

SCALE  
PLAN SHEETS: 1 INCH = 30 FEET

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SHEET 1

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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

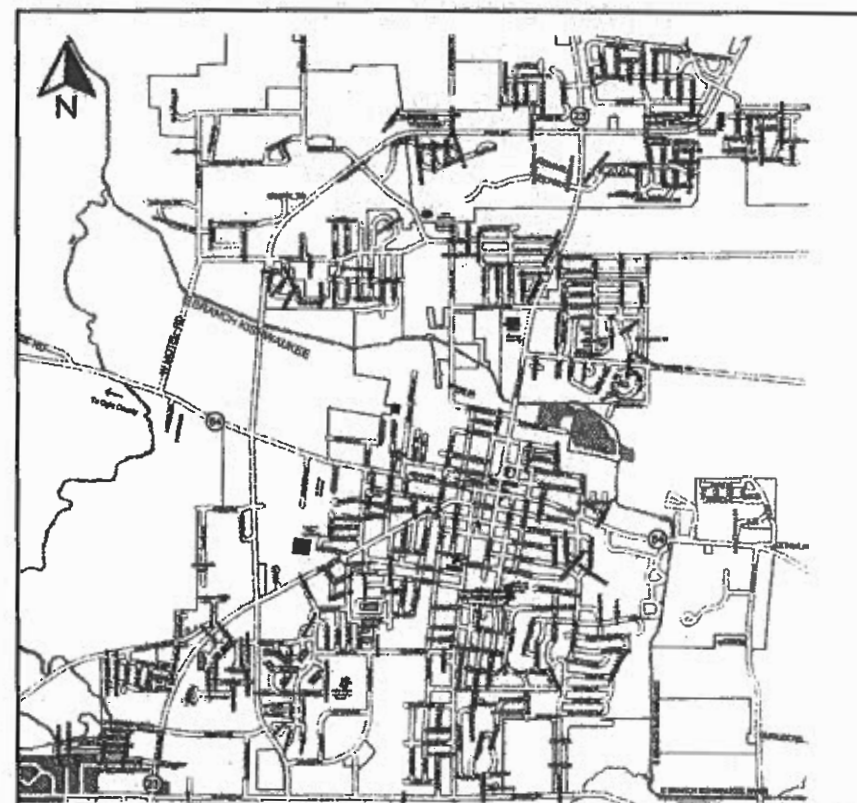
## FUNCTIONAL CLASSIFICATION

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



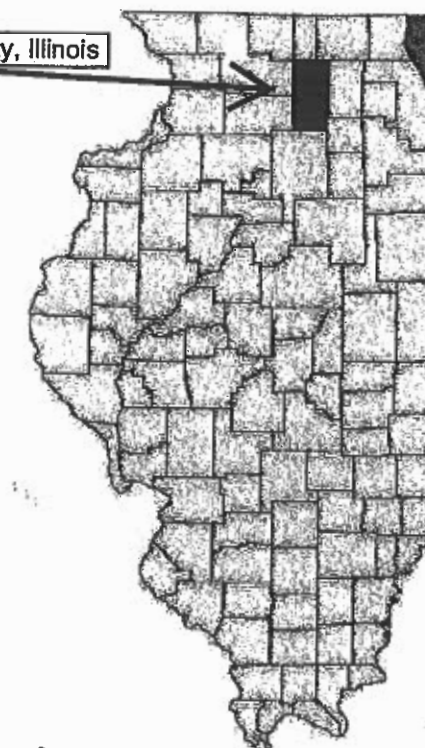
SEE ENLARGED LOCATION MAP IN SPECIAL PROVISIONS

## LOCATION MAP

SCALE: NTS

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

Dekalb County, Illinois



EXPIRES: 11/30/25

MUNICIPAL ENGINEERING CORPORATION

DESIGNED BY JOHN BRADY, P.E.

062-030896-IL REG. NO.

SIGNATURE John Brady

5-12-25  
DATE

APPROVED:

S. Braser  
MAYOR

5-12-25  
DATE

APPROVED:

[Signature]  
DISTRICT 3 LOCAL ROADS & STREETS ENGINEER

05/14/2025  
DATE

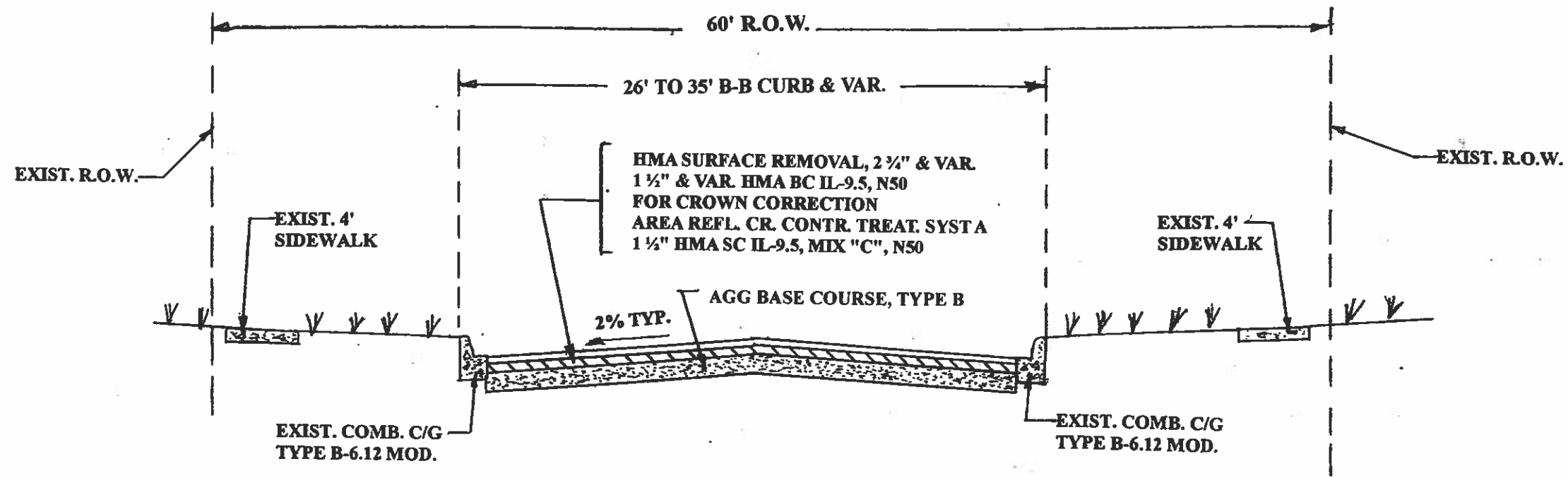
RELEASED FOR May 14, 2025

BID BASED ON  
LIMITED REVIEW

Julia Thompson  
REGION TWO ENGINEER

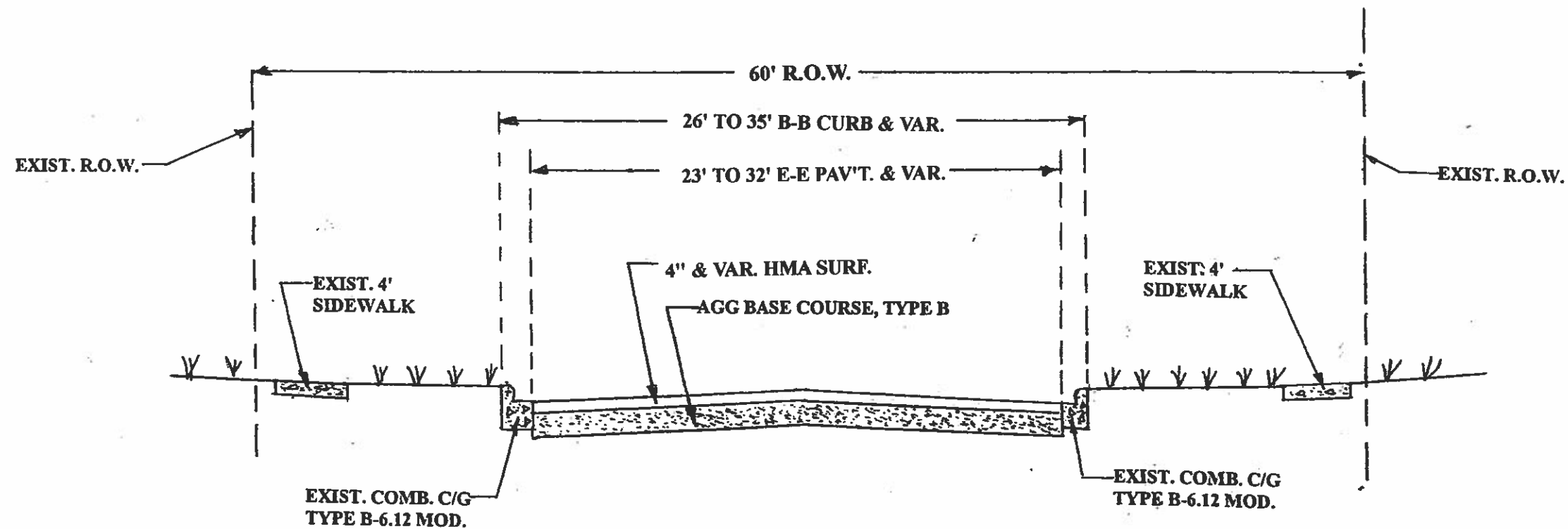
### SUMMARY OF QUANTITIES

PAY ITEM	PAY ITEM DESCRIPTION	UNIT OF MEASURE	HOME STREET	HERON CREEK DRIVE	GOVERNOR STREET	COTTAGE ROW	WALNUT STREET PUBLIC ALLEY	MAPLEWOOD DRIVE	MIDLANDS COURT	ABERDEEN COURT	TOTALS
35400200	*PCC BASE COURSE WIDENING 7"	SQ YD	6	57	6	0	0	0	2	1	72
35800200	AGGREGATE BASE REPAIR	TON	0	0	0	0	38	0	0	0	38
40201000	*AGGREGATE FOR TEMPORARY ACCESS	TON	10	35	10	10	5	8	5	5	88
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	0	0	0	0	1,422	0	0	0	1,422
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	1,573	6,503	680	522	253	1,124	1,435	1,078	13,168
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	0	0	0	0	71	0	0	0	71
40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	371	1,608	0	94	0	278	355	267	2,973
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	302	1,247	174	83	43	216	275	207	2,547
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	0	0	0	28	13	7	0	0	48
42400800	*DETECTABLE WARNINGS	SQ FT	16	384	0	0	0	0	0	0	400
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½" & VAR.	SQ YD	0	0	0	1,159	0	0	0	0	1,159
	HOT-MIX ASPHALT SURFACE REMOVAL, 1 ¾" & VAR.	SQ YD	0	0	1,511	0	0	0	0	0	1,511
	HOT-MIX ASPHALT SURFACE REMOVAL, 2 ¾" & VAR.	SQ YD	3,495	14,450	0	0	0	2,498	3,189	2,395	26,027
44000200	*DRIVEWAY PAVEMENT REMOVAL (PCC)	SQ YD	0	0	11	20	37	0	6	0	74
44000200	*DRIVEWAY PAVEMENT REMOVAL (HMA)	SQ YD	0	0	0	27	0	38	0	0	65
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	90	869	84	0	0	0	29	40	1,112
44000600	SIDEWALK REMOVAL	SQ FT	1,062	6,203	648	1,012	144	0	80	20	9,169
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	0	0	0	0	0	0	78	0	78
48101200	AGGREGATE SHOULDERS, TYPE B	TON	0	0	0	0	0	72	0	0	72
56500600	*DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	3	10	2	3	0	0	0	0	18
58700300	*CONCRETE SEALER	SQ YD	137	951	102	133	0	0	16	11	1,350
60255500	*MANHOLES TO BE ADJUSTED	EACH	3	1	0	0	0	0	1	0	5
60265700	*VALVE VAULTS TO BE ADJUSTED	EACH	2	1	1	0	0	0	1	0	5
60604100	*COMB. CONCRETE CURB & GUTTER, TYPE B-6.12 (MOD.)	FOOT	90	869	84	0	0	0	29	40	1,112
78001100	PAINT PAVEMENT MARKING – LETTERS & SYMBOLS	SQ FT	0	71	71	0	0	35	71	0	248
78001110	PAINT PAVEMENT MARKING – LINE, 4"	FOOT	0	770	410	0	0	2,695	492	0	4,367
78001130	PAINT PAVEMNET MARKING – LINE, 6"	FOOT	0	426	226	0	0	74	136	0	862
78001140	PAINT PAVEMENT MARKING – LINE, 8"	FOOT	0	140	0	0	0	54	0	0	194
78001150	PAINT PAVEMENT MARKING – LINE, 12"	FOOT	0	174	114	0	0	0	0	0	288
78001180	PAINT PAVEMENT MARKING – LINE, 24"	FOOT	11	233	23	12	0	0	30	20	329
LR443100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	3,495	14,450	0	890	0	2,498	3,189	2,395	26,917
X3580302	*PREPARATION OF BASE (SPECIAL)	SQ YD	0	0	0	27	632	38	0	0	697
X4230710	*PCC DRIVEWAY PAVEMENT 6 INCH (SPECIAL)	SQ YD	0	0	11	20	41	0	6	0	78
X4240430	*PCC SIDEWALK 5 INCH (SPECIAL)	SQ FT	988	6,446	332	368	64	0	20	20	8,238
X4240440	*PCC SIDEWALK 6 INCH (SPECIAL)	SQ FT	60	376	316	644	80	0	60	0	1,536
X6026050	* SANITARY MANHOLES TO BE ADJUSTED	EACH	5	4	1	2	0	0	3	1	16
X6026200	*INLETS TO BE ADJUSTED (SPECIAL)	EACH	5	12	0	0	0	0	2	3	22
X7010216	*TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	----	----	-----	-----	-----	-----	-----	-----	1
XX006343	*SEEDING (COMPLETE)	SQ YD	184	1,462	81	214	274	0	21	27	2,263
Z0017500	DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPL.)	EACH	8	2	1	2	0	0	5	1	19
	*SEE SPECIAL PROVISIONS FOR THIS PAY ITEM										



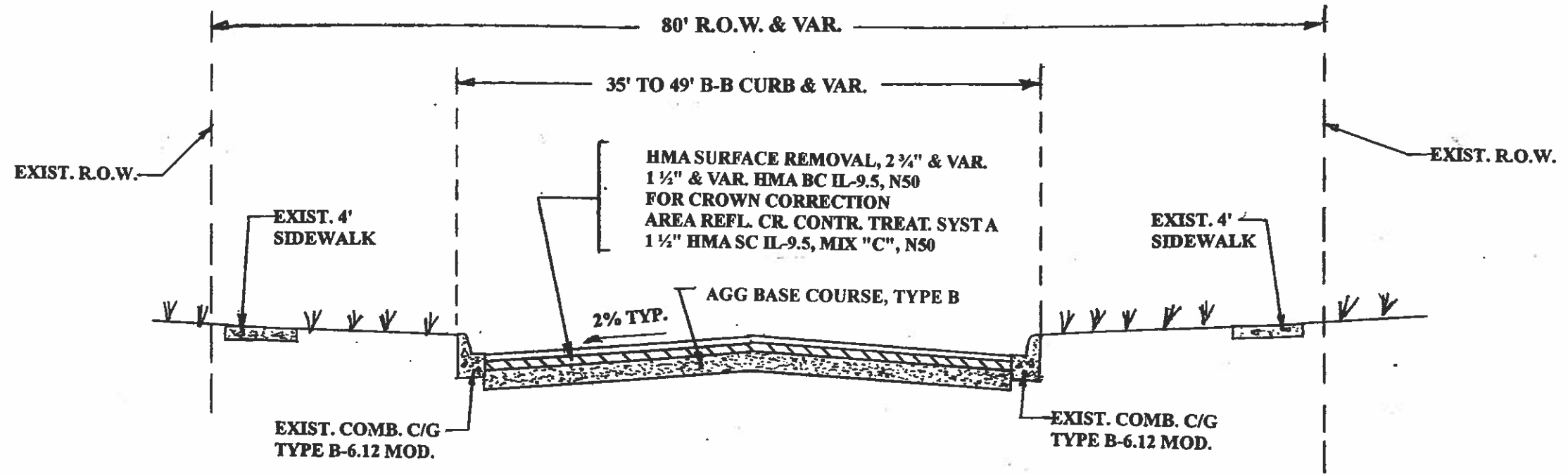
PROPOSED TYPICAL SECTION  
SCALE: NTS

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



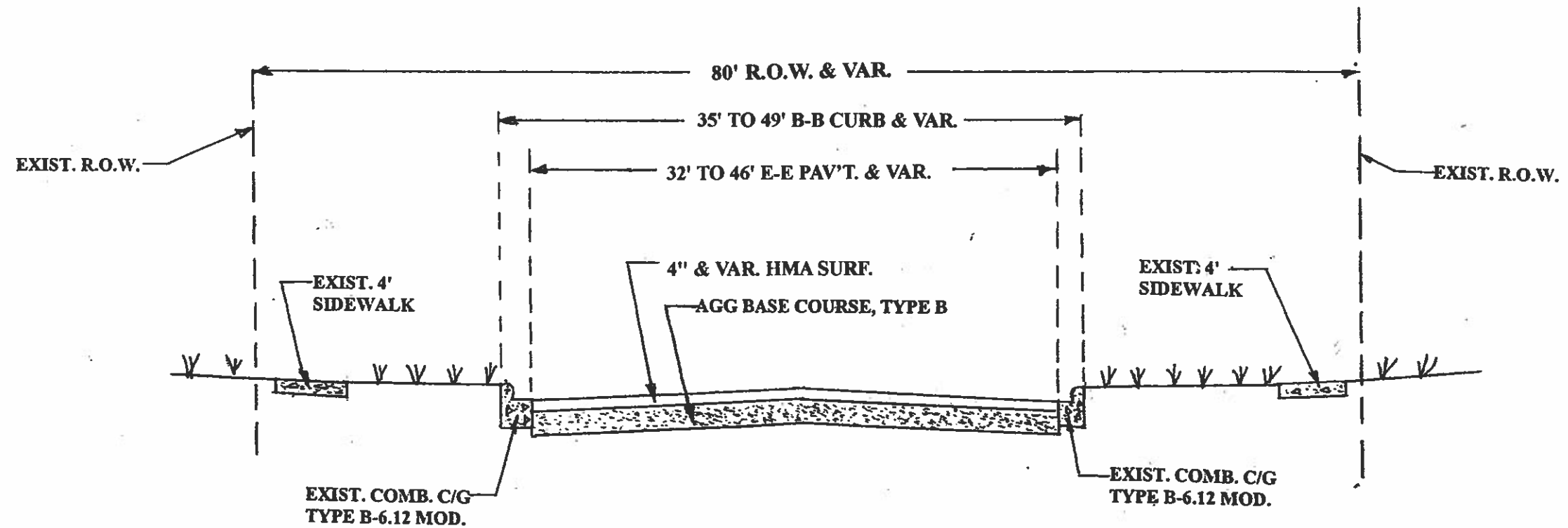
EXISTING TYPICAL SECTION  
SCALE: NTS

HOME SREET - STATION 100+48 TO STATION 110+47



**PROPOSED TYPICAL SECTION**  
SCALE: NTS

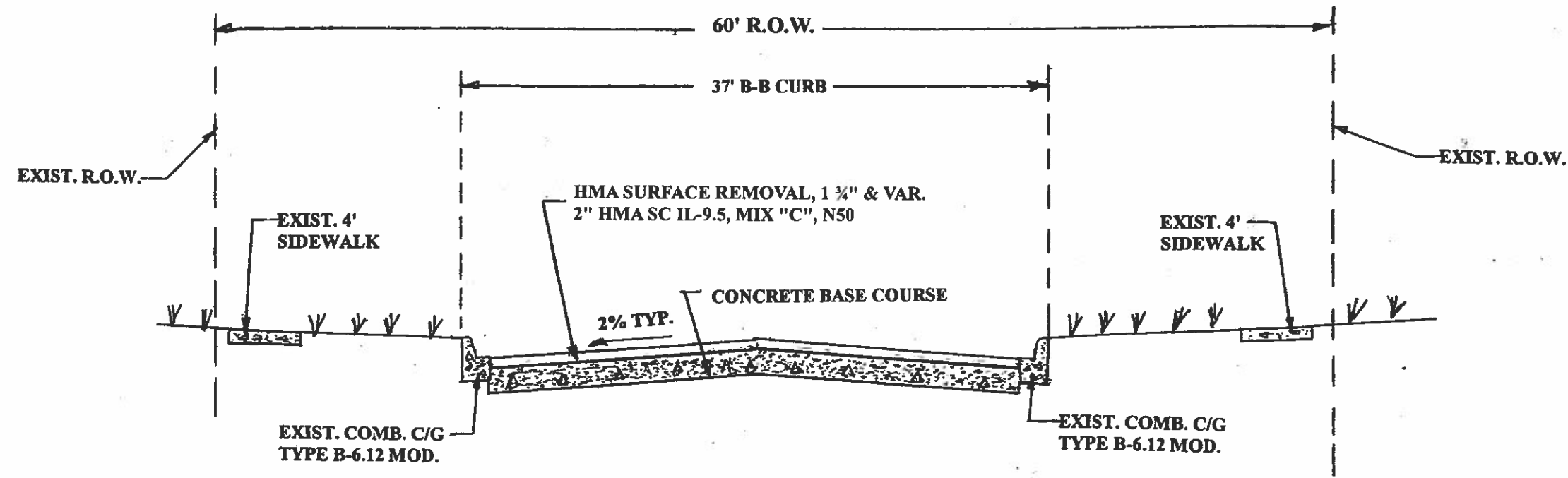
HERON CREEK DRIVE - STATION 200+38 TO STATION 234+50



**EXISTING TYPICAL SECTION**  
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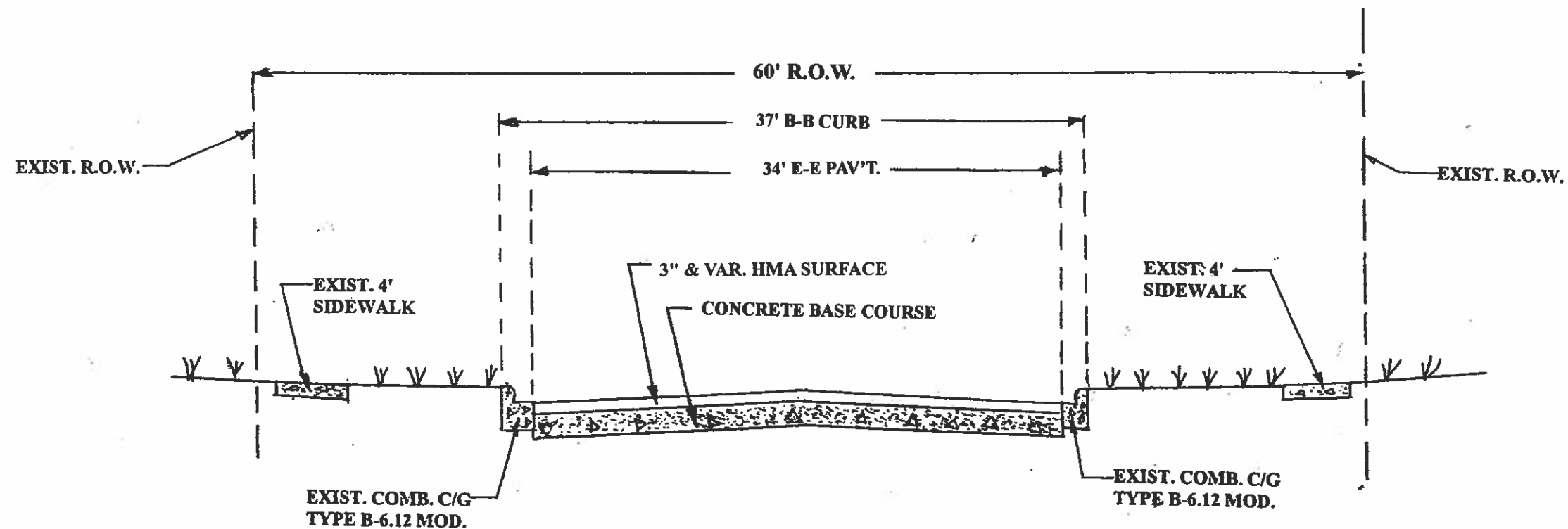
HERON CREEK DRIVE - STATION 200+38 TO STATION 234+50





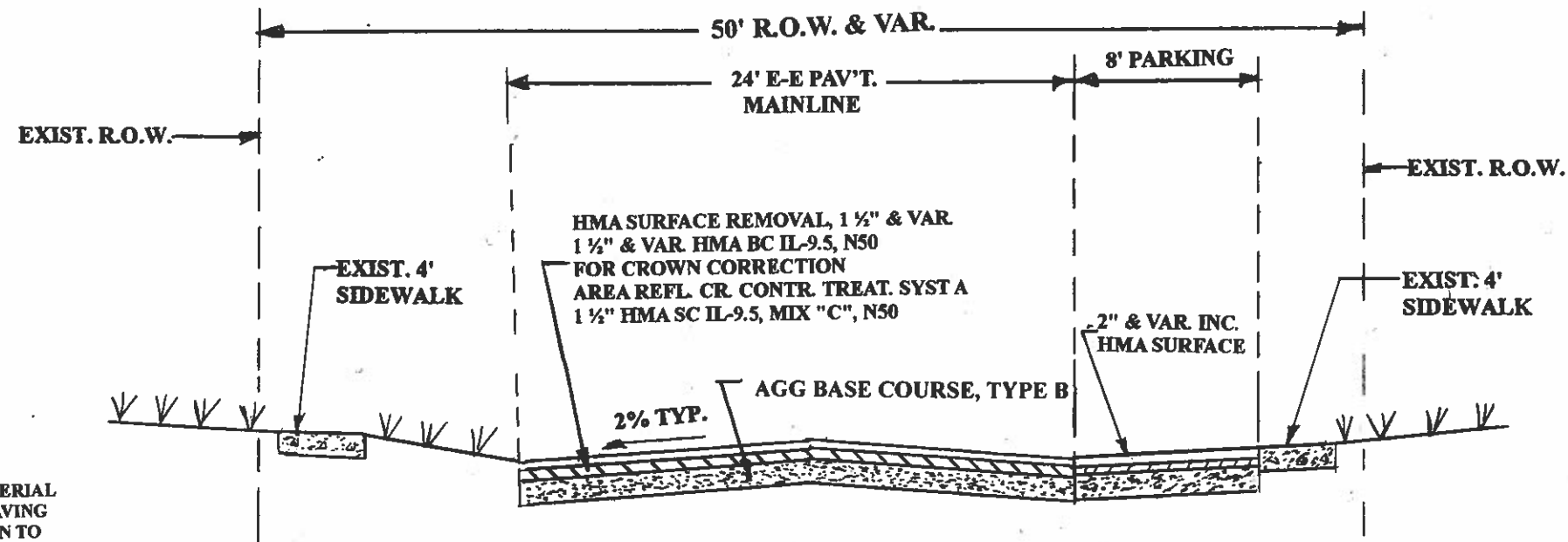
**PROPOSED TYPICAL SECTION**  
SCALE: NTS

