

PROGRAM AND OFFICE ENGINEER CHARLES F. RIDDLER, P.E. 847-705-4406 SCHAUMBURG, IL  
CONSULTING ENGINEER ENGINEERING ENTERPRISES, INC. CONTACT: JAMES R. LENZINI 630-466-6700

06-14-13 LETTING ITEM 141

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL-AID HIGHWAY

FAP 363 (FABYAN PARKWAY)  
EAST OF FAU 2503 (IL ROUTE 25) TO NAGEL BOULEVARD  
WIDENING / INSTALL BI-DIRECTIONAL LEFT TURN LANES  
SECTION 10-00404-00-CH  
PROJECT NUMBER: CMM-9003(627)  
KANE COUNTY  
JOB NUMBER: C-91-496-10

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

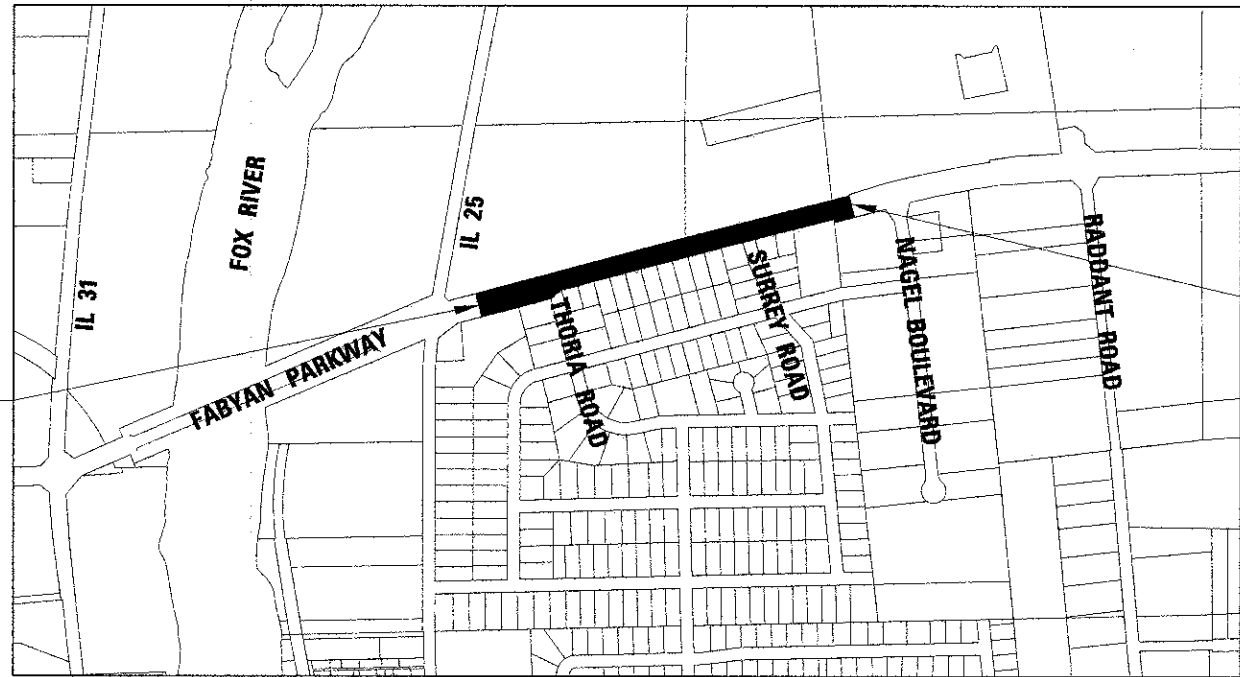
FAP 363 FABYAN PARKWAY  
3094(33) OTHER PRINCIPAL ARTERIAL 2.92 (FD-20)  
ADT: 26,028 (2011)  
ADT: 33,990 (2033)  
POSTED SPEED: 45 MPH  
DESIGN SPEED: 45 MPH

F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 99	SHEET NO. 1
ILLINOIS		CONTRACT NO. 63818		



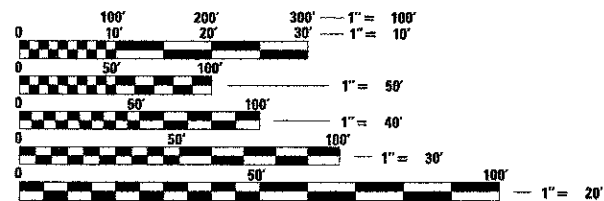
LOCATION OF SECTION INDICATED THIS: -

PROJECT LOCATED IN THE  
CITY OF BATAVIA AND  
THE CITY OF GENEVA



PROJECT BEGINS  
STA. 102+46.00  
FABYAN PKWY

PROJECT ENDS  
STA. 122+55.00  
FABYAN PKWY



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  
CALL 811

Know what's below.  
Call before you dig.

NW 1/4 SEC. 14, NE 1/4 SEC. 15, T39N, R8E, 3RD P.M.  
GENEVA & BATAVIA TOWNSHIP  
LOCATION MAP (SCALE 1" = 500')

TOTAL GROSS AND NET LENGTH OF PROJECT = 2,009 FEET (0.380 MILES)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED JANUARY 28, 2013  
*[Signature]*  
KANE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED FEBRUARY 20, 2013  
*[Signature]*  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW February 21, 2013  
*[Signature]*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

DATE: 1/24/13

*[Signature]*  
JAMES R. LENZINI

LICENSE  
EXPIRES: NOVEMBER 30, 2013

SEAL

**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
Phone: (630) 466-6700

CONTRACT NO. 63818

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SUPPLEMENTAL LEGEND

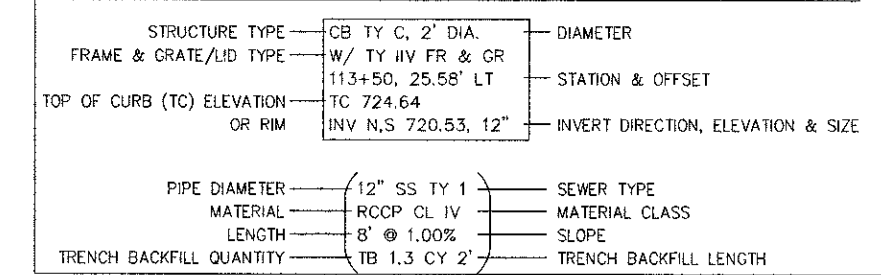
SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

	PAVEMENT REMOVAL
	PATCHING
	HOT-MIX ASPHALT SURFACE REMOVAL
	EXISTING CONCRETE CURB AND GUTTER, AND SIDEWALK TO BE REMOVED
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	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
	PROPOSED CURB OR CURB & GUTTER
	EXISTING CURB OR CURB & GUTTER

REMOVAL NOTATION

	DENOTES STRUCTURE TO BE REMOVED
	TREE REMOVAL

STORM SEWER STRUCTURE AND PIPE NOTATION



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FABYAN PARKWAY  
INDEX OF SHEETS, HIGHWAY STANDARDS AND LEGEND

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	2
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-900316271				

 <b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eelweb.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED TYW, SWM	REVISED JPS 02/04/13
		DRAWN JPS	REVISED -
		CHECKED JRL	REVISED -
		DATE 12/7/12	REVISED -

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

Plot Date: 2/1/2013 3:50:04 PM By: J.Schmidt

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**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 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2013, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION AND REVISIONS THERETO, THE CODES AND ORDINANCES OF THE CITIES OF GENEVA AND BATAVIA, ILLINOIS, THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

NO SUBSTITUTIONS OR VARIANCES WILL BE PERMITTED TO ANY STANDARD NOTES OR ORDINANCES UNLESS APPROVED OTHERWISE IN WRITING PRIOR TO COMMENCING CONSTRUCTION ACTIVITY.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE PLANS

**UTILITIES**

THE CONTRACTOR SHALL COOPERATE WITH THE OWNER IF ANY UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, FIELD TILES AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND NOT NECESSARILY COMPLETE; THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

**STAKING**

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, THE OWNER'S AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS:  
 A) STRUCTURES FALLING IN THE CURB LINE ARE MEASURED TO THE BACK OF CURB  
 B) ALL OTHER STRUCTURES ARE MEASURED TO THE CENTER OF THE STRUCTURE

ELEVATIONS ARE NGVD 29 DATUM, ESTABLISHED FROM THE KANE COUNTY GEODETIC SURVEY BENCHMARK NETWORK.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, ETC., ARE FROM THE PROPOSED CENTERLINE AS SHOWN ON THE PLANS.

**SEWERS AND WATER MAINS**

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT; ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES ON THE ITEMS BEING CONNECTED UNLESS NOTED OTHERWISE. THE COSTS OF PLUGGING ANY EXISTING SEWER CONNECTIONS AS INDICATED ON THE PLANS SHALL BE INCLUDED IN THE COST OF SEWER REMOVAL.

ALL FRAMES, GRATES, OR LIDS SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE COUNTY, AS APPLICABLE. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, OR LIDS AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICKUP BY THE COUNTY OR DELIVERY TO THE COUNTY MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET, OR VALVE VAULT SHALL HAVE ONE OF THE FOLLOWING WORDS CAST INTO THE LID: "STORM", "SANITARY", OR "WATER" AS APPLICABLE. SANITARY MANHOLE LIDS SHALL BE SELF-SEALING WITH CONCEALED PICK HOLES. ANY ADDITIONAL COST FOR THESE REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED. ALL FINAL ADJUSTMENTS OF FRAMES WILL BE ACCOMPLISHED BY THE USE OF CONCRETE ADJUSTING RINGS SET IN BUTYL ROPE JOINT SEALANT; MORTAR JOINTS WILL NOT BE ALLOWED. HEIGHT OF ADJUSTING RINGS SHALL NOT EXCEED EIGHT INCHES (8"). THE COST OF THE ADJUSTMENT TO FINAL ELEVATION IS INCLUDED IN THE COST OF THE ITEM CONSTRUCTED.

ALL STORM SEWERS SHALL BE RCCP CLASS IV, UNLESS NOTED OTHERWISE ON THE PLANS. ALL PIPE CULVERTS SHALL BE CORRUGATED STEEL PIPE, UNLESS NOTED OTHERWISE ON THE PLANS.

**BACKFILL**

ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER, SANITARY SEWER, AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

STORM SEWER, SANITARY SEWER, AND WATER MAIN SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER, WITH THE FOLLOWING MODIFICATIONS.

INITIAL TRENCH BACKFILL SHALL BE CA-7, FINAL TRENCH BACKFILL SHALL BE GRADATION CA-6. THE FINAL TRENCH BACKFILL SHALL BE PLACED IN 6" LIFTS AND SHALL BE COMPACTED IN PLACE TO NINETY FIVE PERCENT (95%) OF MAXIMUM DENSITY AT OPTIMUM MOISTURE AS DETERMINED BY THE MODIFIED PROCTOR TEST.

**SIGNS**

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR AND ENGINEER SHALL INVENTORY THE LOCATION, SIZE, TYPE, AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ALL SIGNS SHALL BE ERECTED IN STRICT CONFORMANCE WITH SECTION 720 OF THE STANDARD SPECIFICATIONS AND BY STATE PREQUALIFIED CONTRACTOR PERSONNEL SUCH AS A SUBCONTRACTOR THAT SPECIALIZES IN TRAFFIC CONTROL AND SIGN PLACEMENT. TO ENSURE THIS OPERATION IS PERFORMED CORRECTLY THERE WILL BE A WALKTHROUGH ON THE JOB WITH THE ENGINEER, COUNTY AND STATE PERSONNEL AS PART OF THE OVERALL PUNCH LIST.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
- THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SIGNS THAT INTERFERE WITH THEIR WORK DURING CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING. THE SIGNS MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
- ALL SIGNS SHALL BE INSTALLED OR RELOCATED IN PERMANENT LOCATIONS AS SHOWN ON THE PLANS ONCE THE ROADWAY IS COMPLETED. THIS WORK SHALL BE PAID FOR USING THE APPROPRIATE PAY ITEM.
- ALL REMOVED SIGNS WILL BE RETURNED TO THE COUNTY (41W011 BURLINGTON ROAD, ST. CHARLES, ILLINOIS), AS APPLICABLE.
- LONGER POSTS MAY BE REQUIRED AT TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN HEIGHT.

**MISCELLANEOUS**

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET, DRIVEWAY AND PEDESTRIAN ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS".

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND THREE-QUARTERS (1 3/4) INCHES AS INDICATED ON THE PLANS.

THE THICKNESS OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, PCC SIDEWALK, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE REQUIRED TO MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS, STRUCTURES, POLES, CABLES AND PIPE LINES, BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER AND COUNTY AT THEIR OWN EXPENSE. ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT UNLESS NOTED OTHERWISE.

THE CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES (E.G. CURB, DRIVEWAYS, PAVEMENT) THAT ARE NOT INDICATED TO BE REMOVED ON THE PLANS. ANY FACILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEANED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDED AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES. ADDITIONAL AREAS DAMAGED BY MACHINERY, CONSTRUCTION EQUIPMENT, CONTRACTOR NEGLIGENCE OR OVER-EXCAVATION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE OCCURRED AT THE COST OF THE CONTRACTOR.

THE CONTRACTOR SHALL DISPOSE OF AND REMOVE FROM THE SITE EACH DAY ALL CURB AND CUTTER, PAVEMENT AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE. THE COST FOR HAULING AND TRUCKING TO DISPOSAL LOCATIONS WILL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS. AFTER COMPLETION OF ROADWAY CONSTRUCTION, THE CONTRACTOR SHALL SET THE MAILBOXES IN THEIR PERMANENT LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE NEED FOR REMOVAL OF UNSTABLE SOILS AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED FROM THE CONTRACT WITH NO ADDITIONAL COMPENSATION PAID TO THE CONTRACTOR. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED AT ALL LOCATIONS REQUIRING REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT AS APPROVED BY THE ENGINEER.

THE ENGINEER AND COUNTY ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF THEIR WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD ON ASPHALT AND 0.5 GALLONS PER SQUARE YARD ON AGGREGATE. BITUMINOUS MATERIALS SHALL BE SS-1 ON ASPHALT AND MC-30 ON AGGREGATE.

AGGREGATE (PRIME COAT) SHALL BE MECHANICALLY SPREAD AT A UNIFORM RATE OF 4 POUNDS PER SQUARE YARD.

DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE REMOVAL OF ALL EXISTING PAVEMENT WHETHER ASPHALT OR CONCRETE TO THE DEPTH REQUIRED FOR INSTALLATION OF THE NEW DRIVEWAY.

HMA PAVEMENT WIDENING AREAS FOUR FOOT AND LESS IN WIDTH, ADJACENT TO PROPOSED CURB AND GUTTER, SHALL BE BACKFILLED WITH CLASS S1 CONCRETE AND HAVE HMA SURFACE AND BINDER COURSES AS SHOWN IN THE SPECIAL DETAIL. THE CLASS S1 CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL CONTACT THE ENGINEER AND THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470, A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY REMOVAL AND REPLACEMENT ACTIVITIES THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHALL PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MANNER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

PCC PAVEMENT NO. 6 TIE BARS AT 24" CENTERS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT

ANY EXISTING CONDUIT OR UNIT DUCT TO BE ABANDONED OR REMOVED AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT

PIPE CULVERT REMOVAL SHALL INCLUDE REMOVAL OF ANY ATTACHED END SECTIONS.

PCC SIDEWALK, 5" SHALL BE INSTALLED ON AGGREGATE BASE COURSE, TYPE B, 3". THE AGGREGATE BASE COURSE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PCC SIDEWALK, 5".

Plot: 2012-07-17/2013 12:43:29 on 33:45:00

**Engineering Enterprises, Inc.**  
 CONSULTING ENGINEERS  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
 630.466.6700 / www.eelne.com

**KANE COUNTY DIVISION  
 OF TRANSPORTATION**  
 41W011 BURLINGTON ROAD  
 ST. CHARLES, IL 60175

DESIGNED	TYW, SWM	REVISED	JPS 02/04/13
DRAWN	JPS	REVISED	JPS 03/01/13
CHECKED	JRC	REVISED	-
DATE	12/7/12	REVISED	-

REVISED	JPS 02/04/13
REVISED	JPS 03/01/13
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 GENERAL NOTES**

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

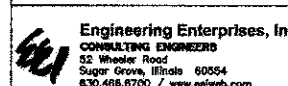
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	3
C-91-496-10			CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-9003627				

SUMMARY OF QUANTITIES

SPECIAL PROVISION SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 80%			SPECIAL PROVISION SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 80%		
					COUNTY = 20%								COUNTY = 20%		
					ROADWAY	TRAFFIC SIGNALS	TRAINEES						ROADWAY	TRAFFIC SIGNALS	TRAINEES
					0004	0021	0042						0004	0021	0042
	20100210	TREE REMOVAL (OVER 16 UNITS DIAMETER)	UNIT	34	34			44201843	CLASS D PATCHES, TYPE III, 16 INCH	SQ YD	174	174			
Δ	20200100	EARTH EXCAVATION	CU YD	2,470	2,470			48101200	AGGREGATE SHOULDERS, TYPE B	TON	7	7			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	514	514			50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1			
	20800150	TRENCH BACKFILL	CU YD	107	107			50105220	PIPE CULVERT REMOVAL	FOOT	158	158			
	21001000	GEO TECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,850	1,850			54200220	PIPE CULVERTS, CLASS D, TYPE 1 1/2"	FOOT	149	149			
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	7,200	7,200			54215550	METAL END SECTIONS 15"	EACH	6	6			
	21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	200	200			550A0050	STORM SEWERS, CLASS A, TYPE 1 1/2"	FOOT	207	207			
*	25000210	SEEDING, CLASS 2A	ACRE	0.85	0.85			550A0070	STORM SEWERS, CLASS A, TYPE 1 1/2"	FOOT	83	83			
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	118	118			550A0340	STORM SEWERS, CLASS A, TYPE 2 1/2"	FOOT	793	793			
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	118	118			550A0360	STORM SEWERS, CLASS A, TYPE 2 1/2"	FOOT	191	191			
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	118	118			55100300	STORM SEWER REMOVAL 12"	FOOT	630	630			
*	25100630	EROSION CONTROL BLANKET	SQ YD	3,962	3,962			Δ *	55400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2		
*	25100900	TURF REINFORCEMENT MAT	SQ YD	43	43				60107700	PIPE UNDERDRAINS 6"	FOOT	40	40		
*	25200110	SODDING, SALT TOLERANT	SQ YD	3,238	3,238				60201110	CATCH BASINS, TYPE A, 4-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	1	1		
*	25200200	SUPPLEMENTAL WATERING	UNIT	30	30				60201340	CATCH BASINS, TYPE A, 4-DIAMETER, TYPE 24-FRAME AND GRATE	EACH	11	11		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150				60207915	CATCH BASINS, TYPE C, TYPE 11V FRAME AND GRATE	EACH	1	1		
	28000305	TEMPORARY DITCH CHECKS	FOOT	96	96				60208240	CATCH BASINS, TYPE C, TYPE 24-FRAME AND GRATE	EACH	9	9		
	28000400	PERIMETER EROSION BARRIER	FOOT	4,037	4,037				60218400	MANHOLES, TYPE A, 4-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	8	8		
	28000500	INLET AND PIPE PROTECTION	EACH	14	14				60219000	MANHOLES, TYPE A, 4-DIAMETER, TYPE 8 GRATE	EACH	1	1		
	28000510	INLET FILTERS	EACH	23	23				60221100	MANHOLES, TYPE A, 5-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
Δ	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	514	514				60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1		
Δ	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	3,311	3,311				60255500	MANHOLES TO BE ADJUSTED	EACH	1	1		
	35501315	HOT-MIX ASPHALT BASE COURSE, 7 3/4"	SQ YD	1,758	1,758				60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2		
Δ	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	500	500				60280100	INLETS TO BE ADJUSTED	EACH	6	6		
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,301	3,301				60282700	INLETS TO BE RECONSTRUCTED	EACH	1	1		
	40600300	AGGREGATE (PRIME COAT)	TON	50	50				60283000	INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2		
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	418	418				60286100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	1	1		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	245	245			Δ	60286800	VALVE BOXES TO BE ADJUSTED	EACH	4	4		
	40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1,465	1,465				60500040	REMOVING MANHOLES	EACH	1	1		
	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1,237	1,237				60500050	REMOVING CATCH BASINS	EACH	1	1		
Δ	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	50	50				60500060	REMOVING INLETS	EACH	10	10		
	42000416	PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)	SQ YD	40	40				60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	40	40		
	42001300	PROTECTIVE COAT	SQ YD	1,131	1,131				60608000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3,755	3,755		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	31	31				67100100	MOBILIZATION	L SUM	1	1		
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	972	972				70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4		
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	704	704				70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,796	1,796		
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,734	3,734				70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14,954	14,954		
	44000600	SIDEWALK REMOVAL	SQ FT	375	375				70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	90	90		
	44201835	CLASS D PATCHES, TYPE I, 16 INCH	SQ YD	28	28				70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1,750	1,750		
	44201839	CLASS D PATCHES, TYPE II, 16 INCH	SQ YD	5	5				70300580	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	180	180		

Δ SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEM

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 <b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60054 830.495.6700 / www.eeinc.com	<b>KANE COUNTY DIVISION          OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED TVW, SWM	REVISED JPS 02/04/13	<b>STATE OF ILLINOIS          DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY          SUMMARY OF QUANTITIES</b>	F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEET SHEETS NO. 59 4
		DRAWN JPS	REVISED -			SCALE: N.T.S.	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 63818
		CHECKED JRL	REVISED -						
		DATE 12/7/12	REVISED -						

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SUMMARY OF QUANTITIES

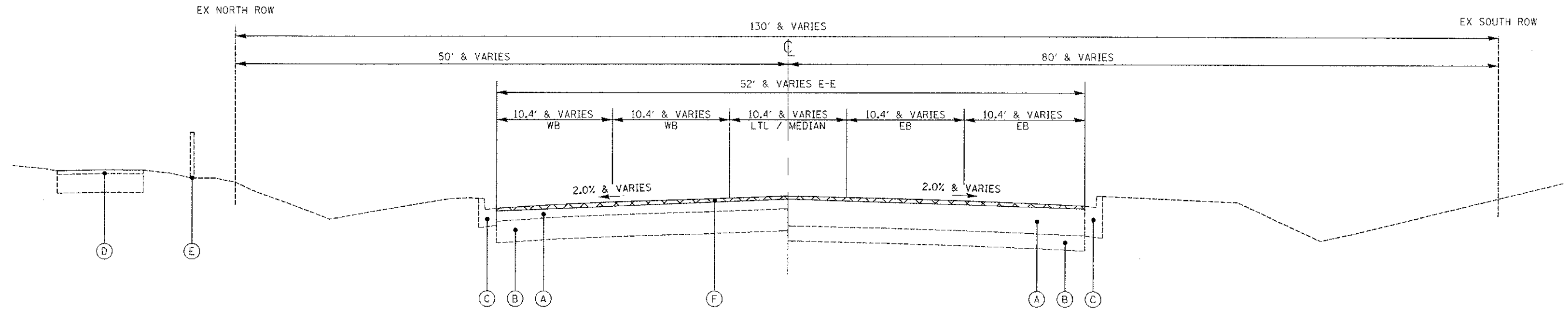
SPECIAL PROVISION SPECIALTY ITEM	CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	FEDERAL = 80%		
					COUNTY = 20%		
					ROADWAY 0004	TRAFFIC SIGNALS 0021	TRAINEES 0042
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,080	2,080		
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3		
	72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	4	4		
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	5	5		
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	60	60		
Δ *	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	250	250		
Δ *	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	7,180	7,180		
Δ *	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	54	54		
Δ *	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	155	155		
Δ *	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	26	26		
*	78100300	REPLACEMENT REFLECTOR	EACH	13	13		
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,600	2,600		
Δ *	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2,369		2,369	
*	81400100	HANDHOLE	EACH	5		5	
Δ *	81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	315	315		
Δ *	83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	8	8		
*	84200800	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	3	3		
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	4	4		
Δ *	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1	1		
Δ *	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2	
*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4,077		4,077	
*	87900200	DRILL EXISTING HANDHOLE	EACH	4		4	
Δ *	88600600	DETECTOR LOOP REPLACEMENT	FOOT	59		59	
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7,879		7,879	
*	89502380	REMOVE EXISTING HANDHOLE	EACH	3		3	
Δ *	A2000224	TREE, ACER X FREEMANII MARMO (MARMO FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED	EACH	2	2		
Δ *	X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1		1	
Δ	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,246	1,246		
Δ	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
Δ *	X7810300	RECESSED REFLECTIVE PAVMENT MARKER	EACH	203	203		
Δ *	X8710040	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24F SM12F	FOOT	4,100		4,100	
Δ	XX004774	BRICK DRIVEWAY REMOVAL AND REPLACEMENT	SQ FT	690	690		
Δ *	XX007026	FENCE REMOVAL AND REINSTALLATION	FOOT	70	70		
Δ *	XX007092	RECESSED REFLECTIVE PAVMENT MARKER REMOVAL	EACH	220	220		
Δ	Z0004538	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	128	128		
Δ	Z0015798	CONSTRUCTION LAYOUT	L SUM	1	1		
Δ	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	70	70		
Δ *	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1	
Δ	Z0066700	STABILIZED DRIVEWAYS 10"	SQ YD	468	468		
Δ	Z0076600	TRAINEES	HOUR	500		500	
Δ	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500	

Δ SEE SPECIAL PROVISIONS  
\* SPECIALTY ITEM

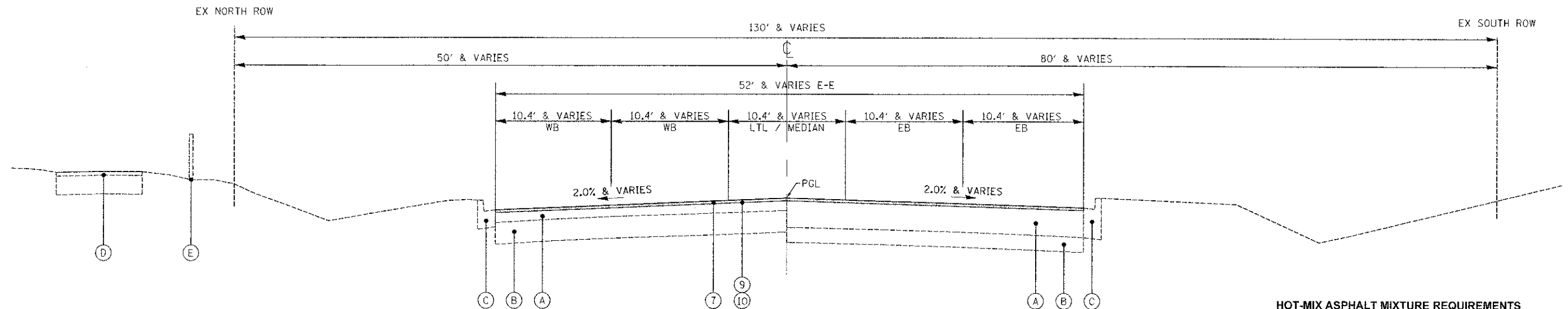
 <b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60054 830.466.8700 / www.eeh.com	<b>KANE COUNTY DIVISION                  OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED TVW, SWM	REVISED JPS 02/04/13	<b>STATE OF ILLINOIS                  DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY                  SUMMARY OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN JPS	REVISED -			363	10-00404-00-CH	KANE	59	5
CHECKED JRL	REVISED -	SCALE: N.T.S.			SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 63818 ILLINOIS FED. AID PROJECT CMM-90036271		
DATE 12/7/12	REVISED -									

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EXISTING TYPICAL SECTION  
FABYAN PARKWAY  
STATION 102+46 TO 104+14



PROPOSED TYPICAL SECTION  
FABYAN PARKWAY  
STATION 102+46 TO 104+14

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ N <sub>100</sub>
WIDENING AND RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 1.75"	4% @ 90 Gyr.
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"	4% @ 90 Gyr.
	HOT-MIX ASPHALT BASE COURSE, 7 3/4"	4% @ 90 Gyr.
RESURFACING OVER EXISTING PAVEMENT	POLYMERIZED HMA BINDER COURSE, IL-19.0, N90, TOP 2.25"	4% @ 90 Gyr.
	HMA BINDER COURSE, IL-19.0, N90, BOTTOM 5.5" (IN 2 LIFTS)	4% @ 90 Gyr.
LEVELING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm), 1.75"	4% @ 90 Gyr.
DRIVEWAY RECONSTRUCTION (PE)	LEVELING BINDER (MACHINE METHOD), N70, VARIES	4% @ 70 Gyr.
DRIVEWAY RECONSTRUCTION (CE)	STABILIZED DRIVEWAYS, 10"	4% @ 50 Gyr.
PATCHING	HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 3"	4% @ 50 Gyr.
	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	4% @ 50 Gyr.
INCIDENTAL HMA	HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 2"	4% @ 50 Gyr.
	HMA BINDER COURSE, IL-19.0, N90, 8" (IN 2 LIFTS)	4% @ 50 Gyr.
INCIDENTAL HMA	CLASS D PATCHES, 16 INCH	4% @ 70 Gyr.
	HMA BINDER, IL-19.0, N70, 16" (IN 4 LIFTS)	4% @ 70 Gyr.
INCIDENTAL HMA	INCIDENTAL HOT-MIX ASPHALT SURFACING	4% @ 50 Gyr.
	HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 1.75" & VARIES	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/INCH.

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 SPECIAL PROVISIONS

PATCHING SHALL BE PERFORMED BEFORE MILLING

PAVEMENT DESIGN INFORMATION

FABYAN PARKWAY  
HOT-MIX ASPHALT PAVEMENT  
CLASS 1  
80,000 LB  
FOUR LANE URBAN  
2023 ADT 30,369  
PV 29,063 (95.7%)  
SU 881 (2.9%)  
MU 425 (1.4%)  
TF = 2.92  
SSR POOR  
AC MIX TEMP 77.0°  
PG 64-22  
MODULUS 620 KSI  
THICKNESS REQUIRED = 11.75"  
THICKNESS PROVIDED = 11.75"

EXISTING LEGEND

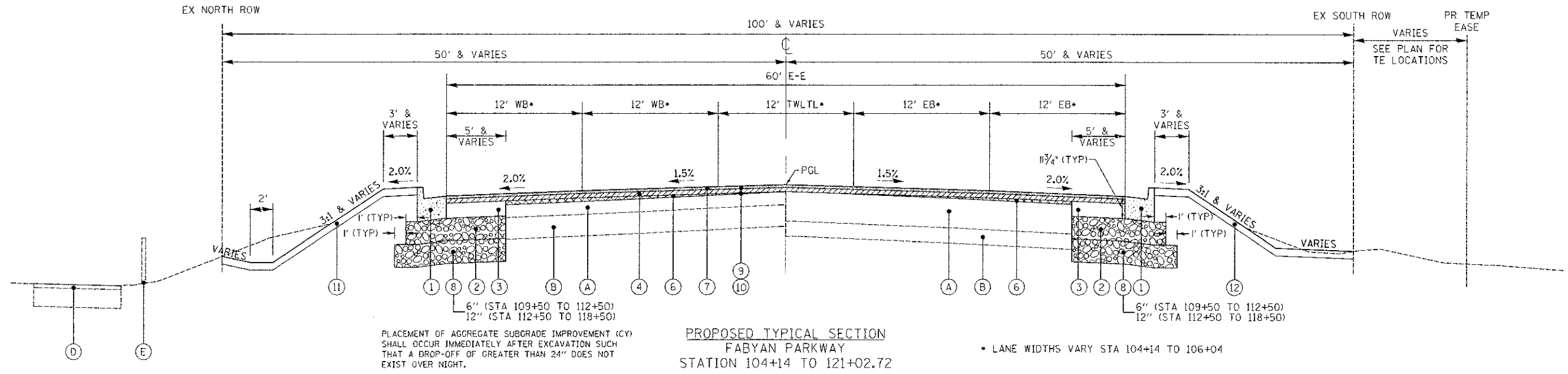
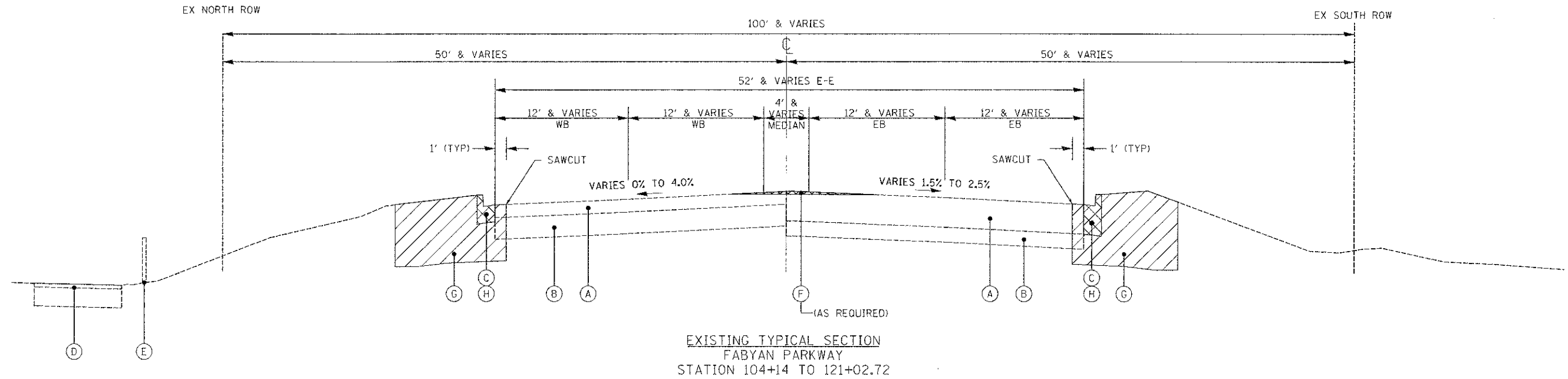
- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING POZZOLANIC BASE
- (C) EXISTING CONCRETE CURB AND GUTTER
- (D) EXISTING MULTI-USE PATH
- (E) EXISTING FENCE
- (F) HOT-MIX ASPHALT SURFACE REMOVAL
- (G) EARTH EXCAVATION
- (H) CURB REMOVAL
- (I) EXISTING CONCRETE PAVEMENT

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (TO BE PLACED WITHIN FOUR (4) DAYS OF EXCAVATION)
- (3) HOT-MIX ASPHALT BASE COURSE, 7.75"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"
- (5) PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (JOINTED) W/ NO. 6 TIE BARS AT 24" CENTERS
- (6) LEVELING BINDER, (MACHINE METHOD), N70, VARIES
- (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.75"
- (8) AGGREGATE SUBGRADE IMPROVEMENT W/GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (9) BITUMINOUS MATERIALS (PRIME COAT)
- (10) AGGREGATE (PRIME COAT)
- (11) TOPSOIL 4", SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET
- (12) TOPSOIL 4", SODDING AND FERTILIZER

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	<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eetweb.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED T.V.W., S.W.M. DRAWN J.P.S. CHECKED J.R.L. DATE 12/7/12	REVISED J.P.S. 02/04/13 REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY</b> <b>TYPICAL SECTIONS</b>	F.A.P. RTE. 363 SECTION 10-00404-00-CH COUNTY KANE TOTAL SHEETS 59 SHEET NO. 6	CONTRACT NO. 63818 ILLINOIS FED. AID PROJECT CMM-9003627
	SCALE: N.T.S. SHEET NO. 1 OF 3 SHEETS STA. TO STA.							



