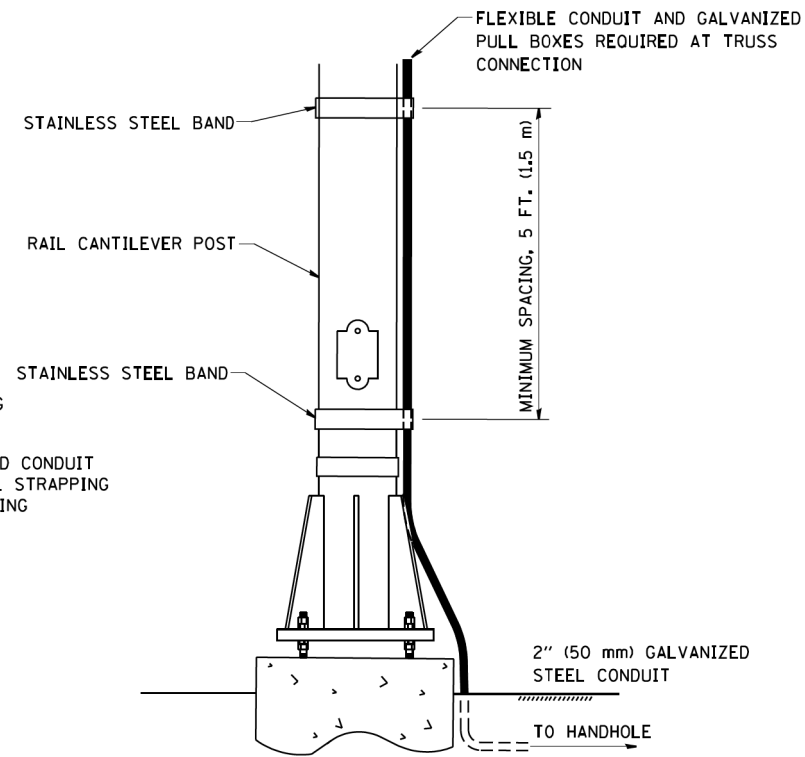
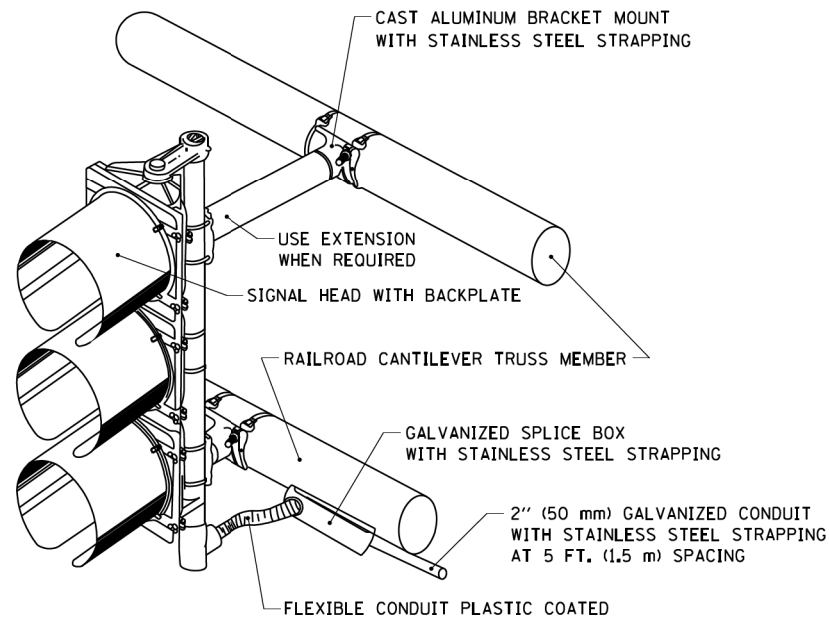


RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

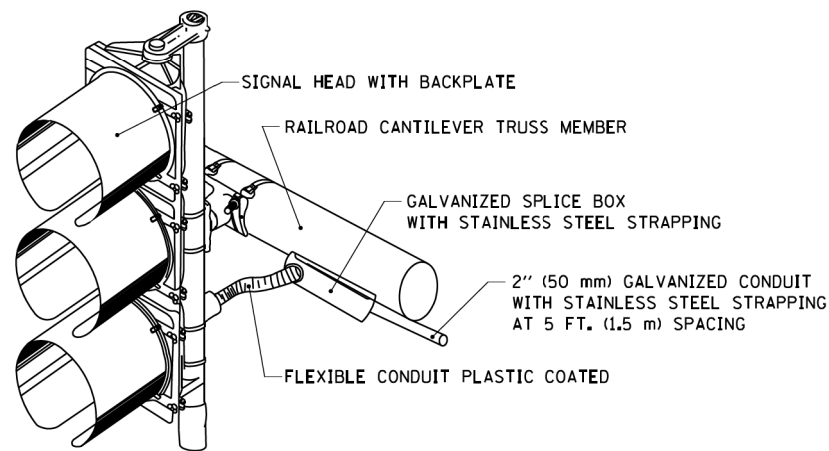


SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL



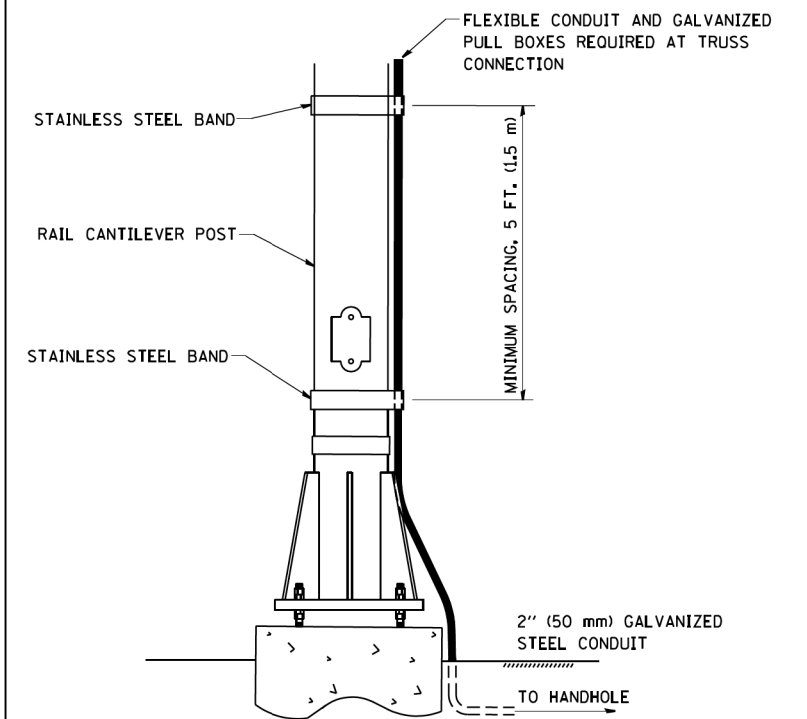
NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

FILE NAME = W:\distad\22x34\ts06.dgn

USER NAME = gaglienobt

PLOT SCALE = 50.0000' / IN.

PLOT DATE = 1/4/2008

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED -

REVISED -

REVISED -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RAILROAD CANTILEVER
SIGNAL HEAD MOUNTING DETAIL**

SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA.

TO STA.

F.A.U. RTE.

2511

SECTION

16-00086-01-FP

TS-06

COUNTY

KANE

CONTRACT NO.

TOTAL SHEETS

169

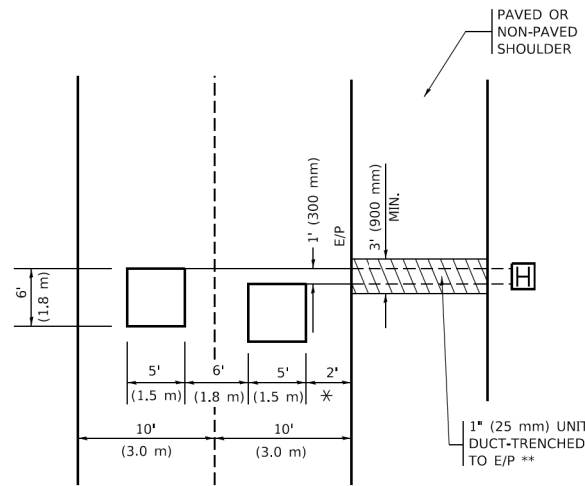
SHEET NO.

101

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

LOOPS NEXT TO SHOULDERS

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

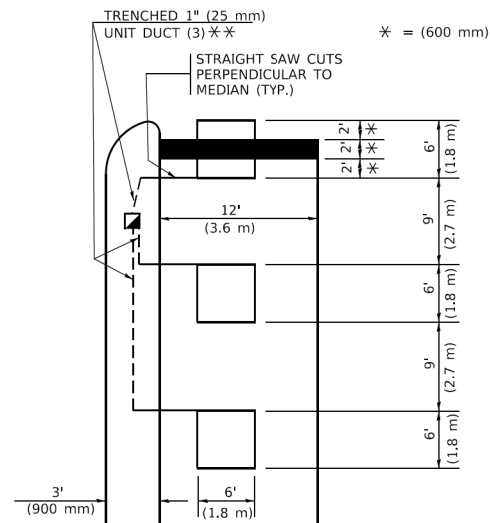


* = (600 mm)

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

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

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

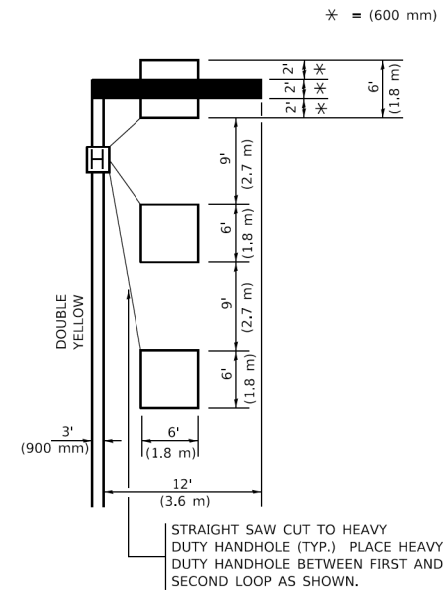


* = (600 mm)

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

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

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



* = (600 mm)

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

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 SEPARATLY. 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.

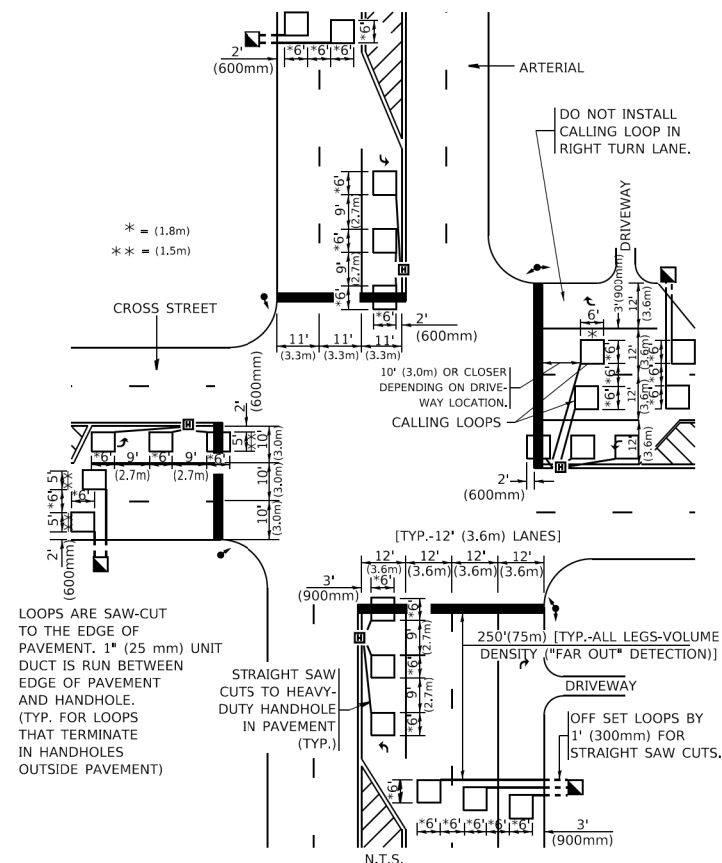
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

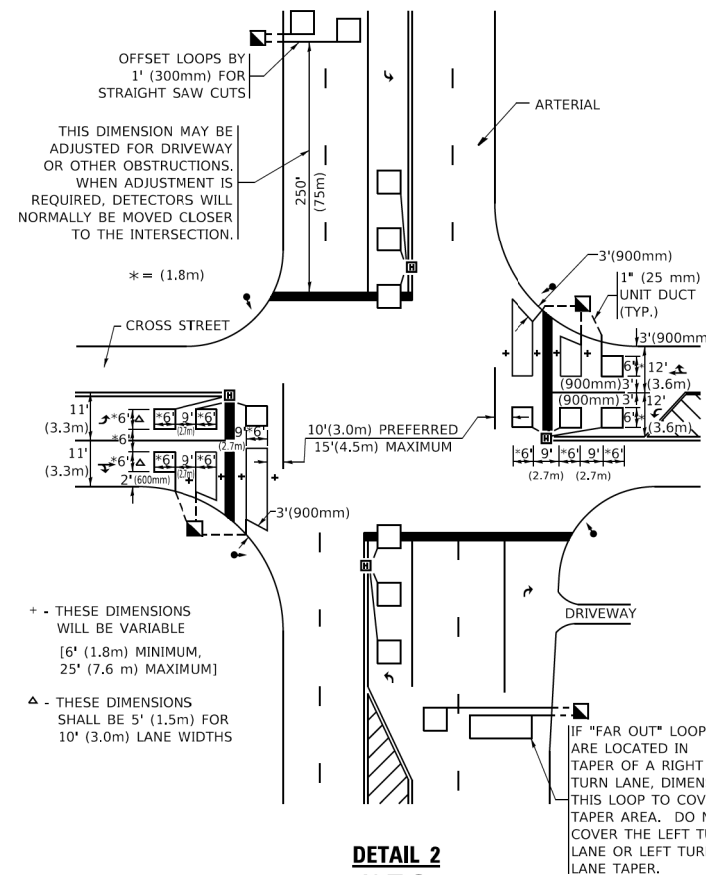
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)



* = (1.8m)
 ** = (1.5m)

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]
 Δ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

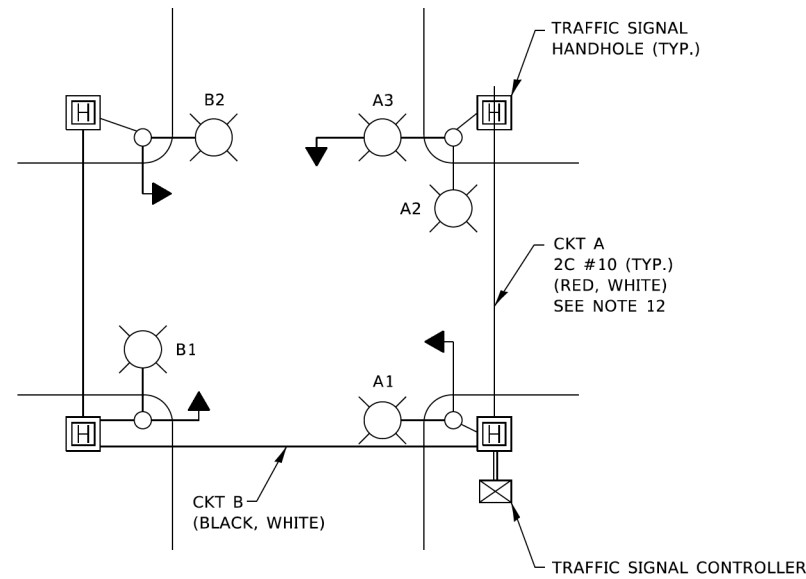
DETAIL 2
 N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

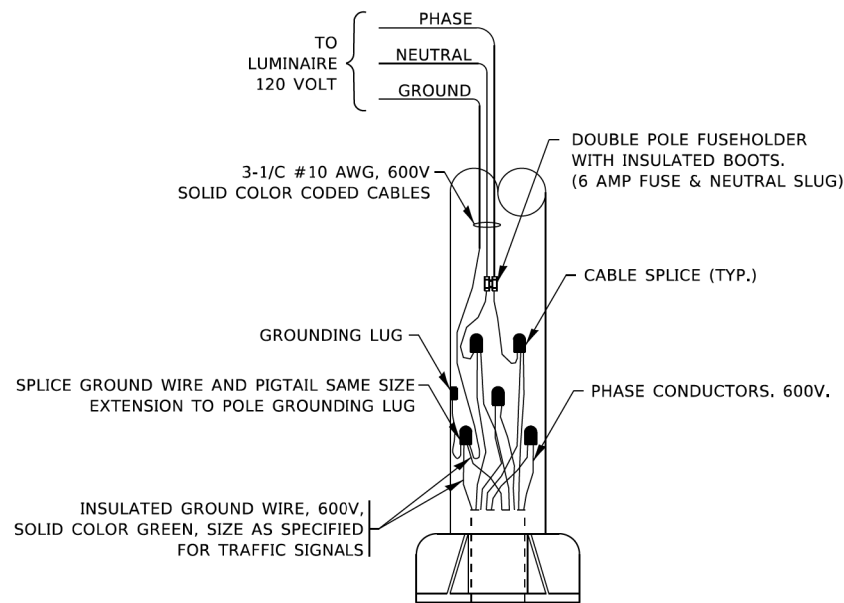
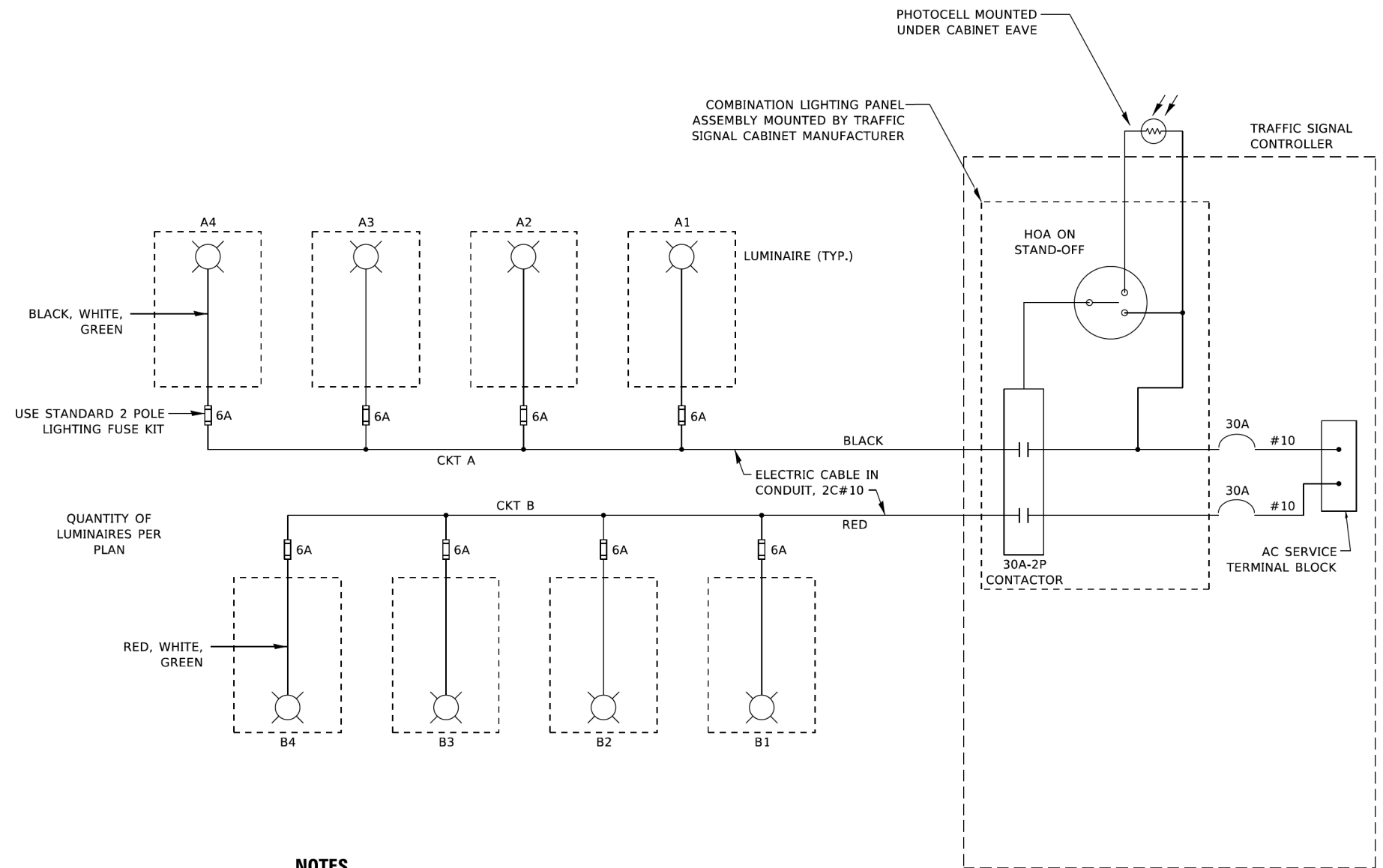
DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	102
TS-07			CONTRACT NO.	
ILLINOIS / FED. AID PROJECT				



TYPICAL LIGHTING CIRCUIT
(NOT TO SCALE)



COMBINATION POLE WIRING DETAIL
(NOT TO SCALE)

NOTES

1. 4 LUMINAIRES PER CIRCUIT, MAXIMUM.
2. TWO #10 (XLP-TYPE USE) CABLES TO BE USED FOR LIGHTING CIRCUITS.
3. ROUTE LIGHTING CIRCUITS IN TRAFFIC SIGNAL CONDUIT SYSTEM.
4. ALL SPLICES AND CONNECTIONS FOR ROADWAY LIGHTING SHALL BE AT POLE BASE ONLY.
5. FOR LIGHTING CIRCUITS, CONNECT TWO CIRCUIT BREAKERS TO AC SERVICE TERMINAL BLOCK.
6. ALL WIRING SHALL BE NEATLY DRESSED, IDENTIFIED BY TAGS, AND SUPPORTED. (UNDERGROUND SPLICING OF LIGHTING CONDUCTORS IS NOT PERMITTED).
7. THE H.O.A. SWITCH SHALL BE LABELED AS "LIGHTING CONTROL" WITH THE POSITIONS "AUTO", "OFF" AND "TEST" WITH ENGRAVED NAME PLATES.
8. LIGHTING CONNECTED TO UPS BYPASS CIRCUIT.
9. COMBINATION LIGHTING MUST BE INSTALLED PRIOR TO SIGNAL TURN ON.
10. LUMINAIRE VOLTAGE SHALL BE 120V
11. POLE WIRING & FUSE KITS ARE INCLUDED IN THE LUMINAIRE PAY ITEM.
12. THE UNDERGROUND EQUIPMENT GROUND WIRE IS SHOWN IN THE TRAFFIC SIGNAL PLANS AND IS INCLUDED IN THE SIGNAL PLANS. IT IS SHARED GROUND BETWEEN SIGNALS AND LIGHTING.

MODEL: Default
 FILE: \\pww\pww-bentley.com\pww\DOT\Documents\DOT_Offices\District_1\Projects\Dist1\2323\2323\2323\2323\2323\2323\2323\2323.dgn

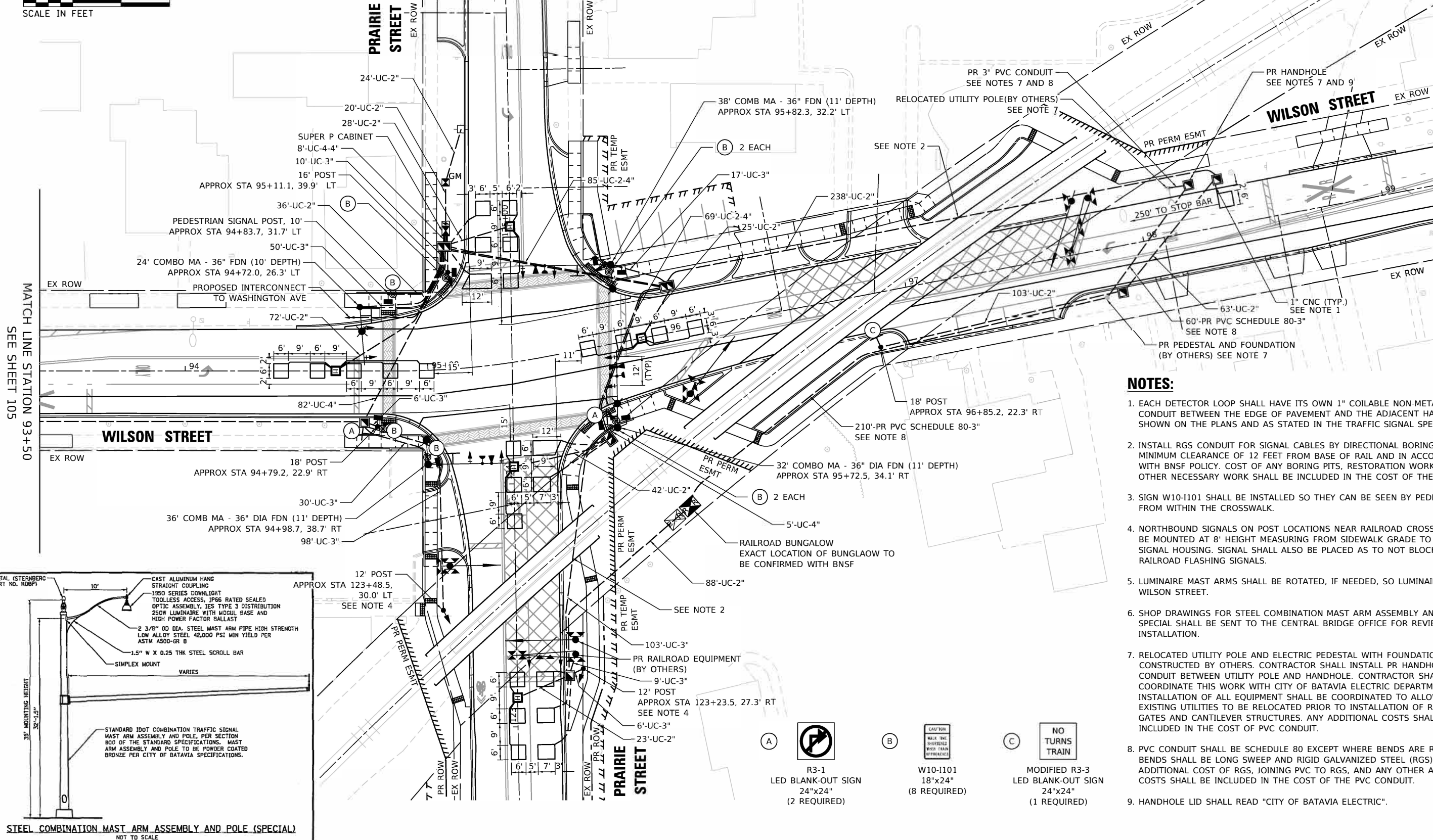
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	DRAWN -	REVISED - R. TOMSONS 3/22/18
PLOT SCALE = 100,0000' / in.	CHECKED - RT	REVISED - T.G. 8/03/2021
PLOT DATE = 5/5/2022	DATE - 08/18/2014	REVISED - T.G. 5/05/2022

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

COMBINATION LIGHTING, TRAFFIC SIGNAL SCHEMATIC

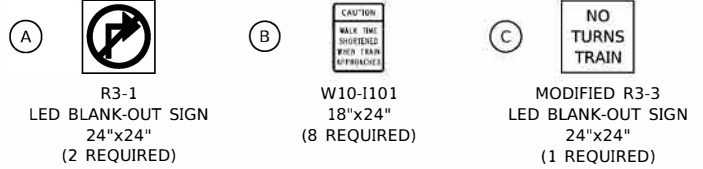
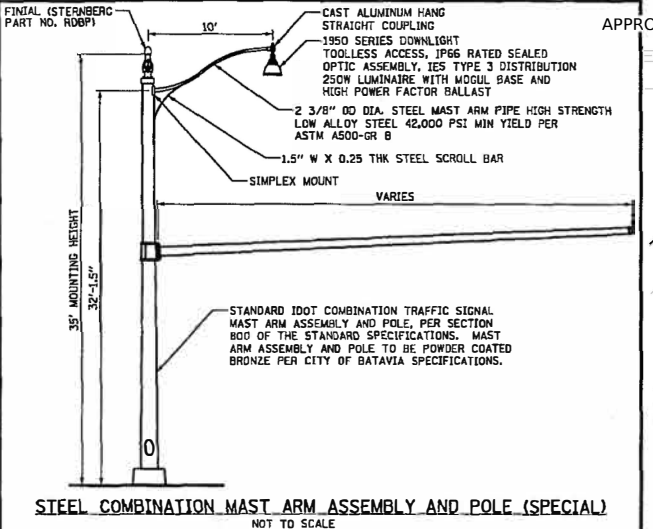
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	103
BE-240		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. INSTALL RGS CONDUIT FOR SIGNAL CABLES BY DIRECTIONAL BORING WITH A MINIMUM CLEARANCE OF 12 FEET FROM BASE OF RAIL AND IN ACCORDANCE WITH BNSF POLICY. COST OF ANY BORING PITS, RESTORATION WORK, AND ANY OTHER NECESSARY WORK SHALL BE INCLUDED IN THE COST OF THE CONDUIT.
3. SIGN W10-I101 SHALL BE INSTALLED SO THEY CAN BE SEEN BY PEDESTRIANS FROM WITHIN THE CROSSWALK.
4. NORTHBOUND SIGNALS ON POST LOCATIONS NEAR RAILROAD CROSSING SHALL BE MOUNTED AT 8' HEIGHT MEASURING FROM SIDEWALK GRADE TO BOTTOM OF SIGNAL HOUSING. SIGNAL SHALL ALSO BE PLACED AS TO NOT BLOCK THE RAILROAD FLASHING SIGNALS.
5. LUMINAIRE MAST ARMS SHALL BE ROTATED, IF NEEDED, SO LUMINAIRE IS OVER WILSON STREET.
6. SHOP DRAWINGS FOR STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, SPECIAL SHALL BE SENT TO THE CENTRAL BRIDGE OFFICE FOR REVIEW PRIOR TO INSTALLATION.
7. RELOCATED UTILITY POLE AND ELECTRIC PEDESTAL WITH FOUNDATION TO BE CONSTRUCTED BY OTHERS. CONTRACTOR SHALL INSTALL PR HANDHOLE AND CONDUIT BETWEEN UTILITY POLE AND HANDHOLE. CONTRACTOR SHALL COORDINATE THIS WORK WITH CITY OF BATAVIA ELECTRIC DEPARTMENT. INSTALLATION OF ALL EQUIPMENT SHALL BE COORDINATED TO ALLOW FOR EXISTING UTILITIES TO BE RELOCATED PRIOR TO INSTALLATION OF RAILROAD GATES AND CANTILEVER STRUCTURES. ANY ADDITIONAL COSTS SHALL BE INCLUDED IN THE COST OF PVC CONDUIT.
8. PVC CONDUIT SHALL BE SCHEDULE 80 EXCEPT WHERE BENDS ARE REQUIRED. BENDS SHALL BE LONG SWEEP AND RIGID GALVANIZED STEEL (RGS). ANY ADDITIONAL COST OF RGS, JOINING PVC TO RGS, AND ANY OTHER ASSOCIATED COSTS SHALL BE INCLUDED IN THE COST OF THE PVC CONDUIT.
9. HANDHOLE LID SHALL READ "CITY OF BATAVIA ELECTRIC".



TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

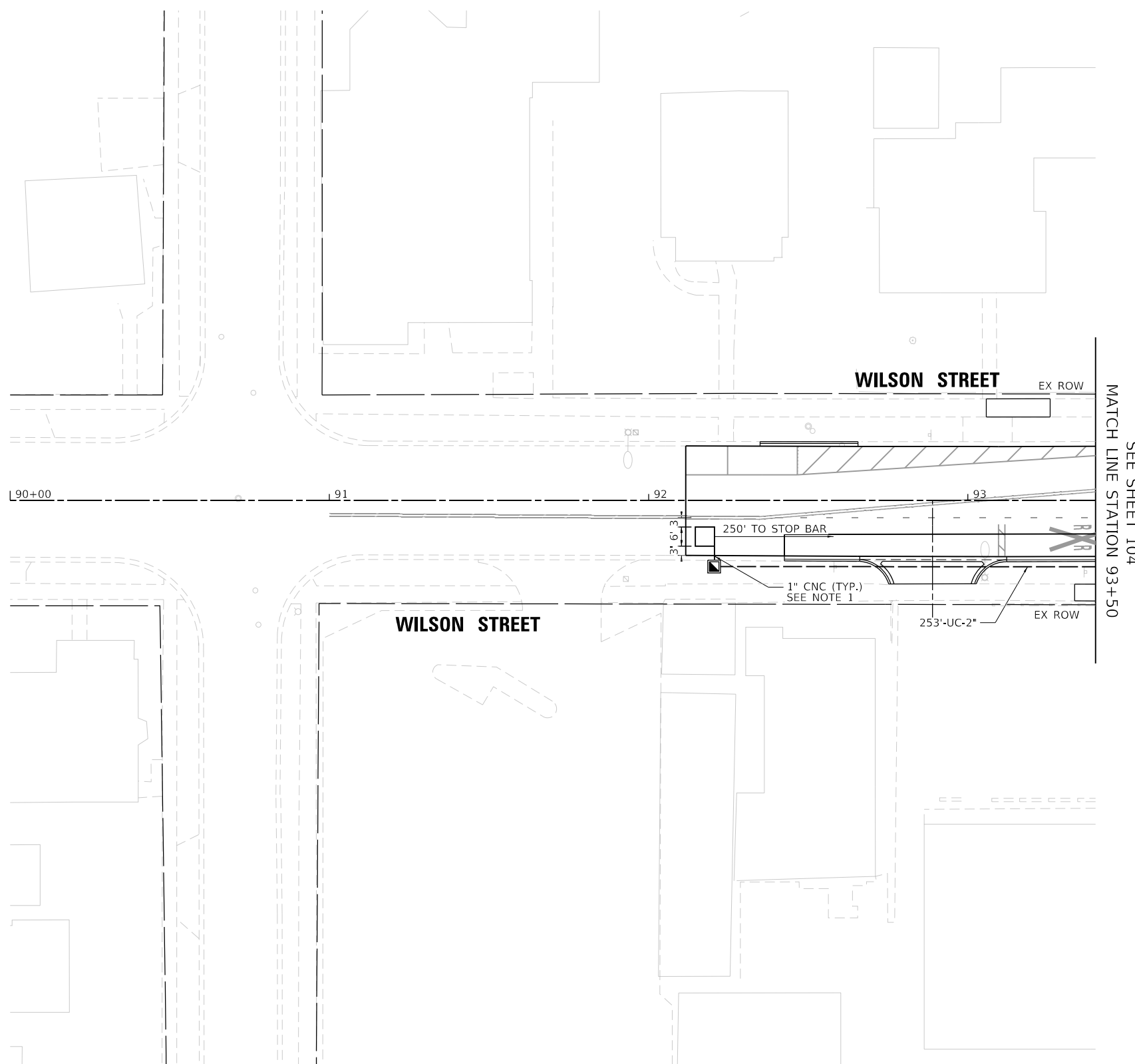
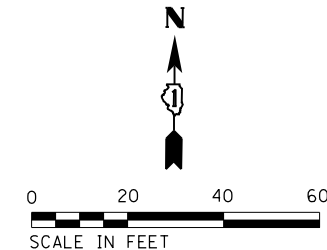
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	PLOT DATE = 2/15/2023	CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS
TRAFFIC SIGNAL EQUIPMENT PLAN**

SCALE: 1"=20' SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 104
ILLINOIS / FED. AID PROJECT			CONTRACT NO. 61J35	



NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

FILE NAME = 0002-shr-TS102	USER NAME = sbpottorff	DESIGNED - JRD	REVISED -
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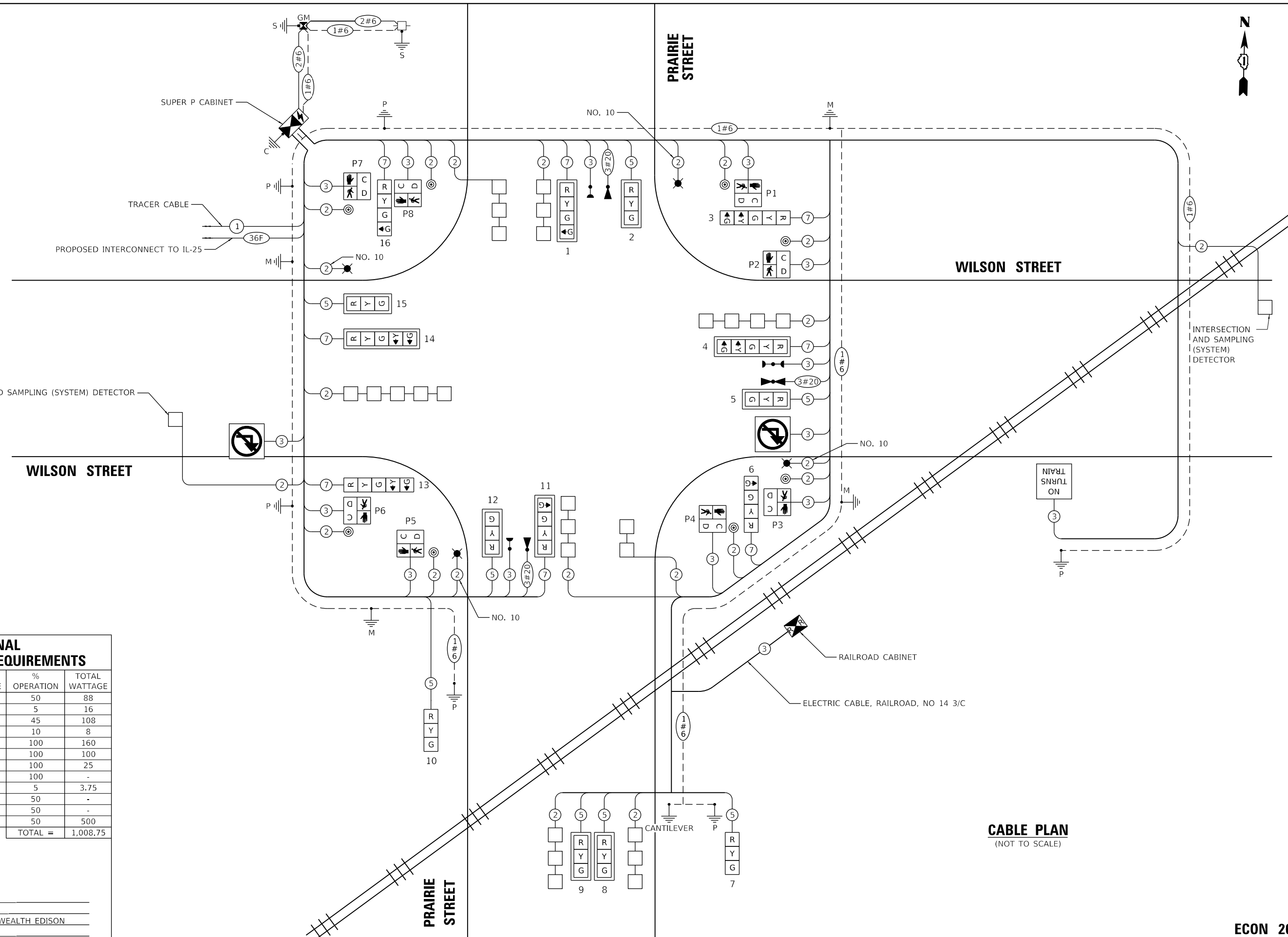
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS
TRAFFIC SIGNAL EQUIPMENT PLAN**

SCALE: 1"=20' SHEET 2 OF 6 SHEETS STA. TO STA.

ECON 26

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	105
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88
(YELLOW)	16	20	5	16
(GREEN)	20	12	45	108
PERMISSIVE ARROW	8	10	10	8
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
PTZ VIDEO SYSTEM	0	115	100	-
BLANK-OUT SIGN	3	25	5	3.75
FLASHER	0	-	50	-
STREET NAME SIGN	0	120	50	-
LUMINAIRE	4	250	50	500
TOTAL =				1,008.75

ENERGY COSTS TO:
 CITY OF BATAVIA

 ENERGY SUPPLY: CONTACT: _____
 PHONE: _____
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: _____

CABLE PLAN
 (NOT TO SCALE)

FILE NAME = 0002-sh-t-TS121	USER NAME = sbpottorff	DESIGNED - JRD	REVISED -
Default	PLOT SCALE = 40,0000 ' / in.	DRAWN - JRD	REVISED -
	PLOT DATE = 2/15/2023	CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS TRAFFIC SIGNAL CABLE PLAN

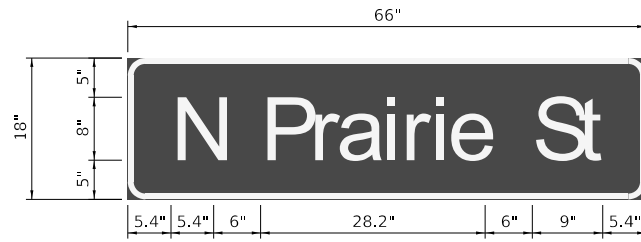
SCALE: NONE SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	106
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

ECON 26

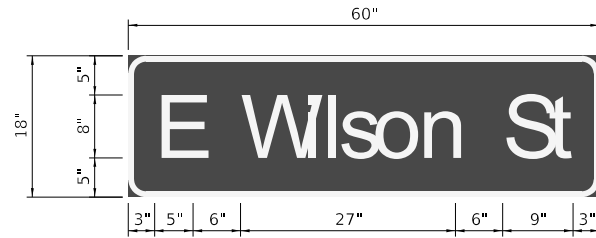
SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	INTERSECTION QTY. REQUIRED
D	8.25	1	ZZ	2

SIGNS SHALL BE DOUBLE-SIDED



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	INTERSECTION QTY. REQUIRED
D	7.5	1	ZZ	2

SIGNS SHALL BE DOUBLE-SIDED

NOTES:

- FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

SCHEDULE OF QUANTITIES

PAY ITEM NAME	UNIT	QTY TOTAL
SIGN PANEL - TYPE 1	SQ FT	56
ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1,015
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	330
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	430
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	300
HANDHOLE	EACH	6
HEAVY-DUTY HANDHOLE	EACH	5
DOUBLE HANDHOLE	EACH	3
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2,500
PAINT NEW TRAFFIC SIGNAL POST	EACH	6
PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	2
PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FOOT	EACH	2
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,020
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,680
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,035
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,310
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	5,250
ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	1,215
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	75
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,395
TRAFFIC SIGNAL POST, GALVANIZED STEEL 12 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	20
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	43
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	10
DETECTOR LOOP, TYPE I	FOOT	980
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	655
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
LUMINAIRE (SPECIAL)	EACH	4
SPARE RAILROAD, FULL ACTUATED CONTROLLER, SPECIAL	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
COMBINATION LIGHTING CONTROLLER	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT. (SPECIAL)	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT. (SPECIAL)	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT. (SPECIAL)	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT. (SPECIAL)	EACH	1
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
ILLUMINATED SIGN, SPECIAL	EACH	3
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

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Default	PLOT SCALE = 40.0000 ' / in.	DRAWN - JRD	REVISED -
	PLOT DATE = 2/15/2023	CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	107
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

SEQUENCE OF OPERATIONS

MOVEMENT	↑ N	1 + 5				1 + 6			2 + 5			2 + 6				3				4				FLASH	
		1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	17A	17B	18	19		20A
PHASE		1 + 5				1 + 6			2 + 5			2 + 6				3				4					
INTERVAL		1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	17A	17B	18	19	20A	20B
CHANGE TO			2+6	1+6	2+5	θ	θ	2+6	θ	θ	2+6			3	4			4	1+5	2+5	2+6			1+5	2+5
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (3,4)	E/B	R ← G	R ← Y	R ← Y	R ← G	R	R	R	G ← G	G ← G	G ← Y	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
WILSON STREET RIGHT MAST ARM SIGNAL (5)	E/B	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (13,14)	W/B	R ← G	R ← Y	R ← G	R ← Y	G ← G	G ← G	G ← Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
WILSON STREET RIGHT MAST ARM SIGNAL (15)	W/B	R	R	R	R	G	G	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
PRAIRIE STREET (NORTH OF INTERSECTION) LEFT MAST ARM AND FAR LEFT SIGNALS (1,16)	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ← G	G ← G	G ← G	G ← G	Y	R	R	R	R	R
PRAIRIE STREET (NORTH OF INTERSECTION) RIGHT MAST ARM SIGNAL (2)	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	R	R	R	R
PRAIRIE STREET (SOUTH OF INTERSECTION) ALL PRE-SIGNALS (7,8,9,10)	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R
PRAIRIE STREET LEFT MAST ARM AND FAR LEFT SIGNALS (6,11)	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ← G	G ← G	Y	R
PRAIRIE STREET RIGHT MAST ARM SIGNAL (12)	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON NORTH SIDE OF WILSON STREET (P1,P8)		H	H	H	H	*P	**FHCD	H	H	H	H	*P	**FHCD	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON SOUTH SIDE OF WILSON STREET (P4,P5)		H	H	H	H	H	H	*P	**FHCD	H	H	*P	**FHCD	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON WEST SIDE OF PRAIRIE STREET (P6,P7)		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	*P	**FHCD	H	H
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON EAST SIDE OF PRAIRIE STREET (P2,P3)		H	H	H	H	H	H	H	H	H	H	H	H	H	H	*P	**FHCD	H	H	H	H	H	H	H	H

PHASE 2+6 SHALL BE PLACED ON RECALL

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- ** FLASHING "⬇" IS TO TERMINATE AT THE COMPLETION OF PEDESTRIAN INTERVAL CLEARANCE
- θ THIS "⬆" OR FLASHING "⬇" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "⬆" OR FLASHING "⬇" INTERVALS.

P = ILLUMINATED PERSON = WALK
 FHCD = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK WITH COUNTDOWN TIMER
 H = ILLUMINATED SOLID HAND = DON'T WALK

RAILROAD PREEMPTION SEQUENCE OF OPERATIONS

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTOR NUMBER 3																PREEMPTOR NUMBER 4				PREEMPTOR NUMBER 5				PREEMPTOR NUMBER 2				
	1	5	8	11	14	18	[REDACTED]																[REDACTED]				[REDACTED]		
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	[REDACTED]																[REDACTED]				[REDACTED]				[REDACTED]				
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	2	3	4	5	CLEAR TO NORMAL SEQUENCE								
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	1Q	2	2	3	4	5	[REDACTED]	[REDACTED]								
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (3,4)	E/B	R ← Y	R	R	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	Δ	[REDACTED]							
WILSON STREET RIGHT MAST ARM SIGNAL (5)	E/B	R	R	R	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	Δ	[REDACTED]							
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (13,14)	W/B	R ← Y	Y	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	G ← G	[REDACTED]							
WILSON STREET RIGHT MAST ARM SIGNAL (15)	W/B	R	Y	R	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	[REDACTED]							
PRAIRIE STREET (NORTH OF INTERSECTION) LEFT MAST ARM AND FAR LEFT SIGNALS (1,16)	N/B	R	R	R	R	R	R	G ← G	G ← G	R	R	R	R	R	R	G ← G	G ← G	Y	R	R	Δ	[REDACTED]							
PRAIRIE STREET (NORTH OF INTERSECTION) RIGHT MAST ARM SIGNAL (2)	N/B	R	R	R	R	R	R	G	G	R	R	R	R	R	R	G	G	Y	R	R	Δ	[REDACTED]							
PRAIRIE STREET (SOUTH OF INTERSECTION) ALL PRE-SIGNALS (7,8,9,10)	N/B	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	Δ	[REDACTED]							
PRAIRIE STREET LEFT MAST ARM AND FAR LEFT SIGNALS (6,11)	S/B	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	Δ	[REDACTED]							
PRAIRIE STREET RIGHT MAST ARM SIGNAL (12)	S/B	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	Δ	[REDACTED]							
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON NORTH SIDE OF WILSON STREET (P1,P8)		H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	R	H	H	H	Δ	[REDACTED]							
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON SOUTH SIDE OF WILSON STREET (P4,P5)		H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ	[REDACTED]							
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON WEST SIDE OF PRAIRIE STREET (P6,P7)		H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	Δ	[REDACTED]							
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON EAST SIDE OF PRAIRIE STREET (P2,P3)		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	Δ	[REDACTED]							
INTERNALLY ILLUMINATED NO TURNS SIGNS		NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	NT	Δ	[REDACTED]							

Δ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER THE RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

NT = INTERNALLY ILLUMINATED "NO RIGHT TURN" AND "NO TURNS TRAINS" OR



FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

THE COUNTDOWN PEDESTRIAN SIGNAL DISPLAY SHOULD BE DISCONTINUED AND GO DARK IMMEDIATELY UPON ACTIVATION OF THE PREEMPTION TRANSITION.

