

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	(53 & 54) RS-7	KANE	38	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60G67		

D-91-523-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

**FAU ROUTE 2503 (IL ROUTE 25) (RIVER ROAD)  
FROM LAUREL ROAD TO NEW YORK STREET**

**SECTION: (53 & 54) RS-7**

**RESURFACING (3P)**

**KANE COUNTY**

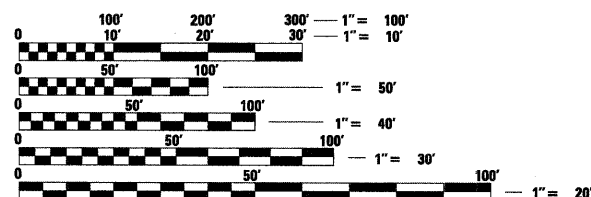
**C-91-523-09**

PROJECT LOCATED IN THE  
CITIES OF AURORA AND BATAVIA

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT 13300 (2009)  
SPEED LIMIT 50 MPH

**OMMISSIONS**  
STA. 119+00 TO STA. 138+00  
STA. 148+00 TO STA. 154+00  
STA. 173+00 TO STA. 179+00  
STA. 192+00 TO STA. 205+00

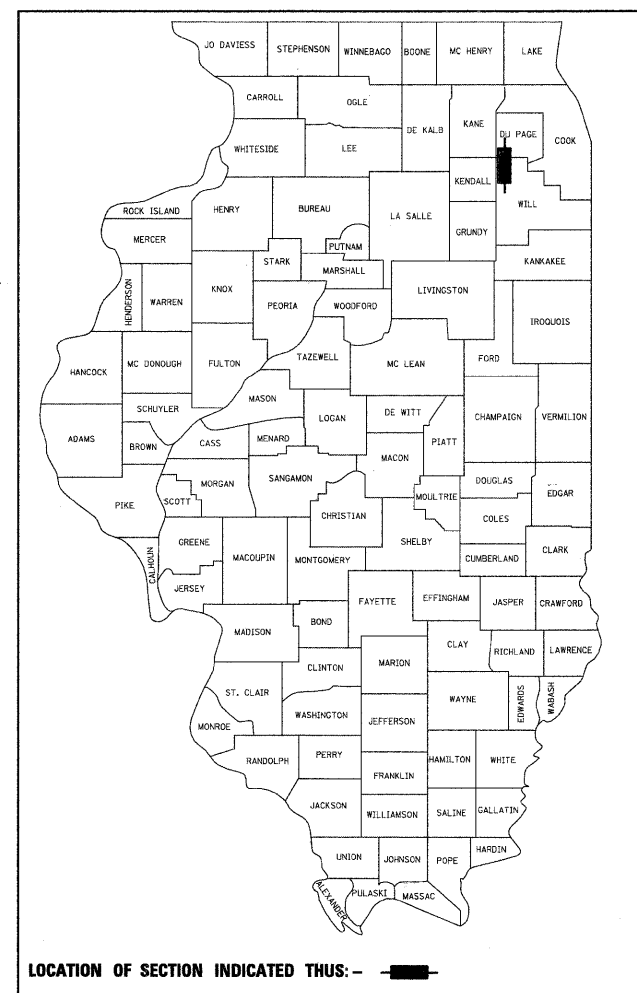


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

**PROJECT ENGINEER: REJENDRA C. SHAH (847) 705-4555**  
**PROJECT MANAGER: CATHERINE KIBBLE (847) 705-4269**

**CONTRACT NO. 60G67**



STA. 354+42  
END PROJECT



STA. 9+80  
BEGIN PROJECT

**LOCATION SKETCH**

GROSS LENGTH OF PROJECT = 33,562' = 6.36 MI  
NET LENGTH OF PROJECT = 29,162' = 5.52 MI

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED APRIL 15, 20 09

Diana M. O'Keefe DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
May 1, 20 09

Charles J. Ingersoll ENGINEER OF DESIGN AND ENVIRONMENT  
May 1, 20 09

Christine M. Reed DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

**LOCO, INC.**  
CONSULTING ENGINEERS  
1560 WALL ST., SUITE 222  
NAPERVILLE, ILLINOIS 60563 PH (630) 577-9100

**WILLIAM H. EPP**  
062-047827  
REGISTERED PROFESSIONAL ENGINEER  
*Will H. Epp*  
Expires 11-30-09

INDEX OF SHEETS

STATE STANDARDS

PLAN NOTES

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES AND MIX SCHEDULE
3-4	SUMMARY OF QUANTITIES
5-6	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS
7-18	ROADWAY AND PAVEMENT MARKING PLANS
19-21	DETECTOR LOOP PLANS
22	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THEN OR EQUAL TO 15' (4.5M) (BD-01)
23	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15' (4.5M) (BD-02)
24	FRAMES AND LIDS ADJUSTMENT WITH MILLING, AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLINGS (BD-08)
25	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
26	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
27	BUTT JOINTS AND HMA TAPER (BD-32)
28	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
29	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
30	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
31	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
32	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
33	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
34	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS (TC-17)
35	ARTERIAL ROAD INFORMATION SIGN (TC-22)
36	SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS (TC-23)
37	DRIVEWAY ENTRANCE SIGNING (TC-26)
38	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
642001-01	SHOULDER RUMBLE STRIPS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS LESS THAN 45 MPH
701206-02	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS LESS THAN 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS LESS THAN 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS LESS THAN 45 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS LESS THAN 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WITHIN THE CITIES OF AURORA AND BATAVIA.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OF FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEETS INCLUDED ON THE PLANS. UNLESS OTHERWISE SPECIFIED.

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OR WORK SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).



USER NAME = \$USER\$	DESIGNED - MJY	REVISED -
	DRAWN - ZDA	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - MJY	REVISED -
PLOT DATE = \$DATE\$	DATE - 04/15/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES  
IL ROUTE 25**

SCALE: NONE SHEET NO. 2 OF 38 SHEETS STA. 9+80 TO STA. 35+42

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	(53 & 54) RS-7	KANE	38	2
D-91-523-09			CONTRACT NO. 60G67	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE	
<del>20200600</del>	<del>EXCAVATING AND GRADING EXISTING SHOULDER</del>	<del>UNIT</del>	<del>300</del>	<del>300</del>	
20201006	GRADING AND SHAPING SHOULDERS	UNIT	202	202	
<del>20000510</del>	<del>INLET FILTERS</del>	<del>EACH</del>	<del>52</del>	<del>52</del>	
<del>35000100</del>	<del>PREPARATION OF BASE</del>	<del>SQ YD</del>	<del>520</del>	<del>520</del>	
<del>40200000</del>	<del>AGGREGATE SURFACE COURSE, TYPE B</del>	<del>TON</del>	<del>30</del>	<del>30</del>	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	109	109	
40600300	AGGREGATE (PRIME COAT)	TON	49	49	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	83	83	
<del>40600625</del>	<del>POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50</del>	<del>TON</del>	<del>5004</del>	<del>5004</del>	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	4114	4114	
<del>40600990</del>	<del>TEMPORARY RAMP</del>	<del>SQ YD</del>	<del>155</del>	<del>155</del>	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1329	1329	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	12317	12317	
<del>40800050</del>	<del>INCIDENTAL HOT-MIX ASPHALT SURFACING</del>	<del>TON</del>	<del>30</del>	<del>30</del>	
42001300	PROTECTIVE COAT	SQ YD	410	410	
<del>42300200</del>	<del>PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH</del>	<del>SQ YD</del>	<del>991</del>	<del>991</del>	
<del>42300400</del>	<del>PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH</del>	<del>SQ YD</del>	<del>1526</del>	<del>1526</del>	
<del>42400000</del>	<del>DETECTABLE WARNINGS</del>	<del>SQ FT</del>	<del>60</del>	<del>60</del>	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	10151	10151	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	138172	138172	
<del>44000190</del>	<del>HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH</del>	<del>SQ YD</del>	<del>392</del>	<del>392</del>	
<del>44000200</del>	<del>DRIVEWAY PAVEMENT REMOVAL</del>	<del>SQ YD</del>	<del>6332</del>	<del>6332</del>	
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	200	200	
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	5933	5933	
44003900	MEDIAN SURFACE REMOVAL AND REPLACEMENT	SQ FT	5200	5200	

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE	
<del>44001610</del>	<del>SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)</del>	<del>SQ FT</del>	<del>400</del>	<del>400</del>	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	2581	2581	
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	2688	2688	
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	664	664	
<del>44300200</del>	<del>STRIP REFLECTIVE CRACK CONTROL TREATMENT</del>	<del>FOOT</del>	<del>118272</del>	<del>118272</del>	
<del>48101200</del>	<del>AGGREGATE SHOULDERS, TYPE B</del>	<del>TON</del>	<del>220</del>	<del>220</del>	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1281	1281	
55039700	STORM SEWERS TO BE CLEANED	FOOT	1730	1730	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	6	6	
60255500	MANHOLES TO BE ADJUSTED	EACH	16	16	
60260100	INLETS TO BE ADJUSTED	EACH	2	2	
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	22	22	
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	82	82	
<del>64200105</del>	<del>SHOULDER RUMBLE STRIP</del>	<del>FOOT</del>	<del>1200</del>	<del>1200</del>	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	
70100400	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
<del>70100000</del>	<del>CHANGEABLE MESSAGE SIGN</del>	<del>CAL MO</del>	<del>1</del>	<del>1</del>	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	37,172	37,172	
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,483	1,483	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	113,964	113,964	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5720	5720	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	220	220	



USER NAME = #USER#  
 DESIGNED - MJY  
 DRAWN - RJG  
 PLOT SCALE = #SCALE#  
 CHECKED - MJY  
 PLOT DATE = #DATE#  
 DATE - 04/15/2009

REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCALE: NONE  
 SHEET NO. 3 OF 38 SHEETS  
 STA. 9+80 TO STA. 354+42

SUMMARY OF QUANTITIES  
 IL ROUTE 25

F.A.L. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
 2503 (53 & 54) RS-7 KANE 38 3  
 D-91-523-09 CONTRACT NO. 60667  
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE		SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE		CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2242	2242						
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1263	1263						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4,500	4,500						
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,483	1,483						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,964	13,964						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	5720	5720						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	220	220						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2242	2242						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1263	1263						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1743	1743						
<del>78100200</del>	<del>TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER</del>	<del>EACH</del>	<del>1400</del>	<del>1400</del>						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1743	1743						
<del>* 87301305</del>	<del>ELECTRIC CABLE IN CONDUIT, LEAD IN, NO. 14 1 PAIR</del>	<del>FOOT</del>	<del>1578</del>	<del>1578</del>						
<del>* 88500100</del>	<del>INDUCTIVE LOOP DETECTOR</del>	<del>EACH</del>	<del>10</del>	<del>10</del>						
<del>* 88600100</del>	<del>DETECTOR LOOP, TYPE 1</del>	<del>FOOT</del>	<del>1140</del>	<del>1140</del>						
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	3274	3274						
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	160	160						
<del>X0322467</del>	<del>TEMPORARY INFORMATION SIGNING FOR LANE CLOSURES</del>	<del>SQ FT</del>	<del>220</del>	<del>220</del>						
<del>X1021000</del>	<del>TEMPORARY ACCESS (PRIVATE ENTRANCE)</del>	<del>EACH</del>	<del>12</del>	<del>12</del>						
<del>X1022000</del>	<del>TEMPORARY ACCESS (COMMERCIAL ENTRANCE)</del>	<del>EACH</del>	<del>18</del>	<del>18</del>						
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	TON	5,804	5,804						
<del>XX005656</del>	<del>INLET FILTER CLEANING</del>	<del>EACH</del>	<del>52</del>	<del>52</del>						
<del>XX006806</del>	<del>HOT MIX ASPHALT DRIVEWAY PAVEMENT</del>	<del>SQ YD</del>	<del>3815</del>	<del>3815</del>						
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5	5						
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1						

\*SPECIALTY ITEMS

**LOCO, INC.**  
CONSULTING ENGINEERS  
1560 WALL ST, SUITE 222  
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

USER NAME = #USER#	DESIGNED - MJY	
DRAWN - RJG	REVISED -	
PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -
PLOT DATE = #DATE#	DATE - 04/15/2009	REVISED -

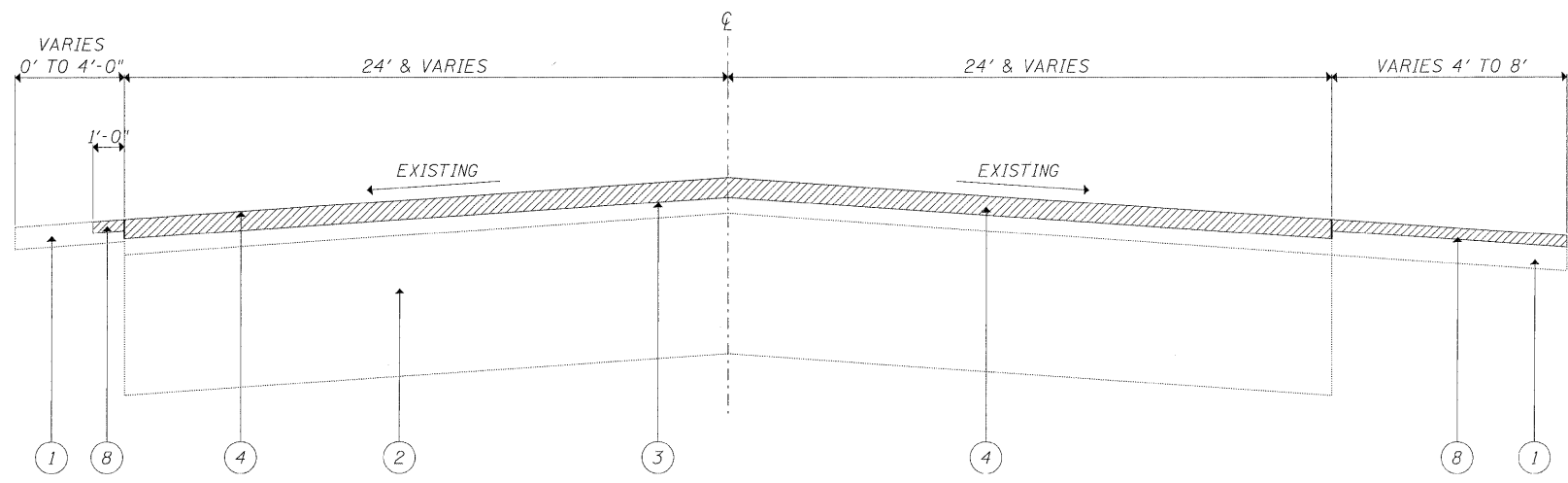
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL ROUTE 25

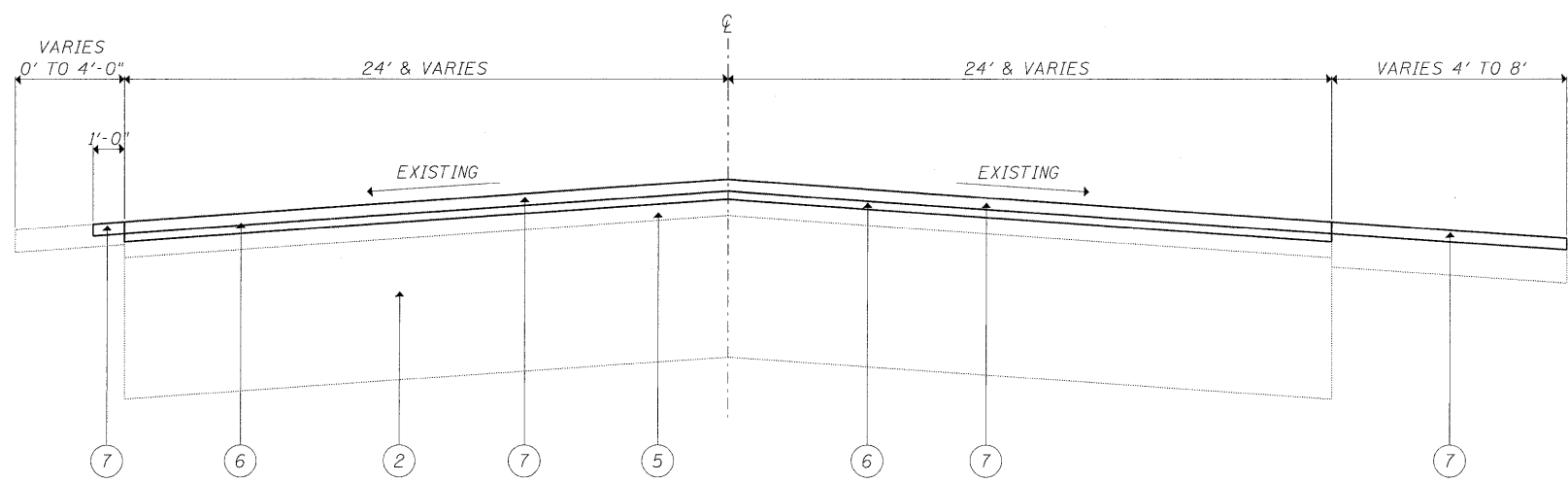
SCALE: NONE SHEET NO. 3 OF 17 SHEETS STA. 9+80 TO STA. 354+42

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	(53 & 54) RS-7	KANE	38	4
D-91-523-09		CONTRACT NO. 60G67		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

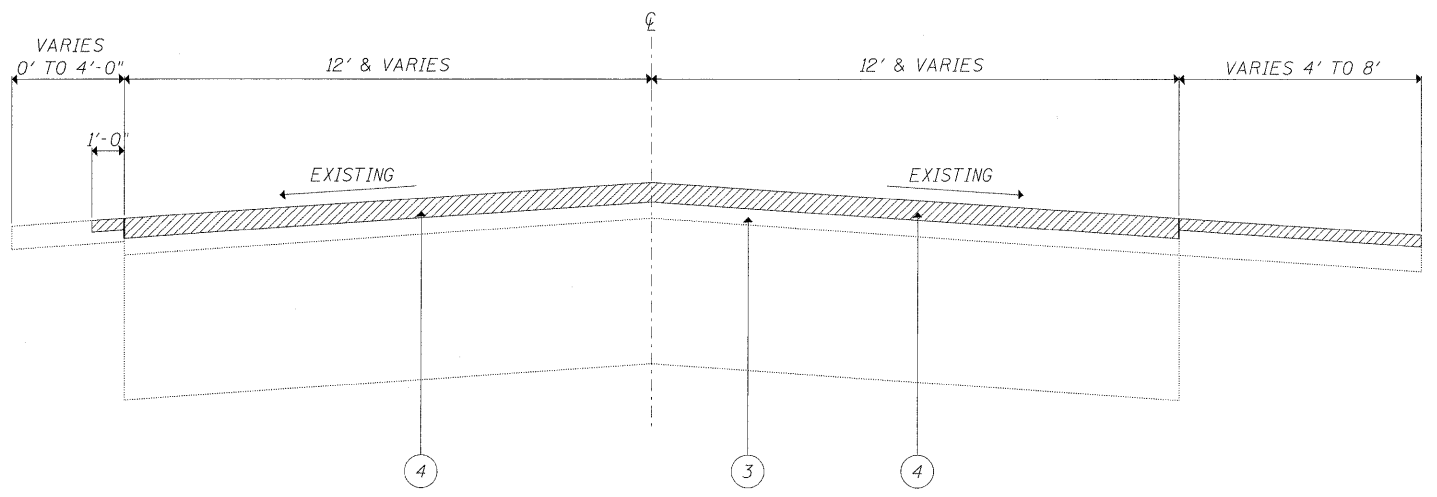
Rev.



