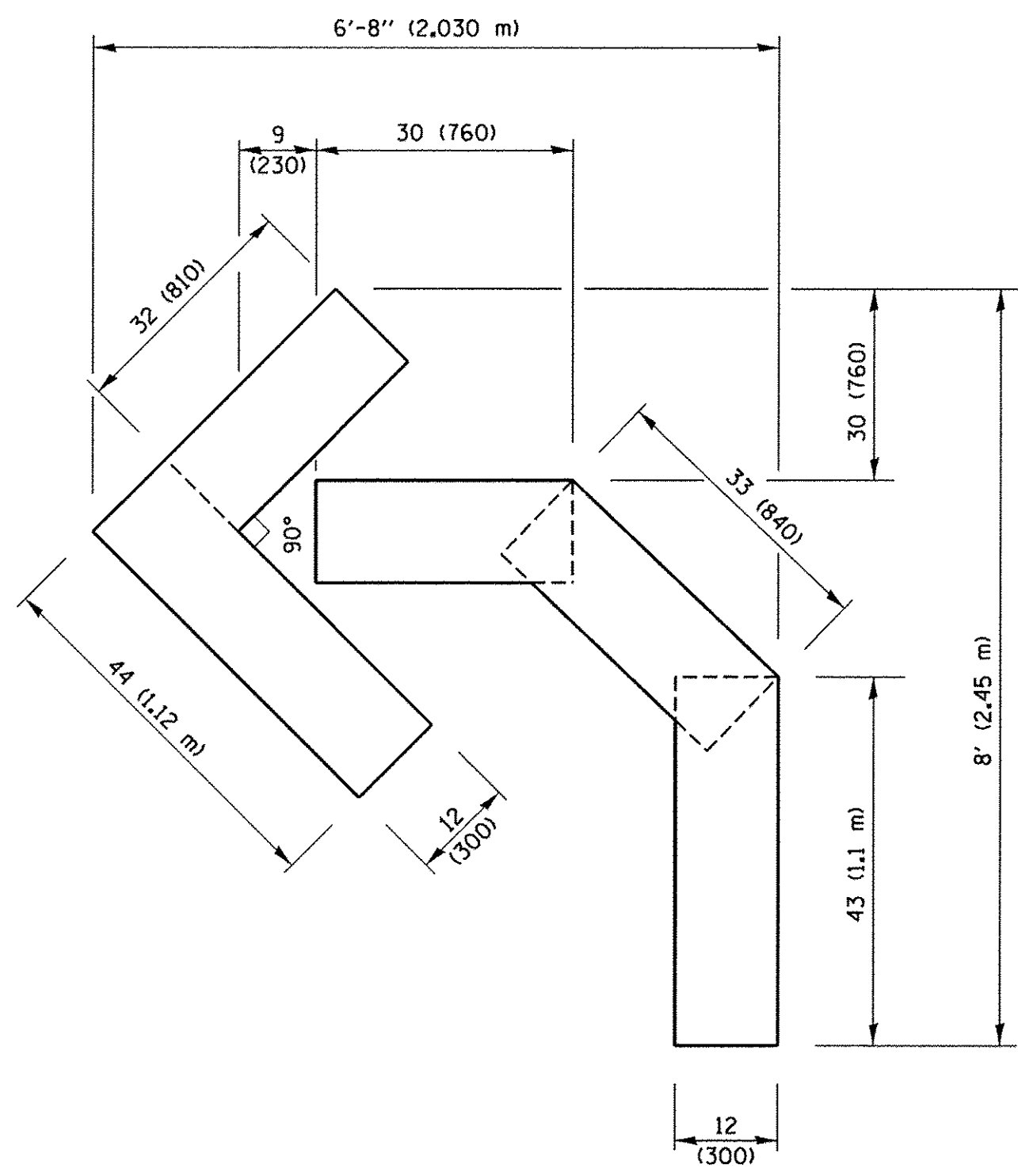
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	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

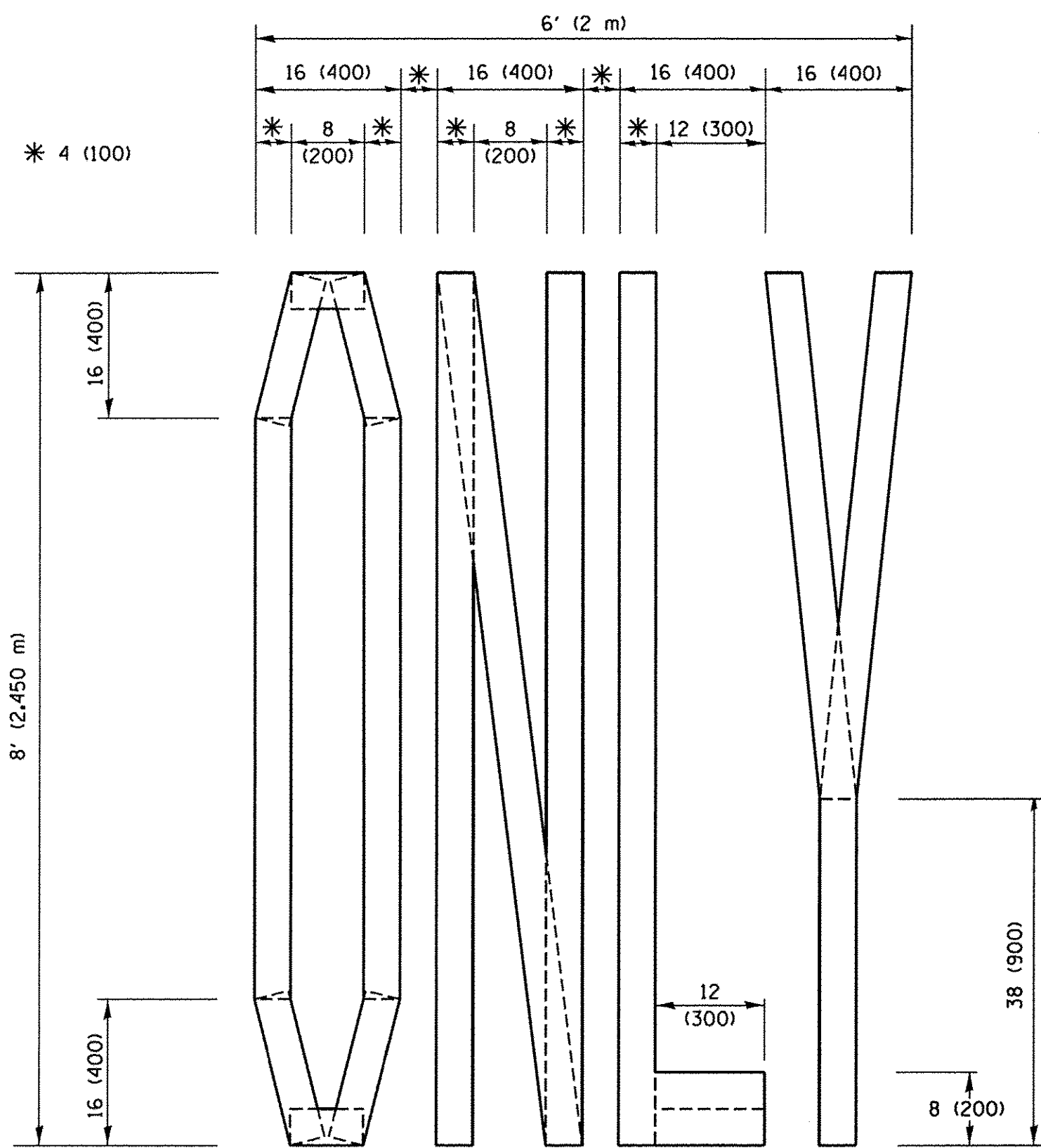
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	39
TC-13		CONTRACT NO. 61D52		
ILLINOIS FED. AID PROJECT				