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

FILE NAME = 0002-sh-t-TS171.dgn	USER NAME = sbpottorff	DESIGNED - JRD	REVISED -
Default		DRAWN - JRD	REVISED -
		CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS TRAFFIC SIGNAL AND RAILROAD PREEMPTION SEQUENCE OF OPERATIONS		F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 108
SCALE: NONE	SHEET 5	OF 6	SHEETS	STA. TO STA.	CONTRACT NO. 61J35	

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EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS

	1		5			5			8		8			11		11			14						14		18			18		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1AB	2	3	4	CLEAR TO NORMAL SEQUENCE					
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2, 3 OR 4	1C	2	1E	1F	3 OR 4	1H	2	1K	1L	3 OR 4	2	1P	1Q	3 OR 4	1S	1T	1U	1V	1W	2 OR 3	4	1Z	1AA	2 OR 4	3									
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (3,4)	E/B R ← Y	R	R	R	R	R	G ← G	G ← Y	G ← G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◆					
WILSON STREET RIGHT MAST ARM SIGNAL (5)	E/B R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◆					
WILSON STREET END OF MAST ARM AND FAR LEFT SIGNALS (13,14)	W/B R ← Y	G ← G	G ← Y	G ← G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◆					
WILSON STREET RIGHT MAST ARM SIGNAL (15)	W/B R	G	G	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◆					
PRAIRIE STREET (NORTH OF INTERSECTION) LEFT MAST ARM AND FAR LEFT SIGNALS (1,16)	N/B R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ← G	G ← G	G ← G	G	Y	R	G ← G	R	R	R	R	R	R	R	G ← G	◆				
PRAIRIE STREET (NORTH OF INTERSECTION) RIGHT MAST ARM SIGNAL (2)	N/B R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	G	R	R	R	R	R	R	R	G	◆				
PRAIRIE STREET (SOUTH OF INTERSECTION) ALL PRE-SIGNALS (7,8,9,10)	N/B R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	G	R	R	R	R	R	R	R	G	◆				
PRAIRIE STREET LEFT MAST ARM AND FAR LEFT SIGNALS (6,11)	S/B R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ← G	Y	R	G ← G	R	G ← G	R	◆	
PRAIRIE STREET RIGHT MAST ARM SIGNAL (12)	S/B R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G	R	◆	
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON NORTH SIDE OF WILSON STREET (P1,P8)	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◆			
PEDESTRIAN SIGNAL CROSSING PRAIRIE STREET ON SOUTH SIDE OF WILSON STREET (P4,P5)	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◆			
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON WEST SIDE OF PRAIRIE STREET (P6,P7)	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	◆				
PEDESTRIAN SIGNAL CROSSING WILSON STREET ON EAST SIDE OF PRAIRIE STREET (P2,P3)	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	◆				

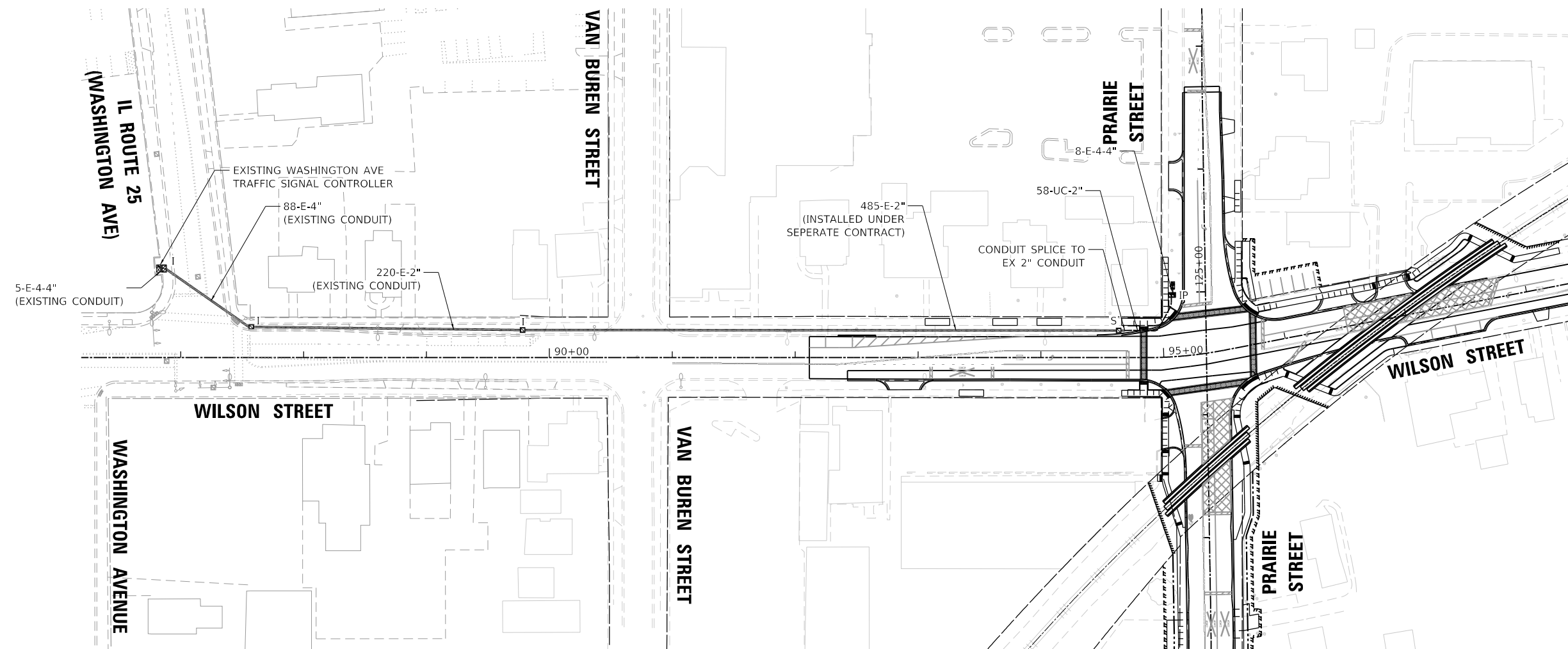
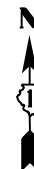
◆ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2, 3, OR 4 IS TERMINATED.

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
H = ILLUMINATED SOLID HAND = DON'T WALK

THE COUNTDOWN PEDESTRIAN SIGNAL DISPLAY SHOULD BE DISCONTINUED AND GO DARK IMMEDIATELY UPON ACTIVATION OF THE PREEMPTION TRANSITION.

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0002-shr-TS172.dgn		DRAWN - JRD	REVISED -
Default		CHECKED - GR	REVISED -
	PLOT DATE = 2/15/2023	DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	109
			CONTRACT NO. 61J35	
		ILLINOIS	FED. AID PROJECT	



TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

FILE NAME = 0002-sht-TS901.dgn	USER NAME = sbpottorff	DESIGNED - JRD	REVISED -
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	PLOT DATE = 2/15/2023	CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS
 PROPOSED INTERCONNECT PLAN**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

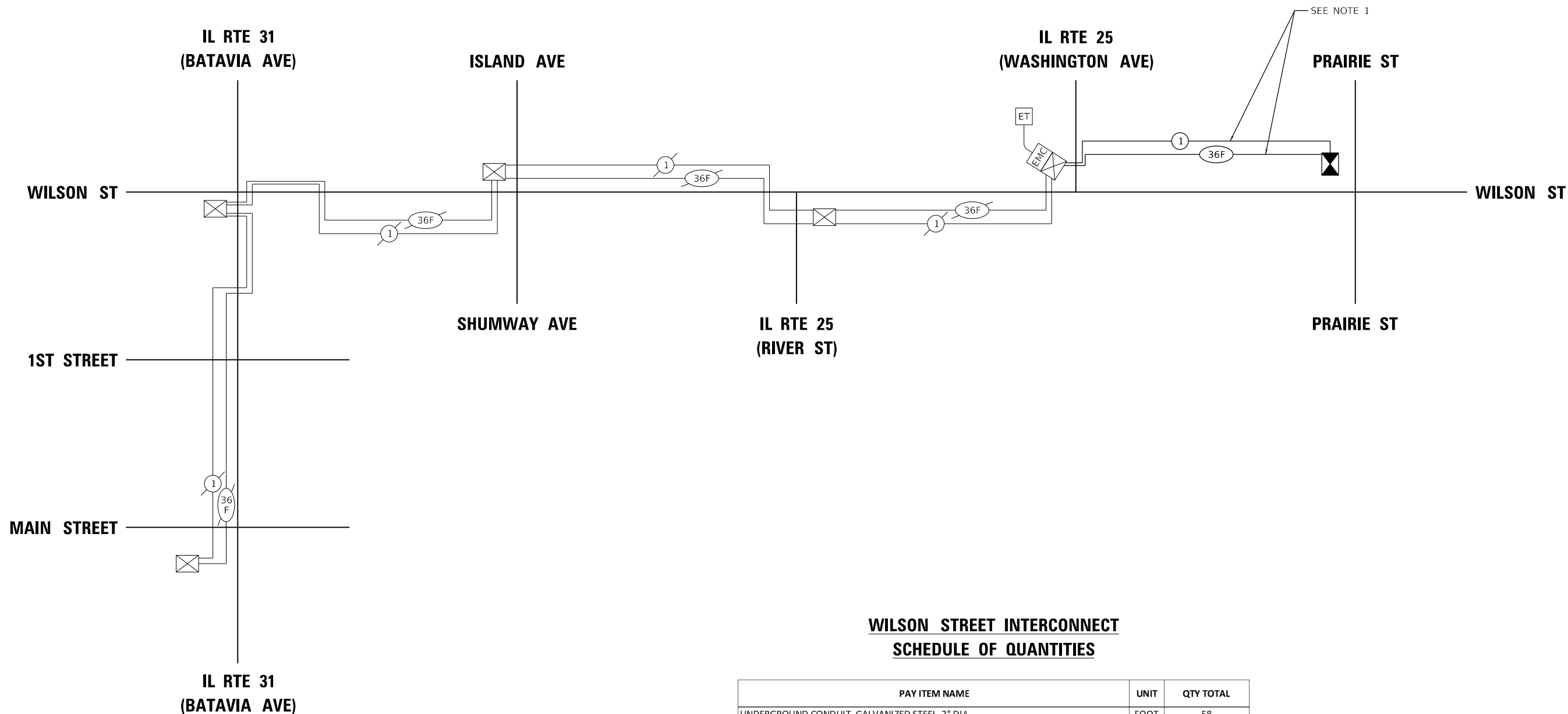
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	110
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

ECON 26



NOTES:

1. SEE INTERCONNECT PLAN VIEW FOR LOCATION OF PROPOSED INTERCONNECT FIBER AND TRACER CABLES. EXISTING CONDUIT INSTALLED UNDER A SEPERATE CONTRACT SHALL BE USED WITH CONDUIT SPLICE FOR THE PROPOSED INTERCONNECT SYSTEM.



**WILSON STREET INTERCONNECT
SCHEDULE OF QUANTITIES**

PAY ITEM NAME	UNIT	QTY TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	58
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	930
CONDUIT SPLICE	EACH	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	965

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 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
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FILE NAME = 0002-sht-TS921.dgn	USER NAME = sbpottorff	DESIGNED - JRD	REVISED -
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	PLOT DATE = 2/15/2023	CHECKED - GR	REVISED -
		DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AND WILSON STREET INTERSECTION IMPROVEMENTS
PROPOSED INTERCONNECT SCHEMATIC**

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 111
			CONTRACT NO. 61J35	
		ILLINOIS FED. AID PROJECT		






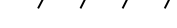







SCHEDULE OF QUANTITIES

PAY ITEM NAME	UNIT	QTY TOTAL
ELECTRIC SERVICE INSTALLATION	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	350
GULFBOX JUNCTION	EACH	1
GULFBOX JUNCTION REMOVAL	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 6 GROUND	FOOT	400
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	9
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	2
REMOVAL OF POLE FOUNDATION	EACH	3
RELOCATE EXISTING LIGHTING UNIT	EACH	1
REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	570
TEMPORARY LIGHTING SYSTEM	L SUM	1
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	18

LIGHTING GENERAL NOTES:

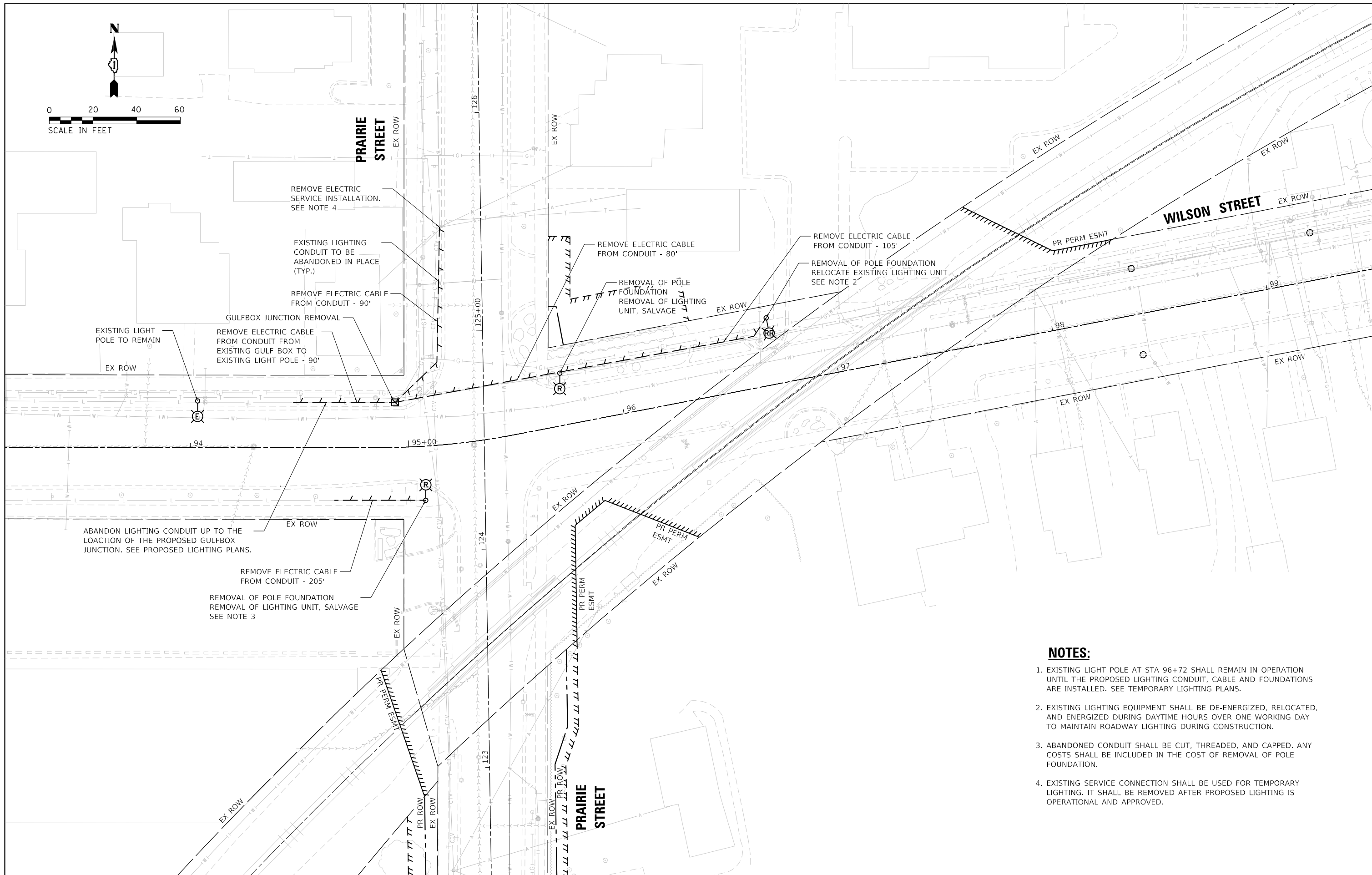
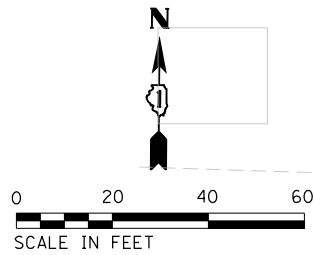
1. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION REQUIRED).
2. EXISTING LIGHTING AND REMOVAL PLANS ARE PROVIDED FOR GUIDANCE ONLY. CONTRACTOR SHALL CONFIRM EXISTING LIGHTING WIRING AND CIRCUITS PRIOR TO REMOVAL OF EXISTING EQUIPMENT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL ROADWAY LIGHTING WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE PROJECT.
4. THE CONTRACTOR SHALL COORDINATE AND STAGE TEMPORARY, PROPOSED, RELOCATED LIGHTING INSTALLATIONS AND EXISTING LIGHTING REMOVALS SUCH THAT NO SECTION OF THE ROADWAY THAT IS CURRENTLY ILLUMINATED WILL BE WITHOUT LIGHT FOR ANY NIGHTTIME PERIOD.
5. CONTRACTOR SHALL VERIFY THE REQUIREMENTS FOR THE ELECTRIC SERVICE FOR THE PROPOSED ROADWAY LIGHTING. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TIMELY NOTIFY AND COORDINATE WITH THE ELECTRIC UTILITY COMPANY.
6. ROADWAY LIGHTING REQUIREMENTS FOR THIS PROJECT SHALL COMPLY WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), IDOT RECURRING SPECIAL PROVISIONS, CONTRACT SPECIAL PROVISIONS, AND THE AMERICAN NATIONAL STANDARD PRACTICE FOR ROADWAY LIGHTING AND THE ANSI/IES RP-8.
7. IT SHALL THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND CONFIRM WITH THE ENGINEER, THE EXACT LOCATIONS OF ALL ITEMS SHALL BE CONFIRMED WITH THE ENGINEER PRIOR TO STARTING WORK.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS AND THE LIKE SHALL REMAIN WITH THE CONTRACTOR.
9. SEE TRAFFIC SIGNAL PLANS FOR COMBINATION LIGHTING PLANS.
10. POLES SHALL NOT BE INSTALLED UNTIL RESPECTIVE FOUNDATIONS HAVE CURED, AS APPROVED BY ENGINEER.
11. EXISTING ROADWAY, SIDEWALK, OR PARKWAYS IMPACTED BY CONSTRUCTION AND NOT COVERED BY THE CIVIL PLANS SHALL BE RESTORED TO EXISTING CONDITIONS BY THE CONTRACTOR. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT FEE.

LIGHTING LEGEND:

-  EXISTING LIGHT POLE TO REMAIN
-  TEMPORARY WOOD POLE, CLASS 4, 15' MAST ARM WITH TEMPORARY LUMINAIRE, MOUNTING HEIGHT 35'
-  EXISTING LIGHT POLE TO BE REMOVED
-  EXISTING LIGHT POLE TO BE RELOCATED
-  RELOCATED LIGHT POLE ON NEW FOUNDATION
-  EXISTING CONDUIT TO BE ABANDONED
-  AERIAL CABLE WITH MESSENGER WIRE
-  ELECTRICAL CABLE IN PROPOSED CONDUIT
-  ELECTRICAL CABLE IN EXISTING CONDUIT
-  TEMPORARY LIGHTING CONTROLLER
-  TEMPORARY WOOD POLE, CLASS 4
-  EXISTING GULFBOX JUNCTION
-  PROPOSED GULFBOX JUNCTION

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	112
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



NOTES:

1. EXISTING LIGHT POLE AT STA 96+72 SHALL REMAIN IN OPERATION UNTIL THE PROPOSED LIGHTING CONDUIT, CABLE AND FOUNDATIONS ARE INSTALLED. SEE TEMPORARY LIGHTING PLANS.
2. EXISTING LIGHTING EQUIPMENT SHALL BE DE-ENERGIZED, RELOCATED, AND ENERGIZED DURING DAYTIME HOURS OVER ONE WORKING DAY TO MAINTAIN ROADWAY LIGHTING DURING CONSTRUCTION.
3. ABANDONED CONDUIT SHALL BE CUT, THREADED, AND CAPPED. ANY COSTS SHALL BE INCLUDED IN THE COST OF REMOVAL OF POLE FOUNDATION.
4. EXISTING SERVICE CONNECTION SHALL BE USED FOR TEMPORARY LIGHTING. IT SHALL BE REMOVED AFTER PROPOSED LIGHTING IS OPERATIONAL AND APPROVED.

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
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 (847) 605-9600

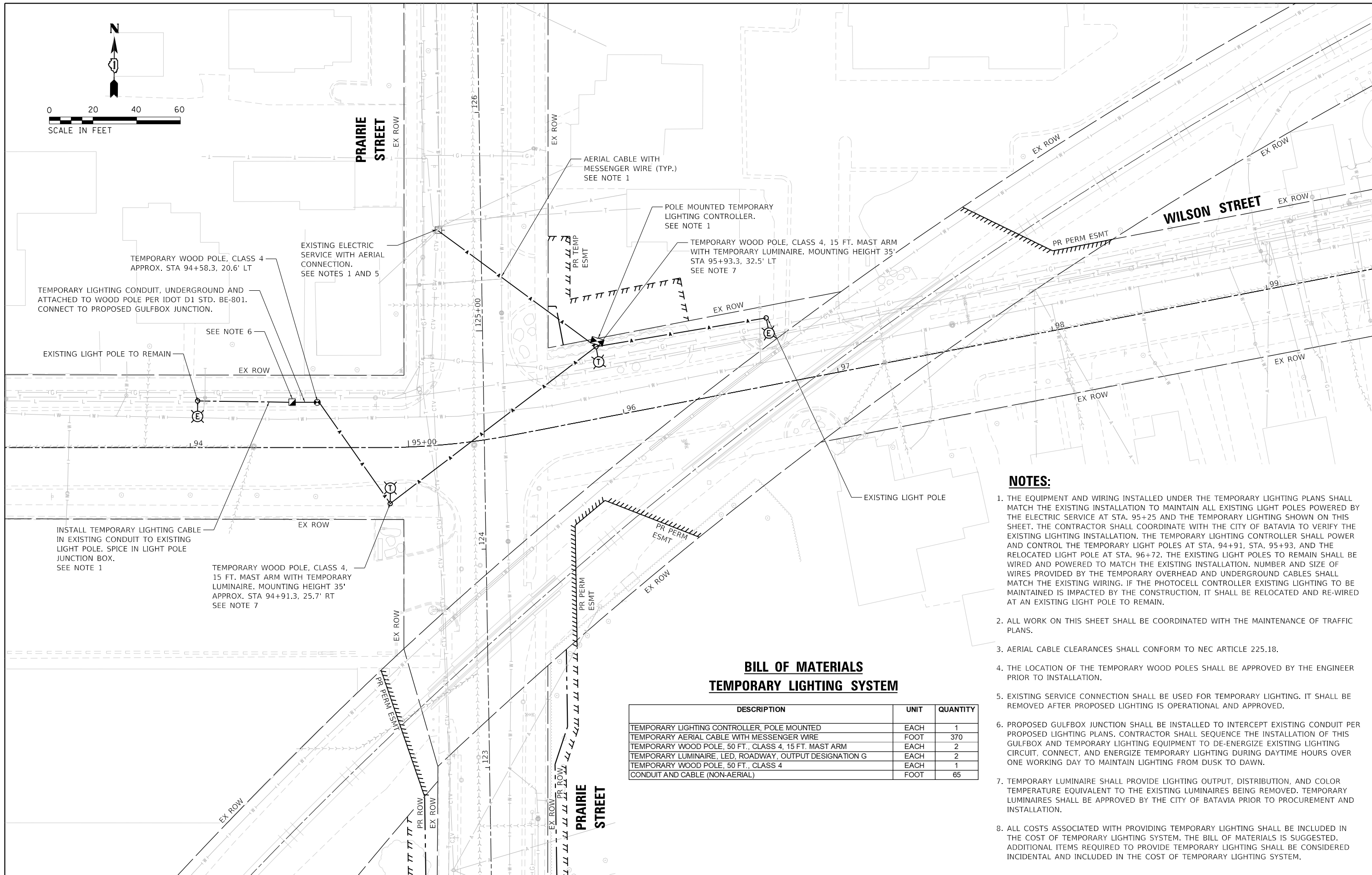
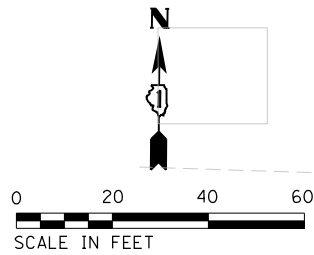
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 STREET LIGHTING REMOVAL PLAN**

SCALE: 1"=20' SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	113
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



NOTES:

1. THE EQUIPMENT AND WIRING INSTALLED UNDER THE TEMPORARY LIGHTING PLANS SHALL MATCH THE EXISTING INSTALLATION TO MAINTAIN ALL EXISTING LIGHT POLES POWERED BY THE ELECTRIC SERVICE AT STA. 95+25 AND THE TEMPORARY LIGHTING SHOWN ON THIS SHEET. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BATAVIA TO VERIFY THE EXISTING LIGHTING INSTALLATION. THE TEMPORARY LIGHTING CONTROLLER SHALL POWER AND CONTROL THE TEMPORARY LIGHT POLES AT STA. 94+91, STA. 95+93, AND THE RELOCATED LIGHT POLE AT STA. 96+72. THE EXISTING LIGHT POLES TO REMAIN SHALL BE WIRED AND POWERED TO MATCH THE EXISTING INSTALLATION. NUMBER AND SIZE OF WIRES PROVIDED BY THE TEMPORARY OVERHEAD AND UNDERGROUND CABLES SHALL MATCH THE EXISTING WIRING. IF THE PHOTOCELL CONTROLLER EXISTING LIGHTING TO BE MAINTAINED IS IMPACTED BY THE CONSTRUCTION, IT SHALL BE RELOCATED AND RE-WIRED AT AN EXISTING LIGHT POLE TO REMAIN.
2. ALL WORK ON THIS SHEET SHALL BE COORDINATED WITH THE MAINTENANCE OF TRAFFIC PLANS.
3. AERIAL CABLE CLEARANCES SHALL CONFORM TO NEC ARTICLE 225.18.
4. THE LOCATION OF THE TEMPORARY WOOD POLES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. EXISTING SERVICE CONNECTION SHALL BE USED FOR TEMPORARY LIGHTING. IT SHALL BE REMOVED AFTER PROPOSED LIGHTING IS OPERATIONAL AND APPROVED.
6. PROPOSED GULFBOX JUNCTION SHALL BE INSTALLED TO INTERCEPT EXISTING CONDUIT PER PROPOSED LIGHTING PLANS. CONTRACTOR SHALL SEQUENCE THE INSTALLATION OF THIS GULFBOX AND TEMPORARY LIGHTING EQUIPMENT TO DE-ENERGIZE EXISTING LIGHTING CIRCUIT, CONNECT, AND ENERGIZE TEMPORARY LIGHTING DURING DAYTIME HOURS OVER ONE WORKING DAY TO MAINTAIN LIGHTING FROM DUSK TO DAWN.
7. TEMPORARY LUMINAIRE SHALL PROVIDE LIGHTING OUTPUT, DISTRIBUTION, AND COLOR TEMPERATURE EQUIVALENT TO THE EXISTING LUMINAIRES BEING REMOVED. TEMPORARY LUMINAIRES SHALL BE APPROVED BY THE CITY OF BATAVIA PRIOR TO PROCUREMENT AND INSTALLATION.
8. ALL COSTS ASSOCIATED WITH PROVIDING TEMPORARY LIGHTING SHALL BE INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM. THE BILL OF MATERIALS IS SUGGESTED. ADDITIONAL ITEMS REQUIRED TO PROVIDE TEMPORARY LIGHTING SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM.

**BILL OF MATERIALS
TEMPORARY LIGHTING SYSTEM**

DESCRIPTION	UNIT	QUANTITY
TEMPORARY LIGHTING CONTROLLER, POLE MOUNTED	EACH	1
TEMPORARY AERIAL CABLE WITH MESSENGER WIRE	FOOT	370
TEMPORARY WOOD POLE, 50 FT., CLASS 4, 15 FT. MAST ARM	EACH	2
TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	2
TEMPORARY WOOD POLE, 50 FT., CLASS 4	EACH	1
CONDUIT AND CABLE (NON-AERIAL)	FOOT	65

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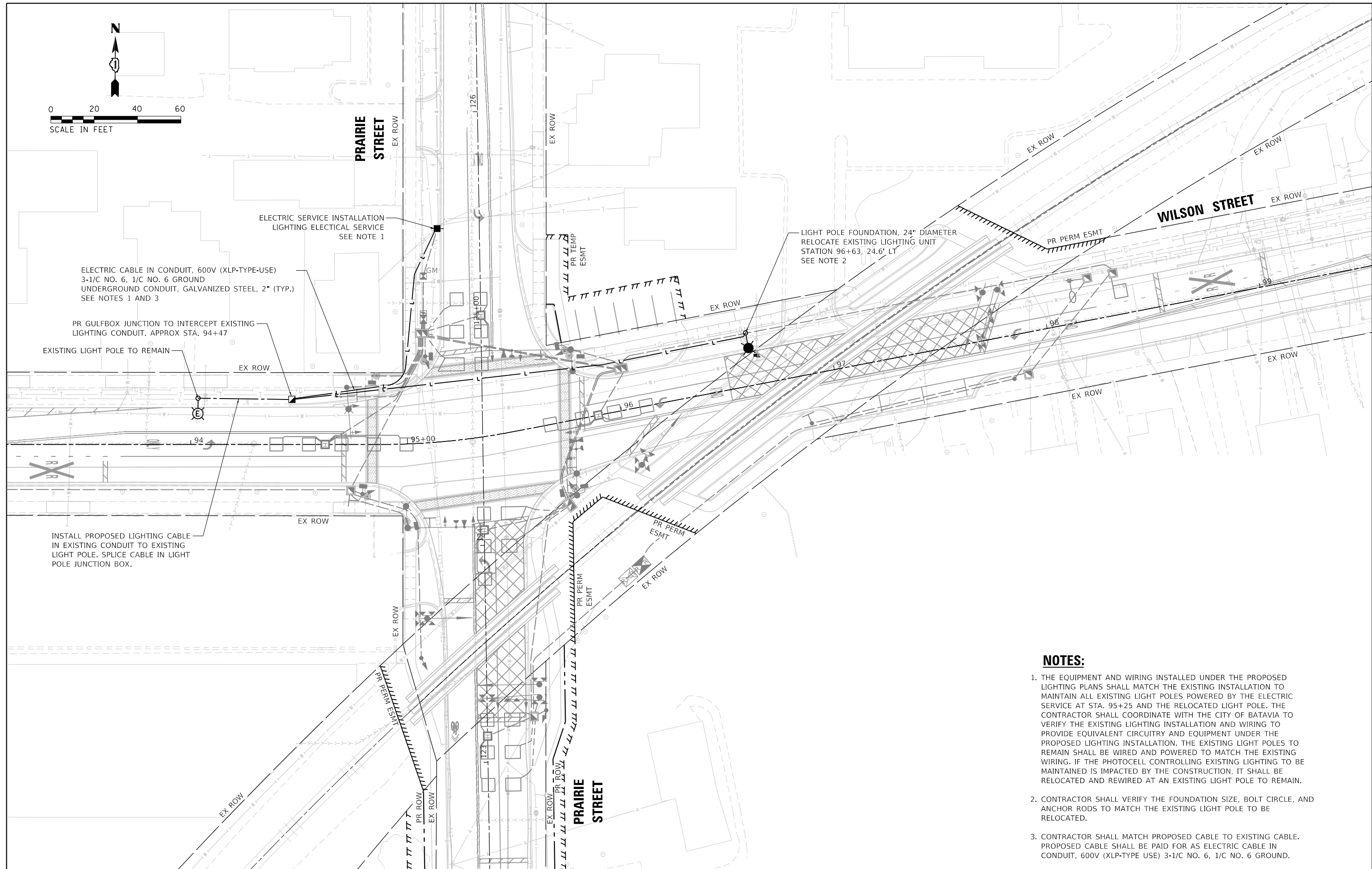
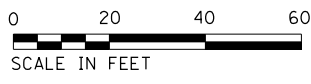
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
TEMPORARY STREET LIGHTING PLAN**

SCALE: 1"=20' SHEET 3 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	114
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



ELECTRIC SERVICE INSTALLATION
LIGHTING ELECTRICAL SERVICE
SEE NOTE 1

ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE-USE)
3-1/C NO. 6, 1/C NO. 6 GROUND
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" (TYP.)
SEE NOTES 1 AND 3

PR GULFBOX JUNCTION TO INTERCEPT EXISTING
LIGHTING CONDUIT. APPROX STA. 94+47

EXISTING LIGHT POLE TO REMAIN

LIGHT POLE FOUNDATION, 24" DIAMETER
RELOCATE EXISTING LIGHTING UNIT
STATION 96+63, 24.6' LT
SEE NOTE 2

INSTALL PROPOSED LIGHTING CABLE
IN EXISTING CONDUIT TO EXISTING
LIGHT POLE. SPLICE CABLE IN LIGHT
POLE JUNCTION BOX.

NOTES:

1. THE EQUIPMENT AND WIRING INSTALLED UNDER THE PROPOSED LIGHTING PLANS SHALL MATCH THE EXISTING INSTALLATION TO MAINTAIN ALL EXISTING LIGHT POLES POWERED BY THE ELECTRIC SERVICE AT STA. 95+25 AND THE RELOCATED LIGHT POLE. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF BATAVIA TO VERIFY THE EXISTING LIGHTING INSTALLATION AND WIRING TO PROVIDE EQUIVALENT CIRCUITRY AND EQUIPMENT UNDER THE PROPOSED LIGHTING INSTALLATION. THE EXISTING LIGHT POLES TO REMAIN SHALL BE WIRED AND POWERED TO MATCH THE EXISTING WIRING. IF THE PHOTOCCELL CONTROLLING EXISTING LIGHTING TO BE MAINTAINED IS IMPACTED BY THE CONSTRUCTION, IT SHALL BE RELOCATED AND REWIRED AT AN EXISTING LIGHT POLE TO REMAIN.
2. CONTRACTOR SHALL VERIFY THE FOUNDATION SIZE, BOLT CIRCLE, AND ANCHOR RODS TO MATCH THE EXISTING LIGHT POLE TO BE RELOCATED.
3. CONTRACTOR SHALL MATCH PROPOSED CABLE TO EXISTING CABLE. PROPOSED CABLE SHALL BE PAID FOR AS ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 6 GROUND.

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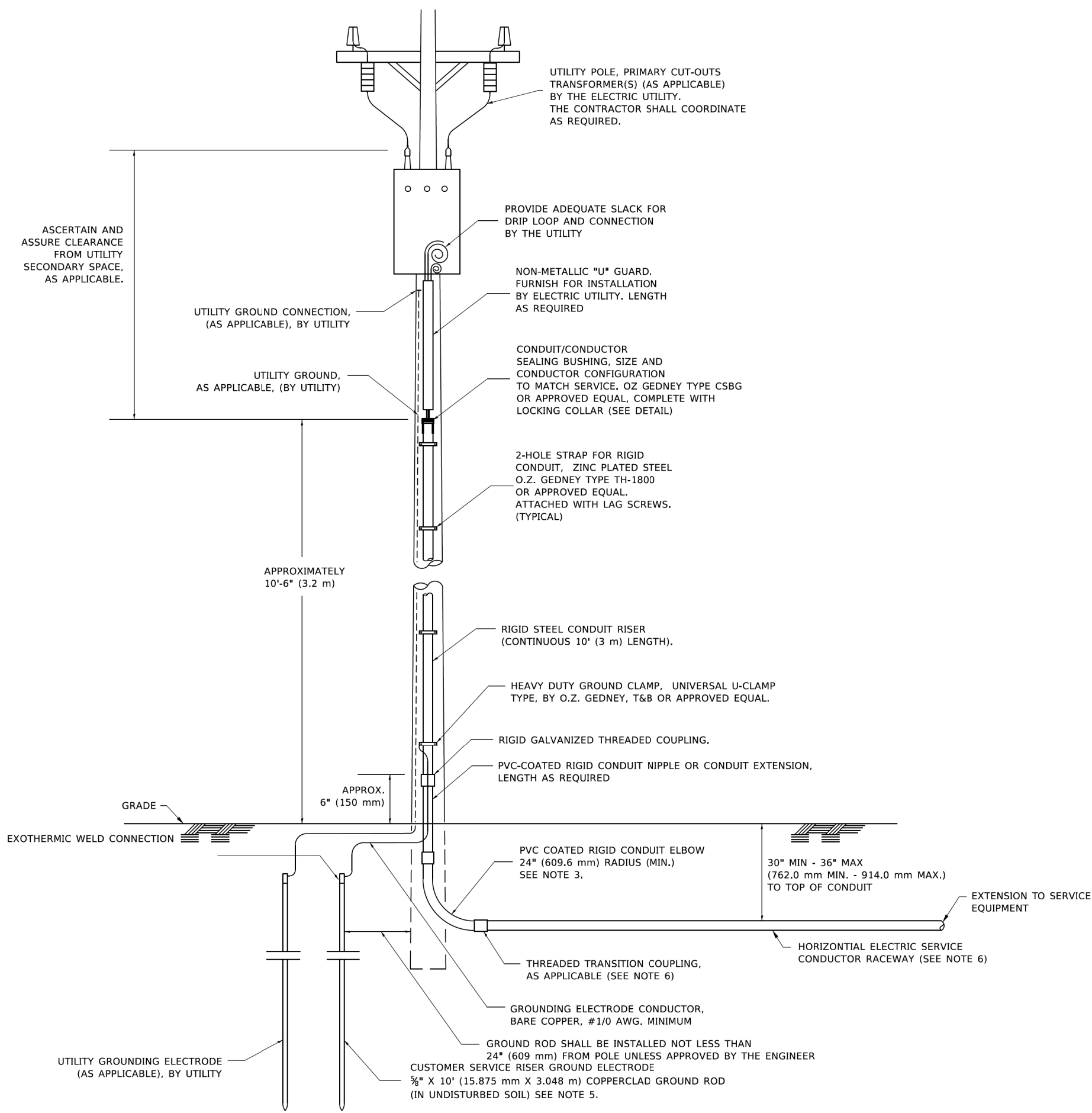
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
PROPOSED STREET LIGHTING PLAN**

SCALE: 1"=20' SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	115
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

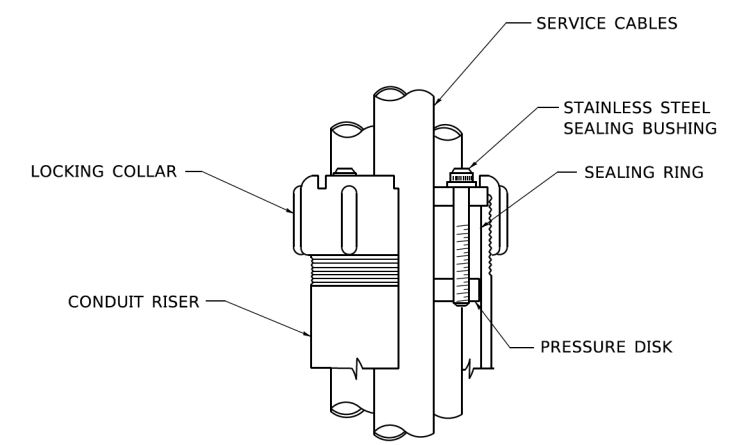


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.



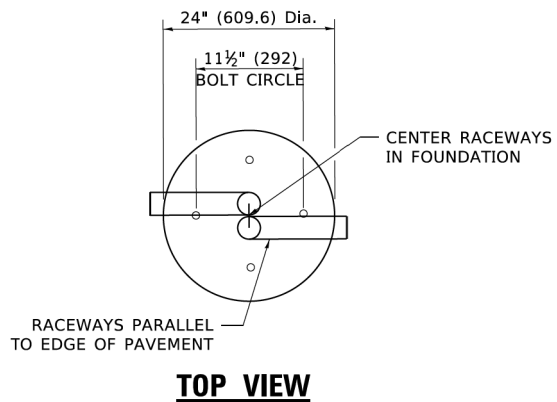
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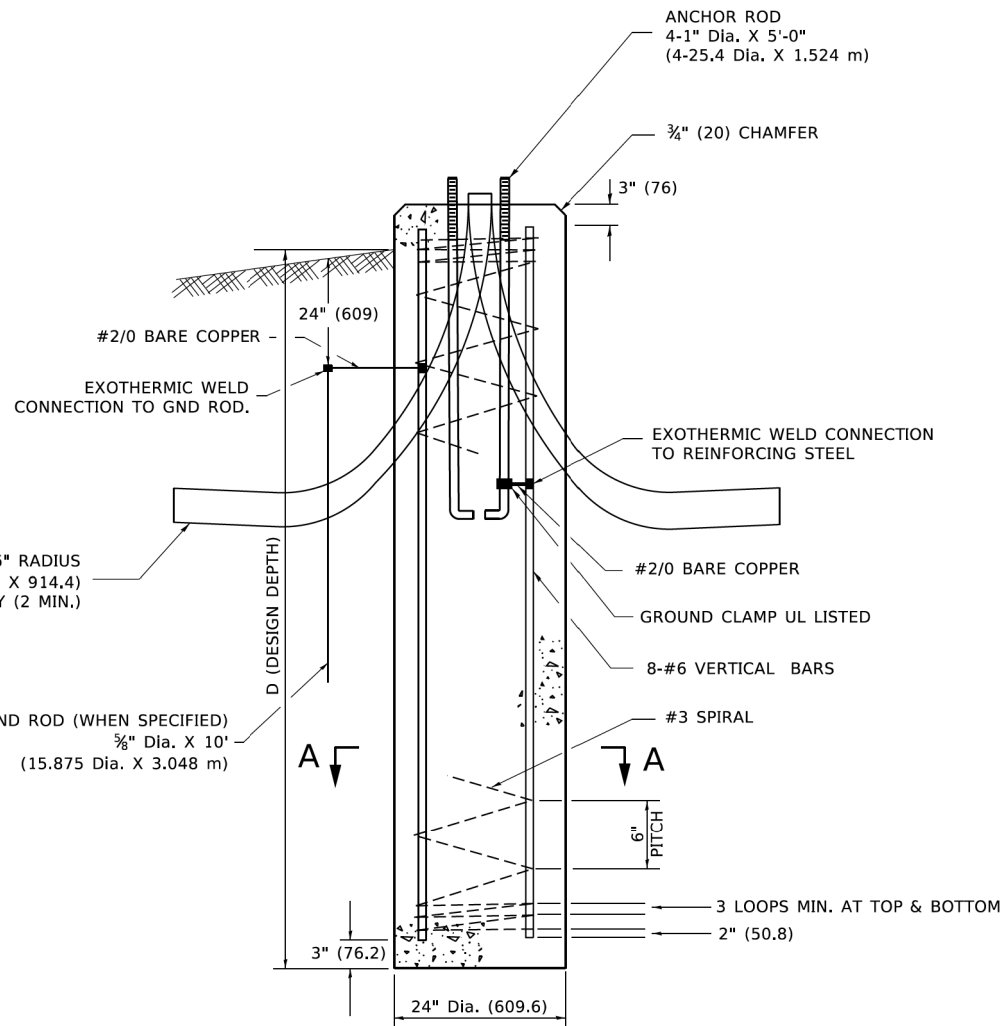
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PLOT DATE = 4/19/2019	CHECKED - MEA	REVISED -				ILLINOIS FED. AID PROJECT				
	DATE -	REVISED -								

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



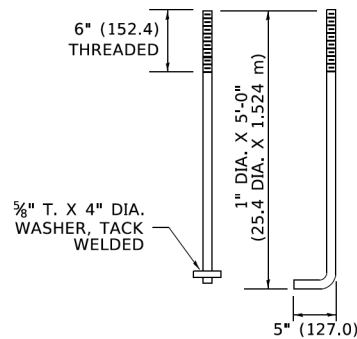
TOP VIEW



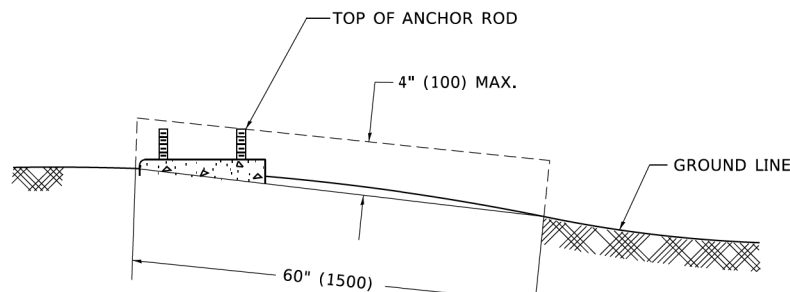
FOUNDATION DETAIL

NOTES

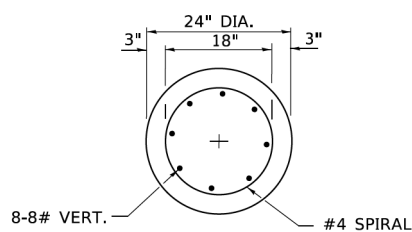
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3#4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 23#4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

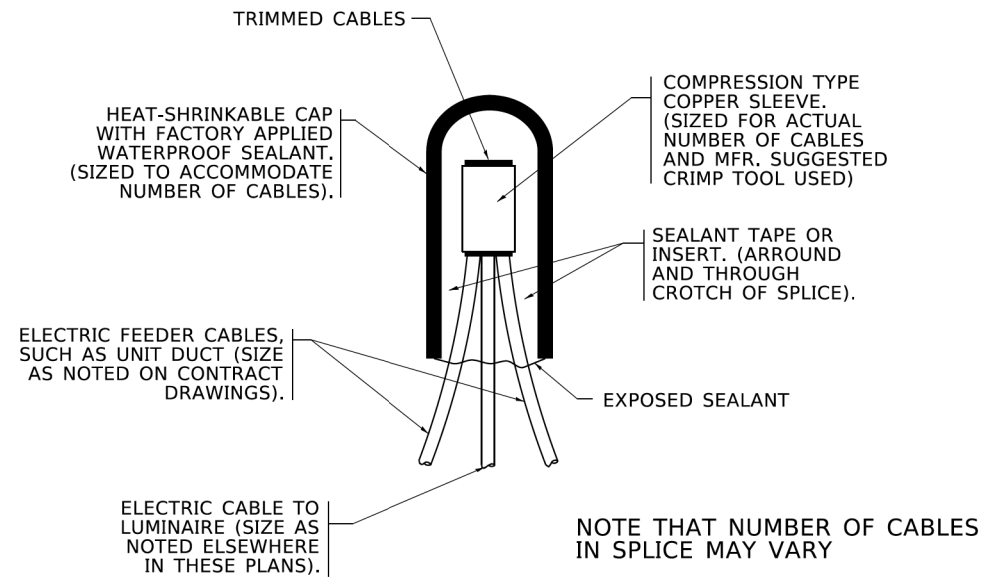
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PLOT DATE = 4/19/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

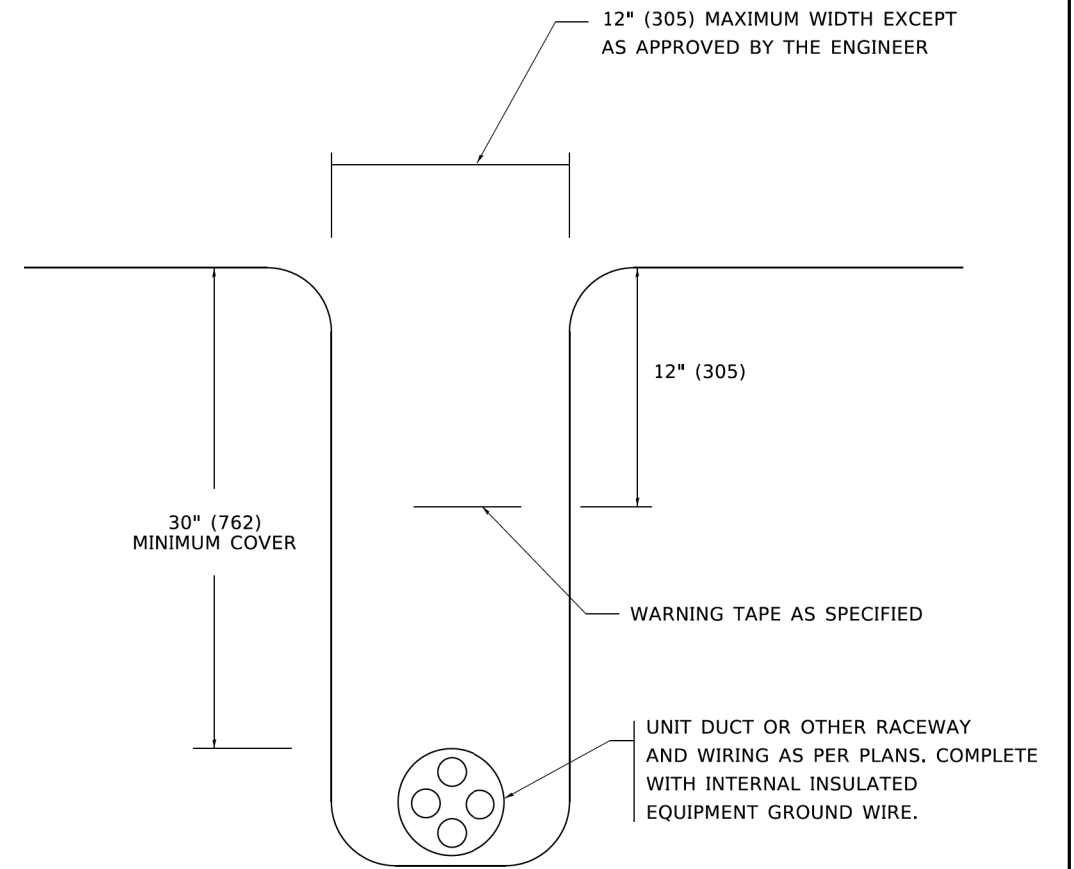
LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE
SCALE: NONE SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	117
BE-300			CONTRACT NO.	
ILLINOIS		FED. AID PROJECT		

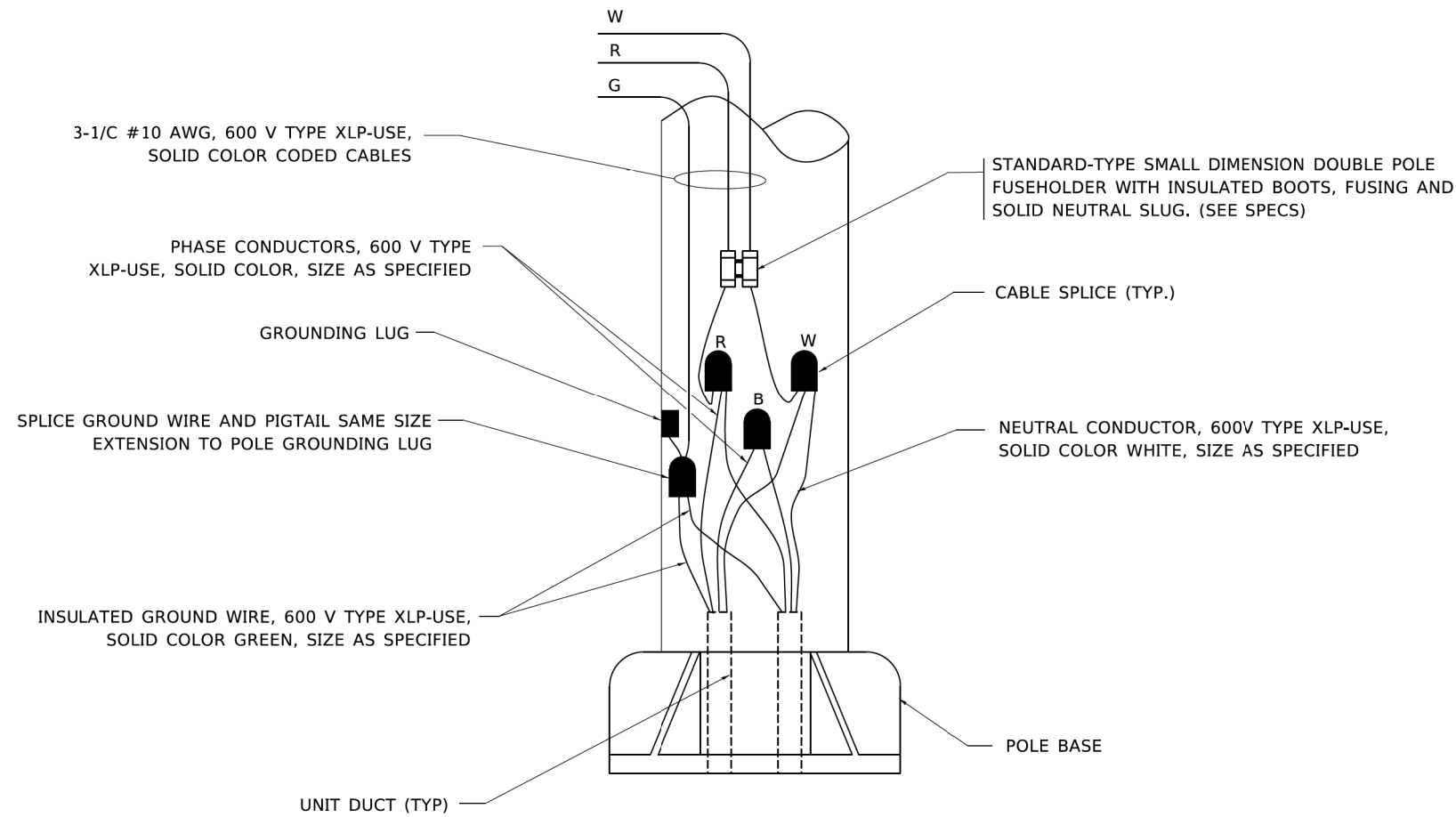


TYPICAL SPLICE DETAIL
N.T.S.

