

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

CITY OF PLANO
FAU ROUTE 6470 (CENTER STREET)
SECTION 09-00037-00-RS
PROJECT ARA - 5055 (001)

AMERICAN RECOVERY AND REINVESTMENT ACT FUNDING

LAPP RESURFACING FROM
MAIN ST. TO LITTLE ROCK RD.

KENDALI. COUNTY
C-93-140-09

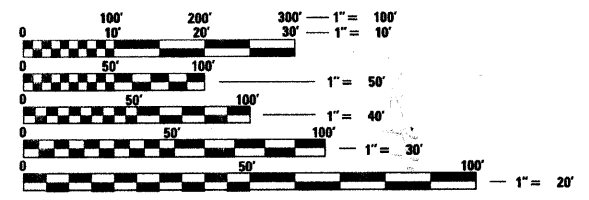
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6470	09-00037-00-RS	KENDAL	13	1
		ILLINOIS	CONTRACT NO. 87417	

INDEX OF SHEETS

1	Cover Sheet
2	General Notes
3	Summary of Quantities
4	Typical Sections
5	Schedule of Quantities
6 - 8	Plan Sheets
9 - 11	Pavement Marking Plan Sheets
12 - 13	Details

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALK
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB & GUTTER
701301-03	LANE CLOSURE 2L 2W - SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L 2W - MOVING OPERATIONS DAY ONLY
701501-05	URBAN LANE CLOSURE 2L 2W - UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS

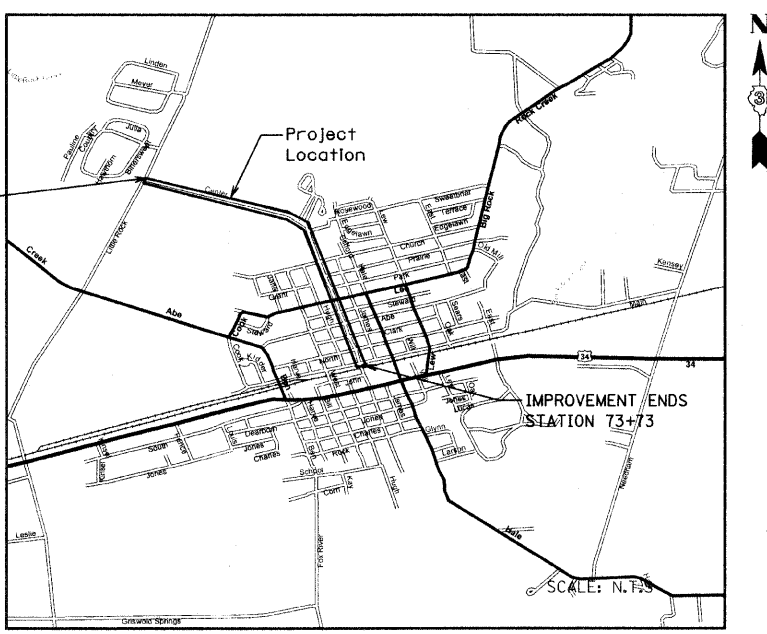


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT MANAGER: JOSEPH A. REGIS, P.E.

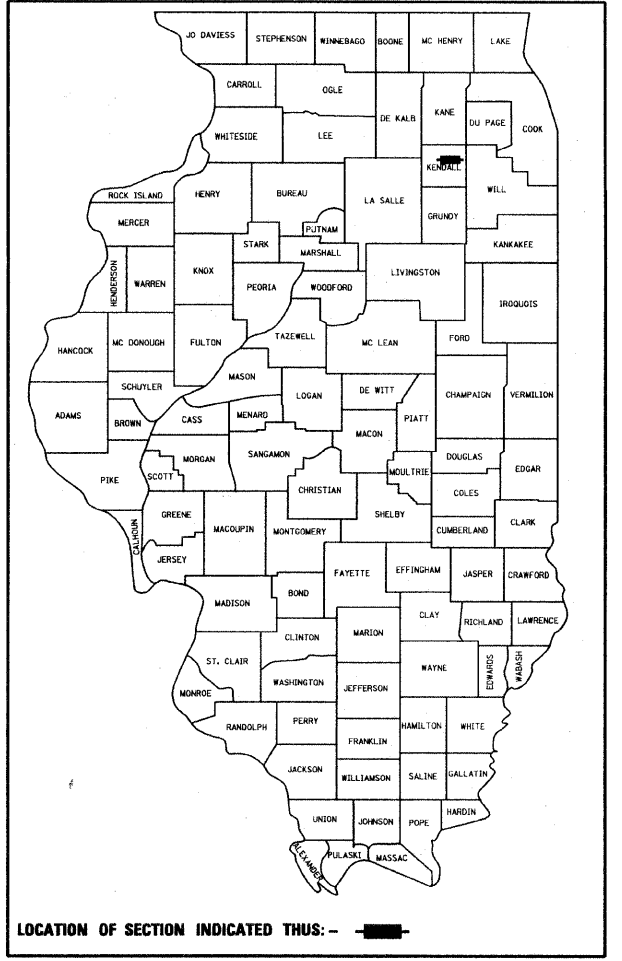
CONTRACT NO. 87417



GROSS LENGTH = 6326 FT. = 1.2 MILE
 NET LENGTH = 6326 FT. = 1.2 MILE

ROBERT E. HAMILTON
 CONSULTING ENGINEERS P.C.
 3230 EXECUTIVE DRIVE
 JOLIET, ILLINOIS
 PH: 815.730.3444
 www.REHamilton.org
 ILL. LICENSE NO. 184-003208 REH JOB NO.: 09152

Joseph A. Regis
 LICENSED PROFESSIONAL ENGINEER
 JOSEPH A. REGIS
 47290
 STATE OF ILLINOIS
 SIGNATURE
 6-30-09
 DATE
 ENGINEERS SEAL



LOCATION OF SECTION INDICATED THIS: - [shaded box] -
 FUNCTION CLASSIFICATION: URBAN COLLECTOR
 2008 AOT = 1800 10+47 TO 43+40 PV 98% HV 2%
 1950 43+40 TO 58+50
 3250 58+50 TO 73+73
 DESIGN SPEED = 30 MPH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED July 1 20 09
Robert A. Havel
 CITY OF PLANO MAYOR

July 10 20 09
Joseph A. Regis
 DISTRICT 3 ENGINEER OF LOCAL ROADS & STREETS

July 10 20 09
George F. Ryan
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 2 ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. 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.
2. THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE COURSE.
3. THE ENGINEER WILL BE THE SOLE JUDGEMENT CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS PRIOR TO OPENING ROADWAY TO TRAFFIC.
4. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
5. ALL ELEVATIONS REFERRING TO NAVD 88 DATUM.
6. PRIOR TO PAVING AND PRIMING THE STREETS, THE PAVEMENT SHALL BE CLEANED AND SWEEPED, INCLUDING WEED REMOVAL / CONTROL AS DIRECTED IN THE STANDARD SPECIFICATION BOOK, ARTICLE 406.6 (PART B). A REPRESENTATIVE OF THE PAVING CONTRACTOR SHALL BE ON THE JOB SITE WHILE THE CLEANING OPERATION IS IN PROGRESS.
7. EXISTING UTILITIES KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE TO BE PROVIDED BY JULIE.
THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION.
8. THE ENDS OF THE PROJECT WILL BE MILLED PER THE BUTT JOINT DETAIL BUT PAYMENT IS INCIDENTAL TO THE 1 1/2" REMOVAL ITEM. THE TAPERING OF THE HMA TO MATCH EXISTING HMA IS COVERED UNDER THE INDIVIDUAL HMA PAY ITEMS
9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 105.7 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE. COORDINATION OF ALL UTILITY AND ROADWAY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRECONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
11. WHENEVER THE CONTRACTOR ENCOUNTERS FACILITIES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATION, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THE FACILITIES.
12. THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE ON THE DATE IT IS EXCAVATED, UNLESS APPROVED BY THE ENGINEER. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS, PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF THE IMPROVEMENT.
13. WHENEVER DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THIS LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY BY THE RESPONSIBLE PARTY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION. BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE IDOT STANDARD SPECIFICATIONS. ADEQUATE LIGHTING SHALL BE MAINTAINED FROM DUSK TO DAWN AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT, OR AS DESIGNATED BY THE ENGINEER OR MUNICIPALITY. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE IDOT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