- EXISTING LEGEND**
- (A) EXISTING ASPHALT PAVEMENT
  - (B) EXISTING POZZOLANIC BASE
  - (C) EXISTING CONCRETE CURB AND GUTTER
  - (D) EXISTING MULTI-USE PATH
  - (E) EXISTING FENCE
  - (F) HOT-MIX ASPHALT SURFACE REMOVAL
  - (G) EARTH EXCAVATION
  - (H) CURB REMOVAL
  - (I) EXISTING CONCRETE PAVEMENT

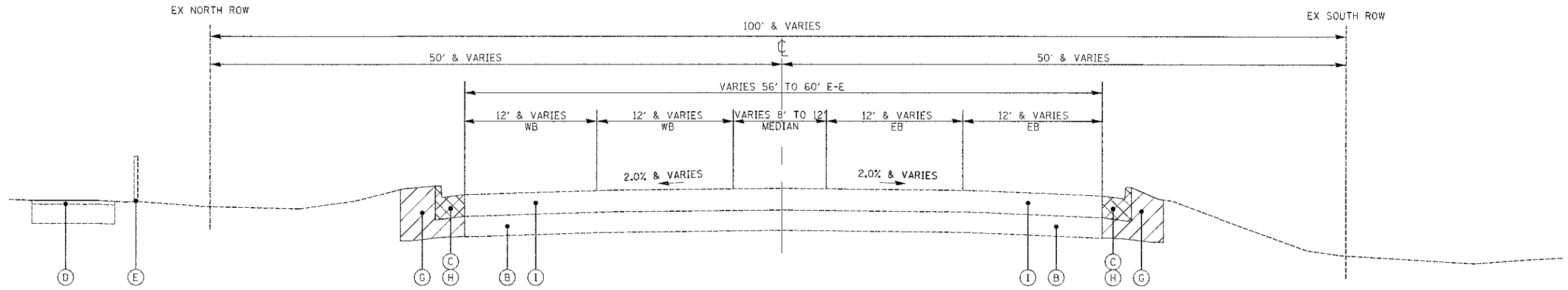
- PROPOSED LEGEND**
- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (TO BE PLACED WITHIN FOUR (4) DAYS OF EXCAVATION)
  - (3) HOT-MIX ASPHALT BASE COURSE, 7.75"
  - (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"
  - (5) PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (JOINTED) W/ NO. 6 TIE BARS AT 24" CENTERS
  - (6) LEVELING BINDER, (MACHINE METHOD), N70, VARIES
  - (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.75"

- (8) AGGREGATE SUBGRADE IMPROVEMENT W/GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (9) BITUMINOUS MATERIALS (PRIME COAT)
- (10) AGGREGATE (PRIME COAT)
- (11) TOPSOIL 4", SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET
- (12) TOPSOIL 4", SODDING AND FERTILIZER

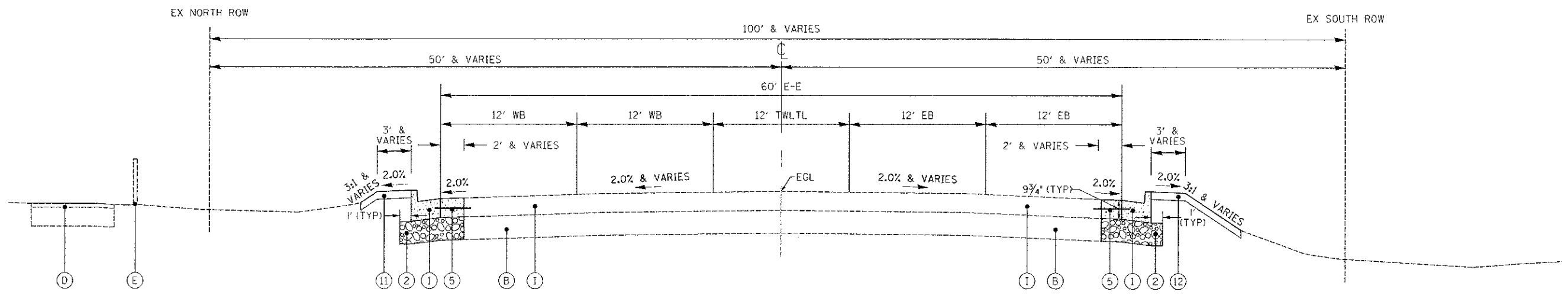
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<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeieeb.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED T.V.W. S.W.W.	REVISED JPS 02/04/13	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY</b> <b>TYPICAL SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN JPS	REVISED -			363	10-00404-00-CH	KANE	59	7	
		CHECKED JRL	REVISED -			C-91-496-10		CONTRACT NO. 63818			
		DATE 12/7/12	REVISED -			ILLINOIS FED. AID PROJECT CVM-9003627					
						SCALE: N.T.S.	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.		

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EXISTING TYPICAL SECTION  
 FABYAN PARKWAY  
 STATION 121+02.72 TO 122+55



PROPOSED TYPICAL SECTION  
 FABYAN PARKWAY  
 STATION 121+02.72 TO 122+55

EXISTING LEGEND

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING POZZOLANIC BASE
- (C) EXISTING CONCRETE CURB AND GUTTER
- (D) EXISTING MULTI-USE PATH
- (E) EXISTING FENCE
- (F) HOT-MIX ASPHALT SURFACE REMOVAL
- (G) EARTH EXCAVATION
- (H) CURB REMOVAL
- (I) EXISTING CONCRETE PAVEMENT

PROPOSED LEGEND

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (TO BE PLACED WITHIN FOUR (4) DAYS OF EXCAVATION)
- (3) HOT-MIX ASPHALT BASE COURSE, 7.75"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"
- (5) PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (JOINTED) W/ NO. 6 TIE BARS AT 24" CENTERS
- (6) LEVELING BINDER, (MACHINE METHOD), N70, VARIES
- (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.75"
- (8) AGGREGATE SUBGRADE IMPROVEMENT W/GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (9) BITUMINOUS MATERIALS (PRIME COAT)
- (10) AGGREGATE (PRIME COAT)
- (11) TOPSOIL 4", SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET
- (12) TOPSOIL 4", SODDING AND FERTILIZER

10/24/2013 3:51:57 PM BysJSchnekt

**Engineering Enterprises, Inc.**  
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 630.496.6700 / www.eelweb.com

**KANE COUNTY DIVISION  
 OF TRANSPORTATION**  
 41W011 BURLINGTON ROAD  
 ST. CHARLES, IL 60175

DESIGNED I.V.W. SWM  
 DRAWN JPS  
 CHECKED JRL  
 DATE 12/7/12

REVISED JPS 02/04/13  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	8
C-91-496-10			CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-9003(627)				



EARTHWORK					
STATION	EARTH EXCAVATION (CU YD)	EXCAVATION ADJUSTED FOR SHRINKAGE (15%) (CU YD)	EMBANKMENT (CU YD)	EARTH WORK BALANCE WASTE(+) OR SHORTAGE (-) (CU YD)	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD)
102+94 TO 103+50	19	17	0	17	0
103+50 TO 109+00	809	518	100	418	0
109+00 TO 114+50	842	716	49	667	248
114+50 TO 120+00	873	673	145	428	266
120+00 TO 123+50	327	278	16	262	0
<b>TOTAL</b>	<b>2,470</b>	<b>2,102</b>	<b>310</b>	<b>1,792</b>	<b>514</b>

EARTH EXCAVATION 2,470 CU YD  
 EARTHWORK BALANCE 1,792 CU YD (EXCESS EARTH EXCAVATION)

ROADWAY QUANTITIES																
STATION	STATION	GEOTECH FAB F/GR STAB SQ YD	AGG SUBGRADE IMPROVE CU YD	AGG SUBGRADE IMPR 12 SQ YD	HMA BASE CSE 7 3/4 SQ YD	BIT MATLS PR CT GAL	AGG PR CT TON	LEV BIND MM N70 TON	P HMA BC IL19.0 N90 TON	P HMA SC "F" N90 TON	PCC PVT 9 3/4 JOINTED SQ YD	PC CONC SIDEWALK 5 SQ FT	AGGREGATE SHLDS B TON	COMB CC&G TB6.12 FOOT	COMB CC&G TB6.24 FOOT	PROTECTIVE COAT SQ YD
102+46	103+50			9		61	1			59				30		6
103+50	104+14			3		38	1			37				10		2
104+14	109+00			839	438	883	14	38	419	326			2		1,006	289
109+00	114+50	1052	248	1,035	597	1,032	15	65	462	360					1,100	316
114+50	120+00	798	266	1,067	614	1,095	16	307	467	387		31	5		1,133	329
120+00	121+02.72			191	109	192	3	8	87	68					206	60
121+02.72	123+50			167											310	129
<b>TOTAL</b>		<b>1,850</b>	<b>514</b>	<b>3,311</b>	<b>1,758</b>	<b>3,301</b>	<b>50</b>	<b>418</b>	<b>1,465</b>	<b>1,237</b>	<b>40</b>	<b>31</b>	<b>7</b>	<b>40</b>	<b>3,755</b>	<b>1,131</b>

REMOVAL														
STATION	TREE REMOV OVER 15 UNIT	HMA SURF REM BUTT JT SQ YD	HMA SURF REM 1 3/4 SQ YD	HMA SURF REM VAR DP SQ YD	COMB CURB GUTTER REM FOOT	SIDEWALK REM SQ FT	CONC HDWL REM EACH	PIPE CULVERT REMOV FOOT	STORM SEWER REM 12 FOOT	REMOV MANHOLES EACH	REMOV CATCH BAS EACH	REMOVE INLETS EACH	REM LT U NO SALV EACH	REM POLE FDN EACH
102+46 TO 106+00		26	972	764	406				390	1	1	2		1
106+00 TO 112+00		35		212	1,206	344		101	95			2	1	1
112+00 TO 117+50		13		270	1,106		1	108				2	1	1
117+50 TO 121+02.72	34	171			708	31		57	37			4	1	1
121+02.72 TO 123+50					310									
<b>TOTAL</b>	<b>34</b>	<b>245</b>	<b>972</b>	<b>1246</b>	<b>3734</b>	<b>375</b>	<b>1</b>	<b>158</b>	<b>630</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>4</b>

PATCHING				
STATION	LT/RT	CL D PATCH T1 16 INCH SQ YD	CL D PATCH T2 16 INCH SQ YD	CL D PATCH T3 16 INCH SQ YD
103+08	LT			18
103+08	RT			18
103+90	LT		5	
104+95	LT			18
104+95	RT			18
106+95	LT	4		
106+95	RT	4		
108+60	LT			18
108+60	RT			18
112+95	LT	4		
112+95	RT	4		
115+67	LT			15
115+67	RT			15
117+38	LT			18
117+38	RT			18
118+82	LT	4		
118+82	RT	4		
120+78	LT	2		
120+78	RT	2		
<b>TOTAL</b>		<b>28</b>	<b>5</b>	<b>174</b>

DRIVEWAYS							
STATION	LT/RT	TYPE	PE/CE	DRIVE PAVEMENT REM SQ YD	BRICK DRWY REM & REPL SQ FT	HMA DRIVEWAY PAVT 10 SQ YD	STAB DRIVEWAYS 10 SQ YD
FABYAN PARKWAY							
105+11.70	RT	HMA	PE	24.7			21.7
107+95.30	RT	HMA	PE	38.9			40.3
109+31.09	RT	HMA	PE	38.7			31.2
109+60.03	RT	HMA	PE	82.5			66.0
110+38.62	RT	HMA	PE	61.8			52.6
111+32.50	RT	HMA	PE	66.1			48.9
112+45.80	RT	HMA	PE	49.3			36.2
113+40.92	RT	HMA	PE	34.0			27.5
114+31.60	RT	HMA	PE	50.6			45.8
115+16.00	RT	BRICK	PE		690		
118+54.27	RT	HMA	PE	89.2			82.9
119+24.30	LT	HMA	CE	73.0		45.6	
121+03.30	RT	HMA	CE	91.4		82.8	
SURREY ROAD							
398+95.20	RT	HMA	PE	13.7			14.9
<b>TOTAL</b>				<b>704</b>	<b>690</b>	<b>128</b>	<b>468</b>

STRUCTURE ADJUSTMENT AND RECONSTRUCTION											
STATION	OFFSET	LT/RT	FIRE HYDNTS TO BE ADJ EACH	CB RECONST EACH	MAN ADJUST EACH	MAN RECONST EACH	INLETS ADJUST EACH	INLETS RECONST EACH	INL RECON NEW T1F CL EACH	VV RECONST EACH	VALVE BOX ADJ EACH
103+07.86	50.19	RT		1							
108+53.89	39.08	RT	1								
111+16.20	41.10	RT					1				
111+19.83	44.42	RT									1
113+25.65	44.22	RT					1				
114+18.22	45.00	RT					1				
114+90.84	45.28	RT					1				
115+55.00	26.94	LT							1		
115+56.66	27.40	RT							1		
116+18.28	38.15	LT									
116+60.73	47.00	RT									1
117+16.48	49.56	RT	1								
117+26.61	46.13	RT									1
118+25.86	44.58	RT					1				
118+79.05	44.42	RT						1			
118+83.00	34.52	LT									1
120+43.63	46.77	RT									1
120+76.69	39.29	LT									1
121+87.29	33.11	LT								1	
122+52.79	32.71	RT					1				
<b>TOTAL</b>			<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>

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**Engineering Enterprises, Inc.**  
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**KANE COUNTY DIVISION OF TRANSPORTATION**  
**41W011 BURLINGTON ROAD**  
**ST. CHARLES, IL 60175**

DESIGNED	T.W. SHW	REVISED	JPS 02/04/13
DRAWN	JPS	REVISED	-
CHECKED	JRL	REVISED	-
DATE	12/17/12	REVISED	-

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY**  
**SCHEDULE OF QUANTITIES**  
 SCALE: N.T.S. SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 9
C-91-496-10		CONTRACT NO. 63818		ILLINOIS FED. AID PROJECT CMM-9003627

STORM SEWER AND STORM SEWER STRUCTURES																			
STATION	OFFSET	LT/RT	MET END SEC 15 EACH	CB TA 4 DIA T11V F&G EACH	CB TA 4 DIA T24 F&G EACH	CB TC T11V F&G EACH	CB TC T24 F&G EACH	MAN TA 4 DIA T1F CL EACH	MAN TA 4 DIA T8 G EACH	MAN TA 5 DIA T1F CL EACH	PIPE DIA INCH	LENGTH FOOT	TRENCH BACKFILL CU YD	P CUL CL D 1 15 FOOT	STORM SEW CLA 1 12 FOOT	STORM SEW CLA 1 15 FOOT	STORM SEW CLA 2 12 FOOT	STORM SEW CLA 2 15 FOOT	PIPE UNDERDRAINS 6 FOOT
103+08	37.00	LT							1		15	64	14.8						64
103+91	37.00	LT						1	1		15	83	-			83			
103+91	27.36	LT				1					12	10	0.8		10				
104+95	38.00	LT						1			15	104	-					104	
104+95	30.16	LT			1						12	9	0.8				9		
104+95	30.16	RT				1					12	57	14.6				57		
106+84	38.00	LT						1			12	199	-				199		
106+94.36	32.58	RT				1					12	6	0.8		6				
106+94.45	32.58	LT			1						12	7	0.5		7				
											12	6	1.3				6		
107+78	46.50	RT	1																
108+12	46.50	RT	1								15	30	0.5	30					
108+50	38.00	LT						1			12	156	-				156		
108+60	32.58	LT			1						12	12	1.3				12		
108+60	32.58	RT				1					12	62	15.9				62		
109+15	46.00	RT	1																
109+85	46.00	RT	1								15	66	2.6	66					
113+03	32.58	RT				1													
113+03	32.58	LT				1					12	13	1.0		13				
113+13	39.00	LT						1			12	137	-		137				
114+50	39.00	LT						1			12	50	-				50		
114+50	32.58	LT					1				12	8	0.5		8				
114+50	32.58	RT				1					12	14	0.4				14		
114+50	45.00	RT						1											
115+00	39.00	LT						1			12	57	-				57		
115+85	32.58	LT			1						12	30	5.8				30		10
115+85	32.58	RT			1						12	28	5.4				28		10
115+95	32.58	LT			1						12	10	1.5		10				10
115+95	32.58	RT			1						12	10	1.5		10				10
117+33	36.50	LT								1									
117+38	32.58	LT			1						12	7	1.5				7		
117+38	32.58	RT				1					12	62	15.9				62		
118+80.84	32.58	RT			1						12	6	2.2				6		
											12	14	1.1				14		
118+81.74	32.58	LT			1						12	4	2.3				4		
											12	6	4.6				6		
118+95	43.00	LT	1																
119+52	43.00	LT	1								15	53	3.0	53					
120+78.56	32.58	LT			1						12	8	0.4				8		
											12	6	3.8				6		
120+78.82	32.58	RT				1					12	6	0.8		6				
<b>TOTAL</b>			<b>6</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>			<b>107</b>	<b>149</b>	<b>207</b>	<b>83</b>	<b>793</b>	<b>191</b>	<b>40</b>

FOR STORM SEWERS: STATION SHOWN IS FOR THE UPSTREAM END OF THE PIPE

PAVEMENT MARKING												
MODIFIED URETHANE PAVEMENT MARKING												
STATION	STATION	4"		6"		12"		24"		LETTERS & SYMBOLS SQ FT	REC REF PVT MARKER EACH	REPLACEMENT REFLECTOR EACH
		YELLOW FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT	WHITE FOOT					
102+34	103+50	438	60	30	5						12	
103+50	109+00	1,679	270	24	60	13			31.2		53	
109+00	114+50	1,375	280						93.6		56	
114+50	120+00	1,174	260			13			93.6		50	
120+00	124+40	1,424	220		90				31.2		32	13
<b>TOTALS</b>		<b>6,090</b>	<b>1,090</b>	<b>54</b>	<b>155</b>	<b>26</b>	<b>250</b>	<b>203</b>	<b>203</b>	<b>13</b>		
		<b>7,180</b>										

LANDSCAPING														
STATION	STATION	LT/RT	TOPSOIL F & P 4 SQ YD	SEEDING CL 2A ACRE	NITROGEN FERT NUTR POUND	PHOSPHORUS FERT NUTR POUND	POTASSIUM FERT NUTR POUND	EROSION CONTR BLANKET SQ YD	TURF REINF MAT SQ YD	SODDING, SALT TOLERANT SQ YD	SUPPLE WATERING UNIT	TEMP EROS CONTR SEED POUND	PERIMETER EROS BAR FOOT	T-ACERX FREM MM 3 EACH
102+93	106+00	LT	681	0.15	13.5	13.5	13.5	681				14.1	328	
106+00	112+00	LT	1,124	0.24	21.6	21.6	21.6	1,124				23.3	600	
112+00	117+50	LT	1,283	0.27	24.3	24.3	24.3	1,283				26.1	588	
117+50	119+24.30	LT	317	0.07	6.3	6.3	6.3	317				6.6	165	
119+24.30	123+50	LT	577	0.12	10.8	10.8	10.8	577	43			12.0	430	2
103+03	103+13	RT	32		0.4	0.4	0.4			32	0.29	0.7		
104+10	105+11.70	RT	129		1.6	1.6	1.6			129	1.17	2.7	109	
105+11.70	106+00	RT	92		1.2	1.2	1.2			92	0.83	2.0	82	
106+00	106+44.88	RT	104		1.3	1.3	1.3			104	0.94	2.2	67	
106+44.88	107+95.30	RT	300		3.8	3.8	3.8			300	2.70	6.2	161	
107+95.30	109+31.09	RT	240		3.0	3.0	3.0			240	2.16	5.0	123	
109+31.09	109+60.03	RT	7		0.1	0.1	0.1			7	0.07	0.2		
109+60.03	110+38.62	RT	101		1.3	1.3	1.3			101	0.91	2.1	54	
110+38.62	111+32.50	RT	134		1.7	1.7	1.7			134	1.21	2.8	60	
111+32.50	112+00	RT	109		1.4	1.4	1.4			109	0.99	2.3	57	
112+00	112+45.80	RT	61		0.8	0.8	0.8			61	0.55	1.3	32	
112+45.80	113+40.92	RT	143		1.8	1.8	1.8			143	1.29	3.0	75	
113+40.92	114+31.80	RT	149		1.9	1.9	1.9			149	1.35	3.1	75	
114+31.80	115+16.00	RT	158		2.0	2.0	2.0			158	1.43	3.3	98	
115+16.00	116+93.10	RT	380		4.8	4.8	4.8			380	3.42	7.9	233	
116+93.10	117+50	RT	149		1.9	1.9	1.9			149	1.35	3.1	78	
117+50	118+54.27	RT	199		2.5	2.5	2.5			199	1.80	4.2	108	
118+54.27	121+03.30	RT	469		5.9	5.9	5.9			469	4.23	9.7	247	
121+03.30	123+50	RT	282		3.5	3.5	3.5			282	2.54	5.9	267	
<b>TOTAL</b>			<b>7,200</b>	<b>0.85</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>3,962</b>	<b>43</b>	<b>3,238</b>	<b>30</b>	<b>150</b>	<b>4,037</b>	<b>2</b>

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**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60054  
630.466.6700 / www.eetweb.com

**KANE COUNTY DIVISION  
OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED: J.W. SWM  
DRAWN: JPS  
CHECKED: JRL  
DATE: 12/1/12

REVISED: JPS 02/04/13  
REVISED: -  
REVISED: -  
REVISED: -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

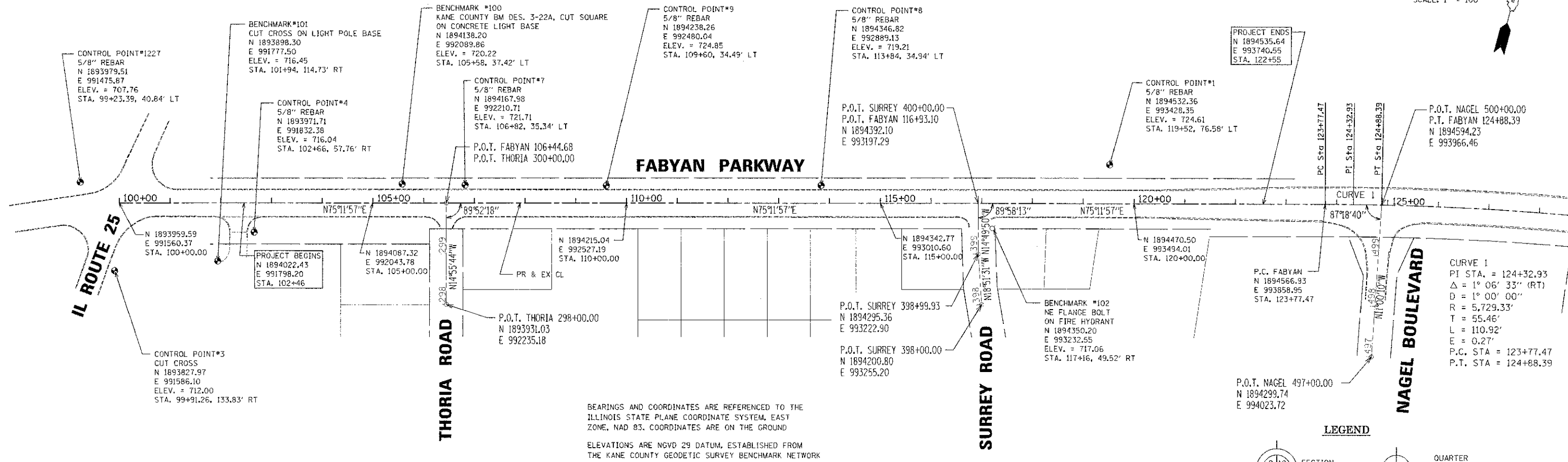
SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.

**FABYAN PARKWAY  
SCHEDULE OF QUANTITIES**

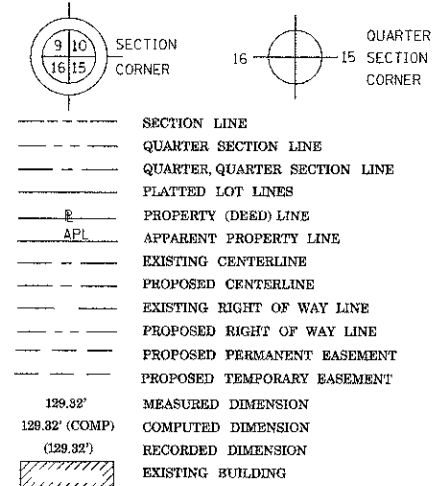
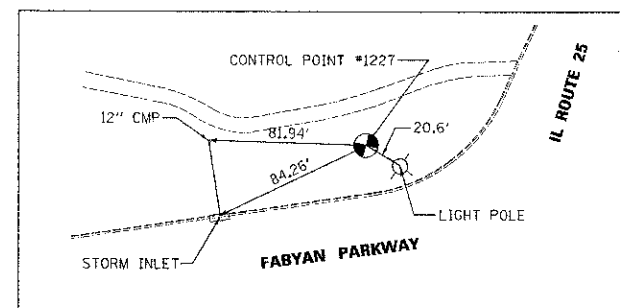
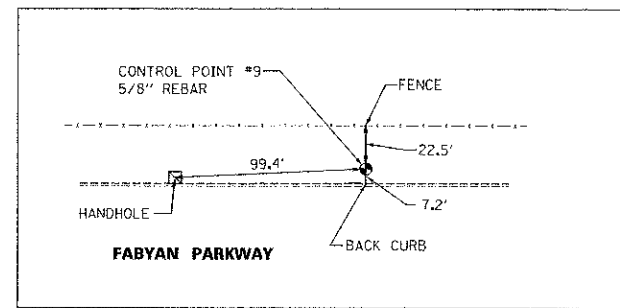
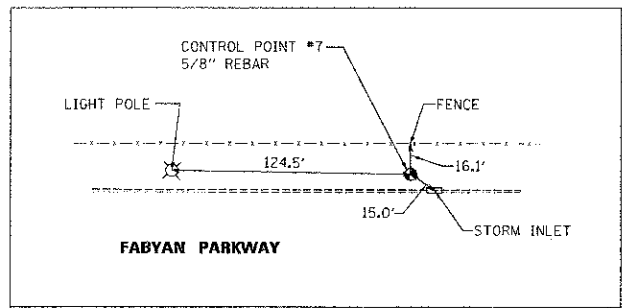
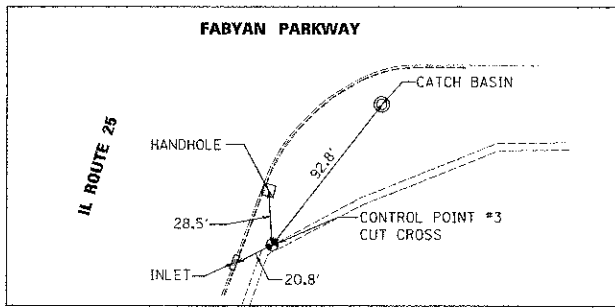
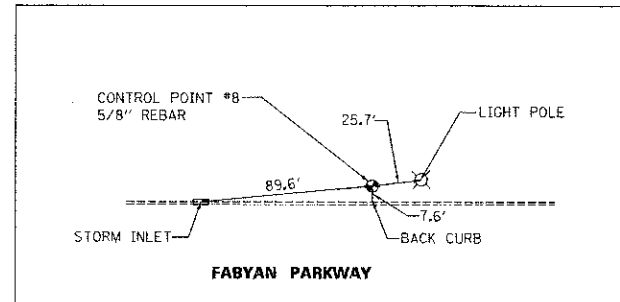
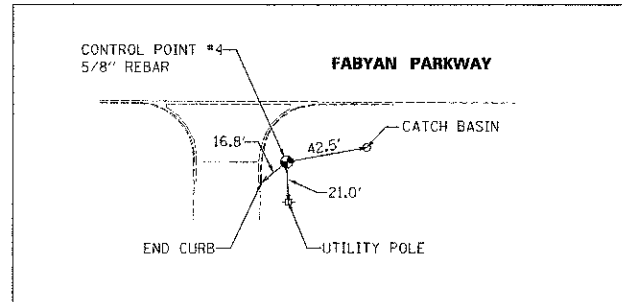
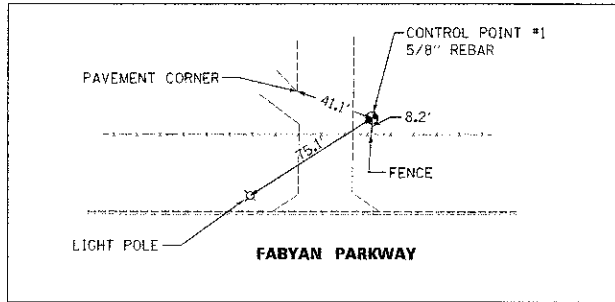
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	10
C-91-496-10			CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-90031627				

PART OF THE NW 14 SECTION 14 AND PART OF THE NE 14 SECTION 15, TWP. 39 N., R.8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.

GRAPHIC SCALE  
FEET  
0 100  
SCALE: 1" = 100'



BEARINGS AND COORDINATES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83. COORDINATES ARE ON THE GROUND  
ELEVATIONS ARE NGVD 29 DATUM, ESTABLISHED FROM THE KANE COUNTY GEODETIC SURVEY BENCHMARK NETWORK



Plot Date: 02/17/2013 3:11:08 PM 491-507.mxd

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ST. CHARLES, IL 60175

DESIGNED	TWR, SWM	REVISED	JPS 02/04/13
DRAWN	JPS, GSP	REVISED	-
CHECKED	JRL	REVISED	-
DATE	12/7/12	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
ALIGNMENT, TIES AND BENCHMARKS**  
SCALE: 1" = 100' SHEET NO. 1 OF 1 SHEETS STA. 102+46 TO STA. 122+55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	11
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-90031627				

Plot Date: 02/17/2013 3:11:08 PM 491-507.mxd

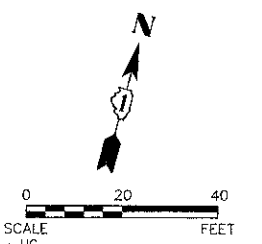
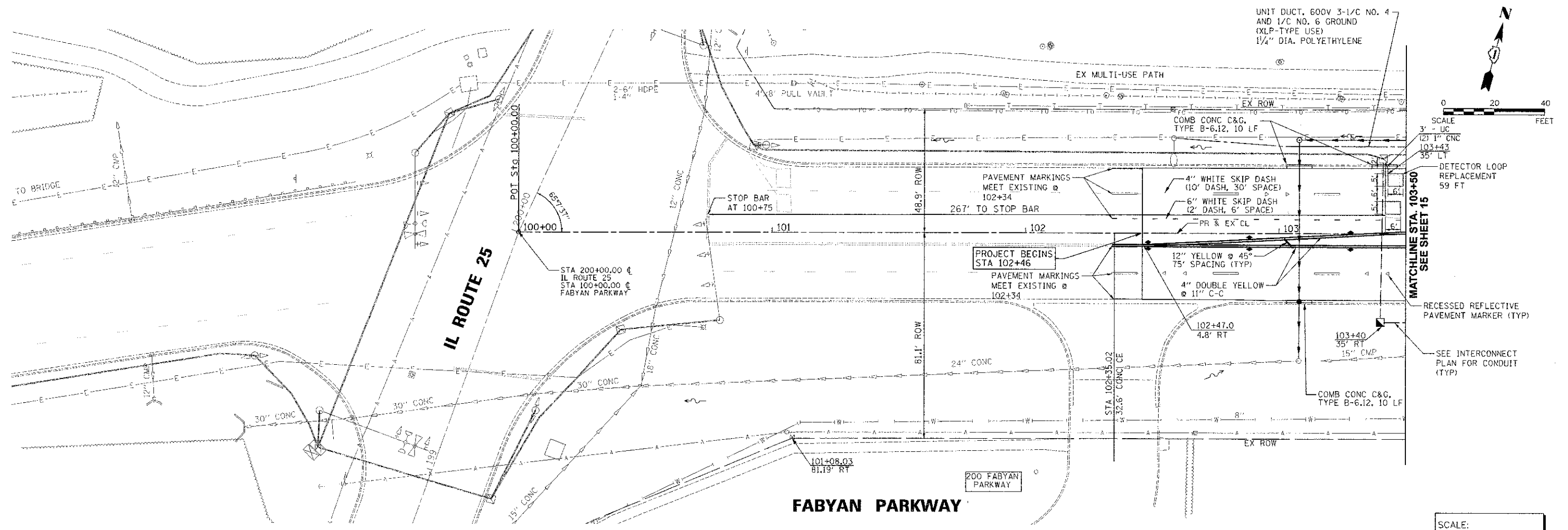




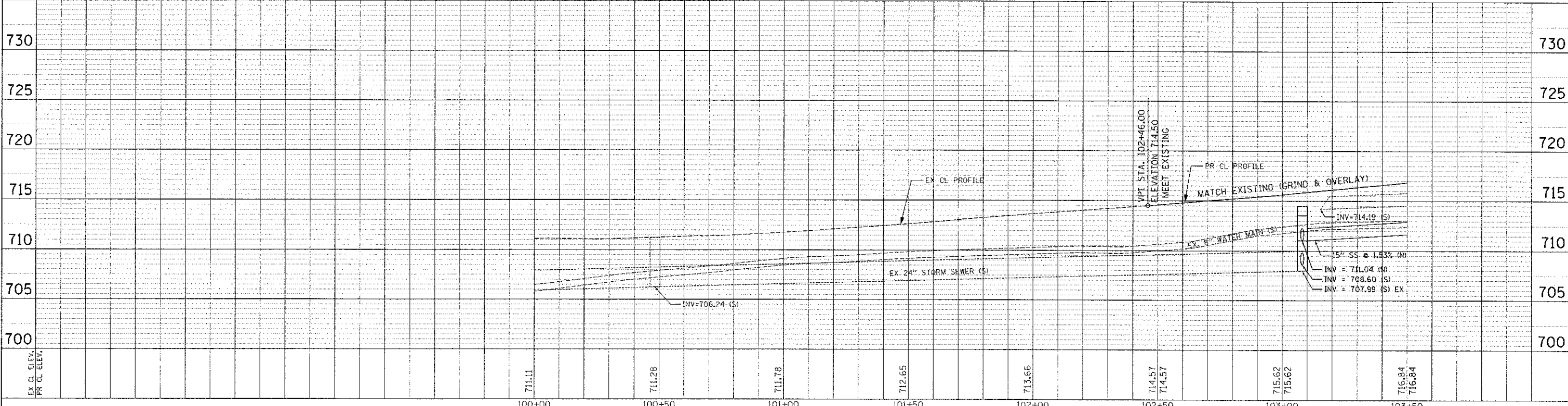
PLAN	DATE
BY	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS REVISIONS	
NO. OF SHEETS NOTED	

PROFILE	DATE
BY	
NO. OF SHEETS	
NO. OF SHEETS CHECKED	
NO. OF SHEETS REVISIONS	
NO. OF SHEETS NOTED	

Plot Date: 2/4/2013 9:25:49 AM By: jsschmidt



SCALE:  
HORIZONTAL 1" = 20'  
VERTICAL 1" = 5'



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		DRAWN JPS	REVISED -			C-91-496-10	CONTRACT NO. 63818			
DATE 12/7/12		REVISIONS		SCALE: 1"=20' SHEET NO. 1 OF 5 SHEETS STA. 100+00 TO STA. 103+50		ILLINOIS FED. AID PROJECT CMM-900316271				





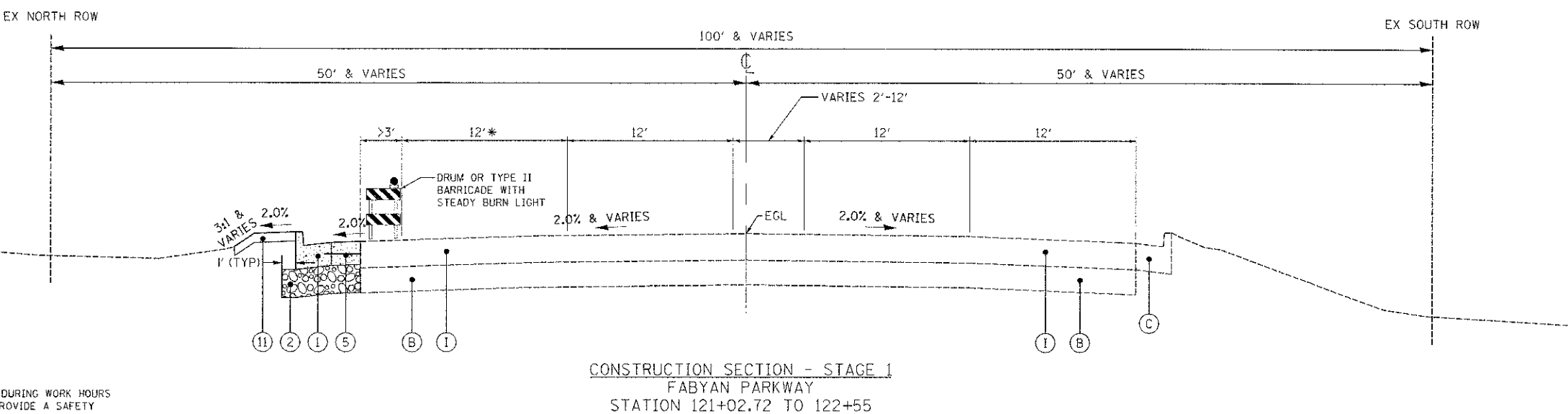
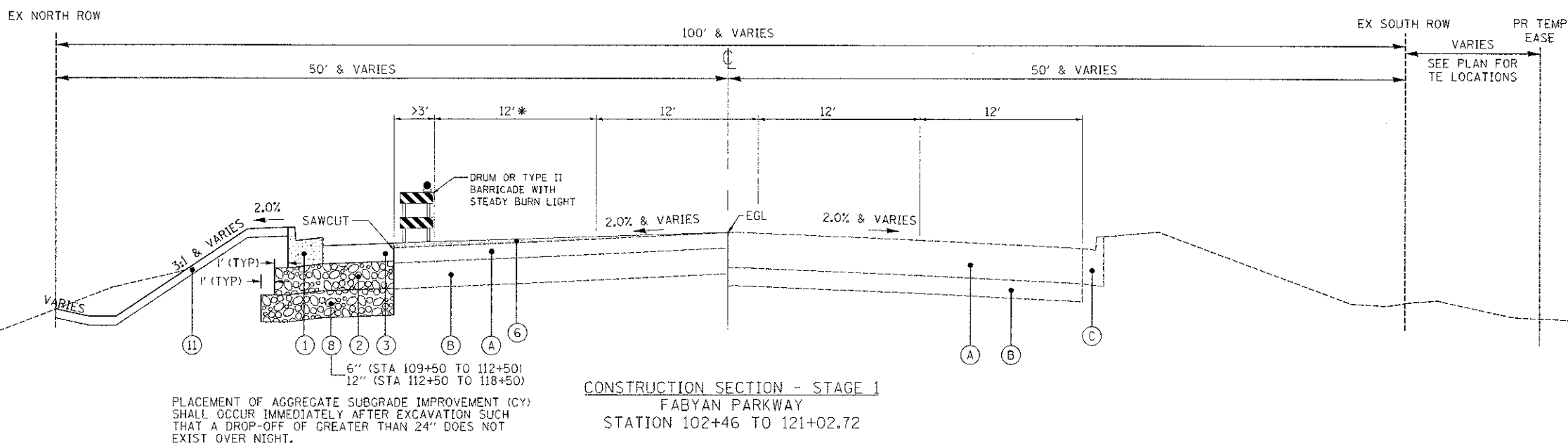






**SUGGESTED CONSTRUCTION TRAFFIC CONTROL AND PROTECTION GENERAL NOTES**

1. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS, CONSTRUCTION STAGING PLANS, THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THE CONSTRUCTION STAGING PLAN REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE EXECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE TRAFFIC CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.
2. TRAFFIC CONTROL DEVICES, SIGNS AND TEMPORARY WIRELESS INTERCONNECT, COMPLETE SHALL BE INSTALLED AND OPERATIONAL PRIOR TO BEGINNING ANY OTHER WORK.
3. ANY EXISTING OR TEMPORARY MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR CONSTRUCTION STAGING SHALL BE REMOVED ACCORDING TO SECTION 703 OR 783 OF THE STANDARD SPECIFICATIONS, AS APPLICABLE. WATER BLASTING SHALL BE USED TO REMOVE EXISTING MARKINGS ON EXISTING PAVEMENT SURFACES TO REMAIN. THE USE OF GRINDERS WILL NOT BE ALLOWED ON THE EXISTING SURFACES TO REMAIN.
4. THERE WILL BE AT LEAST ONE LANE OF TRAFFIC OPEN ON FABYAN PARKWAY IN BOTH DIRECTIONS AT ALL TIMES. THE OUTSIDE LANES OF FABYAN PARKWAY MAY BE CLOSED TO PROVIDE A SAFETY WORK ZONE FOR CONSTRUCTION OPERATIONS ON WEEKDAYS FROM 9AM TO 3PM. FABYAN PARKWAY WILL OPERATE WITH TWO LANES OPEN IN EACH DIRECTION DURING ALL OTHER TIMES.
5. ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS NOTED HEREIN OR AS APPROVED BY THE ENGINEER.
6. TEMPORARY PAVEMENT MARKING APPLIED TO FINAL PAVEMENT SURFACES AND EXISTING PAVEMENT SURFACES TO REMAIN SHALL BE PAVEMENT MARKING TAPE, TYPE III.
7. PLATING AND/OR TEMPORARY DRAINAGE STRUCTURE ADJUSTMENTS MAY BE REQUIRED DUE TO THE STAGING OF CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
8. ALL STORM SEWER LATERALS SHALL BE CONSTRUCTED USING TRAFFIC CONTROL STANDARD 701606 AS APPLICABLE. NO OVERNIGHT LANE CLOSURE WILL BE PERMITTED. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL)



• NOTE:  
OUTSIDE LANES MAY BE CLOSED DURING WORK HOURS (9:00 AM - 3:00 PM ONLY) TO PROVIDE A SAFETY WORK ZONE FOR CONSTRUCTION OPERATIONS.

