

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

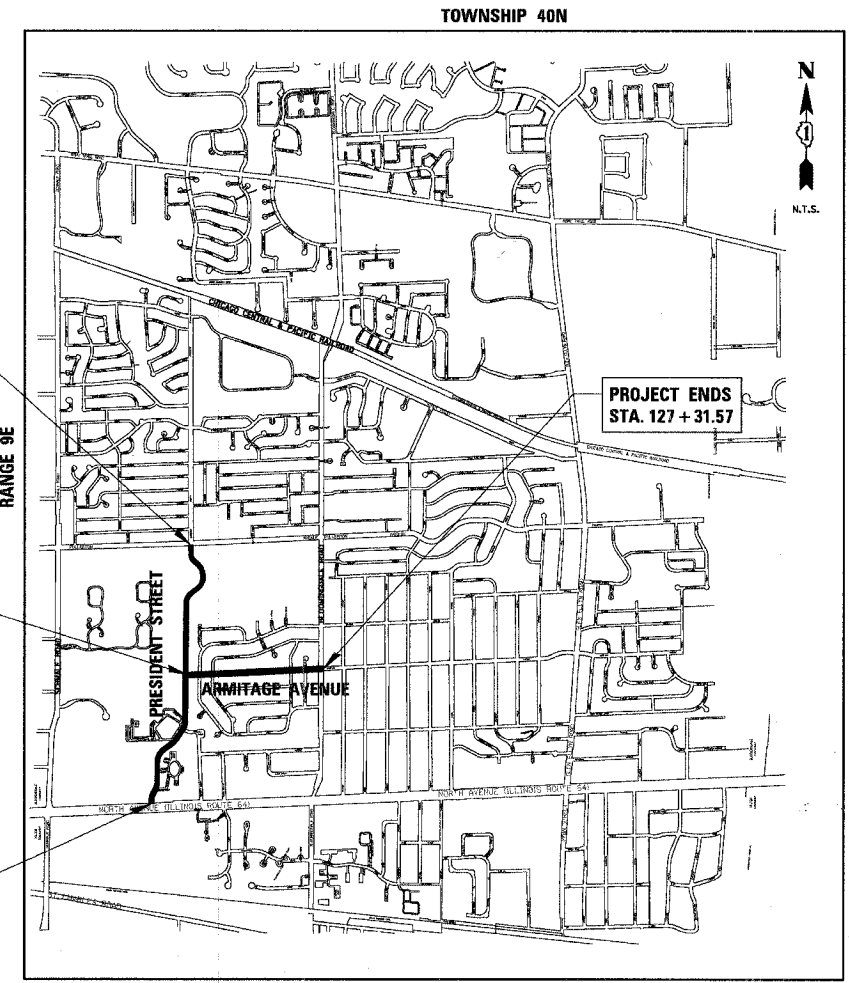
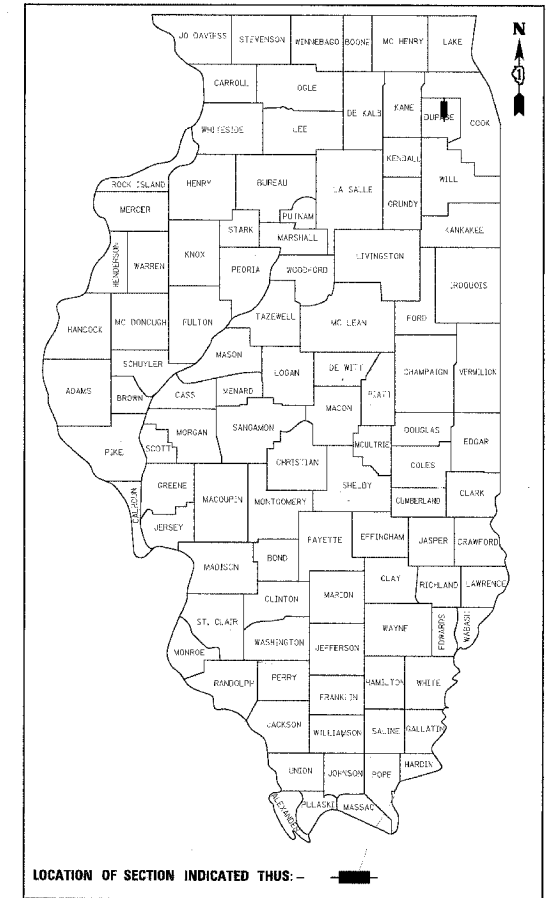
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

PRESIDENT STREET (FAU 2424)
FROM NORTH AVENUE (FAU ROUTE 307) TO FULLERTON AVENUE (FAU 1379)
ARMITAGE AVENUE (FAU 2425)
FROM PRESIDENT STREET (FAU 2424) TO BLOOMINGDALE ROAD (FAU ROUTE 364)
RESURFACING
L.A. SECTION No. 06-00054-00-RS
PROJECT No. M-8003 (613)
VILLAGE OF GLENDALE HEIGHTS
DUPAGE COUNTY
C-91-287-06

| | | | | |
|--------------------------------|----------------|------------------|--------------|-----------|
| F.A.U. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| -- | 06-00054-00-RS | DUPAGE | 18 | 1 |
| FED. ROAD DIST. NO. 1 ILLINOIS | | FED. AID PROJECT | | |

CONTRACT NO. 83877

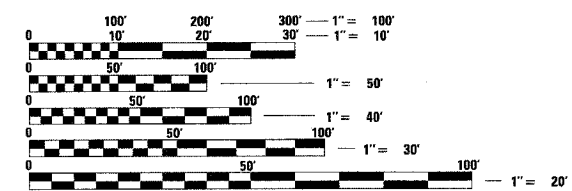
| DESCRIPTION | INDEX OF SHEETS | SHEET NO. |
|---|-----------------|-----------|
| TITLE SHEET | | 1 |
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| GENERAL NOTES & IDOT STANDARDS | | 3 |
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TRAFFIC DATA (PRESIDENT STREET)
ADT (YEAR) = 5000 (2005)
SPEED LIMIT = 25 MPH

TRAFFIC DATA (ARMITAGE AVENUE)
ADT (YEAR) = 2131 (2005)
SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: LOCAL



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

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

CONTRACT NO. 83877

CB CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

LOCATION MAP
N.T.S.

GROSS LENGTH OF PROJECT = 8539 ft. (1.62 mi.)
NET LENGTH OF PROJECT = 8539 ft. (1.62 mi.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: *[Signature]* 2006
VILLAGE ADMINISTRATOR
VILLAGE OF GLENDALE HEIGHTS

PASSED: *[Signature]* NOVEMBER 6 2006
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW: *[Signature]* NOV 6 2006
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2007

[Signature] 9/25/06
ENGINEER DATE

IDOT FEDERAL-AID DESIGN ENGINEER: KEVIN STALLWORTH 847-705-4169

SUMMARY OF QUANTITIES

| ITEM | ITEMS | UNIT | PRESIDENT STREET | | ARMITAGE AVENUE | | TOTAL QUANTITY |
|------------|---|-------|------------------|----------------------------|------------------|----------------------------|----------------|
| | | | 1000-2A QUANTITY | NON-PARTICIPATING QUANTITY | 1000-2A QUANTITY | NON-PARTICIPATING QUANTITY | |
| 20101300 | TREE PRUNING (1 TO 10 INCHES DIAMETER) | EACH | 5 | 0 | 5 | 0 | 10 |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 5 | 0 | 5 | 0 | 10 |
| 20800150 | TRENCH BACKFILL | CU YD | 0 | 0 | 0 | 234 | 234 |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SY | 924 | 0 | 2298 | 0 | 3222 |
| 25200110 | SODDING, SALT TOLERANT | SY | 924 | 0 | 2298 | 0 | 3222 |
| 25200200 | SUPPLEMENTAL WATERING | UNIT | 60 | 0 | 150 | 0 | 210 |
| 35101600 | AGGREGATE BASE COURSE, TYPE B, 4" | SY | 727 | 0 | 1004 | 0 | 1731 |
| 40200800 | AGGREGATE SURFACE COURSE, TYPE B | TON | 100 | 0 | 100 | 0 | 200 |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GAL | 2324 | 0 | 1177 | 0 | 3501 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 46 | 0 | 24 | 0 | 70 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 0 | 1 | 0 | 2 |
| 40603310 | HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 | TON | 3341 | 0 | 1693 | 0 | 5034 |
| 42300200 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH | SY | 727 | 0 | 1004 | 0 | 1731 |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SF | 940 | 0 | 2646 | 0 | 3586 |
| 42400800 | DETECTABLE WARNINGS | SF | 277 | 0 | 252 | 0 | 529 |
| 44000162 | HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4" | SY | 23242 | 0 | 11774 | 0 | 35016 |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SY | 727 | 0 | 1004 | 0 | 1731 |
| 44000600 | SIDEWALK REMOVAL | SF | 940 | 0 | 2646 | 0 | 3586 |
| 44001700 | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 2551 | 0 | 2200 | 3795 | 8546 |
| 44002213 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/4" | SY | 0 | 0 | 0 | 296 | 296 |
| 44300200 | STRIP REFLECTIVE CRACK CONTROL TREATMENT | FOOT | 5800 | 0 | 2725 | 0 | 8525 |
| 55019500 | STORM SEWERS, TYPE 1, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS IV 12" | FOOT | 0 | 0 | 0 | 222 | 222 |
| 55021600 | STORM SEWERS, TYPE 2, REINFORCED CONCRETE CULVERT, STORM DRAIN, AND SEWER PIPE, CLASS III 12" | FOOT | 0 | 0 | 0 | 166 | 166 |
| 55100400 | STORM SEWER REMOVAL 10" | FOOT | 0 | 0 | 0 | 42 | 42 |
| 55100500 | STORM SEWER REMOVAL 12" | FOOT | 0 | 0 | 0 | 135 | 135 |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 0 | 0 | 0 | 84 | 84 |
| 56500800 | DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED | EACH | 2 | 0 | 0 | 0 | 2 |
| 60202710 | CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE | EACH | 0 | 0 | 0 | 6 | 6 |
| 60209510 | CATCH BASINS, TYPE C, WITH SPECIAL FRAME AND GRATE | EACH | 0 | 1 | 0 | 4 | 5 |
| 60218400 | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID | EACH | 0 | 0 | 0 | 2 | 2 |
| 60242400 | INLETS, SPECIAL | EACH | 0 | 0 | 0 | 4 | 4 |
| 60406100 | FRAMES AND LIDS, TYPE 1, CLOSED LID | EACH | 0 | 0 | 1 | 0 | 1 |
| 67100100 | MOBILIZATION | L SUM | 0.5 | 0 | 0.5 | 0 | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 | L SUM | 0.5 | 0 | 0.5 | 0 | 1 |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 0.5 | 0 | 0.5 | 0 | 1 |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 0.5 | 0 | 0.5 | 0 | 1 |
| 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 5800 | 0 | 2725 | 0 | 8525 |
| *78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SF | 109 | 0 | 0 | 0 | 109 |
| *78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 9428 | 0 | 0 | 0 | 9428 |
| *78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 720 | 0 | 650 | 0 | 1370 |
| *78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 315 | 0 | 0 | 0 | 315 |
| *78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 54 | 0 | 144 | 0 | 198 |
| *88600800 | DETECTOR LOOP REPLACEMENT | FOOT | 100 | 0 | 100 | 0 | 200 |
| X4007107 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | TON | 1145 | 0 | 508 | 0 | 1653 |
| XX000667 | SUB-BASE GRANULAR MATERIAL, TYPE B, 2" | SY | 105 | 0 | 294 | 0 | 399 |
| XX004774 | BRICK DRIVEWAY REMOVAL AND REPLACEMENT | SF | 77 | 0 | 0 | 0 | 77 |
| XX006392 | CLASS D PATCHES, 6" (SPECIAL) | SY | 2324 | 0 | 1178 | 0 | 3502 |
| Z0017500 | DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL) | EACH | 24 | 0 | 3 | 0 | 27 |
| Z0018100 | DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL) | EACH | 0 | 0 | 1 | 0 | 1 |
| Z0018200 | DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL) | EACH | 1 | 0 | 0 | 0 | 1 |
| Z0018400 | DRAINAGE STRUCTURES TO BE ADJUSTED | EACH | 2 | 0 | 0 | 0 | 2 |
| Z0018700 | DRAINAGE STRUCTURE TO BE REMOVED | EACH | 0 | 1 | 0 | 9 | 10 |
| Δ Z0076600 | TRAFFIC SEES | Hour | | | | | 500 |

* SPECIALTY ITEMS
Δ 9080

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION SUMMARY OF QUANTITIES SCALE N.T.S. DATE 11/3/2006 |
|-----------|------|--|
| NAME | DATE | |
| | | |
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CHECKED BY LMF

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------------|------------------|--------------|-----------|
| - | 06-00054-00-RS | DUPAGE | 18 | 3 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83877

GENERAL NOTES

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

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

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE. AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

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 TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

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

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

WATER, STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.

ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE VILLAGE WATER DEPARTMENT. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM AGGREGATE SURFACE COURSE, TYPE B.

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

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

TREE PRUNING, DETECTOR LOOP REPLACEMENT, AND CLASS D PATCHES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY.

THE THICKNESSES OF BITUMINOUS MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

DETECTABLE WARNINGS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS DIRECTED BY THE ENGINEER (SEE IDOT STD. 424001-04 INCLUDED IN THE SPECIFICATIONS).

PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". STOP SIGNS, SPEED LIMIT SIGNS, AND STREET NAME SIGNS SHALL BE UP AND VISIBLE AT ALL TIMES. THIS WORK SHALL BE INCLUDED TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION.

MAILBOXES WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED, TEMPORARILY RELOCATED, AND REPLACED UPON COMPLETION OF THE PROPOSED IMPROVEMENTS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION.

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

ALL CURB AND GUTTER REMOVAL AND REPLACEMENT ON ARMITAGE AVENUE MUST BE SLIP FORMED.

CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80° OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80° OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

THERE SHALL BE ONLY ONE LONGITUDINAL JOINT ON PRESIDENT AND ARMITAGE AVENUE FOR BITUMINOUS SURFACE AND POLYMERIZED LEVEL BINDER.

ALL UNDERGROUND, DRIVEWAY, CONCRETE, AND SOD WORK IS TO BE COMPLETED BEFORE THE SURFACE COURSE CAN BE INSTALLED.

HIGHWAY STANDARDS

| | |
|-------------|---|
| 000001-04 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS |
| 424001-04 | CURB RAMPS FOR SIDEWALKS |
| 442201-02 | CLASS C AND D PATCHES |
| 606001-03 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701501-03 | URBAN LANE CLOSURE, 2L, 2W UNDIVIDED |
| 701701-04 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-03 | LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 702001-06 | TRAFFIC CONTROL DEVICES |
| 780001-01 | TYPICAL PAVEMENT MARKINGS |
| 886001 | DETECTOR LOOP INSTALLATIONS |
| B.L.R. 17-3 | TRAFFIC CONTROL DEVICES DAY LABOR CONSTRUCTION |
| B.L.R. 22-4 | TRAFFIC CONTROL DEVICES CONSTRUCTION ON RURAL OR LOCAL HIGHWAYS |

| REVISIONS | |
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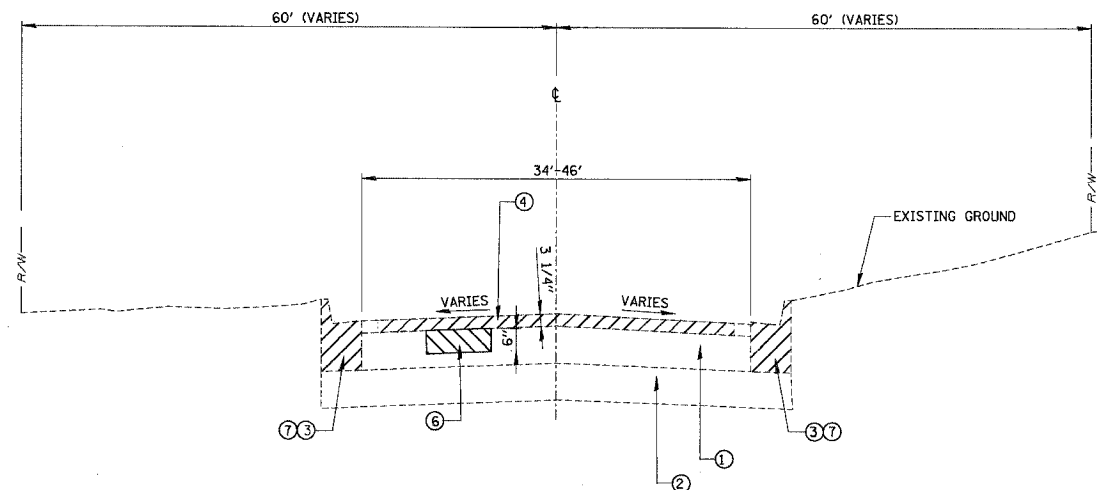
ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
AND
IDOT STANDARDS

SCALE N.T.S.
DATE 10/27/2006

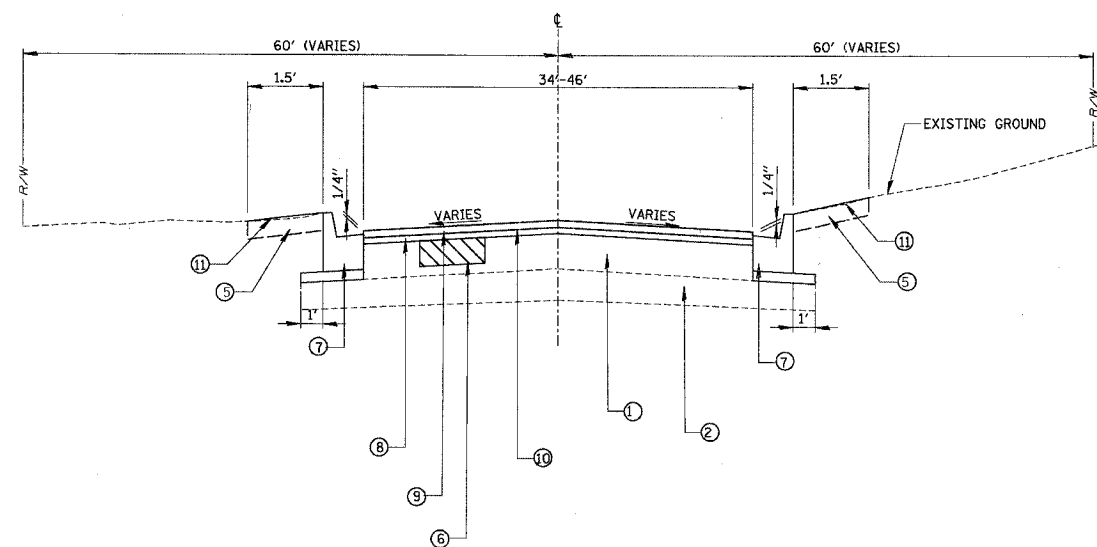
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CONTRACT NO. 83877



EXISTING TYPICAL SECTION
 PRESIDENT ST. (STA. 10+32.52 - STA. 68+39.68)
 ARMITAGE AVE. (STA. 100+00 - STA. 127+31.57)

- LEGEND**
- ① EXISTING BITUMINOUS PAVEMENT, (TBD)
 - ② EXISTING AGGREGATE BASE (TBD)
 - ③ EXISTING CURB AND GUTTER
 - ④ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"
 - ⑤ PROPOSED TOPSOIL FURNISH AND PLACE, 4"
 - ⑥ CLASS D PATCHES, 6" (SPECIAL)
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
 - ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4" MIN."
 - ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50 - 2 1/2"
 - ⑩ PROPOSED BITUMINOUS MATERIAL (PRIME COAT) AND AGGREGATE (PRIME COAT)
 - ⑪ PROPOSED SODDING, SALT TOLERANT



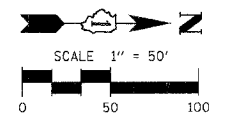
PROPOSED TYPICAL SECTION
 PRESIDENT ST. (STA. 10+32.52 - STA. 68+39.68)
 ARMITAGE AVE. (STA. 100+00 - STA. 127+31.57)

| BITUMINOUS MIXTURE REQUIREMENTS | | |
|--|---------------------|-------------|
| ITEM | AC-TYPE | VOIDS |
| HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 | PG 64-22 | 4% @ 50GYR. |
| POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 | SBS/SBR PG 76-28/22 | 4% @ 50GYR. |
| CLASS D PATCHES, 6" (SPECIAL) | PG 64-22/58-22 | 4% @ 70GYR. |

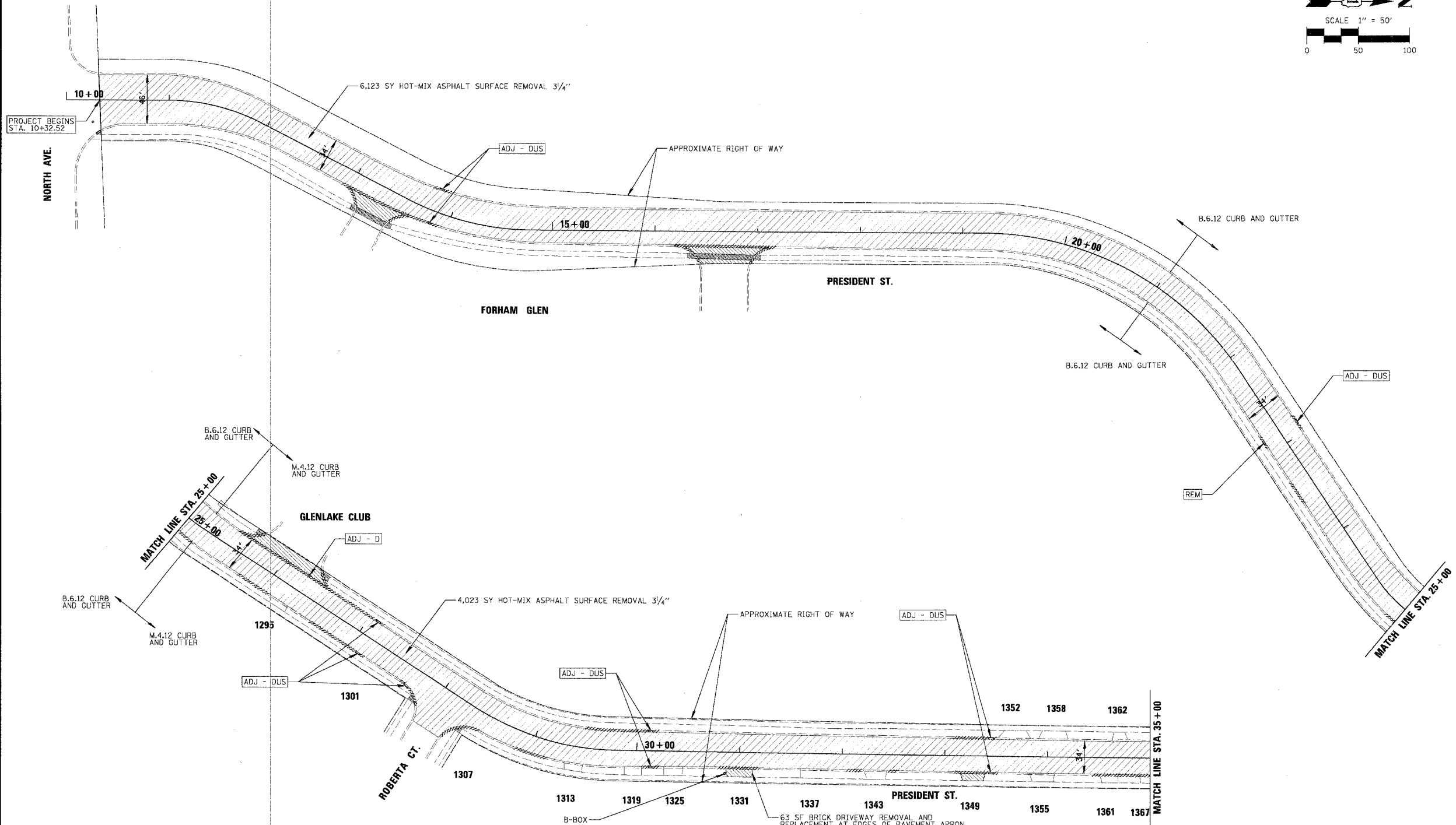
- NOTE:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 2. WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.
 3. ALL WORK INCLUDING SOD MUST BE COMPLETED AND APPROVED BY ENGINEER PRIOR TO FINAL SURFACE LIFT OF ASPHALT.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION | |
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| NAME | DATE | | |
| | | TYPICAL SECTIONS | |
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| | | SCALE N.T.S. | DRAWN BY BEH |
| | | DATE 10/30/2006 | CHECKED BY LMF |