NOTE THAT NUMBER OF CABLES IN SPLICE MAY VARY



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

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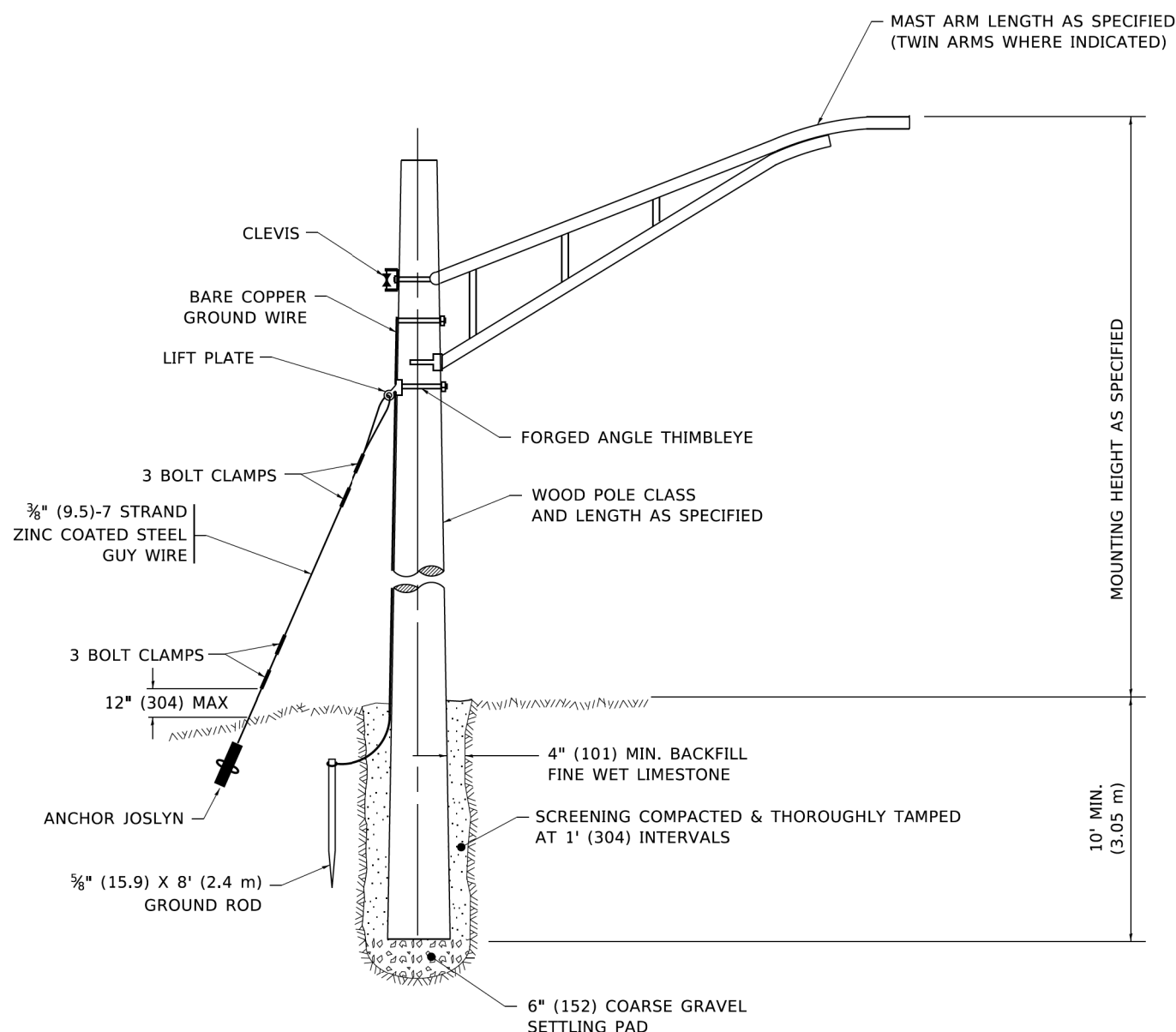
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

SCALE: NONE SHEET 7 OF 9 SHEETS STA. TO STA.

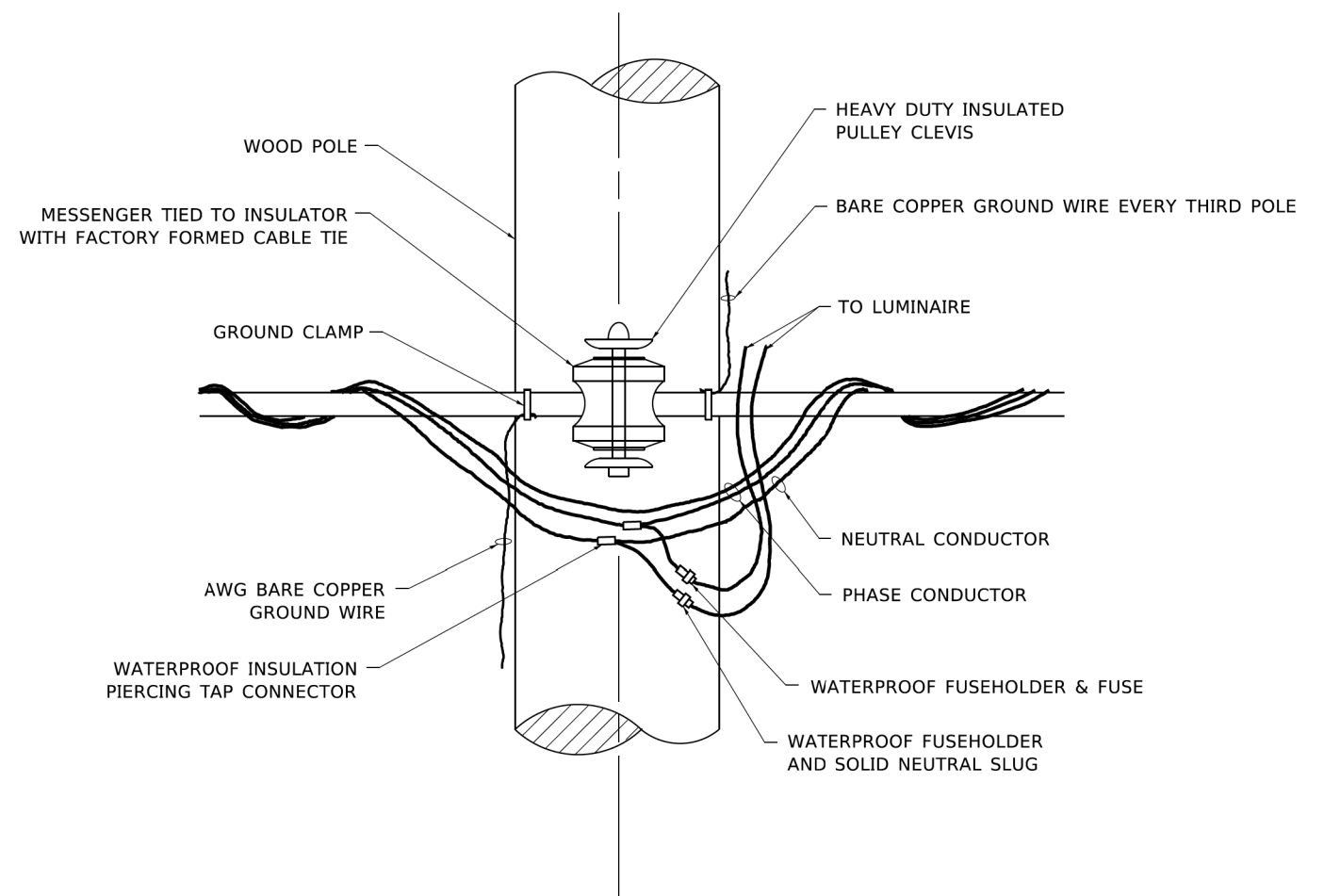
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2511	16-00086-00-FP	KANE	169	118
BE-702		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

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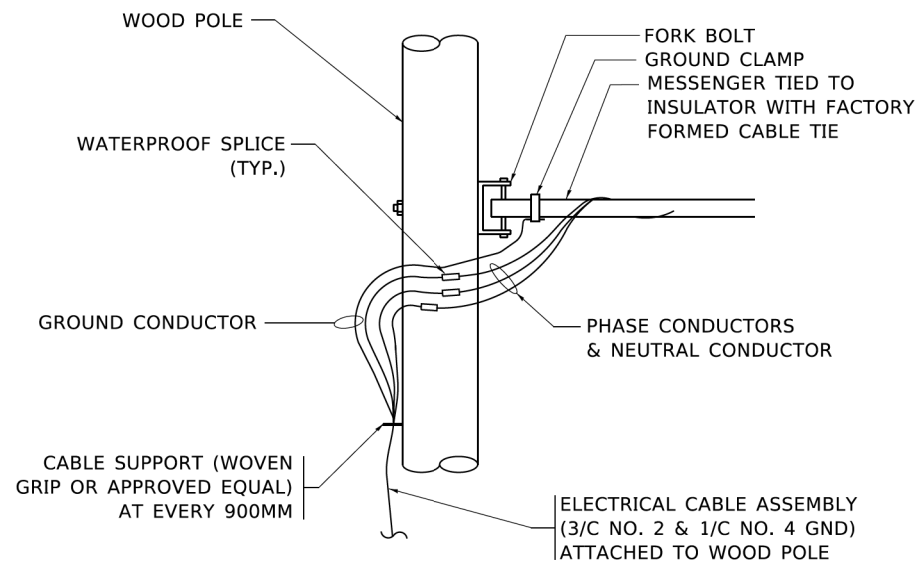
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

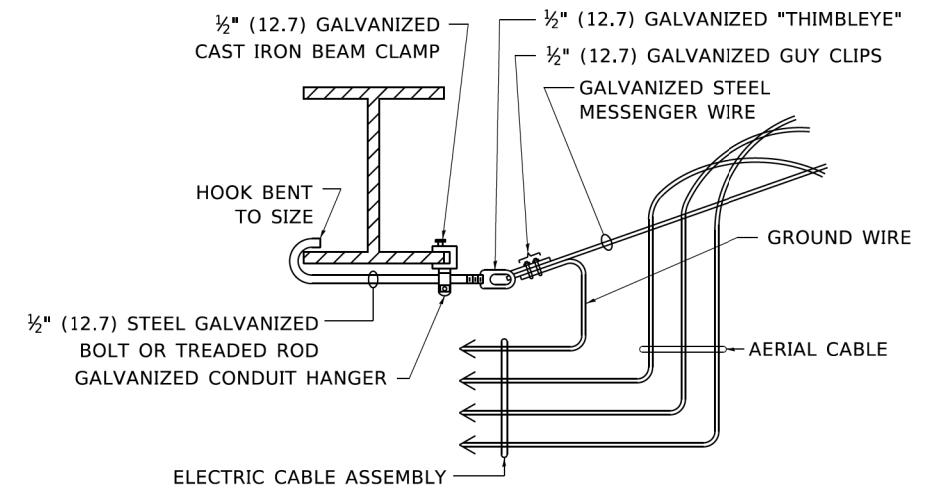
TEMPORARY LIGHT POLE DETAILS

SCALE: NONE SHEET 8 OF 91 SHEETS STA. TO STA.

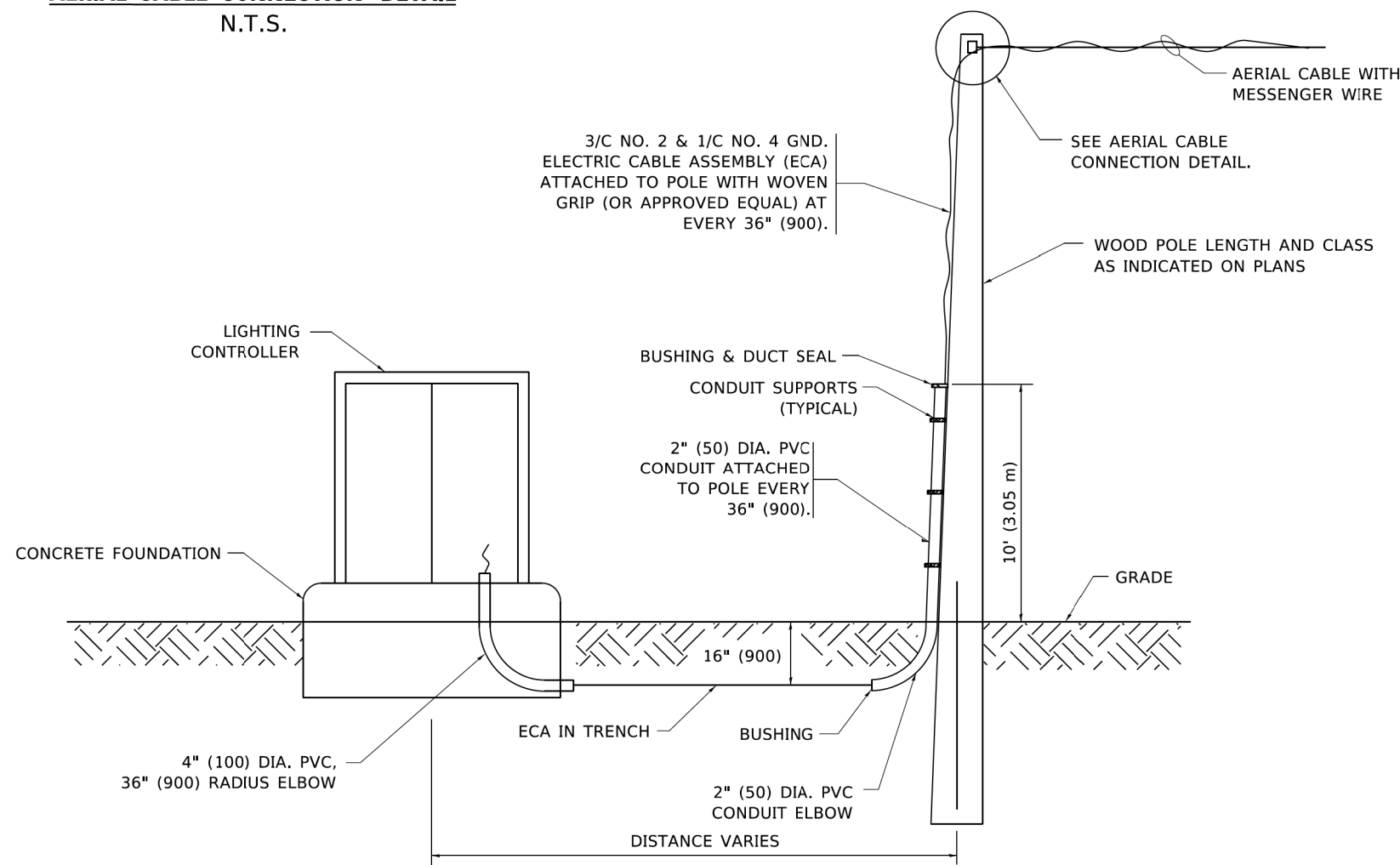
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2511	16-00086-00-FP	KANE	169	119
BE-800		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

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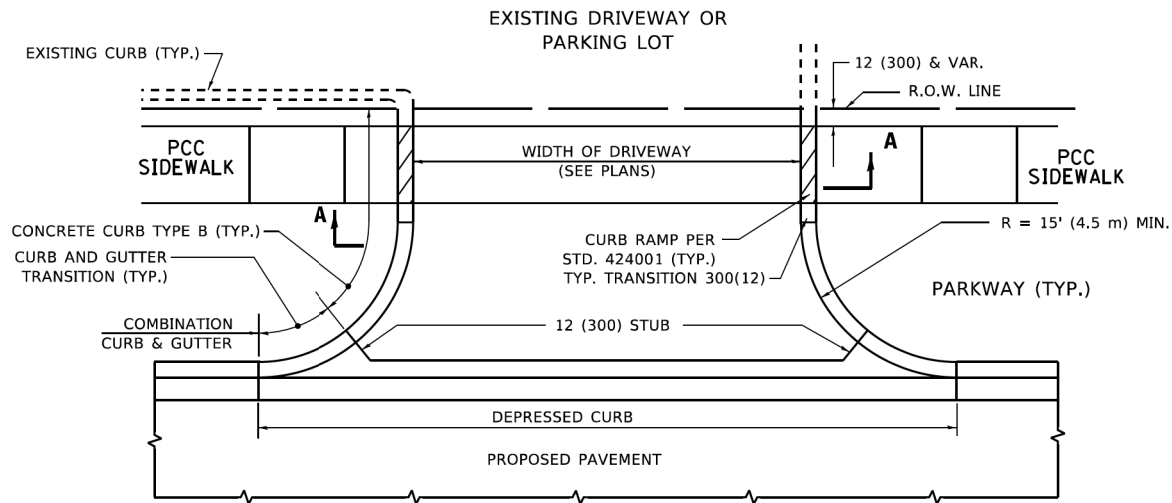
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	DRAWN -	REVISED -
PLOT SCALE = 50,0000' / ft.	CHECKED -	REVISED -
PLOT DATE = 4/19/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

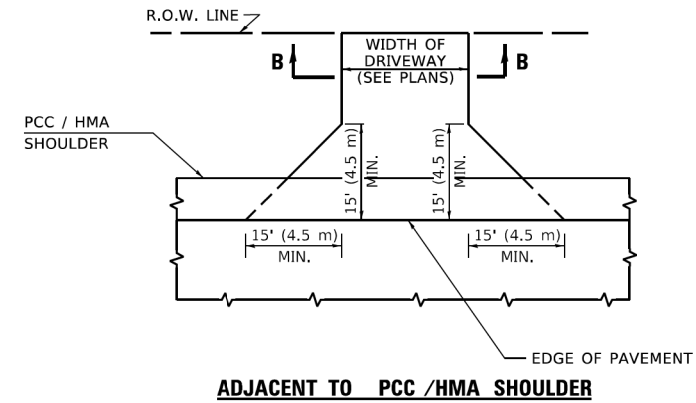
TEMPORARY AERIAL CABLE INSTALLATION

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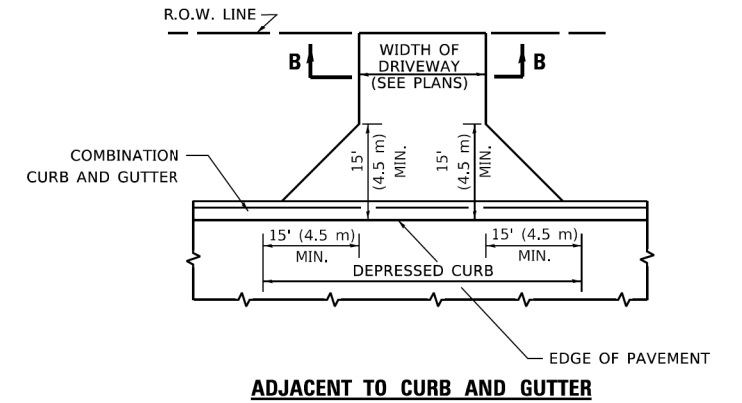
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BE-801		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				



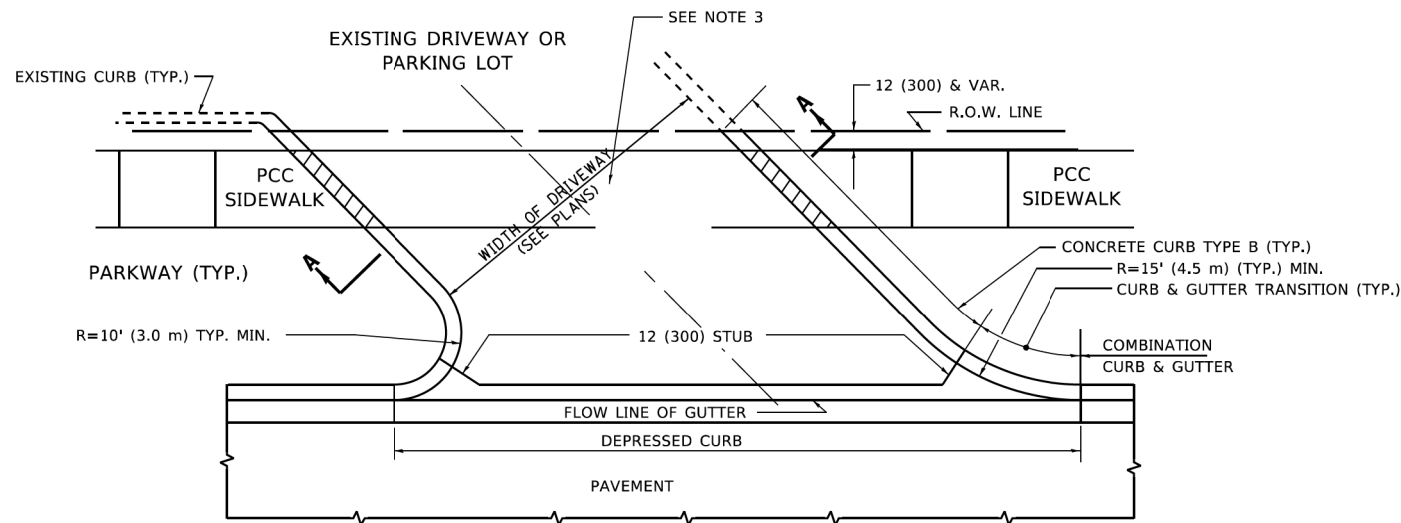
WITH CONCRETE CURB, TYPE B



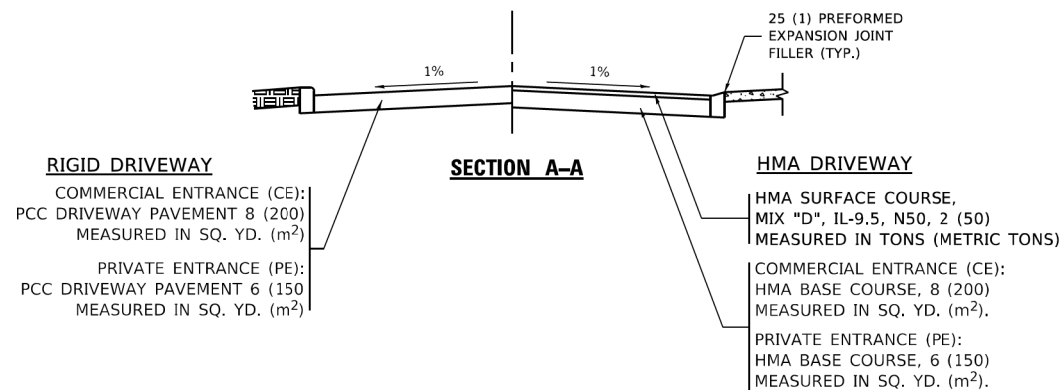
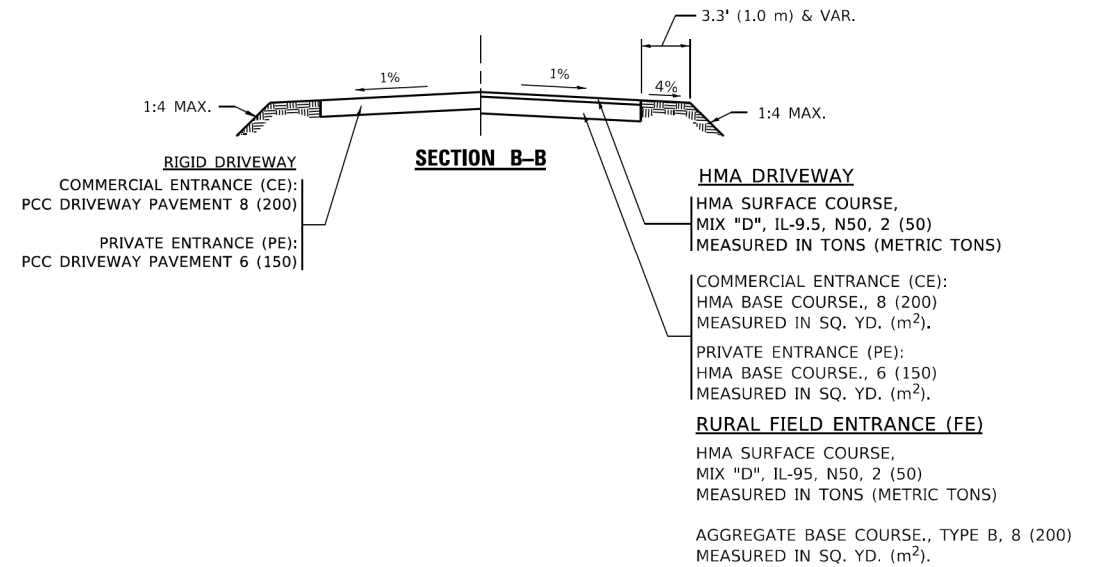
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

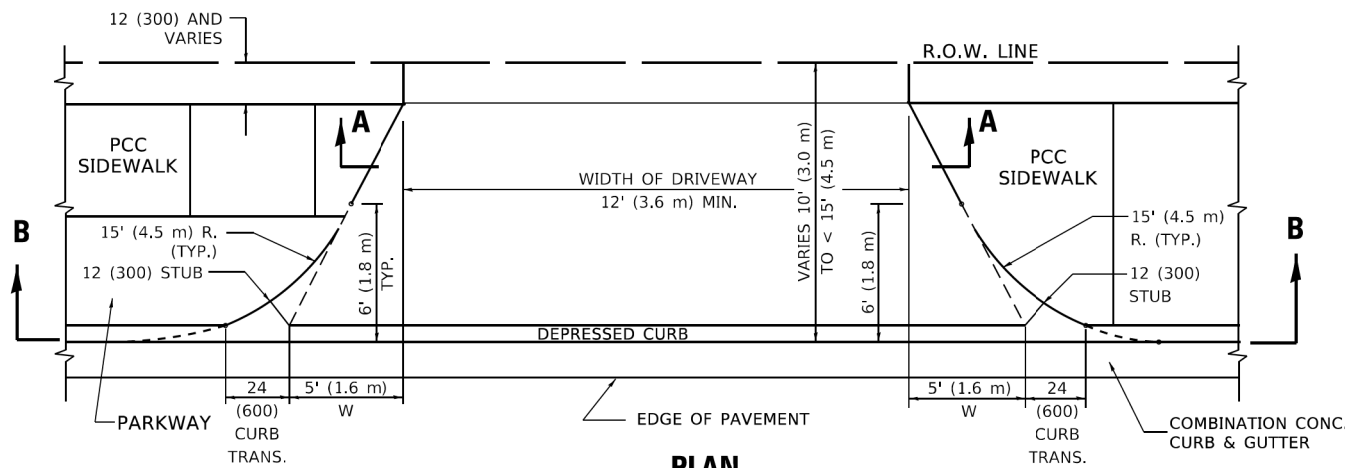
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	DRAWN -	REVISED - R. BORO 09-06-11
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. SMITH 08-28-19
PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-18-22

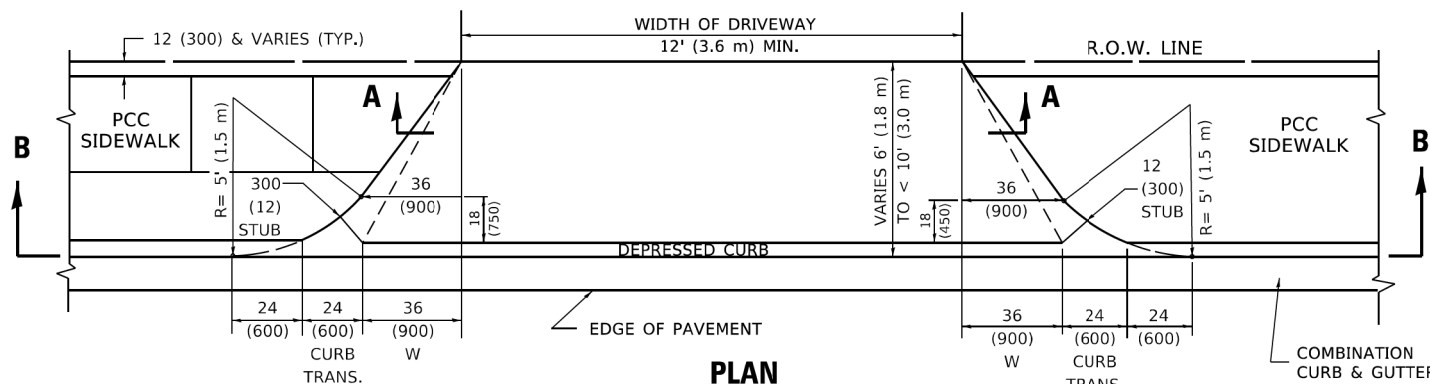
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

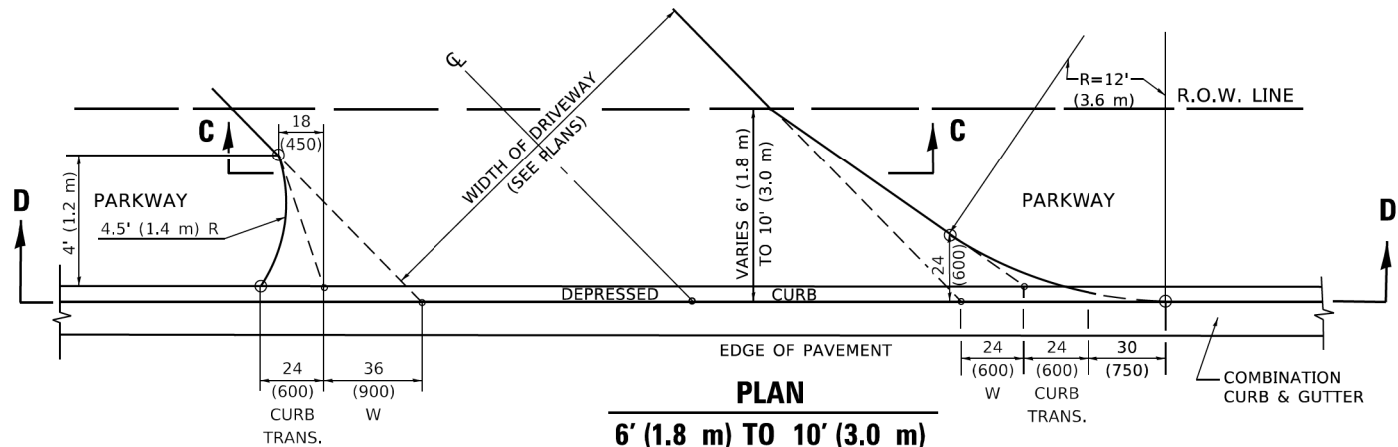
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BD400-01 (BD-01)			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				



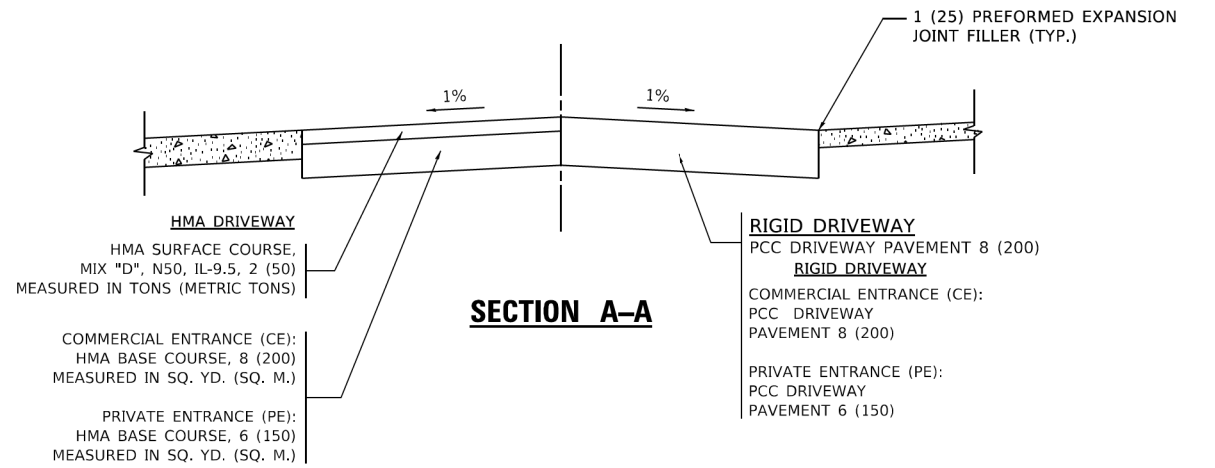
PLAN
10' (3.0 m) TO < 15' (4.5 m)



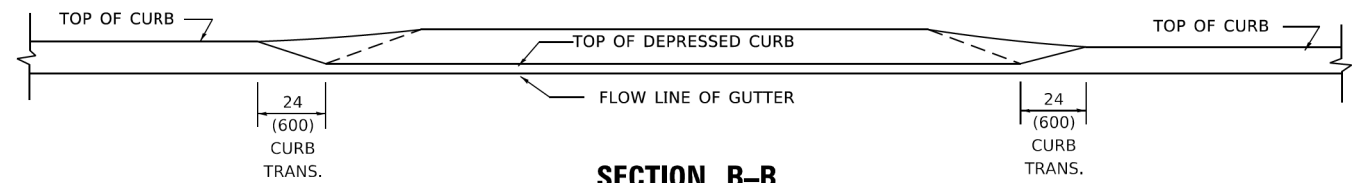
PLAN
6' (1.8 m) TO < 10' (3.0 m)



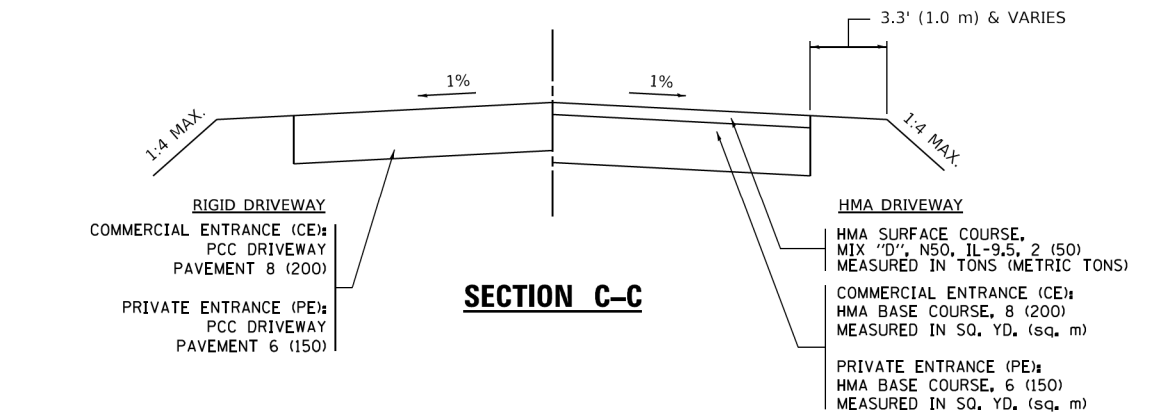
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6' (1.8 m) TO 10' (3.0 m)



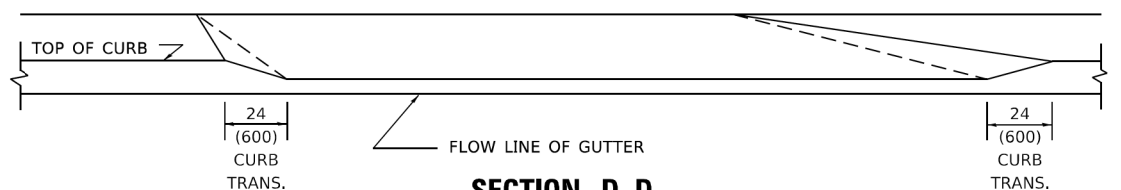
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
- WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
- "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

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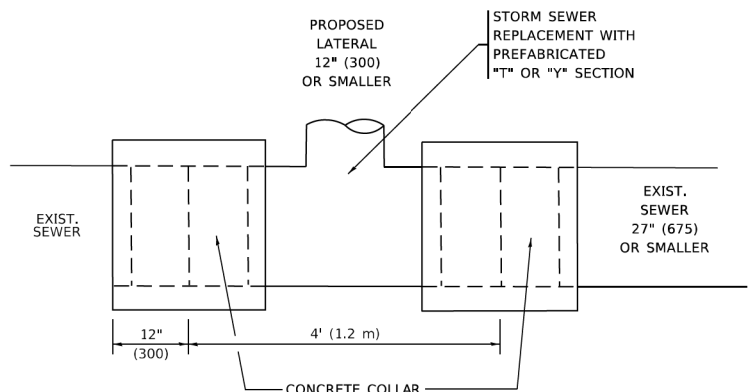
USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 08-27-19
PLOT DATE = 11/18/2022	DATE - 11-06-95	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)**

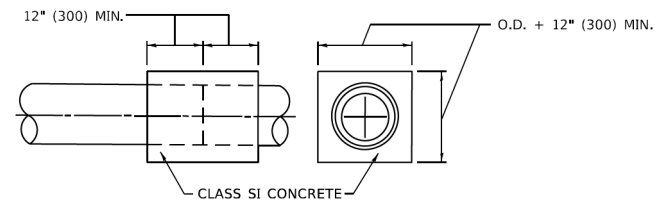
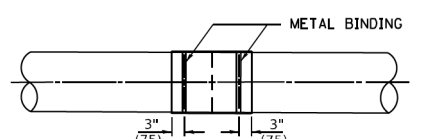
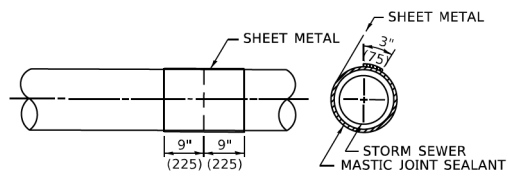
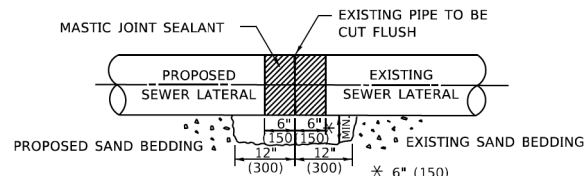
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BD400-02 (BD-02)			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				



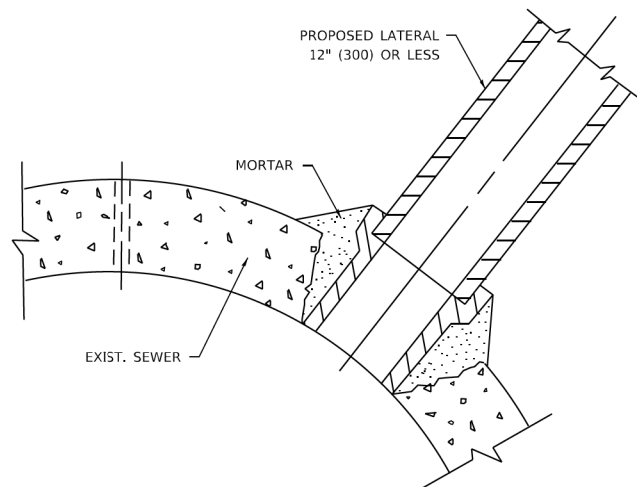
DETAIL "A"

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 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE 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 OOOZES 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

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

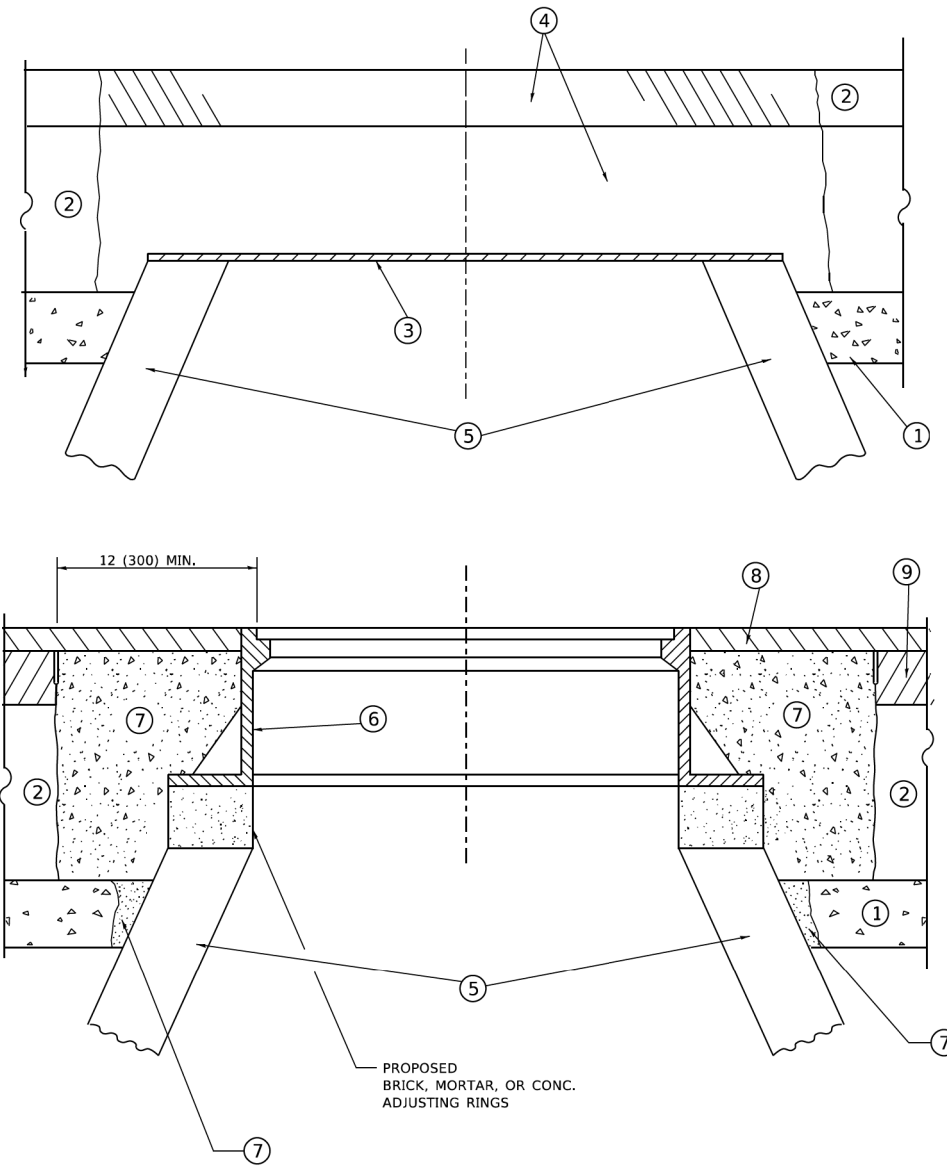
BASIS OF PAYMENT

- 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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USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	2511	16-00086-00-FP	KANE	169 123
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. SHAH 06-12-96				BD500-01 (BD-07)		CONTRACT NO. 61J35		
PLOT DATE = 11/18/2022	DATE - 07-25-90	REVISED - K. SMITH 11-18-22				ILLINOIS		FED. AID PROJECT		



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

NOTES

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 03-09-11
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. BORO 12-06-11
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

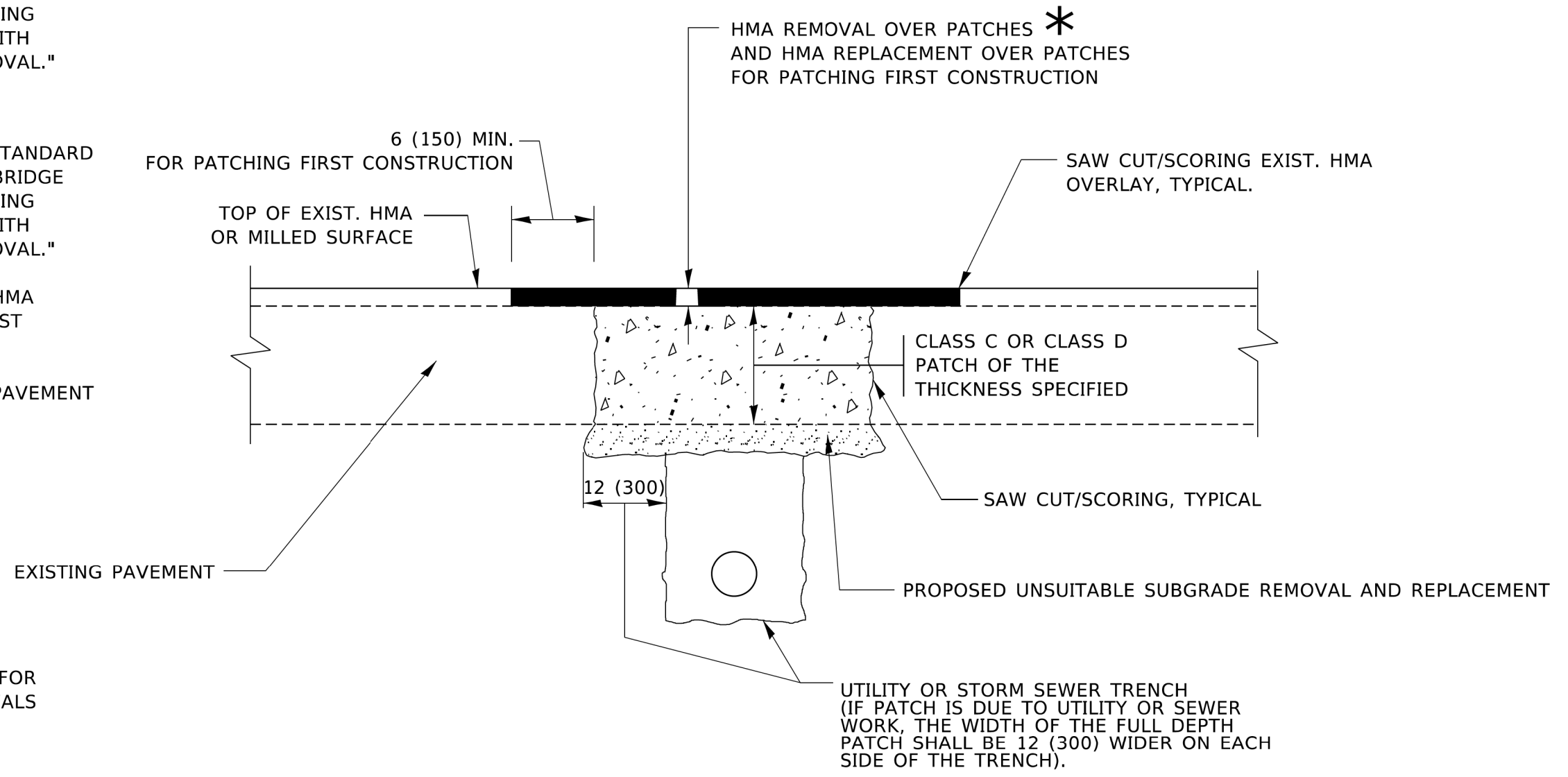
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	124
BD600-03 (BD-08)		CONTRACT NO. 61J35		
ILLINOIS FED. AID PROJECT				

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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.

