

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	1

CONTRACT NO. 63151

FOR INDEX OF SHEETS SEE SHEET NO. 2

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

WILSON STREET - F.A.U. ROUTE 1441

SECTION: 09-00071-00-RS

PROJECT NO. ARA-9003(199)

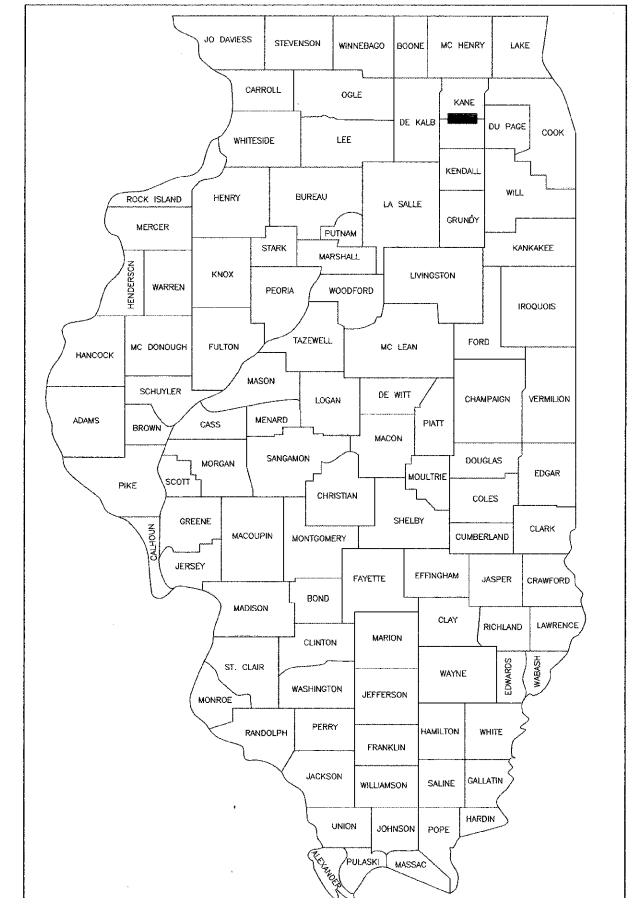
RANDALL ROAD TO RADDANT ROAD

RESURFACING

CITY OF BATAVIA

KANE COUNTY

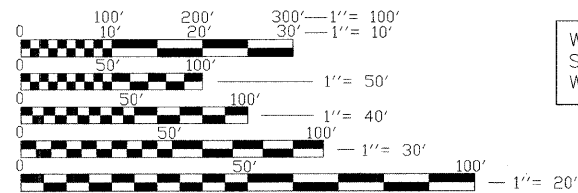
JOB NO: C-91-257-09



LOCATION OF SECTION INDICATED THUS: — ■ —

TRAFFIC DATA

ADT (2008) = 8208  
POSTED SPEED 30 MPH  
DESIGN SPEED 35 MPH



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.

WEST IMPROVEMENT BEGINS  
STA. 1+61.7  
WILSON STREET

WEST IMPROVEMENT ENDS  
STA. 86+97.6  
WILSON STREET

SECTION-14  
SECTION-23

EAST IMPROVEMENT  
ENDS  
RADDANT ROAD

EAST IMPROVEMENT  
BEGINS  
WASHINGTON AVENUE

LOCATION MAP  
N.T.S.

PROJECT LOCATION = TOWNSHIP 39 NORTH,  
RANGE 8 EAST, BATAVIA TOWNSHIP  
GROSS LENGTH OF PROJECT = 13,611 FEET (2.6 MILES)  
NET LENGTH OF PROJECT = 12,436 FEET (2.4 MILES)

J.U.L.I.E.  
JOINT UTILITY LOCATION FOR EXCAVATION  
1-800-892-0123  
  
I.D.O.T. BUREAU OF TRAFFIC  
MEADE ELECTRIC  
1-773-287-7672  
  
KANE COUNTY DEPARTMENT OF TRANSPORTATION  
1-630-208-3130

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED: April 6, 2009  
*Nell A. Basconi*  
CITY OF BATAVIA, CITY ENGINEER

PASSED: APRIL 9, 2009  
*CHUBB*  
BUREAU CHIEF OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW: APRIL 9, 2009  
*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION # ENGINEER

DATE: April 6, 2009

BY: Karen R. Young, P.E.  
KAREN R. YOUNG, P.E.  
REGISTERED P.E. STATE OF ILLINOIS

LICENSE EXPIRES: NOVEMBER 30, 2009

SEAL

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

MUNICIPAL ENGINEER: KAREN R. YOUNG, P.E. CITY OF BATAVIA FIELD ENGINEER: MARILYN SLOMON, P.E. (847) 705-4407

J:\Streets\STP\_09\_001\_Wilson\_LAP\Final\Sheet\01\_02\_Wilson\_CVR.dwg Model  
PLOTED: Tuesday, 07 Apr 2009 - 11:53pm  
Saved: Monday, 06 Apr 2009 - 9:59pm

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	2
GENERAL NOTES				

CONTRACT NO. 63151

### GENERAL NOTES

- ANY REFERENCE TO THE STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE UTILITY COMPANIES, CITY OF BATAVIA, ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EXISTENCE, NATURE AND EXACT LOCATION OF ALL UTILITIES AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY DAMAGE TO EXISTING ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF BATAVIA AND OTHER GOVERNMENT AGENCIES.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, THE CITY OF BATAVIA, KANE COUNTY (630-208-3130), AND IDOT BUREAU OF TRAFFIC (MEADE ELECTRIC) (773-287-7672) FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
- UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE WITHOUT WRITTEN CONSENT FROM THE CITY OF BATAVIA OR I.D.O.T.
- FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPURTANANCES FROM MATERIAL TO REMAIN, IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS". THE COST OF THE SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- PRIOR TO PLACING HOT-MIX ASPHALT ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HOT-MIX ASPHALT BEING PLACED.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL WORK INCLUDING TOP SOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED, ONE (1) SAND BAG ACROSS EACH BOTTOM RAIL. TYPE III BARRICADES SHALL HAVE FOUR (4) WEIGHTED SANDBAGS.
- PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ANY SIGN LOCATED IN THE PUBLIC RIGHT-OF-WAY WHICH INTERFERES WITH CONSTRUCTION OF THE PROPOSED ROADWAY WORK OR LIGHTING SYSTEM, THAT IS INTENDED TO BE MAINTAINED SHALL BE RELOCATED. THIS WORK IS INCIDENTAL TO THIS PROJECT. ALL WORK INVOLVING SIGN REMOVAL SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
- A SIGN LOG SHALL BE CREATED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. A COPY SHALL BE GIVEN TO THE ENGINEER FOR REVIEW. UPON REVIEW BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A COPY TO THE CITY OF BATAVIA ENGINEERING DEPARTMENT.
- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
- EVERY SIGN RELOCATED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT WAS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF TEMPORARY SETTING. THIS WORK INCLUDES PROVIDING A SIGN POST FOR THE TEMPORARY LOCATION, SHOULD SUCH A POST BE NECESSARY.
- ALL SIGNS SHALL BE RE-ERECTED IN THE ORIGINAL LOCATION AS THE IMPROVEMENTS ARE COMPLETED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO COST TO THE CITY. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE CITY OF BATAVIA AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE CITY OF BATAVIA.
- MAINTENANCE OF SEWER FLOWS** - THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO THE CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)** - THIS ITEM PERTAINS TO ONLY STRUCTURES LOCATED IN THE CONCRETE AND HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR BITUMINOUS SURFACE REMOVAL. ALL STRUCTURES IN THE CURB AND GUTTER OR WITHIN THE RAISED MEDIANS WILL NOT BE DONE UNDER THIS ITEM. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE DONE UNDER THIS ITEM. SEE "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING.
- PRIME COAT** - PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.
- BUTT JOINTS** - BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- MILLED PAVEMENT OPEN TO TRAFFIC** - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1.5 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH). A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

NOTE: ALL BOXED GENERAL NOTES ARE INCIDENTAL ITEMS.









### LIST OF STANDARD DRAWINGS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701501-05	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W, NONTRAVERSABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

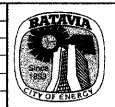
### INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, LEGEND
	GENERAL NOTES, I.D.O.T. STANDARD DRAWINGS
3	SUMMARY OF QUANTITIES
4	EXISTING & PROPOSED TYPICAL CROSS SECTIONS
5-9	EXISTING & PROPOSED ROADWAY IMPROVEMENT PLAN
10-14	PROPOSED PAVEMENT MARKING PLAN
15	BUTT JOINT AND HMA TAPER DETAILS
16	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
19	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
20	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

### LEGEND OF SYMBOLS

	DRIVEWAY PAVEMENT REMOVAL
	HOT-MIX ASPHALT DRIVEWAY PAVEMENT
	SIDEWALK REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
	HOT-MIX ASPHALT CONCRETE SURFACE COURSE, MIX "D", N50
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL
	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 OR B-6.12

NO.	DATE	REVISIONS
1	3/18	PER IDOT COMMENTS



CITY OF BATAVIA

GENERAL NOTES

DATE: 4/6/09  
DESIGNED BY: KRY  
CHECKED BY: NAB

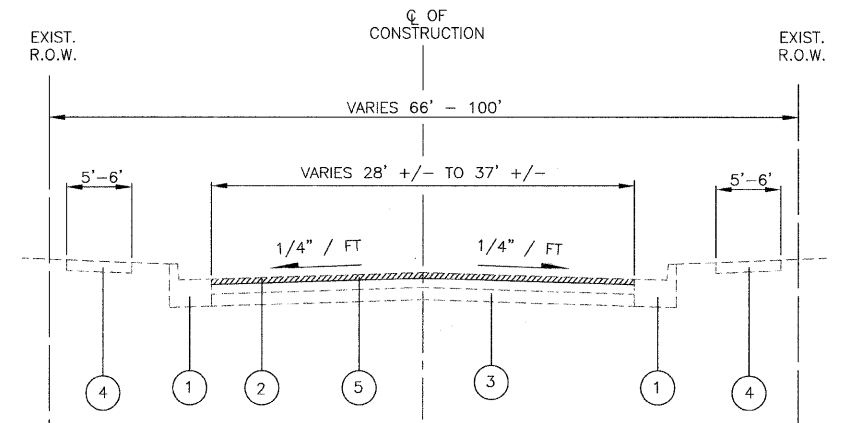
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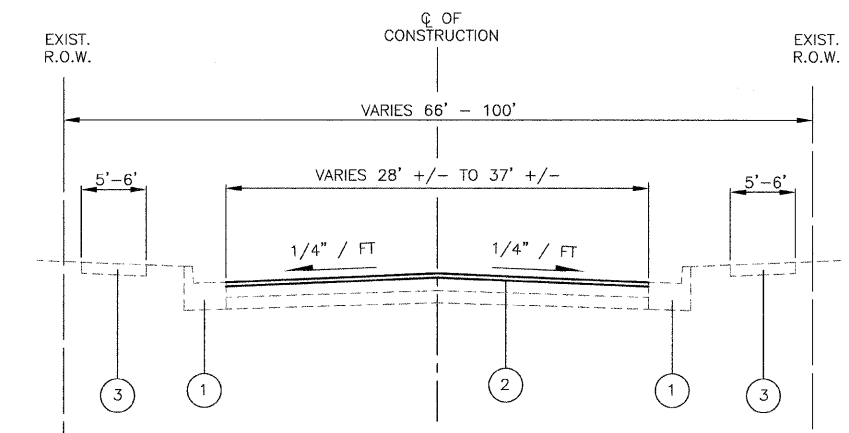
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	4
TYPICAL SECTIONS				

CONTRACT NO. 63151



1. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 OR B-6.12
2. EXISTING HOT-MIX ASPHALT SURFACE - 3"
3. EXISTING P.C.C. BASE COURSE 8" +/-
4. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
5. HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH. 1 1/4" REMOVAL ALONG CURB & GUTTER, WHILE MAINTAINING A 2% CROSS SLOPE.

