

SCALE
PLAN SHEETS: 1 INCH = 30 FEET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1

INDEX OF SHEETS

SHEET 1	TITLE SHEET
SHEET 2	SUMMARY OF QUANTITIES
SHEETS 3-10	TYPICAL SECTIONS
SHEETS 11-13	PLAN SHEETS - HOME STREET
SHEETS 14-22	PLAN SHEETS - HERON CREEK DRIVE
SHEET 23	PLAN SHEET - GOVERNOR STREET
SHEET 24	PLAN SHEET - COTTAGE ROW
SHEETS 25-26	PLAN SHEETS - WALNUT STREET PUBLIC ALLEY
SHEETS 27-29	PLAN SHEETS - MAPLEWOOD DRIVE
SHEETS 30-31	PLAN SHEETS - MIDLANDS COURT
SHEETS 32-33	PLAN SHEETS - ABERDEEN COURT
SHEETS 34-35	SCHEDULES FOR REPLACEMENT OF CURB & GUTTER, SIDEWALKS, DRIVEWAYS AND PAVEMENT PATCHING
SHEET 36	HMA MIX TABLE, NOTES AND SYCAMORE DETAILS
IDOT STANDARDS	
SHEETS 37-38	424001-12 PERPENDICULAR RAMPS FOR SIDEWALKS
SHEET 39	424006-06 DIAG. CURB RAMPS FOR SIDEWALKS
SHEET 40	442201-03 CLASS C AND D PATCHES
SHEETS 41-42	606001-08 CONCRETE CURB TYPE B AND COMBINATION CONC. CURB & GUTTER
SHEET 43	701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
SHEET 44	701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
SHEETS 45-46	701801-06 SIDEWALK CORNER OR CROSSWALK CLOSURE
SHEETS 47-49	701901-10 TRAFFIC CONTROL DEVICES

HOME STREET PROJECT BEGINS STA. 100+48 & ENDS STA. 110+47
HERON CREEK DRIVE PROJECT BEGINS STA. 200+38 & ENDS STA. 234+50
GOVERNOR STREET PROJECT BEGINS STA. 300+35 & ENDS STA. 304+09
COTTAGE ROW PROJECT BEGINS STA. 400+34 & ENDS STA. 403+90
WALNUT STREET ALLEY PROJECT BEGINS STA. 500+73 & ENDS STA. 504+15
MAPLEWOOD DRIVE PROJECT BEGINS STA. 600+00 & ENDS STA. 608+00
MIDLANDS COURT PROJECT BEGINS STA. 700+30 & ENDS STA. 706+31
ABERDEEN COURT PROJECT BEGINS STA. 800+26 & ENDS STA. 805+58

FUNCTIONAL CLASSIFICATION

HOME STREET - LOCAL STREET, ADT 175, 25 MPH
HERON CREEK DRIVE - COLLECTOR STREET, ADT 825, 25 MPH
GOVERNOR STREET - LOCAL STREET, ADT 150, 25 MPH
COTTAGE ROW - LOCAL STREET, ADT 150 25 MPH
MAPLEWOOD DRIVE - COLLECTOR STREET, ADT 1,250, 25 MPH
MIDLANDS COURT - LOCAL STREET, ADT 250, 25 MPH
ABERDEEN COURT - LOCAL STREET, ADT 200, 25 MPH

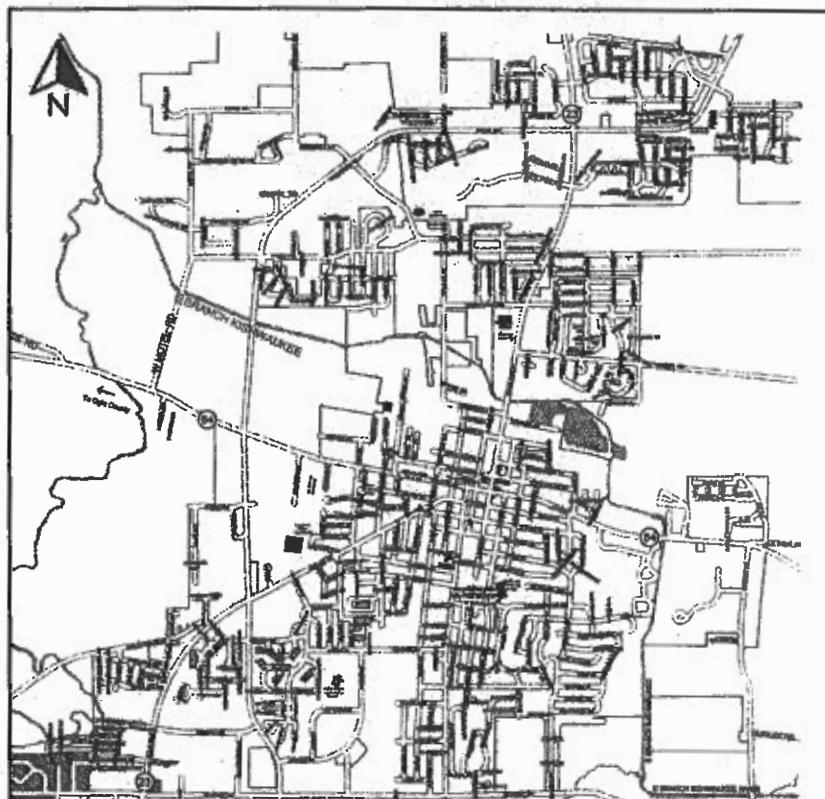
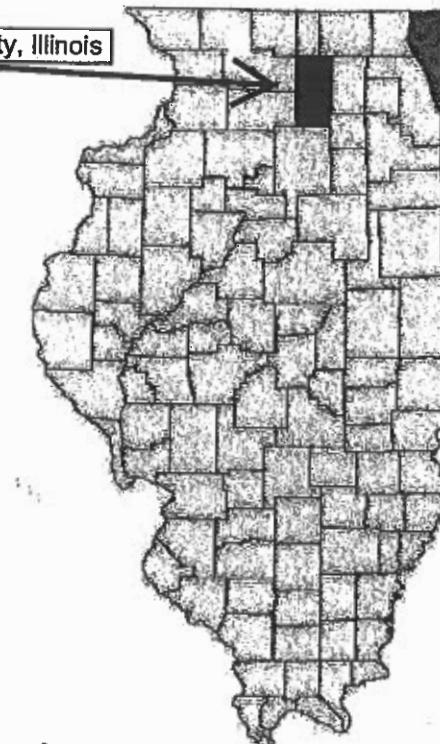
CALL J.U.L.I.E. BEFORE YOU DIG - 811

MFT SECTION 25-00090-00-PV

CONTRACT L0716

HOME STREET, HERON CREEK DRIVE GOVERNOR STREET,
COTTAGE ROW, WALNUT STREET PUBLIC ALLEY,
MAPLEWOOD DRIVE, MIDLANDS COURT & ABERDEEN COURT
CITY OF SYCAMORE
DEKALB COUNTY, ILLINOIS

Dekalb County, Illinois



SEE ENLARGED LOCATION MAP IN SPECIAL PROVISIONS

LOCATION MAP

SCALE: NTS

NET LENGTH OF PROJECT = 7,416.00 FEET (1.40 MILES)



EXPIRES: 11/30/25

MUNICIPAL ENGINEERING CORPORATION

DESIGNED BY JOHN BRADY, P.E.

062-030896-IL REG. NO.

John Brady
SIGNATURE

APPROVED: _____

J. Bissell
MAYOR

5-12-25
DATE

APPROVED: _____

DISTRICT 3 LOCAL ROADS & STREETS ENGINEER

5-12-25
DATE

RELEASED FOR _____

May 14, 2025

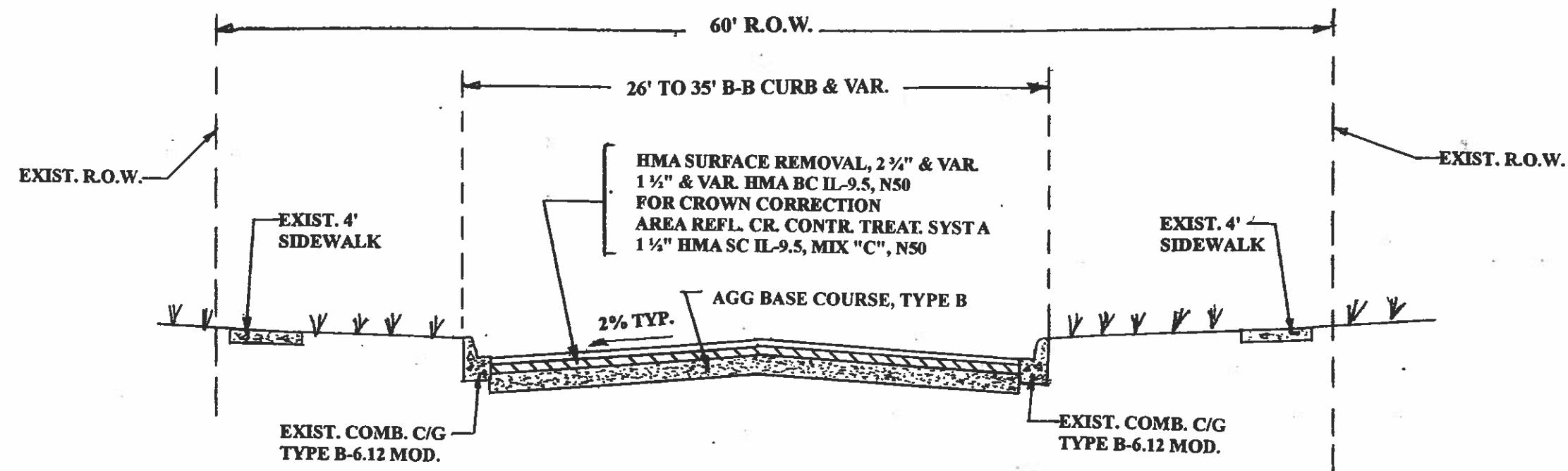
05/14/2025
DATE

BID BASED ON _____

LIMITED REVIEW _____

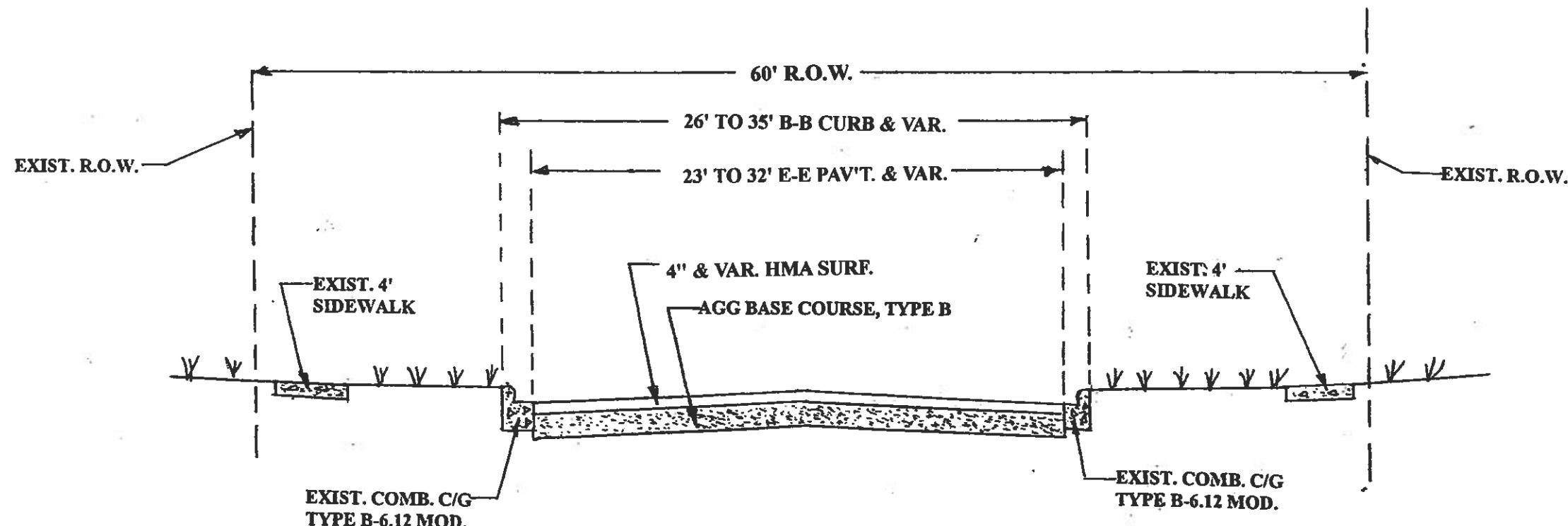
Julie Thompson
REGION TWO ENGINEER

SUMMARY OF QUANTITIES



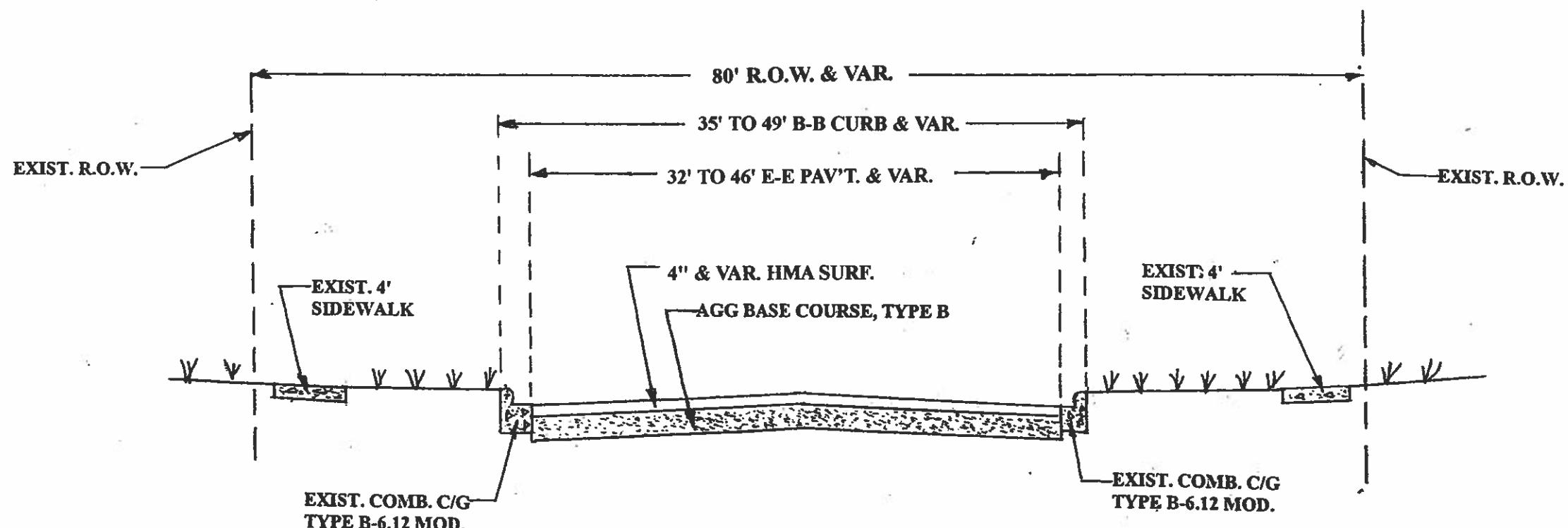
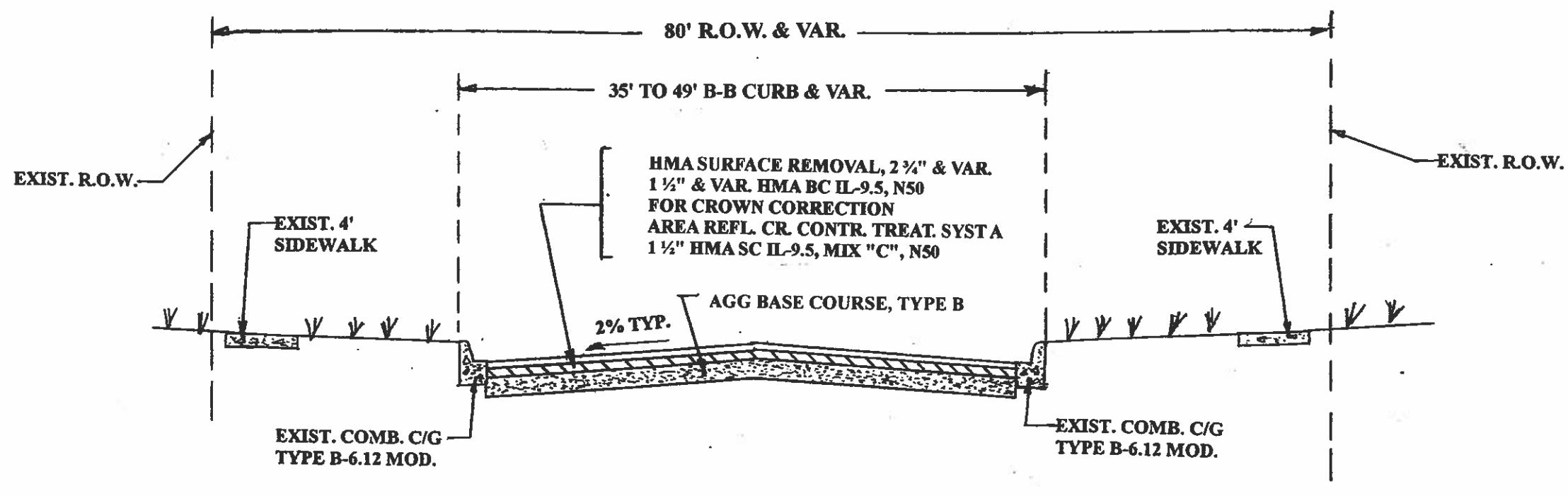
PROPOSED TYPICAL SECTION
SCALE: NTS

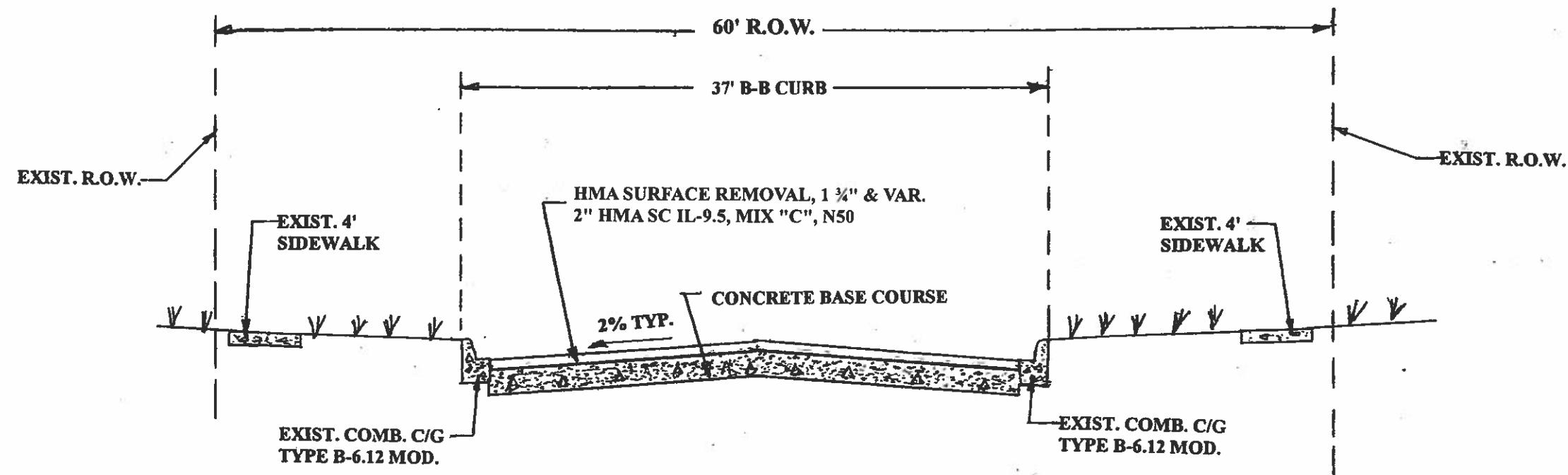
HOME STREET – STATION 100+48 TO STATION 110+47



EXISTING TYPICAL SECTION
SCALE: NTS

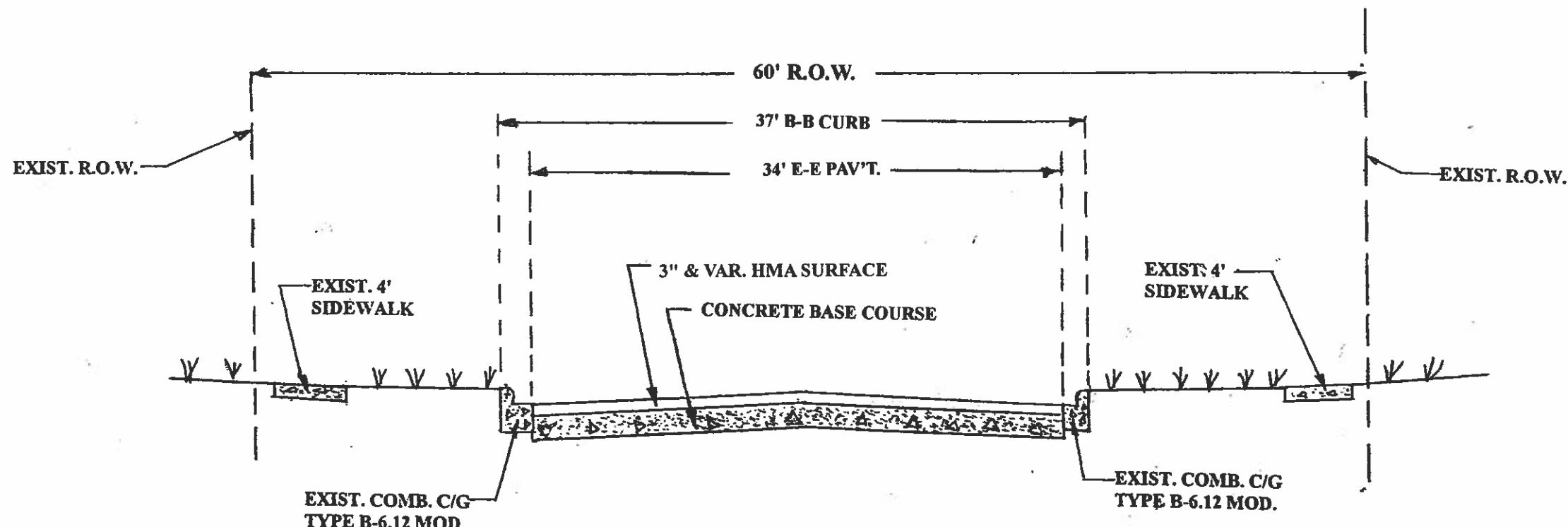
HOME STREET – STATION 100+48 TO STATION 110+47





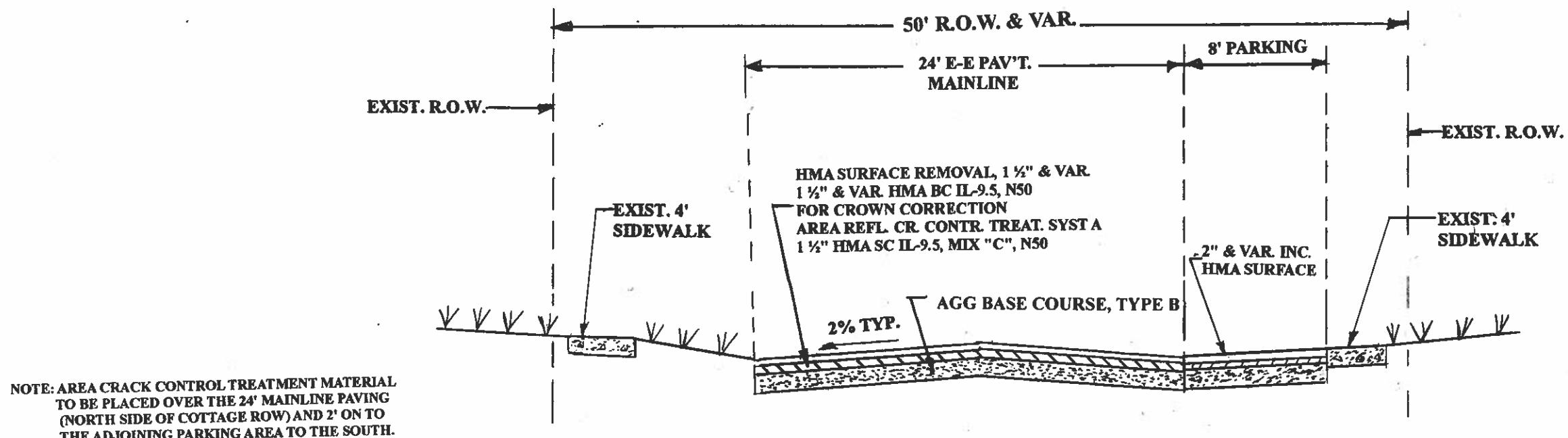
PROPOSED TYPICAL SECTION
SCALE: NTS

GOVERNOR STREET - STATION 300+35 TO STATION 304+09



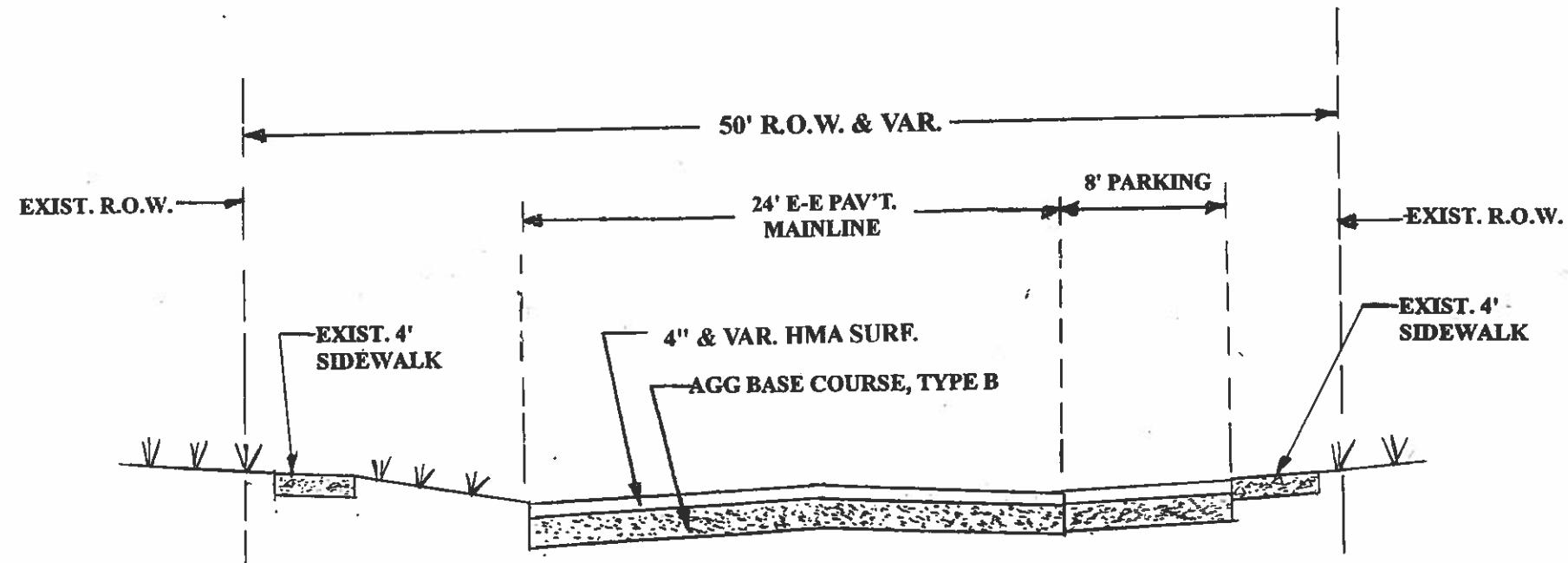
EXISTING TYPICAL SECTION
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GOVERNOR STREET - STATION 300+35 TO STATION 304+09



