

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of
Transportation
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

INVITATION TO BID

ROUTE AND LIMITS: Burlington Road over Virgil Ditch No. 3 North and South

SCOPE: The work to be performed under this contract consists of reconstruction of two box culvert structures, earth excavation, pavement, pavement markings and guardrail. Plans and proposal forms are available online at <http://www.countyofkane.org/Pages/countybids.aspx>. Bidding instructions attached.

LOCAL BID OPENING DATE & LOCATION: Sealed bids will be received only at the Kane County Division of Transportation until the public bid opening on Tuesday, March 10, 2020 at 9 A.M. at the Kane County Division of Transportation at 41W011 Burlington Road, St. Charles, IL 60175.

GENERAL REQUIREMENTS: This project is also advertised through the Illinois Department of Transportation, Bureau of Local Roads and Streets' current Contractors Bulletin. Visit [IDOT's Notice to Contractors Bulletin for Local Public Agencies](#) for additional project information.

CONTACT INFORMATION: Jennifer O'Connell
Senior Project Manager
OConnellJennifer@co.kane.il.us
(630) 406-7333

Bidding Instructions

- Bid packets (including, among other things, plans, special provisions, prequalification requirements, addendums, proposal forms, etc.) shall only be available on-line, at: <http://www.countyofkane.org/Pages/countybids.aspx>.
- Addendums to the bid packet may be made at any time by the County prior to bid opening. Bidders may be added to our email notification list for future Addendums and a bidders list by emailing KDOT_bidders_list@co.kane.il.us referencing **(Burlington Road over Virgil Ditch No. 3 #14-00437-00-BR)** in the subject line, but this should not be relied upon solely for Addendum notifications. It is still the Bidder's continuing responsibility to regularly check and verify on-line at: <http://www.countyofkane.org/Pages/countybids.aspx> for any addendums to the bid packet prior to the bid opening.
- Prequalification is required of all bidders. All qualified bidders must meet the requirements specified in the subject bid proposal Special Provisions. Prequalification should be submitted with proposals and placed **on the outside** of the sealed proposal packet for convenient verification before proposals are opened and publicly read, but will be accepted up to 24 hours after the bid opening.


**Illinois Department
of Transportation**
**Local Public Agency
Formal Contract Proposal**

PROPOSAL SUBMITTED BY		
Contractor's Name		
Street	P.O. Box	
City	State	Zip Code

STATE OF ILLINOIS

COUNTY OF KaneKane County Division of Transportation

(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. Burlington RoadSECTION NO. 14-00437-00-BRTYPE OF FUNDS Local (Non-MFT)☒ SPECIFICATIONS (required)☒ PLANS (required)**For Municipal Projects**

Submitted/Approved/Passed

☐ Mayor ☐ President of Board of Trustees ☐ Municipal Official

Date

Department of Transportation☐ Released for bid based on limited reviewRegional Engineer

Date

For County and Road District Projects

Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways2.18.2020

Date

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed

RETURN WITH BID

NOTICE TO BIDDERS

County	<u>Kane</u>
Local Public Agency	<u>Kane County</u>
Section Number	<u>14-00437-00-BR</u>
Route	<u>Burlington Road</u>

Sealed proposals for the improvement described below will be received at the office of the County Engineer
41W011 Burlington Road, St. Charles, IL until 9:00 AM on March 10, 2020
Address Time Date

Sealed proposals will be opened and read publicly at the office of Kane County Division of Transportation
41W011 Burlington Road, St. Charles, IL at 9:00 AM on March 10, 2020
Address Time Date

DESCRIPTION OF WORK

Name Burlington Road over Virgil Ditch No. 3 North and South Length: 1808.80 feet (0.3410 miles)
 Location Burlington Road between Rohrsen Rd and Plato Rd

Proposed Improvement Reconstruction of two box culvert structures, earth excavation, pavement, pavement markings, and guardrail.

1. Plans and proposal forms will be available on-line only at: <http://www.countyofkane.org/Pages/countybids.aspx>
NO CHARGE FOR PROPOSAL

Project contact: Jennifer O'Connell at OConnellJennifer@co.kane.il.us

2. ☒ **Prequalification**
 If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in duplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and one original with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:

- a. BLR 12200: Local Public Agency Formal Contract Proposal
- b. BLR 12200a Schedule of Prices
- c. BLR 12230: Proposal Bid Bond (if applicable)
- d. BLR 12325: Apprenticeship or Training Program Certification **(do not use for federally funded projects)**
- e. BLR 12326: Affidavit of Illinois Business Office

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filled prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

**KANE COUNTY DIVISION OF TRANSPORTATION
SECTION NUMBER 14-00437-00-BR
BURLINGTON ROAD CULVERT IMPROVEMENTS
OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)**

SPECIAL PROVISIONS TABLE OF CONTENTS

LOCATION OF THE IMPROVEMENTS	1
DESCRIPTION OF THE IMPROVEMENTS	1
COMPLETION DATE PLUS WORKING DAYS	1
DEFINITION OF TERMS	2
AUTOMATIC CLEARING HOUSE (ACH)	2
BIDDING PROCESS AND AWARD OF CONTRACT (COUNTY)	2
PROSECUTION OF WORK	3
DELETION AND REDUCTION OF PLAN QUANTITIES (COUNTY)	3
MODIFICATION OF PROJECT SCOPE	3
MATERIAL TESTING DAILY NOTIFICATION (COUNTY)	4
CONTRACTOR'S DAILY NOTIFICATION	4
SPECIAL PROVISION FOR CLEAN CONSTRUCTION AND DEMOLITION DEBRIS	4
SPECIAL PROVISION FOR INSURANCE (COUNTY)	5
PREQUALIFICATION OF BIDDERS	5
CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT	6
FIELD MEASUREMENTS	7
PREVAILING WAGES	8
PROGRESS SCHEDULE	8
PROGRESS/COORDINATION MEETINGS	8
COOPERATION WITH UTILITIES	8
ITEMS AS ORDERED BY THE ENGINEER	10
MOBILIZATION	10
PUBLIC CONVENIENCE AND SAFETY (DIST 1)	10
MAINTENANCE OF ROADWAYS	11
AGGREGATE SUBGRADE IMPROVEMENT (D-1)	12
HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)	15
FRICTION AGGREGATE (D-1)	25
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)	28
TEMPORARY BRIDGE TRAFFIC SIGNALS	38
REMOVE EXISTING FLARED END SECTION	40
DEWATERING	41
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	43
TRAFFIC CONTROL DEFICIENCY DEDUCTION	47
RIGHT OF WAY MARKERS	48
RECESSED REFLECTIVE PAVEMENT MARKER	49
PIPE UNDERDRAIN REMOVAL	50
TEMPORARY PAVEMENT	51

CHECK SHEET FOR RECURRING SPECIAL PROVISIONS

CHECK SHEET FOR LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

BDE SPECIAL PROVISIONS

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

**KANE COUNTY DIVISION OF TRANSPORTATION
SECTION NUMBER 14-00437-00-BR
BURLINGTON ROAD CULVERT IMPROVEMENTS
OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)**

The following Special Provisions supplement the Illinois Department of Transportation "Standard Specifications for Road and Bridge Construction," adopted January 1, 2016 (hereinafter referred to as the "Standard Specifications"); the most recent "Supplemental Specifications and Recurring Special Provisions"; and the latest edition of the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways" in effect on the date of invitation for bids; all of which apply to and govern the construction of Burlington Road over Virgil Ditch No. 3 (North and South), and in case of conflict with any part or parts of said Specifications, these Special Provisions shall take precedence and shall govern.

LOCATION OF THE IMPROVEMENTS

This project is located at the on Burlington Road (CH 2) between Rohrsen Road and Plato Road within the limits of Kane County, Illinois. Improvements include two culverts carrying Virgil Ditch No. 3 and extend each direction along Burlington Road for a total distance of 1800 feet.

DESCRIPTION OF THE IMPROVEMENTS

This is a reconstruction project and the work to be performed under this contract consists of construction of box culvert structures, earth excavation, bituminous concrete pavement, pavement markings and all incidental and collateral work necessary to complete the project as shown on the plans and as described herein.

COMPLETION DATE PLUS WORKING DAYS

Effective: September 30, 1985

Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on Thursday, August 8, 2019, except as specified herein.

The Contractor will be allowed to complete all clean-up work and punch list items within 5 working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for clean up work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to both the completion date and the number of working days.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

DEFINITION OF TERMS

This special provision amends the provisions of the Standard Specifications and shall be construed to be a part thereof, superseding any conflicting provisions thereof application to the work under the contract.

Revise the third paragraph of Article 101.16 of the Standard Specifications to read:

“The term Engineer shall apply to the awarding authority. In this case, the term Engineer applies to Kane County.”

Add the following paragraph after the first paragraph of Article 101.19 of the Standard Specifications:

“The term Inspector shall apply to the person or persons assigned by the Engineer to make detailed observations of any or all portions of the work or material.”

Revise Article 101.34 of the Standard Specifications to read:

“The term Resident Engineer/Resident Technician shall apply to Kane County. The term Resident Engineer shall not mean Engineer.”

AUTOMATIC CLEARING HOUSE (ACH)

Revised on: 2/6/2015

The Contractor shall use the County of Kane’s Automatic Clearing House (ACH) payment program. The following internet link shall be used to complete the vendor (CONTRACTOR) agreement:

http://www.countyofkane.org/Documents/Finance%20Department/Vendor%20Information/New_Vendor_Packet_REQUIRED.pdf

BIDDING PROCESS AND AWARD OF CONTRACT (COUNTY)

Revised on: 3/12/2019

The bidding documents for this project are available online at the Kane County Division of Transportation (KDOT) website:

<http://www.countyofkane.org/Pages/countybids.aspx>

If any addendums are necessary, they will be posted on the KDOT website listed above in this section. It is the Contractors or subcontractors responsibility to continuously verify if any addendums have been issued by KDOT.

Construction prequalification will be verified. It is the Contractors and/or subcontractors responsibility to ensure all prequalifications which are called out in the contract and other bid documents are met.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Note: The entire bid packet does not need to be submitted for the letting. Only the required papers need to be included with Bid Bond and proposal Schedule of Prices.

The Contractor is asked to please tab the Bid Bond and Bid Estimate, included in the bid packet submitted, for easier and faster bid letting/reading.

The award of this contract will be made to the lowest responsible qualified bidder. The County reserves the right to reject any or all non-conforming, non-responsive, unbalanced, or conditioned bids, and to reject the bid of any bidder if the County believes that it would be in the best interest of the County not to award to that bidder. The County also has the right to award this contract with the deletion or reduction of any item in its entirety or partially without claim by the Contractor for loss of profit or overhead.

PROSECUTION OF WORK

Revised on: 11/24/2014

Add the following paragraph to Article 108.02 of the standard specifications:

“The Contractor shall maintain throughout the course of the project, and provide to the Engineer, at the Engineer’s request, a detailed progress schedule of planned construction related tasks and locations that projects a minimum of 2 weeks in to the future. At the Engineer’s request, schedules of 4 weeks may be required.”

At the Pre-Construction Meeting, the Contractor shall submit a draft progress schedule, ready for review and approval, and a prepared list of subcontractors, which will both be discussed and approved by the Engineer. This project schedule shall show all routes to be worked on and an anticipated estimate of time (in working days) to accomplish each item, as well as sequence of operations. All work shall be coordinated with the Engineer so that all work is completed prior to proposed striping or other Kane County projects.

The progress schedule may be on IDOT form BC 255 or a detailed Gantt Charts-type schedule.

DELETION AND REDUCTION OF PLAN QUANTITIES (COUNTY)

Revised on: 1/02/2015

The County reserves the right to add, delete and/or reduce the awarded (plan) quantity of any item in its entirety or partially without claim by the Contractor for loss of profit or overhead. Additional routes may be added in addition to those listed in the schedule of quantities.

MODIFICATION OF PROJECT SCOPE

The Highway Commissioner (or County Engineer) has the ability to reduce or increase the quantity for any pay item with no change in unit for any and all proposed work as he sees fit.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

MATERIAL TESTING DAILY NOTIFICATION (COUNTY)

Revised on: 06/10/2019

The County has retained the services of a testing agency to sample and test asphalt and concrete mix designs for County and Township projects. Contact information provided in memorandum '2019 QC TESTING REQUIREMENTS AND PROCEDURE', dated June 10, 2019, shall be followed for these services.

Tim Dunne, Rubino Engineering
Phone: 847-343-0749
Email: Tim.dunne@rubinoeng.com

In order to ensure that samples will be drawn, Contractors or their Subcontractors must alert the testing agency as well as the Engineer or his representative assigned to the project on days when material will be placed on these jobs. This is similar to the IDOT Materials testing procedure. Calls must be placed at least one day prior to any placement before 12:00 pm, noon. ***In the event that testing has been scheduled and weather is unfavorable the Contractor will be responsible to alert a representative of the testing agency as soon as the decision not to place material is made.*** It is understood that these decisions are made in the early hours of the day. The purpose of this policy is to make sure that testing is conducted and to stop scheduled testing on days when work is canceled.

At the preconstruction meeting, roles, responsibilities, and 24 hour contact information will be established and exchanged between the Engineer and the Contractor.

In the event that the testing representative cannot be reached the Contractor will call the County Chief of Construction at 630-816-9680 or via e-mail at:
boeschdavid@co.kane.il.us

CONTRACTOR'S DAILY NOTIFICATION

Revised on: 12/29/2014

The Contractor shall notify the Engineer and /or his designated representative prior to the beginning of each day's work as to the location and type of work that is scheduled to be performed that day. The Contractor's notification shall be at least 48 hours prior to the day of actual work.

SPECIAL PROVISION FOR CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

Earthwork operations for this project shall be completed in accordance with Section 202 of the Standard Specifications and material properly disposed of in accordance with Article 202.03.

This special provision only applies if the Contractor chooses to dispose of material at a permitted CCDD or registered uncontaminated soil fill facility. The Contractor is advised to consider the cost of disposing of all surplus materials off-site and properly reflect those costs in their bids for earthwork and removal items. The Contractor must be thoroughly familiar with the provisions of the environmental Protection Act as it relates to proper disposal of excavated material and construction debris.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Should the Contractor choose to dispose of materials at a permitted CCDD or registered uncontaminated soil fill facility, the Contractor shall be responsible for the lawful removal of all excavated soil, material and other clean construction or demolition debris in compliance with Public Act 96-1416. Disposal of materials at a permitted CCDD or registered uncontaminated soil fill facility will require that Form LPC-663 be submitted to the operator of that location before any materials can be disposed of at that site. Each certification covers only material from that specified job site. The Contractor shall be responsible for having the required analysis of soil materials completed and the Form 663 adequately completed and signed by a Professional Engineer or Geologist licensed in the State of Illinois.

The Contractor is not responsible for the cost of soil remediation. In the event material is rejected it will be returned to the site where the extent of additional effort required to dispose of the material will be determined. The cost of returning rejected material will be the responsibility of the Contractor. The extent of additional effort for disposal or use of rejected material will be coordinated between the Engineer and the Contractor.

It should be noted that "Unsuitable Material" defined in these special provisions for Removal and Disposal of Unsuitable Material should not be confused with "contaminated" or "hazardous" materials.

SPECIAL PROVISION FOR INSURANCE (COUNTY)

Revised on: 4/13/2016

The Contractor shall obtain and keep in full force the following insurance coverages:

POLICY:

Contractor's Commercial General Liability

ADDITIONAL NAMED INSURED:

The County of Kane, its officers, employees, consultants and agents.

All other provisions of Article 107.27 of the Standard Specifications shall apply.

PREQUALIFICATION OF BIDDERS

Revised on: 11/10/2014

PREQUALIFICATION OF BIDDERS in accordance with Section 102.01 of the Standard Specifications will be required of all bidders on this proposal. The primary Contractor will be required to meet all of the following prequalification code(s) for the discipline of work to be completed:

001 – Earthwork

009 – Structures (Highway)

The Subcontractor will be required to meet the prequalification code for the discipline of work they will be responsible for completing.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT

Revised on: 4/13/2016

KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

1. Prior to award, every Contractor or vendor who is seeking or who has obtained contracts or change orders to contracts or two (2) or more individual contracts with KANE COUNTY resulting in an amount greater than Fifteen Thousand Dollars (\$15,000) shall disclose to the Kane County Purchasing Department, in writing all cumulative campaign contributions, (which includes multiple candidates) made within the previous twelve (12) months of awarding of the contract made by that Contractor, union, or vendor to any current officer or countywide elected officer whose office the contract to be awarded will benefit. Disclosure shall be updated annually during the term of a multi-year contract and prior to any change order or renewal requiring Board level approval. For purposes of this disclosure requirement, "Contractor or vendor" shall include owners, officers, managers, insurance brokers, lobbyists, agents, consultants, bond counsel and underwriters counsel, subcontractors, corporations, partnerships, associations, business trusts, estates, trustees, and/or beneficiaries under the control of the contracting person, and political action committees to which the contracting person has made contributions.
2. All Contractors and vendors who have obtained or are seeking contracts with Kane County must disclose the following information which shall be certified and attached to the application or document. Penalties for knowingly violating disclosure requirements will potentially result in immediate cancellation of the contract, and possible disbarment from future County contracts:
 - A. Name, address and percentage of ownership interest of each individual or entity having a legal or a beneficial interest of more than five percent (5%) in the applicant. Any entity required by law to file a statement providing substantially the information required by this paragraph with any other government agency may file a duplicate of such statement;
 - B. Names and contact information of their lobbyists, agents and representatives and all individuals who are or will be having contact with County employees or officials in relation to the contract or bid. This information disclosure must be updated when any changes to the information occurs.
 - C. Whenever any interest required to be disclosed in paragraph (A) above is held by an agent or agents, or a nominee or nominees, the principals for whom such agents or nominees hold such interest shall also be disclosed. The application of a spouse or any other party, if constructively controlled by another person, or legal entity as set forth above, shall state the name and address and percentage of beneficial interest of such person or entity possessing such constructive control and the relationship under which such control is being or may be exercised. Whenever a stock or beneficial interest is held by a corporation or other legal entity, such shareholder or beneficiary shall also make disclosure as required by paragraph (A) above.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

- D. A statement under oath that the applicant has withheld no disclosures as to economic interests in the undertaking nor reserved any information, data or plan as to the intended use or purpose for which it seeks County Board or other county agency action.
3. All disclosures and information shall be current as of the date upon which the application is presented and shall be maintained current until such time as Kane County shall take action on the application. Furthermore, this information shall be maintained in a database by the Purchasing Department, and made available for public viewing.
 4. Notwithstanding any of the above provisions, the County Purchasing Department with respect to contracts awarded may require any such additional information from any applicant which is reasonably intended to achieve full disclosure relevant to the application for action by the County Board or any other County agency.
 5. Any failure to comply with the provisions of this section shall render any ordinance, ordinance amendment, County Board approval or other County action in behalf of the applicant failing to comply voidable at the option of the County Board or other County agency involved upon the recommendation of the County Board Chairman or the majority of the County Board.
 6. Contractor Disclosure information shall be sent to the Kane County Purchasing Department and the Kane County Division of Transportation at the following address, or via email, prior to Transportation Committee of the Kane County Board:

Kane County Government Center
Purchasing Department, Bldg. A
719 S. Batavia Ave. Geneva, IL 60134
purchasing@countyofkane.org

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
kdotcomments@co.kane.il.us

FIELD MEASUREMENTS

Revised on: 11/1/2016

The Contractor is advised that it shall be its full responsibility to verify all dimensions, conditions, materials, and details before ordering materials. The Contractor shall verify the dimensions shown on the plans with those actually existing on the structure to determine if any discrepancies exist. Any discrepancies discovered by the Contractor shall be immediately reported to the Engineer in writing for revisions to plans, quantities and/or details as required.

No additional compensation will be allowed to the Contractor for complying with the above verification requirements. Any revisions to dimensions or details resulting from the required field verifications or for any delays due to required revisions shall be approved by the Engineer.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

PREVAILING WAGES

Revised on: 04/13/2016

By submitting a bid, bidder expressly agrees to comply with all applicable State and Federal Prevailing Rate of Wage Laws, and all steps necessary to be in compliance therewith.

Prevailing Wage Rates: It is the policy of the State of Illinois as declared in "AN ACT regulating wages of laborers, mechanics and other workman employed in any public works by the State, County, City or any political subdivision or by any work under construction for public works" approved June 26, 1941, that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in a locality in which work is performed, shall be paid to all laborers, workmen and mechanics employed by and on behalf of any and all public body engaged in public works, exclusive of maintenance work.

The responsive Bidder must include with their bid a separate sheet showing trades to be employed and wage rates to be paid. Prevailing wage rates are subject to revision monthly and the responsive bidder is responsible for any future adjustment thereof. Copies of the current prevailing wage rates are always available from the Illinois Department of Labor on their website.

The Contractor shall pay the current Illinois Department of Labor Prevailing Wage Rates for any and all projects worked on for the COUNTY OF KANE. The undersigned also agrees to provide the Kane County Division of Transportation a sheet showing trades to be employed and wage rates to be paid for each construction or repair project bid on or contracted for.

PROGRESS SCHEDULE

Revised on: 11/10/2014

Add the following paragraph to Article 108.02 of the Standard Specifications:

"The Contractor shall maintain throughout the course of the project, and provide to the Engineer at the Engineer's request, a detailed progress schedule of planned construction related tasks and locations that projects a minimum of 6 weeks in to the future."

PROGRESS/COORDINATION MEETINGS

Revised on: 12/30/2014

The Contractor shall be required to attend a bi-weekly progress/coordination meeting with the Engineer and/or his representatives to be held at a location to be specified at the pre-construction meeting.

COOPERATION WITH UTILITIES

The Contractor is responsible for verifying the nature and status of all utility relocation work prior to beginning construction. The Contractor shall take appropriate measures to ensure that construction operations do not interfere with utility facilities and relocation work. The Contractor shall be required to adjust the order of its work from time to time and to coordinate same with utility relocation work.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

The following persons have been contacted in reference to utilities they own and operate within the right of way limits for this project. All known data from these agencies has been incorporated into the plans. It is, however, the Contractor's responsibility to confirm or establish the existence of all utility facilities and their exact locations, whether contained in the data submitted by these agencies or not, and to safely schedule all utility relocations.

ANR Pipeline Company
Contact Ken Van Haitsma
Telephone Number 815-786-3422

AT&T (Distribution)
Contact Larry Smith
Telephone Number 630-576-7094

ComEd
Contact Design Stage Locate Line
Telephone Number 630-576-7094

Frontier Communications
Contact Kalin Hinshaw
Telephone Number 815-895-1515

Kane County Division of Transportation
Contact Kurt Nika
Telephone Number 630-406-7372

Enbridge Energy Partners LP
Contact Mike Price
Telephone Number 219-922-7015

Nicor
Contact Utility Consultant GO3W
Telephone Number 630-388-2362

Mediacom
Contact Matt Forgas
Telephone Number 815-597-5103

The above represents the best information available to the County and is included for the convenience of the bidder. Before starting excavation, the Contractor shall call "JULIE" at 800-892-0123 for field locations of buried electric, telephone, gas and cable television facilities. The contractor will be responsible to ascertain the exact location of the facilities and exercise care during construction operations so as not to damage them.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

ITEMS AS ORDERED BY THE ENGINEER

Revised on: 11/10/2014

When additional work, not indicated in the Contract or on the Contract drawings, is requested in writing by the Engineer during construction, this additional work shall be measured and paid for as described in Articles 104.02 and 109.04 of the Standard Specifications.

Basis of Payment. Payment for all additional work shall be made from the ITEMS AS ORDERED BY THE ENGINEER pay item, which shall be in units of one dollar (\$1.00).

MOBILIZATION

This contract contains no provision for Mobilization. Therefore, Section 671 of the Standard Specifications is deleted.

PUBLIC CONVENIENCE AND SAFETY (DIST 1)

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

“If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply.”

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

“The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After”

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

“On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical.”

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

AGGREGATE SUBGRADE IMPROVEMENT (D-1)

Effective: February 22, 2012

Revised: April 1, 2016

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2 and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradation CS 01 but shall not exceed 40 percent by weight of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradation CS 01 is used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders. The final product shall not contain more than 40 percent by weight of RAP.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”.

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer. The calibration for the mechanical feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered.

303.04 Soil Preparation. The stability of the soil shall be according to the Department’s Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradation CS 01 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.

Add the following to Section 1004 of the Standard Specifications:

“1004.07 Coarse Aggregate for Aggregate Subgrade Improvement. The aggregate shall be according to Article 1004.01 and the following.

- (a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. The top 12 inches of the aggregate subgrade improvement shall be 3 inches of capping material and 9 inches of crushed gravel, crushed stone or crushed concrete. In applications where greater than 36 inches of subgrade material is required, rounded gravel, meeting the CS01 gradation, may be used beginning at a depth of 12 inches below the bottom of pavement.
- (b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials. Non-mechanically blended RAP may be allowed up to a maximum of 5.0 percent.

Route: Burlington Road
 Description: Burlington Road Over Virgil Ditch No. 3
 (North and South)
 Section: 14-00437-00-BR
 County: Kane

(c) Gradation.

- (1) The coarse aggregate gradation for total subgrade thicknesses of 12 in. (300 mm) or greater shall be CS 01.

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS				
	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)				
	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

- (2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)

Effective: November 1, 2019

Description. This work shall consist of constructing a hot-mix asphalt (HMA) binder and/or surface course on a prepared base. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

Materials. Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 ^{1/}
	SMA 12.5 ^{2/}	CA 13 ^{4/} , CA 14, or CA 16
	SMA 9.5 ^{2/}	CA 13 ^{3/4/} or CA 16 ^{3/}
	IL-9.5	CA 16
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 ^{1/}
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.”

Revise Article 1004.03(e) of the Supplemental Specifications to read:

“(e) Absorption. For SMA the coarse aggregate shall also have water absorption ≤ 2.0 percent.”

HMA Nomenclature. Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

“1030.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 4. Warm mix additives or foaming processes shall be selected from the Department’s Qualified Producer List, “Technologies for the Production of Warm Mix Asphalt (WMA)”.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Mixture Design. Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 ^{4/}	16	32 ^{4/}	34 ^{5/}	52 ^{2/}	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 µm)			12	16	12	18				
#50 (300 µm)	6	15					4	15	15	30
#100 (150 µm)	4	9					3	10	10	18
#200 (75 µm)	3	6	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4	6	7	9 ^{3/}
#635 (20 µm)			≤ 3.0		≤ 3.0					
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with N_{design} = 90.

3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.

5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Revise Article 1030.04(b)(1) of the Standard Specifications to read:

- “(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS High ESAL				
	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
Ndesign	IL-19.0; Stabilized Subbase IL- 19.0	IL-9.5	IL-4.75 ^{1/}	
50	13.5	15.0	18.5	65 – 78 ^{2/}
70				65 - 75
90				

1/ Maximum draindown for IL-4.75 shall be 0.3 percent.

2/ VFA for IL-4.75 shall be 72-85 percent.”

Revise the table in Article 1030.04(b)(3) to read:

“VOLUMETRIC REQUIREMENTS, SMA 12.5 ^{1/} and SMA 9.5 ^{1/}			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17.0 ^{2/}	75 - 83
		16.0 ^{3/}	

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

2/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .

3/ Applies when specific gravity of coarse aggregate is < 2.760 .

4/ Blending of different types of aggregate will not be permitted.
For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

Add to the end of Article 1030.05 (d) (2) a. of the Standard Specifications:

“During production, the Contractor shall test SMA mixtures for draindown according to AASHTO T305 at a frequency of 1 per day of production.”

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

“IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

Quality Control/Quality Assurance (QC/QA). Revise the third paragraph of Article 1030.05(d)(3) to read:

“If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure.”

Add the following paragraphs to the end of Article 1030.05(d)(3):

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement). Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

When a longitudinal joint sealant (LJS) is applied, longitudinal joint density testing will not be required on the joint(s) sealed.”

Revise the second table in Article 1030.05(d)(4) and its notes to read:

Route: Burlington Road
 Description: Burlington Road Over Virgil Ditch No. 3
 (North and South)
 Section: 14-00437-00-BR
 County: Kane

"DENSITY CONTROL LIMITS			
Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density, minimum
IL-4.75	Ndesign = 50	93.0 – 97.4 % ^{1/}	91.0%
IL-9.5FG	Ndesign = 50 - 90	93.0 – 97.4 %	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0 %	90.0%
IL-9.5, IL-9.5L,	Ndesign < 90	92.5 – 97.4 %	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0 %	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4 %	90.0%
SMA	Ndesign = 80	93.5 – 97.4 %	91.0%

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade."

Equipment. Add the following to Article 1101.01 of the Standard Specifications:

"(h) Oscillatory Roller. The oscillatory roller shall be self-propelled and provide a smooth operation when starting, stopping, or reversing directions. The oscillatory roller shall be able to operate in a mode that will provide tangential impact force with or without vertical impact force by using at least one drum. The oscillatory roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup. The drum(s) amplitude and frequency of the tangential and vertical impact force shall be approximately the same in each direction and meet the following requirements:

- (1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm);
- (2) The minimum length of the drum(s) shall be 57 in. (1480 mm);
- (3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and
- (4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN)."

Construction Requirements.

Add the following to Article 406.03 of the Standard Specifications:

"(j) Oscillatory Roller1101.01"

Revise the third paragraph of Article 406.05(a) to read:

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

“All depressions of 1 in. (25 mm) or more in the surface of the existing pavement shall be filled with binder. At locations where heavy disintegration and deep spalling exists, the area shall be cleaned of all loose and unsound material, tacked, and filled with binder (hand method).”

Revise Article 406.05(c) to read.

“(c) Binder (Hand Method). Binder placed other than with a finishing machine will be designated as binder (hand method) and shall be compacted with a roller to the satisfaction of the Engineer. Hand tamping will be permitted when approved by the Engineer.”

Revise the special conditions for mixture IL-4.75 in Article 406.06(b)(2)e. to read:

“e. The mixture shall be overlaid within 5 days of being placed.”

Revise Article 406.06(d) to read:

“(d) Lift Thickness. The minimum compacted lift thickness for HMA binder and surface courses shall be as follows.

MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19) - over HMA surfaces ^{1/} 1 (25) - over PCC surfaces ^{1/}
IL-9.5FG	1 1/4 (32)
IL-9.5, IL-9.5L	1 1/2 (38)
SMA 9.5	1 3/4 (45)
SMA 12.5	2 (51)
IL-19.0, IL-19.0L	2 1/4 (57)

1/ The maximum compacted lift thickness for mixture IL-4.75 shall be 1 1/4 in. (32 mm).”

Revise Table 1 and Note 3/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

"TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Binder and Surface ^{1/}	V _D , P ^{3/} , T _B , 3W, O _T , O _B	P ^{3/} , O _T , O _B	V _S , T _B , T _F , O _T	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
IL-4.75 and SMA ^{4/ 5/}	T _B , 3W, O _T	- -	T _F , 3W, O _T	
Bridge Decks ^{2/}	T _B	- -	T _F	As specified in Articles 582.05 and 582.06.

3/ A vibratory roller (V_D) or oscillatory roller (O_T or O_B) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder."

Add the following to EQUIPMENT DEFINITION in Article 406.07(a) contained in the Errata of the Supplemental Specifications:

"O_T - Oscillatory roller, tangential impact mode. Maximum speed is 3.0 mph (4.8 km/h) or 264 ft/min (80 m/min).

O_B - Oscillatory roller, tangential and vertical impact mode, operated at a speed to produce not less than 10 vertical impacts/ft (30 impacts/m)."

Delete last sentence of the second paragraph of Article 1102.01(a) (4) b. 2.

Add to the end of Article 1102.01 (a) (4) b. 2.:

"As an option, collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following:

(a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.

(b.) A mix design was prepared based on collected dust (baghouse).

Revise Article 1030.04 (d) of the Standard Specifications to read:

"(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department's verification test, the Contractor shall make the necessary changes

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

- (1)Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

- 1/ When produced at temperatures of $275 \pm 5^{\circ}\text{F}$ ($135 \pm 3^{\circ}\text{C}$) or less, loose Warm Mix Asphalt shall be oven aged at $270 \pm 5^{\circ}\text{F}$ ($132 \pm 3^{\circ}\text{C}$) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions.
For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

- (2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise first paragraph of Article 1030.06(a) of the Standard Specifications to read:

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture at the beginning of each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

Add the following after the sixth paragraph in Article 1030.06 (a) of the Standard Specifications:

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

Add the following after the fourth paragraph of Article 406.13 (b):

"The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design's G_{mb} ."

Basis of Payment. Replace the second through the fifth paragraphs of Article 406.14 with the following:

"HMA binder and surface courses will be paid for at the contract unit price per ton (metric ton) for MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition, friction aggregate, and Ndesign specified."

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

FRICITION AGGREGATE (D-1)

Effective: January 1, 2011
Revised: November 1, 2019

Revise Article 1004.03(a) of the Standard Specifications to read:

“1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA). The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/ 6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Use	Mixture	Aggregates Allowed
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 or IL-9.5L	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}
	SMA Ndesign 50 Surface	
HMA High ESAL	D Surface and Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone (other than Limestone) ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}
		<u>Other Combinations Allowed:</u>
		<i>Up to...</i> <i>With...</i>
		25% Limestone Dolomite
		50% Limestone Any Mixture D aggregate other than Dolomite
		75% Limestone Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/ 6/} : Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.
		<u>Other Combinations Allowed:</u>
		<i>Up to...</i> <i>With...</i>
		50% Dolomite ^{2/} Any Mixture E aggregate

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Use	Mixture	Aggregates Allowed	
		75% Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel ^{2/} or Crushed Concrete ^{3/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} , Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012

Revise: November 1, 2019

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, “Reclaimed Asphalt Shingle (RAS) Sources”, by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
 - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
 - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

- (a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. “Non- Quality, FRAP -#4 or Type 2 RAS”, etc...).
- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mixture composition of the mix design.

- (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, HMA (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or HMA (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

- (b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

(a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.

- (1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).
- (2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.
- (3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

1031.04 Evaluation of Tests. Evaluation of test results shall be according to the following.

- (a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm} . A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
G_{mm}	± 0.03 ^{1/}

- 1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

- (b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.5 %
Asphalt Binder Content	± 2.0 %

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

- (c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Limits of Precision	
% Passing: ^{1/}	FRAP	RAS
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
G _{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

- (d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

1031.05 Quality Designation of Aggregate in RAP and FRAP.

- (a) RAP. The aggregate quality of the RAP for homogeneous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.
- (1) RAP from Class I, HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) RAP from Class I, HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
 - (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.
- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Central Bureau of Materials Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.06 Use of FRAP and/or RAS in HMA. The use of FRAP and/or RAS shall be the Contractor's option when constructing HMA in all contracts.

- (a) FRAP. The use of FRAP in HMA shall be as follows.
- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
 - (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.

Route: Burlington Road
 Description: Burlington Road Over Virgil Ditch No. 3
 (North and South)
 Section: 14-00437-00-BR
 County: Kane

- (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.
- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.
- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts listed below for a given N Design.

Maximum Asphalt Binder Replacement (ABR) for FRAP with RAS Combination

HMA Mixtures ^{1/ 2/ 4/}	Maximum % ABR		
Ndesign	Binder ^{5/}	Surface ^{5/}	Polymer Modified ^{3/}
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
SMA			30
IL-4.75			40

1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.

2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.

4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

5/ When the mix has Illinois Flexibility Index Test (I-FIT) requirements, the maximum percent asphalt binder replacement designated on the table may be increased by 5%.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing FRAP and/or RAS material meeting the detailed requirements specified herein.

(a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.

(b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design.

The RAP, FRAP and RAS stone specific gravities (G_{sb}) shall be according to the "Determination of Aggregate Bulk (Dry) Specific Gravity (G_{sb}) of Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)" procedure in the Department's Manual of Test Procedures for Materials.

1031.08 HMA Production. HMA production utilizing FRAP and/or RAS shall be as follows.

A scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized and agglomerated material.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein, the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

(a) FRAP. The coarse aggregate in all FRAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

(b) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

(c) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
- f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
- i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
- j. Accumulated mixture tonnage.
- k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))

(2) Batch Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- d. Mineral filler weight to the nearest pound (kilogram).
- e. RAS and FRAP weight to the nearest pound (kilogram).
- f. Virgin asphalt binder weight to the nearest pound (kilogram).

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

- g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B.

The use of RAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".
- (b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 μ m) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

TEMPORARY BRIDGE TRAFFIC SIGNALS

Description. This work shall be done according to Section 701 of the Standard Specifications, Standard 701321, and modified as described herein.

Microwave detectors shall be installed instead of the induction loop detectors shown on Standard 701321 according to the following:

Materials. The controller shall provide actuated operation for the number of phases required with full menu driven format for ease of data entry. The controller shall show all the timers operating simultaneously.

The microwave detector shall be a Microwave Sensors 26B or an approved equal. The microwave detector shall be designed to detect moving vehicles at a maximum range of 200 feet (60 m). The microwave detector shall have an ability to accurately discriminate between vehicles arriving and departing. The Contractor shall supply the type of lead-in cable recommended by the manufacturer for his microwave detector.

Construction Requirements. The Contractor shall mount a metal arm to each near right signal post (an arm for a light fixture would be acceptable). The arm shall be reasonably stationary to prevent false calls on the microwave sensor. The final mounting height of the microwave detector shall be 17.5 feet (5.33 m) plus or minus 0.5 feet (0.15 m). The microwave detector shall be horizontally positioned somewhere between the center of the driving lane and 2 feet (600 mm) from the edge of the driving lane. The microwave detector shall be aimed to a 6 feet (1.8 m) height at the stop bar at the center of the driving lane.

The microwave detector voltage shall be the highest allowed by the manufacturer.

At the time of inspection and programming of the controller, one of the Contractor's employees or representatives at the inspection shall be capable of doing all cabinet wiring or controller programming necessary to accomplish the type of operation desired or to modify the cabinet for any unusual conditions.

No vehicle, trailer, or other large object may be parked between the microwave detector and 500 feet (150 m) in the direction of approaching traffic.

The Contractor shall be required to restore all original traffic control when the temporary bridge signals are removed.

Temporary Signals. The Contractor will be required to have someone available at all times to receive phone calls during non-work hours and who is able to reach the job site within one hour of being called. This person will be able to repair the temporary signals or will be able to have flaggers on site within another hour to flag traffic until the signals are again in operation. Failure to have a person on site within an hour after the initial call out will result in the Contractor being charged liquidated damages by the County of One Thousand Dollars (\$1,000). Failure to have traffic restored either with repaired signals or with flaggers within two hours after the initial call out will result in the Contractor being charged liquidated damages by the County of One Thousand Dollars (\$1,000) per hour until traffic is restored. The Contractor may use a traffic control subcontractor for the first call, however this does not relieve the prime Contractor from having a person on call.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Basis of Payment. This work will be paid at the contract unit price per each for TEMPORARY BRIDGE TRAFFIC SIGNALS, which price includes furnishing, installing, providing power, energy charges, maintaining and removing all signal and ancillary equipment needed to provide signalized traffic control in accordance with IDOT Standard 701321 and Section 701 of the Standard Specifications at each bridge location specified.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

REMOVE EXISTING FLARED END SECTION

Description. This work shall consist of the removal of existing flared end sections (FES) at the locations shown on the plans and as directed by the Engineer.

General. Existing FESs shall be removed so that all FESs considered suitable by the Engineer for reuse shall be salvaged. All work shall otherwise conform to the applicable articles of Section 551.

Basis of Payment. This work will be paid for at the contract unit price per each for REMOVE EXISTING FLARED END SECTION, regardless of size and material.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

DEWATERING

Description. This work shall consist of furnishing all labor, tools, equipment, and materials to install, maintain, and operate all necessary dewatering systems to divert, or remove water from the work area. The dewatering system shall be designed to control sediment discharge in dewatering applications where water is being pumped for the construction of the proposed drainage structure improvements, headwalls, stone rip rap channel lining and other work located within the top of banks to ensure that work can be completed in the dry or in manageable conditions as approved by the Engineer.

This item will also consist of constructing a dewatering filtering system consisting of filtration or sediment bags for collecting sediment from pumping operations within cofferdams and sump pits. Construction waters will include, but not be limited to, all waters generated from the installation of drainage structures, earthwork and ancillary construction items.

Prior to any drainage structure or channel work associated with the project, Contractor shall identify the proposed dewatering and/or diversion/isolation method to be used and obtain approval from the Engineer prior to starting work. Drainage structure work shall take place only during low flow conditions unless otherwise allowed by the Engineer. Concentrated flow shall be isolated from the work area. Dewatering shall comply with all requirements contained in the plan.

The Contractor is ultimately responsible for the choice of the product(s) and equipment; for and subsequent removal of dewatering systems and their safety and conformity with local codes, regulations, and these Specifications, as well as “means and methods” for the Site Dewatering and Diversion Work to be performed. The Contractors “means and methods” are subject to the review of the County. All products and “means and methods” selected shall be adequate for the intended use/application and within the construction limits represented on the plans.

The Contractor shall submit to the Engineer for review a description of dewatering techniques and equipment to be used, together with detail drawings showing items such as, but not limited to type of pumps, pump size, lengths and sizes of discharge piping and points(s) of discharge including erosion control procedures. Changes to the site dewatering and/or diversion plan(s) are to be approved by the Engineer. The review of dewatering techniques and equipment shall in no way be construed as creating any obligation on the part of County for same.

The Contractor shall select the pumps he/she desires to use and the rate at which the pumps discharge, but adequate protection at the pump discharge shall be provided by the Contractor, subject to review by the Engineer. The Contractor shall ensure that downstream water quality and further erosion shall not be impaired.

Water pumped or drained from the work required for this Contract shall be disposed of in a safe and suitable manner without damage to adjacent property or streets or to other work under construction. Water shall not be discharged onto roadways without adequate protection of the surface at the point of discharge. No water shall be discharged into sanitary sewers. No water containing settleable solids shall be discharged. Any and all damages caused by dewatering and/or diversion operations will be promptly repaired by the Contractor. Conditions and deficiency deductions as specified in Article 105.03(a) of the Standard Specifications shall apply. The Contractor is responsible for providing any and all labor, materials and equipment needed for the dewatering and/or diversion of waters in order to meet the scheduled completion of the project.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Method of Measurement. This item will be measured as Lump Sum for DEWATERING. The Contractor will not be due additional compensation for delay, lost productivity, or for re-establishing and maintaining the dewatered and/or diversion condition in the event the capacity of the system is exceeded. The payment under this item is for the duration of the contract, regardless of conditions encountered.

Basis of Payment. This work required for construction of dewatering and/or diversion systems and dewatering/diversion for the construction of all structures, channel and bank stabilization shall be paid for at the contract Lump Sum price for DEWATERING, which work shall include cofferdams, barrier wall, filter fabric, piping, pumping, foundation preparation, framing and supports, dewatering filtering system consisting of filtration or sediment bags, installation, maintenance, removal of systems and all labor, material, and equipment needed to perform the work described herein and as specified on the plans.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

Description. Traffic Control shall be according to the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the National Manual on Uniform Traffic Control Devices for Streets and Highways, Illinois Supplement to the National Manual on Uniform Traffic Control Devices, these special provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 and Division 700 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Supplemental Specifications and Recurring Special Provisions, and Special Provisions contained herein, relating to traffic control.

Standards:

701001	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701011	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901	TRAFFIC CONTROL DEVICES
704001	TEMPORARY CONCRETE BARRIER

Special Provisions:

Traffic Control Deficiency Deduction

Details:

Signs. No bracing shall be allowed on post-mounted signs.

The Contractor shall remove or cover all conflicting existing signs for the duration of the construction. Plate altering signs shall have the same sheeting as the base sign. No more than one plate shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

The Contractor shall be responsible for and replace any signs that are supplied by others and damaged by the Contractor's workforce or its Subcontractors during relocation or construction operations.

The Contractor shall maintain the signs in a straight and neat condition for the duration of the temporary mounting.

All signs for the work noted herein shall be considered included in the Traffic Control and Protection, (Special) pay item.

Surveillance. The Contractor is required to conduct routine inspections of the worksite at a frequency that will allow for the prompt replacement of any traffic control device that has become displaced, worn or damaged to the extent that it no longer conforms to the shape, dimensions, color and operational requirements of the MUTCD, the Traffic Control Highway Standards or will no longer present a neat appearance to motorists. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

The Contractor shall ensure that all traffic control devices installed by him are operational, functional and effective 24 hours a day, including Sundays and holidays.

The Contractor shall provide the Engineer a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis to receive notification of any deficiencies regarding traffic control and protection. The Contractor shall dispatch men, materials and equipment to correct any such deficiencies. The Contractor shall respond to any call from the Engineer concerning any request for improving or correcting traffic control devices and begin making the requested repairs within two hours from the time notification.

Flaggers. Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" dated September 2011. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

All workers and flaggers shall wear ANSI Class E pants and an ANSI Class 2 vest that in combination meet the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 3 garments during hours of darkness.

Pavement Marking. All temporary pavement markings that will be operational during the winter months (December through March) shall be paint.

Short term pavement markings on a milled surface shall be paint.

Treatment of "T" Crossing Near Standard 701321. The signal indications and detection of the intersecting street or driveway near the standard 701321 traffic control installation shall be as follows:

Two signal heads shall be provided for each mainline approach and for each sideroad within the designated work area. Each signal shall consist of one red section, one yellow section, one green left arrow section, and one green right arrow section with back plates.

Detection for sideroads shall consist of one microwave detector or 5 foot x 5 foot loop detector. The microwave detector shall be mounted 14 feet to 18 feet high on the near right post for the sideroad. The detector loop shall be installed at the stop bar. The side road shall be a phase separate from the cross traffic.

All signing and pavement marking on the sideroad shall be as shown on standard 701321.

"NO TURN ON RED" (R10-11B24) signs shall be installed on sideroads in which a right turn would turn traffic into the one lane section.

All cost involved in conforming with this provision shall be considered a part of TRAFFIC CONTROL AND PROTECTION STANDARD 701321, except the traffic signals will be paid for as one Each for TEMPORARY BRIDGE TRAFFIC SIGNALS, which shall include all signals within the designated work area.

Basis of Payment. All traffic control and protection indicated on the Traffic Control plans and specified in the Special Provisions, and/or required by the Engineer, for the locations specified above will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL) which price shall be payment in full for all labor, equipment, materials, transportation, handling and incidental work necessary to furnish, install, maintain, clean, relocate,

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

and remove all traffic control devices, including but not limited to barricades; cones; standard signs; detour signs; warning lights; and arrow boards; required, as indicated on the Plans and approved by the Engineer.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

TRAFFIC CONTROL DEFICIENCY DEDUCTION

Revised on: 01/01/2015

When the Engineer is notified or determines a deficiency exists, he/she shall be the sole judge as to whether the deficiency is an immediate safety hazard. The Contractor shall dispatch sufficient resources within two (2) hours of notification to make needed corrections of deficiencies that constitute an immediate safety hazard. Other deficiencies shall be corrected within twelve (12) hours. If the Contractor fails to restore the required traffic control and protection within the time limits specified above, the Engineer shall impose a daily monetary deduction for each twenty-four (24) hour period (or portion thereof) that the deficiency exists. The time period will begin with the time of notification to the Contractor and end with the Engineer's acceptance of the corrections. For this project the deduction shall be \$___* per calendar day. In addition, if the Contractor fails to respond, the Engineer may correct the deficiencies and the cost thereof shall be deducted from monies due or which may become due to the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

* The cost of the daily deduction shall be calculated by dividing five percent (5%) of the awarded contract price by the number of calendar days anticipated for this project. The number of calendar days anticipated for this project is 55. This procedure is to be followed regardless of whether the contract is based upon working days, contains a completion date, or has an incentive/disincentive clause.

Basis of Payment: This work shall be paid for at the contract unit price per lump sum for TRAFFIC CONTROL AND PROTECTION (SPECIAL), which price shall be payment in full for all labor, materials, and equipment necessary to complete the work described above.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

RIGHT OF WAY MARKERS

Revised on: 11/10/2014

Description: This work shall be done in accordance with Section 666 of the Standard Specifications and as modified herein.

The right-of-way markers will only be required at the “proposed” property corners shown on the Plat of Highways included in the plans. The right-of-way markers will be placed under the direction of a Registered Land Surveyor of the State of Illinois. Monument records will not be required.

Basis of Payment: The work of furnishing and installing property markers will be paid for at the contract unit price per each for FURNISHING AND ERECTING RIGHT OF WAY MARKERS which price shall include furnishing the concrete marker, rebar, labor, tools, equipment and incidentals required to complete this work as specified.

Supervision by a registered Land Surveyor and all collateral work necessary to establish the right-of-way markers and property corners (if required by Contractor’s operations), will not be measured separately for payment but shall be included in the cost for FURNISHING AND ERECTING RIGHT OF WAY MARKERS.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

RECESSED REFLECTIVE PAVEMENT MARKER

Revised on: 11/10/2014

Description: This work shall consist of setting reflective pavement markers in a recessed groove in the pavement. The recessed pavement markers shall be used to supplement other pavement markings, similar to the use of Raised Reflective Pavement Markers.

Materials: The reflective pavement marker shall be a 3M 190 series pavement marker or Engineer approved equivalent. The reflector holder shall be a MarkerOne Series R100 reflector holder or Engineer approved equivalent. The epoxy used shall be as recommended by the pavement marker manufacturer.

Installation: Spacing and orientation of the pavement markers shall be as detailed in the plans or as directed by the Engineer.

The recessed groove shall be cleaned free of all loose material, and dry before the placement of the pavement marker. All excess material resulting from the construction of the recessed area shall be completely removed from the surface of the roadway by means of vacuum sweeper truck. The pavement marker shall be cemented with epoxy in the center of the 0.9" deep recessed groove.

Inspection: A straight edge shall be placed across the recess to check that the top of the marker is below the pavement. Inspection and acceptance shall be according to Article 781.04 of the Standard Specifications.

Basis of Payment: This work will be paid for at the contract unit price each for RECESSED REFLECTIVE PAVEMENT MARKER, which price shall be payment in full for all labor, equipment, and materials necessary to complete the work as specified.

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

PIPE UNDERDRAIN REMOVAL

Add the following to Article 501.06 of the Standard Specifications:

“Removal of existing pipe underdrains will be measured for payment in place, in feet along the invert of the pipe underdrain.”

Add the following to Article 501.07 of the Standard Specifications:

“Removal of existing pipe underdrains will be paid for at the contract unit price per foot for PIPE UNDERDRAIN REMOVAL.”

Route: Burlington Road
Description: Burlington Road Over Virgil Ditch No. 3
(North and South)
Section: 14-00437-00-BR
County: Kane

TEMPORARY PAVEMENT

Effective: March 1, 2003

Revised: April 10, 2008

Description. This work shall consist of constructing a temporary pavement at the locations shown on the plans or as directed by the engineer.

The contractor shall use either Portland cement concrete according to Sections 353 and 354 of the Standard Specifications or HMA according to Sections 355, 356, 406 of the Standard Specifications, and other applicable HMA special provisions as contained herein. The HMA mixtures to be used shall be specified in the plans. The thickness of the Temporary Pavement shall be as described in the plans. The contractor shall have the option of constructing either material type if both Portland cement concrete and HMA are shown in the plans.

Articles 355.08 and 406.11 of the Standard Specifications shall not apply.

The removal of the Temporary Pavement, if required, shall conform to Section 440 of the Standard Specification.

Method of Measurement. Temporary pavement will be measured in place and the area computed in square yards (square meters).

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for TEMPORARY PAVEMENT and TEMPORARY PAVEMENT (INTERSTATE).

Removal of temporary pavement will be paid for at the contract unit price per square yard (square meter) for PAVEMENT REMOVAL.



The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
1	☐ Additional State Requirements for Federal-Aid Construction Contracts	83
2	☐ Subletting of Contracts (Federal-Aid Contracts)	86
3	☐ EEO	87
4	☐ Specific EEO Responsibilities Non Federal-Aid Contracts	97
5	☐ Required Provisions - State Contracts	102
6	☐ Asbestos Bearing Pad Removal	108
7	☐ Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	109
8	☐ Temporary Stream Crossings and In-Stream Work Pads	110
9	☐ Construction Layout Stakes Except for Bridges	111
10	☒ Construction Layout Stakes	114
11	☐ Use of Geotextile Fabric for Railroad Crossing	117
12	☐ Subsealing of Concrete Pavements	119
13	☐ Hot-Mix Asphalt Surface Correction	123
14	☐ Pavement and Shoulder Resurfacing	125
15	☐ Patching with Hot-Mix Asphalt Overlay Removal	126
16	☐ Polymer Concrete	128
17	☐ PVC Pipeliner	130
18	☐ Bicycle Racks	131
19	☐ Temporary Portable Bridge Traffic Signals	133
20	☐ Work Zone Public Information Signs	135
21	☐ Nighttime Inspection of Roadway Lighting	136
22	☐ English Substitution of Metric Bolts	137
23	☐ Calcium Chloride Accelerator for Portland Cement Concrete	138
24	☐ Quality Control of Concrete Mixtures at the Plant	139
25	☐ Quality Control/Quality Assurance of Concrete Mixtures	147
26	☐ Digital Terrain Modeling for Earthwork Calculations	163
27	☐ Reserved	165
28	☐ Preventive Maintenance - Bituminous Surface Treatment (A-1)	166
29	☐ Reserved	172
30	☐ Reserved	173
31	☐ Reserved	174
32	☐ Temporary Raised Pavement Markers	175
33	☐ Restoring Bridge Approach Pavements Using High-Density Foam	176
34	☐ Portland Cement Concrete Inlay or Overlay	179
35	☐ Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	183
36	☐ Longitudinal Joint and Crack Patching	186

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
LRS 1	☐ Reserved	189
LRS 2	☐ Furnished Excavation	190
LRS 3	☐ Work Zone Traffic Control Surveillance	191
LRS 4	☒ Flaggers in Work Zones	192
LRS 5	☒ Contract Claims	193
LRS 6	☒ Bidding Requirements and Conditions for Contract Proposals	194
LRS 7	☐ Bidding Requirements and Conditions for Material Proposals	200
LRS 8	Reserved	206
LRS 9	☐ Bituminous Surface Treatments	207
LRS 10	Reserved	208
LRS 11	☒ Employment Practices	209
LRS 12	☒ Wages of Employees on Public Works	211
LRS 13	☒ Selection of Labor	213
LRS 14	☐ Paving Brick and Concrete Paver Pavements and Sidewalks	214
LRS 15	☒ Partial Payments	217
LRS 16	☐ Protests on Local Lettings	218
LRS 17	☒ Substance Abuse Prevention Program	219
LRS 18	☐ Multigrade Cold Mix Asphalt	220

BDE SPECIAL PROVISIONS
For the January 17, 2020 and March 6, 2020 Lettings

The following special provisions indicated by a "check mark" are applicable to this contract and will be included by the Project Coordination and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	3	☐	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
* 80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	
80241	6	☐	Bridge Demolition Debris	July 1, 2009	
50261	7	☐	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481	8	☐	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491	9	☐	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531	10	☐	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
* 80425	11	☐	Cape Seal	Jan. 1, 2020	
80384	12	☐	Compensable Delay Costs	June 2, 2017	April 1, 2019
80198	13	☐	Completion Date (via calendar days)	April 1, 2008	
80199	14	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	15	☐	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	16	☐	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	17	☐	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	18	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	19	☐	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
80029	20	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
80402	21	☐	Disposal Fees	Nov. 1, 2018	
80378	22	☐	Dowel Bar Inserters	Jan. 1, 2017	Jan. 1, 2018
80405	23	☐	Elastomeric Bearings	Jan. 1, 2019	
* 80421	24	☐	Electric Service Installation	Jan. 1, 2020	
80415	25	☐	Emulsified Asphalts	Aug. 1, 2019	
* 80423	26	☐	Engineer's Field Office and Laboratory	Jan. 1, 2020	
80388	27	☐	Equipment Parking and Storage	Nov. 1, 2017	
80229	28	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80417	29	☐	Geotechnical Fabric for Pipe Underdrains and French Drains	Nov. 1, 2019	
80420	30	☐	Geotextile Retaining Walls	Nov. 1, 2019	
80304	31	☒	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
* 80422	32	☐	High Tension Cable Median Barrier Reflectors	Jan. 1, 2020	
80416	33	☐	Hot-Mix Asphalt – Binder and Surface Course	July 2, 2019	Nov. 1, 2019
80398	34	☐	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Nov. 1, 2019
80406	35	☐	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT Projects)	Jan. 1, 2019	Nov. 1, 2019
80347	36	☐	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	July 2, 2019
80383	37	☐	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	July 2, 2019
80411	38	☐	Luminaires, LED	April 1, 2019	
80393	39	☐	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
80045	40	☐	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80418	41	☐	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	
* 80424	42	☐	Micro-Surfacing and Slurry Sealing	Jan. 1, 2020	
80165	43	☐	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80412	44	☐	Obstruction Warning Luminaires, LED	Aug. 1, 2019	
80349	45	☐	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016

80371	46	☐	Pavement Marking Removal	July 1, 2016	
80389	47	☐	Portland Cement Concrete	Nov. 1, 2017	
80359	48	☐	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2019
80300	49	☐	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	50	☐	Progress Payments	Nov. 2, 2013	
34261	51	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	52	☐	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	53	☐	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	July 2, 2019
* 80407	54	☐	Removal and Disposal of Regulated Substances	Jan. 1, 2019	Jan. 1, 2020
80419	55	☐	Silt Fence, Ground Stabilization and Riprap Filter Fabric	Nov. 1, 2019	
80395	56	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	57	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	58	☐	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
80408	59	☐	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
80413	60	☐	Structural Timber	Aug. 1, 2019	
80397	61	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	62	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80317	63	☐	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	Aug. 1, 2019
80298	64	☐	Temporary Pavement Marking	April 1, 2012	April 1, 2017
80403	65	☐	Traffic Barrier Terminal, Type 1 Special	Nov. 1, 2018	
80409	66	☐	Traffic Control Devices - Cones	Jan. 1, 2019	
* 80410	67	☐	Traffic Spotters	Jan. 1, 2019	
20338	68	☐	Training Special Provisions	Oct. 15, 1975	
80318	69	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80288	70	☐	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	71	☐	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80414	72	☐	Wood Fence Sight Screen	Aug. 1, 2019	
80071	73	☐	Working Days	Jan. 1, 2002	

The following special provisions are in the 2020 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80404	Coarse Aggregate Quality for Micro-Surfacing and Cape Seals	Article 1004.01(b)	Jan. 1, 2019	
80392	Lights on Barricades	Articles 701.16, 701.17(c)(2) & 603.07	Jan. 1, 2018	
80336	Longitudinal Joint and Crack Patching	Check Sheet #36	April 1, 2014	April 1, 2016
80400	Mast Arm Assembly and Pole	Article 1077.03(b)	Aug. 1, 2018	
80394	Metal Flared End Section for Pipe Culverts	Articles 542.07(c) and 542.11	Jan. 1, 2018	April 1, 2018
80390	Payments to Subcontractors	Article 109.11	Nov. 2, 2017	April 1, 2017

The following special provisions require additional information from the designer. The additional information needs to be submitted as a separate document. The Project Coordination and Implementation section will then include the information in the applicable special provision.

- Bridge Demolition Debris
- Building Removal - Case I
- Building Removal - Case II
- Building Removal - Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)

Effective: November 1, 2012

Revised: November 1, 2017

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

- (a) Preformed Plastic Pavement Marking Installations. The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).
- (b) Liquid and Thermoplastic Pavement Marking Installations. The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

- (a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.
- (b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into

the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 2 in. (50 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, but shall be installed to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm) for pavement marking tapes thermoplastic markings and a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm) for liquid markings. The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

At the start of grooving operations, a 50 ft (16.7 m) test section shall be installed and depth measurements shall be made at 10 ft (3.3 m) intervals within the test section. The individual depth measurements shall be within the allowable ranges according to this Article. If it is determined the test section has not been grooved at the appropriate depth or texture, adjustments shall be made to the cutting head and another 50 ft (16.7 m) test section shall be installed and checked. This process shall continue until the test section meets the requirements of this Article.

For new HMA pavements, grooves shall not be installed within 10 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. This work will be measured for payment in place, in feet (meter) for the groove width specified.

Grooving for letter, numbers and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

"The markings shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove.

RETURN WITH BID

PROPOSAL

County Kane
Local Public Agency Kane County
Section Number 14-00437-00-BR
Route Burlington Road

1. Proposal of _____
_____ for the improvement of the above section by the construction of _____
Reconstruction of two box culvert structures, earth excavation, pavement,
pavement markings, and guardrail.
_____ a total distance of 1808.8 feet, of which a distance of 1808.8 feet, (0.3410 miles) are to be improved.
2. The plans for the proposed work are those prepared by RS&H, Inc
and approved by the Department of Transportation on _____
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work ~~within 55 working days or by~~ Monday Aug 10, 2020 unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR12230 or a proposal guaranty check, complying with the specifications, made payable to:
County Treasurer of Kane
The amount of the check is _____ (_____).
7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number 14-00437-00-BR.
8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu therefore. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

RETURN WITH BID



**Illinois Department
of Transportation**

SCHEDULE OF PRICES

A bid will be declared unacceptable if neither a unit price nor total price is shown.

County Kane
Local Public Agency Kane County DOT
Section 14-00437-00-BR
Route Burlington Road

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

(For complete information covering these items, see plans and specifications)

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
20200100	EARTH EXCAVATION	CU YD	3,252		
20800150	TRENCH BACKFILL	CU YD	13		
21000300	GRANULAR EMBANKMENT, SPECIAL	TON	81		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	86		
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	6,886		
25000210	SEEDING, CLASS 2A	ACRE	0.75		
25000310	SEEDING, CLASS 4	ACRE	1.50		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	184		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	184		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	184		
25100630	EROSION CONTROL BLANKET	SQ YD	7,434		
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2,440		
28000305	TEMPORARY DITCH CHECKS	FOOT	169		
28000400	PERIMETER EROSION BARRIER	FOOT	2,488		
28000500	INLET AND PIPE PROTECTION	EACH	3		
28100107	STONE RIPRAP, CLASS A4	SQ YD	92		
28200200	FILTER FABRIC	SQ YD	92		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	78		
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	1,313		
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	68		
35501314	HOT-MIX ASPHALT BASE COURSE, 7 1/2"	SQ YD	160		
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	59		
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	127		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6,308		
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	28		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	29		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	24		
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	612		
44000100	PAVEMENT REMOVAL	SQ YD	498		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4,729		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	135		
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	50		
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	50		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	3,482		
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	1,473		
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,366		

RETURN WITH BID

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		
50104400	CONCRETE HEADWALL REMOVAL	EACH	2		
50105220	PIPE CULVERT REMOVAL	FOOT	142		
50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS FOR STRUCTURES	CU YD	76.7		
50800205	REINFORCING BARS, EPOXY COATED	POUND	30,370		
50800515	BAR SPLICERS	EACH	166		
51500100	NAME PLATES	EACH	2		
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	463		
54003000	CONCRETE BOX CULVERTS	CU YD	121.8		
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	55		
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	33		
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	4		
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2		
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	250		
63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN SPAN	FOOT	75		
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4		
63200310	GUARDRAIL REMOVAL	FOOT	1,498		
66600105	FURNISHING AND ERECTING ROW MARKERS	EACH	4		
66600205	REERECTING RIGHT OF WAY MARKERS	EACH	2		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		
70100500	TRAFFIC CONTROL & PROTECTION, STANDARD 701326	L SUM	1		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,531		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,601		
70300220	TEMPORARY PAVEMENT MARKING - 4"	FOOT	10,515		
70300280	TEMPORARY PAVEMENT MARKING - 24"	FOOT	48		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,200		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	475		
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	FOOT	8		
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	FOOT	4		
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1		
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	3		
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1		
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	3		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	42		
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	3		
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8,420		
78200420	GUARDRAIL REFLECTORS, TYPE B	EACH	14		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	46		
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	4		
X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	406		
X0426200	DEWATERING	L SUM	1		
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1,753		
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1		
X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	46		
X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	8,420		
XXXXXXX1	ITEMS AS ORDERED BY THE ENGINEER	UNIT	100,000		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	650		
Z0062456	TEMPORARY PAVEMENT	SQ YD	1,753		
				Total Project Cost	

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	Kane
Local Public Agency	Kane County
Section Number	14-00437-00-BR
Route	Burlington Road

The certifications herinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedures established by the appropriate revenue Act, its liability for the tax or the amount of tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.
2. **Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.
4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be cancelled.

RETURN WITH BID

SIGNATURES

County Kane
Local Pulic Agency Kane County
Section Number 14-00437-00-BR
Route Burlington Road

(If an individual)

Signature of Bidder
Business Address

(If a partnership)

Firm Name
Signed By
Business Address

Insert Names and Addressed of All Partners

{

(If a corporation)

Corporate Name
Signed By
Business Address

President

Insert Names of Officers

{
President
Secretary
Treasurer

Attest: Secretary



Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability For the Letting of _____

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show **NONE**.

	1	2	3	4	Awards Pending	
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
Total Value of All Work						

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show **NONE**.

						Accumulated Totals
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						\$ 0.00
Totals						

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted					

I, being duly sworn, do hereby declare that this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Subscribed and sworn to before me
 this _____ day of _____, _____ Type or Print Name _____
 Officer or Director Title

Signed _____

 Notary Public

My commission expires _____

(Notary Seal)

Company _____

Address _____



Letting Date: 3/10/2020 Item No.: _____

Contract No.: _____

Route: Burlington Road

Section: 14-00437-00-BR

Job No.: _____

County: Kane

The Substance Abuse Prevention on Public Works Act, Public Act 95-0635, prohibits the use of drugs and alcohol, as defined in the Act, by employees of the Contractor and by employees of all approved Subcontractors while performing work on a public works project. The Contractor/Subcontractor herewith certifies that it has a superseding collective bargaining agreement or makes the public filing of its written substance abuse prevention program for the prevention of substance abuse among its employees who are not covered by a collective bargaining agreement dealing with the subject as mandated by the Act.

- A. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has signed collective bargaining agreements that are in effect for all of its employees, and that deal with the subject matter of Public Act 95-0635.

Contractor/Subcontractor

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative

Date

- B. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has in place for all of its employees not covered by a collective bargaining agreement that deals with the subject of the Act, the attached substance abuse prevention program that meets or exceeds the requirements of Public Act 95-0635.

Contractor/Subcontractor

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative

Date



RETURN WITH BID

Route Burlington Road
County Kane
Local Agency Kane County DOT
Section 14-00437-00-BR

PAPER BID BOND

WE _____ as PRINCIPAL,
and _____ as SURETY,
are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ day of _____

Principal

(Company Name)
By: _____
(Signature and Title)

(Company Name)
By: _____
(Signature and Title)

(If PRINCIPAL is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

(Name of Surety)
By: _____
(Signature of Attorney-in-Fact)

STATE OF ILLINOIS,

COUNTY OF _____

I, _____, a Notary Public in and for said county,
do hereby certify that _____

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____

My commission expires _____
(Notary Public)

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LA if electronic bid bond is allowed)**

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date



Information Required Prior To Advertisement

PS&E Approval Date 2/2/2018 ROW Status Clear
11 Day Requirement Fulfilled Y Funding Type Local (Non-MFT)
(Yes or No)

Kane 1 4 - 0 0 4 3 7 - 0 0 - B R 0 9 : 0 0 A 0 3 - 1 0 - 2 0 2 0 41W011 Burlington Rd.
(City or County) (Section Number) (Time) (Date) (Place)
Kane County ☐### ☐*** ☐TBP ☒Non-MFT ☐FA ☐ATC PROPOSALS AVAILABLE ON-LINE ONLY
(Road District) (Special Requirements-please check all that apply) (Other Information)

Description

EARTH EXCAVATION (3,252 SQ YD), TOPSOIL FURNISH AND PLACE 6" (6,886 SQ YD), STONE RIPRAP, CLASS A4 (92 SQ YD),
AGGREGATE SUBGRADE IMPROVEMENT (78 CU YD), HMA BASE COURSE 7 1/2" (160 SQ YD), HMA BINDER COURSE IL-19.0 N50 (24 TONS),
HMA SURFACE COURSE MIX "D" N50 (612 TON), PAVEMENT REMOVAL (498 SQ YD), HMA SURFACE REMOVAL 2" (4,729 SQ YD),
AGGREGATE SHOULDERS TYPE B 8" (1,473 SQ YD), HMA SHOULDERS 8" (1,366 SQ YD), REINFORCING BARS EPOXY COATED (30,370 POUNDS),
CONCRETE BOX CULVERTS (121.8 CU YD), PIPE CULVERTS CLASS A TYPE 1 15" (55 FT), PIPE CULVERTS CLASS A TYPE 1 18" (33 FT),
TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL FLARED (4 EA), etc.

Location Burlington Road between Rohrsen Rd and Plato Rd

Note: Proposals available at: http://www.countyofkane.org/Pages/countybids.aspx () -
Agency/ Firm Name Phone Number

City, State Zip

Additional Information: Proposals available on-line only. No charge for proposal.

Prepared Jennifer O'Connell

Date February 19, 2020



Return with Bid

Route	<u>Burlington Road</u>
County	<u>Kane</u>
Local Agency	<u>Kane County DOT</u>
Section	<u>14-00437-00-BR</u>

All contractors are required to complete the following certification:

☒ For this contract proposal or for all groups in this deliver and install proposal.

☐ For the following deliver and install groups in this material proposal:

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidders' subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

- I. Except as provided in paragraph IV below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.
- II. The undersigned bidder further certifies for work to be performed by subcontract that each of its subcontractors submitted for approval either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.
- III. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

- IV. Except for any work identified above, any bidder or subcontractor that shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforce and positions of ownership. ☐

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or after award may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: _____

By: _____

(Signature)

Address: _____

Title: _____



**Illinois Department
of Transportation**

Affidavit of Illinois Business Office

County Kane
Local Public Agency Kane County DOT
Section Number 14-00437-00-BR
Route Burlington Road

State of Illinois)
) ss.
County of Kane)

I, _____ of _____ , _____ ,
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

1. That I am the _____ of _____ .
officer or position bidder
 2. That I have personal knowledge of the facts herein stated.
 3. That, if selected under this proposal, _____ , will maintain a
(bidder)
- business office in the State of Illinois which will be located in _____ County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
 5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

(Signature)

(Print Name of Affiant)

This instrument was acknowledged before me on _____ day of _____ , _____ .

(SEAL)

(Signature of Notary Public)

COUNTY HWY ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	1

PROJECT IS LOCATED IN
UNINCORPORATED KANE COUNTY

STATE OF ILLINOIS
KANE COUNTY DIVISION OF TRANSPORTATION

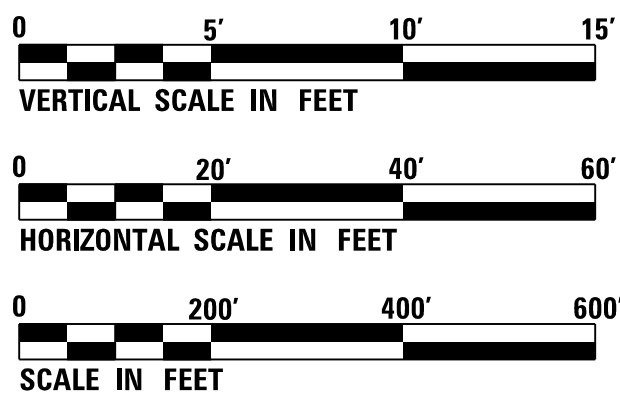
INDEX OF SHEETS

SHEET No.	DESCRIPTION
1	COVER SHEET
2	HIGHWAY STANDARDS AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	SCHEDULE OF QUANTITIES
8-9	ALIGNMENT, TIES, AND BENCHMARKS
10-16	SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
17-18	REMOVAL PLAN
19-22	PLAN AND PROFILE
23	ROADWAY DETAILS
24-27	DRAINAGE PLAN AND PROFILE
28-29	PAVEMENT MARKING AND LANDSCAPING PLAN
30-33	EROSION CONTROL PLAN
34-39	STRUCTURE 045-3184 SHEETS
40-45	STRUCTURE 045-3183 SHEETS
46-48	IDOT DISTRICT 1 DETAILS
49-58	CROSS SECTIONS HIGHWAY STANDARDS

PLANS FOR PROPOSED
BURLINGTON ROAD CULVERT IMPROVEMENTS
OVER VIRGIL DITCH NO. 3 NORTH AND SOUTH

COUNTY HIGHWAY NO. 2
SECTION NO. 14-00437-00-BR
STRUCTURE NOS. 045-3183 & 045-3184

BURLINGTON ROAD (CH-2)
2011 ADT = 3,000
DESIGN SPEED = 45 MPH
DESIGN VEHICLE = WB-50

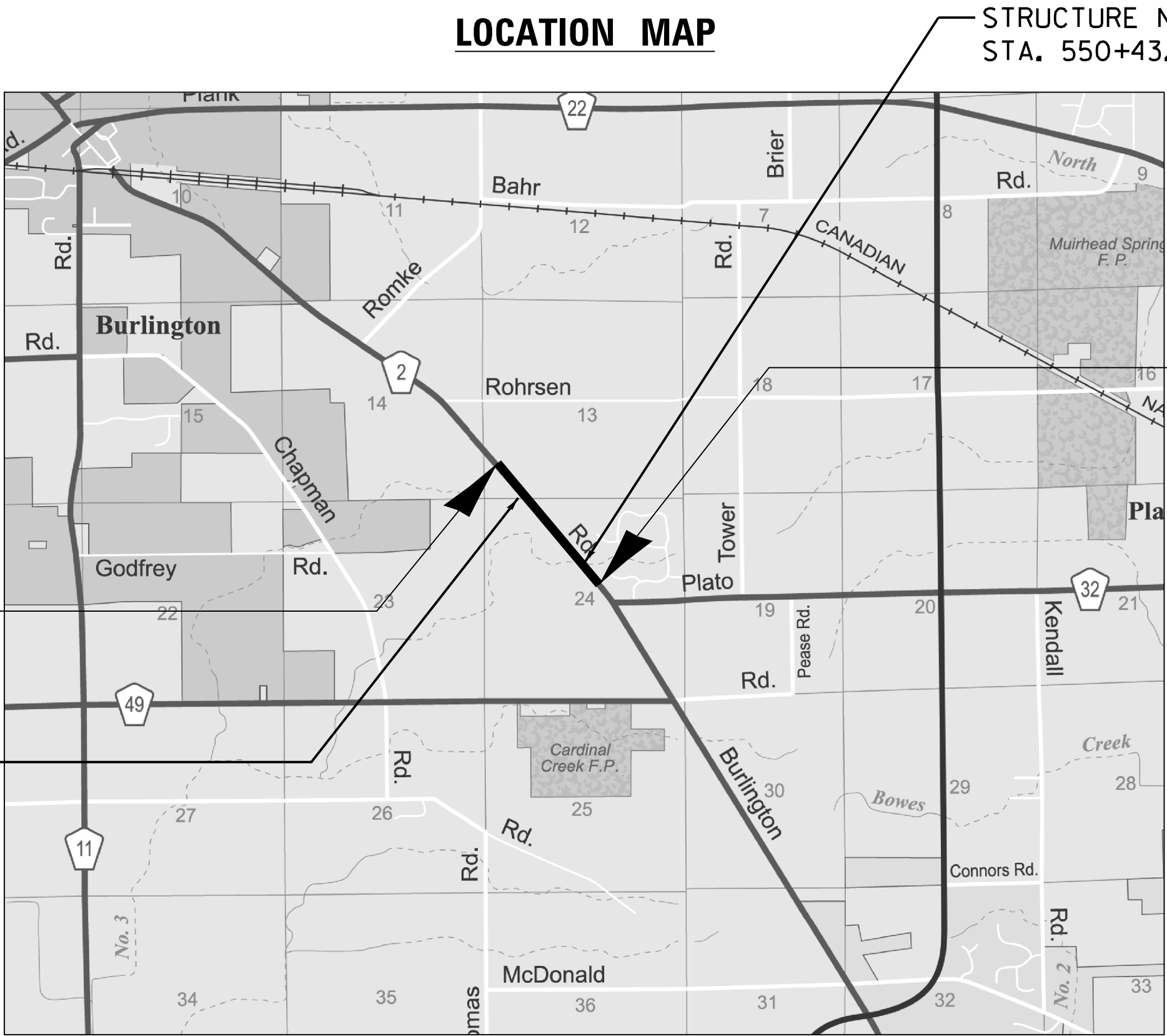


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

CONSULTANT: RS&H, INC.
CLIENT CONTACT: JENNIFER O'CONNELL

LOCATION MAP



SCALE = NOT TO SCALE

GROSS LENGTH OF BURLINGTON ROAD = 1800.8 FT. = 0.341 MILES
NET LENGTH OF IMPROVEMENTS = 1800.8 FT. = 0.341 MILES

SCALES: { PLAN 1 INCH = 20 FEET
PROFILE HORIZ. 1 INCH = 20 FEET
PROFILE VERT. 1 INCH = 5 FEET
CROSS SECTIONS 1 INCH = 10 FEET HORIZONTAL
1 INCH = 5 FEET VERTICAL

STRUCTURE NO. 045-3183
STA. 550+43.92

END IMPROVEMENT
BURLINGTON ROAD
STA. 554 + 18.96



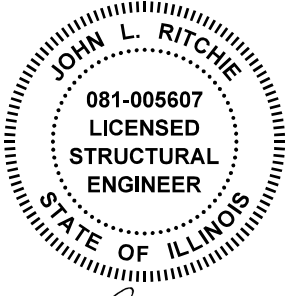
LOCATION OF SECTION INDICATED THUS: -

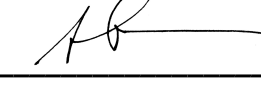
APPROVED:  2/18/2020
COUNTY ENGINEER
KANE COUNTY DIVISION OF TRANSPORTATION

RS&H
2580 FOXFIELD RD., SUITE 301
ST. CHARLES, ILLINOIS 60174

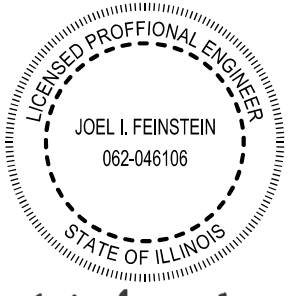


BY:  DATE: 12/16/2019
ARIELLE L. MALINOWSKI, P.E.
LICENSE EXPIRES 11/30/2021
DRAWINGS 1-23, 28-33, 46-57



BY:  DATE: 12/16/2019
JOHN L. RITCHIE, P.E., S.E.
LICENSE EXPIRES 11/30/2020
DRAWINGS 34-45

PATRICK
ENGINEERING
55 E. MONROE ST., SUITE 3450
CHICAGO, ILLINOIS 60603



BY:  DATE: 12/16/2019
JOEL I. FEINSTEIN, P.E.
LICENSE EXPIRES 11/30/2021
DRAWINGS 24-27

FILE NAME = Bur-Ington-p2.gennotes.dgn

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER, OR AN AUTHORIZED SURVEYOR OR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.

THE CONTRACTOR, AS REQUIRED, SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCING WITH CONSTRUCTION.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.

ACCESS SHALL BE PROVIDED AT ALL TIMES TO PROPERTIES ABUTTING THE PROPOSED IMPROVEMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXISTING LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST.

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

THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THIS THE ABOVE REQUIREMENT.

THE CONTRACTOR'S PERSONNEL SHALL NOT BE ALLOWED TO PARK THEIR PERSONAL VEHICLES IN THE WORK AREA AND/OR CONSTRUCTION LIMITS.

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.

TREES AND SHRUBS UNDER 6 UNITS WITHIN THE PROJECT LIMITS SHALL BE REMOVED ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS AND WILL BE INCLUDED IN THE UNIT PRICE FOR EARTH EXCAVATION (20200100).

GENERAL NOTES – ROADWAY

SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE.

THE REMOVAL OF SINGLE RAIL, DOUBLE RAIL, RUB RAIL, AND TERMINAL SECTIONS (TAPERS AND END SECTIONS) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE COST PER FOOT FOR GUARDRAIL REMOVAL.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE REMOVAL OF ALL EXISTING SIGNS AND THE INSTALLATION OF ALL PROPOSED SIGNS (AS SPECIFIED IN THE PLANS AND AS DIRECTED BY THE KDOT TRAFFIC) SHALL BE PERFORMED BY THE KDOT SIGN SHOP. THE CONTRACTOR SHALL CONTACT - KDOT TRAFFIC - 630 406-7356 48 HOURS PRIOR TO THE REMOVAL OF EXISTING SIGNS AND TWO WEEKS PRIOR TO THE INSTALLATION OF ALL NEW SIGNS.

GENERAL NOTES – ROADWAY (CONTINUED)

THE LIMITS AND QUANTITY OF UNDERCUT EXCAVATION AND REPLACEMENT WITH GRANULAR EMBANKMENT SHOWN IN THE PLANS ARE BASED ON THE BORING DATA AND MAY BE MODIFIED BY THE RESIDENT ENGINEER TO ACCOUNT FOR THE ACTUAL FIELD CONDITIONS.

GENERAL NOTES – DRAINAGE

THE COST OF MAKING ANY CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

LENGTHS AND SIZES OF STORM SEWERS AS SHOWN ON THE PLANS AND DRAINAGE STRUCTURE ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. ELEVATIONS OF SEWER LINES WERE DETERMINED FROM AVAILABLE AS-BUILT PLANS. THE INVERTS OF THE PROPOSED DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.

UNLESS OTHERWISE NOTED, ALL STATIONS, OFFSETS, AND ELEVATIONS SHALL BE TO THE CENTER OF THE DRAINAGE STRUCTURE. STATIONS, OFFSETS, AND ELEVATIONS OF FLARED END SECTIONS AND HEADWALLS SHALL BE TO WHERE THE PIPE CONNECTS TO THE FLARED END SECTION.

THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF THE ROAD DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS OR CATCH BASINS. HE SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH A TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07 METHOD 1 ONLY.

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS, CROSSROAD PIPES, OR DRAINAGE STRUCTURES DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

GENERAL NOTES – TRAFFIC CONTROL

FLUORESCENT VESTS AND HARD HATS: ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE, FLUORESCENT YELLOW/GREEN OR A COMBINATION OF FLUORESCENT ORANGE AND FLUORESCENT YELLOW/GREEN VESTS AND HARD HATS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR IS ADVISED THAT IN THE EVENT OF SNOW, HE WILL BE RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ANY MAINTENANCE OF TRAFFIC PROTECTIVE DEVICES REQUIRED FOR HIS OPERATIONS THAT WOULD INTERFERE WITH SNOW REMOVAL OPERATIONS PERFORMED BY THE STATE OR LOCAL AGENCY.

THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.

GENERAL NOTES – UTILITIES

THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES. WHEN REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES AND THE COUNTY.

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

GENERAL NOTES – EROSION AND SEDIMENT CONTROL

ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND OF THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT, OR UNTIL SUCH A TIME AS DIRECTED BY THE ENGINEER.

THIS PROJECT WILL REQUIRE AUTHORIZATION UNDER SWPPP PERMIT

HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001000-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
630001-12	STEEL PLATE BEAM GUARDRAIL
630106-02	LONG-SPAN GUARDRAIL OVER CULVERT
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT ONE STANDARD DETAILS

BD-01	DRIVEWAY DETAIL - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER GREATER THAN OR EQUAL TO 15' (4.5m)
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS

KDOT DETAILS

SPECIFICATIONS TELESCOPING SIGN POST & SOIL BASES
SPECIFICATIONS CONCRETE AND ASPHALT BASES

	USER NAME = RiemannA	DESIGNED - MJM	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	BURLINGTON ROAD OVER VIRGIL DITCH NO.3 (NORTH AND SOUTH) HIGHWAY STANDARDS AND GENERAL NOTES	C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MJM	REVISED -			2	14-00437-00-BR	KANE	58	2
	PLOT SCALE = 10.0000' / in.	CHECKED - JRS	REVISED -							
	PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -			SCALE: NA	SHEET 1 OF 1 SHEETS	STA. TO STA.		

FILE NAME = Bur-Ington-p2-500.01.dgn

S.P.	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
	20200100	EARTH EXCAVATION	CU YD	3,252	
	20800150	TRENCH BACKFILL	CU YD	13	
	21000300	GRANULAR EMBANKMENT, SPECIAL	TON	81	
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	86	
	21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	6,886	
	25000210	SEEDING, CLASS 2A	ACRE	0.75	
	25000310	SEEDING, CLASS 4	ACRE	1.50	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	184	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	184	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	184	
	25100630	EROSION CONTROL BLANKET	SQ YD	7,434	
	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	2,440	
	28000305	TEMPORARY DITCH CHECKS	FOOT	169	
	28000400	PERIMETER EROSION BARRIER	FOOT	2,488	
	28000500	INLET AND PIPE PROTECTION	EACH	3	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	92	
	28200200	FILTER FABRIC	SQ YD	92	
*	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	78	
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	1,313	
	35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	68	
	35501314	HOT-MIX ASPHALT BASE COURSE, 7 1/2"	SQ YD	160	
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	59	
	40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	127	
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6,308	
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	28	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	29	
*	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	24	
*	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	612	
	44000100	PAVEMENT REMOVAL	SQ YD	498	
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	4,729	
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	135	
	44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	50	
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	50	
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	3,482	

S.P.	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
	48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	1,473	
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1,366	
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2	
	50104400	CONCRETE HEADWALL REMOVAL	EACH	2	
	50105220	PIPE CULVERT REMOVAL	FOOT	142	
	50200450	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS FOR STRUCTURES	CU YD	76.7	
	50800205	REINFORCING BARS, EPOXY COATED	POUND	30,370	
	50800515	BAR SPLICERS	EACH	166	
	51500100	NAME PLATES	EACH	2	
	52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	463	
	54003000	CONCRETE BOX CULVERTS	CU YD	121.8	
	542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	55	
	542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	33	
	54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	4	
	54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	
	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	250.0	
	63000350	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN SPAN	FOOT	75.0	
	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	
	63200310	GUARDRAIL REMOVAL	FOOT	1,498	
*	66600105	FURNISHING AND ERECTING ROW MARKERS	EACH	4	
	66600205	REERECTING RIGHT OF WAY MARKERS	EACH	2	
	70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	
	70100500	TRAFFIC CONTROL & PROTECTION, STANDARD 701326	L SUM	1	
*	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,531	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,601	
	70300220	TEMPORARY PAVEMENT MARKING - 4"	FOOT	10,515	
	70300280	TEMPORARY PAVEMENT MARKING - 24"	FOOT	48	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,200	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	475	
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	8	
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	



USER NAME = RiemannA	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
SUMMARY OF QUANTITIES

SCALE: NA SHEET 1 OF 2 SHEETS STA. TO STA.

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	3

FILE NAME = Burlington-p2.500.002.dgn

S.P.	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	3	
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1	
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	3	
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	42	
	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	3	
	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8,420	
	78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	14	
	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	46	
*	X0322936	REMOVE EXISTING FLARED END SECTION	EACH	4	
*	X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	406	
*	X0426200	DEWATERING	LSUM	1	
*	X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1,753	
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	
*	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	46	
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	8,420	
*	XXXXXX1	ITEMS AS ORDERED BY THE ENGINEER	UNIT	100,000	
*	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	
*	Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	650	
*	Z0062456	TEMPORARY PAVEMENT	SQ YD	1,753	



USER NAME = RiemannA
PLOT SCALE = 10.0000' / 1 in.
PLOT DATE = 12/12/2019

DESIGNED - MJM
DRAWN - MJM
CHECKED - JRS
DATE - 03/07/2017

REVISED -
REVISED -
REVISED -
REVISED -

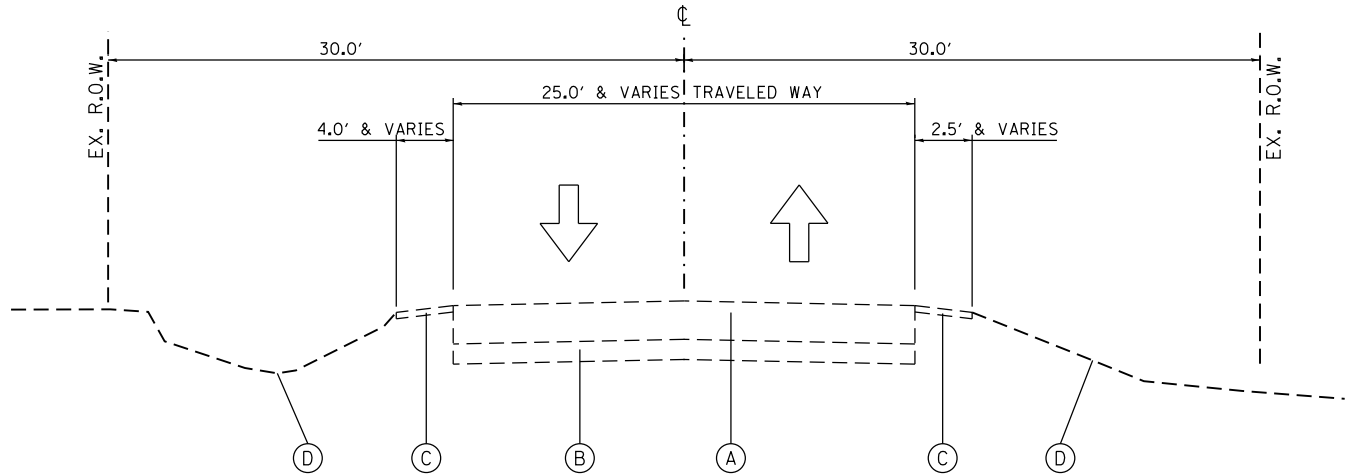
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
SUMMARY OF QUANTITIES

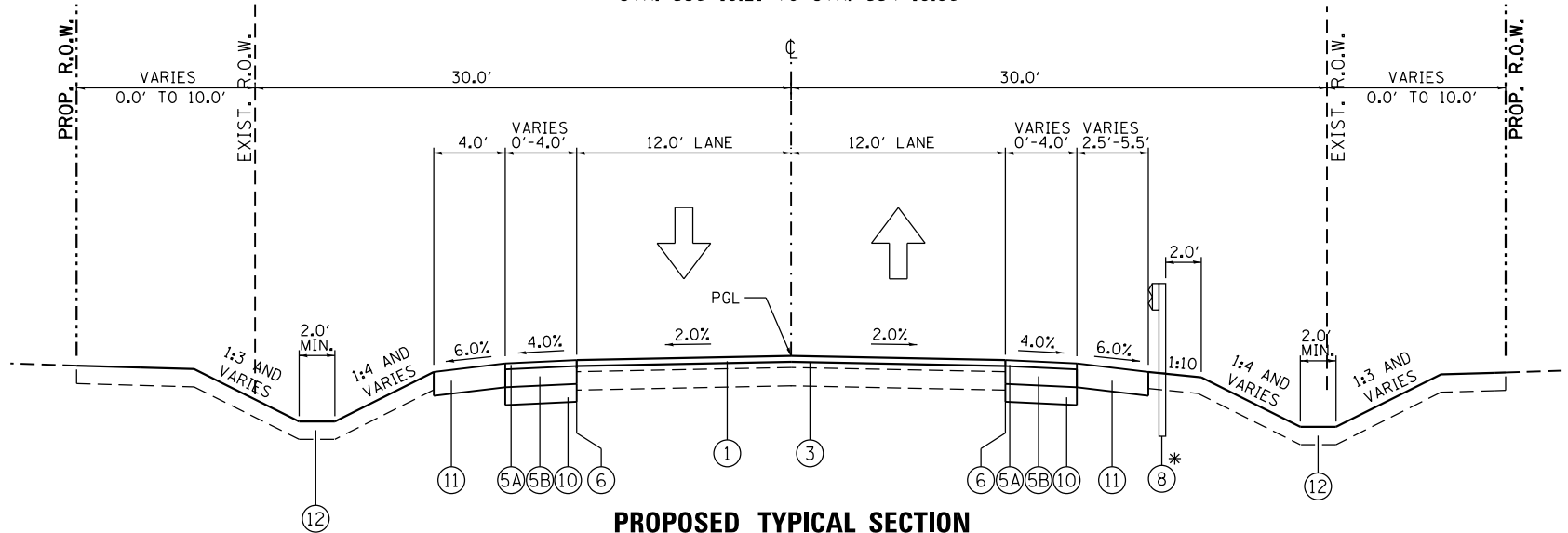
SCALE: NA SHEET 2 OF 2 SHEETS STA. TO STA.