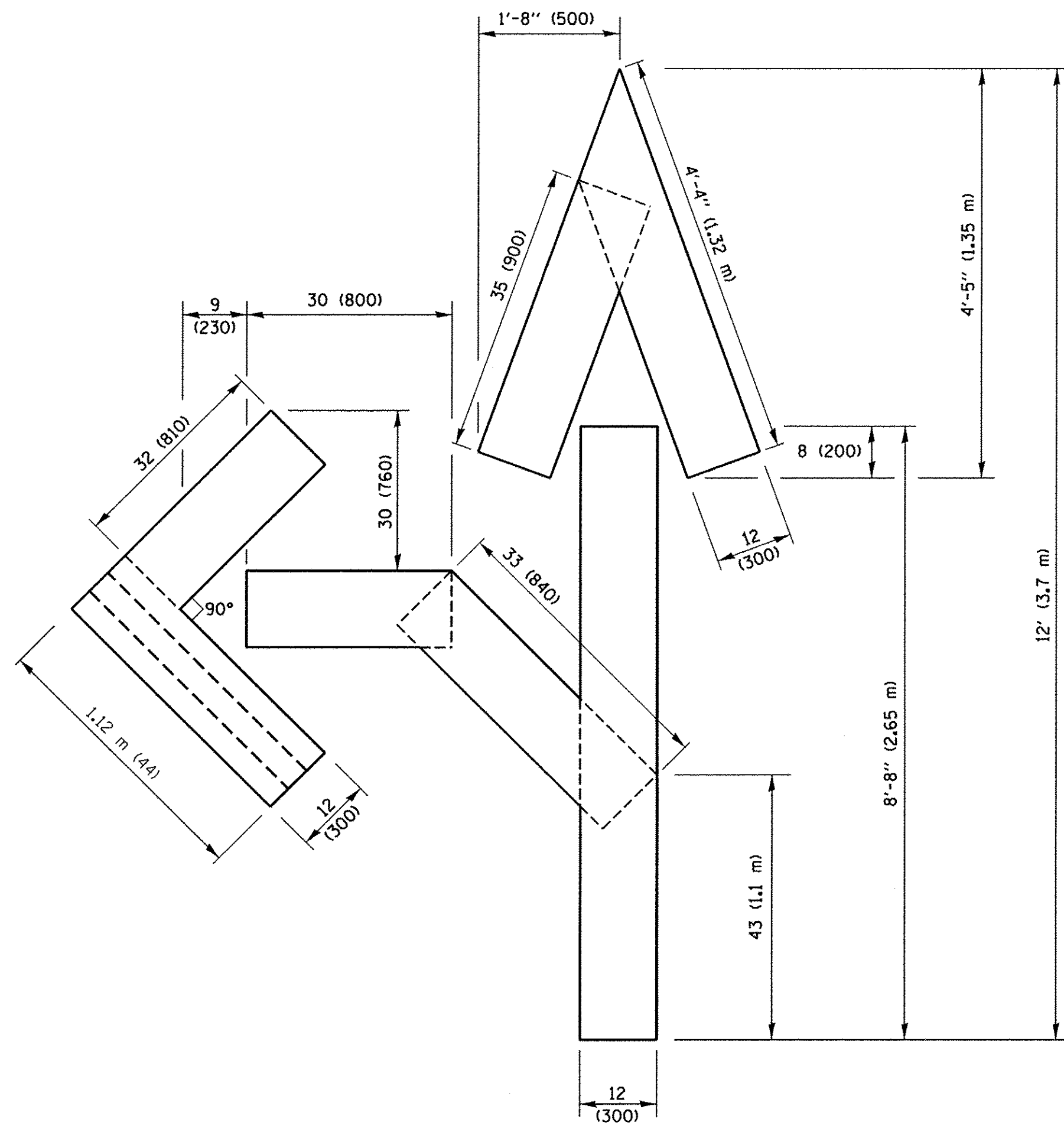
QUANTITY

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)