EXISTING TYPICAL SECTION W/ SHOULDERS



PROPOSED TYPICAL SECTION W/ SHOULDERS



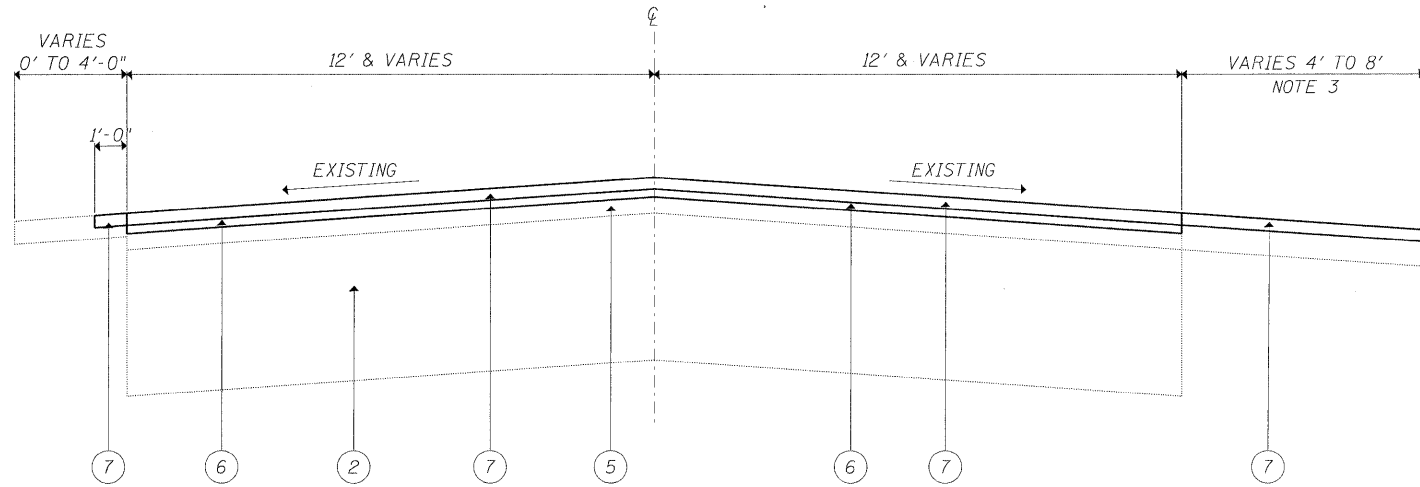
EXISTING TYPICAL SECTION W/ SHOULDERS

**LEGEND**

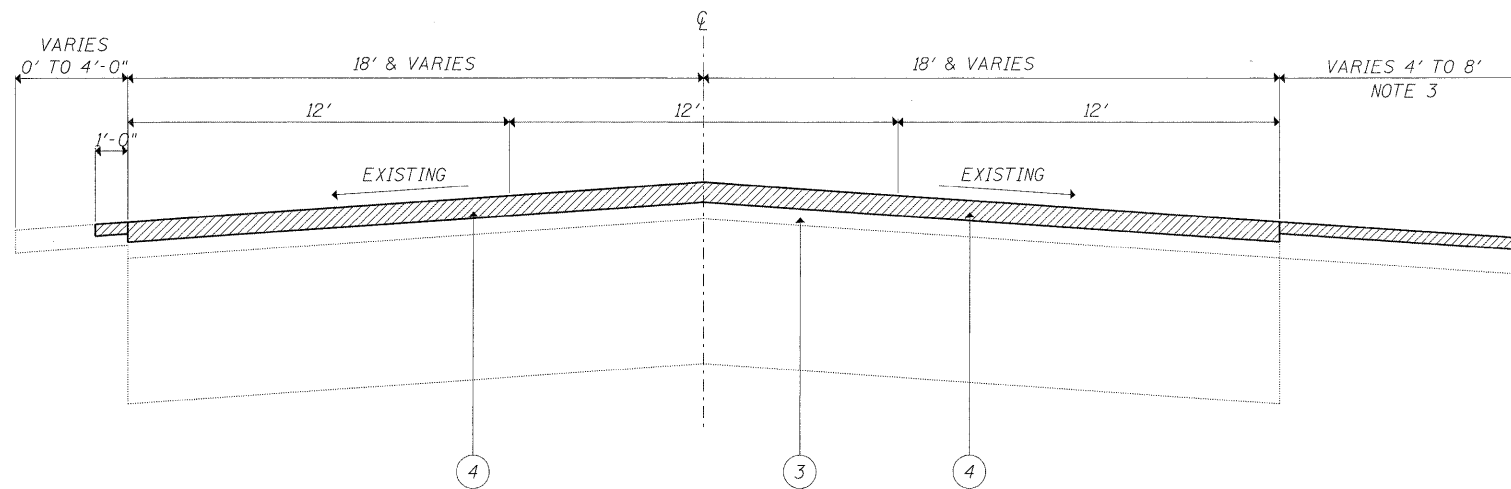
- ① EXISTING BITUMINOUS SHOULDER
- ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4"
- ③A EXISTING CONCRETE CURB AND GUTTER
- ④ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- ⑤ HMA MATERIAL AFTER MILLING, +/- 2"
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (3/4")
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N50 (1 1/2")
- ⑧ PROPOSED HMA SURFACE REMOVAL (1 1/2")
- ⑨ PROPOSED CONCRETE CURB AND GUTTER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX D, N70. (IL-9.5 mm)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS-SBR PG 76-28/22	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	PG 64-22*	4% @ 50 GYR

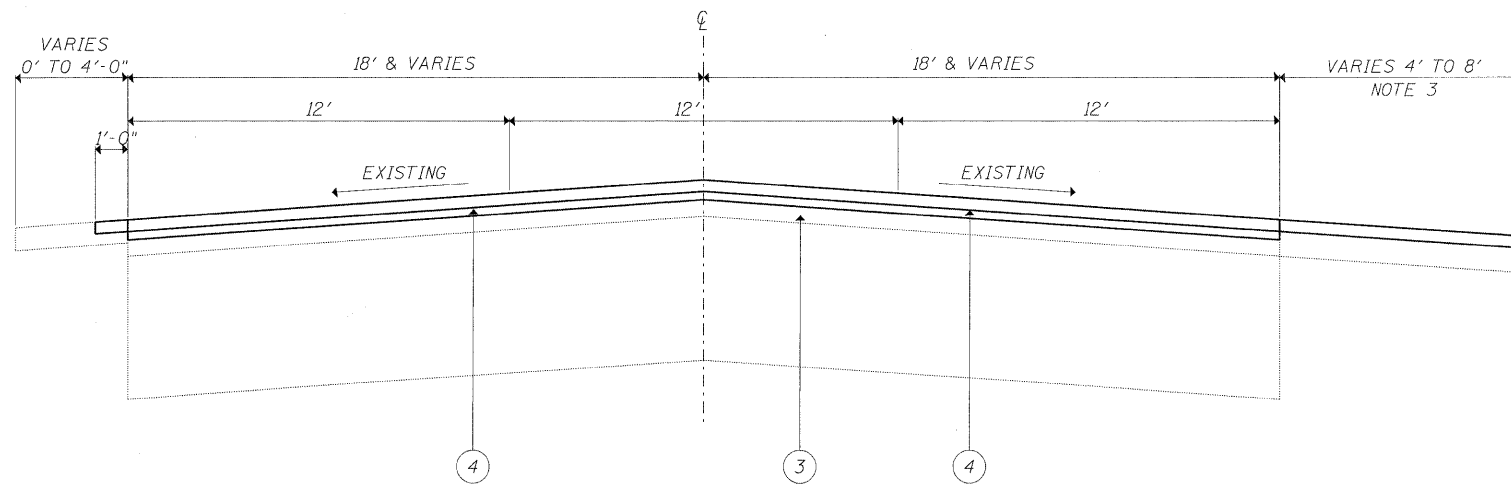
**NOTE:**  
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LSB/SQYD/IN.  
 \*WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22  
 THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING  
 \* PARKING LANES ARE FROM STA XX+XX TO STA XX+XX  
 WHEN SHOULDER WIDENS GREATER THAN 4', SURFACE REMOVAL AND REPLACEMENT WILL COVER WIDTH OF SHOULDER



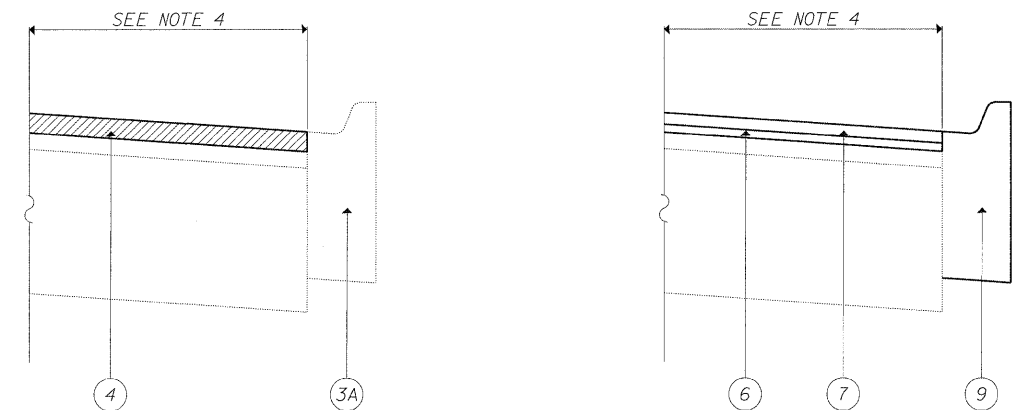
PROPOSED TYPICAL SECTION W/ SHOULDERS



EXISTING TYPICAL SECTION W/ SHOULDERS



PROPOSED TYPICAL SECTION W/ SHOULDERS



PROPOSED TYPICAL SECTION W/ CURB AND GUTTERS

LEGEND

- ① EXISTING BITUMINOUS SHOULDER
- ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4"
- ③A EXISTING CONCRETE CURB AND GUTTER
- ④ PROPOSED HMA SURFACE REMOVAL (2 1/4 ")
- ⑤ HMA MATERIAL AFTER MILLING, +/- 2"
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75. N50 (3/4")
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N50 (1 1/2")
- ⑧ PROPOSED HMA SURFACE REMOVAL (1 1/2")
- ⑨ PROPOSED CONCRETE CURB AND GUTTER

NOTE:

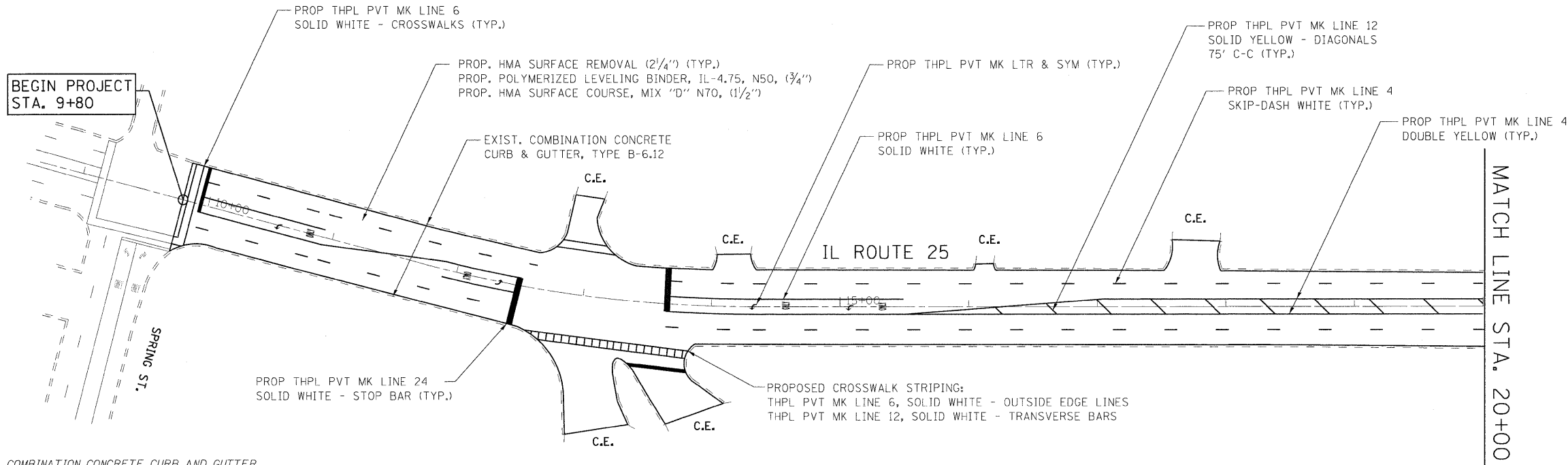
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LSB/SOYD/IN.  
 \*WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING  
 \* PARKING LANES ARE FROM STA XX+XX TO STA XX+XX

WHEN SHOULDER WIDENS GREATER THAN 4', SURFACE REMOVAL AND REPLACEMENT WILL COVER WIDTH OF SHOULDER

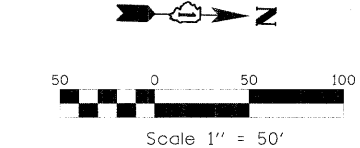
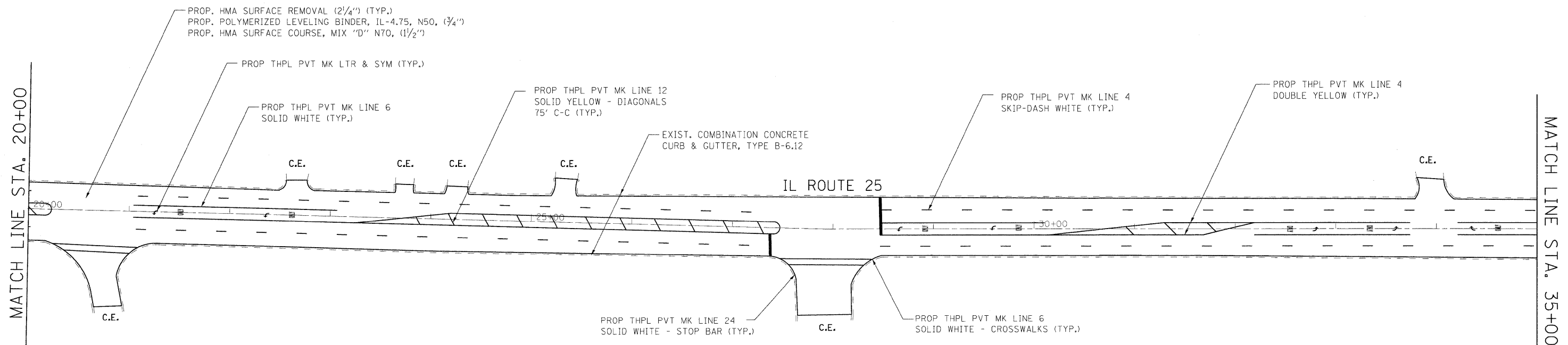
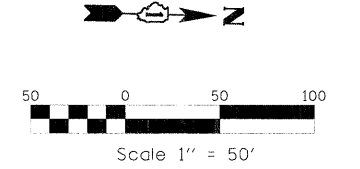
CONCRETE CURB AND GUTTER SHOWN AT VARIOUS LOCATIONS AS DETAILED IN THE PLANS

Rev.



PLAN NOTES

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



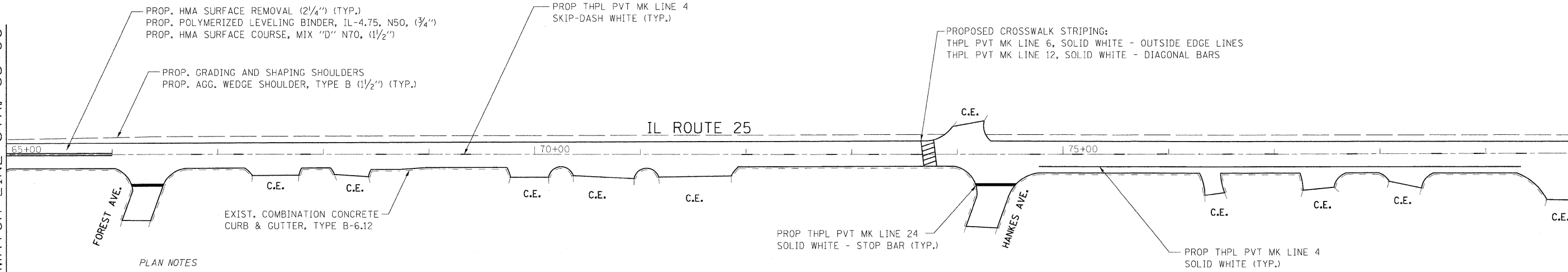
FILE NAME =	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - TP	REVISED -			2503	(53 + 54) RS7	KANE	38	7	
		CHECKED - FML	REVISED -			D-91-523-09		CONTRACT NO. 60G67			
		DATE - 04/2009	REVISED -			SCALE: 1"=50'		SHEET NO. 7 OF 38 SHEETS		STA. 9+80 TO STA. 35+00	



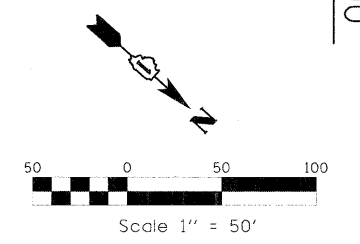


MATCH LINE STA. 65+00

MATCH LINE STA. 80+00

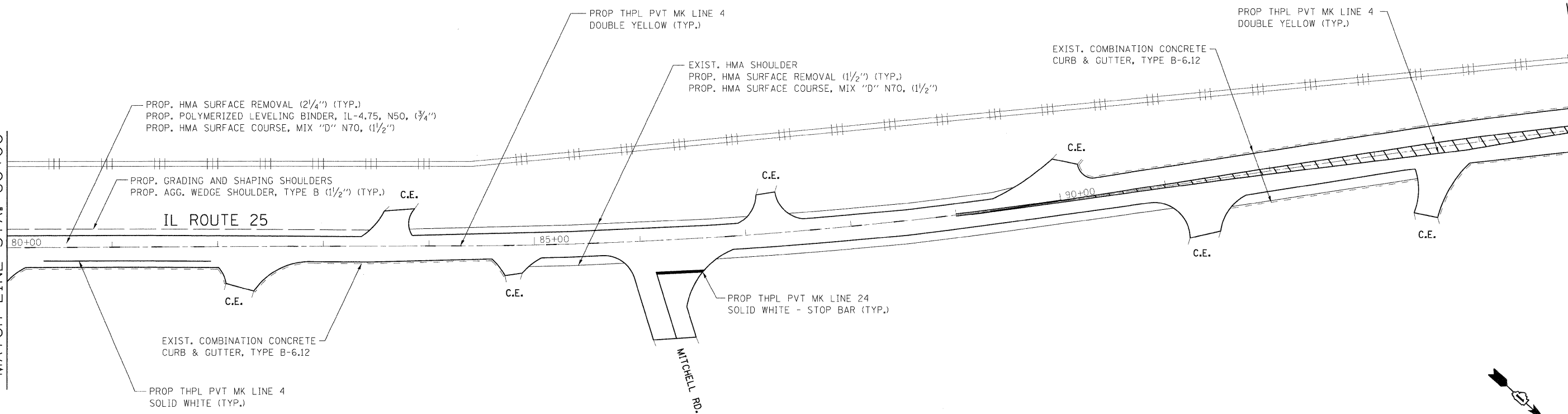


1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.

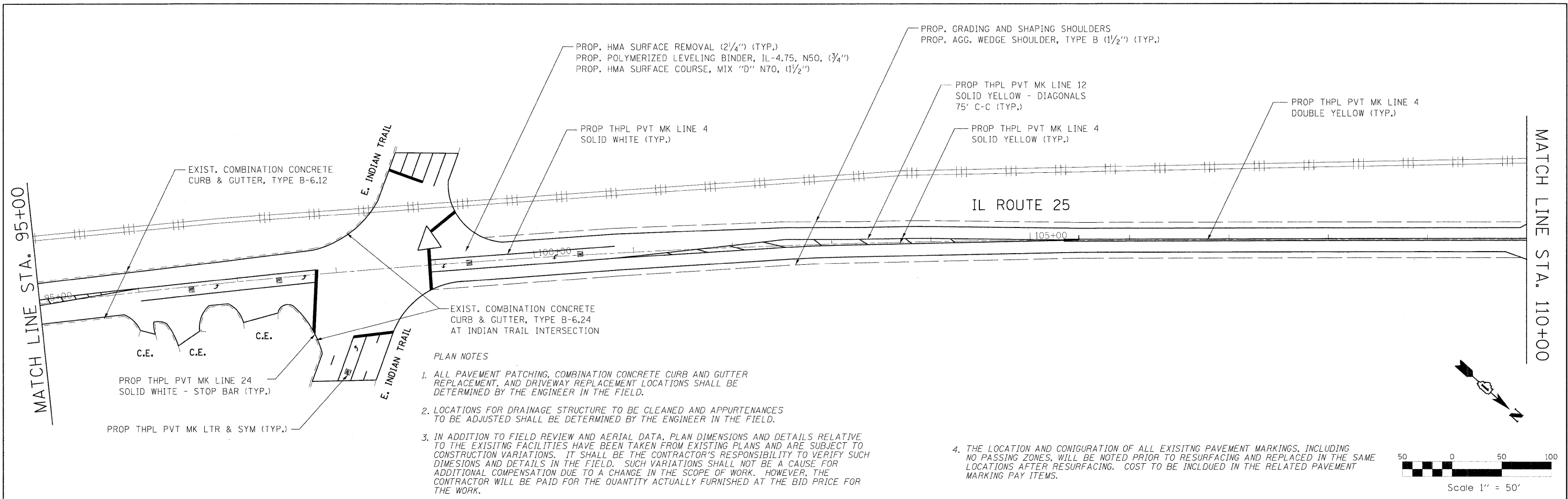


MATCH LINE STA. 80+00

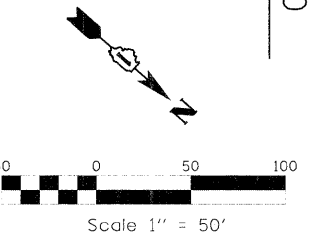
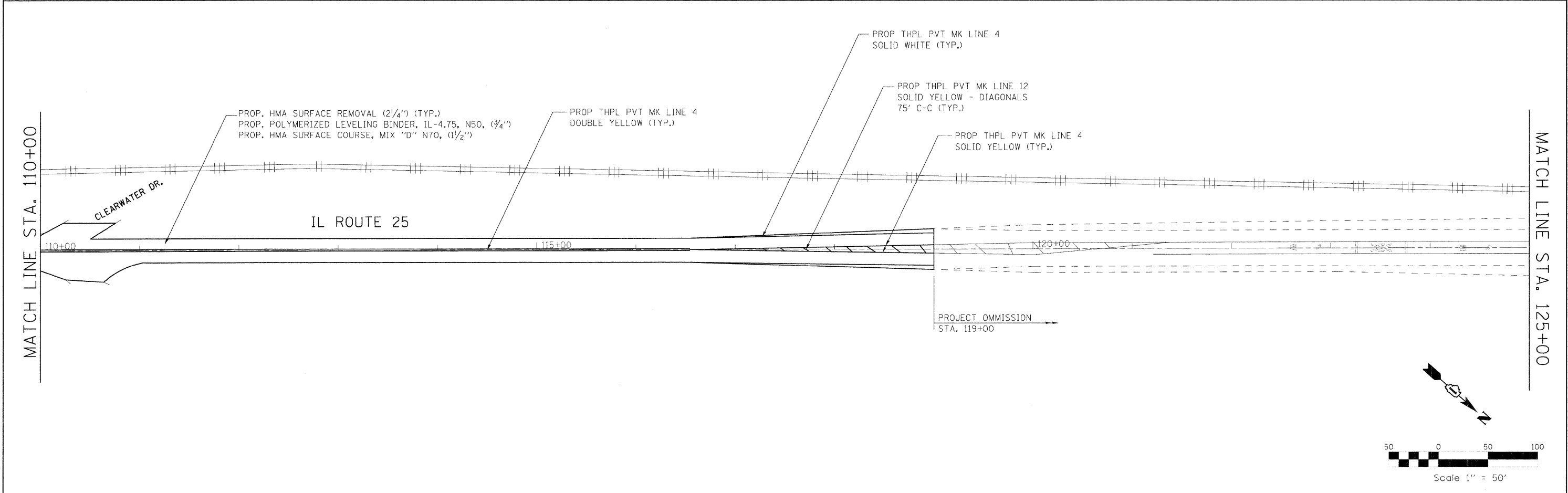
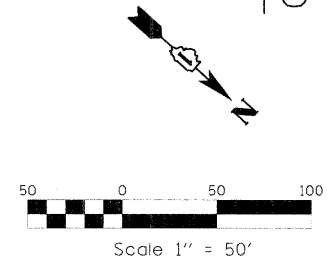
MATCH LINE STA. 95+00



