

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	1
F.H.W.A. REG.	ILLINOIS PROJECT	M-9003(512)		

CONTRACT NO. 61D45

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 1557 (59th STREET)

CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)

RESURFACING

SECTION 09-00065-00-RS

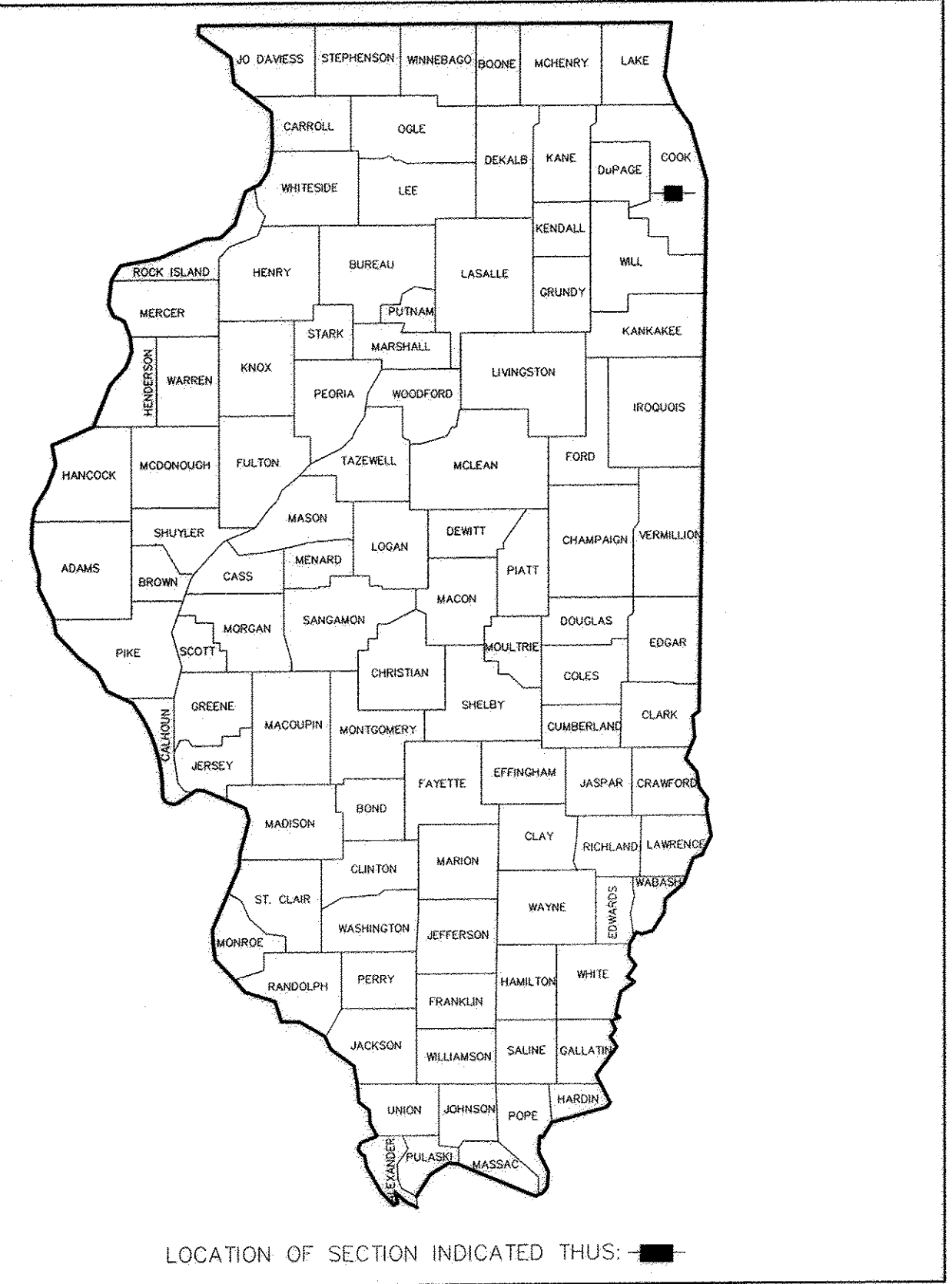
PROJECT M-9003(512)

VILLAGE OF SUMMIT

COOK COUNTY

C-91-134-10

- INDEX OF SHEETS
SEE SHEET 2
- INDEX OF DISTRICT 1 DETAILS
SEE SHEET 2
- INDEX OF HIGHWAY STANDARDS
SEE SHEET 2



PROJECT LOCATION MAP
N.T.S.

TRAFFIC DATA

ADT:
59th STREET 1000 (2014)

POSTED SPEED

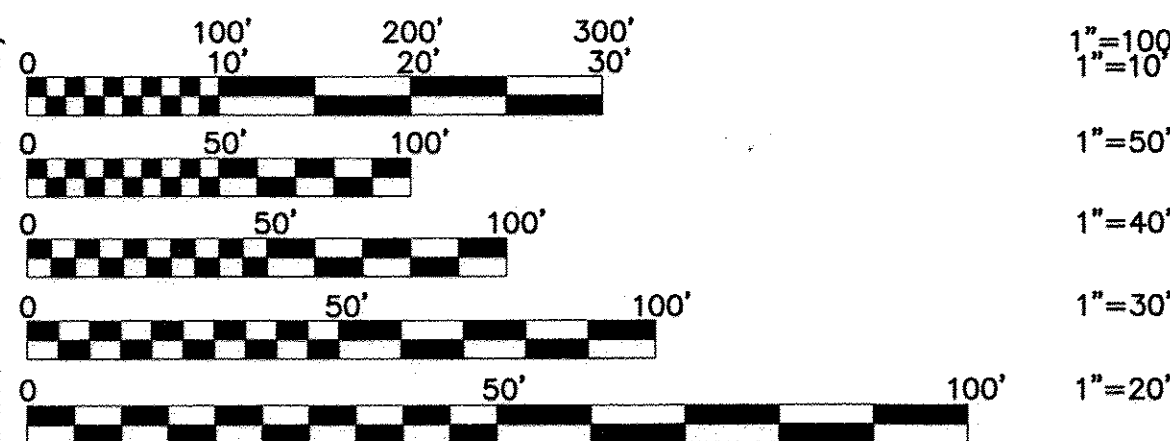
30 MPH (EXISTING)
30 MPH (PROPOSED)

DESIGN DESIGNATION

MAJOR COLLECTOR

DESIGN SPEED

30 MPH (EXISTING)
30 MPH (PROPOSED)



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.

JULIE
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811

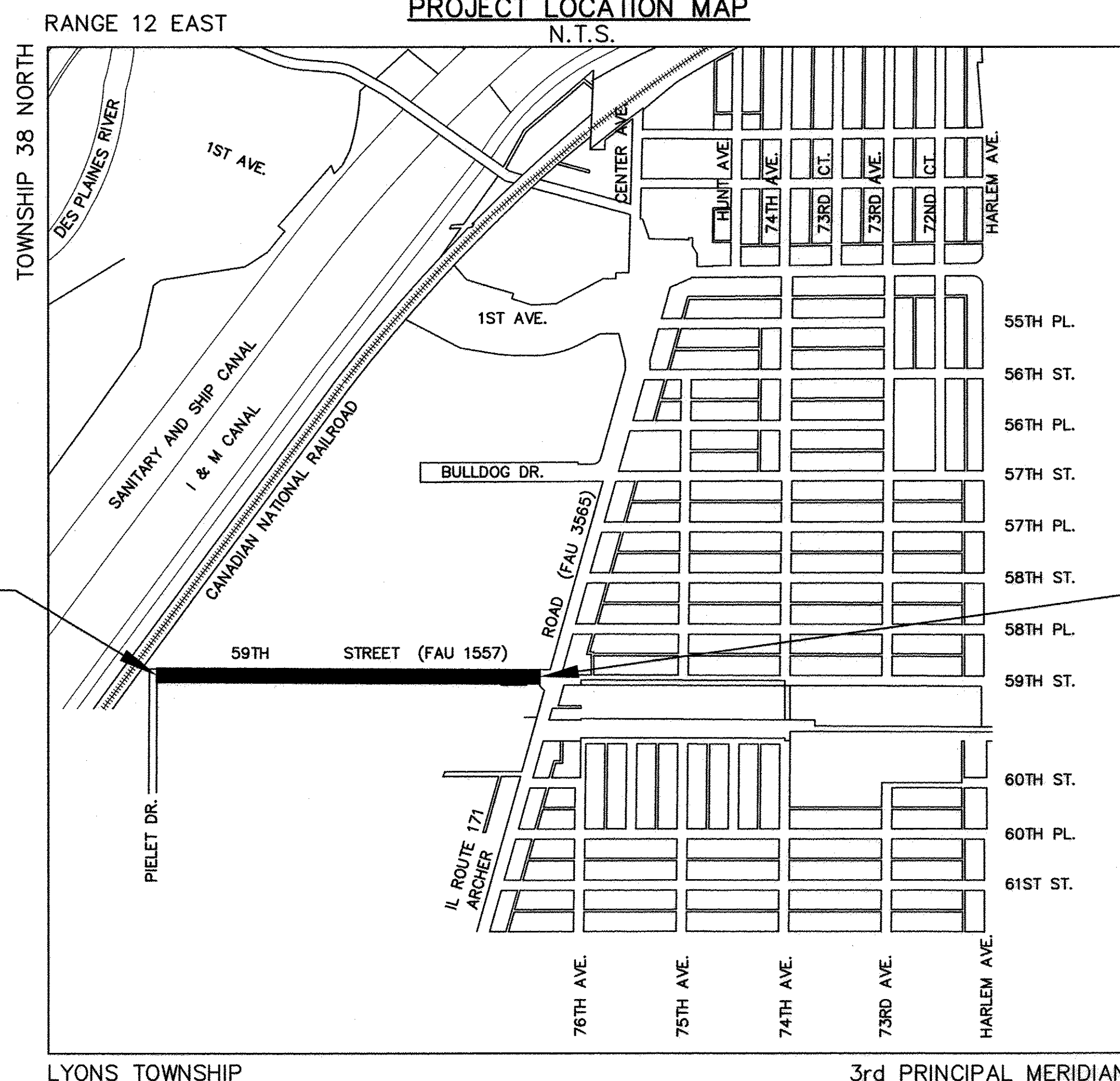
Know what's below.
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Civil Engineers/Municipal Consultants ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FNA PROJECT NO. 09058 DRAWN/DESIGNED JFP/THK CHECKED/APPROVED JLC/JLC

REVISIONS			
NO.	BY	DATE	DESCRIPTION
1	JLC	9-09-16	PER IDOT REVIEW
2	JLC	10-13-16	PER IDOT REVIEW

CONTRACT NO. 61D45



59th STREET
PROJECT BEGINS
AT STA. 1+50

59th STREET
PROJECT ENDS
AT STA. 25+34

LYONS TOWNSHIP 3rd PRINCIPAL MERIDIAN

— DENOTES LOCATION OF IMPROVEMENT
LENGTH OF PROJECT
GROSS LENGTH OF PROJECT 2,384 FEET (0.45 MILES)
NET LENGTH OF PROJECT 2,384 FEET (0.45 MILES)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED Oct 13, 2016

VILLAGE OF SUMMIT Sergio Rodriguez
SERGIO RODRIGUEZ, VILLAGE PRESIDENT

PASSED October 21, 2016

RELEASING FOR BID
BASED ON LIMITED
REVIEW October 21, 2016

John F. ...
REGIONAL ENGINEER

James L. Cainkar

JAMES L. CAINKAR, P.E.
IL. P.E. NO. 062-036190
EXPIRES 11-30-2017

Oct 13, 2016
DATE



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847)705-4406 SCHAUMBURG, IL.

**GENERAL CONSTRUCTION NOTES
PAVING AND STORM SEWERS**

SPECIFICATIONS

THE APRIL 1, 2016 EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 105.07 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITIES AT (708)466-2646, LYONS, (708)447-2276, McCOOK, J.U.L.I.E. AT 1-800-892-0123 OR 811, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THIS CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF "MOBILIZATION", AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN TAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

MISCELLANEOUS

ALL PATCHING ON THE HOT-MIX ASPHALT PORTIONS OF THIS PROJECT WILL BE MARKED OUT AND CONSTRUCTED AFTER MILLING. A PROOF ROLL WILL BE REQUIRED PRIOR TO PATCHING

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

INDEX OF SHEETS

- 1.) COVER SHEET: LOCATION MAP, INDEX OF SHEETS, INDEX OF DISTRICT 1 DETAILS
- 2.) GENERAL CONSTRUCTION NOTES, SPECIAL PROJECT NOTES, INDEX OF HIGHWAY STANDARDS
- 3.) SUMMARY OF QUANTITIES
- 4.) TYPICAL SECTIONS, HOT-MIX ASPHALT MIXTURE REQUIREMENTS
- 5.-7.) PLAN: 59th STREET - (RESURFACING)
CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)
- 8.) PLAN: 59th STREET - (PAVEMENT MARKING)
CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)

INDEX OF DISTRICT 1 DETAILS

- 9.) BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
- 10.) BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- 11.) BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- 12.) BD-32 BUTT JOINT AND HMA TAPER DETAILS
- 13.) TC-10 TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS & DRIVEWAYS
- 14.) TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKINGS (SNOW PLOW RESISTANT)
- 15.) TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 16.) TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- 17.) TC-22 ARTERIAL ROAD INFORMATION SIGN

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- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 442201-03 CLASS C AND D PATCHES
- 602011-02 CATCH BASIN-TYPE C
- 602401-03 MANHOLE-TYPE A
- 604001-04 FRAMES & LIDS-TYPE 1
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
- 701501-06 URBAN LANE CLOSURE, 2 L, 2 W UNDIVIDED
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701901-06 TRAFFIC CONTROL DEVICES
- 780001-05 TYPICAL PAVEMENT MARKINGS

FILE NAME VILLAGE OF SUMMIT 59th STREET CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171) ROAD RESURFACING	USER NAME =	DESIGNED -- THK DRAWN -- JFP	REVISED -- JLC 9-09-16 REVISED -- JLC 10-13-16
#09058	PLOT SCALE =	CHECKED -- JLC	REVISED --
	PLOT DATE =	DATE -- 8/15	REVISED --

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL CONSTRUCTION NOTES,
INDEX OF HIGHWAY STANDARDS, SPECIAL PROJECT NOTES**

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

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F.A.U. R.T.E. 1557	SECTION 09-00065-00-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 2
CONTRACT NO. 61D45				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

Specialty Item	Special Provision	Code No	Item	Unit	Total Quantity	Construction Code Roadway 0005
	SP	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,789	3789
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	420	420
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	31	31
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	847	847
		42300600	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10 INCH	SQ YD	90	90
		44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4"	SQ YD	7,468	7468
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	430	430
		44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	98	98
		44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	68	68
		44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	555	555
		60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	12	12
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1
		60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	10	10
		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5	5
		60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4	4
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2
		60500040	REMOVING MANHOLES	EACH	1	1
		60500050	REMOVING CATCH BASINS	EACH	12	12
		67100100	MOBILIZATION	LSUM	1	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	246	246
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	82	82
*		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,770	4770
*		78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	80	80
*		78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	126	126
*		78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	30	30
*		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	66	66
	SP	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2
	SP	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2,413	2413
	SP	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	53	53

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FILE NAME VILLAGE OF SUMMIT
 59th STREET
 CANADIAN NATIONAL RAILROAD TO
 FAU 3565 (ARCHER ROAD - IL ROUTE 171)
 ROAD RESURFACING