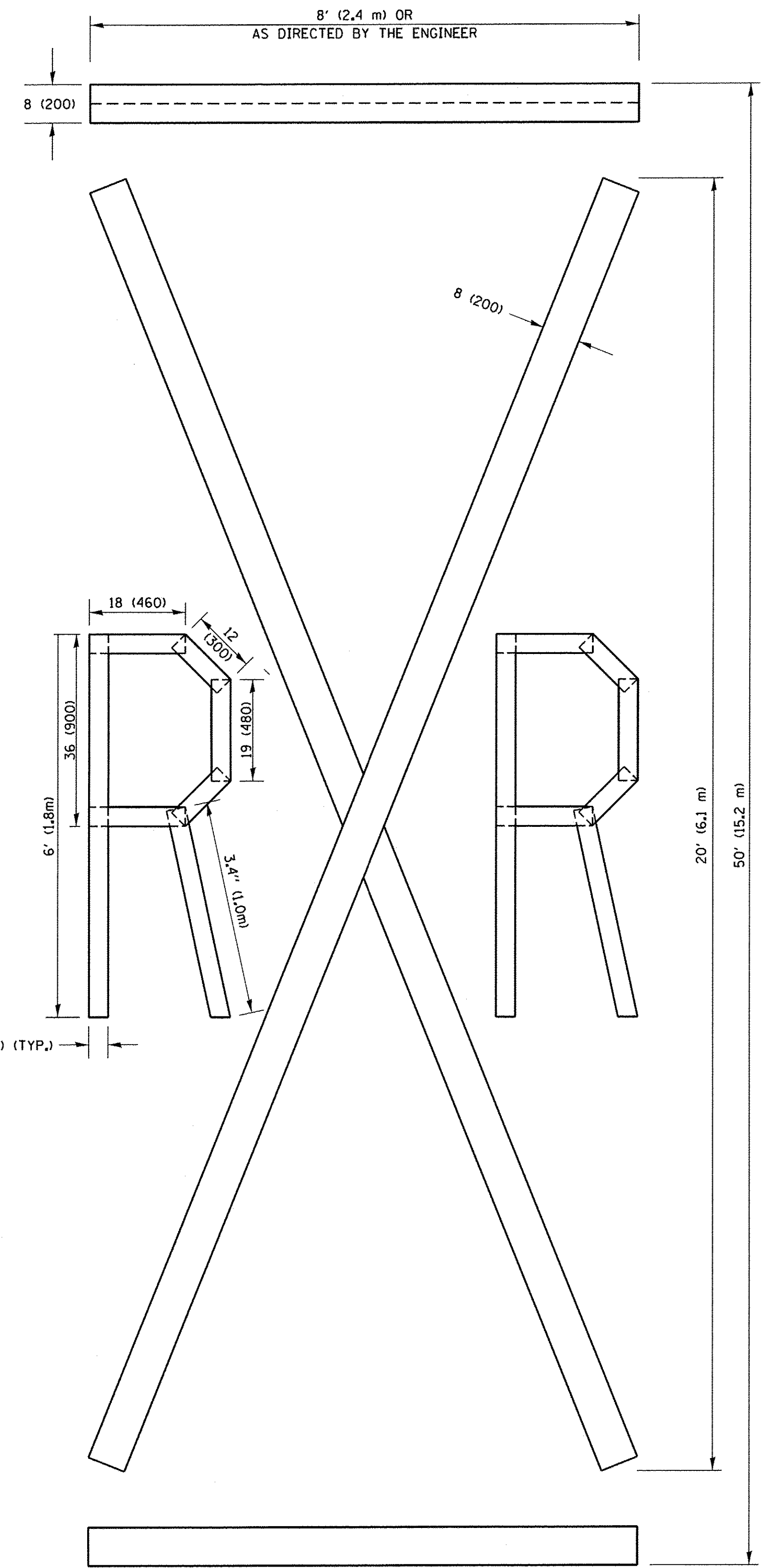


QUANTITY

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.

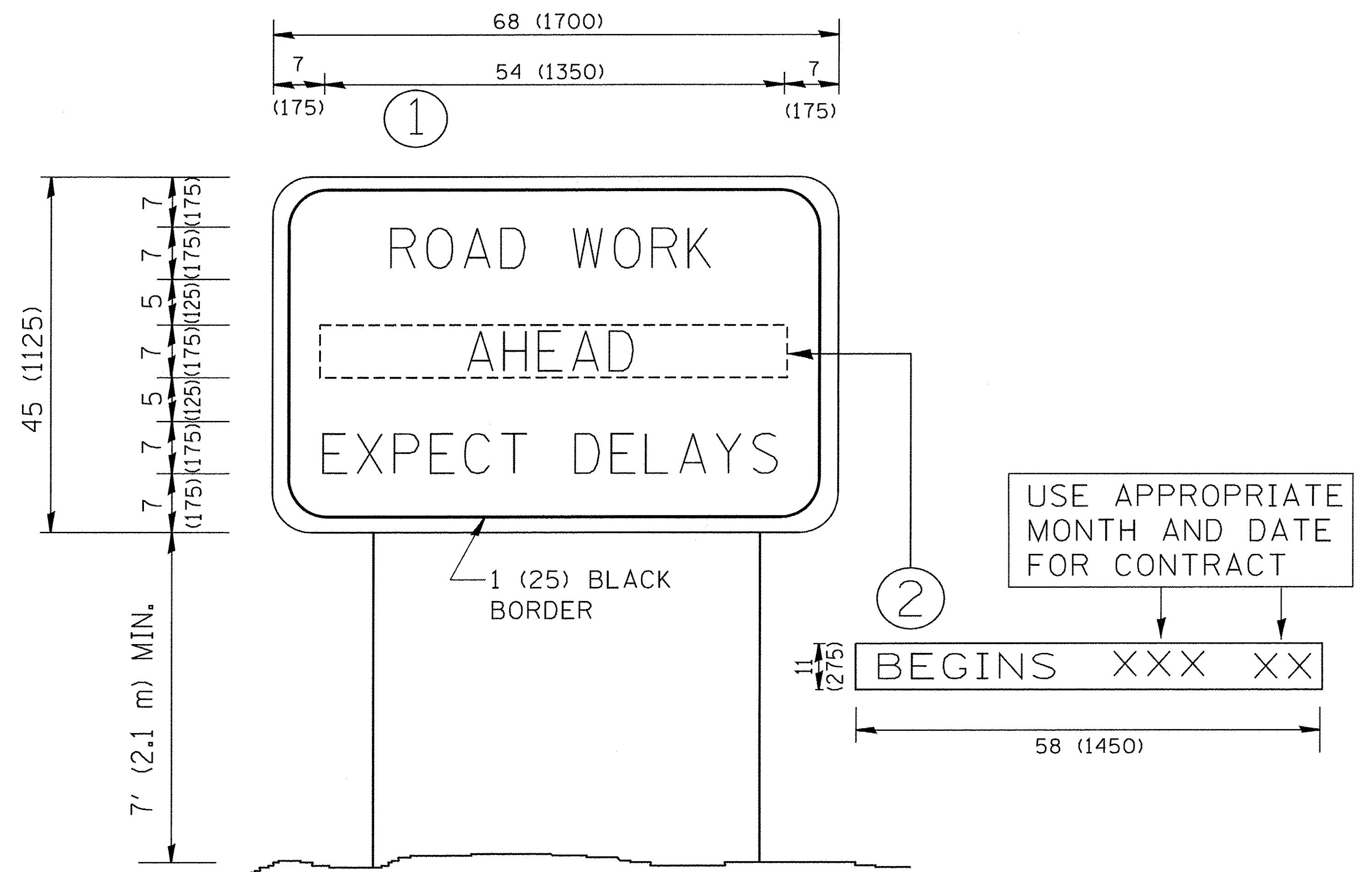
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		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE. 2585	SECTION 16-00099-00-R5	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 40
TC-16		CONTRACT NO. 61D52		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\dststd\22x34\tc22.dgn	USER NAME = goglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