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	4

FILE NAME = Bur-Ington-p2.Typas.dgn



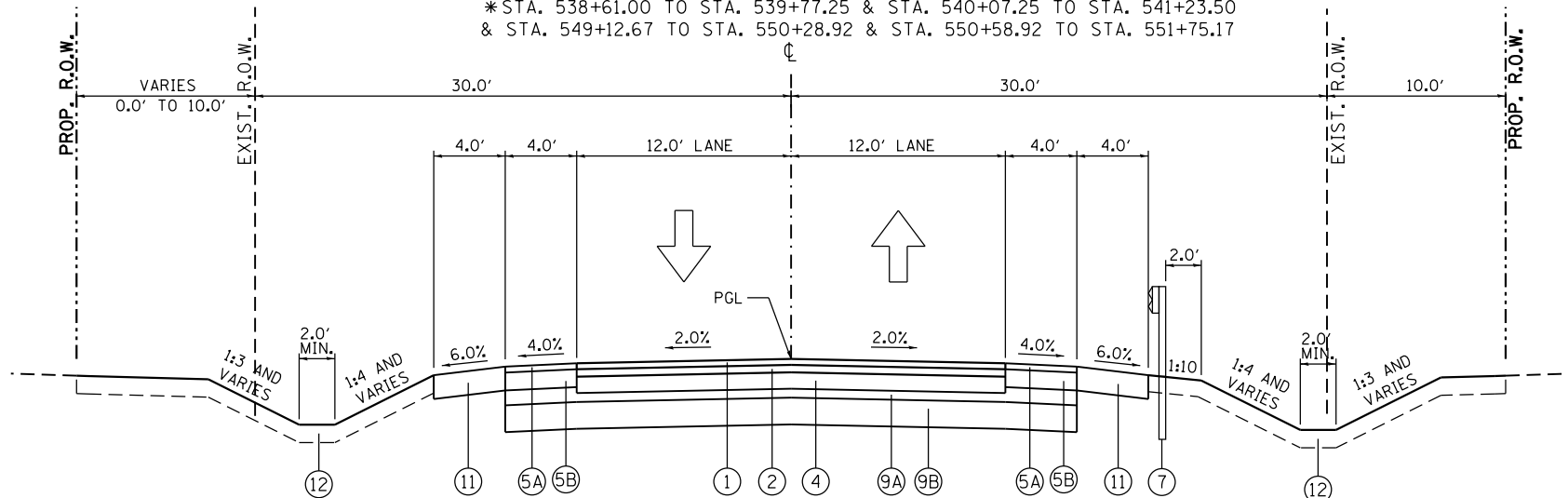
EXISTING TYPICAL SECTION
STA. 536+18.21 TO STA. 554+18.96



**PROPOSED TYPICAL SECTION
RESURFACING**

STA. 536+18.21 TO 539+77.25 & STA. 540+07.25 TO 550+28.92
& STA. 550+58.92 TO 554+18.96

*STA. 538+61.00 TO STA. 539+77.25 & STA. 540+07.25 TO STA. 541+23.50
& STA. 549+12.67 TO STA. 550+28.92 & STA. 550+58.92 TO STA. 551+75.17



**PROPOSED TYPICAL SECTION AT CULVERT APPROACH
RECONSTRUCTION**

STA. 539+77.25 TO STA. 540+07.25 & STA. 550+28.92 TO STA. 550+58.92

EXISTING LEGEND

- (A) BITUMINOUS SURFACE, ±12"
- (B) AGGREGATE BASE, ±6"
- (C) AGGREGATE SHOULDER, ±2"
- (D) EXISTING GROUND (VARIES)

SEE NOTE 1

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (40603335), 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (40603080), 2.5"
- (3) LEVELING BINDER (MACHINE METHOD), N50 (40600625), SEE NOTE 2
- (4) HOT-MIX ASPHALT BASE COURSE, 7 1/2" (35501314)
- (5) HOT-MIX ASPHALT SHOULDERS, 8" (48203029), SEE NOTE 3
 - (5A) -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - (5B) -HOT-MIX ASPHALT BASE COURSE, 6"
- (6) SAW CUTS
- (7) LONG-SPAN GUARDRAIL OVER CULVERT, 25 FT SPAN FOOT (63000370)
- (8) STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (63000001)
- (9) AGGREGATE SUBGRADE IMPROVEMENT (30300001)
 - (9A) -CAPPING AGGREGATE, MINIMUM 3" AND VARIES UNDER SHOULDERS
 - (9B) -COURSE AGGREGATE, 9"
- (10) SUBBASE GRANULAR MATERIAL, TYPE B 6" (31101400)
- (11) AGGREGATE SHOULDERS, TYPE B 8" (48101600)
- (12) TOPSOIL FURNISH AND PLACE, 6" (21101625)

NOTES:

- CONTRACTOR SHALL VERIFY EXISTING PAVEMENT STRUCTURE THICKNESS PRIOR TO CONSTRUCTION.
- IF EXISTING CROSS SLOPE IS GREATER THAN 2% LEVELING BINDER SHALL BE USED TO ATTAIN 2% PRIOR TO PLACEMENT OF SURFACE COURSE.
- ALL LIFTS OF BASE COURSE AND SURFACE COURSE ON HMA SHOULDERS SHALL BE INCLUDED IN THE PRICE FOR HMA SHOULDERS, 8".

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 Gyr.
LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 Gyr.
FULL DEPTH PAVEMENT RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm)	4% @ 50 Gyr.
PAVED SHOULDERS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm)	4% @ 50 Gyr.
ENTRANCES	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm)	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 Gyr.

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

FOR TEMPORARY PAVEMENT STRUCTURE SEE SPECIAL PROVISIONS.



USER NAME = GrgisM
PLOT SCALE = 5.0000' / in.
PLOT DATE = 11/22/2019

DESIGNED - MJM
DRAWN - MJM
CHECKED - JRS
DATE - 03/07/2017

REVISED -
REVISED -
REVISED -
REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

**BURLINGTON ROAD OVER DITCH NO.3 (NORTH AND SOUTH)
TYPICAL SECTIONS**

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	5

GUARDRAIL SCHEDULE

STATION	STATION	OFFSET	63000001	63000350	63100169	78200006	72501000
			STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	LONG-SPAN GUARDRAIL OVER CULVERT, 12 FT 6 IN FT SPAN	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	GUARDRAIL REFLECTORS, TYPE B	TERMINAL MARKER - DIRECT APPLIED
			FOOT	FOOT	EACH	EACH	EACH
538+61.00	539+11.00	RT			1	1	1
539+11.00	539+73.50	RT	62.5			2	
539+73.50	540+11.00	RT		37.5		1	
540+11.00	540+73.50	RT	62.5			2	
540+73.50	541+23.50	RT			1	1	1
549+12.67	549+62.67	RT			1	1	1
549+62.67	550+25.17	RT	62.5			2	
550+25.17	550+62.67	RT		37.5		1	
550+62.67	551+25.17	RT	62.5			2	
551+25.17	551+75.17	RT			1	1	1
TOTAL:			250.0	75.0	4	14	4

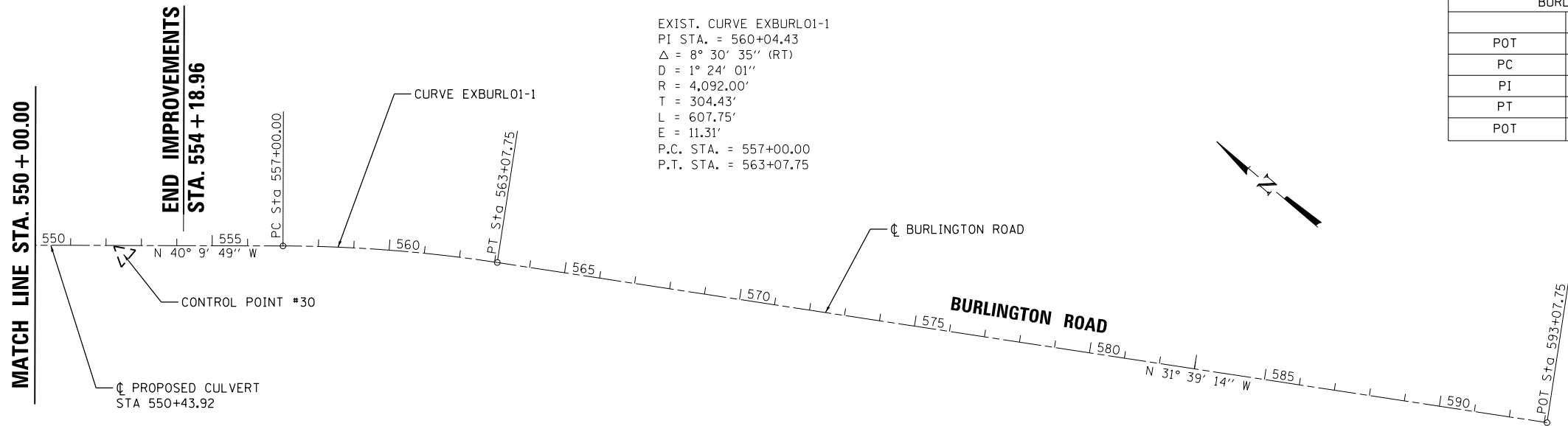
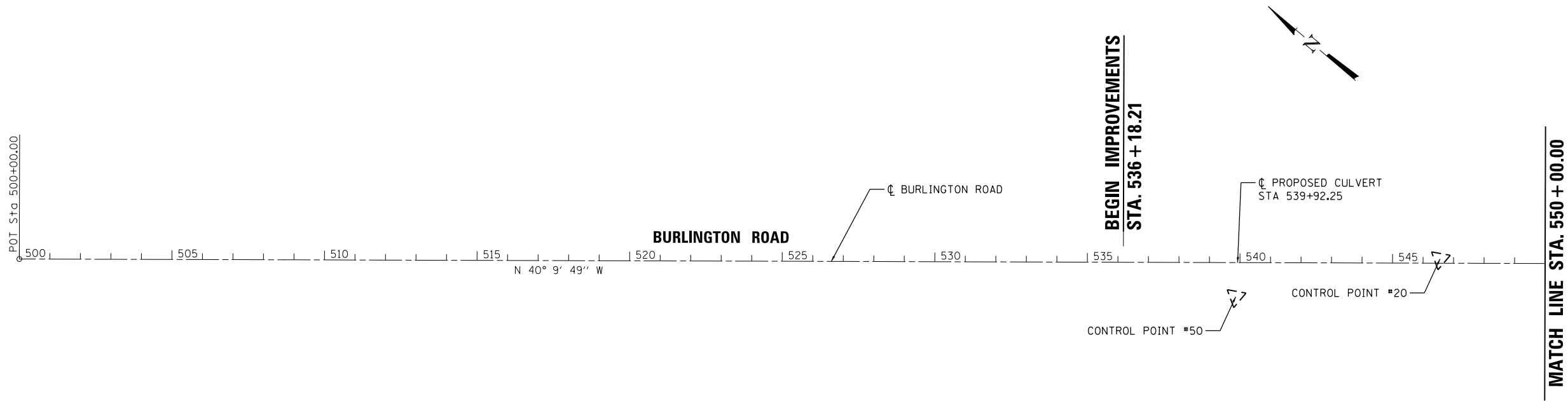
FILE NAME = BurLington-p2.schedule.01.dgn

EARTHWORK SCHEDULE

STATION	CUT	FILL	TOPSOIL	DISTANCE	EARTH EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE (20%)	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	TOPSOIL
					20200100				FURNISH AND PLACE, 6"
	SQUARE FEET	SQUARE FEET	FEET	FEET	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	21101625 SQUARE YARD
536+18.21	6.31	0.00	15.80						
				31.79	7.11	5.69	3.41	2.28	67.20
536+50.00	5.78	5.79	22.25						
				50.00	14.27	11.42	12.79	-1.37	131.53
537+00.00	9.64	8.03	25.10						
				50.00	26.80	21.44	15.48	5.96	152.36
537+50.00	19.30	8.69	29.75						
				50.00	40.60	32.48	18.48	14.00	165.64
538+00.00	24.55	11.27	29.88						
				50.00	46.65	37.32	32.14	5.18	183.56
538+50.00	25.84	23.45	36.20						
				50.00	40.38	32.30	41.64	-9.34	184.67
539+00.00	17.77	21.53	30.28						
				50.00	33.88	27.10	56.61	-29.51	184.06
539+50.00	18.82	39.61	35.98						
				38.25	332.41	265.93	32.19	233.74	112.22
539+88.25	450.47	5.84	16.83						
				8.00	138.05	110.44	2.06	108.38	14.96
539+96.25	481.38	8.10	16.83						
				3.75	36.00	28.80	5.01	23.80	8.88
540+00.00	37.08	63.99	25.79						
				50.00	52.67	42.14	96.11	-53.97	178.61
540+50.00	19.81	39.81	38.51						
				50.00	40.23	32.18	65.26	-33.08	204.03
541+00.00	23.64	30.67	34.94						
				50.00	57.32	45.86	48.17	-2.31	190.78
541+50.00	38.27	21.35	33.74						
				36.00	59.34	47.47	24.99	22.48	107.48
541+86.00	50.74	16.14	20.00						
				14.00	27.17	21.74	8.00	13.74	41.04
542+00.00	54.07	14.71	32.77						
				50.00	115.27	92.21	23.69	68.53	187.78
542+50.00	70.42	10.88	34.83						
				50.00	126.79	101.43	19.07	82.36	194.39
543+00.00	66.51	9.72	35.15						
				50.00	117.14	93.71	17.32	76.39	192.33
543+50.00	60.00	8.99	34.09						
				50.00	109.77	87.81	16.38	71.43	188.56
544+00.00	58.55	8.71	33.79						
				50.00	93.33	74.67	14.22	60.44	173.33
544+50.00	42.25	6.65	28.61						
				50.00	66.26	53.01	9.44	43.56	144.25
545+00.00	29.31	3.55	23.32						
				21.65	25.96	20.77	2.13	18.64	38.79
545+21.65	35.45	1.77	8.93						
				28.35	32.09	25.67	1.36	24.31	46.08
545+50.00	25.68	0.83	20.33						
				50.00	41.95	33.56	1.40	32.16	96.94
546+00.00	19.63	0.69	14.57						
				50.00	46.26	37.01	1.44	35.57	51.11
546+50.00	30.34	0.87	3.83						
				5.34	6.08	4.86	0.17	4.69	2.13
546+55.34	31.11	0.83	3.34						
				41.06	63.11	50.49	1.03	49.45	7.62
546+96.40	51.89	0.54	0.00						
				3.60	6.89	5.51	0.07	5.44	0.00

STATION	CUT	FILL	TOPSOIL	DISTANCE	EARTH EXCAVATION	EXCAVATION ADJUSTED FOR SHRINKAGE (20%)	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	TOPSOIL FURNISH AND PLACE, 6"
					20200100				21101625
	SQUARE FEET	SQUARE FEET	FEET	FEET	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	SQUARE YARD
547+00.00	51.43	0.52	0.00						
				50.00	61.63	49.31	2.20	47.11	29.56
547+50.00	15.14	1.86	10.64						
				50.00	47.77	38.21	6.42	31.79	150.89
548+00.00	36.46	5.08	43.68						
				50.00	78.97	63.18	18.41	44.77	212.61
548+50.00	48.84	14.81	32.86						
				9.35	20.63	16.50	7.70	8.80	19.54
548+59.35	70.29	29.65	4.75						
				40.65	93.24	74.59	28.79	45.81	96.59
549+00.00	53.58	8.59	38.02						
				50.00	74.68	59.74	28.05	31.69	203.11
549+50.00	27.08	21.71	35.10						
				50.00	86.13	68.91	48.71	20.20	207.39
550+00.00	65.95	30.90	39.56						
				39.42	311.06	248.85	26.23	222.62	118.04
550+39.42	360.16	5.03	14.34						
				9.00	117.48	93.98	1.73	92.25	14.34
550+48.42	344.73	5.37	14.34						
				1.58	11.88	9.50	3.55	5.95	2.92
550+50.00	61.27	116.10	18.98						
				50.00	67.79	54.23	159.50	-105.27	234.06
551+00.00	11.95	56.16	65.28						
				50.00	44.22	35.38	68.64	-33.27	368.25
551+50.00	35.82	17.98	67.29						
				50.00	64.59	51.67	30.35	21.32	378.92
552+00.00	33.94	14.81	69.12						
				50.00	77.15	61.72	26.13	35.60	369.36
552+50.00	49.39	13.41	63.85						
				50.00	88.14	70.51	19.02	51.49	353.39
553+00.00	45.81	7.14	63.37						
				50.00	90.42	72.33	8.06	64.28	345.86
553+50.00	51.84	1.57	61.14						
				50.00	85.64	68.51	3.78	64.74	376.83
554+00.00	40.66	2.52	74.52						
				18.96	26.52	21.22	3.46	17.75	153.23
554+18.96	34.88	7.35	70.95						
TOTAL					3251.72		0	1540.57	6885.20
USE					3252		0	1541	6886

FILE NAME = Bur-Lington-rp2.d1B.01.dgn



EXIST. CURVE EXBURL01-1
PI STA. = 560+04.43
Δ = 8° 30' 35'' (RT)
D = 1° 24' 01''
R = 4,092.00'
T = 304.43'
L = 607.75'
E = 11.31'
P.C. STA. = 557+00.00
P.T. STA. = 563+07.75

BURLINGTON ROAD ALIGNMENT COORDINATES			
	NORTHING	EASTING	STATION
POT	1,854,384.495	935,955.332	500+00.00
PC	1,950,028.524	939,631.678	557+00.00
PI	1,949,795.874	939,828.031	560+04.43
PT	1,949,536.729	939,987.794	563+07.75
POT	1,946,938.031	941,562.159	593+07.75

NOTE: ALL COORDINATE VALUES FOR SURVEY POINTS ARE IN ILLINOIS STATE PLANE
SYSTEM USING THE NORTH AMERICAN VERTICAL DATUM (NAVD88), ILLINOIS EAST ZONE 1201.



USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

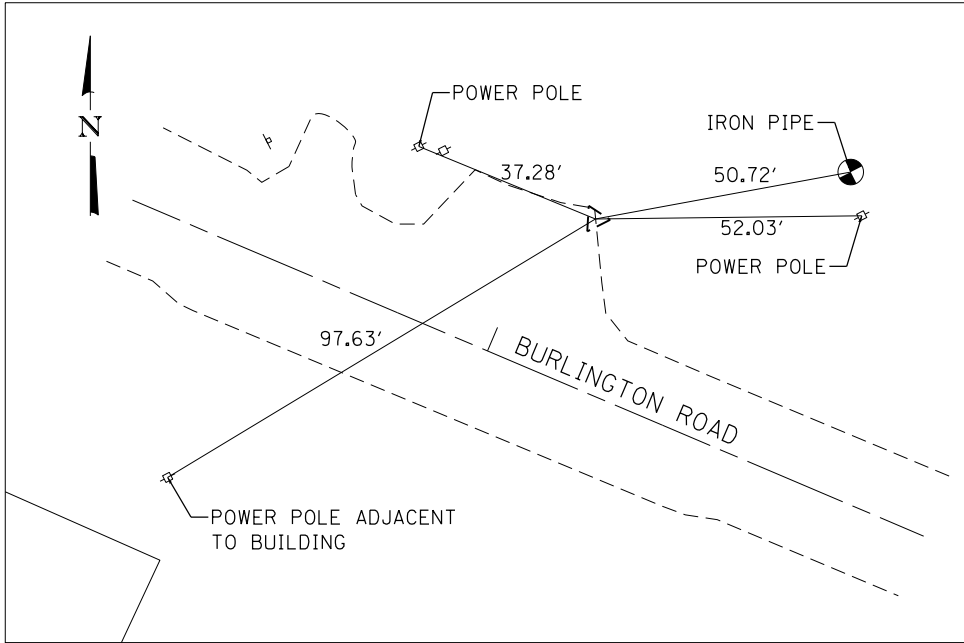
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: 1" = 200' SHEET 1 OF 2 SHEETS STA. TO STA.

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	8

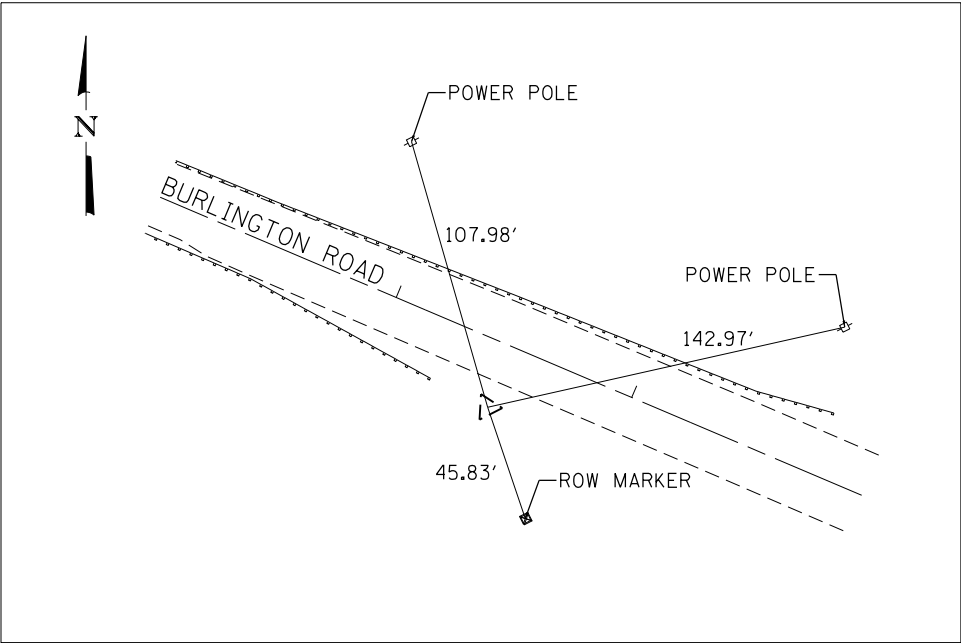
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CONTROL POINT #20

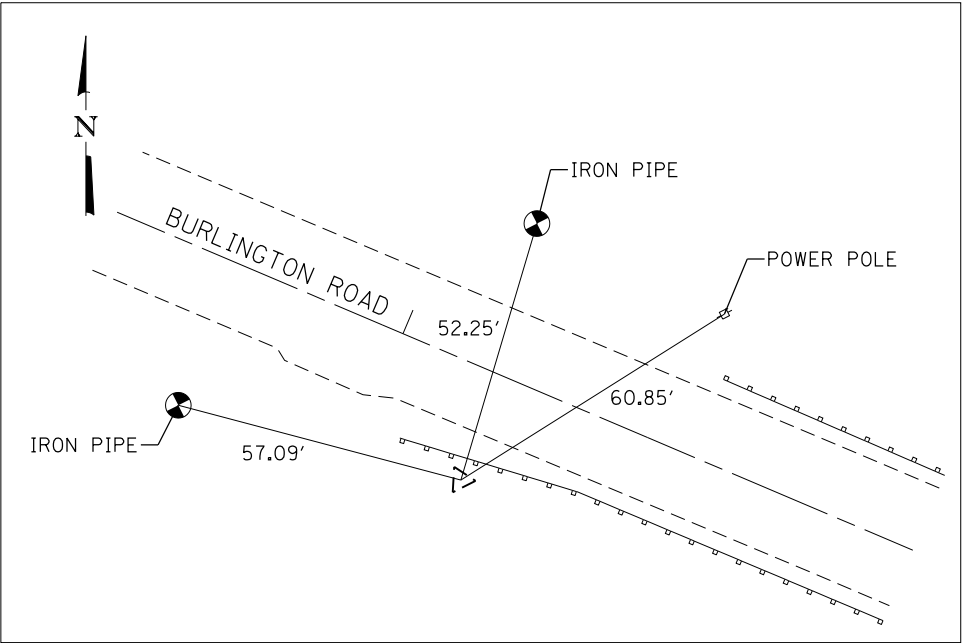
MAG NAIL
LOCATED IN NORTHEAST CORNER OF DRIVEWAY APRON

STA. 547+09.32, 31.96' LT
N 1950806.22
E 939017.14
BENCHMARK ELEV. 947.76



CONTROL POINT #30

IRON ROD
STA. 552+49.67 , 25.53' RT
N 1950356.20
E 939321.72
BENCHMARK ELEV. 943.98



CONTROL POINT #50

IRON ROD
STA. 538+21.58, 21.90' RT
N 1951449.88
E 938403.42
BENCHMARK ELEV. 927.02



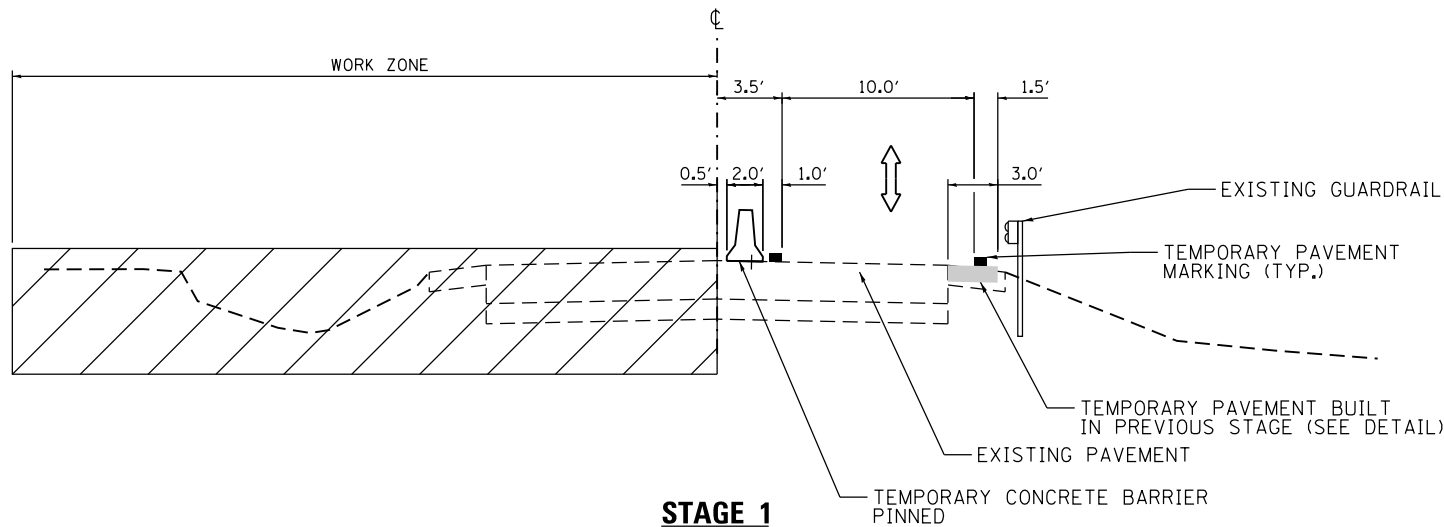
USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 150,000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

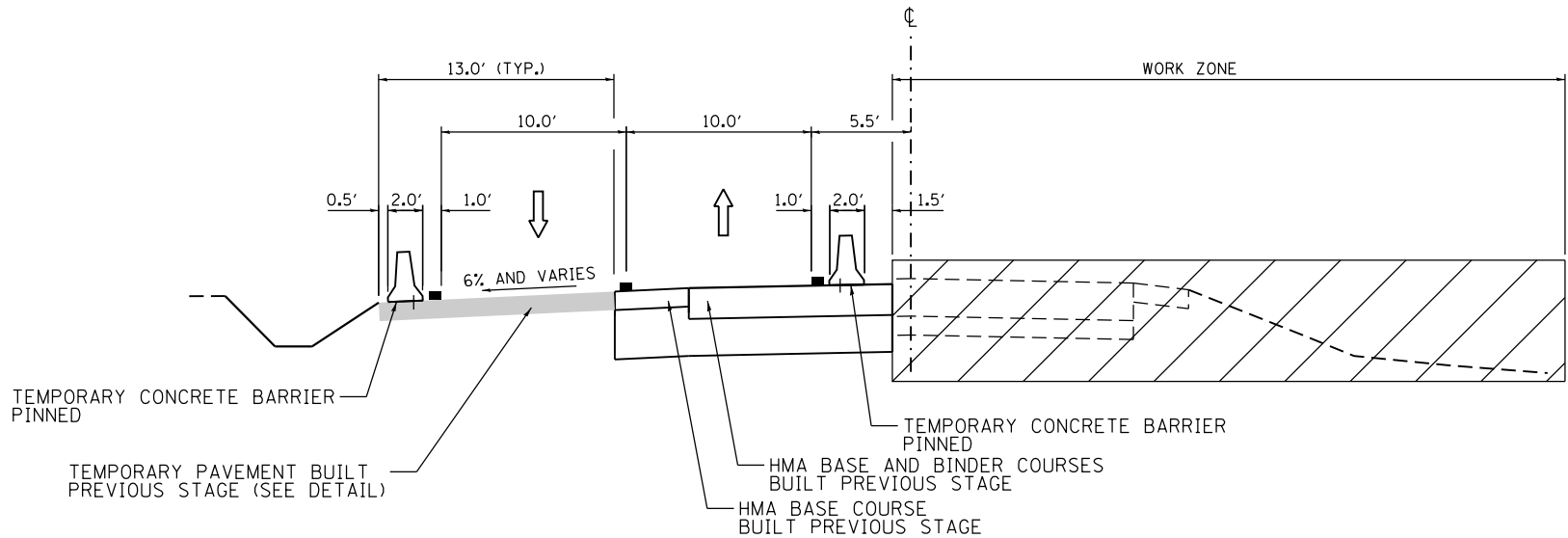
**BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
ALIGNMENT, TIES, AND BENCHMARKS**

SCALE: NTS SHEET 2 OF 2 SHEETS STA. TO STA.

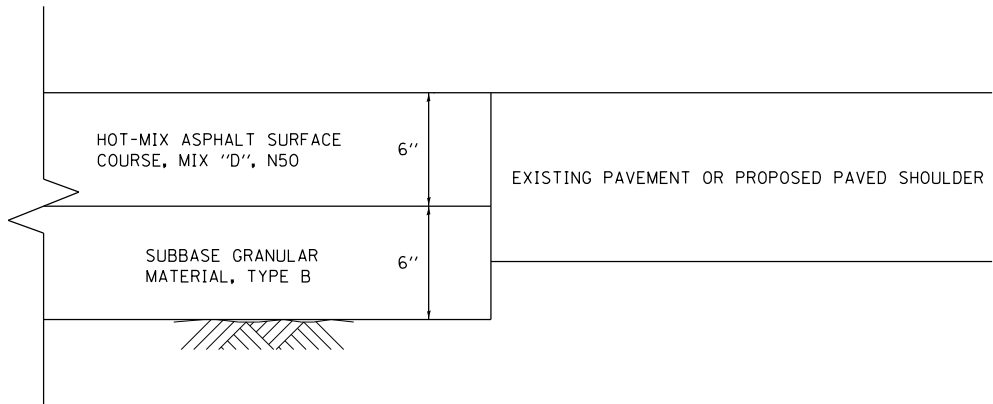
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	9



STAGE 1
RECONSTRUCTION AREAS



STAGE 2
RECONSTRUCTION AREAS



TEMPORARY PAVEMENT DETAIL

SEQUENCE OF CONSTRUCTION

PRESTAGE CONSTRUCTION (NOT SHOWN ON PLANS):

1. PLACE TEMPORARY PAVEMENT AT EASTBOUND EDGE OF PAVEMENT.

PRESTAGE TRAFFIC (NOT SHOWN ON PLANS):

TRAFFIC IS IN THE EXISTING CONFIGURATION. UTILIZE HIGHWAY STANDARD 701311 FOR TRAFFIC CONTROL AND PROTECTION DURING PAVEMENT MILLING OPERATIONS. UTILIZE HIGHWAY STANDARD 701326 FOR TRAFFIC CONTROL AND PROTECTION DURING EXCAVATING AND PAVING OPERATIONS.

STAGE 1 CONSTRUCTION:

1. SAW CUT AT WESTBOUND EDGE OF PAVEMENT.
2. REMOVE WESTBOUND PAVEMENT WITHIN RECONSTRUCTION LIMITS.
3. REMOVE AND REPLACE THE WESTBOUND PORTION OF BOX CULVERTS.
4. PLACE SUBGRADE AND CONSTRUCT BASE COURSE AND BINDER COURSE OF WESTBOUND PAVEMENT RECONSTRUCTION.
5. PLACE SUBGRADE AND CONSTRUCT BASE COURSE FOR WESTBOUND PAVED SHOULDER.
6. CONSTRUCT TEMPORARY PAVEMENT TO THE LIMITS SHOWN ON THE PLANS.

STAGE 1 TRAFFIC:

PROVIDE ONE TEN FOOT LANE THROUGH THE PROJECT LIMITS ON EXISTING PAVEMENT AND TEMPORARY PAVEMENT. UTILIZE HIGHWAY STANDARD 701321 AND TEMPORARY TRAFFIC SIGNALS FOR TRAFFIC CONTROL AND PROTECTION. UTILIZE TEMPORARY CONCRETE BARRIER BETWEEN TRAFFIC AND THE WORK ZONE AS SHOWN ON PLANS.

STAGE 2 CONSTRUCTION:

1. SAW CUT AT EASTBOUND EDGE OF PAVEMENT.
2. REMOVE TEMPORARY PAVEMENT CONSTRUCTED IN PRESTAGE.
3. REMOVE EASTBOUND PAVEMENT WITHIN RECONSTRUCTION LIMITS.
4. REMOVE AND REPLACE THE EASTBOUND PORTION OF BOX CULVERTS.
5. PLACE SUBGRADE AND CONSTRUCT BASE COURSE AND BINDER COURSE OF EASTBOUND PAVEMENT RECONSTRUCTION.
6. PLACE SUBGRADE AND CONSTRUCT BASE COURSE FOR EASTBOUND PAVED SHOULDER (SEE NOTE 1).
7. CONSTRUCT EASTBOUND AGGREGATE SHOULDER AND GUARDRAIL INSTALLATIONS.
8. CONSTRUCT ENTRANCES ON EASTBOUND SIDE.

STAGE 2 TRAFFIC:

PROVIDE TWO TEN FOOT LANES THROUGH THE PROJECT LIMITS ON EXISTING MILLED PAVEMENT SURFACE AND ON PREVIOUSLY CONSTRUCTED PROPOSED AND TEMPORARY PAVEMENTS. UTILIZE TEMPORARY CONCRETE BARRIER AS SHOWN ON PLANS.

STAGE 3 CONSTRUCTION (NOT SHOWN ON PLANS):

1. REMOVE TEMPORARY PAVEMENT CONSTRUCTED IN STAGE 1.
2. MILL 2" OFF EXISTING PAVEMENT WITHIN RESURFACING LIMITS.
3. CONSTRUCT SURFACE COURSE ON ALL PAVEMENT AND PAVED SHOULDERS.
4. CONSTRUCT WESTBOUND AGGREGATE SHOULDER.
5. FINALIZE PERMANENT GRADING AND CONSTRUCTION OF ENTRANCES ON WESTBOUND SIDE.
6. PLACE PERMANENT PAVEMENT MARKINGS AND RELOCATED SIGNS AND MAILBOXES.

STAGE 3 TRAFFIC (NOT SHOWN ON PLANS):

TRAFFIC IS IN THE PROPOSED CONFIGURATION. UTILIZE HIGHWAY STANDARD 701311 FOR TRAFFIC CONTROL AND PROTECTION DURING PAVING OPERATIONS, SHOULDER CONSTRUCTION, AND PAVEMENT MARKING PLACEMENT.

NOTES:

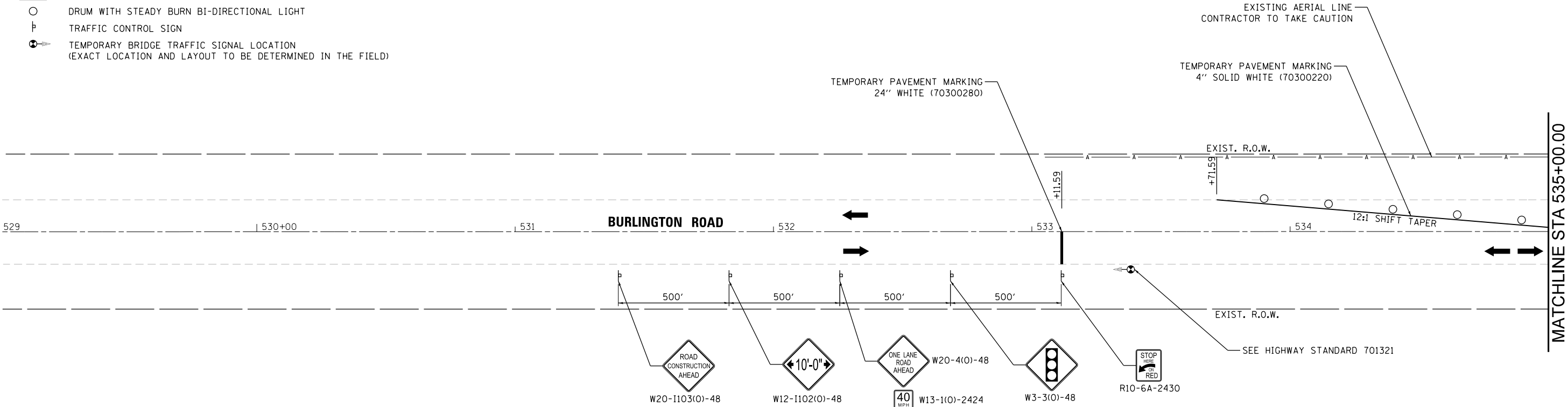
1. DURING EXCAVATION AND CONSTRUCTION OF THE EASTBOUND PAVED SHOULDER, A DROP-OFF EXCEEDING 2" WILL NOT BE PERMITTED FOR LONGER THAN 14 CALENDAR DAYS UNLESS SHIELDED BY TEMPORARY CONCRETE BARRIER.

FILE NAME = Bur-Lington-p2-MOT-phase1_01A.dgn

LEGEND

- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT (20062456)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- TRAFFIC CONTROL SIGN
- TEMPORARY BRIDGE TRAFFIC SIGNAL LOCATION
(EXACT LOCATION AND LAYOUT TO BE DETERMINED IN THE FIELD)

NOTE:
SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR
TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS.



USER NAME = Givgish	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
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PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

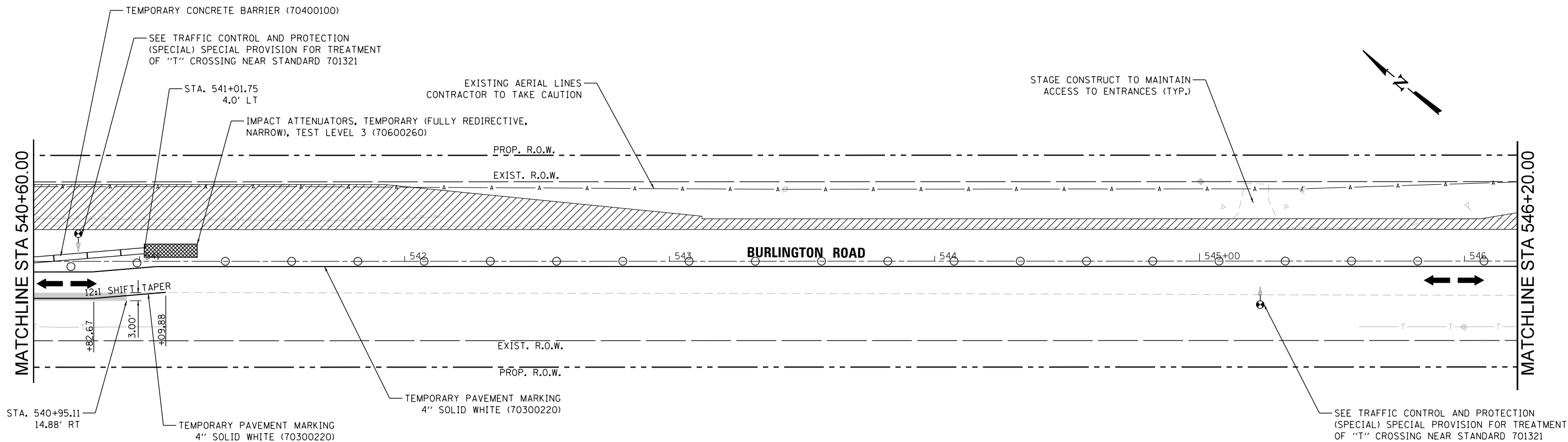
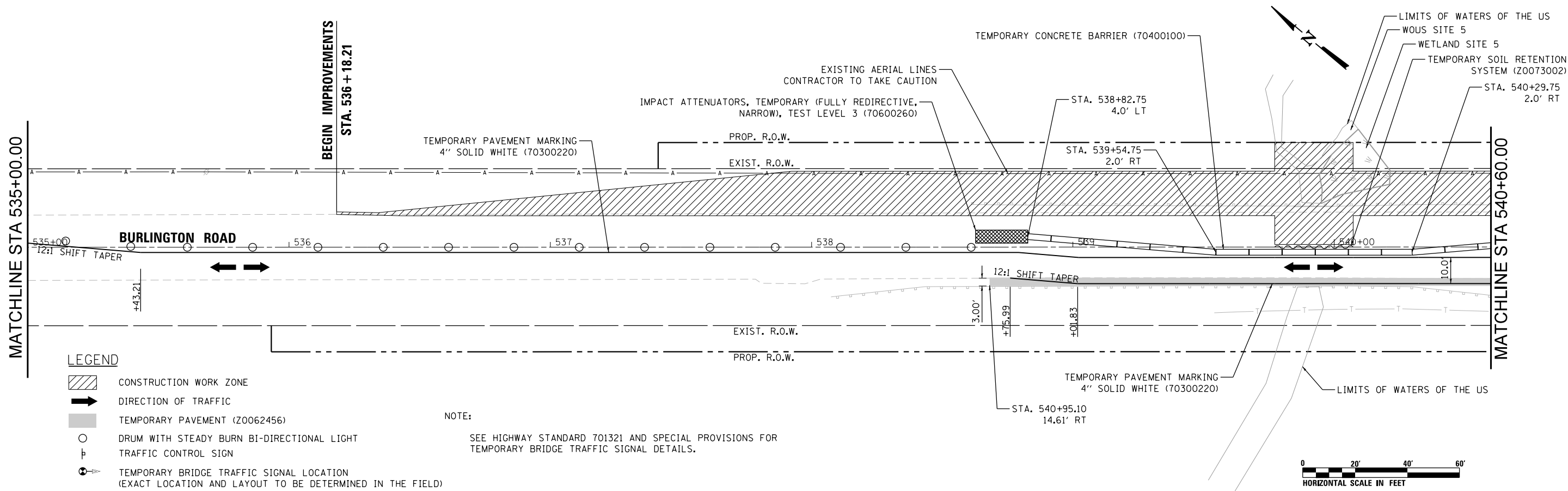
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 PLAN

SCALE: 1" = 20' SHEET 2 OF 7 SHEETS STA. 529+00.00 TO STA. 535+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	11

FILE NAME = Burlington-p2-MOT-phase1.01B.dgn



USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 PLAN

SCALE: 1" = 20' SHEET 3 OF 7 SHEETS STA. 535+00.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	12

FILE NAME = Burlington-p2-MOT-Phase1-02.dgn



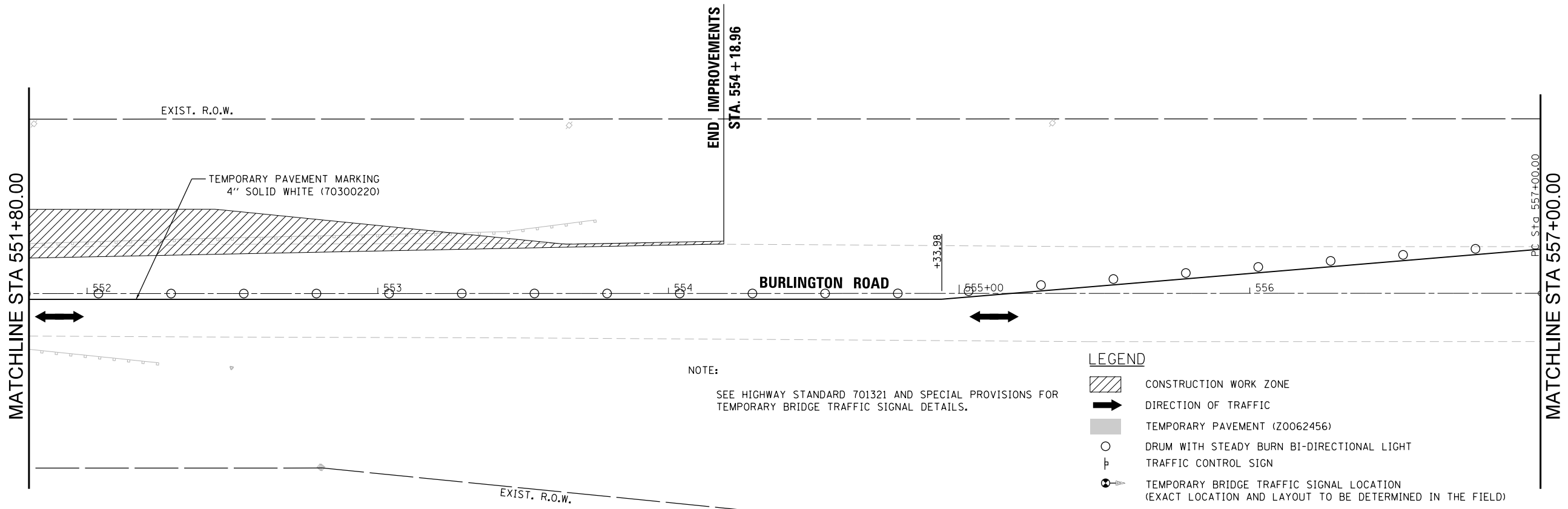
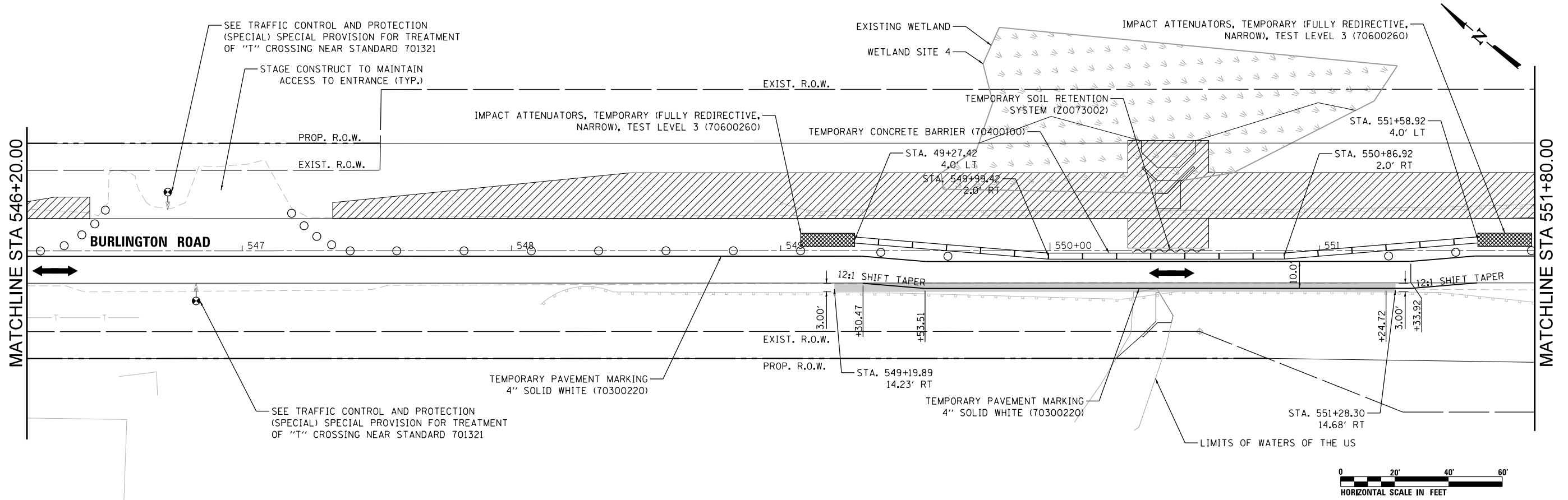
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PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

**BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 PLAN**

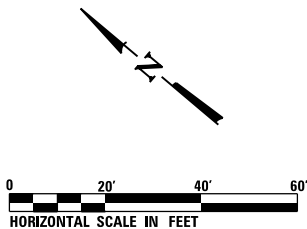
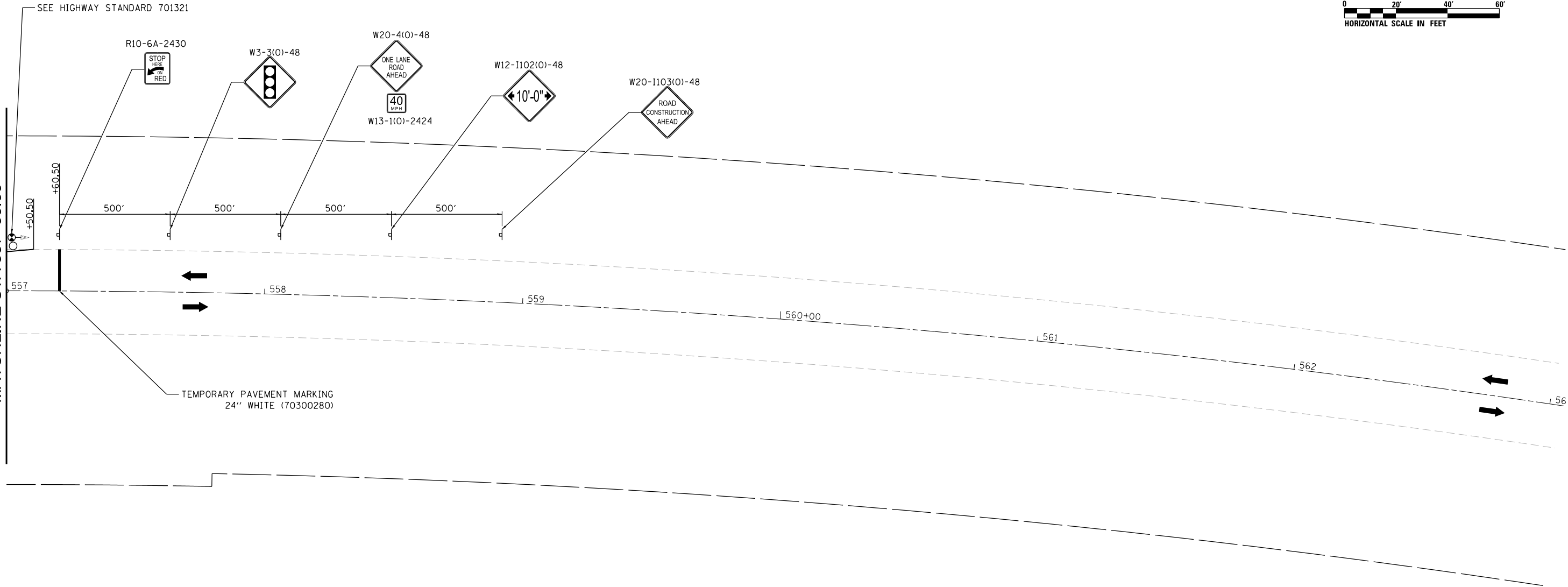
SCALE: 1" = 20' SHEET 4 OF 7 SHEETS STA. 546+20.00 TO STA. 557+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	13



FILE NAME = Burlington-p2-MOT_Phase1_03.dgn

MATCHLINE STA 557+00.00



LEGEND

- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT (Z0062456)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- TRAFFIC CONTROL SIGN
- TEMPORARY BRIDGE TRAFFIC SIGNAL LOCATION (EXACT LOCATION AND LAYOUT TO BE DETERMINED IN THE FIELD)

NOTE:

SEE HIGHWAY STANDARD 701321 AND SPECIAL PROVISIONS FOR TEMPORARY BRIDGE TRAFFIC SIGNAL DETAILS.

RS&H

USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

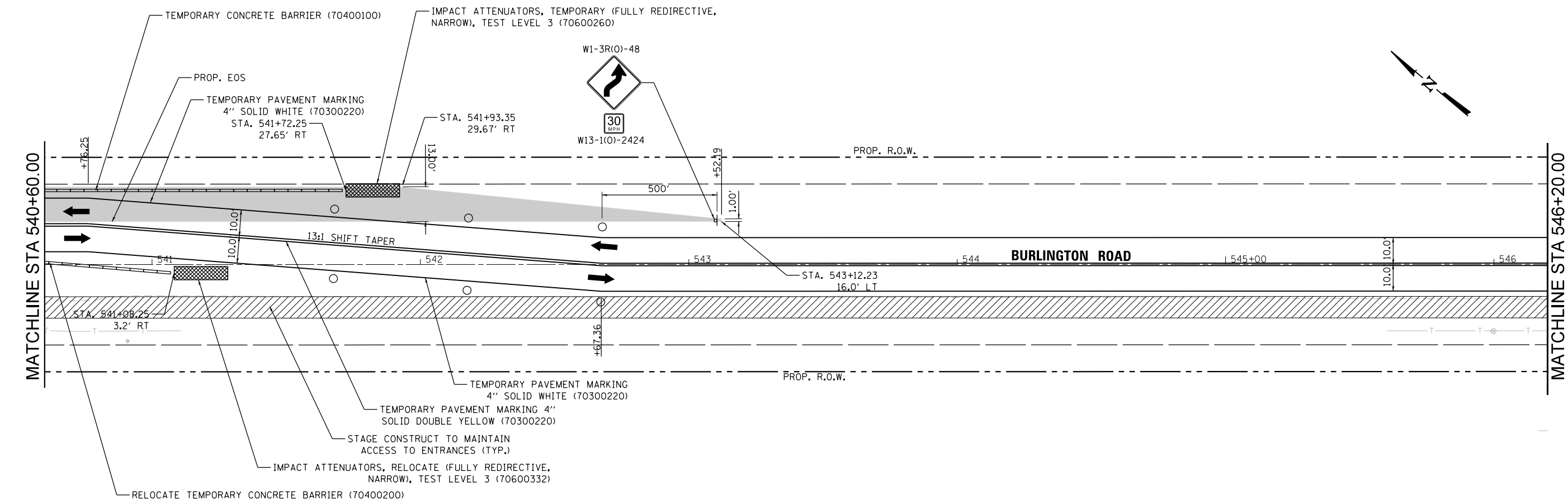
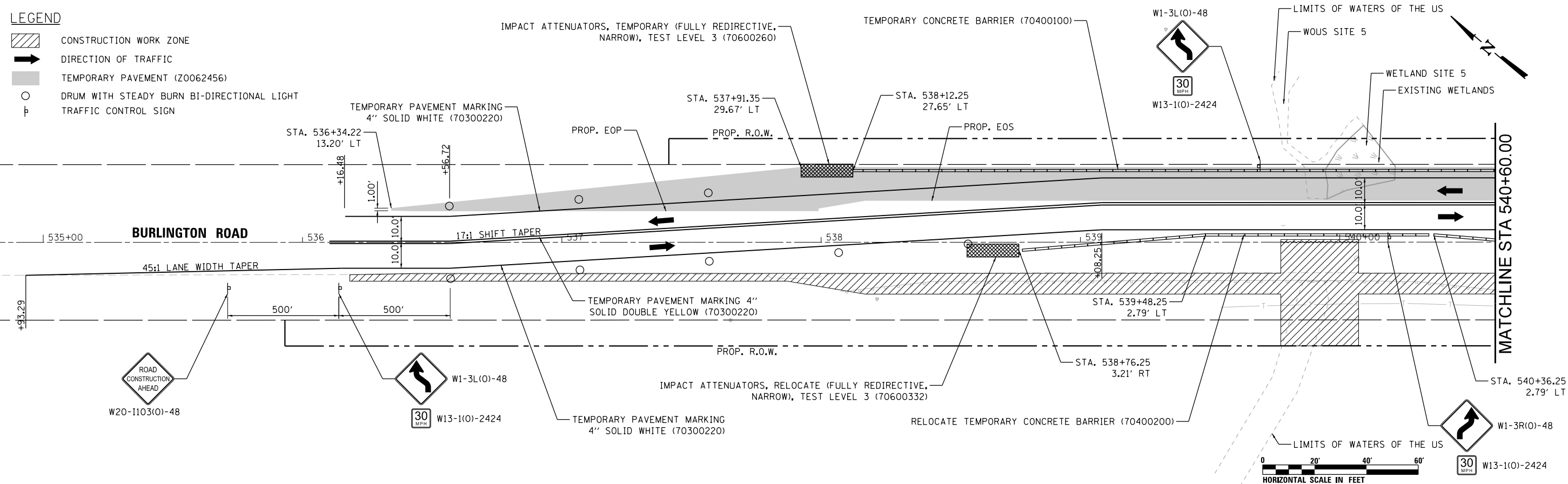
**BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1 PLAN**

SCALE: 1" = 20' SHEET 5 OF 7 SHEETS STA. 557+00.00 TO STA. 563+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	14

LEGEND

- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT (Z0062456)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- TRAFFIC CONTROL SIGN



FILE NAME = Burlington-p2-MOT-phase2-01.dgn



USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 20.0000' / 1" IN.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2 PLAN

SCALE: 1" = 20' SHEET 6 OF 7 SHEETS STA. 535+00.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	15

FILE NAME = Burlington-p2-MOT_Phase2_02.dgn

RS&H

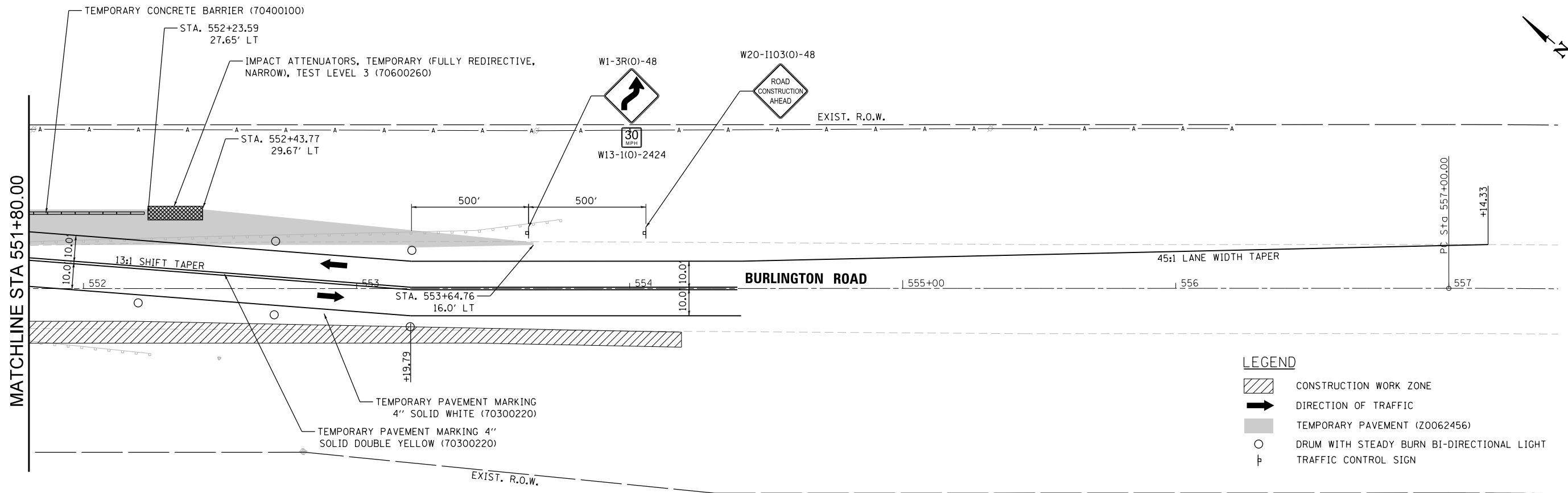
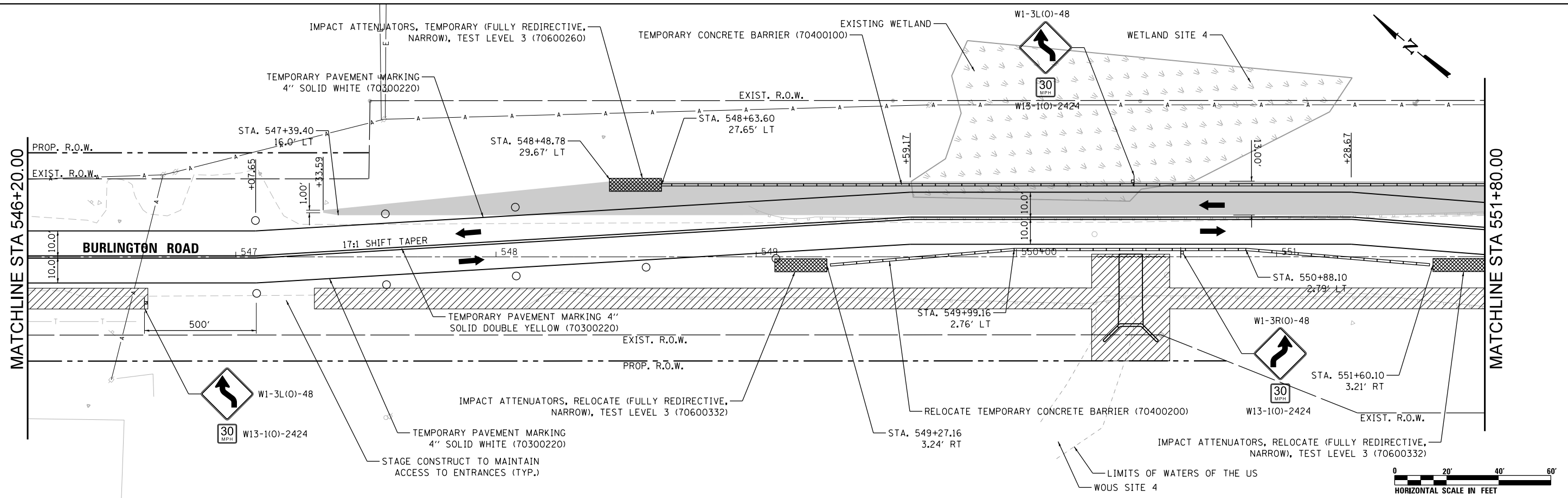
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PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

**BURLINGTON ROAD OVER DITCH NO.3 (NORTH AND SOUTH)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2 PLAN**

SCALE: 1" = 20' SHEET 7 OF 7 SHEETS STA. 546+20.00 TO STA. 556+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	16



LEGEND

- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT (Z0062456)
- DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
- TRAFFIC CONTROL SIGN

FILE NAME = Bur-Ington-p2.rem.01.dgn



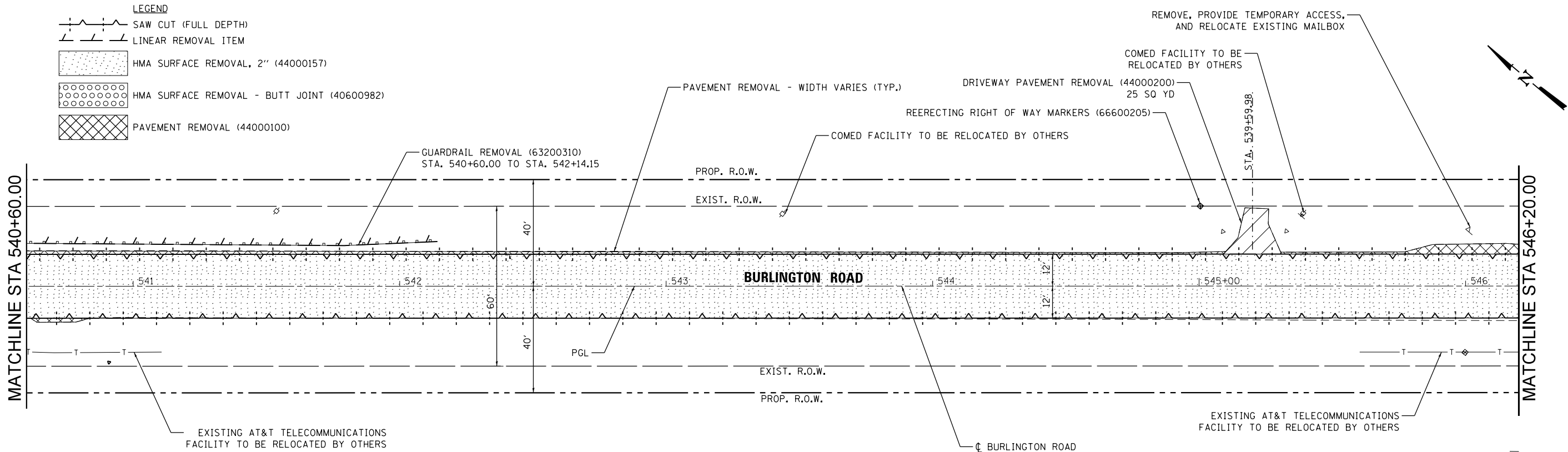
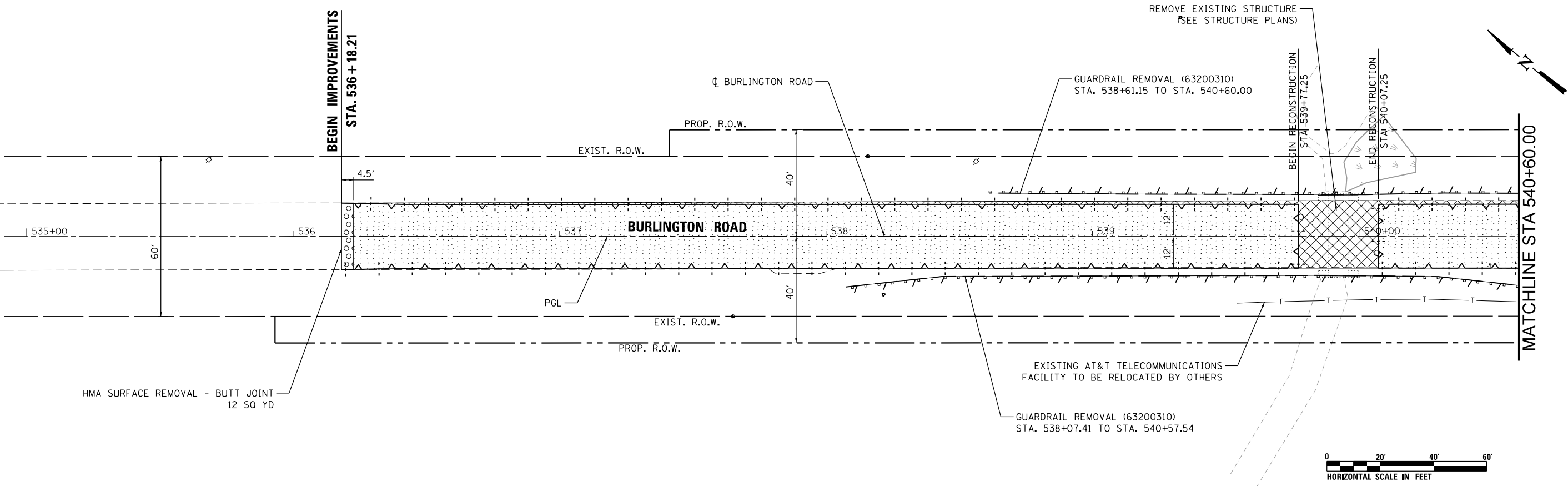
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PLOT SCALE = 20.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
REMOVAL PLAN

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 535+00.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	17



LEGEND

	SAW CUT (FULL DEPTH)
	LINEAR REMOVAL ITEM
	HMA SURFACE REMOVAL, 2" (44000157)
	HMA SURFACE REMOVAL - BUTT JOINT (40600982)
	PAVEMENT REMOVAL (44000100)

FILE NAME = Burlington.p2.rem.02.dgn



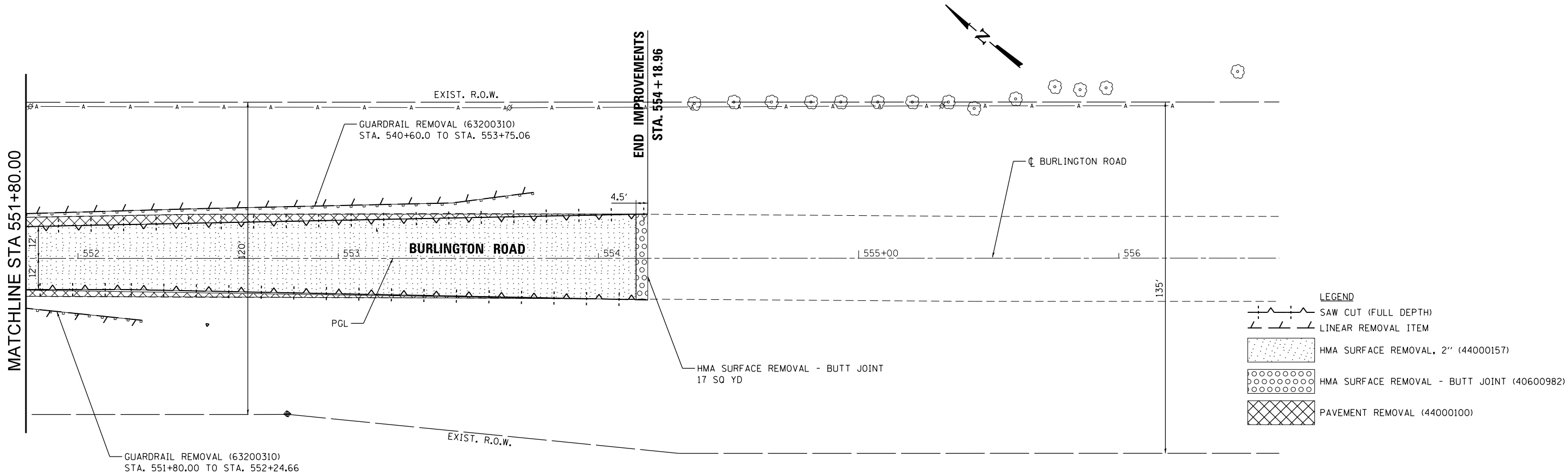
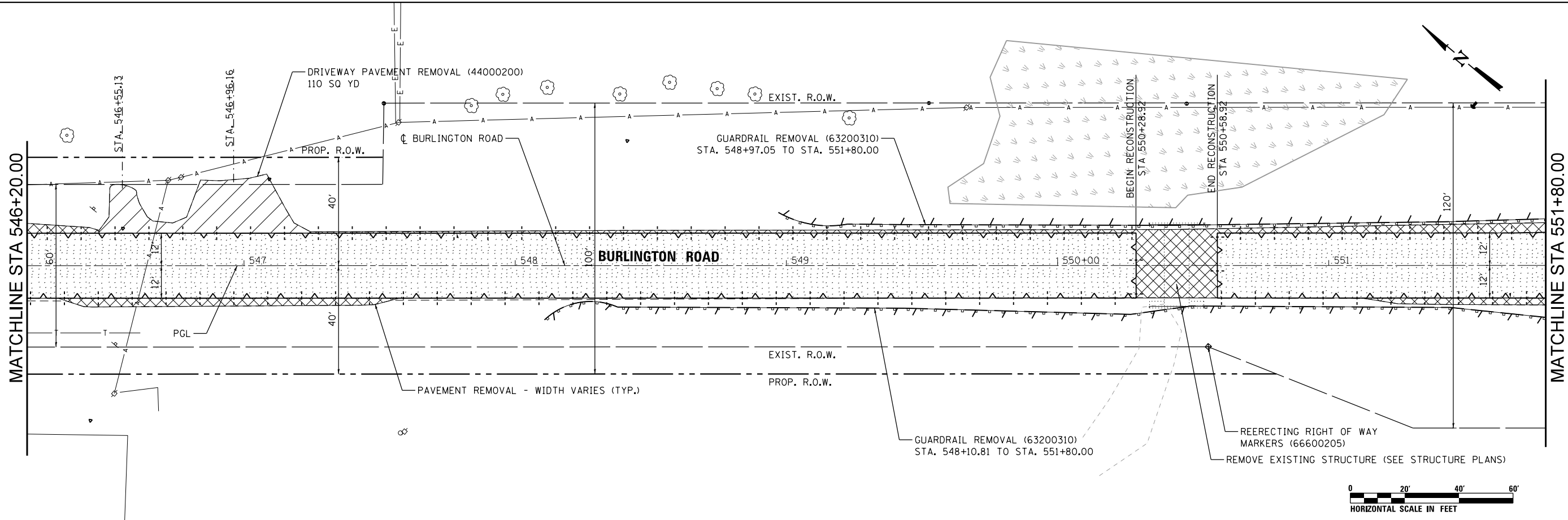
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PLOT DATE = 11/22/2019	CHECKED - JRS	REVISED -
	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
REMOVAL PLAN

SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 546+20.00 TO STA. 557+00.00

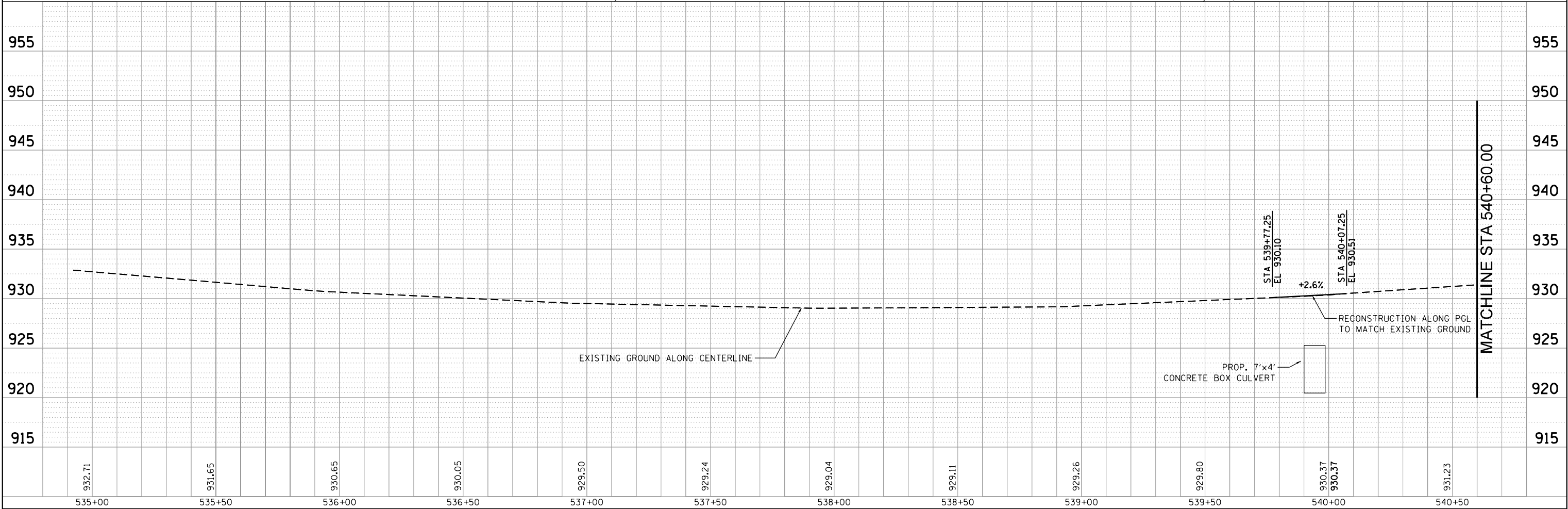
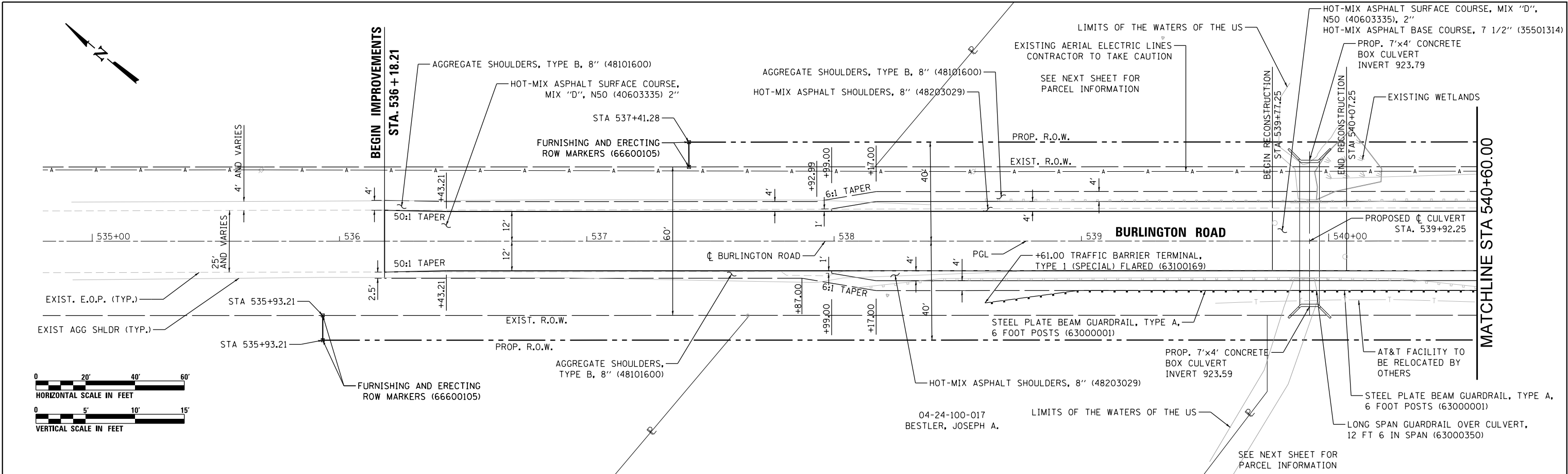
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	18



LEGEND	
	SAW CUT (FULL DEPTH)
	LINEAR REMOVAL ITEM
	HMA SURFACE REMOVAL, 2" (44000157)
	HMA SURFACE REMOVAL - BUTT JOINT (40600982)
	PAVEMENT REMOVAL (44000100)

PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
	CHECKED		
	FILED		
	CADD FILE NAME		

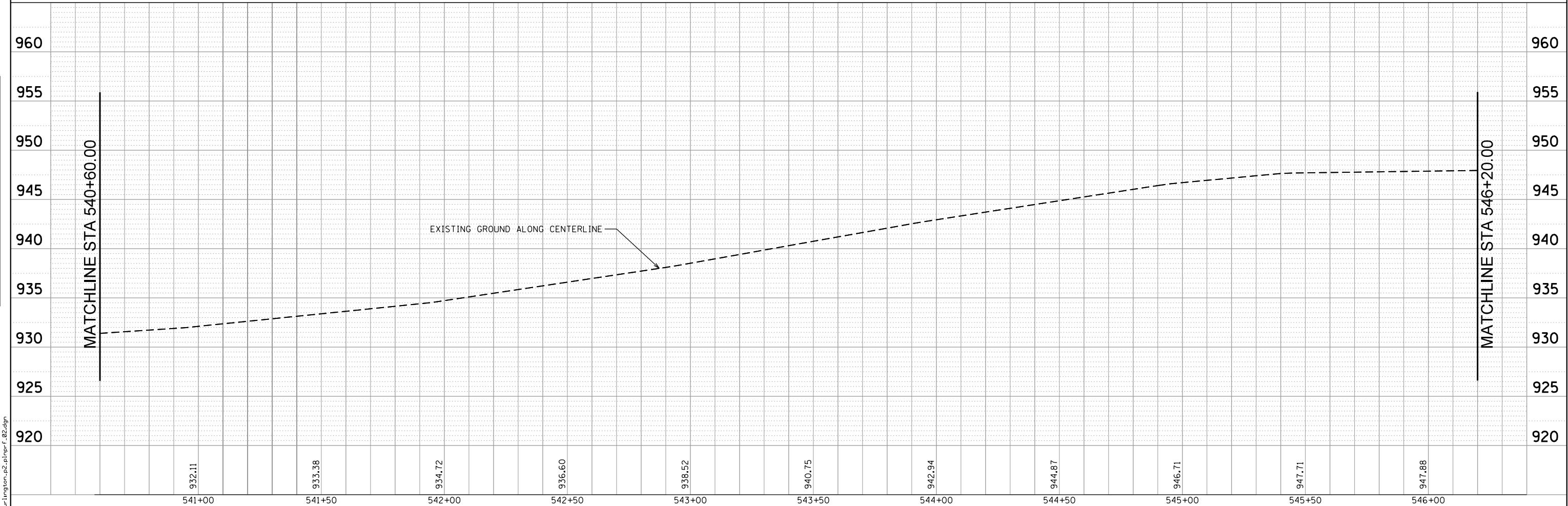
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NO.	PLOTTED		
	CHECKED		
	STRUCTURE		
	NOTATIS CHKD		



	USER NAME = GrgisM	DESIGNED - MJM	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	BURLINGTON ROAD OVER DITCH NO.3 (NORTH AND SOUTH) PLAN AND PROFILE			C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000 ' / in.	DRAWN - MJM	REVISED -					2	14-00437-00-BR	KANE	58	19
	PLOT DATE = 11/22/2019	CHECKED - JRS	REVISED -					CONTRACT NO.				
	DATE - 03/07/2017	REVISED -	ILLINOIS FED. AID PROJECT									
SCALE: 1" = 20'		SHEET 1 OF 4 SHEETS		STA. 535+00.00 TO STA. 540+60.00								

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	APPROVED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		



FILE NAME = Burlington-p2.plt.rpt.02.dgn



USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 20.0000' / 1"	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
PLAN AND PROFILE

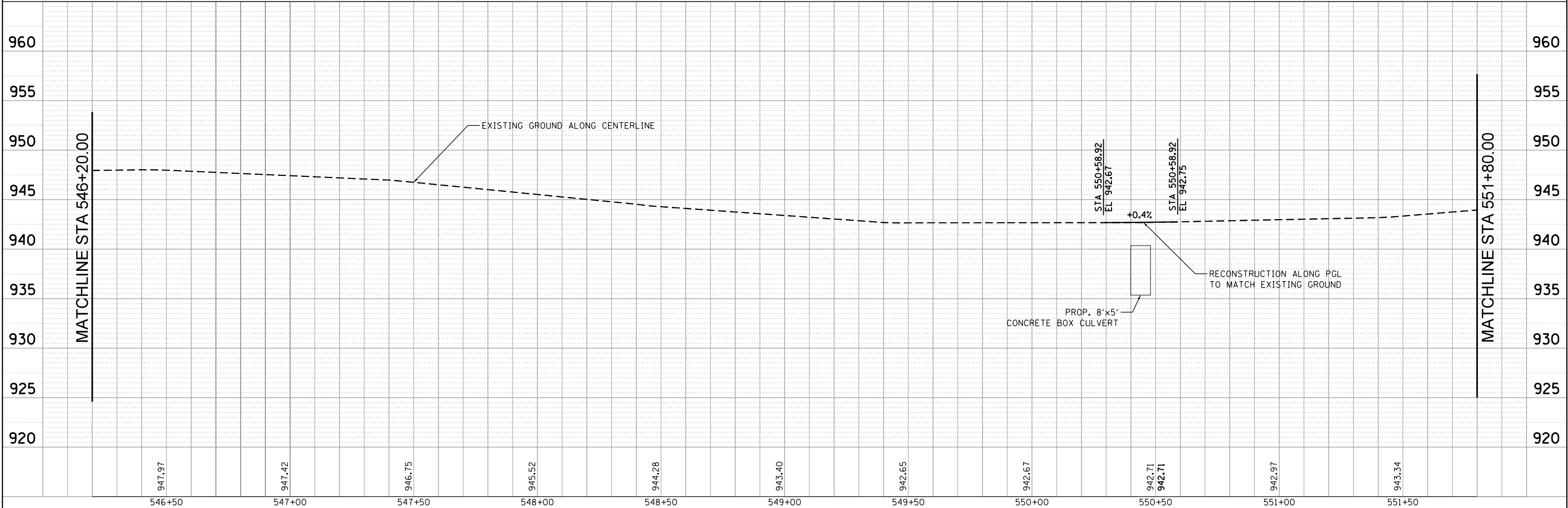
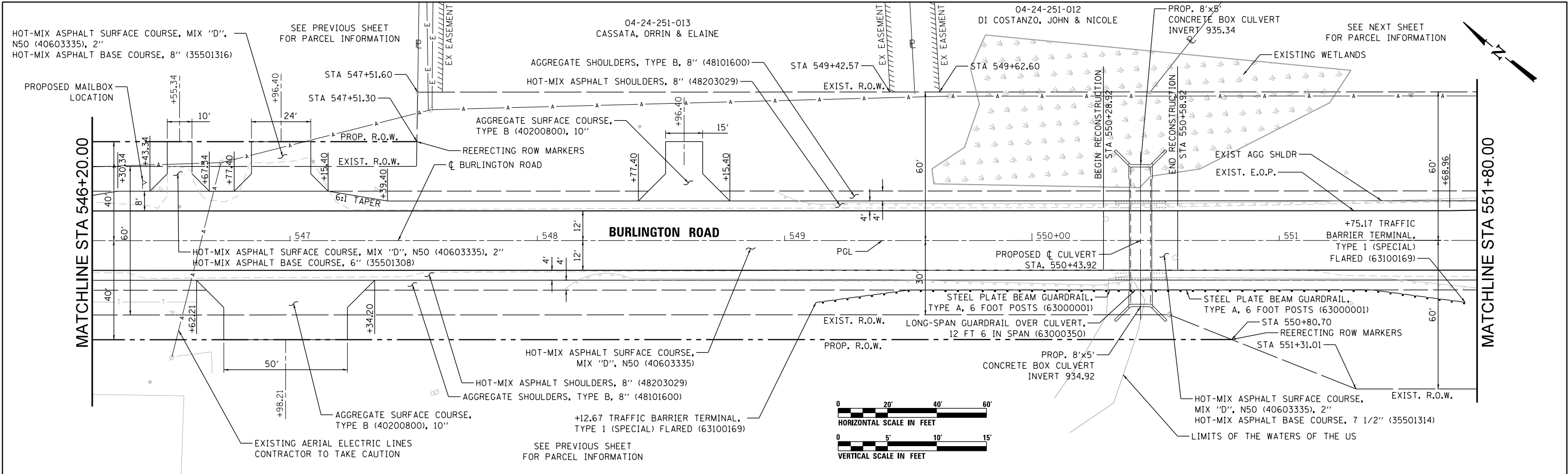
SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 540+60.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	20
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	APPROVED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		

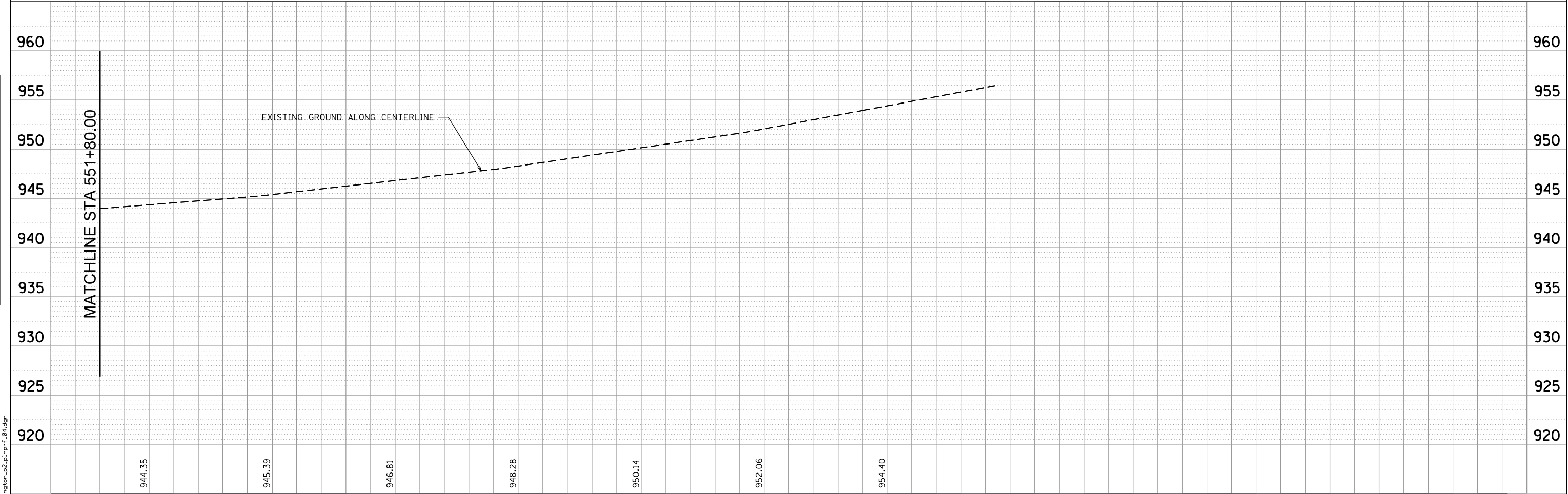
FILE NAME = Burlington-p2.plt.rvt_03.dgn



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	PLOT SCALE = 20.0000 ' / in.	DRAWN - MJM	REVISED -						2	14-00437-00-BR	KANE	58	21
	PLOT DATE = 11/22/2019	CHECKED - JRS	REVISED -		CONTRACT NO.								
	DATE - 03/07/2017	REVISED -	ILLINOIS FED. AID PROJECT										
SCALE: 1" = 20'					SHEET 3 OF 4 SHEETS	STA. 546+20.00 TO STA. 551+80.00							

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	APPROVED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE	NOTATIS CHKD	



FILE NAME = Burlington-p2.plt.rvt_04.dgn



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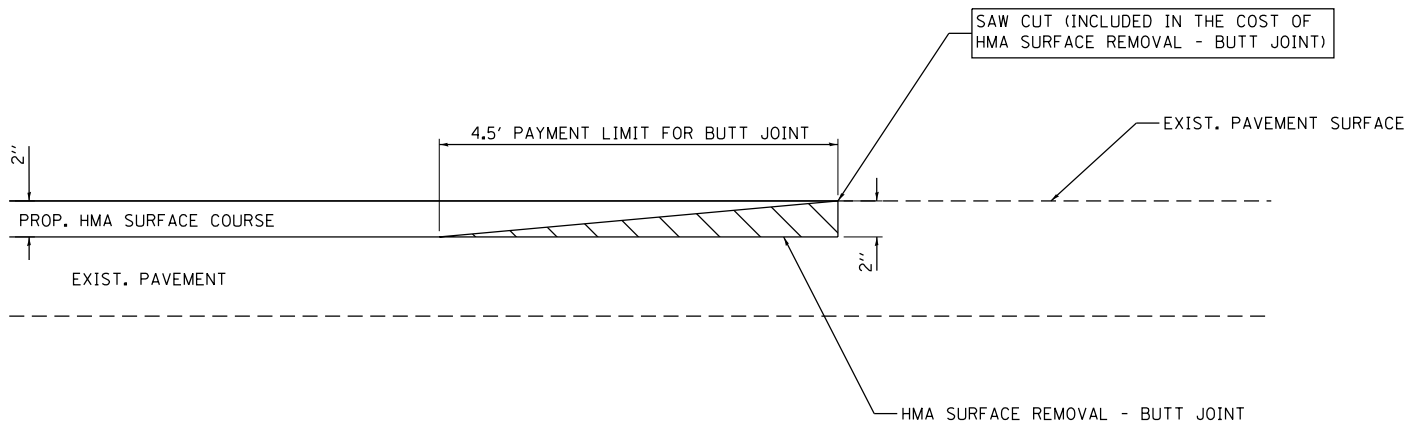
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
PLAN AND PROFILE

SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 551+80.00 TO STA. 555+40.00

C.H. RTE. 2	SECTION 14-00437-00-BR	COUNTY KANE	TOTAL SHEETS 58	SHEET NO. 22
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = Burlington.p2.RoadDrainageDetails.01.dgn



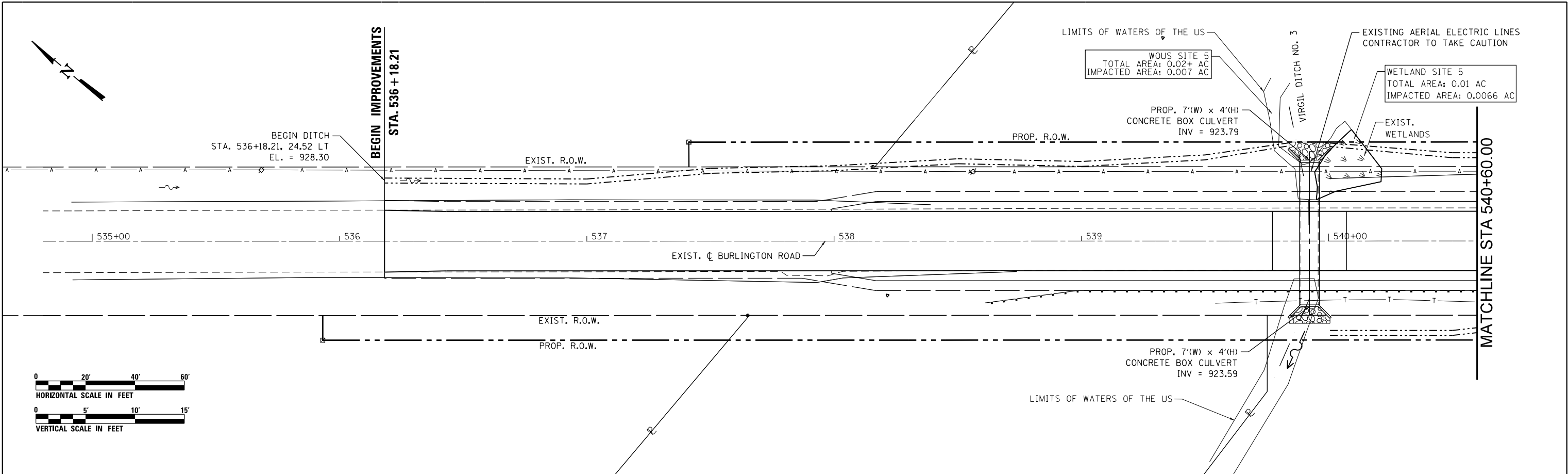
BUTT JOINT AND HMA TAPER

- NOTES:
- 1. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - 2. INSTALLATION AND REMOVAL OF THE 4.5' TEMPORARY RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - 3. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

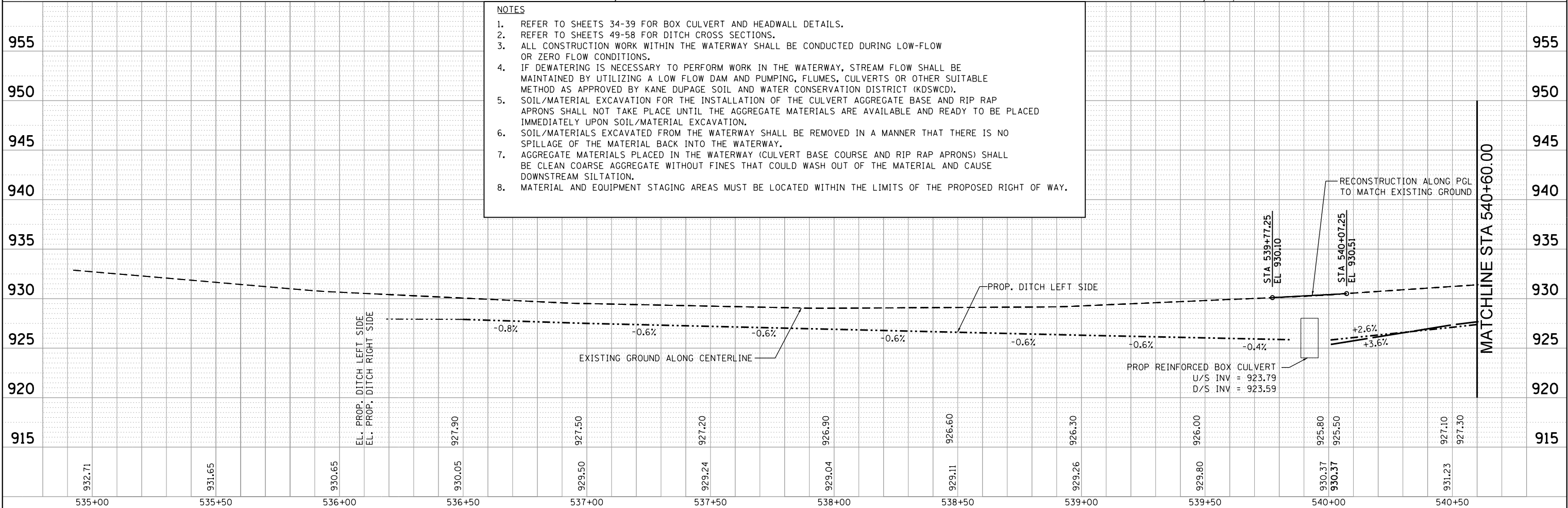
	USER NAME = GrgisM	DESIGNED - MJM	REVISED -	KANE COUNTY DIVISION OF TRANSPORTATION	BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH) ROADWAY DETAILS			C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 5.0000' / in.	DRAWN - MJM	REVISED -					2	14-00437-00-BR	KANE	58	23
	PLOT DATE = 11/22/2019	CHECKED - JRS	REVISED -		SCALE: NA							
		DATE - 03/07/2017	REVISED -		SHEET 1 OF 1 SHEETS			STA. TO STA.				

PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
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	APPROVED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NO.	PLOTTED		
	CHECKED		
	STRUCTURE		
	NOTATIS CHKO		



- NOTES
- REFER TO SHEETS 34-39 FOR BOX CULVERT AND HEADWALL DETAILS.
 - REFER TO SHEETS 49-58 FOR DITCH CROSS SECTIONS.
 - ALL CONSTRUCTION WORK WITHIN THE WATERWAY SHALL BE CONDUCTED DURING LOW-FLOW OR ZERO FLOW CONDITIONS.
 - IF DEWATERING IS NECESSARY TO PERFORM WORK IN THE WATERWAY, STREAM FLOW SHALL BE MAINTAINED BY UTILIZING A LOW FLOW DAM AND PUMPING, FLUMES, CULVERTS OR OTHER SUITABLE METHOD AS APPROVED BY KANE DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD).
 - SOIL/MATERIAL EXCAVATION FOR THE INSTALLATION OF THE CULVERT AGGREGATE BASE AND RIP RAP APRONS SHALL NOT TAKE PLACE UNTIL THE AGGREGATE MATERIALS ARE AVAILABLE AND READY TO BE PLACED IMMEDIATELY UPON SOIL/MATERIAL EXCAVATION.
 - SOIL/MATERIALS EXCAVATED FROM THE WATERWAY SHALL BE REMOVED IN A MANNER THAT THERE IS NO SPILLAGE OF THE MATERIAL BACK INTO THE WATERWAY.
 - AGGREGATE MATERIALS PLACED IN THE WATERWAY (CULVERT BASE COURSE AND RIP RAP APRONS) SHALL BE CLEAN COARSE AGGREGATE WITHOUT FINES THAT COULD WASH OUT OF THE MATERIAL AND CAUSE DOWNSTREAM SILTATION.
 - MATERIAL AND EQUIPMENT STAGING AREAS MUST BE LOCATED WITHIN THE LIMITS OF THE PROPOSED RIGHT OF WAY.



USER NAME = Riemann	DESIGNED - ZSC	REVISED -
	DRAWN - ZSC	REVISED -
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PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

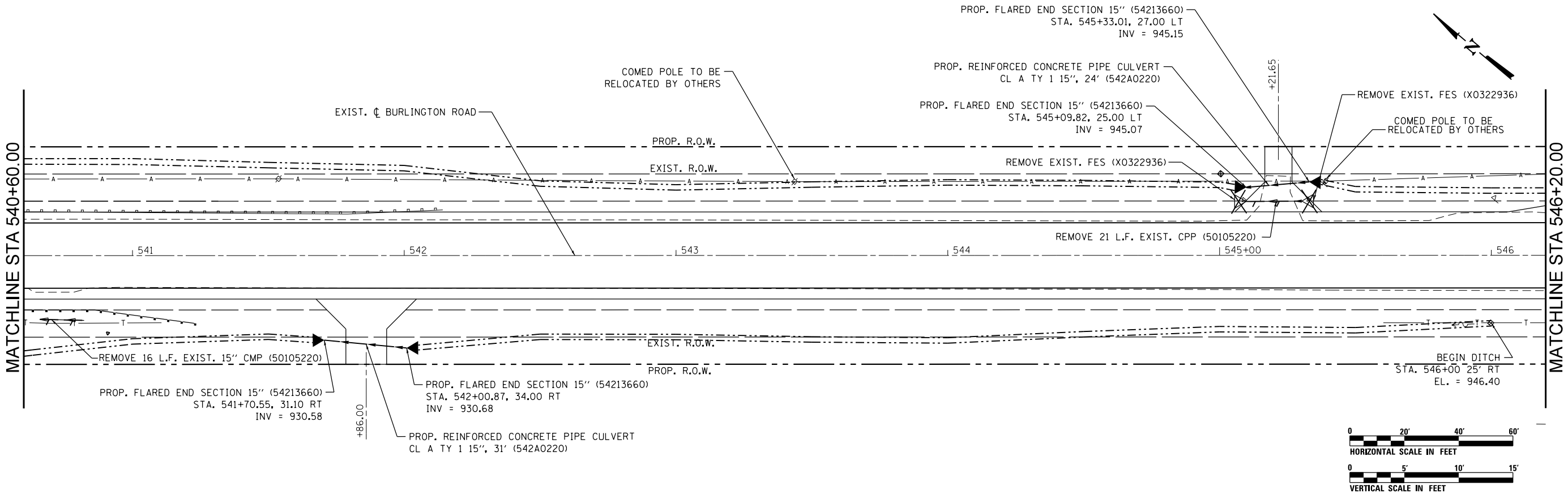
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
DRAINAGE PLAN & PROFILE

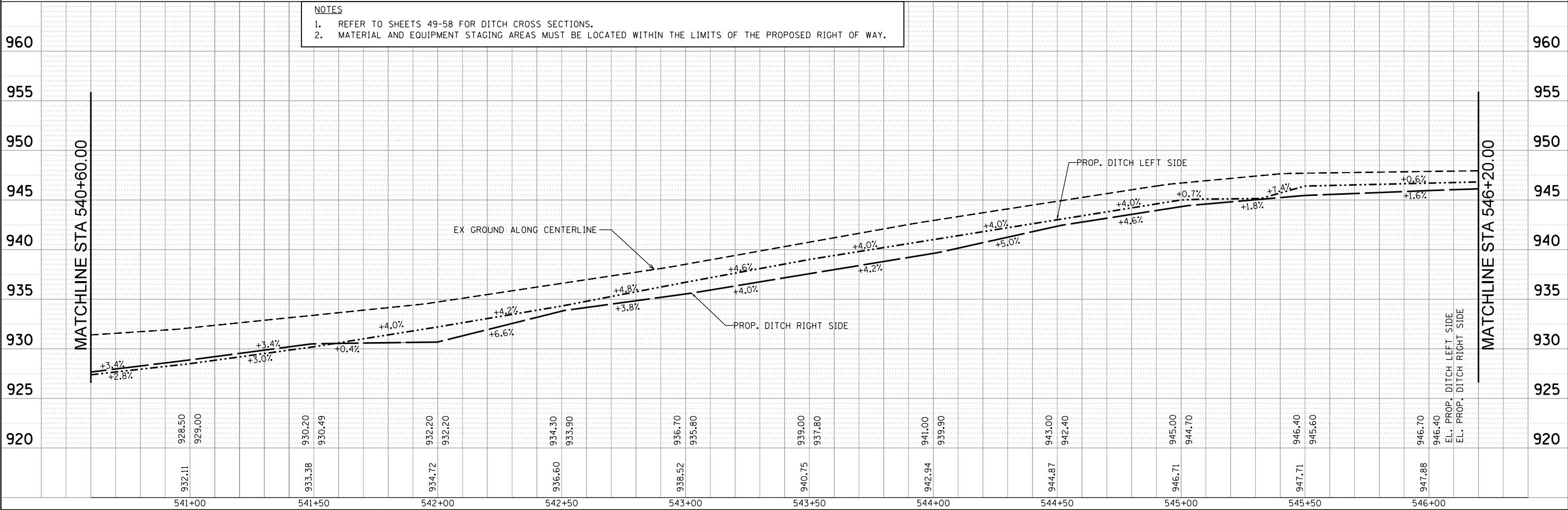
SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 535+00.00 TO STA. 540+60.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	24
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	FILED		
	CADD FILE NAME		



PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	FILED		
	STRUCTURE NOTATION CHKD		



FILE NAME = Burlington-p2.drain.02.dgn



USER NAME = RiemannA	DESIGNED - ZSC	REVISED -
	DRAWN - ZSC	REVISED -
PLOT SCALE = 20.0000' / 1" IN.	CHECKED - JIF	REVISED -
PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
DRAINAGE PLAN & PROFILE

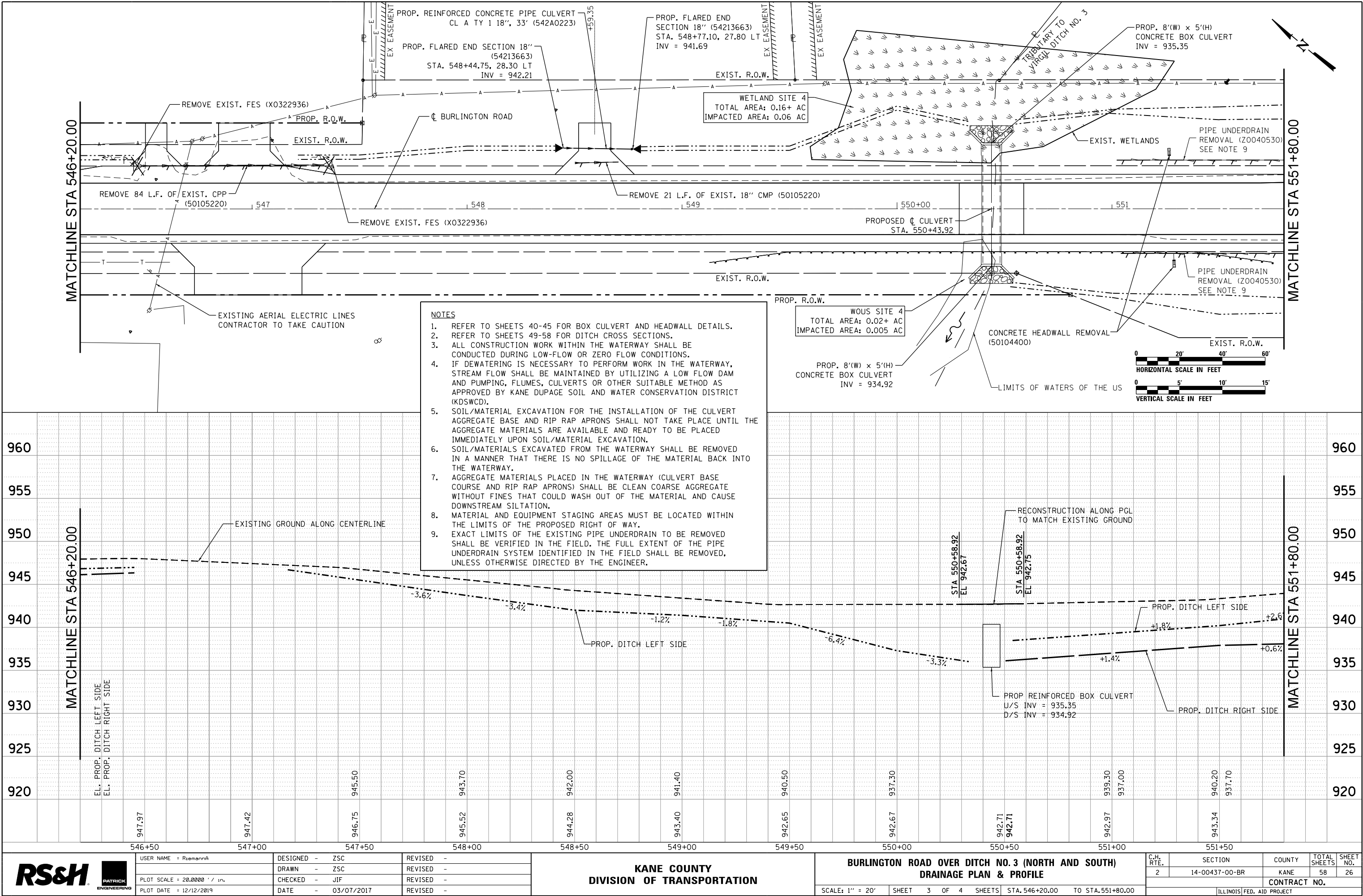
SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 540+60.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	25
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	FILED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	FILED		
	NOTATIS CHKD		

FILE NAME = Burlington-p2.drain-03.dgn



USER NAME = RiemannA	DESIGNED - ZSC	REVISED -
	DRAWN - ZSC	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JIF	REVISED -
PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

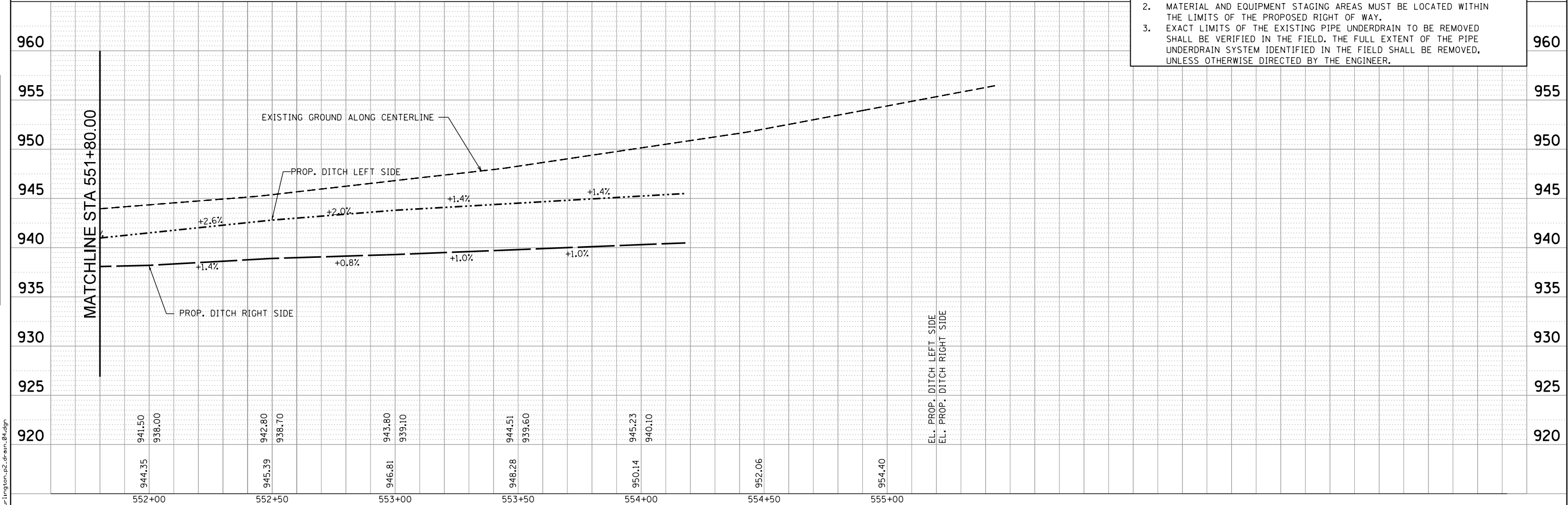
**BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
DRAINAGE PLAN & PROFILE**

SCALE: 1" = 20' SHEET 3 OF 4 SHEETS STA. 546+20.00 TO STA. 551+80.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	26
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
	CHECKED		
	APPROVED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NO.	GRADES CHECKED		
	STRUCTURE		
	NOTATIS CHKD		



FILE NAME = Burlington-p2.drain-04.dgn



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	DRAWN - ZSC	REVISED -
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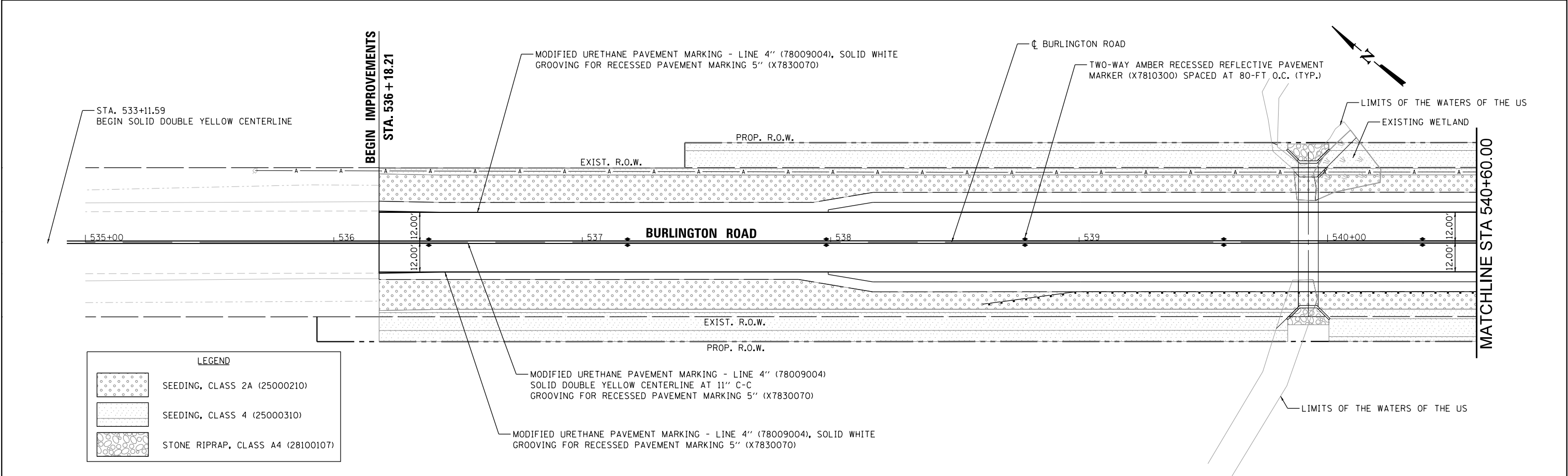
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
DRAINAGE PLAN & PROFILE

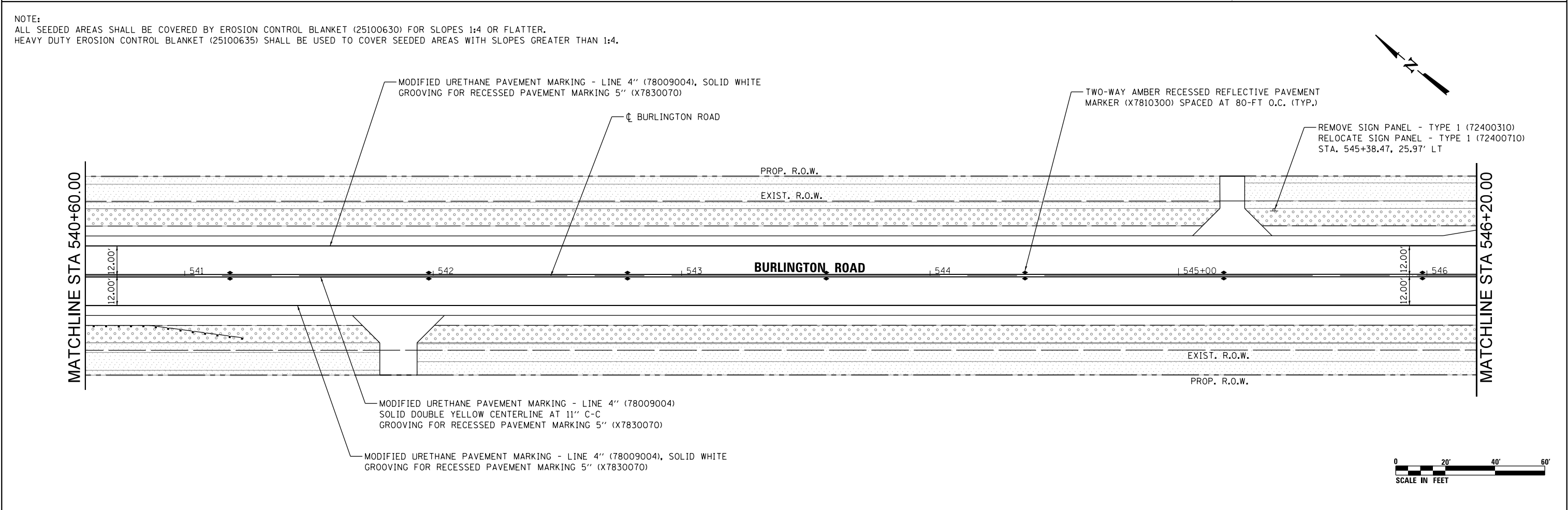
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C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	27
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

FILE NAME = Bur-Ington-p2_PML_01.dgn



NOTE:
ALL SEEDED AREAS SHALL BE COVERED BY EROSION CONTROL BLANKET (25100630) FOR SLOPES 1:4 OR FLATTER.
HEAVY DUTY EROSION CONTROL BLANKET (25100635) SHALL BE USED TO COVER SEEDED AREAS WITH SLOPES GREATER THAN 1:4.



USER NAME = GrgisM	DESIGNED - MJM	REVISED -
	DRAWN - MJM	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JRS	REVISED -
PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER DITCH NO.3 (NORTH AND SOUTH)
PAVEMENT MARKING AND LANDSCAPING PLAN

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. 535+00.00 TO STA. 546+20.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	28

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RS&H

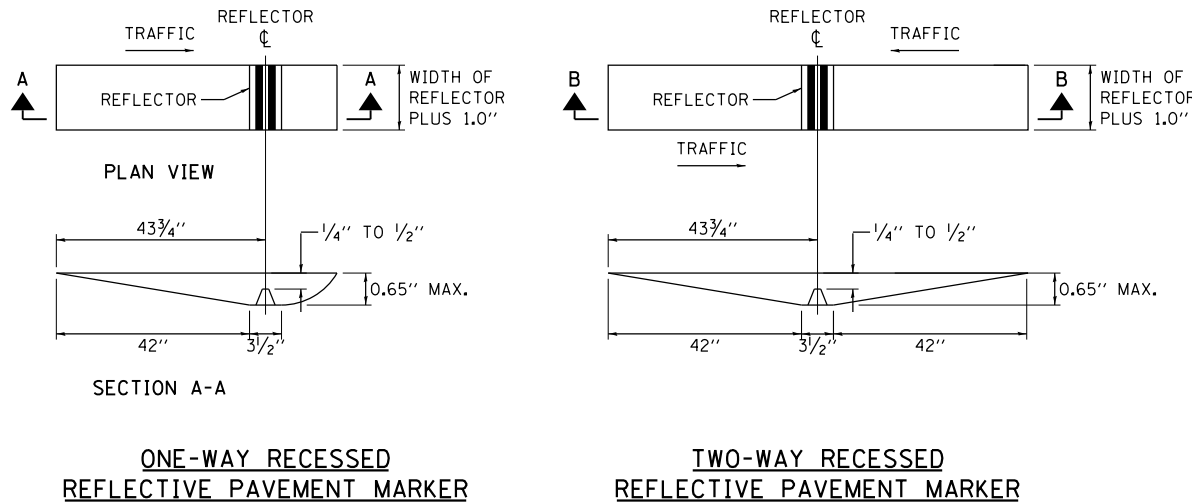
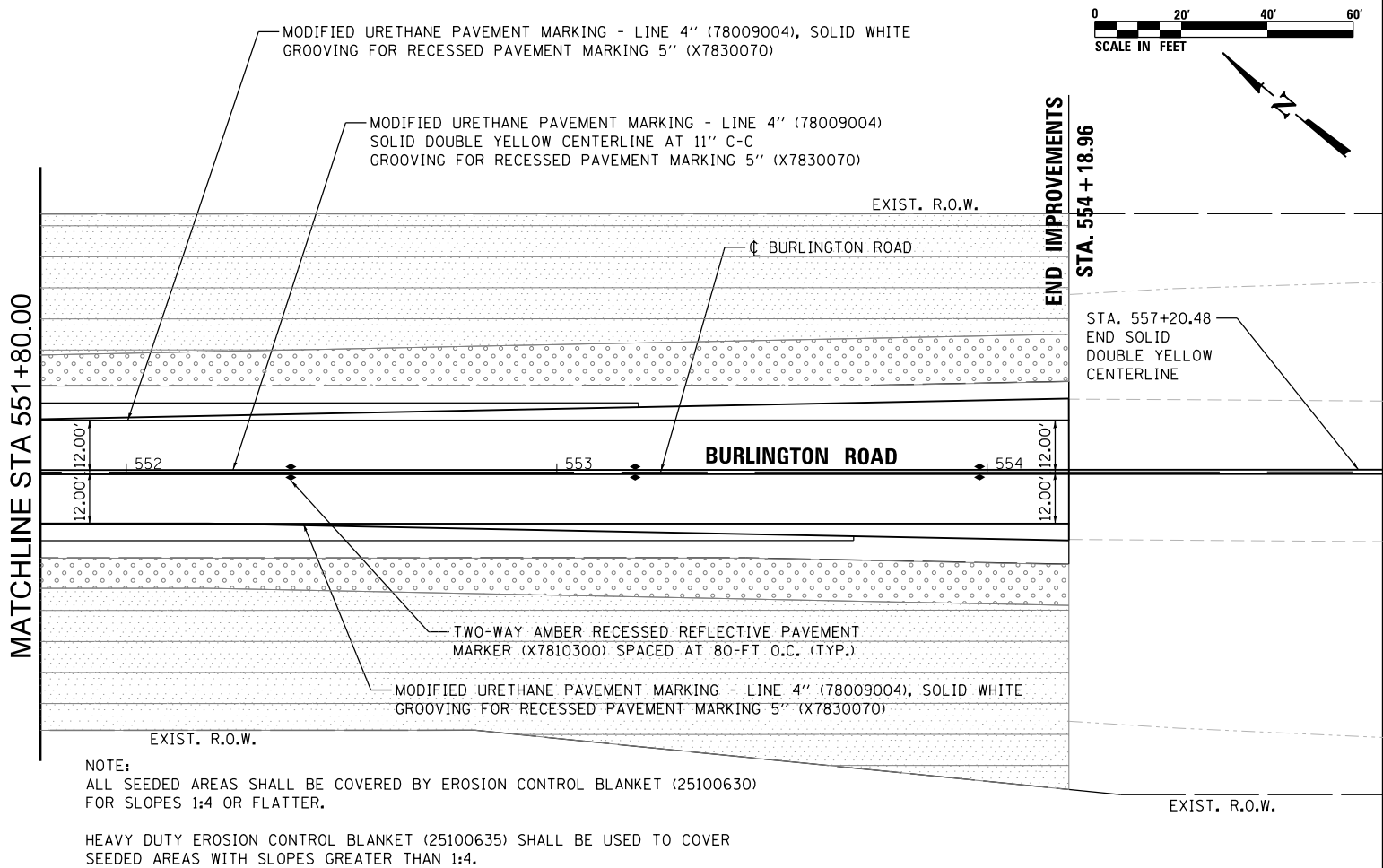
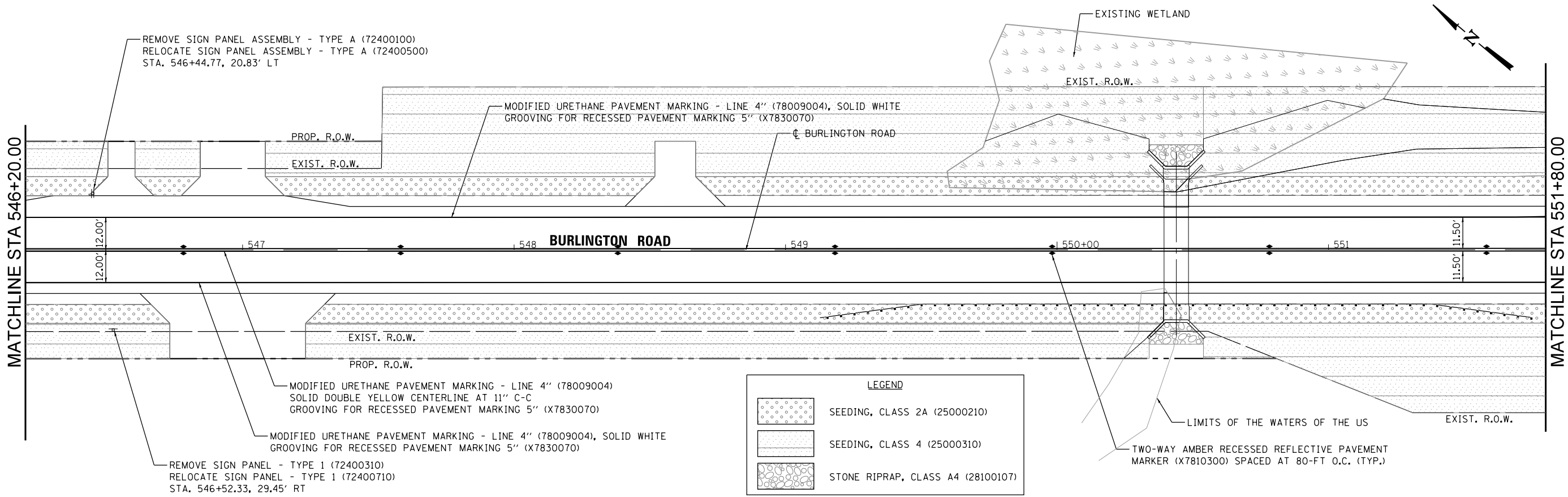
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PLOT DATE = 11/22/2019	DATE - 03/07/2017	REVISED -

**KANE COUNTY
DIVISION OF TRANSPORTATION**

**BURLINGTON ROAD OVER DITCH NO.3 (NORTH AND SOUTH)
PAVEMENT MARKING AND LANDSCAPING PLAN**

SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. 546+20.00 TO STA. 556+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	29



RECESSED REFLECTIVE PAVEMENT MARKERS

3M 190 SERIES PAVEMENT MARKER RELECTOR &
MARKER ONE SERIES R100 REFLECTOR HOLDER

GENERAL NOTES:

- INSTALLATION SHALL CONFORM TO THE LATEST VERSION OF DISTRICT ONE DETAL TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTENT) FOR MARKER REPLACEMENT ONLY.
- ANY REFERENCE TO RAISED REFLECTIVE PAVEMENT MARKER IN DISTRICT ONE DETAIL TC11 SHALL BE INTERPRETED TO MEAN RECESSED REFLECTIVE PAVEMENT MARKERS.

INSTALLATION NOTES:

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

FILE NAME = Bur-Ington-p2.EC-Notes.dgn

SUGGESTED CONSTRUCTION SEQUENCING (EACH SIDE)

1. INSTALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES INCLUDING PERIMETER EROSION BARRIER.
2. PERFORM CLEARING AND GRUBBING OPERATIONS.
3. PERFORM ROADWAY DEMOLITION.
4. DIVERT FLOW AROUND EXISTING CULVERT STRUCTURE.
5. REMOVE EXISTING PIPE CULVERT. CONSTRUCT PROPOSED CULVERT STRUCTURE.
6. DIVERT FLOW INTO PROPOSED CULVERT STRUCTURE.
8. BEGIN EARTHWORK AND DITCH SHAPING. INSTALL TEMPORARY DITCH CHECKS UPON COMPLETION.
9. COMPLETE PROPOSED ROADWAY IMPROVEMENTS INCLUDING PAVING AND SHOULDERS.
10. PERFORM FINAL EARTHWORK AND INSTALL TOPSOIL, EROSION CONTROL BLANKET AND SEEDING.

NOTE: SUGGESTED CONSTRUCTION SEQUENCING IS PROVIDED FOR REFERENCE ONLY. THE CONTRACTOR MAY ALTER SEQUENCING AS APPROVED BY THE ENGINEER.

CONTRACTOR CERTIFICATION STATEMENT

“I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.”

SIGNED

SUGGESTED CONSTRUCTION SEQUENCING FOR IN-STREAM WORK

1. WORK WITHIN VIRGIL DITCH SHOULD BE TIMED TO TAKE PLACE DURING LOW OR NO FLOW CONDITIONS. LOW FLOW CONDITIONS ARE FLOW AT OR BELOW THE NORMAL WATER ELEVATION.
2. THE PLAN WILL BE DESIGNED TO ALLOW FOR THE CONVEYANCE OF THE 2-YEAR PEAK FLOW PAST THE WORK AREA WITHOUT OVERTOPPING THE COFFERDAM. THE CORPS HAS THE DISCRETION TO REDUCE THIS REQUIREMENT IF DOCUMENTED BY THE APPLICANT TO BE INFEASIBLE OR UNNECESSARY.
3. WATER SHALL BE ISOLATED FORM THE IN-STREAM WORK AREA USING A COFFERDAM CONSTRUCTED OF NON-ERODIBLE MATERIALS (STEEL SHEETS, AQUA BARRIERS, RIP RAP AND GEOTEXTILE LINER, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE. EXACT MEANS AND METHODS SHOULD BE DISCUSSED DURING A SHEDULED-PRE-CONSTRUCTION MEETING.
4. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER FLOWING WATER AT ANY TIME. IF THE INSTALLATION OF THE COFFERDAM CANNOT BE COMPLETED FROM SHORE AND ACCESS IS NEEDED TO REACH THE AREA TO BE COFFERED, OTHER MEASURES, SUCH AS THE CONSTRUCTION OF A CAUSEWAY, WILL BE NECESSARY TO ENSURE THAT EQUIPMENT DOES NOT ENTER THE WATER. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
5. IF BYPASS PUMPING IS NECESSARY, THE INTAKE HOSE SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM ENTERING THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINIG THE STREAM FLOW AND SHALL NOT CAUSE EROSION. FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS THE BYPASS WATER HAS BECOME SIDIMENT-LADEN AS A RESULT OF THE CURRENT CONSTRUCTION ACTIVITIES.
6. DURING DEWATERING OF THE COFFERED WORK AREA, ALL SEDIMENT-LADEN WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS SYSTEMS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. A STABILIZED CONVEYANCE FROM THE DEWATERING DEVICE TO THE WATERWAY MUST BE IDENTIFIED IN THE PLAN. DISCHARGED WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
8. THE AREA FROM THE TOE TO THE TOP OF THE SIDE SLOPE SHALL BE TEMPORARILY STABILIZED DURING CONSTRUCTION TO REDUCE THE POTENTIAL FOR EROSION. ALL AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO PROPOSED CONDITIONS AND FULLY STABILIZED PRIOR TO ACCEPTING FLOWS.

EROSION STABILIZATION MEASURES SCHEDULE

STABILIZATION TYPE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
SEEDING CLASS 2A (SALT TOLERANT ROADSIDE)				/	/	/			/	/	/		200 LB/ACRE
SEEDING CLASS 4 (NATIVE GRASS)					/	/				/	/		83 LB/ACRE
SEEDING CLASS 7 (TEMPORARY TURF COVER)				/	/	/			/	/	/		114 LB/ACRE
EROSION CONTROL BLANKET TEMP. PROTECTIVE BLANKET				/	/	/			/	/	/		



USER NAME = GrgisM

DESIGNED - MJM

REVISED -

DRAWN - MJM

REVISED -

PLOT SCALE = 10.0000' / in.

CHECKED - JRS

REVISED -

PLOT DATE = 11/22/2019

DATE - 03/07/2017

REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO.3 (NORTH AND SOUTH)
EROSION CONTROL PLAN

SCALE: NA

SHEET 1

OF 4

SHEETS

STA.

TO STA.

C.H.
RTE.

2

SECTION

14-00437-00-BR

COUNTY

KANE

TOTAL
SHEETS

58

SHEET
NO.

30

FILE NAME = Bur-Lington-p2.EC.01.dgn



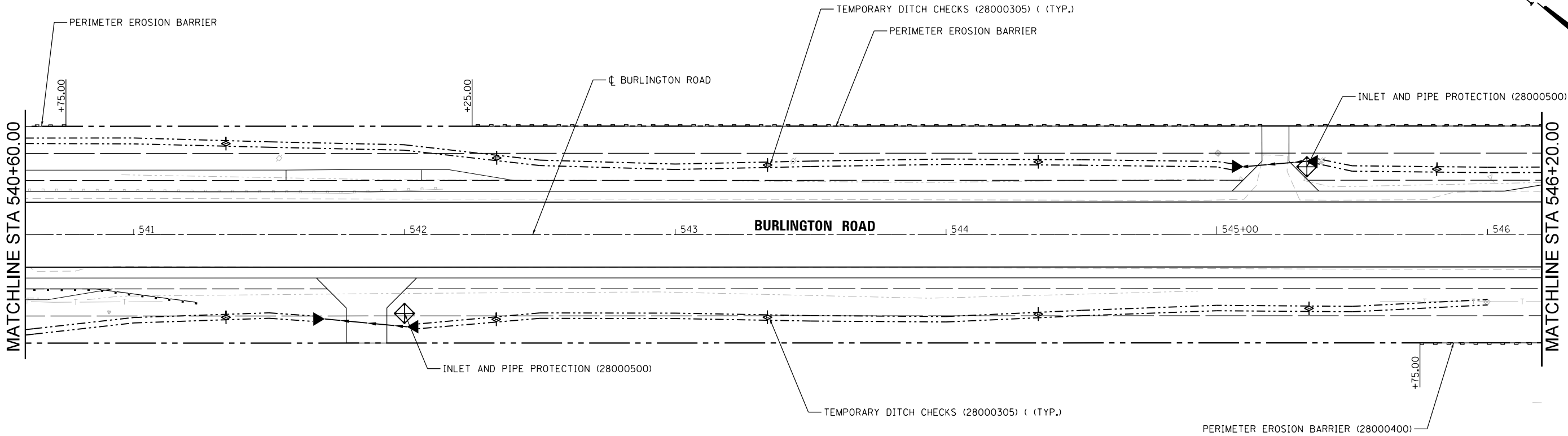
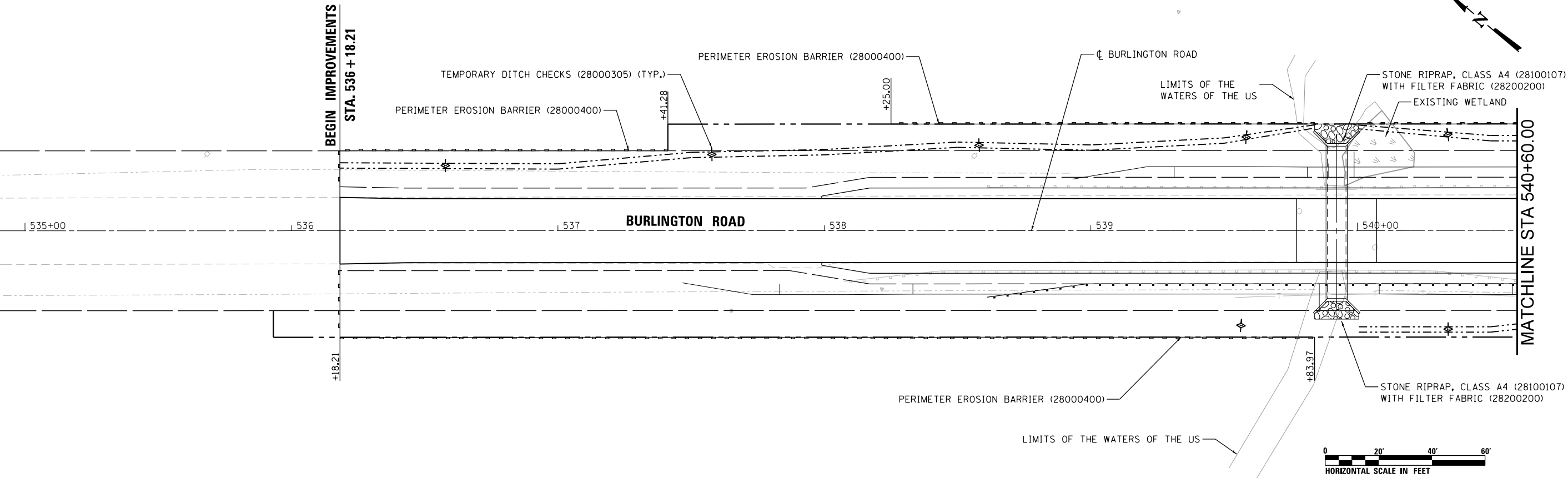
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KANE COUNTY
DIVISION OF TRANSPORTATION

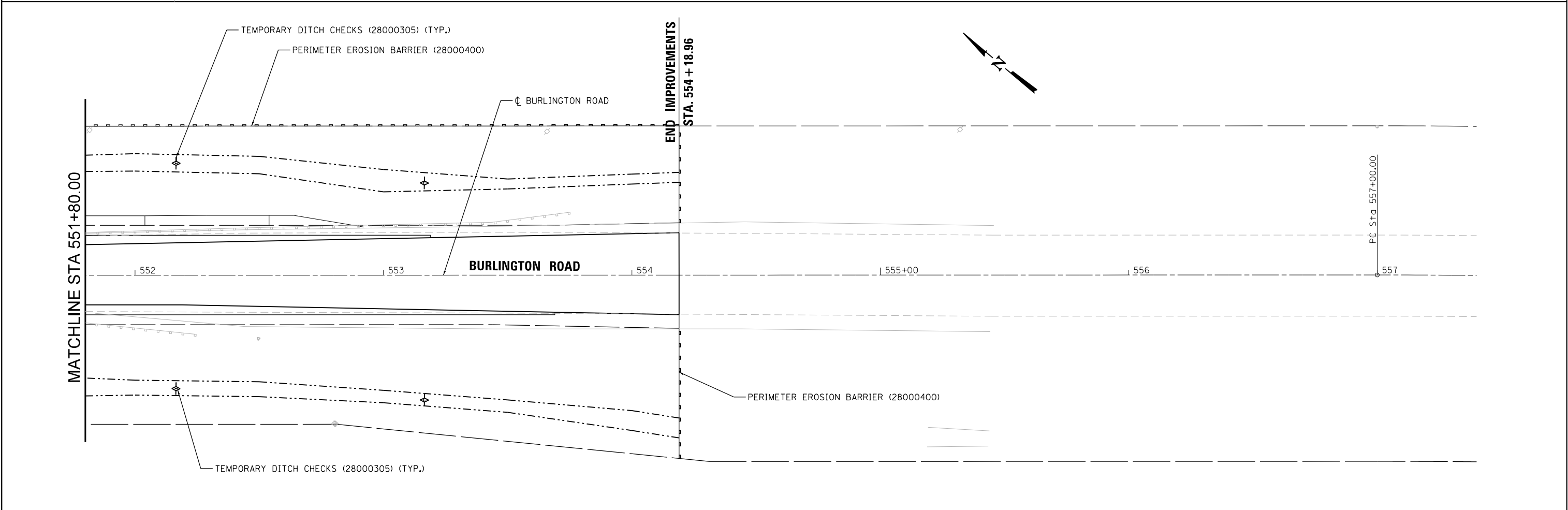
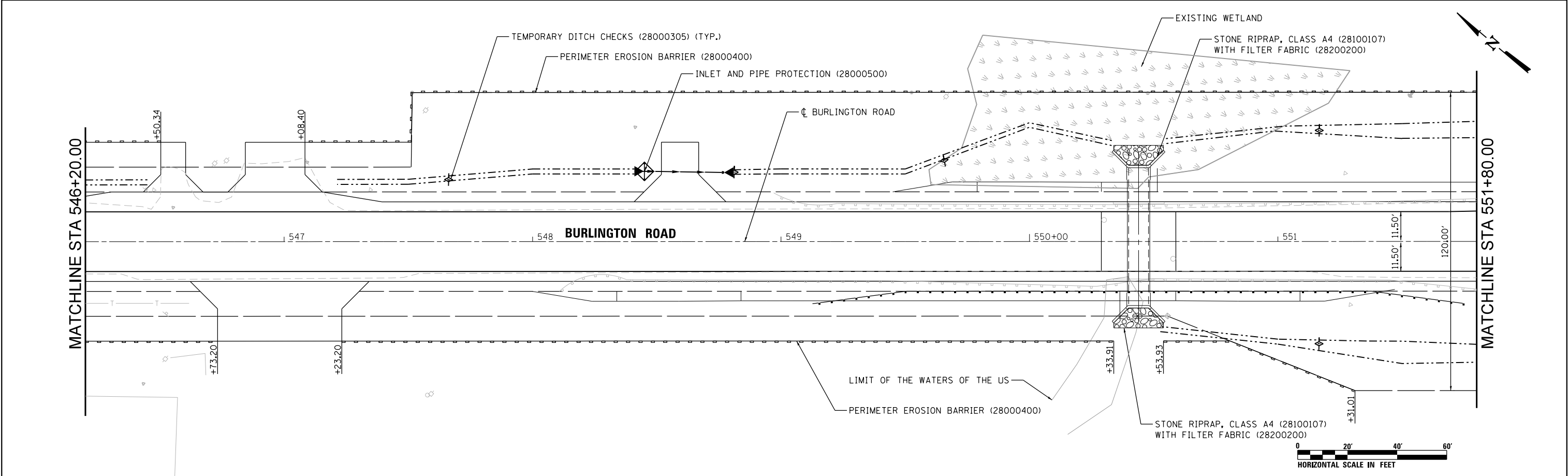
BURLINGTON ROAD OVER DITCH NO. 3 (NORTH AND SOUTH)
EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. TO STA.

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	31

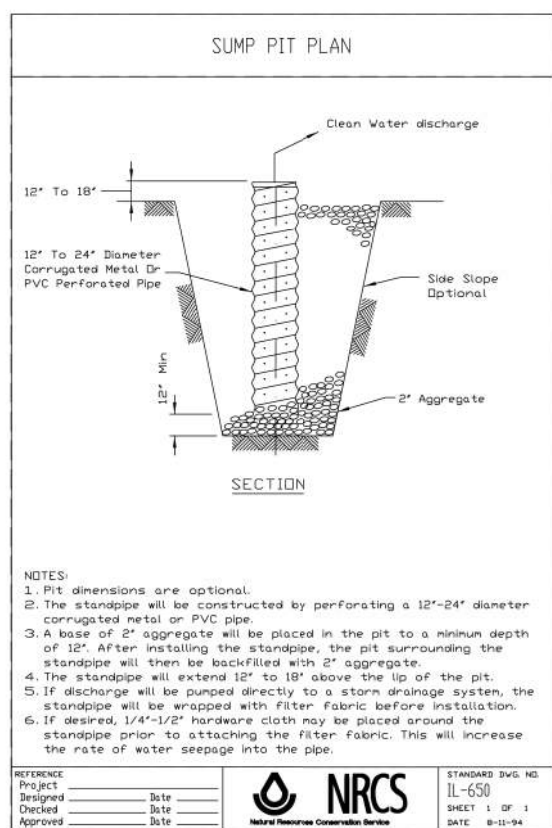
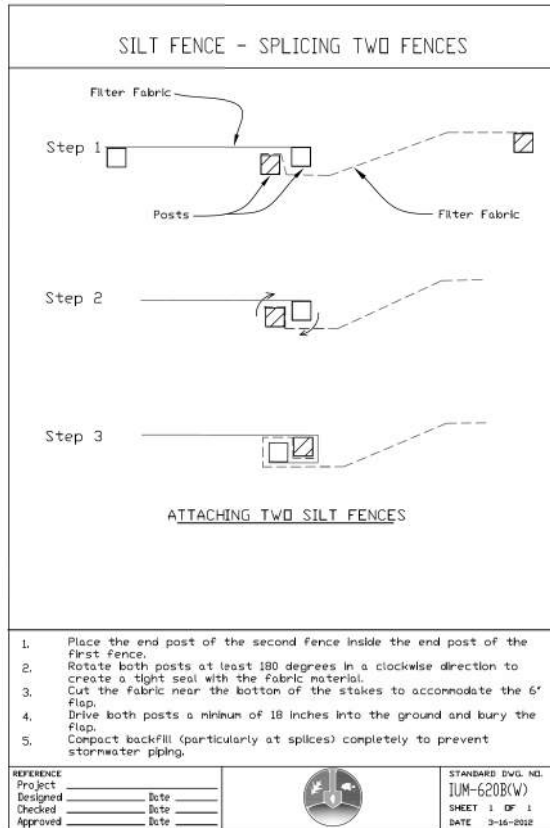
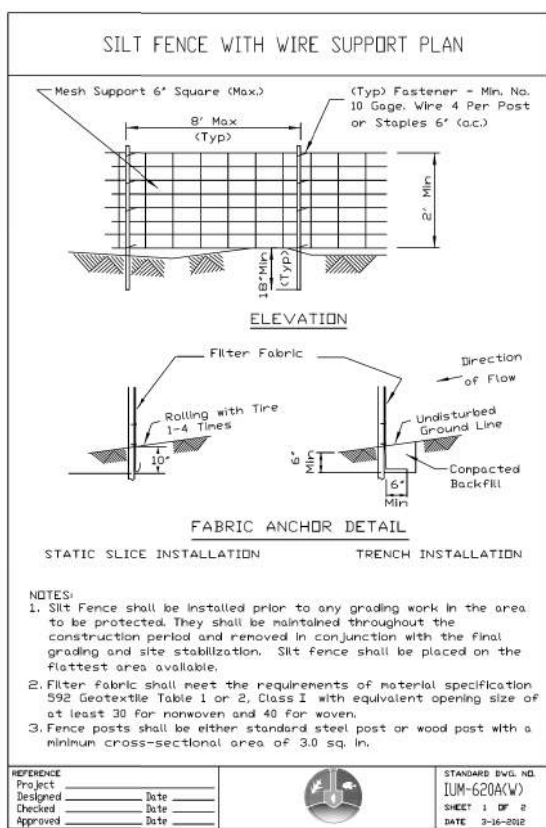
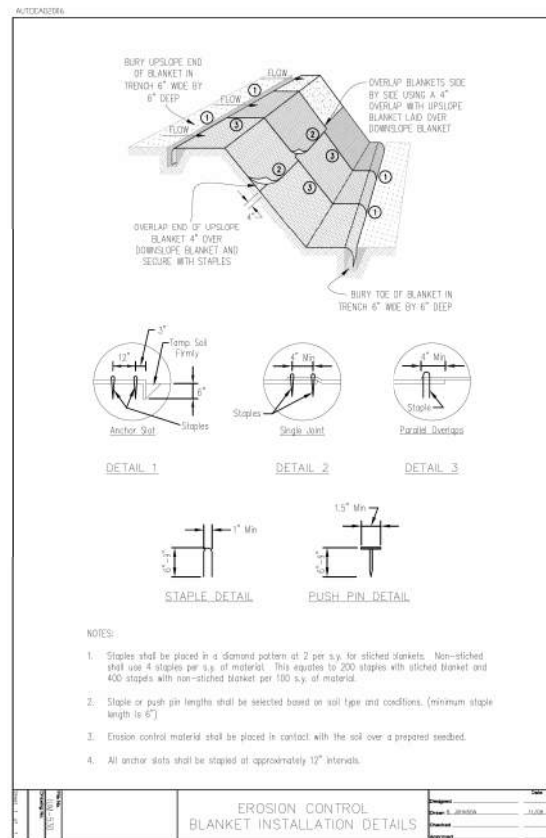


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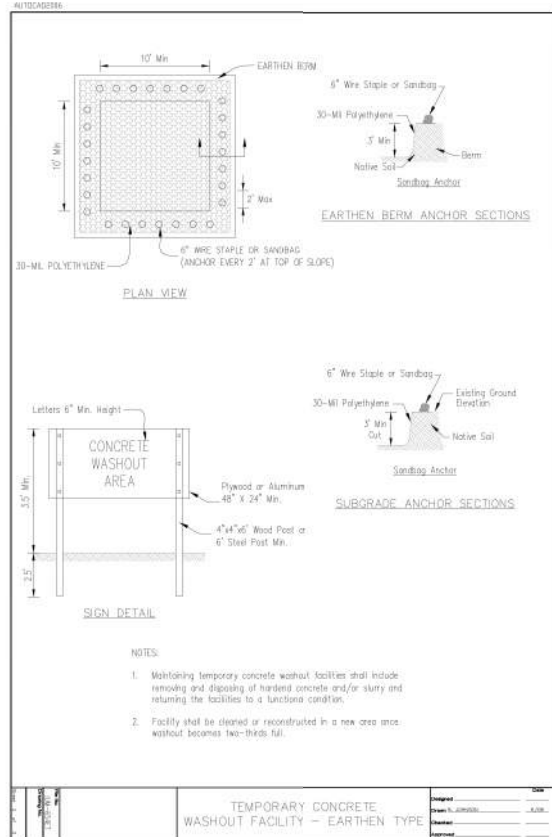
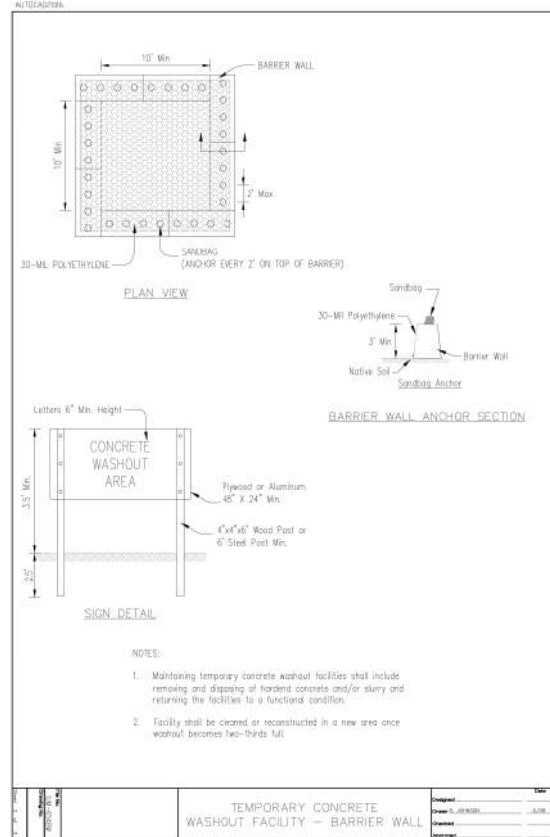
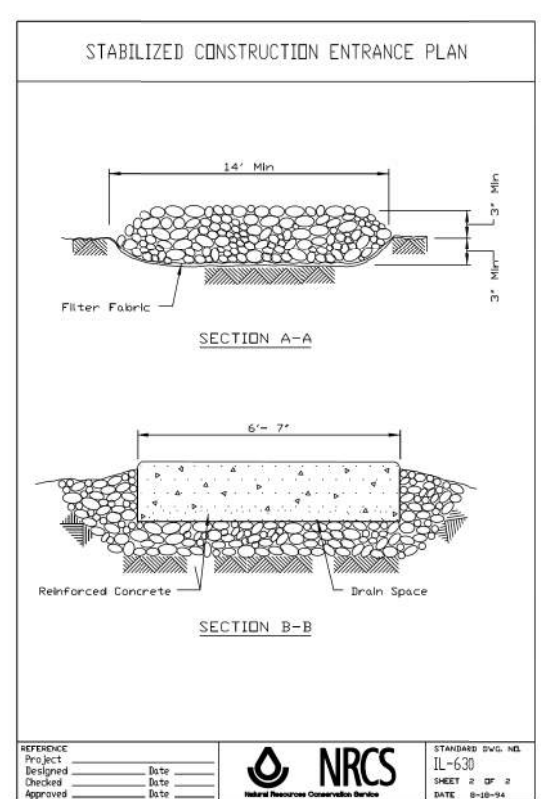
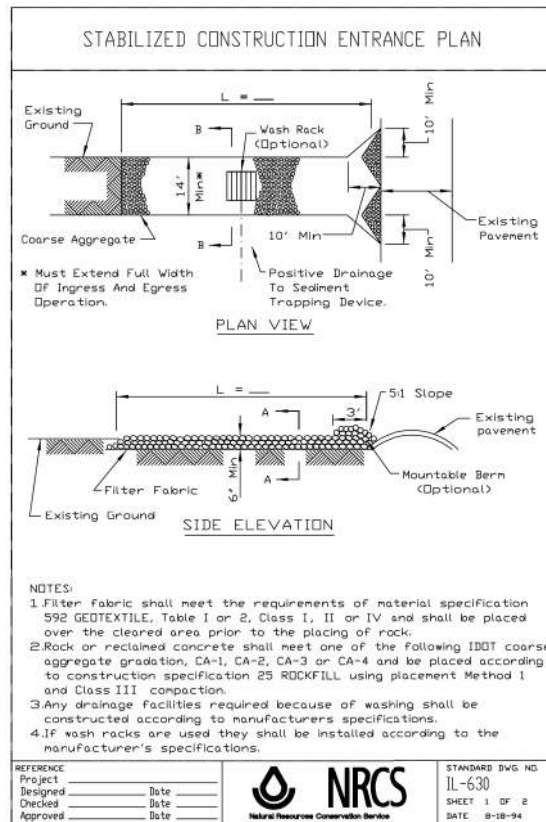


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	PLOT DATE = 12/12/2019	CHECKED - JRS	REVISED -									
		DATE - 03/07/2017	REVISED -									
					SCALE: 1" = 20'	SHEET 3 OF 4 SHEETS	STA.	TO STA.				

STOCKPILES OF SOIL AND OTHER BUILDING MATERIALS TO REMAIN IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURE (I.E. PERIMETER SILT FENCE). STOCKPILES, NOT BEING ACTIVELY WORKED AND TO REMAIN IN PLACE FOR 14 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING. STOCKPILES SHOULD NOT BE LOCATED IN WETLANDS OR FLOODPLAIN AREAS UNLESS ADDITIONAL PROTECTION IS PROVIDED.



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



Bench Mark: Iron rod with yellow cap 28.55' right at Station 540+90.92. Elevation 929.29.

Existing Structure: Concrete box culvert 3' x 6' x 31'-4" long, constructed in 1925. Staged construction will be utilized.

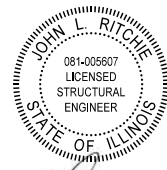
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INDEX OF SHEETS

- 1 - General Plan
- 2 - General Data
- 3 & 4 - Culvert Details
- 5 - Bar Splicer Details
- 6 - Boring Logs

WATERWAY INFORMATION

Drainage Area = 0.18 sq. mi. Low Grade Elev. 929.05 @ Sta. 537+92.00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.	Exist.	Prop.	Exist.
Design	10	35	9.54	10.50	926.52	0.00	-0.01	926.36	926.51
Base	30	63	11.22	12.18	926.80	0.55	-0.05	927.19	926.77
Overtopping	100	118	13.80	14.64	927.21	1.53	0.94	928.60	928.18
Max. Calc.	500	140	13.98	14.58	927.20	2.22	1.39	929.32	928.59



John L. Ritchie

Expires: 11/30/2020

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition and 2015 Interims

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi

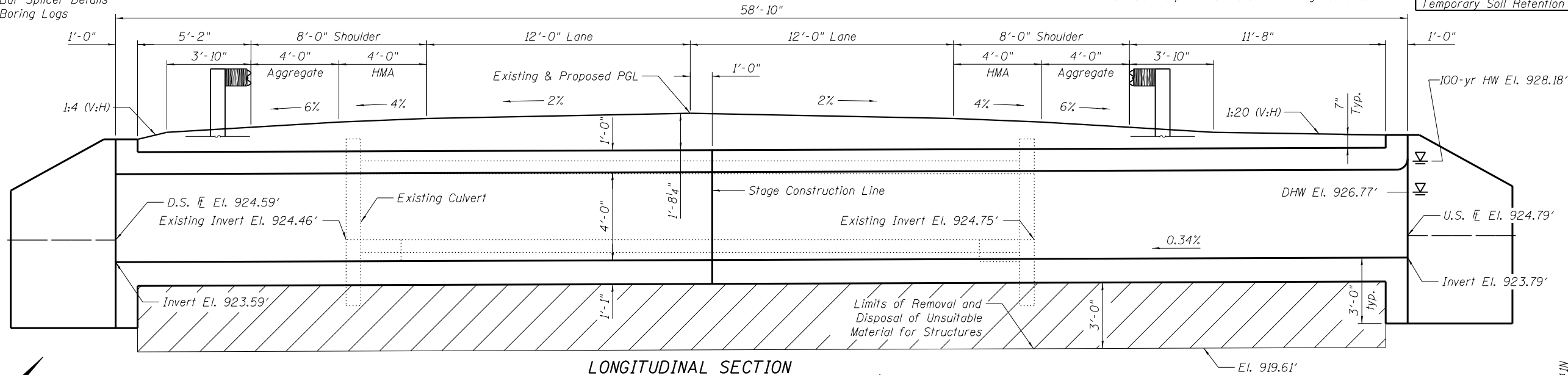
$f_y = 60,000$ psi (Reinforcement)

LOADING HL-93

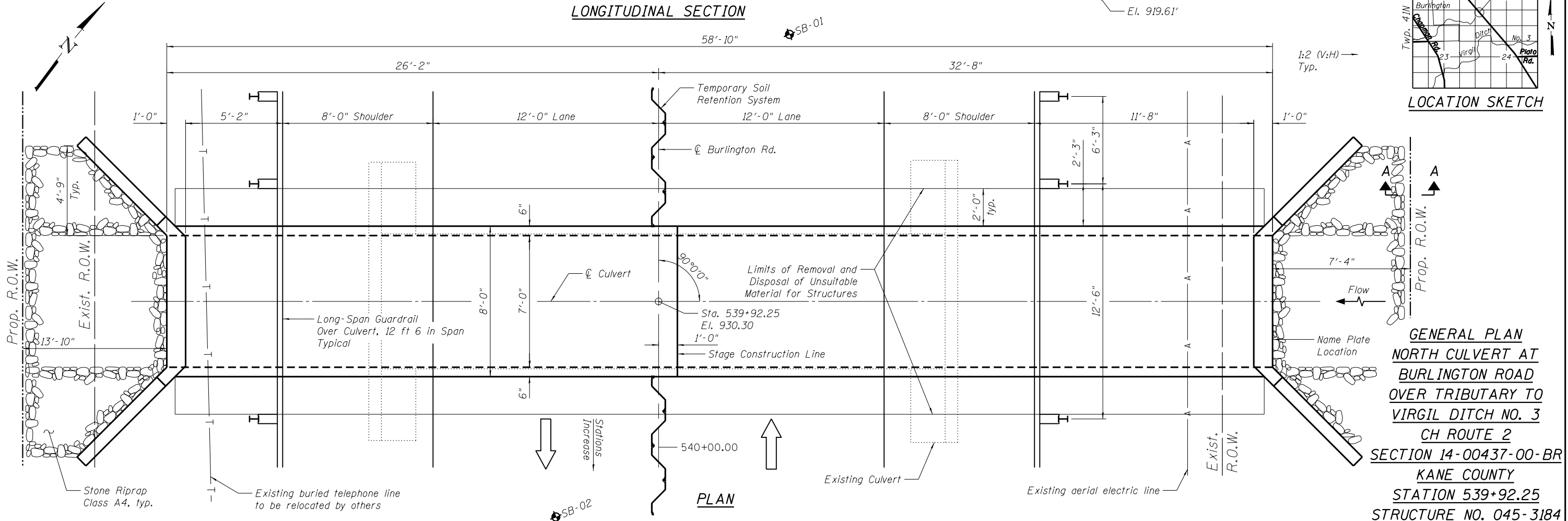
Allow 50#/sq. ft. for future wearing surface.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq Yd	37
Filter Fabric	Sq Yd	37
Aggregate Subgrade Improvement	Cu Yd	76.7
Removal of Existing Structures	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu Yd	76.7
Reinforcing Bars, Epoxy Coated	Pound	14,010
Bar Splicers	Each	78
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	53.1
Temporary Soil Retention System	Sq Ft	301



LONGITUDINAL SECTION



LOCATION SKETCH

GENERAL PLAN
NORTH CULVERT AT
BURLINGTON ROAD
OVER TRIBUTARY TO
VIRGIL DITCH NO. 3
CH ROUTE 2
SECTION 14-00437-00-BR
KANE COUNTY
STATION 539+92.25
STRUCTURE NO. 045-3184

RS&H

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PLOT DATE = 2/18/2020	CHECKED - JLR	06-2015	REVISED
	DRAWN - TLR	06-2015	REVISED
	CHECKED - JLR	06-2015	REVISED

KANE COUNTY
DIVISION OF TRANSPORTATION

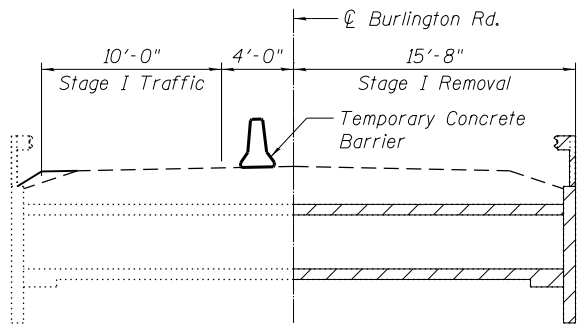
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STRUCTURE NO. 045-3184

SHEET NO. 1 OF 6 SHEETS

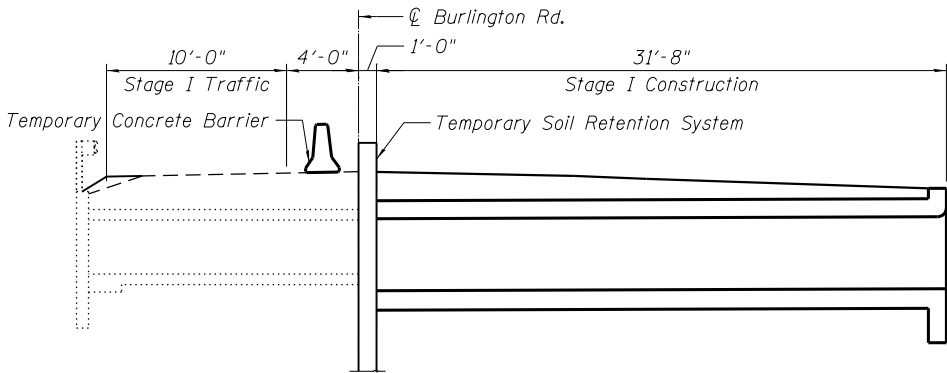
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ILLINOIS FED. AID PROJECT

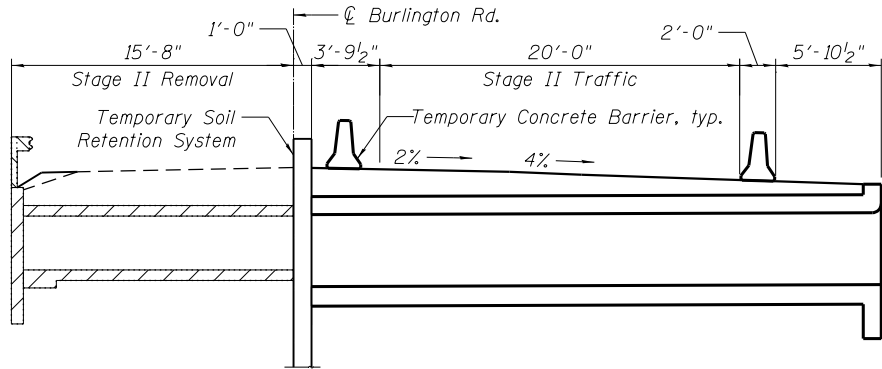
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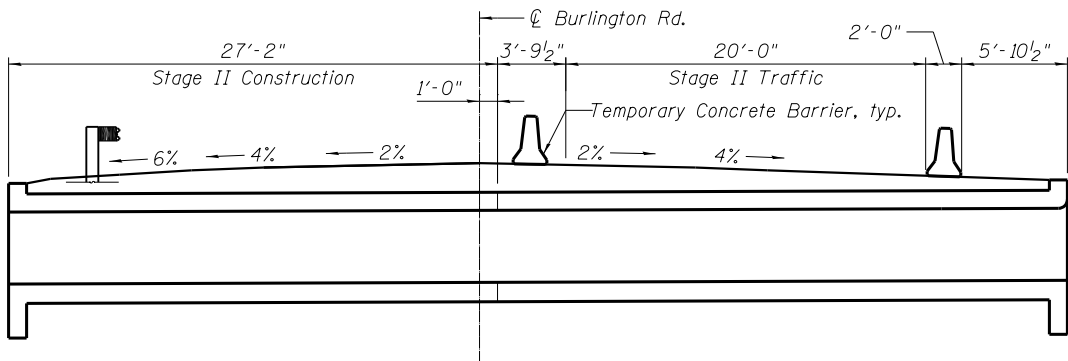
STAGE I REMOVAL
(Looking North)



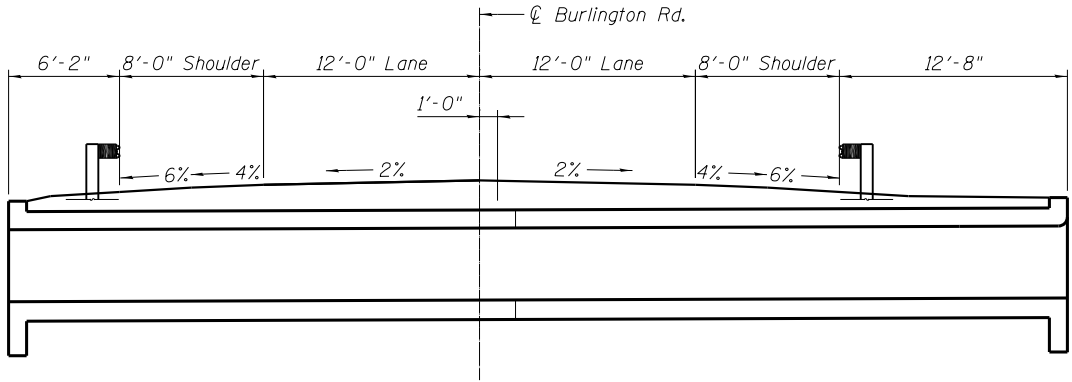
STAGE I CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



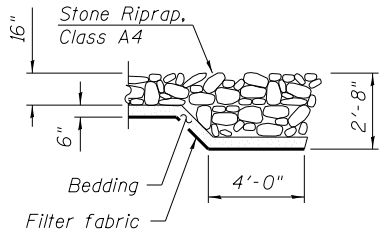
STAGE II REMOVAL
(Looking North)
Wingwall not shown for clarity



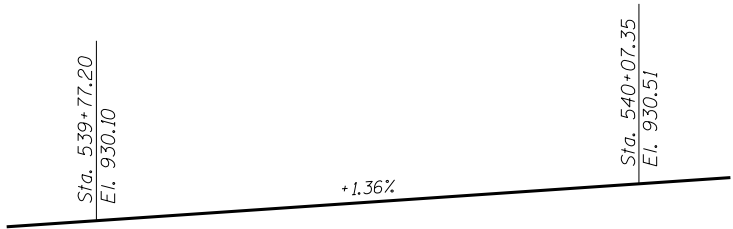
STAGE II CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



FINAL CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



SECTION A-A



EXISTING AND PROPOSED PROFILE GRADE
(Along $\varnothing$ Burlington Road)

TRIBUTARY TO VIRGIL DITCH NO. 3
BUILT 2020 BY
KANE COUNTY
STATION 539+92.25
SECTION 14-00437-00-BR
STR. NO. 045-3184, LOADING HL-93

NAME PLATE
See Std. 515001

GENERAL NOTES:

- Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
- The limits and quantities of Removal and Disposal of Unsuitable Material for Structures shown are based on boring data and may be modified by the Engineer to account for actual field conditions.
- Hatched areas indicate Removal of Existing Structures.
- See Roadway plans for Temporary Concrete Barrier.

RS&H

USER NAME = KlenckJ	DESIGNED - TLR	06-2015	REVISED
PLOT DATE = 2/18/2020	CHECKED - JLR	06-2015	REVISED
	DRAWN - TLR	06-2015	REVISED
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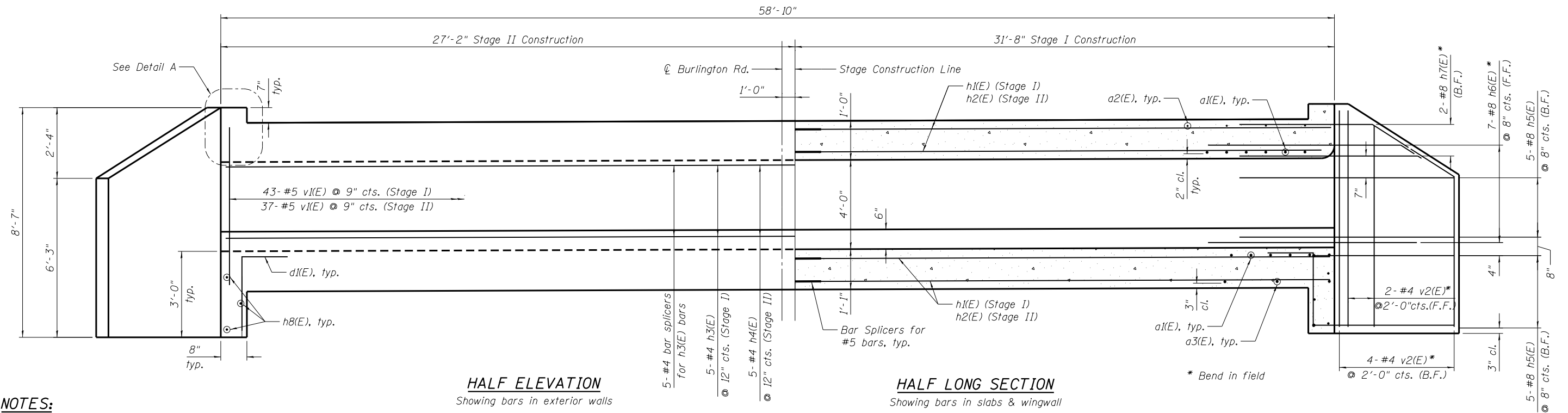
KANE COUNTY
DIVISION OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 045-3184

SHEET NO. 2 OF 6 SHEETS

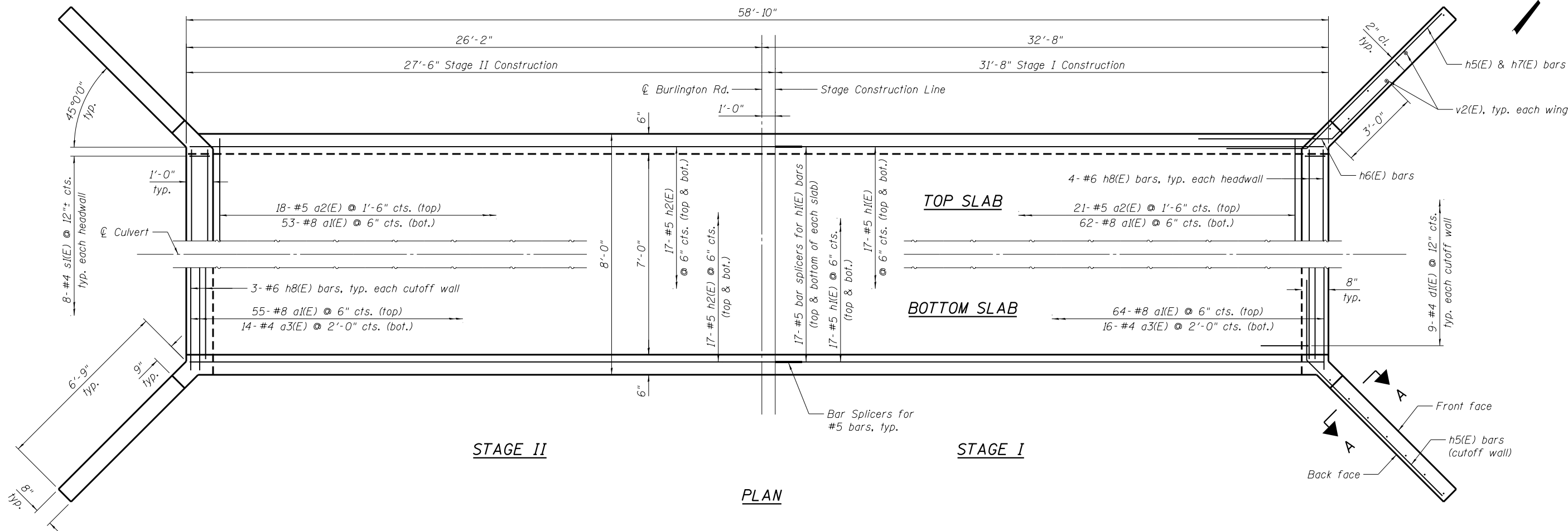
C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	35
ILLINOIS FED. AID PROJECT				

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NOTES:

1. See Sheet 4 of 5 for Detail A and Section A-A
2. F.F. denotes F.F.
B.F. denotes B.F.
bot. denotes bot.



RS&H

USER NAME = KlenckJ
PLOT DATE = 2/18/2020

DESIGNED - TLR 06-2015
CHECKED - JLR 06-2015
DRAWN - TLR 06-2015
CHECKED - JLR 06-2015

REVISED
REVISED
REVISED
REVISED

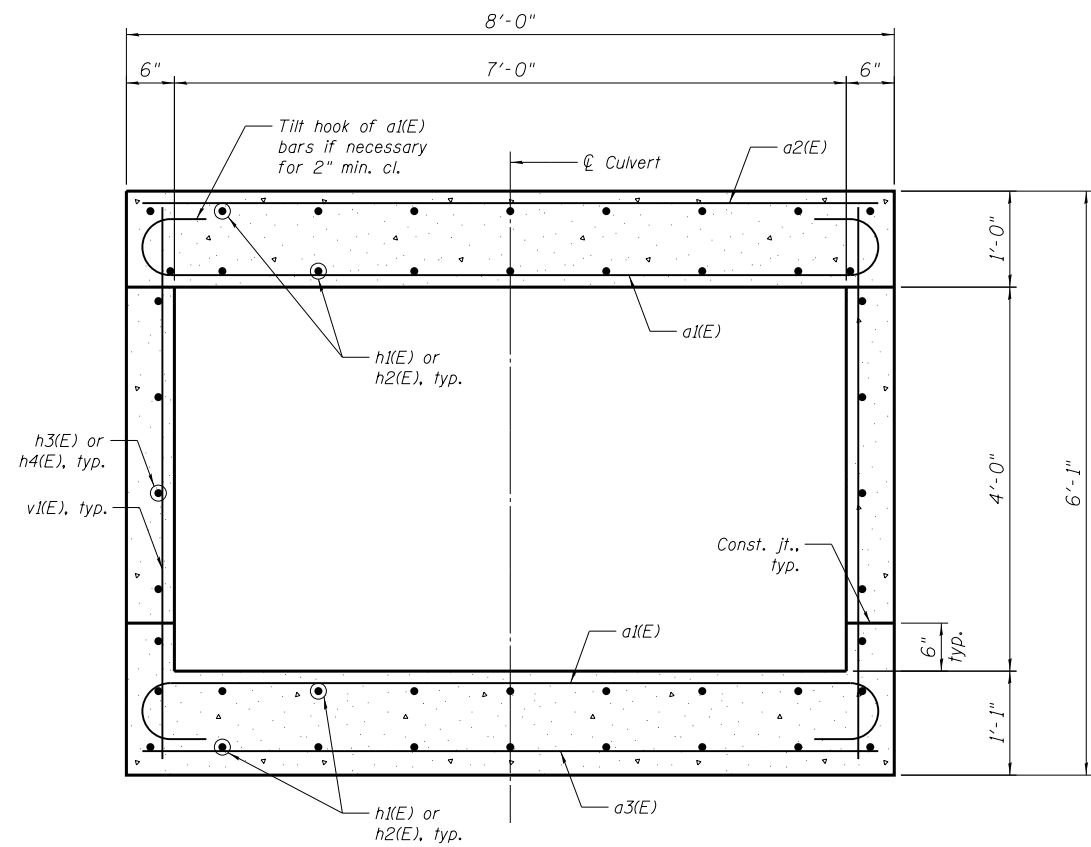
**KANE COUNTY
DIVISION OF TRANSPORTATION**

**CULVERT DETAILS
STRUCTURE NO. 045-3184**

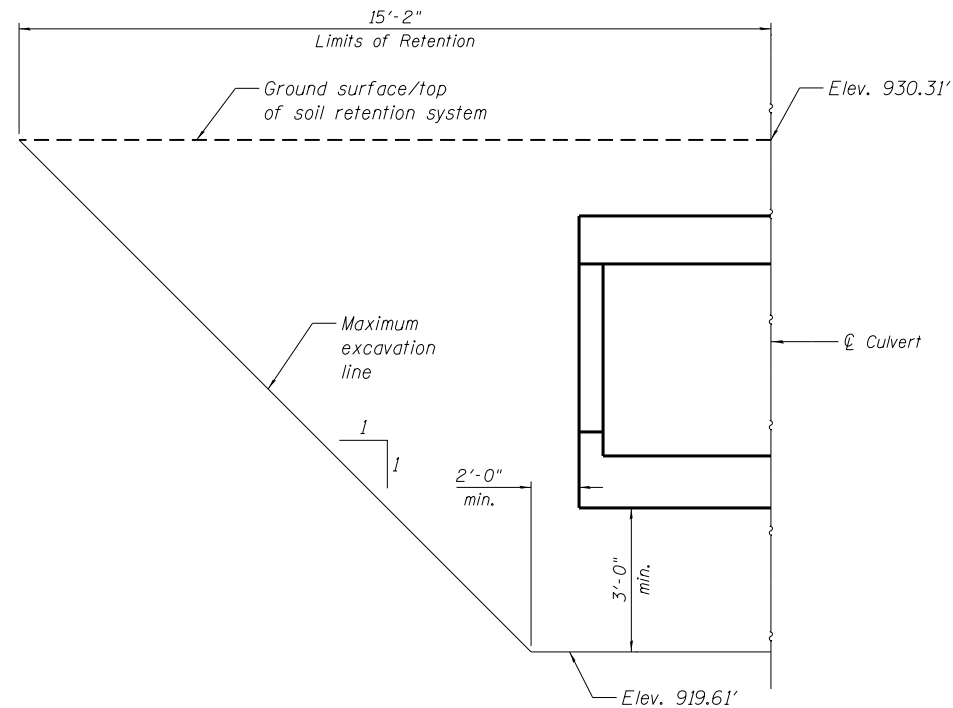
SHEET NO. 3 OF 6 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	36

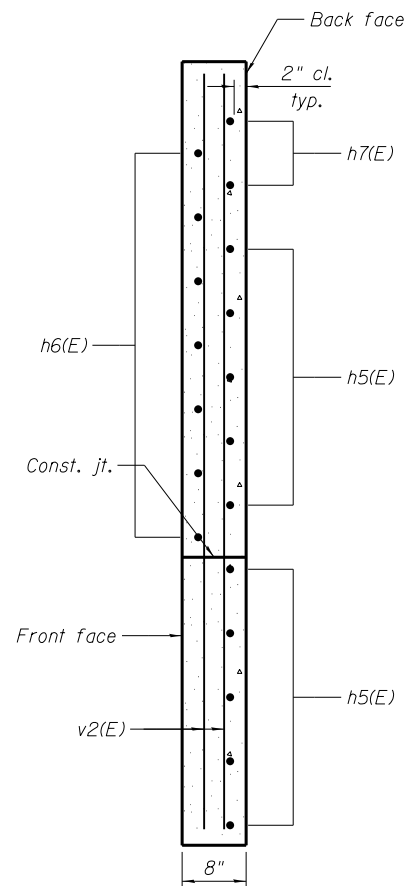
ILLINOIS FED. AID PROJECT



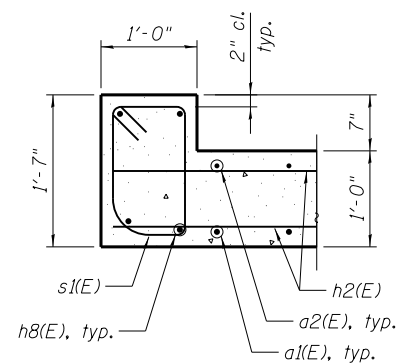
SECTION THRU BARREL



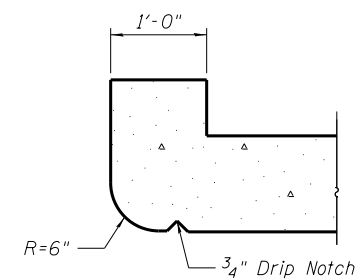
TEMPORARY SOIL RETENTION SYSTEM



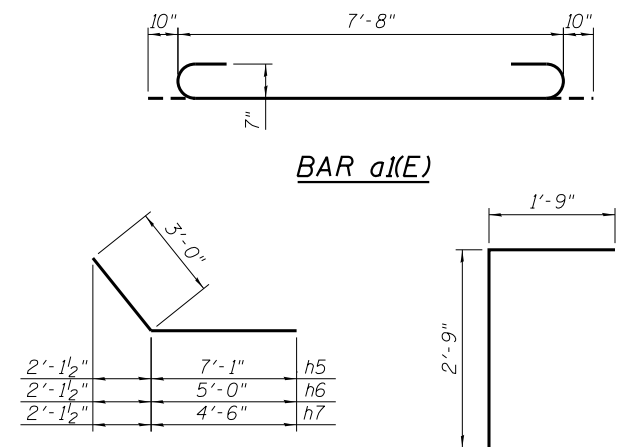
SECTION A-A



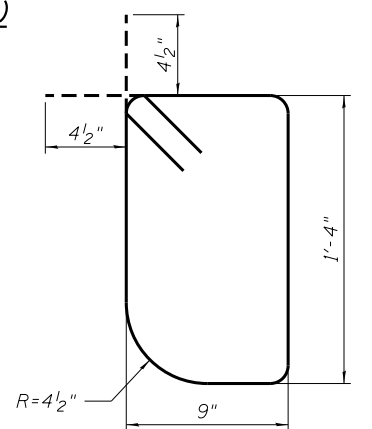
DETAIL A



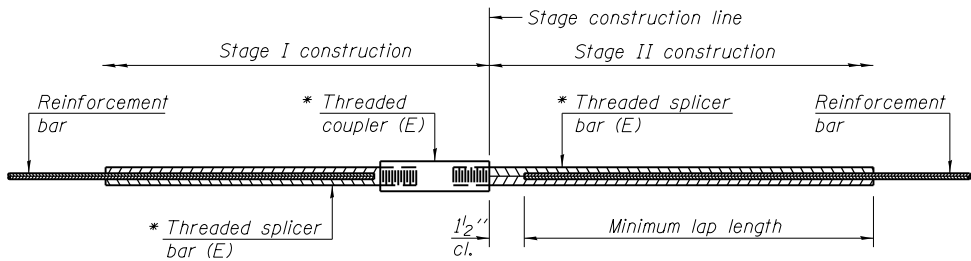
SECTION THRU HEADWALL



BARS $h3(E)$, $h4(E)$,
 $h5(E)$, & $h6(E)$


$$BAR \ s1(E)$$

FILE NAME = p:\1\shp\01-raandhucomp\W_RSH\Documents\Transportation\Projects\1133680\000_KaneCoStruct\Server\2014\01\CAD\Phase II\1\133680.dgn

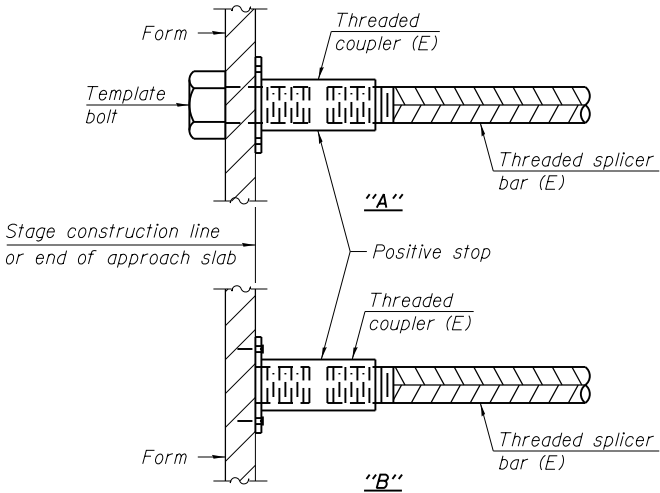


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

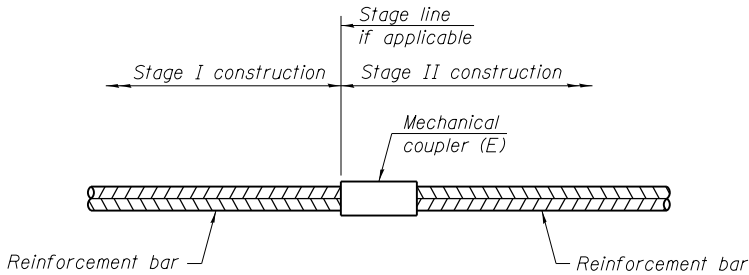
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#5	34	3'-2"
Bottom Slab	#5	34	3'-2"
Side Walls	#4	10	2'-7"



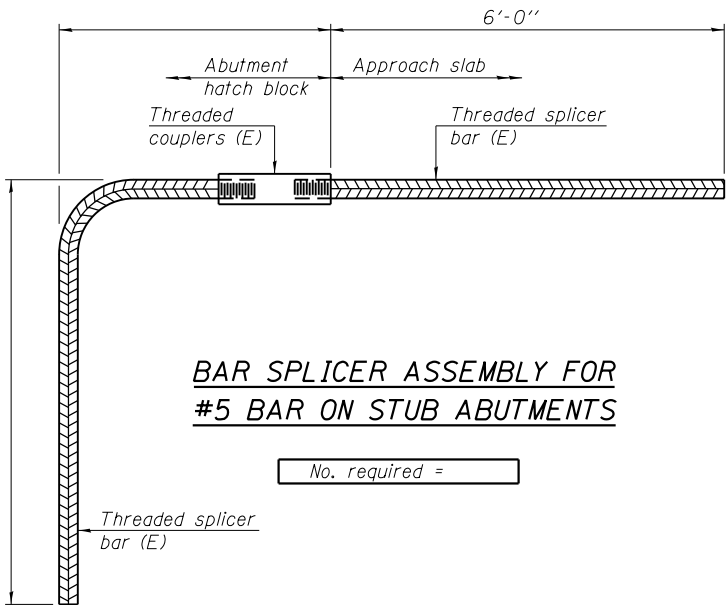
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

6-8-15

RS&H

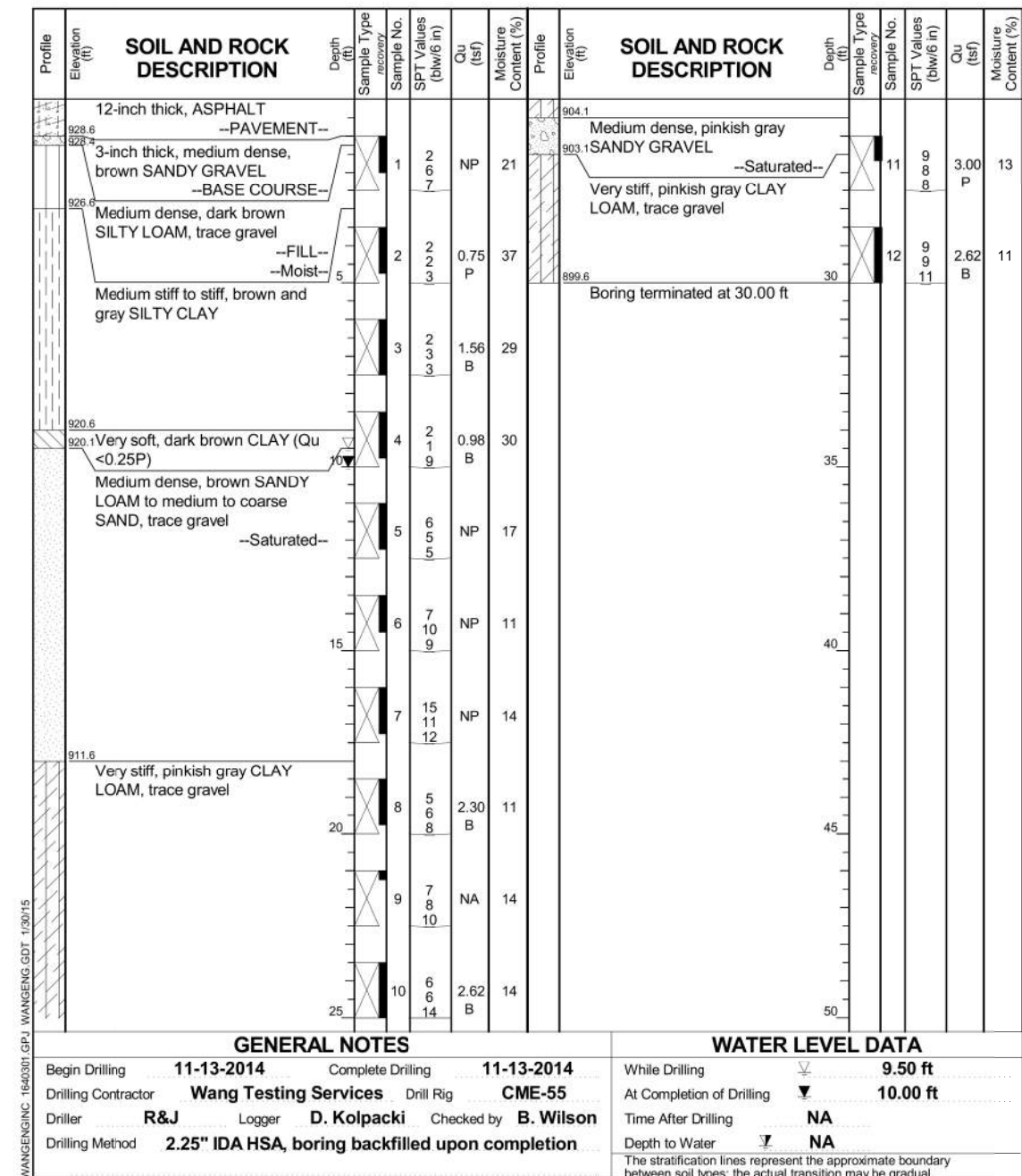
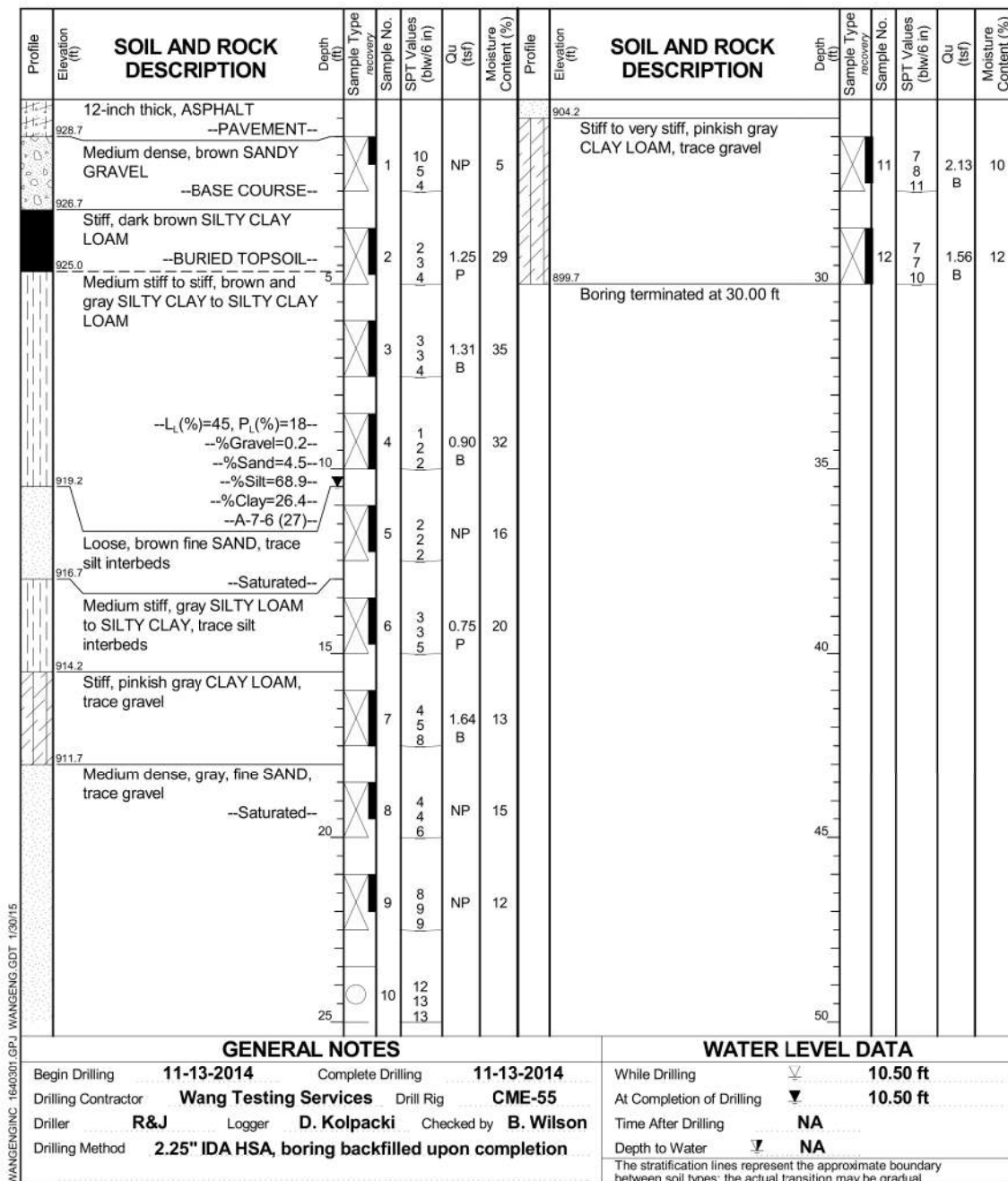
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PLOT DATE = 2/18/2020	CHECKED - JLR	06-2015	REVISED
	DRAWN - TLR	06-2015	REVISED
	CHECKED - JLR	06-2015	REVISED

KANE COUNTY
DIVISION OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 045-3184

SHEET NO. 5 OF 6 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	38
ILLINOIS FED. AID PROJECT				

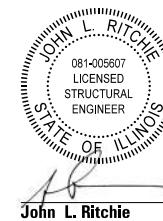


Existing Structure: Concrete box culvert
4' x 8' x 31'-4" long, constructed in 1925.
Staged construction will be utilized.