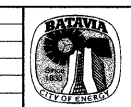
**WILSON STREET  
EXISTING TYPICAL SECTION  
WASHINGTON AVENUE TO RADDANT ROAD**



1. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 OR B-6.24
2. HOT-MIX SURFACE COURSE, MIX "D", N50, 2"
3. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

**WILSON STREET  
PROPOSED TYPICAL SECTION  
WASHINGTON AVENUE TO RADDANT ROAD**

NO.	DATE	REVISIONS
1	3/18	PER IDOT COMMENTS

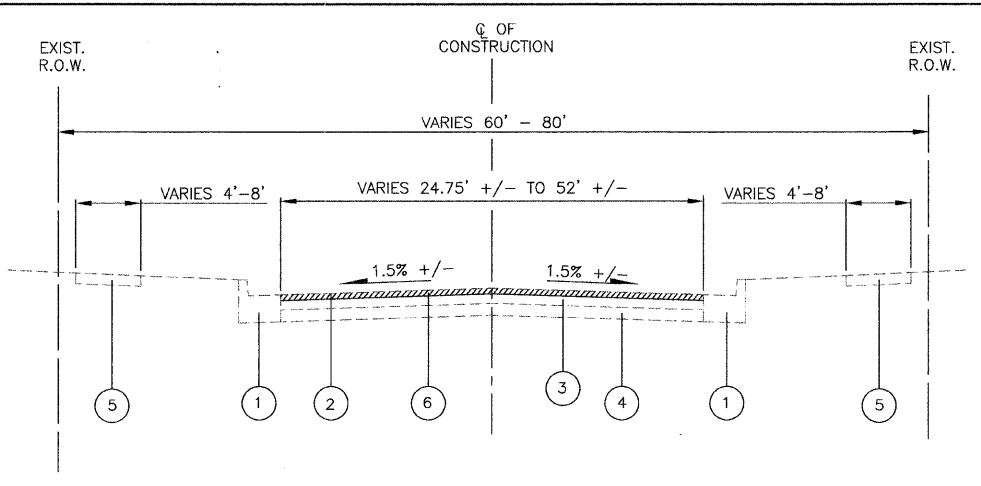


CITY OF BATAVIA  
WILSON STREET

TYPICAL SECTIONS

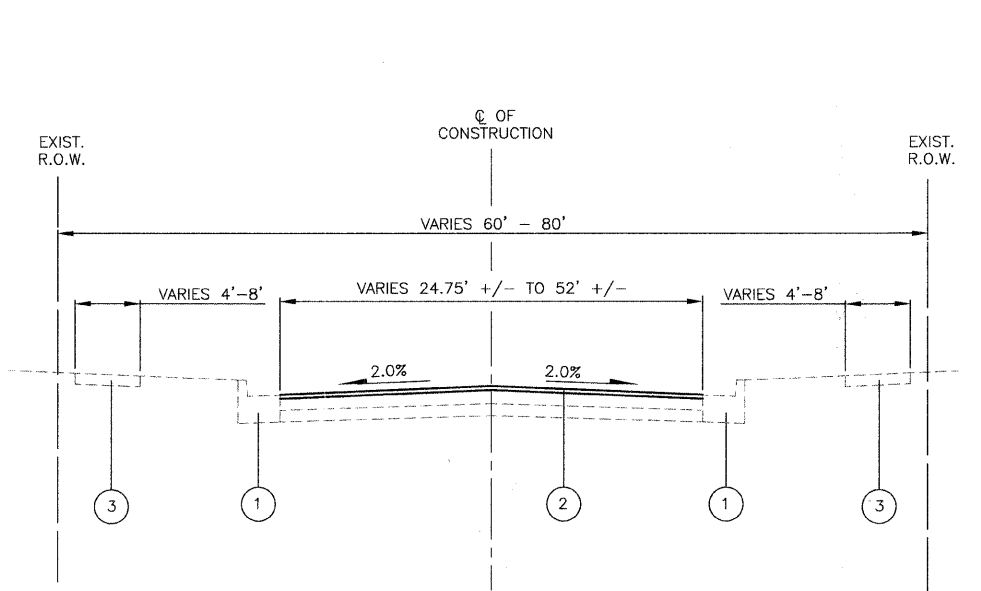
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CHECKED BY: N.A.B.

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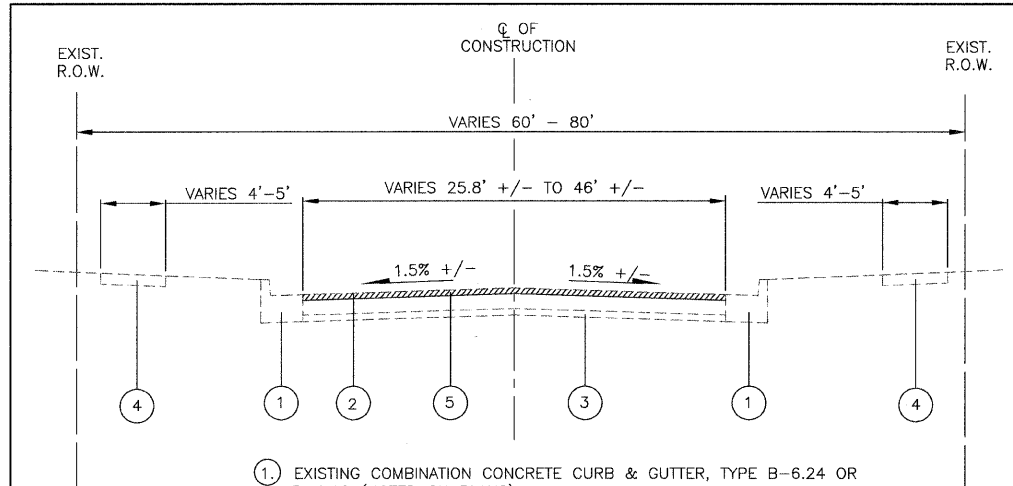
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2. EXISTING HOT-MIX ASPHALT SURFACE VARIES 2.5" - 4"
3. EXISTING BRICK PAVEMENT VARIES 3" - 4"
4. EXISTING PCC BASE COURSE VARIES 4" - 9"
5. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK / BRICK WALK
6. HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH 1 1/4" REMOVAL ALONG CURB & GUTTER, WHILE MAINTAINING A 2% CROSS SLOPE.

**WILSON STREET  
EXISTING TYPICAL SECTION  
STA. 81+50.00 TO STA. 86+97.60**



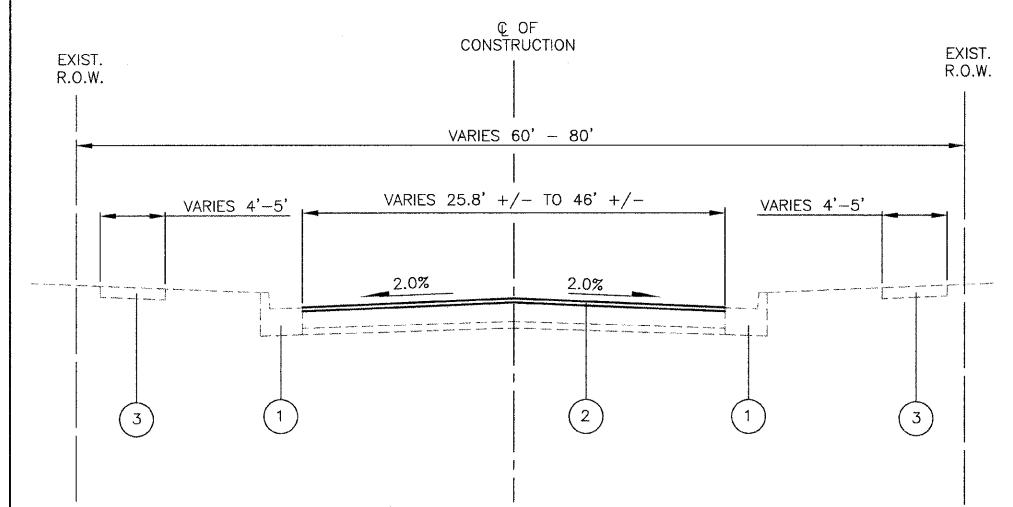
1. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
2. HOT-MIX SURFACE COURSE, MIX "D", N50, 2"
3. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

**WILSON STREET  
PROPOSED TYPICAL SECTION  
STA. 81+50.00 TO STA. 86+97.60**



1. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 OR B-6.12 (NOTED ON PLANS)
2. EXISTING HOT-MIX ASPHALT SURFACE - 10.5" - 11"
3. EXISTING AGGREGATE BASE - 4"
4. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
5. HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH. 1 1/4" REMOVAL ALONG CURB & GUTTER, WHILE MAINTAINING A 2% CROSS SLOPE.

**WILSON STREET  
EXISTING TYPICAL SECTION  
STA. 1+61.70 TO STA. 81+50.00**



1. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 OR B-6.12 (NOTED ON PLANS)
2. HOT-MIX SURFACE COURSE, MIX "D", N50, 2"
3. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

**WILSON STREET  
PROPOSED TYPICAL SECTION  
STA. 1+61.70 TO STA. 81+50.00**

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

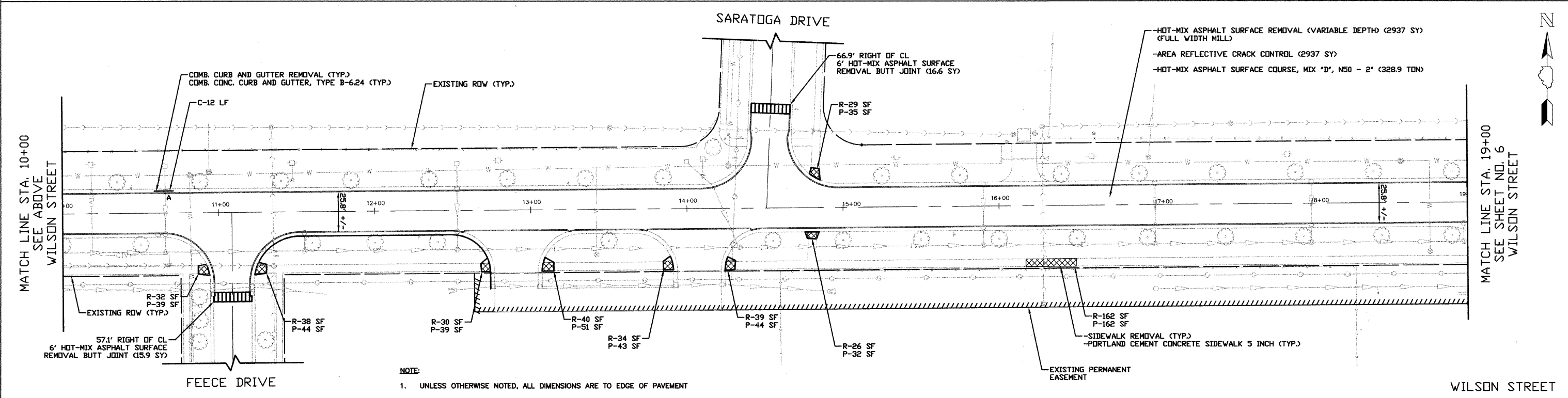
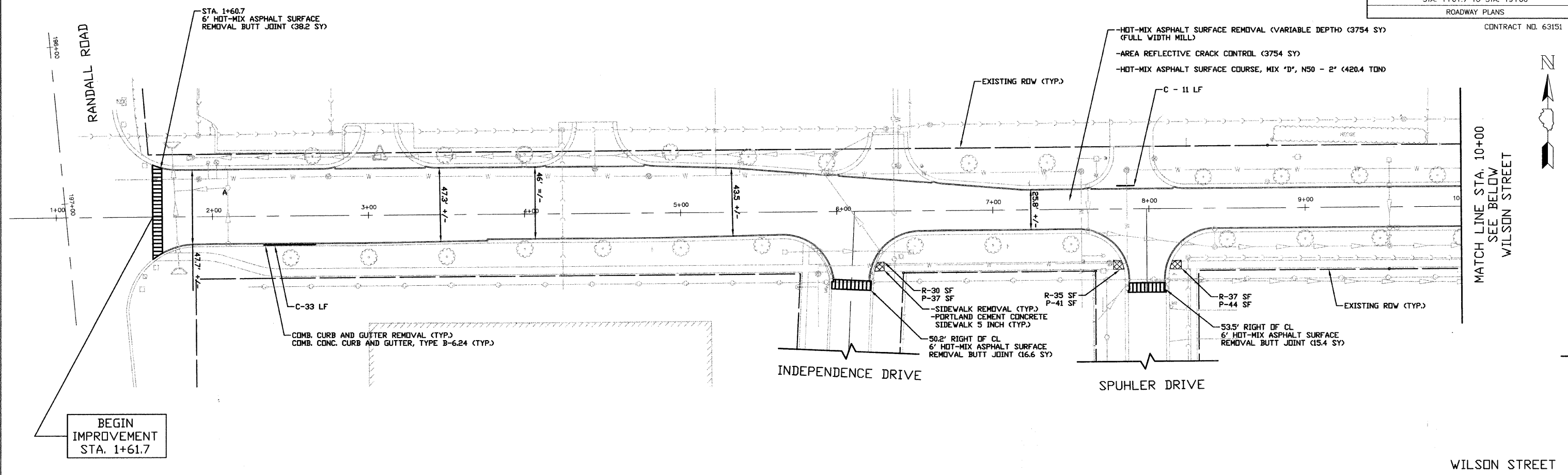
PAY ITEM DESCRIPTION	AC TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2" (IL-9.5MM)	PG 64-22	4% @ 50
CLASS D PATCHES (HMA BINDER IL-19MM) (SPECIAL)	PG 64-22	4% @ 70
DRIVEWAY PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2" (IL-9.5MM)	PG 64-22	4% @ 50

NOTES: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE QUANTITY IS 112 LBS/SY/IN.  
\*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

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F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	5
STA. 1+61.7 TO STA. 19+00				
ROADWAY PLANS				

CONTRACT NO. 63151



- NOTE:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
  - HOT-MIX ASPHALT SURFACE REMOVAL SHALL CONSIST OF VARIABLE DEPTH MILLING. THE CONTRACTOR SHALL ADJUST THE MILL AS NECESSARY TO ACHIEVE A 2% PAVEMENT CROSS SLOPE.
  - R = SIDEWALK REMOVAL
  - P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
  - C = COMBINATION CURB AND GUTTER REMOVAL  
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - ALL LANDSCAPING RESTORATION IS INCIDENTAL TO THE ITEM BEING REMOVED OR REPLACED.

