

06-13-14 LETTING ITEM 272 STATE OF ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3889	13-00005-00-RS	KANE	13	1
		ILLINOIS	CONTRACT NO. 61A50	

**INDEX OF SHEETS**

NO.	TITLE
1	COVER SHEET
2	GENERAL NOTES AND SUMMARY OF QUANTITIES
3	TYPICAL SECTIONS
4-7	RESURFACING AND PAVEMENT MARKING PLANS
8-13	DISTRICT ONE STANDARD DETAILS
14	RECESSED REFLECTIVE PAVEMENT MARKER DETAILS

**LIST OF STATE STANDARDS**

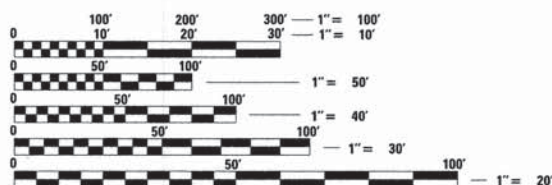
NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C AND D PATCHES
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS - DAY ONLY FOR SPEEDS ≥ 45 MPH
701901-03	TRAFFIC CONTROL DEVICES
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS

**TRAFFIC DATA**

ADT (2013) = 2,670  
 POSTED SPEED LIMIT = 40-45 MPH  
 CLASSIFICATION = MAJOR COLLECTOR



**TROTTER**  
 ASSOCIATES, INC.  
 ENGINEERS AND SURVEYORS  
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 40W201 Wasco Road, Suite D  
 St. Charles, IL 60175  
 Ph.: 630-587-0470 Fax: 630-587-0475



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

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

PROJECT ENGINEER: STEVE CIESLICA, P.E.  
 PROJECT MANAGER: STEVE CIESLICA, P.E.

CONTRACT NO. 61A50

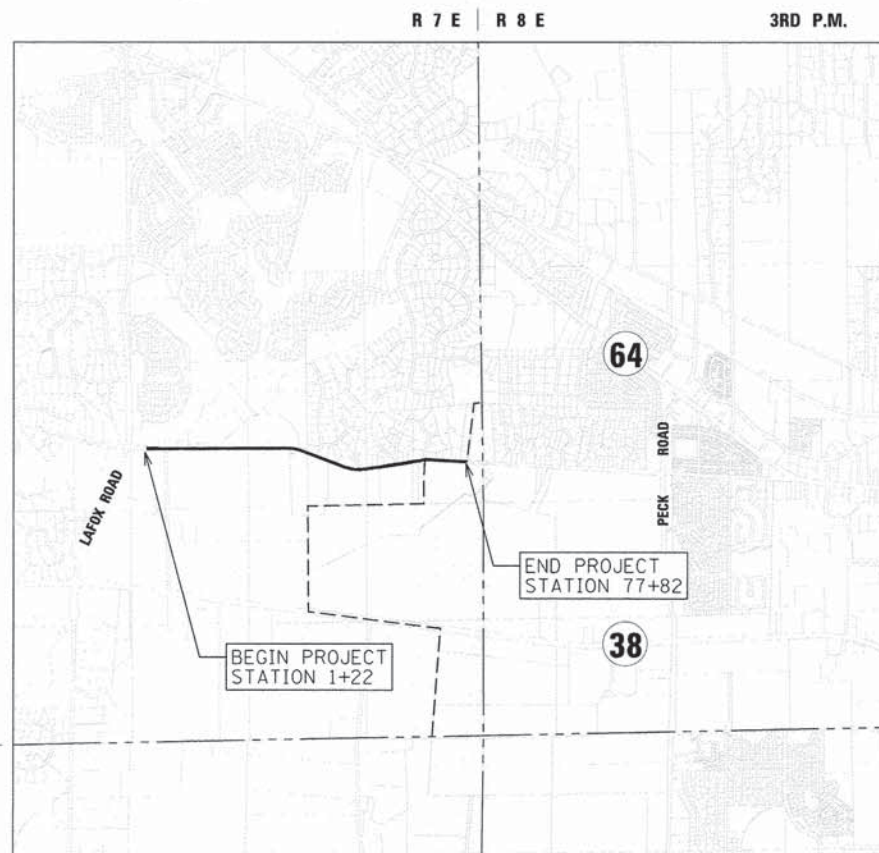
DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
**PLANS FOR PROPOSED  
 FEDERAL AID PROJECT**

CAMPTON HILLS DRIVE (F.A.U. 3889)  
 LAFOX ROAD TO ST. CHARLES CITY LIMITS  
 RESURFACING

SECTION NO: 13-00005-00-RS  
 PROJECT NO: M-4003(322)  
 VILLAGE OF CAMPTON HILLS  
 KANE COUNTY  
 C-91-289-14



LOCATION OF SECTION INDICATED THUS: -



GROSS LENGTH OF IMPROVEMENT = 7,660 FT = 1.45 MILES  
 NET LENGTH OF IMPROVEMENT = 7,660 FT = 1.45 MILES



Exp. 11/30/15  
 Stephen P. Cieslica

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	<i>Jennifer Johnsen</i> 3/27/14 JENNIFER JOHNSEN VILLAGE OF CAMPTON HILLS, CITY ADMINISTRATOR
PASSED	APR 14 2014 <i>Christopher Holt</i> CHRISTOPHER HOLT DISTRICT 1 ENGINEER OF LOCAL ROAD & STREETS
RELEASED FOR BID BASED ON LIMITED REVIEW	APR 10 2014 <i>John Forthman</i> JOHN FORTHMAN DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

*Stephen P. Cieslica*  
 STEVE CIESLICA, P.E.  
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER  
 NO. 062-059095 / EXPIRATION DATE 11-30-2015

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 OF THE STATE OF ILLINOIS**

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

**GENERAL NOTES**

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2014, THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD), "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 6TH EDITION, THE "DETAILS" IN THE PLANS, LATEST EDITION OF THE MANUAL OF TEST PROCEDURE OF MATERIALS, THE AMERICAN WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES, THE "DRAFT" REHABILITATION ACT OF 1973 (SECTION 504) THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

COORDINATION OF ALL WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 OR 800-892-1123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

WATERMAIN, STORM SEWER AND SANITARY SEWER

DURING CONSTRUCTION OPERATION, ANY LOOSE MATERIAL 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 UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF MOBILIZATION.

ANY EXISTING MAINS OR SEWERS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE VILLAGE. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

STAKING AND LAYOUT

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY PINS, REFERENCE MARKERS.

NO ELEVATIONS ARE SHOWN ON THE PROPOSED PLANS. CONTRACTOR SHALL MAINTAIN GRADE BETWEEN EXISTING POINTS.

MISCELLANEOUS

THE CONTRACTOR SHALL PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. THE COST TO PROVIDE ACCESS SHALL BE INCLUDED IN THE COST OF MOBILIZATION.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAW CUTTING SHALL BE INCLUDED AS PART OF THE PAVEMENT REMOVAL PAY ITEM(S).

