

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY**

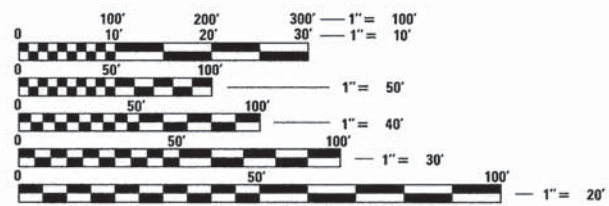
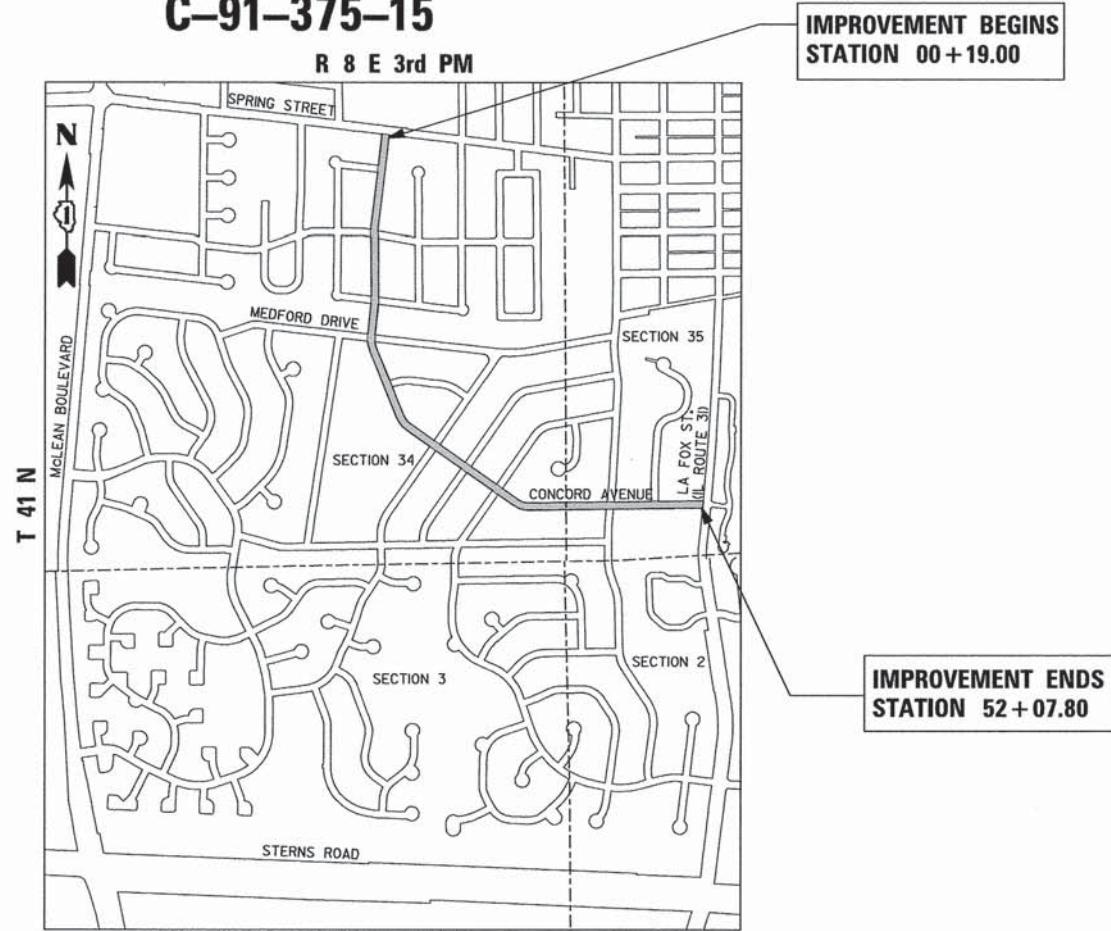
FAU 1680 (CONCORD AVENUE)  
FAU 1342 (SPRING ST.) TO FAU 3887 (IL RT 31)  
RESURFACING  
SECTION 15-00046-00-RS  
PROJECT M-4003(532)  
VILLAGE OF SOUTH ELGIN  
KANE COUNTY  
C-91-375-15

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1680	15-00046-00-RS	KANE	16	1
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO. 61C20		

FOR INDEX OF SHEETS SEE SHEET NO. 2

**TRAFFIC DATA**

CONCORD AVENUE  
ADT (2014) = 4484  
SPEED LIMIT = 25 MPH  
MAJOR COLLECTOR



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

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

ELGIN TOWNSHIP  
LOCATION MAP - SCALE : 1" = 800'  
NET AND GROSS LENGTH OF IMPROVEMENTS - CONCORD AVENUE = 5188.80 LINEAL FEET (0.983 MILES)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED 11-20-15 (DATED)  
[Signature] (SIGNED)  
VILLAGE OF SOUTH ELGIN, DIRECTOR OF PUBLIC WORKS

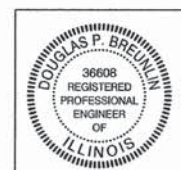
PASSED December 17, 2015 (DATED)  
[Signature] (SIGNED)  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW December 17, 2015 (DATED)  
[Signature] (SIGNED)  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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

FEDERAL AID PROGRAM ENGINEER: FAWAAD AQUEEL, P.E. (847) 705-4021 SCHAUMBURG, IL

CONTRACT NO. 61C20



NOVEMBER 20 20 15  
[Signature]  
DOUGLAS P. BREUNLIN  
ILLINOIS REG. PROFESSIONAL ENGINEER NO. 062-036608  
EXPIRATION DATE 11-30-2017





**GENERAL NOTES**

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2015; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS"; THE "DETAILS" IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- BEFORE STARTING ALL EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATION OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR A PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL PAY ITEMS FOR REMOVAL AND REPLACEMENT MUST BE FIELD MEASURED AND MARKED BY THE ENGINEER PRIOR TO CONSTRUCTION. NO PAYMENT WILL BE MADE FOR ANY ITEMS OF WORK, WHICH HAVE BEEN REMOVED AND/OR REPLACED WITHOUT HAVING BEEN FIELD MEASURED AND MARKED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL AND/OR REPLACEMENT BEYOND FIELD MARKINGS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER.
- BY THE END OF EACH WORKING DAY THE CONTRACTOR AND HIS SUBCONTRACTORS SHALL REMOVE RUBBISH, WASTE MATERIAL AND ACCUMULATIONS FROM THE PREMISES AND SHALL KEEP THE PREMISES CLEAN. THE CONTRACTOR SHALL KEEP THE PREMISES CLEAN DURING CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF MOBILIZATION.
- ALL EXPOSED CONCRETE INSTALLED UNDER THIS CONTRACT (CURB & GUTTER, SIDEWALK, DRIVEWAY AREAS) SHALL RECEIVE A PROTECTIVE SURFACE TREATMENT CONSISTING OF TWO (2) COATS OF BOILED LINSEED OIL AND PETROLEUM SPIRITS MIXTURE, FORMULATED AND APPLIED ACCORDING TO ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS. IF THE ENGINEER FOR THE BLOTTER MATERIAL REQUIRES AN APPLICATION OF SAND, IT WILL BE INCLUDED IN THE COST OF THE CONCRETE. THE ENGINEER SHALL BE NOTIFIED 24 HOURS IN ADVANCE PRIOR TO APPLICATION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONCRETE ITEM PROVIDED.
- THE CONTRACTOR MUST SCHEDULE THE REMOVAL AND REPLACEMENT OF THE CURB AND GUTTER SUCH THAT ONLY ONE SIDE OF A GIVEN STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. ALL HOMEOWNERS SHALL BE GIVEN A MINIMUM 24 HOURS NOTICE PRIOR TO EXCAVATION OF THEIR DRIVEWAY. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURBING, WHETHER FORMED OR NOT FORMED, REMAIN OPEN FOR MORE THAN 3 WORKING DAYS.
- DISTURBED PAVEMENT, DRIVEWAY AND PARKWAY AREAS SHALL BE RESTORED IMMEDIATELY FOLLOWING REPLACEMENT OPERATIONS. IN ALL CASES WITHIN 3 WORKING DAYS FROM THE DATE CURB AND GUTTER OR SIDEWALK IS CAST, THE ENGINEER SHALL STOP THE CONTRACTOR FROM FURTHER REMOVAL OPERATIONS AT ANY TIME HE DETERMINES THE RESTORATION IS NOT BEING DONE IN A TIMELY MANNER.
- DURING THE REMOVAL OF MATERIAL AND PREPARATION FOR PLACEMENT OF P.C.C. MATERIAL, A TOLERANCE OF NO MORE THAN TWO FEET OF THE EXISTING LIMITS SHALL BE EXCEEDED FOR RESTORATION. ALL RESTORATION OUTSIDE OF THESE LIMITS SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED CURB AND GUTTER, OR SIDEWALK REMOVAL PAY ITEM.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SOUTH ELGIN, DIRECTOR OF PUBLIC WORKS, 847-695-2742, 48 HOURS PRIOR TO THE COMMENCEMENT OF WORK.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED. THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON THE PAVEMENT OR BREAKING IN ANY OTHER MANNER, WHICH IN THE OPINION OF THE ENGINEER MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY BREAKING APPURTENANCES.
- DETECTABLE WARNINGS - THE CONTRACTOR SHALL UTILIZE THE VITRIFIED POLYMER COMPOSITE NON-REMOVABLE DETECTABLE TACTILE WARNING SYSTEM IN THE RED COLOR IN CONFORMANCE WITH ADAAG.

**STORM SEWERS, WATER MAINS, AND UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES 3 DAYS PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF MANHOLES TO BE ADJUSTED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY ARE NOT SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEMS VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND BE READILY VISIBLE AT ALL TIMES.
- THE USE OF VILLAGE OWNED AND OPERATED FIRE HYDRANTS IS PROHIBITED. THE CONTRACTOR SHALL CONTACT THE SOUTH ELGIN PUBLIC WORKS DIRECTOR 847-695-2742, TO COORDINATE USAGE OF VILLAGE HYDRANTS. ALL FINES ASSOCIATED WITH DAMAGE CAUSED BY THE USE OF A VILLAGE FIRE HYDRANT WITHOUT PROPER AUTHORIZATION SHALL BE SOLELY BORNE BY THE CONTRACTOR.
- UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES THAT ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS. UNLESS RECONSTRUCTION OR ADJUSTMENT OF AN EXISTING MANHOLE, CATCH BASIN, INLET OR ADJUSTMENT TO THE FRAME AND GRATE IS CALLED FOR IN THE CONTRACT DOCUMENTS OR ORDERED BY THE ENGINEER, THE PROPOSED WORK SHALL MEET THE EXISTING ELEVATION OF THESE STRUCTURES. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS WHEN WORKING NEAR OR ABOVE EXISTING SEWERS TO PROTECT THESE SEWERS FROM ANY DAMAGE RESULTING FROM HIS OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO REPAIR ANY EXISTING SEWERS DAMAGED DUE TO NON-COMPLIANCE WITH THIS PROVISION SHALL BE PROVIDED, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH SECTION 550 OF THE STANDARD SPECIFICATIONS. AT THE CONTRACTOR'S EXPENSE WITH NO EXTRA COMPENSATION BEING ALLOWED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DIRECT THE WORK AND PROTECT THE FACILITIES FROM DAMAGE DURING CONSTRUCTION, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.