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 5 |
| STA. 10+32.52 | TO STA. 35+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 83877 | | | | |



DATE: _____ BY: _____
 CHECKED: _____
 DATE: _____ BY: _____
 PROJECT: PRESIDENT STREET
 LOCATION: GLENDALE HEIGHTS, ILLINOIS
 DRAWN BY: BEH
 CHECKED BY: LMF
 DATE: 10/30/2006



| | | | |
|--|---|--|---|
| | 6.123 SY HOT-MIX ASPHALT SURFACE REMOVAL, 3/4" | | DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL) |
| | CURB AND GUTTER REMOVAL (PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT) | | DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL) |
| | DRIVEWAY PAVEMENT REMOVAL | | DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL) |
| | SIDEWALK REMOVAL | | DRAINAGE STRUCTURES TO BE ADJUSTED |
| | STORM SEWER REMOVAL | | DRAINAGE STRUCTURES TO BE REMOVED |
| | B-BOX | | DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED |
| | DOM | | |

NOTE:
 1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS B-6.12, M-4.12, AND M-4.16.

| REVISIONS | |
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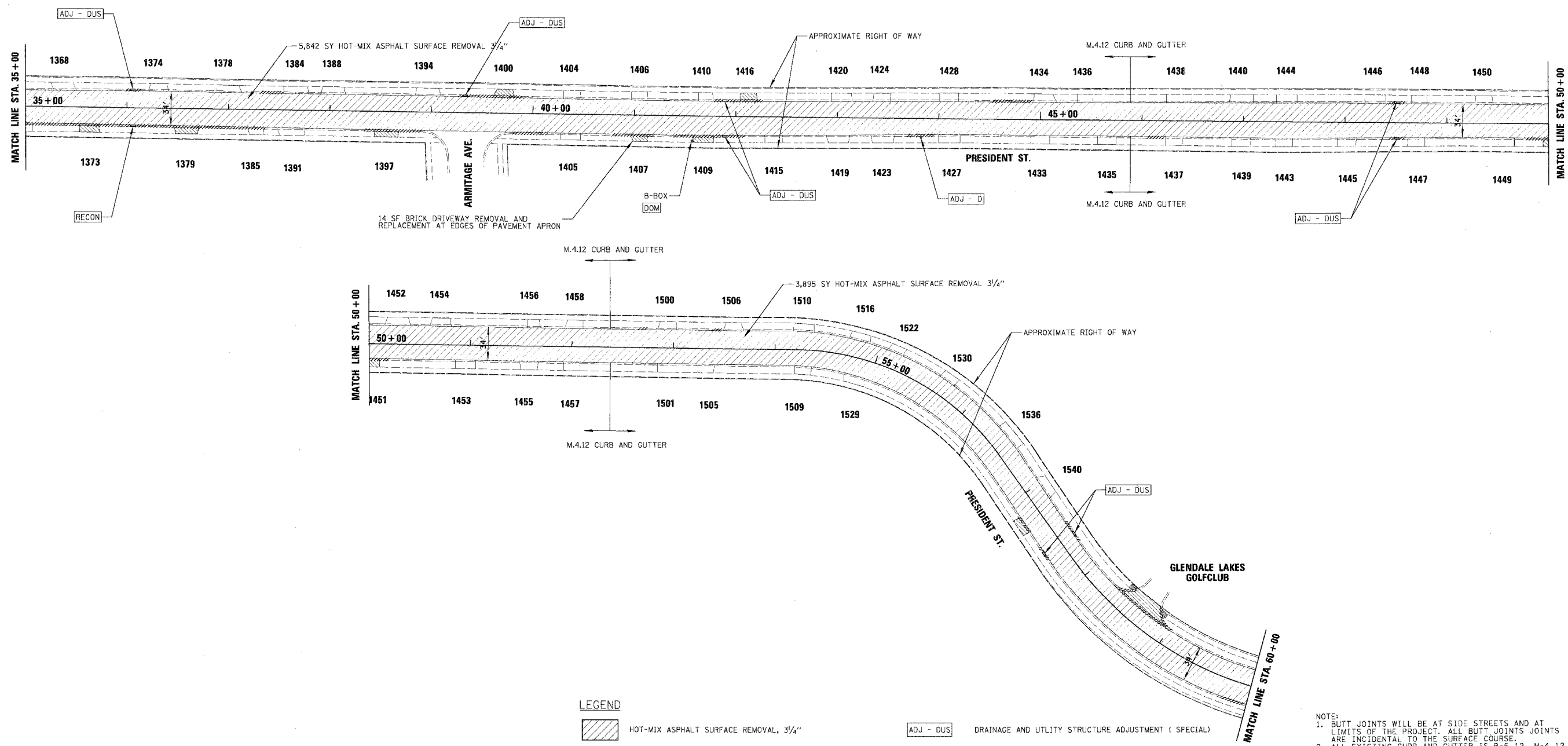
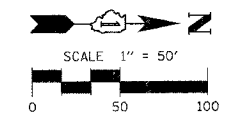
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 EXISTING CONDITIONS
 AND REMOVAL PLAN

SCALE: 1"=50'
 DATE: 10/30/2006

DRAWN BY: BEH
 CHECKED BY: LMF

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|---------------------|----------------|------------------|--------------|-----------|
| F.A. RITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 6 |
| STA. | 35+00 | TO STA. | 60+00 | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83877



SURVEYED BY: _____ DATE: _____
 PLAN NO.: _____
 CHECKED BY: _____
 DATE: _____
 DRAWN BY: _____
 DATE: _____
 PROJECT: _____
 SHEET NO.: _____ OF _____
 CONTRACT NO.: _____

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

SURVEYED BY: _____ DATE: _____
 PLAN NO.: _____
 CHECKED BY: _____
 DATE: _____
 DRAWN BY: _____
 DATE: _____
 PROJECT: _____
 SHEET NO.: _____ OF _____
 CONTRACT NO.: _____

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- CURB AND GUTTER REMOVAL (PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT)
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- STORM SEWER REMOVAL
- ADJ - DUS DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)
- ADJ - S DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)
- RECON DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)
- ADJ - D DRAINAGE STRUCTURES TO BE ADJUSTED
- REM DRAINAGE STRUCTURES TO BE REMOVED
- DOM DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

NOTE:
 1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS B-6.12, M-4.12, AND M-4.16.

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 EXISTING CONDITIONS
 AND REMOVAL PLAN

SCALE: 1"=50'
 DATE 10/30/2006
 DRAWN BY BEH
 CHECKED BY LMF

PROJECT: PRESIDENT STREET
 FACILITY: PRESIDENT STREET
 DATE: 10/30/2006
 BY: [Signature]
 CHECKED: [Signature]
 NOTED: [Signature]
 NO. []

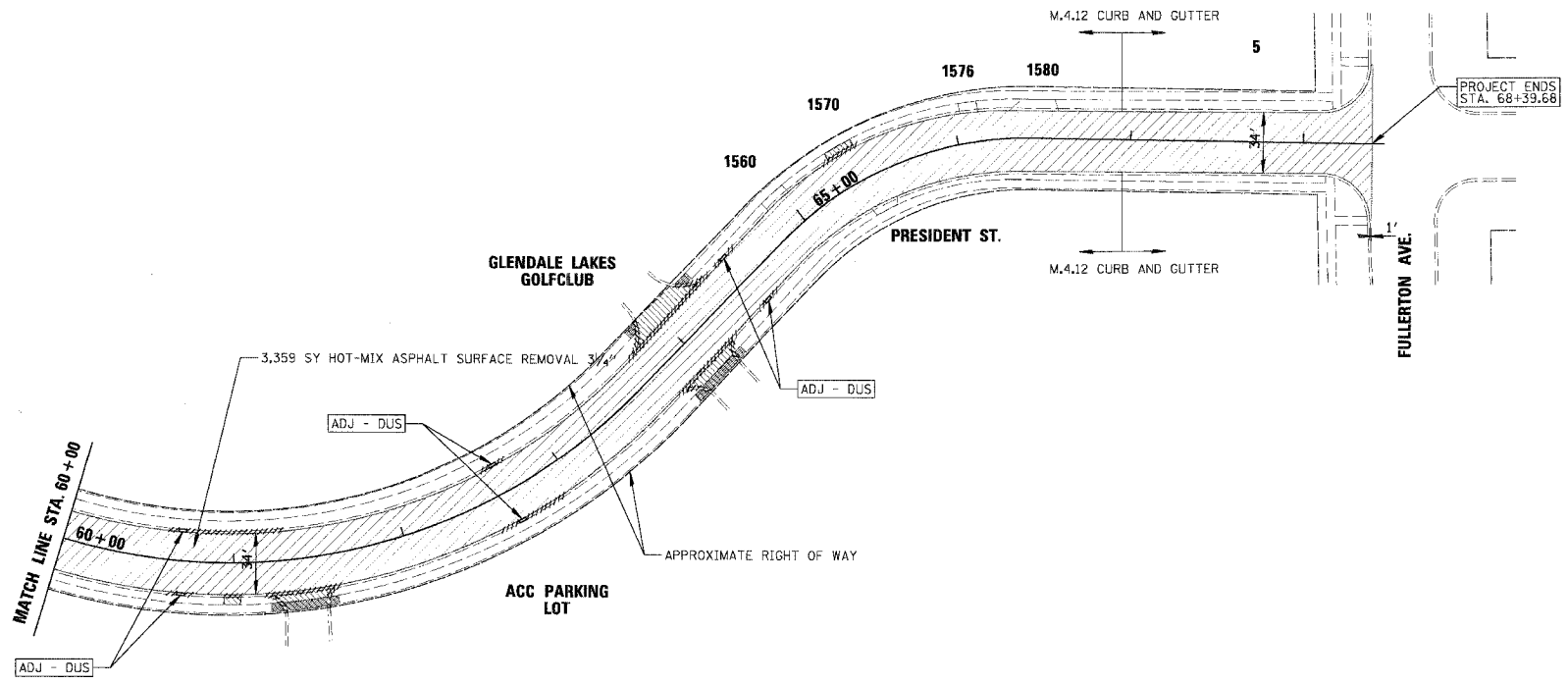
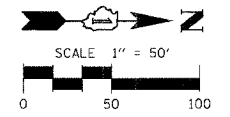
PROJECT: PRESIDENT STREET
 FACILITY: PRESIDENT STREET
 DATE: 10/30/2006
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PROJECT: PRESIDENT STREET
 FACILITY: PRESIDENT STREET
 DATE: 10/30/2006
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 NO. []

PROJECT: PRESIDENT STREET
 FACILITY: PRESIDENT STREET
 DATE: 10/30/2006
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 CHECKED: [Signature]
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 7 |
| STA. 60+00 | TO STA. 68+39.68 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