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES, SHOWN IN THE PLANS, ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

EXISTING MAILBOXES AND SIGNS WHICH INTERFERE WITH CONSTRUCTION SHALL BE REMOVED AND TEMPORARILY RELOCATED DURING CONSTRUCTION BY THE CONTRACTOR. AFTER THE WORK HAS BEEN COMPLETED, SAID MAILBOXES AND SIGNS SHALL BE RESET AT THEIR ORIGINAL LOCATION. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE CONTRACT WITH NO ADDITIONAL COMPENSATION ALLOWED. ANY MAILBOX OR SIGN THAT IS DAMAGED OR LOST SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. TEMPORARY SIGNS SHALL BE PLACED AS REQUIRED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20.

**SUMMARY OF QUANTITIES**

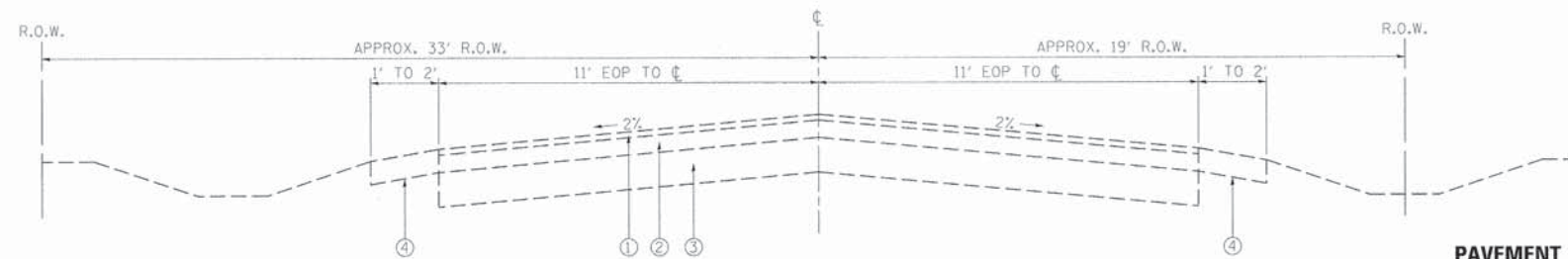
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	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	142
	20700110	POROUS GRANULAR EMBANKMENT	TON	437
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	854
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	2,388
	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,592
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	18,952
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	853
	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	853
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	568
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	569
	48101200	AGGREGATE SHOULDERS, TYPE B	TON	651
	67100100	MOBILIZATION	L SUM	1
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	7,660
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	900
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	50
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22,311
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	65
	X406 0110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	12,200
*	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	250
Δ	Z0076600	TRAINEES	HOURL	500
Δ	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	500

\* DENOTES SPECIALTY ITEM

Δ 0042

**DISTRICT ONE DETAILS**

NO.	DESCRIPTION
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS

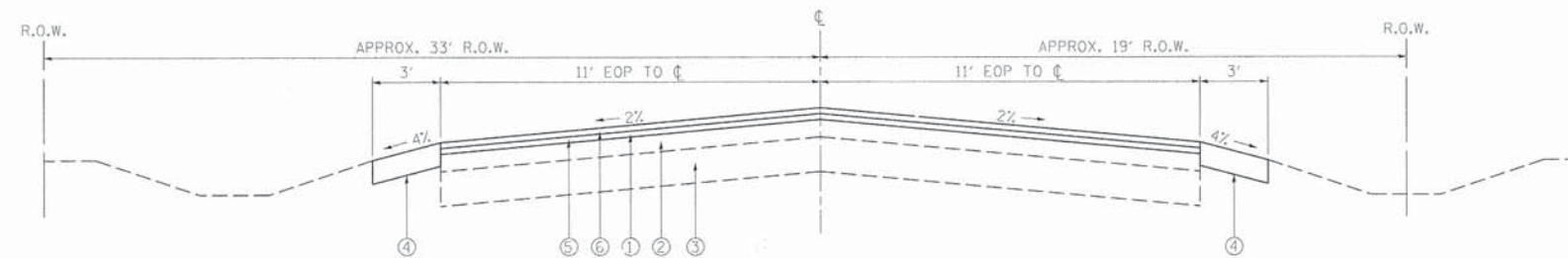


**EXISTING TYPICAL SECTION  
CAMPTON HILLS DRIVE  
STA 1+22 TO STA 77+82**

- ① HOT-MIX ASPHALT SURFACE COURSE
- ② HOT-MIX ASPHALT BINDER COURSE
- ③ GRANULAR BASE COURSE
- ④ AGGREGATE SHOULDER

**PAVEMENT CORE SUMMARY**

CORE NUMBER	CORE LOCATION	PAVEMENT THICKNESS	AGGREGATE BASE THICKNESS
C-1	STA 4+10	8-3/8"	12"
C-2	STA 11+25	8-1/2"	5"
C-3	STA 18+20	10-1/8"	5"
C-4	STA 25+25	9-3/8"	3"
C-5	STA 32+30	7-3/4"	5"
C-6	STA 39+65	11-1/4"	3"
C-7	STA 46+65	8-1/2"	6"
C-8	STA 54+25	8-5/8"	6"
C-9	STA 61+40	9"	10"
C-10	STA 67+65	8-1/4"	12"
C-11	STA 72+65	5-1/4"	N/A



**PROPOSED TYPICAL SECTION  
CAMPTON HILLS DRIVE  
STA 1+22 TO STA 77+82**

- ① HOT MIX ASPHALT SURFACE REMOVAL, 2"
- ② EXISTING HOT MIX ASPHALT BINDER COURSE
- ③ EXISTING GRANULAR BASE COURSE
- ④ AGGREGATE SHOULDER, TYPE B
- ⑤ HOT-MIX ASPHALT BINDER COURSE, 2-1/4"
- ⑥ HOT-MIX ASPHALT SURFACE COURSE, 1-1/2"

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

ITEM	AIR VOIDS	
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50 (IL-9.5 mm), 1-1/2"	4% @ 50 GYR	QC/OA
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N50, 2-1/4"	4% @ 50 GYR	QC/OA
CLASS D PATCHES (MHA BINDER IL-19 mm)	4% @ 70 GYR	QC/OA
QUALITY CONTROL/QUALITY ASSURANCE (QC/OA):		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112LBS/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 HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS  
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

