

FOR INDEX OF SHEETS,
SEE SHEET NO. 2

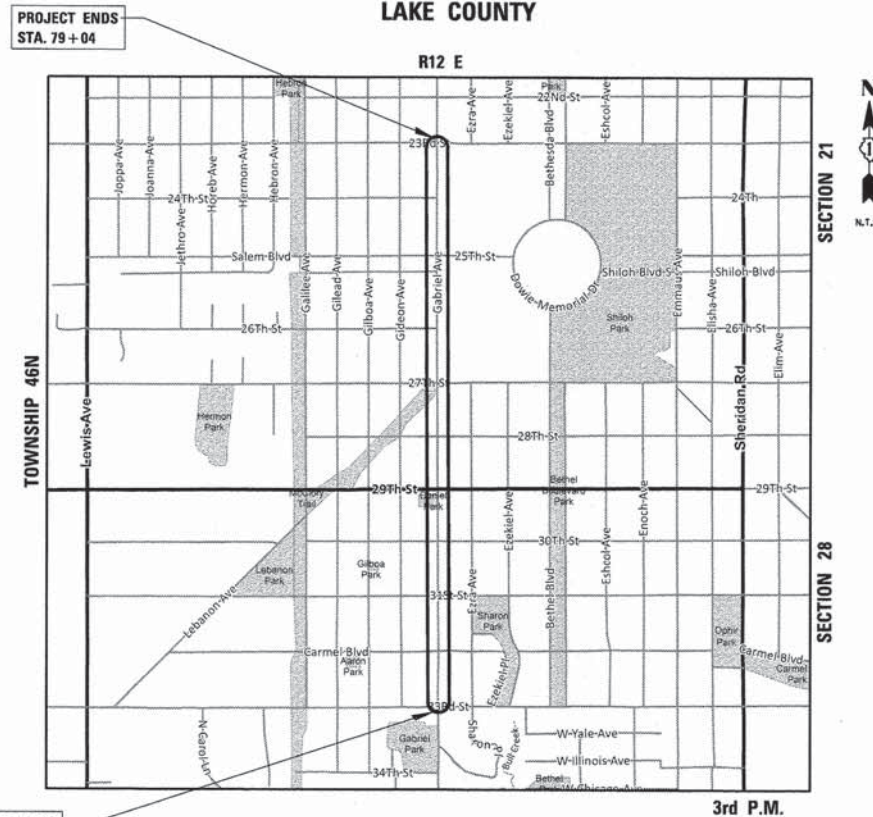
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 2745 (GABRIEL AVENUE)
FAU 1203 (23rd STREET) TO FAU 1208 (33rd STREET)
RESURFACING

SECTION NO. 14-00085-00-RS
PROJECT NO. M-4003 (409)
JOB NO. C-91-090-15
CITY OF ZION
LAKE COUNTY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2745	14-00085-00-RS	LAKE	22	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 61A90		

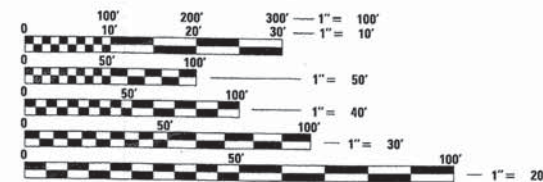


LOCATION MAP
GABRIEL AVENUE
GROSS LENGTH OF PROJECT = 6,874 LINEAL FEET (1.30 MILES)
NET LENGTH OF PROJECT = 6,874 LINEAL FEET (1.30 MILES)

TRAFFIC DATA

GABRIEL AVENUE
ADT (YEAR) = 725 (2013)
POSTED SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: MAJOR COLLECTOR



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
8-1-1 OR 1-800-892-0123

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

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/15

CONTRACT NO. 61A90



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *[Signature]* 10/20/14
PUBLIC WORKS DIRECTOR, CITY OF ZION

