

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

STATE OF ILLINOIS 06-13-14 LETTING ITEM 169  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PLANS FOR PROPOSED FEDERAL AID HIGHWAY**  
 STU FUNDING  
 FAU 3791 (CANNONBALL TRAIL)  
 BLACKBERRY SHORE LANE TO AMANDA LANE  
 SECTION 13-00044-00-RS  
 PROJECT M-4003(250)  
 RESURFACING  
 UNITED CITY OF YORKVILLE  
 KENDALL COUNTY  
 C-93-022-14

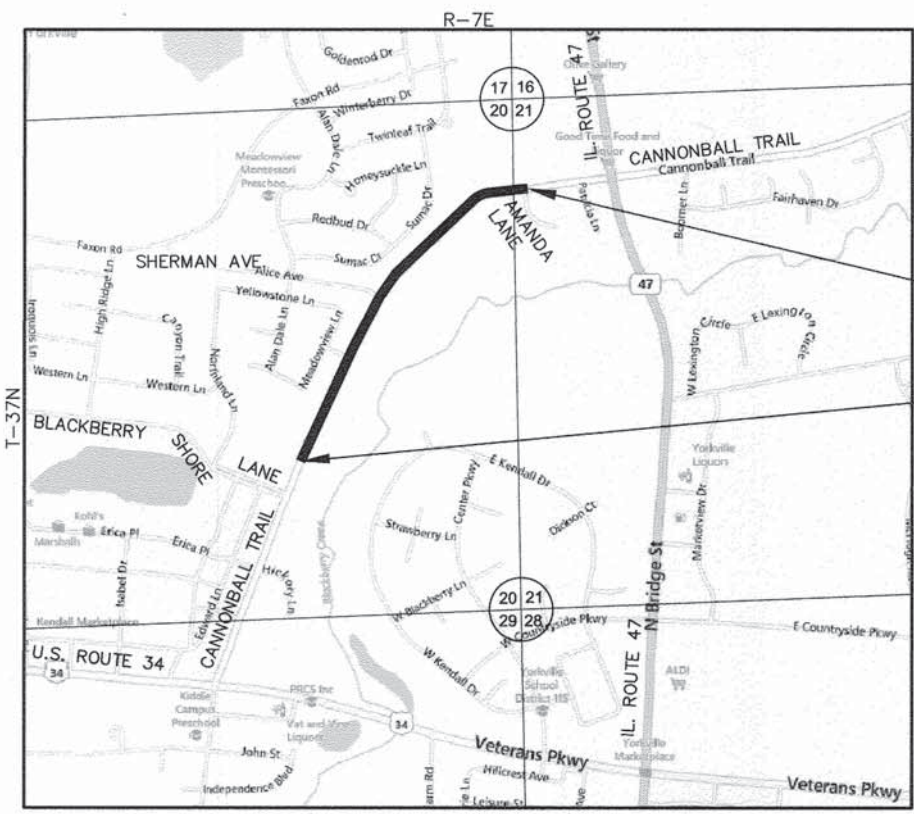
| F.A.U. RTE.        | SECTION        | COUNTY  | TOTAL SHEETS | SHEET NO. |
|--------------------|----------------|---------|--------------|-----------|
| 3791               | 13-00044-00-RS | KENDALL | 7            | 1         |
| CONTRACT NO. 87577 |                |         |              |           |

POLICY STATEMENT:  
 PLANS DESIGNED IN ACCORDANCE WITH THE BUREAU OF LOCAL ROADS AND STREETS MANUAL

**DESIGN DESIGNATION**  
 CANNONBALL TRAIL, MAJOR COLLECTOR  
 DESIGN SPEED = 45 M.P.H.  
 POSTED SPEED = 45 M.P.H.  
 ADT (2010) = 4,900 VPD 2% TRUCKS



LOCATION OF SECTION INDICATED THUS: [Symbol]

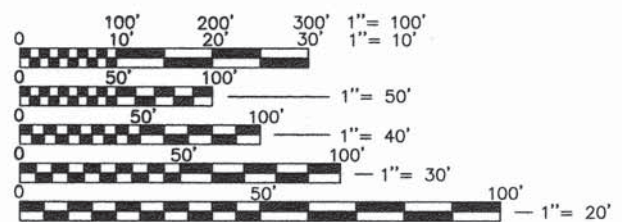


PROJECT LOCATED IN THE UNITED CITY OF YORKVILLE



END IMPROVEMENTS  
 CANNONBALL TRAIL  
 STA. 564+28

BEGIN IMPROVEMENTS  
 CANNONBALL TRAIL  
 STA. 525+38



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.

EAST 1/2 SECTION 20 AND NW 1/4 SECTION 21,  
 T37N, R7E, 3RD PM, BRISTOL TOWNSHIP  
**LOCATION MAP**  
 SCALE: 1" = 1000'  
 GROSS & NET LENGTH OF PROJECT = 3,890 FEET (0.737 MILE)

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

Know what's below.  
 Call before you dig.