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



**EXISTING TYPICAL SECTION**  
SCALE: NTS

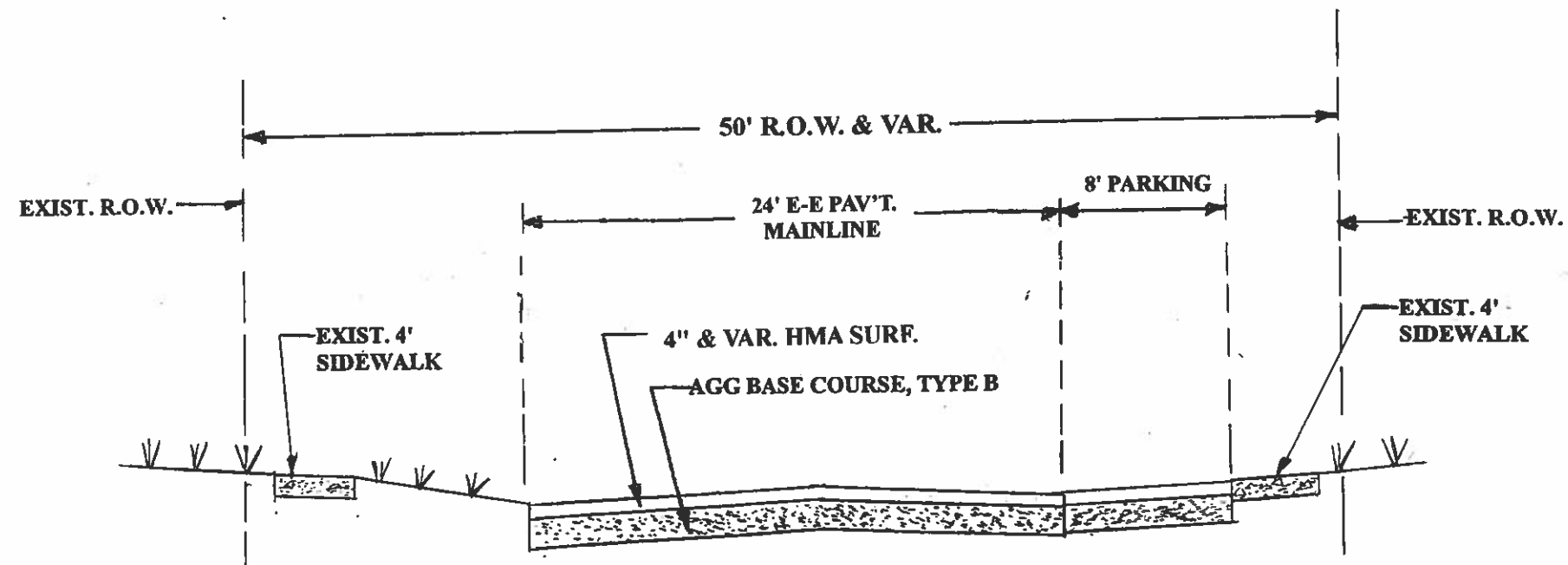
GOVERNOR STREET - STATION 300+35 TO STATION 304+09



NOTE: AREA CRACK CONTROL TREATMENT MATERIAL TO BE PLACED OVER THE 24' MAINLINE PAVING (NORTH SIDE OF COTTAGE ROW) AND 2' ON TO THE ADJOINING PARKING AREA TO THE SOUTH.

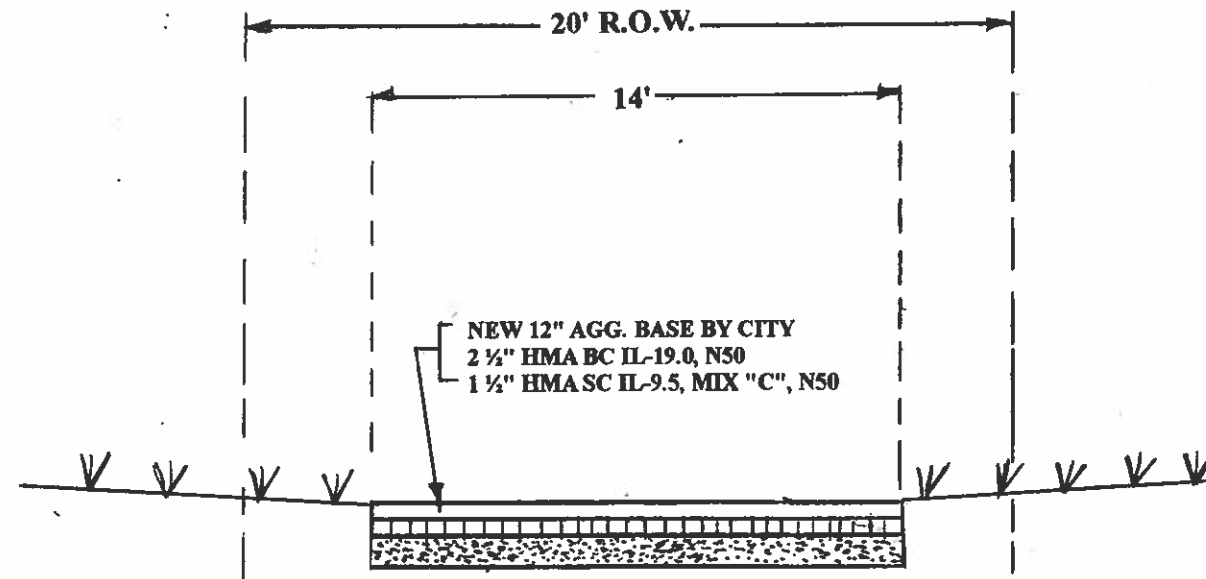
PROPOSED TYPICAL SECTION  
SCALE: NTS

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



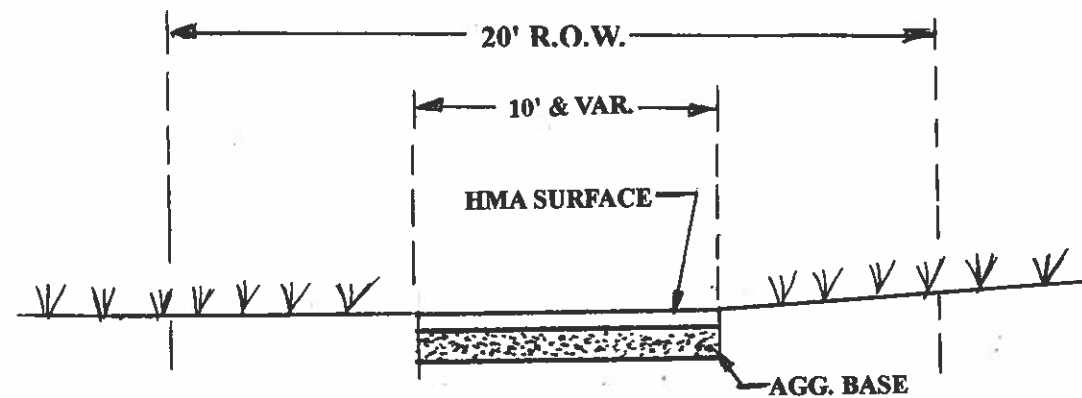
EXISTING TYPICAL SECTION  
SCALE: NTS

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



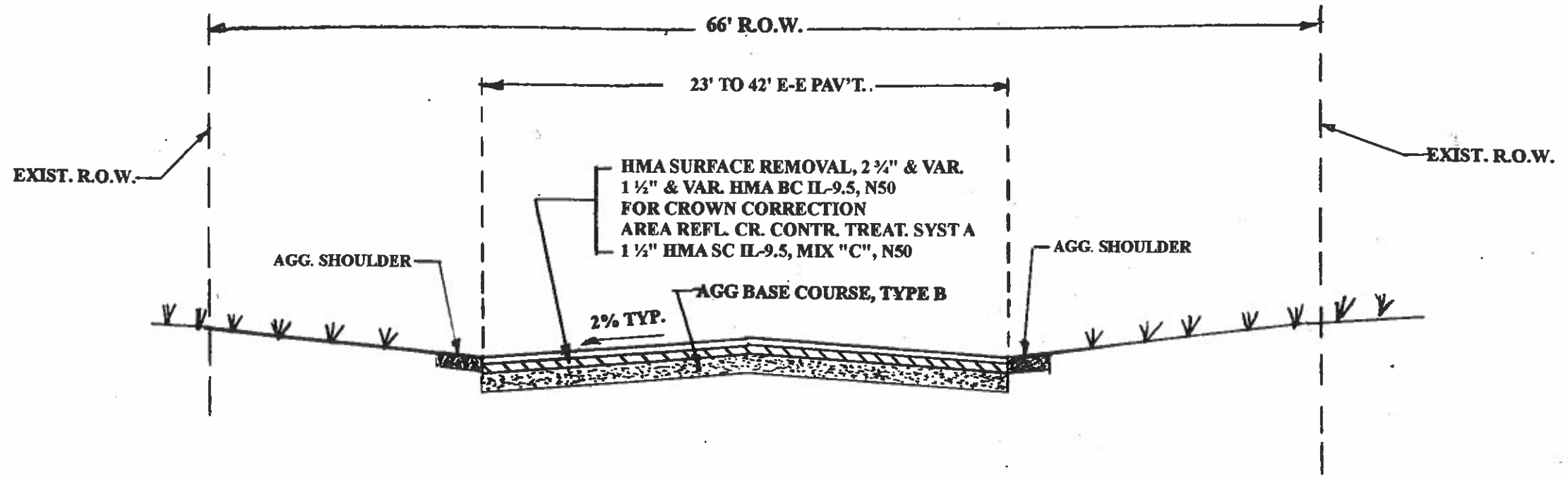
**PROPOSED TYPICAL SECTION**  
SCALE: NTS

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



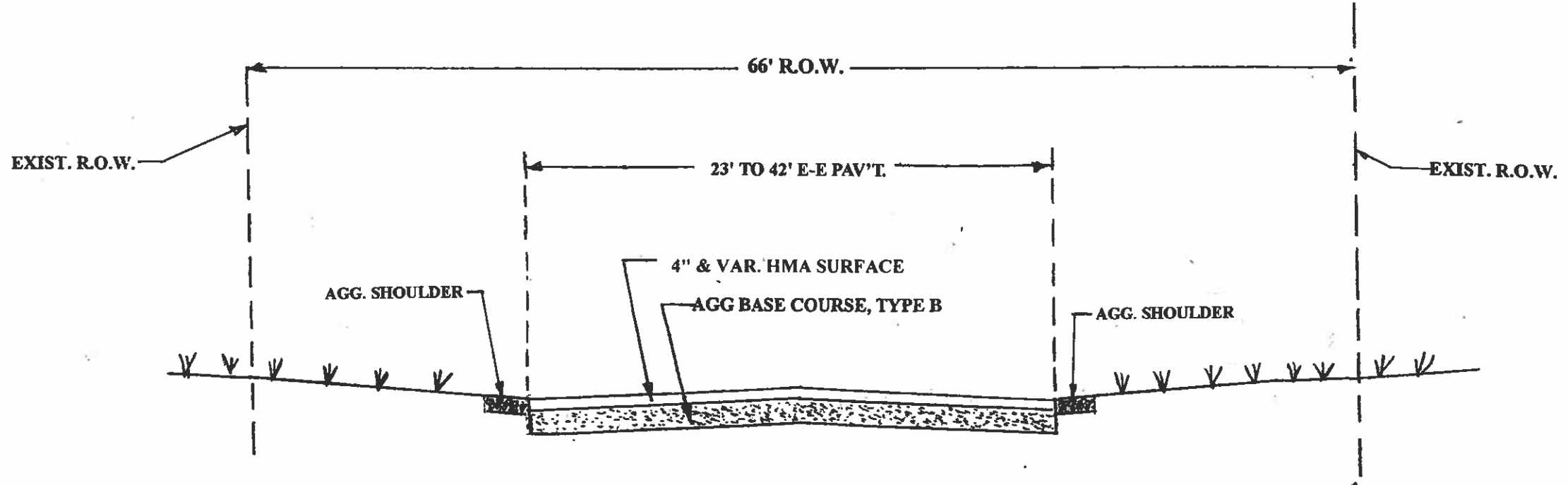
**EXISTING TYPICAL SECTION**  
SCALE: NTS

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



PROPOSED TYPICAL SECTION  
SCALE: NTS

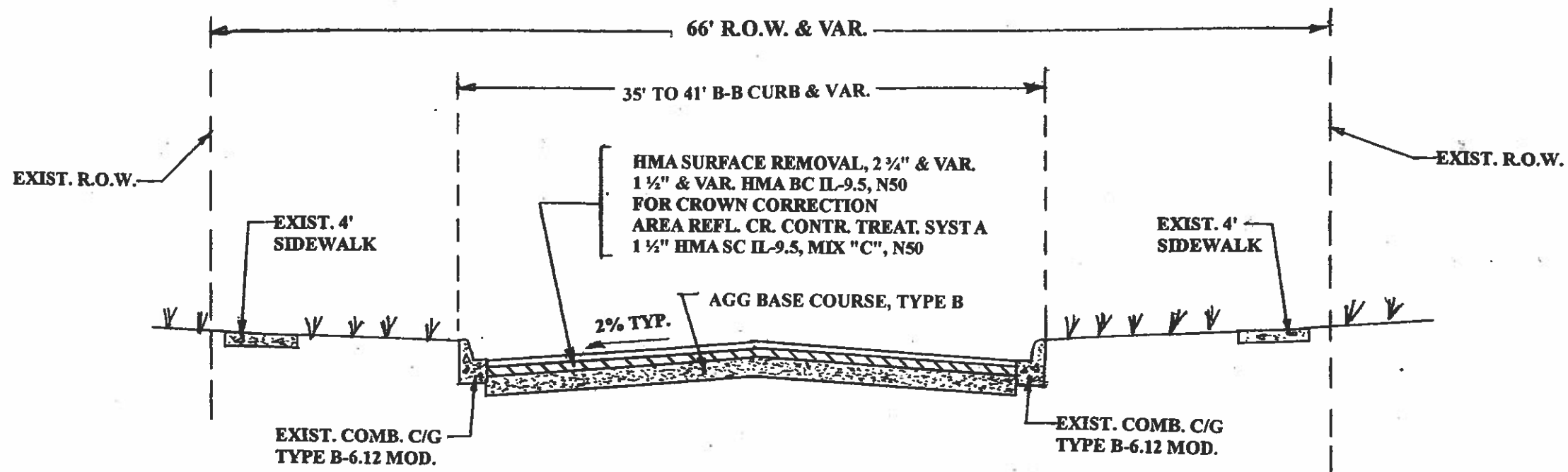
MAPLEWOOD DRIVE - STATION 600+00 TO STATION 608+00



EXISTING TYPICAL SECTION  
SCALE: NTS

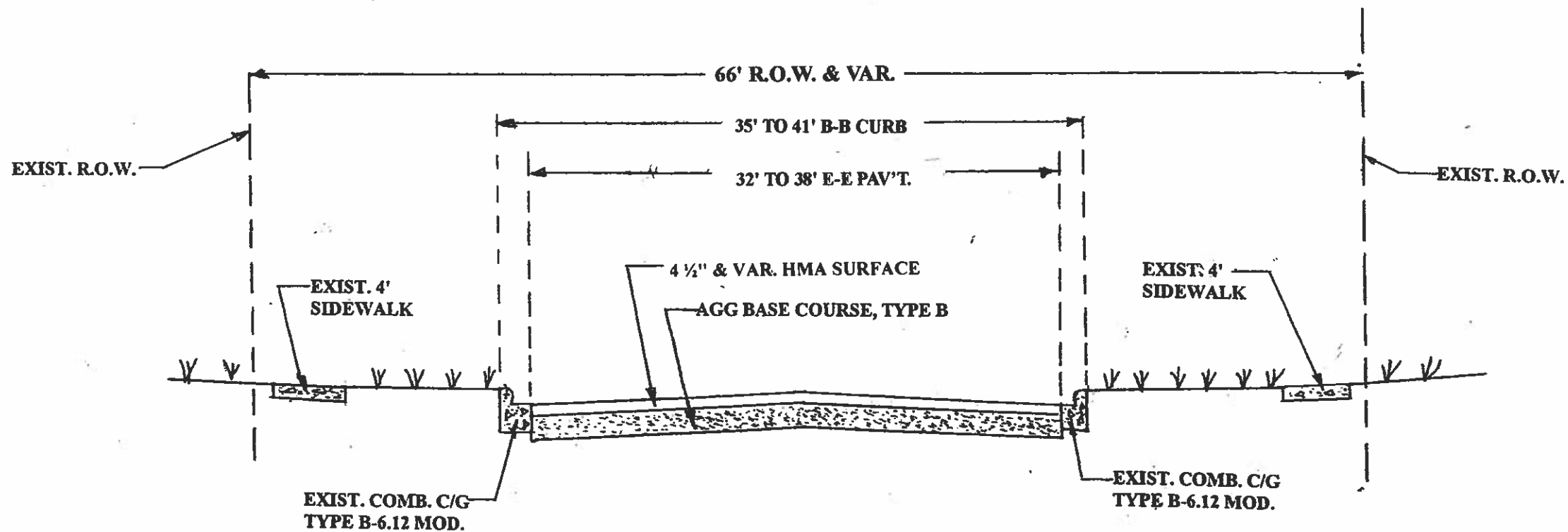
MAPLEWOOD DRIVE - STATION 600+00 TO STATION 608+00





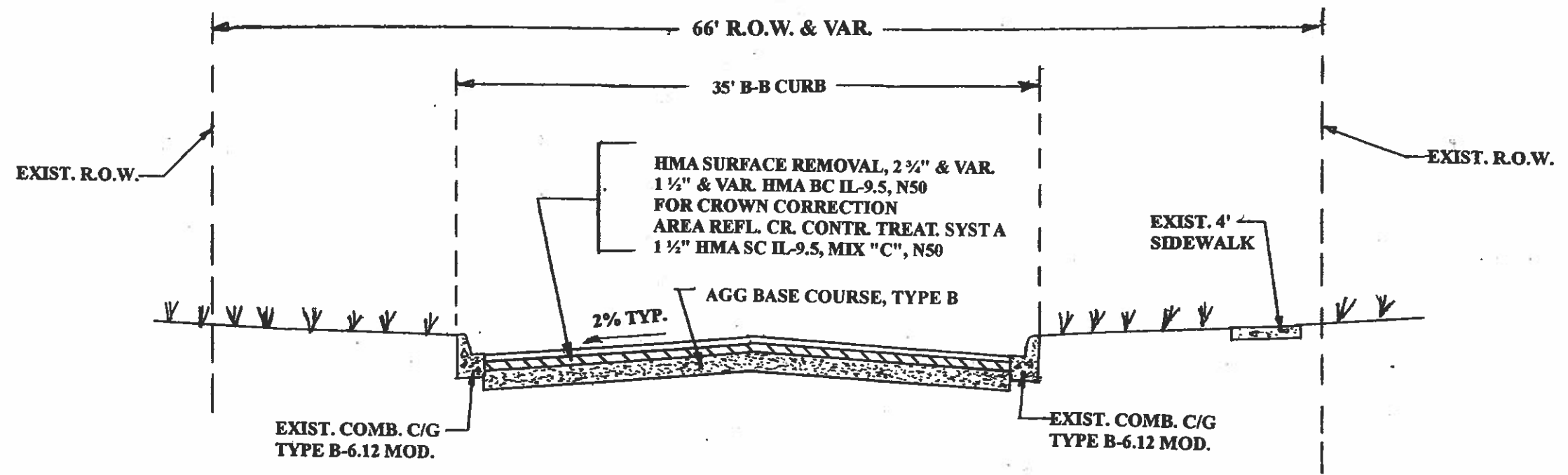
**PROPOSED TYPICAL SECTION**  
SCALE: NTS

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



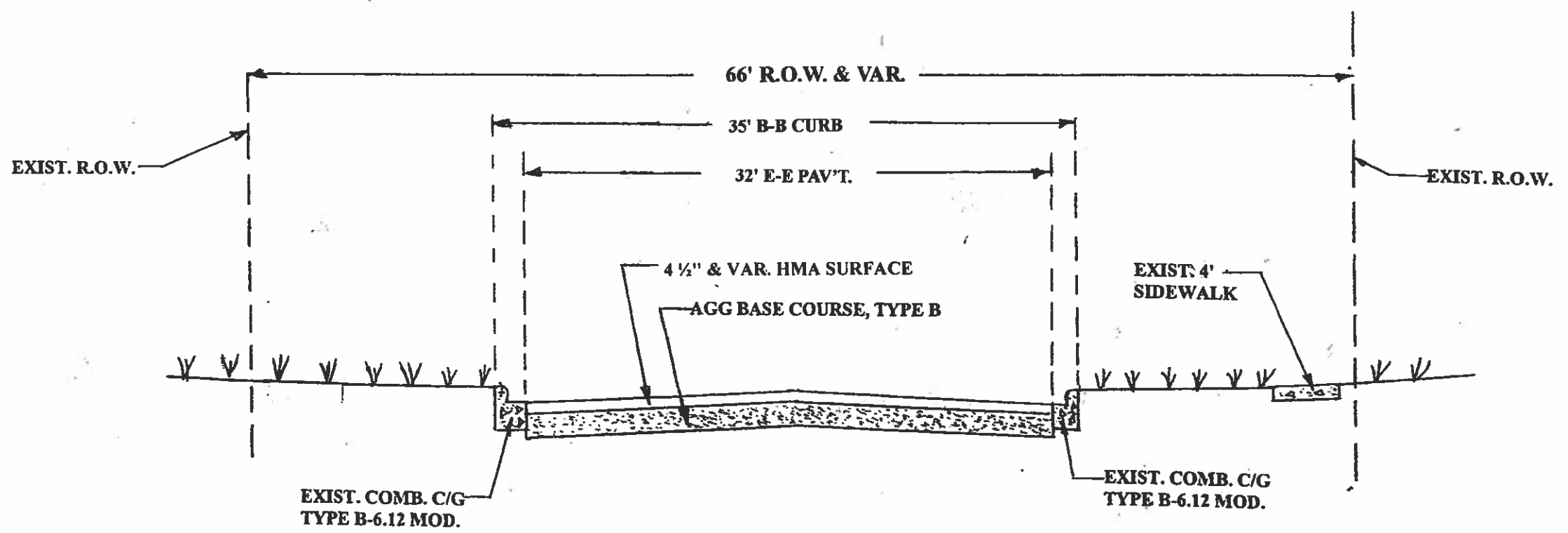
**EXISTING TYPICAL SECTION**  
SCALE: NTS

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



**PROPOSED TYPICAL SECTION**  
SCALE: NTS

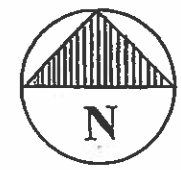
**ABERDEEN COURT - STATION 800+26 TO STATION 805+58**



**EXISTING TYPICAL SECTION**  
SCALE: NTS

**ABERDEEN COURT - STATION 800+26 TO STATION 805+58**

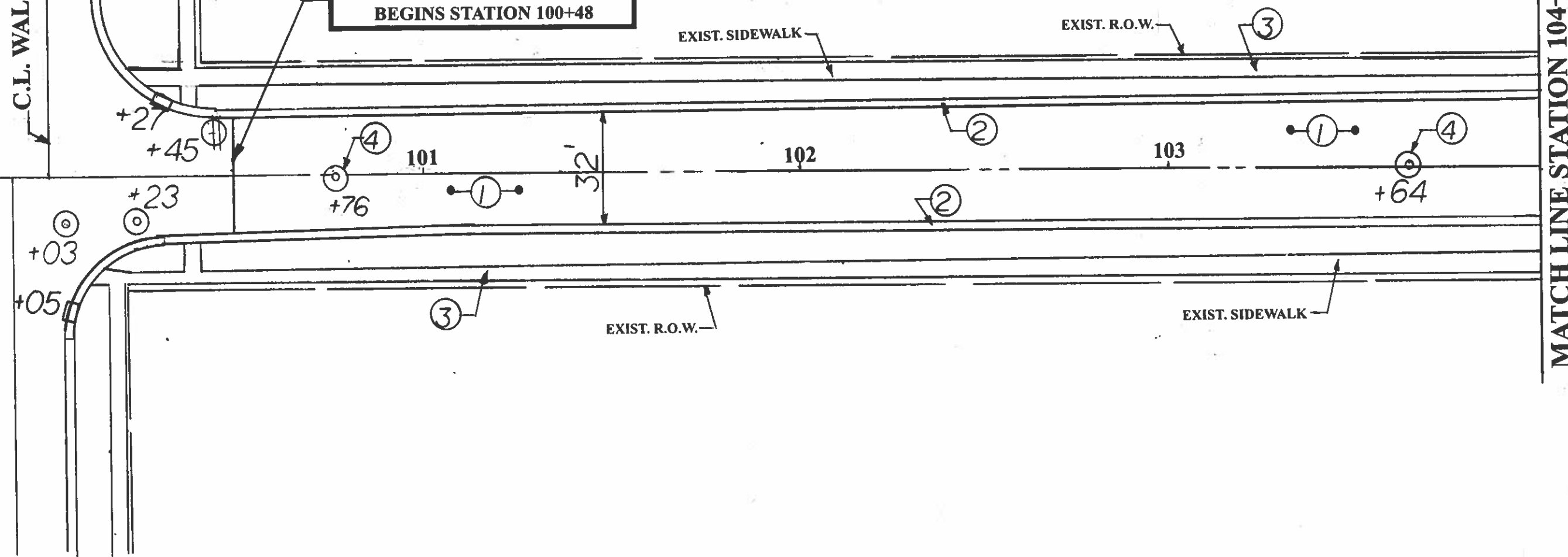
# HOME STREET



SCALE 1" = 30'

C.L. WALNUT STREET

HOME STREET CONSTRUCTION  
BEGINS STATION 100+48



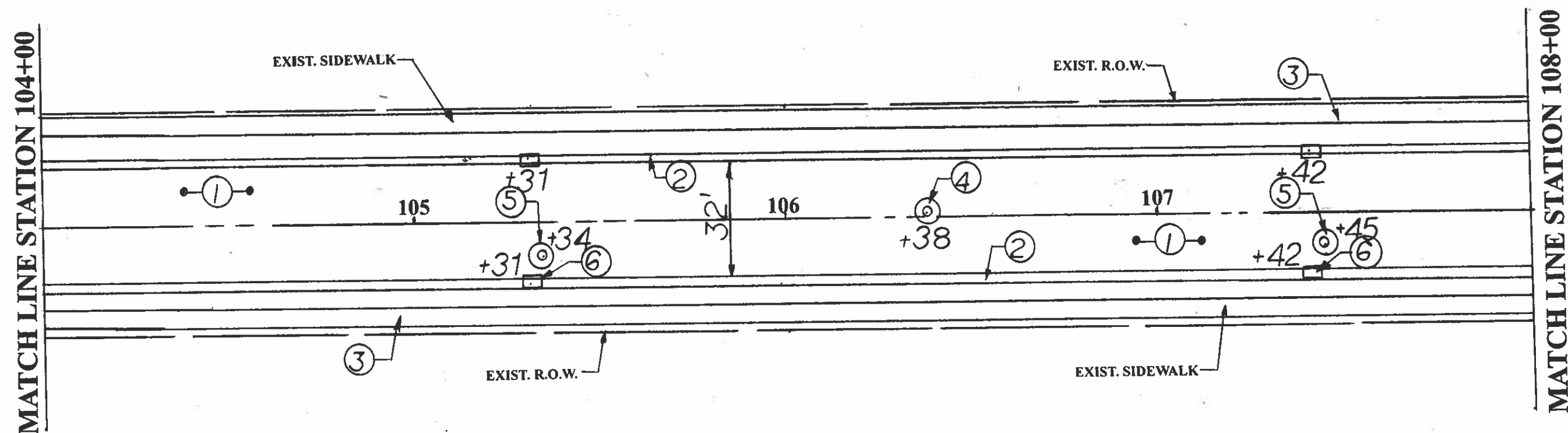
## PLAN NOTES - SHEET 11

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.