**SIGNING AND STRIPING**

- SEE IDOT STANDARD 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

**TRAFFIC CONTROL**

- THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE SPECIAL PROVISIONS & PLANS.
- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS AND EXISTING DRIVEWAY ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 107.14 OF THE STANDARD SPECIFICATIONS.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES
03	SUMMARY OF QUANTITIES
04 - 05	TYPICAL SECTIONS
06 - 07	PAVEMENT PLAN
08 - 16	DETAILS AND STANDARD DRAWINGS

**HIGHWAY STANDARDS**

STD. 000001-06
STD. 424001-08
STD. 424006-02
STD. 424021-03
STD. 424026-01
STD. 606001-06
STD. 701006-05
STD. 701301-04
STD. 701311-03
STD. 701501-06
STD. 701801-05
STD. 701901-04
STD. 780001-05

**DISTRICT 1 DETAILS**

TC-10
TC-13
TC-16
TC-22
BD-24
BD-32

FILE NAME: H:\P\projects\2815\160184 ConcordAvenue\PH11\cadd\C\1\1\N\dgn\Sh\1\GENNOTES.dwg



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PLOT DATE = 11/18/2015	CHECKED - DPB	REVISED -
	DATE - 10-08-15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES  
CONCORD AVENUE**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1680	15-00046-00-RS	KANE	16	2
CONTRACT NO. 61C20				
ILLINOIS FED. AID PROJECT				



# SUMMARY OF QUANTITIES

CONSTRUCTION CODE  
STU FUNDS  
75% FEDERAL  
25% CITY

SPECIALTY ITEM	SPECIAL PROVISION	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
						ROADWAY 0005 URBAN	ENVIRONMENT 0020 URBAN	SAFETY 0021 URBAN	LANDSCAPE 0031 URBAN
		21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	614				614
	S	25000110	SEEDING, CLASS 1A	ACRE	0.25				0.25
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	12				12
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	12				12
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	12				12
		25100630	EROSION CONTROL BLANKET	SO YD	614		614		
		35101600	AGGREGATE BASE COURSE, TYPE B, 4"	SO YD	665	665			
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	12,598	12,598			
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3			
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	772	772			
	S	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	278	278			
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,090	2,090			
	S	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	5,983			5,983	
		42400800	DETECTABLE WARNINGS	SO FT	572			572	
	S	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2"	SO YD	18,386	18,386			
		44000600	SIDEWALK REMOVAL	SO FT	5,929	5,929			
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SO YD	9.2	9.2			
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SO YD	76.9	76.9			
		50300300	PROTECTIVE COAT	SO YD	938	938			
		60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	5			
		67100100	MOBILIZATION	LSUM	1	1			
	S	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1			
	S	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1			
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,400			2,400	
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	600			600	
		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	36.4			36.4	
		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	360			360	
		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	80			80	
		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	78			78	
		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	179			179	
	S	X6025600	MANHOLES TO BE ADJUSTED (SPECIAL)	EACH	21	21			
	S	X6026200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	21	21			
	S	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,227	1,227			
	S	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1			
	S	Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4			

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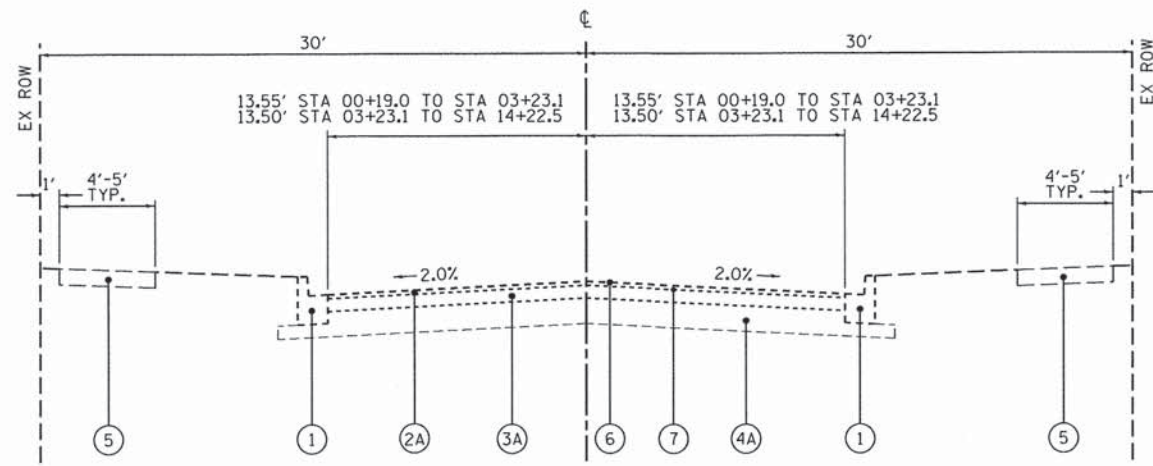
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	DATE - 10-08-15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUMMARY OF QUANTITIES CONCORD AVENUE</b>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 3
CONTRACT NO. 61C20				ILLINOIS FED. AID PROJECT

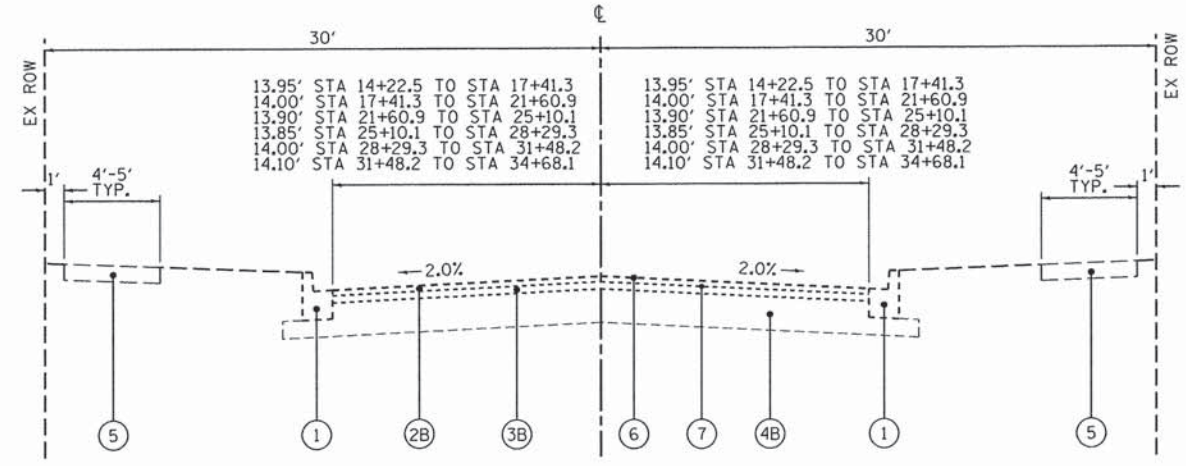




**EXISTING TYPICAL SECTION**  
STA 00+19.0 TO STA 14+22.5 CONCORD AVENUE

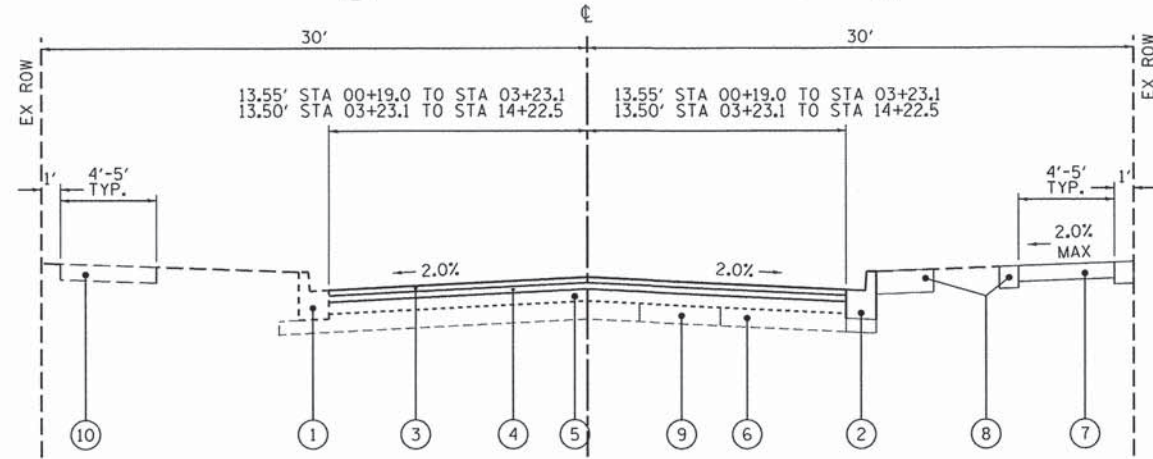
**LEGEND, EXISTING**

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ②A EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3 1/2" - 5"
- ②B EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1" - 3 1/2"
- ③A EXISTING HOT-MIX ASPHALT BINDER COURSE, 0" - 2"
- ③B EXISTING HOT-MIX ASPHALT BINDER COURSE, 2" - 2 1/2"



