

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

04-22-2016 LETTING ITEM 008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 1441 (WILSON STREET)

RADDANT ROAD TO KIRK ROAD

RESURFACING

SECTION: 15-00085-00-RS

PROJECT NO. M-4003(607)

CITY OF BATAVIA

KANE COUNTY

C-91-104-16

F.A.P. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	15-00085-00-RS	KANE	18	1
			18+2=20	
CONTRACT NO. 61C55				



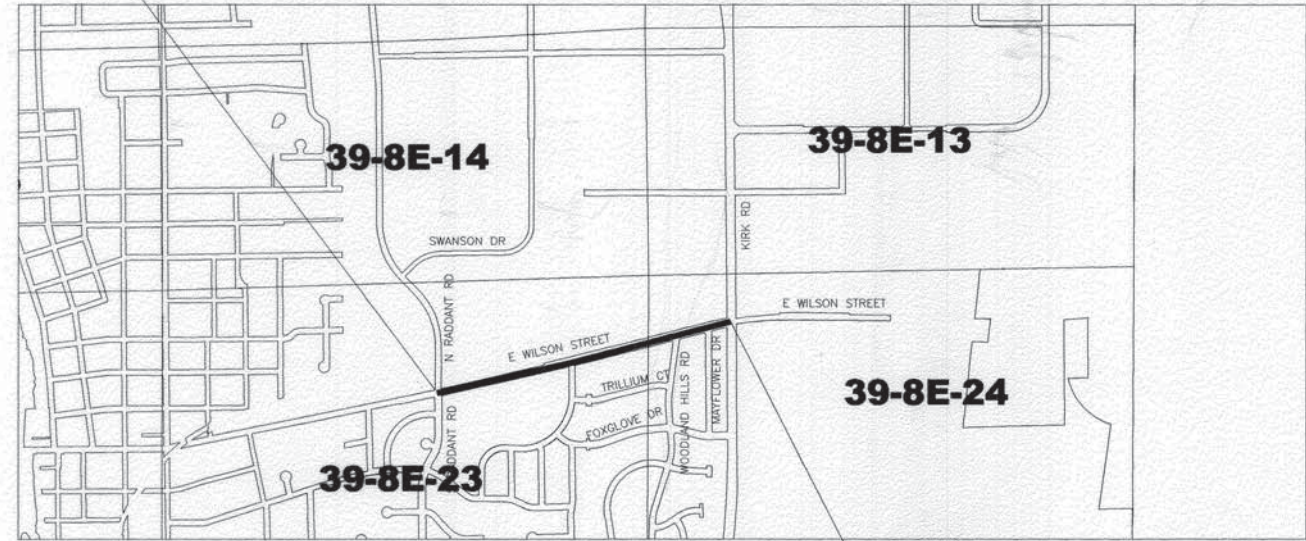
LOCATION OF SECTION INDICATED THUS: — ■ —

TRAFFIC DATA

E WILSON STREET: MINOR ARTERIAL
ADT (2014 to 2040) = 6400 -11,000
POSTED SPEED 30 MPH
DESIGN SPEED 30 MPH

FUNCTIONAL CLASSIFICATION: MINOR ARTERIAL

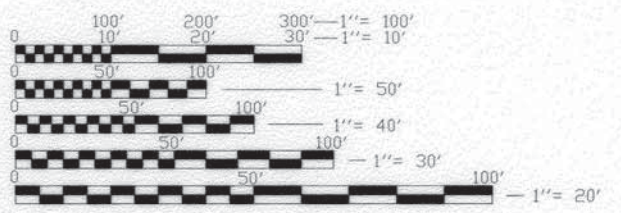
PROJECT BEGINS
STA. 0+48.67
EAST WILSON STREET



PROJECT ENDS
STA. 33+65
EAST WILSON STREET

LOCATION MAP
N.T.S.

PROJECT LOCATION = TOWNSHIP 39 NORTH,
RANGE 8 EAST, BATAVIA TOWNSHIP, 3RD P.M.
GROSS LENGTH OF PROJECT = 3,316.33 FEET (0.63 MILES)
NET LENGTH OF PROJECT = 3,316.33 FEET (0.63 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



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: January 25, 2016
Robert Brin
CITY OF BATAVIA, CITY ENGINEER

PASSED: FEBRUARY 9, 2016
Christoph Hatt
BUREAU CHIEF OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW: February 11, 2016
John F. Grimm
DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

DATE: 1/25/2016

BY: *T. Grimm*
TIMOTHY F. GRIMM, P.E.
REGISTERED P.E. STATE OF ILLINOIS

LICENSE EXPIRES: NOVEMBER 30, 2017

CONTRACT NO. 61C55

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

FEDERAL AID PROGRAM ENGINEER: FAWAD AGUEEL, PE (847) 705-4021, SCHAMBOURG, IL
 Design: 25 Jan 2016 11:15pm
 PLOTTED: Monday, 25 Jan 2016 11:15pm
 SAVED: Friday, 22 Jan 2016 4:32:11pm

GENERAL NOTES

- ALL REFERENCES TO THE STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE APRIL 1 2016 VERSION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
- EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO RECORD INFORMATION OBTAINED FROM THE UTILITY COMPANIES, CITY OF BATAVIA 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 SPECIAL PROVISION LR105.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF BATAVIA AND KANE COUNTY DEPARTMENT OF TRANSPORTATION.
- BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, THE CITY OF BATAVIA AND KANE COUNTY (630-208-3130) FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH ARTICLE 108.02.
- UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE WITHOUT WRITTEN CONSENT FROM THE ENGINEER.
- FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPURTENANCES 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 CAUSE 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 RESPONSIBILITY OF THE CONTRACTOR TO FIX.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- BASE COURSE (WHERE REQUIRED) 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.
- PRIOR TO PLACING HOT-MIX ASPHALT ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HOT-MIX ASPHALT BEING PLACED.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL WORK INCLUDING TOP SOIL, PLACEMENT, AND LEVELING BINDER COURSE HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE (WHERE REQUIRED), OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED, ONE (1) SAND BAG ACROSS EACH BOTTOM RAIL. TYPE III BARRICADES SHALL HAVE FOUR (4) WEIGHTED SANDBAGS.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO ADDITIONAL COST.
- 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 LOCATED AT 200 NORTH RADDANT ROAD BATAVIA IL 60510.
- 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 (SPECIAL).

- BUTT JOINTS** - BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- MILLED PAVEMENT OPEN TO TRAFFIC** - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1.5 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH). A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 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 ENCOUNTERED, 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 INCLUDED IN THE COST OF 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 IN PLACE SHALL BE INCLUDED IN THE COST OF THE ITEM BEING INSTALLED.
- DETECTABLE WARNINGS** - THE CONTRACTOR SHALL UTILIZE THE VITRIFIED POLYMER COMPOSITE NON-REMOVABLE DETECTABLE TACTILE WARNING SYSTEM IN THE RED COLOR IN CONFORMANCE WITH ADAG. CURB RAMP SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE ADJACENT SIDEWALK WITH A MINIMUM THICKNESS OF 6 IN.
- HOT-MIX ASPHALT SURFACE REMOVAL** - STREETS THAT HAVE CRACK SEAL MATERIAL AT THE JOINT ALONG THE CURB AND THE PAVEMENT EDGE WILL REQUIRE 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 INCLUDED IN THE COST 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 PAVEMENT BE ALLOWED TO REMAIN OVER WINTER.
- DETECTOR LOOP REPLACEMENT** - CONTRACTS SUCH AS PAVEMENT GRINDING OR PATCHING WHICH REQUIRE CONTRACTS SUCH AS PAVEMENT GRINDING OR PATCHING WHICH RESULT IN THE DESTRUCTION OF TRAFFIC SIGNAL DETECTION REQUIRE A NOTIFICATION OF INTENT TO WORK AND AN INSPECTION. A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE DETECTION REMOVAL, THE CONTRACTOR SHALL NOTIFY THE:
 - TRAFFIC-PERMIT ENGINEER AT (630) 208-3139;
 - KDOT ELECTRICAL MAINTENANCE CONTRACTOR AT (773) 287-7600;
 - THORNE ELECTRIC, SPPEDWAY SIGNAL CONTRACTOR (630) 774-3650 (IF SPEEDWAY WORK IS STILL UNDER CONSTRUCTION).

FAILURE TO PROVIDE PROPER NOTIFICATION MAY REQUIRE THE KDOT'S ELECTRICAL MAINTENANCE CONTRACTOR TO BE CALLED TO INVESTIGATE COMPLAINTS OF INADEQUATE TRAFFIC SIGNAL TIMING. ALL COSTS ASSOCIATED WITH THESE EXPENSES WILL BE PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO KDOT ACCORDING TO SECTION 109 OF THE "STANDARD SPECIFICATIONS."

DETECTOR LOOP REPLACEMENT WORK SHALL BE COMPLETED BY AN APPROVED ELECTRICAL CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL LOOPS INSTALLED IN NEW ASPHALT PAVEMENT SHALL BE INSTALLED IN THE BINDER COURSE AND NOT IN THE SURFACE COURSE. THE EDGE OF PAVEMENT OR THE CURB SHALL BE CUT WITH A 1/4" (6.3 MM) DEEP X 4" (100 MM) SAW-CUT TO MARK LOCATION OF EACH LOOP LEAD-IN. ROUND LOOPS WILL NOT BE PERMITTED UNLESS REQUIRED TO AVOID CONFLICTS WITH OTHER OBSTRUCTIONS AND APPROVED BY KDOT.

WHEN THE ROAD IS OPEN TO TRAFFIC, EXCEPT AS OTHERWISE PROVIDED IN SECTION 801 AND 850 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR MUST REQUEST A TURN-ON AND INSPECTION OF THE COMPLETED DETECTOR LOOP INSTALLATION AT EACH SEPARATE LOCATION. THIS REQUEST MUST BE MADE TO THE TRAFFIC-PERMIT ENGINEER AT (630) 208-3139 A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE TIME OF THE REQUESTED INSPECTION.

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6-8	EXISTING & PROPOSED TYPICAL CROSS SECTIONS
9-11	EXISTING & PROPOSED ROADWAY IMPROVEMENT PLAN
12	PROPOSED PAVEMENT MARKING PLAN
DISTRICT ONE DETAILS	
12	(TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS
13	(TC-13) DISTRICT ONE - TYPICAL PAVEMENT MARKINGS
14	(TC-16) PAVEMENT MARKING AND LETTERS & SYMBOLS FOR TYPICAL
15	(BD-8) DETAILS FOR FRAME AND LID ADJUSTMENT
16	(BD-32) BUTT JOINT AND HOT MIX ASPHALT TAPER DETAILS
17	(TS-05) STANDARD TRAFFIC SIGNAL DESIGN DETAILS, SHEET 2 OF 7
18	(TS-07) DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

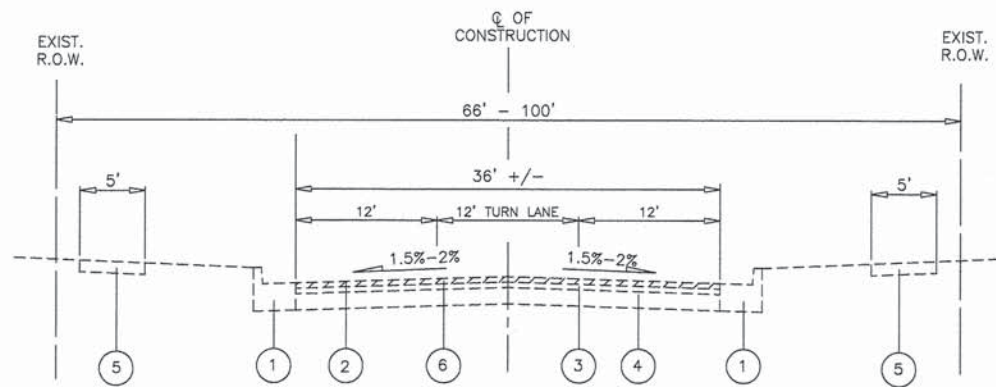
LIST OF STANDARD DRAWINGS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-08	PERPENDICULAR CURB RAMP FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMP FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMP FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

LEGEND OF SYMBOLS

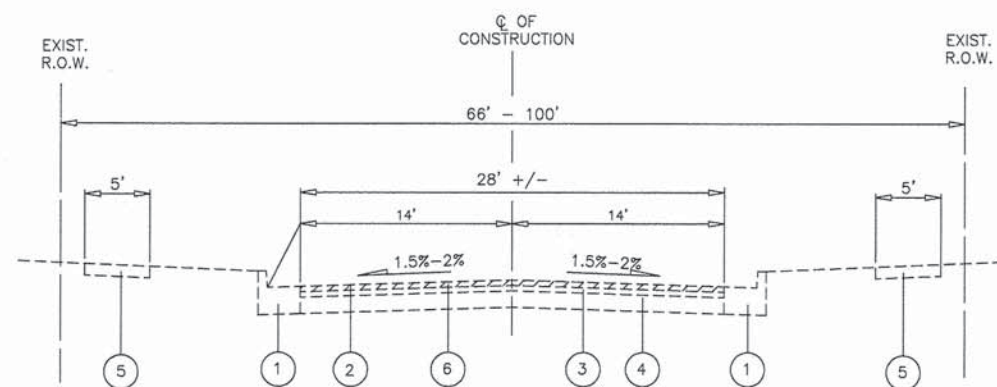
	DRIVEWAY PAVEMENT REMOVAL
	HOT-MIX ASPHALT DRIVEWAY PAVEMENT
	SIDEWALK REMOVAL
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	AGGREGATE SHOULDERS, TYPE B
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL
	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
	P PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
	R SIDEWALK REMOVAL
	SP FRAMES AND LIDS TO BE ADJUSTED SPECIAL
	ADJ FRAMES AND GRATES TO BE ADJUSTED
	MR MANHOLES TO BE RECONSTRUCTED
	IR INLETS TO BE RECONSTRUCTED
	FG FRAME AND GRATE - SPECIAL

