FOR INDEX OF SHEETS SEE SHEET NO. 2

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	1

CONTRACT NUMBER 83795

6-17-05 Letting, Item 034

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

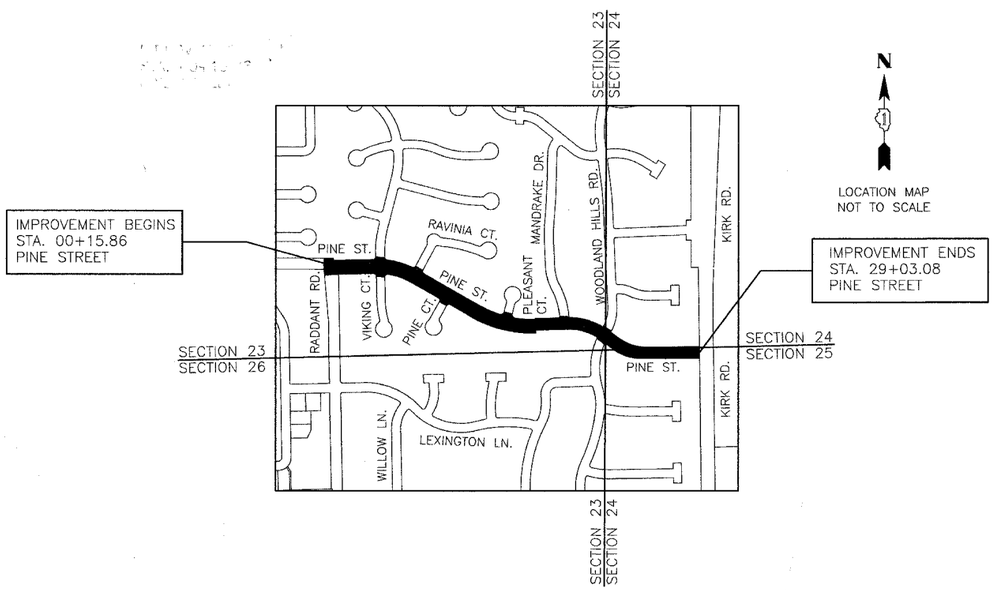
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 1195(PINE STREET)
KIRK ROAD TO RADDANT ROAD
SECTION: 05-00064-00-RS
PROJECT NO. M-8003(480)
RESURFACING
KANE COUNTY
JOB NO: C-91-134-05

LOCATION OF SECTION INDICATED THUS: – ■ –

TRAFFIC DATA
ADT (2005) = 4,800
POSTED SPEED 30 MPH
DESIGN SPEED 35 MPH

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



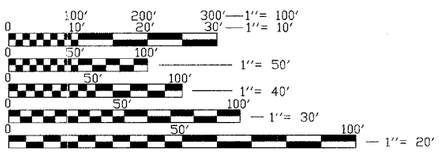
LOCATION MAP

TOWNSHIP 39 NORTH, RANGE 8 EAST, BATAVIA TOWNSHIP
GROSS & NET PROJECT LENGTHS = 2,900 FT. OR 0.55 MILE

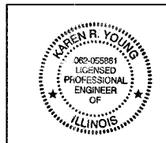
CITY OF BATAVIA
APPROVED: 4/12 20 05
Noel A. Bay, P.E.
CITY ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PASSED: APRIL 14 2005
BUREAU CHIEF OF LOCAL ROADS AND STREETS
APPROVED: APRIL 18 20 05
DISTRICT ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



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



Karen R. Young, P.E.
REGISTERED P.E. STATE OF ILLINOIS
4/12/05
EXPIRATION DATE

FEDERAL AID DESIGN ENGINEER: CHAD RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL
MUNICIPAL ENGINEER: KAREN R. YOUNG, P.E. CITY OF BATAVIA

CONTRACT NO. 83795

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	2
STA. 00+15.86		TO STA. 29+03.58		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				

GENERAL NOTES

1. ANY REFERENCE TO THE STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
2. EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE UTILITY COMPANIES, CITY OF BATAVIA, ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EXISTENCE, NATURE AND EXACT LOCATION OF ALL UTILITIES AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY DAMAGE TO EXISTING ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF BATAVIA AND OTHER GOVERMENT AGENCIES.
4. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, THE CITY OF BATAVIA, AND KANE COUNTY FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
5. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
6. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
7. UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY OR PRIVATE PROPERTY WITHOUT WRITTEN CONSENT FROM THE CITY OR OWNER.
9. FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPERTUNANCES FROM MATERIAL TO REMAIN, IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS". THE COST OF THE SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
10. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
12. BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
13. PRIOR TO PLACING BITUMINOUS CONCRETE MIX ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE BITUMINOUS CONCRETE BEING PLACED.
14. BITUMINOUS CONCRETE SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL WORK INCLUDING TOP SOIL PLACEMENT, AND BITUMINOUS CONCRETE BINDER COURSE HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
15. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
16. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT.
17. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED, ONE (1) SAND BAG ACROSS EACH BOTTOM RAIL. TYPE III BARRICADES SHALL HAVE FOUR (4) WEIGHTED SANDBAGS.
18. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ANY SIGN LOCATED IN THE PUBLIC RIGHT-OF-WAY WHICH INTERFERES WITH CONSTRUCTION OF THE PROPOSED ROADWAY WORK OR LIGHTING SYSTEM, THAT IS INTENDED TO BE MAINTAINED SHALL BE RELOCATED. THIS WORK IS INCIDENTAL TO THIS PROJECT. ALL WORK INVOLVING SIGN REMOVAL SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
19. A SIGN LOG SHALL BE CREATED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. A COPY SHALL BE GIVEN TO THE ENGINEER FOR REVIEW. UPON REVIEW BY THE ENGINEER, THE CONTRACTOR SHALL PROVIDE A COPY TO THE CITY OF BATAVIA ENGINEERING DEPARTMENT.
20. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
21. EVERY SIGN RELOCATED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT WAS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF TEMPORARY SETTING. THIS WORK INCLUDES PROVIDING A SIGN POST FOR THE TEMPORARY LOCATION, SHOULD SUCH A POST BE NECESSARY.
22. ALL SIGNS SHALL BE RE-ERECTED IN THE ORIGINAL LOCATION AS THE IMPROVEMENTS ARE COMPLETED.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO COST TO THE CITY. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
24. FRAME AND GRATES – THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.04 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE. ALL LIDS ON SANITARY MANHOLES SHALL BE OF THE SELF SEALING TYPE.
25. ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE CITY OF BATAVIA AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE CITY OF BATAVIA.
26. MANHOLES OR VALVE COVERS – THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.
27. MAINTENANCE OF SEWER FLOWS – THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS – ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO THE CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
28. FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) – THIS ITEM PERTAINS TO ONLY STRUCTURES LOCATED IN THE CONCRETE AND BITUMINOUS ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR BITUMINOUS SURFACE REMOVAL. ALL STRUCTURES IN THE CURB AND GUTTER OR WITHIN THE RAISED MEDIANS WILL NOT BE DONE UNDER THIS ITEM. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE DONE UNDER THIS ITEM. SEE "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING.
29. PRIME COAT – PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF BITUMINOUS CONCRETE.
30. BUTT JOINTS – BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
31. MILLED PAVEMENT OPEN TO TRAFFIC – WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1.5 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH). A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
32. THE LOCATION OF PAVEMENT PATCHING AND COMBINATION CONCRETE CURB AND GUTTER ARE AS SHOWN ON THE PLANS OR AS DETERMINED BY THE ENGINEER. THE QUANTITY FOR THE CLASS D PATCH, SPECIAL, 10 INCH WILL NOT EXCEED 1500 S.Y. AND THE QUANTITY FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 SHALL NOT EXCEED 756 L.F.