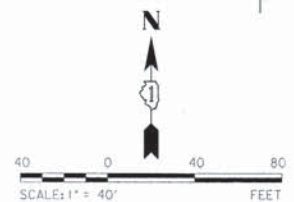
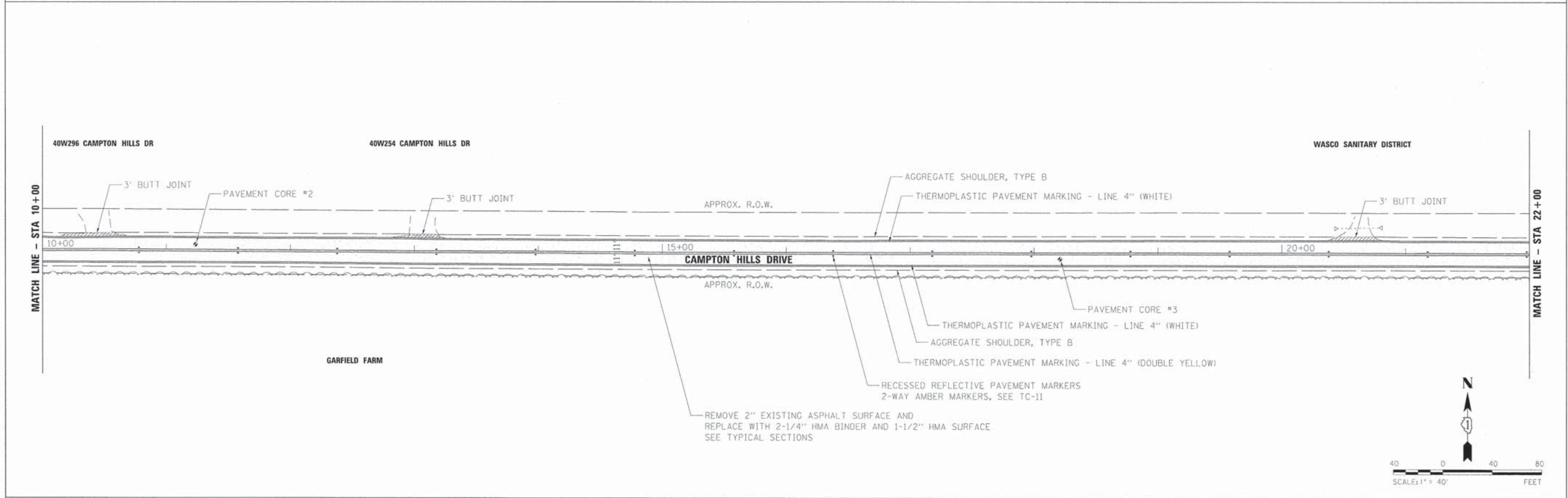
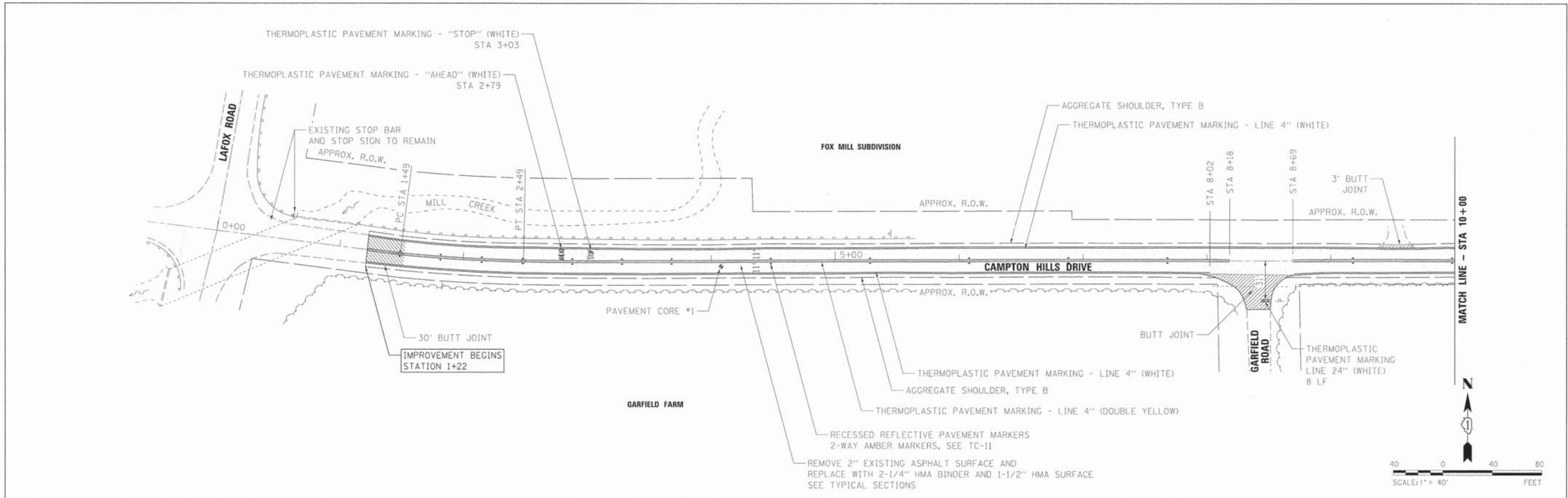
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		DRAWN - M. DAVISON	REVISED -
		CHECKED - S. CIESLICA	REVISED -
		DATE - 01-24-14	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

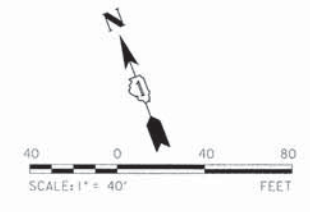
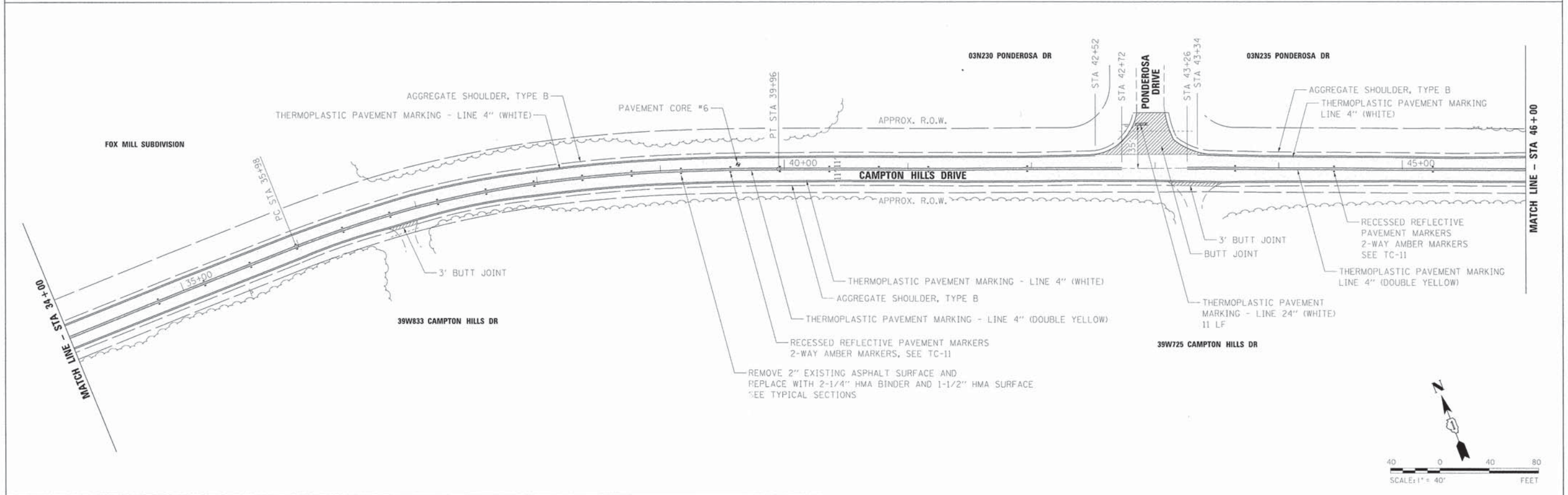
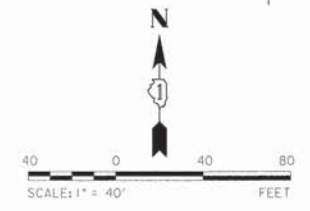
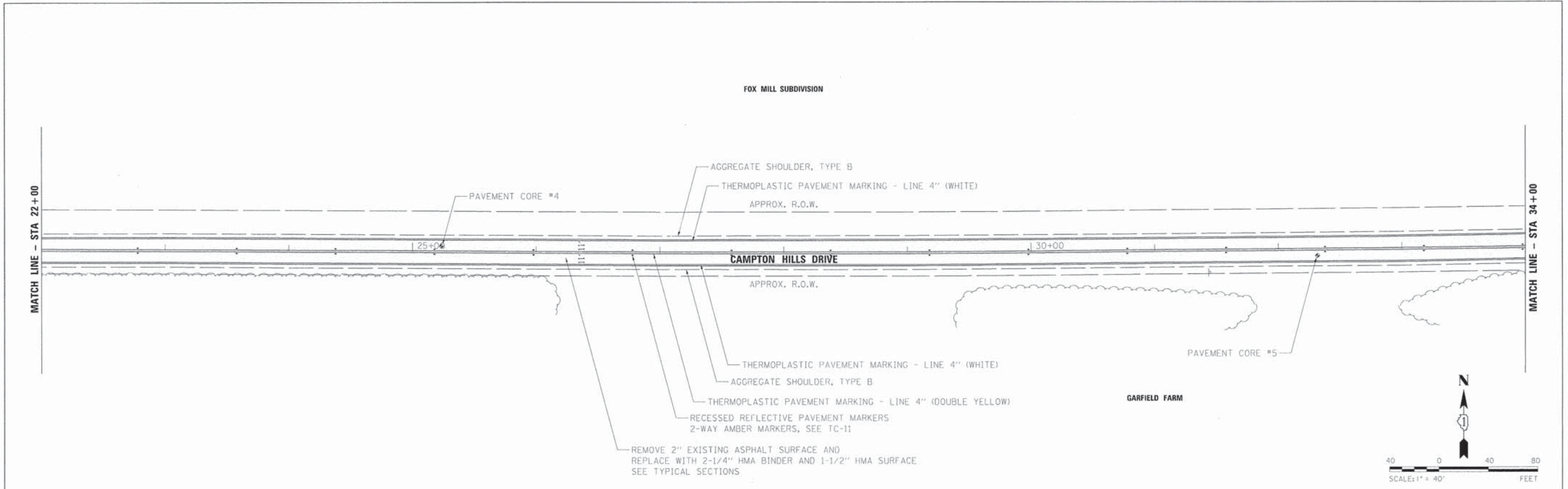
**TYPICAL SECTIONS**