PASSED *[Signature]* NOVEMBER 3 2014
CHRISTOPHER MOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW *[Signature]* November 8, 2014
JOHN FURBERMAN JR.
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

LEE M. FELL
062-053708 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
[Signature] ENGINEER
DATE: *[Signature]*

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2015

PROGRAM AND OFFICE ENGINEER: FAWAD AQUEEL, P.E. (847) 705-4021
SCHAUMBURG, ILLINOIS

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE LATEST REVISION; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", (SSTCI); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT HIGHWAY STANDARD. CODES OF THE IEPA TITLE 35, AND O. S. H. A. SHALL BE ADHERED TO FOR THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

ALL REQUIRED PERMITS FROM THE PROPER GOVERNING AGENCY SHALL BE OBTAINED FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHEETING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE AGENCY, AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITY 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 CITY 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 CITY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE.

THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE CITY, ITS 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 INCLUDED IN THE COST OF INLET FILTERS.

ALL EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AND INCIDENTAL TO THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. CONTACT THE CITY OF ZION WATER DEPARTMENT (TEL. 847-746-4060) FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. 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 TEMPORARY ACCESS (ROAD) OR TEMPORARY ACCESS (PRIVATE ENTRANCE).

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.

CLASS D PATCHES, SPECIAL, 6", COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY.

SALT TOLERANT SODDING AND TOPSOIL, FURNISH AND PLACE 4" SHALL NOT BE PAID FOR BUT SHALL BE INCLUDED IN THE COSTS FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL, DRYWELL, SIDEWALK REMOVAL, DRIVEWAY PAVEMENT REMOVAL, AND HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT.

THE THICKNESSES OF HOT-MIX ASPHALT 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 INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS SHOWN ON THE PLANS (SEE DETAIL ON SHEET 18).

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 ARTICLE 107.25 OF 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 IN THE APPLICABLE TRAFFIC CONTROL PAY ITEMS.

ADVANCED WARNING CHANGEABLE MESSAGE BOARDS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY 2 WEEKS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WITHIN THE CITY'S RIGHT-OF-WAY NOTIFYING THE MOTORING PUBLIC OF THE UPCOMING WORK (ROAD CONSTRUCTION/LANE REDUCTION BEGINNING _____, EXPECT DELAYS, SEEK ALTERNATE ROUTES, ECT.). THE LANGUAGE MUST BE PROVIDED TO THE ENGINEER FOR REVIEW/APPROVAL PRIOR TO THEIR ACTIVATION. THE MESSAGE BOARD LOCATION SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. THIS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH AS "CHANGEABLE MESSAGE SIGN."

FRESH OIL SIGNS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY AND ALL SIDE STREETS AS DIRECTED BY THE ENGINEER. CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT ALL SIDE STREETS AND BOTH ENDS OF THE ROADWAY WHILE CONSTRUCTION IS IN PROGRESS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE APPLICABLE TRAFFIC CONTROL PAY ITEMS OR STANDARD 701501.

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.

NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.

AT NO TIME SHALL LESS THAN HALF OF THE STREET BE AVAILABLE FOR PARKING.

ALL ROADS MUST HAVE ONLY ONE LONGITUDINAL JOINT WHILE PAVING.

ANY REPAIRS FOR DAMAGE BY THE CONTRACTOR OUTSIDE THE LIMITS OF WORK TO SIDEWALKS AND DRIVEWAY APRONS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

VANDALISM - SPECIAL ATTENTION IS CALLED TO THE SPECIAL PROVISION FOR "INSPECTION" AS WELL AS ARTICLE 107.30 OF THE "STANDARD SPECIFICATIONS." ANY DEFACED WORK AS DETERMINED AND DIRECTED BY THE CITY SHALL BE CORRECTED OR REPLACED TO THE SATISFACTION OF THE ENGINEER BY THE CONTRACTOR AT HIS SOLE EXPENSE PRIOR TO FINAL PAYMENT. THE CITY OF ZION WILL COOPERATE WITH THE CONTRACTOR TO MINIMIZE VANDALISM, BUT THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE TO CORRECT ANY DAMAGE. THE CITY WILL NOT BE RESPONSIBLE FOR THE SECURITY OF THE WORK SITE IN THIS REGARD, OTHER THAN NORMAL PATROLLING AND RESPONSE TO EMERGENCIES. THE COST OF ADDITIONAL SECURITY REQUIRED TO MEET THIS SPECIAL PROVISION SHALL BE SOLELY THE CONTRACTOR'S RESPONSIBILITY.