FILE NAME =	USER NAME =	DESIGNED -- TFG	REVISED -- 10/19/2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		WILSON STREET LAFO GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -- DMO	REVISED --					1441	15-00085-00-RS	KANE	18	2
		CHECKED -- RB	REVISED --					CONTRACT NO. 61C55				
		DATE -- ---	REVISED --					ILLINOIS FED. AID PROJECT				
	PLOT SCALE = N.T.S.			SCALE: N.T.S.	SHEET NO. 2 OF 18 SHEETS	STA.	TO STA.					
	PLOT DATE = 1/25/2016											



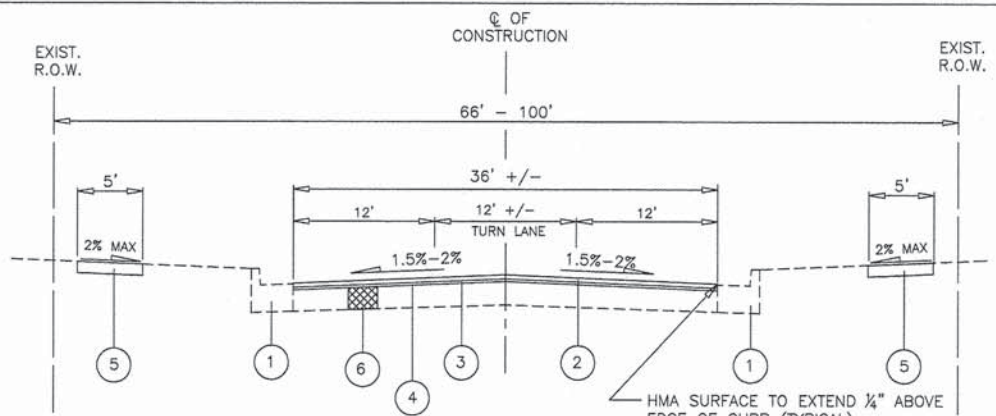
- ① EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ② EXISTING HOT-MIX ASPHALT SURFACE 1 1/2"
- ③ EXISTING HOT-MIX BINDER COURSE 1 1/2"
- ④ EXISTING P.C.C. BASE COURSE, 8" +/- (WITH BIT. BASE COURSE WIDENING, BOTH SIDES)
- ⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑥ HOT-MIX ASPHALT SURFACE REMOVAL - 2.75"

EXISTING TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 0+48.67 TO STA. 19+89



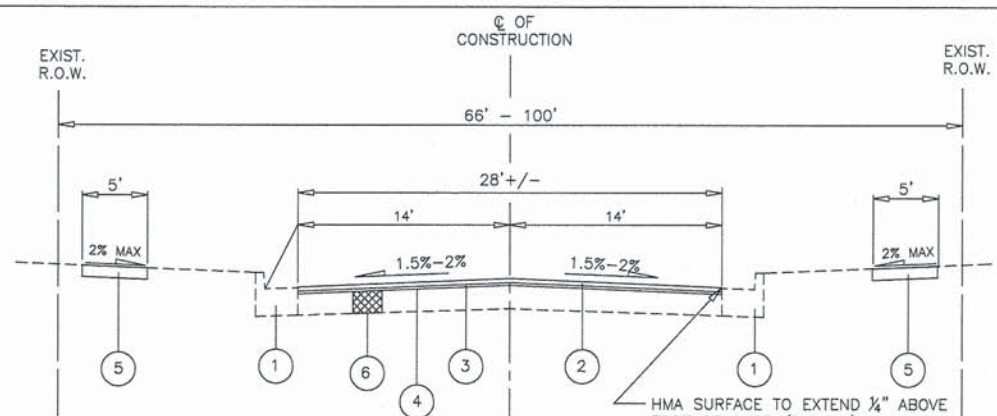
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- ⑥ HOT-MIX ASPHALT SURFACE REMOVAL - 2.75"

EXISTING TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 19+89 TO STA. 29+89



- ① COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ② HOT-MIX SURFACE COURSE, MIX "D", N70, 2"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50, 1"
- ④ BITUMINOUS MATERIALS (TACK COAT)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ⑥ CLASS D PATCHES, 8 INCH (AT VARIOUS LOCATIONS)

PROPOSED TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 0+48.67 TO STA. 19+89



- ① COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ② HOT-MIX SURFACE COURSE, MIX "D", N70, 2"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50, 1"
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- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ⑥ CLASS D PATCHES, 8 INCH (AT VARIOUS LOCATIONS)

PROPOSED TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 19+89 TO STA. 29+89

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM DESCRIPTION	VOIDS
RESURFACING - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" (IL-9.5MM)	4% @ 70
RESURFACING - POLYMERIZED LEVELING BINDER (MACHINE_METHOD), N50, 1" (IL-4.75)	3.5% @ 50
PATCHING - CLASS D PATCHES (HMA BINDER IL-19MM) (TYPE III OR IV)	4% @ 70
RES DRIVEWAY - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 3" (IL-9.5MM)	4% @ 50
COMM DRIVEWAY - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 6" (IL-9.5MM)	4% @ 50

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 76-22" AND FOR NON-POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP", SEE DISTRICT ONE SPECIAL PROVISIONS.
- 3. THE CONTRACTOR SHALL MILL BEFORE PATCHING.
- 4. PATCHING - MAXIMUM LIFT OF 2.25".

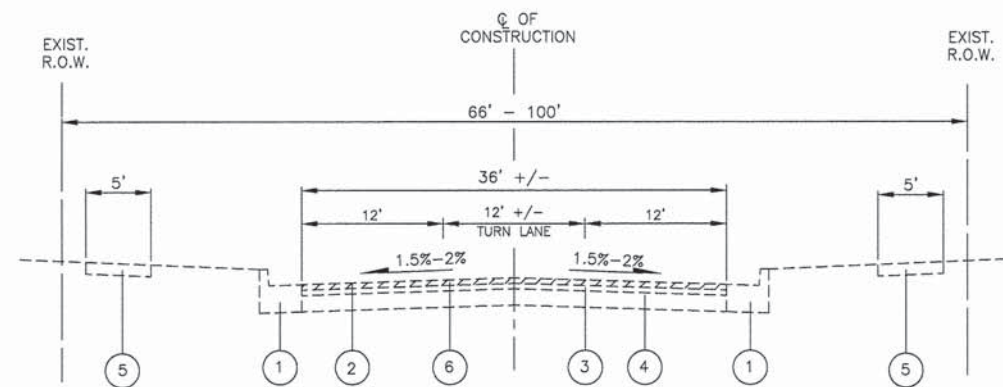
FILE NAME =	USER NAME =	DESIGNED -- TFG	REVISED --
		DRAWN -- DMO	REVISED --
		CHECKED -- RB	REVISED --
		DATE -- 10/15/2015	REVISED -- 11/16/2015

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WILSON STREET LAFO - RADDANT TO KIRK
TYPICAL SECTIONS

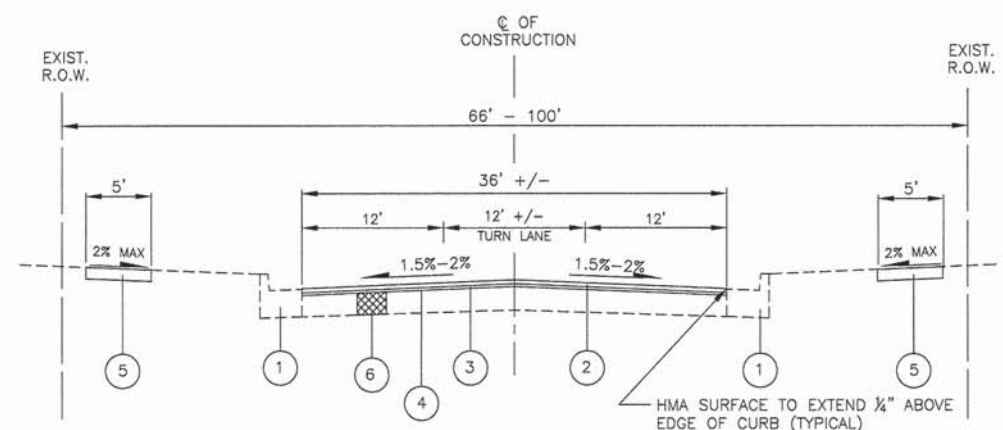
SCALE: N.T.S. SHEET NO. 1 OF 18 SHEETS STA. TO STA.

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	15-00085-00-RS	KANE	18	4
CONTRACT NO. 61C55			ILLINOIS FED. AID PROJECT	



- ① EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ② EXISTING HOT-MIX ASPHALT SURFACE 1 1/2"
- ③ EXISTING HOT-MIX BINDER COURSE 1 1/2"
- ④ EXISTING P.C.C. BASE COURSE, 8"+/- (WITH BIT. BASE COURSE WIDENING, BOTH SIDES)
- ⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑥ HOT-MIX ASPHALT SURFACE REMOVAL - 2.75"

EXISTING TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 29+89 TO STA. 33+65



- ① COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ② HOT-MIX SURFACE COURSE, MIX "D", N70, 2"
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- ④ BITUMINOUS MATERIALS (TACK COAT)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
- ⑥ CLASS D PATCHES, 8 INCH (AT VARIOUS LOCATIONS)

PROPOSED TYPICAL SECTION
WILSON STREET - RADDANT TO KIRK
STA. 29+89 TO STA. 33+65

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 76-22" AND FOR NON-POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP", SEE DISTRICT ONE SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL MILL BEFORE PATCHING.
4. PATCHING - MAXIMUM LIFT OF 2.25".

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM DESCRIPTION	VOIDS
RESURFACING - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" (IL-9.5MM)	4% @ 70
RESURFACING - POLYMERIZED LEVELING BINDER (MACHINE_METHOD), N50, 1" (IL-4.75)	3.5% @ 50
PATCHING - CLASS D PATCHES (HMA BINDER IL-19MM) (TYPE III OR IV)	4% @ 70
RES DRIVEWAY - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 3" (IL-9.5MM)	4% @ 50
COMM DRIVEWAY - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 6" (IL-9.5MM)	4% @ 50

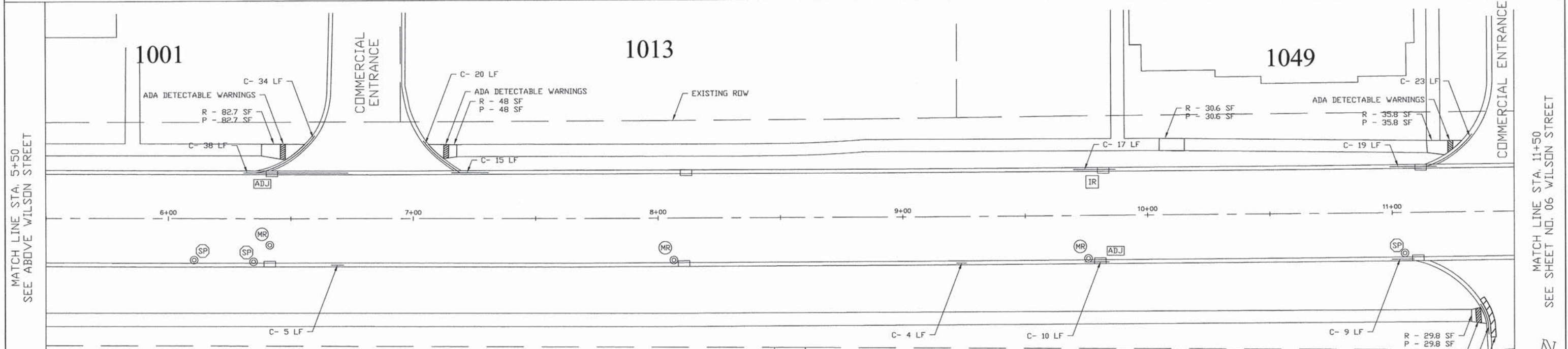
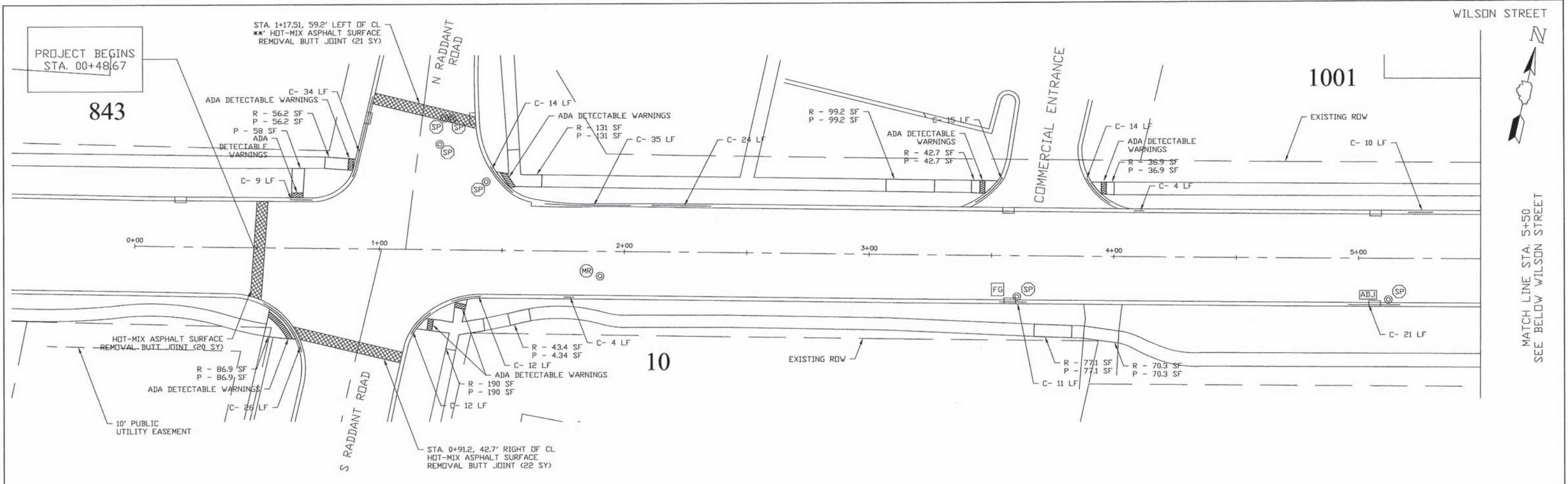
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PLOT SCALE = N.T.S.		CHECKED - RB	REVISED -
PLOT DATE = 2/9/2016		DATE - 10/15/2015	REVISED - 11/16/2015

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WILSON STREET LAFO - RADDANT TO KIRK
TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. 5 OF 18 SHEETS STA. TO STA.