NOTE: ALL BOXED GENERAL NOTES ARE INCIDENTAL ITEMS.

LIST OF STANDARD DRAWINGS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-01	CLASS C AND D PATCHES
424001-03	CURB RAMPS FOR SIDEWALKS
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701501-03	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701801-03	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-05	TRAFFIC CONTROL DEVICES
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

INDEX OF SHEETS

LEGEND OF SYMBOLS

- BITUMINOUS SURFACE REMOVAL – 2"
- SIDEWALK REMOVAL
- BITUMINOUS SURFACE REMOVAL – BUTT JOINT
- DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
- BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50
- COMBINATION CURB AND GUTTER REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF BATAVIA
PINE STREET

INDEX OF SHEETS, LEGEND, GENERAL NOTES, I.D.O.T. STANDARD DRAWINGS

DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	3
STA. 00+15.86	TO STA. 29+03.08			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				

SUMMARY OF QUANTITIES

	CODE	PAY ITEM DESCRIPTION	UNIT	QUANTITY I000
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SY	500
	25000400	NITROGEN FERTILIZER NUTRIENT	LB	15
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	LB	15
	25000600	POTASSIUM FERTILIZER NUTRIENT	LB	15
	25200110	SODDING, SALT TOLERANT	SY	500
	25200200	SUPPLEMENTAL WATERING	UNIT	10
	40300100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2850
	40600895	CONSTRUCTING TEST STRIP	EACH	1
	40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SY	187
	42001300	PROTECTIVE COAT	SY	392
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SF	1260
	44000007	BITUMINOUS SURFACE REMOVAL 2"	SY	9481
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FT	756
	44000600	SIDEWALK REMOVAL	SF	1260
	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SY	9481
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EA	6
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FT	756
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LS	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LS	1
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FT	685
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FT	800
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FT	285
*	88600600	DETECTOR LOOP REPLACEMENT	FT	228
	XX006209	CLASS D PATCH, SPECIAL, 10 INCH	SY	1500
	XX004238	BITUMINOUS DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SY	9.1
	X4066424	BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIX "D", N50	TON	796.4
	X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	597.3

* DENOTES SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

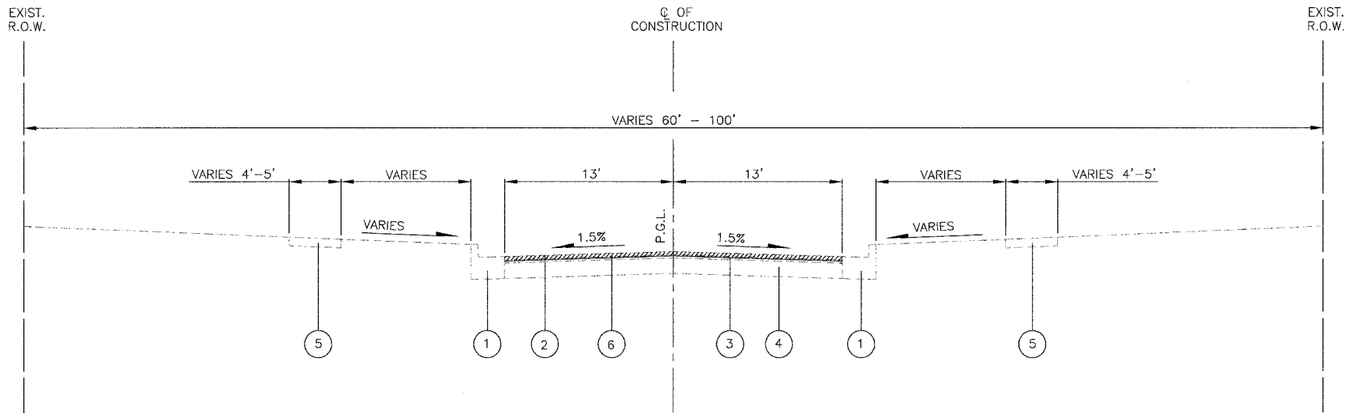
CITY OF BATAVIA
PINE STREET

SUMMARY OF QUANTITIES

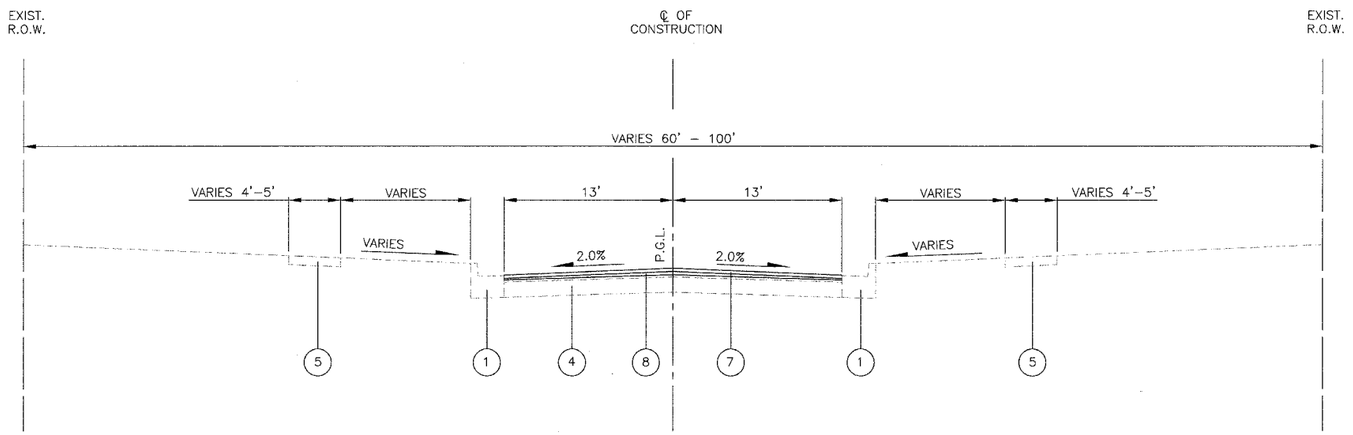
DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

CONTRACT NO. 83795

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	4
STA. 00+15.86	TO STA. 29+03.08			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				



PINE STREET EXISTING TYPICAL SECTION
STA. 00+15.86 TO STA. 29+03.08



PINE STREET PROPOSED TYPICAL SECTION
STA. 00+15.86 TO STA. 29+03.08

① EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
② EXISTING BITUMINOUS CONCRETE SURFACE COURSE – 1 1/2"
③ EXISTING BITUMINOUS CONCRETE BINDER COURSE – 1 1/2"
④ EXISTING BITUMINOUS BASE COURSE – 7"
⑤ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
⑥ BITUMINOUS SURFACE REMOVAL – 2"
⑦ 1 1/2" BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE, MIX "D", N50
⑧ 3/4" TO 1 1/2"" POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50

