7-30-10 LETTING ITEM 015

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	1
CONTRACT NO. 63476				

FOR INDEX OF SHEETS SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

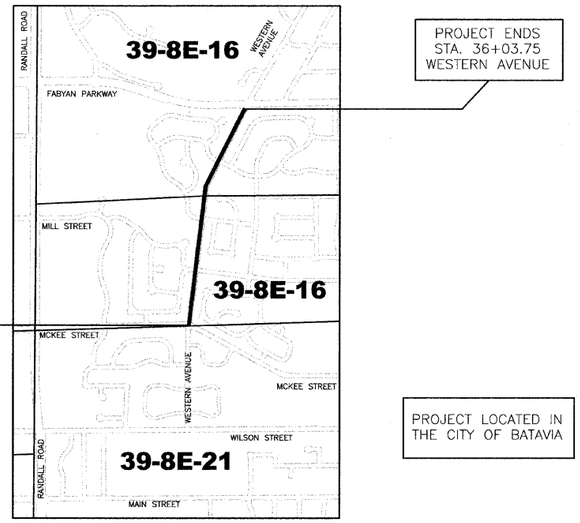
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 2411 (WESTERN AVENUE)
MCKEE STREET TO FABYAN PARKWAY
RESURFACING
SECTION: 10-00076-00-RS
PROJECT NO. ARA-9003(584)
CITY OF BATAVIA
KANE COUNTY
C-91-394-10

LOCATION OF SECTION INDICATED THUS: – ■

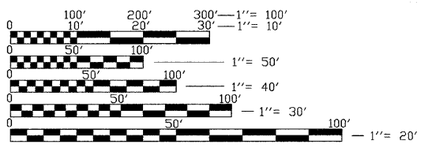
TRAFFIC DATA
ADT (2008) = 5880
POSTED SPEED 30 MPH
DESIGN SPEED 35 MPH

FUNCTIONAL CLASSIFICATION: COLLECTOR



LOCATION MAP
N.T.S.

PROJECT LOCATION = TOWNSHIP 39 NORTH,
RANGE 8 EAST, BATAVIA TOWNSHIP, 3RD P.M.
GROSS LENGTH OF PROJECT = 3,479.33 FEET (0.66 MILES)
NET LENGTH OF PROJECT = 3,479.33 FEET (0.66 MILES)



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

J.U.L.I.E.
JOINT UTILITY LOCATION 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

CONTRACT NO. 63476

STATE OF ILLINOIS
DEPARTMENT OF RANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: 5/26/10
CITY OF BATAVIA, CITY ENGINEER

PASSED: MAY 27, 2010
BUREAU CHIEF OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW: MAY 26, 2010
DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

DATE: 5/26/10
BY: Karen R. Young
KAREN R. YOUNG, P.E.
REGISTERED P.E. STATE OF ILLINOIS
LICENSE EXPIRES: NOVEMBER 30, 2011

KAREN R. YOUNG 062-055981 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
SEAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FIELD ENGINEER: MARILIN SOLOMON, P.E. (847) 705-4407

GENERAL NOTES

1. ALL REFERENCES TO THE STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST VERSON OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

2. EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO RECORD 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. THESE SOURCES DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE LOCATION, EXISTENCE, AND NATURE OF ALL UTILITIES AND SHALL TAKE DUE CARE DURING ALL PHASES OF THE CONSTRUCTION TO PROTECT EXISTING UTILITY FACILITIES FROM DAMAGE THAT MAY RESULT FROM THE WORK. DAMAGED UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF BATAVIA AND KANE COUNTY DEPARTMENT OF TRANSPORATION.

4. BEFORE STARTING 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).

5. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

6. THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH ARTICLE 108.02.

7. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

8. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE WITHOUT WRITTEN CONSENT FROM THE ENGINEER.

9. FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPERTUNANCES 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. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT, SIDEWALK, CURB/GUTTER AND WHETHER OR NOT IT CONTAINS REINFORCEMENT. ALL REINFORCEMENT SHALL BE ADEQUATELY SAW CUT AS TO NOT CUASE DAMAGE TO THE ADJACENT MATERIAL DURING REMOVAL. FOR SIDEWALK REMOVAL ADJACENT TO AN EXISTING ASPHALT/CONCRETE DRIVEWAY NOT CALLED OUT FOR REMOVAL, THE CONTRACTOR MUST REMOVE THE SIDEWALK BY HAND AS TO NOT DAMAGE THE ADJACENT PAVEMENT. ANY DAMAGE TO THE ADJACENT PAVEMENT WILL BE THE RESONSIBILITY OF THE CONTRACTOR TO FIX.

10. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

11. THE CONTRACTOR IS RESPONSIBILE TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

12. BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL AFTER THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

13. 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.

14. 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.

15. 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.

16. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT.

17. 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.

18. 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.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO COST TO THE CITY.

20. 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 PUBLIC WORKS YARD

21. MAINTENANCE OF SEWER FLOWS – THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE/SHE SHALL 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 – ALL ACCUMULATION OF MATERIAL SHALL BE REMOVED IN THE STRUCTURES DUE TO THE CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF FRAMES AND GRATES TO BE ADJUSTED.

22. 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 BE PAID FOR SEPARATELY. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE COMPLETED UNDER THIS ITEM. SEE "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING".

23. ALL STRUCTURES TO BE ADJUSTED SHALL INCLUDE MORTORING AROUND ALL EXISTING PIPES IN THE STRUCTURE AND THE INSIDE OF THE STRUCTURE AS DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING ADJUSTED.

24. PRIME COAT – PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.

25. 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.

26. 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).

27. PORTLAND CEMENT CONCRETE SIDEWALK – IF UPON REMOVAL OF THE EXISTING SIDEWALK A SUITABLE SUB-BASE MATERIAL IS ENCOUNTERED, THE NEW CONCRETE MAY BE CONSTRUCTED OVER THAT EXISTING SUB-BASE. HOWEVER, IF A SOFT OF UNSTABLE SUB-BASE IN ENCOUNTED, THIS MATERIAL SHALL BE EXCAVATED AND REPLACED WITH A MINIMUM OF 4" AGGREGATE BASE COURSE, TYPE B, CA6. SIDEWALK TO BE INSTALLED AT NEW LOCATIONS WILL REQUIRE THE INSTALLATION OF 4" AGGREGATE BASE COURSE, TYPE B, CA6. tHE EXCAVATION AND STONE SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED. AT LOCATIONS WHERE THE SIDEWALK IS ADJACENT TO DRIVEWAYS OR CURB AND GUTTER, ALL VOIDS FROM THE TOP OF SUB-BASE TO THE BOTTOM OF SIDEWALK SHALL BE FILLED WITH AGGREGATE BASE COURSE, TYPE B. AT LOCATIONS WHERE SIDEWALK IS TO BE CONSTRUCTED ACROSS TRENCHES, THREE (3) #10 TEN FOOT LONG REINFORCEMENT BARS SHALL BE PLACED IN THE SIDEWALK CENTERED OVER THE TRENCH. THESE REINFORCEMENT BARS SHALL NOT BE CONTINUOUS THROUGH TRAVERSE EXPANSION JOINTS BUT SHALL BE STOPPED 3 INCHES SHORT OF SAME. tHE COST OF THESE REINFORCEMENT BARS, COMPLETE INT PLACE SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED.

28. DETECTABLE WARNINGS – THE CONTRACTOR SHALL UTILIZE THE VITRIFIED POLYMER COMPOSITE DETECTABLE TACTILE WARNING SYSTEM IN THE RED COLOR AS PRODUCED BY ARMOR-TILE OR APPROVED EQUAL IN CONFORMANCE WITH ADAAG. CURB RAMPS SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE ADJACENT SIDEWALK WITH A MINIMUM THICKNESS OF 6 IN.

29. HOT-MIX ASPHALT SURFACE REMOVAL – FOR STREETS THAT HAVE CRACK SEAL MATERIAL AT THE JOINT ALONG THE CURB AND THE PAVEMENT EDGE, THE REMOVAL OF THIS MATERIAL PRIOR TO THE PAVING OPERATIONS. THE CRACK SEAL MATERIAL SHALL BE COMPLETELY REMOVED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE ITEM BEING REMOVED. WHEN THE MILLED PAVEMENT SURFACES ARE OPEN TO TRAFFIC THE FOLLOWING WILL BE REQUIRED: THE FIRST LIFT OF RESURFACING OR LEVEL BINDER SHALL BE PLACED WITHIN 2 WORKING DAYS AFTER THE PAVEMENT SURFACE HAS BEEN MILLED. IF IT IS NOT RESURFACED WITHIN FIVE CALENDAR DAYS, THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PAVEMENT AT HIS EXPENSE. UNDER NO CIRCUMSTANCES SHALL MILLED PAVEMETN BE ALLOWED TO REMAIN OVER WINTER.