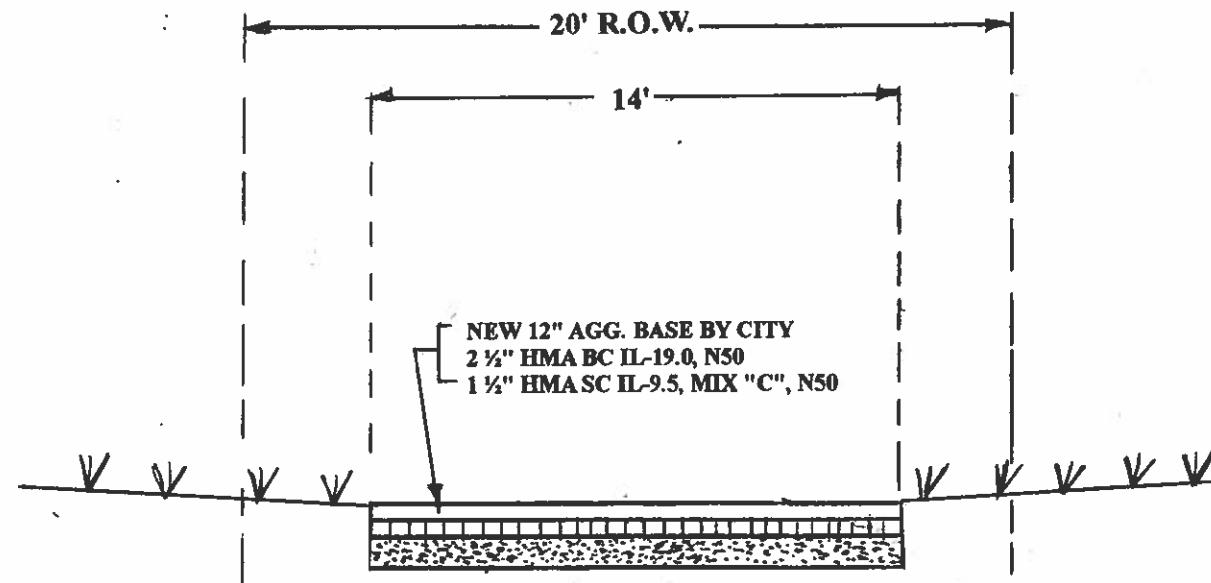
PROPOSED TYPICAL SECTION
SCALE: NTS

COTTAGE ROW - STATION 400+34 TO STATION 403+90



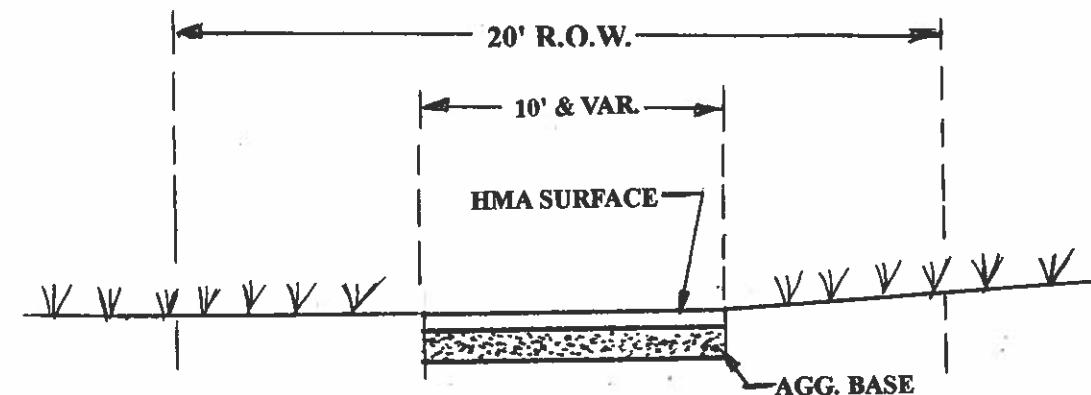
EXISTING TYPICAL SECTION
SCALE: NTS

COTTAGE ROW - STATION 400+34 TO STATION 403+90



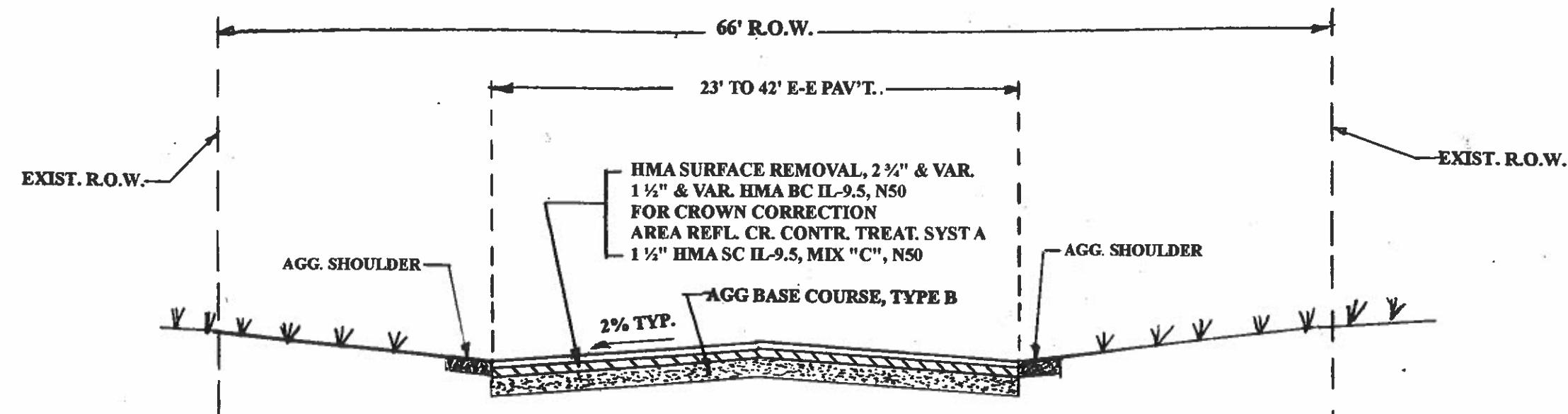
PROPOSED TYPICAL SECTION
SCALE: NTS

WALNUT STREET PUBLIC ALLEY – STATION 500+73 TO STATION 504+15



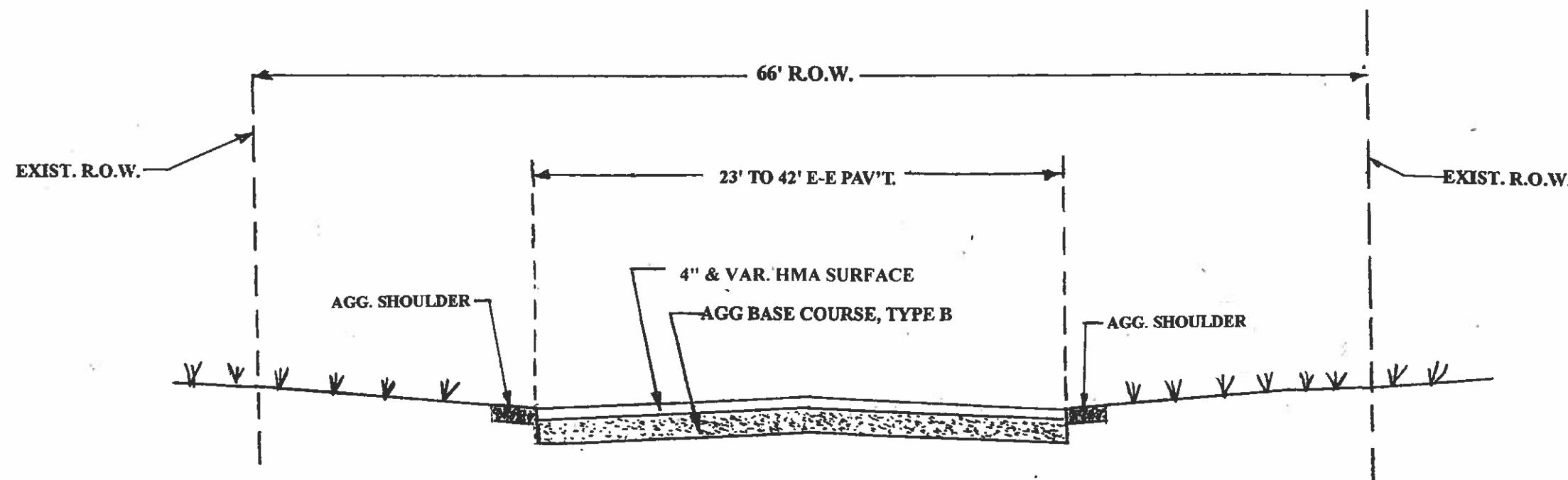
EXISTING TYPICAL SECTION
SCALE: NTS

WALNUT STREET PUBLIC ALLEY – STATION 500+73 TO STATION 504+15



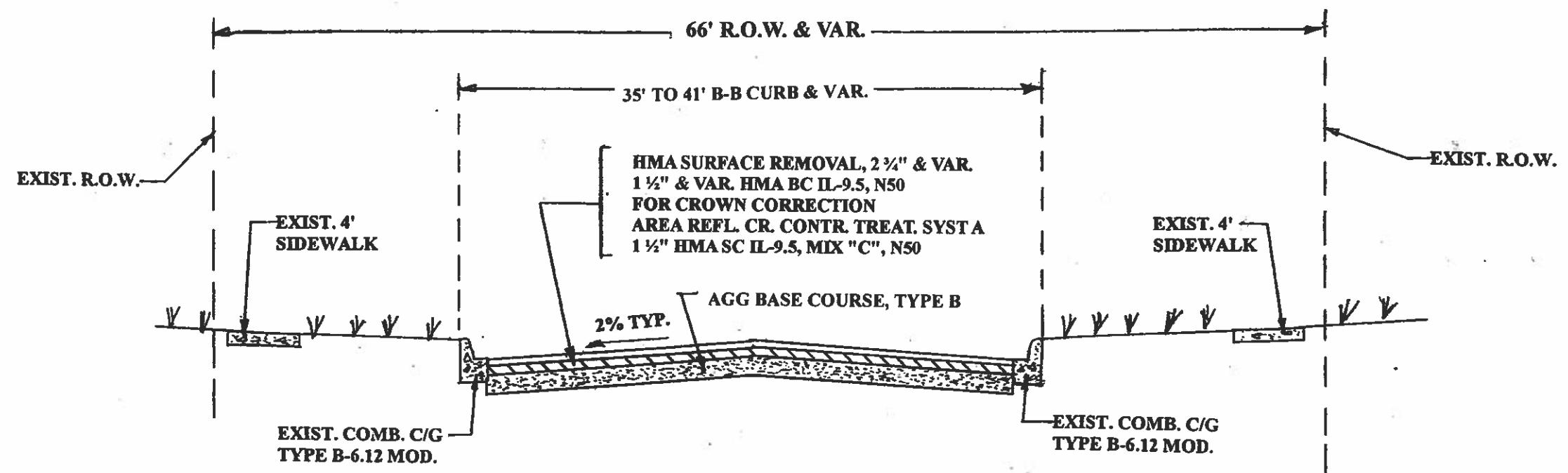
PROPOSED TYPICAL SECTION
SCALE: NTS

MAPLEWOOD DRIVE - STATION 600+00 TO STATION 608+00



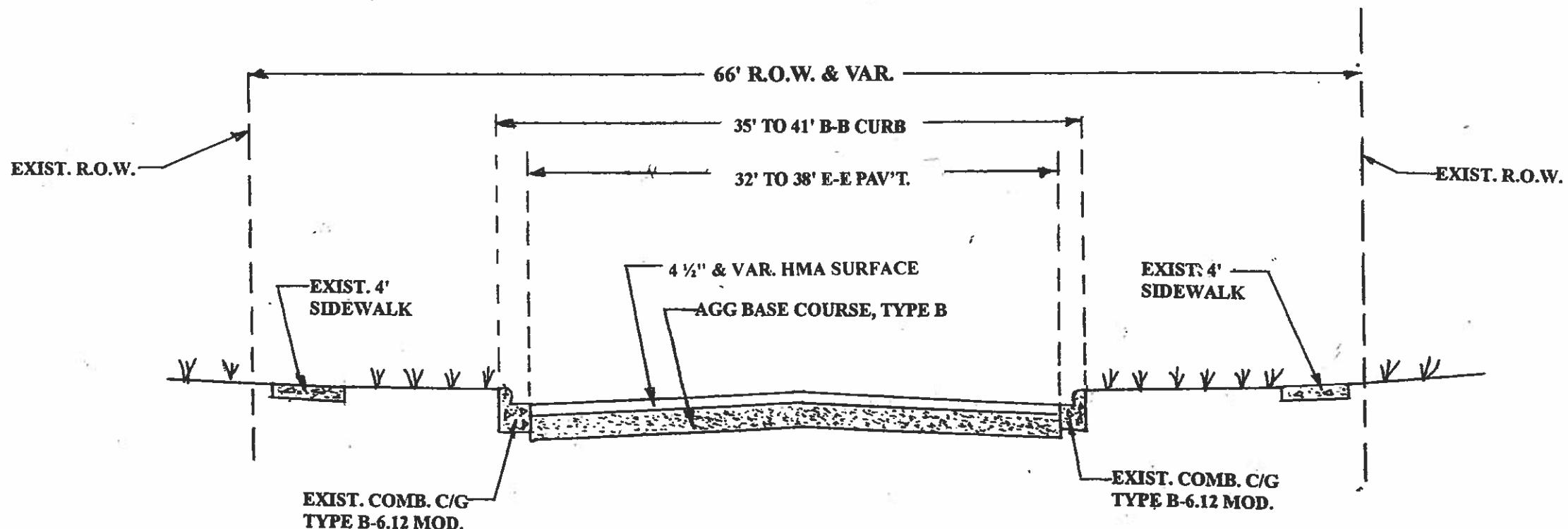
EXISTING TYPICAL SECTION
SCALE: NTS

MAPLEWOOD DRIVE - STATION 600+00 TO STATION 608+00



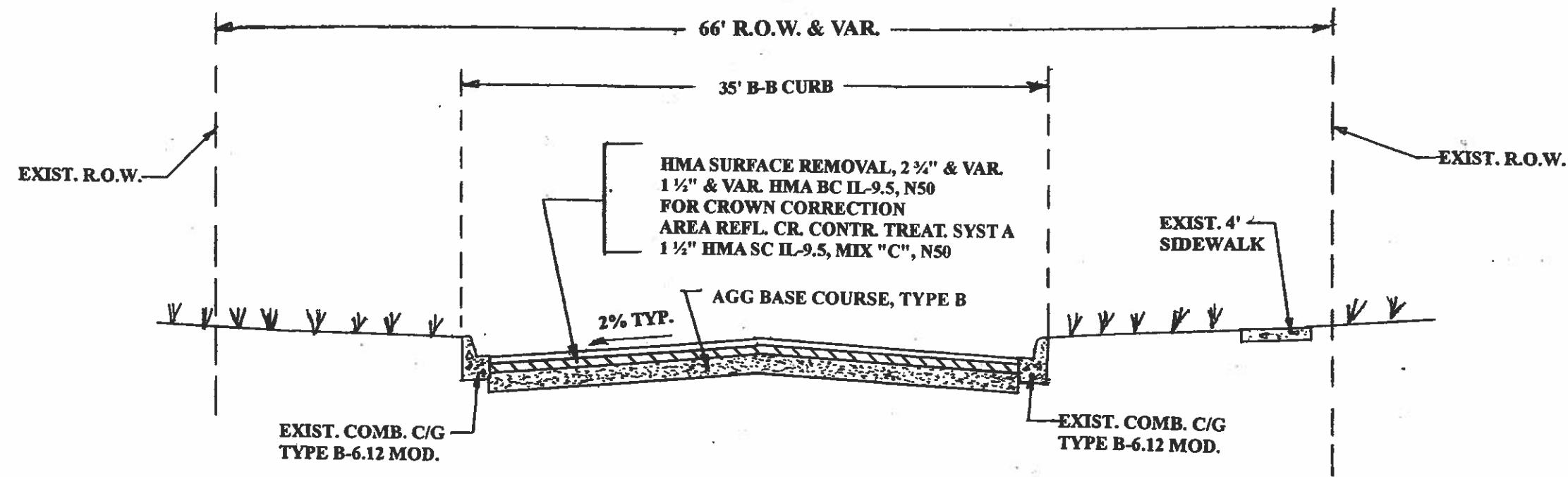
PROPOSED TYPICAL SECTION
SCALE: NTS

MIDLANDS COURT – STATION 700+30 TO STATION 706+31



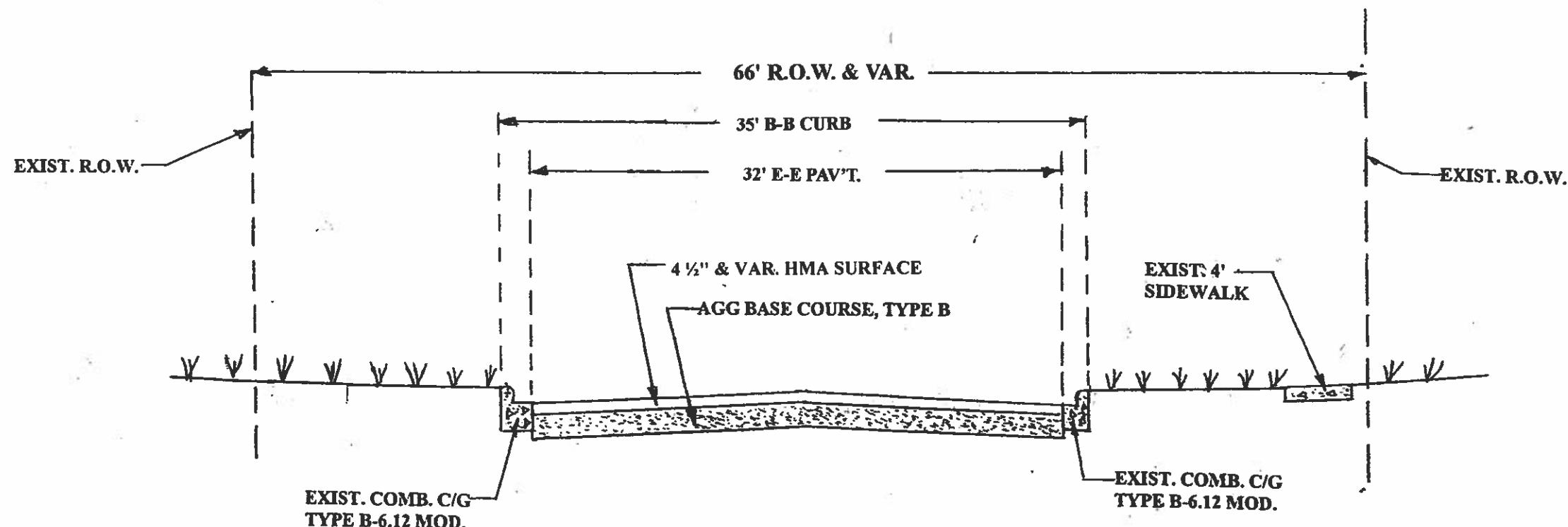
EXISTING TYPICAL SECTION
SCALE: NTS

MIDLANDS COURT – STATION 700+30 TO STATION 706+31



PROPOSED TYPICAL SECTION
SCALE: NTS

ABERDEEN COURT – STATION 800+26 TO STATION 805+58



EXISTING TYPICAL SECTION
SCALE: NTS

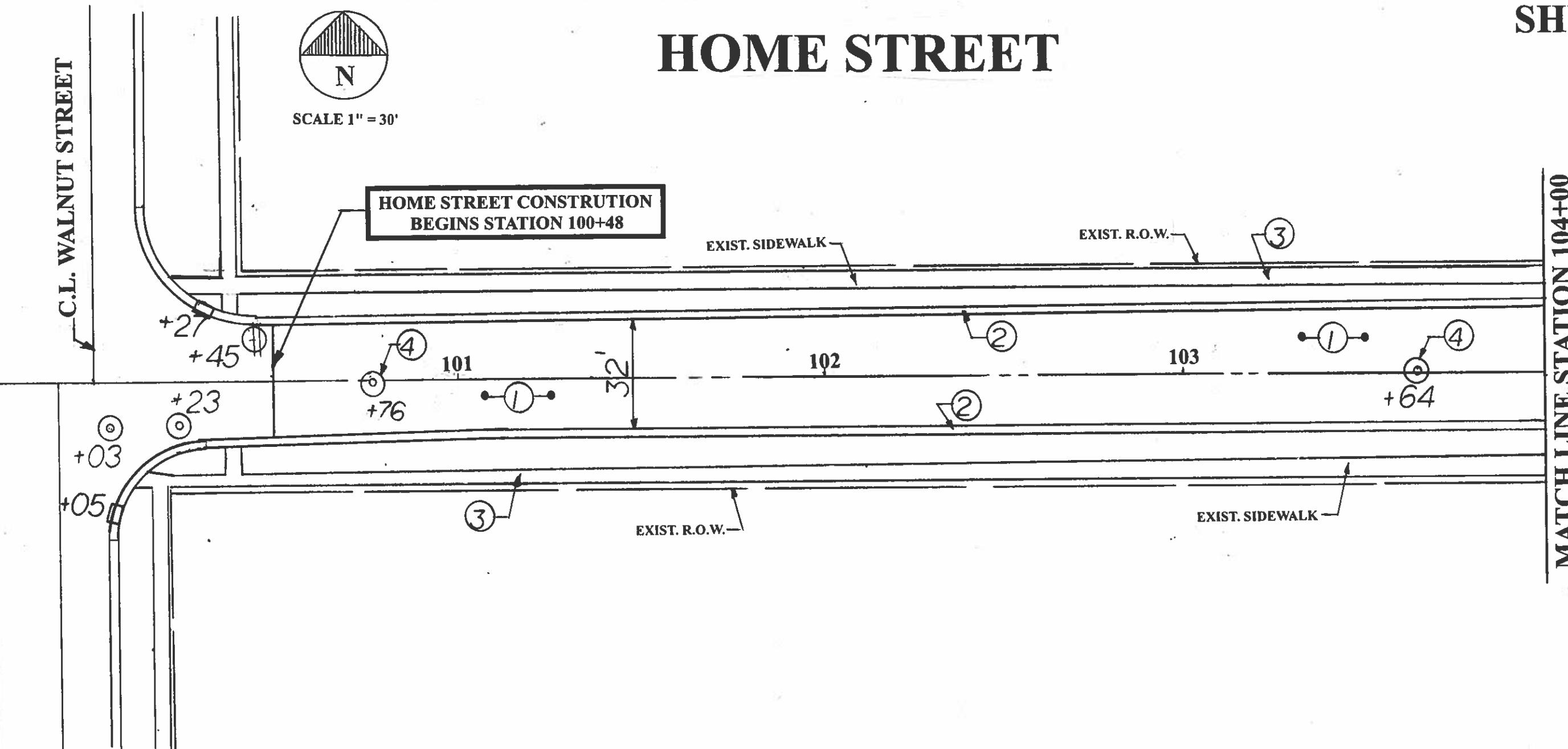
ABERDEEN COURT – STATION 800+26 TO STATION 805+58

HOME STREET



SCALE 1" = 30'

HOME STREET CONSTRUCTION
BEGINS STATION 100+48

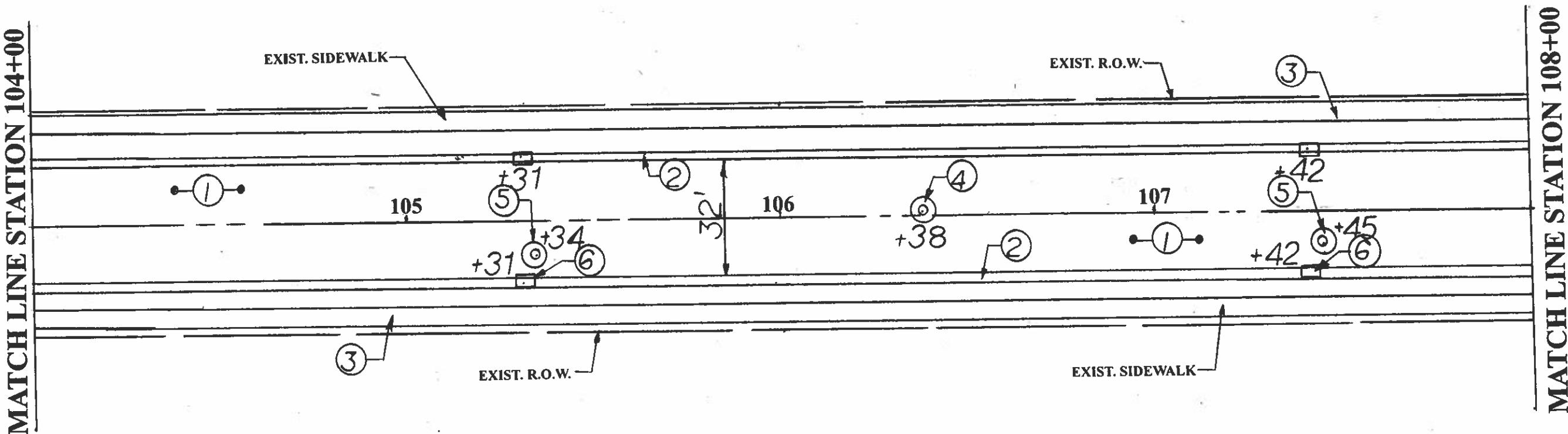
PLAN NOTES - SHEET 11

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATIONS AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.

HOME STREET



SCALE 1" = 30'

PLAN NOTES - SHEET 12

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATIONS AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
5. STORM MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
6. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.

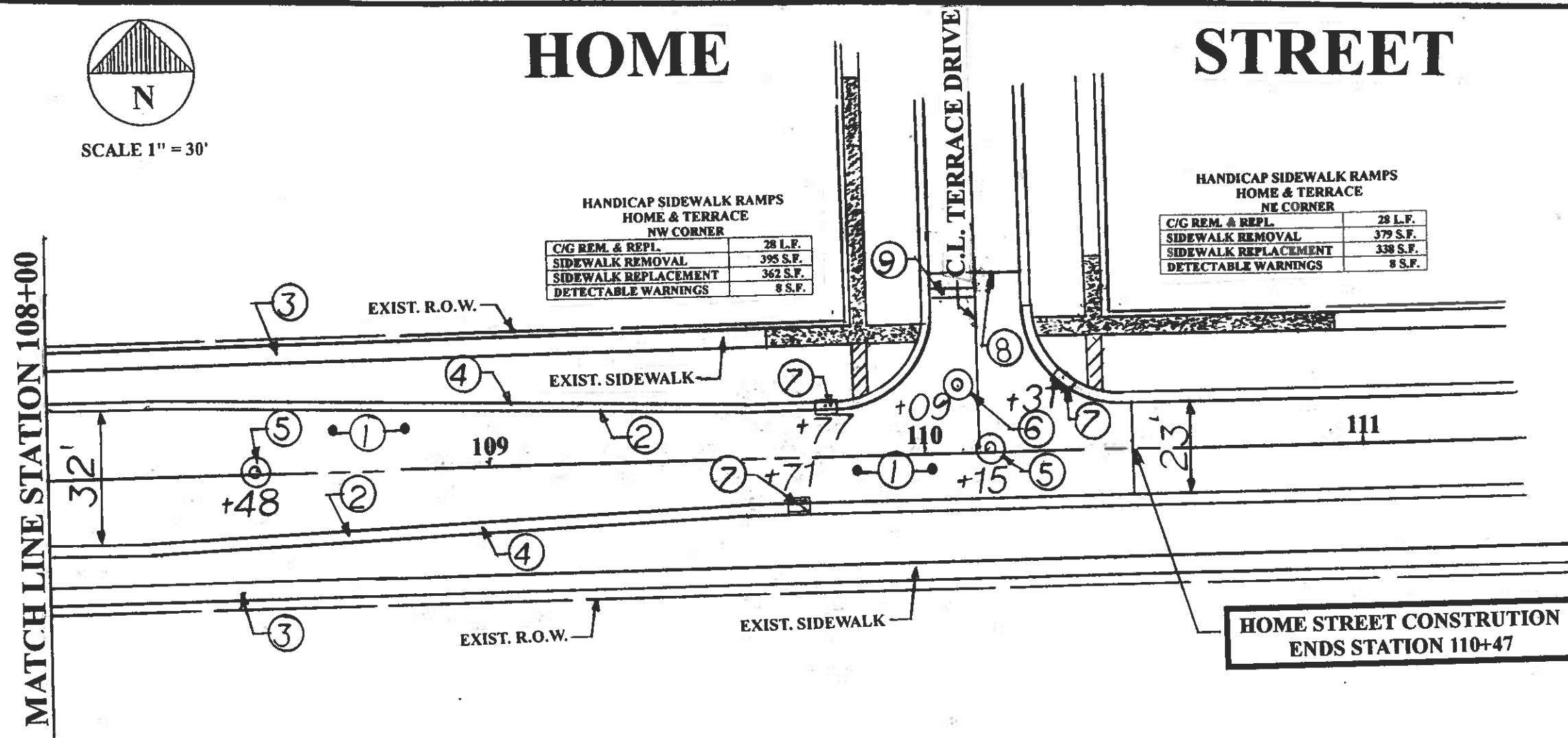


SCALE 1" = 30'

HOME

STREET

SHEET 13



PLAN NOTES - SHEET 13

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATIONS AND QUANTITIES.
4. STREET WIDTH TAPERS FROM 32' TO 23' (E-E PAVT.) FROM STATION 108+25 TO 109+58.
5. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
6. STORM MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
7. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
8. PAVING LIMITS AT TERRACE DRIVE TERMINATES 41' NORTH OF CENTERLINE OF HOME STREET.
9. 24" PAINTED WHITE STOP BAR AT TERRACE DRIVE RETURN.