**EXISTING TYPICAL SECTION**  
STA 14+22.5 TO STA 34+68.1 CONCORD AVENUE

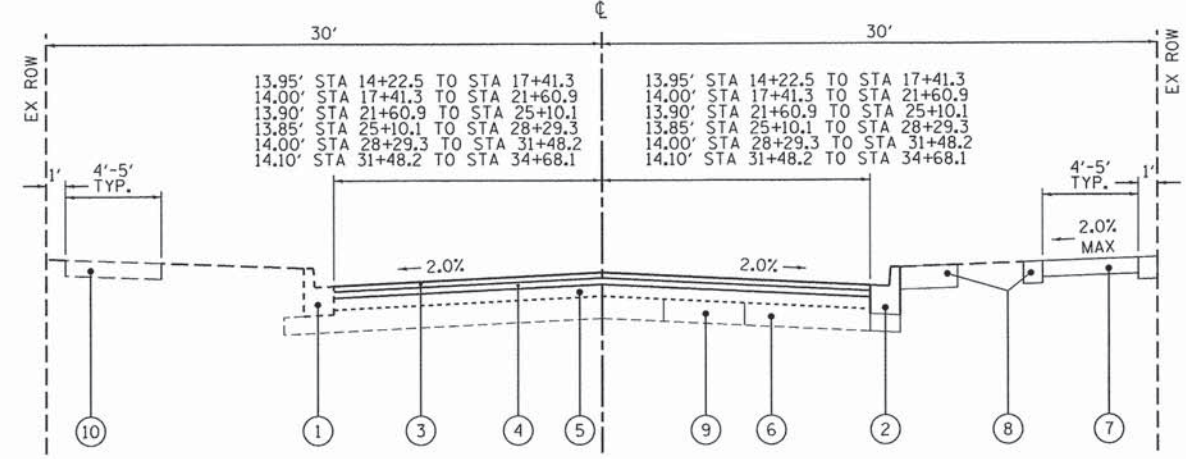
- ④A EXISTING AGGREGATE BASE COURSE, 8" - 8 1/2"
- ④B EXISTING AGGREGATE BASE COURSE, 4" - 11"
- ⑤ EXISTING PCC SIDEWALK
- ⑥ HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑦ EXISTING PETROMAT - VARIOUS LOCATIONS



**PROPOSED TYPICAL SECTION**  
STA 00+19.0 TO STA 14+22.5 CONCORD AVENUE

**LEGEND, PROPOSED**

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (LOCATIONS OF CURB & GUTTER OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ③ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ④ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 3/4"



**PROPOSED TYPICAL SECTION**  
STA 14+22.5 TO STA 34+68.1 CONCORD AVENUE

- ⑤ EXISTING HOT-MIX ASPHALT BINDER COURSE
- ⑥ EXISTING AGGREGATE BASE COURSE
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" OR 6" THICK AT DRIVEWAYS (LOCATIONS OF SIDEWALKS OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑧ PARKWAY TO BE RESTORED WITH 6" TOPSOIL, SEED AND EROSION CONTROL BLANKET (2' TYP.)
- ⑨ PROPOSED CLASS D PATCH, TYPE II, 6" OR TYPE III, 6" (LOCATION OF PATCHES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑩ EXISTING PCC SIDEWALK

**EXISTING PAVEMENT NOTES**

1. INFORMATION FOR HMA SURFACES, HMA BINDER, AND AGGREGATE BASE COURSE WAS TAKEN FROM INFORMATION DOCUMENTED IN THE "PAVEMENT CORE SUMMARY REPORT" DATED JUNE 19, 2015 AS PREPARED BY RUBINO ENGINEERING, INC.
2. REFER TO THE "PAVEMENT CORE SUMMARY REPORT" DATED JUNE 19, 2015 AS PREPARED BY RUBINO ENGINEERING, INC. FOR EXISTING PETROMAT INFORMATION.

FILE NAME: M:\Projects\2015\150804 Concord\Ave\RD\PH11\cead\C:\v1\1\0\gn\Sh\1\TYP.dgn



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PLLOT DATE = 12/1/2015	CHECKED - DPB	REVISED -
	DATE - 10-08-15	REVISED -

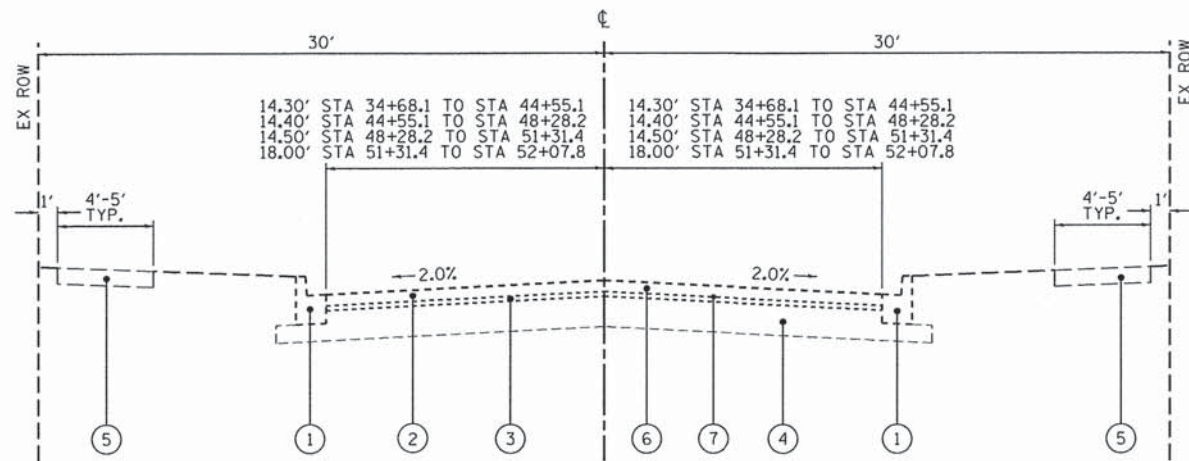
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS  
CONCORD AVENUE

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1680	15-00046-00-RS	KANE	16	4
CONTRACT NO. 61C20				
ILLINOIS FED. AID PROJECT				



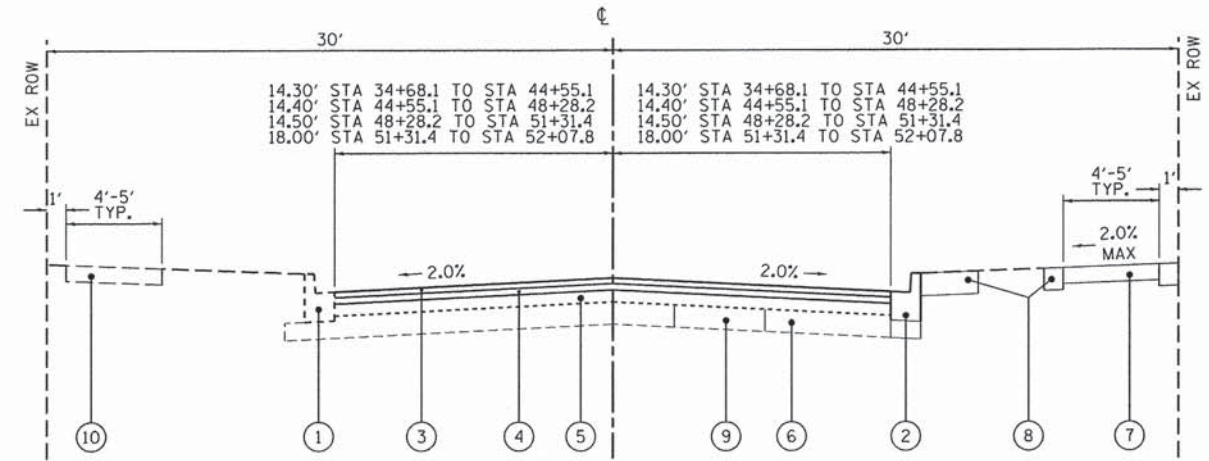


**EXISTING TYPICAL SECTION**

STA 34+68.1 TO STA 52+07.8 CONCORD AVENUE

**LEGEND, EXISTING**

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② EXISTING HOT-MIX ASPHALT SURFACE COURSE, 2" - 5 1/2"
- ③ EXISTING HOT-MIX ASPHALT BINDER COURSE, 0" - 4 1/2"
- ④ EXISTING AGGREGATE BASE COURSE, 4" - 6"
- ⑤ EXISTING PCC SIDEWALK
- ⑥ HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑦ EXISTING PETROMAT - VARIOUS LOCATIONS



**PROPOSED TYPICAL SECTION**

STA 34+68.1 TO STA 52+07.8 CONCORD AVENUE

**LEGEND, PROPOSED**

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (LOCATIONS OF CURB & GUTTER OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ③ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- ④ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- ⑤ EXISTING HOT-MIX ASPHALT BINDER COURSE
- ⑥ EXISTING AGGREGATE BASE COURSE
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" OR 6" THICK AT DRIVEWAYS (LOCATIONS OF SIDEWALKS OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑧ PARKWAY TO BE RESTORED WITH 6" TOPSOIL, SEED AND EROSION CONTROL BLANKET (2' TYP.)
- ⑨ PROPOSED CLASS D PATCH, TYPE II, 6" OR TYPE III, 6" (LOCATION OF PATCHES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑩ EXISTING PCC SIDEWALK

**EXISTING PAVEMENT NOTES**

1. INFORMATION FOR HMA SURFACES, HMA BINDER, AND AGGREGATE BASE COURSE WAS TAKEN FROM INFORMATION DOCUMENTED IN THE "PAVEMENT CORE SUMMARY REPORT" DATED JUNE 19, 2015 AS PREPARED BY RUBINO ENGINEERING, INC.
2. REFER TO THE "PAVEMENT CORE SUMMARY REPORT" DATED JUNE 19, 2015 AS PREPARED BY RUBINO ENGINEERING, INC. FOR EXISTING PETROMAT INFORMATION.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
<b>PAVEMENT RESURFACING</b>	
HMA SURFACE COURSE, MIX "D" N50 (IL 9.5 mm)	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm)	4% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCHES, TYPE II, 6 INCH	4% @ 70 GYR.
CLASS D PATCHES, TYPE III, 6 INCH	4% @ 70 GYR.

**NOTES:**

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE " PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

CONTRACTOR SHALL MILL BEFORE PATCHING.