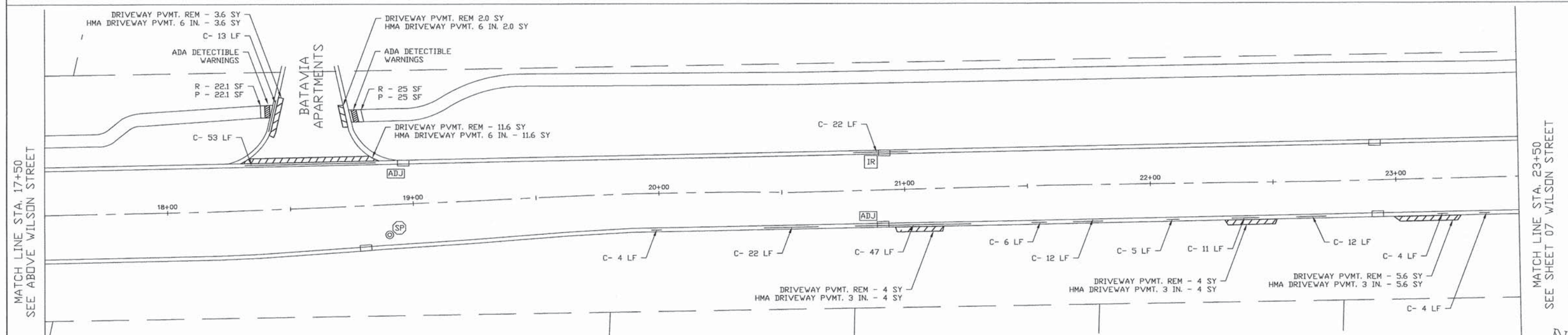
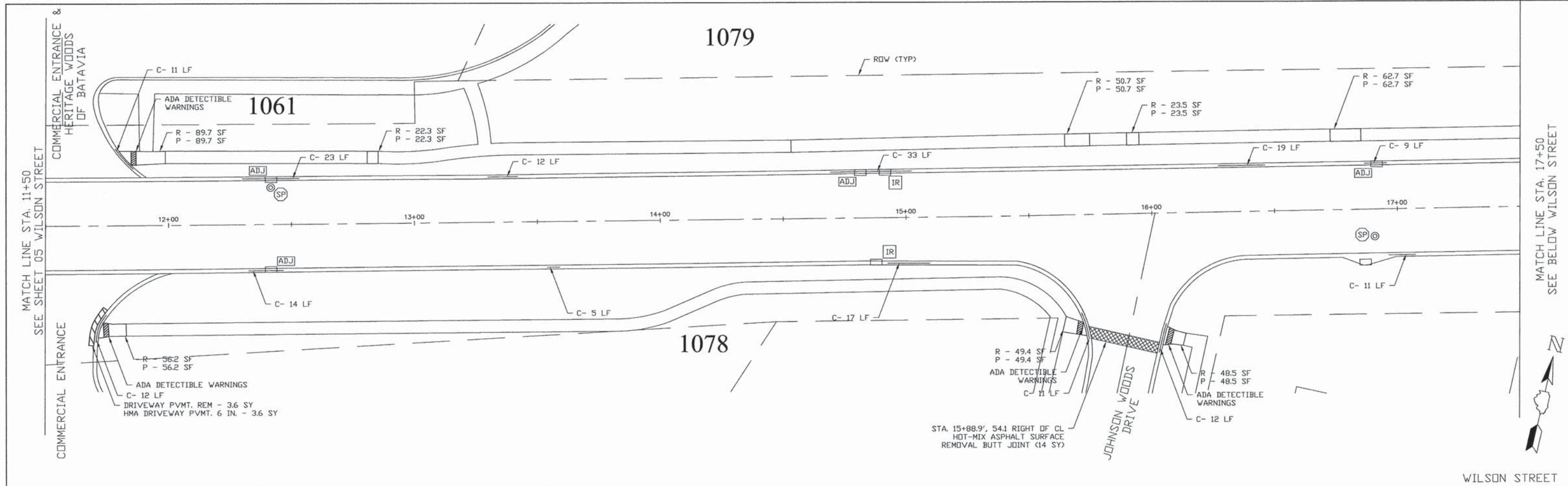
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	15-00085-00-RS	KANE	18	5
CONTRACT NO.				61C55
ILLINOIS FED. AID PROJECT				



- NOTES:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
 - R = SIDEWALK REMOVAL
 - P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - C = COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- DRIVEWAY PAVEMENT REMOVAL
 HOT-MIX ASPHALT DRIVEWAY PAVEMENT

- ADJUSTMENT LEGEND**
- FRAMES AND LIDS TO BE ADJUSTED SPECIAL
 - FRAMES AND GRATES TO BE ADJUSTED
 - MANHOLES TO BE RECONSTRUCTED
 - INLETS TO BE RECONSTRUCTED
 - FRAME AND GRATE - SPECIAL

FILE NAME =	USER NAME =	DESIGNED - TFG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILSON STREET LAFO PROPOSED PAVEMENT MARKING PLAN	F.A.P. RTE. 1441	SECTION 15-00085-00-RS	COUNTY KANE	TOTAL SHEETS 18	SHEET NO. 06	
PLOT SCALE - 1:1	CHECKED - RB	DATE - 10/19/2015	REVISED - 02/08/2016		SCALE: 1:20	SHEET NO. 06 OF 18 SHEETS	STA. 0+00	TO STA. 11+50	CONTRACT NO. 61C55		
PLOT DATE - 2/9/2016					ILLINOIS FED. AID PROJECT						



- NOTES:**
- UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
 - R = SIDEWALK REMOVAL
 - P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - C = COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- DRIVEWAY PAVEMENT REMOVAL
 HOT-MIX ASPHALT DRIVEWAY PAVEMENT

- ADJUSTMENT LEGEND**
- FRAMES AND LIDS TO BE ADJUSTED SPECIAL
 - FRAMES AND GRATES TO BE ADJUSTED
 - MANHOLES TO BE RECONSTRUCTED
 - INLETS TO BE RECONSTRUCTED
 - FRAME AND GRATE - SPECIAL

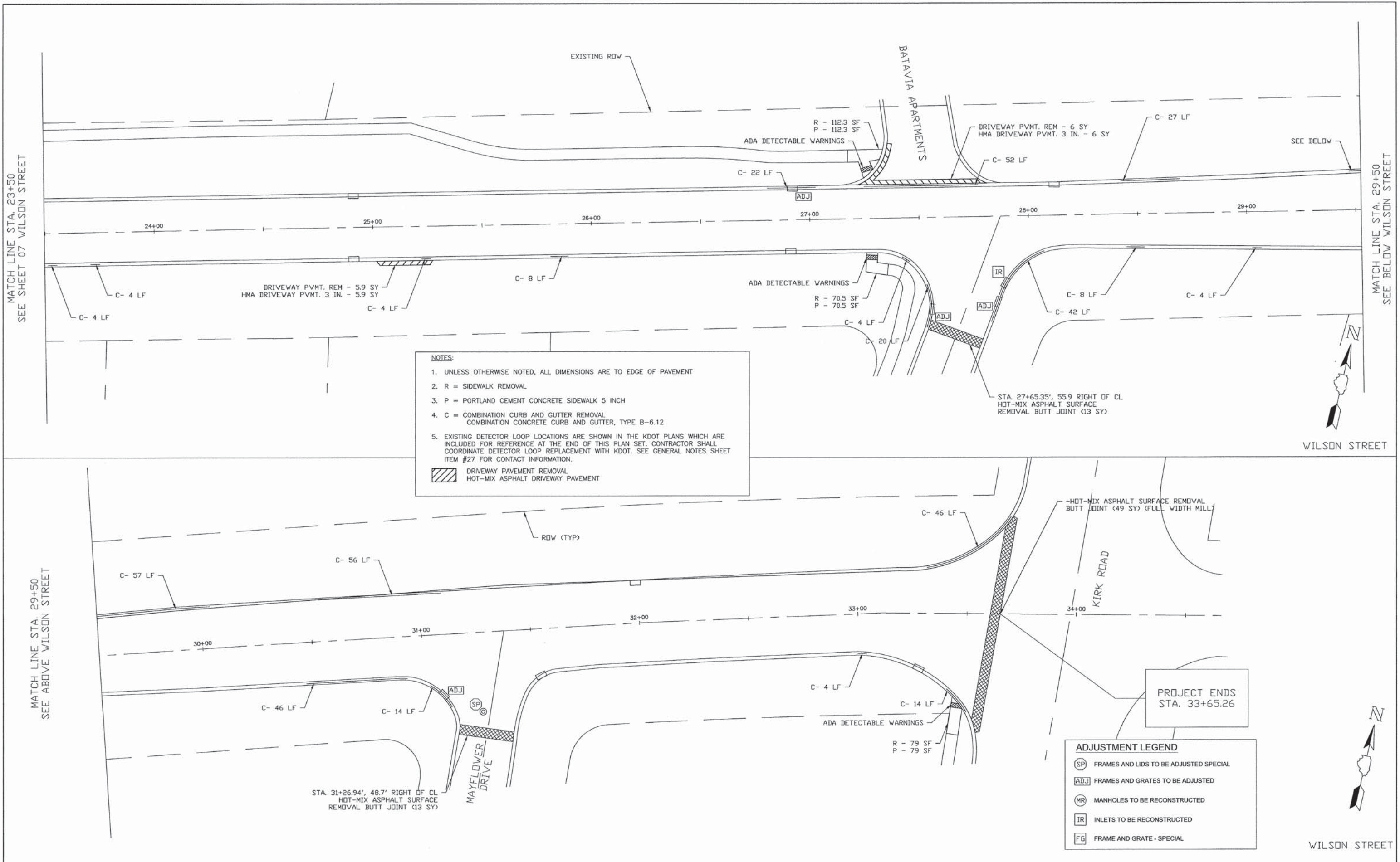
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		DATE - 10/19/2015	REVISED - 02/08/2016
PLOT SCALE = 1:1			
PLOT DATE = 2/9/2016			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WILSON STREET LAFO
PROPOSED PAVEMENT MARKING PLAN



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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1441	15-00085-00-RS	KANE	18	07
CONTRACT NO. 61C55				
ILLINOIS FED. AID PROJECT				








NOTES:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
2. R = SIDEWALK REMOVAL
3. P = PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
4. C = COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
5. EXISTING DETECTOR LOOP LOCATIONS ARE SHOWN IN THE KDOT PLANS WHICH ARE INCLUDED FOR REFERENCE AT THE END OF THIS PLAN SET. CONTRACTOR SHALL COORDINATE DETECTOR LOOP REPLACEMENT WITH KDOT. SEE GENERAL NOTES SHEET ITEM #27 FOR CONTACT INFORMATION.

 DRIVEWAY PAVEMENT REMOVAL
 HOT-MIX ASPHALT DRIVEWAY PAVEMENT

ADJUSTMENT LEGEND

-  FRAMES AND LIDS TO BE ADJUSTED SPECIAL
-  FRAMES AND GRATES TO BE ADJUSTED
-  MANHOLES TO BE RECONSTRUCTED
-  INLETS TO BE RECONSTRUCTED
-  FRAME AND GRATE - SPECIAL