15. ALL EXISTING TRAFFIC SIGNS, STREET SIGNS, ETC., WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR REMOVAL OR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. DAMAGE TO THESE ITEMS SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. ALL SIGNS NOT REQUIRED TO BE RESET SHALL BE DELIVERED TO THE CITY AS APPROPRIATE.
16. THE CITY OF PLANO, IDOT OR WCHD MAY OWN AND OPERATE TRAFFIC SIGNALS AND CABLE IN THE VICINITY OF THE WORK. THE CONTRACTOR SHALL CONTACT SAME FOR TRAFFIC SIGNAL CABLE LOCATION A MINIMUM OF 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS AND HOLIDAYS) PRIOR TO EXCAVATION AT ANY LOCATION WITHIN THE PUBLIC RIGHT-OF-WAY OF THE SURROUNDING STREETS.
17. ALL EXISTING TOPOGRAPHY, UNDERGROUND UTILITIES, STRUCTURES AND ASSOCIATED FACILITIES SHOWN ON THESE DRAWINGS HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEREFORE, THEIR LOCATIONS AND ELEVATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHER FACILITIES. THE EXISTENCE OF WHICH ARE NOT PRESENTLY KNOWN. CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURES AND FACILITIES AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO STARTING HIS WORK.
18. THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION, AND ALL ADDENDA THERETO, SHALL GOVERN ALL WORK UNDER THIS CONTRACT, EXCEPT AS MODIFIED BY THE SPECIFICATIONS.
19. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE AND ORDERLY PASSAGE OF TRAFFIC AND PEDESTRIANS WHERE HIS OPERATIONS ABUT PUBLIC THOROUGHFARES AND ADJACENT PROPERTY.
20. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. AT THE END OF EACH DAY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ONTO PUBLIC STREETS.
21. BEFORE EXCAVATING OVER OR ADJACENT TO ANY EXISTING UTILITIES, NOTIFY THE OWNER OF SUCH UTILITIES TO ENSURE THAT PROTECTIVE WORK WILL BE COORDINATED AND PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER OF THE UTILITY INVOLVED. IF ANY EXISTING SERVICE LINES, UTILITIES AND UTILITY STRUCTURES WHICH ARE TO REMAIN IN SERVICE ARE UNCOVERED OR ENCOUNTERED DURING THIS OPERATION, THEY SHALL BE SAFEGUARDED, PROTECTED FORM DAMAGE AND SUPPORTED IF NECESSARY.

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

BITUMINOUS MATERIALS (PRIME COAT)	0.00043	TONS / SQ YD
HMA RESURFACING	112	LB / SQ YD / IN
MIX FOR CRACKS, JTS, & FLGWYS	0.0003	TONS / SQ YD
AGGREGATE SHOULDER	0.175	TONS / SQ YD

	LEVELING BINDER	HMA SURFACE	CLASS D PATCHING	BINDER
PG GRADE	PG64-22	PG64-22	PG64-22	PG64-22
MAX. % RAP ALLOWABLE **	15%	10%	15%	25%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5 OR IL 12.5	IL 19.0	IL 19.0
FRICTION AGGREGATE		MIXTURE C		
DENSITY TEST METHOD	SATISFACTION OF ENGINEER	NUCLEAR / CORES	NUCLEAR / CORES	NUCLEAR / CORES

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

LEGEND

ADJUSTMENT ITEMS

- Structure To Be Adjusted
- Bituminous Surface Removal Butt Joint (Special)
- Detectable Warnings (Special)
- Location of Compliant Handicap Ramp
- PRIVATE ENTRANCE
- SIDE ROAD
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL)
- SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)

PR

ADJ



DW

HCP

PE

SR

C

SW

PAVEMENT MARKINGS

RR Crossing

EX

PR

Skip-Dash White

Skip-Dash Yellow

Stop Line

Solid Line

Double Centerline

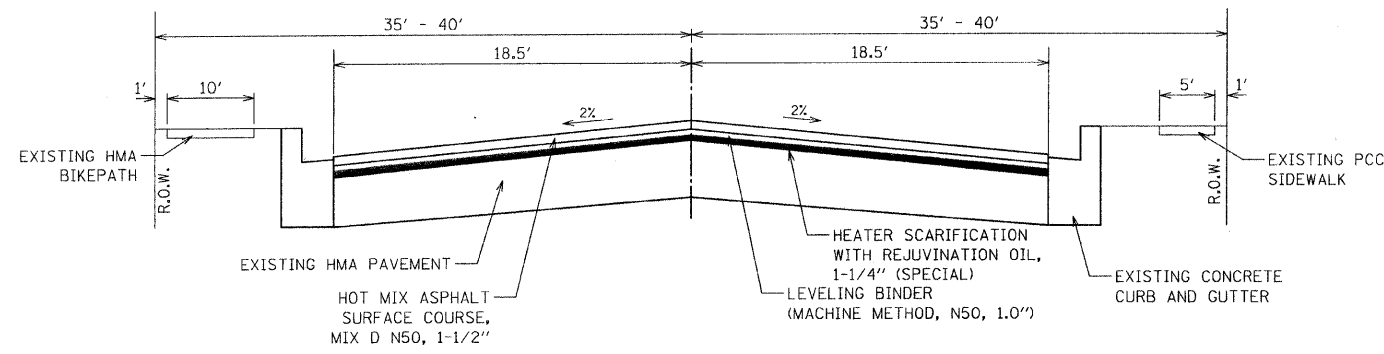
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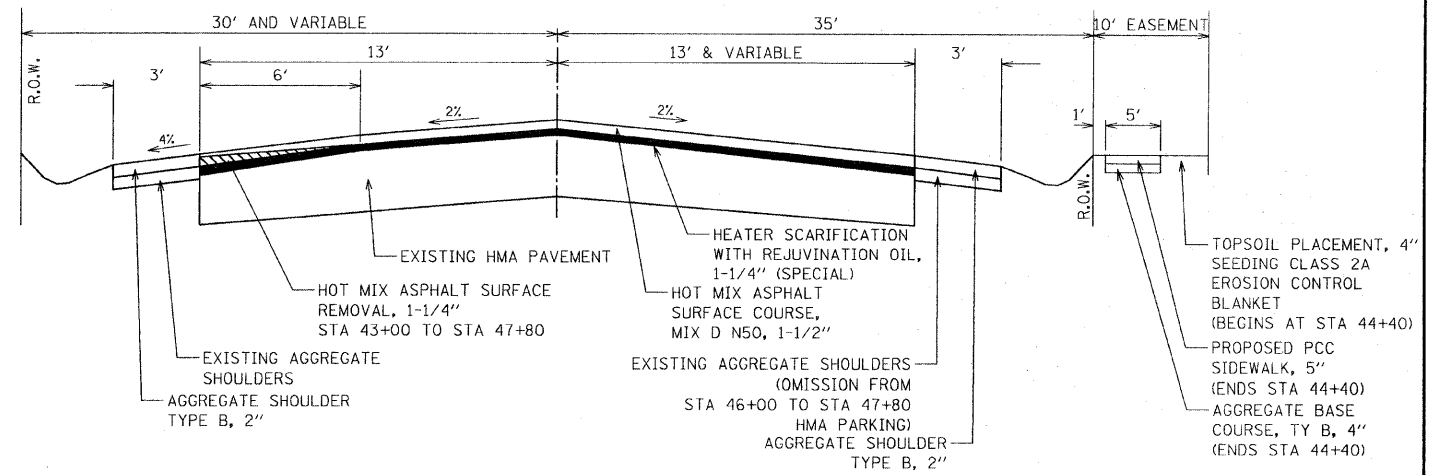
SUMMARY OF QUANTITIES