BITUMINOUS MIXTURE REQUIREMENTS			
PAY ITEM	AC TYPE	VOIDS	MAX RAP %
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N 50	PG 64-22	4% @ 50 GYR	15
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5% @ 50 GYR	0
CLASS D PATCH, SPECIAL, 10 INCH	PG 64-22	4% @ 70 GYR	15

**THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE IS 112 LBS/SQ YD/IN

REVISIONS	
NAME	DATE

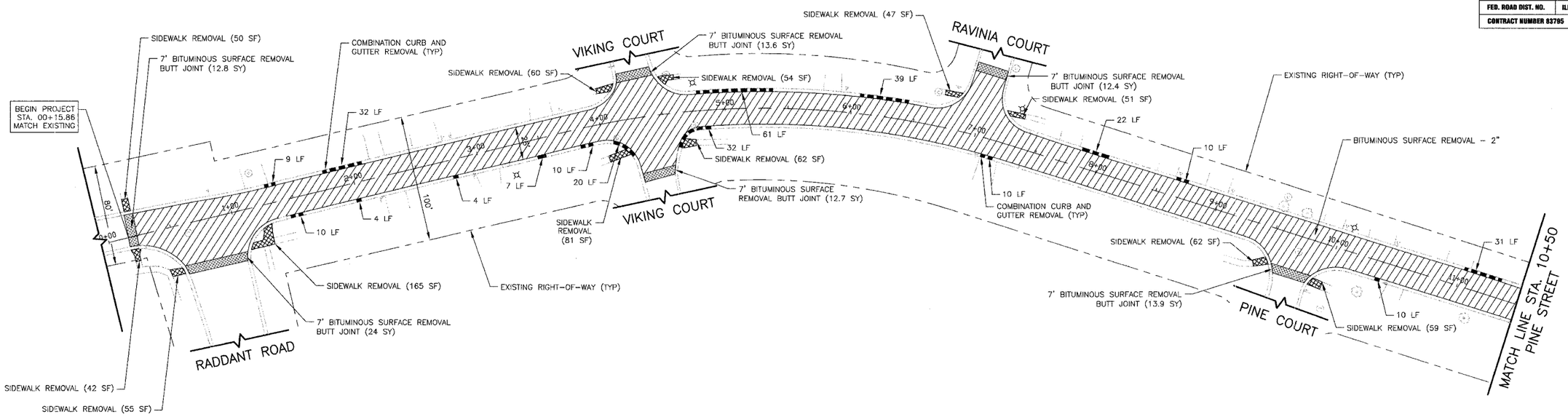
ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF BATAVIA
PINE STREET
TYPICAL SECTIONS

DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

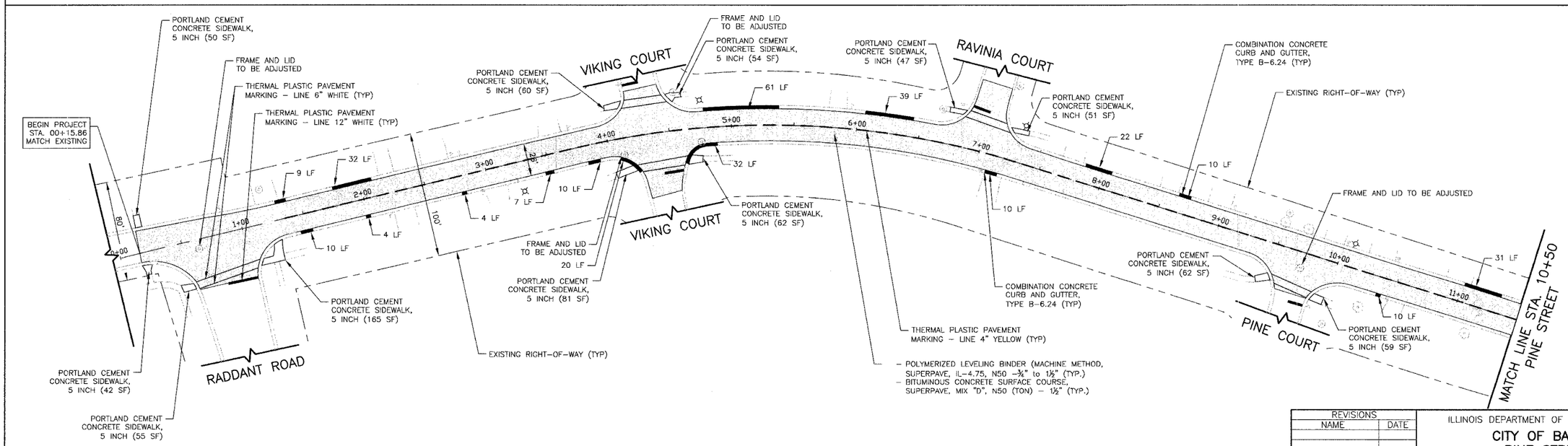
CONTRACT NO. 83795

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	5
STA. 00+15.86	TO STA. 10+50.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				



NOTE:
-FOR ALL SIDE STREETS THE RESURFACING LIMITS ARE AT THE RADIUS RETURNS.
-ALL EXISTING STREET RADII ARE 30'.

PINE STREET



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PINE STREET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF BATAVIA
PINE STREET
ROADWAY PLANS

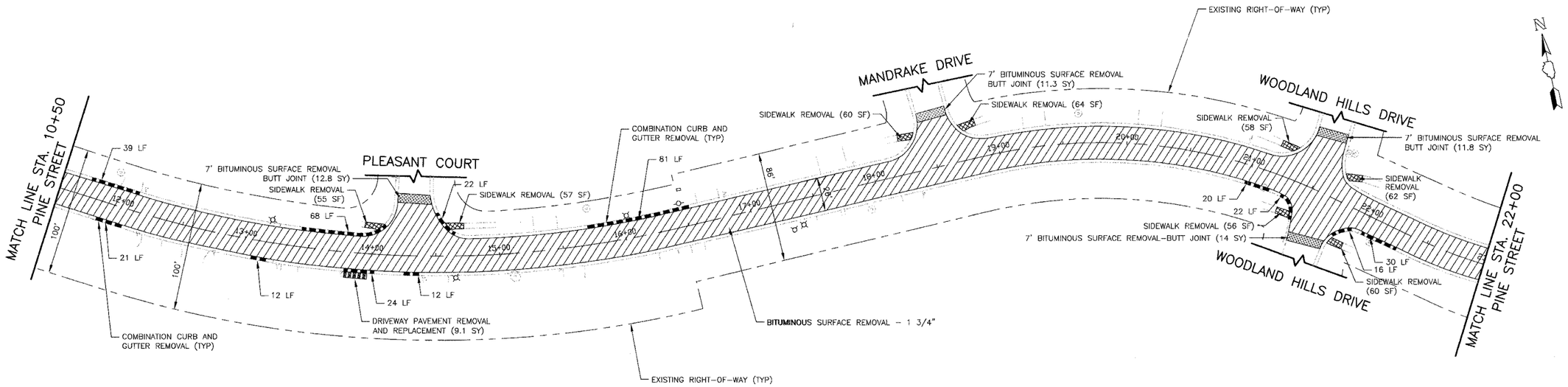
STA. 00+15.86 TO STA. 10+50

40 0 40
SCALE IN FEET

DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

CONTRACT NO. 83795

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	6
STA. 10+50.00	TO STA. 22+00.00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				



