

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00015-00RS	COOK	10	1
F.H.W.A. REG.	ILLINOIS	PROJECT	HPP-4065(004)	
CONTRACT NO. 83931				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

**VARIOUS LOCATIONS
ROADWAY RESURFACING
SECTION No. 07-00015-00-RS
PROJECT No. HPP-4065-(004)
VILLAGE OF STONE PARK
COOK COUNTY, ILLINOIS
C-91-302-07**



LOCATION OF SECTION INDICATED THIS:

VILLAGE OF STONE PARK

APPROVED 4/13 2007
Boniamuro Mazzella
MAYOR, VILLAGE OF STONE PARK

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

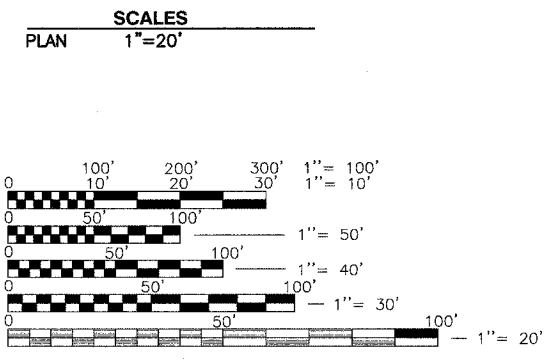
PASSED May 31 2007
Christopher Holt
DISTRICT #1 ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID
BASED ON LIMITED
REVIEW June 1 2007
Diane O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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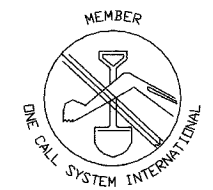


Harlan M. Doland
HARLAN M. DOLAND P.E., P.L.S.
ILLINOIS LICENSED PROFESSIONAL ENGINEER
NO. 062-048891
EXPIRATION DATE 11/30/07

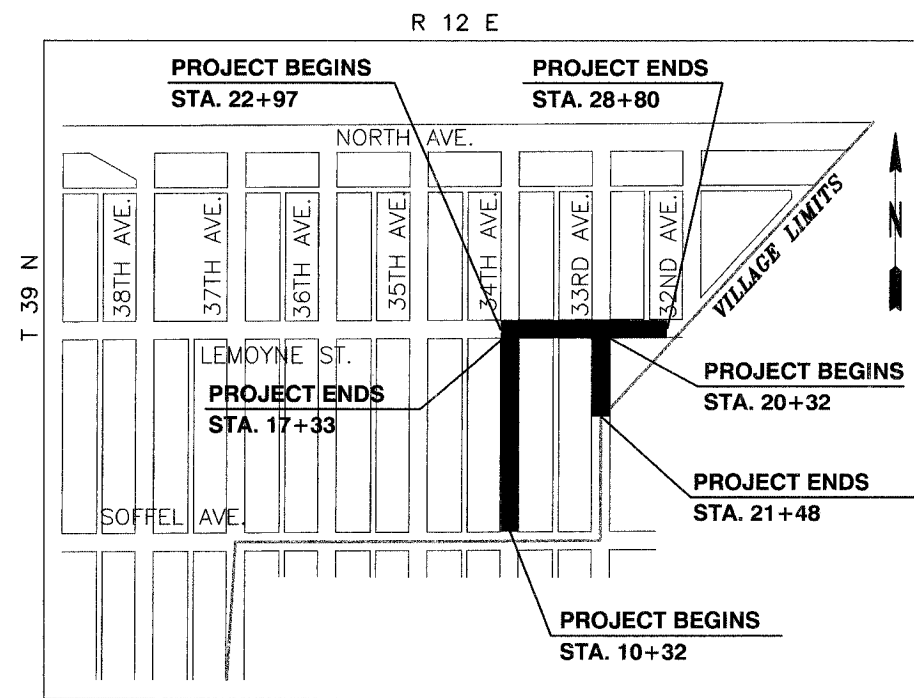
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FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



CALL J. U. L. I. E. BEFORE YOU DIG
1-800-892-0123
TOLL FREE



PROVISO TOWNSHIP
N.T.S.

GROSS LENGTH OF PROJECT = 1400 FEET 0.27 MILES
NET LENGTH OF PROJECT = 1400 FEET 0.27 MILES

SPEED LIMIT
POSTED SPEED: 20 MPH
DESIGN SPEED: 20 MPH
ADT: 1600

FEDERAL AID DESIGN ENGINEER: ABIGAIL WILGREEN 847-705-4233

CONTRACT NO. 83931

STANDARD SYMBOLS

⊙	EXISTING MANHOLE	8"	EXISTING SANITARY SEWER (SAN. S.) WITH SIZE SHOWN
⊙	PROPOSED MANHOLE	8" ^{SAN} >	EXISTING SANITARY SEWER WITH SIZE AND DIRECTION SHOWN
○	EXISTING CATCH BASIN	12"	PROPOSED SANITARY SEWER
●	PROPOSED CATCH BASIN	12" ST >	EXISTING STORM SEWER (ST. S.) WITH SIZE SHOWN
▣	EXISTING INLET	OR	EXISTING STORM SEWER WITH SIZE AND DIRECTION SHOWN
▣	PROPOSED INLET	8"W	PROPOSED STORM SEWER
▣	EXISTING VALVE VAULT	12" ^W >	EXISTING WATER (W) OR GAS (G) MAIN WITH SIZE SHOWN
▣	PROPOSED VALVE AND VAULT	E	PROPOSED WATER MAIN
▣	EXISTING METER PIT	IBT	EXISTING UNDERGROUND ELECTRICAL CABLE OR CONDUIT
▣	PROPOSED METER PIT	---	EXISTING UNDERGROUND TELEPHONE CABLE OR CONDUIT
▣	EXISTING VALVE BOX (G - GAS, W - WATER)	---	EXISTING R.O.W. LINE
▣	PROPOSED VALVE & C.I. BOX	---	PROPOSED R.O.W. LINE
▣	EXISTING CURB STOP BOX	====	EXISTING CURB AND GUTTER AND EXIST. C & G TO BE REMOVED
▣	PROPOSED CURB STOP & C.I. BOX	====	PROPOSED CURB AND GUTTER
▣	EXISTING FIRE HYDRANT	---	EXISTING CURB AND EXIST. CURB TO BE REMOVED
▣	PROPOSED FIRE HYDRANT WITH AUX. VALVE & C.I. BOX	---	PROPOSED CURB
▣	EXISTING STREET OR TRAFFIC SIGN	---	EXISTING WALK, DRIVE, PAV'T. OR TRAVELED WAY
▣	EXISTING TRAFFIC SIGNAL	---	EXISTING CONC. WALK, DRIVE OR PAV'T. TO BE REMOVED
▣	EXISTING MAIL BOX	---	PROPOSED PAVEMENT REPLACEMENT
▣	EXISTING LIGHT POLE	---	PROPOSED P.C.C. SIDEWALK OR DRIVEWAY
▣	EXISTING TRAFFIC SIGNAL CONTROL BOX	---	DECIDUOUS TREE WITH DIA. SHOWN
▣	EXISTING HANDHOLE	---	EVERGREEN TREE WITH DIA. SHOWN
▣	EXISTING ELECTRIC VAULT	---	BUSHES
▣	EXISTING POWER POLE	---	SHRUB
▣	EXISTING TELEPHONE MH		
▣	TELEPHONE PEDESTAL		
×	SCRIBED X		
△	EXISTING FLOOD LIGHT		
△	TREE STUMP		
△	PK, CONTROL PT		
□	HUB AND TACK		
○	FOUND IP		
⊙	EXISTING MONITORING WELL		