Code #	Pay Item Description	Unit	Total Quantity	ARRA	NON-PARTICIPATING
20200100	EARTH EXCAVATION	CU YD	102		102
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	509		509
25000210	SEEDING, CLASS 2A	ACRE	0.1		0.1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	9		9.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9		9.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	9		9.0
25100630	EROSION CONTROL BLANKET	SQ YD	509		509
35101600	AGGREGATE BASE COURSE, TYPE B, 4"	SQ YD	409		409
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	158	158	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	381	381	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,972	1,972	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	2,096	2,096	
40701891	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 1/2"	SQ YD	100		100
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	14	14	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,685		3,685
44000100	PAVEMENT REMOVAL	SQ YD	100		100
44000154	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	SQ YD	3,839	3,839	
* 44001700	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL)	FOOT	330	280	50
* 44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	2,000	2,000	
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	309	309	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	79	79	
* 60255600	MANHOLES TO BE ADJUSTED (SPECIAL)	EACH	34	34	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1	
67100100	MOBILIZATION	L SUM	1	1	
* 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,835	1,835	
Δ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,468	1,468	
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	514	514	
Δ 78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,860	1,860	
* XX007729	DETECTABLE WARNINGS (SPECIAL)	SQ FT	368	368	
* XX008125	HEATER SCARIFICATION WITH REJUVINATING OIL, 1 1/4" (SPECIAL)	SQ YD	23,450	23,450	
* Special Provision					
Δ Specialty Item					
NOTE - CONSTRUCTION FUND TYPE CODE (1000)					

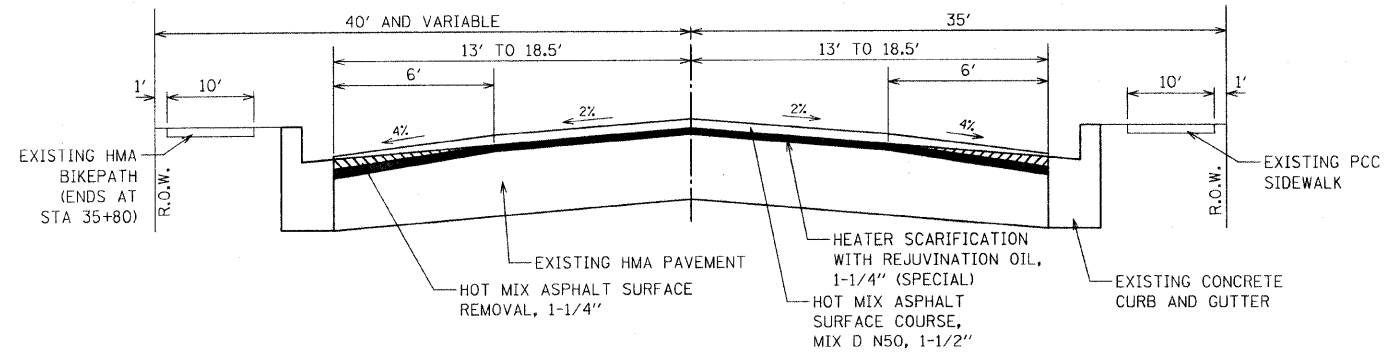
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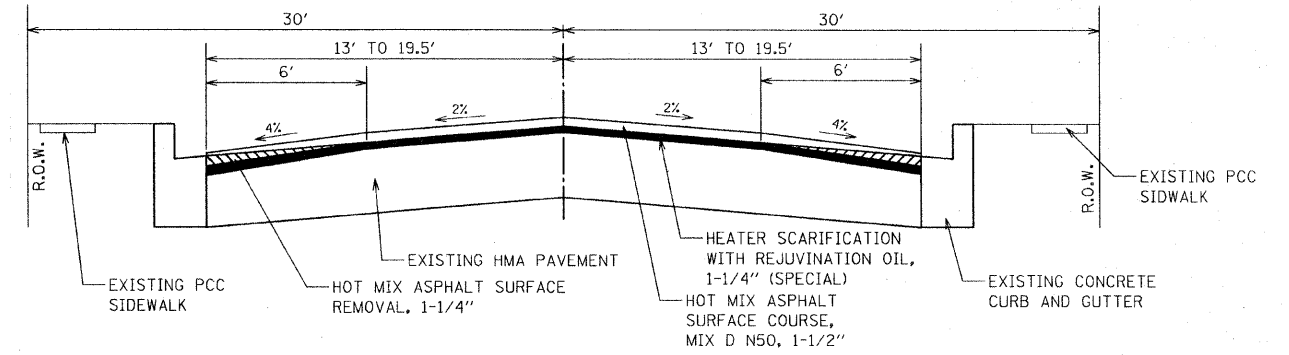
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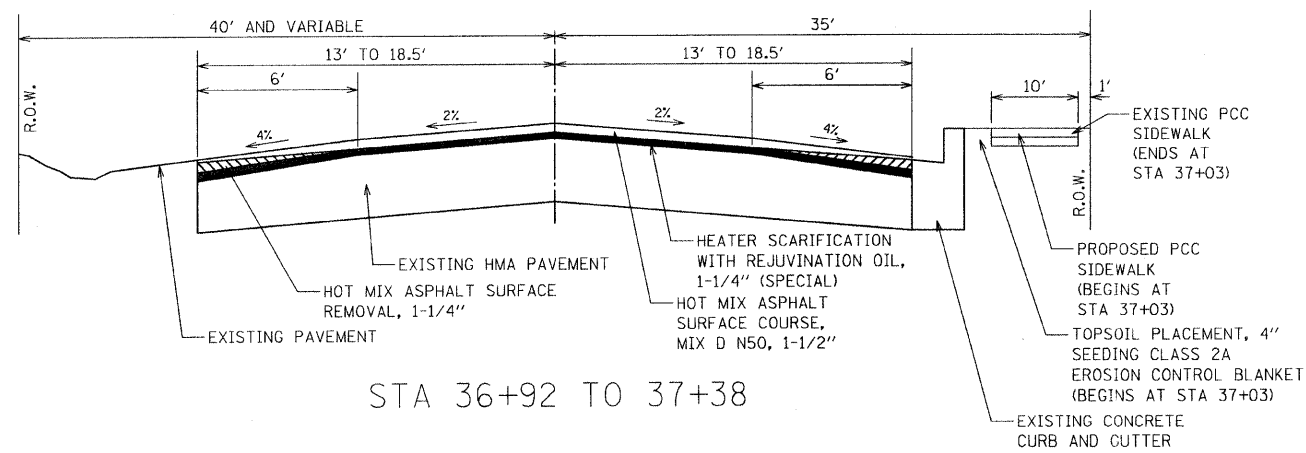
STA 37+38 TO 47+80



