

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

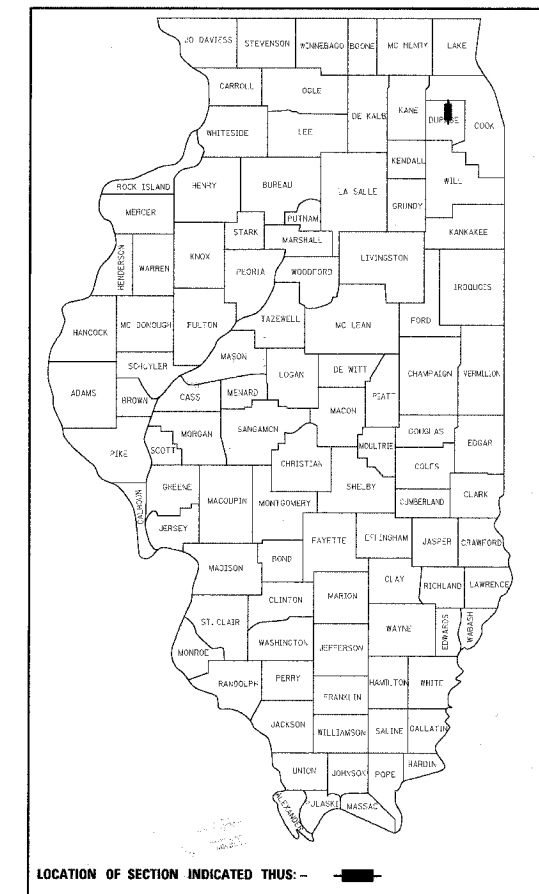
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

PRESIDENT STREET (FAU 2424)
FROM FULLERTON AVENUE (FAU 1379) TO MILL POND DRIVE (FAU 2424)
FULLERTON AVENUE (FAU 1379)
FROM SCHMALE ROAD (FAU 2566) TO BLOOMINGDALE ROAD (FAP 364)
MILL POND DRIVE (FAU 2424)
FROM SCHMALE ROAD (FAU 2566) TO PRESIDENT STREET (FAU 2424)
RESURFACING
L.A. SECTION No. 05-00052-00-RS
PROJECT No. M-8003 (517)
VILLAGE OF GLENDALE HEIGHTS
DUPAGE COUNTY
C-91-201-05

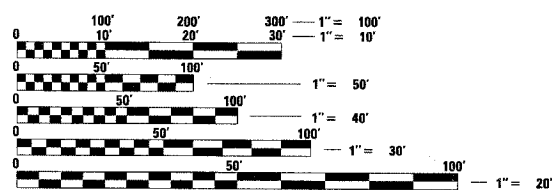
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
--	05-00052-00-RS	DUPAGE	20	1
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 83821

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IDOT FEDERAL-AID DESIGN ENGINEER: ABIGAIL BRINKS 847-705-4233

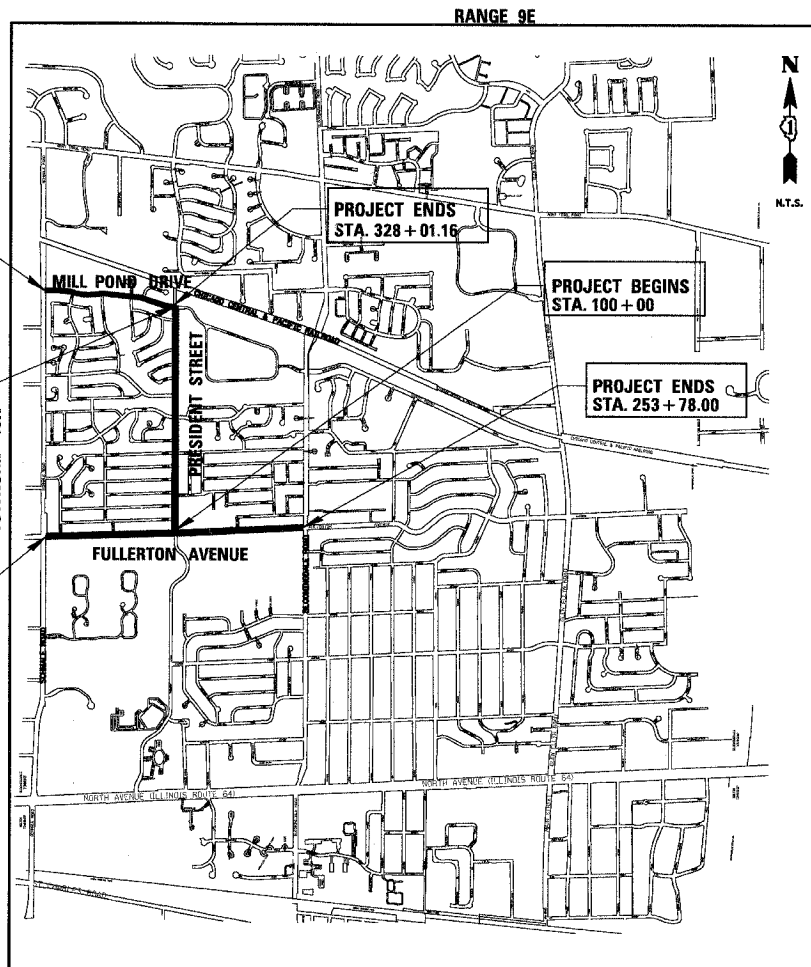


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 83821

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



GROSS LENGTH OF PROJECT = 12775 FEET (2.42 MI)
NET LENGTH OF PROJECT = 12775 FEET (2.42 MI)

TRAFFIC DATA (PRESIDENT STREET)
ADT (YEAR) = 1889 (2004)
SPEED LIMIT = 25 MPH

TRAFFIC DATA (FULLERTON AVENUE)
ADT (YEAR) = 8523 (2004)
SPEED LIMIT = 25 MPH

TRAFFIC DATA (MILL POND DRIVE)
ADT (YEAR) = 3853 (2004)
SPEED LIMIT = 25 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED [Signature] 11/20/05
VILLAGE OF GLENDALE HEIGHTS

APPROVED [Signature] NOVEMBER 1, 2005
LOCAL ROADS AND STREETS

APPROVED [Signature] Nov 2, 2005
Diane M. O'Keefe /cd
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

LEE M. FELL
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

[Signature]
ENGINEER

10/27/05
DATE

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2005

SUMMARY OF QUANTITIES

ITEM	ITEMS	UNIT	NON-		NON-		NON-		TOTAL QUANTITY
			1000-2A QUANTITY	PARTICIPATING QUANTITY	1000-2A QUANTITY	PARTICIPATING QUANTITY	1000-2A QUANTITY	PARTICIPATING QUANTITY	
20101300	TREE PRUNING (1 TO 10 INCHES DIAMETER)	EACH	5	0	5	0	5	0	15
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	0	5	0	5	0	15
20600750	TRENCH BACKFILL	CY	0	30	0	5	0	0	35
21101816	TOPSOIL FURNISH AND PLACE, 4"	SY	1220	0	1420	0	731	0	3371
25200110	SODDING, SALT TOLERANT	SY	1220	0	1420	0	731	0	3371
25200200	SUPPLEMENTAL WATERING	UNIT	20	0	20	0	20	0	60
35101800	AGGREGATE BASE COURSE, TYPE B, 4"	SY	65	0	115	0	80	0	260
35101800	AGGREGATE BASE COURSE, TYPE B, 6"	SY	120	0	140	0	10	0	270
40200300	AGGREGATE SURFACE COURSE, TYPE B	TON	100	0	100	0	100	0	300
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2150	0	2450	0	1150	0	5750
40600300	AGGREGATE (PRIME COAT)	TON	41	0	51	0	22	0	114
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SY	65	0	115	0	80	0	260
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SF	1250	0	2500	0	2500	0	6250
42400800	DETECTABLE WARNINGS	SF	600	0	180	0	180	0	960
44000200	DRIVEWAY PAVEMENT REMOVAL	SY	185	0	255	0	80	0	530
44000600	SIDEWALK REMOVAL	SF	1250	0	2500	0	2500	0	6250
44001700	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3200	0	3250	0	1650	0	8050
550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	0	150	0	15	0	0	145
55100500	STORM SEWER REMOVAL 12"	FOOT	0	130	0	15	0	0	145
602A2400	INLETS, SPECIAL	EACH	0	4	0	1	0	0	5
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 70101	L. SUM	0.33	0	0.34	0	0.33	0	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 70101	L. SUM	0.33	0	0.34	0	0.33	0	1
70102840	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L. SUM	0.33	0	0.34	0	0.33	0	1
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4901	0	5647	0	2867	0	13415
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SF	77	0	478	0	77	0	632
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1939	0	11852	0	4490	0	18271
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	58	0	1017	0	88	0	1141
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	365	0	1364	0	595	0	2335
78000800	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	124	0	150	0	50	0	334
88000900	DETECTOR LOOP REPLACEMENT	FOOT	0	0	900	0	0	0	907
X0322748	BITUMINOUS REMOVAL OVER PATCHES	SY	0	65	0	10	0	0	75
X069414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	3100	0	3560	0	1630	0	8290
X067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, LL-4.75, N50	TON	820	0	1050	0	485	0	2455
X408420	BITUMINOUS SURFACE REMOVAL 3 1/4"	SY	2150	0	2450	0	1150	0	5750
X000967	SUB-BASE GRANULAR MATERIAL, TYPE B, 2"	SY	140	0	280	0	280	0	700
X0004924	CLASS D PATCHES 6-INCHES	SY	1780	0	2485	0	1035	0	5300
Z0017500	DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH	0	2	0	4	0	2	8
Z0018100	DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)	EACH	2	0	2	0	2	0	6
Z0018200	DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL)	EACH	0	2	0	0	0	0	2
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	35	0	25	0	11	0	71
Z0018700	DRAINAGE STRUCTURES TO BE REMOVED	EACH	0	4	0	1	0	0	5
6700000	MOBILITY DATA	L. SUM	1	0	0	0	0	0	1

• SPECIALTY ITEMS

STORM SEWER SCHEDULE

STREET	LOCATION	PROPOSED STRUCTURE	STRUCTURE			STORM SEWER			LENGTH (FT)	TBF (CY)		
			SIZE (FT)	INV NORTH	SIZE	INV EAST	SIZE	INV WEST				
PRESIDENT	SCHOOL ENTRANCE	INLET, SPECIAL	2'X3'				-3.25	12	SS, CL A, T1, 12"	50	13.9	
	1797 PRESIDENT	INLET, SPECIAL	2'X3'					-2.70	10	SS, CL A, T1, 12"	50	10.5
	1881 PRESIDENT	INLET, SPECIAL	2'X3'			-2.30	10			SS, CL A, T1, 12"	15	2.7
	1925 PRESIDENT	INLET, SPECIAL	2'X3'			-2.30	10			SS, CL A, T1, 12"	15	2.7
FULLERTON	30 W. FULLERTON	INLET, SPECIAL	2'X3'	2.15	12					SS, CL A, T1, 12"	15	2.3

- 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		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE NTS	DRAWN BY MYG	CHECKED BY LMF
DATE 10/24/2005		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 43821

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.

PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, STRUCTURES TO BE ADJUSTED, DRAINAGE AND UTILITY STRUCTURE ADJUSTMENT (SPECIAL), DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL), DRAINAGE STRUCTURE RECONSTRUCTION (SPECIAL), DRAINAGE STRUCTURE TO BE ADJUSTED, DRAINAGE STRUCTURE TO BE REMOVED, 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.

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 COLD JOINT ON PRESIDENT, MILL POND, AND FULLERTON.

