STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

COUNTY HIGHWAY 10 (MAIN ST.) AT NELSON LAKE ROAD
SECTION 08–00378–00–CH
PROJECT No: CMM–9003(138)
INTERSECTION IMPROVEMENT
KANE COUNTY DIVISION OF TRANSPORTATION
KANE COUNTY
JOB NUMBER: C–91–165–09

DESIGN DESIGNATION
DHV (23) ARTERIAL 4.25 (HMA–20)

POSTED SPEED LIMIT
MAIN STREET: 45 MPH
NELSON LAKE ROAD: 40 MPH

ADT
MAIN STREET: 13,000
NELSON LAKE ROAD: 7,000

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.

INDEX OF SHEETS

SHEET NO. DESCRIPTION
1 COVER SHEET
2 HIGHWAY STANDARDS, DISTRICT DETAILS & GENERAL NOTES
3–4 SUMMARY OF QUANTITIES
5 TYPICAL SECTIONS
6 SCHEDULE OF QUANTITIES
7 ALIGNMENTS, TIES, AND BENCHMARKS
8 DETOUR ROUTE LAYOUT
9 SUGGESTED STAGES OF CONSTRUCTION
10–11 MAINTENANCE OF TRAFFIC
12 TEMPORARY EROSION CONTROL
13 REMOVAL PLAN
14–15 PLAN & PROFILE
16–17 DRAINAGE PLAN & PROFILE
18 INTERSECTION PLAN
19 PAVEMENT MARKING PLAN
20 SIGNAGE PLAN
21 LANDSCAPE PLAN
22–23 RIGHT OF WAYS PLANS
24–26 BORING LOG DETAILS
27–37 RIGHT DISTRICT ONE DETAILS
38–47 CROSS SECTIONS

PROJECT ENGINEER – MATT GAUNTT (630)641–9900
FIELD ENGINEER – GLENN TREDINNICK (847)705–4415

CONTRACT NO.
HIGHWAY DETAILS

00002-01: STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS IN SHEETS

00003-04: TEMPORARY VEHICLES CONTROL SYSTEM OF SIGNS

42020-04: TYPE C & D SIGNS

54300-01: PRESENT REINFORCED CONCRETE PLANT END SECTION

02000-04: CROSS SECTION TYPE A

02001-04: TYPE B - TYPE C

02002-04: PRESENT REINFORCED CONCRETE PLANT END TOP

04001-04: FRAME AND LEG TYPE I

04002-04: FRAME AND GRATE TYPE I

70000-04: CURVE CROSSES TYPE I & II CONCRETE CURB AND GUTTER OR CURB AND CURB

10000-02: DIMENSION OF ROADWAYS

10001-02: REACTIONS OF ROADWAYS

10002-02: REAR-END OPERATIONS, II, IN WALLS, LESS THAN 15' AWAY

10003-02: REAR-END OPERATIONS, II, IN WALLS, LESS THAN 15' AWAY

10004-02: LANE CLOSURES, II, IN WALLS, LESS THAN 15' AWAY

10005-02: URBAN LANE CLOSURES, II, IN WALLS, LESS THAN 15' AWAY

10006-02: TRAFFIC CONTROL DEVICES (SHEETS)

12000-02: SIGN PANEL MOUNTING DETAILS

12001-02: SIGN PANEL MOUNTING DETAILS

DISTRICT DETAILS

02-01: DISTANCE DETAILS - DISTANCE BETWEEN A, B & C OF CONSTRUCTION OPERATION

02-02: DISTANCE DETAILS - DISTANCE BETWEEN A, B & C OF CONSTRUCTION OPERATION

02-03: OUTLET FOR CONCRETE CURB AND GUTTER

02-04: SIDEWALK PAVING PATTERNS FOR SIDEWALKS AND SIDEWALKS

02-05: BILLS AND MAJOR DETAILING/DESIGNING DETAILS FOR EMBANKMENT WORK

02-06: DESIGNING DETAILS FOR EMBANKMENT WORK

02-07: TYPICAL APPLICATIONS FOR SPECIAL PURPOSES (MATERIALS, EMBANKMENTS, EMBANKMENTS, EMBANKMENTS)