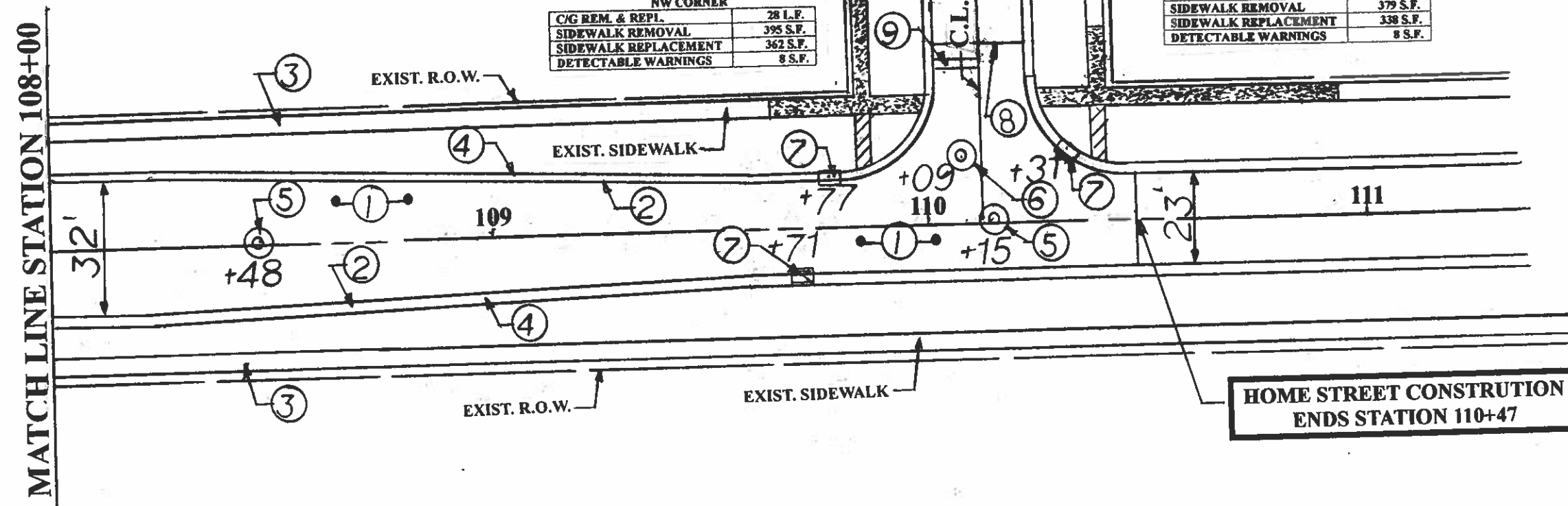


SCALE 1" = 30'

# 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 PAV'T.) 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

SHEET 14

C.L. ROUTE 23 STATION 200+00

HERON CREEK DRIVE CONSTRUCTION  
BEGINS STATION 200+38

EXIST. R.O.W.

EXIST. SIDEWALK

EXIST. SIDEWALK

EXIST. R.O.W.

MATCH LINE STATION 204+00

## 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, 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 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.

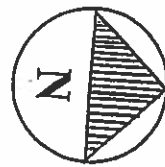
### HANDICAP SIDEWALK RAMP

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.



SCALE 1" = 30'



# HERON CREEK DRIVE

SHEET 15

## HANDICAP SIDEWALK RAMPS HERON CREEK & HAMSMITH SOUTH SW CORNER

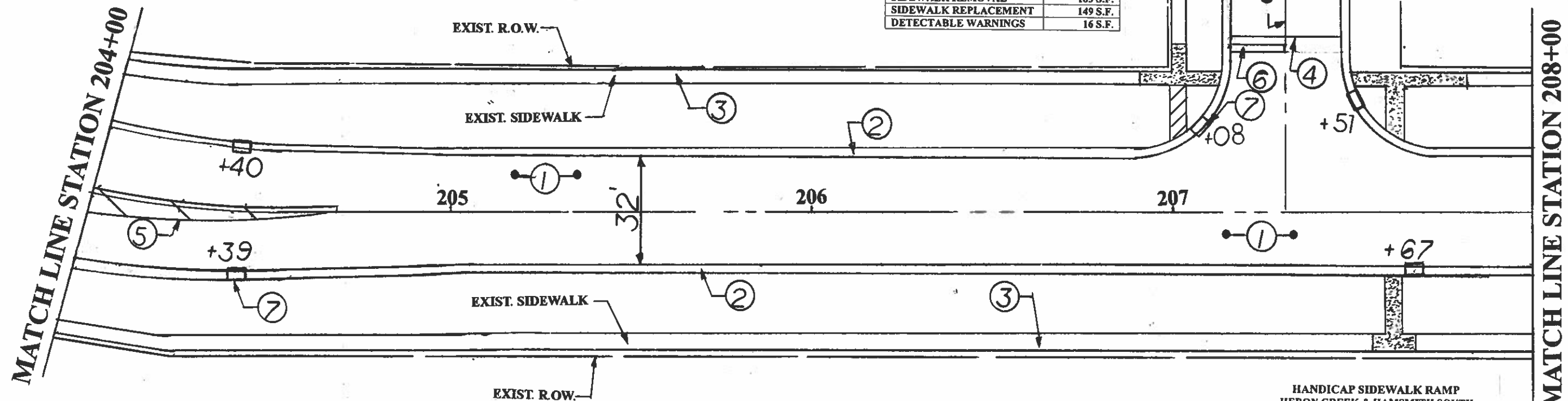
C/G REM. & REPL.	17 L.F.
SIDEWALK REMOVAL	183 S.F.
SIDEWALK REPLACEMENT	149 S.F.
DETECTABLE WARNINGS	16 S.F.

## HANDICAP SIDEWALK RAMPS HERON CREEK & HAMSMITH SOUTH NW CORNER

C/G REM. & REPL.	26 L.F.
SIDEWALK REMOVAL	188 S.F.
SIDEWALK REPLACEMENT	199 S.F.
DETECTABLE WARNINGS	16 S.F.

## HANDICAP SIDEWALK RAMP HERON CREEK & HAMSMITH SOUTH NE CORNER

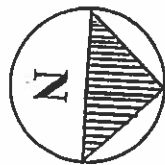
C/G REM. & REPL.	8 L.F.
SIDEWALK REMOVAL	49 S.F.
SIDEWALK REPLACEMENT	138 S.F.
DETECTABLE WARNINGS	8 S.F.



### 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

# CREEK DRIVE

MATCH LINE STATION 208+00

MATCH LINE STATION 212+00

HANDICAP SIDEWALK RAMP  
HERON CREEK & HAMSMITH NORTH  
SW CORNER

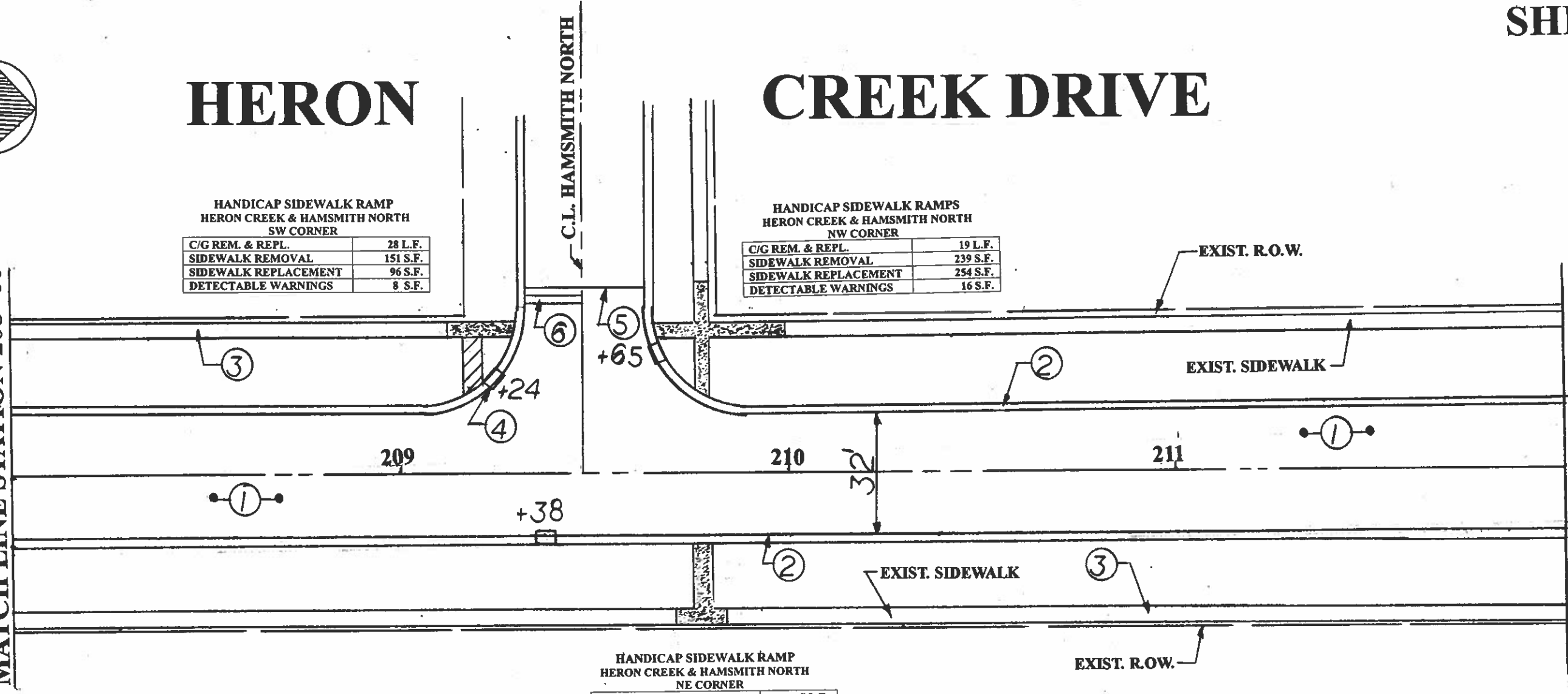
C/G REM. & REPL.	28 L.F.
SIDEWALK REMOVAL	151 S.F.
SIDEWALK REPLACEMENT	96 S.F.
DETECTABLE WARNINGS	8 S.F.

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.

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.



## 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.

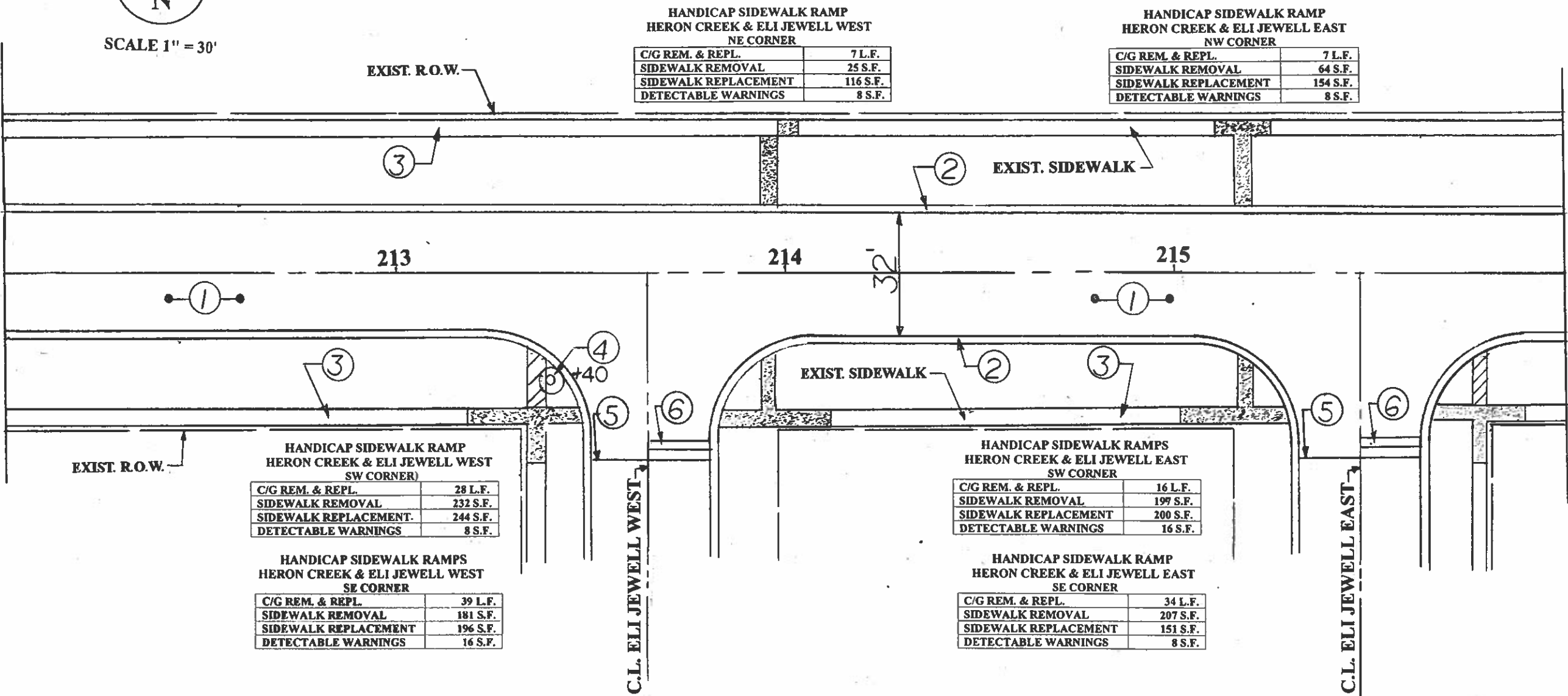
# HERON CREEK DRIVE



SCALE 1" = 30'

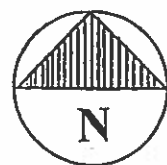
MATCH LINE STATION 212+00

MATCH LINE STATION 216+00

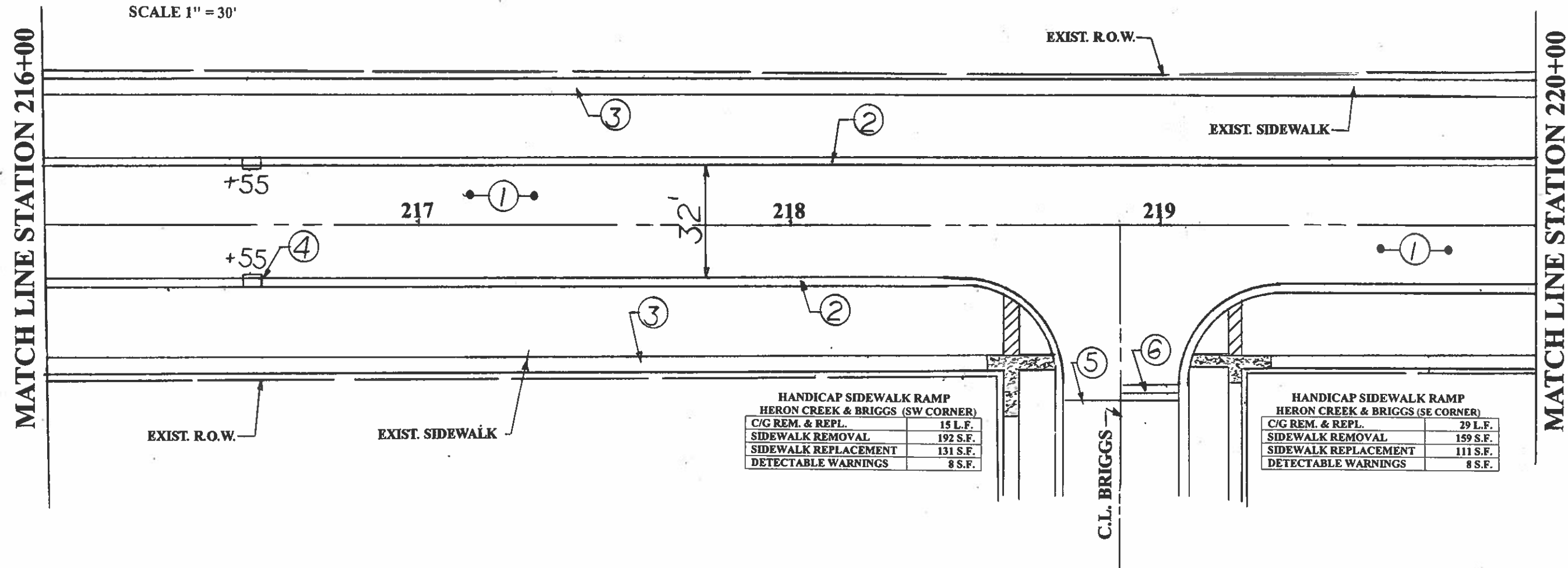


## PLAN NOTES - SHEET 17

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.



SCALE 1" = 30'

**PLAN NOTES – SHEET 18**

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 BRIGGS STREET.
6. 24" PAINTED WHITE STOP BAR AT BRIGGS STREET.



SCALE 1" = 30'

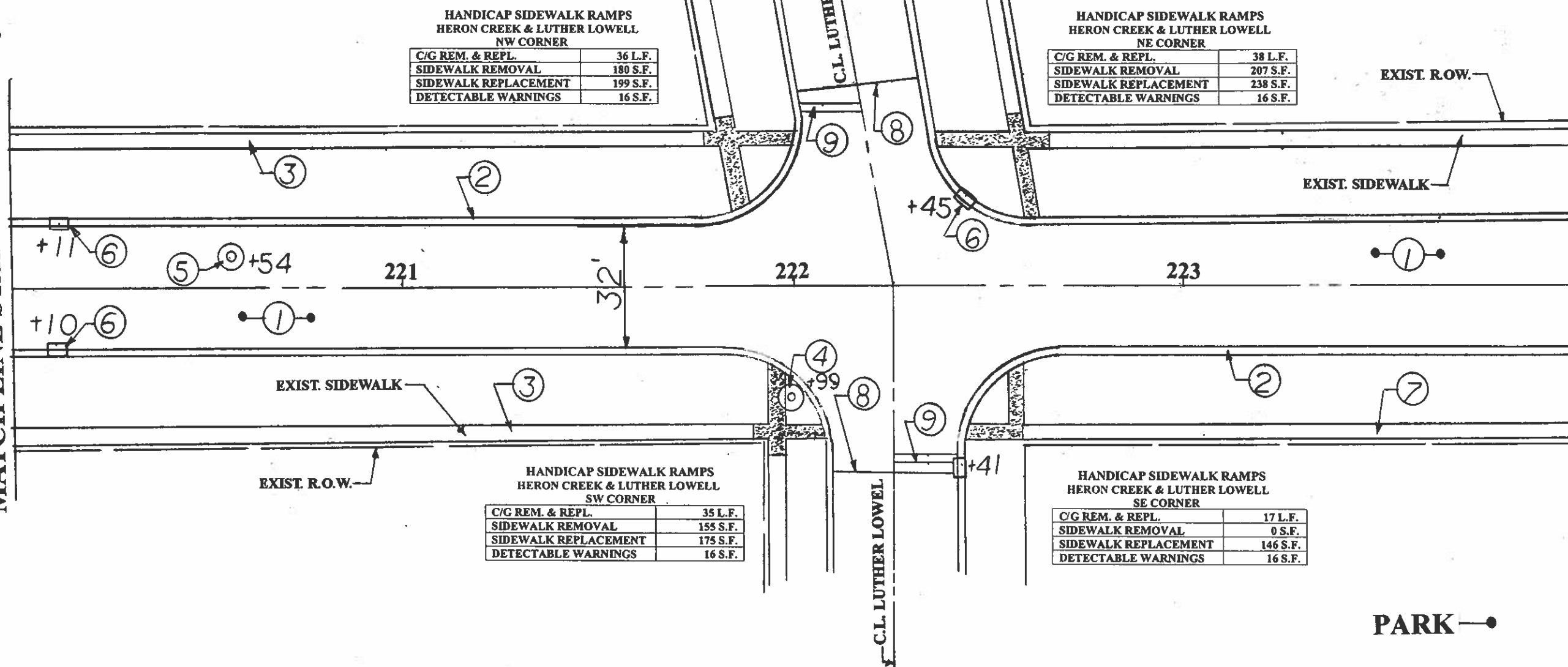
# HERON CREEK

# DRIVE

SHEET 19

MATCH LINE STATION 220+00

MATCH LINE STATION 224+00



HANDICAP SIDEWALK RAMPS HERON CREEK & LUTHER LOWELL NW CORNER	
C/G REM. & REPL.	36 L.F.
SIDEWALK REMOVAL	180 S.F.
SIDEWALK REPLACEMENT	199 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & LUTHER LOWELL NE CORNER	
C/G REM. & REPL.	38 L.F.
SIDEWALK REMOVAL	207 S.F.
SIDEWALK REPLACEMENT	238 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & LUTHER LOWELL SW CORNER	
C/G REM. & REPL.	35 L.F.
SIDEWALK REMOVAL	155 S.F.
SIDEWALK REPLACEMENT	175 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & LUTHER LOWELL SE CORNER	
C/G REM. & REPL.	17 L.F.
SIDEWALK REMOVAL	0 S.F.
SIDEWALK REPLACEMENT	146 S.F.
DETECTABLE WARNINGS	16 S.F.

## 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, 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. 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.



SCALE 1" = 30'

# HERON

# CREEK DRIVE

## SHEET 20

MATCH LINE STATION 224+00

MATCH LINE STATION 228+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.

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.

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.

●—PARK—●

### 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.





SCALE 1" = 30'

# HERON CREEK DRIVE

SHEET 21

MATCH LINE STATION 228+00

MATCH LINE STATION 232+00

HANDICAP SIDEWALK RAMPS HERON CREEK & CHAS. WAITE NW CORNER	
C/G REM. & REPL.	27 L.F.
SIDEWALK REMOVAL	265 S.F.
SIDEWALK REPLACEMENT	283 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & CHAS. WAITE SW CORNER	
C/G REM. & REPL.	31 L.F.
SIDEWALK REMOVAL	237 S.F.
SIDEWALK REPLACEMENT	249 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & CHAS. WAITE NE CORNER	
C/G REM. & REPL.	20 L.F.
SIDEWALK REMOVAL	118 S.F.
SIDEWALK REPLACEMENT	133 S.F.
DETECTABLE WARNINGS	16 S.F.

HANDICAP SIDEWALK RAMPS HERON CREEK & CHAS. WAITE SE CORNER	
C/G REM. & REPL.	21 L.F.
SIDEWALK REMOVAL	197 S.F.
SIDEWALK REPLACEMENT	203 S.F.
DETECTABLE WARNINGS	16 S.F.