MATCH LINE STA. 23+50
SEE SHEET 07 WILSON STREET

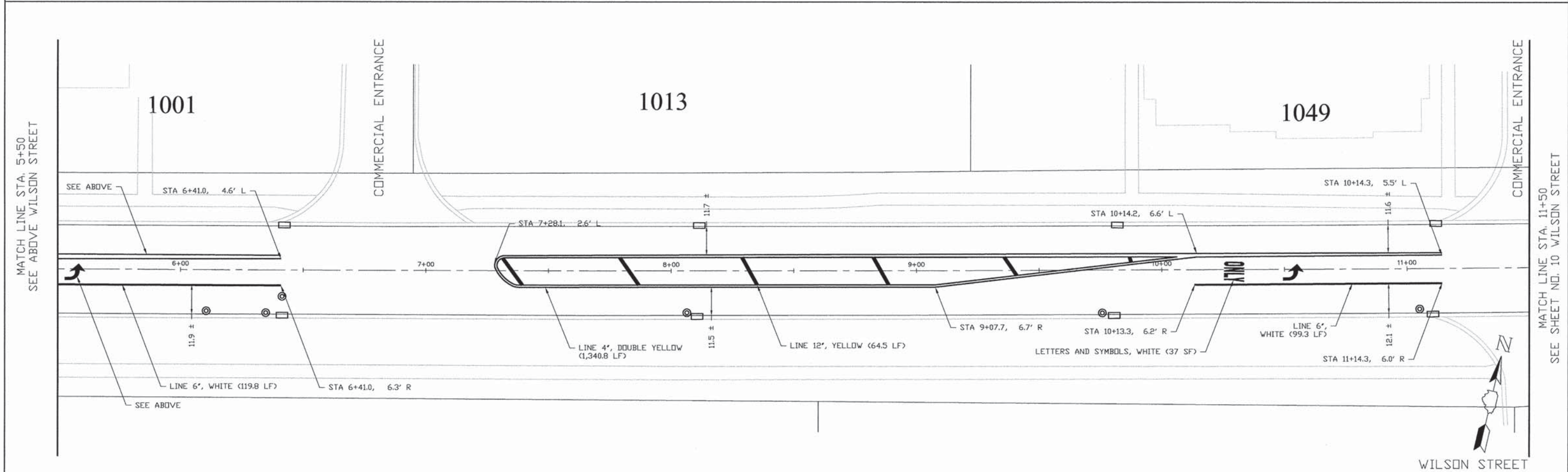
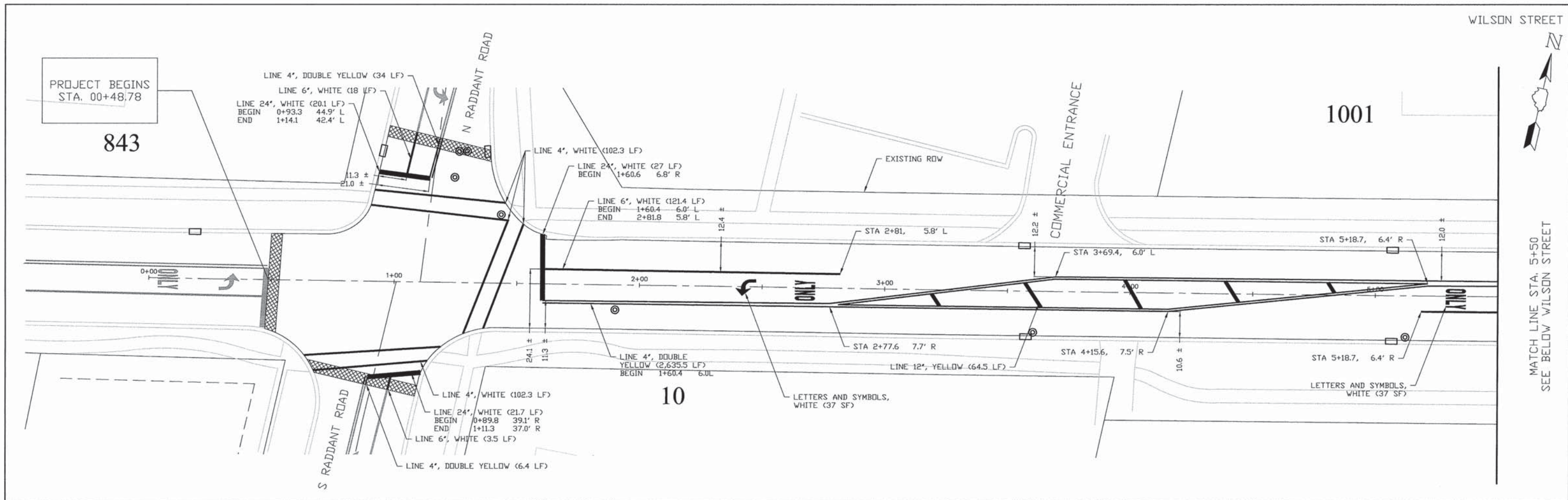
MATCH LINE STA. 29+50
SEE BELOW WILSON STREET

MATCH LINE STA. 29+50
SEE ABOVE WILSON STREET

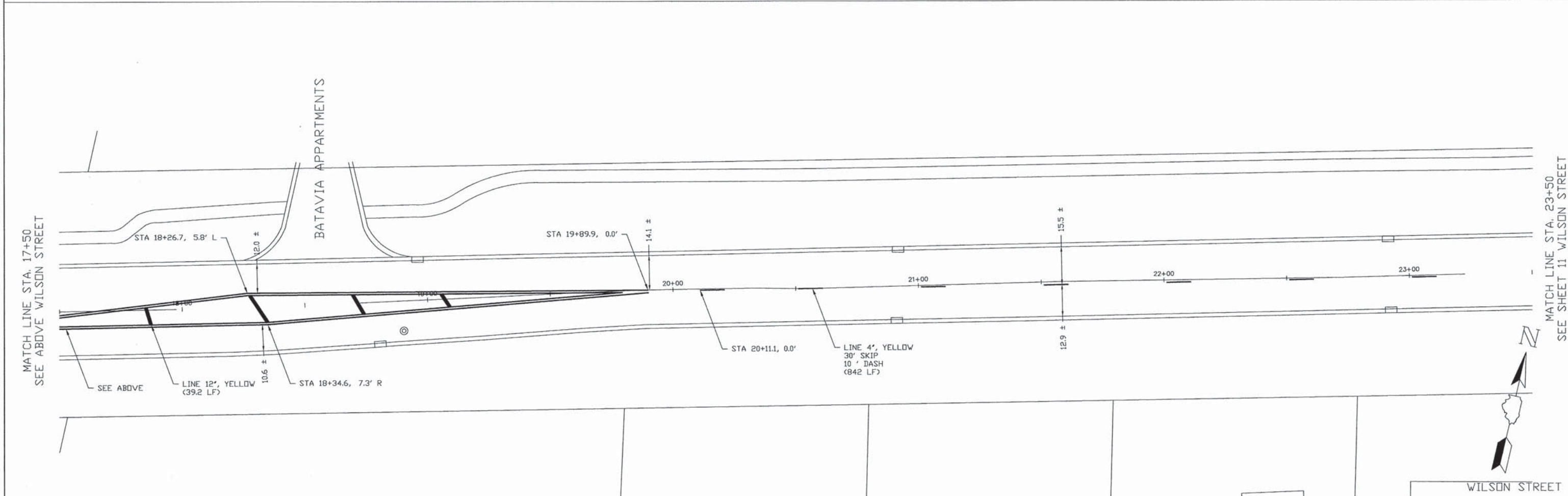
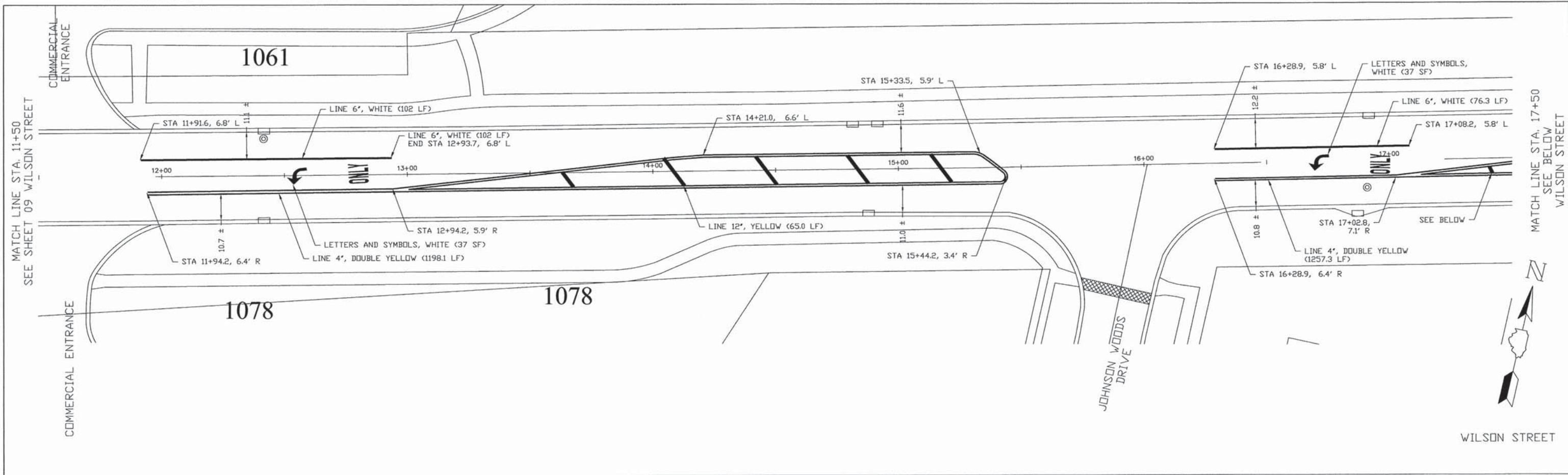
WILSON STREET

WILSON STREET

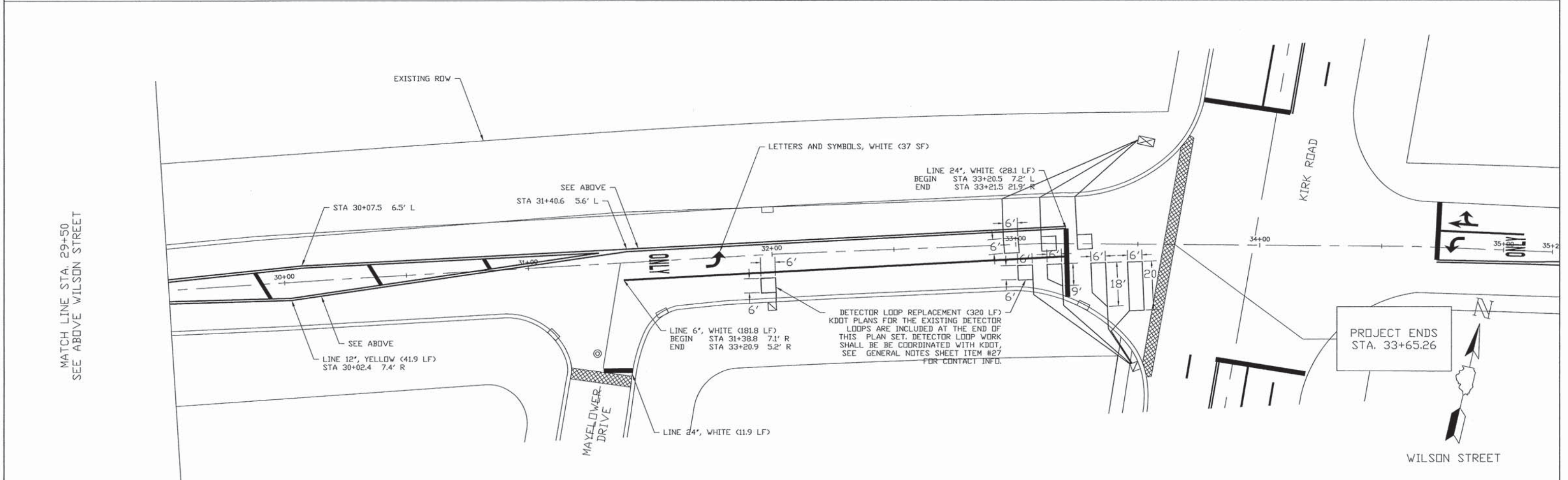
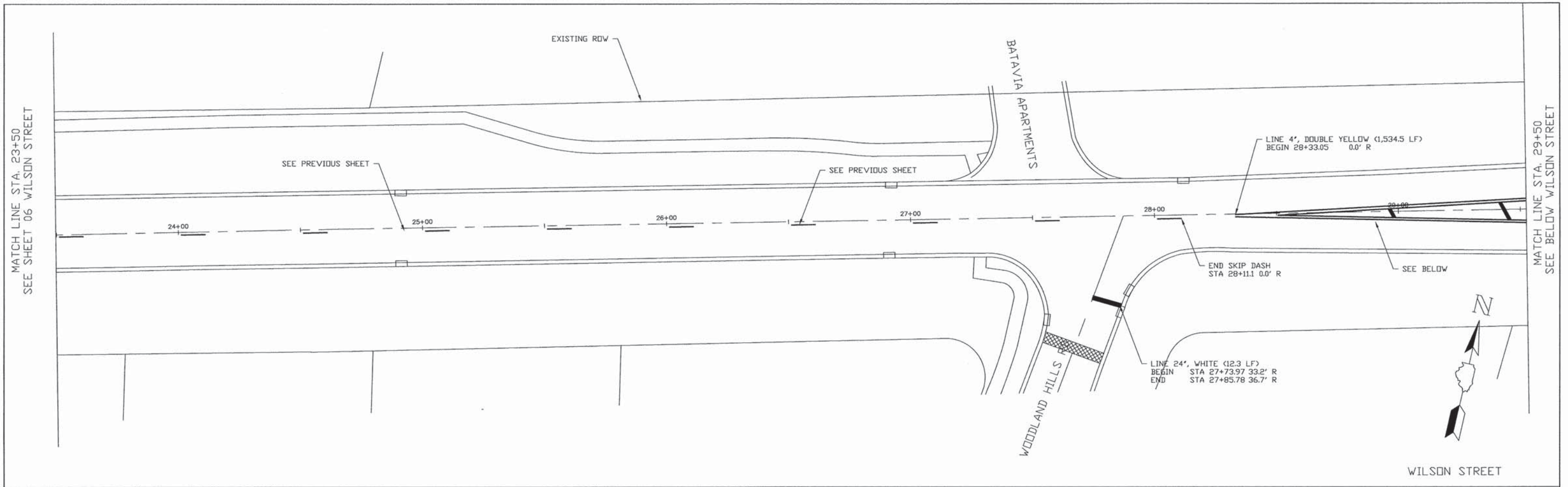
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		DATE - 10/19/2015	REVISED - 02/08/2016								