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS

CITY OF BATAVIA  
WILSON STREET

ROADWAY PLANS  
STA. 1+61.7 TO STA. 19+00

DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

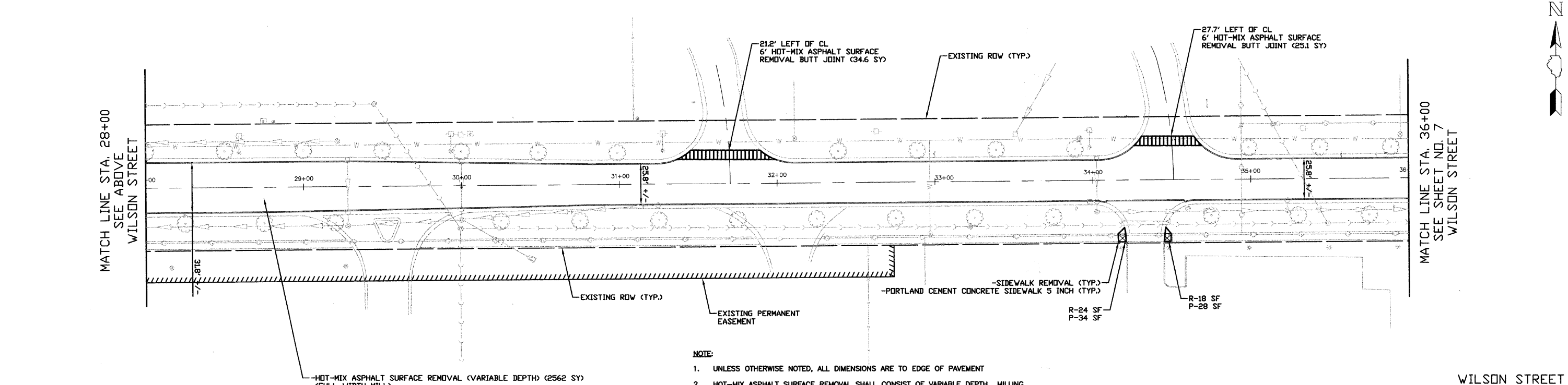
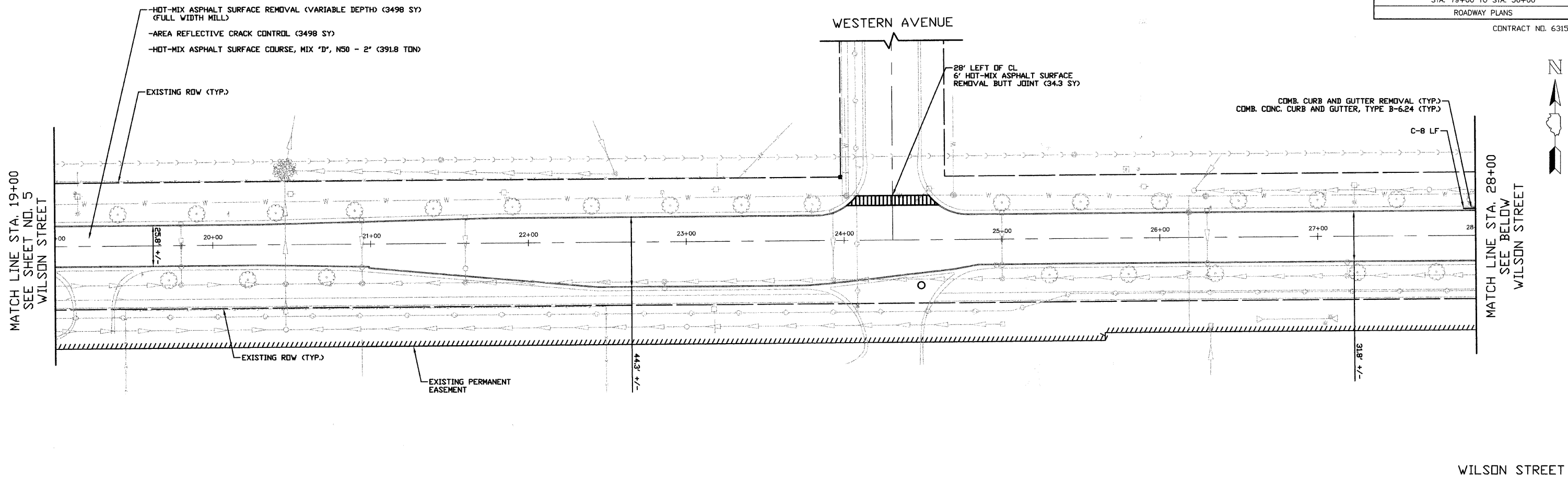
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F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	6
STA. 19+00 TO STA. 36+00				
ROADWAY PLANS				

CONTRACT NO. 63151

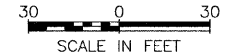


- NOTE:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
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1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS



CITY OF BATAVIA  
WILSON STREET  
ROADWAY PLANS  
STA. 19+00 TO STA. 36+00



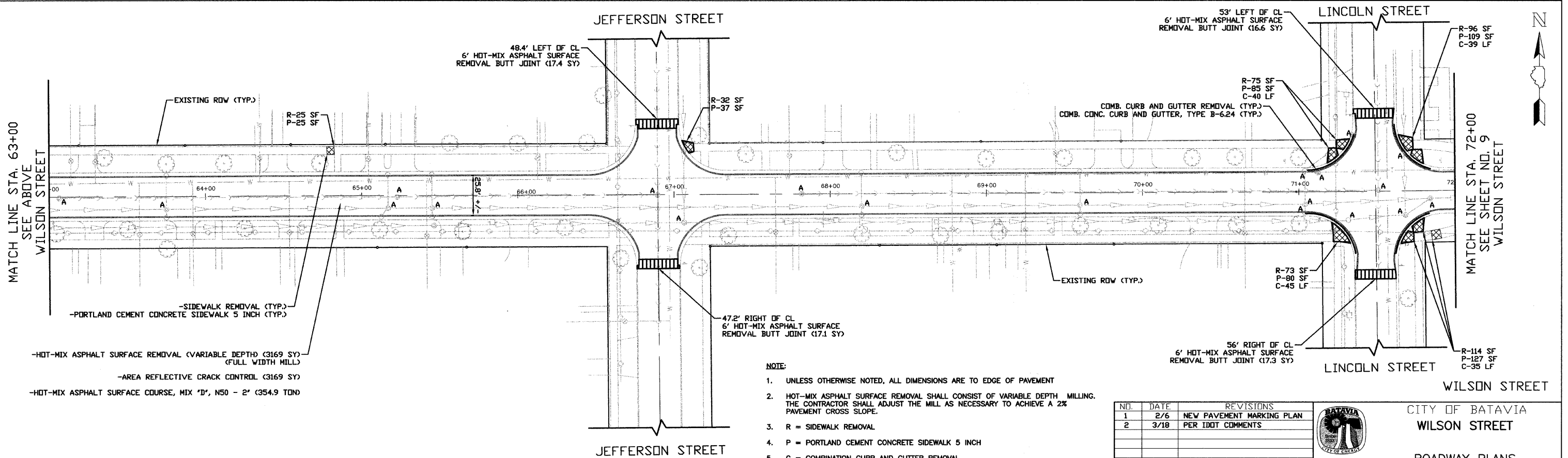
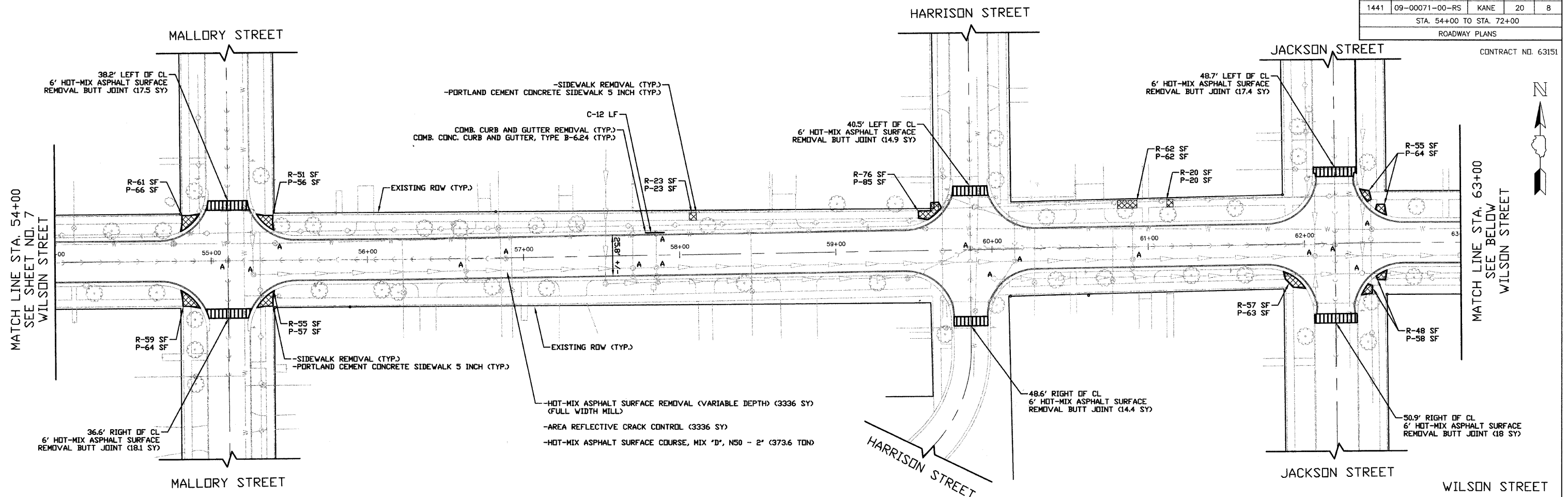
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F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	8
STA. 54+00 TO STA. 72+00				
ROADWAY PLANS				

CONTRACT NO. 63151

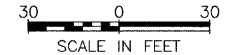


- NOTE:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
  - HOT-MIX ASPHALT SURFACE REMOVAL SHALL CONSIST OF VARIABLE DEPTH MILLING. THE CONTRACTOR SHALL ADJUST THE MILL AS NECESSARY TO ACHIEVE A 2% PAVEMENT CROSS SLOPE.
  - R = SIDEWALK REMOVAL
  - P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
  - C = COMBINATION CURB AND GUTTER REMOVAL  
COMBINATION CONCRETE CURB AND GUTTER, BYPE B-6.12
  - ALL LANDSCAPING RESTORATION IS INCIDENTAL TO THE ITEM BEING REMOVED OR REPLACED.