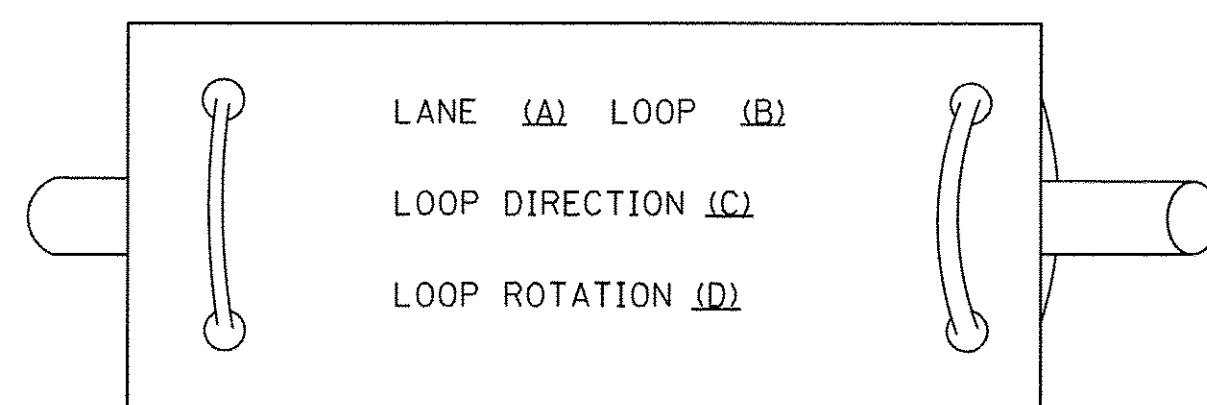
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F.A. RTE. 2585	SECTION 16-00099-00-RS	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 41
TC-22		CONTRACT NO. 61D52		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