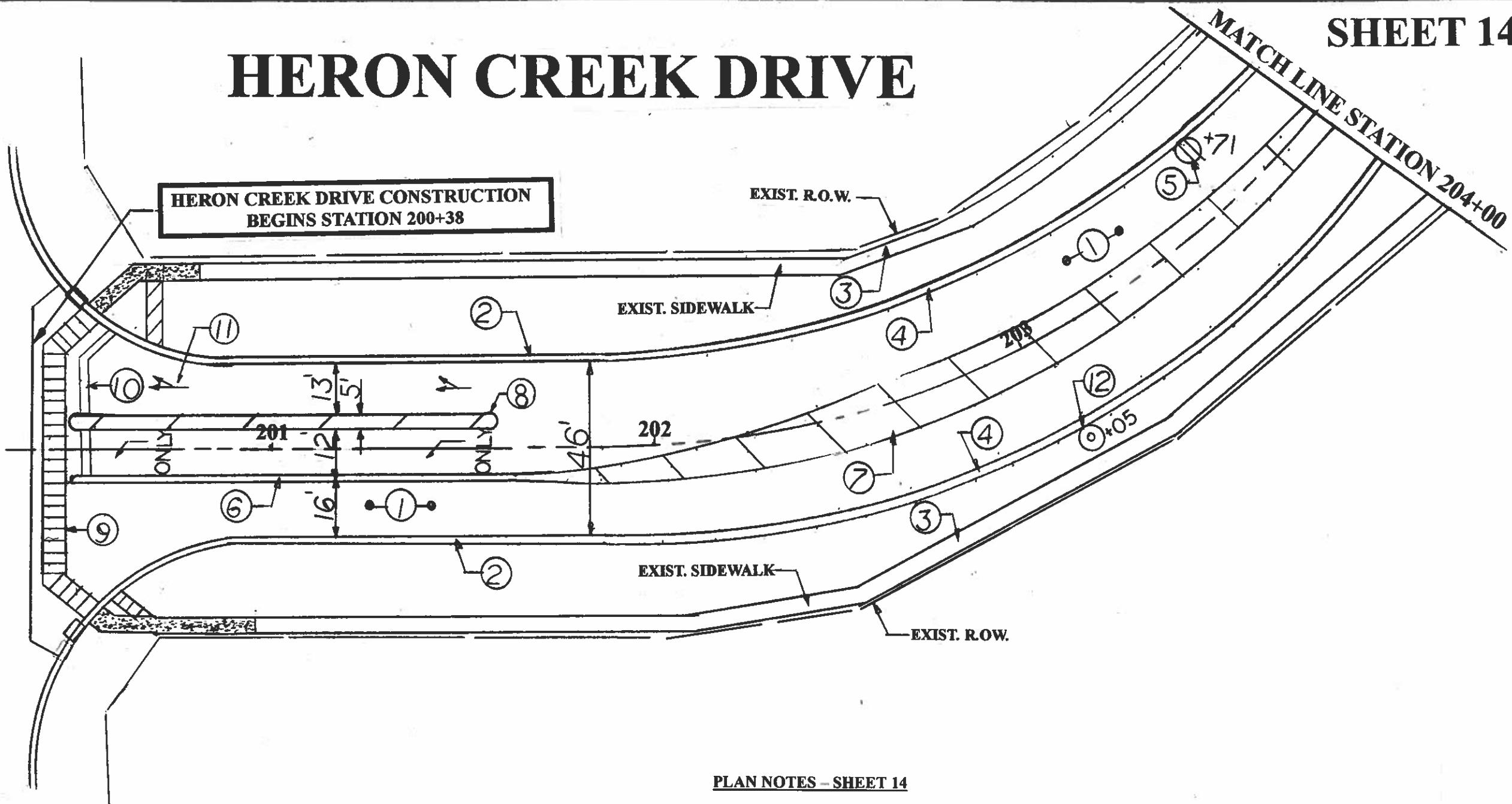


SCALE 1" = 30'

HERON CREEK DRIVE

C.L. ROUTE 23 STATION 200+00

HERON CREEK DRIVE CONSTRUCTION
BEGINS STATION 200+38



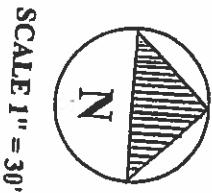
PLAN NOTES - SHEET 14

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, NS0 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", NS0.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
4. STREET WIDTH TAPERS FROM 46' TO 32' (E-E PAV'T.) FROM STATION 202+75 TO STATION 204+75.
5. VALVE VAULT TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
6. DOUBLE YELLOW 4" PAINTED CENTERLINE FROM STATION 200+47 TO STATION 201+64.
7. PAINTED MEDIAN WITH 4" YELLOW PERIMETER LINES AND 8" PAINTED YELLOW DIAGONAL LINES AT 20' CTS. FROM STATION 201+64 TO STATION 204+32.
8. PAINTED MEDIAN 5' WIDE WITH 6" WHITE PERIMETER LINES AND 6" WHITE DIAGONAL LINES AT 20' CTS. FROM STATION 200+47 TO STATION 201+57.
9. PAINTED CROSSWALK WITH 6" WHITE PERIMETER LINES AND 12" WHITE PERPENDICULAR LINES AT 3' CTS.
10. 24" PAINTED WHITE STOP BAR AT ROUTE 23 LOCATED A MINIMUM OF 4' FROM CROSSWALK.
11. PAINTED SMALL SIZE LETTERS AND SYMBOLS (TYP.)
12. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.

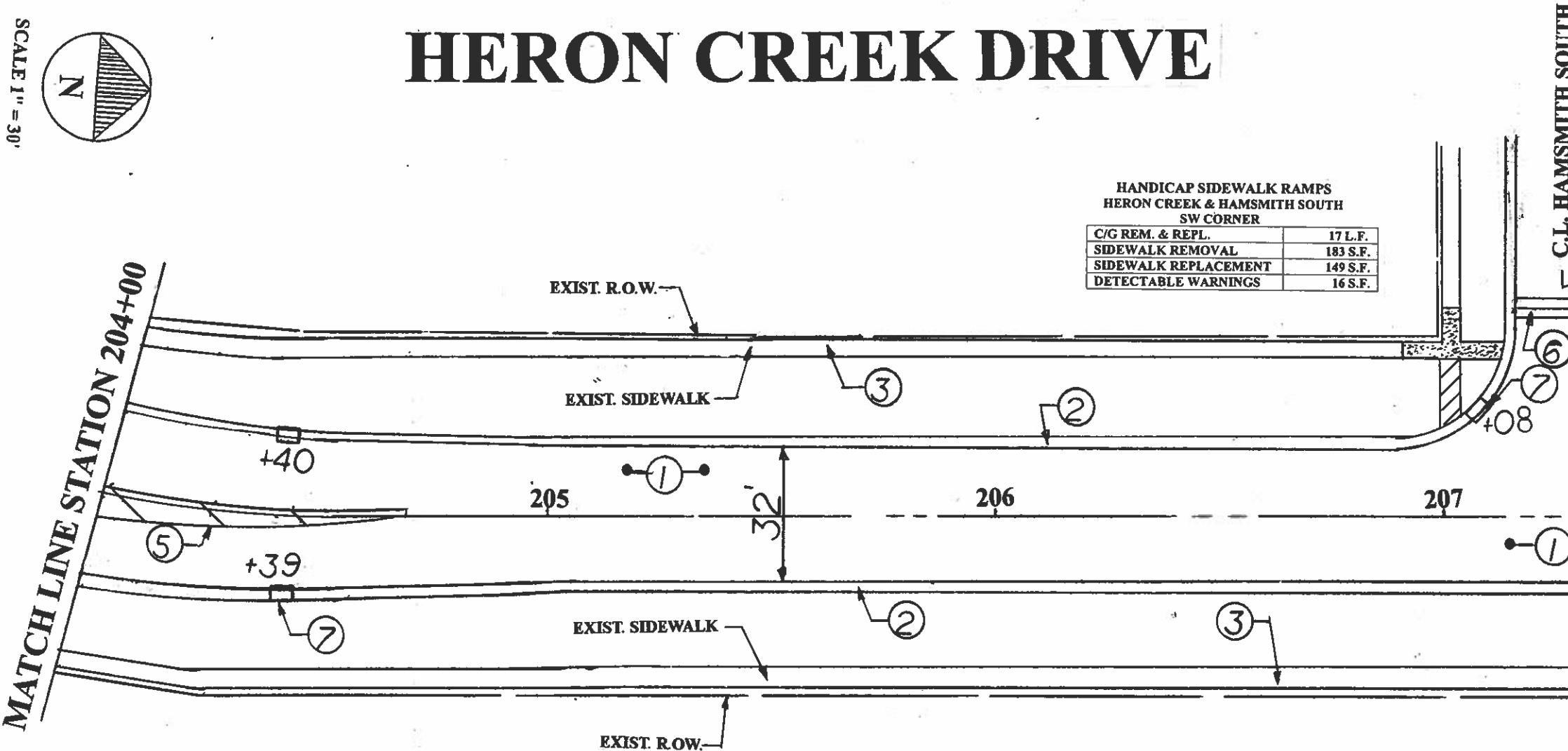
HANDICAP SIDEWALK RAMP HERON CREEK & ROUTE 23 (NE CORNER)	
C/G REM. & REPL.	22 L.F.
SIDEWALK REMOVAL	187 S.F.
SIDEWALK REPLACEMENT	136 S.F.
DETECTABLE WARNINGS	8 S.F.

HANDICAP SIDEWALK RAMP HERON CREEK & ROUTE 23 (SE CORNER)	
C/G REM. & REPL.	23 L.F.
SIDEWALK REMOVAL	179 S.F.
SIDEWALK REPLACEMENT	178 S.F.
DETECTABLE WARNINGS	8 S.F.

HERON CREEK DRIVE



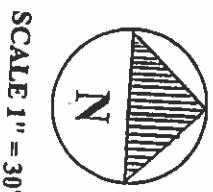
MATCH LINE STATION 204+00



MATCH LINE STATION 208+00

PLAN NOTES - SHEET 15

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50. FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
4. PAVING LIMITS AT HAMSMITH SOUTH.
5. PAINTED MEDIAN WITH 4" YELLOW PERIMETER LINES AND 8" PAINTED YELLOW DIAGONAL LINES AT 20' CTS. FROM STATION 201+64 TO STATION 204+32.
6. 24" PAINTED WHITE STOP BAR AT HAMSMITH SOUTH.



SCALE 1" = 30'

HERON

MATCH LINE STATION 208+00

HANDICAP SIDEWALK RAMP
HERON CREEK & HAMSMITH NORTH
SW CORNER

C/G REM. & REPL.	28 L.F.
SIDEWALK REMOVAL	151 S.F.
SIDEWALK REPLACEMENT	96 S.F.
DETECTABLE WARNINGS	8 S.F.

C/G REM. & REPL.	28 L.F.
SIDEWALK REMOVAL	151 S.F.
SIDEWALK REPLACEMENT	96 S.F.
DETECTABLE WARNINGS	8 S.F.

209

+38

209

+24

209

+65

209

209

209

209

209

C.L. HAMSMITH NORTH

CREEK DRIVE

HANDICAP SIDEWALK RAMPS
HERON CREEK & HAMSMITH NORTH
NW CORNER

C/G REM. & REPL.	19 L.F.
SIDEWALK REMOVAL	239 S.F.
SIDEWALK REPLACEMENT	254 S.F.
DETECTABLE WARNINGS	16 S.F.

210

32

210

210

210

210

210

210

210

210

210

EXIST. R.O.W.

EXIST. SIDEWALK

211

211

EXIST. SIDEWALK

EXIST. R.O.W.

HANDICAP SIDEWALK RAMP
HERON CREEK & HAMSMITH NORTH
NE CORNER

C/G REM. & REPL.	7 L.F.
SIDEWALK REMOVAL	60 S.F.
SIDEWALK REPLACEMENT	149 S.F.
DETECTABLE WARNINGS	8 S.F.

211

211

211

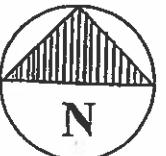
211

211

MATCH LINE STATION 212+00

PLAN NOTES - SHEET 16

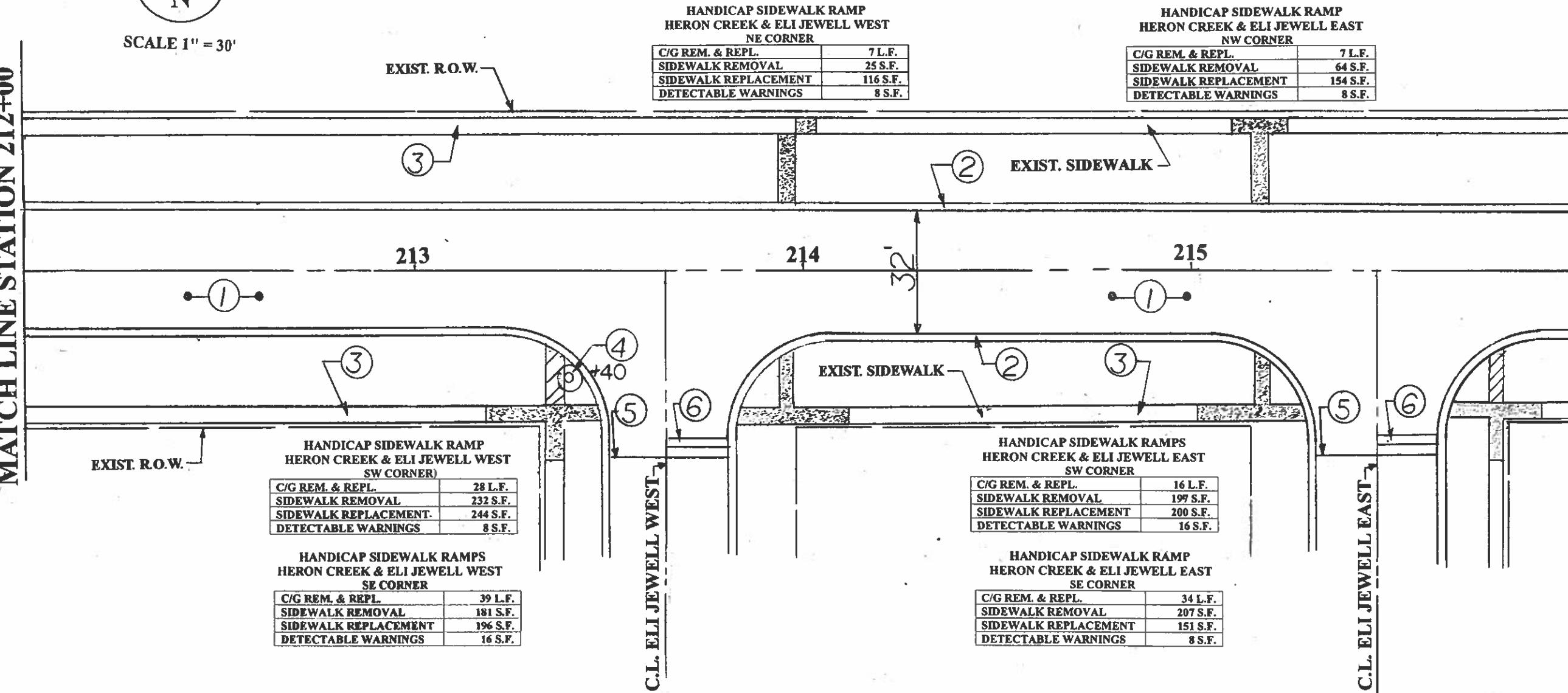
1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50. FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
4. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
5. PAVING LIMITS AT HAMSMITH NORTH.
6. 24" PAINTED WHITE STOP BAR AT HAMSMITH NORTH.



SCALE 1" = 30'

HERON CREEK DRIVE

MATCH LINE STATION 212+00



PLAN NOTES – SHEET 17

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
5. PAVING LIMITS AT ELI JEWELL WEST AND ELI JEWELL EAST.
6. 24" PAINTED WHITE STOP BAR AT ELI JEWELL WEST AND ELI JEWELL EAST.

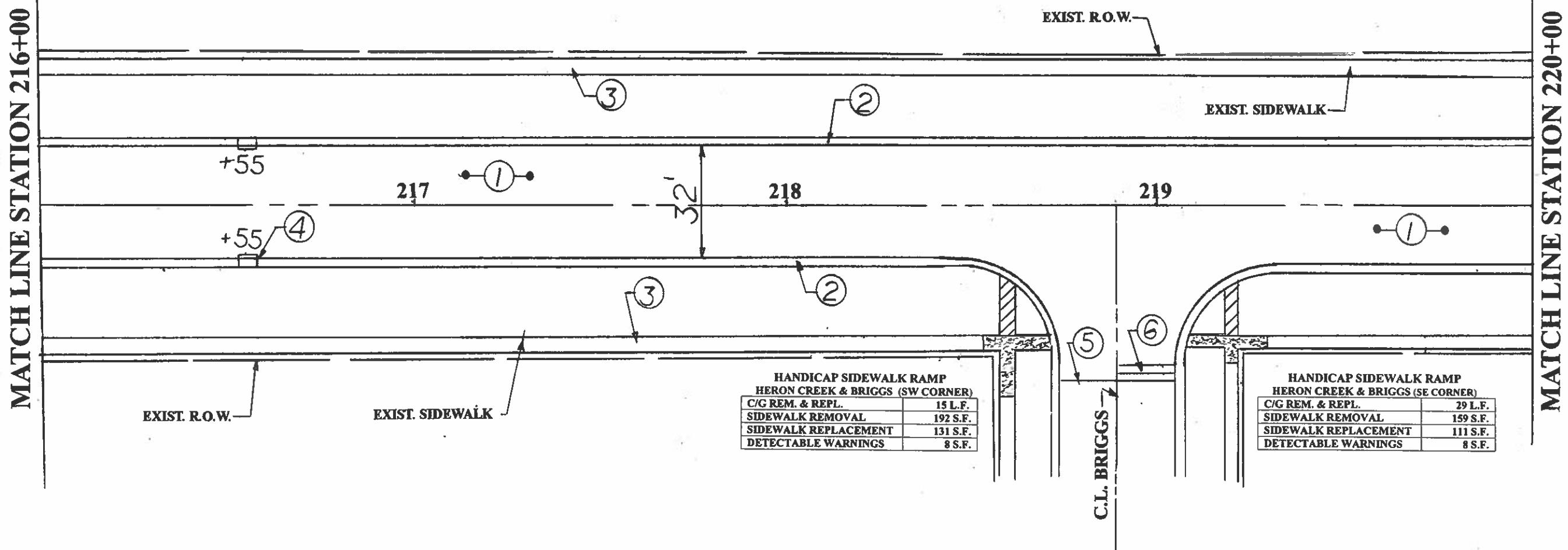
MATCH LINE STATION 216+00

HERON CREEK DRIVE

SHEET 18



SCALE 1" = 30'

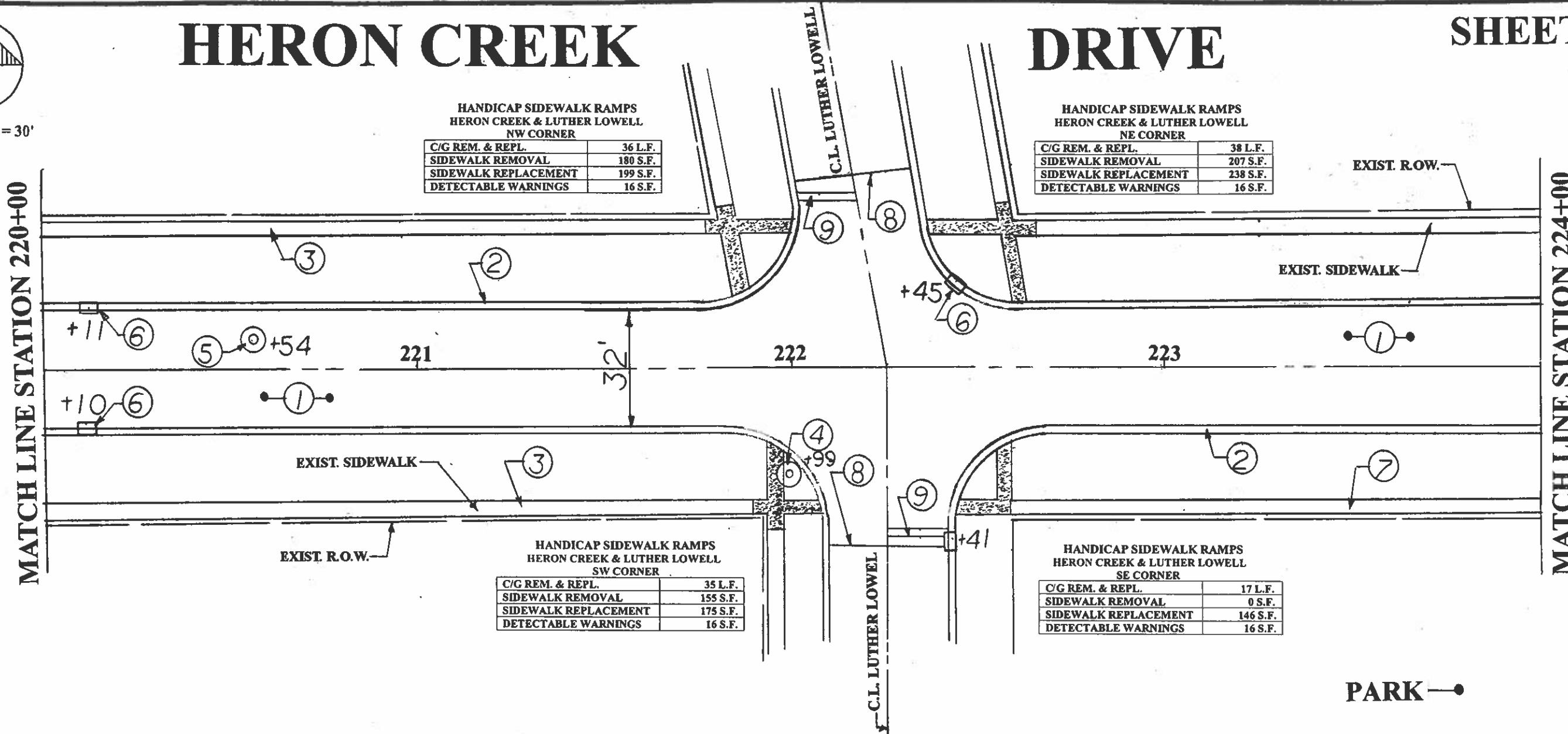




HERON CREEK

SHEET 19

SCALE 1" = 30'



PLAN NOTES – SHEET 19

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, NS0 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", NS0.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
5. STORM MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
6. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
7. FUTURE PUBLIC SIDEWALK ADJOINING PARK AREA FROM STATION 222+58 TO STATION 225+28 TO BE CONSTRUCTED BY OTHERS.
8. PAVING LIMITS AT LUTHER LOWELL.
9. 24" PAINTED WHITE STOP BAR AT LUTHER LOWELL.



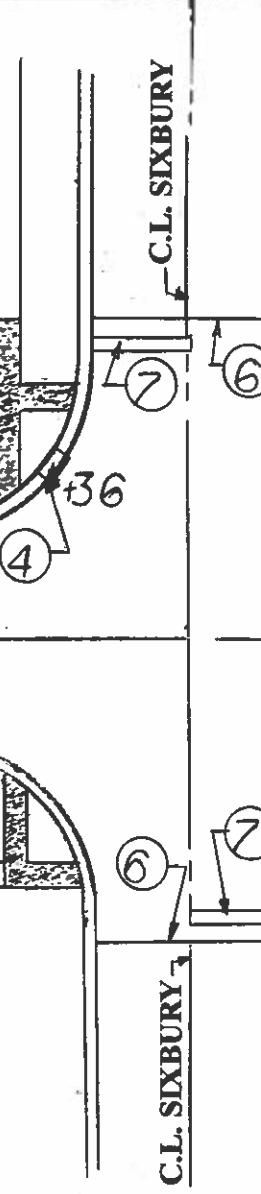
HERON

SCALE 1" = 30'

MATCH LINE STATION 224+00

HANDICAP SIDEWALK RAMPS HERON CREEK & SIXBURY (NW CORNER)	
C/G REM. & REPL.	34 L.F.
SIDEWALK REMOVAL	240 S.F.
SIDEWALK REPLACEMENT	256 S.F.
DETECTABLE WARNINGS	16 S.F.

225



—PARK—

CREEK DRIVE

SHEET 20

HANDICAP SIDEWALK RAMPS HERON CREEK & SIXBURY (NE CORNER)	
C/G REM. & REPL.	28 L.F.
SIDEWALK REMOVAL	150 S.F.
SIDEWALK REPLACEMENT	159 S.F.
DETECTABLE WARNINGS	16 S.F.

EXIST. R.O.W.

EXIST. SIDEWALK

HANDICAP SIDEWALK RAMPS HERON CREEK & SIXBURY (SW CORNER)	
C/G REM. & REPL.	22 L.F.
SIDEWALK REMOVAL	0 S.F.
SIDEWALK REPLACEMENT	141 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & SIXBURY (SE CORNER)	
C/G REM. & REPL.	36 L.F.
SIDEWALK REMOVAL	149 S.F.
SIDEWALK REPLACEMENT	173 S.F.
DETECTABLE WARNINGS	16 S.F.

EXIST. SIDEWALK

EXIST. R.O.W.

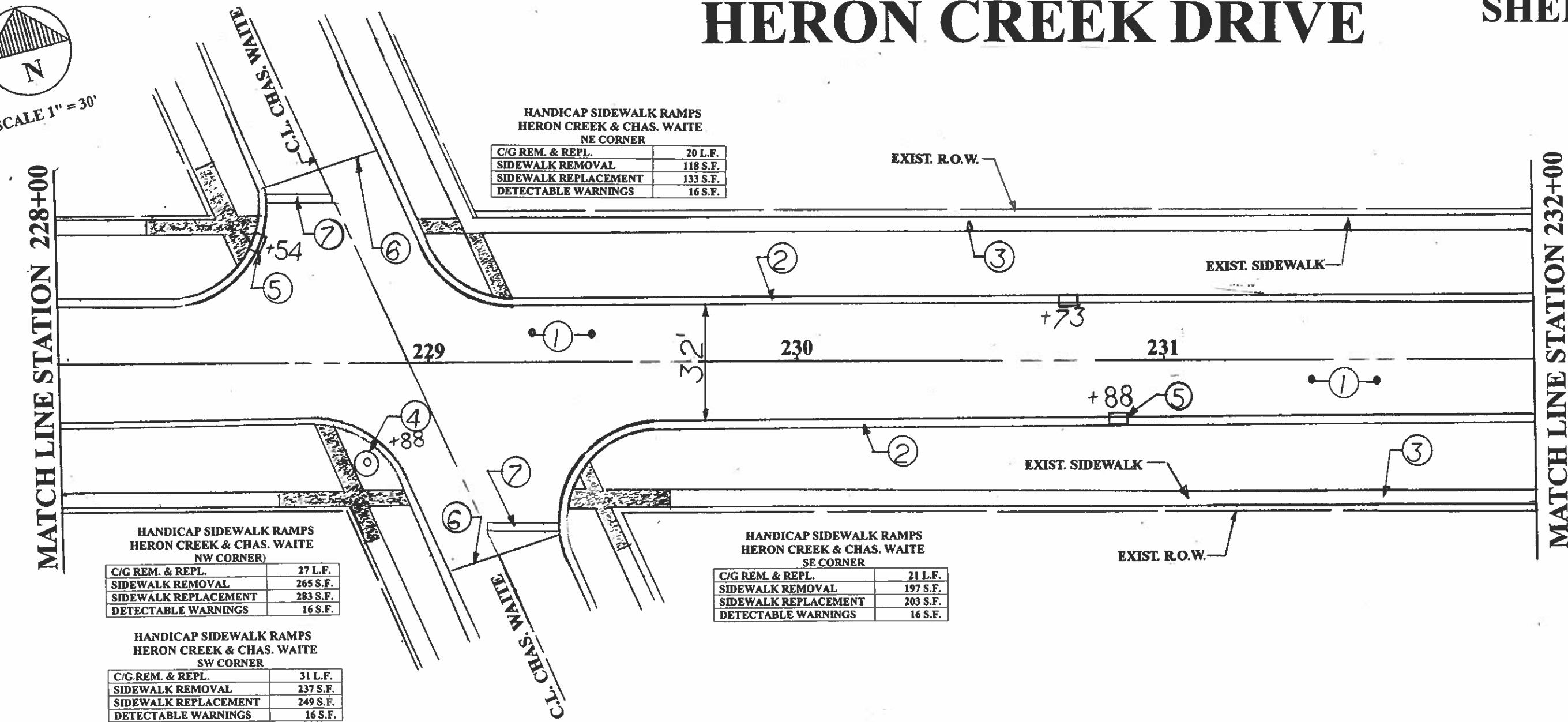
PLAN NOTES – SHEET 20

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
4. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
5. FUTURE PUBLIC SIDEWALK ADJOINING PARK AREA FROM STATION 222+58 TO STATION 225+28 TO BE CONSTRUCTED BY OTHERS.
6. PAVING LIMITS AT SIXBURY.
7. 24" PAINTED WHITE STOP BAR AT SIXBURY.