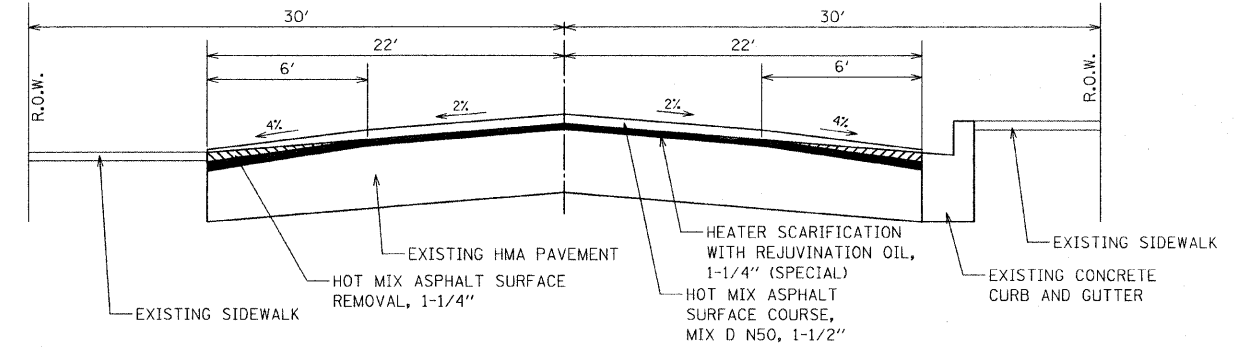
STA 34+52 TO 36+92



STA 47+80 TO 72+30



STA 36+92 TO 37+38



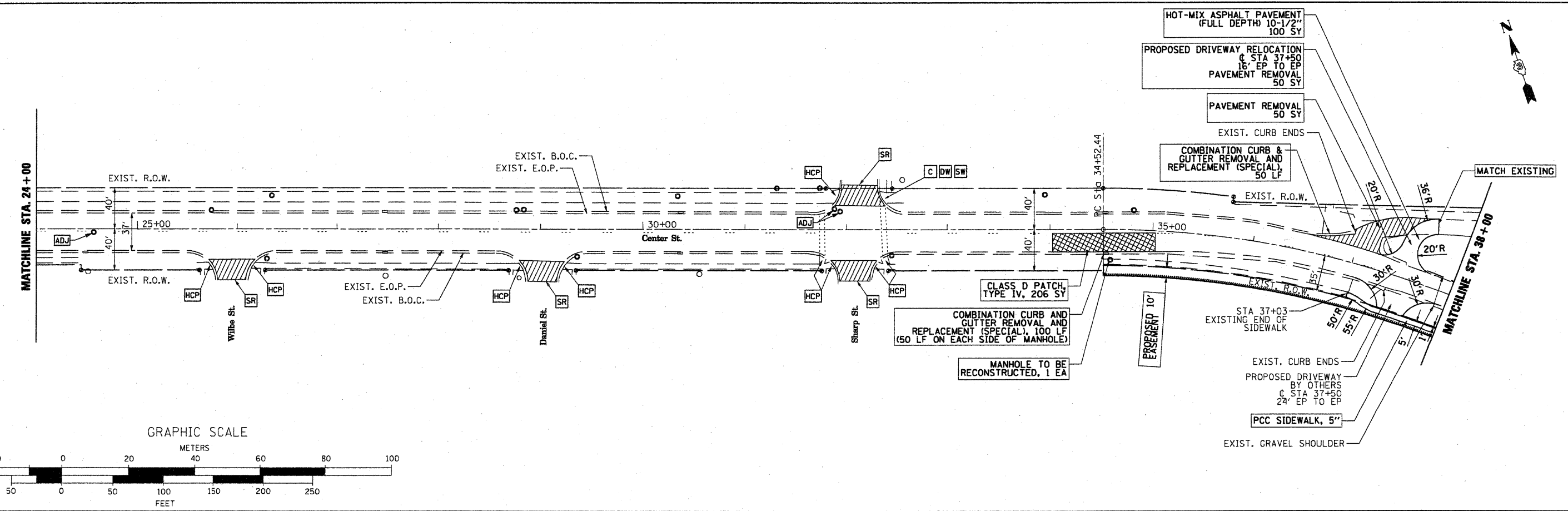
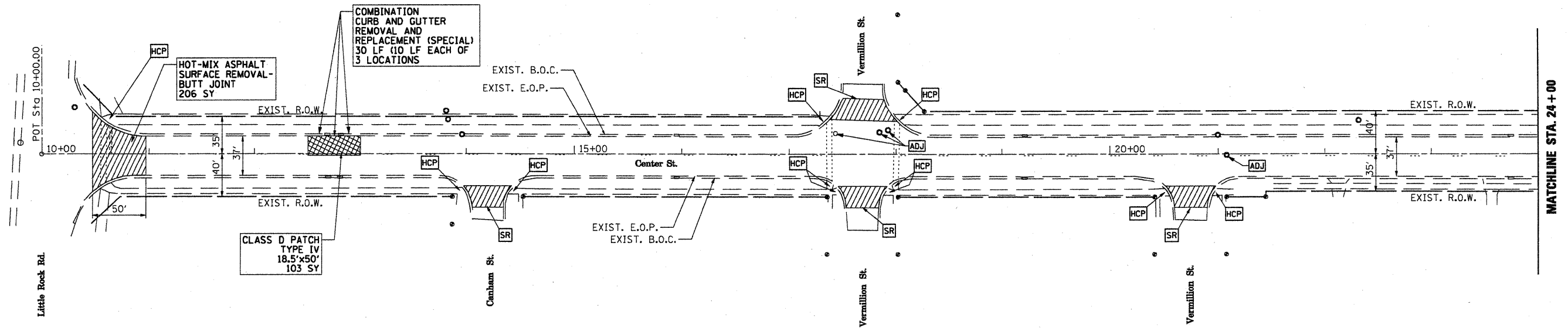
STA 72+30 TO 73+73

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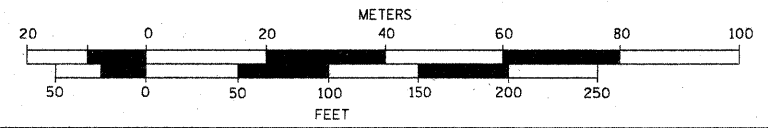
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Typical Sections	
SCALE:	SHEET NO. 4 OF 13 SHEETS
STA.	TO STA.

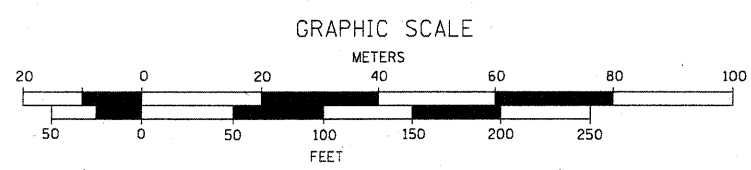
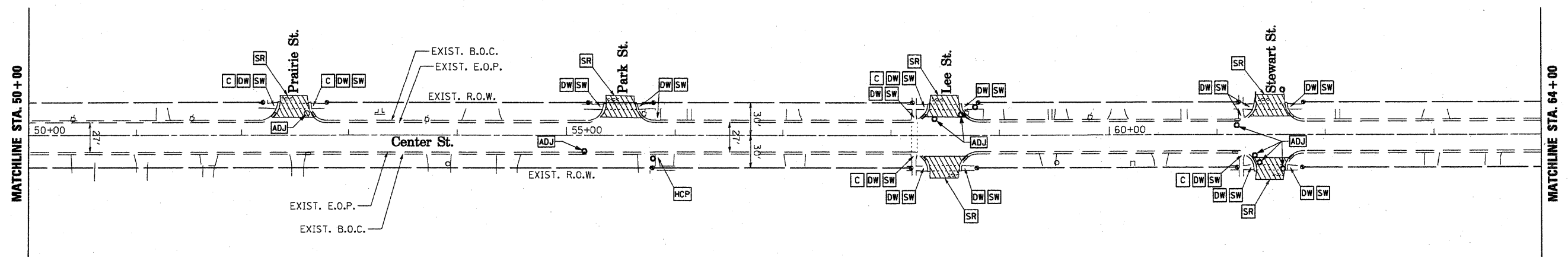
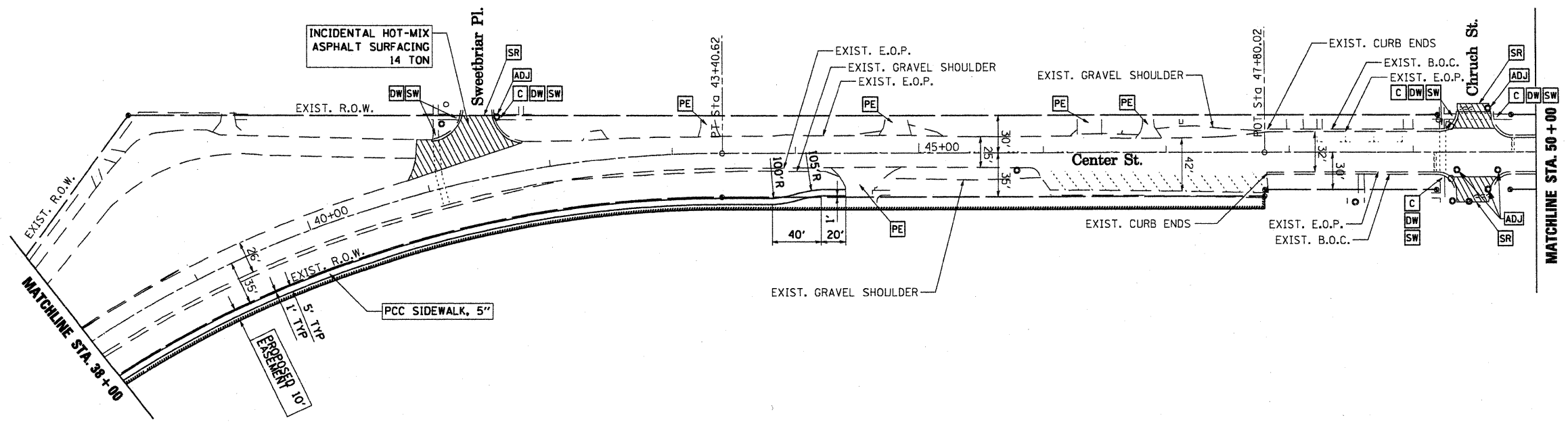
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6470	09-00037-00-RS	KENDALL	13	4
CONTRACT NO. 87417				
ILLINOIS FED. AID PROJECT				