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F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3889	13-00005-00-RS	KANE	13	3
CONTRACT NO. 61A50				
ILLINOIS FED. AID PROJECT				

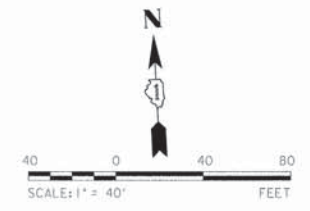
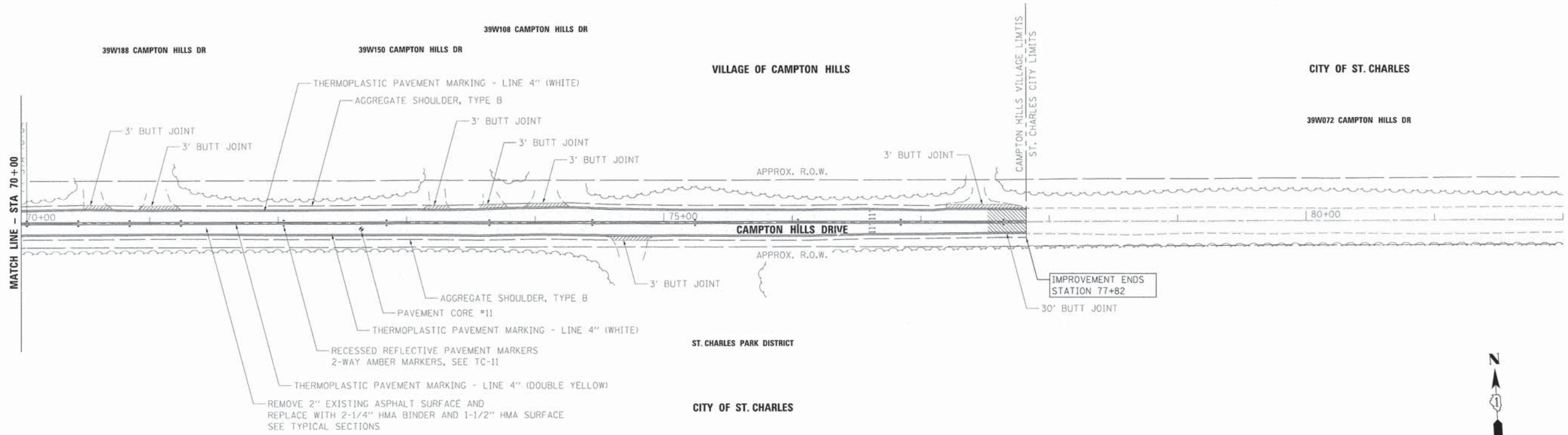


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	PLOT DATE = 4/10/2014	DATE - 01-24-14	REVISED -			ILLINOIS FED. AID PROJECT						

