

FOR INDEX OF SHEETS AND  
 HIGHWAY STANDARDS  
 SEE SHEET NO. 2

# STATE OF ILLINOIS 04-26-13 LETTING ITEM ITEM 049

## DEPARTMENT OF TRANSPORTATION

### DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2508 (DOUGLAS AVENUE)  
 FAU 3579 (MONTGOMERY ROAD)  
 TO MELROSE AVENUE  
 RESURFACING

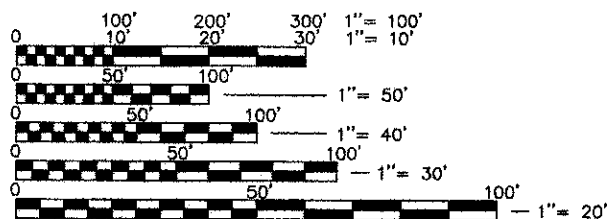
SECTION: 12-00048-00-RS  
 PROJECT NUMBER: M-4003(146)  
 VILLAGE OF MONTGOMERY  
 KANE COUNTY  
 JOB NUMBER: C-91-161-13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	1

CONTRACT NO. 63793

**DOUGLAS AVE.**  
 DESIGN DESIGNATION  
 MAJOR COLLECTOR  
 DESIGN SPEED = 30 M.P.H.  
 POSTED SPEED = 30 M.P.H.  
 ADT (2012) = 9,200 VPD

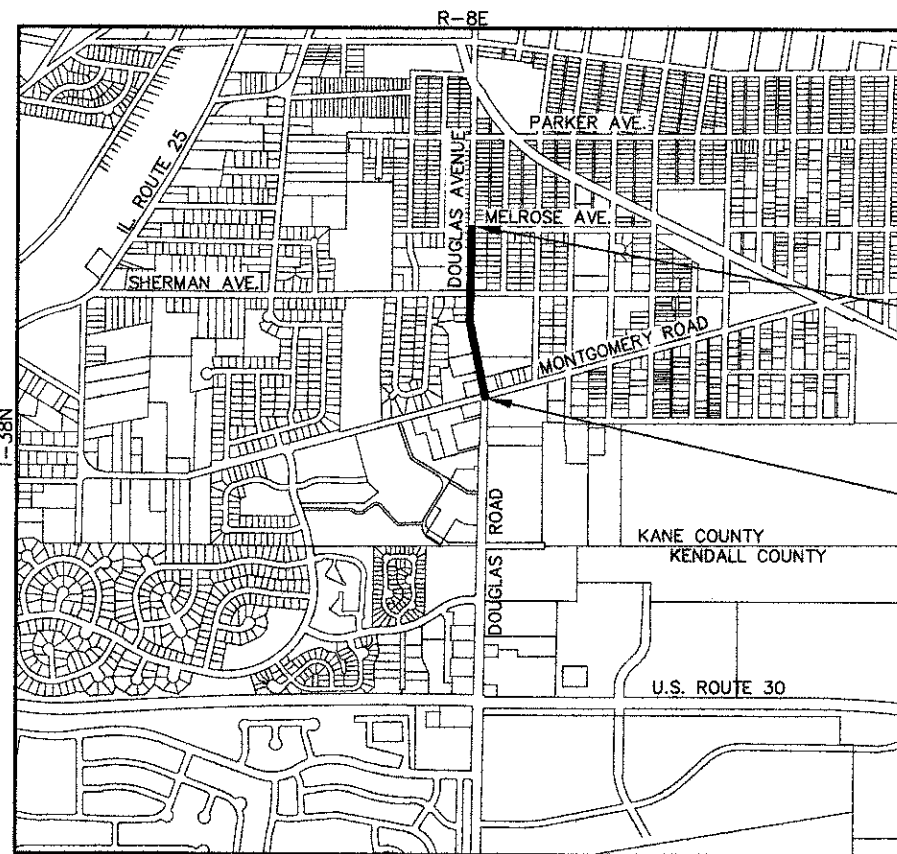
PROJECT LOCATED  
 IN THE VILLAGE OF  
 MONTGOMERY



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.

**JULIE**  
 JOINT  
 UTILITY  
 LOCATION  
 INFORMATION FOR  
 EXCAVATION  
 CALL 811

Know what's below.  
 Call before you dig.



PROJECT ENDS  
 STA. 55+70.00

PROJECT BEGINS  
 STA. 37+97.00

E 1/2 SECTION 33, W 1/2 SECTION 34 T38N, R8E, 3RD PM,  
 AURORA TOWNSHIP  
**LOCATION MAP**  
 SCALE: 1" = 1000'  
 GROSS & NET LENGTH OF PROJECT = 1,773 FEET (0.336 MILE)



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

APPROVED \_\_\_\_\_ 2013  
*M. J. ...*  
 VILLAGE OF MONTGOMERY, DIRECTOR OF PUBLIC WORKS

PASSED FEBRUARY 20 2013  
*C. J. ...*  
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR  
 BID BASED ON  
 LIMITED REVIEW February 21 2013  
*John ...*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: January 24, 2013  
 BY: Timothy V. Weidner  
 TIMOTHY V. WEIDNER  
 LICENSE EXPIRES: NOVEMBER 30, 2013

SEAL

**CONTRACT NO. 63793**

**Engineering Enterprises, Inc.**  
 CONSULTING ENGINEERS  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
 Phone: (630) 466-6700

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OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

**SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS**

ALL CONSTRUCTION SHALL BE DONE 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, 2013, THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS; SIXTH EDITION, THE CODES AND ORDINANCES OF THE VILLAGE OF MONTGOMERY, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

**UTILITIES**

THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IF ANY UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, FIELD TILES AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND NOT NECESSARILY COMPLETE; THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

**STAKING**

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

**SEWERS AND WATER MAINS**

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, IT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES ON THE ITEMS BEING CONNECTED.

ALL FRAMES, GRATES, OR LIDS SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE VILLAGE. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, OR LIDS AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICKUP BY THE VILLAGE OR STATE OR DELIVERY TO THE VILLAGE OR STATE MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET, OR VALVE VAULT SHALL HAVE CAST INTO THE LID: "MONTGOMERY" AND ONE OF THE FOLLOWING WORDS: "STORM", "SANITARY", OR "WATER" AS APPLICABLE. ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED. ALL FINAL ADJUSTMENTS OF FRAMES WILL BE ACCOMPLISHED BY THE USE OF CONCRETE ADJUSTING RINGS SET IN BUTYL ROPE JOINT SEALANT; MORTAR JOINTS WILL NOT BE ALLOWED. HEIGHT OF ADJUSTING RINGS SHALL NOT EXCEED EIGHT INCHES (8"). THE COST OF THE ADJUSTMENT TO FINAL ELEVATION IS INCLUDED IN THE COST OF THE ITEM CONSTRUCTED.

ANY INLET TO BE ADJUSTED SHALL HAVE ALL RINGS REMOVED AND DETERIORATED RINGS SHALL BE REPLACED. BUTYL ROPE SHALL BE USED WHEN RESETTING THE RINGS AND PRIOR TO ANY MORTAR REPAIR. ALL ADJUSTING RINGS, STRUCTURES AND PIPE ENTRANCES SHALL BE MORTARED (FROM BOTH THE INSIDE AND THE OUTSIDE AS NECESSARY) TO CORRECT ANY EXISTING INFILTRATION. THE INLET SHALL BE ADJUSTED TO GRADE AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

**MISCELLANEOUS**

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF TWO (2) INCHES AS INDICATED ON THE PLANS.

THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND VILLAGE AT THEIR OWN EXPENSE. ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES (E.G. CURB, DRIVEWAYS, PAVEMENT) THAT ARE NOT INDICATED TO BE REMOVED ON THE PLANS. ANY FACILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE COST OF THE CONTRACTOR.

THE CONTRACTOR SHALL DISPOSE OF AND REMOVE FROM THE SITE EACH DAY ALL CURB AND GUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE. THE COST FOR HAULING AND TRUCKING TO DISPOSAL LOCATIONS WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE ENGINEER AND VILLAGE ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD ON ASPHALT AND 0.5 GALLONS PER SQUARE YARD ON AGGREGATE. BITUMINOUS MATERIALS SHALL BE SS-1 ON ASPHALT AND MC-30 ON AGGREGATE.

AGGREGATE (PRIME COAT) SHALL BE MECHANICALLY SPREAD AT A UNIFORM RATE OF 4 POUNDS PER SQUARE YARD.

DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF ALL EXISTING MATERIAL (WHETHER ASPHALT, CONCRETE, STONE, OR EARTH) TO THE DEPTH REQUIRED FOR INSTALLATION OF THE NEW DRIVEWAY.

DOUGLAS AVENUE SHALL BE OPEN TO TRAFFIC AT ALL TIMES. WHEN IT IS NECESSARY TO CLOSE ONE LANE OF TRAFFIC DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-WAY TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF TRAFFIC CONTROL DEVICES, SIGNS AND FLAGGERS AS APPLICABLE IN THE TRAFFIC CONTROL STANDARDS.

BACKFILL AREAS ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND HAVE AN HMA SURFACE COURSE AS SHOWN IN THE SPECIAL DETAIL. THE CLASS SI CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT

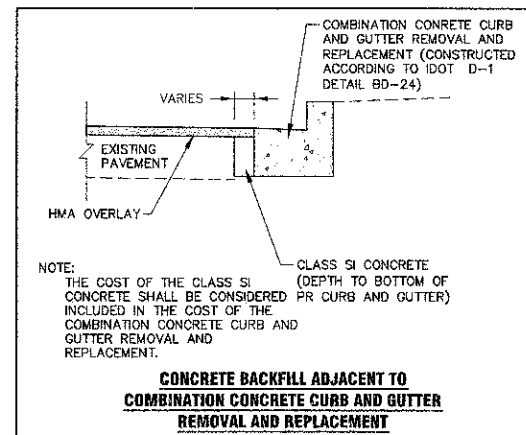
DETECTABLE WARNINGS SHALL BE BRICK RED E-2-SET CERAMIC COMPOSITE DETECTABLE WARNING PANEL, MANUFACTURED BY ADA SOLUTIONS, OR APPROVED EQUAL.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY REMOVAL AND REPLACEMENT ACTIVITIES THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHALL PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MANNER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

IN AREAS OF NEW SIDEWALK CONSTRUCTION WHERE THERE IS NO EXISTING SIDEWALK, THE SIDEWALK SHALL BE CONSTRUCTED ON A BASE OF 4" AGGREGATE BASE COURSE, TYPE B. THE AGGREGATE BASE COURSE, TYPE B, WILL BE CONSIDERED INCLUDED IN THE COST OF THE PCC SIDEWALK.