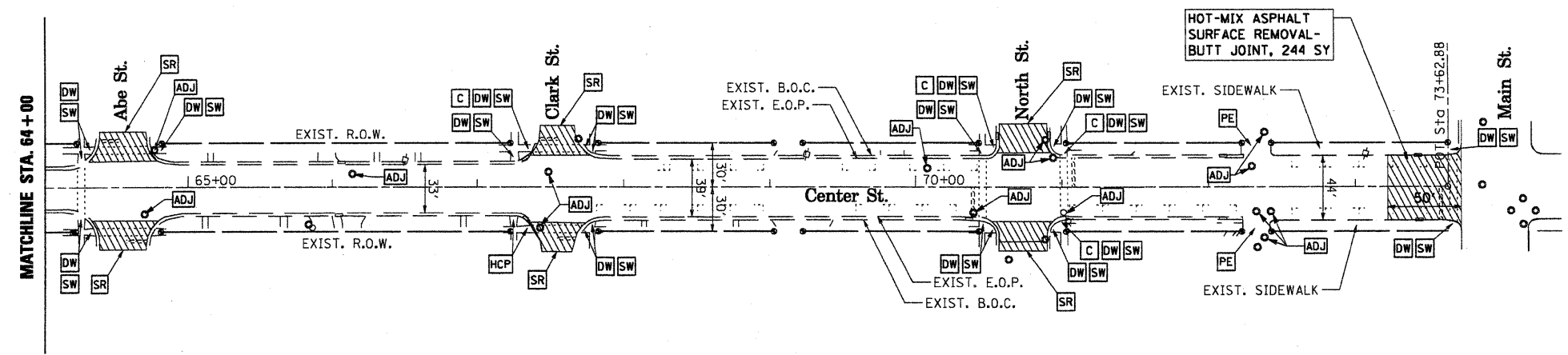
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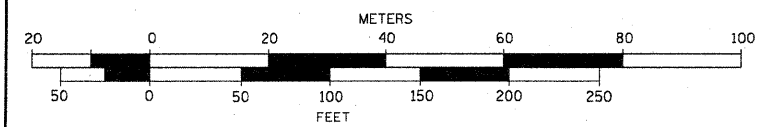
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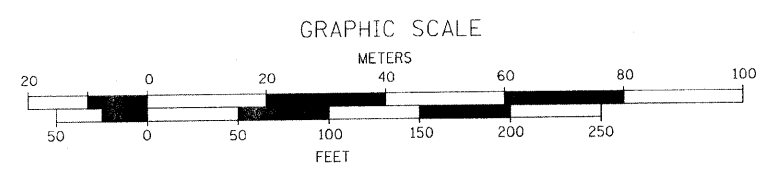
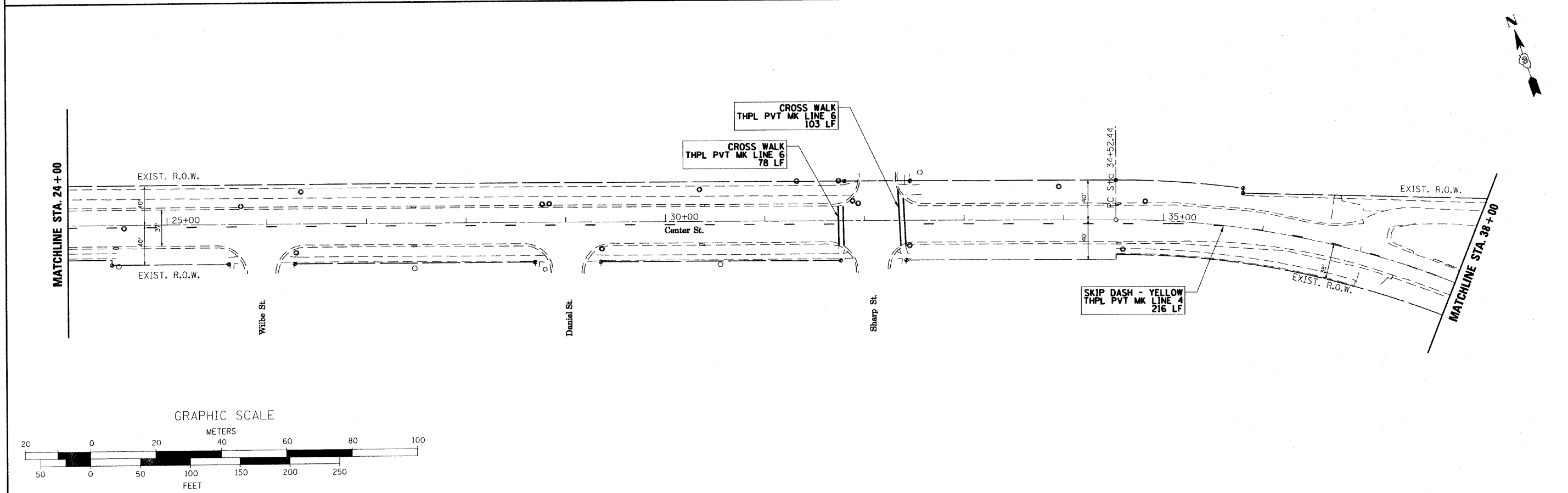
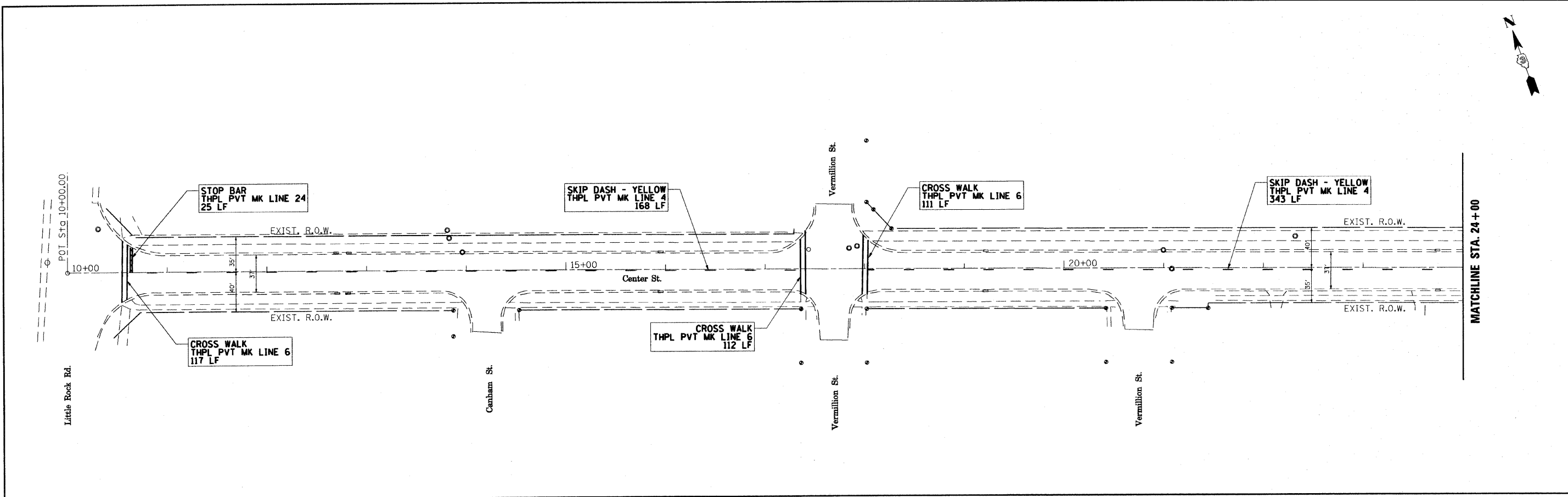
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	PLOT DATE = #DATE#	DATE - 4-20-2009	REVISED -			CONTRACT NO. 87417					



