

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

F.A.U. ROUTE 2950 (TYLER ROAD)
FAP 307 (IL ROUTE 64) TO FAP 360 (KIRK ROAD)
RESURFACING
SECTION 09-00096-00-RS
PROJECT M-4003(329)
CITY OF ST. CHARLES
KANE COUNTY
C-91-541-10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO.	63462	

(16+1)=17

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
01	COVER SHEET
02	GENERAL NOTES
03	SUMMARY OF QUANTITIES
04 - 05	TYPICAL SECTIONS
06 - 08	PAVEMENT MARKING PLAN
09 - 16	DETAILS AND STANDARD DRAWINGS

HIGHWAY STANDARDS

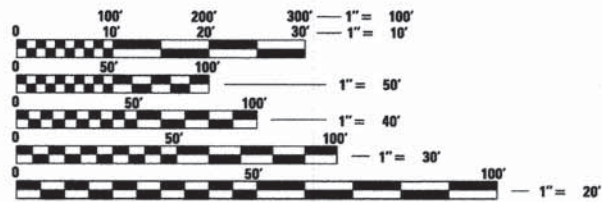
- STD. 000001-06
- STD. 424001-07
- STD. 604001-03
- STD. 604006-04
- STD. 604041-02
- STD. 606001-05
- STD. 701427-02
- STD. 701606-09
- STD. 701801-05
- STD. 701901-03
- STD. 780001-04

DISTRICT 1 DETAILS

- TC-10
- TC-13
- TC-22
- BD-22
- BD-24
- BD-32

TRAFFIC DATA

TYLER ROAD
ADT (2008) = 10,350
SPEED LIMIT = 40 MPH
MAJOR COLLECTOR



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.



Joint Utility Locating Information for Excavators

800.892.0123 OR 811

Call 48 hours before you dig (Excluding Sat., Sun. & Holidays)

CONTRACT NO. 63462



LOCATION MAP - SCALE : 1" = 1200'
ST. CHARLES TOWNSHIP

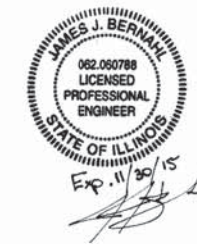
SECTIONS 26, 35 & 36, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE 3RD P.M.

GROSS LENGTH OF IMPROVEMENTS - TYLER ROAD = 6742 LINEAL FEET (1.277 MILES)

NET LENGTH OF IMPROVEMENTS - TYLER ROAD = 6742 LINEAL FEET (1.277 MILES)

TYLER ROAD
IMPROVEMENT ENDS
STATION 163+74.00

TYLER ROAD
IMPROVEMENT BEGINS
STATION 96+32.00



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved February 6, 2014 [Signature]
City of St. Charles, Public Works Engineering Division Manager

Passed FEBRUARY 10, 2014 [Signature]
District #1 Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review February 10, 2014 [Signature]
Deputy Director of Highways, Region One Engineer

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PLAN DATE: 02-19-2010
REVISION DATE: 02-03-2014

FEDERAL AID PROGRAM ENGINEER : FAWAD AQUEEL, P.E. 847-705-4021 SCHAUMBURG, IL

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2014; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.
- BEFORE STARTING ALL EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATION OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR A PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- ALL PAY ITEMS FOR REMOVAL AND REPLACEMENT MUST BE FIELD MEASURED AND MARKED BY THE ENGINEER PRIOR TO CONSTRUCTION. NO PAYMENT WILL BE MADE FOR ANY ITEMS OF WORK, WHICH HAVE BEEN REMOVED AND/OR REPLACED WITHOUT HAVING BEEN FIELD MEASURED AND MARKED BY THE ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL AND/OR REPLACEMENT BEYOND FIELD MARKINGS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER.
- BY THE END OF EACH WORKING DAY THE CONTRACTOR AND HIS SUBCONTRACTORS SHALL REMOVE RUBBISH, WASTE MATERIAL AND ACCUMULATIONS FROM THE PREMISES AND SHALL KEEP THE PREMISES CLEAN. THE CONTRACTOR SHALL KEEP THE PREMISES CLEAN DURING CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO MOBILIZATION.
- ALL EXPOSED CONCRETE INSTALLED UNDER THIS CONTRACT (CURB & GUTTER, SIDEWALK, DRIVEWAY AREAS) SHALL RECEIVE A PROTECTIVE SURFACE TREATMENT CONSISTING OF TWO (2) COATS OF BOILED LINSSEED OIL AND PETROLEUM SPIRITS MIXTURE, FORMULATED AND APPLIED ACCORDING TO ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS. IF THE ENGINEER FOR BLOTTER MATERIAL REQUIRES AN APPLICATION OF SAND, IT WILL BE INCLUDED IN THE COST OF THE CONCRETE. THE ENGINEER SHALL BE NOTIFIED 24 HOURS IN ADVANCE PRIOR TO APPLICATION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN COST OF THE CONCRETE ITEM PROVIDED.
- THE CONTRACTOR MUST SCHEDULE THE REMOVAL AND REPLACEMENT OF THE CURB AND GUTTER SUCH THAT ONLY ONE SIDE OF A GIVEN STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. ALL HOMEOWNERS SHALL BE GIVEN A MINIMUM 24 HOURS NOTICE PRIOR TO EXCAVATION OF THEIR DRIVEWAY. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURBING, WHETHER FORMED OR NOT FORMED, REMAIN OPEN FOR MORE THAN 3 WORKING DAYS.
- DISTURBED PAVEMENT, DRIVEWAY AND PARKWAY AREAS SHALL BE RESTORED IMMEDIATELY FOLLOWING REPLACEMENT OPERATIONS, IN ALL CASES WITHIN 3 WORKING DAYS FROM THE DATE CURB AND GUTTER OR SIDEWALK IS CAST. THE ENGINEER SHALL STOP THE CONTRACTOR FROM FURTHER REMOVAL OPERATIONS AT ANY TIME HE DETERMINES THE RESTORATION IS NOT BEING DONE IN A TIMELY MANNER.
- DURING THE REMOVAL OF MATERIAL AND PREPARATION FOR PLACEMENT OF P.C.C. MATERIAL, A TOLERANCE OF NO MORE THAN ONE-FOOT OF THE EXISTING LIMITS SHALL BE EXCEEDED FOR RESTORATION. ALL RESTORATION OUTSIDE OF THESE LIMITS SHALL BE INCLUDED IN THE COST OF THE ASSOCIATED CURB AND GUTTER, OR SIDEWALK REMOVAL PAY ITEM.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF ST. CHARLES, CITY ENGINEER 48 HOURS PRIOR TO THE COMMENCEMENT OF ALL ITEMS OF WORK.
- WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED. THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON THE PAVEMENT OR IN ANY OTHER MANNER, WHICH IN THE OPINION OF THE ENGINEER MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.

STORM SEWERS, WATER MAINS, AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES 3 DAYS PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF MANHOLES TO BE ADJUSTED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY ARE NOT SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR REPLACED. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
- THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE CITY FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND BE READILY VISIBLE AT ALL TIMES.
- THE CONTRACTOR SHALL COOPERATE WITH THE CITY IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE CITY WITHIN THE DURATION OF THE CONTRACT.
- THE USE OF CITY OWNED AND OPERATED FIRE HYDRANTS IS PROHIBITED. THE CONTRACTOR SHALL CONTACT THE ST. CHARLES PUBLIC WORKS WATER DIVISION 630-377-4405, TO COORDINATE USEAGE OF CITY HYDRANTS. ALL FINES ASSOCIATED WITH DAMAGE CAUSED BY THE USE OF A CITY FIRE HYDRANT WITHOUT PROPER AUTHORIZATION SHALL BE SOLELY BORNE BY THE CONTRACTOR.
- UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES THAT ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS. UNLESS RECONSTRUCTION OR ADJUSTMENT OF AN EXISTING MANHOLE, CATCH BASIN, INLET OR ADJUSTMENT TO THE FRAME AND GRATE IS CALLED FOR IN THE CONTRACT DOCUMENTS OR ORDERED BY THE ENGINEER, THE PROPOSED WORK SHALL MEET THE EXISTING ELEVATION OF THESE STRUCTURES. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS WHEN WORKING NEAR OR ABOVE EXISTING SEWERS TO PROTECT THESE SEWERS FROM ANY DAMAGE RESULTING FROM HIS OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO REPAIR ANY EXISTING SEWERS DAMAGED DUE TO NON-COMPLIANCE WITH THIS PROVISION SHALL BE PROVIDED, AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH SECTION 550 OF THE STANDARD SPECIFICATIONS, AT THE CONTRACTOR'S EXPENSE WITH NO EXTRA COMPENSATION BEING ALLOWED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DIRECT THE WORK AND PROTECT THE FACILITIES FROM DAMAGE DURING CONSTRUCTION, IN ACCORDANCE WITH ARTICLES 107.20 AND 107.31.

SIGNING AND STRIPING

- SEE IDOT STANDARD 780001, DISTRICT ONE DETAIL TC-13 AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

TRAFFIC CONTROL

- THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE SPECIAL PROVISIONS & PLANS.
- THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS AND EXISTING DRIVEWAY ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 107.14 OF THE STANDARD SPECIFICATIONS.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

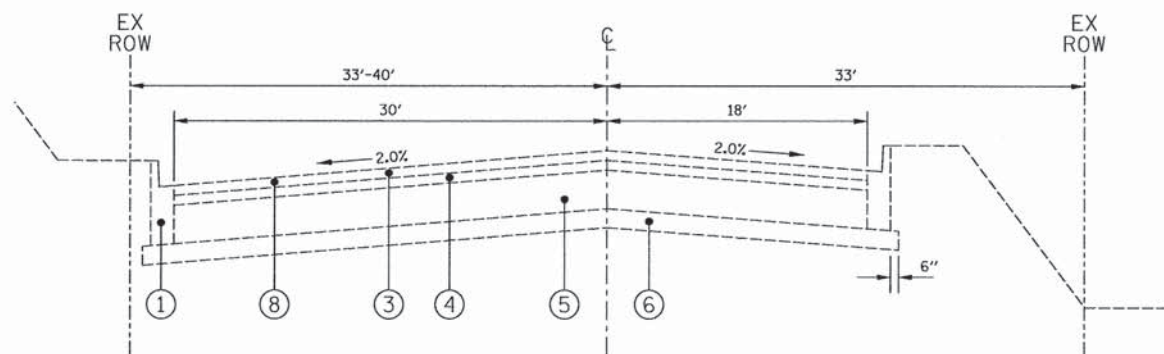
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50	3.5% @ 50 Gyr.
DRIVEWAYS	
HMA SURFACE COURSE, MIX "D", N50; 2" (IL-9.5 mm)	4% @ 50 Gyr.
HMA BASE COURSE; 6" (HMA BINDER IL-19 mm)	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, TYPE II, 12 INCH	4% @ 70 Gyr.