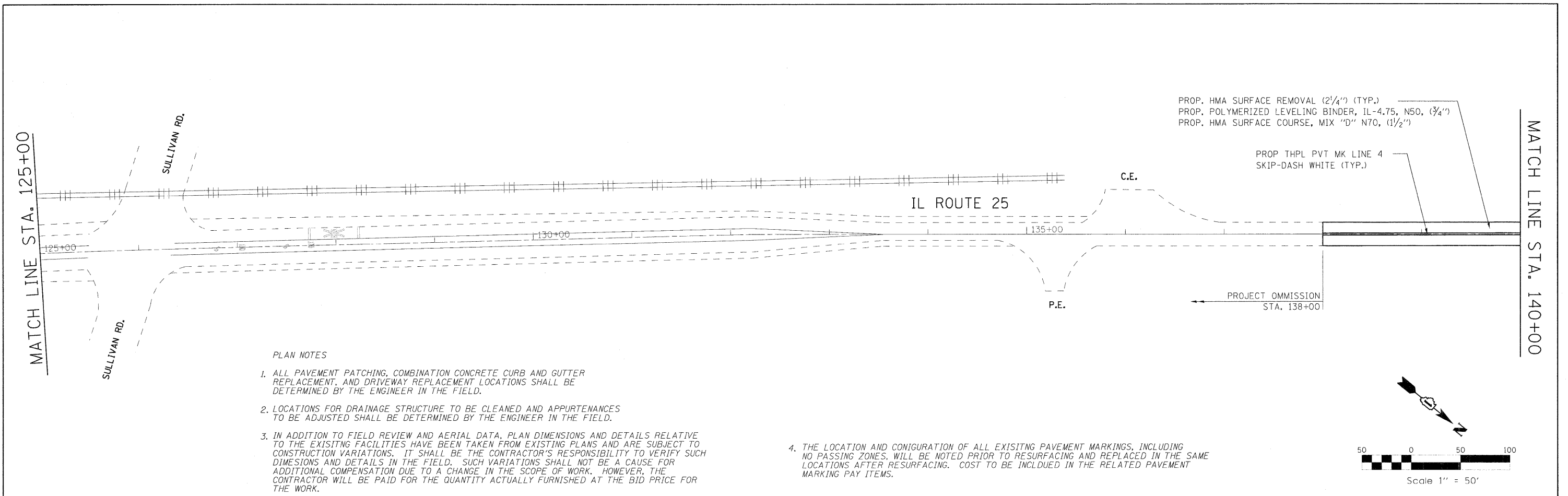
FILE NAME =	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RST	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 9
#FILEL#	PLOT SCALE = #SCALE#	DRAWN - TP	REVISED -		SCALE: 1"=50'	SHEET NO. 9 OF 38 SHEETS	STA. 65+00 TO STA. 95+00	D-91-523-09		CONTRACT NO. 60G67		
	PLOT DATE = #DATE#	CHECKED - FML	REVISED -					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
		DATE - 04/2009	REVISED -									



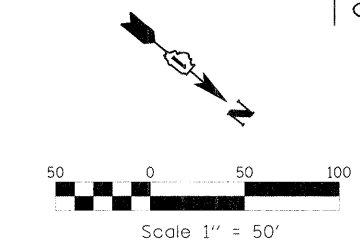
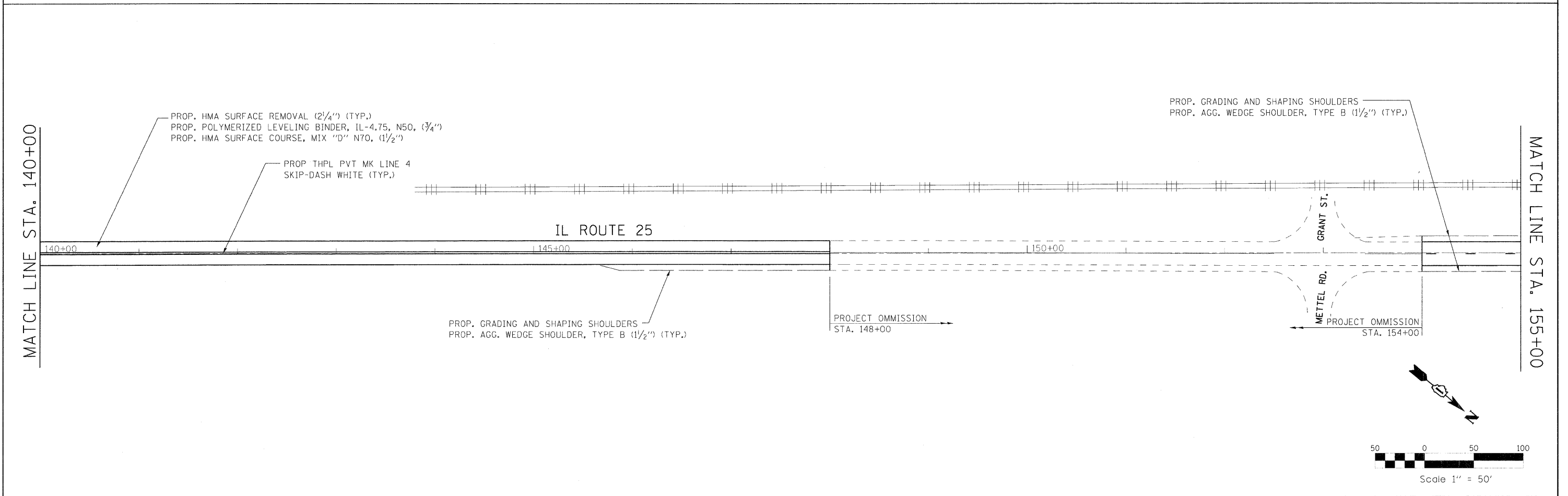
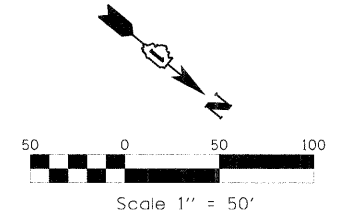
- PLAN NOTES**
1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
  4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>		F.A.U. RTE. 2503	SECTION (53 + 54) RST	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 10	
	PLOT SCALE = #SCALE#	CHECKED - FML	REVISED -		SCALE: 1"=50'	SHEET NO. 10 OF 38 SHEETS	STA. 95+00 TO STA. 125+00	D-91-523-09		CONTRACT NO. 60G67		
	PLOT DATE = #DATE#	DATE - 04/2009	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



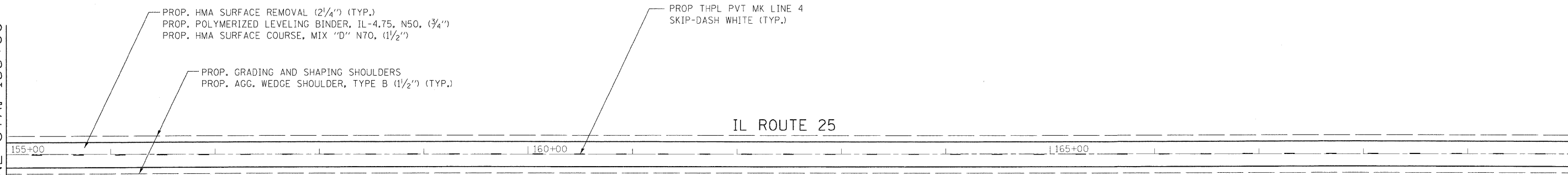
- PLAN NOTES
1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
  4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



FILE NAME = \$FILEL\$	USER NAME = \$USERS\$	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>		F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 11	
	PLOT SCALE = \$SCALE\$	CHECKED - FML	REVISED -		SCALE: 1"=50'	SHEET NO. 11 OF 38 SHEETS	STA. 125+00 TO STA. 155+00	D-91-523-09		CONTRACT NO. 60C67		
	PLOT DATE = \$DATE\$	DATE - 04/2009	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

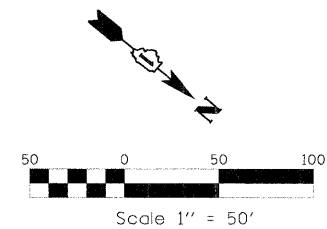
MATCH LINE STA. 155+00

MATCH LINE STA. 170+00



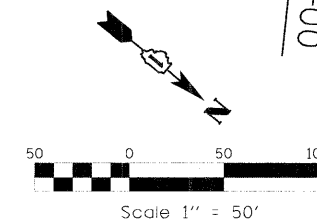
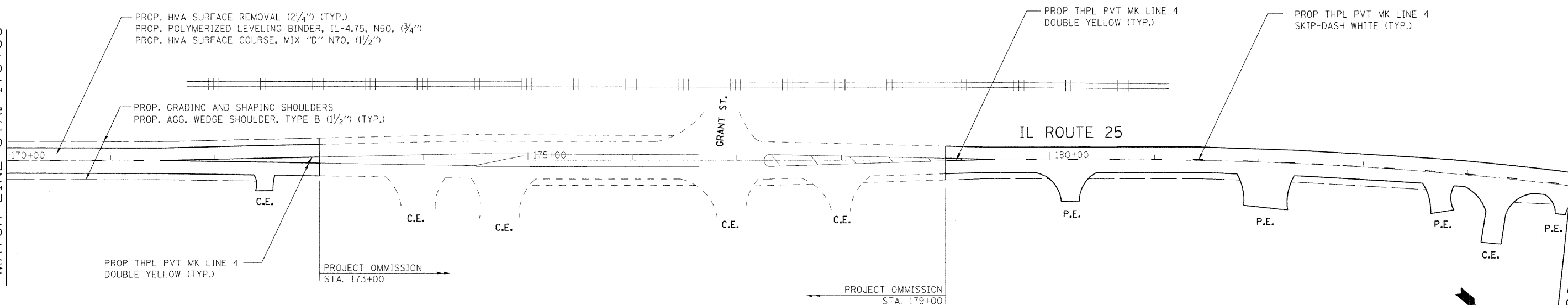
PLAN NOTES

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.

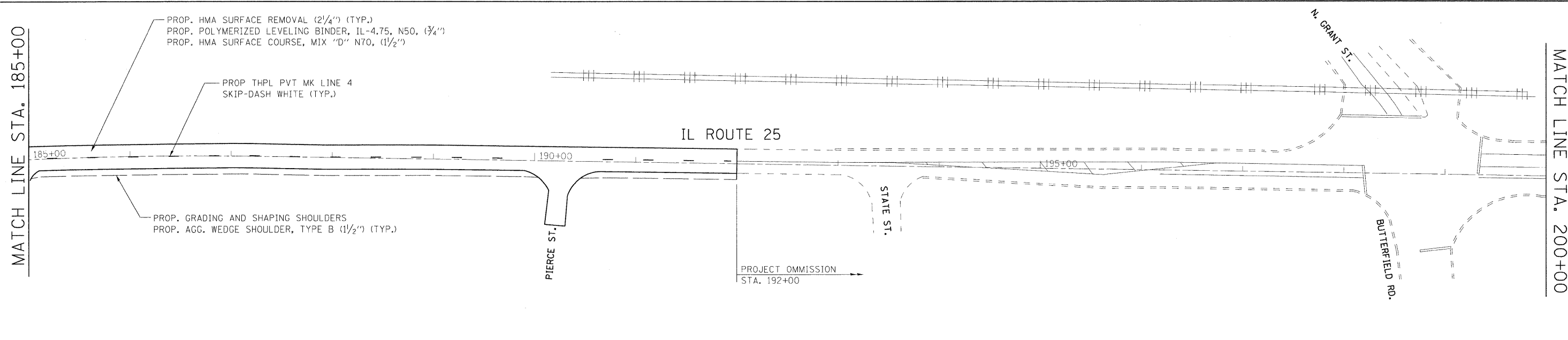


MATCH LINE STA. 170+00

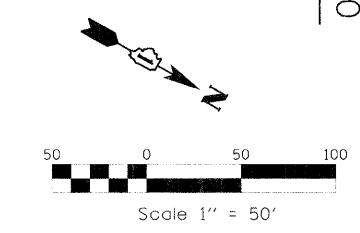
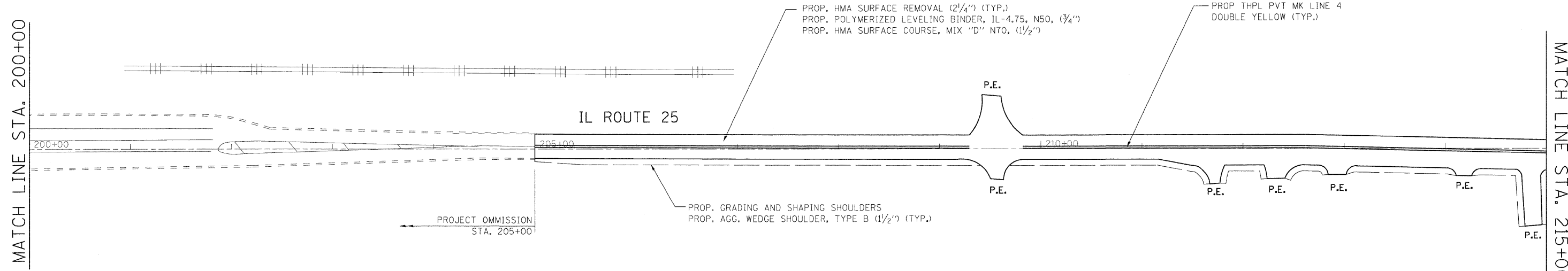
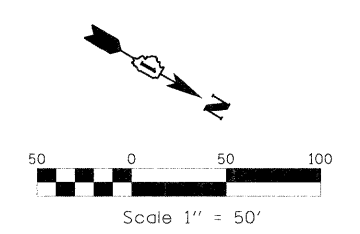
MATCH LINE STA. 185+00



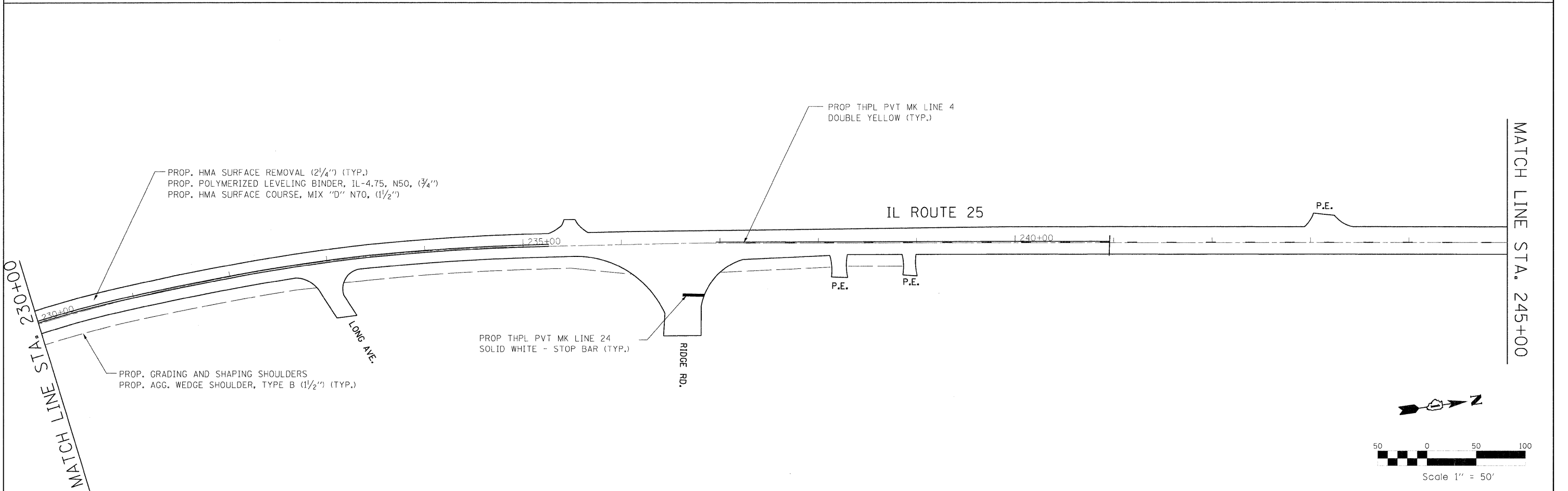
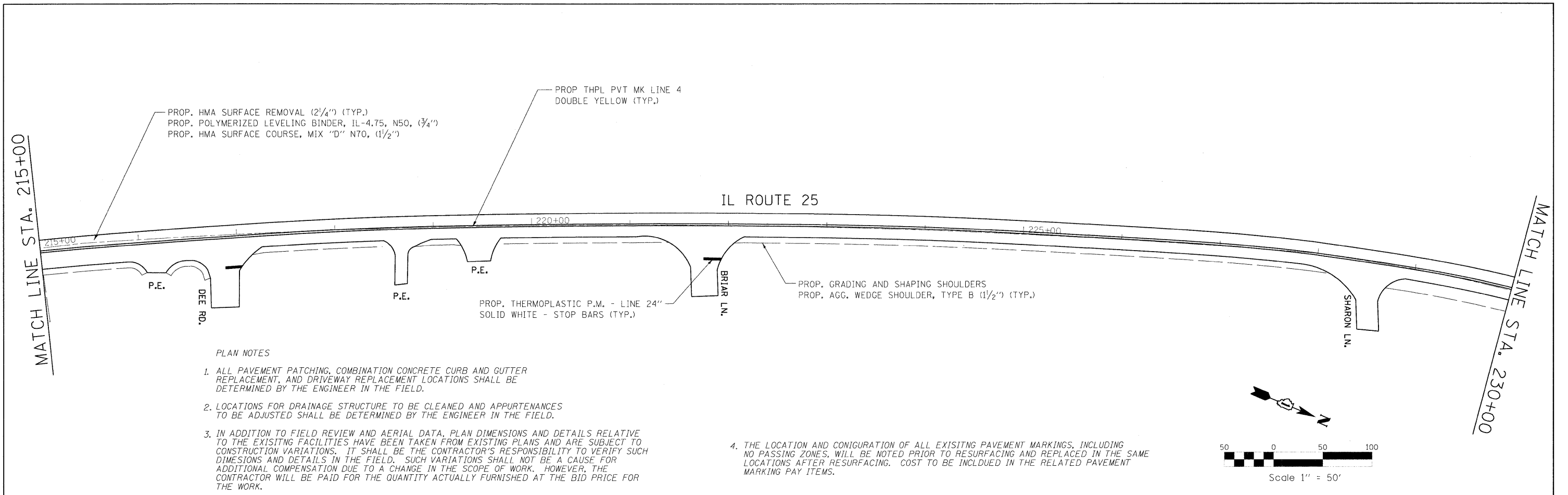
FILE NAME =	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 12
#FILE#		DRAWN - TP	REVISED -		SCALE: 1"=50'	SHEET NO. 12 OF 38 SHEETS	STA. 155+00 TO STA. 185+00	D-91-523-09		CONTRACT NO. 60G67		
		CHECKED - FML	REVISED -									
		DATE - 04/2009	REVISED -									
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



- PLAN NOTES
1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
  3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
  4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.

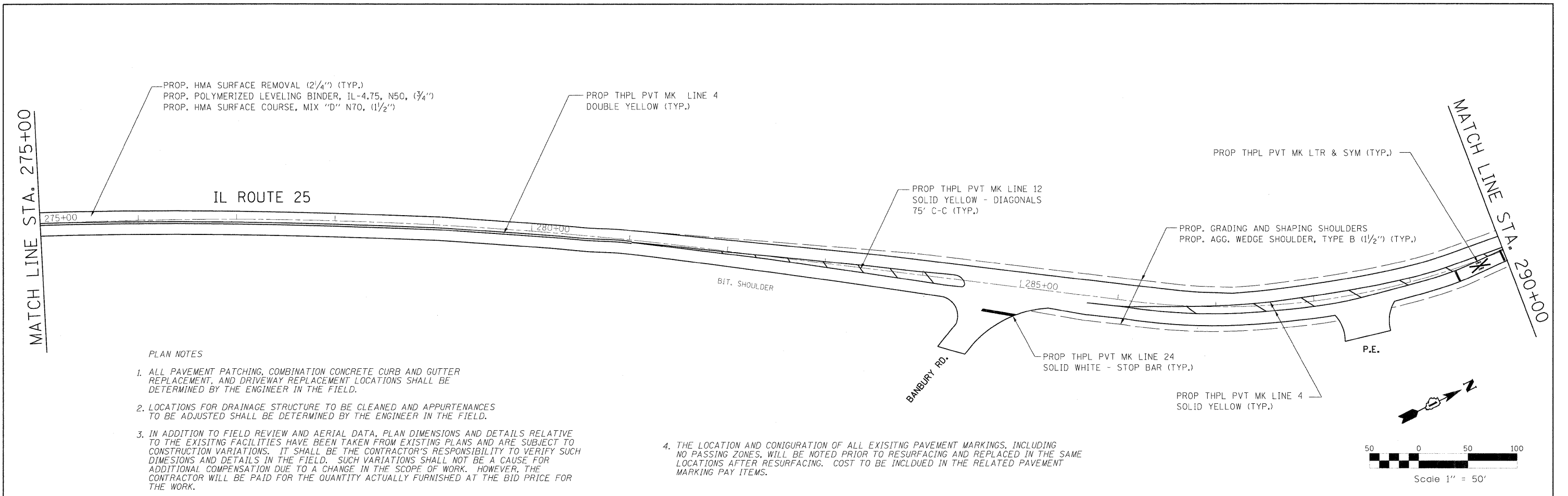


FILE NAME =	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 13
#FILE#		DRAWN - TP	REVISED -		SCALE: 1"=50'    SHEET NO. 13 OF 38 SHEETS    STA. 185+00 TO STA. 215+00			D-91-523-09    CONTRACT NO. 60G67				
		CHECKED - FML	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							
		DATE - 04/2009	REVISED -									