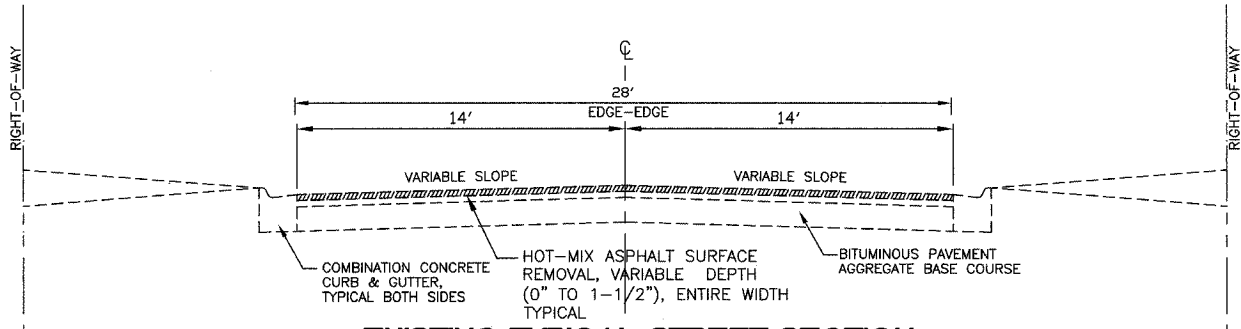
GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY ALL LOCAL UTILITY COMPANIES INCLUDING:
 - "JULIE" (service locates) 1-800-892-0123
 - COMMONWEALTH EDISON COMPANY 1-800-334-7661
 - AMERITECH 1-800-698-4200
 - NORTHERN ILLINOIS GAS COMPANY 1-708-544-5707
 - CABLEVISION OF CHICAGO 1-708-383-9110
 - STONE PARK WATER DEPARTMENT 1-708-450-3208
- CONTRACTOR SHALL NOTIFY THE MUNICIPALITY AND THE ENGINEER A MINIMUM OF 24 HOURS IN ADVANCE OF PERFORMING ANY WORK. RENOTIFICATION SHALL BE REQUIRED IF ANY PHASE OF WORK IS SUSPENDED FOR MORE THAN TWO (2) DAYS.
- THE FOLLOWING CODES AND STANDARDS, AS APPLICABLE, SHALL GOVERN CONSTRUCTION UNDER THIS CONTRACT:
 - A. STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, LATEST EDITION AND ALL SUBSEQUENT REVISIONS THERETO, HEREINAFTER REFERRED TO AS THE HIGHWAY STANDARDS.
 - B. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", LATEST EDITION AND ALL SUBSEQUENT REVISIONS THERETO, HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS.
 - C. THESE "GENERAL NOTES".
- UTILITIES SHOWN IN THE PLANS ARE FOR THE CONTRACTOR'S CONVENIENCE AND ARE APPROXIMATE ONLY. THE UTILITIES ARE LOCATED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY IN THE FIELD ALL TYPES, SIZES AND LOCATIONS OF EXISTING UTILITIES.

CAUTION: THERE MAY BE OVERHEAD AND BURIED POWER LINES WHICH COULD POSSIBLY INTERFERE OR BE A SAFETY HAZARD WITH EQUIPMENT OPERATIONS.
- WHEN LOOSE MATERIAL IS DEPOSITED IN DITCHES OR GUTTERS, IT SHALL BE REMOVED BEFORE THE END OF EACH WORKING DAY. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO RESTORE ALL FEATURES DISTURBED DURING CONSTRUCTION TO THEIR ORIGINAL STATE, OR BETTER. ALL RESTORATION WORK REQUIRED BEYOND THE SCOPE OF THE PLANS AND SPECIFICATIONS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE UNLESS WORK WAS DONE AT THE DIRECTION OF THE OWNER OR ENGINEER AND COMPENSATION WAS AGREED UPON PRIOR TO EXECUTION OF WORK.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL NECESSARY PAVEMENT OPENINGS AND CONSTRUCTION DEBRIS LEFT IN THE PUBLIC RIGHT-OF-WAY WITH LIGHTED DEVICES. THE CONTRACTOR SHALL MAINTAIN HIGH VISIBILITY OF ALL TEMPORARY HAZARDS TO PEDESTRIANS AND MOTORISTS. REMOVAL OF ANY SUCH TEMPORARY HAZARDS SHALL BE DONE AS SOON AS POSSIBLE.
- ANY MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR, UNLESS OTHERWISE SPECIFIED. COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. MAIL SERVICE SHALL NOT BE DISRUPTED DURING CONSTRUCTION.
- PLACEMENT OF TOPSOIL AND SEEDING OR SODDING SHALL BE COMPLETED WITHIN 10-15 DAYS AFTER THE COMPLETION OF CURB AND GUTTER, PAVING AND/OR DRIVEWAY REPLACEMENT OPERATIONS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- THE EDGES OF ALL IMPROVED SURFACES WHICH ARE DISTURBED DURING CONSTRUCTION SHALL BE SAW CUT PRIOR TO RESTORATION. ANY SAW CUTTING OF PAVEMENT PATCHES, CONCRETE CURBS, SIDEWALKS, OR ANY OTHER AREAS NECESSARY TO COMPLETE THIS PROJECT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL STREETS USED BY THE CONTRACTOR, SUB-CONTRACTORS, AND SUPPLIERS CLEAN AND FREE OF ALL DIRT, MUD, AND OTHER CONSTRUCTION DEBRIS, AND WILL BE REQUIRED TO CLEAN THEM AS IS NECESSARY IN ORDER TO MAINTAIN THEM IN A SAFE, DRIVABLE CONDITION. THE CONTRACTOR SHALL BE ESPECIALLY RESPONSIVE TO REQUESTS FROM THE ENGINEER, ENGINEER'S REPRESENTATIVE, DIRECTOR OF PUBLIC WORKS, SUPERINTENDENT OF STREETS, POLICE AND FIRE DEPARTMENTS, OR ANY OFFICIAL OF THE OWNER TO PRACTICE GOOD HOUSEKEEPING THROUGHOUT THE DURATION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, UNLESS OTHERWISE SPECIFIED.
- THE QUANTITIES FOR HMA REPLACEMENT OVER PATCH AND CURB & GUTTER REMOVAL & REPLACEMENT WILL NOT EXCEED THE QUANTITIES LISTED IN THE SUMMARY OF QUANTITIES.