USER NAME =
 PLOT SCALE =
 PLOT DATE =

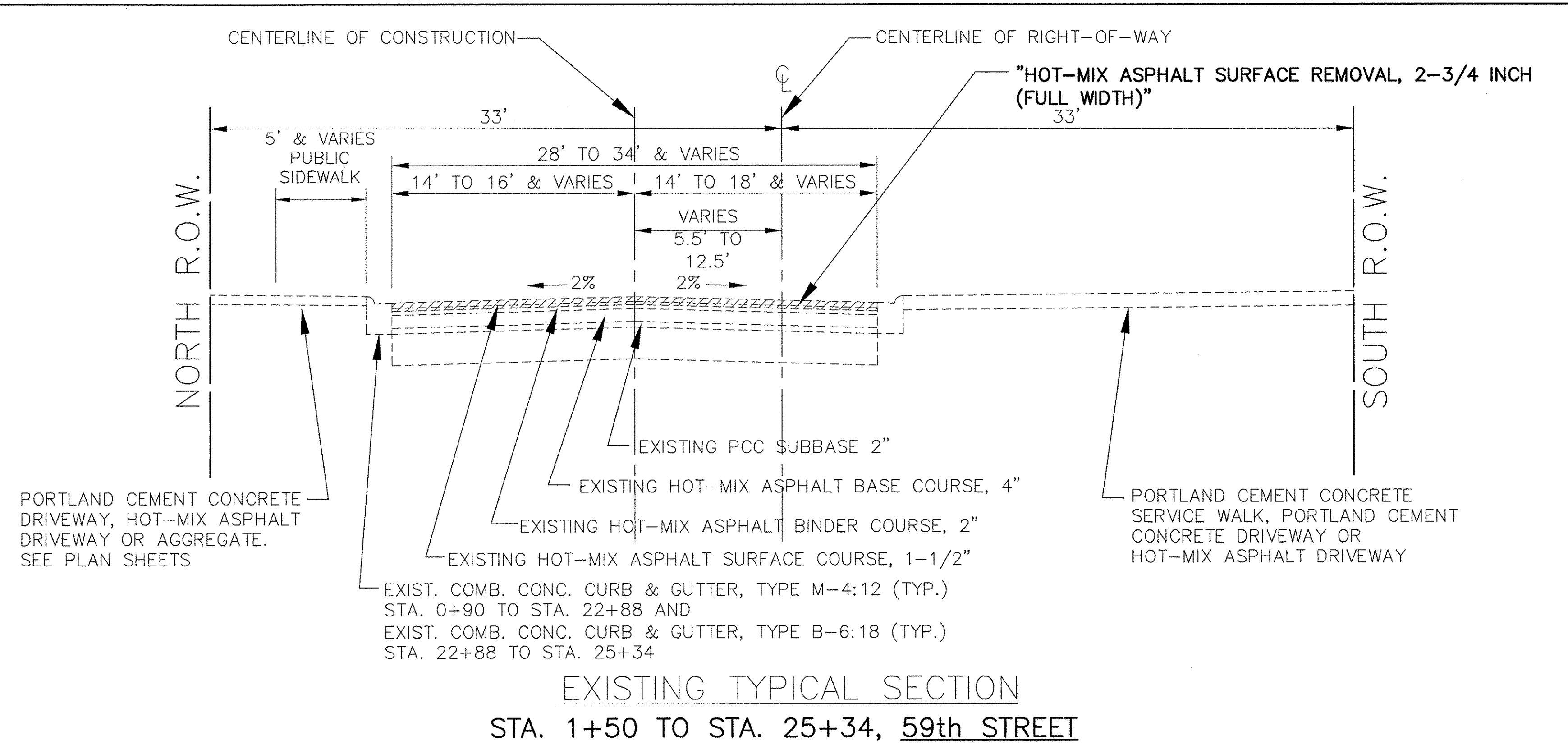
DESIGNED -- THK
 DRAWN -- JFP
 CHECKED -- JLC
 DATE -- 8/15

REVISED -- JLC 9-09-16
 REVISED -- JLC 10-13-16
 REVISED --
 REVISED --

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES
 SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	3
CONTRACT NO. 61D45				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

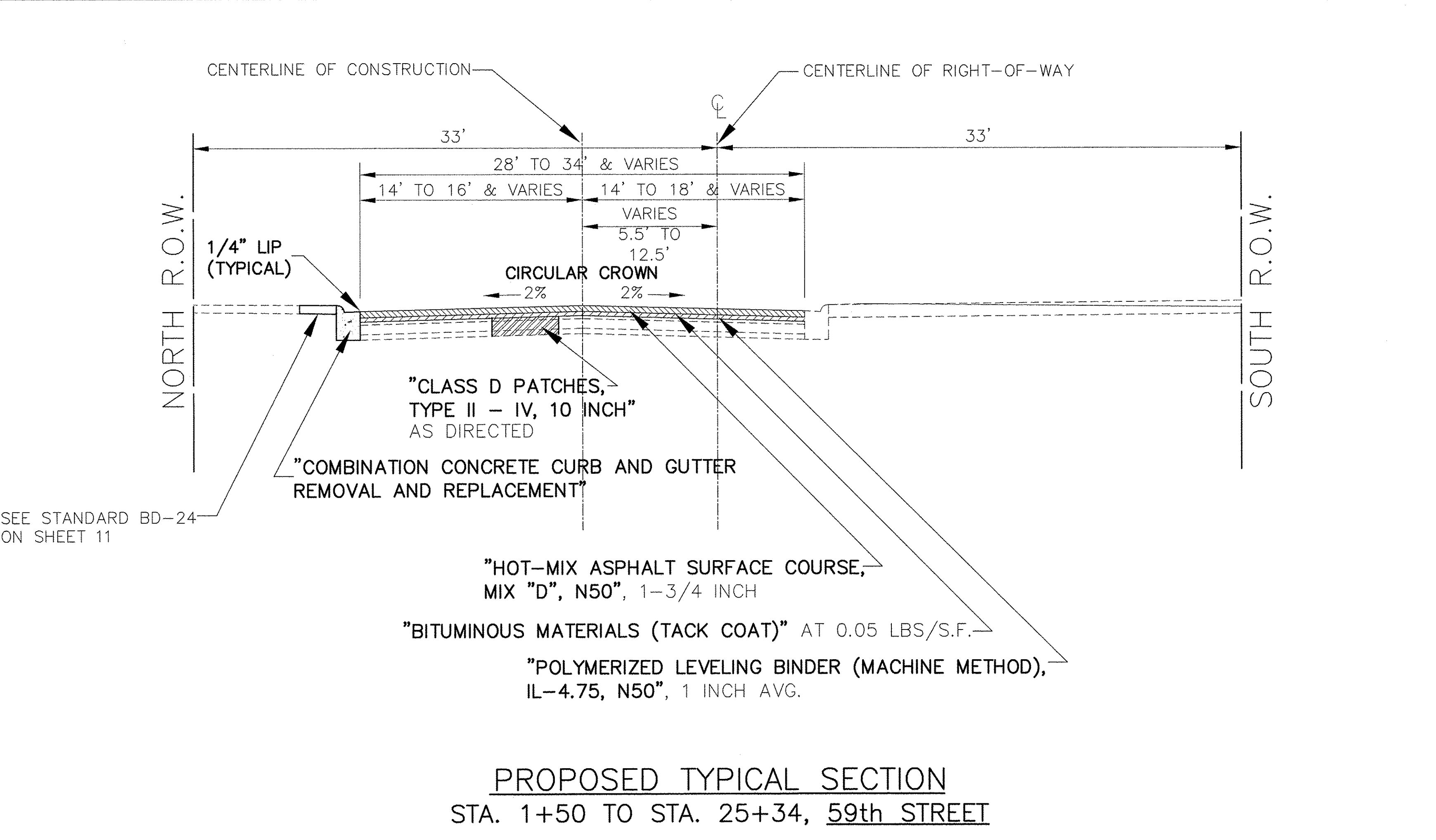


NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
ROADWAY RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5mm), 1-3/4"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1 INCH AVG.	3.5% @ 50 GYR
PATCHING	
CLASS D PATCHES, TYPE II-IV, 10" (HMA BINDER COURSE, IL-19 mm), 10" (IN 2 LIFTS)	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5mm), 4" (IN TWO LIFTS)	4% @ 50 GYR

HOT-MIX SURFACE REMOVAL TO BE PERFORMED BEFORE PATCHING OPERATIONS
 THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 "THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS



IMPORTANT!
 FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

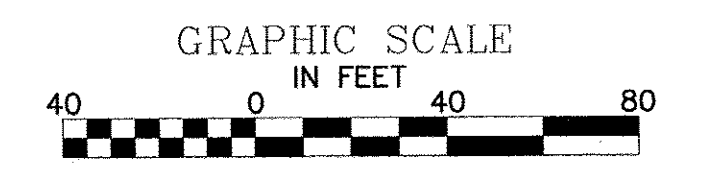
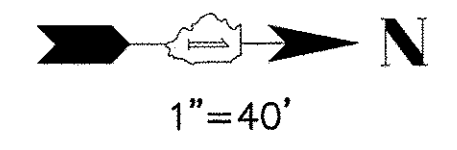
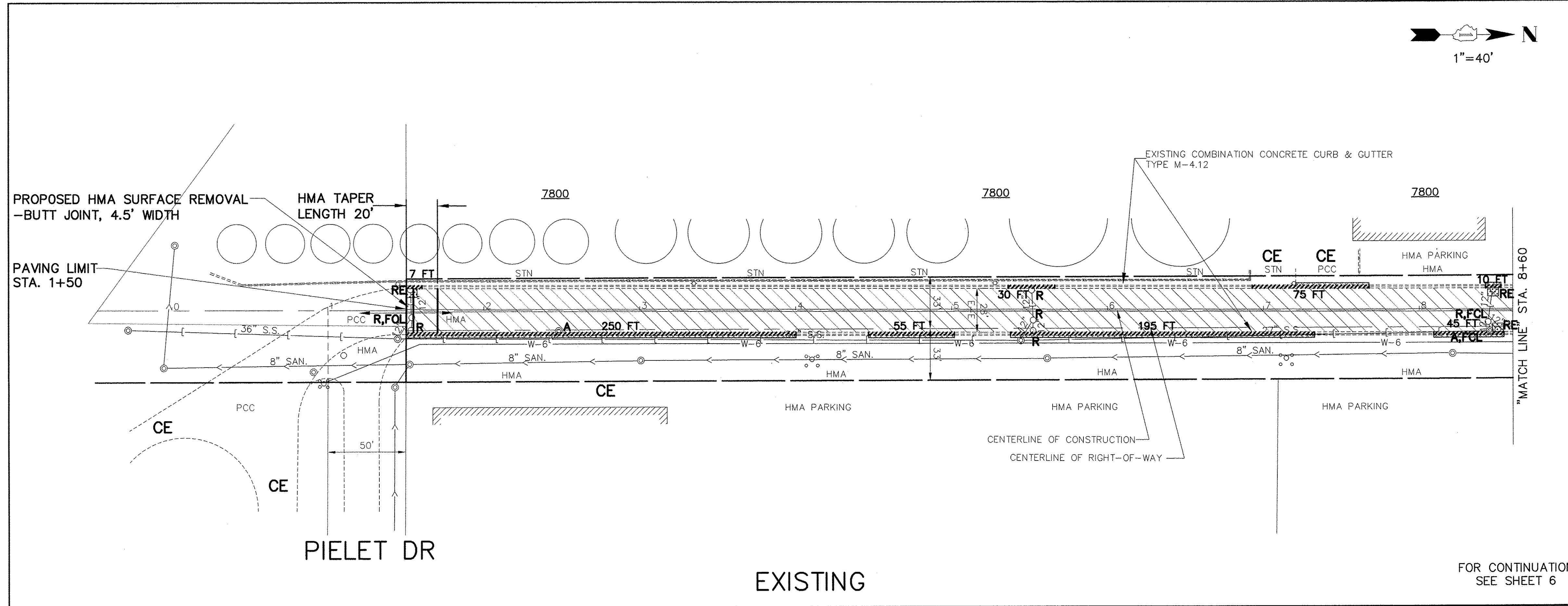
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 ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000238

FILE NAME VILLAGE OF SUMMIT 59th STREET CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)	USER NAME =	DESIGNED -- THK	REVISED -- JLC 9-09-16
#09058 ROAD RESURFACING	PLOT SCALE =	DRAWN -- JFP	REVISED -- JLC 10-13-16
	PLOT DATE =	CHECKED -- JLC	REVISED --
		DATE -- 3/10	REVISED --

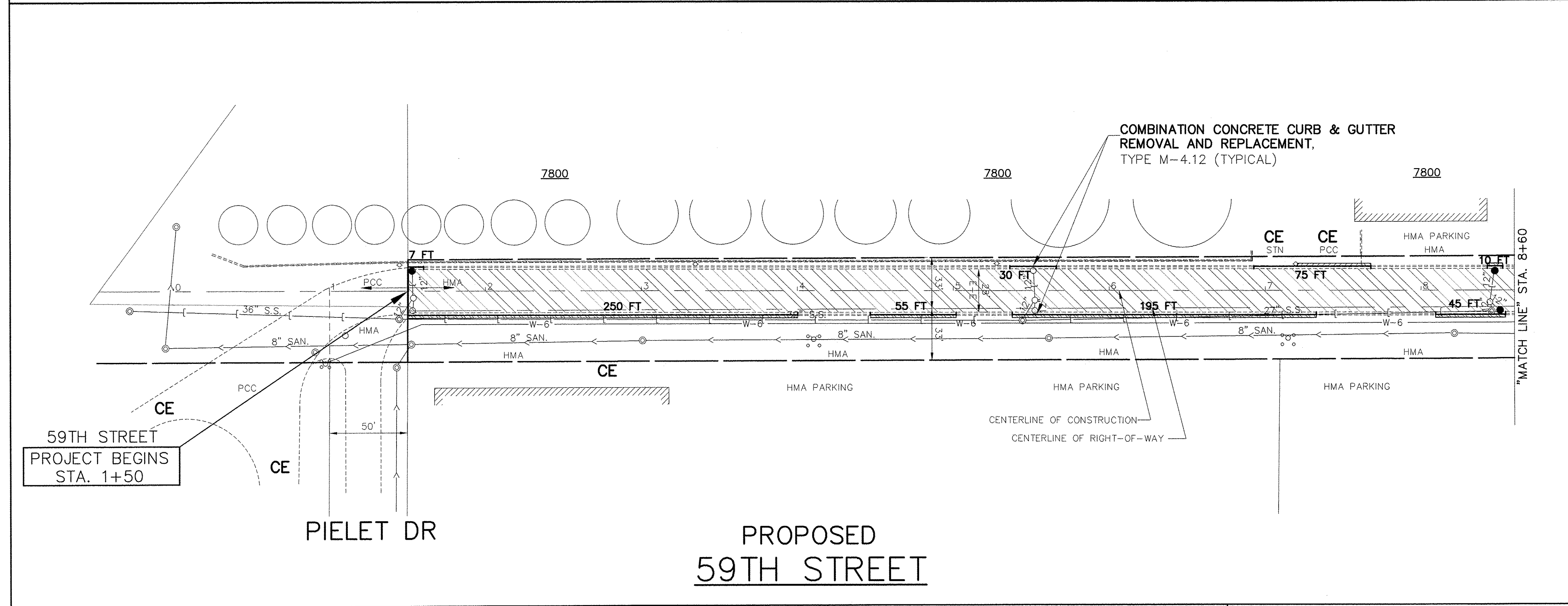
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS & HOT-MIX ASPHALT MIXTURE REQUIREMENTS
 SCALE: 1"=5' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	4
CONTRACT NO. 61D45				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- REMOVAL LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4 INCH
 - DENOTES DRIVEWAY PAVEMENT REMOVAL
 - DENOTES CLASS D PATCHES, TYPE II-IV, 10 INCH. - AS DIRECTED
 - DENOTES COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT
 - "A"** DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED
 - "S"** DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - "RE"** DENOTES EXISTING MANHOLE OR CATCH BASIN TO BE REMOVED AND REPLACED
 - "R"** DENOTES EXISTING MANHOLE OR CATCH BASINS TO BE RECONSTRUCTED
 - "FOL"** DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & OPEN LID
 - "FCL"** DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & CLOSED LID
 - "PE"** DENOTES PRIVATE ENTRANCE
 - "CE"** DENOTES COMMERCIAL ENTRANCE



- PROPOSED PAVEMENT LEGEND**
- DENOTES POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1 INCH AVG. (3/4 INCH MIN.) AND BITUMINOUS MATERIALS (TACK COAT) AT 0.05 LBS./S.F., BETWEEN LEVELING BINDER AND SURFACE COURSE AND HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1-3/4 INCH
 - DENOTES PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10"
 - DENOTES HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, FOR DRIVEWAYS, 4 INCH THICKNESS
 - DENOTES COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE M-4.12
 - DENOTES CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID
- SEE STANDARD BD-24 ON SHEET 11 FOR PAY LIMITS OF "DRIVEWAY PAVEMENT REMOVAL" AND "PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10 INCH" AND "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50", REPLACEMENT

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK SEE SHEET 4

IMPORTANT!
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FILE NAME: VILLAGE OF SUMMIT
 59th STREET
 CANADIAN NATIONAL RAILROAD TO
 FAU 3565 (ARCHER ROAD - IL ROUTE 171)
 ROAD RESURFACING

USER NAME =	DESIGNED - JLC	REVISED - JLC 9-09-16
PLOT SCALE =	DRAWN - JFP	REVISED - JLC 10-13-16
PLOT DATE =	CHECKED - JLC	REVISED -
	DATE -	REVISED -