HIGHWAY STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-04	CURB RAMPS FOR SIDEWALKS
442201-01	CLASS C AND D PATCHES
606001-02	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
702001-05	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 DAY LABOR MAINTENANCE

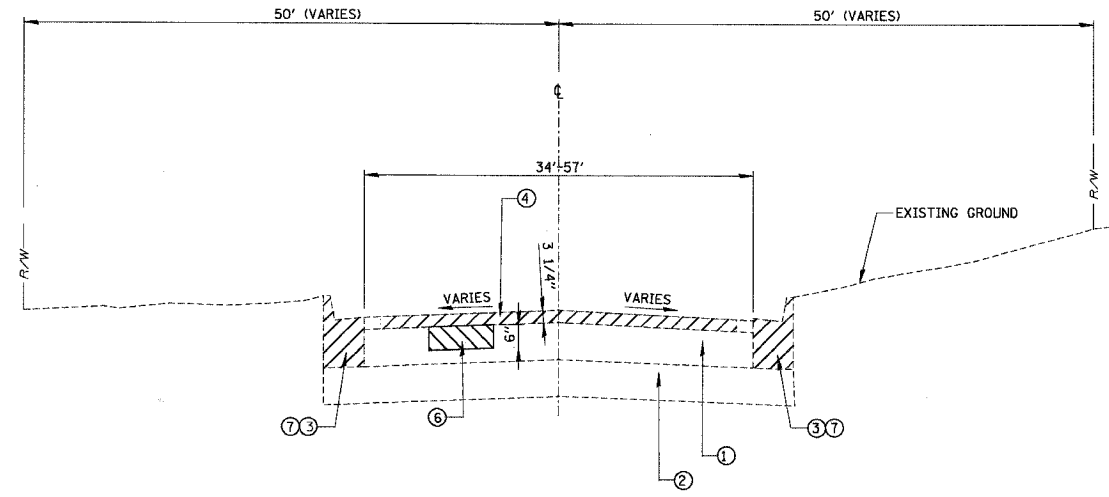
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
AND
IDOT STANDARDS

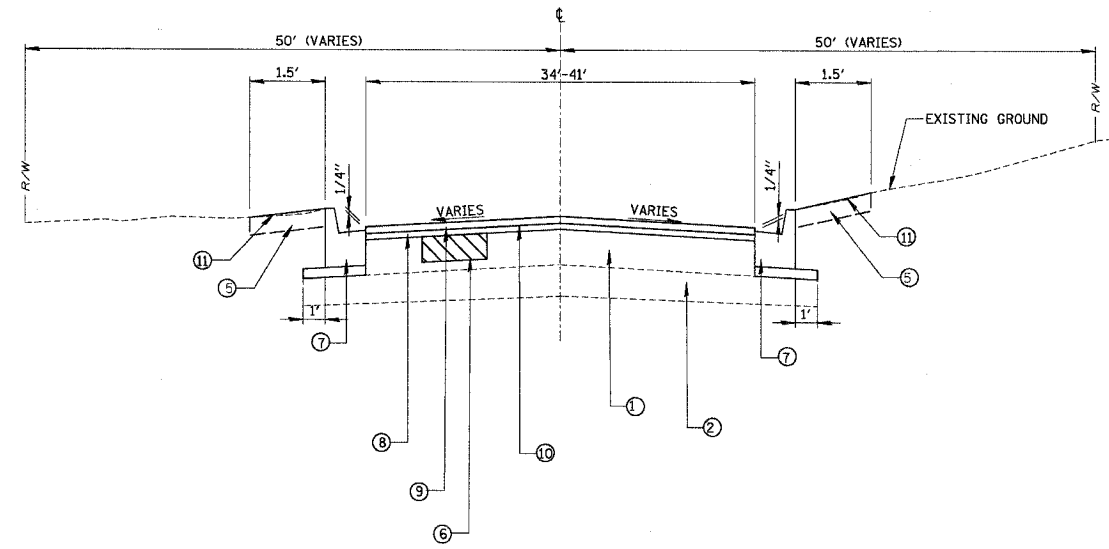
SCALE N.T.S.
DATE 10/11/2005

DRAWN BY MYG
CHECKED BY LMF



EXISTING TYPICAL SECTION
 PRESIDENT ST. (STA. 100+00 - STA. 146+68.00)
 FULLERTON AVE. (STA. 200+00 - STA. 253+78.00)
 MILL POND DR. (STA. 300+00 - STA. 327+29.80)

- LEGEND**
- ① EXISTING BITUMINOUS PAVEMENT, (±5" TO 12")
 - ② EXISTING AGGREGATE BASE (±0-14")
 - ③ EXISTING CURB AND GUTTER
 - ④ BITUMINOUS SURFACE REMOVAL, 3 1/4"
 - ⑤ TOPSOIL FURNISH AND PLACE, 4"
 - ⑥ CLASS D PATCHES, 6"
 - ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
 - ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75 N50 - 3/4" MIN.
 - ⑨ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C" N50 - 2 1/2"
 - ⑩ BITUMINOUS MATERIAL (PRIME COAT) AND AGGREGATE (PRIME COAT)
 - ⑪ SODDING, SALT TOLERANT



PROPOSED TYPICAL SECTION
 PRESIDENT ST. (STA. 100+00 - STA. 146+68.00)
 FULLERTON AVE. (STA. 200+00 - STA. 253+78.00)
 MILL POND DR. (STA. 300+00 - STA. 327+29.80)

BITUMINOUS MIXTURE REQUIREMENTS			
ITEM	AC-TYPE	VOIDS	RAP %
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N50	PG 64-22	4%±50GYR.	15
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG T6-28	2.5%±50GYR.	0

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

REVISIONS	
NAME	DATE

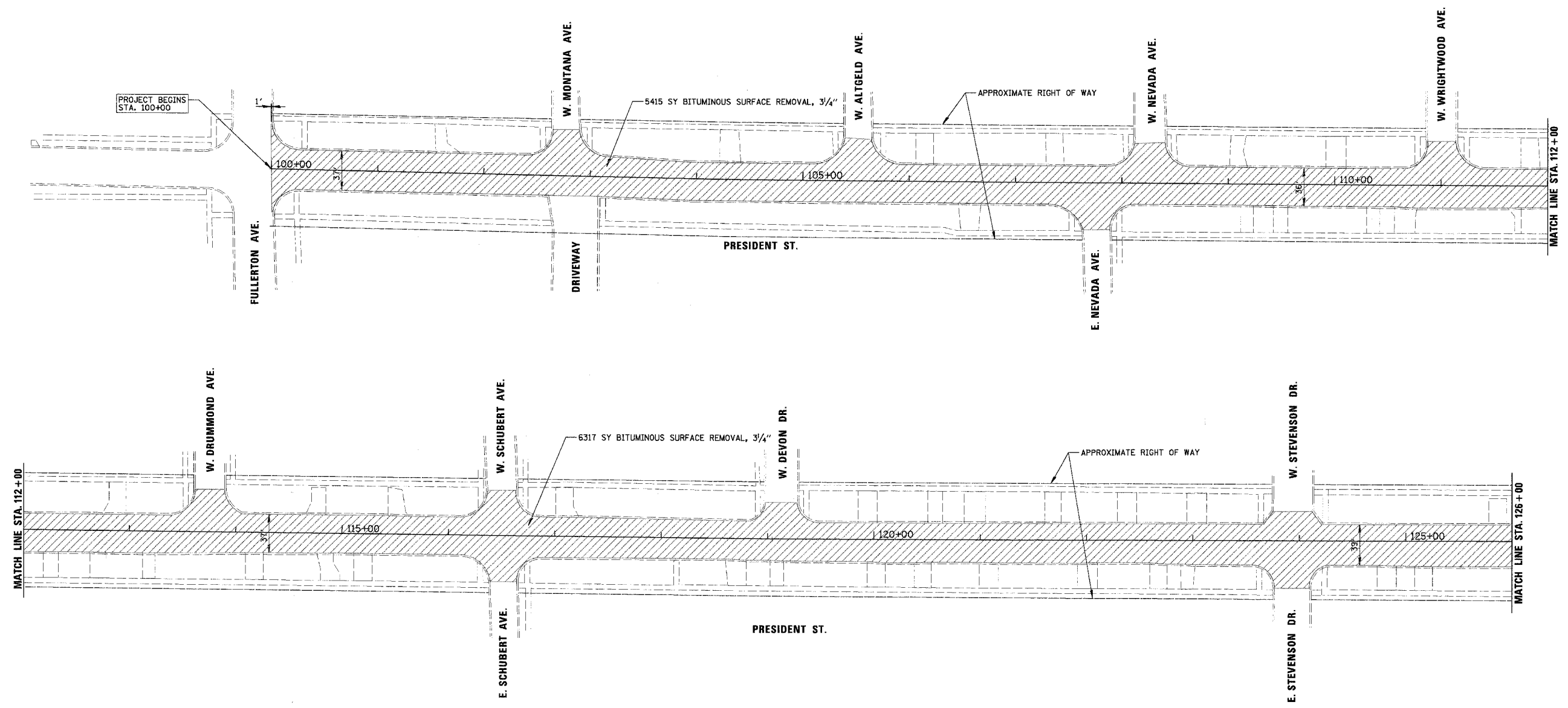
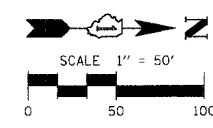
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE NTS
DATE 10/21/2005

DRAWN BY MYG
CHECKED BY LMF

P.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	D5-00052-00-RS	DUPAGE	20	5
STA.	100+00	TO STA.	126+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 83821				



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

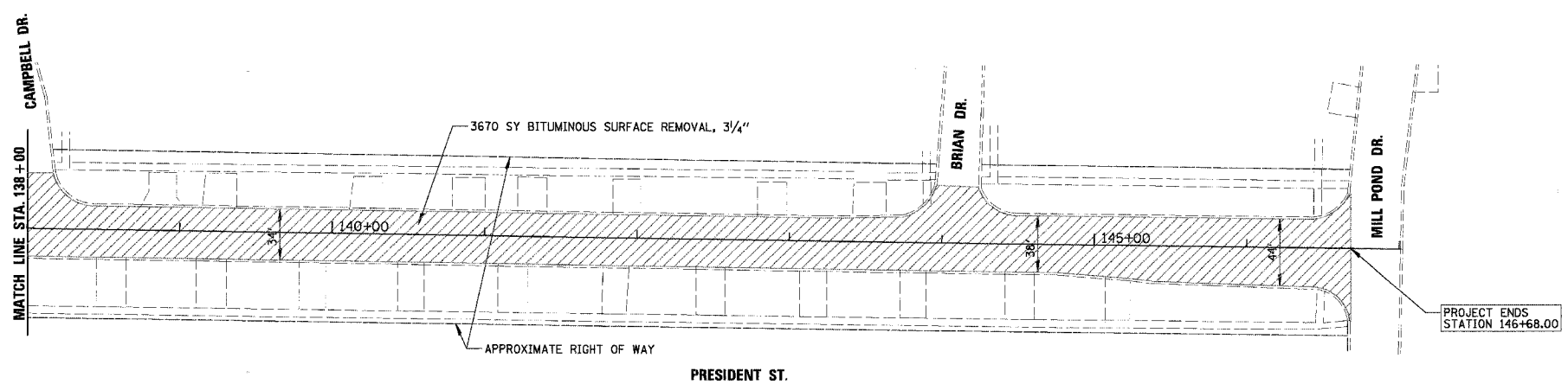
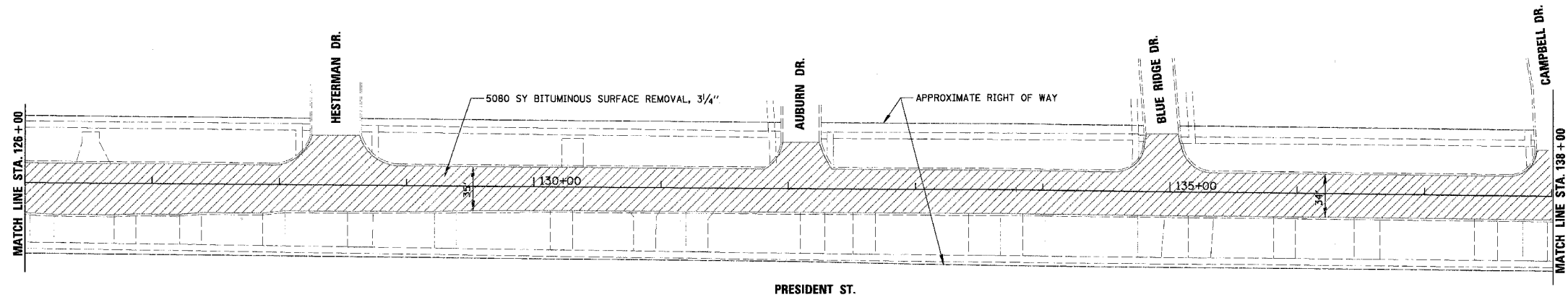
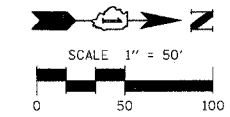
LEGEND
 BITUMINOUS SURFACE REMOVAL, 3/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 EXISTING CONDITIONS
 AND REMOVAL PLAN