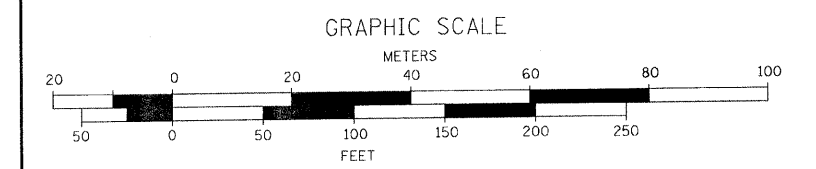
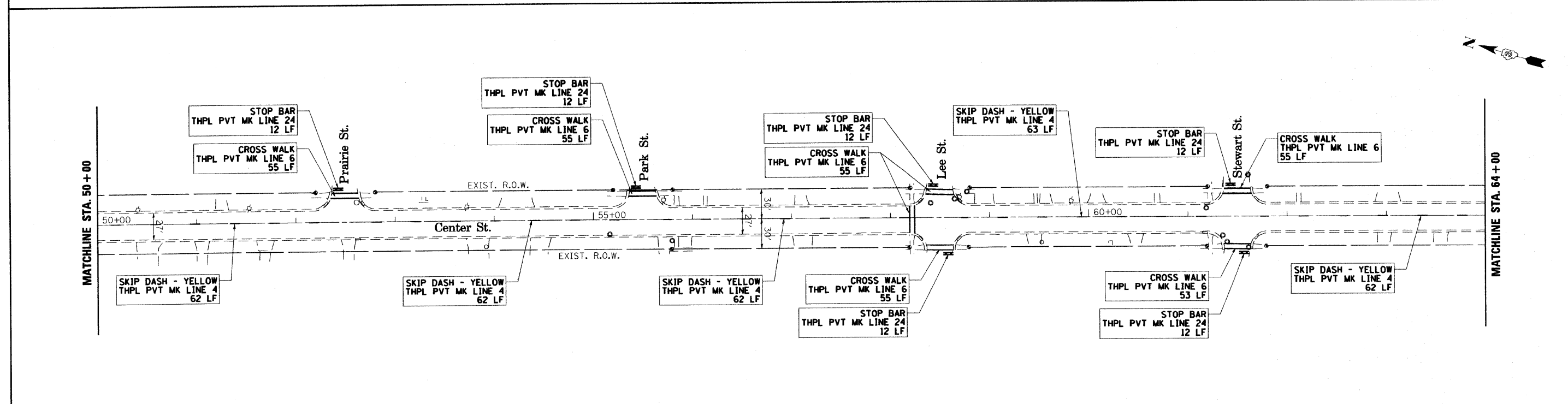
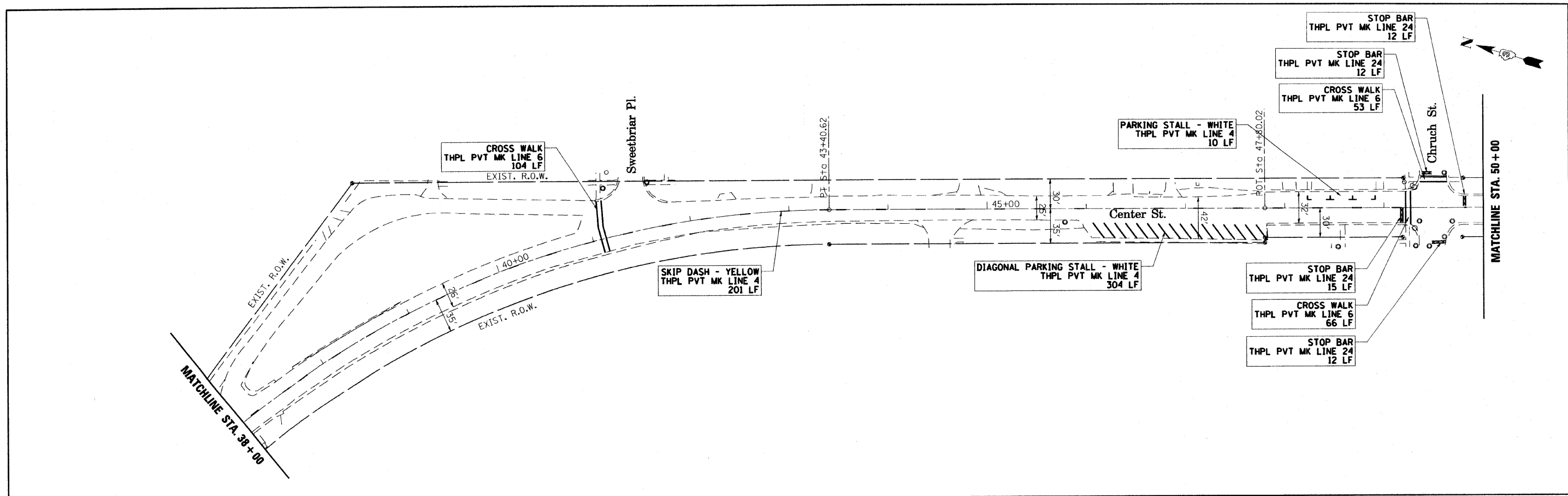
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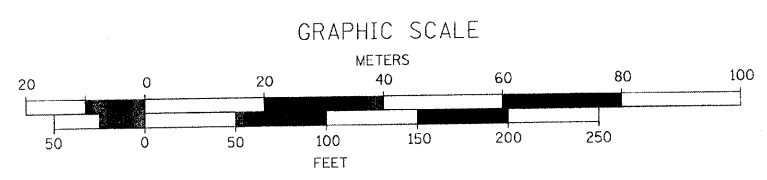
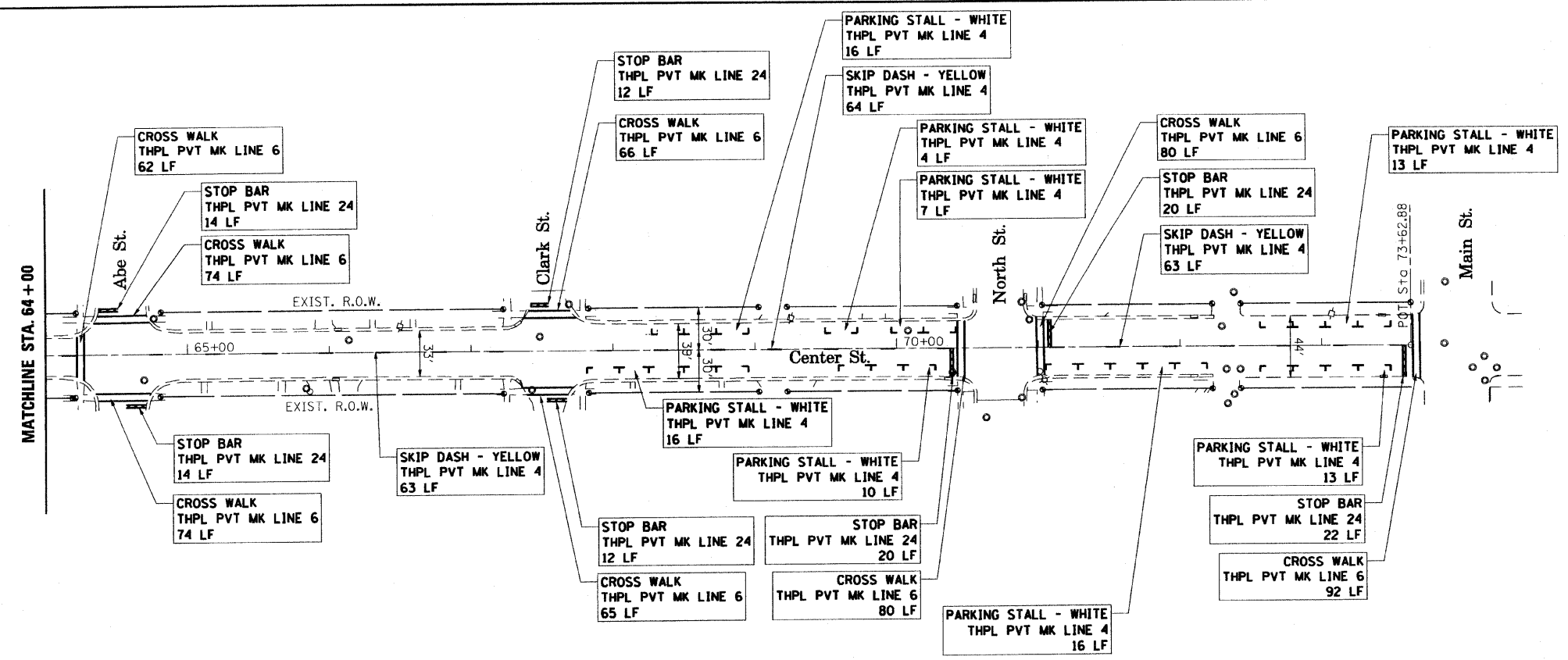
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#FILE#	PLOT SCALE = #SCALE#	DRAWN - DWS	REVISED - DWS 7-24-2009			SCALE: 1" = 50'	SHEET NO. 8 OF 13 SHEETS	STA. 64+00	TO STA. 73+63	CONTRACT NO. 87417		
	PLOT DATE = #DATE#	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 4-20-2009	REVISED -									