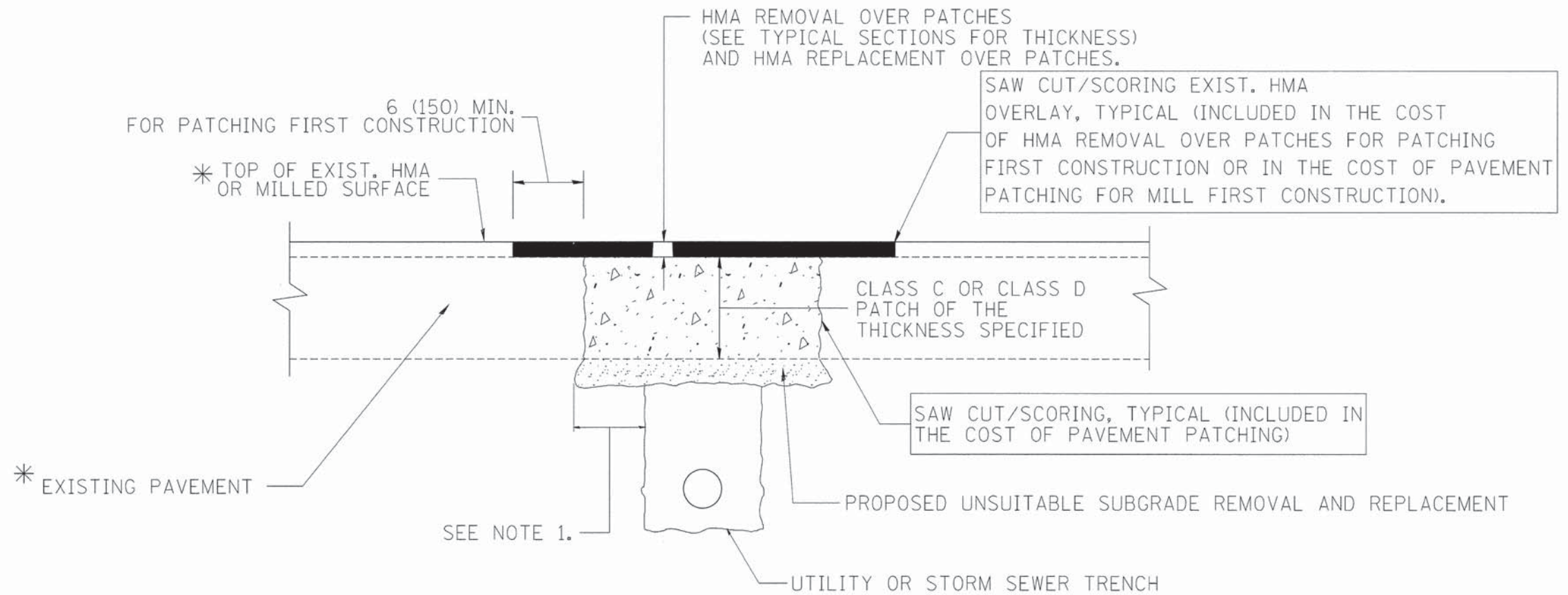


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	CONTRACT NO. 61A50									
	[ILLINOIS] FED. AID PROJECT									
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FILE NAME = 87Plan.rdg	USER NAME = mdavison	DESIGNED - M. DAVISON	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RESURFACING AND PAVEMENT MARKING PLAN</b>	F.A.U. RTE. 3889	SECTION 13-00005-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 7		
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	PLOT DATE = 4/10/2014	DATE - 01-24-14	REVISED -			ILLINOIS FED. AID PROJECT						



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 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 = 08_B022.dgn	USER NAME = mdavison	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
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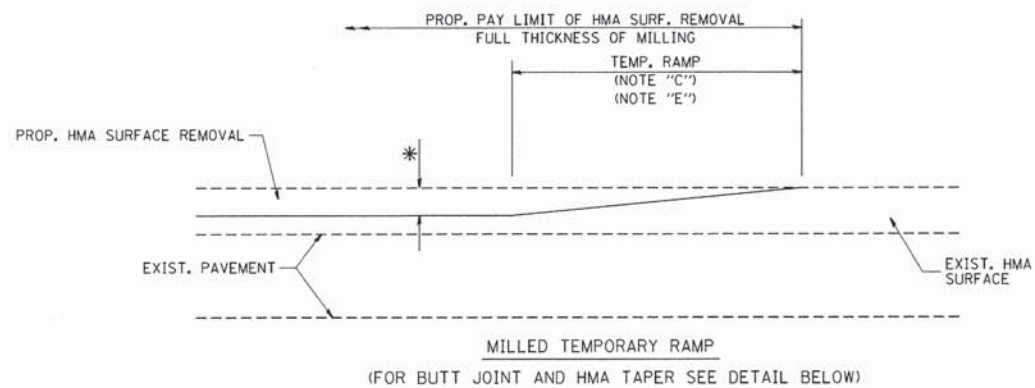
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**

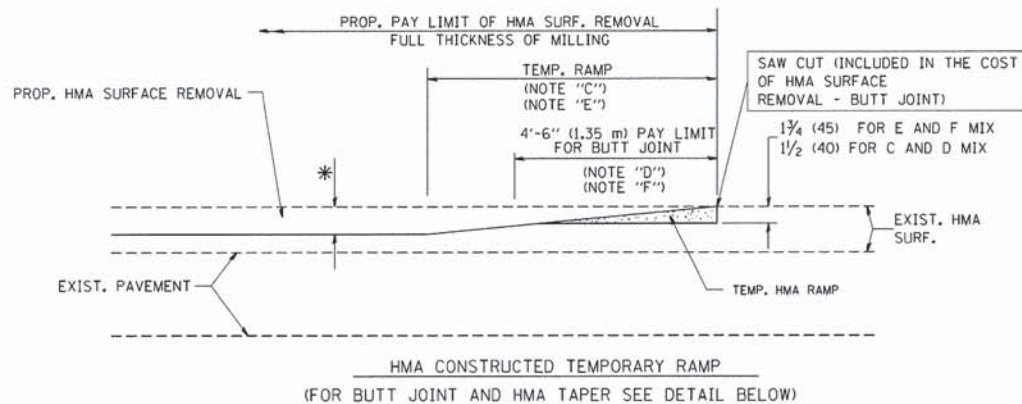
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F.A.U. RTE. 3889	SECTION 13-00005-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 8
BD400-04 (BD 22)		CONTRACT NO. 61A50		
ILLINOIS FED. AID PROJECT				



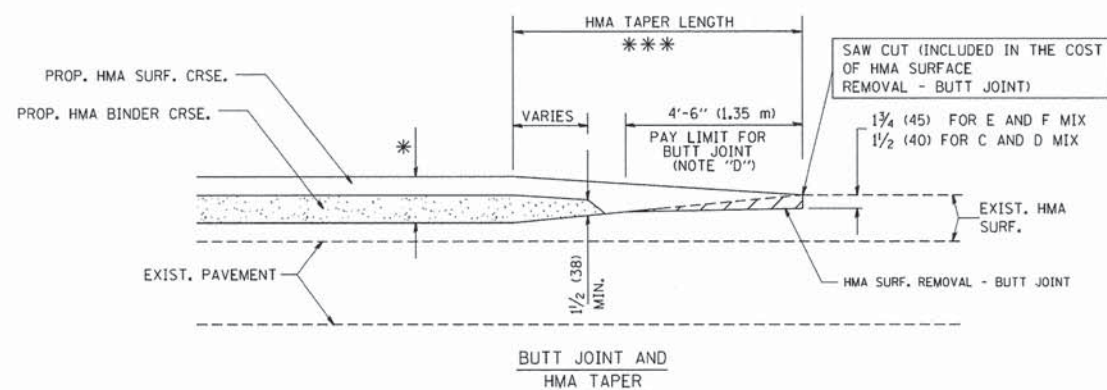


**OPTION 1**

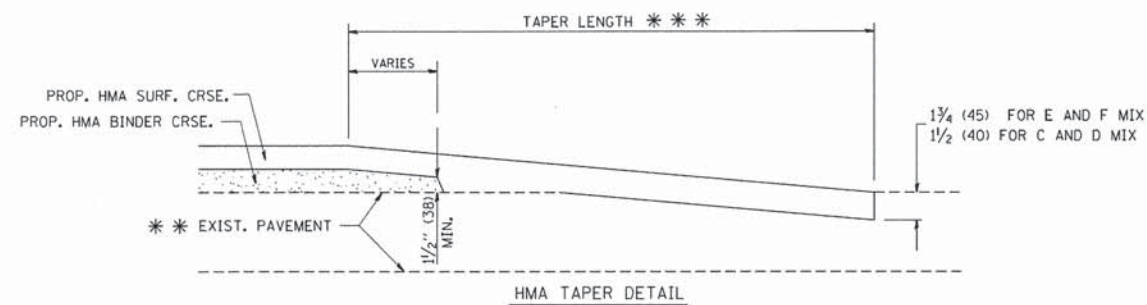
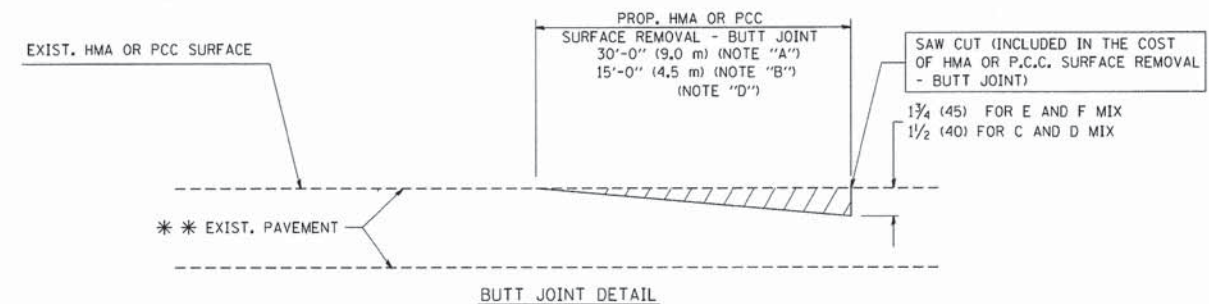