SCALE 1"=50'
 DATE 10/11/2005
 DRAWN BY MYG
 CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	D5-00052-00-RS	DUPAGE	20	6
STA.	126+00	TO STA.	146+68.00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 3321				



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

LEGEND
 BITUMINOUS SURFACE REMOVAL, 3/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 EXISTING CONDITIONS
 AND REMOVAL PLAN
 SCALE 1"=50'
 DATE 10/11/2005
 DRAWN BY MYG
 CHECKED BY LMF

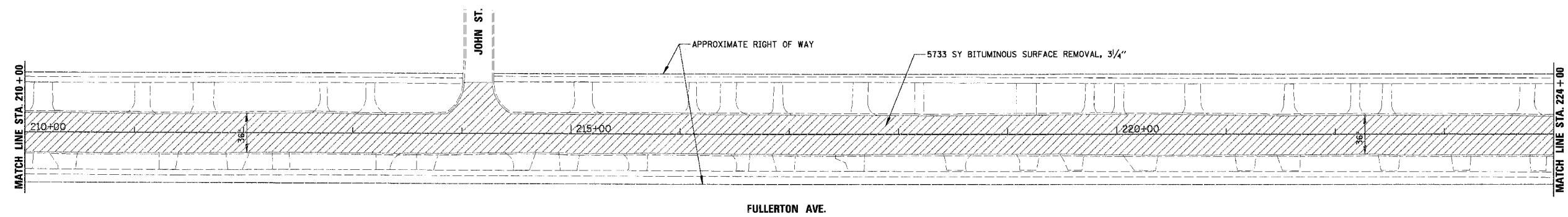
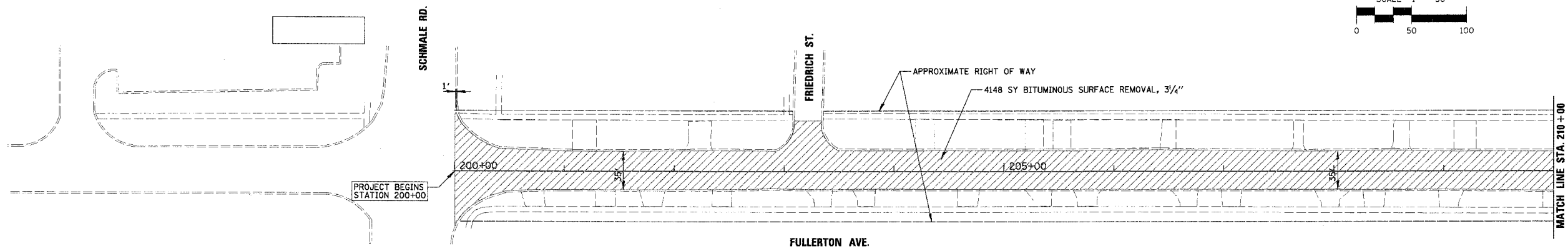
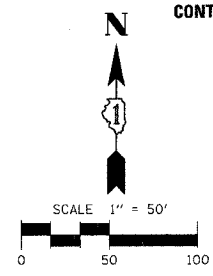
DATE: _____ BY: _____
 SURVEYED: _____
 PLAN NO. _____
 CHECKED: _____
 DATE: _____

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

DATE: _____ BY: _____
 SURVEYED: _____
 PROFILE NO. _____
 CHECKED: _____
 DATE: _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	7
STA.	200+00	TO STA.	224+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 83821

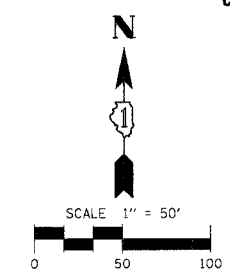


- NOTE:
- BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 - ALL EXISTING CURB AND GUTTER IS B-6.12.

LEGEND
 BITUMINOUS SURFACE REMOVAL, 3/4"

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FULLERTON AVENUE EXISTING CONDITIONS AND REMOVAL PLAN
NAME	DATE	
		SCALE 1"=50' DATE 10/11/2005 DRAWN BY MYG CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	8
STA.	224+00	TO STA.	253+78.00	
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	
CONTRACT NO. 83821				



DATE	BY

PLAN

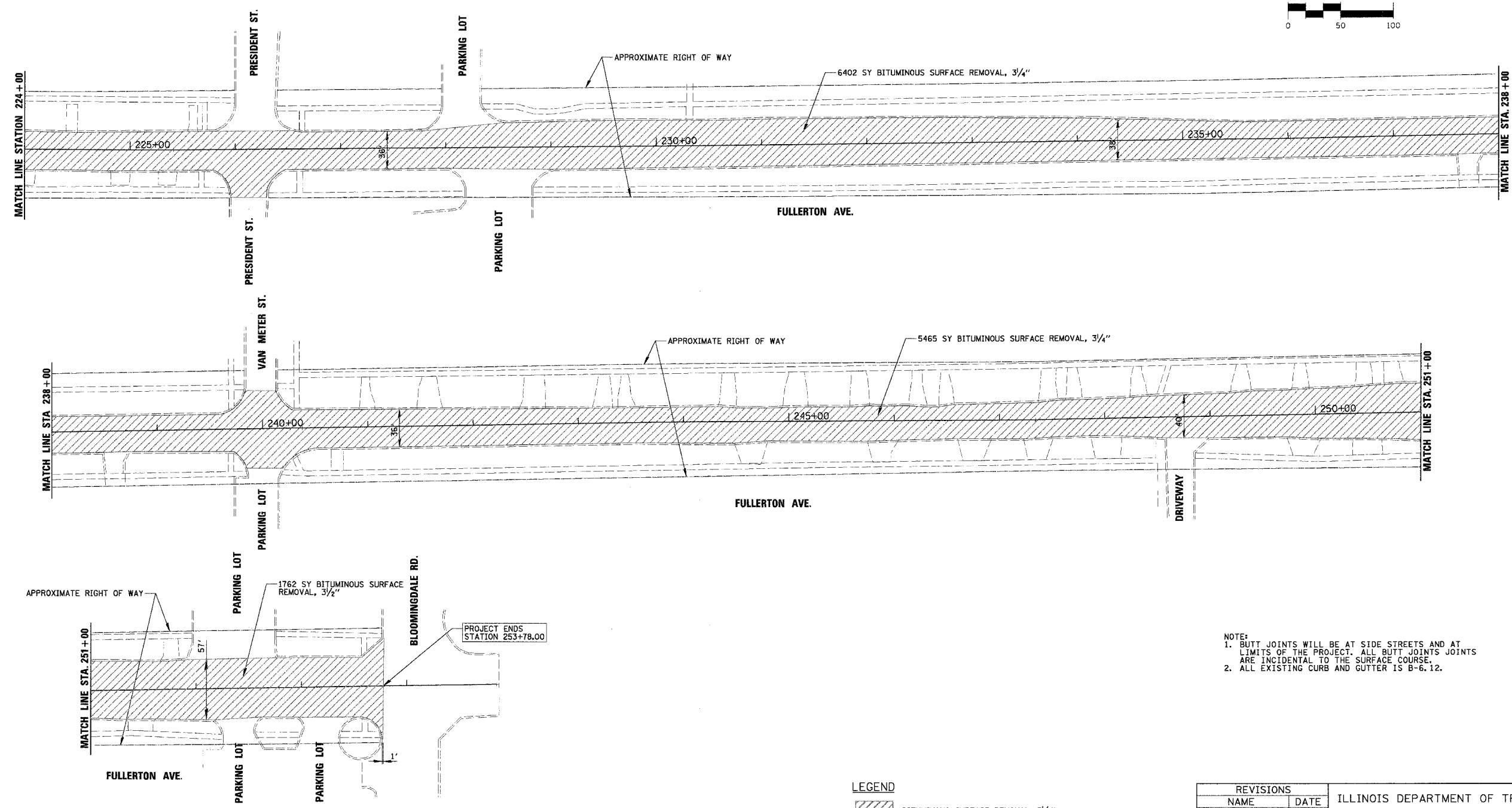
SURVEYED
ALIGNED
CHECKED
RT. OF WAY
FILED
NO. DATE

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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

DATE	BY

PROFILE

SURVEYED
GRADES CHECKED
B.M. NOTED
PROCEDURE
NO. DATE



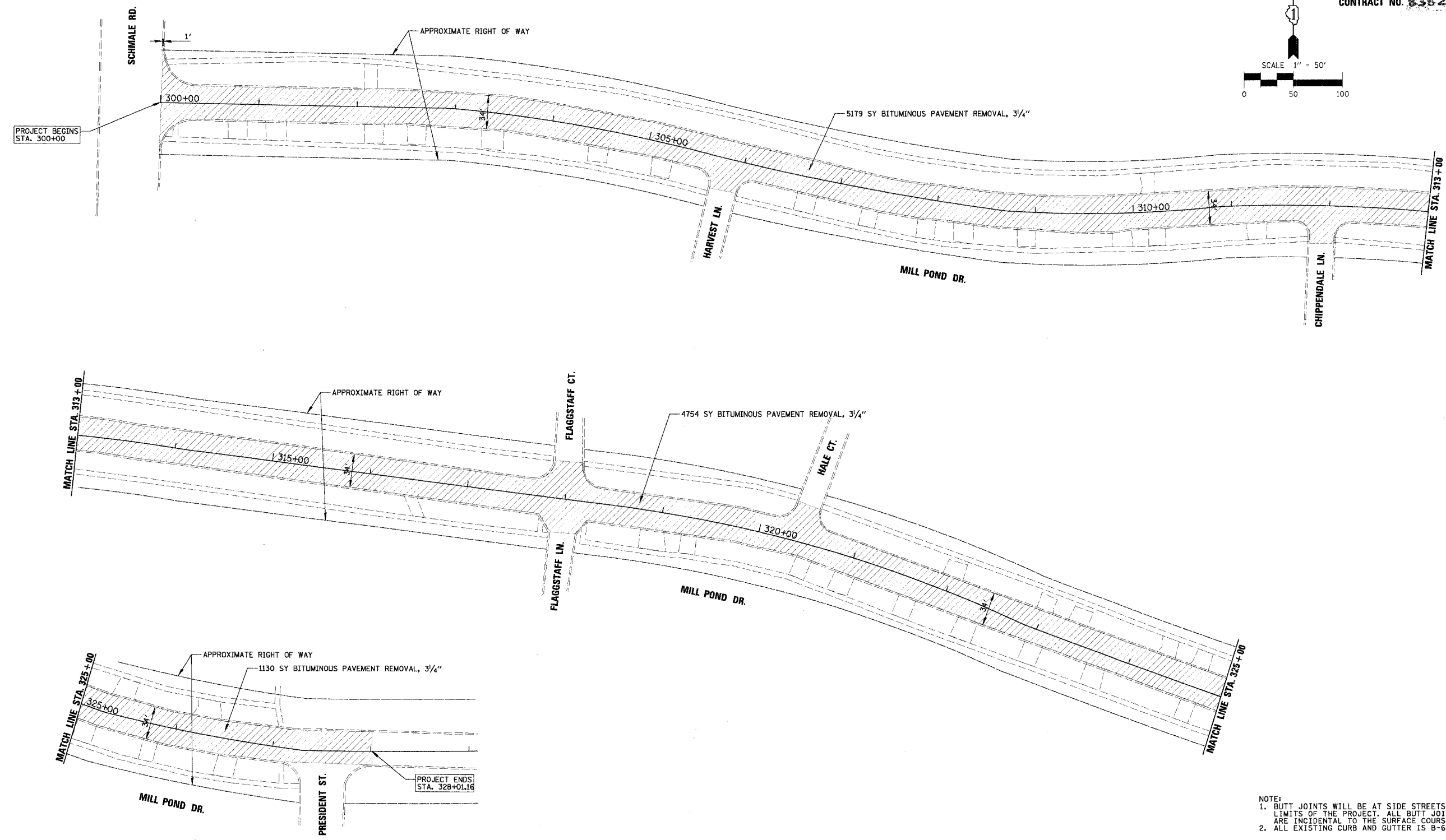
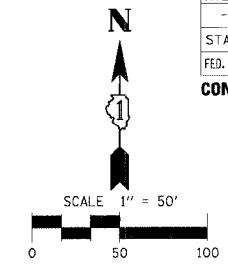
- NOTE:
1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS B-6.12.