THE COST OF EARTH EXCAVATION REQUIRED FOR CONSTRUCTION OF THE SIDEWALKS, CURB AND GUTTER, AND ALL ASSOCIATED ITEMS INCLUDING INSTALLATION OF TOPSOIL SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.



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4.-6.	TYPICAL SECTIONS
7.-8.	GENERAL PLAN
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10.	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
11.	(TC-14) TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
12.	(BD-08) DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
13.	(BD-22) PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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**HIGHWAY STANDARDS**

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-01	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-06	URBAN LANE CLOSURE 2 LN 2 WY - UNDIVIDED
701502-05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701602-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

**SUPPLEMENTAL LEGEND**

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

	EXISTING CONCRETE SIDEWALK OR DRIVEWAY TO REMAIN IN PLACE
	SIDEWALK REMOVAL AND PCC SIDEWALK, 5'
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4'
	CLASS D PATCHES
	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
	EXISTING COMBINATION CONCRETE CURB AND GUTTER
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

Plotted: February 15, 2013 @ 11:13 AM By: Kris Piny - Tab: 02 Index 22324  
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 Sugar Grove, Illinois 60654  
 630.456.6700 / www.eeiweb.com

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PLOT DATE =	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, HIGHWAY STANDARDS,**  
**SUPPLEMENTAL LEGEND AND INDEX OF SHEETS**

SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. 2508	SECTION 12-00048-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 2
CONTRACT NO. 63793						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP	

SUMMARY OF QUANTITIES

SPECIAL PROVISION SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 75%	
					VILLAGE = 25%	
					ROADWAY	
					0005	
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	185	185	
	25200110	SODDING, SALT TOLERANT	SQ YD	185	185	
	25200200	SUPPLEMENTAL WATERING	UNIT	9	9	
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,660	1,660	
	40600300	AGGREGATE (PRIME COAT)	TON	33	33	
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3	
A	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	581	581	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	151	151	
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	930	930	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,743	1,743	
	42400800	DETECTABLE WARNINGS	SQ FT	136	136	
	44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	8,290	8,290	
	44000600	SIDEWALK REMOVAL	SQ FT	1,779	1,779	
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	10	10	
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	235	235	
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	124	124	
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	250	250	
	50260100	INLETS TO BE ADJUSTED	EACH	2	2	
A	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	7	7	
A	60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1	
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2	
	67100100	MOBILIZATION	L SUM	1	1	
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1	
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	525	525	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	175	175	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	145	145	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,494	4,494	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	459	459	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	507	507	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	114	114	
A *	88600600	DETECTOR LOOP REPLACEMENT	FOOT	165	165	
A	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	11	11	
A	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6	
A *	X8140115	HANDHOLE TO BE ADJUSTED	EACH	1	1	
A	XX006847	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	112	112	
A	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	355	355	

Δ SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEMS

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**Engineering Enterprises, Inc.**  
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52 Wheeler Road  
Sugar Grove, Illinois 60554  
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USER NAME *	DESIGNED -	REVISED -
PLOT SCALE *	DRAWN -	REVISED -
PLOT DATE *	CHECKED -	REVISED -
	DATE -	REVISED -

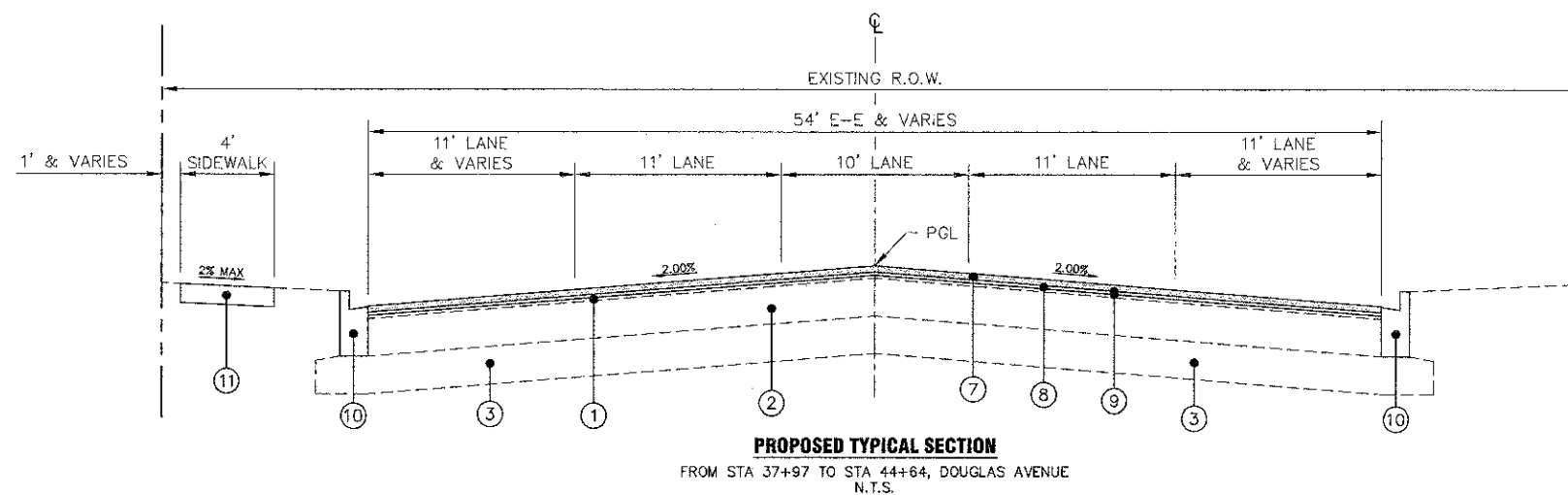
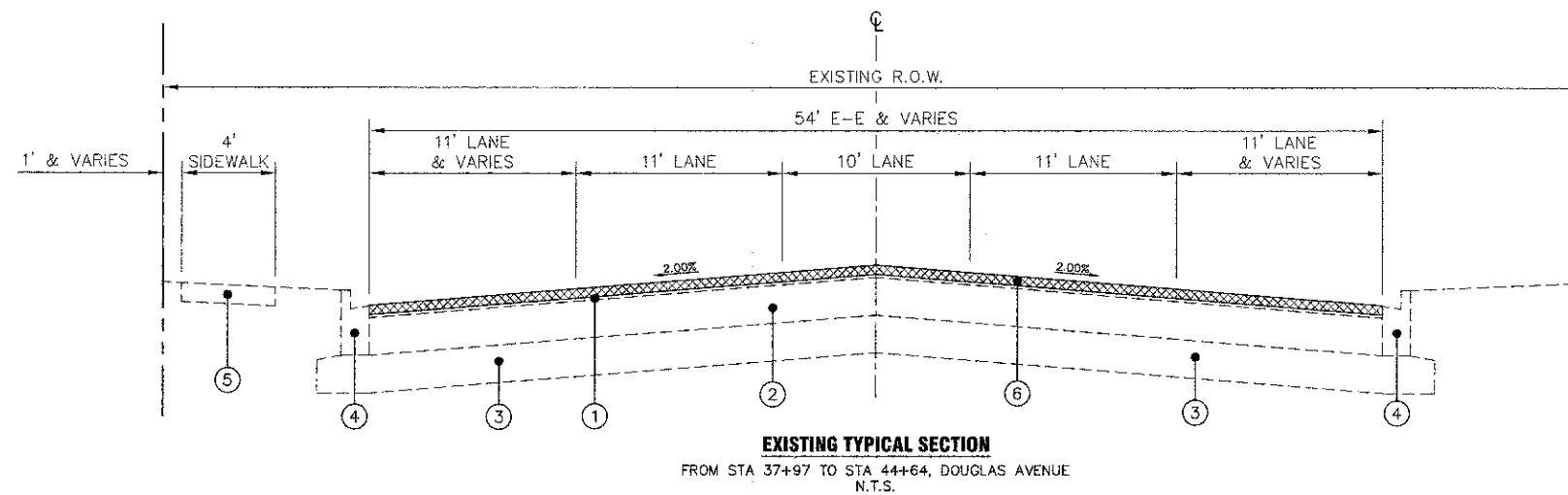
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-R5	KANE	16	3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP			CONTRACT NO. 63793	

PART: 12505SPRUCY.MOT177.DWG.V016.FINAL ENG.MOT17-006



LEGEND	
①	EXISTING 2" TO 6" ASPHALT SURFACE COURSE
②	EXISTING 7" TO 9.5" ASPHALT BINDER COURSE
③	EXISTING 3" TO 10" AGGREGATE BASE COURSE
④	EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER
⑤	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"
⑥	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"
⑦	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2.0"
⑧	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.25"
⑨	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑩	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑪	SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5" (AT VARIOUS LOCATIONS)

PATCHING SHALL BE PERFORMED AFTER MILLING

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

OPERATION	MIXTURE TYPE	AIR VOIDS @ N <sub>100</sub>
DOUGLAS AVENUE RESURFACING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.25"	3.5% @ 50 Gyr.
DRIVEWAY RECONSTRUCTION	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 2"	4% @ 50 Gyr.
DRIVEWAY RECONSTRUCTION	HMA BINDER COURSE, IL-19.0, N50, 2 1/4"	4% @ 50 Gyr.
	HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 2"	4% @ 50 Gyr.
PATCHING	CLASS D PATCHES, 9 INCH	4% @ 70 Gyr.
	HMA BINDER, IL-19.0, 9" (IN 3 LIFTS)	4% @ 70 Gyr.