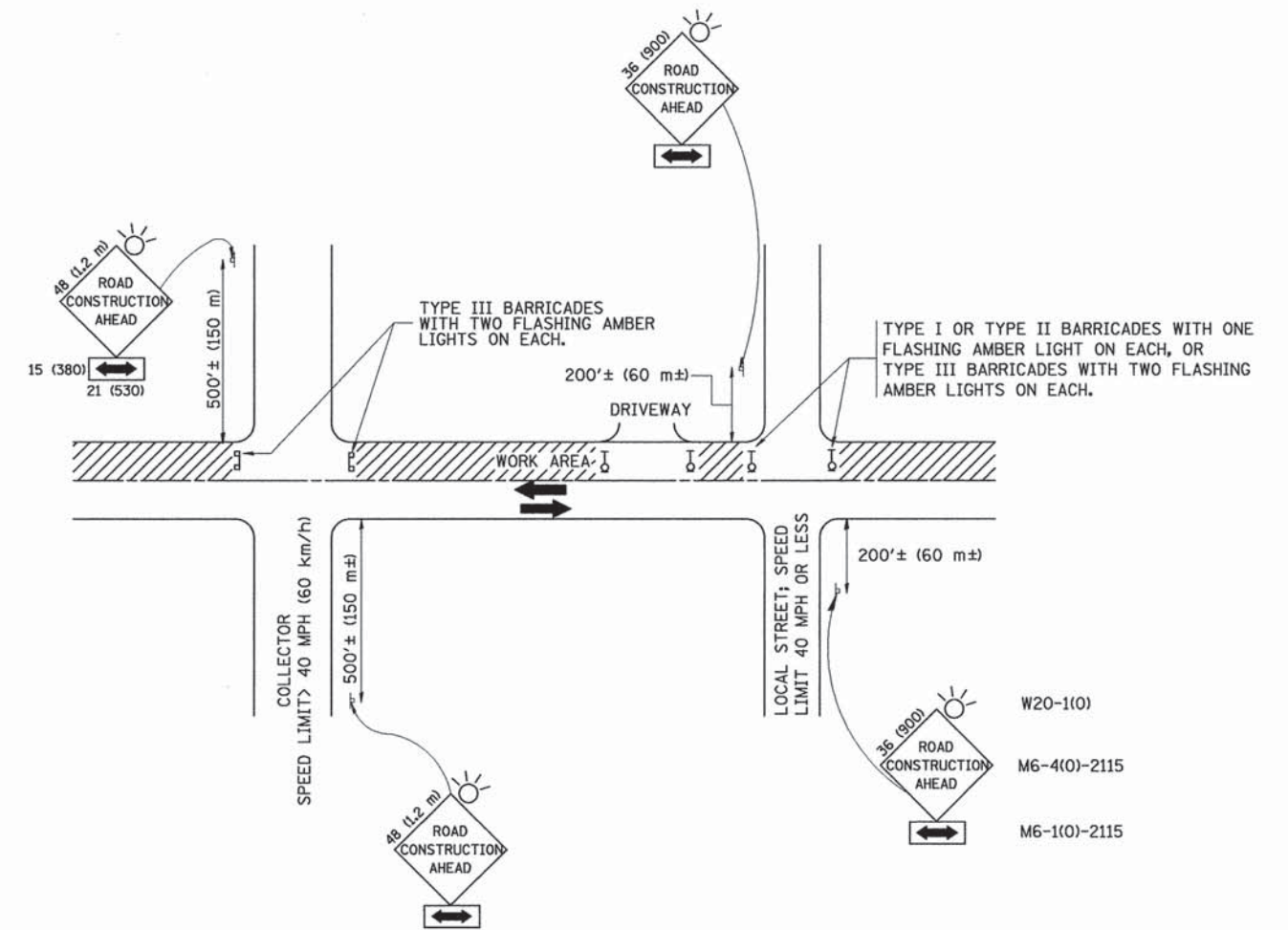
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		DRAWN -- DMO	REVISED --			1441	15-00085-00-RS	KANE	18	09	
		CHECKED -- RB	REVISED --			CONTRACT NO. 61C55					
		DATE -- 10/19/2015	REVISED --			ILLINOIS FED. AID PROJECT					
		PLOT SCALE = 1:1		SCALE: 1:20		SHEET NO. 09 OF 18 SHEETS		STA. 23+50 TO STA. 33+65.26			
		PLOT DATE = 1/25/2016									



TITLE NAME USER NAME PLOT SCALE = 1:1 PLOT DATE = 1/25/2016	DESIGNED -- TFG DRAWN -- DMO CHECKED -- RB DATE -- 10/19/2015	REVISED -- REVISED -- REVISED -- REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILSON STREET LAO PROPOSED PAVEMENT MARKING PLAN		F.A.P. RTE. 1441	SECTION 15-00085-00-RS	COUNTY KANE	TOTAL SHEETS 18	SHEET NO. 10	
	SCALE: 1:20 SHEET NO. 10 OF 18 SHEETS STA. 11+50 TO STA. 23+50					CONTRACT NO. 61C55 ILLINOIS FED. AID PROJECT					



FILE NAME =	USER NAME =	DESIGNED - TFG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILSON STREET LAFO PROPOSED PAVEMENT MARKING PLAN		F.A.P. RTE. 1441	SECTION 15-00085-00-RS	COUNTY KANE	TOTAL SHEETS 18	SHEET NO. 11	
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	PLOT DATE = 2/9/2016	CHECKED - RB	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 10/19/2015	REVISED -									



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.

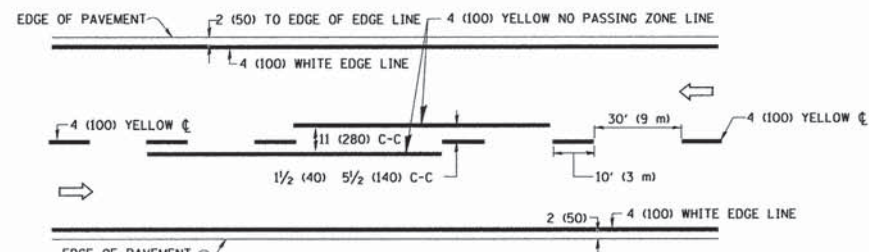
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
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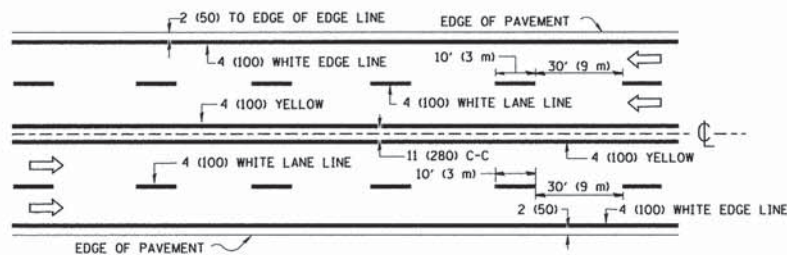
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

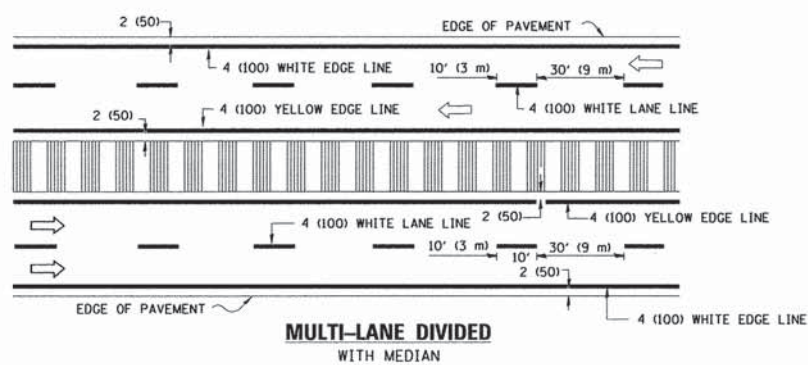
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			18	12
TC-10		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

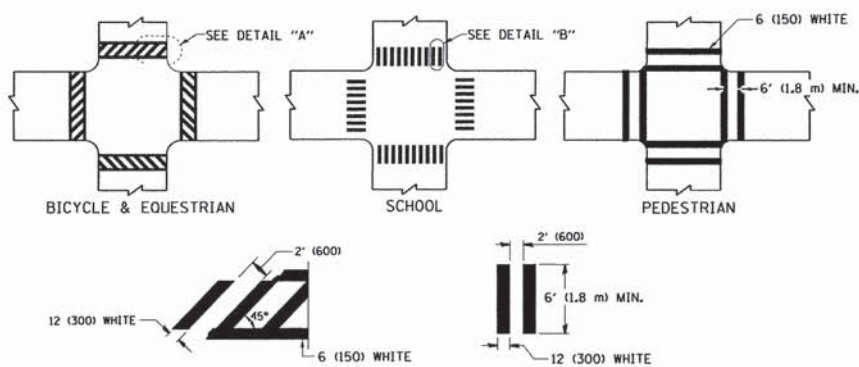


MULTI-LANE UNDIVIDED



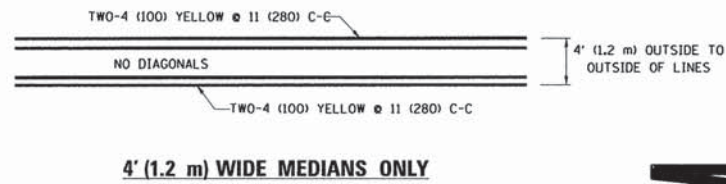
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

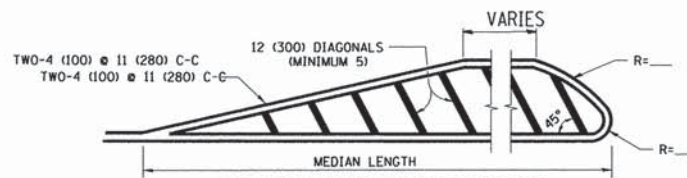


DETAIL "A" TYPICAL CROSSWALK MARKING

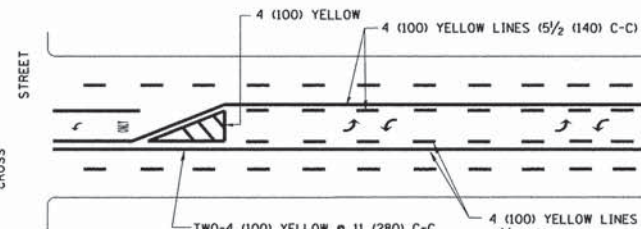
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



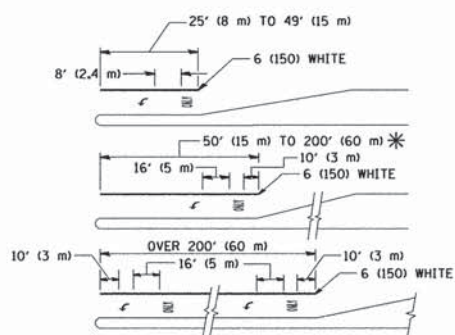
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



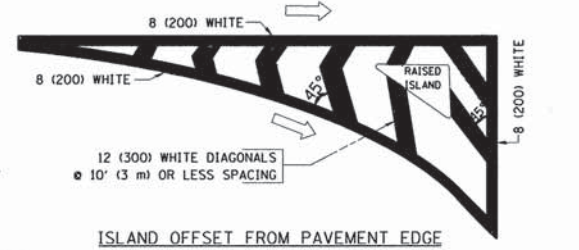
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



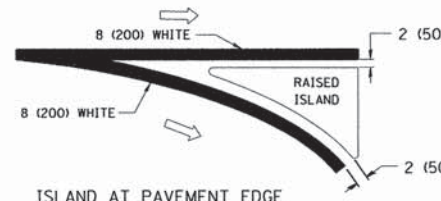
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * 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".

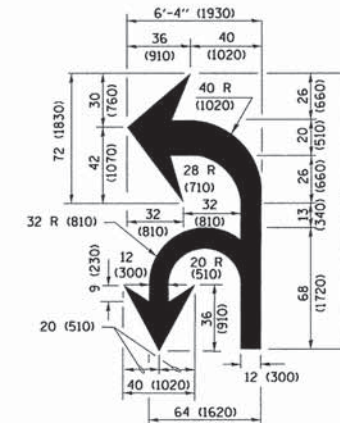


ISLAND OFFSET FROM PAVEMENT EDGE

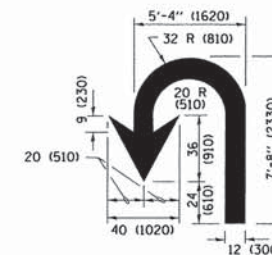


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION
 * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN & 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 (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

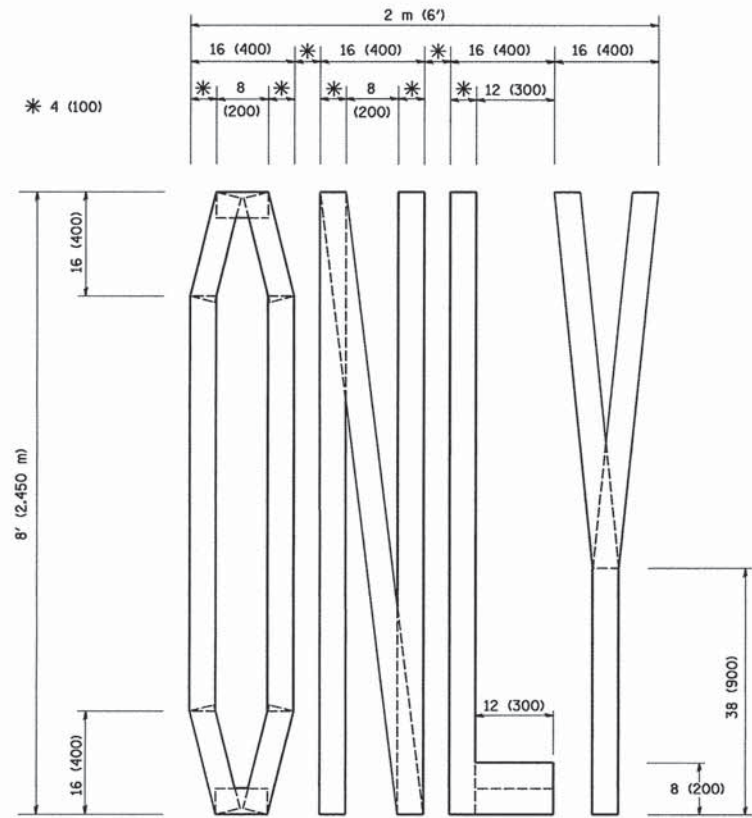
All dimensions are in inches (millimeters) unless otherwise shown.