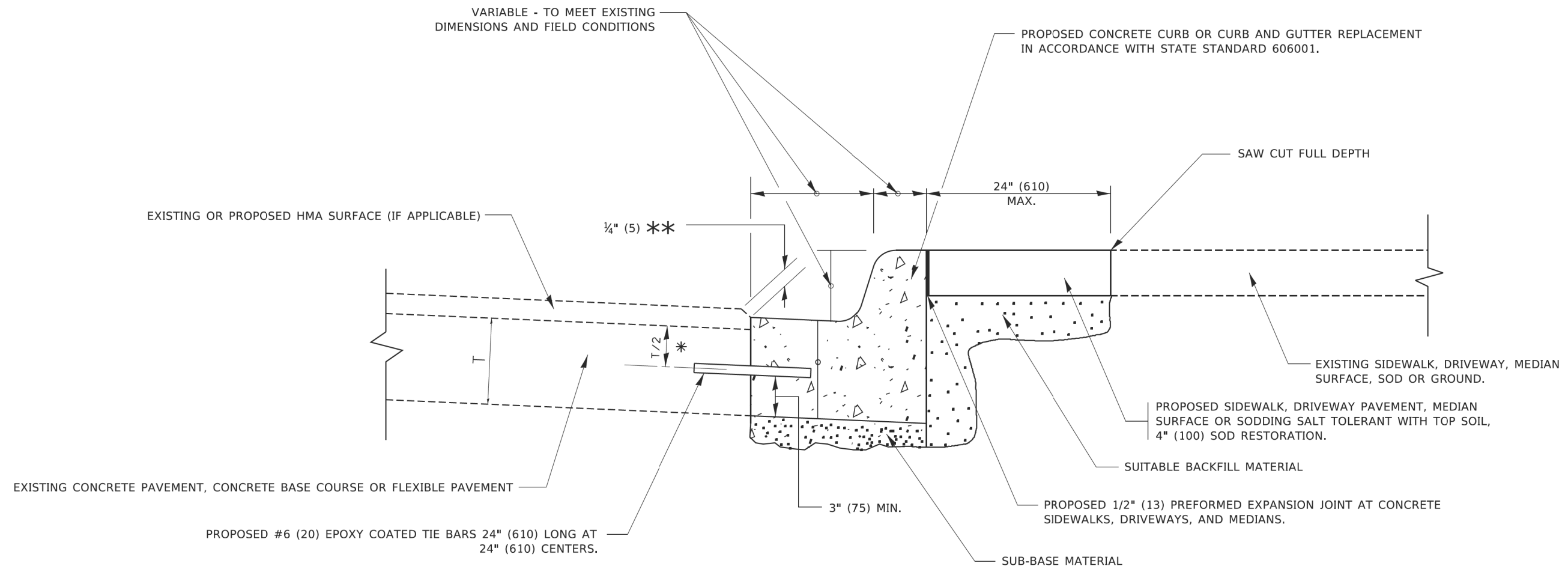
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ 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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PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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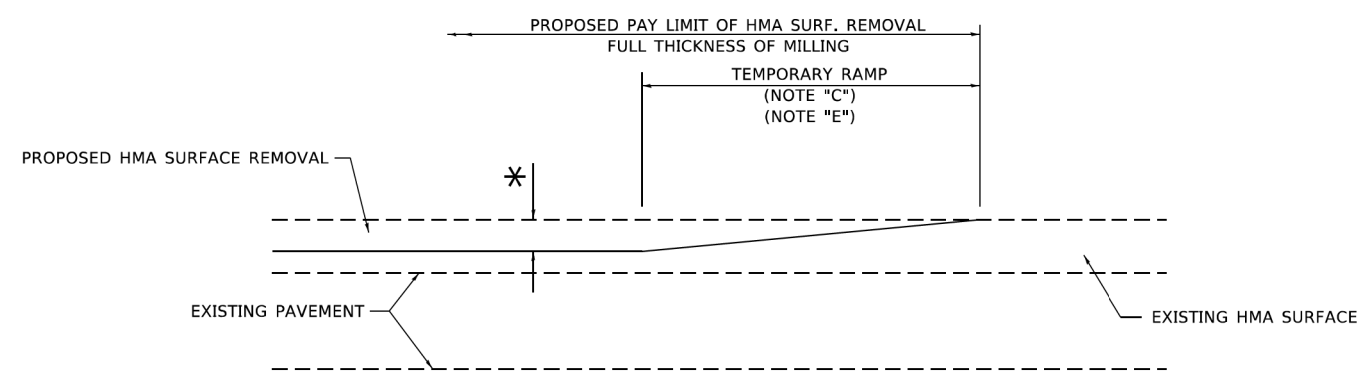
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PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT**

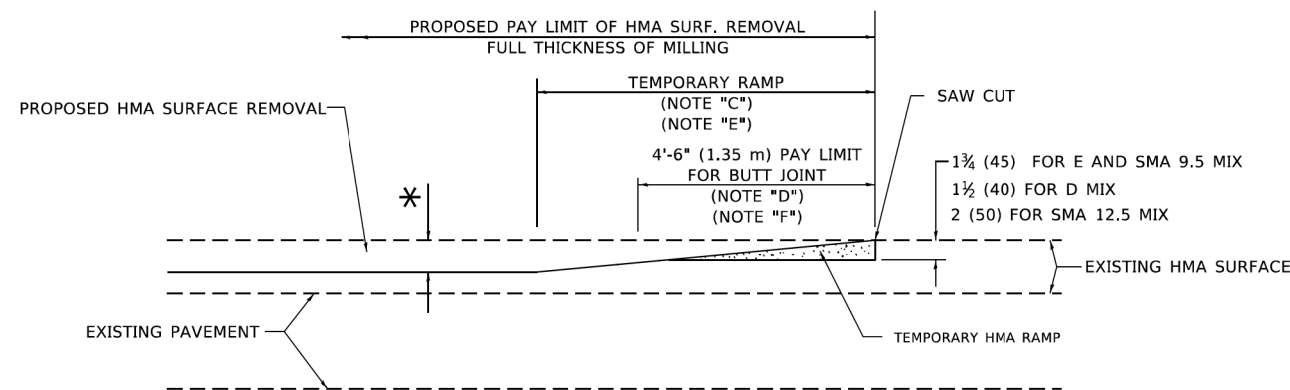
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD600-06 (BD-24)			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				



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

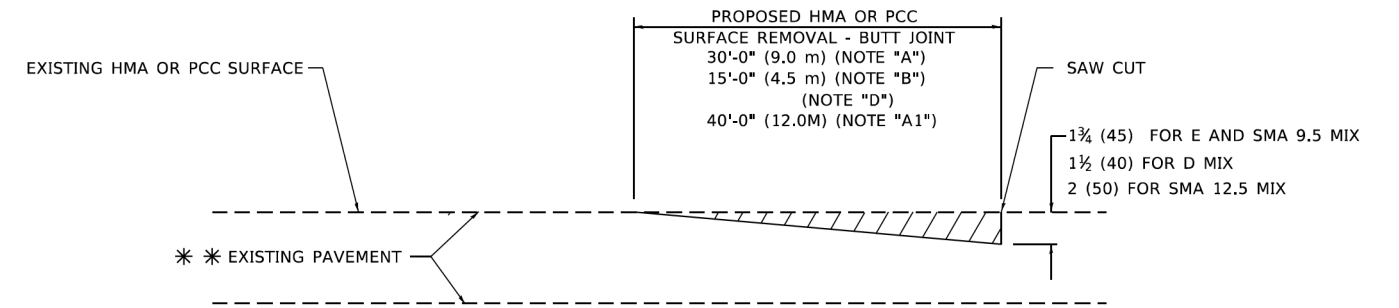
OPTION 1



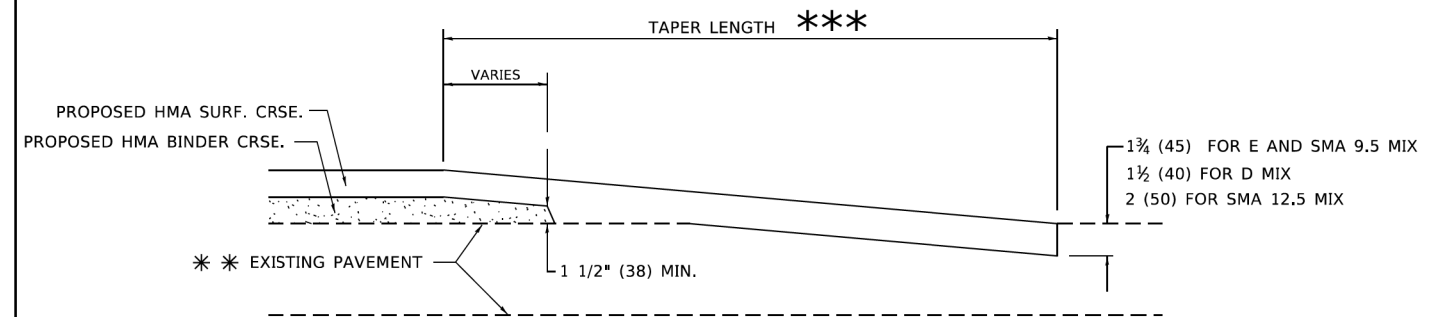
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

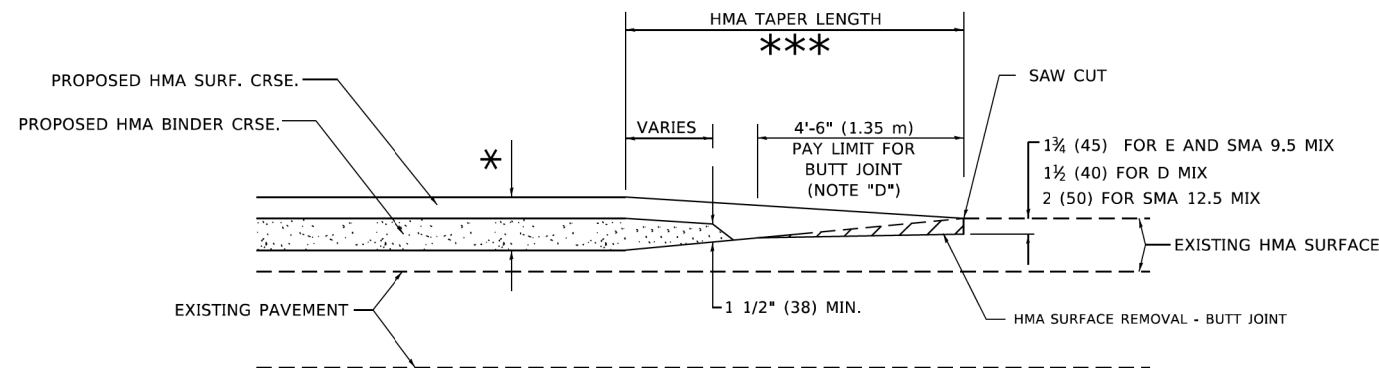
GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
*** 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

1. 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".
2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

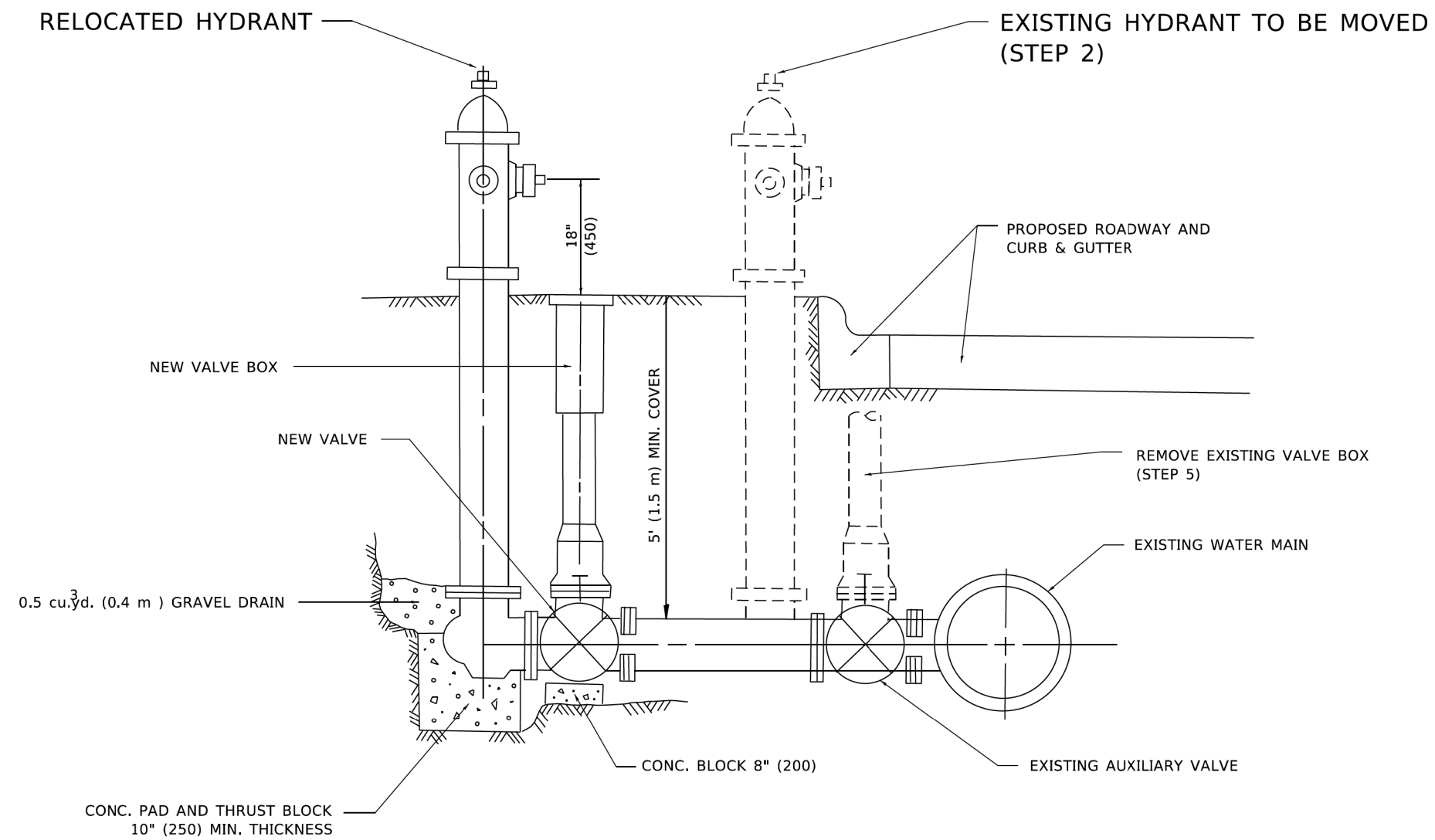
USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	127
BD400-05 BD-32		CONTRACT NO. 61J35		
ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

NOTE:

ALL WORK TO BE DONE IN ACCORDANCE WITH SECTION 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

MODEL: Default
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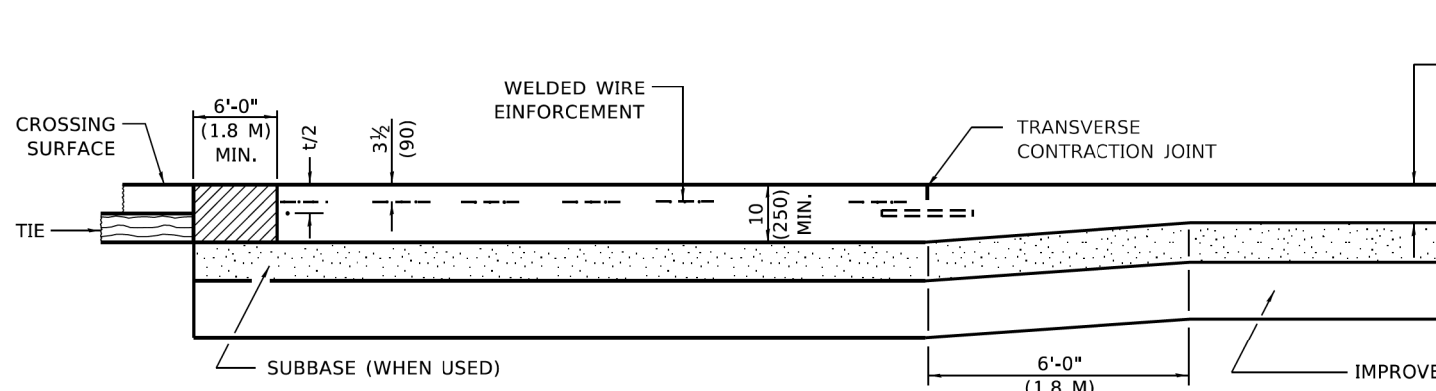
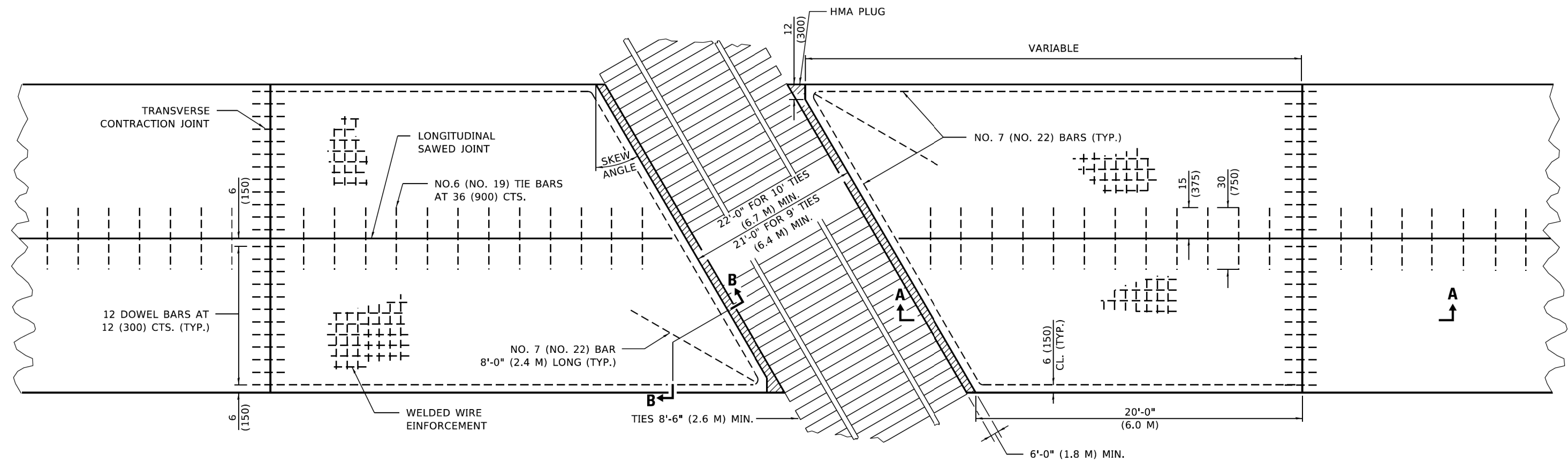
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	DRAWN -	REVISED - R. SHAH 10-25-94
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

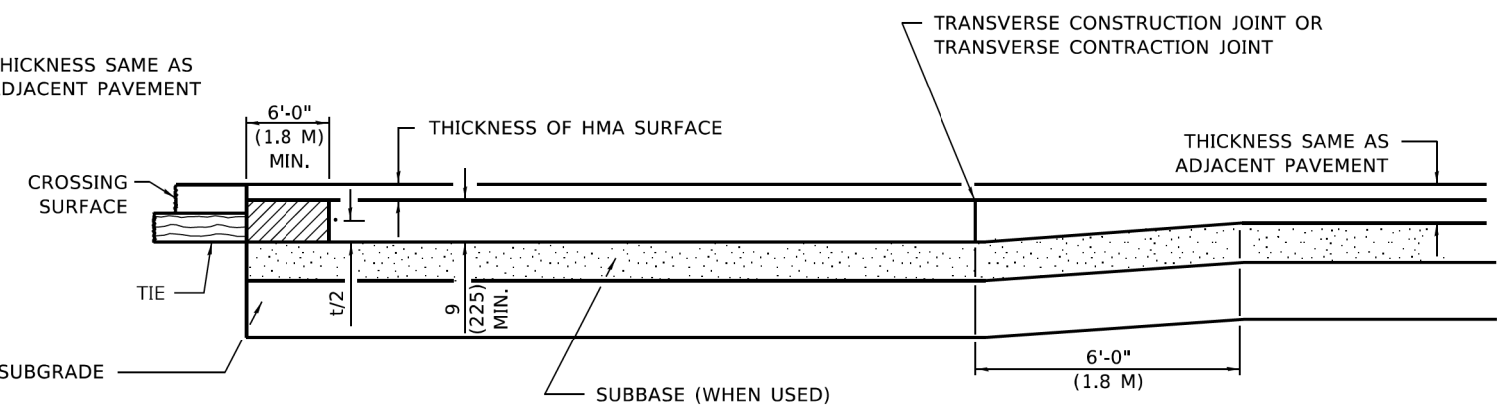
FIRE HYDRANT TO BE MOVED

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

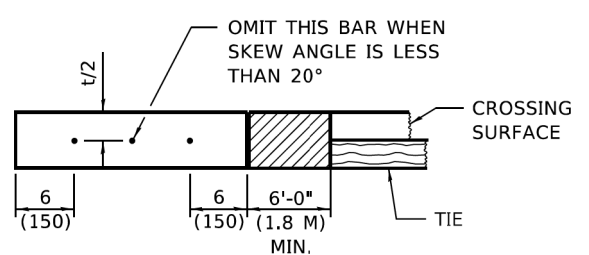
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BD-36			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				



SECTION A-A
(FOR PCC PAVEMENT)



SECTION A-A
(FOR PCC BASE COURSE WITH HMA SURFACE)



SECTION B-B

GENERAL NOTES

SEE STANDARD 420001 FOR JOINT DETAILS NOT SHOWN.

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

MODIFIED STATE STANDARD 420501

USER NAME = Lawrence,DeManche	DESIGNED - O. PATEL	REVISED - 10-28-13
	DRAWN -	REVISED - 06-16-16
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 11/18/2022	DATE - 10-08-2013	REVISED -

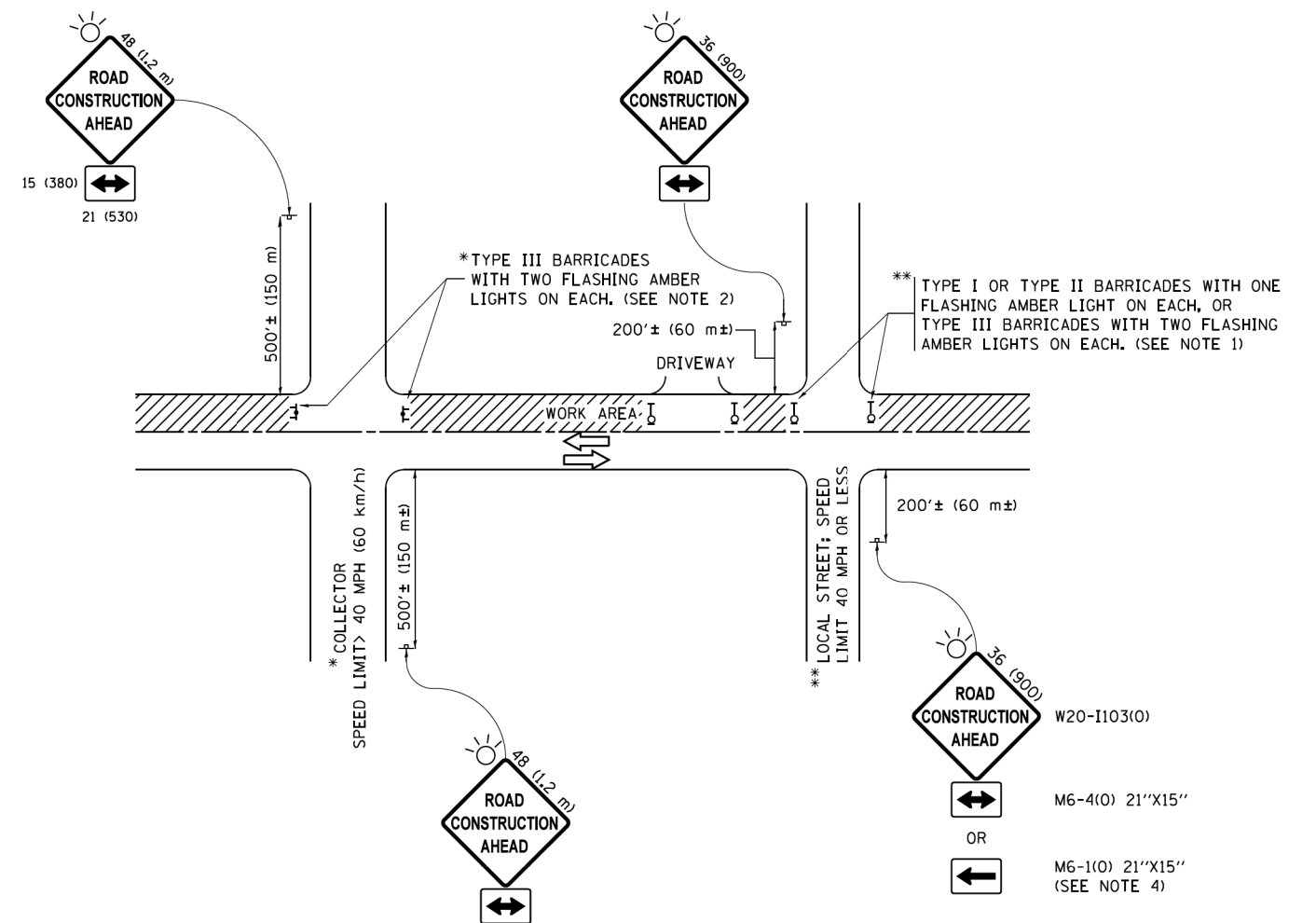
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT AND PCC BASE COURSE
ADJACENT TO RAILROAD GRADE CROSSING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	129
BD-56		CONTRACT NO. 61J35		
ILLINOIS FED. AID PROJECT				

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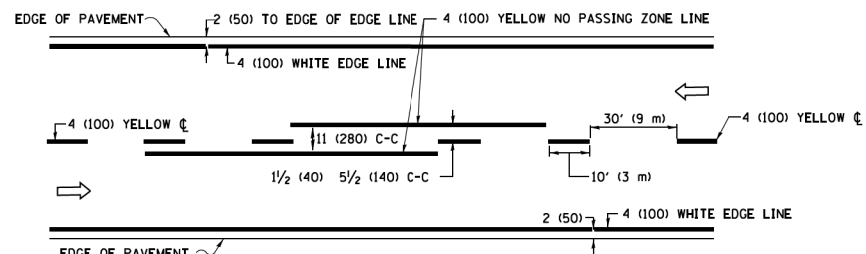


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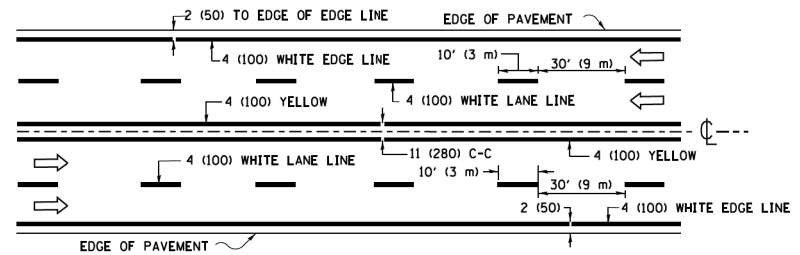
1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

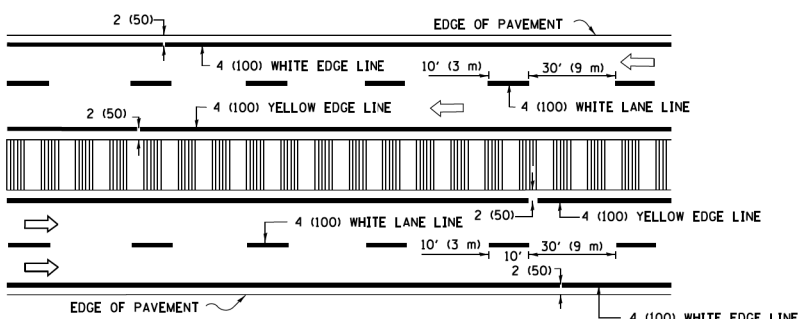
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pw\1\084EBID\INTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1\084EBID\CADD\cadd\CADsheets\tc10.dgn	DRAWN	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	16-00086-00-FP	KANE	169	130
Default	PLOT SCALE = 50,000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13						TC-10		CONTRACT NO. 61135			
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16						ILLINOIS FED. AID PROJECT					



2-LANE ROADWAY

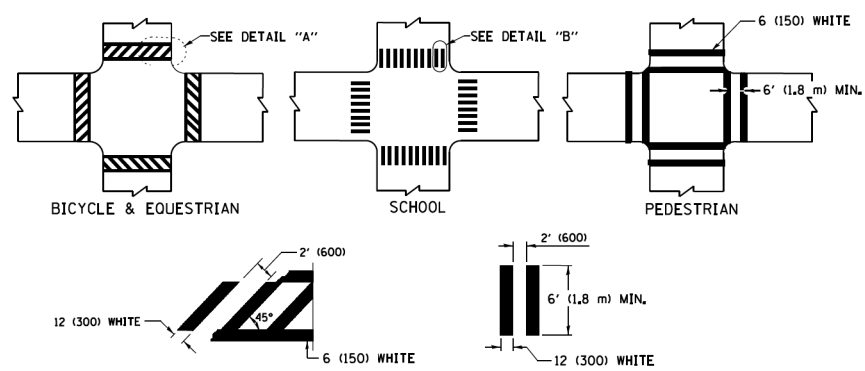


MULTI-LANE UNDIVIDED



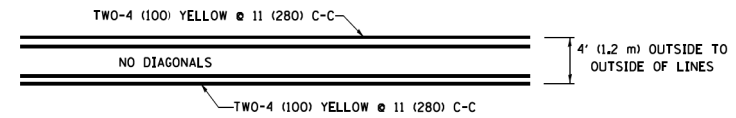
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

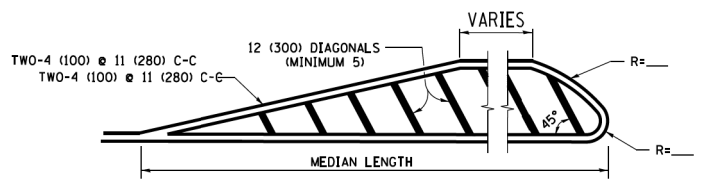


TYPICAL CROSSWALK MARKING

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

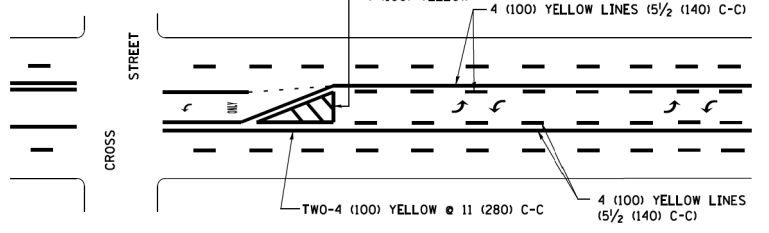


4' (1.2 m) WIDE MEDIANS ONLY



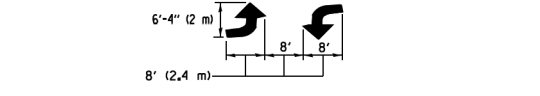
MEDIANS OVER 4' (1.2 m) WIDE

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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

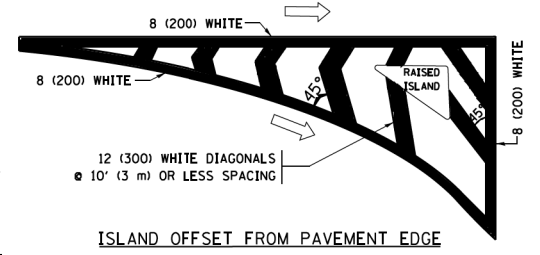
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



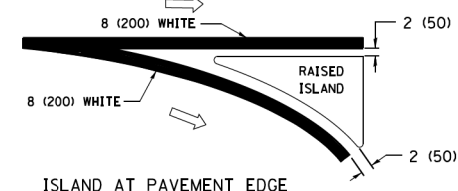
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

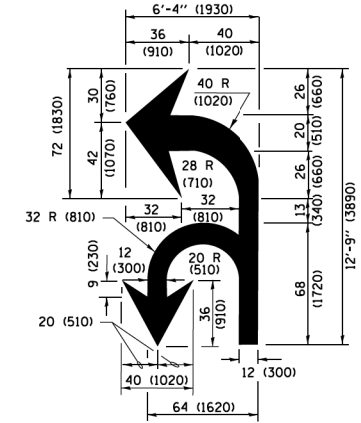
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



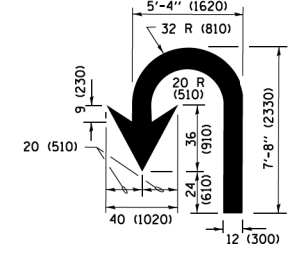
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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Default	PLOT SCALE = 50,000 / 1" = 100'	DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-0086-00-FP	KANE	169	131
TC-13		CONTRACT NO. 61135		
ILLINOIS/FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

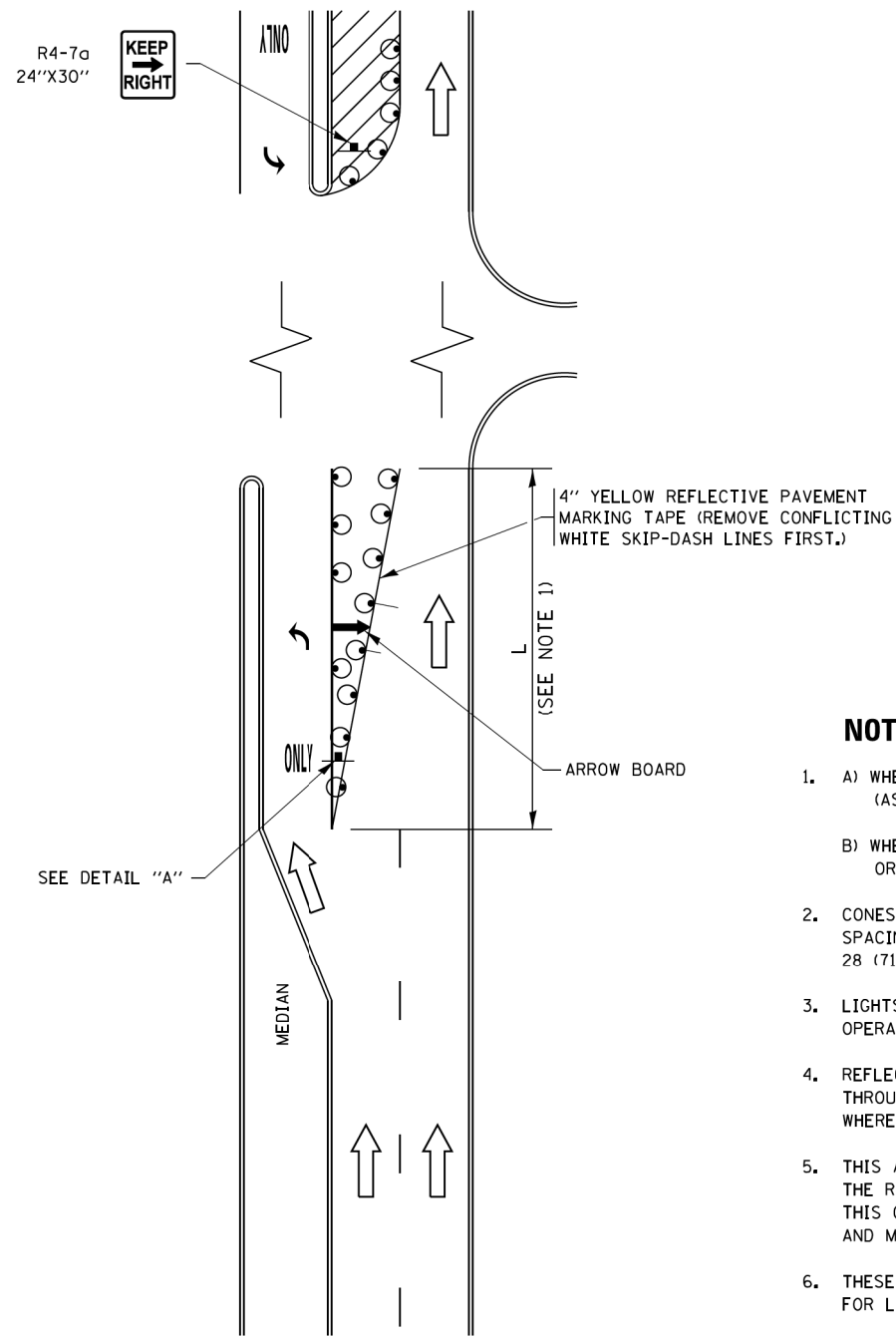


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

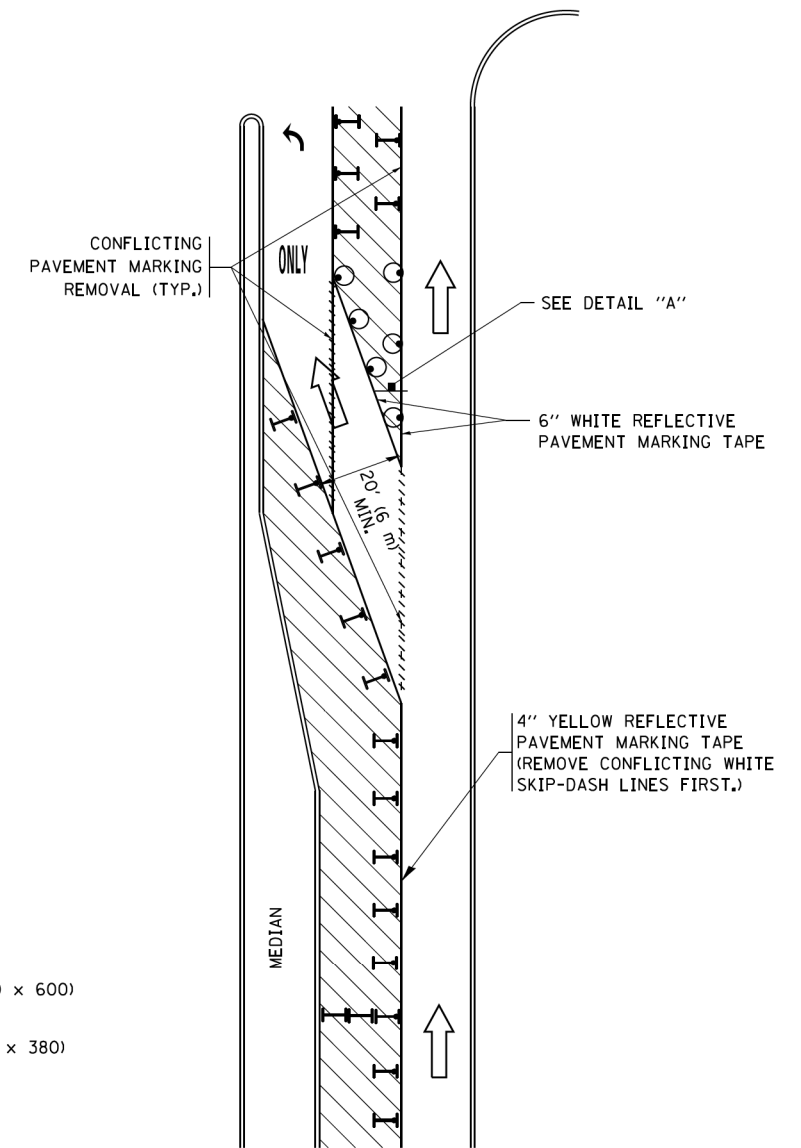


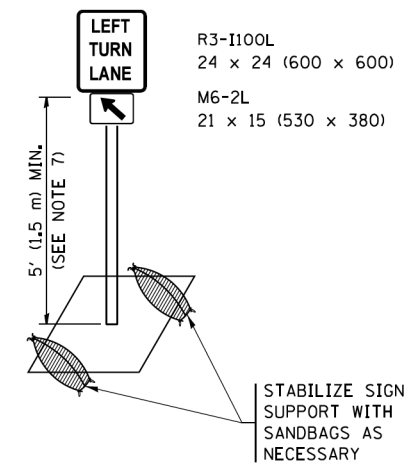
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

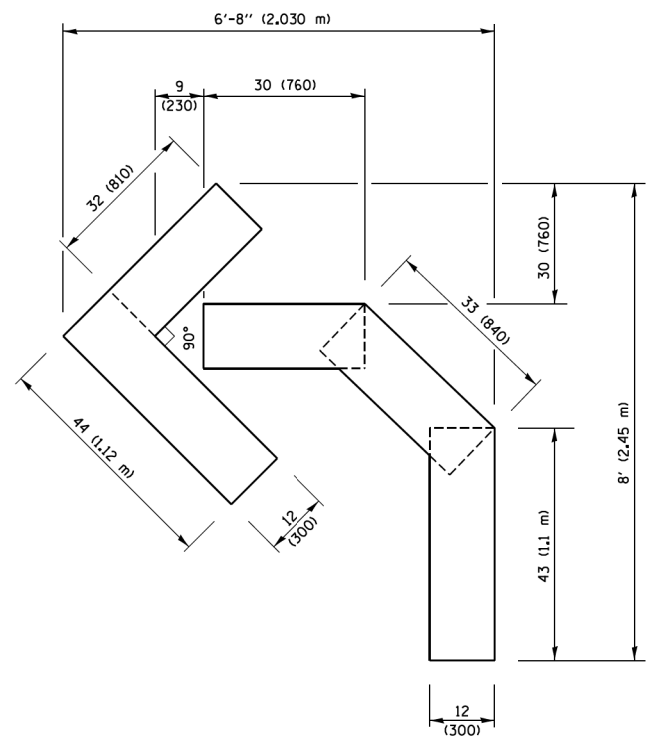
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



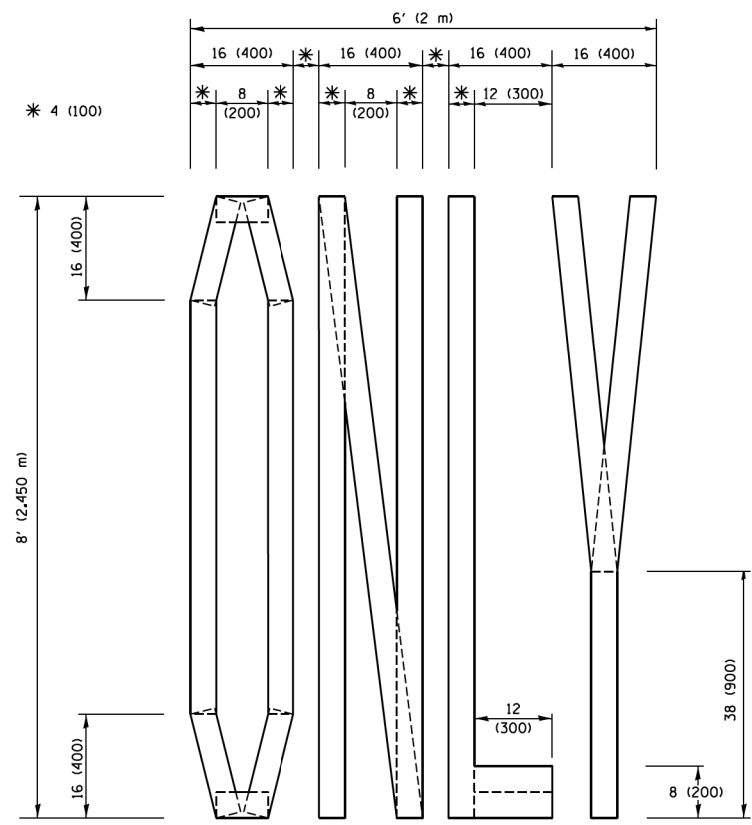
DETAIL A

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

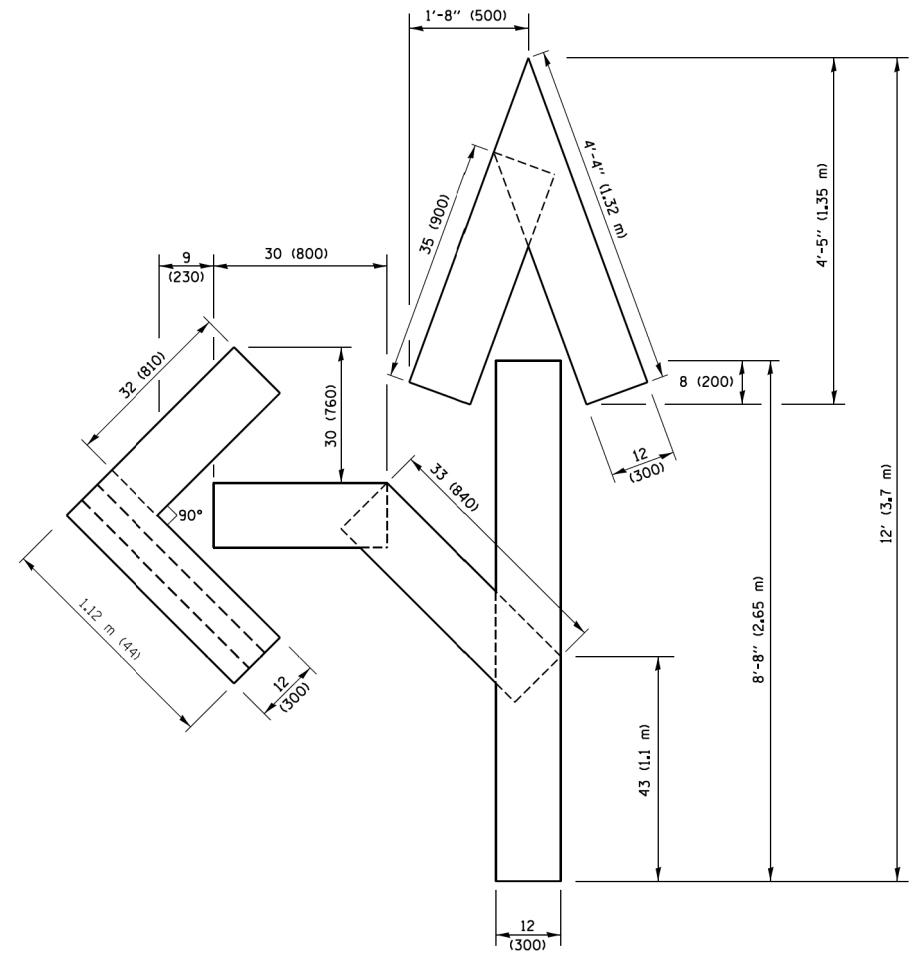
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Default	Default	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13					2511	16-00086-00-FP	KANE	169	132
		REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14		CONTRACT NO. 61135					
		REVISED - T. RAMMACHER 01-06-00	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

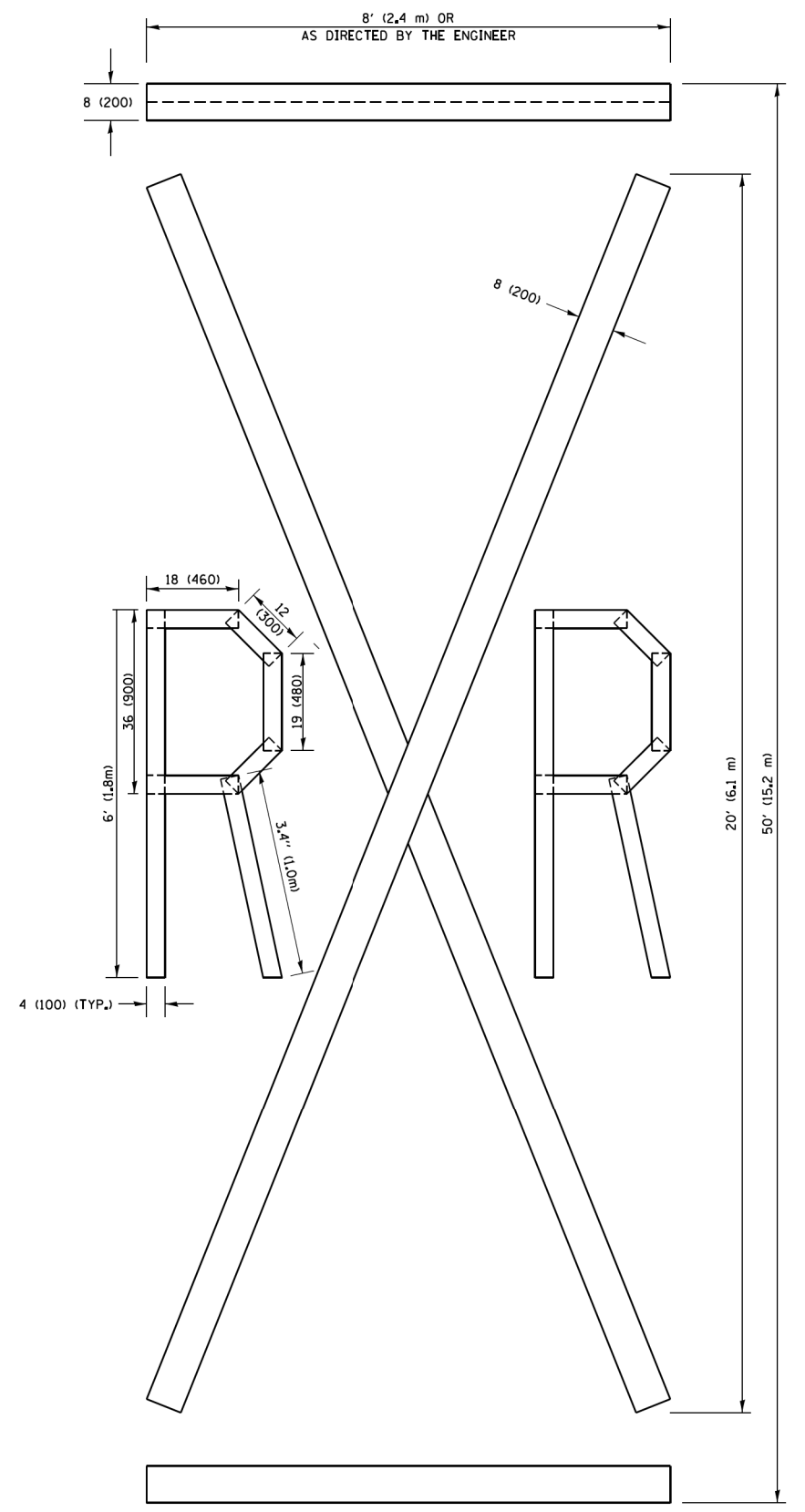


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

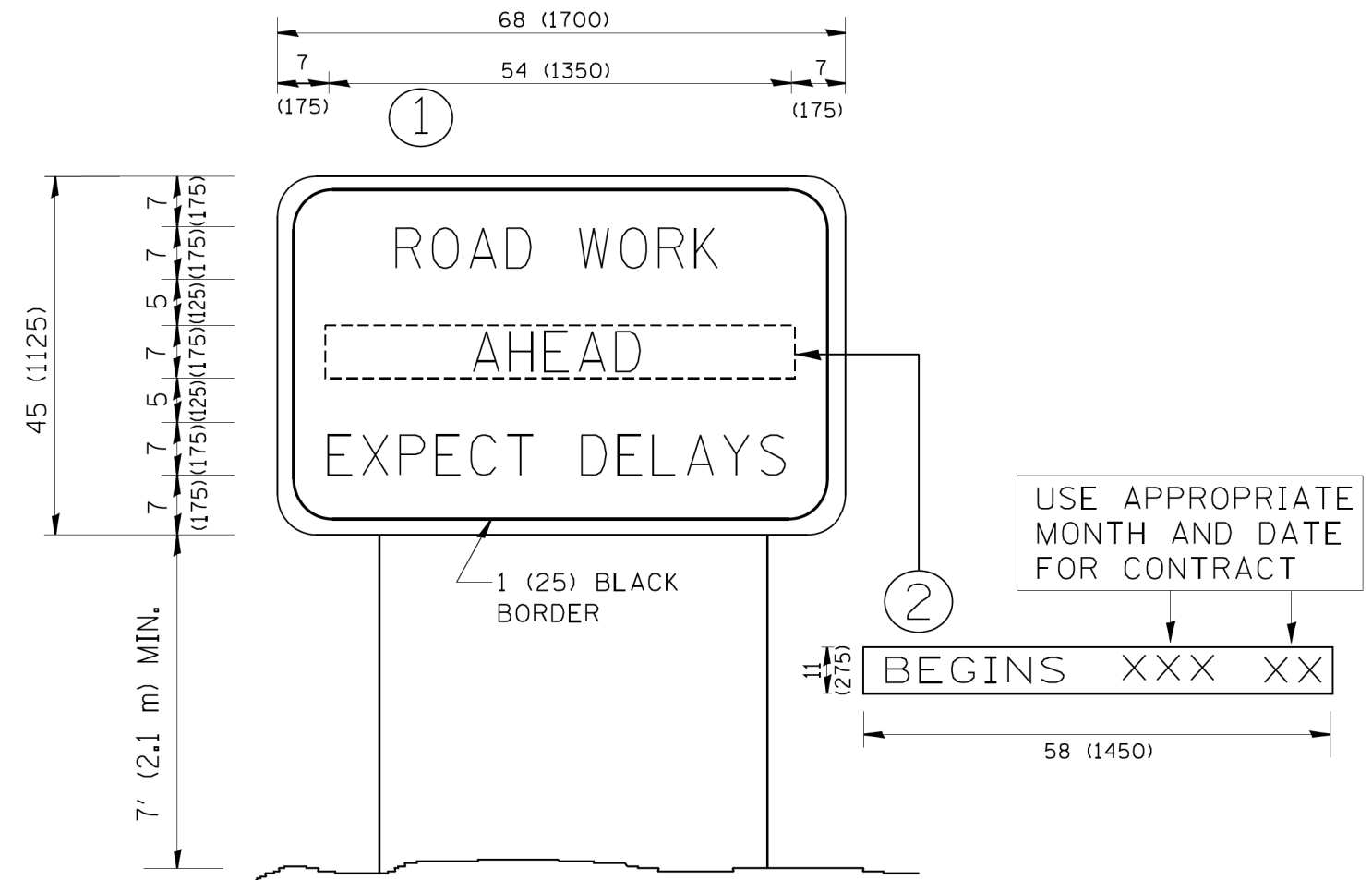
All dimensions are in inches (millimeters) unless otherwise shown.