FOR USE OF RECYCLED MATERIAL, SEE SPECIAL PROVISIONS

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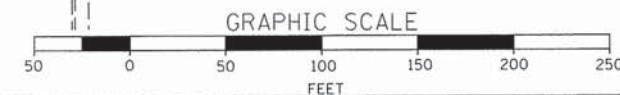
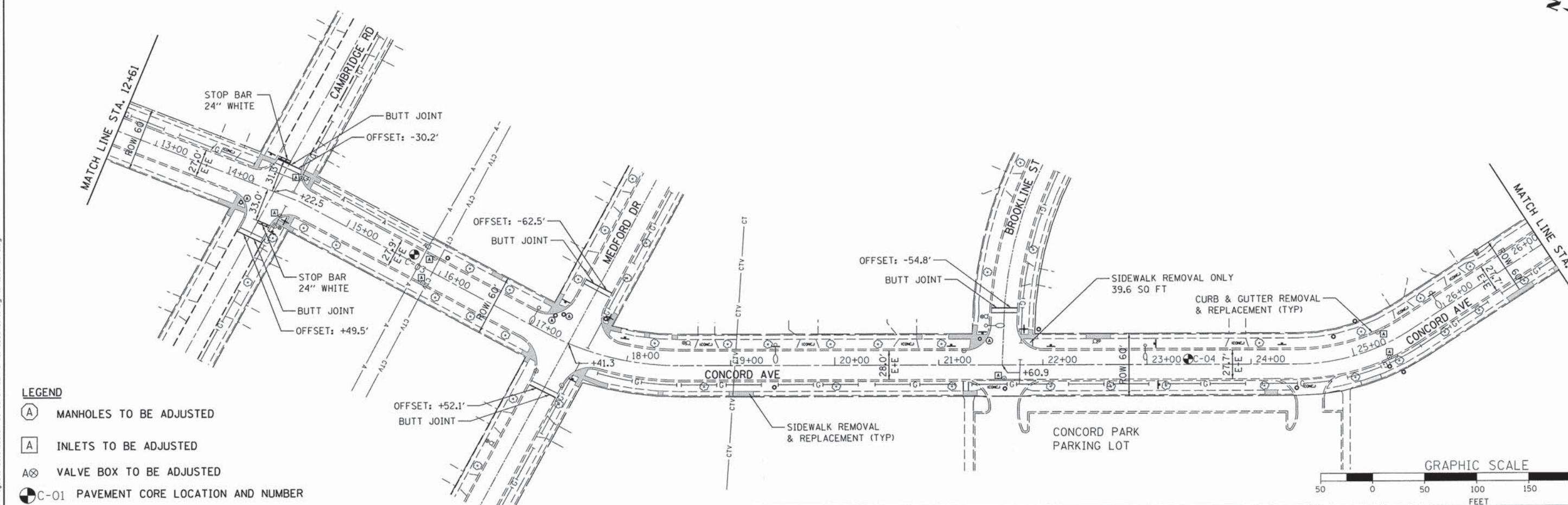
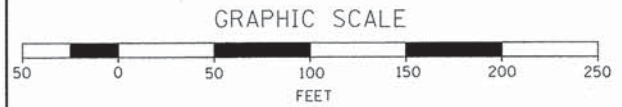
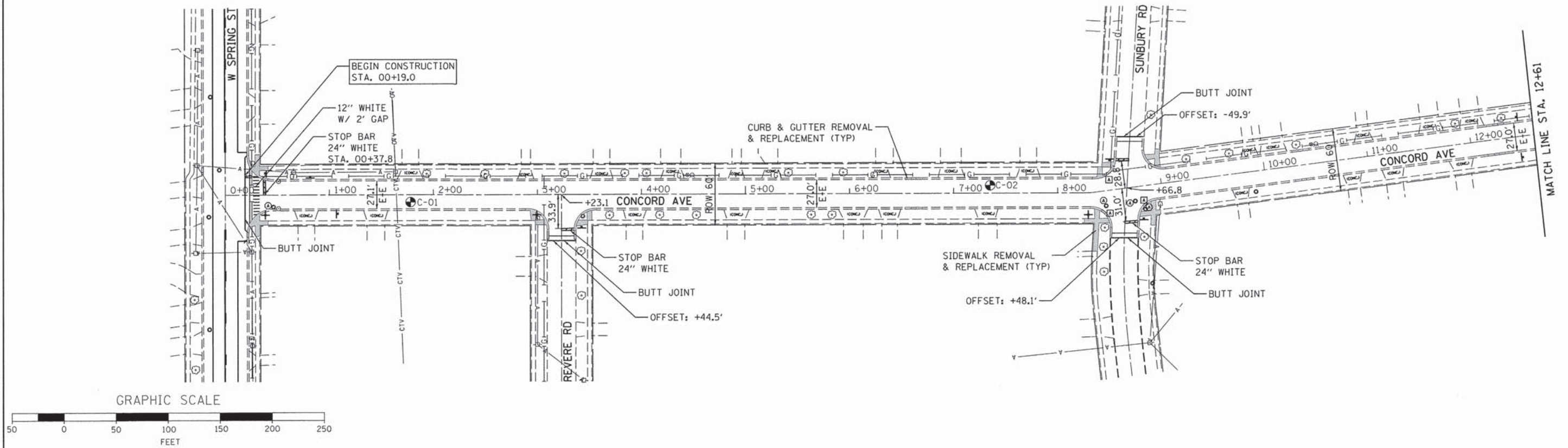
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	DATE - 10-08-15	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
CONCORD AVENUE**

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	F.A.U. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 5
CONTRACT NO. 61C20										
ILLINOIS FED. AID PROJECT										





- LEGEND**
- (A) MANHOLES TO BE ADJUSTED
  - (A) INLETS TO BE ADJUSTED
  - A ⊗ VALVE BOX TO BE ADJUSTED
  - C-01 PAVEMENT CORE LOCATION AND NUMBER

FILE NAME = M:\Projects\2015\160184 - Concord Ave\DWG\11\10.dgn; Shw\_Concord.dgn

**WBK** WILLS BURKE KELSEY ASSOCIATES LTD.  
110 West Main Street, Suite 201  
St. Charles, Illinois 60174

USER NAME = bmcgray	DESIGNED - DPB	REVISED - 11-19-15
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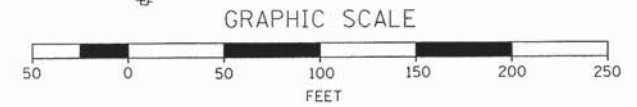
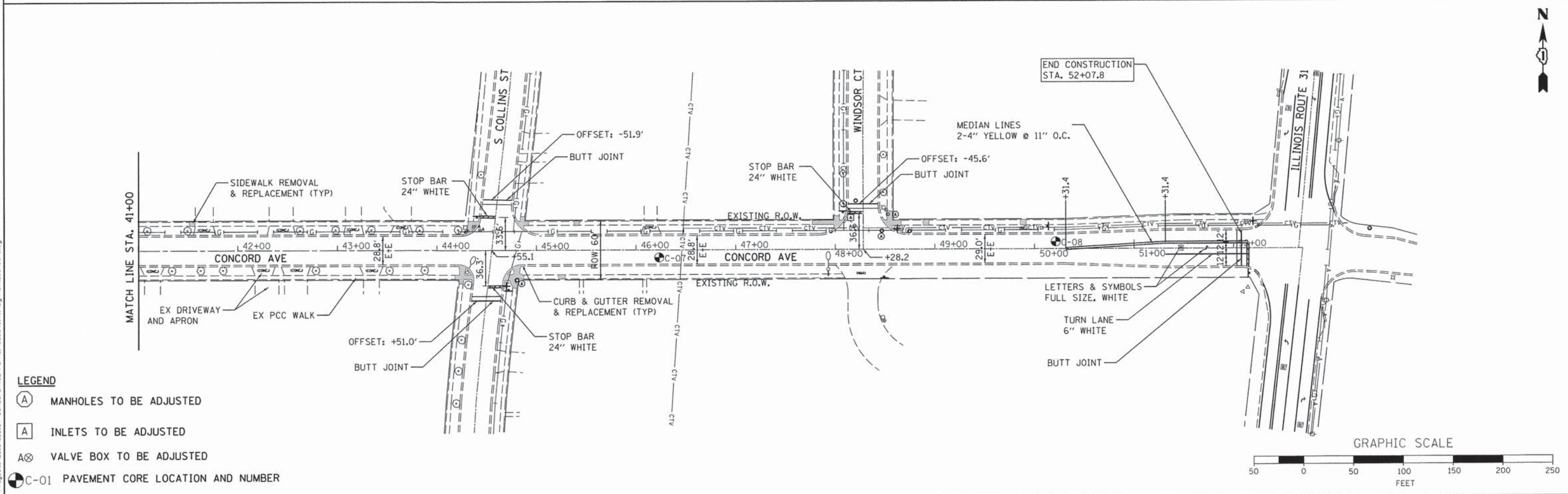
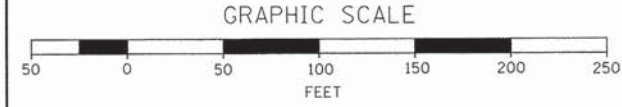
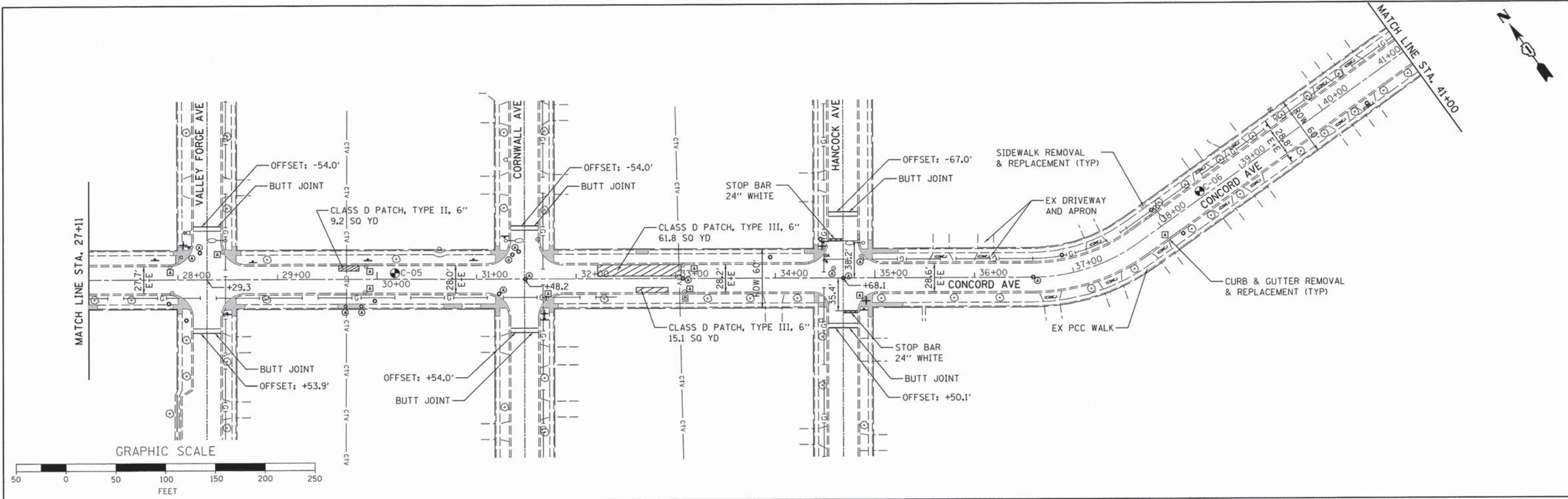
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RESURFACING AND PAVEMENT MARKING PLAN  
CONCORD AVENUE**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.U. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 6
CONTRACT NO. 61C20				
ILLINOIS FED. AID PROJECT				