## PLAN NOTES - SHEET 21

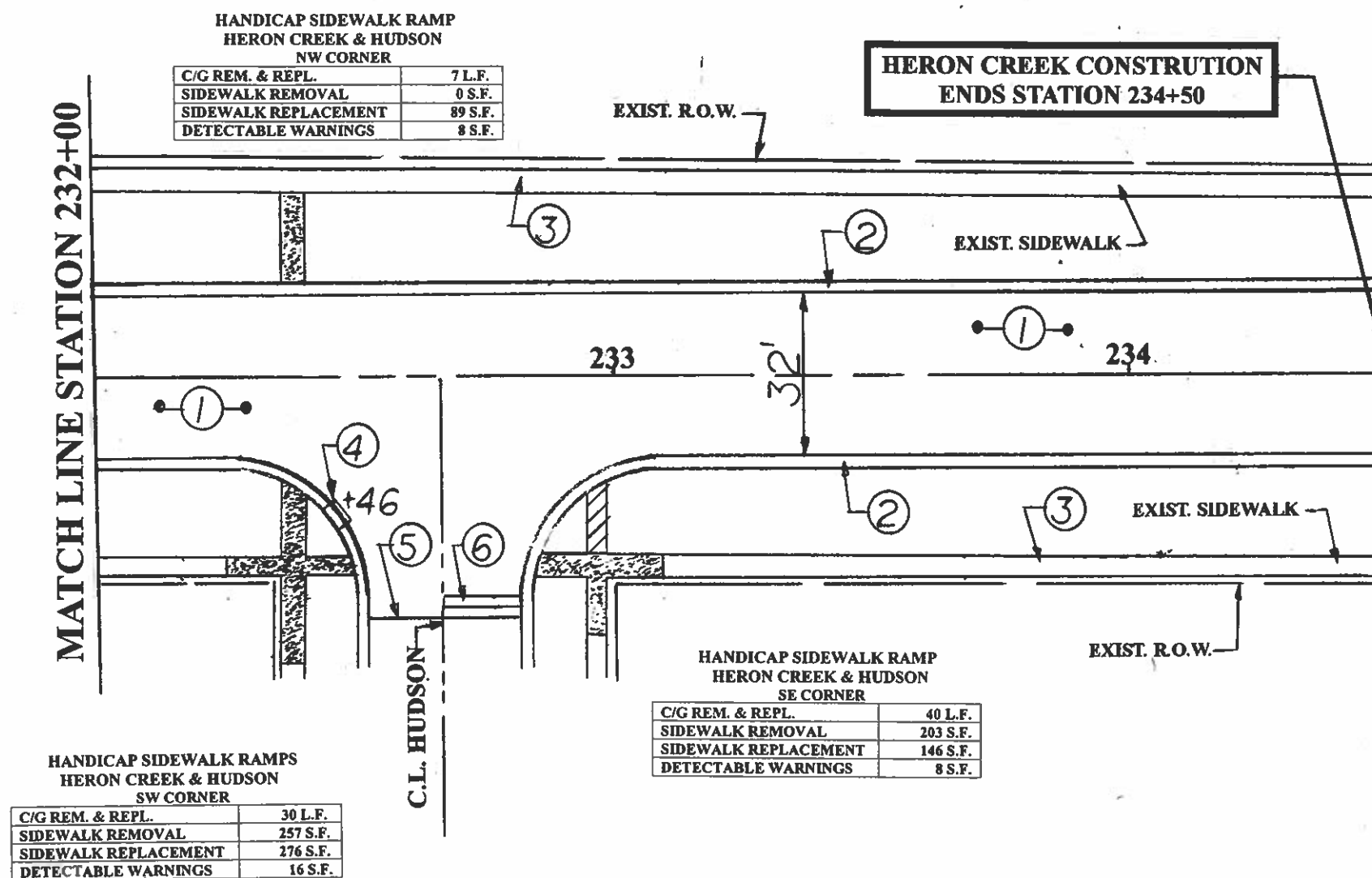
1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT.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

# HERON CREEK DRIVE

SHEET 22



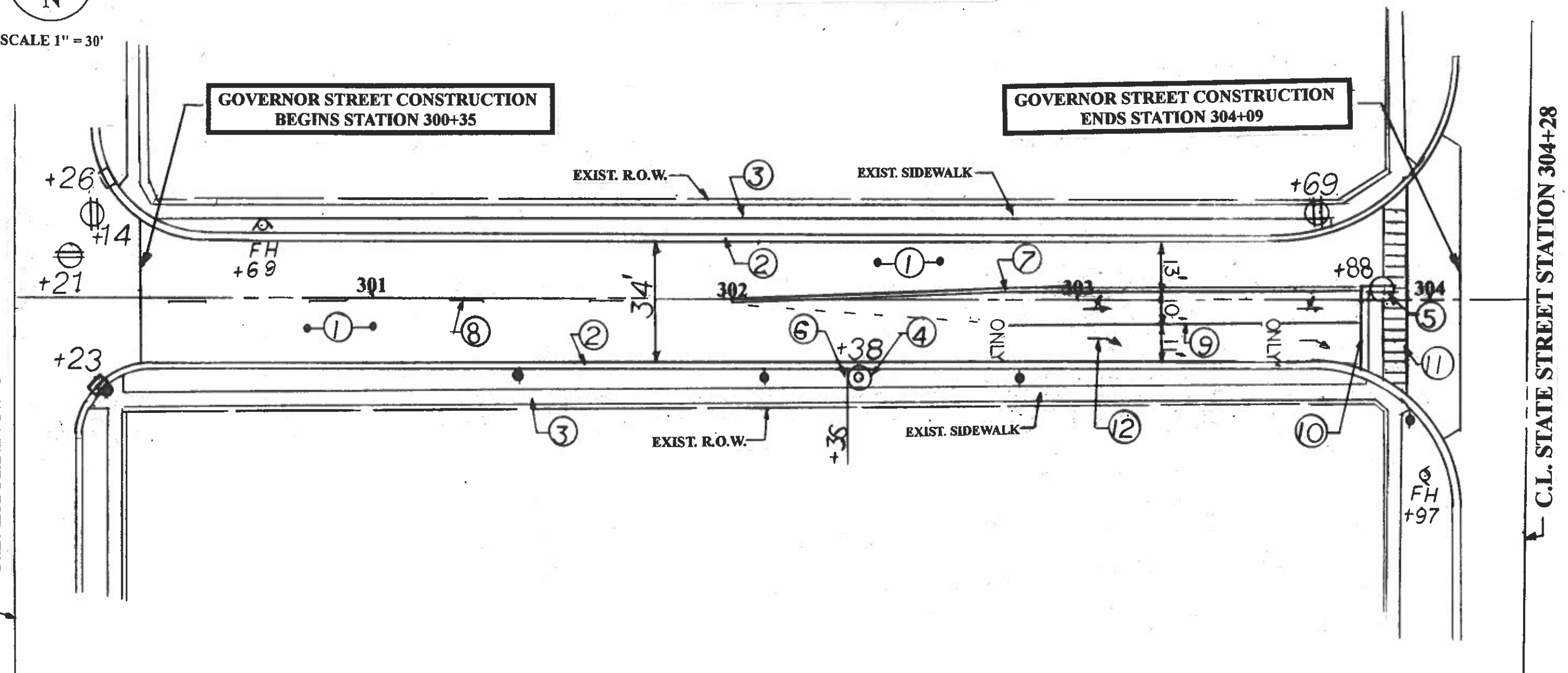


SCALE 1" = 30'

# GOVERNOR STREET

SHEET 23

C.L. EXCHANGE STREET STATION 300+00



## PLAN NOTES - SHEET 23

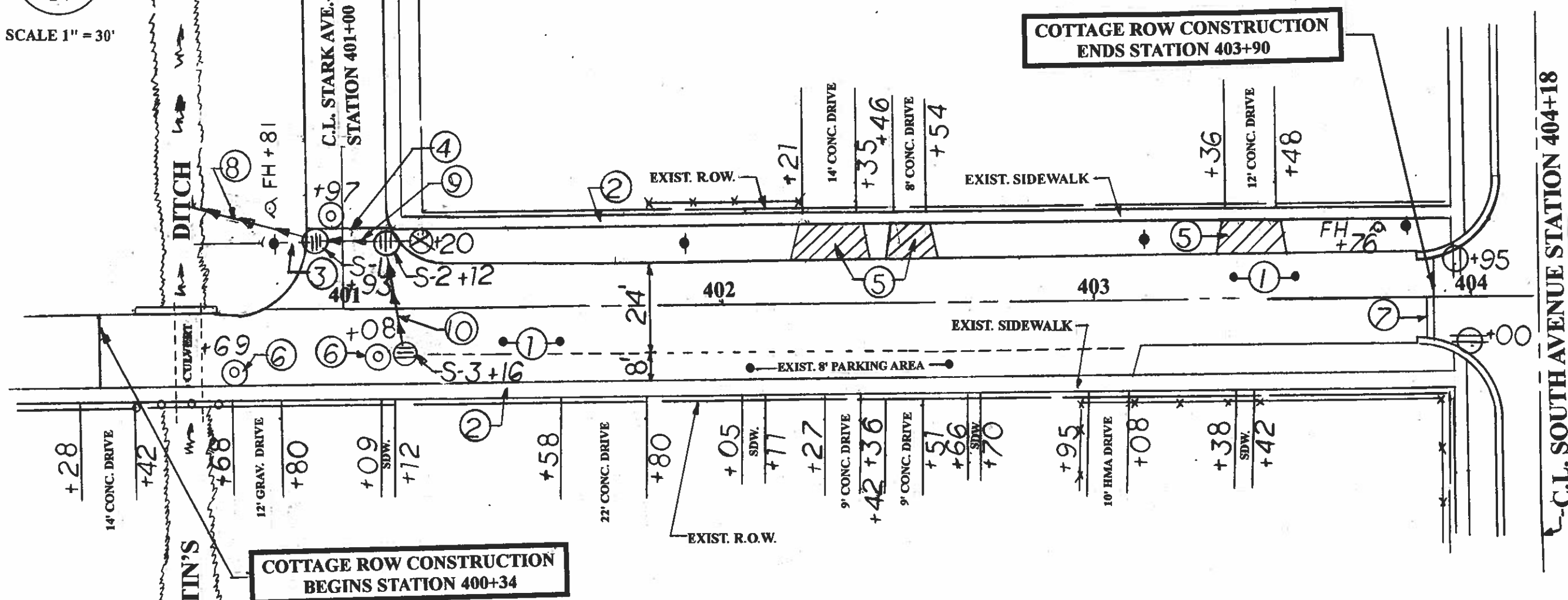
1. HMA SURFACE REMOVAL, 1 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL AND 2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT. SEE SCHEDULE ON SHEET 34 FOR STATIONING AND QUANTITIES.
3. SPOT PCC SIDEWALK REMOVAL AND REPLACEMENT. SEE SCHEDULE 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

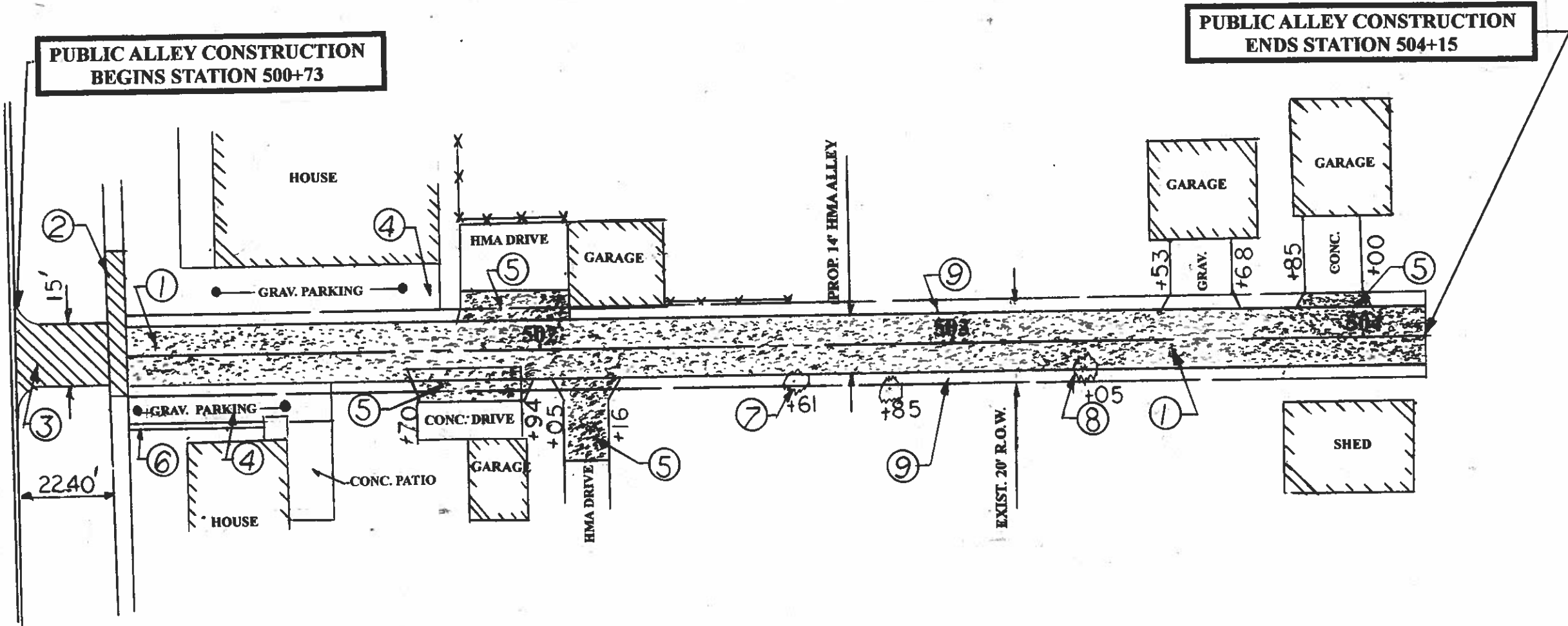
1. HMA SURFACE REMOVAL, 1 1/2" & VARIABLE, AND APPLICATION OF SS-1 TACK COAT MATERIAL. FOR THE 24' & VAR. MAINLINE PAVING (NORTH SIDE OF COTTAGE ROW) PAVING MATERIALS TO CONSIST OF 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION WITH THE BINDER COURSE TERMINATING 25' IN FROM EACH 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.

# WALNUT STREET – PUBLIC ALLEY



SCALE 1" = 30'

C.L. WALNUT STREET



## 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 1/2" HMA BINDER COURSE, IL-19-0, N50, APPLICATION OF SS-1 TACK COAT MATERIAL AND 1 1/2" 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

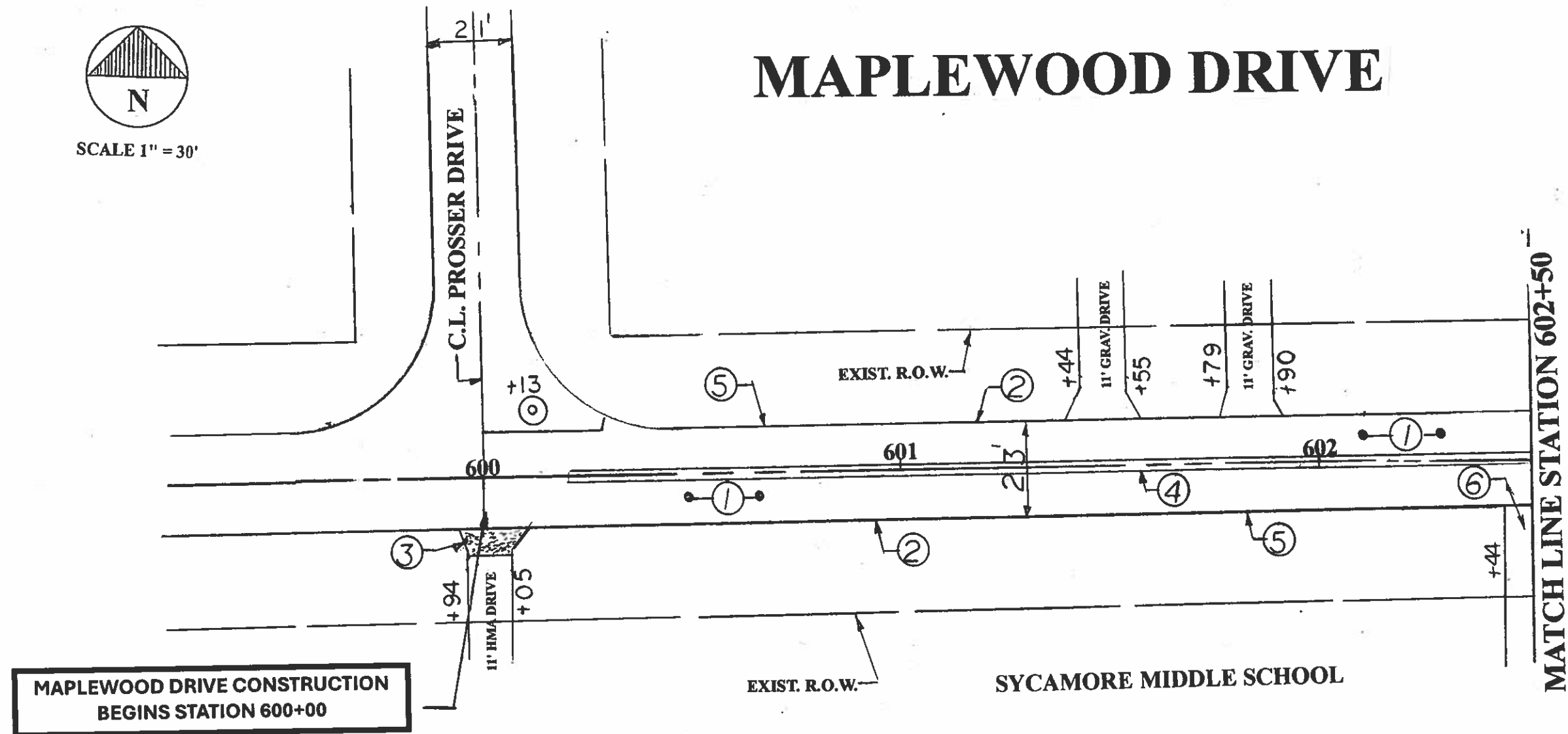
STATION	PROP. E.P. NORTH	EXIST. E.P. NORTH	PROP. CENTER- LINE	EXIST. CENTER- LINE	EXIST. E.P. SOUTH	PROP. E.P. SOUTH
501+00	99.66	99.50	99.80	99.64	99.88	99.94
501+25	100.33	100.43	100.40	100.48	100.49	100.47
501+50	101.00	100.87	101.00	101.05	100.98	101.01
501+70	-----	-----	-----	-----	-----	GC 101.44
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





SCALE 1" = 30'

# MAPLEWOOD DRIVE



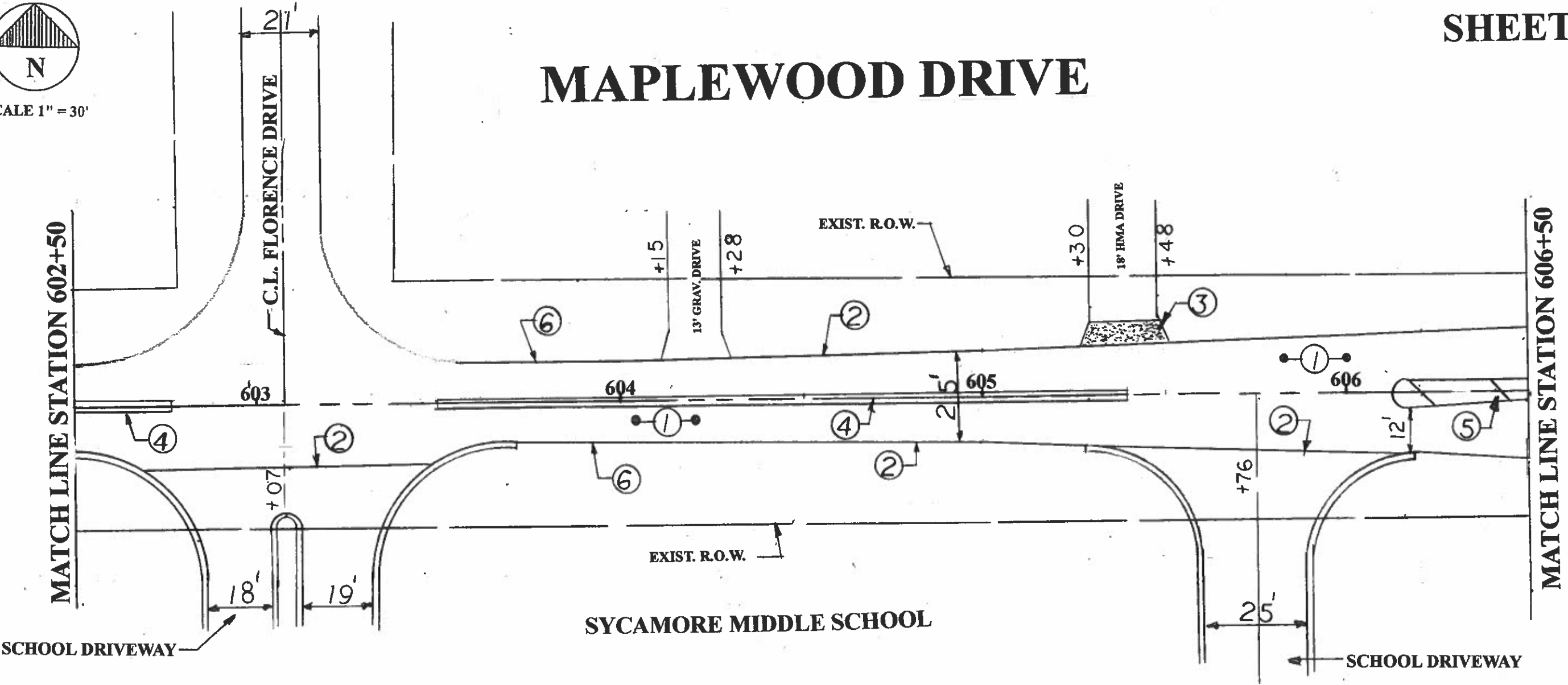
## PLAN NOTES - SHEET 27

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



SCALE 1" = 30'



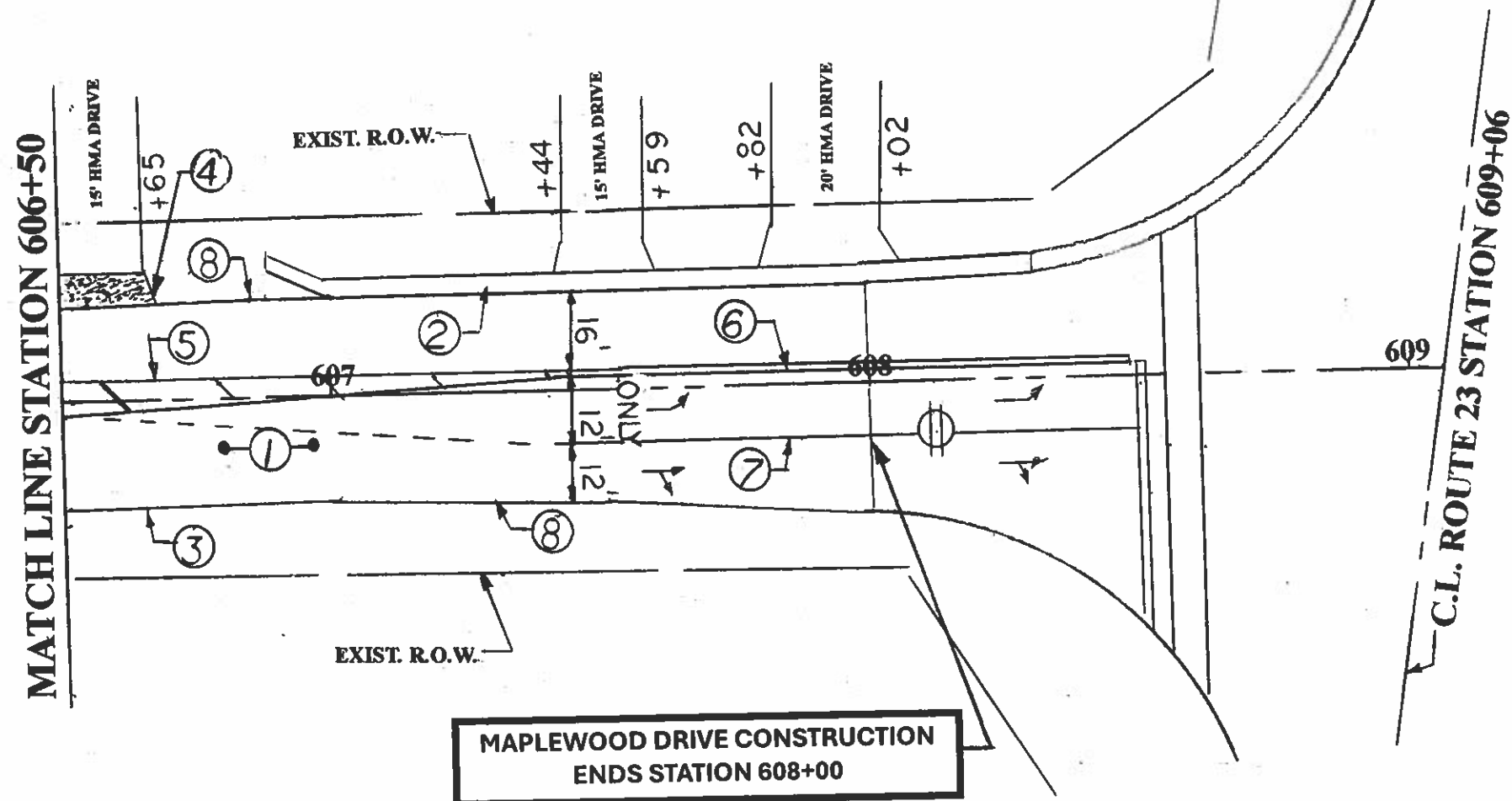
## PLAN NOTES - SHEET 28

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



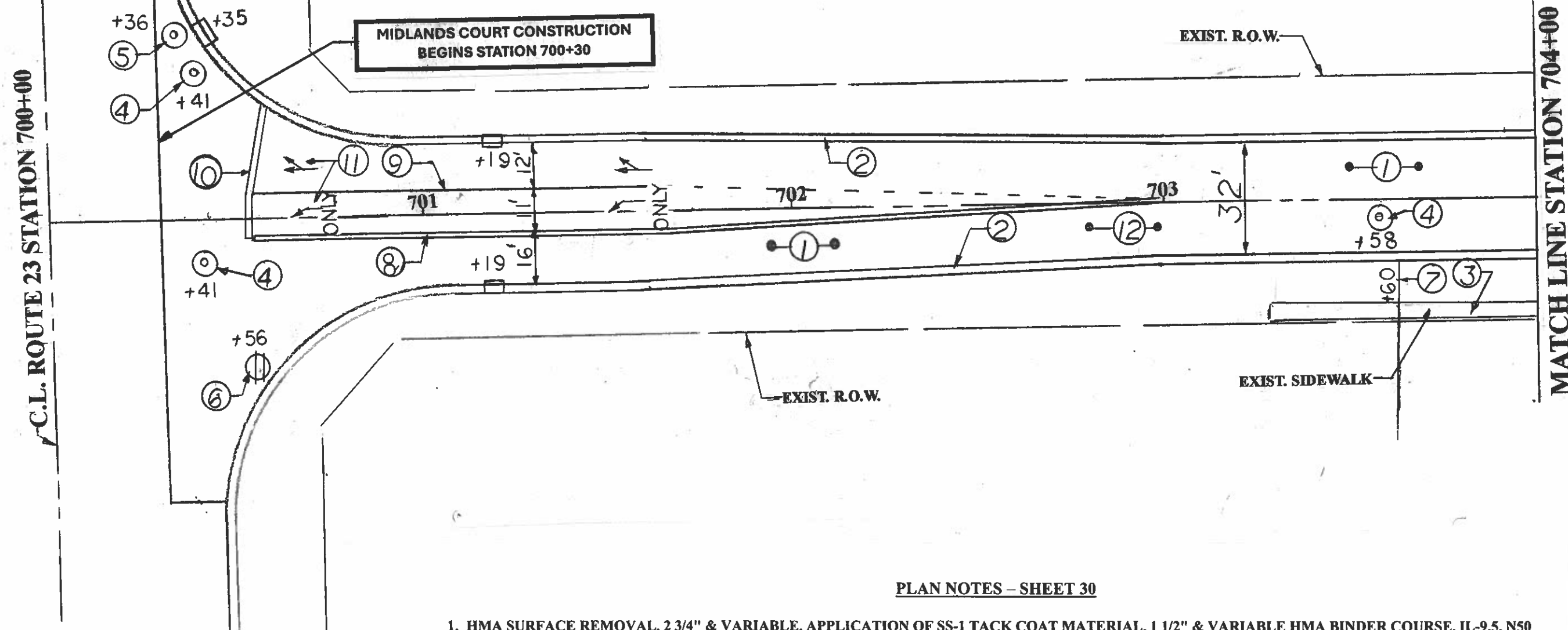
## PLAN NOTES - SHEET 29

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



SCALE 1" = 30'