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		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	133
TC-16		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

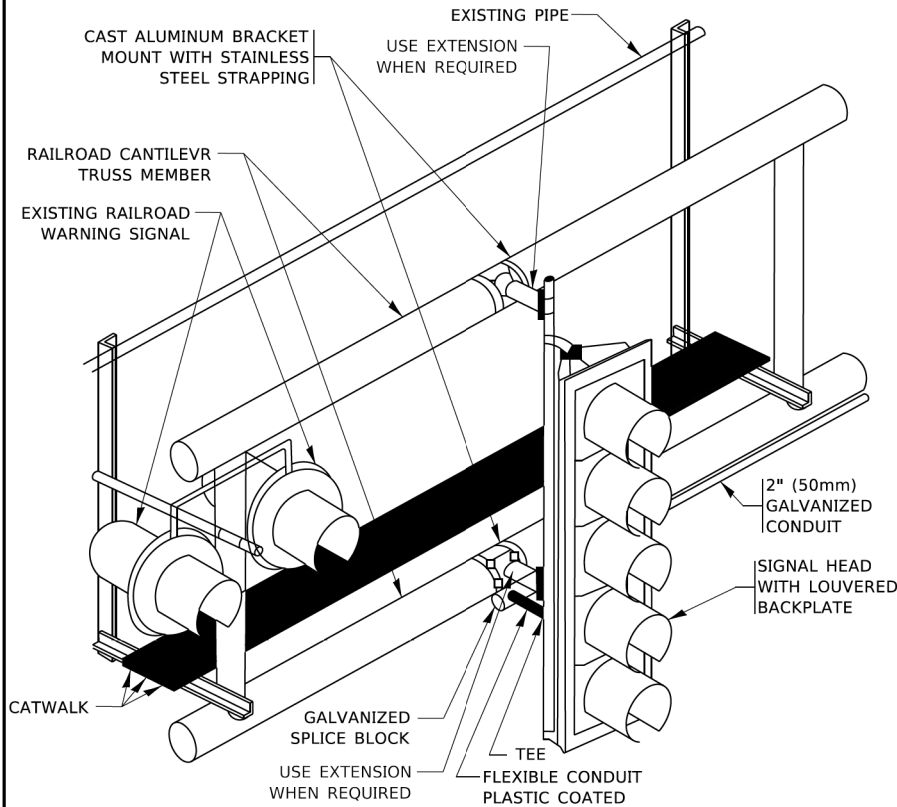
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	134
TC-22		CONTRACT NO. 61135		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

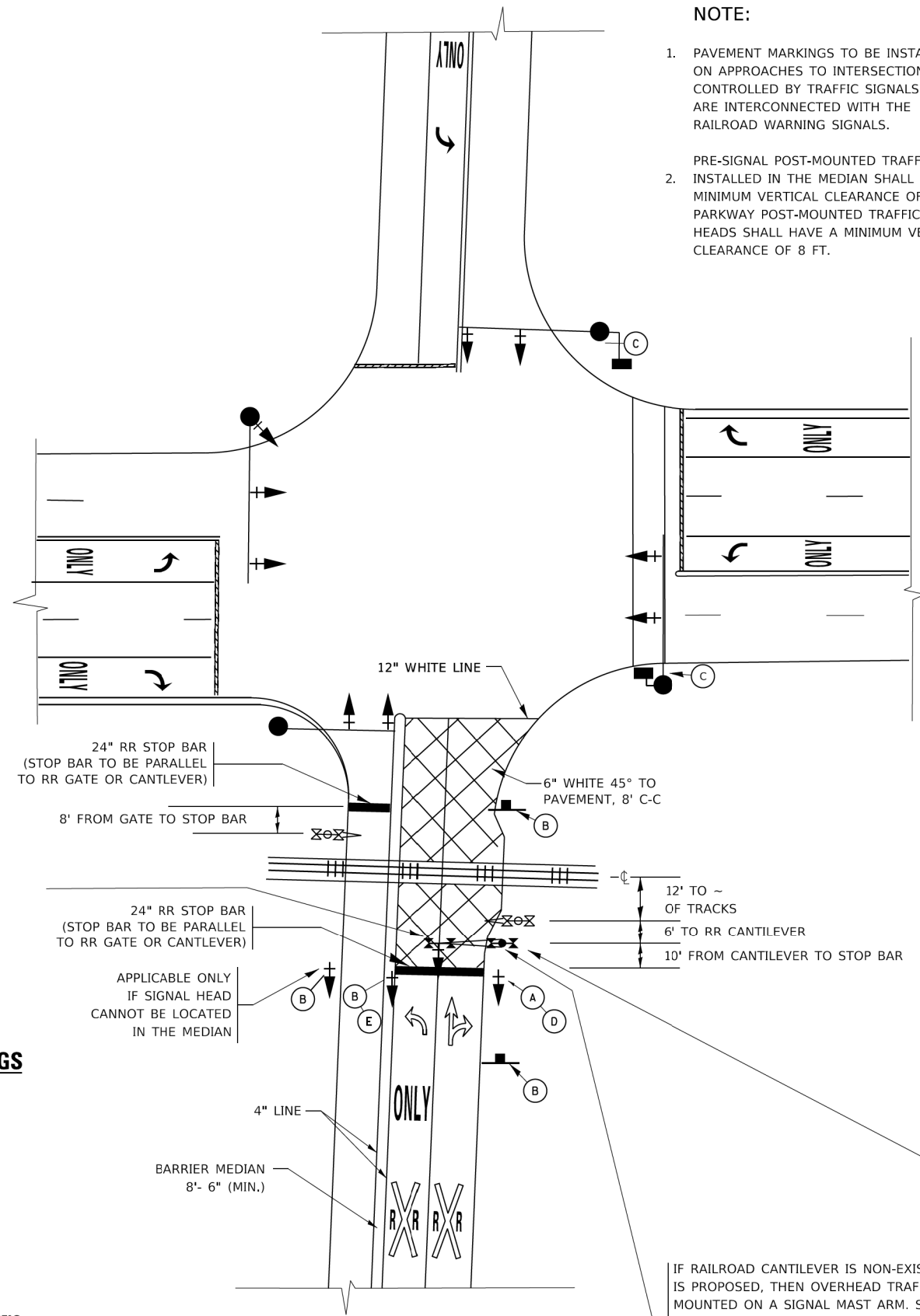
USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION
N.T.S.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

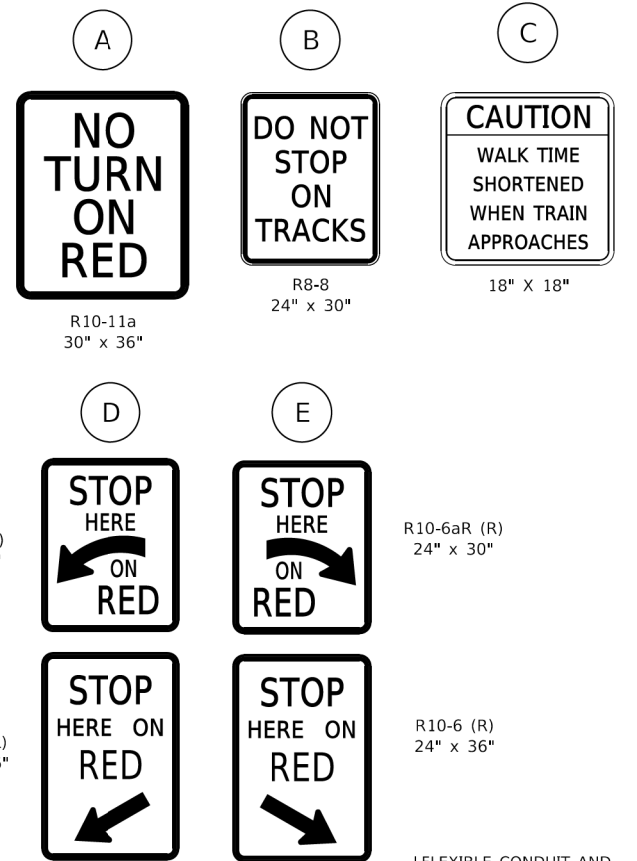
THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



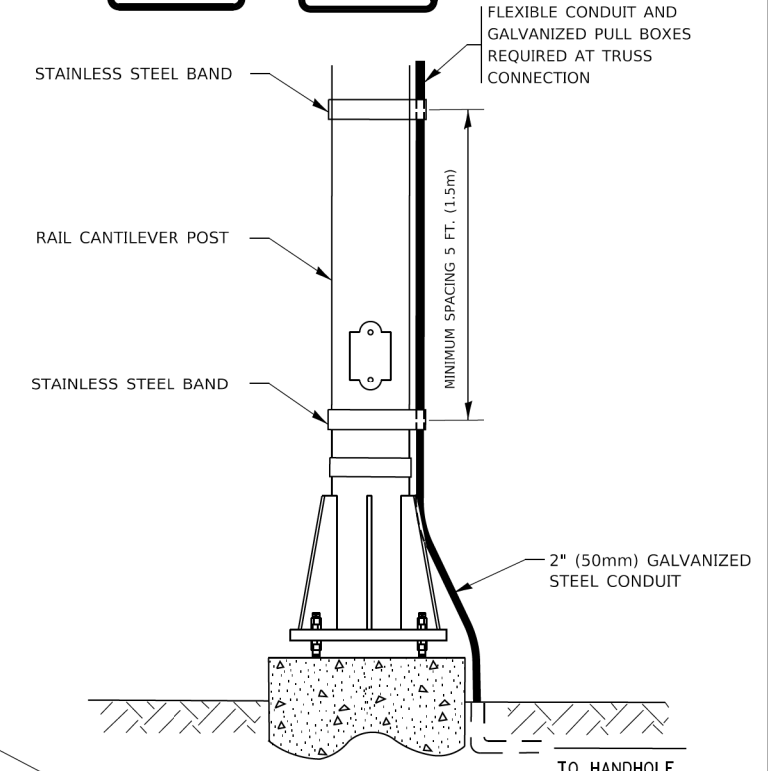
SIGNALIZED INTERSECTION WITH NEAR-SIDE TRAFFIC SIGNAL

NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.



R10-6a (L) 24" x 30"
R10-6aR (R) 24" x 30"
R10-6 (L) 24" x 36"
R10-6 (R) 24" x 36"



SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

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

IF RAILROAD CANTILEVER IS NON-EXISTANT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.

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	DRAWN -	REVISED - 04-26-12
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PLOT DATE = 8/22/2019	DATE -	REVISED - D.G. 8-22-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

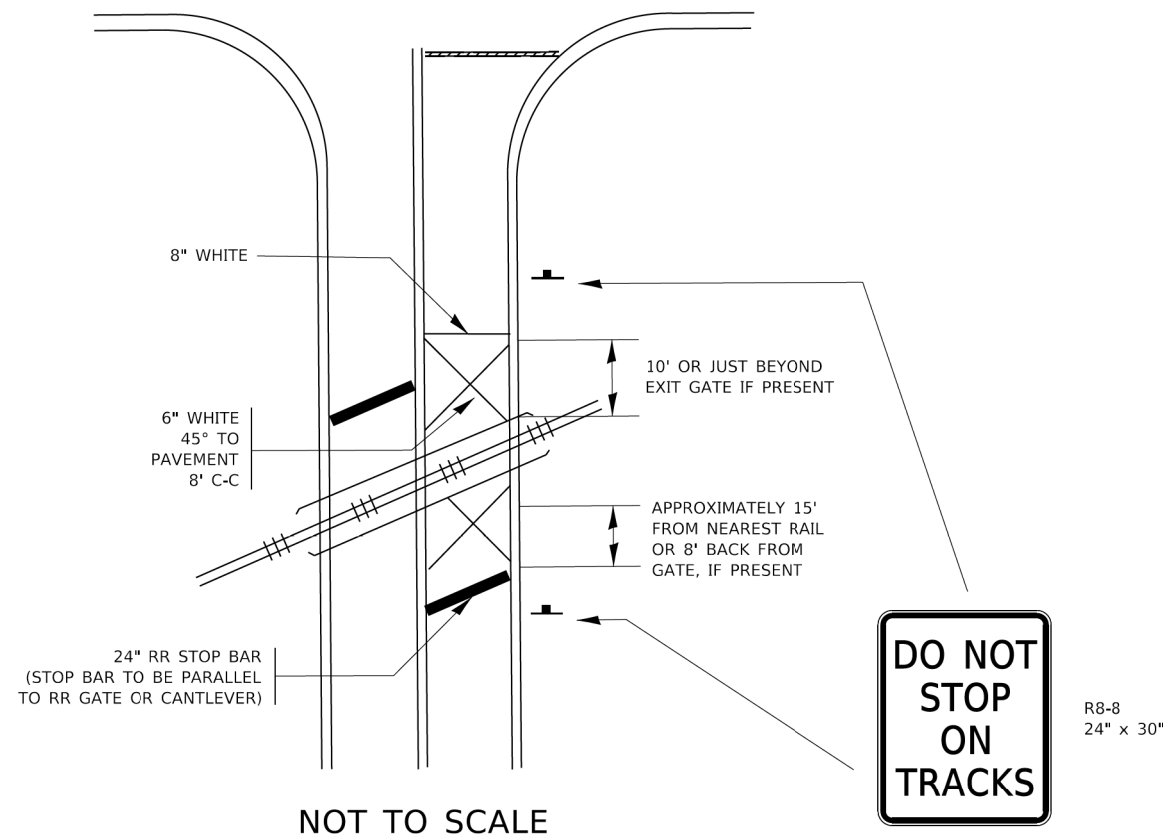
**TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	135
TC-23			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

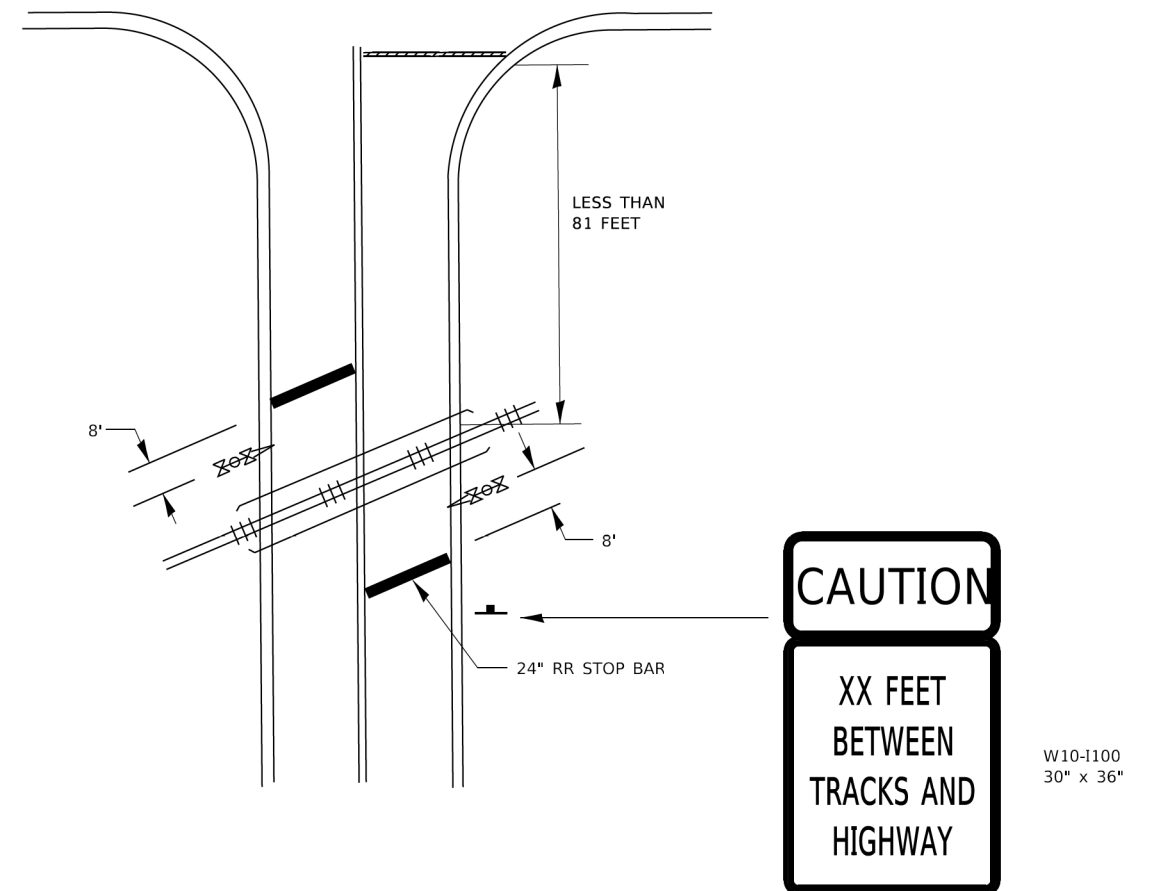
WITH SIGNALIZED INTERSECTION



NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL



NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

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	DRAWN -	REVISED -
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PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING
TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	136
TC-23		CONTRACT NO. 61J35		
ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME =	USER NAME = gaglianob	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ca:\pwork\pwork\gaglianob\d0108315\tp6.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	137
TC-26			CONTRACT NO. 61135	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

RAILROAD CROSSING REPAIR DETOUR SIGNING

NOTES:

- FOR DETOURS OF UNMARKED ROUTES, SIGNS 5 - 9A SHALL BE MODIFIED TO USE THE M4-9 SIGN SERIES.
- FOR DETOURS OF MARKED ROUTES, THE ORDER OF THE SIGNS SHOWN IN THE SIGN ASSEMBLIES 5 - 9A SHALL BE MODIFIED TO MATCH TYPICAL ASSEMBLY SHOWN BELOW.
- ANY SIGNS THAT ARE TO BE IN PLACE FOR MORE THAN 4 DAYS MUST HAVE A VERTICAL CLEARANCE OF 7 FEET FROM TOP OF PAVEMENT TO THE BOTTOM OF THE SIGN (5 FEET IN RURAL AREAS). THESE SIGNS SHALL BE POST MOUNTED IN THE GROUND WHERE POSSIBLE PER ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND HIGHWAY STANDARD 701901.
- FOR FREEWAY/EXPRESSWAY USE - M1-1100 36"x36" USED FOR ILLINOIS ROUTES, M1-4 36"x36" FOR U.S. ROUTES, OR ROAD NAMES SIGN WITH 6" LETTER MINIMUM BLACK LETTERS ON ORANGE BACKGROUND.
- REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING

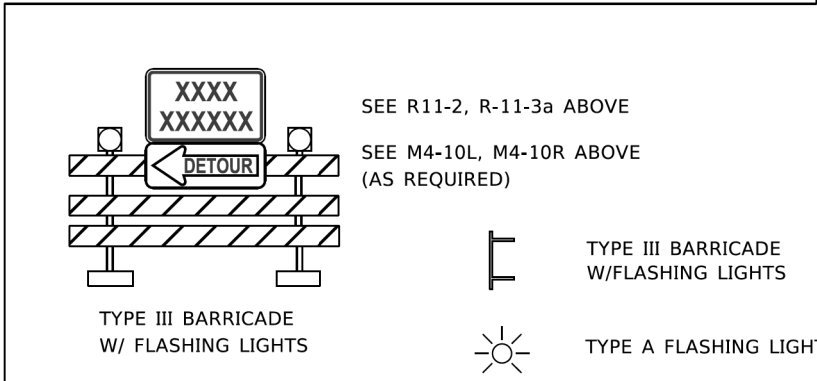
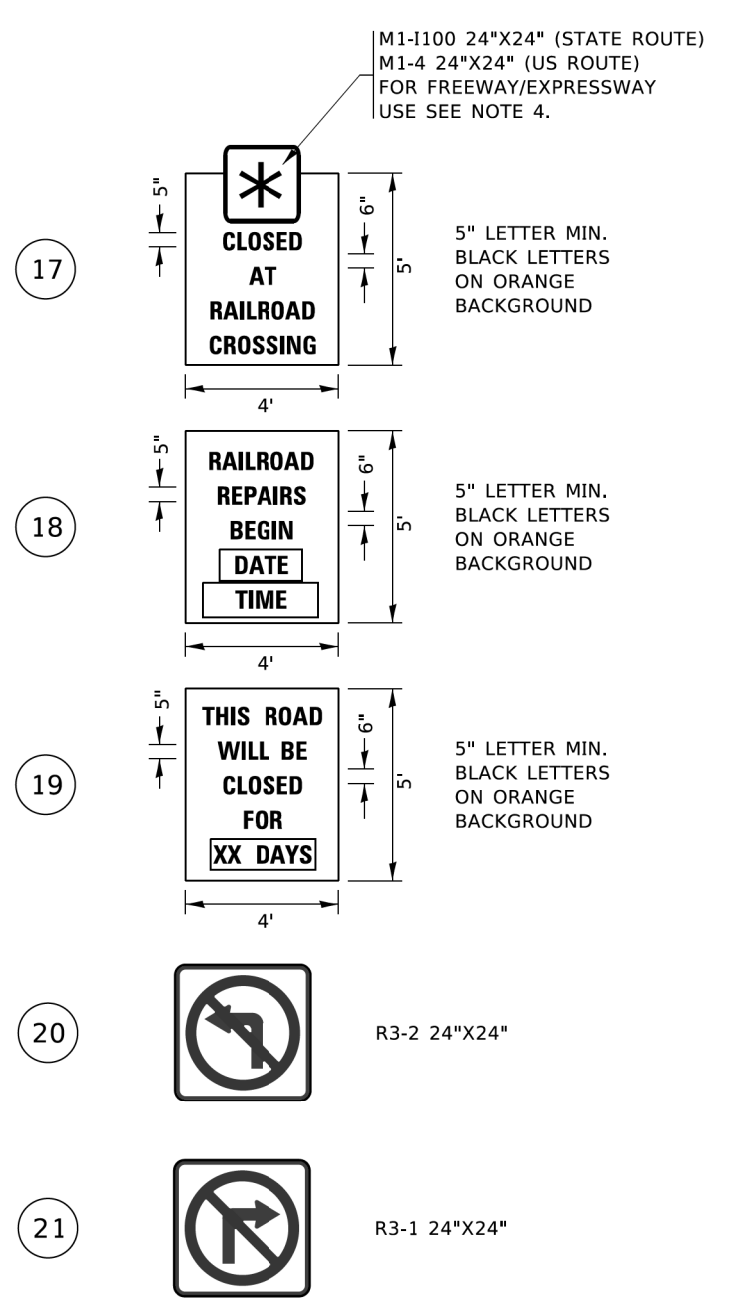


- ILLINOIS** M1-1100 24"x24" USED FOR ILLINOIS ROUTES.
- U.S.** M1-4 24"x24" USED FOR U.S. ROUTES.
- MAIN STREET** CUSTOM ROAD NAME SIGN WITH 5" MINIMUM UPPERCASE BLACK LETTERS ON ORANGE BACKGROUND.
- OR
- Main St** WHEN LOWER CASE LETTERS ARE USED, AS SHOWN, THEY SHALL BE 3/4 OF THE SIZE OF THE UPPER CASE LETTERS.
- FOR FREEWAY/EXPRESSWAY USE - SEE NOTE 4.

- **** **ORTH** M3-1 24"x12"
- **** **OUTH** M3-2 24"x12"
- **** **AST** M3-3 24"x12"
- **** **WEST** M3-4 24"x12"
- CARDINAL DIRECTION SIGNS SHALL BE USED DIRECTLY ABOVE THE ROUTE MARKER.

- 1A W20-3 48"x48"
- 3A W20-2a 48"x48"
- 4 W20-3 48"x48"
- 5 M1-1100 24"x24" (STATE ROUTE)
M1-4 24"x24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY USE SEE NOTE 4.
M4-8 24"x12"
- 5A M5-2L 21"x15"
- 6 M1-1100 24"x24" (STATE ROUTE)
M1-4 24"x24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY USE SEE NOTE 4.
M4-8 24"x12"
- 6A M6-2L 21"x15"
- 7 M1-1100 24"x24" (STATE ROUTE)
M1-4 24"x24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY USE SEE NOTE 4.
M4-8 24"x12"
- M6-3 21"x15"

- 8 M1-1100 24"x24" (STATE ROUTE)
M1-4 24"x24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY USE SEE NOTE 4.
M4-8 24"x12"
- 8A M5-2R 21"x15"
- 9 M1-1100 24"x24" (STATE ROUTE)
M1-4 24"x24" (US ROUTE)
FOR FREEWAY/EXPRESSWAY USE SEE NOTE 4.
M4-8 24"x12"
- 9A M6-2R 21"x15"
- 10 R11-3a 60"x30"
- 11 R11-3a 60"x30"
- 12 R11-2 48"x30"
- 13 M4-10R 48"x18"
- 14 M4-10L 48"x18"
- 15 M4-8a 24"x18"



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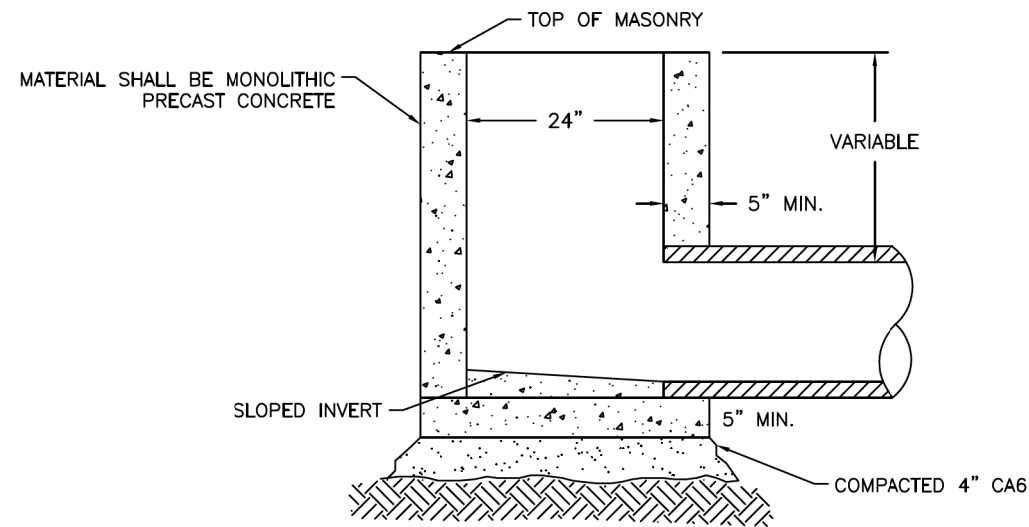
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PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD CROSSING REPAIR
DETOUR SIGNING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-00-FP	KANE	169	138
TC-28			CONTRACT NO. 61J35	
ILLINOIS FED. AID PROJECT				



NOTES:

1. PRE-CAST REINFORCED CONCRETE RISER RINGS SHALL COMPLY WITH ASTM C-39 AND ASTM C-478.
2. ALL JOINTS BETWEEN PRE-CAST ELEMENTS, ADJUSTING RINGS AND MANHOLE FRAMES SHALL BE SET IN PLACE WITH A BUTYL RUBBER JOINT SEALANT.
3. USE EAST JORDAN NO. 7220 M1 FOR FRAME & GRATE OR APPROVED EQUAL IN CURB LINE INLETS & MANHOLES.
4. USE EAST JORDAN NO. 6527 GRATE OR APPROVED EQUAL FOR ALL INLETS IN NON-PAVED LOCATIONS.
5. SUMP PUMP JUNCTION BOXES SHALL BE 30" DEEP AND SHALL HAVE AN EAST JORDAN NO. 1020 FRAME WITH TYPE A SOLID LID OR APPROVED EQUAL SET TO FINISHED GRADE. LID CASTING SHALL HAVE THE WORDS "CITY OF BATAVIA", "STORM" PER CITY DETAIL.
6. PRECAST CONCRETE RINGS 8-INCH MAXIMUM WITH BITUMASTIC BED FOR EACH RING MAY BE USED.

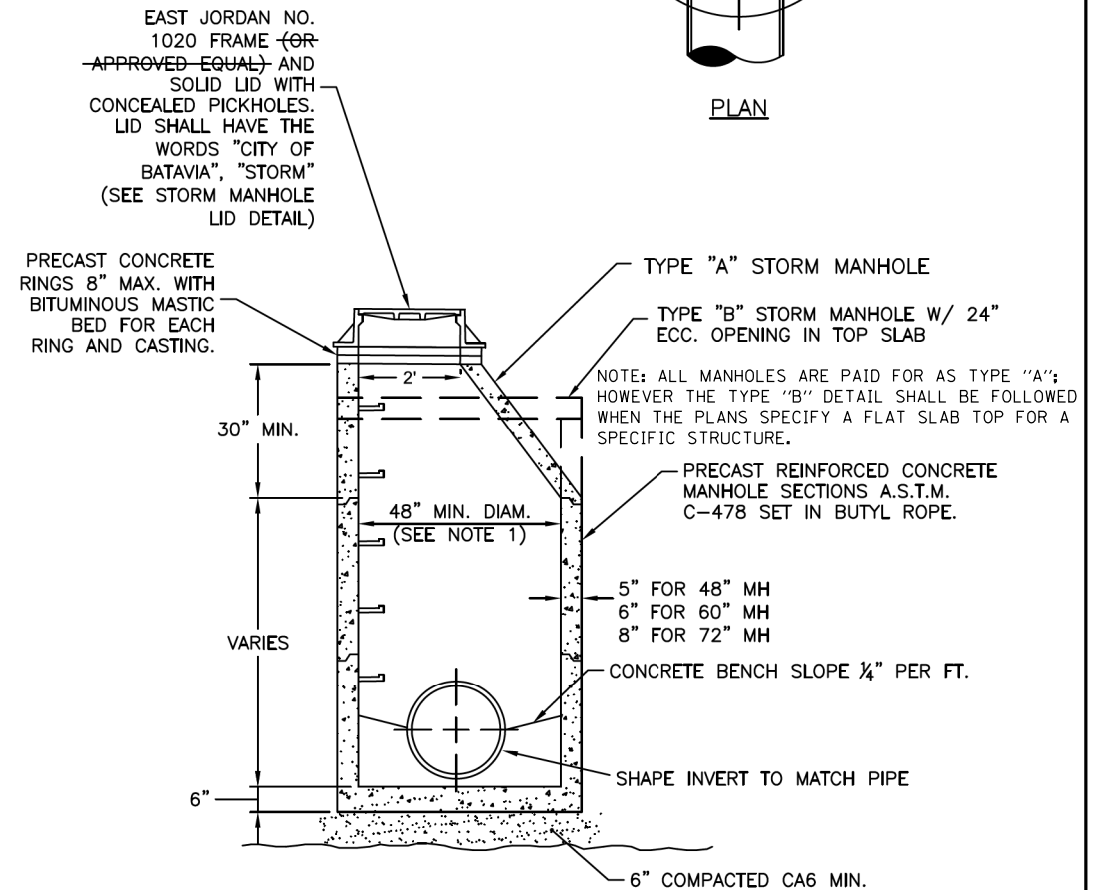
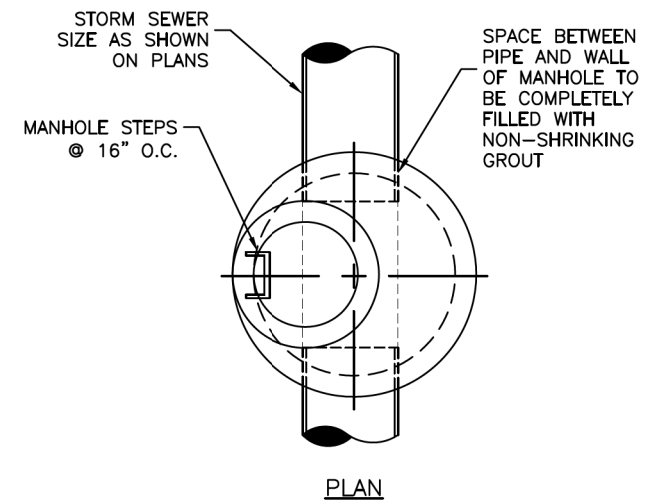


CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 6/8/22

INLET TYPE A

STANDARD NO. 4.01



NOTE:

1. MINIMUM STORM STRUCTURE DIAMETER IS 48". THE INSIDE DIAMETER SHALL BE DETERMINED BASED ON THE SIZE AND ORIENTATION OF THE STORM SEWERS ENTERING THE MANHOLE. REFER TO THE APPROVED PLANS FOR THE REQUIRED STORM MANHOLE DIAMETERS. TYPICALLY, A 4' DIA. MANHOLE IS REQUIRED FOR STORM SEWER SIZES 8" THRU 18", 5' DIA. MANHOLE FOR 21" THRU 42", AND 6 DIA. MANHOLE FOR 48" AND ABOVE.



CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 1/1/16

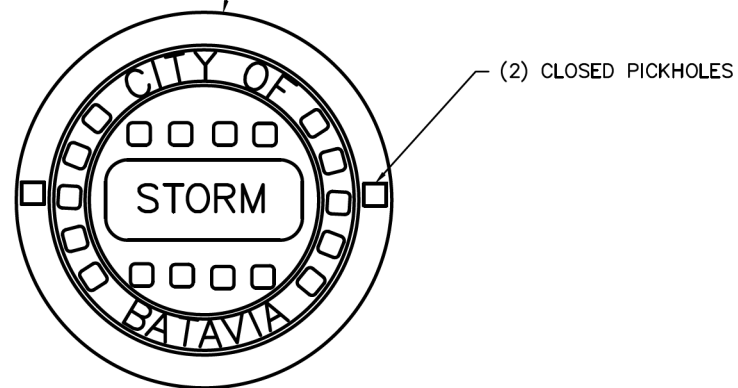
STORM SEWER MANHOLE - TYPE "A" OR TYPE "B"

STANDARD NO. 4.02

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
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	PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
		DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	139
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

EAST JORDAN #1020 (OR APPROVED EQUAL) FRAME AND LID WITH CONCEALED PICKHOLES. LID SHALL HAVE THE WORDS "CITY OF BATAVIA", "STORM". CASTINGS FOR CURB INLETS AND CATCH BASINS IN THE CURB LINE SHALL BE E.J. #7221 (OR APPROVED EQUAL)



22-3/4"
1-3/4"
PATTERN NO. 1020A HDSI
PRODUCT NO. 1020 BATAVIA STORM
CATALOG NO. 1020A HDSI

1-1/2 LETTERS
(RECESSED FLUSH)
HEAVY DUTY
MATERIAL ASTM A48 CL 35
COVER WT 125 LBS



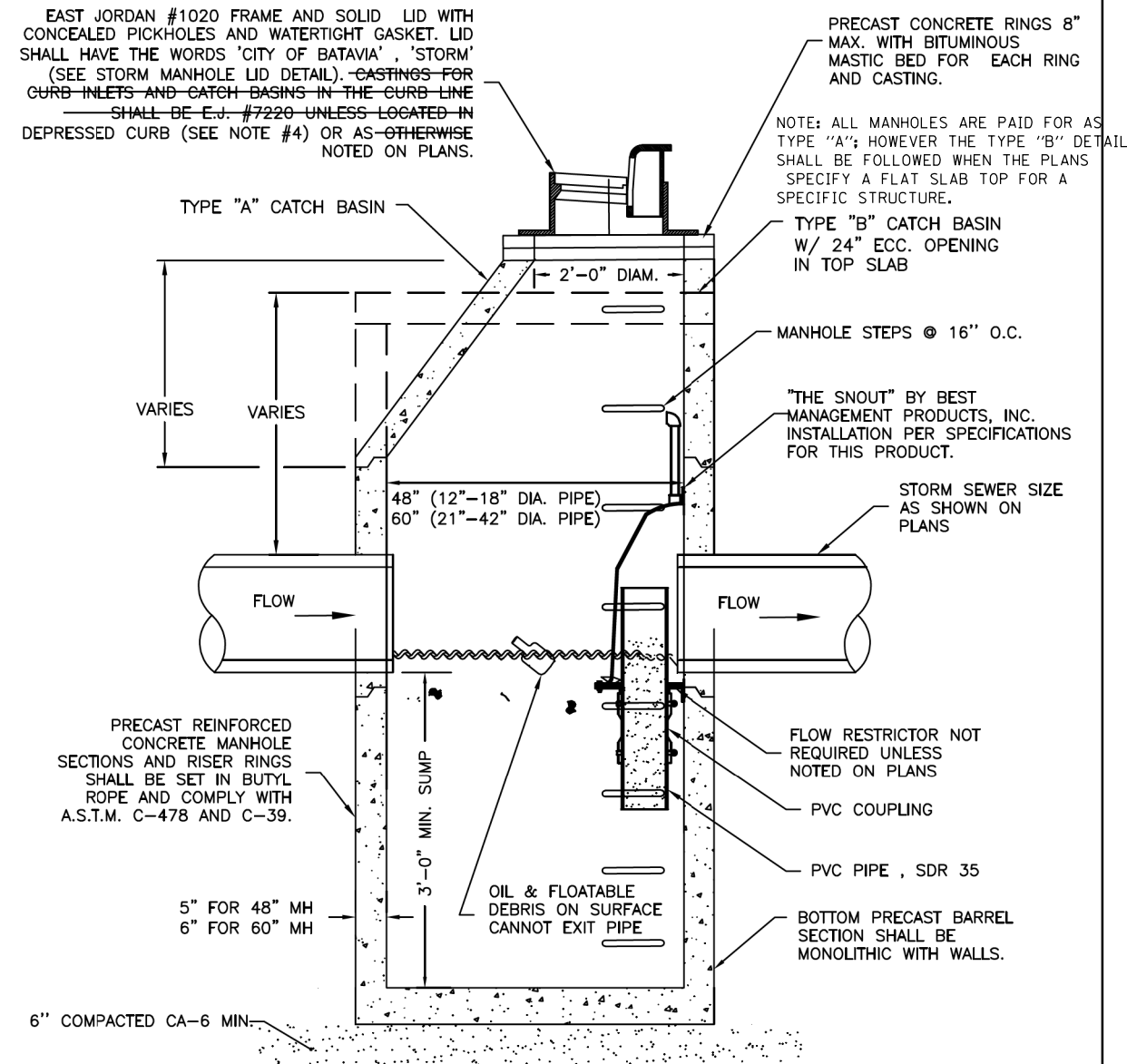
**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

SHEET: 1 OF 1
DATE: 1/1/16

STORM MANHOLE LID DETAIL

STANDARD NO. 4.05

EAST JORDAN #1020 FRAME AND SOLID LID WITH CONCEALED PICKHOLES AND WATERTIGHT GASKET. LID SHALL HAVE THE WORDS 'CITY OF BATAVIA', 'STORM' (SEE STORM MANHOLE LID DETAIL). CASTINGS FOR CURB INLETS AND CATCH BASINS IN THE CURB LINE SHALL BE E.J. #7220 UNLESS LOCATED IN DEPRESSED CURB (SEE NOTE #4) OR AS OTHERWISE NOTED ON PLANS.



NOTES:

1. MANHOLE SECTION JOINTS TO BE TONGUE AND GROOVED. NON-PRECAST PIPE OPENINGS SHALL BE CORED AND RUBBER BOOTED. MORTAR ALL PIPE PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
2. PRIOR TO THE PLACEMENT OF OF FINAL LAYER OF ROADWAY, FRAMES AND AND ADJUSTING RINGS SHALL BE SET IN IDOT CLASS "SI" CONCRETE MIXTURE.
3. ALL CATCH BASIN GRIT OIL STOP STRUCTURES MUST BE LOCATED IN THE PARKWAY OR CURB LINE ACCESSIBLE BY CLEANING EQUIPMENT. GENERALLY OIL STOP STRUCTURES SHOULD NOT BE USED FOR SEWERS EXCEEDING 18-IN DIAM (OR AS APPROVED BY CITY ENGINEER). THE CATCH BASIN GRIT OIL STOP SHALL BE USED AT THE DOWNSTREAM SIDE OF ANY TWO DRAINAGE STRUCTURES.
4. CURB INLET FRAMES IN DEPRESSED CURB LOCATIONS SHALL BE EJ #7000 WITH TY 'M3' GRATE.



**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

SHEET: 1 OF 1
DATE: 6/8/22

CATCH BASIN - TYPE "A" OR TYPE "B"

STANDARD NO. 4.06

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

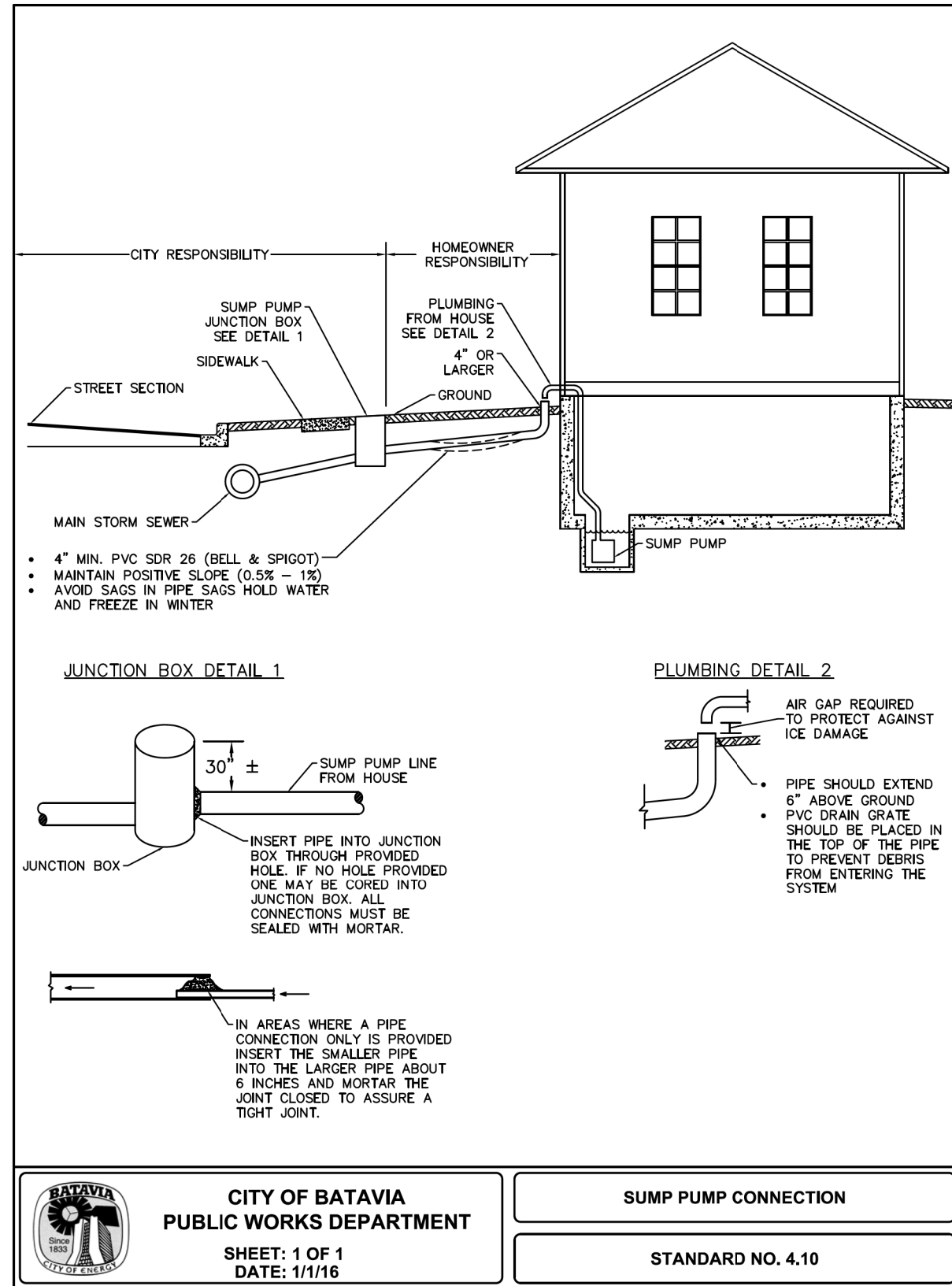
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	PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
		DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS**

SCALE: NONE SHEET 2 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	140
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



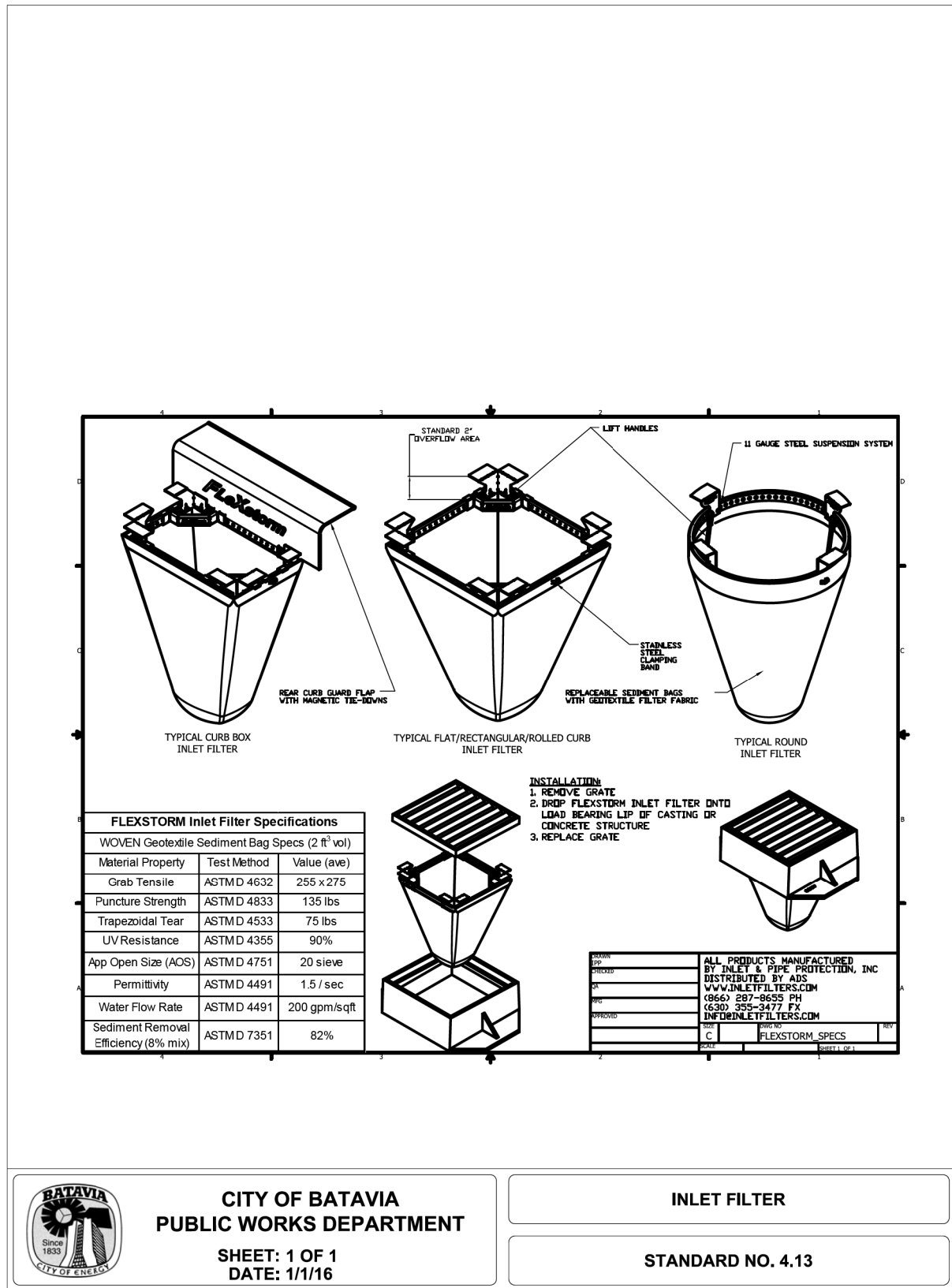
BATAVIA
CITY OF ENERGY

**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

**SHEET: 1 OF 1
DATE: 1/1/16**

SUMP PUMP CONNECTION

STANDARD NO. 4.10



BATAVIA
CITY OF ENERGY

**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

**SHEET: 1 OF 1
DATE: 1/1/16**

INLET FILTER

STANDARD NO. 4.13

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

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		DATE - 2/15/2023	REVISED -

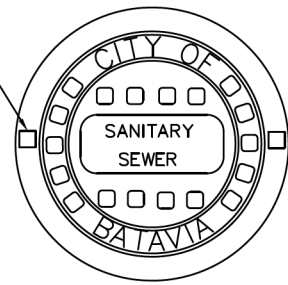
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS**

SCALE: NONE | SHEET 3 OF 16 SHEETS | STA. TO STA.