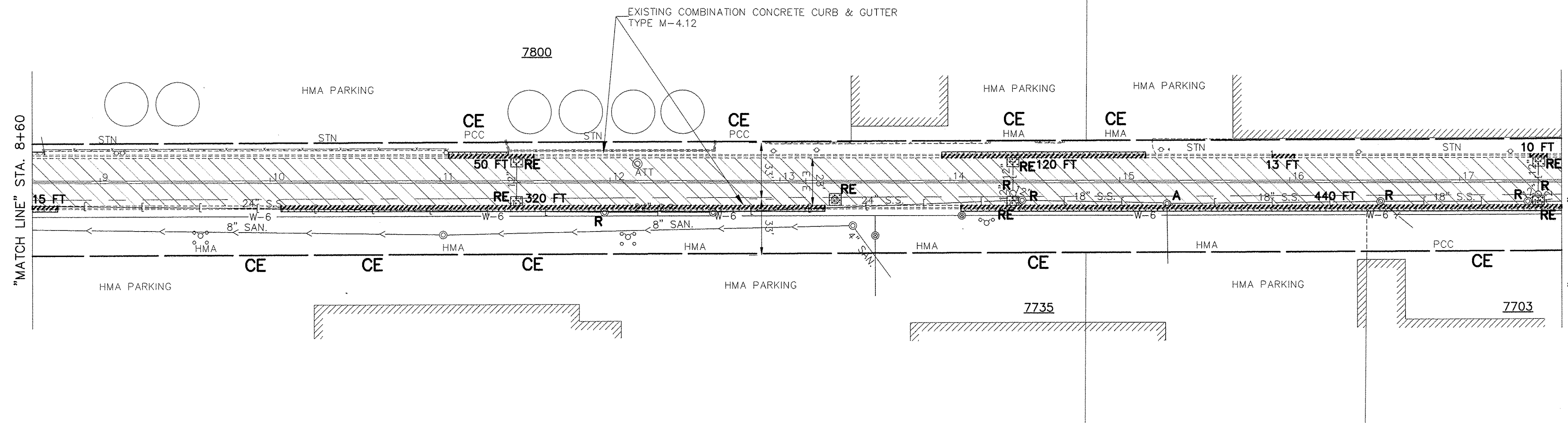
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: 59th STREET -
CANADIAN NATIONAL RAILROAD TO STA. 8+60
(RESURFACING)
 SCALE: 1"=40' SHEET NO. OF SHEETS STA. 1+50 TO STA. 8+60

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	5
CONTRACT NO. 61D45				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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 Municipal Consultants
 ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

1"=40'

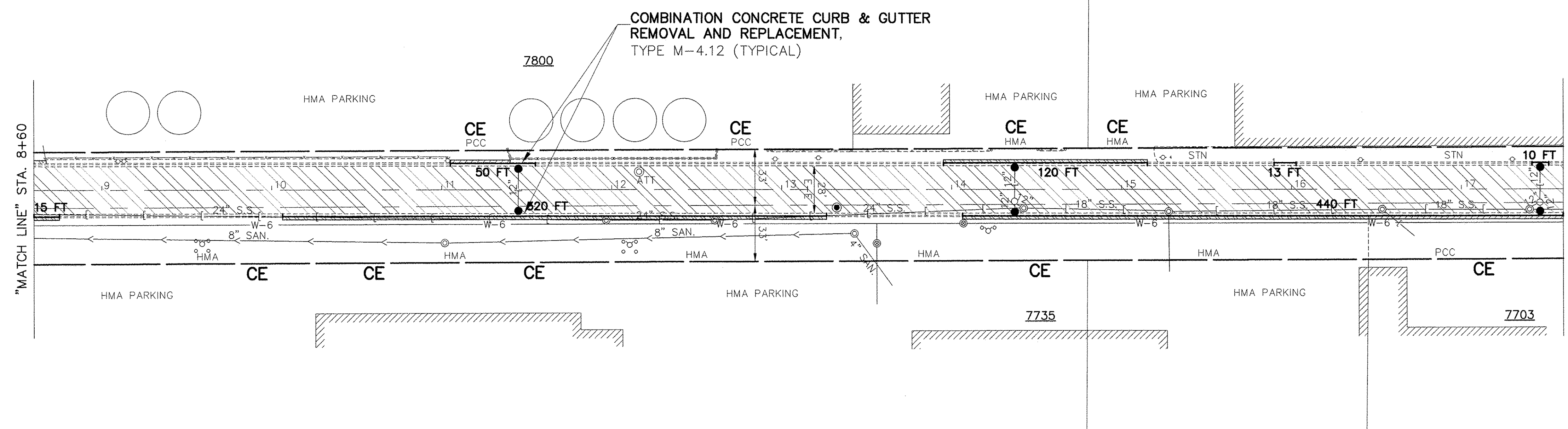


FOR CONTINUATION
SEE SHEET 5

EXISTING

FOR CONTINUATION
SEE SHEET 7

- REMOVAL LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4 INCH
 - DENOTES DRIVEWAY PAVEMENT REMOVAL
 - DENOTES CLASS D PATCHES, TYPE II-IV, 10 INCH. - AS DIRECTED
 - 8 FT DENOTES COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT
 - "A" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED
 - "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
 - "RE" DENOTES EXISTING MANHOLE OR CATCH BASIN TO BE REMOVED AND REPLACED
 - "R" DENOTES EXISTING MANHOLE OR CATCH BASINS TO BE RECONSTRUCTED
 - "FOL" DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & OPEN LID
 - "FCL" DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & CLOSED LID
 - "PE" DENOTES PRIVATE ENTRANCE
 - "CE" DENOTES COMMERCIAL ENTRANCE



- PROPOSED PAVEMENT LEGEND**
- DENOTES POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1 INCH AVG. (3/4 INCH MIN.) AND BITUMINOUS MATERIALS (TACK COAT) AT 0.05 LBS/S.F., BETWEEN LEVELING BINDER AND SURFACE COURSE AND HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1-3/4 INCH
 - DENOTES PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10"
 - DENOTES HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, FOR DRIVEWAYS, 4 INCH THICKNESS
 - 8 FT DENOTES COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE M-4.12
 - DENOTES CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID

SEE STANDARD BD-24 ON SHEET 11 FOR PAY LIMITS OF "DRIVEWAY PAVEMENT REMOVAL" AND "PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10 INCH" AND "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50", REPLACEMENT

FOR TYPICAL SECTIONS
OF NEW PAVEMENT WORK
SEE SHEET 4

IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

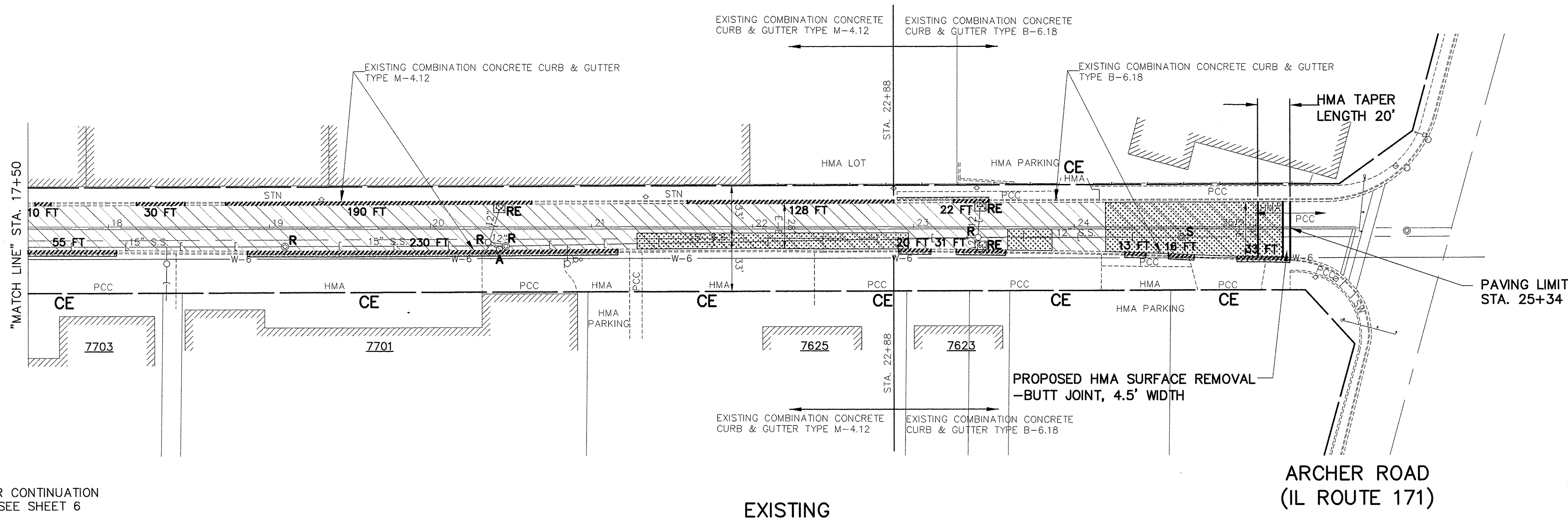
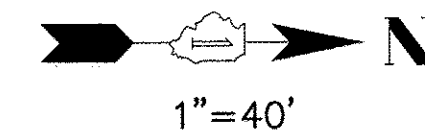
Frank Novotny & Associates, Inc.
Civil Engineer / Municipal Consultants
825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000288

FILE NAME VILLAGE OF SUMMIT 59th STREET CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)	USER NAME =	DESIGNED - JLC	REVISED - JLC 9-09-16
#09058 ROAD RESURFACING	PLOT SCALE =	DRAWN - JFP	REVISED - JLC 10-13-16
	PLOT DATE =	CHECKED - JLC	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN & PROFILE: 59th STREET -
STA. 8+60 TO STA. 17+50
(RESURFACING)**
SCALE: 1"=40' SHEET NO. OF SHEETS STA. 8+60 TO STA. 17+50

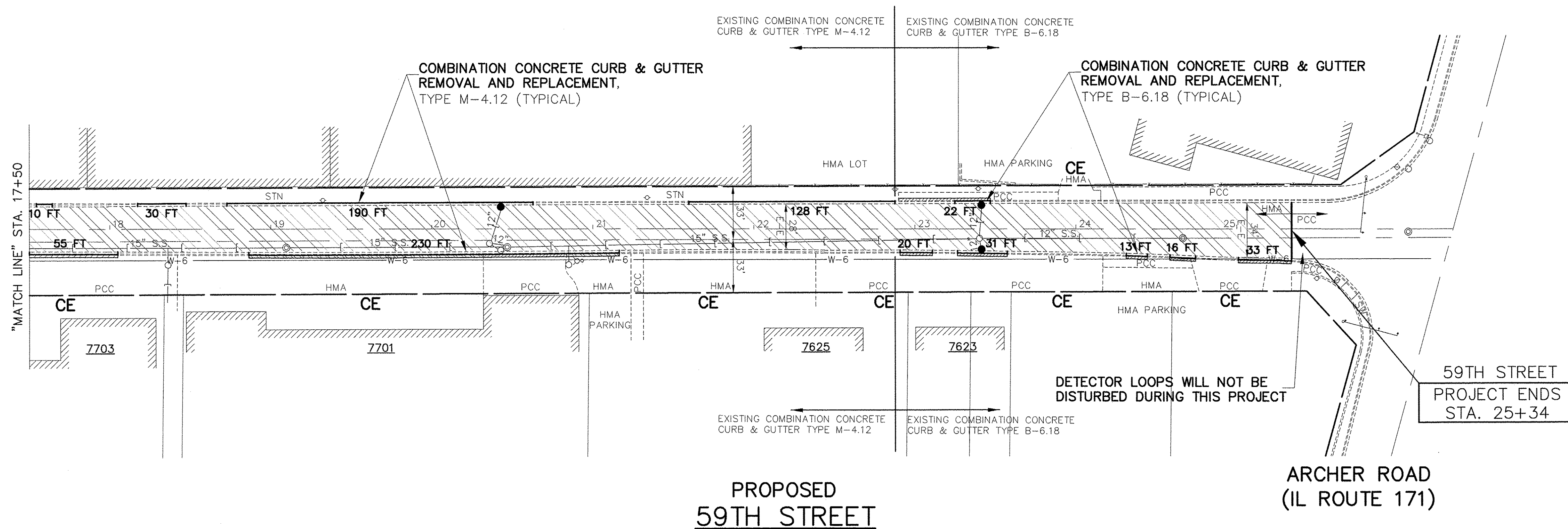
F.A.U. RTE. 1557	SECTION 09-00065-00-RS	COUNTY COOK	TOTAL SHEETS 17	SHEET NO. 6
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
CONTRACT NO. 61D45				



REMOVAL LEGEND

- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4 INCH
- DENOTES DRIVEWAY PAVEMENT REMOVAL
- DENOTES CLASS D PATCHES, TYPE II-IV, 10 INCH. - AS DIRECTED
- DENOTES COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT
- "A"** DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED
- "S"** DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- "RE"** DENOTES EXISTING MANHOLE OR CATCH BASIN TO BE REMOVED AND REPLACED
- "R"** DENOTES EXISTING MANHOLE OR CATCH BASINS TO BE RECONSTRUCTED
- "FOL"** DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & OPEN LID
- "FCL"** DENOTES EXISTING STRUCTURE TO RECEIVE NEW TYPE 1, FRAME & CLOSED LID
- "PE"** DENOTES PRIVATE ENTRANCE
- "CE"** DENOTES COMMERCIAL ENTRANCE

FOR CONTINUATION
SEE SHEET 6



PROPOSED PAVEMENT LEGEND

- DENOTES POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1 INCH AVG. (3/4 INCH MIN.) AND BITUMINOUS MATERIALS (TACK COAT) AT 0.05 LBS./S.F., BETWEEN LEVELING BINDER AND SURFACE COURSE AND HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1-3/4 INCH
- DENOTES PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10"
- DENOTES HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, FOR DRIVEWAYS, 4 INCH THICKNESS
- DENOTES COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE M-4.12
- DENOTES CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID

SEE STANDARD BD-24 ON SHEET 11 FOR PAY LIMITS OF "DRIVEWAY PAVEMENT REMOVAL" AND "PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 10 INCH" AND "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50", REPLACEMENT

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK
SEE SHEET 4

IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FILE NAME VILLAGE OF SUMMIT
59th STREET
CANADIAN NATIONAL RAILROAD TO
FAU 3565 (ARCHER ROAD - IL ROUTE 171)
ROAD RESURFACING

USER NAME =
DESIGNED - JLC
DRAWN - JFP
CHECKED - JLC
DATE -
PLOT SCALE =
PLOT DATE =

REVISED - JLC 9-09-16
REVISED - JLC 10-13-16
REVISED -
REVISED -

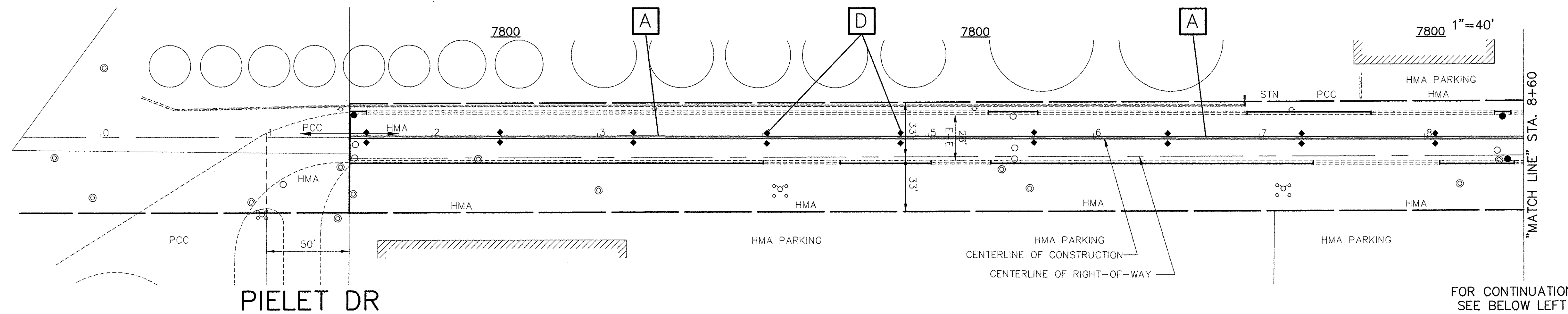
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: 59th STREET -
STA. 17+50 TO FAU 3565 (ARCHER ROAD - IL ROUTE 171)
(RESURFACING)

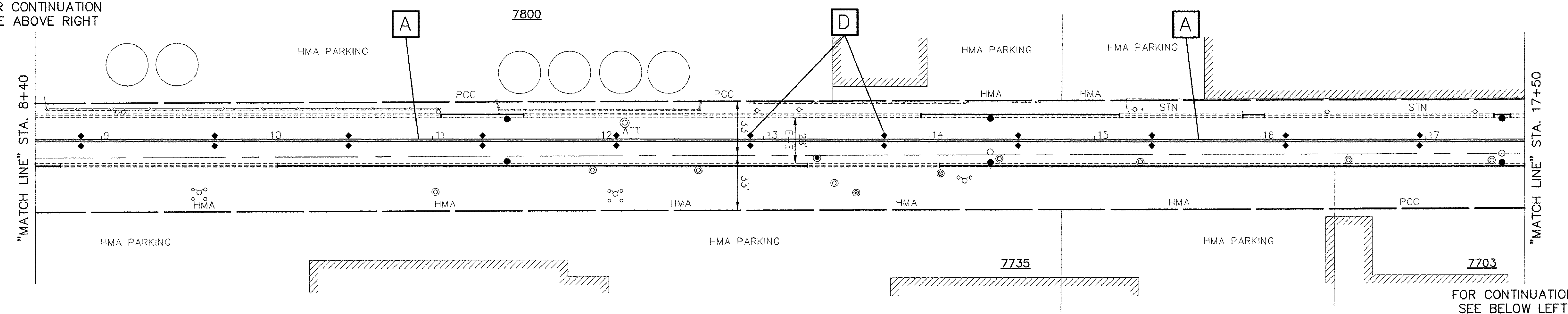
SCALE: 1"=40' SHEET NO. OF SHEETS STA. 17+50 TO STA. 25+34