02-08: TYPICAL APPLICATIONS FOR SPECIAL PURPOSES (MATERIALS, EMBANKMENTS, EMBANKMENTS, EMBANKMENTS)

02-09: DISTRICT DETAILED PATTERN WRITERS' LETTERS AND SIGNS FOR TRAFFIC SIGNS

02-10: INTERSTATE ROAD INFORMATION SIGN

GENERAL NOTES

1. THE LOCATIONS AND ELEVATIONS OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS NEAR THESE UTILITIES AND BE RESPONSIBLE FOR ANY DAMAGE THAT MAY BE CAUSED.

2. AS MODELS IN THE FORM OF ANY EMBANKMENT, THE CONTRACTOR SHALL ABIDE BY THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

3. THE CONTRACTOR SHALL COORDINATE WITH ALL ABOVE AND UNDERGROUND UTILITY COMPANIES IF NEEDED TO ACHIEVE THE DESIRED OUTLET FOR THE EMBANKMENT WORK.

4. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

5. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

6. THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS NEAR THESE UTILITIES AND BE RESPONSIBLE FOR ANY DAMAGE THAT MAY BE CAUSED.

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14. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

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17. THE CONTRACTOR SHALL COORDINATE WITH ALL ABOVE AND UNDERGROUND UTILITY COMPANIES IF NEEDED TO ACHIEVE THE DESIRED OUTLET FOR THE EMBANKMENT WORK.

18. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

19. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

20. THE LOCATIONS AND ELEVATIONS OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL CONDUCT CONSTRUCTION OPERATIONS NEAR THESE UTILITIES AND BE RESPONSIBLE FOR ANY DAMAGE THAT MAY BE CAUSED.


22. THE CONTRACTOR SHALL COORDINATE WITH ALL ABOVE AND UNDERGROUND UTILITY COMPANIES IF NEEDED TO ACHIEVE THE DESIRED OUTLET FOR THE EMBANKMENT WORK.

23. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.

24. THE EMBANKMENT WORK SHALL BE CONDUCTED IN SUCH A MANNER THAT ANY DAMAGE TO THE EXISTING UTILITIES IS MINIMIZED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT THE EXISTING UTILITIES.
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* SPECIAL PROVISION

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**TOTAL SHEETS:** 47
### Summary of Quantities

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* SPECIAL PROVISION
* SPECIALTY ITEMS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED TYPICAL SECTIONS

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<th>SHEET</th>
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**EXISTING TYPICAL SECTION LEGEND**
- WRT-10 ASPHALT PAVEMENT
- ASPHALT EMULSION
- TURF AREA
- HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- PAVEMENT REMOVAL

**PROPOSED TYPICAL SECTION LEGEND**
- 2" HOT MIX ASPHALT SURFACE COURSE, N70, 12'
- 2.5" HOT MIX ASPHALT SURFACE COURSE, N70, 12'
- HOT-MIX ASPHALT BASE COURSE, 12'
- SUBBASE GRANULAR MATERIAL, TYPE B 8"
- 1/2" MIN. LEVELING BINDER MACHINE RIGG, IL-19.0, N70
- AGGREGATE SHOULDERS, TYPE B 8"
- STRIP REFLECTIVE CRACK CONTROL TREATMENT
- COMBINATION CURB, CURB AND GUTTER, TYPE B-6.12
- TOPSOIL, FURNISH AND PLACE, 6"

**NOTES FOR TYPICAL SECTIONS**
1. SEE BID SPECIFICATION AND TECHNICAL REPORT FOR EXISTING PAVEMENT THICKNESSES
2. THE SET-SQUARE MATERIAl STONE CONTRAQT QUANTITIES HAVE BEEN DETERMINED USING A RATE
   BASED ON 30" long AND 12" wide AND CAN ONLY BE APPLIED TO SURFACE AND BASE COURSES.

