

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF GRAYSLAKE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

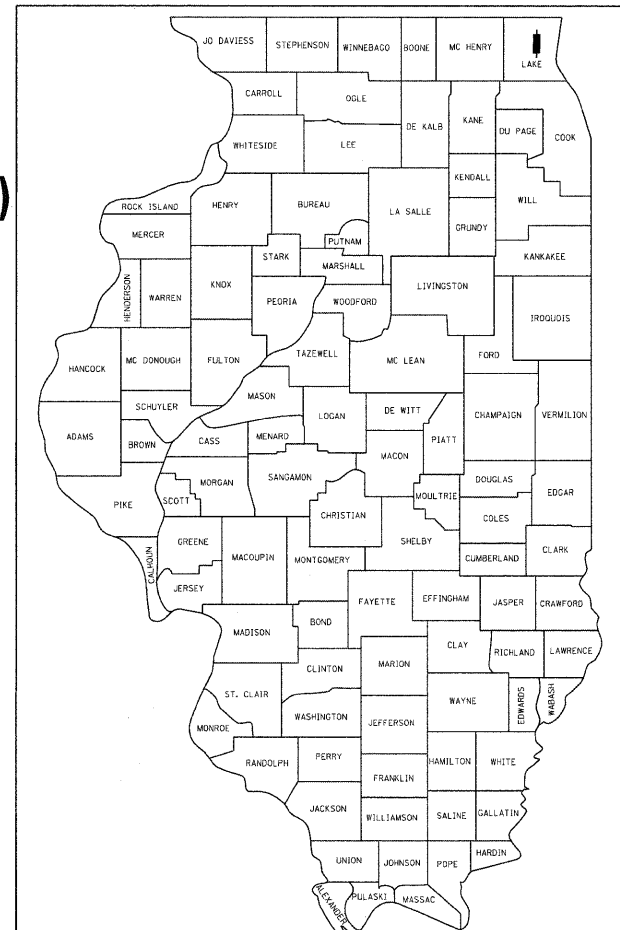
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
F.A.U. ROUTE 0195 LAKE STREET

FROM ILLINOIS ROUTE 120 (BELVIDERE ROAD) (FAP 0343) TO CENTER STREET (FAU 0189)

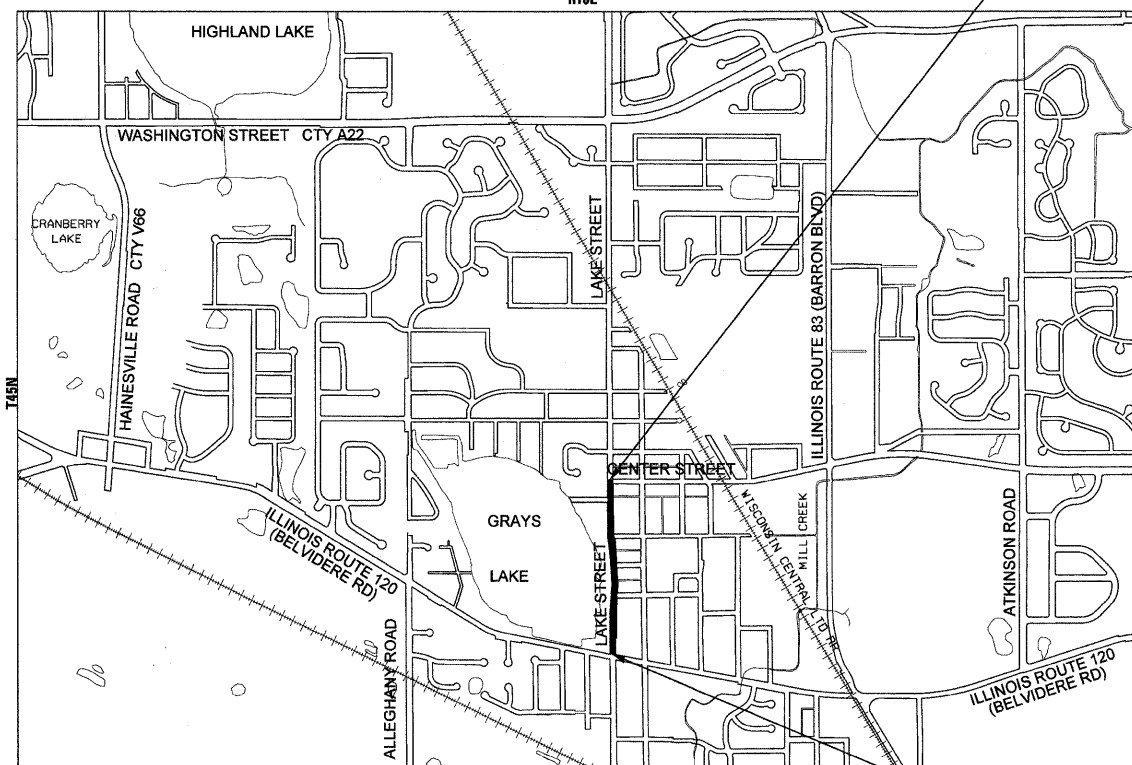
LAPP RESURFACING
PROJECT No.: ARA-9003(450)
SECTION No.: 09-00057-00-RS
JOB No: C-91-898-09
VILLAGE OF GRAYSLAKE
LAKE COUNTY

LOCATION MAP
(NOT TO SCALE)

PROJECT NUMBER: ARA-9003(450)
F.A.U. ROUTE 0195
LAKE STREET
END RESURFACING
STA. 22+65



LOCATION OF SECTION INDICATED THIS: [Symbol]



AVON TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 2,249 LF OR 0.426 MILES
NET LENGTH OF IMPROVEMENT = 2,249 LF OR 0.426 MILES

PROJECT NUMBER: ARA-9003(450)
F.A.U. ROUTE 0195
LAKE STREET
BEGIN RESURFACING
STA. 00+16

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2011

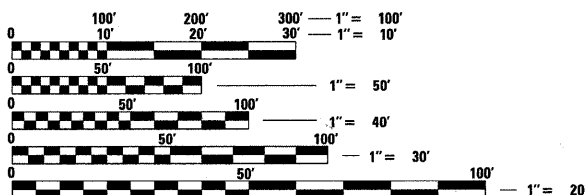
TRAFFIC DATA

LAKE STREET

POSTED & DESIGN SPEED LIMIT = 30 MPH

2009 ADT = 8,485 VPD

COLLECTOR



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. DESIGN STAGE REQUEST
DIG. No. X1901042



CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = LAKE
CITY-TOWNSHIP = GRAYSLAKE-AVON
SEC. & 1/4 SEC. NO. = SEC 26 SW 1/4, SEC 27 SE 1/4, SEC 34 NE 1/4
AND SEC 35 NW 1/4 T45N, R10E
48 HOURS (2 working days) BEFORE YOU DIG



ROBERT W. LENZINI
62-041763
REGISTERED
PROFESSIONAL
ENGINEER
OF
STATE OF ILLINOIS
Robert W. Lenzini
PROJECT MANAGER
"LICENSE EXPIRES 11-30-11"

CONTRACT NO. 63331

Burlington, Wisconsin (Crystal Lake, Illinois) DeKalb, Illinois Itasca, Illinois Mokena, Illinois Grayslake, Illinois Plainfield, Illinois Madison, Wisconsin Chicago, Illinois
262.763.7834 815.459.1260 815.787.3111 630.773.1870 708.560.7070 847.223.5088 815.609.7425 608.347.1542 312.578.0050
(OFFICE WHICH PREPARED PLANS)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *[Signature]* 10/15, 2009
MAYOR
VILLAGE OF GRAYSLAKE, REPRESENTATIVE

PASSED *[Signature]* March 31, 2010
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW *[Signature]* APRIL 1, 2010
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 090711

DATE: 10-05-09

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 LICENSE NO. 184-001121 - EXPIRES 4/30/2011
 10/28/2009 4:48:32 PM
 ASSOCIATE FIELD ENGINEER KEVIN STALLWORTH, P.E. (847-705-4169)

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
- UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE SUPERINTENDENT OF PUBLIC WORKS AND THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE SUPERINTENDENT OF PUBLIC WORKS AND THE ENGINEER.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, SIDEWALKS AND EXCAVATION FOR NEW SIDEWALKS ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. THE COST OF THIS WORK IS INCLUDED IN COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
- ALL SIGNS AND MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
- EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- IN AREAS WHERE THE EXISTING DRIVEWAY (PORTLAND CEMENT CONCRETE, HOT-MIX ASPHALT OR GRAVEL), SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS, HMA SURFACE REMOVAL OF THE TYPE SPECIFIED, SIDEWALK REMOVAL OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- RESERVED.
- THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
- THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
- THE QUANTITIES FOR PATCHING WILL NOT EXCEED THE AMOUNT LISTED IN THE SUMMARY OF QUANTITIES.
- THE DAYS PAVING OPERATION SHALL RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
- FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.

- ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR FRAME AND LIDS TO BE ADJUSTED (SPECIAL).
- THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
- NO DAMAGE TO PARKWAYS IS PLANNED AS PART OF THESE IMPROVEMENTS EXCEPT WHERE NEW SIDEWALK IS INSTALLED OR CURB AND GUTTER IS REMOVED AND REPLACED. ANY AND ALL RESTORATION OF DAMAGED PARKWAYS SHALL CONSIST OF NECESSARY SUB-GRADE MATERIAL AS APPROVED BY THE ENGINEER, TOPSOIL 4-INCH AND NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03. SUBGRADE RESTORATION SHALL BE INCLUDED IN THE PAY ITEM WHICH CAUSED THE DISTURBANCE.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES PRIVATE DRIVEWAYS AND 8-INCHES WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4-INCH SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
- THE DISTRICT 1 DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING (THESE REQUIREMENTS SHALL APPLY TO REPLACED BARRIER CURB), THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6 INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6-INCH GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2 INCHES BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS PLACED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH. REMOVAL OF UNSUITABLE SUB-BASE MATERIAL, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, REGARDLESS OF DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH ARTICLE 1081.03 RATHER THAN SALT TOLERANT SOD (WHERE APPLICABLE).
- WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.
- WHERE THE ENGINEER DETERMINES DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT IS REQUIRED AS PART OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, ONLY THE FIRST 2-FEET BEHIND THE CURB AND GUTTER SHALL BE MEASURED FOR PAYMENT. RESIDENTIAL OR COMMERCIAL PORTLAND CEMENT CONCRETE OR HOT-MIX ASPHALT DRIVEWAY APRONS SHALL BE INSTALLED ON AN AGGREGATE BASE. THIS BASE WILL BE PAID FOR SEPARATELY AS AGGREGATE BASE COURSE, TYPE B 4".
- REPLACEMENT CLOSED LIDS SHALL BE STAMPED TO INDICATE THE STRUCTURE TYPE. STORM LIDS SHALL BE STAMPED WITH "STORM", SANITARY LIDS SHALL BE STAMPED WITH "SANITARY" AND WATER VALVE VAULT LIDS SHALL BE STAMPED WITH "WATER". STAMPING SHALL BE INCLUDED IN THE COST OF THE NEW LID.
- DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN THE DETECTABLE WARNING AREA SHALL BE INCLUDED IN THE COST OF DETECTABLE WARNINGS AND THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE DETECTABLE WARNING AREA.

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HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L,2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

LEGEND

TTTTTTTT	BUTT JOINT
VBOX ⊙ SP	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
SA ⊙ SP	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
VV ⊙ SP	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
VBOX ⊙ SP	VALVE BOX TO BE ADJUSTED (SPECIAL)
⊙ A	FRAMES AND LIDS TO BE ADJUSTED
VV ⊙ ADJ	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
⊙ ADJ	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
EX	EXISTING

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DESIGNED - MWP	REVISED - IDOT REVIEW 10/05/09
DRAWN - CJC	REVISED - IDOT REVIEW 10/07/09
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-GEN.NOTES.sh+

**VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS**

**INDEX OF SHEETS, HIGHWAY STANDARDS,
GENERAL NOTES AND LEGEND**

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	2
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECT AREA-90034501				

SUMMARY OF QUANTITIES

CODE NO.	PAY ITEM	UNIT	CONSTRUCTION CODE 1000
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	350
25200100	SODDING	SQ YD	350
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	250
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	12
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	8
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,660
40600300	AGGREGATE (PRIME COAT)	TON	35
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5
40600826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	527
40600895	CONSTRUCTING TEST STRIP	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	494
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	3
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	742
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	16
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,773
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	153
42400800	DETECTABLE WARNINGS	SQ FT	192
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8,300
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	36
44000600	SIDEWALK REMOVAL	SQ FT	1,773
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,005
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	42
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	83
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	124
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	166
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	42
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	83
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	124
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	166
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	10

* INDICATES SPECIALTY ITEM

CODE NO.	PAY ITEM	UNIT	CONSTRUCTION CODE 1000
60266610	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	15
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,929
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	162
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,114
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	380
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	382
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	56
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	330
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	3
XX004385	FRAMES AND LIDS TO BE ADJUSTED, WITH NEW TYPE 1 FRAME, CLOSED LID (SPECIAL)	EACH	1
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	156

* INDICATES SPECIALTY ITEM

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 TEL: 301-947-2300 FAX: 301-947-2301
 WWW.BAXTERANDWOODMAN.COM



DESIGNED - MWP	REVISED - IDOT REVIEW 10/05/09
DRAWN - CJC	REVISED - IDOT REVIEW 10/07/09
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DATE - 07-22-09	FILE - 090711-S00.sh+

**VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS**

SUMMARY OF QUANTITIES			
SCALE: NONE	STA.	TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	3
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECTARA-90034501				

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/8" - 1 3/4"
- (B) AREA REFLECTIVE CRACK CONTROL TREATMENT (PETROMAT)
- (C) HOT-MIX ASPHALT SURFACE COURSE, 2 1/2" - 7 1/4"
- (D) PORTLAND CEMENT CONCRETE BASE COURSE, 8" - 10 1/4"
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (F) SIDEWALK
- (G) AGGREGATE BASE COURSE
- (H) EXISTING SUB-GRADE
- (I) GROUND SURFACE
- (J) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (K) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (L) SIDEWALK REMOVAL
- [Hatched Box] ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"
- (3) CLASS D PATCHES, TYPE I - IV, 10"
- (4) CLASS D PATCHES, TYPE I - IV, 14"
- (5) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (7) TOPSOIL FURNISH AND PLACE, 4"
- (8) SODDING

LEGEND NOTES:

1. SIDEWALK REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.
2. CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER, UNLESS OTHERWISE SHOWN.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS NOTES:

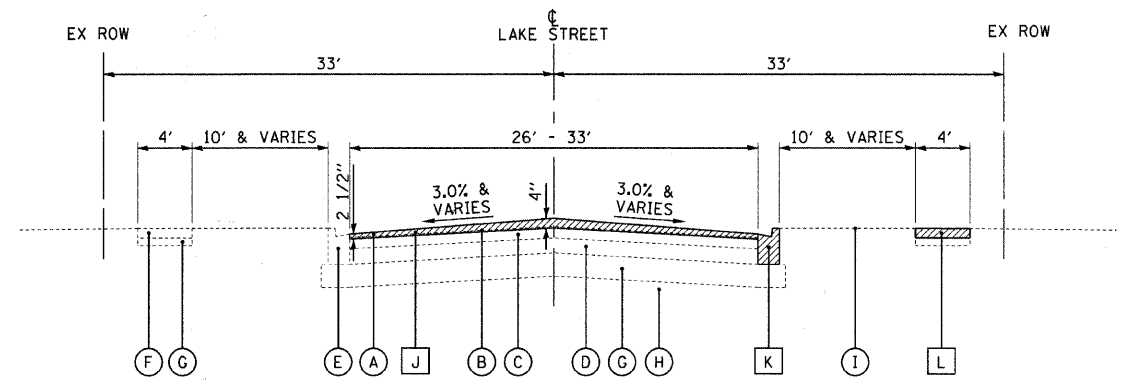
1. CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1 1/2"	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 1"	4% @ 50 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm); PE -6", CE -8"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm); TYPE I - IV - 10-INCH, TYPE I - IV - 14-INCH	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ. YD./IN

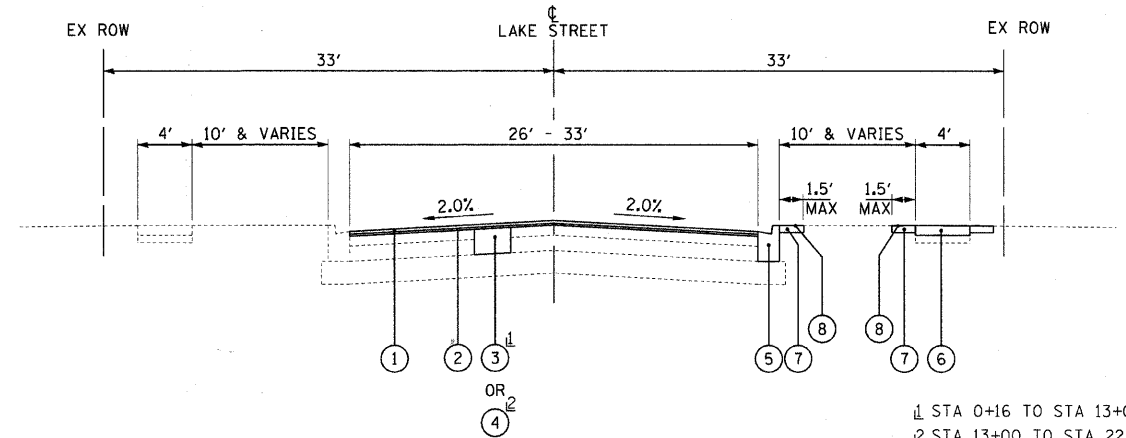
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



EXISTING TYPICAL SECTION

LAKE STREET

STA. 0+16 TO STA. 22+65



PROPOSED TYPICAL SECTION

LAKE STREET

STA. 0+16 TO STA. 22+65

1. STA 0+16 TO STA 13+00
2. STA 13+00 TO STA 22+65

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 CHECKED BY: JWC/2009/07/22/24.cad
 DATE: 3/4/2010



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DRAWN - CJC	REVISED - IDOT REVIEW 10/07/09
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-TYP_SEC.sht

**VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS**

**TYPICAL SECTIONS AND HOT-MIX ASPHALT
MIXTURE REQUIREMENTS**

SCALE: NONE STA. TO STA.

F.A.U. RTE. 0195	SECTION 09-00057-00-RS	COUNTY LAKE	TOTAL SHEETS 23	SHEET NO. 4
FED. ROAD DIST. NO. C-91-898-09		CONTRACT NO. 63331		
ILLINOIS FED. AID PROJECTARA-90034501				

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT

LOCATION	AREA (SQ YD)
LAKE STREET (STA 0+16)	125
JUNIOR AVENUE (STA 8+05 RT)	50
OAK AVENUE (STA 11+97 RT)	50
DRIVEWAY (STA 13+76 RT)	34
PARK AVENUE (STA 15+58 RT)	50
GEORGE STREET (STA 20+55 LT)	50
LAKE STREET (STA 22+65)	135
TOTAL	494

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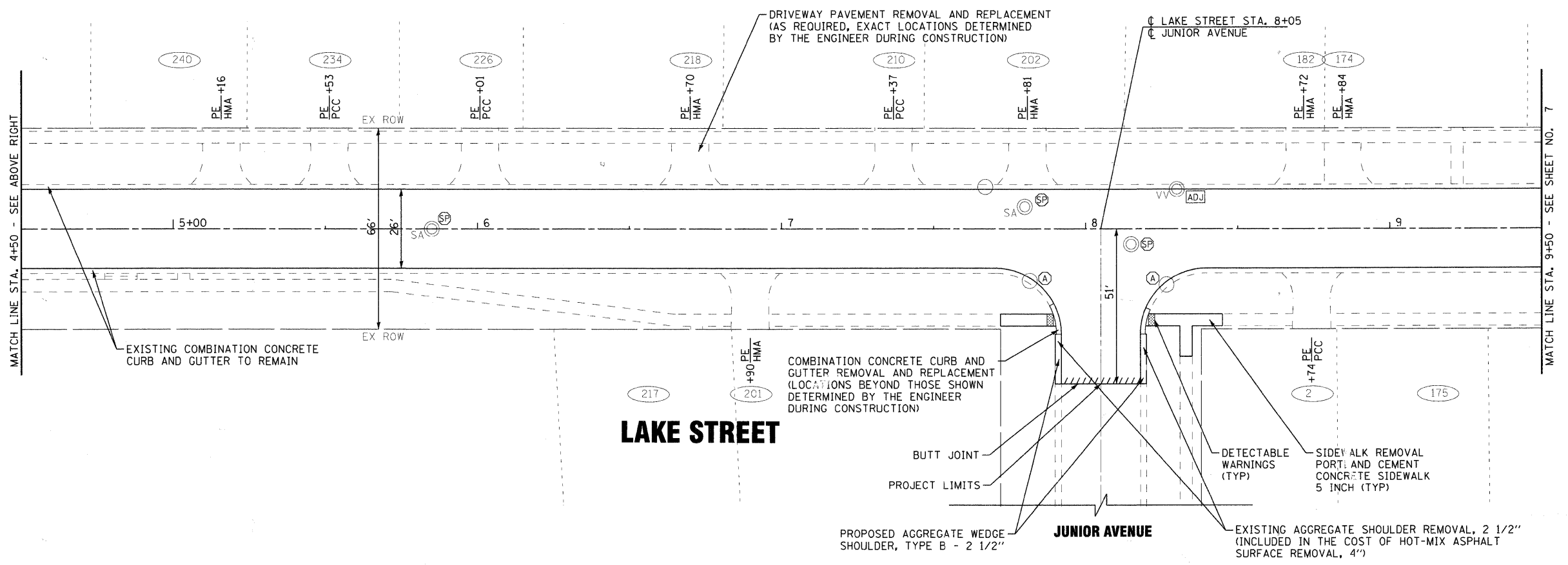
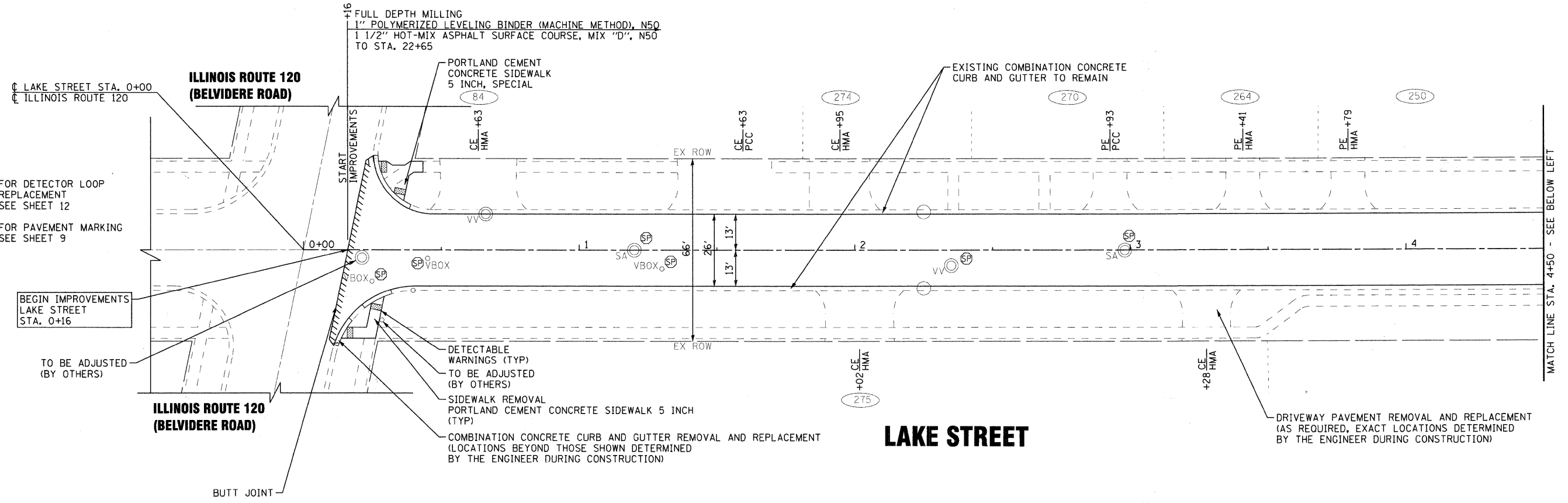
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DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-SCHEDULE.sht

VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

SCHEDULE OF MATERIALS

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	5
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECTARA-90034501				



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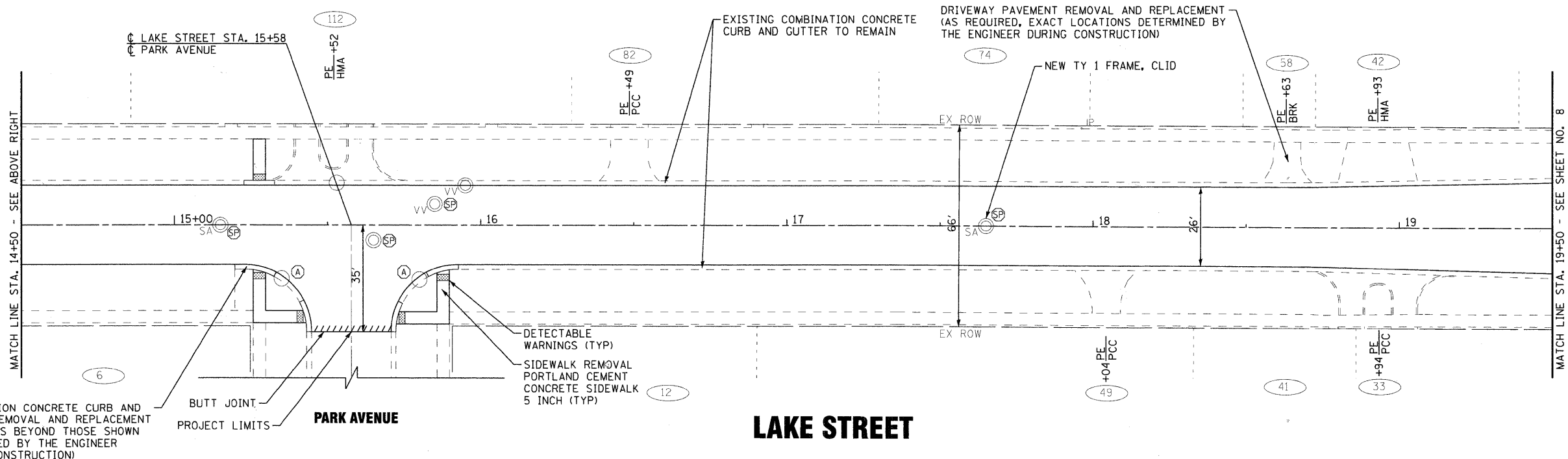
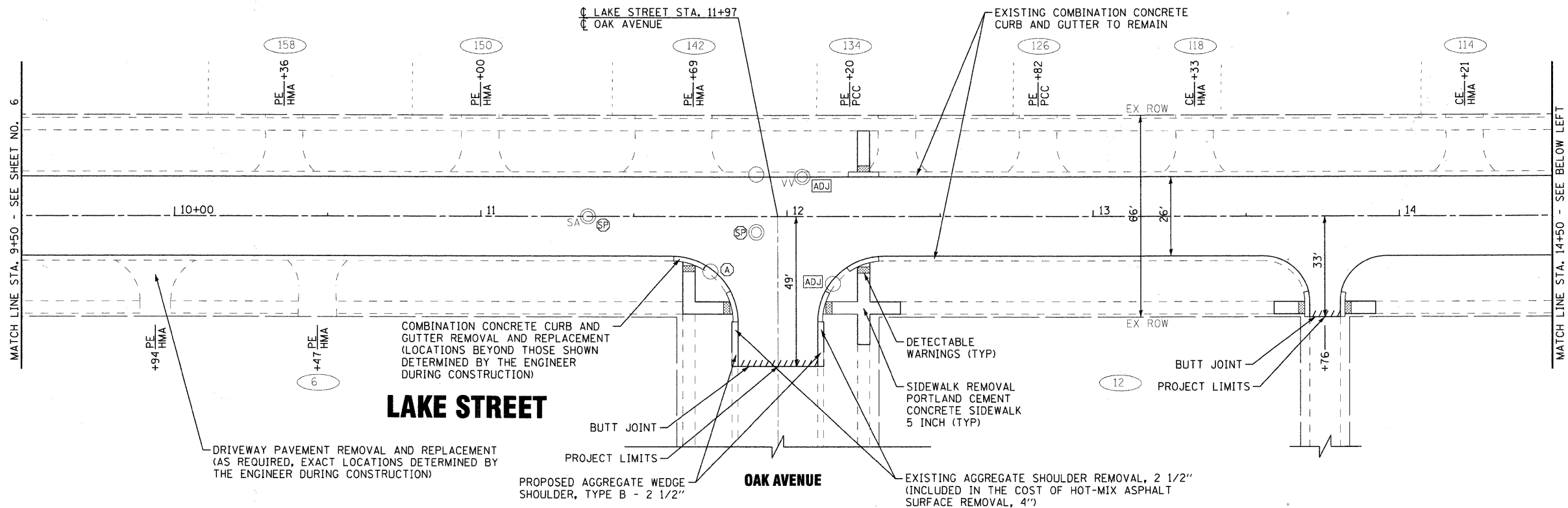
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DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-PP1.shx

VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

PLAN - LAKE STREET

SCALE: 1" = 20' STA. 0+00 TO STA. 9+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	6
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECT#A-90034501				



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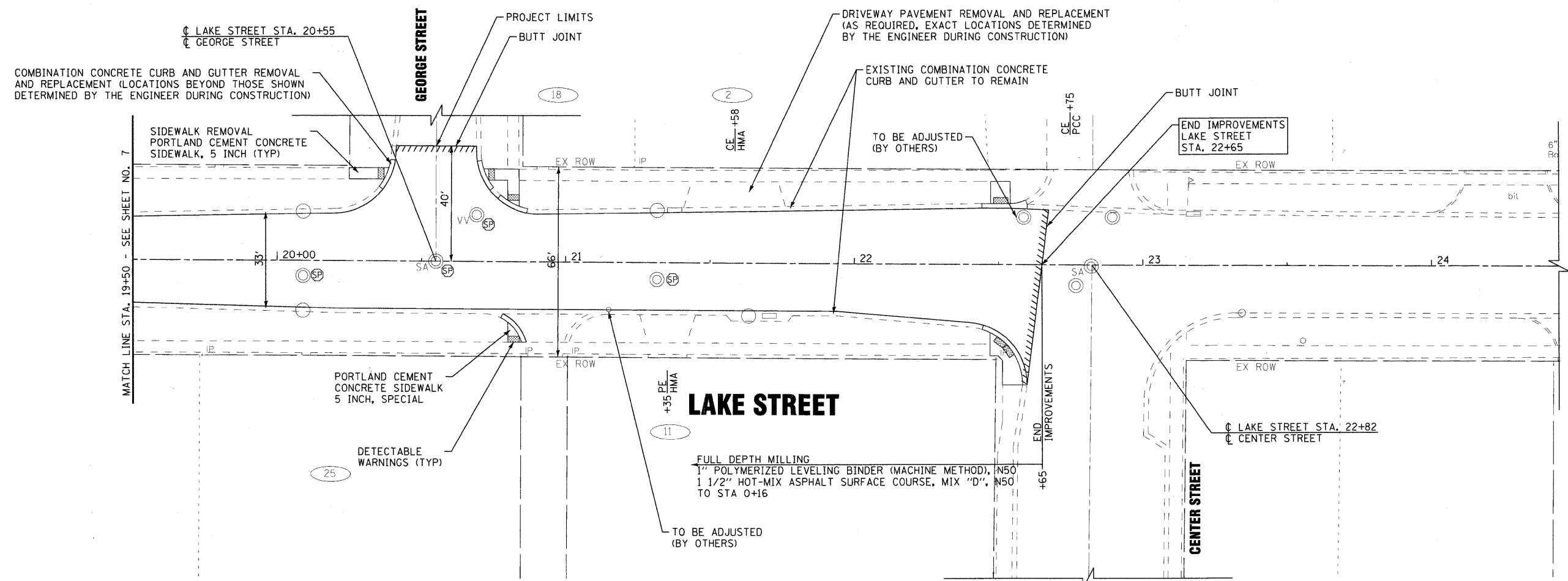
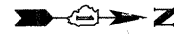
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DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-PP2.sht

VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

PLAN - LAKE STREET

SCALE: 1" = 20' STA. 9+50 TO STA. 19+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	7
FED. ROAD DIST. NO. C-91-898-09		CONTRACT NO. 63331		
ILLINOIS FED. AID PROJECT# 9003450				



FOR DETECTOR LOOP REPLACEMENT SEE SHEET 12
FOR PAVEMENT MARKING SEE SHEET 11

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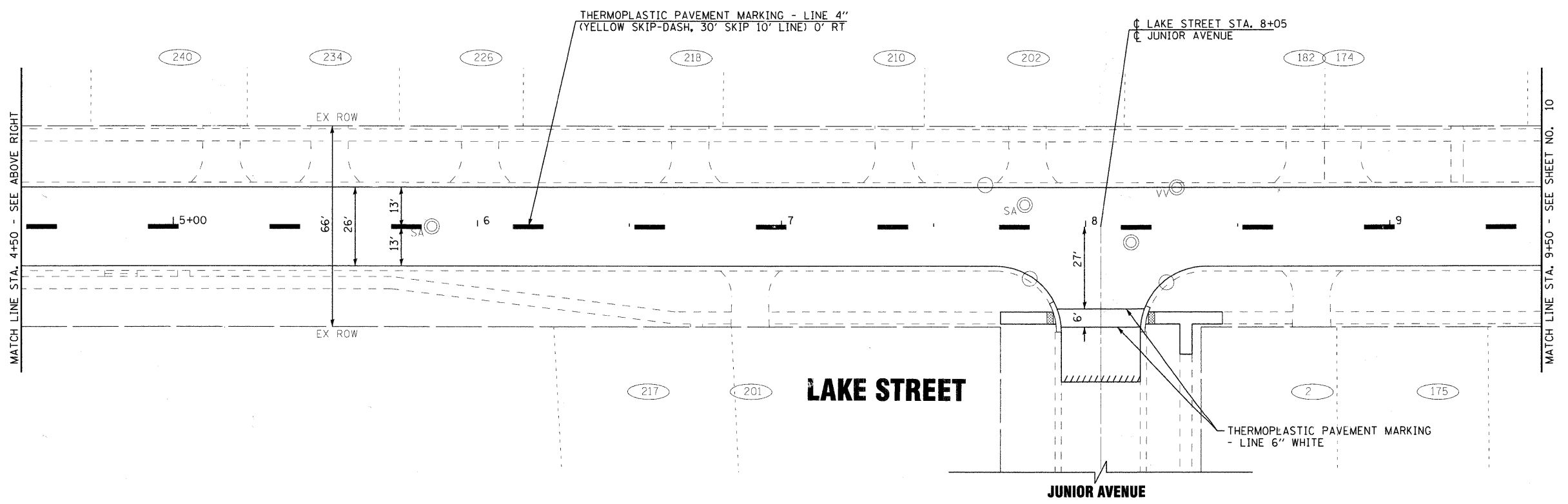
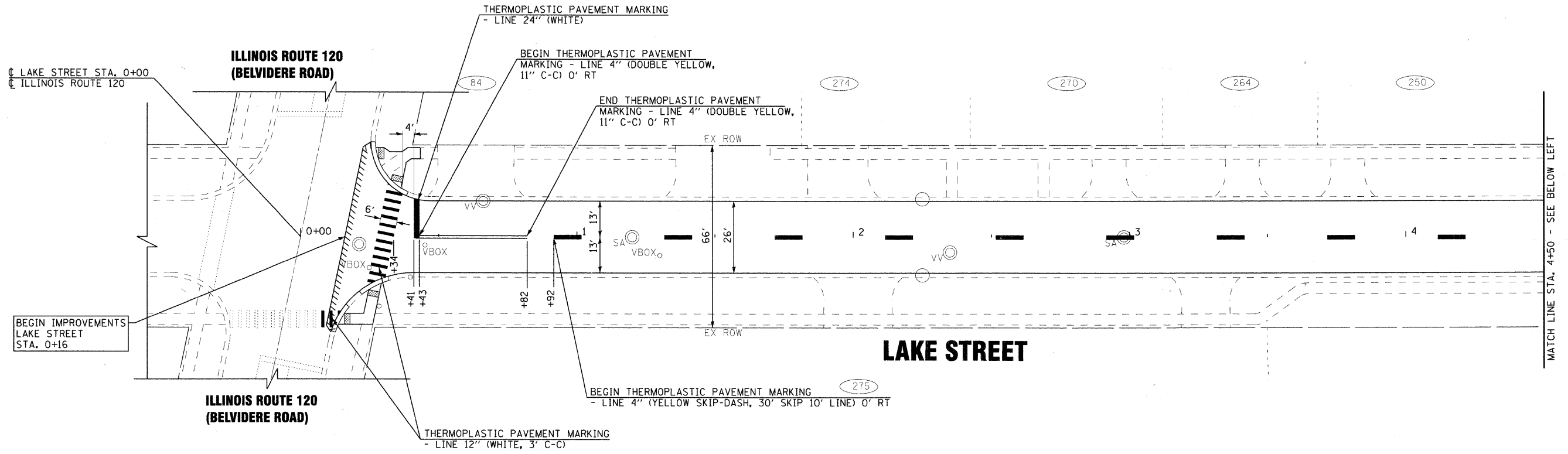
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DATE - 07-22-09	FILE - 090711-PP3.shd

VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

PLAN - LAKE STREET

SCALE: 1" = 20' STA. 19+50 TO STA. 24+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	8
FED. ROAD DIST. NO. C-91-898-09		CONTRACT NO. 63331		
ILLINOIS FED. AID PROJECT/ARRA-900314501				



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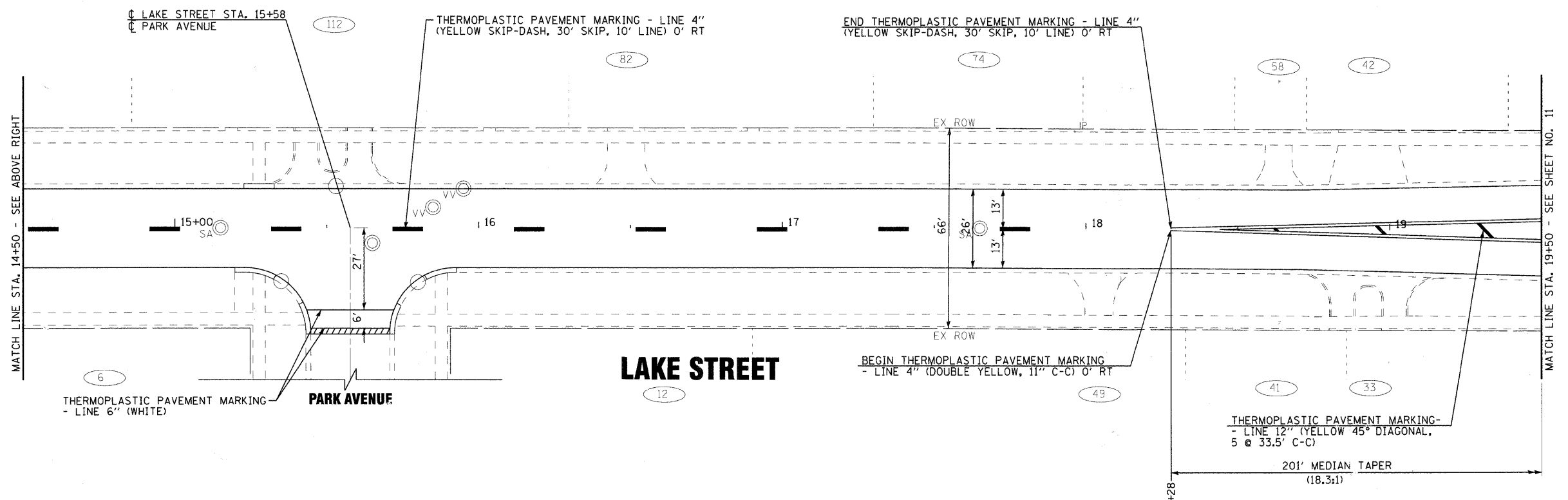
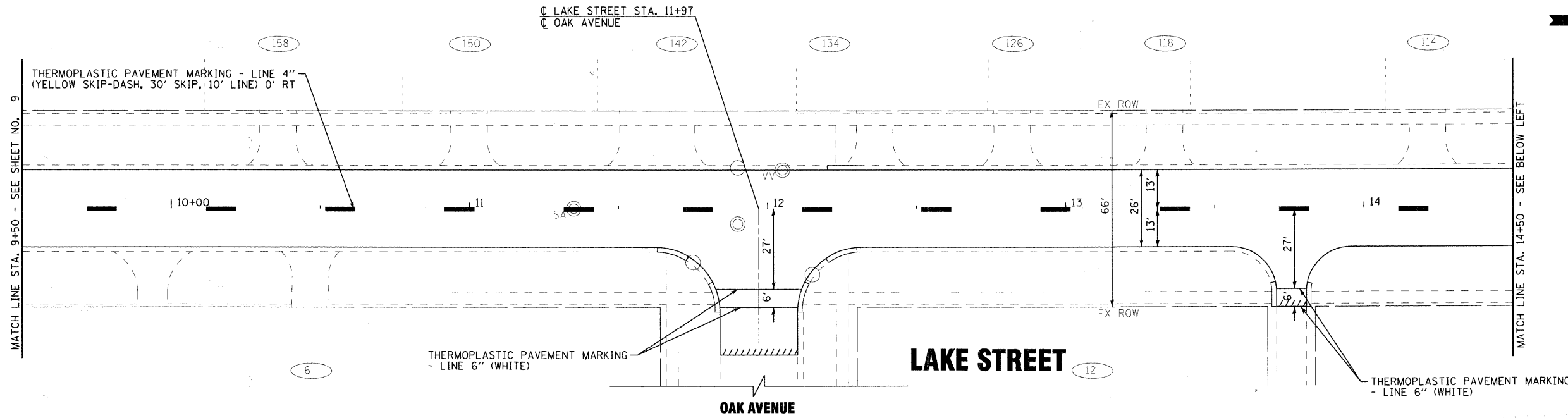
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VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

PAVEMENT MARKING PLAN - LAKE STREET

SCALE: 1" = 20' STA. 0+00 TO STA. 9+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	9
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECTARA-90034501				