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

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 SPECIAL PROVISIONS

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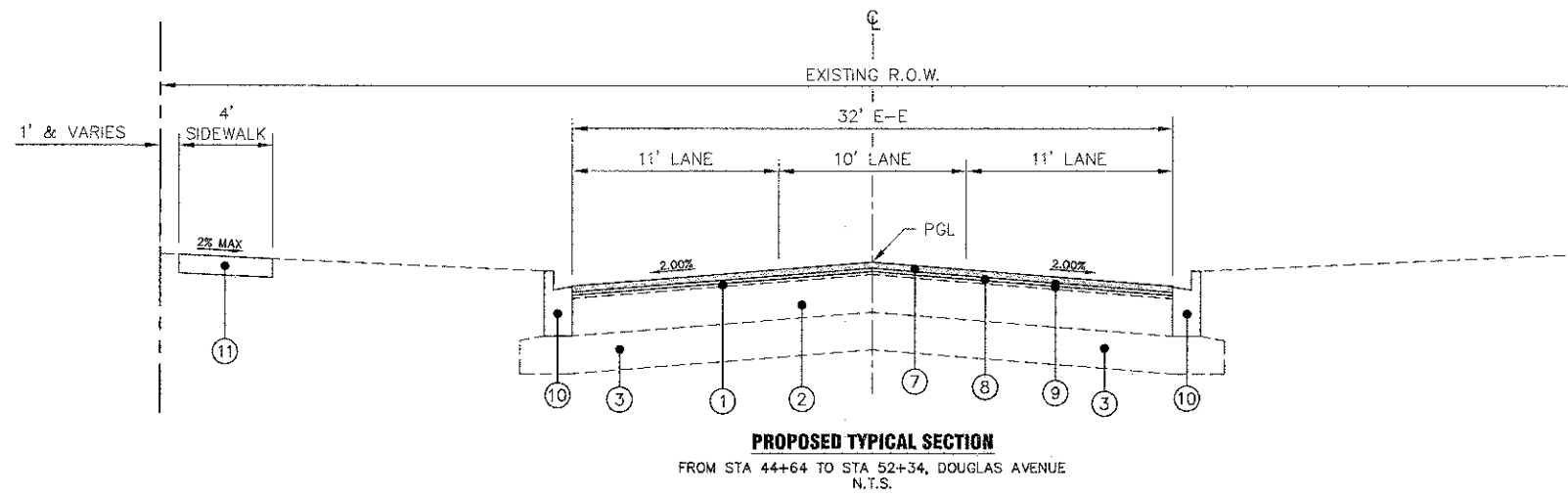
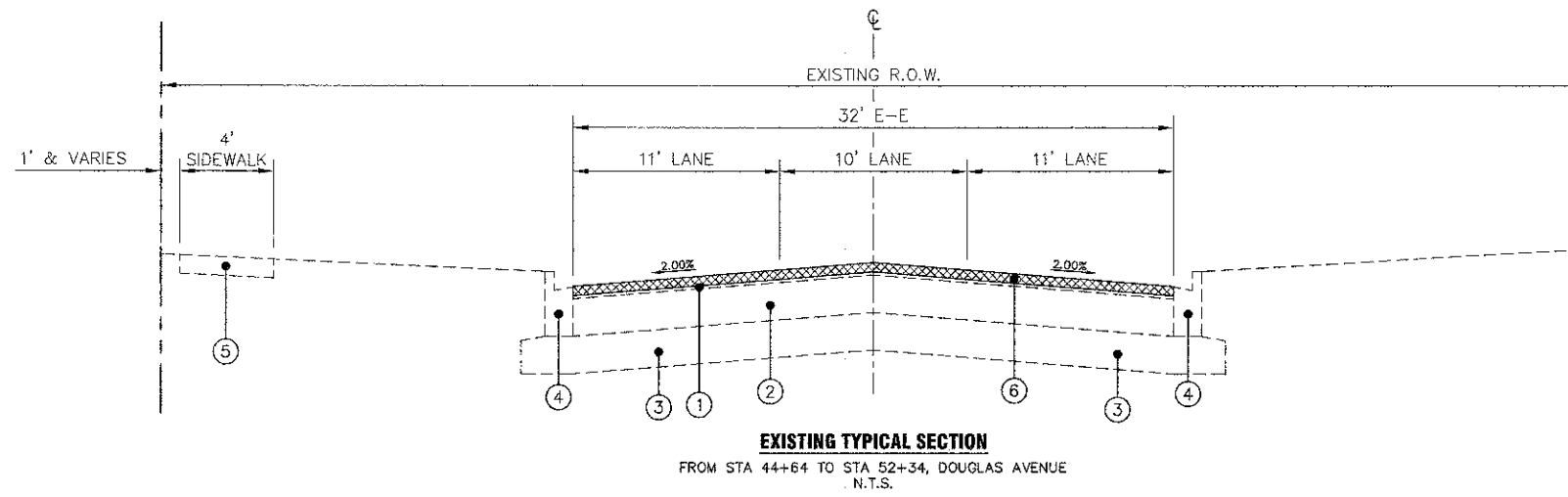
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 1 OF 3 SHEETS STA. 37+97 TO STA. 44+64

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	4
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP			CONTRACT NO. 63793	

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LEGEND	
<ul style="list-style-type: none"> <li>① EXISTING 2" TO 6" ASPHALT SURFACE COURSE</li> <li>② EXISTING 7" TO 9.5" ASPHALT BINDER COURSE</li> <li>③ EXISTING 3" TO 10" AGGREGATE BASE COURSE</li> <li>④ EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER</li> <li>⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"</li> <li>⑥ HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"</li> </ul>	<ul style="list-style-type: none"> <li>⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2.0"</li> <li>⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.25"</li> <li>⑨ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)</li> <li>⑩ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)</li> <li>⑪ SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5" (AT VARIOUS LOCATIONS)</li> </ul>

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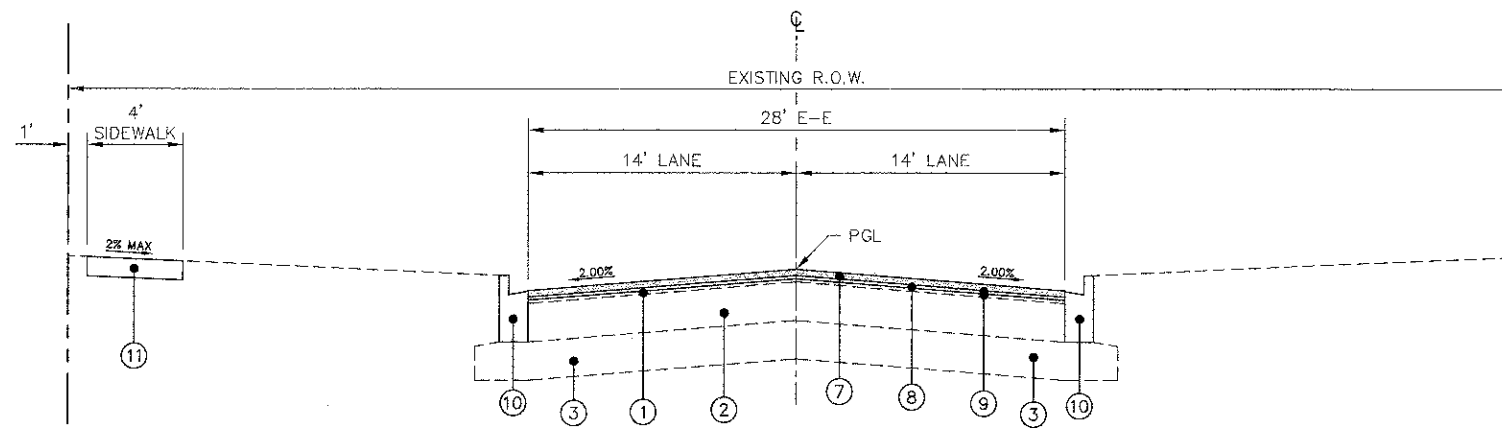
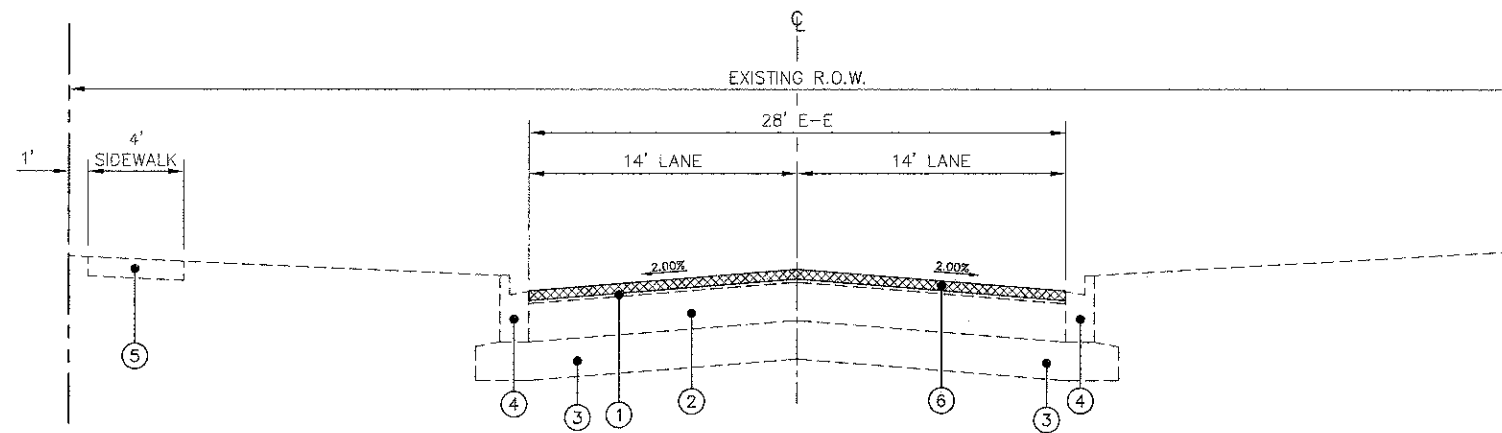
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**STATE OF ILLINOIS**  
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TYPICAL SECTIONS			
SCALE: N.T.S.	SHEET NO. 2 OF 3 SHEETS	STA. 44+64	TO STA. 52+34