**STRUCTURAL PAVEMENT DESIGN INFORMATION - MAIN STREET**
- STRUCTURAL PAVEMENT YEAR 2023
- ROAD/SPAN CLASSIFICATION: CLASS III
- TRAFFIC FACTOR: ACTUAL TF = 4.25
- BINDER = PG 64-32
- SURFACE = PG 64-32
- SUBGRADE SUPPORT RATING, 3/4" LEVELING BINDER (MACHINE METHOD), N70

**STRUCTURAL PAVEMENT DESIGN INFORMATION - NELSON LAKE ROAD**
- STRUCTURAL PAVEMENT YEAR 2023
- ROAD/SPAN CLASSIFICATION: CLASS III
- TRAFFIC FACTOR: ACTUAL TF = 4.25
- BINDER = PC 64-32
- SURFACE = PC 64-32
- SUBGRADE SUPPORT RATING, 3/4" LEVELING BINDER (MACHINE METHOD), N70
NOT TO SCALE

DETOUR ROUTE LAYOUT

LEGEND

- DETOUR GATE SIGN ASSEMBLY
- TYPE III BARRICADE WITH FLASHING LIGHTS AND ROAD CLOSED SIGN
- NELSON LAKE RD. DETOUR
- PORTABLE MESSAGE BOARDS

DETOUR NOTES:

1. KDOT TRAFFIC TEL NO 630-584-1170 MUST BE NOTIFIED 2 HOURS PRIOR TO CLOSING NELSON LAKE RD. AND IMMEDIATELY AFTER THE ROADS HAVE BEEN REOPENED.

2. THE CONTRACTOR MUST FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL TEMPORARY SIGNS SUPPORTS AFTEN REMOVING THE SUPPORTS, THE CONTRACTOR MUST FILL HOLES IF ANY AND RESTORE THE GROUND TO ITS ORIGINAL CONDITION AND ELEVATION. THE COST OF PLACING GRAVEL, SOD OR SEED MUST BE INCLUDED IN THE UNIT RFP PRICE FOR "TRAFFIC CONTROL & PROTECTION" FOR TEMPORARY DETOUR.

3. ALL SIGNS, SUPPORTS AND POSITIONING MUST BE IN ACCORDANCE WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION AND THE ILLINOIS SUPPLEMENT.

4. SIGNS SHALL BE PLACED AT LOCATIONS THAT WILL BE COMPATIBLE WITH EXISTING SIGNING.

5. ALL EXISTING SIGNS OR OTHER DETOUR SIGNS THAT CONFLICT WITH THE DETOUR MUST BE CONFORM.

6. CHANGEABLE MESSAGE SIGNS WILL BE USED TO ALERT MOTORISTS OF CLOSURES A MINIMUM OF TWO WEEKS PRIOR TO IMPLEMENTATION, IN FILED AND APPROVED BY THE KDOT TRAFFIC MANAGER.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUT ROUTE LAYOUT

NOT TO SCALE

LEGEND

- DETOUR GATE SIGN ASSEMBLY
- TYPE III BARRICADE WITH FLASHING LIGHTS AND ROAD CLOSED SIGN
- NELSON LAKE RD. DETOUR
- PORTABLE MESSAGE BOARDS
STAGE 1

ON THE NELSON LAKE STAGE, THE EXISTING AND NEWLY CONSTRUCTED MAIN STREET LANE WIDTH SHALL BE REDUCED TO 11 FEET WHERE NECESSARY. THE CONTRACTOR WILL BE ABLE TO EXCAVATE AND PLACE BASE, SUBBASE, AND Binder COURSES FOR THE NEWLY CONSTRUCTED MAIN STREET LANE. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED WORK SCHEDULES FOLLOWING GRINDING ACROSS A DRIVEWAY.