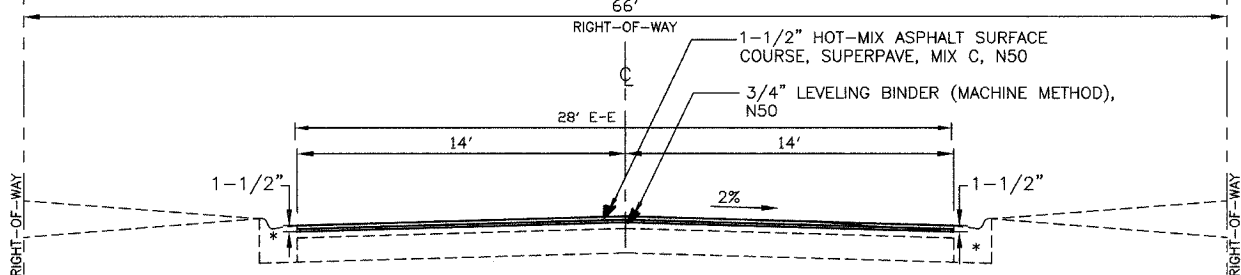
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00015-00RS	COOK	10	2
F.H.W.A. REG.	ILLINOIS	PROJECT HPP-4065	CONTRACT NO. 83931	

STATE STANDARDS	
NUMBER	DESCRIPTION
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W MOVING OPERATIONS - DAY ONLY
701801-03	LANE CLOSURE, 1W, 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES



EXISTING TYPICAL STREET SECTION

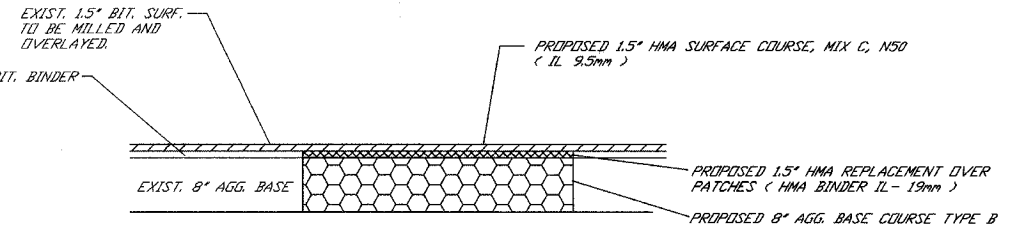
LEMOYNE STREET - STA. 22+97 TO 28+80
 33RD AVENUE - STA. 20+32 TO 21+48
 34TH AVENUE - STA. 10+32 TO 17+33



PROPOSED TYPICAL STREET SECTION

* COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT LIMITS WILL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION, TYPICAL BOTH SIDES

LEMOYNE STREET - STA. 22+97 TO 28+80
 33RD AVENUE - STA. 20+32 TO 21+48
 34TH AVENUE - STA. 10+32 TO 17+33



- PATCHING AREAS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- REMOVAL OF EXISTING BIT. SURF., BIT. BINDER AND AGG. BASE TO BE PAID FOR AS EARTH EXCAVATION.
- AGG. BASE COURSE TYPE B AND 1.5" HMA REPLACEMENT OVER PATCHES TO BE PAID FOR BY THE TON.

PATCHING DETAIL

N.T.S.

RESTORATION

- ALL DISTURBED LANDSCAPE AREAS SHALL BE RESTORED AS FOLLOWS (INCIDENTAL TO THE CONTRACT):
 - A. TOPSOIL PLACEMENT, 4", CONFORMING TO SECTION 211 OF THE HIGHWAY STANDARDS.
 - B. SEEDING, CLASS 1, CONFORMING TO SECTION 250
 - C. MULCH, METHOD 1, CONFORMING TO SECTION 251 OF THE HIGHWAY STANDARDS.

HMA Mixture Requirements		
Item	AC Type	Voids
Hot - Mix Asphalt Surface Course, Mix C, N50 (IL-9.5 mm)	PG 64-22	4% @ 50 Gyr
Leveling Binder (Machine Method), N50 (IL-9.5 mm)	PG 64-22/ 58-22	4% @ 50 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.YD./IN.
 WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

REVISIONS		
NO.	ITEM	DATE
1	PER IDOT REVIEW	4/2/07

SCALE:	N/A
DRAWN BY:	EB,AG
CHECKED BY:	HMD
DATE:	2-12-07

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TYPICAL SECTIONS, STANDARD SYMBOLS, AND GENERAL NOTES
2007 ROADWAY RESURFACING PROJECT
 VILLAGE OF STONE PARK JOB NUMBER: 02-28-07-005 COOK COUNTY, ILLINOIS
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ITEM NUMBER	ITEMS	UNIT	QUANTITY			
			1000	LEMOYNE	34TH	33RD
20200100	EARTH EXCAVATION	CU YD	296	140	134	22
35101400	AGGREGATE BASE COURSE TYPE B	TON	424	200	192	32
40600100	BITUMINOUS MATERIALS(PRIME COAT)	GAL	722	341	326	55
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	271	128	122	21
40600982	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	S.Y.	84	57	13	14
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	82	39	37	6
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	404	191	182	31
44000198	HOT- MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	S.Y.	4725	2218	2156	351
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	655	0	561	94
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	11	11	0	0
67100100	MOBILIZATION	L SUM	1			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1			
* 78000400	THERMOPLASTIC PAVEMENT MARKING LINE 6"	FOOT	456	456	0	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING LINE 24"	FOOT	70	42	14	14