MATCH LINE STATION 228+00

HERON CREEK DRIVE

SHEET 21



PLAN NOTES – SHEET 21

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
 2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
 3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
 4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
 5. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
 6. PAVING LIMITS AT CHAS. WAITE.
 7. 24" PAINTED WHITE STOP BAR AT CHAS. WAITE.



SCALE 1" = 30'

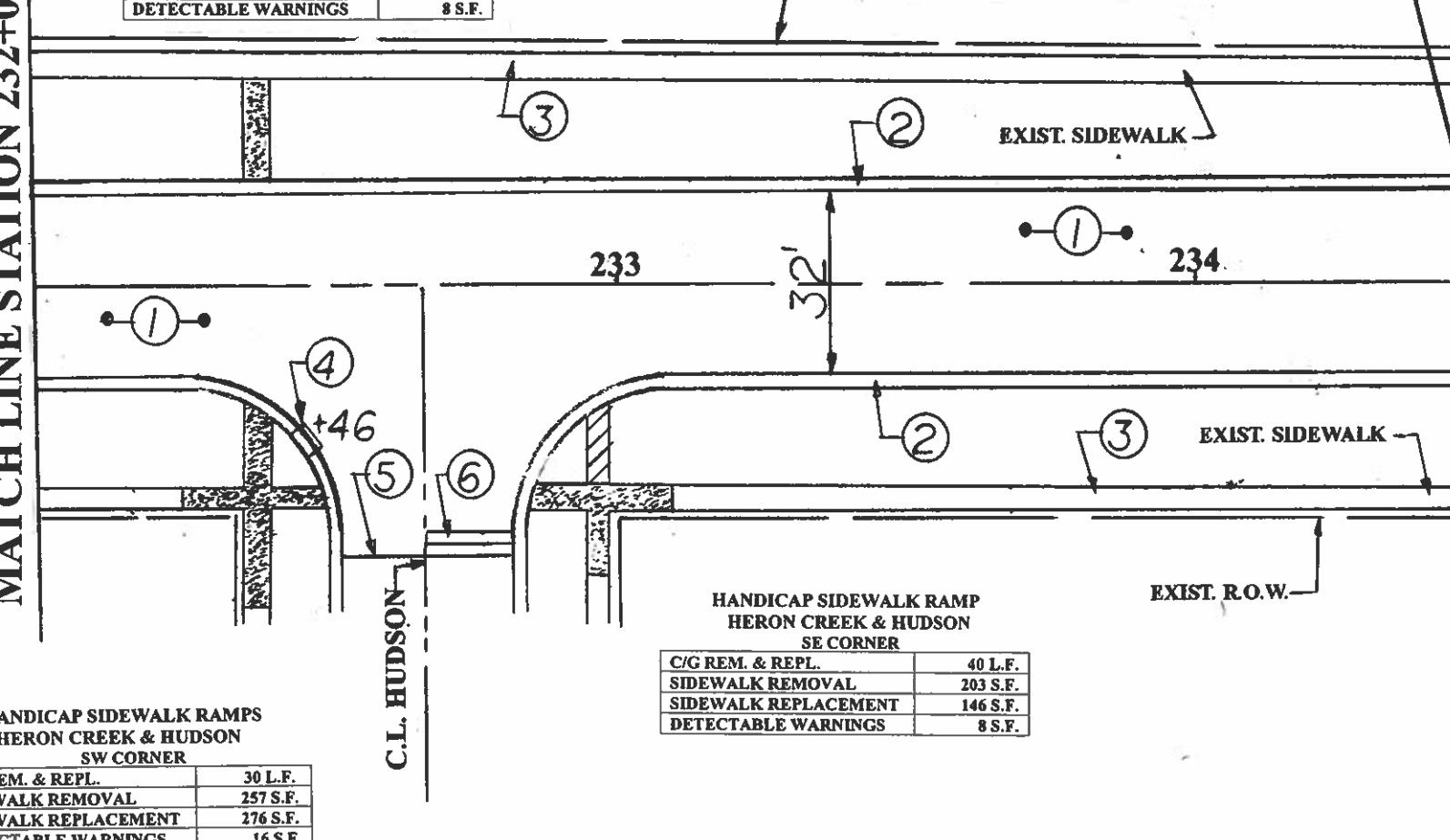
HANDICAP SIDEWALK RAMP
HERON CREEK & HUDSON
NW CORNER

C/G REM. & REPL.	7 L.F.
SIDEWALK REMOVAL	0 S.F.
SIDEWALK REPLACEMENT	89 S.F.
DETECTABLE WARNINGS	8 S.F.

MATCH LINE STATION 232+00

EXIST. R.O.W.

HERON CREEK CONSTRUCTION
ENDS STATION 234+50



HANDICAP SIDEWALK RAMPS
HERON CREEK & HUDSON
SW CORNER

C/G REM. & REPL.	30 L.F.
SIDEWALK REMOVAL	257 S.F.
SIDEWALK REPLACEMENT	276 S.F.
DETECTABLE WARNINGS	16 S.F.

PLAN NOTES – SHEET 22

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34 FOR LOCATION AND QUANTITIES.
4. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
5. PAVING LIMITS AT HUDSON.
6. 24" PAINTED WHITE STOP BAR AT HUDSON.

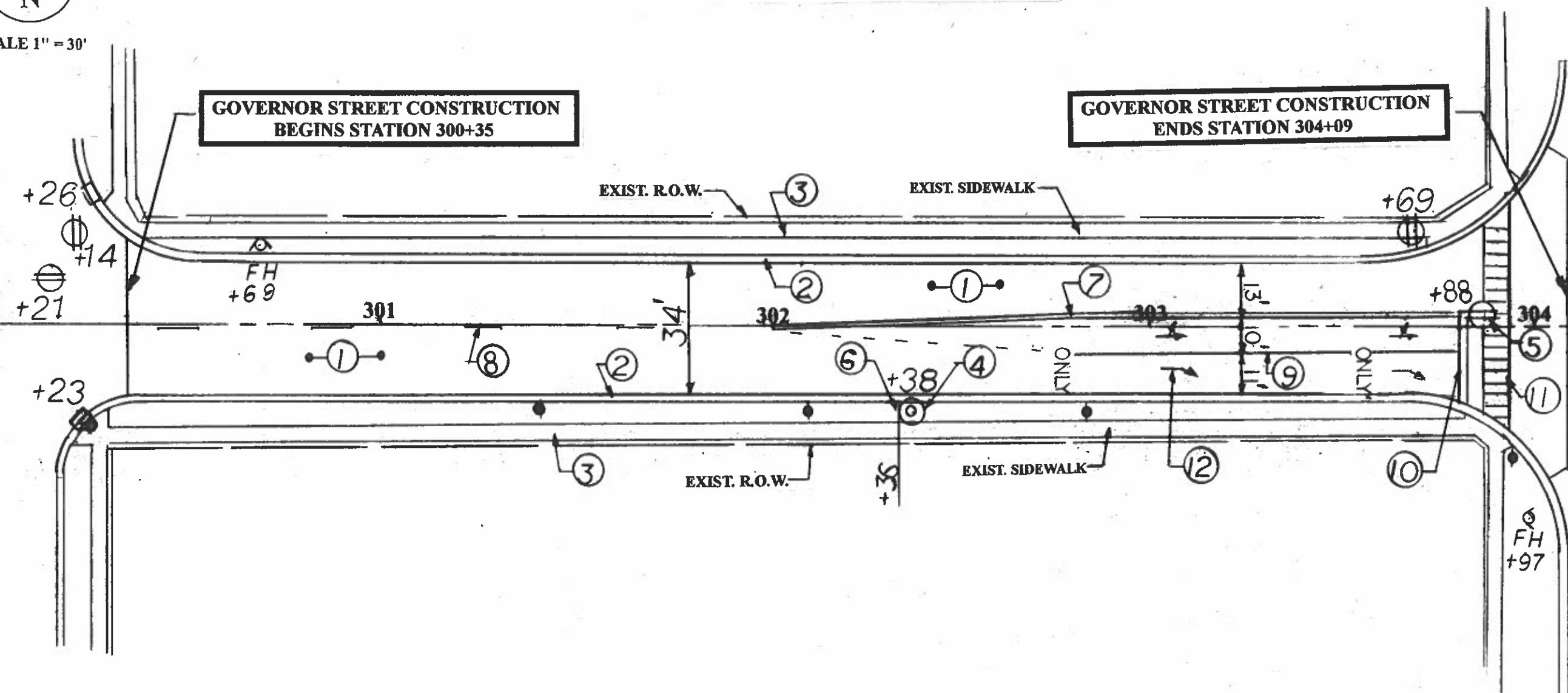


GOVERNOR STREET

SHEET 23

SCALE 1" = 30'

C.L. EXCHANGE STREET STATION 300+00



PLAN NOTES - SHEET 23

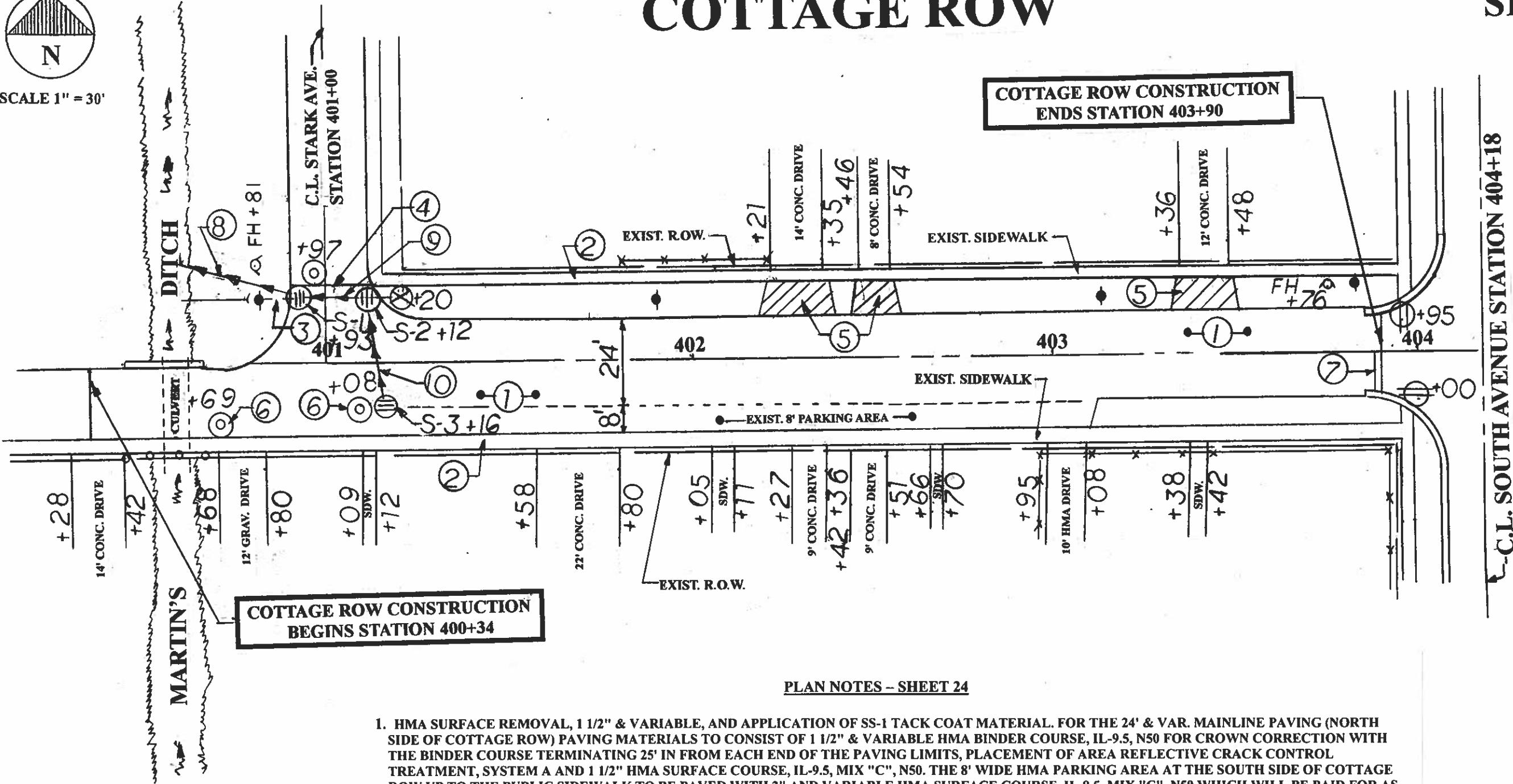
1. HMA SURFACE REMOVAL, 1 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL AND 2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR STATIONING AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR STATIONING AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL THE CANUSA WRAPID SEAL SYSTEM OR APPROVED EQUAL.
5. VALVE VAULT TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS
6. PORTION OF PCC DRIVEWAY TO BE REMOVED AND REPLACED. SEE SHEET 35 FOR QUANTITY.
7. DOUBLE YELLOW 4" PAINTED CENTERLINE FROM STATION 302+00 TO STATION 303+80.
8. 4" PAINTED YELLOW SKIP DASH CENTERLINE (10'/30') FROM STATION 300+35 TO STATION 302+00.
9. 6" PAINTED WHITE LANE LINE FROM STATION 302+80 TO STATION 303+80.
10. 24" PAINTED WHITE STOP BAR AT STATE STREET.
11. PAINTED CROSSWALK WITH 6" WHITE PERIMETER LINES AND 12" WHITE PERPENDICULAR LINES AT 3' CTS.
12. PAINTED SMALL SIZE LETTERS AND SYMBOLS (TYP.)



SCALE 1" = 30'

COTTAGE ROW

SHEET 24



PLAN NOTES - SHEET 24

1. HMA SURFACE REMOVAL, 1 1/2" & VARIABLE, AND APPLICATION OF SS-1 TACK COAT MATERIAL. FOR THE 24' & VAR. MAINLINE PAVING (NORTH SIDE OF COTTAGE ROW) PAVING MATERIALS TO CONSIST OF 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION WITH THE BINDER COURSE TERMINATING 25' IN FROM EACH END OF THE PAVING LIMITS, PLACEMENT OF AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50. THE 8' WIDE HMA PARKING AREA AT THE SOUTH SIDE OF COTTAGE ROW UP TO THE PUBLIC SIDEWALK TO BE PAVED WITH 2" AND VARIABLE HMA SURFACE COURSE, IL-9.5, MIX "C", N50 WHICH WILL BE PAID FOR AS INCIDENTAL HMA SURFACING. NO AREA REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A REQUIRED FOR 8' PARKING AREA ON SOUTH SIDE OF COTTAGE ROW.
 2. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEETS 34-35 FOR LOCATION AND QUANTITIES.
 3. EXISTING STORM SEWER AND DRAINAGE STRUCTURE AT LT. STATION 401+20 TO BE REMOVED BY THE SYCAMORE PUBLIC WORKS DEPT.
 4. PAVING LIMITS AT STARK AVENUE
 5. SEE SHEET 35 FOR QUANTITIES OF HMA AND CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT.
 6. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL A WRAPAROUND HEAT SHRINKABLE SLEEVE AND CLOSURE STRIP TO SEAL THE BOTTOM FLANGE OF THE CASTING AND ADJUSTING RINGS.
 7. 24" PAINTED WHITE STOP BAR AT SOUTH AVENUE.
- THE FOLLOWING WORK DESCRIBED IN #8 - #10 INCLUDING HMA PAVEMENT PATCHING TO BE COMPLETED BY THE SYCAMORE PUBLIC WORKS DEPT.*
8. 33'-15" PVC SDR 26 D3034 PIPE @0.25% FROM MARTIN'S DITCH TO S-1. PROPOSED 15" FLOW LINE AT MARTIN'S DITCH IS 93.50. INSTALL 15"-30 DEGREE HEAVY DUTY PVC PIPE BEND AT DITCH. ELEVATIONS FOR S-1 (3' DIA. INLET): RIM 97.30, 12" IN (E) 93.80 & 15" OUT (W) 93.60.
 9. 22'-12" PVC SDR 26 D3034 PIPE @0.25% FROM S-1 TO S-2. ELEVATIONS FOR S-2 (3' DIA. INLET): RIM 97.65, 10" IN (S) 94.00 AND 12" OUT (W) 93.86.
 10. 28'-10" PVC SDR 26 D3034 PIPE @0.40% FROM S-2 TO S-3. ELEVATIONS FOR S-3 (2' DIA. INLET): RIM 98.25 AND 10" OUT (N) 94.11.

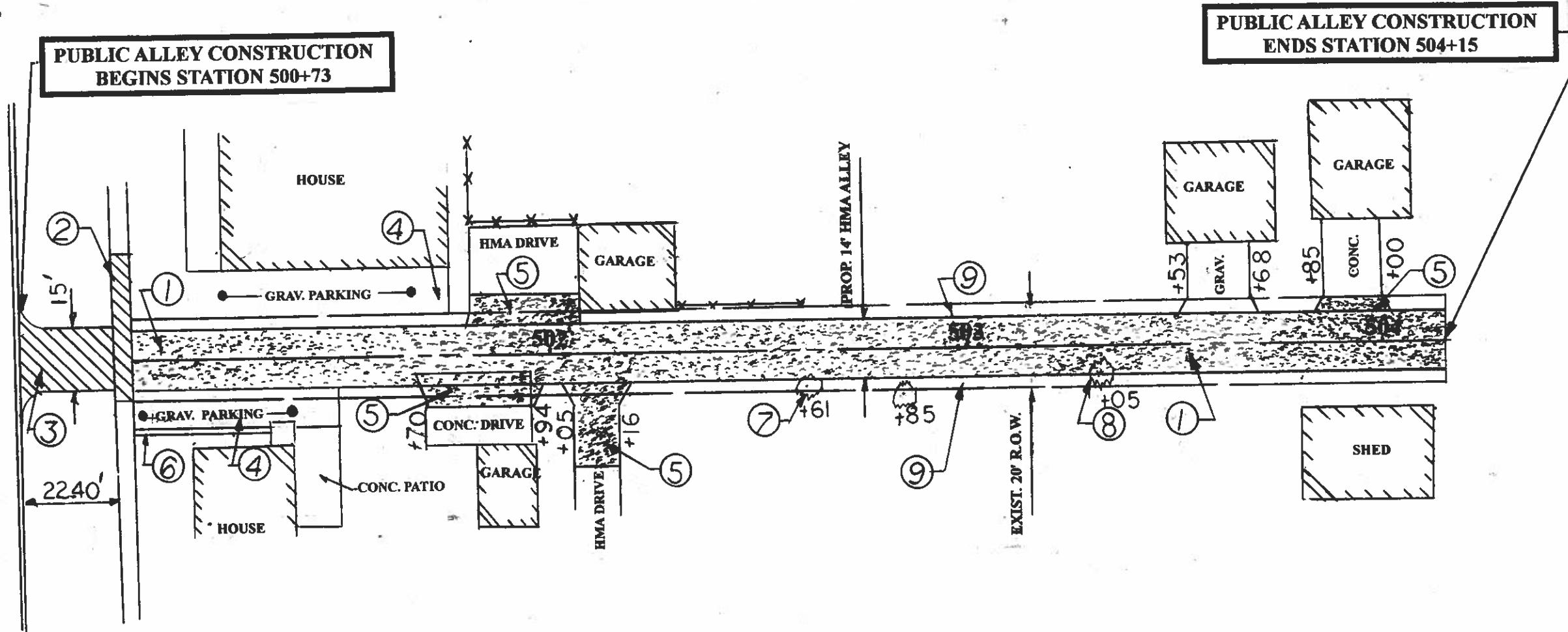


SCALE 1" = 30'

WALNUT STREET – PUBLIC ALLEY

**PUBLIC ALLEY CONSTRUCTION
BEGINS STATION 500+73**

C.L. WALNUT STREET



**PUBLIC ALLEY CONSTRUCTION
ENDS STATION 504+15**

PLAN NOTES – SHEET 25

1. HMA SURFACE REMOVAL, 3" & VARIABLE, EXCAVATION AND THE COMPLETION OF A NEW 12" AGGREGATE BASE COURSE, ALL BY THE SYCAMORE PUBLIC WORKS DEPT. CONTRACTOR TO COMPLETE AGGREGATE BASE REPAIR AND PREPARATION OF BASE FOR 4" HMA MIX, APPLICATION OF PEP PRIME COAT MATERIAL, 2 1/4" HMA BINDER COURSE, IL-19-0, N50, APPLICATION OF SS-1 TACK COAT MATERIAL AND 1 1/4" HMA SURFACE COURSE, IL-9.5, MIX "C", N50. THE MAINLINE HMA ALLEY PAVING IS 14' WIDE, ALL OTHER HMA PAVING FOR DRIVEWAYS TO BE PAID FOR AS INCIDENTAL HMA SURFACING.
2. PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 35 FOR QUANTITIES.
3. 6" PCC DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT. SAWCUT AT BACK OF CURB LINE FOR REMOVAL. NO CURB & GUTTER REPLACEMENT REQUIRED. SEE SCHEDULE ON SHEET 35 FOR QUANTITIES OF REMOVAL AND REPLACEMENT.
4. PORTIONS OF THE EXISTING GRAVEL PARKING AREAS TO BE REMOVED AND REPLACED BY THE SYCAMORE PUBLIC WORKS DEPT. WITH NEW 12" CA-6 AGGREGATE BASE COURSE MATERIAL TO CONFORM TO THE PROPOSED ALLEY GRADES.
5. PORTIONS OF THE EXISTING HMA DRIVEWAYS AS SHOWN TO BE REMOVED AND A NEW 12" CA-6 AGGREGATE BASE COURSE MATERIAL TO BE CONSTRUCTED BY THE SYCAMORE PUBLIC WORKS DEPT. CONTRACTOR TO PAVE THESE AREAS WITH 3" HMA MIX PAID FOR AS INCIDENTAL HMA SURFACING.
6. 18" WIDE PRECAST SECTIONS OF CONCRETE WALL/WALKWAY TO BE RELAID TO BE LEVEL BY THE SYCAMORE PUBLIC WORKS DEPT.
7. 15" TREE AND STUMP REMOVAL BY THE SYCAMORE PUBLIC WORKS DEPT.
8. 28" TREE AND STUMP REMOVAL BY THE SYCAMORE PUBLIC WORKS DEPT.
9. SEEDING (COMPLETE) TO BE COMPLETED BY CONTRACTOR (TYP.)

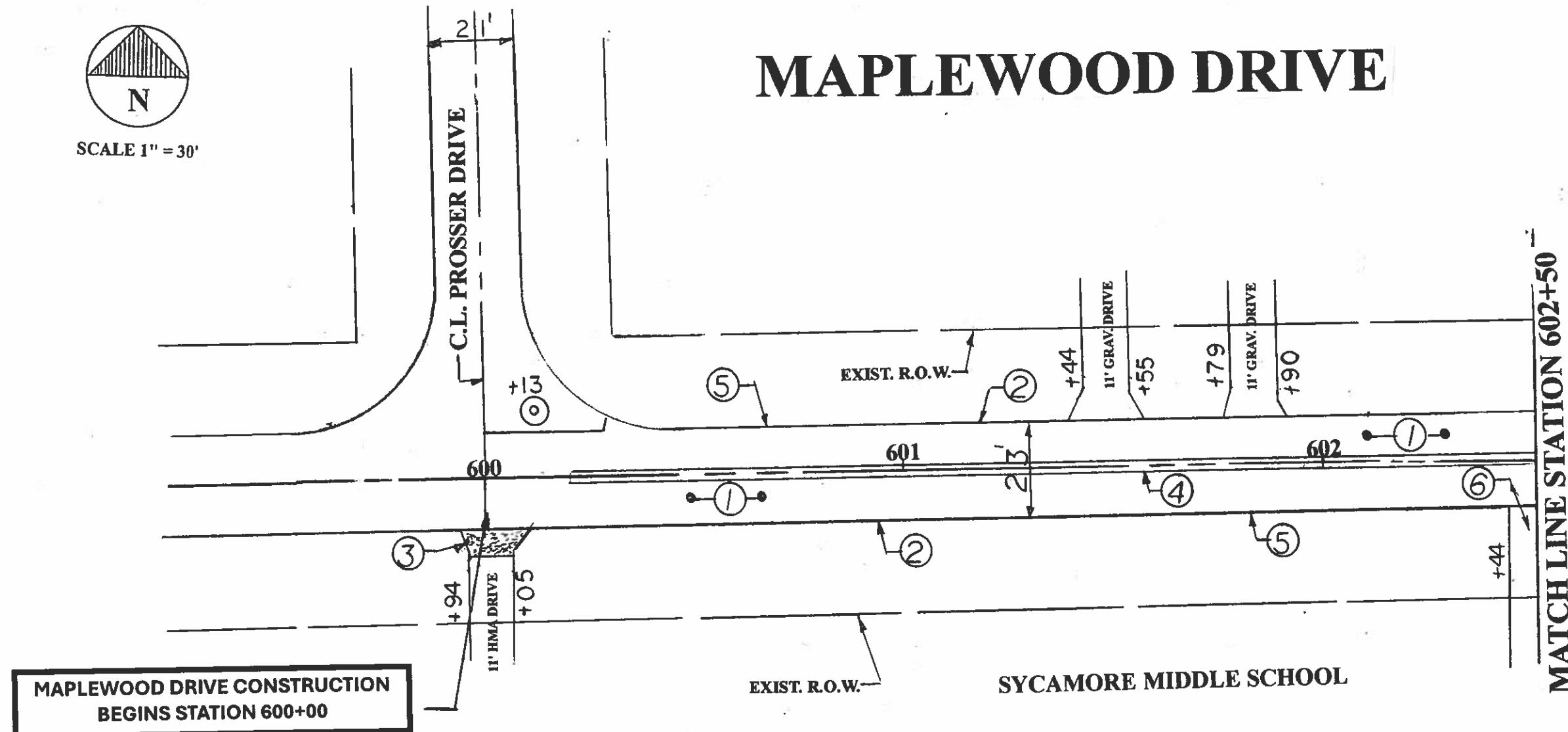
PAVEMENT GRADES – 14' PUBLIC ALLEY

STATION	PROP. E.P. NORTH	EXIST. E.P. NORTH	PROP. CENTER- LINE	EXIST. CENTER- LINE	EXIST. E.P. SOUTH	PROP. E.P. SOUTH
501+00	99.66	99.50	99.80	99.64	99.88	99.94
501+25	100.33	100.43	100.40	100.48	100.49	100.47
501+50	101.00	100.87	101.00	101.05	100.98	101.01
501+70	-----	-----	-----	-----	-----	GC 101.44
501+75	GC 101.67	101.50	101.64	101.75	101.83	101.60
502+00	102.94	102.89	102.68	103.01	102.77	102.41
502+06	HP 103.24	-----	-----	-----	-----	HP 102.61
502+25	102.92	103.11	100.67	103.21	103.16	102.41
502+50	GC 102.50	102.77	102.33	102.88	102.89	GC 102.15
502+75	101.87	101.90	101.81	101.94	101.98	101.74
503+00	101.24	101.30	101.28	101.27	101.26	101.32
503+25	GC 100.60	100.58	100.75	100.71	100.62	GC 100.90
503+50	99.62	99.66	99.77	99.85	99.67	99.91
503+75	98.64	98.55	98.78	98.79	98.73	98.92
504+00	97.67	97.30	97.80	97.44	97.91	97.93
504+15	97.08	97.09	97.22	97.30	97.93	97.35

MAPLEWOOD DRIVE



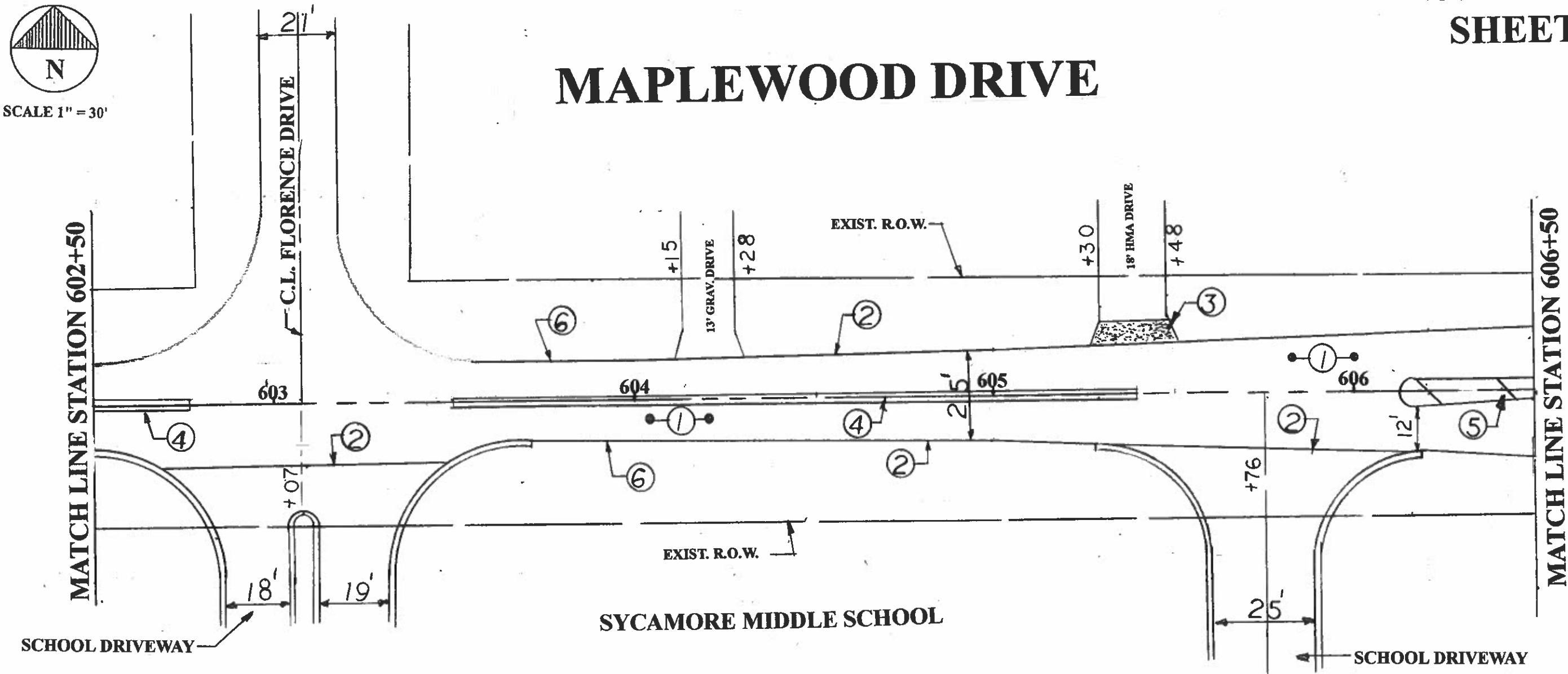
SCALE 1" = 30'



PLAN NOTES – SHEET 27

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
 2. PAVING LIMITS AT EACH E.P. FOR MAPLEWOOD DRIVE.
 3. SEE SHEET 35 FOR QUANTITIES OF HMA AND CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT.
 4. DOUBLE YELLOW 4" PAINTED CENTERLINE (TYP.)
 5. 4" PAINTED WHITE EDGE LINE (TYP.)
 6. 6' HMA PATH TO SCHOOL.