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS



CITY OF BATAVIA  
WILSON STREET  
ROADWAY PLANS  
STA. 54+00 TO STA. 72+00



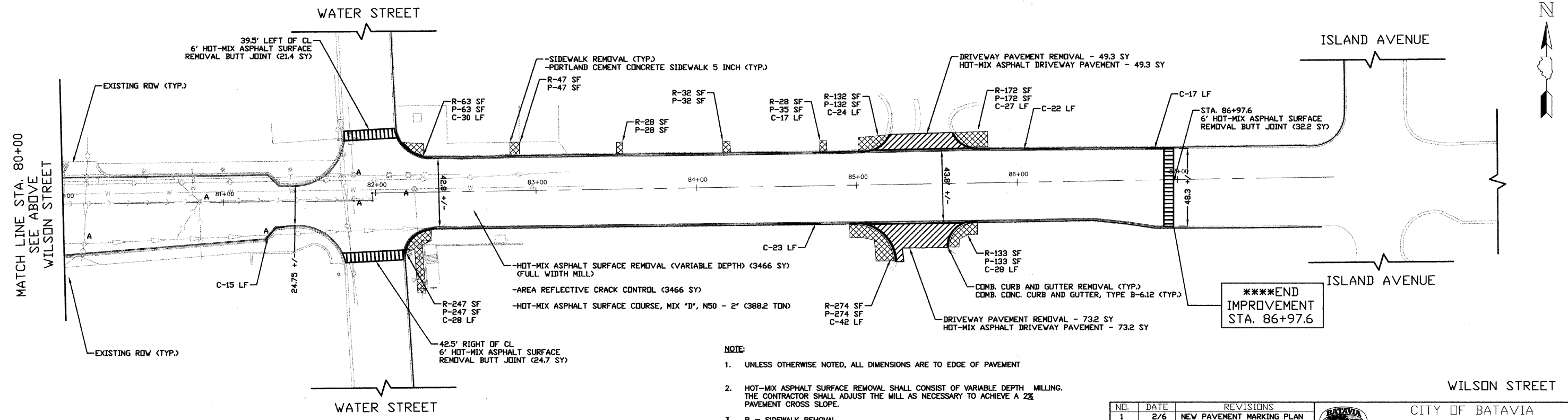
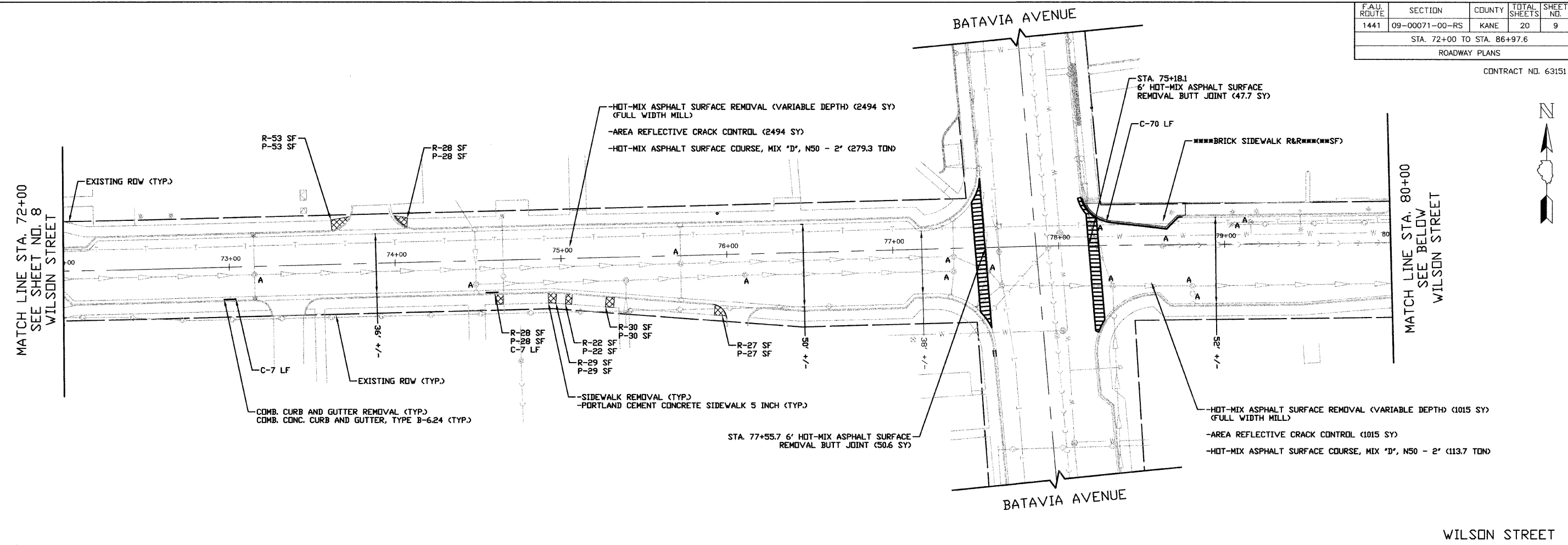
DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

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 PLOTTED: Thursday, 08 Apr 2009 - 5:53pm  
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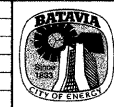
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	9
STA. 72+00 TO STA. 86+97.6				
ROADWAY PLANS				

CONTRACT NO. 63151

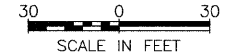


- NOTE:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
  - HOT-MIX ASPHALT SURFACE REMOVAL SHALL CONSIST OF VARIABLE DEPTH MILLING. THE CONTRACTOR SHALL ADJUST THE MILL AS NECESSARY TO ACHIEVE A 2% PAVEMENT CROSS SLOPE.
  - R = SIDEWALK REMOVAL
  - P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
  - C = COMBINATION CURB AND GUTTER REMOVAL  
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR B-6.24, AS SPECIFIED
  - ALL LANDSCAPING RESTORATION IS INCIDENTAL TO THE ITEM BEING REMOVED OR REPLACED.

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS



CITY OF BATAVIA  
WILSON STREET  
ROADWAY PLANS  
STA. 72+00 TO STA. 86+97.6



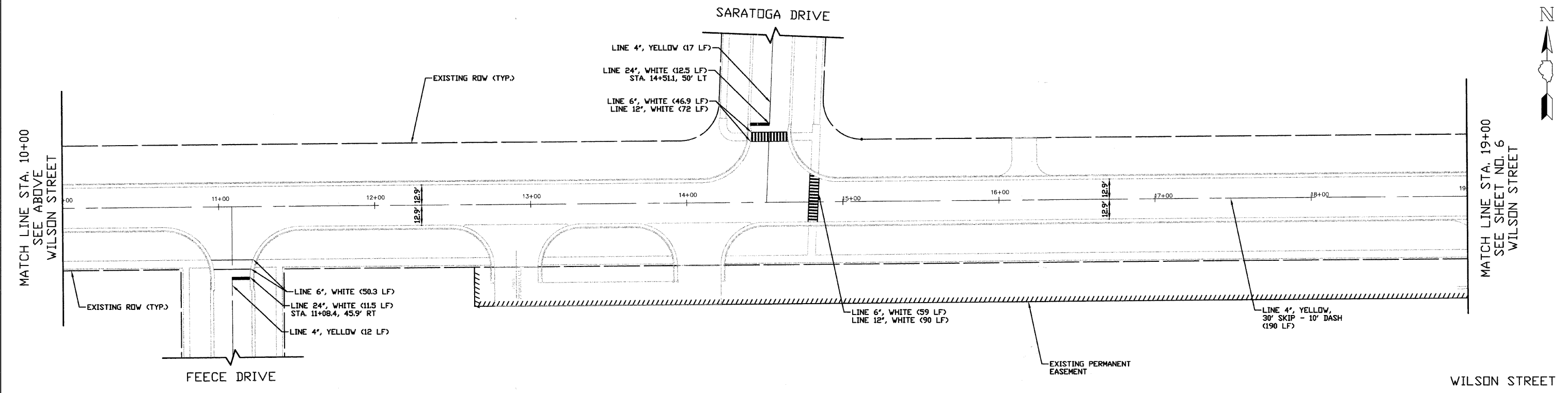
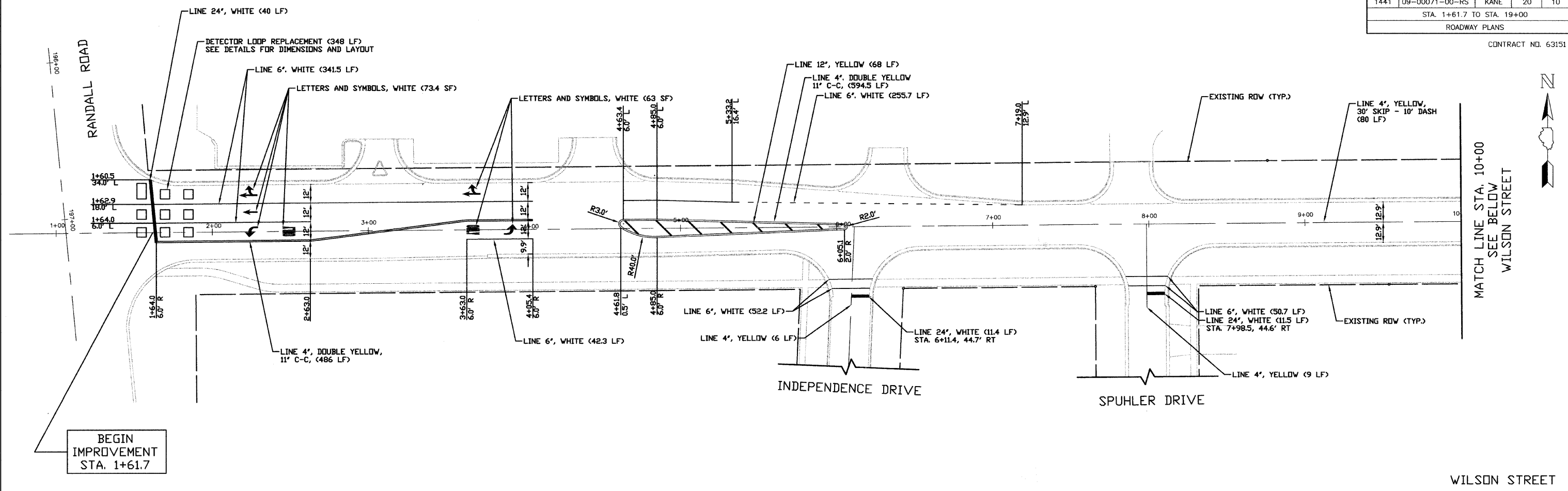
DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

**I.D.O.T. FINAL SUBMITTAL**

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 PLOTTED: Thursday, 09 Apr 2009 - 5:54pm  
 SAVED: Monday, 06 Apr 2009 - 12:11pm

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	10
STA. 1+61.7 TO STA. 19+00				
ROADWAY PLANS				

CONTRACT NO. 63151



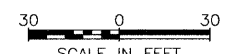
**NOTE:**  
1. ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS

CITY OF BATAVIA  
WILSON STREET

PAVEMENT MARKING PLANS  
STA. 1+61.7 TO STA. 19+00

DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.



**I.D.O.T. FINAL SUBMITTAL**

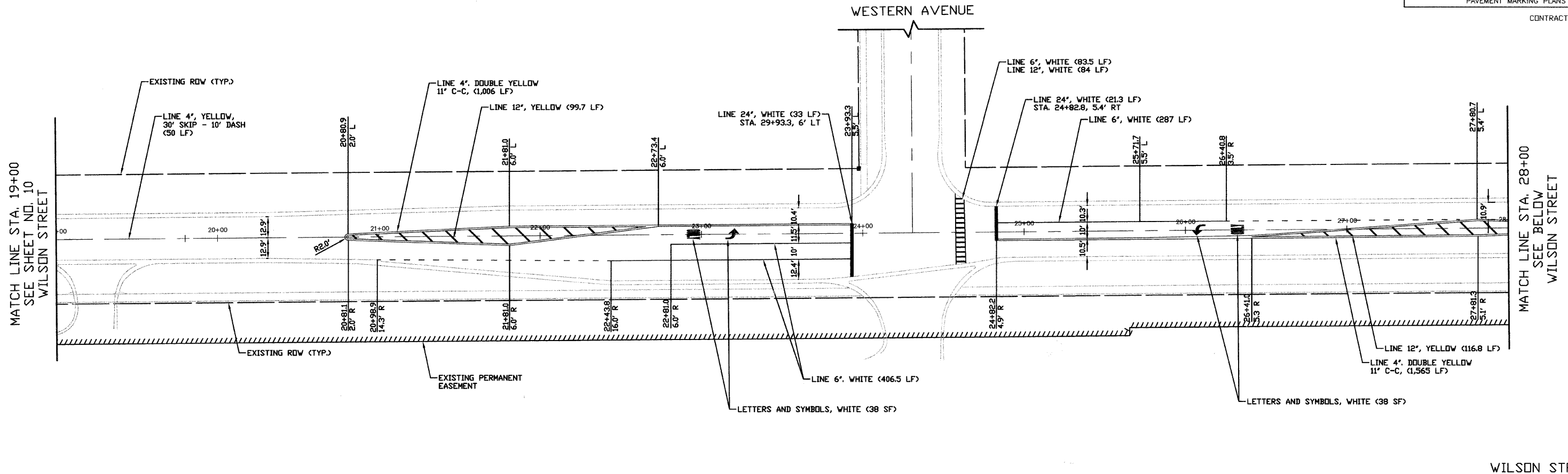
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1441	09-00071-00-RS	KANE	20	11