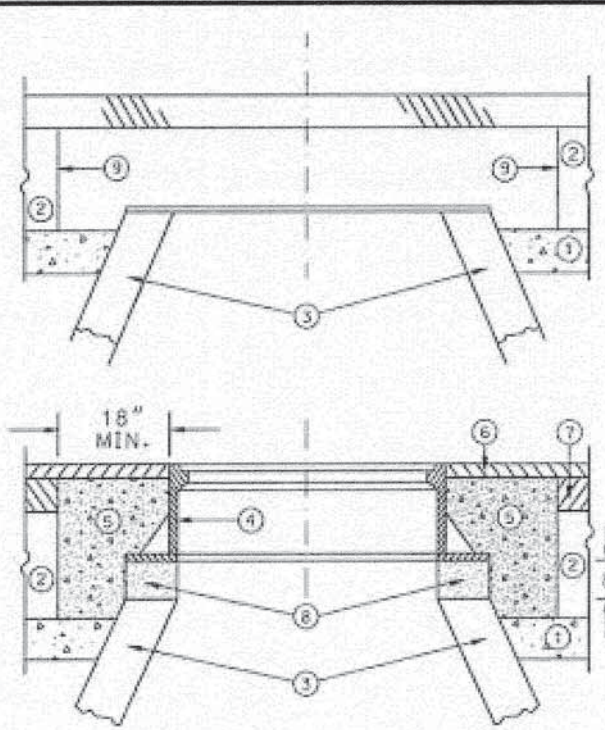


- LEGEND**
- (A) MANHOLES TO BE ADJUSTED
  - (A) INLETS TO BE ADJUSTED
  - (A) VALVE BOX TO BE ADJUSTED
  - (C-01) PAVEMENT CORE LOCATION AND NUMBER

<b>WILLS BURKE KELSEY ASSOCIATES LTD.</b> 116 West Main Street, Suite 201 St. Charles, Illinois 60174	USER NAME = bmcroy	DESIGNED - DPB	REVISED - 11-19-15	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>RESURFACING AND PAVEMENT MARKING PLAN</b> <b>CONCORD AVENUE</b>		F.A.U. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 7	
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	PLOT DATE = 11/18/2015	DATE - 10-08-15	REVISED -				ILLINOIS FED. AID PROJECT					

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- LEGEND
- ① SUB-BASE GRANULAR MATERIAL
  - ② EXISTING PAVEMENT TO BE REMOVED
  - ③ EXISTING STRUCTURE
  - ④ FRAME AND LID (SEE NOTES)
  - ⑤ CLASS S1 CONCRETE
  - ⑥ PROPOSED HMA SURFACE COURSE
  - ⑦ PROPOSED HMA BINDER COURSE
  - ⑧ PROPOSED MORTAR, STEEL SHIMS & ADJUSTING RINGS 8" MAXIMUM
  - ⑨ FULL DEPTH SAW CUT

**CONSTRUCTION PROCEDURES**

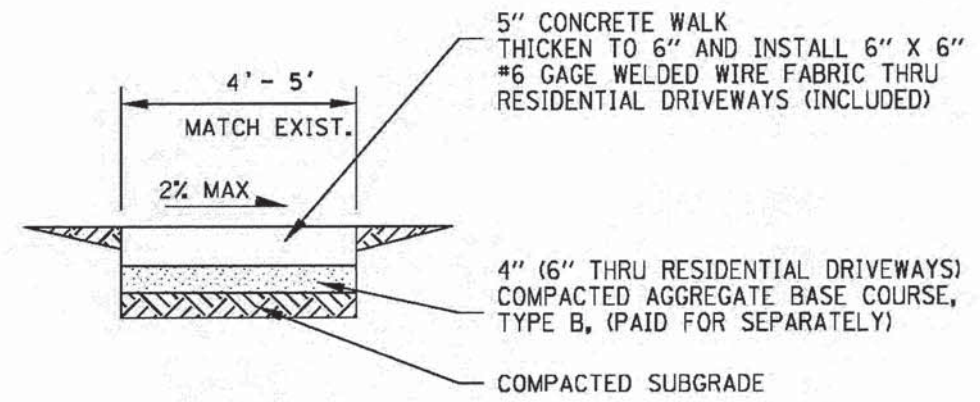
- STAGE 1 (PRIOR TO PAVEMENT MILLING AND PLACEMENT OF HMA BINDER)**
- A) FULL DEPTH SAW CUT 5' X 5' SQUARE OR DIAMOND AROUND CENTER OF FRAME TO BE ADJUSTED
  - B) REMOVE FRAME, EXISTING PAVEMENT AND AGGREGATE MATERIAL TO A DEPTH OF 2" BELOW TOP OF MANHOLE STRUCTURE & 2" BELOW BOTTOM OF LOWEST ADJUSTMENT RING.
  - C) PLATE AND TEMPORARILY PATCH WITH HMA UP TO EXISTING SURFACE GRADE.
- STAGE 2 (AFTER PAVEMENT MILLING AND PLACEMENT OF HMA BINDER)**
- A) REMOVE TEMPORARY PATCH AND PLATE.
  - B) INSTALL FRAME AND LID TO MATCH PROPOSED HMA PAVEMENT SURFACE GRADE USING MORTAR, STEEL SHIMS EMBEDDED IN MORTAR, AND PRECAST CONCRETE ADJUSTING RINGS
  - C) COMPACT EXISTING AGGREGATE STONE BASE.
  - D) FILL 5'X5' SURROUNDING SPACE WITH IDOT APPROVED CLASS S1 CONCRETE TO THE SAME ELEVATION OF THE TOP OF THE BINDER COURSE.
  - E) PAVE SURFACE COURSE OVER 5'X 5' CONCRETE COLLAR.

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

NOT TO SCALE

**FRAME AND LID ADJUSTMENT WITH CONCRETE COLLAR**

E-6



NOTE: PROVIDE FIBER EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.

**P.C.C. SIDEWALK - 5"**

**P.C.C. SIDEWALK DETAIL**

REV 03-09-14  
NOT TO SCALE

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**WBK** WILLIS BURKE KELSEY ASSOCIATES LTD.  
116 West Main Street, Suite 201  
St. Charles, Illinois 60174

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

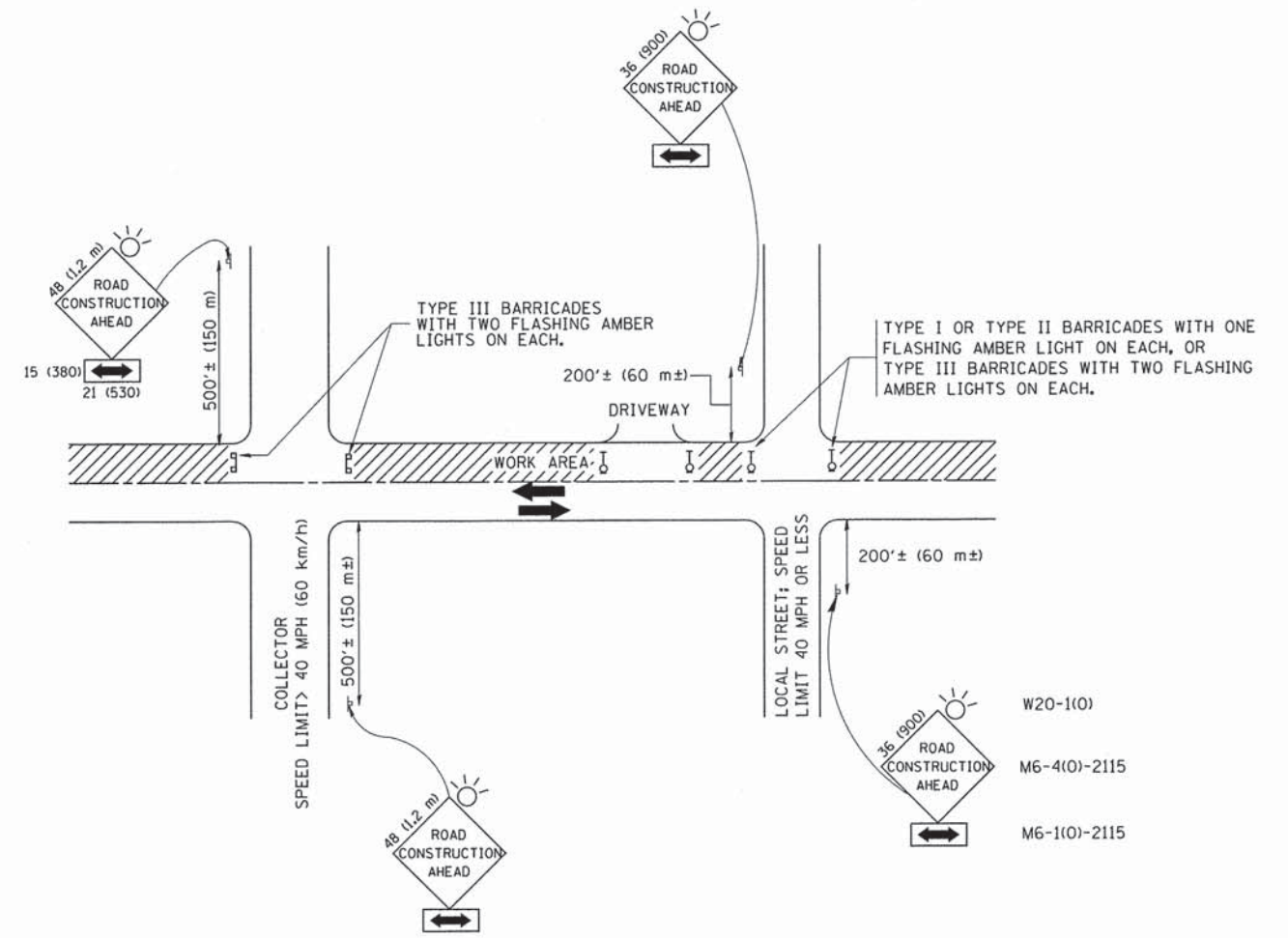
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CONCORD AVENUE				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.U. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 8
CONTRACT NO. 61C20				
[ILLINOIS] FED. AID PROJECT				