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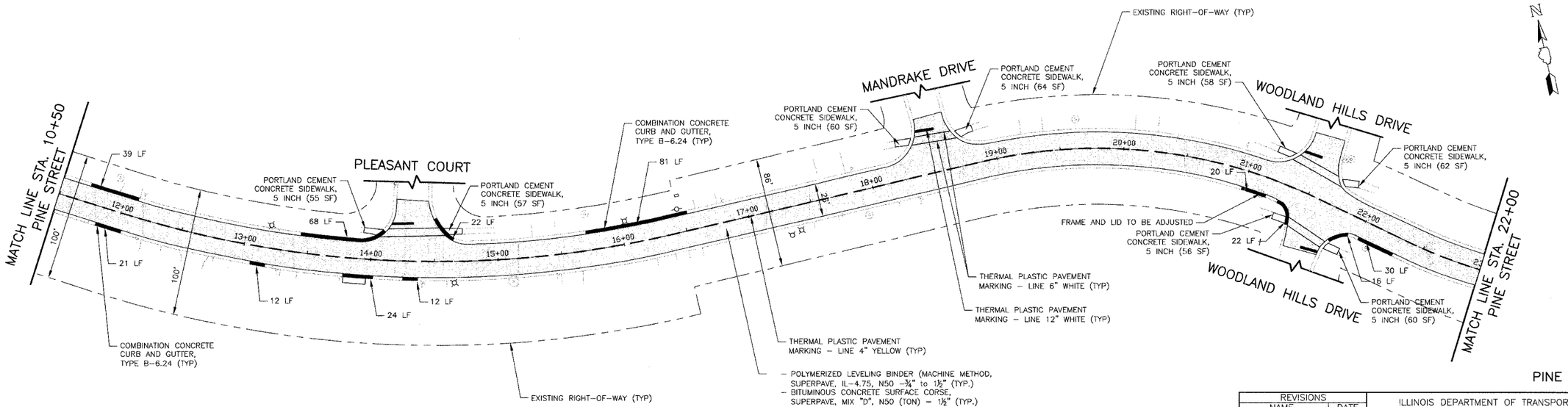
PINE STREET



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PINE STREET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

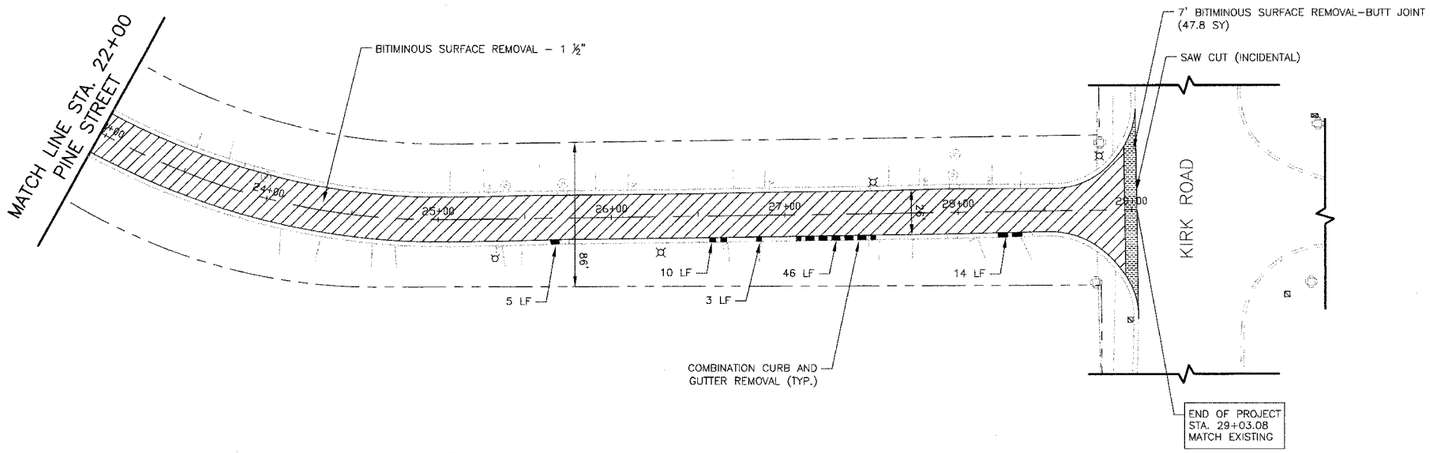
CITY OF BATAVIA
PINE STREET
ROADWAY PLANS
STA. 10+50 TO STA. 22+00

40 0 40
SCALE IN FEET

DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

CONTRACT NO. 83795

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	7
STA. 22+00.00	TO STA. 29+03.08			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NUMBER 83795				



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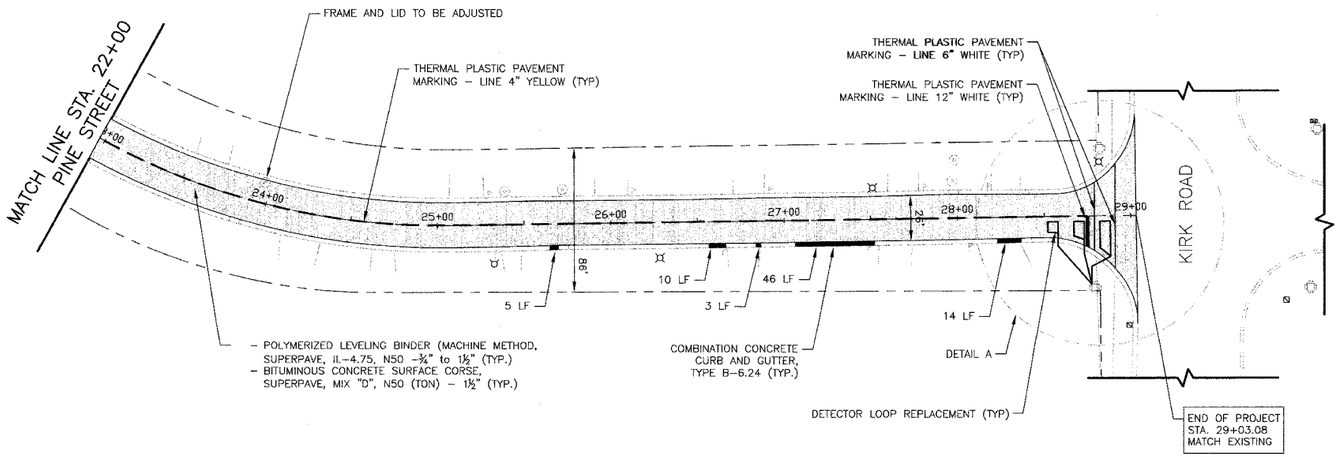
PINE STREET



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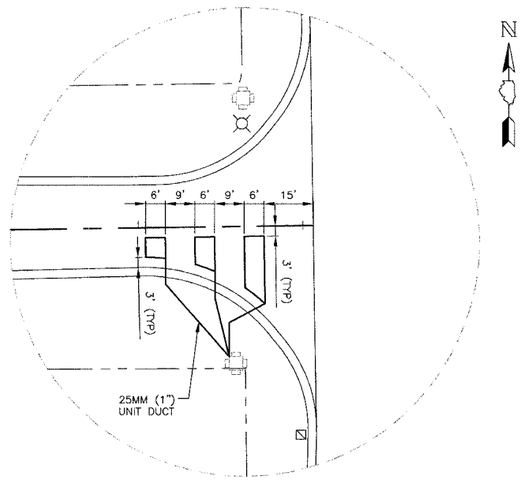


DETAIL A
N.T.S.