**OPTION 2**

**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")

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".

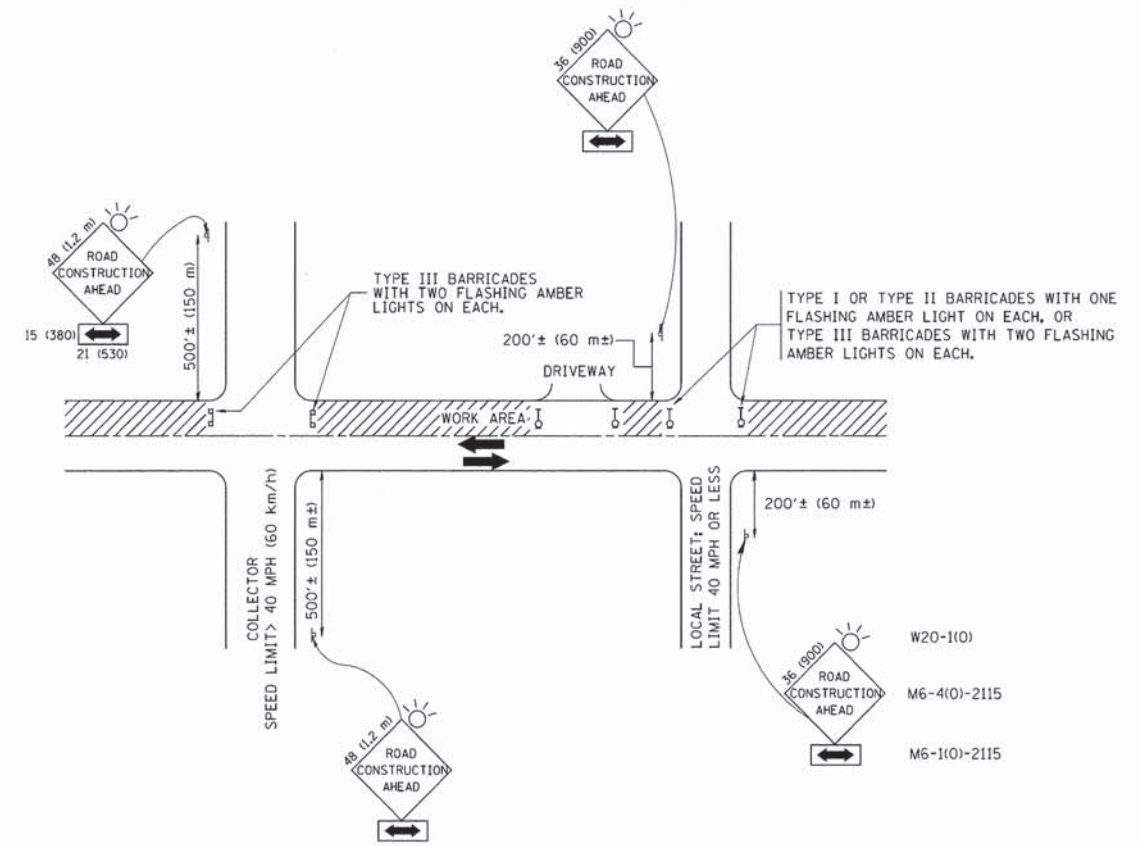
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Default	PLOT DATE = 4/10/2014	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND HMA TAPER DETAILS**

SCALE: NONE SHEET 9 OF 13 SHEETS STA. TO STA.

F.A.U. RTE. 3889	SECTION 13-00005-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 9
BD400-05 (BD 32)		CONTRACT NO. 61A50		
(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. 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.

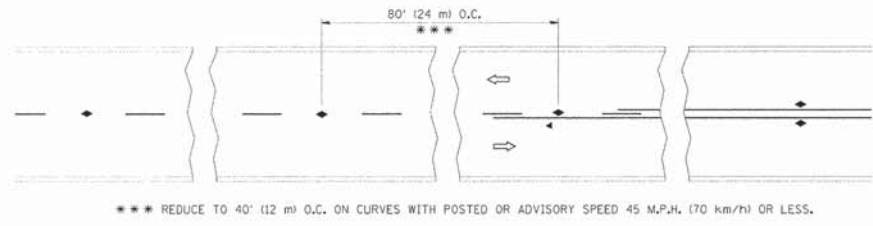
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Default	PLOT DATE = 4/10/2014	DATE - 6-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION  
FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS

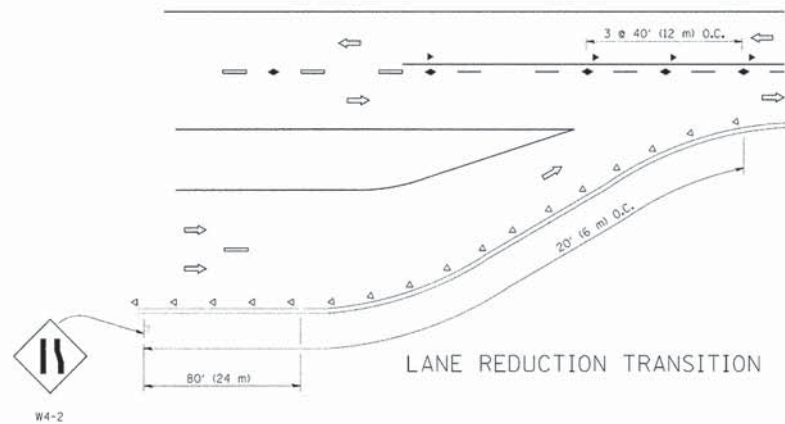
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TC 10			CONTRACT NO. 61A50	
[ILLINOIS] FED. AID PROJECT				

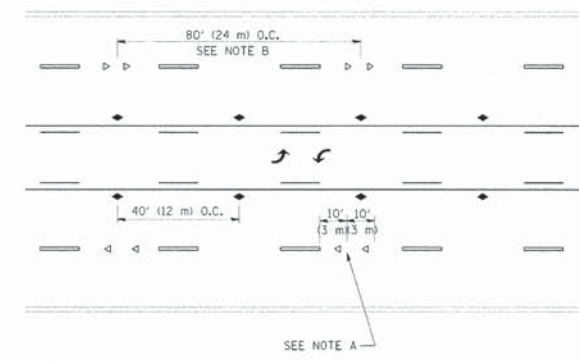


TWO-LANE/TWO-WAY

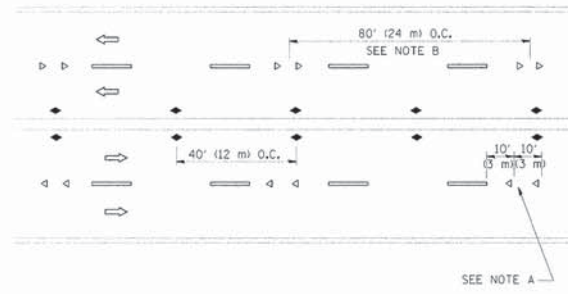
\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.