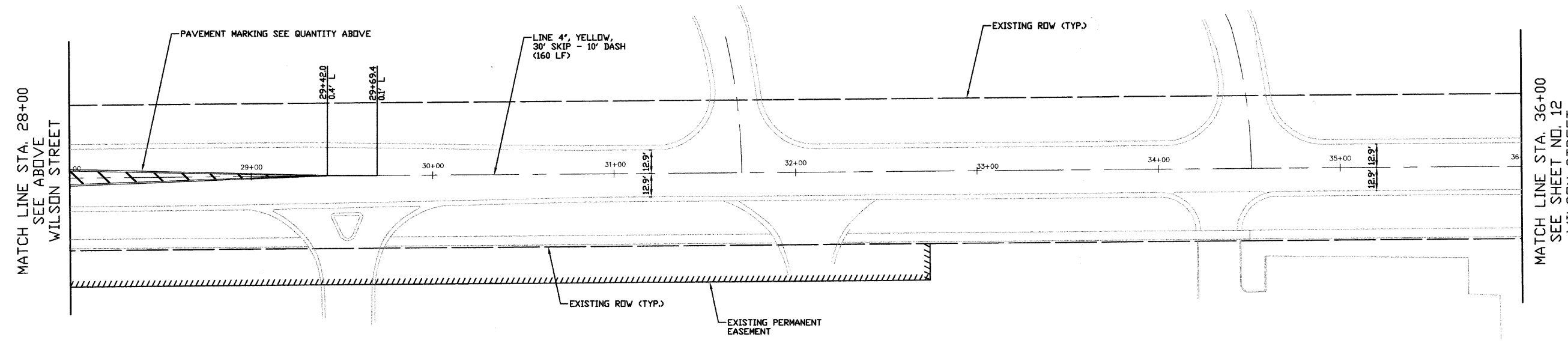
STA. 19+00 TO STA. 36+00

PAVEMENT MARKING PLANS

CONTRACT NO. 63151



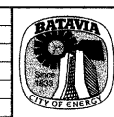
WILSON STREET



WILSON STREET

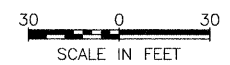
- NOTE:**
- ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS



CITY OF BATAVIA  
WILSON STREET

PAVEMENT MARKING PLANS  
STA. 19+00 TO STA. 36+00



DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

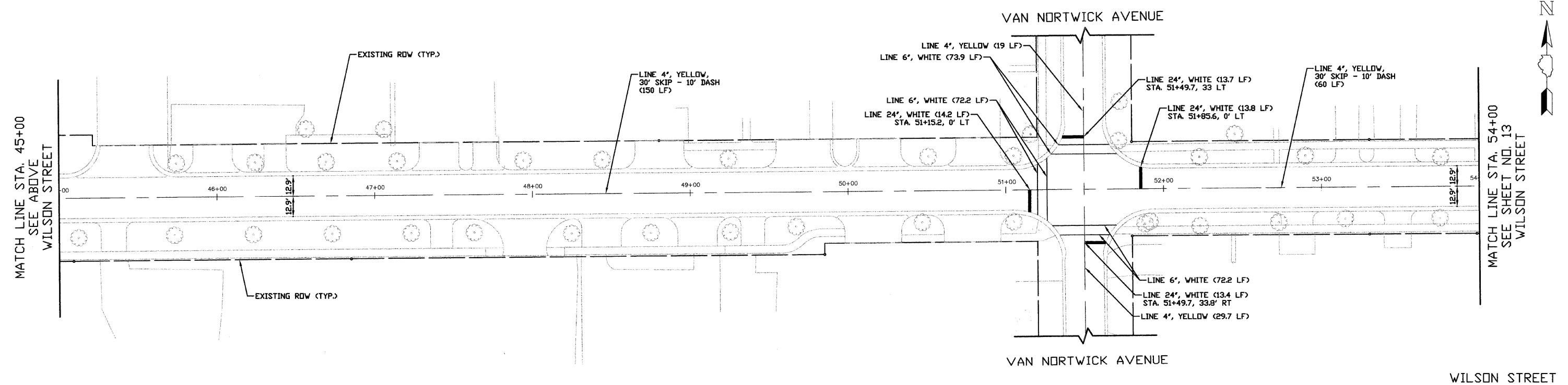
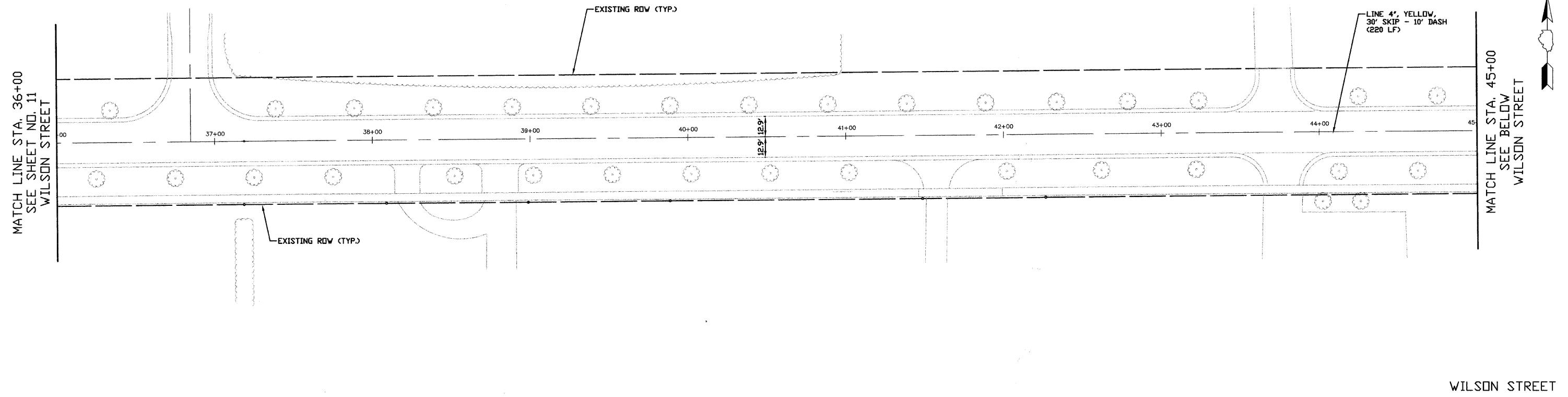
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 SAVED: Monday, 06 Apr 2009 - 12:15pm

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	12
STA. 36+00 TO STA. 54+00				
PAVEMENT MARKING PLANS				

CONTRACT NO. 63151

NOTE:  
1. ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC



NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS

CITY OF BATAVIA  
WILSON STREET

PAVEMENT MARKING PLANS  
STA. 36+00 TO STA. 54+00

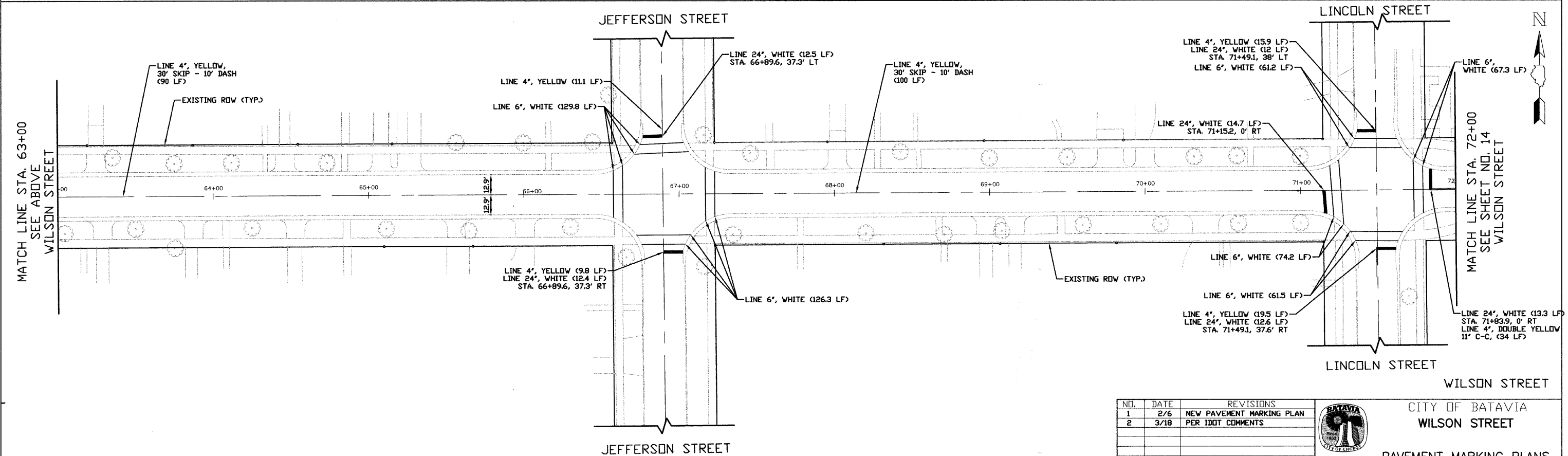
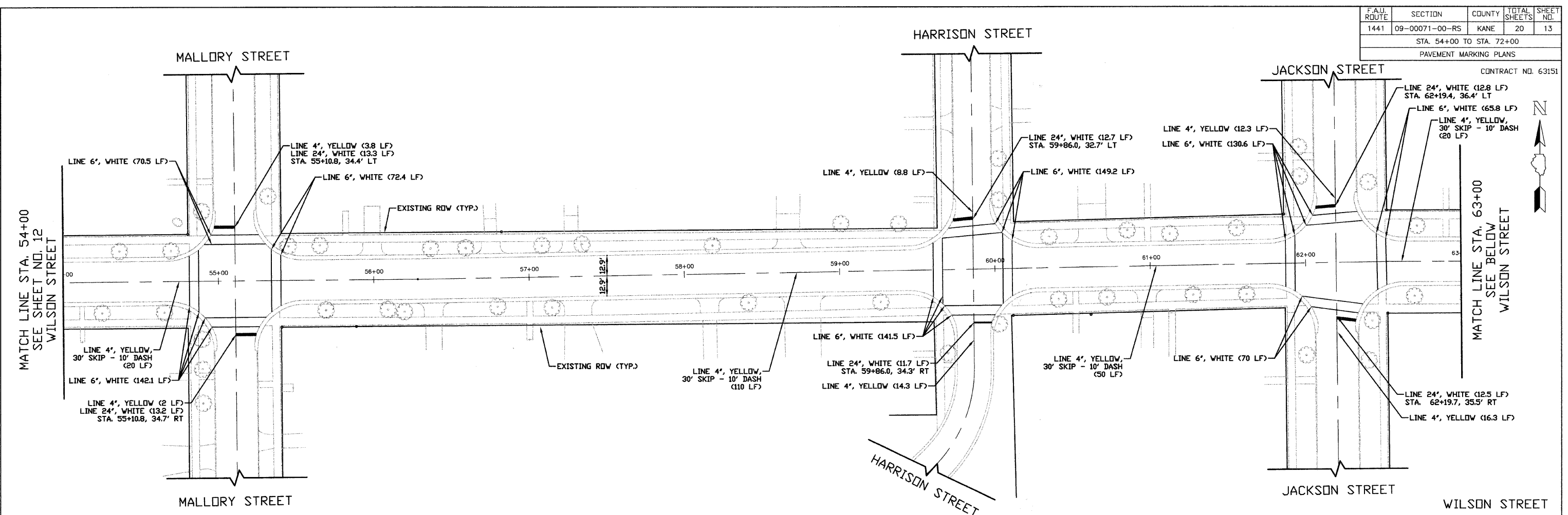
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DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

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 PLOTTED: Thursday, 09 Apr 2009 - 6:29pm  
 SAVED: Tuesday, 07 Apr 2009 - 1:27pm

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	13
STA. 54+00 TO STA. 72+00				
PAVEMENT MARKING PLANS				