**EXISTING LEGEND**

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING POZZOLANIC BASE
- (C) EXISTING CONCRETE CURB AND GUTTER
- (D) EXISTING MULTI-USE PATH
- (E) EXISTING FENCE
- (F) HOT-MIX ASPHALT SURFACE REMOVAL
- (G) EARTH EXCAVATION
- (H) CURB REMOVAL
- (I) EXISTING CONCRETE PAVEMENT

**PROPOSED LEGEND**

- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (2) AGGREGATE SUBGRADE IMPROVEMENT, 12" (TO BE PLACED WITHIN FOUR (4) DAYS OF EXCAVATION)
- (3) HOT-MIX ASPHALT BASE COURSE, 7.75"
- (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25"
- (5) PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4" (JOINTED) W/ NO. 6 TIE BARS AT 24" CENTERS
- (6) LEVELING BINDER, (MACHINE METHOD), N70, VARIES
- (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.75"
- (8) AGGREGATE SUBGRADE IMPROVEMENT W/GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (9) BITUMINOUS MATERIALS (PRIME COAT)
- (10) AGGREGATE (PRIME COAT)
- (11) TOPSOIL 4", SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET
- (12) TOPSOIL 4", SODDING AND FERTILIZER

**STAGE 1 SUGGESTED CONSTRUCTION SEQUENCE**

- INSTALL CHANGEABLE MESSAGE SIGNS (2 TOTAL) ON EASTBOUND AND WESTBOUND FABYAN PARKWAY TWO WEEKS PRIOR TO COMMENCEMENT OF WORK TO NOTIFY THE MOTORING PUBLIC CONCERNING THE UPCOMING ROADWAY CONSTRUCTION.
- INSTALL TEMPORARY WIRELESS INTERCONNECT, COMPLETE.
- ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER PLAN AND APPLICABLE IDOT STANDARDS.
- INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.
- REMOVAL OF EXISTING FACILITIES.
- CONSTRUCT STORM SEWER.
- CONSTRUCT AGGREGATE SUBGRADE.
- CONSTRUCT CURB AND GUTTER.
- CONSTRUCT HMA BASE COURSE AND LEVEL BINDER OR PCC PAVEMENT.
- RELOCATE LIGHTING UNITS.
- INSTALL TEMPORARY SEEDING AS REQUIRED.

Plot Date: 5/1/2013 9:58:39 AM By: JSchmid

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DESIGNED T.V.W., S.W.M.  
DRAWN J.P.S.  
CHECKED J.R.L.  
DATE 12/7/12

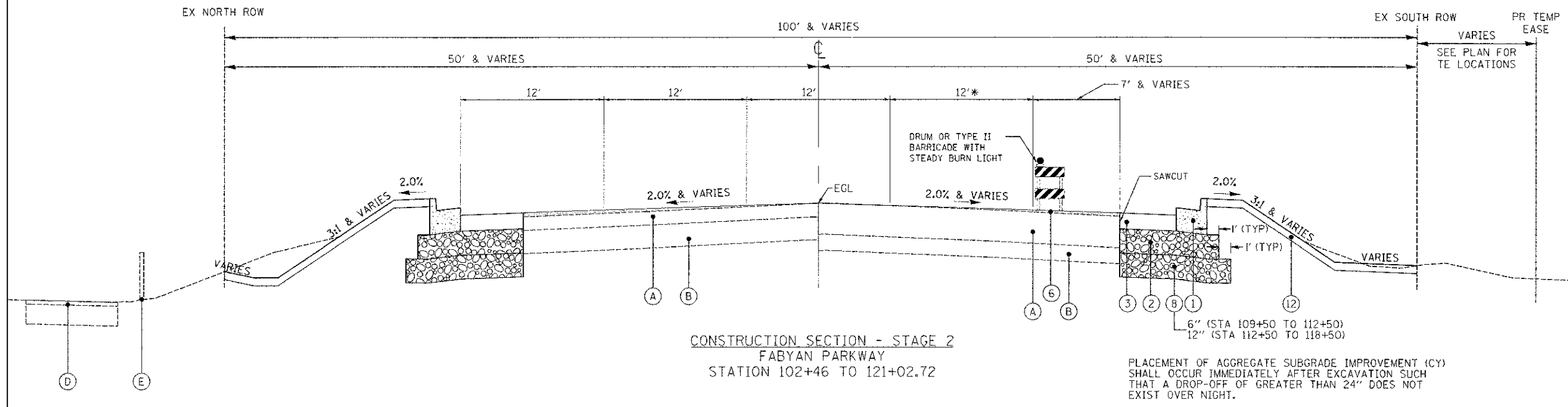
REVISED J.P.S. 02/04/13  
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**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

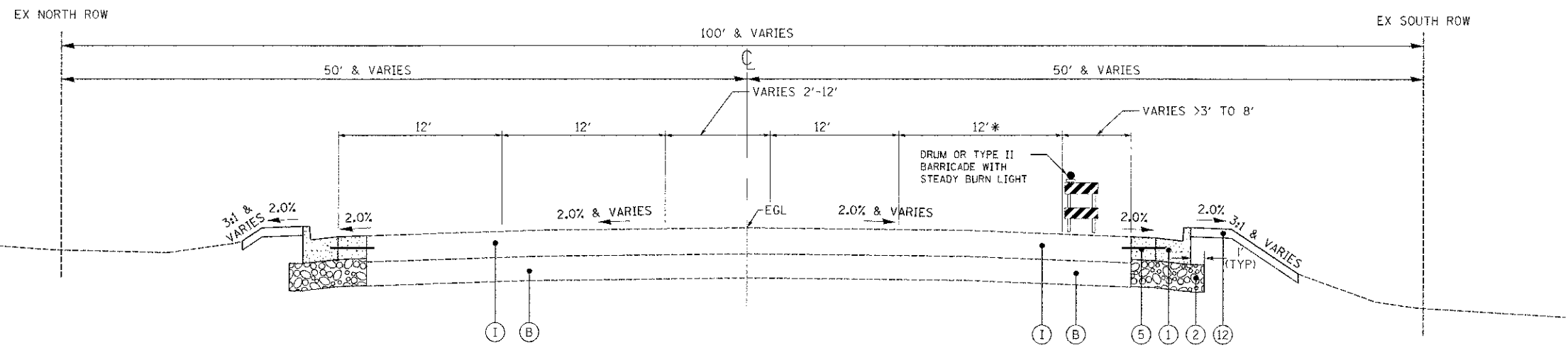
**FABYAN PARKWAY SUGGESTED CONSTRUCTION STAGING PLAN - TYPICAL SECTIONS**

SCALE: N.T.S. SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	19
	C-91-496-10		CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-900316271				



PLACEMENT OF AGGREGATE SUBGRADE IMPROVEMENT (CY) SHALL OCCUR IMMEDIATELY AFTER EXCAVATION SUCH THAT A DROP-OFF OF GREATER THAN 24\"/>



• NOTE:  
OUTSIDE LANES MAY BE CLOSED DURING WORK HOURS (9:00 AM - 3:00 PM ONLY) TO PROVIDE A SAFETY WORK ZONE FOR CONSTRUCTION OPERATIONS.

- EXISTING LEGEND**
- (A) EXISTING ASPHALT PAVEMENT
  - (B) EXISTING POZZOLANIC BASE
  - (C) EXISTING CONCRETE CURB AND GUTTER
  - (D) EXISTING MULTI-USE PATH
  - (E) EXISTING FENCE
  - (F) HOT-MIX ASPHALT SURFACE REMOVAL
  - (G) EARTH EXCAVATION
  - (H) CURB REMOVAL
  - (I) EXISTING CONCRETE PAVEMENT

- PROPOSED LEGEND**
- (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (2) AGGREGATE SUBGRADE IMPROVEMENT, 12\"/>
  - (3) HOT-MIX ASPHALT BASE COURSE, 7.75\"/>
  - (4) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.25\"/>
  - (5) PORTLAND CEMENT CONCRETE PAVEMENT, 9 3/4\"/>
  - (6) LEVELING BINDER, (MACHINE METHOD), N70, VARIES
  - (7) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX \"F\", N90, 1.75\"/>
  - (8) AGGREGATE SUBGRADE IMPROVEMENT W/GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
  - (9) BITUMINOUS MATERIALS (PRIME COAT)
  - (10) AGGREGATE (PRIME COAT)
  - (11) TOPSOIL 4\", SEEDING CLASS 2A, FERTILIZER AND EROSION CONTROL BLANKET
  - (12) TOPSOIL 4\", SODDING AND FERTILIZER

- STAGE 2 SUGGESTED CONSTRUCTION SEQUENCE**
- UPDATE CHANGEABLE MESSAGE SIGNS (2 TOTAL) ON EASTBOUND AND WESTBOUND FABYAN PARKWAY FIVE (5) DAYS PRIOR TO COMMENCEMENT OF WORK TO NOTIFY THE MOTORING PUBLIC CONCERNING THE UPCOMING ROADWAY CONSTRUCTION.
  - ESTABLISH TRAFFIC CONTROL AND PAVEMENT MARKING PER PLAN AND APPLICABLE IDOT STANDARDS.
  - INSTALL TEMPORARY EROSION CONTROL DEVICES PER PLAN AND APPLICABLE DETAILS.
  - REMOVAL OF EXISTING FACILITIES.
  - CONSTRUCT STORM SEWER.
  - CONSTRUCT AGGREGATE SUBGRADE.
  - CONSTRUCT CURB AND GUTTER.
  - CONSTRUCT HMA BASE COURSE AND LEVEL BINDER OR PCC PAVEMENT.
  - INSTALL TRAFFIC SIGNAL INTERCONNECT
  - INSTALL TEMPORARY SEEDING AS REQUIRED.

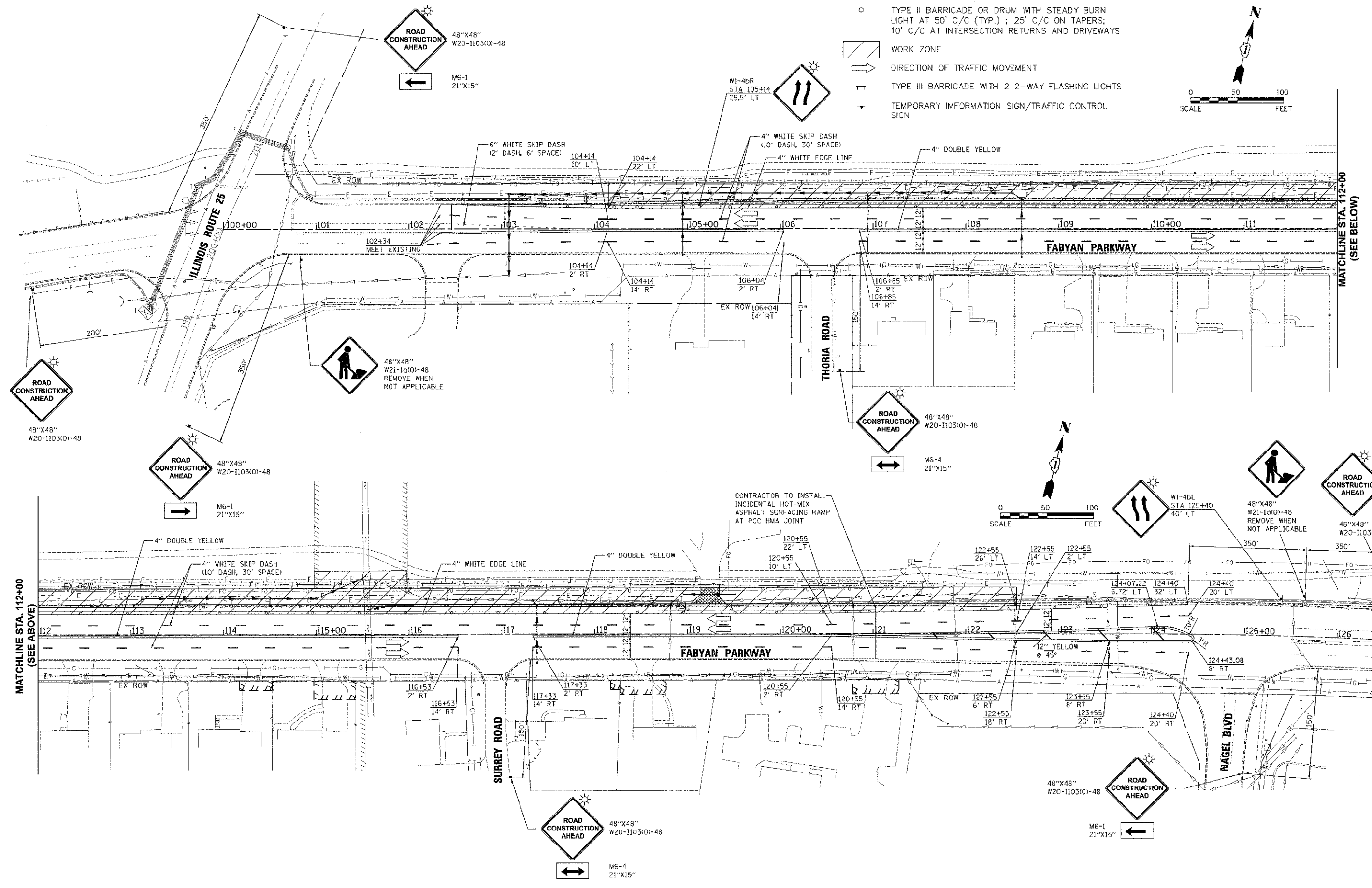
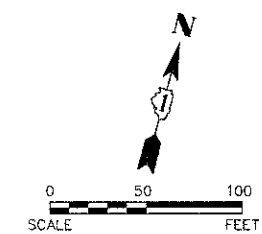
- STAGE 3 SUGGESTED CONSTRUCTION SEQUENCE**
- REMOVE EXISTING SURFACE AT INDICATED AREAS
  - CONSTRUCT HMA BINDER COURSE
  - REPLACE DETECTOR LOOPS
  - COMPLETE FINAL PAVEMENT SURFACE COURSE AND PAVEMENT MARKING AND MARKERS
  - COMPLETE LANDSCAPE RESTORATION

Plotfile: 3/1/2013 9:41:39 AM By: JGhmist

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		DRAWN J.P.S.	REVISED -		363	10-00404-00-CH	KANE	59	20		
CHECKED J.R.L.	REVISED -			SCALE: N.T.S.		SHEET NO. 2 OF 4 SHEETS		STA. TO STA.		CONTRACT NO. 63818	
DATE 12/7/12	REVISED -					C-91-496-10		ILLINOIS FED. AID PROJECT CMM-90036271			

**CONSTRUCTION STAGING LEGEND**

- TYPE II BARRICADE OR DRUM WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- ▨ WORK ZONE
- ➔ DIRECTION OF TRAFFIC MOVEMENT
- ⊥ TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS
- ⬇ TEMPORARY INFORMATION SIGN/TRAFFIC CONTROL SIGN

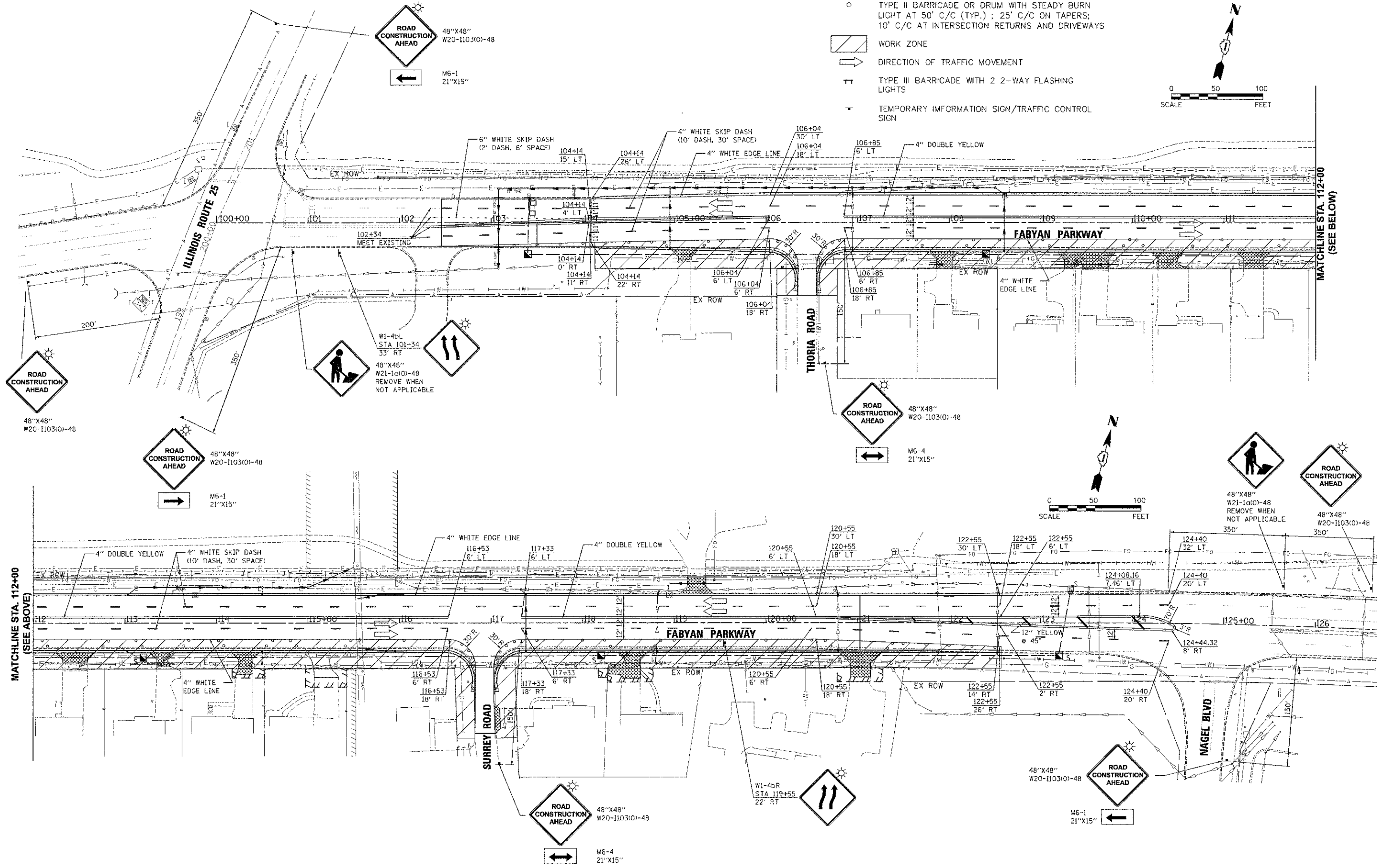
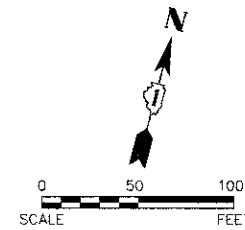


Plot Date: 3/4/2013 10:16:59 AM By: r.schmidt

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		DRAWN JPS	REVISED JPS 03/01/13		SCALE: 1"=50' SHEET NO. 3 OF 4 SHEETS : STA. 100+00 TO STA. 124+50		C-91-496-10	CONTRACT NO. 63818 <small>ILLINOIS FED. AID PROJECT CMM-900316271</small>			
CHECKED JRL	REVISED -	DATE 12/7/12	REVISED -								

**CONSTRUCTION STAGING LEGEND**

- TYPE II BARRICADE OR DRUM WITH STEADY BURN LIGHT AT 50' C/C (TYP.) ; 25' C/C ON TAPERS; 10' C/C AT INTERSECTION RETURNS AND DRIVEWAYS
- ▨ WORK ZONE
- ➔ DIRECTION OF TRAFFIC MOVEMENT
- ⊥ TYPE III BARRICADE WITH 2 2-WAY FLASHING LIGHTS
- ⊥ TEMPORARY INFORMATION SIGN/TRAFFIC CONTROL SIGN



10/25/12 10:54:01 AM By: jschmidt

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DESIGNED	TVM, SWM
DRAWN	JPS
CHECKED	JRL
DATE	12/7/12

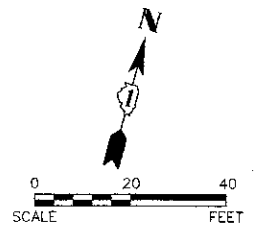
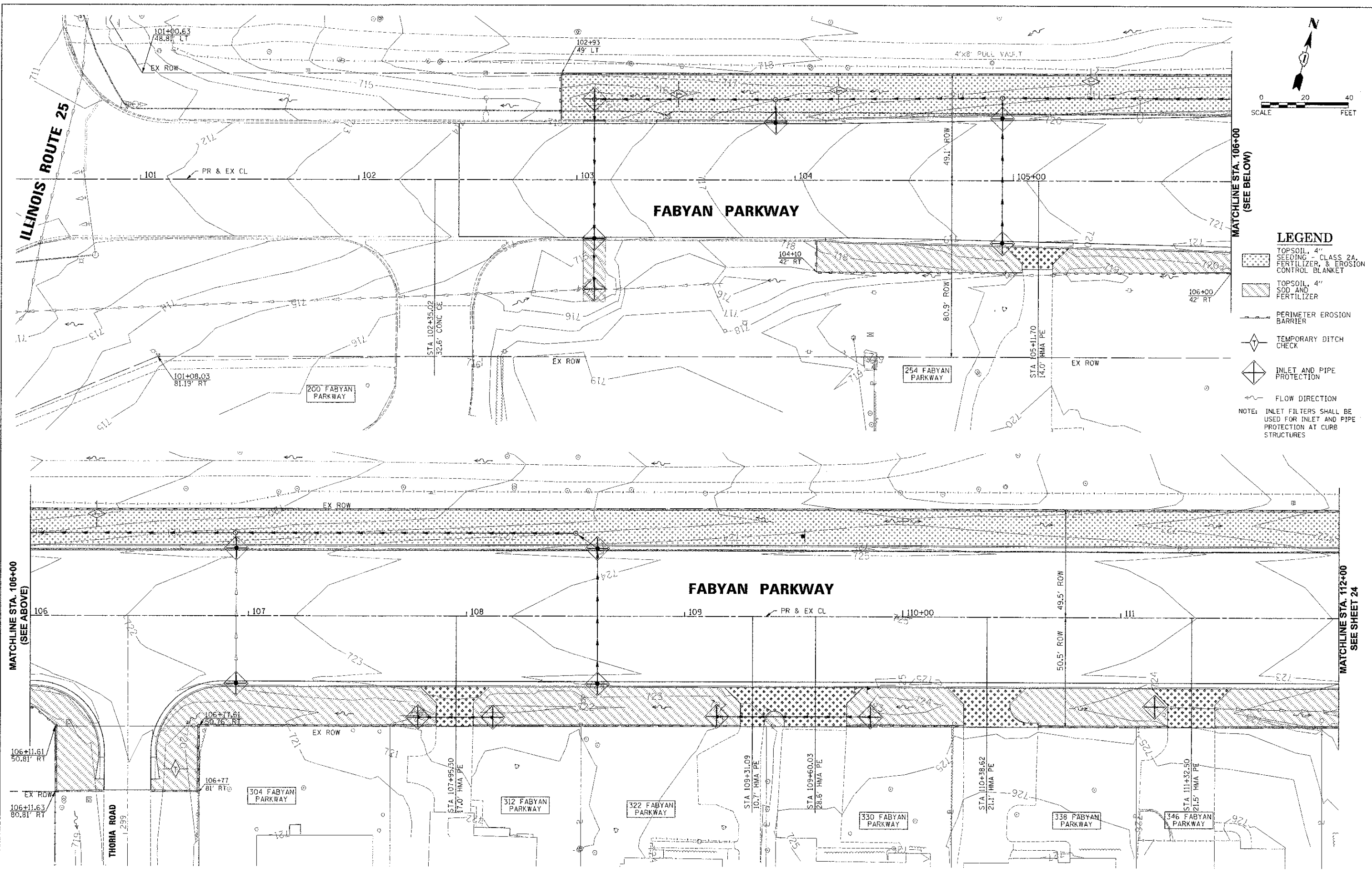
REVISED	JPS 02/04/13
REVISED	JPS 03/01/13
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 SUGGESTED CONSTRUCTION STAGING PLAN - STAGE 2**

SCALE: 1"=50'    SHEET NO. 4 OF 4 SHEETS    STA. 100+00 TO STA. 124+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	22
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-90316271				



- LEGEND**
- TOPSOIL, 4" SEEDING - CLASS 2A, FERTILIZER, & EROSION CONTROL BLANKET
  - TOPSOIL, 4" SOD AND FERTILIZER
  - PERIMETER EROSION BARRIER
  - TEMPORARY DITCH CHECK
  - INLET AND PIPE PROTECTION
  - FLOW DIRECTION
- NOTE: INLET FILTERS SHALL BE USED FOR INLET AND PIPE PROTECTION AT CURB STRUCTURES

MATCHLINE STA. 106+00 (SEE ABOVE)

MATCHLINE STA. 112+00 (SEE SHEET 24)

3/27/12 3:07:48 PM By: JSCheMP

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Sugar Grove, Illinois 60054  
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**KANE COUNTY DIVISION OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED	E.V.H. SWM	REVISED	JPS 02/04/13
DRAWN	JPS	REVISED	-
CHECKED	JRL	REVISED	-
DATE	12/11/12	REVISED	-

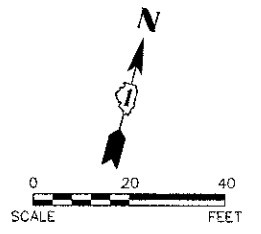
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY EROSION CONTROL AND LANDSCAPING PLAN**

SCALE: 1"=20' SHEET NO. 1 OF 3 SHEETS STA. 102+00 TO STA. 112+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	23
	C-91-496-10			
CONTRACT NO. 63818			ILLINOIS FED. AID PROJECT CMM-90036271	

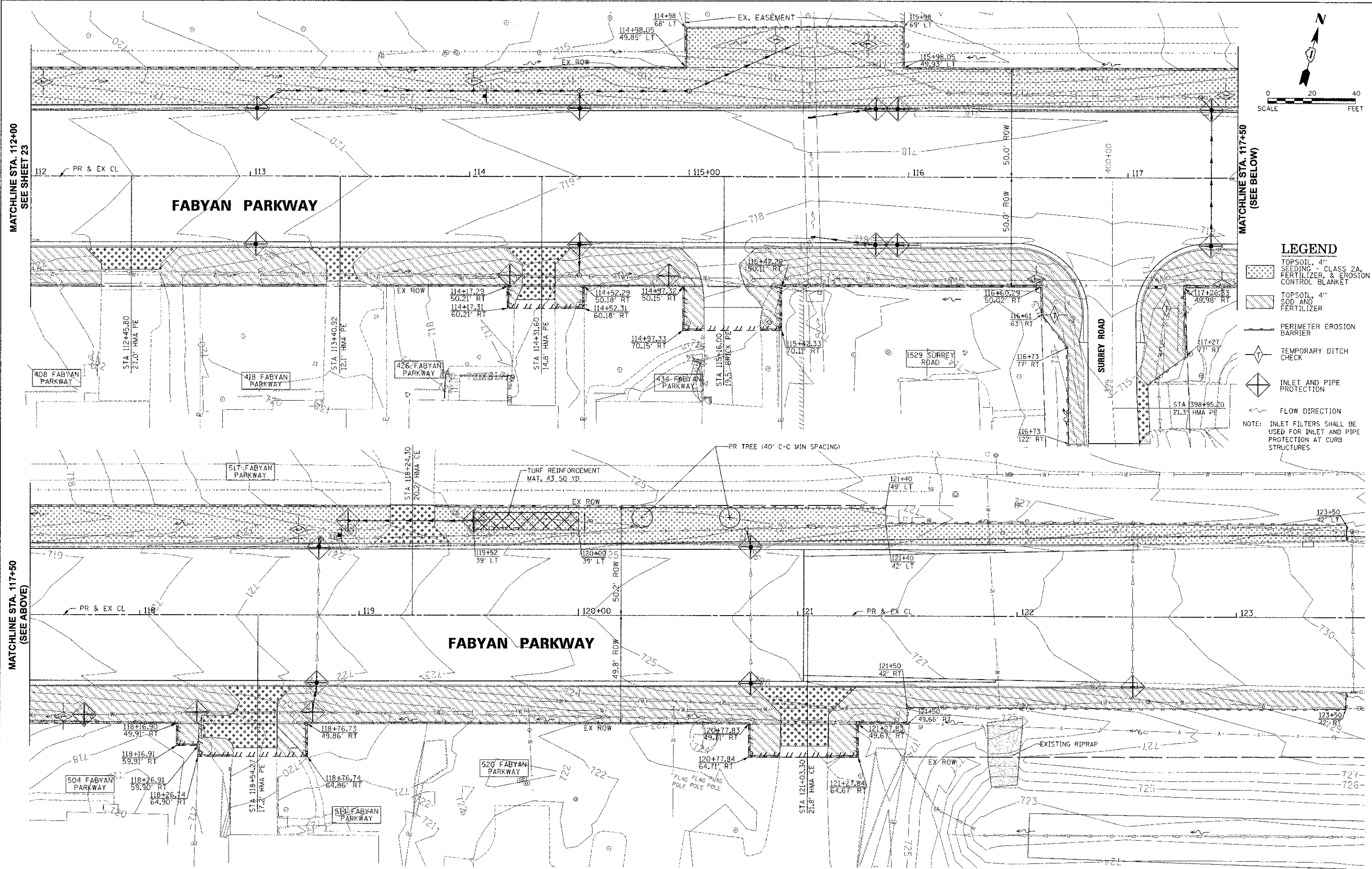
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MATCHLINE STA. 112+00  
SEE SHEET 23

MATCHLINE STA. 117+50  
(SEE BELOW)

MATCHLINE STA. 117+50  
(SEE ABOVE)



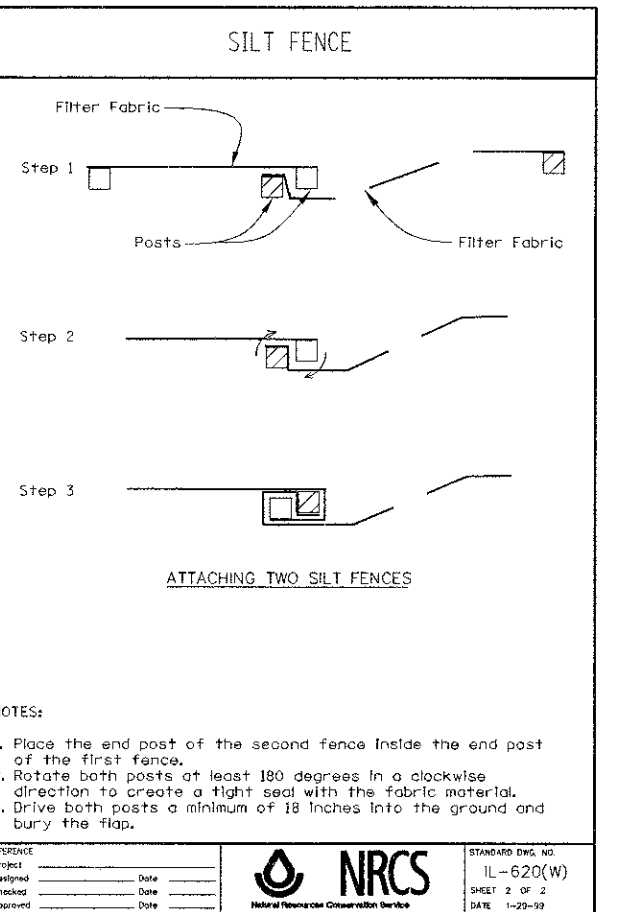
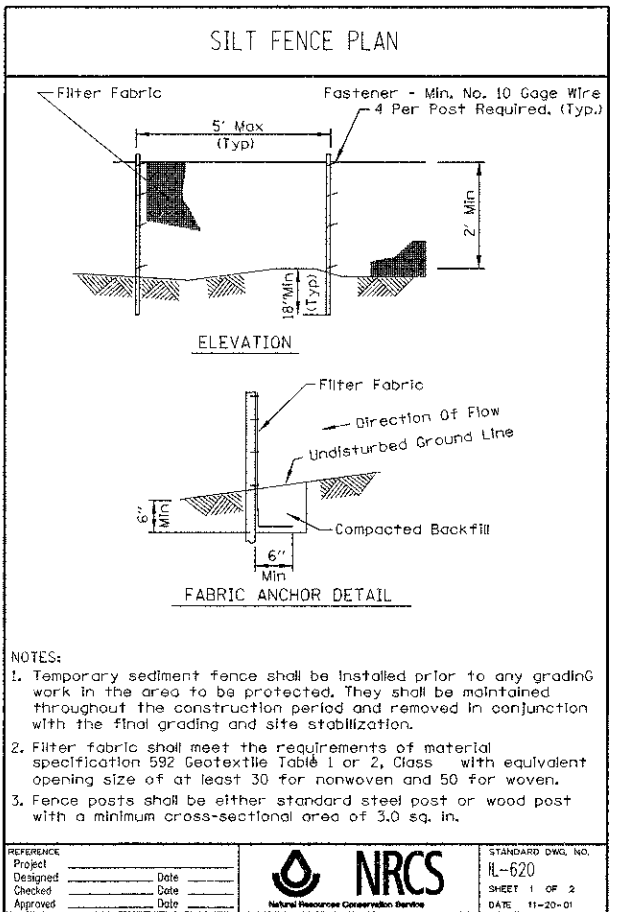
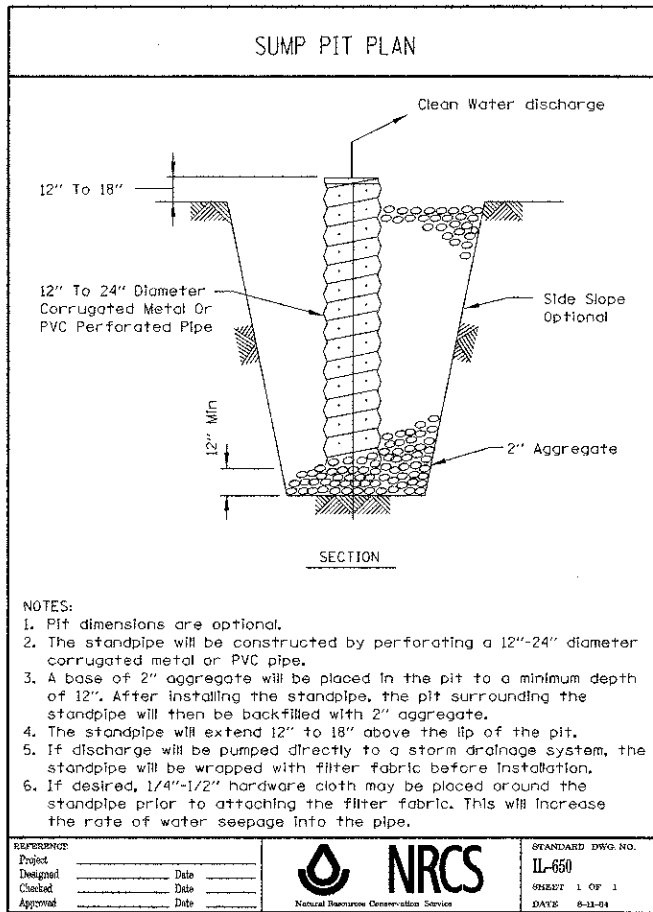
**LEGEND**

- TOPSOIL, 4" SEEDING - CLASS 2A, FERTILIZER, & EROSION CONTROL BLANKET
  - TOPSOIL, 4" SOD AND FERTILIZER
  - PERIMETER EROSION BARRIER
  - TEMPORARY DITCH CHECK
  - INLET AND PIPE PROTECTION
  - FLOW DIRECTION
- NOTE: INLET FILTERS SHALL BE USED FOR INLET AND PIPE PROTECTION AT CURB STRUCTURES

P:\2012\7-14-2013 10:21:11 AM By: JCS\mld

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		DRAWN JPS	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 3 SHEETS	STA. 112+00 TO STA. 123+50	CONTRACT NO. 63818	ILLINOIS FED. AID PROJECT CMM-90036271
		CHECKED JRL	REVISED -			C-91-496-10				
		DATE 12/17/12	REVISED -							





#### KANE-DUPAGE SOIL AND WATER CONSERVATION NOTES

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.

THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) (630-584-7961) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

WHEN WATER IS ENCOUNTERED IN A TRENCH OR ANY EXCAVATION, IT SHALL BE REMOVED DURING CONSTRUCTION OPERATIONS. DURING DEWATERING OPERATIONS, WATER SHALL BE PUMPED INTO AN ABOVE GROUND DEWATERING/PUMPING BASIN. DEWATERING DIRECTLY INTO FIELD TILES, STORMWATER STRUCTURES, SANITARY SEWERS IS PROHIBITED. DEWATERING, IF REQUIRED, SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

SEDIMENT CONTROL MEASURES WILL BE SELECTED BY CONTRACTOR, METHODS APPROVED BY ENGINEER AND THE KDSWCD. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION.

ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH 1/2" RAIN EVENT. ADDITIONAL SEDIMENT CONTROL WILL BE ADDED IF RIVER FLOW APPEARS TURBID.

SODDING OR SEEDING AND EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS IMMEDIATELY UPON FINAL GRADING.

IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 7TH DAY AFTER WORK HAS CEASED.

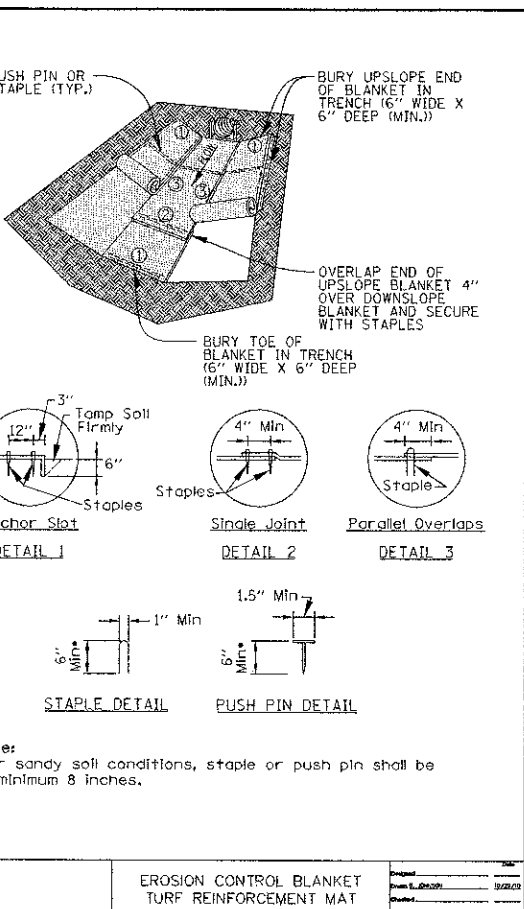
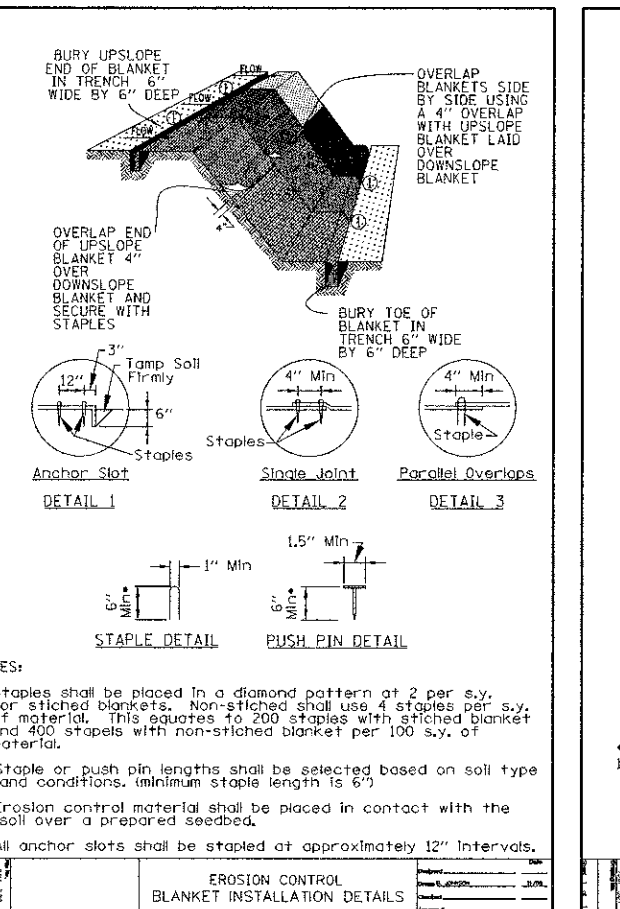
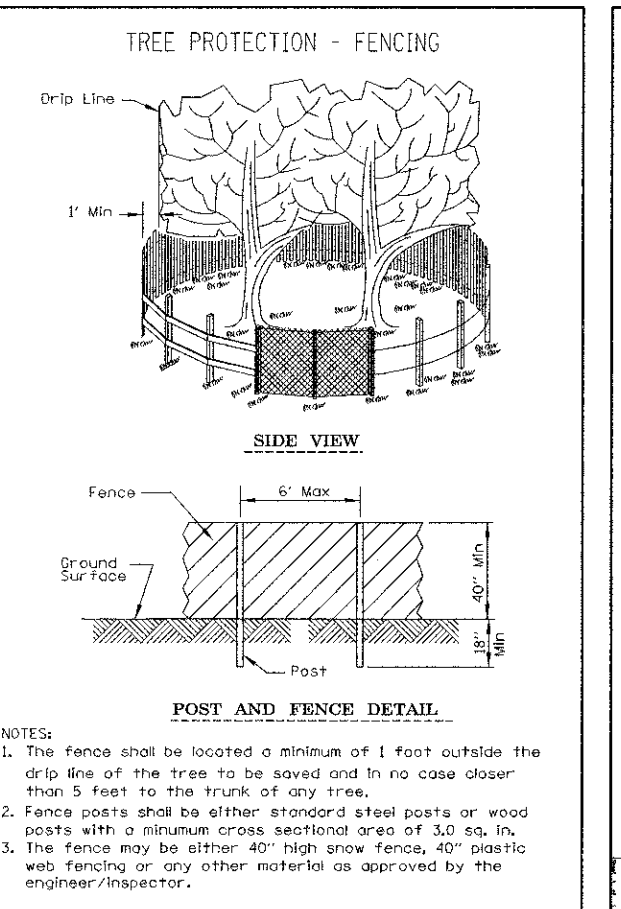
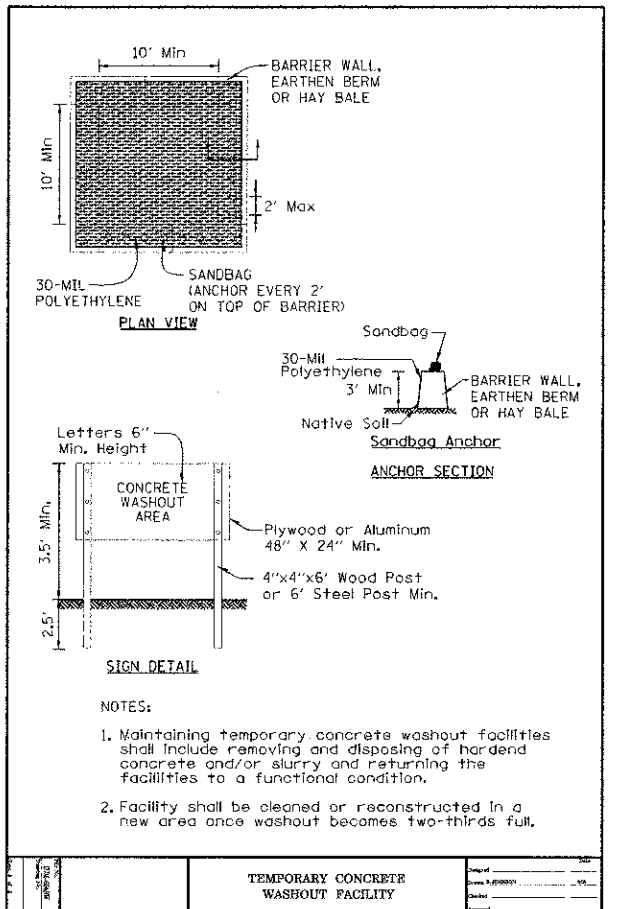
WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.

ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY AND CLEANED WHEN NECESSARY.

WHERE THERE IS LOW, INTERMITTENT AMOUNTS OF DEWATERING, PUMPS WITH FILTRATION BAGS SHALL BE USED. FILTRATION BAGS SHALL BE ATTACHED TO PUMP DISCHARGES AND SURROUNDED WITH A SECONDARY CONTAINMENT OR ON A STABILIZED AREA. FILTER BAGS SHALL NOT BE PLACED, WHOLE OR PARTIALLY, WITHIN AQUATIC AREAS (WETLANDS, STREAMS, ETC.) THE MATERIAL FOR THE FILTRATION BAG SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE OF THE ILLINOIS URBAN MANUAL, TABLE 2, CLASS 1 WITH A MINIMUM TENSILE STRENGTH OF 200 LBS. THE FILTRATION BAG SHALL BE SIZED PER MANUFACTURER RECOMMENDATIONS AND BASED ON THE SIZE OF THE PUMP.

STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVITY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.

TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE USED AS REQUIRED AND DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.



NOTES:

- TURF REINFORCEMENT MAT TO COVER 2' DITCH BOTTOM AND 3' UP EACH SIDE SLOPE (TYP.).
- TEMPORARY DITCH CHECKS SHALL BE ROLLED EXCELISOR AND PLACED AFTER INSTALLATION OF TURF REINFORCEMENT MAT, SEEDING, AND EROSION CONTROL BLANKET.
- INLET FILTERS SHALL BE USED AT CURB STRUCTURES FOR INLET AND PIPE PROTECTION.
- INLET AND PIPE PROTECTION SHALL BE SILT FILTER FABRIC TYPE.

DESIGNED TWK, SMM	DATE 12/7/12
DRAWN JPS	
CHECKED JRI	

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 Sugar Grove, Illinois 60054  
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**KANE COUNTY DIVISION OF TRANSPORTATION**  
 41W011 BURLINGTON ROAD  
 ST. CHARLES, IL 60175

DESIGNED TWK, SMM	REVISD JPS 02/04/13
DRAWN JPS	REVISD -
CHECKED JRI	REVISD -
DATE 12/7/12	REVISD -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY EROSION CONTROL AND LANDSCAPING PLAN**

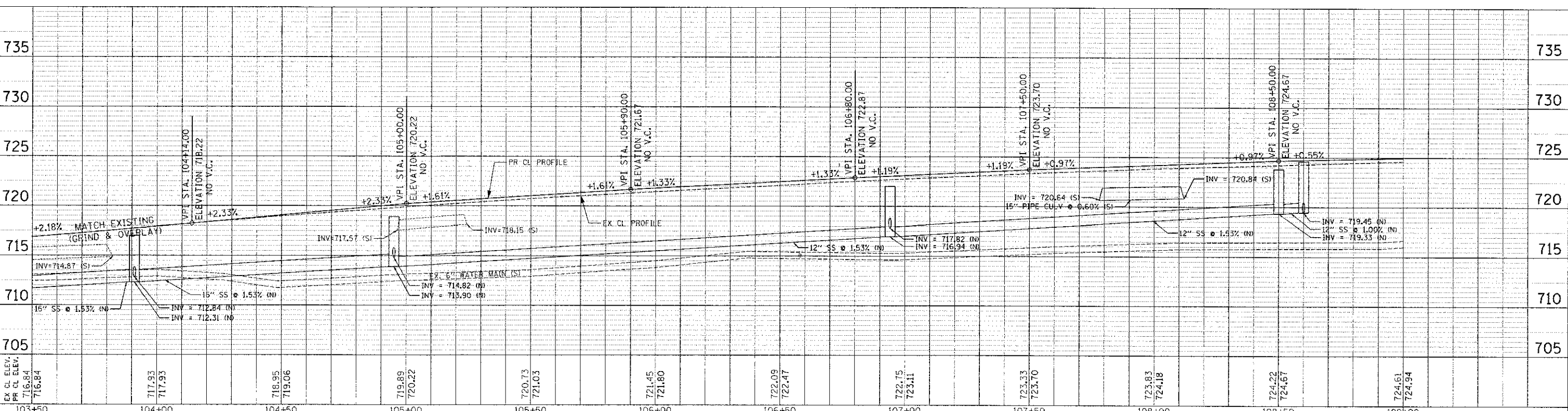
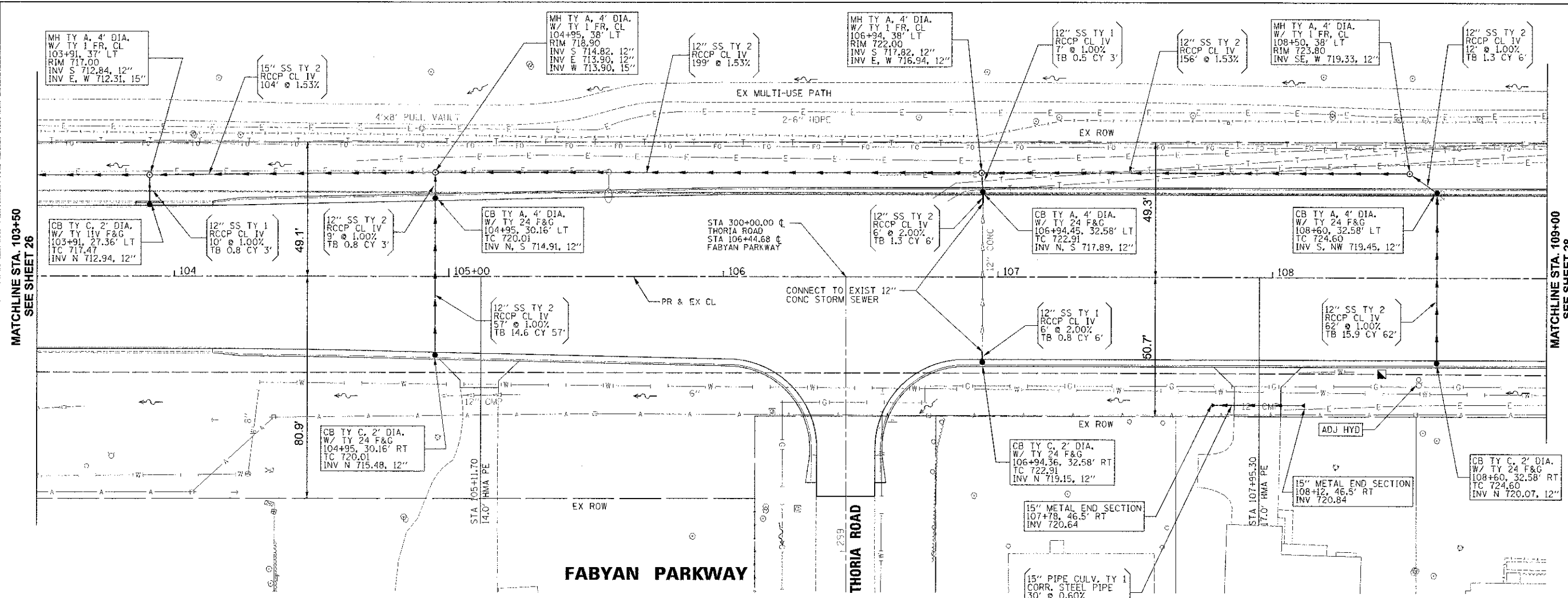
SCALE: N.T.S. SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEET NO. 59	25
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-90036271				



PLAN	DATE
REVISION	BY
NO. 1	DATE
NO. 2	DATE
NO. 3	DATE
NO. 4	DATE
NO. 5	DATE
NO. 6	DATE
NO. 7	DATE
NO. 8	DATE
NO. 9	DATE
NO. 10	DATE

PROFILE	DATE
REVISION	BY
NO. 1	DATE
NO. 2	DATE
NO. 3	DATE
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NO. 10	DATE



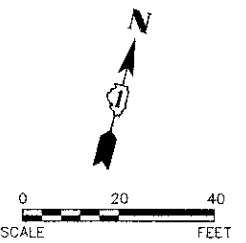
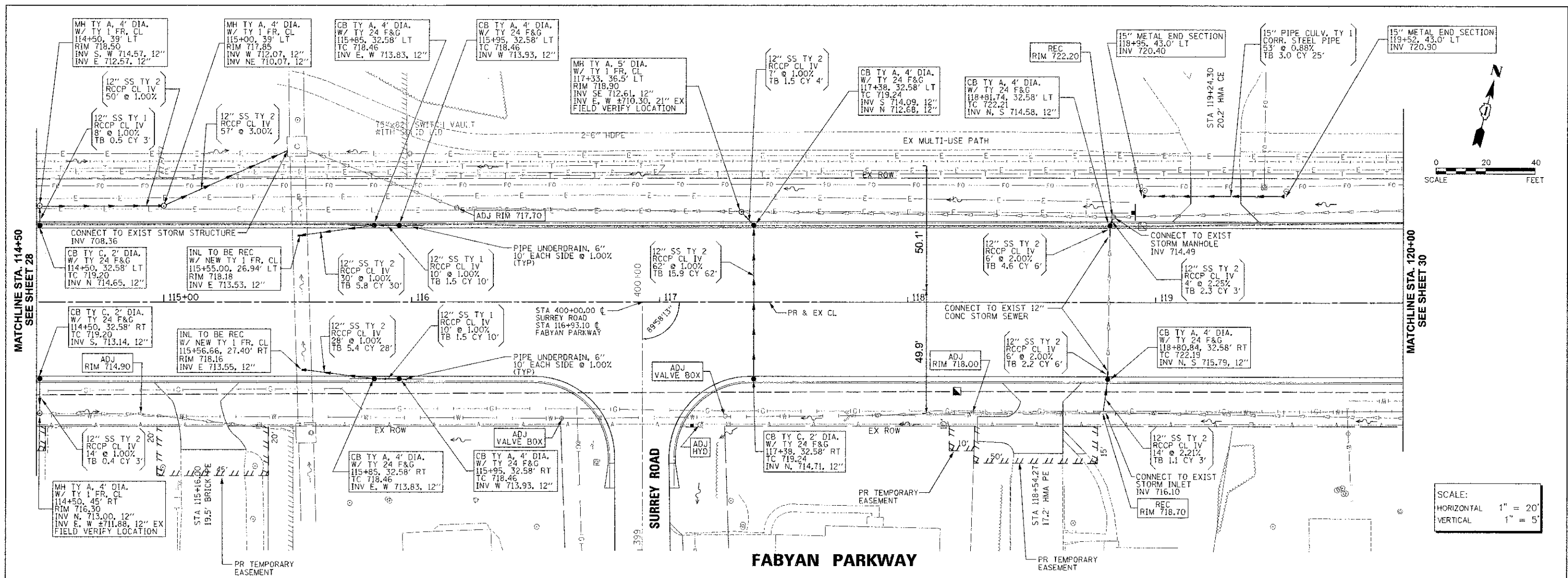
<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eent.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED T.V.W. SWW DRAWN J.P.S. CHECKED J.P.L. DATE 12/7/12	REVISED J.P.S. 02/04/13 REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY DRAINAGE AND UTILITY PLAN AND PROFILE</b> SCALE: 1"=20' SHEET NO. 2 OF 5 SHEETS STA. 103+50 TO STA. 109+00	F.A.P. RTE. 363 SECTION 10-00404-00-CH COUNTY KANE TOTAL SHEETS 59 SHEET NO. 27 CONTRACT NO. 63818 ILLINOIS FED. AID PROJECT CMM-90031627
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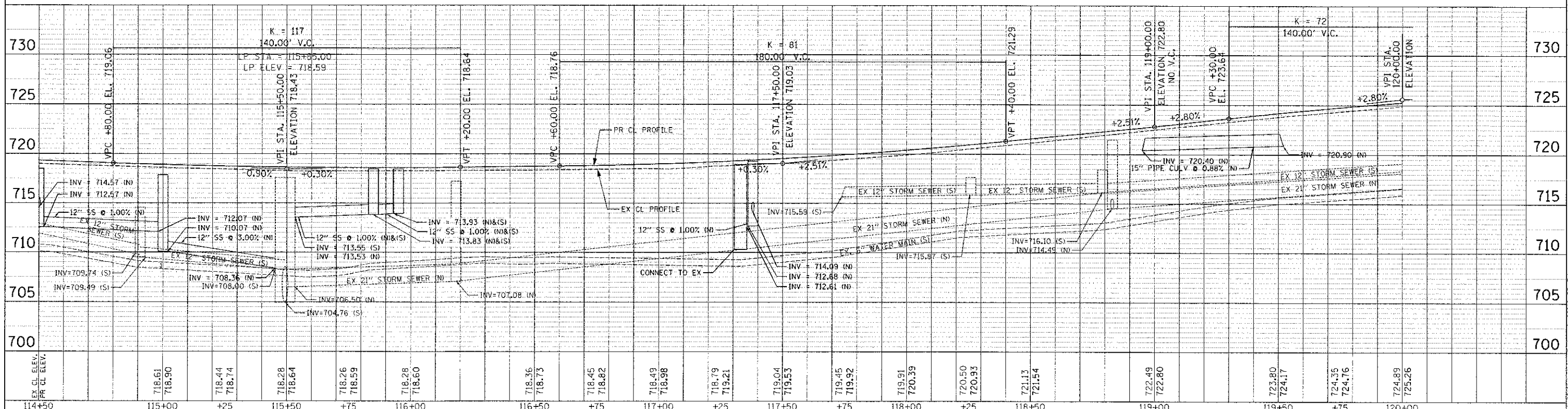


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SCALE:  
HORIZONTAL 1" = 20'  
VERTICAL 1" = 5'

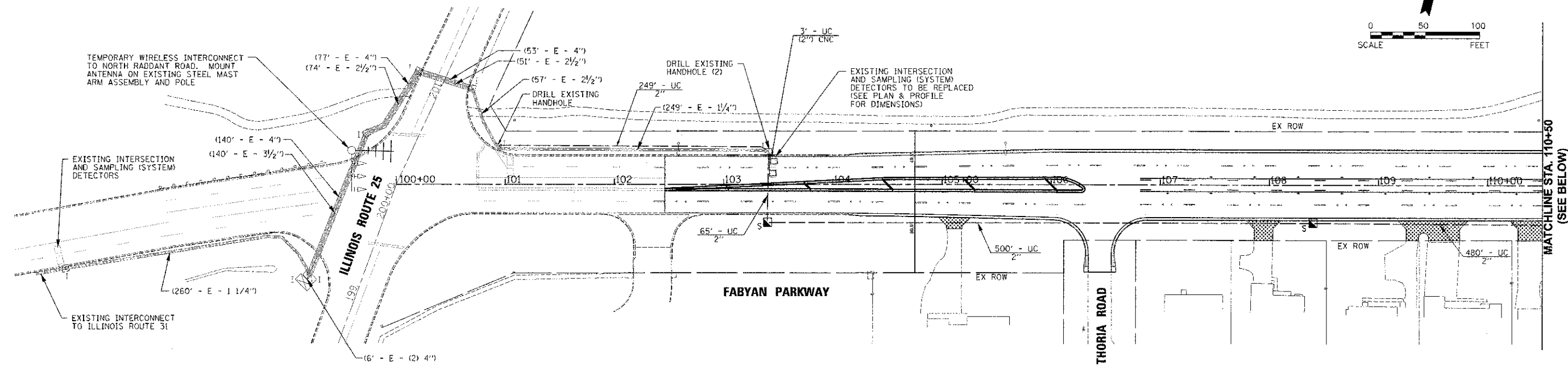
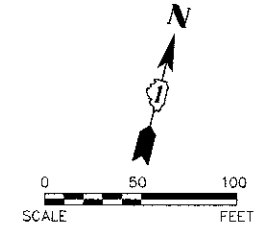


<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60054 830.486.6700 / www.eelweb.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED JVN, SWZ	REVISED JPS 02/04/13	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY</b> <b>DRAINAGE AND UTILITY PLAN &amp; PROFILE</b>		F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 29
		DRAWN JPS	REVISED -		SCALE: 1"=20'	SHEET NO. 4 OF 5 SHEETS	STA. 114+50 TO STA. 120+00	C-91-496-10	CONTRACT NO. 63818	ILLINOIS FED. AID PROJECT CMM-9003627	
CHECKED JRJ DATE 12/1/12		REVISED - REVISED -									

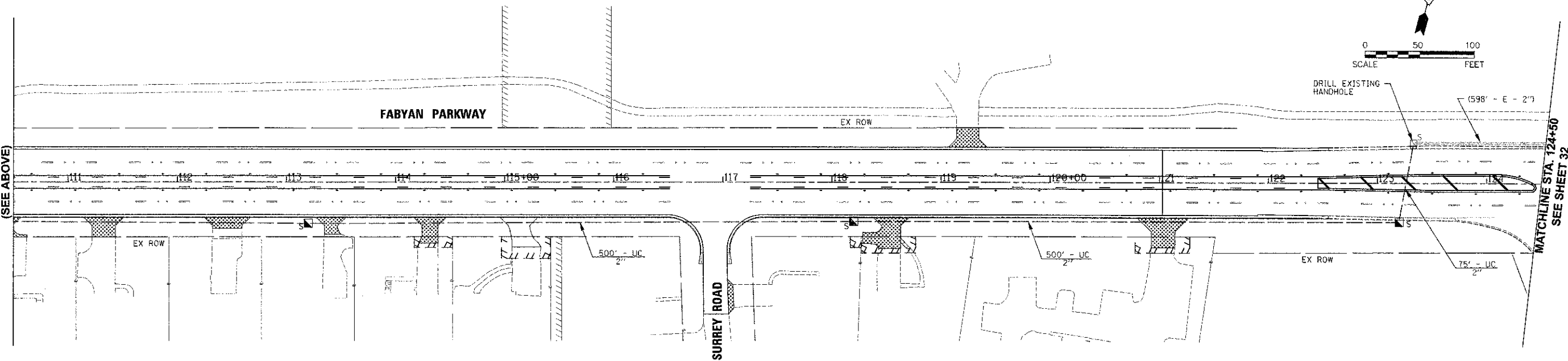
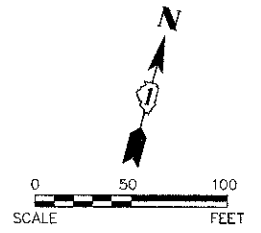
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MATCHLINE STA. 110+50  
(SEE BELOW)



MATCHLINE STA. 124+50  
(SEE SHEET 32)

NOTE: TEMPORARY WIRELESS INTERCONNECT SHALL BE INSTALLED AND OPERATIONAL PRIOR TO BEGINNING ANY OTHER WORK AND SHALL BE REMOVED WHEN THE PERMANENT INTERCONNECT IS OPERATIONAL.

10/11/2012 7:42:38 AM R:\J.Schmidt

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OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED TVW, SWM  
DRAWN JPS  
CHECKED JRI  
DATE 12/7/12

REVISED JPS 02/04/13  
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REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

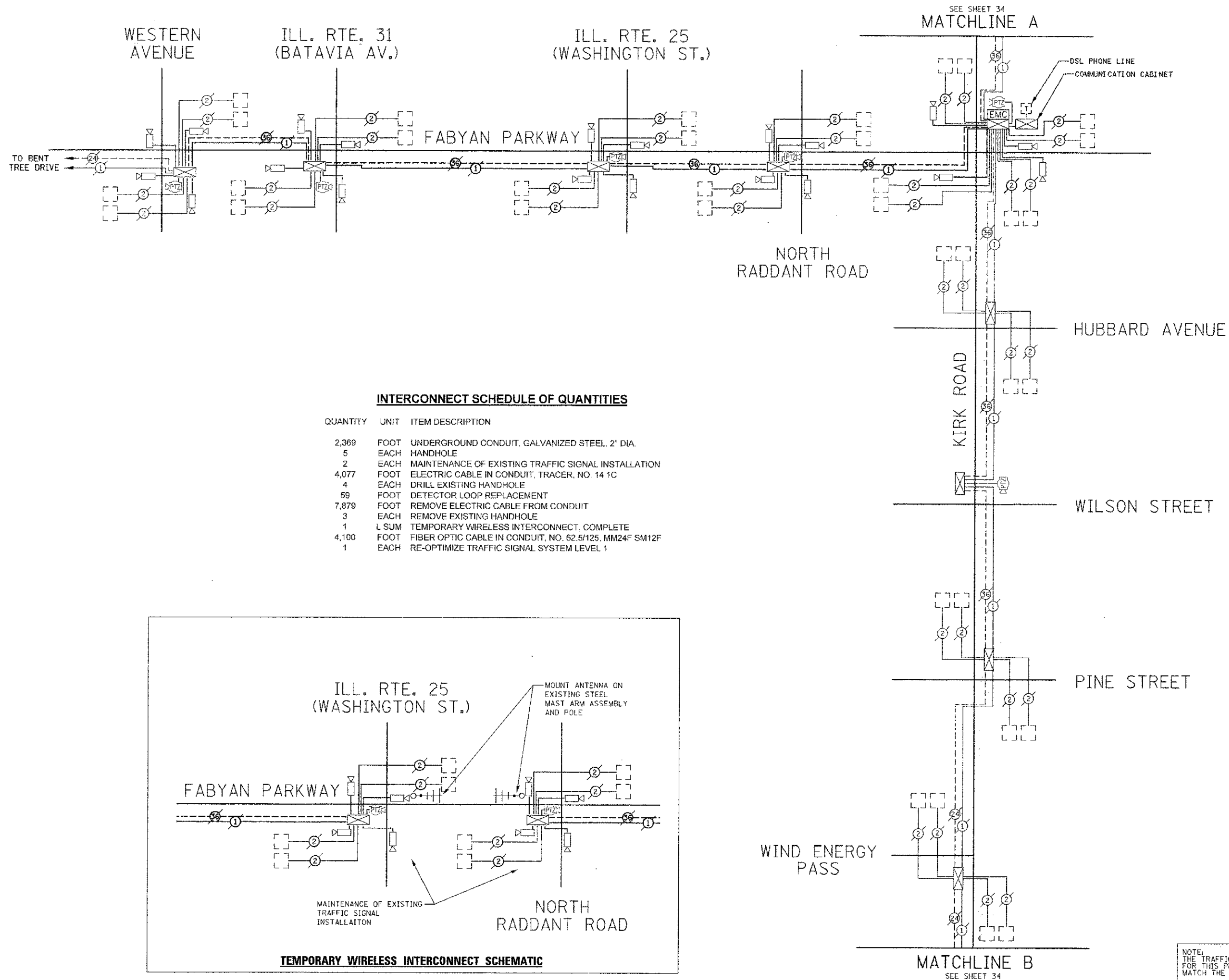
**FABYAN PARKWAY  
TEMPORARY WIRELESS INTERCONNECT AND INTERCONNECT PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 4 SHEETS STA. 100+00 TO STA. 124+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	31
C-91-496-10		CONTRACT NO. 63818		
[ILLINOIS] FED. AID PROJECT CUM-9003627				

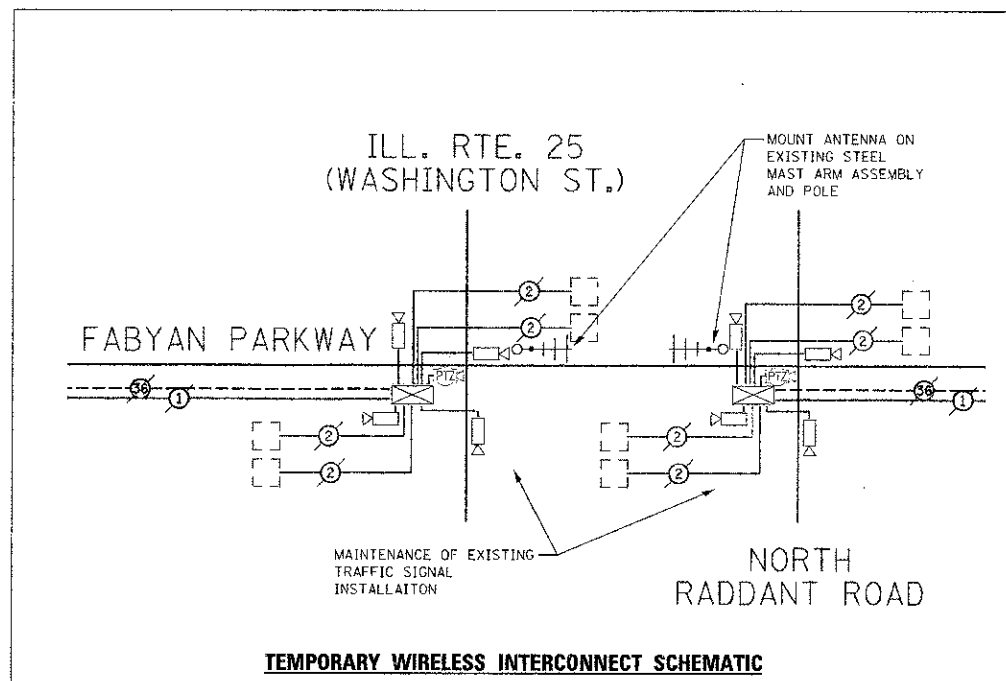






**INTERCONNECT SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM DESCRIPTION
2,369	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
5	EACH	HANDHOLE
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
4,077	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C
4	EACH	DRILL EXISTING HANDHOLE
59	FOOT	DETECTOR LOOP REPLACEMENT
7,879	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
3	EACH	REMOVE EXISTING HANDHOLE
1	L SUM	TEMPORARY WIRELESS INTERCONNECT, COMPLETE
4,100	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM24F SM12F
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1



**TEMPORARY WIRELESS INTERCONNECT SCHEMATIC**

NOTE:  
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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41W011 BURLINGTON ROAD  
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DESIGNED	J.V.W. SWM
DRAWN	J.P.S.
CHECKED	J.R.L.
DATE	12/7/12