* - SPECIALITY ITEM

REVISIONS		
NO.	ITEM	DATE
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SCALE:	N/A
DRAWN BY:	EB,AG
CHECKED BY:	HMD
DATE:	2-12-07

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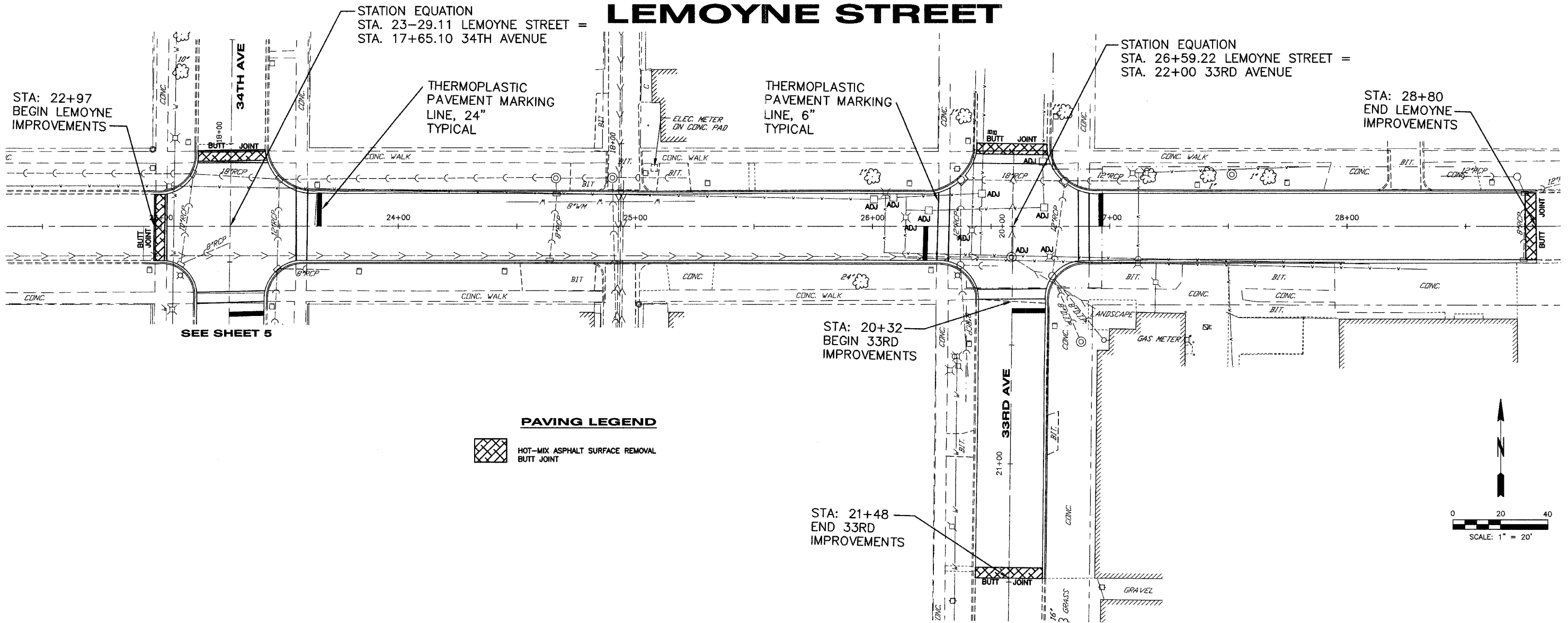
SUMMARY OF QUANTITIES			
2007 ROADWAY RESURFACING PROJECT			
VILLAGE OF STONE PARK	JOB NUMBER: 02-28-07-005	COOK COUNTY, ILLINOIS	
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FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00015-00RS	COOK	10	4
F.H.W.A. REG.	ILLINOIS	PROJECT	HPP 4065(004)	
CONTRACT NO. 83931				