INDEX OF SHEETS

- 1 - General Plan
- 2 - General Data
- 3 & 4 - Culvert Details
- 5 - Bar Splicer Details
- 6 - Boring Logs

Drainage Area = 0.23 sq. mi. Low Grade Elev. 942.65 @ Sta. 549+44.00									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	31	7.76	10.16	937.58	0.01	0.09	937.29	937.67
Design	30	60	10.88	13.20	937.96	-0.01	0.14	937.66	938.10
Base	100	121	15.84	18.00	938.56	0.96	0.23	939.25	938.79
Overtopping									
Max. Calc.	500	147	17.68	19.84	938.79	1.20	0.26	939.72	939.05



Expires: 11/30/2020

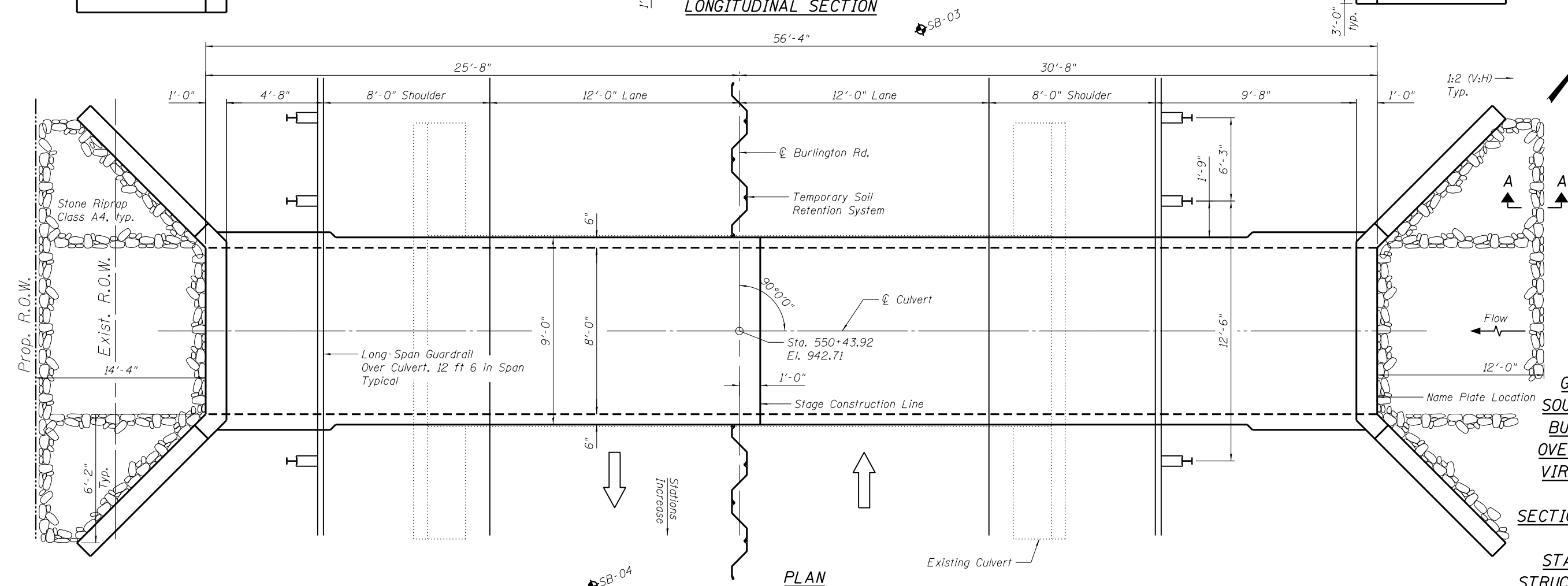
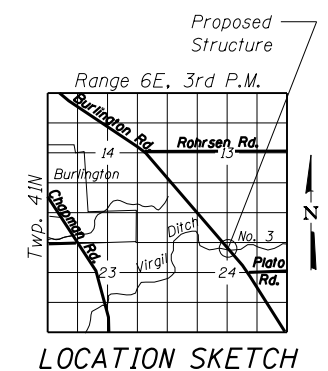
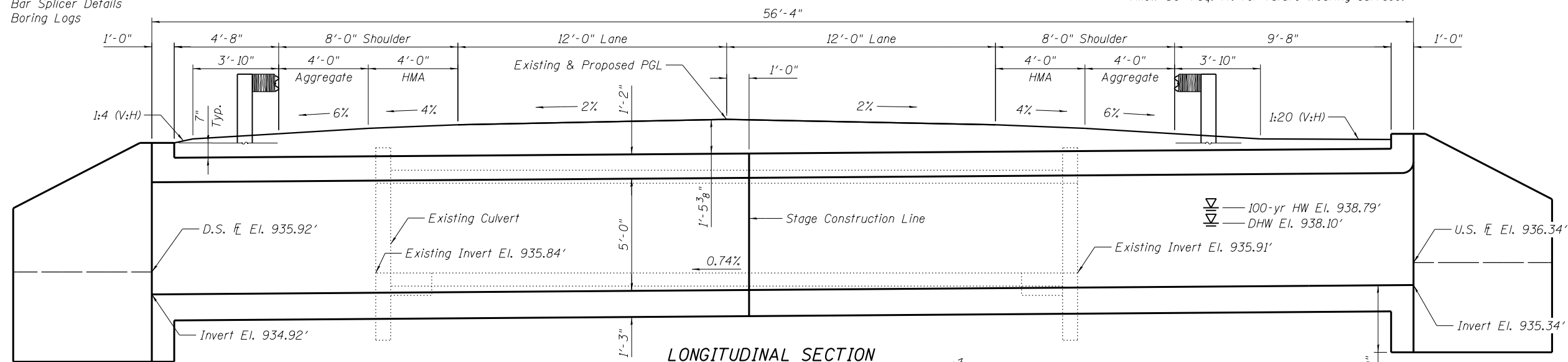
2014 AASHTO LRFD Bridge Design
Specifications, 7th Edition
and 2015 Interims

FIELD UNITS

$$f'_c = 3,500 \text{ psi}$$
$$f_y = 60,000 \text{ psi (Reinforcement)}$$

Allow 50#/sq. ft. for future wearing surface.

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq Yd	55
Filter Fabric	Sq Yd	55
Removal of Existing Structures	Each	1
Reinforcing Bars, Epoxy Coated	Pound	16,360
Bar Splicers	Each	88
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	68.7
Temporary Soil Retention System	Sq Ft	162



GENERAL PLAN
SOUTH CULVERT AT
BURLINGTON ROAD
OVER TRIBUTARY TO
VIRGIL DITCH NO. 3
CH ROUTE 2
SECTION 14-00437-00-BR
KANE COUNTY
STATION 550+43.92
STRUCTURE NO. 045-3183

RS&H

USER NAME	=	KlenckJ
PLOT DATE	=	2/18/2020

DESIGNED	-	TLR	06-2015	REVISED
CHECKED	-	JLR	06-2015	REVISED
DRAWN	-	TLR	06-2015	REVISED
CHECKED	-	JLR	06-2015	REVISED

KANE COUNTY DIVISION OF TRANSPORTATION

GENERAL PLAN
STRUCTURE NO. 045-3183

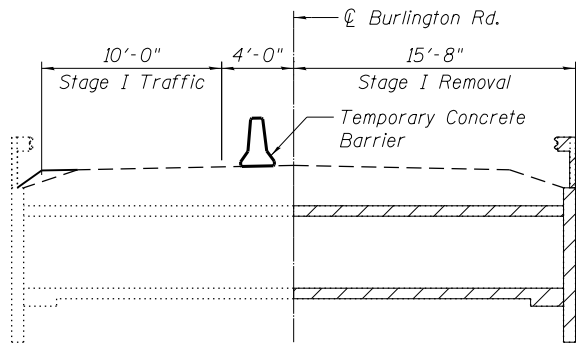
SHEET NO. 1 OF 6 SHEETS

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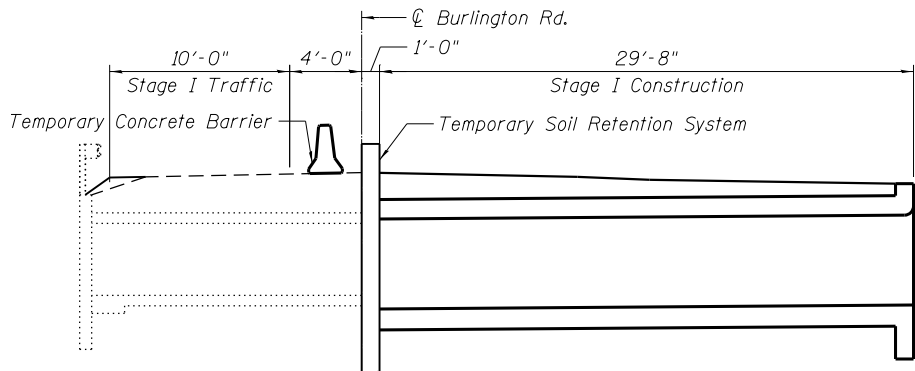
ILLINOIS	FED. AID PROJECT
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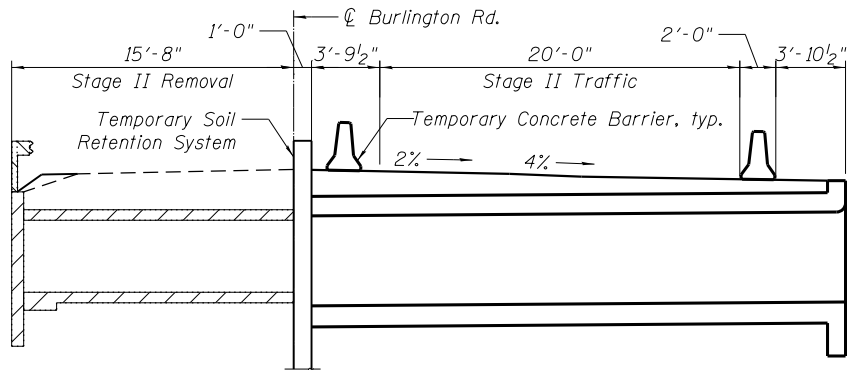
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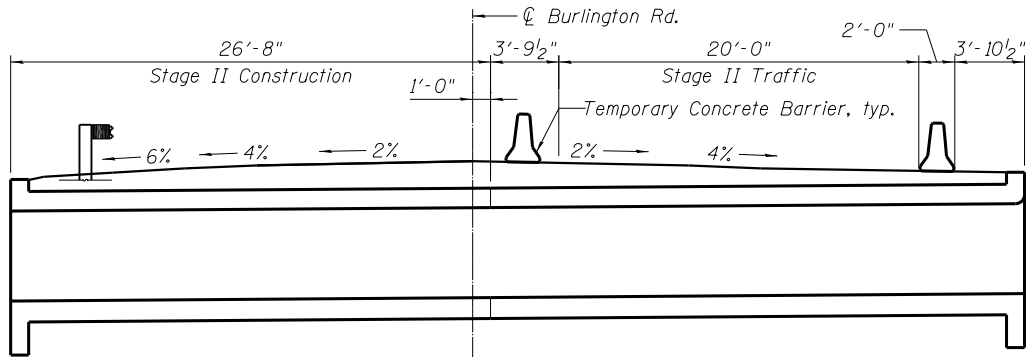
STAGE I REMOVAL
(Looking North)



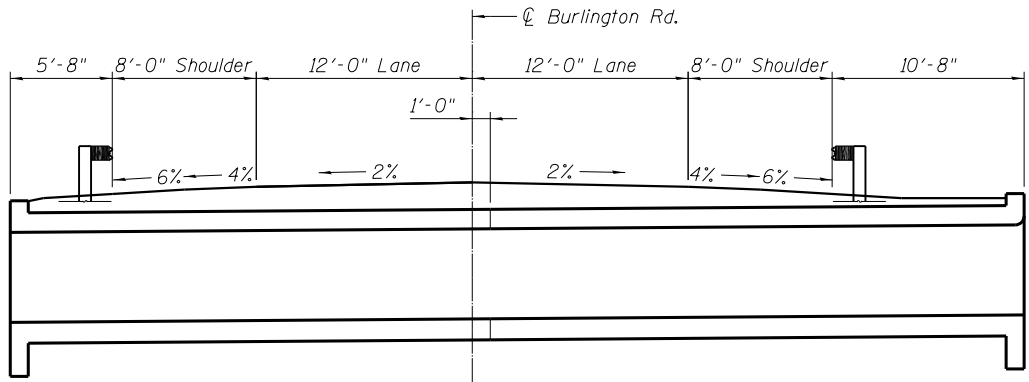
STAGE I CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



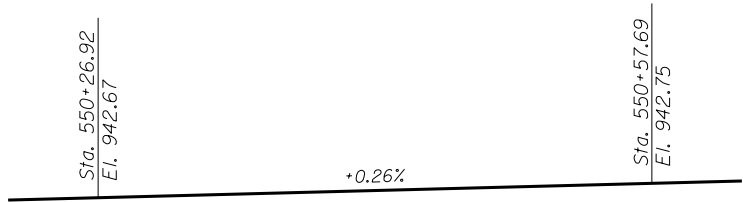
STAGE II REMOVAL
(Looking North)
Wingwall not shown for clarity



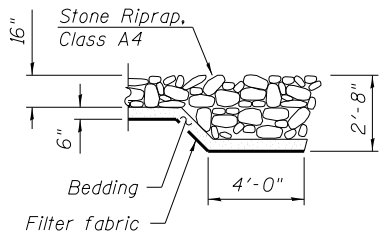
STAGE II CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



FINAL CONSTRUCTION
(Looking North)
Wingwall not shown for clarity



EXISTING AND PROPOSED PROFILE GRADE
(Along $\oslash$ Burlington Road)



SECTION A-A

GENERAL NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
4. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
5. Hatched areas indicate Removal of Existing Structures.
6. See Roadway plans for Temporary Concrete Barrier.

TRIBUTARY TO VIRGIL DITCH NO. 3
BUILT 2020 BY
KANE COUNTY
STATION 550+43.92
SECTION 14-00437-00-BR
STR. NO. 045-3183, LOADING HL-93

NAME PLATE
See Std. 515001

RS&H

USER NAME =	KlenckJ
PLOT DATE =	2/18/2020

DESIGNED -	TLR	06-2015	REVISED
CHECKED -	JLR	06-2015	REVISED
DRAWN -	TLR	06-2015	REVISED
CHECKED -	JLR	06-2015	REVISED

KANE COUNTY
DIVISION OF TRANSPORTATION

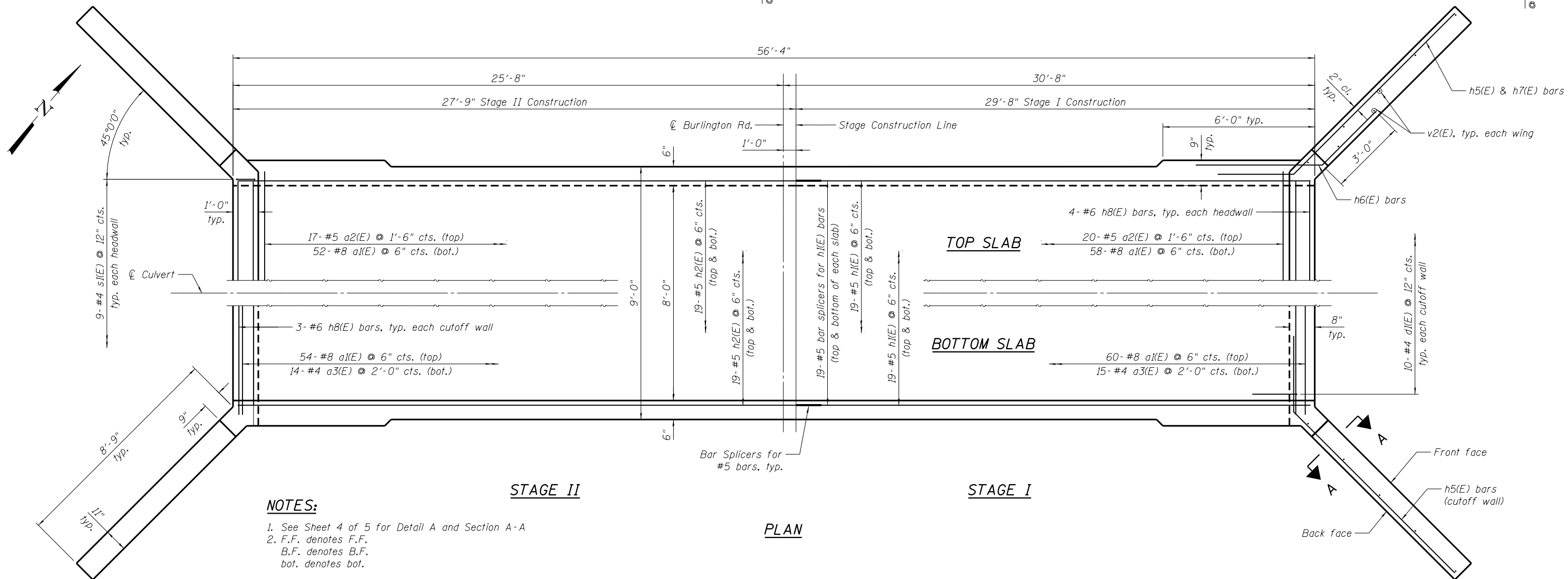
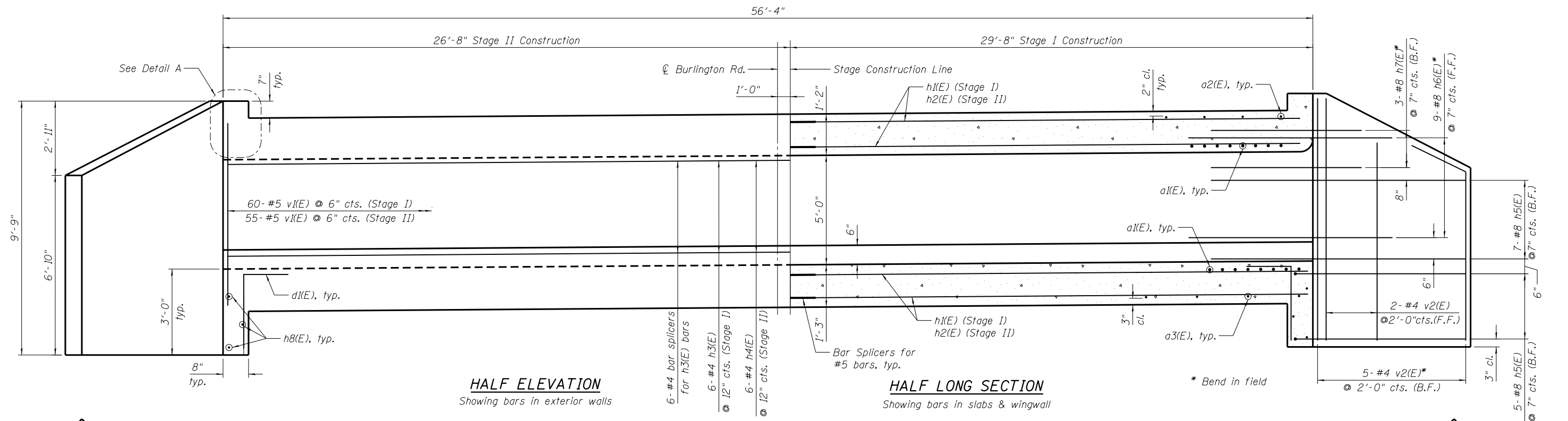
GENERAL DATA
STRUCTURE NO. 045-3183

SHEET NO. 2 OF 6 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	41

ILLINOIS FED. AID PROJECT

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NOTES:

1. See Sheet 4 of 5 for Detail A and Section A-A
2. F.F. denotes F.F.
B.F. denotes B.F.
bot. denotes bot.

RS&H

USER NAME = KlenckJ
PLOT DATE = 2/18/2020

DESIGNED - TLR 06-2015 REVISED
CHECKED - JLR 06-2015 REVISED
DRAWN - TLR 06-2015 REVISED
CHECKED - JLR 06-2015 REVISED

**KANE COUNTY
DIVISION OF TRANSPORTATION**

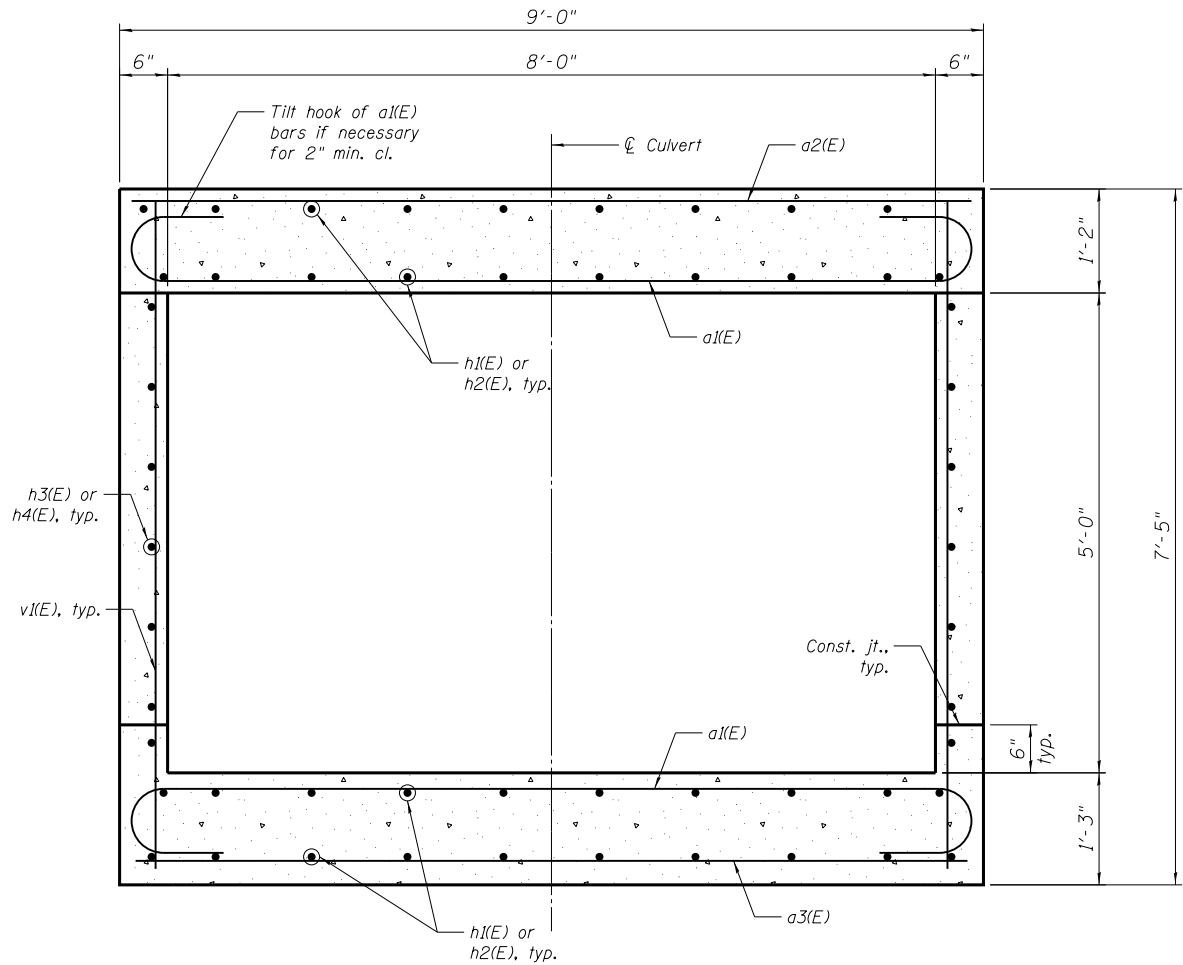
**CULVERT DETAILS
STRUCTURE NO. 045-3183**

SHEET NO. 3 OF 6 SHEETS

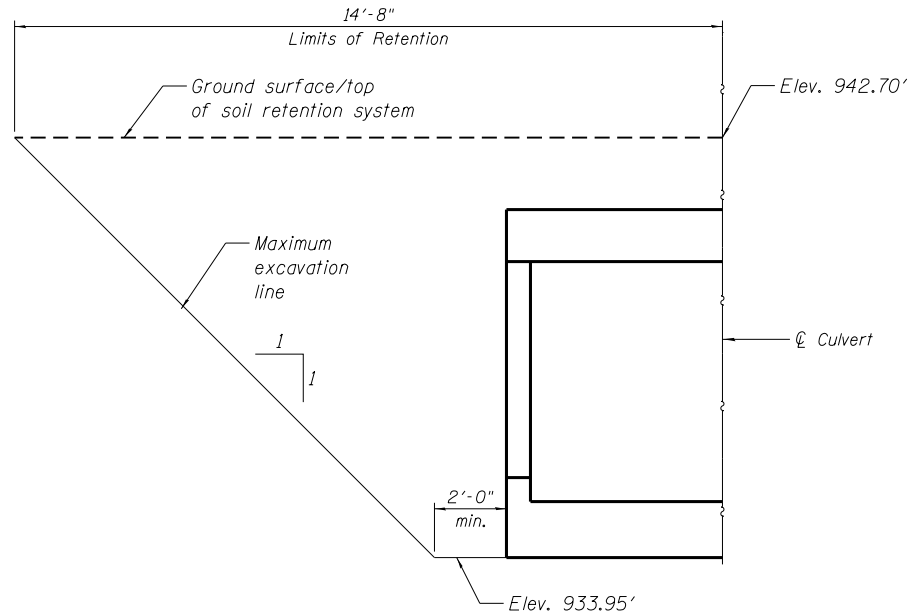
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ILLINOIS FED. AID PROJECT

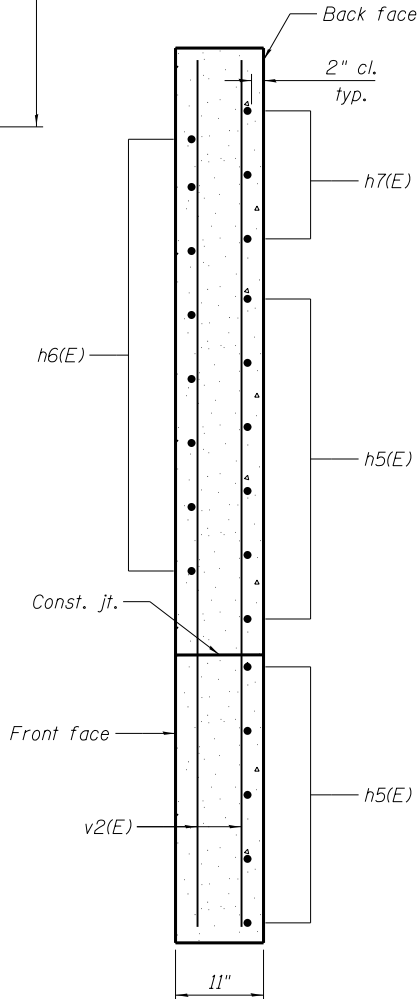
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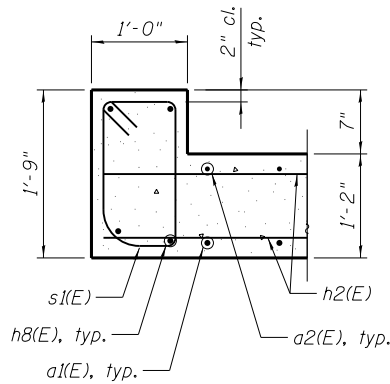
SECTION THRU BARREL



TEMPORARY SOIL RETENTION SYSTEM
(Symmetric about C Culvert)

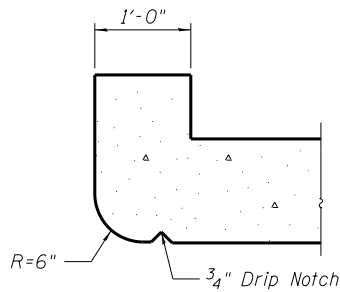


SECTION A-A



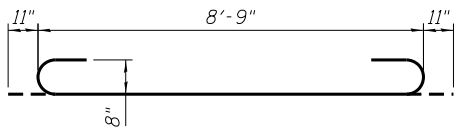
DETAIL A

Downstream headwall

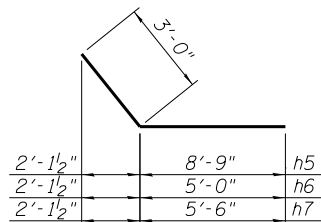


SECTION THRU HEADWALL

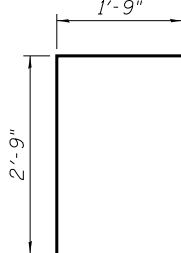
(Up Stream End Only)



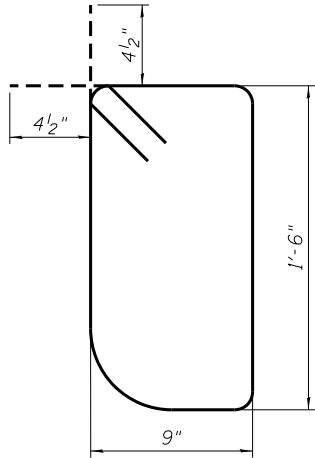
BAR a1(E)



BARS h5(E),
h6(E), & h7(E)



BAR d1(E)



BAR s1(E)

BAR LIST

Bar	No.	Size	Length	Shape
a1(E)	224	8	10'-6"	
a2(E)	37	5	8'-8"	
a3(E)	29	4	8'-8"	
d1(E)	20	4	4'-6"	
h1(E)	76	5	29'-6"	
h2(E)	76	5	27'-7"	
h3(E)	12	4	29'-6"	
h4(E)	12	4	26'-6"	
h5(E)	48	8	11'-9"	
h6(E)	36	8	8'-0"	
h7(E)	12	8	8'-6"	
h8(E)	14	6	9'-1"	
s1(E)	18	4	5'-5"	
v1(E)	230	5	6'-11"	
v2(E)	28	4	9'-5"	
Concrete Box Culverts			Cu Yd	68.7
Reinforcement Bars, Epoxy Coated			Pound	16,360
Temporary Soil Retention System			Sq Ft	162.0
Bar Splicers			Each	88

RS&H

USER NAME = KlenckJ
PLOT DATE = 2/18/2020

DESIGNED - TLR 06-2015 REVISED
CHECKED - JLR 06-2015 REVISED
DRAWN - TLR 06-2015 REVISED
CHECKED - JLR 06-2015 REVISED

KANE COUNTY
DIVISION OF TRANSPORTATION

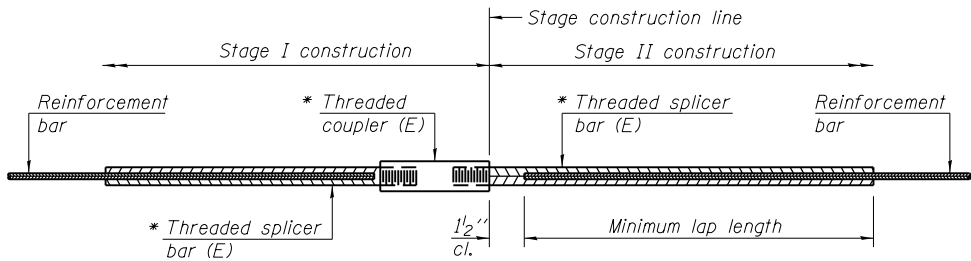
CULVERT DETAILS
STRUCTURE NO. 045-3183

SHEET NO. 4 OF 6 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	43

ILLINOIS FED. AID PROJECT

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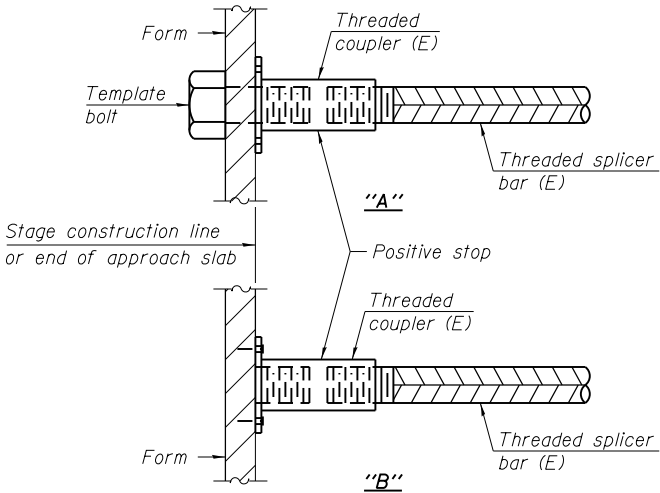


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

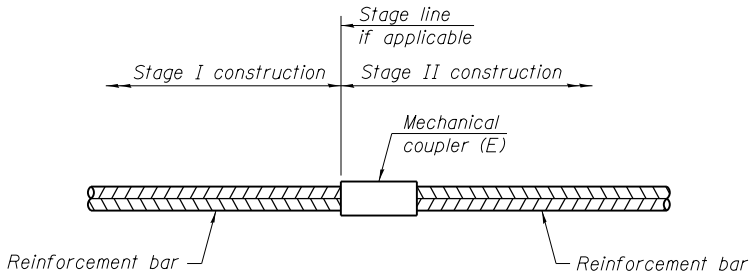
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#5	38	3'-2"
Bottom Slab	#5	38	3'-2"
Side Walls	#4	12	2'-7"



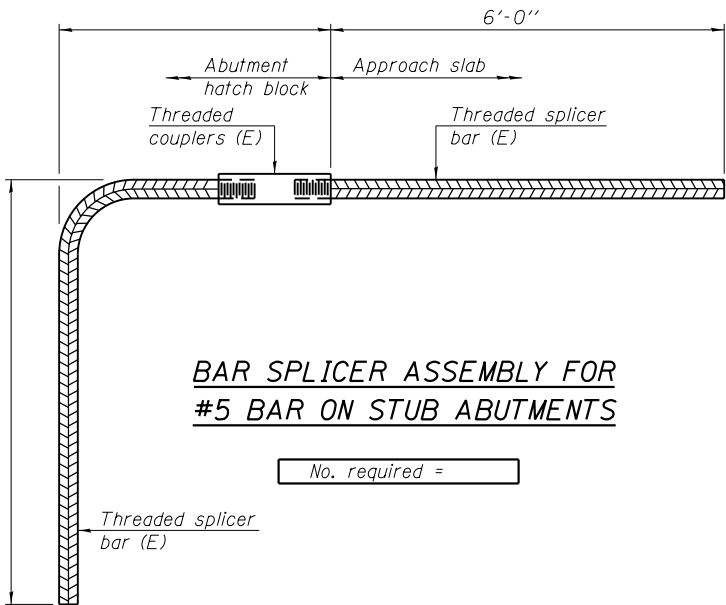
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

6-8-15

RS&H

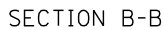
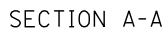
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PLOT DATE = 2/18/2020	CHECKED - JLR	06-2015	REVISED
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	CHECKED - JLR	06-2015	REVISED

KANE COUNTY
DIVISION OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 045-3183

SHEET NO. 5 OF 6 SHEETS

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR	KANE	58	44
ILLINOIS FED. AID PROJECT				



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

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.

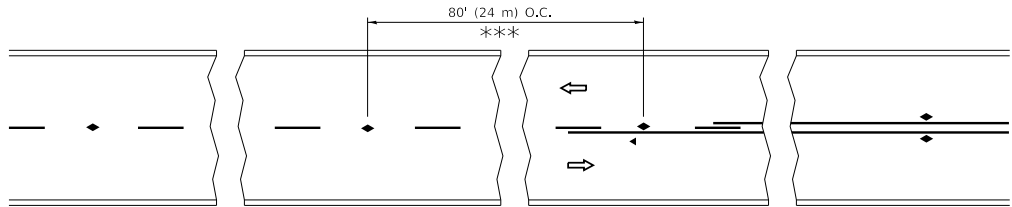
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

1 (25) 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.

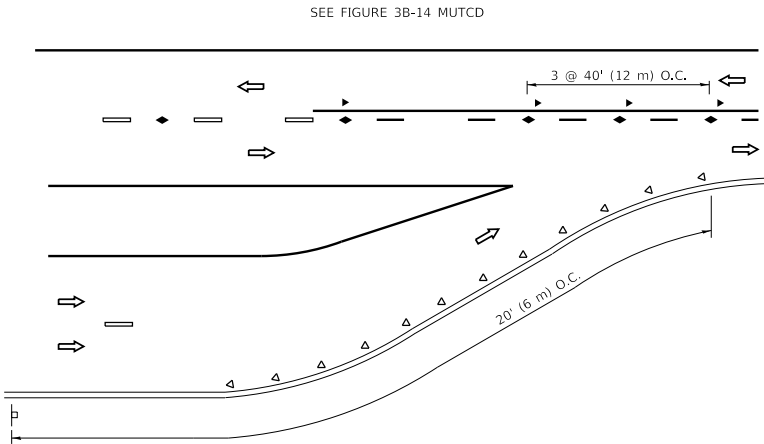
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = ct\pw_work\pwidot\lqysa\d0108315\bd01.dgn	USER NAME = lqysa	DESIGNED - R. SHAH	REVISED - P. LoFLUER 04-15-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07							14-00437-00-BR	KANE	58	46
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 06-11-08		BD0156-07 (BD-01)				CONTRACT NO.				
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

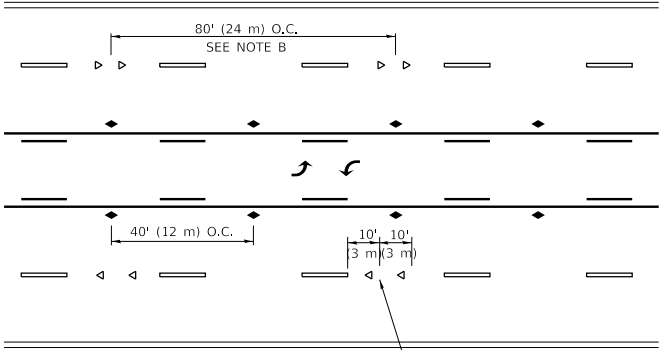


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

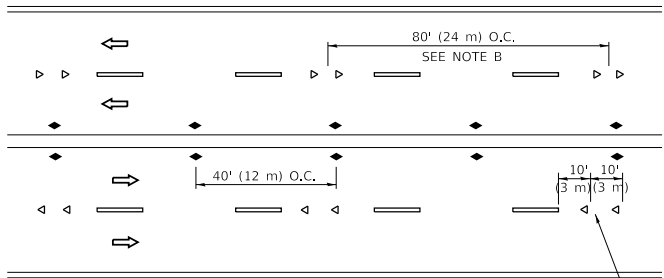
TWO-LANE/TWO-WAY



LANE REDUCTION TRANSITION

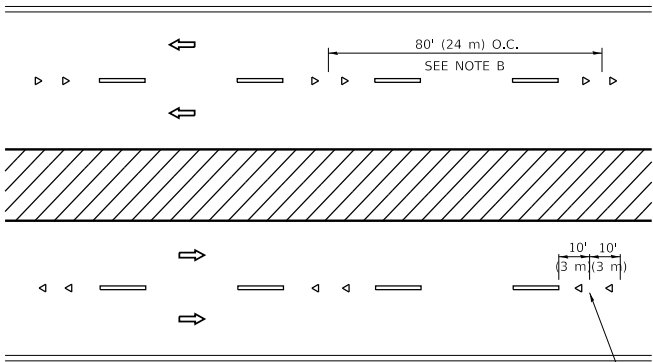


TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

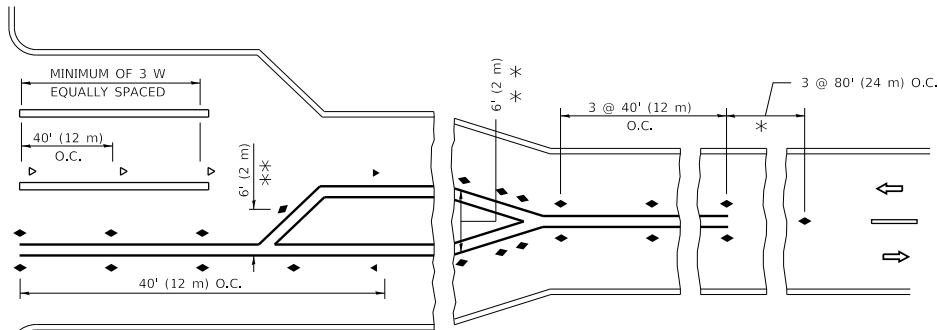
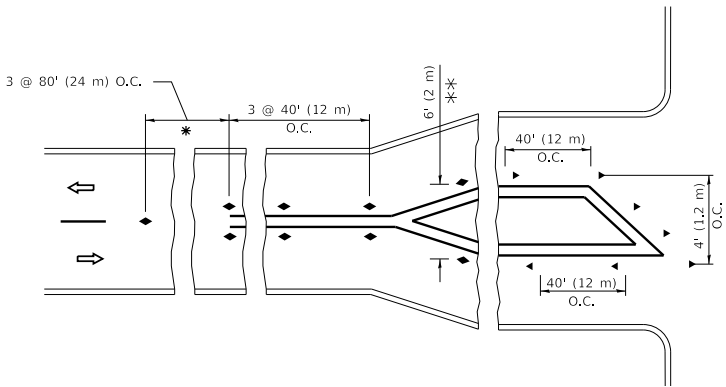
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

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

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-00437-00-BR	KANE	58	47
TC-11		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

2-LANE ROADWAY

MULTI-LANE UNDIVIDED

MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

DETAIL "A"

DETAIL "B"

TYPICAL CROSSWALK MARKING

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

4' (1.2 m) WIDE MEDIANS ONLY

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))

MEDIANS OVER 4' (1.2 m) WIDE

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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

ISLAND OFFSET FROM PAVEMENT EDGE

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (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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pw:\084EBID\INTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\District 1\CDRAW\CADD\cadd\cadsheets\tc13.dgn		CREATED - C. JUCIUS 09-09-09	REVISED - C. JUCIUS 09-09-09
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Default	PLOT DATE = 12/21/2015	DATE = 03-19-90	REVISED - C. JUCIUS 12-21-15

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AID PROJECT
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FINAL SURVEY NO.	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

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

FILE NAME = Burlington.p2_sec01.dgn



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PLOT DATE = 12/12/2019

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DATE - 03/07/2017

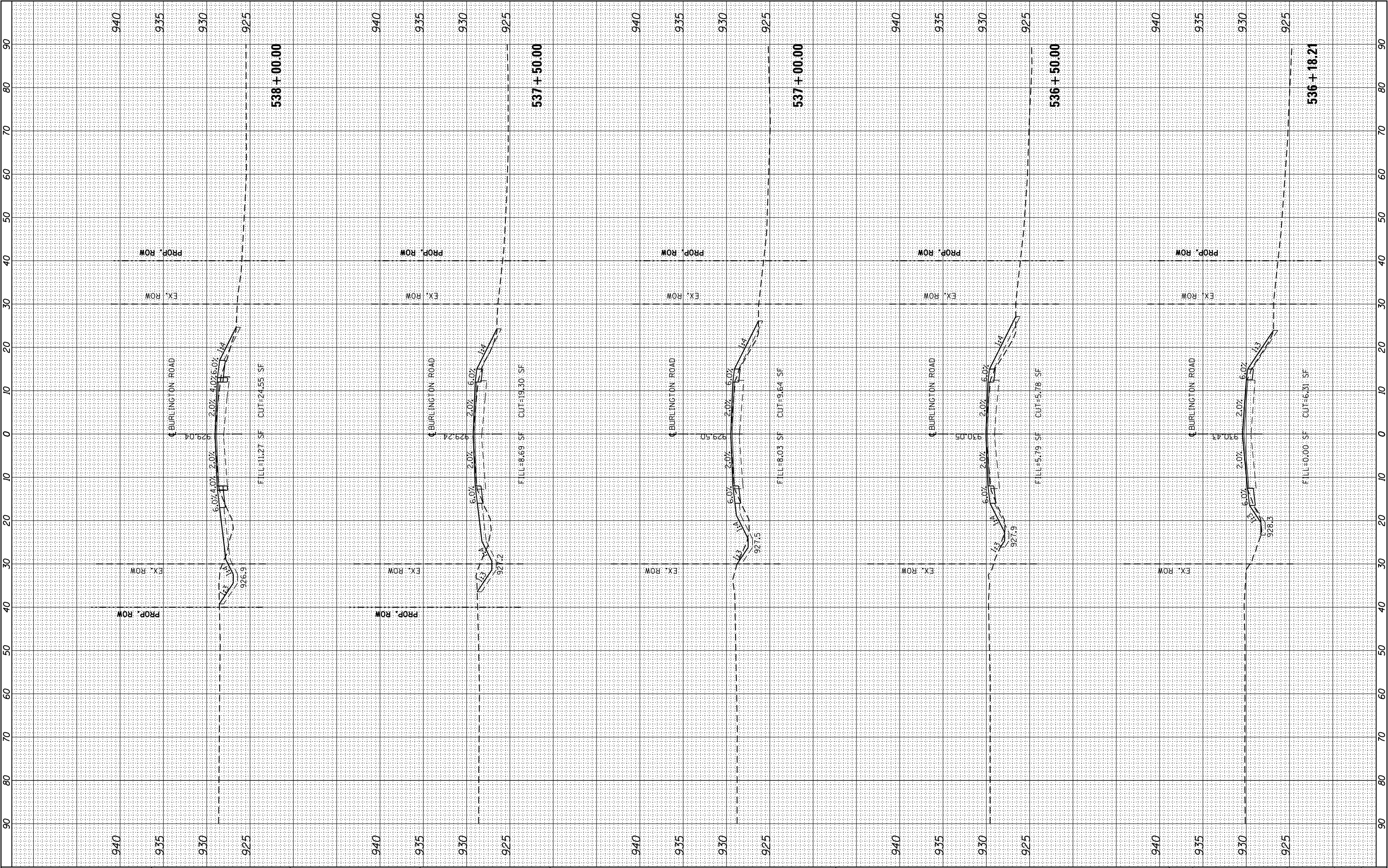
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 1 OF 10 SHEETS STA. 536+18.21 TO STA. 538+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	49
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



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

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

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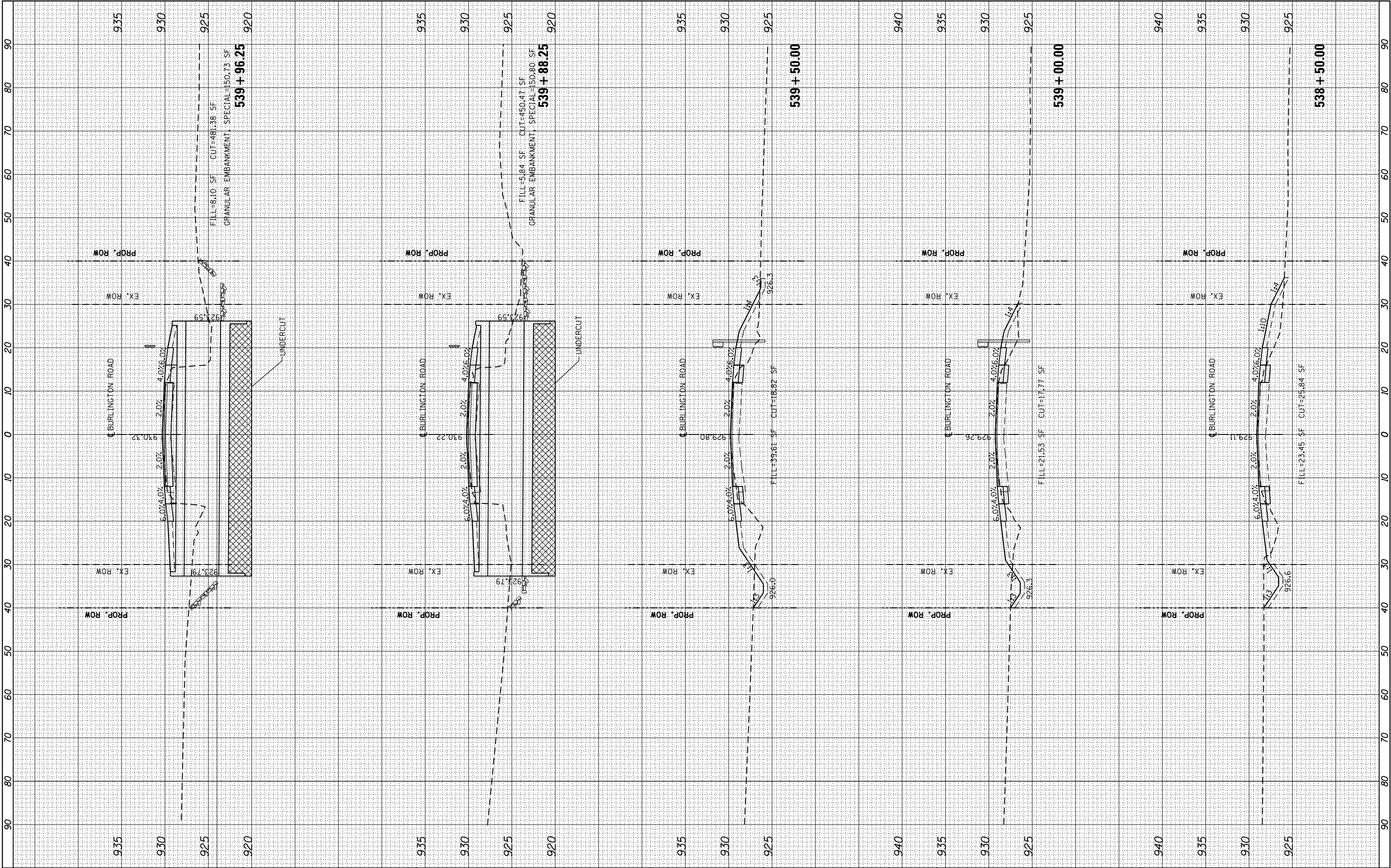
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 10' V SHEET 2 OF 10 SHEETS STA. 538+50.00 TO STA. 540+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	50
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

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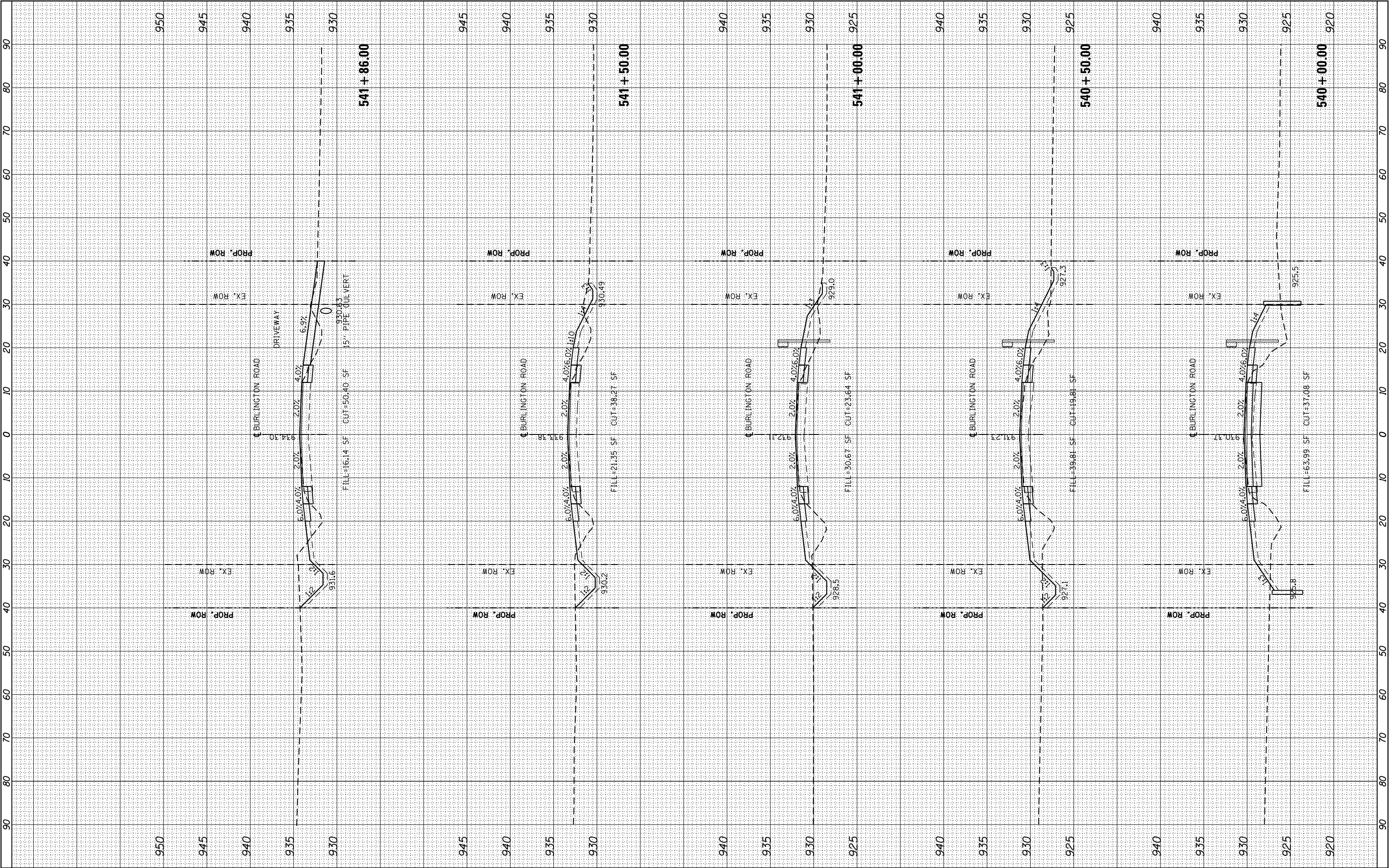
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 3 OF 10 SHEETS STA. 540+50.00 TO STA. 542+50.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	51
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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CHECKED	AREAS		

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NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
CHECKED	AREAS		

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DATE - 03/07/2017

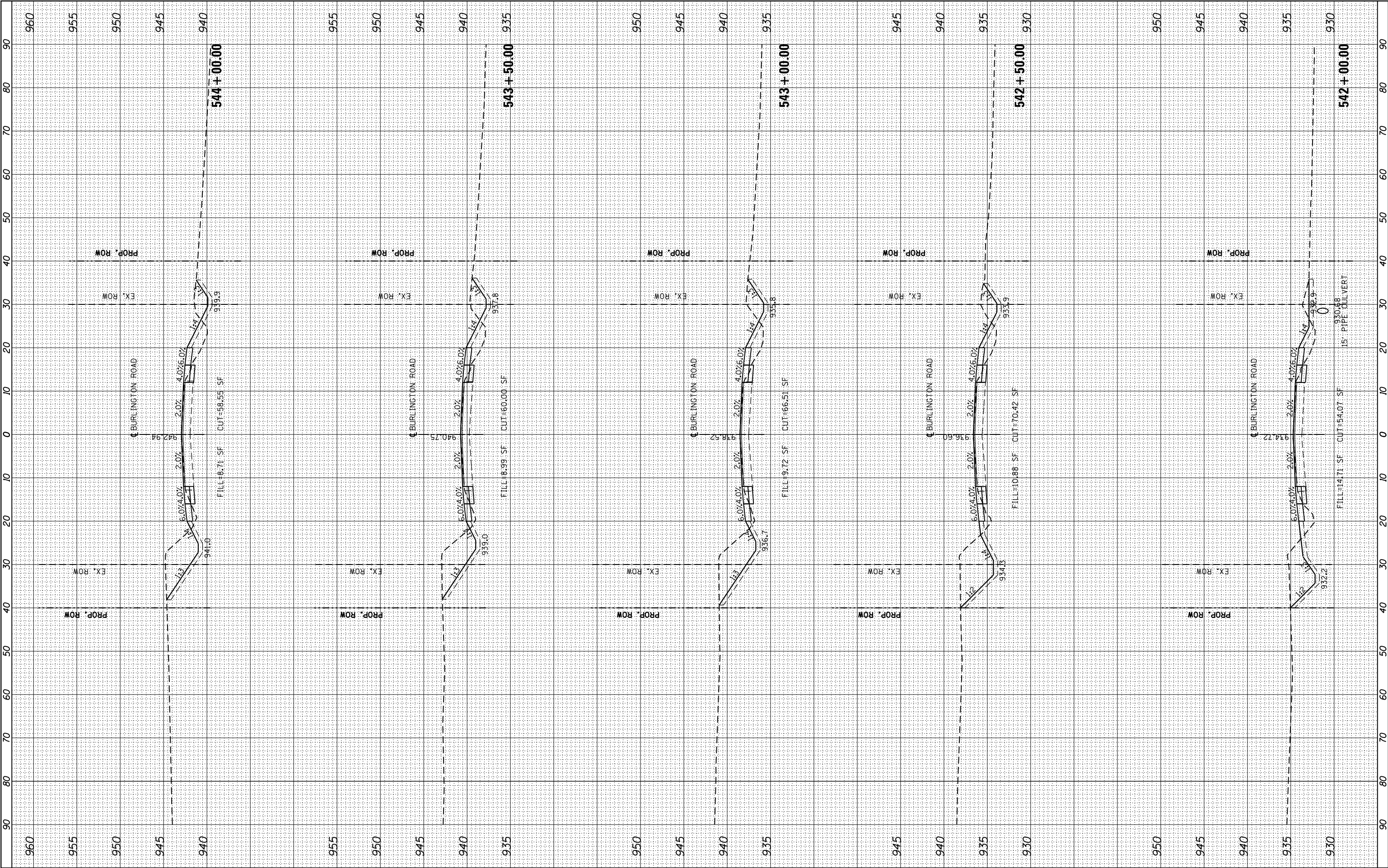
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 4 OF 10 SHEETS STA. 543+00.00 TO STA. 544+50.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	52
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



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

ORIGINAL	SURVEYED	BY	DATE
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

FILE NAME = Burlington.p2 sec01.dgn



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DATE - 03/07/2017

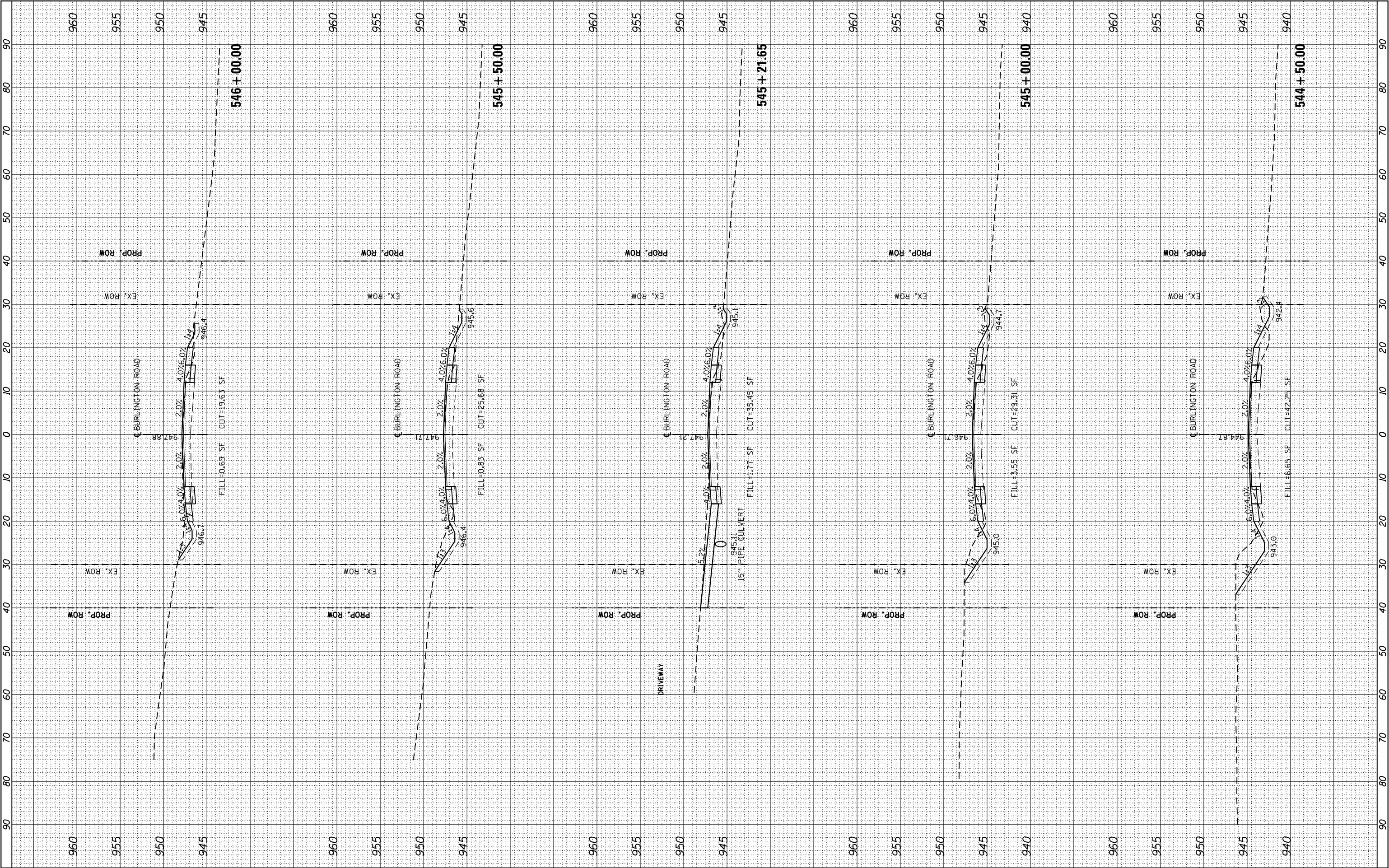
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 5 OF 10 SHEETS STA. 545+00.00 TO STA. 546+50.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	53
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FINAL	SURVEYED	BY	DATE
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NOTE BOOK	TEMPLATE		
NO.	AREAS	CHECKED	

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NO.	AREAS	CHECKED	

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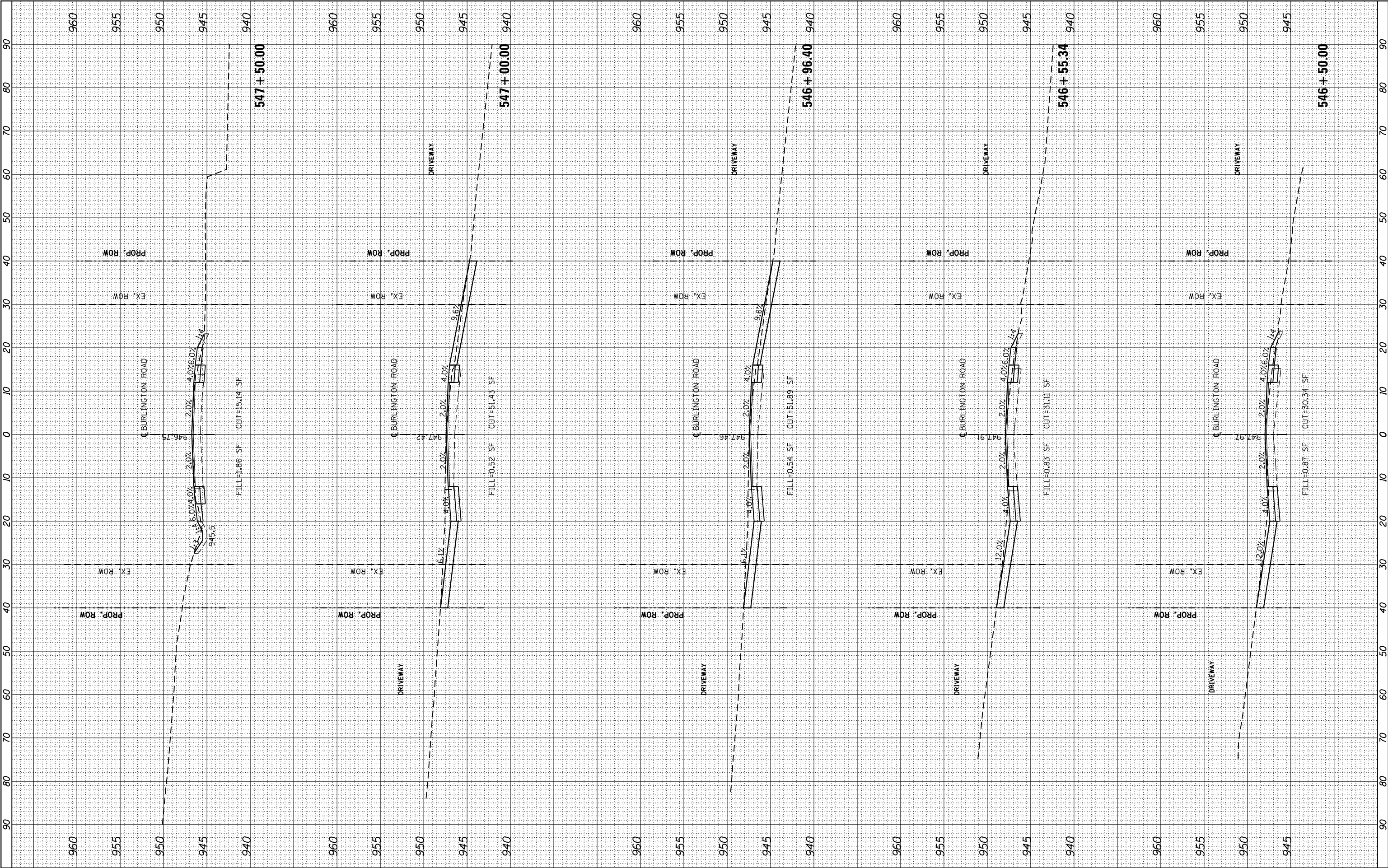
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 6 OF 10 SHEETS STA. 546+55.34 TO STA. 547+50.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	54
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



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

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

FILE NAME = Burlington.p2_sec01.dgn



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PLOT DATE = 12/12/2019

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DATE - 03/07/2017

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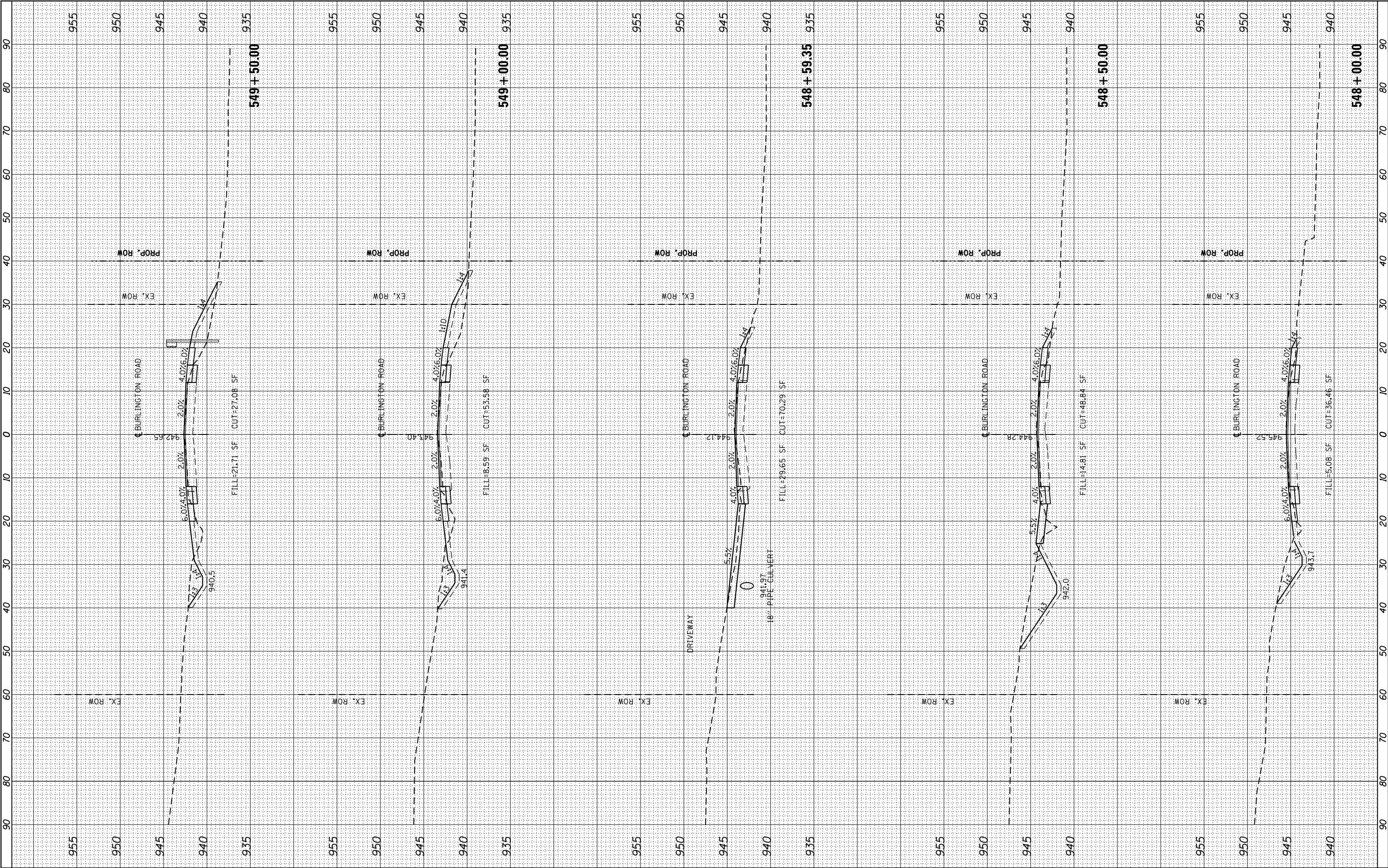
KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 7 OF 10 SHEETS STA. 548+00.00 TO STA. 549+50.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	55
CONTRACT NO.				

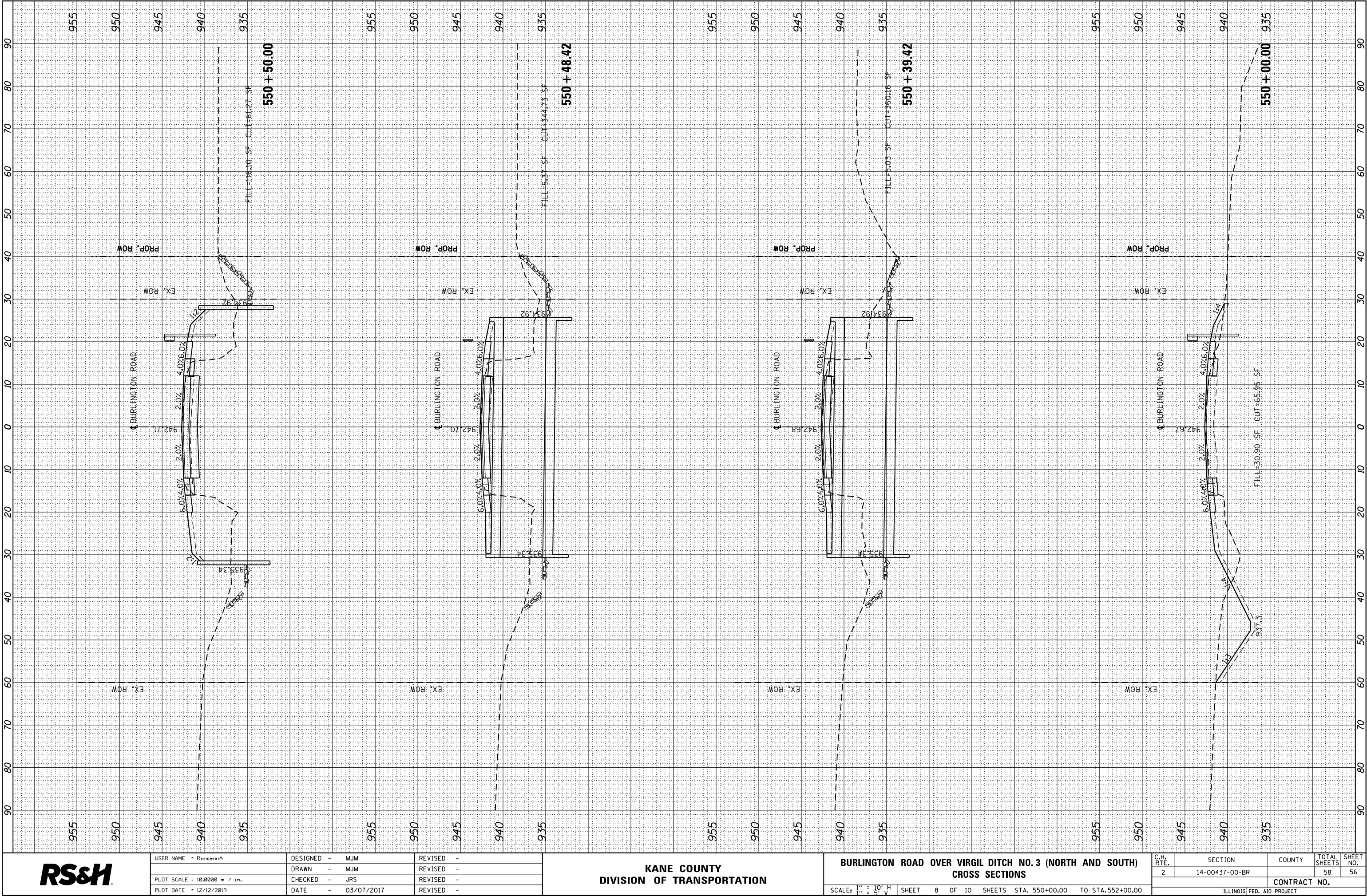
ILLINOIS FED. AID PROJECT



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

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

FILE NAME = Burlington.p2 sec01.dgn



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PLOT SCALE = 10.0000 m / in.	CHECKED - JRS	REVISED -
PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 50' V SHEET 8 OF 10 SHEETS STA. 550+00.00 TO STA. 552+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	56
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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

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

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DATE - 03/07/2017

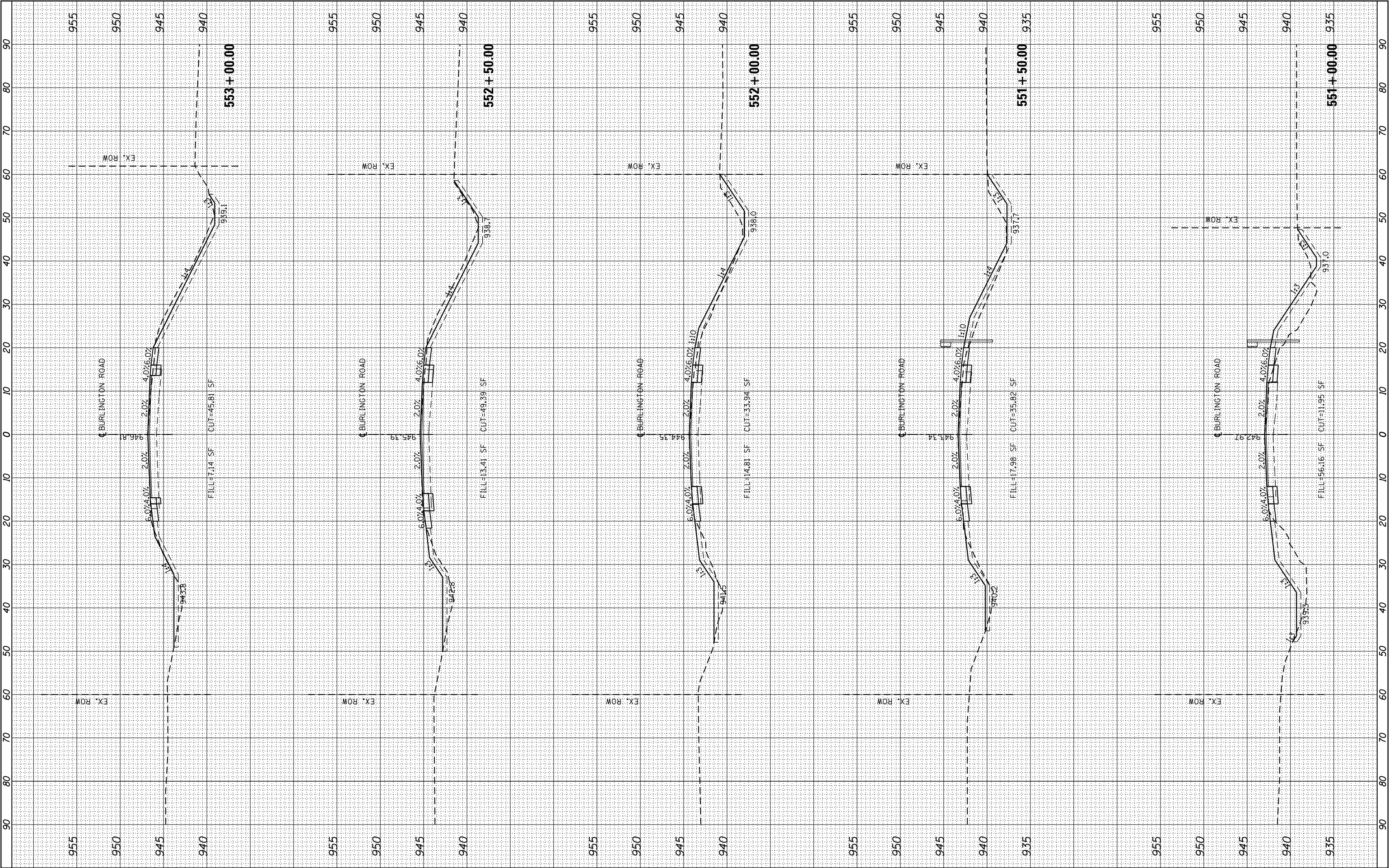
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KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
5" = 5' V SHEET 9 OF 10 SHEETS STA. 552+50.00 TO STA. 554+00.00

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	57
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



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

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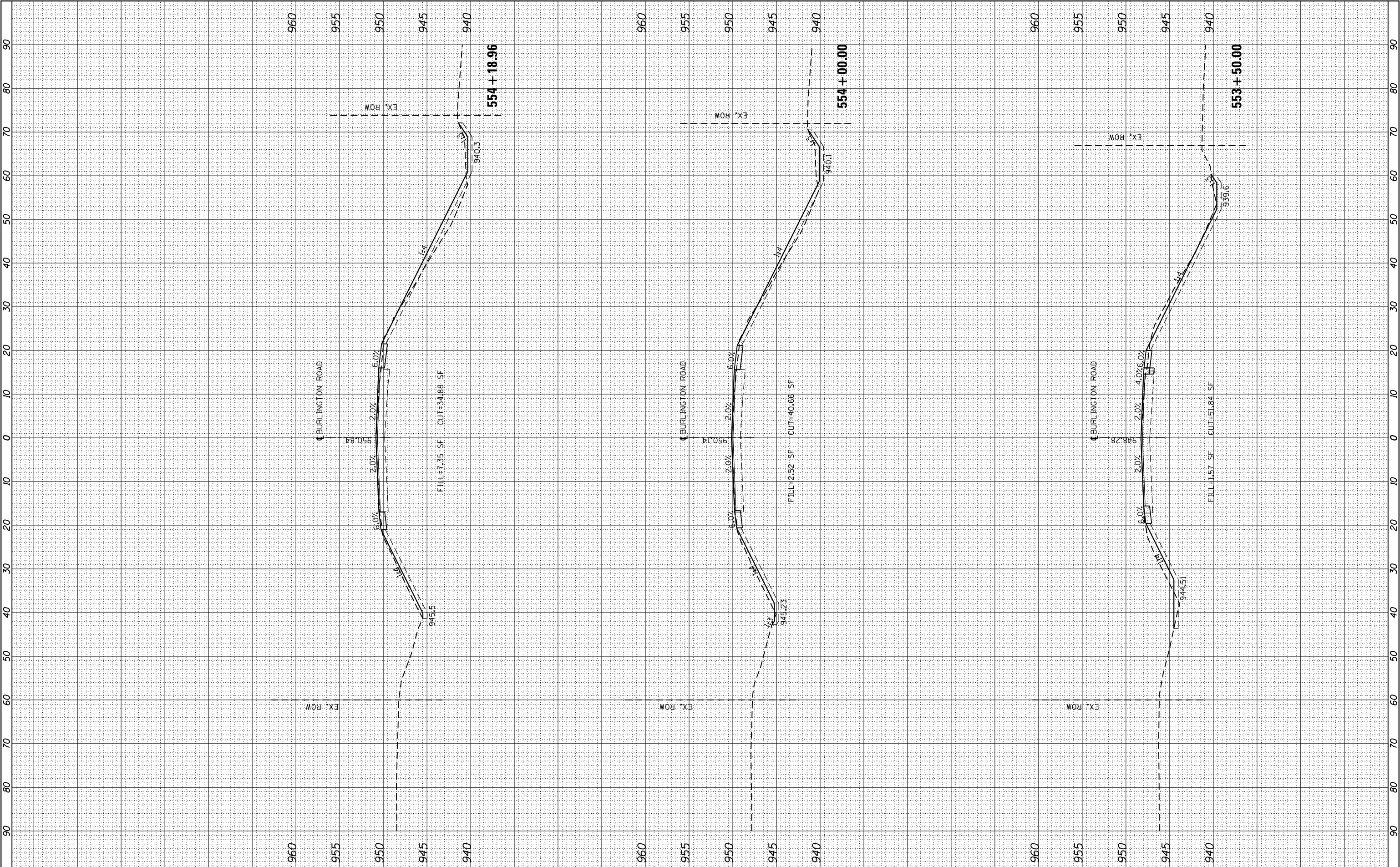
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PLOT DATE = 12/12/2019	DATE - 03/07/2017	REVISED -

KANE COUNTY
DIVISION OF TRANSPORTATION

BURLINGTON ROAD OVER VIRGIL DITCH NO. 3 (NORTH AND SOUTH)
CROSS SECTIONS

SCALE: 1" = 10' H
1" = 5' V SHEET 10 OF 10 SHEETS STA. 554+18.96 TO STA. 554+18.96

C.H. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	14-00437-00-BR		58	58
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



ABV	ABOVE	CU YD	CUBIC YARD	HD	HEAD	PED	PEDESTAL	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HDW	HEADWALL	PNT	POINT	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	HMA	HOT MIX ASPHALT			SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	POT	POINT ON TANGENT	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	POLYETH	POLYETHYLENE	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	INL	INLET	PRM	PRIME	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	PE	PRIVATE ENTRANCE	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	PGL	PROFILE GRADELINE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	IP	IRON PIPE	PROJ	PROJECT	TEL	TELEPHONE
B	BARN	EA	EACH	IR	IRON ROD	P.C.	PROPERTY CORNER	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	JT	JOINT	PL	PROPERTY LINE	TP	TELEPHONE POLE
BGN	BEGIN	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	PR	PROPOSED	TEMP	TEMPORARY
BM	BENCHMARK	E-CL	EDGE TO CENTERLINE	km	KILOMETER	R	RADIUS	TBM	TEMPORARY BENCH MARK
BIND	BINDER	E-E	EDGE TO EDGE	LS	LANDSCAPING	RR	RAILROAD	TD	TILE DRAIN
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BLVD	BOULEVARD	EXC	EXCAVATION	LP	LIGHT POLE	REF	REFLECTIVE	TBS	TO BE SAVED
BRK	BRICK	EX	EXISTING	LGT	LIGHTING	RCCP	REINFORCED CONCRETE CULVERT PIPE	TWP	TOWNSHIP
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	REINF	REINFORCEMENT	TR	TOWNSHIP ROAD
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	L	LITER OR CURVE LENGTH	REM	REMOVAL	TS	TRAFFIC SIGNAL
CIP	CAST IRON PIPE	E	OFFSET DISTANCE TO VERTICAL CURVE	LC	LONG CHORD	RC	REMOVE CROWN	TSCB	TRAFFIC SIGNAL CONTROL BOX
CB	CATCH BASIN	F-F	FACE TO FACE	LNG	LONGITUDINAL	REP	REPLACEMENT	TSC	TRAFFIC SYSTEMS CENTER
C-C	CENTER TO CENTER	FA	FEDERAL AID	L SUM	LUMP SUM	REST	RESTAURANT	TRVS	TRANSVERSE
CL	CENTERLINE OR CLEARANCE	FAI	FEDERAL AID INTERSTATE	MACH	MACHINE	RESURF	RESURFACING	TRVL	TRAVEL
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	MB	MAIL BOX	RET	RETAINING	TRN	TURN
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	RT	RIGHT	TY	TYPE
CTS	CENTERS	FAUS	FEDERAL AID URBAN SECONDARY	MATL	MATERIAL	ROW	RIGHT-OF-WAY	T-A	TYPE A
CERT	CERTIFIED	FP	FENCE POST	MED	MEDIAN	RD	ROAD	TYP	TYPICAL
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RDWY	ROADWAY	UNDGND	UNDERGROUND
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	RTE	ROUTE	USGS	U.S. GEOLOGICAL SURVEY
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SAN	SANITARY	USEL	UPSTREAM ELEVATION
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SANS	SANITARY SEWER	USFL	UPSTREAM FLOWLINE
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEC	SECTION	UTIL	UTILITY
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SEED	SEEDING	VBOX	VALVE BOX
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	SHAP	SHAPING	VV	VALVE VAULT
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	S	SHED	VLT	VAULT
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SH	SHEET	VEH	VEHICLE
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SHLD	SHOULDER	VP	VENT PIPE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SW	SIDEWALK OR SOUTHWEST	VERT	VERTICAL
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SIG	SIGNAL	VC	VERTICAL CURVE
CONT	CONTINUOUS	GV	GAS VALVE	NOAA	NATIONAL OCEANIC ATMOSPHERIC	SOD	SODDING	VPC	VERTICAL POINT OF CURVATURE
COR	CORNER	GRAN	GRANULAR		ADMINISTRATION	SM	SOLID MEDIAN	VPI	VERTICAL POINT OF INTERSECTION
CORR	CORRUGATED	GR	GRATE	NC	NORMAL CROWN	SB	SOUTHBOUND	VPT	VERTICAL POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	GRVL	GRAVEL	NB	NORTHBOUND	SE	SOUTHEAST	WM	WATER METER
CNTY	COUNTY	GND	GROUND	NE	NORTHEAST	SPL	SPECIAL	VV	WATER VALVE
CH	COUNTY HIGHWAY	GUT	GUTTER	NW	NORTHWEST	SD	SPECIAL DITCH	WMAIN	WATER MAIN
CSE	COURSE	GP	GUY POLE	OLID	OPEN LID	SQ FT	SQUARE FEET	WB	WESTBOUND
XSECT	CROSS SECTION	GW	GUY WIRE	PAT	PATTERN	m ²	SQUARE METER	WILDFL	WILDFLOWERS
m ³	CUBIC METER	HH	HANDHOLE	PVD	PAVED	mm ²	SQUARE MILLIMETER	W	WITH
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	PVMT	PAVEMENT	SQ YD	SQUARE YARD	WO	WITHOUT
				PM	PAVEMENT MARKING	STB	STABILIZED		

 Illinois Department of Transportation

PASSED

ENGINEER OF POLICY AND PROCEDURES

APPROVED

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 1 of 9)
1-1-19	Added new symbols.	
1-1-11	Updated abbreviations	
	and symbols.	STANDARD 000001-07

EROSION & SEDIMENT CONTROL ITEMS		EX	PR
Cleaning & Grading Limits			
Dike			
Erosion Control Fence			
Perimeter Erosion Barrier			
Temporary Fence			
Ditch Check Temporary			
Ditch Check Permanent			
Inlet & Pipe Protection			
Sediment Basin			
Erosion Control Blanket			
Fabric Formed Concrete Revetment Mat			
Turf Reinforcement Mat			
Mulch Temporary			
Mulch Method 1			
Mulch Method 2 Stabilized			
Mulch Method 3 Hydraulic			
CONTOUR ITEMS		EX	PR
Approx. Index Line			
Approx. Intermediate Line			
Index Contour			
Intermediate Contour			
Illinois Department of Transportation PASSEDJanuary 1, 2019 ENGINEER OF POLICY AND PROCEDURES APPROVEDJanuary 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT ISSUED 1-1-97			
NON-HIGHWAY IMPROVEMENT ITEMS		EX	PR
Noise Attn./Levee			
Field Line			
Fence			
Base of Levee			
Mailbox			
Multiple Mailboxes			
Pay Telephone			
Advertising Sign			
ITS* Camera			
Wind Turbine			
Cellular Tower			
*Intelligent Transportation Systems			
LANDSCAPING ITEMS		EX	PR
Contour Mounding Line			
Fence			
Fence Post			
Shrubs			
Mowline			
Perennial Plants			
Seeding Class 2			
Seeding Class 2A			
Seeding Class 4			
Seeding Class 4 & 5 Combined			
EXISTING LANDSCAPING ITEMS (contd.)		EX	PR
Seeding Class 5			
Seeding Class 7			
Seedlings Type 1			
Seedlings Type 2			
Sodding			
Mowstake w/Sign			
Tree Trunk Protection			
Evergreen Tree			
Shade Tree			
LIGHTING		EX	PR
Duct			
Conduit			
Electrical Aerial Cable			
Electrical Buried Cable			
Controller			
Underpass Luminaire			
Power Pole			
		STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 3 of 9)	
		STANDARD 000001-07	

PAVEMENT MARKINGS
(contd.)