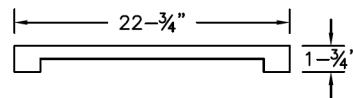
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	141
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

CAST IRON SOLID LID WITH (2)
CONCEALED PICKHOLE &
WATER-TIGHT GASKET



1-1/2" LETTERS (RECESSED
FLUSH) HEAVY DUTY
MATERIAL ASTM A48 CL 35
COVER WT 125 LBS

PATTERN NO. 1020A HDSI
PRODUCT NO. 1020 BATAVIA SANITARY
CATALOG NO. 1020A HDSI

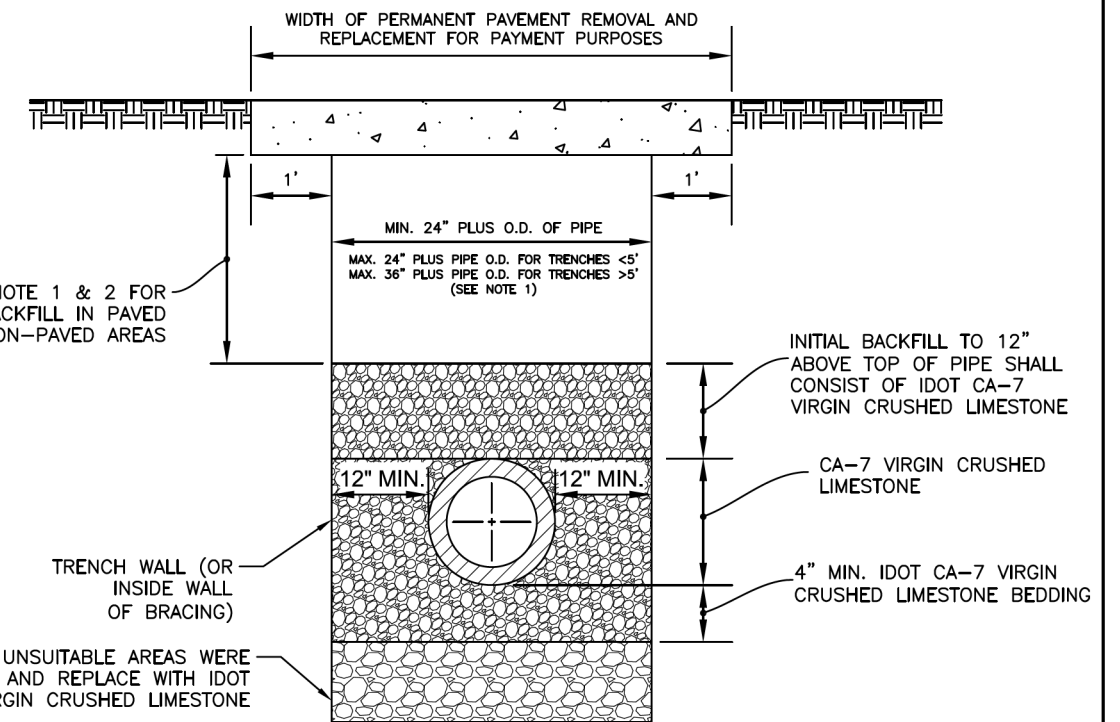


**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

SHEET: 1 OF 1
DATE: 1/1/16

SANITARY MANHOLE LID DETAIL

STANDARD NO. 5.04



SEE NOTE 1 & 2 FOR
TRENCH BACKFILL IN PAVED
AND NON-PAVED AREAS

UNDERCUT UNSUITABLE AREAS WERE
DIRECTED AND REPLACE WITH IDOT
CA-7 VIRGIN CRUSHED LIMESTONE

NOTES:

- TRENCH BACKFILL MATERIALS UNDER PAVED AREAS OR WITHIN THE ZONE OF INFLUENCE (3' FROM EDGE OF PAVEMENT) SHALL CONSIST OF THE FOLLOWING:
 - CA-6 PLACED IN 6" LAYERS COMPACTED TO 95% PROCTOR DENSITY (OR CONTROLLED LOW STRENGTH MATERIAL IDOT MIX 1 WITH PRIOR APPROVAL BY CITY ENGINEER);
 - MAXIMUM DEPTH FOR PAYMENT OF TRENCH BACKFILL MATERIAL SHALL BE FROM 12" ABOVE TOP OF PIPE TO TOP OF SUBGRADE;
 - MAXIMUM WIDTH FOR PAYMENT SHALL BE 18" PLUS PIPE O.D. (FOR TRENCHES <5') AND 36" PLUS PIPE O.D. (FOR TRENCHES >5').
- BACKFILL MATERIALS IN NON-PAVED AREAS OUTSIDE THE ZONE OF INFLUENCE (3' PAST EDGE OF PAVEMENT) SHALL CONSIST OF INORGANIC EXCAVATED MATERIALS COMPACTED PLACED IN 9" LIFTS COMPACTED TO 90% STANDARD PROCTOR DENSITY, A MINIMUM OF 6" OF TOPSOIL SHALL BE RESPREAD TO MATCH EXISTING GRADE.
- ALL MATERIALS SHALL BE PROPERLY COMPACTED PER SPECIFICATIONS (INUNDATION OR WATER JETTING ONLY ALLOWED WITH PRIOR APPROVAL OF THE CITY ENGINEER).
- ALL TRENCH EXCAVATIONS SHALL MEET OSHA REQUIREMENTS.
- BEDDING MATERIAL FOR PVC PIPE INSTALLATION SHALL COMPLY WITH ASTM D-2321.



**CITY OF BATAVIA
PUBLIC WORKS**

SHEET: 1 OF 1
DATE: 9/3/2019

UTILITY TRENCH SECTION

STANDARD NO. 5.08

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

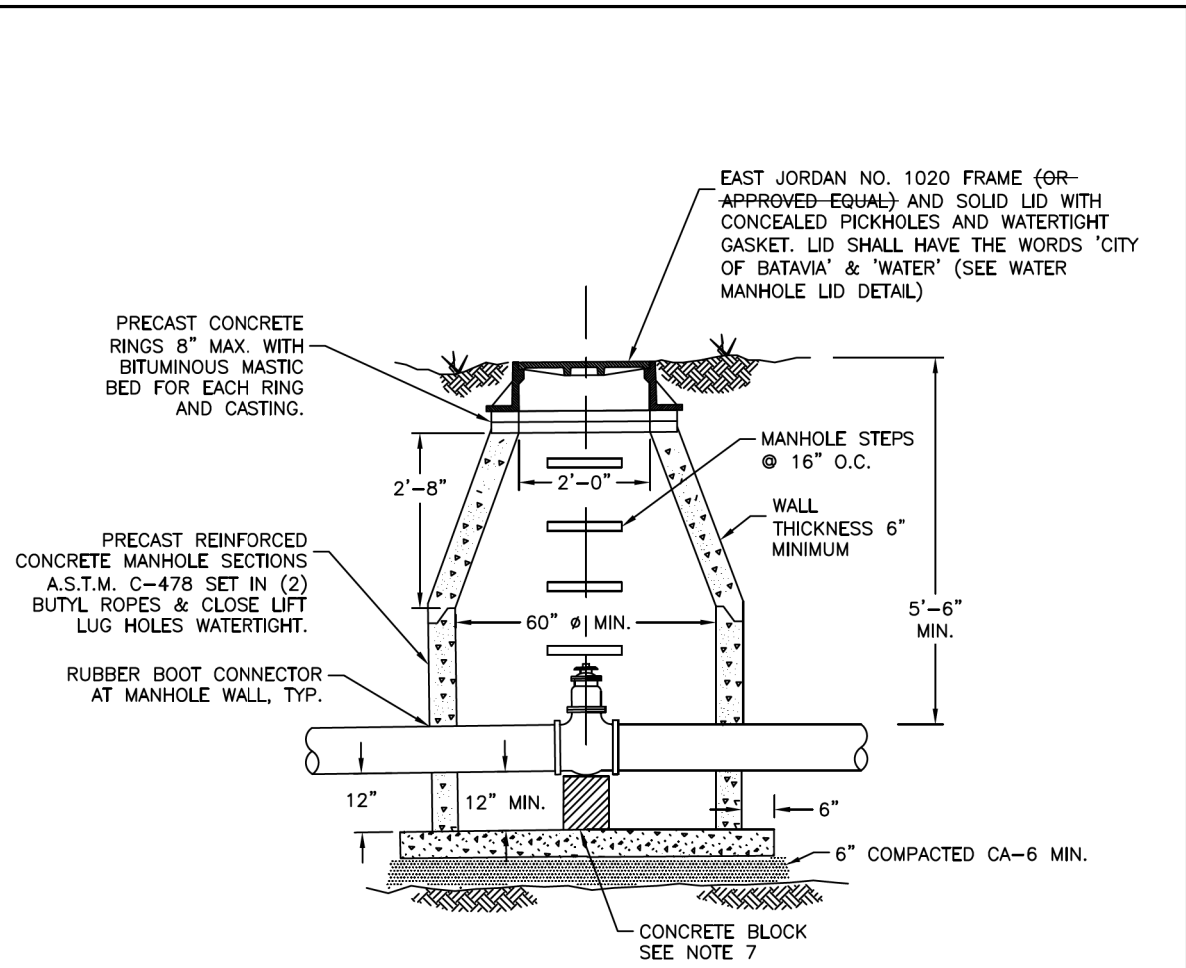
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	PLOT DATE = 5/4/2023	CHECKED - JLV	REVISED -
		DATE - 5/4/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS**

SCALE: NONE SHEET 4A OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	142A
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



NOTES:

1. VALVE VAULT OPENING SHALL BE CENTERED OVER VALVE & CASTING TO BE SET AT FINISH GRADE AS SHOWN ON PLANS.
2. PRECAST CONCRETE VAULT SHALL HAVE AN INSIDE DIAMETER OF 60" (MINIMUM) FOR 8" DIA. WATER MAIN AND LARGER.
3. VALVES SHALL BE RESILIENT WEDGE GATE VALVES CONFORMING TO AWWA C-515 AND SHALL BE CLOW OR APPROVED EQUAL.
4. ALL NUTS AND BOLTS ON VALVE ARE TO BE STAINLESS STEEL.
5. MEG-A-LUGS SHALL BE USED.
6. RUBBER BOOT CONNECTOR ASSEMBLY SHALL MEET ASTM C923 REQUIREMENTS.
7. PROVIDE A 1/2" LAYER OF PREFORMED JOINT FILLER BETWEEN PEDESTAL AND VALVE.
8. THE OPERATING NUT SHALL BE LOCATED DIRECTLY BELOW THE VALVE VAULT LID. ALL VALVES SHALL BE "KEYABLE" AS DETERMINED BY THE CITY OF BATAVIA WATER DEPARTMENT.

NOT TO SCALE

BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 07/10/2020

WATER VALVE VAULT

STANDARD NO. 6.01

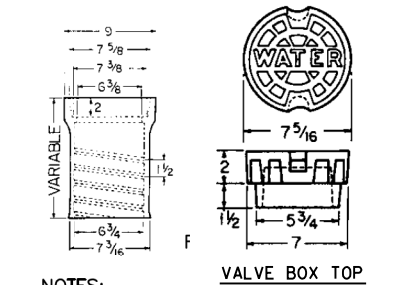
B-BOX LOCATION TO BE SET 6" FROM PROPERTY LINE WITH WATER CAST INTO COVER (PAVEMENT LOCATION PROHIBITED)
SET 2"x4" WOOD POST PAINTED BLUE 4' ABOVE GRADE AT B-BOX.

CURB BOX
MUELLER H-10300 WITH 1-1/4" I.D. UPPER SECTION AND 2" MINNEAPOLIS TAPPED BASE.
A.Y. MCDONALD 5615 1-1/4"

CURB STOP
COMPRESSION JOINT CONNECTION
FORD B-44-444-Q-NL 1"
B-44-666-Q-NL 1-1/2"
B-44-777-Q-NL 2"
A.Y. MCDONALD 74701-BQ 1", 1-1/2", 2"
Q SERIES BRASS

CORPORATION STOP
FORD B-44-444-Q-NL 1"
B-44-666-Q-NL 1-1/2"
B-44-777-Q-NL 2"
A.Y. MCDONALD 74701-BQ 1", 1-1/2", 2"
Q SERIES BRASS

SERVICES GREATER THAN 1" WILL REQUIRE AN APPROVED SWIVEL 45° COMPRESSION FITTING



NOTES:

1. WATER SERVICE LINE SHALL BE IN A SEPARATE TRENCH 10 FT. FROM THE SANITARY SEWER SERVICE LINE OR IF IN THE SAME TRENCH ON A SHELF 18" MIN. ABOVE THE SEWER LINE, IN WHICH CASE THE SEWER PIPE MATERIAL SHALL BE DUCTILE IRON OR PVC PIPE EQUIVALENT TO WATER MAIN STANDARDS.
2. WATER SERVICE PIPE MATERIALS SHALL BE TYPE K COPPER.
3. PIPE SIZE CAN VARY, BUT 1" MINIMUM. OTHER APPURTENANCES SHALL REFLECT SAME.
4. COPPER PIPE SHALL BE ONE PIECE BETWEEN TAP AND CURB BOX.
5. PLACE BETWEEN SIDEWALK AND PROPERTY LINE. KEEP BOXES OUT OF SIDEWALKS AND DRIVEWAY.
6. MINIMUM OF 3' BETWEEN TAPS AND 3' TO NEAREST JOINT.
7. 1" SERVICE MAY BE DIRECTLY TAPPED INTO 6" OR LARGER MAIN. LARGER SERVICES REQUIRE A CASCADE CS22 STAINLESS STEEL SADDLE MADE IN YORKVILLE IL USA OR APPROVED EQUAL STAINLESS STEEL TAPPING SLEEVE.

NOT TO SCALE

BATAVIA
CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 07/10/2020

WATER SERVICE DETAIL

STANDARD NO. 6.02

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

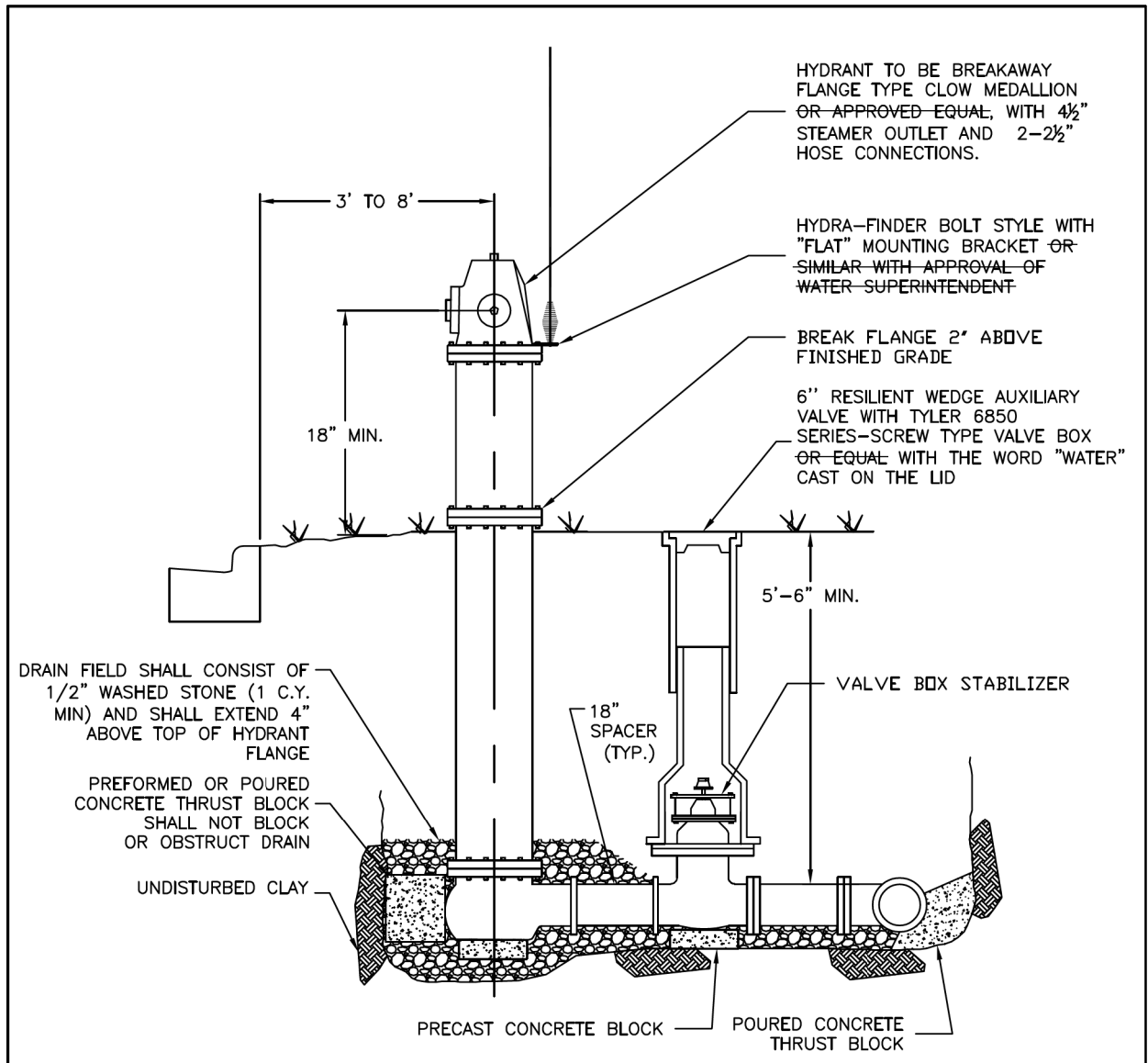
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	PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
		DATE - 2/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

SCALE: NONE SHEET 5 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	143
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



DRAIN FIELD SHALL CONSIST OF 1/2" WASHED STONE (1 C.Y. MIN) AND SHALL EXTEND 4" ABOVE TOP OF HYDRANT FLANGE


PREFORMED OR POURED CONCRETE THRUST BLOCK SHALL NOT BLOCK OR OBSTRUCT DRAIN

UNDISTURBED CLAY

NOTE:

1. HYDRANT, VALVE AND TEE SHALL BE SECURELY TIED TOGETHER WITH MEG-A-LUGS AND EITHER PRECAST OR PREFORMED CONCRETE THRUST BLOCKS.
2. ALL NUTS AND BOLTS ON HYDRANTS AND VALVES ARE TO BE STAINLESS STEEL.
3. HYDRANT AND VALVE ARE TO BE SET PLUMB AT THE ELEVATION SHOWN ON PLANS.
4. HYDRANT SHALL BE FACTORY PAINTED MATCHING THE CITY STANDARD FOR COLOR, COMMONLY KNOWN AS "PARROT GREEN", AND SHALL HAVE "HYDRAFINDER STANDARD" HYDRANT LOCATOR.

NOT TO SCALE

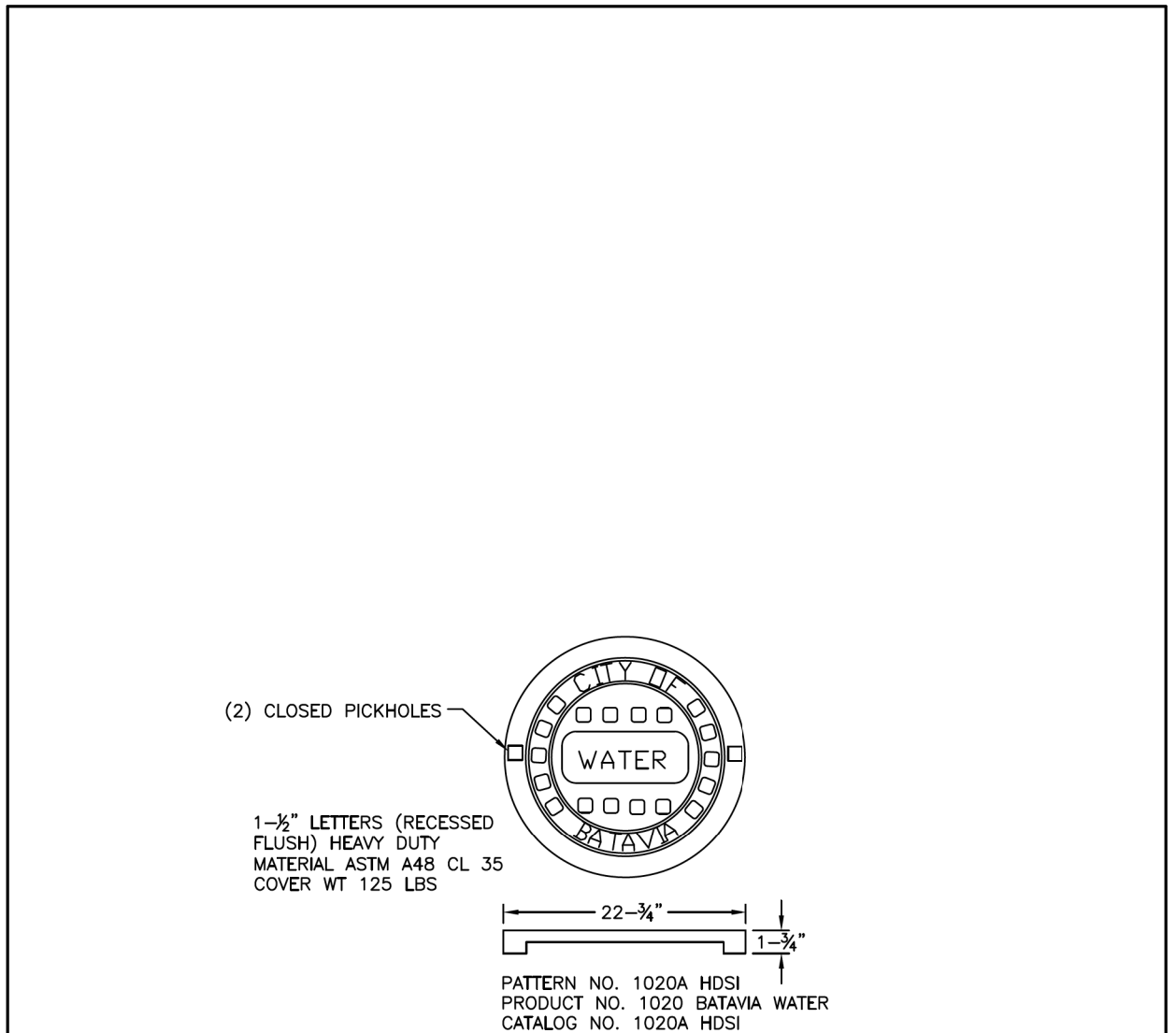


CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 7/10/20

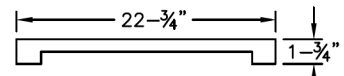
FIRE HYDRANT ASSEMBLY

STANDARD NO. 6.03




(2) CLOSED PICKHOLES

1-1/2" LETTERS (RECESSED FLUSH) HEAVY DUTY MATERIAL ASTM A48 CL 35 COVER WT 125 LBS



PATTERN NO. 1020A HDSI
PRODUCT NO. 1020 BATAVIA WATER
CATALOG NO. 1020A HDSI



CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 1/1/16

WATER MANHOLE LID

STANDARD NO. 6.04

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
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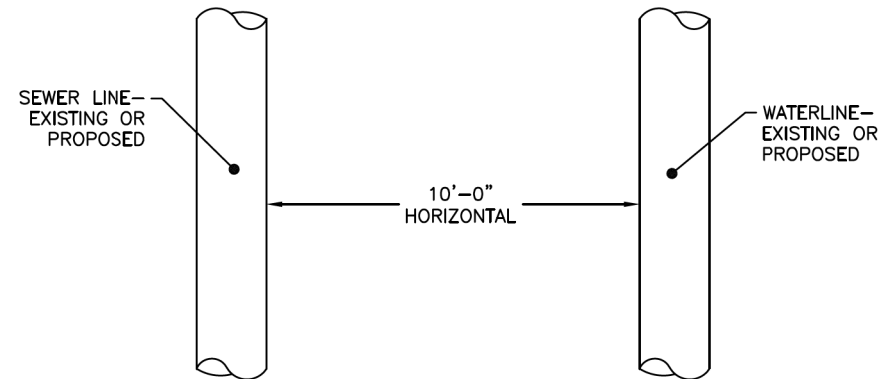
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

SCALE: NONE SHEET 6 OF 16 SHEETS STA. TO STA.

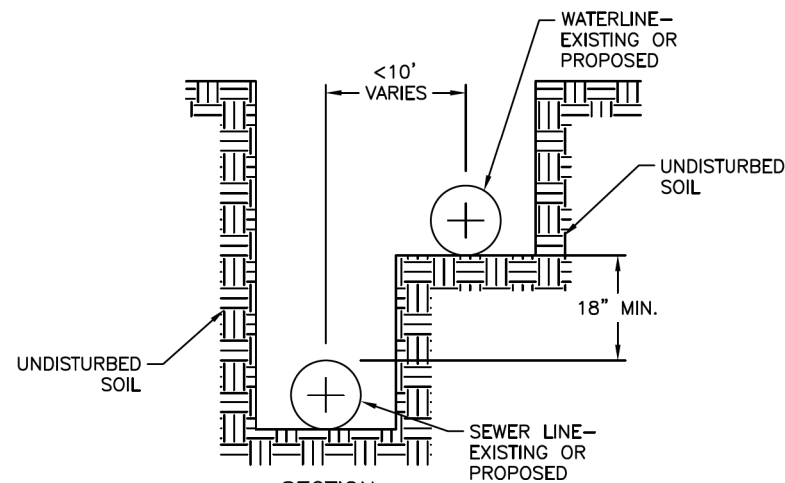
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	144
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

WHEN PROPOSED SEWER (OR WATER) IS LOCATED TEN (10) FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED.



PLAN VIEW

WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN TEN (10) FEET FROM EXISTING WATER (OR SEWER) THE DETAIL BELOW SHALL APPLY.



SECTION

NOTES:

1. FOR FURTHER INFORMATION REGARDING THE WATER AND SEWER SEPARATION REQUIREMENTS SEE THE LATEST EDITION OF THE "ILLINOIS STANDARDS SPECIFICATION FOR SEWER AND WATER CONSTRUCTION IN ILLINOIS."
2. REFER TO THE CITY OF BATAVIA "WATER MAIN CROSSING" DETAIL FOR DETAILED REQUIREMENTS FOR PROPOSED WATER MAIN CROSSING UNDER A SEWER.

NOT TO SCALE

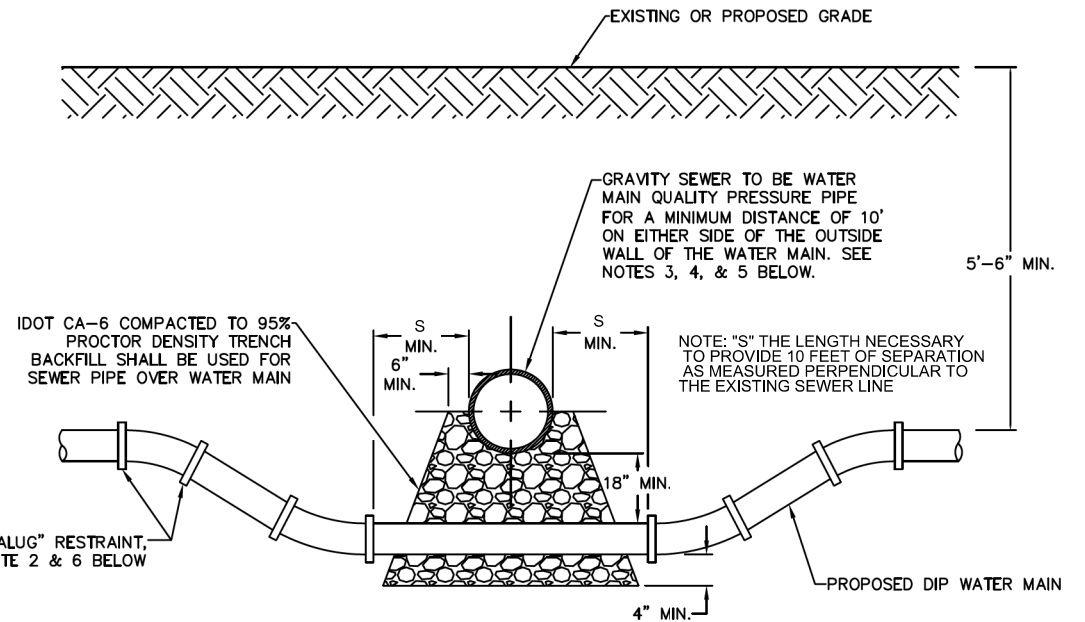


CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 01/01/2016

WATER AND SEWER SEPARATION

STANDARD NO. 6.05



NOTES:

1. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATER MAINS AND SEWERS SHALL COMPLY WITH CITY OF BATAVIA DESIGN MANUAL OR IEPA STANDARDS, WHICHEVER IS MORE STRINGENT.
2. CONTRACTOR MAY BEND WATER MAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPE UNDER 14" IN DIAMETER AND 3 DEGREES PER JOINT FOR PIPE 14" AND OVER IN DIAMETER. IF FITTINGS ARE USED, CONTINUOUS STRAPPING WITH RODS, STRAPS, NUTS AND BOLTS BELOW NORMAL WATERMAIN DEPTH ARE REQUIRED, OR RETAINER GLANDS MAY BE USED IN LIEU OF STRAPPING. RETAINER GLANDS TO BE "MEGALUG" RESTRAINT, SERIES 1100 OR APPROVED EQUAL WITH "COR-TEN" BOLTS.
3. ALL SANITARY SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS OR WATER SERVICES ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE POLYVINYL CHLORIDE PRESSURE PIPE (SDR 26 MINIMUM) AND SHALL CONFORM WITH THE LATEST REVISION OF ASTM D-2241 OR AWWA C900/905. JOINTS SHALL CONFORM TO ASTM D-3139 AND ELASTOMERIC GASKETS SHALL CONFORM TO ASTM F-477. THE SAME PIPE AND JOINT MATERIALS SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.
4. ALL STORM SEWER (INCLUDING SERVICE) CROSSINGS WHERE THE WATER MAINS ARE LESS THAN 18" VERTICALLY ABOVE THE SEWER SHALL BE REINFORCED CONCRETE PIPE, ASTM C-361, CLASS D-25, WITH BELL AND SPIGOT JOINTS AND RUBBER GASKETS, OR PVC SDR 26 AS SPECIFIED IN NOTE 3 ABOVE. THE SAME PIPE AND JOINT MATERIAL SHALL BE USED WHENEVER WATER MAIN CROSSES BELOW THE SEWER.
5. FOR NEW SEWER INSTALLATIONS CROSSING OVER WATER MAINS, THE ENTIRE RUN OF NEW SEWER SHALL BE WATER MAIN QUALITY PIPE, EXTENDING FROM STRUCTURE TO STRUCTURE ON EACH SIDE OF THE CROSSING.
6. ALL JOINTS WITHIN "L" LENGTH OF FITTING MUST BE RESTRAINED. REFER TO CITY OF BATAVIA "WATER MAIN RESTRAINT" TYPICAL DETAIL FOR MINIMUM RESTRAINED LENGTHS.

NOT TO SCALE



CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 1/1/16

WATER MAIN CROSSING

STANDARD NO. 6.06

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

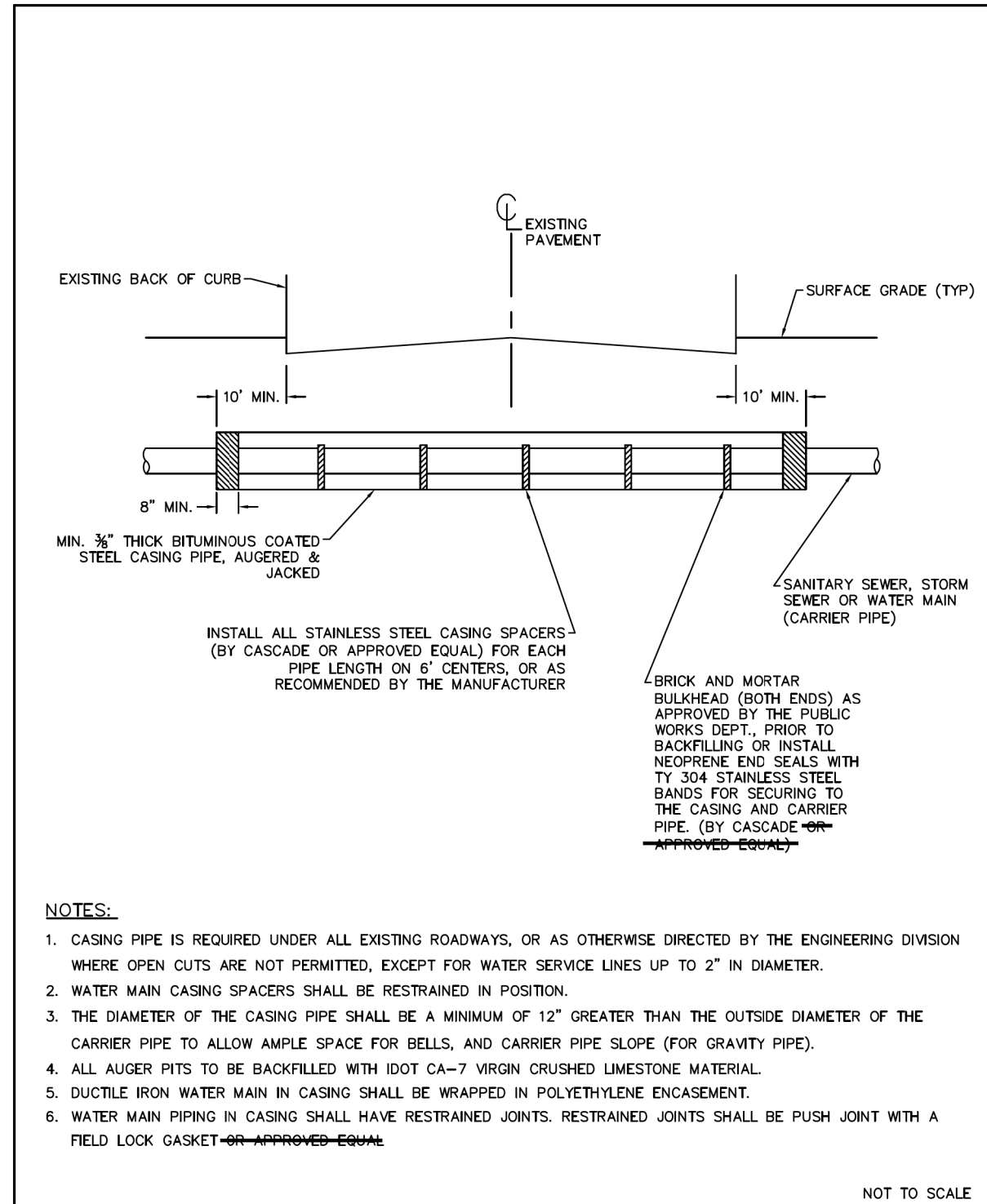
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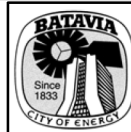
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

SCALE: NONE SHEET 7 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	145
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



 <p>CITY OF BATAVIA PUBLIC WORKS</p> <p>SHEET: 1 OF 1 DATE: 06/19/18</p>	<p>CASING PIPE DETAL</p>	
	<p>STANDARD NO. 6.08</p>	

MINIMUM RESTRAINED LENGTHS (IN FEET)
BACK FROM BOTH SIDES OF FITTING


FITTING TYPE/NOMINAL SIZE	4"	6"	8"	10"	12"	16"
90 DEGREE BEND	17	25	32	38	45	59
45 DEGREE BEND	7	10	13	16	19	24
22.5 DEGREE BEND	3	5	6	8	9	12
11.25 DEGREE BEND	2	2	3	4	4	6
DEAD END	39	55	73	87	103	134
TOP SIDE VERTICAL OFFSET * (45 DEGREE)	16	23	30	36	43	55
BOTTOM SIDE VERTICAL OFFSET * (45 DEGREE)	4	6	8	10	11	15
TEE RUN X BRANCH **						
6" BY	1	17				
8" BY	1	5	34			
10" BY	1	1	24	49		
12" BY	1	1	15	41	65	
16" BY	1	1	1	26	52	95
REDUCER **						
6" BY	28					
8" BY	52	30				
10" BY	71	54	29			
12" BY	90	75	55	51		
16" BY	123	113	97	94	54	

* VERTICAL OFFSET WITH MINIMUM 10' OF SOLID PIPE BETWEEN UPPER AND LOWER BEND.

** TEE WITH MINIMUM 10' SOLID PIPE ON BOTH SIDES OF RUN.

NUMBER INDICATES LENGTH OF BRANCH TO BE RESTRAINED.

*** LENGTH BACK FROM LARGE END OF REDUCER.

 <p>CITY OF BATAVIA PUBLIC WORKS DEPARTMENT</p> <p>SHEET: 1 OF 1 DATE: 08/30/2017</p>	<p>WATER MAIN RESTRAINT</p>	
	<p>STANDARD NO. 6.09</p>	

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600

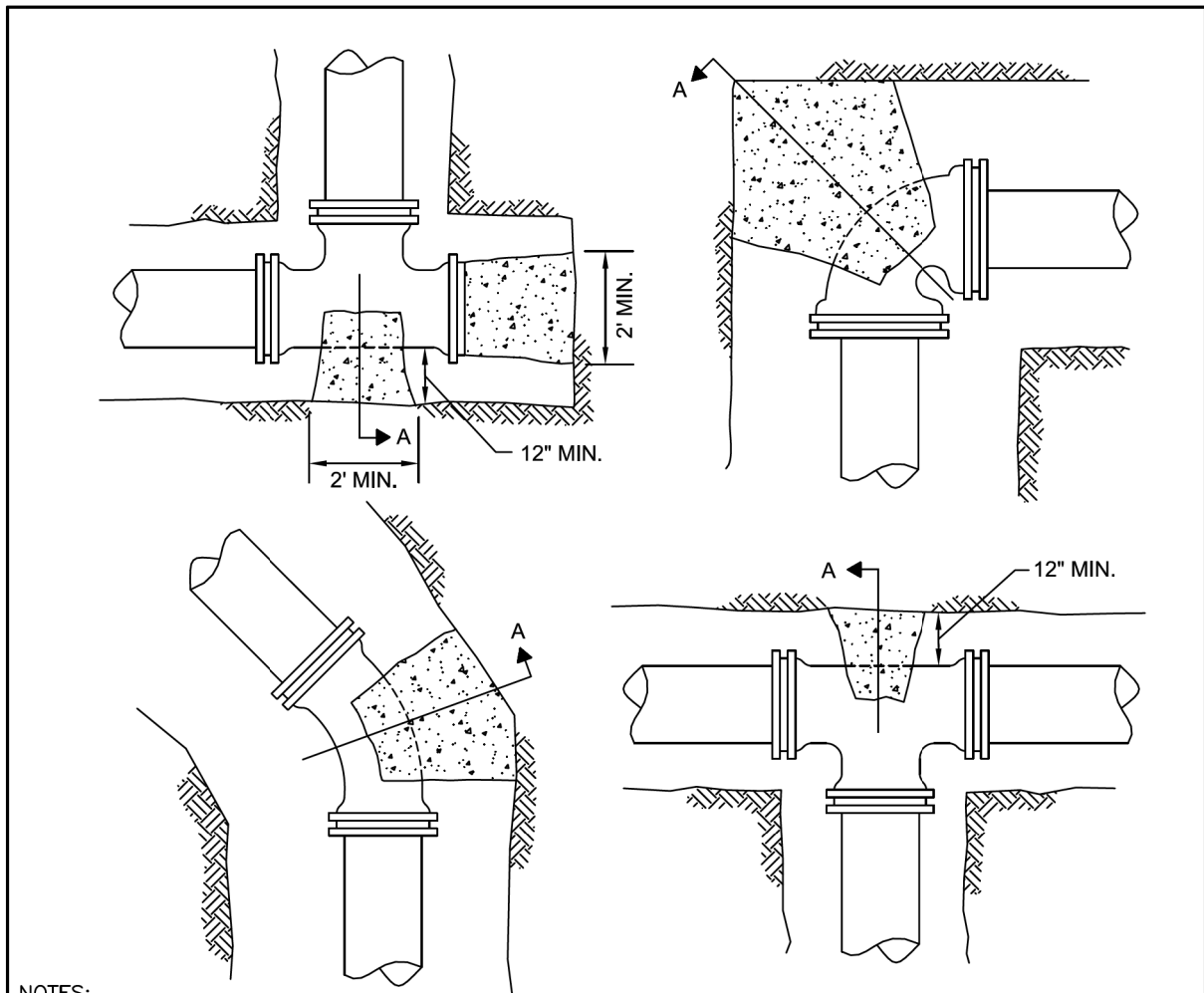
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

SCALE: NONE SHEET 8 OF 16 SHEETS STA. TO STA.

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 146
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

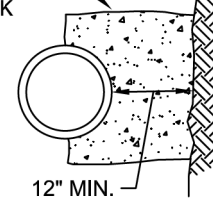


NOTES:

1. THRUST RESTRAINT SHALL BE USED TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS, & AT POINTS SPECIFIED BY THE ENGINEER.
2. THRUST RESTRAINT SHALL INCLUDE BOTH PRE-FORMED MASONRY (OR CAST-IN-PLACE) CONCRETE THRUST BLOCKS AND "MEGA-LUG" MECHANICAL JOINT RESTRAINTS. FOR PIPES LARGER THAN 12"Ø, BLOCKS MUST BE POURED IN PLACE.
3. CAST-IN-PLACE CONCRETE SHALL BE CLASS "SI".
4. CONCRETE BLOCKS SHALL BE MINIMUM OF 12" THICK, PLACED BETWEEN UNDISTURBED GROUND & THE FITTING, AND SHALL BE ANCHORED IN SUCH A MANNER THAT THE PIPE AND FITTING WILL BE ACCESSIBLE FOR REPAIRS.
5. ADDITIONAL JOINT RESTRAINT MAY BE REQUIRED BY THE CITY FOR LENGTH OF PIPE EACH DIRECTION FROM BENDS IF EXISTING SOILS ARE FOUND TO BE UNSUITABLE.

UNDISTURBED TRENCH WALL

CONCRETE THRUST BLOCK



SECTION A



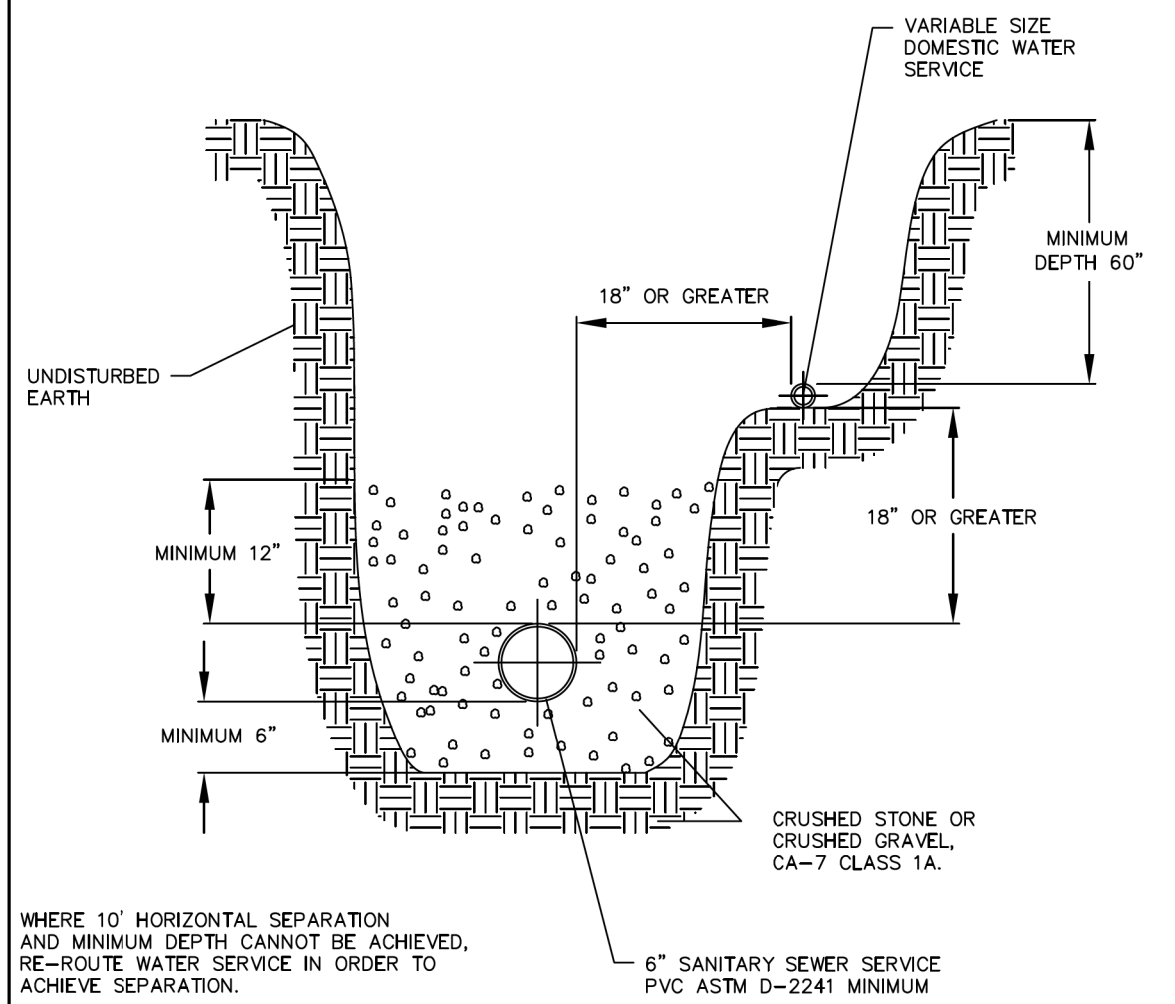
**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

**SHEET: 1 OF 1
DATE: 1/1/16**

WATERMAIN THRUST BLOCK

STANDARD NO. 6.10

REQUIRED WHEN A 10' MINIMUM SEPARATION IS NOT POSSIBLE FOR WATER AND SEWER SERVICES



WHERE 10' HORIZONTAL SEPARATION AND MINIMUM DEPTH CANNOT BE ACHIEVED, RE-ROUTE WATER SERVICE IN ORDER TO ACHIEVE SEPARATION.

NOTE

INSTALL PER "77 ILL. ADMIN. CODE PART 890 ILLINOIS PLUMBING CODE" LATEST EDITION.

SANITARY SEWER SERVICE & POTABLE WATER SERVICE SEPARATION



**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

**SHEET: 1 OF 1
DATE: 1/1/16**

WATER SEWER SEPARATION

STANDARD NO. 6.11

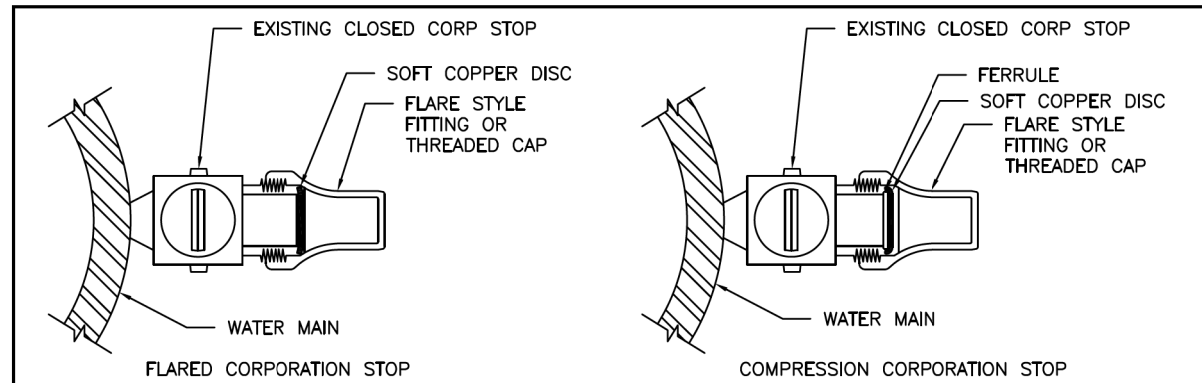
TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

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		DATE - 2/15/2023	REVISED -

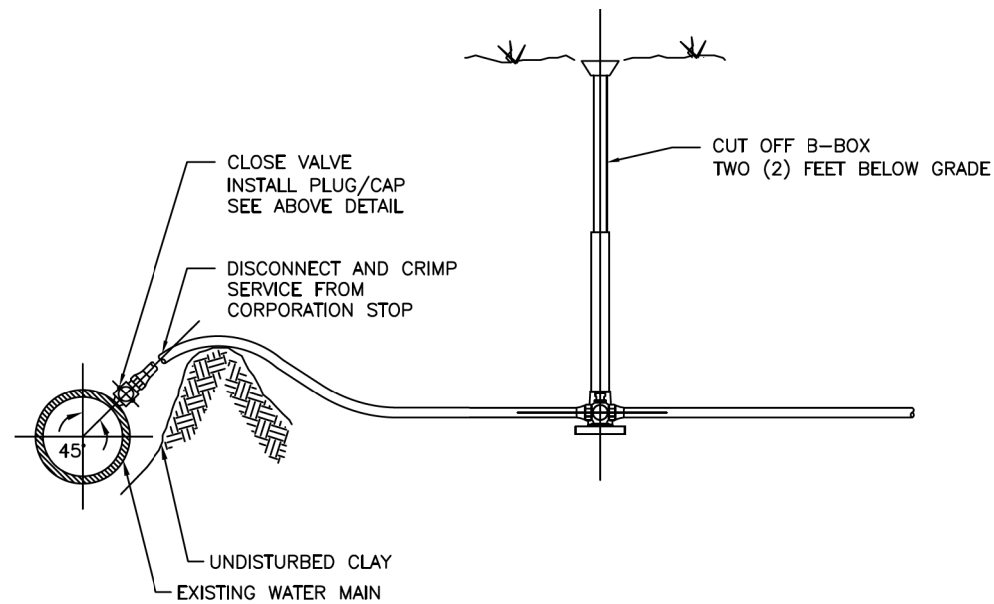
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS	
CITY OF BATAVIA DETAILS	
SCALE: NONE	SHEET 9 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	147
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



PLUG/CAP DETAILS



NOTES:

1. PRIOR WATER DEPARTMENT APPROVAL REQUIRED
2. CITY OF BATAVIA WATER DEPARTMENT SHALL WITNESS THE WATER SERVICE ABANDONMENT PRIOR TO BACKFILLING. CALL COMMUNITY DEVELOPMENT 48 HOURS PRIOR TO SCHEDULE INSPECTIONS.
3. EXISTING CORPORATION AND CURB STOP SHALL BE TURNED TO THE CLOSED POSITION AND EXISTING B-BOX CUT OFF TWO FEET BELOW GRADE AND REMOVED
4. CRIMP SOFT PIPES WITHIN ONE FOOT OF DISCONNECTED SERVICE LINE. USE THREADED CAP FOR RIGID THREADED STEEL PIPES.
5. THIS DETAIL APPLIES 1/2" TO 2" SERVICE LINES

NOT TO SCALE

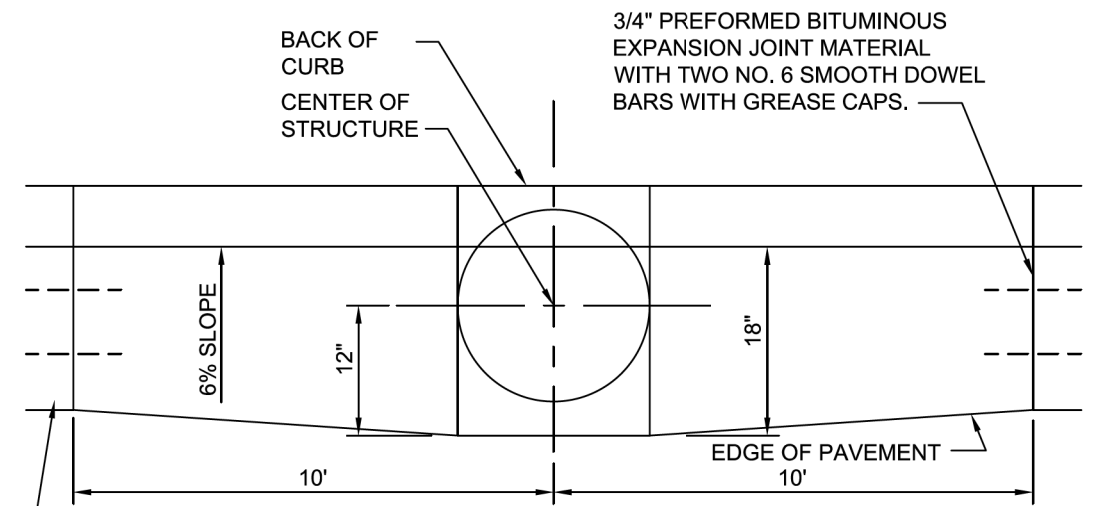


CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT

SHEET: 1 OF 1
DATE: 01/23/2018

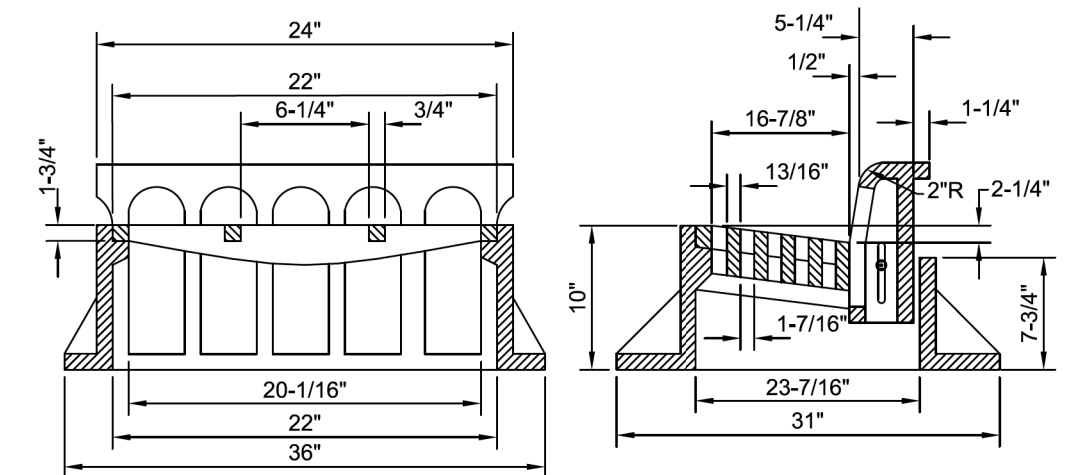
WATER SERVICE ABANDONMENT DETAIL

STANDARD NO. 6.12



B6.12 CURB & GUTTER

PLAN



NOTES:

1. GRATE & CASTING SHALL BE EAST JORDAN 7221 OR NEENAH R-3278-A OR ALTERNATE AS APPROVED BY THE CITY ENGINEER.
2. WITH CITY ENGINEER APPROVAL, EAST JORDAN 7000 WITH M3 GRATE MAY SUBSTITUTE IN SITUATIONS WHERE AN INLET IS UNAVOIDABLY LOCATED IN A DEPRESSED CURB.
3. ALL CASTINGS SHALL BE SHOP PAINTED WITH AN ASPHALTIC BASE.