CONTRACT NO. 63151



**NOTE:**  
1. ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS

**BATAVIA**  
CITY OF BATAVIA  
WILSON STREET

**PAVEMENT MARKING PLANS**  
STA. 54+00 TO STA. 72+00

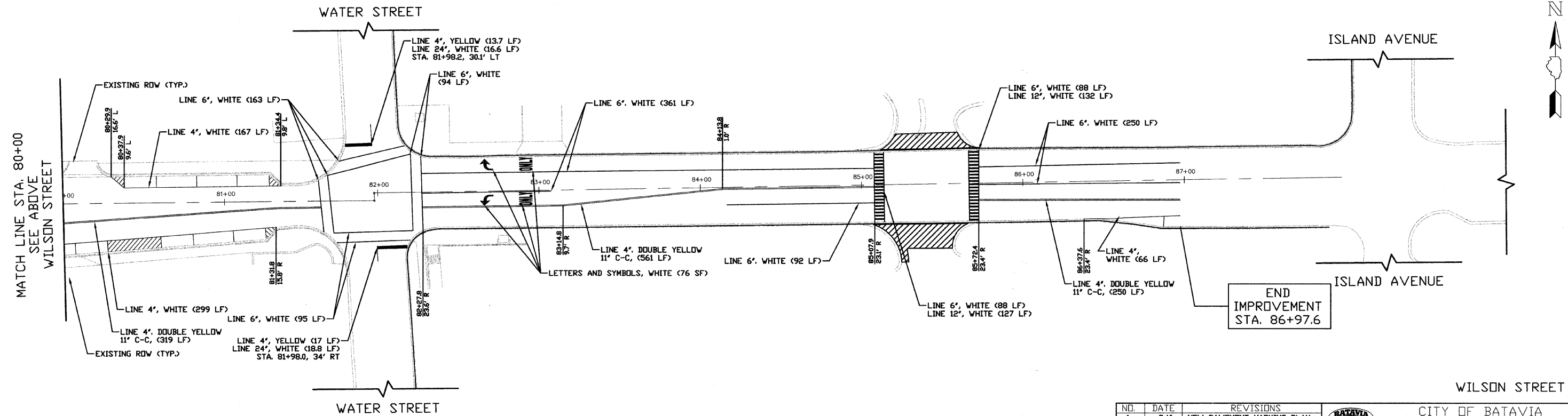
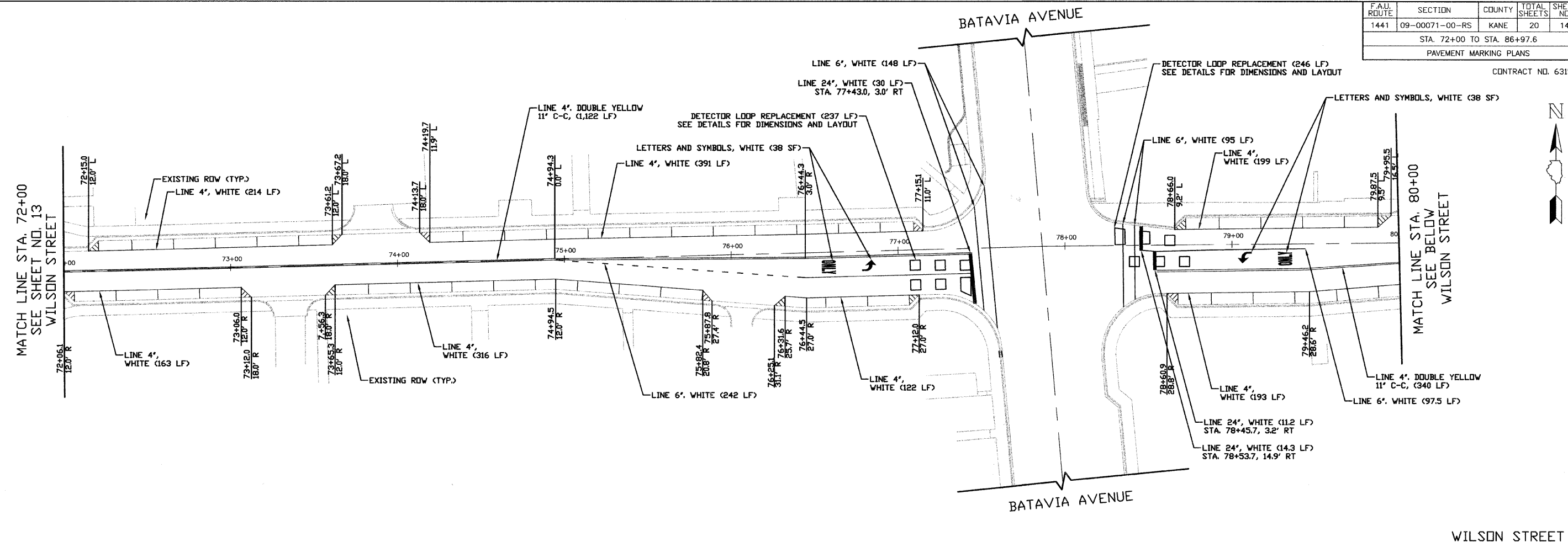
DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

SCALE IN FEET  
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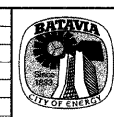
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 72+00 TO STA. 86+97.6				
PAVEMENT MARKING PLANS				

CONTRACT NO. 63151

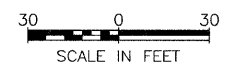


- NOTE:**
- ALL PAVEMENT MARKINGS ARE TO BE THERMOPLASTIC

NO.	DATE	REVISIONS
1	2/6	NEW PAVEMENT MARKING PLAN
2	3/18	PER IDOT COMMENTS



CITY OF BATAVIA  
WILSON STREET  
PAVEMENT MARKING PLANS  
STA. 72+00 TO STA. 86+97.6

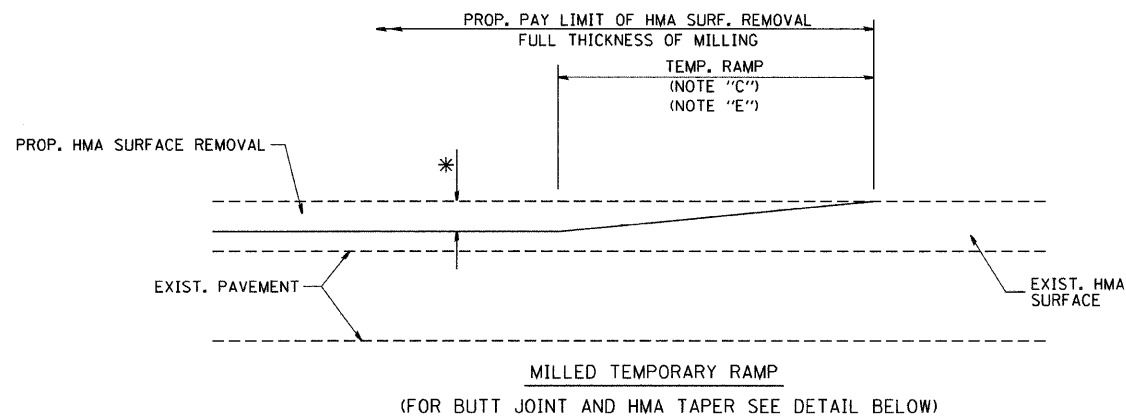


DATE: 4/6/09  
DESIGNED BY: K.R.Y.  
CHECKED BY: N.A.B.

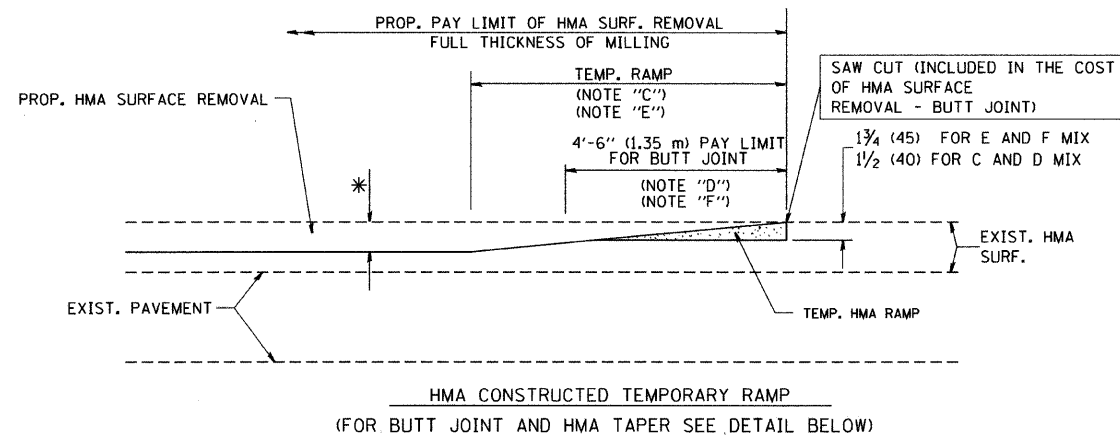
**I.D.O.T. FINAL SUBMITTAL**

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SAVED: Thursday, 09 Apr 2009 - 3:17pm

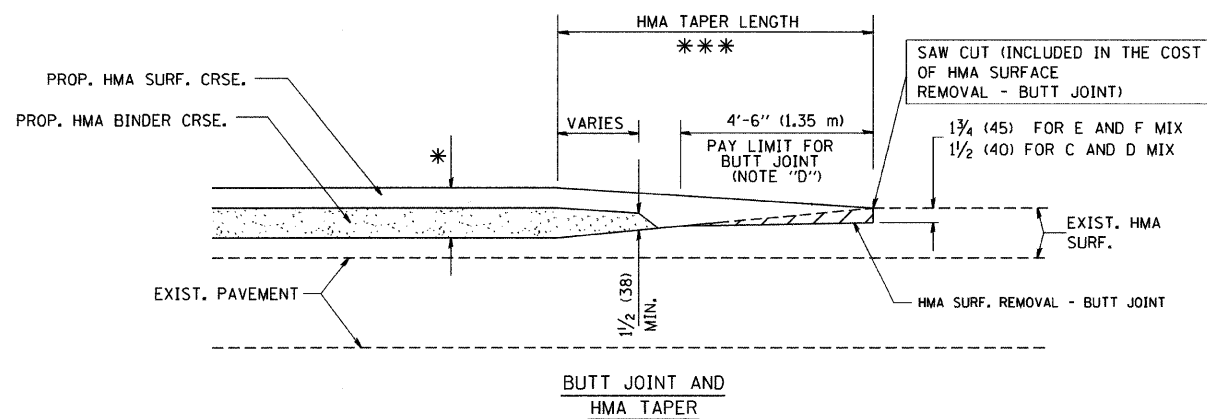
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1441	09-00071-00	RS KANE	20	15
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



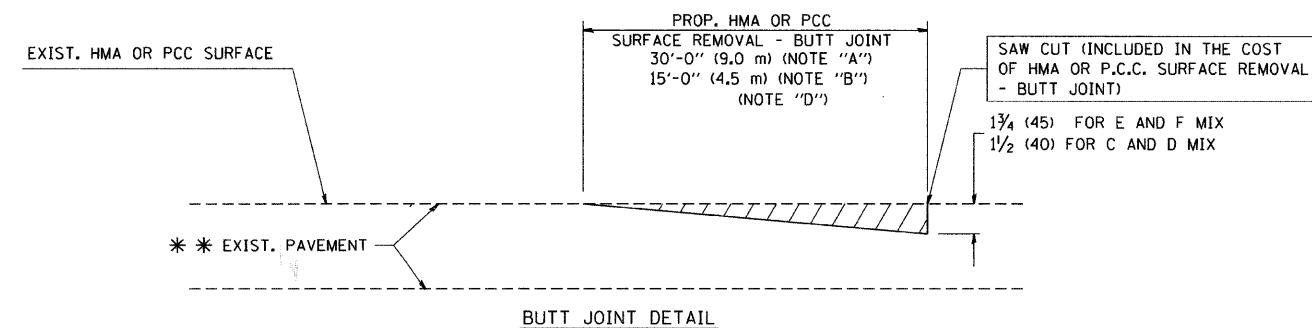
OPTION 1



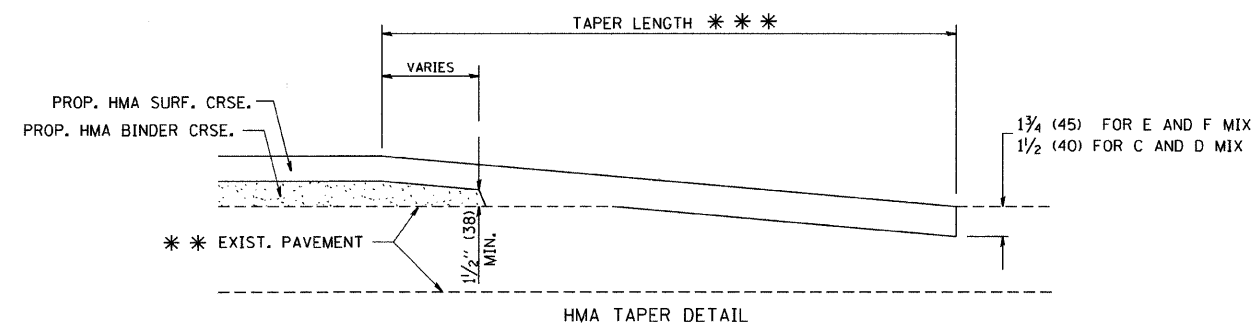
OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



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")