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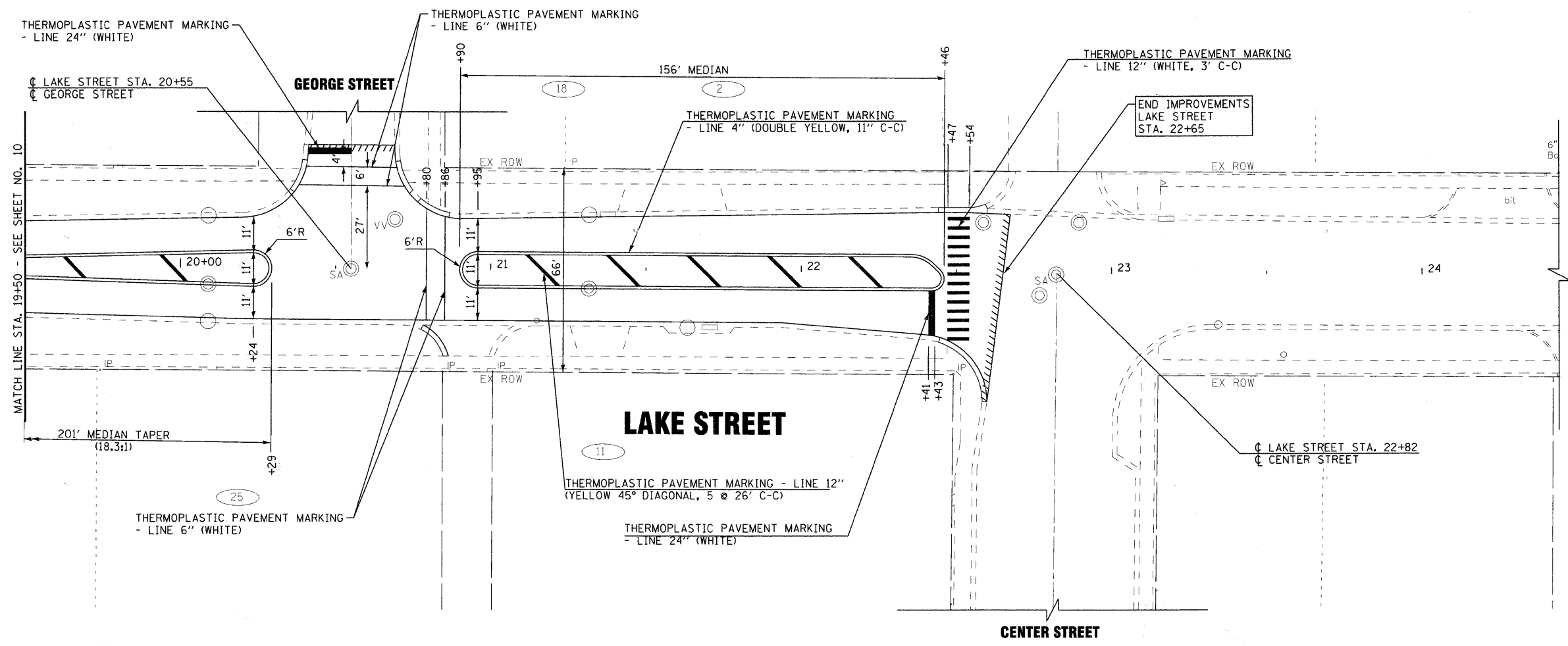
**VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS**

PAVEMENT MARKING PLAN - LAKE STREET

SCALE: 1" = 20'

STA. 9+50 TO STA. 19+50

F.A.U. RTE. 0195	SECTION 09-00057-00-RS	COUNTY LAKE	TOTAL SHEETS 23	SHEET NO. 10
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECT/ARRA-90034501				



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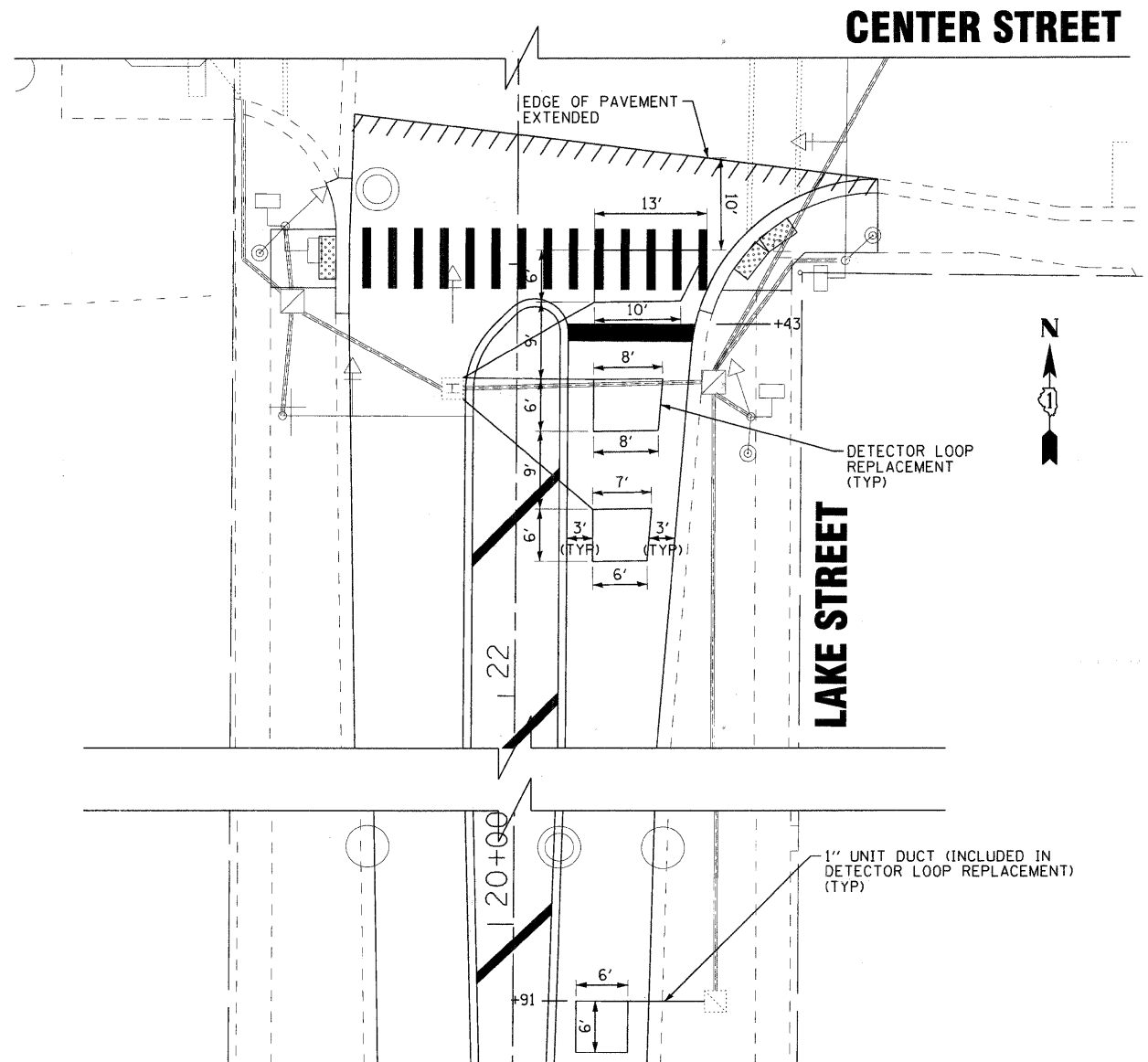
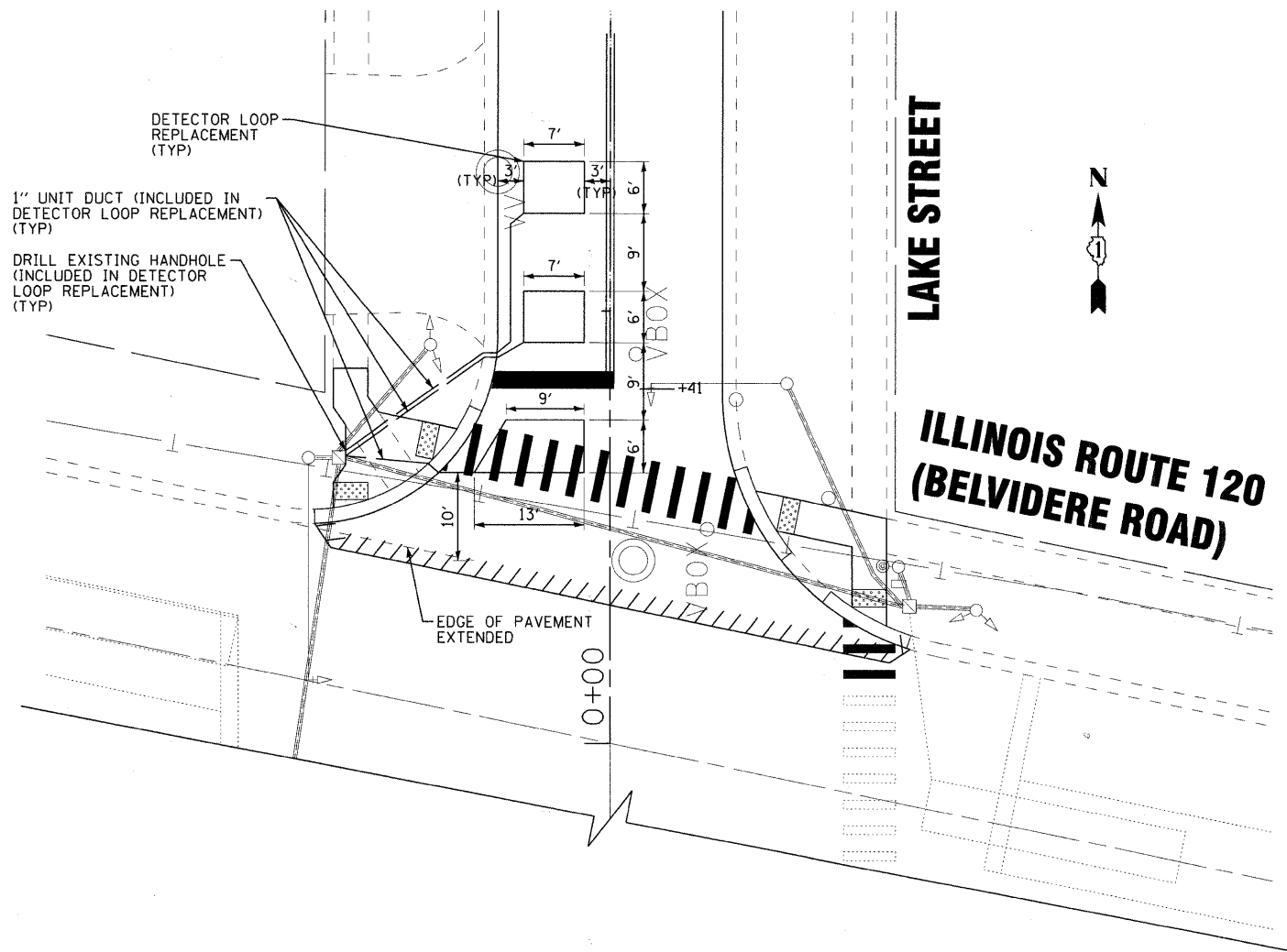
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DATE - 07-22-09	FILE - 090711-PM3.sh1

VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

PAVEMENT MARKING PLAN - LAKE STREET

SCALE: 1" = 20' STA. 19+50 TO STA. 24+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	11
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECT AREA 90034501				



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DESIGNED - MWP	REVISED - IDOT REVIEW 10/05/09
DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 07-22-09	FILE - 090711-TS-DET-LOOP.sht

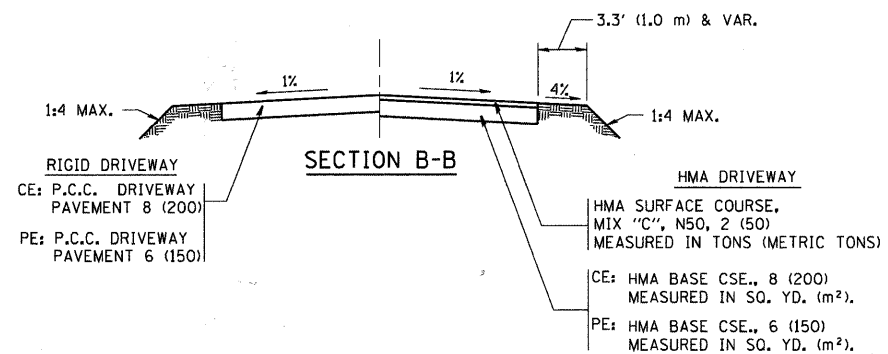
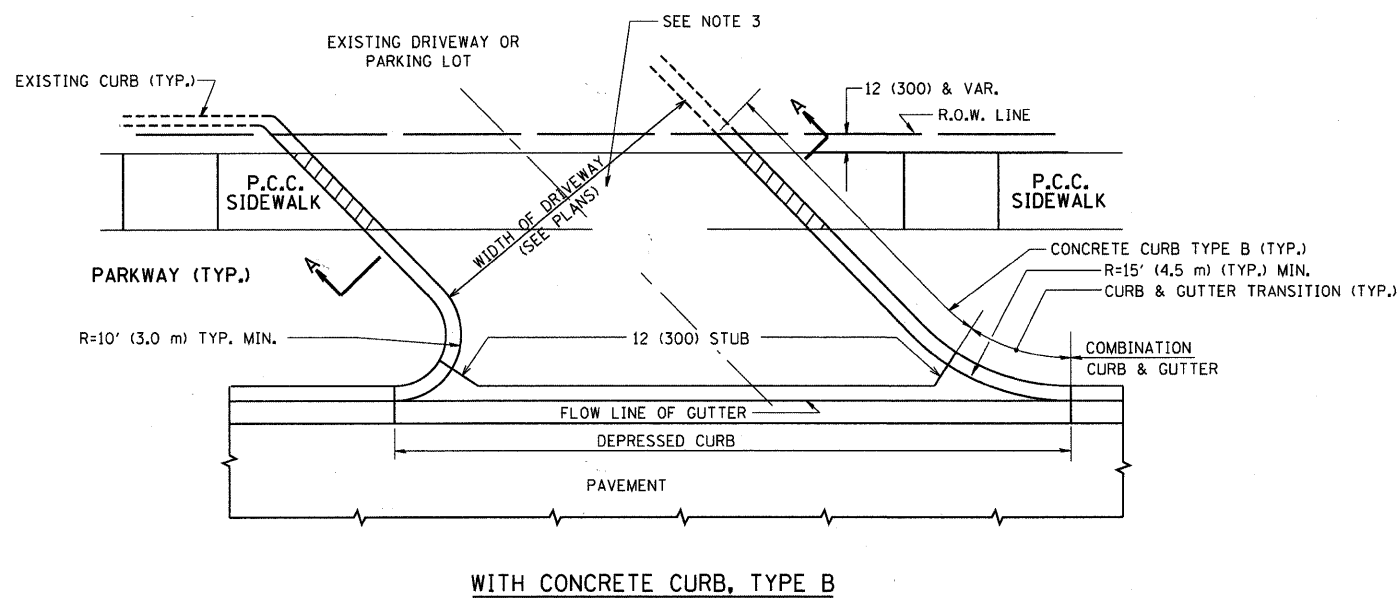
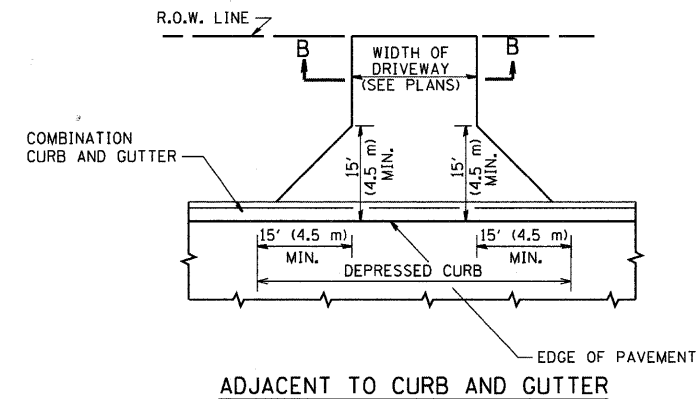
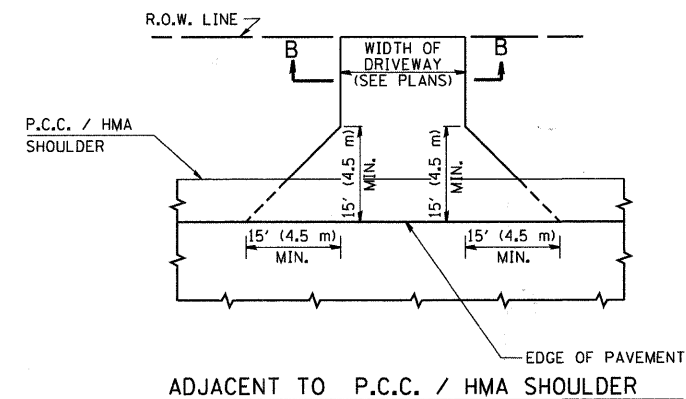
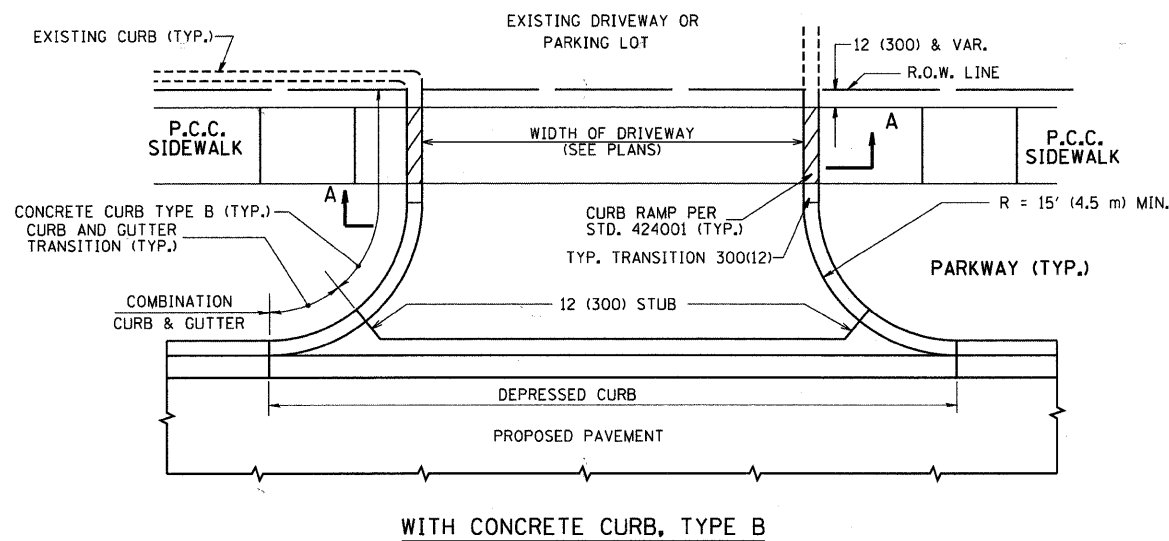
VILLAGE OF GRAYSLAKE, ILLINOIS
LAKE STREET
ARRA (LAPP) IMPROVEMENTS