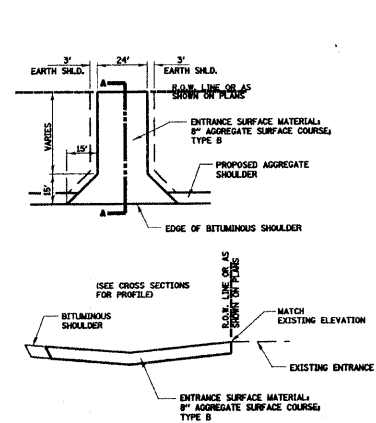
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#FILE#	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET NO. 9 OF 13 SHEETS	STA. 10+00 TO STA. 38+00	ILLINOIS FED. AID PROJECT				
	PLOT DATE = #DATE#	DATE - 4-20-2009	REVISED -		CONTRACT NO. 87417							



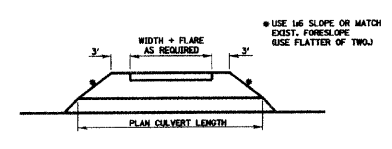
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FILEL#	PLOT SCALE = #SCALE	DRAWN - DWS	REVISED -		SCALE: 1" = 50'	SHEET NO. 10 OF 13 SHEETS	STA. 38+00 TO STA. 64+00	CONTRACT NO. 87417				
	PLOT DATE = #DATE*	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 4-20-2009	REVISED -									



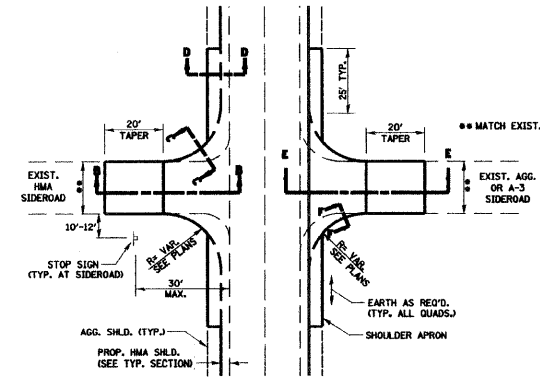
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	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET NO. 11 OF 13 SHEETS	STA. 64+00 TO STA. 73+63	CONTRACT NO. 87417				
PLOT DATE = #DATE#	DATE - 4-20-2009	REVISED -	REVISED -	<small>ILLINOIS FED. AID PROJECT</small>								



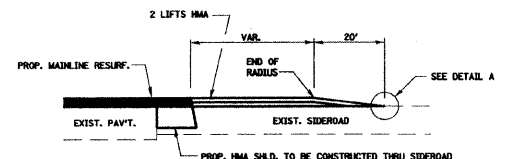
SECTION A-A
FIELD ENTRANCE DETAIL



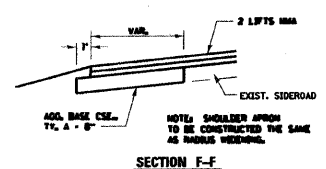
402-1



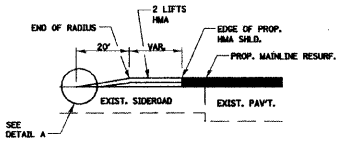
SIDEROAD DETAIL



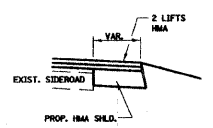
SECTION E-E



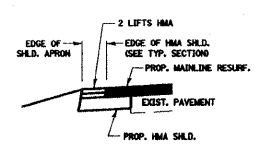
SECTION F-F



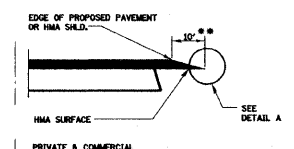
SECTION B-B



SECTION C-C



SECTION D-D

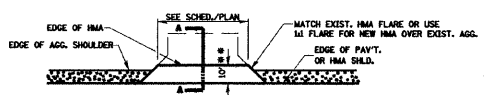


SECTION A-A
DETAILS AT ENTRANCES

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. A-C LOCATIONS SHALL BE FEATHER TAPERED.

DETAIL A

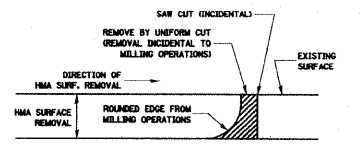
PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

DO NOT RESURFACE FIELD ENTRANCES

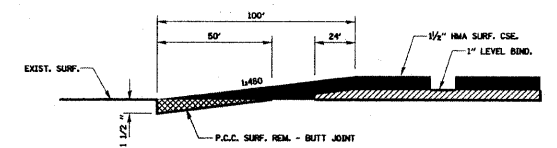
406-3



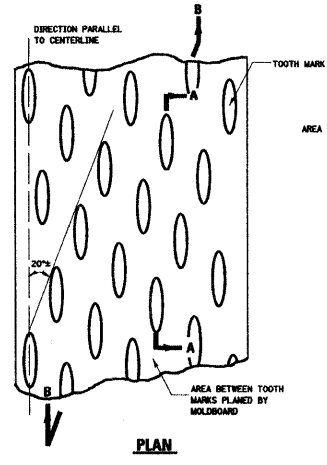
NOTE: WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL.