LEGEND

	BITUMINOUS SURFACE REMOVAL, 3/4"
--	----------------------------------

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FULLERTON AVENUE EXISTING CONDITIONS AND REMOVAL PLAN
NAME	DATE	
SCALE 1"=50'		DRAWN BY MYG
DATE 10/11/2005		CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	9
STA.	300+00	TO STA.	328+01.16	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83821				



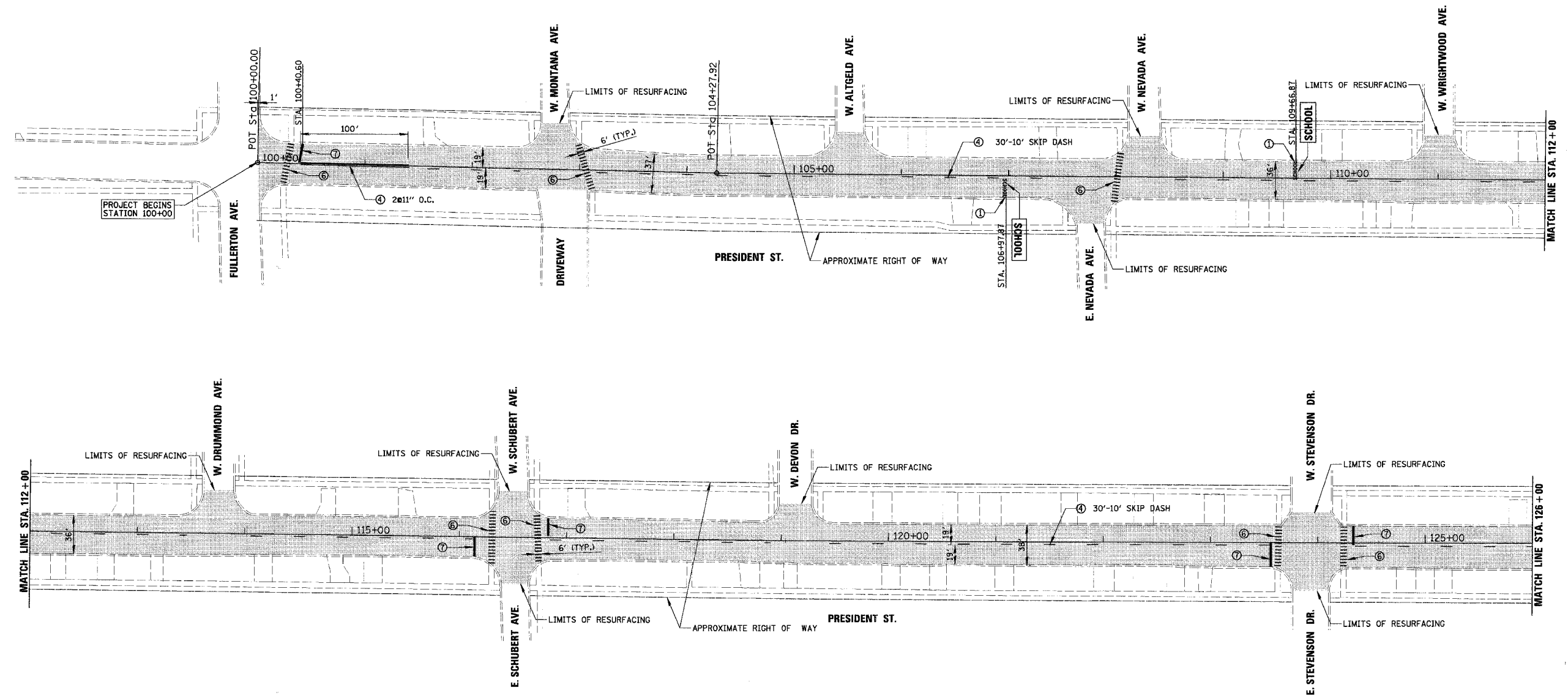
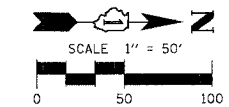
NOTE:
 1. BUTT JOINTS WILL BE AT SIDE STREETS AND AT LIMITS OF THE PROJECT. ALL BUTT JOINTS JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.
 2. ALL EXISTING CURB AND GUTTER IS 5-6.12.

LEGEND
 BITUMINOUS SURFACE REMOVAL, 3/4"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 MILL POND DRIVE
 EXISTING CONDITIONS
 AND REMOVAL PLAN
 SCALE 1"=50'
 DATE 10/11/2005
 DRAWN BY MYG
 CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-R5	DUPAGE	20	10
STA.	100+00	TO STA.	126+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 0332				



- LEGEND**
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 - 3/4"
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 - 2 1/2"

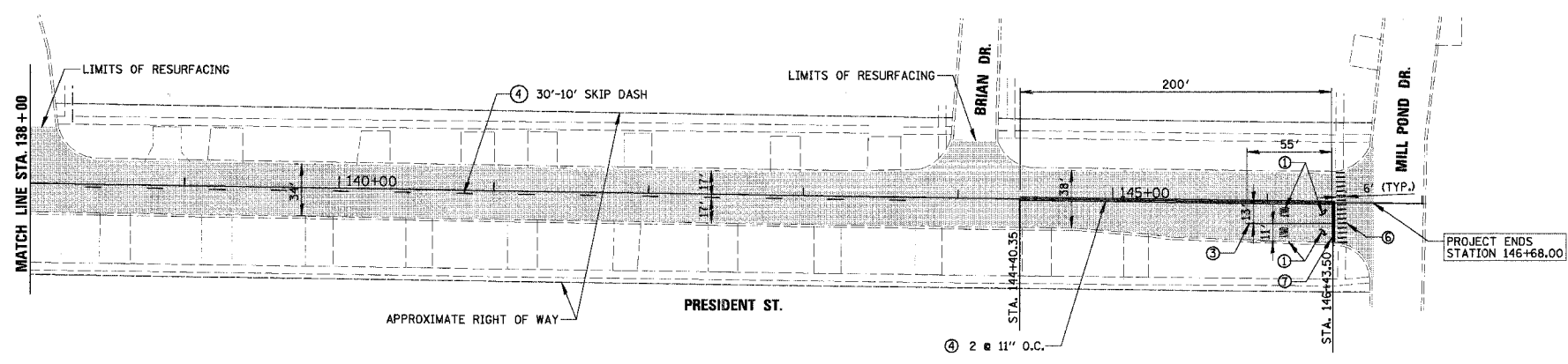
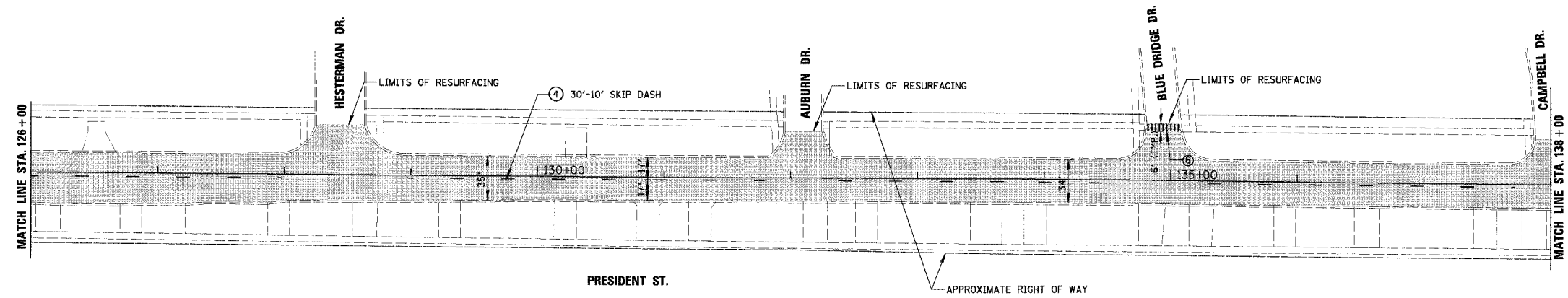
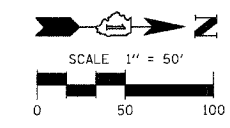
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PRESIDENT STREET
 PROPOSED PLAN

SCALE 1"=50'
 DATE 10/11/2005

DRAWN BY MYG
 CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
-	05-00052-00-RS	DUPAGE	20
NO.			11
STA.	126+00	TO STA.	146+68.00
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 3321			



- 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)
 - 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), SUPERPAVE, 1L-4.75, N50
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 - 2 1/2"