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PROJECT =	PROJECT =	DRAWN =	REVISED - C. JUCIUS 09-09-09
PLLOT SCALE = 50.000' / 1" =	CHECKED -	REVISED - C. JUCIUS 07-01-13	
PLLOT DATE = 12/21/2015	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15	

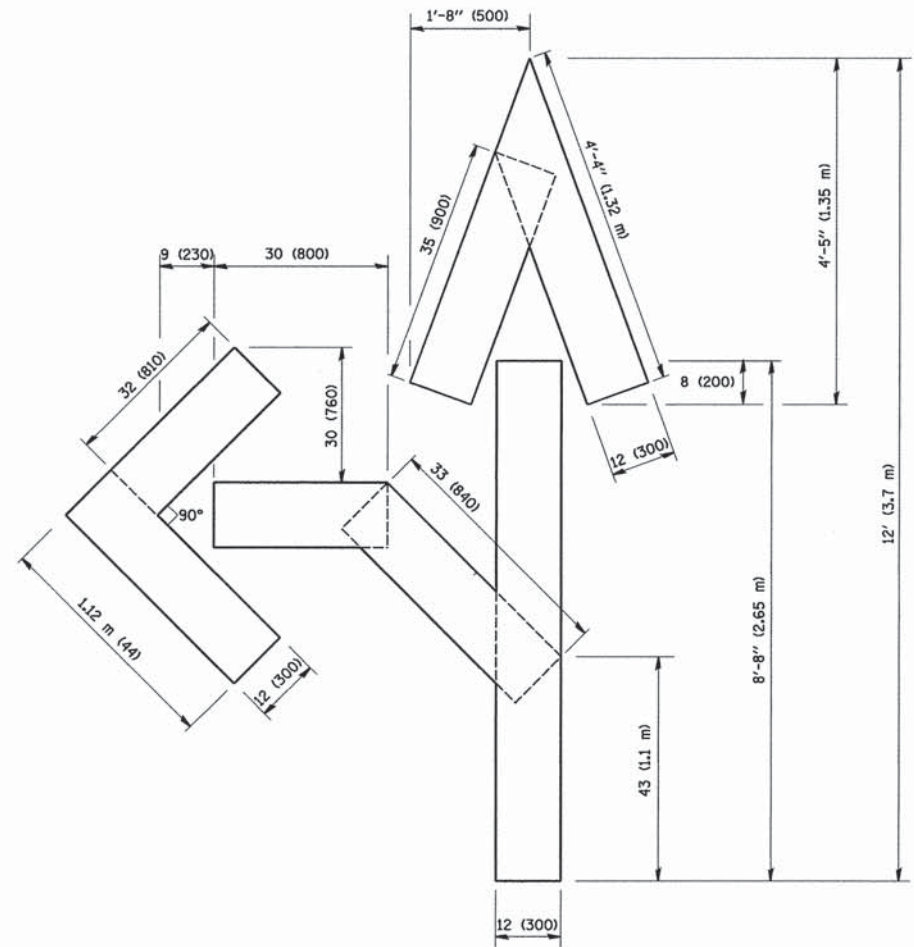
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

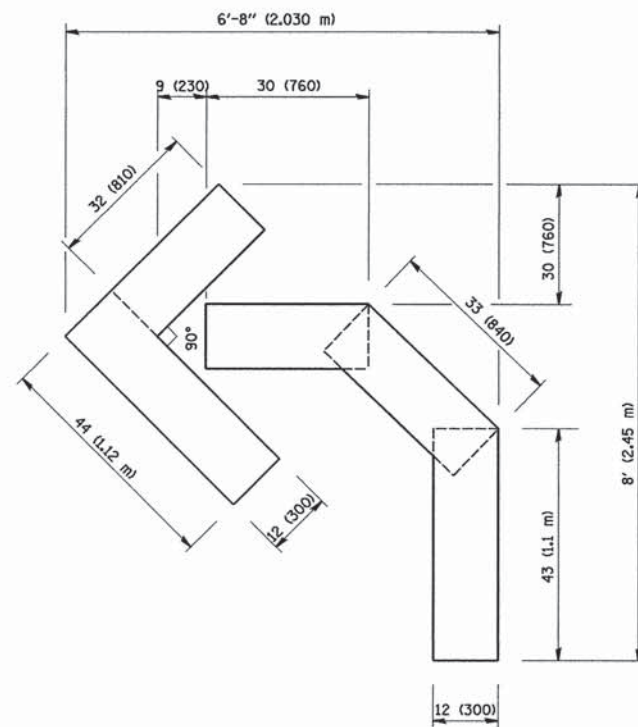
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13		18	13
ILLINOIS FED. AID PROJECT		CONTRACT NO.		



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)

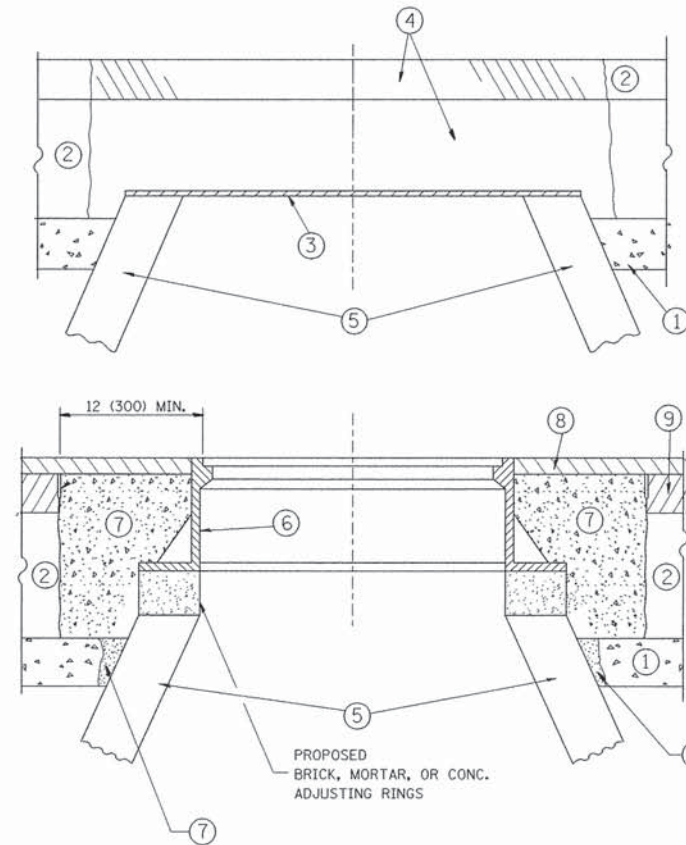
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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16		18	14
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO.	



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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

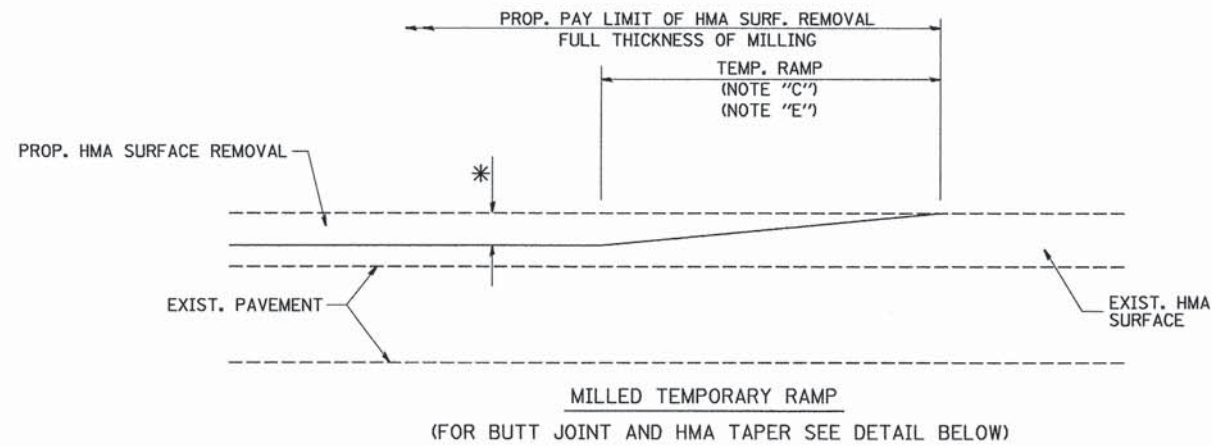
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ct:\pw_work\p\dot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/68.5000' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

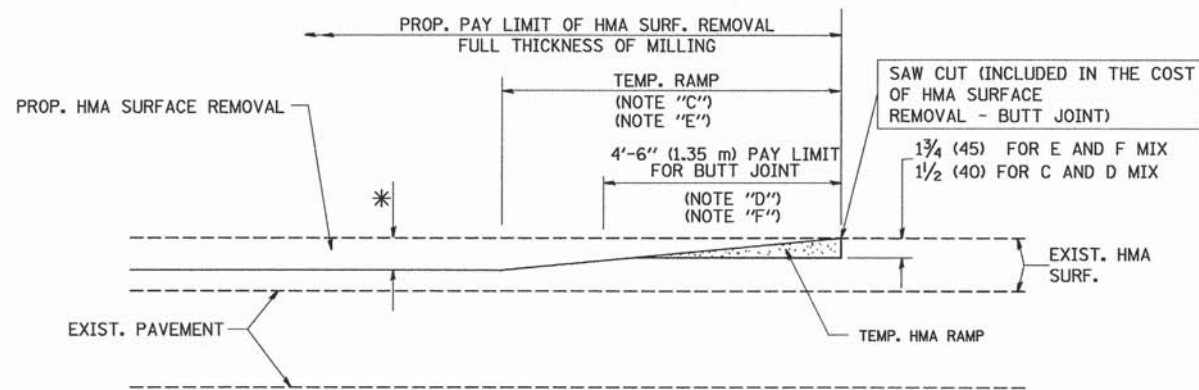
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD600-03 (BD-8)	18	15
				FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		



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

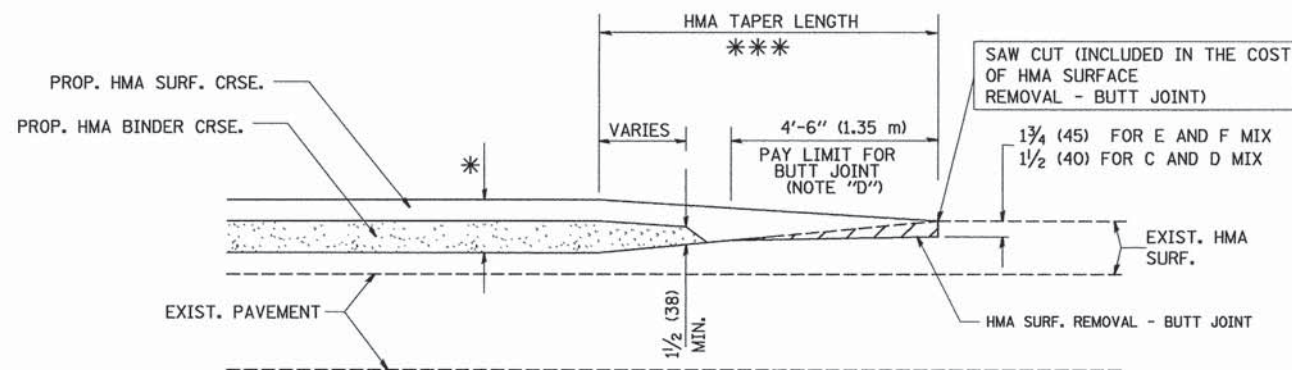
OPTION 1



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

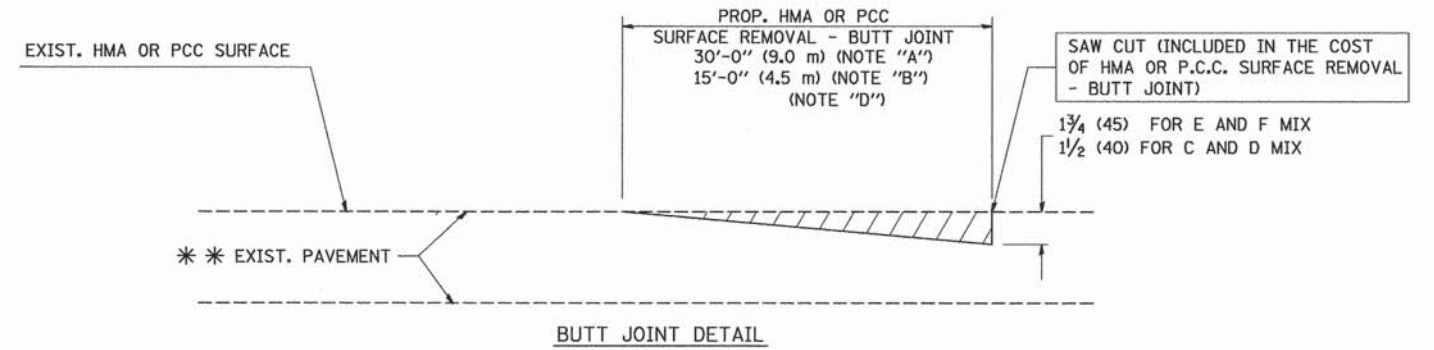
OPTION 2

TYPICAL TEMPORARY RAMP

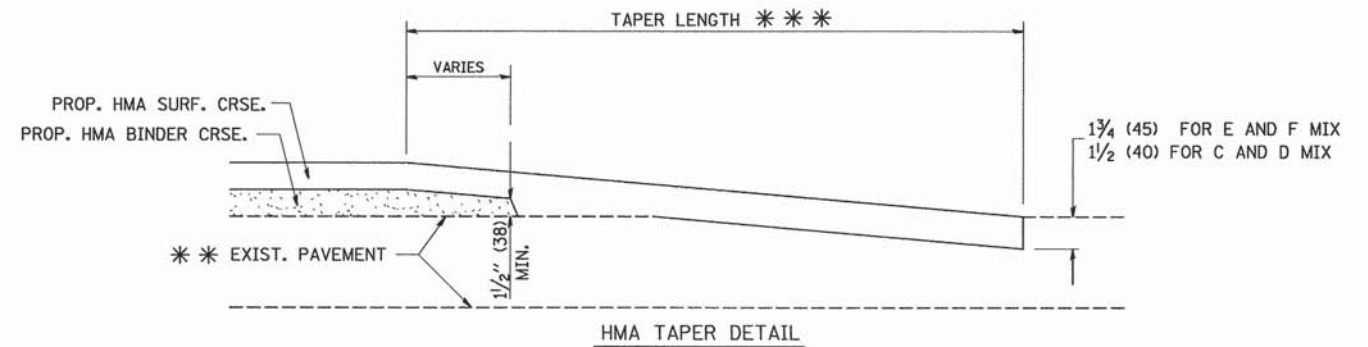


BUTT JOINT AND HMA TAPER

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 = goglionobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