MAPLEWOOD DRIVE



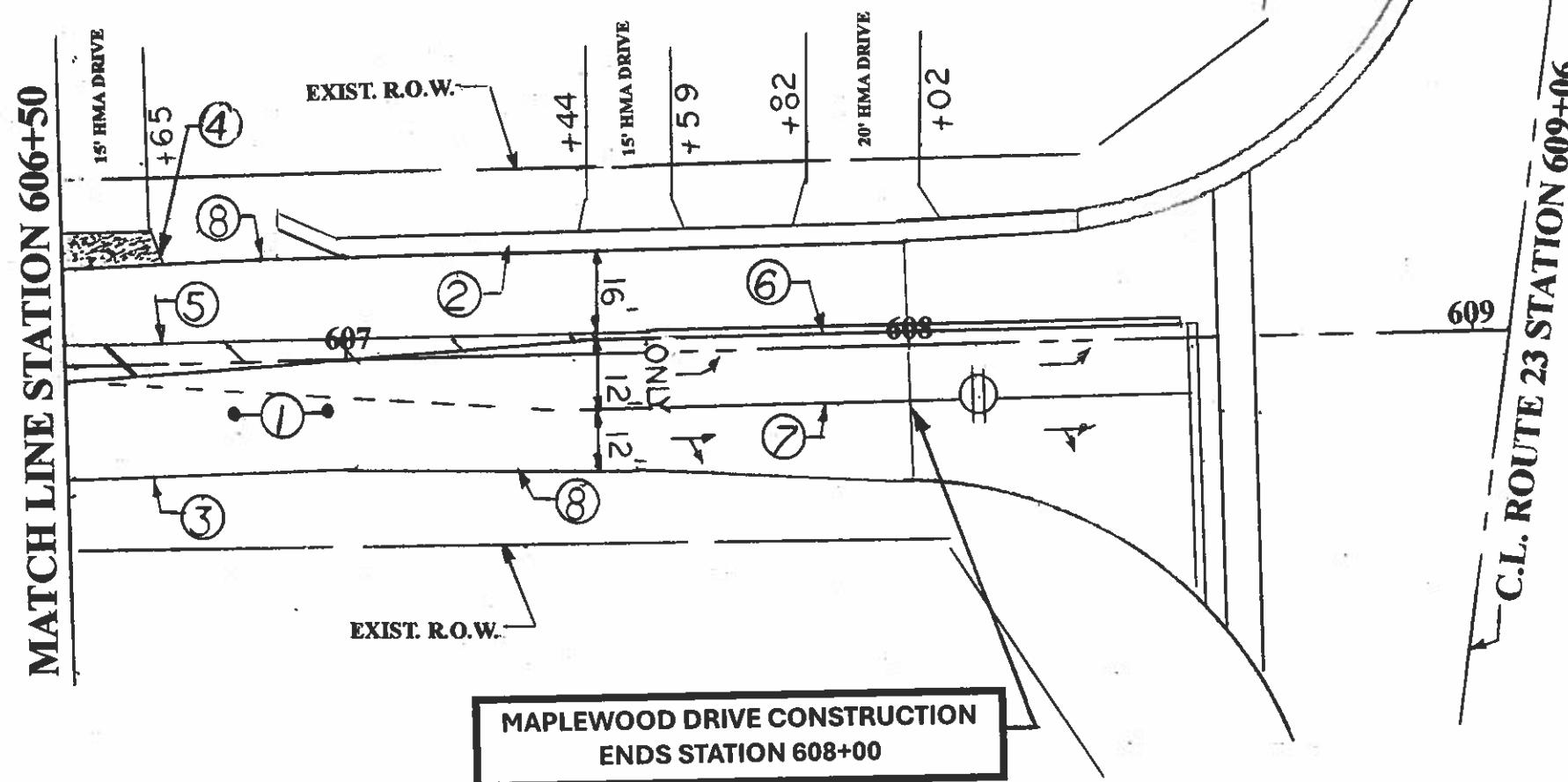
PLAN NOTES – SHEET 28

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
 2. PAVING LIMITS AT EACH E.P. FOR MAPLEWOOD DRIVE.
 3. SEE SHEET 35 FOR QUANTITIES OF HMA AND CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT.
 4. DOUBLE YELLOW 4" PAINTED CENTERLINE (TYP.)
 5. PAINTED MEDIAN WITH 4" YELLOW PERIMETER LINES AND 8" PAINTED YELLOW DIAGONAL LINES AT 20' CTS. (TYP.)
 6. 4" PAINTED WHITE EDGE LINE (TYP.)



SCALE 1" = 30'

MAPLEWOOD DRIVE

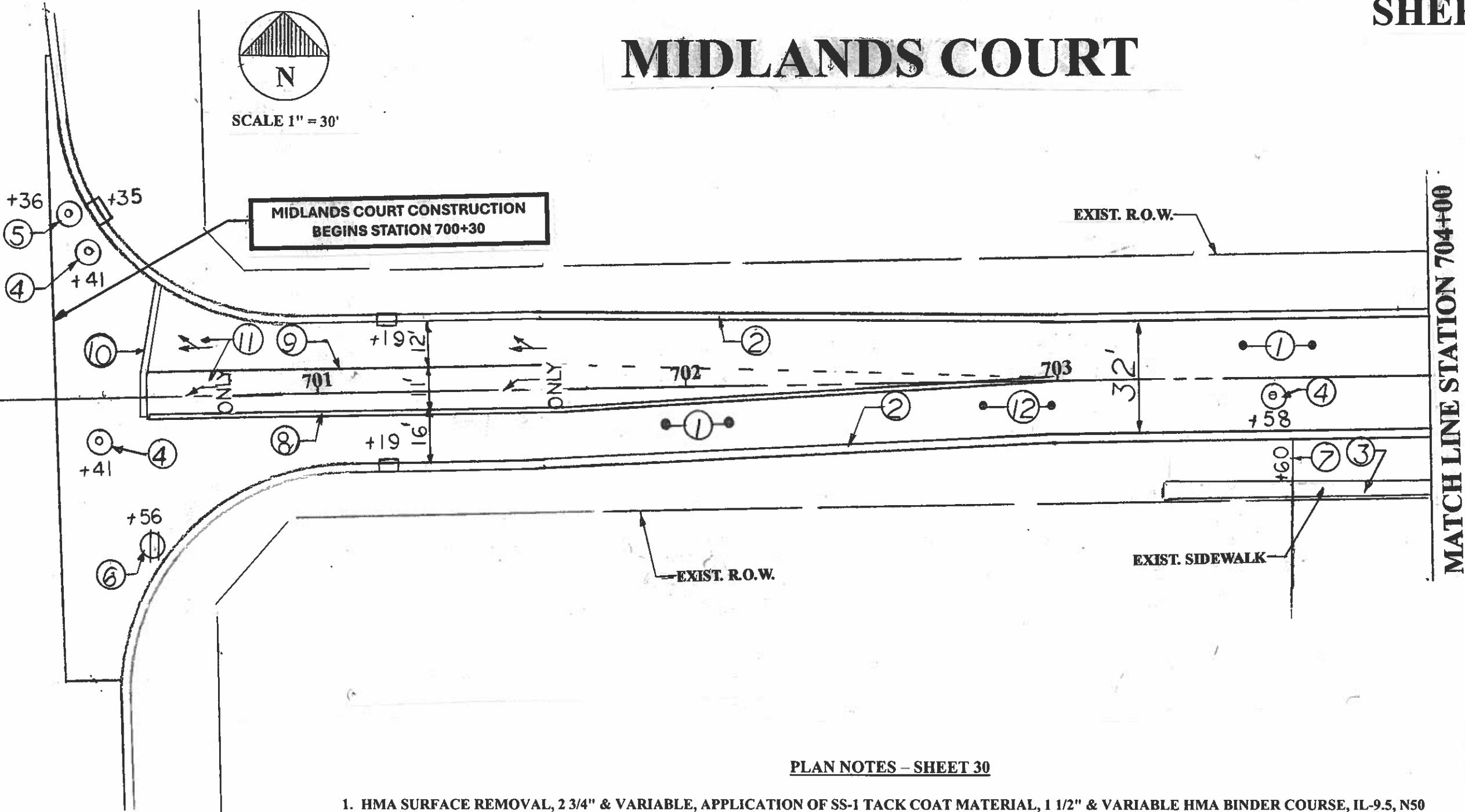


PLAN NOTES – SHEET 29

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. EXISTING CURB & GUTTER TO REMAIN
3. PAVING LIMITS AT EACH E.P. FOR MAPLEWOOD DRIVE.
4. SEE SHEET 35 FOR QUANTITIES OF HMA AND CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT.
5. PAINTED MEDIAN WITH 4" YELLOW PERIMETER LINES AND 8" PAINTED YELLOW DIAGONAL LINES AT 20' CTS. (TYP.)
6. DOUBLE YELLOW 4" PAINTED CENTERLINE (TYP.)
7. 6" PAINTED WHITE LANE LINE AND 2'8" SKIP DASH TRANSITION LINE.
8. 4" PAINTED WHITE EDGE LINE (TYP.)

MIDLANDS COURT

C.L. ROUTE 23 STATION 700+00

PLAN NOTES - SHEET 30

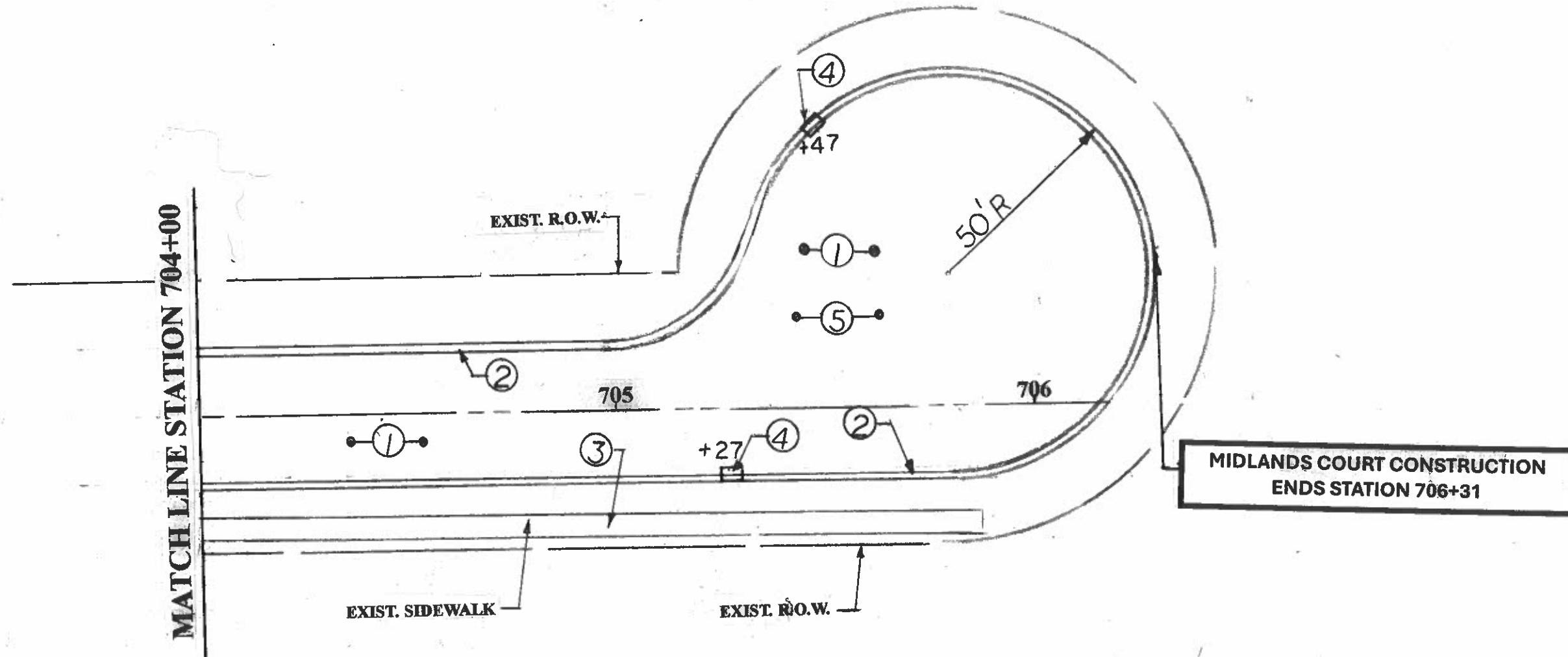
1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.
4. SANITARY MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS AND INSTALL THE CANUSA WRAPID SEAL SYSTEM OR APPROVED EQUAL.
5. STORM MANHOLE TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
6. VALVE VAULT TO BE ADJUSTED. REMOVE ANY BRICK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW ADJUSTING RINGS.
7. SEE SHEET 35 FOR QUANTITIES OF HMA AND CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT.
8. DOUBLE YELLOW 4" PAINTED CENTERLINE FROM STATION 700+54 TO STATION 703+00.
9. 6" PAINTED WHITE LANE LINE FROM STATION 700+54 TO STATION 701+60 AND THEN 2'8" SKIP DASH TRANSITION LINE TO STATION 703+00.
10. 24" PAINTED WHITE STOP BAR AT ROUTE 23.
11. PAINTED SMALL SIZE LETTERS AND SYMBOLS (TYP.)
12. CLASS D PATCHES, SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.

MIDLANDS COURT



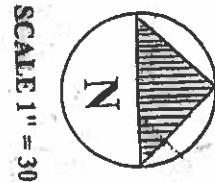
SCALE 1" = 30'

MATCH LINE STATION 704+00

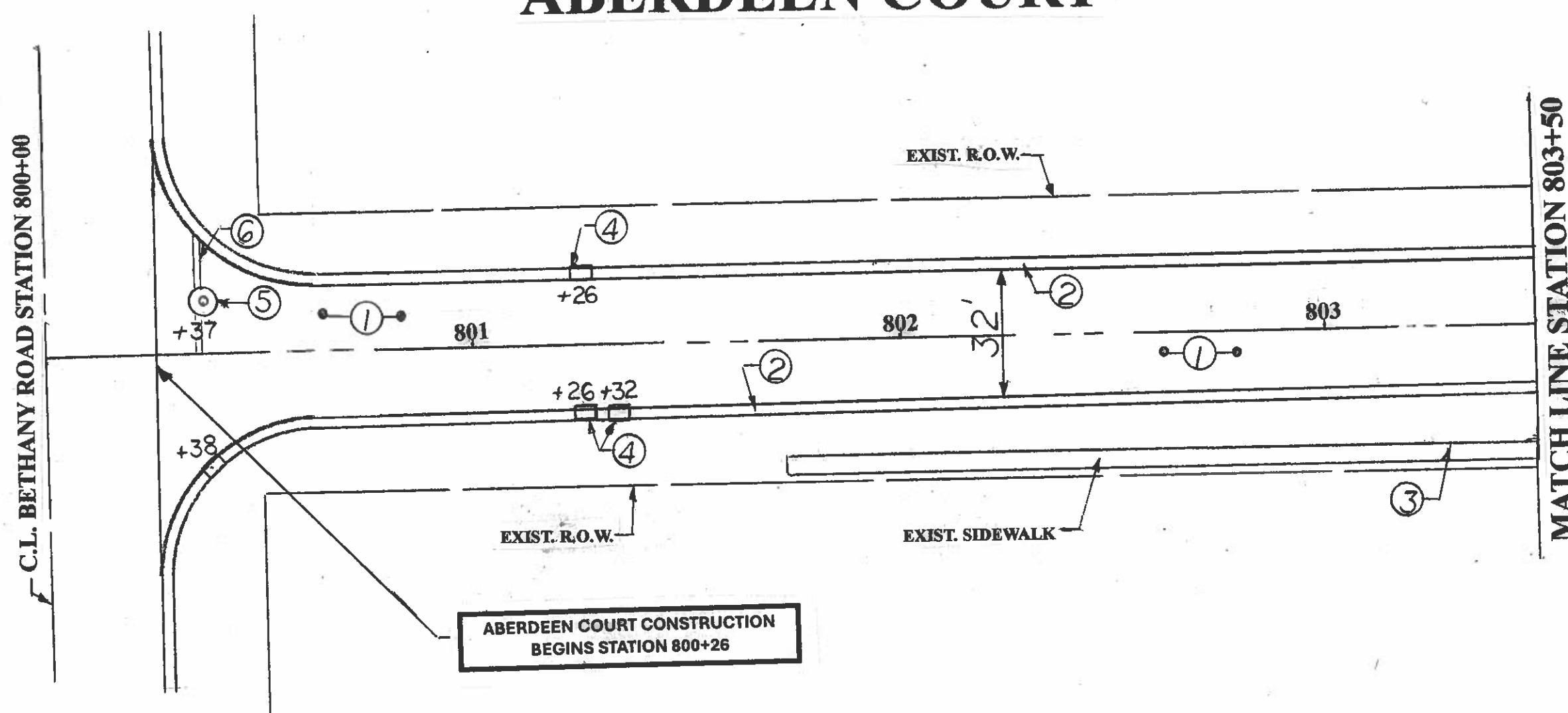
PLAN NOTES - SHEET 31

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.
4. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.
5. CLASS D PATCHES, SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.

ABERDEEN COURT



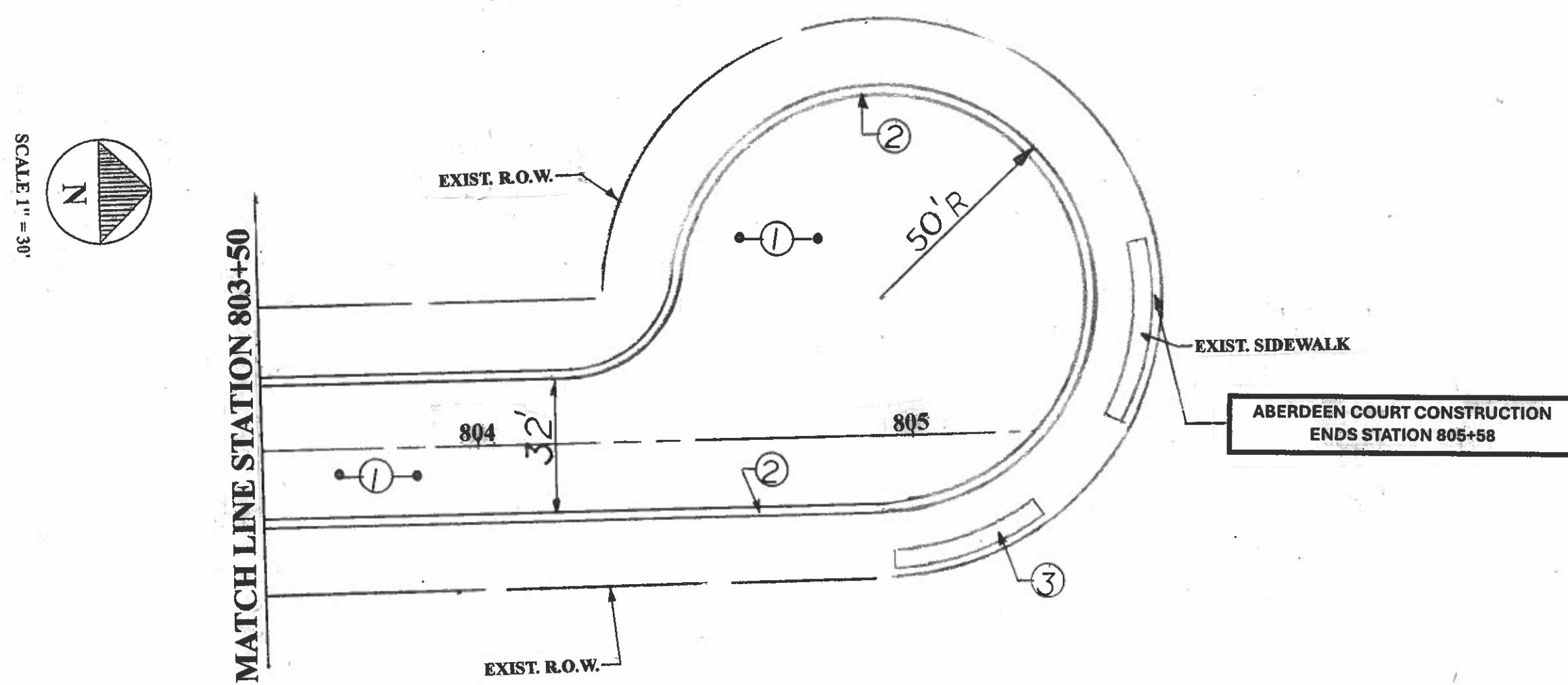
SCALE 1" = 30'

PLAN NOTES - SHEET 32

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.
4. INLET TO BE ADJUSTED. 24" X 36". REMOVE ANY BRICK OR BLOCK ADJUSTMENT MATERIALS OR ANY CRACKED OR BROKEN CONCRETE ADJUSTING RINGS AND REPLACE WITH NEW RECTANGULAR ADJUSTING RINGS.

ABERDEEN COURT

SHEET 33



PLAN NOTES - SHEET 33

1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR LOCATION AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 35 FOR LOCATION AND QUANTITIES.