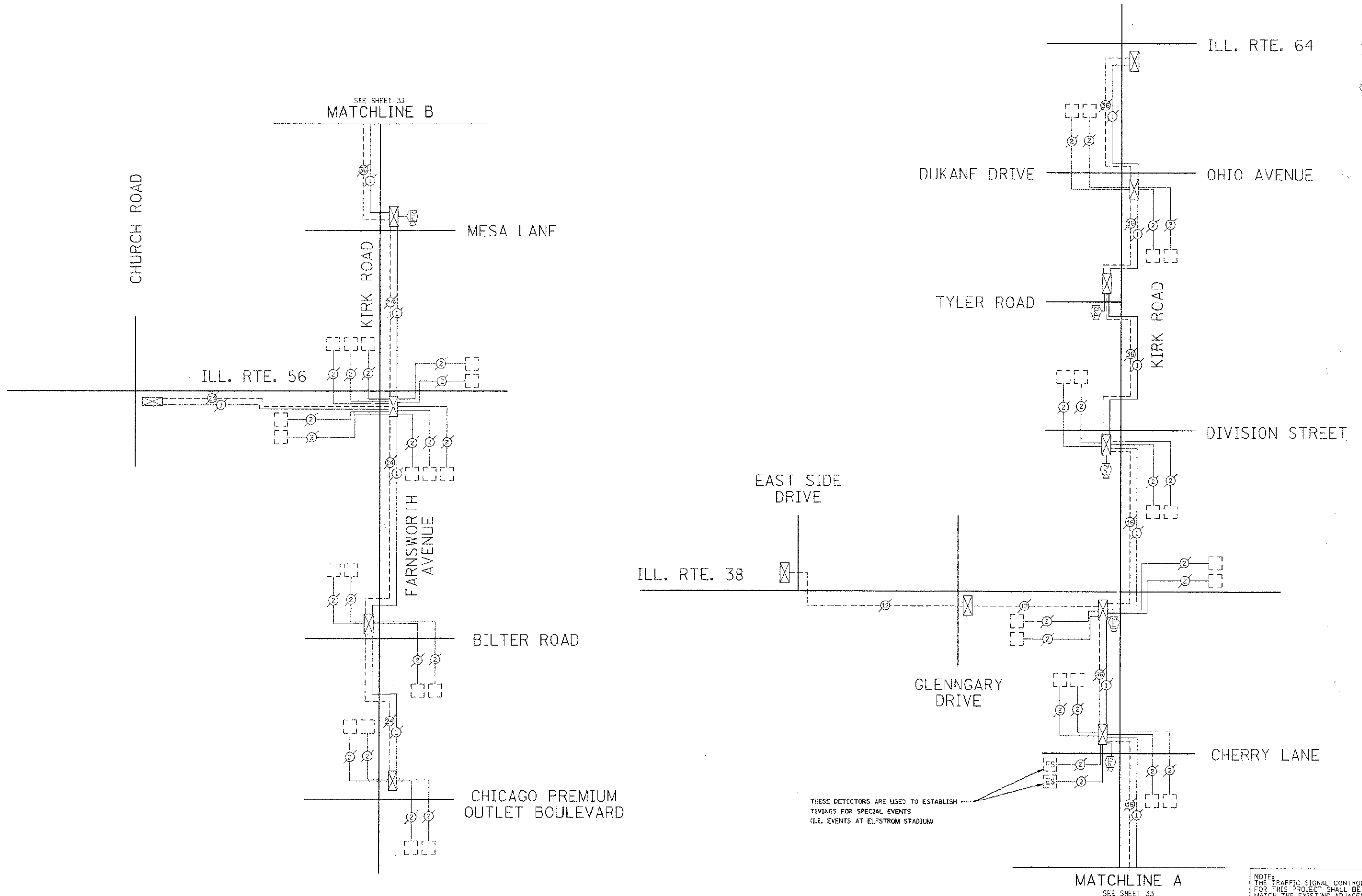
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**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY TEMPORARY WIRELESS INTERCONNECT AND INTERCONNECT SCHEMATIC**

SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	33
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-9003627				



THESE DETECTORS ARE USED TO ESTABLISH TIMINGS FOR SPECIAL EVENTS (I.E. EVENTS AT ELFSTROM STADIUM)

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

Plot Date: 2/4/2013 10:04:56 AM By: Screenshot

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 ST. CHARLES, IL 60175

DESIGNED	TYR. SHM	REVISED	JPS. 02/04/13
DRAWN	JPS	REVISED	-
CHECKED	JRI	REVISED	-
DATE	12/1/12	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 TEMPORARY WIRELESS INTERCONNECT AND INTERCONNECT SCHEMATIC**

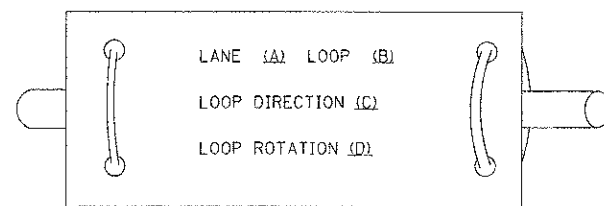
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	34
C-91-496-10		CONTRACT NO. 63818		
[ILLINOIS] FED. AID PROJECT CMM-9003627				

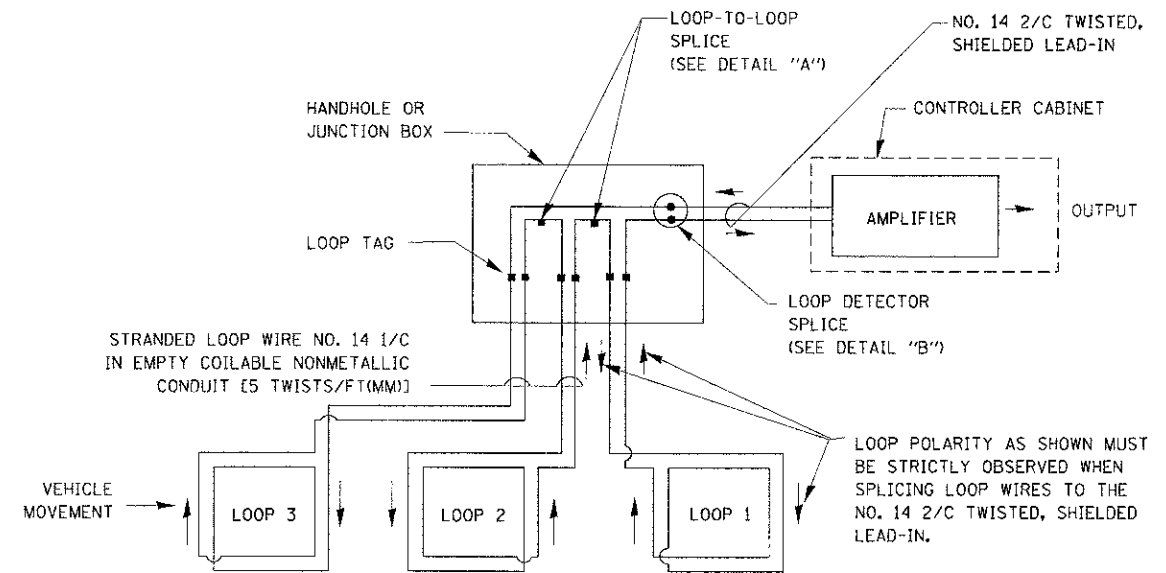
## LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

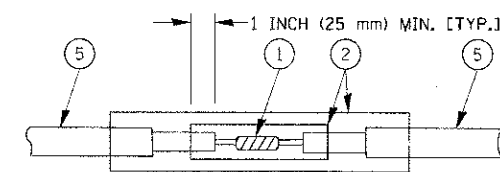


- A. LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

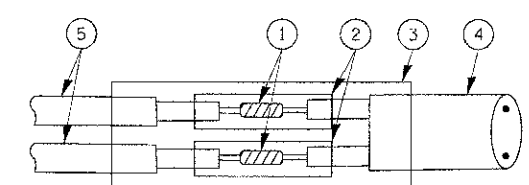


DETECTOR LOOP WIRING SCHEMATIC

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

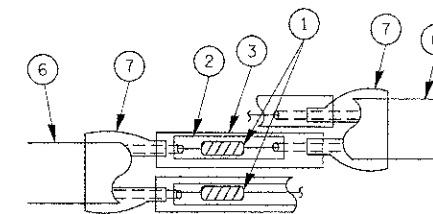


DETAIL "A"  
LOOP-TO-LOOP SPLICE

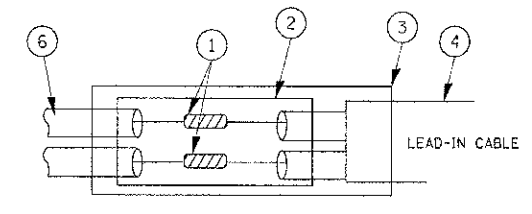


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = bauer-dl	DESIGNED - DAD	REVISED -
PLCT SCALE = 50.0000 / IN.	CHECKED - DAD	DRAWN - BCK	REVISED -
PLCT DATE = 11/4/2009	DATE - 10-28-09		REVISED -

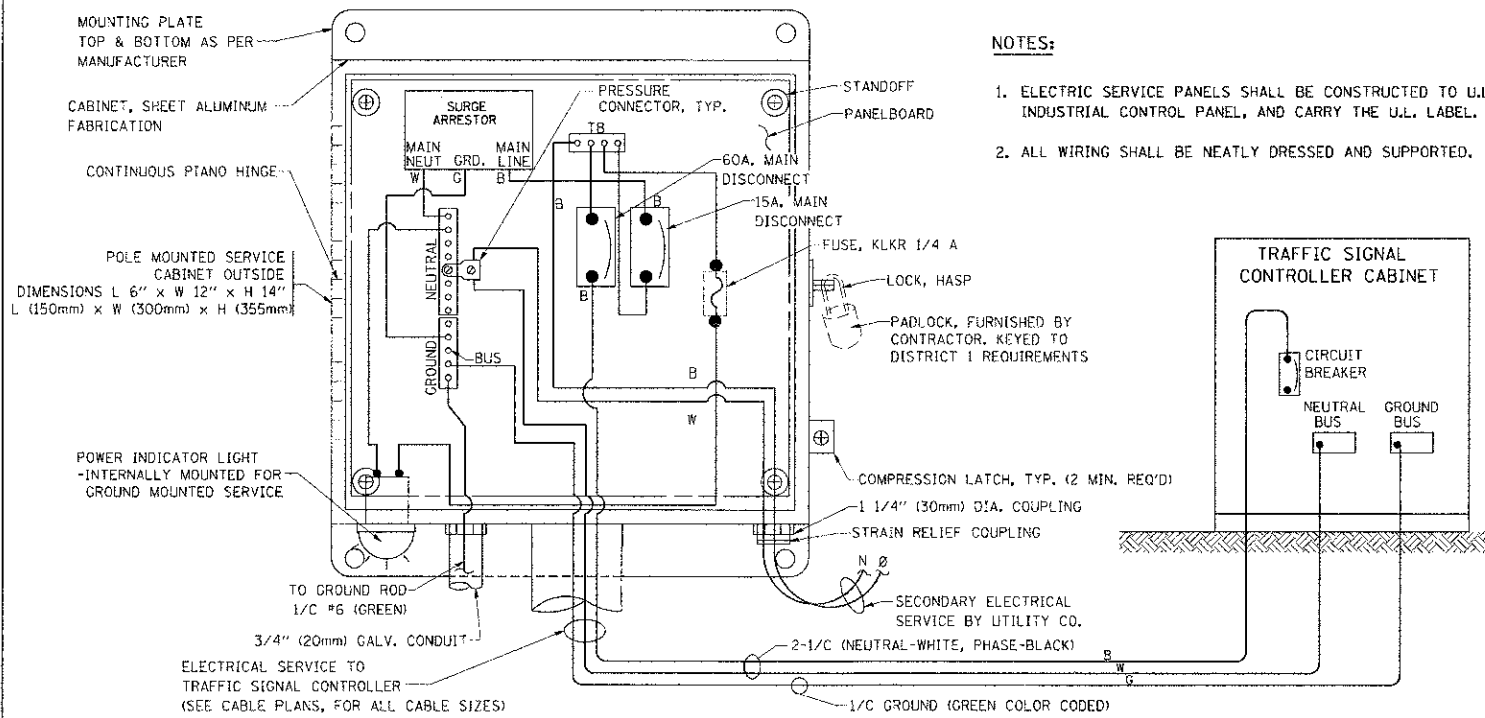
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

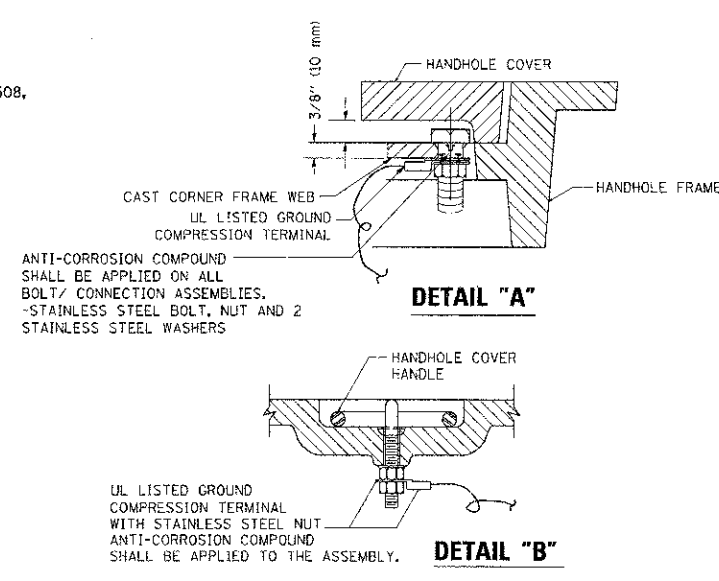
SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. R.I.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	35
TS-05		CONTRACT NO. 63818		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT CMM-90036271				

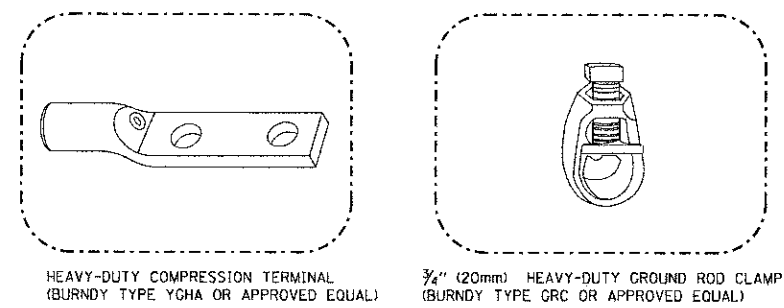




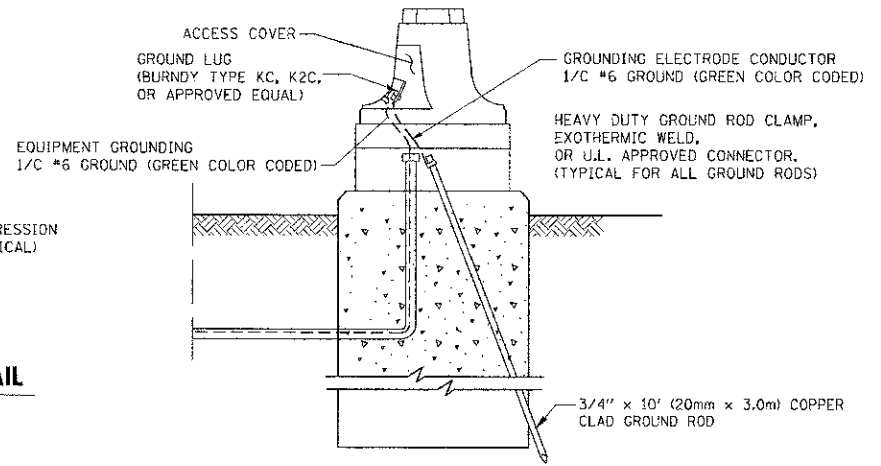
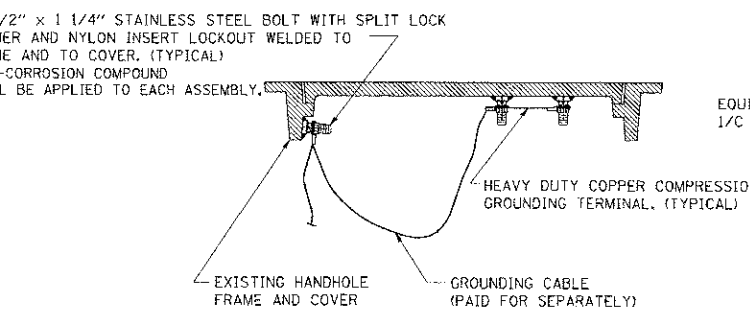
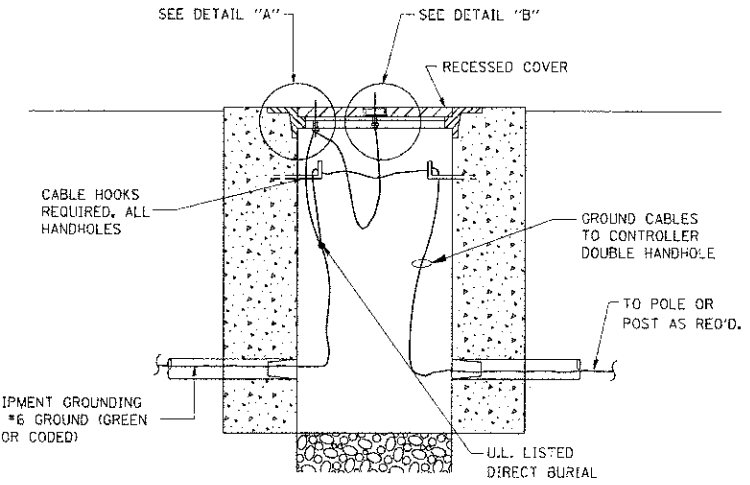
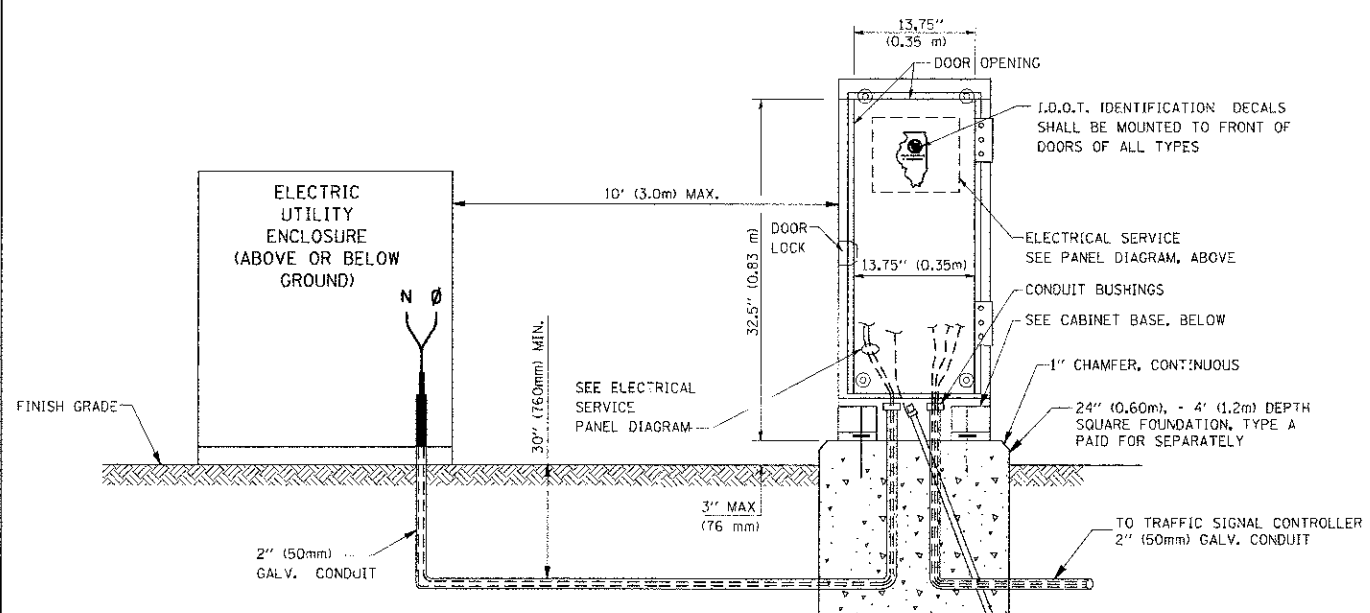
**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
  2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
  3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
  4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

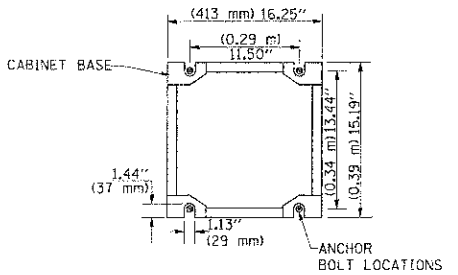


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

**CABINET – BASE BOLT PATTERN**  
 (NOT TO SCALE)



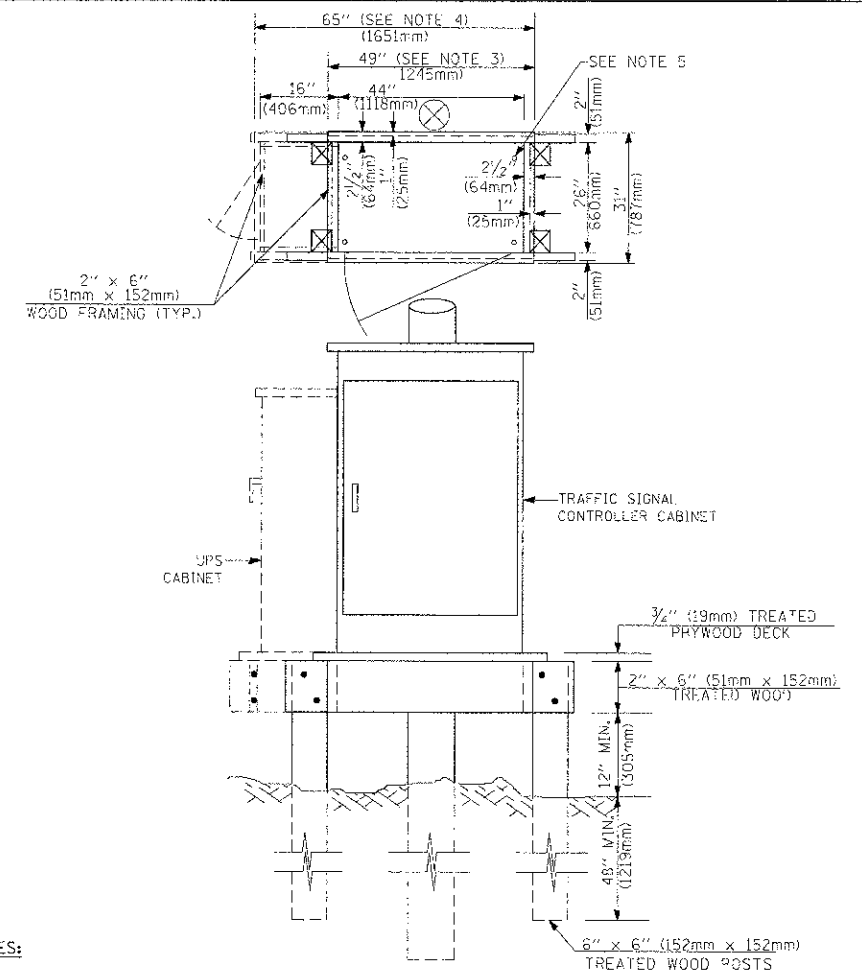
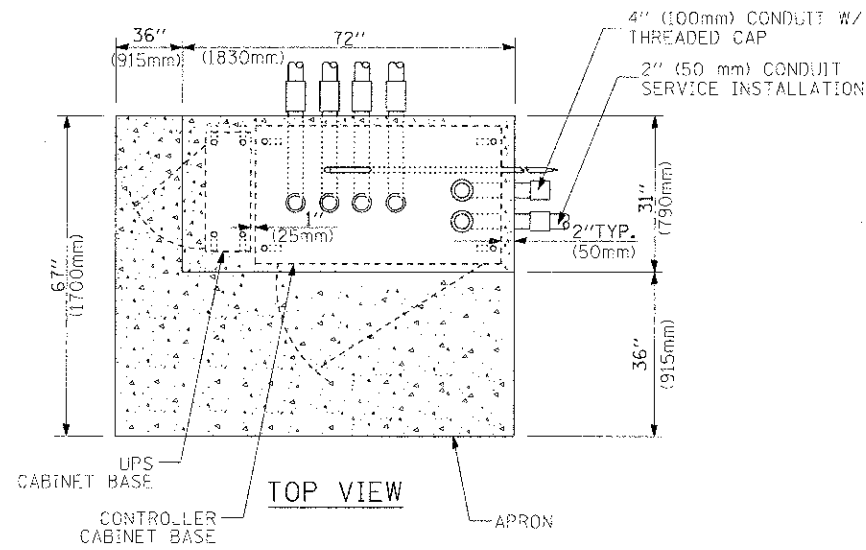
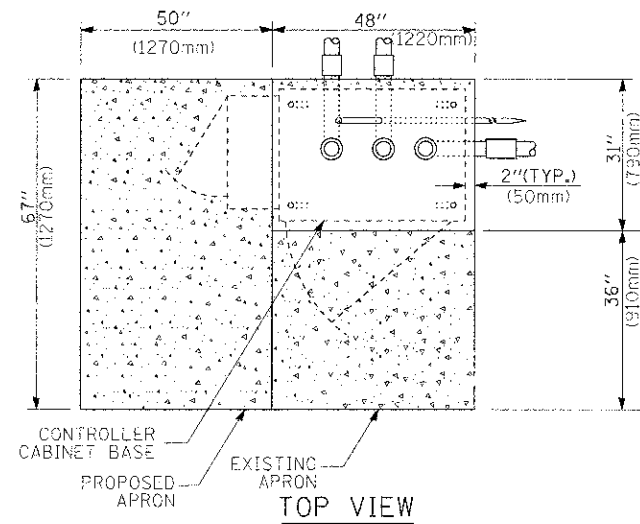
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	37
TS-05		CONTRACT NO. 63818		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CNM-90036271				

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 PLOT SCALE = 50.0000' / IN.  
 PLOT DATE = 11/4/2009

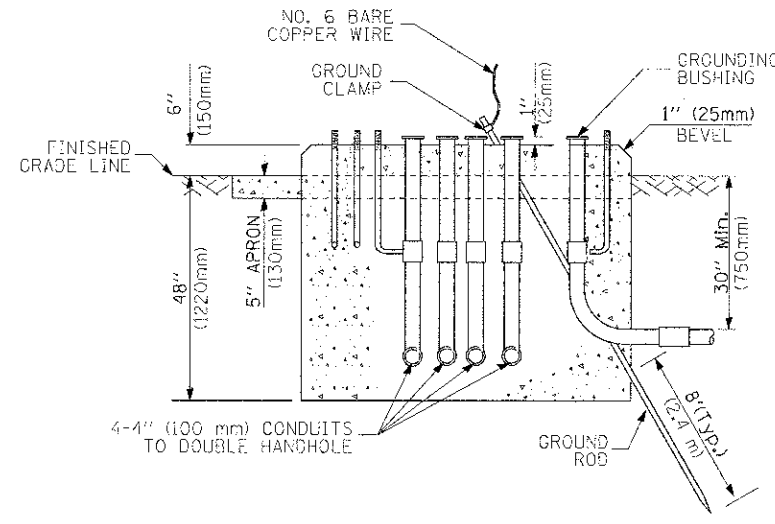
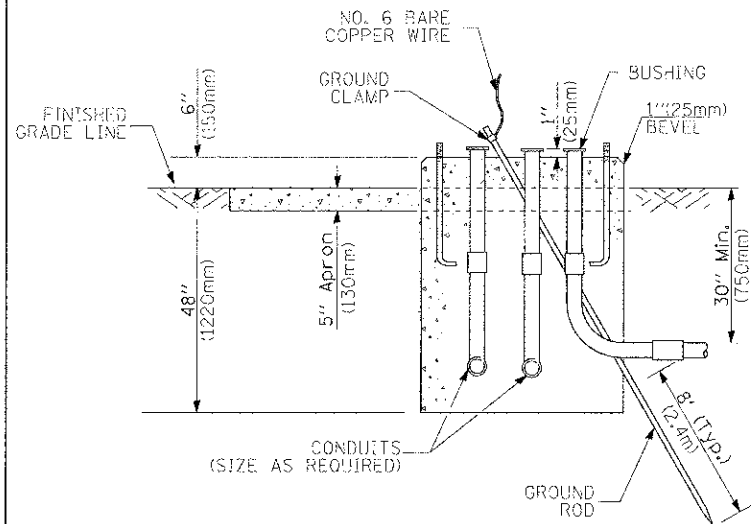




**NOTES:**

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**



**TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

**TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

**DEPTH OF FOUNDATION**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

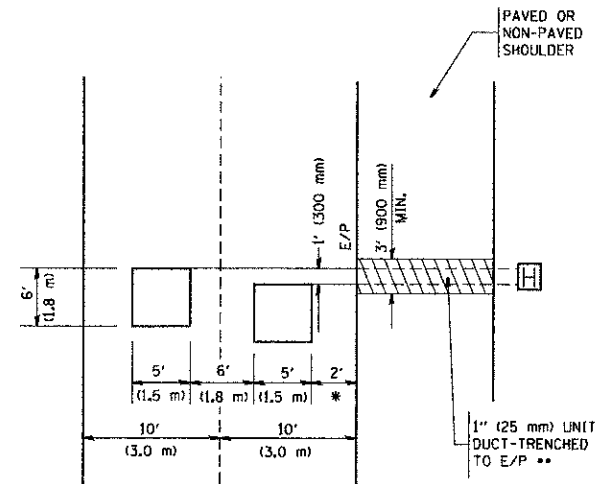
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**





**LOOPS NEXT TO SHOULDERS**

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

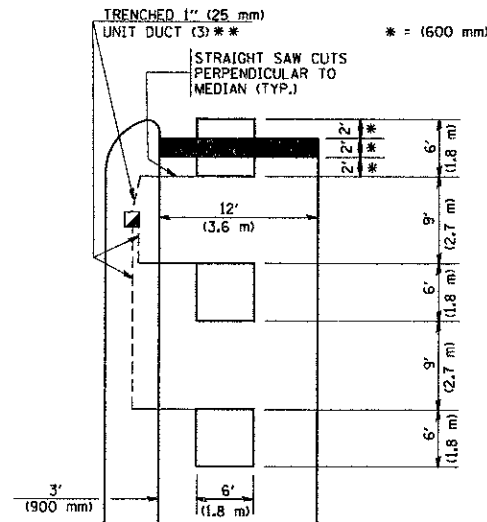


\* = (600 mm)

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

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

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



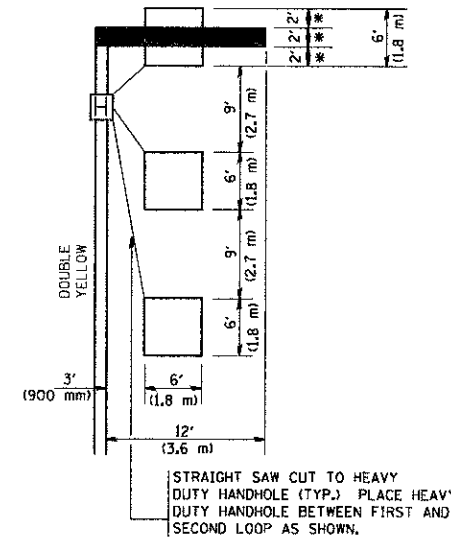
\* = (600 mm)

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

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

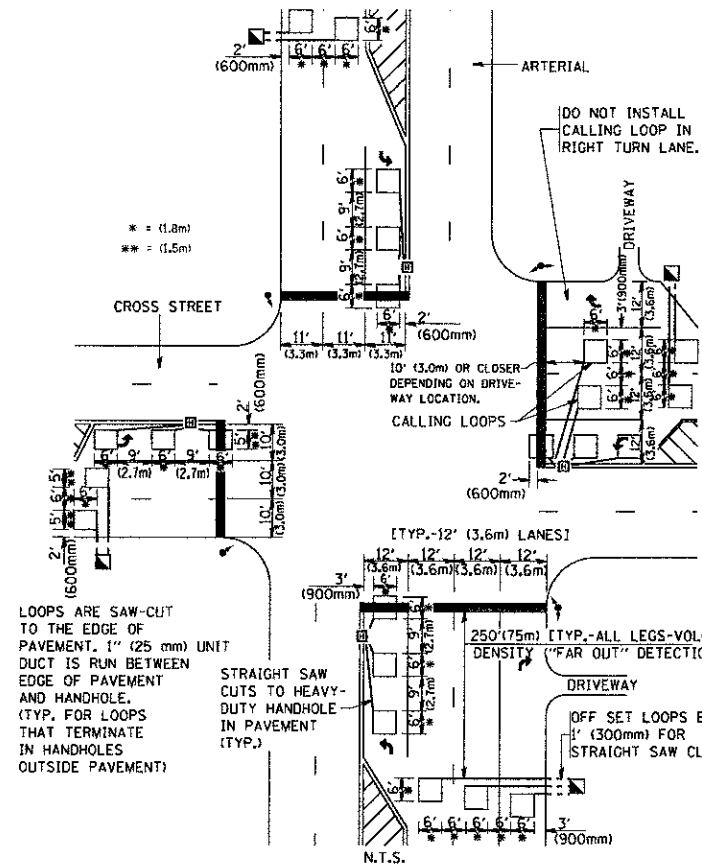
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)**

\* = (600 mm)



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

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

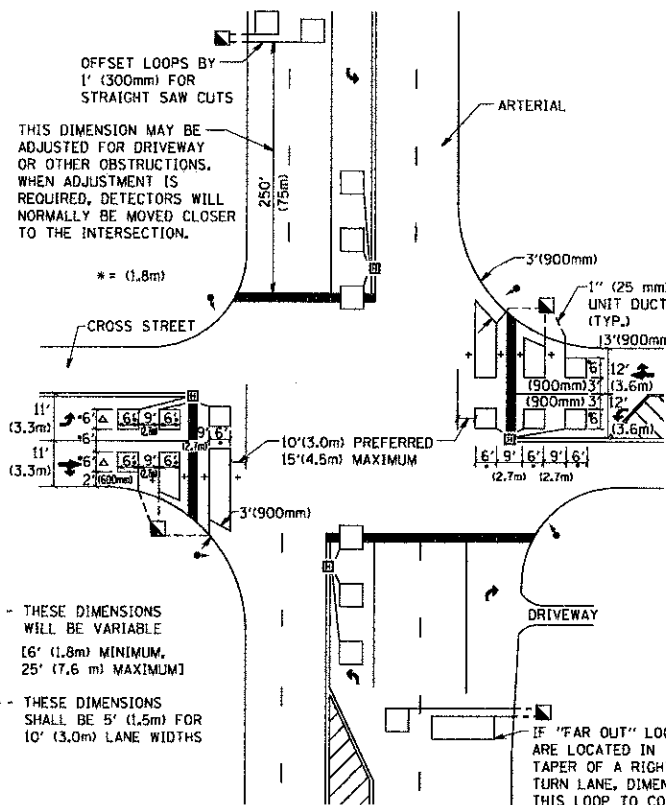


LOOPS ARE SAW-CUT  
TO THE EDGE OF  
PAVEMENT. 1" (25 mm) UNIT  
DUCT IS RUN BETWEEN  
EDGE OF PAVEMENT  
AND HANDHOLE.  
(TYP. FOR LOOPS  
THAT TERMINATE  
IN HANDHOLES  
OUTSIDE PAVEMENT)

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

**DETAIL 1**  
N.T.S.

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



+- THESE DIMENSIONS  
WILL BE VARIABLE  
6' (1.8m) MINIMUM,  
25' (7.6 m) MAXIMUM

▲ THESE DIMENSIONS  
SHALL BE 5' (1.5m) FOR  
10' (3.0m) LANE WIDTHS

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

**DETAIL 2**  
N.T.S.

**NOTES:**

**VEHICLES LOOP DETECTORS**

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

**PLACEMENT OF DETECTORS**

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

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

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

**NOTE:**

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

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

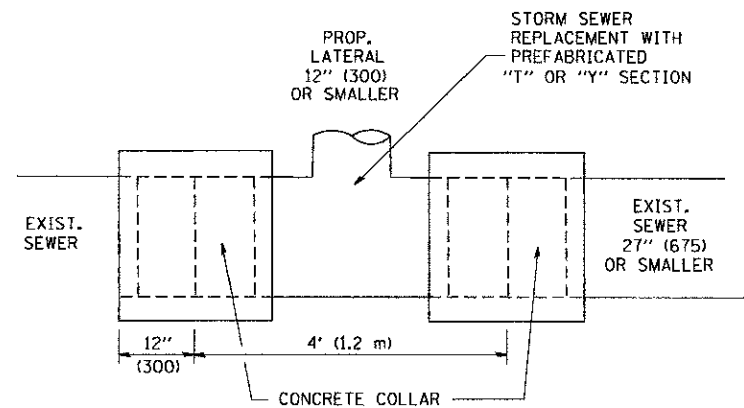
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DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