INDEX OF SHEETS

NOTE: ALL BOXED GENERAL NOTES ARE INCLUDED IN THE COST OF OTHER 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

LEGEND OF SYMBOLS

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT DRIVEWAY PAVEMENT

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

COMBINATION CONCRETE CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

A ADJUST STRUCTURE OR FRAME & GRATE

P PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

R SIDEWALK REMOVAL

FILE NAME =	USER NAME =	DESIGNED – KRY	REVISED – 4/7/2010 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTERN AVENUE LAPP GENERAL NOTES
		DRAWN – KRY	REVISED – 4/17/2010 PER IDOT		
	PLOT SCALE = N.T.S.	CHECKED –	REVISED – 5/26/2010 PER IDOT		SCALE: N.T.S. SHEET NO. 2 OF 16 SHEETS STA. TO STA.
	PLOT DATE = 5/26/2010	DATE –	REVISED –		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	2
		CONTRACT NO. 63476		
		ILLINOIS	FED. AID PROJECT	

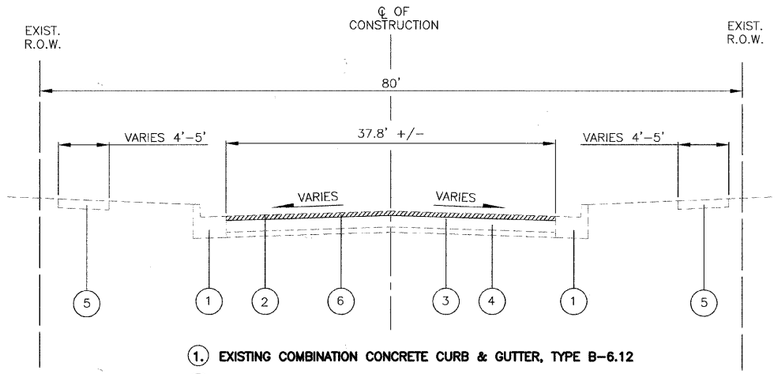
SUMMARY OF QUANTITIES
CONSTRUCTION TYPE CODE I000

		CODE	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
		40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1566
		40600300	AGGREGATE (PRIME COAT)	TON	2
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	348
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	206
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	1755
S		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1334
		42400800	DETECTABLE WARNINGS	SQ FT	176
		44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	15662
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1010
		44201701	CLASS D PATCHES, TYPE 1 5 INCH	SQ YD	50
		44201705	CLASS D PATCHES, TYPE II 5 INCH	SQ YD	50
		44201709	CLASS D PATCHES, TYPE III 5 INCH	SQ YD	75
		44201711	CLASS D PATCHES, TYPE IV 5 INCH	SQ YD	75
		44000600	SIDEWALK REMOVAL	SQ FT	1303
		60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	13
S		60300205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	3
S		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1010
		67100100	MOBILIZATION	L SUM	1
S		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
S		70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
S		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
S		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
		70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1200
	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	186
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7010
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6684
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	876
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	203
S	*	X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3
		44201670	CLASS D PATCHES, TYPE 1 2 INCH	SQ YD	50
		44201672	CLASS D PATCHES, TYPE II 2 INCH	SQ YD	50
		44201674	CLASS D PATCHES, TYPE III 2 INCH	SQ YD	75
		44201676	CLASS D PATCHES, TYPE IV 2 INCH	SQ YD	75
S		X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1

* = DENOTES SPECIALTY ITEM
S = SPECIAL PROVISION

FILE NAME =	USER NAME =	DESIGNED - KRY	REVISED - 4/7/2010 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTERN AVENUE LAPP QUANTITY SHEET
		DRAWN - KRY	REVISED - 4/17/2010 PER IDOT		
	PLOT SCALE =	CHECKED - NAB	REVISED - 5/26/10 PER IDOT		
	PLOT DATE = 5/27/2010	DATE - 4/7/2010	REVISED -		SCALE: NTS | SHEET NO. 3 OF 16 SHEETS | STA. | TO STA.

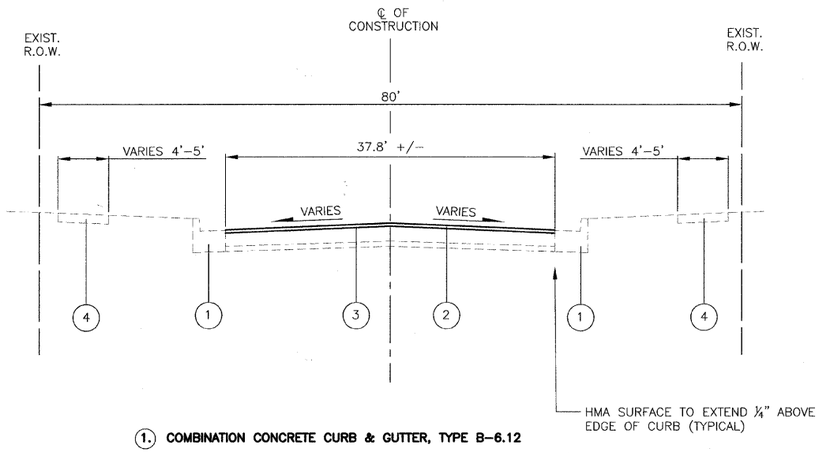
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	3
		CONTRACT NO. 63476		
		ILLINOIS FED. AID PROJECT		



1. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B–6.12
2. EXISTING HOT–MIX ASPHALT SURFACE – 3.5" – 5"
3. EXISTING ROAD MIX – 1" – 2 1/4"
4. EXISTING AGGREGATE BASE – 12" – 13""
5. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
6. HOT–MIX ASPHALT SURFACE REMOVAL – VARIABLE DEPTH. 1¾" REMOVAL ALONG CURB & GUTTER TO 1" AT THE CENTERLINE.

EXISTING TYPICAL SECTION
WESTERN AVENUE
STA. 1+24.42 TO STA. 36+03.75

NOTE: SEE SHEETS 9 & 10 FOR PAVEMENT MARKING LIMITS



1. COMBINATION CONCRETE CURB & GUTTER, TYPE B–6.12
2. HOT–MIX SURFACE COURSE, MIX "D", N50, 2"
3. LEVELING BINDER (MACHINE METHOD), N50 – VARIABLE DEPTH (MAX 1" AT CENTERLINE TO 0" AT CURB LINE)
4. PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

PROPOSED TYPICAL SECTION
WESTERN AVENUE
STA. 1+24.42 TO STA. 36+03.75

NOTE: SEE SHEETS 9 & 10 FOR PAVEMENT MARKING LIMITS

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM DESCRIPTION	VOIDS
RESURFACING HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N50 2" (IL–9.5MM)	4% @ 50
LEVELING BINDER (MACHINE_METHOD), N50 (IL –9.5 MM)	4% @ 50
PATCHING CLASS D PATCHES (HMA BINDER IL–19MM) (SPECIAL)	4% @ 70

NOTES:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT–MIX ASPHALT SURFACE MIXTURE QUANTITY IS 112 LBS/SY/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70–22" AND FOR NON–POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64–22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP", SEE DISTRICT ONE SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL MILL BEFORE PATCHING.

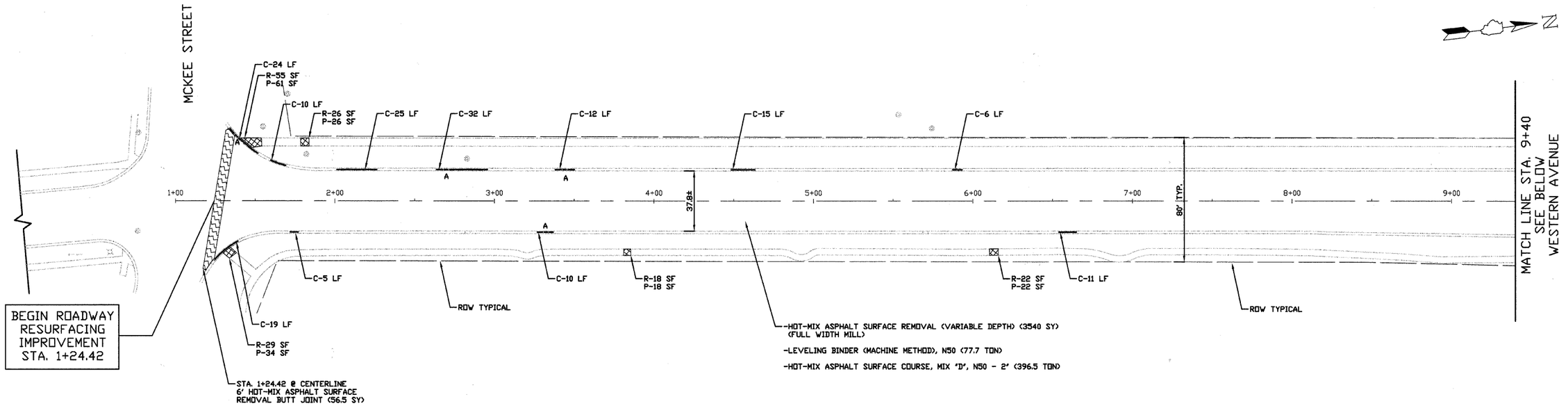
FILE NAME =	USER NAME =	DESIGNED – KRY	REVISED – 4/5/2010 PER IDOT
		DRAWN – KRY	REVISED – 4/17/2010 PER IDOT
	PLOT SCALE = N.T.S.	CHECKED – NAB	REVISED –
	PLOT DATE = 5/26/2010	DATE – 4/7/2010	REVISED –