LEMOYNE STREET

STATION EQUATION
 STA. 23-29.11 LEMOYNE STREET =
 STA. 17+65.10 34TH AVENUE

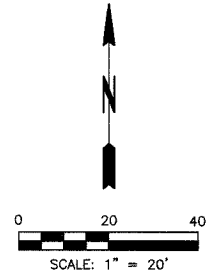
STATION EQUATION
 STA. 26+59.22 LEMOYNE STREET =
 STA. 22+00 33RD AVENUE



SEE SHEET 5

PAVING LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL
- BUTT JOINT



REVISIONS		
NO.	ITEM	DATE
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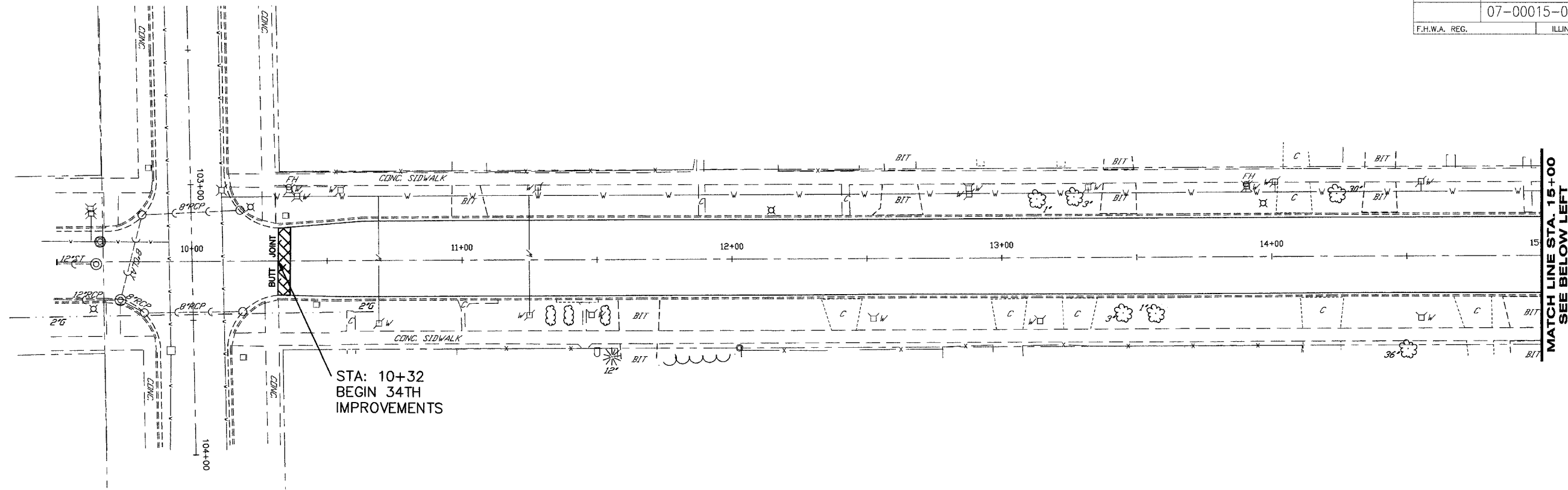
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LEMOYNE ST. BETWEEN 32ND-34TH & 33RD AVE. FROM LEMOYNE ST. TO VILLAGE LIMITS
2007 ROADWAY RESURFACING PROJECT
 VILLAGE OF STONE PARK JOB NUMBER: 02-28-07-005 COOK COUNTY, ILLINOIS
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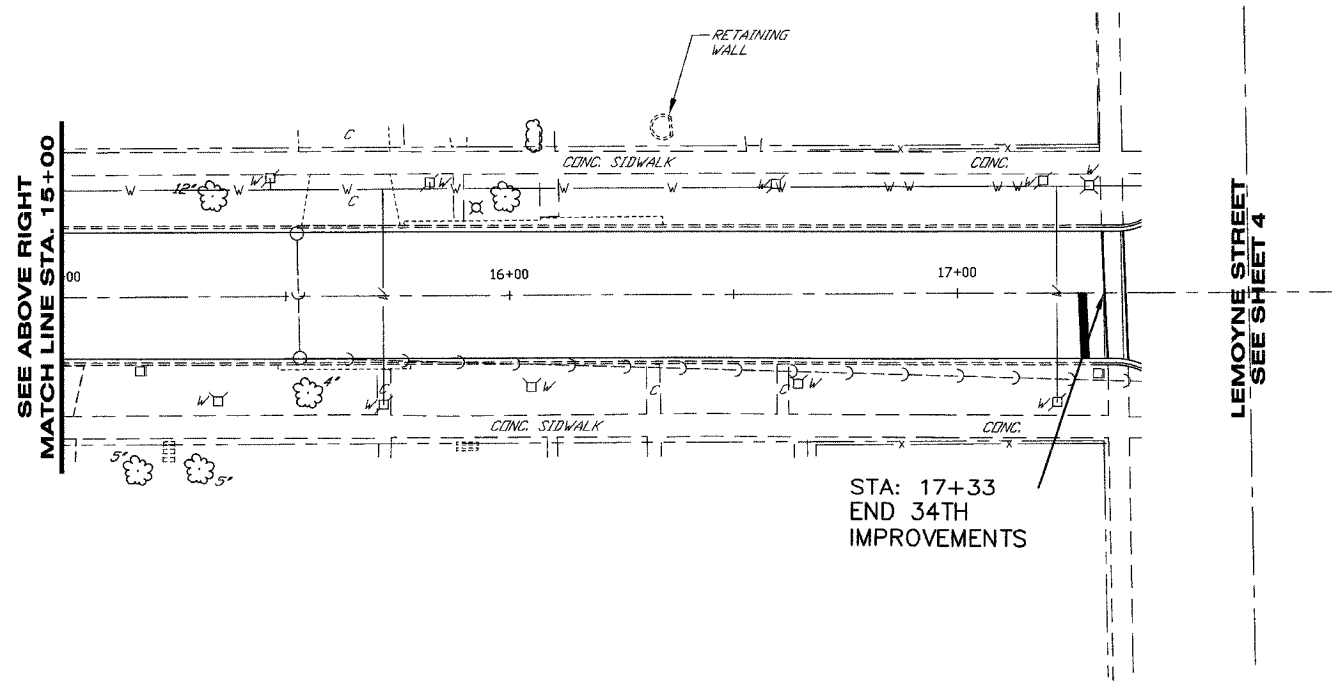
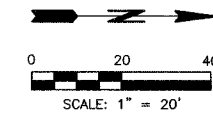
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	07-00015-00RS	COOK	10	5
F.H.W.A. REG.	ILLINOIS	PROJECT	HPP 4065(004)	
CONTRACT NO. 83931				



STA: 10+32
BEGIN 34TH
IMPROVEMENTS

34TH AVE (FROM SOFFEL-LEMOYNE)



STA: 17+33
END 34TH
IMPROVEMENTS

PAVING LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL
- BUTT JOINT

REVISIONS		
NO.	ITEM	DATE
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CHECKED BY:	HMD
DATE:	2-12-07

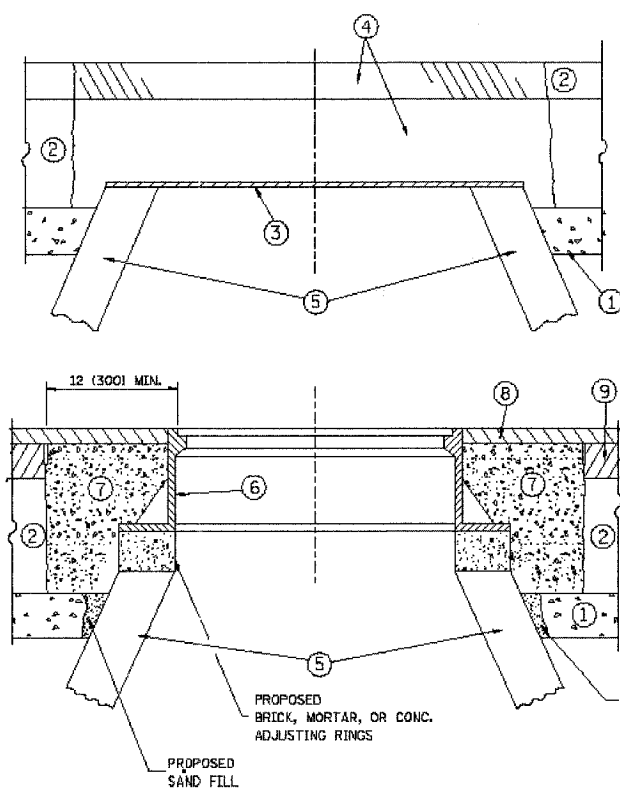
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34TH AVE. FROM LEMOYNE ST. TO SOFFEL AVE.
2007 ROADWAY RESURFACING PROJECT
VILLAGE OF STONE PARK JOB NUMBER: 02-28-07-005 COOK COUNTY, ILLINOIS

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of
10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00015-00RS	COOK	10	6
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
CONTRACT NO. B3931				