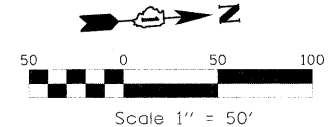
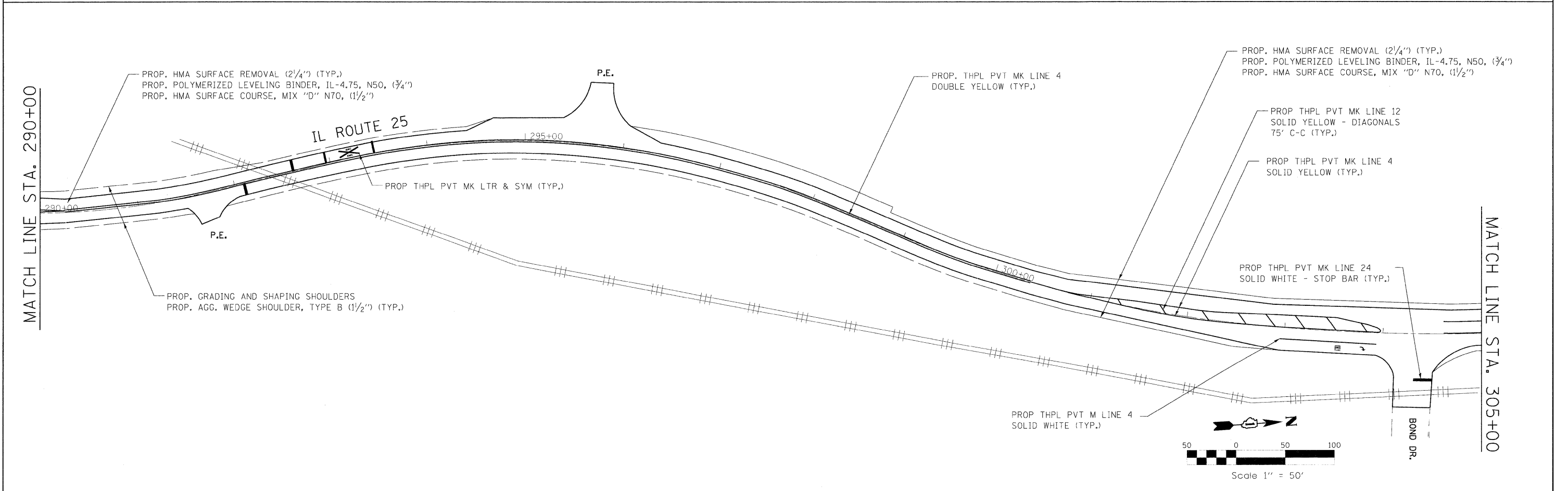
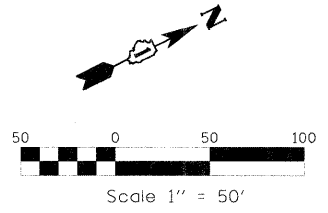
FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RST	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 14
	PLOT SCALE = \$SCALE\$	CHECKED - FML	REVISED -		SCALE: 1"=50'	SHEET NO. 14 OF 38 SHEETS	STA. 215+00 TO STA. 245+00	D-91-523-09		CONTRACT NO. 60G67		
	PLOT DATE = \$DATE\$	DATE - 04/2009	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							





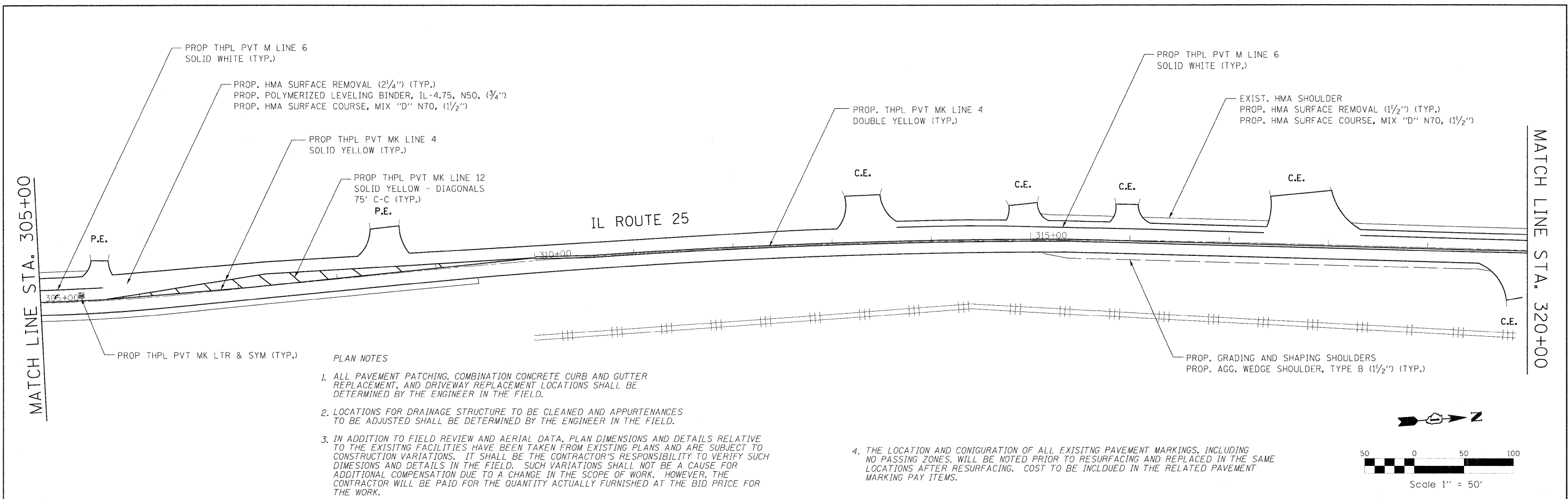
**PLAN NOTES**

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



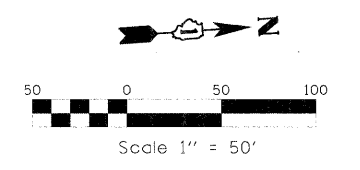
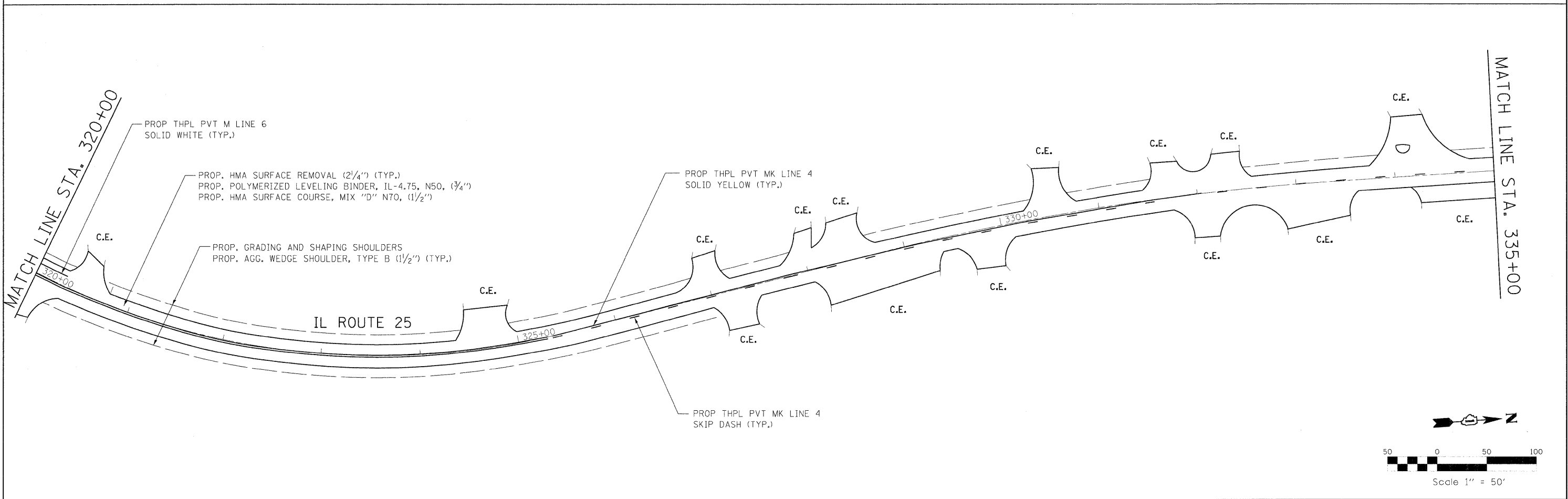
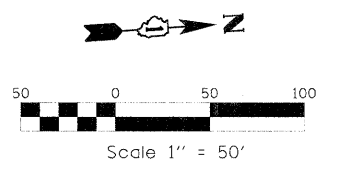
FILE NAME =	USER NAME = \$USER\$	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\$FILEL\$		DRAWN - TP	REVISED -			2503	(53 + 54) RS7	KANE	38	16	
		CHECKED - FML	REVISED -			D-91-523-09		CONTRACT NO. 60667			
		DATE - 04/2009	REVISED -			SCALE: 1"=50'		SHEET NO. 16 OF 38 SHEETS		STA. 275+00 TO STA. 305+00	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					





**PLAN NOTES**

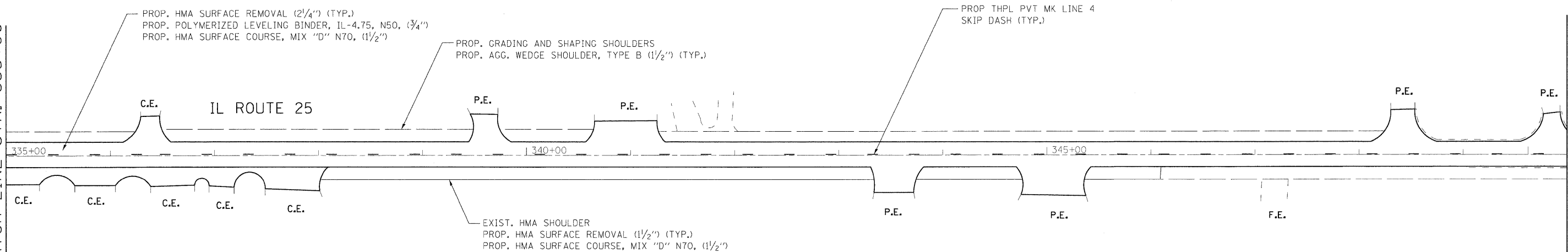
1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



FILE NAME =	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - TP	REVISED -			2503	(53 + 54) RST	KANE	38	17	
		CHECKED - FML	REVISED -			D-91-523-09		CONTRACT NO. 60G67			
		DATE - 04/2009	REVISED -			SCALE: 1"=50'		SHEET NO. 17 OF 38 SHEETS		STA. 305+00 TO STA. 335+00	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

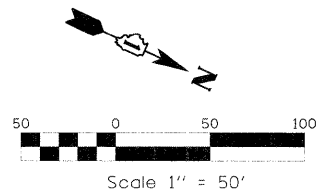
MATCH LINE STA. 335+00

MATCH LINE STA. 350+00

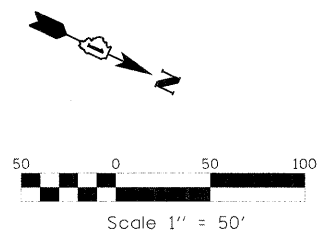
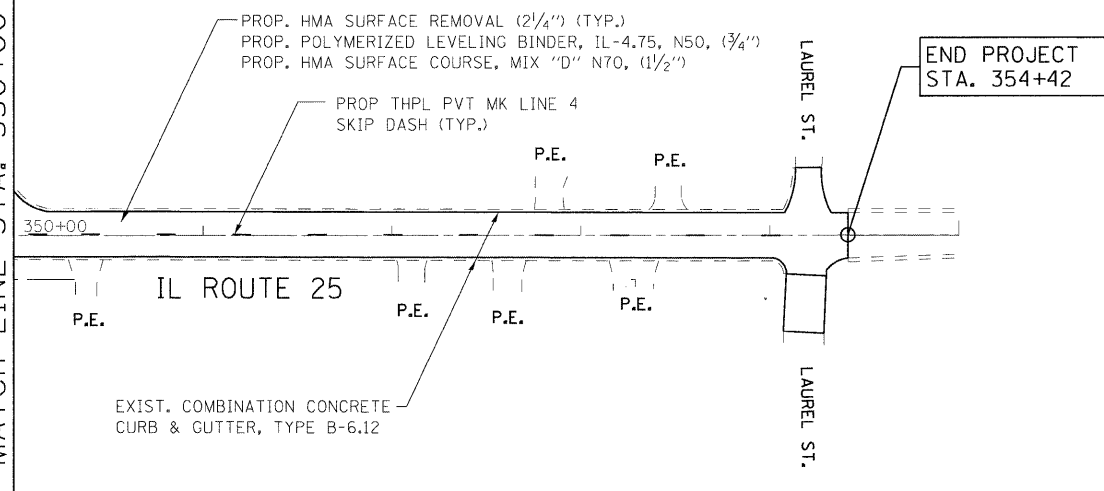


PLAN NOTES

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REPLACEMENT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURE TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE RELATED PAVEMENT MARKING PAY ITEMS.



MATCH LINE STA. 350+00



FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - TP	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RST	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 18
	PLOT SCALE = #SCALE#	CHECKED - FML	REVISED -					D-91-523-09			CONTRACT NO. 60G67	
	PLOT DATE = #DATE#	DATE - 04/2009	REVISED -		SCALE: 1"=50'	SHEET NO. 18 OF 38 SHEETS	STA. 335+00 TO STA. 354+42	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

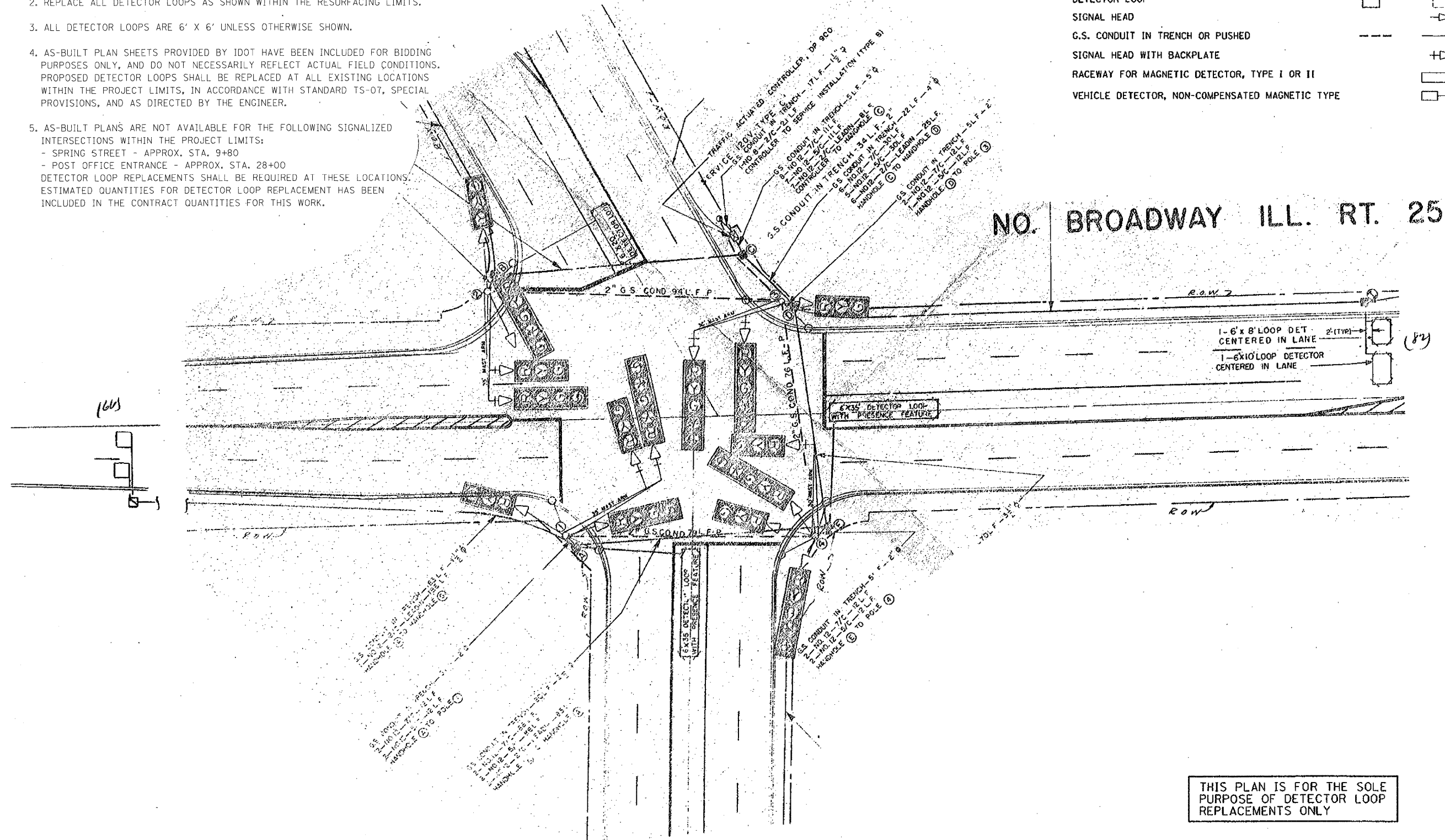


NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.
5. AS-BUILT PLANS ARE NOT AVAILABLE FOR THE FOLLOWING SIGNALIZED INTERSECTIONS WITHIN THE PROJECT LIMITS:
  - SPRING STREET - APPROX. STA. 9+80
  - POST OFFICE ENTRANCE - APPROX. STA. 28+00
 DETECTOR LOOP REPLACEMENTS SHALL BE REQUIRED AT THESE LOCATIONS. ESTIMATED QUANTITIES FOR DETECTOR LOOP REPLACEMENT HAS BEEN INCLUDED IN THE CONTRACT QUANTITIES FOR THIS WORK.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

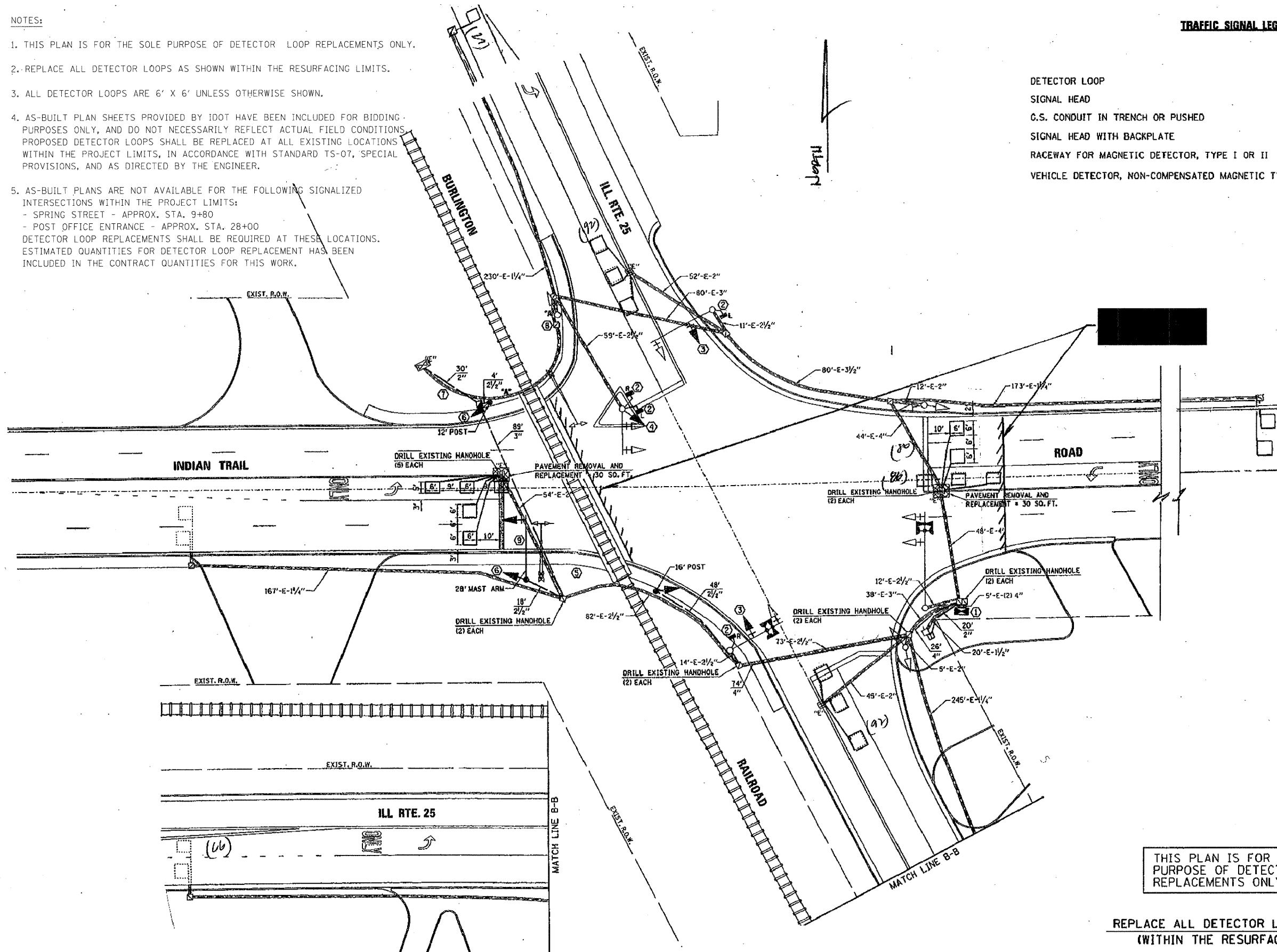
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETECTOR LOOP PLAN - E. ILLINOIS AVE. IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 20	
#FILE#		DRAWN -	REVISED -			SCALE: NONE	SHEET NO. 20 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		
		CHECKED -	REVISED -			CONTRACT NO. 60G67					
		DATE - 4/2009	REVISED -								

**NOTES:**

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6' X 6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.
5. AS-BUILT PLANS ARE NOT AVAILABLE FOR THE FOLLOWING SIGNALIZED INTERSECTIONS WITHIN THE PROJECT LIMITS:
  - SPRING STREET - APPROX. STA. 9+80
  - POST OFFICE ENTRANCE - APPROX. STA. 28+00
 DETECTOR LOOP REPLACEMENTS SHALL BE REQUIRED AT THESE LOCATIONS. ESTIMATED QUANTITIES FOR DETECTOR LOOP REPLACEMENT HAS BEEN INCLUDED IN THE CONTRACT QUANTITIES FOR THIS WORK.