CL 2Ln 2Way
RRPM 12.2 m (40') o.c.

CL 2Ln 2Way
RRPM 80' (24.4 m) o.c.

CL Multilane Div.
RRPM 40' (12.2 m) o.c.

CL Multilane Div.
RRPM 80' (24.4 m) o.c.

CL Multilane Div. Dbl.
RRPM 80' (24.4 m) o.c.

CL Multilane Undiv.

Two Way Turn Left Line

Urban Combination Left

Urban Combination Right

Urban Left Turn Arrow

Urban Right Turn Arrow

Urban Left Turn Only

Urban Right Turn Only

Urban Thru Only

EX

PR



ONLY ONLY ONLY

RAILROAD ITEMS

EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck

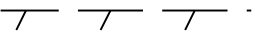


REMOVAL ITEMS

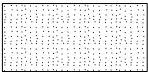
EX

PR

Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

Future ROW Corner Monument



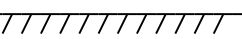
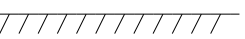
ROW Marker



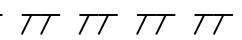
ROW Line



Easement



Temporary Easement



STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS

(Sheet 5 of 9)

STANDARD 000001-07



Illinois Department of Transportation

PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PAVEMENT MARKINGS
(contd.)

EX

PR

Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



Rural Left Turn Arrow



Rural Right Turn Arrow



Rural Left Turn Only



ONLY



Rural Right Turn Only



ONLY



Rural Thru Only



ONLY



Bike Lane Symbol



Bike Lane Text

BIKE LANE

Bike Path Shared



Bike Shared Roadway



 Illinois Department of Transportation

PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS

(Sheet 6 of 9)

STANDARD 000001-07

RIGHT OF WAY ITEMS
(contd.)

	EX	PR
Access Control Line		
Access Control Line & ROW		
Access Control Line & ROW with Fence		
Excess ROW Line		

ROADWAY PLAN
ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		
Slope Limit Line		
Typical Cross-Section Line		

ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data		
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

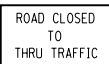
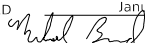
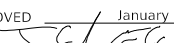
SIGNING ITEMS
(contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(O) (Half Size)		
Left Lane Closed Ahead W20-5L(O) (Half Size)		
Right Lane Closed Ahead W20-5R(O) (Half Size)		
Road Closed Ahead W20-3(O) (Half Size)		
Road Construction Ahead W20-1(O) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS

(Sheet 7 of 9)

STANDARD 000001-07

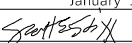
SIGNING ITEMS (contd.)		EX	PR	STRUCTURES ITEMS		EX	PR	TRAFFIC SHEET ITEMS		EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)				Box Culvert Barrel				Cable Number			
Two Way Arrow Large W1-7-(O) (Half Size)				Box Culvert Headwall				Left Turn Green			
Detour M4-10L-(O) (Half Size)				Bridge Pier				Left Turn Yellow			
Detour M4-10R-(O) (Half Size)				Bridge				Signal Backplate			
One Way Left R6-1L (Half Size)				Retaining Wall				Signal Section 8" (200 mm)			
One Way Right R6-1R (Half Size)				Temporary Sheet Piling				Signal Section 12" (300 mm)			
Left Turn Lane R3-I100L (Half Size)								Walk/Don't Walk Letters			
Keep Left R4-7AL (Half Size)								Walk/Don't Walk Symbols			
Keep Left R4-7BL (Half Size)											
Keep Right R4-7AR (Half Size)											
Keep Right R4-7BR (Half Size)											
Stop Here On Red R10-6-AL (Half Size)											
Stop Here On Red R10-6-AR (Half Size)											
No Left Turn R3-2 (Half Size)											
No Right Turn R3-1 (Half Size)											
Road Closed R11-2 (Half Size)											
Road Closed Thru Traffic R11-2 (Half Size)											
 Illinois Department of Transportation PASSED  January 1, 2019 ENGINEER OF POLICY AND PROCEDURES APPROVED  January 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT ISSUED 1-1-97				STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 8 of 9) STANDARD 000001-07							

TRAFFIC SIGNAL ITEMS (contd.)			UNDERGROUND UTILITY ITEMS			UTILITY ITEMS (contd.)		
	EX	PR		EX	PR		EX	PR
Detector Raceway			Cable TV			Traffic Signal		
Aluminum Mast Arm			Electric Cable			Traffic Signal Control Box		
Steel Mast Arm			Fiber Optic			Water Meter		
Veh. Detector Magnetic			Gas Pipe			Water Meter Valve Box		
Conduit Splice			Oil Pipe			Profile Line		
Controller			Sanitary Sewer			Aerial Power Line		
Gulfbox Junction			Telephone Cable			VEGETATION ITEMS		
Wood Pole			Water Pipe				EX	PR
Temp. Signal Head			UTILITIES ITEMS			Deciduous Tree		
Handhole				EX	PR	Bush or Shrub		
Double Handhole			Controller			Evergreen Tree		
Heavy Duty Handhole			Double Handhole			Stump		
Junction Box			Fire Hydrant			Orchard/Nursery Line		
Ped. Pushbutton Detector			GuyWire or Deadman Anchor			Vegetation Line		
Ped. Signal Head			Handhole			Woods & Bush Line		
Power Pole Service			Heavy Duty Handhole			WATER FEATURE ITEMS		
Priority Veh. Detector			Junction Box				EX	PR
Signal Head			Light Pole			Stream or Drainage Ditch		
Signal Head w/Backplate			Manhole			Waters Edge		
Signal Post			Monitoring Well (Gasoline)			Water Surface Indicator		
Closed Circuit TV			Pipeline Warning Sign			Water Point		
Video Detector System			Power Pole			Disappearing Ditch		
Illinois Department of Transportation PASSED January 1, 2019 ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT ISSUED 1-1-97			Power Pole with Light			Marsh		
			Sanitary Sewer Cleanout			Marsh/Swamp Boundary		
			Splice Box Above Ground			STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 9 of 9) STANDARD 000001-07		
			Telephone Splice Box Above Ground					
			Telephone Pole					

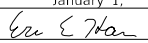
REINFORCEMENT BARS - ENGLISH (METRIC)																	
Bar Size English (metric)	Dia. in. mm	Cross- Sectional Area sq. in. (sq. mm)	Weight lbs./ft. kg/m	SPACING, in. (mm)													
				4 (100)	4½ (115)	5 (125)	5½ (140)	6 (150)	6½ (165)	7 (175)	7½ (190)	8 (200)	8½ (215)	9 (225)	10 (250)	11 (275)	12 (300)
				AREA OF STEEL PER FOOT (METER), sq. in. (sq. mm)													
3 (10)	0.375 (9.5)	0.110 (71)	0.376 (0.560)	0.330 (710)	0.293 (617)	0.264 (568)	0.240 (507)	0.220 (473)	0.203 (430)	0.189 (406)	0.176 (374)	0.165 (355)	0.155 (330)	0.147 (316)	0.132 (284)	0.120 (258)	0.110 (237)
4 (13)	0.500 (12.7)	0.196 (129)	0.668 (0.944)	0.588 (1290)	0.523 (1122)	0.470 (1032)	0.428 (921)	0.392 (860)	0.362 (782)	0.336 (737)	0.314 (679)	0.294 (645)	0.277 (600)	0.261 (573)	0.235 (516)	0.214 (469)	0.196 (430)
5 (16)	0.625 (15.9)	0.307 (199)	1.043 (1.552)	0.921 (1990)	0.819 (1730)	0.737 (1592)	0.670 (1421)	0.614 (1327)	0.567 (1206)	0.526 (1137)	0.491 (1047)	0.461 (995)	0.433 (926)	0.409 (884)	0.368 (796)	0.335 (724)	0.307 (663)
6 (19)	0.750 (19.1)	0.442 (284)	1.502 (2.235)	1.326 (2840)	1.179 (2470)	1.061 (2272)	0.964 (2029)	0.884 (1893)	0.816 (1721)	0.758 (1623)	0.707 (1495)	0.663 (1420)	0.624 (1321)	0.589 (1262)	0.530 (1136)	0.482 (1033)	0.442 (947)
7 (22)	0.875 (22.2)	0.601 (387)	2.044 (3.042)	1.803 (3870)	1.603 (3365)	1.442 (3096)	1.311 (2764)	1.202 (2580)	1.110 (2345)	1.030 (2211)	0.962 (2037)	0.902 (1935)	0.848 (1800)	0.801 (1720)	0.721 (1548)	0.656 (1407)	0.601 (1290)
8 (25)	1.000 (25.4)	0.785 (510)	2.670 (3.973)	2.355 (5100)	2.093 (4435)	1.884 (4080)	1.713 (3543)	1.570 (3400)	1.449 (3091)	1.346 (2914)	1.256 (2684)	1.178 (2550)	1.108 (2372)	1.047 (2267)	0.942 (2040)	0.856 (1855)	0.785 (1700)
9 (29)	1.128 (28.7)	1.000 (645)	3.400 (5.060)	3.000 (6450)	2.667 (5609)	2.400 (5160)	2.182 (4607)	2.000 (4300)	1.846 (3909)	1.714 (3686)	1.600 (3395)	1.500 (3225)	1.412 (3000)	1.333 (2867)	1.200 (2580)	1.091 (2345)	1.000 (2150)
10 (32)	1.270 (32.3)	1.267 (819)	4.303 (6.404)	3.801 (8190)	3.379 (7122)	3.041 (6552)	2.764 (5850)	2.534 (5460)	2.339 (4964)	2.172 (4680)	2.027 (4311)	1.901 (4095)	1.789 (3809)	1.689 (3640)	1.520 (3276)	1.382 (2978)	1.267 (2730)
11 (36)	1.410 (35.8)	1.561 (1006)	5.313 (7.907)	4.683 (10060)	4.163 (8748)	3.746 (8048)	3.406 (7186)	3.122 (6707)	2.882 (6097)	2.676 (5749)	2.498 (5295)	2.342 (5030)	2.204 (4679)	2.081 (4471)	1.873 (4024)	1.703 (3658)	1.561 (3353)

 Illinois Department of Transportation

PASSED January 1, 2009


ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009


ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS	AREAS OF REINFORCEMENT BARS
1-1-09	Switched units to	
	English (metric).	
1-1-07	Deleted metric table.	STANDARD 001001-02
	Soft converted English	
	table.	

DECIMAL OF AN INCH AND OF A FOOT																		
A		B	A		B	A		B	A		B	A		B	A		B	
$\frac{1}{64}$	0.0052	$\frac{1}{16}$	$\frac{1}{64}$	0.171875	$2\frac{1}{16}$	$\frac{1}{32}$	0.3385	$4\frac{1}{16}$	$\frac{3}{64}$	0.5052	$6\frac{1}{16}$	$\frac{4}{64}$	$\frac{4}{64}$	0.671875	$8\frac{1}{16}$	$\frac{27}{32}$	0.8385	$10\frac{1}{16}$
	0.0104	$\frac{1}{8}$		0.1771	$2\frac{1}{8}$		0.34375	$4\frac{1}{8}$		0.5104	$6\frac{1}{8}$		0.6771	$8\frac{1}{8}$	0.84375		$10\frac{1}{8}$	
	0.015625	$\frac{3}{16}$		0.1823	$2\frac{3}{16}$		0.3490	$4\frac{3}{16}$		0.515625	$6\frac{3}{16}$		0.6823	$8\frac{3}{16}$	0.8490		$10\frac{3}{16}$	
	0.0208	$\frac{1}{4}$		0.1875	$2\frac{1}{4}$		0.3542	$4\frac{1}{4}$		0.5208	$6\frac{1}{4}$		0.6875	$8\frac{1}{4}$	0.8542		$10\frac{1}{4}$	
$\frac{1}{32}$	0.0260	$\frac{5}{16}$	$\frac{1}{32}$	0.1927	$2\frac{5}{16}$	$\frac{2}{64}$	$\frac{2}{64}$	0.359375	$4\frac{5}{16}$	$\frac{17}{32}$	0.5260	$6\frac{5}{16}$	$\frac{45}{64}$	0.6927	$8\frac{5}{16}$	$\frac{5}{64}$	0.859375	$10\frac{5}{16}$
	0.03125	$\frac{3}{8}$		0.1979	$2\frac{3}{8}$		0.3646	$4\frac{3}{8}$	0.53125		$6\frac{3}{8}$	0.6979		$8\frac{3}{8}$	0.8646		$10\frac{3}{8}$	
	0.0365	$\frac{7}{16}$		0.203125	$2\frac{7}{16}$		0.3698	$4\frac{7}{16}$	0.5365		$6\frac{7}{16}$	0.703125		$8\frac{7}{16}$	0.8698		$10\frac{7}{16}$	
	0.0417	$\frac{1}{2}$		0.2083	$2\frac{1}{2}$		0.3750	$4\frac{1}{2}$	0.5417		$6\frac{1}{2}$	0.7083		$8\frac{1}{2}$	0.8750		$10\frac{1}{2}$	
$\frac{3}{64}$	0.046875	$\frac{9}{16}$	$\frac{7}{32}$	0.2135	$2\frac{9}{16}$	$\frac{25}{64}$	0.3802	$4\frac{9}{16}$	$\frac{35}{64}$	0.546875	$6\frac{9}{16}$	$\frac{23}{32}$	0.7135	$8\frac{9}{16}$	$\frac{57}{64}$	0.8802	$10\frac{9}{16}$	
	0.0521	$\frac{5}{8}$		0.21875	$2\frac{5}{8}$		0.3854	$4\frac{5}{8}$		0.5521	$6\frac{5}{8}$		0.71875	$8\frac{5}{8}$		0.8854	$10\frac{5}{8}$	
	0.0573	$1\frac{1}{16}$		0.2240	$2\frac{1}{16}$		0.390625	$4\frac{1}{16}$		0.5573	$6\frac{1}{16}$		0.7240	$8\frac{1}{16}$		0.890625	$10\frac{1}{16}$	
	0.0625	$\frac{3}{4}$		0.2292	$2\frac{3}{4}$		0.3958	$4\frac{3}{4}$		0.5625	$6\frac{3}{4}$		0.7292	$8\frac{3}{4}$		0.8958	$10\frac{3}{4}$	
$\frac{1}{16}$	0.0677	$1\frac{3}{16}$	$\frac{15}{64}$	0.234375	$2\frac{13}{16}$	$\frac{13}{32}$	0.4010	$4\frac{13}{16}$	$\frac{9}{16}$	0.5677	$6\frac{13}{16}$	$\frac{47}{64}$	0.734375	$8\frac{13}{16}$	$\frac{29}{32}$	0.9010	$10\frac{13}{16}$	
	0.0729	$\frac{7}{8}$		0.2396	$2\frac{7}{8}$		0.40625	$4\frac{7}{8}$		0.5729	$6\frac{7}{8}$		0.7396	$8\frac{7}{8}$		0.90625	$10\frac{7}{8}$	
	0.078125	$1\frac{1}{2}$		0.2448	$2\frac{1}{2}$		0.4115	$4\frac{1}{2}$		0.578125	$6\frac{1}{2}$		0.7448	$8\frac{1}{2}$		0.9115	$10\frac{1}{2}$	
	0.0833	1		0.2500	3		0.4167	5		0.5833	7		0.7500	9		0.9167	11	
$\frac{3}{32}$	0.0885	$1\frac{1}{8}$	$\frac{17}{64}$	0.2552	$3\frac{1}{8}$	$\frac{27}{64}$	0.421875	$5\frac{1}{8}$	$\frac{19}{32}$	0.5885	$7\frac{1}{8}$	$\frac{49}{64}$	0.7552	$9\frac{1}{8}$	$\frac{59}{64}$	0.921875	$11\frac{1}{8}$	
	0.09375	$1\frac{1}{4}$		0.2604	$3\frac{1}{4}$		0.4271	$5\frac{1}{4}$		0.59375	$7\frac{1}{4}$		0.7604	$9\frac{1}{4}$		0.9271	$11\frac{1}{4}$	
	0.0990	$1\frac{3}{8}$		0.265625	$3\frac{3}{8}$		0.4323	$5\frac{3}{8}$		0.5990	$7\frac{3}{8}$		0.765625	$9\frac{3}{8}$		0.9323	$11\frac{3}{8}$	
	0.1042	$1\frac{1}{2}$		0.2708	$3\frac{1}{2}$		0.4375	$5\frac{1}{2}$		0.6042	$7\frac{1}{2}$		0.7708	$9\frac{1}{2}$		0.9375	$11\frac{1}{2}$	
$\frac{7}{64}$	0.109375	$1\frac{5}{16}$	$\frac{9}{32}$	0.2760	$3\frac{5}{16}$	$\frac{29}{64}$	0.4427	$5\frac{5}{16}$	$\frac{39}{64}$	0.609375	$7\frac{5}{16}$	$\frac{25}{32}$	0.7760	$9\frac{5}{16}$	$\frac{61}{64}$	0.9427	$11\frac{5}{16}$	
	0.1146	$1\frac{3}{8}$		0.28125	$3\frac{3}{8}$		0.4479	$5\frac{3}{8}$		0.6146	$7\frac{3}{8}$		0.78125	$9\frac{3}{8}$		0.9479	$11\frac{3}{8}$	
	0.1198	$1\frac{7}{16}$		0.2865	$3\frac{7}{16}$		0.453125	$5\frac{7}{16}$		0.6198	$7\frac{7}{16}$		0.7865	$9\frac{7}{16}$		0.953125	$11\frac{7}{16}$	
	0.1250	$1\frac{1}{2}$		0.2917	$3\frac{1}{2}$		0.4583	$5\frac{1}{2}$		0.6250	$7\frac{1}{2}$		0.7917	$9\frac{1}{2}$		0.9583	$11\frac{1}{2}$	
$\frac{1}{8}$	0.1302	$1\frac{9}{16}$	$\frac{19}{64}$	0.296875	$3\frac{9}{16}$	$\frac{15}{32}$	0.4635	$5\frac{9}{16}$	$\frac{41}{64}$	0.6302	$7\frac{9}{16}$	$\frac{51}{64}$	0.796875	$9\frac{9}{16}$	$\frac{31}{32}$	0.9635	$11\frac{9}{16}$	
	0.1354	$1\frac{5}{8}$		0.3021	$3\frac{5}{8}$		0.46875	$5\frac{5}{8}$		0.6354	$7\frac{5}{8}$		0.8021	$9\frac{5}{8}$		0.96875	$11\frac{5}{8}$	
	0.140625	$1\frac{11}{16}$		0.3073	$3\frac{11}{16}$		0.4740	$5\frac{11}{16}$		0.640625	$7\frac{11}{16}$		0.8073	$9\frac{11}{16}$		0.9740	$11\frac{11}{16}$	
	0.1458	$1\frac{3}{4}$		0.3125	$3\frac{3}{4}$		0.4792	$5\frac{3}{4}$		0.6458	$7\frac{3}{4}$		0.8125	$9\frac{3}{4}$		0.9792	$11\frac{3}{4}$	
$\frac{5}{64}$	0.1510	$1\frac{13}{16}$	$\frac{5}{16}$	0.3177	$3\frac{13}{16}$	$\frac{31}{64}$	0.484375	$5\frac{13}{16}$	$\frac{21}{32}$	0.6510	$7\frac{13}{16}$	$\frac{13}{16}$	0.8177	$9\frac{13}{16}$	$\frac{63}{64}$	0.984375	$11\frac{13}{16}$	
	0.15625	$1\frac{7}{8}$		0.3229	$3\frac{7}{8}$		0.4896	$5\frac{7}{8}$		0.65625	$7\frac{7}{8}$		0.8229	$9\frac{7}{8}$		0.9896	$11\frac{7}{8}$	
	0.1615	$1\frac{15}{16}$		0.328125	$3\frac{15}{16}$		0.4948	$5\frac{15}{16}$		0.6615	$7\frac{15}{16}$		0.828125	$9\frac{15}{16}$		0.9948	$11\frac{15}{16}$	
	0.1667	2		0.3333	4		0.5000	6		0.6667	8		0.8333	10		1.0000	12	

A = Fractions of Inch or Foot

B = Inch Equivalents to Foot Fractions

DATE	REVISIONS	DECIMAL OF AN INCH AND OF A FOOT
1-1-97	New Standard.	
		STANDARD 001006

Illinois Department of Transportation

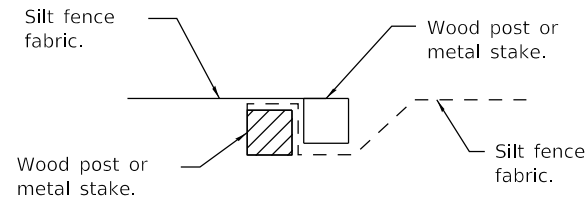
PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

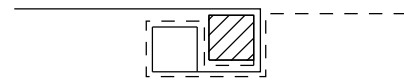
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as shown.

STEP 1

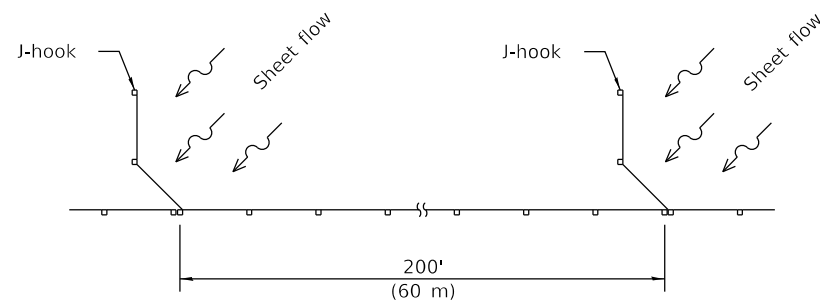


Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

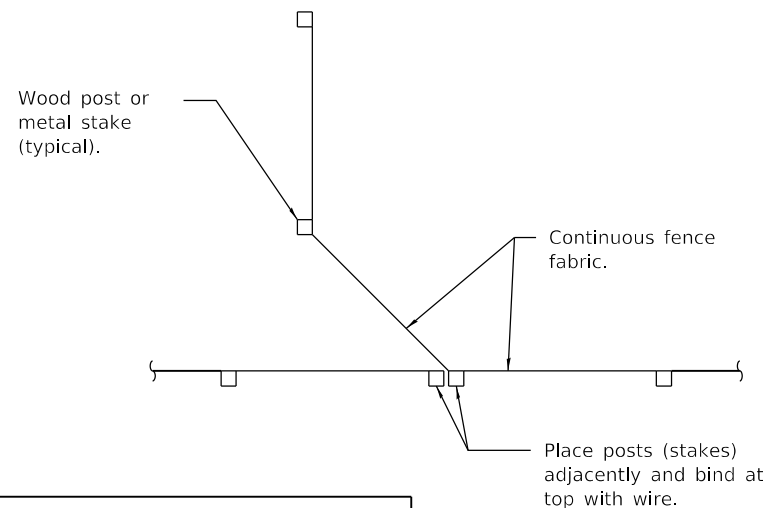
STEP 2

ATTACHING TWO SILT FILTER FENCES

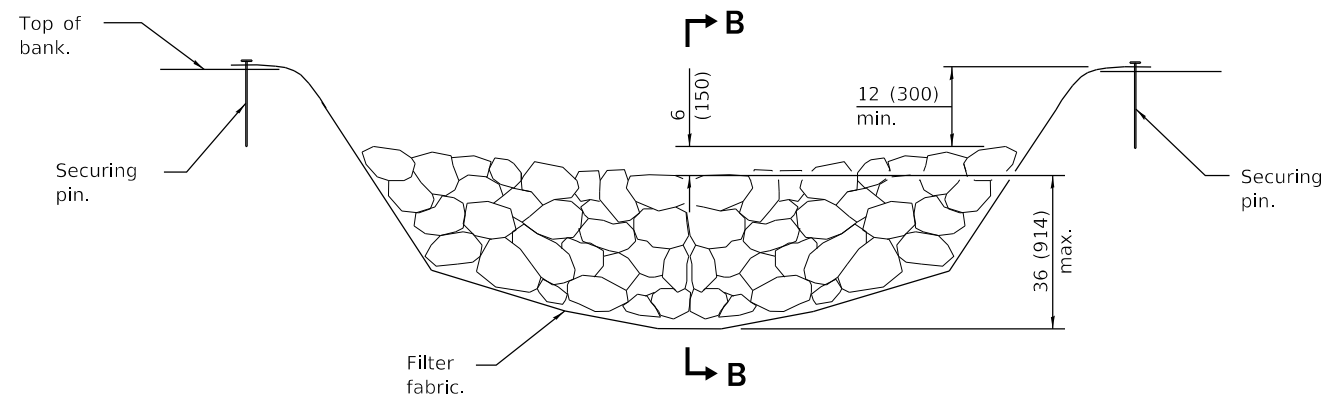
(Not applicable for J-hooks)



SILT FILTER J-HOOK PLACEMENT

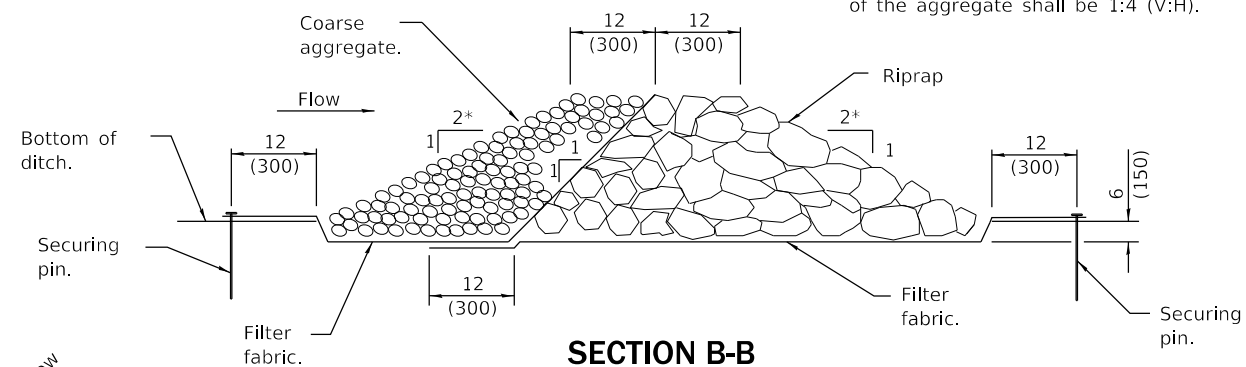


J-HOOK



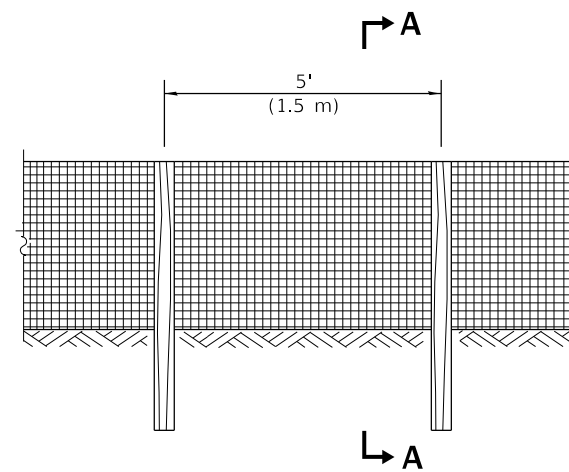
ELEVATION

* When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



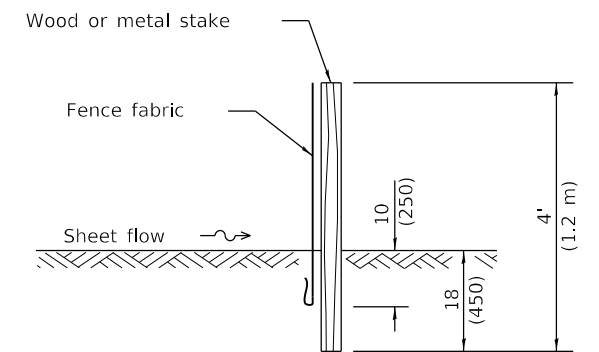
SECTION B-B

AGGREGATE DITCH CHECK

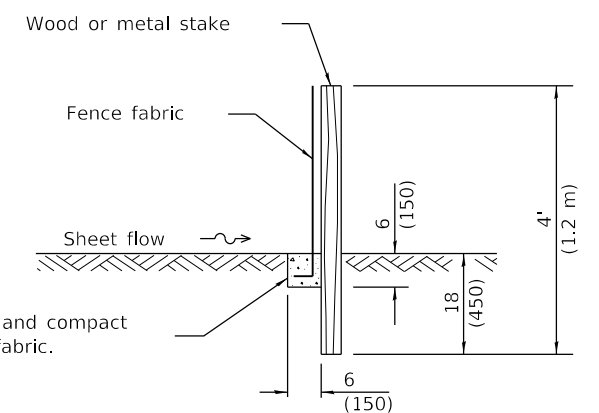


ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



SLICE METHOD



TRENCH METHOD

SECTION A-A

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

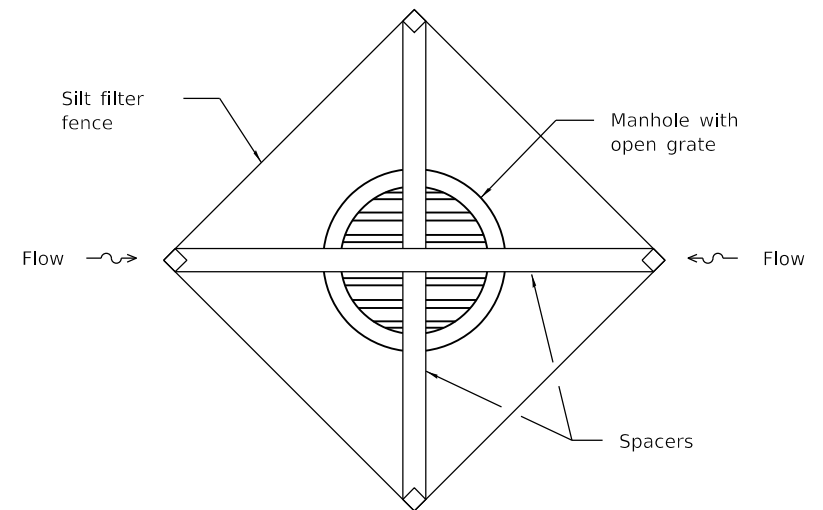
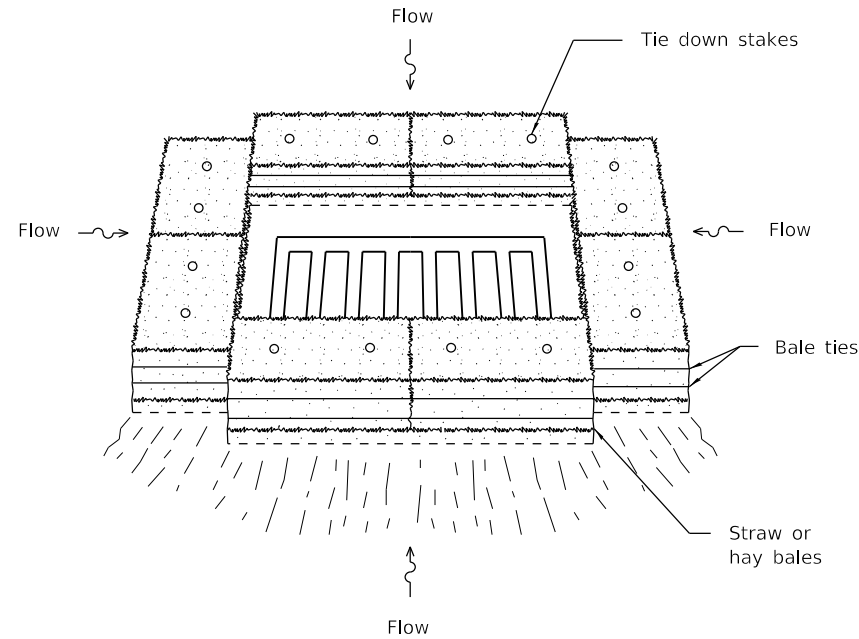
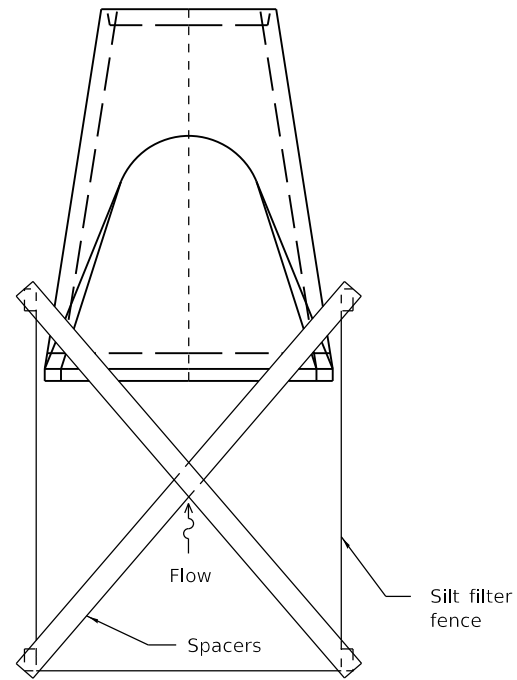
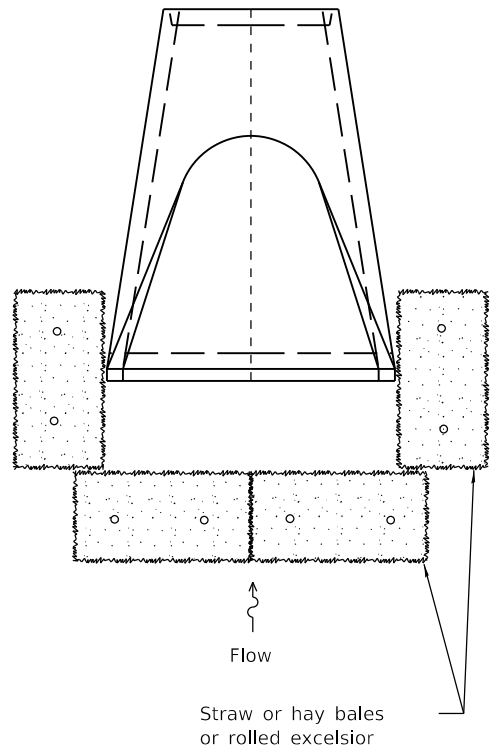
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-13	Corrected notation for flowline (f _l) on SEDIMENT BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter barrier. Added SLICE METHOD to SECTION A-A.

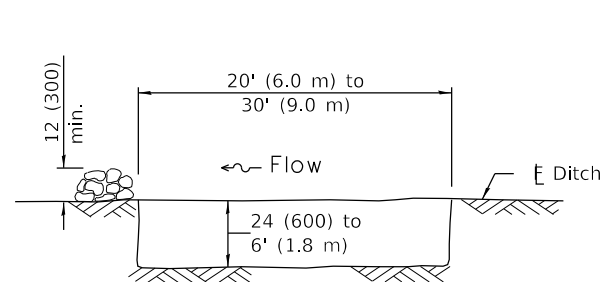
TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 1 of 2)

STANDARD 280001-07

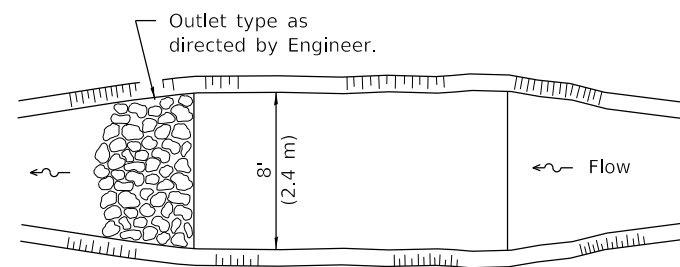


INLET AND PIPE PROTECTION



The performance of the basin will improve if put into a series.

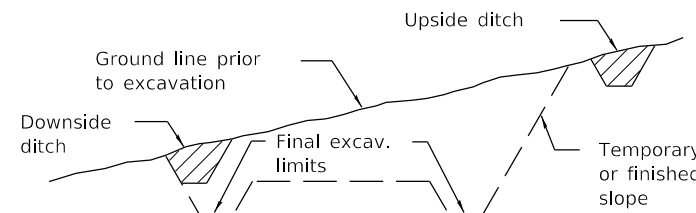
ELEVATION



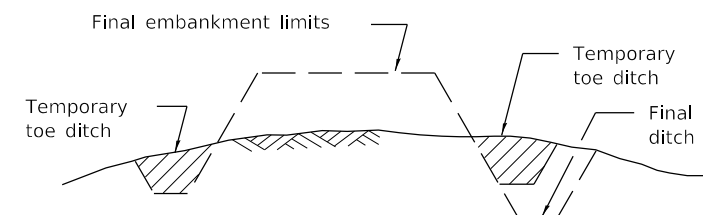
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS-SECTION



TYPICAL FILL CROSS-SECTION

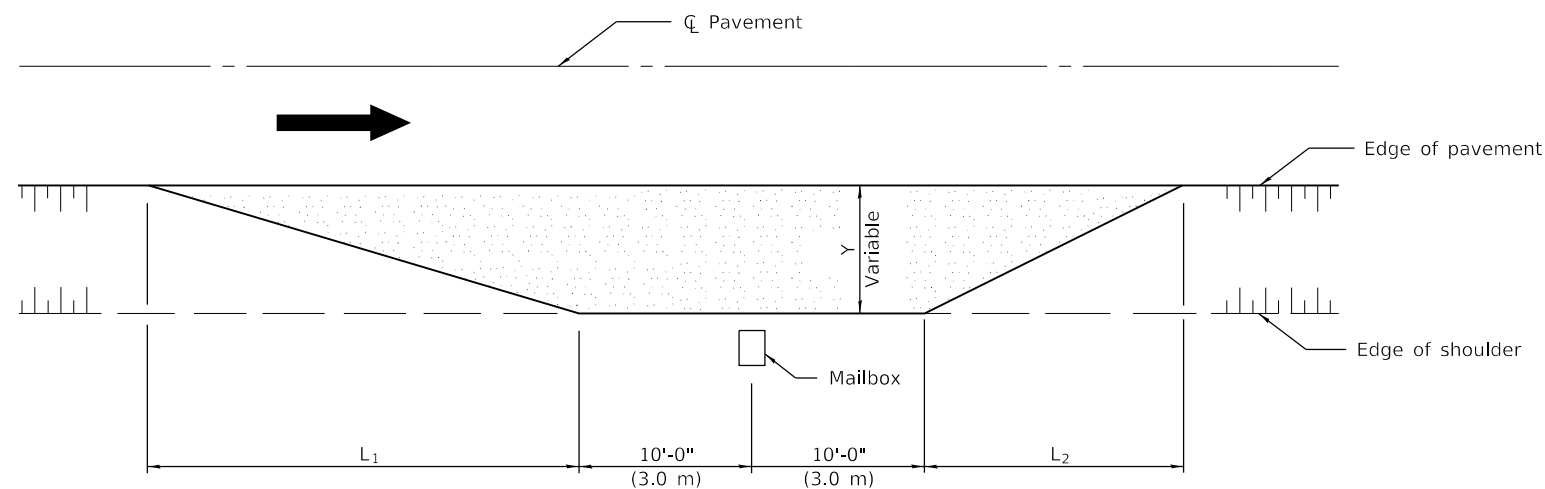
TEMPORARY DITCHES FOR CUT & FILL SECTIONS

TEMPORARY EROSION CONTROL SYSTEMS

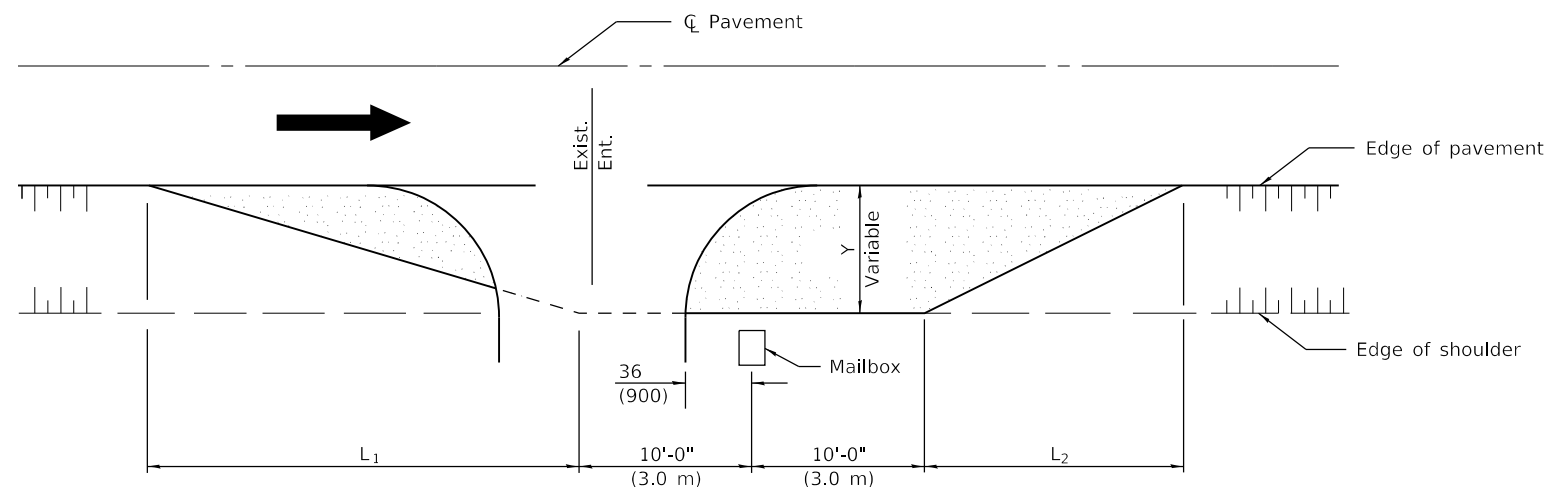
(Sheet 2 of 2)

STANDARD 280001-07

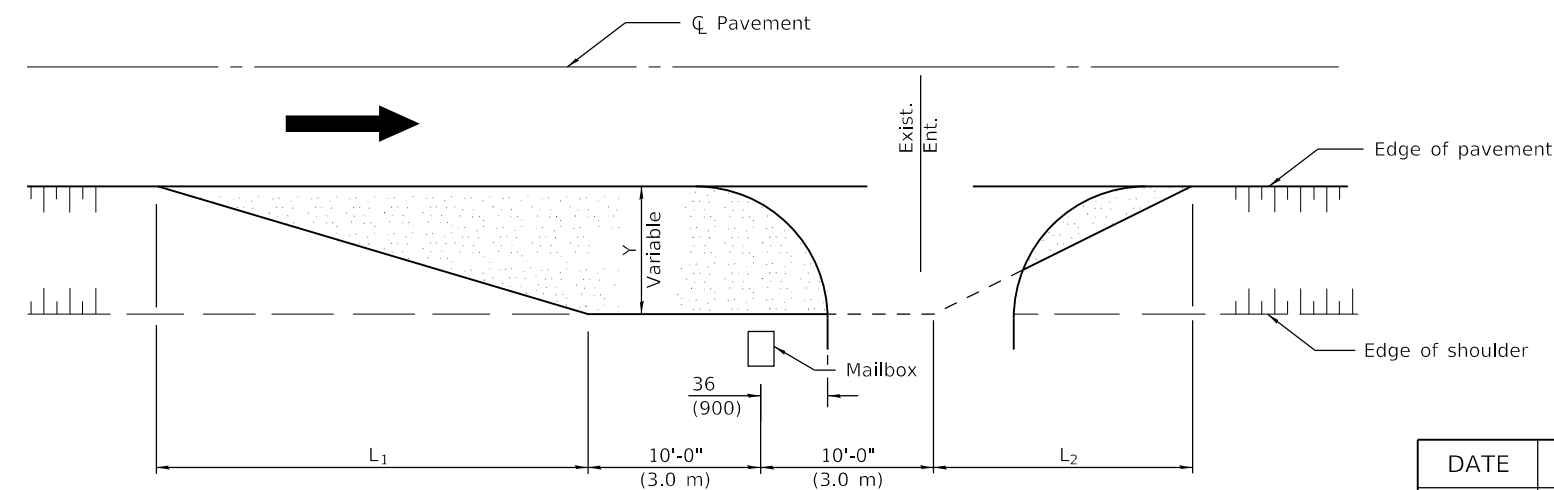
Illinois Department of Transportation	
PASSED <u>January 1, 2013</u> ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-97
APPROVED <u>January 1, 2013</u> ENGINEER OF DESIGN AND ENVIRONMENT	



TYPICAL APPLICATION



MAILBOX ON FAR SIDE OF ENTRANCE



MAILBOX ON NEAR SIDE OF ENTRANCE

DIMENSIONS - ft. (m)		
Width of Shoulder	4-8 (1.2-2.4)	10 (3.0)
Width of Turnout (Y)	8 (2.4)	8-10 (2.4-3.0)
L ₁	32 (9.5)	32 (9.5)
L ₂	20 (6.0)	20 (6.0)

GENERAL NOTES

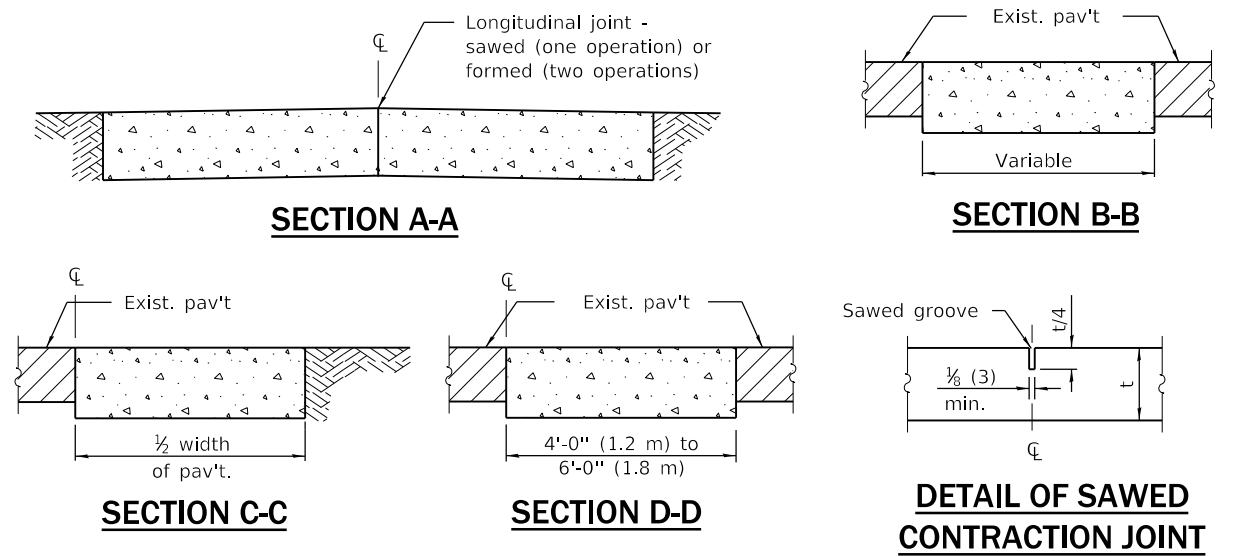
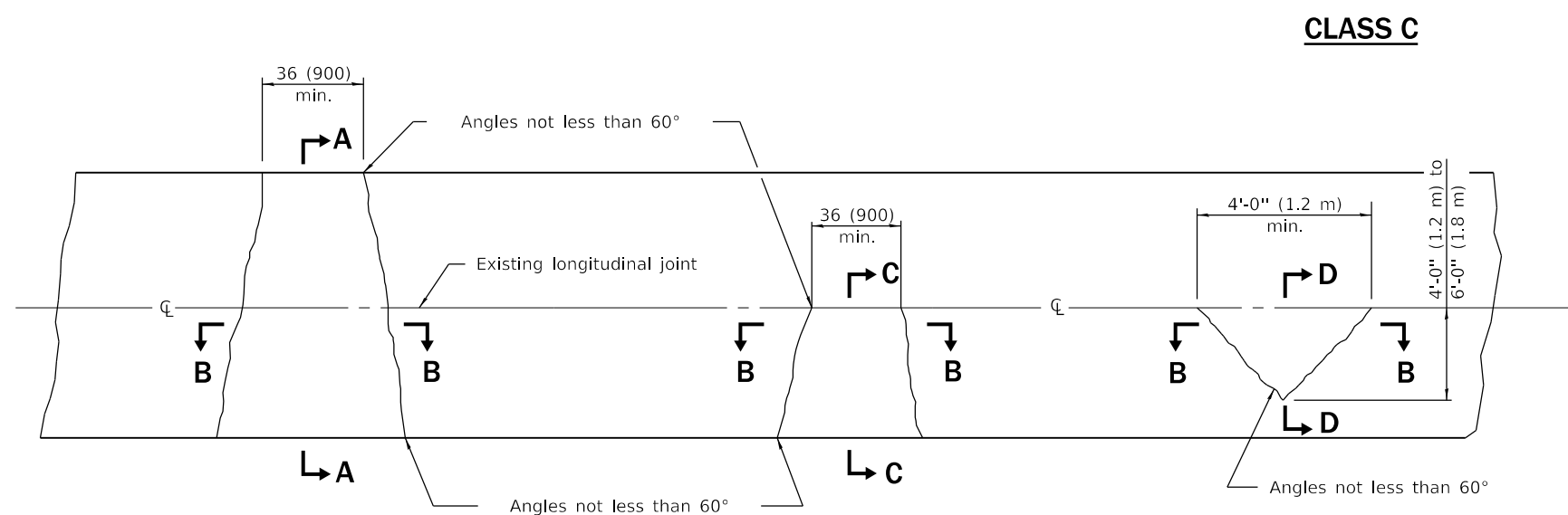
Mailboxes shall be mounted such that the face of the mailbox is 6 (150) to 12 (300), and the post a minimum of 24 (600), from the edge of the turnout surfacing.

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

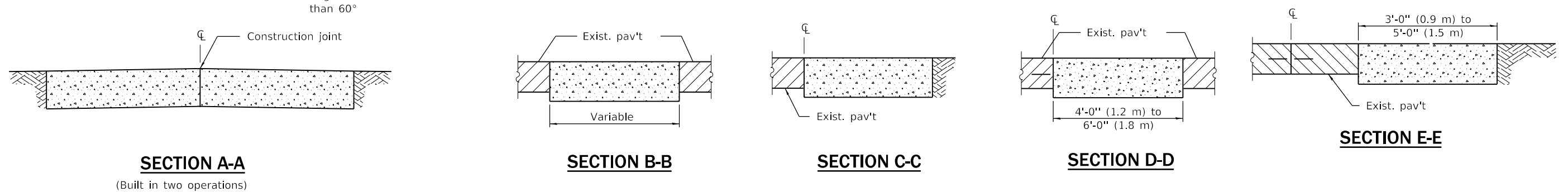
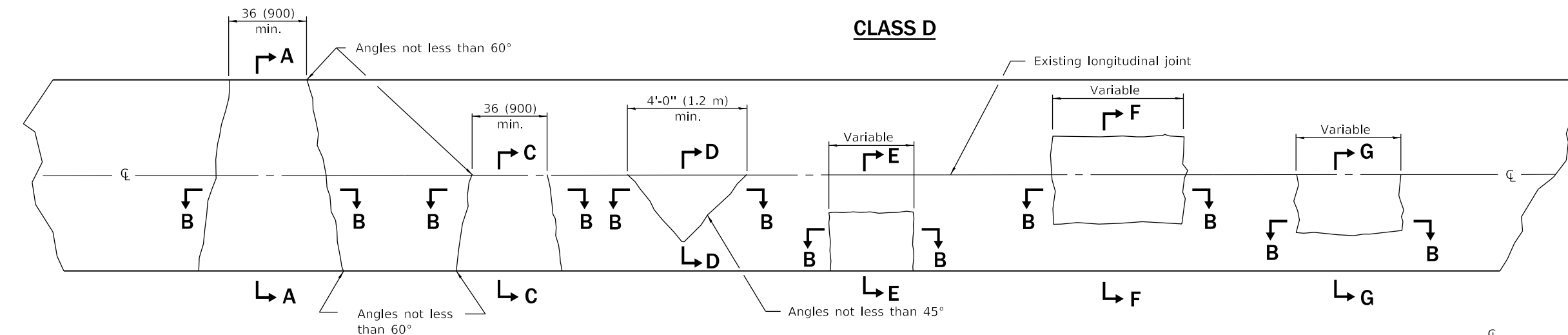
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-97	Renum. Standard 2171-1.
	Deleted note regarding Township & Dist. roads

MAILBOX TURNOUT

STANDARD 406201-01



Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.



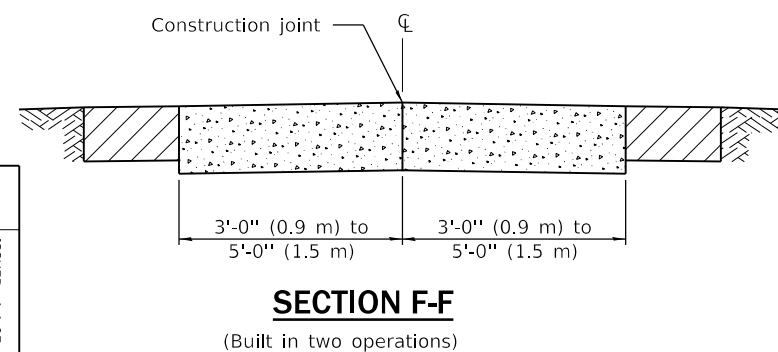
SECTION A-A
(Built in two operations)

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E



SECTION F-F
(Built in two operations)

SECTION G-G

GENERAL NOTES

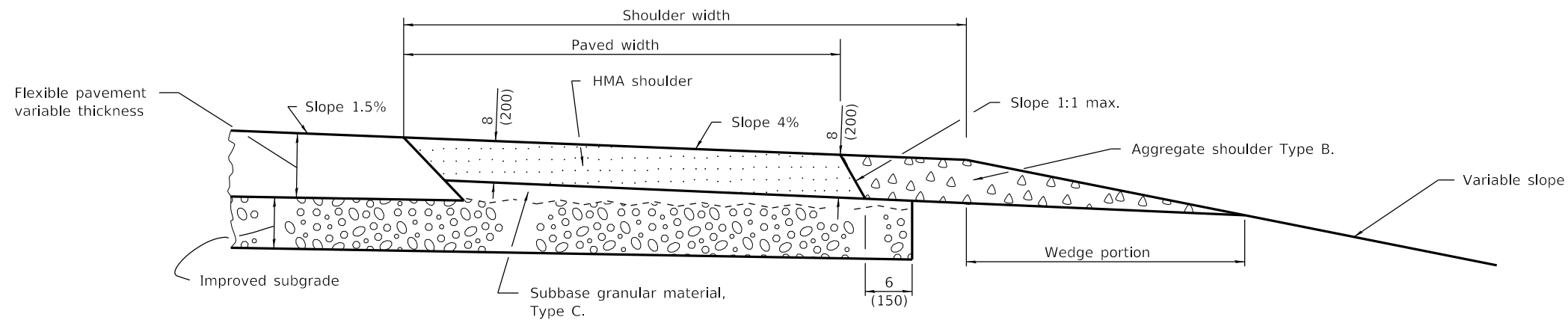
Existing tie bars shall be either cut or removed.
Marginal bars shall be cut.

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

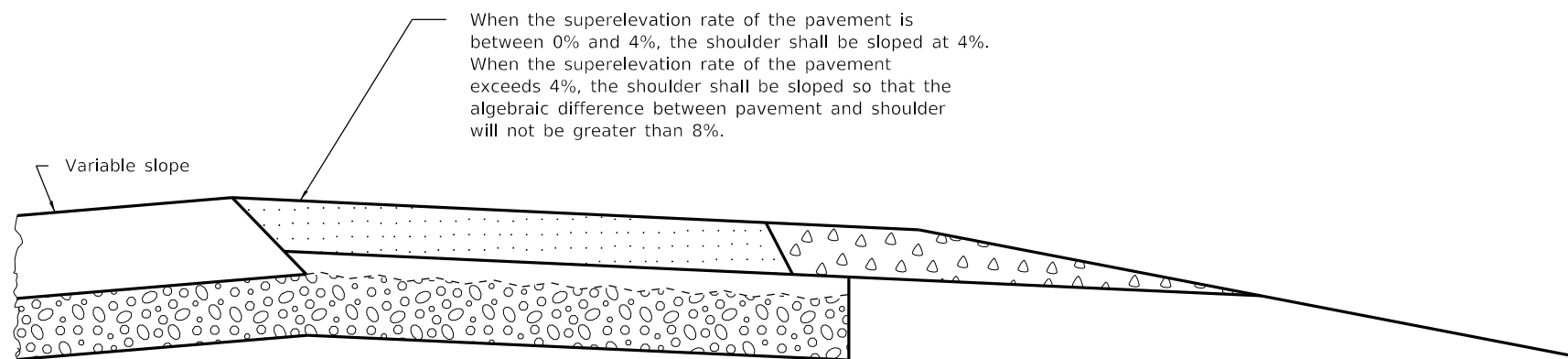
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

CLASS C and D PATCHES

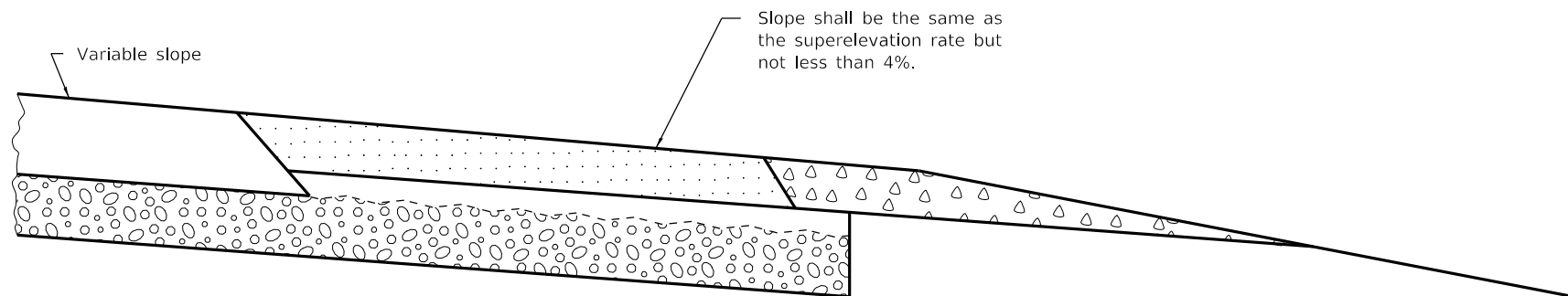
STANDARD 442201-03



SHOULDER FOR TANGENT PAVEMENT



**SHOULDER FOR SUPERELEVATED PAVEMENT
(OUTSIDE OF CURVE)**



**SHOULDER FOR SUPERELEVATED PAVEMENT
(INSIDE OF CURVE)**

GENERAL NOTES

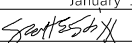
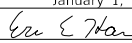
Except as noted or shown the dimensions and notes specified for the shoulder of tangent pavement are typical for the shoulders of superelevated pavement.

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

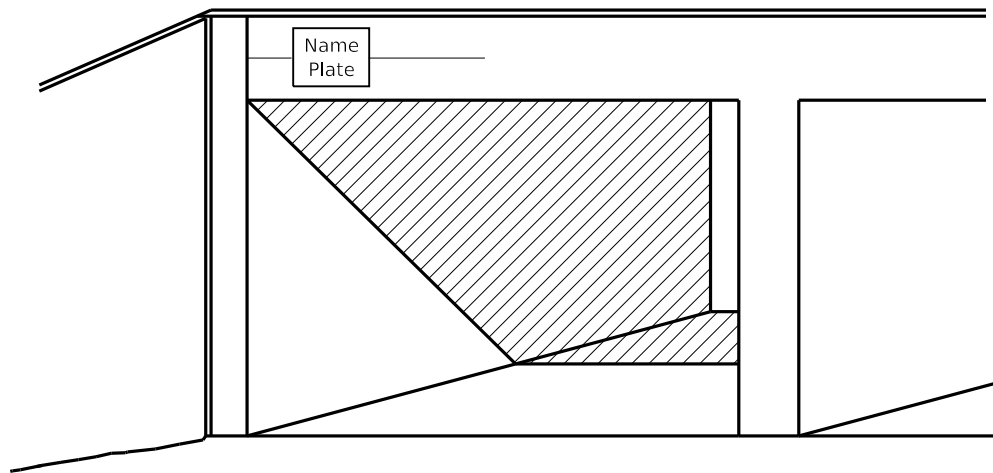
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

**HMA SHOULDER ADJACENT
TO FLEXIBLE PAVEMENT**

STANDARD 482001-02

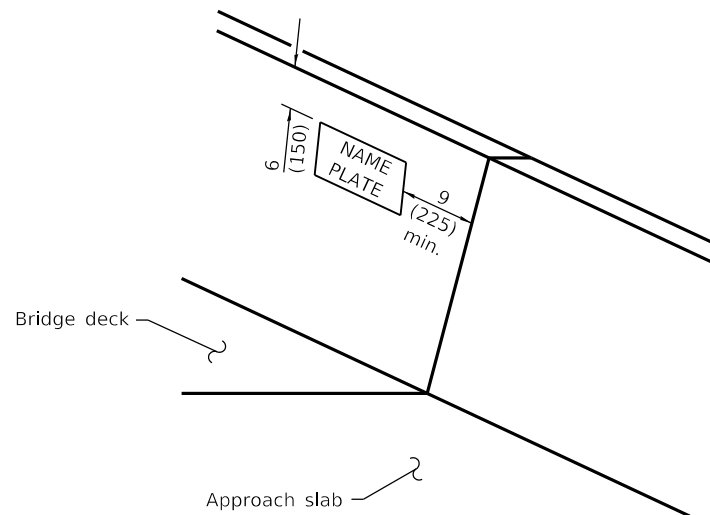
 Illinois Department of Transportation	
PASSED	January 1, 2008
	
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2008
	
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97



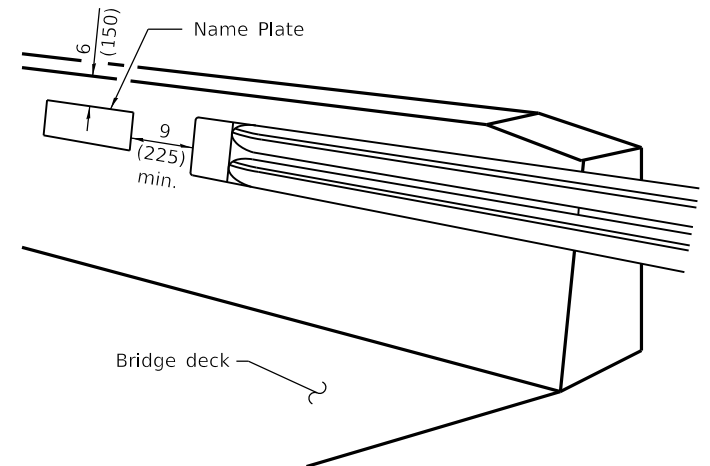
MULTI-SPAN CULVERTS

(Unless otherwise noted on the plans, name plates are not required for stuctures less than 20' (6.1 m) in length)



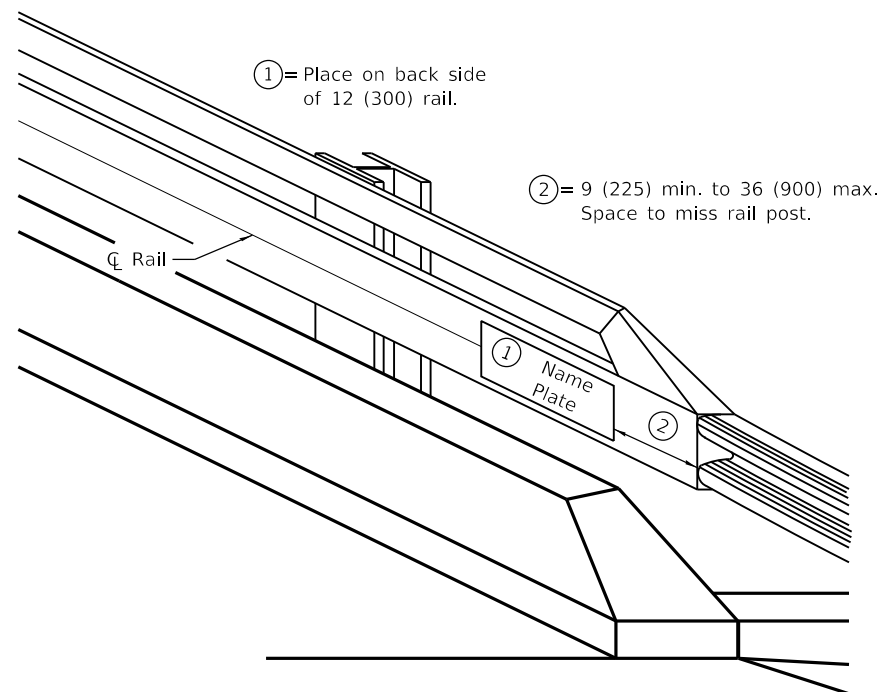
PARAPET

(Typical)

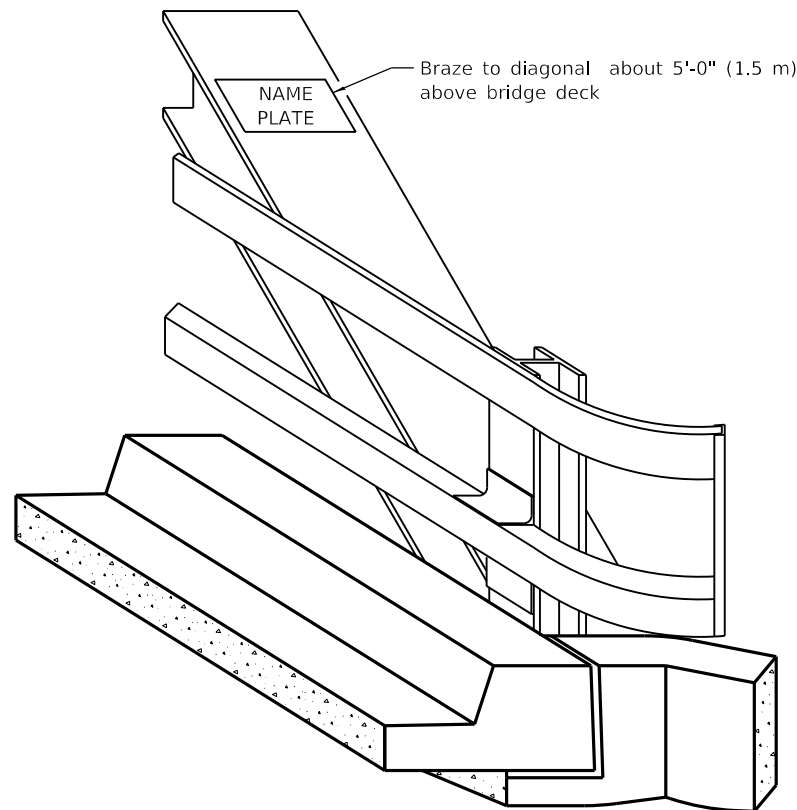


PARAPET

(Terminated at end of bridge)



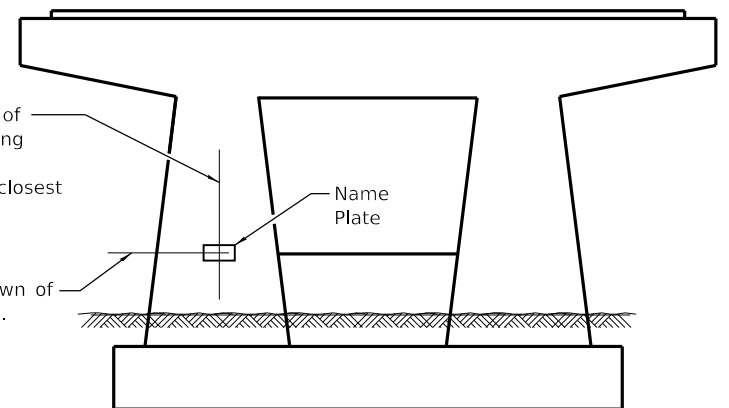
STEEL RAILS



TRUSSES

For column type piers, ϕ of column nearest approaching traffic. For solid piers, 3'-0" $\pm$ from end of pier closest to approaching traffic.

4'-0" $\pm$ above crown of roadway elevation.



PIERS ON FAI ROUTES

GENERAL NOTES

On one-way traffic structures, place name plate on right side of approach end. On two-way traffic structures, place name plate on right side of approach end while looking in the direction of increasing stationing.

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

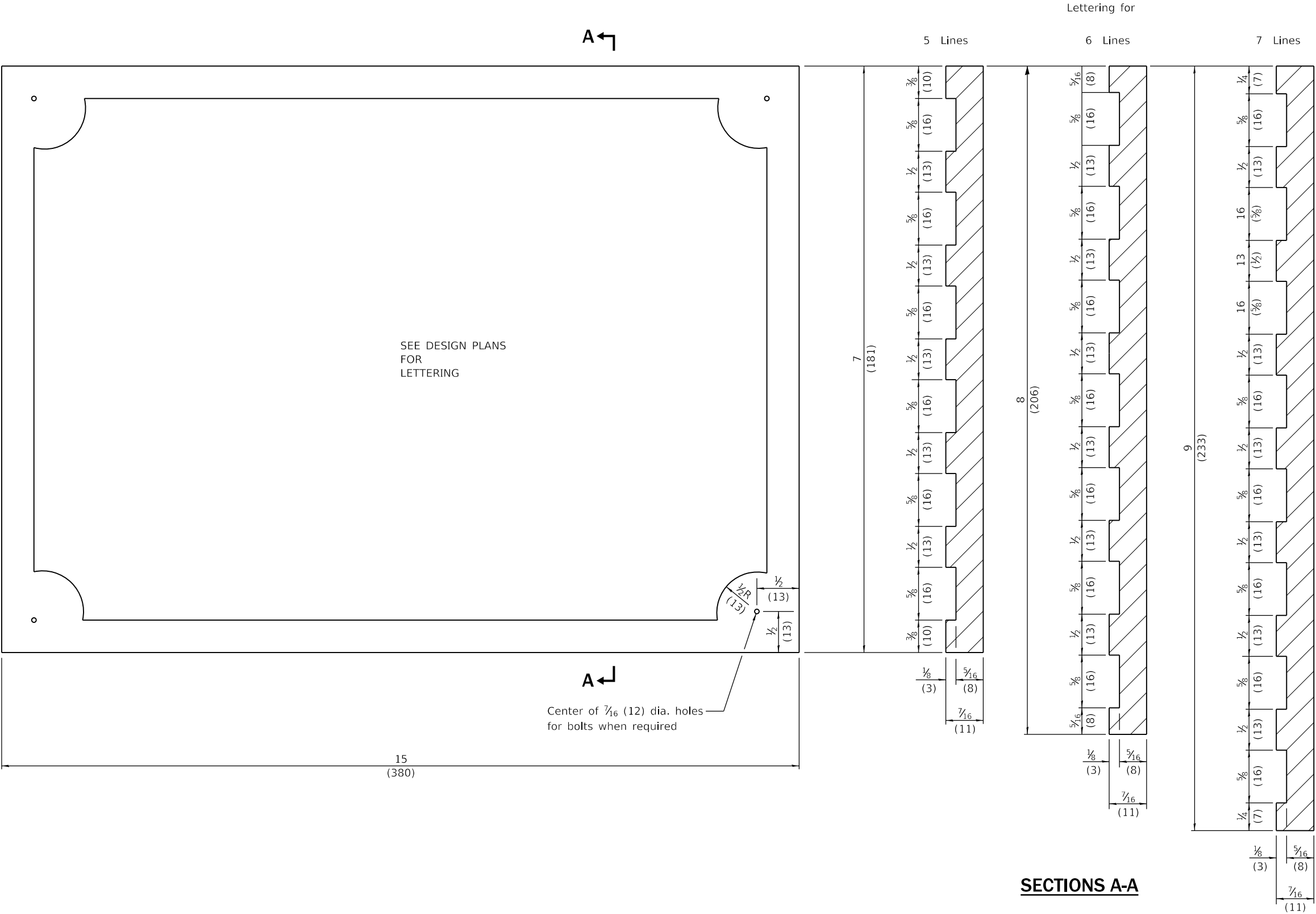
Illinois Department of Transportation	
APPROVED January 1, 2020	ISSUED 1-1-97
ENGINEER OF BRIDGES AND STRUCTURES	
APPROVED January 1, 2020	
ENGINEER OF DESIGN AND ENVIRONMENT	

DATE	REVISIONS
1-1-20	Revised F-shape to constant slope parapet.
1-1-09	Switched units to English (metric). Added pier detail.
1-1-02	Removed Placing: note on sht. 2. Added braze note on sht. 1.

NAME PLATE FOR BRIDGES

(Sheet 1 of 2)

STANDARD 515001-04



NOTE
Border and lettering:
Raised $\frac{1}{8}$ (3), square cut and not tapered.

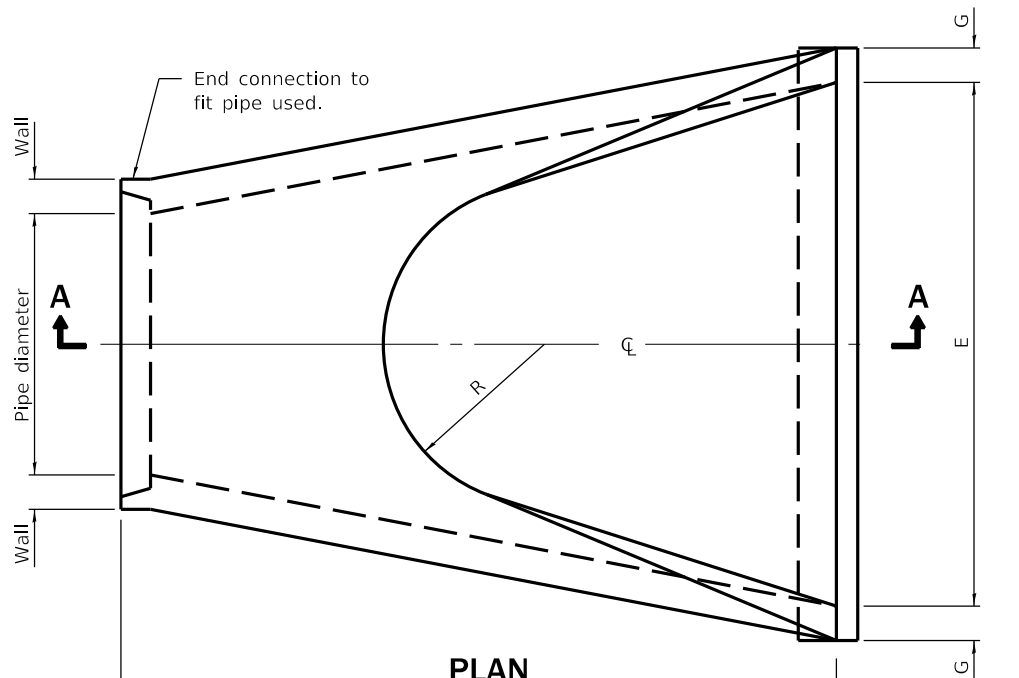
	Illinois Department of Transportation
APPROVED	January 1, 2020
ENGINEER OF BRIDGES AND STRUCTURES	
APPROVED	January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97

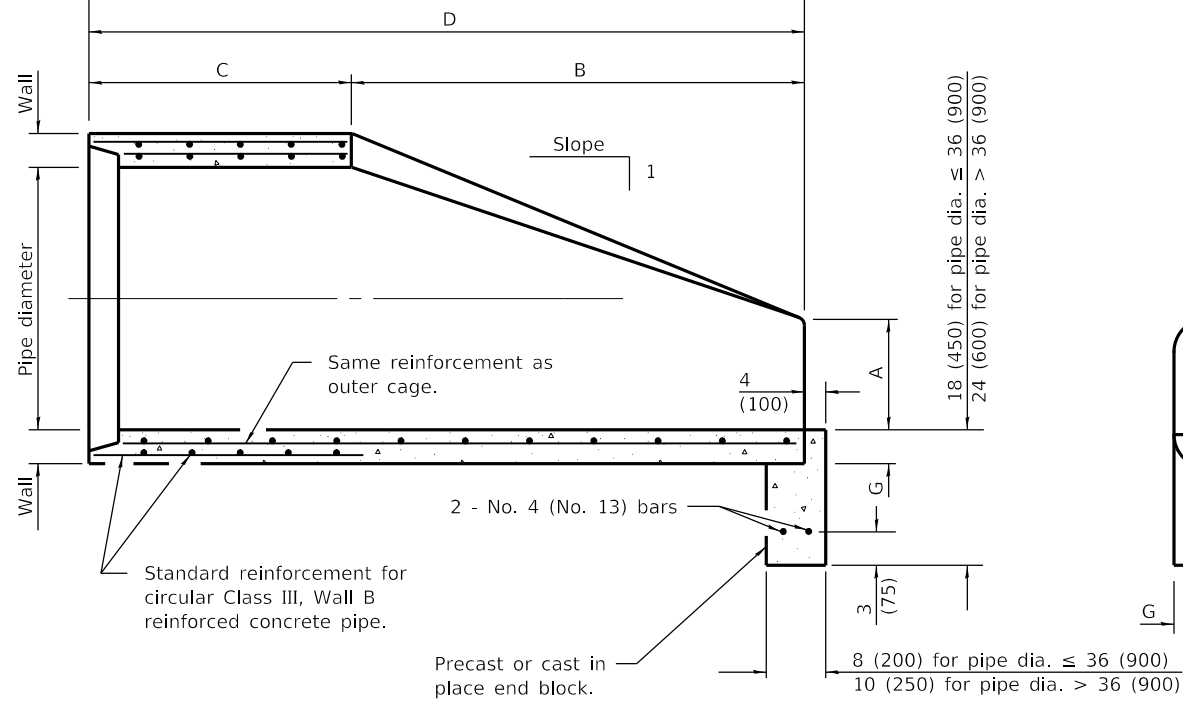
**NAME PLATE
FOR BRIDGES**

(Sheet 2 of 2)

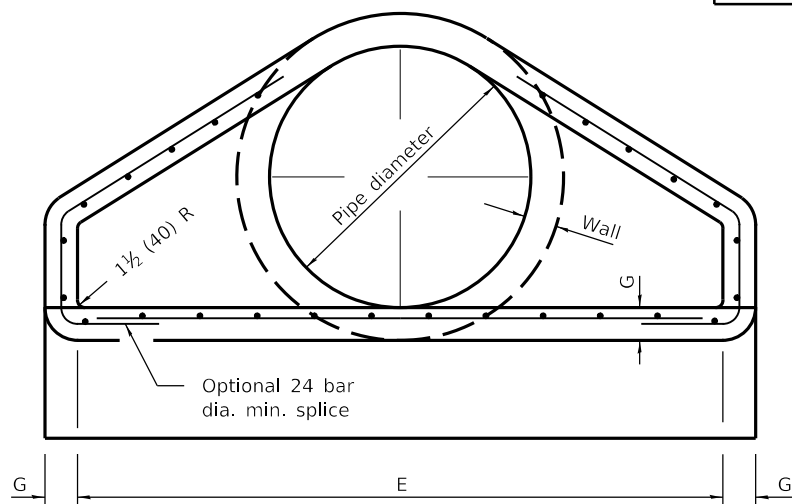
STANDARD 515001-04



PLAN



SECTION A-A



END VIEW

PIPE DIA.	APPROX. QTY. lbs. (kg)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12 (300)	530 (240)	2 (51)	4 (102)	24 (610)	4'-0 7/8" (1.241 m)	6'-0 7/8" (1.851 m)	24 (610)	2 (51)	9 (229)	1:2.4
15 (375)	740 (335)	2 1/4 (57)	6 (152)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	30 (762)	2 1/4 (57)	11 (280)	1:2.4
18 (450)	990 (450)	2 1/2 (64)	9 (229)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	36 (914)	2 1/2 (64)	12 (305)	1:2.4
21 (525)	1280 (580)	2 3/4 (70)	9 (229)	35 (889)	38 (965)	6'-1" (1.854 m)	3'-6" (1.067 m)	2 3/4 (70)	13 (330)	1:2.4
24 (600)	1520 (690)	3 (76)	9 1/2 (241)	3'-7 1/2" (1.105 m)	30 (762)	6'-1 1/2" (1.867 m)	4'-0" (1.219 m)	3 (76)	14 (356)	1:2.5
27 (675)	1930 (875)	3 1/4 (83)	10 1/2 (267)	4'-0" (1.219 m)	25 1/2 (648)	6'-1 1/2" (1.867 m)	4'-6" (1.372 m)	3 1/4 (83)	14 1/2 (368)	1:2.4
30 (750)	2190 (995)	3 1/2 (89)	12 (305)	4'-6" (1.375 m)	19 3/4 (502)	6'-1 3/4" (1.874 m)	5'-0" (1.524 m)	3 1/2 (89)	15 (381)	1:2.5
33 (825)	3200 (1450)	3 3/4 (95)	13 1/2 (343)	4'-10 1/2" (1.486 m)	39 1/4 (997)	8'-1 3/4" (2.483 m)	5'-6" (1.676 m)	3 3/4 (95)	17 1/2 (445)	1:2.5
36 (900)	4100 (1860)	4 (102)	15 (381)	5'-3" (1.6 m)	34 3/4 (883)	8'-1 3/4" (2.483 m)	6'-0" (1.829 m)	4 (102)	20 (508)	1:2.5
42 (1050)	5380 (2440)	4 1/2 (114)	21 (533)	5'-3" (1.6 m)	35 (889)	8'-2" (2.489 m)	6'-6" (1.981 m)	4 1/2 (114)	22 (559)	1:2.5
48 (1200)	6550 (2970)	5 (127)	24 (610)	6'-0" (1.829 m)	26 (660)	8'-2" (2.489 m)	7'-0" (2.134 m)	5 (127)	22 (559)	1:2.5
54 (1350)	8240 (3740)	5 1/2 (140)	27 (686)	5'-5" (1.651 m)	35 (889)	8'-4" (2.54 m)	7'-6" (2.286 m)	5 1/2 (140)	24 (610)	1:2.0
60 (1500)	8730 (3960)	6 (152)	35 (889)	5'-0" (1.524 m)	39 (991)	8'-3" (2.515 m)	8'-0" (2.438 m)	5 (127)	*	1:1.9
66 (1650)	10710 (4860)	6 1/2 (165)	30 (762)	6'-0" (1.829 m)	27 (686)	8'-3" (2.515 m)	8'-6" (2.591 m)	5 1/2 (140)	*	1:1.7
72 (1800)	12520 (5680)	7 (178)	36 (914)	6'-6" (1.981 m)	21 (533)	8'-3" (2.514 m)	9'-0" (2.743 m)	6 (152)	*	1:1.8
78 (1950)	14770 (6700)	7 1/2 (191)	36 (914)	7'-6" (2.286 m)	21 (533)	9'-3" (2.819 m)	9'-6" (2.896 m)	6 1/2 (165)	*	1:1.8
84 (2100)	18160 (8240)	8 (203)	36 (914)	7'-6 1/2" (2.299 m)	21 (533)	9'-3 1/2" (2.832 m)	10'-0" (3.048 m)	6 1/2 (165)	*	1:1.6

* Radius as furnished by manufacturer

GENERAL NOTES

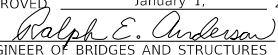
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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



Illinois Department of Transportation

APPROVED January 1, 2011


ENGINEER OF BRIDGES AND STRUCTURES

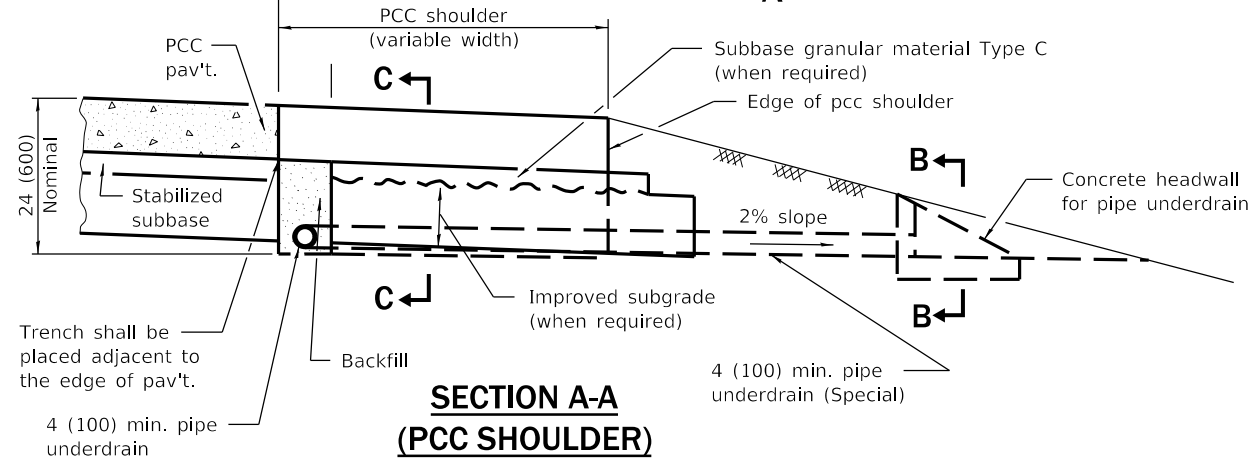
APPROVED January 1, 2011


ENGINEER OF DESIGN AND ENVIRONMENT

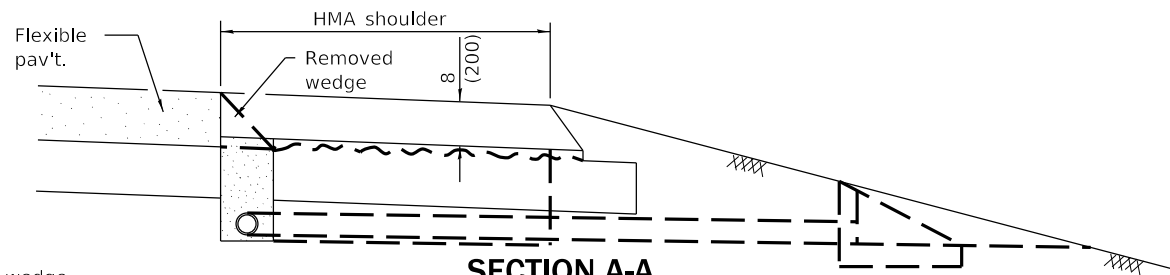
ISSUED 1-1-97

DATE	REVISIONS	PRECAST REINFORCED CONCRETE FLARED END SECTION
1-1-11	Clarified ref. to pipe dia.	
	on Section A-A. Changed	
	'inner' to 'outer' cage ref.	
1-1-09	Switched units to	
	English (metric).	STANDARD 542301-03

Width min. = O.D. + 4 (100)
Width max. = 12 (300)

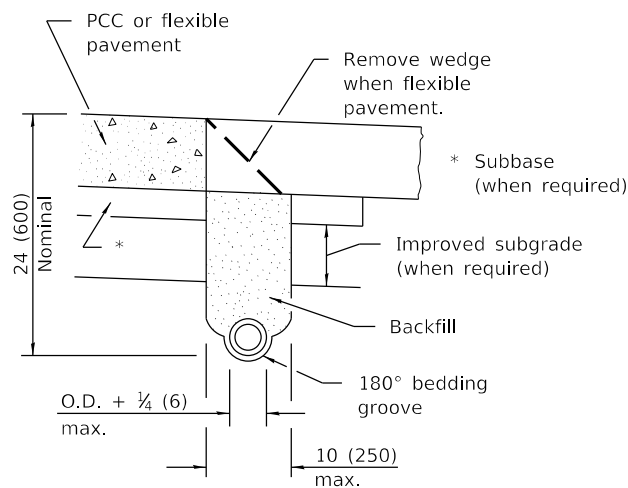


**SECTION A-A
(PCC SHOULDER)**

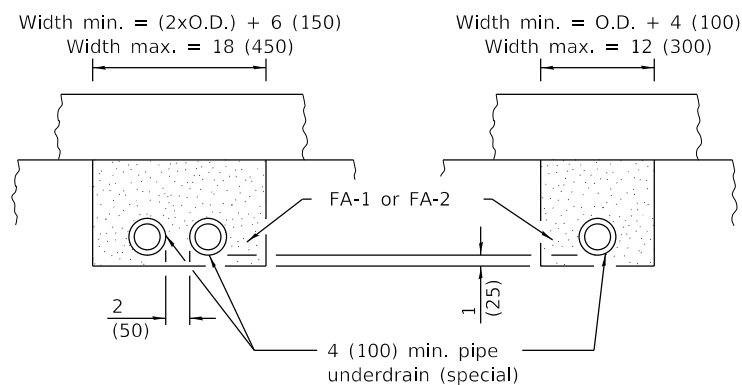


**SECTION A-A
(HMA SHOULDER)**

(Dimensions and notes not shown shall be as shown in the above Section A-A)



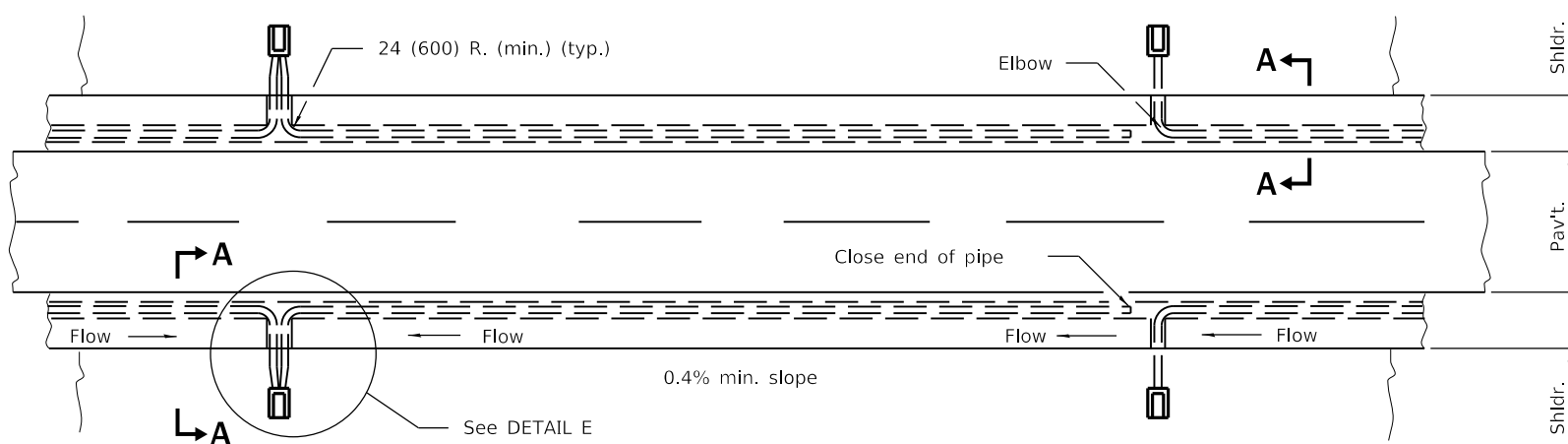
**TRENCH FOR CORRUGATED
POLYETHYLENE TUBING ALTERNATE**



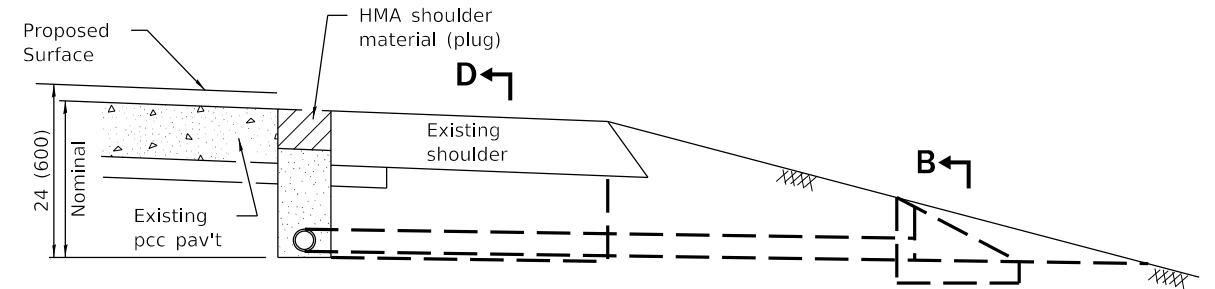
**SECTION C-C
(Sag locations)**

SECTION C-C

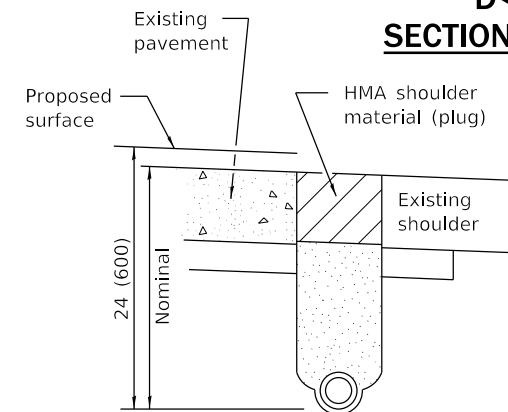
NEW CONSTRUCTION



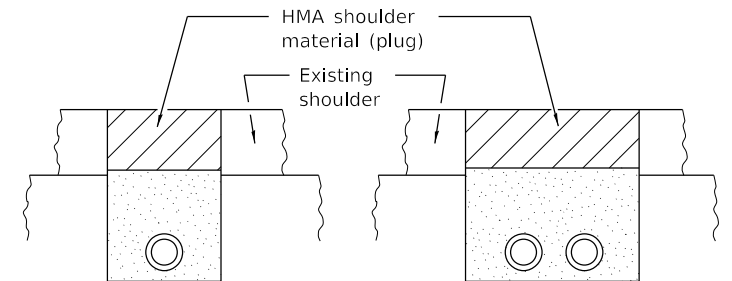
PLAN



SECTION D-D



**TRENCH FOR CORRUGATED POLYETHYLENE
TUBING ALTERNATE**



SECTION D-D

**SECTION D-D
(Sag Locations)**

EXISTING CONSTRUCTION

(Except as noted or shown, dimensions and notes specified for Existing Construction are the same as those of New Construction)

GENERAL NOTES

See Standard 601101 for details of concrete headwall.