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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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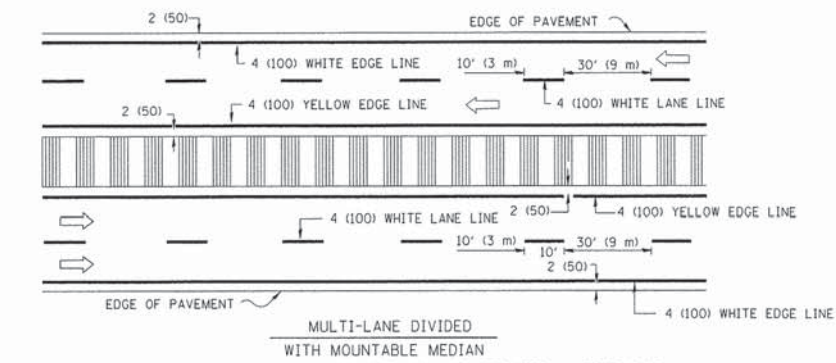
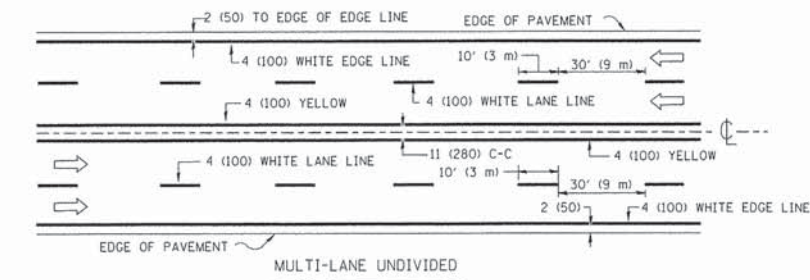
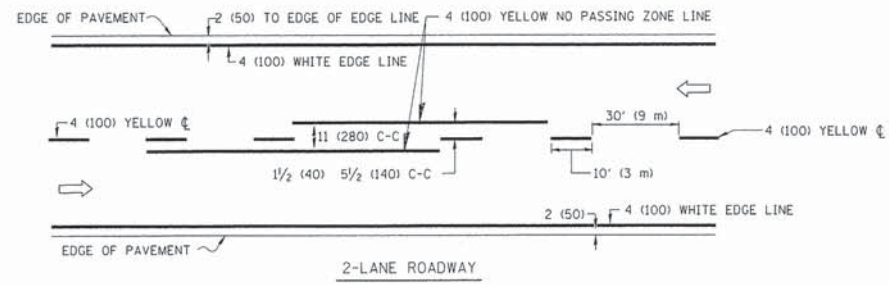
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

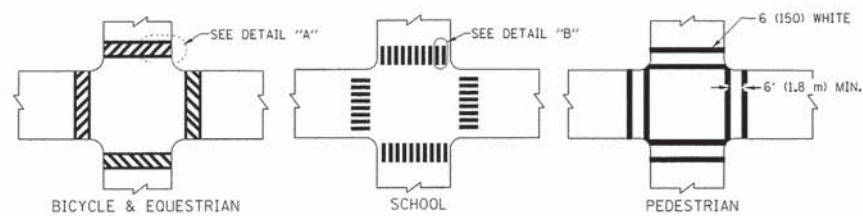
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TC-10			CONTRACT NO. 61C20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



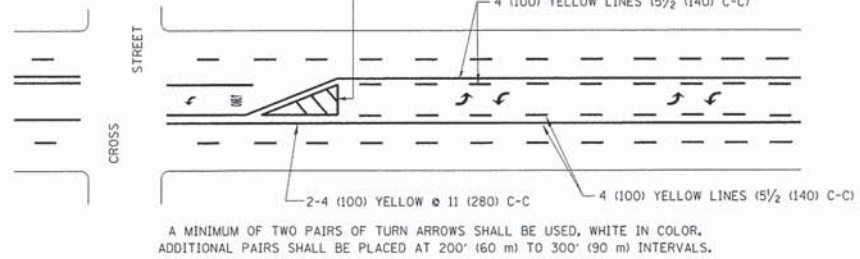
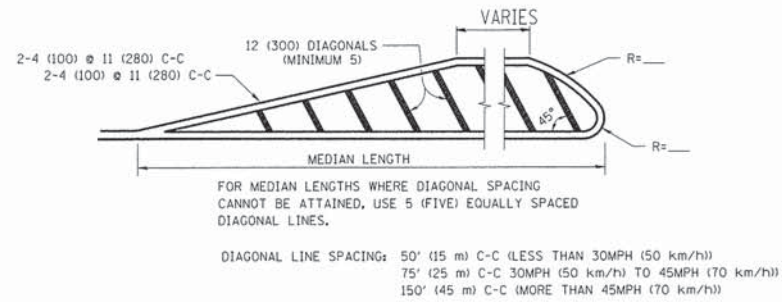
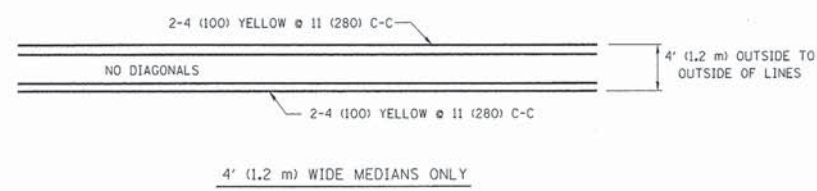


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

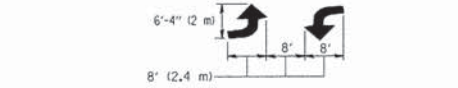
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

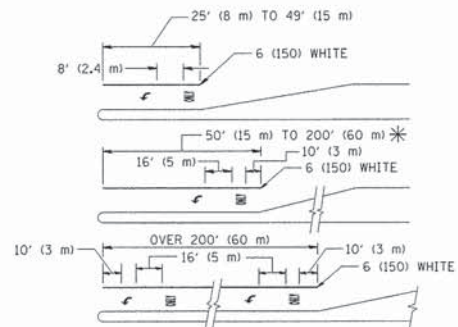


TYPICAL PAINTED MEDIAN MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE

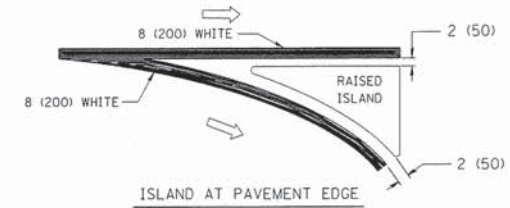
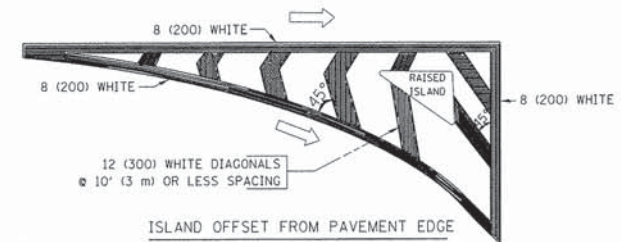
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

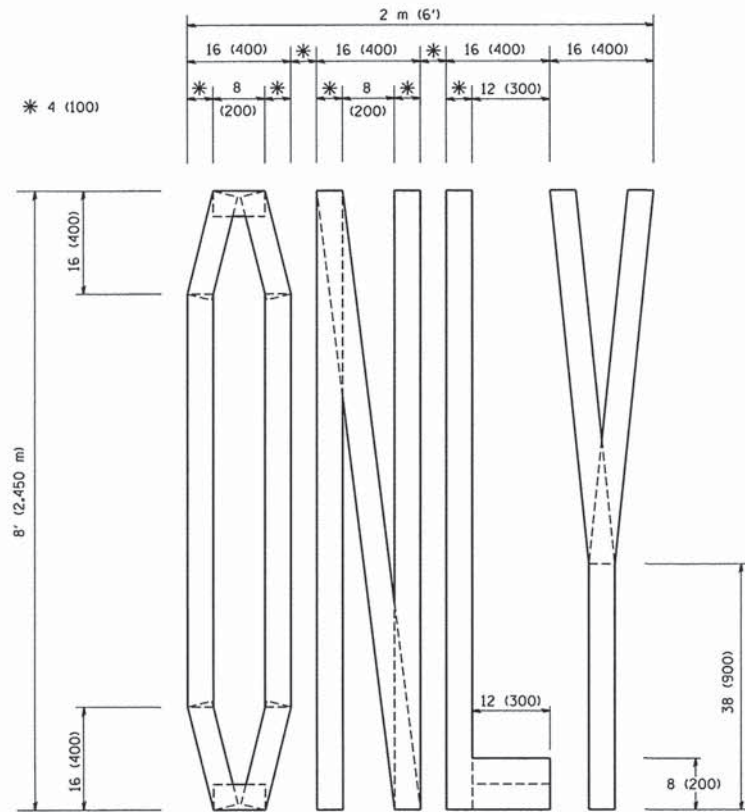
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

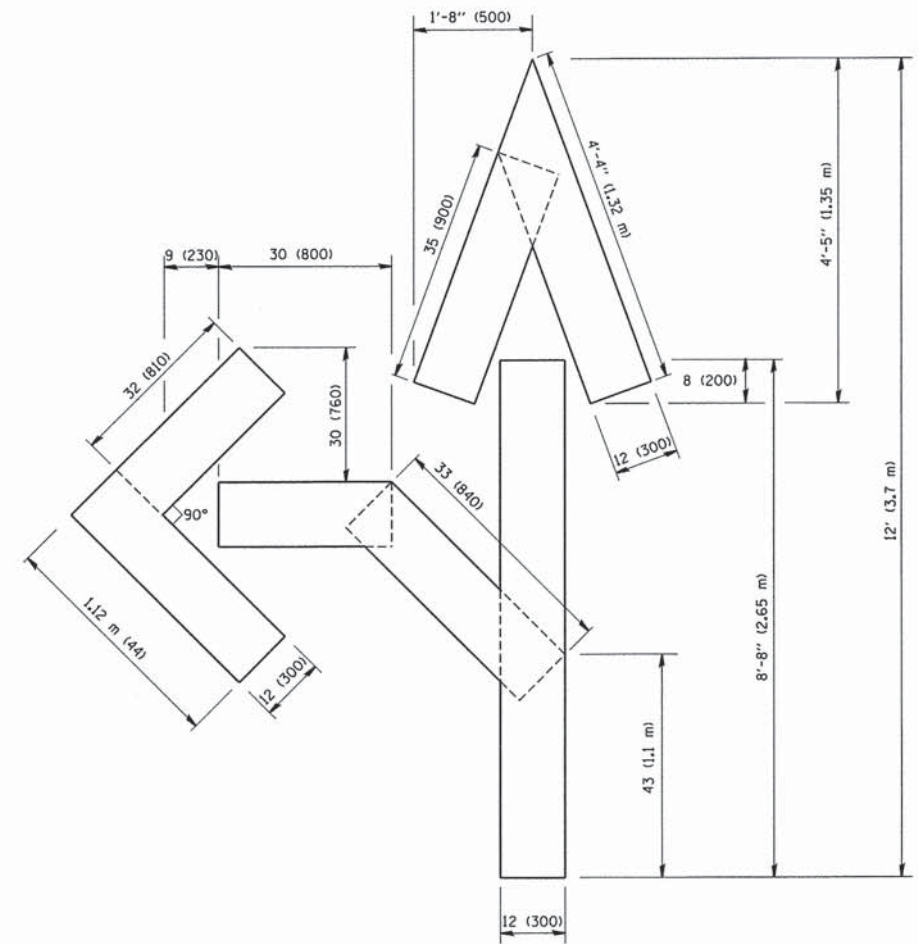
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TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. OF	SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1680	15-00046-00-RS	KANE	16	11
TC-13			CONTRACT NO. 61C20	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