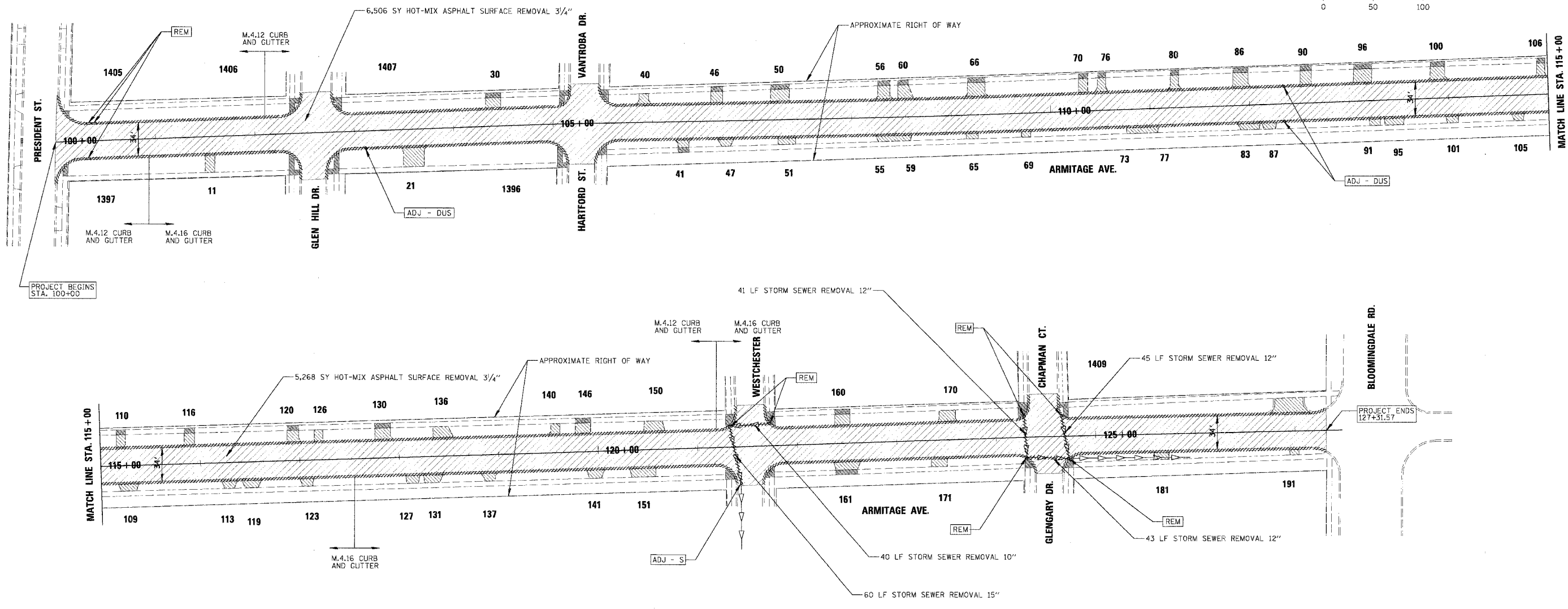
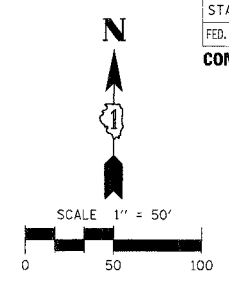
LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- CURB AND GUTTER REMOVAL (PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT)
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- STORM SEWER REMOVAL
- DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)
- DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)
- DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)
- DRAINAGE STRUCTURES TO BE ADJUSTED
- DRAINAGE STRUCTURES TO BE REMOVED
- DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

NOTE:
 1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS 8-6.12, M-4.12 AND M-4.16.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION PRESIDENT STREET EXISTING CONDITIONS AND REMOVAL PLAN |
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| NAME | DATE | |
| | | SCALE: 1"=50' DATE 10/30/2006 DRAWN BY BEH CHECKED BY LMF |
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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-DD-RS | DUPAGE | 18 | 8 |
| STA. 100+00 | TO STA. 127+31.57 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 83877 | | | | |



CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500
 PROJECT: ARMITAGE AVE
 DATE: 10/30/2006
 DRAWN BY: LMF
 CHECKED BY: LMF
 PROJECT NO.: 05-00052-DD-RS-08

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- CURB AND GUTTER REMOVAL (PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT)
- DRIVEWAY PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- STORM SEWER REMOVAL
- DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)
- DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)
- DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)
- DRAINAGE STRUCTURES TO BE ADJUSTED
- DRAINAGE STRUCTURES TO BE REMOVED
- DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

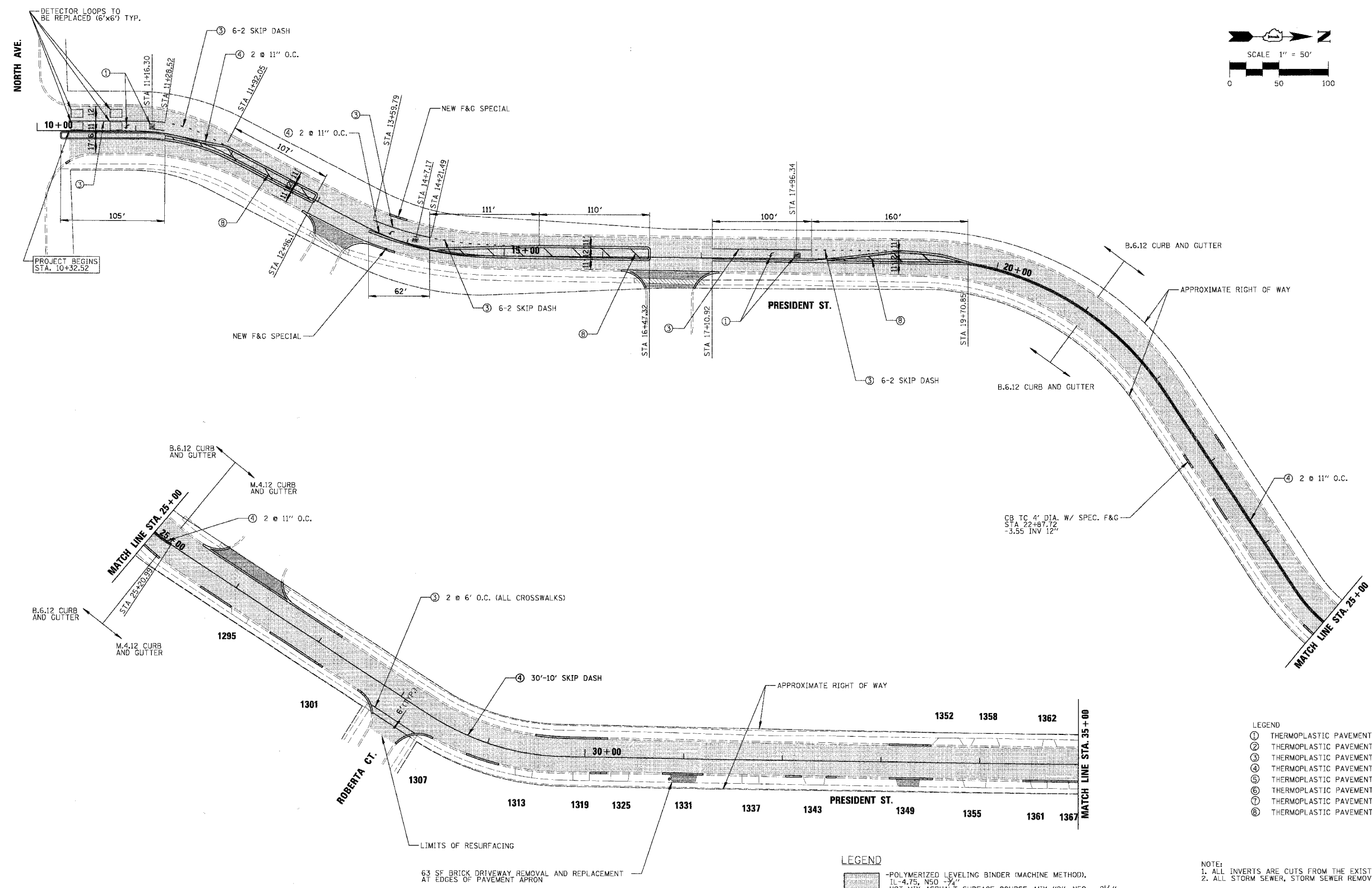
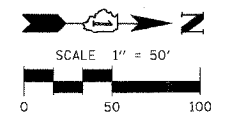
NOTE:
 1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS B-6.12, M-4.12, AND M-4.16.

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 ARMITAGE AVE
 EXISTING CONDITIONS
 AND REMOVAL PLAN

SCALE: 1"=50'
 DATE 10/30/2006
 DRAWN BY: BEH
 CHECKED BY: LMF

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 9 |
| STA. 10+32.52 | | TO STA. 35+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| CONTRACT NO. 83877 | | | | |



- LEGEND
- ① THERMOPLASTIC PAVEMENT MARKINGS - LETTERS AND SYMBOLS
 - ② THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (WHITE)
 - ③ THERMOPLASTIC PAVEMENT MARKINGS - LINE 6" (WHITE)
 - ④ THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (YELLOW)
 - ⑤ THERMOPLASTIC PAVEMENT MARKINGS - LINE 8" (WHITE)
 - ⑥ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (WHITE)
 - ⑦ THERMOPLASTIC PAVEMENT MARKINGS - LINE 24" (WHITE)
 - ⑧ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (YELLOW)

- LEGEND
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), 1L-4.75, N50 - 3/4"
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2 1/2"
 - CURB AND GUTTER REPLACEMENT
 - DRIVEWAY REPLACEMENT
 - SIDEWALK REPLACEMENT
 - STORM SEWER

NOTES:
 1. ALL INVERTS ARE CUTS FROM THE EXISTING RIM ELEVATION.
 2. ALL STORM SEWER, STORM SEWER REMOVAL AND STRUCTURES WILL BE LOCATED IN THE FIELD.

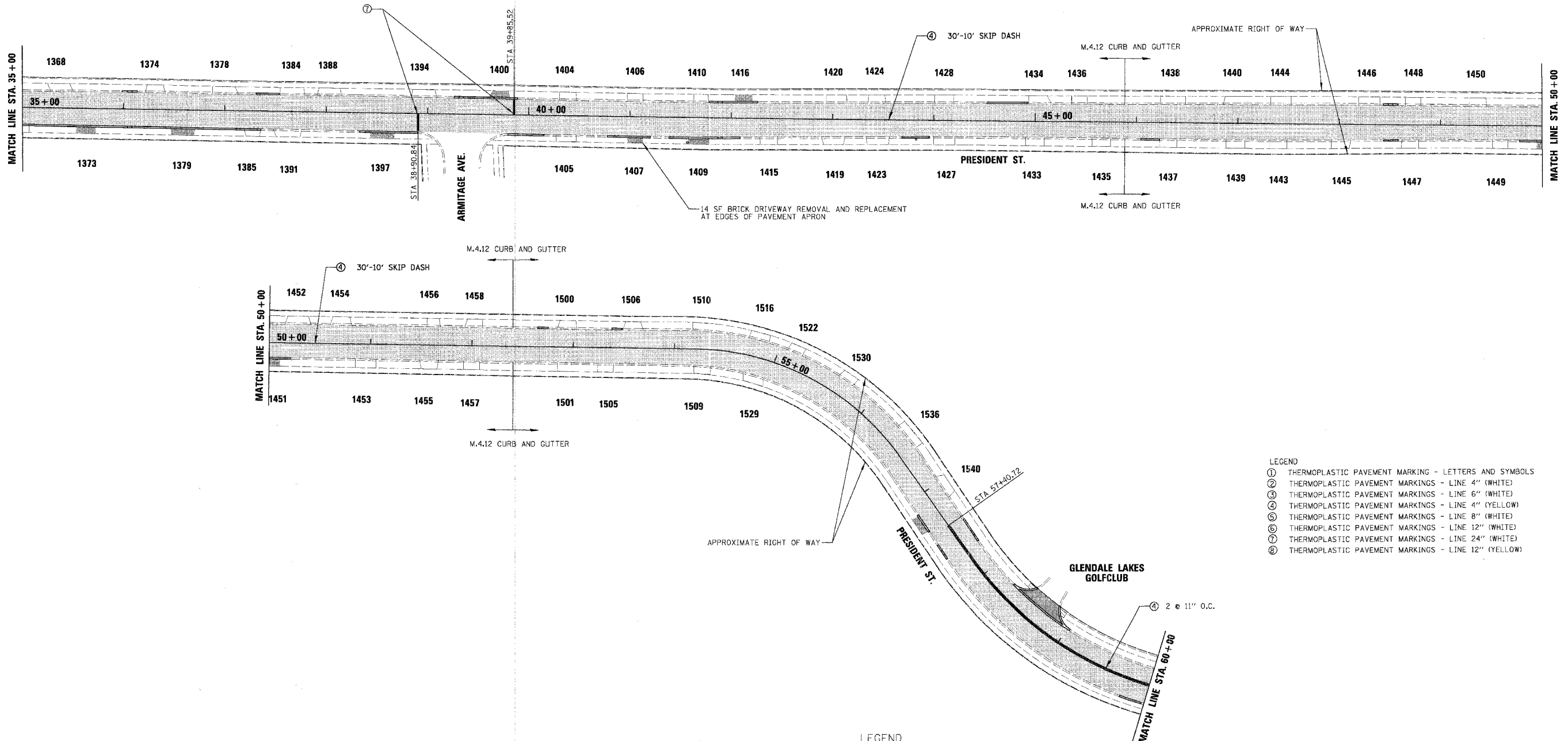
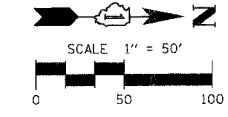
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 PROPOSED PLAN