STAGE 2

DURING STAGE 2, BOTH EXISTING AND WIDENING LANES WILL REMAIN OPEN TO TRAFFIC, BUT WILL BE SHIFTED AS NEEDED DURING THE EXISTING AND NEWLY CONSTRUCTED WIDENING. THE CONTRACTOR WILL BE ABLE TO EXCAVATE AND PLACE SUBBASE, BASE, AND BINDER COURSES FOR THE WIDENING AS NEEDED TO THE SOUTH ALONG THE PROJECT. THE MAINTENANCE ROAD WILL BE 2' WIDE. THE MAXIMUM ALLOWABLE LANE DROP DIFFERENTIAL ALLOWED WILL BE 2'. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED WORK SCHEDULES FOR EACH LOCATION ALONG THE PROJECT. THE SCHEDULES SHALL BE APPROVED BY KDOT AND THE ENGINEER PRIOR TO THE CONTRACTOR STARTING WORK IN ANY AREA.

STAGE 3

DURING STAGE 3, THE FINAL SURFACE COURSE WILL BE PLACED DURING DAYTIME. PLACING OPERATIONS. DURING DAYTIME, OPERATING PLACERS SHALL BE USED TO CONTROL TRAFFIC IN LOCATIONS WHERE THE TRAFFIC WIDTH IS LESS THAN 20 FEET AT ANY TIME. THE CONTRACTOR SHALL ENSURE THAT TWO LANES SHALL BE PROVIDED AT ALL TIMES AT NIGHT. TWO LANE SHOULDER CUSHIONS WILL BE PLACED WITH THE PLACEMENT OF THE SURFACE COURSE ON NELSON LAKE STAGE. POINT STAGE SHALL COINCIDE WITH STAGE 2 OF THE NELSON LAKE STAGE. THE SURFACE COURSE SHALL FOLLOW THE DRIVEWAY ACRoss A DRIVEWAY. THE CONTRACTOR WILL BE ABLE TO EXCAVATE AND PLACE SUBBASE, BASE, AND BINDER COURSES FOR THE WIDENING AS NEEDED TO THE SOUTH ALONG THE PROJECT. THE MAINTENANCE ROAD WILL BE 2'. THE MAXIMUM ALLOWABLE LANE DROP DIFFERENTIAL ALLOWED WILL BE 2'. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED WORK SCHEDULES FOR EACH LOCATION ALONG THE PROJECT. THE SCHEDULES SHALL BE APPROVED BY KDOT AND THE ENGINEER PRIOR TO THE CONTRACTOR STARTING WORK IN ANY AREA.

GENERAL NOTES

1. THE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.
2. THE GRAPHICAL ACCURACY APPEARANCE ON THE SHEET IS NOT TO SCALE.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY GUARDRAILS AND OR EDGE CONSTRUCTION護 RAMPETING ACROSS A DRIVEWAY.
4. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED WORK SCHEDULES FOR EACH LOCATION ALONG THE PROJECT. THE SCHEDULES SHALL BE APPROVED BY KDOT AND THE ENGINEER PRIOR TO THE CONTRACTOR STARTING WORK IN ANY AREA.
5. WEEKLY PROGRESS MEETINGS SHALL BE HELD BY THE CONTRACTOR TO UPDATE THE STATUS OF CONSTRUCTION.
SUGGESTED CONSTRUCTION STAGING

STAGE 1:
1. REMOVE EXISTING PAVEMENT ON SOUTH SIDE OF EXISTING DRIVEWAY TO REMAIN INTACT.
2. EXISTING PAVEMENT IN WORK AREA TO BE REMOVED TO SUBBASE, GRADED PER FINAL ELEVATIONS AND BASE COURSE AND BINDER COURSE TO BE INSTALLED.
3. INSTALL CURB AND GUTTER WITHIN THE WORK AREA.

STAGE 2:
1. INSTALL SURFACE COURSE UNDER BINDER COURSE WITHIN THE WORK ZONE.
2. INSTALL CURB AND GUTTER, BASE COURSE, AND PROPOSED SUBBASE.
3. REMOVE EXISTING PAVEMENT WITHIN WORK AREA.

STAGE 3:
1. INSTALL BI-DIRECTIONAL LIGHT DRUM WITH STEADY BURNING TYPE III BARRICADES
2. MAINTAIN ACCESS AT ALL TIMES FOR DAYTIME OPERATIONS.
3. INSTALL SURFACE COURSE UNDER BINDER COURSE WITHIN THE WORK ZONE.
DEP. AID PROJECT
10/28/2011
D.