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	5
CONTRACT NO. 63793				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP				

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LEGEND	
① EXISTING 2" TO 6" ASPHALT SURFACE COURSE	⑦ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2.0"
② EXISTING 7" TO 9.5" ASPHALT BINDER COURSE	⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.25"
③ EXISTING 3" TO 10" AGGREGATE BASE COURSE	⑨ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
④ EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER	⑩ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"	⑪ SIDEWALK REMOVAL AND PORTLAND CEMENT CONCRETE SIDEWALK 5" (AT VARIOUS LOCATIONS)
⑥ HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	

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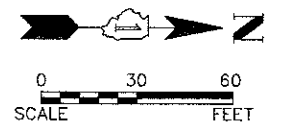
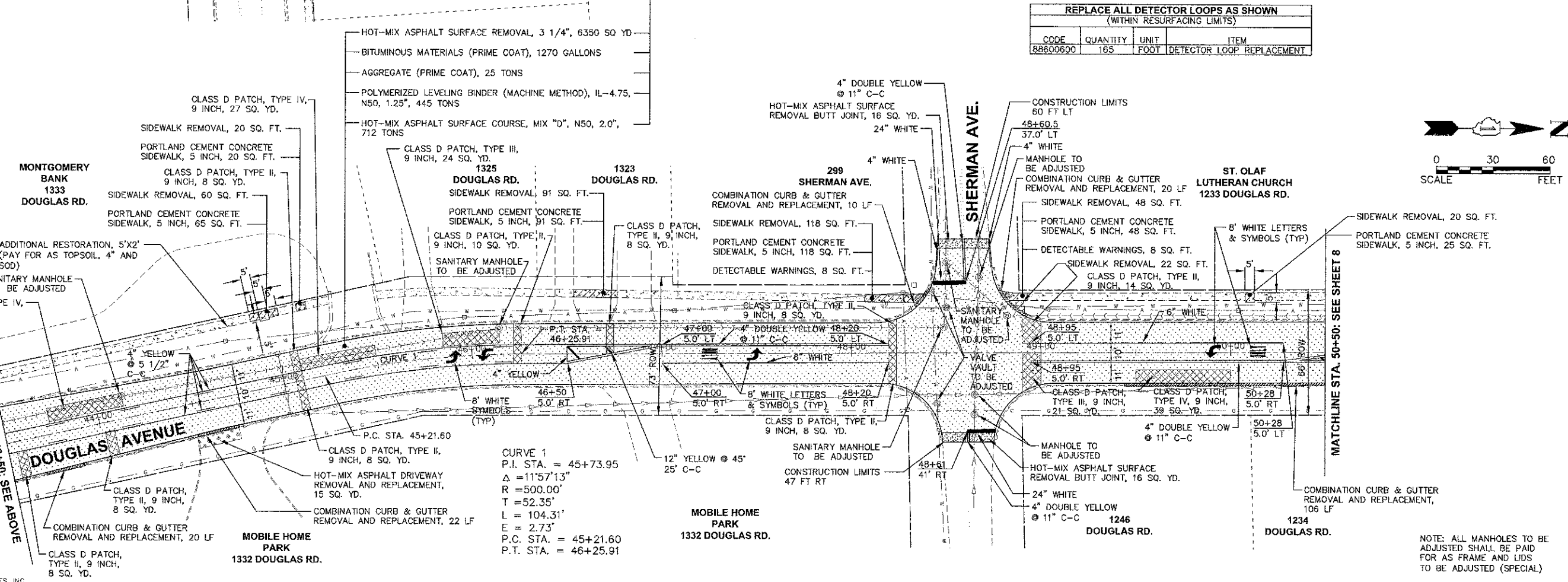
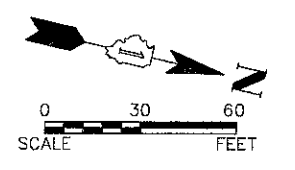
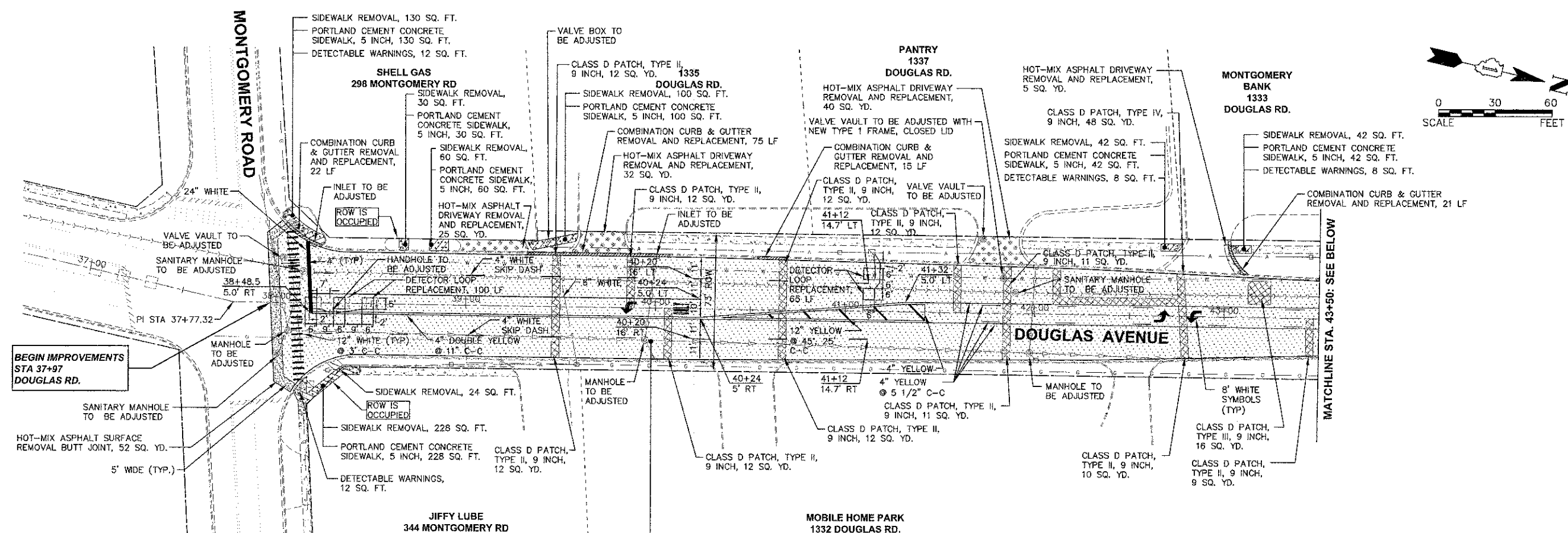
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**DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: N.T.S.	SHEET NO. 3 OF 3 SHEETS
STA. 52+34	TO STA. 55+70

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	6
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP			CONTRACT NO. 63793	

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REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN RESURFACING LIMITS)			
CODE	QUANTITY	UNIT	ITEM
88600600	165	FOOT	DETECTOR LOOP REPLACEMENT

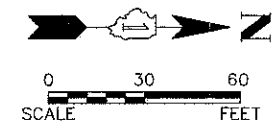
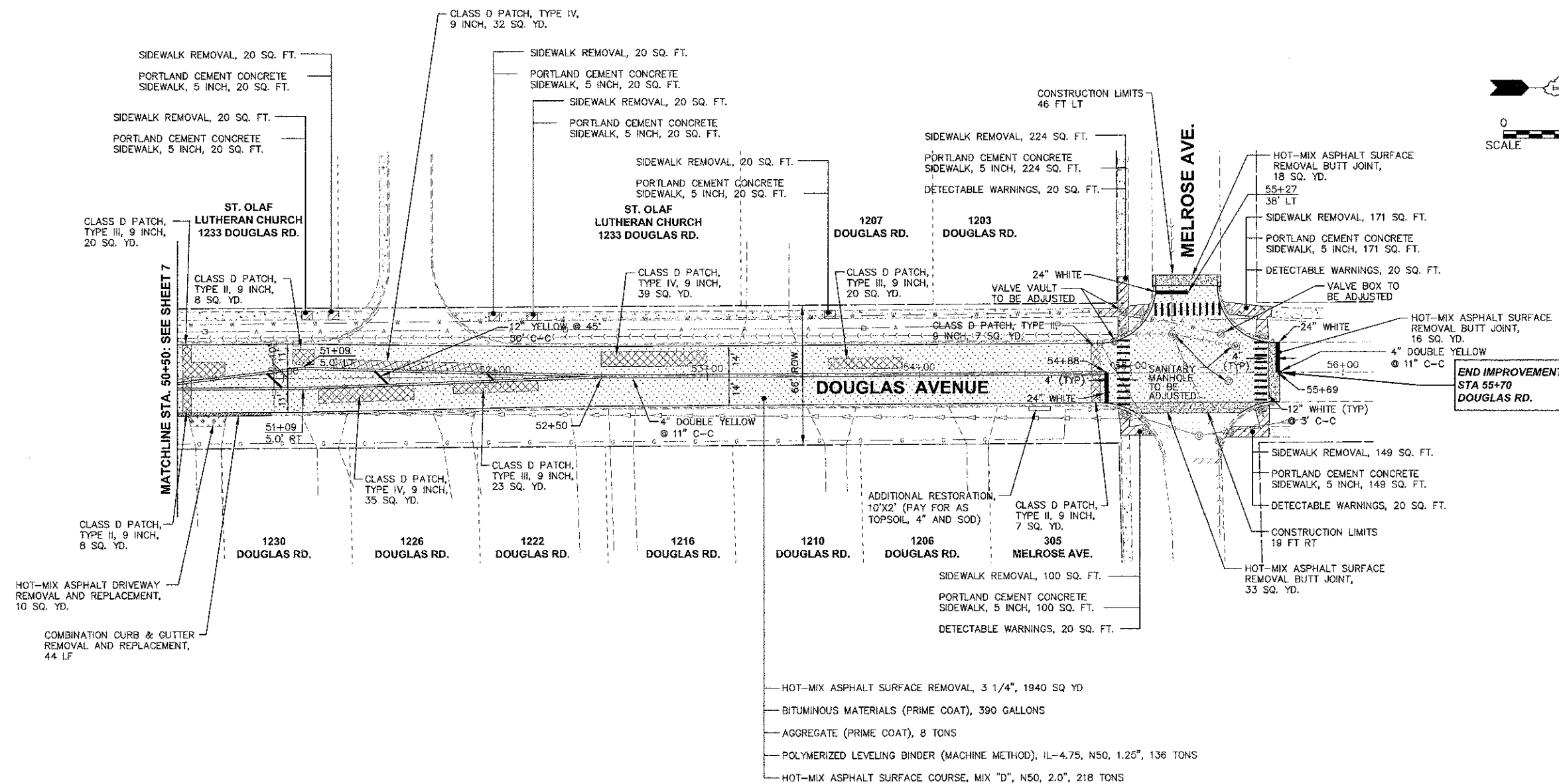
Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.456.6700 / www.eelweb.com	USER NAME =	DESIGNED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: 1"=30'	SHEET NO. 1 OF 2 SHEETS	STA. 37+50 TO STA. 50+50
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	7
CONTRACT NO. 63793				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP				