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Civil Engineer
Illinois Professional Design Firm No. 184-000828

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	7
CONTRACT NO. 61D45				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

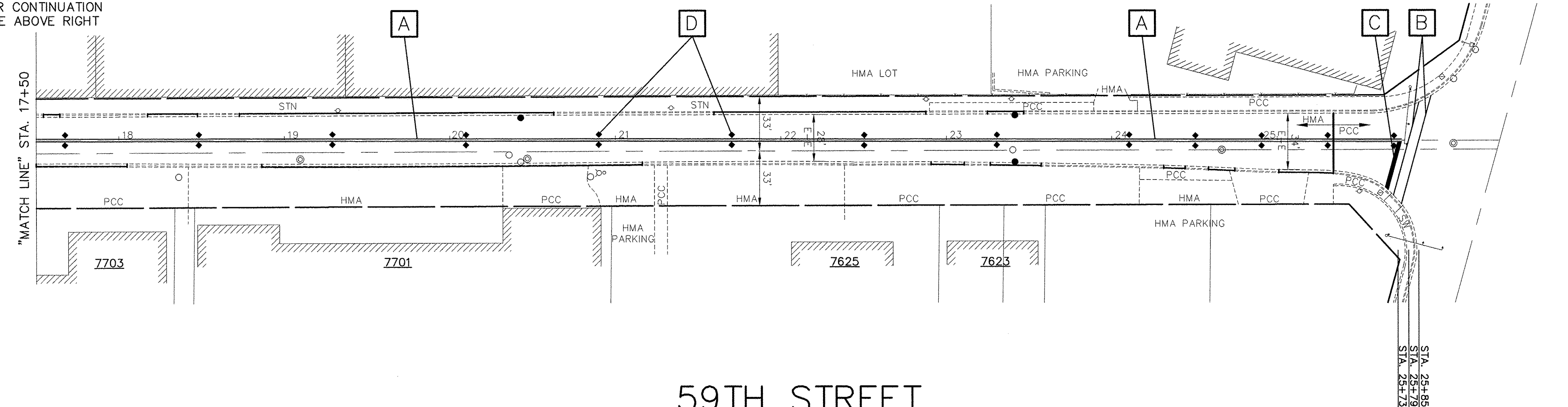


FOR CONTINUATION
SEE ABOVE RIGHT



FOR CONTINUATION
SEE BELOW LEFT

FOR CONTINUATION
SEE ABOVE RIGHT



59TH STREET

THERMOPLASTIC PAVEMENT MARKING CODE

- A** CENTERLINE - DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4", 11"O/C (FOR HOT-MIX ASPHALT PAVEMENT)
- CENTERLINE - DOUBLE SOLID YELLOW POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 4", 11"O/C (FOR PORTLAND CEMENT CONCRETE PAVEMENT)
- B** PEDESTRIAN CROSSWALK - SOLID WHITE POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 6" (FOR PORTLAND CEMENT CONCRETE PAVEMENT)
- C** STOP BAR - SOLID WHITE POLYUREA PAVEMENT MARKING, TYPE 1 - LINE 24" (FOR PORTLAND CEMENT CONCRETE PAVEMENT)

REFLECTIVE PAVEMENT MARKERS

- D** RAISED REFLECTIVE PAVEMENT MARKERS - 80' O/C OR AS SHOWN

NOTE:
PROPOSED CENTERLINE - DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - 4", 11"O/C (NOTE: [A]) IS MEASURED PER LINE. TOTAL QUANTITY AND PAYMENT LENGTH IS FOR EACH LINEAR FOOT OF SINGLE 4" STRIPE INSTALLED.

NOTE:
SHORT-TERM PAVEMENT MARKING IS PROPOSED ON THE MILLED PAVEMENT, NEW BINDER AND ON THE NEW SURFACE. SEE ARTICLE 703.04 OF THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

FOR TYPICAL SECTIONS
OF NEW PAVEMENT WORK
SEE SHEET 4

IMPORTANT!

FULL SIZE PLANS HAVE BEEN
PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED
SIZED PLANS WILL NOT CONFORM
TO STANDARD SCALES INDICATED
IN TITLE BLOCK.

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 ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000828

FILE NAME VILLAGE OF SUMMIT
 59th STREET
 CANADIAN NATIONAL RAILROAD TO
 FAU 3565 (ARCHER ROAD - IL ROUTE 171)
 ROAD RESURFACING

USER NAME =
 PLOT SCALE =
 PLOT DATE =

DESIGNED - JLC
 DRAWN - JFP
 CHECKED - JLC
 DATE -

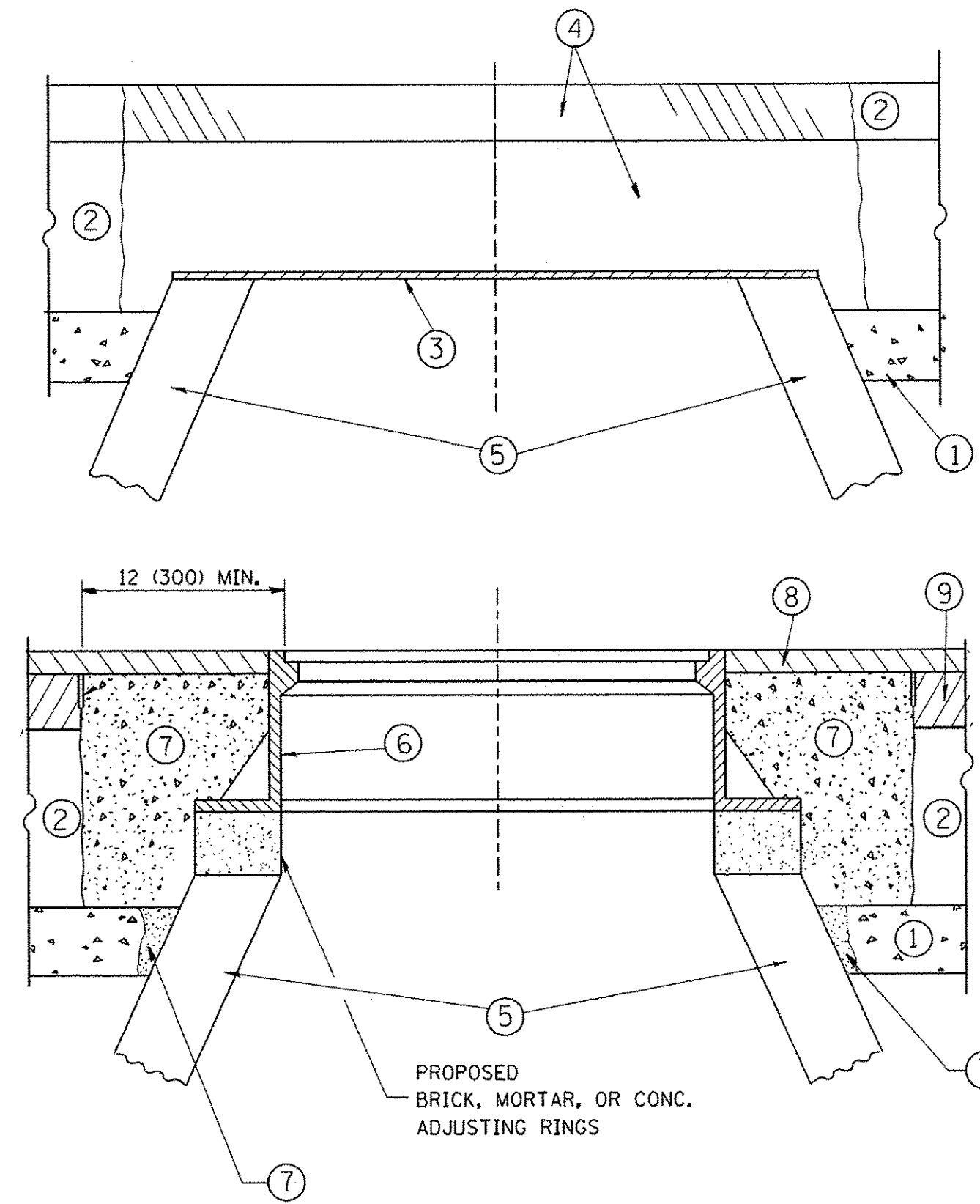
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: 59th STREET -
 CANADIAN NATIONAL RAILROAD TO FAU 3565 (ARCHER ROAD)
 (PAVEMENT MARKING)

SCALE: 1"=40' SHEET NO. OF SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	8
CONTRACT NO. 61D45				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

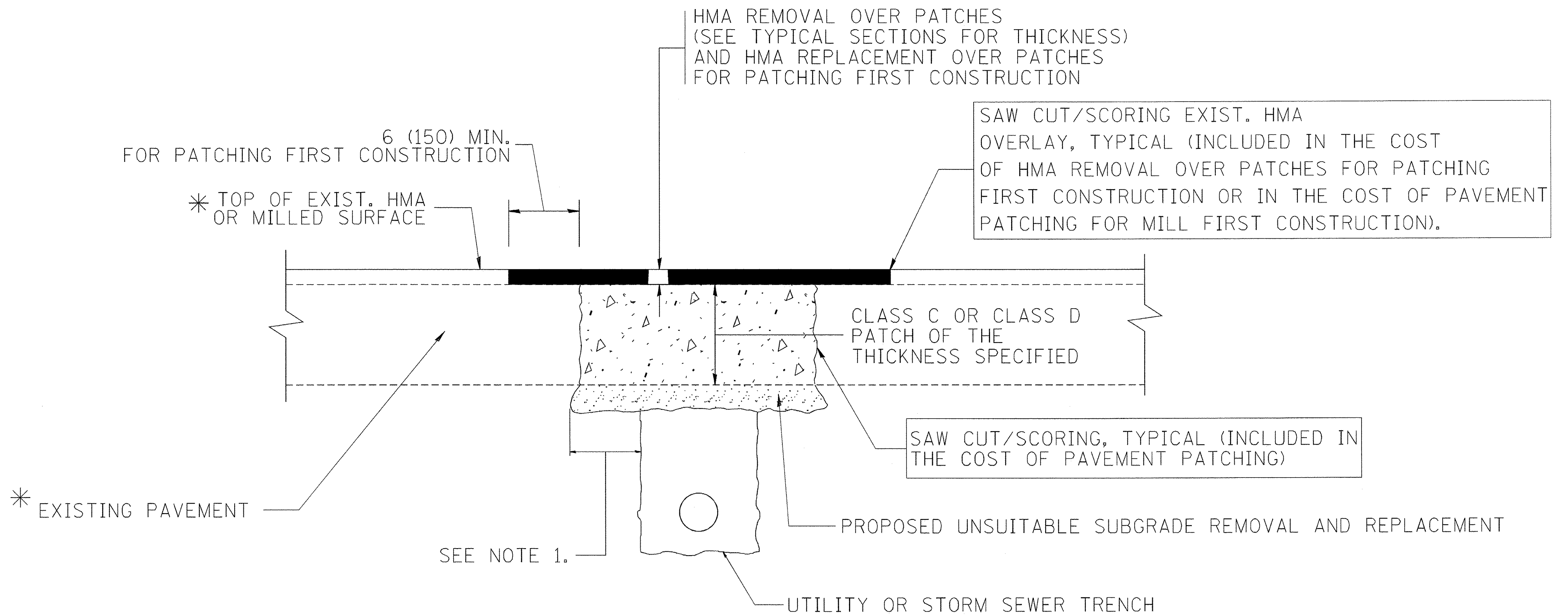
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		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	9
BD600-03 (BD-8)			CONTRACT NO. 61D45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

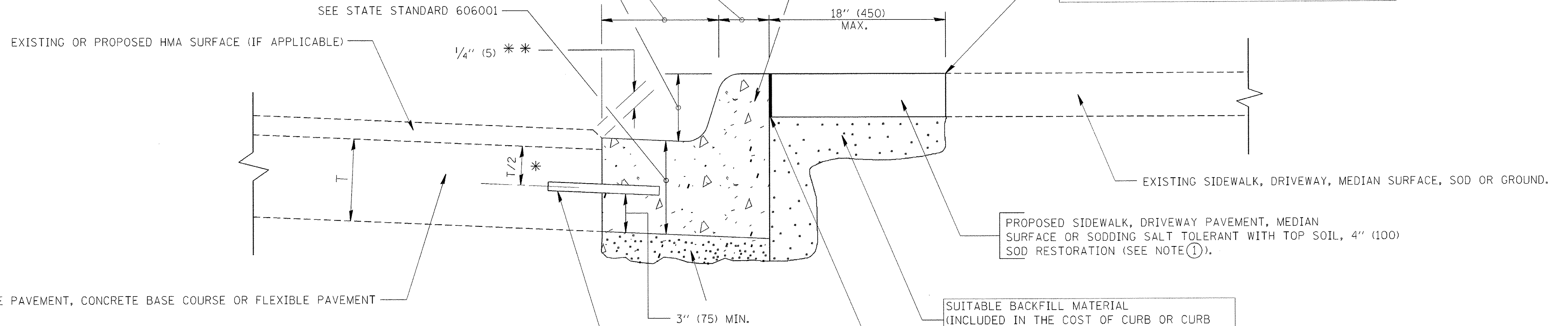
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - R. BORO 01-01-07		1557	09-0065-00-RS	COOK	17	10			
		PLOT SCALE = 50,000 / / IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)		CONTRACT NO. 61D45					
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(512)			

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ③)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ③)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

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

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

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

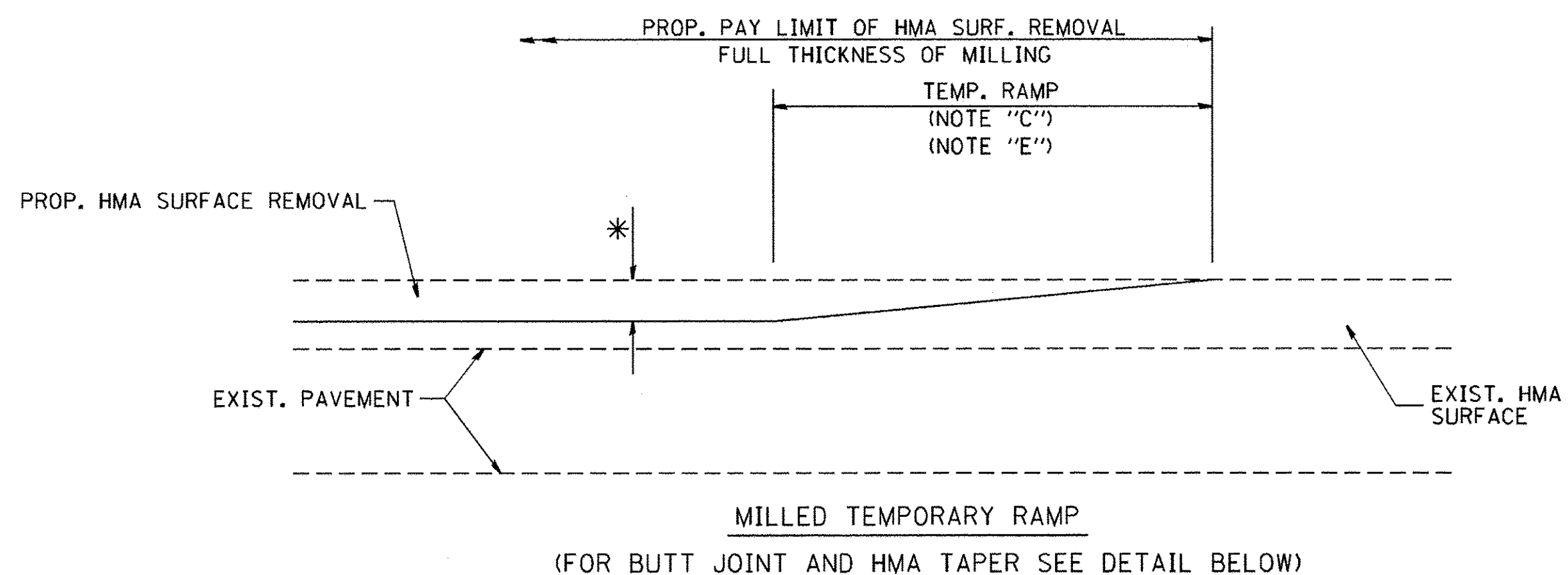
BASIS OF PAYMENT:

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

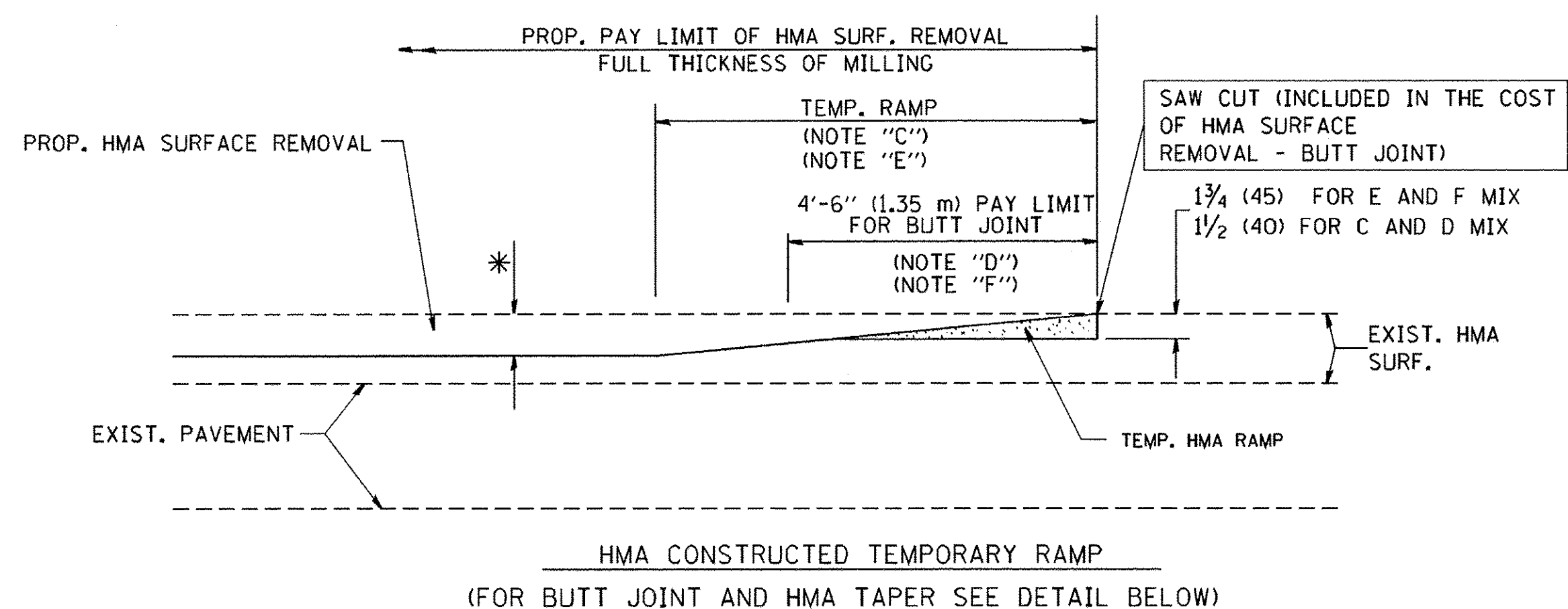
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

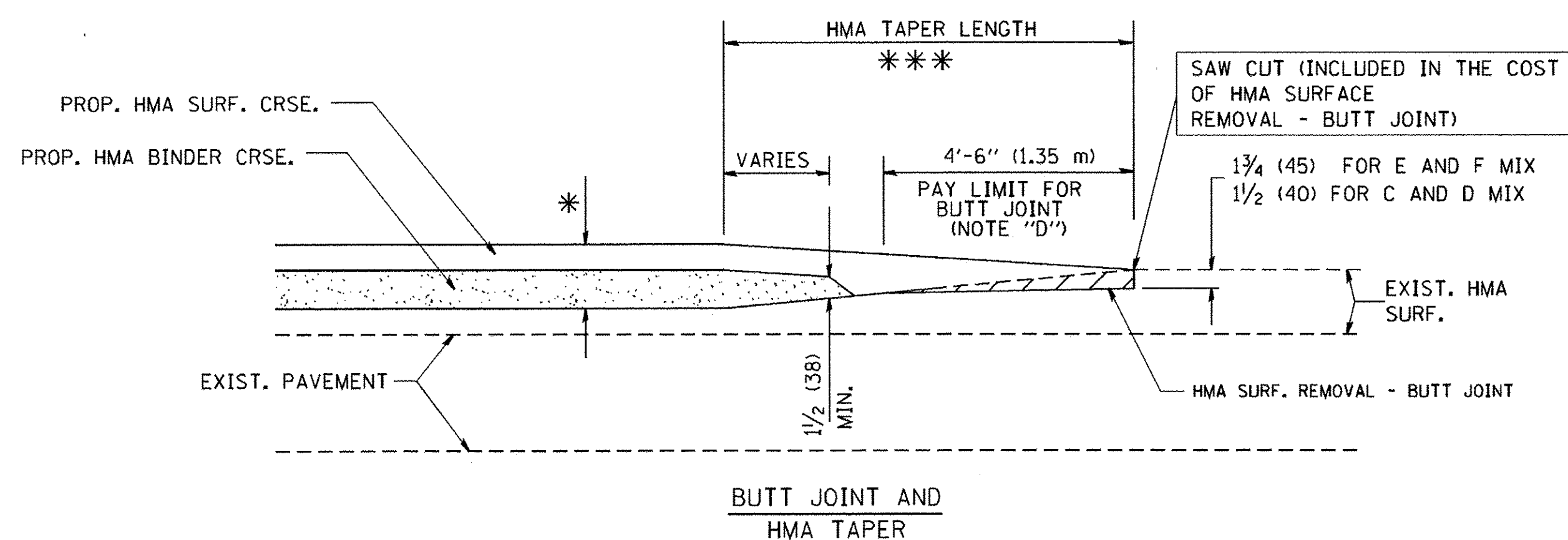
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		CHECKED -	REVISED - M. GOMEZ 01-22-01		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 03-11-94	REVISED - R. BORO 12-15-09									



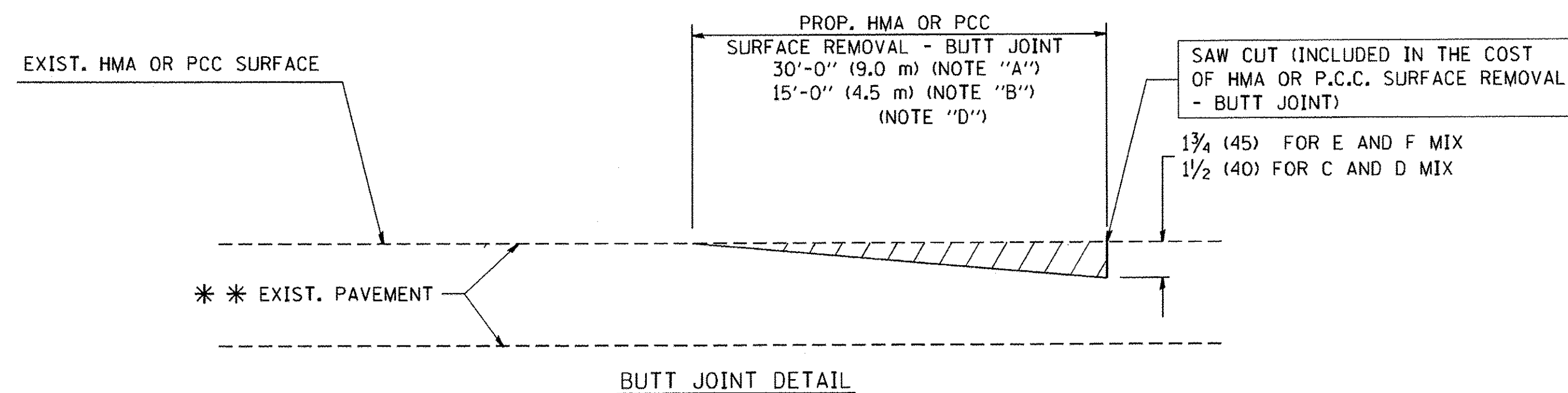
OPTION 1



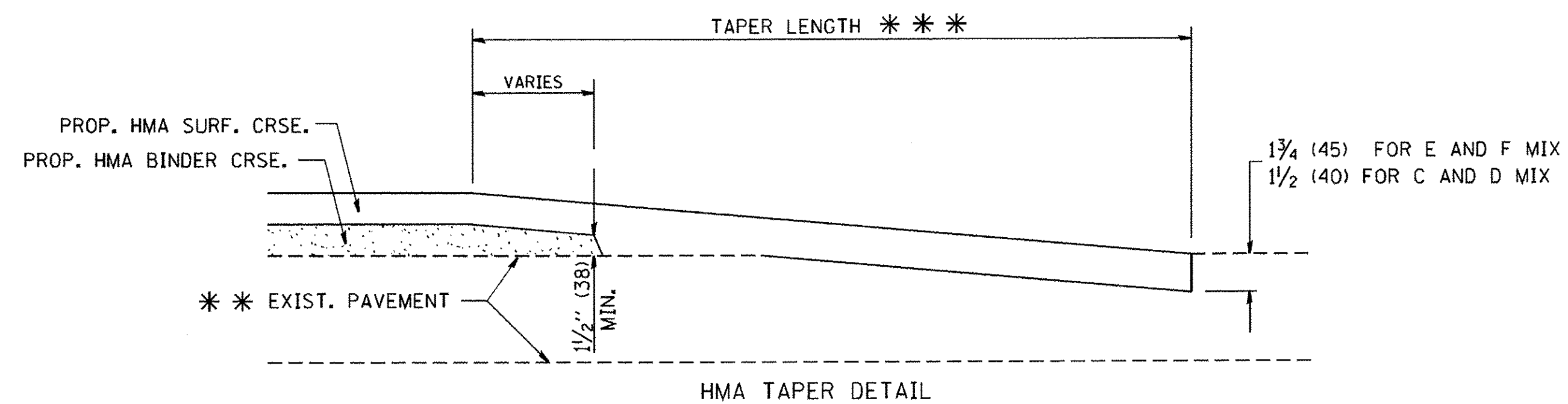
OPTION 2
TYPICAL TEMPORARY RAMP



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")

BASIS OF PAYMENT:

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

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

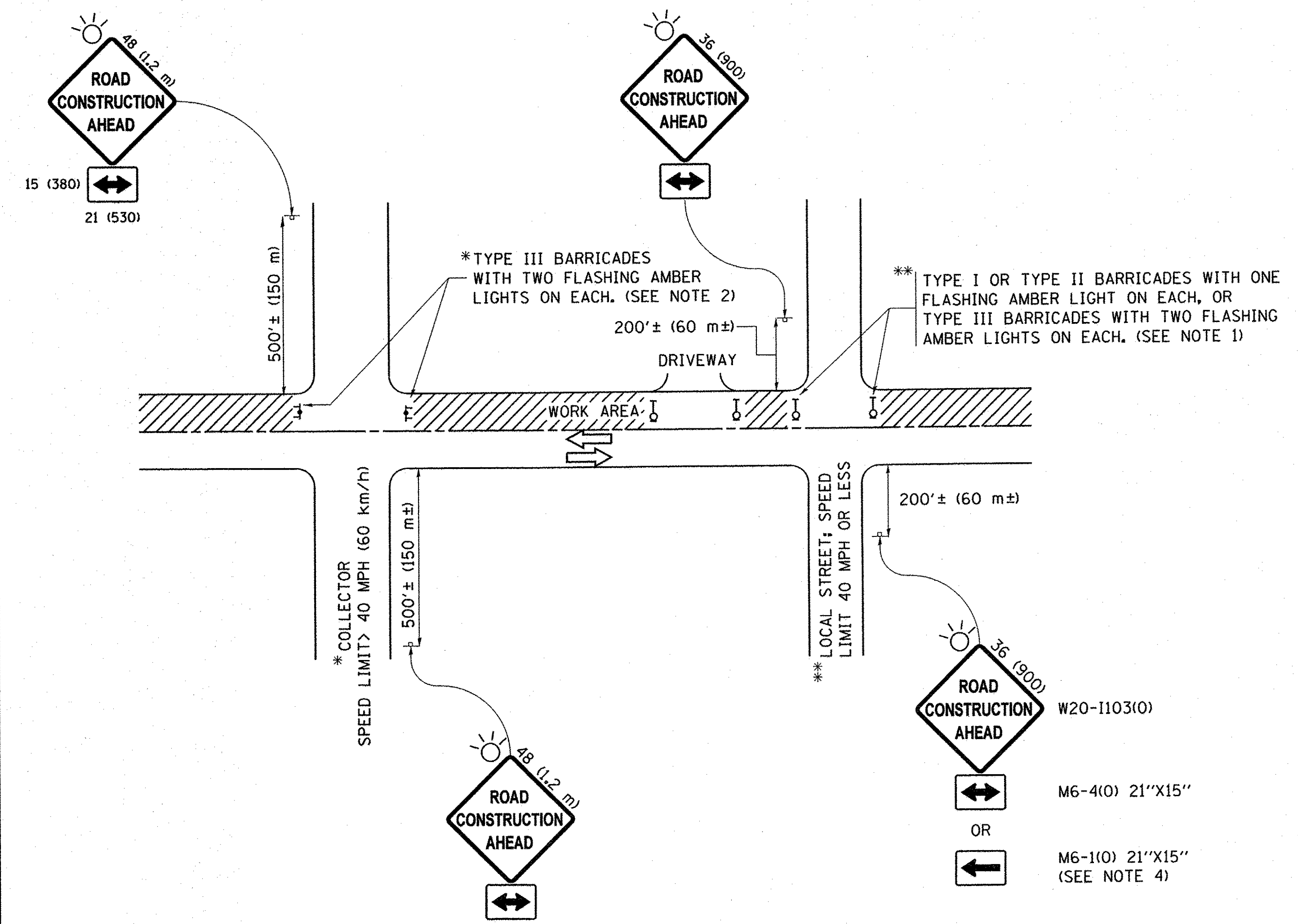
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	12
BD400-05 BD32			CONTRACT NO. 61D45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

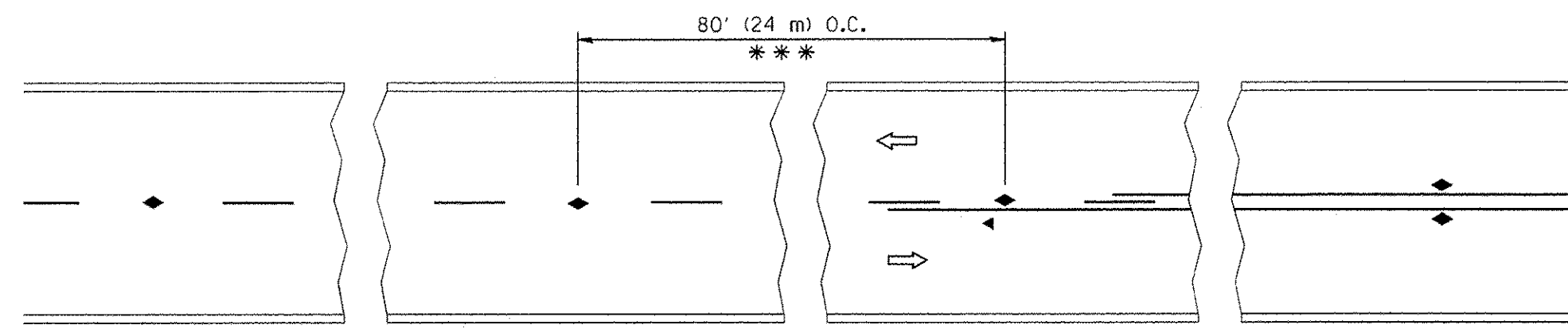
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