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 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 S1 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 S1 CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: 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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

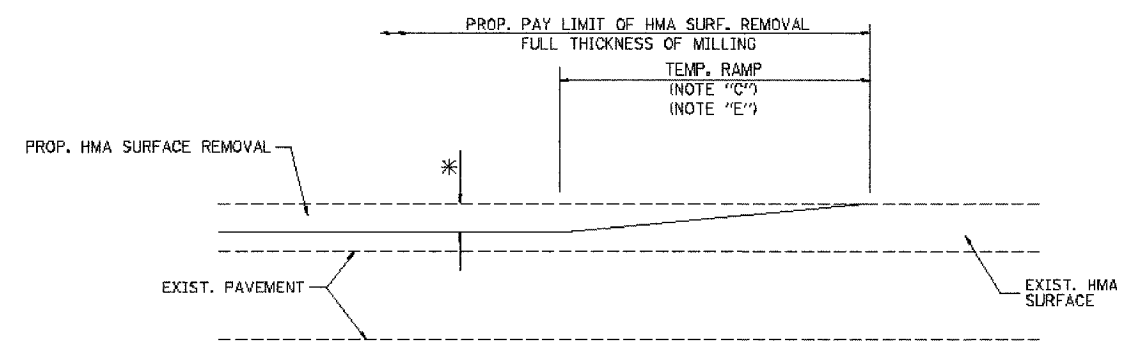
REVISIONS	
NAME	DATE
R. SHAH	10/26/94
R. SHAH	01/30/99
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 1/18/2007
DRAWN BY
CHECKED BY

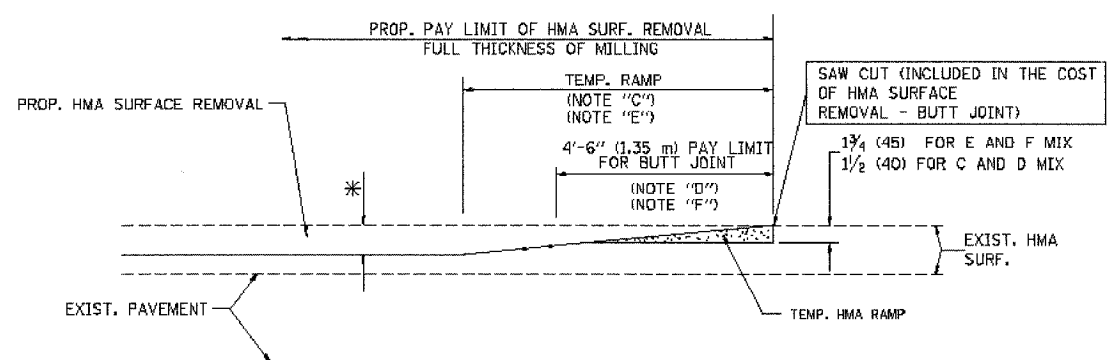
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USER NAME = architecture

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	07-00015-00RS	COOK	10	8
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83931				



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

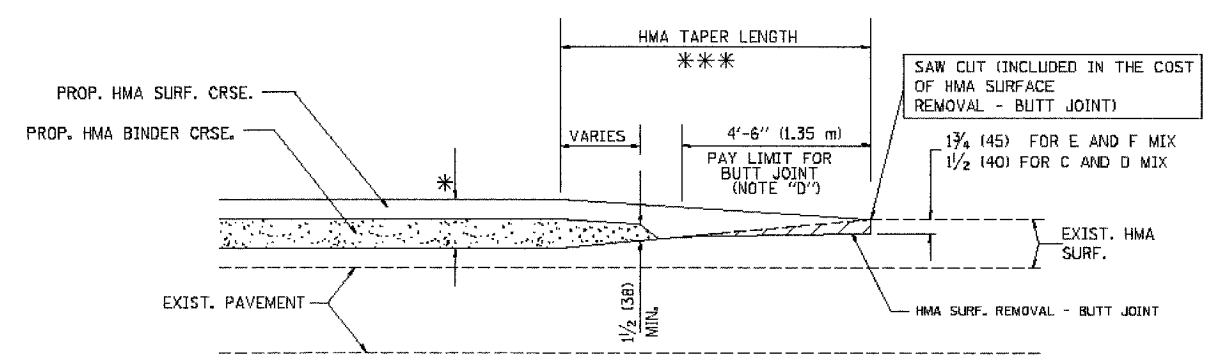
OPTION 1



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

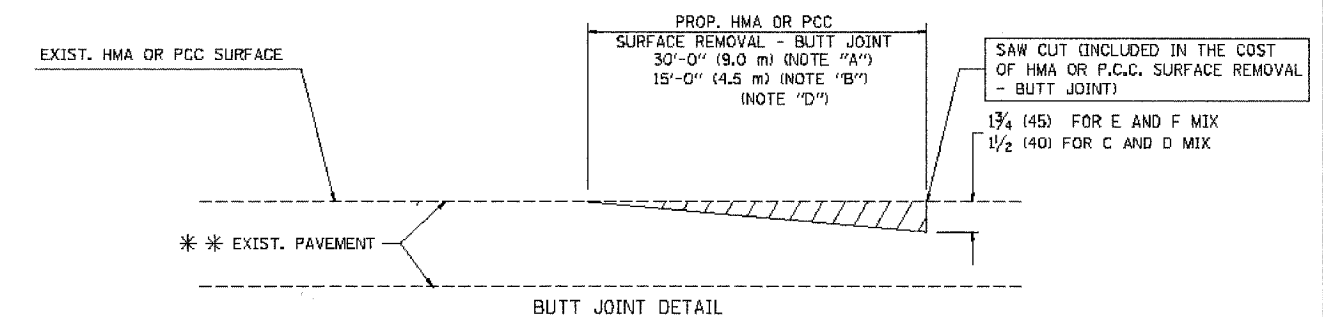
OPTION 2

TYPICAL TEMPORARY RAMP

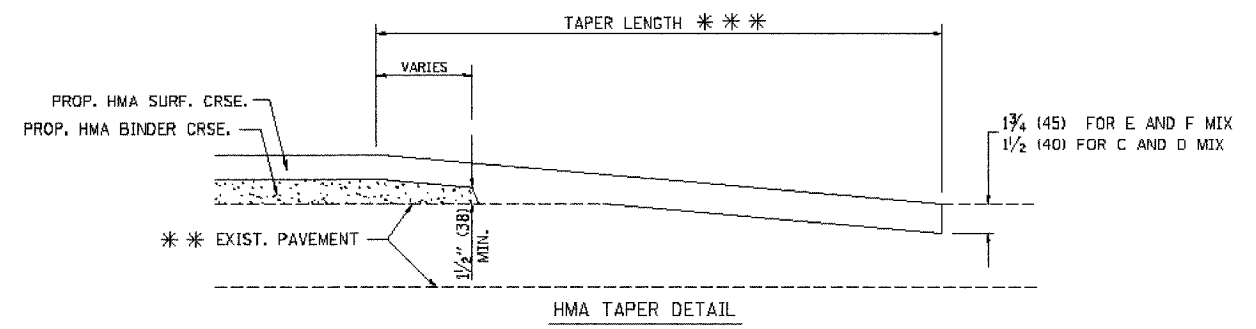


BUTT JOINT AND HMA TAPER

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")

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

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".