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END IMPROVEMENTS  
STA 55+70  
DOUGLAS RD.

- HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4", 1940 SQ YD
- BITUMINOUS MATERIALS (PRIME COAT), 390 GALLONS
- AGGREGATE (PRIME COAT), 8 TONS
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1.25", 136 TONS
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2.0", 218 TONS

NOTE: ALL MANHOLES TO BE ADJUSTED SHALL BE PAID FOR AS FRAME AND LIDS TO BE ADJUSTED (SPECIAL)

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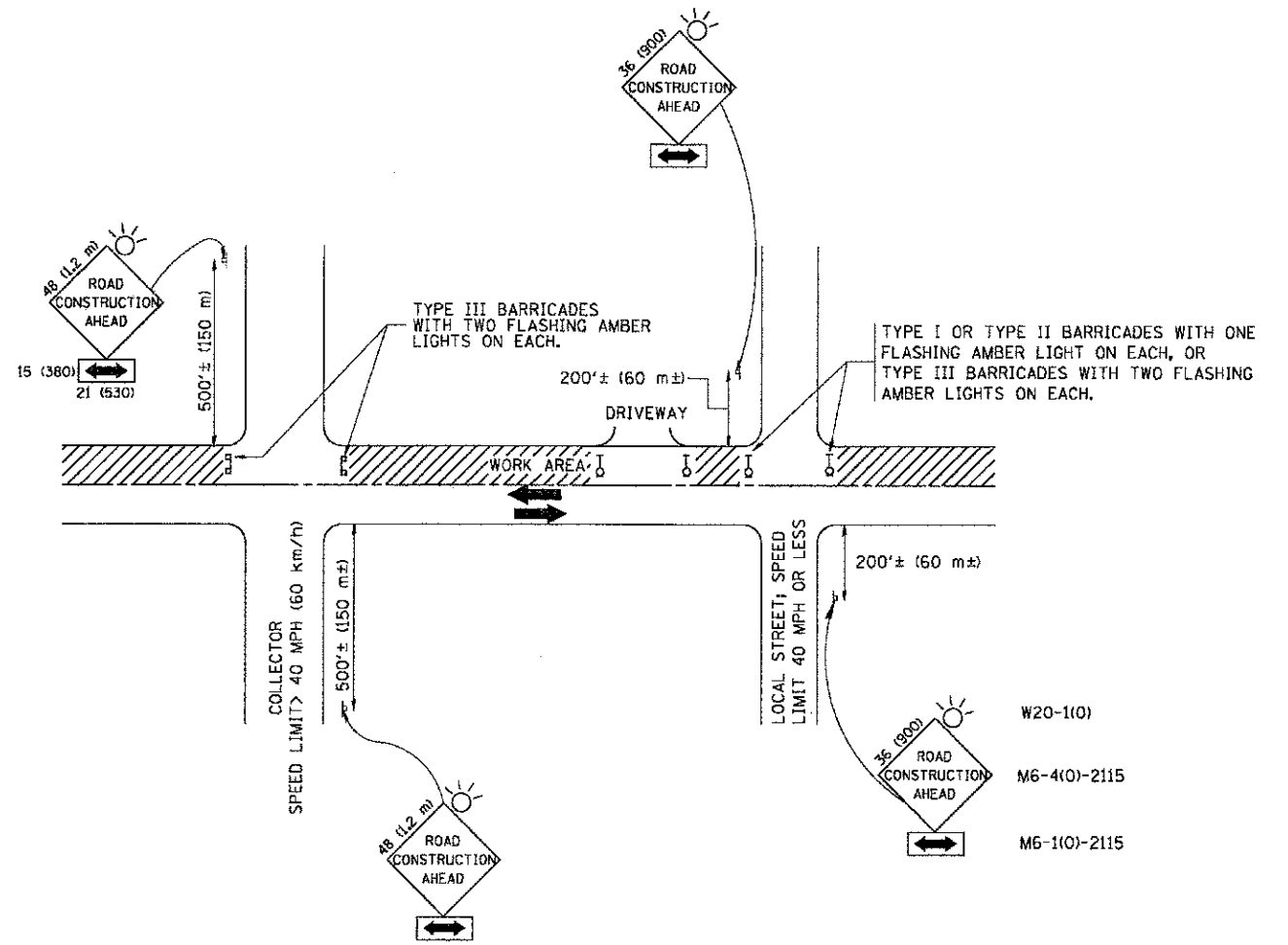
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN**  
 SCALE: 1"=30'  
 SHEET NO. 2 OF 2 SHEETS  
 STA. 50+50 TO STA. 55+70

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	8
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT - STP			CONTRACT NO. 63793	





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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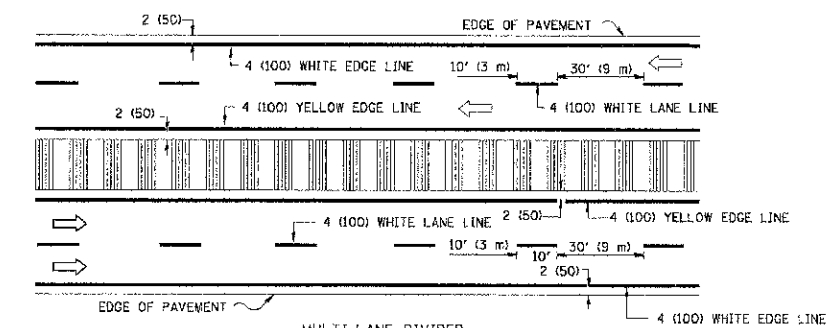
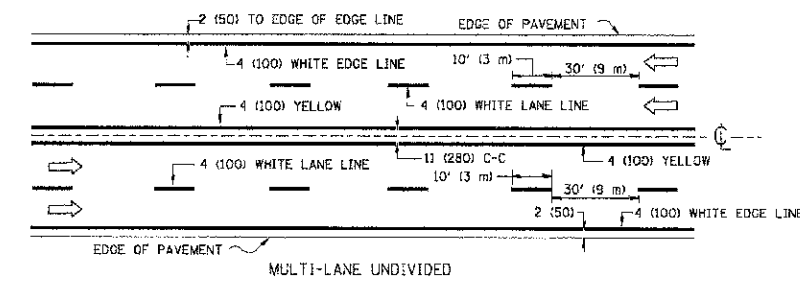
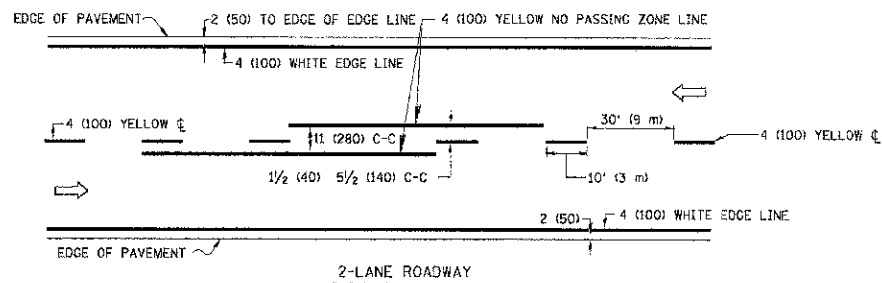
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

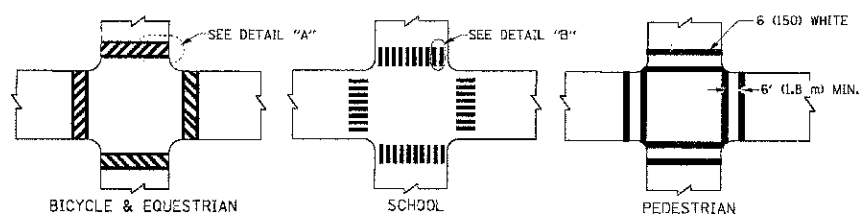
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TC-10			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

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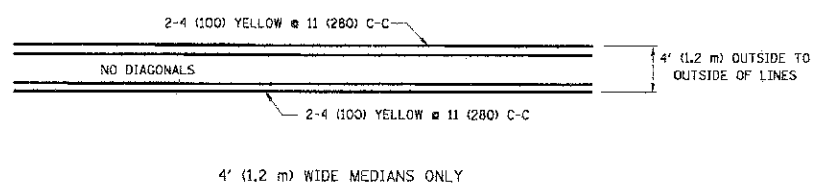