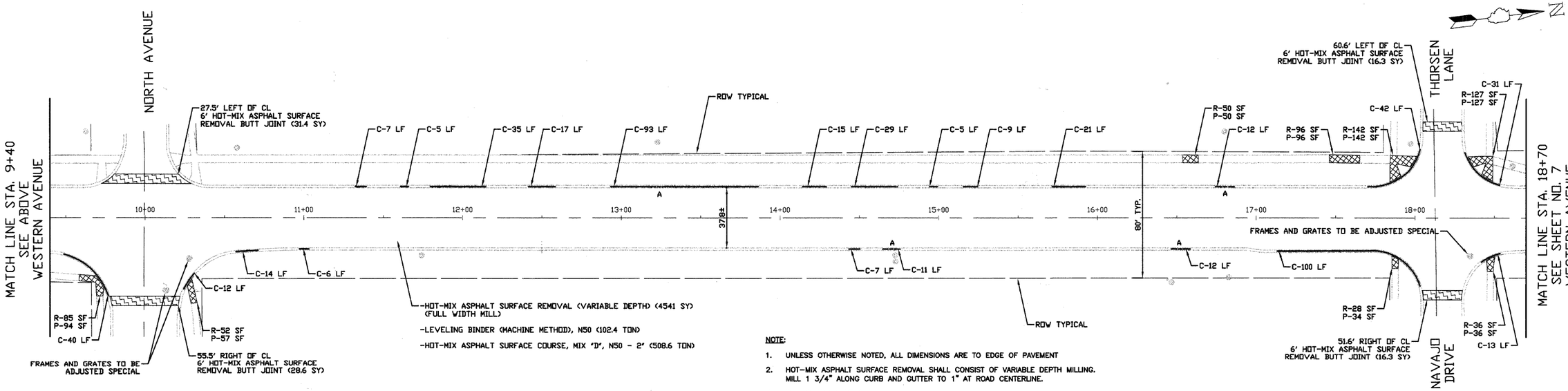
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERNA AVENUE LAPP
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 4 OF 16 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10–00076–00–RS	KANE	16	4
		CONTRACT NO. 63476		
	ILLINOIS	FED. AID PROJECT		





NOTE:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
2. HOT-MIX ASPHALT SURFACE REMOVAL SHALL CONSIST OF VARIABLE DEPTH MILLING. MILL 1 3/4" ALONG CURB AND GUTTER TO 1" AT ROAD CENTERLINE.
3. R = SIDEWALK REMOVAL
4. P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
5. C = COMBINATION CURB AND GUTTER REMOVAL
   COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
6. ALL LANDSCAPING RESTORATION INCLUDING TOPSOIL, SEED, HYDROMULCH AND NUTRIENTS IS INCLUDED IN THE COST OF THE ITEM BEING REMOVED OR REPLACED.

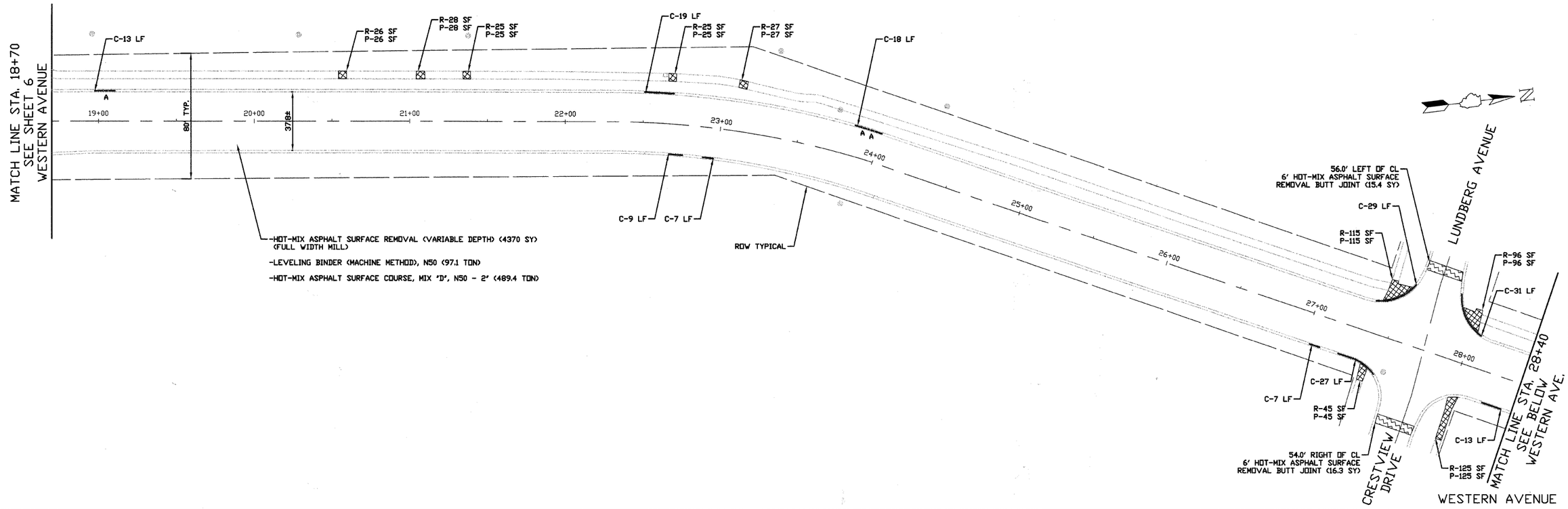
FILE NAME =	USER NAME =	DESIGNED — KRY	REVISED — 4/5/2010 PER IDOT
		DRAWN — KRY	REVISED — 4/17/2010 PER IDOT
	PLOT SCALE = 1:30	CHECKED — NAB	REVISED —
	PLOT DATE = 5/26/2010	DATE — 4/7/2010	REVISED —

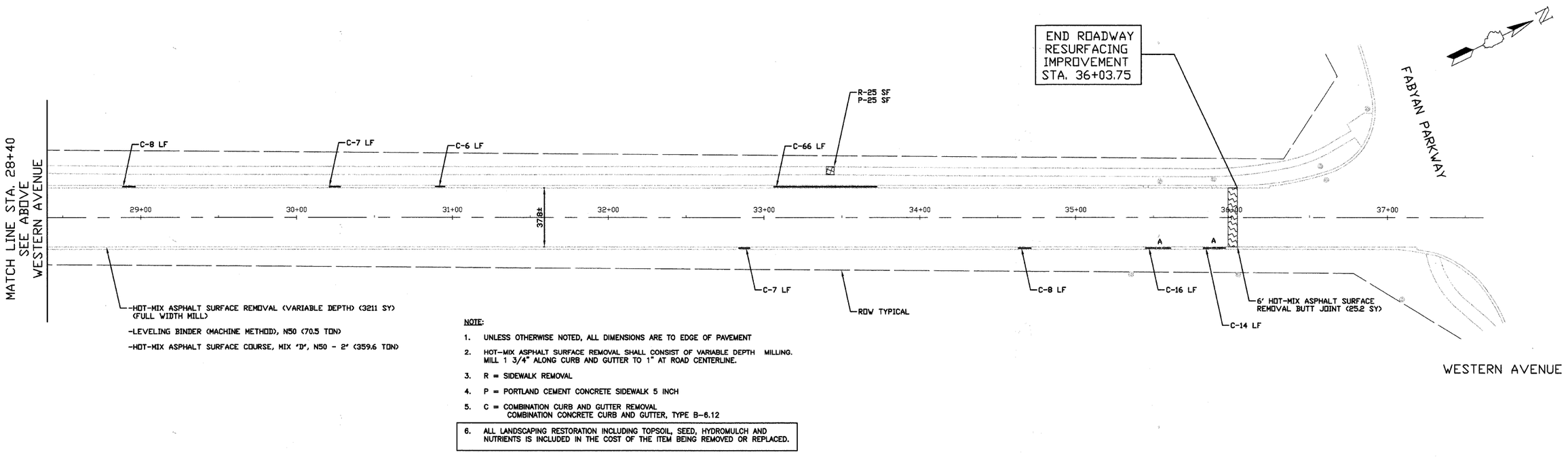
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE LAPP
PLAN SHEETS

SCALE: 1:30 | SHEET NO. 06 OF 16 SHEETS | STA. 0+58 TO STA. 18+70

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	5
		CONTRACT NO. 63476		
		ILLINOIS FED. AID PROJECT		





NOTE:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
2. HOT-MIX ASPHALT SURFACE REMOVAL SHALL CONSIST OF VARIABLE DEPTH MILLING. MILL 1 3/4" ALONG CURB AND GUTTER TO 1" AT ROAD CENTERLINE.
3. R = SIDEWALK REMOVAL
4. P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
5. C = COMBINATION CURB AND GUTTER REMOVAL
   COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
6. ALL LANDSCAPING RESTORATION INCLUDING TOPSOIL, SEED, HYDROMULCH AND NUTRIENTS IS INCLUDED IN THE COST OF THE ITEM BEING REMOVED OR REPLACED.