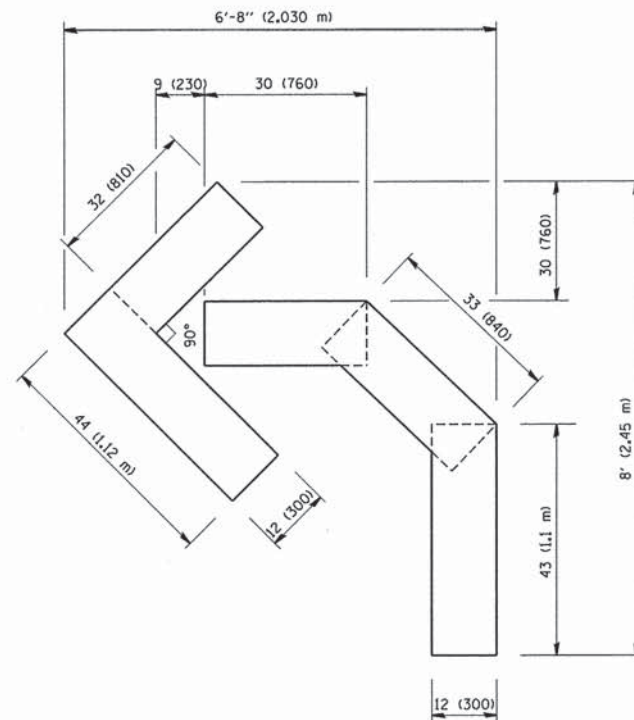




QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



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



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

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

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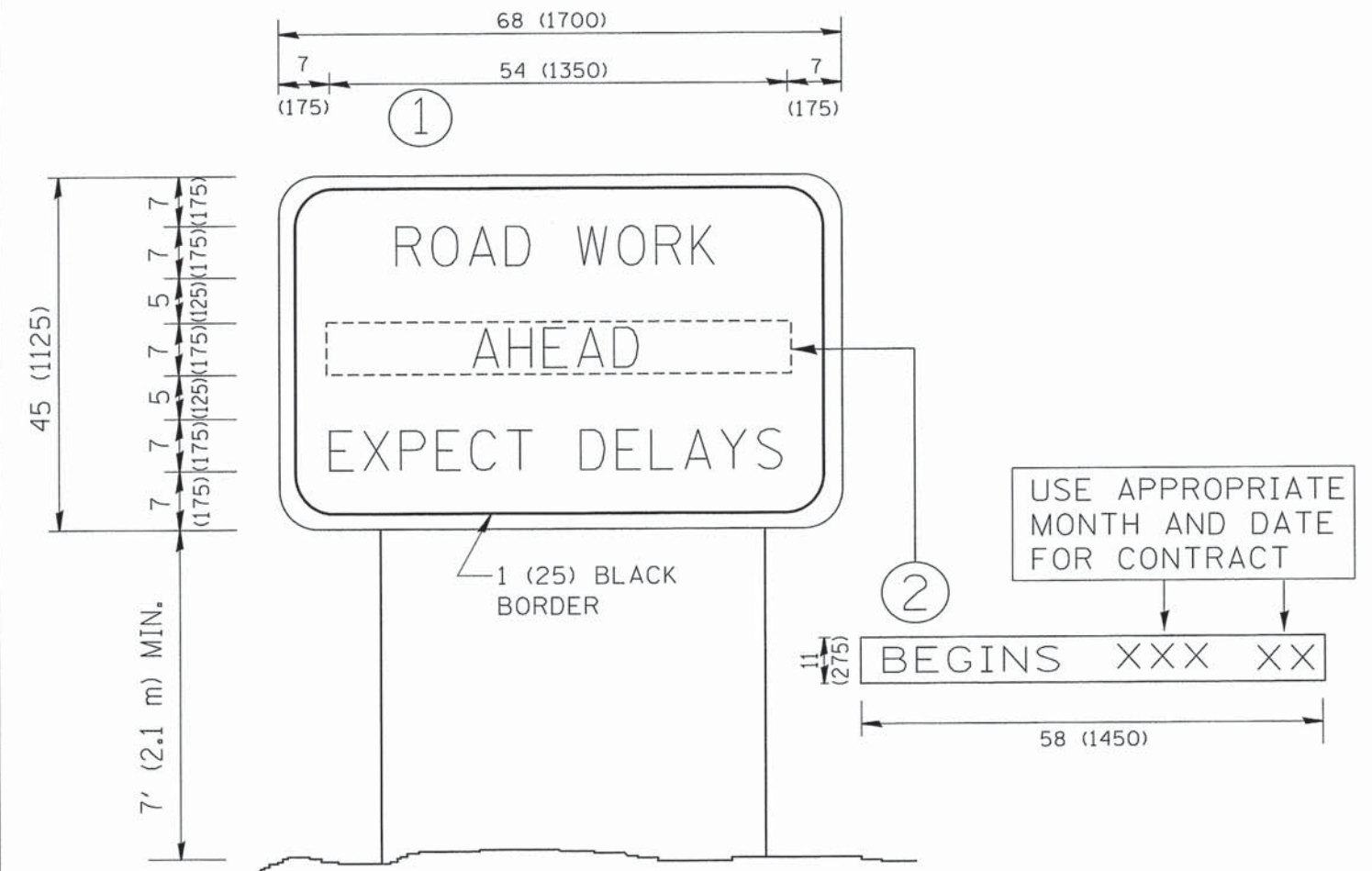
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 12
TC-16		CONTRACT NO. 61C20		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





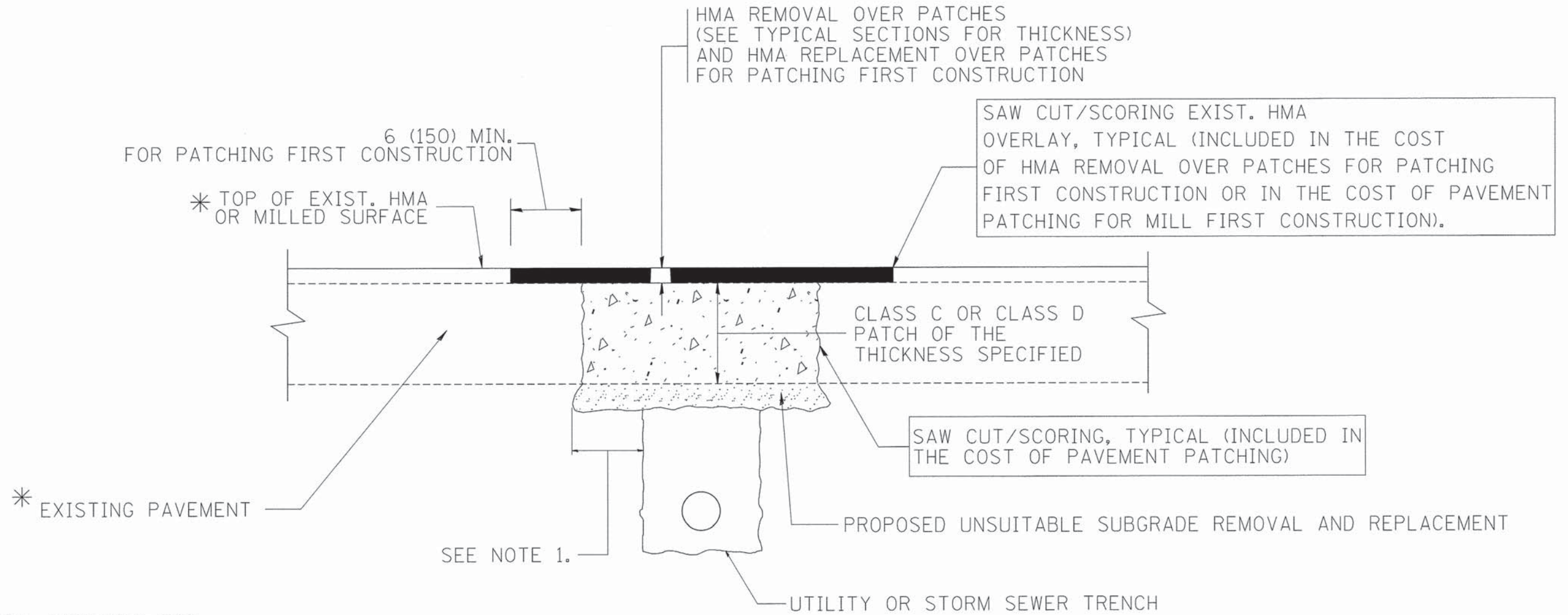
**NOTES:**

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

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

FILE NAME = W:\diststd\22*34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97					1680	15-00046-00-RS	KANE	16	13
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99					TC-22			CONTRACT NO. 61C20	
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07					SCALE: NONE			SHEET NO. OF SHEETS STA. TO STA.	