CONTRACT NO. 87577

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

APPROVED MARCH 25 2014  
*Harry T. Adolph*  
 UNITED CITY OF YORKVILLE, MAYOR

PASSED 4/1 2014  
*David R. E. J.*  
 DISTRICT 3 LOCAL ROADS AND STREETS ENGINEER

RELEASING FOR BID BASED ON LIMITED REVIEW  
4/1 2014  
*Paul A. Lutz*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

DATE: 3/20/2014

BY: *Timothy V. Weidner*  
 TIMOTHY V. WEIDNER

LICENSE EXPIRES: NOVEMBER 30, 2015

SEAL

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Plotted: March 20, 2014 @ 8:15 AM By: Kim Pung - Tab: 01 Cor: 22a34

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**GENERAL NOTES**

**PAVING**

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK WILL BE INCLUDED IN THE COST OF THE HMA SURFACE OR DRIVEWAY PAY ITEM.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

**UTILITIES**

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.

**STAKING**

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

**MISCELLANEOUS**

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

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

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET AND DRIVEWAY ACCESS TO EACH ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

DETECTABLE WARNING SURFACES SHALL EXTEND 2.0 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING ANY FLARES) OR BLENDED TRANSITIONS. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCHES.

DETECTABLE WARNINGS SHALL BE A PREFABRICATED, BRICK RED (FEDERAL STANDARD COLOR 30166) DETECTABLE WARNING PANEL, WITH SQUARE PATTERNED TRUNCATED DOMES USED. THE PANEL SHALL BE AN E-Z-SET CERAMIC COMPOSITE DETECTABLE WARNING PANEL, AN ADA SOLUTIONS CAST-IN-PLACE COMPOSITE PAVER TILE, OR APPROVED EQUAL.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

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.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

| GRANULAR MATERIALS             | 2.1   | TONS / CU YD               |
|--------------------------------|-------|----------------------------|
| HMA MIXTURES                   | 112   | LBS / SQ YD / IN           |
| BITUMINOUS MATERIAL PRIME COAT | 0.05  | LB / SQ FT (ON HMA)        |
|                                | 0.25  | LB / SQ FT (ON AGGREGATE)  |
|                                | 0.025 | LB / SQ FT (FOG COAT)      |
| AGGREGATE PRIME COAT           | 4     | LB / SQ YD (ON HMA)        |
| SHORT TERM PAVEMENT MARKING    | 10    | FT / 100 FT OF APPLICATION |

ANY AREAS ON DRIVEWAYS OUTSIDE THE LIMITS OF MAINLINE PAVING SHALL BE RESURFACED UTILIZING THE INCIDENTAL HOT-MIX ASPHALT SURFACING PAY ITEM. ANY DRIVEWAYS THAT ARE WITHIN THE LIMITS OF THE SCREED EXTENSIONS DURING MAINLINE PAVING SHALL BE PAID FOR AS A PART OF THE BINDER AND SURFACE COURSE PAY ITEMS. BITUMINOUS MATERIALS (PRIME COAT) SHALL BE INSTALLED ON DRIVEWAYS AND PAID FOR SEPARATELY ACCORDING TO THE HOT-MIX ASPHALT -PRIME COAT SPECIAL PROVISION.

DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF ALL EXISTING MATERIAL (WHETHER ASPHALT, CONCRETE, STONE OR EARTH) TO A DEPTH OF 12 INCHES FROM PROPOSED DRIVEWAY GRADE.

PCC DRIVEWAY PAVEMENT SHALL CONTAIN FIBER REINFORCEMENT OR WIRE MESH INSTALLED PER CITY REQUIREMENTS. THE EXISTING DRIVEWAY AND BASE COURSE SHALL BE REMOVED AND REPLACED IN SUCH A MANNER TO PERMIT INGRESS AND EGRESS. STAGING DRIVEWAY REPLACEMENT HALF AT A TIME MAY BE NECESSARY, HOWEVER ANY RESIDENTIAL CONCRETE DRIVEWAY CAN BE REPLACED IN ONE OPERATION WITHOUT STAGING (PROVIDED THE PROPER NOTIFICATION HAS BEEN PROVIDED). THE DRIVEWAY SHALL BE SAWCUT AT THE LIMITS OF THE REMOVAL, WHICH WILL BE MARKED BY THE ENGINEER PRIOR TO REMOVAL. IN THE EVENT THAT A DRIVEWAY IS DAMAGED BEYOND THE LIMITS MARKED BY THE ENGINEER, A NEW SAW-CUT SHALL BE PROVIDED AND ANY ADDITIONAL REMOVAL AND REPLACEMENT WILL BE PROVIDED AT THE CONTRACTOR'S COST. NO EXCAVATION WILL BE PERMITTED TO BEGIN UNLESS THE CONTRACTOR HAS SCHEDULED THE CONCRETE POUR WITHIN 24 HOURS OF THE REMOVAL. THE DRIVEWAYS SHALL BE BARRICADED TO DETER VEHICULAR TRAFFIC UNTIL THE COMPRESSIVE STRENGTH REACHES 3000 PSI.

AT CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS, THE EXISTING CURB SHALL BE TIED TO THE NEW CURB AND GUTTER BY DRILLING AND EPOXYING TWO EXPANSION TIE ANCHOR BARS (3/4") MEETING THE PULL-OUT LOAD CAPACITY GUIDELINES OF ARTICLE 1006.09 OF THE STANDARD SPECIFICATIONS. AT ALL EXPANSION JOINTS, THE CONTRACTOR SHALL PROVIDE TWO SMOOTH NO. 8 DOWEL BARS, 18" LONG, THROUGH THE EXPANSION JOINT. AT LOCATIONS WHERE THE PROPOSED CURB AND GUTTER IS TO BE CONSTRUCTED ACROSS TRENCHES OR WITHIN THREE FEET OF THE CLOSE EDGE OF ANY TRENCH, TWO (2) NO. 4 REINFORCEMENT BARS SHALL BE PLACED IN THE PROPOSED GUTTER. THESE REINFORCEMENT BARS SHALL NOT BE CONTINUOUS THROUGH TRANSVERSE EXPANSION JOINTS, BUT SHALL BE STOPPED 3" SHORT OF THE JOINT. THIS WORK SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.