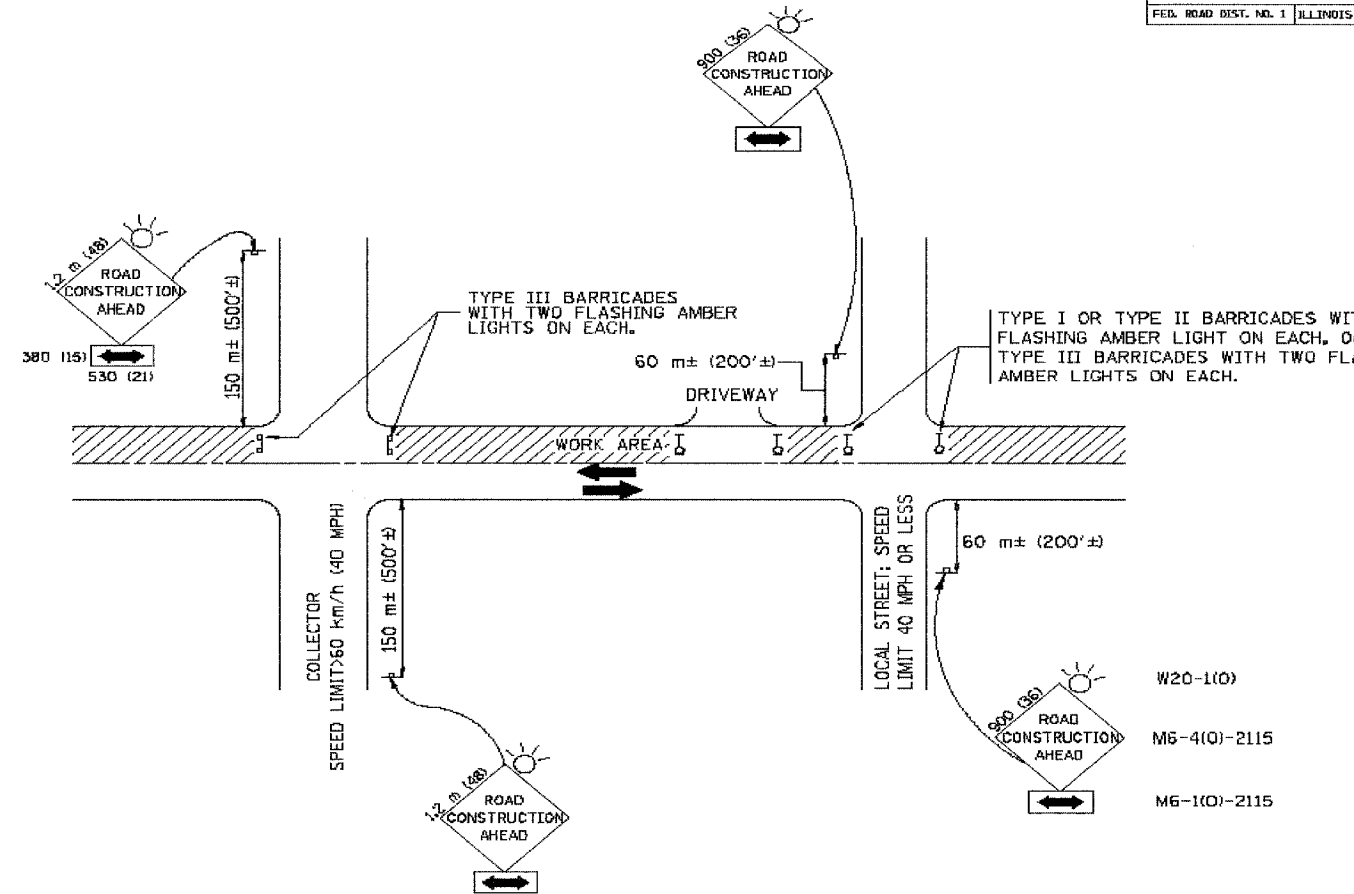
REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ. 1/8"=1'-0"
PLOT DATE: 1/18/2007
DRAWN BY
CHECKED BY

PLOT DATE: 1/18/2007
FILE NAME: C:\pave\resurf\details\bd32.dgn
PLOT SCALE: 1/8"=1'-0"
PLOT DATE: 1/18/2007