TOP OF CURB
1%
B.

1:4  MAX.
1%
M. GOMEZ 04-06-01
STA.            TO STA.
= 50.0000 ' / in.
COUNTY
bd02.dgn 10/28/2011 1:00:32 PM User=leysa

B.

= 18 ' (1.8 m)
SIDEWALK
PARKWAY 4.5' (1.4 m) R.
P.C.C. 12 (300) & VARIES (TYP.)
R.
P.C.C. 15' (4.5 m) R.
VARIES 12 (300) AND

C.

R = 5 ' (1.5 m )
STUB (12)
300
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GENERAL NOTES

CONCRETE CURB AND GUTTER SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001. TIE BARS SHALL BE NO. 20 (NO. 6) AT 24" (600) CENTERS UNLESS OTHERWISE SHOWN.

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

FOR SECTION A-A TO E-E AND CURTAIN WALL=

1.25 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 9" (225) PAV'T.

1.27 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 10" (250) PAV'T.

FOR SECTION F-F=

0.045 CU. YDS. (0.03 m³) CLASS SI CONCRETE PER ft² (m²).

QUANTITIES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME
W:\diststd\22x34\bd03.dgn

USER NAME

PLOT SCALE = 50.0000 ' / IN.

PLOT DATE = 1/4/2008

DATE DESIGNED = M. DE YONG 08-04-86

CHECKED = R. SHAH 09-09-94

DRAWN = E. GOMEZ 12-21-00

REVISED =

- REVISED

- REVISED

- REVISED

REVISED

08-04-86
NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.

2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.

3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.

2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.
TAPER LENGTH

BUTT JOINT DETAIL

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

OPTION 1

PROP. HMA SURFACE REMOVAL

FULL THICKNESS OF MILLING
TEMP. RAMP
NOTE "F"
NOTE "T"

FAIL CUT INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT

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CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.

BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP. TRIM TO FINAL SLOPE.

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.

2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.

3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.

4. TRIM TO FINAL SLOPE.

5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.

6. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

7. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION." THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

8. SLOPES SHOULD BE BENCHING ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. For no lane restriction on the side roads or driveways:

1. Use road with a speed limit of 40 mph and below or open as shown on the drawing as a warning to the drivers.

2. Use road with a speed limit greater than 40 mph as open as shown on the drawing as a warning to the drivers.

3. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

B. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

C. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

D. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

E. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

F. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

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H. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

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L. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

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O. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

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U. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

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X. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

Y. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

Z. Use road with a speed limit greater than 40 mph as shown on the drawing as a warning to the drivers.

...
GENERAL NOTES
1. Markers used with dashed lines shall be centered in the gap between segments.

2. Markers used adjacent to solid lines shall be offset.

3. Markers through tangents less than 500' (150 m) in length.

4. Markers should not be used alongside curbs except for extremely short sections of curbs where not more than two markers would be involved.

5. Design notes include:
   - The exact marker limits, spacing, and color shall be included in the plans.
   - Markers should be used at the end of tangents.
   - The plans when standard specifications are not being used.
   - Design notes are to be used on the plans and sections showing the details and standards.

SYMBOLS
- Design notes
- Lane width
- Traffic directions
- Special conditions

LANE MARKER NOTES
- Multi-lane/undivided
- Multi-lane/divided

TYPICAL APPLICATIONS
- Raised reflective pavement markers (snow-plow resistant)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO.

TOTAL SHEETS
SHEET NO.

FILE NAME:
c:\pw_work\pwidot\leysa\d0108315\tc11.dgn

LEYSA

USER NAME:

PLOT SCALE:
50.000 '/ IN.

PLOT DATE:
3/2/2011

DATE
DESIGNED
CHECKED
DRAWN

F.A.

T. RAMMACHER 09-19-94
T. RAMMACHER 03-12-99
T. RAMMACHER 01-06-00

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

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

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