## PLAN NOTES - SHEET 30

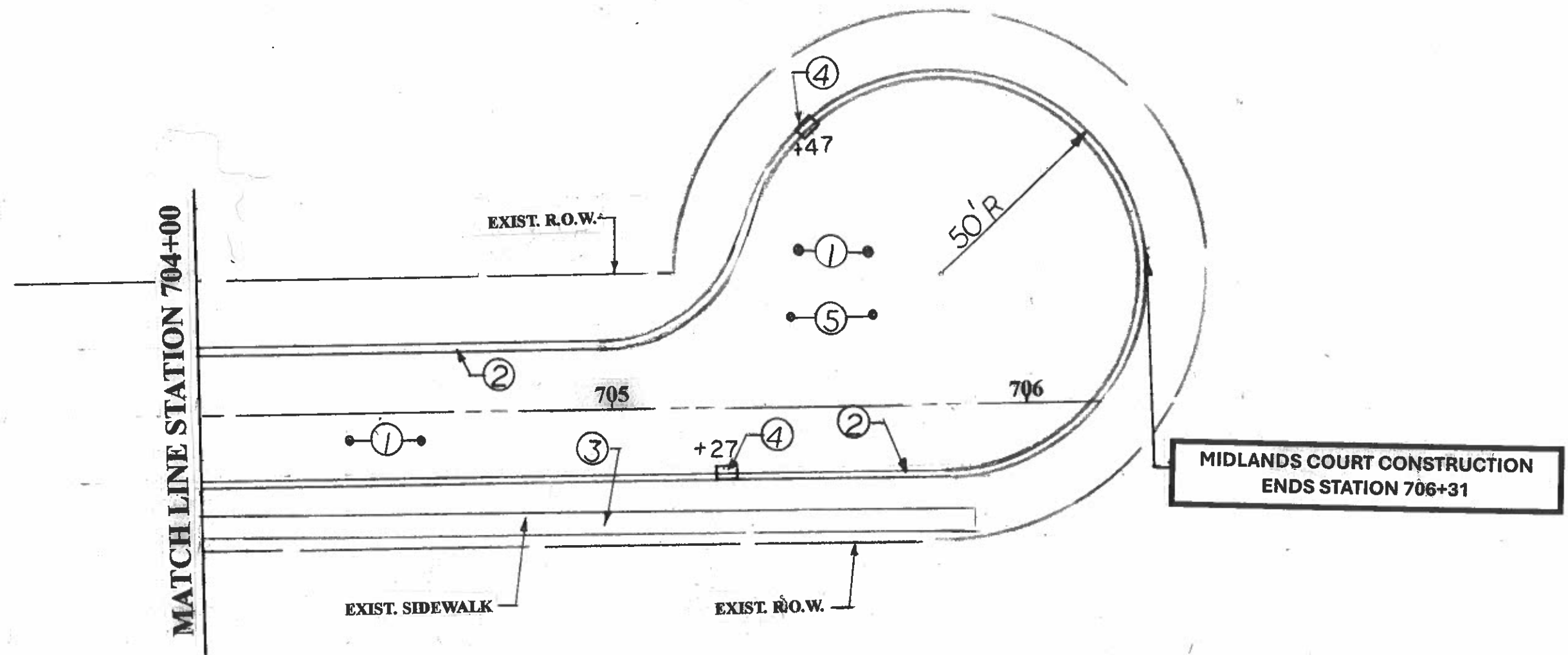
1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT.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



SCALE 1" = 30'

# MIDLANDS COURT

SHEET 31

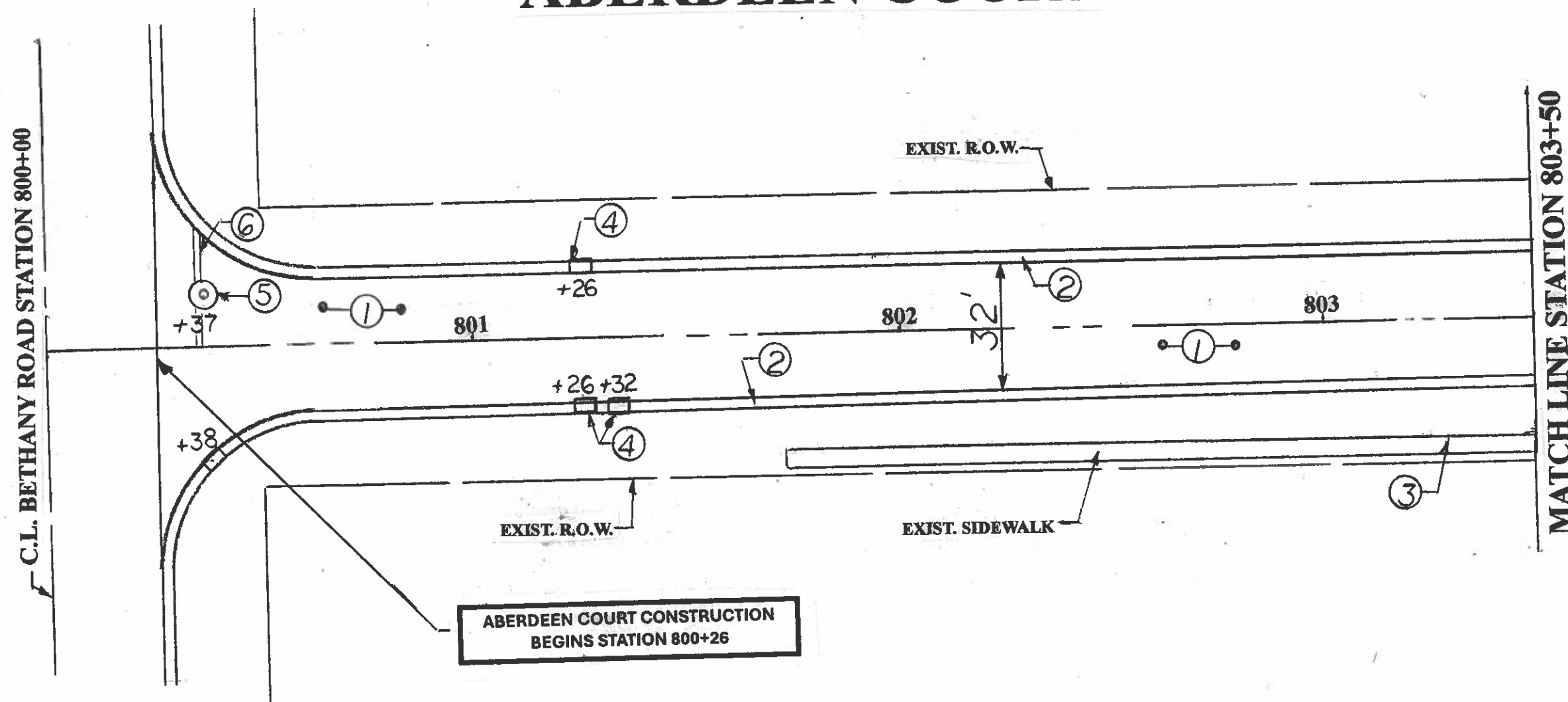
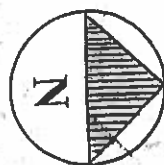


## PLAN NOTES - SHEET 31

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

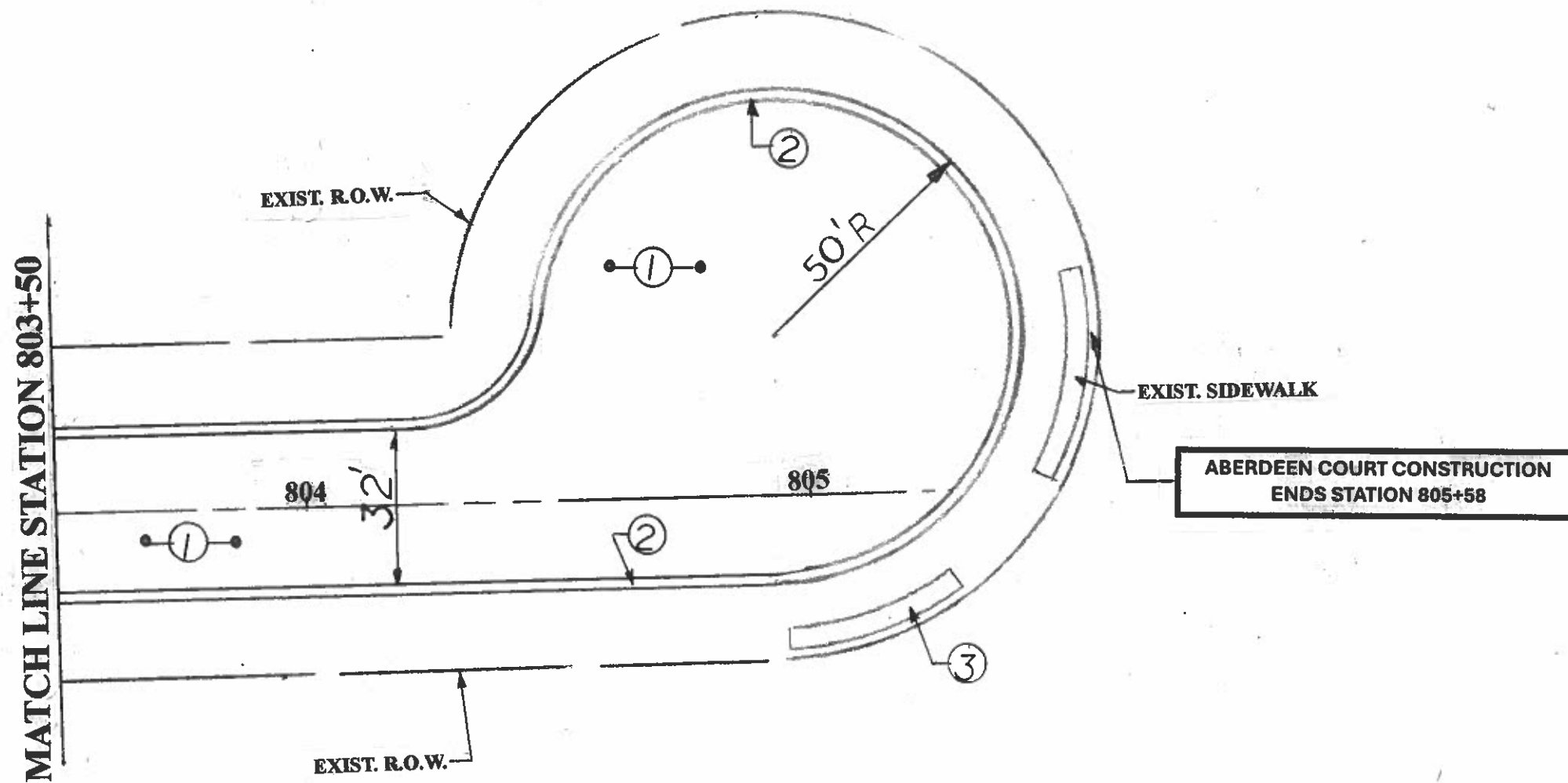
1. HMA SURFACE REMOVAL, 2 3/4" & VARIABLE, APPLICATION OF SS-1 TACK COAT MATERIAL, 1 1/2" & VARIABLE HMA BINDER COURSE, IL-9.5, N50 FOR CROWN CORRECTION, AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND 1 1/2" HMA SURFACE COURSE, IL-9.5, MIX "C", N50.
2. SPOT B-6.12 CURB AND GUTTER REMOVAL AND REPLACEMENT.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

SCALE 1" = 30'



## 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.)	
<b>HOME STREET - SOUTH SIDE</b>		
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	
<b>HOME STREET - NORTH SIDE</b>		
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.)	
<b>HERON CREEK DRIVE - SOUTH &amp; EAST SIDES</b>		
PART RAD. AT SE CORN. HERON CREEK/RT 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	
<b>HERON CREEK DRIVE - NORTH &amp; WEST SIDES</b>		
PART RAD. AT NE CORN. HERON CREEK/RT 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.)	
<b>GOVERNOR STREET - WEST SIDE</b>		
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	
<b>GOVERNOR STREET - EAST SIDE</b>		
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.)	
<b>MIDLANDS COURT</b>		
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.)	
<b>ABERDEEN COURT</b>		
LT. STATION 800+30 - STATION 800+35	5	
LT. STATION 801+15 - STATION 801+34	16	
RT. 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.)	
<b>HOME STREET - SOUTH SIDE</b>			
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	
<b>HOME STREET - NORTH SIDE</b>			
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.)	
<b>HOME STREET - SOUTH SIDE</b>			
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.)
<b>HERON CREEK DR. - NORTH &amp; WEST SIDES</b>		
HC RAMP NE CORN. HERON CREEK/RT 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
<b>HERON CREEK DR. - SOUTH &amp; EAST SIDES</b>		
HC RAMP SE CORN. HERON CREEK/RT 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/ELI JEWELL EAST	207	151
HC RAMP SW CORN. HERON CREEK/BRIGGS	192	131
HC RAMP SE CORN. HERON CREEK/BRIGGS	159	111
HC RAMP SW CORN. HERON CREEK/LUTHER LOWELL	155	175
HC RAMP SE CORN. HERON CREEK/LUTHER LOWELL	0	146
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.)
<b>HERON CREEK DR. - NORTH &amp; WEST SIDES</b>		
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

HERON CREEK DRIVE 6" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
<b>HERON CREEK DR. - SOUTH &amp; EAST SIDES</b>		
RT. STATION 229+82 - STATION 230+07	100	100
RT. STATION 230+02 - STATION 230+14	48	48
HERON CREEK SOUTH & EAST SIDES SUB-TOTAL	148	148
HERON CREEK DRIVE TOTAL	376	376

GOVERNOR STREET 5" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
<b>GOVERNOR STREET - EAST SIDE</b>		
LT. STATION 303+18 - STATION 303+23	20	20
GOVERNOR ST. EAST SIDE SUB-TOTAL	20	20
<b>GOVERNOR STREET - WEST SIDE</b>		
RT. STATION 300+92 - STATION 301+18	104	104
RT. STATION 301+29 - STATION 301+45	64	64
RT. STATION 301+71 - STATION 301+75	16	16
RT. STATION 301+94 (CARRIAGE WALK)	28	28
RT. STATION 301+95 - STATION 302+00	20	20
RT. STATION 302+12 - STATION 302+16	16	16
RT. STATION 302+58 - STATION 302+66	32	32
RT. STATION 303+74 - STATION 303+82	32	32
GOVERNOR ST. WEST SIDE SUB-TOTAL	312	312
GOVERNOR STREET TOTAL	332	332

GOVERNOR STREET 6" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
<b>GOVERNOR STREET - EAST &amp; WEST SIDES</b>		
RT. STATION 301+44 - STATION 301+60	64	64
RT. STATION 302+16 - STATION 302+46	120	120
RT. STATION 303+25 - STATION 303+58	132	132
GOVERNOR STREET TOTAL	316	316

COTTAGE ROW 5" SIDEWALK SCHEDULE		
LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
<b>COTTAGE ROW - NORTH SIDE</b>		
LT. STATION 402+17 - STATION 402+22	20	20
LT. STATION 402+37 - STATION 402+52	60	60
LT. STATION 402+56 - STATION 402+87	124	124
LT. STATION 403+68 - STATION 403+78	40	40
COTTAGE ROW NORTH SIDE SUB-TOTAL	244	244
<b>COTTAGE ROW - SOUTH SIDE</b>		
RT. STATION 401+10 (CARRIAGE WALK)	60	60
RT. STATION 403+07 - STATION 403+15	32	32
RT. STATION 403+51 - STATION 403+55	16	16
RT. STATION 403+71 - STATION 403+75	16	16
COTTAGE ROW SOUTH SIDE SUB-TOTAL	124	124
COTTAGE ROW TOTAL	368	368

COTTAGE ROW  
6" SIDEWALK SCHEDULE

LOCATION (STATION TO STATION)	REM. (S.F.)	REPL. (S.F.)
<b>COTTAGE ROW - NORTH &amp; SOUTH SIDES</b>		
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
COTAGE ROW TOTAL	644	644

PUBLIC ALLEY  
5" SIDEWALK SCHEDULE

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

PUBLIC ALLEY  
6" SIDEWALK SCHEDULE

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

MIDLANDS COURT  
5" SIDEWALK SCHEDULE

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

MIDLANDS COURT  
6" SIDEWALK SCHEDULE

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

ABERDEEN COURT  
5" SIDEWALK SCHEDULE

LOCATION	REM. (S.F.)	REPL. (S.F.)
<b>ABERDEEN COURT</b>		
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  
DRIVEWAY PAVEMENT REM./REPL.

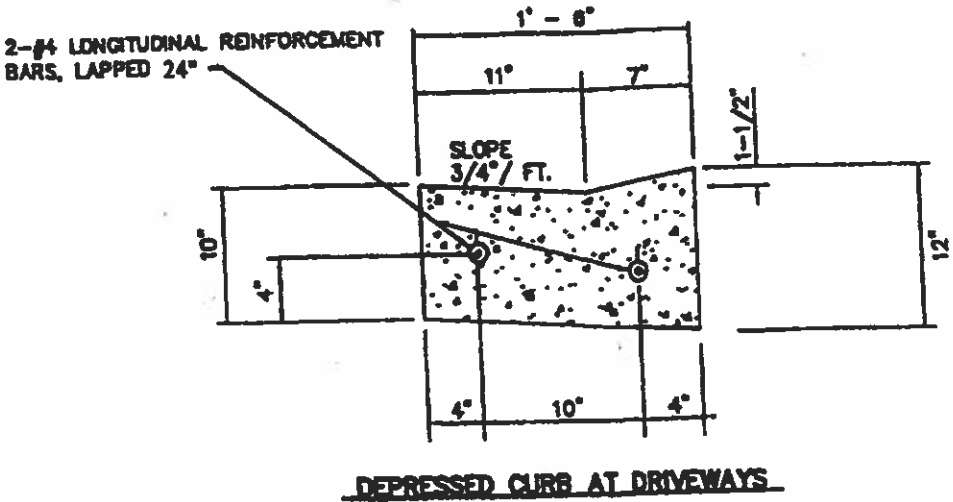
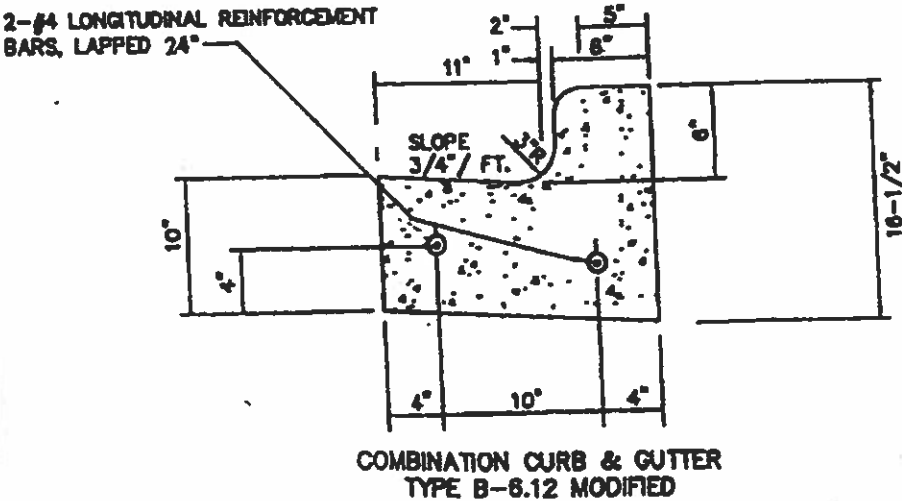
STATION	HMA REM. (S.Y.)	*HMA REPL. (TON)	PCC REM. (S.Y.)	6" PCC REPL. (S.Y.)
RT. STATION 703+60	-----	-----	5.83	5.83
TOTAL	-----	-----	5.83	5.83

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

LOCATION	REM. (S.Y.)	REPL. (S.Y.)
<b>MIDLANDS COURT</b>		
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.

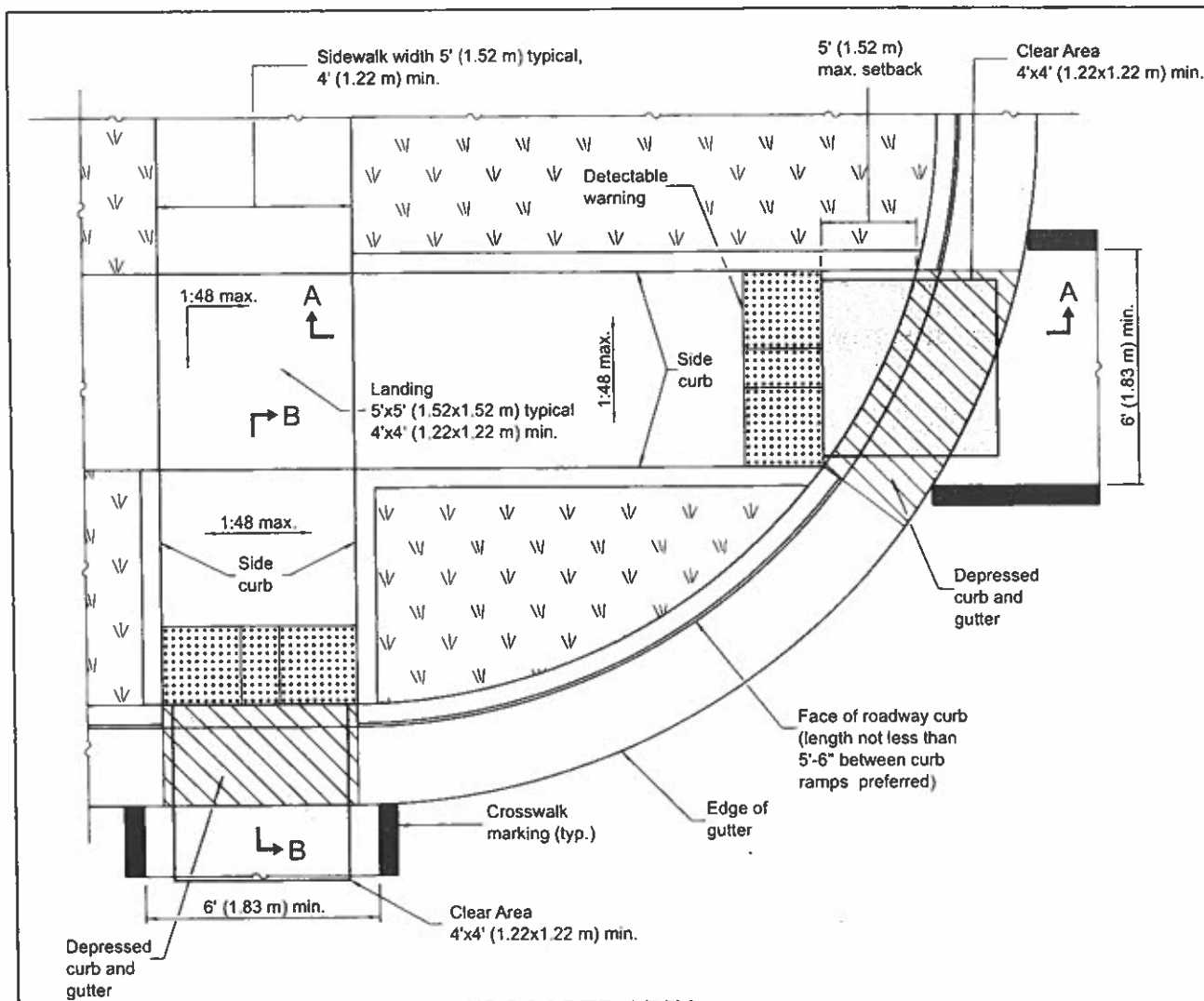
NOTES - CURB & GUTTER

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.