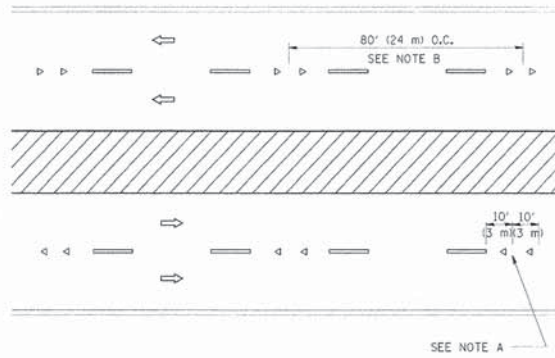
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

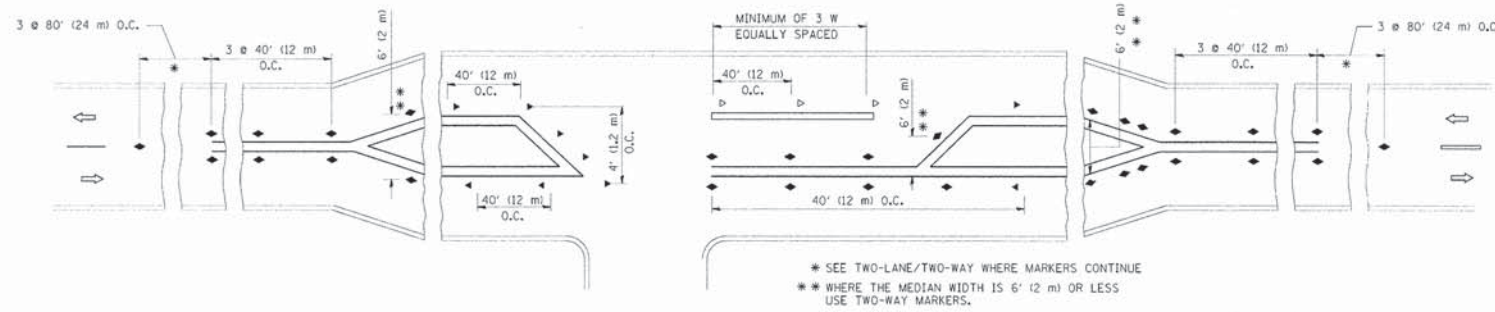
- YELLOW STRIPE
- WHITE STRIPE
- ◄ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
 \*\* WHERE THE MEDIAN WIDTH IS 6' (1.8 m) OR LESS USE TWO-WAY MARKERS.

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

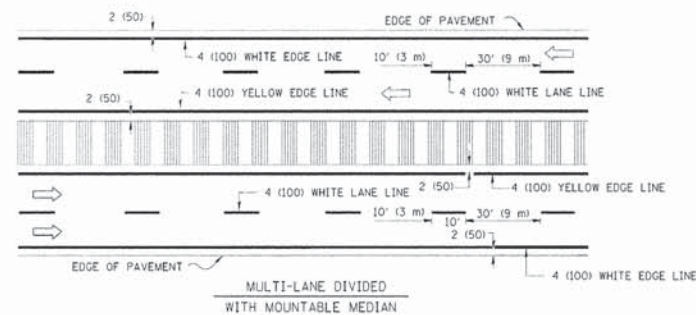
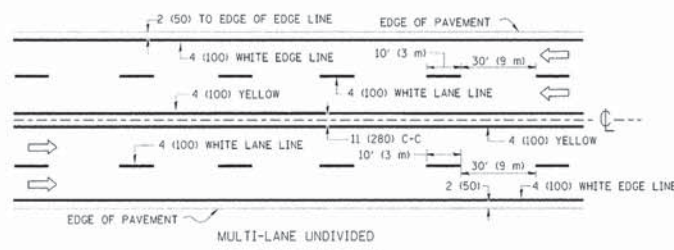
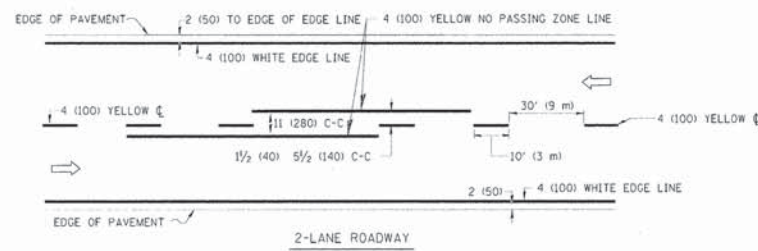
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	PLOT SCALE = 1:8000 1/8" = 1'	CHECKED -	REVISED - C. JUCIUS 09-09-09
	PLOT DATE = 4/10/2014	DATE - 09-19-94	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATION RAISED REFLECTIVE  
 PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

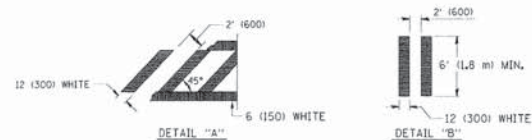
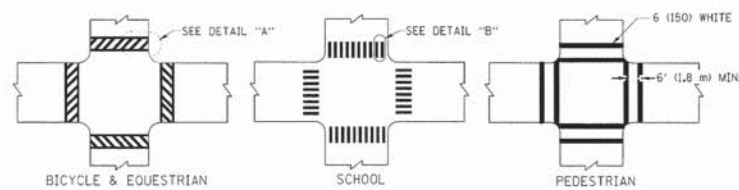
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F.A.U. RTE. 3889	SECTION 13-00005-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 11
TC 11		CONTRACT NO. 61A50		
ILLINOIS FED. AID PROJECT				

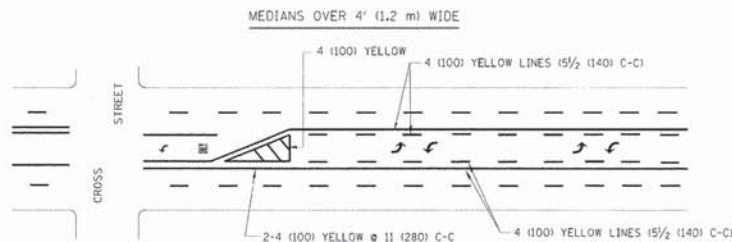
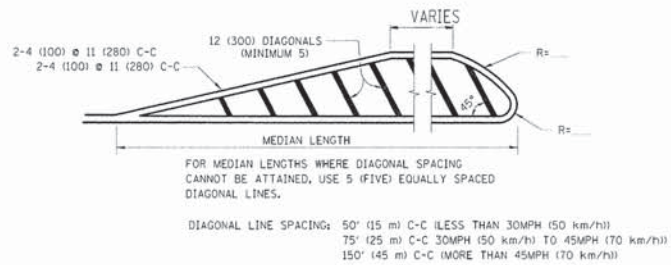
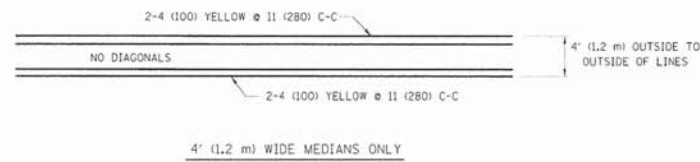