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

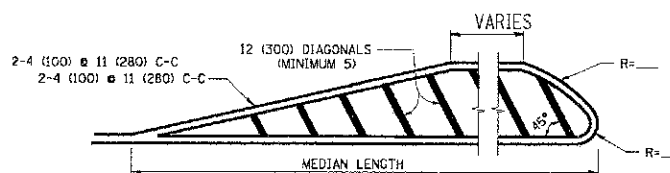
### TYPICAL LANE AND EDGE LINE MARKING



### TYPICAL CROSSWALK MARKING



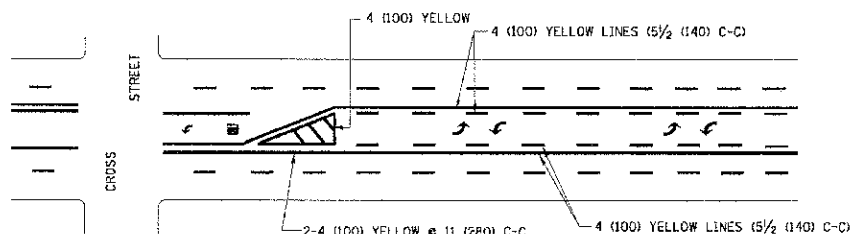
4' (1.2 m) WIDE MEDIANS ONLY



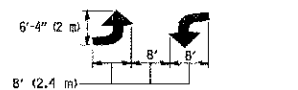
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

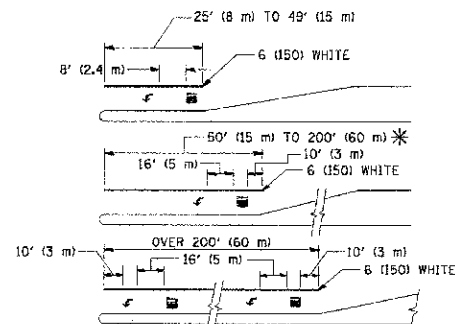


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

### TYPICAL PAINTED MEDIAN MARKING

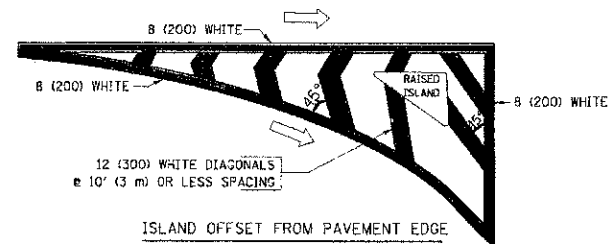


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

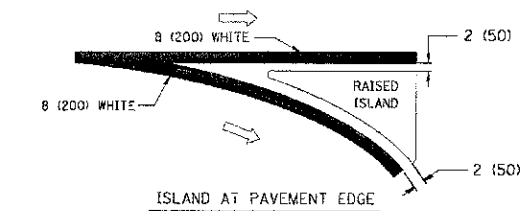
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

### TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

### 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 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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.

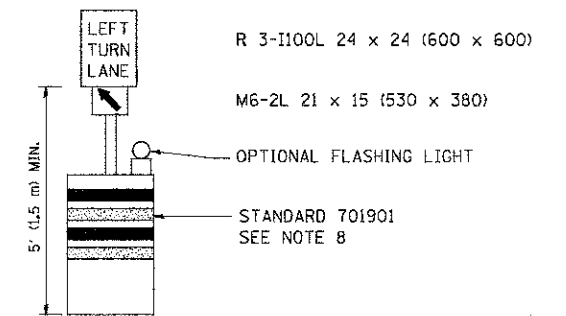
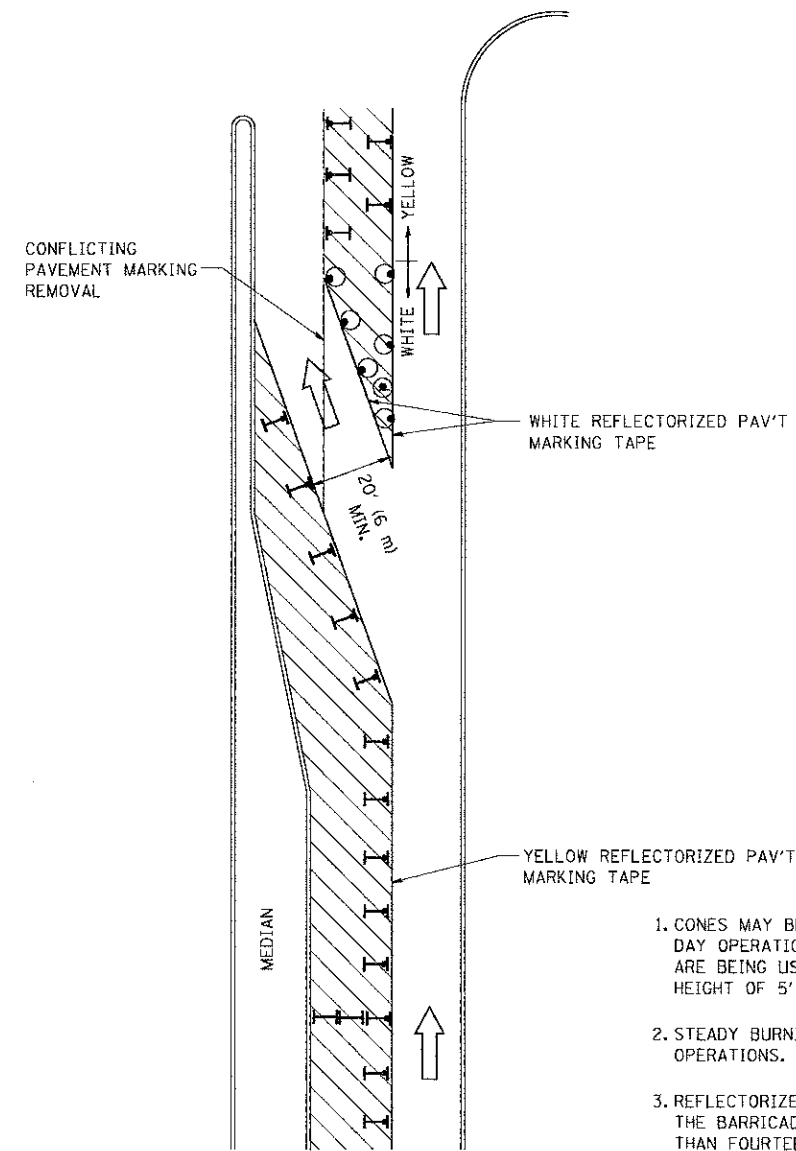
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## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

### DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. 2508	SECTION 12-00048-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 10
			TC-13		CONTRACT NO. 63793		
			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT - STP				

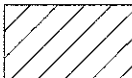







**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

**LEGEND**

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

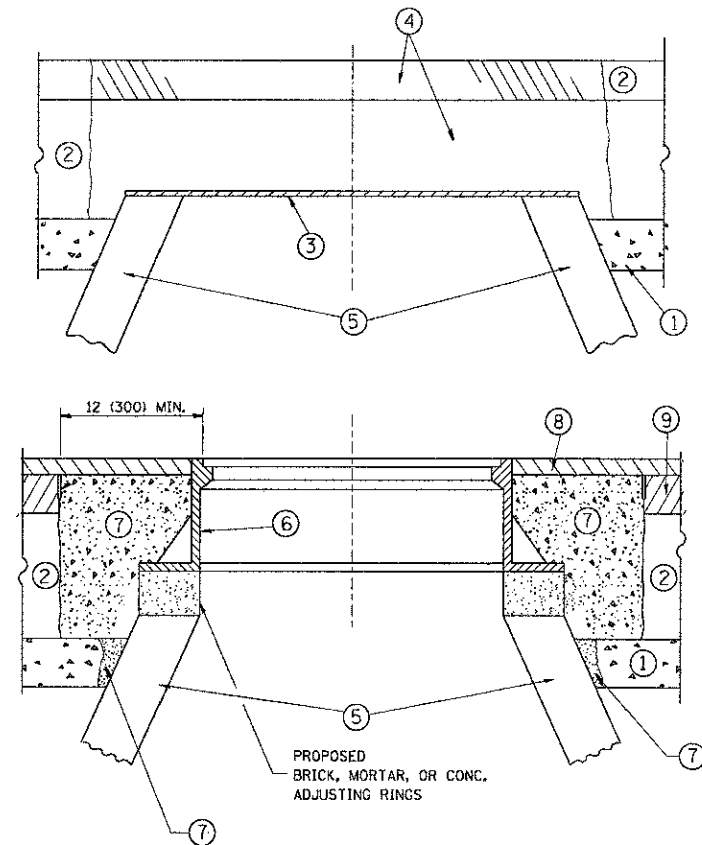
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

FILE NAME =	USER NAME = drvakosgn	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
c:\pwork\PW1007\DRIVAKOSGN\2108315\14.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE = 49.9999' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 9/14/2009		REVISED - T. RAMMACHER 01-06-00	REVISED -

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

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	11
TC-14			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