PINE STREET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CITY OF BATAVIA
PINE STREET
ROADWAY PLANS
STA. 22+00 TO STA. 29+03.08

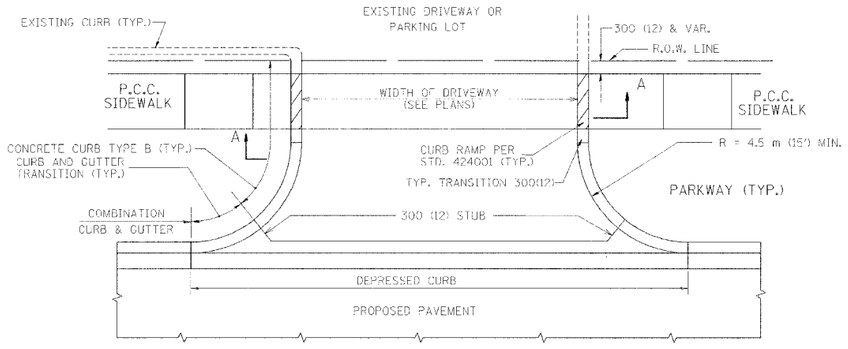
40 0 40
SCALE IN FEET

DATE: 4/12/05
DESIGNED BY: KRY
CHECKED BY: NAB

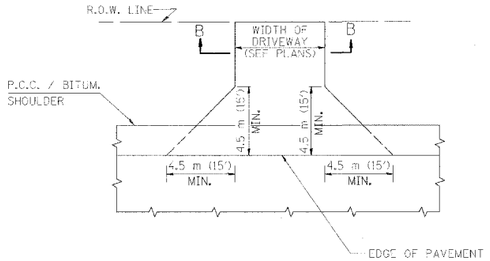
CONTRACT NO. 83795

FA. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

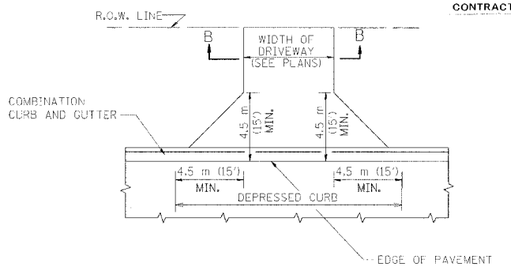
CONTRACT NO 83795



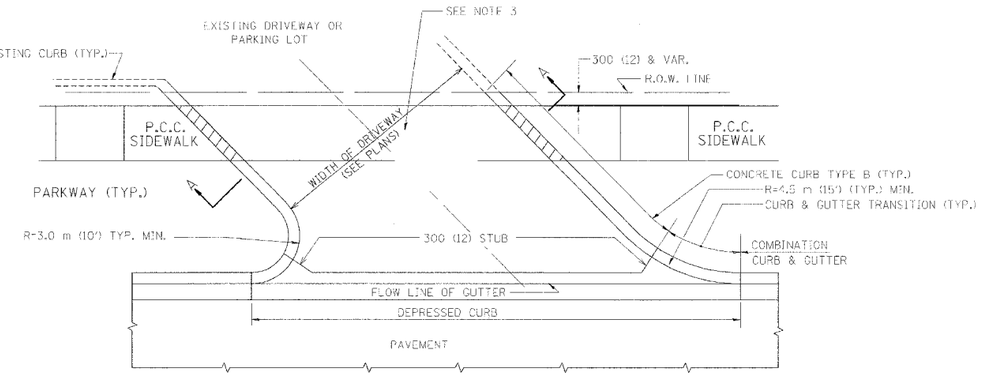
WITH CONCRETE CURB, TYPE B



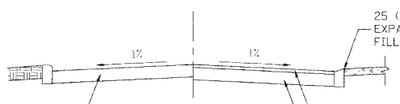
ADJACENT TO P.C.C. / BITUMINOUS SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



SECTION A-A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
P.C.C. DRIVEWAY PAVEMENT 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

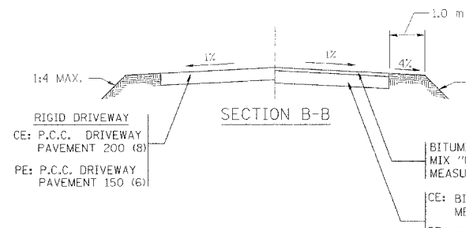
NON-COMMERCIAL ENTRANCE (PE):
P.C.C. DRIVEWAY PAVEMENT 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)



SECTION B-B

RIGID DRIVEWAY

CE: P.C.C. DRIVEWAY PAVEMENT 200 (8)

PE: P.C.C. DRIVEWAY PAVEMENT 150 (6)

BITUMINOUS DRIVEWAY

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2)
MEASURED IN TONS

CE: BIT. BASE CSE., SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

PE: BIT. BASE CSE., SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

RURAL FIELD ENTRANCE (FE)

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
MIX "C", N50, 50 (2)
MEASURED IN TONS

AGGREGATE BASE CSE., TYPE A 200 (8)
MEASURED IN SQ. M. (SQ. YD.)

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 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
P. LaFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W. AND FACE OF CURB / EDGE OF SHOULDER >= 4.5 m (15')

SCALE: NONE | DRAWN BY: SG

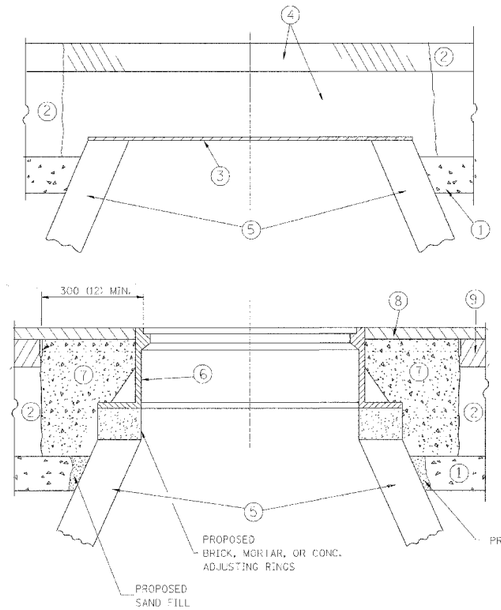
DATE PLOTTED: 04/17/2003 | CHECKED BY: JFP

BD400-01 (BD-01)
REVISION DATE: 04/15/03

04/17/2003
c:\projects\dist\std\bd01.dgn
VH-BD01

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO 83795



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1½) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE BITUMINOUS MATERIAL 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 SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 900 (36) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
8. PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
9. PROPOSED BITUMINOUS CONCRETE BINDER COURSE

NOTES:

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.