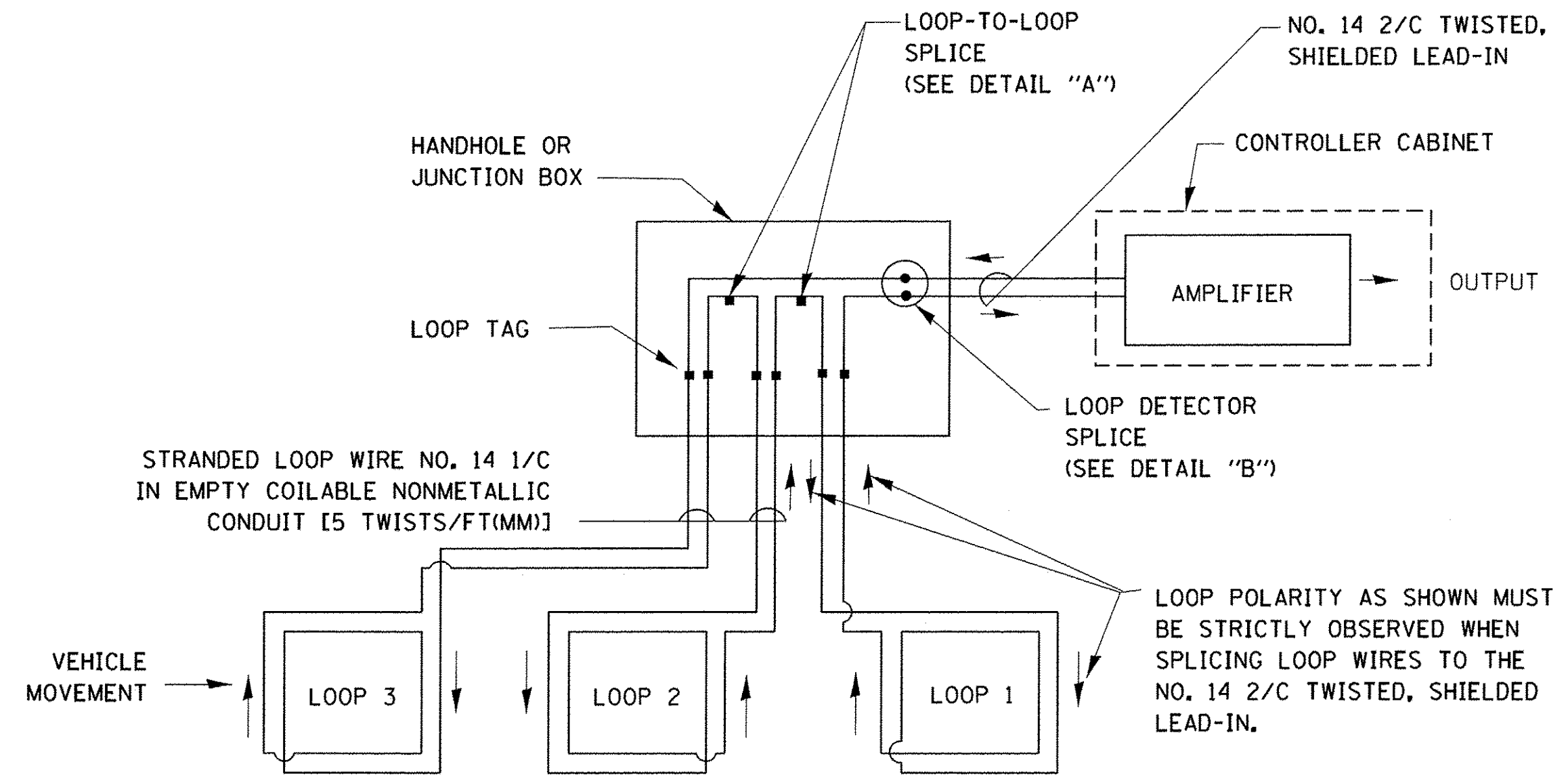
LOOP DETECTOR NOTES

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

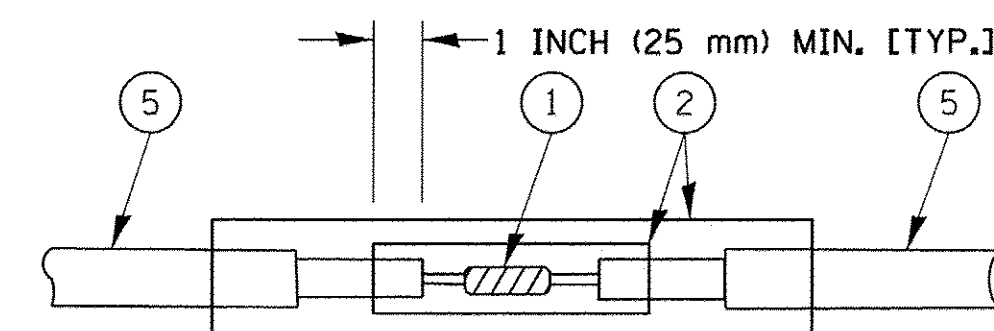


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

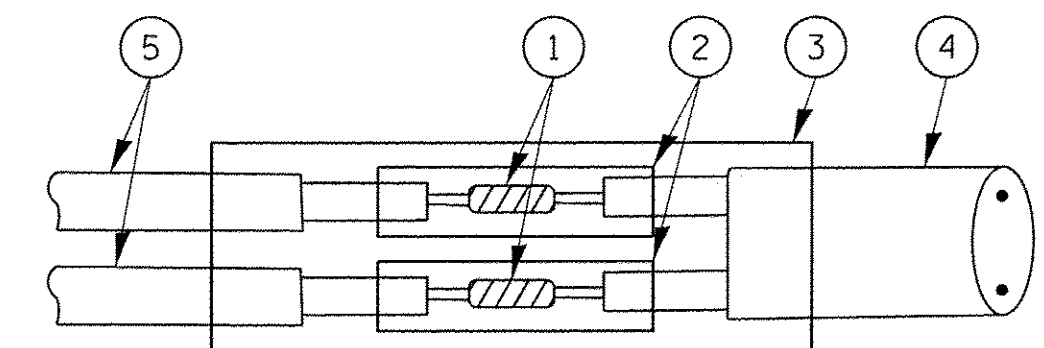


DETECTOR LOOP WIRING SCHEMATIC

- 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.

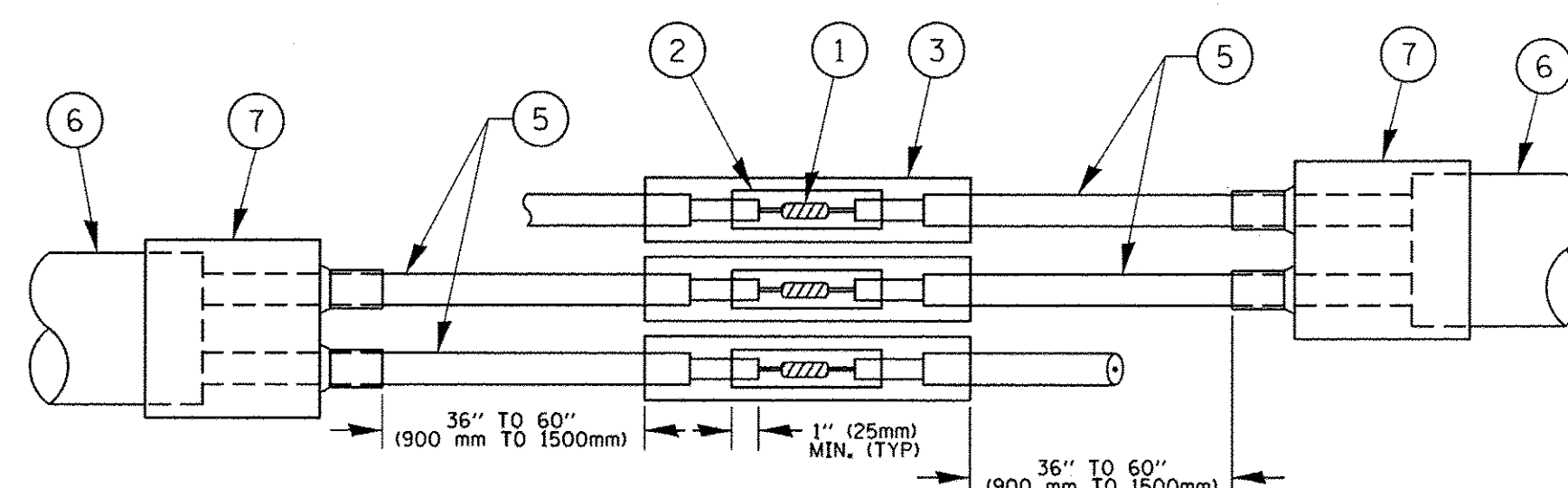


DETAIL "A"
LOOP-TO-LOOP SPLICE



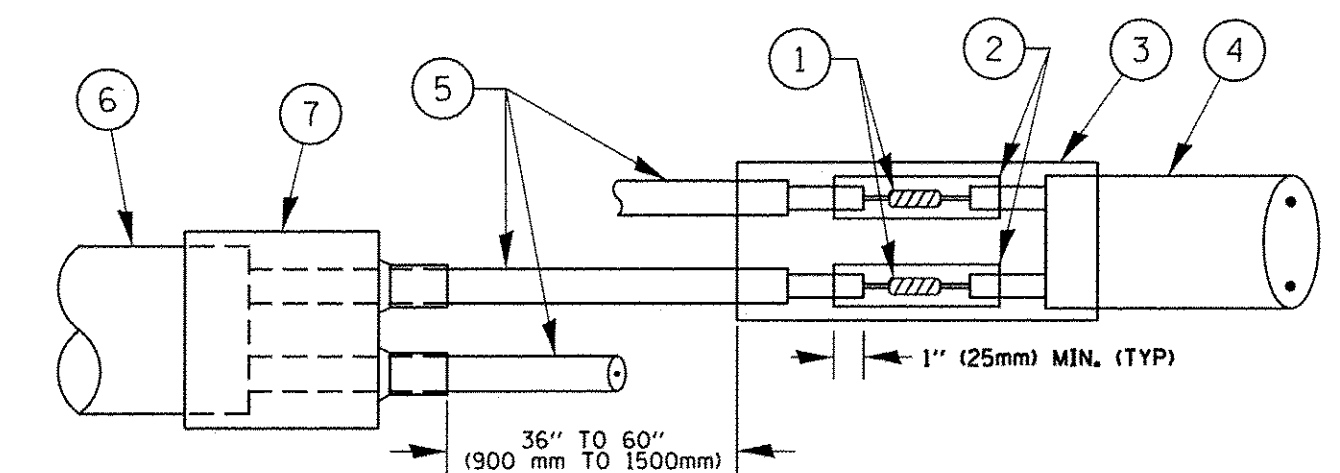
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PREFORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