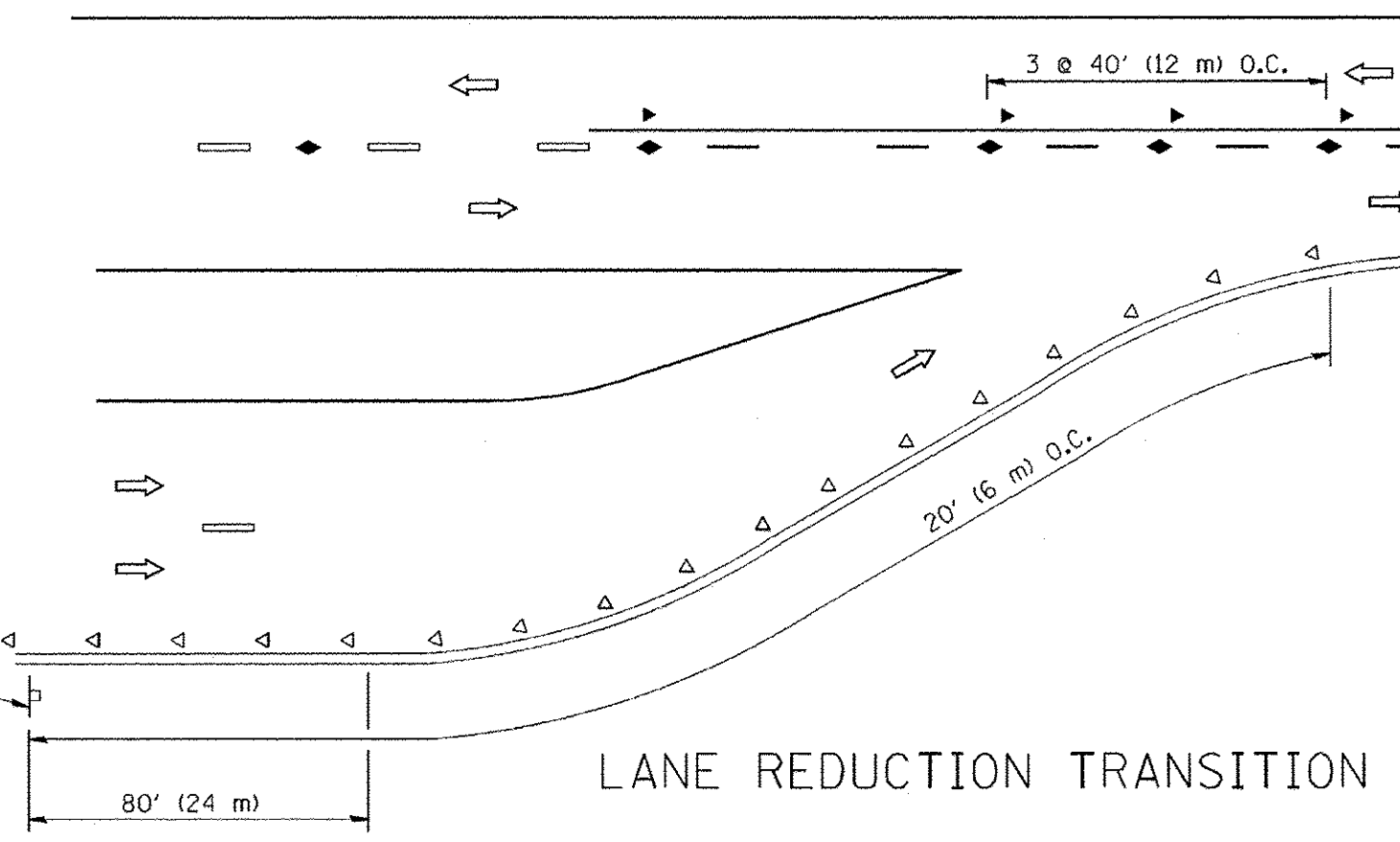
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 61D45	
ILLINOIS FED. AID PROJECT				

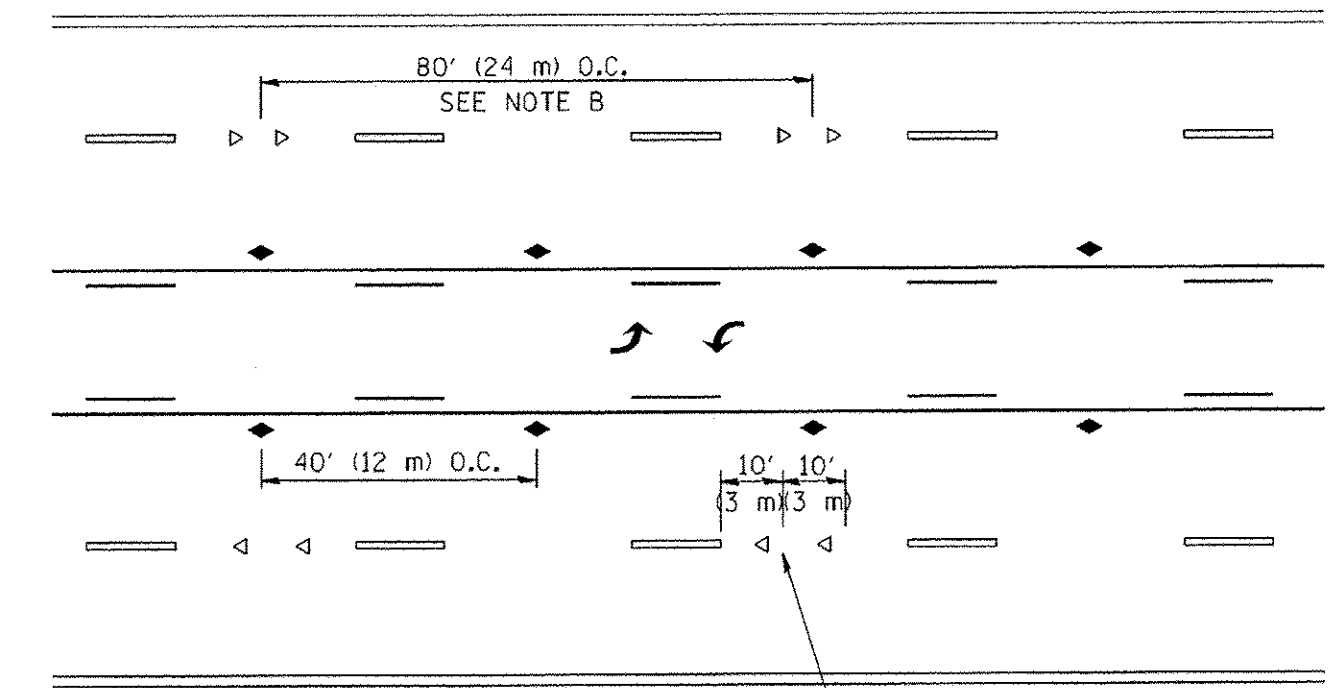


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

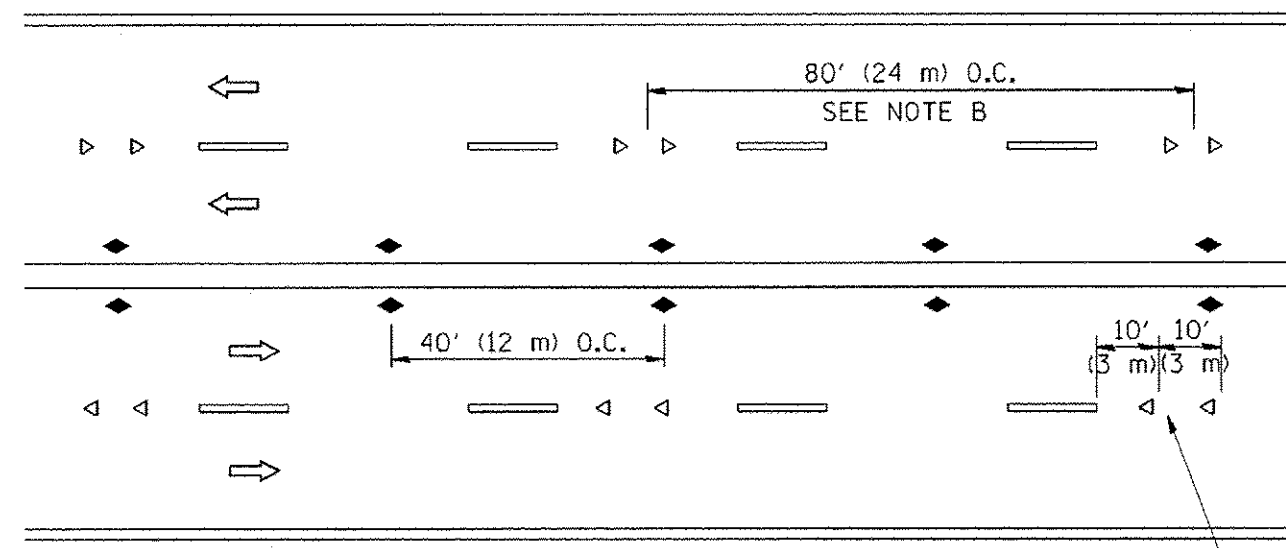
TWO-LANE/TWO-WAY



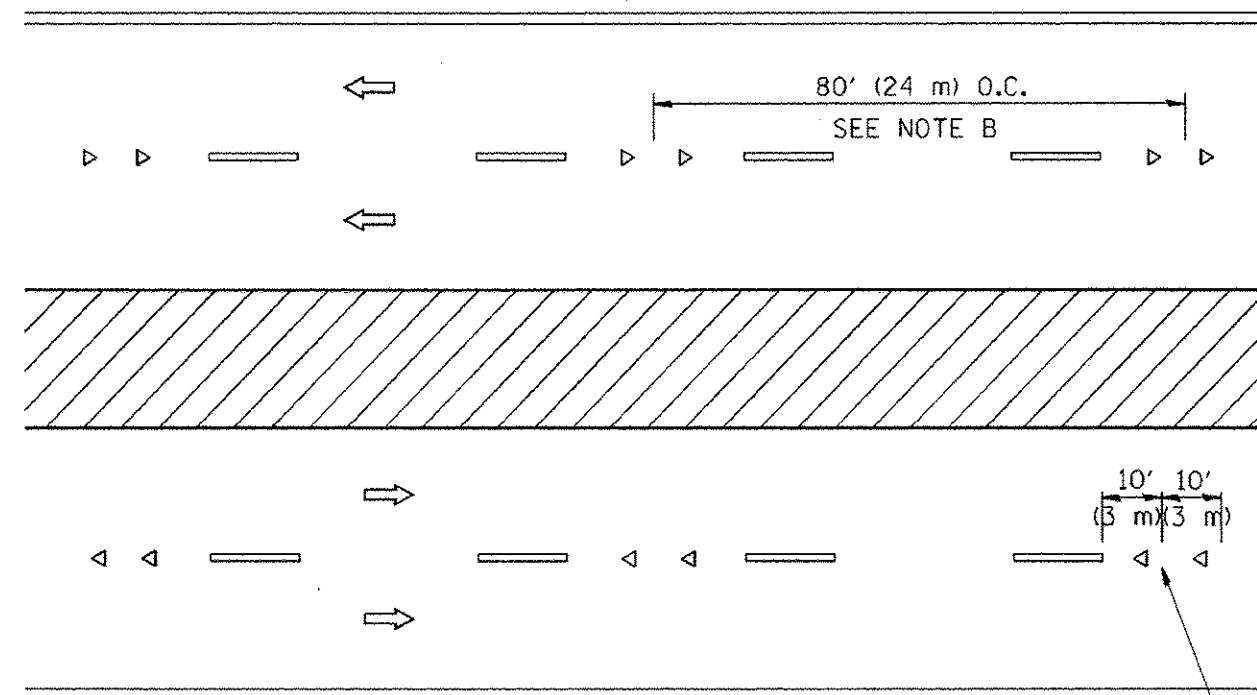
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

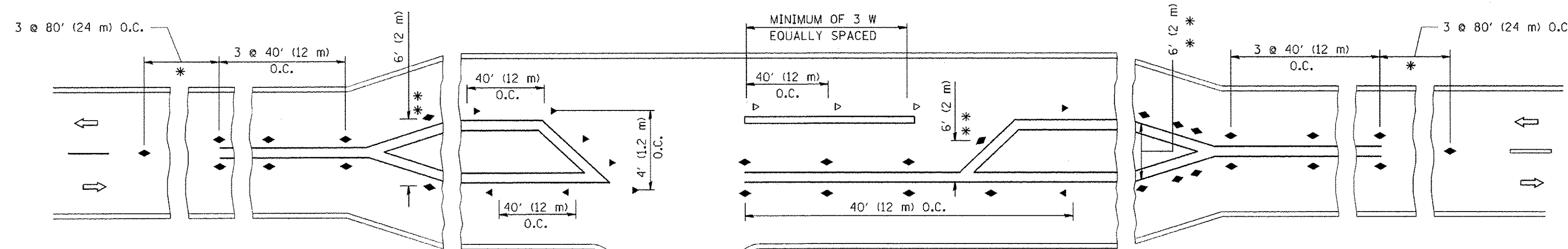
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (16 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

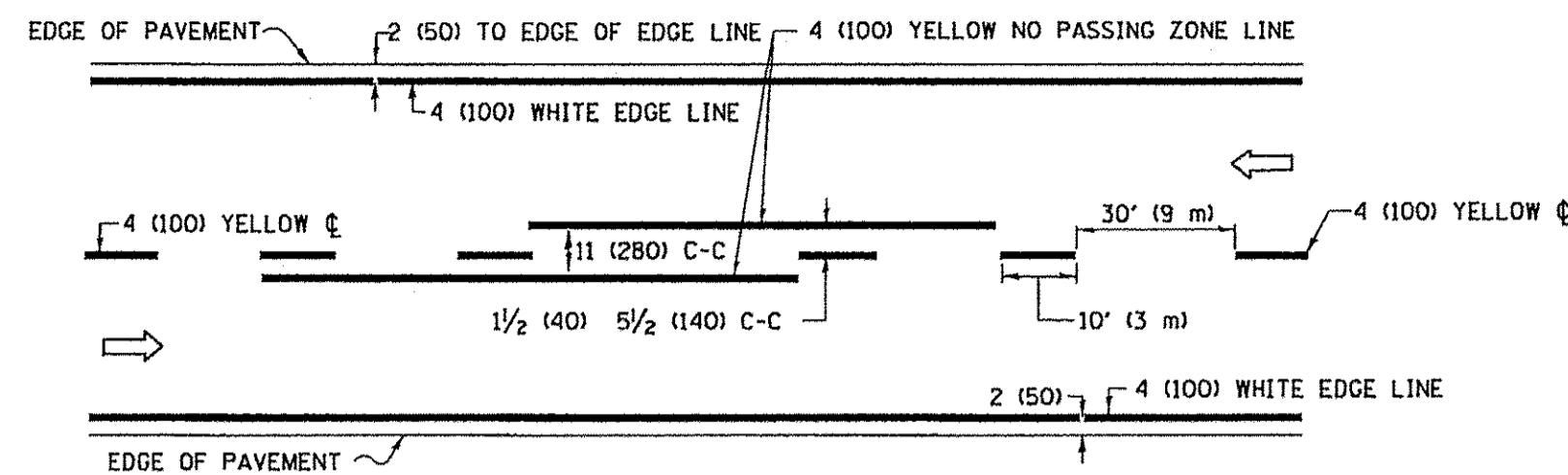


LEFT TURN

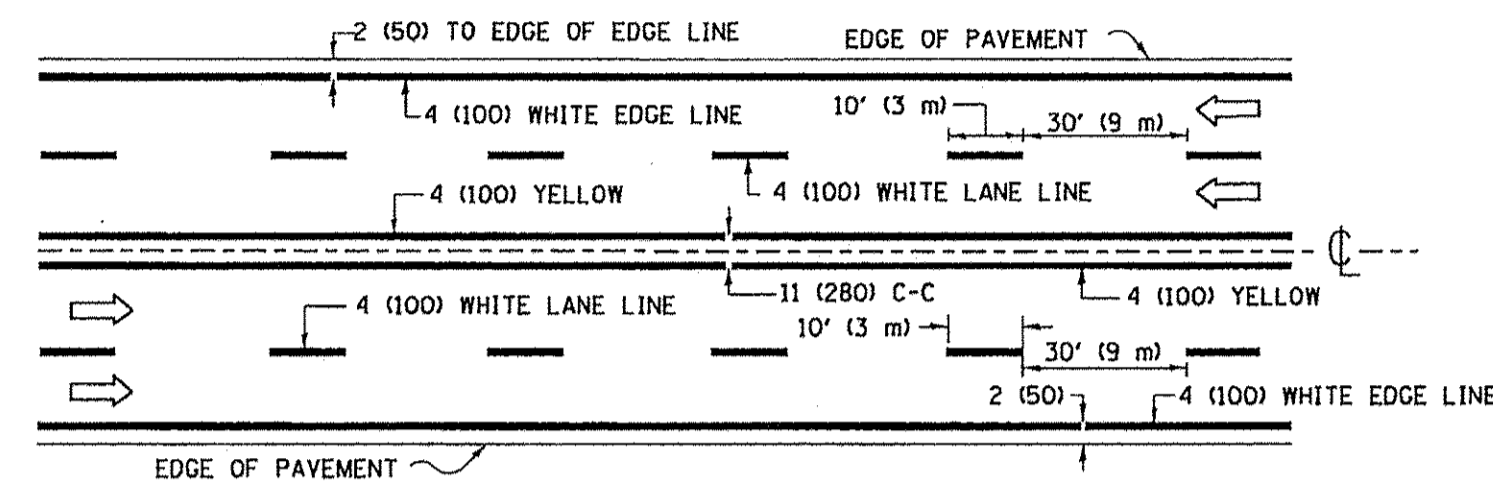
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