REVISIONS	
NAME	DATE

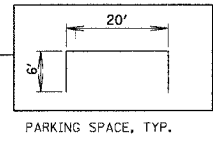
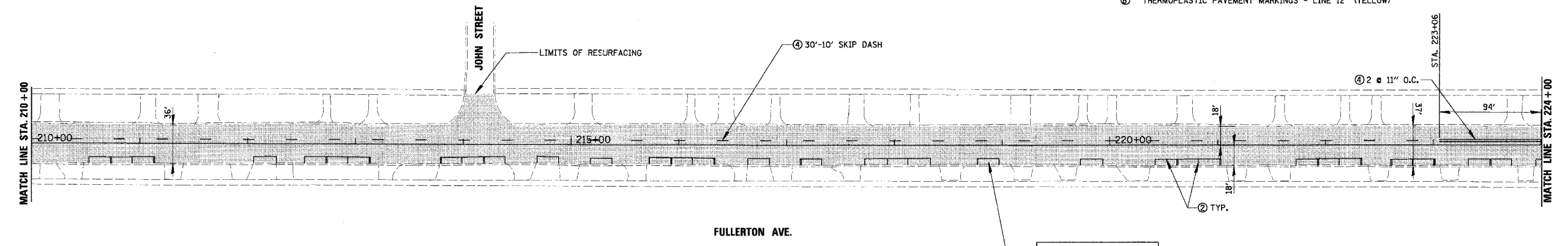
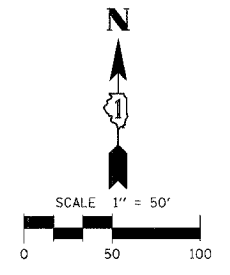
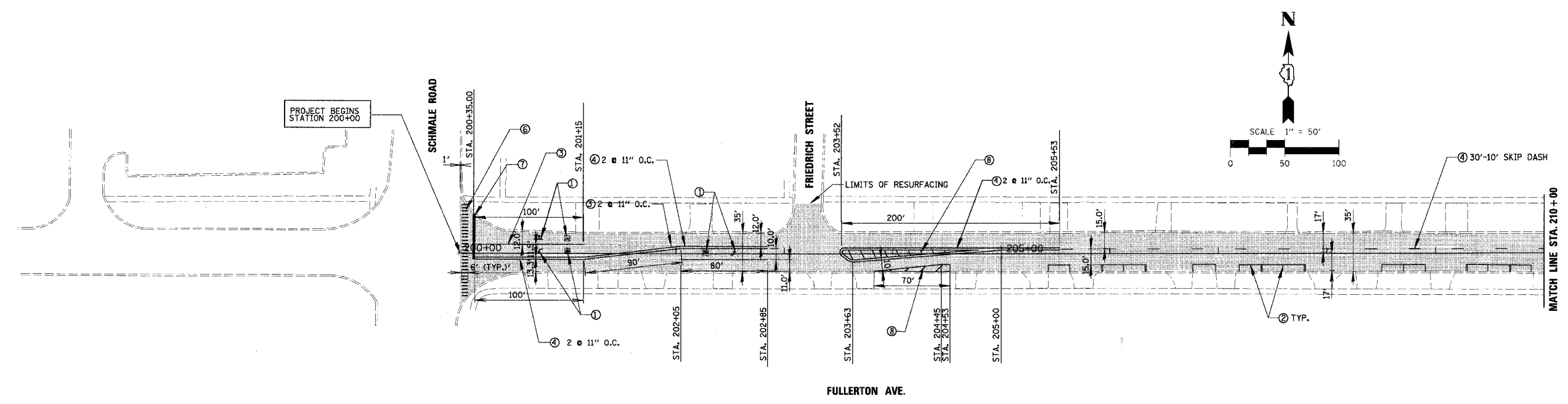
ILLINOIS DEPARTMENT OF TRANSPORTATION
PRESIDENT STREET
PROPOSED PLAN

SCALE 1"=50'
DATE 10/11/2005
DRAWN BY MYG
CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 63821				

SURVEYED BY: _____ DATE: _____
 CHECKED BY: _____
 DESIGNED BY: _____
 DRAWN BY: _____
 IN CHARGE: _____
 PROJECT NO.: _____
 SHEET NO.: _____
 DATE: _____

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 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500



- 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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 - ⑦ THERMOPLASTIC PAVEMENT MARKINGS - LINE 24" (WHITE)
 - ⑧ THERMOPLASTIC PAVEMENT MARKINGS - LINE 12" (YELLOW)

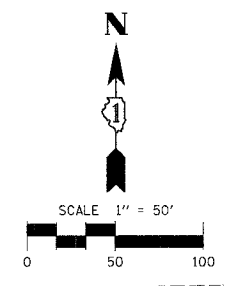
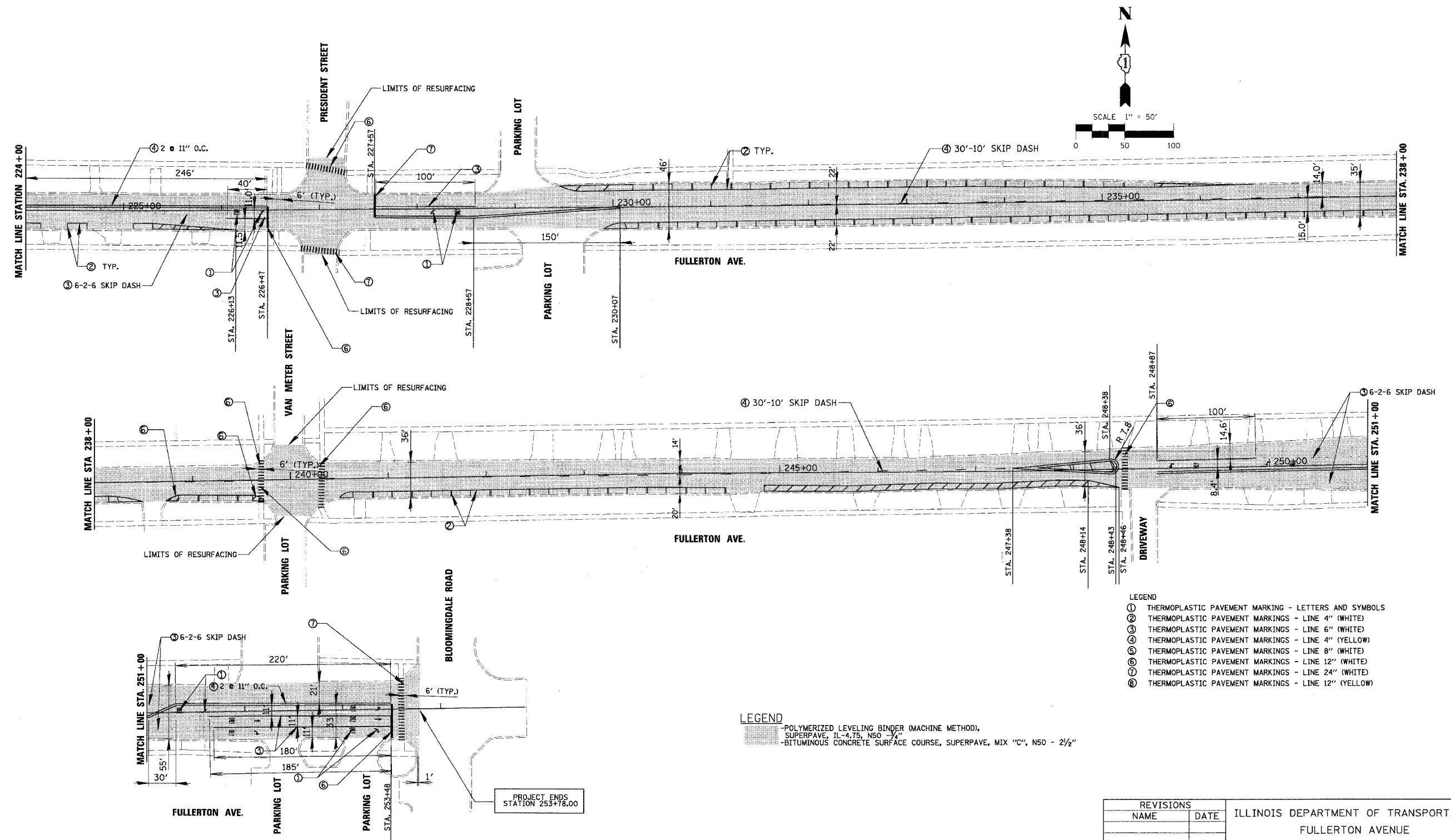
- LEGEND
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 - 3/4"
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 - 2 1/2"

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FULLERTON AVENUE PROPOSED PLAN
NAME	DATE	
		SCALE 1"=50' DATE 10/24/2005 DRAWN BY MYG CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	05-00052-00-RS	DUPAGE	20	13
STA.	. TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83821				

PROFILE SURVEYED BY DATE
 GRADES CHECKED BY DATE
 G.M. NO. BY DATE
 STRUCTURE NOTATIONS OPENED BY DATE
 NO. OF MAY CHECKED BY DATE
 PAID FILE NAME

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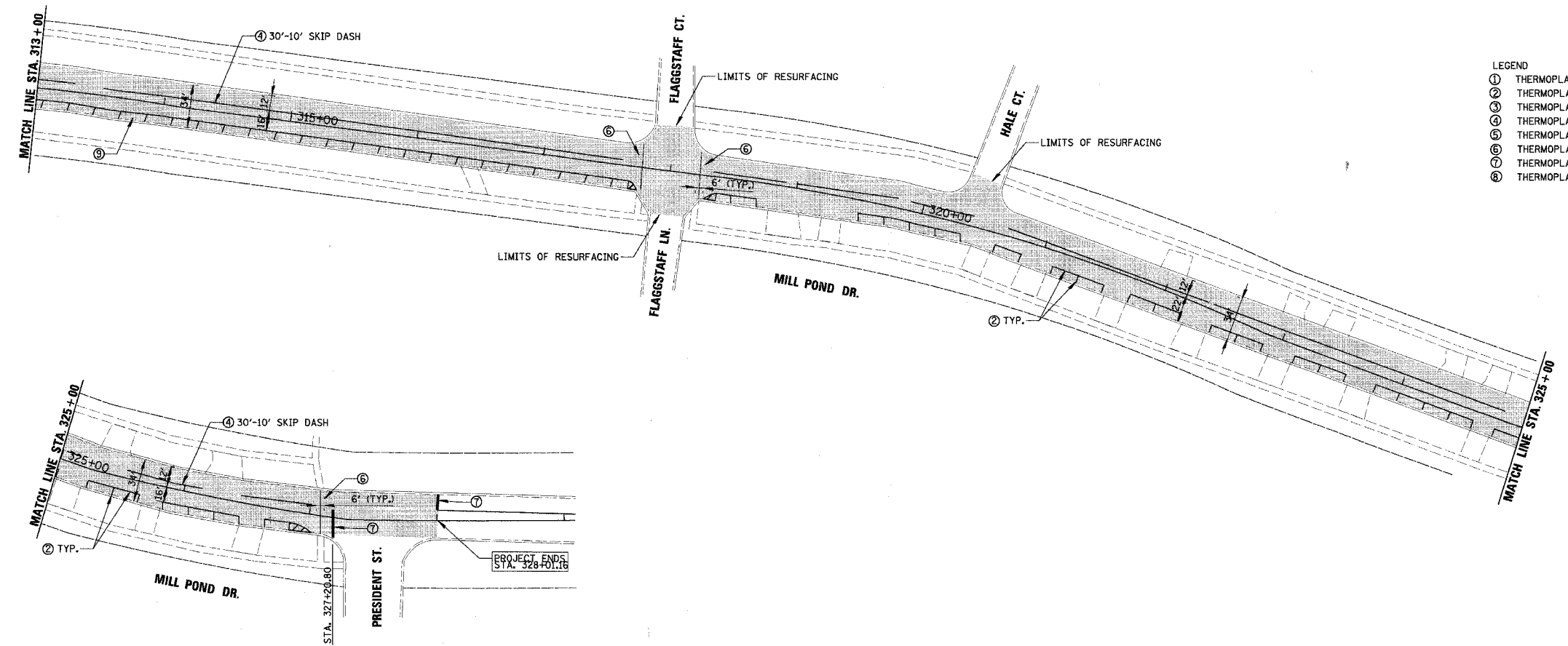
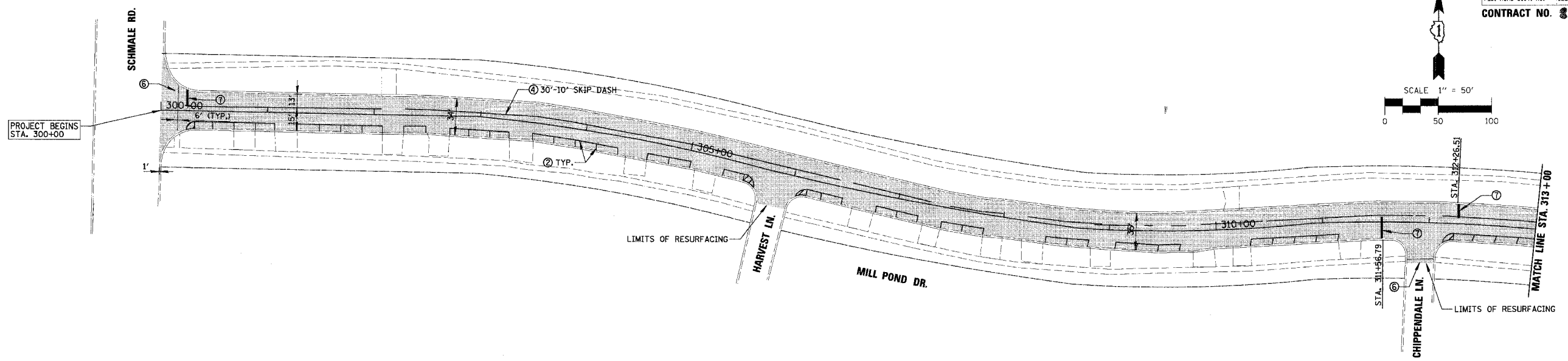
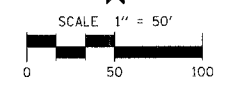
- LEGEND**
- ① THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
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- POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 - 3/4"
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 - 2 1/2"