See Standards 482001, 482006 and 483001 for details of shoulders not shown.

The 24 (600) radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer may be substituted.

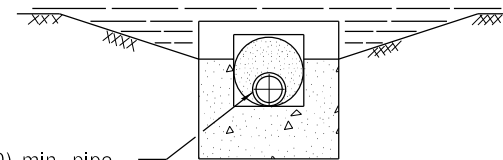
All dimensions are in inches (millimeters) unless otherwise shown.

PIPE UNDERDRAINS

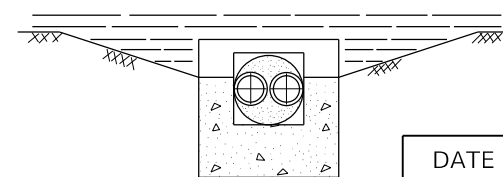
STANDARD 601001-05

DATE	REVISIONS
4-1-16	Renamed standard. Omitted drainage mat option.
1-1-11	Added 'PCC' and 'HMA' to SECTION A-A titles on Sheet 2.

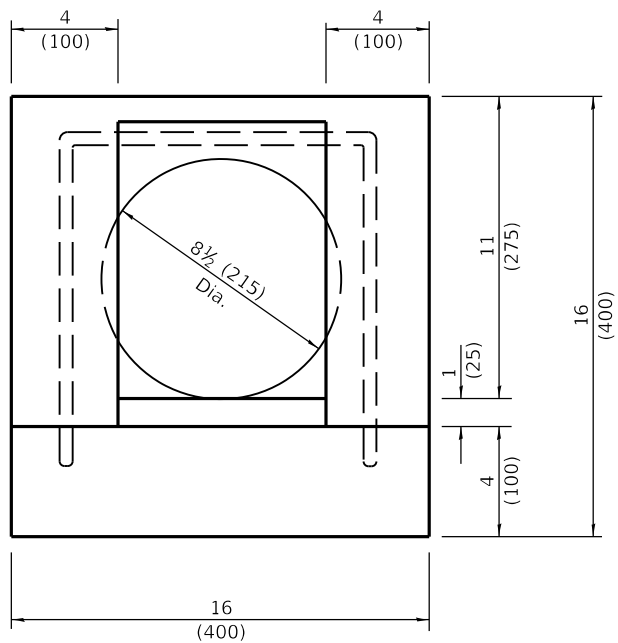
**SECTION B-B
(Sag locations)**



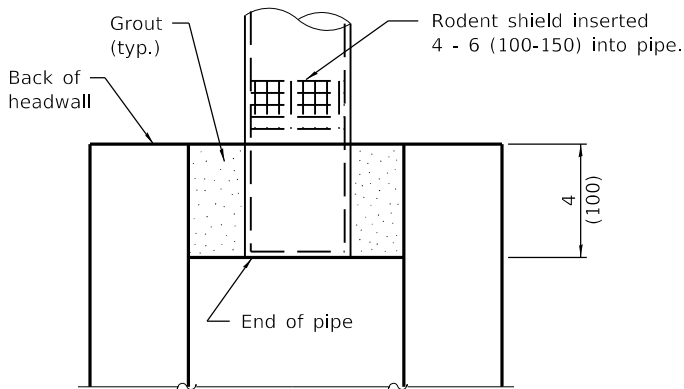
SECTION B-B



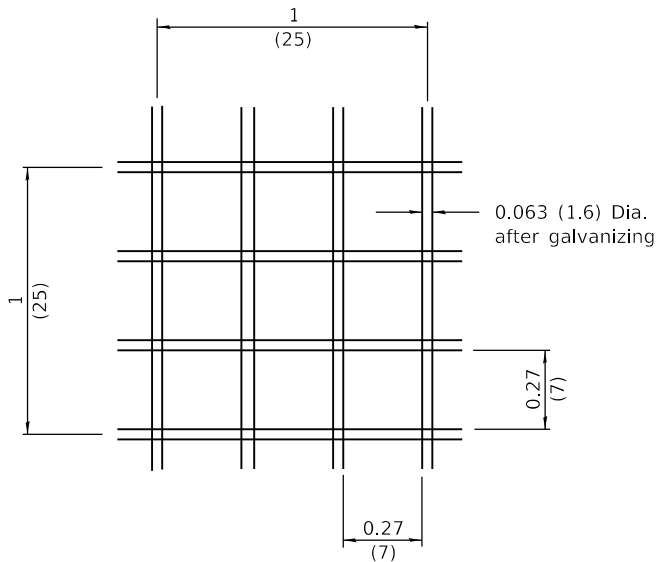
**SECTION B-B
(Sag locations)**



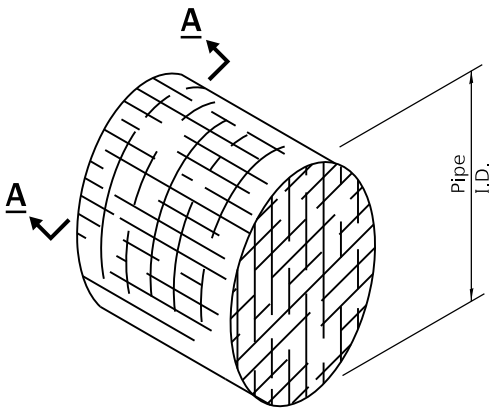
FRONT VIEW



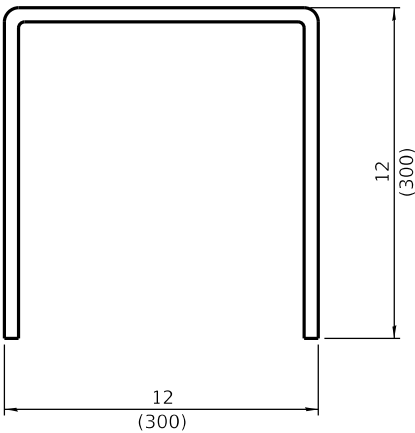
RODENT SHIELD PLACEMENT



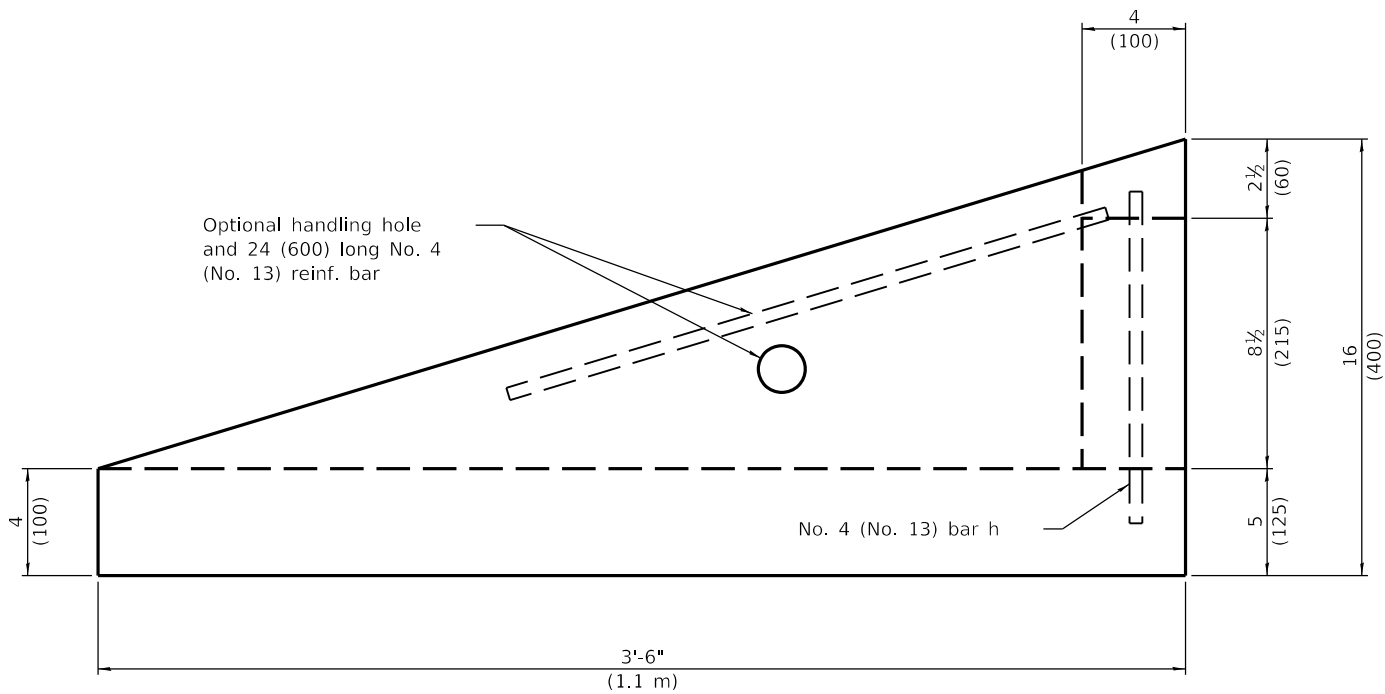
SECTION A-A



DETAIL OF RODENT SHIELD



BAR h



SIDE VIEW

GENERAL NOTES

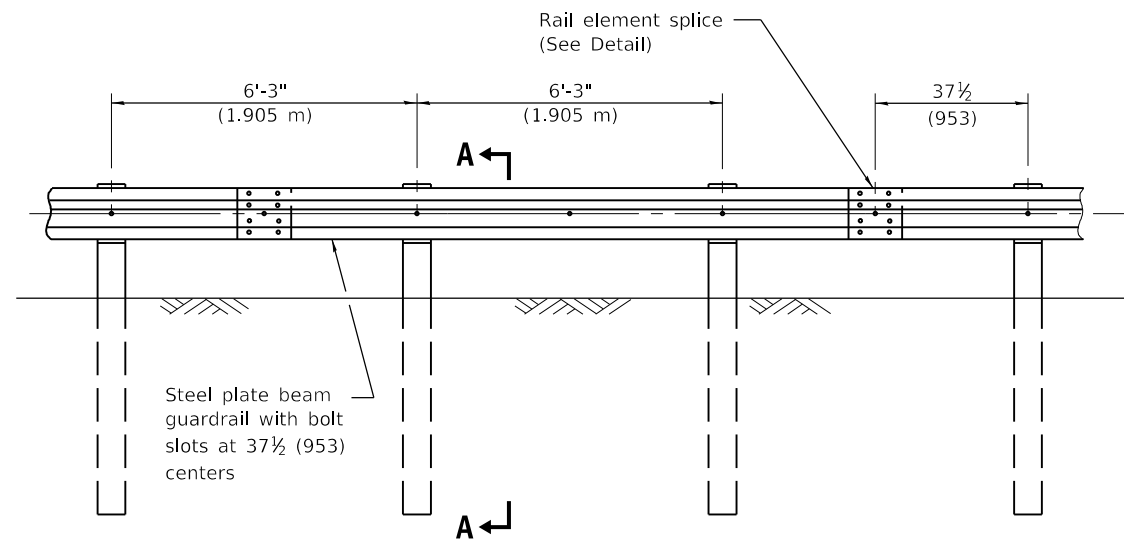
An alternate paved invert meeting the approval of the Engineer may be substituted for that shown in side view.

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

DATE	REVISIONS
4-1-16	Renamed standard to be consistent with specs and other standards.
1-1-09	Switched units to English (metric).

CONCRETE HEADWALL FOR PIPE UNDERDRAINS

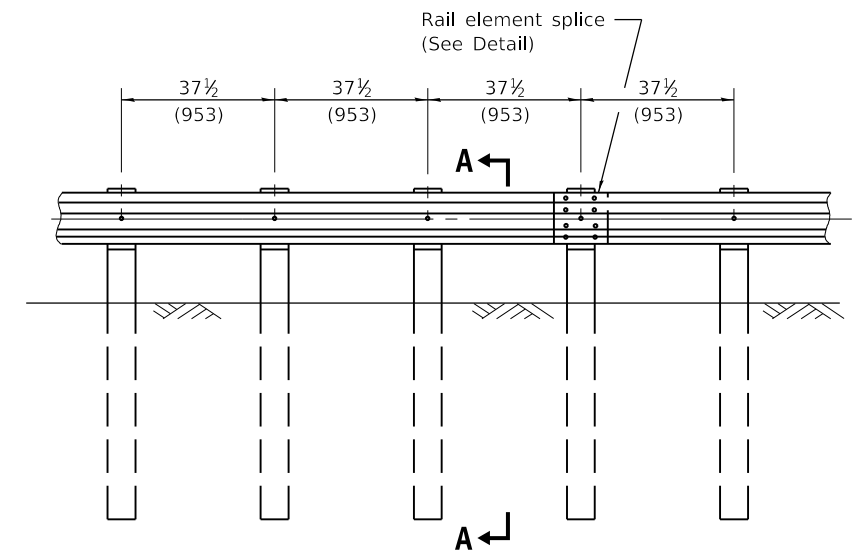
STANDARD 601101-02



ELEVATION

TYPE A

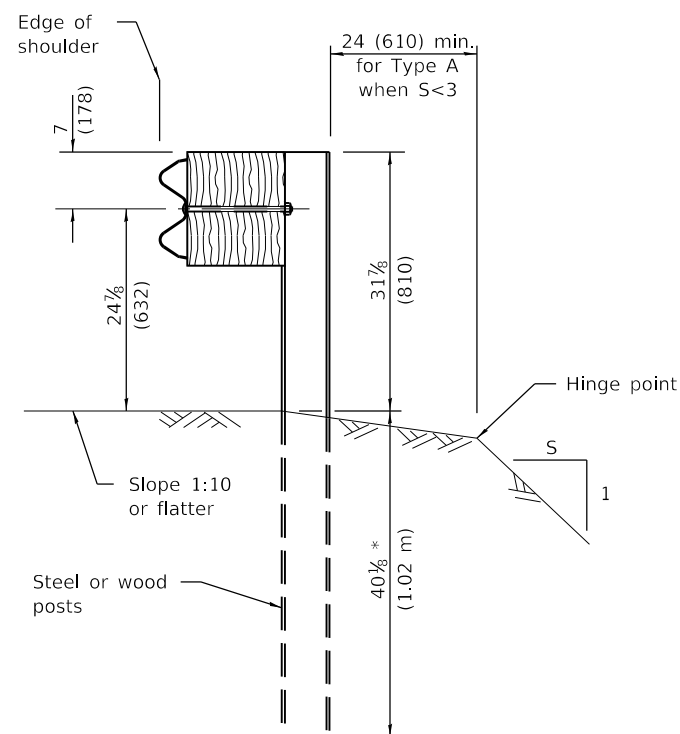
6'-3" (1.905 m) Typical post spacing



ELEVATION

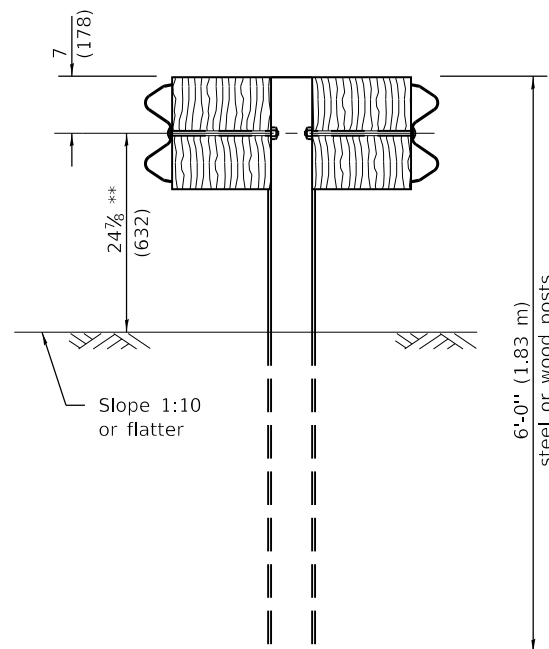
TYPE B

37 1/2 (953) Closed post spacing



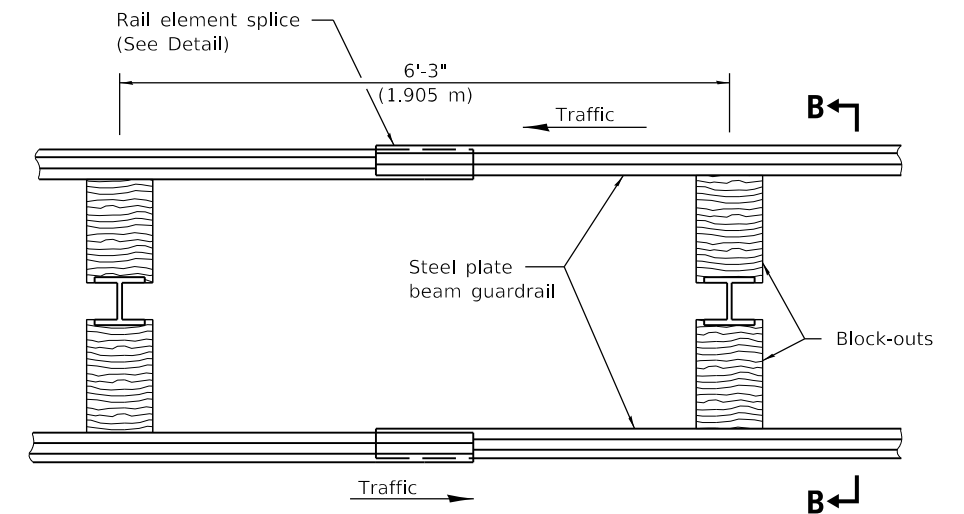
SECTION A-A

* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post shall be steel and the embedment shall be 76 1/8 (1.93 m) and the minimum top of rail height shall be 31 (787).



SECTION B-B

** When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7.62 m) from point of connection if necessary.



PLAN

TYPE D

Double steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

APPROVED <u>January 1, 2018</u> ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-97
APPROVED <u>January 1, 2018</u> ENGINEER OF DESIGN AND ENVIRONMENT	

DATE	REVISIONS
1-1-18	Revised steel post to have four holes in each flange.
1-1-17	Added detail for leave-out.
	Rev. 'D' to less than 6 (150) for guardrail behind curb.

STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

STANDARD 630001-12

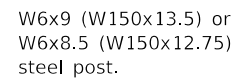
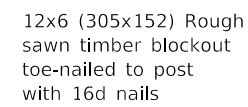


Diagram illustrating a toe nail connection with a 16D nail. The diagram shows a vertical section of a wall with a horizontal nail driven into the top edge. The nail is labeled "16D". The distance from the top edge of the wall to the nail is 6 inches (152 mm). The distance from the nail to the centerline of the wall is 12 3/8 inches (314 mm). The distance from the nail to the edge of the wall is 8 3/8 inches (213 mm). The distance from the nail to the edge of the wall is labeled "min." and the distance from the nail to the centerline is labeled "max."

Note:
All holes $\frac{3}{4}$ (20) dia.



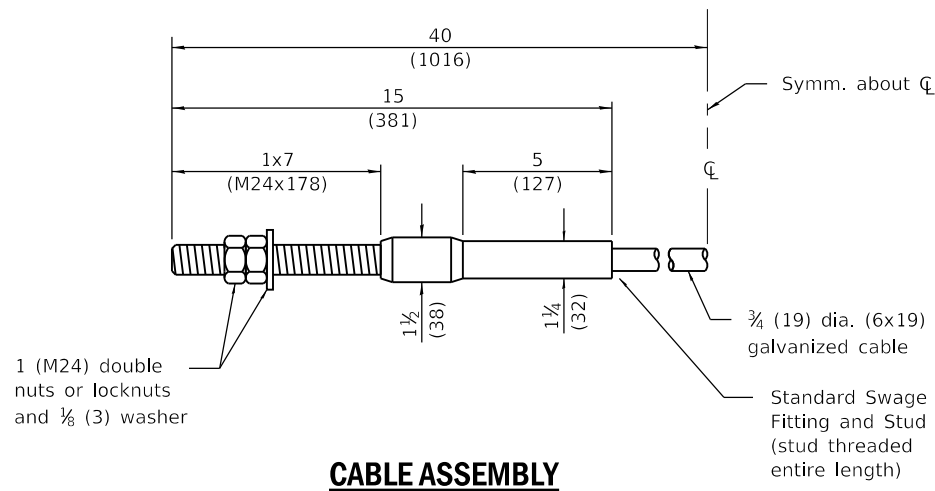
Technical drawing of a bolt and nut assembly showing dimensions for a 1/2 inch diameter bolt. The drawing includes a top view of the bolt head, a side view of the bolt, and a side view of the nut. Dimensions are given in inches and fractions of an inch, with corresponding values in parentheses for decimal equivalents.

- Bolt Head Dimensions:**
 - Top view: Diameter is $1\frac{1}{16}$ (33) or $1\frac{7}{16}$ (37).
 - Side view: Head thickness is $\frac{7}{32}$ (6). Head width is $1\frac{1}{4}$ (32).
- Bolt Dimensions:**
 - Length: As required.
 - Thread length: $\frac{5}{8}$ (16).
 - Head thickness: $\frac{5}{16}$ (8).
- Nut Dimensions:**
 - Height: $1\frac{1}{16}$ (18).
- Notes:**
 - N.C. 2
 - Dia. and depth of recess to suit bolt

STEEL PLATE BEAM GUARDRAIL

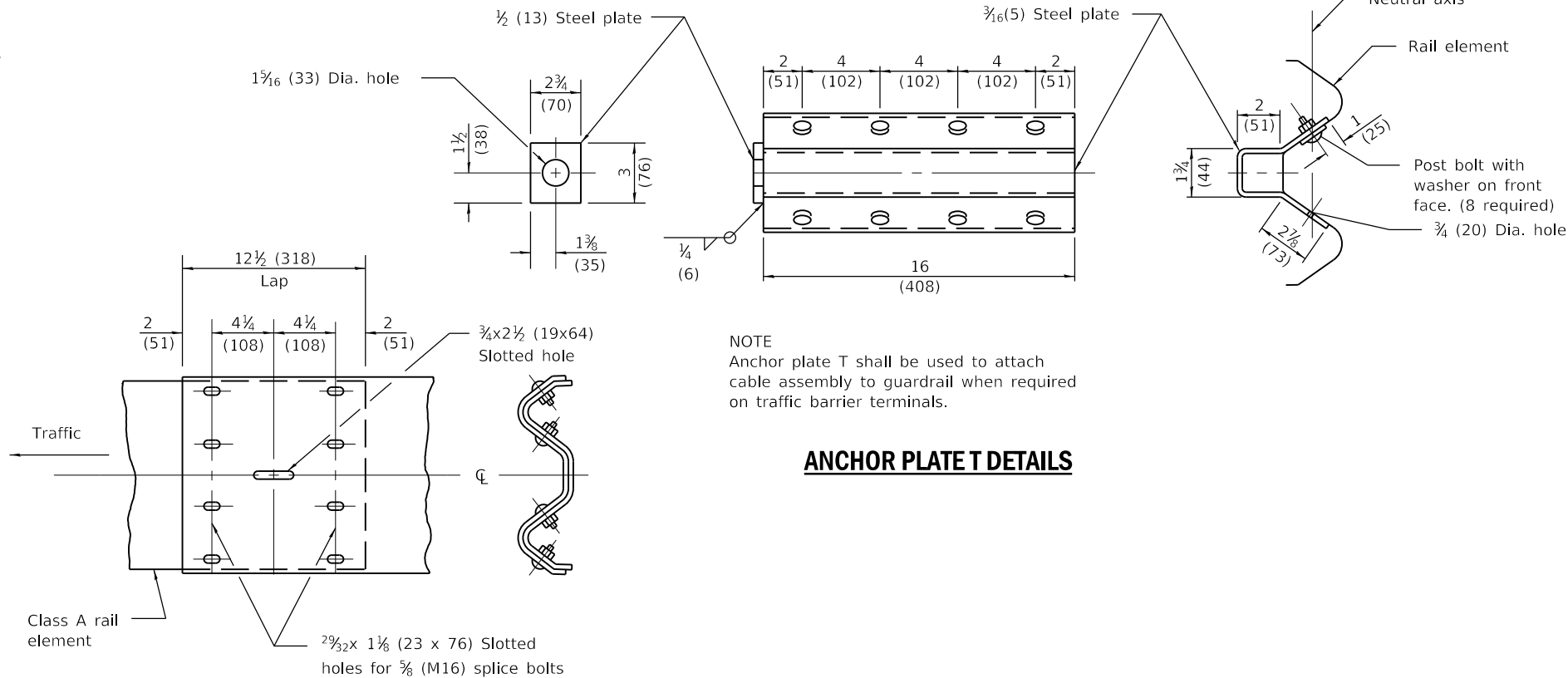
(Sheet 2 of 4)

STANDARD 630001-12

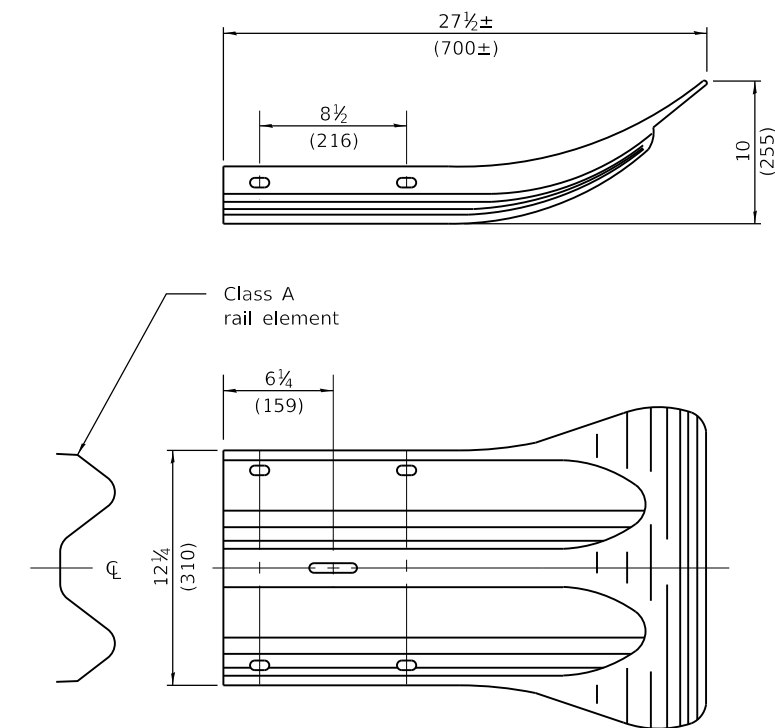


CABLE ASSEMBLY

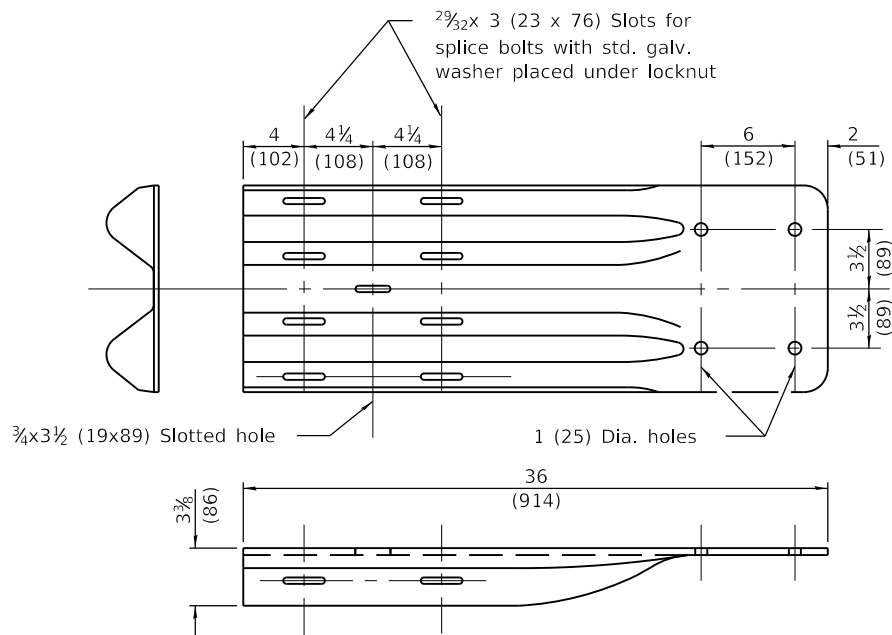
(42,800 lbs. (190 kN) min. breaking strength)
Tighten to taut tension.



ANCHOR PLATE T DETAILS



END SECTION



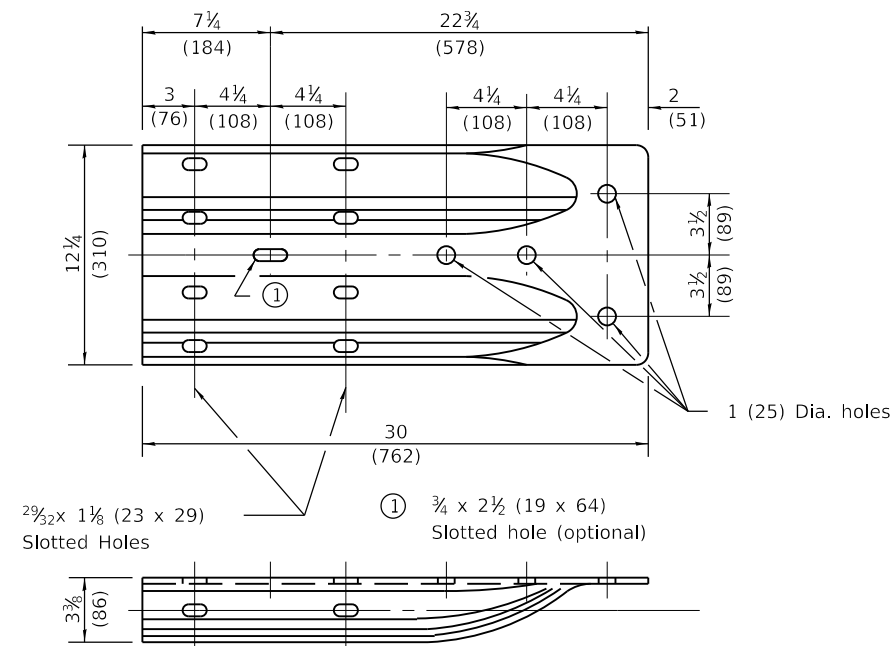
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE

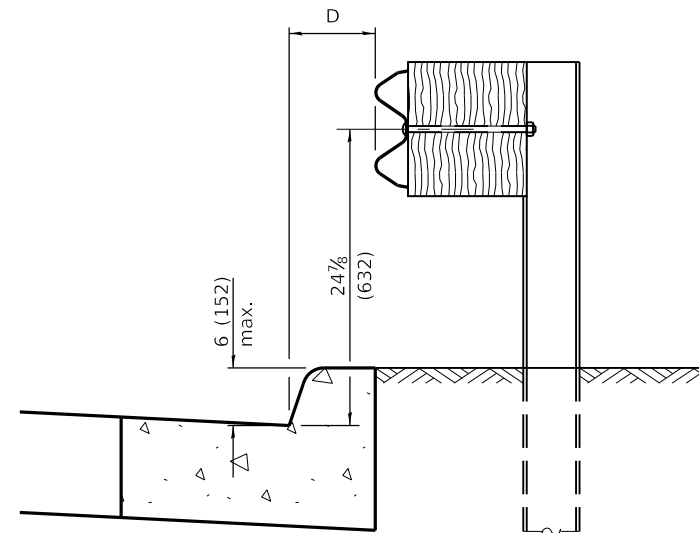


ALTERNATE END SHOE

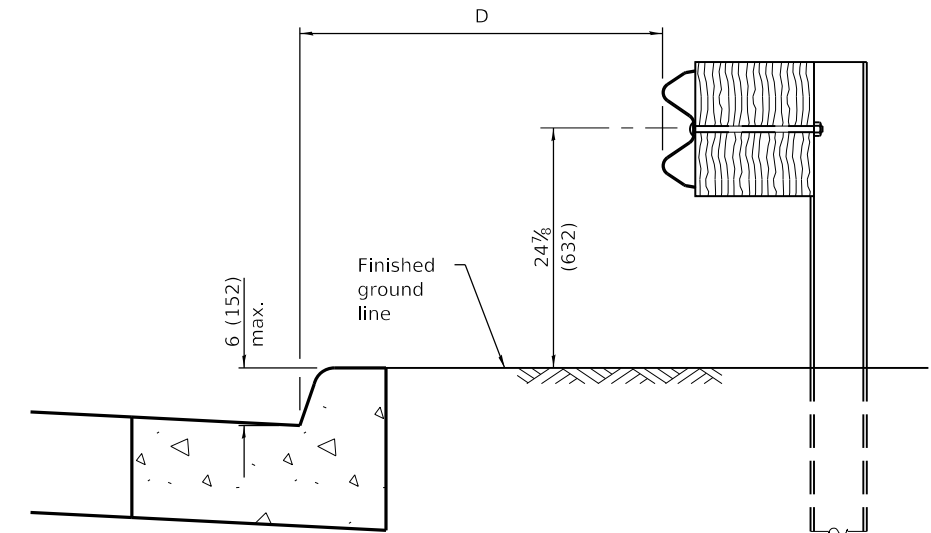
STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

STANDARD 630001-12



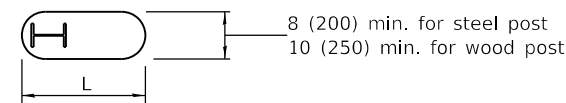
$0 \leq D < 6 (150 \text{ m})$



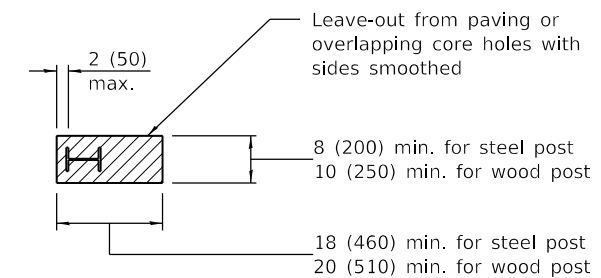
$4'-0" (1.2 \text{ m}) \leq D \leq 12'-0" (3.7 \text{ m})$

GUARDRAIL PLACED BEHIND CURB

Note: 'D' shall not exceed 6 (152) for design speeds greater than 45 mph.

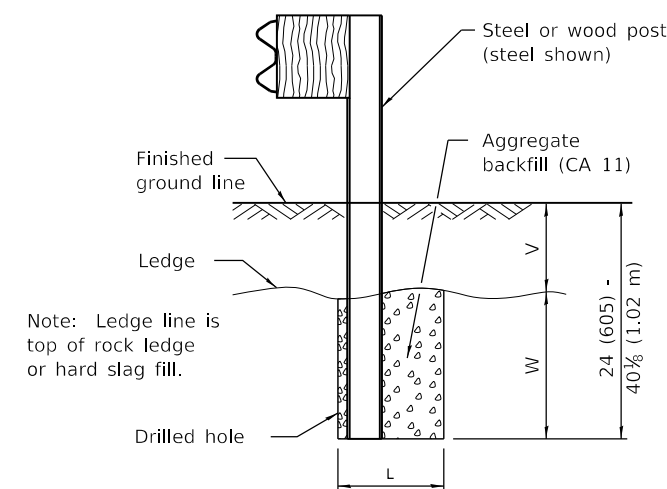


PLAN



PLAN

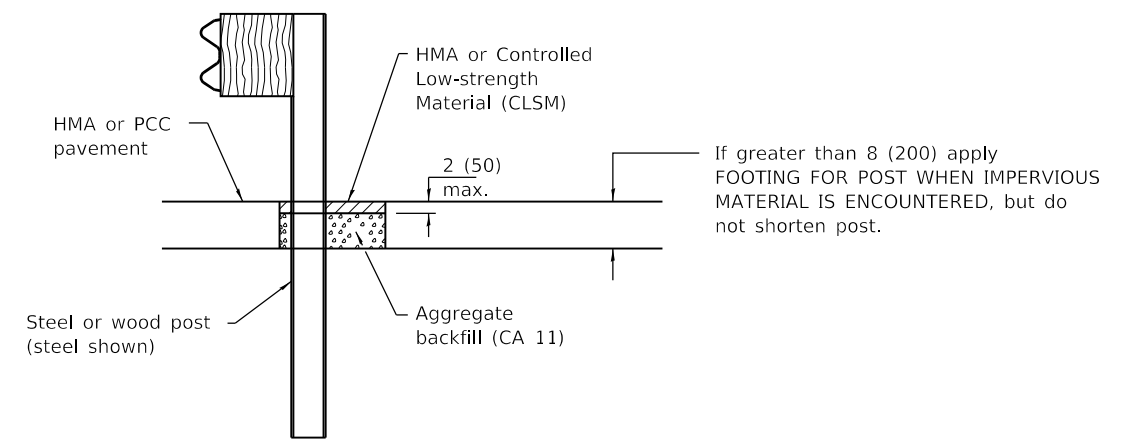
V	W	L	
		Steel Post	Wood Post
0 - 6 (0 - 152)	24 (610)	21 (530)	23 (580)
> 6 - 18 (> 152 - 458)	18 (458)	14 1/2 (368)	16 1/2 (419)
> 18 - 31 (> 458 - 787)	12 (305)	8 (203)	10 (250)
> 31 - 40 1/2 (> 787 - 1.02 m)	12 - 0 (305 - 0)	8 (203)	10 (250)



Note: Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED



If greater than 8 (200) apply FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED, but do not shorten post.

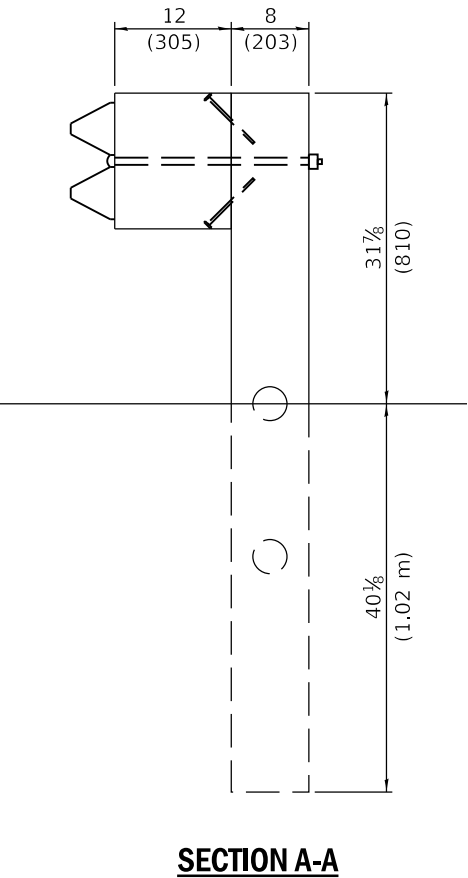
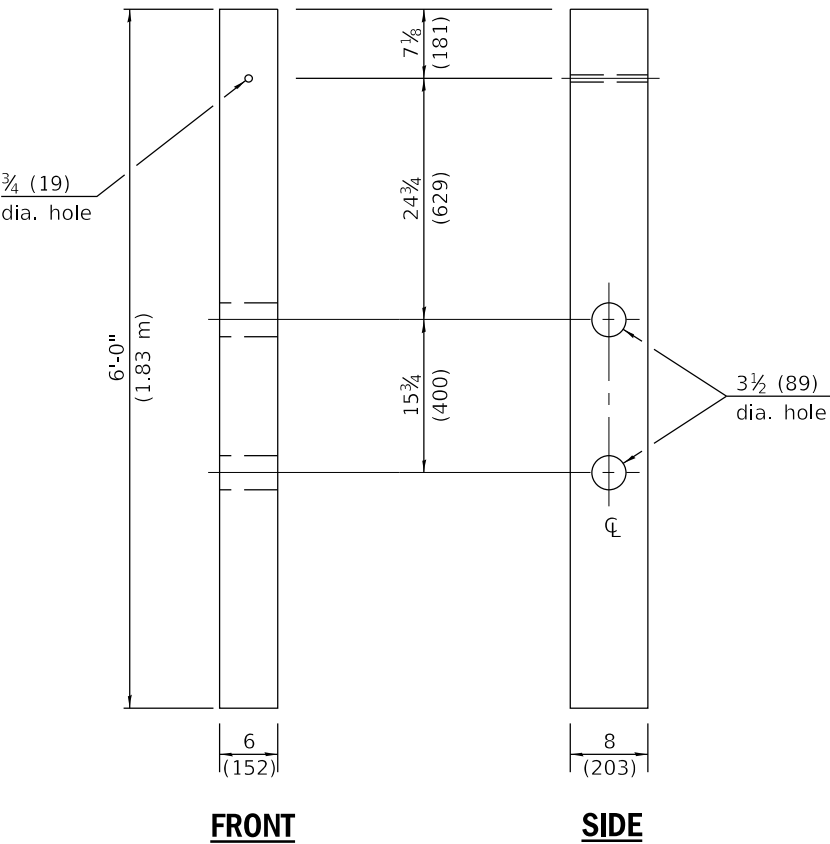
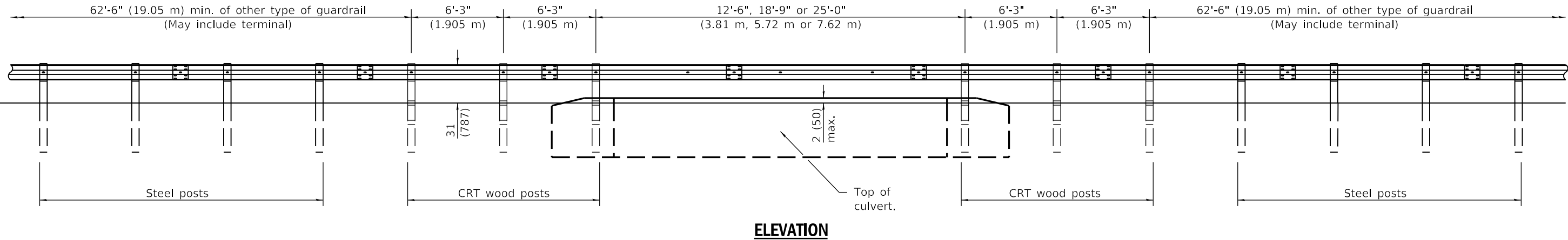
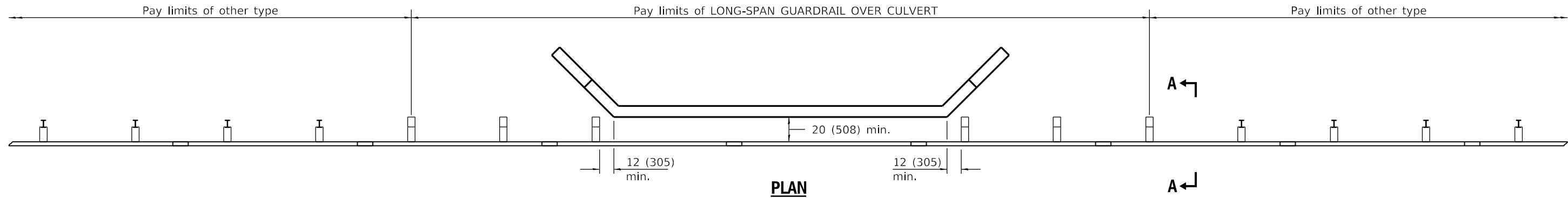
ELEVATION

LEAVE-OUT FOR POST WHEN PAVED MATERIAL IS ENCOUNTERED

**STEEL PLATE BEAM
GUARDRAIL**

(Sheet 4 of 4)

STANDARD 630001-12



GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

Blockouts shown at steel posts shall be omitted when NON-BLOCKED STEEL PLATE BEAM GUARDRAIL is specified. See Standard 630006 for details not shown.

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

DATE	REVISIONS
1-1-17	Revised general notes for non-blocked guardrail option.
	Revised pay limits.
1-1-13	Added min. dim. from guard-rail to headwall. Added dim. to section A-A.

**LONG-SPAN GUARDRAIL
OVER CULVERT**

STANDARD 630106-02



Illinois Department of Transportation

PASSED

January 1, 2017

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

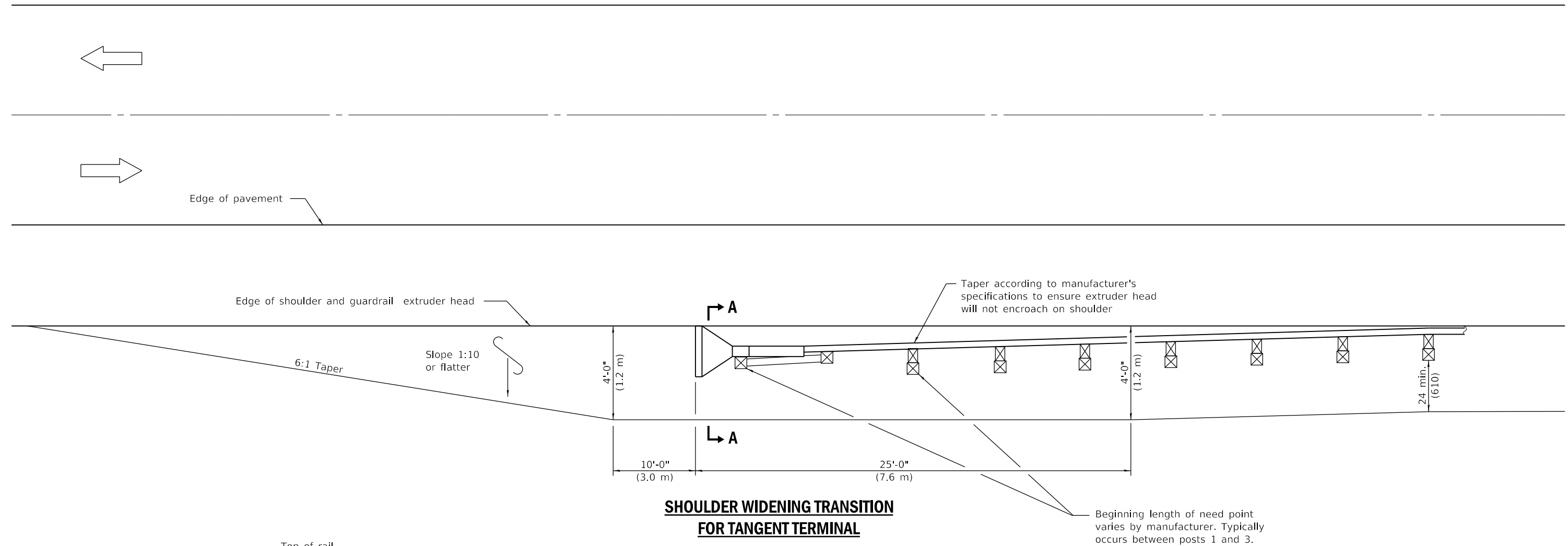
APPROVED

January 1, 2017

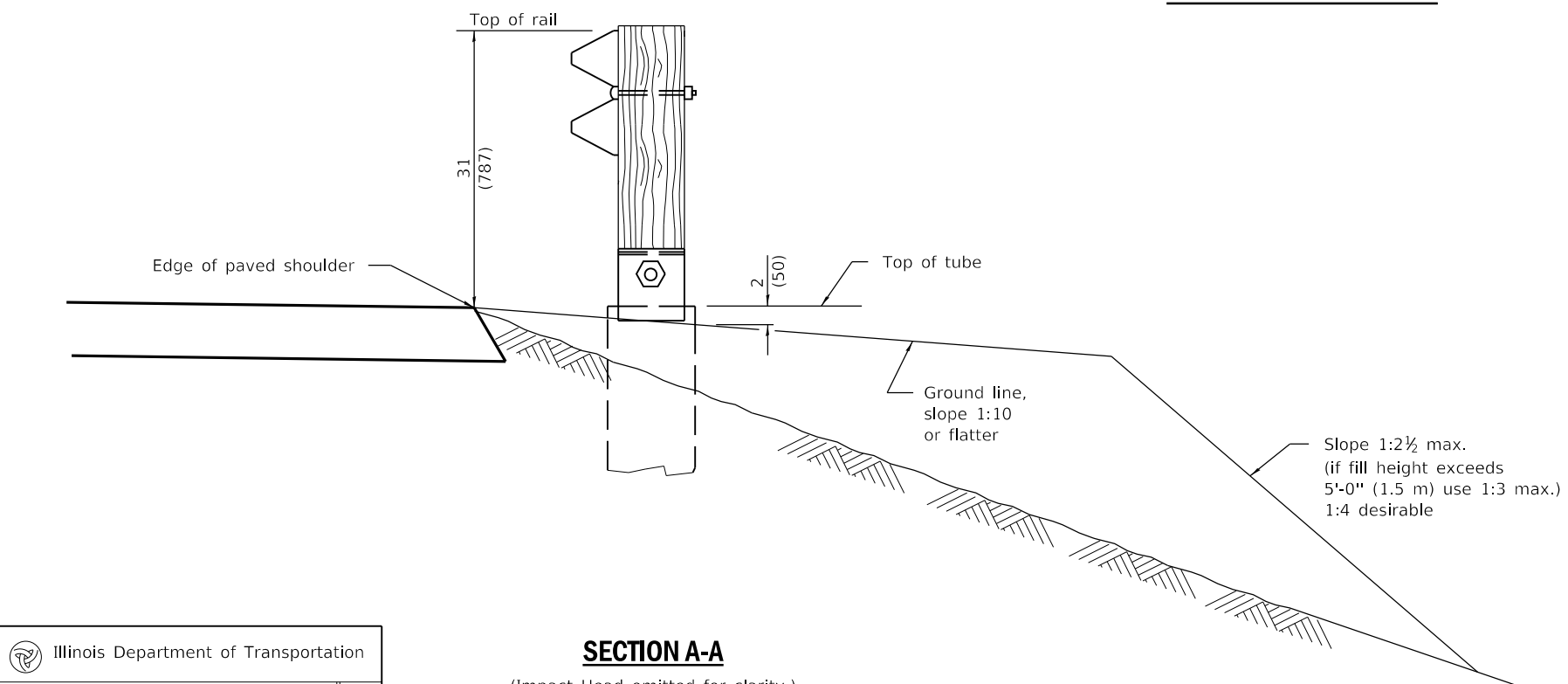
Maureen M. Adams

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11



**SHOULDER WIDENING TRANSITION
FOR TANGENT TERMINAL**



SECTION A-A

(Impact Head omitted for clarity.)

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

DATE	REVISIONS
1-1-19	Removed pay limits. Revised notes regarding the taper/flare and length of need point.
1-1-18	Omitted posts from 'Pay limits of other type'.

**SHOULDER WIDENING FOR
TYPE 1 (SPECIAL)
GUARDRAIL TERMINALS**

(Sheet 1 of 2)

STANDARD 630301-09



Illinois Department of Transportation

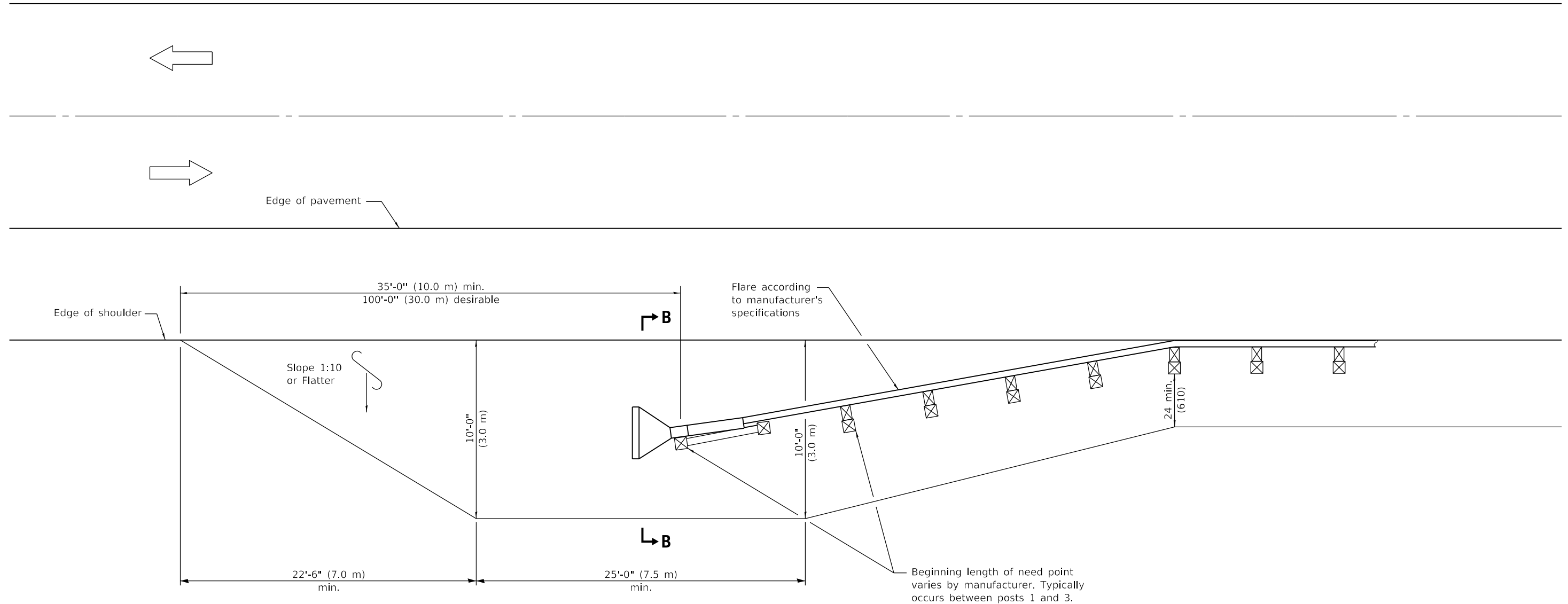
PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

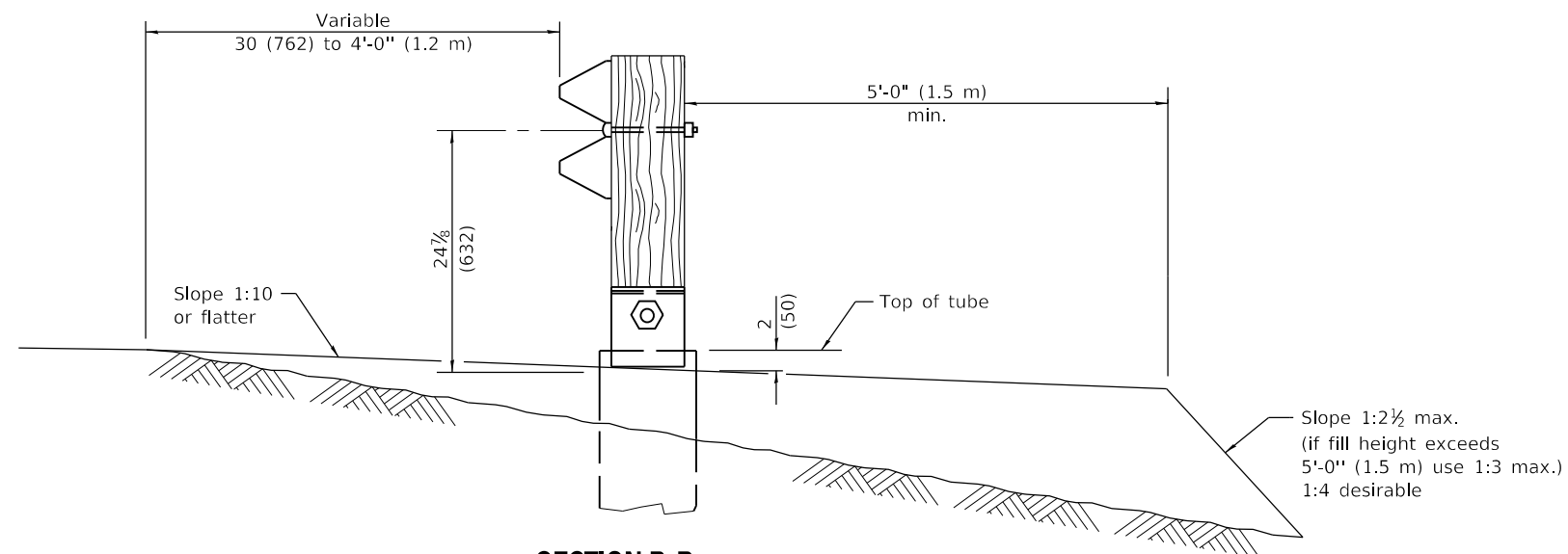
APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-00

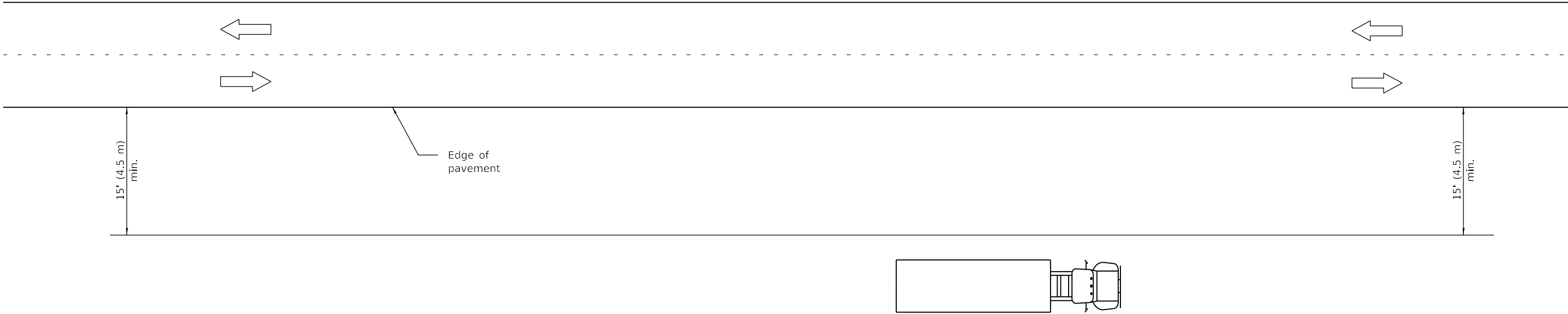


SHOULDER WIDENING TRANSITION FOR FLARED TERMINAL



SECTION B-B

(Impact Head omitted for clarity.)



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Fencing contracts and maintenance
- Cleaning culverts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

DATE		REVISIONS
1-1-09		Switched units to
		English (metric).
1-1-05		Revised title and notes.

OFF-RD OPERATIONS,
2L, 2W, MORE THAN
15' (4.5 m) AWAY

STANDARD 701001-02



Illinois Department of Transportation

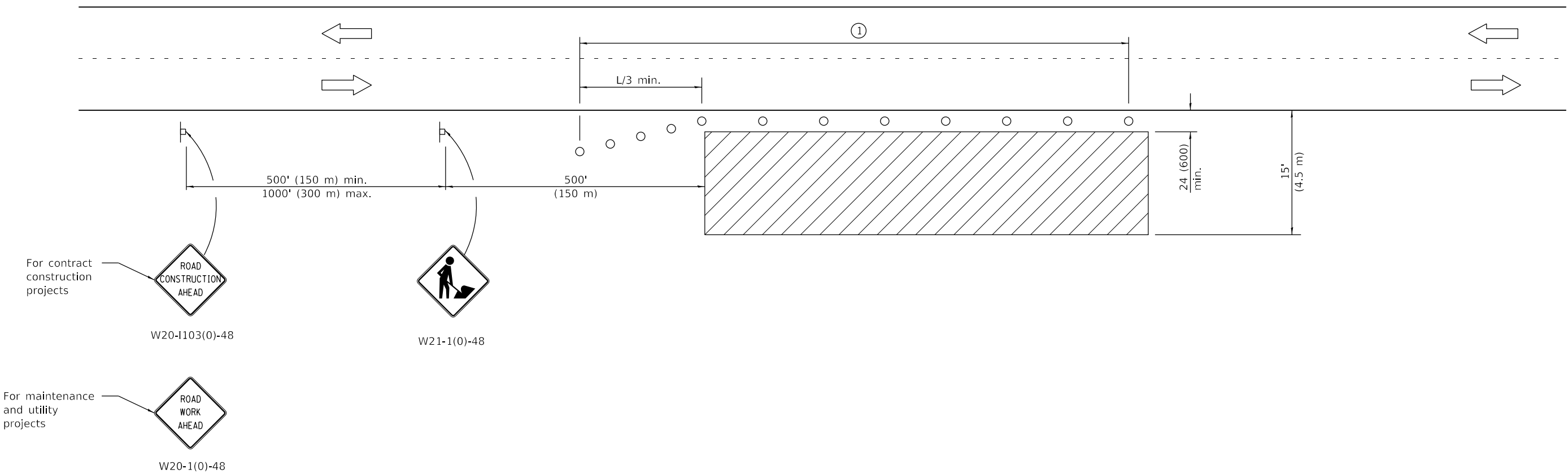
PASSED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

-  Work area
-  Sign
-  Cone, drum or barricade

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$
W = Width of offset in feet (meters).		
S = Normal posted speed mph (km/h).		

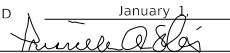
All dimensions are in inches (millimeters) unless otherwise shown.

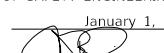
DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

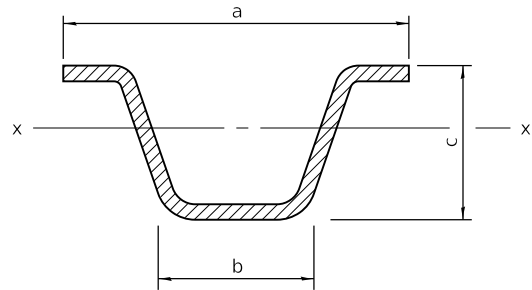
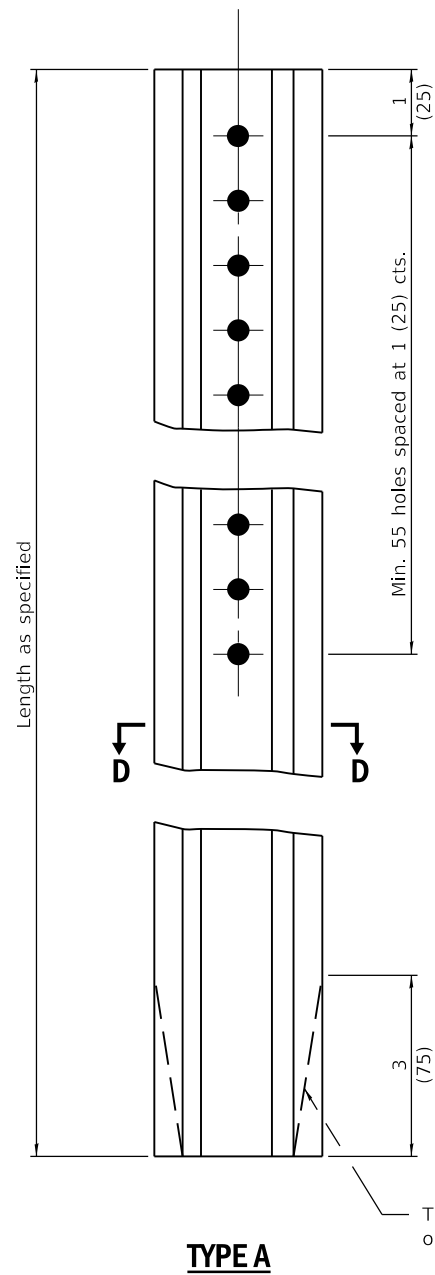
STANDARD 701006-05

 Illinois Department of Transportation

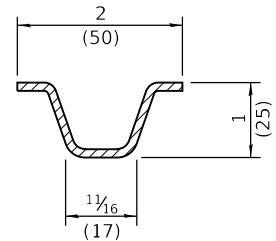
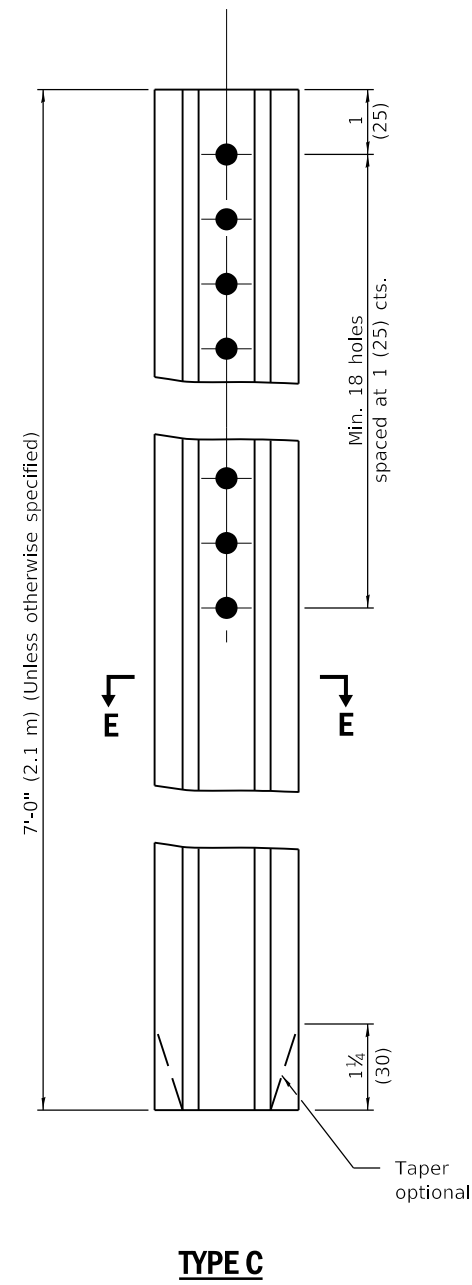
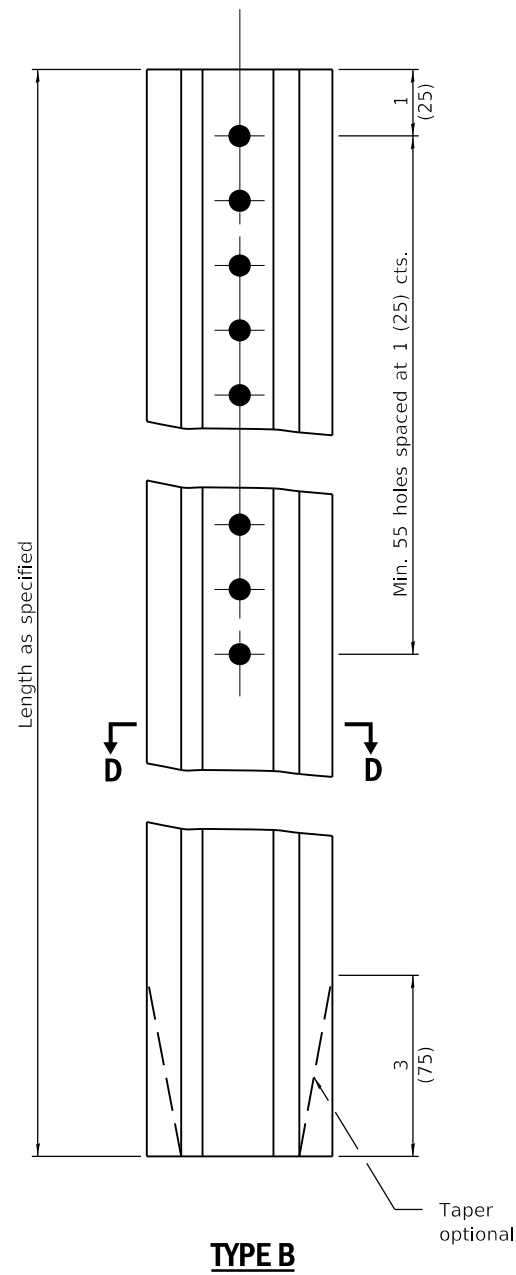
PASSED January 1, 2014

ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



SECTION D-D



SECTION E-E

Steel - 1.12 lbs./ft. (1.67 kg/m)

		a	b	c	Sx-x in. ³ (mm ³)	lbs./ft. (kg/m)
TYPE A	Steel	3 1/16 (78)	1 1/2 (32)	1 1/16 (37)	0.223 (3,654)	2.00 (2.98)
	Aluminum	3 1/2 (89)	1 3/4 (41)	1 1/4 (48)	0.435 (7,128)	0.90 (1.34)
TYPE B	Steel	3 3/16 (81)	1 1/2 (32)	1 1/2 (38)	0.341 (5,588)	3.00 (4.46)
	Aluminum	4 3/8 (118)	2 1/4 (57)	2 3/8 (60)	0.888 (14,552)	1.30 (1.93)

GENERAL NOTES

Dimensions shown for cross sections are minimum.

All holes are 3/8 (10).

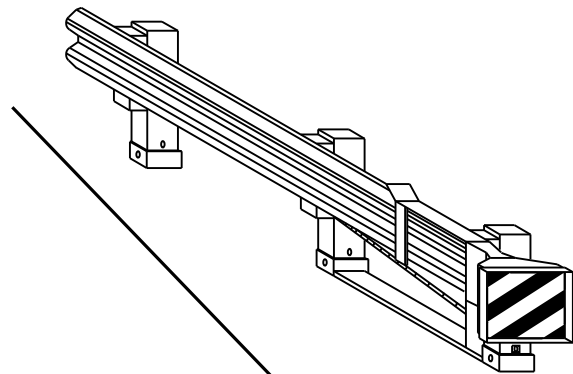
Sx-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half their length, Sx-x shall be computed for the net section.

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

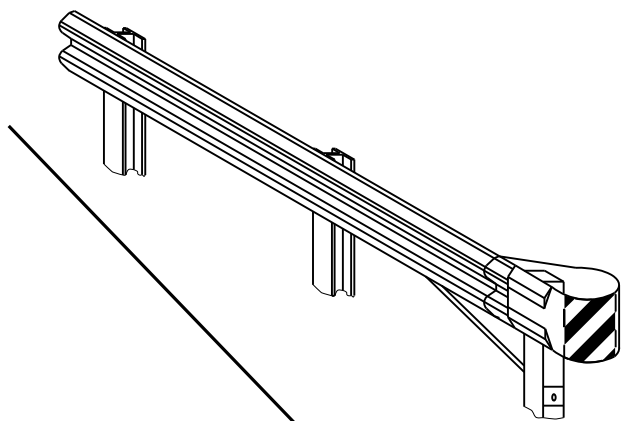
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2350-4.

METAL POSTS FOR SIGNS,
MARKERS & DELINEATORS

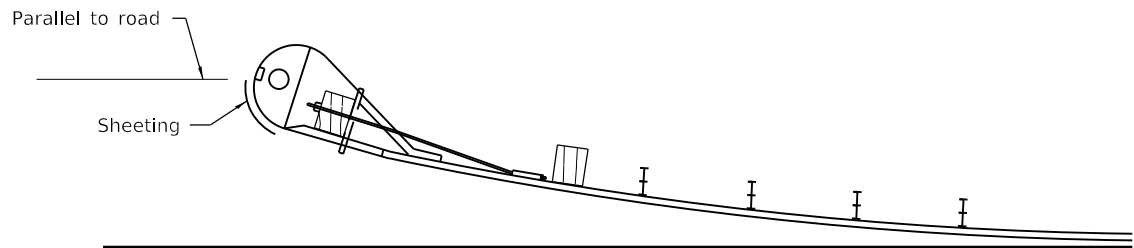
STANDARD 720011-01



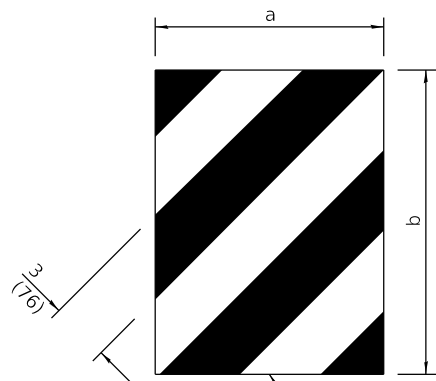
CASE I



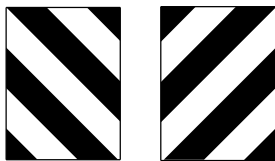
CASE II



SHEETING POSITION: CASE II



Alternating black and yellow stripes.



LEFT

RIGHT

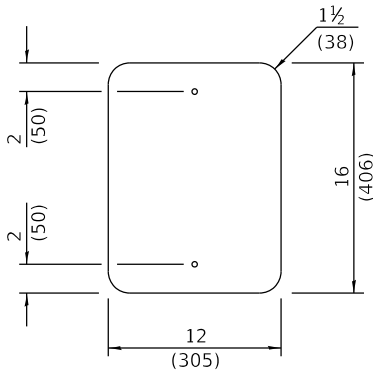
DIMENSION	CASE I	CASE II
a	*	18 (450)
b	*	16 (406)

DIRECT APPLIED

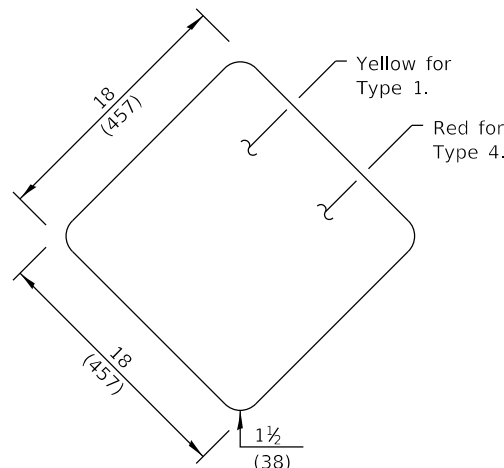
TERMINAL MARKER DETAILS

Color: Black / Yellow reflectorized

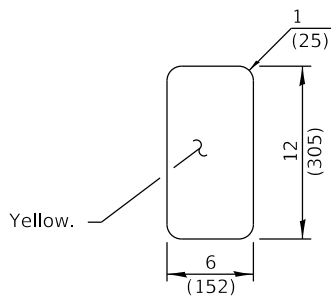
* The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end.



POST MOUNTED

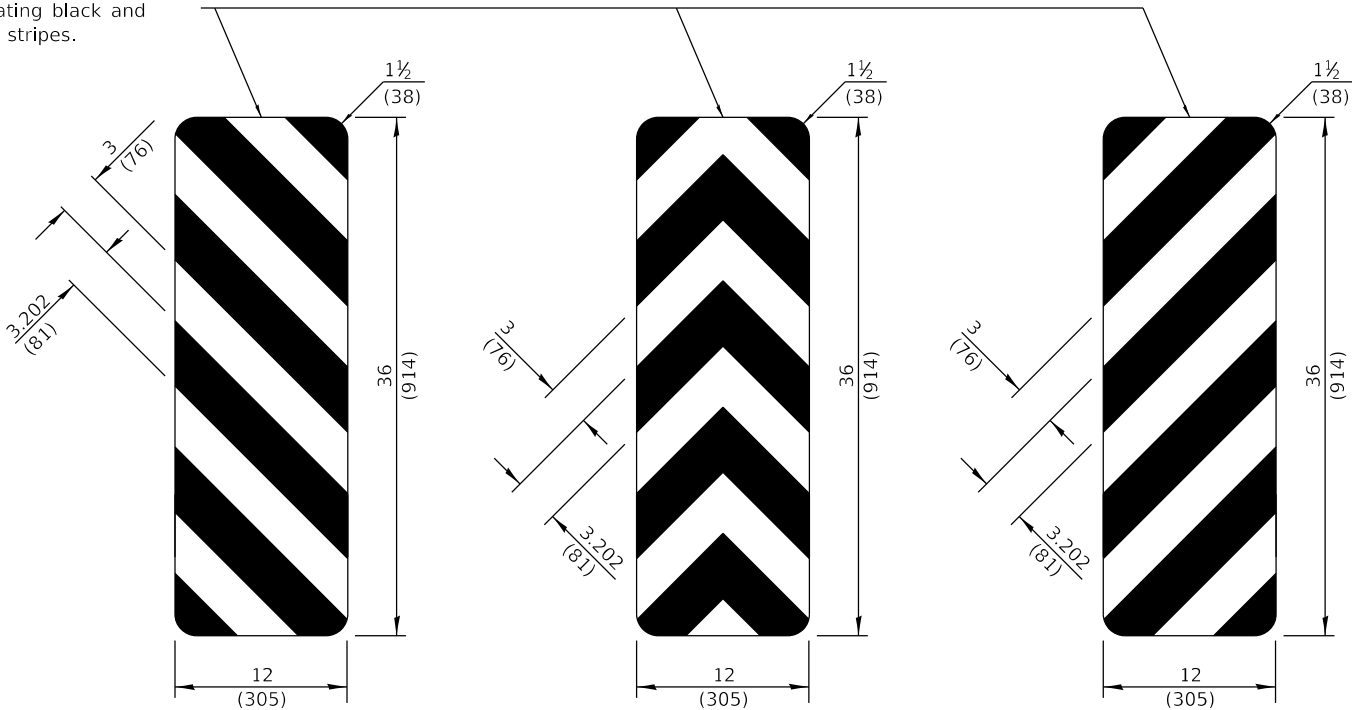


TYPE 1 OR TYPE 4



TYPE 2

Alternating black and yellow stripes.



TYPE 3

OBJECT MARKER DETAILS

GENERAL NOTES

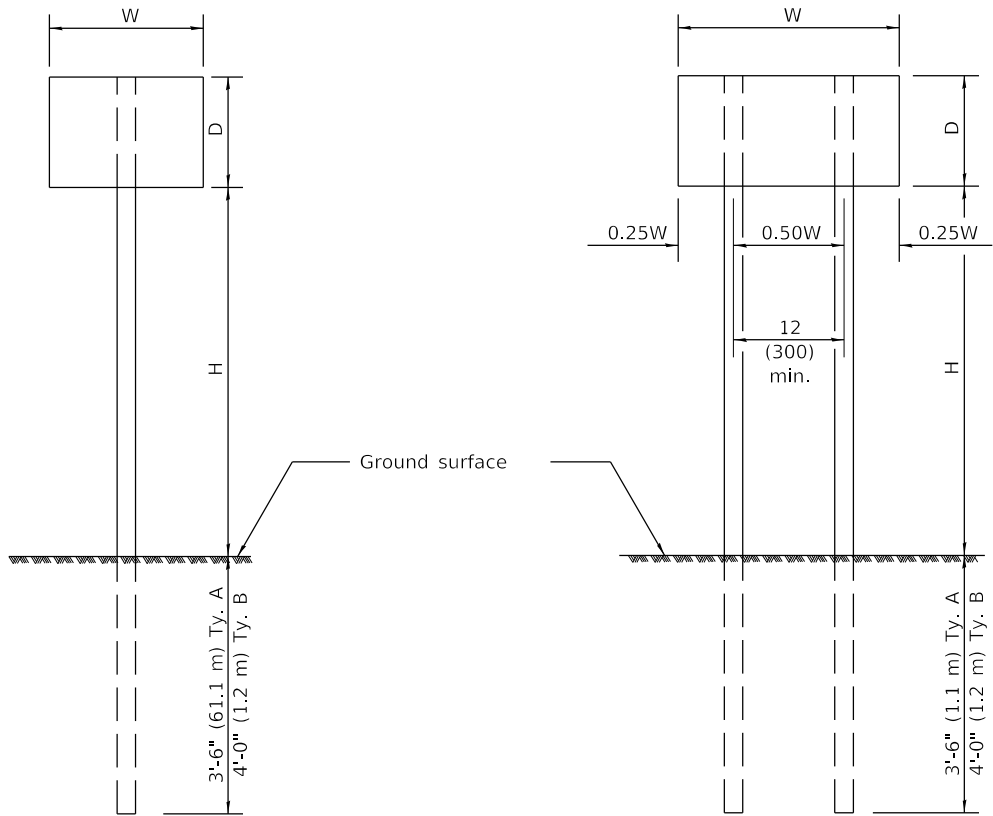
See detail on Standard 729001 for mounting markers to posts.

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

DATE	REVISIONS
1-1-17	Omitted minimum reflective area requirement for terminal marker.
4-1-16	Renumbered standard from 635006.

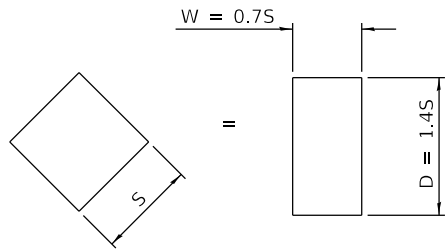
OBJECT AND
TERMINAL MARKERS

STANDARD 725001-01



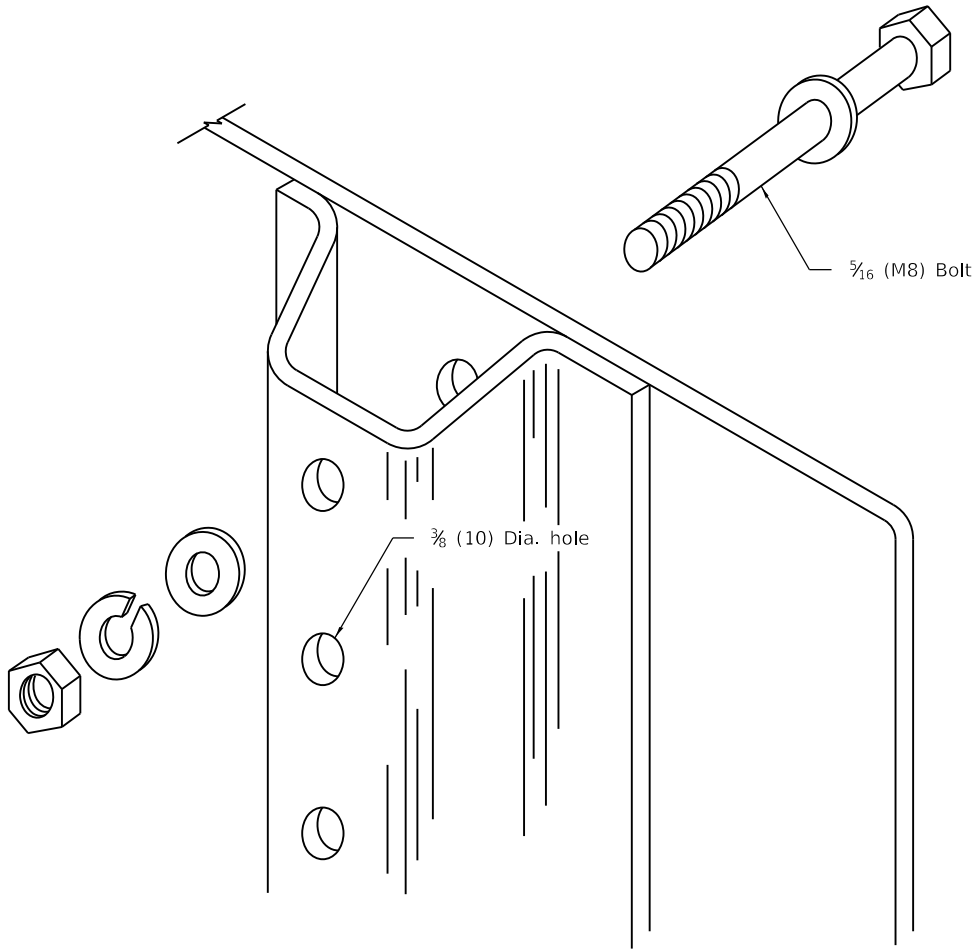
ONE POST INSTALLATION

TWO POST INSTALLATION



For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.75 and D = 1.45.

SIGN DEPTH (D)	H	NO. AND TYPE OF POST FOR SIGN WIDTH (W)				
		12 (300)	18 (450)	24 (600)	30 (750)	36 (900)
18 (450)	5'-0" (1.5 m)	A	A	A	A	A
	5'-6" (1.7 m)	A	A	A	A	A
	6'-0" (1.8 m)	A	A	A	A	B
	6'-6" (2.0 m)	A	A	A	A	B
	7'-0" (2.1 m)	A	A	A	A	B
	7'-6" (2.3 m)	A	A	A	A	B
	8'-0" (2.4 m)	A	A	A	A	B
	8'-6" (2.6 m)	A	A	A	B	B
24 (600)	5'-0" (1.5 m)	A	A	A	A	B
	5'-6" (1.7 m)	A	A	A	A	B
	6'-0" (1.8 m)	A	A	A	B	B
	6'-6" (2.0 m)	A	A	A	B	B
	7'-0" (2.1 m)	A	A	A	B	B
	7'-6" (2.3 m)	A	A	A	B	B
	8'-0" (2.4 m)	A	A	A	B	2A
	8'-6" (2.6 m)	A	A	B	B	2A
30 (750)	5'-0" (1.5 m)	A	A	A	B	B
	5'-6" (1.7 m)	A	A	A	B	2A
	6'-0" (1.8 m)	A	A	A	B	2A
	6'-6" (2.0 m)	A	A	A	B	2A
	7'-0" (2.1 m)	A	A	B	B	2A
	7'-6" (2.3 m)	A	A	B	B	2A
	8'-0" (2.4 m)	A	A	B	B	2A
	8'-6" (2.6 m)	A	A	B	2A	2A
36 (900)	5'-0" (1.5 m)	A	A	B	B	2A
	5'-6" (1.7 m)	A	A	B	B	2A
	6'-0" (1.8 m)	A	A	B	B	2A
	6'-6" (2.0 m)	A	A	B	2A	2A
	7'-0" (2.1 m)	A	A	B	2A	2A
	7'-6" (2.3 m)	A	A	B	2A	2A
	8'-0" (2.4 m)	A	B	B	2A	2A
	8'-6" (2.6 m)	A	B	B	2A	2B
4'-0" (1.2 m)	5'-0" (1.5 m)	A	A	B	2A	2A
	5'-6" (1.7 m)	A	B	B	2A	2A
	6'-0" (1.8 m)	A	B	B	2A	2A
	6'-6" (2.0 m)	A	B	2A	2A	2B
	7'-0" (2.1 m)	A	B	2A	2A	2B
	7'-6" (2.3 m)	A	B	2A	2B	2B
	8'-0" (2.4 m)	A	B	2A	2B	2B
	8'-6" (2.6 m)	B	B	2B	2B	2B



DETAIL OF MOUNTING SIGN TO POST

NOTE: Minimum of 2 bolts per post required.

GENERAL NOTES

DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

LOADING: for 60 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.

SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).

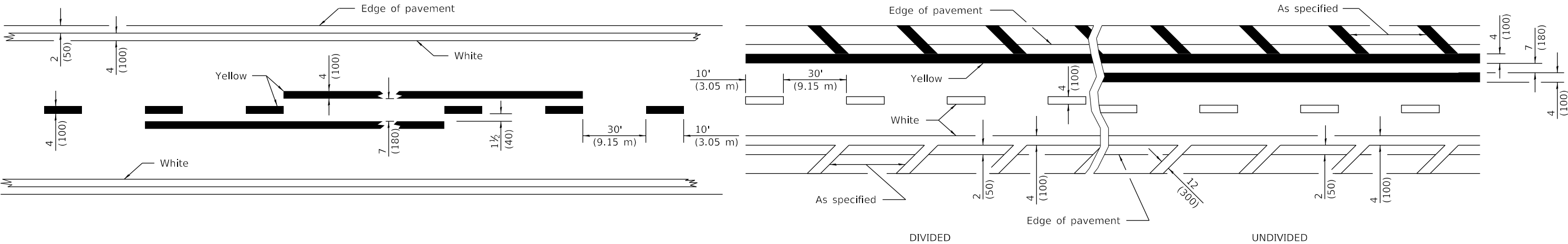
See Standard 720011 for details of Types A and B posts.

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2363-2.

APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

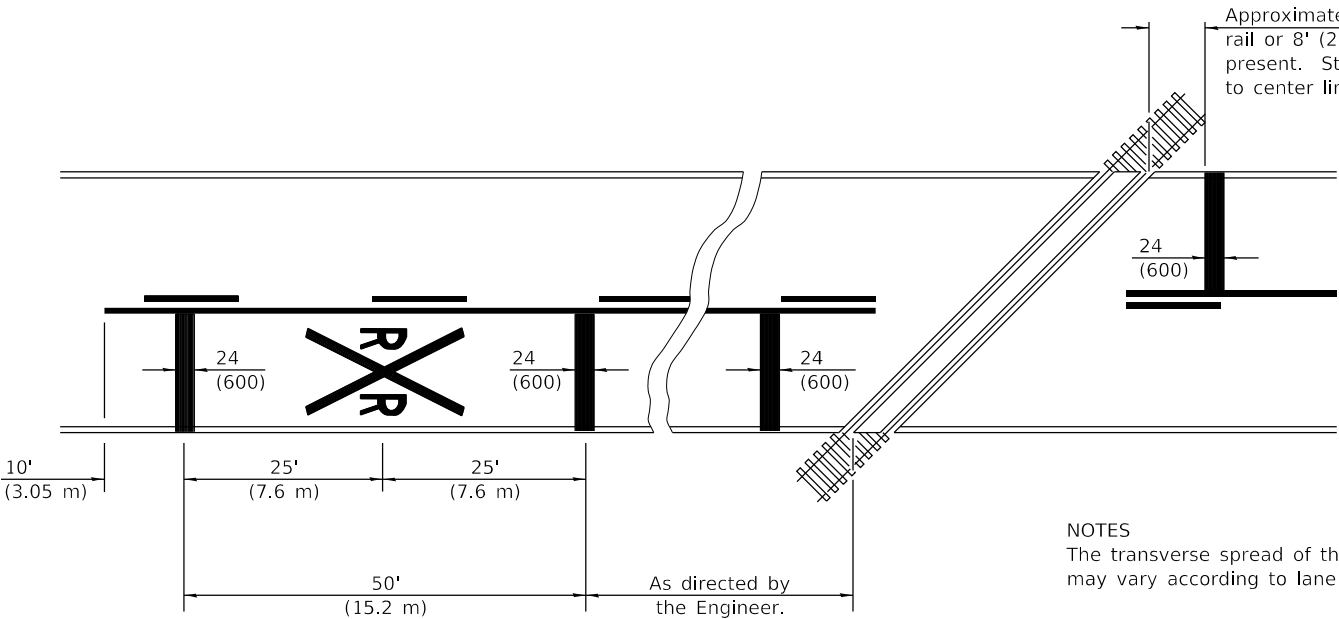
STANDARD 729001-01



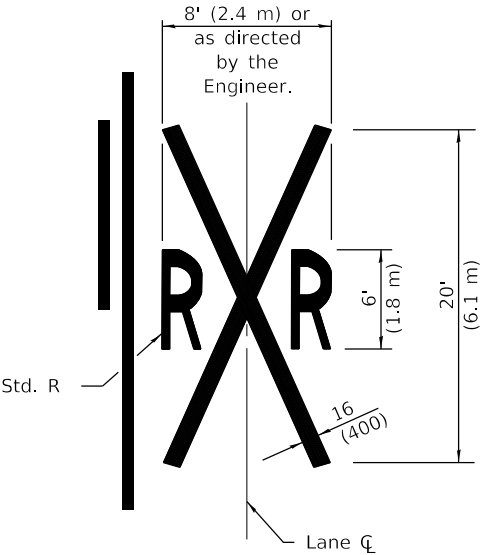
2 LANE

MULTI LANE

LANE AND EDGE LINES



Approximately 15' (4.5 m) from nearest rail or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

TYPICAL PAVEMENT MARKINGS

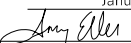
(Sheet 1 of 3)

STANDARD 780001-05



Illinois Department of Transportation

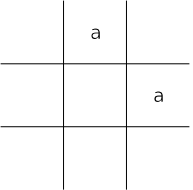
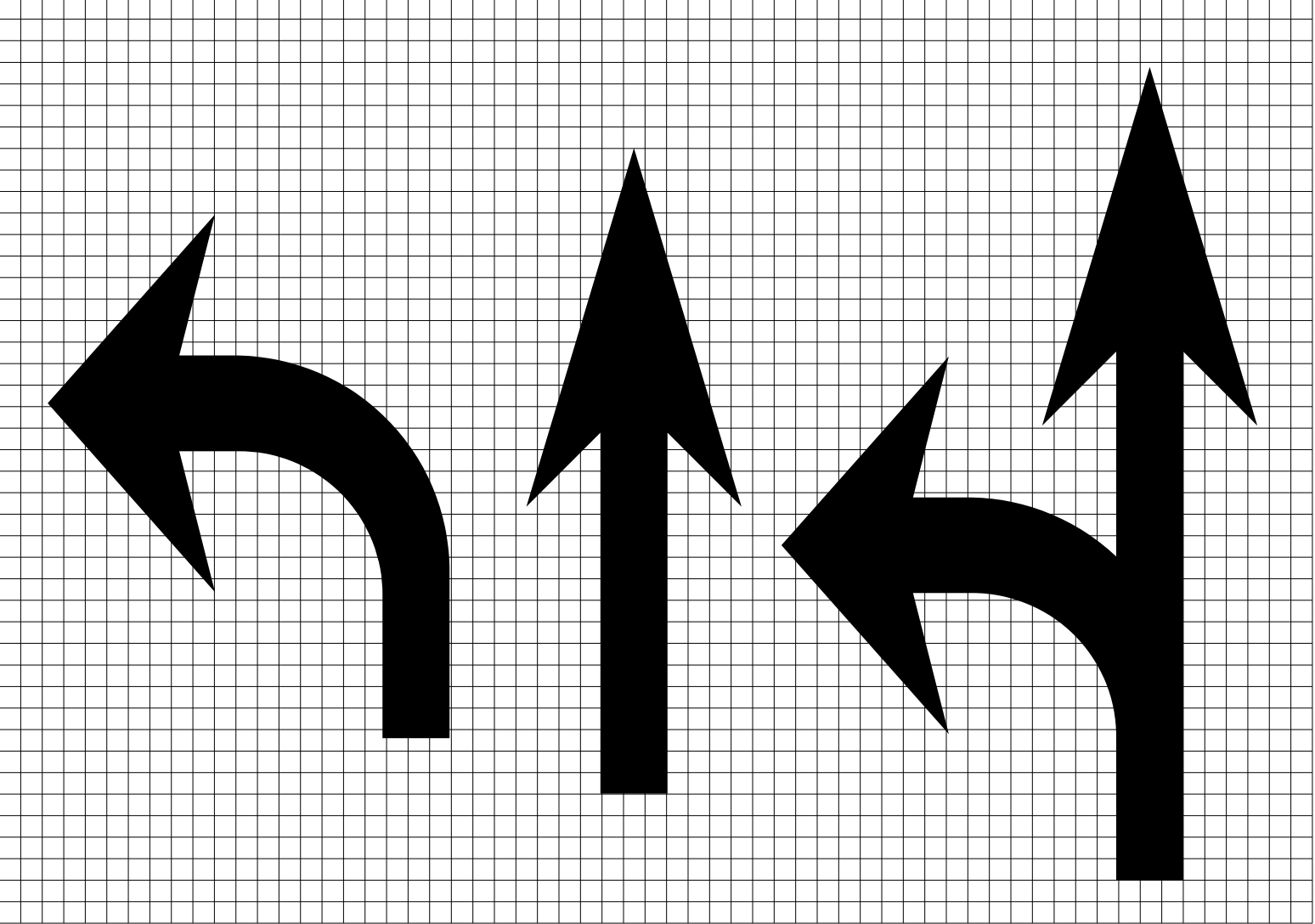
PASSED January 1, 2015


ENGINEER OF OPERATIONS

APPROVED January 1, 2015


ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

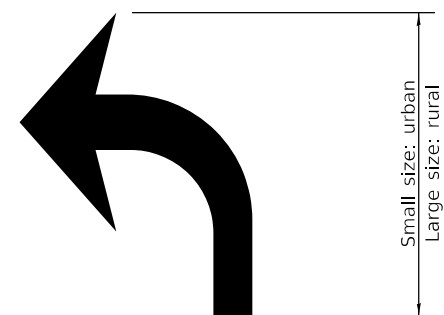
The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 3)

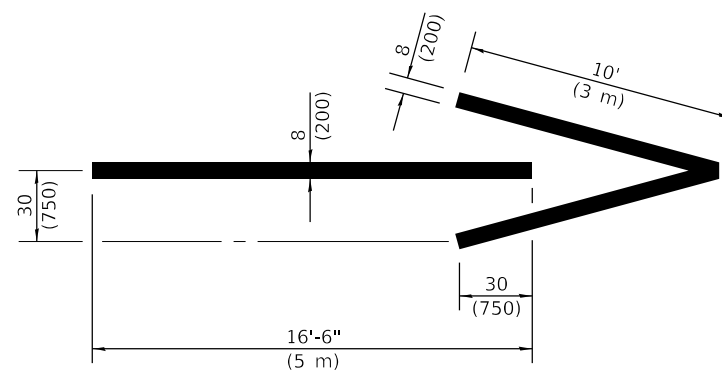
STANDARD 780001-05



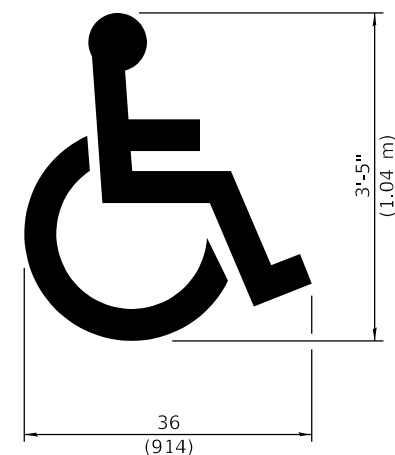
20' (6 m): urban
50' (15 m): rural
(Between arrow
and word or
between words)

ONLY

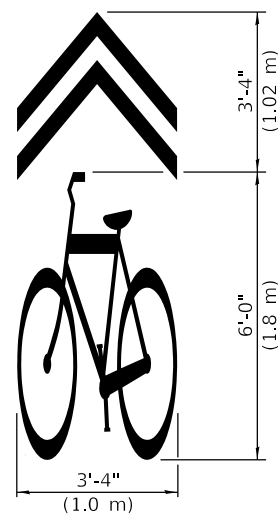
WORD AND ARROW LAYOUT



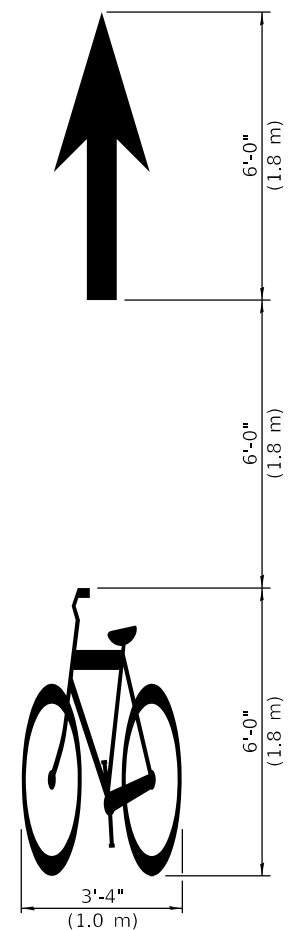
WRONG WAY ARROW



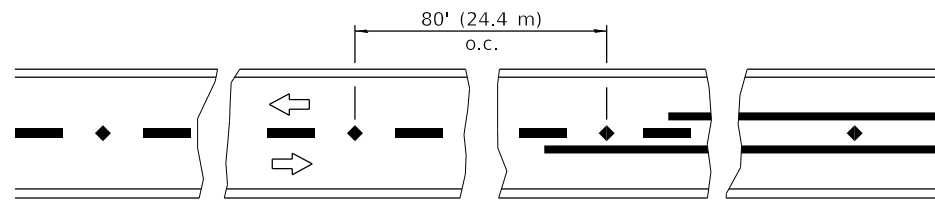
INTERNATIONAL SYMBOL OF ACCESSIBILITY



SHARED LANE SYMBOL

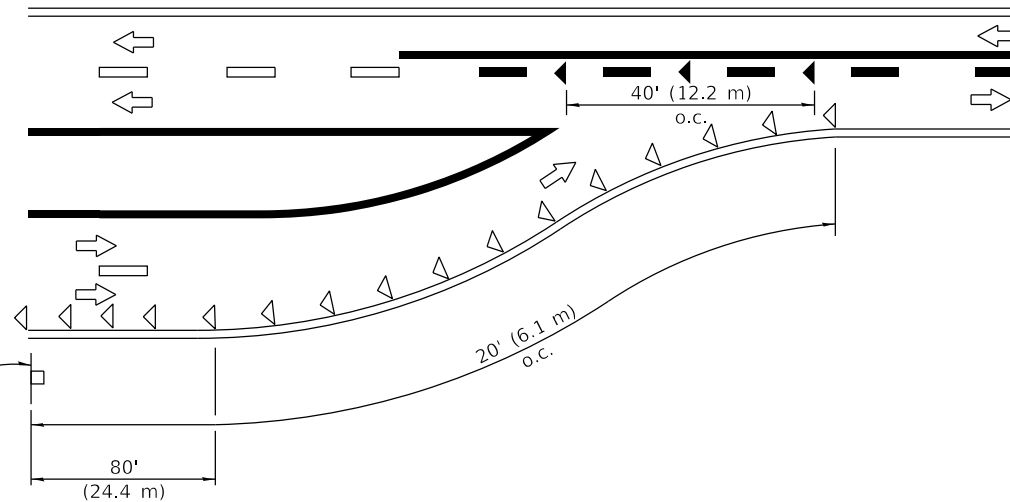


BIKE SYMBOL
(Arrow is optional.)



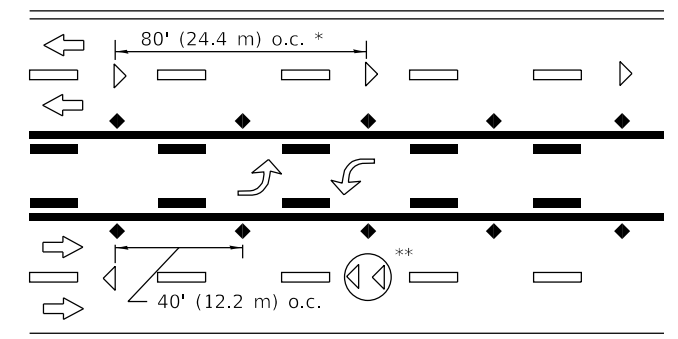
Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

TWO-LANE / TWO-WAY



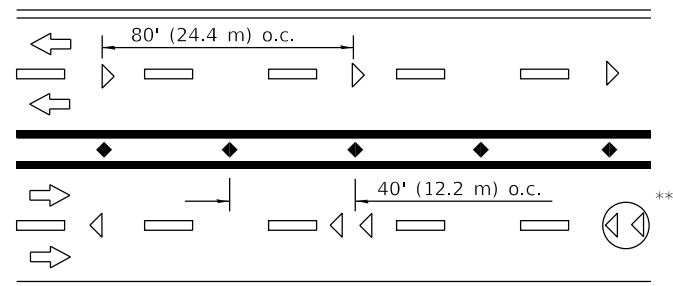
W4-2

LANE REDUCTION TRANSITION



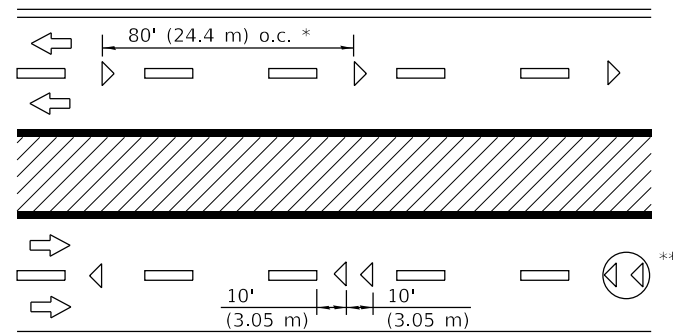
*, ** See MULTI LANE DIVIDED detail for lane marker notes.

TWO-WAY LEFT TURN



*, ** See MULTI LANE DIVIDED detail for lane marker notes.

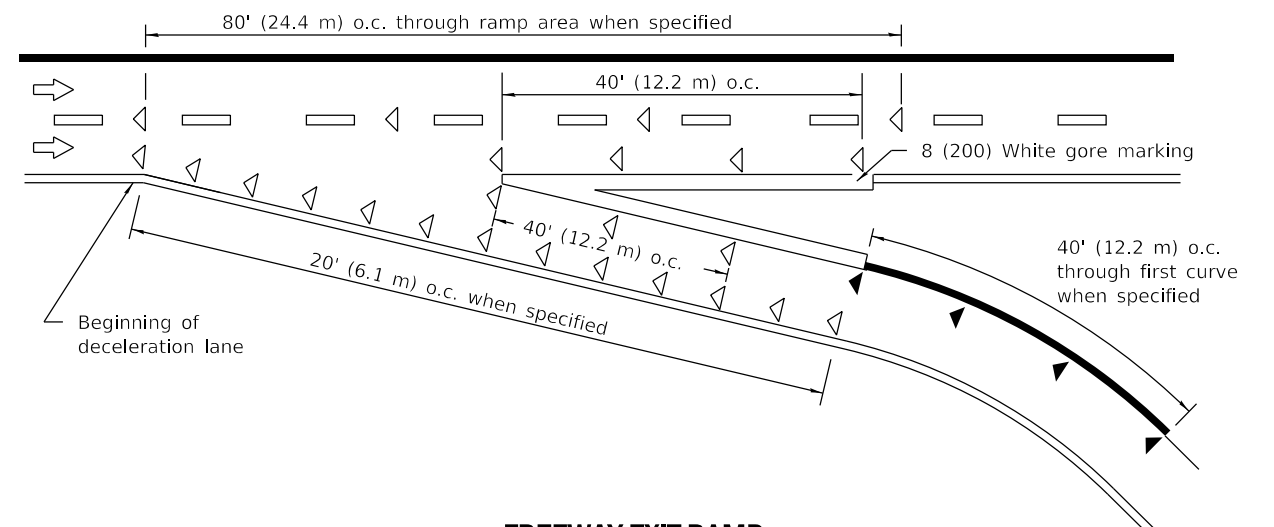
MULTI-LANE UNDIVIDED



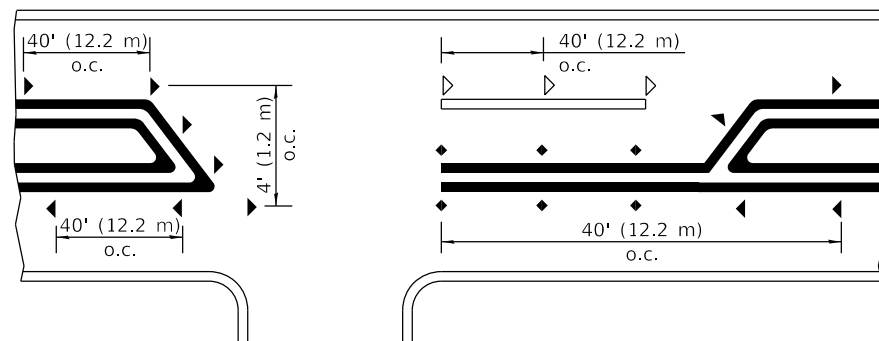
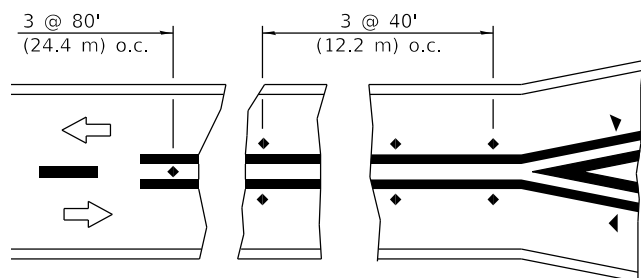
* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

** Where double lane line markers are specified, they shall be spaced as shown.

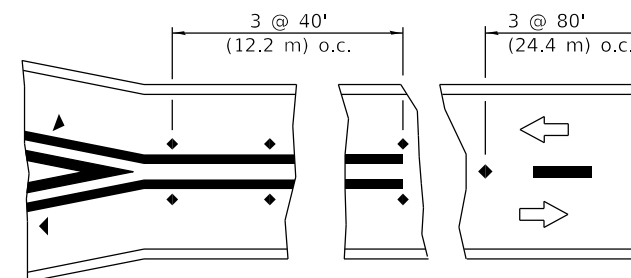
MULTI-LANE DIVIDED



FREEWAY EXIT RAMP



RURAL LEFT TURN



SYMBOLS

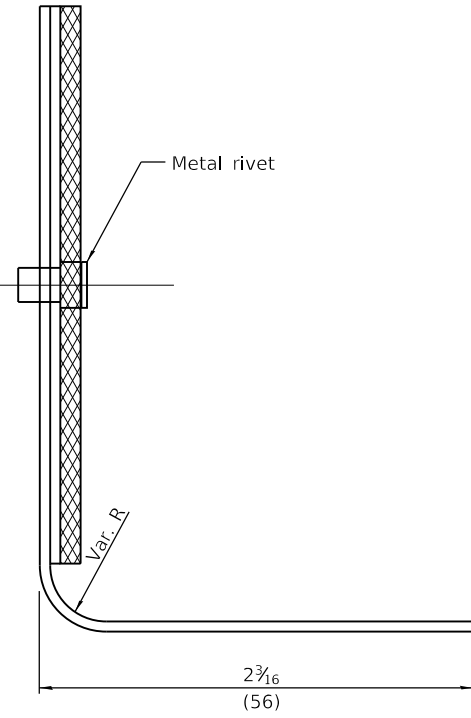
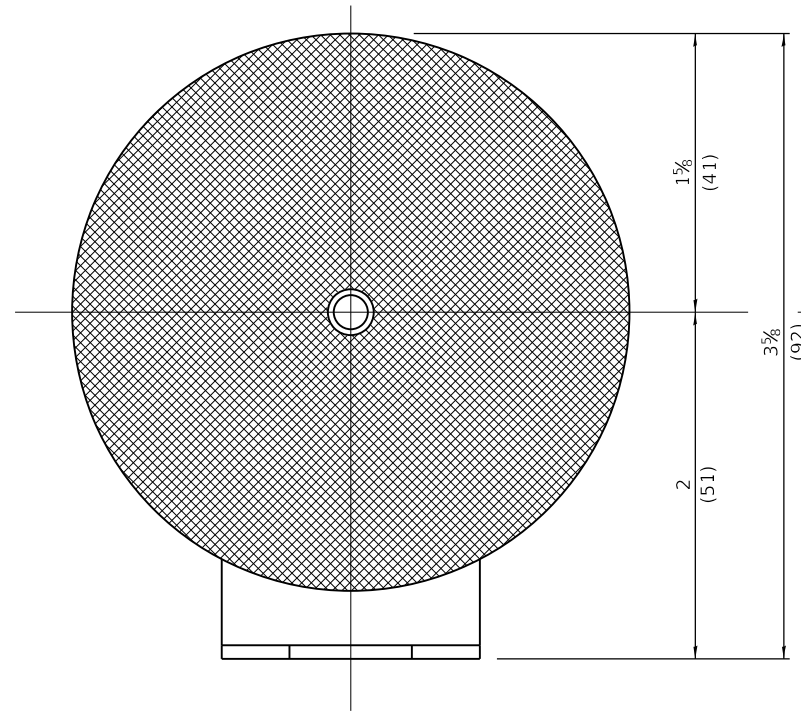
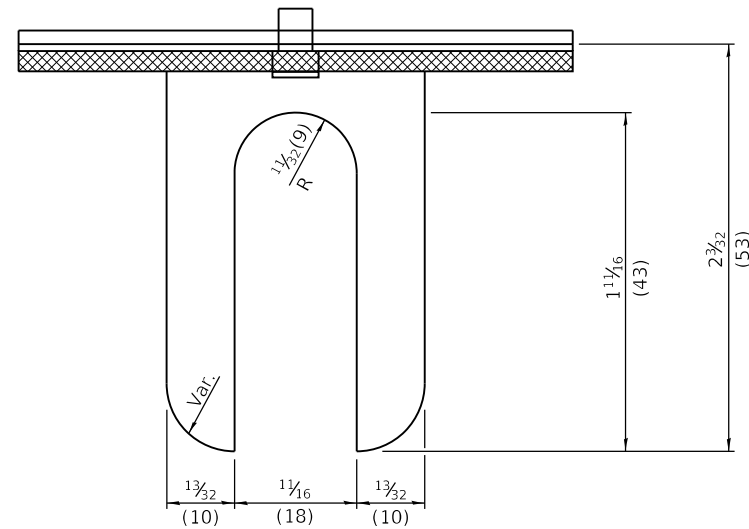
- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

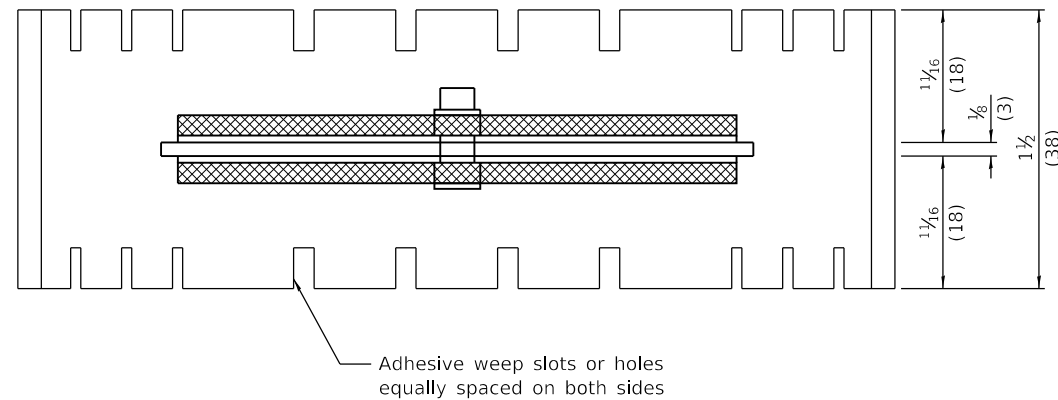
TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

STANDARD 781001-04

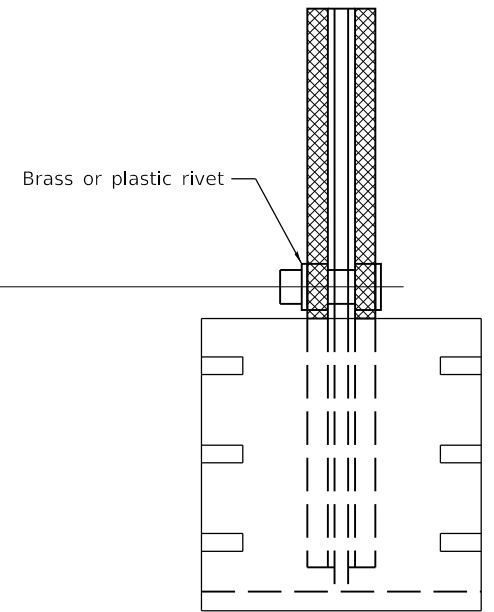
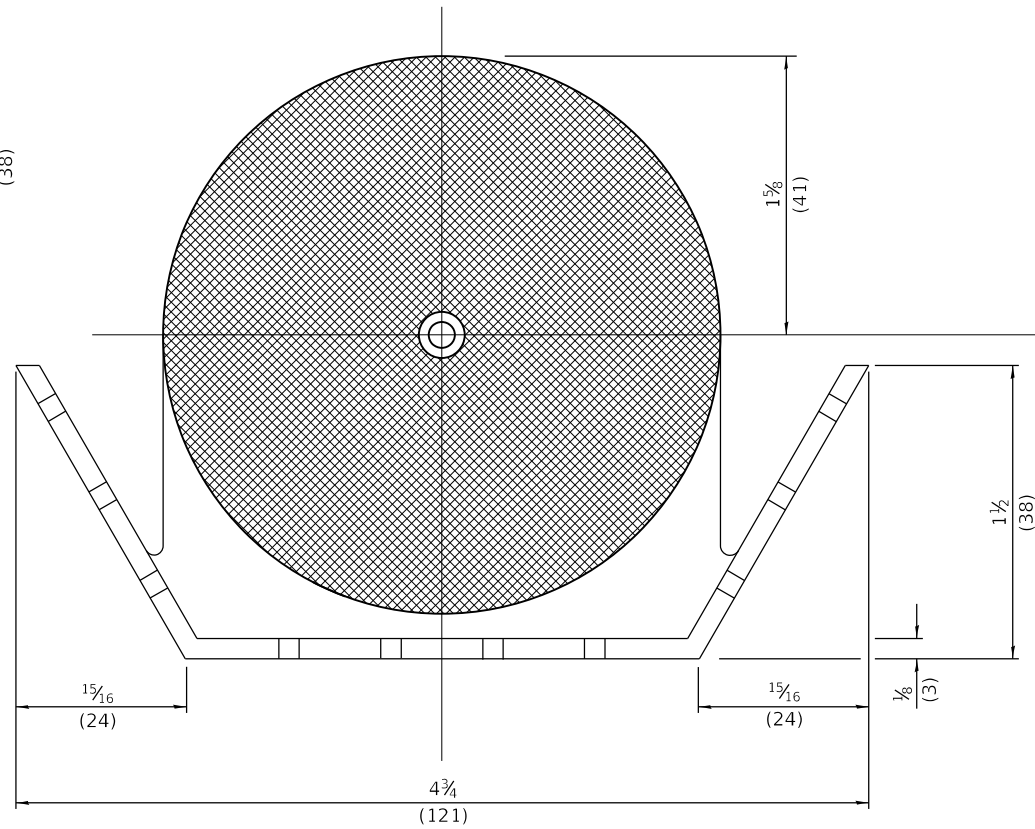
DATE	REVISIONS
4-1-16	Revised LANE ENDS sign
	W4-2 to agree with current MUTCD.
1-1-09	Switched units to
	English (metric).



REFLECTOR TYPE A
(monodirectional shown)



Adhesive weep slots or holes
equally spaced on both sides



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

REFLECTOR TYPE B
(bidirectional shown)

DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet, revised note 3 on sht. 3, and fixed typo.
4-1-16	Added reflector spacing detail. Moved TERMINAL MARKER to std. 725001.

**GUARDRAIL AND
BARRIER WALL REFLECTOR
MOUNTING DETAILS**

(Sheet 1 of 3)

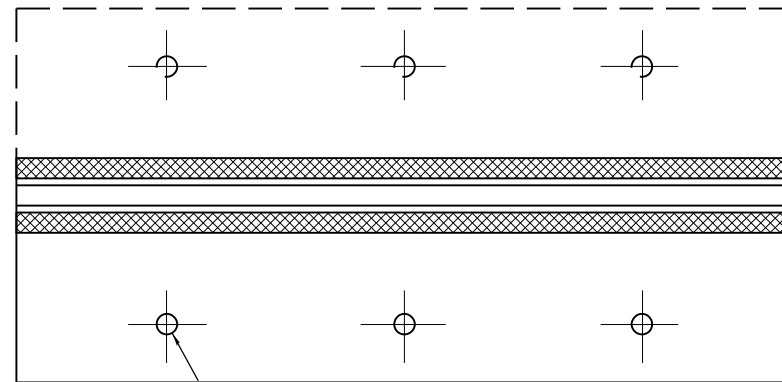
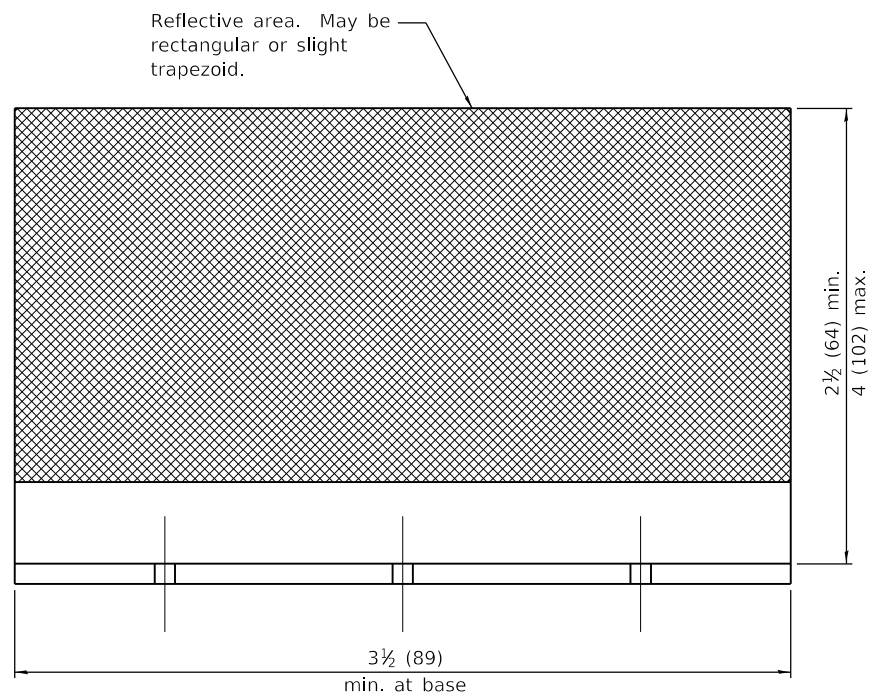
STANDARD 782006-01

Illinois Department of Transportation

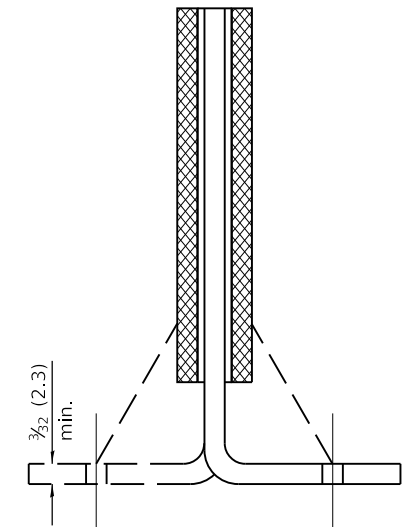
PASSED January 1, 2020
ENGINEER OF OPERATIONS

APPROVED January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

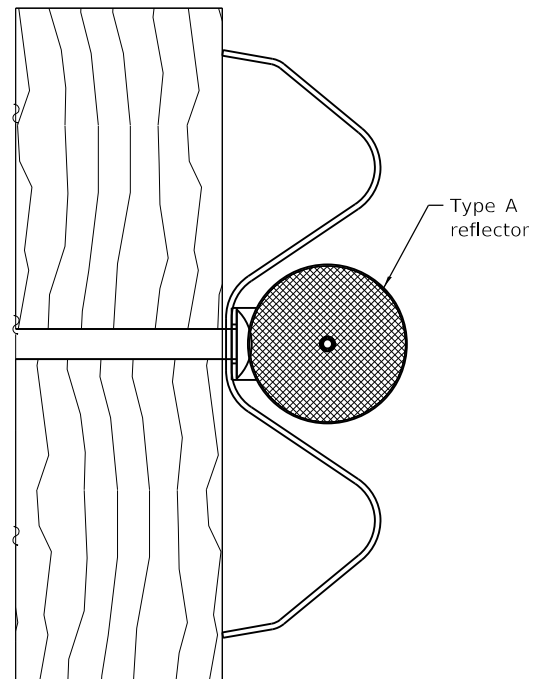


Minimum total area of base 7.0 sq. in. (4,516 mm²)

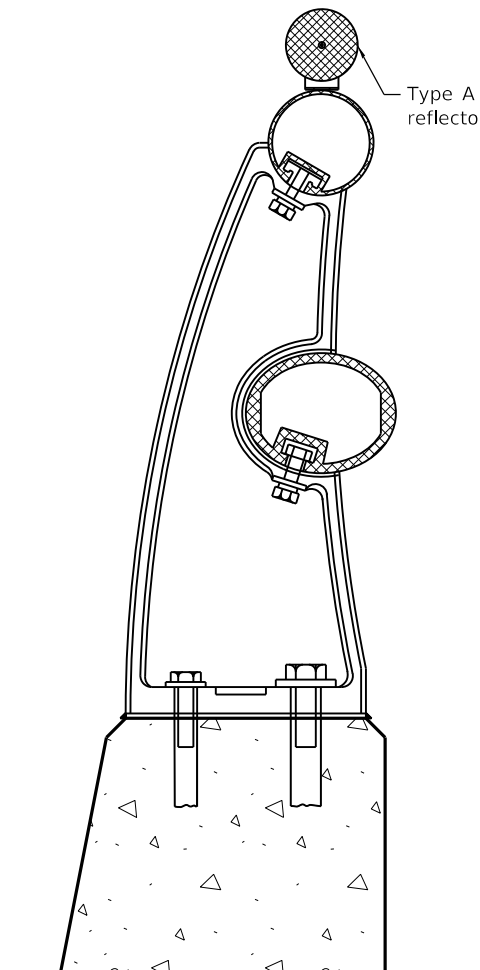
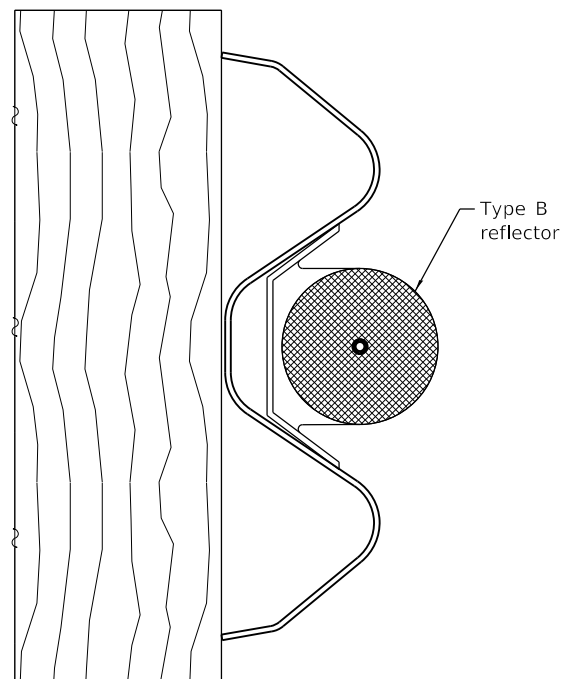


Cross section may be "T" or "L" shaped and may have side supports at ends.

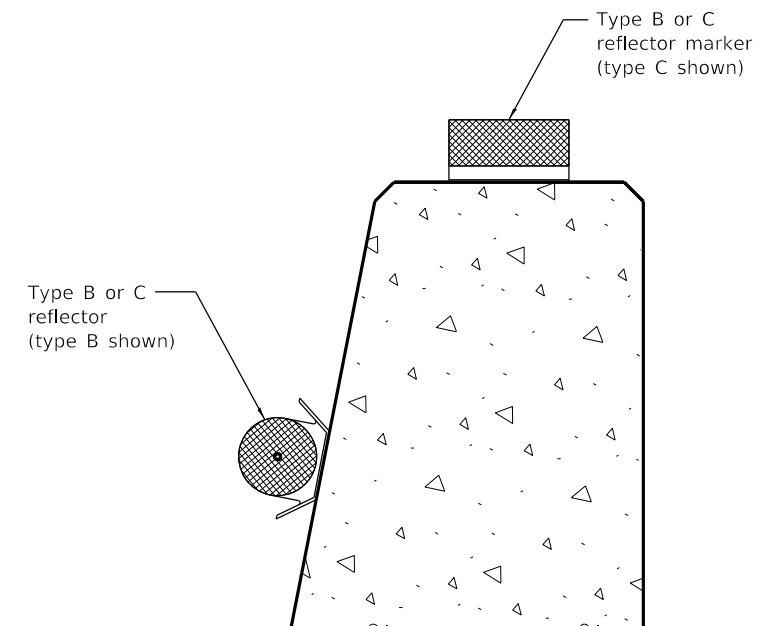
REFLECTOR TYPE C



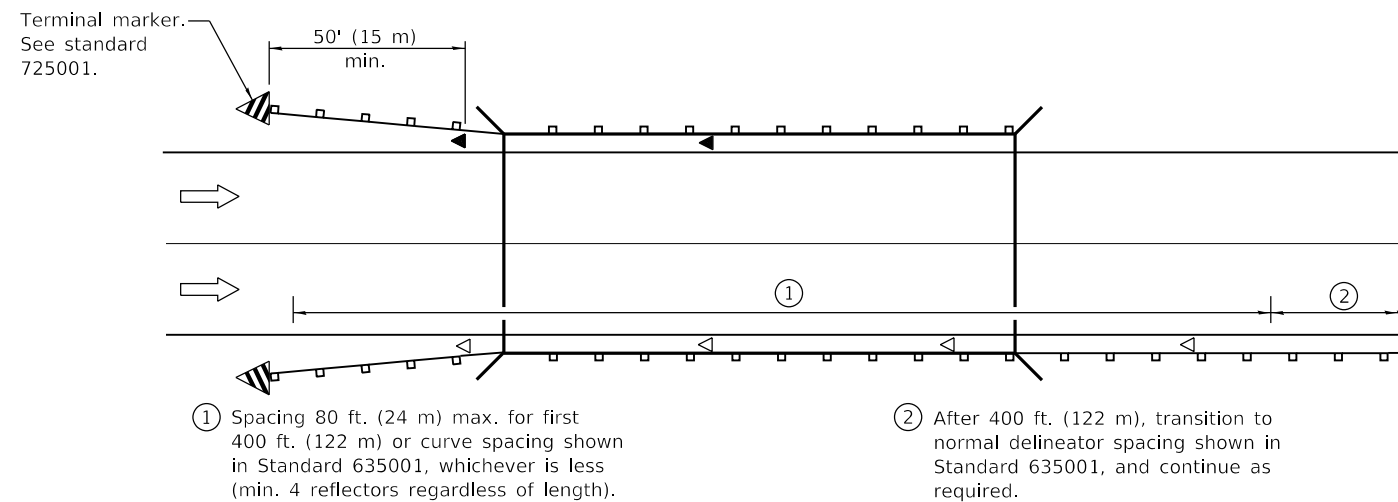
**TYPICAL MOUNTING DETAIL
FOR GUARDRAIL REFLECTOR**



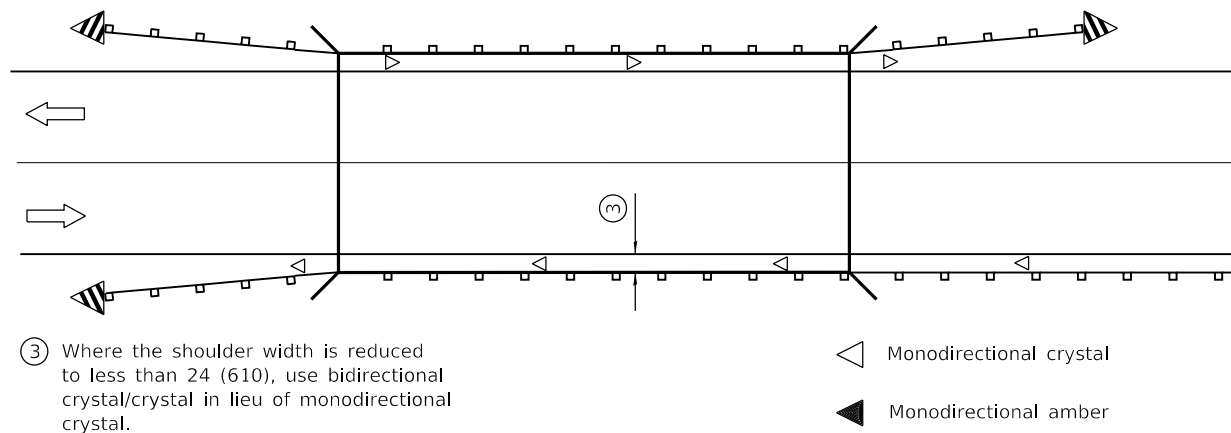
**TYPICAL MOUNTING DETAIL
FOR BRIDGE RAIL REFLECTOR**



**TYPICAL MOUNTING DETAIL
FOR BARRIER WALL REFLECTOR**

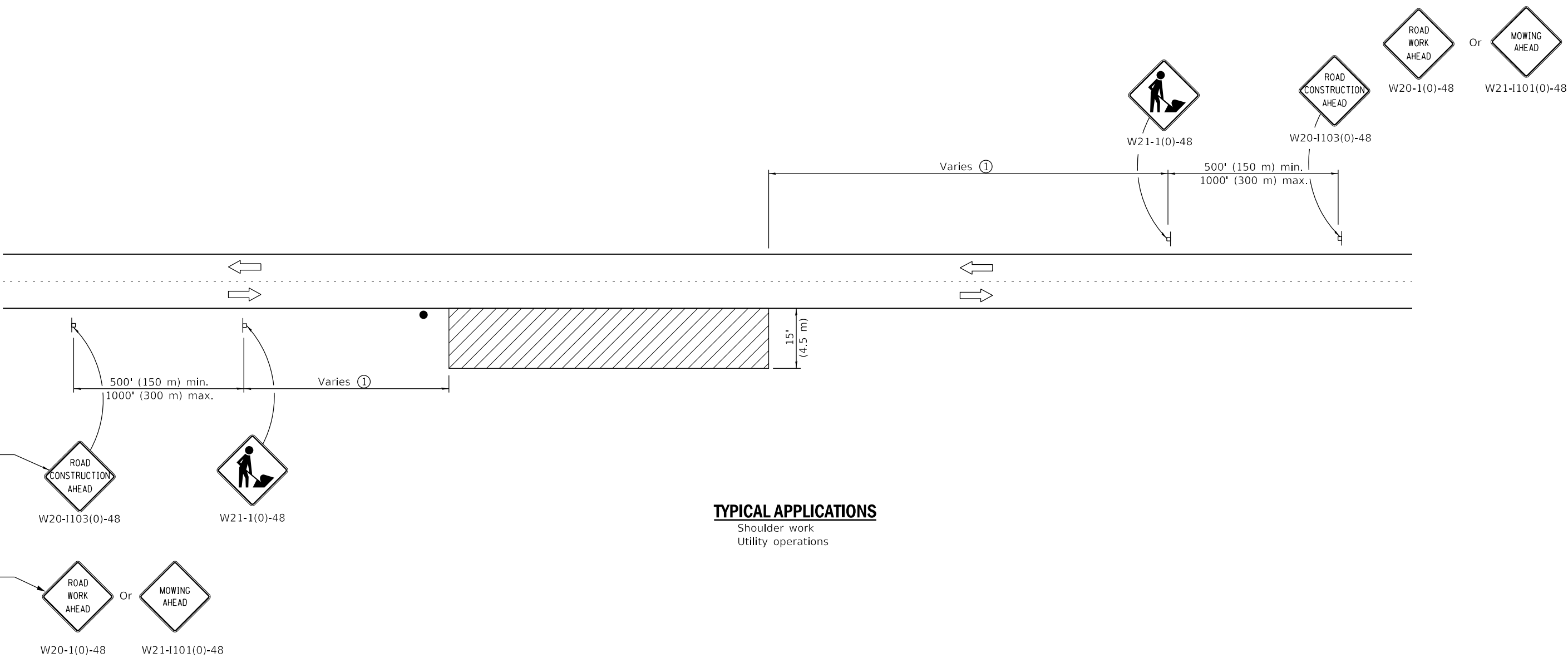


ONE-WAY TRAFFIC



TWO-WAY TRAFFIC

**GUARDRAIL / BARRIER WALL
REFLECTOR PLACEMENT DETAIL**



TYPICAL APPLICATIONS
Shoulder work
Utility operations

SYMBOLS

-  Work area
-  Sign
-  Flagger with traffic control sign when required

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

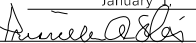
When the work operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
STANDARD 701011-04

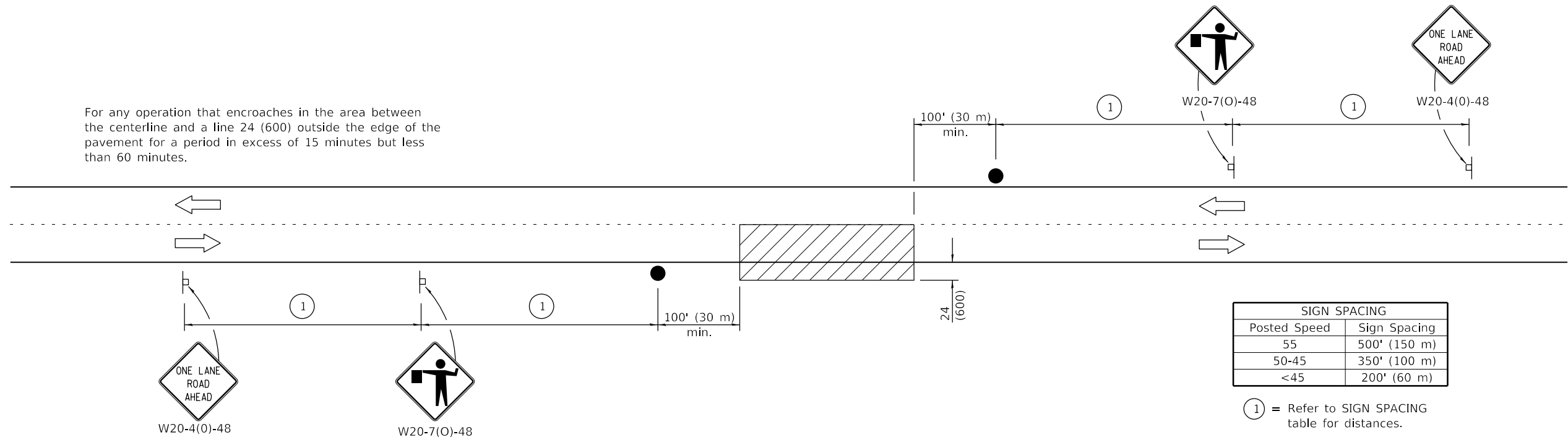
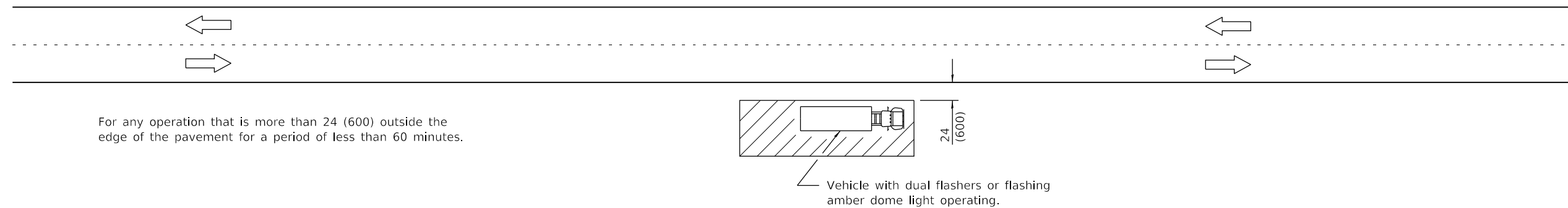
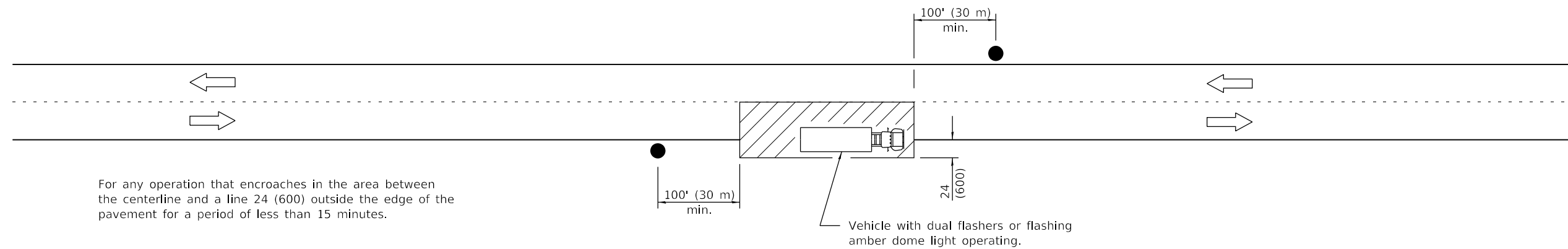
 Illinois Department of Transportation

PASSED January 1, 2014

ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPICAL APPLICATIONS

Marking patches
Field survey
String line
Utility operations
Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

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

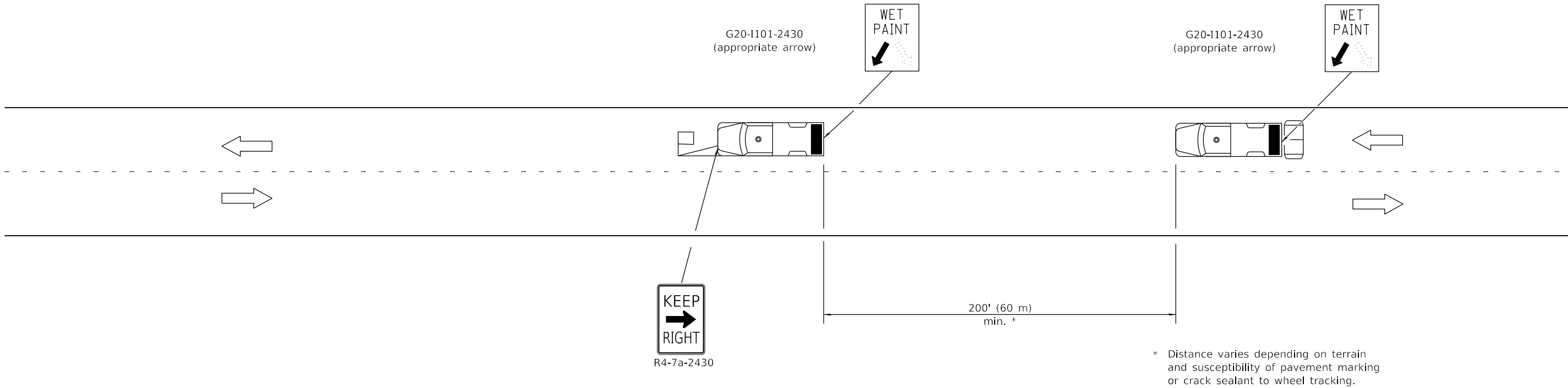
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04

Illinois Department of Transportation	
PASSED	January 1, 2011
ENGINEER OF SAFETY ENGINEERING	
APPROVED	January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

- Arrow board (Hazard Mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Omitted
	Pass With Care sign.
1-1-00	Elim. speed restrictions
	in Standard title.

**LANE CLOSURE 2L, 2W
MOVING OPERATIONS-
DAY ONLY**

STANDARD 701311-03

Illinois Department of Transportation

PASSED

January 1, 2009

ENGINEER OF OPERATIONS

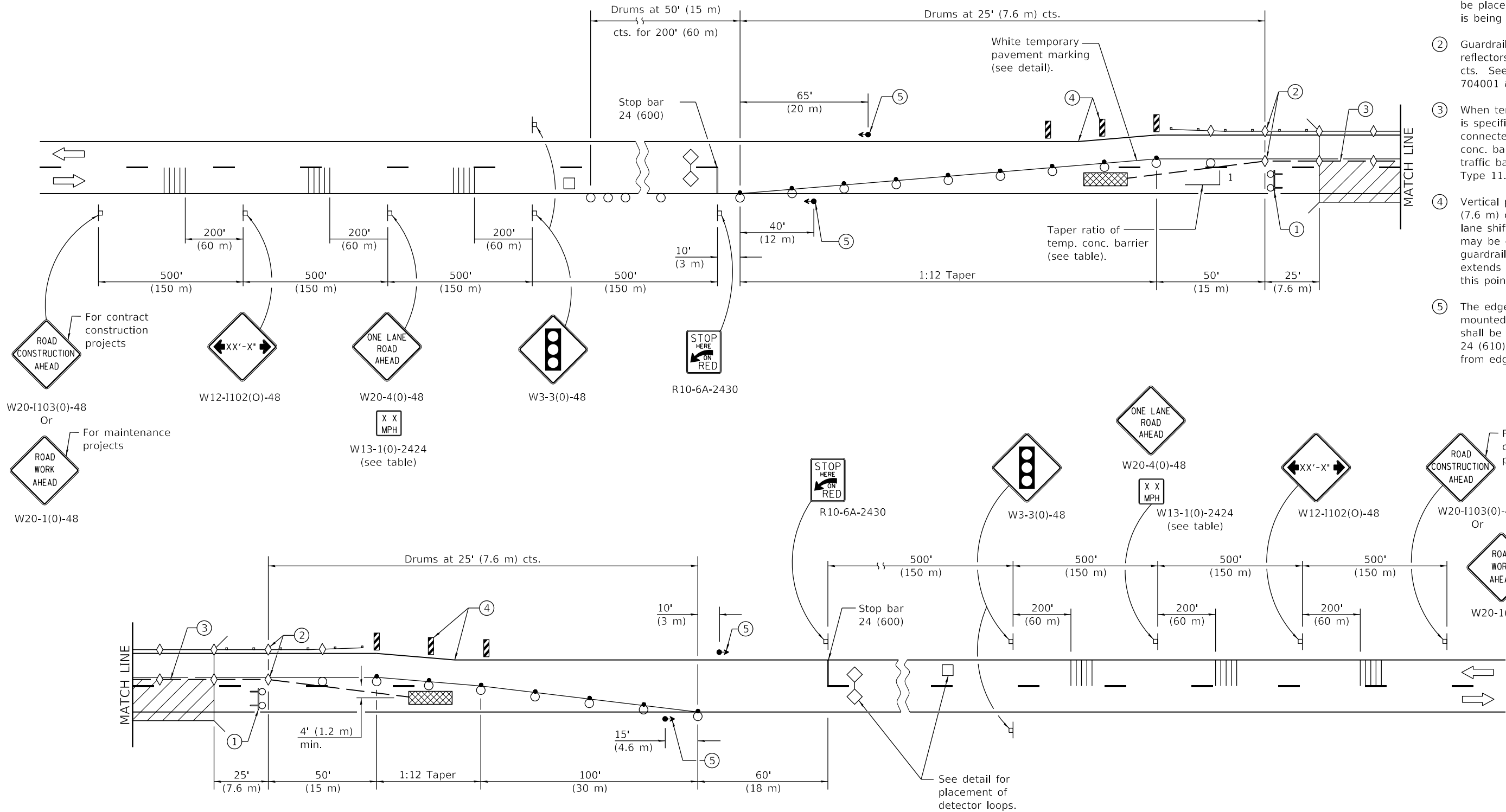
APPROVED

January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ③ When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type 11.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8 m) from edge of shoulder.



SYMBOLS

- Work area
- Sign
- Type III barricade with flashing lights
- Traffic signal
- Detector loops
- Impact attenuator
- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional guardrail/barrier wall reflector
- Drum

See Sheet 2 for GENERAL NOTES

DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet.
1-1-18	Omitted lights in tangents.
1-1-17	Added flashing lights to Type III barricades. Revised note ④.

**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 1 of 2)

STANDARD 701321-18

Illinois Department of Transportation

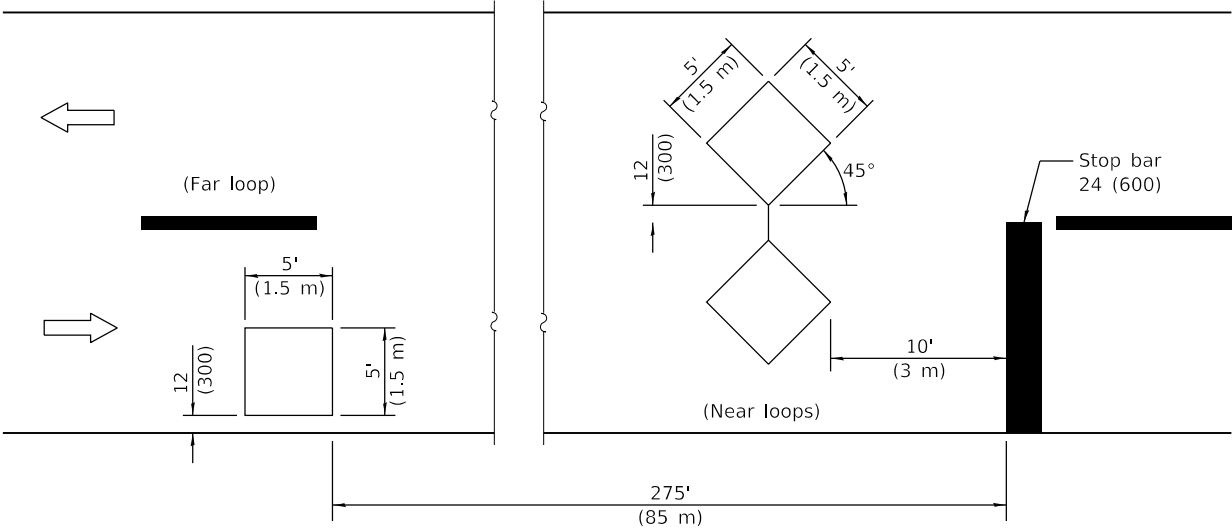
PASSED January 1, 2020

ENGINEER OF SAFETY PROG. AND ENGINEERING

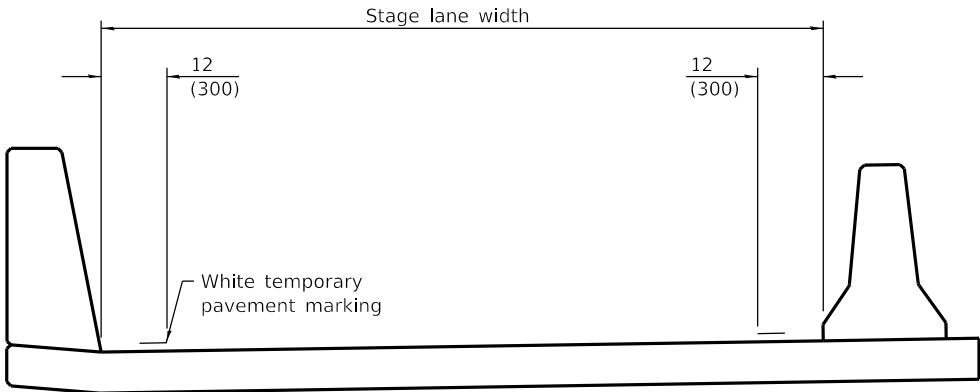
APPROVED January 1, 2020

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



DETECTOR LOOPS

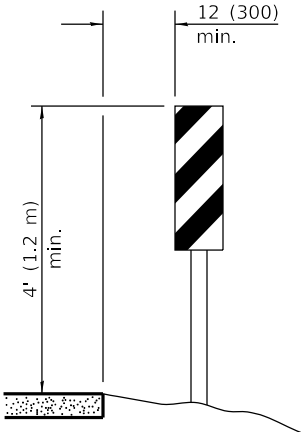


TEMPORARY PAVEMENT MARKING

TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 mph AND ABOVE	12:1
BELOW 40 mph	8:1

ADVISORY SPEED LIMIT	
NORMAL POSTED SPEED	ADVISORY SPEED
55 - 45 mph	40 mph
40 mph	35 mph
35 - 30 mph	30 mph



VERTICAL PANELS

(Post mounted, one each side)

GENERAL NOTES

This Standard is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201 or 701206.

Temporary concrete barrier shall be according to Standard 704001.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

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

Illinois Department of Transportation

PASSEDJanuary 1, 2020

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVEDJanuary 1, 2020

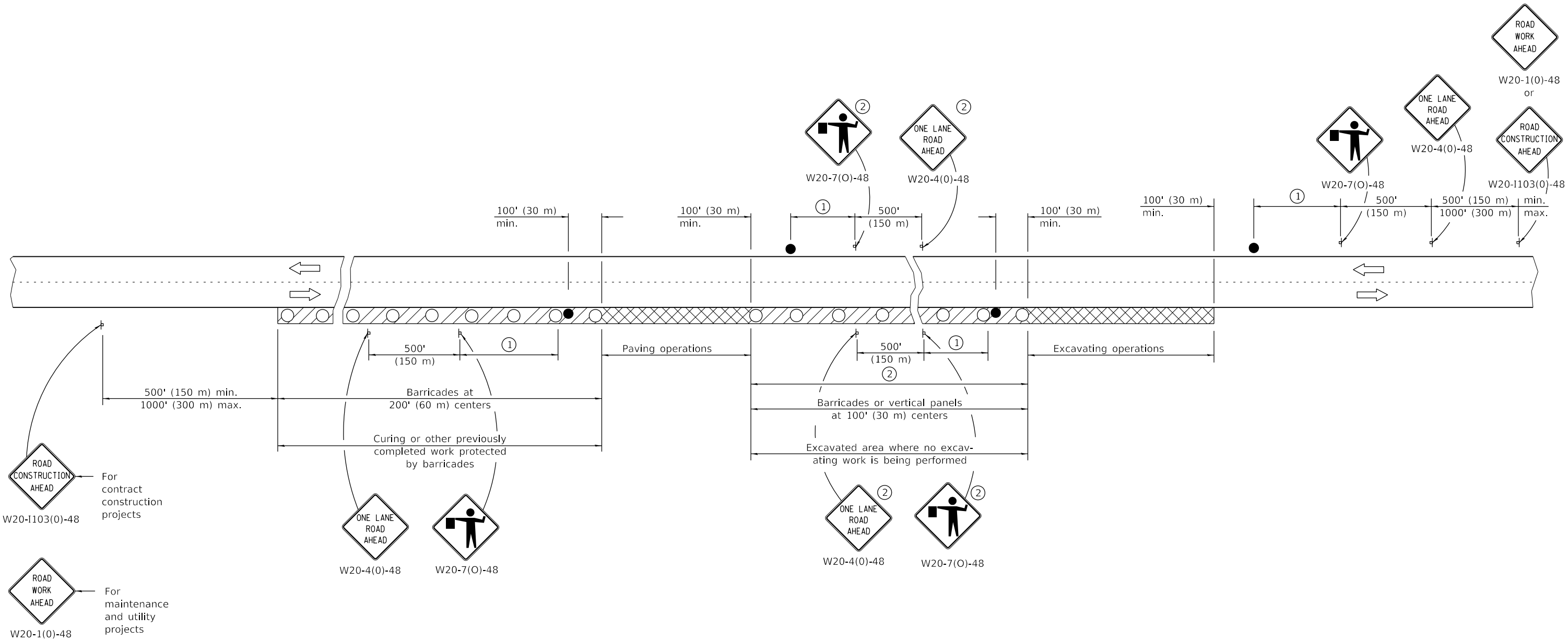
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 2 of 2)

STANDARD 701321-18



SYMBOLS

- Work area
- Active Work area
- Sign
- Barricade, drum, or vertical panels
- Flagger with traffic control sign

- ① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but in no case to exceed the length of ½ day's normal operation or 2 miles (3200 m) whichever is less.
- ② Signs are not required if distance between work operations is less than 2000' (600 m) unless restricted sight distance exists.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach on the pavement during widening operations.

Two flaggers are required for each separate operation.

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

Illinois Department of Transportation

PASSED January 1, 2011
 ENGINEER OF SAFETY ENGINEERING

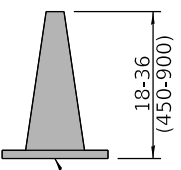
APPROVED January 1, 2011
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

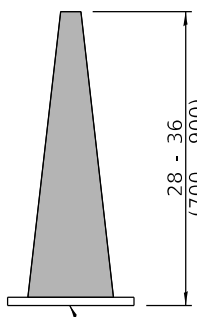
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH

STANDARD 701326-04

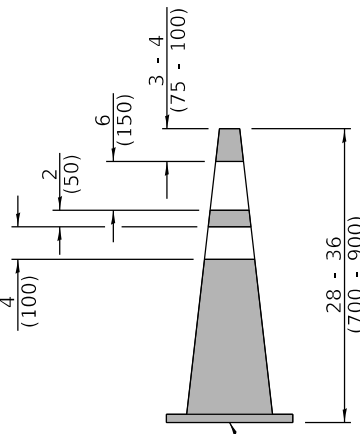


Orange
Posted speed < 45 mph

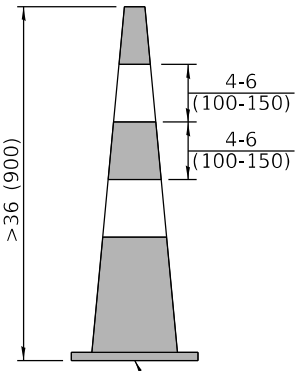


Orange
Any posted speed

DAYTIME USE

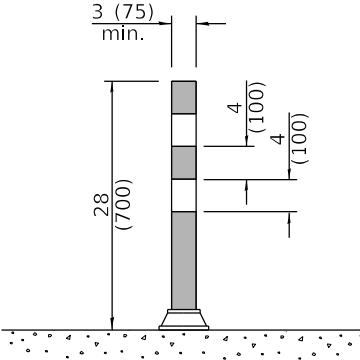


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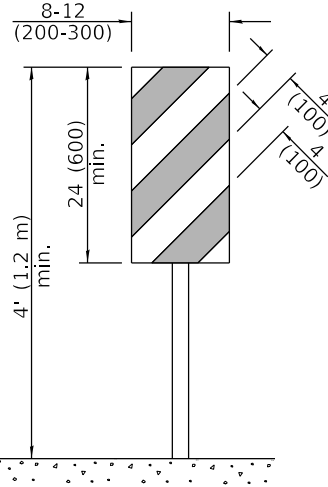


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CONES

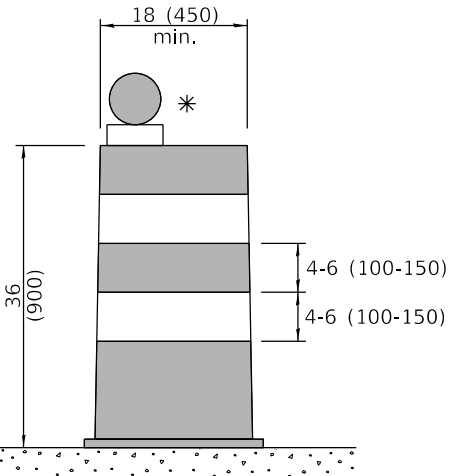


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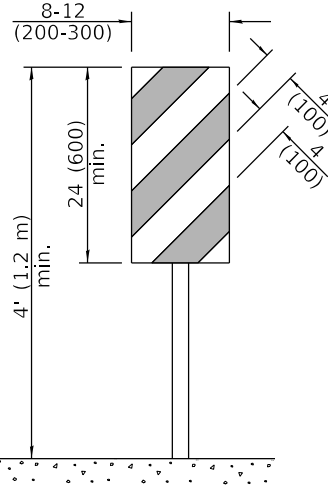


Any posted speed

TUBULAR MARKER

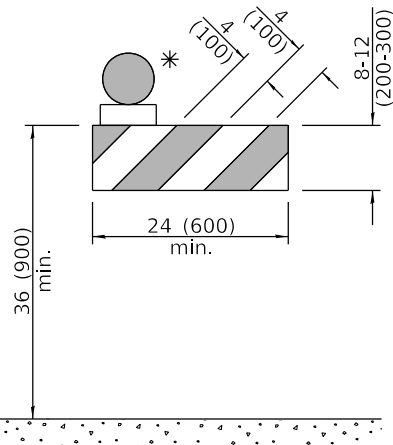


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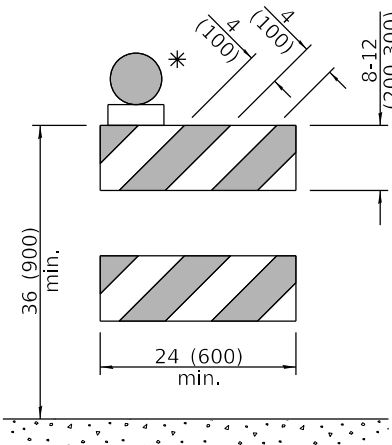


Any posted speed

DAY OR NIGHTTIME USE

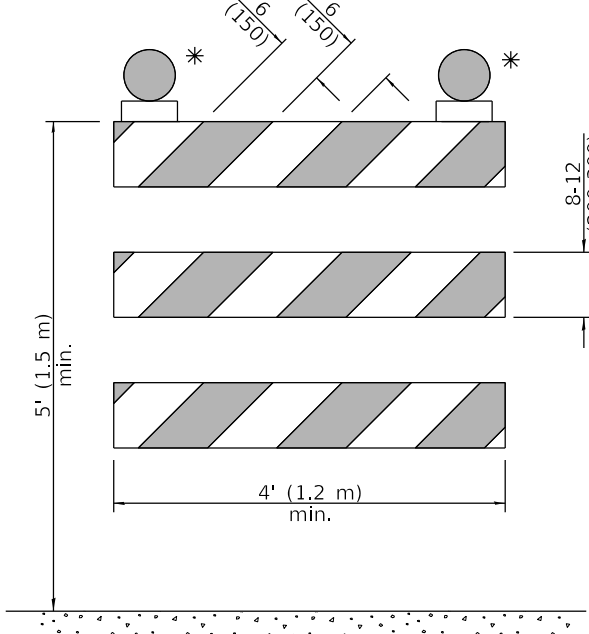


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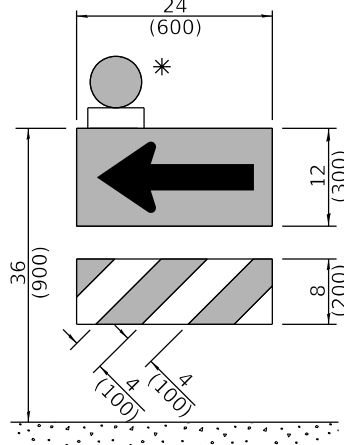


Any posted speed

TYPE I BARRICADE

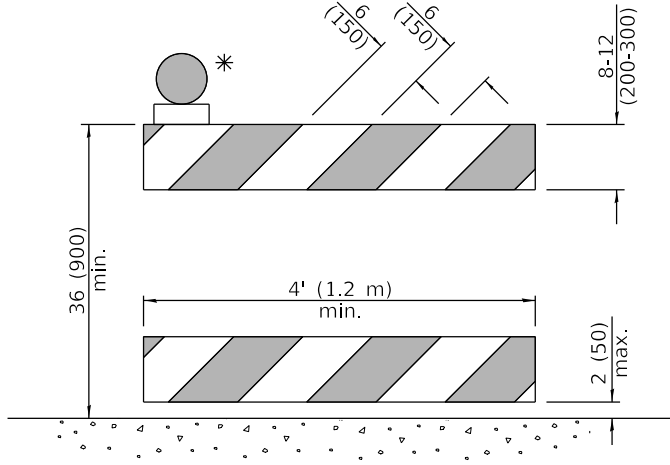


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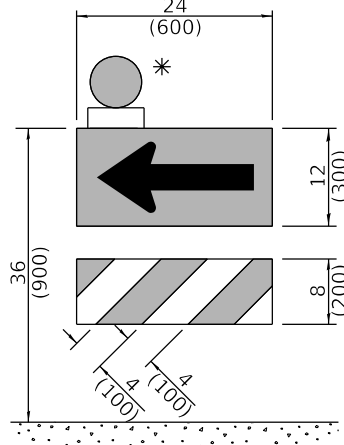


Any posted speed

TYPE II BARRICADE

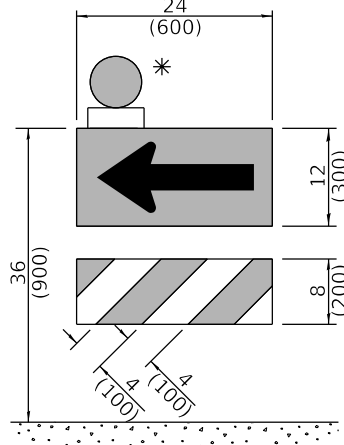


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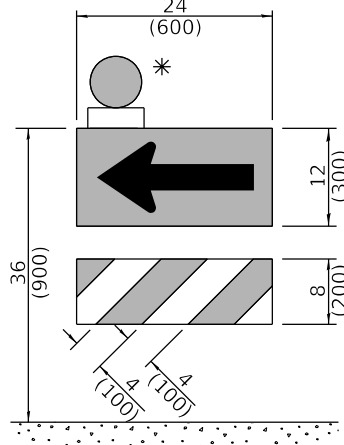


Any posted speed

TYPE III BARRICADE

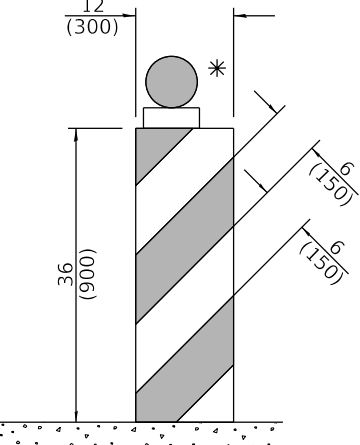


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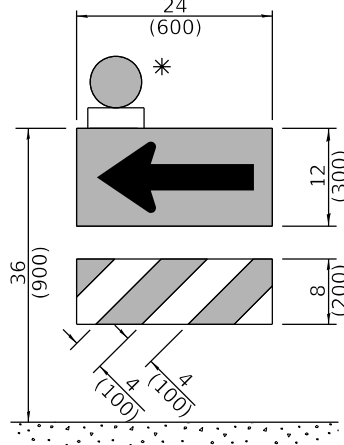


Any posted speed

DIRECTION INDICATOR BARRICADE

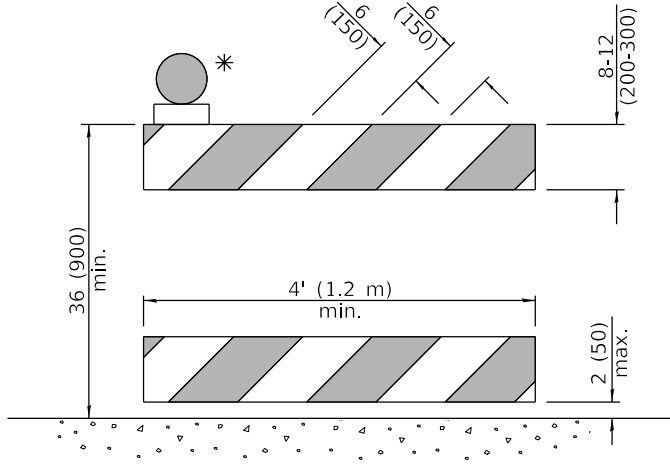


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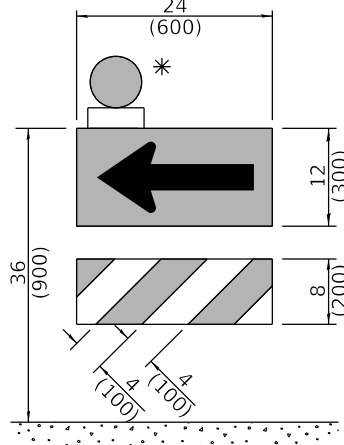


Any posted speed

VERTICAL BARRICADE

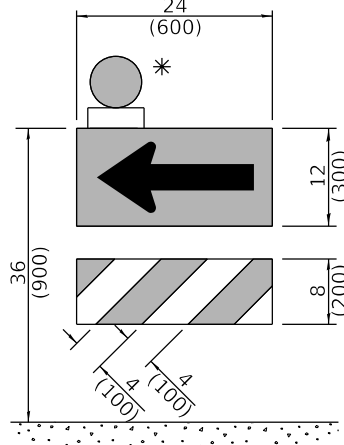


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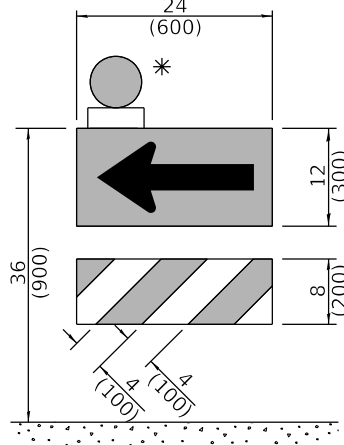


Any posted speed

DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

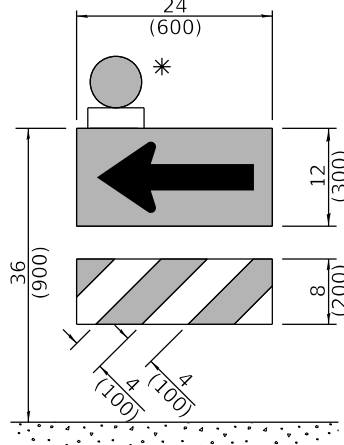


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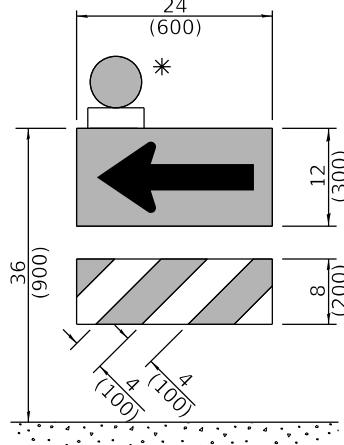


Any posted speed

VERTICAL PANEL POST MOUNTED

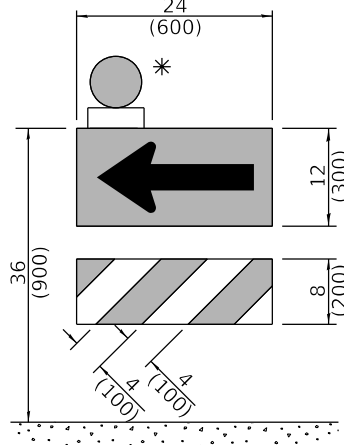


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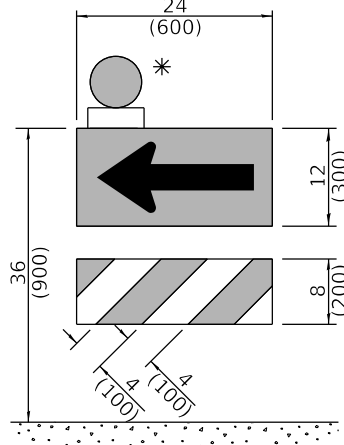


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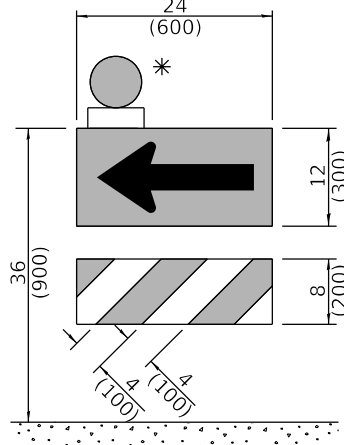


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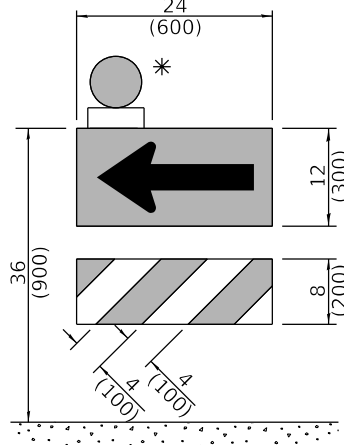


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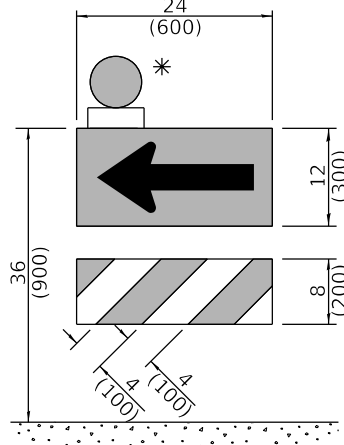


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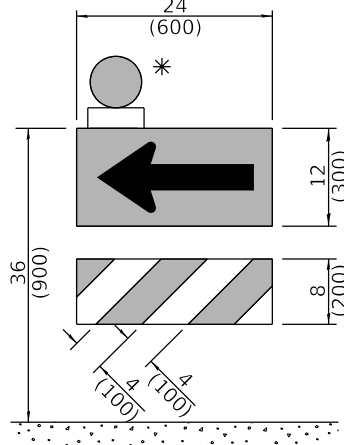


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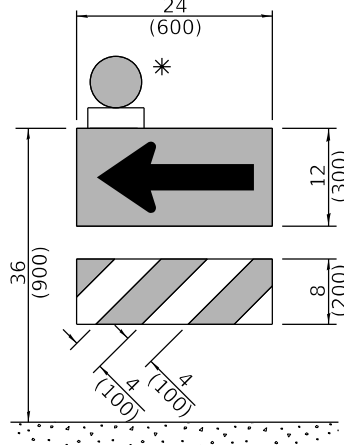


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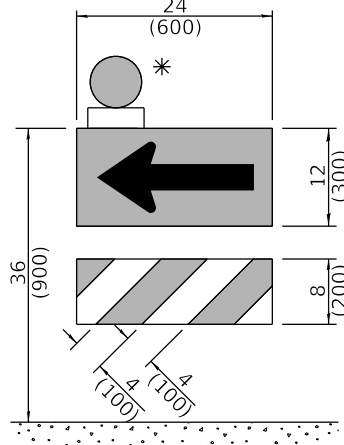


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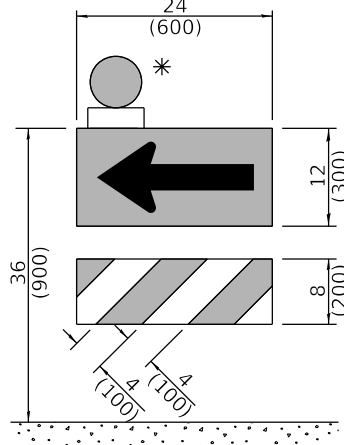


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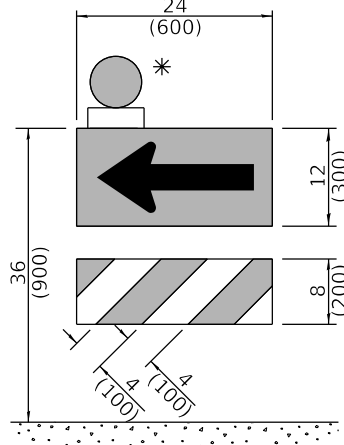


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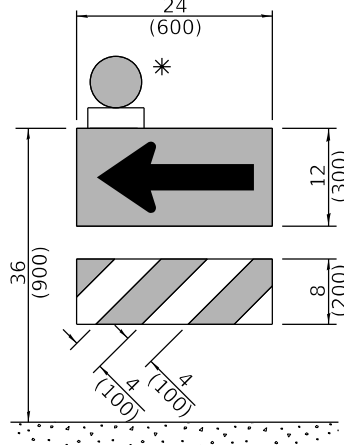


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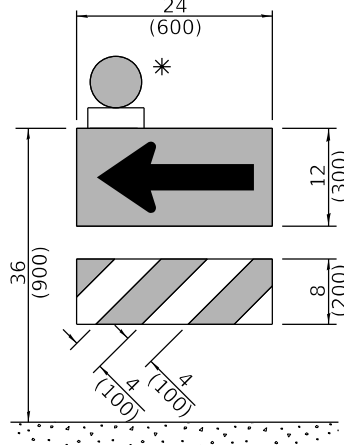


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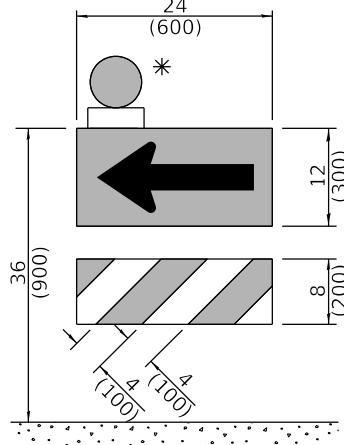


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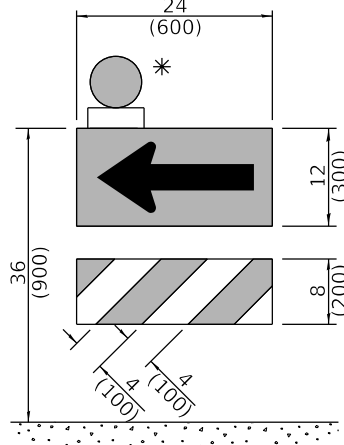


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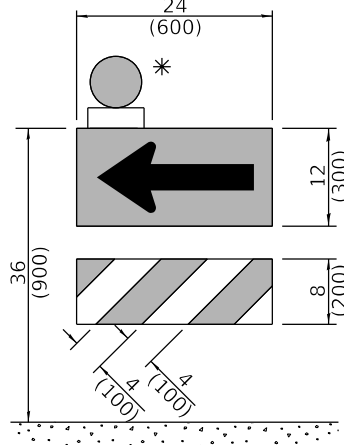


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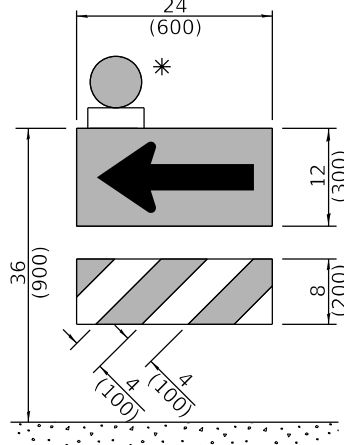


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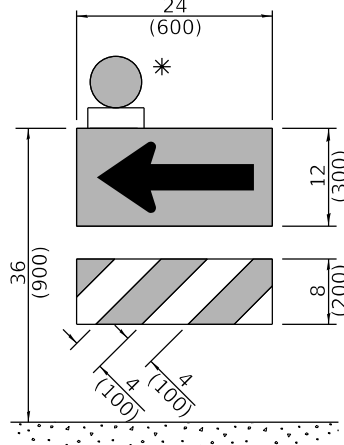


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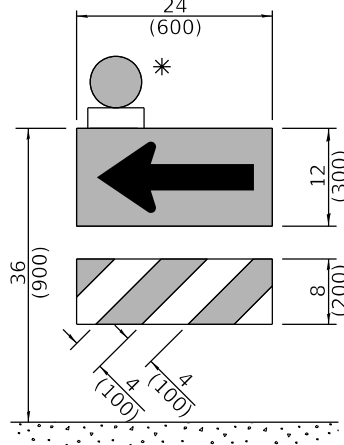


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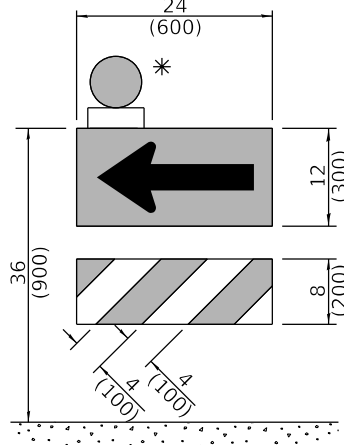


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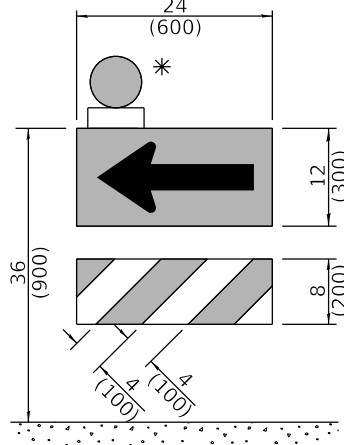


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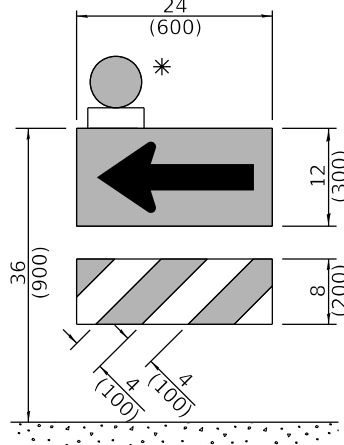


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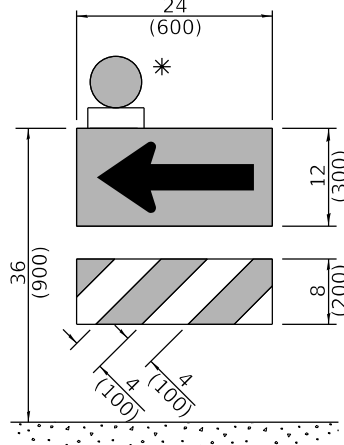


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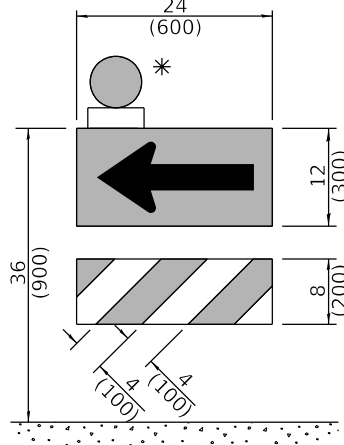


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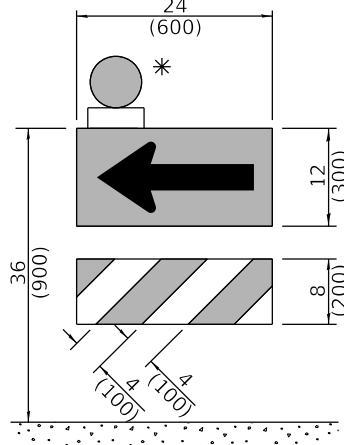


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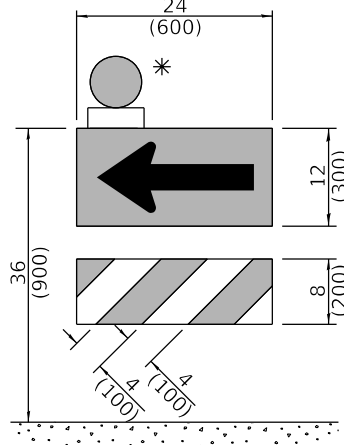


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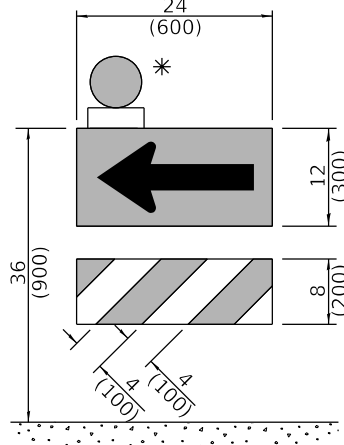


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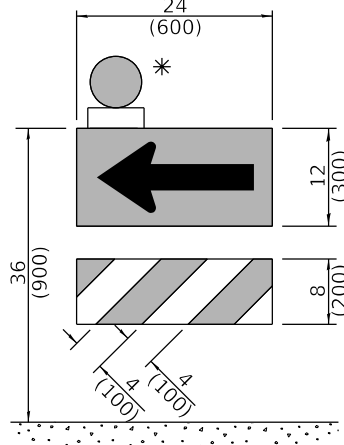


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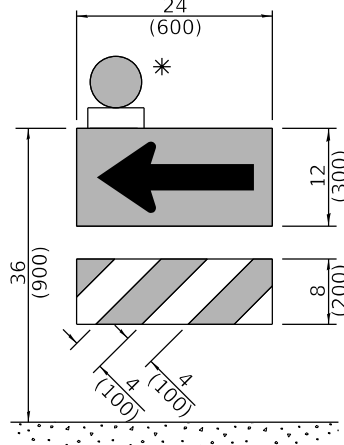


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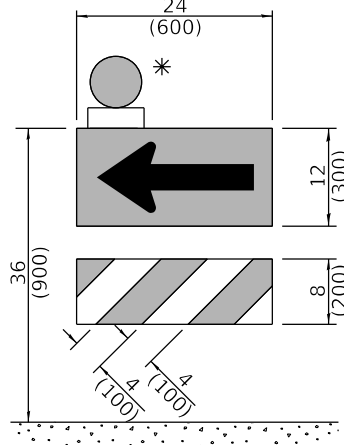


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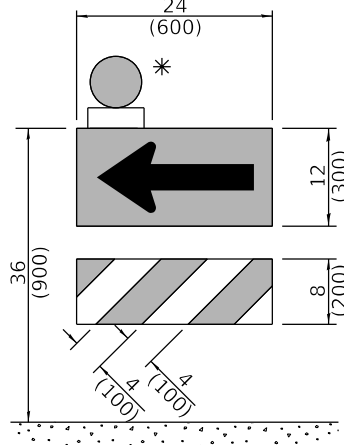