SCALE: 1"=50'
 DATE 10/27/2006
 DRAWN BY BEH
 CHECKED BY LMF

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500
 PROJECT: PRESIDENT STREET
 SHEET: 18 OF 18
 DATE: 10/27/2006
 DRAWN BY: BEH
 CHECKED BY: LMF
 PROJECT NO.: 05-00052-00-RS
 SHEET NO.: 18

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| F.A. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 10 |
| STA. 35+00 | | TO STA. 60+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| CONTRACT NO. 83877 | | | | |



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
 - ② THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (WHITE)
 - ③ THERMOPLASTIC PAVEMENT MARKINGS - LINE 6" (WHITE)
 - ④ THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (YELLOW)
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 - ⑧ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (YELLOW)

- LEGEND**
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2 1/2"
 - CURB AND GUTTER REPLACEMENT
 - DRIVEWAY REPLACEMENT
 - SIDEWALK REPLACEMENT
 - STORM SEWER

NOTE:
 1. ALL INVERTS ARE CUTS FROM THE EXISTING RIM ELEVATION.
 2. ALL STORM SEWER, STORM SEWER REMOVAL AND STRUCTURES WILL BE LOCATED IN THE FIELD.

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
PRESIDENT STREET
PROPOSED PLAN

SCALE: 1"=50'
 DATE: 10/27/2006

DRAWN BY: BEH
 CHECKED BY: LMF

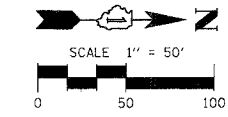
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CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

DATE: _____ BY: _____
 CHECKED BY: _____
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 DRAWING NO.: _____

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 05-00052-00-RS | DUPAGE | 18 | 11 |
| STA. 60+00 | TO STA. 68+39.68 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

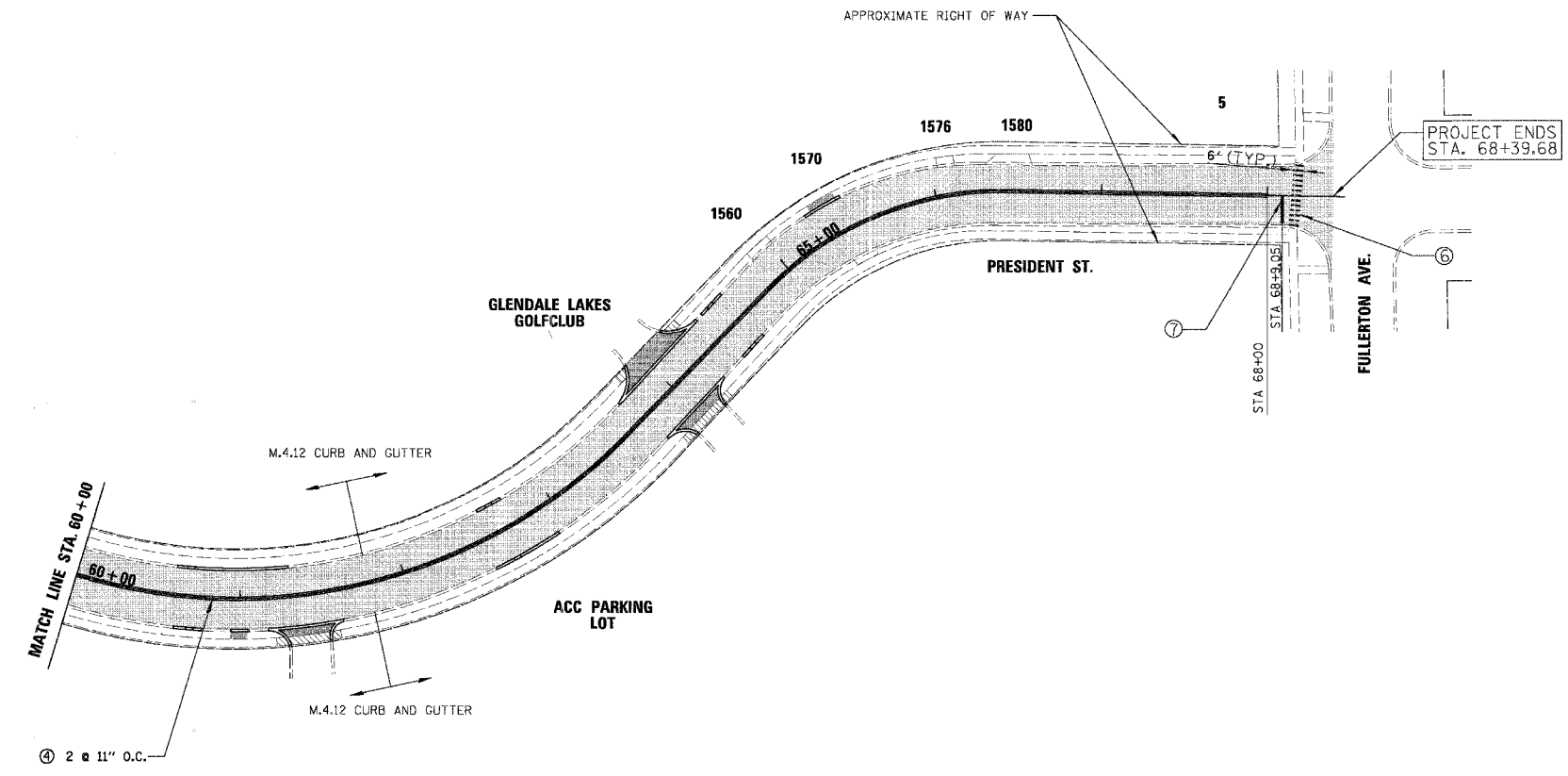
CONTRACT NO. 83877



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CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

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- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
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 - ⑦ THERMOPLASTIC PAVEMENT MARKINGS - LINE 24" (WHITE)
 - ⑧ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (YELLOW)

- LEGEND**
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, NSO - 2"
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", NSO - 2 1/2"
 - CURB AND GUTTER REPLACEMENT
 - DRIVEWAY REPLACEMENT
 - SIDEWALK REPLACEMENT
 - STORM SEWER

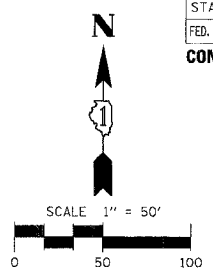
NOTE:
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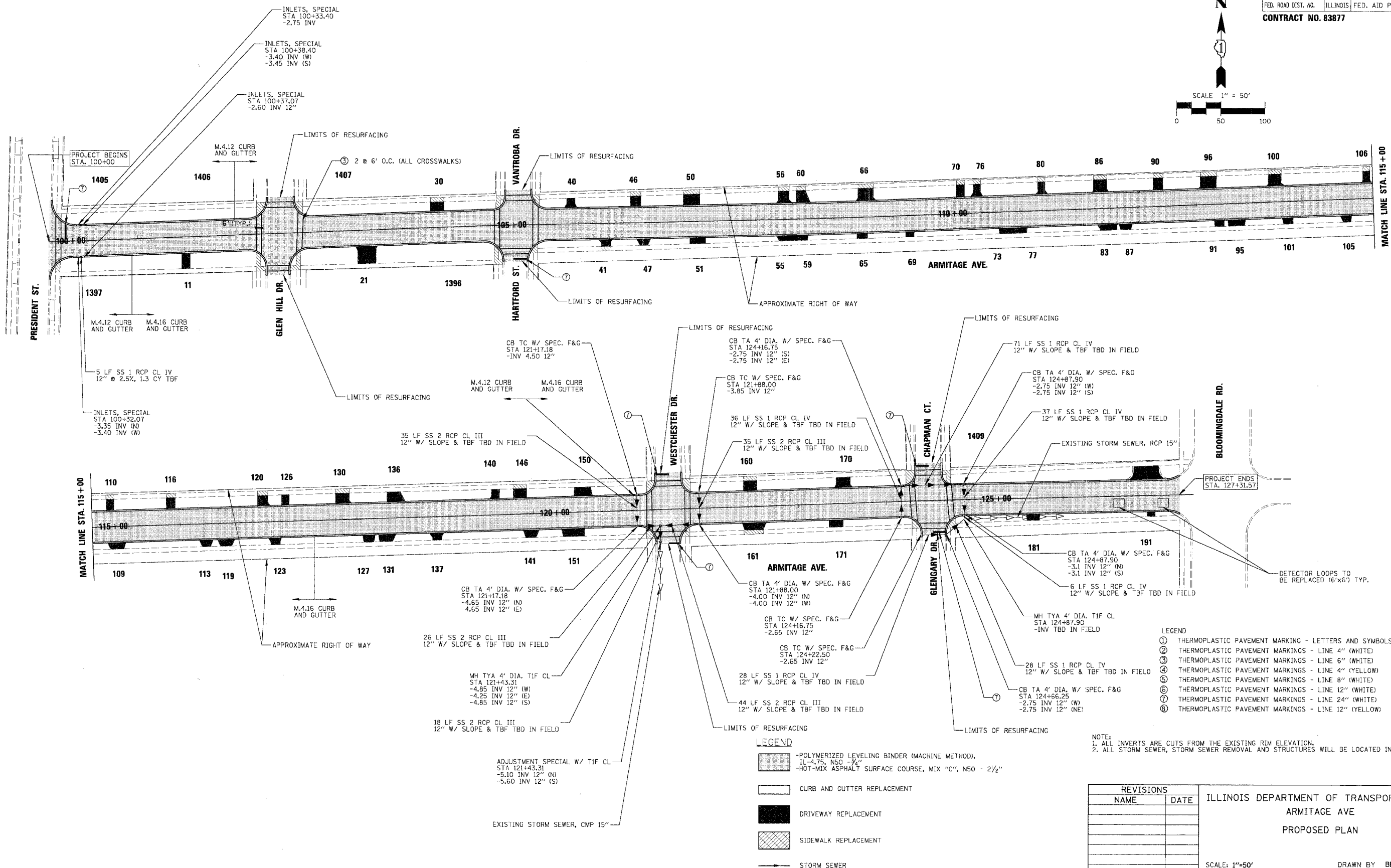
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 PROPOSED PLAN

SCALE: 1"=50'
 DATE 10/27/2006
 DRAWN BY BEH
 CHECKED BY LMF

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 05-00052-00-RS | DUPAGE | ILLINOIS | 18 |
| STA. 100+00 | TO STA. 127+31.57 | | 12 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | |
| CONTRACT NO. 83877 | | | |



CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500
 PROJECT NO. 05-00052-00-RS-18
 DATE 10/27/2006
 DRAWN BY LMF
 CHECKED BY LMF



- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKINGS - LETTERS AND SYMBOLS
 - ② THERMOPLASTIC PAVEMENT MARKINGS - LINE 4" (WHITE)
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NOTE:
 1. ALL INVERTS ARE CUTS FROM THE EXISTING RIM ELEVATION.
 2. ALL STORM SEWER, STORM SEWER REMOVAL AND STRUCTURES WILL BE LOCATED IN THE FIELD.