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.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED 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.








PATCHING LOCATIONS SHALL BE VERIFIED BY THE ENGINEER.

TOPSOIL, SEEDING, FERTILIZER AND EROSION CONTROL BLANKET SHALL BE PLACED ADJACENT TO THE AGGREGATE SHOULDER AS DIRECTED BY THE ENGINEER. THE ENGINEER SHALL REVIEW THE SITE CONDITIONS WITH THE CONTRACTOR AFTER SHOULDER CONSTRUCTION.

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.

**SUPPLEMENTAL LEGEND**

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

-  SIDEWALK OR DRIVEWAY REMOVAL AND PCC SIDEWALK, 5" OR DRIVEWAY, 6"
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  HOT-MIX ASPHALT SURFACE REMOVAL, 1.25" OR VARIABLE DEPTH
-  CLASS D PATCHES, 5"
-  INCIDENTAL HOT-MIX ASPHALT SURFACING
-  EXISTING COMBINATION CONCRETE CURB AND GUTTER
-  COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

**INDEX OF SHEETS**

| SHEET NO. | SHEET DESCRIPTION                                                         |
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| 1.        | COVER SHEET AND LOCATION MAP                                              |
| 2.        | GENERAL NOTES, HIGHWAY STANDARDS, SUPPLEMENTAL LEGEND AND INDEX OF SHEETS |
| 3.        | SUMMARY OF QUANTITIES                                                     |
| 4.        | TYPICAL SECTIONS                                                          |
| 5.-6.     | ROADWAY PLANS                                                             |
| 7.        | MISCELLANEOUS DETAILS                                                     |

**HIGHWAY STANDARDS**

| STD. NO.  | DESCRIPTION                                                                  |
|-----------|------------------------------------------------------------------------------|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS                                |
| 424001-07 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS                                       |
| 442201-03 | CLASS C AND D PATCHES                                                        |
| 606001-05 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER                |
| 701006-05 | OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE                   |
| 701011-04 | OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY                                 |
| 701201-04 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH                          |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS                                  |
| 701306-03 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY, FOR SPEEDS ≥ 45 MPH |
| 701311-03 | LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY                           |
| 701336-06 | LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH              |
| 701801-05 | SIDEWALK, CORNER OR SIDEWALK CLOSURE                                         |
| 701901-03 | TRAFFIC CONTROL DEVICES                                                      |
| 780001-04 | TYPICAL PAVEMENT MARKINGS                                                    |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS                      |

Plotted: February 19, 2014 @ 9:20 AM By: Jim Schmidt - Model Name: 02\_Index 22x34

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**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eeiweb.com

|                                         |                   |           |
|-----------------------------------------|-------------------|-----------|
| USER NAME = Jim Schmidt                 | DESIGNED - C.M.F. | REVISED - |
|                                         | DRAWN - J.P.S.    | REVISED - |
| PLOT SCALE =                            | CHECKED - T.V.W.  | REVISED - |
| PLOT DATE = February 19, 2014 @ 9:20 AM | DATE = 02/10/14   | REVISED - |

**UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS**

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

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.U. RTE.                                     | SECTION        | COUNTY  | TOTAL SHEETS       | SHEET NO. |
|-------------------------------------------------|----------------|---------|--------------------|-----------|
| 3791                                            | 13-00044-00-RS | KENDALL | 7                  | 2         |
| FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT |                |         | CONTRACT NO. 87577 |           |