FILE NAME =	USER NAME =	DESIGNED - KRY	REVISED - 4/5/2010 PER IDOT
		DRAWN - KRY	REVISED - 4/17/2010 PER IDOT
	PLOT SCALE = 1:30	CHECKED - NAB	REVISED -
	PLOT DATE = 5/26/2010	DATE - 4/7/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE LAPP
PLAN SHEETS

SCALE: 1:30 | SHEET NO. 7 OF 16 SHEETS | STA. 18+70 | TO STA. 37+34.60

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	6
		CONTRACT NO. 63476		
		ILLINOIS	FED. AID PROJECT	

SIGN ASSEMBLIES

ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15
NORTH M3-4 30x15	SOUTH M3-2 30x15	NORTH M3-4 30x15	SOUTH M3-2 30x15
WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24
M6-3 21x15	M6-3 21x15	M6-1 21x15	M6-1 21x15
(1)	(2)	(3)	(4)

ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15
NORTH M3-4 30x15	SOUTH M3-2 30x15	NORTH M3-4 30x15	SOUTH M3-2 30x15
WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24
M6-1 21x15	M6-1 21x15	M5-1 (RIGHT) 21x15	M5-1 (RIGHT) 21x15
(5)	(6)	(7)	(8)

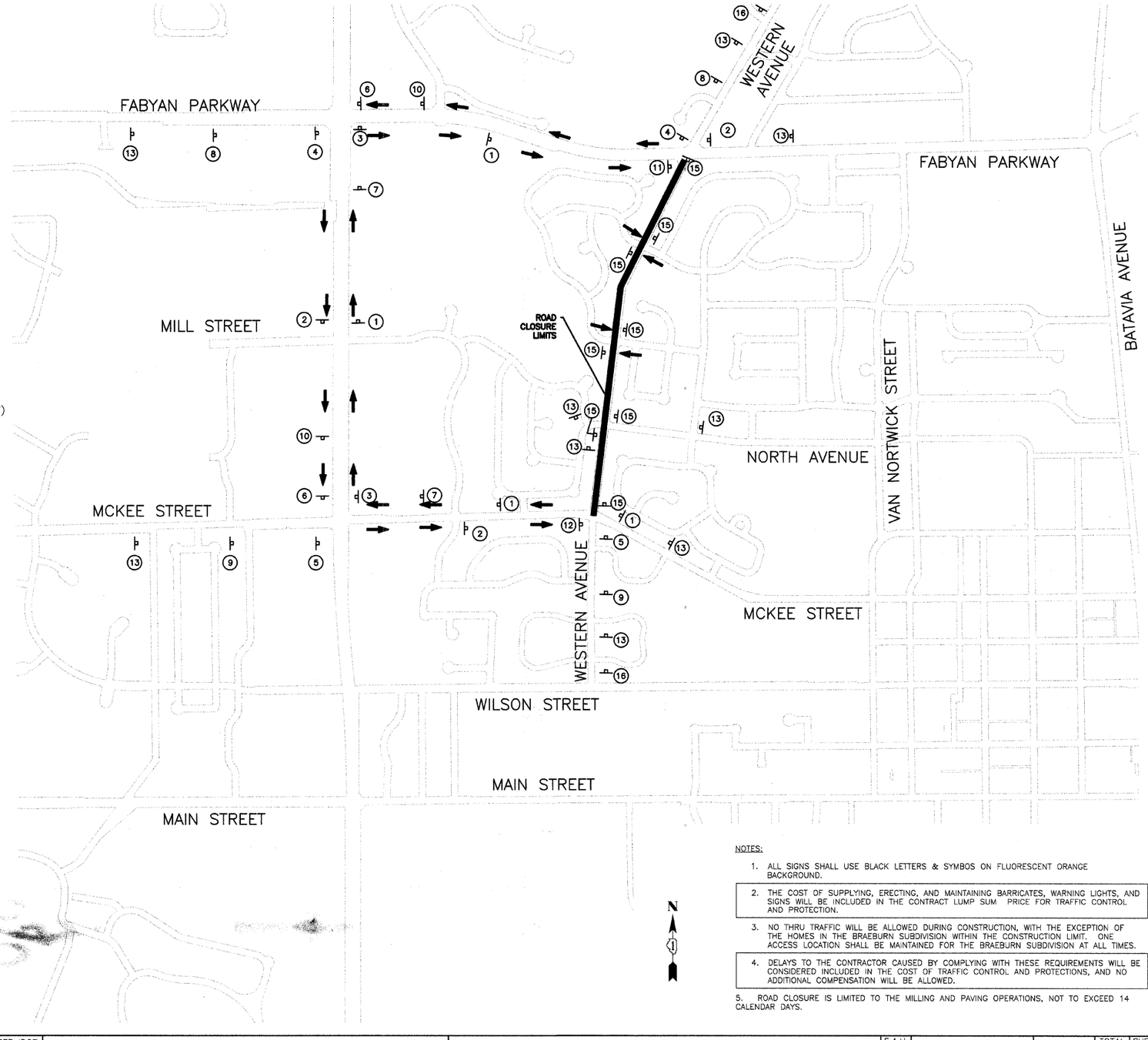
ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15	ALTERNATE M4-1 30x15
NORTH M3-4 30x15	SOUTH M3-2 30x15	NORTH M3-4 30x15	SOUTH M3-2 30x15
WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24	WESTERN AVENUE SPECIAL 30x24
M5-1 (LEFT) 21x15	M5-1 (LEFT) 21x15	M4-8B 24x12	M4-8B 24x12
(9)	(10)	(11)	(12)

ROAD CLOSED AHEAD * W20-3 48x48	ROAD CLOSED TO THRU TRAFFIC R11-4 60x30	ROAD CLOSED R11-2 48x30	DETOUR AHEAD W20-3 48x48
(13)	(14)	(15)	(16)

WESTERN AVE SPECIAL 42x15

USE ALTERNATE ROUTE SPECIAL 42x24

* FLASHING WARNING BEACON



NOTES:

1. ALL SIGNS SHALL USE BLACK LETTERS & SYMBOS ON FLUORESCENT ORANGE BACKGROUND.
2. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICATES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
3. NO THRU TRAFFIC WILL BE ALLOWED DURING CONSTRUCTION, WITH THE EXCEPTION OF THE HOMES IN THE BRAEBURN SUBDIVISION WITHIN THE CONSTRUCTION LIMIT. ONE ACCESS LOCATION SHALL BE MAINTAINED FOR THE BRAEBURN SUBDIVISION AT ALL TIMES.
4. DELAYS TO THE CONTRACTOR CAUSED BY COMPLYING WITH THESE REQUIREMENTS WILL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTIONS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. ROAD CLOSURE IS LIMITED TO THE MILLING AND PAVING OPERATIONS, NOT TO EXCEED 14 CALENDAR DAYS.