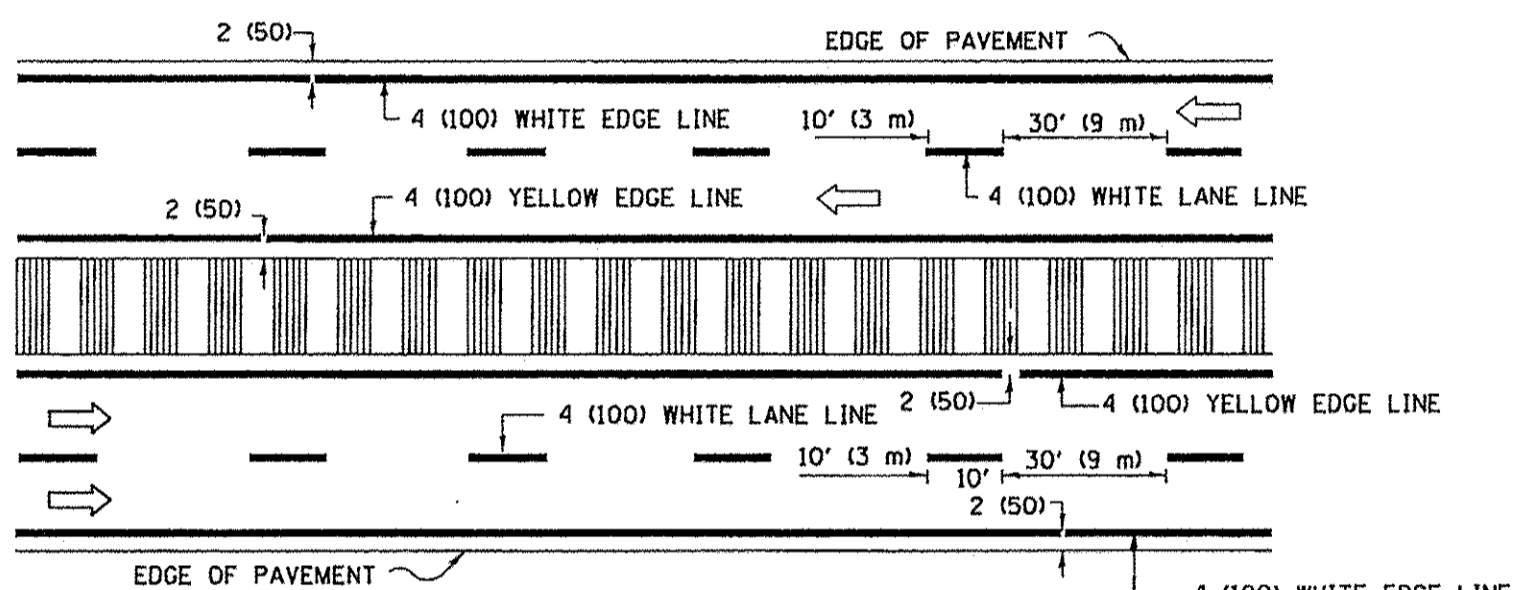
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PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUJUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11		CONTRACT NO. 61D45		
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

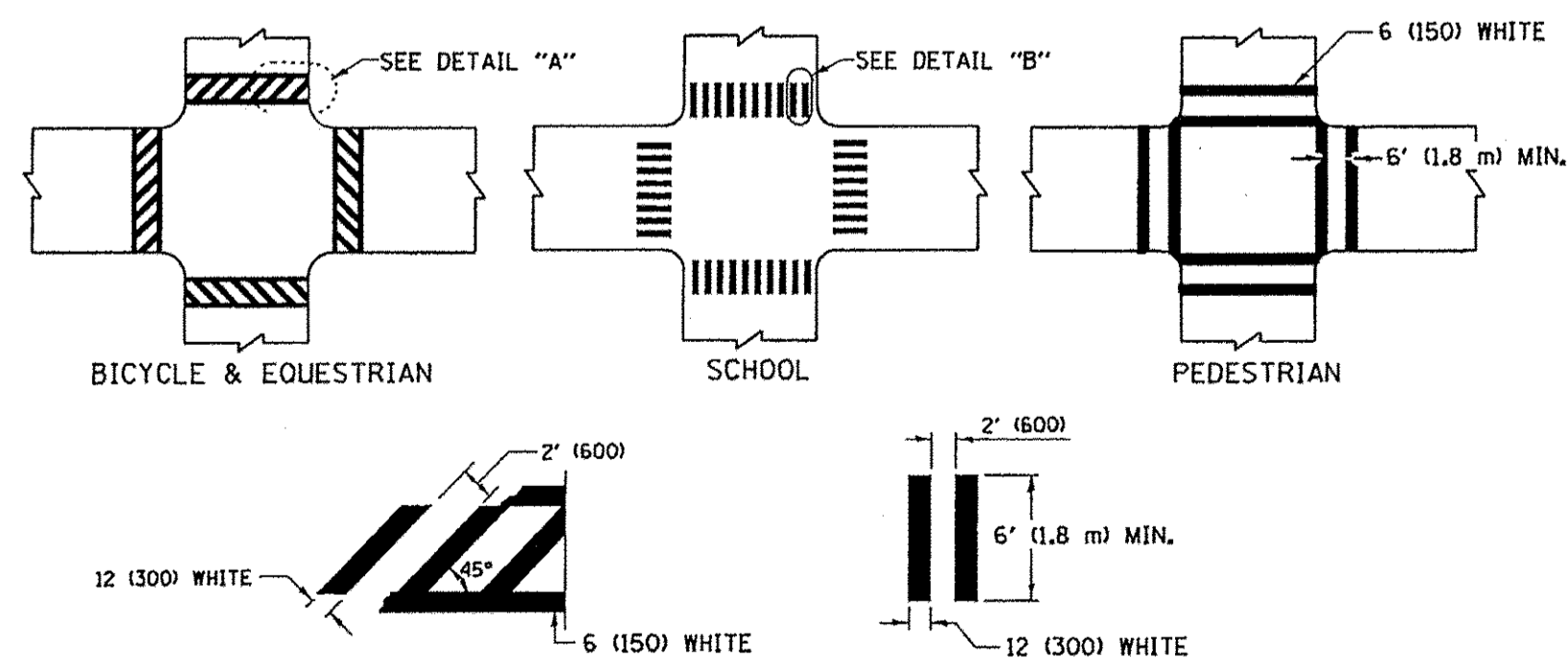


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

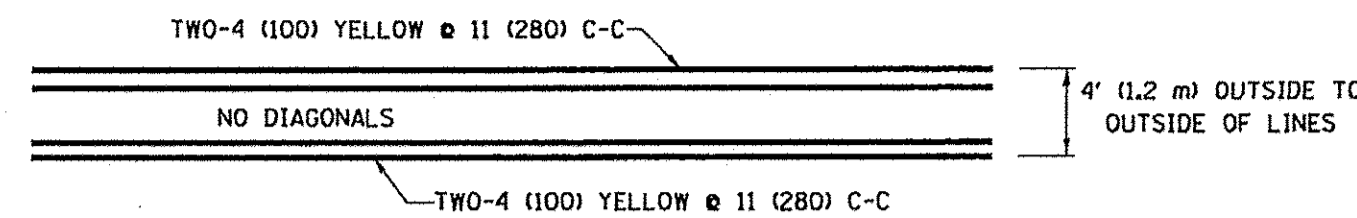


DETAIL "A"

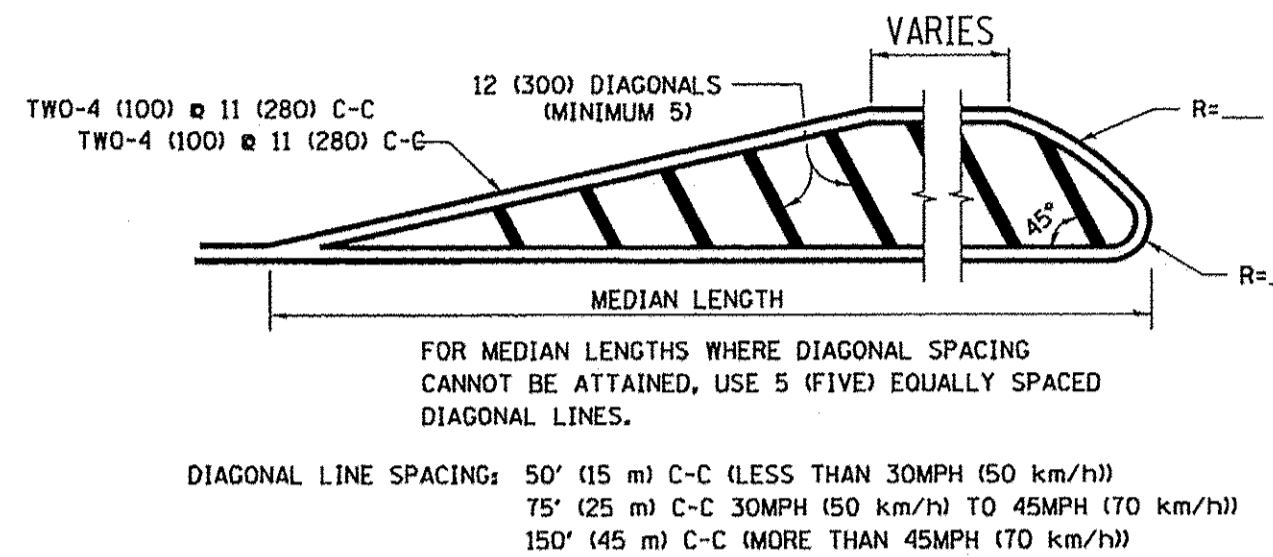
DETAIL "B"

TYPICAL CROSSWALK MARKING

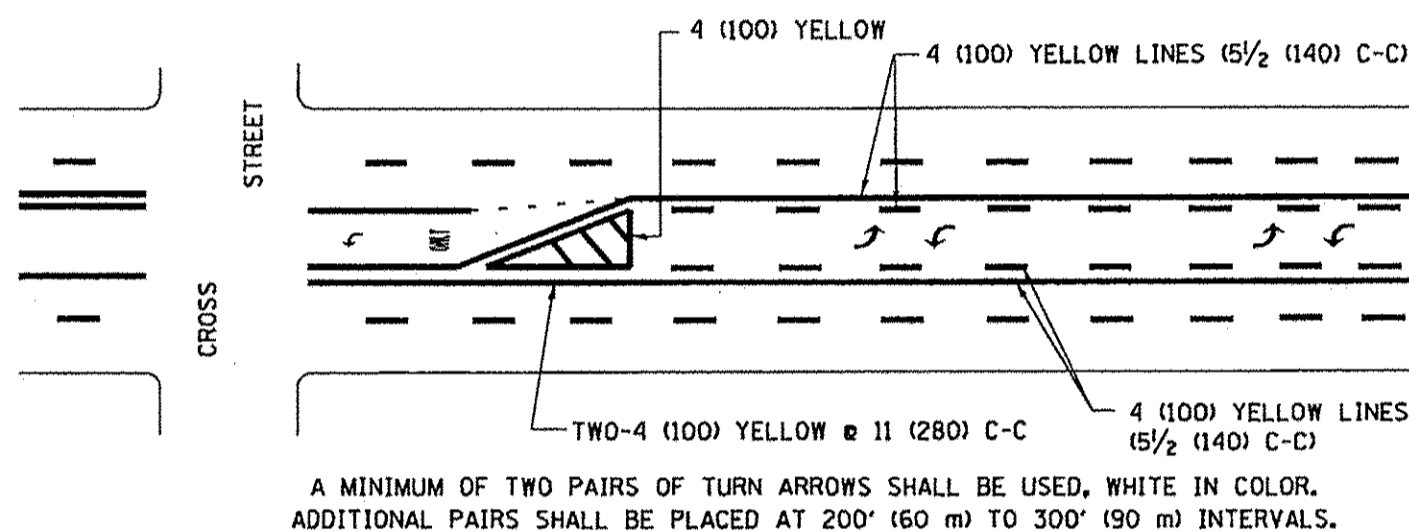
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

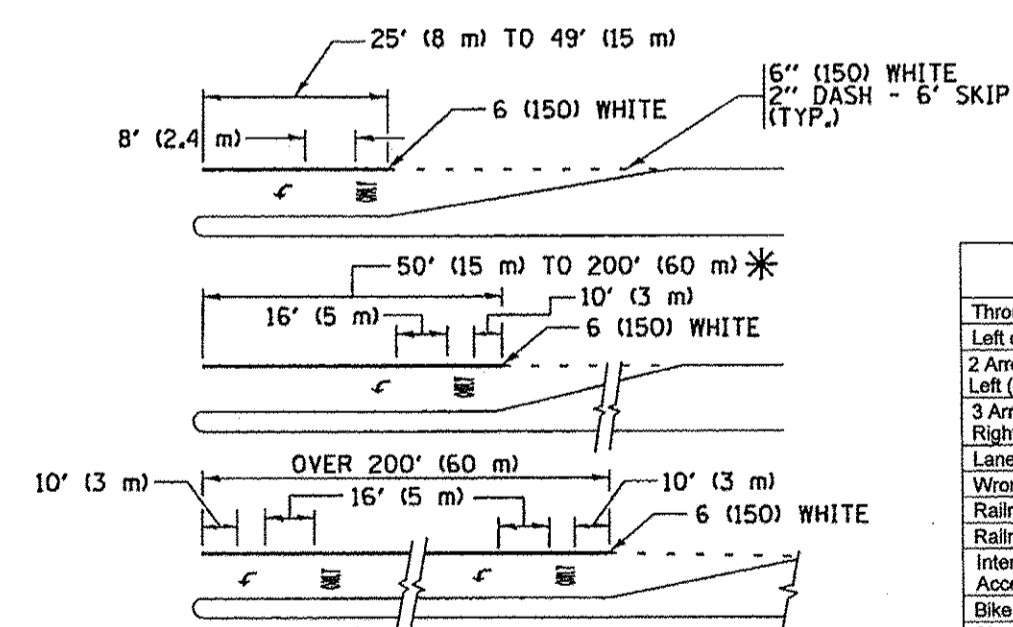


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

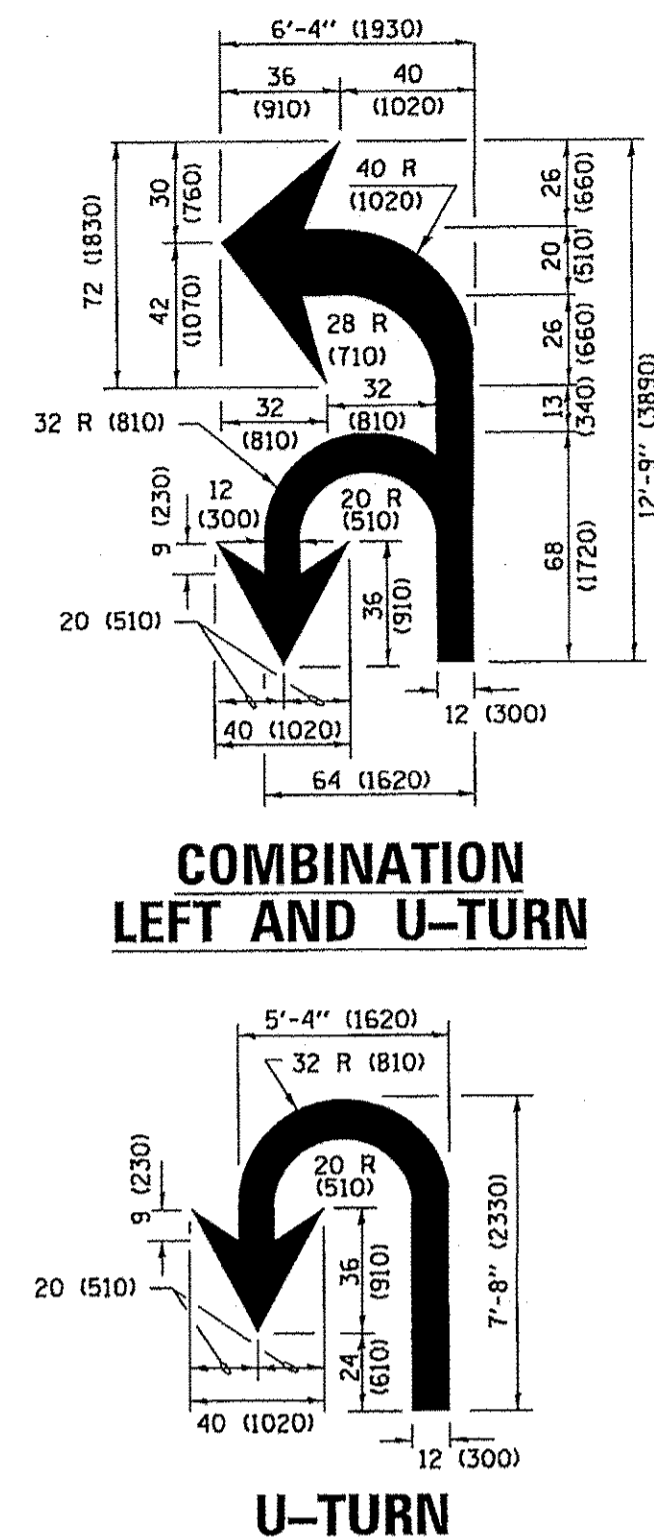
TYPICAL TURN LANE MARKING

Symbol	Large Size sq ft (sq m)	Small Size sq ft (sq m)
Through Arrow	11.5 (1.07)	6.5 (0.60)
Left or Right Arrow	15.6 (1.47)	8.8 (0.82)
2 Arrow Combination Left (or Right) and Right, and Through	26.0 (2.42)	14.7 (1.37)
3 Arrow Combination Left, Right, and Through	38.4 (3.58)	20.9 (1.94)
Lane Drop Arrow	41.5 (3.86)	--
Wrong Way Arrow	24.3 (2.26)	--
Railroad "R" 6 ft (1.8 m)	3.6 (0.33)	--
Railroad "X" 20 ft (6.1 m)	54.0 (5.02)	--
International Symbol of Accessibility	6.0 (0.56)	--
Bike Symbol	4.7 (0.44)	--
Shared Lane Symbol	8.0 (0.74)	--