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.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE

DATE: 05/17/2004

DRAWN BY

CHECKED BY

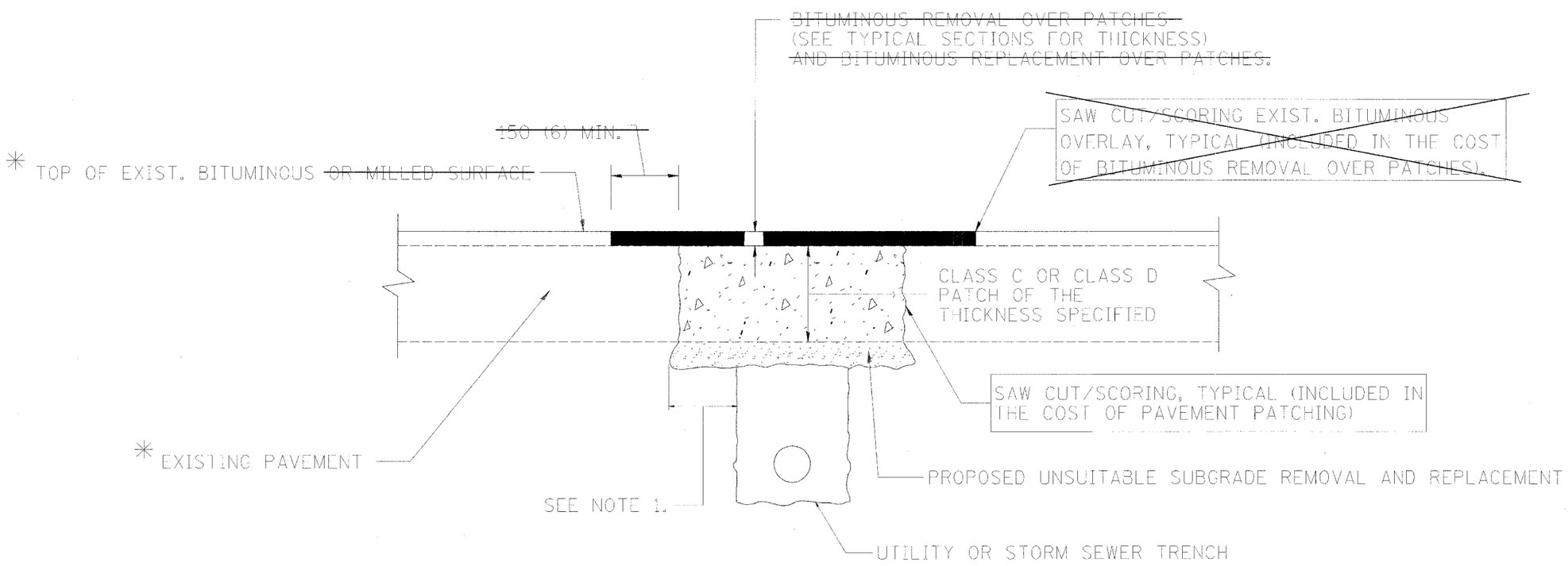
BD600-03 (BD-8)

REVISION DATE: 05/17/04

05/17/2004
Kentletsrd\bd08.dgn
VH-BDB
LEYSA

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Contract NO: 83795



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS		REVISIONS	
NAME	DATE	NAME	DATE
R. SHAH	10/25/94	ART ABBAS	04/27/98
R. SHAH	01/14/95		
R. SHAH	03/23/95		
R. SHAH	04/24/95		
A. HOUSEH	03/15/96		
A. ABBAS	03/21/97		
A. ABBAS	01/20/98		

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

SCALE: NONE
DRAWN BY
DATE 10/18/2002
CHECKED BY

BD400-04 (BD-22)
REVISION DATE:04/27/98

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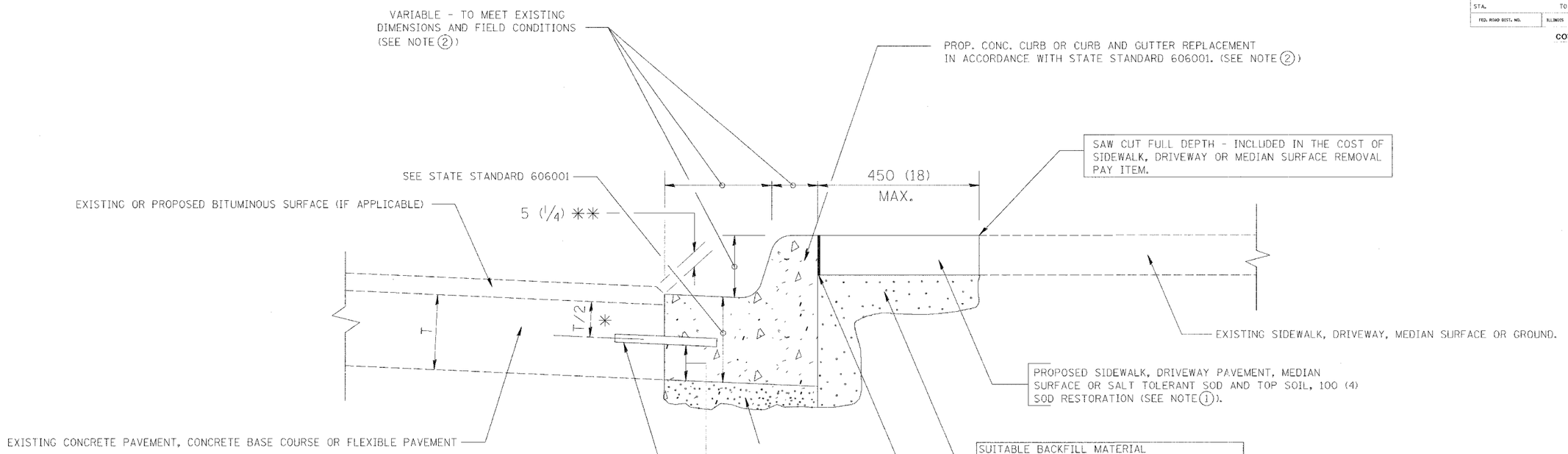
Friday October 13,2002 @ 09:04:45 AM
V=BD22

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	11
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO 83795



* 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(2) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(3) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(4) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(5) THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(7) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: NONE — DRAWN BY

DATE 10/18/2002 — CHECKED BY

BD600-06 (BD-24)

REVISION DATE: 12/06/88

10/18/2002
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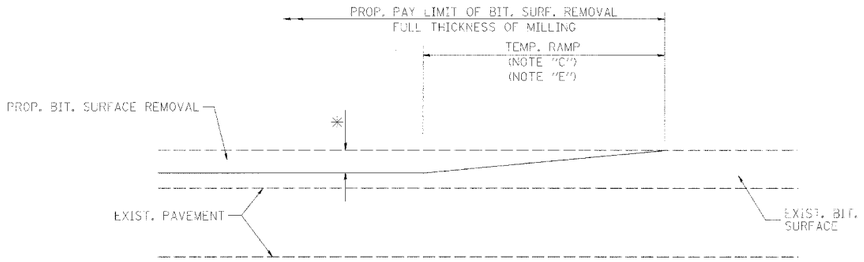
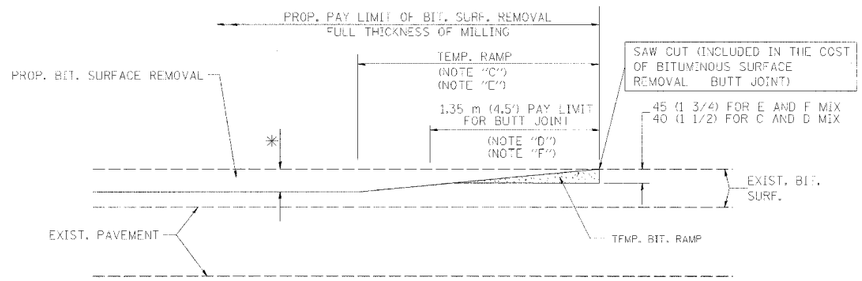
VHDD21