HOME STREET	
C/G REMOVAL & B-6.12 C/G REPLACEMENT	
LOCATION (STATION TO STATION)	LENGTH (FT.)
HOME STREET - SOUTH SIDE	
RT. STATION 105+24 - STATION 105+39	12
RT. STATION 107+35 - STATION 107+50	12
RT. STATION 109+64 - STATION 109+77	10
HOME STREET SOUTH SIDE SUB- TOTAL	34
HOME STREET - NORTH SIDE	
PART RAD. NW CORNER OF HOME/TERRACE	28
PART RAD. NE CORNER OF HOME/TERRACE	28
HOME STREET NORTH SIDE SUB- TOTAL	56
HOME STREET TOTAL	90
HERON CREEK DRIVE	
C/G REMOVAL & B-6.12 C/G REPLACEMENT	
LOCATION (STATION TO STATION)	LENGTH (FT.)
HERON CREEK DRIVE -SOUTH & EAST SIDES	
PART RAD. AT SE CORN. HERON CREEK/RTE 23	23
RT. STATION 203+48 - STATION 203+52	4
RT. STATION 204+32 - STATION 204+47	12
RT. STATION 207+57 - STATION 207+65	8
RT. STATION 209+75 - STATION 209+82	7
PART RAD. AT SW CORN. HERON CREEK/JEWELL WEST	28
PART RAD. AT SE CORN. HERON CREEK/JEWELL WEST	39
RT. STATION 214+85 - STATION 214+90	5
PART RAD. AT SW CORN. HERON CREEK/JEWELL EAST	16
PART RAD. AT SE CORN. HERON CREEK/JEWELL EAST	34
RT. STATION 216+47 - STATION 216+62	12
PART RAD. AT SW CORN. HERON CREEK/BRIGGS	15
PART RAD. AT SE CORN. HERON CREEK/BRIGGS	29
RT. STATION 220+02 - STATION 220+16	11
PART RAD. SW CORN. HERON CREEK/LUTHER LOWELL	35
PART RAD. SE CORN. HERON CREEK/LUTHER LOWELL	17
PART RAD. AT SW CORN. HERON CREEK/SIXBURY	22
PART RAD. AT SE CORN. HERON CREEK/SIXBURY	36
RT. STATION 227+10 - STATION 227+46	33
PART RAD. AT SW CORN. HERON CREEK/C. WAITE	31
PART RAD. AT SE CORN. HERON CREEK/C. WAITE	21
RT. STATION 230+80 - STATION 230+99	16
PART RAD. AT SW CORN. HERON CREEK/HUDSON	30
PART RAD. AT SE CORN. HERON CREEK/HUDSON	40
HERON CREEK DR. SOUTH & EAST SIDES SUB- TOTAL	524
HERON CREEK DRIVE - NORTH & WEST SIDES	
PART RAD. AT NE CORN. HERON CREEK/RTE 23	22
PART RAD. AT SW CORN. HERON CREEK/HAMSMITH SOUTH	17
PART RAD. AT NW CORN. HERON CREEK/HAMSMITH SOUTH	26
PART RAD. AT SW CORN. HERON CREEK/HAMSMITH NORTH	28
PART RAD. AT NW CORN. HERON CREEK/HAMSMITH NORTH	19
LT. STATION 213+94 - STATION 214+01	7
LT. STATION 215+16 - STATION 215+23	7
LT. STATION 216+45 - STATION 216+65	17
LT. STATION 220+02 - STATION 220+17	12
PART RAD. NW CORN. HERON CREEK/LUTHER LOWELL	36
PART RAD. NE CORN. HERON CREEK/LUTHER LOWELL	38
PART RAD. NW CORN. HERON CREEK/SIXBURY	34
PART RAD. NE CORN. HERON CREEK/SIXBURY	28
PART RAD. NW CORN. HERON CREEK/C. WAITE	27
PART RAD. NE CORN. HERON CREEK/C. WAITE	20
LT. STATION 232+36 - STATION 232+43	7
HERON CREEK DR. - NORTH & WEST SIDES SUB- TOTAL	345
HERON CREEK DRIVE TOTAL	869

GOVERNOR STREET		
C/G REMOVAL & B-6.12 C/G REPLACEMENT		
LOCATION (STATION TO STATION)	LENGTH (FT.)	
GOVERNOR STREET -WEST SIDE		
RT. STATION 300+98 - STATION 301+02	4	
RT. STATION 301+11 - STATION 301+14	3	
RT. STATION 301+98 - STATION 302+02	4	
RT. STATION 302+13 - STATION 302+16	3	
RT. STATION 302+29 - STATION 302+53	24	
RT. STATION 303+25 - STATION 303+67	42	
GOVERNOR STREET WEST SIDE SUB- TOTAL	80	
GOVERNOR STREET - EAST SIDE		
LT. STATION 303+52 - STATION 303+56	4	
GOVERNOR STREET EAST SIDE SUB- TOTAL	4	
GOVERNOR STREET TOTAL	84	
MIDLANDS COURT		
C/G REMOVAL & B-6.12 C/G REPLACEMENT		
LOCATION (STATION TO STATION)	LENGTH (FT.)	
MIDLANDS COURT		
RT. STATION 705+20 - STATION 705+35	12	
LT. STATION 705+43 - STATION 705+52	11	
LT. STATION 706+32 - STATION 706+38	6	
MIDLANDS COURT TOTAL	29	
ABERDEEN COURT		
C/G REMOVAL & B-6.12 C/G REPLACEMENT		
LOCATION (STATION TO STATION)	LENGTH (FT.)	
ABERDEEN COURT		
LT. STATION 800+30 - STATION 800+35	5	
LT. STATION 801+15 - STATION 801+34	16	
LT. STATION 801+14 - STATION 801+39	19	
ABERDEEN COURT TOTAL	40	
HOME STREET		
5" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
HOME STREET - SOUTH SIDE		
RT. STATION 103+12 - STATION 103+27	60	60
RT. STATION 105+44 - STATION 105+54	40	40
RT. STATION 106+90 - STATION 106+95	20	20
HOME STREET SOUTH SIDE SUB- TOTAL	120	120
HOME STREET - NORTH SIDE		
LT. STATION 102+61 - STATION 102+72	44	44
LT. STATION 105+94 - STATION 106+04	40	40
LT. STATION 106+28 - STATION 106+33	20	20
LT. STATION 107+68 - STATION 107+78	40	40
LT. STATION 108+44 - STATION 108+50	24	24
HC RAMP NW CORNER HOME/TERRACE	395	362
HC RAMP NE CORNER HOME & TERRACE	379	338
HOME STREET NORTH SIDE SUB- TOTAL	942	868
HOME STREET TOTAL	1,062	988
HOME STREET		
6" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
HOME STREET - SOUTH SIDE		
RT. STATION 102+57 - STATION 102+62	20	20
RT. STATION 107+77 - STATION 107+87	40	40
HOME STREET TOTAL	60	60

HERON CREEK DRIVE		
5" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
HERON CREEK DR. - NORTH & WEST SIDES		
HC RAMP NE CORN. HERON CREEK/RTE 23	187	136
LT. STATION 204+53 - STATION 204+63	40	40
HC RAMP SW CORN. HERON CREEK/HAMSMITH SOUTH	183	149
HC RAMP NW CORN. HERON CREEK/HAMSMITH SOUTH	188	199
HC RAMP SW CORN. HERON CREEK/HAMSMITH NORTH	151	96
HC RAMP NW CORN. HERON CREEK/HAMSMITH NORTH	239	254
LT. STATION 211+23 - STATION 211+38	60	60
LT. STATION 212+75 - STATION 212+81	24	24
LT. STATION 212+88 - STATION 212+92	16	16
HC RAMP NE CORN. HERON CREEK/JEWELL WEST	25	116
LT. STATION 214+35 - STATION 214+46	44	44
LT. STATION 215+06 - STATION 215+11	20	20
HC RAMP NW CORN. HERON CREEK/JEWELL EAST	64	154
LT. STATION 216+37 - STATION 216+47	40	40
LT. STATION 216+80 - STATION 216+85	20	20
LT. STATION 221+10 - STATION 221+15	20	20
HC RAMP NW CORN. HERON CREEK/LUTHER LOWELL	180	199
HC RAMP NE CORN. HERON CREEK/LUTHER LOWELL	207	238
LT. STATION 223+55 - STATION 223+65	40	40
HC RAMP NW CORN. HERON CREEK/SIXBURY	240	256
HC RAMP NE CORN. HERON CREEK/SIXBURY	150	159
LT. STATION 227+26 - STATION 227+36	40	40
HC RAMP NW CORN. HERON CREEK/C. WAITE	265	283
HC RAMP NE CORN. HERON CREEK/C. WAITE	118	133
HC RAMP NW CORN. HERON CREEK/HUDSON	0	89
LT. STATION 233+71 - STATION 233+75	16	16
HERON CREEK NORTH & WEST SIDES SUB-TOTAL	2,577	2,841
HERON CREEK DR. - SOUTH & EAST SIDES		
HC RAMP SE CORN. HERON CREEK/RTE 23	179	178
RT. STATION 202+85 - STATION 203+30	180	180
RT. STATION 203+91 - STATION 203+96	20	20
RT. STATION 205+51 - STATION 205+59	32	32
HC RAMP NE CORN. HERON CREEK/HAMSMITH SOUTH	49	138
HC RAMP NE CORN. HERON CREEK/HAMSMITH NORTH	60	149
RT. STATION 210+18 - STATION 210+23	20	20
RT. STATION 212+55 - STATION 212+75	80	80
HC RAMP SW CORN. HERON CREEK/ELI JEWELL WEST	232	244
HC RAMP SE CORN. HERON CREEK/ELI JEWELL WEST	181	198
RT. STATION 214+80 - STATION 214+88	32	32
HC RAMP SW CORN. HERON CREEK/ELI JEWELL EAST	197	200
HC RAMP SE CORN. HERON CREEK/LUTHER LOWELL	207	151
HC RAMP SW CORN. HERON CREEK/SIXBURY	0	141
HC RAMP SE CORN. HERON CREEK/SIXBURY	149	173
RT. STATION 226+75 - STATION 227+33	232	232
HC RAMP SW CORN. HERON CREEK/C. WAITE	237	249
HC RAMP SE CORN. HERON CREEK/C. WAITE	197	203
HC RAMP SW CORN. HERON CREEK/HUDSON	257	276
HC RAMP SE CORN. HERON CREEK/HUDSON	203	146
HERON CREEK SOUTH & EAST SIDES SUB-TOTAL	3,250	3,605
HERON CREEK DRIVE TOTAL	5,827	6,446

HERON CREEK DRIVE		
6" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
HERON CREEK DR. - NORTH & WEST SIDES		
LT. STATION 204+80 - STATION 204+85	20	20
LT. STATION 205+75 - STATION 205+80	20	20
LT. STATION 214+80 - STATION 214+92	48	48
LT. STATION 216+42 - STATION 216+67	100	100
LT. STATION 220+93 - STATION 221+03	40	40
HERON CREEK NORTH & WEST SIDES SUB-TOTAL	228	228
LOCATION (STATION TO STATION		

COTTAGE ROW
6" SIDEWALK SCHEDULE

LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
COTTAGE ROW - NORTH & SOUTH SIDES		
RT. STATION 400+59 - STATION 401+58	396	396
RT. STATION 401+57 - STATION 401+78	84	84
LT. STATION 402+22 - STATION 402+37	60	60
LT. STATION 402+47 - STATION 402+55	32	32
RT. STATION 402+52 - STATION 402+57	20	20
LT. STATION 403+37 - STATION 403+50	52	52
COTTAGE ROW TOTAL	644	644

PUBLIC ALLEY
5" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
WALNUT STREET ALLEY		
EAST SIDE OF WALNUT STREET	64	64
TOTAL	64	64

PUBLIC ALLEY
6" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
WALNUT STREET ALLEY		
EAST SIDE OF WALNUT STREET	80	80
TOTAL	80	80

MIDLANDS COURT
5" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
MIDLANDS COURT		
RT. STATION 704+00 - STATION 704+05	20	20
TOTAL	20	20

MIDLANDS COURT
6" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
MIDLANDS COURT		
RT. STATION 703+57 - STATION 703+72	60	60
TOTAL	60	60

ABERDEEN COURT
5" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
ABERDEEN COURT		
RT. STATION 802+65 - STATION 802+70	20	20
TOTAL	20	20

GOVERNOR STREET
DRIVEWAY PAVEMENT REM/REPL.

STATION	HMA REM. (S.Y.)	*HMA REPL. (TON)	PCC REM. (S.Y.)	6" PCC REPL. (S.Y.)
RT. STATION 302+36	-----	-----	11.33	11.33
TOTAL	-----	-----	11.33	11.33

COTTAGE ROW
DRIVEWAY PAVEMENT REM/REPL.

STATION	HMA REM. (S.Y.)	*HMA REPL. (TON)	PCC REM. (S.Y.)	6" PCC REPL. (S.Y.)
RT. STATION 401+69	-----	-----	2.67	2.67
LT. STATION 402+28	13.33	2.30	6.00	6.00
LT. STATION 402+50	13.50	2.33	-----	-----
LT. STATION 403+42	-----	-----	11.56	11.56
TOTAL	26.83	4.63	20.23	20.23

• HMA REPLACEMENT TO BE 3" INCIDENTAL SURFACING

PUBLIC ALLEY
DRIVEWAY PAVEMENT REM/REPL.

STATION	HMA REM. (S.Y.)	*HMA REPL. (TON)	PCC REM. (S.Y.)	6" PCC REPL. (S.Y.)
ALLEY ENTRANCE AT EAST SIDE OF WALNUT ST.	-----	-----	36.56	41.33
TOTAL	-----	-----	36.56	41.33

MAPLEWOOD DRIVE
DRIVEWAY PAVEMENT REM/REPL.

STATION	HMA REM. (S.Y.)	*HMA REPL. (TON)	PCC REM. (S.Y.)	6" PCC REPL. (S.Y.)
RT. STATION 600+00	10.00	1.73	-----	-----
LT. STATION 605+39	14.67	2.53	-----	-----
LT. STATION 606+57	13.33	2.30	-----	-----
TOTAL	38.00	6.56	-----	-----

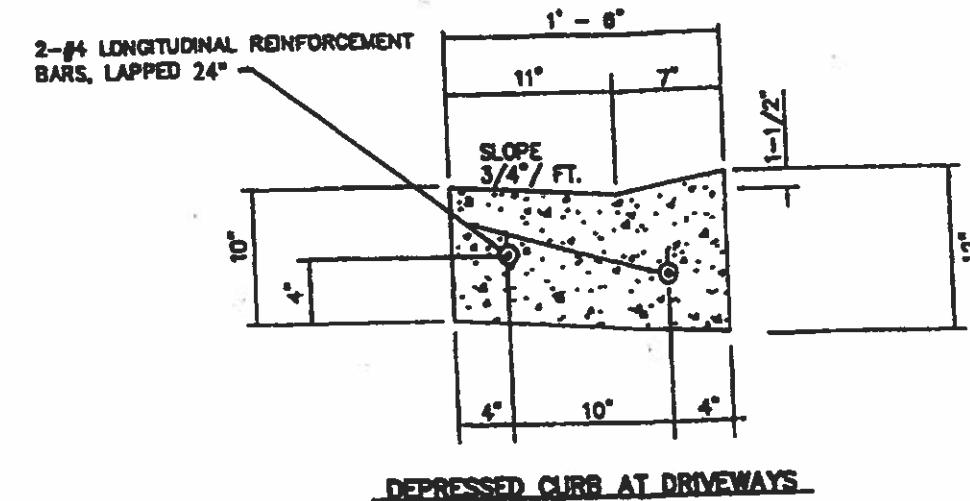
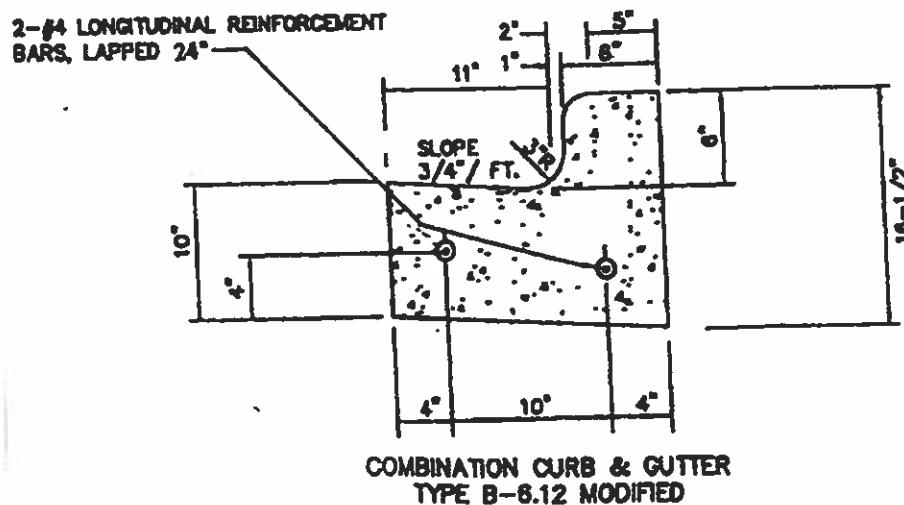
• HMA REPLACEMENT TO BE 3" INCIDENTAL SURFACING

MIDLANDS COURT
SCHEDULE - CLASS D PATCHES, TYPE II, 7"

LOCATION	REM. (S.Y.)	REPL. (S.Y.)
MIDLANDS COURT		
RT. STATION 702+35	14.67	14.67
RT. STATION 703+38	8.89	8.89
LT. STATION 704+95	7.11	7.11
LT. STATION 705+16	11.11	11.11
LT. STATION 705+32	8.00	8.00
LT. STATION 705+90	14.44	14.44
LT. STATION 706+12	13.44	13.44
TOTAL	77.66	77.66

HMA MIX TABLE

	HMA Binder	HMA Binder	HMA Surface	HMA Inc. Surface
PG Grade	PG 64-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0% @N50	4.0% @N50	4.0% @N50	4.0% @N50
Mixture Composition	IL-19.0	IL-9.5	IL9.5	IL9.5
Friction Aggregate		Mixture C	Mixture C	Mixture C
Density Test Method	Nuclear	Nuclear	Nuclear	Nuclear
Mixture Weight	112#/Sq. Yd./In.	112#/Sq. Yd./In.	112#/Sq. Yd./In.	112#/Sq. Yd./In.
Quality Management Program	QCQA		QCQA	QCQA
Sublot Size	N/A		N/A	N/A
Location(s)	N/A		N/A	N/A

APPLICATION RATES FOR TACK COAT & PRIME COAT

NOTE 1: THE APPLICATION RATE FOR THE BITUMINOUS MATERIALS (TACK COAT) SS-1 ON THE MILLED HMA AND CONCRETE PAVEMENT SHALL PROVIDE A RESIDUAL ASPHALT RATE OF 0.05 LB./S.F.

NOTE 2: THE APPLICATION RATE FOR THE BITUMINOUS MATERIALS (PRIME COAT) PEP FOR THE AGGREGATE BASE COURSE SHALL PROVIDE A RESIDUAL ASPHALT RATE OF 0.25 LB./S.F.

NOTE 3: THE APPLICATION RATE FOR THE BITUMINOUS MATERIALS (TACK COAT) SS-1 BETWEEN THE BINDER AND SURFACE COURSES, WHERE APPLICABLE, SHALL PROVIDE A RESIDUAL ASPHALT RATE OF 0.025 LB./S.F.

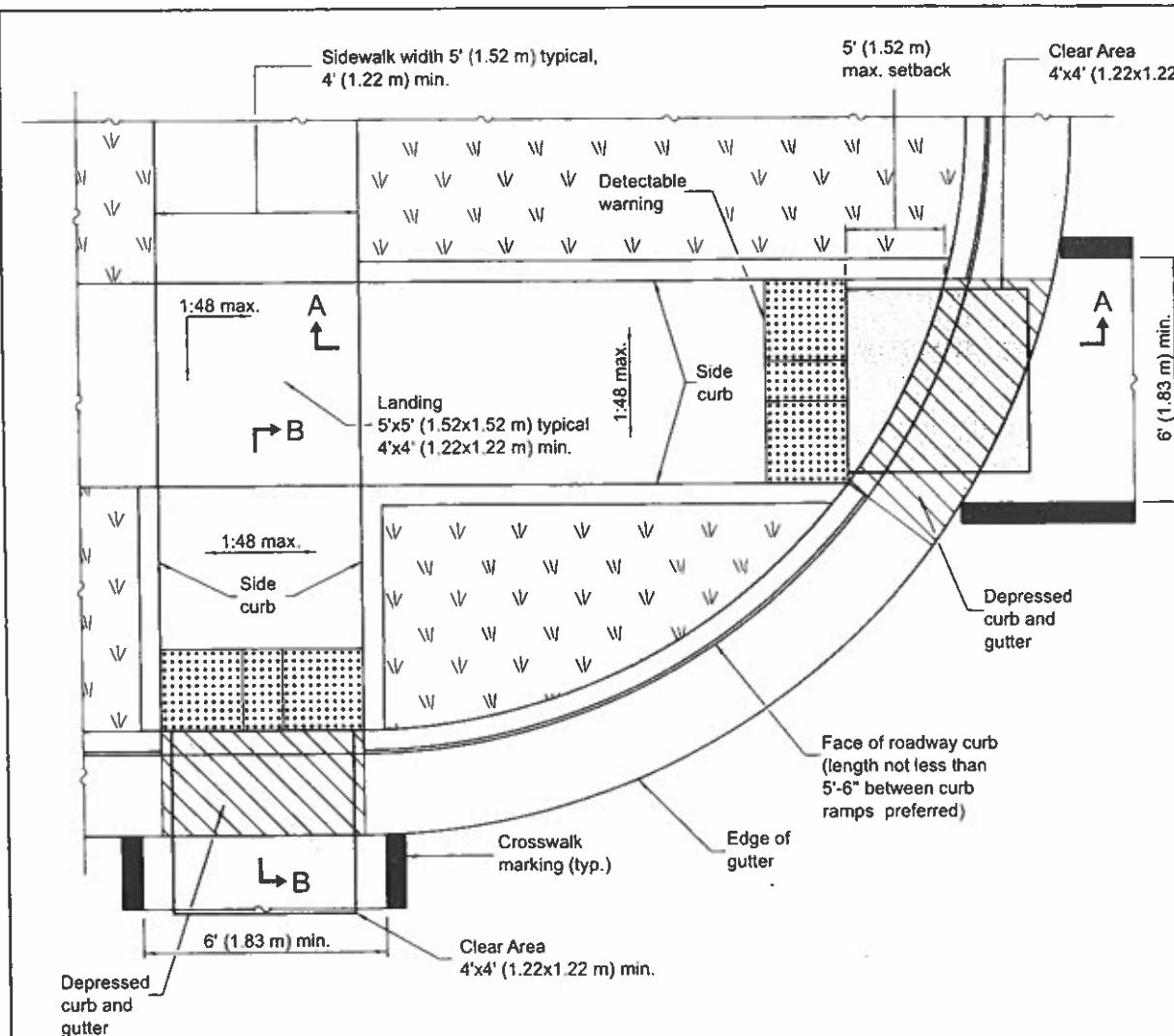
NOTES - CURB & GUTTER

1. EXPANSION JOINT DETAIL FOR CURB & GUTTER TO CONFORM TO IDOT'S STANDARD 606001 WITH ALL EXPANSION JOINT MATERIAL BEING 1 1/2" THICK.
2. ALL CURB AND GUTTER SHALL BE SAWCUT AT LEAST 2" DEEP AT 15' MAXIMUM INTERVALS.

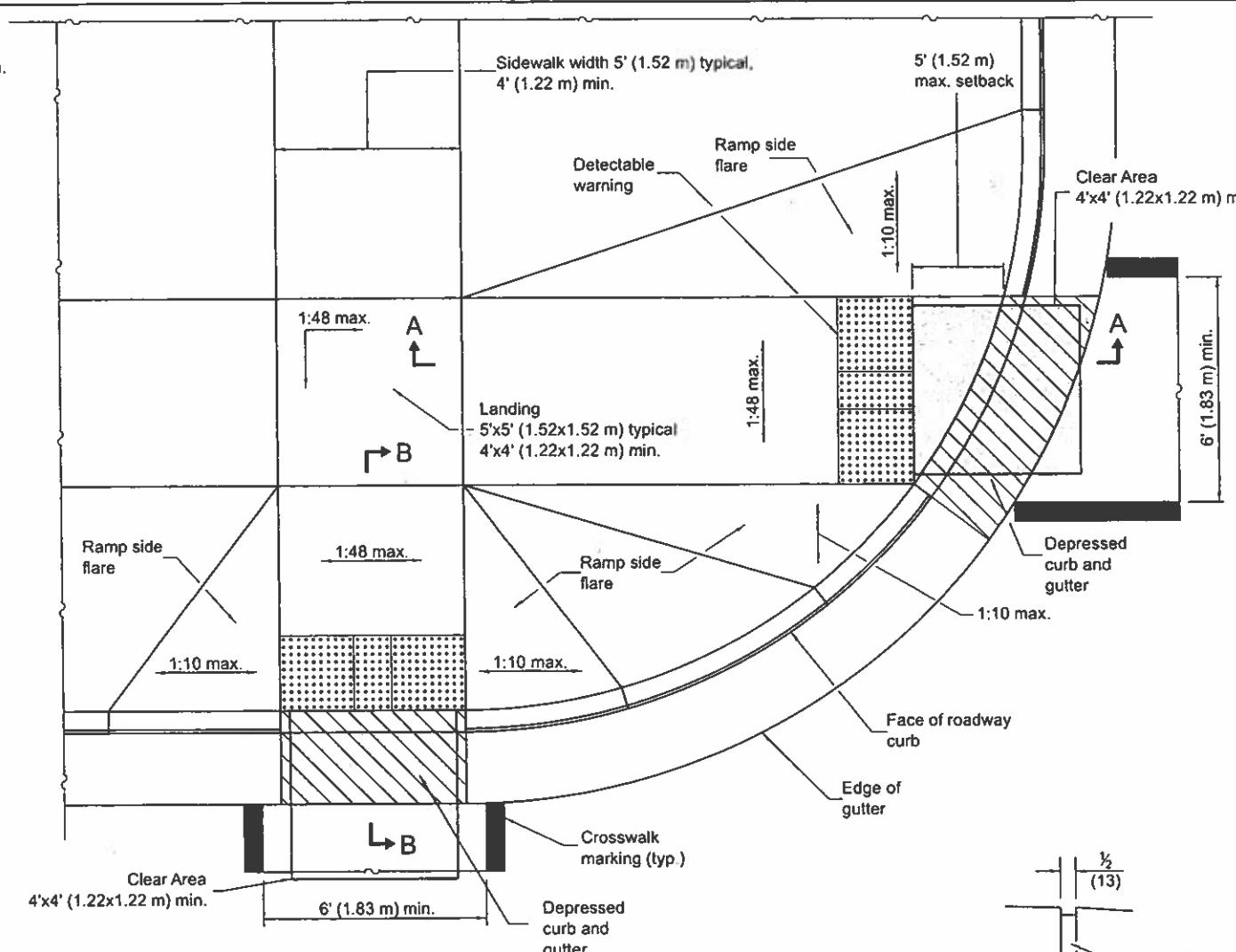
HMA CONSTRUCTION NOTES

Note 1: Contractor shall pay particular attention to achieving the proper density for all of the hot-mix asphalt placed, and in particular, at all longitudinal joints. A sufficient number of workers shall be available on the project so that the entire unconfined longitudinal joints at edge of pavement and centerline are bumped and leveled with a late as well as for the overlay joint at the centerline so that all paving segments are tight and not visually noticeable.

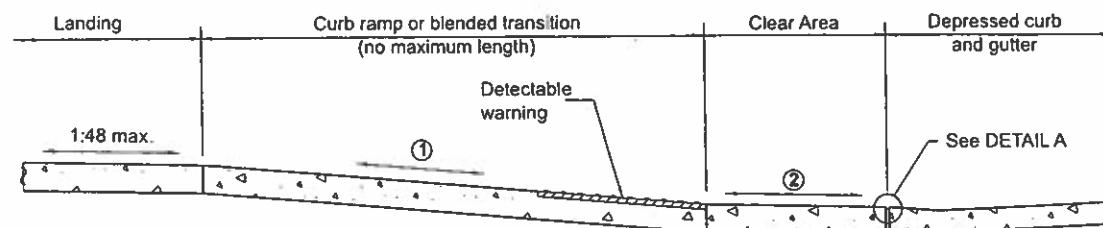
Note 2: Contractor shall keep the pavement area in front of the paver clear of all excessive hot-asphalt droppings from the unloading of trucks. Trucks shall not clean out their dump boxes in front of the paver, but shall do so away from the paver at the end of the street where the dropping can be picked up and disposed of by the contractor using the necessary motorized equipment with a bucket. Any of the excess droppings that are stockpiled at the end of the street shall be protected with barricades until removed from the street at a later time.



**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

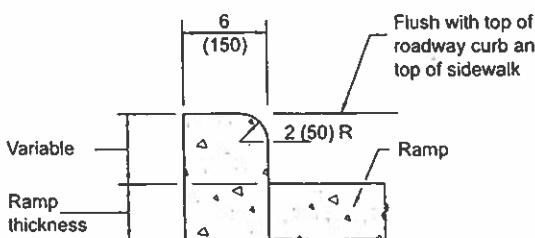


RAMPS IN PAVED AREA

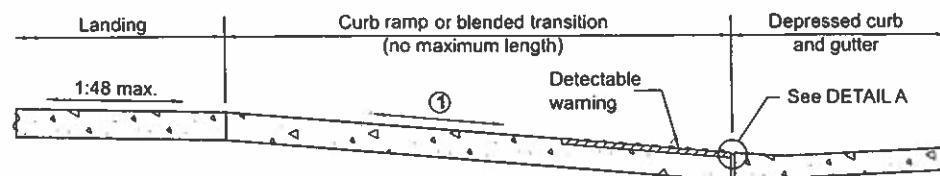


SECTION A-A

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max
 - ② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
 - Signalized/Uncontrolled Intersection - 1:20
 - Yield/Stop Controlled Intersection - 1:48
 - Midblock - ends of the road



SIDE CURB DETAIL



SECTION B-B

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

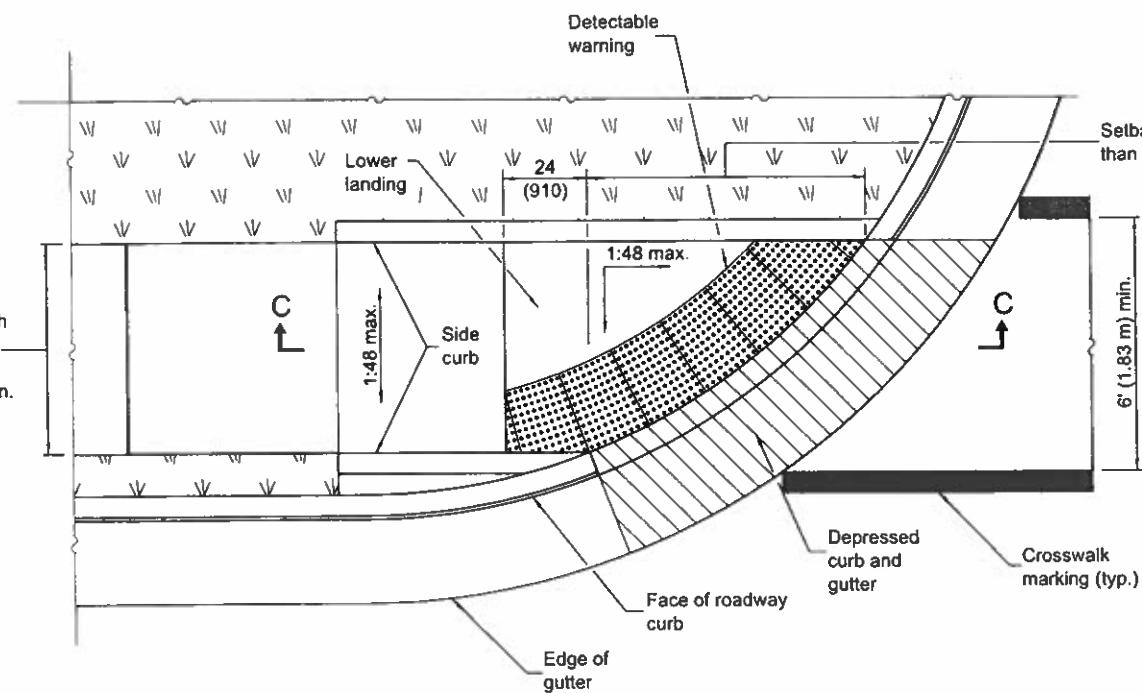
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and updated cross-slopes.
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.