**TRAFFIC SIGNAL LEGEND**

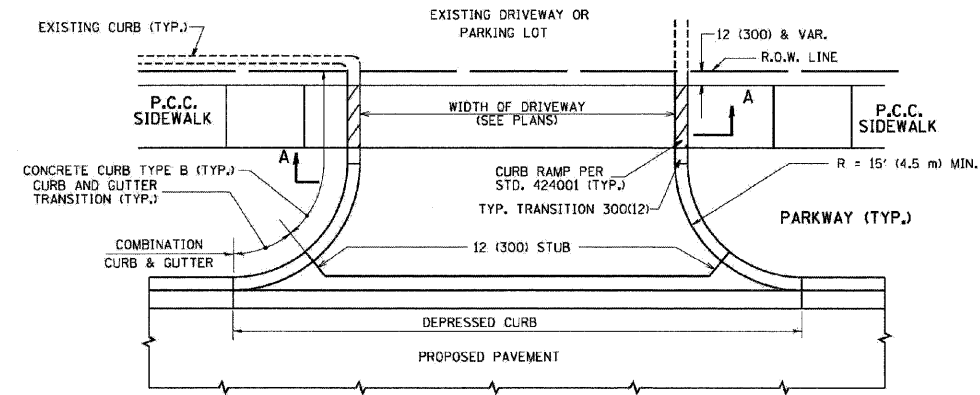
	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
C.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		



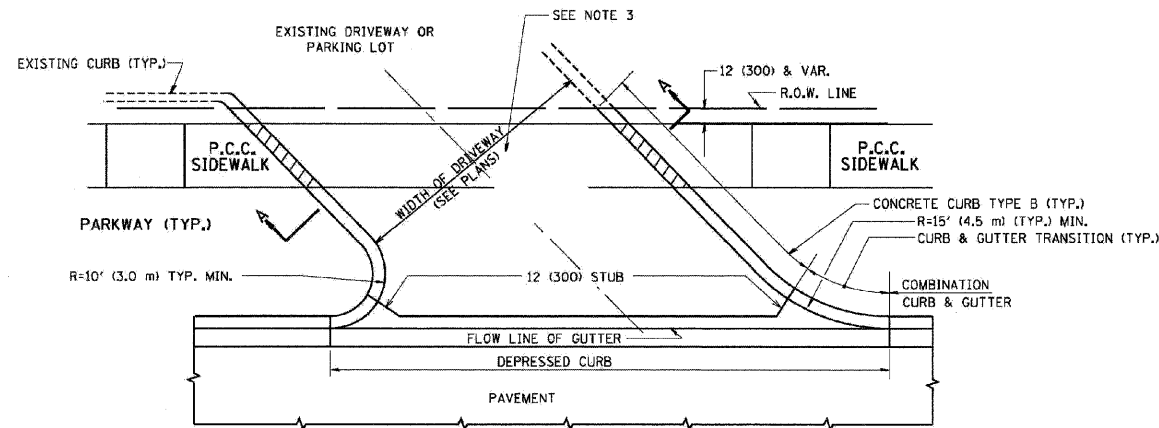
THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

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

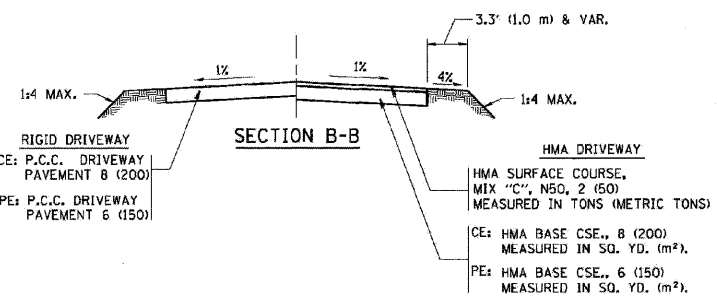
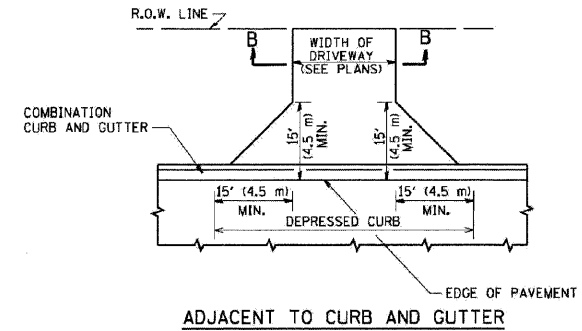
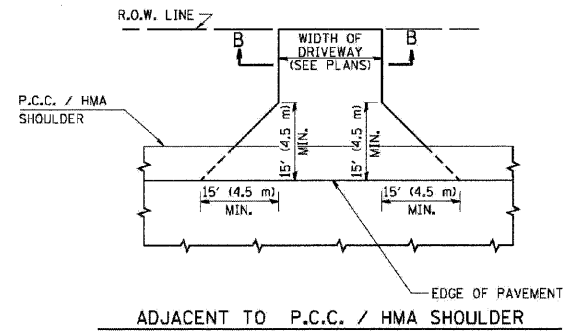
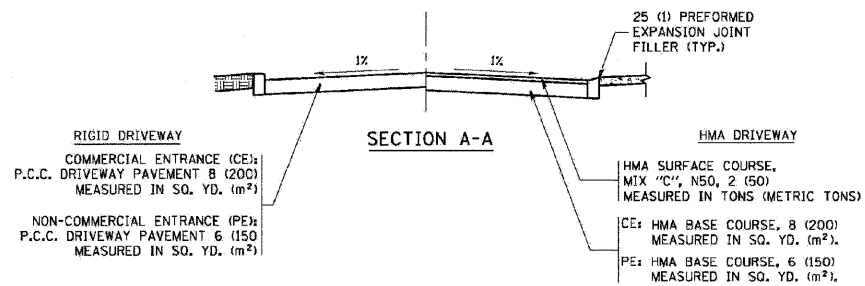
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP PLAN - INDIAN TRAIL ROAD IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 21
#FILE#		DRAWN -	REVISED -		SCALE: NONE SHEET NO. 21 OF 38 SHEETS STA. 9+80 TO STA. 354+42			D-91-523-09		CONTRACT NO. 60G67		
		CHECKED -	REVISED -									
		DATE - 4/2009	REVISED -									



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)  
 HMA SURFACE COURSE,  
 MIX "C", NSO, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 AGGREGATE BASE CSE., TYPE B, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

GENERAL NOTES:

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

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

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

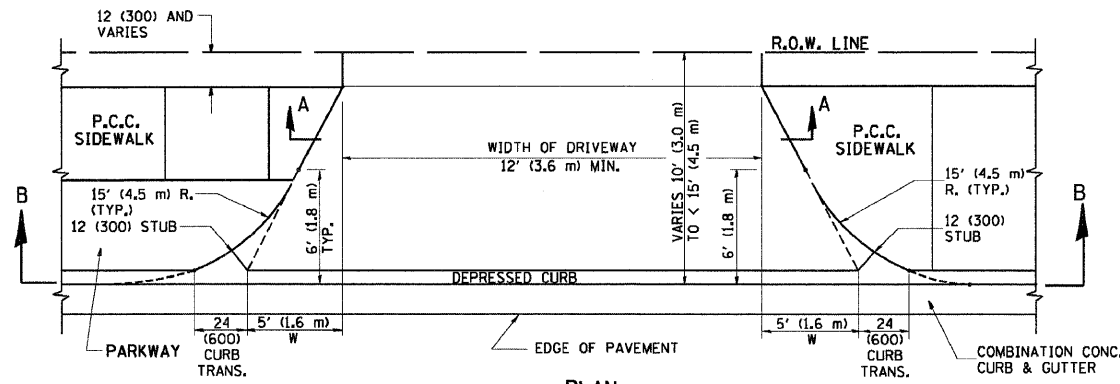
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

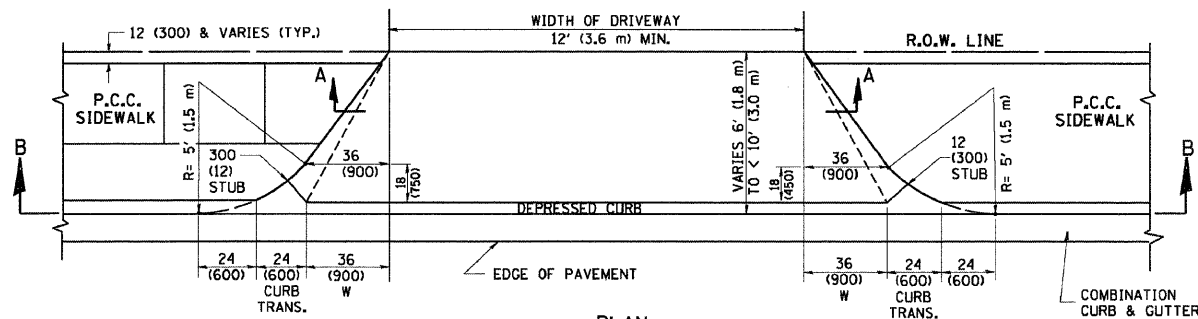
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 15'

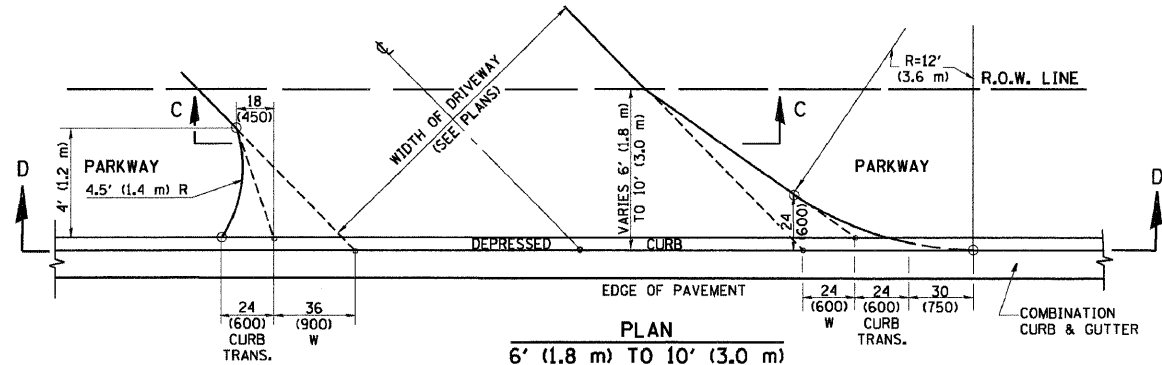
FILE NAME = ...Aurora-Botavia\Details.dgn	USER NAME = Plotted by Administrator	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			2503	(53 + 54) RS7	KANE	38	22	
	PLOT SCALE = 25.0000' / 1"	CHECKED -	REVISED -			SCALE: NONE		SHEET NO. 1 OF 17 SHEETS		STA. _____ TO STA. _____	
	PLOT DATE = 4/15/2009	DATE - 4/2009	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60G67	



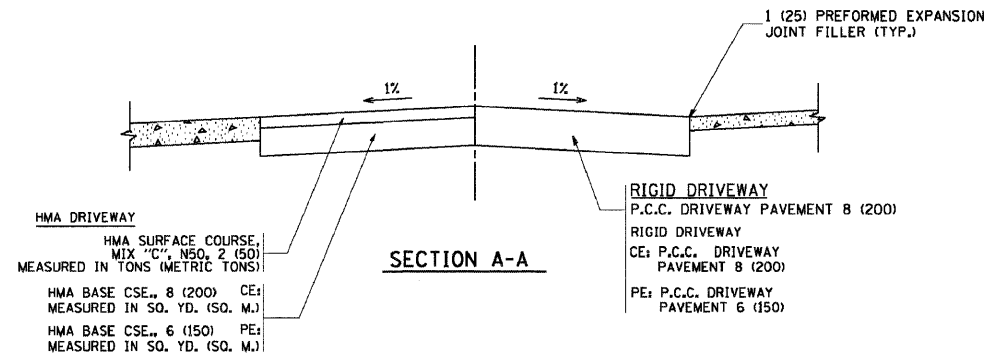
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



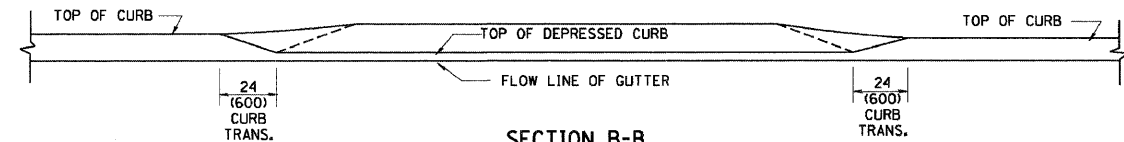
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



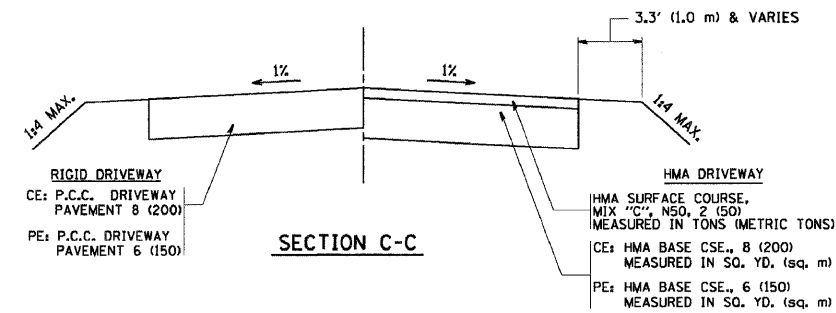
PLAN  
6' (1.8 m) TO 10' (3.0 m)



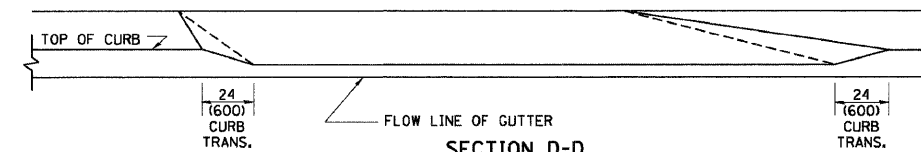
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

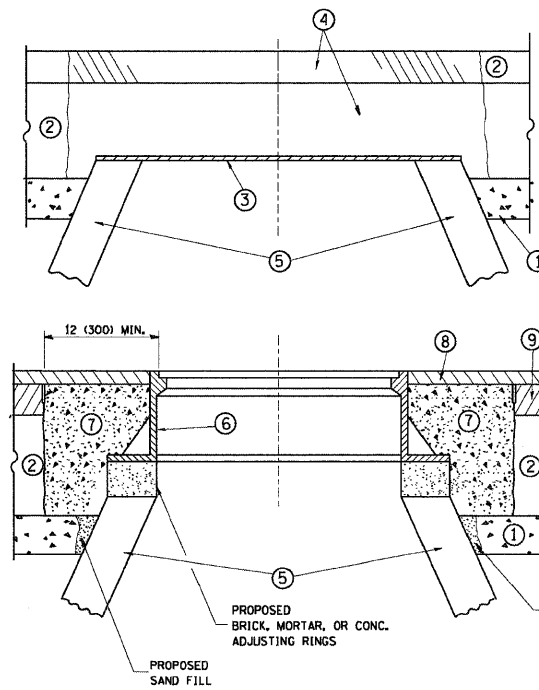
THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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

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

**DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15'**

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 23 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	2503	(53 + 54) RS7	KANE	38	23
		CHECKED -	REVISED -					<b>D-91-523-09</b>		<b>CONTRACT NO. 60G67</b>		
		DATE - 4/2009	REVISED -					FED. ROAD DIST. NO. - [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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

**LEGEND**

- ① SUB-BASE GRANULAR MATERIAL
- 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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

**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.

**LOCATION OF STRUCTURES:**

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

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

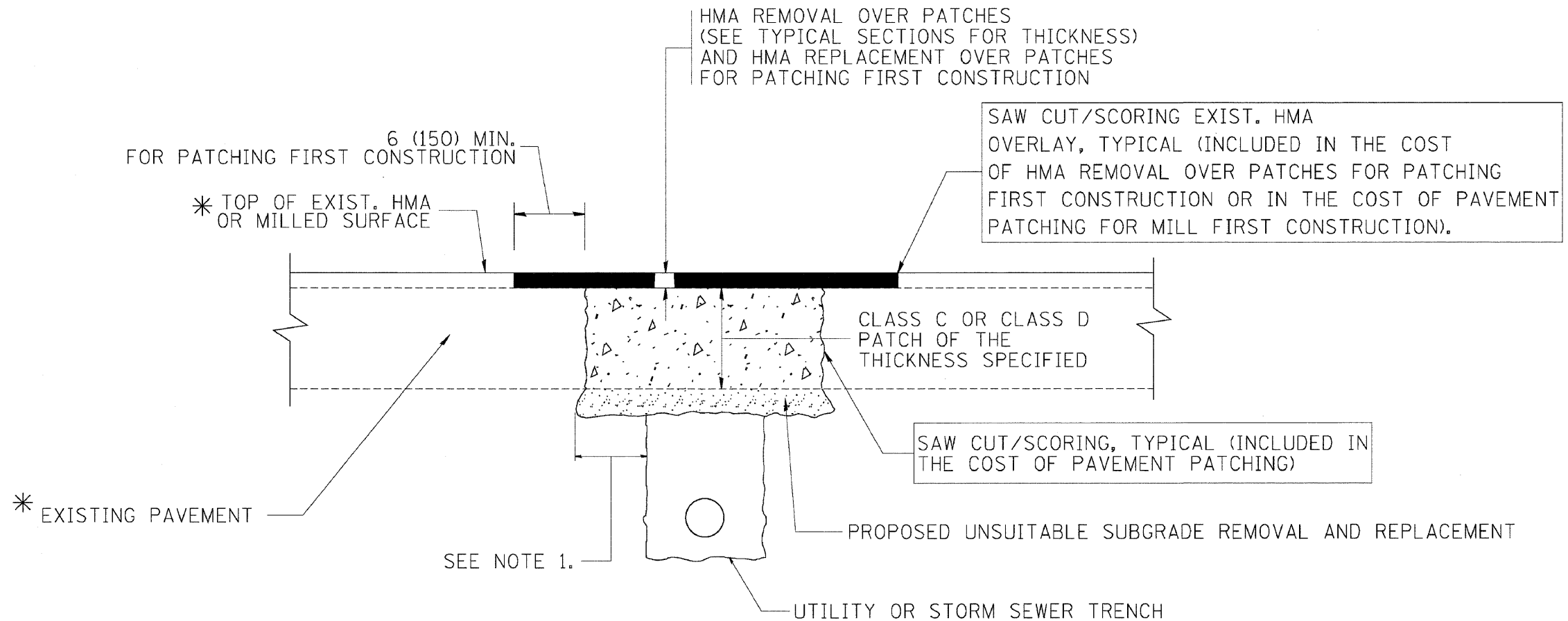
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

**FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING**

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 24
		DRAWN - ---	REVISED - ---		SCALE: NONE    SHEET NO. 24 OF 38 SHEETS    STA. 9+80 TO STA. 354+42			D-91-523-09		CONTRACT NO. 60667		
		CHECKED - ---	REVISED - ---		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							
		DATE - 4/2009	REVISED - ---									





\* 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.

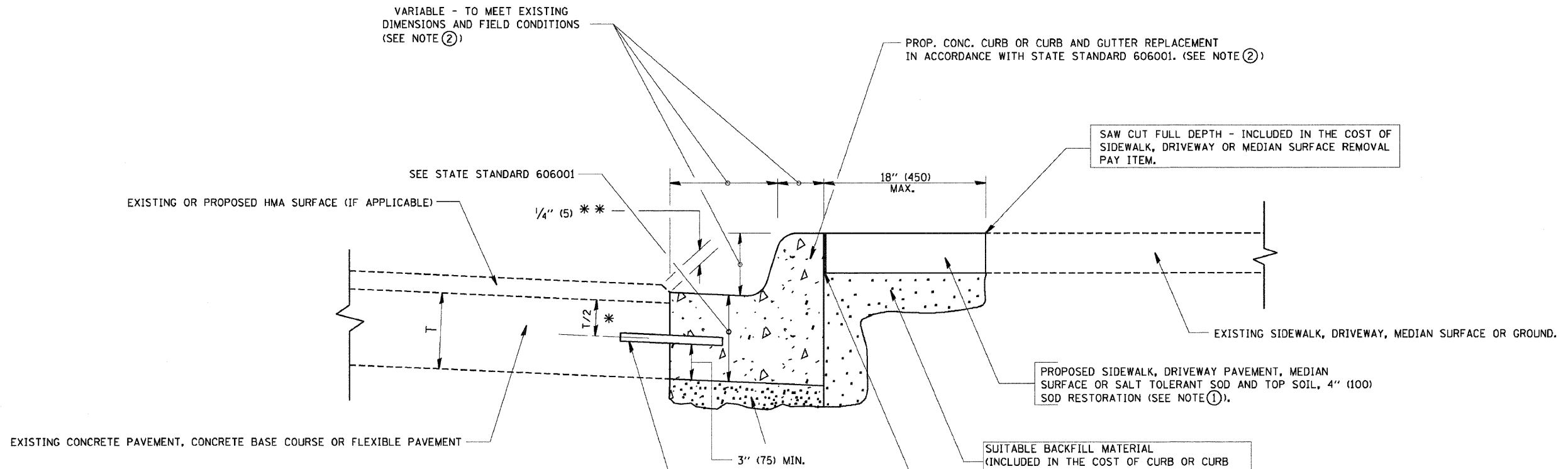
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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.