HMA DETAIL AT BUTT JOINTS

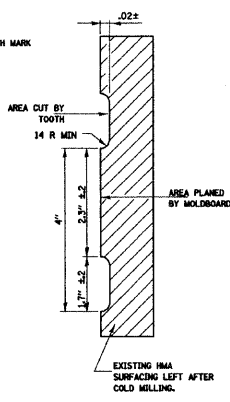
406-8



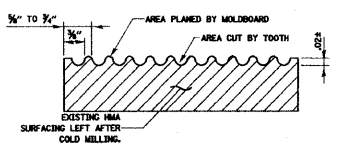
406-10



PLAN



SECTION A-A

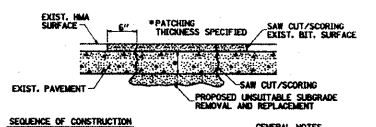


SECTION B-B
PROJECTED PERPENDICULAR TO CENTERLINE

REQUIRED COLD MILLED SURFACE TEXTURE

440-2

- COLD MILLING SHALL CONSIST OF TWO PROCESSES: CUTTING WITH CARBIDE TEETH MOUNTED ON A ROTATING DRUM, AND PLANING WITH A MOLDBOARD MOUNTED IMMEDIATELY BEHIND THE CUTTING DRUM.
- OTHER SIMILAR PATTERNS WILL BE ACCEPTABLE IF THEY CONSIST OF A SMOOTH, FLAT PLANNED SURFACE INTERSPERSED WITH A PATTERN OF DISCONTINUOUS LONGITUDINAL STRIATIONS.



- SEQUENCE OF CONSTRUCTION**
- REMOVE THE EXISTING HMA SURFACE.
 - REMOVE AND REPLACE FULL DEPTH PATCHES.
 - REPLACE HMA SURFACE.
- GENERAL NOTES**
- THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12" WIDER ON EACH SIDE OF THE TRENCH.
 - FOR BASIS OF PAYMENT SEE SPECIAL PROVISION "PATCHING WITH HMA OVERLAY REMOVAL".

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

442-1

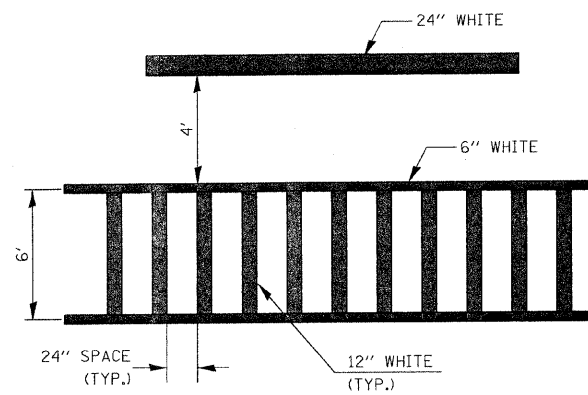
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#FILEL#		DRAWN - DWS	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE - 06-02-2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Details

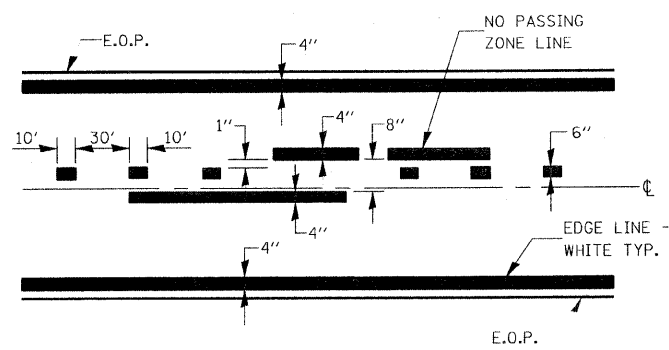
SCALE: SHEET NO. 12 OF 13 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6470	09-00037-00-RS	Kendall	13	12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 87417	



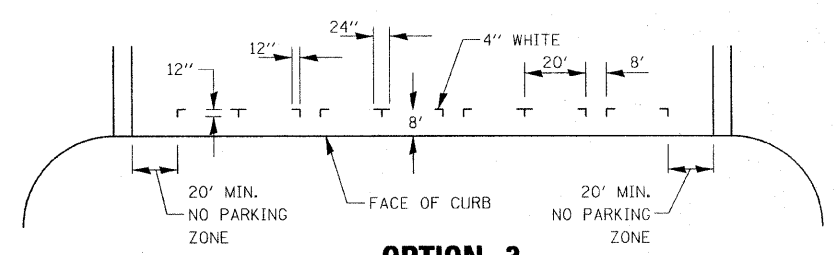
**TYPICAL SPACING DETAIL FOR
CROSSWALKS AND STOP BARS**

**780-3
OPTION 2**



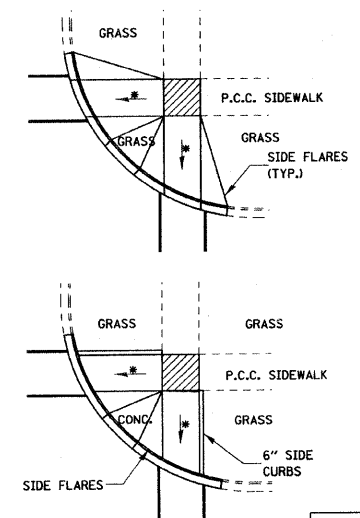
PAVEMENT MARKING
(SEE TYPICAL SECTIONS)

780-8



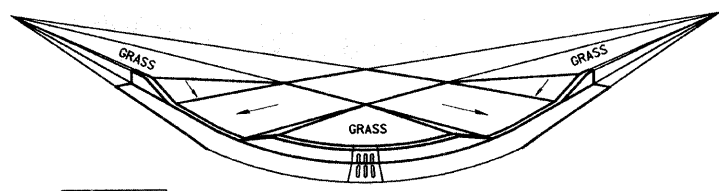
**OPTION 3
TYPICAL PARKING SPACING**

780-22



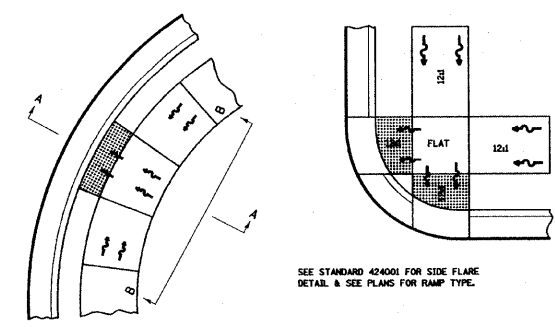
TYPICAL CURB APPLICATIONS FOR METHOD 1

424-6



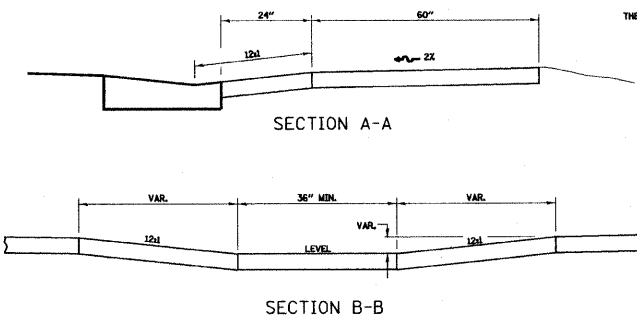
**ADA SIDEWALK ACCESSIBILITY RAMP
METHOD 1 PERSPECTIVE WITH SIDE FLARES**

424-8



SEE STANDARD 424001 FOR SIDE FLARE
DETAIL & SEE PLANS FOR RAMP TYPE.

NOTES:
THIS DETAIL TO BE USED IN CONJUNCTION WITH STATE STANDARD 424001.
THE MAXIMUM ALLOWABLE CROSS SLOPE FOR SIDEWALK IS 2%.
THE MAXIMUM ALLOWABLE SIDEWALK GRADE IS 8%.
IF SPACE LIMITATIONS PROHIBIT THE USE OF THE 12% SLOPE, THEN SLOPES
BETWEEN 10% AND 12% ARE PERMITTED FOR A MAXIMUM RISE OF 6". SLOPES
8% AND 10% ARE ALLOWED FOR A MAXIMUM RISE OF 3". SLOPES STEEPER THAN
8% ARE NOT PERMITTED.
THE DEPRESSED CURB IS NOT STANDARD. THE RISE IS 1/2" INSTEAD OF 1/4".



ADA SIDEWALK ACCESSIBILITY RAMP DETAIL

424-29

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - JAR	REVISED - DWS 6-29-2009
		DRAWN - DWS	REVISED -
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -
	PLOT DATE = #DATE#	DATE - 06-02-2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Details			
SCALE:	SHEET NO. 13 OF 13 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6470	09-00037-00-RS	Kendall	13	13
CONTRACT NO. 87417				
ILLINOIS FED. AID PROJECT				