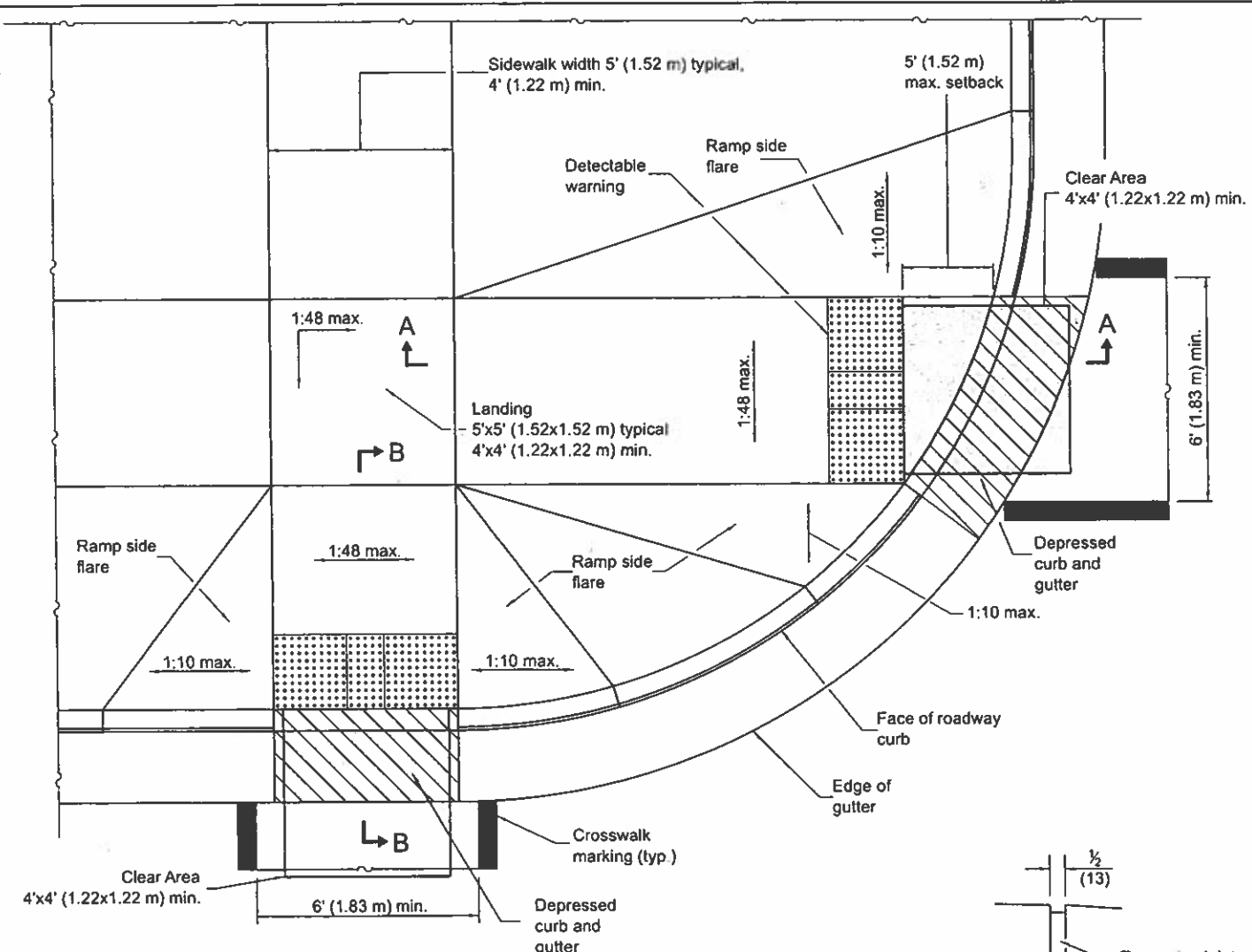
HMA CONSTRUCTION NOTES

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 hot as well as for the overlap joint at the centerline so that all paving seams are tight and not visually noticeable.

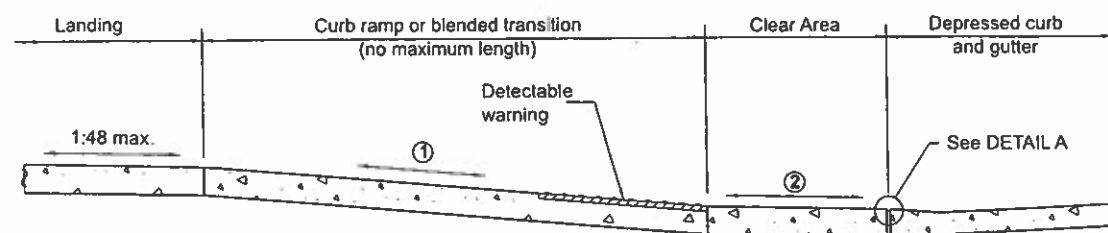
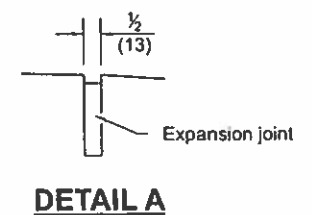
Note 2: Contractor shall keep the pavement area in front of the paver clear of all excessive hot-mix droppings from the unloading of trucks. Trucks shall not clean out their dump boxes in front of the paver, but shall do so away from the paver at the end of the street where the dropping can be picked 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'**

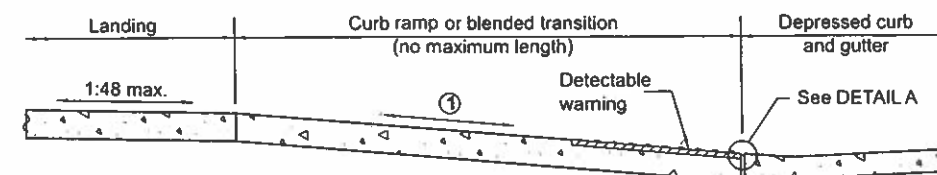


**RAMPS IN PAVED AREA  
SETBACK ≤ 5'**



**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 - grade of the road



**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.

## PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

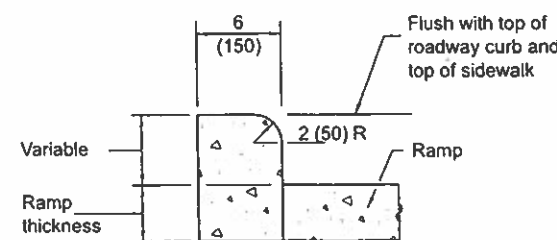
STANDARD 424001-12

Illinois Department of Transportation

APPROVED January 1, 2025  
ENGINEER OF POLICY AND PROCEDURES

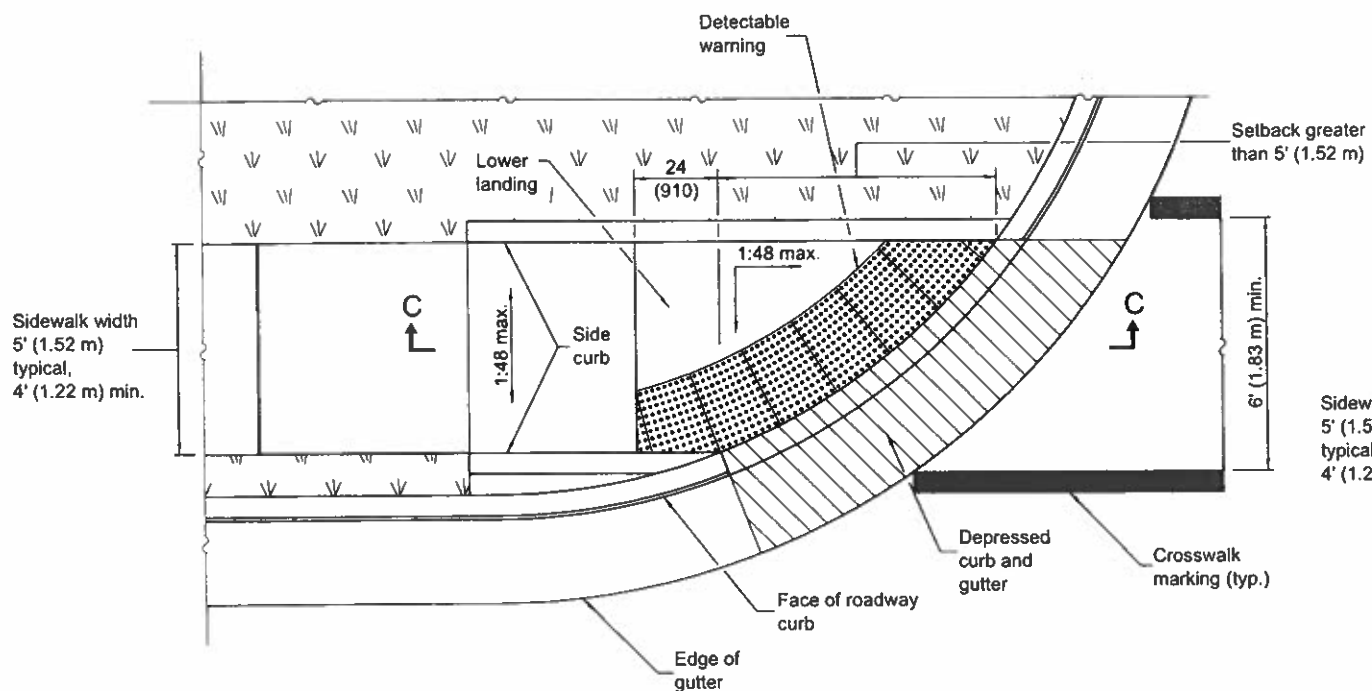
APPROVED January 1, 2025  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

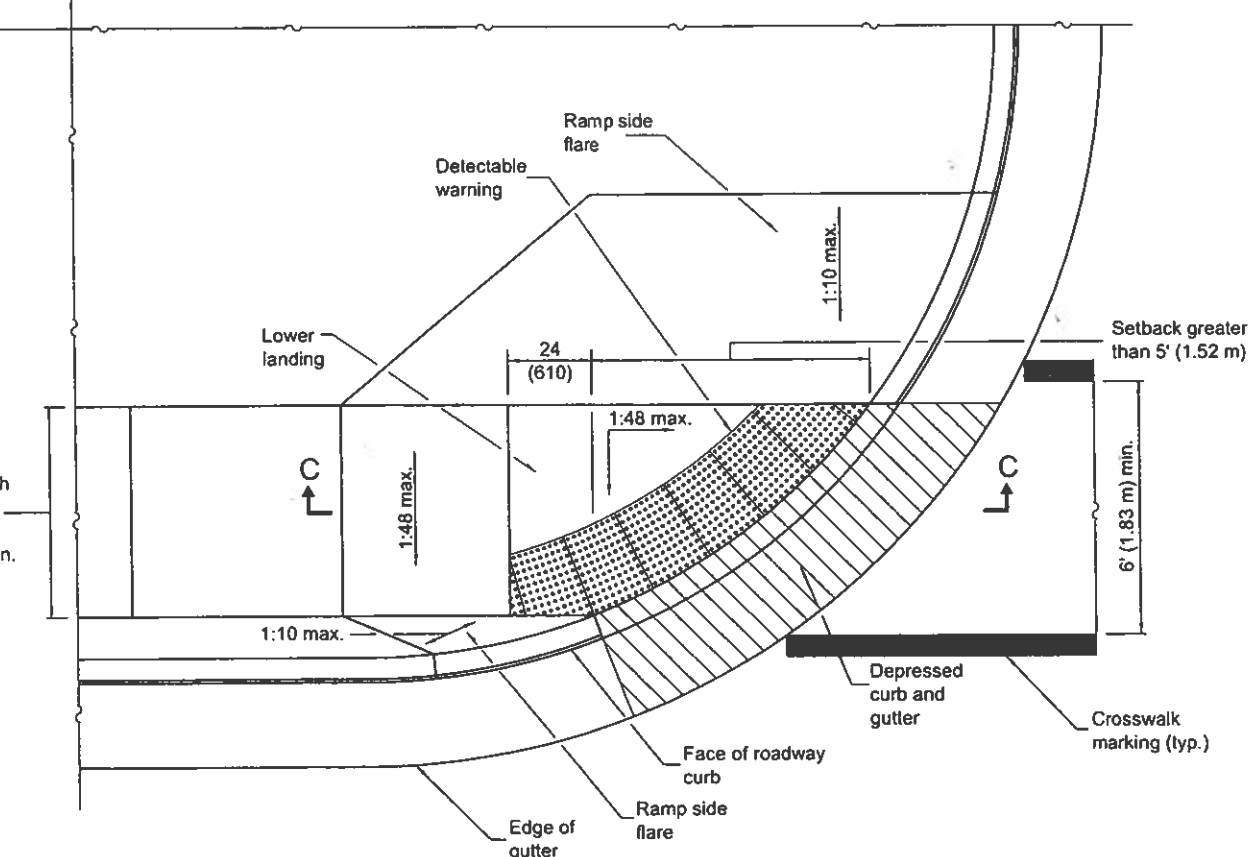


**SIDE CURB DETAIL**

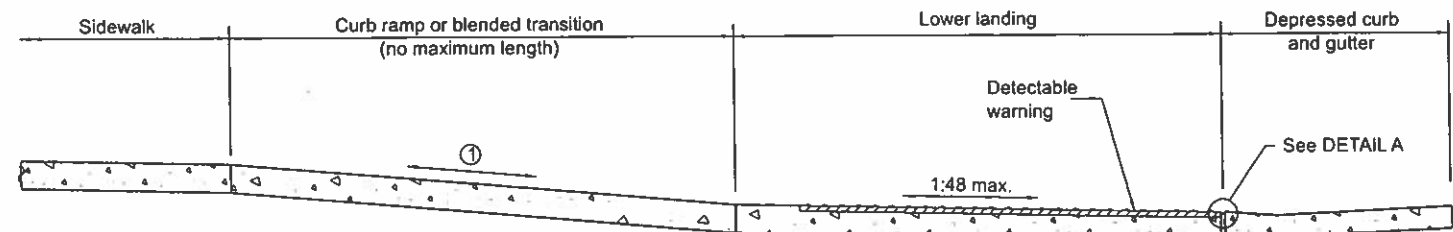
DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and updated cross-slopes.
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.



**RAMP IN LANDSCAPED AREA  
SETBACK > 5'**



**RAMP IN PAVED AREA  
SETBACK > 5'**



**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.

**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.

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.

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

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

**PERPENDICULAR CURB  
RAMPS FOR SIDEWALKS**

(Sheet 2 of 2)

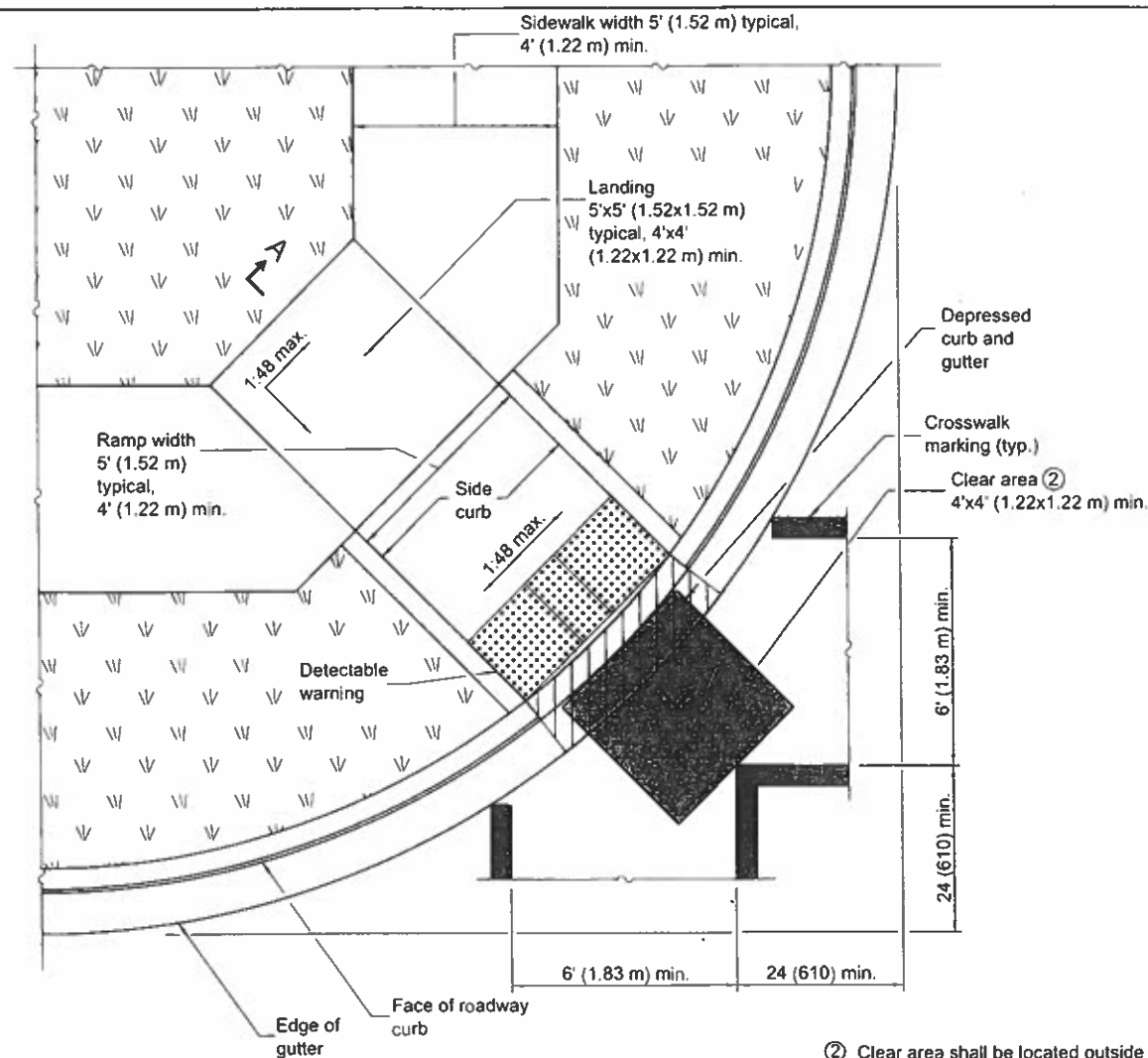
**STANDARD 424001-12**

Illinois Department of Transportation

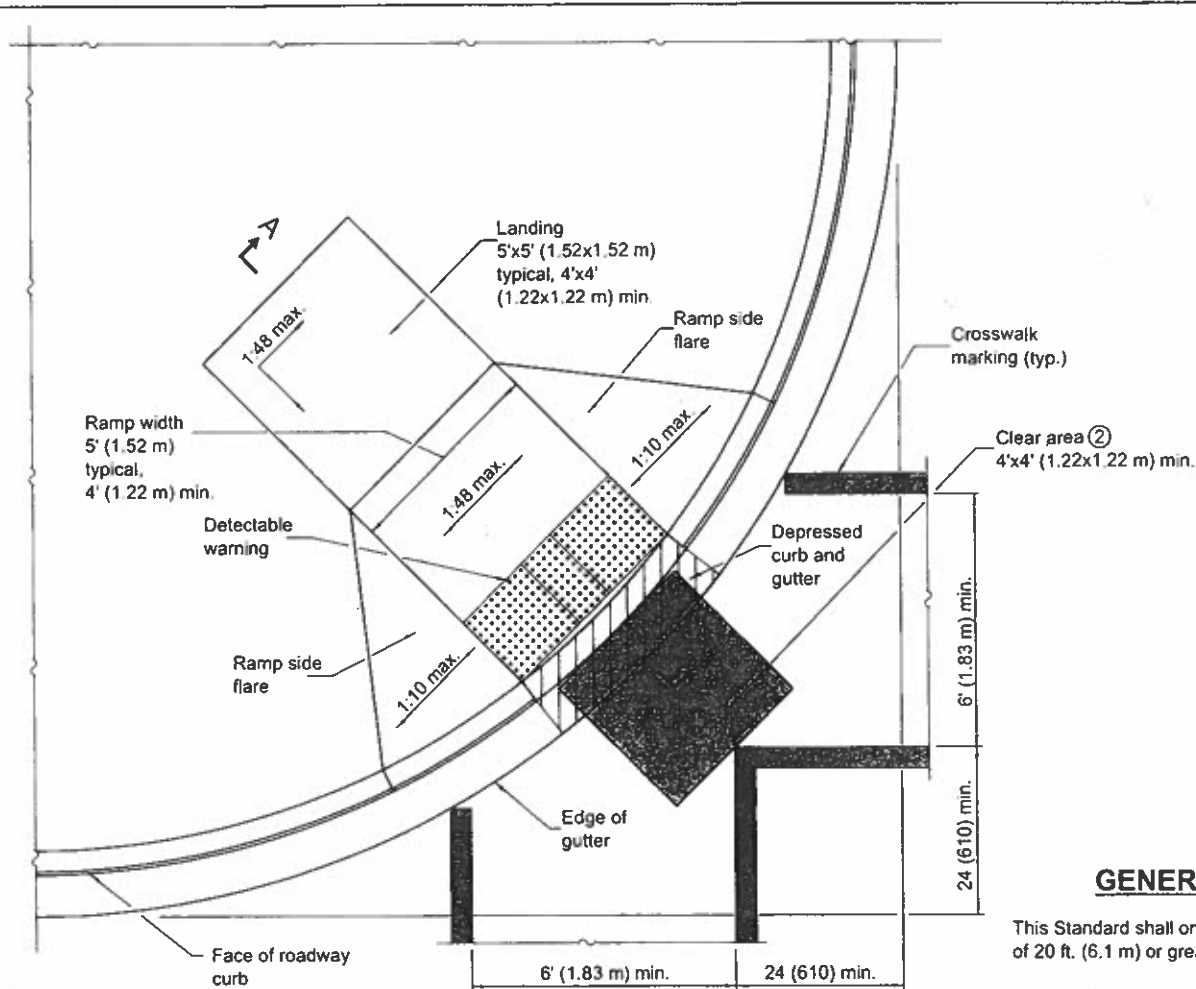
APPROVED January 1, 2025  
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2025  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

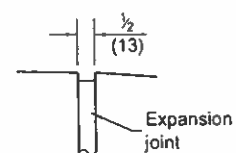


**RAMP IN LANDSCAPED AREA**

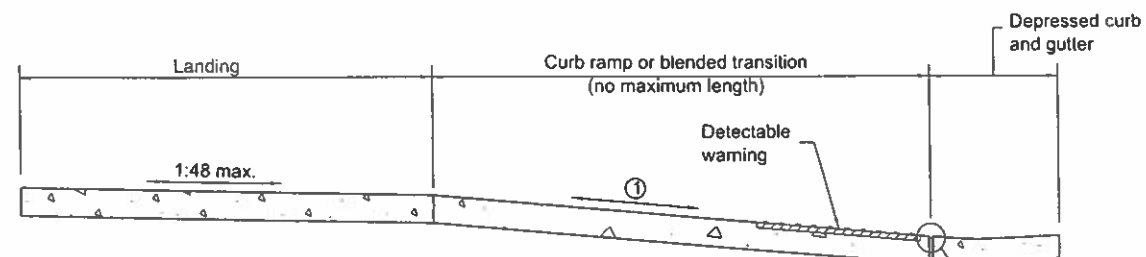


**RAMP IN PAVED AREA**

- 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

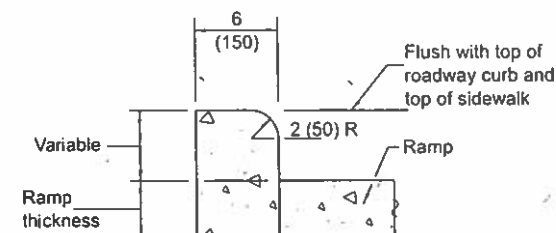


**DETAIL A**



**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**

## 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.

## DIAGONAL CURB RAMPS FOR SIDEWALKS

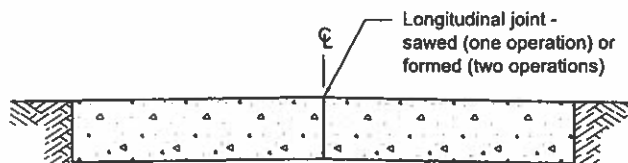
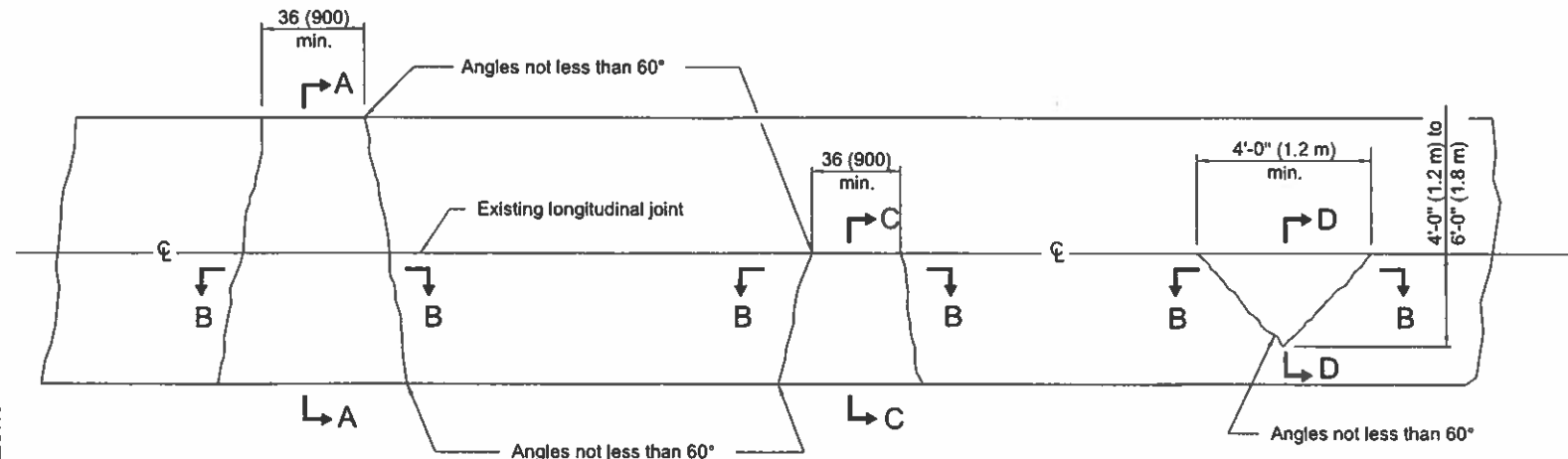
STANDARD 424006-06

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

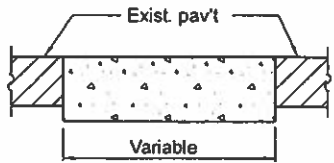
DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-21	Clarified minimum crosswalk width and locations.