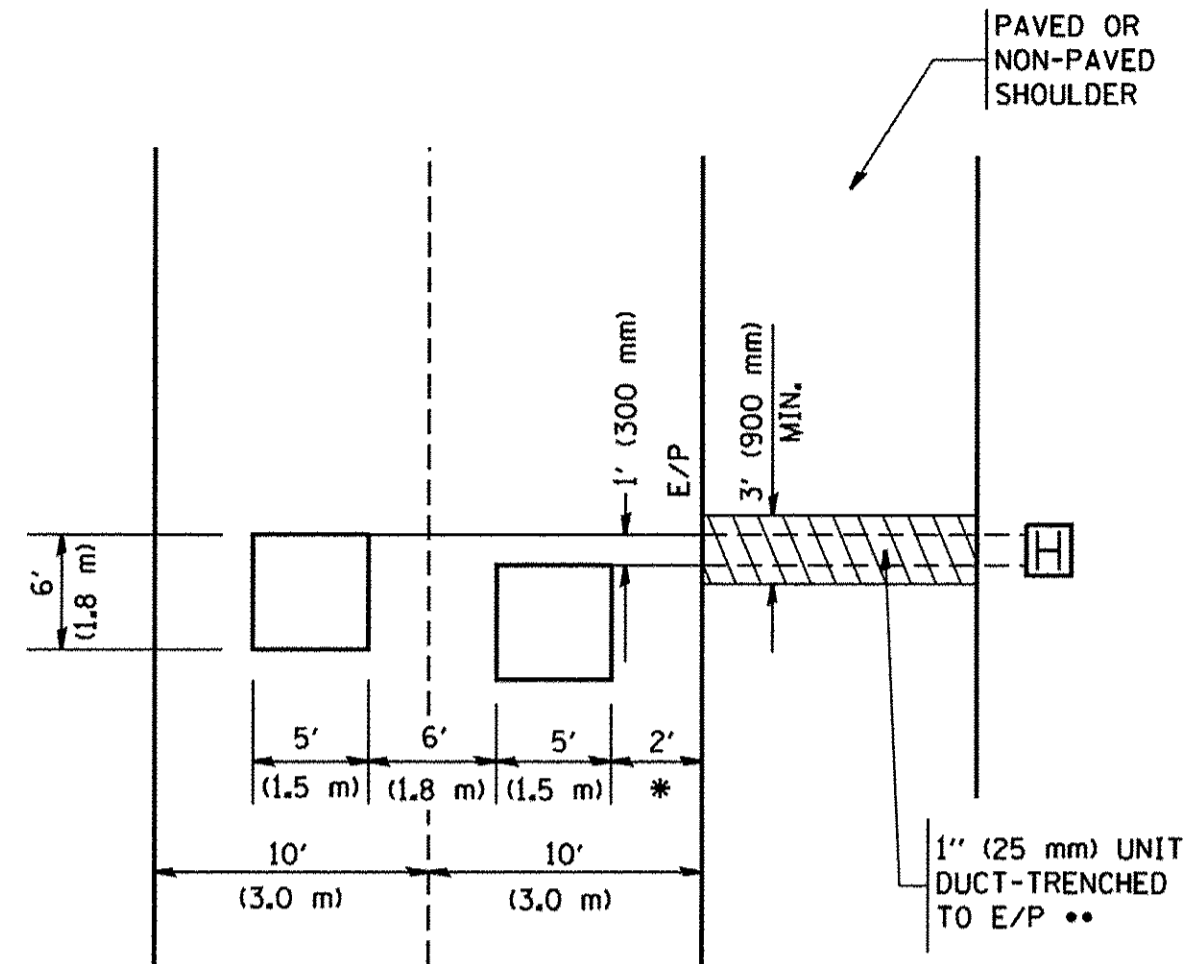
LOOP DETECTOR SPLICE

- 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.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE. = 2585	SECTION = 16-00099-00-RS	COUNTY = COOK	TOTAL SHEETS = 43	SHEET NO. = 42
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PLOT DATE = 1/13/2014	DATE = 10-28-09	CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE = 10-28-09	REVISED -									