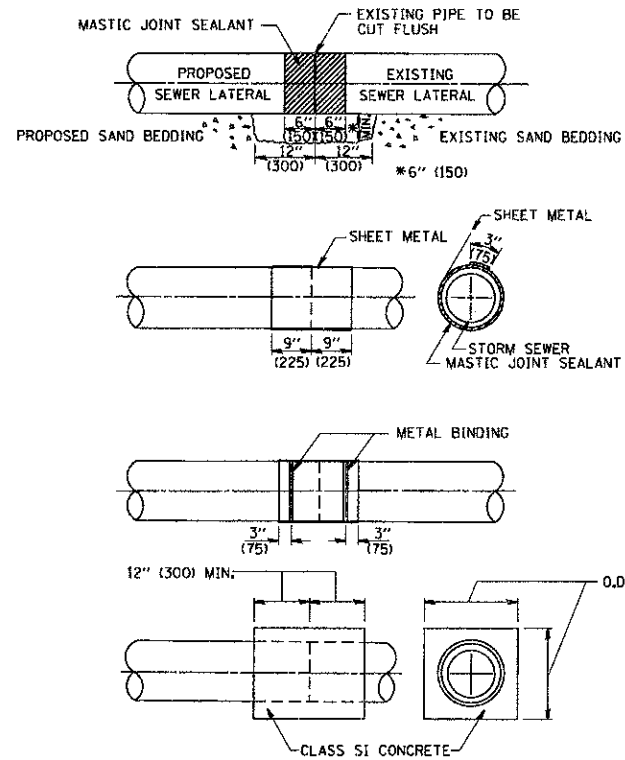
<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION</b>	
<b>DETAILS FOR ROADWAY RESURFACING</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	41
TS-07		CONTRACT NO. 63818		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CMM-9003627				



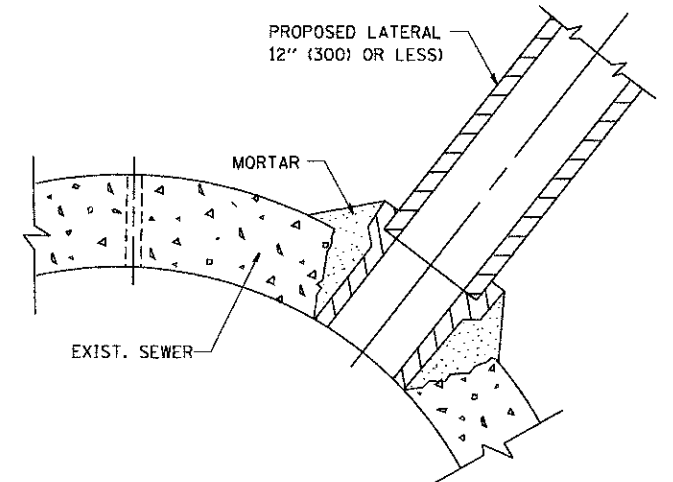
DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT, BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
  - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
  - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER, ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

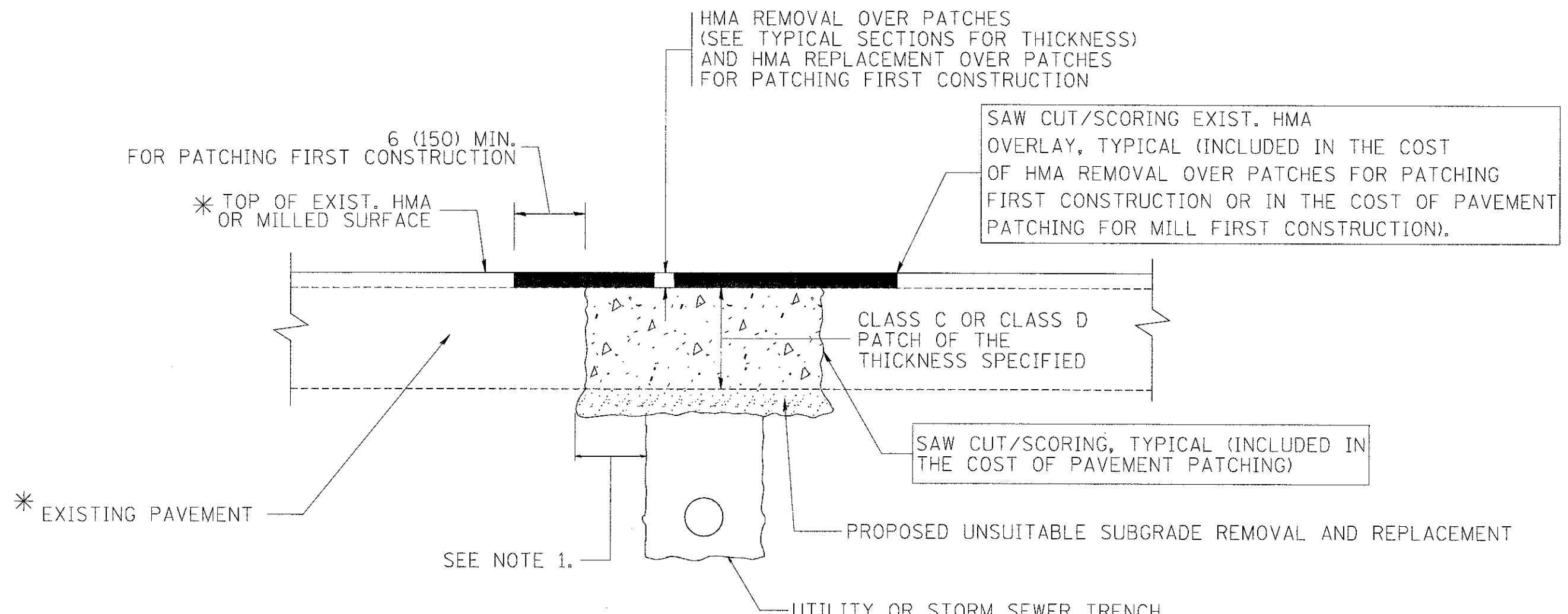
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER  
CONNECTION TO EXISTING SEWER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	42
BD500-01 (BD-7)			CONTRACT NO. 63818	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CNM-900316271				



\* 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.

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		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

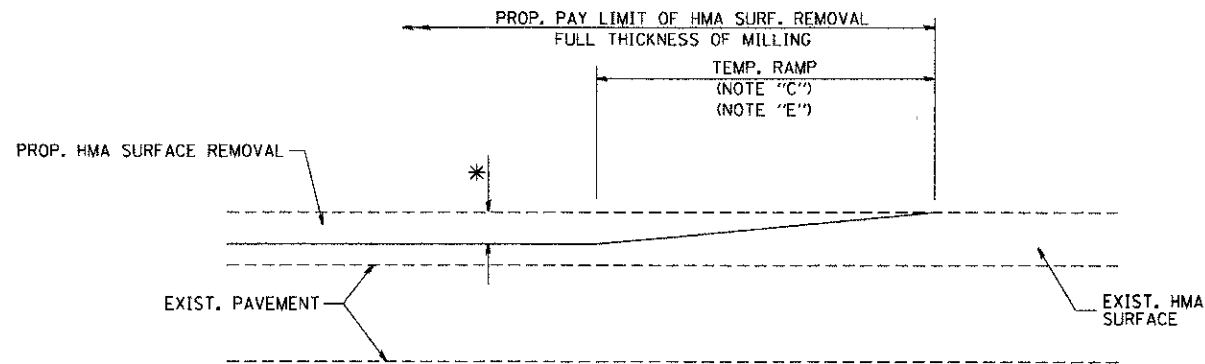
**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	43
BD400-04 (BD-22)			CONTRACT NO. 63818	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CMM-9003(627)				

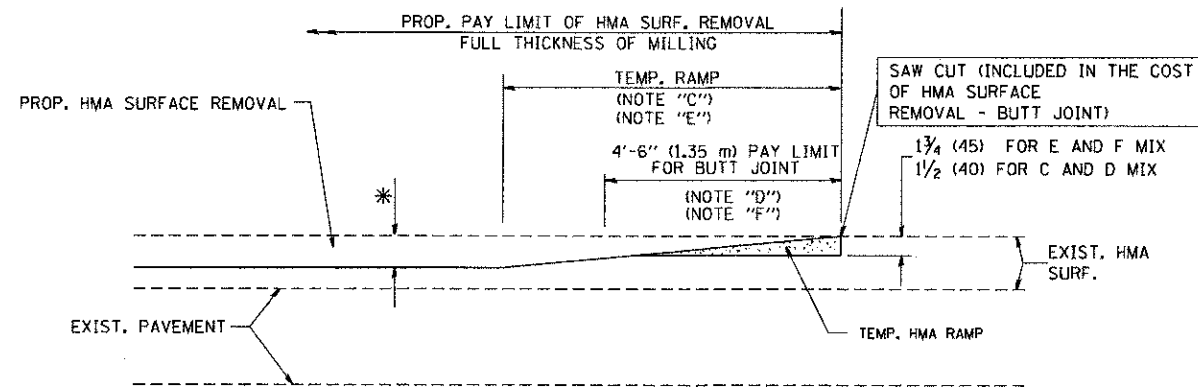
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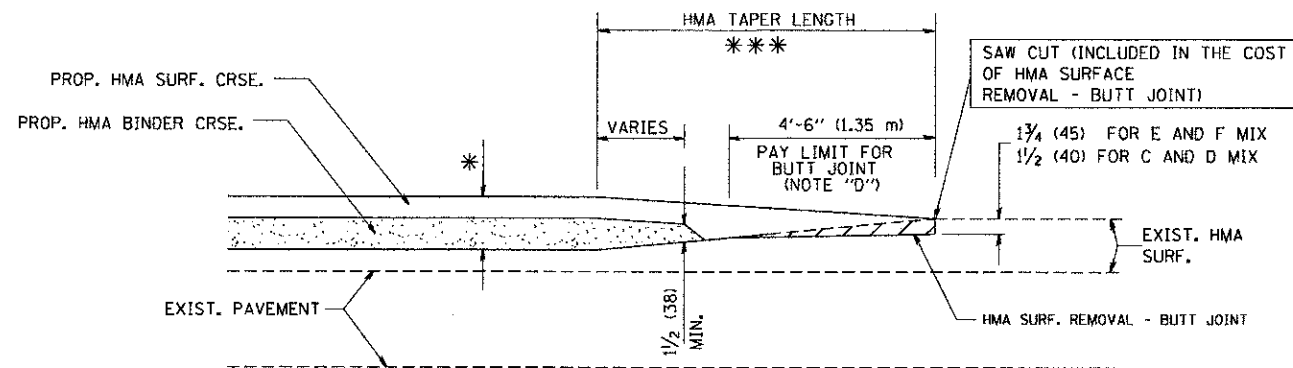
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

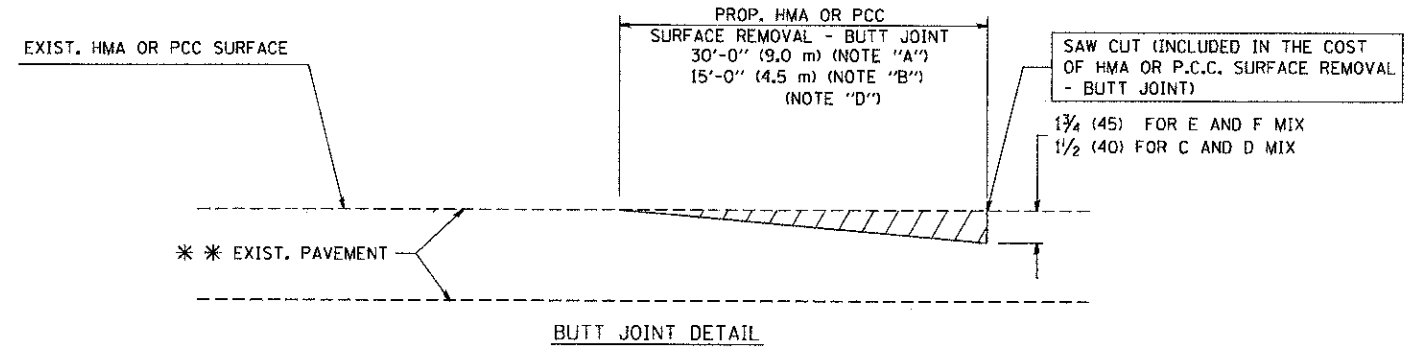


HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

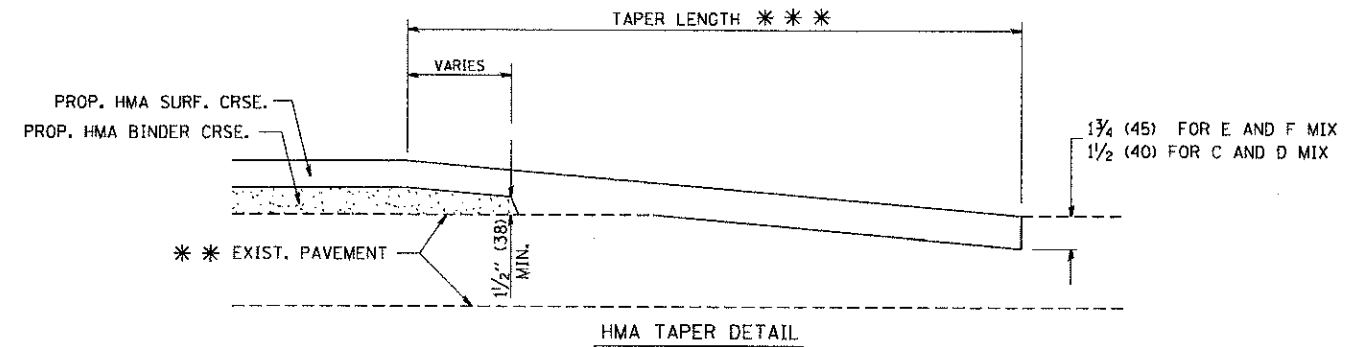
OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

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

NOTES

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

\* \* \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

\* \* \* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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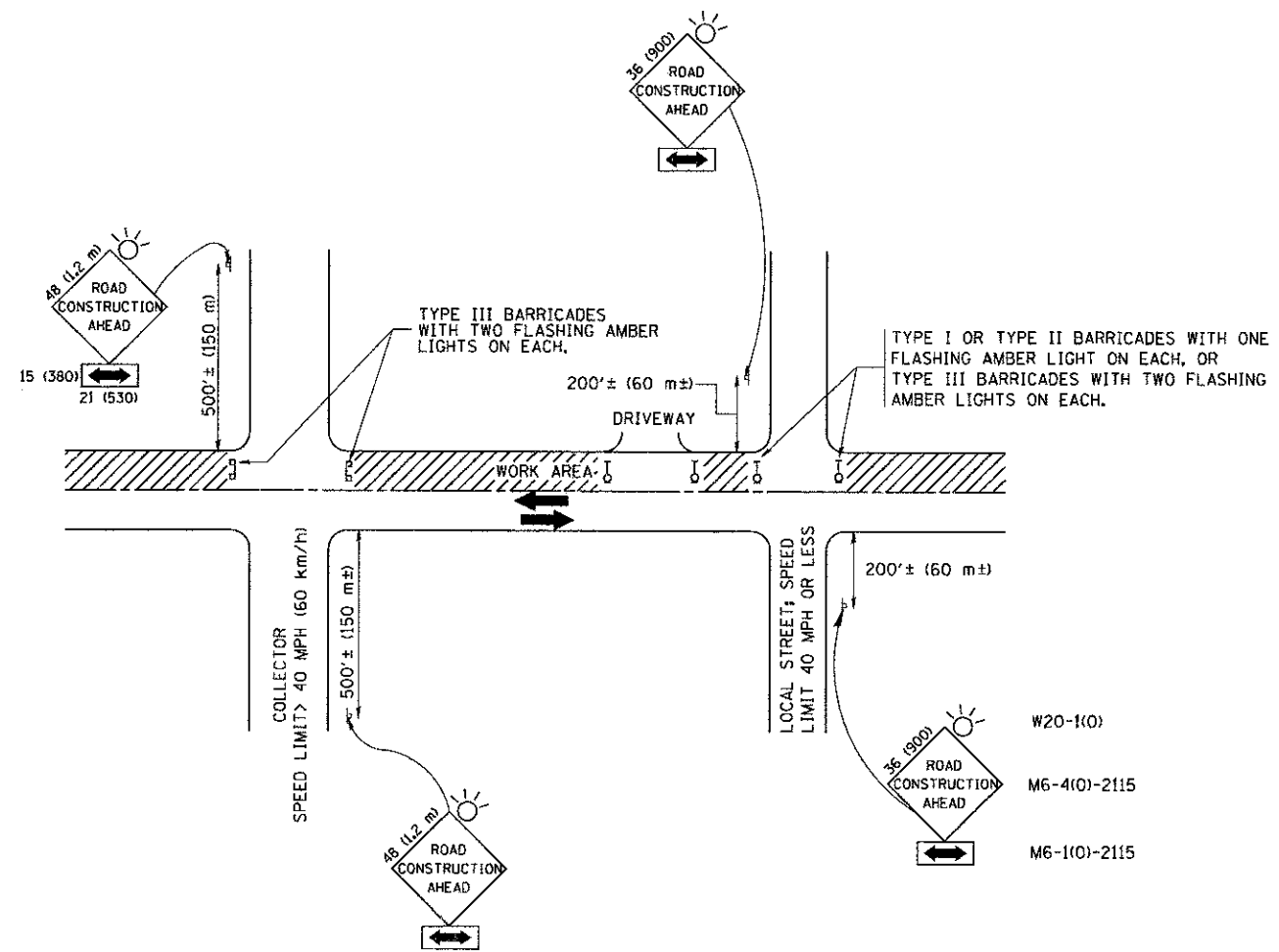
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PLOT DATE = 1/4/2003	DATE - 06-13-90		REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	44
BD400-05 BD32		CONTRACT NO. 63818		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CMM-9003627				



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.

FILE NAME =	USER NAME = gagbenobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\olststd\22x34\tdf0.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

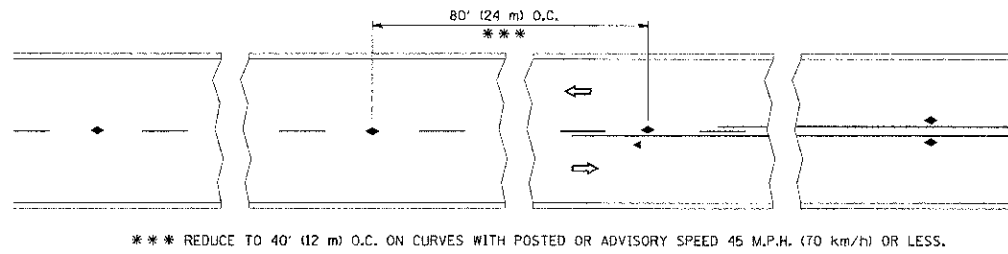
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 63818		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CMM-9003627				

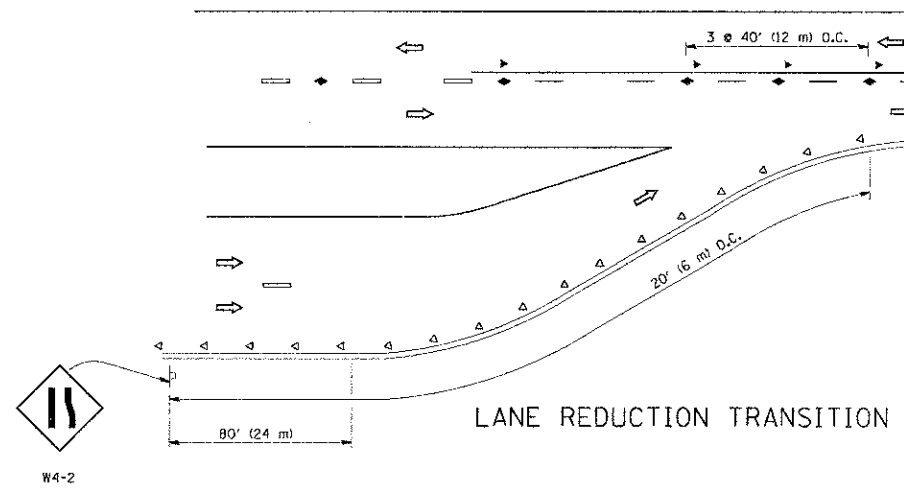
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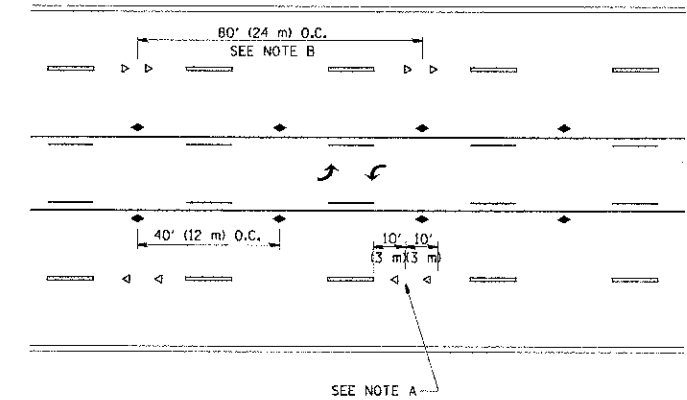


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

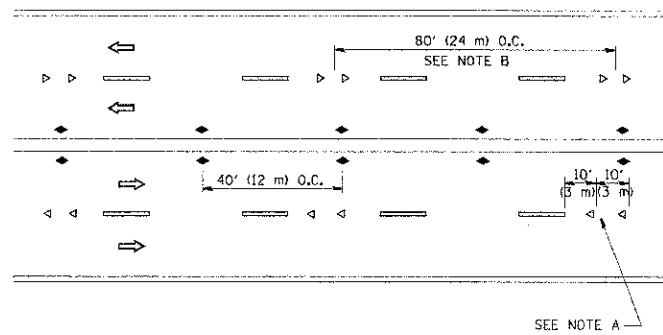
TWO-LANE/TWO-WAY



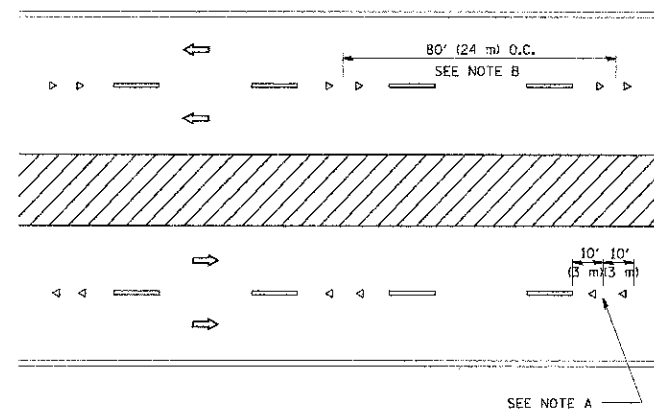
LANE REDUCTION TRANSITION



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

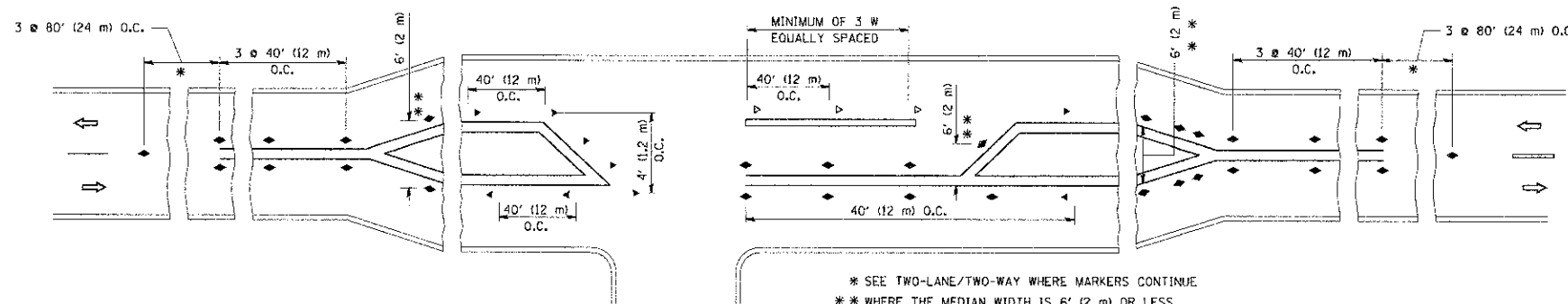
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



\* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE  
\*\* WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

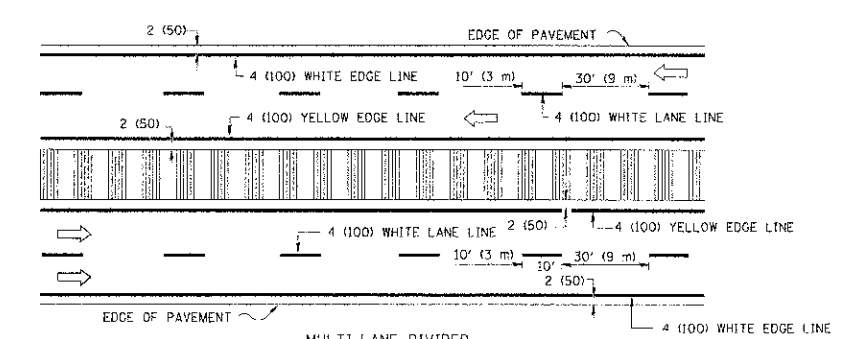
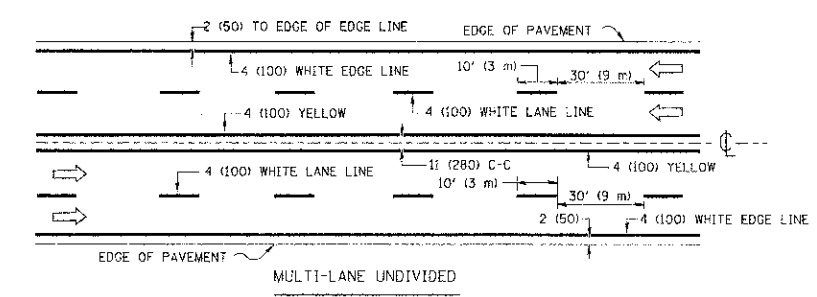
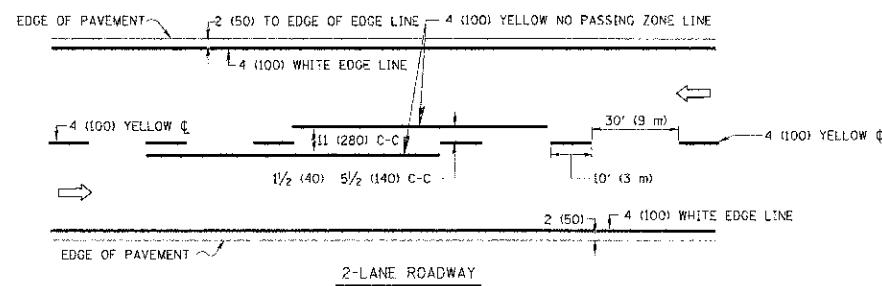
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		DATE -	REVISED - C. JUCIUS 09-09-09

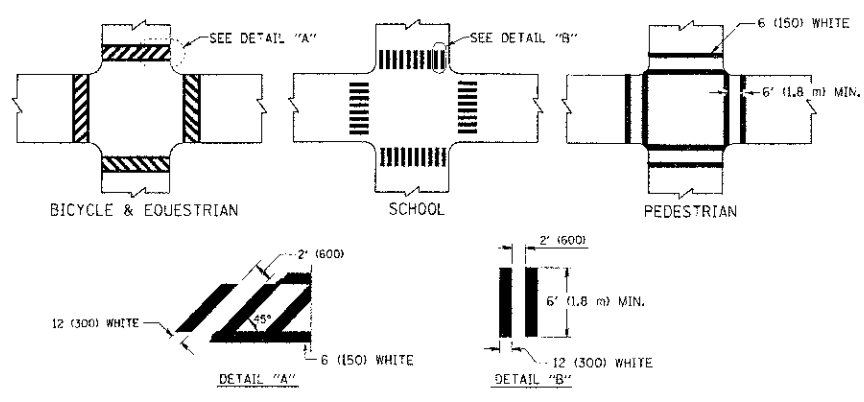
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

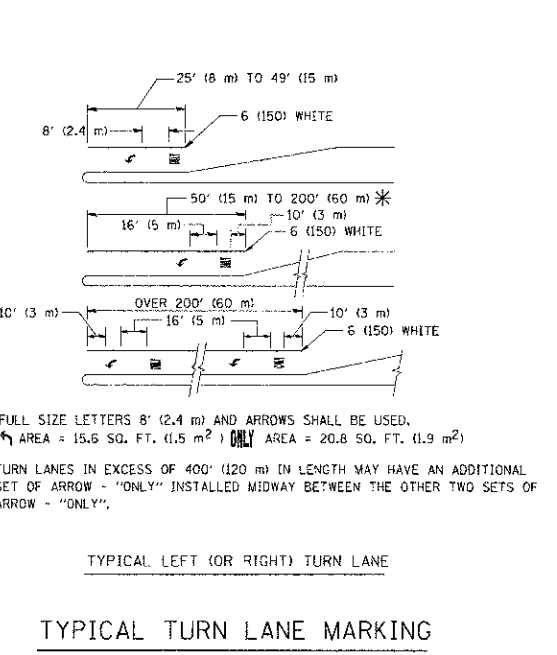
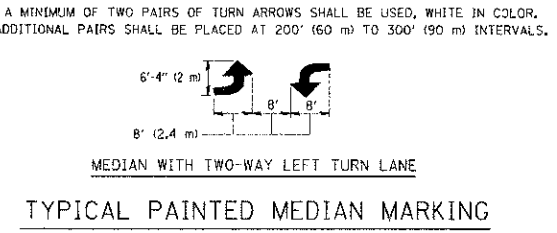
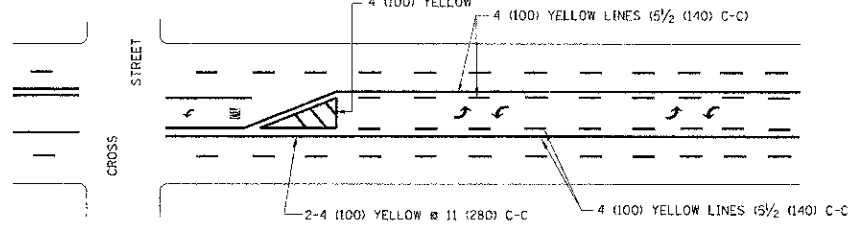
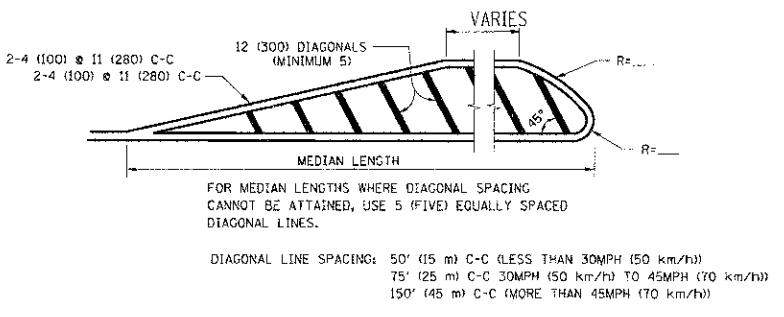
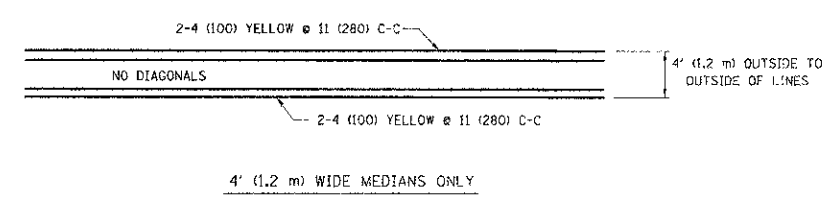
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TC-11			CONTRACT NO. 63818
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CMM-900316271			



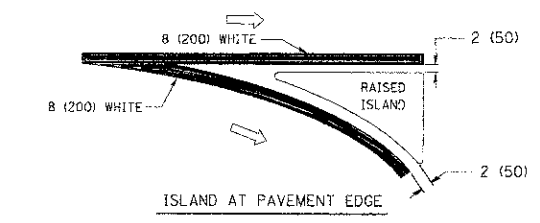
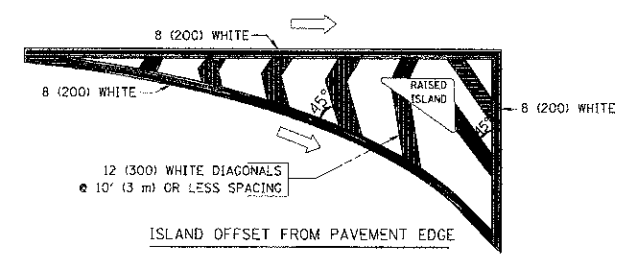
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL TURN LANE MARKING

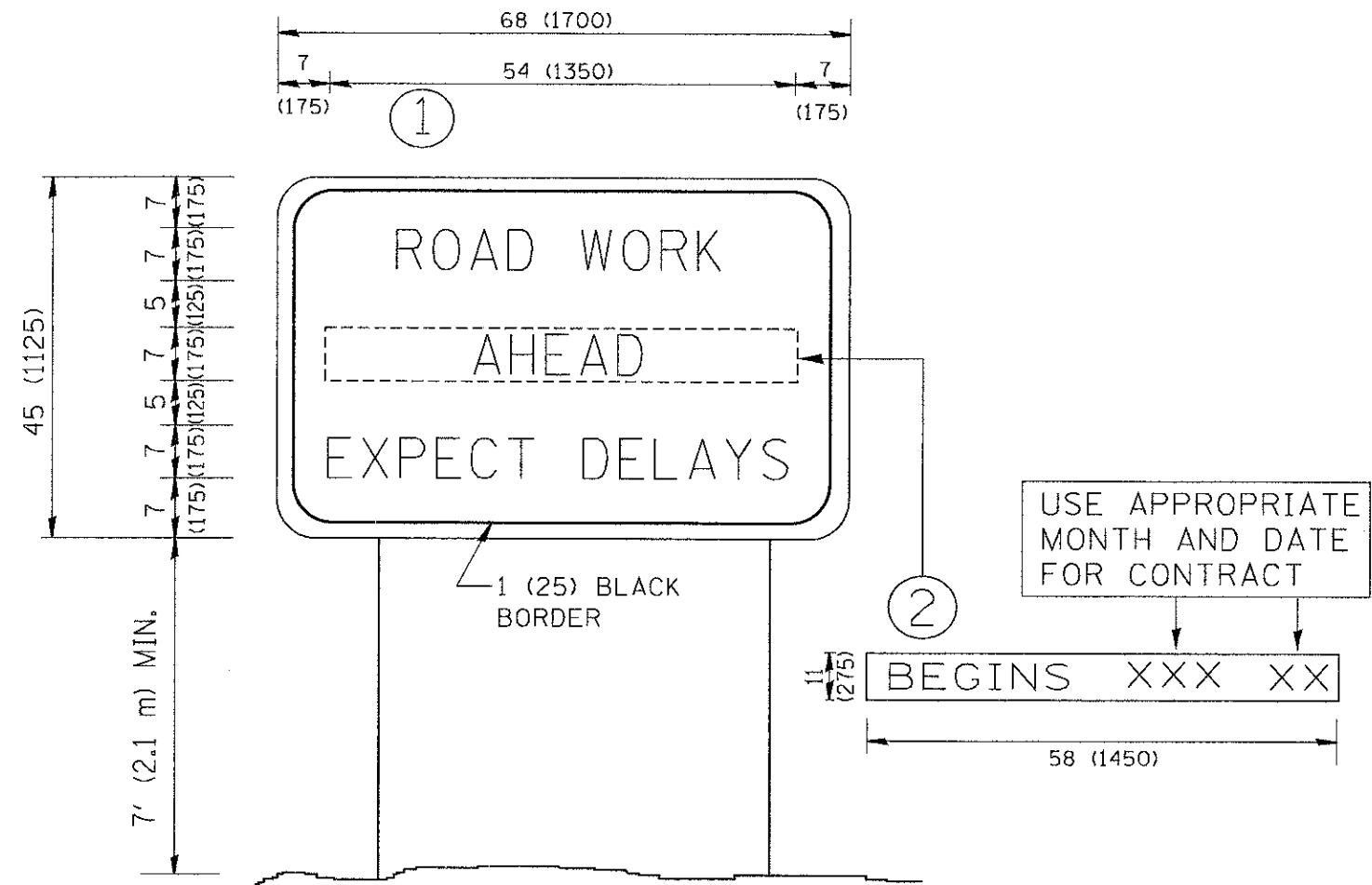


TYPICAL ISLAND MARKING

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 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 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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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.