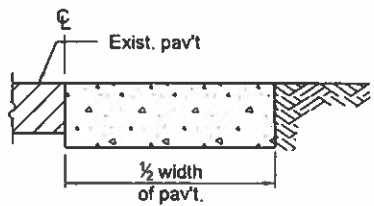
## CLASS C



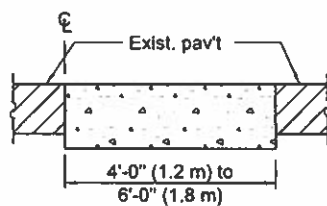
SECTION A-A



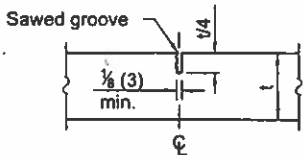
SECTION B-B



SECTION C-C



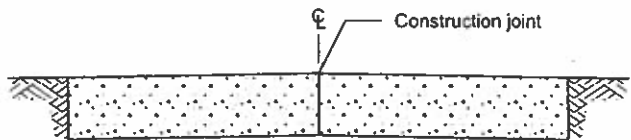
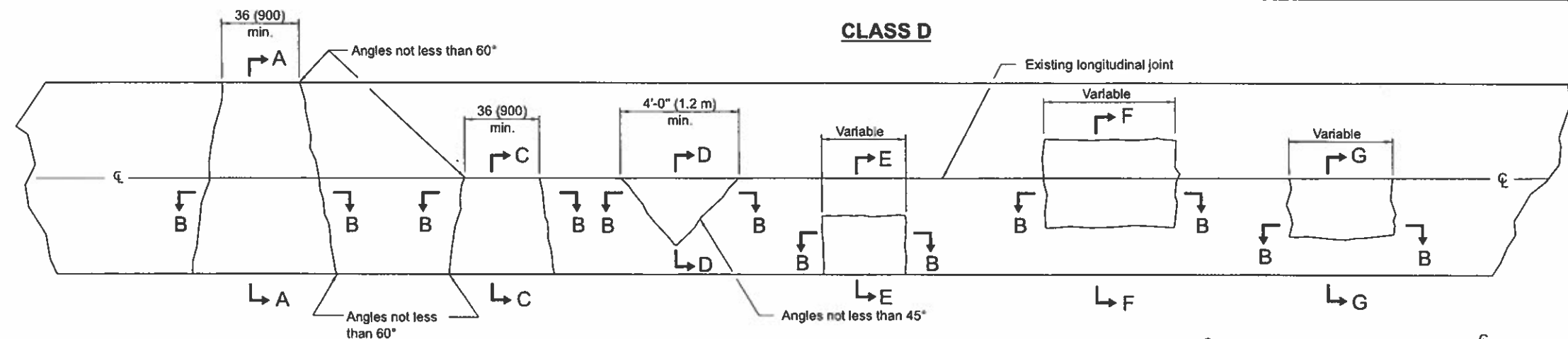
SECTION D-D



DETAIL OF SAWED CONTRACTION JOINT

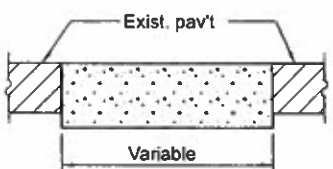
Note:  
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

## CLASS D

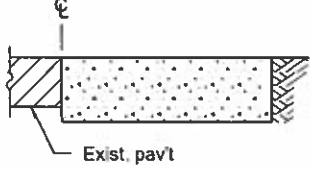


SECTION A-A

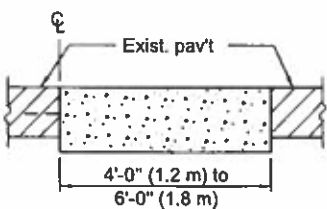
(Built in two operations)



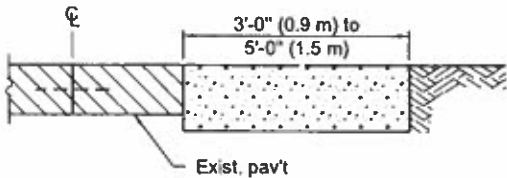
SECTION B-B



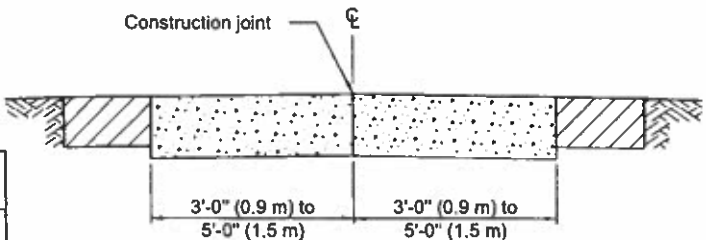
SECTION C-C



SECTION D-D

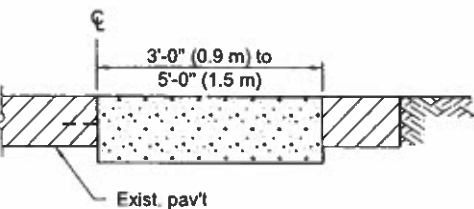


SECTION E-E



SECTION F-F

(Built in two operations)



SECTION G-G

## GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

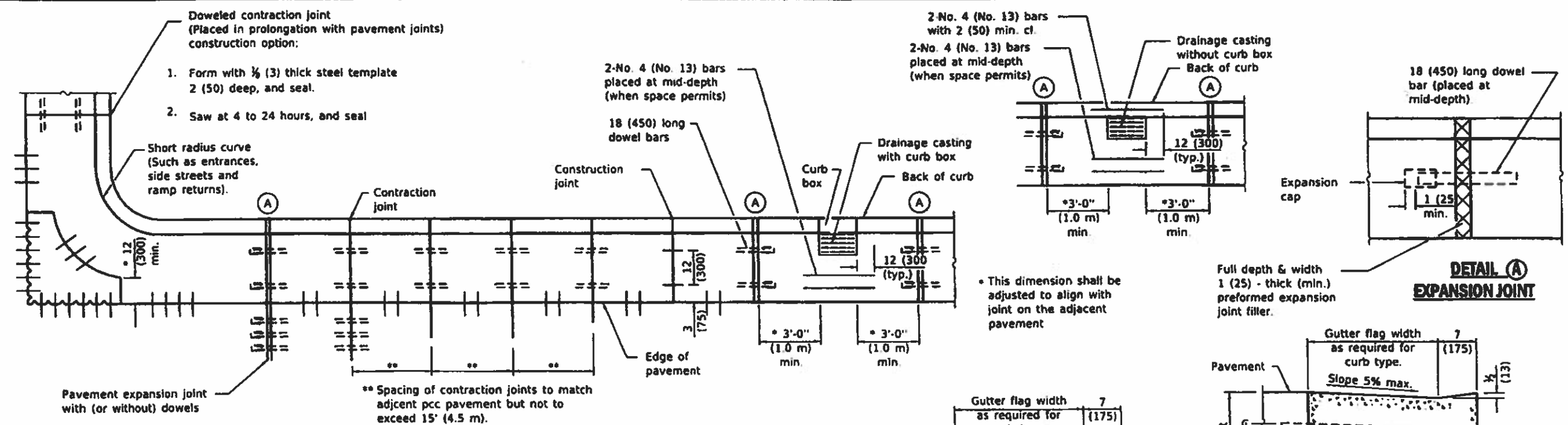
Illinois Department of Transportation	
APPROVED January 1, 2008 ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2008 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-87

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

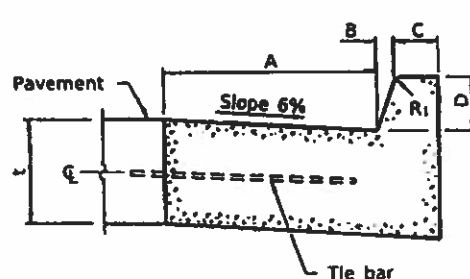
**CLASS C and D PATCHES**

**STANDARD 442201-03**

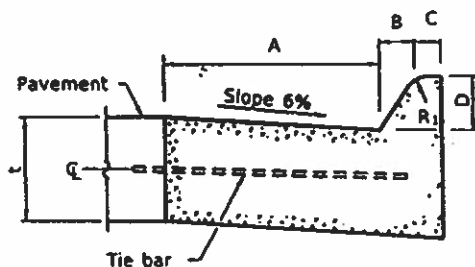




**PLAN**  
**ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE**



**BARRIER CURB**

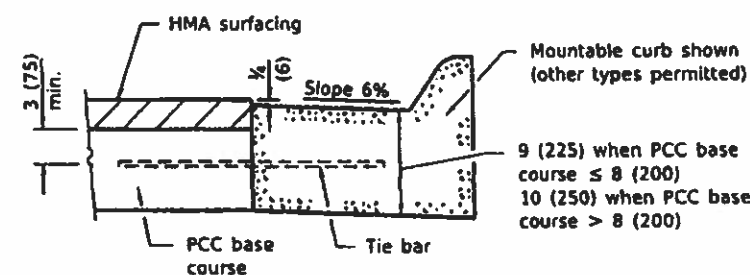


**MOUNTABLE CURB**

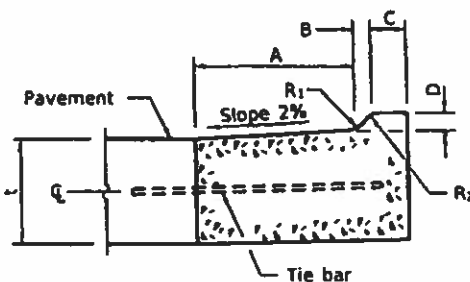
TYPE	A	B	C	D	R <sub>1</sub>
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

\* For corner islands only.

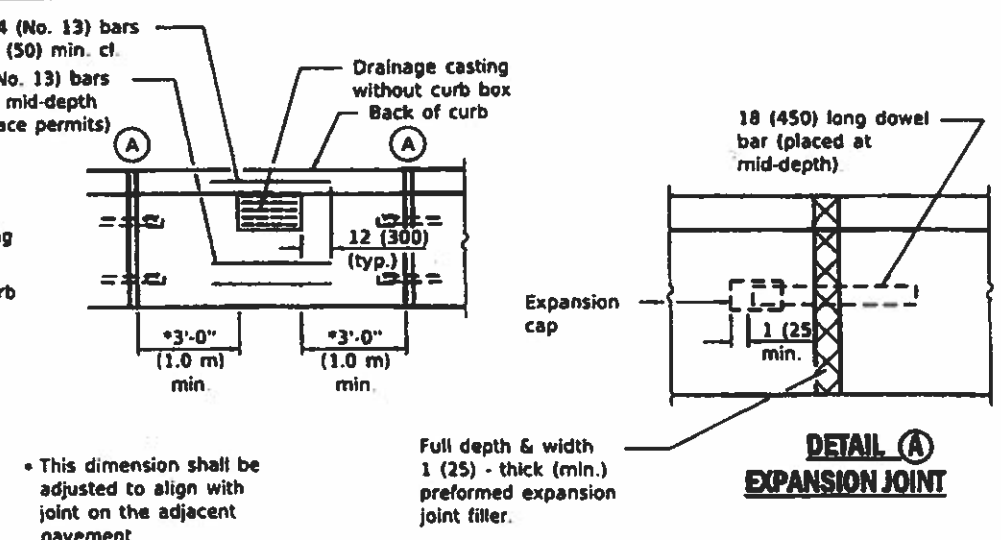
TYPE	A	B	C	D	R <sub>1</sub>	R <sub>2</sub>
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA



**ADJACENT TO PCC BASE COURSE  
WITH HMA SURFACING**



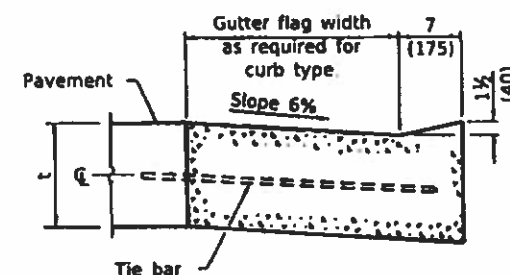
**M-2.06 (M-5.15) and M-2.12 (M-5.30)**



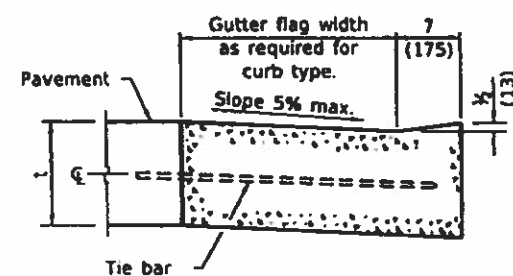
\* This dimension shall be adjusted to align with joint on the adjacent pavement

Full depth & width 1 (25) - thick (min.) preformed expansion joint filler.

**DETAIL (A)  
EXPANSION JOINT**



**DEPRESSED CURB (TYPICAL)**



**DEPRESSED CURB ADJACENT  
TO CURB RAMP ACCESSIBLE  
TO THE DISABLED**

## GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints w/ll only be required for monolithic construction.

See Standard 606301 for details of corner islands

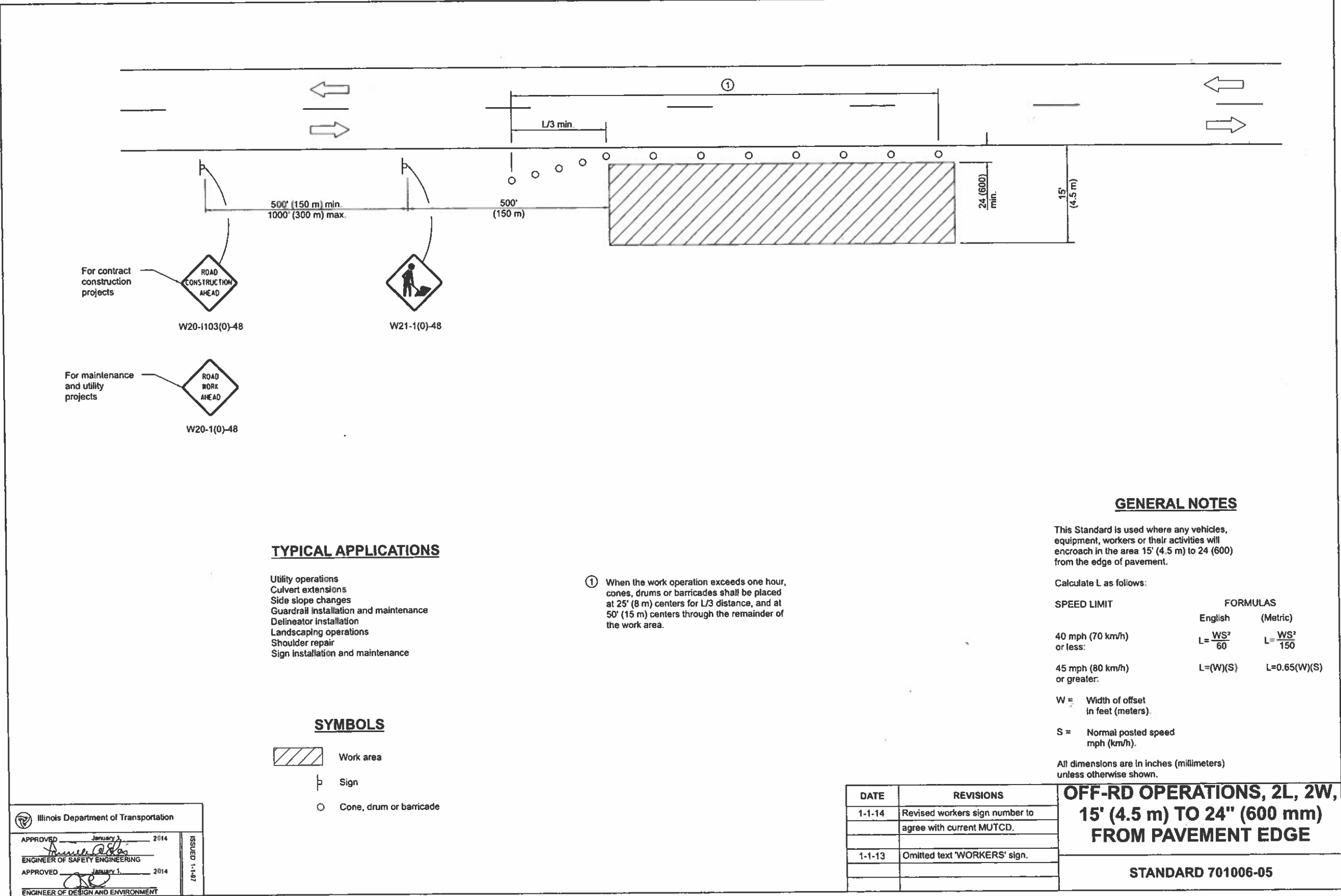
All dimensions are in inches (millimeters) unless otherwise shown.

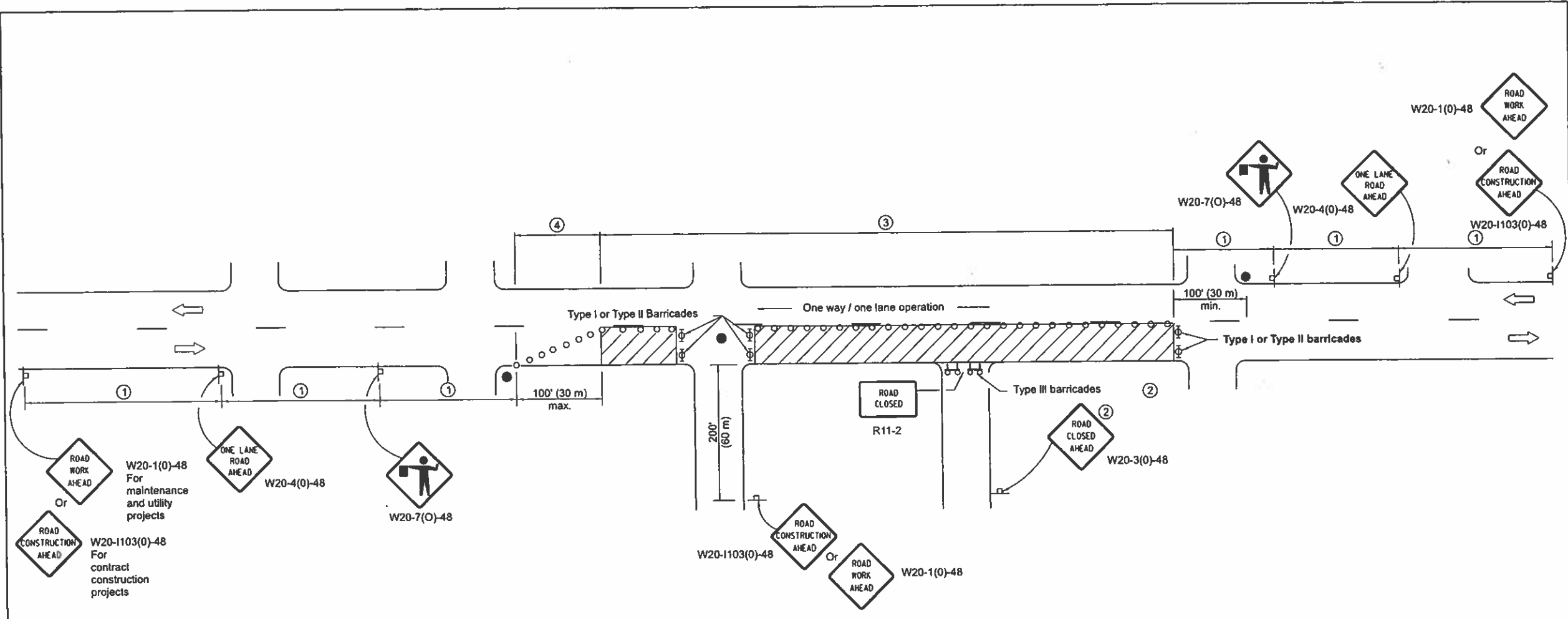
DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts

## CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

**STANDARD 606001-08**





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  
ENGINEER OF SAFETY ENGINEERING

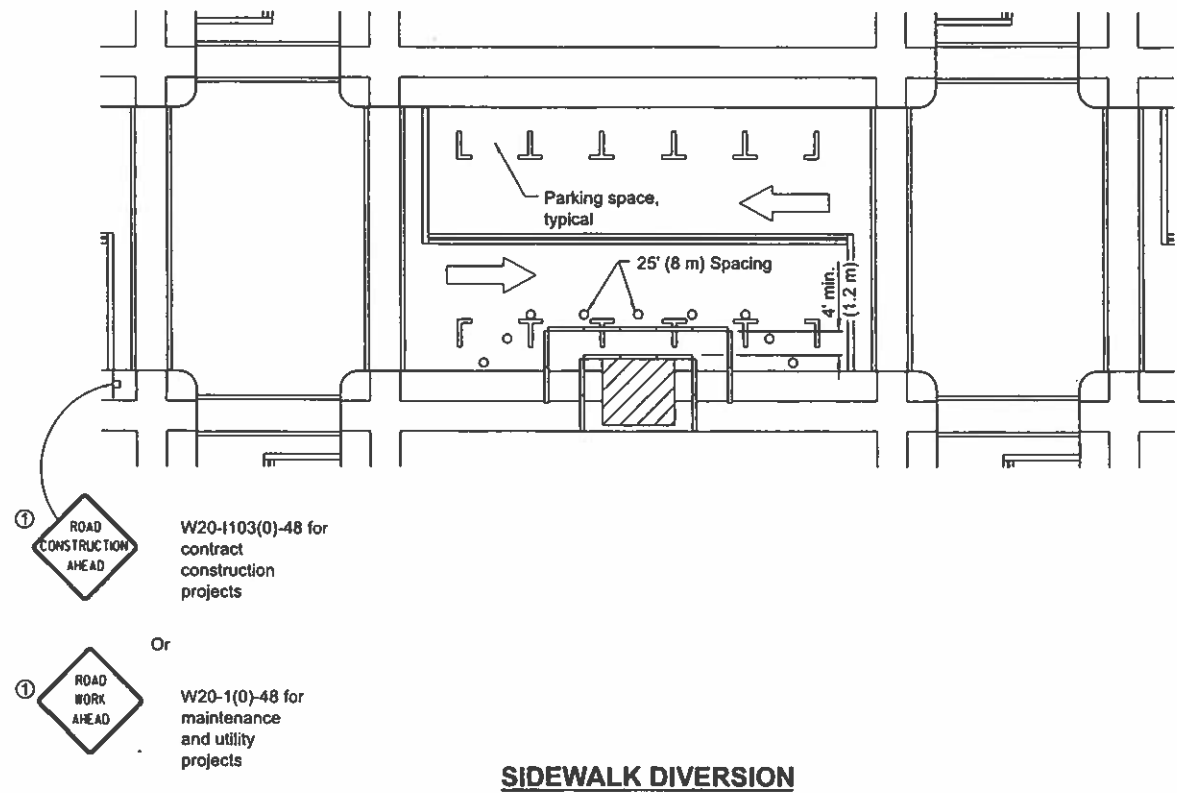
APPROVED January 1, 2011  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17