CITY OF BATAVIA
PUBLIC WORKS

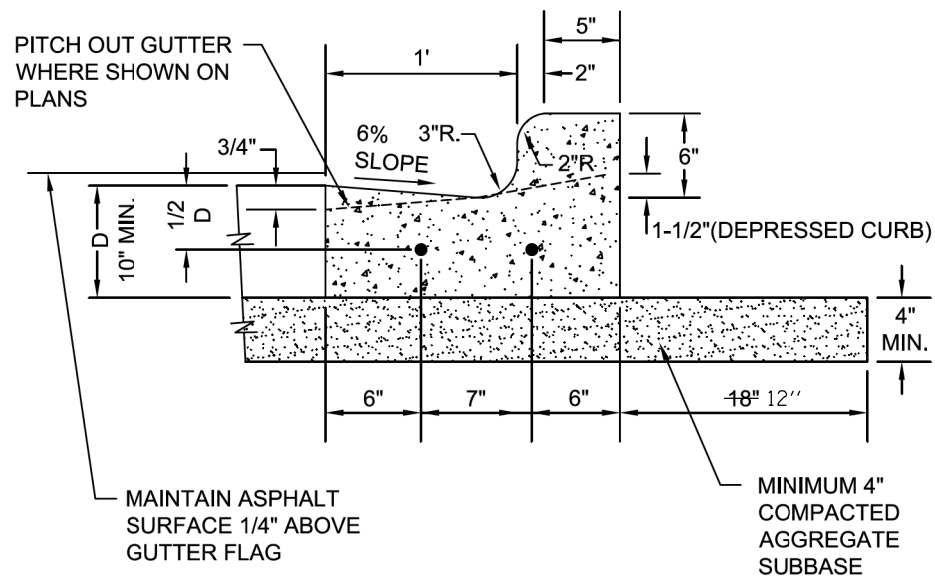
SHEET: 1 OF 1
DATE: 06/02/2020

B6.12 BARRIER CURB & GUTTER AT INLETS

STANDARD NO. 7.03

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
Default	PLOT SCALE = 2.0000' / in.	DRAWN - BM5	REVISED -
	PLOT DATE = 2/15/2023	CHECKED - JLJ	REVISED -
		DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	148
			CONTRACT NO. 61J35	
		ILLINOIS	FED. AID PROJECT	



NOTES:

- 3/4" PREFORMED BITUMINOUS EXPANSION JOINT WITH TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" DIA. X 18") WITH GREASE CAPS SHALL BE PLACED EVERY 150', 5' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB & GUTTER THE EXISTING CURB SHALL BE DRILLED AND TWO (2) NUMBER 6 EPOXY COATED SMOOTH DOWEL BARS (3/4" X 18") GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
- TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15' AND AT LEAST (1) CONTROL JOINT PROVIDED AT ADA CURB RAMPS PER CITY STANDARD DETAIL NO. 7.10.
- SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A CITY APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
- FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) EPOXY COATED REINFORCING BARS (NO. 5) SHALL BE PLACED IN THE CURB AND GUTTER, CENTERED OVER THE TRENCH.

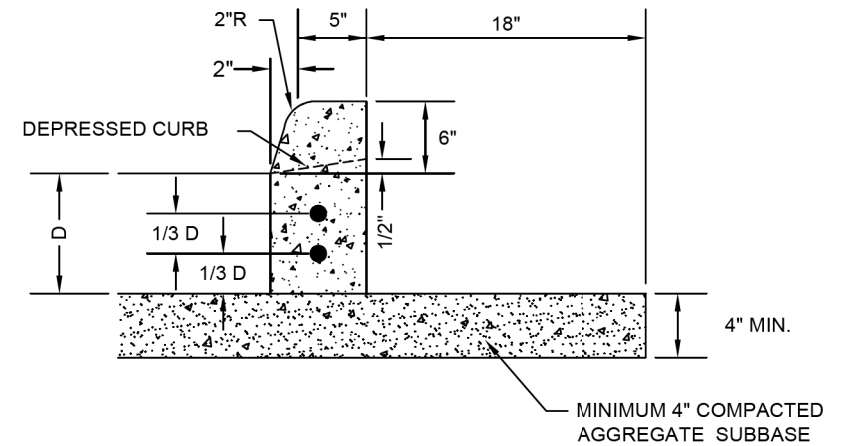


**CITY OF BATAVIA
PUBLIC WORKS**

SHEET: 1 OF 1
DATE: 11/8/18

B6.12 BARRIER CURB & GUTTER

STANDARD NO. 7.04



NOTES:

- 3/4" PREFORMED BITUMINOUS EXPANSION JOINT WITH TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" DIA. X 18") WITH GREASE CAPS SHALL BE PLACED EVERY 150', 10' EITHER SIDE OF DRAINAGE STRUCTURES, P.C.'S, RADIUS POINTS AND BACK OF CUL-DE-SACS. WHEN EXPANSION JOINTS ARE CONSTRUCTED ADJACENT TO EXISTING CURB & GUTTER THE EXISTING CURB SHALL BE DRILLED AND TWO (2) NUMBER 6 COATED SMOOTH DOWEL BARS (3/4" X 18") GROUTED IN PLACE. GREASE CAPS SHALL BE PLACED ON THE SIDE OF THE NEW CURB AND GUTTER SHALL HAVE A PINCHED STOP THAT WILL PROVIDE A MINIMUM 1" EXPANSION.
- TOOLED CONTROL JOINTS OR SAWCUTS SHALL BE MADE EVERY 15'.
- SAWCUTS SHALL BE MADE WITHIN TWENTY-FOUR (24) HOURS AND SEALED WITH A CITY APPROVED JOINT SEALANT. JOINTS SHALL BE CLEAN AND DRY PRIOR TO APPLICATION OF SEALANT.
- FOR CURB AND GUTTER CONSTRUCTED OVER UTILITY TRENCHES, TWO (2) EPOXY COATED REINFORCING BARS (NO. 4) SHALL BE PLACED IN THE CURB AND GUTTER, CENTERED OVER THE TRENCH.



**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

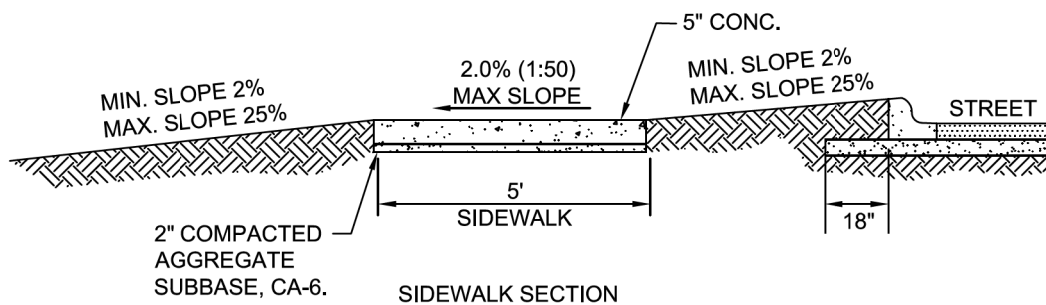
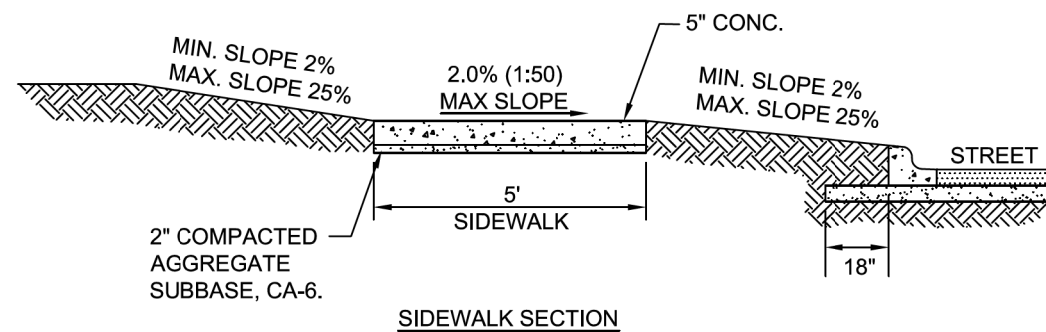
SHEET: 1 OF 1
DATE: 11/8/19

TYPE B BARRIER CURB

STANDARD NO. 7.06

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
Default	PLOT SCALE = 2,0000' / in.	DRAWN - BM5	REVISED -
	PLOT DATE = 2/15/2023	CHECKED - JLW	REVISED -
		DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	149
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



NOTES:

1. CONCRETE SHALL BE IDOT CLASS SI.
2. MINIMUM SIDEWALK THICKNESS SHALL BE 5".
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE AT A MINIMUM 6" FOR RESIDENTIAL DRIVEWAYS AND 8" FOR COMMERCIAL DRIVEWAYS.
4. MAXIMUM LONGITUDINAL SLOPE SHALL NOT EXCEED 5% (20:1). FOR ANY SLOPE IN EXCESS OF 5%, ALL REQUIREMENTS OF THE ILLINOIS ACCESSIBILITY CODE (LATEST EDITION) SHALL BE MET.
5. MINIMUM TRANSVERSE SLOPE SHALL BE 1.0% (1:100). MAXIMUM TRANSVERSE SLOPE SHALL BE 2.0% (1:50).
6. A MINIMUM 2" AGGREGATE SUBBASE (CA-6) SHALL BE PROVIDED. (4" THROUGH COMMERCIAL DRIVEWAYS).
7. AGGREGATE SUBBASE SHALL BE MECHANICALLY COMPACTED.
8. ALL SIDEWALKS SHALL BE PROMPTLY BACKFILLED AND PROTECTED FROM DAMAGE.
9. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
10. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.



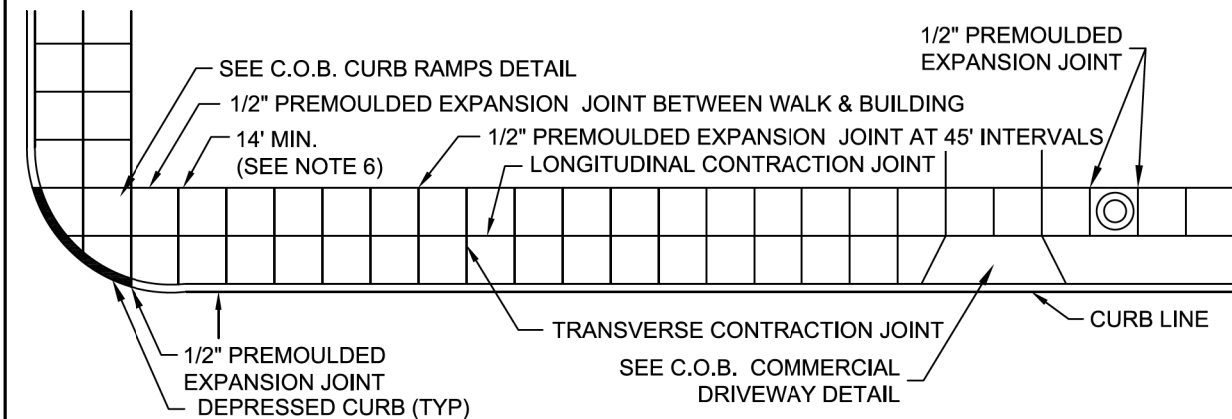
**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

**SHEET: 1 OF 1
DATE: 1/1/16**

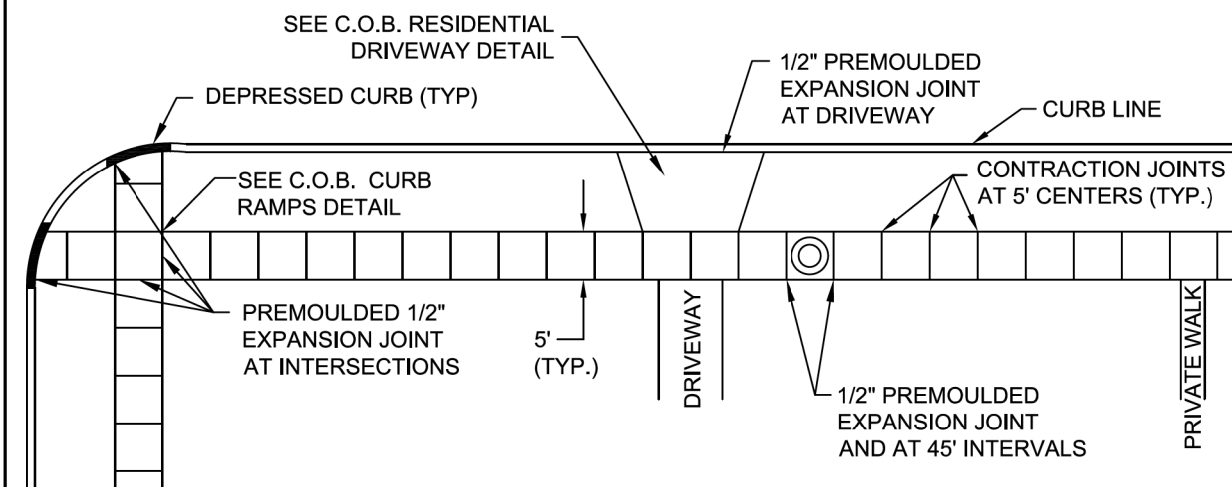
SIDEWALK

STANDARD NO. 7.08

CENTRAL BUSINESS DISTRICT



RESIDENTIAL AREA



NOTES:

1. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
2. SIDEWALK THICKNESS AT CURB RAMPS, THRU DRIVEWAYS, AND CARRIAGE WALKS SHALL BE A MINIMUM OF 6" PCC ON 2" AGGREGATE SUB BASE.
3. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
4. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.
5. THE WIDTH OF PUBLIC SIDEWALKS FOR ALL TYPES OF ZONING SHALL NOT BE LESS THAN 5'.
6. MINIMUM SIDEWALK WIDTH IS 10 FEET WITH GRASS PARKWAY.
7. EXPANSION JOINTS SHALL BE PLACED AT THE END OF EACH POUR.



**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

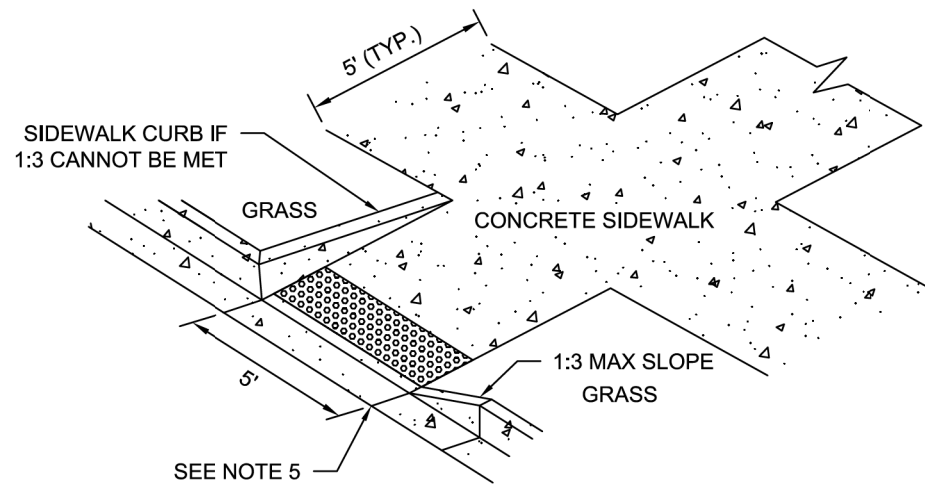
**SHEET: 1 OF 1
DATE: 11/15/2018**

SIDEWALK CONSTRUCTION

STANDARD NO. 7.09

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
Default	PLOT SCALE = 2,000' / in.	DRAWN - BMS	REVISED -
	PLOT DATE = 2/15/2023	CHECKED - JLJ	REVISED -
		DATE - 2/15/2023	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	150
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J35	



ISOMETRIC VIEW

NOTES:

1. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
2. SIDEWALK THICKNESS AT CURB RAMPS SHALL BE A MINIMUM OF 6" PCC ON 2" AGGREGATE SUB BASE.
3. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
4. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.
5. PROVIDE AT LEAST ONE (1) TOOLED OR SAWCUT CONTROL JOINT IN THE CURB. JOINT SHALL BE INLINE WITH SIDEWALK EDGE.
6. DETECTABLE WARNING TILE COLOR SHALL BE "BRICK RED" OR AS APPROVED BY THE CITY OF BATAVIA.

APPLICABLE IDOT STANDARD DETAILS OR LATEST REVISION THEREOF:

424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-01	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
606001-05	CONCRETE CURB TYPE B AND COMB CONCRETE CURB AND GUTTER

APPROVED ADA DETECTABLE WARNING TILES:

1. ADA SOLUTIONS - CAST IN PLACE REPLACEABLE
2. ARMOR TILE - CAST IN PLACE
3. DETECTILE - SLIMTEK II
4. TUFTILE - POLYMER WET-SET

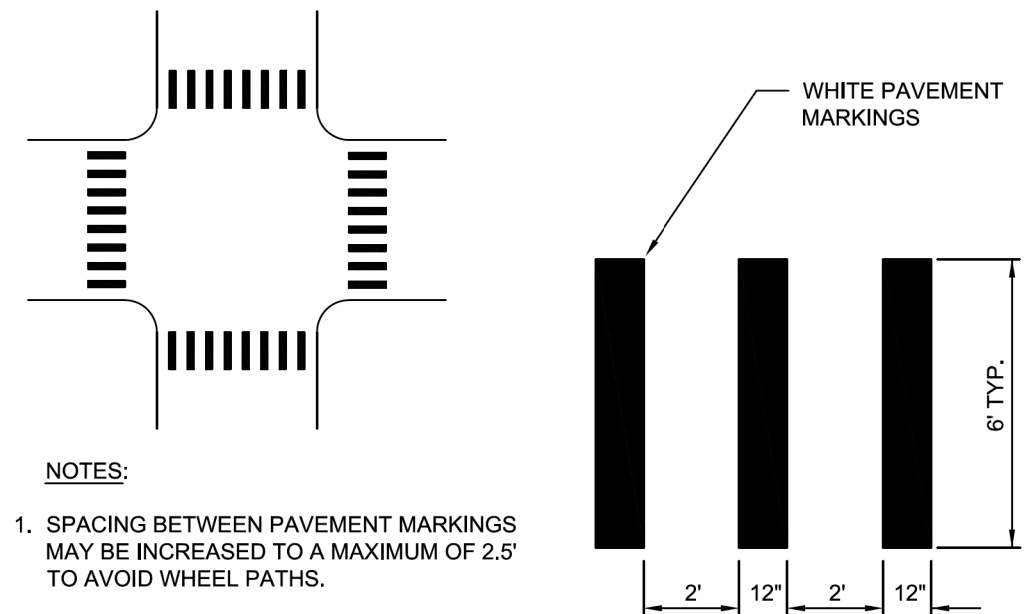


**CITY OF BATAVIA
PUBLIC WORKS**

SHEET: 1 OF 1
DATE: 8/18/20

CURB RAMPS

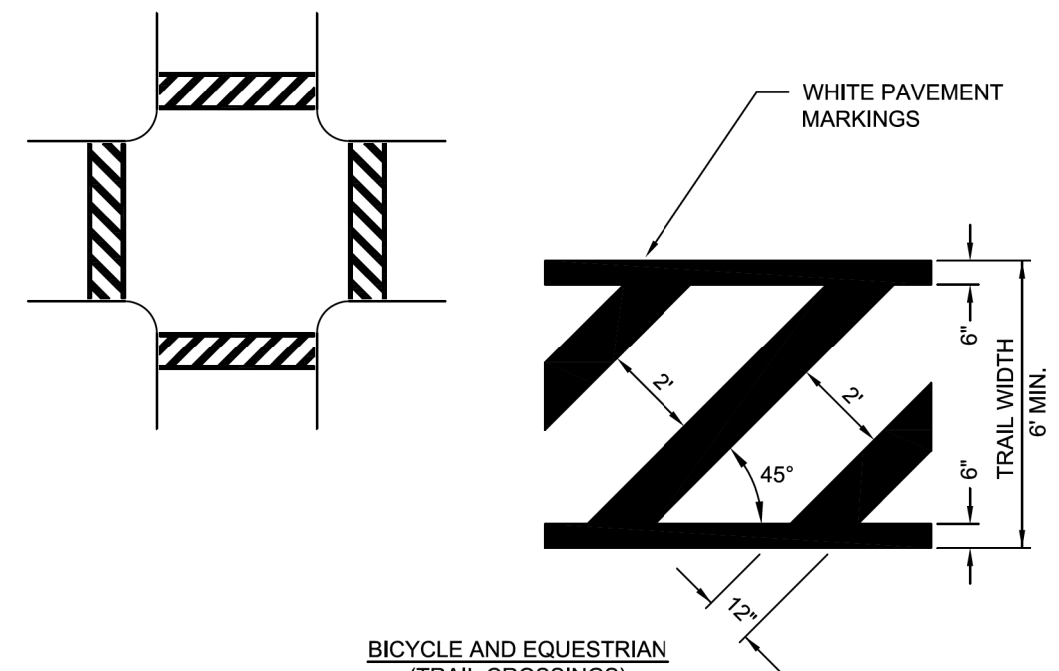
STANDARD NO. 7.10



NOTES:

1. SPACING BETWEEN PAVEMENT MARKINGS MAY BE INCREASED TO A MAXIMUM OF 2.5' TO AVOID WHEEL PATHS.

SCHOOL AND PEDESTRIAN



BICYCLE AND EQUESTRIAN
(TRAIL CROSSINGS)



**CITY OF BATAVIA
PUBLIC WORKS**

SHEET: 1 OF 1
DATE: 1/1/16

CROSSWALK

STANDARD NO. 7.11

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

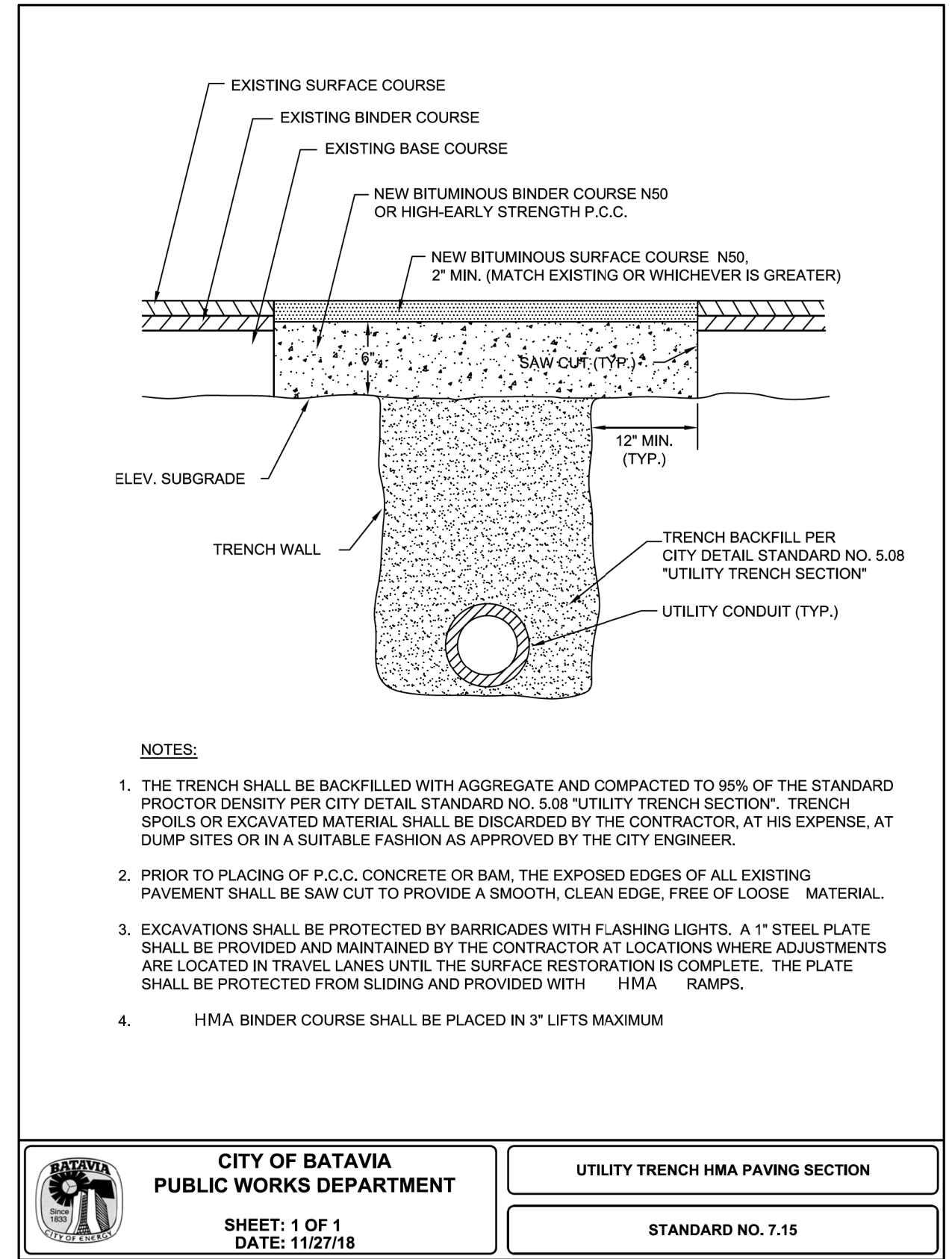
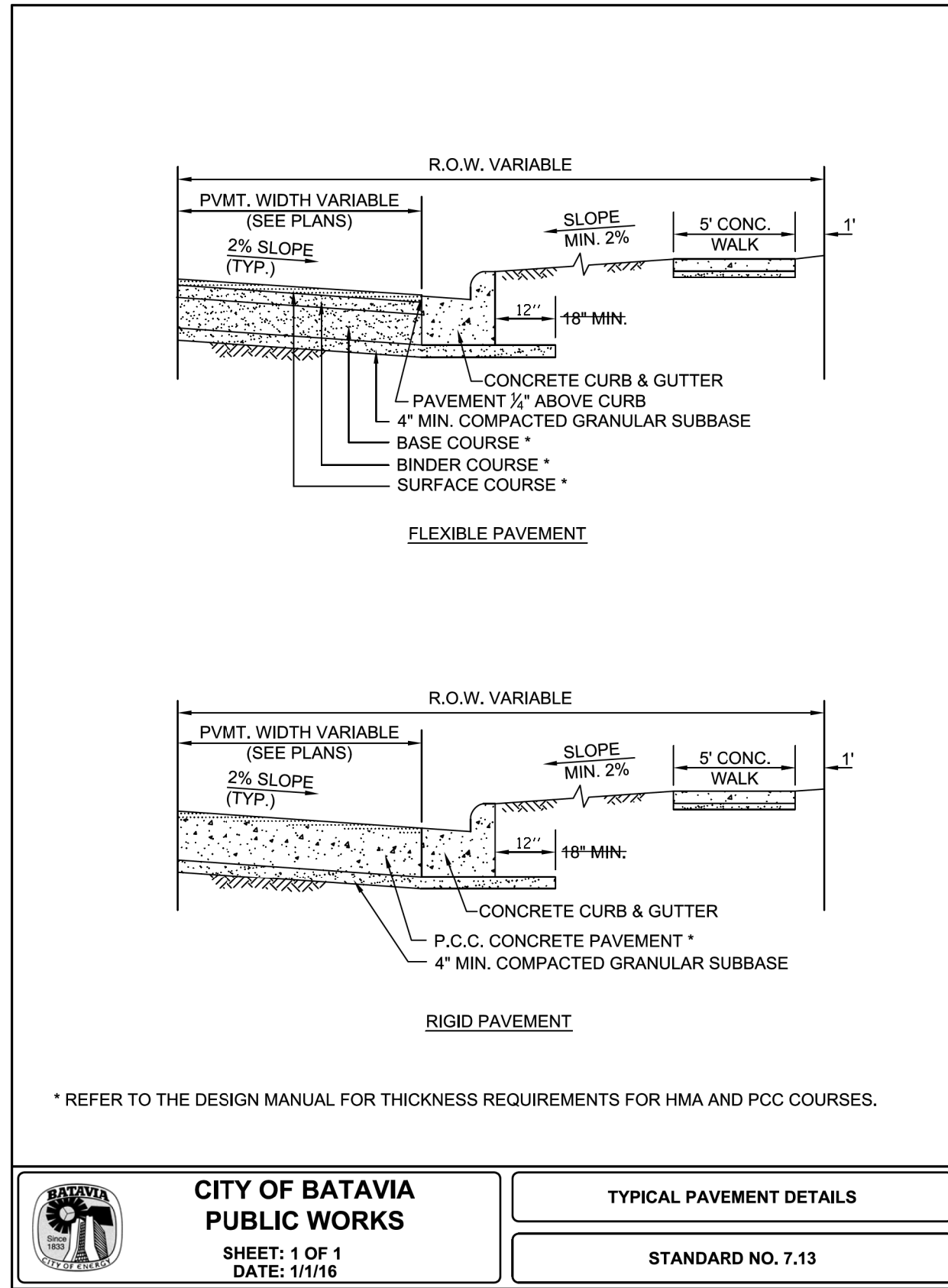
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	PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
		DATE - 2/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

SCALE: NONE SHEET 13 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	151
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



NOTES:

1. THE TRENCH SHALL BE BACKFILLED WITH AGGREGATE AND COMPACTED TO 95% OF THE STANDARD PROCTOR DENSITY PER CITY DETAIL STANDARD NO. 5.08 "UTILITY TRENCH SECTION". TRENCH SPOILS OR EXCAVATED MATERIAL SHALL BE DISCARDED BY THE CONTRACTOR, AT HIS EXPENSE, AT DUMP SITES OR IN A SUITABLE FASHION AS APPROVED BY THE CITY ENGINEER.
2. PRIOR TO PLACING OF P.C.C. CONCRETE OR BAM, THE EXPOSED EDGES OF ALL EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE A SMOOTH, CLEAN EDGE, FREE OF LOOSE MATERIAL.
3. EXCAVATIONS SHALL BE PROTECTED BY BARRICADES WITH FLASHING LIGHTS. A 1" STEEL PLATE SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT LOCATIONS WHERE ADJUSTMENTS ARE LOCATED IN TRAVEL LANES UNTIL THE SURFACE RESTORATION IS COMPLETE. THE PLATE SHALL BE PROTECTED FROM SLIDING AND PROVIDED WITH HMA RAMPS.
4. HMA BINDER COURSE SHALL BE PLACED IN 3" LIFTS MAXIMUM

CITY OF BATAVIA PUBLIC WORKS
 SHEET: 1 OF 1
 DATE: 1/1/16

TYPICAL PAVEMENT DETAILS
 STANDARD NO. 7.13

CITY OF BATAVIA PUBLIC WORKS DEPARTMENT
 SHEET: 1 OF 1
 DATE: 11/27/18

UTILITY TRENCH HMA PAVING SECTION
 STANDARD NO. 7.15

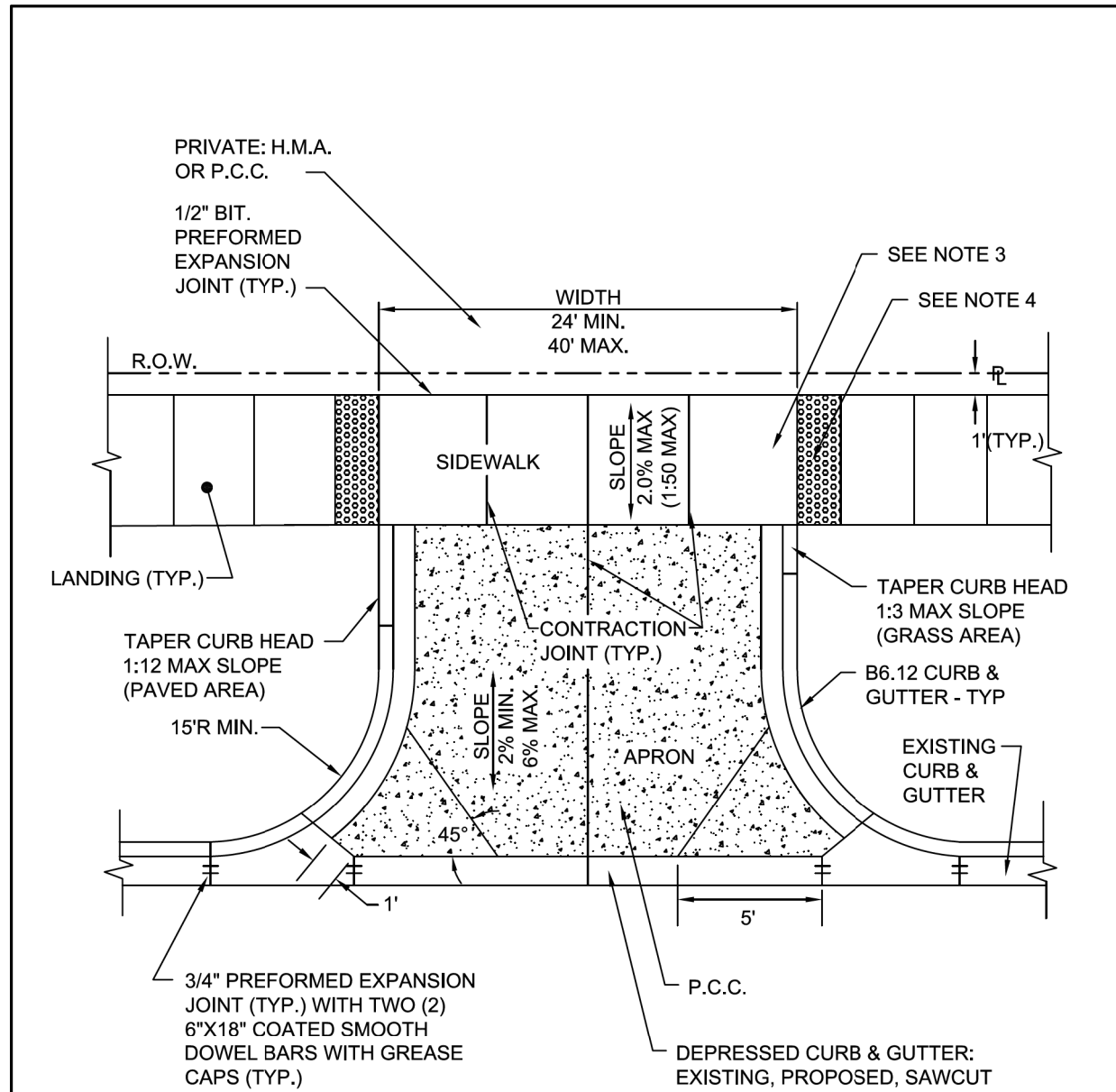
TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

FILE NAME = sht-Batavia-Details	USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
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	PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
		DATE - 2/15/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS
 SCALE: NONE SHEET 14 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	152
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

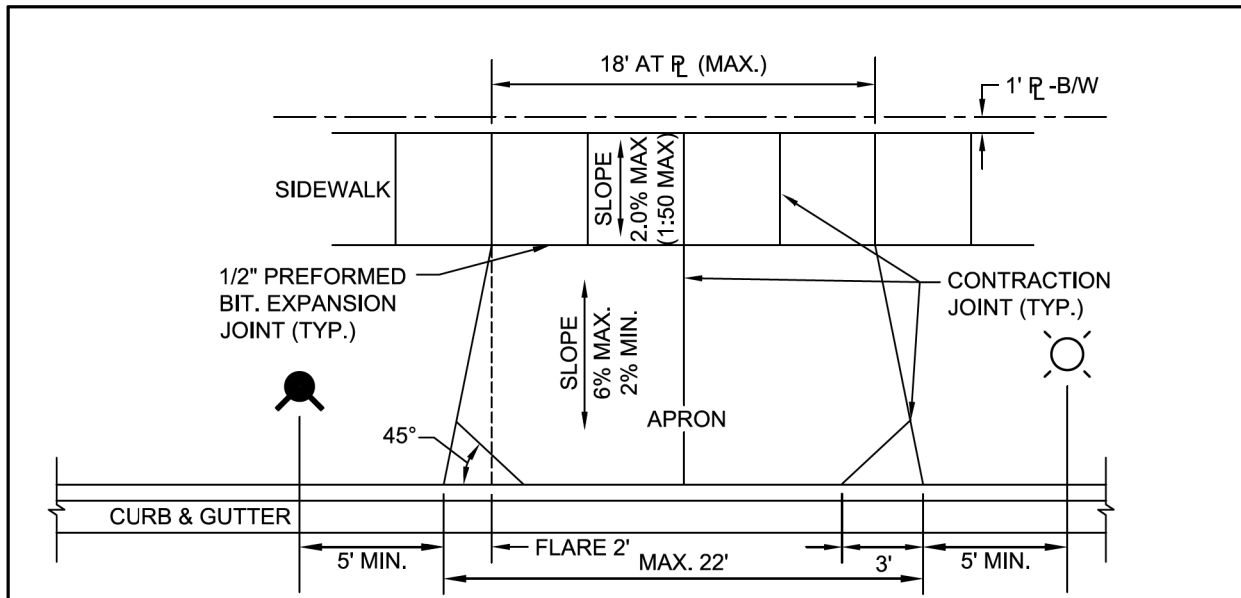


NOTES:

1. ALL AGGREGATE SUB BASE SHALL BE MECHANICALLY COMPACTED.
2. SIDEWALK SHALL CONTINUE THROUGH DRIVEWAYS.
3. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE A MINIMUM OF 8" PCC ON 4" AGGREGATE SUB BASE.
4. DETECTABLE WARNINGS SHALL ONLY BE INSTALLED AT DRIVEWAYS WITH PERMANENT TRAFFIC CONTROL DEVICES.
5. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS.
6. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.

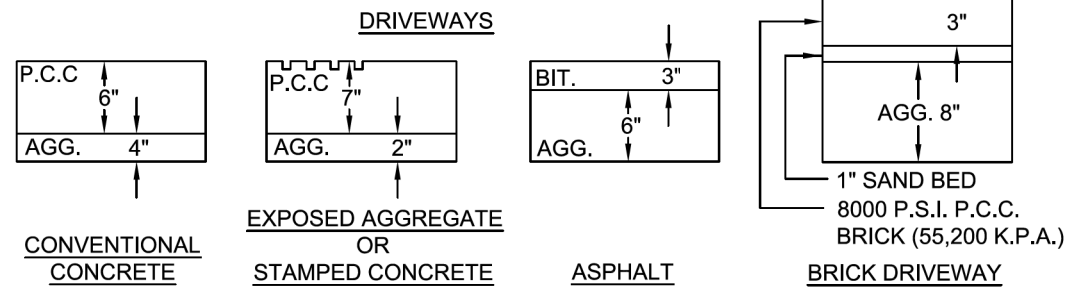
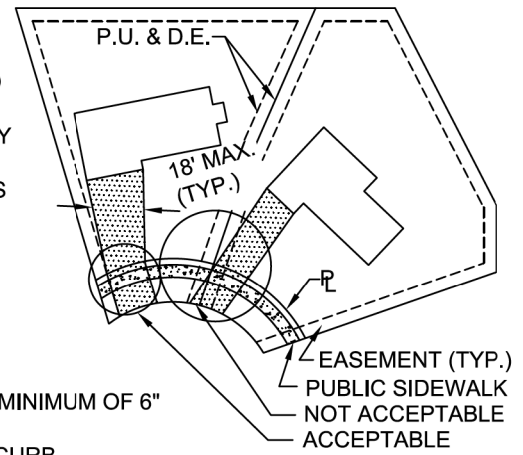
CITY OF BATAVIA PUBLIC WORKS
 SHEET: 1 OF 1
 DATE: 4/22/16

TYPICAL COMMERCIAL DRIVEWAY
 STANDARD NO. 7.16



NOTES:

1. DRIVEWAYS SHALL NOT EXCEED 18' IN WIDTH MEASURED AT THE RIGHT-OF-WAY LINE.
2. DRIVEWAYS SHALL NOT ENCROACH OVER THE PROPERTY LINE EXTENSION IN THE PARKWAY.
3. DRIVEWAYS ARE NOT PERMITTED IN EASEMENTS UNLESS APPROVED BY THE CITY ENGINEER.
4. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED.
5. SIDEWALK SHALL CONTINUE THROUGH DRIVEWAYS.
6. SIDEWALKS SHALL FOLLOW CURRENT ADA GUIDELINES.
7. SIDEWALK CONSTRUCTION SHALL FOLLOW APPLICABLE IDOT STANDARDS
8. SIDEWALK THICKNESS ACROSS DRIVEWAYS SHALL BE A MINIMUM OF 6" PCC ON 2" AGGREGATE SUB BASE.
9. SIDE LOAD DRIVEWAYS SHALL BE 14' AT ROW AND 18' AT CURB.
10. DRIVEWAYS SHALL BE CONSTRUCTED ON THE HIGH ELEVATION SIDE OF THE LOT AND FURTHEST FROM THE INTERSECTION.
11. DRIVEWAYS SHALL BE 5' MINIMUM FROM ANY STREETLIGHTS, PEDESTALS, OR FIRE HYDRANTS.



CITY OF BATAVIA PUBLIC WORKS DEPARTMENT
 SHEET: 1 OF 2
 DATE: 06/05/2019

TYPICAL RESIDENTIAL DRIVEWAY
 STANDARD NO. 7.17

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

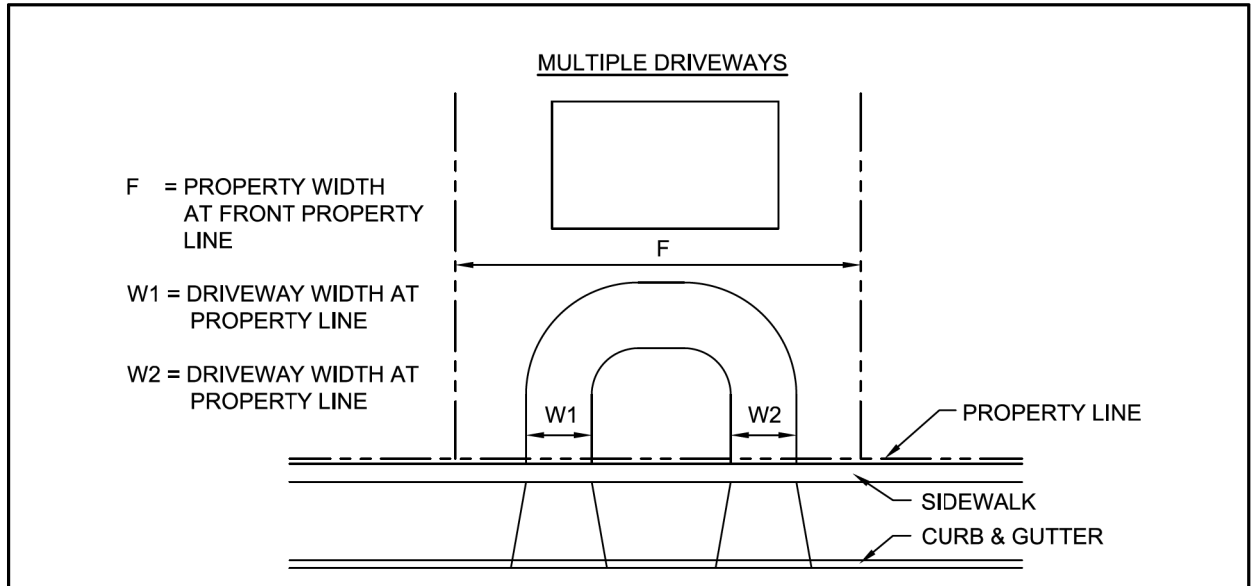
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		DATE - 2/15/2023	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS

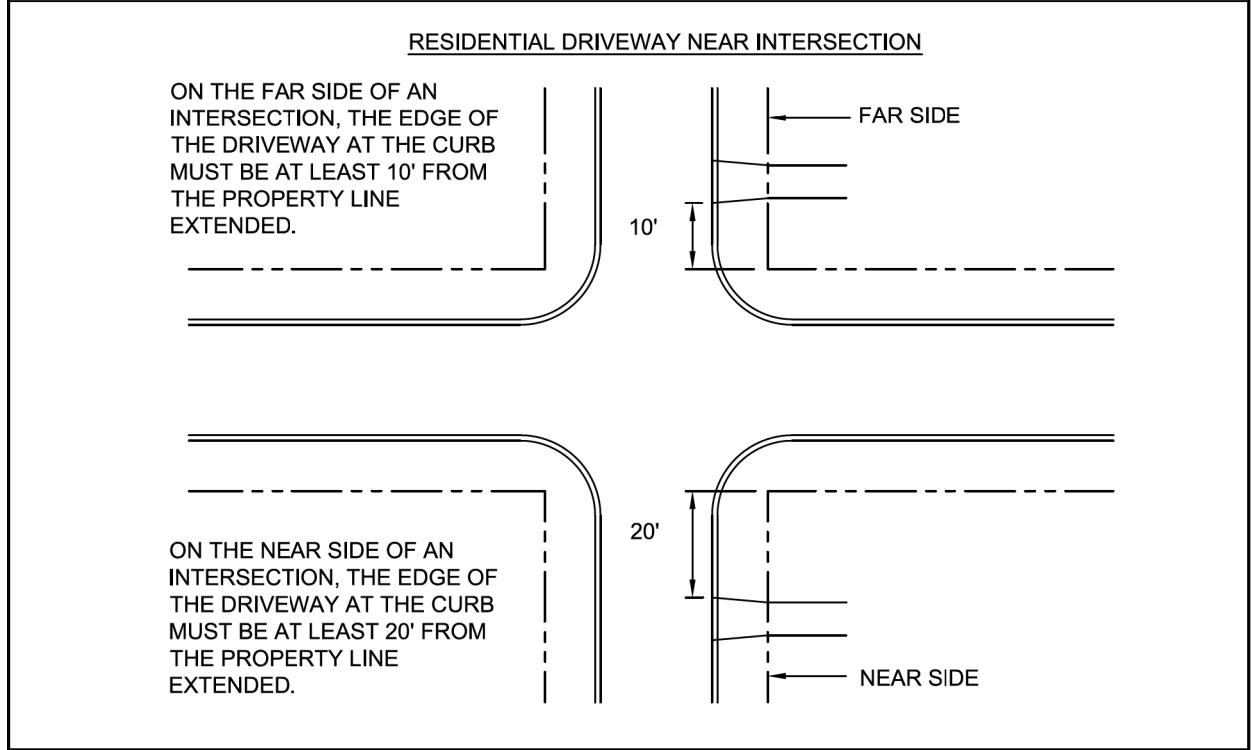

SCALE: NONE SHEET 15 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	153
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J35	



FOR MULTIPLE DRIVEWAYS TO BE PERMITTED, THE FOLLOWING CONDITIONS MUST BE MET:

1. THE PROPERTY WIDTH (F) MUST BE GREATER THAN 75'.
2. $(F/75)(20) > W1+W2$, BUT SHALL NOT EXCEED 18' EACH. THIS FORMULA ALSO APPLIES TO CORNER LOTS. DRIVEWAY LOCATIONS FOR CORNER LOTS SHALL COMPLY WITH REQUIREMENTS SET FOR BOTH WIDTH AND LOCATION AS INDICATED BELOW.