**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.

Plot Date: 2/1/2013 3:25:56 PM By: jschen104

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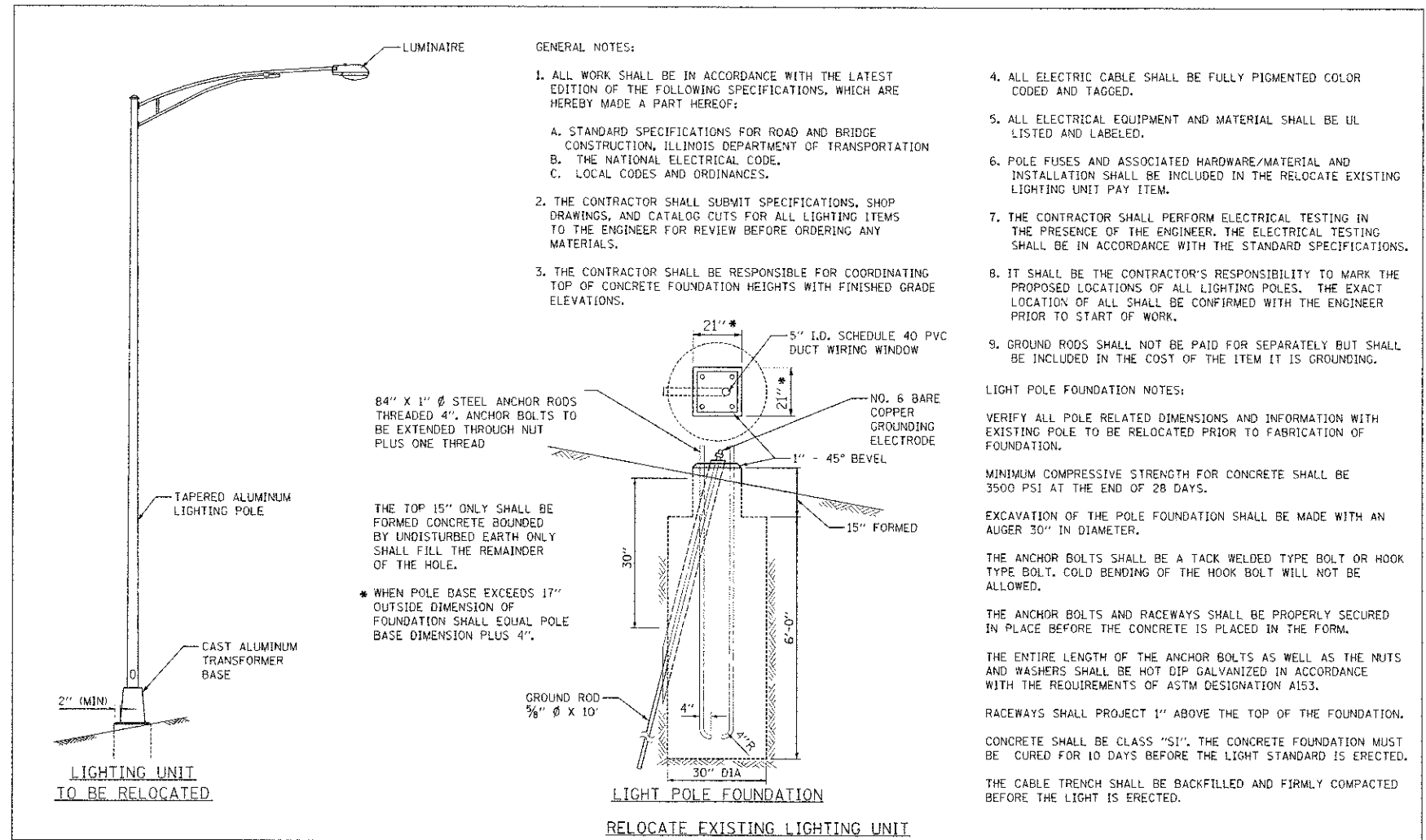
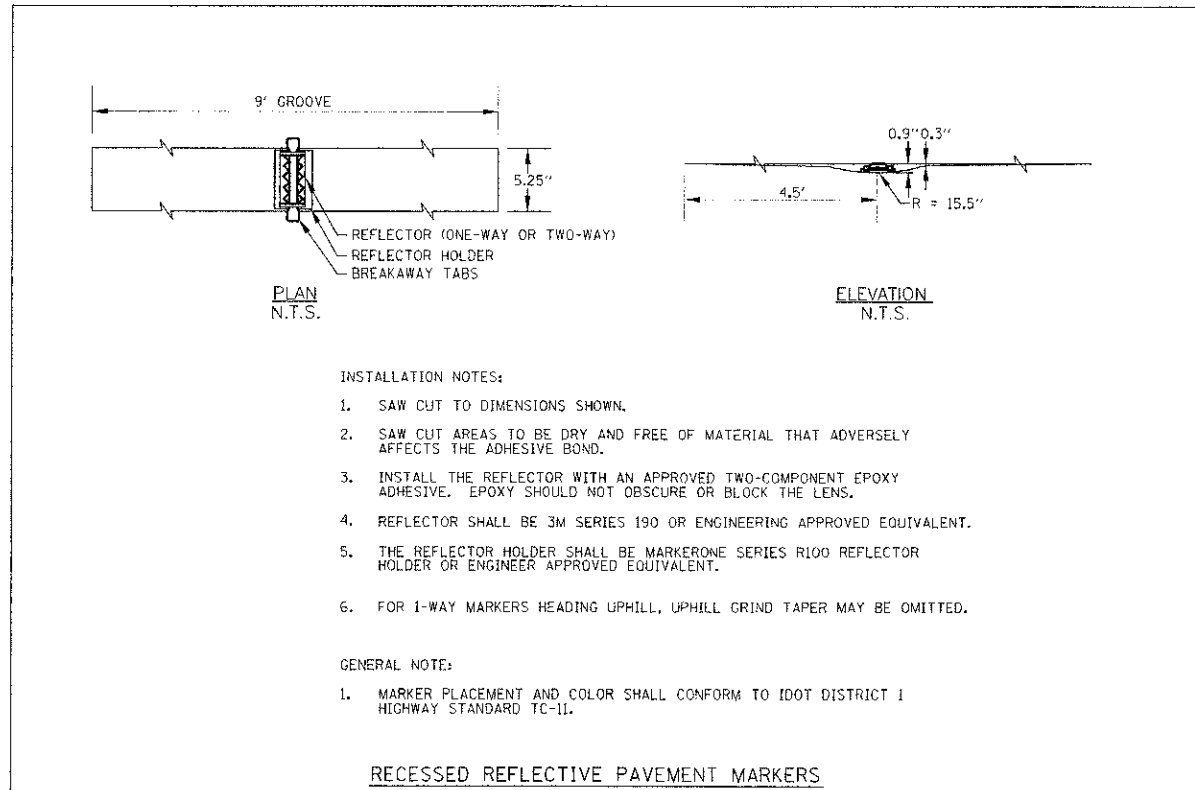
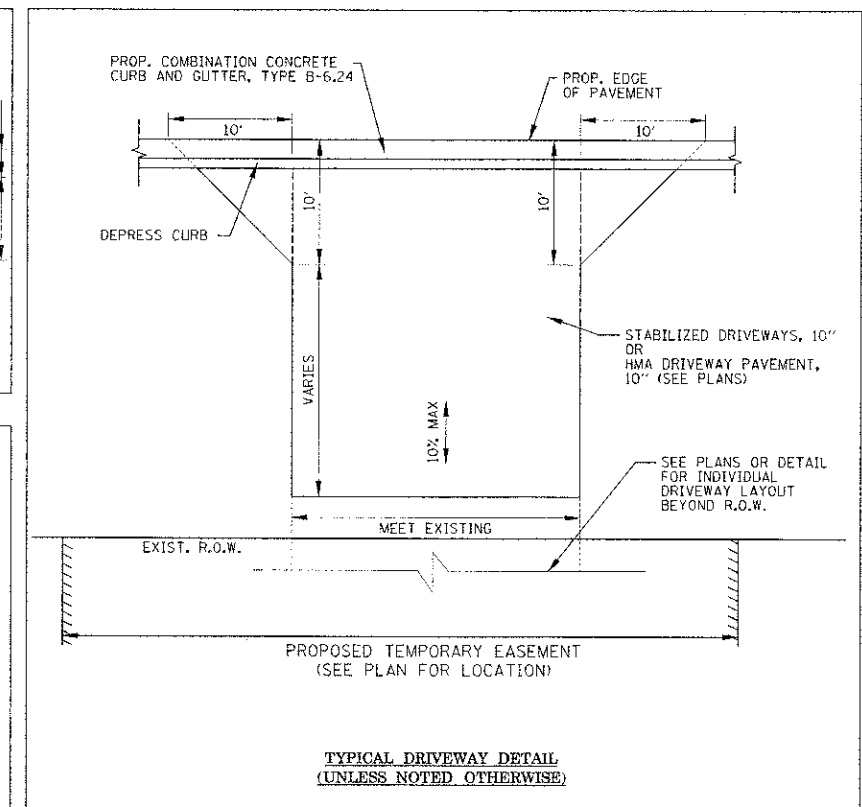
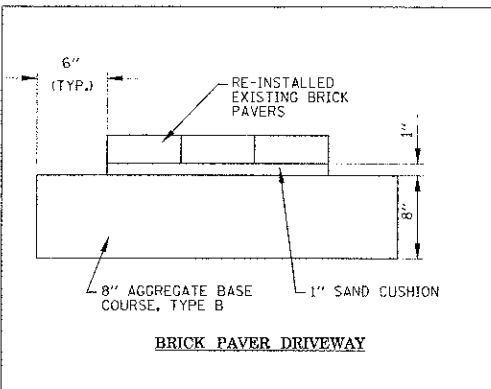
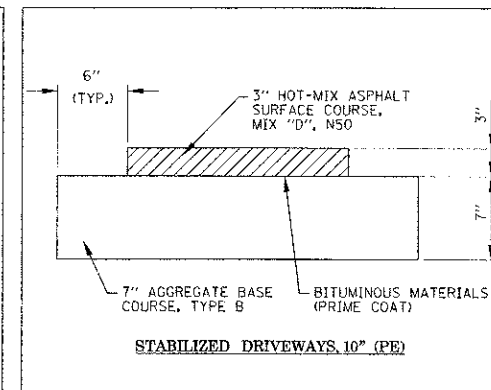
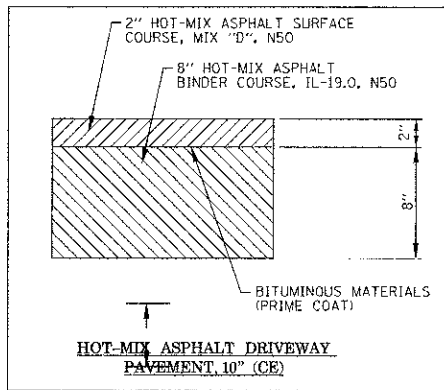
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

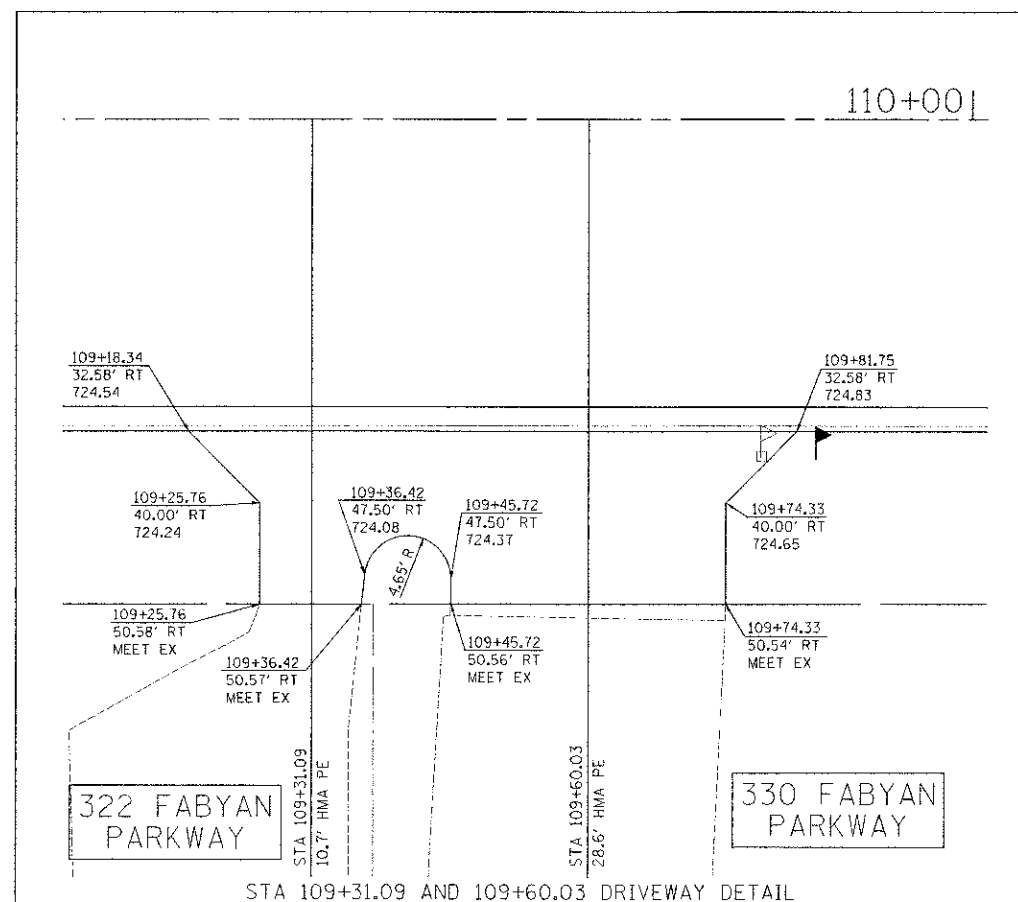
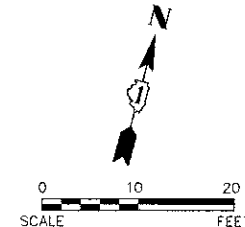
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TC-22			CONTRACT NO. 63818	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT CNM-9003627				



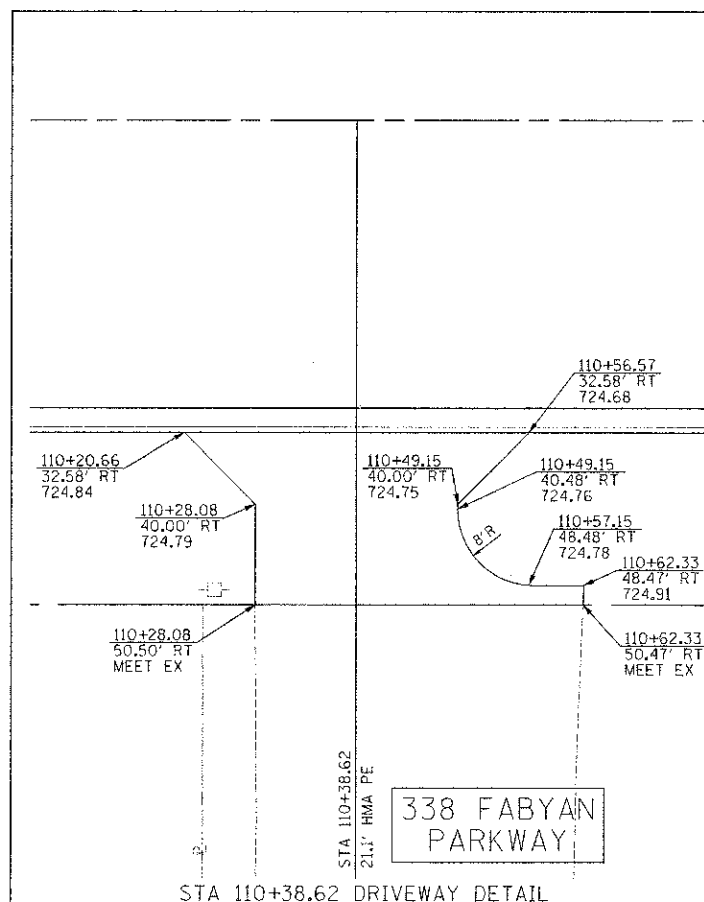


10/22/12 4M/BW-3/3/12/14

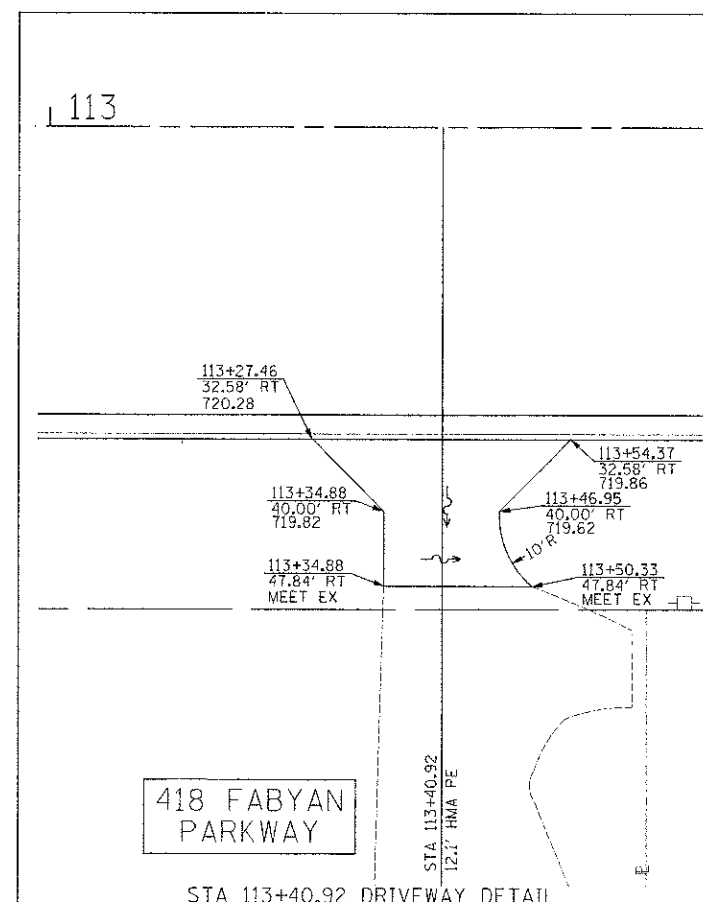
 <b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eelinc.com	<b>KANE COUNTY DIVISION OF TRANSPORTATION</b> 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED T.V., S.W.	REVISED JPS 02/04/13	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY SPECIAL DETAILS</b>		F.A.P. R.T.E. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 49
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CHECKED JIB	REVISED -						ILLINOIS FED. AID PROJECT CMM-30036271				
DATE 12/7/12	REVISED -										



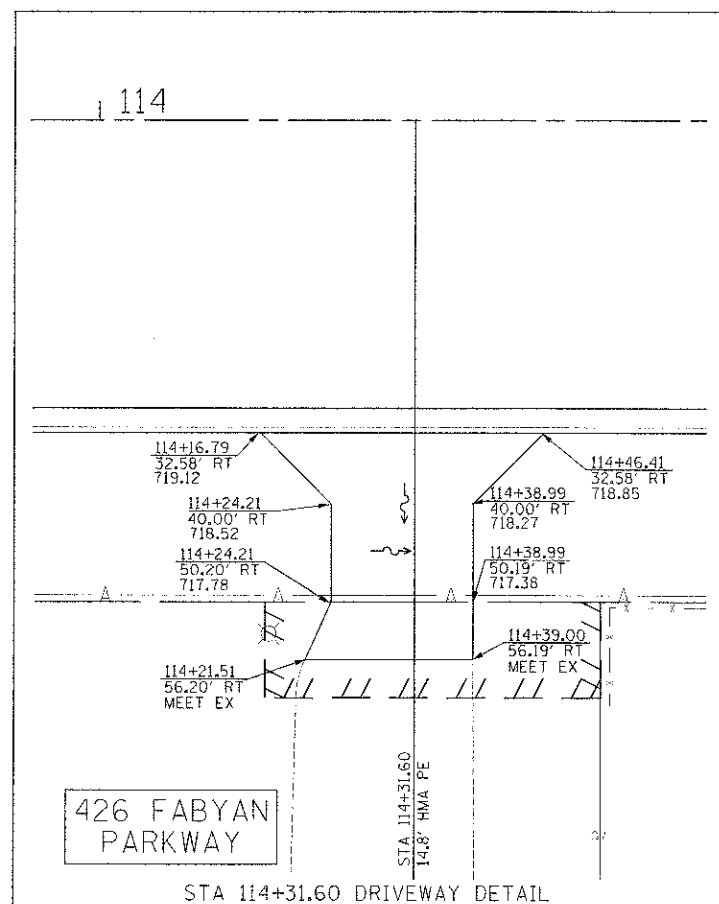
STA 109+31.09 AND 109+60.03 DRIVEWAY DETAIL



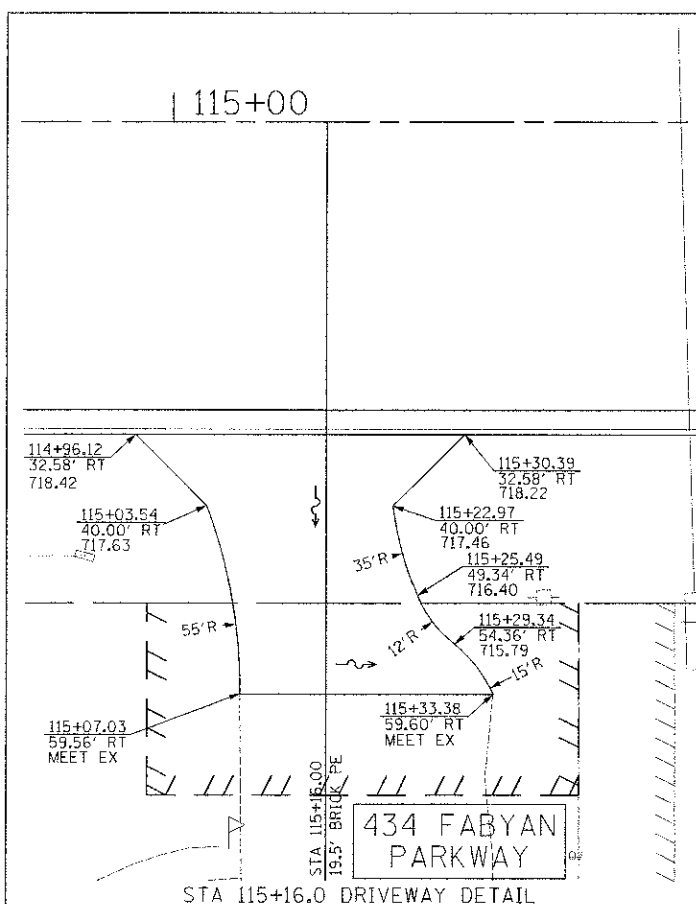
STA 110+38.62 DRIVEWAY DETAIL



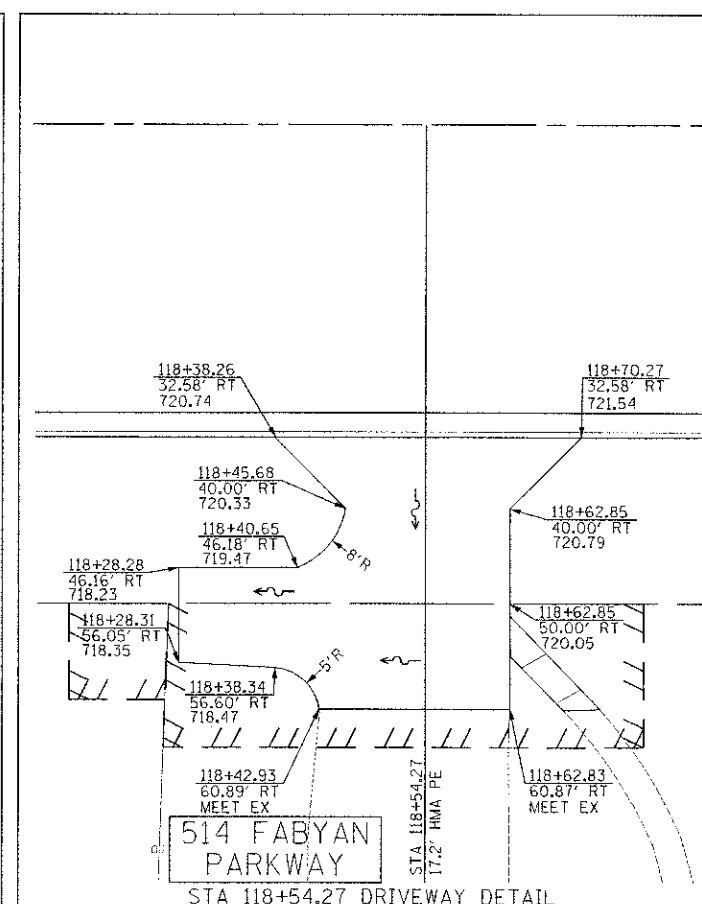
STA 113+40.92 DRIVEWAY DETAIL



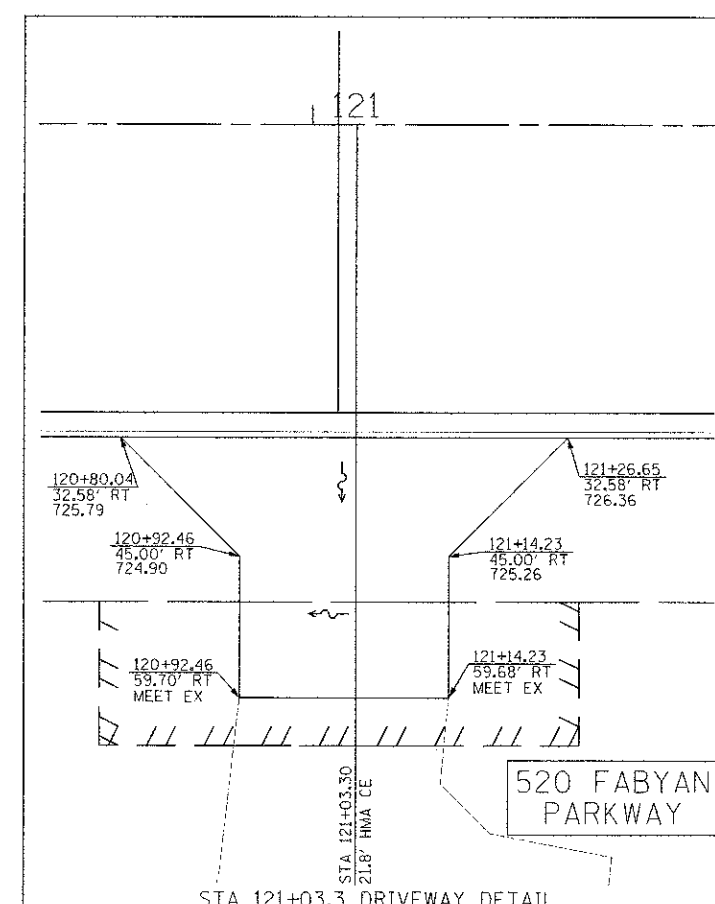
STA 114+31.60 DRIVEWAY DETAIL



STA 115+16.0 DRIVEWAY DETAIL



STA 118+54.27 DRIVEWAY DETAIL



STA 121+03.3 DRIVEWAY DETAIL

PLOT 12/27/2013 10:16:41 AM 374-cschmidt

**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eelweb.com

**KANE COUNTY DIVISION  
OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED T.V.W. SWM  
DRAWN J.P.S.  
CHECKED J.H.L.  
DATE 12/17/12

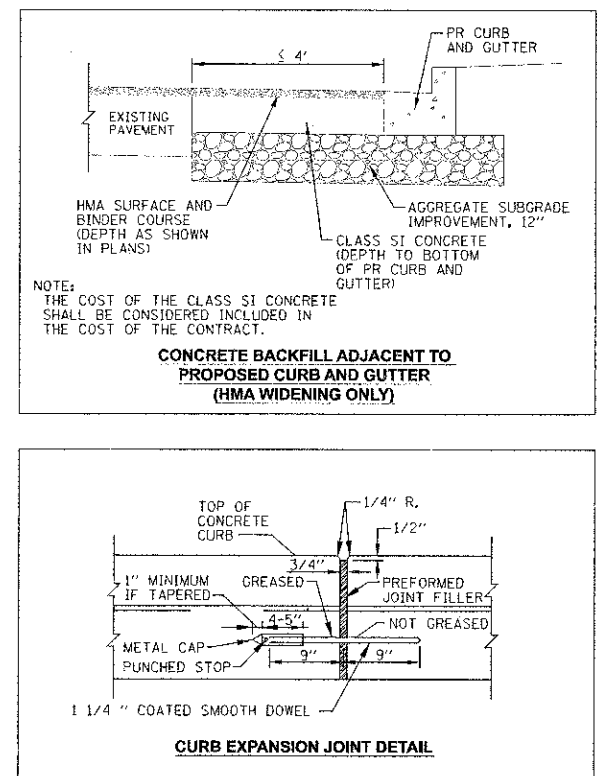
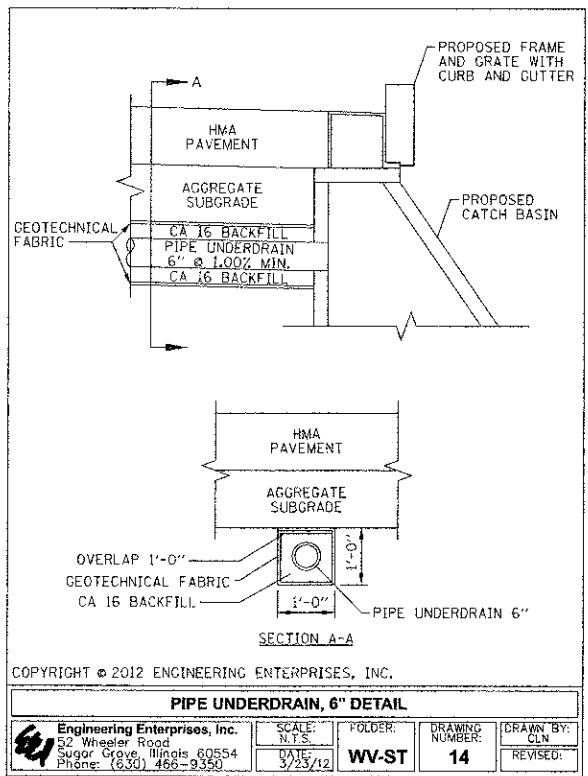
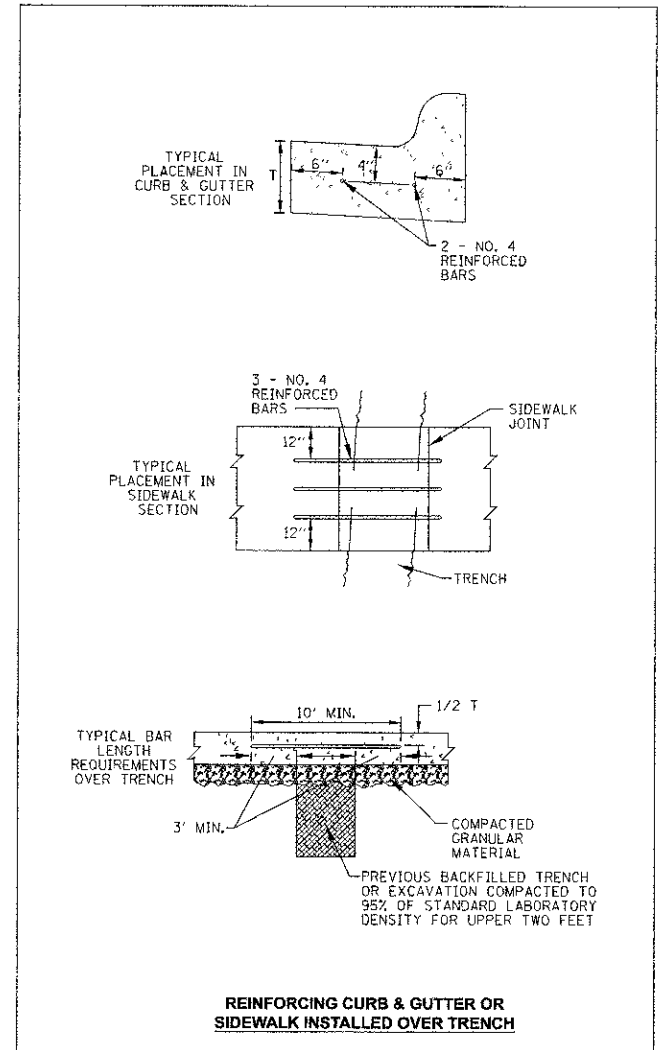
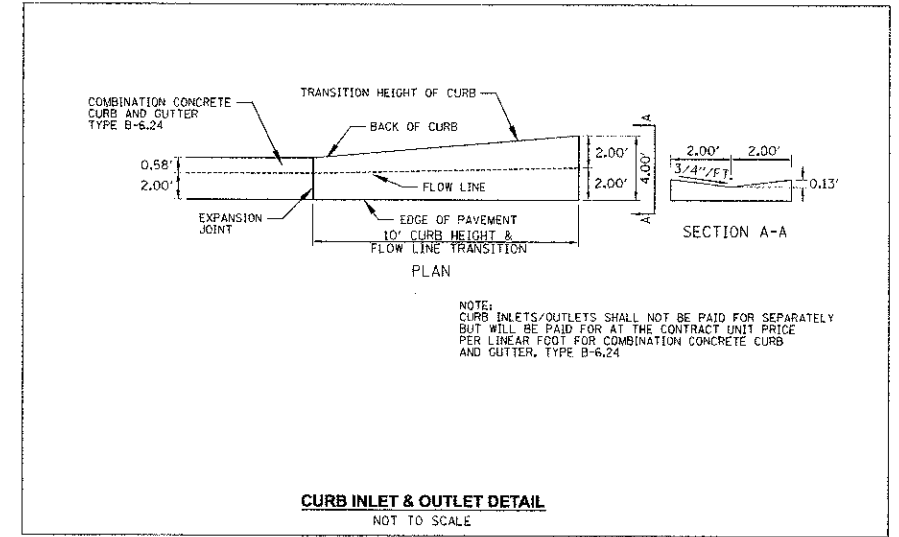
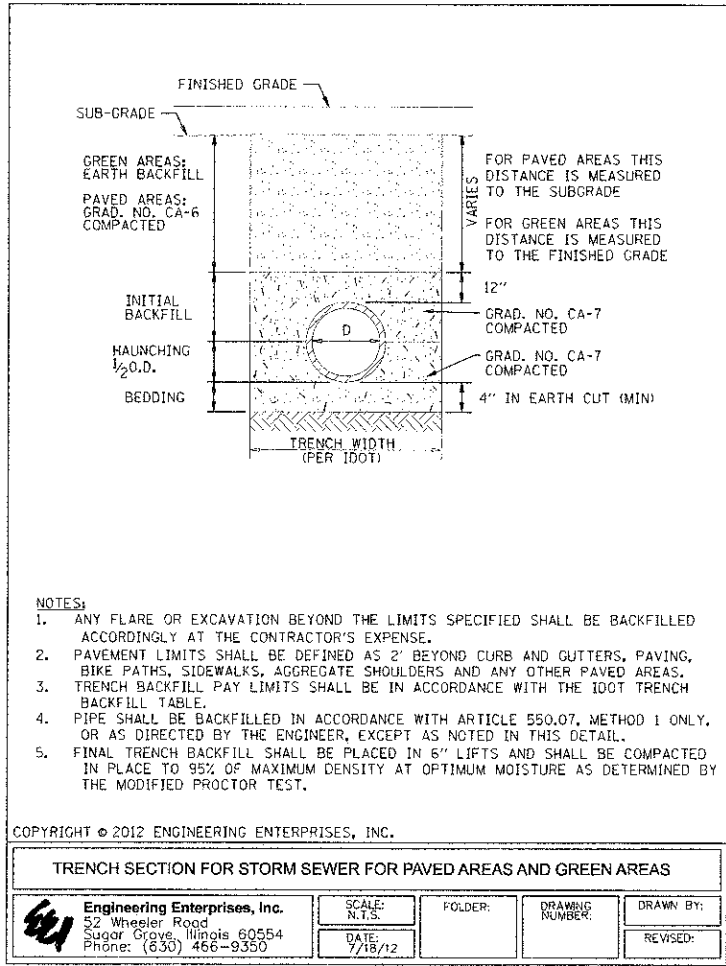
REVISED J.P.S. 02/04/13  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
SPECIAL DETAILS**

SCALE: 1"=10'  
SHEET NO. 2 OF 3 SHEETS  
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	50
C-91-496-10			CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-900316271				

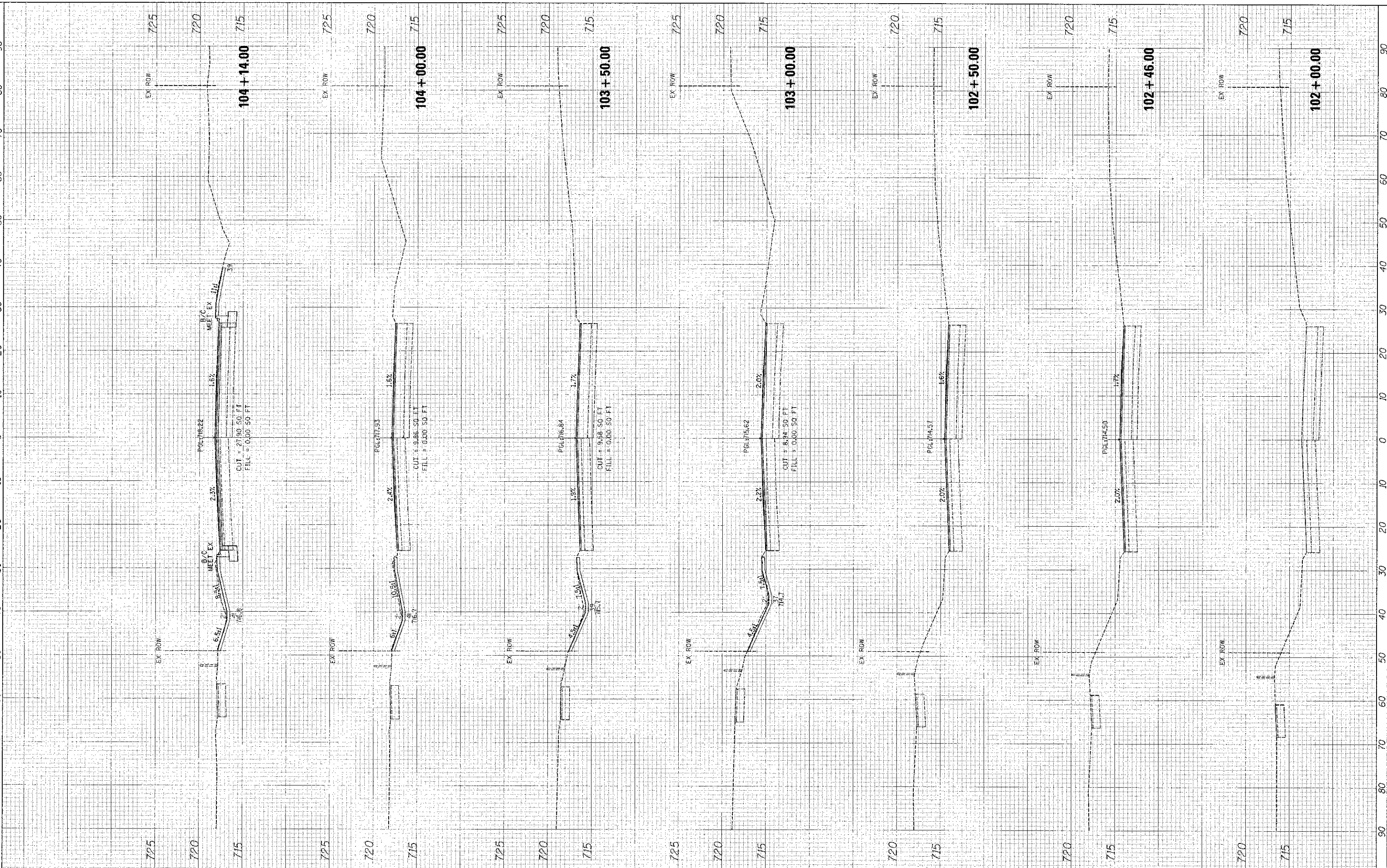


Per 2/1/2013 353405 RM 6/9 15/09/14

FINAL	DESIGNED	DATE
SERIES	PROJECT	
NOTE BOOK	FORMATE	
NO.	DATE	

ORIGINAL	DATE
SURVEY	
NOTE BOOK	
NO.	