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 & 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 & 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 & 4 (100) 8' (2.4m) LEFT ARROW	SKIP-DASH SKIP-DASH IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 & 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 & 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 5' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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



COMBINATION LEFT AND U-TURN

U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

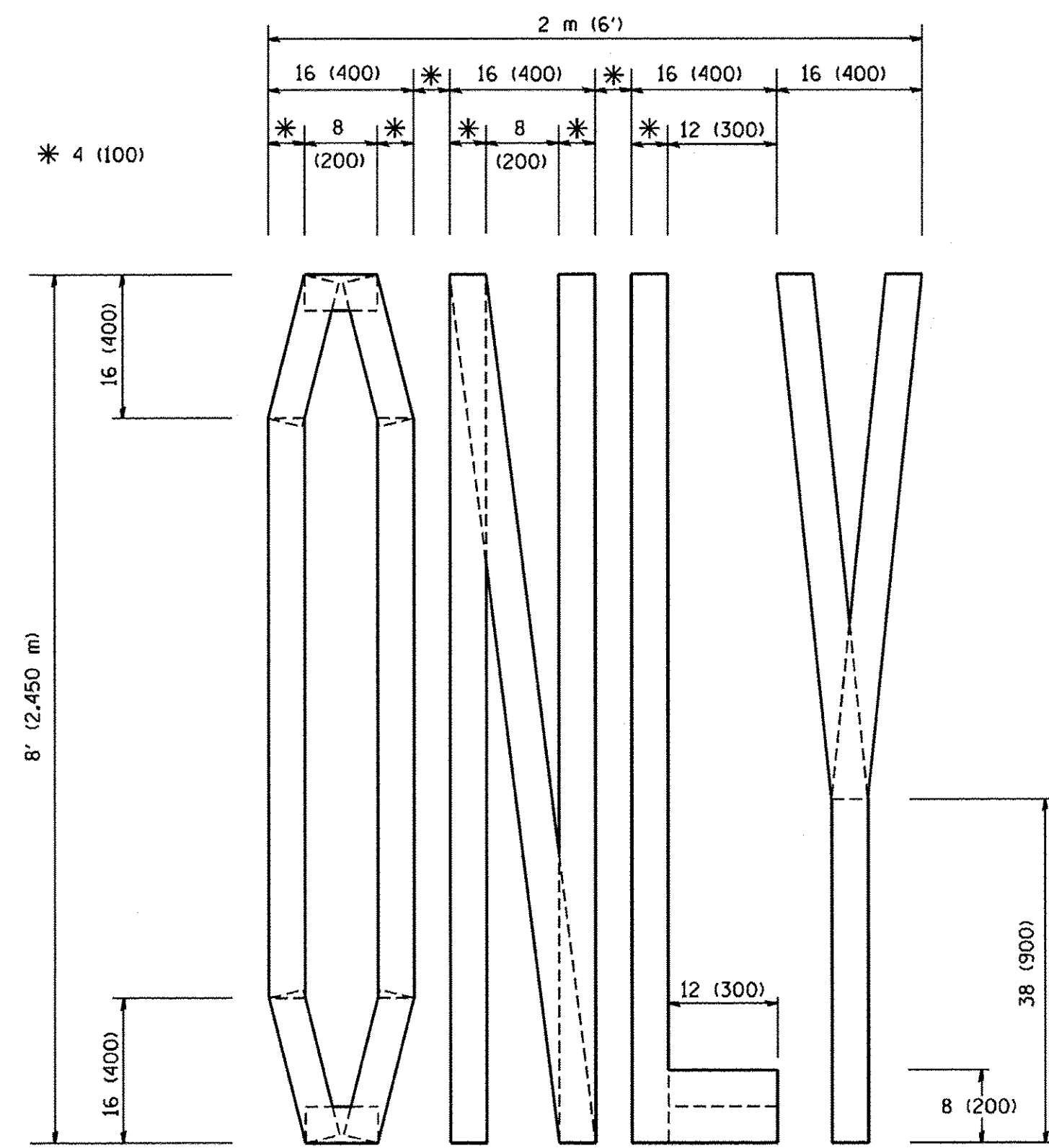
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500	40
580	45
665	50
750	55

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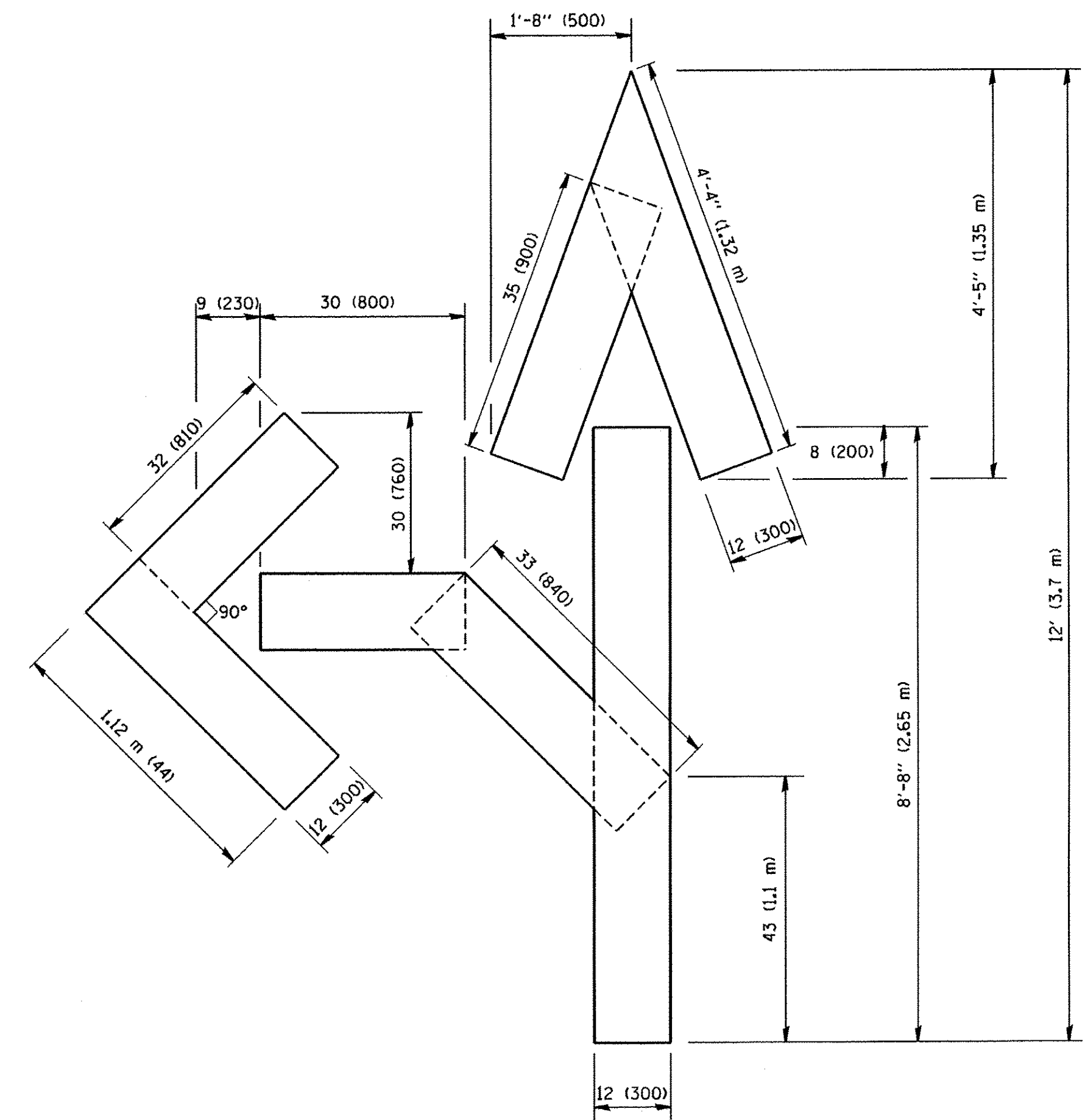
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

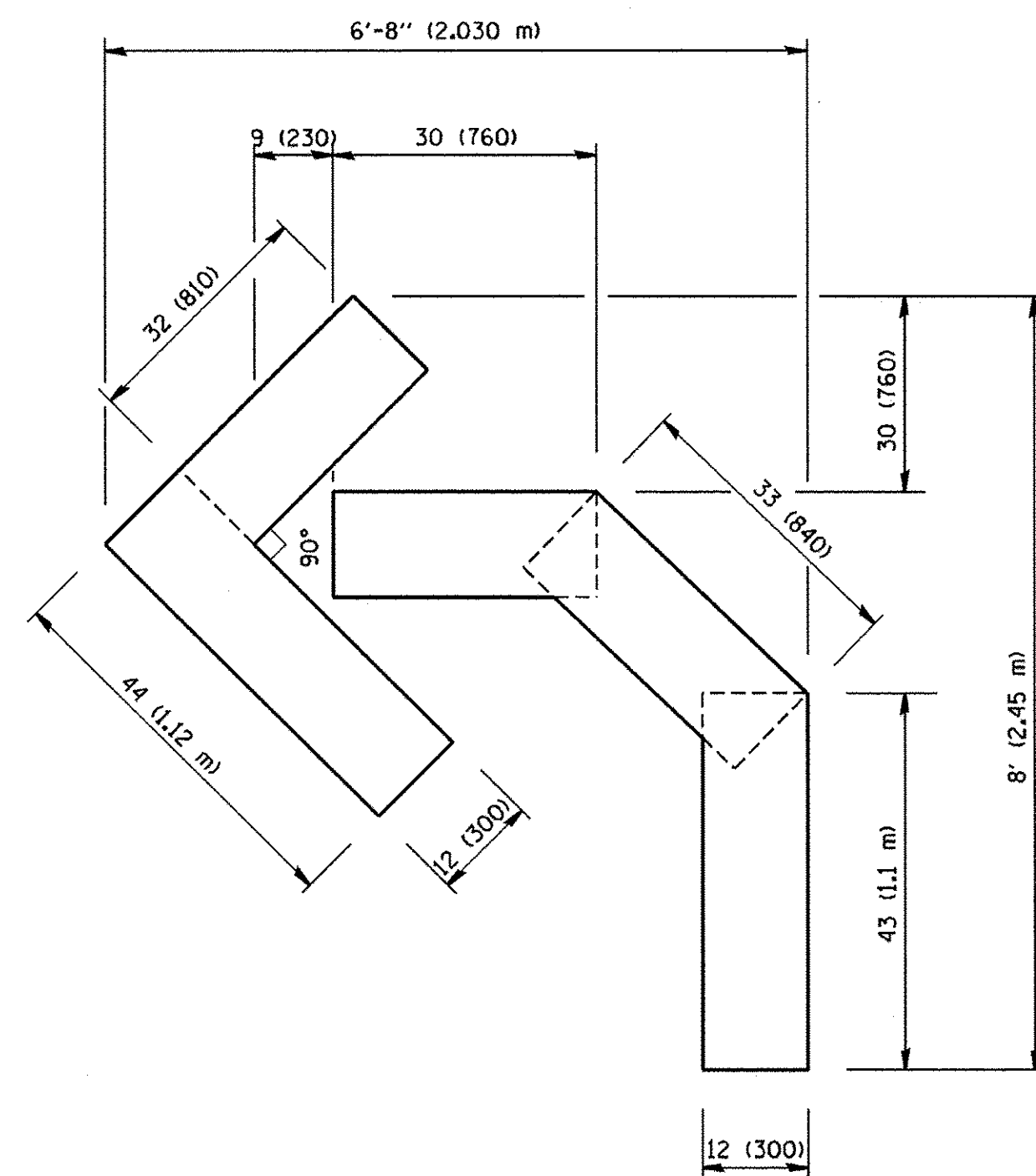
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	15
TC-13			CONTRACT NO. 61D45	
ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

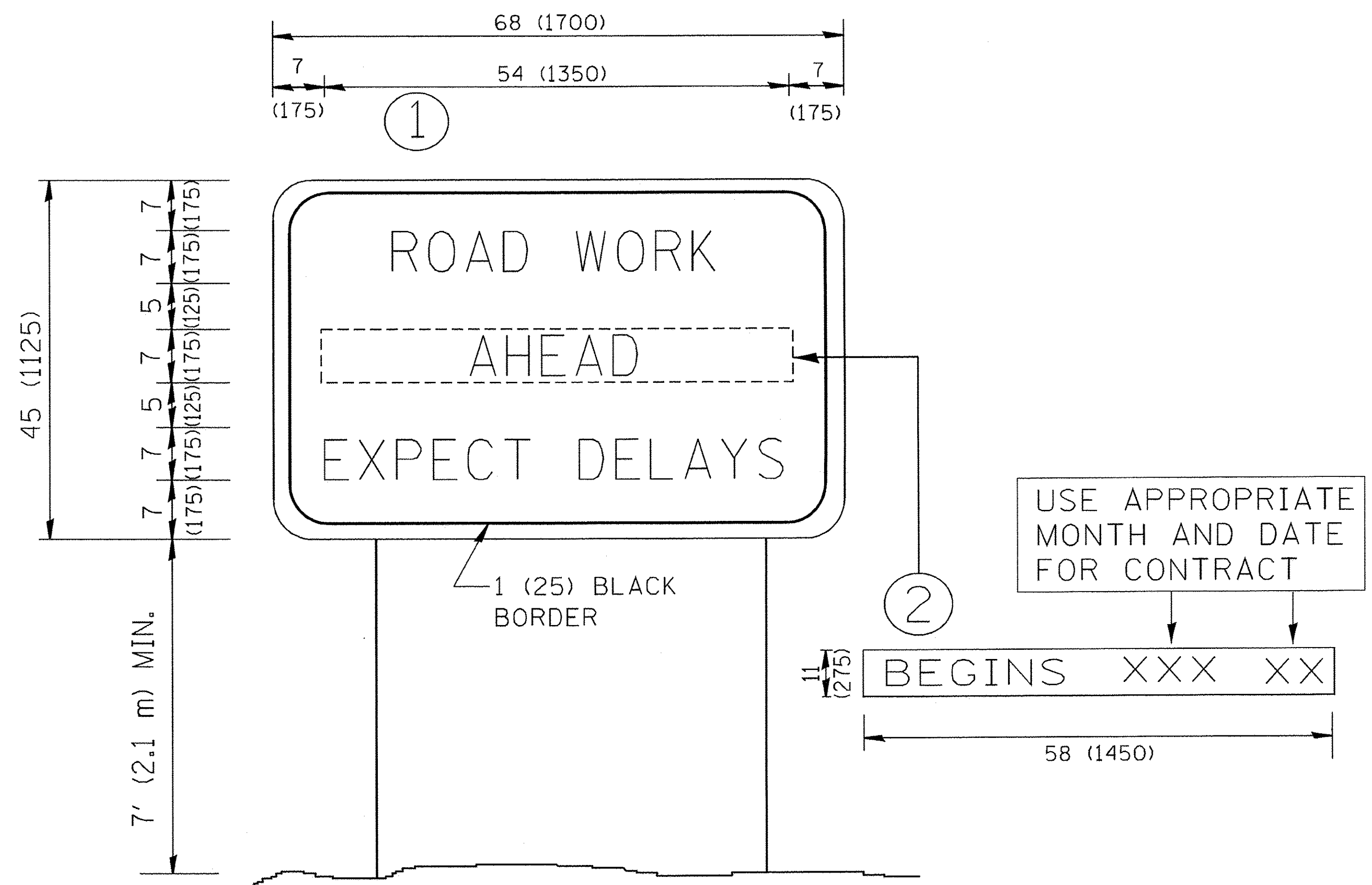
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	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1557	09-00065-00-RS	COOK	17	16
TC-16			CONTRACT NO. 61D45	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	1557			09-00065-00-RS	COOK	17	17	
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	TC-22			CONTRACT NO. 61D45				
			SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	