- LEGEND**
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2 1/2"
 - CURB AND GUTTER REPLACEMENT
 - DRIVEWAY REPLACEMENT
 - SIDEWALK REPLACEMENT
 - STORM SEWER

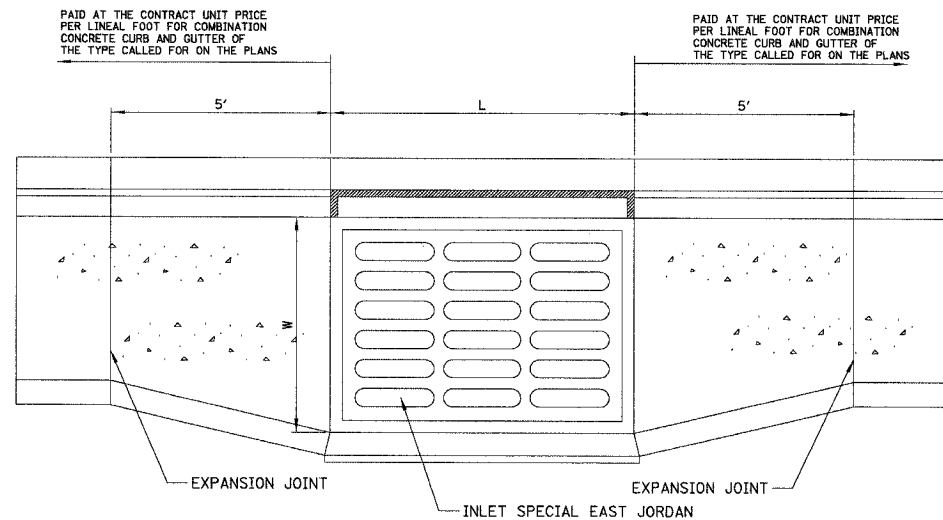
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 ARMITAGE AVE
 PROPOSED PLAN

SCALE: 1"=50'
 DATE 10/27/2006
 DRAWN BY BEH
 CHECKED BY LMF

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

CONTRACT NO. 83877

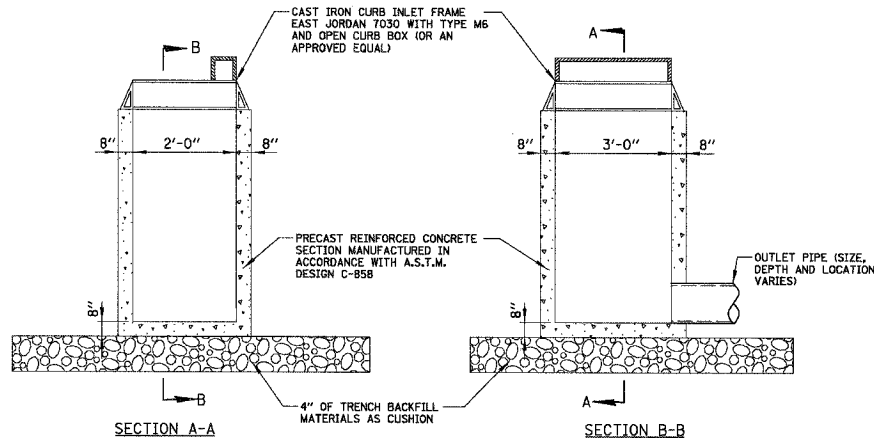


| STRUCTURE TYPE | FRAME AND GRATE | L | W |
|----------------|---------------------------|-----|-----|
| INLET-SPECIAL | EAST JORDAN 7030 TYPE M 6 | 37" | 18" |

GUTTER WIDENING AT DRAINAGE STRUCTURES

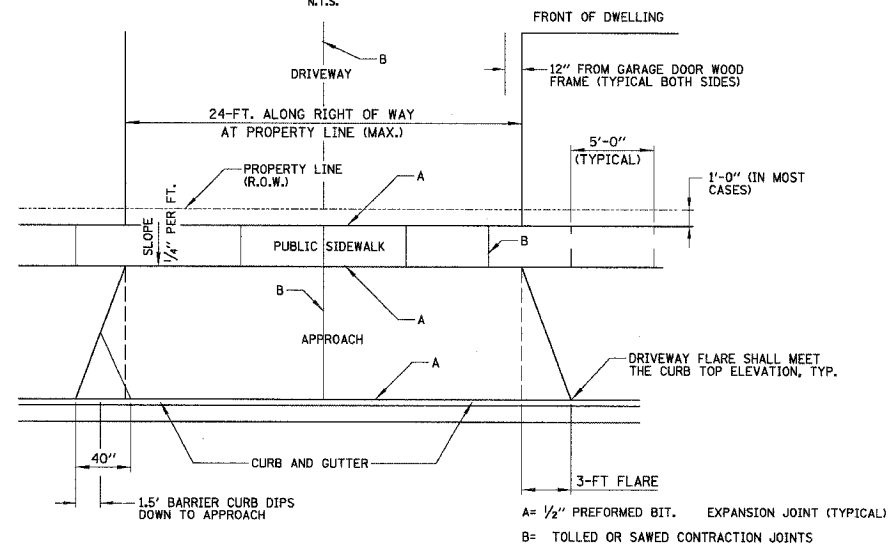
N.T.S.

NOTE: GRATE SHALL BE FLOW-RIGHT OR FLOW-LEFT AS DIRECTED BY THE ENGINEER.



INLET SPECIAL

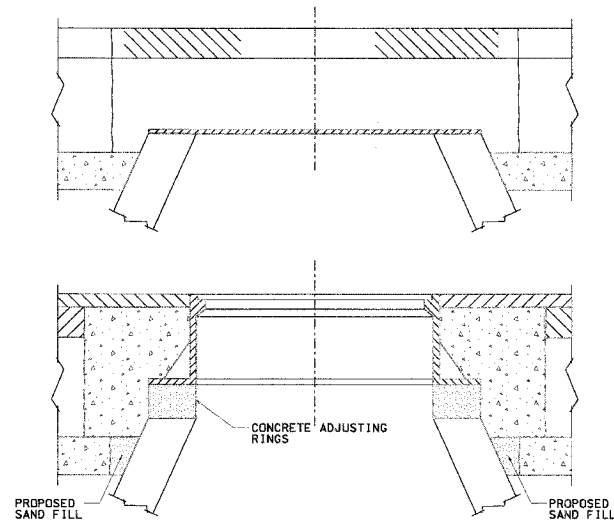
N.T.S.



DRIVEWAY WITH CURB AND GUTTER

GENERAL NOTES:

- DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 8%.
- APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 10%.
- ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED, (95% PROCTOR)
- PUBLIC SIDEWALK SHALL BE 6" THICK P.C. CONCRETE AT DRIVEWAY, (NO WIRE MESH)
- MINIMUM THICKNESS FOR APPROACH, (NO WIRE MESH)
 - A. 6" THK. P.C. CONCRETE ON 4" COMPACTED AGGREGATE SUB-BASE (CA-6) OR
 - B. 3" THK. HOT-MIX ASPHALT SURFACE ON 6" COMPACTED SUB-BASE (CA-6)
- ALL EARTH EXCAVATION NEEDED TO COMPLETE THE DRIVEWAY REMOVAL AND REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE DRIVEWAY PAVEMENT REMOVAL.



CONSTRUCTION PROCEDURES

STAGE I (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12" OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36" DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2" THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE II (AFTER PAVEMENT MILLING)

- REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE.

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

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.

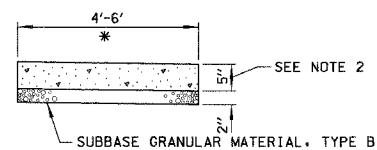
BASIS OF PAYMENT

STRUCTURE TO BE ADJUSTED (SPECIAL).

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

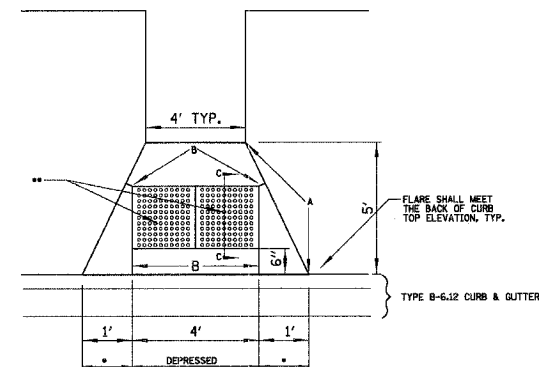


* CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

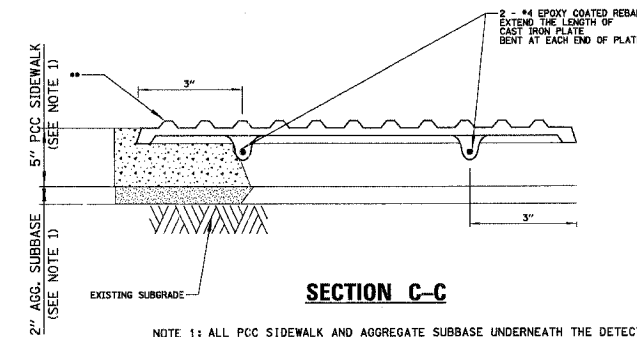
NOTES:

- ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE P.C.C. SIDEWALK 5 INCH.
- WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.

P.C.C. SIDEWALK DETAIL

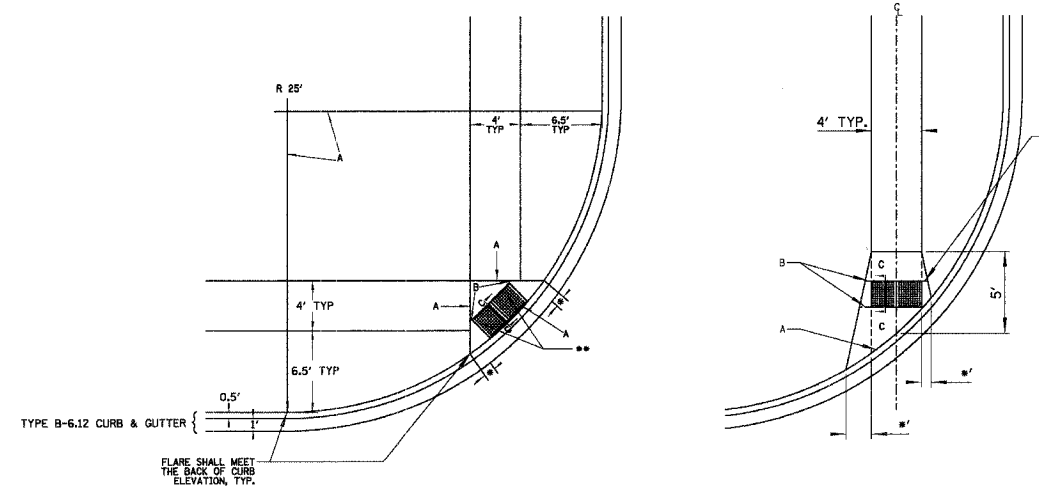


- * 1' TRANSITION FROM DEPRESSED CURB AND GUTTER TO FULL HEIGHT CURB AND GUTTER
- ** EAST JORDAN IRON WORKS (EJW) DETECTABLE WARNING PLATES PRODUCT # 00700542 DIPPED (SEE DETAIL)
- A = 1/2" PREFORMED BIT. EXPANSION JOINT (TYP.)
- B = TOOLED OR SAWED CONTRACTION JOINT



SECTION C-C

NOTE 1: ALL P.C.C. SIDEWALK AND AGGREGATE SUBBASE UNDERNEATH THE DETECTABLE WARNING SHALL BE INCLUDED IN THE COST OF THE DETECTABLE WARNING.