SUMMARY OF QUANTITIES

| CODE NUMBER | PAY ITEM                                           | UNIT  | ROADWAY<br>75% FEDERAL<br>25% LOCAL<br>0005 |
|-------------|----------------------------------------------------|-------|---------------------------------------------|
| 25000210    | SEEDING, CLASS 2A                                  | ACRE  | 0.3                                         |
| 25000400    | NITROGEN FERTILIZER NUTRIENT                       | POUND | 27                                          |
| 25000500    | PHOSPHORUS FERTILIZER NUTRIENT                     | POUND | 27                                          |
| 25000600    | POTASSIUM FERTILIZER NUTRIENT                      | POUND | 27                                          |
| 25100630    | EROSION CONTROL BLANKET                            | SQ YD | 1,452                                       |
| 40600400    | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS         | TON   | 2                                           |
| 40600982    | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT       | SQ YD | 962                                         |
| 40603082    | HOT-MIX ASPHALT BINDER COURSE, IL-19.0 F @ N50     | TON   | 1,400                                       |
| 40603310    | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50       | TON   | 934                                         |
| 40800050    | INCIDENTAL HOT-MIX ASPHALT SURFACING               | TON   | 171                                         |
| 42300200    | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SQ YD | 21                                          |
| 42400200    | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH           | SQ FT | 150                                         |
| 42400800    | DETECTABLE WARNINGS                                | SQ FT | 30                                          |
| 44000154    | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"            | SQ YD | 9,525                                       |
| 44000200    | DRIVEWAY PAVEMENT REMOVAL                          | SQ YD | 32                                          |
| 44000500    | COMBINATION CURB AND GUTTER REMOVAL                | FOOT  | 30                                          |
| 44000600    | SIDEWALK REMOVAL                                   | SQ FT | 150                                         |
| 44201701    | CLASS D PATCHES, TYPE I, 5 INCH                    | SQ YD | 5                                           |
| 44201705    | CLASS D PATCHES, TYPE II, 5 INCH                   | SQ YD | 81                                          |
| 44201709    | CLASS D PATCHES, TYPE III, 5 INCH                  | SQ YD | 163                                         |
| 44201711    | CLASS D PATCHES, TYPE IV, 5 INCH                   | SQ YD | 861                                         |
| 46102100    | AGGREGATE WEDGE SHOULDER, TYPE B                   | TON   | 255                                         |
| 60603800    | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12  | FOOT  | 30                                          |
| 67100100    | MOBILIZATION                                       | L SUM | 1                                           |
| 70100450    | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201    | L SUM | 1                                           |
| 70100460    | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306    | L SUM | 1                                           |
| 70100600    | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336    | L SUM | 1                                           |
| 70102640    | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801    | L SUM | 1                                           |
| 70300100    | SHORT TERM PAVEMENT MARKING                        | FOOT  | 2,394                                       |
| 70301000    | WORK ZONE PAVEMENT MARKING REMOVAL                 | SQ FT | 266                                         |
| Δ 78000200  | THERMOPLASTIC PAVEMENT MARKING - LINE 4"           | FOOT  | 14,656                                      |
| Δ 78000500  | THERMOPLASTIC PAVEMENT MARKING - LINE 8"           | FOOT  | 160                                         |
| Δ 78000650  | THERMOPLASTIC PAVEMENT MARKING - LINE 24"          | FOOT  | 20                                          |
| Δ 78100100  | RAISED REFLECTIVE PAVEMENT MARKER                  | EACH  | 102                                         |
| 78300200    | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL          | EACH  | 2                                           |
| * X2110100  | TOPSOIL FURNISH AND PLACE, SPECIAL                 | CU YD | 160                                         |
| * X4060110  | BITUMINOUS MATERIALS (PRIME COAT)                  | POUND | 8,110                                       |
| * X4401198  | HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH    | SQ YD | 1,580                                       |

Δ INDICATES SPECIALTY ITEM  
\* SEE SPECIAL PROVISIONS

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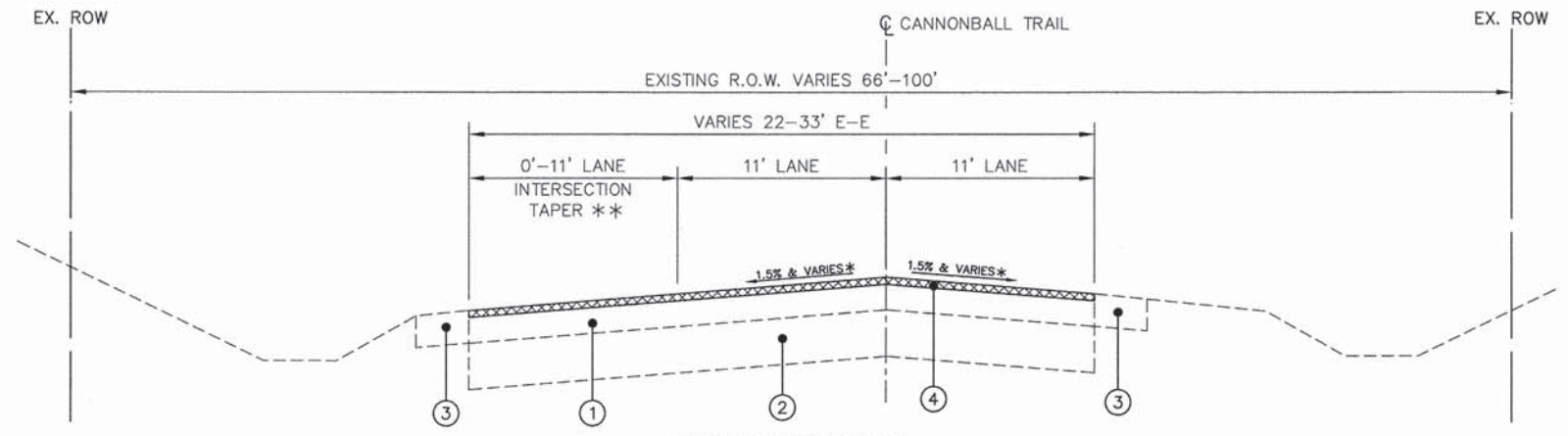
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|                                         | DATE - 02/10/14   | REVISED - |