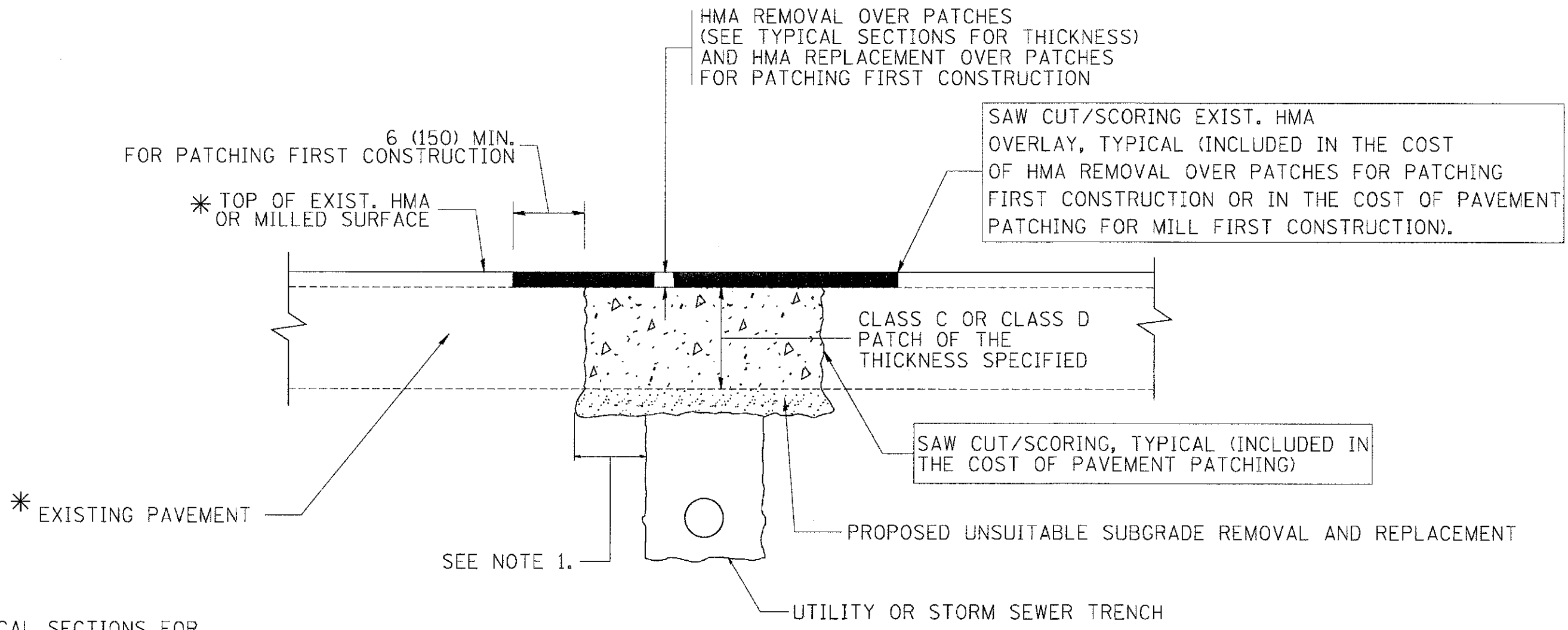
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	12
<b>BD600-03 (BD-8)</b>			<b>CONTRACT NO. 63793</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

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

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 FILE NAME = er\pwwork\pwwork\baerd\1\083\5\bd08...  
 PLOT SCALE = 1/8" = 1'-0"  
 PLOT DATE = 12/6/2011  
 DESIGNED - R. SHAH  
 DRAWN -  
 CHECKED -  
 DATE - 10-25-94  
 REVISED - R. WIEDEMAN 05-14-04  
 REVISED - R. BORO 01-01-07  
 REVISED - R. BORO 03-09-11  
 REVISED - R. BORO 12-06-11



\* 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.

Plotter: January 30, 2013 @ 10:36 AM By: Lorry Nelson - Job: 13 30-22

FILE NAME =	USER NAME = lboard1
DESIGNED - R. SHAH	REVISOR - A. ABBAS 04-27-98
DRAWN -	REVISOR - R. BORO 01-01-07
CHECKED -	REVISOR - R. BORO 09-04-07
PLOT SCALE = 5/8" = 1' / IN.	REVISOR - K. ENG 10-27-08
PLOT DATE = 10/27/2008	DATE - 10-25-94

DESIGNED - R. SHAH	REVISOR - A. ABBAS 04-27-98
DRAWN -	REVISOR - R. BORO 01-01-07
CHECKED -	REVISOR - R. BORO 09-04-07
DATE - 10-25-94	REVISOR - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	13
BD400-04 (BD-22)			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				

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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.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

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".

\* 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.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

Plotted: January 30, 2013 @ 10:37 AM By: Larry Nelson - Job: 14 BD-24

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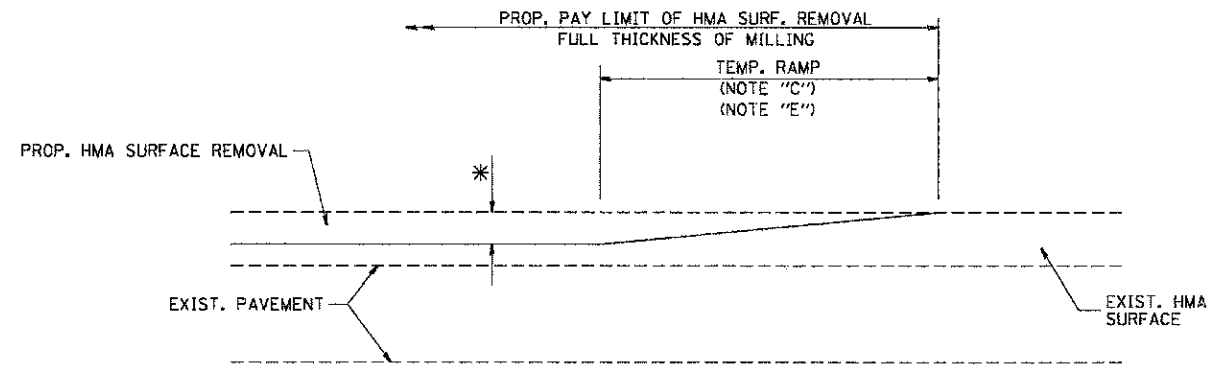
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PLOT SCALE = 50.000 1" = 30'		CHECKED -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 12/15/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT**

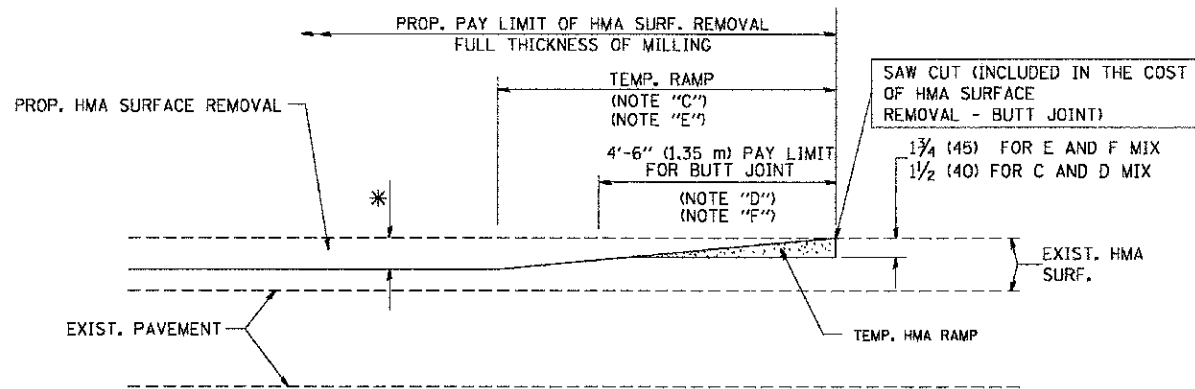
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F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	14
BD600-06 (BD-24)			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				



MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

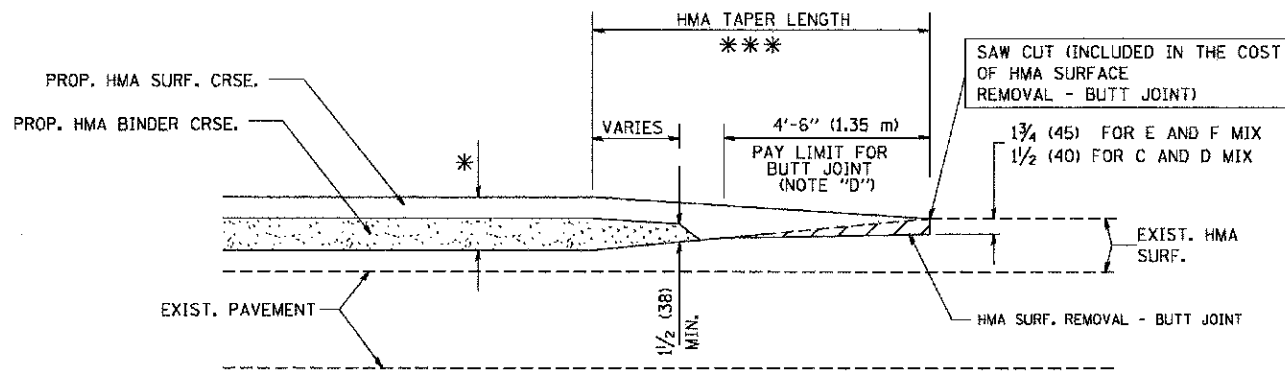
**OPTION 1**



HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

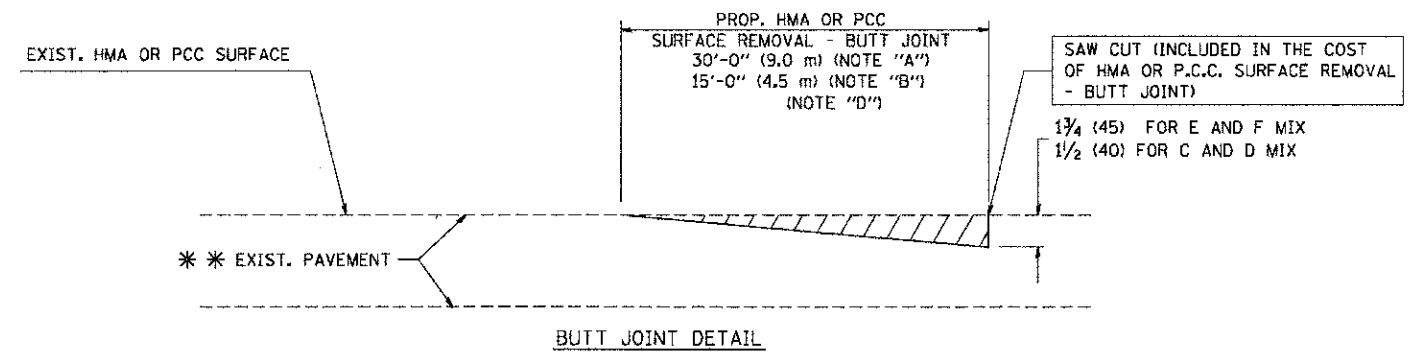
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