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 1

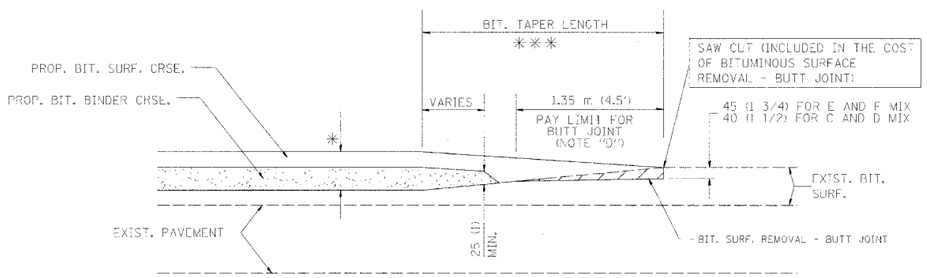


BITUMINOUS CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

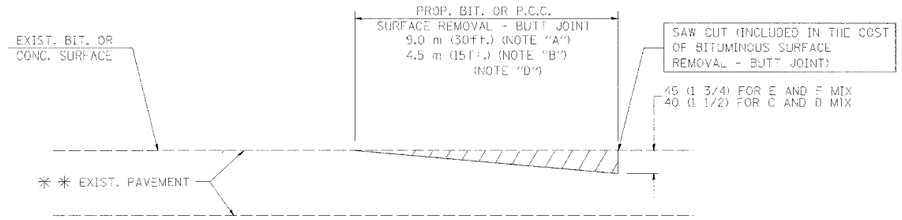


BUTT JOINT AND BITUMINOUS TAPER

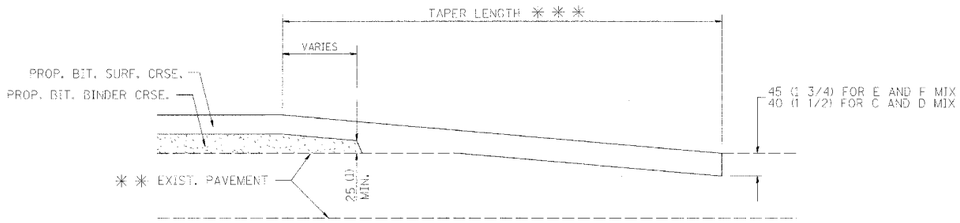
TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO 83795



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

* * PC CONCRETE, BITUMINOUS OR BITUMINOUS RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".

G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

SCALE: NONE

DRAWN BY

DATE PLOTTED:10/18/2002

CHECKED BY

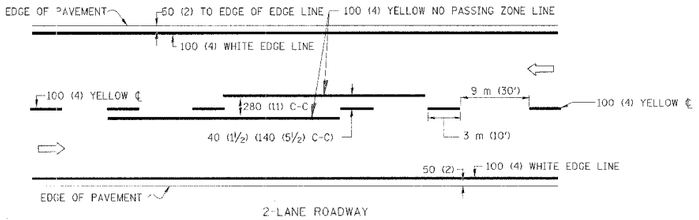
BD400-05 (VI=BD32)

REVISION DATE:04/06/01

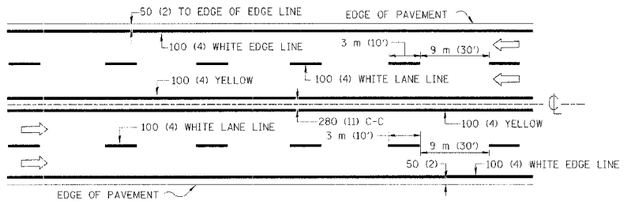
DATE-TIME
DGN-SPEC
VI=BD32

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	13
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

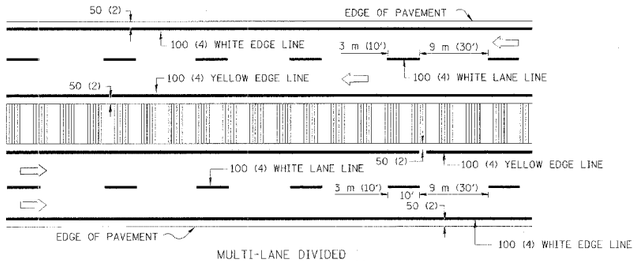
CONTRACT NO 83795



2-LANE ROADWAY



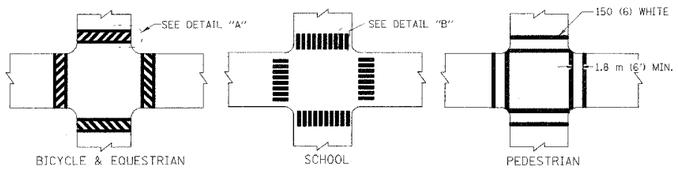
MULTI-LANE UNDIVIDED



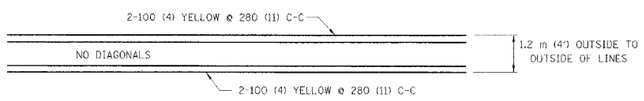
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

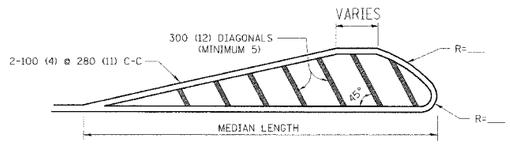
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



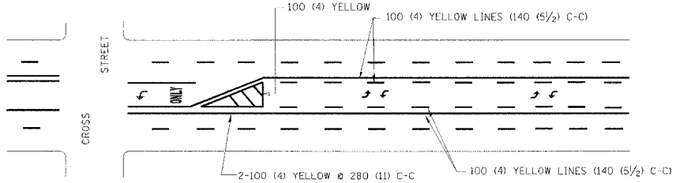
1.2 m (4') WIDE MEDIANS ONLY



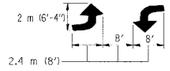
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

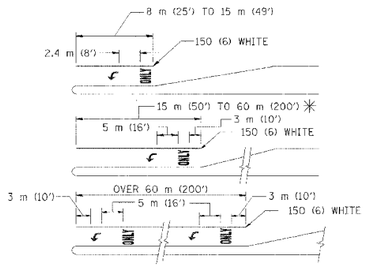


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

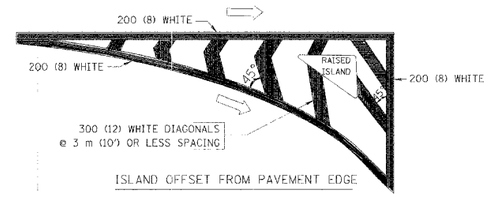


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
↰ AREA = 1.5 m^2 (15.6 SQ. FT.) **ONLY** AREA = 1.9 m^2 (20.8 SQ. FT.)