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FULLERTON AVENUE PROPOSED PLAN
NAME	DATE	

SCALE 1"=50'
 DATE 10/24/2005
 DRAWN BY MYG
 CHECKED BY LMF

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
-	05-00052-00-R5	DUPAGE	20	14
STA. 300+00	TO STA. 327+29.80			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83821				



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

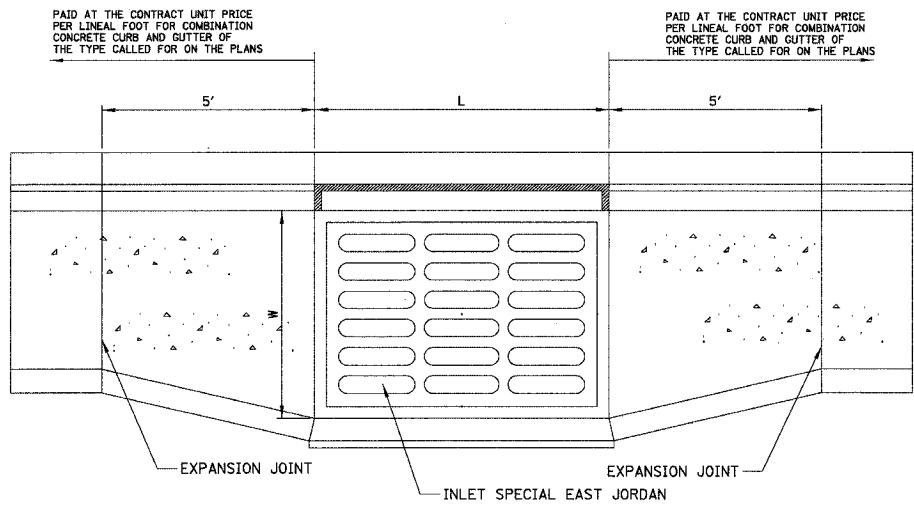
- LEGEND
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 - 3/4"
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 - 2 1/2"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
MILL POND DRIVE
PROPOSED PLAN

SCALE 1"=50'
DATE 10/21/2005

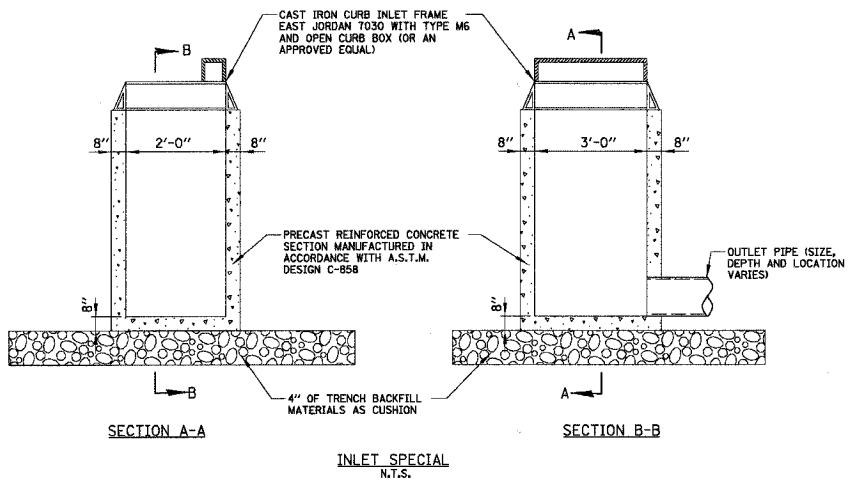
DRAWN BY MYG
CHECKED BY LMF



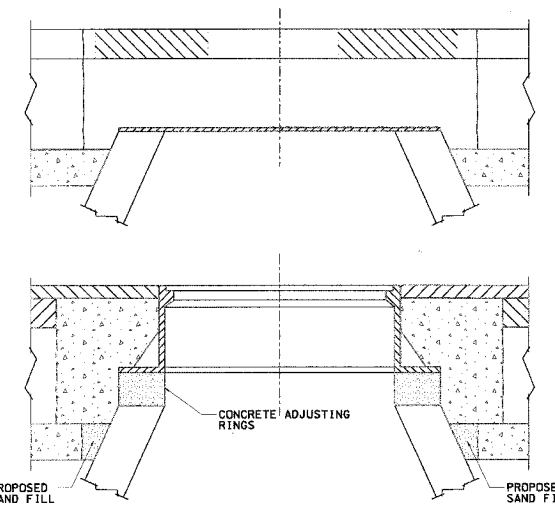
STRUCTURE TYPE	FRAME AND GRATE	L	W
INLET-SPECIAL	EAST JORDAN 7030 TYPE M 6	37"	18"

GUTTER WIDENING AT DRAINAGE STRUCTURES
N.T.S.

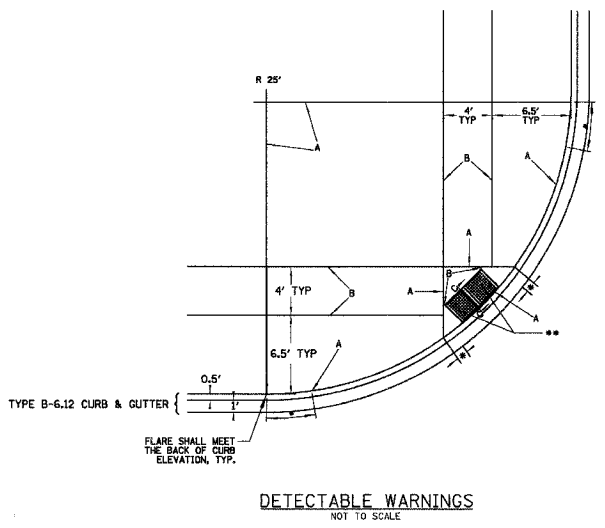
NOTE:
GRATE SHALL BE FLOW-RIGHT OR FLOW-LEFT AS DIRECTED BY THE ENGINEER.



INLET SPECIAL
N.T.S.



P.C.C. SIDEWALK DETAIL



DETECTABLE WARNING
NOT TO SCALE

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.

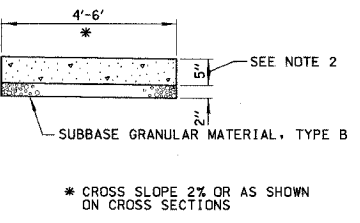
BASIS OF PAYMENT

STRUCTURE TO BE ADJUSTED (SPECIAL).

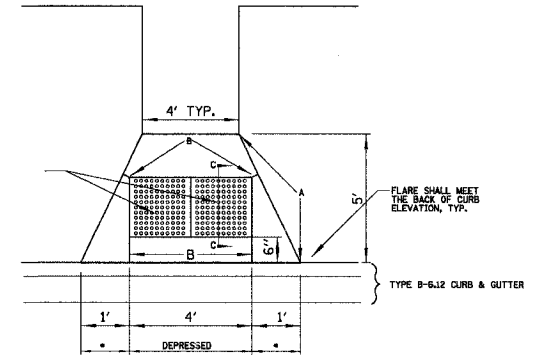
NOTES

- 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.

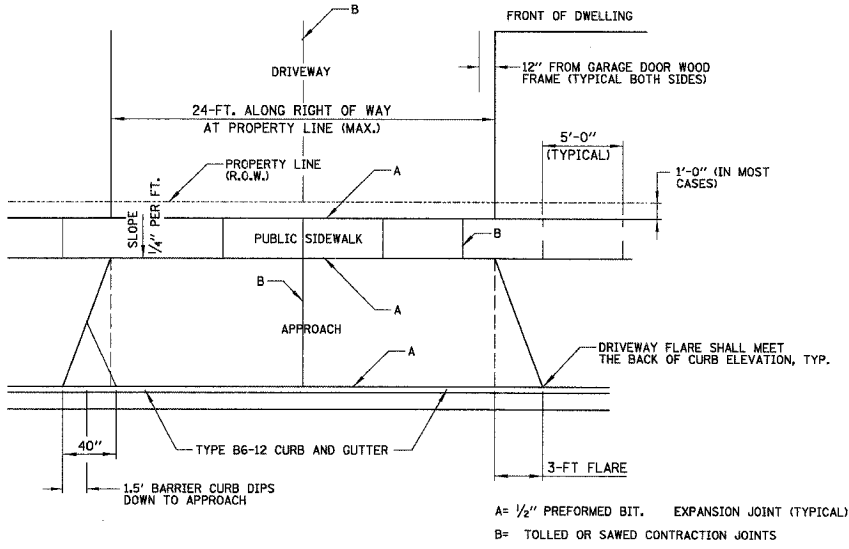
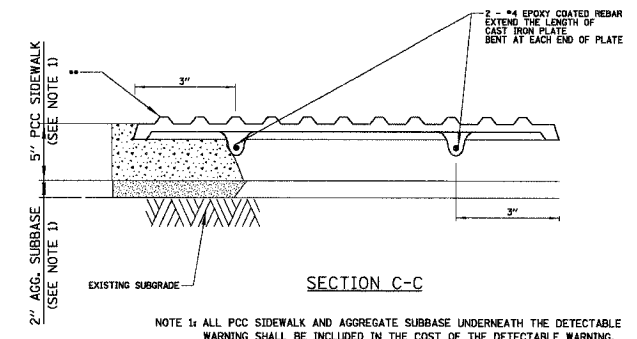
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING



- 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.