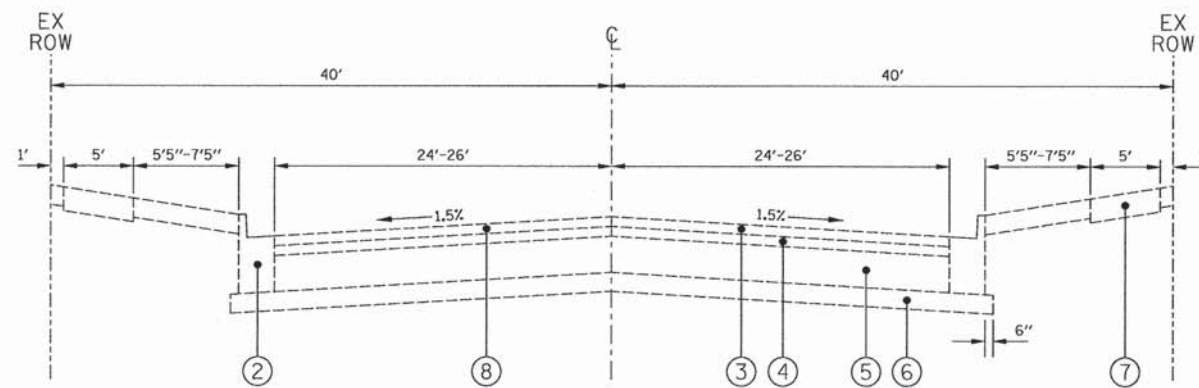
NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
 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.
 CONTRACTOR SHALL MILL BEFORE PATCHING.

FILE NAME	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES TYLER ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - BH/GL	REVISOR - JJB	REVISED - 5/17/2010			2950	09-00096-00-RS	KANE	16	2	
	PLOT SCALE =	CHECKED - JJB	REVISED - 1/20/2014			CONTRACT NO. 63462					
	PLOT DATE =	DATE - 2/19/2010	REVISED - 2/3/2014			FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

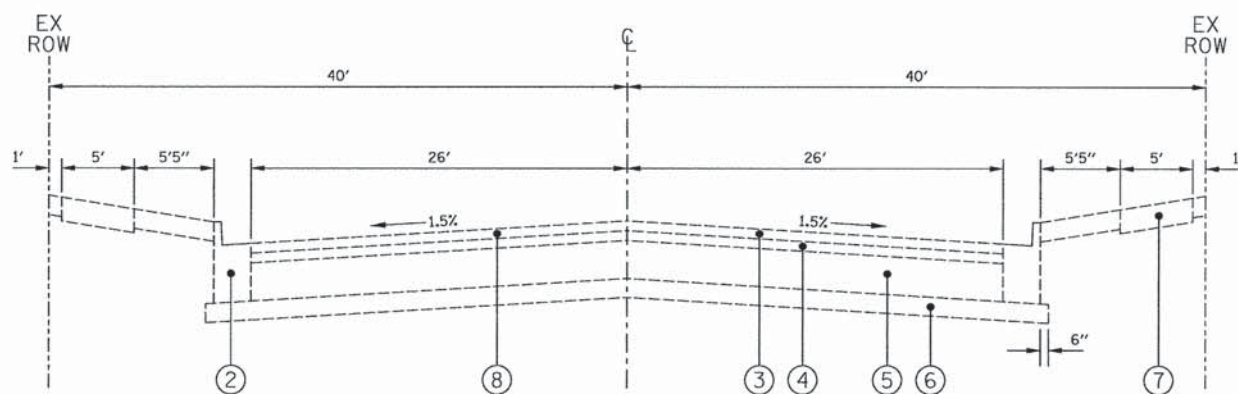


EXISTING TYPICAL SECTION
TYLER ROAD STA 94+75 TO STA 100+00



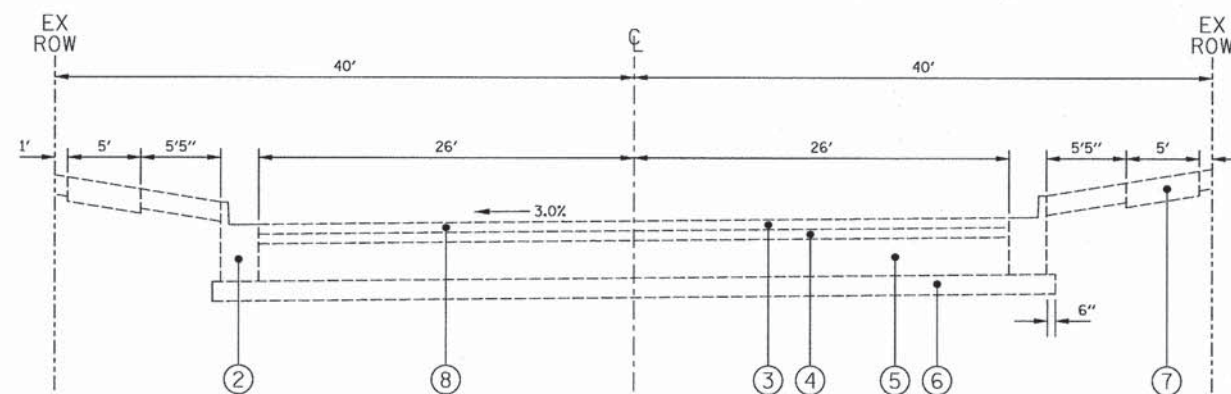
EXISTING TYPICAL SECTION
TYLER ROAD STA 100+00 TO STA 102+99.22

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③ EXISTING HMA SURFACE COURSE, 2"
- ④ EXISTING LEVELING BINDER, 2"
- ⑤ EXISTING HMA BASE COURSE, 8"
- ⑥ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑦ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑧ BITUMINOUS SURFACE REMOVAL, 2 3/4"



EXISTING TYPICAL SECTION WITH REGULAR CROWN
TYLER ROAD STA 102+99.22 TO STA 104+52.5
STA 104+94.00 TO STA 107+12.85
STA 113+11.46 TO STA 113+44.80
STA 119+91.87 TO STA 120+25.21
STA 126+88.87 TO STA 127+60.74
STA 140+30.39 TO STA 163+74

SUPERELEVATION TRANSITION STA
STA 107+12.85 TO STA 108+37.85
STA 111+86.46 TO STA 113+11.46
STA 113+44.80 TO STA 114+69.80
STA 118+66.87 TO STA 119+91.87
STA 120+25.21 TO STA 121+50.21
STA 125+61.87 TO STA 126+88.87
STA 127+60.74 TO STA 128+85.74
STA 139+05.39 TO STA 140+30.39



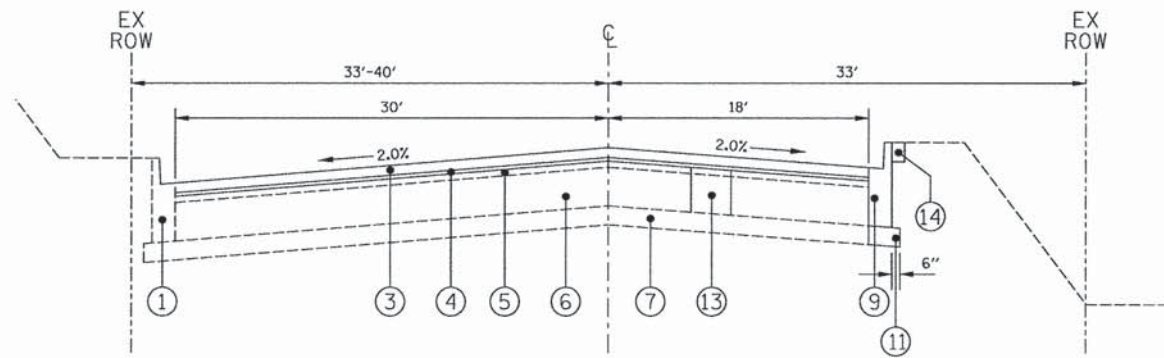
EXISTING TYPICAL SECTION WITH SUPERELEVATION
TYLER ROAD STA 108+37.85 TO STA 111+86.46
STA 114+69.80 TO STA 118+66.87
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STA 128+85.74 TO STA 139+05.39

NOTES:

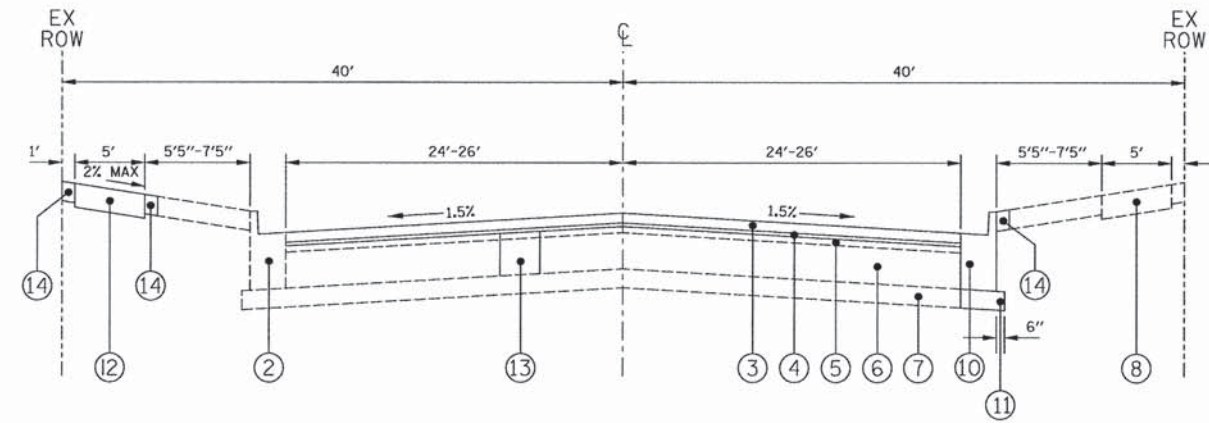
PAVEMENT TO BE ROTATED AROUND C FOR SUPERELEVATION ATTAINMENT.