**CITY OF BATAVIA
PUBLIC WORKS DEPARTMENT**

SHEET: 2 OF 2
DATE: 06/05/2019

TYPICAL RESIDENTIAL DRIVEWAY

STANDARD NO. 7.17

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

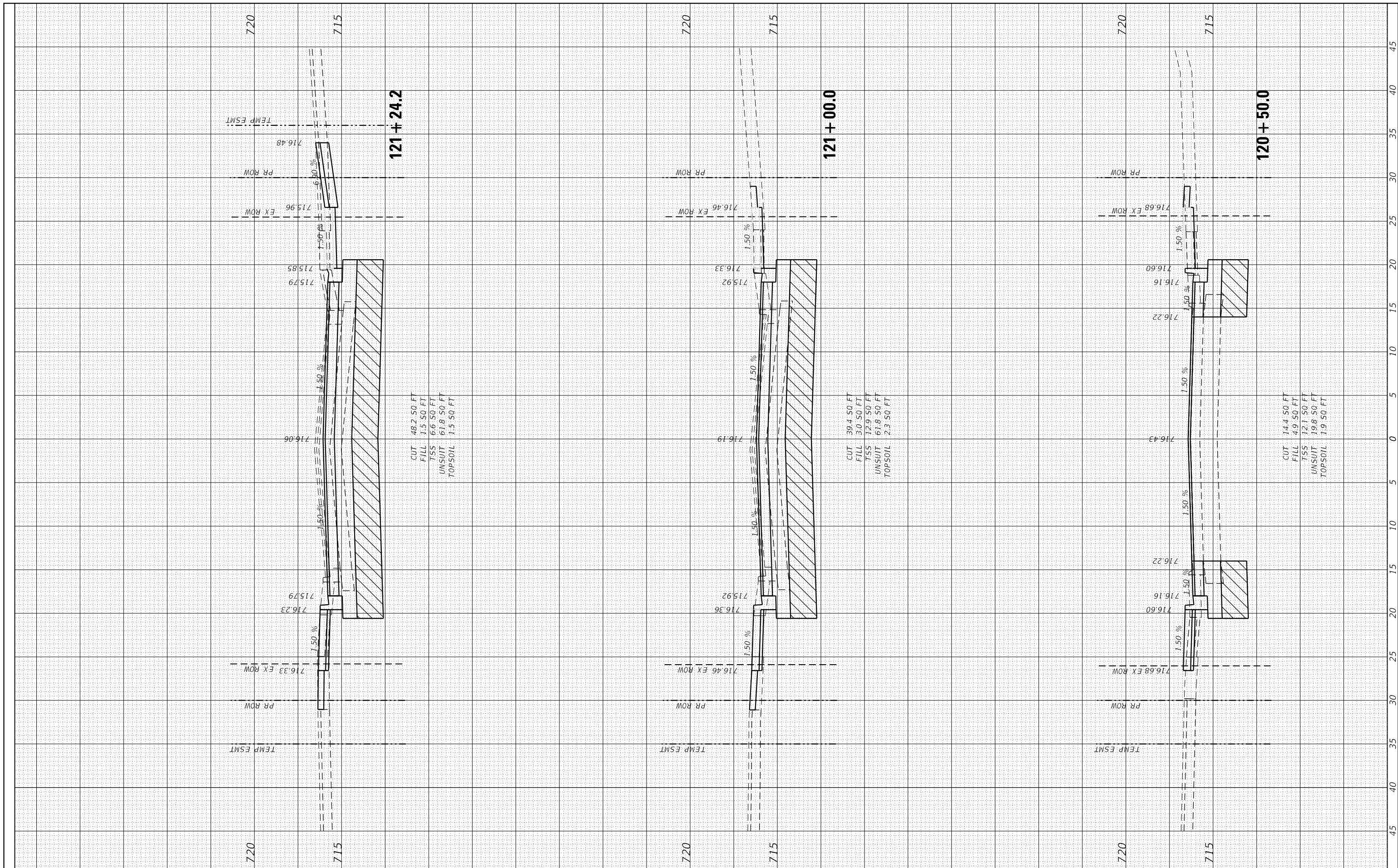
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CITY OF BATAVIA DETAILS**

SCALE: NONE SHEET 16 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	154
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



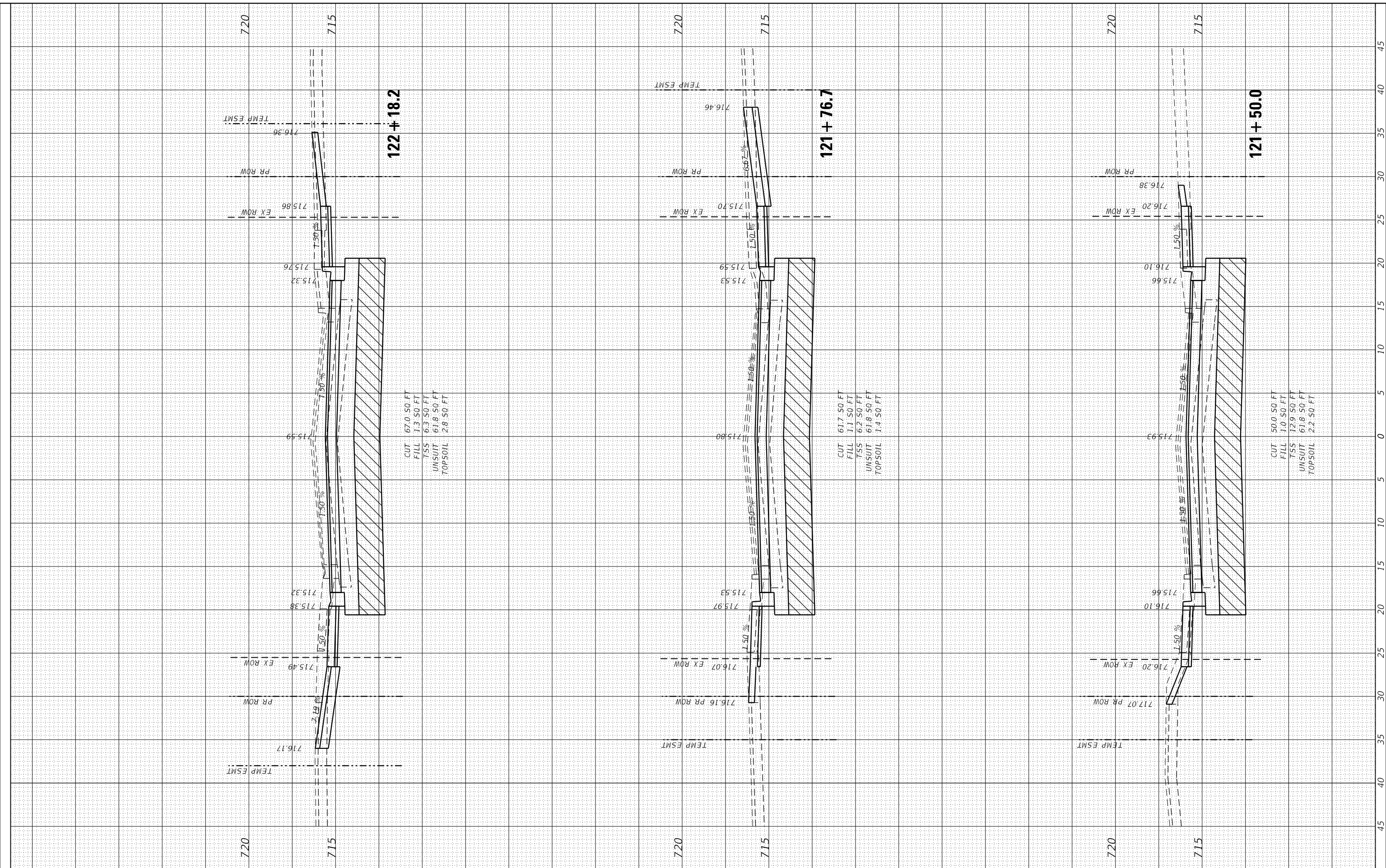
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - PRAIRIE STREET**

USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
PLOT SCALE = 10.0000' / in.	DRAWN - BM5	REVISED -
PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
	DATE - 2/15/2023	REVISED -

SCALE: 5'H / 2"V SHEET 1 OF 5 SHEETS STA. 120+50.0 TO STA. 121+24.2

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 155
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



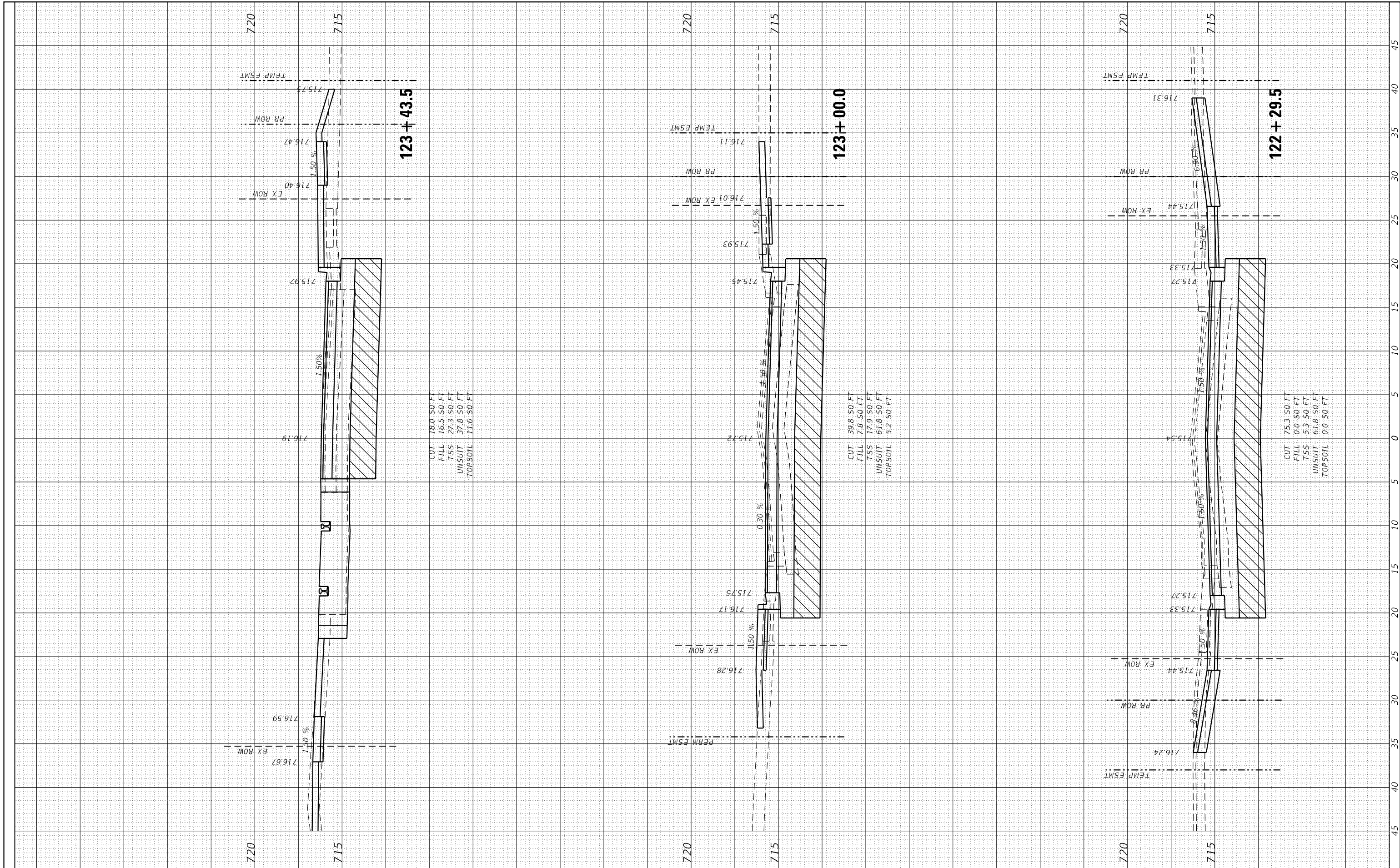
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - PRAIRIE STREET**

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PLOT SCALE = 10.0000' / in.	DRAWN - BM5	REVISED -
PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
	DATE - 2/15/2023	REVISED -

SCALE: 5'H / 2'V SHEET 2 OF 5 SHEETS STA. 121+50.0 TO STA. 122+18.2

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 156
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				



USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
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PLOT SCALE = 10.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 2/15/2023	DATE - 2/15/2023	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - PRAIRIE STREET**

SCALE: 5'H / 2'V SHEET 3 OF 5 SHEETS STA. 122+29.5 TO STA. 123+43.5

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	157
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

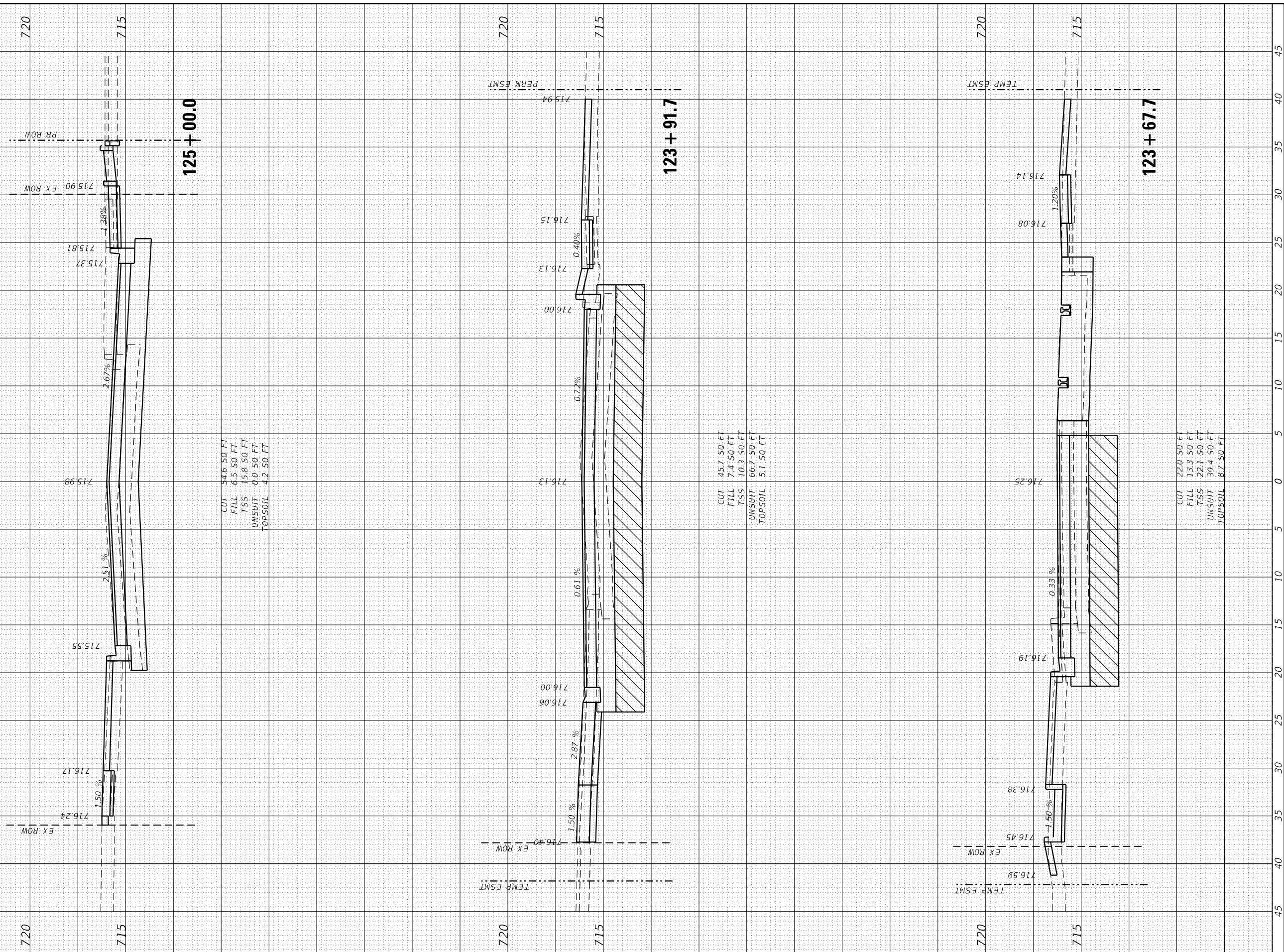
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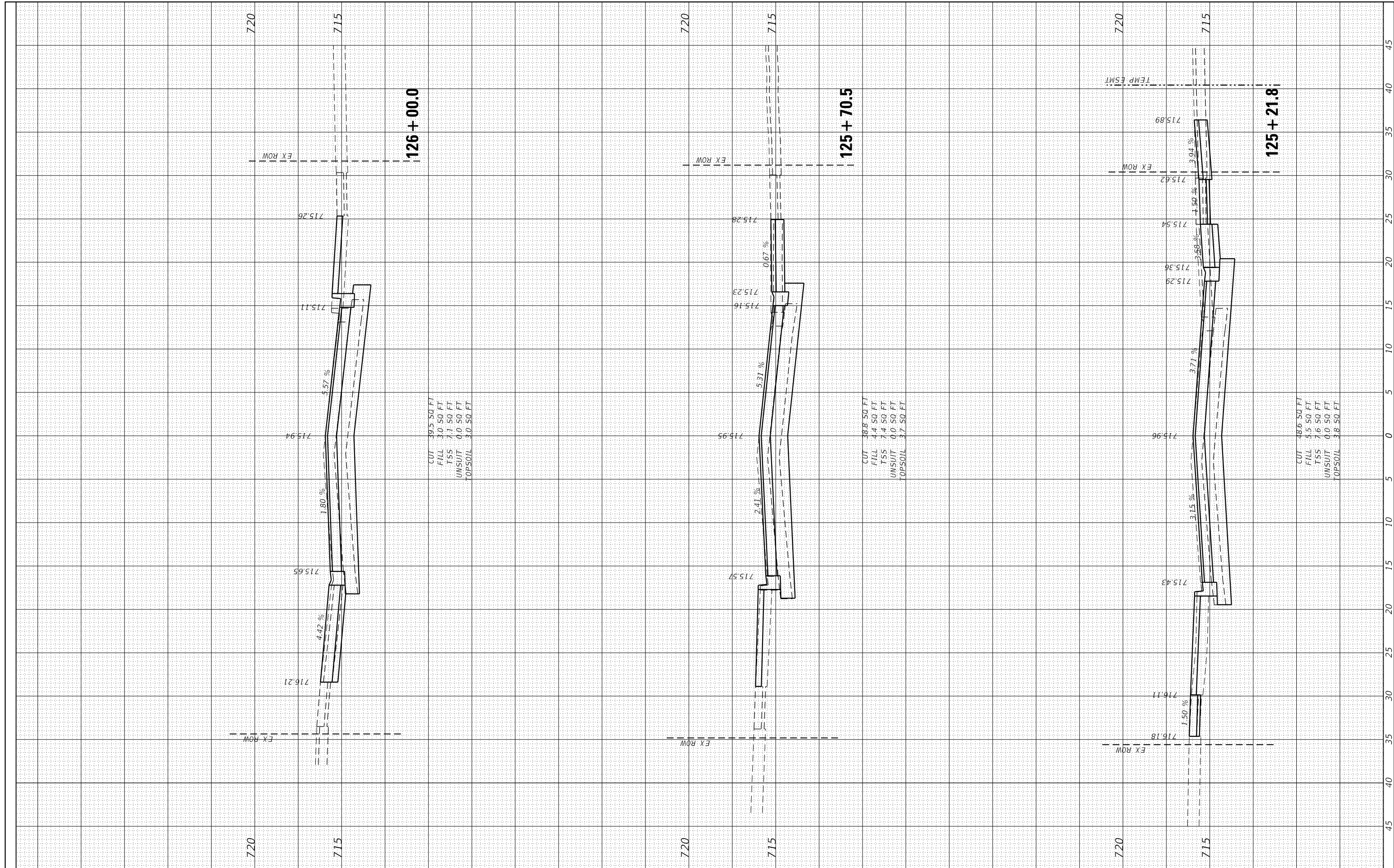
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CROSS SECTIONS - PRAIRIE STREET**

SCALE: 5'H / 2'V SHEET 4 OF 5 SHEETS STA. 123+67.7 TO STA. 125+00.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	158
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				





**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

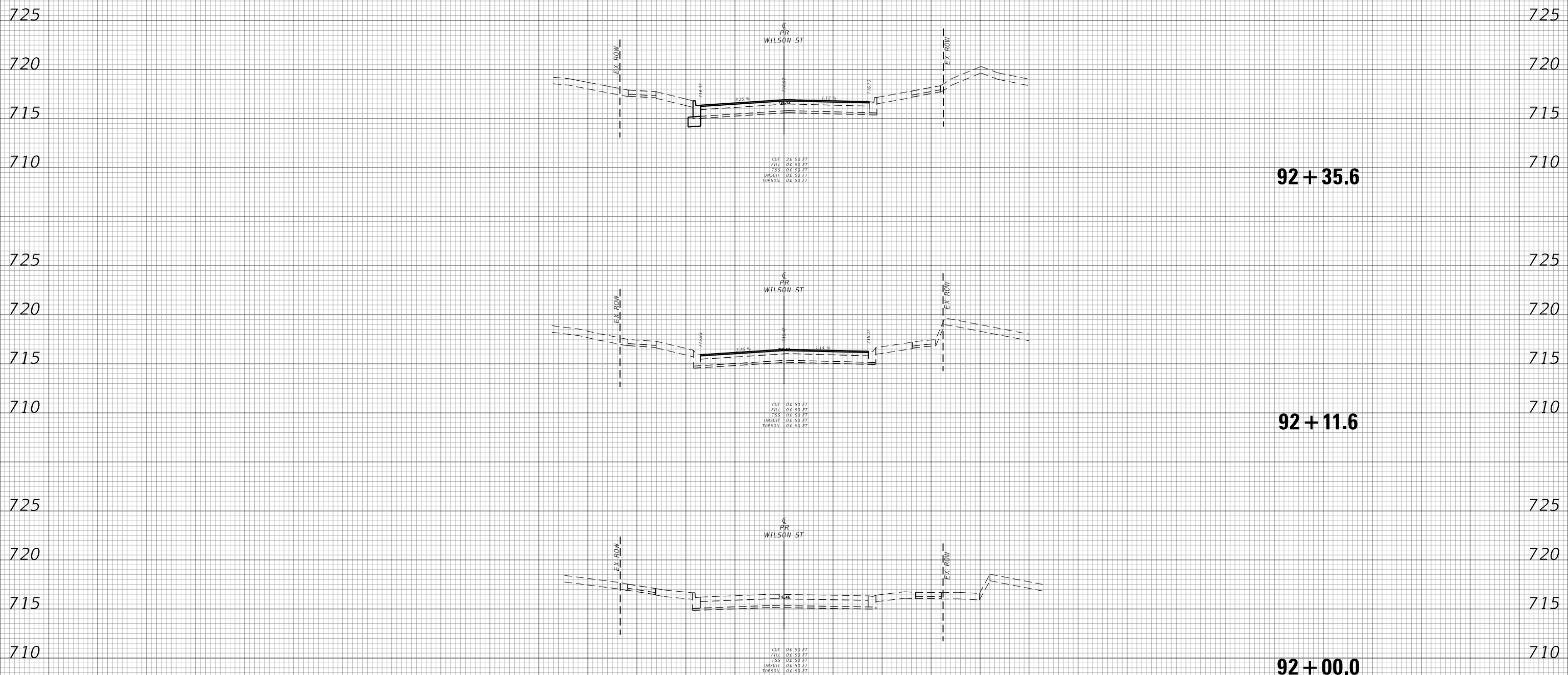
**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - PRAIRIE STREET**

USER NAME = sbpottorff	DESIGNED - SBP	REVISED -
PLOT SCALE = 10.0000' / in.	DRAWN - BM5	REVISED -
PLOT DATE = 2/15/2023	CHECKED - JLV	REVISED -
	DATE - 2/15/2023	REVISED -

SCALE: 5'H / 2"V SHEET 5 OF 5 SHEETS STA. 125+21.8 TO STA. 126+00.0

F.A.U. RTE. 2511	SECTION 16-00086-01-FP	COUNTY KANE	TOTAL SHEETS 169	SHEET NO. 159
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

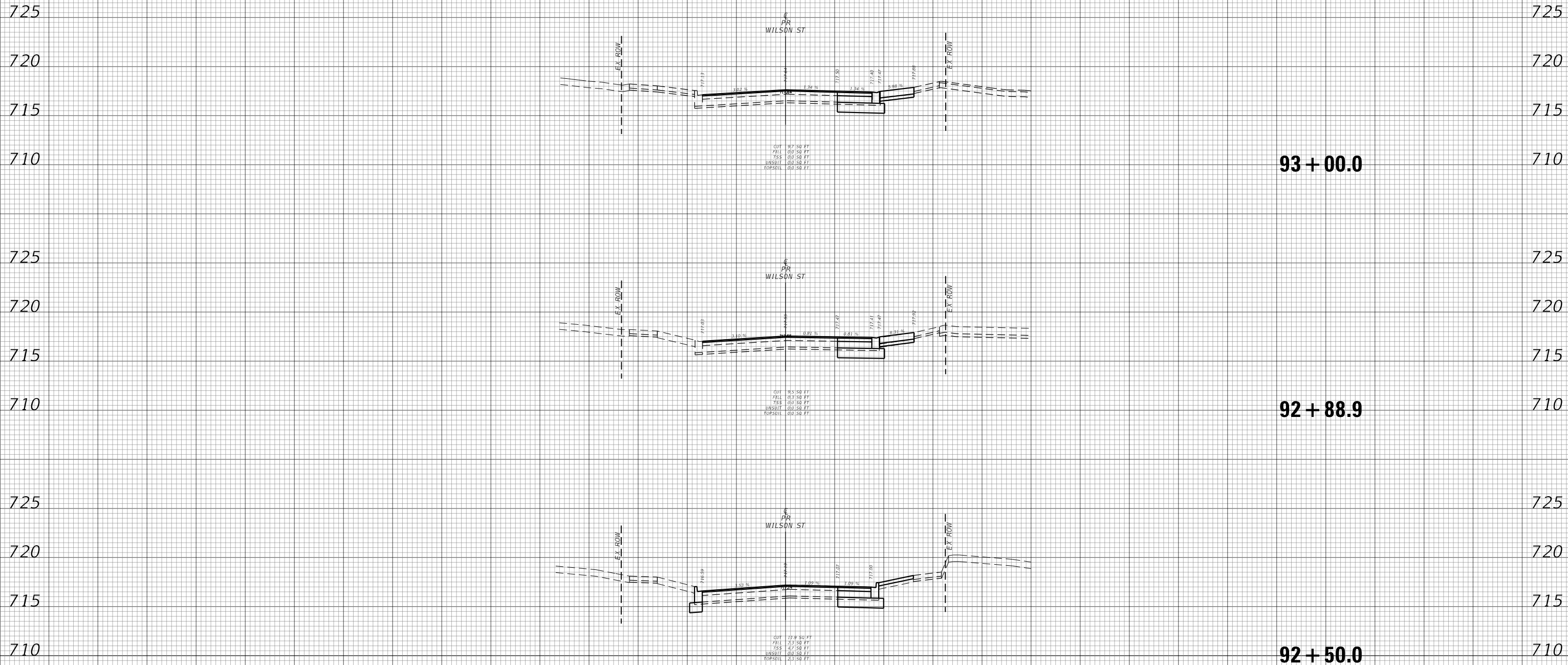
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
FINAL SURVEY NOTE BOOK NO.	

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

USER NAME = sbpottorff
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 2/15/2023

DESIGNED - SBP/MLB
 DRAWN - MLB
 CHECKED - JLV
 DATE - 2/15/2023

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - WILSON STREET**

SCALE: 10H:5V SHEET NO. 2 OF 10 SHEETS STA. 92+50.0 TO STA. 93+00.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	161
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

725

720

715

710

725

720

715

710

94 + 50.0

725

720

715

710

725

720

715

710

94 + 00.0

725

720

715

710

725

720

715

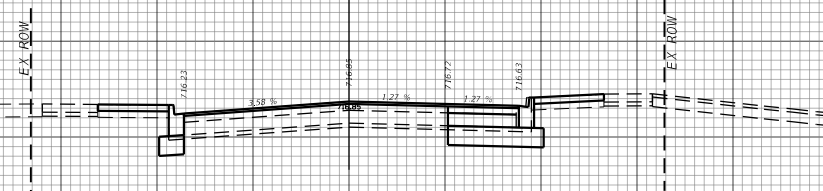
710

93 + 50.0

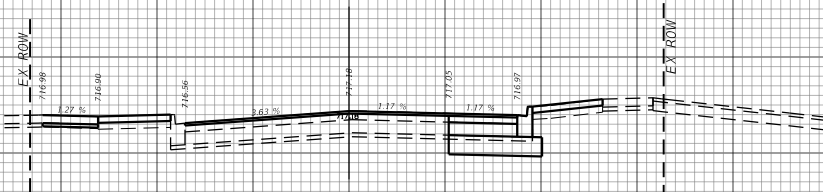
PR
WILSON ST

PR
WILSON ST

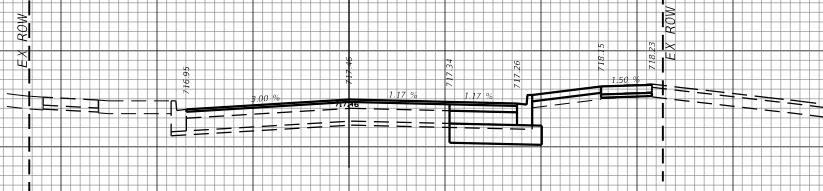
PR
WILSON ST



CUT 12.8 50 FT
FILL 4.9 50 FT
SSS 0.0 50 FT
W/SLOT 0.0 50 FT
TOPSOIL 4.9 50 FT



CUT 9.7 50 FT
FILL 5.4 50 FT
SSS 0.0 50 FT
W/SLOT 0.0 50 FT
TOPSOIL 6.9 50 FT



CUT 9.6 50 FT
FILL 2.5 50 FT
SSS 6.6 50 FT
W/SLOT 0.0 50 FT
TOPSOIL 2.4 50 FT

BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

TRANSYSTEMS
1475 EAST WOODFIELD ROAD, SUITE 600
SCHAUMBURG, ILLINOIS 60173
(847) 605-9800

USER NAME : sbpottorff	DESIGNED - SBP/MLB	REVISÉD -
PLOT SCALE : 20.0000' / in.	DRAWN - MLB	REVISÉD -
PLOT DATE : 2/15/2023	CHECKED - JLV	REVISÉD -
	DATE - 2/15/2023	REVISÉD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CROSS SECTIONS - WILSON STREET**

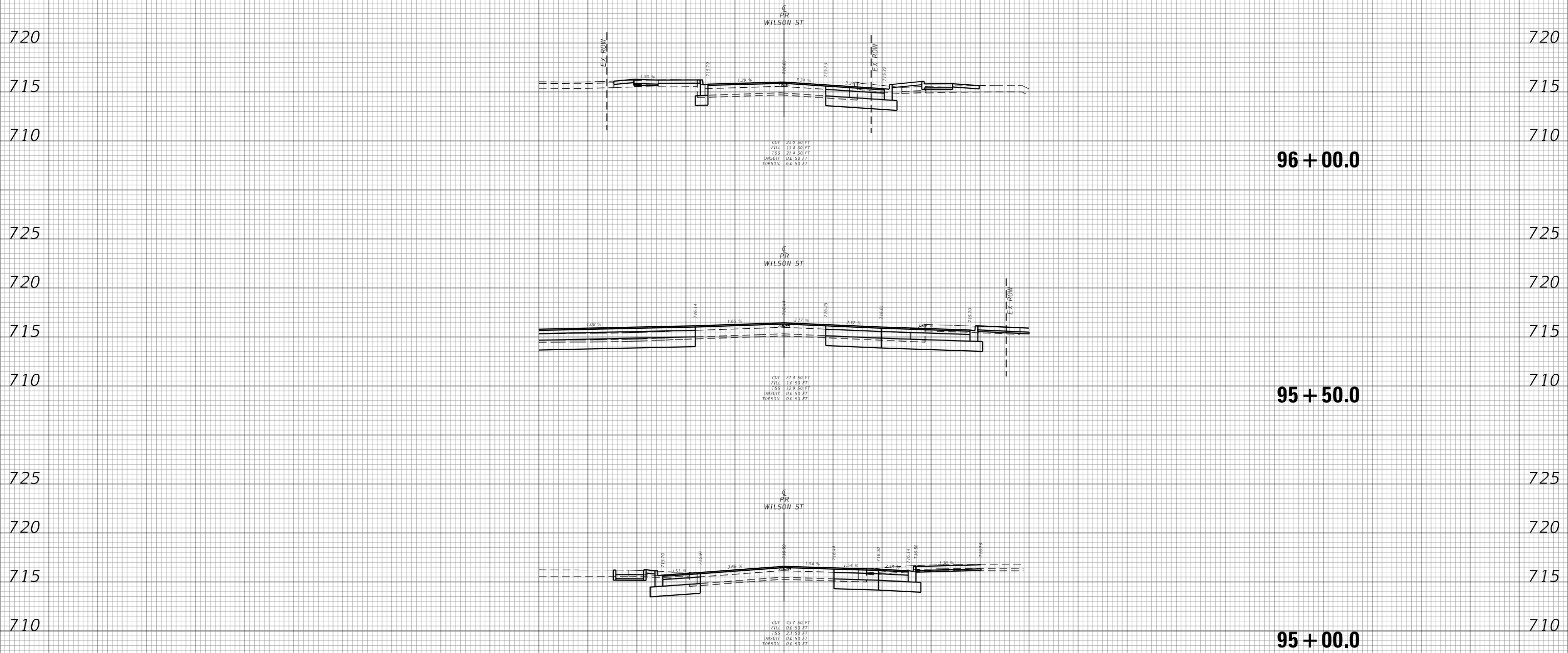
SCALE: 10H:5V SHEET NO. 3 OF 10 SHEETS STA. 93+50.0 TO STA. 94+50.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	162
CONTRACT NO. 61J35				ILLINOIS FED. AID PROJECT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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FINAL SURVEY	
NOTE BOOK	
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ORIGINAL SURVEY	
NOTE BOOK	
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150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

USER NAME	= sbpottorff
DESIGNED	- SBP/MLB
DRAWN	- MLB
CHECKED	- JLV
DATE	- 2/15/2023

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REVISED	-
REVISED	-
REVISED	-

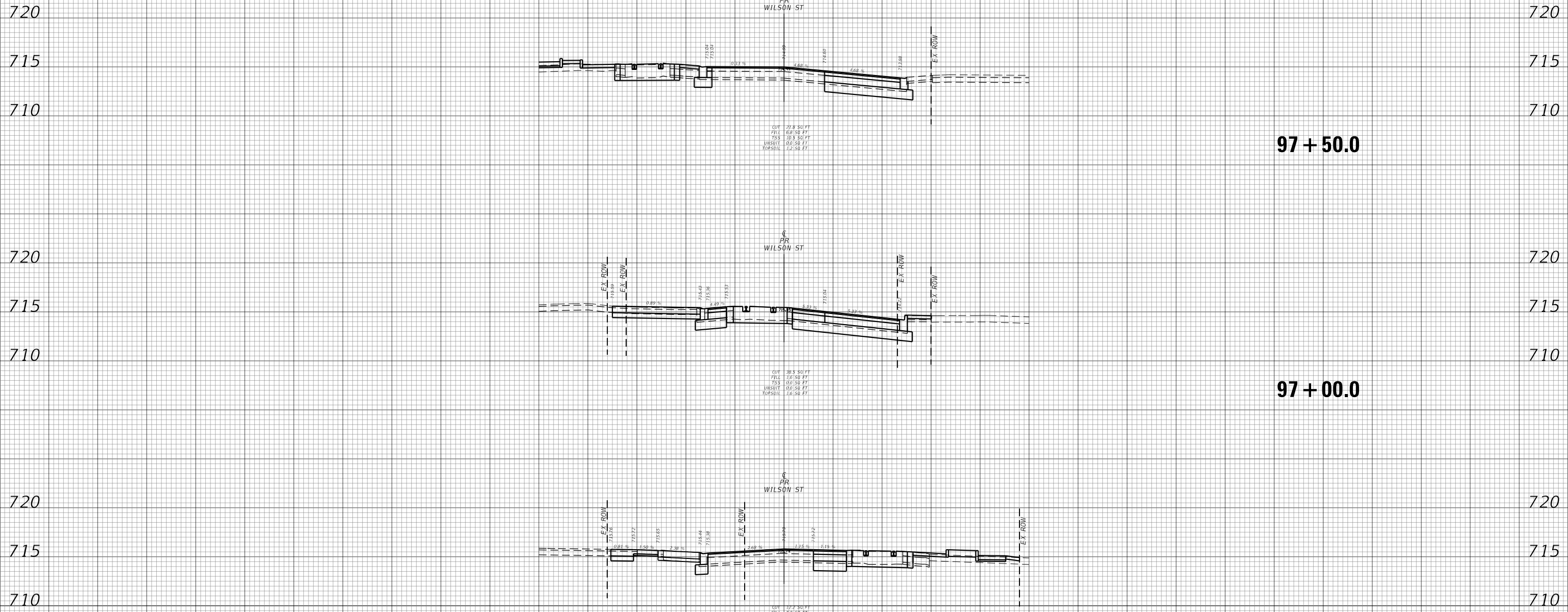
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
CROSS SECTIONS - WILSON STREET

SCALE: 10H:5V SHEET NO. 4 OF 10 SHEETS STA. 95+00.0 TO STA. 96+00.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	163
CONTRACT NO. 61J35			ILLINOIS FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



DATE	BY	DATE	BY
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DATE	BY	DATE	BY
NO.	NO.	NO.	NO.

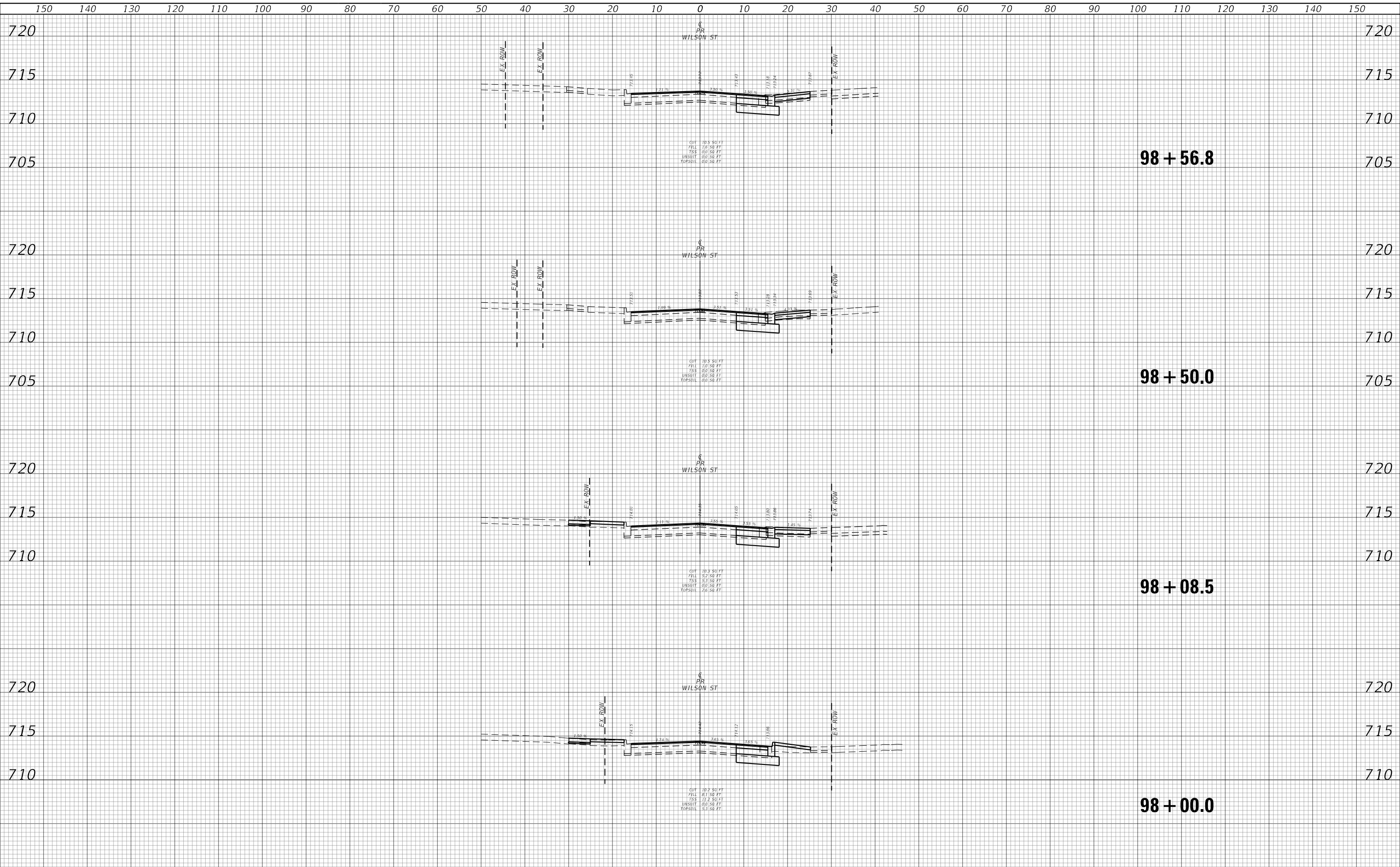
TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

USER NAME = sbpottorff	DESIGNED - SBP/MLB	REVISIED -
PLOT SCALE = 20.0000' / in.	DRAWN - MLB	REVISIED -
PLOT DATE = 2/15/2023	CHECKED - JLV	REVISIED -
	DATE - 2/15/2023	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

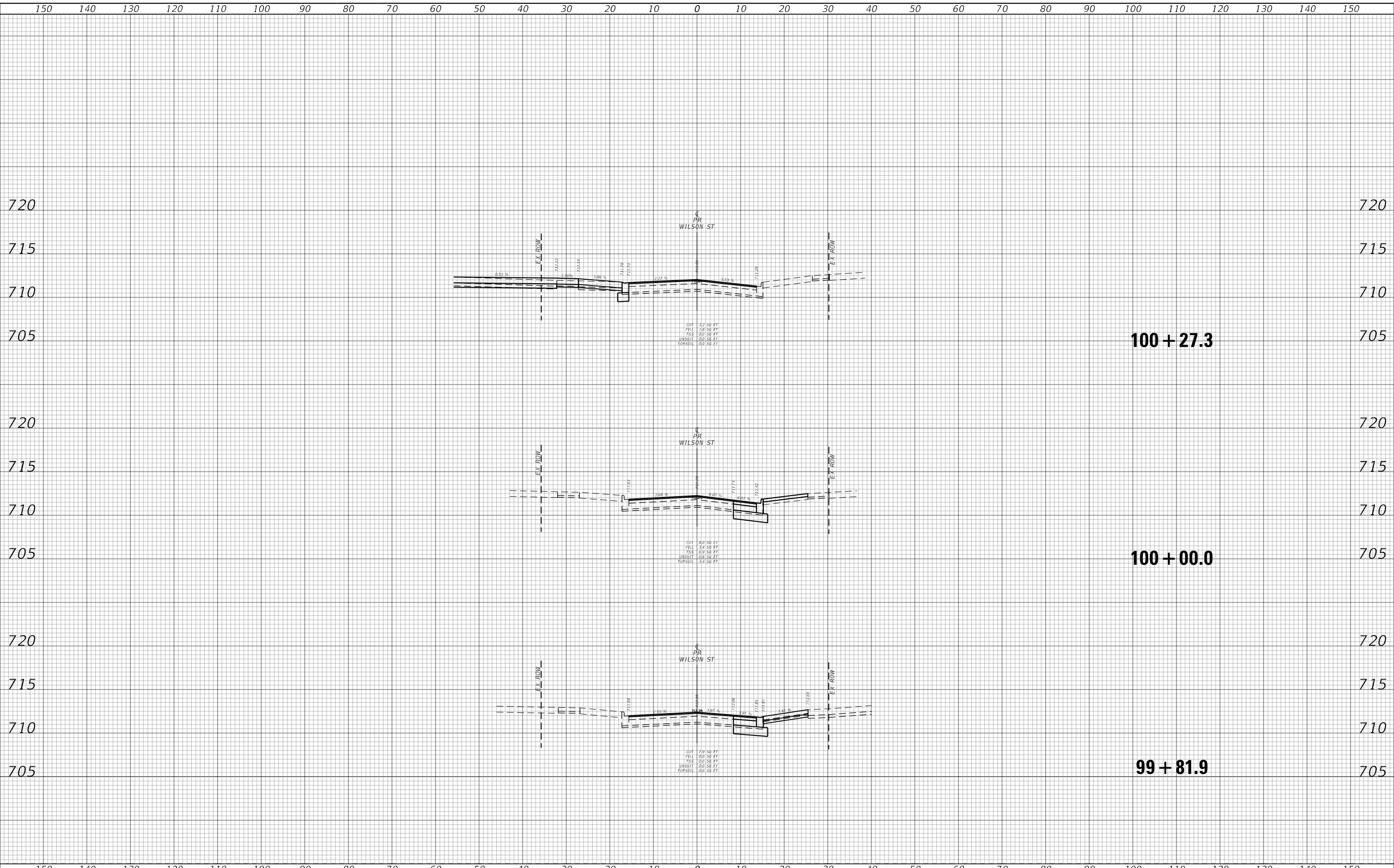
**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - WILSON STREET**
 SCALE: 10H:5V SHEET NO. 5 OF 10 SHEETS STA. 96+50.0 TO STA. 97+50.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	164
CONTRACT NO. 61J35			ILLINOIS FED. AID PROJECT	



DATE	
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CHECKED	
FINAL SURVEY	
NOTE BOOK	
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TEMPLATE	
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CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
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FINAL SURVEY NO.	
NOTE BOOK NO.	
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CHECKED	
ORIGINAL SURVEY NO.	
NOTE BOOK NO.	
AREAS CHECKED	

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

USER NAME = sbpottorff	DESIGNED - SBP/MLB	REVISED -
	DRAWN - MLB	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 2/15/2023	DATE - 2/15/2023	REVISED -

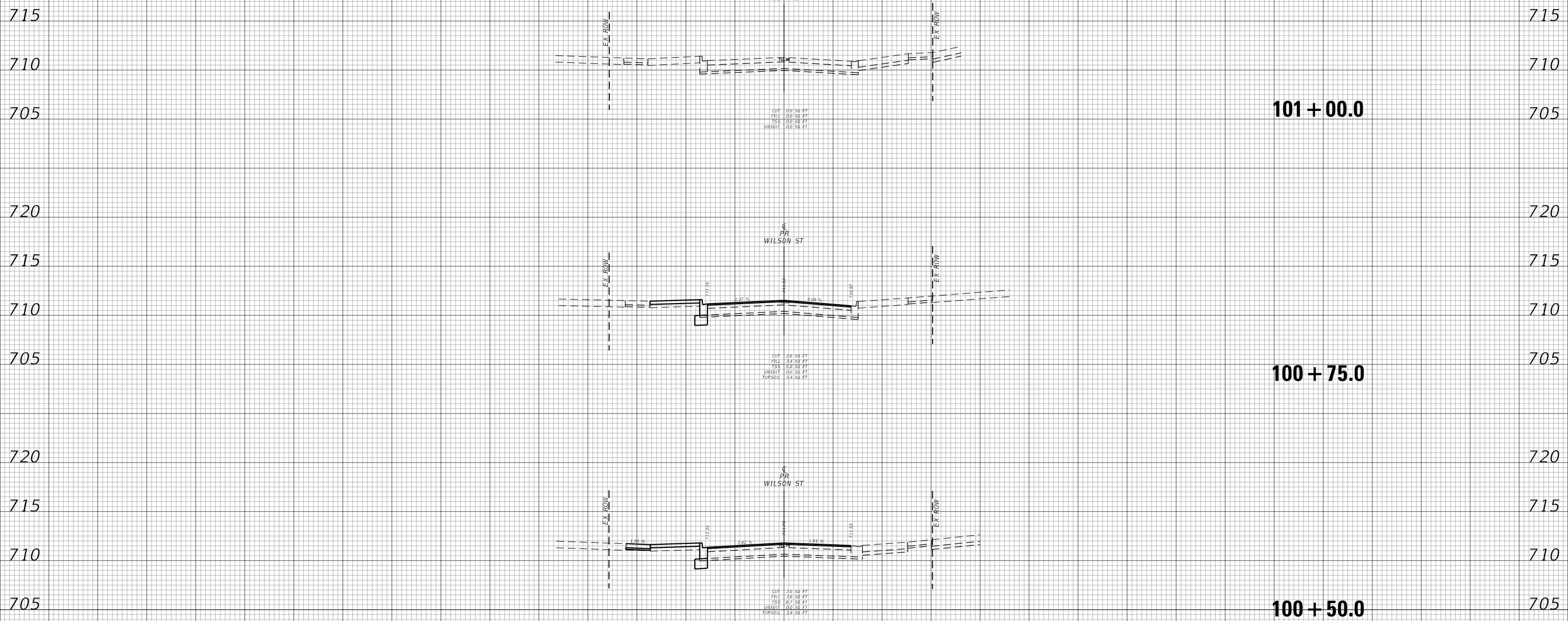
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - WILSON STREET**

SCALE: 10H:5V SHEET NO. 9 OF 10 SHEETS STA. 99+81.9 TO STA. 100+27.3

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	168
CONTRACT NO. 61J35			ILLINOIS FED. AID PROJECT	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



DATE	BY
SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	

DATE	BY
SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	

TRANSYSTEMS
 1475 EAST WOODFIELD ROAD, SUITE 600
 SCHAUMBURG, ILLINOIS 60173
 (847) 605-9600

USER NAME : sbpottorff	DESIGNED - SBP/MLB	REVISSED -
PLOT SCALE = 20.0000' / in.	DRAWN - MLB	REVISSED -
PLOT DATE = 2/15/2023	CHECKED - JLV	REVISSED -
	DATE - 2/15/2023	REVISSED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PRAIRIE STREET AT WILSON STREET INTERSECTION IMPROVEMENTS
 CROSS SECTIONS - WILSON STREET**
 SCALE: 10H:5V SHEET NO. 10 OF 10 SHEETS STA. 100+50.0 TO STA. 101+00.0

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2511	16-00086-01-FP	KANE	169	169
CONTRACT NO. 61J35				
ILLINOIS FED. AID PROJECT				