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER  
DETAILS

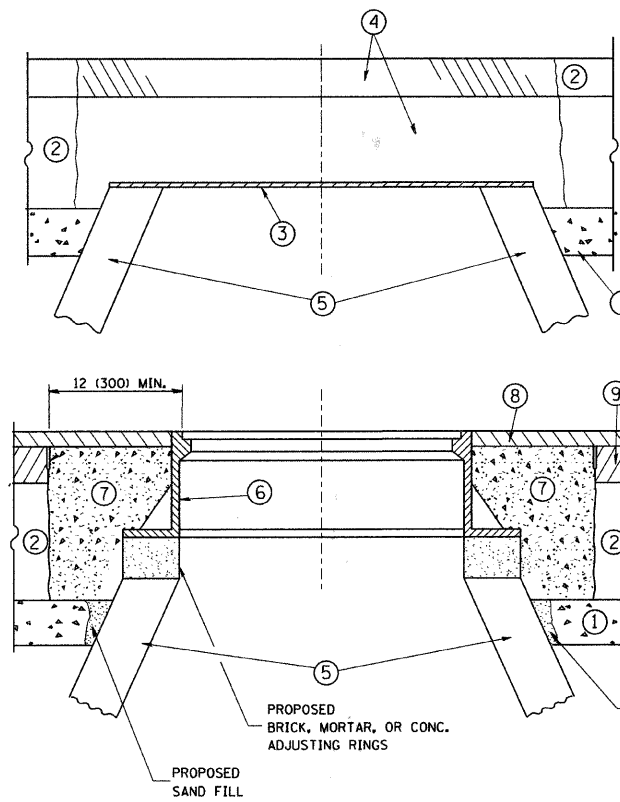
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HORIZ. NONE

DRAWN BY

CHECKED BY

BD400-05 (VI=BD32)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

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

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

**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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

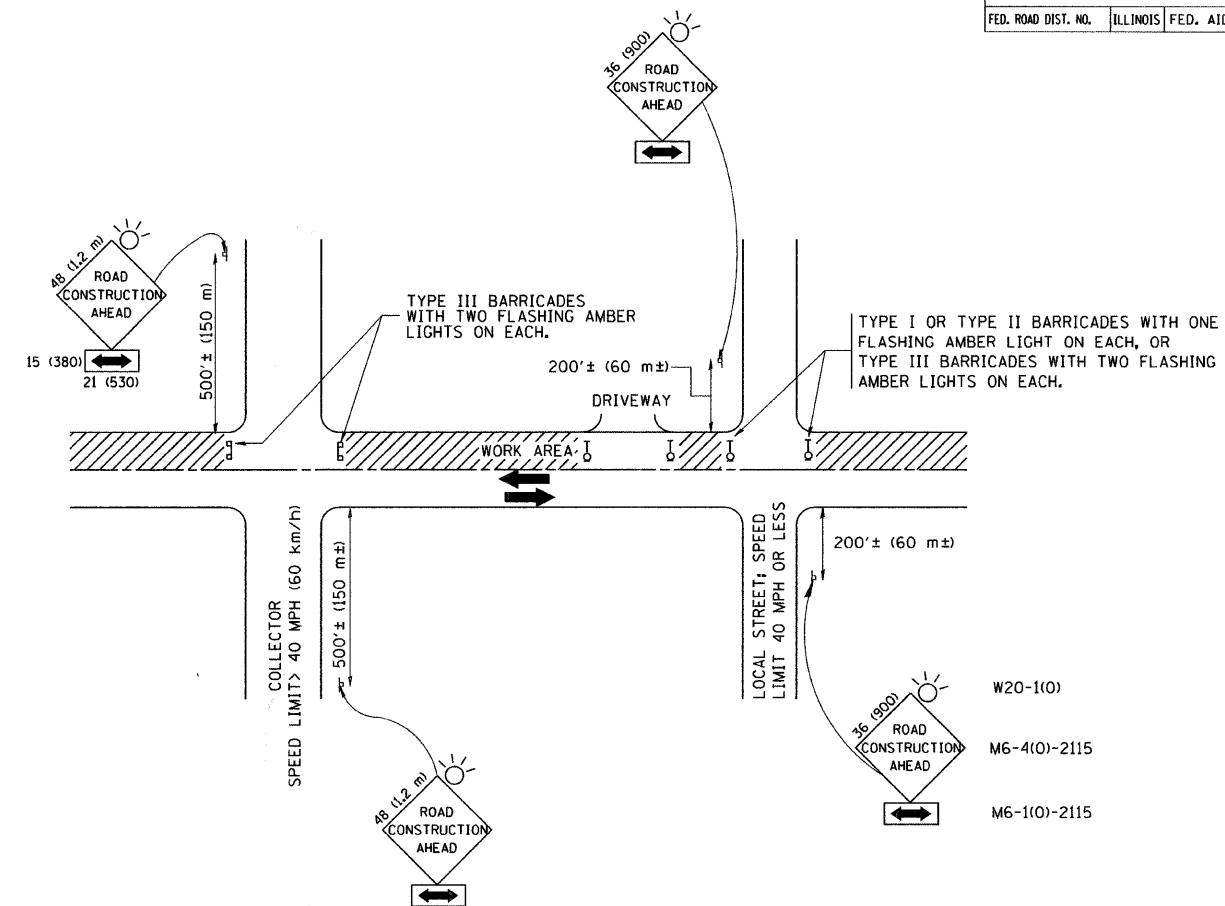
SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY

BD600-03 (BD-8)



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00	RS KANE	20	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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

NOTES:

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

- 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.
- 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.
- 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

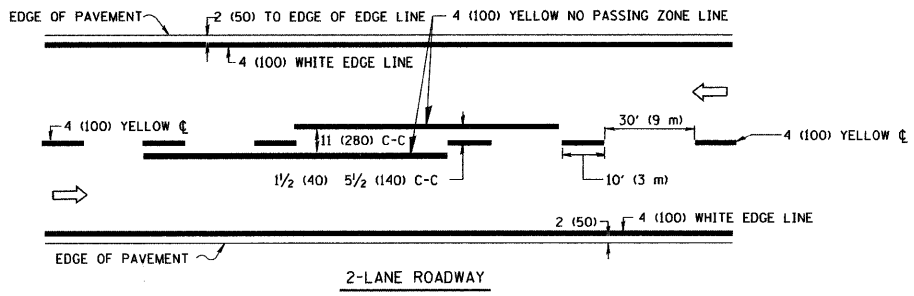
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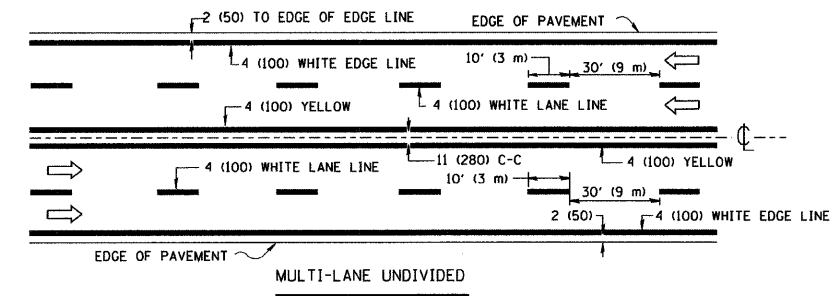
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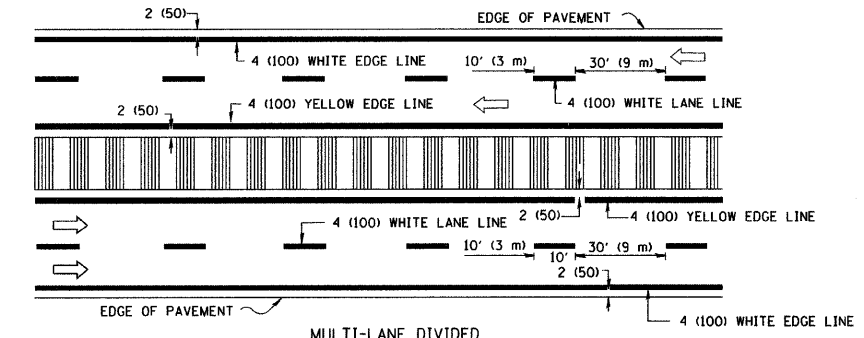
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00	RS KANE	20	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



2-LANE ROADWAY



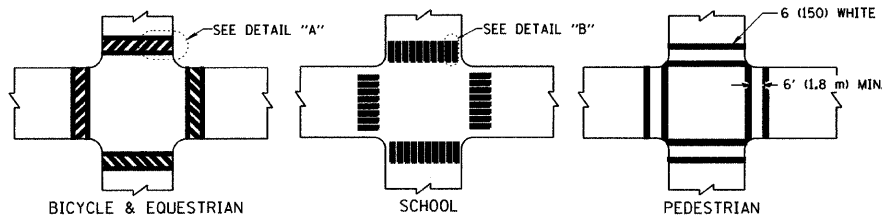
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

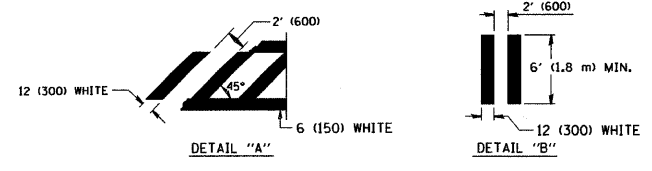
TYPICAL LANE AND EDGE LINE MARKING



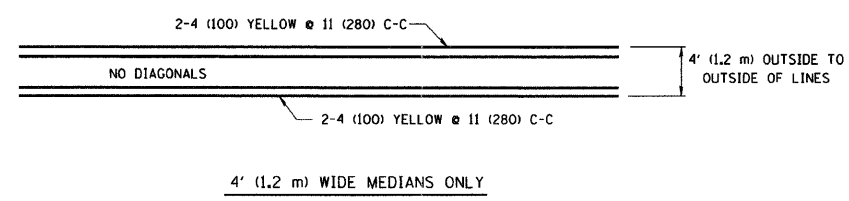
BICYCLE & EQUESTRIAN

SCHOOL

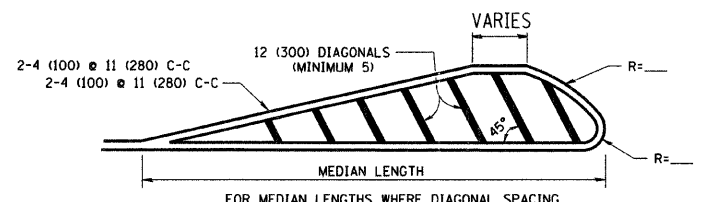
PEDESTRIAN



TYPICAL CROSSWALK MARKING

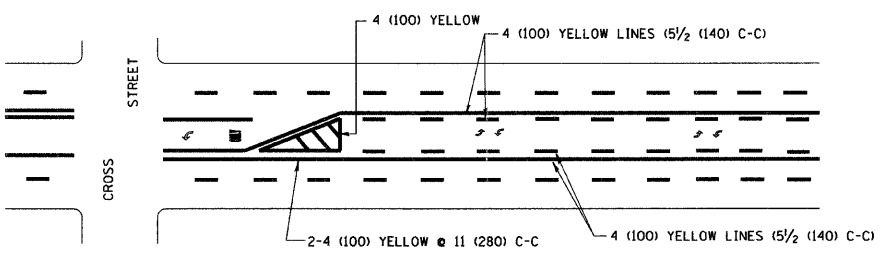


4' (1.2 m) WIDE MEDIANS ONLY

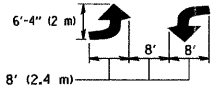


MEDIANS OVER 4' (1.2 m) WIDE

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))

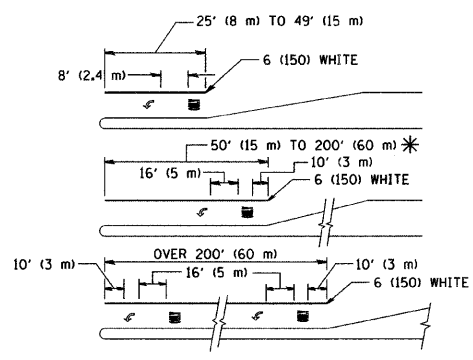


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

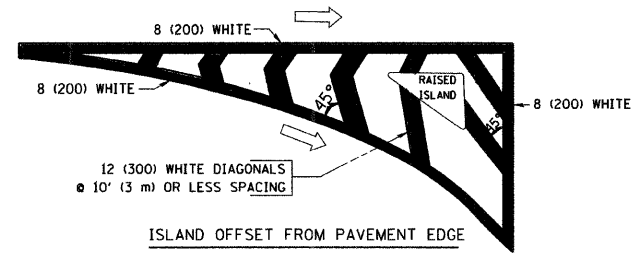


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>)

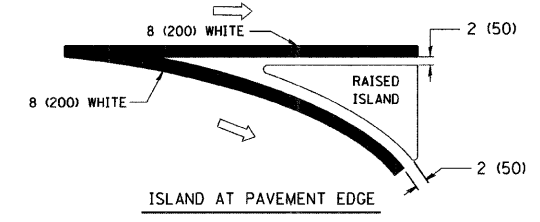
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	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; 5/2 (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.
CORE 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" 15 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.