**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - ---	REVISED - ---		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			2503	(53 + 54) RST	KANE	38	25	
		CHECKED - ---	REVISED - ---		SCALE: NONE			SHEET NO. 25 OF 38 SHEETS		STA. 9+80 TO STA. 354+42		CONTRACT NO. 60667	
		DATE - 4/2009	REVISED - ---		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT								



EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

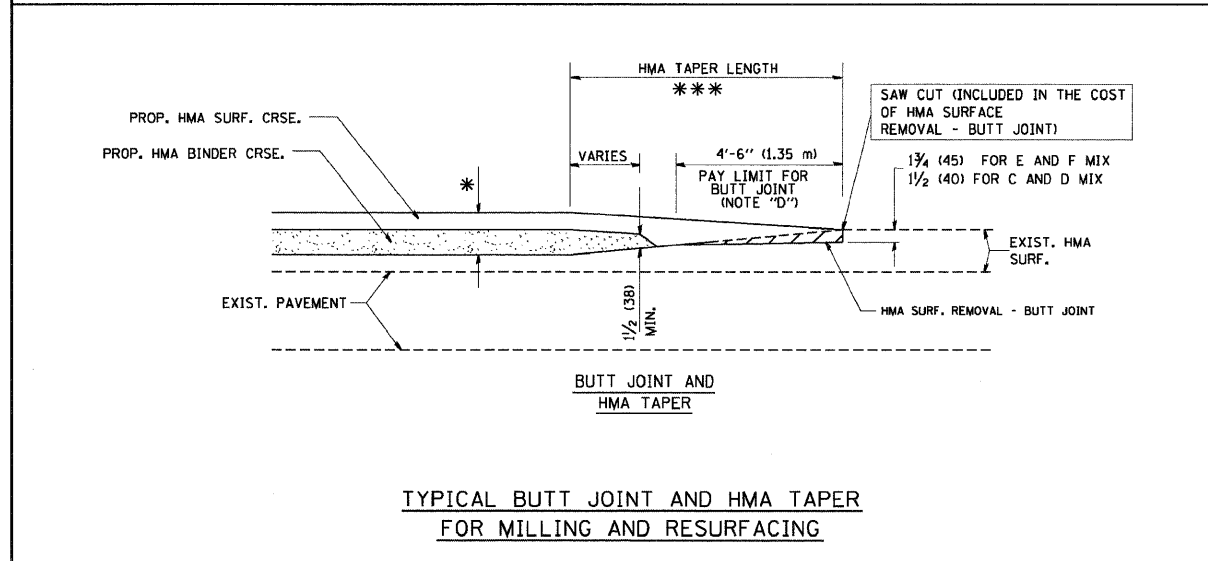
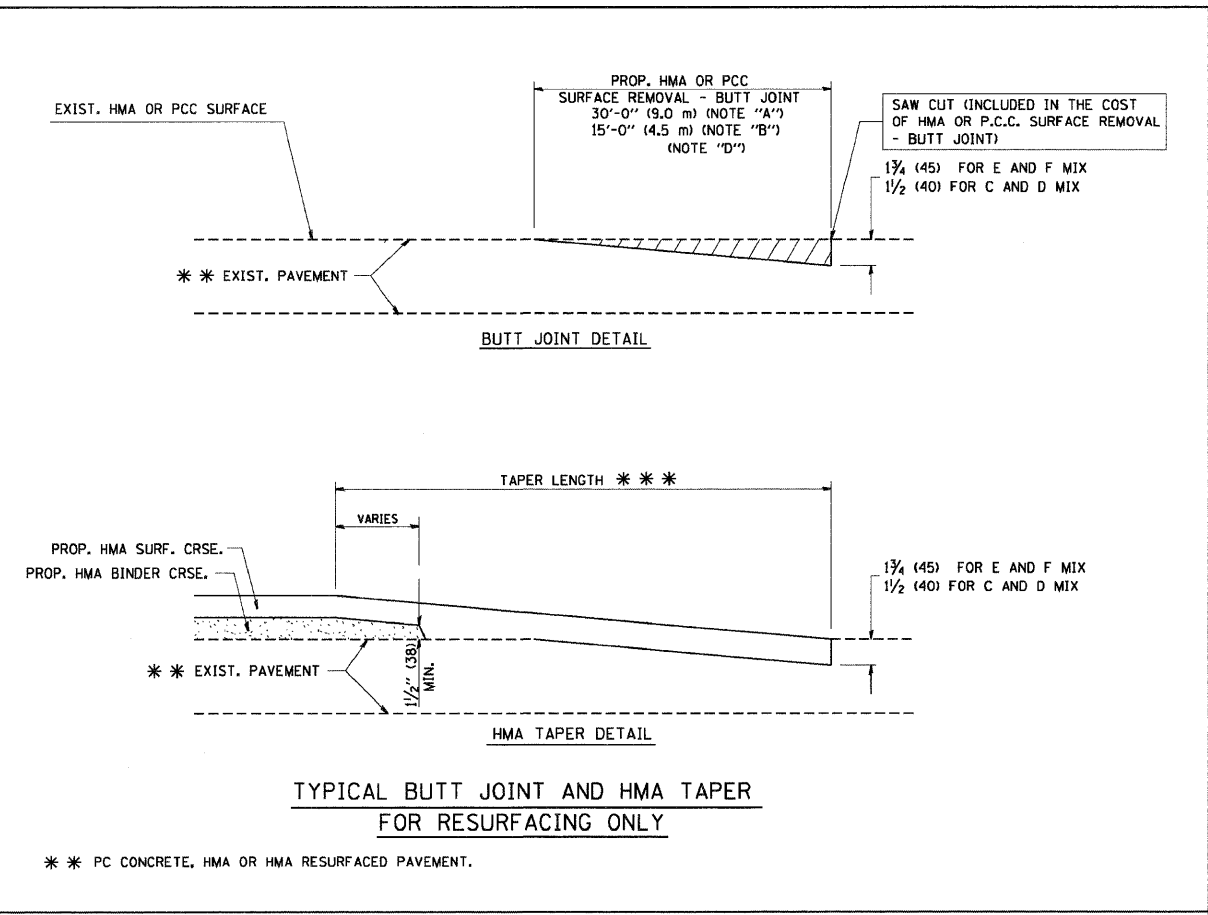
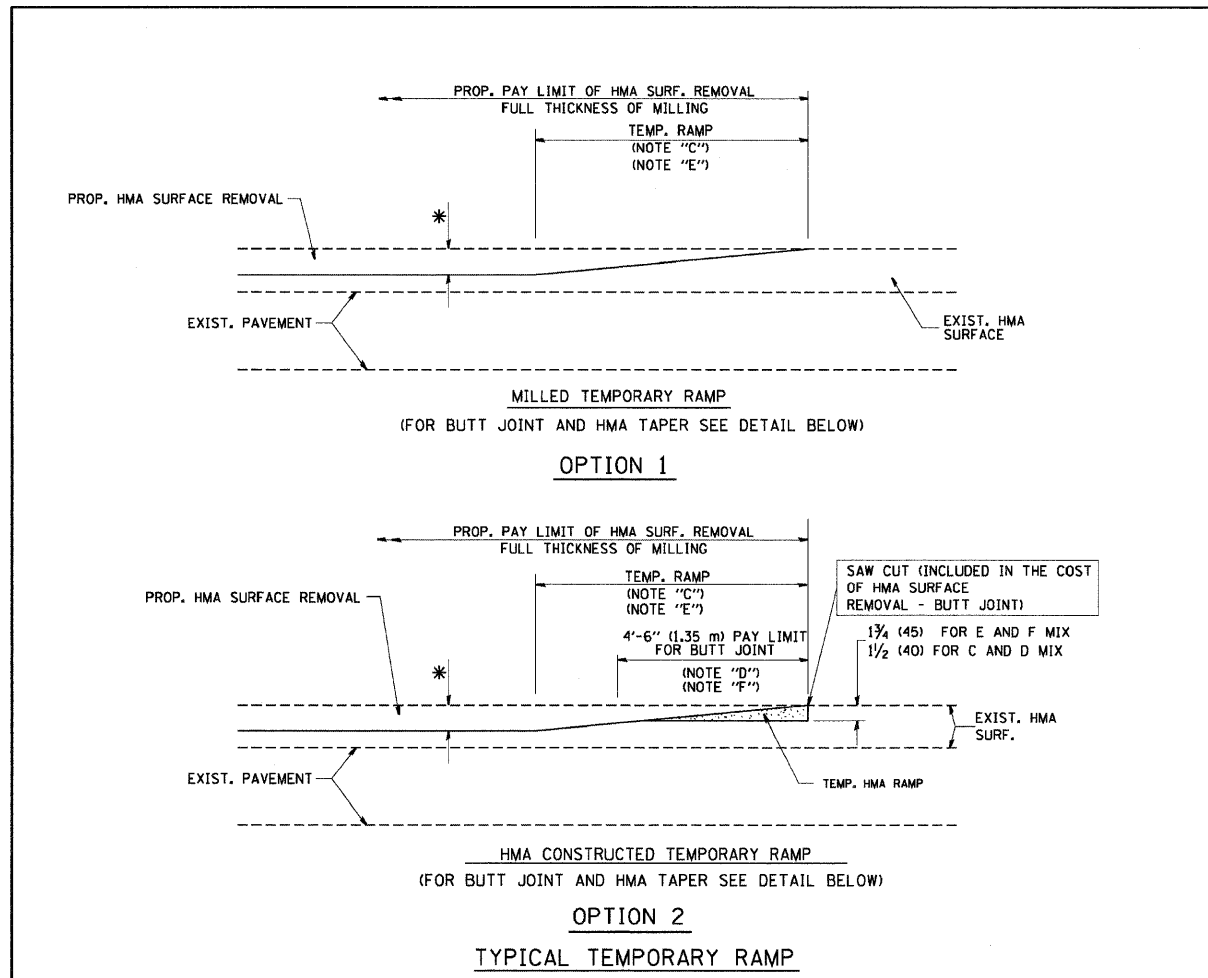
**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

### CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

FILE NAME =	USER NAME = #USER#	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 26
#FILE#		DRAWN - ---	REVISED - ---							
		CHECKED - ---	REVISED - ---							
		DATE - 4/2009	REVISED - ---							
					SCALE: NONE	SHEET NO. 26 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	D-91-523-09 CONTRACT NO. 60G67		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT										



**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.

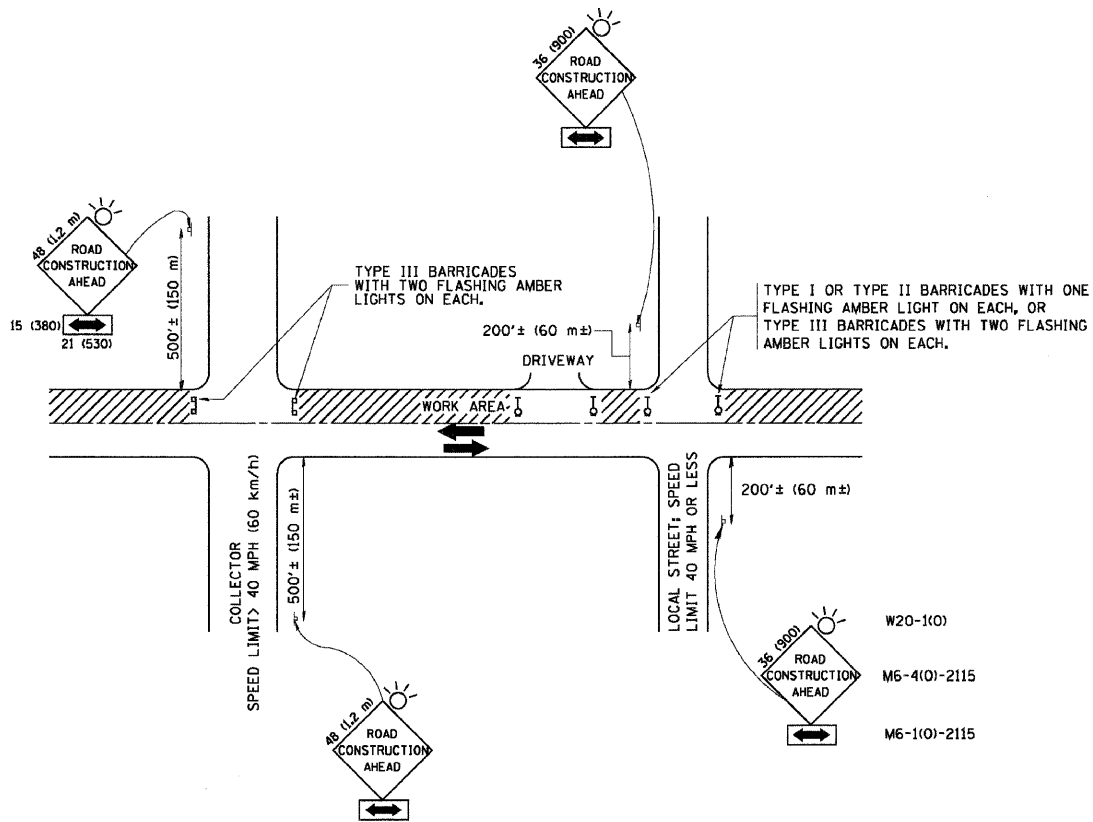
\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**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.

**BUTT JOINTS AND HMA TAPER**

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 27 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	2503	(53 + 54) RST	KANE	38	27
		CHECKED -	REVISED -					<b>D-91-523-09</b>		<b>CONTRACT NO. 60G67</b>		
		DATE - 4/2009	REVISED -					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



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

**NOTES:**

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

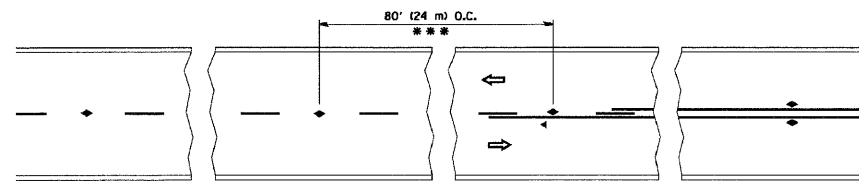
**B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 70150L, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

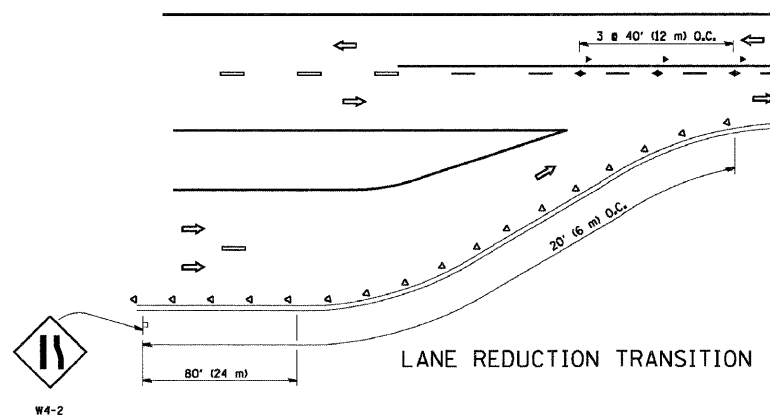
**TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS**

FILE NAME =	USER NAME = #USER#	DESIGNED - ---	REVISED - -----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
#FILE#		DRAWN - ---	REVISED - -----		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			2503	(53 + 54) RS7	KANE	38	28		
		CHECKED - ---	REVISED - -----		SCALE: NONE			SHEET NO. 28 OF 38 SHEETS			STA. 9+80 TO STA. 354+42		D-91-523-09	
		DATE - 4/2009	REVISED - -----		STA. 9+80 TO STA. 354+42			CONTRACT NO. 60G67						
												FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

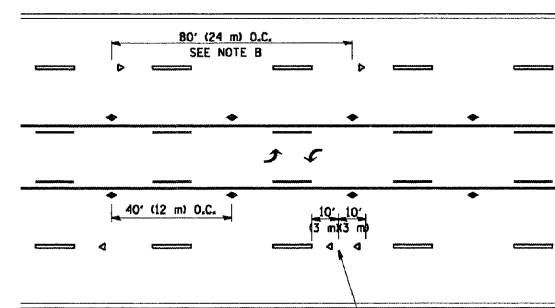


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

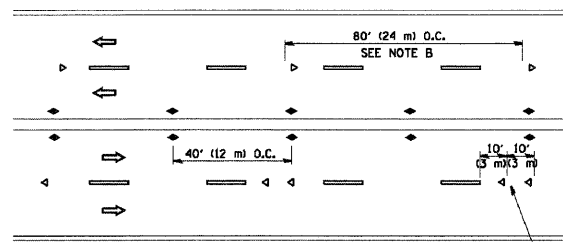


LANE REDUCTION TRANSITION

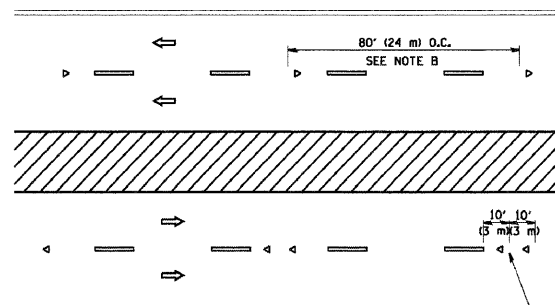


SEE NOTE A

TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

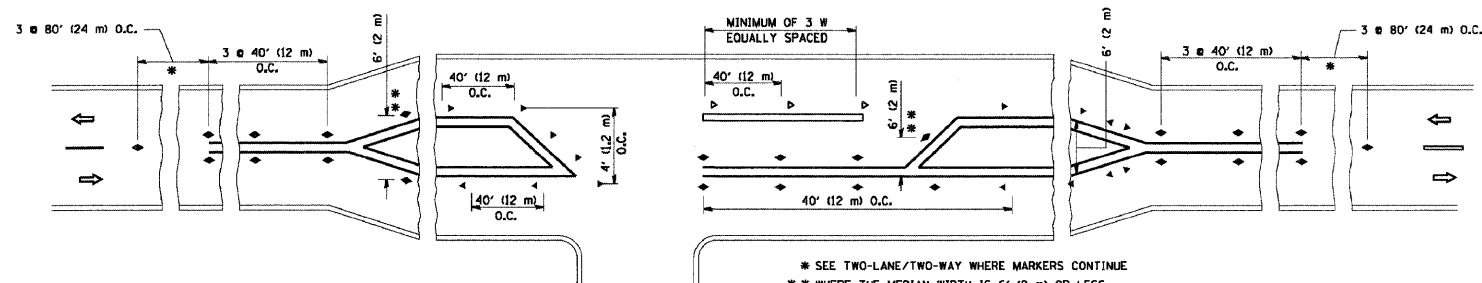
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



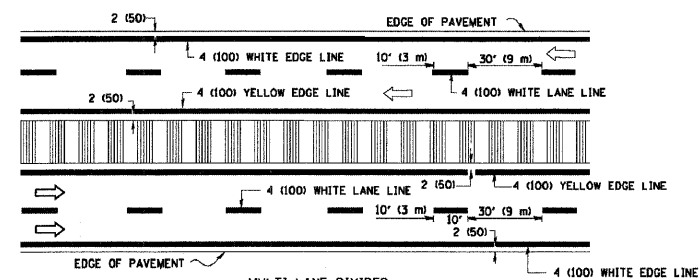
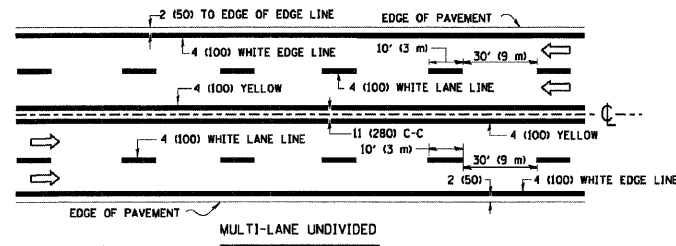
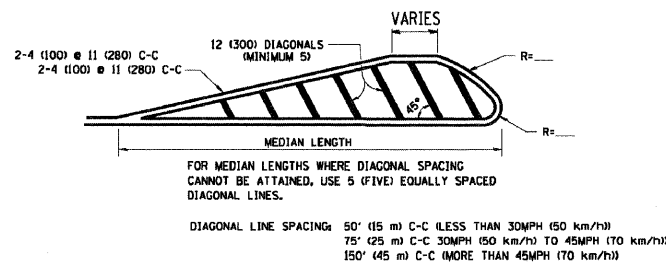
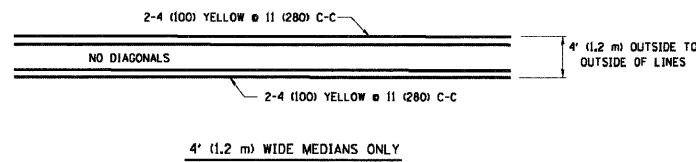
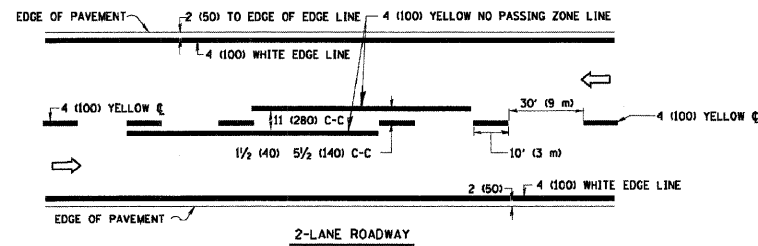
LEFT TURN

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

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

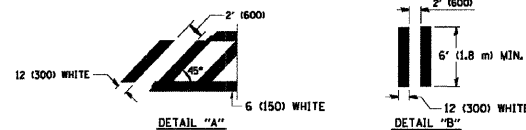
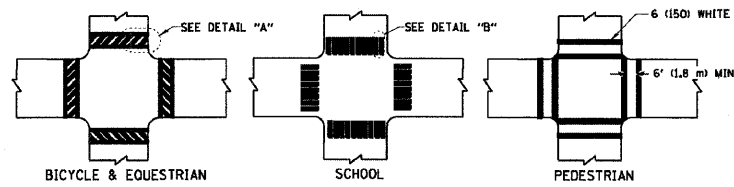
**RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)**

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>		2503	(53 + 54) RS7	KANE	38	29	
		CHECKED -	REVISED -		SCALE: NONE 29		STA. 9+80 TO STA. 354+42		D-91-523-09		CONTRACT NO. 60G67	
		DATE - 4/2009	REVISED -		STA. 9+80 TO STA. 354+42		FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT					

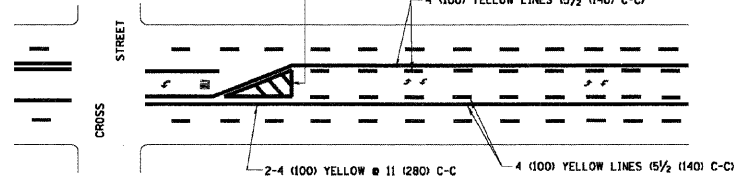


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

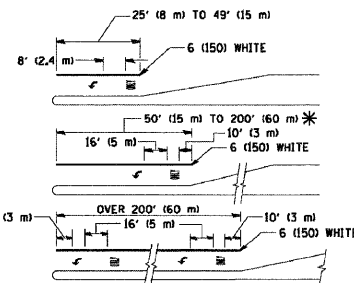
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING

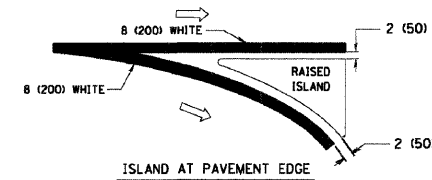
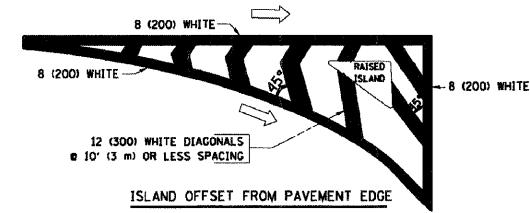


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) | AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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



TYPICAL ISLAND MARKING

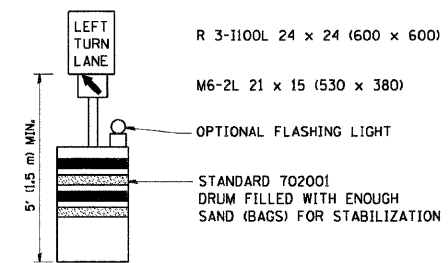
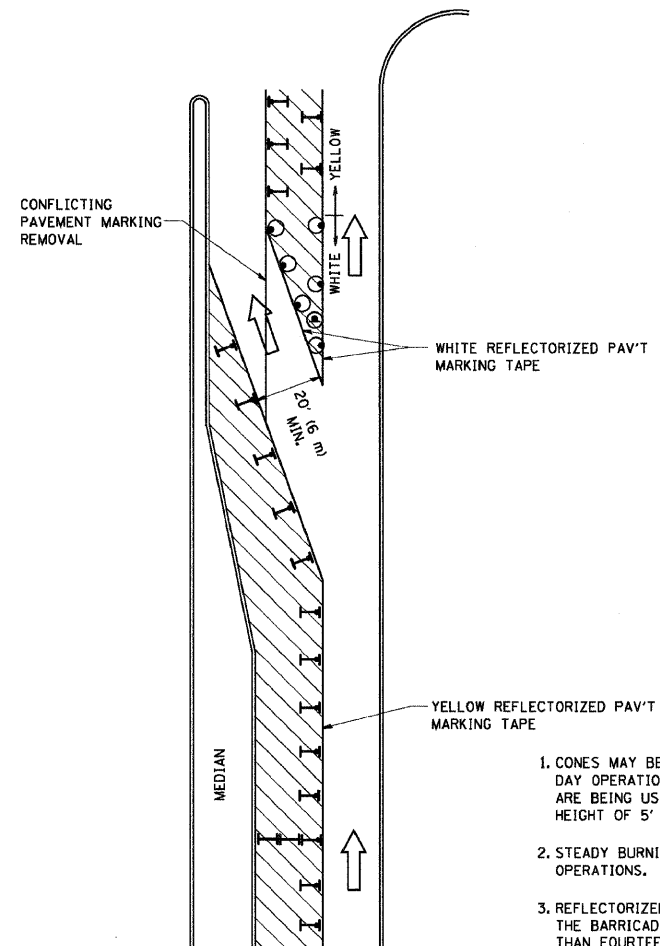
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
FOR FREEWAYS	5 (125)	SKIP-DASH	WHITE	
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 10' (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD T80001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD T80001.