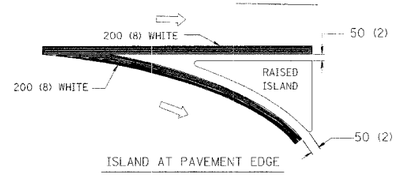
✳ TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5½) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5½) 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 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m^2 (3.6 SQ. FT.) EACH "X"=5.0 m^2 (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DRAWN BY CADD
DATE 10/18/2002
CHECKED BY TC-13

REVISION DATE: 01/06/00

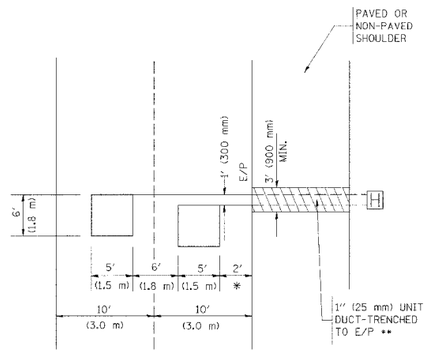
DATE-TIME
DGN-SPEC
V8-TC13

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1195	05-00064-00-RS	KANE	15	14
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

CONTRACT NO 83795

LOOPS NEXT TO SHOULDERS

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

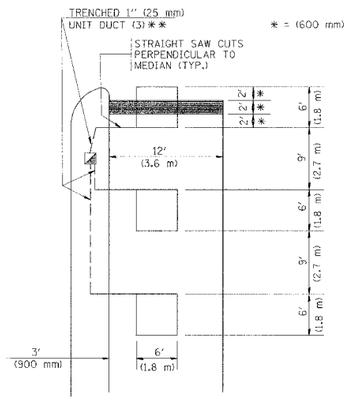


* = (600 mm)

** 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)

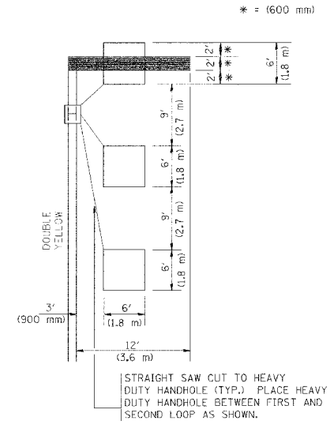
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** 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)



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.

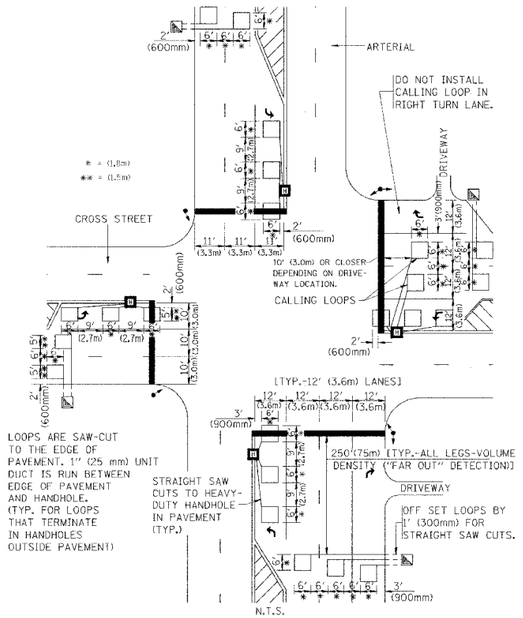
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

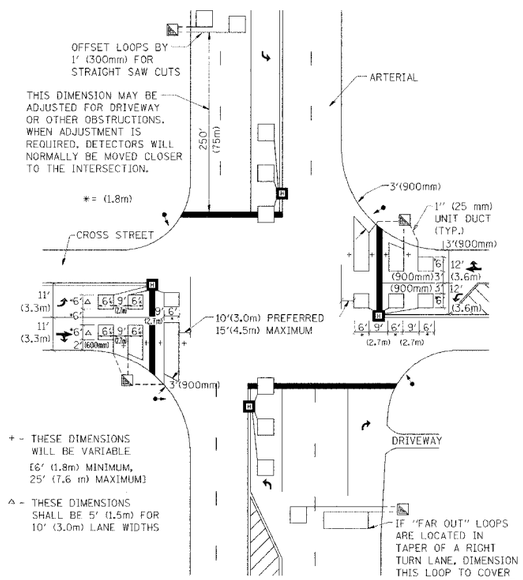
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE

DATE 10/18/2002

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.

TS07

REVISION DATE:

10/18/2002
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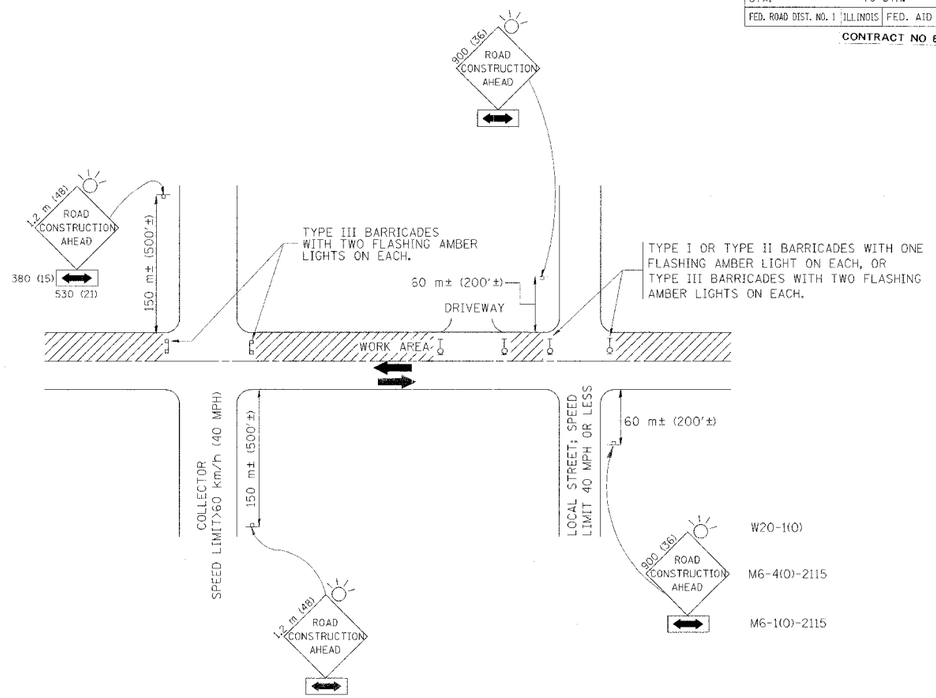
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	05-00064-00-RS	KANE	15	15
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO 83795



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') 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 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

SCALE: VERT.
HORIZ.

DATE 10/18/2002

DRAWN BY

CHECKED BY

TC-10

REVISION DATE: 01/06/00

Friday October 18, 2002 @ 10:20:23 AM
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