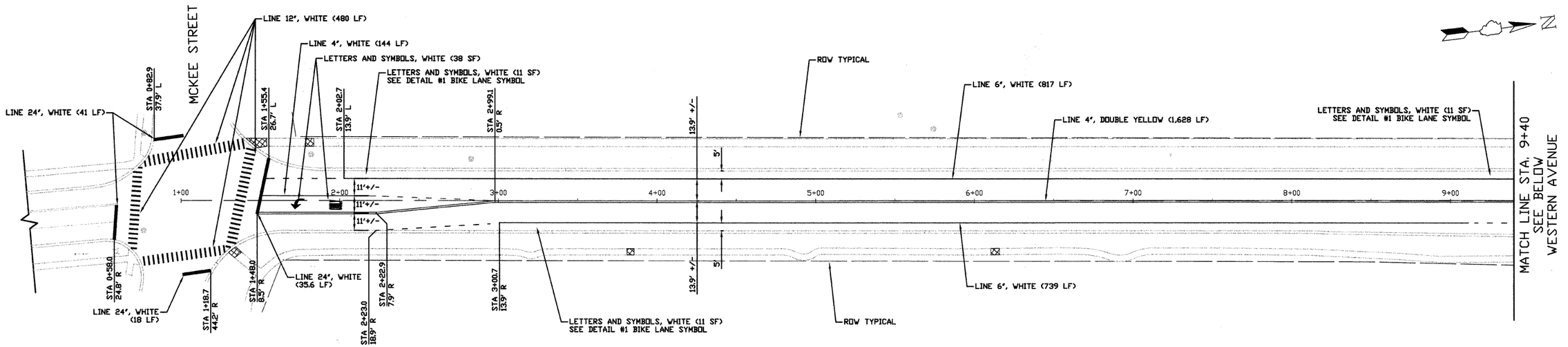
FILE NAME =	USER NAME =	DESIGNED — KRY	REVISED — 4/5/2010 PER IDOT
		DRAWN — KRY	REVISED — 4/17/2010 PER IDOT
	PLOT SCALE = N.T.S.	CHECKED — NAB	REVISED —
	PLOT DATE = 5/26/2010	DATE — 4/7/2010	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WESTERN AVENUE LAPP
DETOUR PLANS

SCALE: N.T.S. | SHEET NO. 5 OF 16 SHEETS | STA. | TO STA.

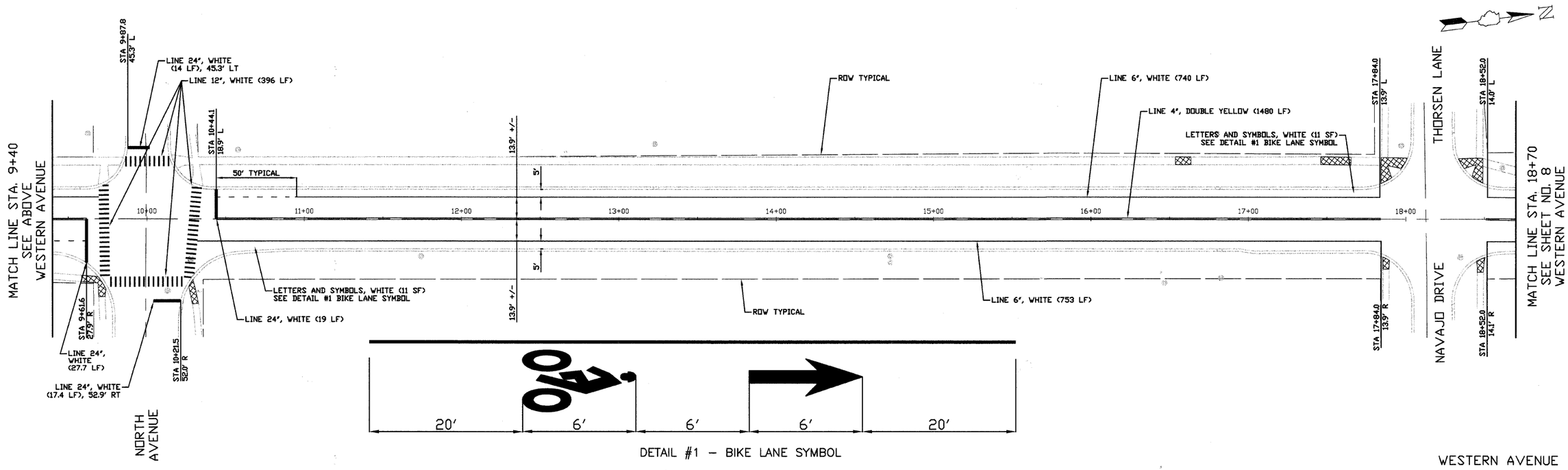
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	7
		CONTRACT NO. 63476		
	ILLINOIS FED. AID PROJECT			



NOTE:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT

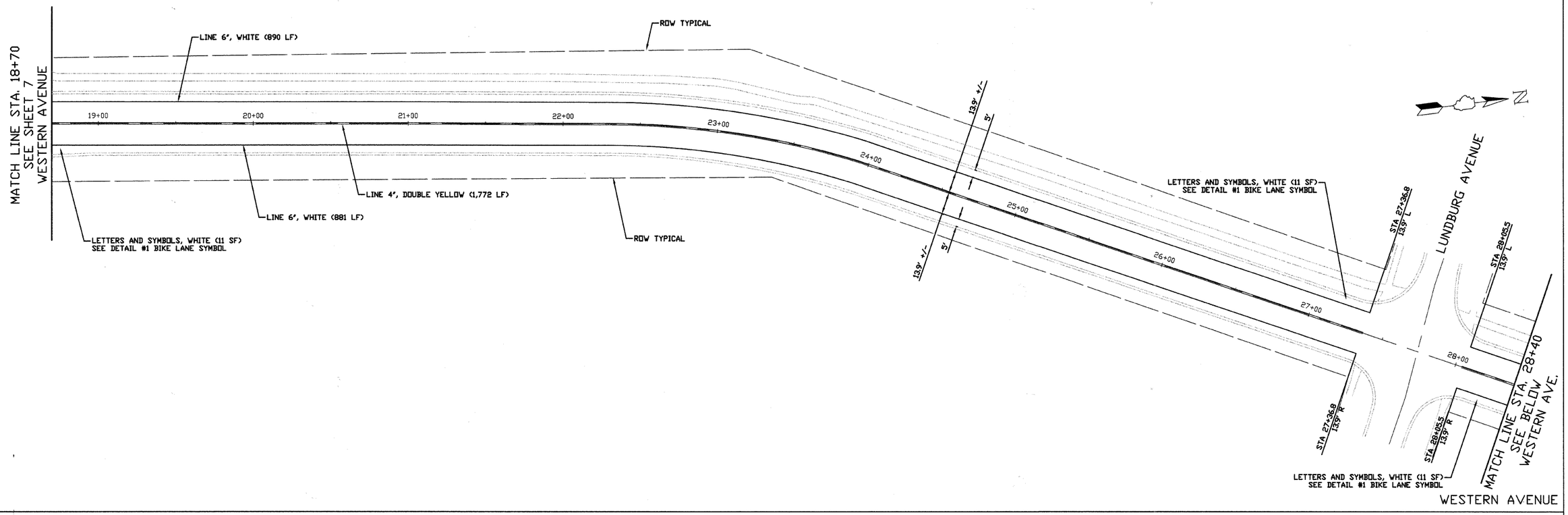
WESTERN AVENUE

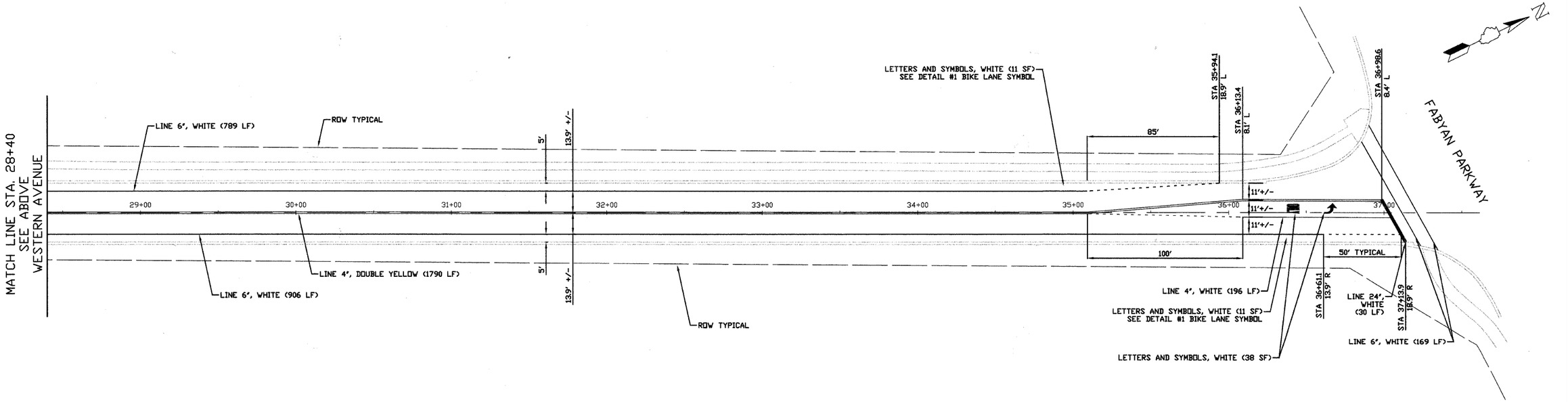


DETAIL #1 – BIKE LANE SYMBOL

WESTERN AVENUE

FILE NAME =	USER NAME =	DESIGNED – KRY	REVISED – 4/5/2010 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTERN AVENUE LAPP PAVEMENT MARKING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN – KRY	REVISED – 4/17/2010 PER IDOT			2411	10-00076-00-RS	KANE	16	8
	PLOT SCALE = 1:30	CHECKED – NAB	REVISED –					CONTRACT NO. 63476		
	PLOT DATE = 5/26/2010	DATE – 4/7/2010	REVISED –		SCALE: 1:30 SHEET NO. 8 OF 16 SHEETS STA. 0+58 TO STA. 18+70			ILLINOIS	FED. AID PROJECT	