- 1' TRANSITION FROM DEPRESSED CURB AND GUTTER TO FULL HEIGHT CURB AND GUTTER
- A = 1/2" PREFORMED BIT. EXPANSION JOINT (TYP.)
- B = TOOLED OR SAWED CONTRACTION JOINT

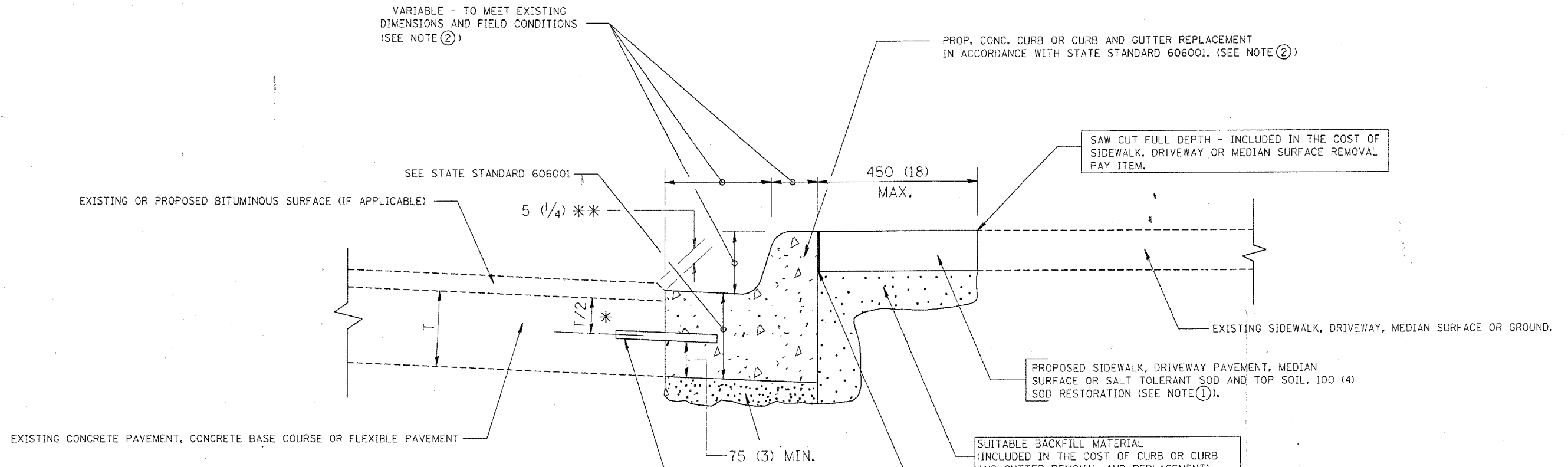


DRIVEWAY WITH A TYPE B-6.12 CURB AND GUTTER

- 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. BITUMINOUS SURFACE ON 6" COMPACTED SUB-BASE (CA-6)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS
SCALE N.T.S.
DATE 12/5/2005
DRAWN BY MYG
CHECKED BY LMF



* 75 (3) 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.

SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ 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.

⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ 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.

⑦ 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.

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 100 (4) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 100 (4) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE 3).

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

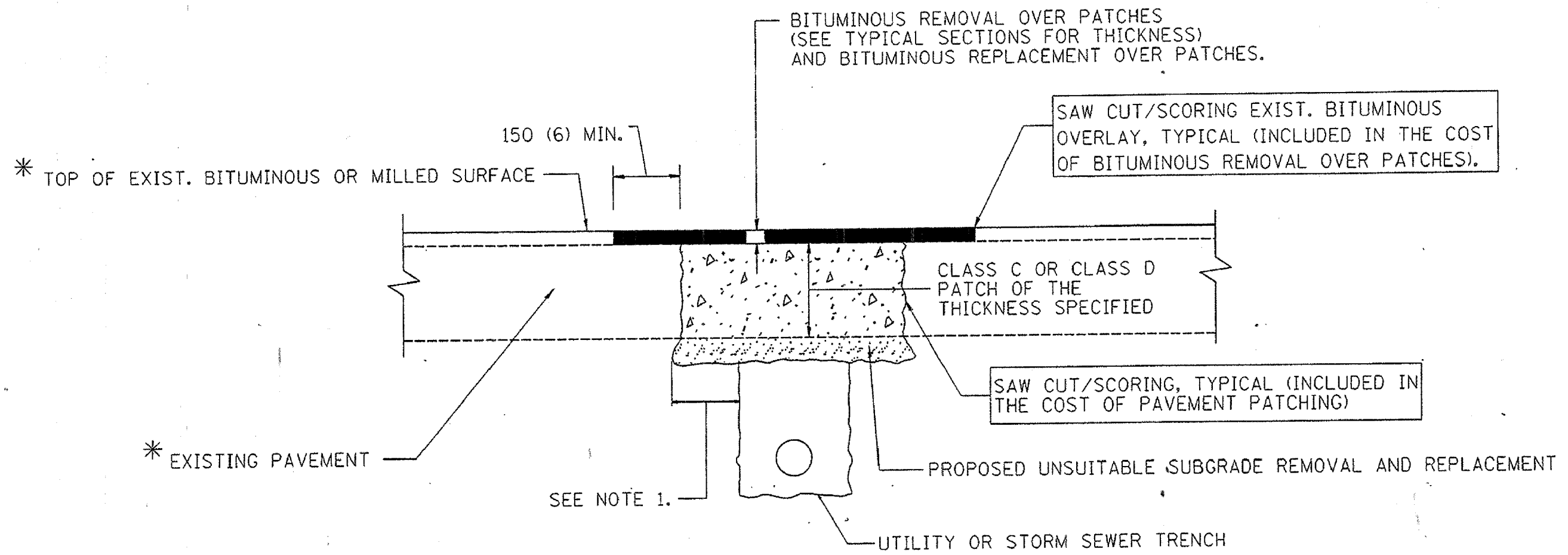
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

SCALE: NONE DRAWN BY: _____
 DATE: 07/25/05 CHECKED BY: _____

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

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

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

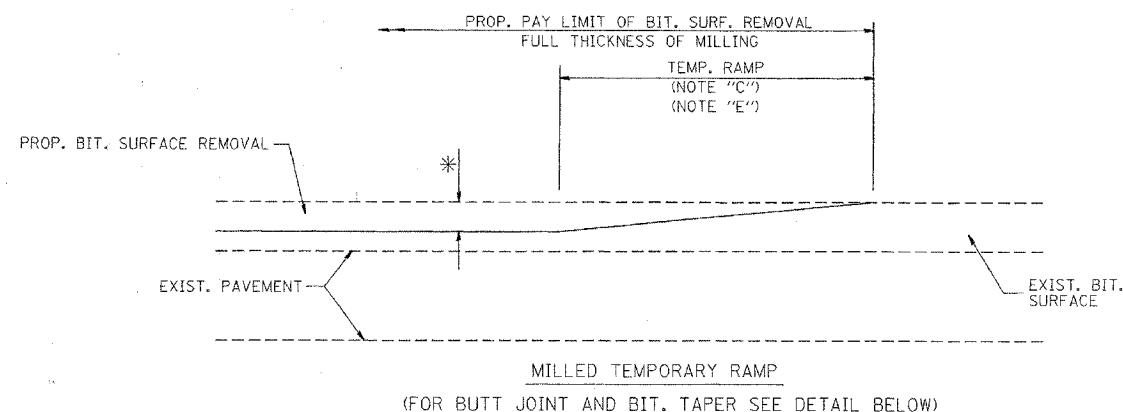
ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

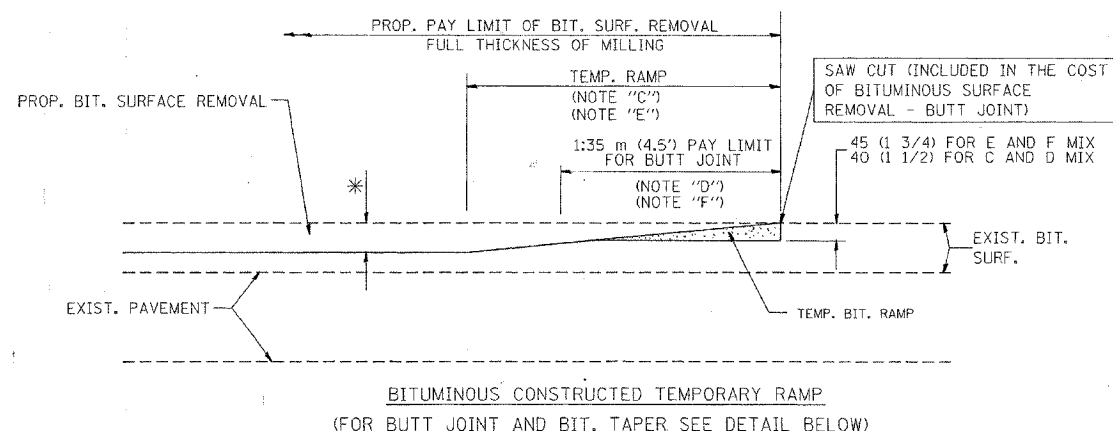
SCALE NTS
DATE 10/11/2005

DRAWN BY MYG
CHECKED BY LMF

REVISIONS		REVISIONS	
NAME	DATE	NAME	DATE
R. SHAH	10/25/94	ART ABBAS	04/27/98
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		

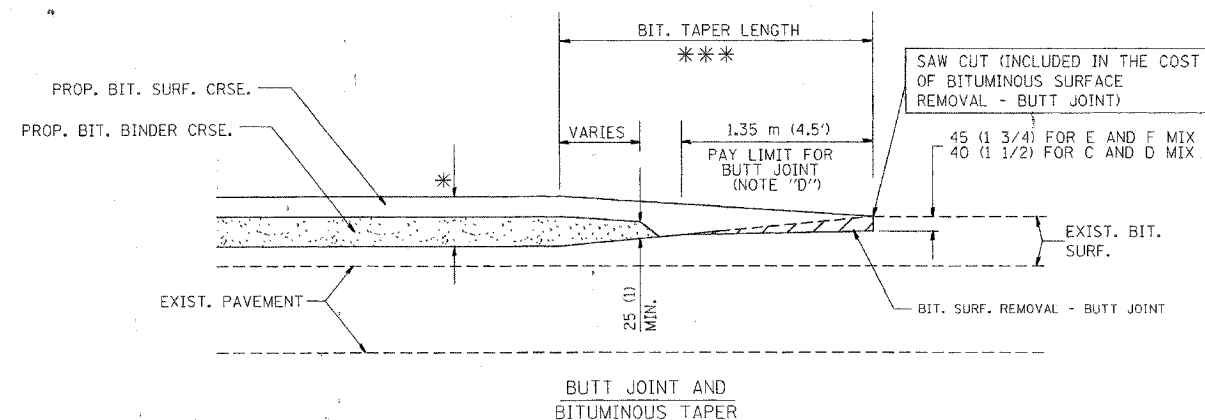


OPTION 1

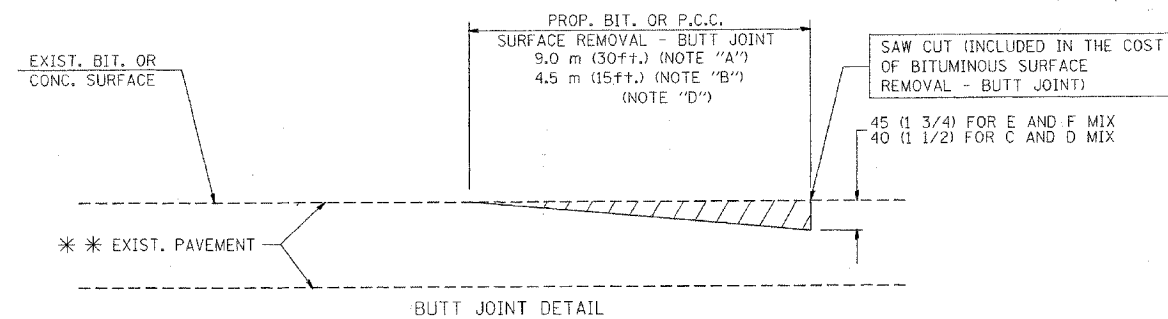


OPTION 2

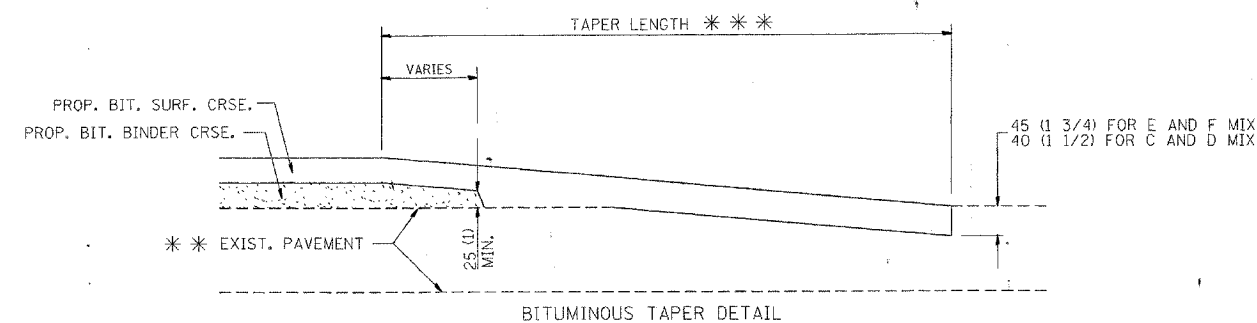
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER FOR RESURFACING ONLY