W20-1(0)
M6-4(0)-2115
M6-1(0)-2115

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

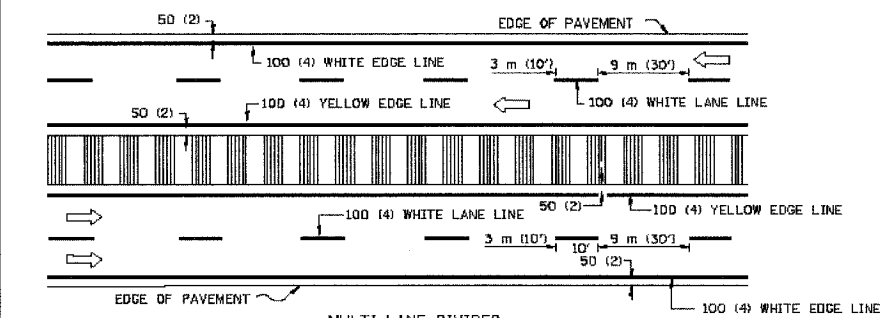
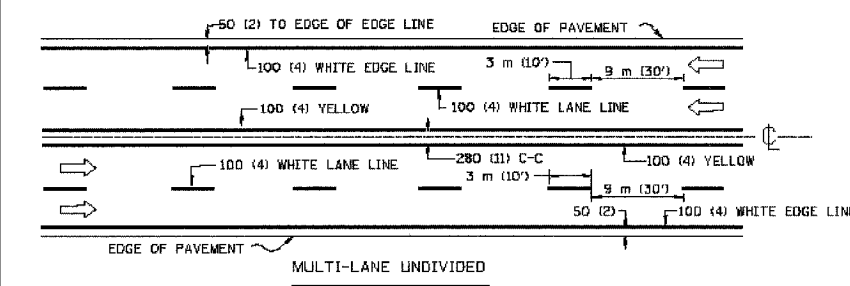
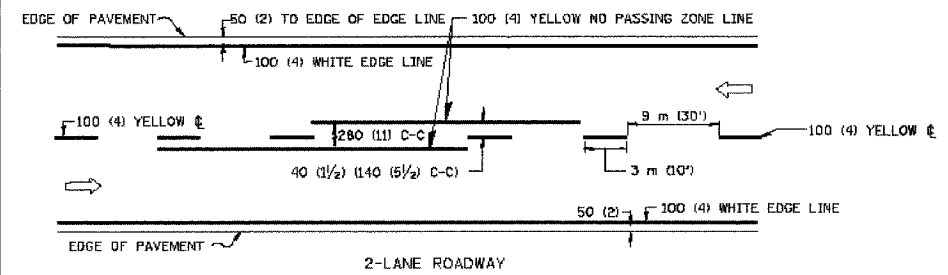
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS:
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - 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. 701506 OR THE APPROPRIATE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH 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 SPECIFIC TRAFFIC CONTROL STANDARDS OR ITEMS.

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

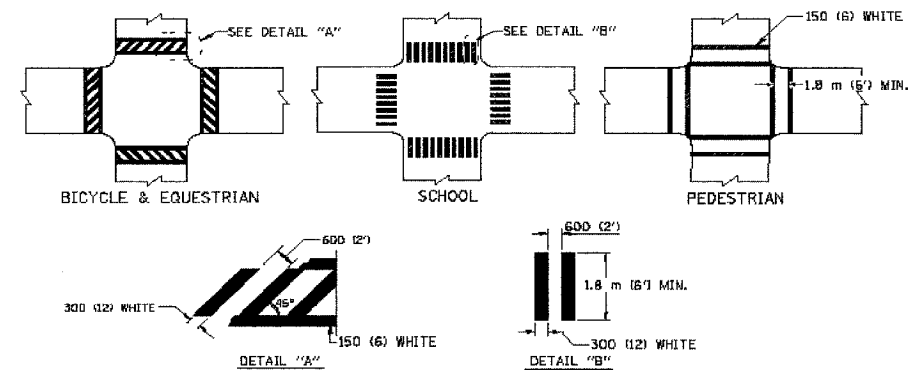
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION
FOR
SIDE ROADS, INTERSECTIONS AND DRIVEWAYS

SCALE: VERT. 1"=10'
HORIZ. 1"=100'
DATE 10/18/2002

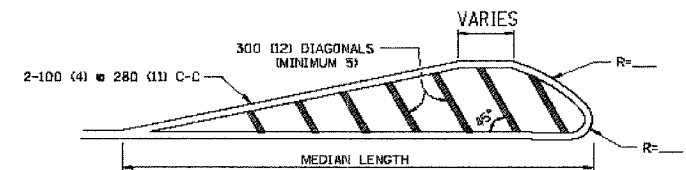
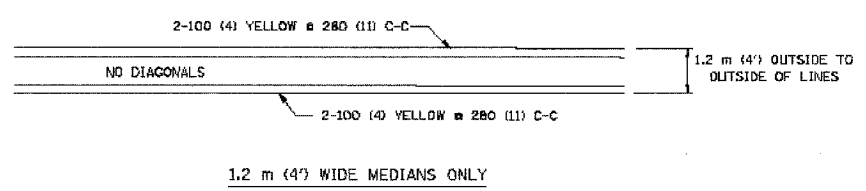


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



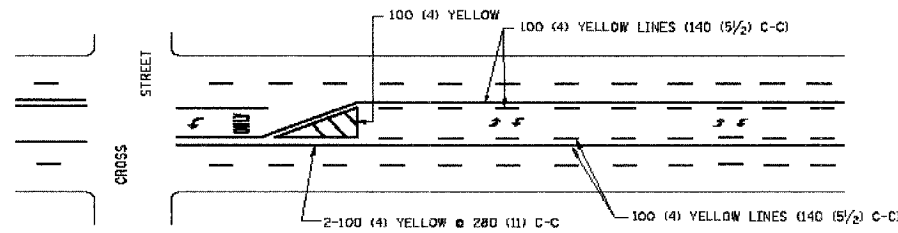
TYPICAL CROSSWALK MARKING



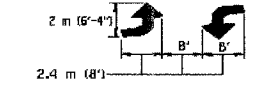
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

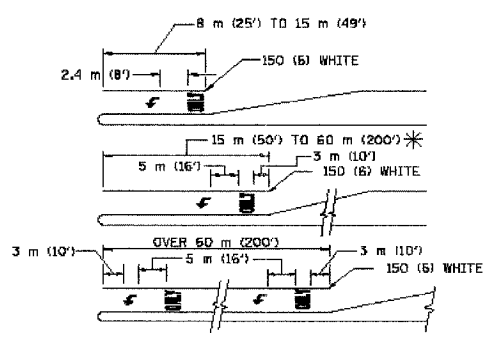


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

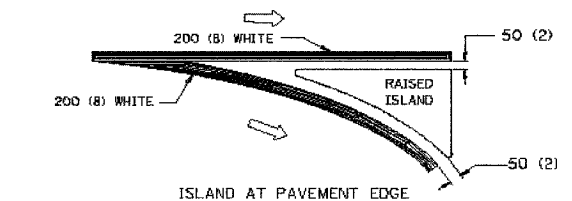
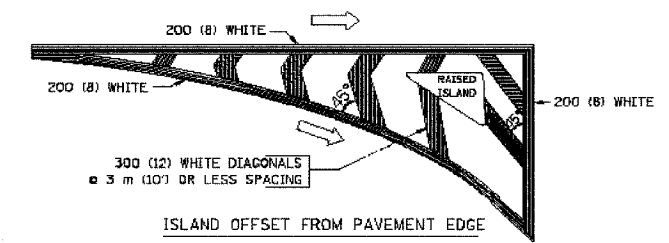


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m² (15.6 SQ. FT.) AREA = 1.9 m² (20.8 SQ. FT.)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL))	2 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" 15 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

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

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