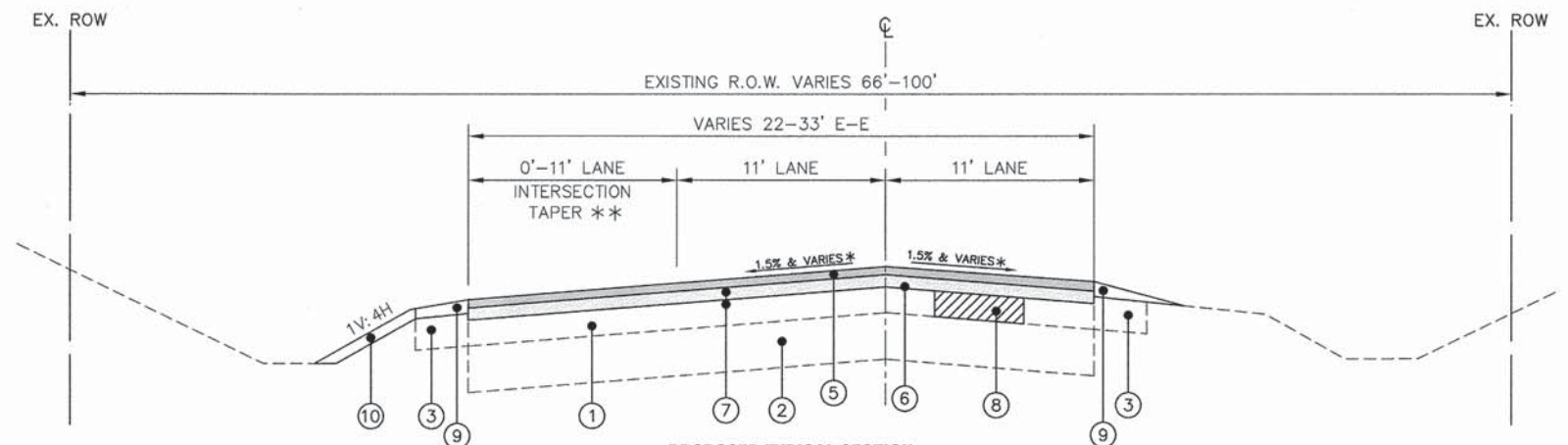
**UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS**

|                              |         |             |              |
|------------------------------|---------|-------------|--------------|
| <b>SUMMARY OF QUANTITIES</b> |         |             |              |
| SCALE: N.T.S.                | SHEET 1 | OF 1 SHEETS | STA. TO STA. |

|                                                 |                |         |              |           |
|-------------------------------------------------|----------------|---------|--------------|-----------|
| F.A.U. RTE.                                     | SECTION        | COUNTY  | TOTAL SHEETS | SHEET NO. |
| 379I                                            | I3-00044-00-RS | KENDALL | 7            | 3         |
| CONTRACT NO. 87577                              |                |         |              |           |
| FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT |                |         |              |           |



**EXISTING TYPICAL SECTION**  
FROM STA 525+38 TO STA 564+28  
N.T.S.



**PROPOSED TYPICAL SECTION**  
FROM STA 525+38 TO STA 564+28  
N.T.S.

\* EXISTING PAVEMENT IS SUPERELEVATED FROM APPROXIMATELY STATION 543+90 TO 547+25 AND FROM APPROXIMATELY STATION 557+00 TO 560+35. PROPOSED RESURFACING SHALL MATCH EXISTING PAVEMENT SLOPE

\*\* INTERSECTION TAPER IS LOCATED AT NORTON LANE (APPROXIMATELY STATION 534+80 TO 539+80) AND ALICE AVENUE (APPROXIMATELY STATION 542+10 TO 546+50)

**HMA MIXTURE REQUIREMENTS**

|                     | HMA BINDER         | HMA SURFACE       | INCIDENTAL HMA           | HMA CLASS D PATCHES |
|---------------------|--------------------|-------------------|--------------------------|---------------------|
| PG GRADE **         | PG 64-22           | PG 64-22          | PG 64-22                 | PG 64-22            |
| DESIGN AIR VOIDS    | 4.0% @ N50         | 4.0% @ N50        | 4.0% @ N50               | 4.0% @ N50          |
| MIXTURE COMPOSITION | IL 19.OFG          | IL 9.5            | IL 9.5                   | IL 19.OFG           |
| FRICTION AGGREGATE  |                    | MIXTURE C         |                          |                     |
| DENSITY TEST METHOD | CORES*/CORRELATION | CORES/CORRELATION | SATISFACTION OF ENGINEER | CORES*              |

\* MATERIAL SHALL BE COMPACTED TO 93.0 - 97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

\*\* WHEN RAP/RAS ABR EXCEEDS 20 PERCENT, THE HIGH AND LOW VIRGIN ASPHALT BINDER GRADES SHALL EACH BE REDUCED BY ONE GRADE (I.E. 25% ABR WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG 64-22 TO BE REDUCED TO PG 58-28).

**LEGEND**

|                                           |                                                                                                             |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| ① EXISTING HOT-MIX ASPHALT PAVEMENT (±6") | ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"                                                        |
| ② EXISTING AGGREGATE SUBBASE (±8.5")      | ⑥ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2.25"                                                        |
| ③ EXISTING AGGREGATE SHOULDER (TYP.)      | ⑦ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)                                              |
| ④ HMA SURFACE REMOVAL, 1.25"              | ⑧ CLASS D PATCH, 5" (LOCATIONS TO BE DETERMINED BY ENGINEER)                                                |
|                                           | ⑨ AGGREGATE WEDGE SHOULDERS, TYPE B (TYP.)                                                                  |
|                                           | ⑩ TOPSOIL, SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET (LOCATIONS AS DIRECTED BY THE ENGINEER) |

Plotted: March 26, 2014 @ 9:07 AM By: Kris Pung - Model Name: 04 Typ Section 22x34  
 FILE NAME = H:\SDS\PROJ\101332\DWG\FINAL\_ENG\101332-CR



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CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eeiweb.com

|                                      |                   |           |
|--------------------------------------|-------------------|-----------|
| USER NAME = Kris Pung                | DESIGNED - C.M.F. | REVISED - |
| PLOT SCALE =                         | DRAWN - J.P.S.    | REVISED - |
| PLOT DATE = March 26, 2014 @ 9:07 AM | CHECKED - T.V.W.  | REVISED - |
|                                      | DATE - 02/10/14   | REVISED - |