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

## DISTRICT ONE TYPICAL PAVEMENT MARKINGS

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE DETAIL SHEETS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET	2503	(53 + 54) RST	KANE	38	30		
		CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 30 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	D-91-523-09		CONTRACT NO. 60G67		
		PLOT DATE = #DATE#	REVISED -					FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

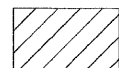







**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

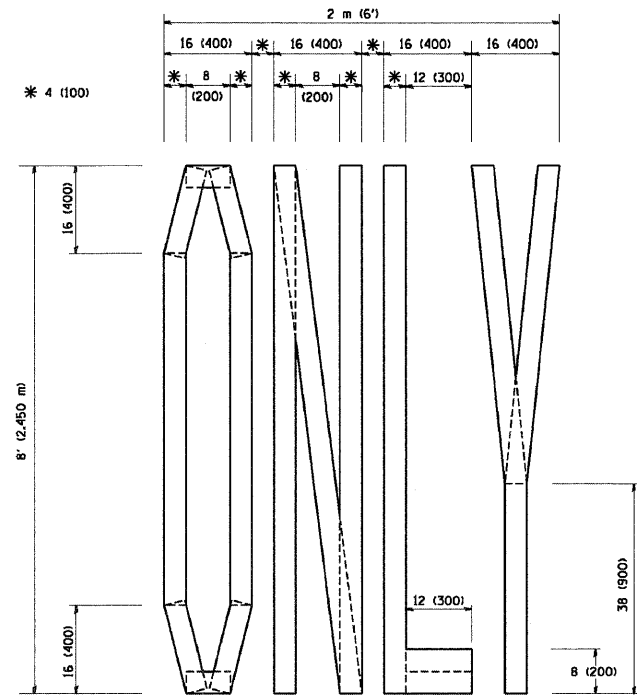
All dimensions are in inches (millimeters) unless otherwise shown.

**LEGEND**

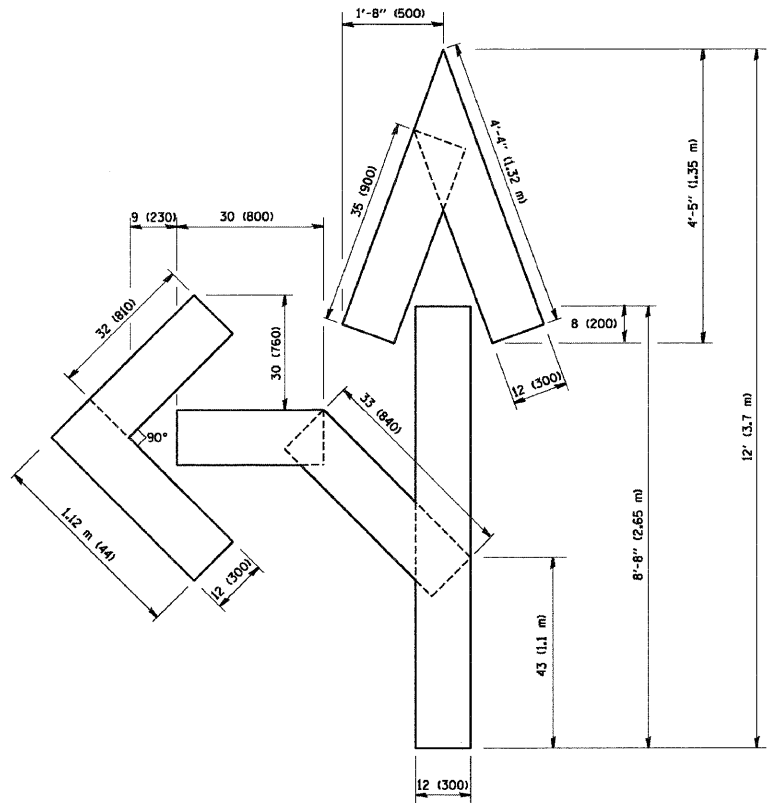
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

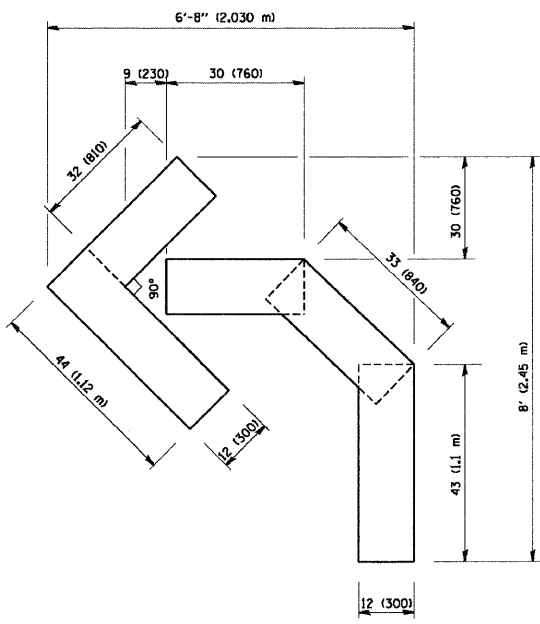
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 31
	PLOT SCALE = #SCALE#	CHECKED - ---	REVISED - ---		SCALE: NONE	SHEET NO. 31 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	<b>D-91-523-09</b>		CONTRACT NO. 60G67		
	PLOT DATE = #DATE#	DATE - 4/2009	REVISED - ---		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



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



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



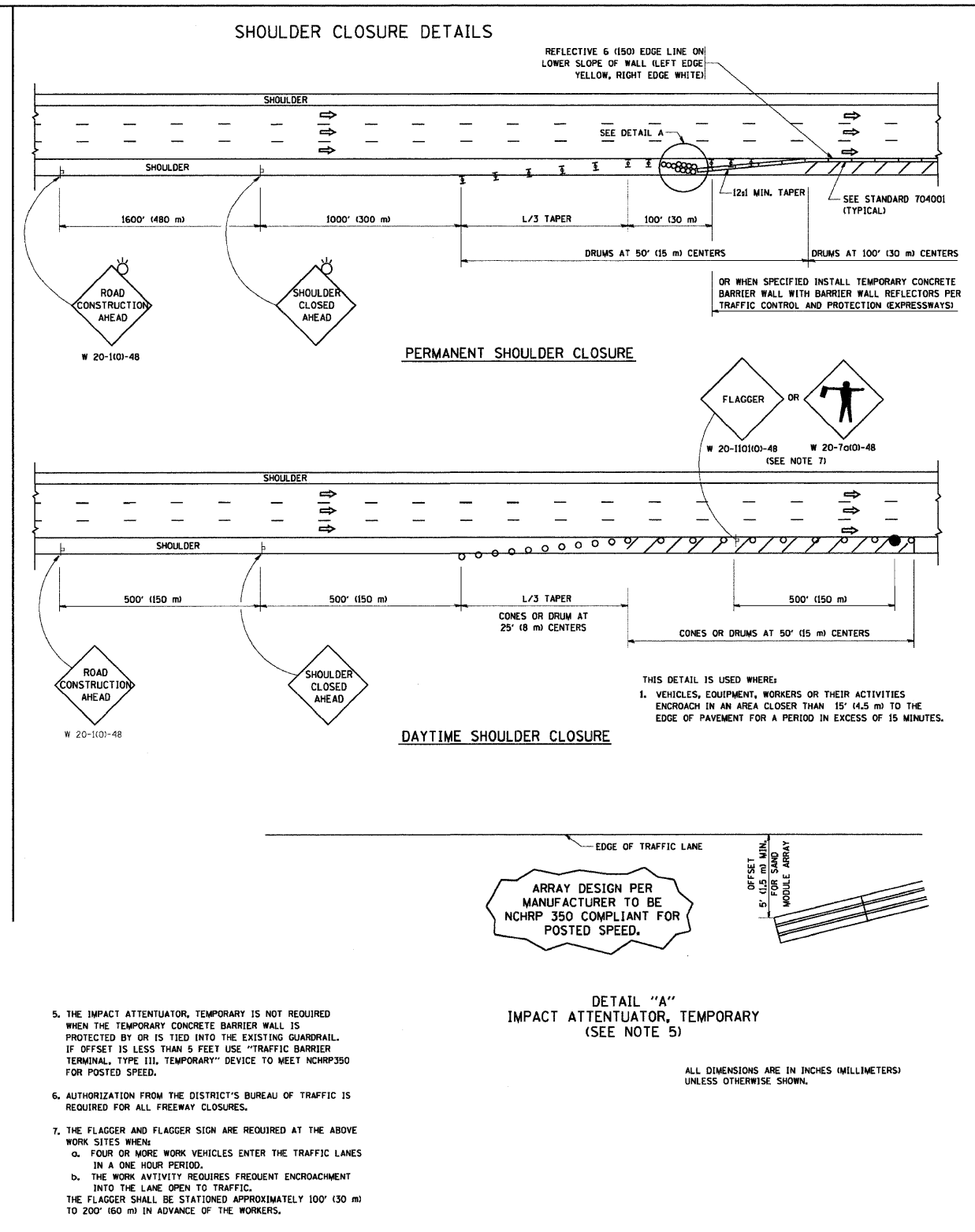
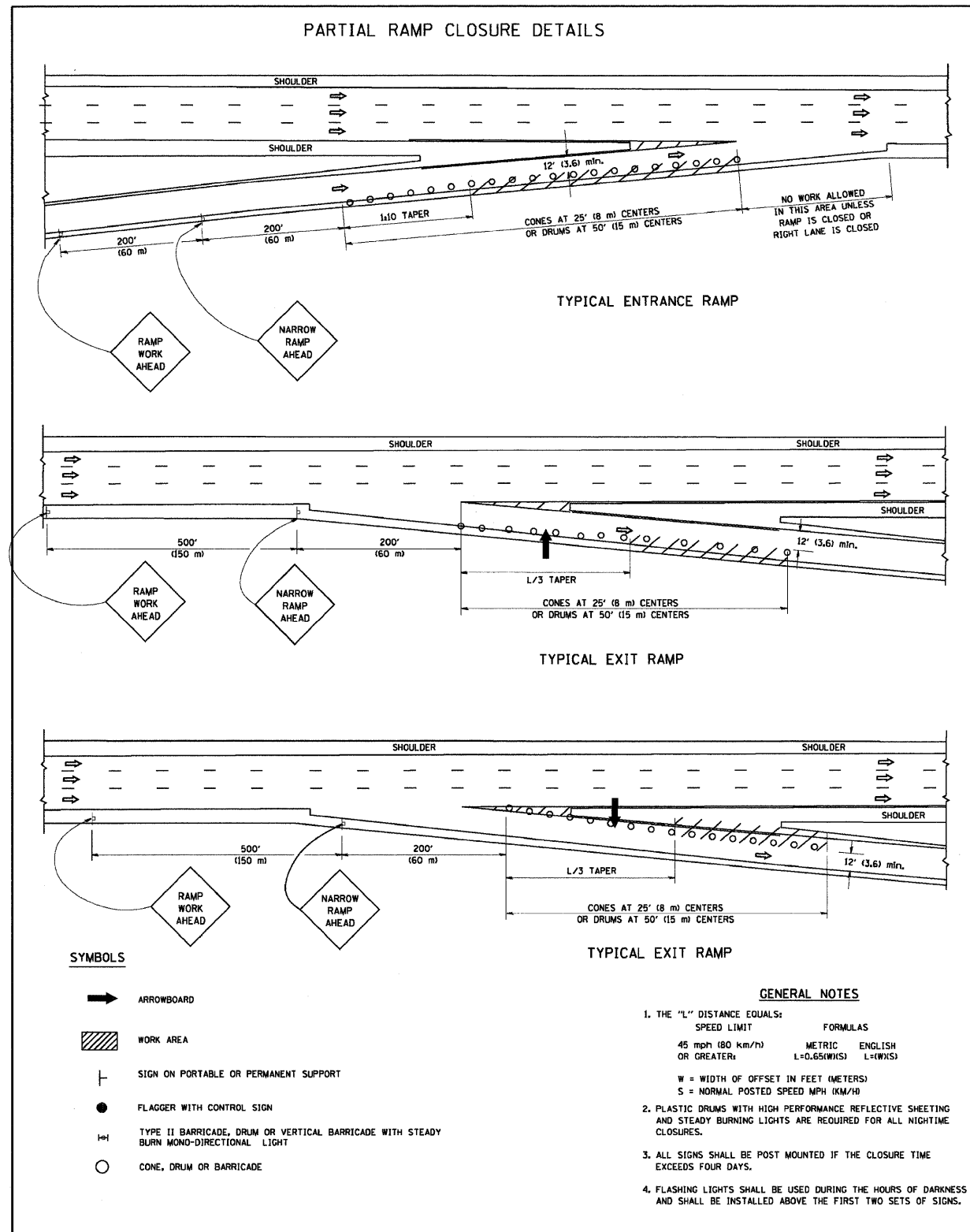
QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

### PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

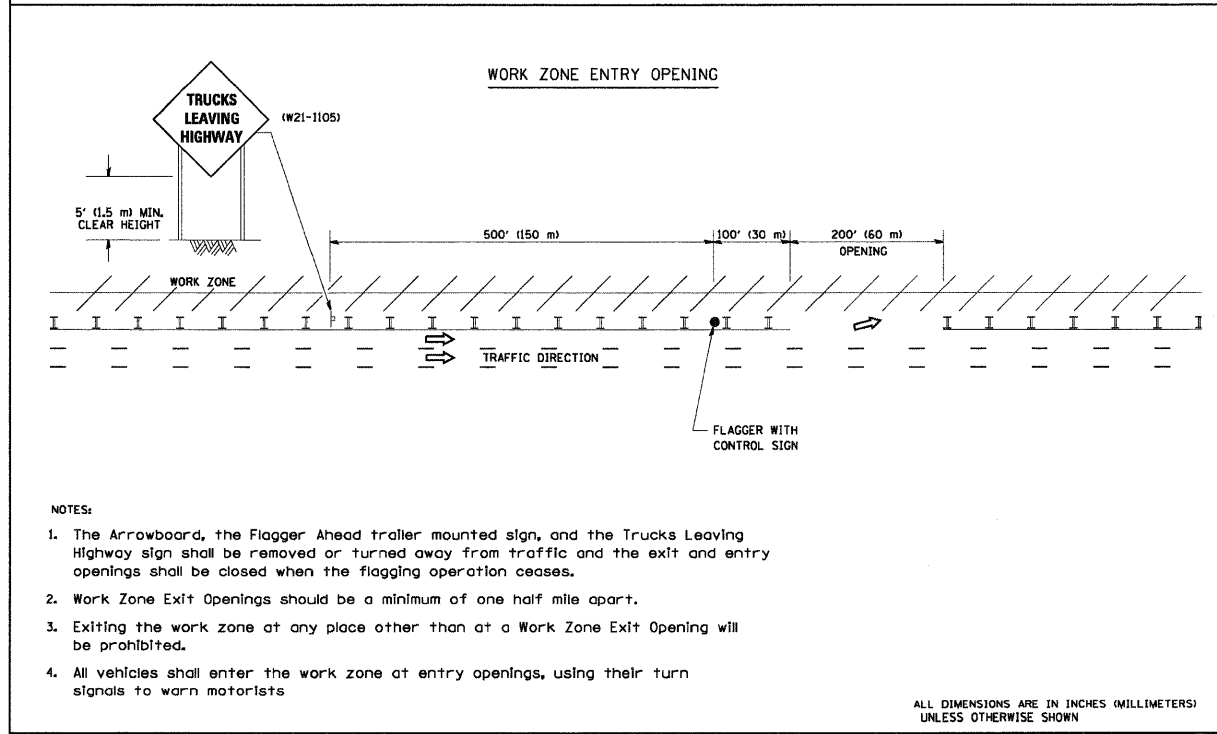
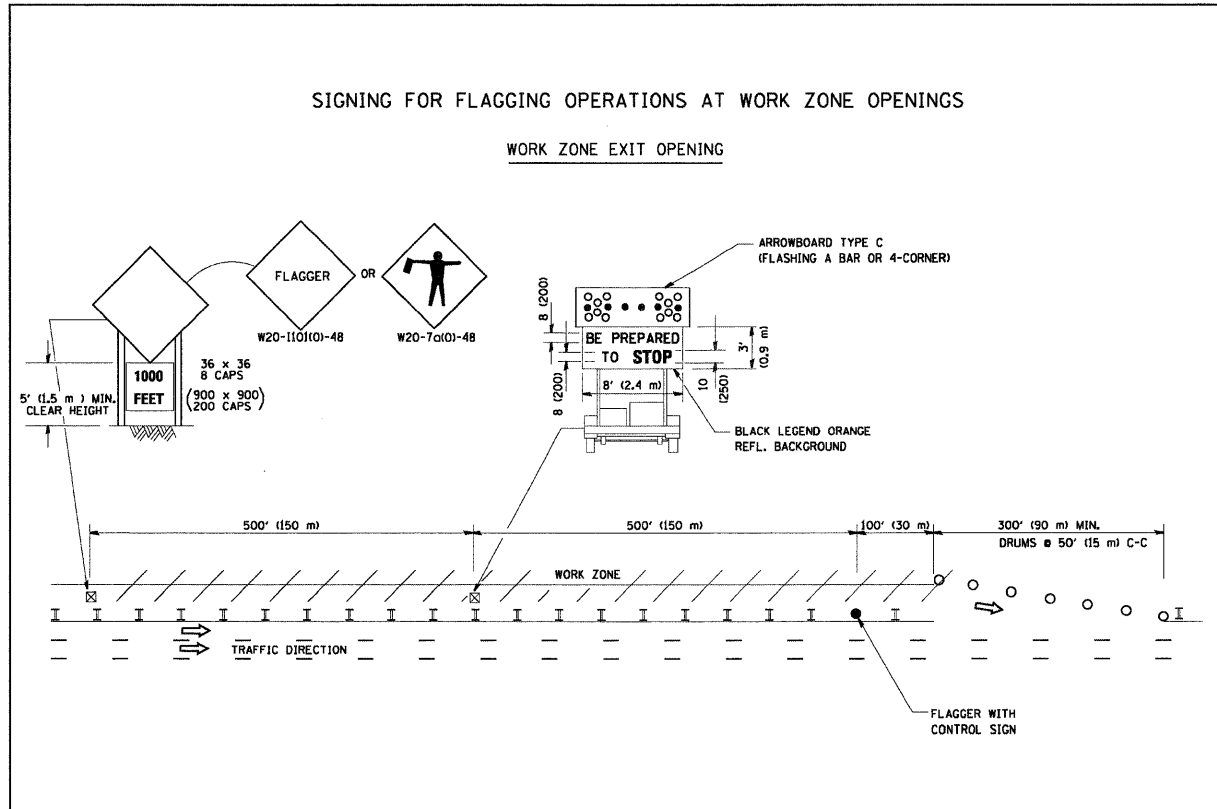
FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILEL\$		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 32 OF 38 SHEETS	STA. 9+80 TO STA. 354+42	2503	(53 + 54) RS7	KANE	38	32
		CHECKED -	REVISED -					D-91-523-09		CONTRACT NO. 60G67		
		DATE - 4/2009	REVISED -					FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				