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

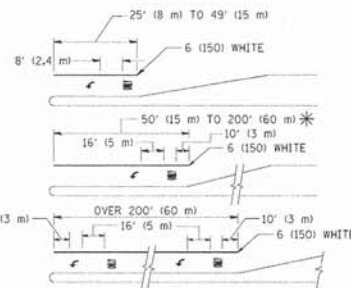


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

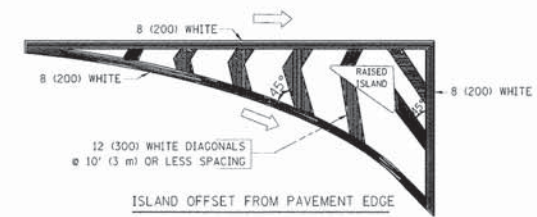


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) [AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)]

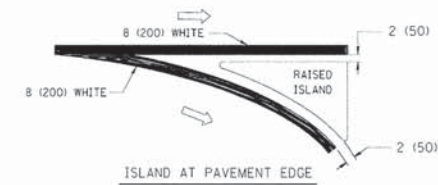
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	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	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.
CORE 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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.

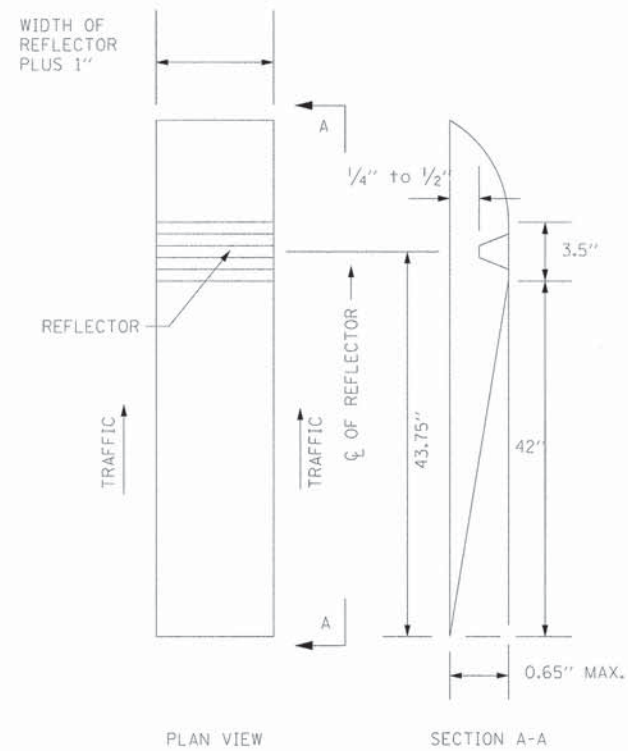
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	PLOT DATE = 4/18/2014	CHECKED -	REVISED -
		DATE = 03-19-30	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 12 OF 13 SHEETS STA. TO STA.

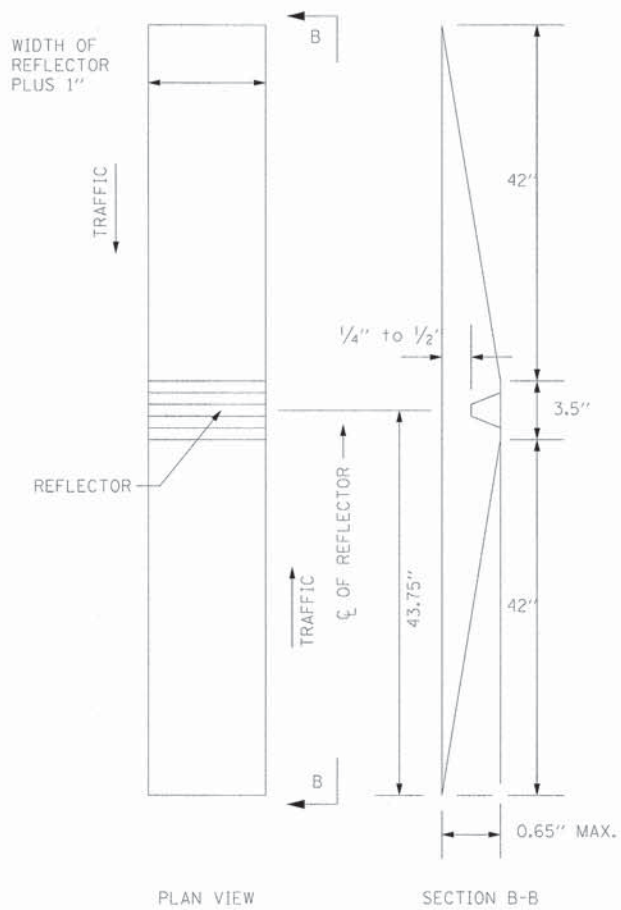
F.A.U. RTE. 3889	SECTION 13-00005-00-RS	COUNTY KANE	TOTAL SHEETS 13	SHEET NO. 12
TC 13		CONTRACT NO. 61A50		
ILLINOIS FED. AID PROJECT				



ONE-WAY RECESSED REFLECTIVE PAVEMENT MARKER

INSTALLATION NOTES:

1. SAWCUT TO DIMENSIONS SHOWN.
2. SAWCUT AREAS TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. INSTALL TOP OF REFLECTOR  $\frac{1}{2}$ " TO  $\frac{1}{4}$ " BELOW THE PAVEMENT SURFACE.



TWO-WAY RECESSED REFLECTIVE PAVEMENT MARKER

GENERAL NOTES:

1. INSTALLATION SHALL CONFORM TO THE LATEST VERSION OF DISTRICT ONE DETAIL TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTENT) FOR MARKER PLACEMENT ONLY.
2. ANY REFERENCE TO RAISED REFLECTIVE PAVEMENT MARKER IN DISTRICT ONE DETAIL TC-11 SHALL BE INTERPRETED TO MEAN RECESSED REFLECTIVE PAVEMENT MARKERS.

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13\_RecessedRPM.dgn  
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PLOT SCALE = 1:8000' / in.  
PLOT DATE = 4/18/2014

DESIGNED - M. DAVISON  
DRAWN - M. DAVISON  
CHECKED - S. CIESLICA  
DATE - 01-24-14

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RECESSED REFLECTIVE PAVEMENT MARKER DETAILS**

SCALE: NONE SHEET 13 OF 13 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3889	13-00005-00-RS	KANE	13	13
CONTRACT NO.				
[ILLINOIS] FED. AID PROJECT				