SEE SHEET 2 FOR HMA MIX REQUIREMENTS

FILE NAME	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS TYLER ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE =	CHECKED - JJB	REVISED - 1/20/2014		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 63462		
		DATE - 2/19/2010	REVISED - 2/3/2014					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

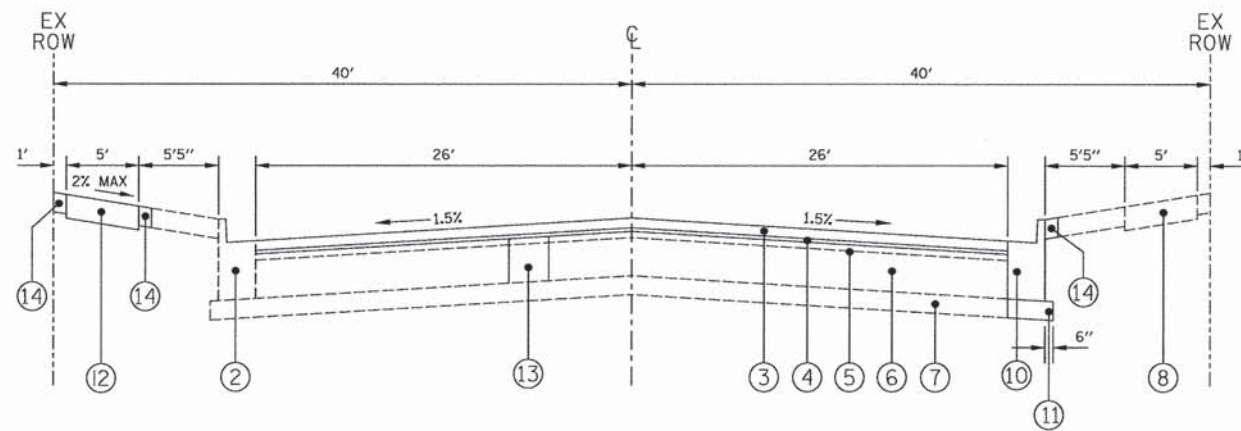


PROPOSED TYPICAL SECTION
TYLER ROAD STA 94+75 TO STA 100+00



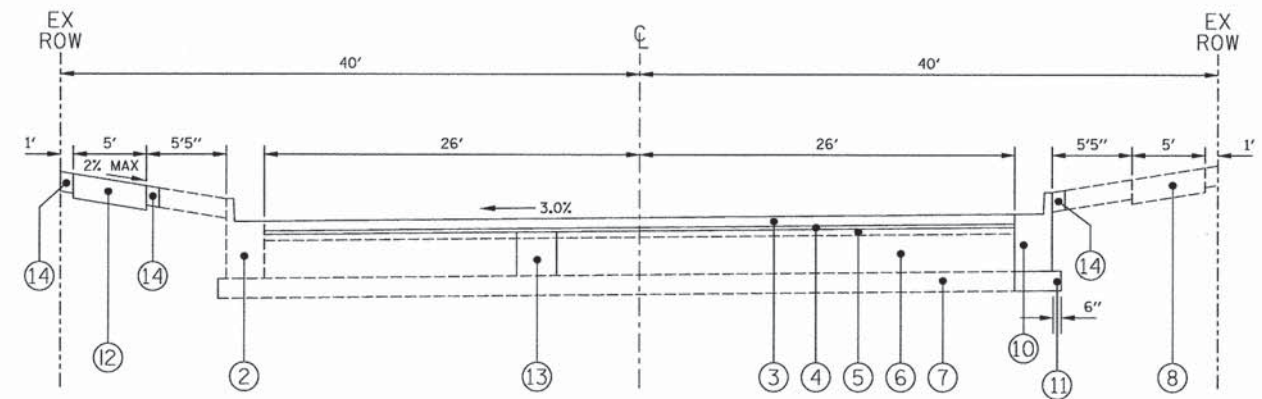
PROPOSED TYPICAL SECTION
TYLER ROAD STA 100+00 TO STA 102+99.22

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ③ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
- ④ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑤ EXISTING BITUMINOUS CONCRETE BINDER COURSE, 1 1/4" AND VARIABLE
- ⑥ EXISTING BITUMINOUS BASE COURSE, 8"
- ⑦ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑧ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑨ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (LOCATIONS OF CURB & GUTTER OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑩ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 (LOCATIONS OF CURB & GUTTER OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑪ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑫ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" OR 7" THICK AT COMMERCIAL DRIVEWAYS (LOCATIONS OF SIDEWALKS OTHER THAN SHOWN ON PLANS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑬ PROPOSED CLASS D PATCH, TYPE II, 12" (LOCATIONS OF PATCHES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER)
- ⑭ PARKWAY TO BE RESTORED WITH 4" TOPSOIL & SEED (1.0' TYP.)



PROPOSED TYPICAL SECTION WITH REGULAR CROWN
TYLER ROAD STA 102+99.22 TO STA 104+52.5
STA 104+94.00 TO STA 107+12.85
STA 113+11.46 TO STA 113+44.80
STA 119+91.87 TO STA 120+25.21
STA 126+88.87 TO STA 127+60.74
STA 140+30.39 TO STA 163+74

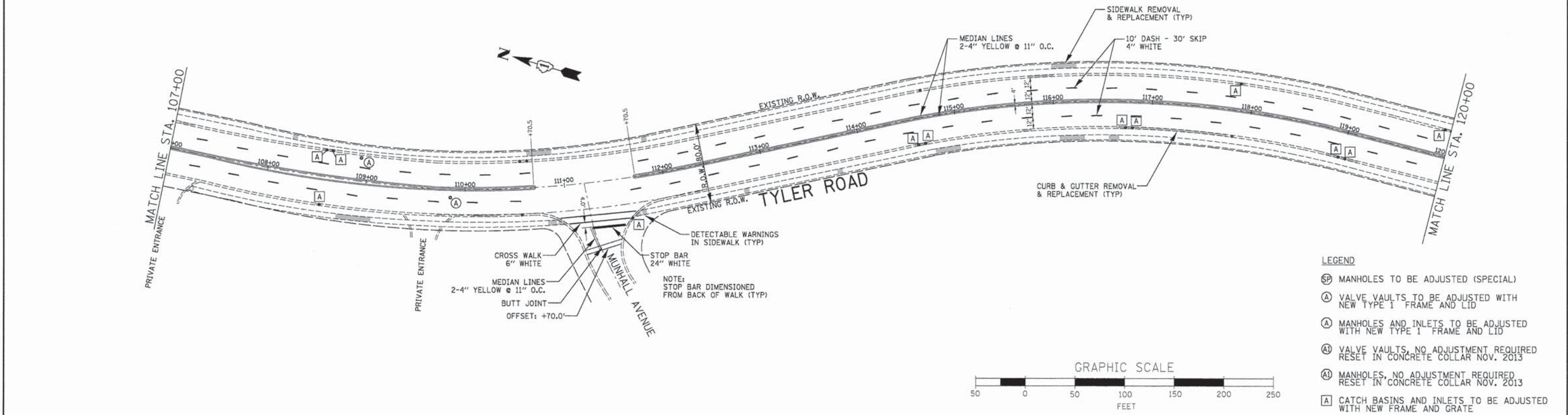
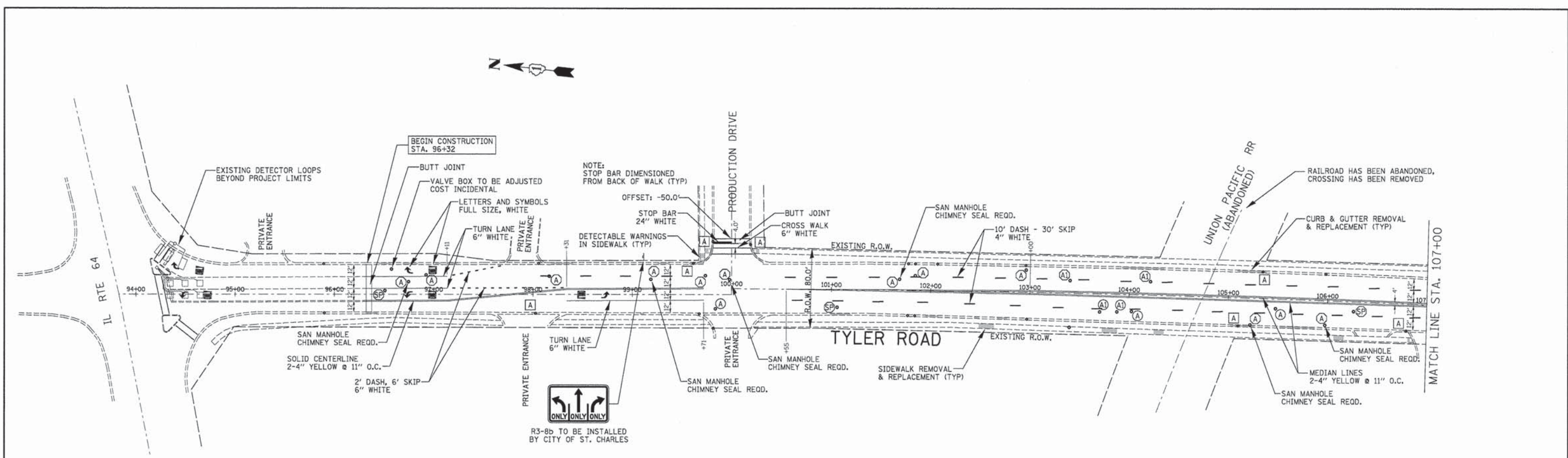
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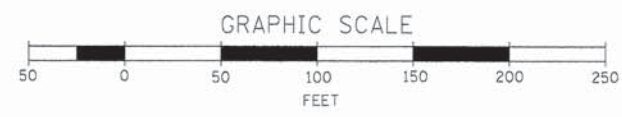
PROPOSED TYPICAL SECTION WITH SUPERELEVATION
TYLER ROAD STA 108+37.85 TO STA 111+86.46
STA 114+69.80 TO STA 118+66.87
STA 121+50.21 TO STA 125+61.87
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NOTES:
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SEE SHEET 2 FOR HMA MIX REQUIREMENTS

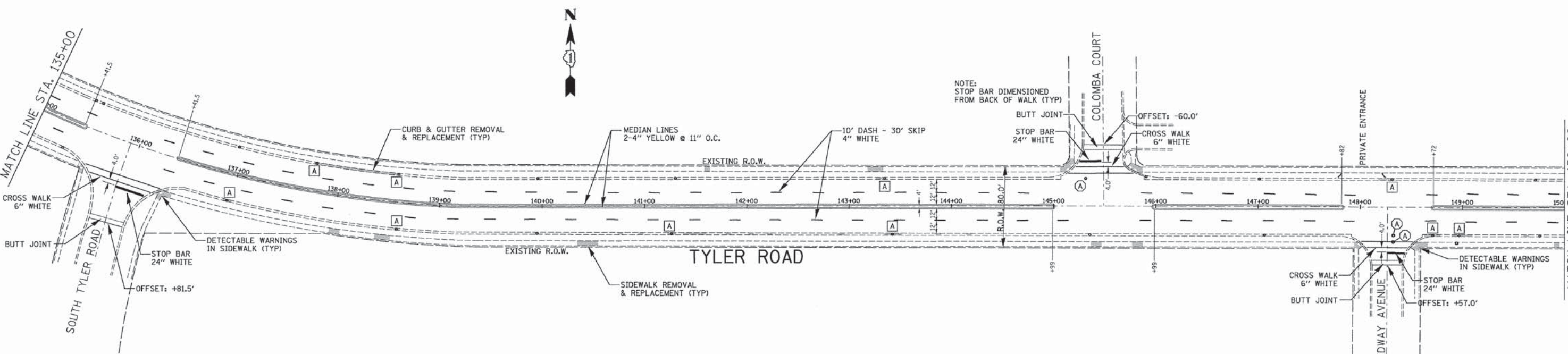
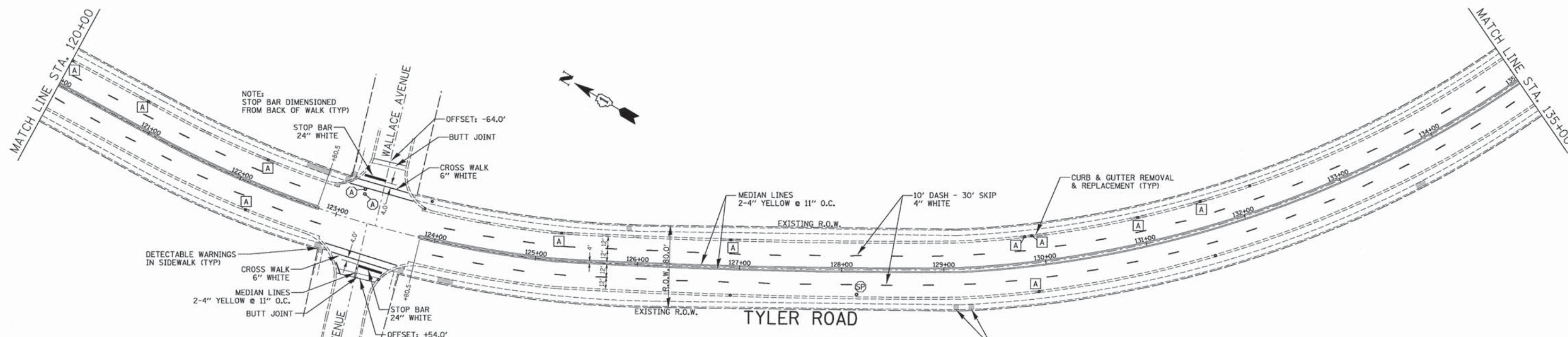
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	PLOT DATE =	DATE - 2/19/2010	REVISED - 2/3/2014		FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT					



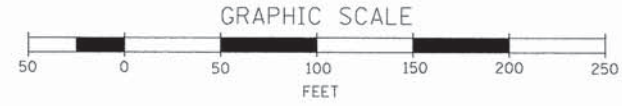
- LEGEND**
- ⊕ MANHOLES TO BE ADJUSTED (SPECIAL)
 - Ⓐ VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE I FRAME AND LID
 - Ⓐ MANHOLES AND INLETS TO BE ADJUSTED WITH NEW TYPE I FRAME AND LID
 - Ⓐ VALVE VAULTS, NO ADJUSTMENT REQUIRED RESET IN CONCRETE COLLAR NOV. 2013
 - Ⓐ MANHOLES, NO ADJUSTMENT REQUIRED RESET IN CONCRETE COLLAR NOV. 2013
 - Ⓐ CATCH BASINS AND INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE



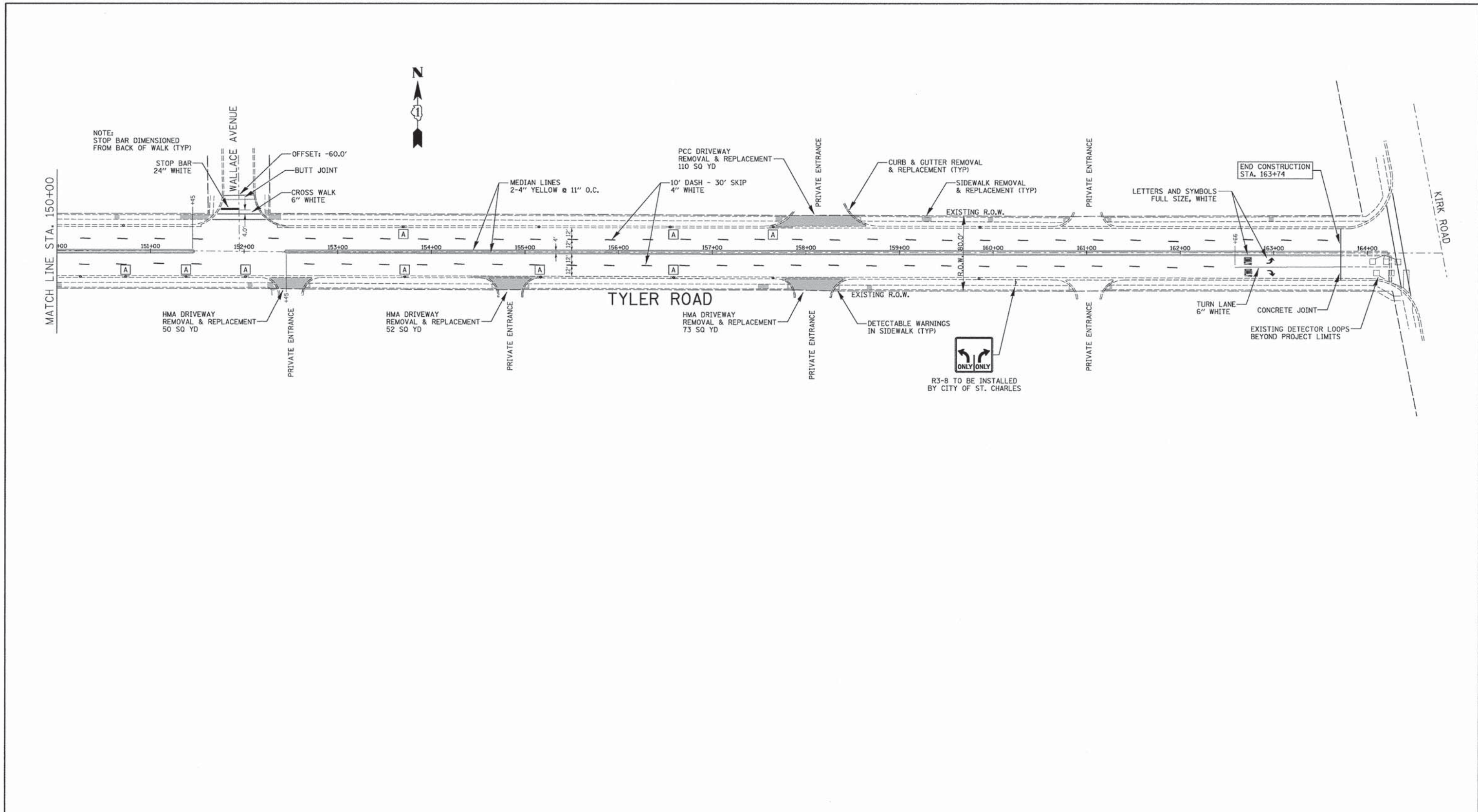
FILE NAME	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RESURFACING AND PAVEMENT MARKING PLAN TYLER ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BH/GL	REVISED - 5/17/2010					2950	09-00096-00-RS	KANE	16	6
PLOT DATE =	CHECKED - JJB	DATE - 2/19/2010	REVISED - 1/20/2014		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 63462		
	DATE - 2/3/2014		REVISED - 2/3/2014							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT



- LEGEND**
- ⊕ MANHOLES TO BE ADJUSTED (SPECIAL)
 - ⊙ VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME AND LID
 - ⊙ MANHOLES AND INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME AND LID
 - ⊠ CATCH BASINS AND INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE



FILE NAME	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RESURFACING AND PAVEMENT MARKING PLAN TYLER ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BH/GL	REVISED - 5/17/2010					2950	09-00096-00-RS	KANE	16	7
	PLOT DATE =	CHECKED - JJB	REVISED - 1/20/2014									
		DATE - 2/19/2010	REVISED - 2/3/2014		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT



NOTE:
STOP BAR DIMENSIONED
FROM BACK OF WALK (TYP)



END CONSTRUCTION
STA. 163+74

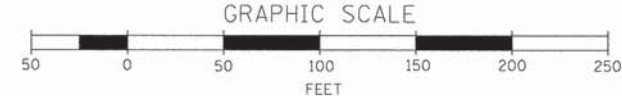
TYLER ROAD



R3-8 TO BE INSTALLED
BY CITY OF ST. CHARLES

LEGEND

- ⊕ MANHOLES TO BE ADJUSTED (SPECIAL)
- Ⓐ VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME AND LID
- Ⓐ MANHOLES AND INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME AND LID
- Ⓐ CATCH BASINS AND INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE



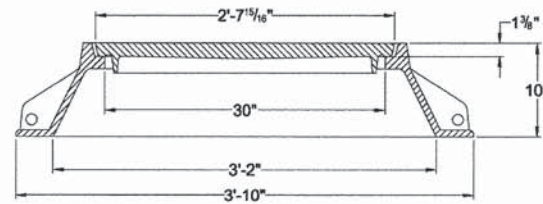
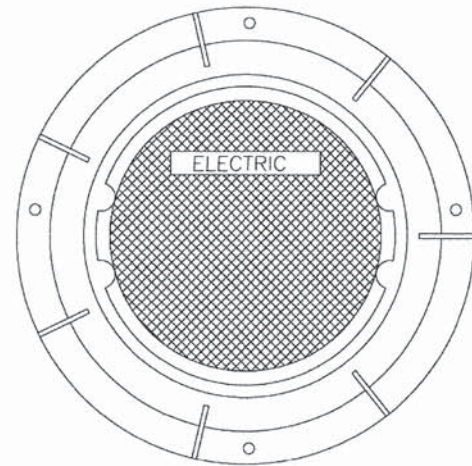
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	PLOT DATE =	DATE - 2/19/2010	REVISED - 2/3/2014

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

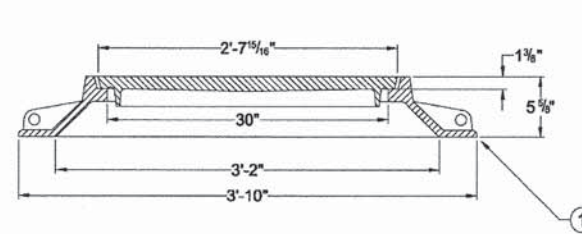
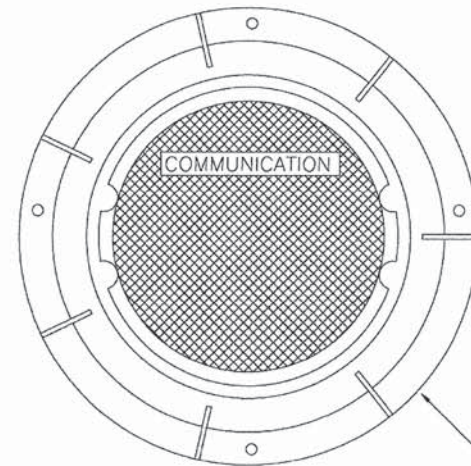
**RESURFACING AND PAVEMENT MARKING PLAN
TYLER ROAD**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 63462	



30B STANDARD FRAME & COVER



30SB SHALLOW FRAME & COVER

STANDARD FRAME & COVER FOR ELECTRIC MANHOLES

PARTS LIST

ITEM	DESCRIPTION	QUANTITY
1	FRAME	1
2	COVER	1

SPECIFICATIONS

GRAY IRON: MANUFACTURED FROM IRON CONFORMING TO ASTM A-48 CLASS 35B.

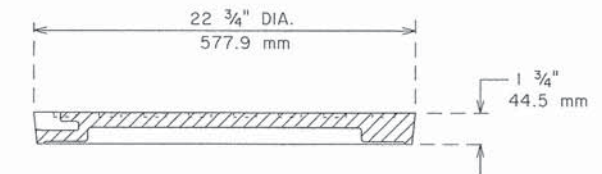
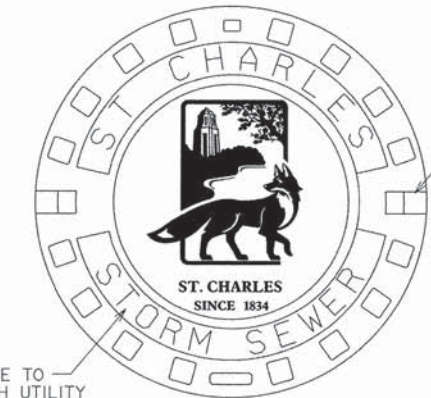
DESIGN CRITERIA: MEETS AASHTO HS-20.

SPECIAL ORDER OPTIONS: LETTERING, SECURITY BOLTS, GASKETING, DUCTILE IRON LIDS.

WEIGHT: 30"Ø SHALLOW 695#
30"Ø STANDARD 770#

**SPECIAL LETTERED
R-1713 HDSI WATER VAULT, SANITARY
AND STORM SEWER MANHOLE COVER**

1 1/2" (38.1 mm) LETTERS
(RECESSED FLUSH)



HEAVY DUTY
MATERIAL ASTM A48 CL 35
MACHINED BEARING SURFACE
COVER WT: 125 LBS (56.7 kg)

NOT TO SCALE

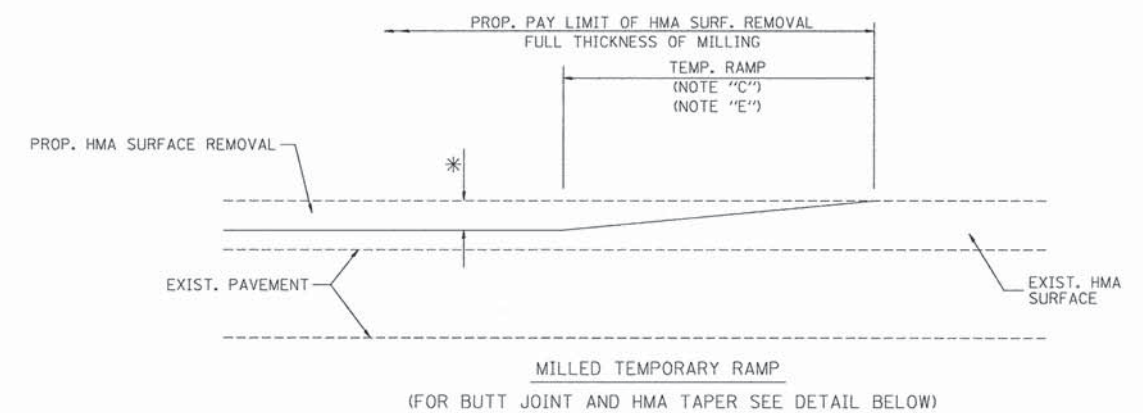
**STANDARD
COVER
DETAIL**

DATE: 11-19-09

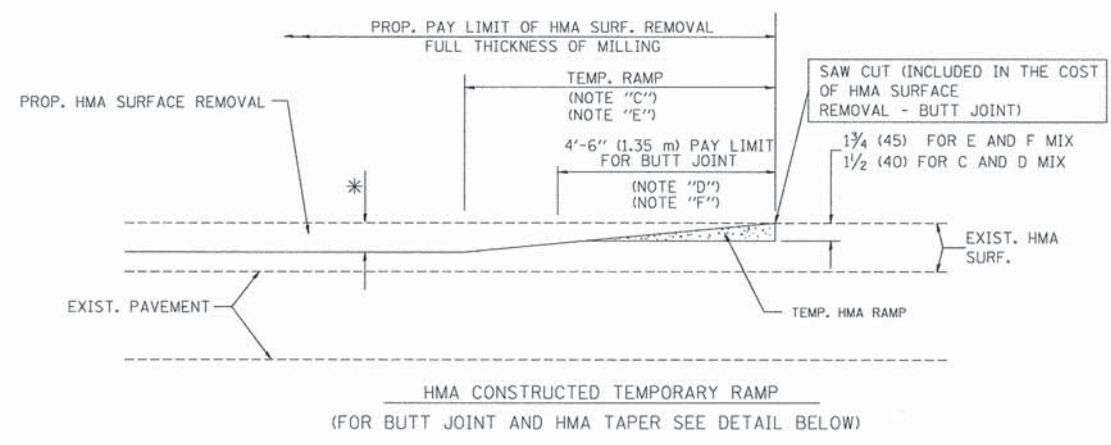
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FILE NAME	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS TYLER ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BH/GL	REVISED - 5/17/2010			2950	09-00096-00-RS	KANE	16	9
	PLOT DATE =	CHECKED - JJB	REVISED - 1/20/2014			CONTRACT NO. 63462				
		DATE - 2/19/2010	REVISED - 2/3/2014		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

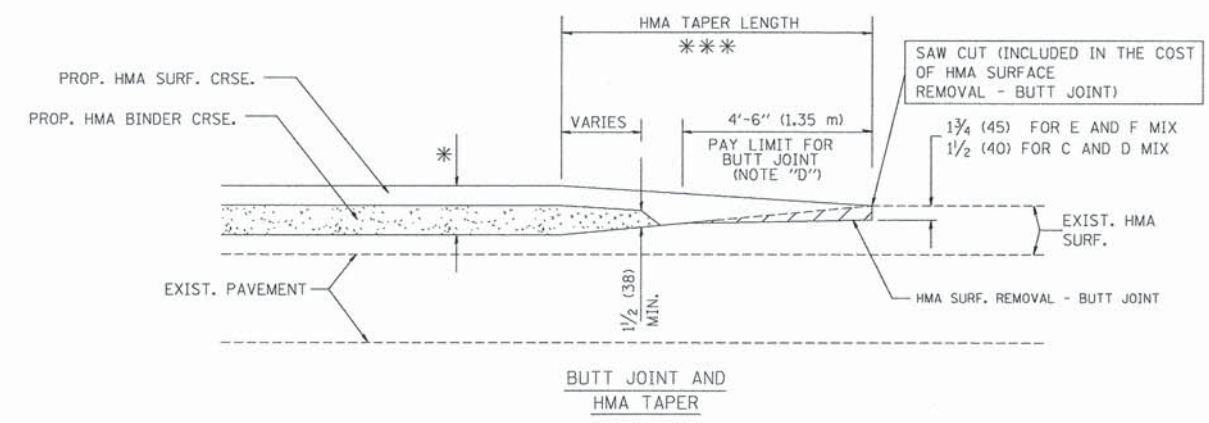
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



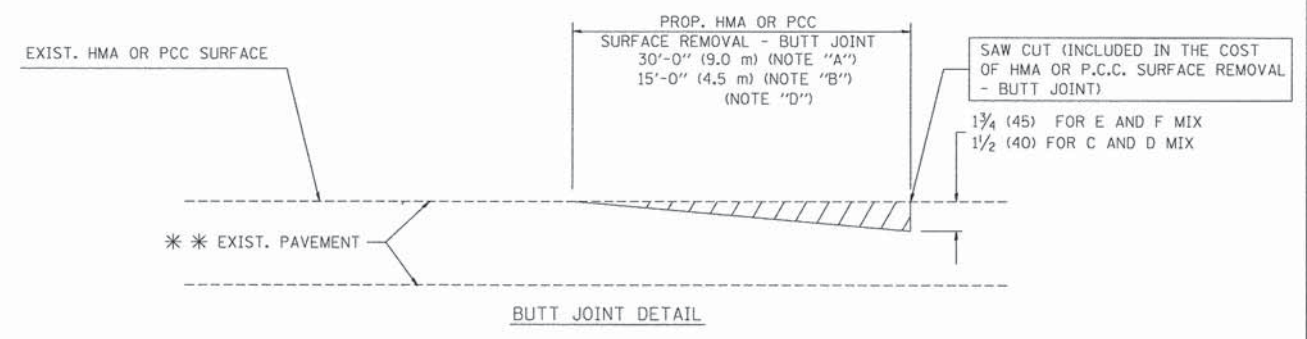
OPTION 1



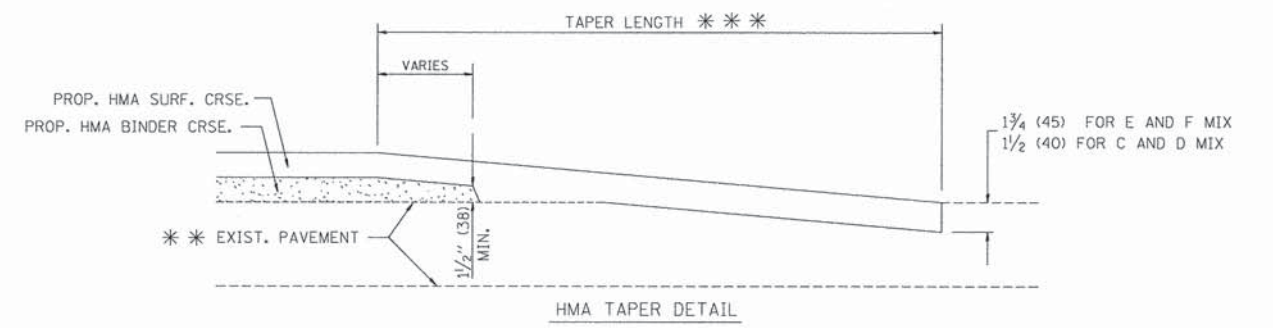
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ. NONE

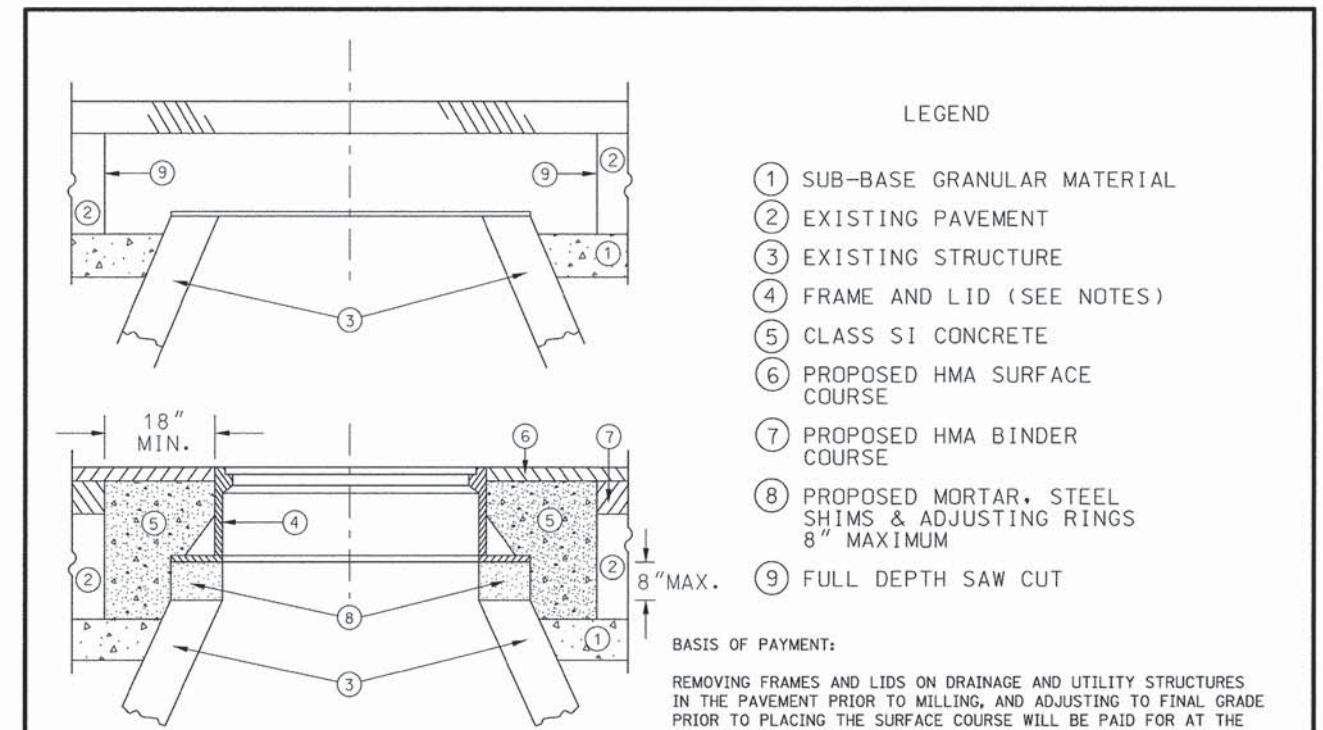
DRAWN BY
CHECKED BY
BD400-05 (VI=BD32)

FILE NAME =	USER NAME =	DESIGNED - JJB	REVISED - 4/26/2010
		DRAWN - GL/BH	REVISED - 5/17/2010
	PLOT SCALE =	CHECKED - JJB	REVISED - 1/20/2014
	PLOT DATE =	DATE - 2/19/2010	REVISED - 2/3/2014

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS TYLER ROAD				
SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	10
CONTRACT NO. 63462				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- LEGEND
- ① SUB-BASE GRANULAR MATERIAL
 - ② EXISTING PAVEMENT
 - ③ EXISTING STRUCTURE
 - ④ FRAME AND LID (SEE NOTES)
 - ⑤ CLASS SI CONCRETE
 - ⑥ PROPOSED HMA SURFACE COURSE
 - ⑦ PROPOSED HMA BINDER COURSE
 - ⑧ PROPOSED MORTAR, STEEL SHIMS & ADJUSTING RINGS 8" MAXIMUM
 - ⑨ FULL DEPTH SAW CUT

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 PER EACH FOR:

- "MANHOLES TO BE ADJUSTED (SPECIAL)"
- "MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID"
- "MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID"
- "INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID"
- "VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID"

NOTES:

EXISTING FRAMES AND LIDS SHALL BE REMOVED AND RETURNED TO THE CITY OF ST. CHARLES BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER.

CITY OF ST. CHARLES CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY OF REMOVAL AND DISPOSITION OF THE CASTINGS.

INSTALLATION OF NEW OR ADJUSTMENTS TO EXISTING FRAMES & LIDS WILL NOT BE PAID FOR SEPARATELY BUT ARE INCLUDED AS PART OF THE COST PER EACH ARE INCLUDED AS PART OF THE COST PER EACH ADJUSTED, SPECIAL".

CONSTRUCTION PROCEDURES

STAGE 1 (AFTER PAVEMENT MILLING AND PLACEMENT OF HMA BINDER)

- A) FULL DEPTH SAW CUT 5' X 5' SQUARE OR DIAMOND AROUND CENTER OF FRAME TO BE ADJUSTED
- B) REMOVE FRAME, EXISTING PAVEMENT AND AGGREGATE MATERIAL TO A DEPTH OF 2" BELOW TOP OF MANHOLE STRUCTURE OR 2" BELOW BOTTOM OF LOWEST ADJUSTMENT RING.
- C) ADJUST NEW FRAME TO MATCH PROPOSED HMA PAVEMENT SURFACE GRADE USING MORTAR, STEEL SHIMS EMBEDDED IN MORTAR, AND PRECAST CONCRETE ADJUSTING RINGS.
- D) COMPACT EXISTING AGGREGATE STONE BASE.
- E) FILL 5'X5' SURROUNDING SPACE WITH IDOT APPROVED CLASS SI CONCRETE TO THE SAME ELEVATION OF THE TOP OF THE BINDER COURSE.
- F) PAVE SURFACE COURSE OVER 5'X 5' CONCRETE COLLAR.

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

DATE: 12-8-10

NOT TO SCALE

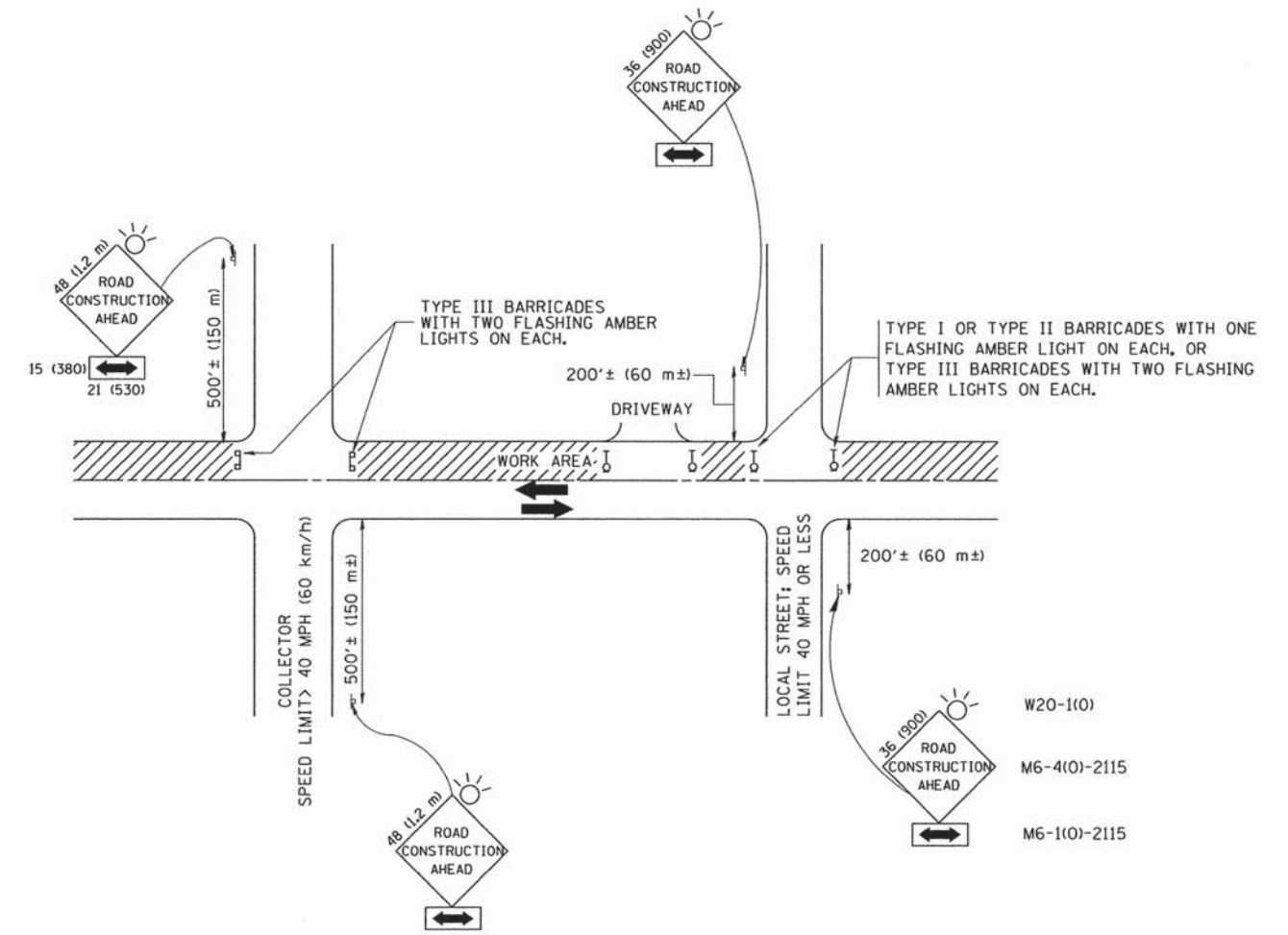
FRAME AND LID ADJUSTMENT WITH CONCRETE COLLAR

FILE NAME	USER NAME *	DESIGNED - JJB	REVISED - 4/26/2010
		DRAWN - BH/GL	REVISED - 5/17/2010
	PLOT SCALE *	CHECKED - JJB	REVISED - 1/20/2014
	PLOT DATE *	DATE - 2/19/2010	REVISED - 2/3/2014

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS TYLER ROAD			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	11
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 63462	
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.

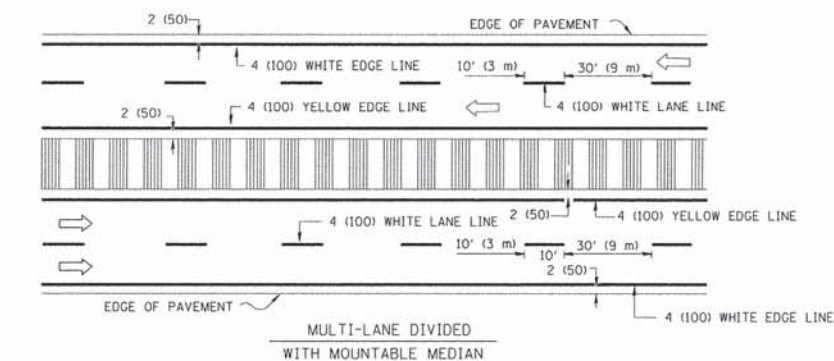
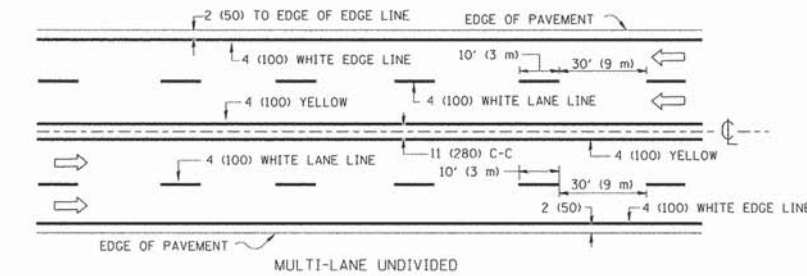
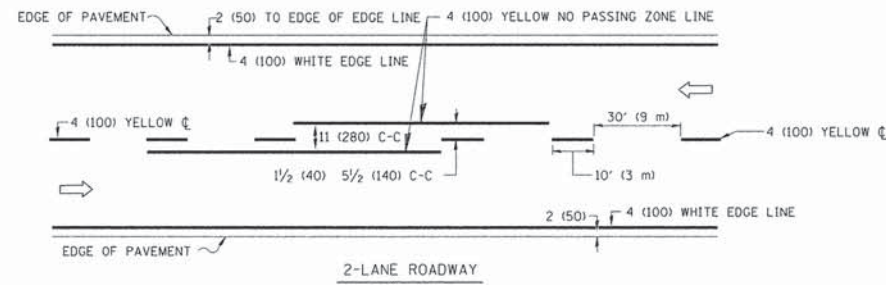
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

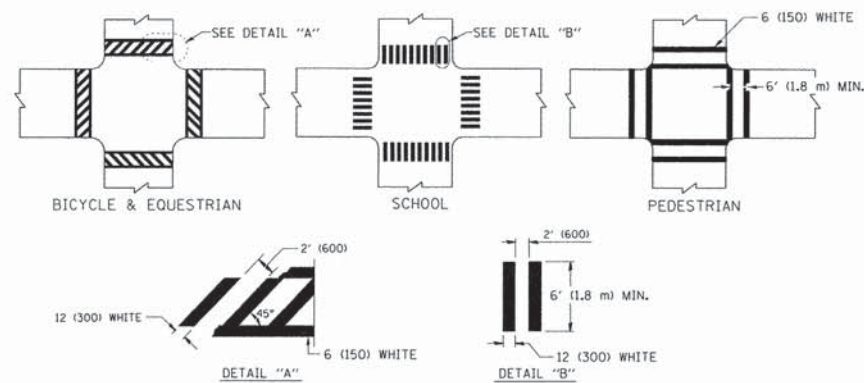
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	12
TC-10			CONTRACT NO. 63462	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

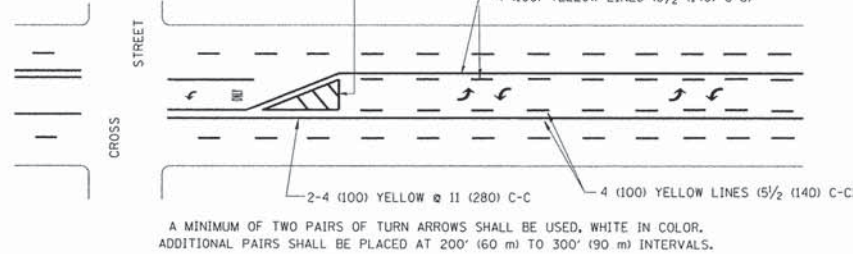
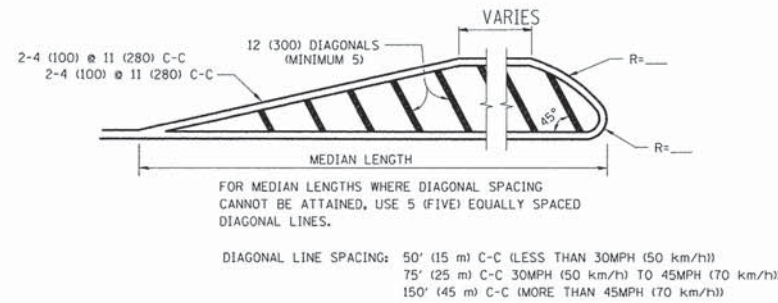
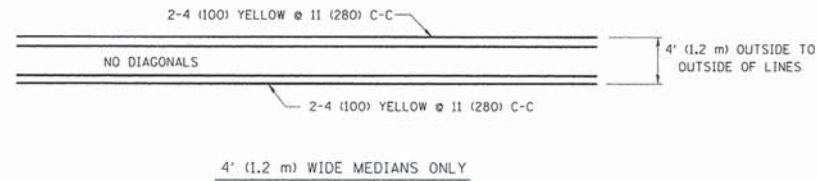


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

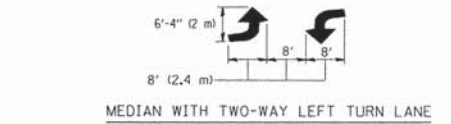


TYPICAL CROSSWALK MARKING

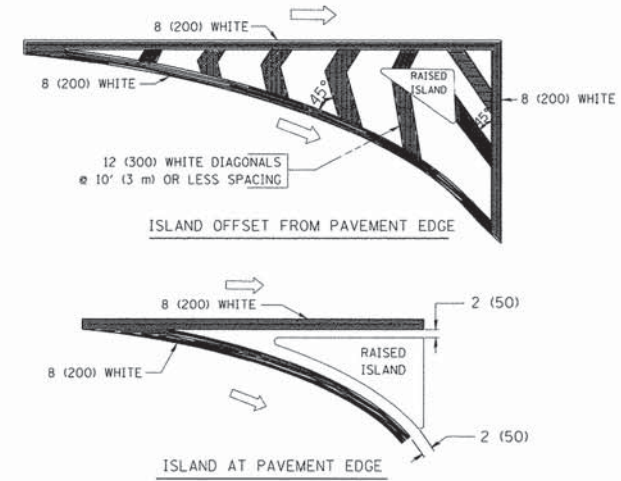


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 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.

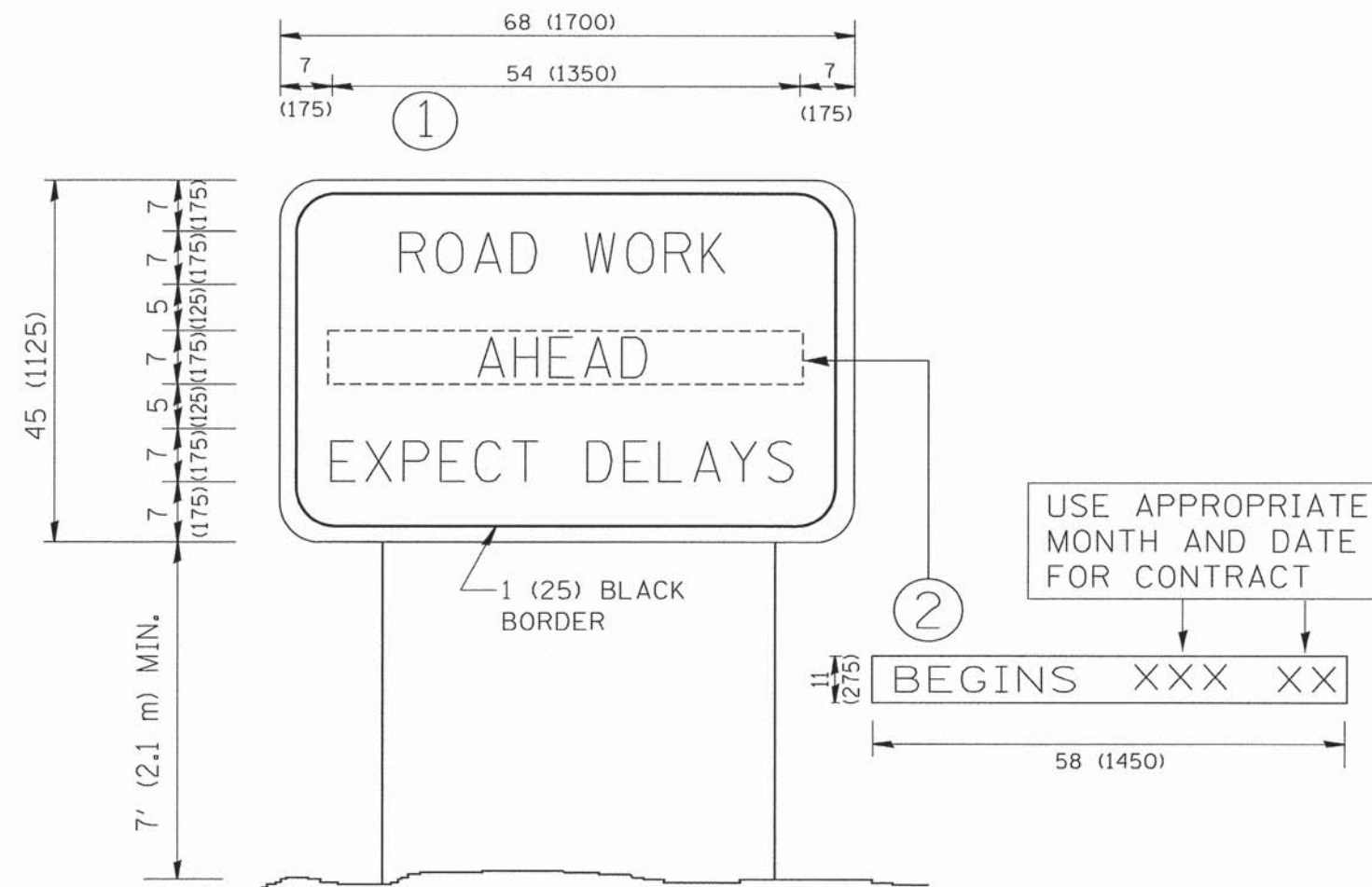
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - C. JUICIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		2950	09-00096-00-RS	KANE	16	13
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

TC-13		CONTRACT NO. 63462	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

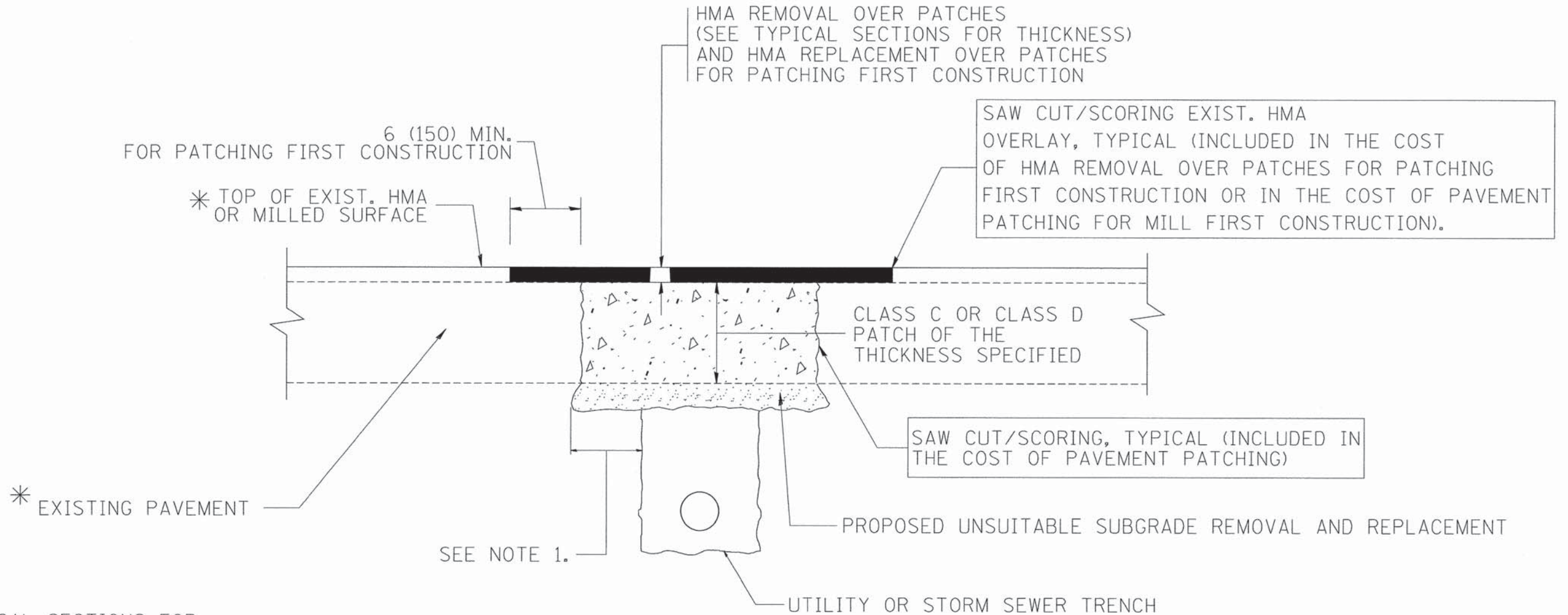


NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gogienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE. = 2950	SECTION = 09-00096-00-RS	COUNTY = KANE	TOTAL SHEETS = 16	SHEET NO. = 14
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	TC-22			CONTRACT NO. 63462				
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		



* 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 4 1/2 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			F.A. RTE. 2950	SECTION 09-00096-00-RS	COUNTY KANE	TOTAL SHEETS 16	SHEET NO. 15
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 63462	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - K. ENG 10-27-08									

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 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.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

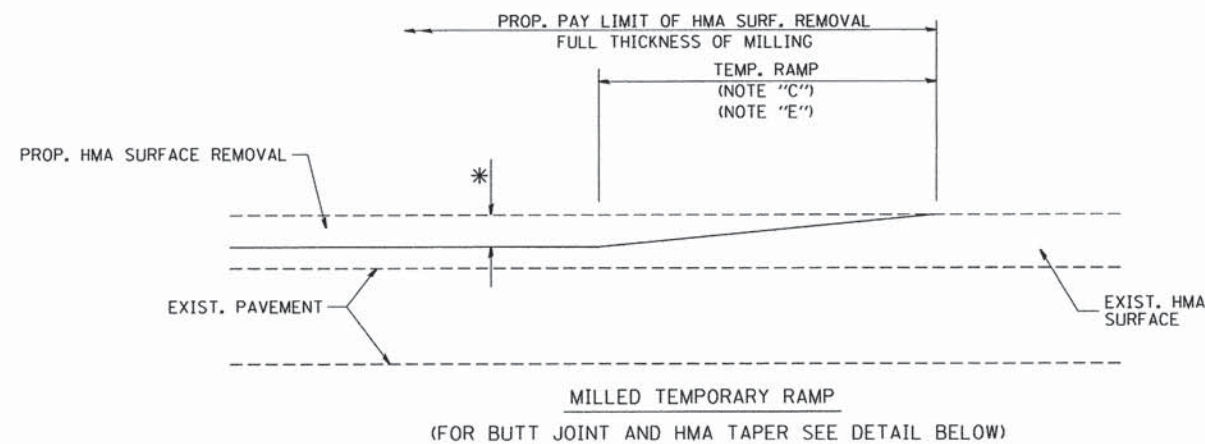
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ci:\pwork\pwork\drivakosgn\080315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

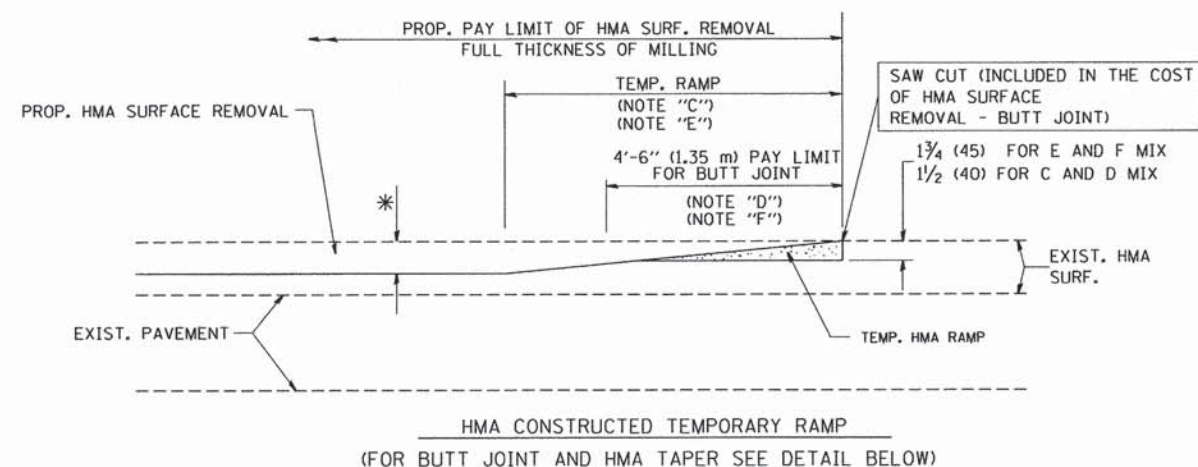
CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

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

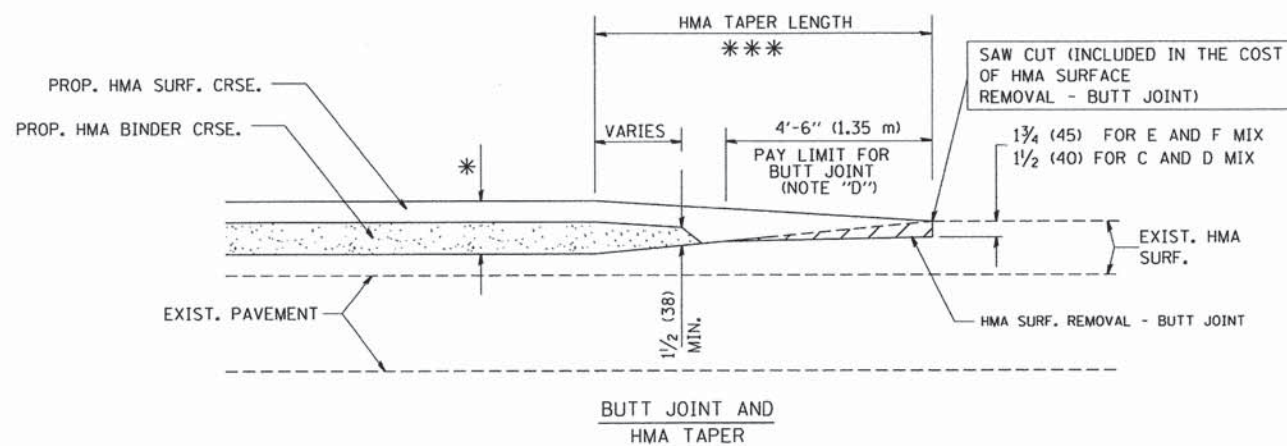
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2950	09-00096-00-RS	KANE	16	16
BD600-06 (BD-24)			CONTRACT NO. 63462	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



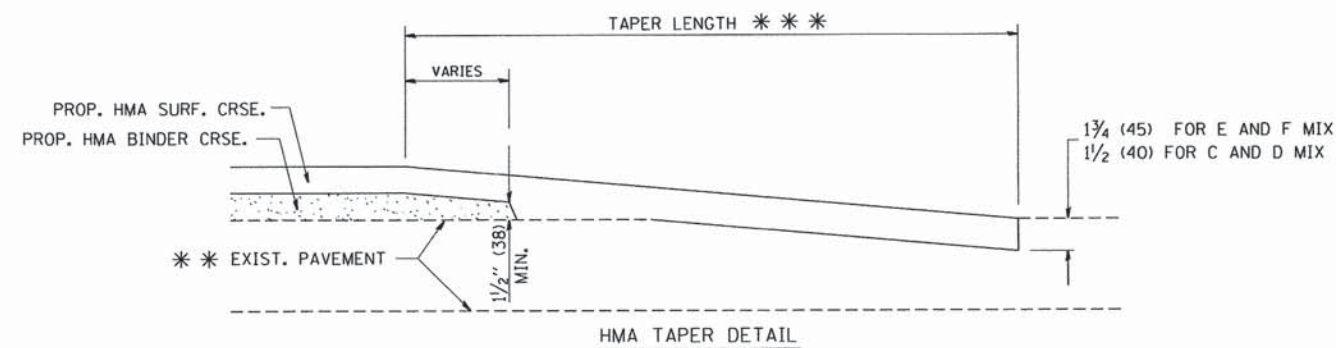
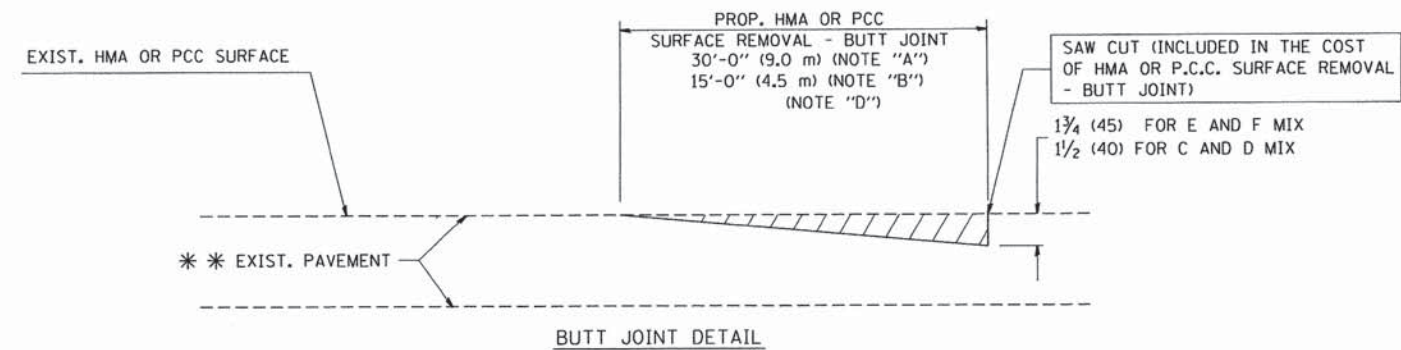
OPTION 1



OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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 =	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
W:\diststd\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 58.0000' / 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		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	2950	09-00096-00-RS	KANE	16	16A
STA.	TO STA.	BD400-05 BD32		CONTRACT NO. 63462		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						