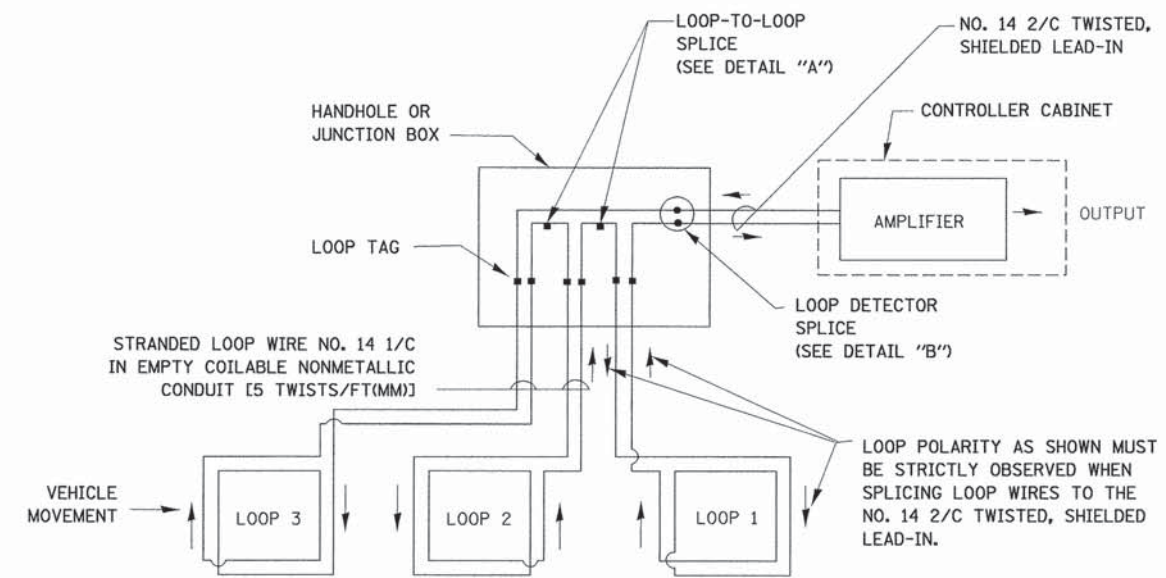
BUTT JOINT AND
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			16	16
BD400-05 BD32			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

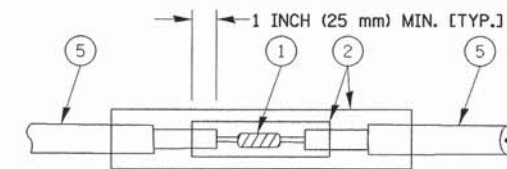
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

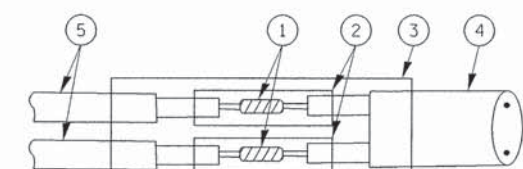


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



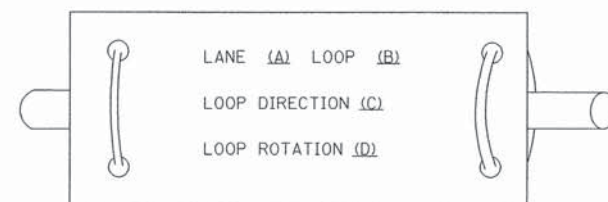
DETAIL "A"
LOOP-TO-LOOP SPLICE



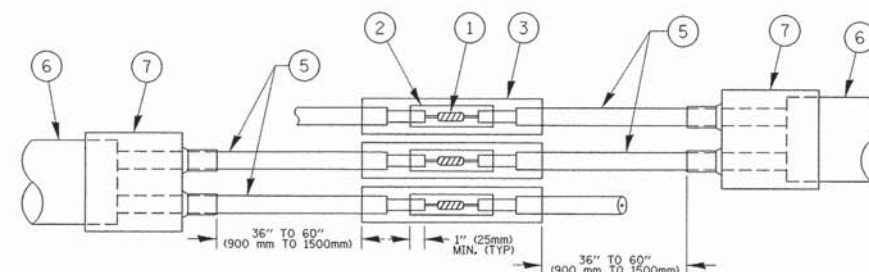
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

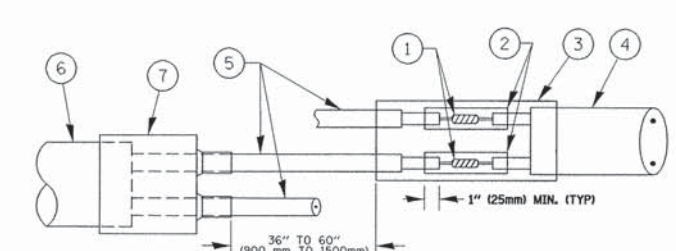
LOOP LEAD-IN CABLE TAG



- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

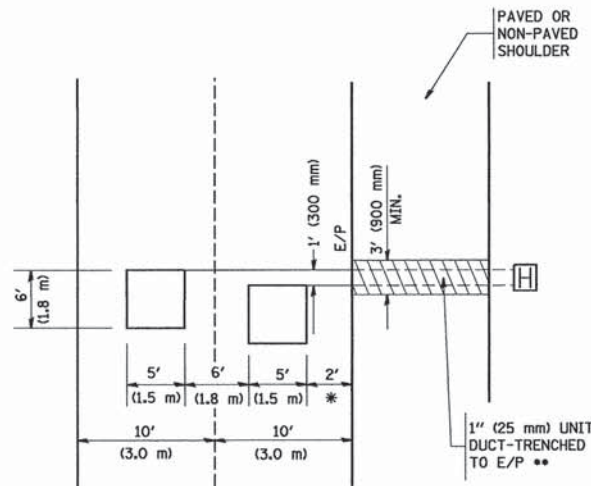
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd:\pw_work\pwsdot\footemj\080315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	TS-05			16	17
		PLOT SCALE = 50.0000' / in.	CHECKED - DAD		REVISED -								
		PLOT DATE = 1/13/2014	DATE - 10-28-09		REVISED -				FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

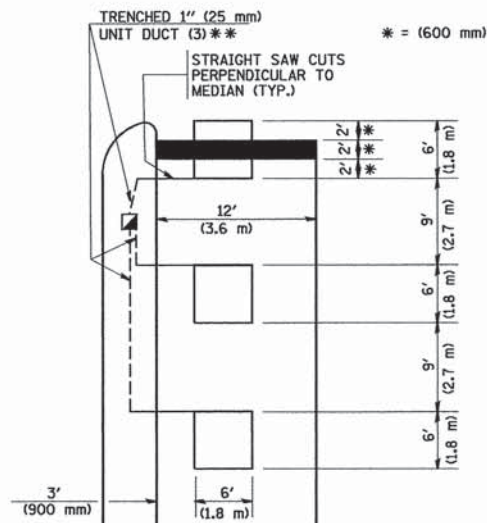


* = (600 mm)

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

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

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

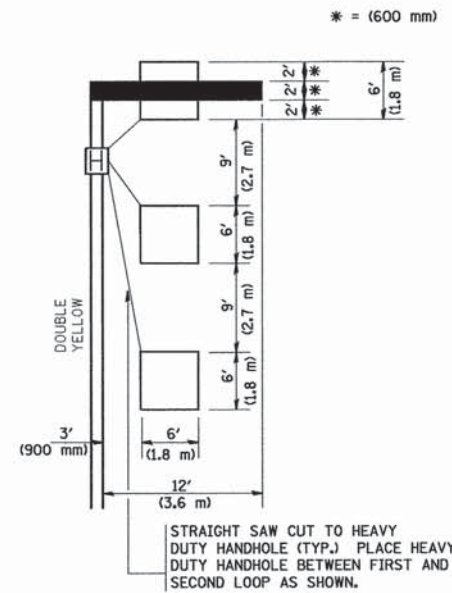


* = (600 mm)

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

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

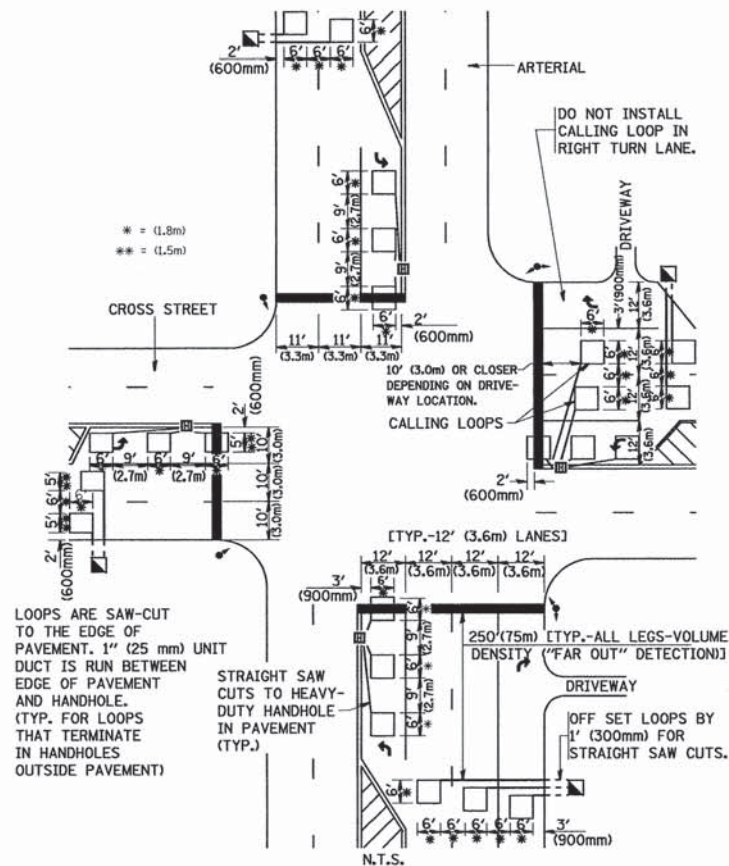
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