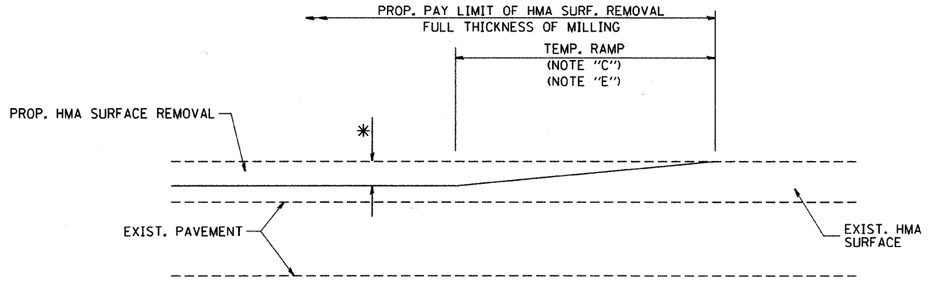




NOTE:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT

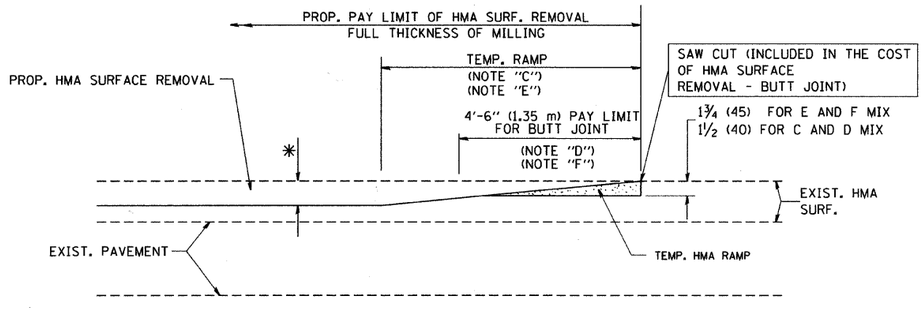
FILE NAME =	USER NAME =	DESIGNED — KRY	REVISED — 4/5/2010 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTERN AVENUE LAPP PAVEMENT MARKING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN — KRY	REVISED — 4/17/2010 PER IDOT			2411	10-00076-00-RS	KANE	16	9
	PLOT SCALE = 1:30	CHECKED — NAB	REVISED —					CONTRACT NO. 63476		
	PLOT DATE = 5/26/2010	DATE — 4/7/2010	REVISED —		SCALE: 1:30 SHEET NO. 9 OF 16 SHEETS STA. 18+70 TO STA. 37+34.60			ILLINOIS FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

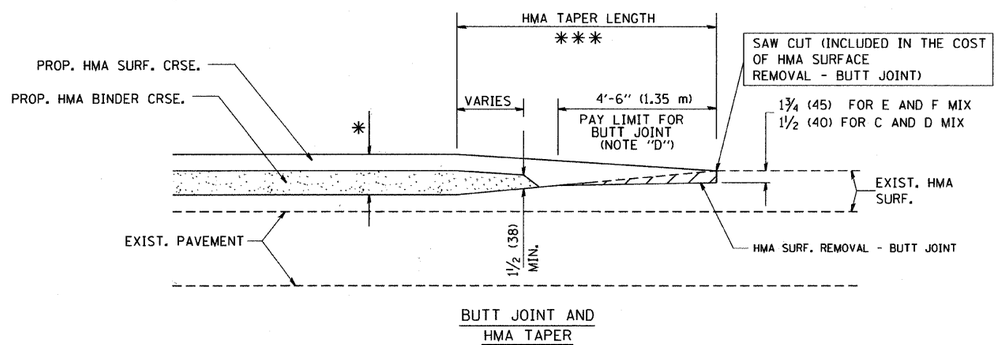


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

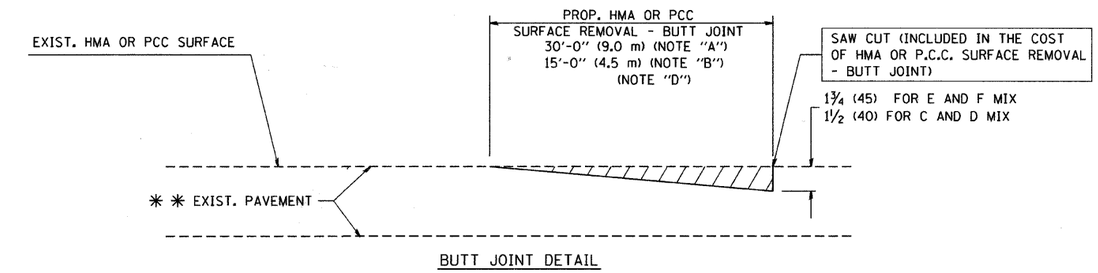
OPTION 2

TYPICAL TEMPORARY RAMP

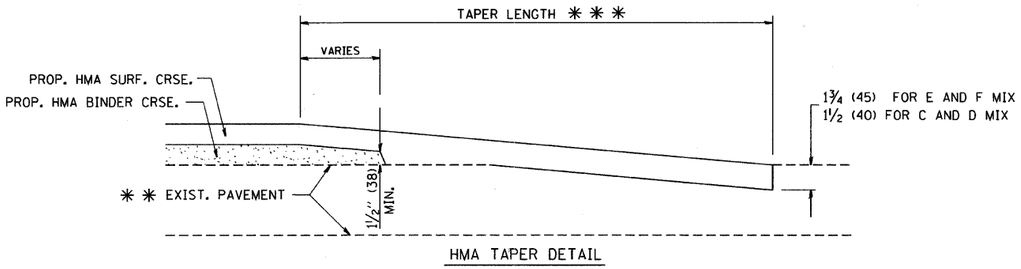


BUTT JOINT AND HMA TAPER

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.

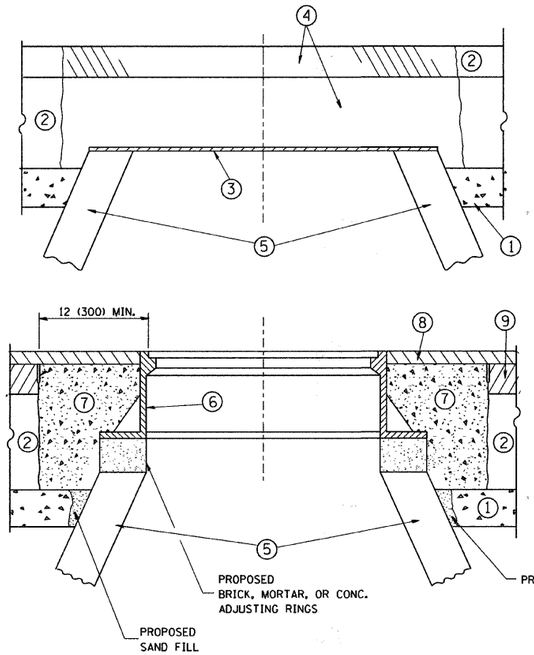
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	10
	BD400-05 BD32	CONTRACT NO. 63476		
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 1½ (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