DETECTOR LOOP REPLACEMENT

SCALE: 1" = 10'

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	12
FED. ROAD DIST. NO. C-91-898-09			CONTRACT NO. 63331	
ILLINOIS FED. AID PROJECTARA-9003450				



RURAL FIELD ENTRANCE (FE)
 HMA SURFACE COURSE, MIX "C", 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.

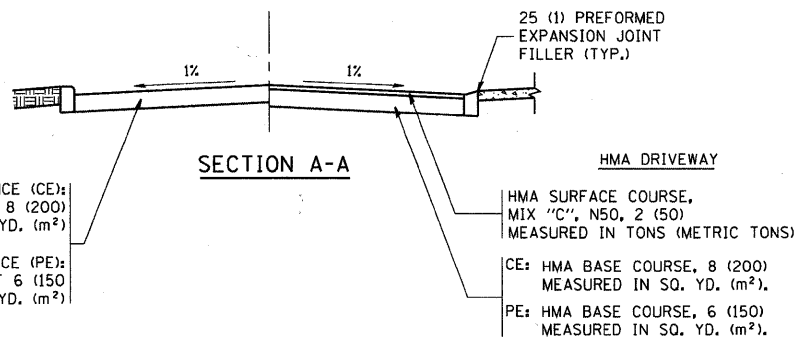
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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.

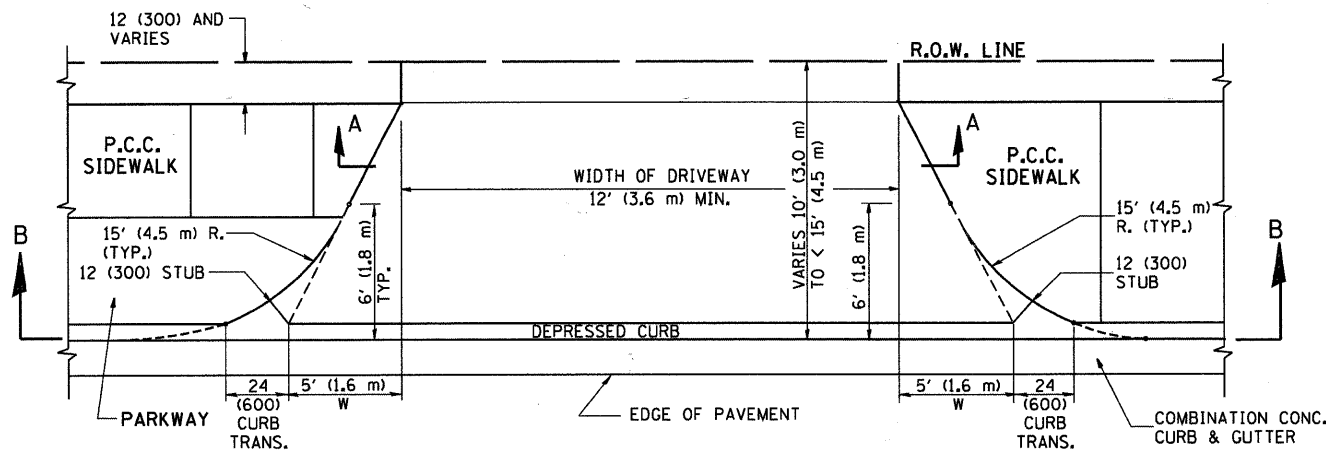
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

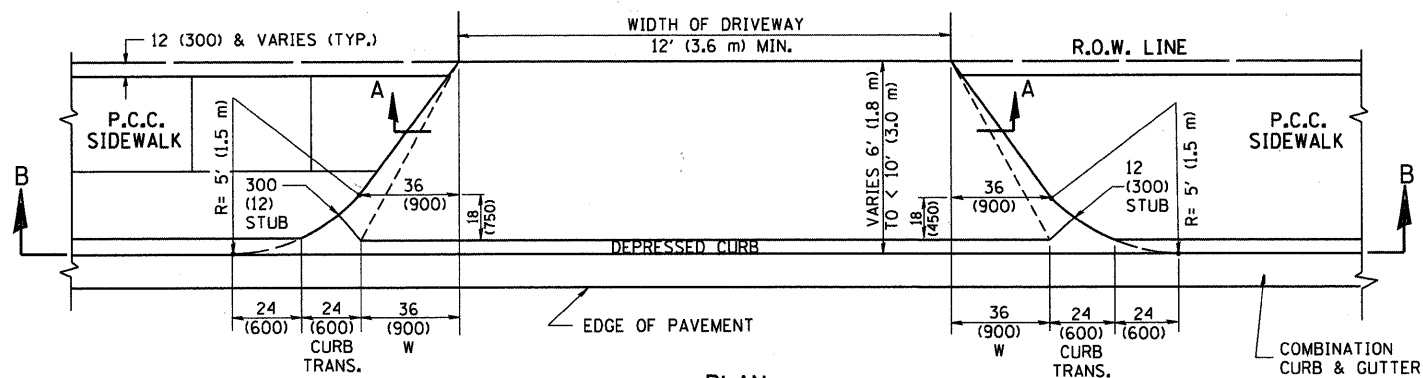
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



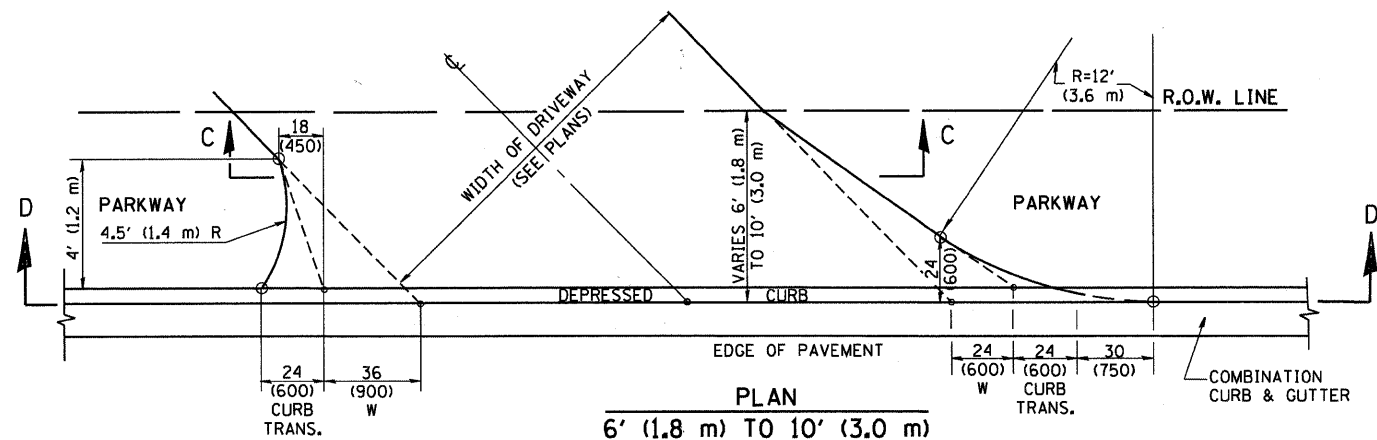
FILE NAME = c:\projects\diststd22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A.U. RTE. 0195	SECTION 09-00057-00-RS	COUNTY LAKE	TOTAL SHEETS 23	SHEET NO. 13	
PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED - P. LGFLUER 04-15-03	REVISED - R. BORO 01-01-07			BD0156-07 (BD-01)		CONTRACT NO. 63331			
PLOT DATE = 6/12/2008	DATE - 11-04-95	REVISED - R. BORO 06-11-08				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)					



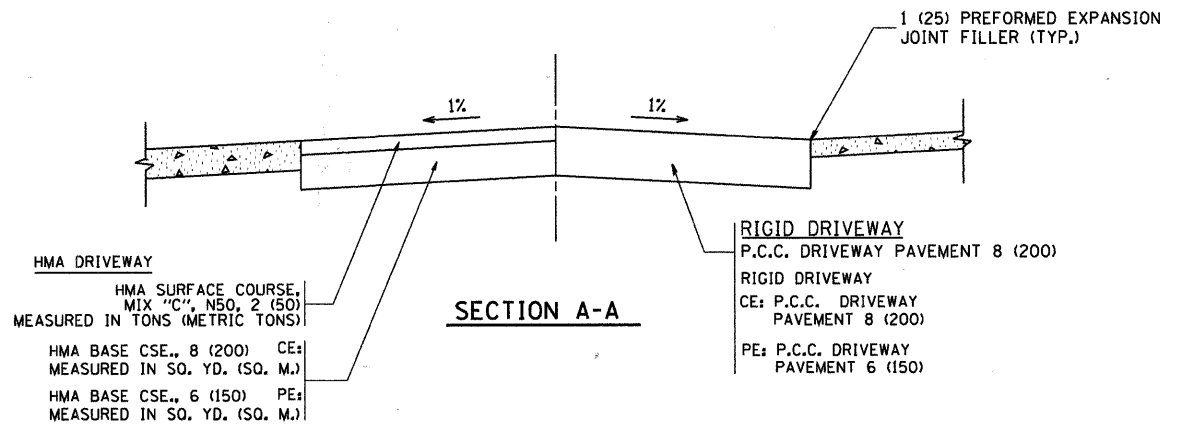
PLAN
10' (3.0 m) TO < 15' (4.5 m)



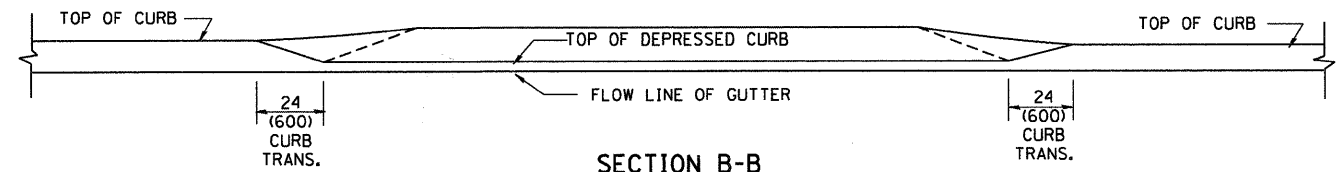
PLAN
6' (1.8 m) TO < 10' (3.0 m)



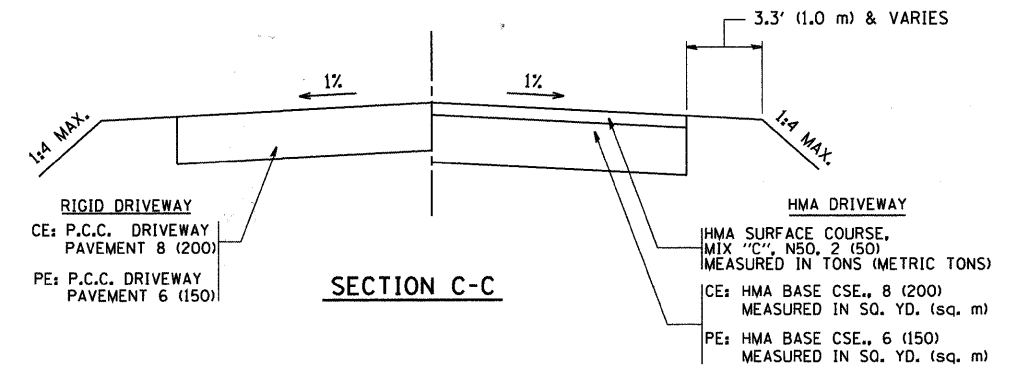
PLAN
6' (1.8 m) TO 10' (3.0 m)



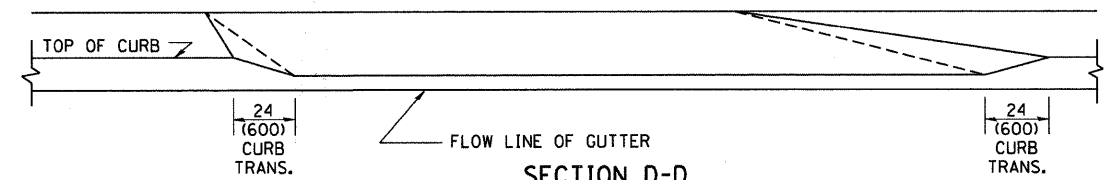
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF 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.