Portea2/1/2013 12:42:25 PM Bvt.USchmidt



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 32 Wheeler Rd.  
 Skokie, IL 60076  
 Tel: 847.277.7000  
 www.eent.com

**KANE COUNTY DIVISION  
 OF TRANSPORTATION**  
 41W011 BURLINGTON ROAD  
 ST. CHARLES, IL 60175

DESIGNED TWV, SWM  
 DRAWN JPS  
 CHECKED JRL  
 DATE 12/7/12

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 CROSS SECTIONS**

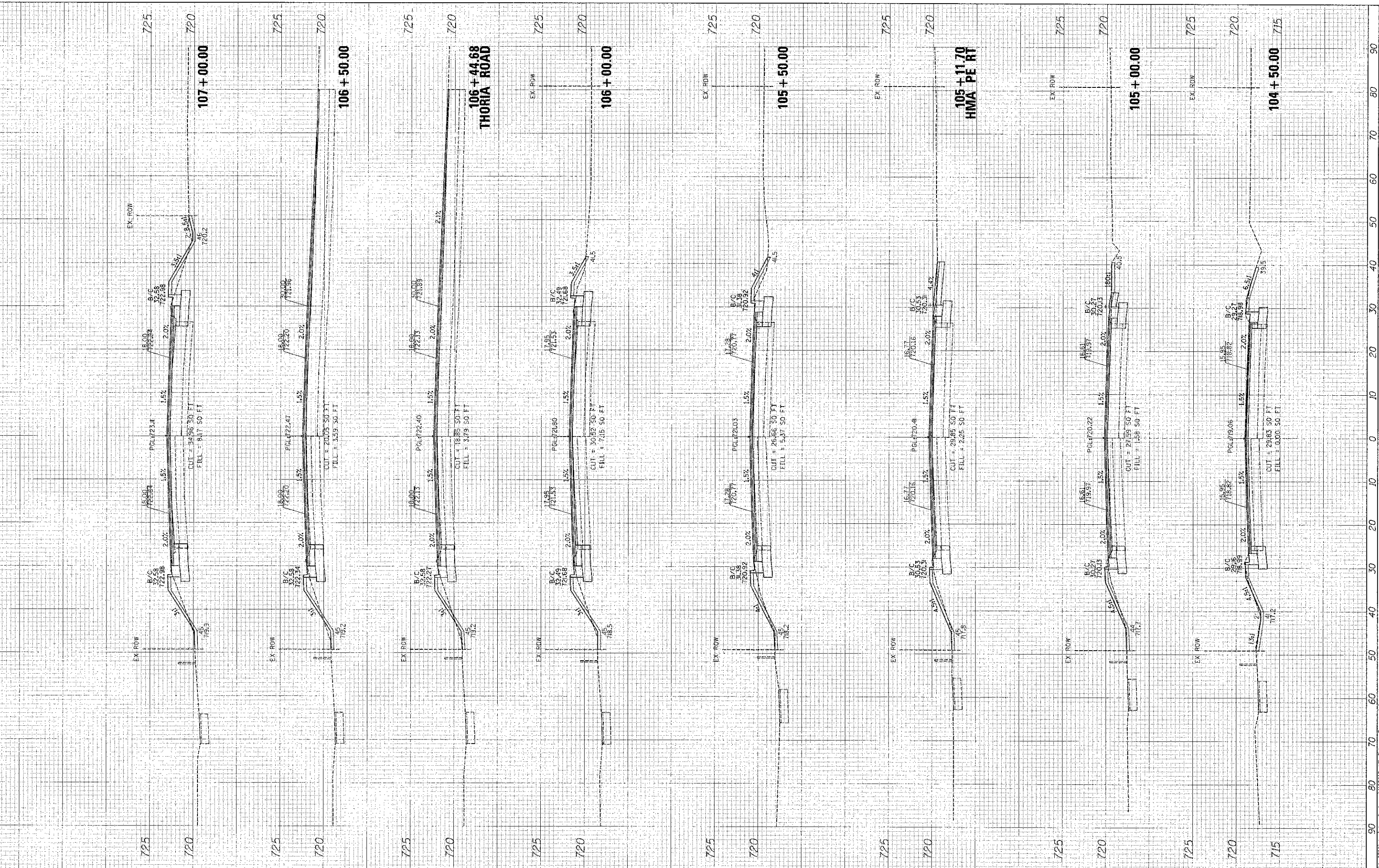
SCALE: 1"=10'(H)/5'1(V) SHEET NO. 1 OF 8 SHEETS STA 102+00.00 TO STA 104+14.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS: NO.
363	10-00404-00-CH	KANE	59 52
C-91-496-10		CONTRACT NO. 63818	

FINAL	SURVEYED	BY	DATE
NO	NO		
NO	NO		
NO	NO		

DESIGNED	DATE
NO	
NO	
NO	

Plot: 2/1/2013 3:26:51 PM D:\Schedul



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92 Wheeler R. 11  
St. Charles, Mo. 63304  
314.477.7700 / www.eent.com

**KANE COUNTY DIVISION  
OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED T.V.W. SWM  
DRAWN JPS  
CHECKED JRL  
DATE 12/7/12

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
CROSS SECTIONS**

SCALE: 1"=10'(H)/5'(V) SHEET NO. 2 OF 8 SHEETS STA 104+50.00 TO STA 107+00.00

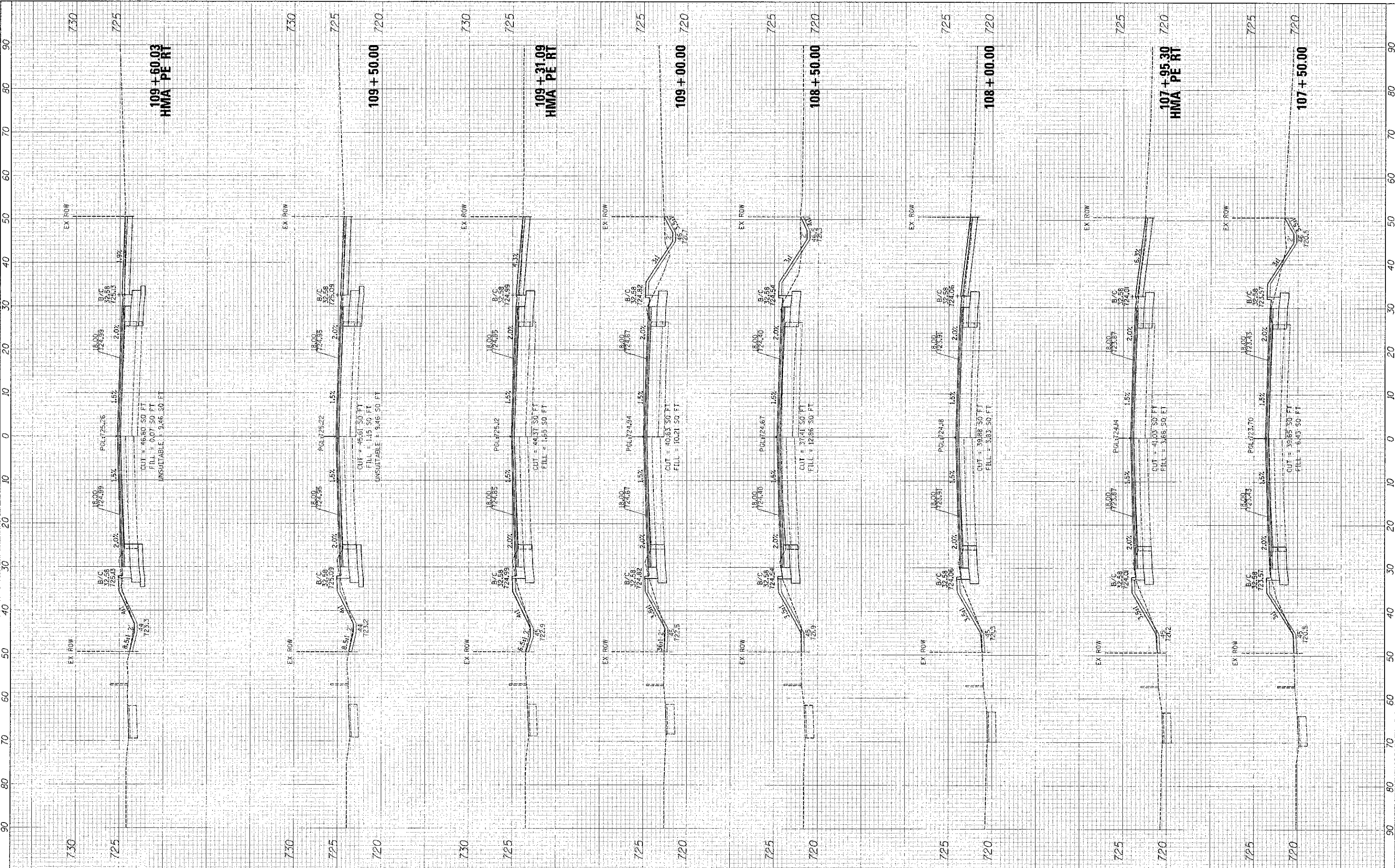
F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	10-00404-00-CH	KANE	59	53
	C-91-496-10			
		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMM-900316271				

Plot: 2/1/2013 3:26:51 PM D:\Schedul

CHK	SURVEY	DATE
SERIALIZED	PLOTTED	
NOTE BOOK	AREA	
NO.	CHECKED	

ORIGINAL	DATE
SECRET	
NOTED	
AREA	
CHECKED	

Plot: 04/21/2013 10:39:15 PM By: B.Schmidt

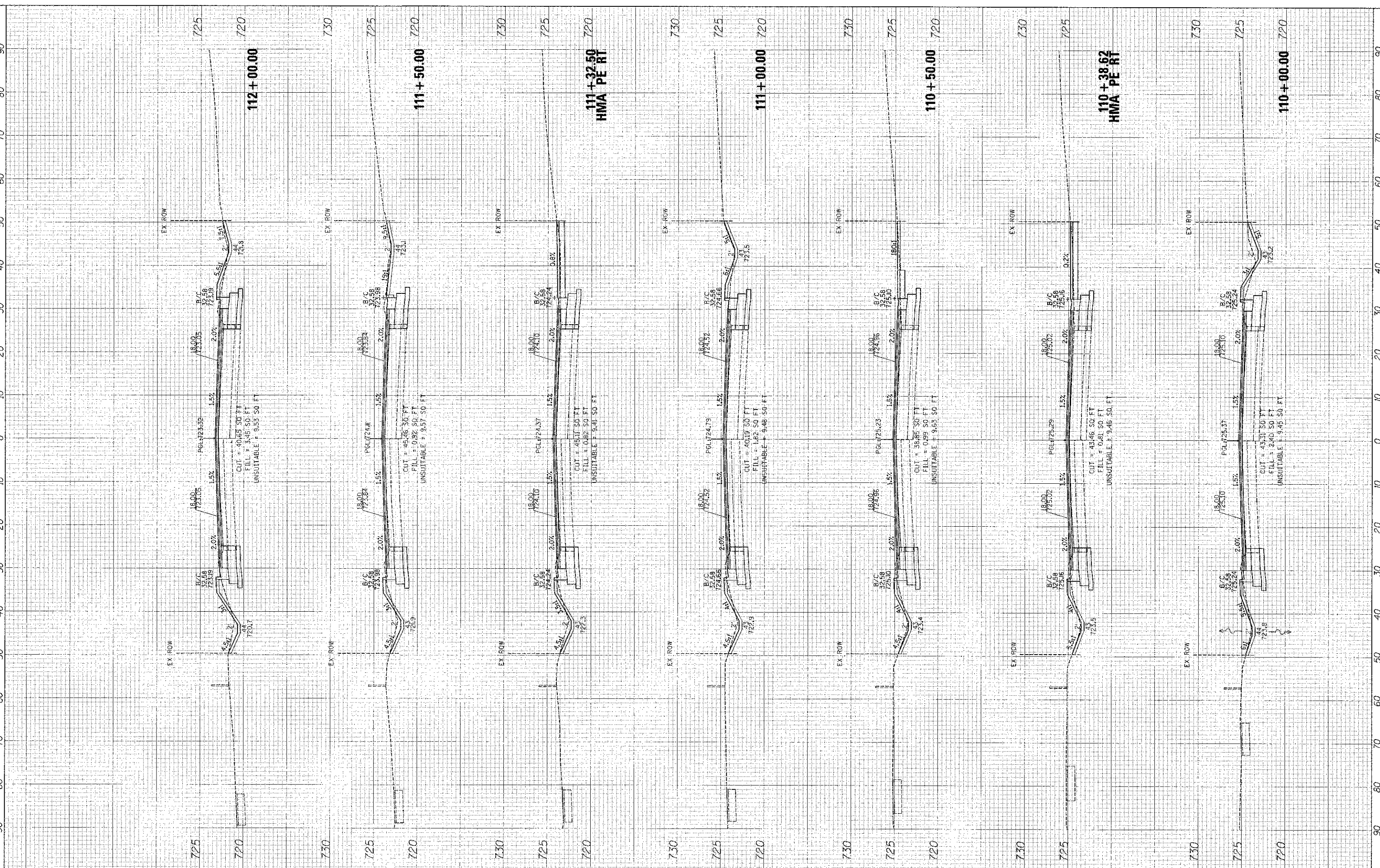


<b>Engineering Enterprises, Inc.</b> CONSULTING ENGINEERS 41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	DESIGNED TVW, SWM DRAWN JPS CHECKED JRL DATE 12/7/12	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>FABYAN PARKWAY</b> <b>CROSS SECTIONS</b>	F.A.P. RTE. 363 SECTION 10-00404-00-CH COUNTY KANE TOTAL SHEET NO. 59 SHEETS 54 CONTRACT NO. 63818 ILLINOIS FED. AID PROJECT CMM-9003627
	SCALE: 1"=10'(H)/5'(V) SHEET NO. 3 OF 8 SHEETS STA 107+50.00 TO STA 109+60.03				

FINAL	SURVEY	DATE
SUPPLY	TEMPLATE	BY
NOTE BOOK	AREAS	NO.
AREAS	CHECKED	

ORIGINAL	SURVEY	DATE
NOTIFIED	TEMPLATE	BY
NOTE BOOK	AREAS	NO.
AREAS	CHECKED	

Plot Date: 2/1/2013 3:11:29 PM By: Schmidt



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ST. CHARLES, IL 60175

**KANE COUNTY DIVISION  
OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED TVM, SWM  
DRAWN JPS  
CHECKED JRL  
DATE 12/7/12

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
CROSS SECTIONS**

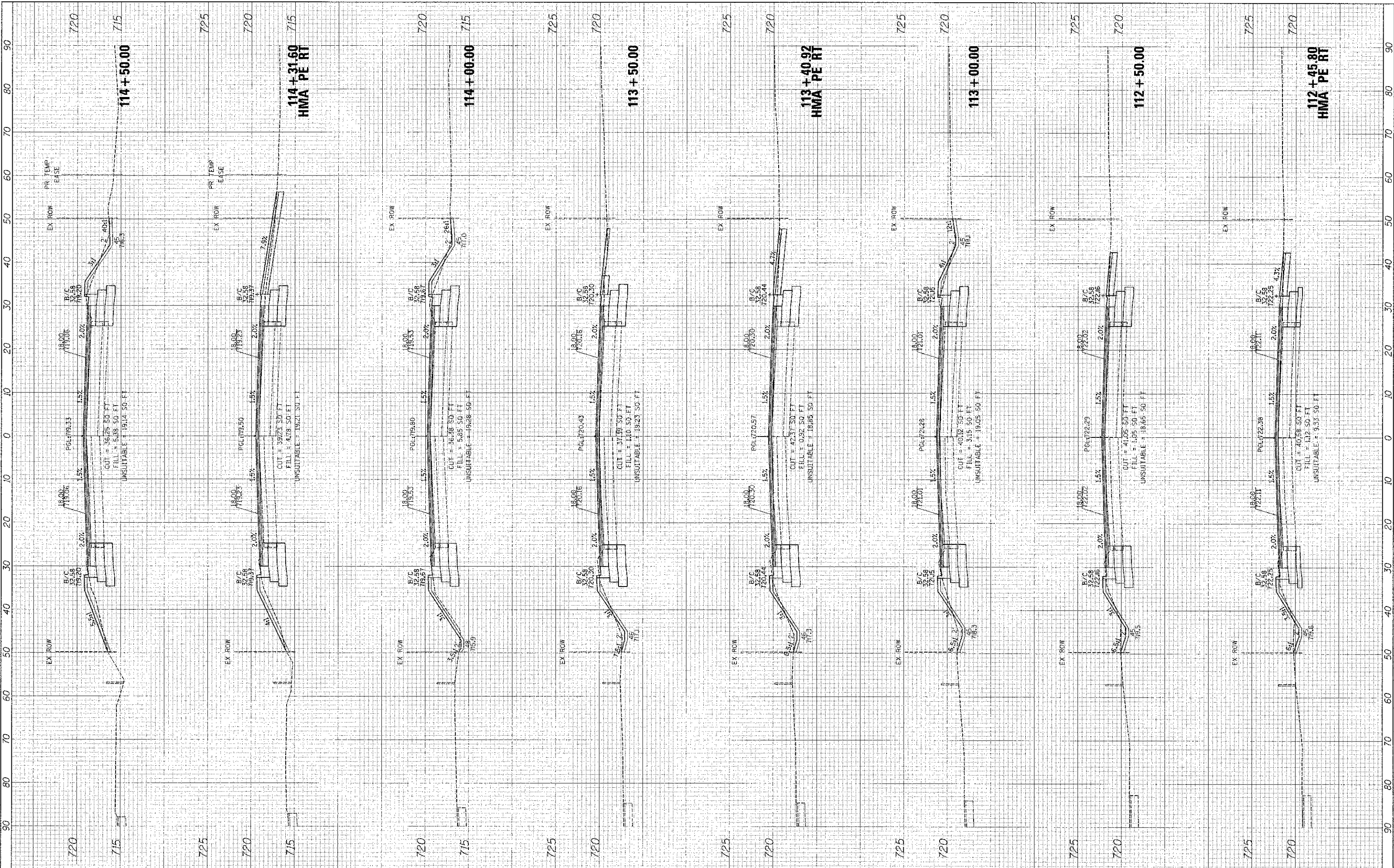
SCALE: 1"=10'(H)/5'(V) SHEET NO. 4 OF 8 SHEETS STA 110+00.00 TO STA 112+00.00

F.A.P.  
RTE.  
363  
SECTION  
10-00404-00-CH  
C-91-496-10  
COUNTY  
KANE  
TOTAL SHEET  
SHEETS: NO.  
59 55  
CONTRACT NO. 63818  
ILLINOIS FED. AID PROJECT CVM-9003627

FINAL SURVEY	DATE
SUPERSEDED	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

ORIGINAL SURVEY	DATE
SUPERSEDED	
NOTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

Plot Date: 2/1/2013 13:40:06 PM By: J.Schmidt



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92 Wheeler Rd.  
St. Charles, IL 60175  
618.417.7700 / www.eeentel.com

**KANE COUNTY DIVISION OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED TVM, SWM  
DRAWN JPS  
CHECKED JRL  
DATE 12/7/12

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
CROSS SECTIONS**

SCALE: 1"=10'(H)/5'(V) SHEET NO. 5 OF 8 SHEETS STA 112+45.89 TO STA 114+50.00

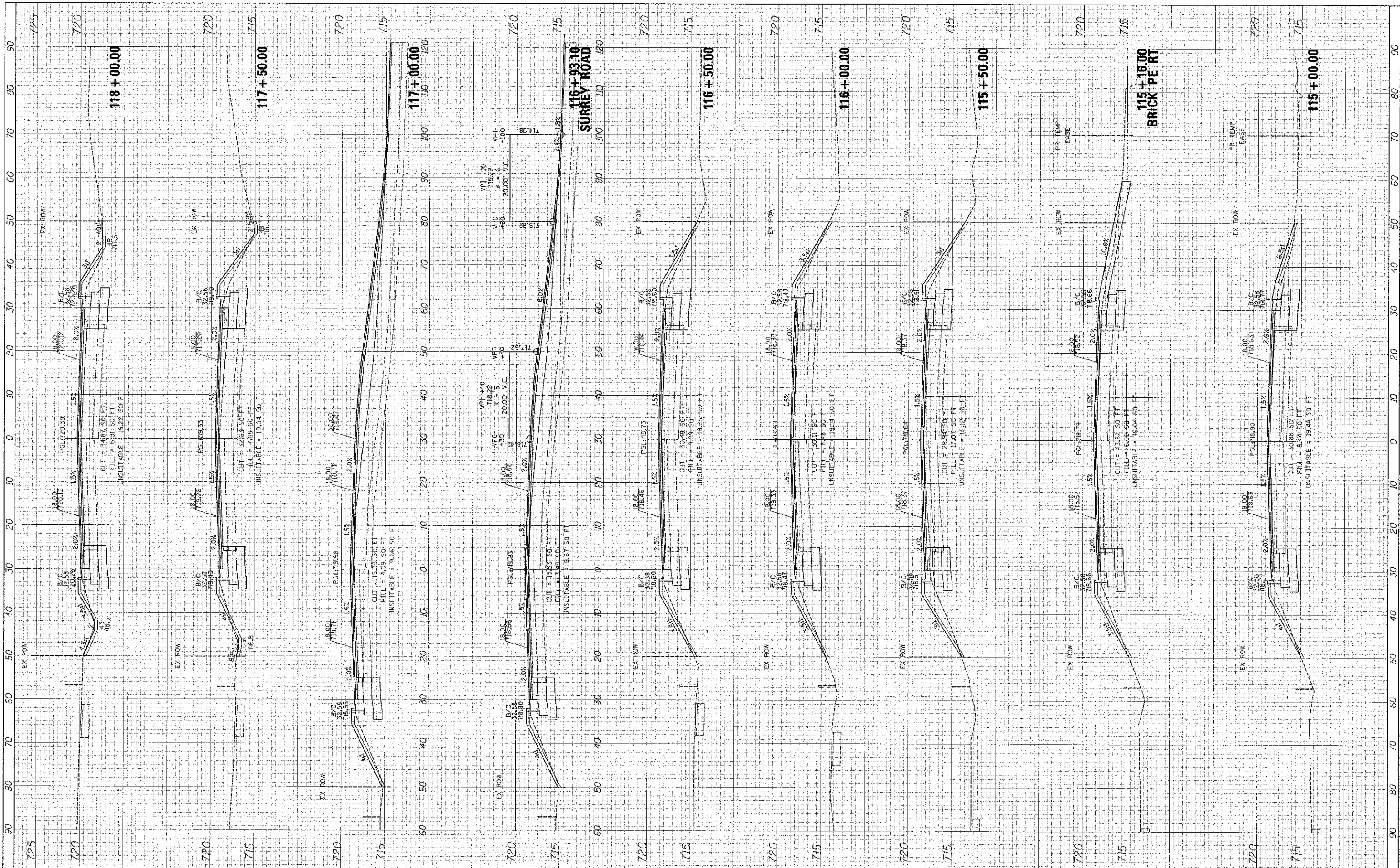
F.A.P. R/L 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 56
C-91-496-10			CONTRACT NO. 63818	
ILLINOIS FED. AID PROJECT CMM-9003627				



FINAL SURVEY	BY	DATE
DESIGNED		
DRAWN		
CHECKED		
DATE		

CRUIER	DATE
NO. 1	
NO. 2	
NO. 3	
NO. 4	
NO. 5	
NO. 6	
NO. 7	
NO. 8	
NO. 9	
NO. 10	

Plot# 2/21/2013 3:35:51 PM By: Jschmidt



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3510 S. W. 111th Ave., Suite 100  
Miami, FL 33157  
Tel: 305-447-7700 / www.eeinc.com

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41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED TVW, SWM  
DRAWN JPS  
CHECKED JRL  
DATE 12/7/12

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY CROSS SECTIONS**

SCALE: 1"=10'(H)/5'(V) SHEET NO. 6 OF 8 SHEETS | STA 115+00.00 TO STA 118+00.00

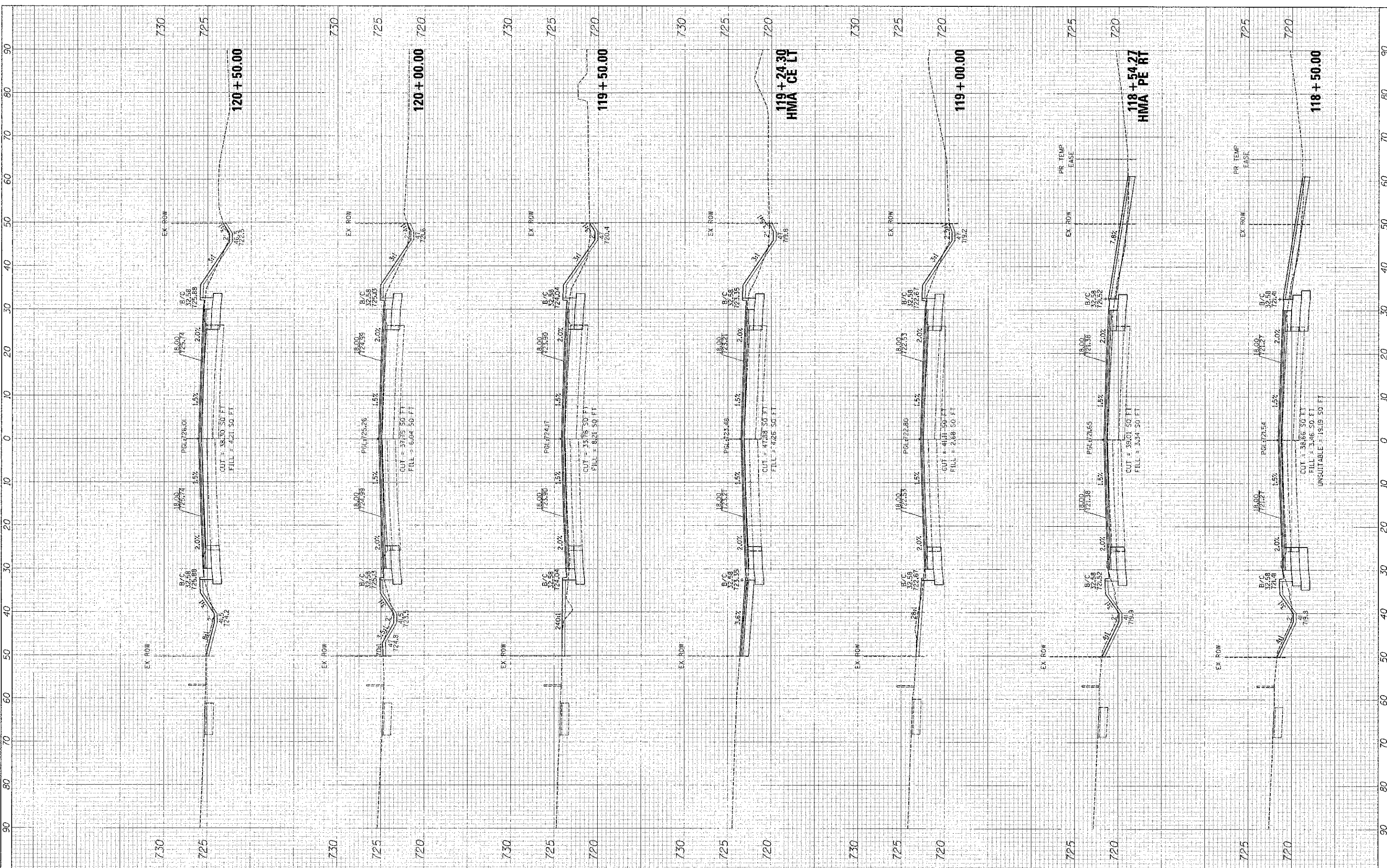
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
363	10-00404-00-CH	KANE	59 57
	C-91-496-10		CONTRACT NO. 63818
			ILLINOIS FED. AID PROJECT CMM-900316271

Path: K:\temp\100019\100019.dgn, email: eng\jrc@illinois.gov, jrc@illinois.gov

FINAL SURVEY	DATE
REVISIONS	
NOTE BOOK	
AREA	
DATE	

ORIGINAL SURVEY	DATE
REVISIONS	
NOTE BOOK	
AREA	
DATE	

Plot Date: 2/1/2013 3:39:05 PM By: Dschmidt



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St. Charles, Mo. 63304  
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OF TRANSPORTATION**  
41W011 BURLINGTON ROAD  
ST. CHARLES, IL 60175

DESIGNED	TVW, SWM
DRAWN	JPS
CHECKED	JRL
DATE	12/7/12

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
CROSS SECTIONS**

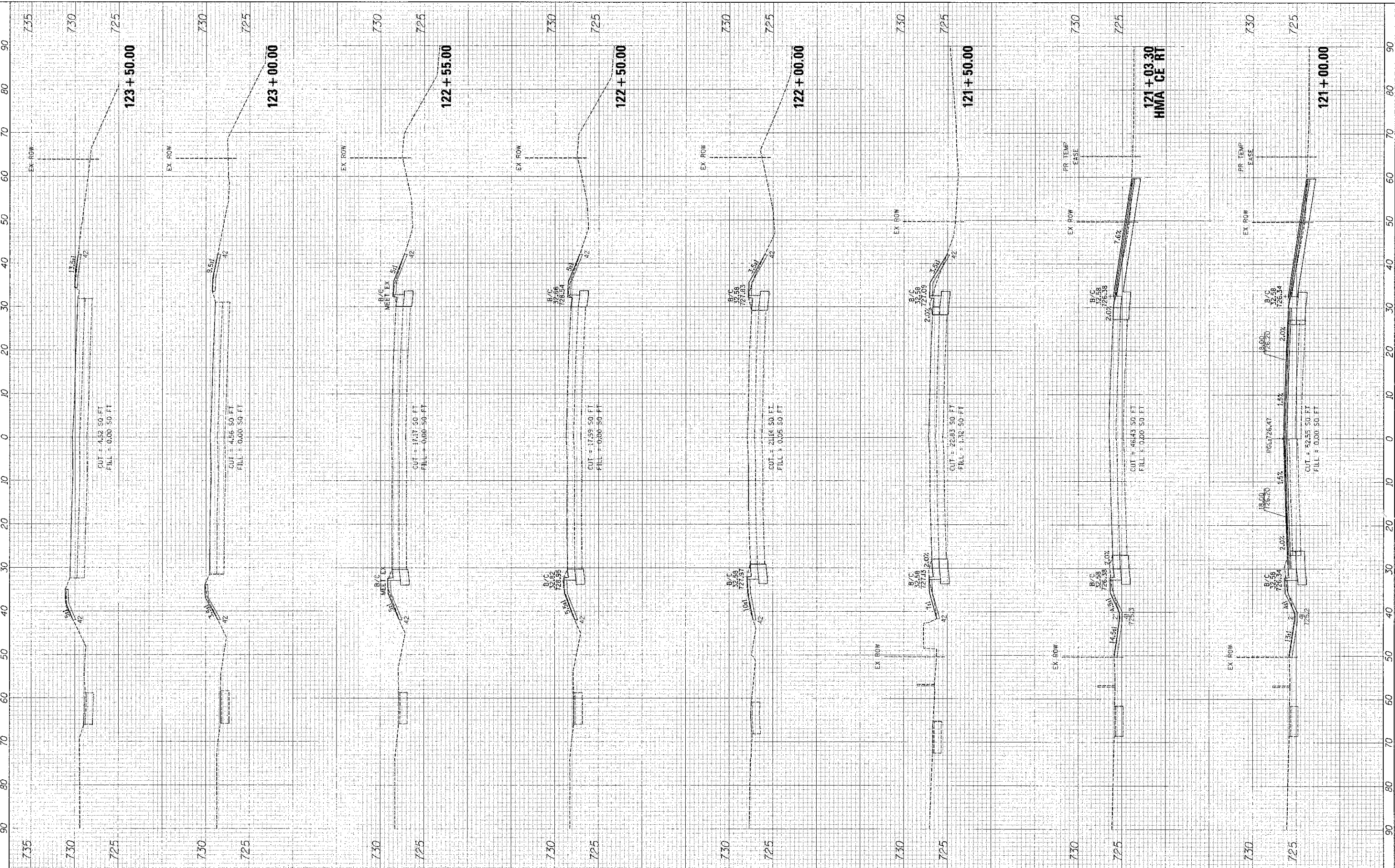
SCALE: 1"=10'(H)/5'(V) SHEET NO. 7 OF 8 SHEETS STA 118+50.00 TO STA 120+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
363	10-00404-00-CH	KANE	59 58
	C-91-496-10		CONTRACT NO. 63818
ILLINOIS FED. AID PROJECT CMV-9003(627)			

ORIGINAL DATE: \_\_\_\_\_  
 SURVISED BY: \_\_\_\_\_  
 PLOTTED DATE: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 LATEST CHECKED DATE: \_\_\_\_\_

ORIGINAL DATE: \_\_\_\_\_  
 SURVISED BY: \_\_\_\_\_  
 PLOTTED DATE: \_\_\_\_\_  
 NOTE BOOK NO. \_\_\_\_\_  
 LATEST CHECKED DATE: \_\_\_\_\_

Plot Date: 2/1/2013 3:41:34 PM By: Schnelldt



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 OF TRANSPORTATION**  
 41WD11 BURLINGTON ROAD  
 ST. CHARLES, IL 60175

DESIGNED: TVW, SWM  
 DRAWN: JPS  
 CHECKED: JRL  
 DATE: 12/7/12

REVISED: -  
 REVISED: -  
 REVISED: -  
 REVISED: -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**FABYAN PARKWAY  
 CROSS SECTIONS**

SCALE: 1"=10'(H)/5'(V) SHEET NO. 8 OF 8 SHEETS STA 121+00.00 TO STA 123+50.00

F.A.P. RTE. 363	SECTION 10-00404-00-CH	COUNTY KANE	TOTAL SHEETS 59	SHEET NO. 59
C-91-496-10		CONTRACT NO. 63818		
ILLINOIS FED. AID PROJECT CMW-900362T				