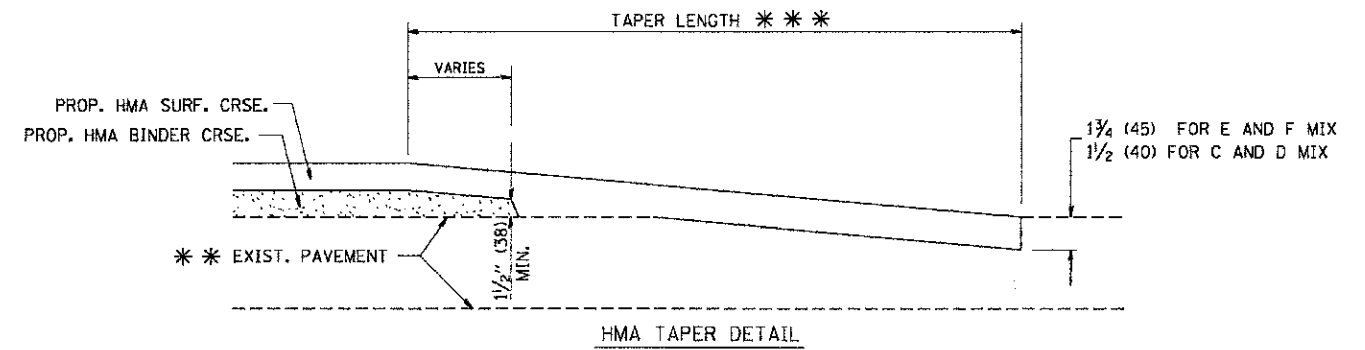


BUTT JOINT AND  
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY**

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

**NOTES**

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

**BASIS OF PAYMENT:**

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

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

Plot Date: January 30, 2013 @ 10:28 AM By: Larry Nibm - File: 15 BD-32

Path: H:\SERS\PROJ\MO117\DWG\DWG\_FINAL\ENG\M0117-CR

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FILE NAME = W:\dset\td\22x34\bd32.dgn

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

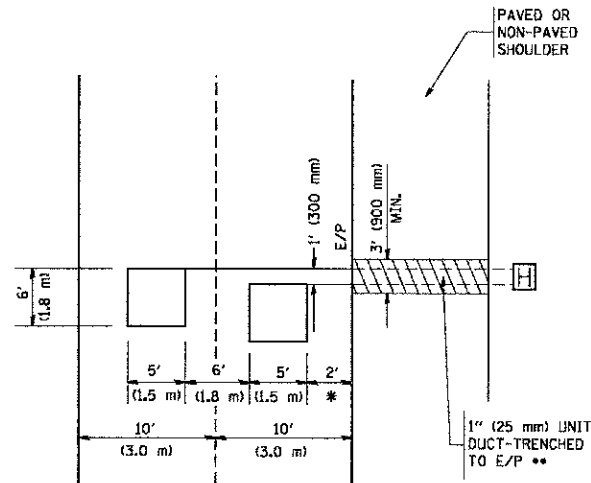
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2508	12-00048-00-RS	KANE	16	15
<b>BD400-05 BD32</b>			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT - STP				

**LOOPS NEXT TO SHOULDERS**

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

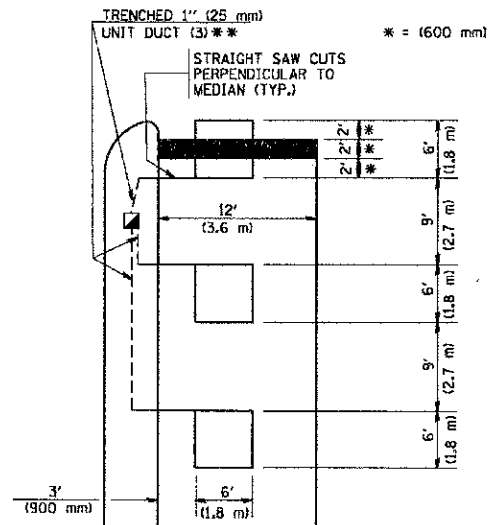


\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

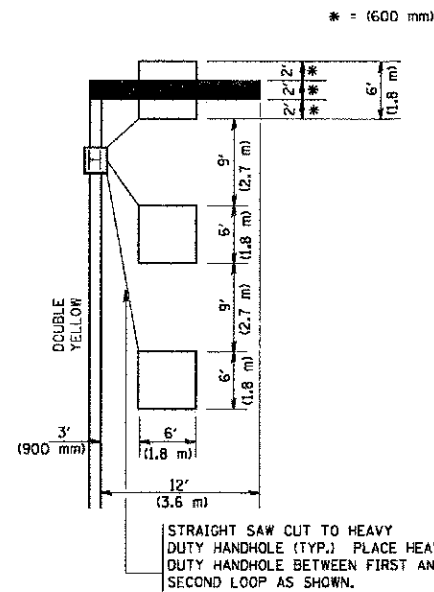
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



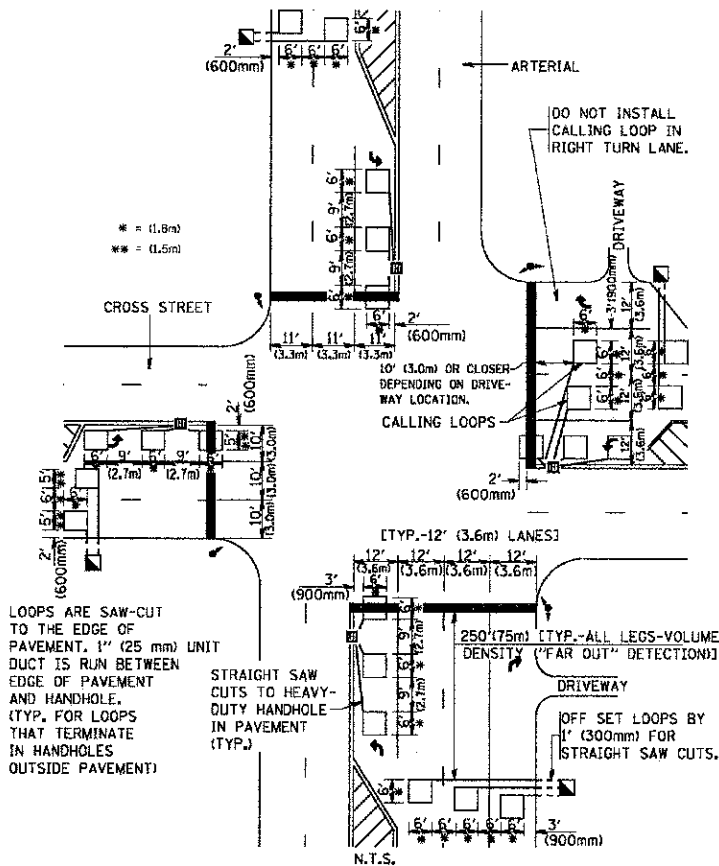
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**NOTES:**

**VEHICLES LOOP DETECTORS**

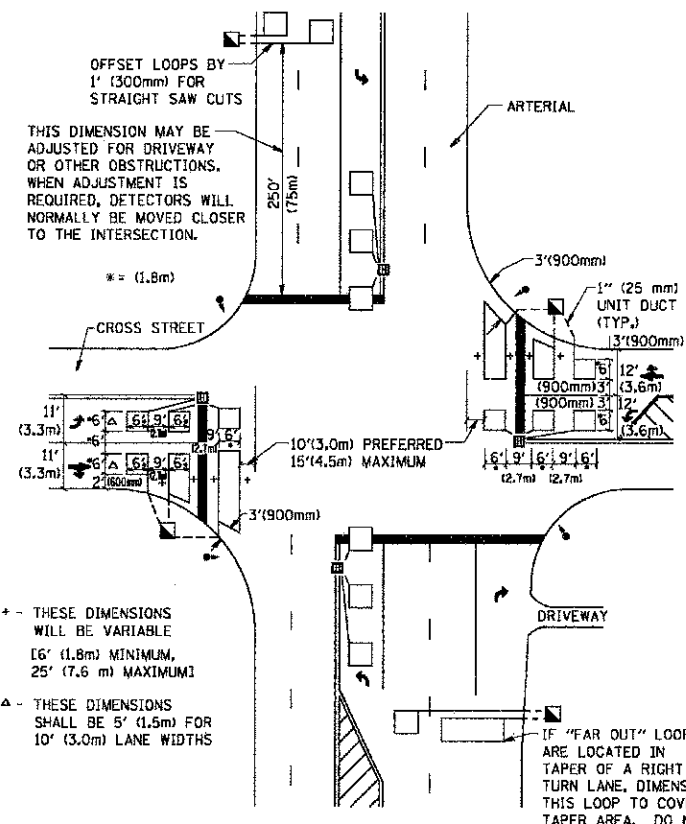
- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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



**DETAIL 1  
N.T.S.**

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)  
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



**DETAIL 2  
N.T.S.**

**PLACEMENT OF DETECTORS**

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

**NOTE:**

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

Plotted: January 30, 2013 @ 10:39 AM By: Larry Nelson - Tab: 19, 15-07

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USER NAME = geglinoht	DESIGNED -	REVISED -
PLOT SCALE = 5/8"=1'-0"	DRAWN -	REVISED -
PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION</b>			
<b>DETAILS FOR ROADWAY RESURFACING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.U. RTE. 2508	SECTION 12-00048-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 16
TS-07			CONTRACT NO. 63793	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT - STP				