THE 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.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME =
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USER NAME = gaglienob

DESIGNED - R. SHAH

REVISED - T. HOLTZ 04-08-97

DRAWN -

REVISED - M. GOMEZ 04-06-01

PLOT SCALE = 50.0000" / IN.

DATE - 11-06-95

CHECKED -

REVISED - P. LAFLEUR 04-15-03

REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

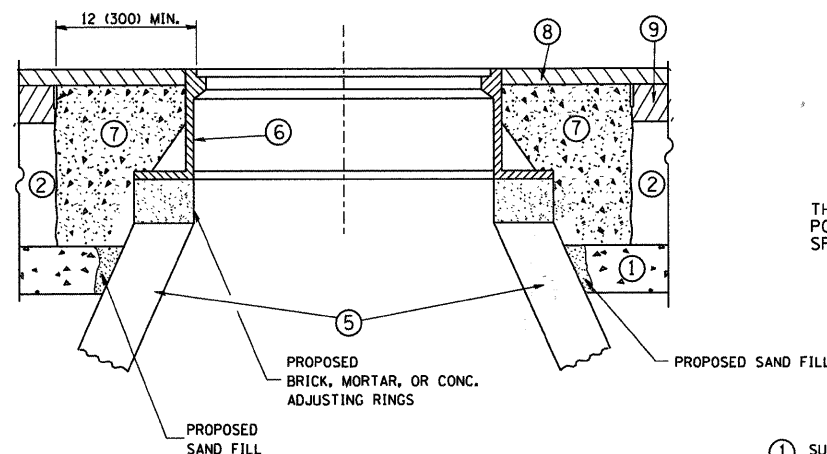
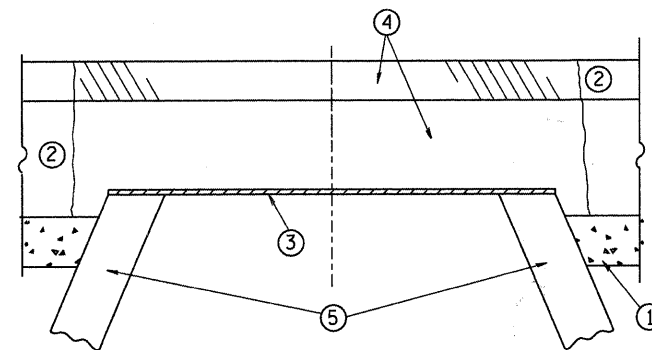
DRIVEWAY DETAILS

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

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

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	14
BD400-02 (BD-02)			CONTRACT NO. 63331	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(450)				

C-91-898-09



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

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

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

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

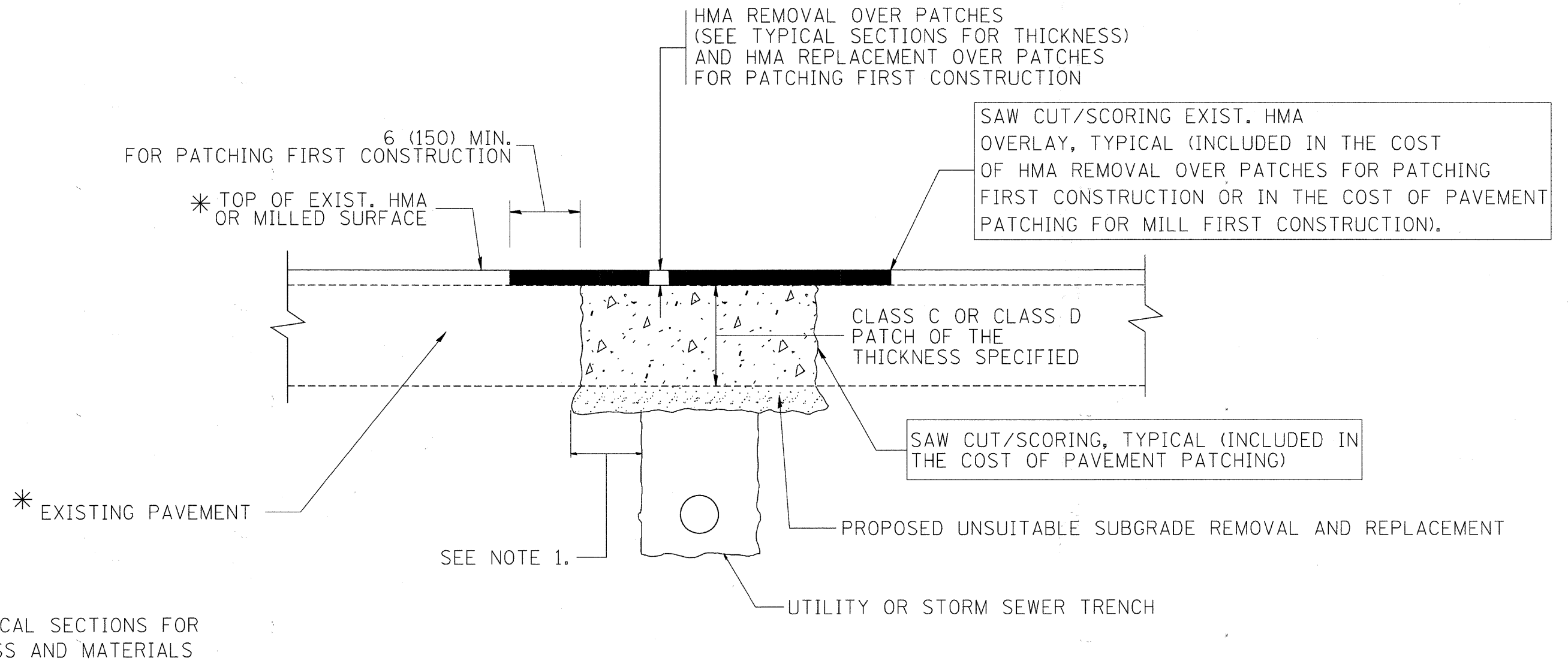
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	15
BD600-03 (BD-8)			CONTRACT NO. 63331	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

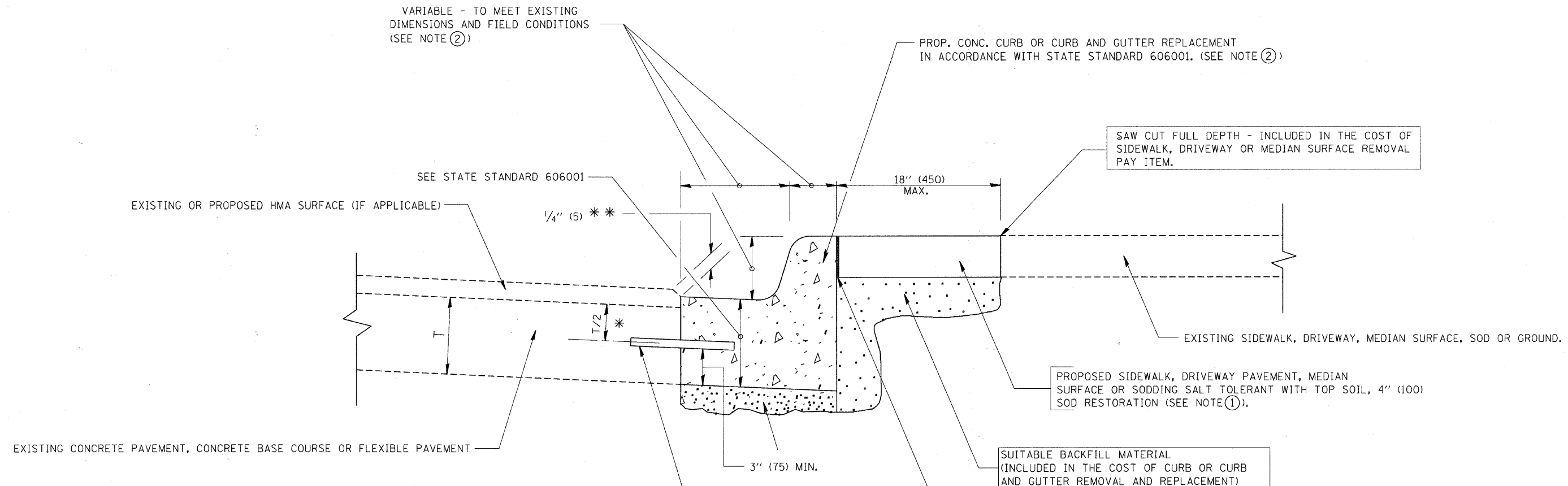
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	CONTRACT NO. 63331	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)							
			REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(450)							



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

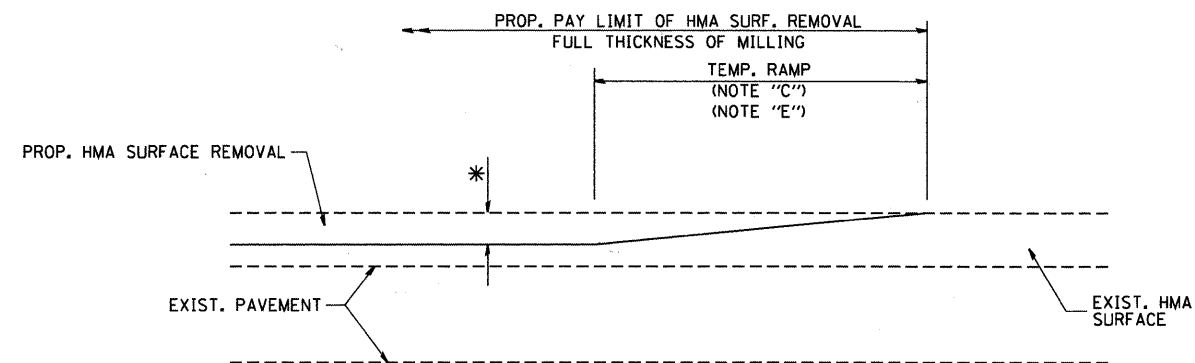
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

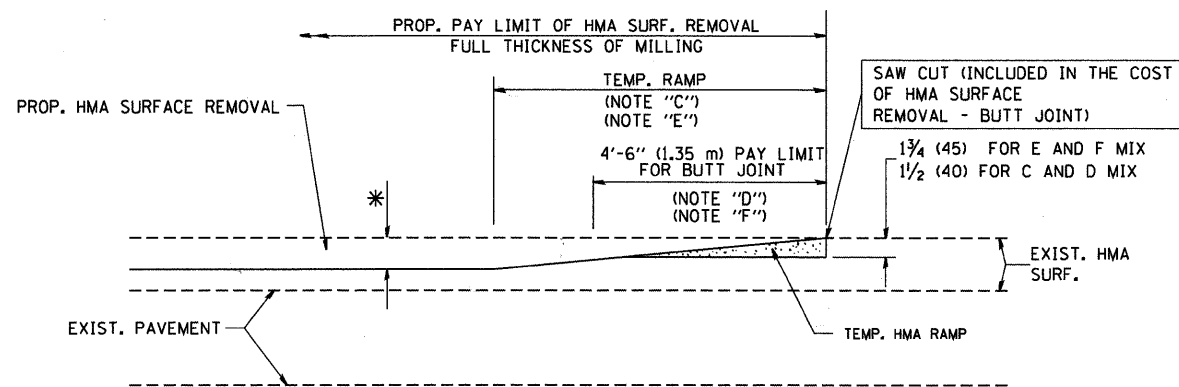
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - A. ABBAS 03-21-97			0195	09-00057-00-RS	LAKE	23	17		
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)			CONTRACT NO. 63331			
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)		



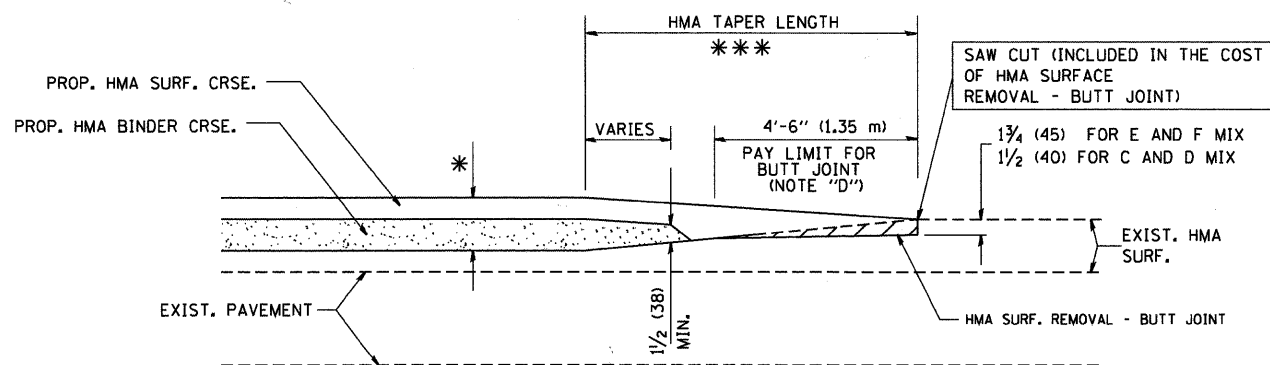
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