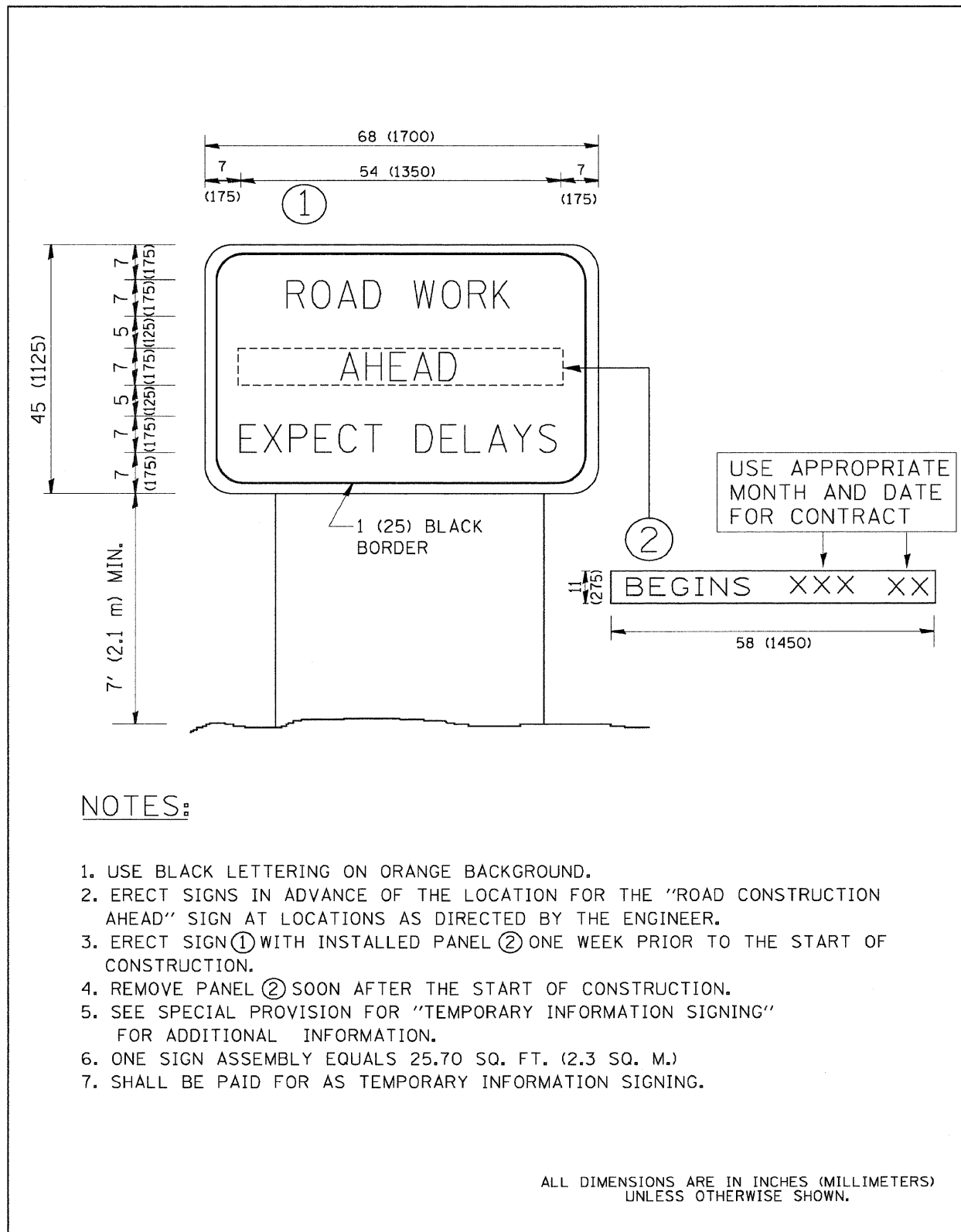
## TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - ---	REVISED - -----	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	CHECKED - ---	REVISED - -----		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			2503	(53 + 54) RS7	KANE	38	33
PLOT DATE = #DATE#	DATE - 4/2009	REVISED - -----	REVISED - -----	SCALE: NONE    SHEET NO. 33 OF 38 SHEETS    STA. 9+80 TO STA. 354+42			<b>D-91-523-09</b>		<b>CONTRACT NO. 60G67</b>			
							FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT					



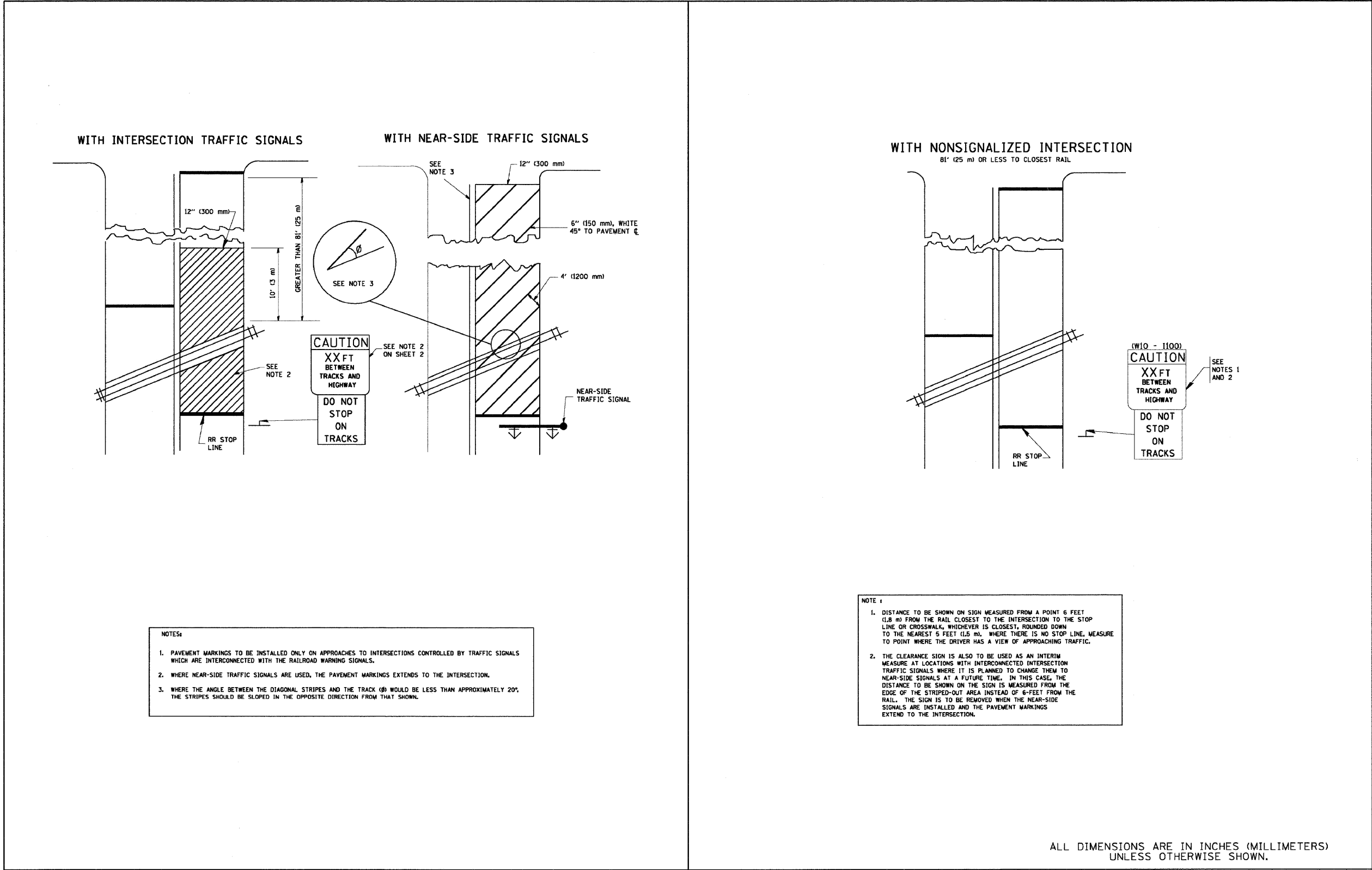
## SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 34	
FILE#		DRAWN -	REVISED -		SCALE: NONE			SHEET NO. 34 OF 38 SHEETS			STA. 9+80 TO STA. 354+42		CONTRACT NO. 60G67
		CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
		DATE - 4/2009	REVISED -										



### ARTERIAL ROAD SIGN INFORMATION

FILE NAME =	USER NAME = #USER#	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			F.A.U. RTE. 2503	SECTION (53 + 54) RS7	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 35
#FILE#		DRAWN - ---	REVISED - ---		SCALE: NONE			SHEET NO. 35 OF 38 SHEETS			STA. 9+80 TO STA. 354+42	
		CHECKED - ---	REVISED - ---		FED. ROAD DIST. NO. _____ (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60667				
		DATE - 4/2009	REVISED - ---									



NOTES:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (Ø) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

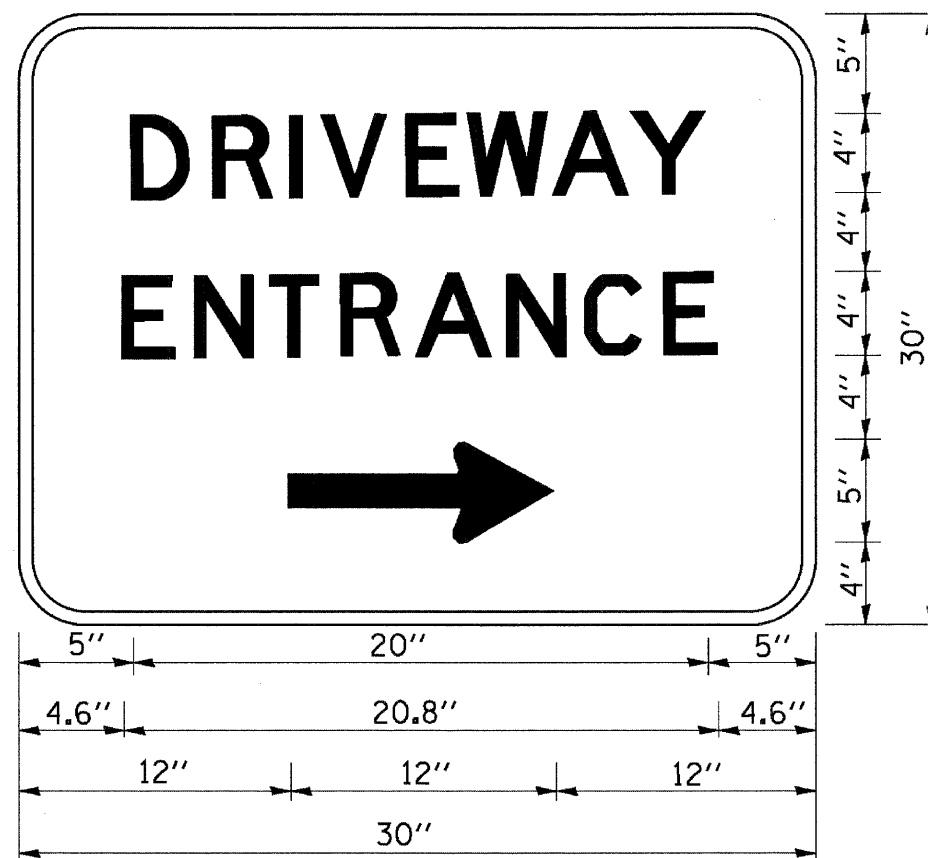
NOTE 1:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

**SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS**

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\$FILE\$		DRAWN -	REVISED -		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			2503	(53 + 54) RS7	KANE	38	36
		CHECKED -	REVISED -		SCALE: NONE   SHEET NO. 36 OF 38 SHEETS   STA. 9+80 TO STA. 354+42			<b>D-91-523-09</b>		<b>CONTRACT NO. 60G67</b>		
		DATE - 4/2009	REVISED -		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT							



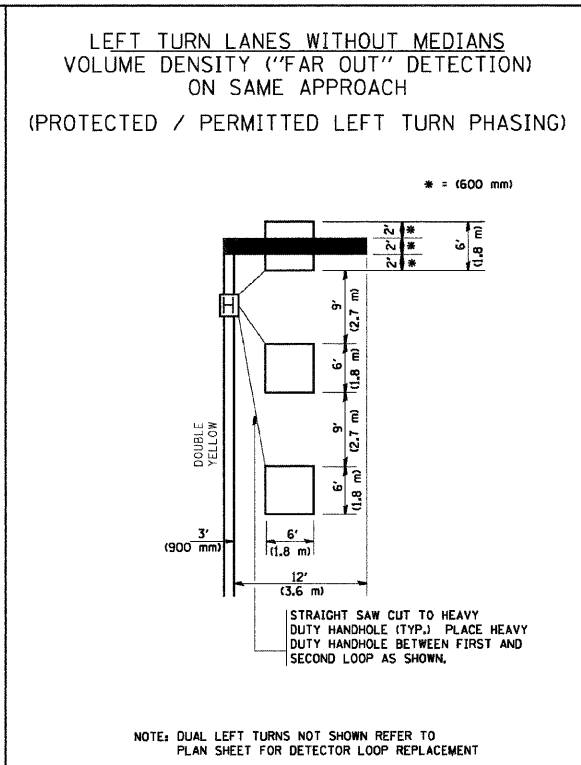
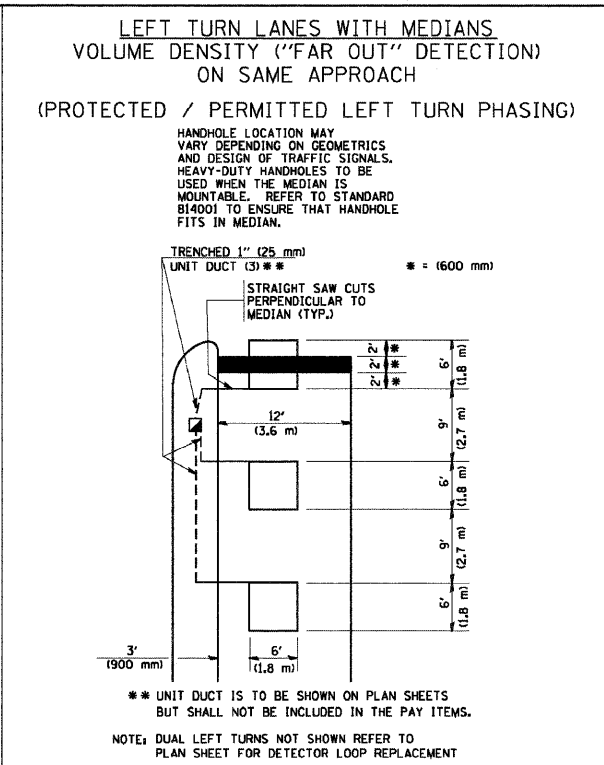
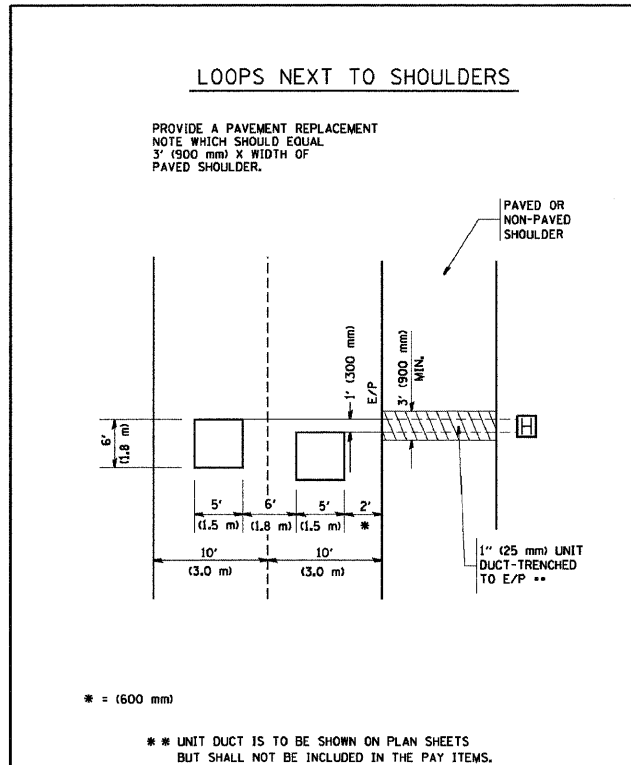
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED  
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

**NOTES:**

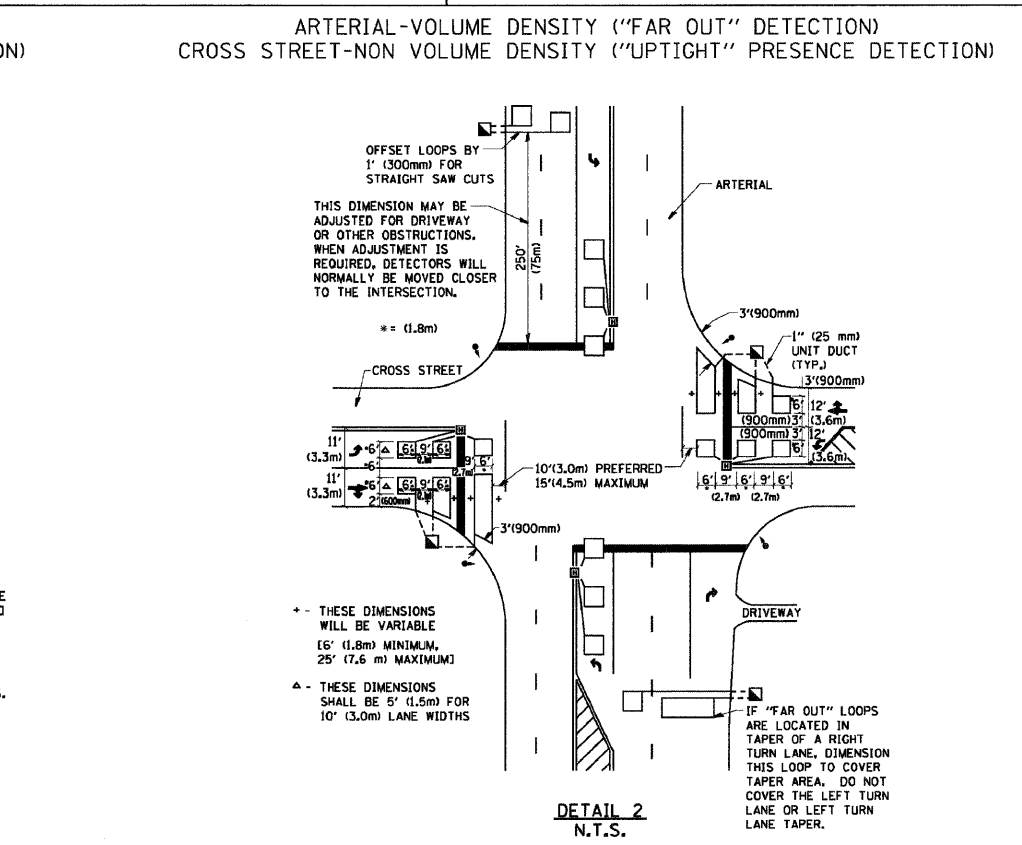
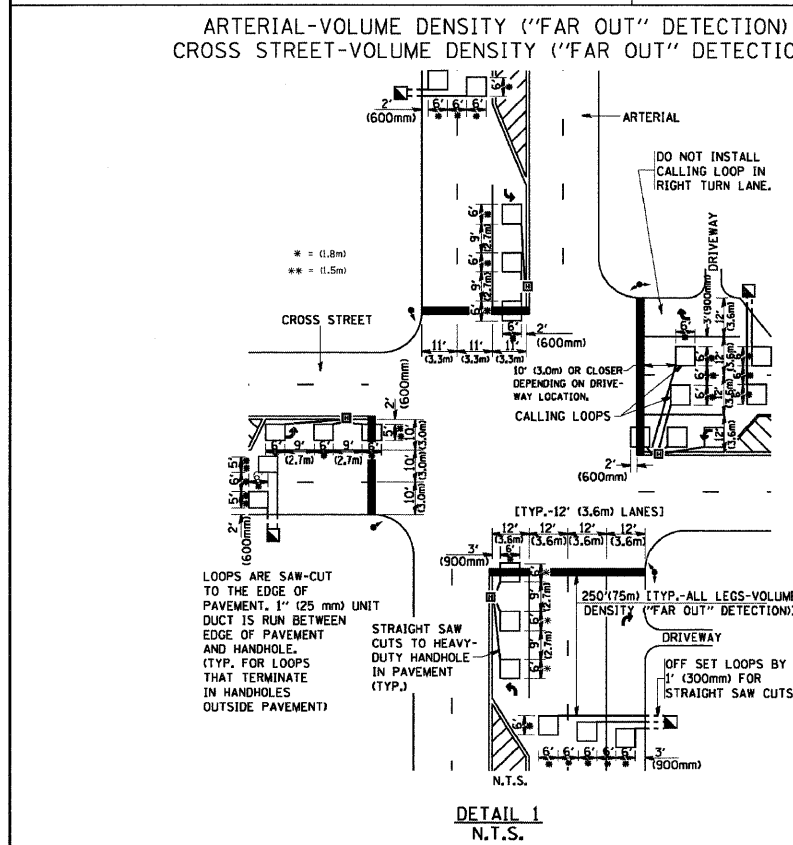
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.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

**DRIVEWAY ENTRANCE SIGNING**

FILE NAME =	USER NAME = #USER#	DESIGNED - ---	REVISED - ---	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - ---	REVISED - ---		<b>IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>			2503	(53 + 54) RS7	KANE	38	37	
		CHECKED - ---	REVISED - ---		SCALE: NONE			SHEET NO. 37 OF 38 SHEETS		STA. 9+80 TO STA. 354+42		CONTRACT NO. 60667	
		DATE - 4/2009	REVISED - ---		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								



- #### 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 DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.
- "FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.
- NOTE:  
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995
- THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

## DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

FILE NAME =	USER NAME = \$USER*	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE DETAIL SHEETS IL ROUTE 25 FROM SPRING STREET TO LAUREL STREET</b>	F.A.U. RTE. 2503	SECTION (53 + 54) R57	COUNTY KANE	TOTAL SHEETS 38	SHEET NO. 38	
FILE#		DRAWN -	REVISED -			D-91-523-09		CONTRACT NO. 60C67			
		CHECKED -	REVISED -			SCALE: NONE		SHEET NO. 38 OF 38 SHEETS		STA. 9+80 TO STA. 354+42	
		DATE 4/2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT			