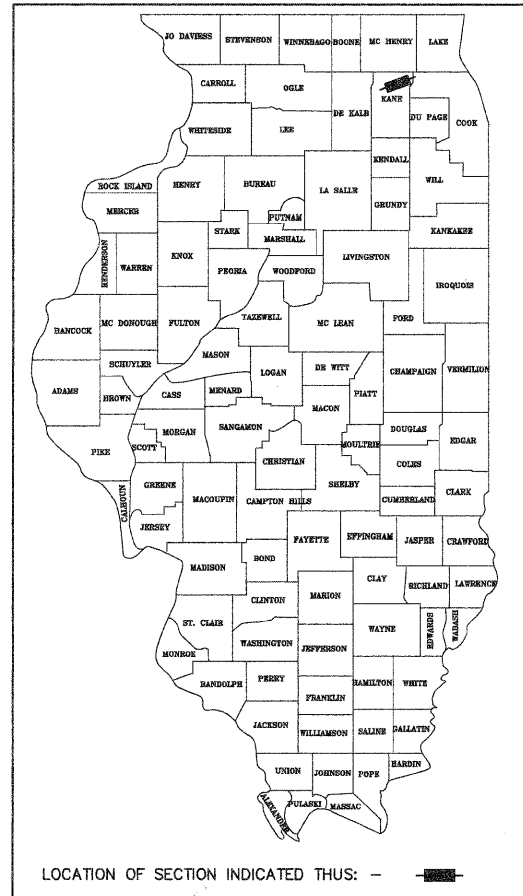


FOR INDEX OF SHEETS, SEE SHEET NO.2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID PROJECT
LAPP RESURFACING
KANEVILLE ROAD (FAU 1395)
FROM RANDALL ROAD (FAU 2505)
TO IL ROUTE 38 (FAU 3891)
PROJECT NO. ARA-9003(316)
SECTION NO. 09-00109-00-RS
CITY OF GENEVA
KANE COUNTY
JOB NO. C-91-623-09

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00109-00-RS	KANE	13	1
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT - LAPP	
CONTRACT NO. 63294				

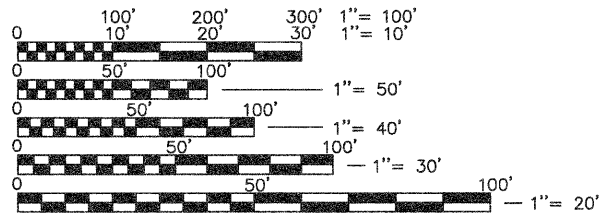


PROJECT LOCATED IN THE CITY OF GENEVA

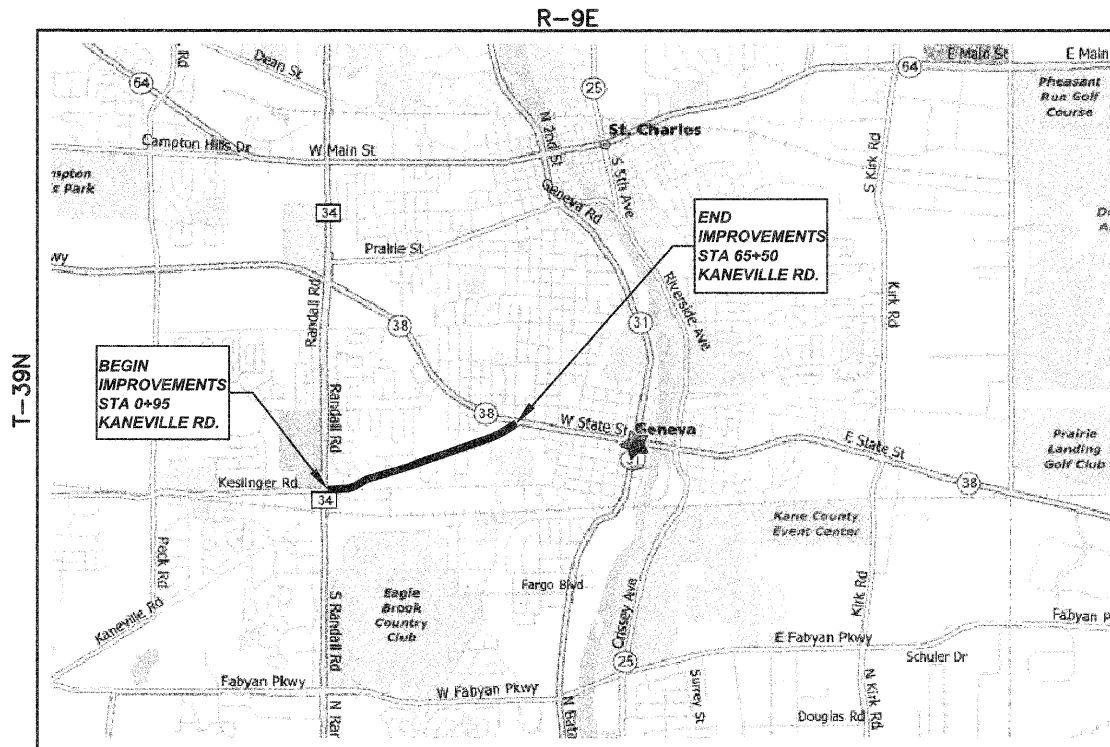
DESIGN DESIGNATION

KANEVILLE ROAD: URBAN MINOR ARTERIAL
 DESIGN SPEED = 30/35 M.P.H.
 POSTED SPEED = 30/35 M.P.H.
 ADT(2006) = 8800

FIELD ENGINEER: MARILIN SOLOMON (847) 705-4407
 CONSULTING ENGINEER: ENGINEERING ENTERPRISES, INC.
 CONTACT: JASON M. BAUER (630)-466-6700



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.



SW 1/4 & SE 1/4 SEC. 32, NE 1/4 SEC. 30, NW 1/4 SEC. 35, T-39N, R-9E, 3RD P.M.

LOCATION MAP
 N.T.S.

GROSS LENGTH OF PROJECT = 6,455 FEET (1.22 MILES)
 NET LENGTH OF PROJECT = 6,455 FEET (1.22 MILES)

JULIE
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811

Know what's below.
 Call before you dig.

CONTRACT NO. 63294

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	August 13, 2009 <i>Daniel J. Dinger</i> CITY OF GENEVA, DIRECTOR OF PUBLIC WORKS
PASSED	August 31, 2009 <i>Chris M. Hoffer</i> DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	August 26, 2009 <i>Diane M. O'Keefe</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: 8-13-09

BY: *JMB*
 JASON M. BAUER

LICENSE EXPIRES: NOVEMBER 30, 2009

SEAL

Engineering Enterprises, Inc.
CONSULTING ENGINEERS
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 P: 630.466.6700 - W: www.eeiweb.com

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00109-00-RS	KANE	18	2
CONTRACT NO. 63294				

GENERAL NOTES AND CONSTRUCTION SPECIFICATIONS

- THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGGERS AND OTHER TRAFFIC CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- LOCATION OF UTILITIES SHOWN ON PLANS ARE APPROXIMATE ONLY, AND ARE NOT NECESSARILY COMPLETE. CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AS TO LOCATION OF ALL EXISTING UNDERGROUND STRUCTURES, CABLES AND PIPE LINES.
- ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.
- ALL ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS THAT NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR EXCEPT THOSE THAT ARE NECESSARY FOR PROPER TRAFFIC CONTROL. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL RESET ALL SAID SIGNS. THE WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL PAY ITEMS, AND SHALL NOT BE PAID FOR SEPARATELY.
- ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT, SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.0.8.
- ALL REFERENCES TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE THE LATEST STANDARD OF THE DEPARTMENT.
- THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION OR SUBSECTION SURVEY MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS OR HER AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE UNIT PRICE FOR ALL REMOVAL PAY ITEMS AND TEMPORARY RAMPS SHALL INCLUDE ALL REQUIRED SAW CUTS.
- ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.
- CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED. (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.) THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- BEFORE STARTING ALL EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 OR 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF GENEVA.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- TEMPORARY RAMPS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE THE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

- WHENEVER, DURING CONSTRUCTION OPERATIONS LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF CONTRACT PAY ITEMS.
- EXISTING PUBLIC AND PRIVATE UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES, AND SURVEYS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF ALL UTILITIES AND STRUCTURES THAT MAY BE FOUND IN THE VICINITY OF THE CONSTRUCTION. THE CONTRACTOR WILL ALSO ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES MAY BE DIFFERENT THAN INDICATED.

SHOULD ANY DAMAGES OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE, THE CONTRACTOR, AT HIS OR HER OWN EXPENSE, SHALL MAKE REPAIRS IN A MANNER ACCEPTABLE TO THE ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF HIS OR HER CONSTRUCTION SCHEDULE AND COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER.
- DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWER, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE OR SHE SHALL SO INFORM THE ENGINEER WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR TO REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF TO BE MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
- KANEVILLE ROAD SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. WHEN NECESSARY TO CLOSE ONE LANE OF KANEVILLE ROAD DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE-WAY TRAFFIC DURING CONSTRUCTION HOURS WITH THE USE OF SIGNS AND FLAGMEN AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. TWO LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL OTHER TIMES WHEN NO CONSTRUCTION ACTIVITIES ARE BEING CARRIED ON. ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

INDEX OF SHEETS

SHEET NO.	SHEET DESCRIPTION
1.	COVER SHEET AND LOCATION MAP
2.	GENERAL NOTES, STATE STANDARDS, AND INDEX OF SHEETS
3.	SUMMARY OF QUANTITIES
4.	TYPICAL EXISTING AND PROPOSED CROSS SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENT TABLE
5.	TYPICAL EXISTING AND PROPOSED CROSS SECTIONS
6.	TYPICAL EXISTING AND PROPOSED CROSS SECTIONS
7.	GENERAL PLAN
8.	TERMINI DETAILS/DETECTOR LOOP DETAILS
9.	STORM SEWER DETAILS
10.	SCHEDULE OF QUANTITIES
11.	SCHEDULE OF QUANTITIES
DISTRICT ONE DETAILS	
12.	(TC-10) TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
13.	(TC-13) TYPICAL PAVEMENT MARKINGS
14.	(TC-14) TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
15.	(BD-22) PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
16.	(BD-24) CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
17.	(BD-32) BUTT JOINT AND HMA TAPER DETAILS
18.	(TS-07) DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602306-02	INLET - TYPE B
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604056-03	FRAME AND GRATE TYPE 11V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701306-02	LANE CLOSURE 2L, 2W SLOW MOVING OPERATIONS-DAY ONLY, FOR SPEEDS >45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	SANITARY SEWER	
	STORM SEWER	
	END SECTION	
	WATER MAIN & SIZE	
	WATER SERVICE & BOX	
	CONTOUR	
	GAS MAIN	
	TELEPHONE CABLE	
	MANHOLE	
	CATCH BASIN	
	INLET	
	HYDRANT	
	VALVE VAULT	
	TREE ELEVATION	
	STREET LIGHT SIGNS	
	FOUND IRON PIPE	
	GUY WIRE	
	FLAG POLE	
	UTILITY POLE	
	UTILITY PEDESTAL	
	HANDHOLE	

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CITY OF GENEVA
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

KANEVILLE ROAD
 LAPP IMPROVEMENTS

GENERAL NOTES,
STATE STANDARDS,
AND INDEX OF SHEETS

DATE:	AUGUST 2009
PROJECT NO:	GE0901
FILE:	GE0901-CVR
SHEET	2 OF 18

Plotted: August 26, 2009 8:20 AM By: Larry Nolan - Tab: 02 Notes 22x34

Path: H:\SSK\PROJ\GE0901\DWG\DWG_FINAL_ENG\GE0901-CVR

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	CONST. CODE
			1000
			TOTAL QUANTITY
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5,132
40600300	AGGREGATE (PRIME COAT)	TON	103
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	1,797
40600895	CONSTRUCTING TEST STRIP	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	237
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,874
Δ 40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	28
Δ 42400800	DETECTABLE WARNINGS	SQ FT	270
44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	25,660
Δ 44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2,579
Δ 44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	9,328
Δ 44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	75
Δ 44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	61
Δ 44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	2,427
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	19,365
44000600	SIDEWALK REMOVAL	SQ FT	280
Δ 550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	44
Δ 550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	8
Δ 55038000	STORM SEWERS TO BE CLEANED 18"	FOOT	110
Δ 55100500	STORM SEWER REMOVAL 12"	FOOT	44
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	2
60240312	INLETS, TYPE B, TYPE 11V FRAME AND GRATE	EACH	1
60255500	MANHOLES TO BE ADJUSTED	EACH	1
60260100	INLETS TO BE ADJUSTED	EACH	10

Δ SEE SPECIAL PROVISIONS
* SPECIALTY ITEMS

CODE NO.	PAY ITEM	UNIT	CONST. CODE
			1000
			TOTAL QUANTITY
60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	2
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
67100100	MOBILIZATION	L SUM	1
Δ 70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3,600
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	35
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	12,600
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,100
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	500
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	250
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,200
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	35
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,600
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,100
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	500
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	250
Δ * 88600600	DETECTOR LOOP REPLACEMENT	FOOT	215
Δ X6028300	INLETS TO BE REMOVED, SPECIAL	EACH	2
Δ XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	9
Δ XX006215	BRICK PAVER REMOVAL AND REPLACEMENT	SQ YD	35
Δ XX006425	RESTORATION	SQ YD	1,256
Δ XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	500
Δ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	1

Δ SEE SPECIAL PROVISIONS
* SPECIALTY ITEMS

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CITY OF GENEVA
KANE COUNTY, ILLINOIS

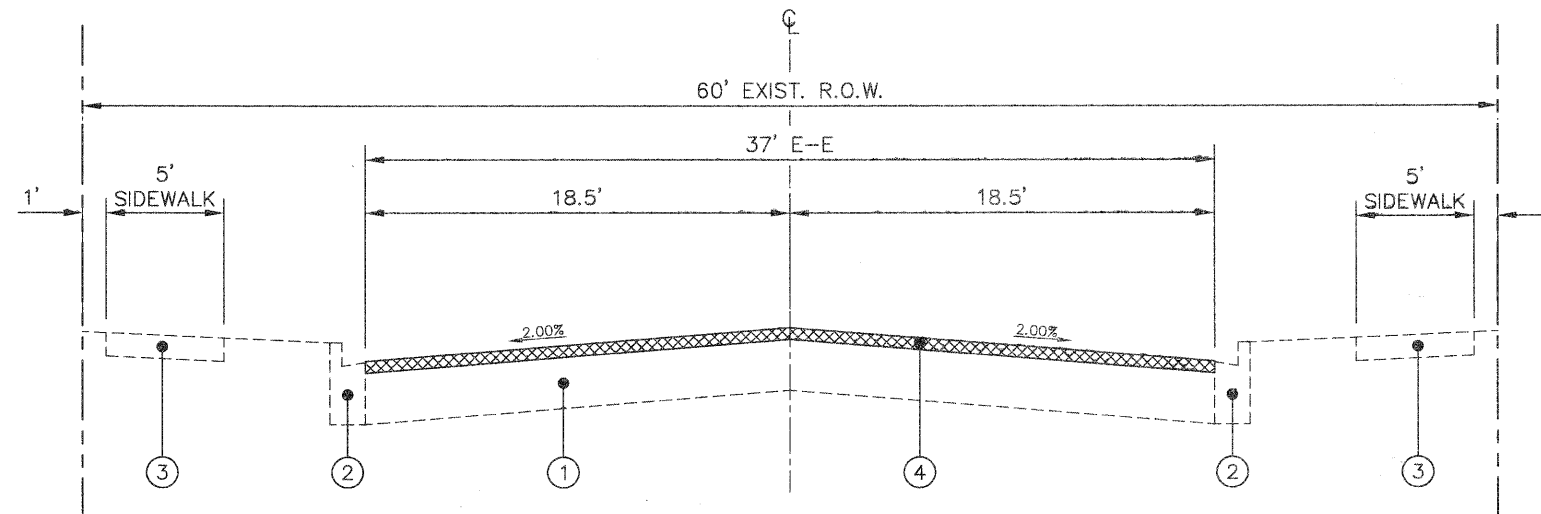
NO.	DATE	REVISIONS

KANEVILLE ROAD
LAPP IMPROVEMENTS

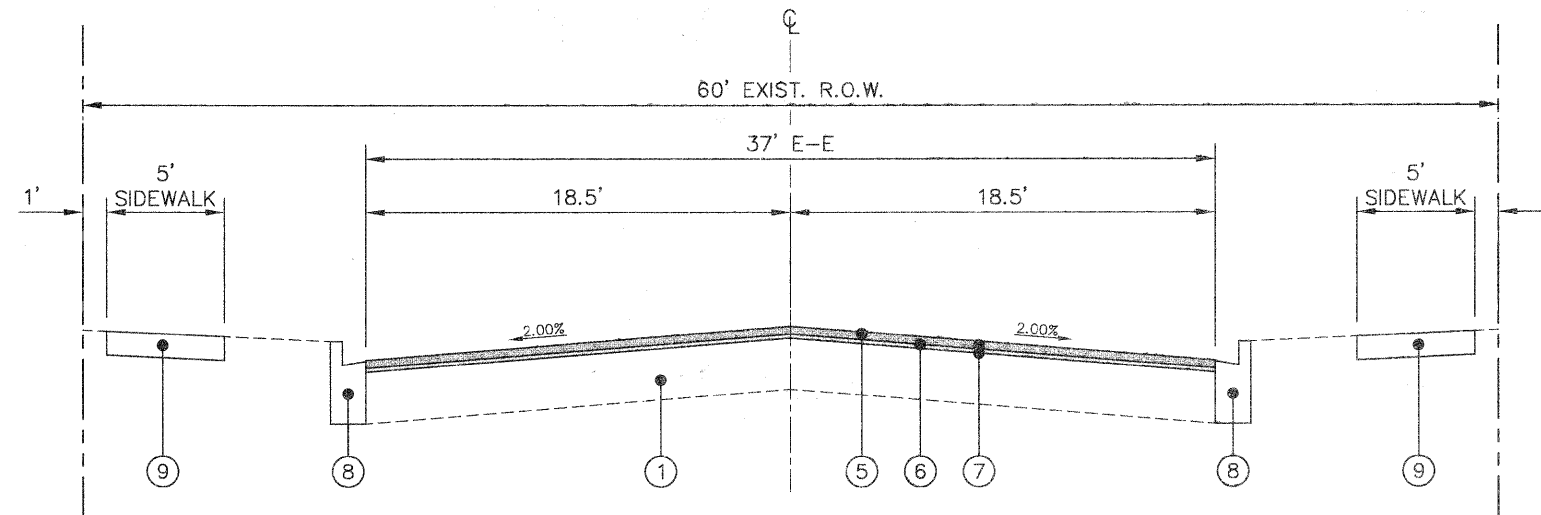
SUMMARY OF QUANTITIES

DATE:	AUGUST 2009
PROJECT NO:	GE0901
FILE:	GE0901-CVR
SHEET	3 OF 18

Path: H:\SDS\PROJ\GE0901\DWG\DWG_FINAL_ENG\GE0901-CVR



EXISTING TYPICAL SECTION
 FROM RANDALL ROAD TO BURGESS ROAD
 STA. 0+95 TO STA. 43+25, KANEVILLE ROAD
 N.T.S.



PROPOSED TYPICAL SECTION
 FROM RANDALL ROAD TO BURGESS ROAD
 STA. 0+95 TO STA. 43+25, KANEVILLE ROAD
 N.T.S.

LEGEND	
① EXISTING 11" TO 13" FULL-DEPTH ASPHALT PAVEMENT	⑥ LEVELING BINDER (MACHINE METHOD), N70, 1.25"
② EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER	⑦ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"	⑧ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
④ HOT-MIX ASPHALT SURFACE REMOVAL, 3.25"	⑨ PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0"	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5 MM)	4% @ 70 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM)	4% @ 70 Gyr.
HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 MM); 2"	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER, IL-19 MM); 3"	4% @ 50 Gyr.
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS
 PATCHING SHALL BE PERFORMED AFTER MILLING OPERATIONS

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CITY OF GENEVA
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

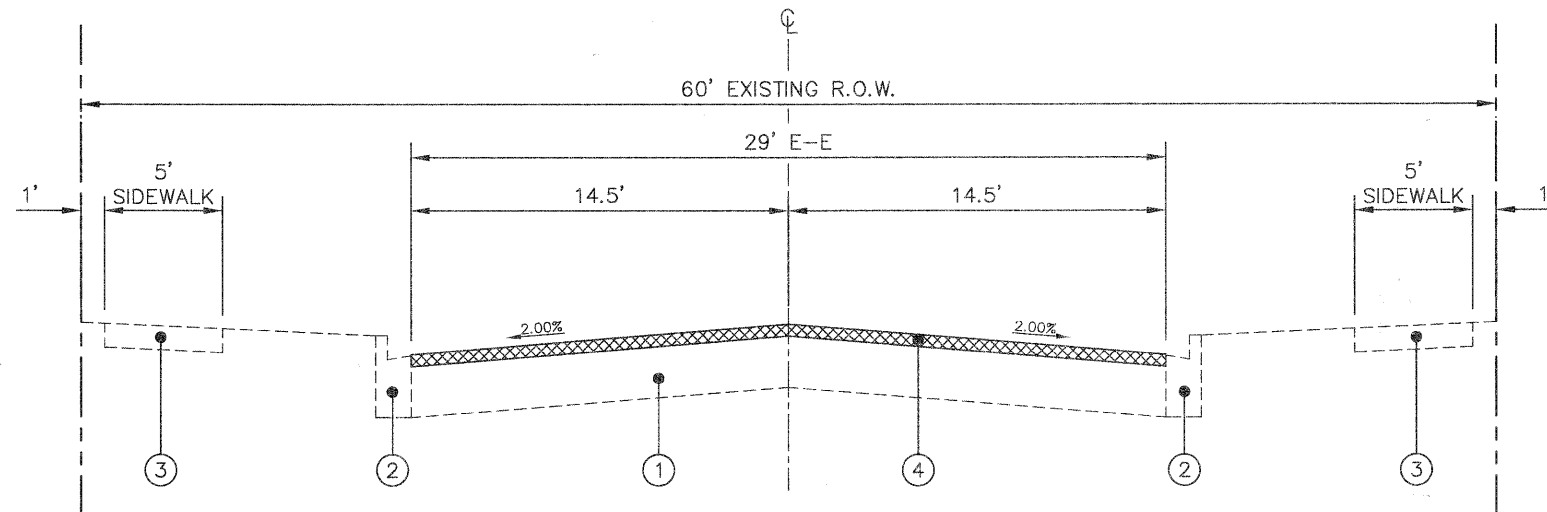
KANEVILLE ROAD
 LAPP IMPROVEMENTS

TYPICAL EXISTING AND PROPOSED
CROSS SECTIONS AND HOT-MIX ASPHALT
MIXTURE REQUIREMENT TABLE

DATE: AUGUST 2009
 PROJECT NO: GE0901
 FILE: GE0901-CVR
 SHEET **4** OF **18**

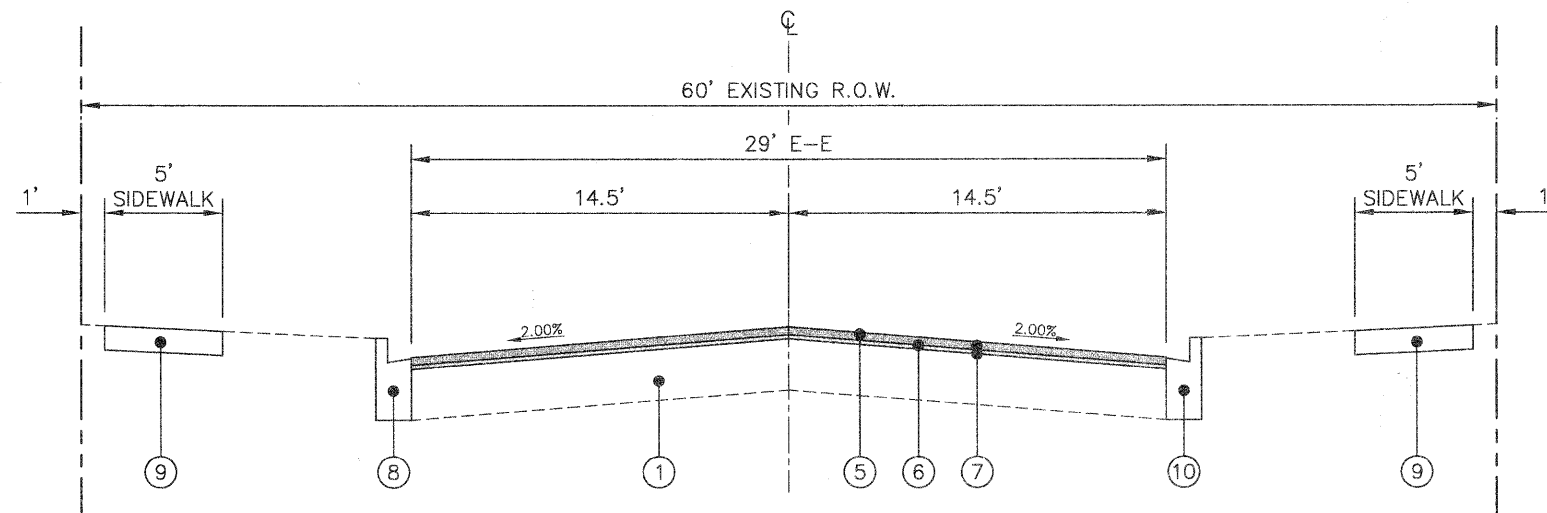
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00109-00-RS	KANE	18	5
CONTRACT NO. 83294				



EXISTING TYPICAL SECTION

FROM BURGESS ROAD TO COUNTRY CLUB PLACE
 STA. 43+25 TO STA. 54+00, KANEVILLE ROAD
 N.T.S.



PROPOSED TYPICAL SECTION

FROM BURGESS ROAD TO COUNTRY CLUB PLACE
 STA. 43+25 TO STA. 54+00, KANEVILLE ROAD
 N.T.S.

LEGEND

- | | |
|--|---|
| ① EXISTING 11" TO 13" FULL-DEPTH ASPHALT PAVEMENT | ⑥ LEVELING BINDER (MACHINE METHOD), N70, 1.25" |
| ② EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER | ⑦ BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) |
| ③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" | ⑧ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS) |
| ④ HOT-MIX ASPHALT SURFACE REMOVAL, 3.25" | ⑨ PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS) |
| ⑤ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0" | |

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CITY OF GENEVA
 KANE COUNTY, ILLINOIS

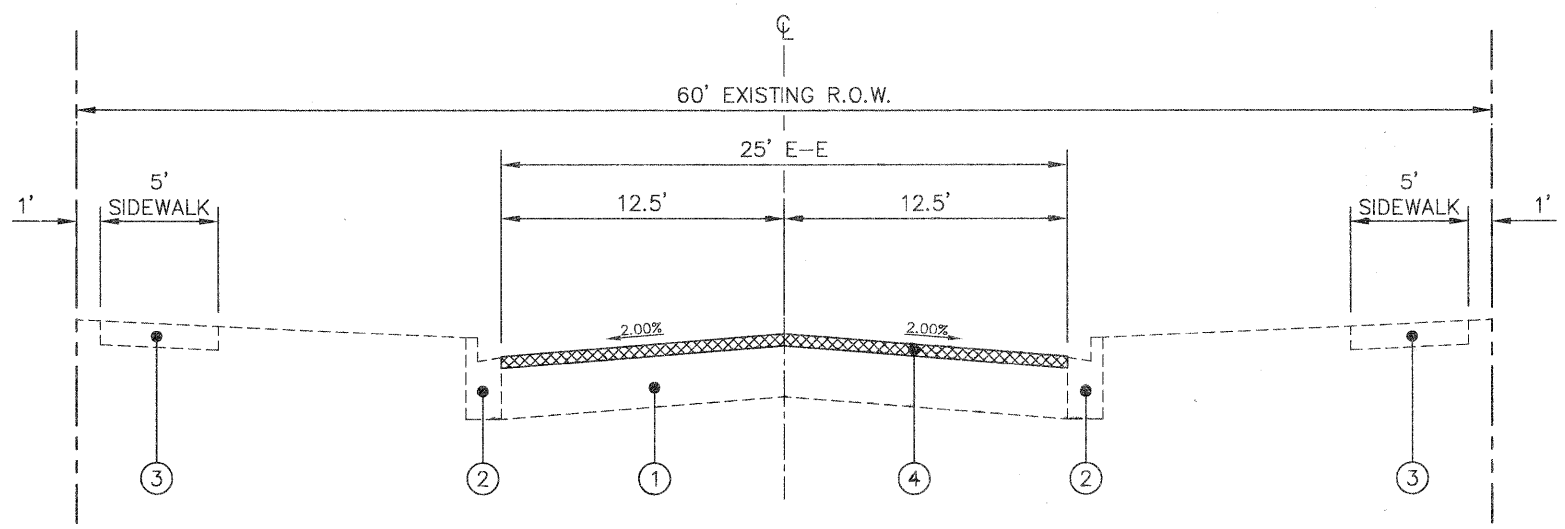
NO.	DATE	REVISIONS

KANEVILLE ROAD
 LAPP IMPROVEMENTS

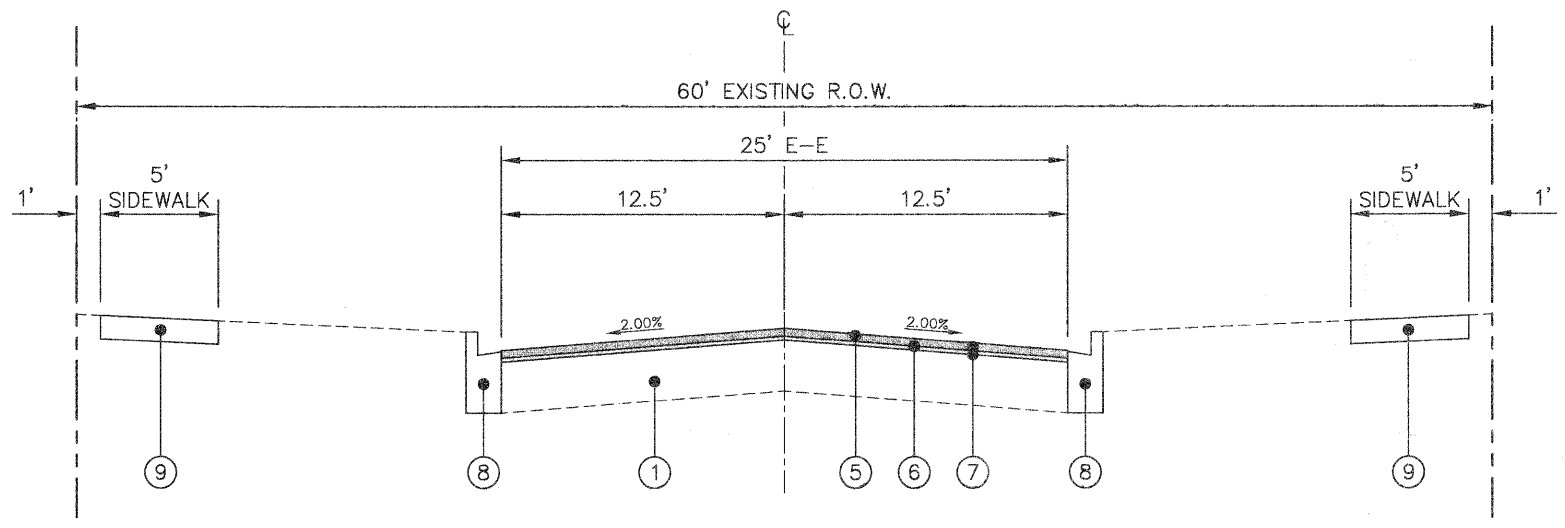
TYPICAL EXISTING
AND PROPOSED
CROSS SECTIONS

DATE:	AUGUST 2009
PROJECT NO:	GE0901
FILE:	GE0901-CVR
SHEET	5 OF 18

Path: H:\S\K\PROJ\GE0901\DWG\DWG_FINAL_ENG\GE0901-CR



EXISTING TYPICAL SECTION
 FROM COUNTRY CLUB PLACE TO IL 38
 STA. 54+00 TO STA. 65+50, KANEVILLE ROAD
 N.T.S.



PROPOSED TYPICAL SECTION
 FROM COUNTRY CLUB PLACE TO IL 38
 STA. 54+00 TO STA. 65+50, KANEVILLE ROAD
 N.T.S.

LEGEND	
①	EXISTING 11" TO 13" FULL-DEPTH ASPHALT PAVEMENT
②	EXISTING B-6.12 COMBINATION CONCRETE CURB AND GUTTER
③	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5"
④	HOT-MIX ASPHALT SURFACE REMOVAL, 3.25"
⑤	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2.0"
⑥	LEVELING BINDER (MACHINE METHOD), N70, 1.25"
⑦	BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
⑧	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)
⑨	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT (AT VARIOUS LOCATIONS)

Plotted: August 14, 2009 @ 8:15 AM By: Kris Pung - Tab: 06 X-Sections 22x34
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 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

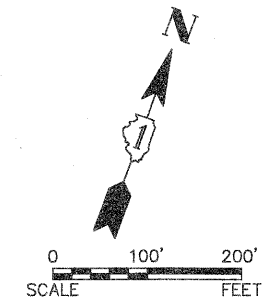
KANEVILLE ROAD
 LAPP IMPROVEMENTS

TYPICAL EXISTING
AND PROPOSED
CROSS SECTIONS

DATE:	AUGUST 2009
PROJECT NO.:	GE0901
FILE:	GE0901-CVR
SHEET	6 OF 18

Path: H:\SDS\KPRC\GE0901\DWG\DWG_FINAL_ENG\GE0901-CVR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00109-00-RS	KANE	18	7
CONTRACT NO. 63294				



BEGIN IMPROVEMENTS STA 0+95 KANEVILLE RD.

SEE TREMINI DETAIL

SEE SHEET 8 FOR STORM SEWER DETAIL

END IMPROVEMENTS STA 65+50 KANEVILLE RD.

SEE TREMINI DETAIL

MATCHLINE STA. 23+00: SEE ABOVE

MATCHLINE STA. 23+00: SEE BELOW

MATCHLINE STA. 46+50: SEE BELOW

MATCHLINE STA. 46+50: SEE ABOVE

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NO.	DATE	REVISIONS

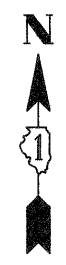
KANEVILLE ROAD
 LAPP IMPROVEMENTS

GENERAL PLAN

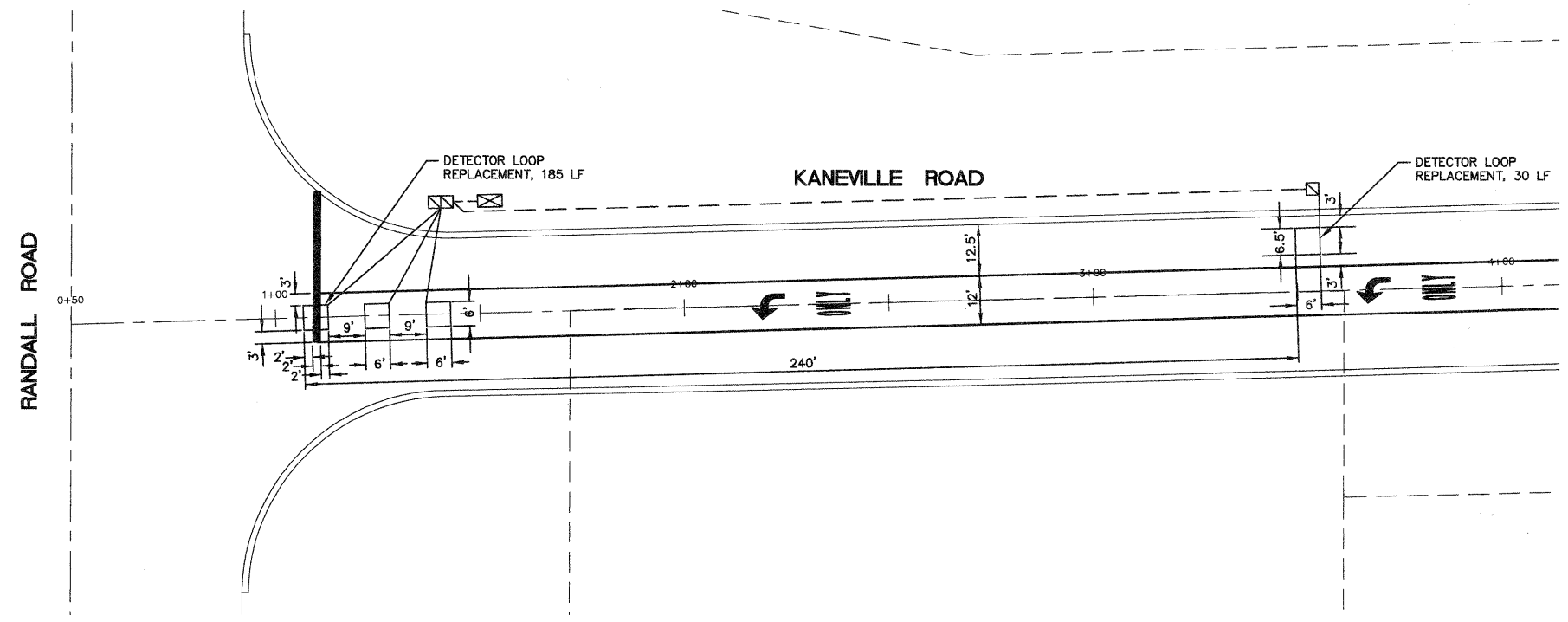
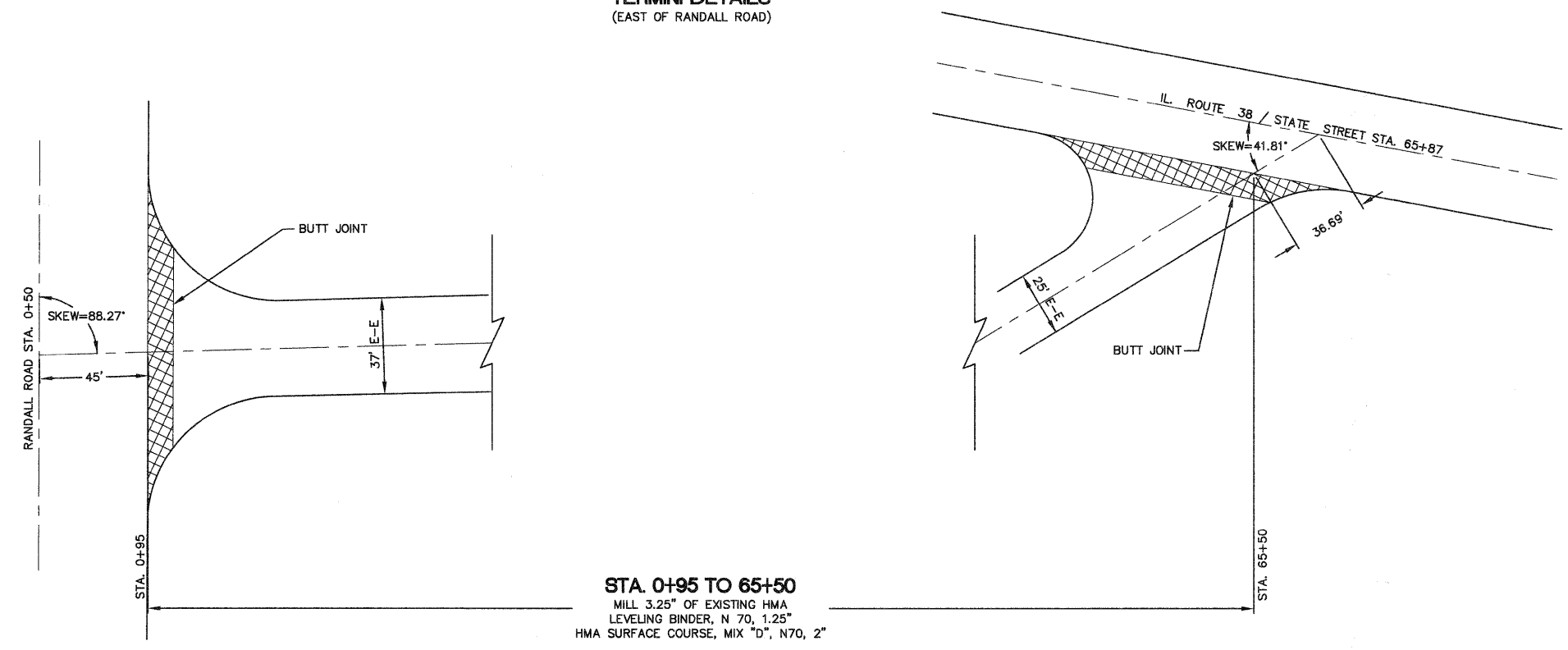
DATE:	AUGUST 2009
PROJECT NO.:	GE0901
FILE:	GE0901-GENERAL
SHEET	7 OF 18

Path: H:\ISSPROJ\GE0901\DWG\DWG_FINAL_ENG\GE0901-GENERAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1995	09-00109-00-RS	KANE	18	8
CONTRACT NO. 63294				



TERMINI DETAILS
(EAST OF RANDALL ROAD)



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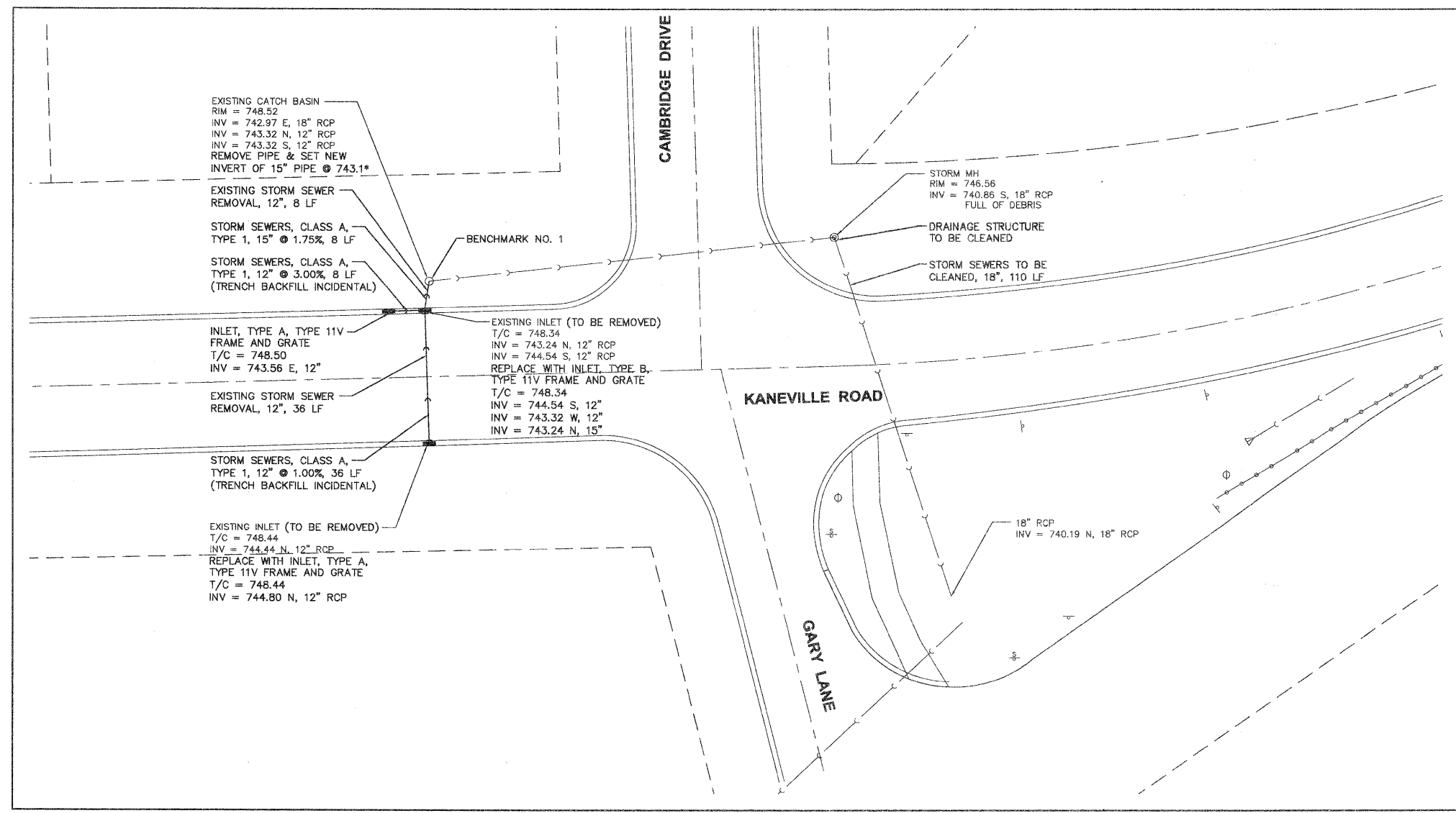
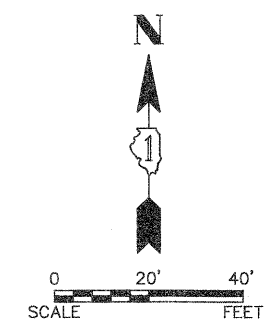
NO.	DATE	REVISIONS

KANEVILLE ROAD
LAPP IMPROVEMENTS

TERMINI DETAILS
DETECTOR LOOP DETAILS

DATE:	AUGUST 2009
PROJECT NO:	GE0901
FILE:	GE0901-GENERAL
SHEET	8 OF 18

Path: H:\SUSKIPRO\GE0901\DWG\DWG_FINAL_ENG\GE0901-GENERAL



NOTES:

1. ANY MODIFICATION TO THE EXISTING CATCH BASIN AS REQUIRED TO CONNECT THE NEW 15" STORM SEWER AT THE NEW INVERT SHALL BE CONSIDERED INCLUDED IN THE COST OF STORM SEWER REMOVAL.
2. TRENCH BACKFILL IS INCLUDED IN THE COST OF STORM SEWERS, CLASS A, TYPE 1.

BENCH MARK
1. RIM OF CATCH BASIN @ THE NW CORNER OF KANEVILLE AND CAMBRIDGE DRIVE, 8' NORTH OF B/C AT STA 5+43
ELEVATION = 748.52'

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KANEVILLE ROAD
LAPP IMPROVEMENTS

STORM SEWER DETAILS

DATE:	AUGUST 2009
PROJECT NO:	GE0901
FILE:	GE0901-GENERAL
SHEET	9 OF 18

Path: H:\SOS\PROJ\GE0901\DWG\DWG_FINAL_ENG\GE0901-GENERAL

PAVEMENT QUANTITIES SCHEDULE										
STA	LOCATION	PAVEMENT WIDTH (FT)	PAVEMENT LENGTH (FT)	PAVEMENT AREA (SQ FT)	PAVEMENT AREA (SQ YD)	40600635 LEVEL BIND (MM), N70 (TONS)	40603340 HMA SURF. CSE, MIX D, N70 (TONS)	40600100 BIT MATL. PRIME COAT (GALLON)	40600300 AGGREGATE PR. COAT (TONS)	44000162 HMA SURFACE REMOVAL, 3 1/4" (SQ YD)
1+45 to 43+00	MAINLINE	37	4,155	153,735	17,081.7	1,195.7	1,913.1	3,416.3	68.3	17,081.7
43+00 to 54+00	MAINLINE	29	1,100	31,900	3,544.4	248.1	397.0	708.9	14.2	3,544.4
54+00 to 66+00	MAINLINE	25	1,200	30,000	3,333.3	233.3	373.3	666.7	13.3	3,333.3
6+00	CAMBRIDGE DRIVE	BEGIN REMOVAL 40' FROM MAINLINE		220.0	15.4	24.6	44.0	0.9	220.0	
6+00	GARY LANE	BEGIN REMOVAL 60' FROM MAINLINE		190.0	13.3	21.3	38.0	0.8	190.0	
21+00	STAFFORD DRIVE	BEGIN REMOVAL 25' FROM MAINLINE		155.0	10.9	17.4	31.0	0.6	155.0	
31+00	NORTHAMPTON DRIVE	BEGIN REMOVAL 30' FROM MAINLINE		180.0	12.6	20.2	36.0	0.7	180.0	
31+00	SOUTHAMPTON DRIVE	BEGIN REMOVAL 45' FROM MAINLINE		240.0	16.8	26.9	48.0	1.0	240.0	
36+00	ST. PETERS CHURCH	BEGIN REMOVAL 15' FROM MAINLINE		80.0	5.6	9.0	16.0	0.3	80.0	
43+00	BURGESS ROAD	BEGIN REMOVAL 20' FROM MAINLINE		135.0	9.5	15.1	27.0	0.5	135.0	
43+00	BURGESS ROAD	BEGIN REMOVAL 40' FROM MAINLINE		225.0	15.8	25.2	45.0	0.9	225.0	
54+00	COUNTRY CLUB PLACE	BEGIN REMOVAL 30' FROM MAINLINE		120.0	8.4	13.4	24.0	0.5	120.0	
57+00	JAMES STREET	BEGIN REMOVAL 35' FROM MAINLINE		155.0	10.9	17.4	31.0	0.6	155.0	
						1796.2	2873.9	5131.9	102.6	25659.4
						TONS	TONS	GALLON	TONS	SY

DRIVEWAY SCHEDULE			
LOCATION	XX003435 PCC DRIVEWAY REM. & REPL. (SQ YD)	XX006215 BRICK PAVER REM. & REPL. (SQ YD)	XX006947 HMA DRIVEWAY REM. & REPL. (SQ YD)
VARIOUS LOCATIONS BETWEEN STA 0+50 & 66+00			500
15+00	9		
27+00		25	
57+70		5	
64+80		5	
	9.0	35.0	500.0
	SY	SY	SY

PATCHING SCHEDULE							
STA	SIDE	PAVEMENT PATCH WIDTH (FT)	PAVEMENT PATCH LENGTH (FT)	REPAIR AREA (SQ FT)	44201777 REPAIR AREA - TY II (SQ YD)	44201781 REPAIR AREA - TY III (SQ YD)	44201783 REPAIR AREA - TY IV (SQ YD)
2+50	RT	10	180	1800	0.0	0.0	200.0
4+50	RT	7	270	1890	0.0	0.0	210.0
4+50	LT	4	180	720	0.0	0.0	80.0
5+25	RT	5	36	180	0.0	20.0	0.0
6+50	RT	2	80	160	0.0	17.8	0.0
7+00	LT	8	130	1040	0.0	0.0	115.6
12+00	LT	7	335	2345	0.0	0.0	260.6
16+00	RT	7	155	1085	0.0	0.0	120.6
23+00	RT	8	12	96	10.7	0.0	0.0
25+00	RT	12	240	2880	0.0	0.0	320.0
30+75	RT	4.5	12	54	6.0	0.0	0.0
32+00	LT	7	240	1680	0.0	0.0	186.7
35+50	LT	4	235	940	0.0	0.0	104.5
38+00	RT	7	1065	7455	0.0	0.0	828.4
39+00	LT	10	10	100	11.2	0.0	0.0
49+00	RT	8	25	200	0.0	22.3	0.0
52+00	LT	4	30	120	13.4	0.0	0.0
53+50	LT	10	10	100	11.2	0.0	0.0
53+50	RT	10	10	100	11.2	0.0	0.0
58+75	RT	10	10	100	11.2	0.0	0.0
					74.9	60.1	2426.4
					SY	SY	SY

CURB AND GUTTER REMOVAL AND REPLACEMENT SCHEDULE		
STA	SIDE	44001700 CURB & GUTTER REM. & REPL. LENGTH (FT)
1+00	LT	12.0
1+60	LT	5.0
4+90	RT	5.0
5+00	RT	40.0
6+30	LT	40.0
9+20	RT	5.0
12+50	RT	5.0
12+80	RT	10.0
13+40	RT	30.0
13+80	LT	5.0
14+00	LT	75.0
15+50	RT	35.0
16+50	LT	5.0
17+20	RT	135.0
18+00	RT	5.0
19+80	LT	5.0
23+30	LT	5.0
24+50	LT	5.0
25+60	RT	5.0
25+60	RT	75.0
27+50	LT	25.0
29+20	RT	60.0
29+50	LT	15.0
30+00	RT	5.0
30+20	LT	5.0
31+80	RT	20.0
33+00	LT	5.0
38+20	LT	15.0
38+50	RT	5.0
38+60	LT	5.0
40+70	RT	20.0
41+50	RT	10.0
42+40	RT	5.0
43+70	LT	25.0
44+00	LT	5.0
46+90	RT	30.0
49+30	RT	5.0
49+50	RT	65.0
50+00	LT	30.0
50+35	LT	5.0
51+00	RT	20.0
52+00	RT	12.0
52+30	LT	5.0
54+80	RT	5.0
55+00	LT	5.0
55+10	LT	760.0
57+00	RT	865.0
69+00	LT	40.0
		2579.0
		FT

RESTORATION SCHEDULE					
STA/LOCATION	RESTORATION WIDTH (FT)	RESTORATION LENGTH (FT)	RESTORATION AREA (SQ FT)	XX006425 RESTORATION AREA (SQ YD)	44000600 SIDEWALK REMOVAL (SQ FT)
BEHIND CURB AND GUTTER REMOVAL	2	2579	5158	573.1	
ADJACENT TO SIDEWALK REMOVAL	2	2332	4664	518.2	
STA 53+50 (AFTER SIDEWALK REMOVAL)	4	40	160	17.8	160.0
STA 57+30 (AFTER SIDEWALK REMOVAL)	4	30	120	13.3	120.0
STA 61+00 (IN PARKWAY)	15	80	1200	133.3	
				1255.8	280.0
				SY	SF

BUTT JOINT AND INCIDENTAL HMA SURFACING SCHEDULE					
STA	LOCATION	LENGTH (FT)	WIDTH (FT)	40600982 HMA SURF. REM. BUTT JOINT (SQ YD)	40800050 INCIDENTAL HMA SURFACING (TONS)
1+45	MAINLINE	70	4.5	35	
66+00	MAINLINE	100	4.5	50	
6+00	CAMBRIDGE DRIVE	35	4.5	18	
6+00	GARY LANE	30	4.5	15	
21+00	STAFFORD DRIVE	42	4.5	21	
31+00	NORTHAMPTON DRIVE	30	4.5	15	
31+00	SOUTHAMPTON DRIVE	30	4.5	15	
36+00	ST. PETERS CHURCH	30	4.5	15	
43+00	BURGESS ROAD	35	4.5	18	
43+00	BURGESS ROAD	30	4.5	15	
54+00	COUNTRY CLUB PLACE	18	4.5	8	
57+00	JAMES STREET	24	4.5	12	
DRIVEWAYS (65 DRIVEWAYS * 15' LONG * 2' WIDE)					18
AROUND STRUCTURES (20 STRUCTURES * 0.5 TON / STRUCTURE)					10
				237.0	28.0
				SY	TONS

INCIDENTAL HMA SURFACING TO BE USED AT DRIVEWAYS AND AROUND STRUCTURES AS DIRECTED BY THE ENGINEER

NOTE:
ALL QUANTITIES SHOWN IN THE SCHEDULES ARE APPROXIMATE. THE ENGINEER WILL LOCATE ALL IMPROVEMENTS IN THE FIELD PRIOR TO CONSTRUCTION. PAYMENT SHALL BE BASED ON ACTUAL FIELD MEASUREMENTS.

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KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

KANEVILLE ROAD
LAPP IMPROVEMENTS

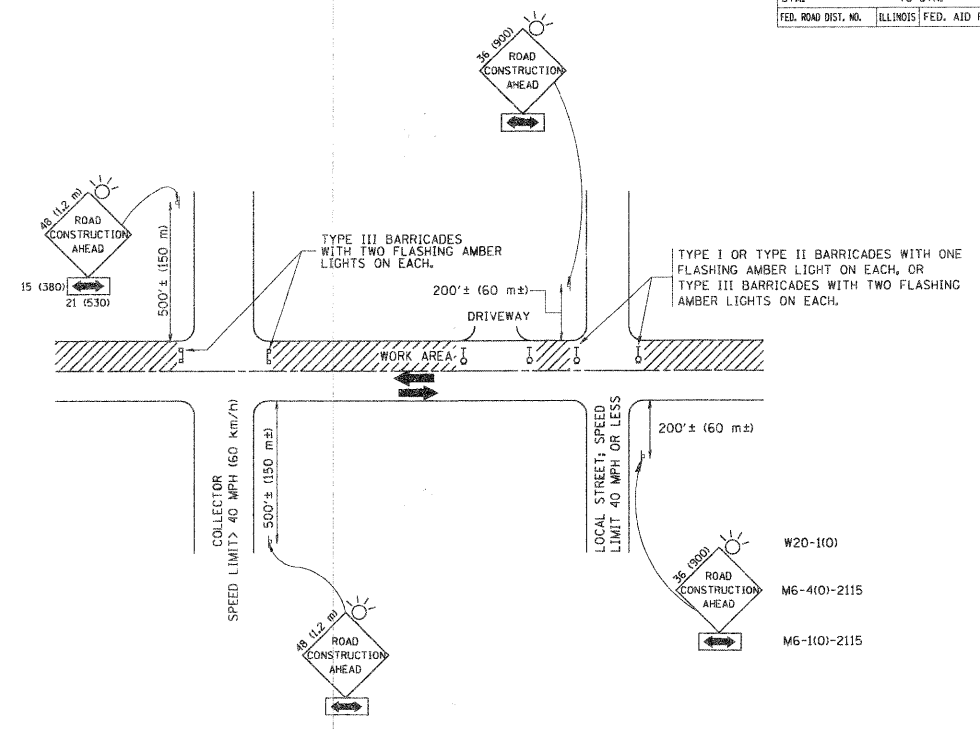
SCHEDULE OF QUANTITIES

DATE: AUGUST 2009
PROJECT NO: GE0901
FILE: GE0901-CVR
SHEET **10** OF **18**

Path: H:\SDS\PROJECTS\GE0901\DWG\FINAL\ENG\GE0901-CVR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00108-00-RS	KANE	18	12
CONTRACT NO. 63204				

CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1395	09-00108-00-RS	KANE	18	12
STA. TO STA.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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.
 - 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.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.
 - 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.
 - 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.
 - 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. 70150), 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.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
LHA	6/89	SCALE: NONE	
T. RAMMACHER	09/08/94	DRAWN BY	
J. OBERLE	10/18/95	CHECKED BY	
A. HOUSEH	03/06/96	TC-10	
A. HOUSEH	10/15/96		
T. RAMMACHER	01/06/00		

PLOT DATE: 8/16/2007
 FILE NAME: N:\Projects\2007\0816\TC-10.dwg
 USER: LARRY NOLAN
 PLOT SCALE: 1:1

Plotted: August 13, 2009 @ 10:38 AM By: Larry Nolan - Tab: 12 TC-10 22x34

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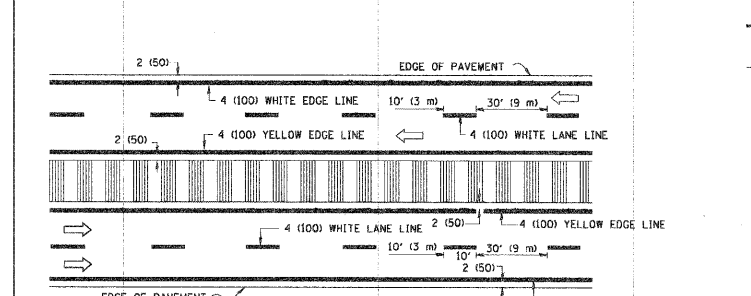
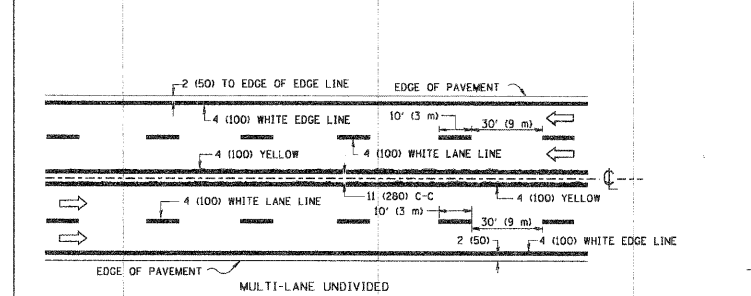
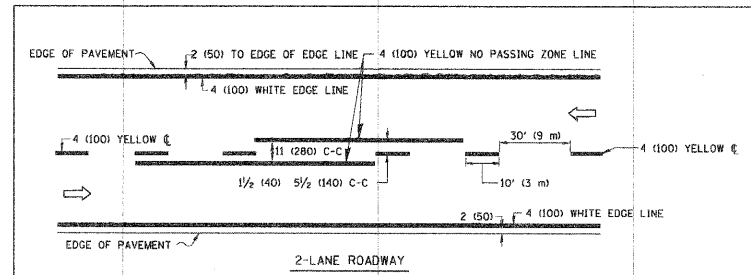
NO.	DATE	REVISIONS

KANEVILLE ROAD
 LAPP IMPROVEMENTS

TRAFFIC CONTROL AND PROTECTION
 FOR SIDE ROADS, INTERSECTIONS,
 AND DRIVEWAYS - TC-10

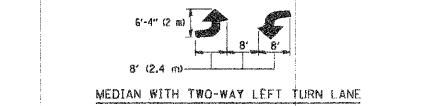
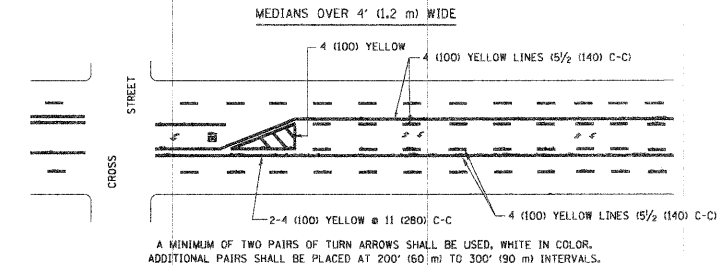
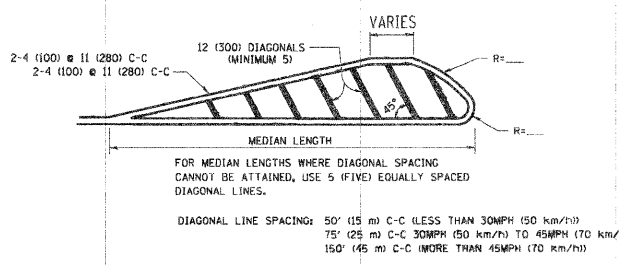
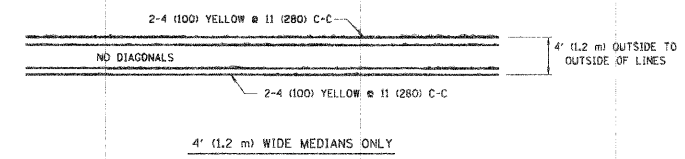
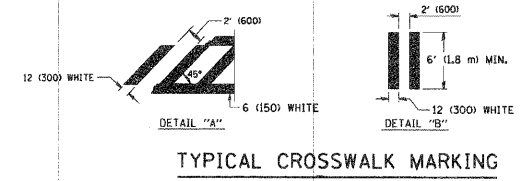
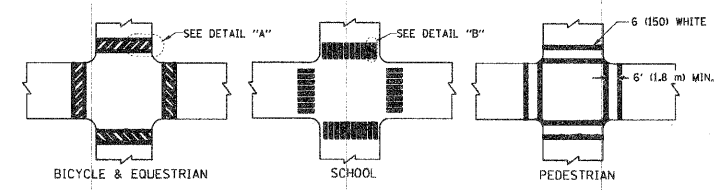
DATE:	AUGUST 2009
PROJECT NO.:	GE0901
FILE:	GE0901-CVR
SHEET	12 OF 18

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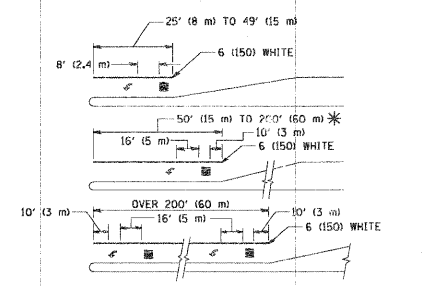


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

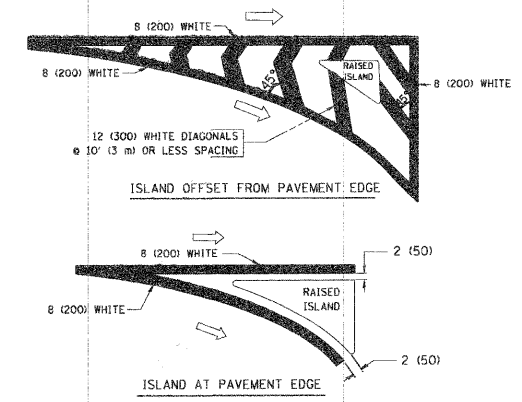
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL 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	5/2 (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) LINES, 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 5/2 (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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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.

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHNER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHNER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

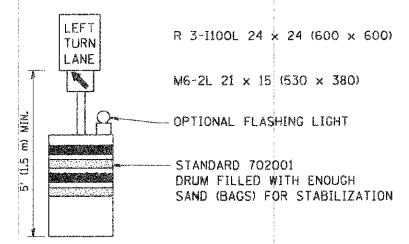
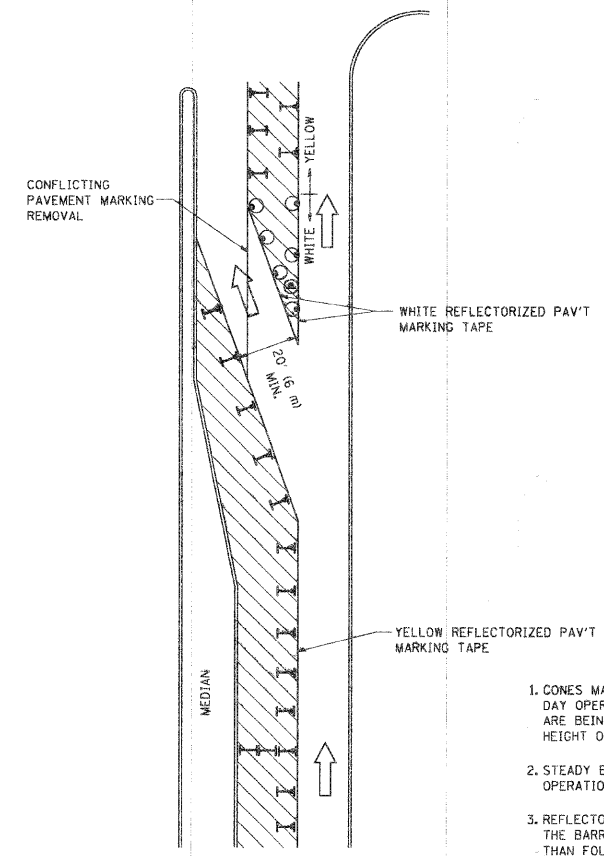
SCALE: NONE

DRAWN BY CAD0
CHECKED BY TC-13

Plot: August 13, 2009 @ 10:38 AM By: Larry Nolan - Tab: 13 TC-13 22x34

NO.	DATE	REVISIONS

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



GENERAL NOTES

- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
- STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- FORM BT 725 IS REQUIRED.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

SCALE: NONE
 DRAWN BY
 CHECKED BY LHA
 TC-14

PLANT DATE: 3/07/2007
 FILE NAME: K:\Users\lha\My Documents\TC-14.dwg
 USER NAME: lha
 USER: lha

Plotted: August 13, 2009 @ 10:38 AM By: Larry Noon - Tab: 14 TC-14 22x34

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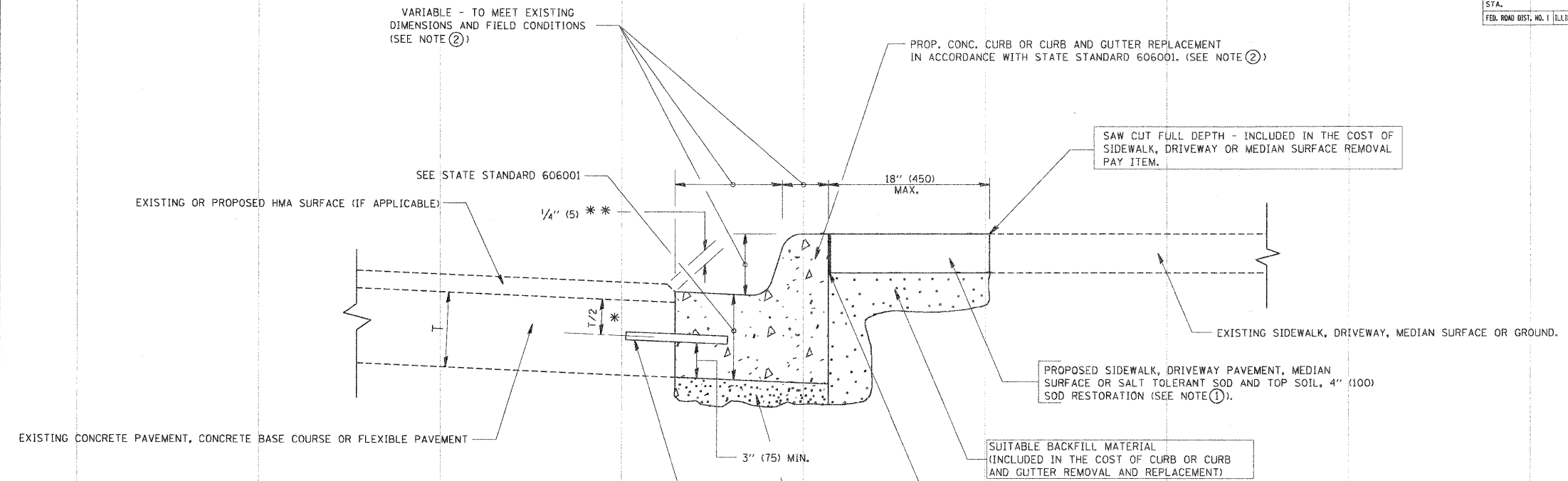
CITY OF GENEVA
KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

KANEVILLE ROAD
LAPP IMPROVEMENTS

**TRAFFIC CONTROL AND
 PROTECTION AT TURN BAYS**
TC-14

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



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ④ 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.
 - ⑤ 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.
 - ⑥ 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.
 - ⑦ 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.

- 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.)
- UNUSABLE 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 USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CURB OR
 GUTTER AND
 REPLACEMENT

SCALE: VERT. NONE
 HORIZ.

DRAWN BY
 CHECKED BY
 BD600-06 (BD-24)

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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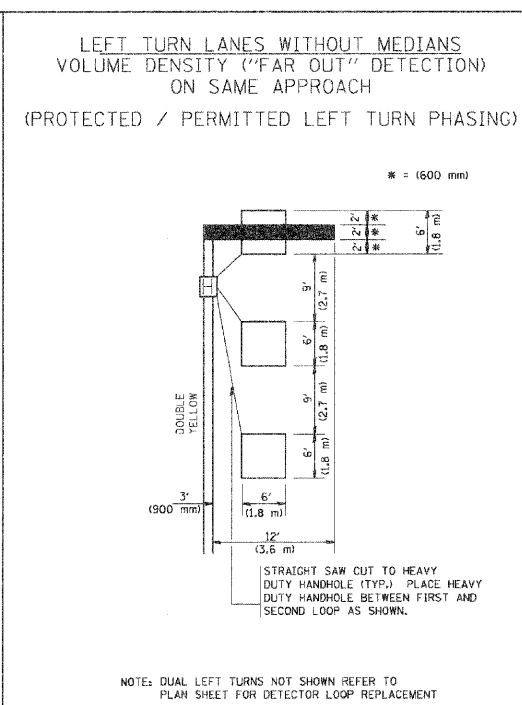
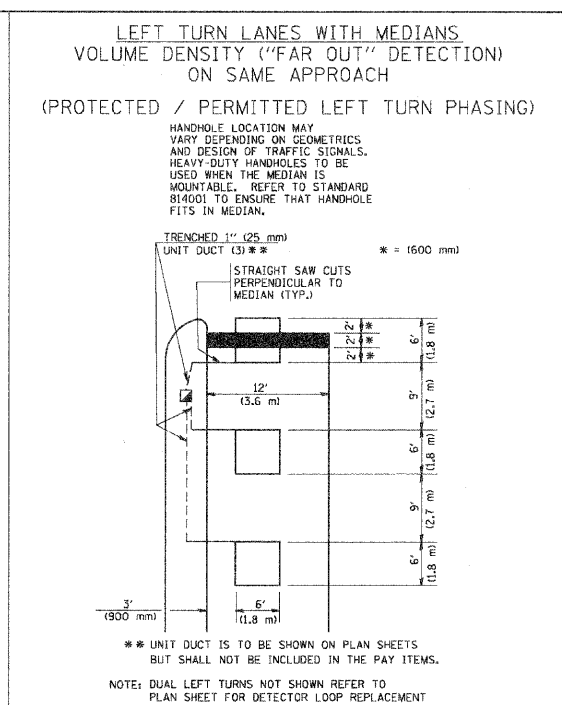
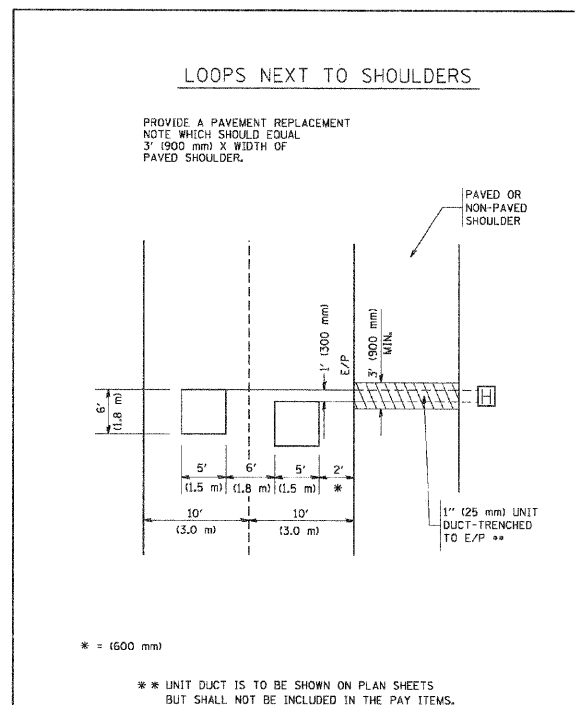
CITY OF GENEVA
 KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

KANEVILLE ROAD
 LAPP IMPROVEMENTS

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT - BD-24

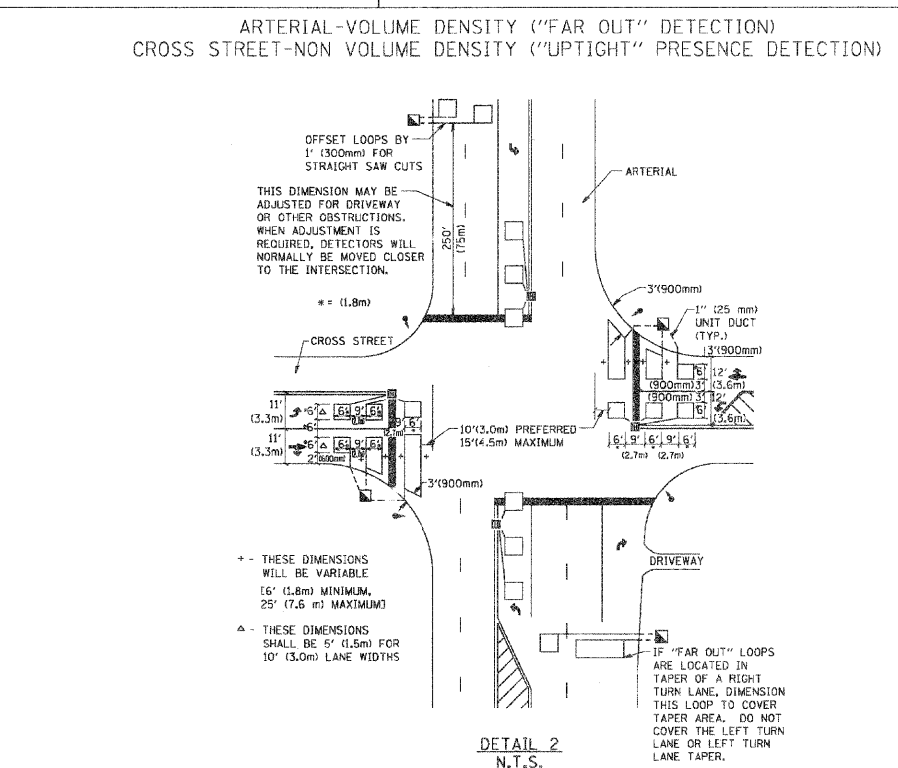
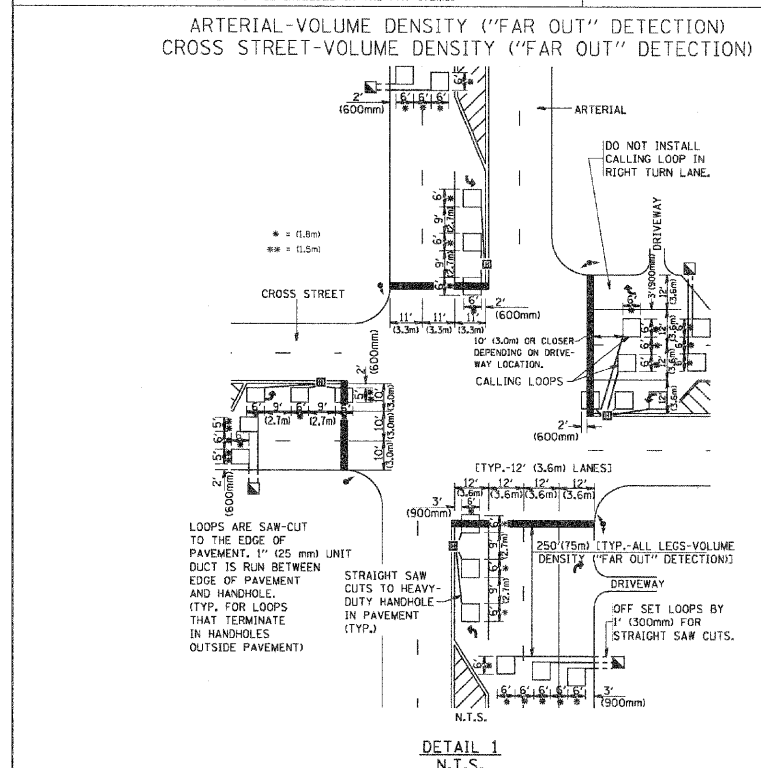
DATE:	AUGUST 2009
PROJECT NO.:	GE0901
FILE:	GE0901-CVR
SHEET	16 OF 18



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 DIMENSIONS 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 =	USER NAME =	DESIGNED =	REVISED =
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		DRAWN =	REVISED =
		CHECKED = R.K.F.	REVISED =
		DATE =	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07			
CONTRACT NO.				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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CITY OF GENEVA
KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

KANEVILLE ROAD
LAPP IMPROVEMENTS

DISTRICT 1 - DETECTOR LOOP
INSTALLATION DETAILS FOR
ROADWAY RESURFACING - TS-07

DATE:	AUGUST 2009
PROJECT NO.:	GE0901
FILE:	GE0901-CVR
SHEET	18 OF 18

Path: H:\S05\KPROJ\GE0901\DWG\FINAL\ENG\GE0901-CVR