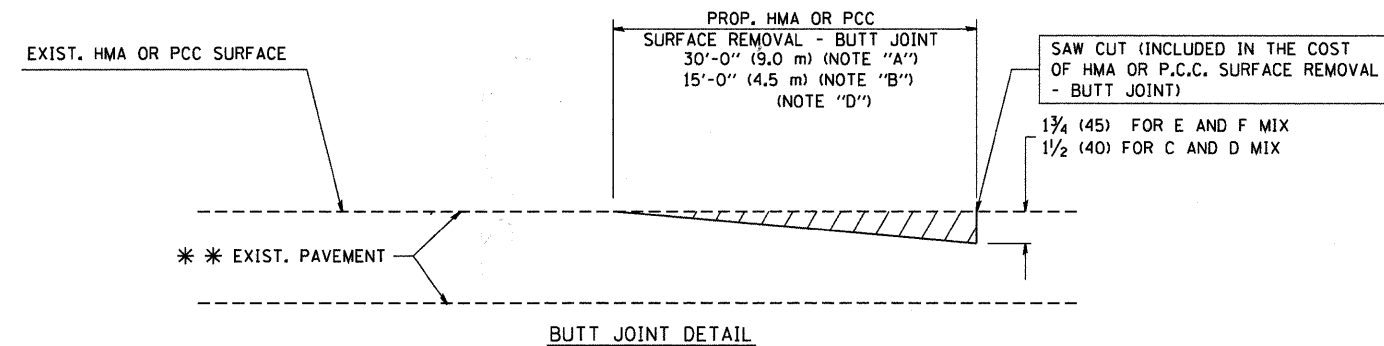
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

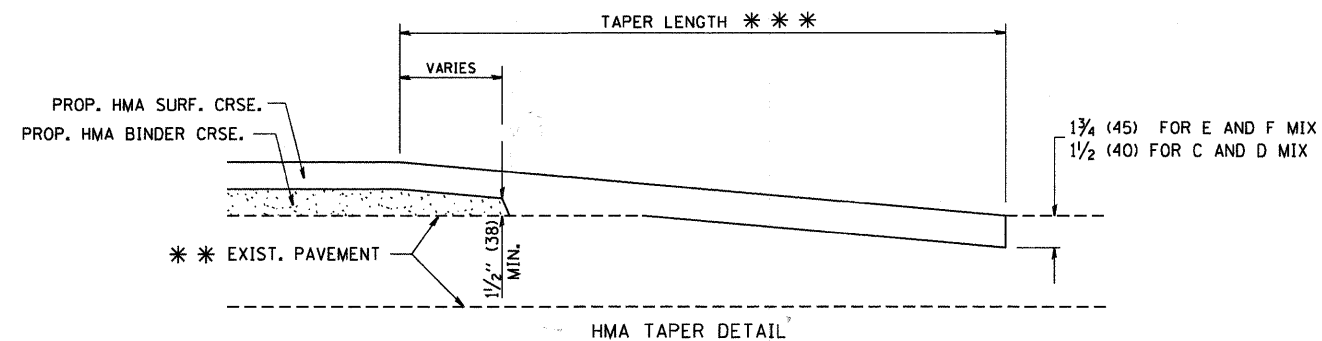


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

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

NOTES

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

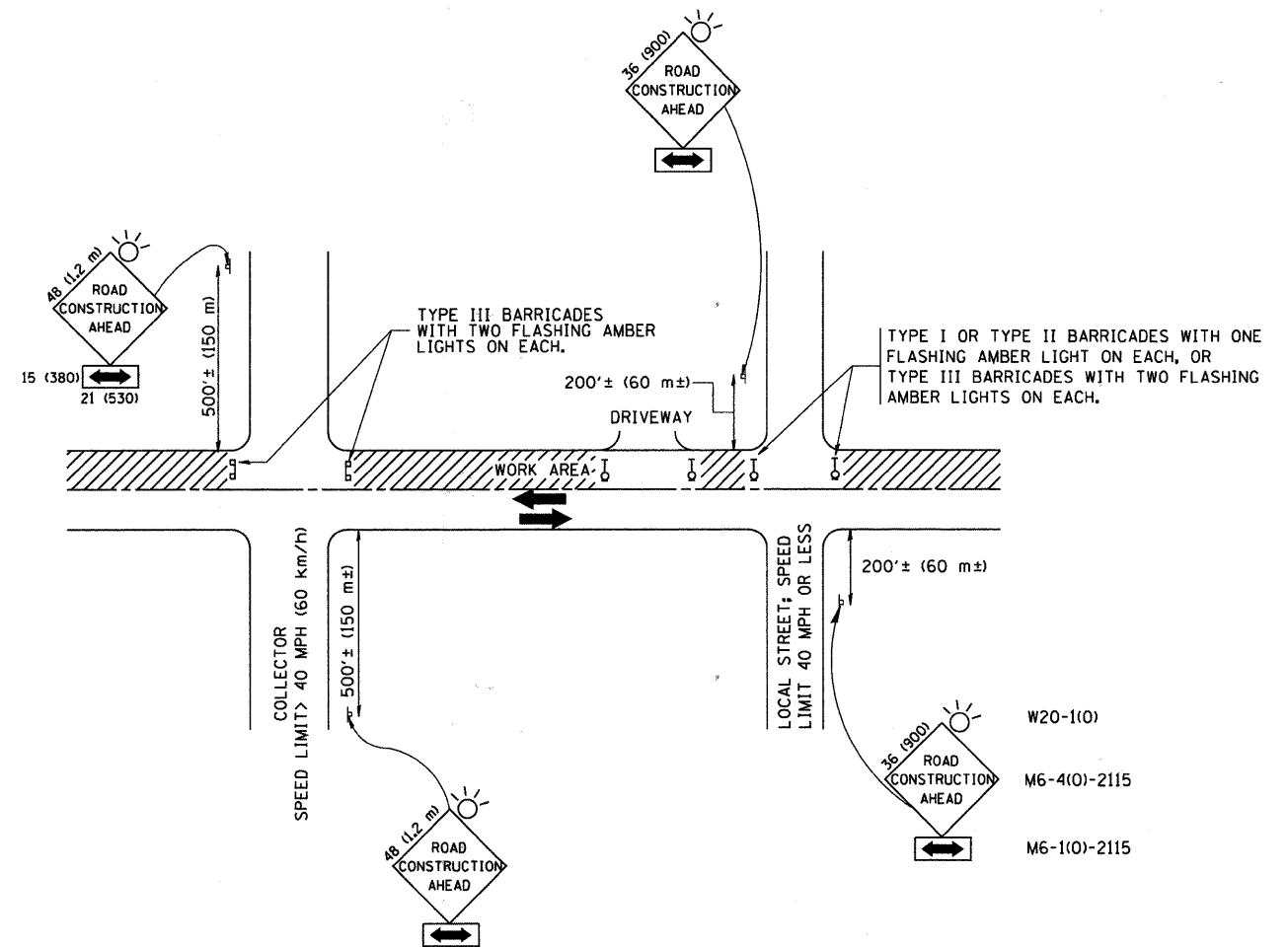
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	18
BD400-05 BD32			CONTRACT NO. 63331	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

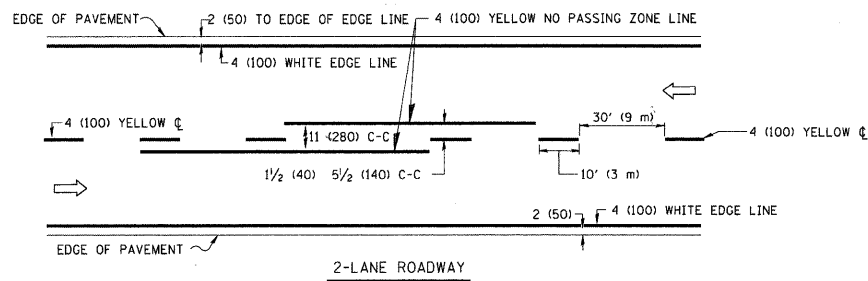
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

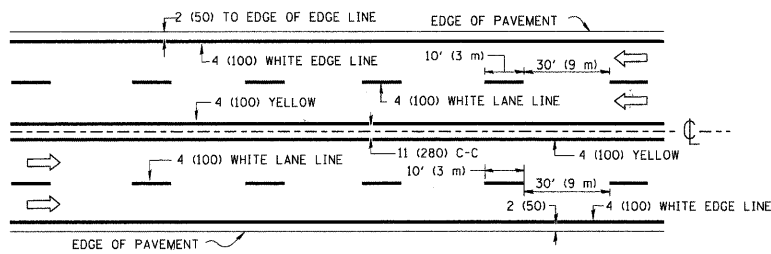
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

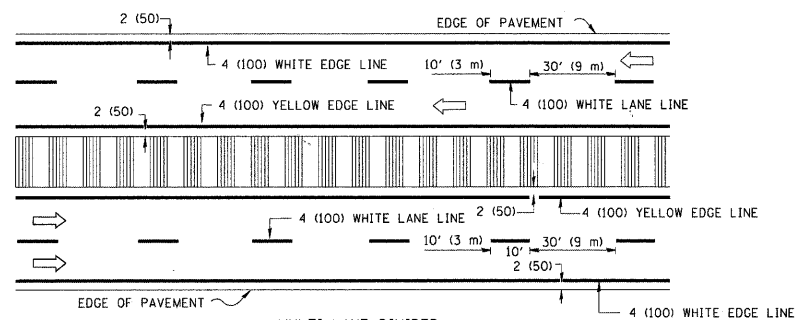
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0195	09-00057-00-RS	LAKE	23	19
TC-10			CONTRACT NO. 63331	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003(450)				



2-LANE ROADWAY



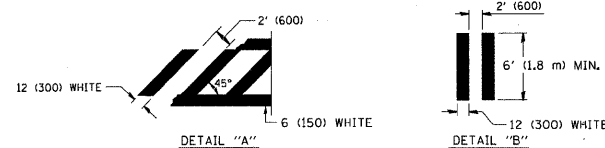
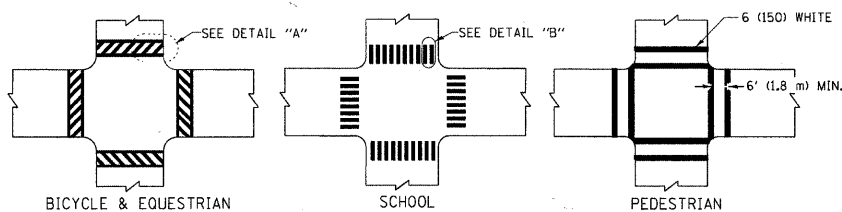
MULTI-LANE UNDIVIDED



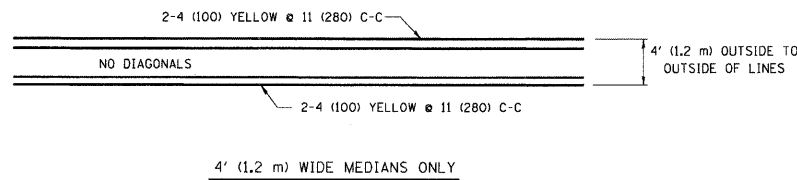
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

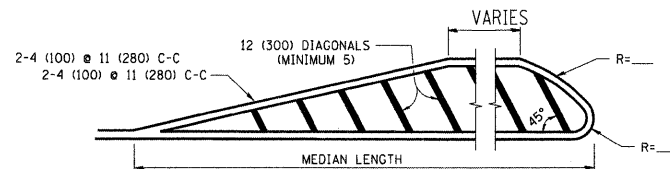
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



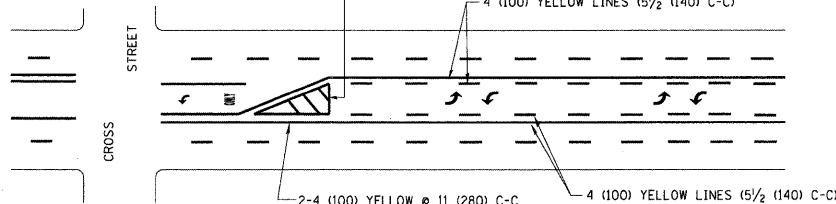
4' (1.2 m) WIDE MEDIANS ONLY



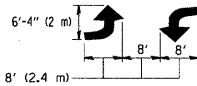
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

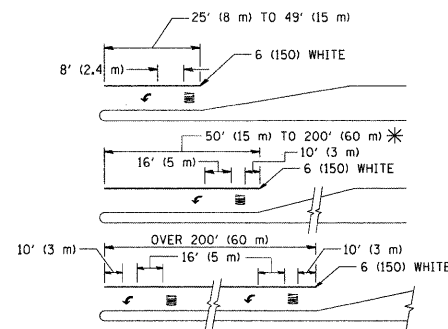


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

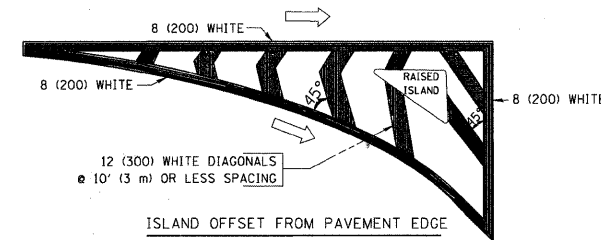


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

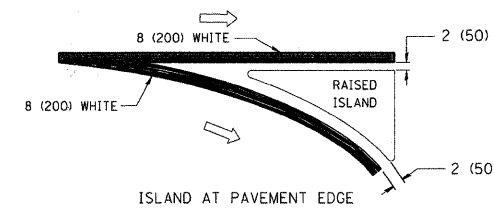
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ca:\pwork\p1dot\drivakosgn\d0108315\to3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

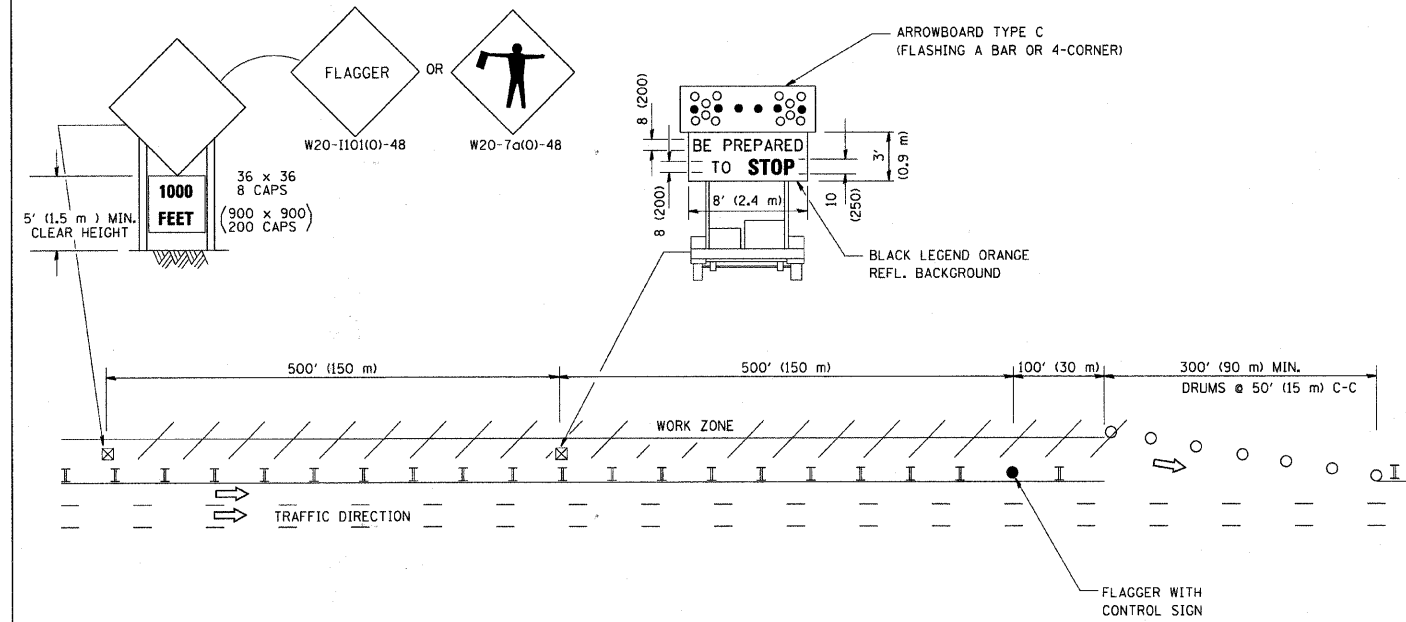
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	20
TC-13		CONTRACT NO. 63331		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)				
C-91-898-03				