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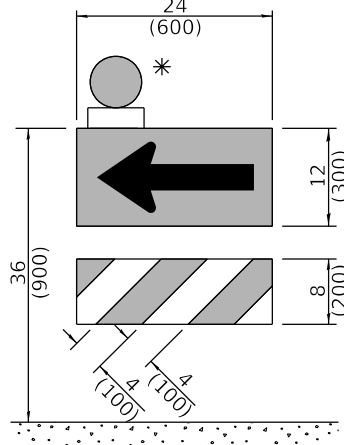


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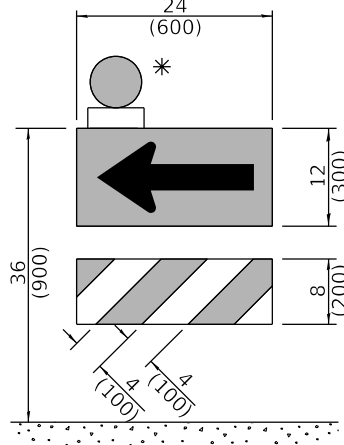


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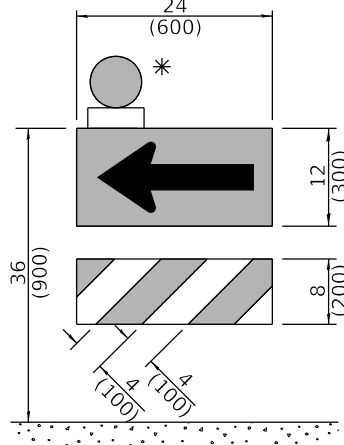


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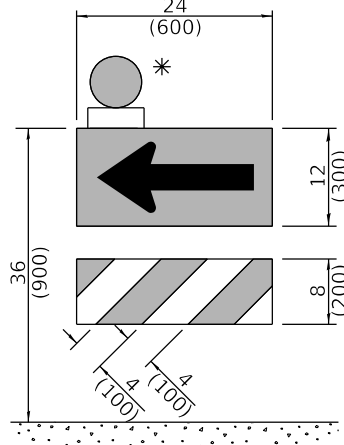


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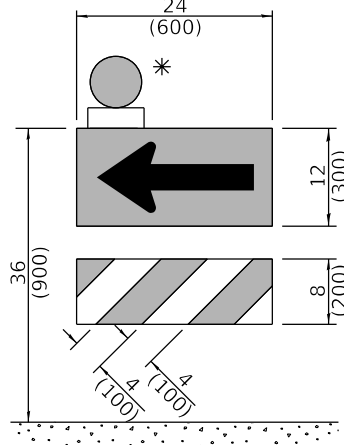


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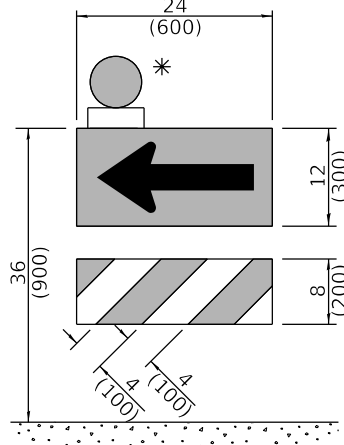


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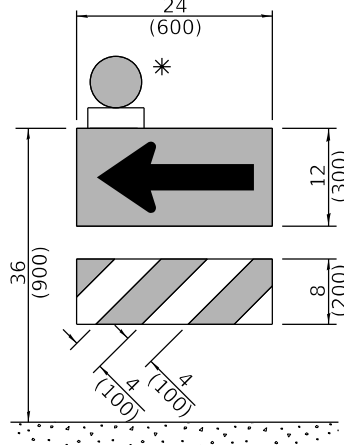


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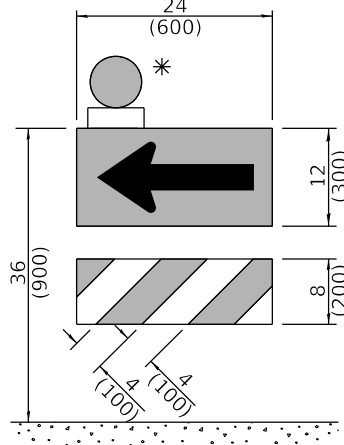


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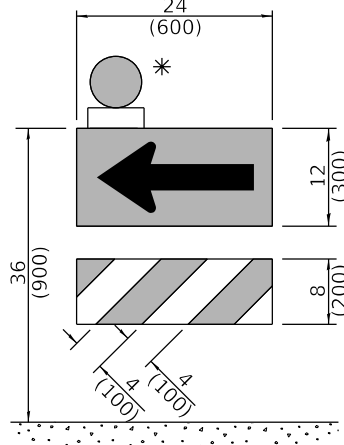


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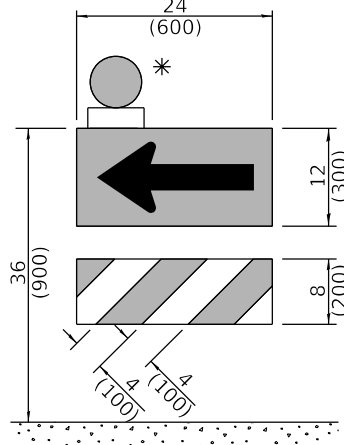


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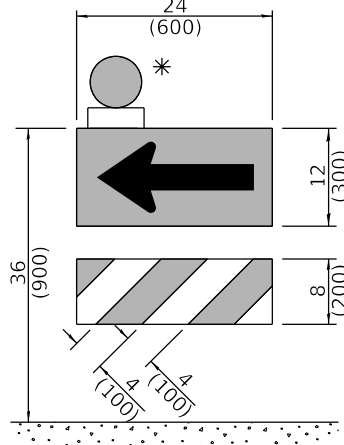


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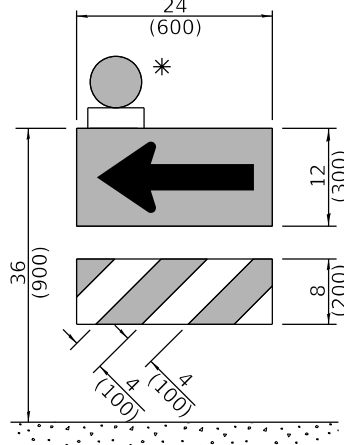


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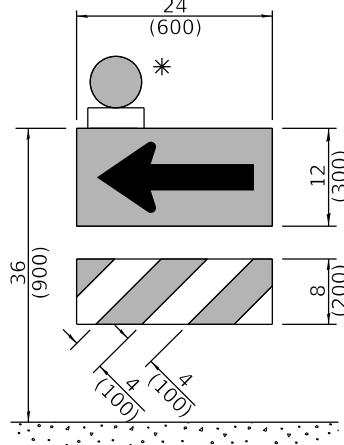


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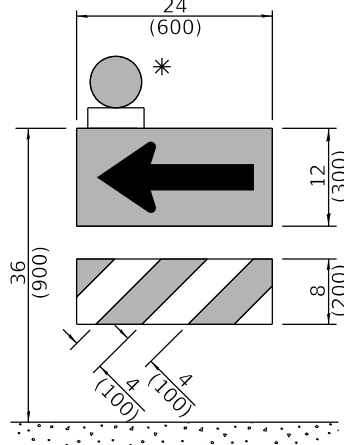


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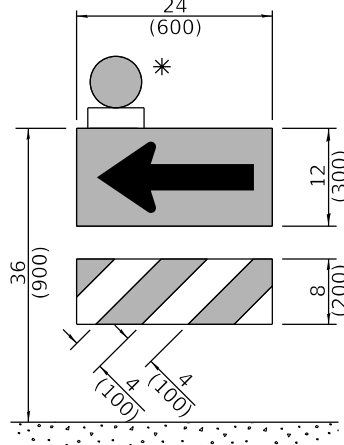


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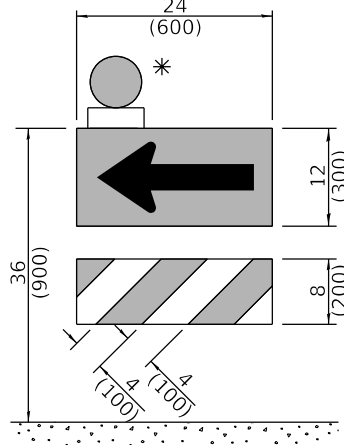


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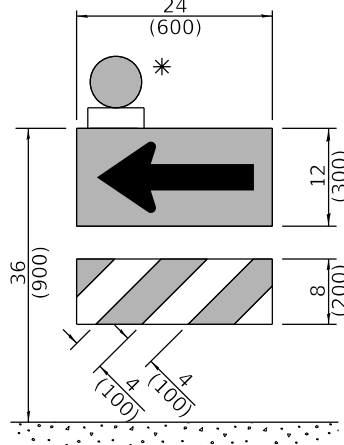


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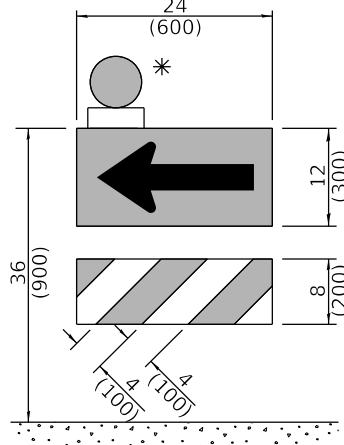


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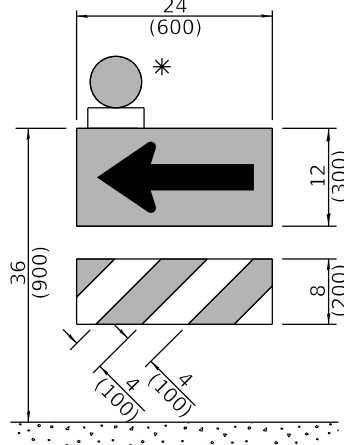


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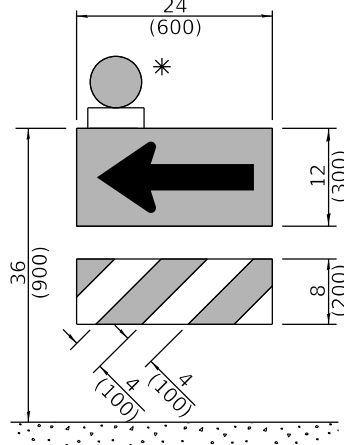


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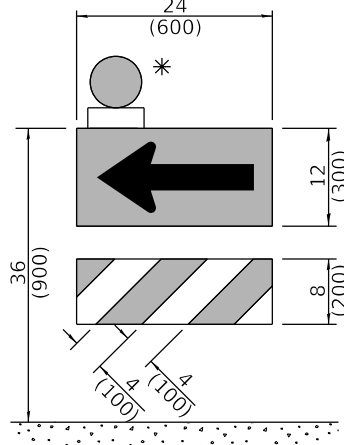


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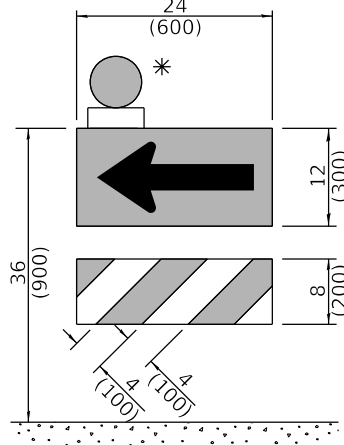


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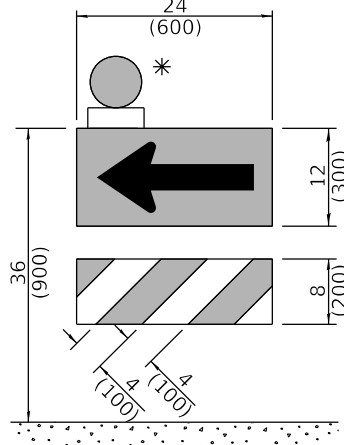


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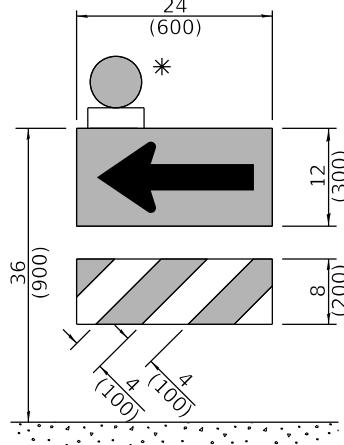


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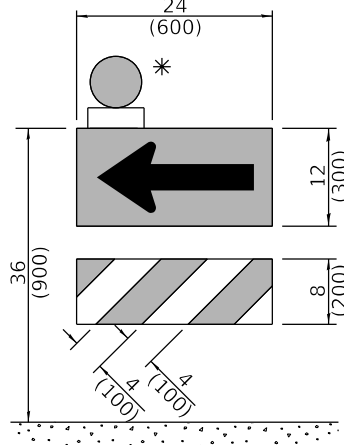


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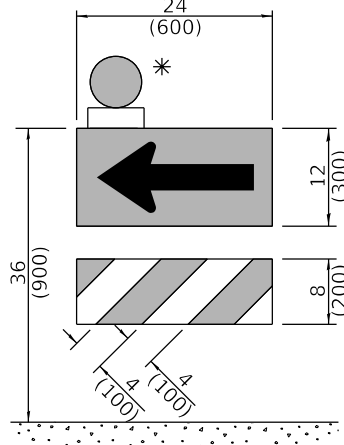


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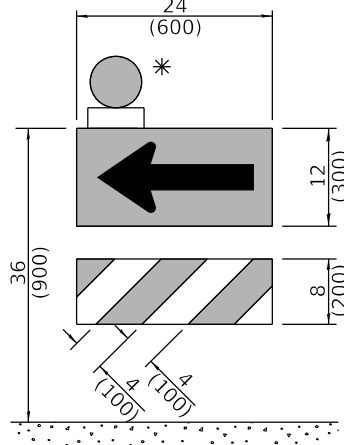


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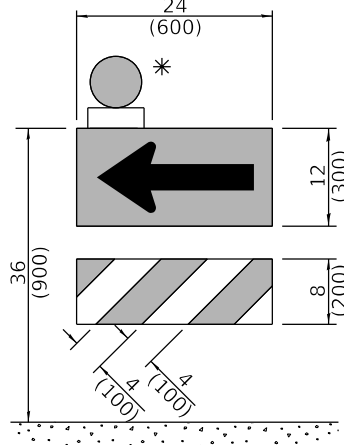


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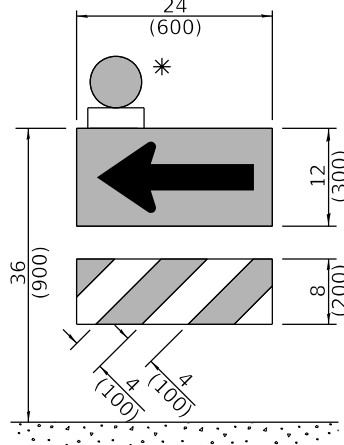


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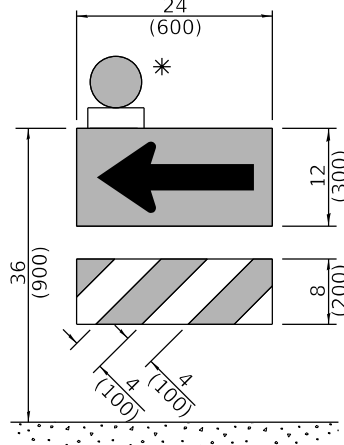


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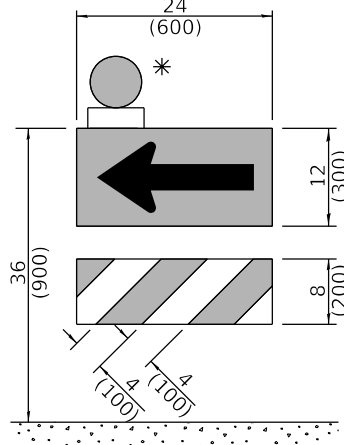


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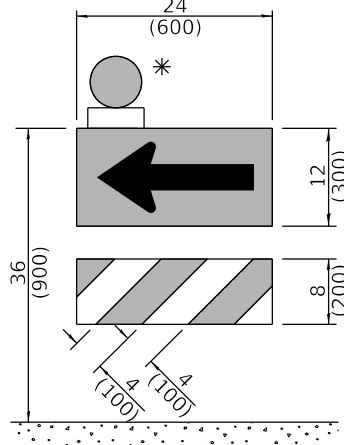


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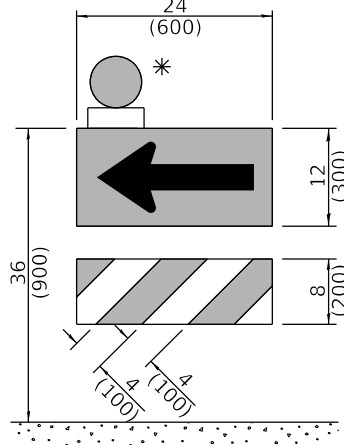


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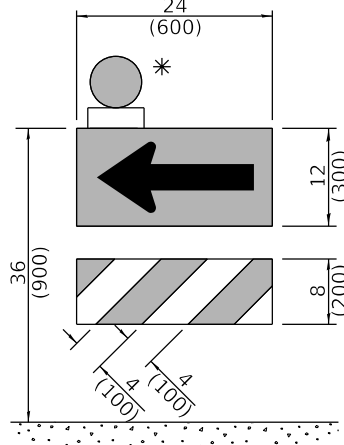


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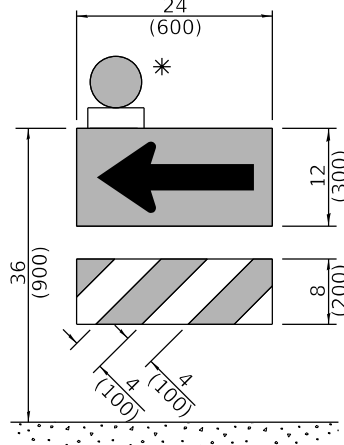


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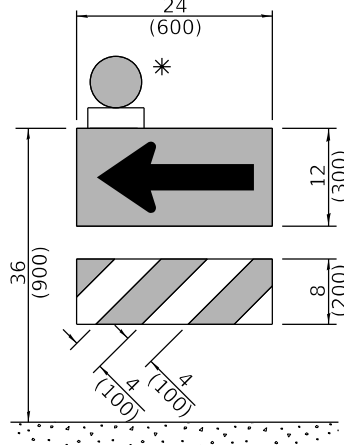


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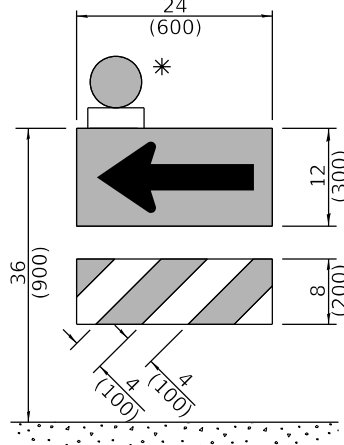


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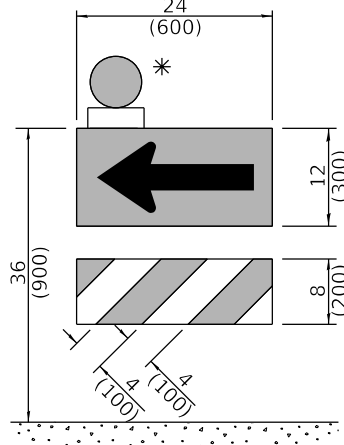


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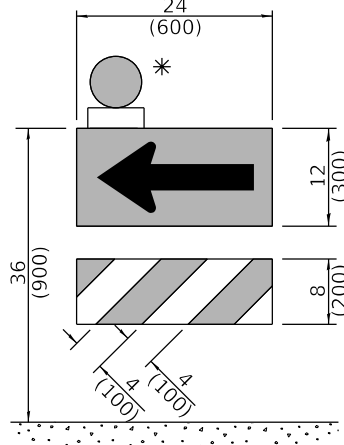


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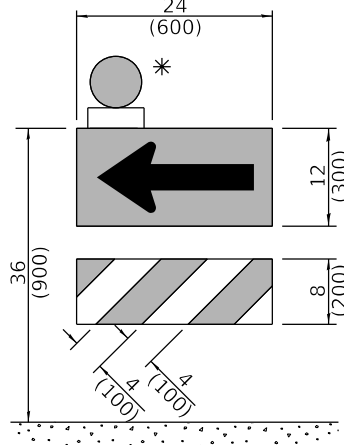


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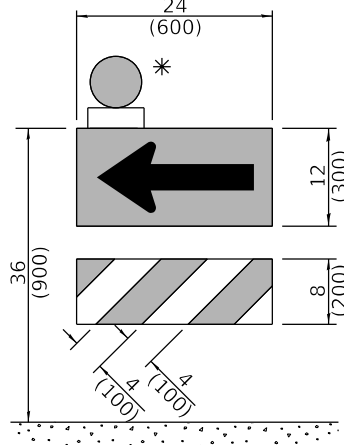


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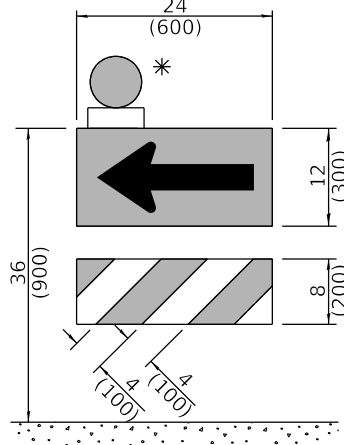


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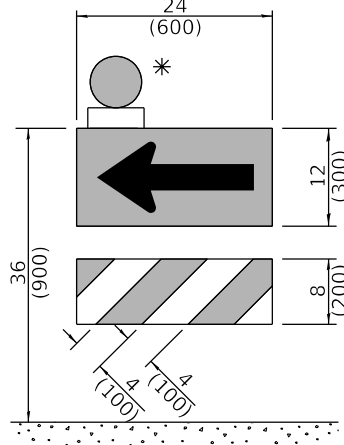


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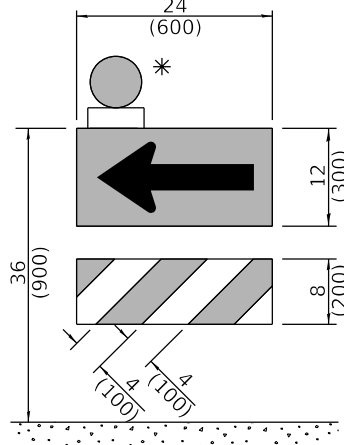


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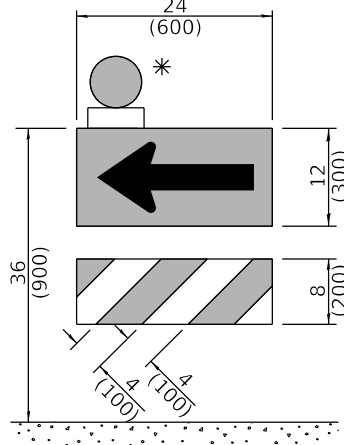


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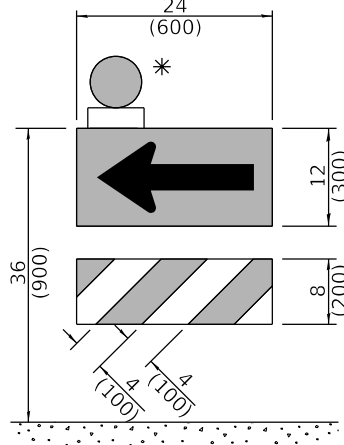


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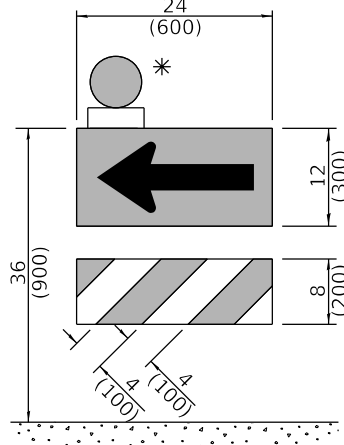


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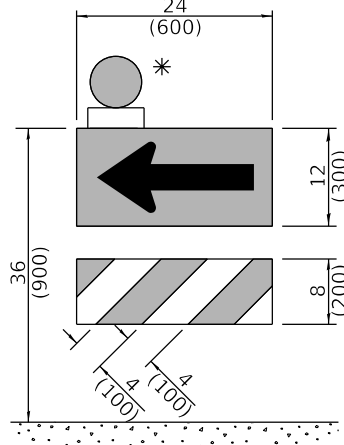


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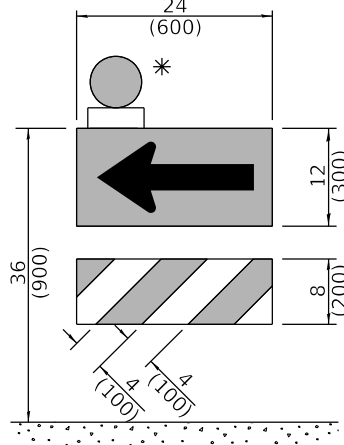


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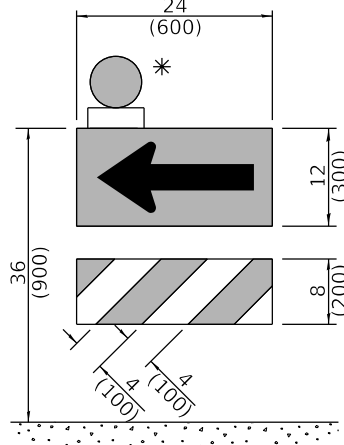


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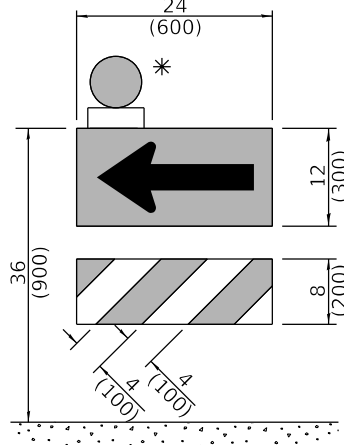


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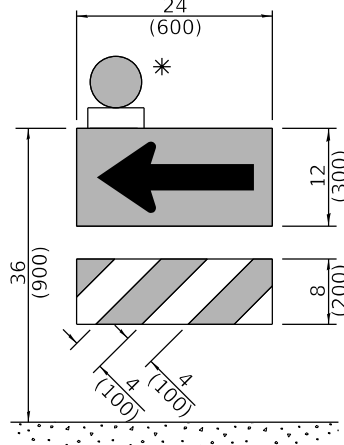


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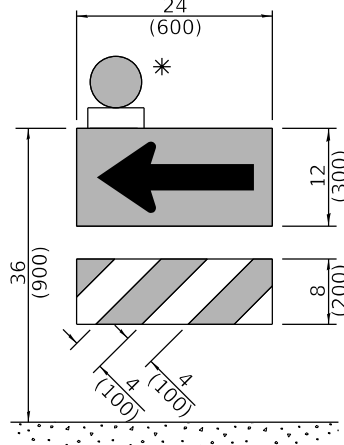


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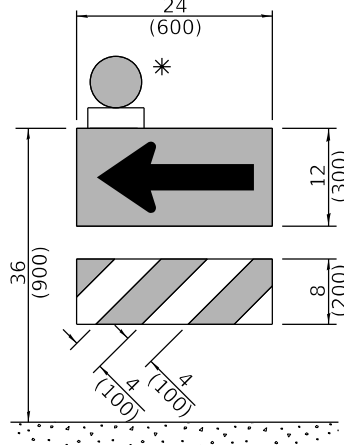


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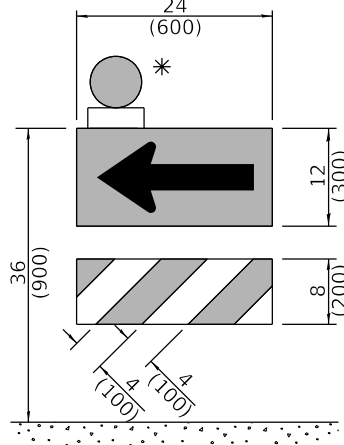


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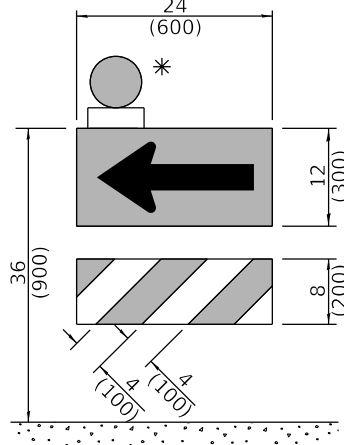


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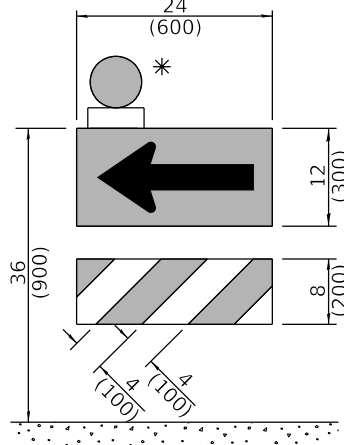


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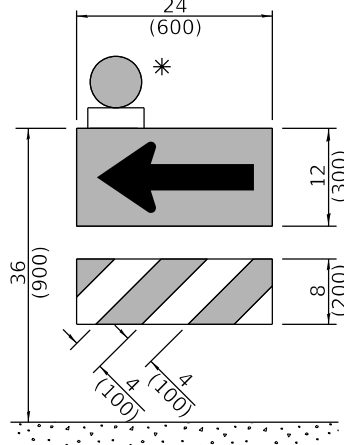


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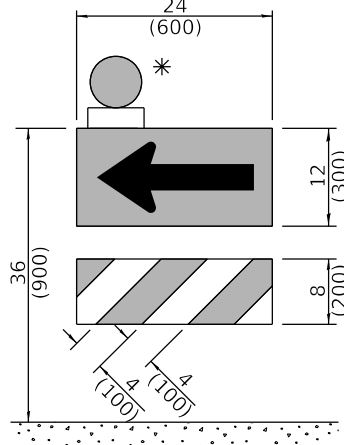


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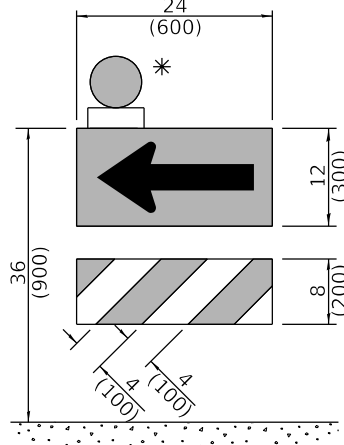


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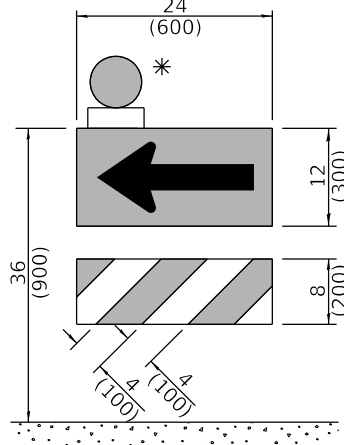


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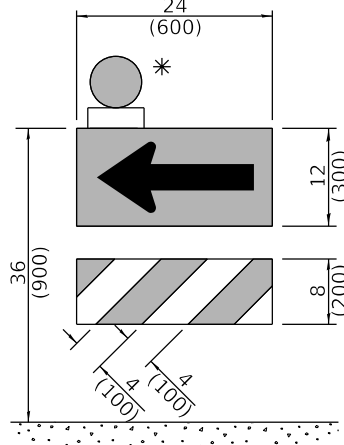


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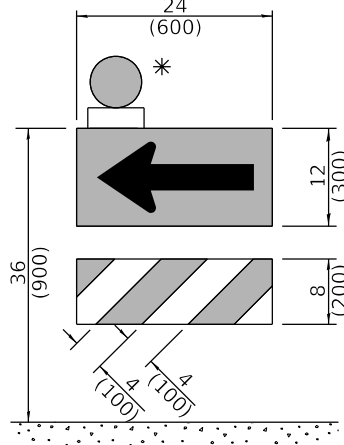


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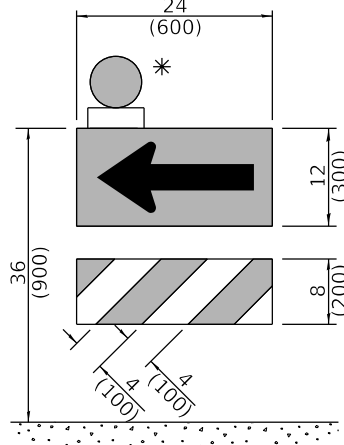


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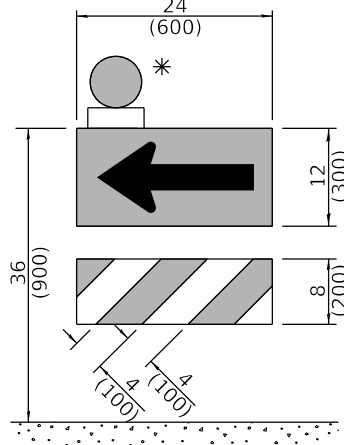


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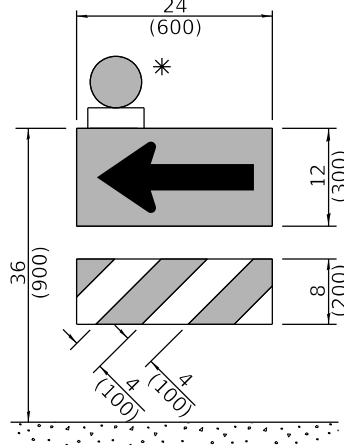


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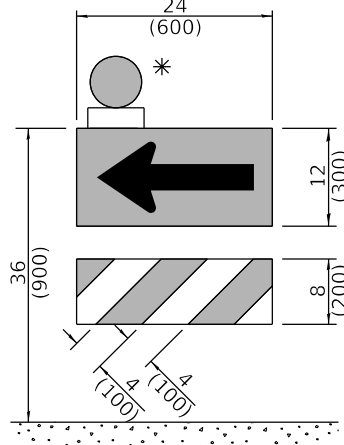


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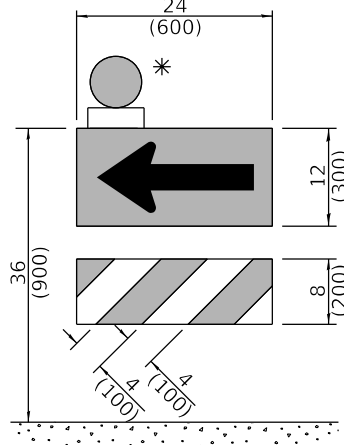


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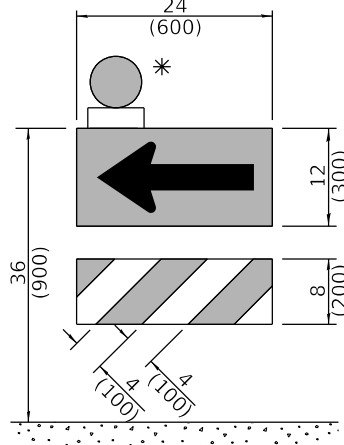


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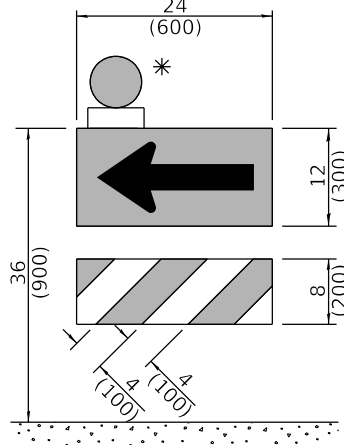


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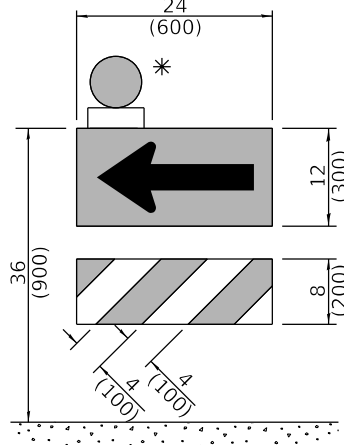


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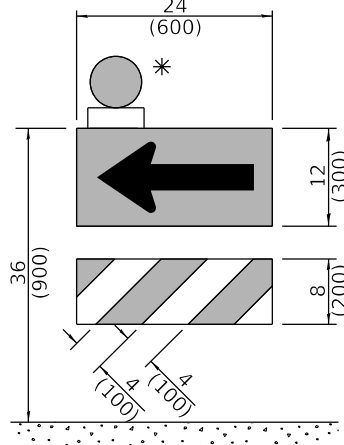


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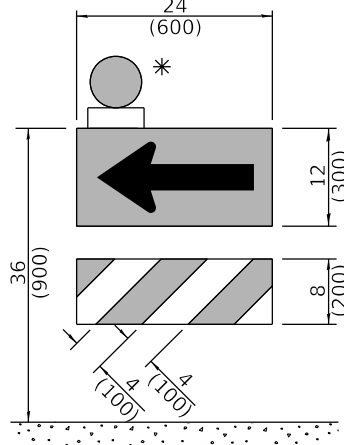


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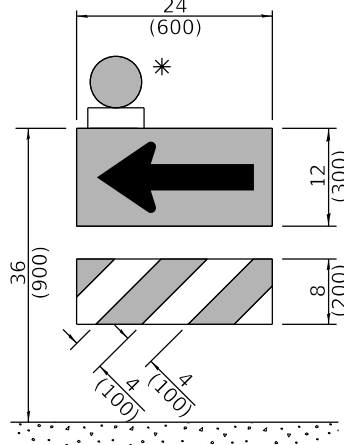


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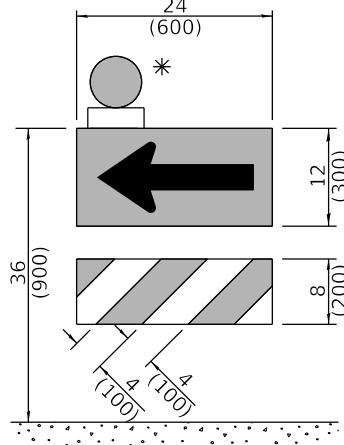


Any posted speed

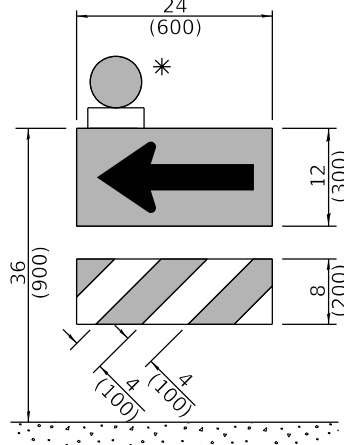


Any posted speed

DRUM

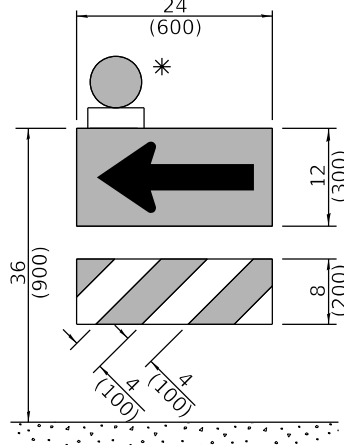


Any posted speed

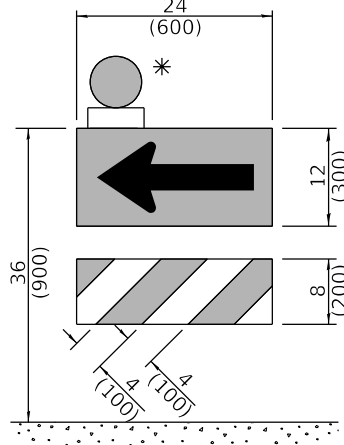


Any posted speed

DRUM

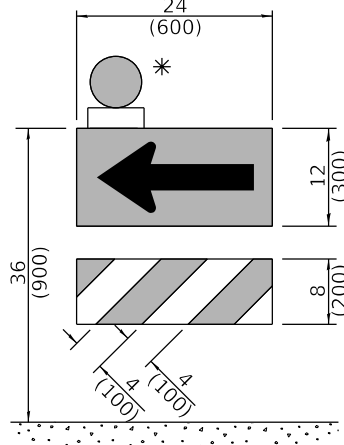


Any posted speed

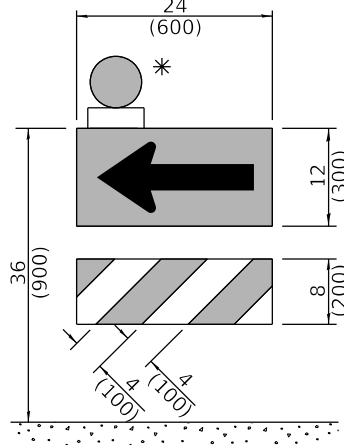


Any posted speed

DRUM

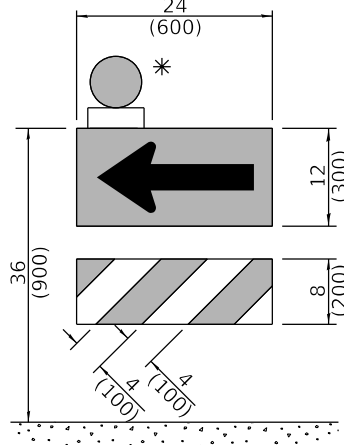


Any posted speed

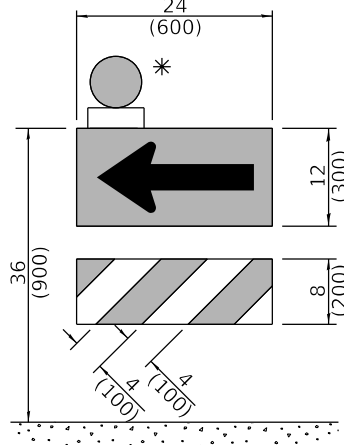


Any posted speed

DRUM

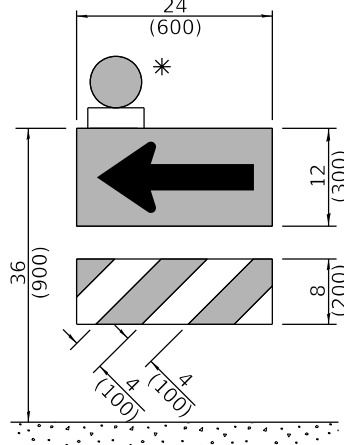


Any posted speed

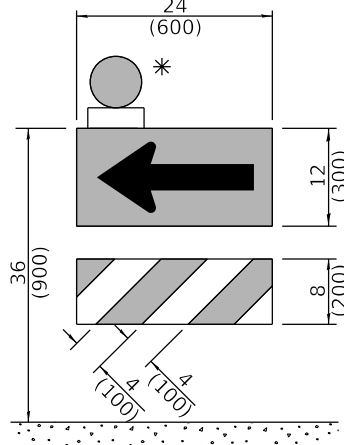


Any posted speed

DRUM

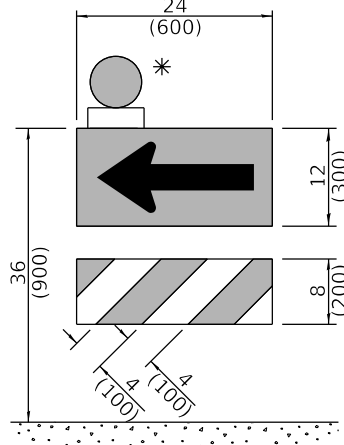


Any posted speed

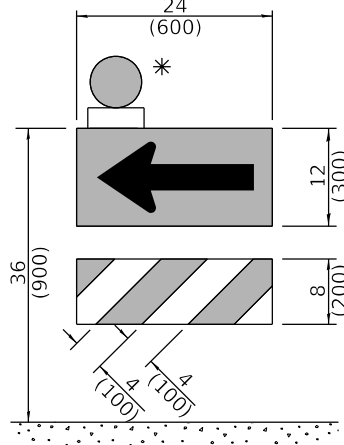


Any posted speed

DRUM

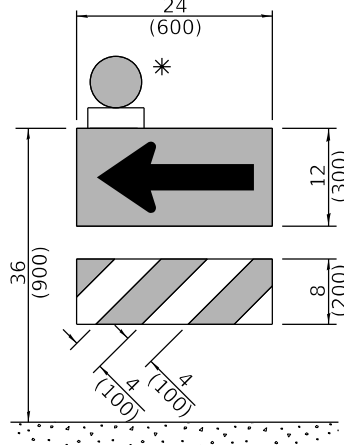


Any posted speed

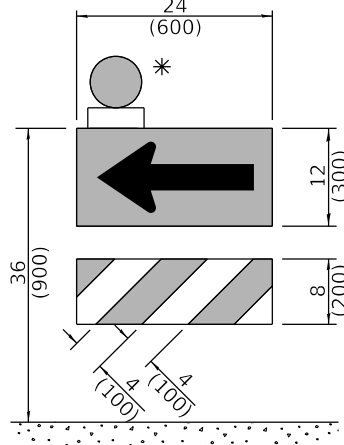


Any posted speed

DRUM

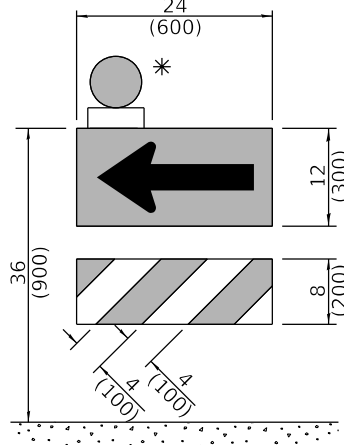


Any posted speed

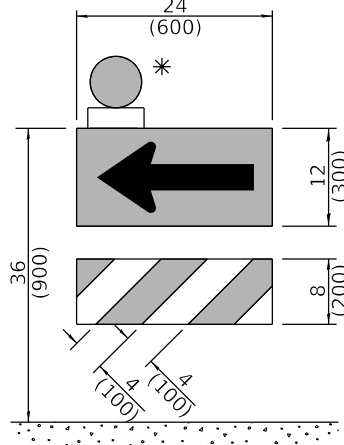


Any posted speed

DRUM

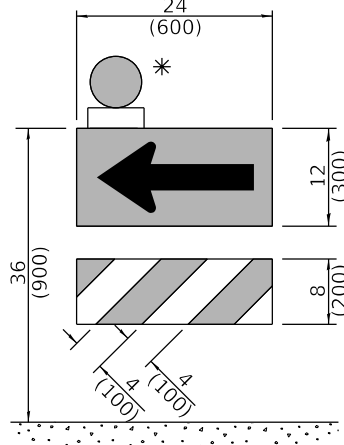


Any posted speed

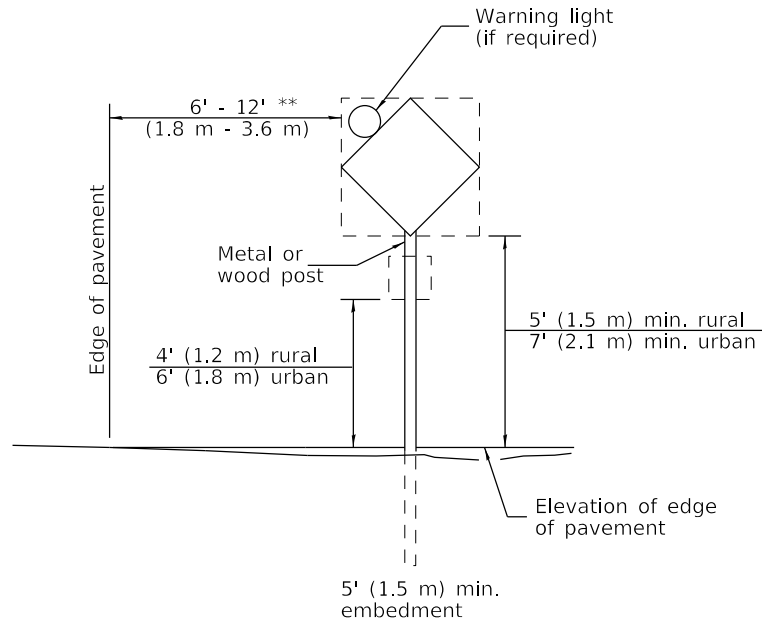


Any posted speed

DRUM

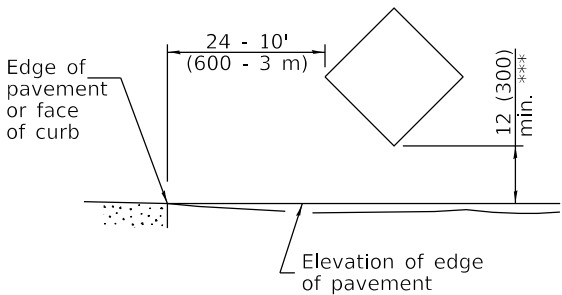


Any posted speed



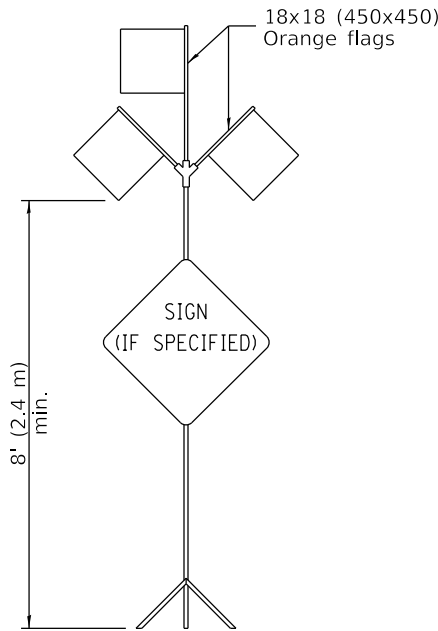
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
\$XXX FINE MINIMUM	R2-I106p-3618

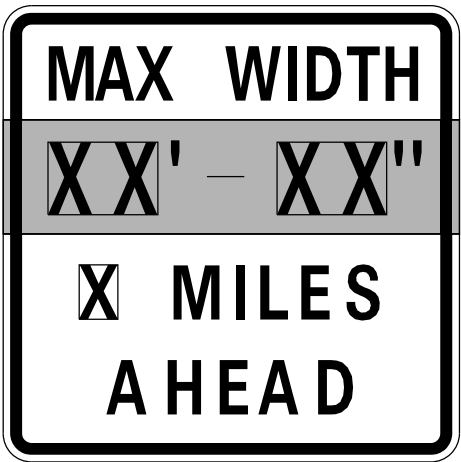
Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-I103-6036
---------------------------------	---------------

This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION
SPEED ZONE SIGNS**

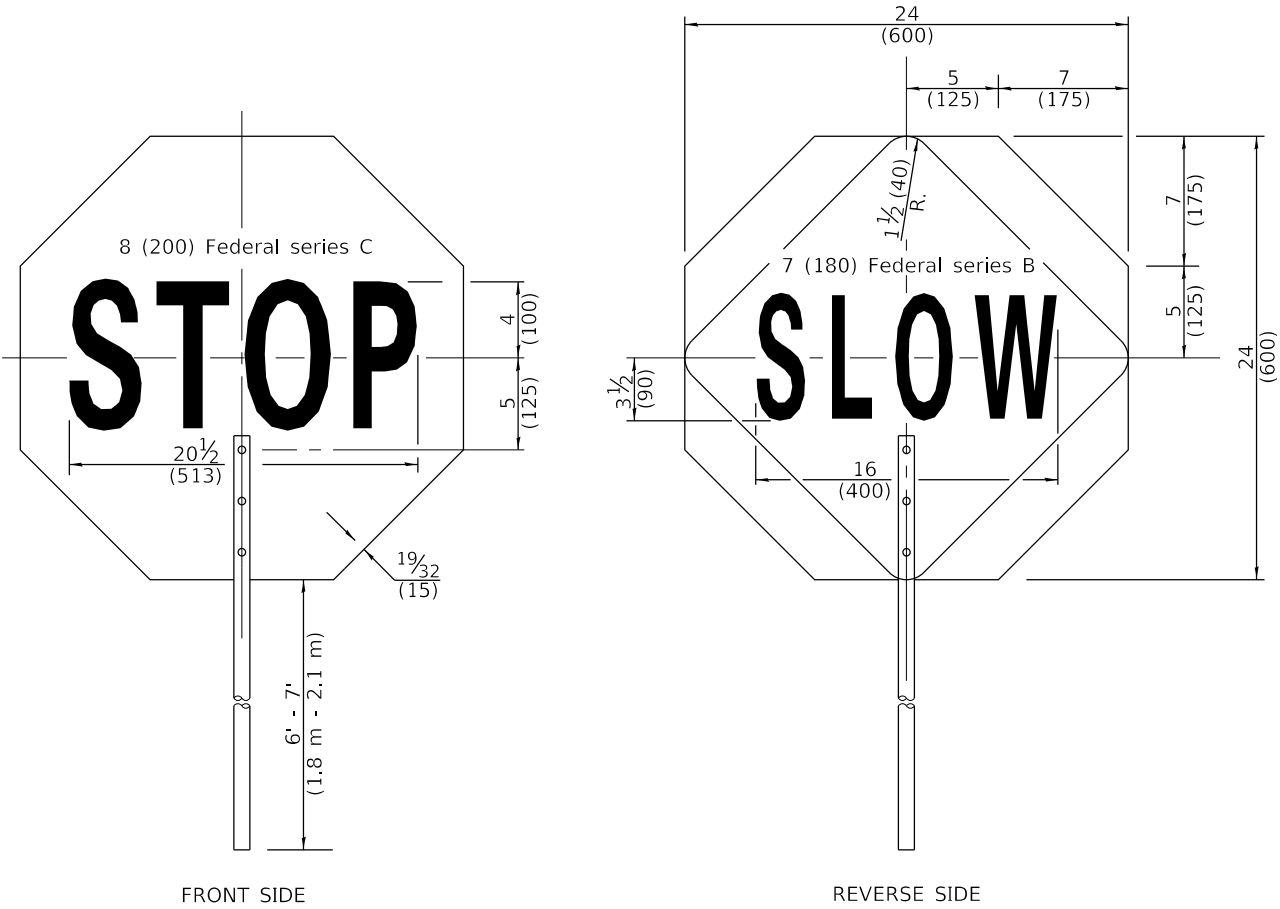
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

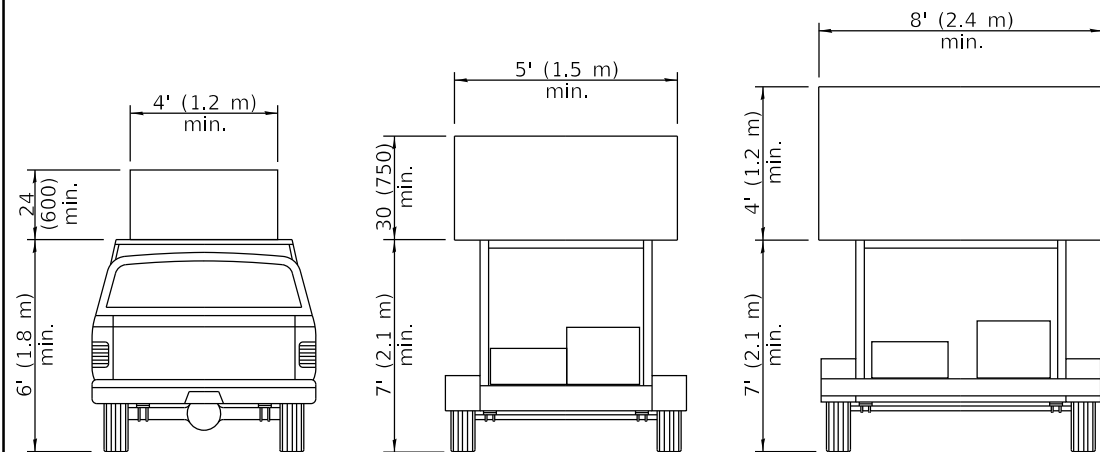
FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation	ISSUED 1-1-13
APPROVED January 1, 2019 <i>[Signature]</i> ENGINEER OF SAFETY PROG. AND ENGINEERING	
APPROVED January 1, 2019 <i>[Signature]</i> ENGINEER OF DESIGN AND ENVIRONMENT	

**TRAFFIC CONTROL
DEVICES**

(Sheet 2 of 3)

STANDARD 701901-08

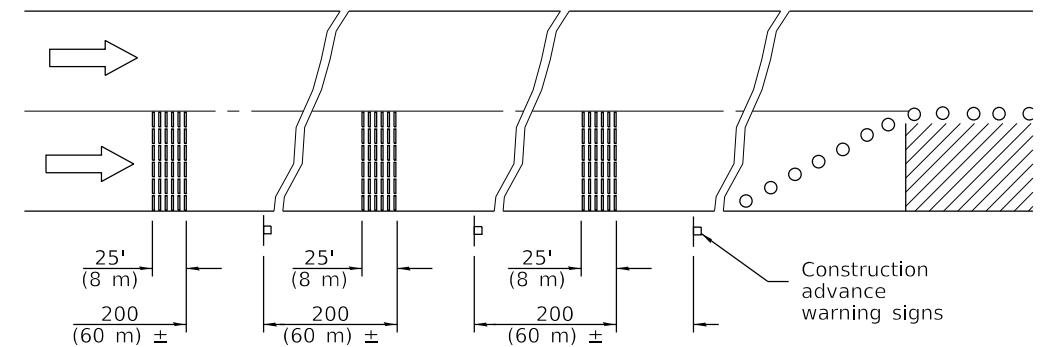
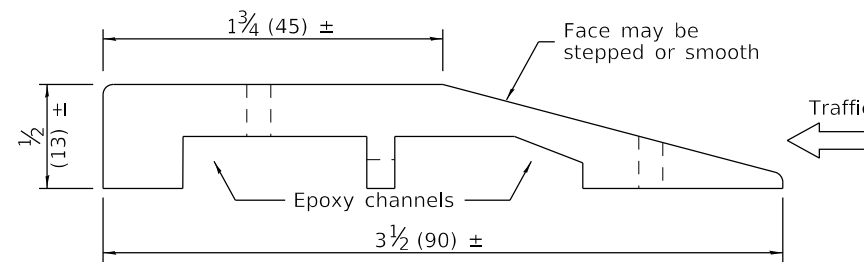
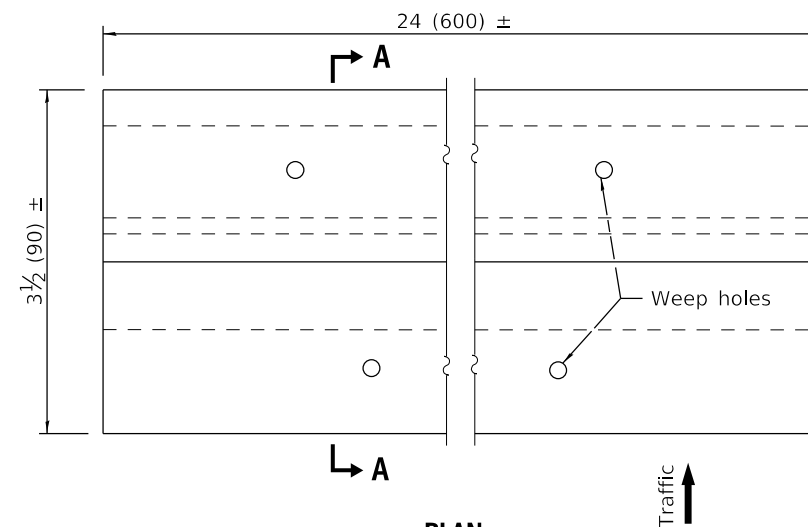


**TYPE A
ROOF
MOUNTED**

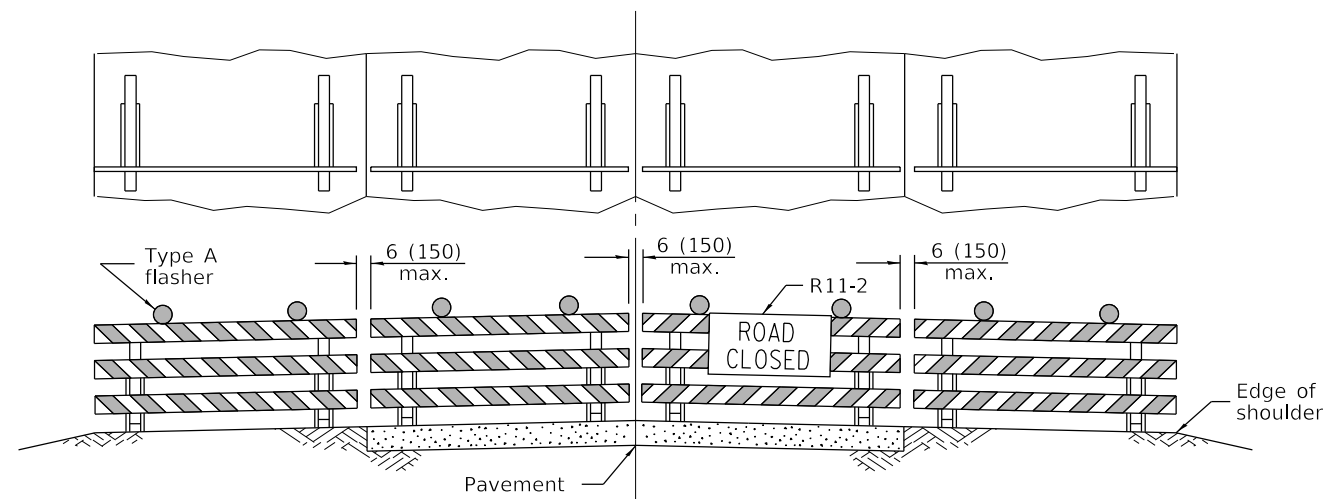
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

ARROW BOARDS

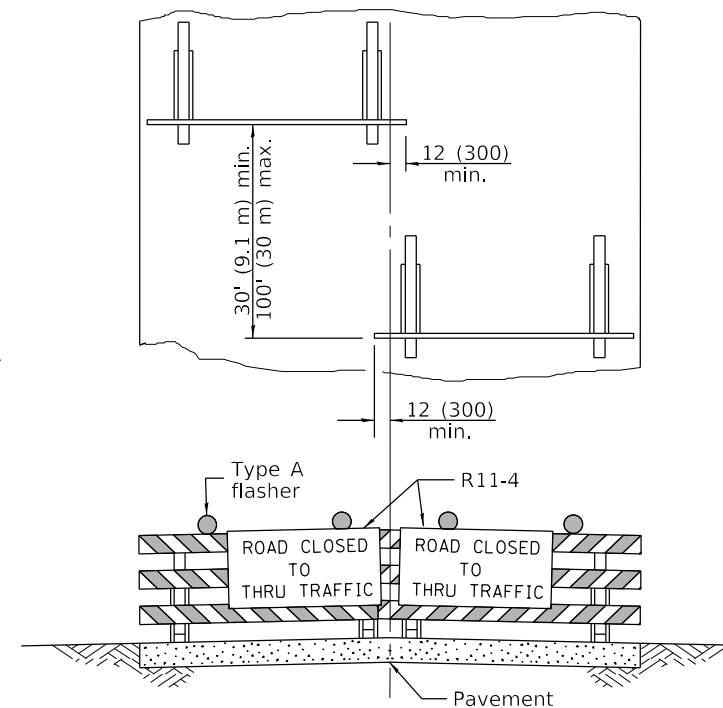


TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

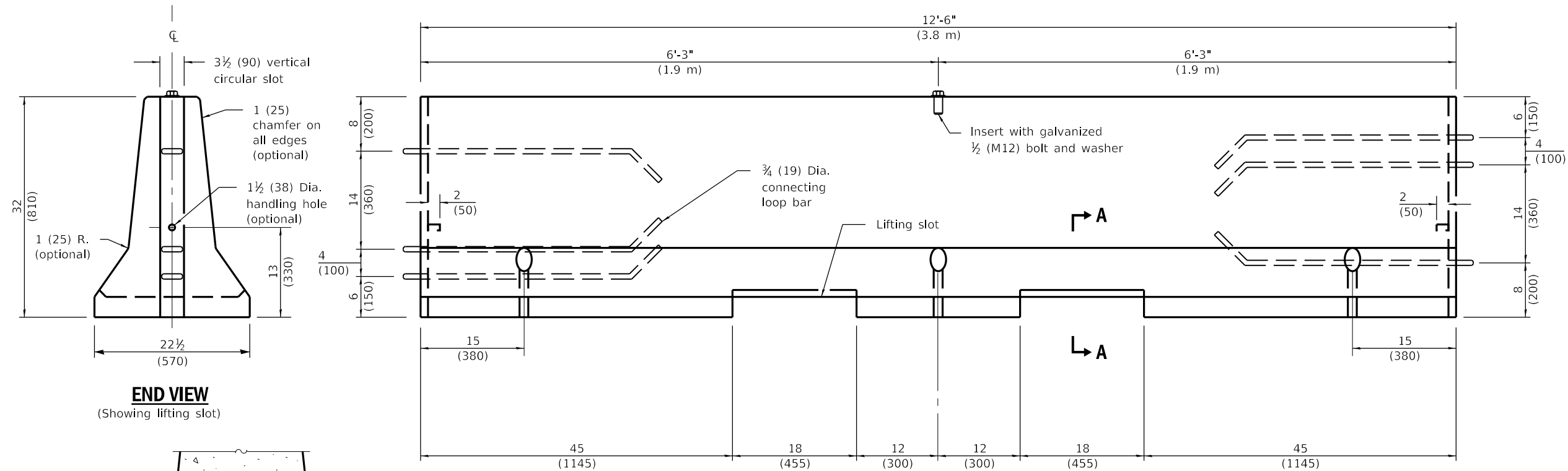
Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

TRAFFIC CONTROL DEVICES

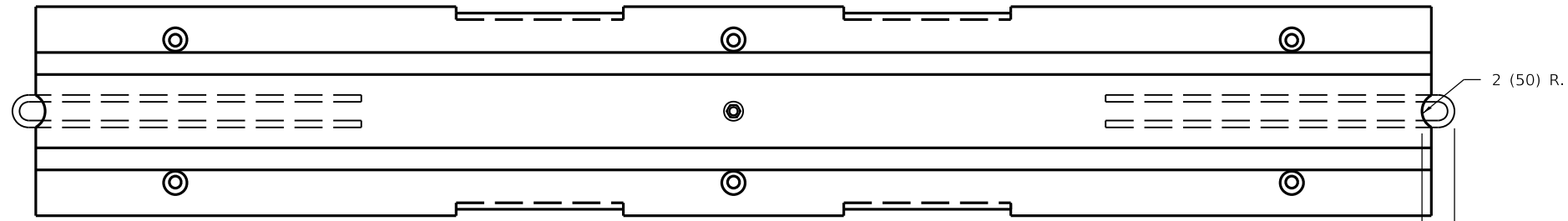
(Sheet 3 of 3)

STANDARD 701901-08

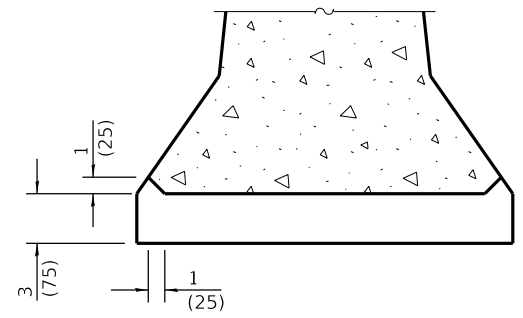


END VIEW
(Showing lifting slot)

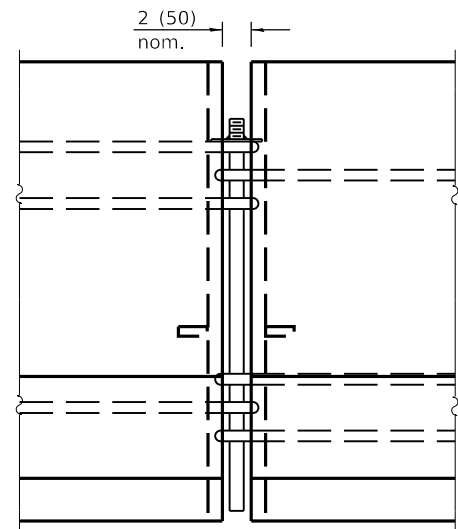
ELEVATION
(Showing connecting loop bars and vertical panel bolt/insert)



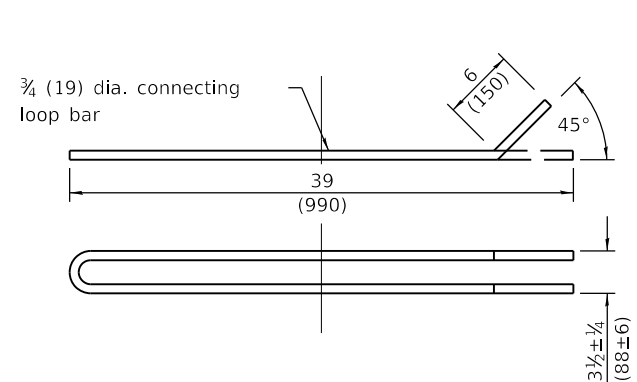
PLAN



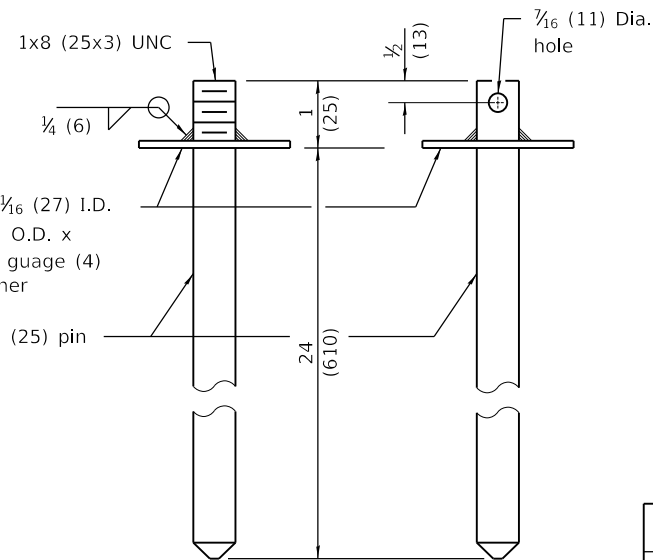
SECTION A-A
LIFTING SLOT



CONNECTING DETAIL



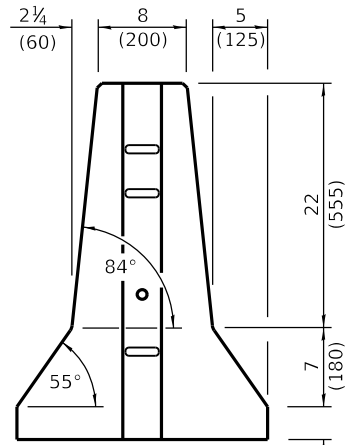
CONNECTING LOOP BAR



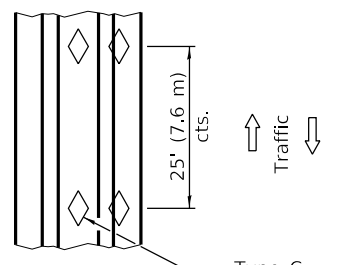
CONNECTING AND
ANCHOR PINS

(End may be beveled 1/4 (6) max.)

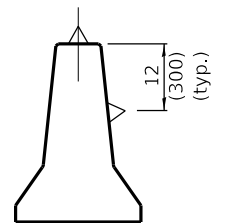
F SHAPE DESIGN



END VIEW



TOP VIEW



BARRIER WALL REFLECTORS

GENERAL NOTES

Each F shape barrier shall be clearly marked with "ILLINOIS F SHAPE", the Producer's mark and the date of manufacture. The markings shall be indented on the barrier or painted thereon with waterproof paint/ink.

The insert for the 1/2 (M12) bolt shall be capable of 3,000 lb (13 kN) pull-out strength.

When barrier separates opposing flows of traffic markers shall be on both sides of barrier.

See Standard 782006 for dimensions of Type C reflector.

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

DATE	REVISIONS
4-1-16	Rev. opt. chamfer on all edges to 1 (25). Reference to Std. 635011 now 782006.
1-1-12	Omitted 'ALTERNATE' from connecting and anchoring pins detail.

TEMPORARY CONCRETE
BARRIER

(Sheet 1 of 2)

STANDARD 704001-08

**Illinois Department of Transportation**

PASSED

APRIL 1, 2016

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

APPROVED

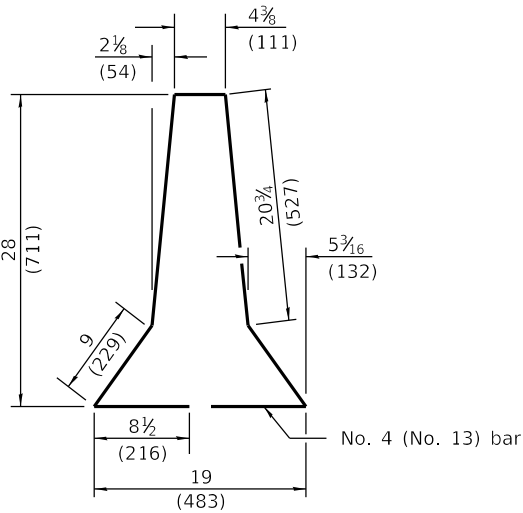
APRIL 1, 2016

[Signature]

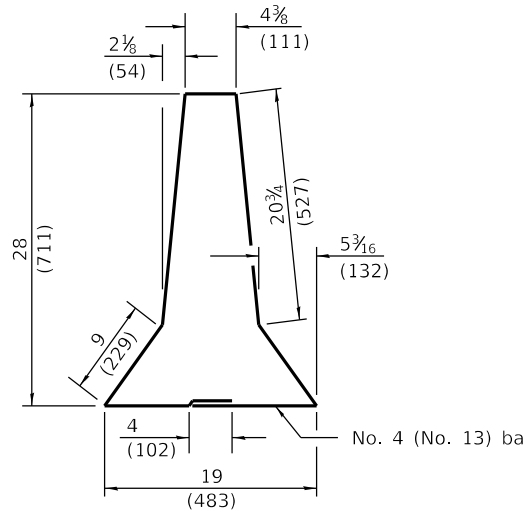
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 10-1-02

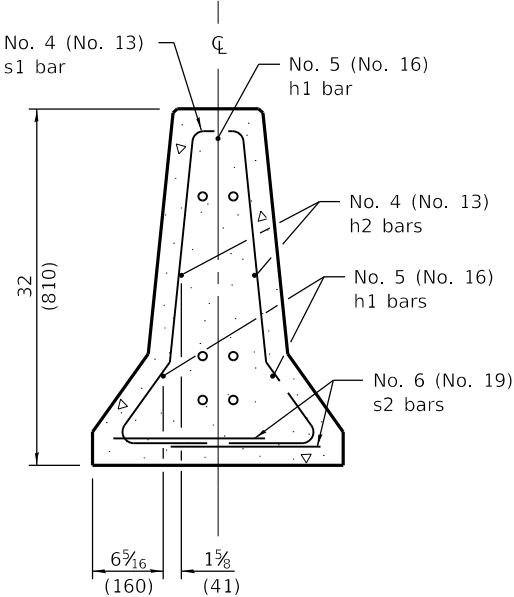
F SHAPE DESIGN



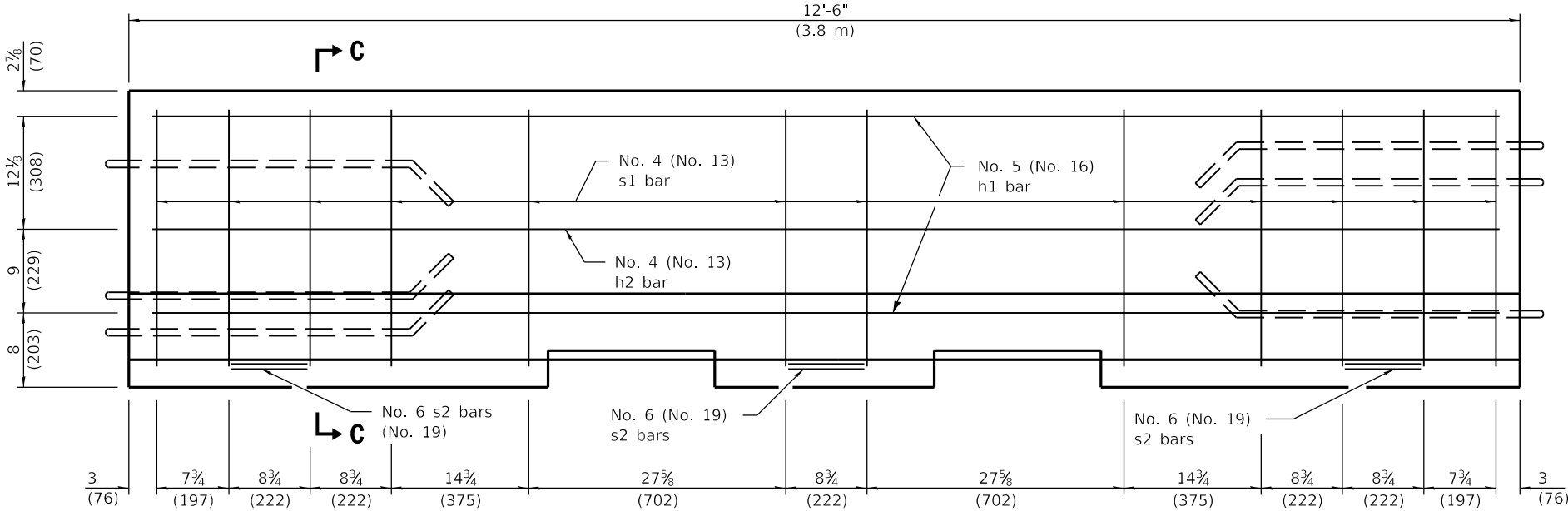
s1 BAR



ALTERNATE s1 BAR

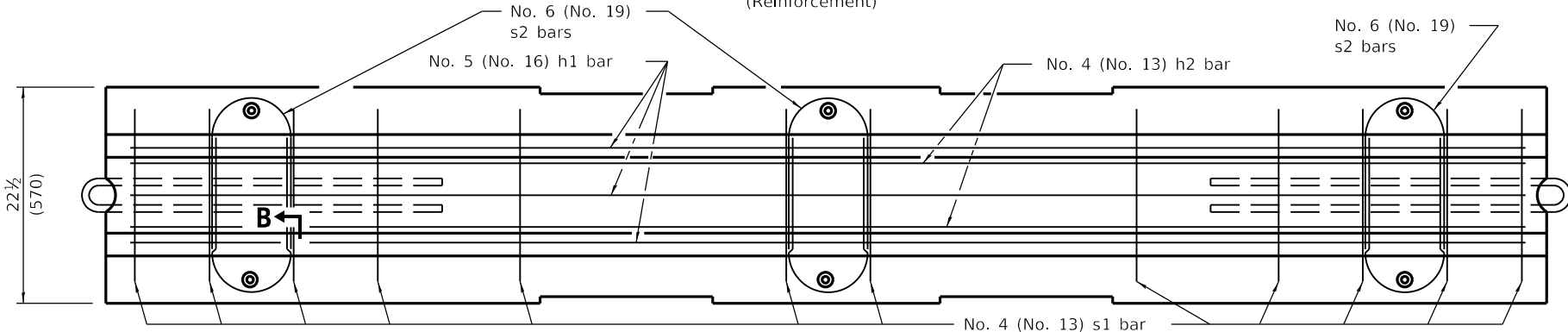


SECTION C-C

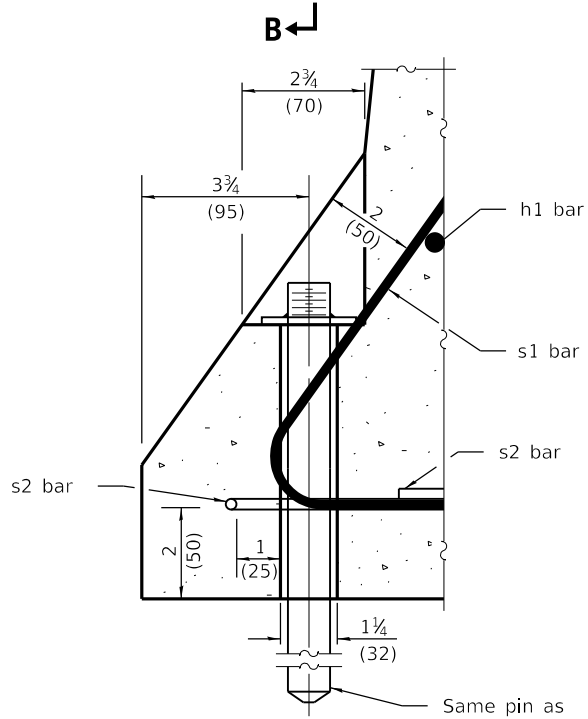


ELEVATION

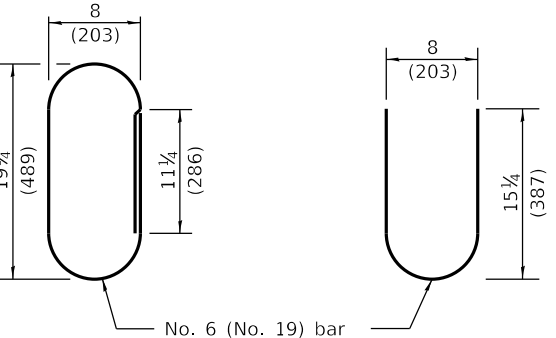
(Reinforcement)



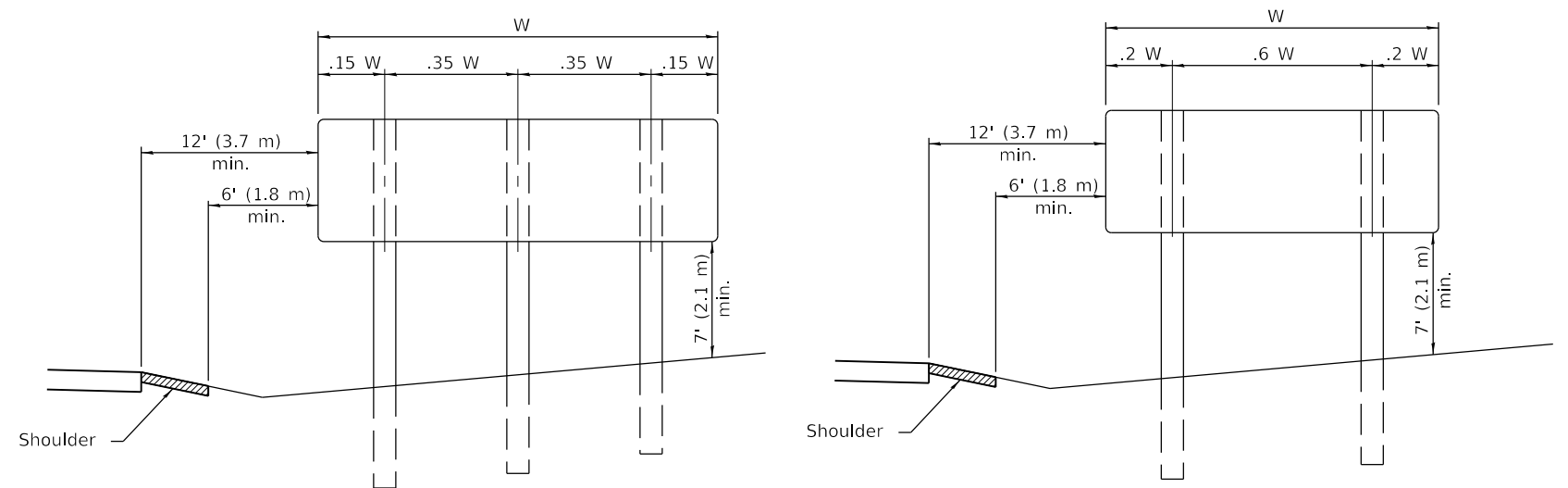
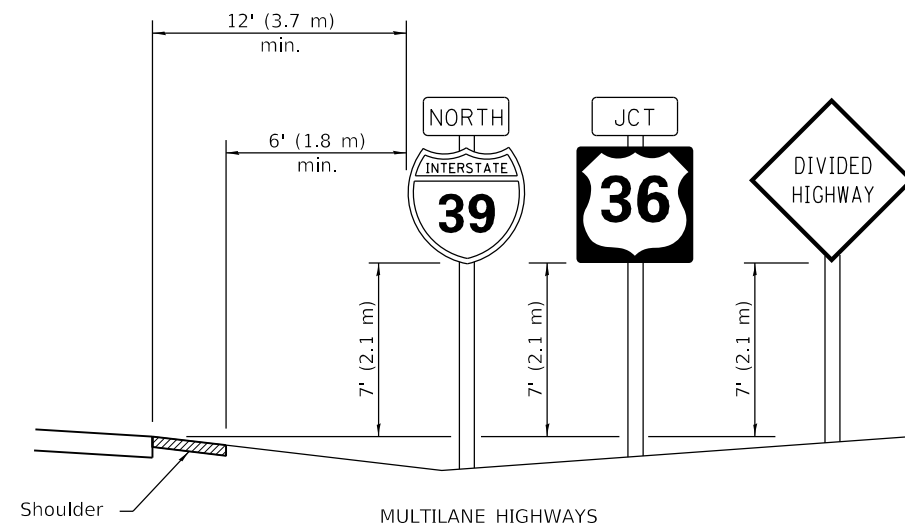
PLAN



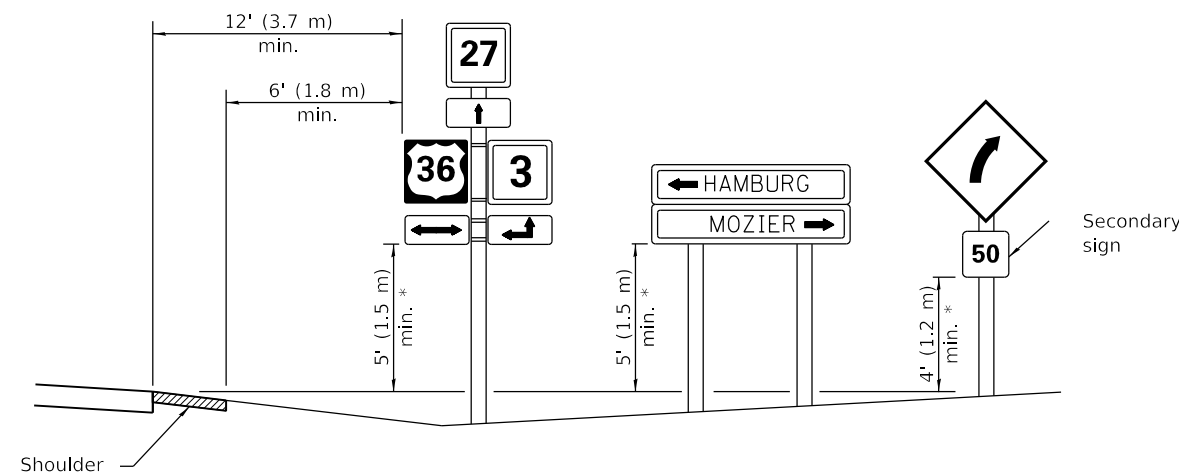
SECTION B-B
ANCHORING DETAIL



ALTERNATE s2 BARS

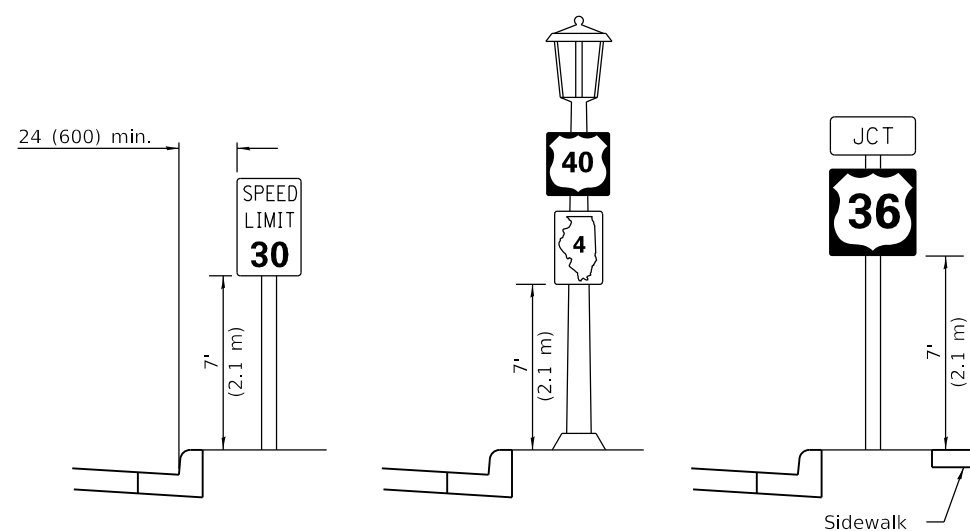


POST SPACING FOR NON-FREEWAY SIGN PANELS



* In any area where parking is likely to occur or where there are obstructions to view or where signs are located over sidewalks, the height shall be at least 7' (2.1 m).

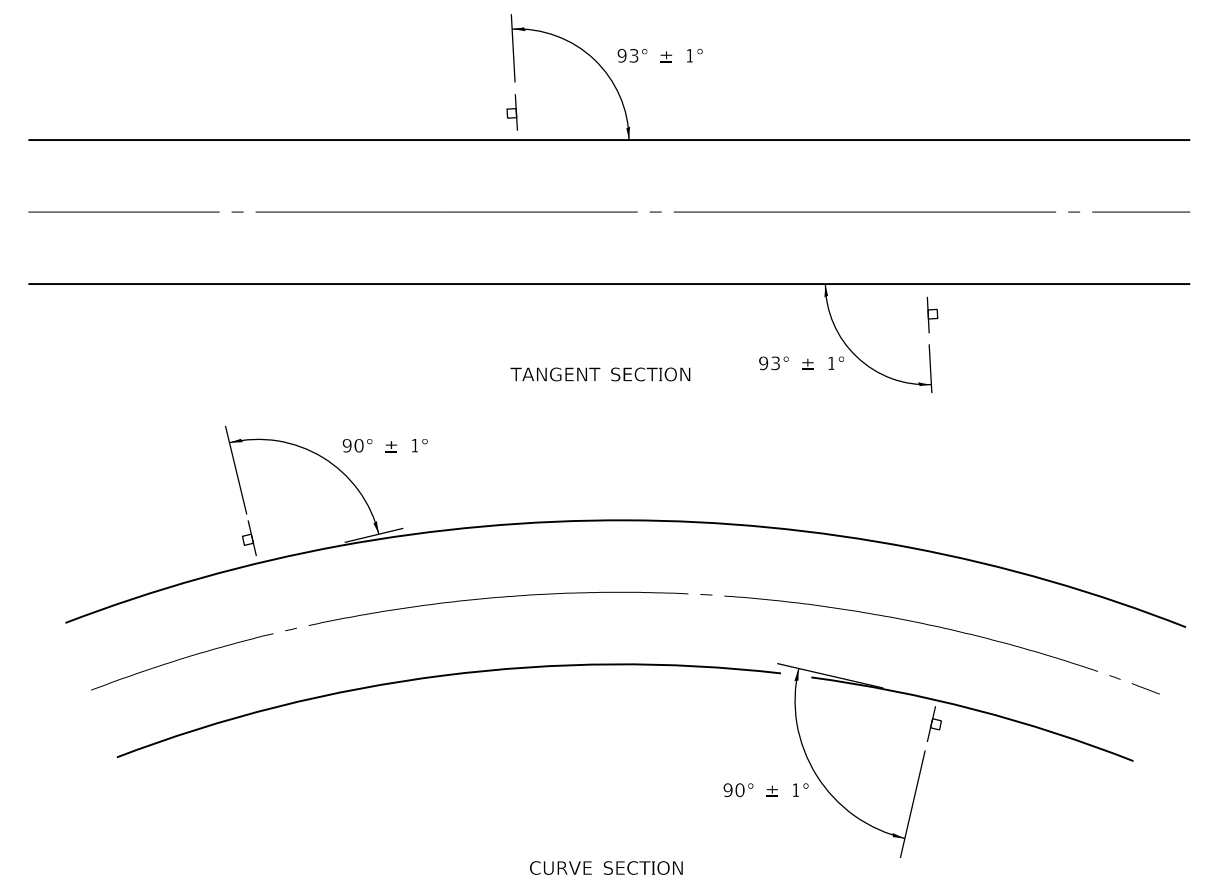
TWO LANE RURAL HIGHWAYS



URBAN LOCATIONS

TYPICAL INSTALLATIONS

Signs in any area shall be erected to a uniform height above the edge of the pavement.



GROUND MOUNT SIGN POSITIONING

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

Illinois Department of Transportation

PASSED January 1, 2014

ENGINEER OF OPERATIONS

APPROVED January 1, 2014

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-14	Added shoulders and slopes.
	Changed sign distances
	from roadway and shoulder.
1-1-12	Rev. sign elev. for multilane
	hwy's. Revised sign elev. and
	dist. to curb for rural loc.

SIGN PANEL ERECTION DETAILS

STANDARD 720006-04