*** PC CONCRETE, BITUMINOUS OR BITUMINOUS 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 BITUMINOUS SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
 - G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

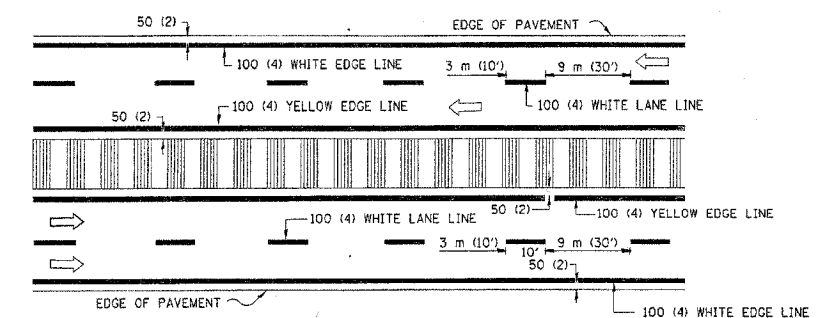
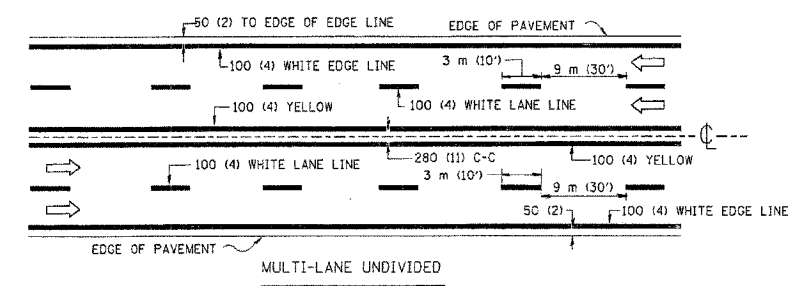
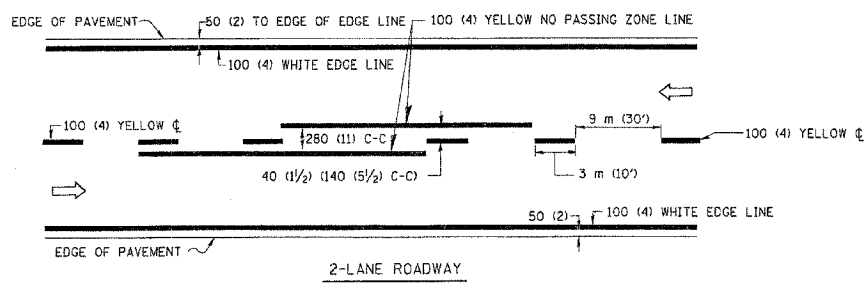
THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF GLENDALE HEIGHTS
BUTT JOINT AND BITUMINOUS TAPER DETAILS

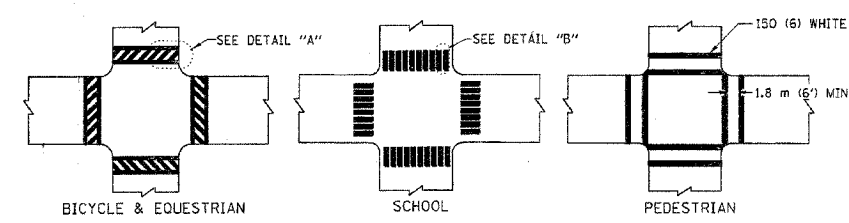
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DATE PLOTTED: 4/27/01

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CHECKED BY



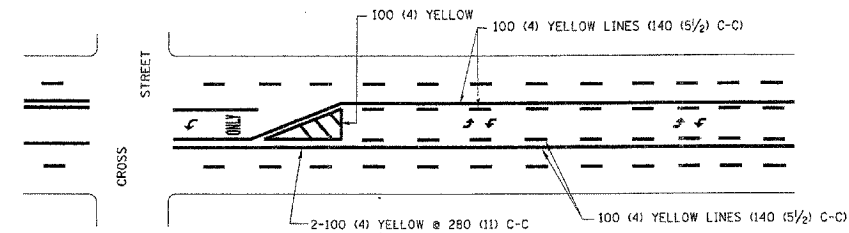
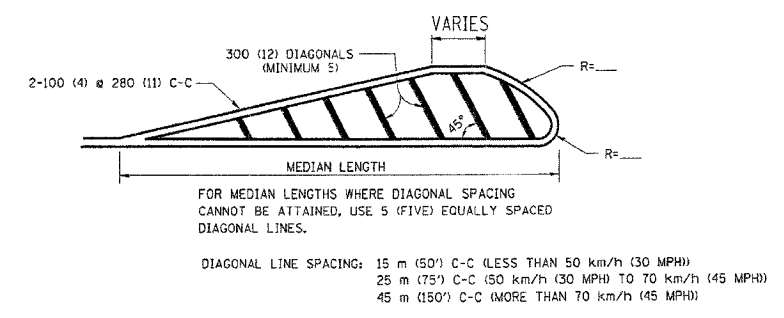
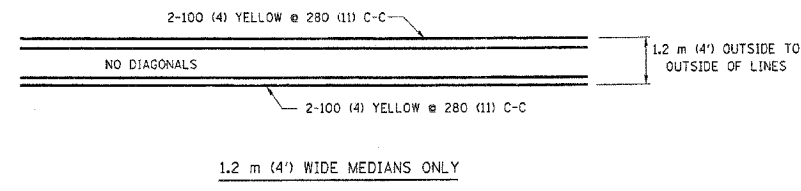
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

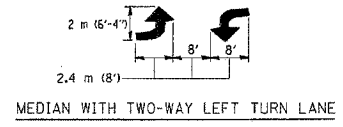


TYPICAL CROSSWALK MARKING

\\GLENDALEHEIGHTS\0451C22\01\0451C22.std.pin

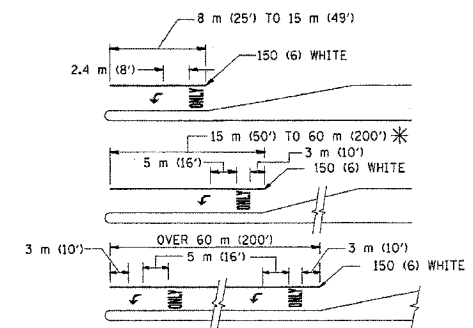


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



TYPICAL PAINTED MEDIAN MARKING

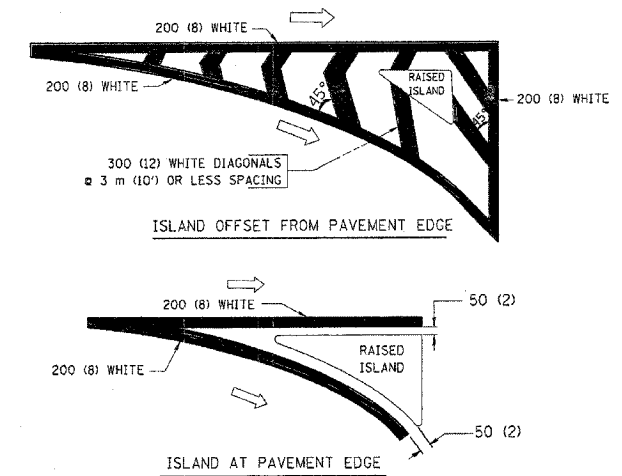
TYPICAL LEFT (OR RIGHT) TURN LANE



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 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 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.
CORE 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.

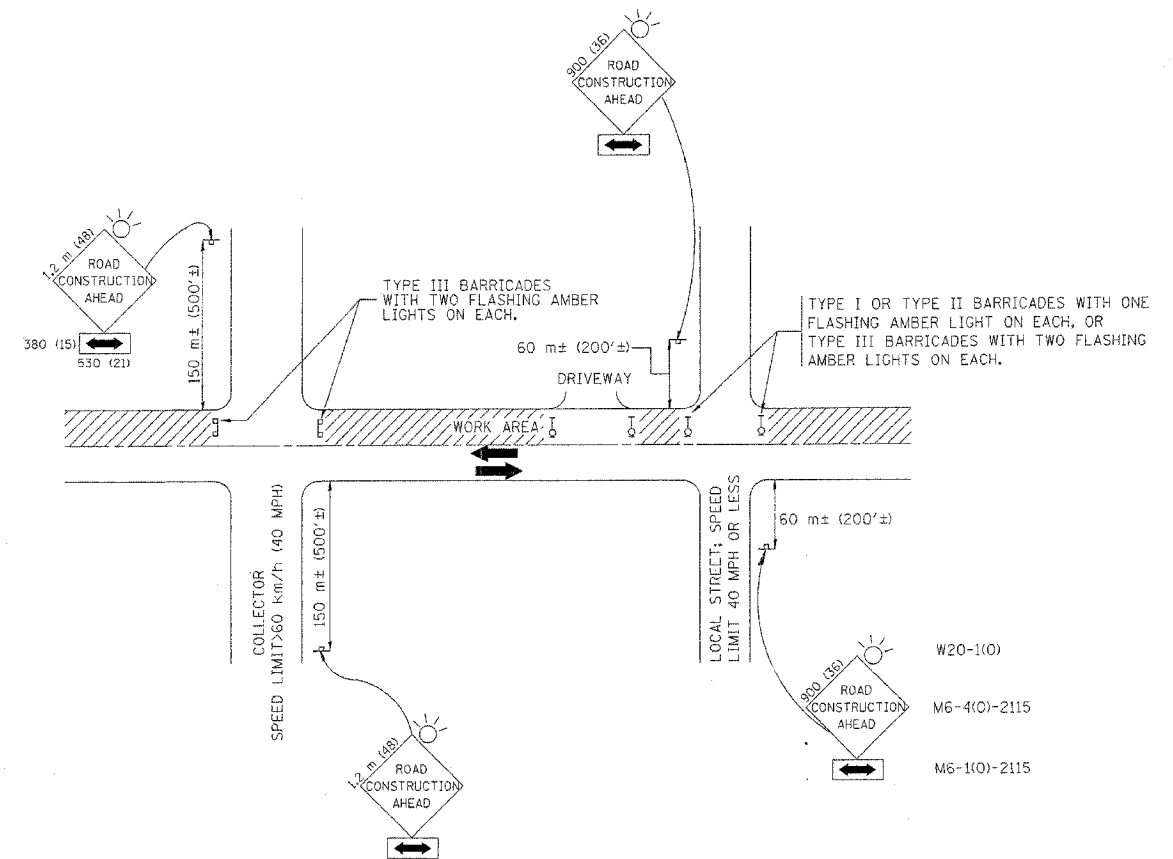
ILLINOIS DEPARTMENT OF TRANSPORTATION

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 07/25/05

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. T01501, STD. T01606 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	6/789
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/18/96
T. RAMMACHER	01/06/00

SCALE: NONE
 DATE: 07/25/05
 DRAWN BY
 CHECKED BY