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

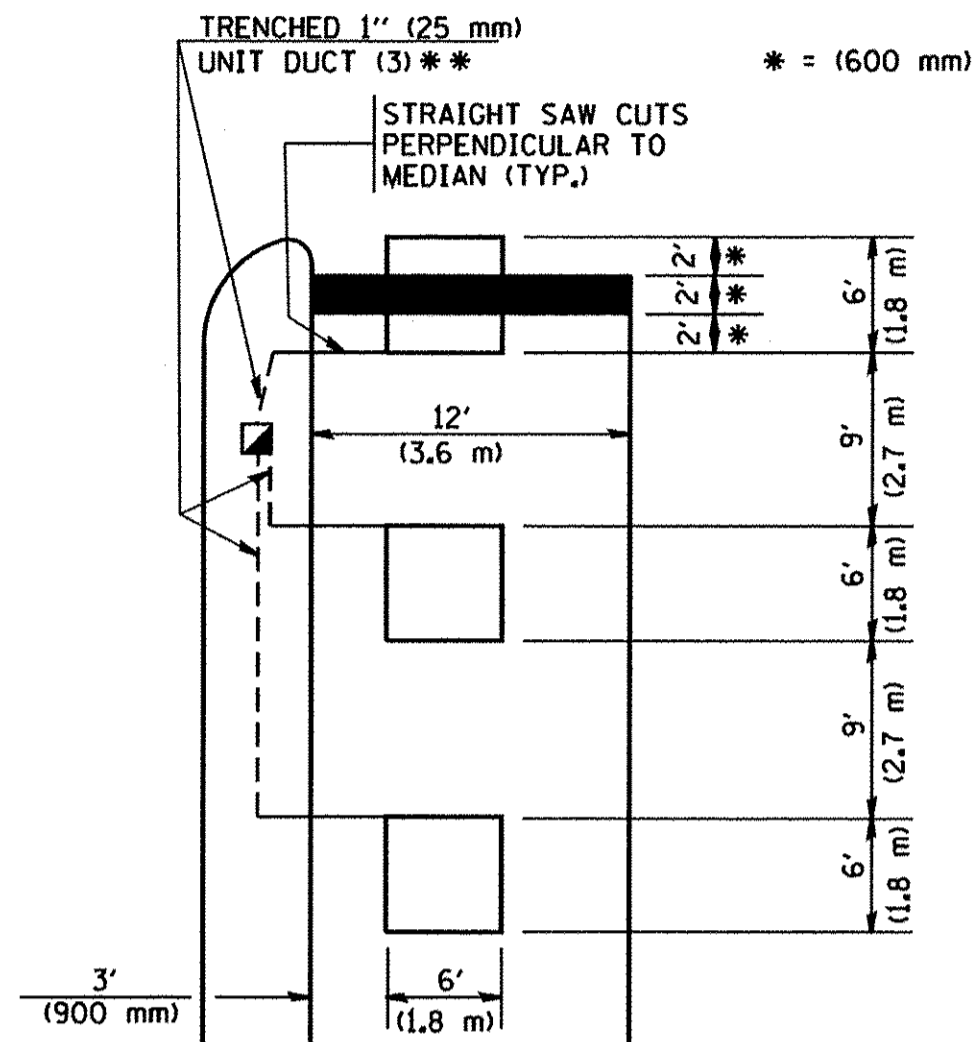


* = (600 mm)

** 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)**

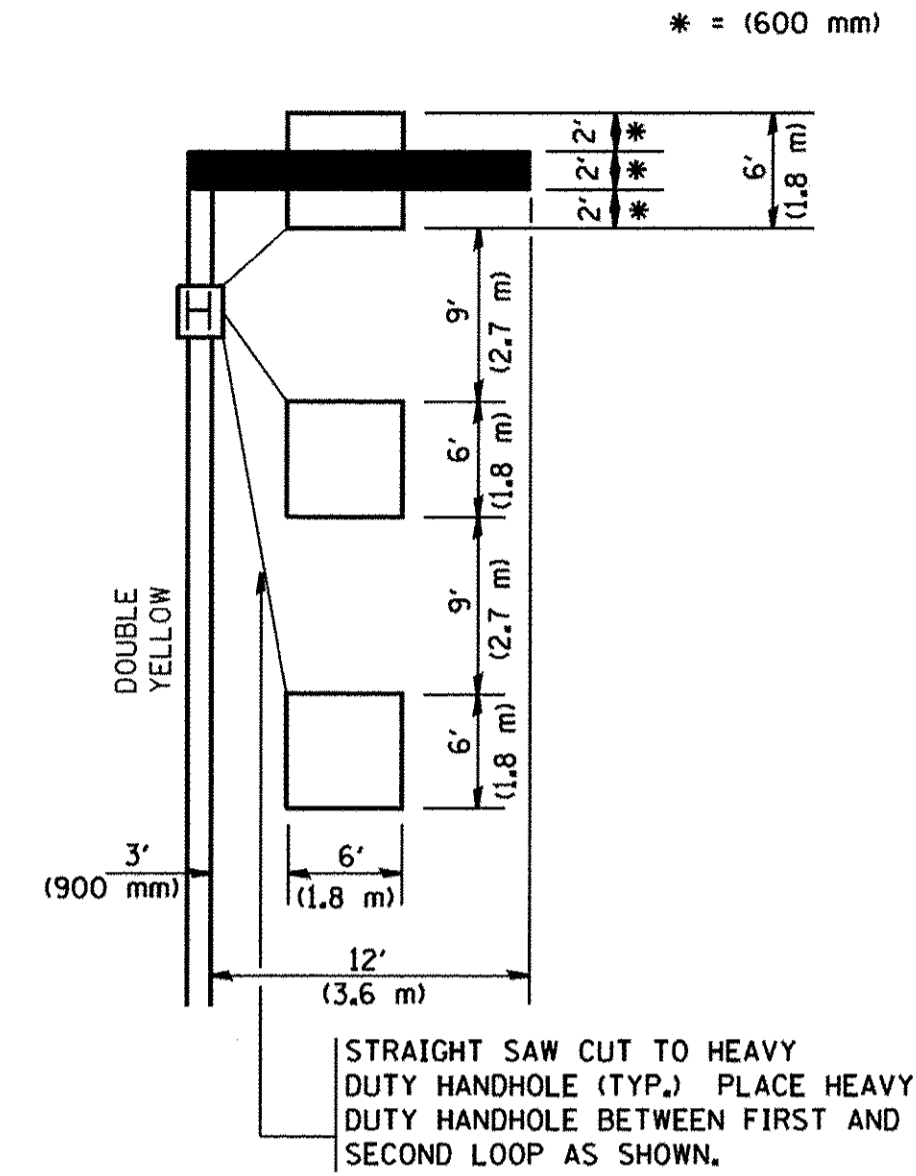
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