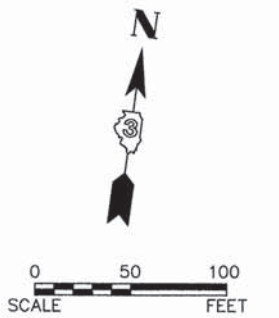
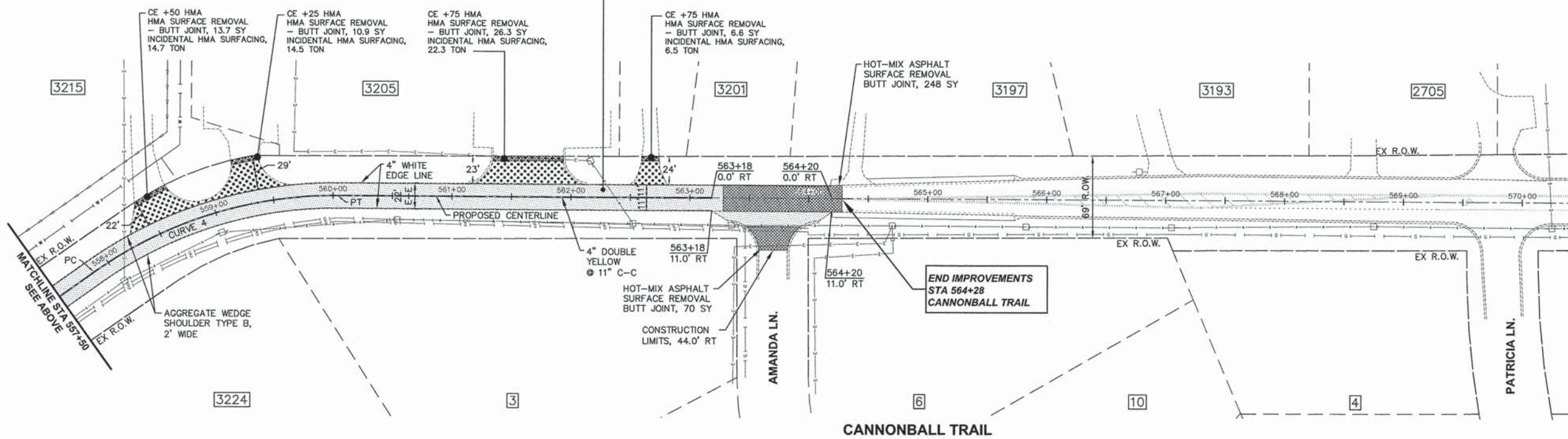
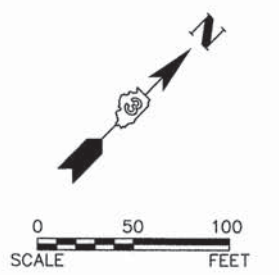
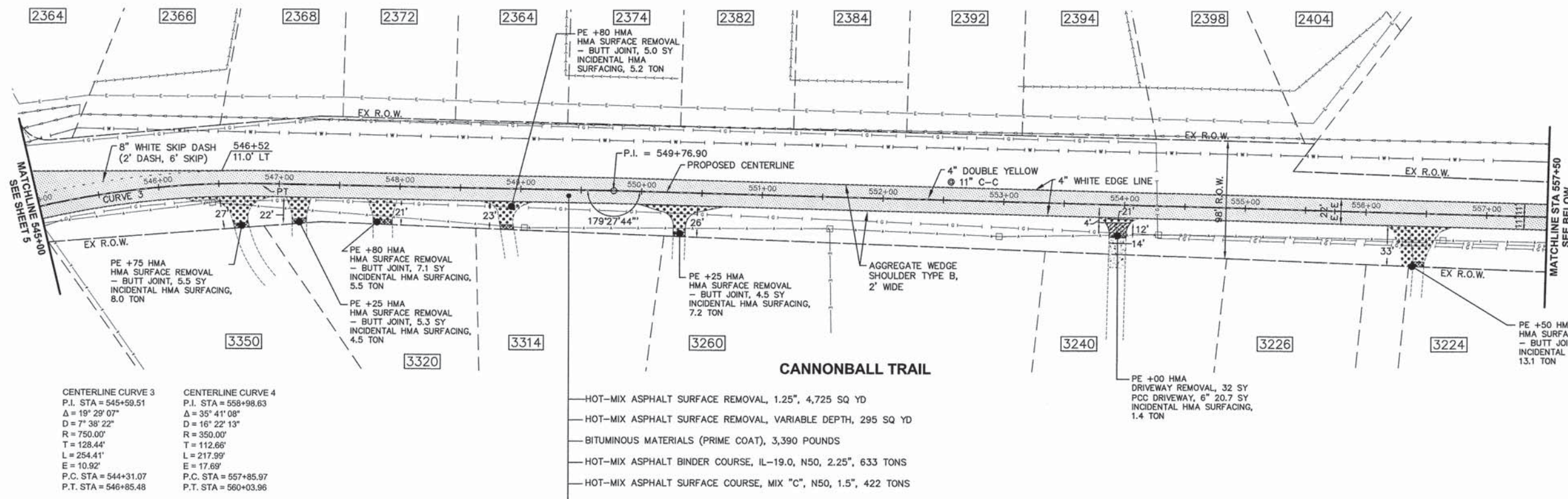
**UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS**

**TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. 524+80 TO STA.564+20

| F.A.U. RTE.                                     | SECTION        | COUNTY  | TOTAL SHEETS       | SHEET NO. |
|-------------------------------------------------|----------------|---------|--------------------|-----------|
| 3791                                            | 13-00044-00-RS | KENDALL | 7                  | 4         |
| FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT |                |         | CONTRACT NO. 87577 |           |





NOTES:  
 1. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

FILE NAME = H:\SDSGPRO\1\011332\DWG\FINAL\ENG\1011332-PLAN  
 Plotted: February 21, 2014 @ 10:59 AM By: Kris Pung - Model Name: (02) CANNONBALL 22-34  
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 CONSULTING ENGINEERS  
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 Sugar Grove, Illinois 60554  
 630.466.6700 / www.eeiweb.com

USER NAME = Kris Pung  
 PLOT SCALE =  
 PLOT DATE = February 21, 2014 @ 10:59 AM

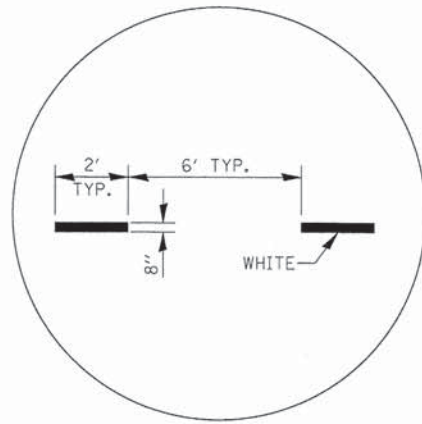
|                   |           |
|-------------------|-----------|
| DESIGNED - C.M.F. | REVISED - |
| DRAWN - J.P.S.    | REVISED - |
| CHECKED - T.V.W.  | REVISED - |
| DATE - 02/10/14   | REVISED - |

**UNITED CITY OF YORKVILLE  
 KENDALL COUNTY, ILLINOIS**

**CANNONBALL TRAIL  
 PLAN VIEW**

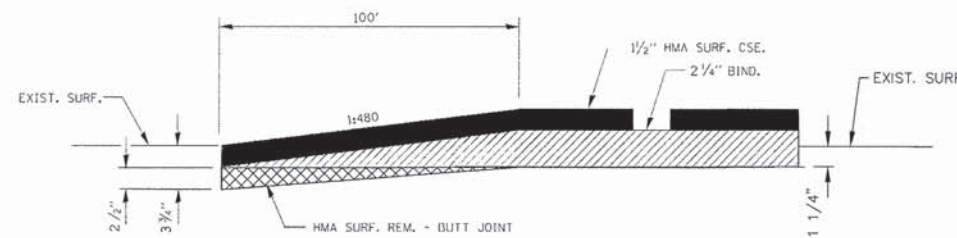
SCALE: 1" = 50' SHEET 2 OF 2 SHEETS STA. 545+00 TO STA. 564+20

| F.A.U. RTE.                                     | SECTION        | COUNTY  | TOTAL SHEETS | SHEET NO. |
|-------------------------------------------------|----------------|---------|--------------|-----------|
| 3791                                            | 13-00044-00-RS | KENDALL | 7            | 6         |
| CONTRACT NO. 87577                              |                |         |              |           |
| FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT |                |         |              |           |

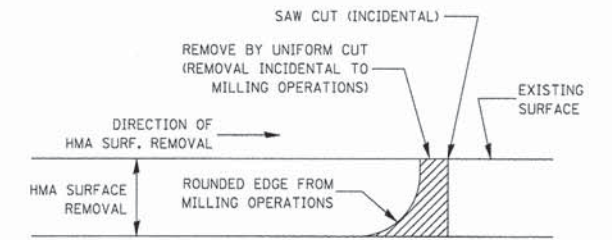


**ADVANCE AND INTERSECTION LANE  
DIVIDER LINES**

780-5



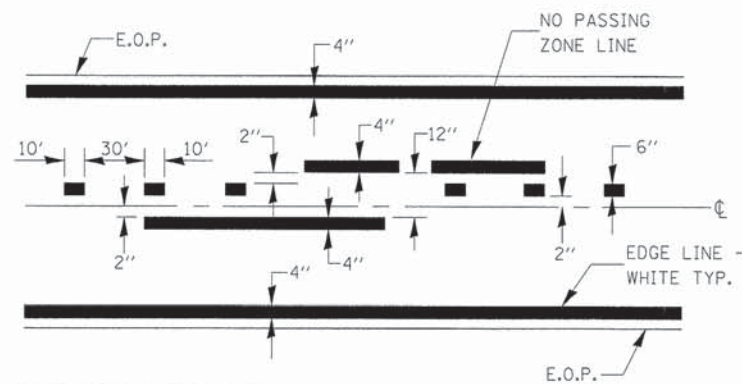
**HMA DETAIL AT BUTT JOINTS (MAIN LINE)**