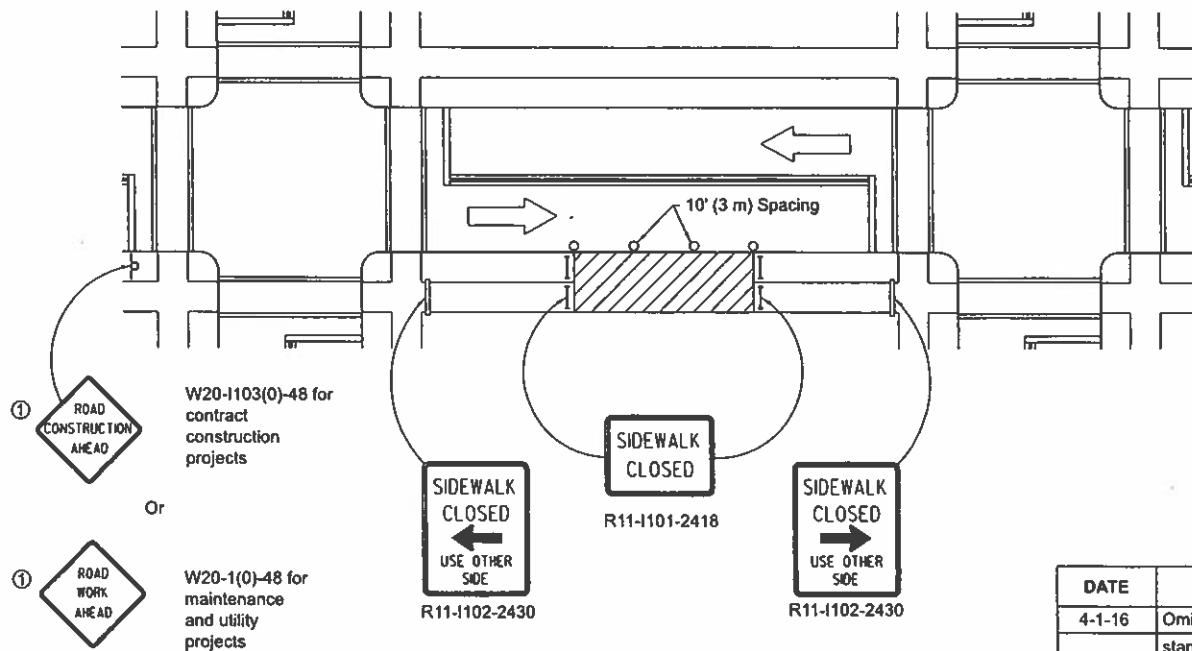
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE,  
2L, 2W, UNDIVIDED

STANDARD 701501-06



- SYMBOLS**
- Work area
  - Sign on portable or permanent support
  - Barricade or drum
  - Cone, drum or barricade
  - Type III barricade
  - Detectable pedestrian channelizing barricade



**GENERAL NOTES**

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

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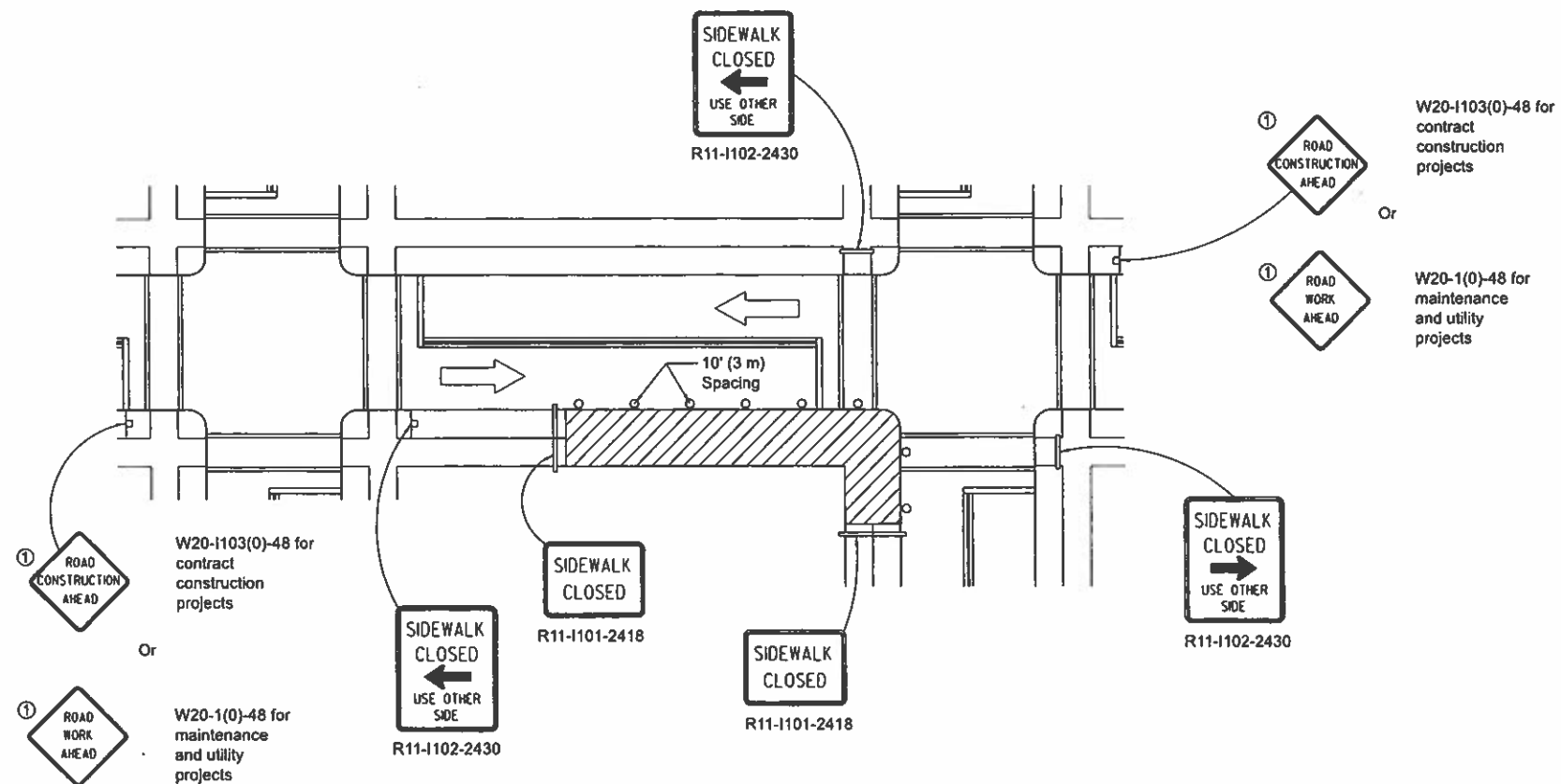
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the standard spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of plan views.
	Renamed Standard.

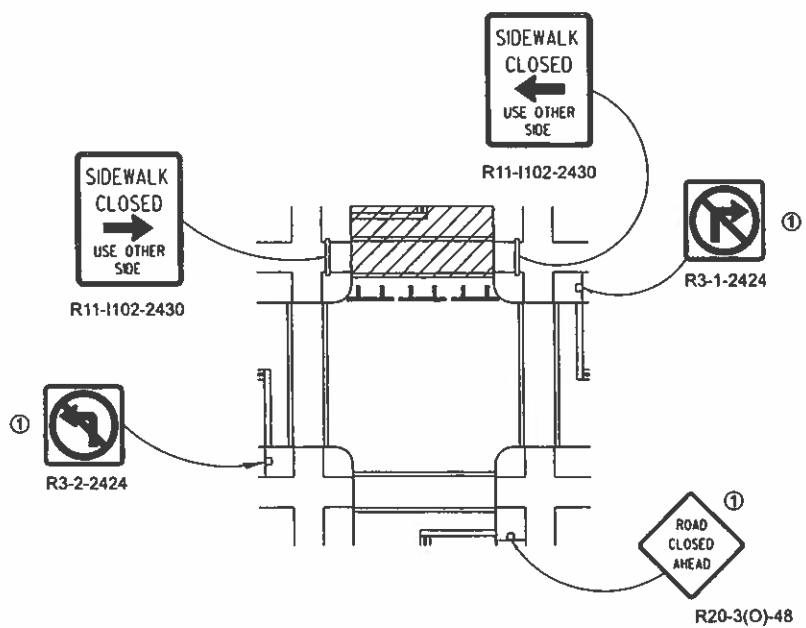
**SIDEWALK, CORNER OR CROSSWALK CLOSURE**

(Sheet 1 of 2)

**STANDARD 701801-06**



**CORNER CLOSURE**



**CROSSWALK CLOSURE**

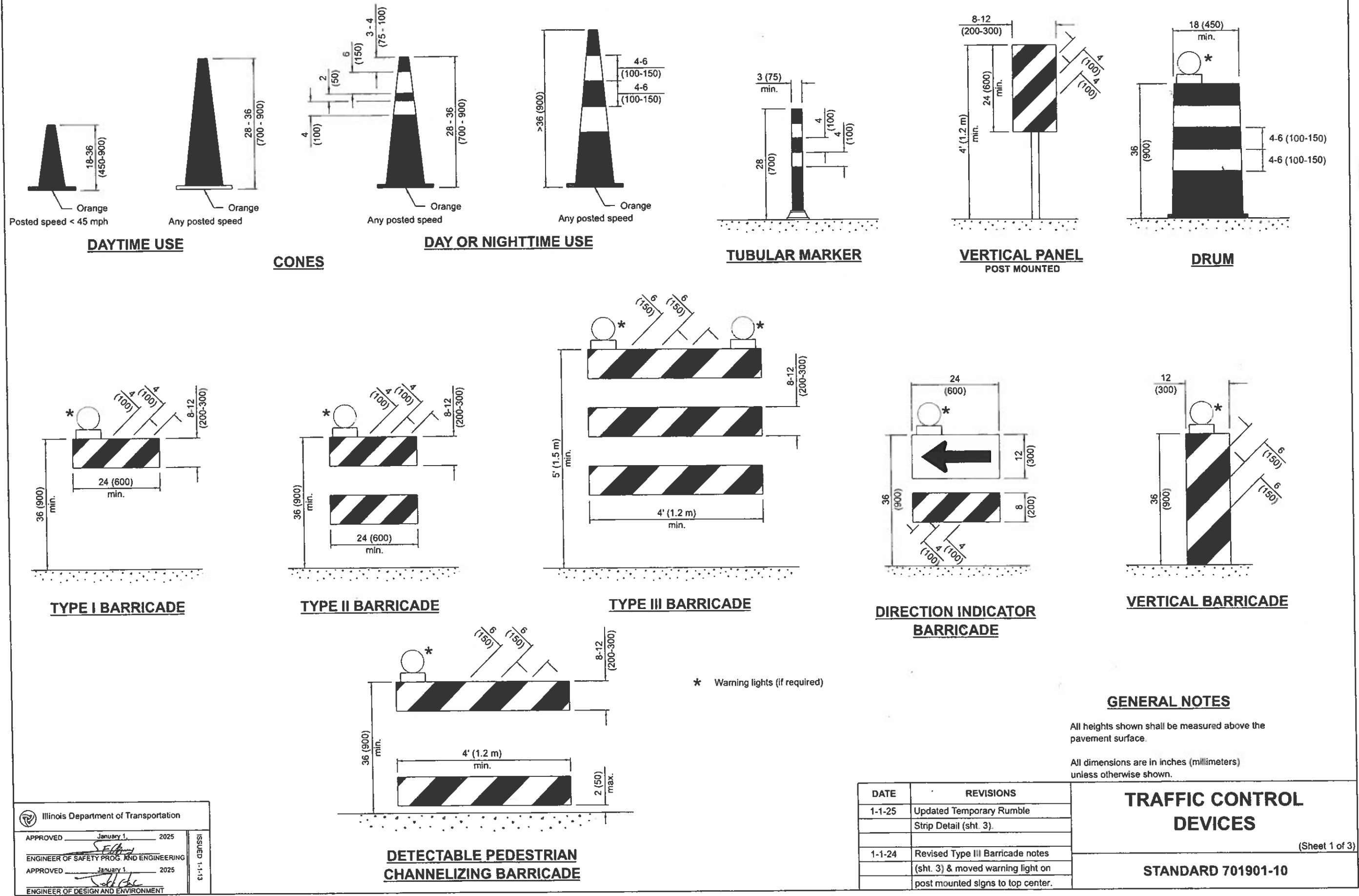
**SIDEWALK, CORNER OR  
CROSSWALK CLOSURE**

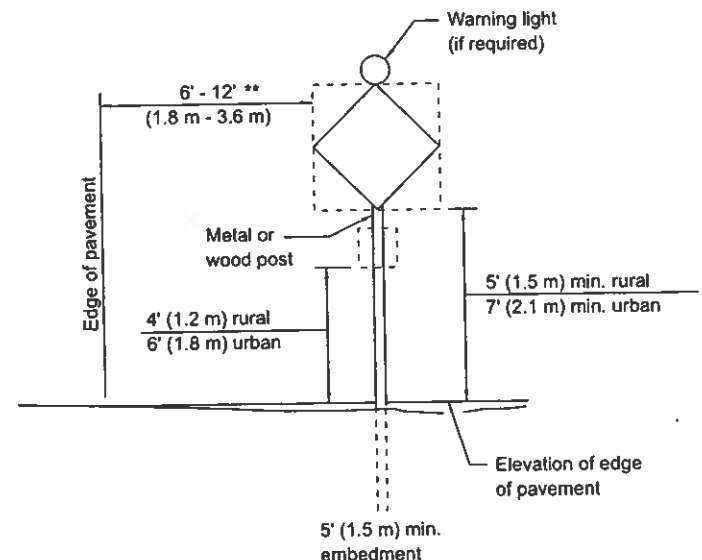
(Sheet 2 of 2)

**STANDARD 701801-06**

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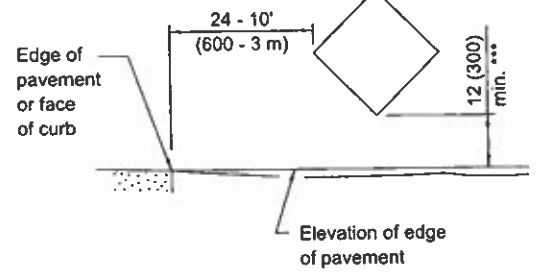
ISSUED 1-1-97





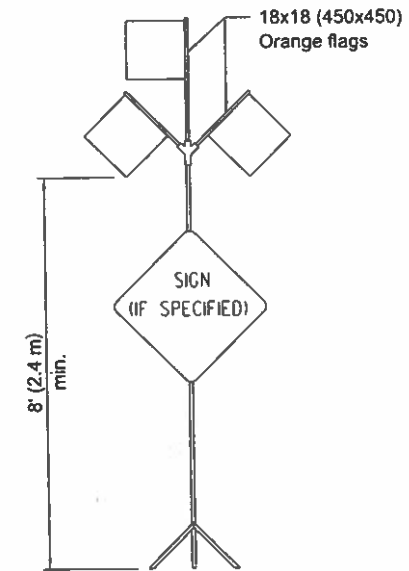
**POST MOUNTED SIGNS**

\*\* 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.

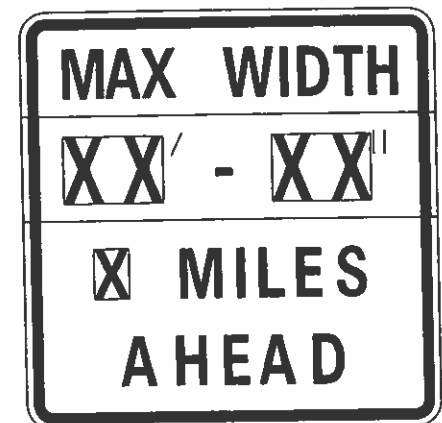


**SIGNS ON TEMPORARY SUPPORTS**

\*\*\* 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.



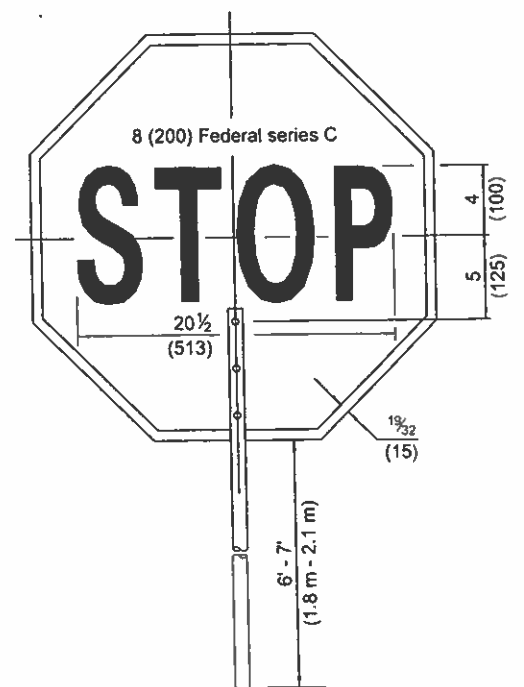
**HIGH LEVEL WARNING DEVICE**



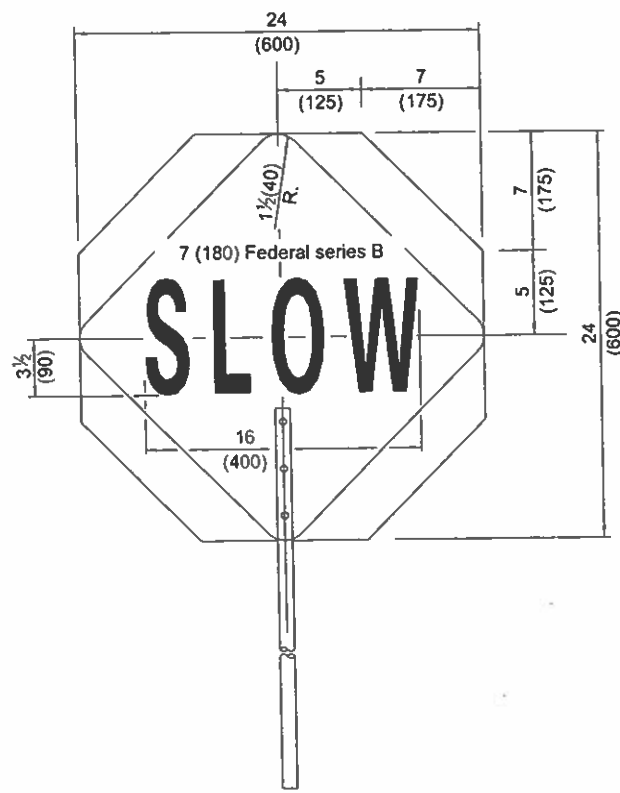
W12-1103-4848

**WIDTH RESTRICTION SIGN**

XX'-XX" width and X miles are variable.



FRONT SIDE



REVERSE SIDE

**FLAGGER TRAFFIC CONTROL SIGN**

ROAD  
CONSTRUCTION  
NEXT X MILES

G20-1104(0)-6036

END  
CONSTRUCTION

G20-1105(0)-6024

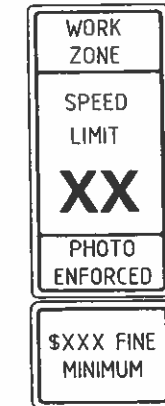
This signing is required for all projects 2 miles (3200 m) or more in length.

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**



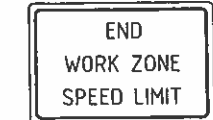
W21-1115(0)-3618

R2-1-3648

R10-1108p-3618 \*\*\*\*

R2-1106p-3618

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



G20-1103-6036

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

**HIGHWAY CONSTRUCTION  
SPEED ZONE SIGNS**

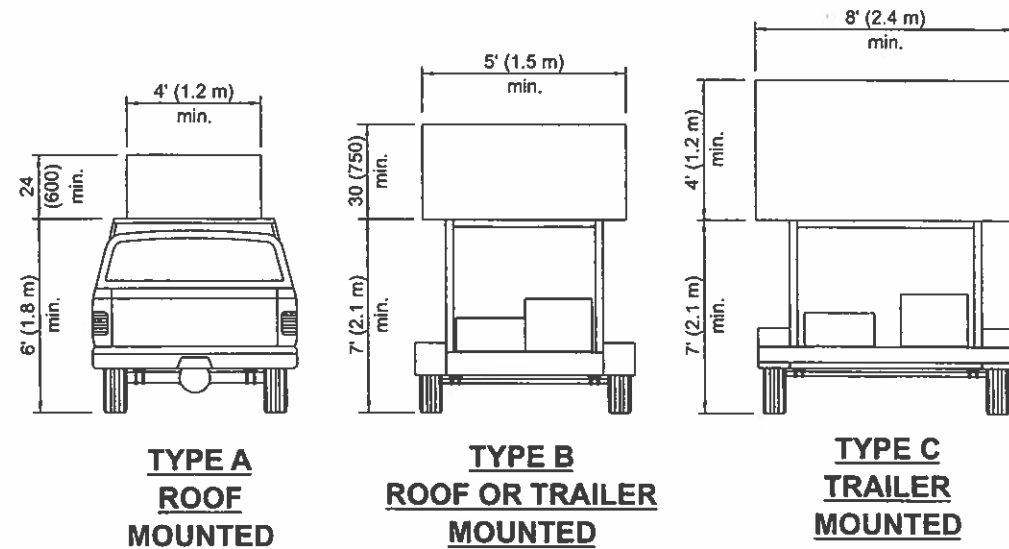
\*\*\*\* R10-1108p shall only be used along roadways under the jurisdiction of the State.

**TRAFFIC CONTROL  
DEVICES**

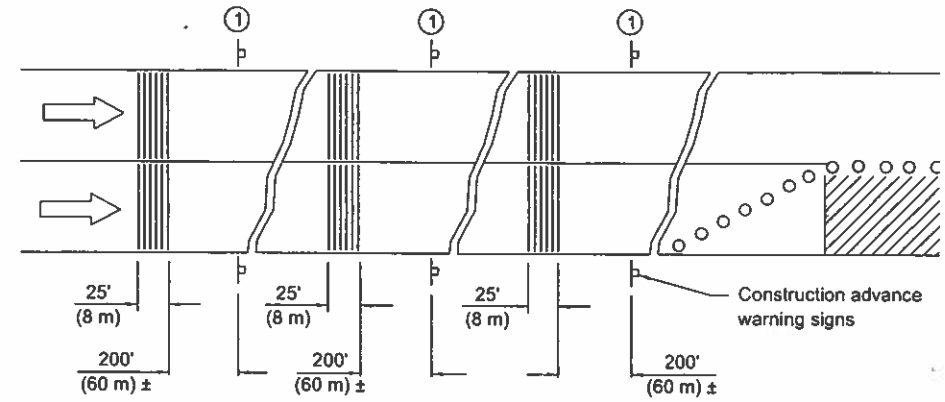
(Sheet 2 of 3)

STANDARD 701901-10

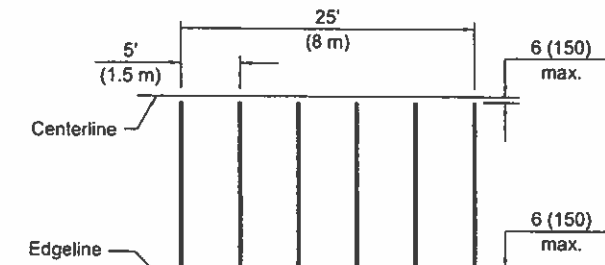
Illinois Department of Transportation	
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ARROW BOARDS

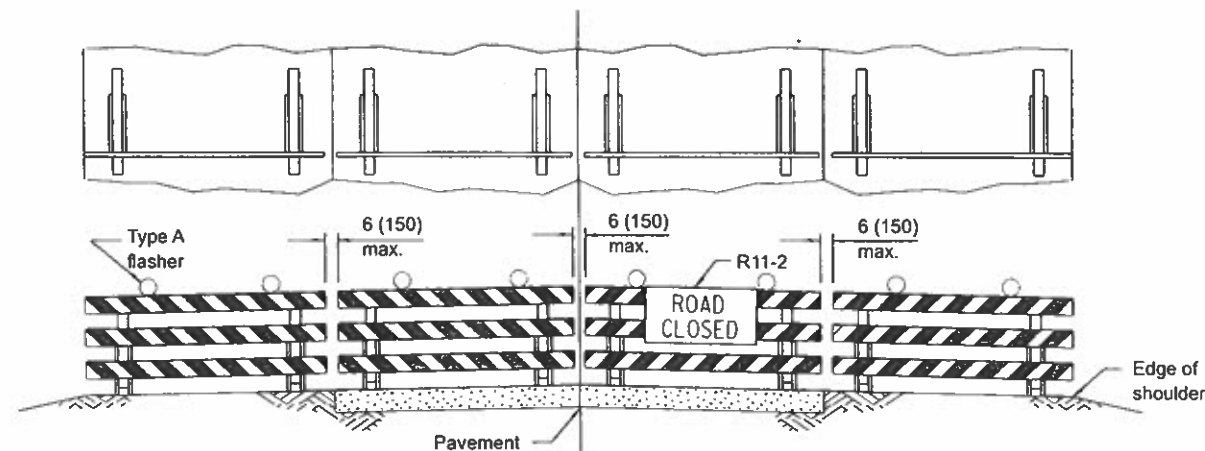


① This sign shall be omitted when median width is less than 10' (3 m).

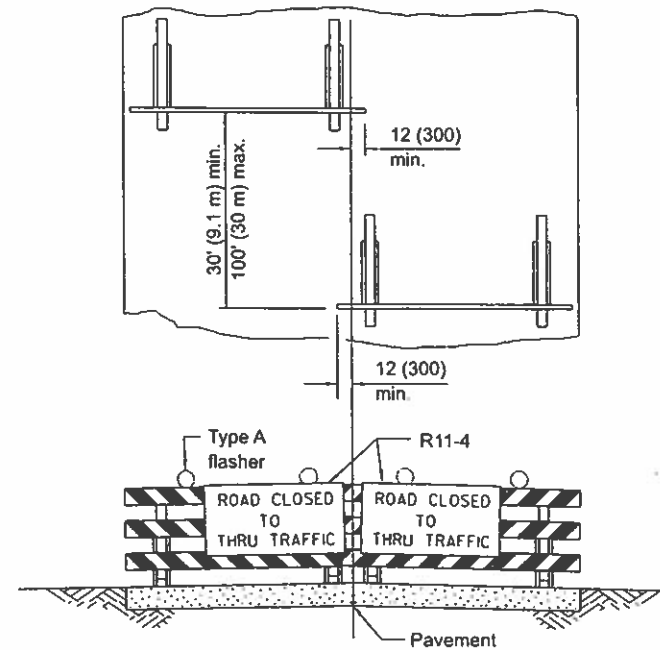


TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC  
Reflectorized striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC  
Reflectorized striping shall appear on both sides of the barricades.

**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

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