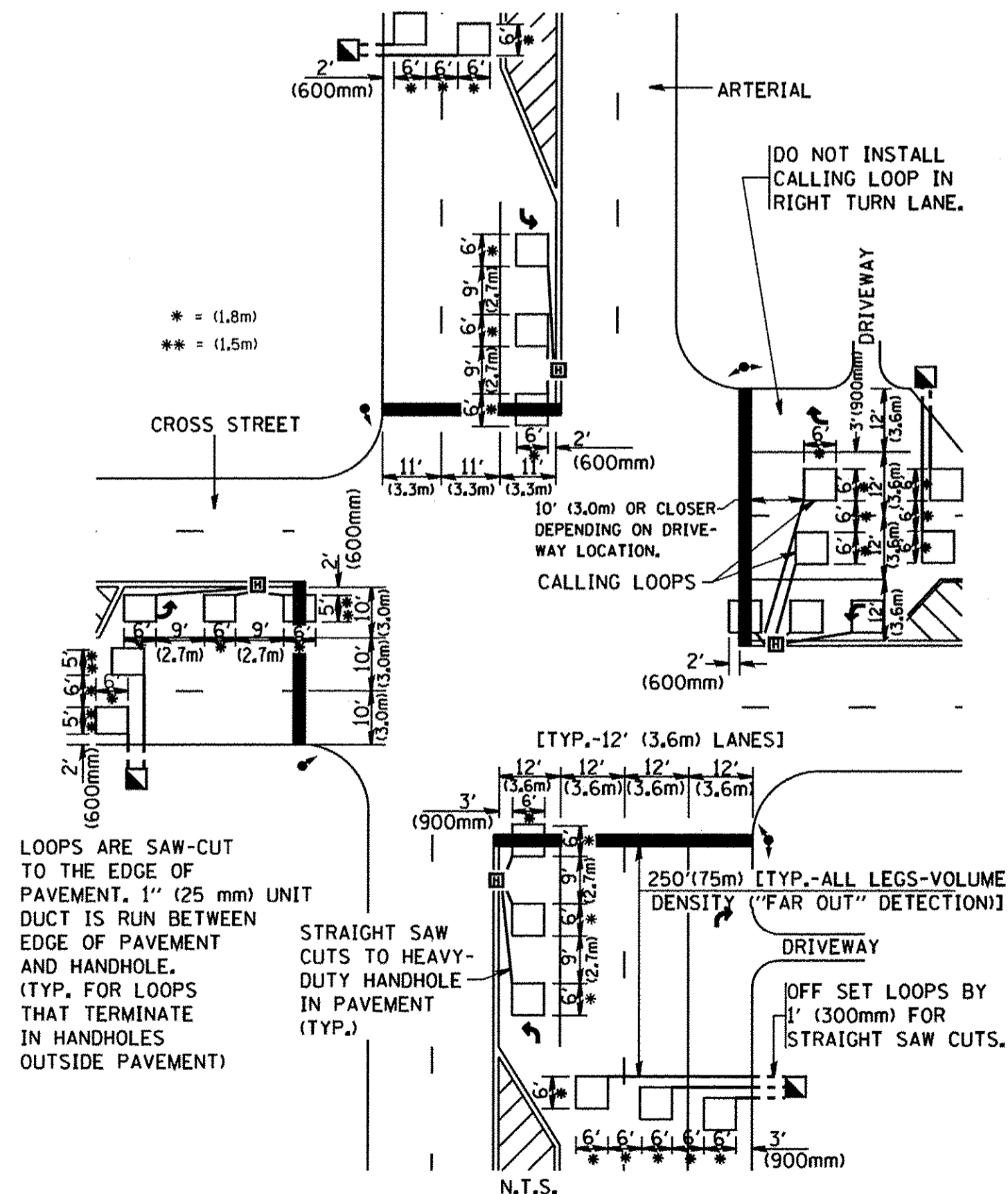
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



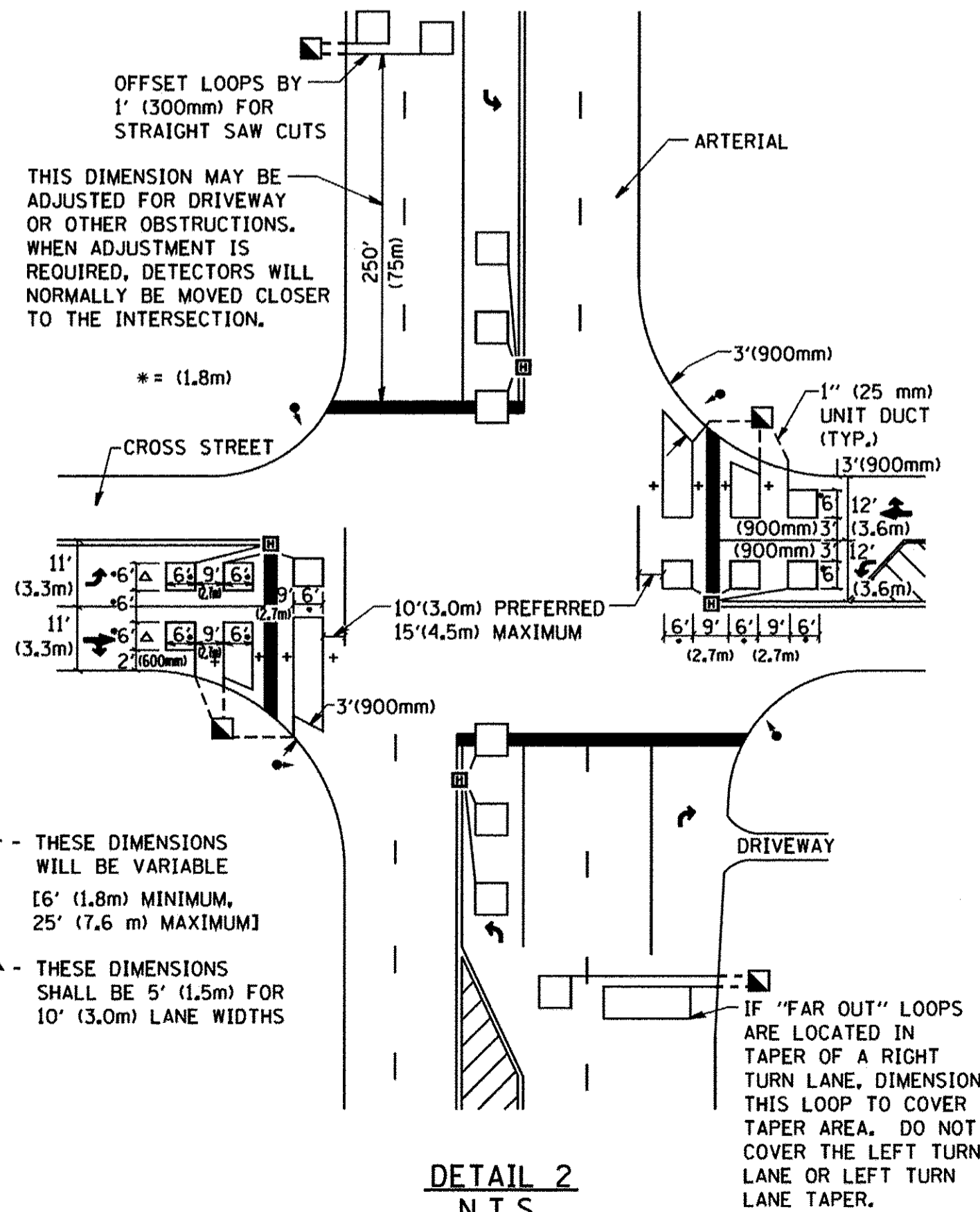
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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 SEPARATELY. 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 DIMENSIONS 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.

FILE NAME = W:\diststd\22x34\ts07.dgn

USER NAME = goglianobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2585	16-00099-00-RS	COOK	43	43
TS-07			CONTRACT NO. 61D52	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				