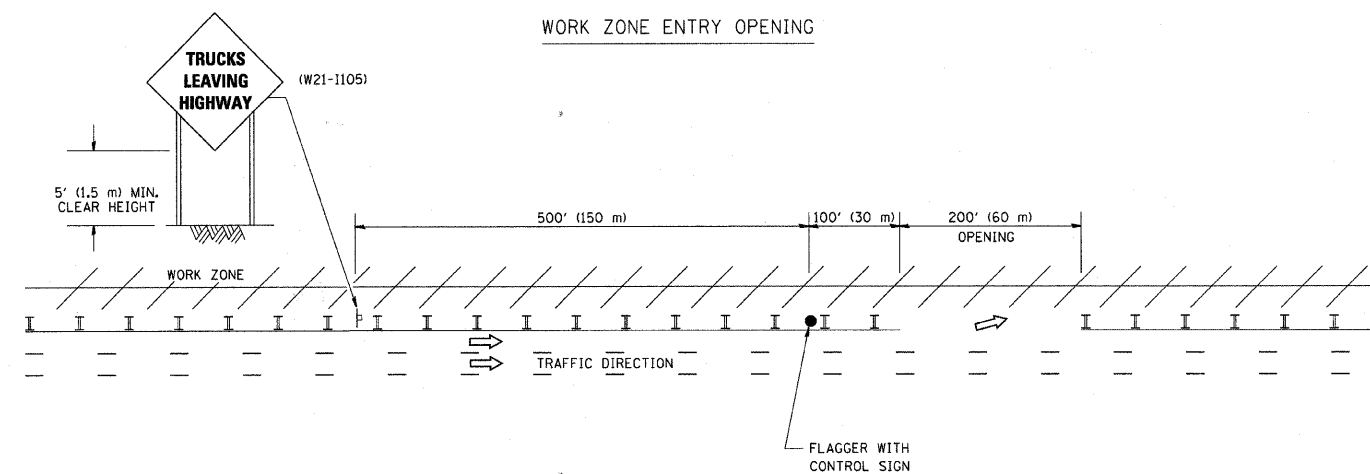
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

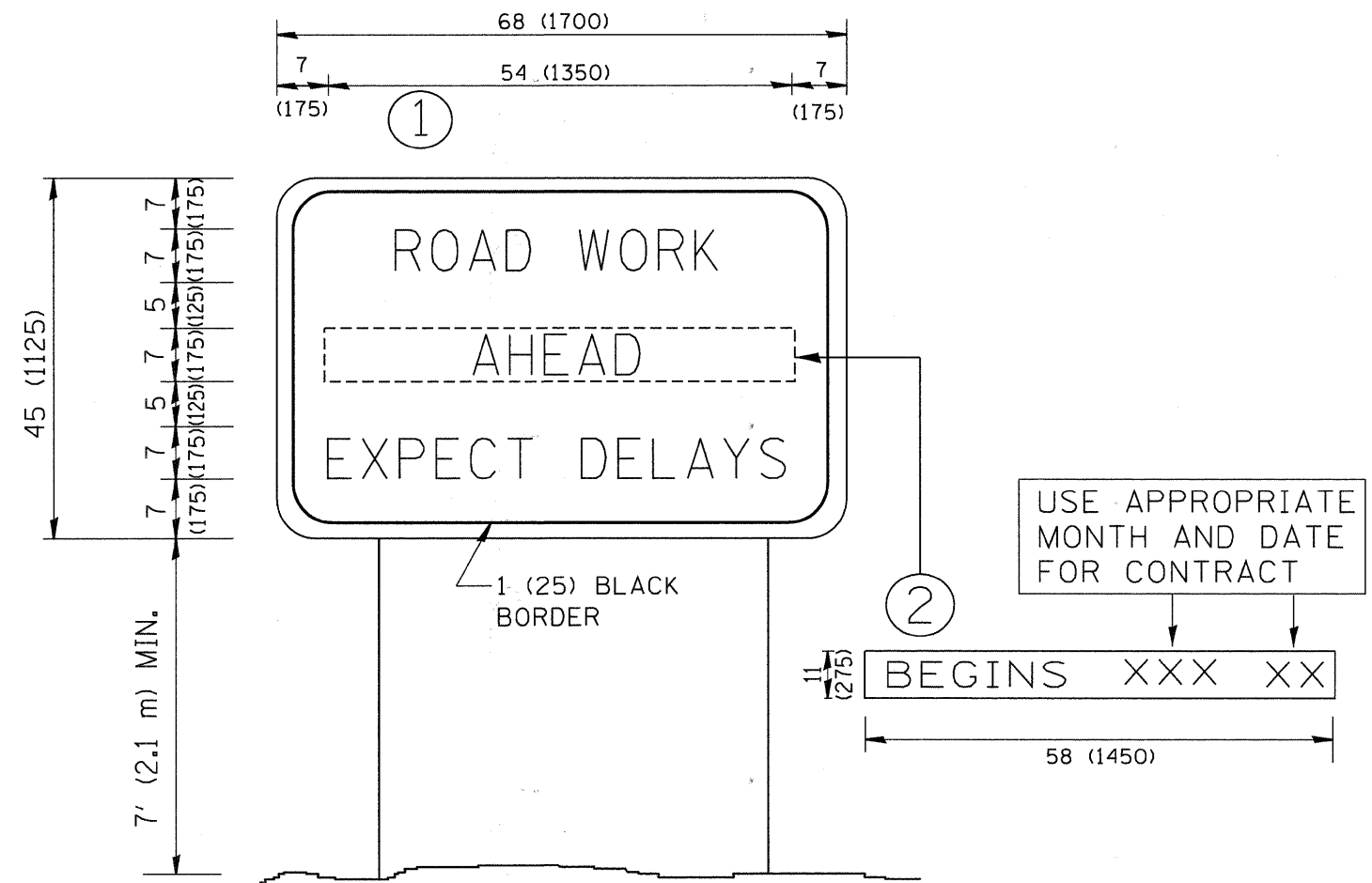
FILE NAME = W:\diststd\22x34\col8.dgn	USER NAME = jayso	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

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

F.A.R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0195	09-00057-00-RS	LAKE	23	21
TC-18		CONTRACT NO. 63331		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)				
C-91-898-09				



NOTES:

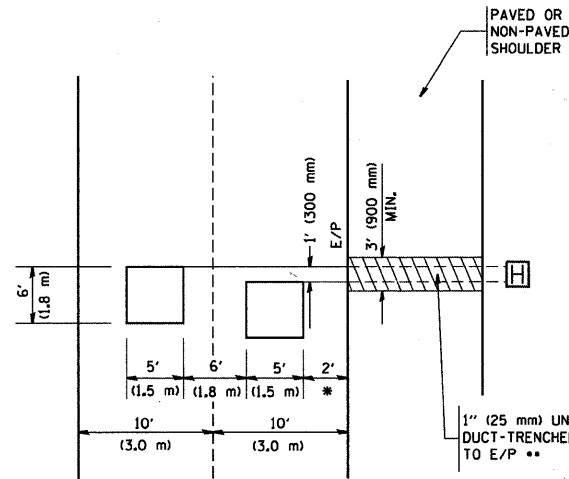
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gagliardi	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	0195	09-00057-00-RS	LAKE	23 22
		PLOT SCALE = 50,000' / IN.	REVISED - T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 63331	
		PLOT DATE = 1/4/2008	REVISED - C. JUCIUS 01-31-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)			

LOOPS NEXT TO SHOULDERS

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

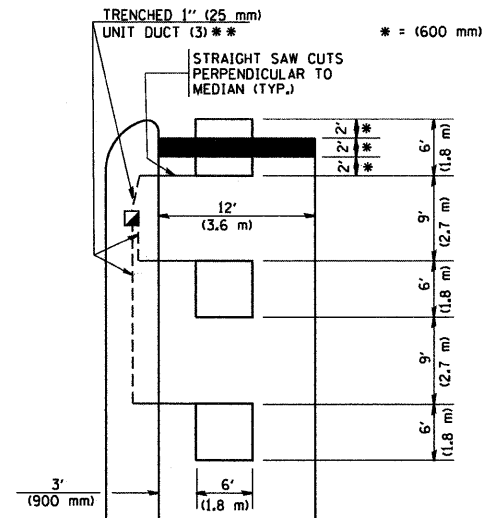


* = (600 mm)

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

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

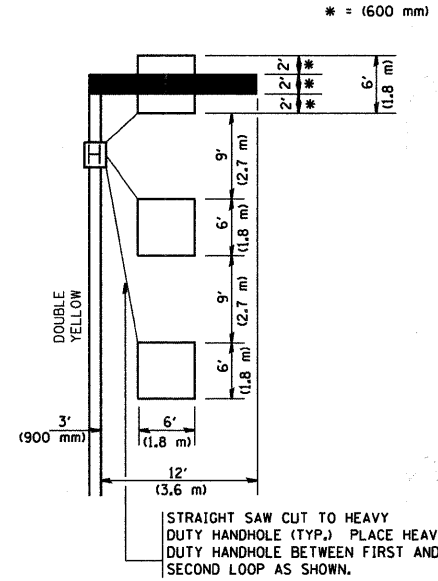
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

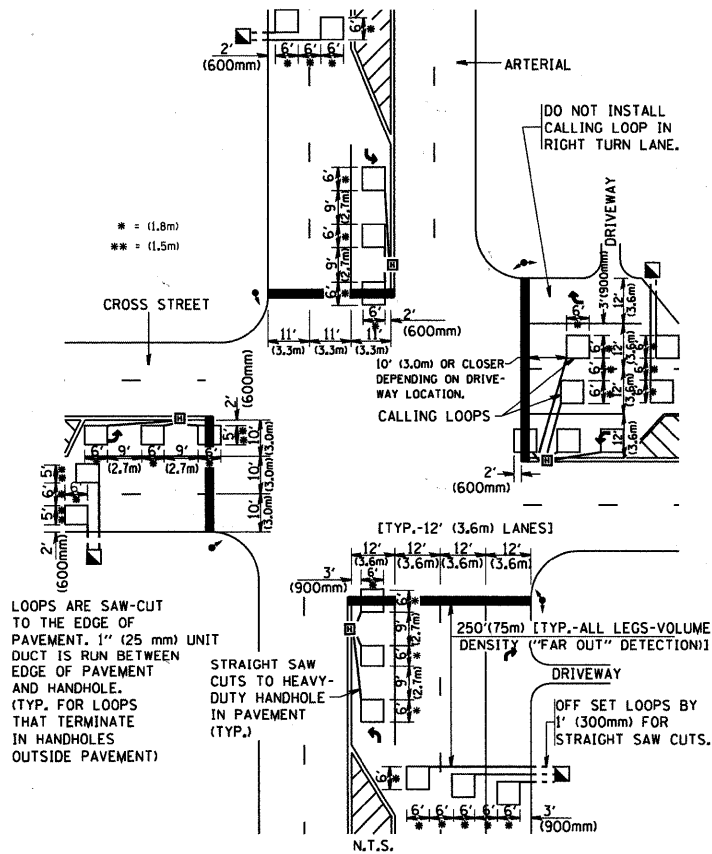
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



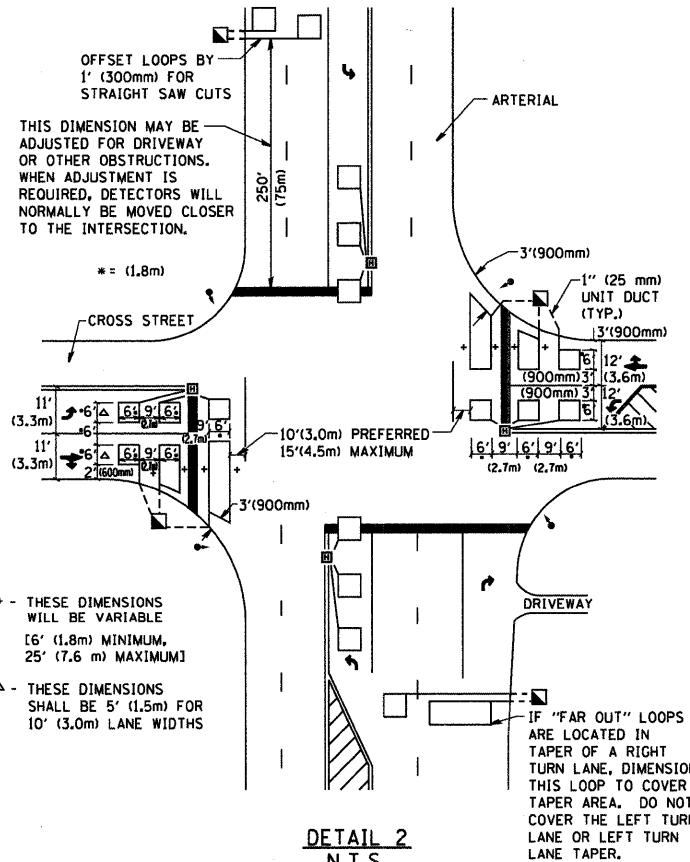
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A.U. RTE. 0195	SECTION 09-00057-00-RS	COUNTY LAKE	TOTAL SHEETS 23	SHEET NO. 23
PLOT SCALE = 50,0000' / IN.	CHECKED - R.K.F.	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TS-07		CONTRACT NO. 63331	
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT ARA-9003 (450)						
C-91-898-09											