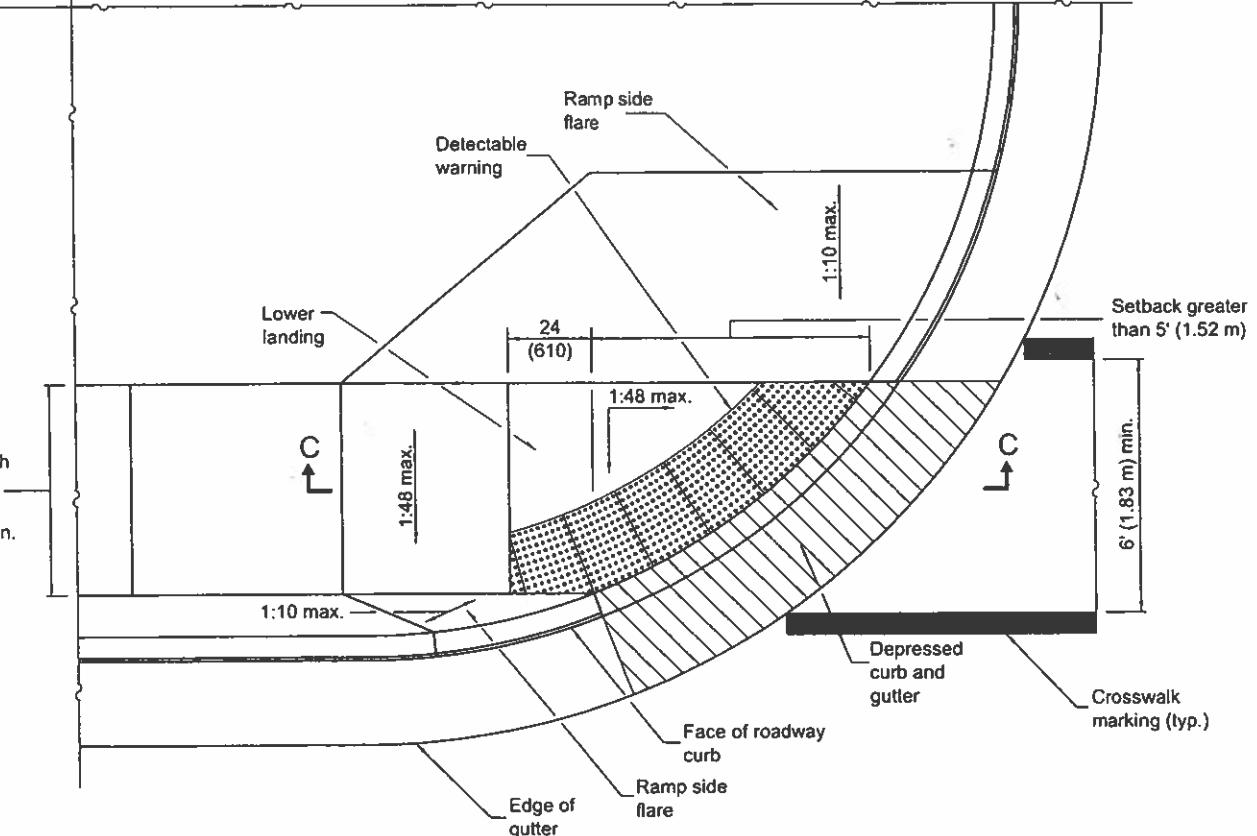
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-12



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1.48 maximum slope is shown, 1.64 is preferred.

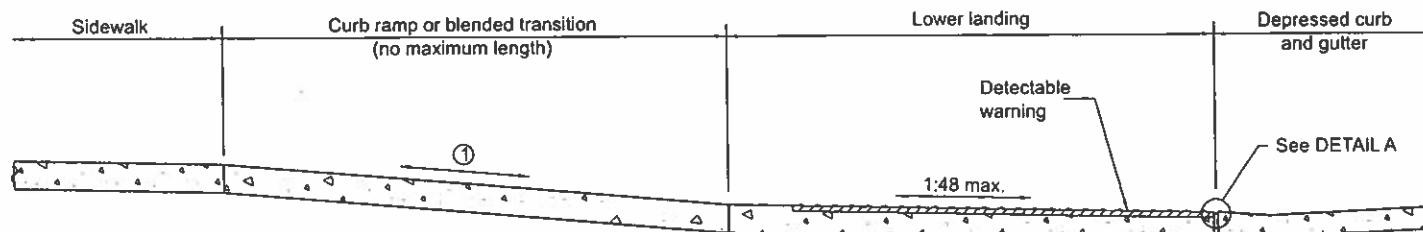
Detachable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

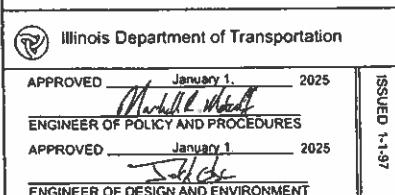
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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



SECTION C-C

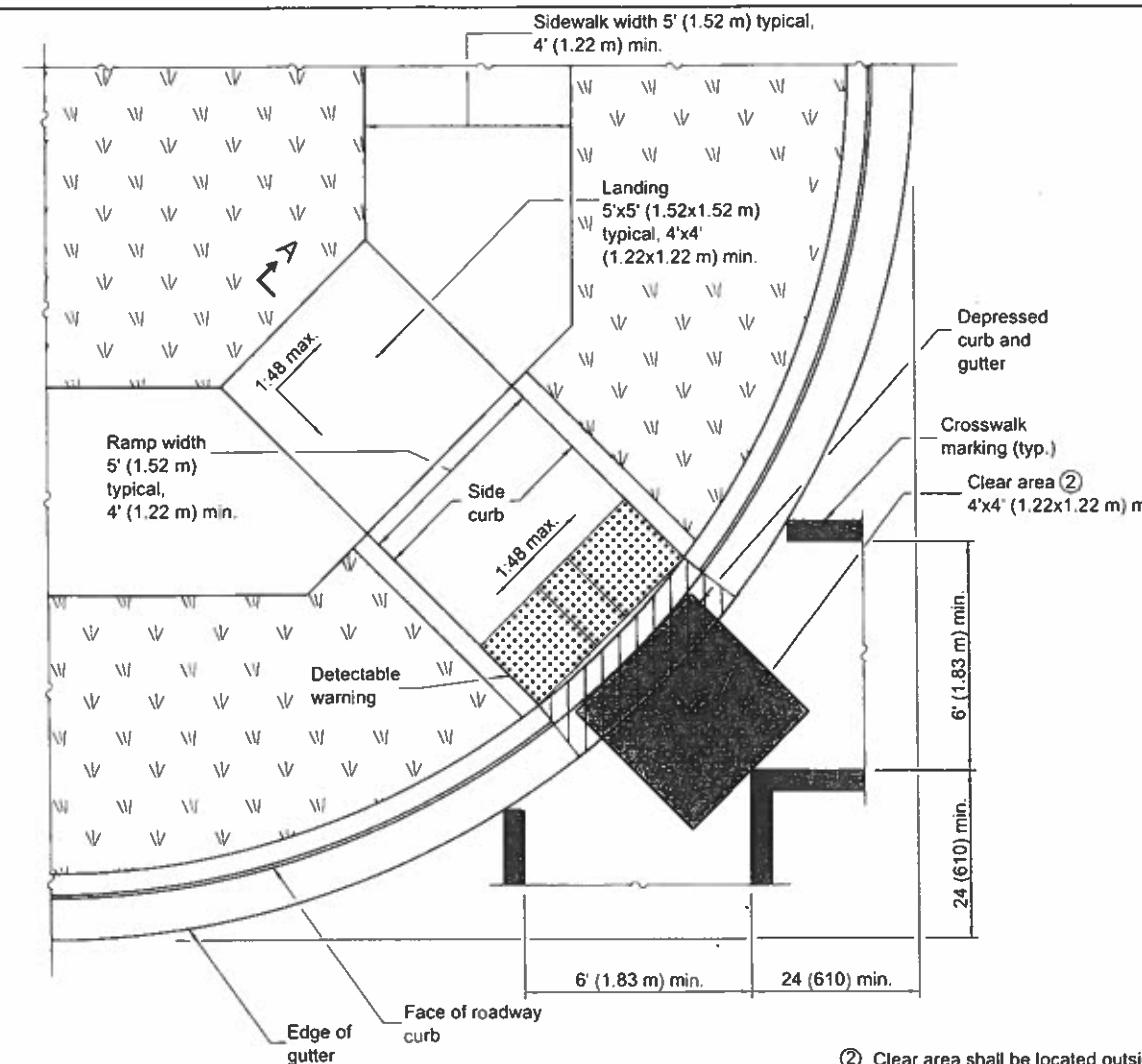
- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



PERPENDICULAR CURB RAMPS FOR SIDEWALKS

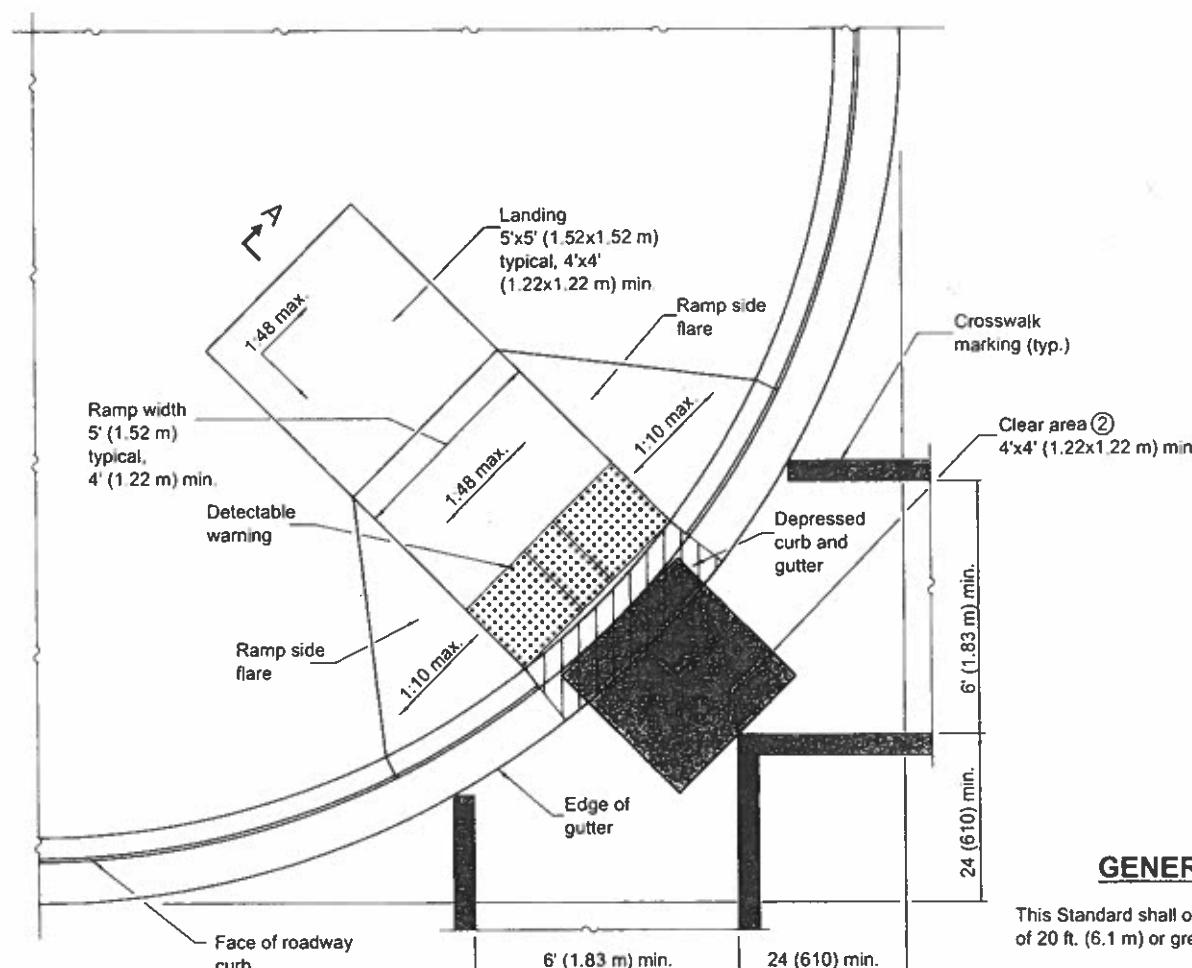
(Sheet 2 of 2)

STANDARD 424001-12

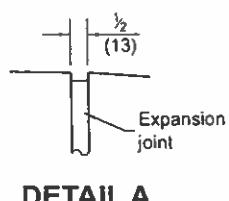


RAMP IN LANDSCAPED AREA

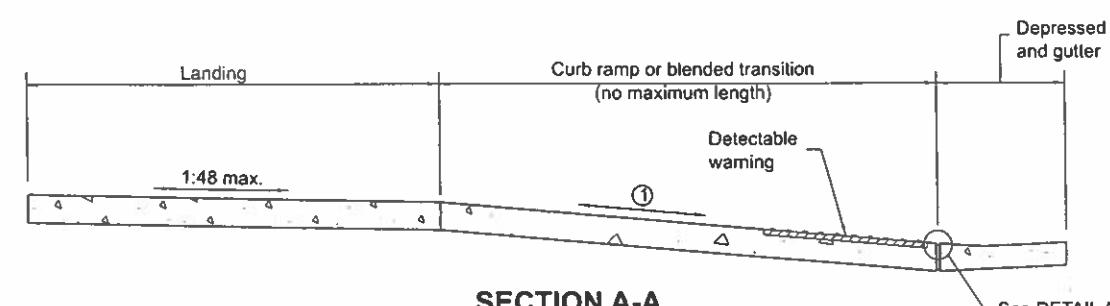
- ② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
 - Yield/Stop Controlled Intersection - 1:48
 - Midblock - grade of road



RAMP IN PAVED AREA

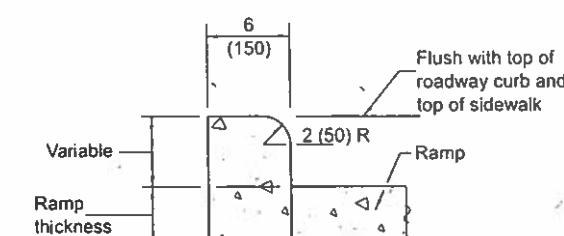


DETAIL A



SECTION A-A

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

	Illinois Department of Transportation
APPROVED	January 1, 2025
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-21	Clarified minimum crosswalk width and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-06

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

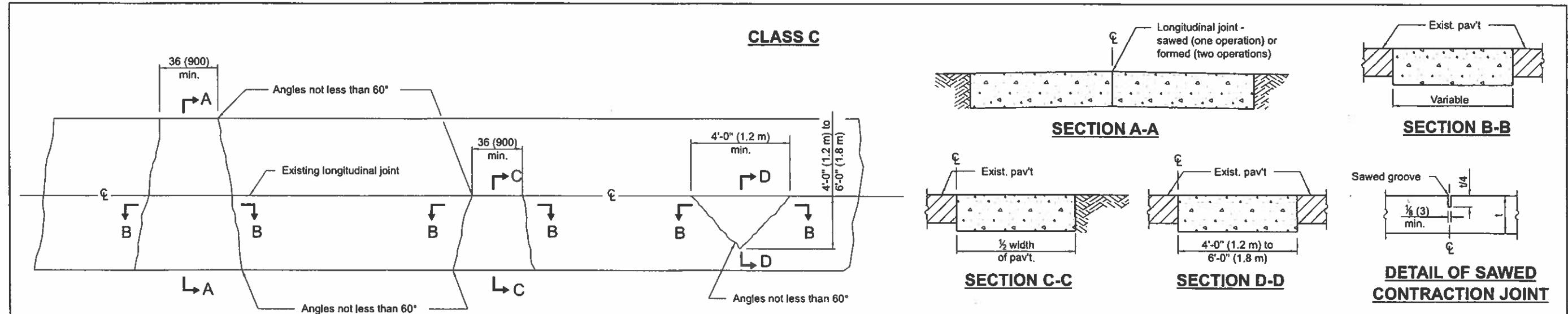
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

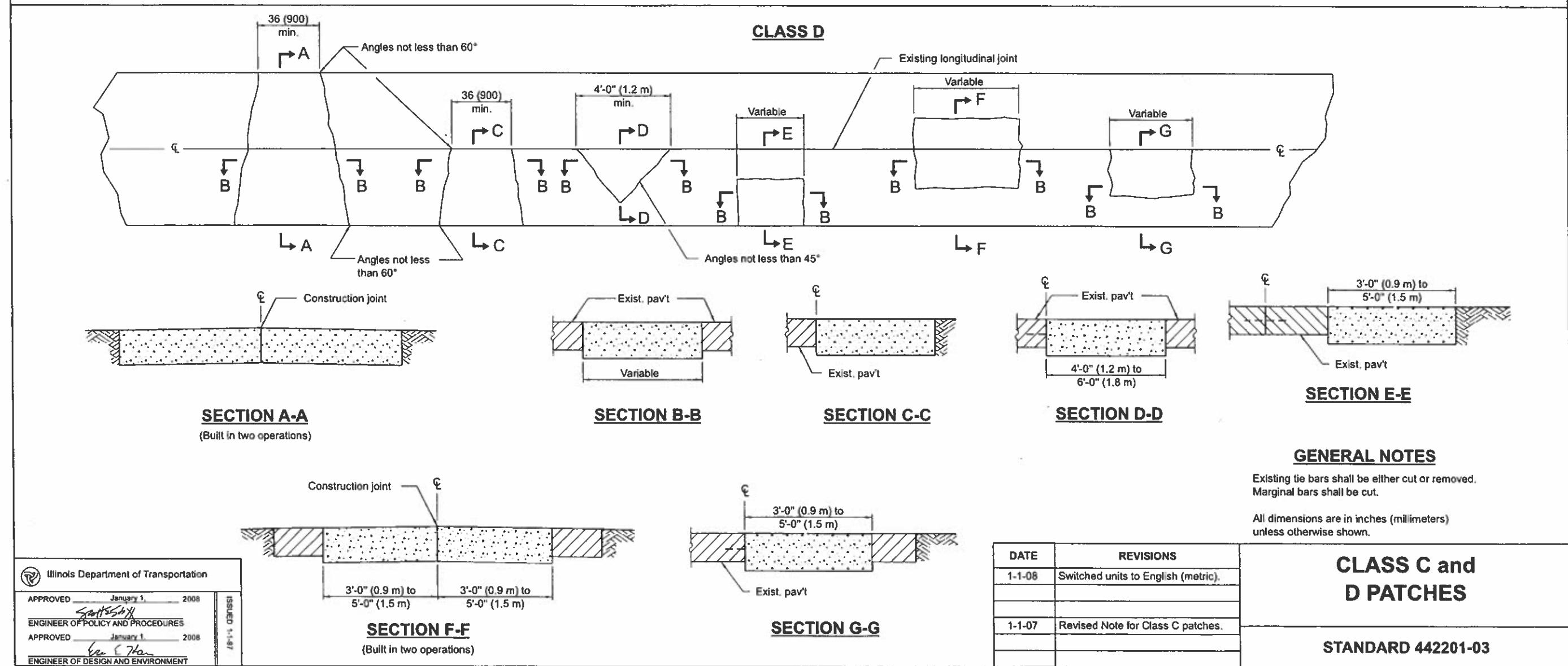
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

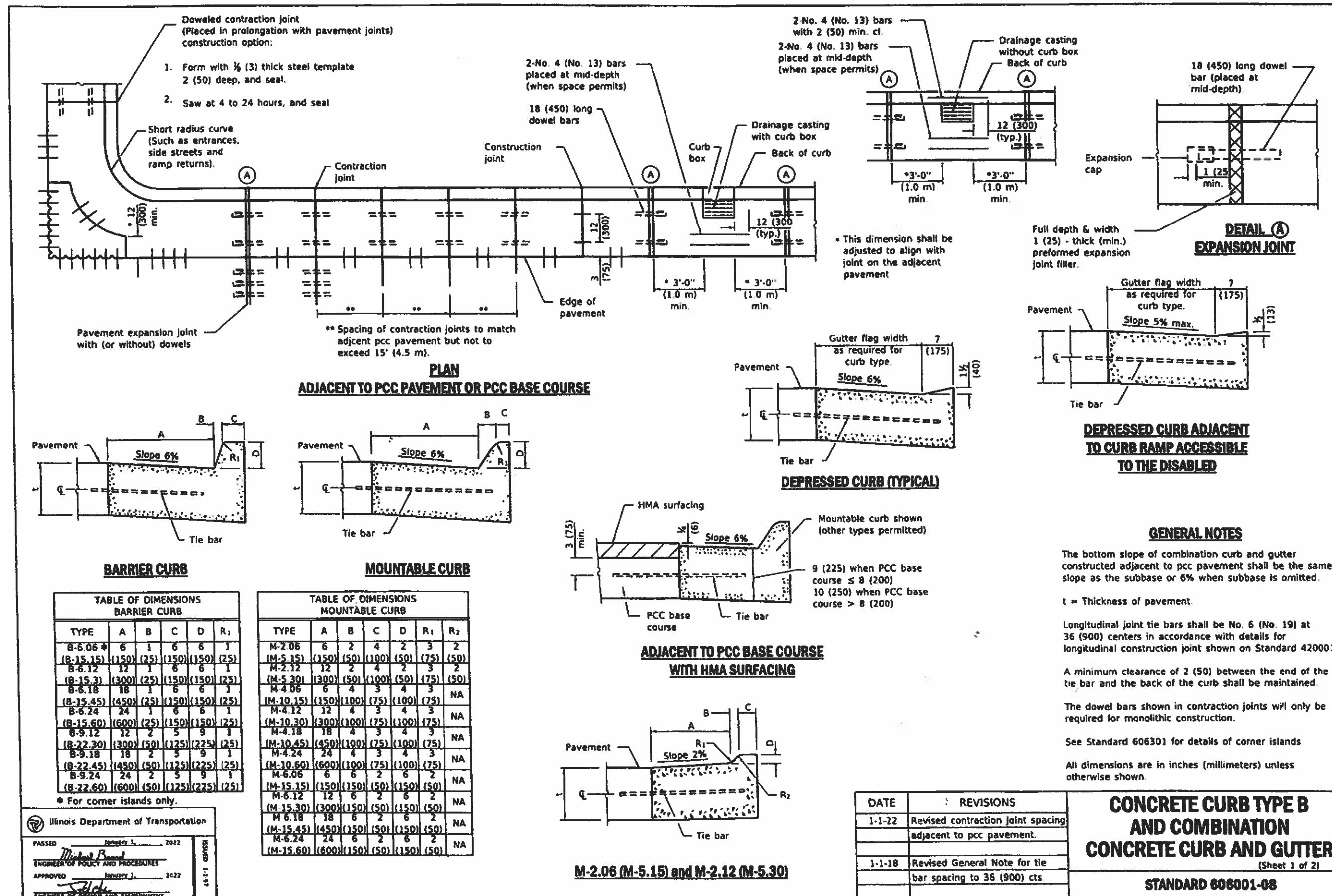
All dimensions are in inches (millimeters) unless otherwise shown.

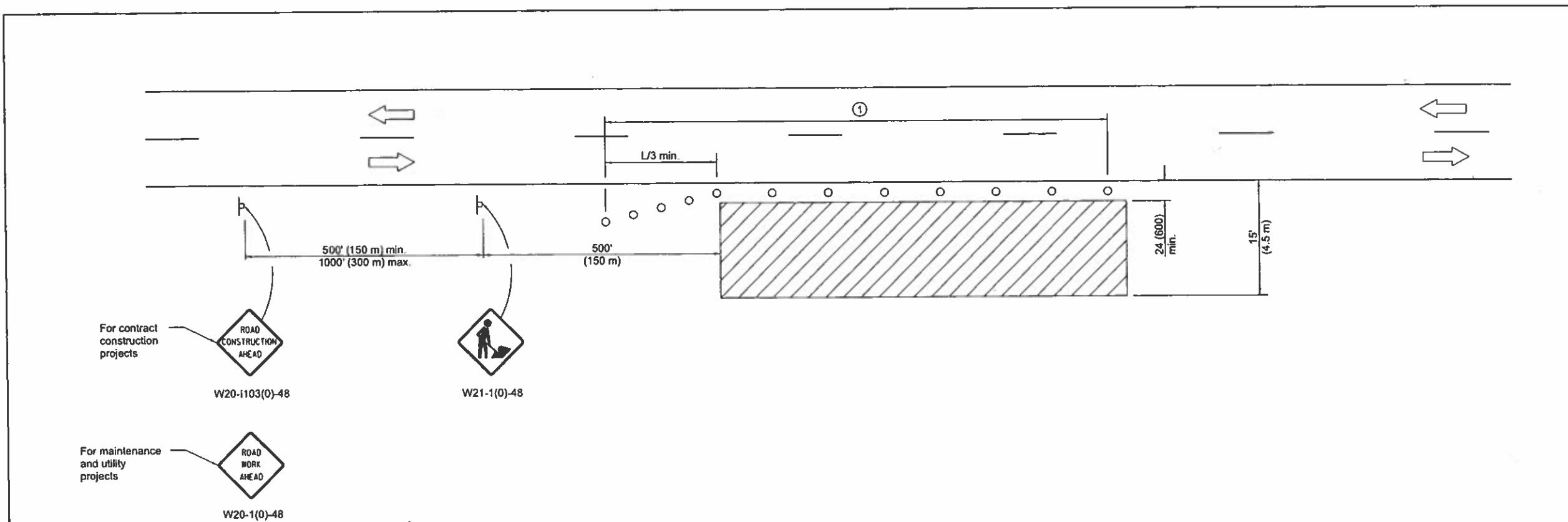


Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.



DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.





TYPICAL APPLICATIONS

- Utility operations
 - Culvert extensions
 - Side slope changes
 - Guardrail installation and maintenance
 - Delineator installation
 - Landscaping operations
 - Shoulder repair
 - Sign installation and maintenance

SYMBOLS

-

	Illinois Department of Transportation
APPROVED	January 3, 2014
<i>Amelia Orlitz</i>	
<u>ENGINEER OF SAFETY ENGINEERING</u>	
APPROVED	January 1, 2014
<i>John C. Orlitz</i>	
<u>ENGINEER OF DESIGN AND ENVIRONMENT</u>	
ISSUED 1-1-97	

- ① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24 (600) from the edge of pavement.