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

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

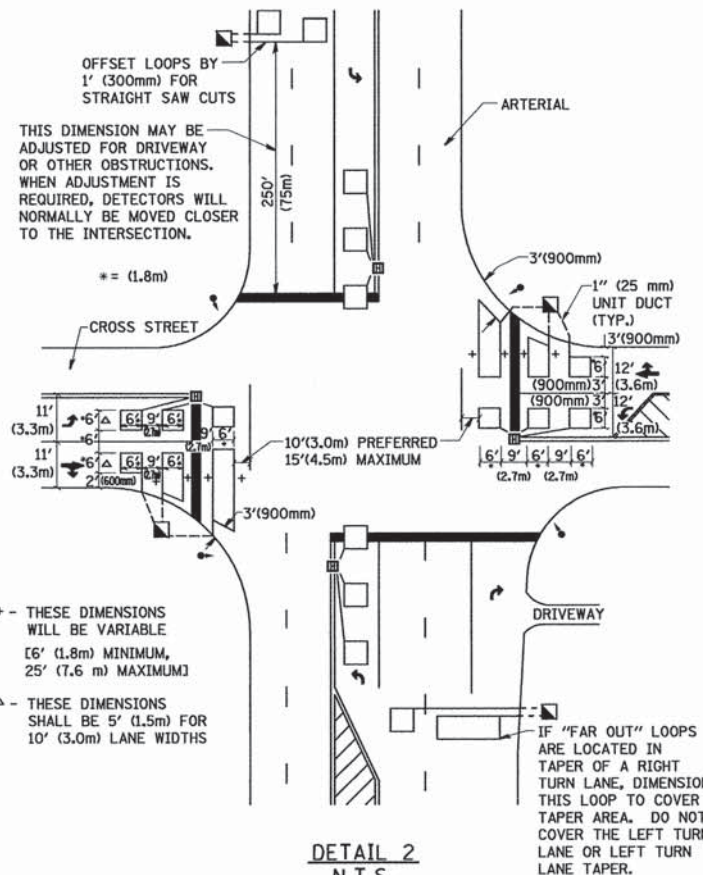


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

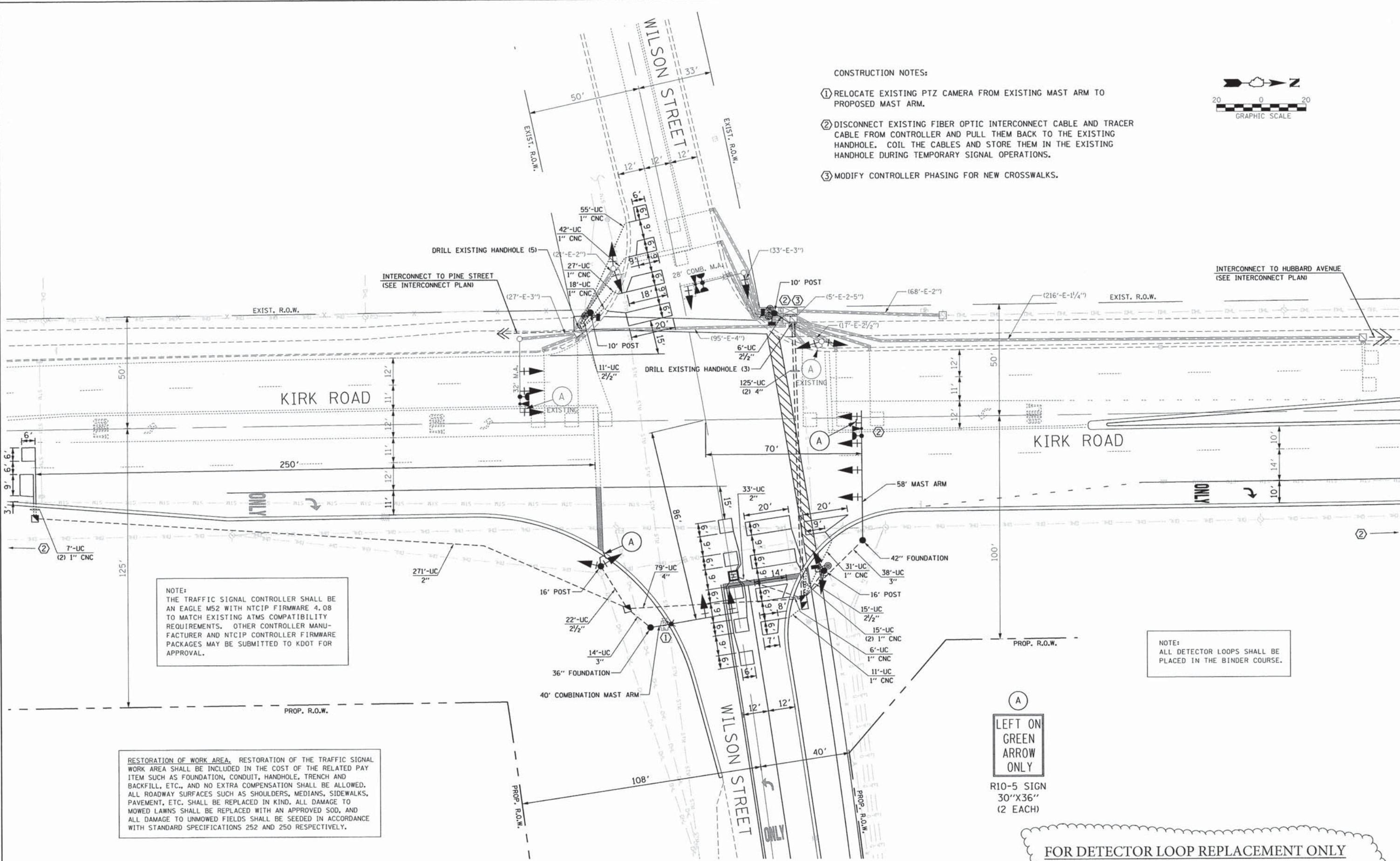
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

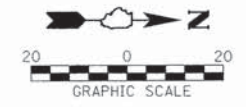
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\datatd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A. RTE. *	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 50.0000' / IN.	CHECKED - R.K.F.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TS-07	CONTRACT NO.	18	18
PLOT DATE = 1/4/2008	DATE -	REVISOR -	REVISED -									
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												



CONSTRUCTION NOTES:

- ① RELOCATE EXISTING PTZ CAMERA FROM EXISTING MAST ARM TO PROPOSED MAST ARM.
- ② DISCONNECT EXISTING FIBER OPTIC INTERCONNECT CABLE AND TRACER CABLE FROM CONTROLLER AND PULL THEM BACK TO THE EXISTING HANDHOLE. COIL THE CABLES AND STORE THEM IN THE EXISTING HANDHOLE DURING TEMPORARY SIGNAL OPERATIONS.
- ③ MODIFY CONTROLLER PHASING FOR NEW CROSSWALKS.



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER SHALL BE AN EAGLE M52 WITH NTCIP FIRMWARE 4.08 TO MATCH EXISTING ATMS COMPATIBILITY REQUIREMENTS. OTHER CONTROLLER MANUFACTURER AND NTCIP CONTROLLER FIRMWARE PACKAGES MAY BE SUBMITTED TO KDOT FOR APPROVAL.

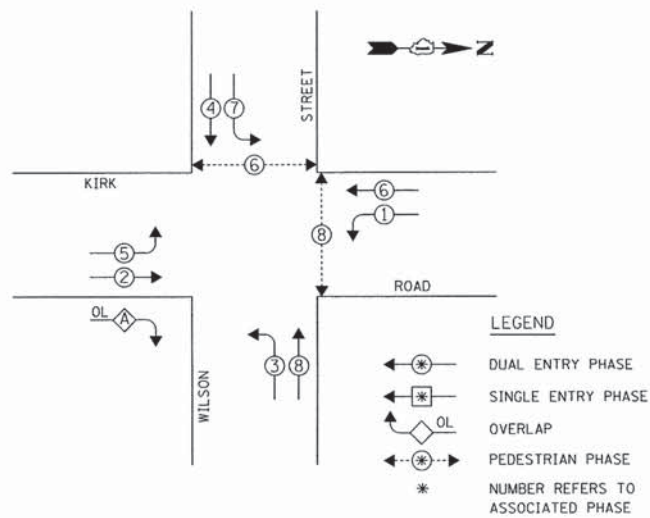
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
 ALL DETECTOR LOOPS SHALL BE PLACED IN THE BINDER COURSE.

Ⓐ
 LEFT ON GREEN ARROW ONLY
 R10-5 SIGN
 30" X 36"
 (2 EACH)

FOR DETECTOR LOOP REPLACEMENT ONLY

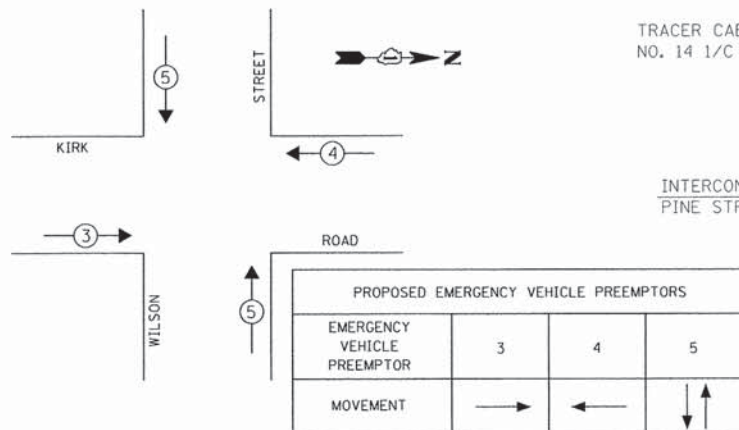
PROPOSED CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3

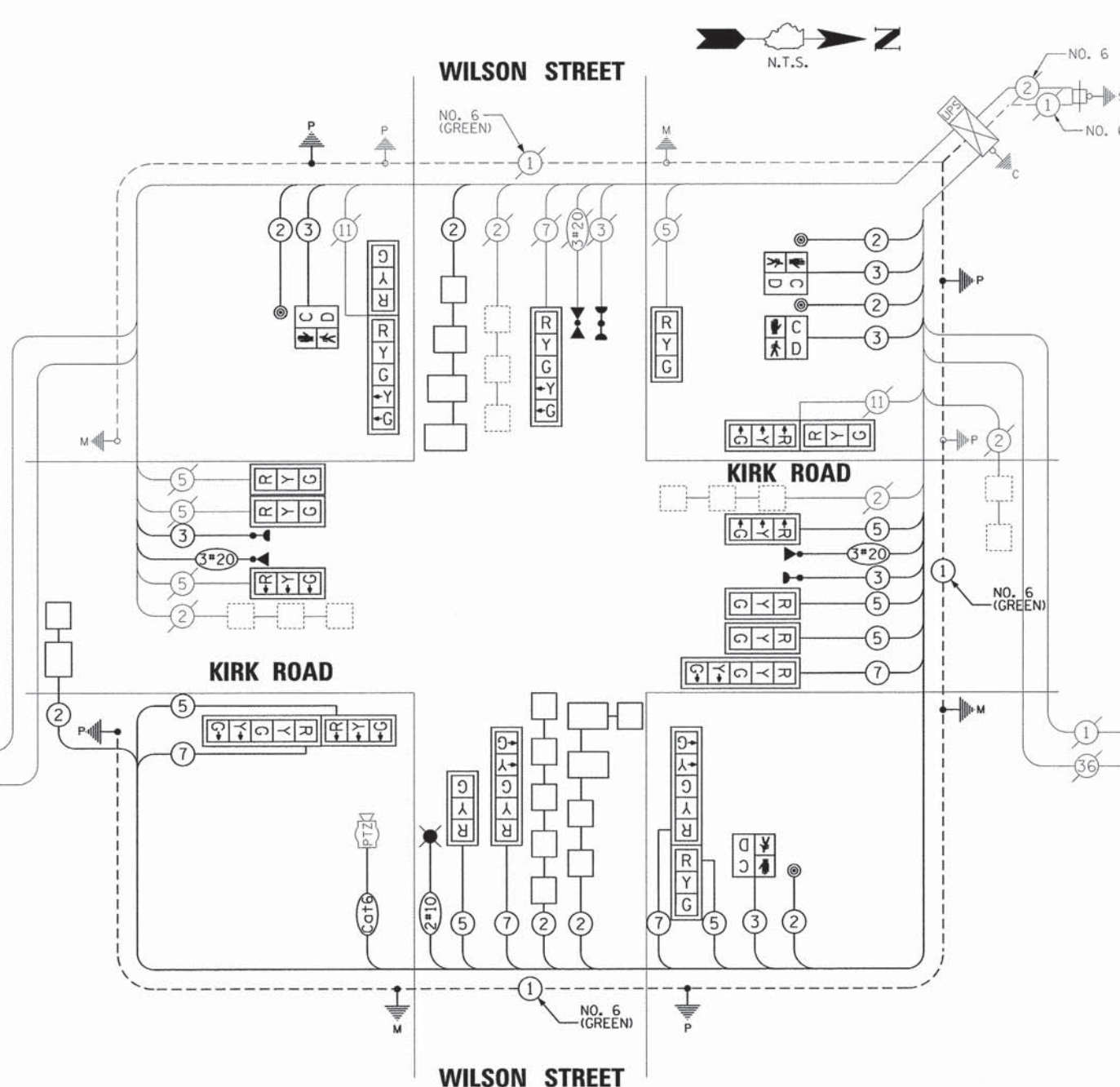
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRACER CABLE NO. 14 1/C

INTERCONNECT TO PINE STREET

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



PROPOSED CABLE PLAN

QTY	UNIT	ITEM DESCRIPTION
25.50	SQ FT	SIGN PANEL - TYPE 1
304	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
54	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
52	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
329	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
2	EACH	HANDHOLE
1	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
1	EACH	FULL ACTUATED CONTROLLER IN EXISTING CABINET
616	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 10
1	EACH	LUMINAIRE, SODIUM VAPOR, PHOTO-CELL CONTROL, HORIZONTAL MOUNT, 400 WATT
416	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
926	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1577	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1035	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1004	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1-PAIR
421	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
308	FOOT	OUTDOOR RATED NETWORK CABLE
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 58 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.
16	FOOT	CONCRETE FOUNDATION, TYPE A
13	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
9	EACH	DRILL EXISTING HANDHOLE
7	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
18	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
698	FOOT	DETECTOR LOOP, TYPE I
4	EACH	PEDESTRIAN PUSH-BUTTON
3	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	RELOCATE EXISTING PTZ CAMERA
432	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
5	EACH	REMOVE EXISTING HANDHOLE
4	EACH	REMOVE EXISTING CONCRETE FOUNDATION
477	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C

FOR DETECTOR LOOP REPLACEMENT ONLY

NOTE: THE TRAFFIC SIGNAL CONTROLLER SHALL BE AN EAGLE M52 WITH NTCIP FIRMWARE 4.08 TO MATCH EXISTING ATMS COMPATIBILITY REQUIREMENTS. OTHER CONTROLLER MANUFACTURER AND NTCIP CONTROLLER FIRMWARE PACKAGES MAY BE SUBMITTED TO KDOT FOR APPROVAL.

NOTE: THE LIGHT DETECTOR AMPLIFIER FOR THIS PROJECT SHALL BE THE 4-CHANNEL VERSION.

K.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	19		17	0.50	161.50
(YELLOW)	19		25	0.25	118.75
(GREEN)	19		15	0.25	71.25
ARROW	12		12	0.10	14.40
PED. SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-				
U.P.S.	1		25	1.00	25.00
LUMINAIRE	1		25	0.50	12.50
PTZ CAMERA	1		50	1.00	50.00
ENERGY COSTS TO:					TOTAL = 653.40

CITY OF BATAVIA
100 N. ISLAND AVENUE
BATAVIA, ILLINOIS 60510
ENERGY SUPPLY: CONTACT: BRIAN BITTIN
PHONE: (630) 454-2359
COMPANY: CITY OF BATAVIA



PROJECT: **SPEEDWAY BATAVIA, ILLINOIS**

DESIGNED	REV DATE	CHECKED	REVISION
- TCM			
- TCM			
- MKS			
- 07/15/15			

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQUENCE & SCHEDULE OF QUANTITIES
KIRK ROAD AND WILSON STREET
SCALE: N.T.S. FILE NAME: ...TS 12 - CAB Kirk and Wilson.dgn

COUNTY	TOTAL SHEETS	SHEET NO.
KANE	XX	TS-12