DETECTABLE WARNINGS

NOT TO SCALE

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ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS

SCALE N.T.S.
DATE 10/27/2006

DRAWN BY
CHECKED BY LMF

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| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| - 06-00054-00-RS | DUPAGE | | 18 | 14 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

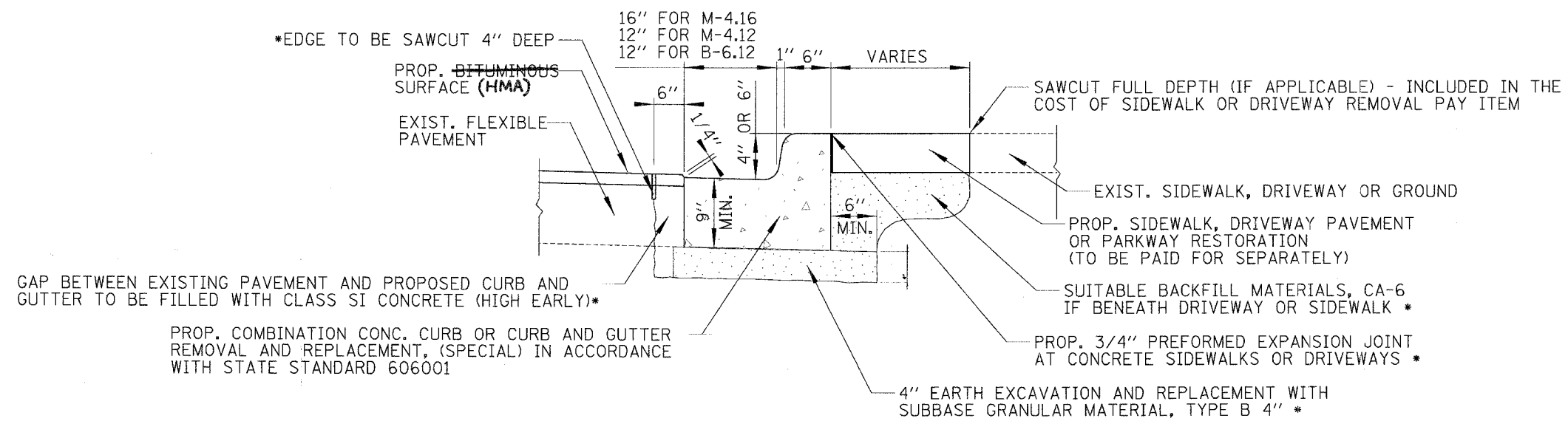
CONTRACT NO. 83877

| | |
|------|----|
| DATE | BY |
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| DATE | BY |
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| DATE | BY |
| | |
| DATE | BY |
| | |

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



| | |
|------|----|
| DATE | BY |
| | |
| DATE | BY |
| | |
| DATE | BY |
| | |



NOTE:
 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, (SPECIAL).

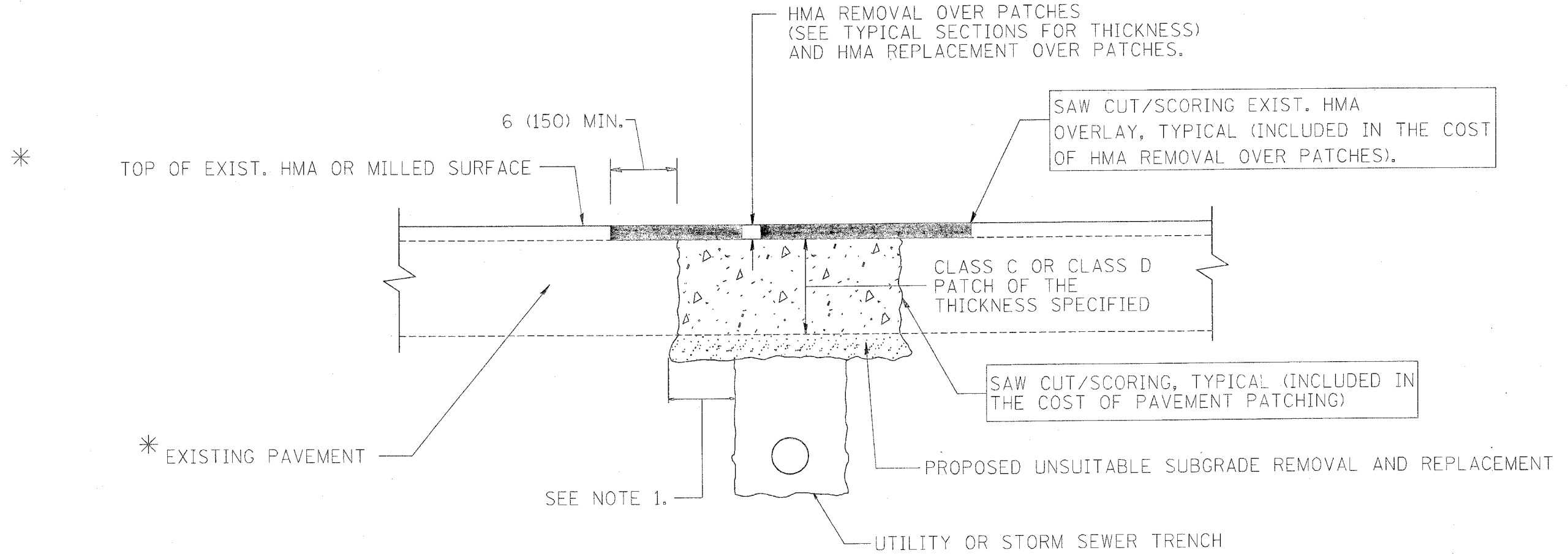
* INCLUDED IN THE COST FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, (SPECIAL)

**COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL)
 AND COMBINATION CURB AND GUTTER REMOVAL**

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
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| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 COMB. CURB AND GUTTER REMOVAL AND REPLACEMENT (SPEC.) AND COMB. CURB AND GUTTER REMOVAL

SCALE N.T.S. DRAWN BY
 DATE 9/18/2006 CHECKED BY LMF



* 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

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

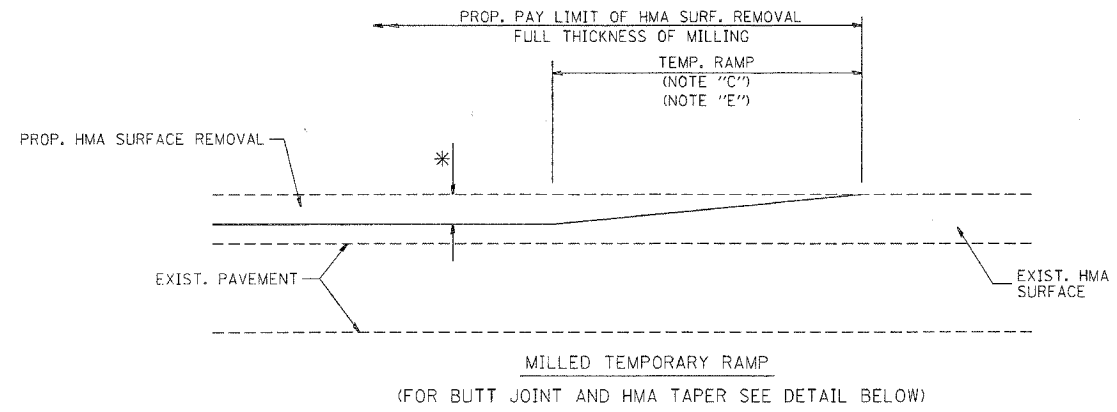
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| R. SHAH | 10/25/94 |
| R. SHAH | 01/14/95 |
| R. SHAH | 03/23/95 |
| R. SHAH | 04/24/95 |
| A. HOUSEH | 03/15/96 |
| A. ABBAS | 03/21/97 |
| A. ABBAS | 01/20/98 |
| ART ABBAS | 04/27/98 |
| R. BORO | 01/01/07 |

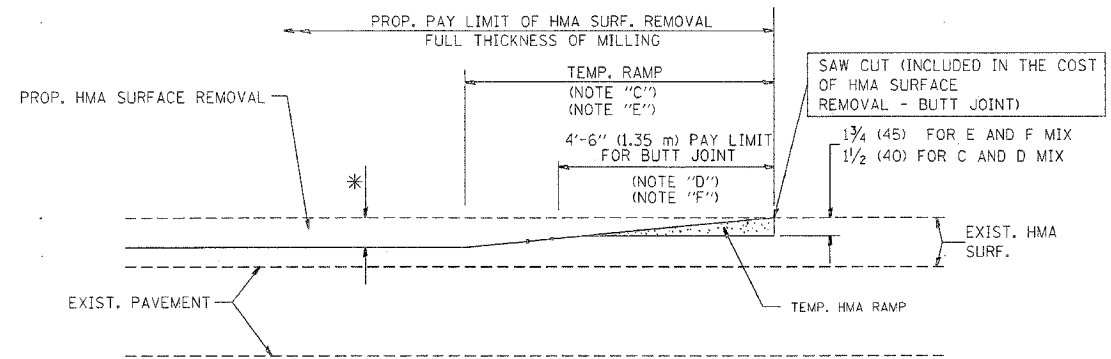
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PAVEMENT PATCHING FOR
 HMA SURFACED
 PAVEMENT

SCALE: VERT. NONE
 HORIZ. 1" = 12'
 PLOT DATE: 10/31/2006
 DRAWN BY
 CHECKED BY
 BD400-04 (BD-22)
 REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
 FILE NAME = K:\data\bd400.dgn
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = fargo