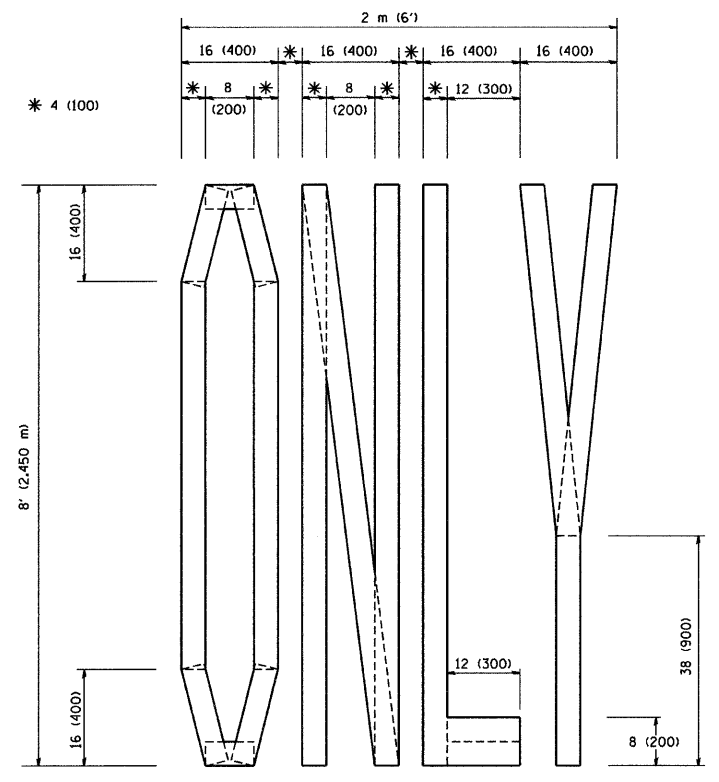
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

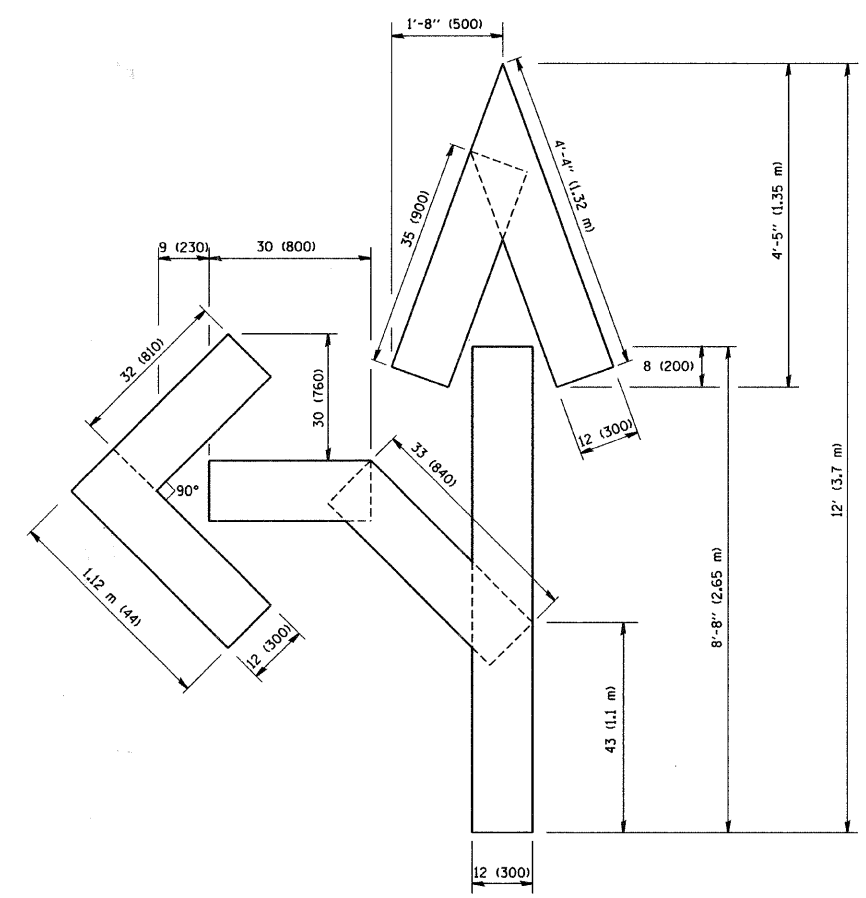
SCALE: NONE

DRAWN BY CADD  
CHECKED BY

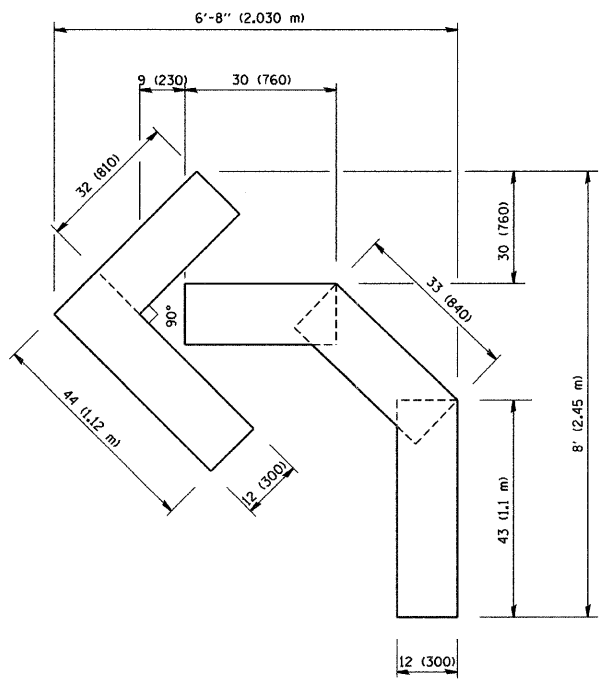
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00	RS KANE	20	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



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



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

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

PLOT DATE = 2/7/2007  
 FILE NAME = K:\1441\1441-00\19.dgn  
 PLOT SCALE = 90.0000 / 1" = 100'  
 USER NAME = bward1

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/98
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
 LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

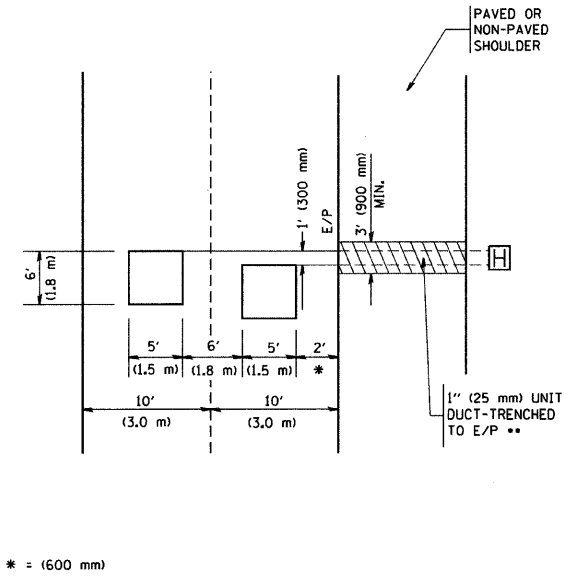
SCALE: NONE

DRAWN BY CADD  
 CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	09-00071-00-RS	KANE	20	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LOOPS NEXT TO SHOULDERS**

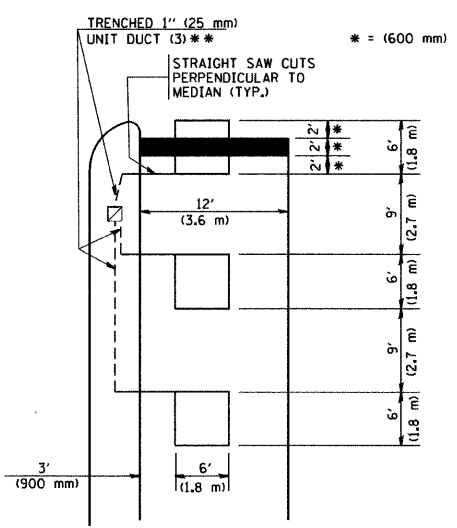
PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



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

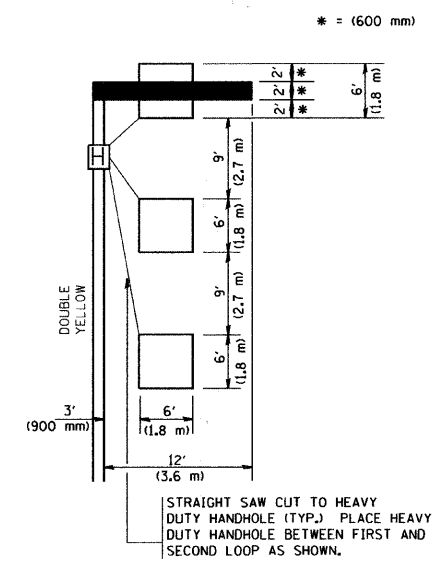
**LEFT TURN LANES WITH MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

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.



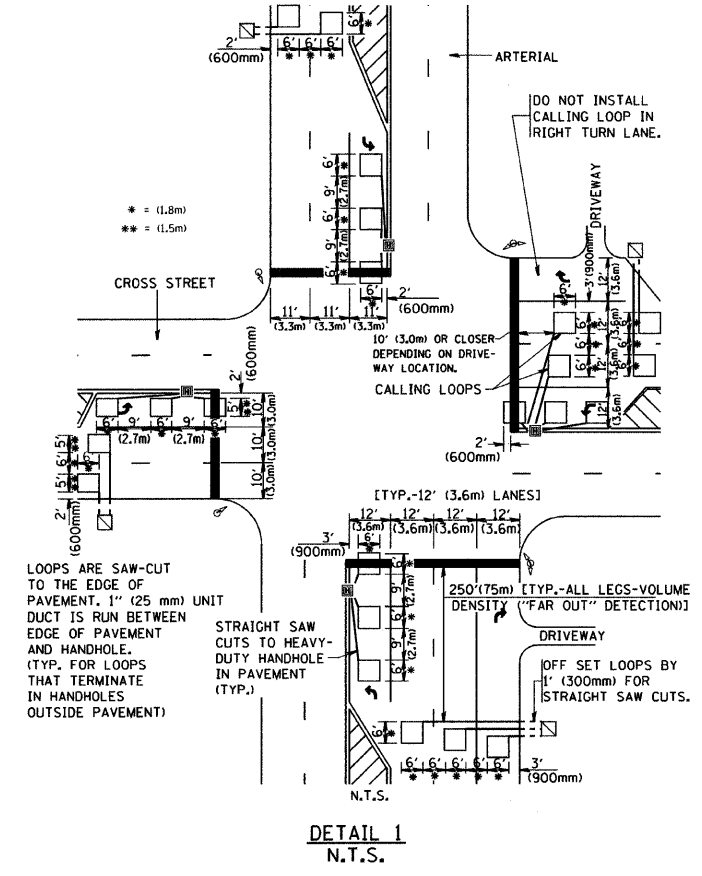
\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.  
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

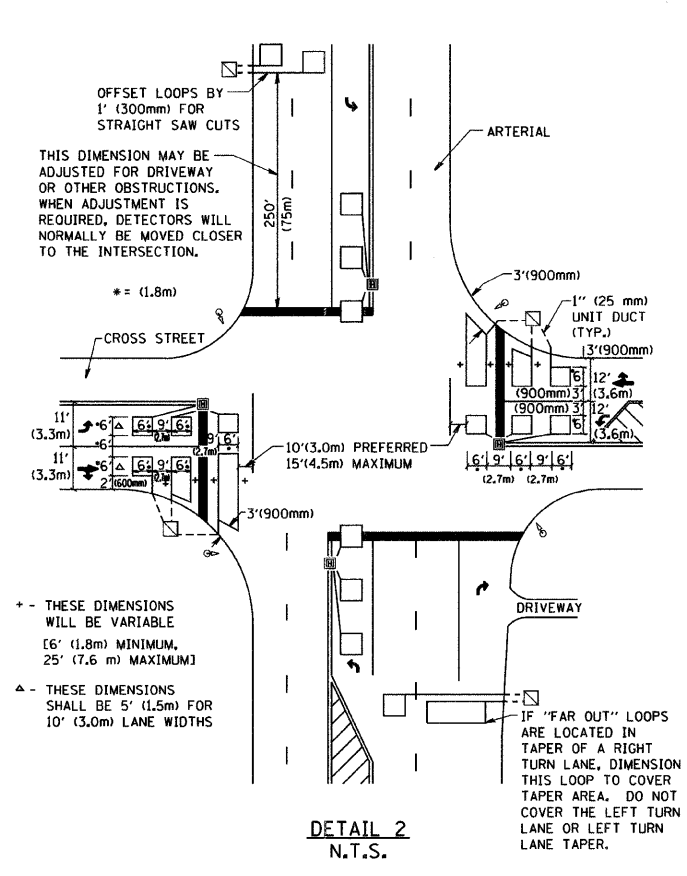


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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



**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT 1  
DETECTOR LOOP  
INSTALLATION DETAILS  
FOR ROADWAY RESURFACING  
DESIGNED BY  
DRAWN BY CADD  
CHECKED BY R.K.F.  
TS07