NOTE:  
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

406-8

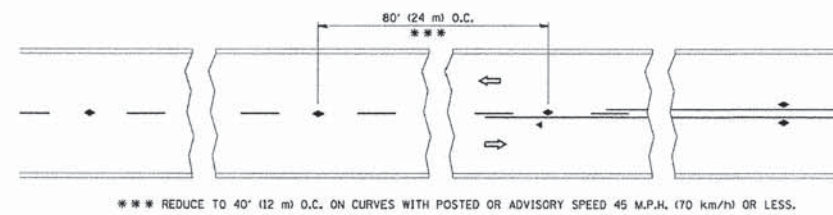
**HMA DETAIL AT BUTT JOINTS**



CENTERLINE & NO PASSING ZONE LINES - YELLOW  
(SEE TYPICAL SECTIONS)

**PAVEMENT MARKING**

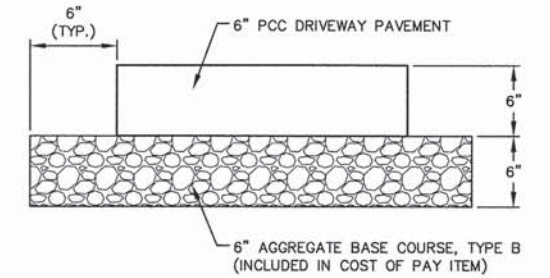
780-8



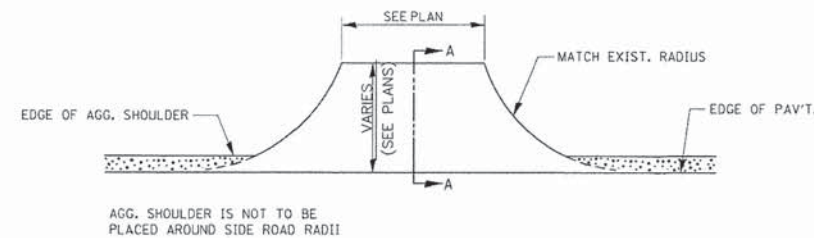
TWO-LANE/TWO-WAY

**TYPICAL APPLICATIONS**

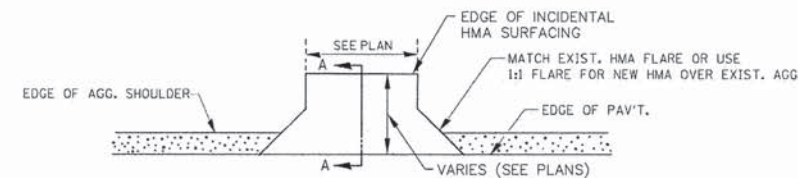
**RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)**



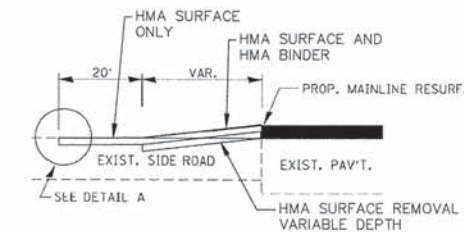
**PORTLAND CEMENT CONCRETE  
DRIVEWAY PAVEMENT, 6 INCH**



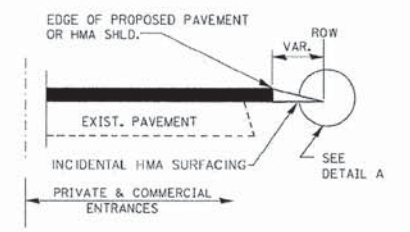
**PLAN AT SIDE ROADS**



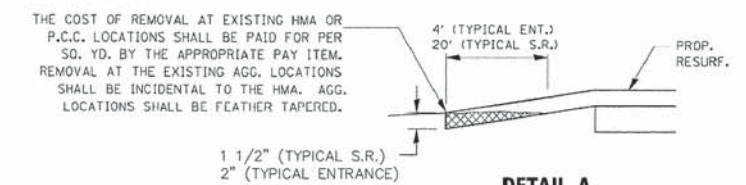
**PLAN AT PRIVATE & COMMERCIAL ENTRANCES**



**SECTION A-A  
DETAILS AT SIDE ROADS**



**SECTION A-A  
DETAILS AT ENTRANCES**



THE COST OF REMOVAL AT EXISTING HMA OR P.C.C. LOCATIONS SHALL BE PAID FOR PER SQ. YD. BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG. LOCATIONS SHALL BE INCIDENTAL TO THE HMA. AGG. LOCATIONS SHALL BE FEATHER TAPERED.

**ENTRANCE AND SIDE ROAD DETAILS**

Plotted: February 18, 2014 @ 1:02 PM By: Jim Schmidt - Model Name: 07\_Special Details 22x34

FILE NAME = H:\SDSKPROJ\Y01332\DWG\DWG\_FINAL\_ENO\Y01332-CVR



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52 Wheeler Road  
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USER NAME = Jim Schmidt  
DESIGNED - C.M.F.  
DRAWN - J.P.S.  
CHECKED - T.V.W.  
PLOT SCALE =  
PLOT DATE = February 18, 2014 @ 1:02 PM

DESIGNED - C.M.F.  
DRAWN - J.P.S.  
CHECKED - T.V.W.  
DATE - 02/10/14

REVISED -  
REVISED -  
REVISED -  
REVISED -

**UNITED CITY OF YORKVILLE  
KENDALL COUNTY, ILLINOIS**

**MISCELLANEOUS DETAILS**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.U. RTE.                                     | SECTION        | COUNTY  | TOTAL SHEETS | SHEET NO. |
|-------------------------------------------------|----------------|---------|--------------|-----------|
| 379I                                            | I3-00044-00-RS | KENDALL | 7            | 7         |
| CONTRACT NO. 87577                              |                |         |              |           |
| FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT |                |         |              |           |