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

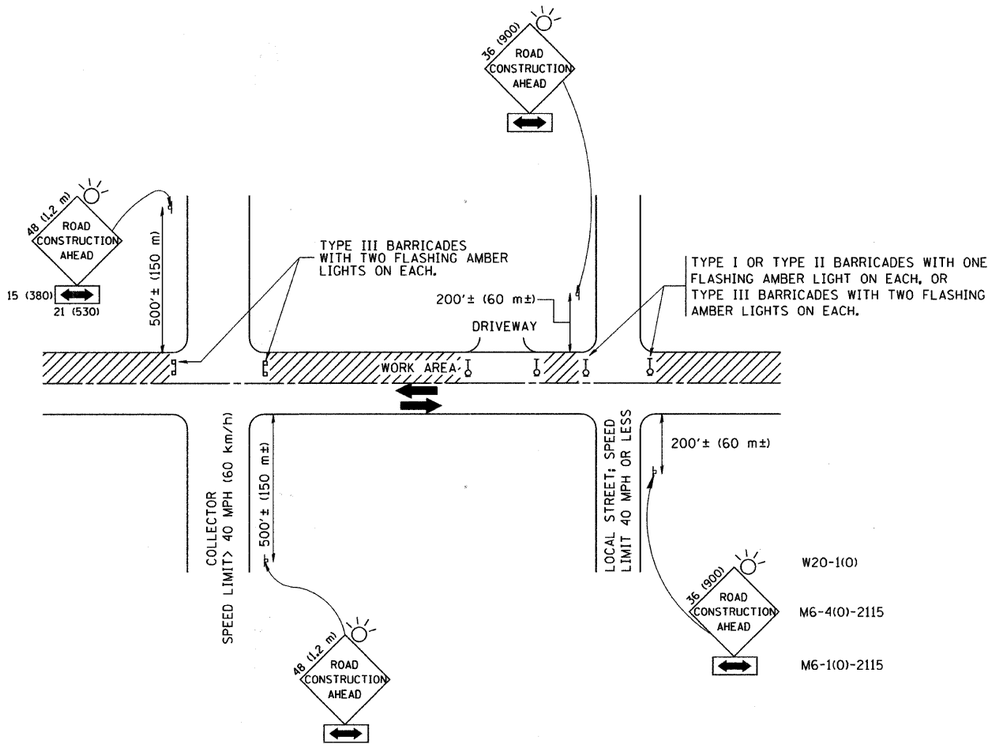
FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	11
	BD600-03 (BD-8)	CONTRACT NO. 63476		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

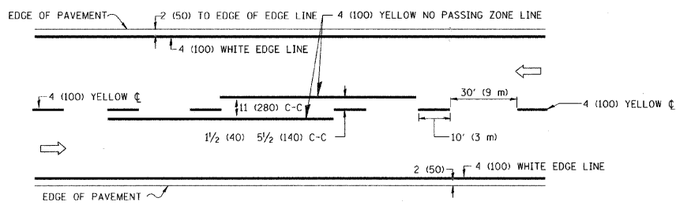
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

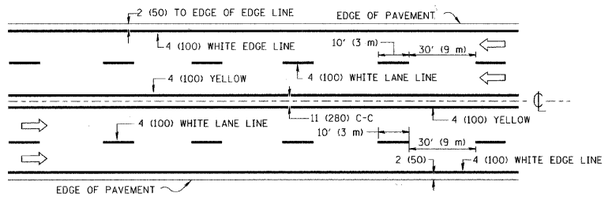
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

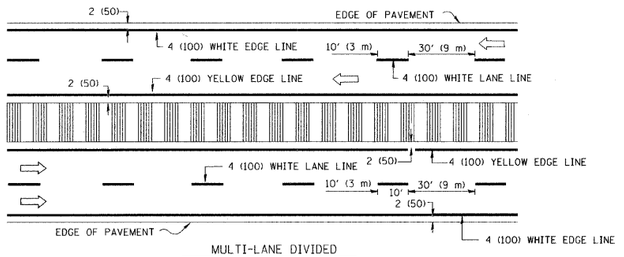
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	12
	TC-10	CONTRACT NO. 63476		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



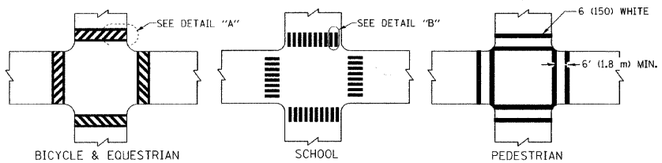
MULTI-LANE UNDIVIDED

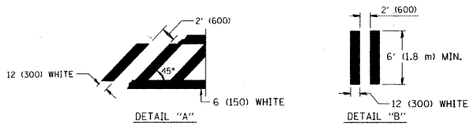


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

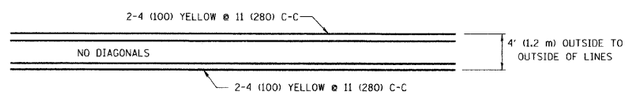
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

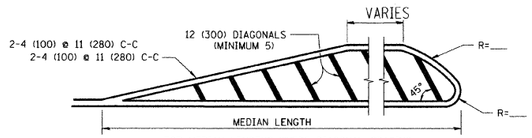




TYPICAL CROSSWALK MARKING



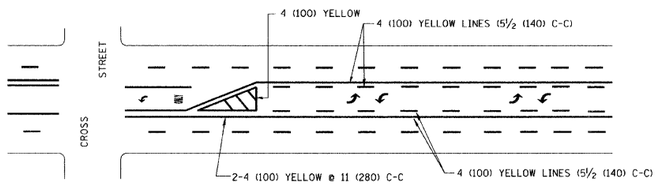
4' (1.2 m) WIDE MEDIANS ONLY



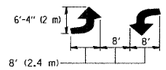
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

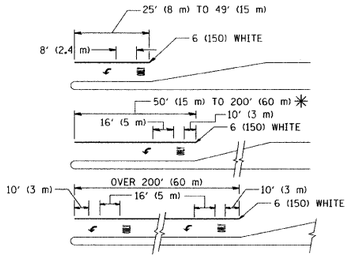


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

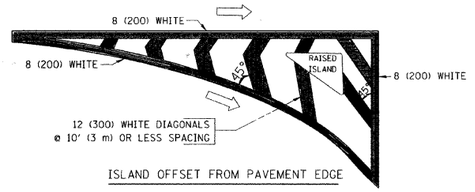


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

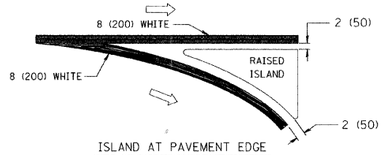
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

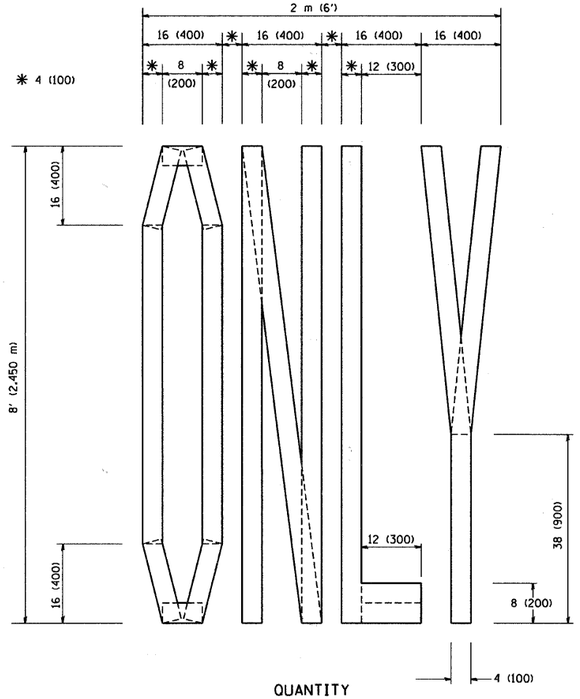
TYPICAL ISLAND MARKING

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	5½ (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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))

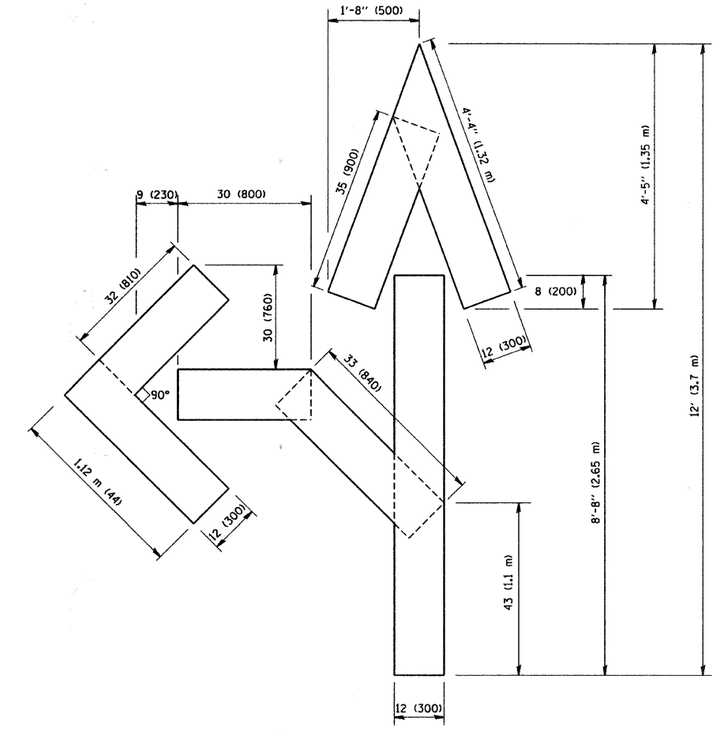
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