Calculate I, as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset
in feet (meters)

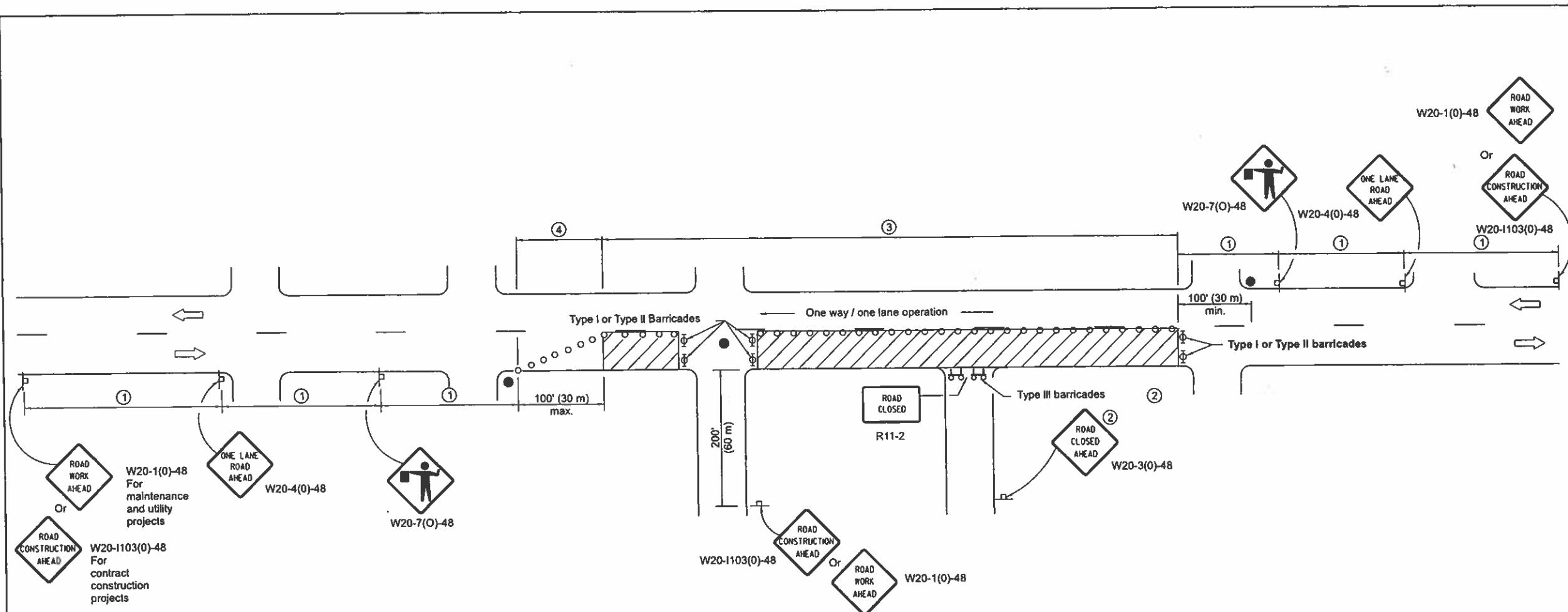
S = Normal posted speed
mph (km/h)

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

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

**OFF-RD OPERATIONS, 2L, 2W,
15' (4.5 m) TO 24" (600 mm)
FROM PAVEMENT EDGE**

STANDARD 701006-05



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- ▨ Work area
- Cone, drum or barricade (not required for moving operations)
- ▢ Sign on portable or permanent support
- Flagger with traffic control sign
- ∅ Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

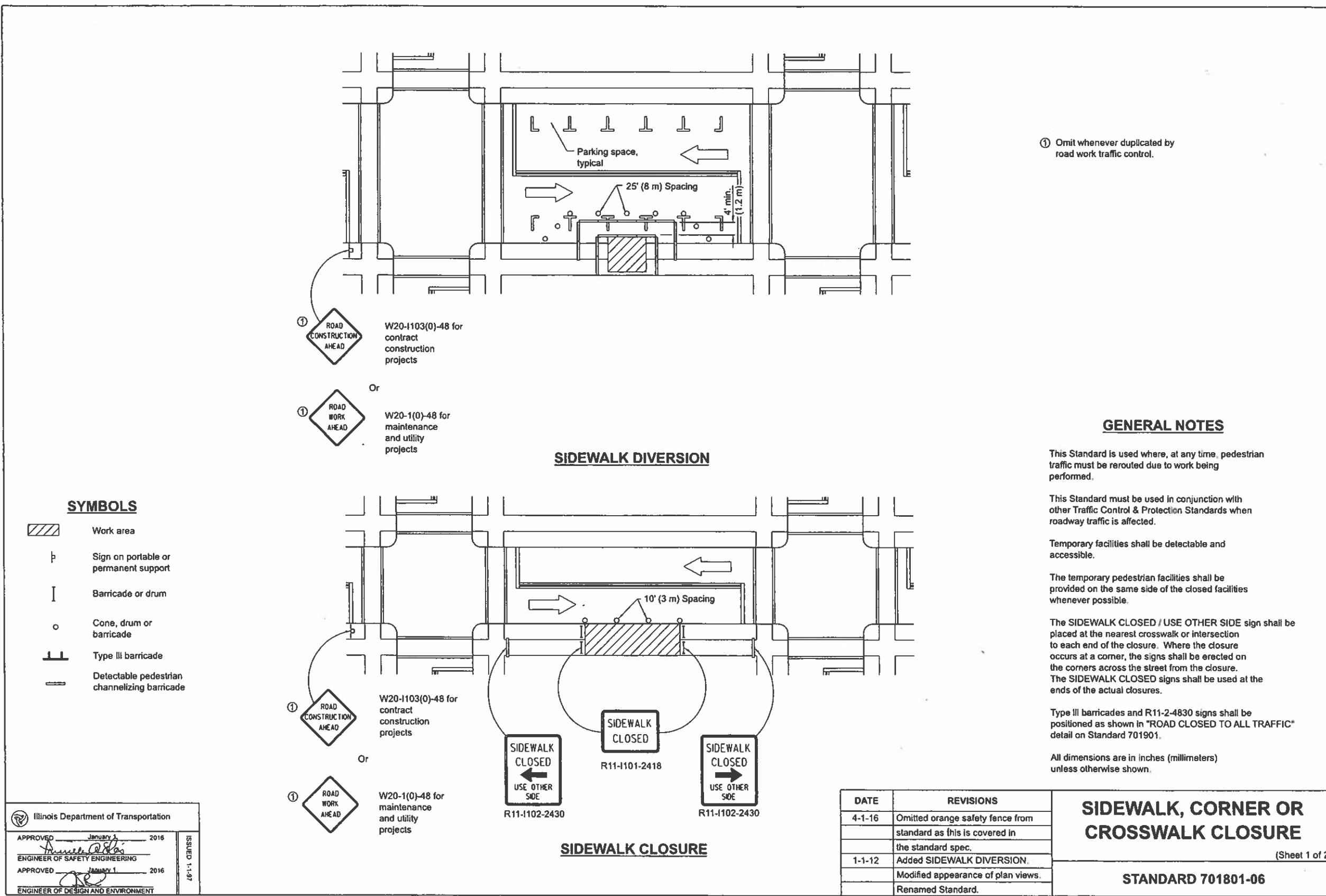
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation	
APPROVED	January 1, 2011
<i>[Signature]</i>	
ENGINEER OF SAFETY ENGINEERING	
APPROVED	January 1, 2011
<i>[Signature]</i>	
ENGINEER OF DESIGN AND ENVIRONMENT	

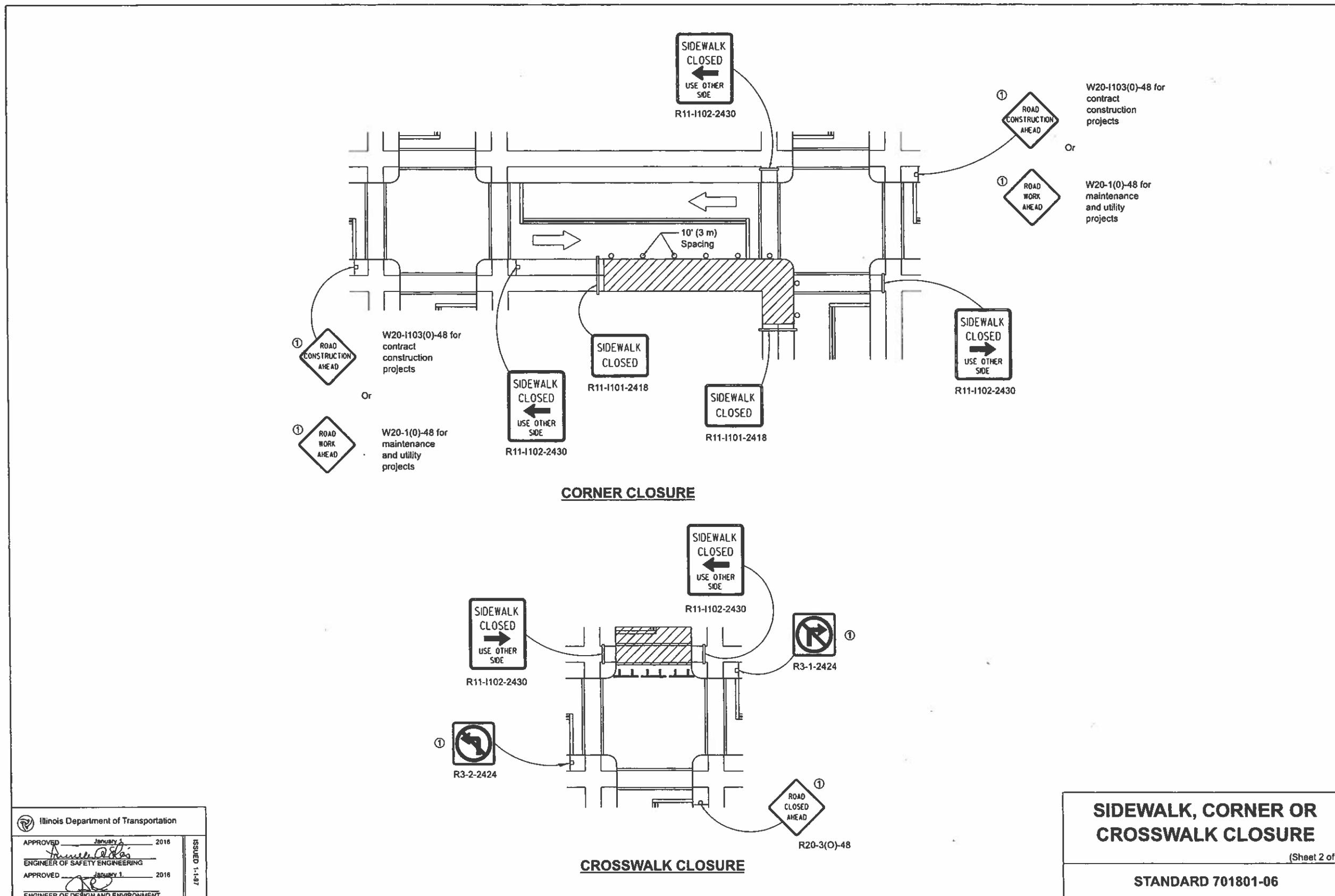
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

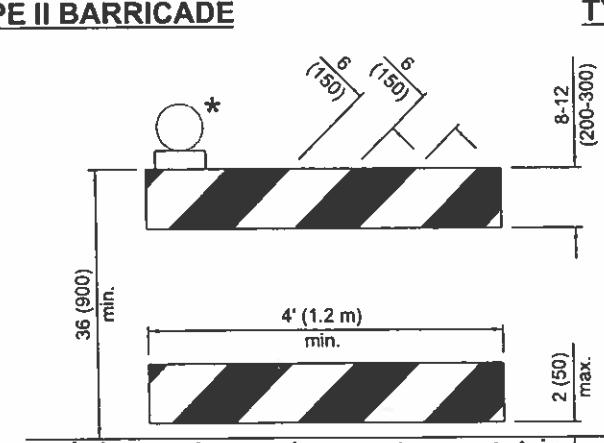
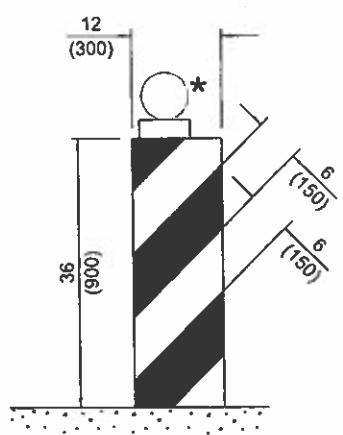
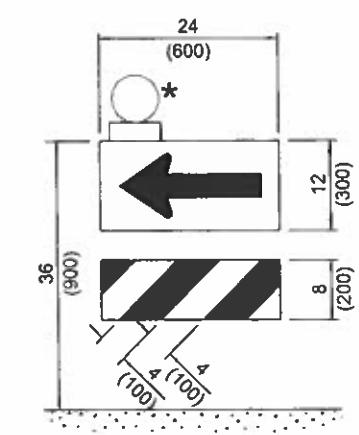
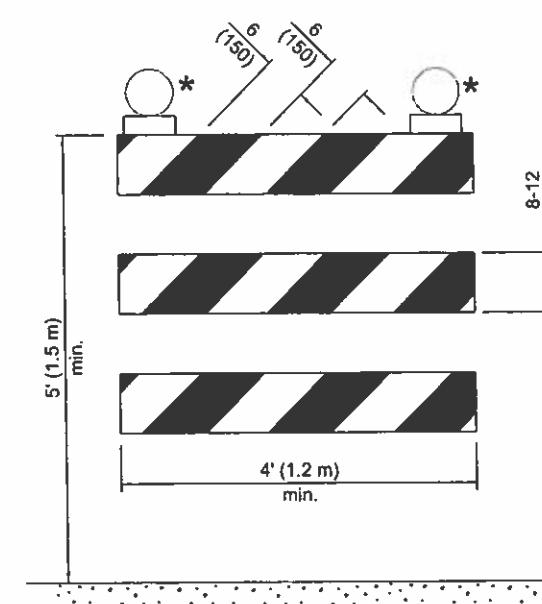
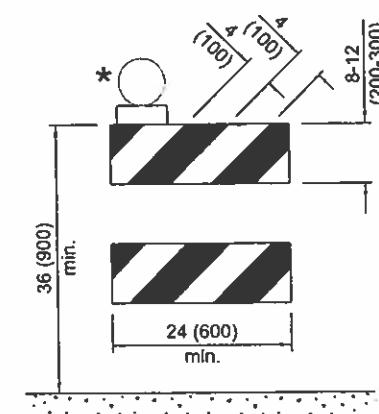
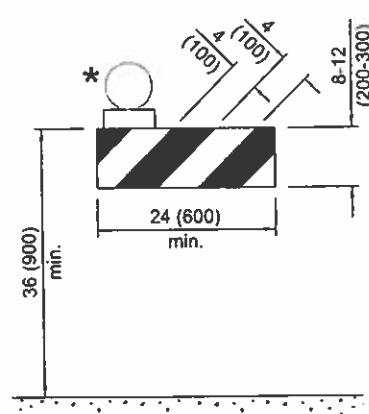
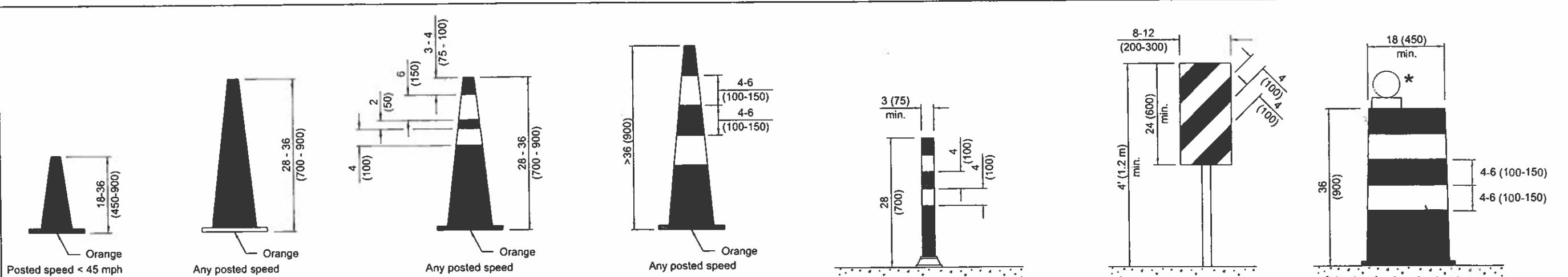
**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

STANDARD 701501-06



	Illinois Department of Transportation
APPROVED <i>[Signature]</i> January 1, 2016	IS
ENGINEER OF SAFETY ENGINEERING	1-1-16
APPROVED <i>[Signature]</i> January 1, 2016	1-1-16
ENGINEER OF DESIGN AND ENVIRONMENT	1-1-16





* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

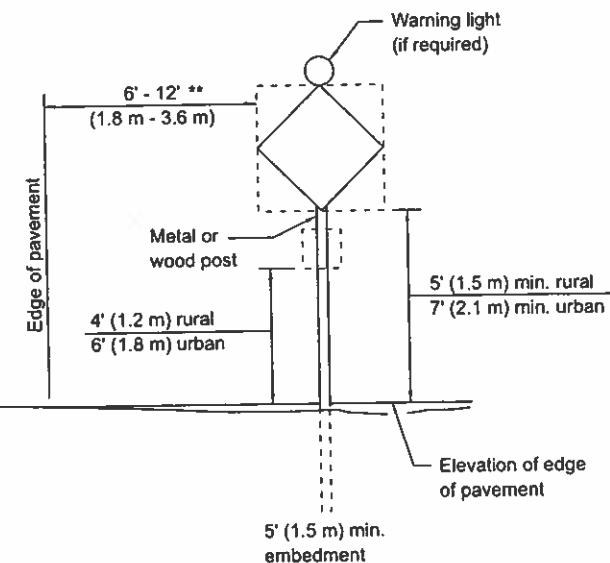
DATE	REVISIONS	TRAFFIC CONTROL DEVICES
1-1-25	Updated Temporary Rumble Strip Detail (sht. 3).	
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.	

(Sheet 1 of 3)

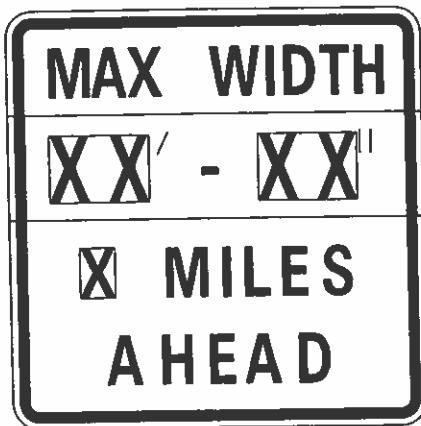
STANDARD 701901-10

Illinois Department of Transportation
APPROVED <i>[Signature]</i> January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED <i>[Signature]</i> January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

CT-1-1-1

**POST MOUNTED SIGNS**

- ** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

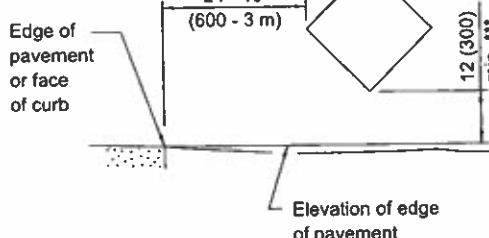


W12-I103-4848

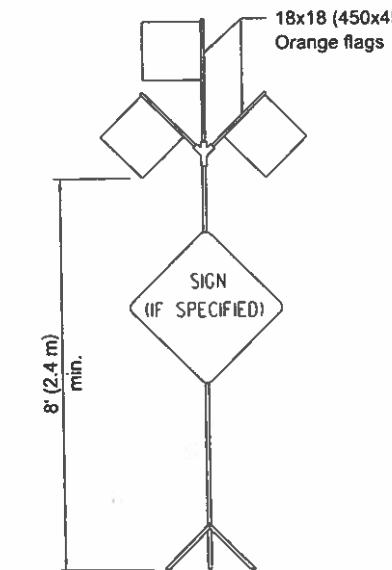
WIDTH RESTRICTION SIGN

XX-XX width and X miles are variable.

Illinois Department of Transportation	
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ENGINEER OF DESIGN AND ENVIRONMENT	

**SIGNS ON TEMPORARY SUPPORTS**

- *** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

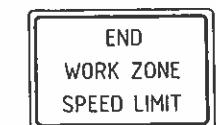
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

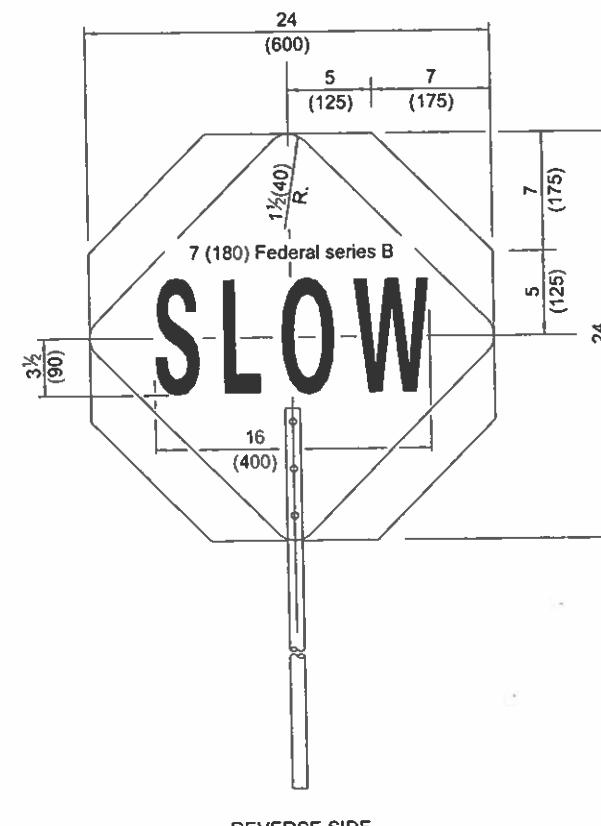
WORK ZONE	W21-III5(0)-3618
SPEED LIMIT	R2-1-3648
XX	R10-I108p-3618 ***
PHOTO ENFORCED	R2-I106p-3618
\$XXX FINE MINIMUM	

Sign assembly as shown on Standards or as allowed by District Operations.



G20-I103-6036

This sign shall be used when the above sign assembly is used.



FRONT SIDE

REVERSE SIDE

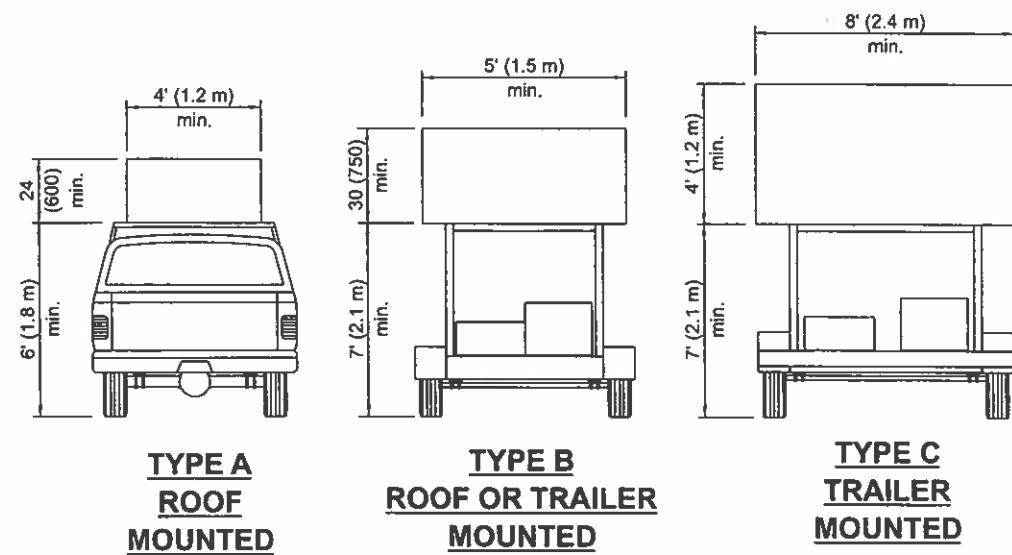
FLAGGER TRAFFIC CONTROL SIGN**TRAFFIC CONTROL DEVICES**

(Sheet 2 of 3)

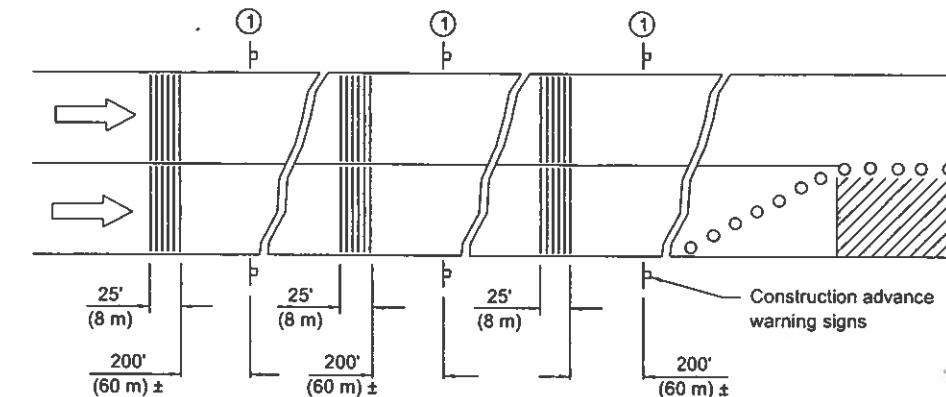
STANDARD 701901-10

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

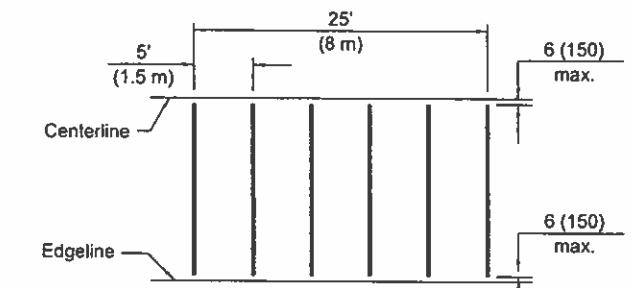
- **** R10-I108p shall only be used along roadways under the jurisdiction of the State.



ARROW BOARDS

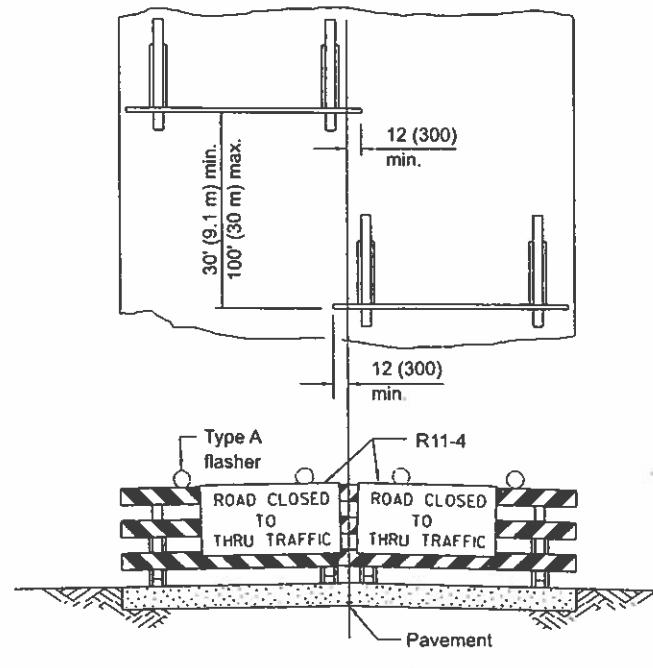
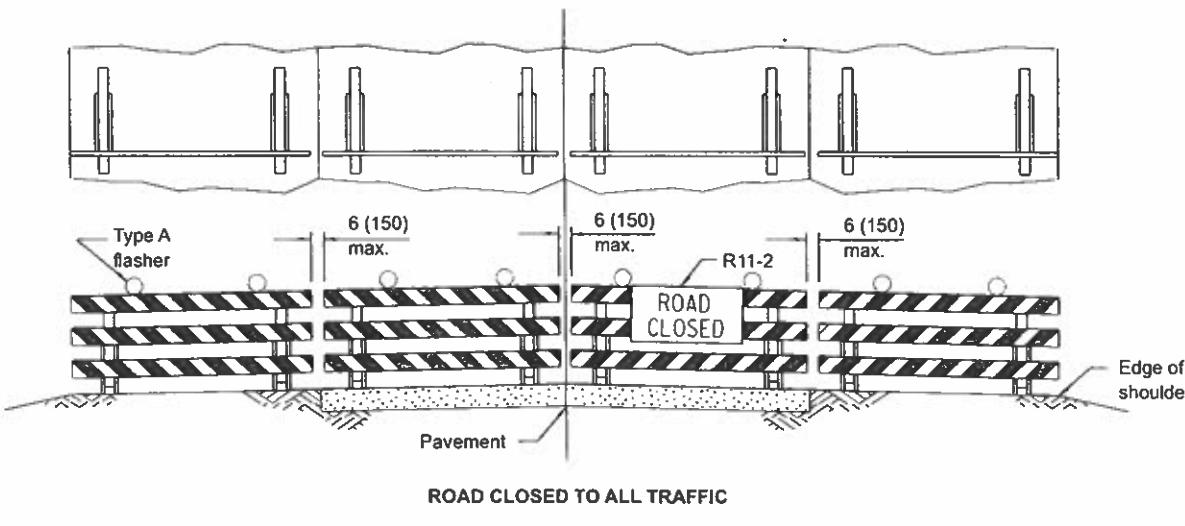


① This sign shall be omitted when median width is less than 10' (3 m).



TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



	Illinois Department of Transportation
APPROVED	January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING	S. Elmer
APPROVED	January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT	J. H. Chee

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-10