\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

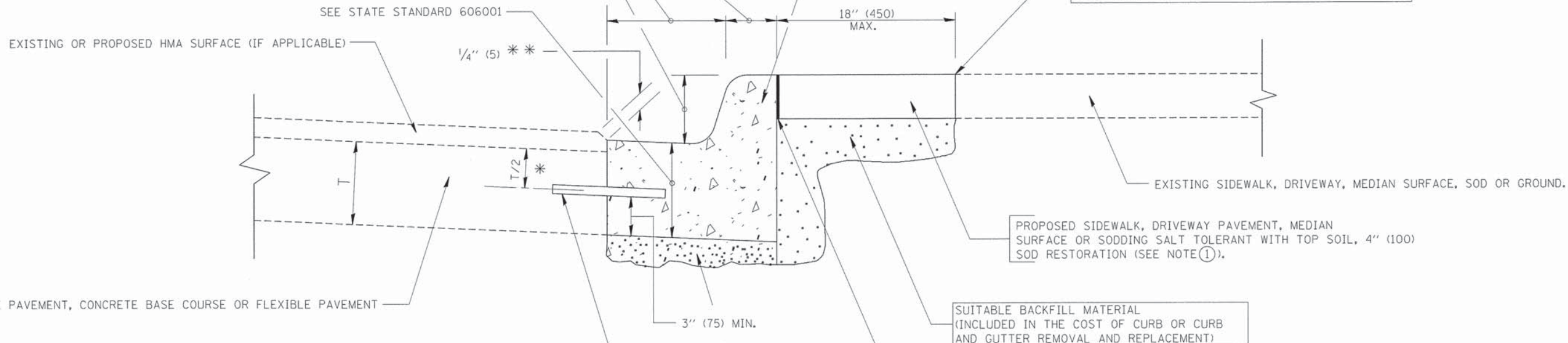
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>				F.A. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 14
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07								CONTRACT NO. 61C20		
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08										



VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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

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

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

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

**BASIS OF PAYMENT:**

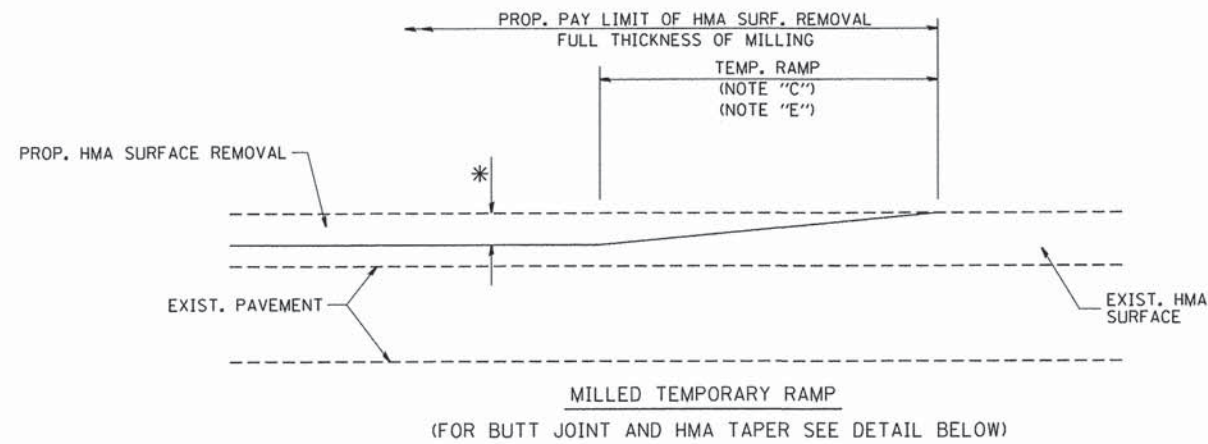
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

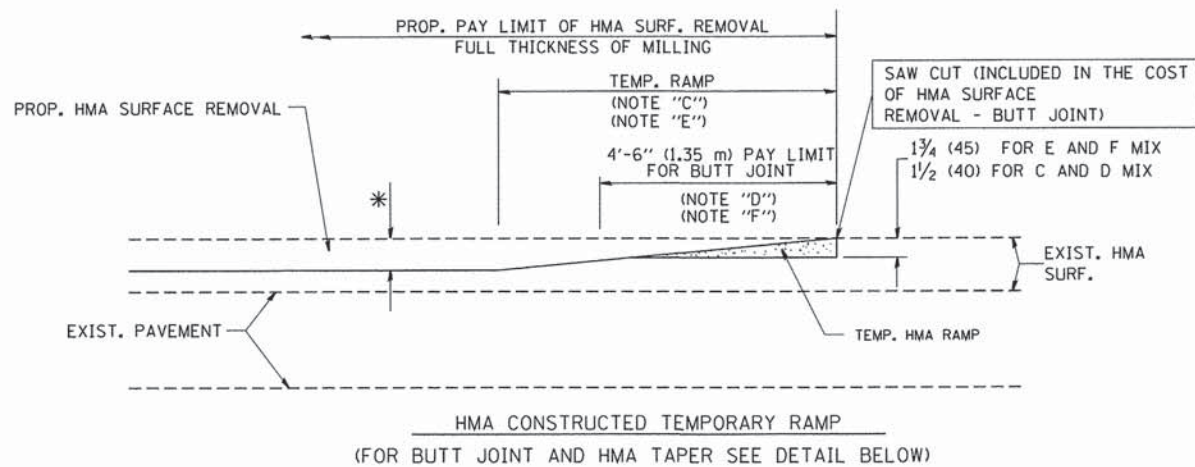
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwwdot\drivakosgn\d0188315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	1680			15-00046-00-RS	KANE	16	15	
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 61C20				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

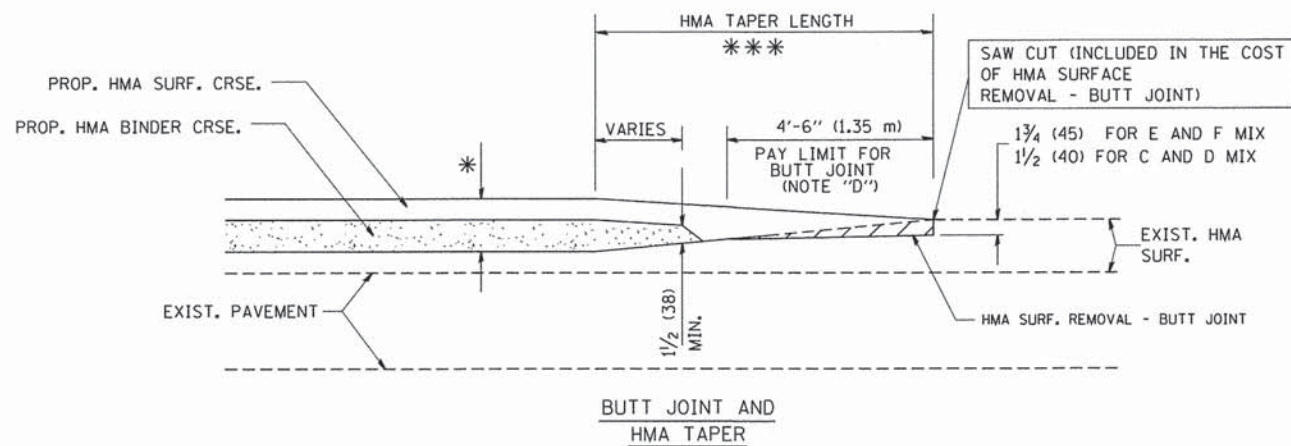




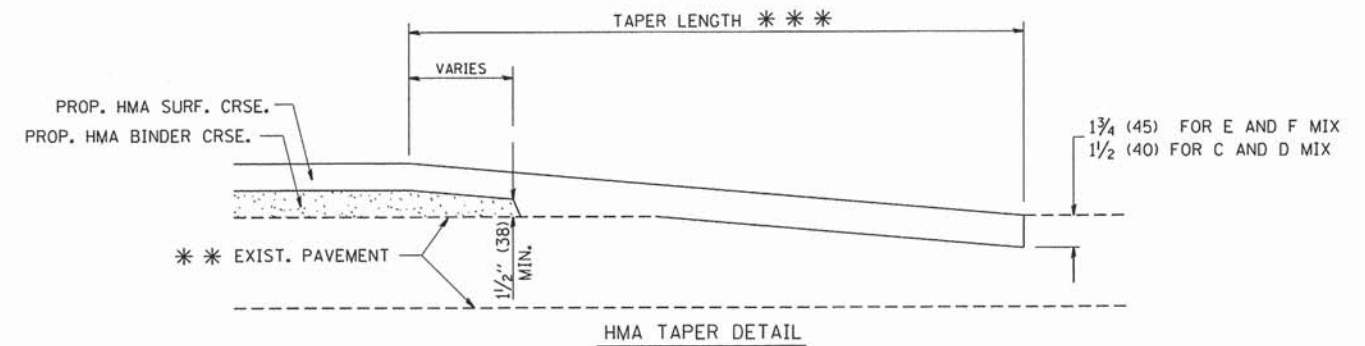
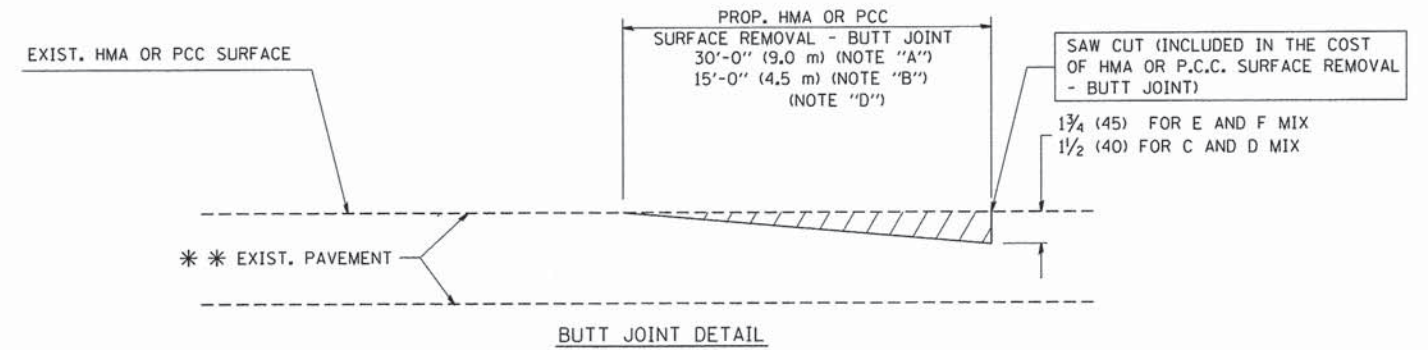
OPTION 1



OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = geglrenobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A. RTE. 1680	SECTION 15-00046-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 16
BD400-05 BD32			CONTRACT NO. 61C20	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				