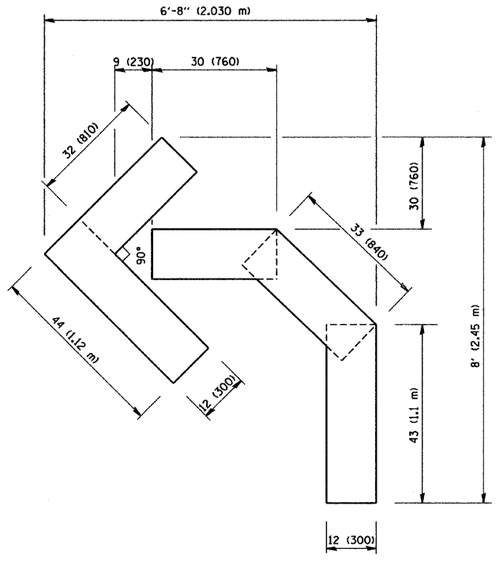
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0188315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - C. JUCIUS 09-09-09			2411	10-00076-00-RS	KANE	16	13
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				TC-13	CONTRACT NO. 63476		
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



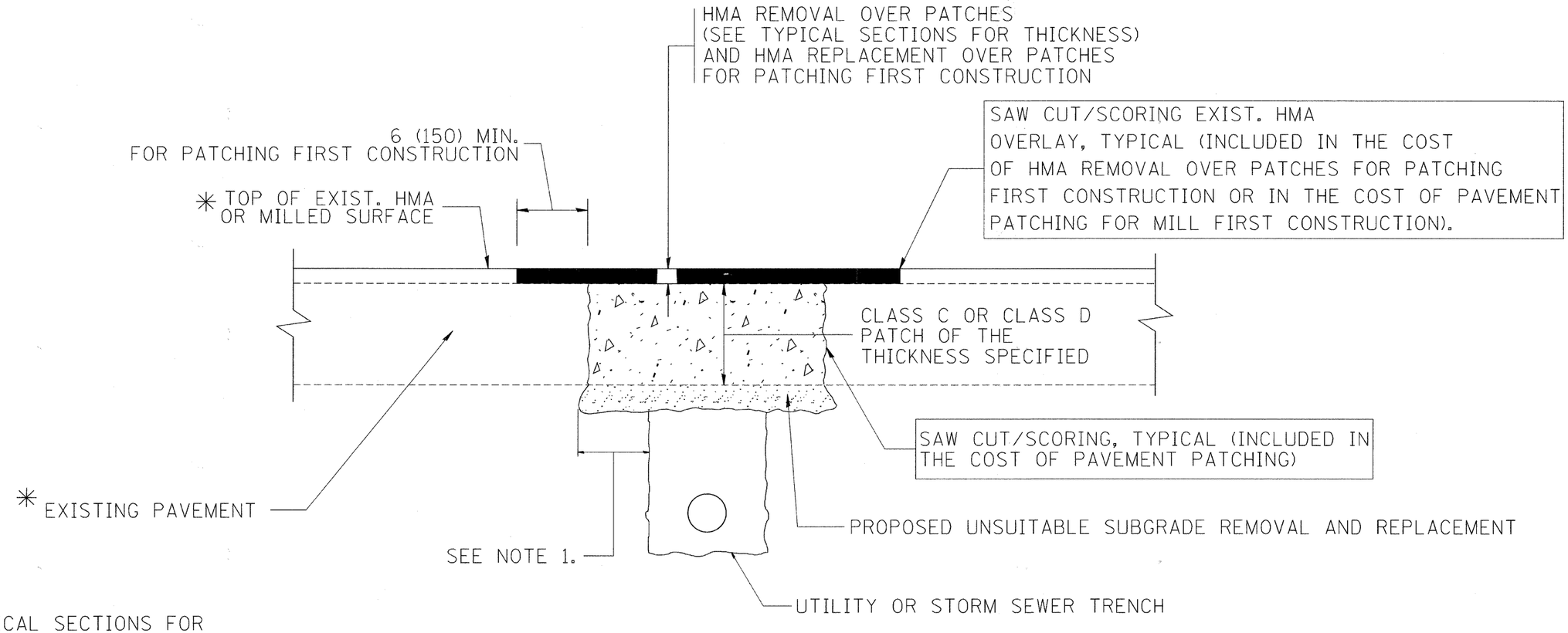
QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97					2411	10-00076-00-RS	KANE	16	14
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98						TC-16		CONTRACT NO. 63476	
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



* 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.

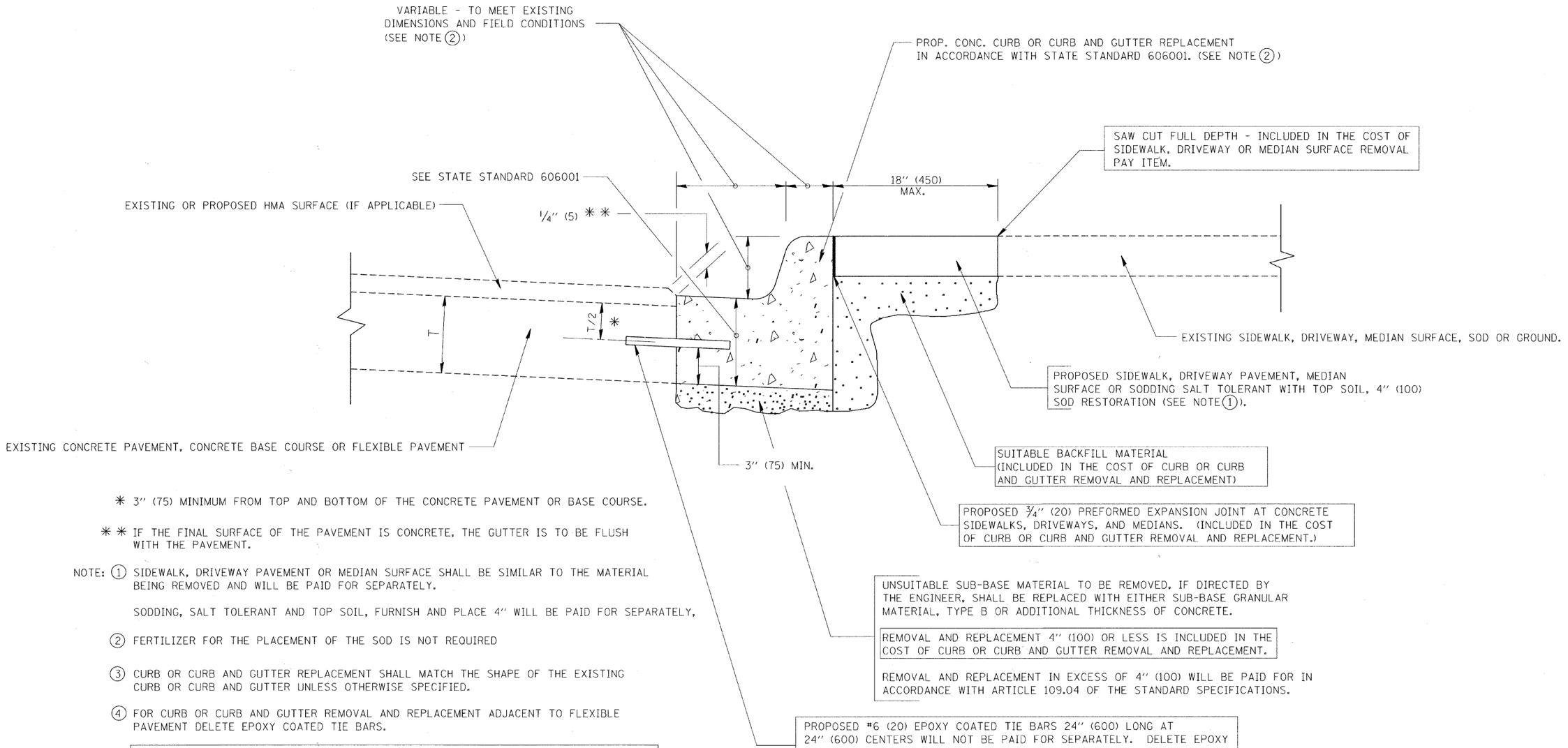
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - R. BORO 09-04-07		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	15
	BD400-04 (BD-22)	CONTRACT NO. 63476		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT DATE = 12/15/2009	CHECKED -	REVISED - M. GOMEZ 01-22-01
		DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2411	10-00076-00-RS	KANE	16	16
	BD600-06 (BD-24)	CONTRACT NO. 63476		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		