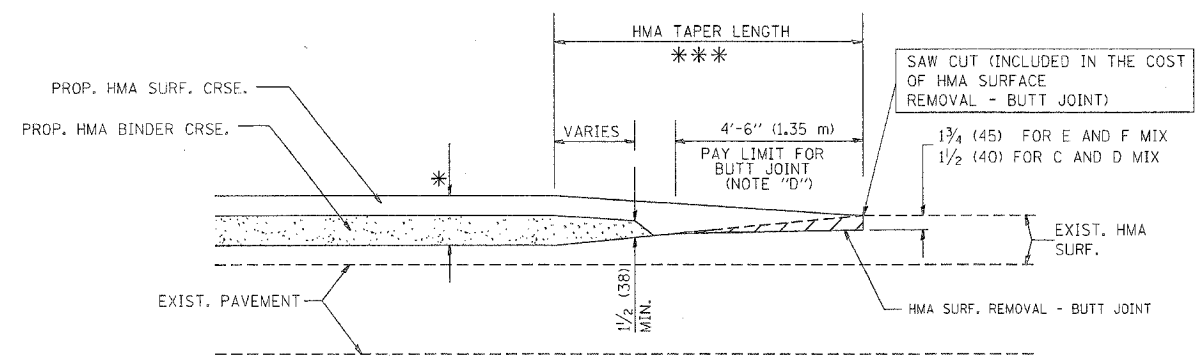


OPTION 1

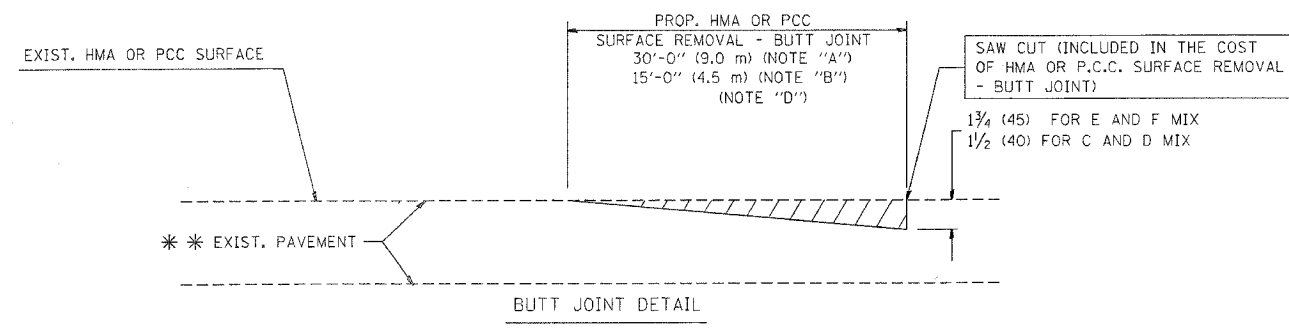


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

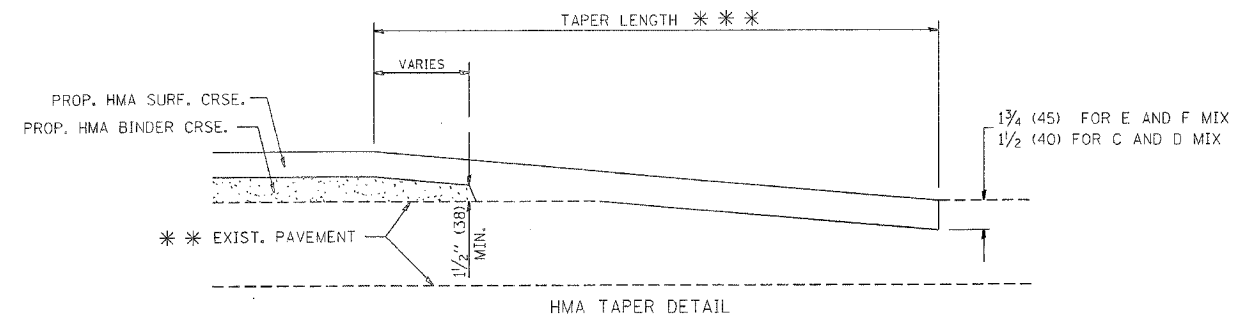
OPTION 2
TYPICAL TEMPORARY RAMP



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

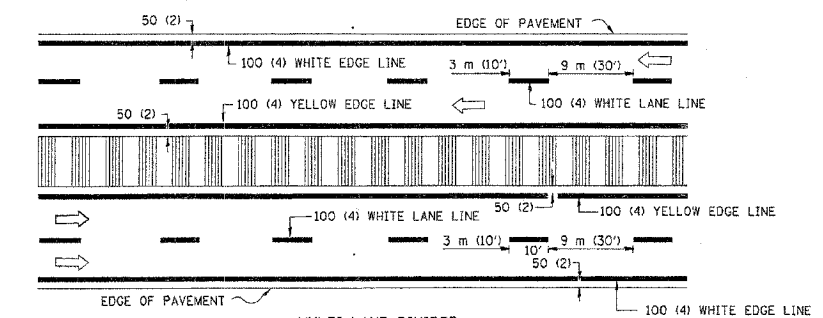
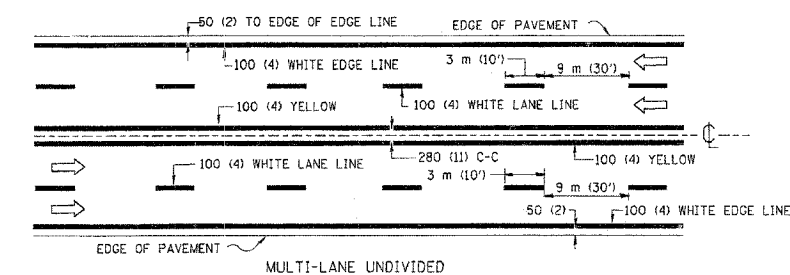
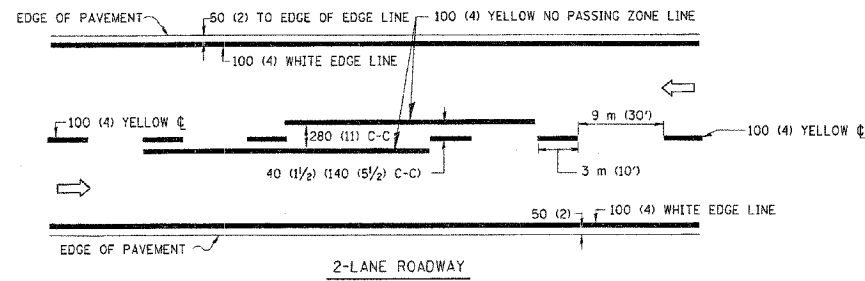
BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 10/31/2006

DRAWN BY
CHECKED BY

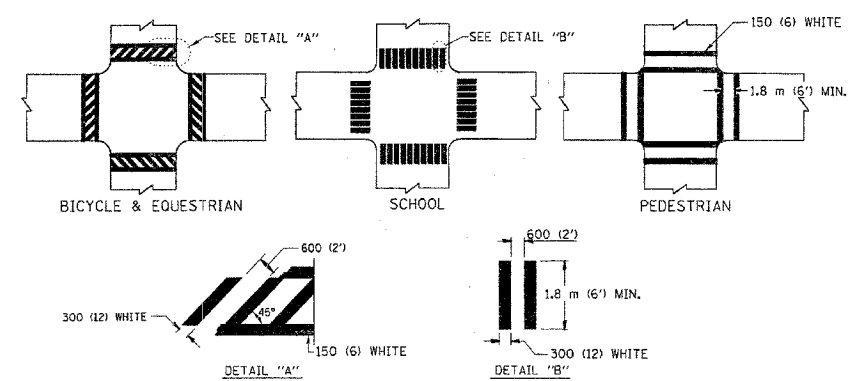
BD400-05 (VI-BD32)
REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
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PLOT SCALE = 3/32" = 1" / IN.
USER NAME = jengua

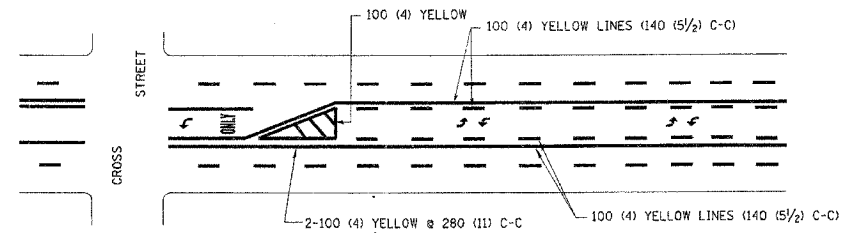
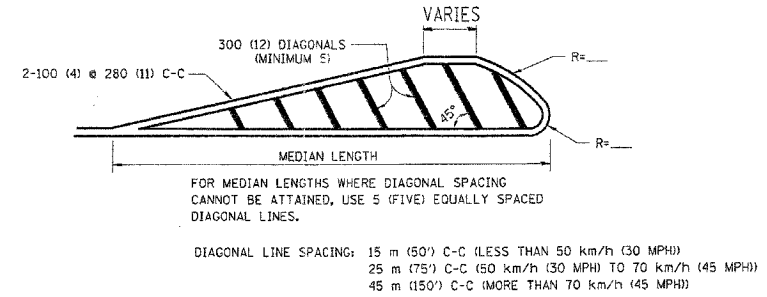
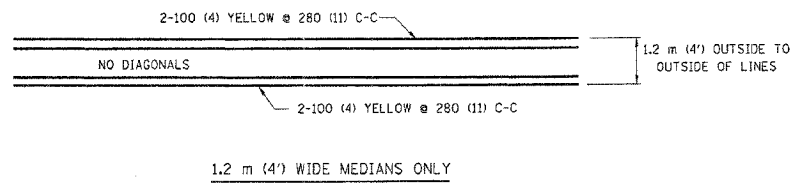


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

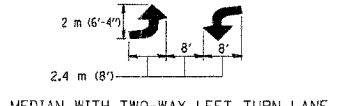
TYPICAL LANE AND EDGE LINE MARKING



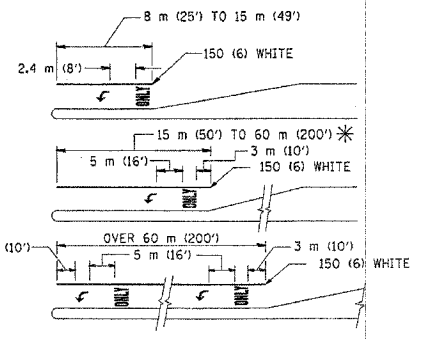
TYPICAL CROSSWALK MARKING



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.



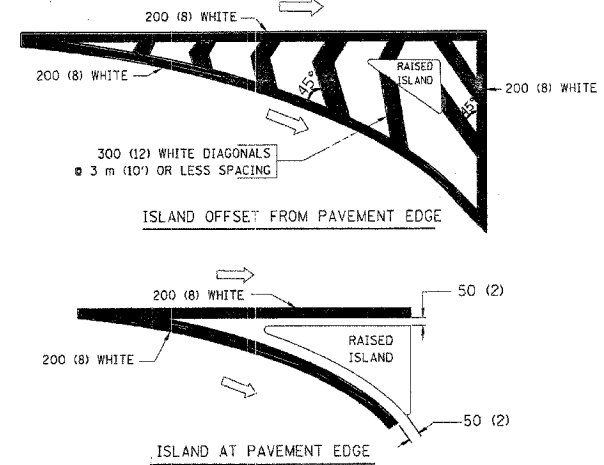
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED. AREA = 1.5 m² (15.6 SQ. FT.) ONLY 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 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" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.) |
| SHOULDER DIAGONALS | 300 (12) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH)) |

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

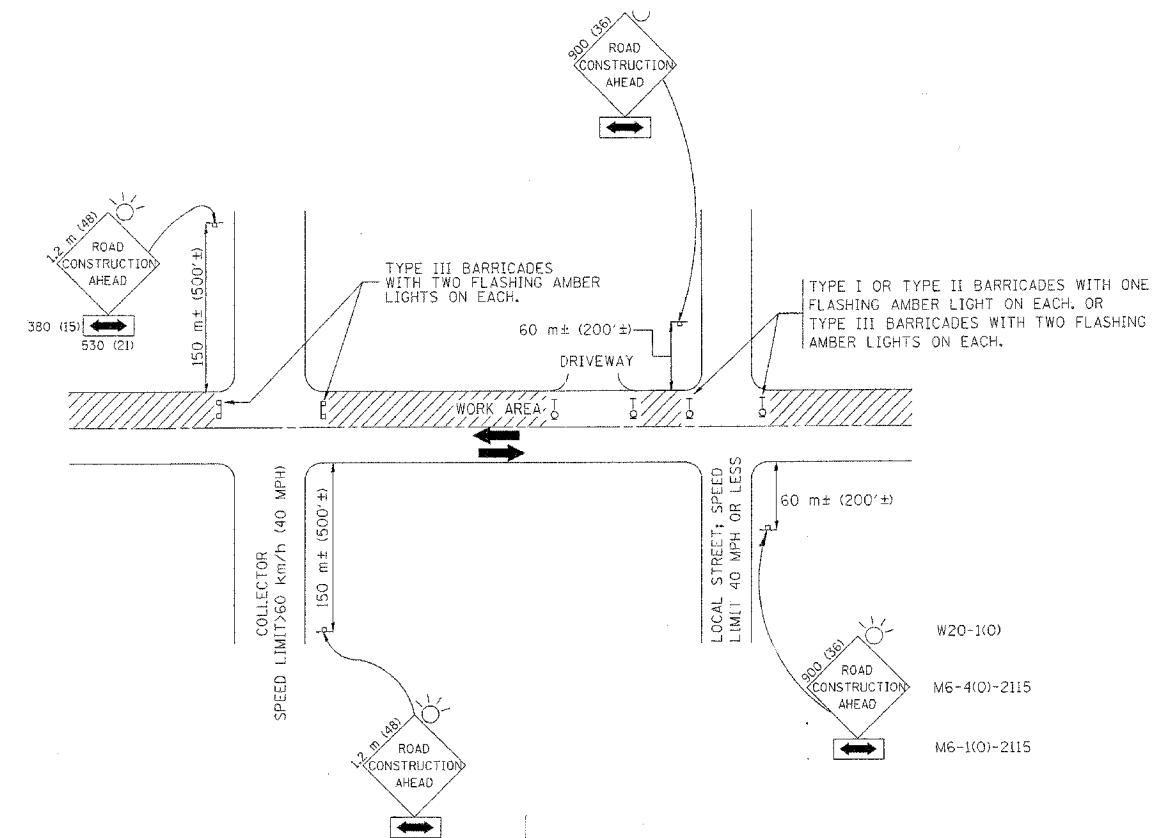
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DATE

DRAWN BY CADD

CHECKED BY



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. 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.

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

| 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 |

SCALE: NONE
 DATE:

DRAWN BY
 CHECKED BY