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-08	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602011-02	CATCH BASIN TYPE C
602401-03	MANHOLE TYPE A
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-05	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES

DISTRICT ONE DETAILS

TC-10	TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
BD-32	BUTT JOINT AND HMA TAPER DETAILS

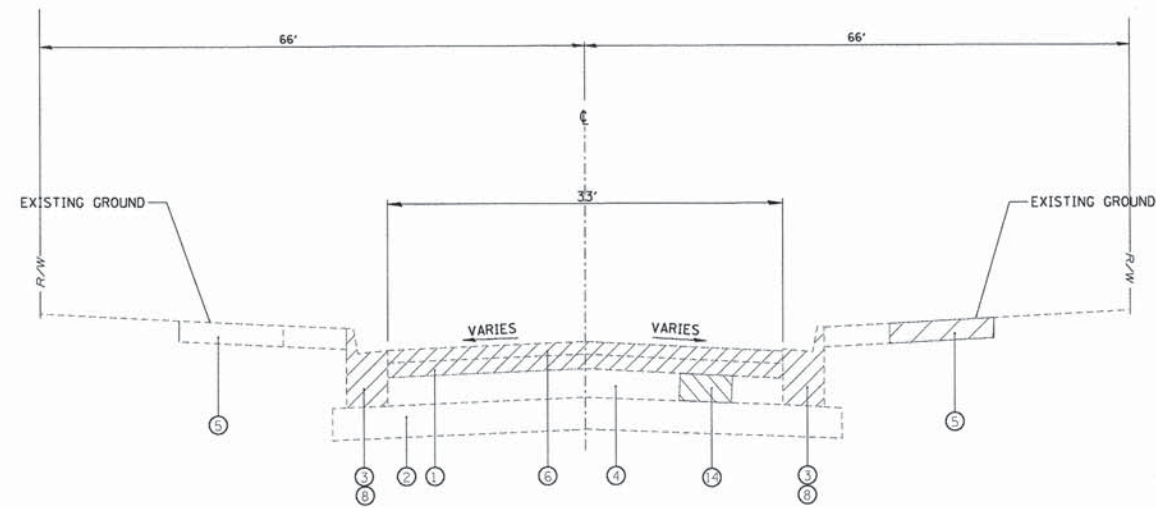
UTILITY COORDINATION	DATE SENT TO UTILITY COMPANY	RESPONSE DATE	COMMENTS
AT&T (DISTRIBUTION) 1000 COMMERCE DRIVE, FLOOR 1 OAKBROOK, ILLINOIS 60523 ATTN: STEVE LARSON Office 630-573-6464	8-21-2014	10-6-14	NO CONFLICTS ANTICIPATED
COMCAST 688 INDUSTRIAL Drive ELMHURST, IL 60126 ATTN: MARTHA GIERAS Office: 630-600-6352	8-21-2014	9-24-14	NO CONFLICTS ANTICIPATED
COMED 1500 FRANKLIN BOULEVARD LIBERTYVILLE, IL 60048 ATTN: TERRI BLECK Office: 847-816-5239	8-21-2014	9-15-14	NO CONFLICTS ANTICIPATED
NORTH SHORE GAS 3001 GRAND AVENUE WAUKEGAN, IL 60085 ATTN: John Wysocki Office: 847-263-4668	8-21-2014	9-4-14	NO CONFLICTS ANTICIPATED
NORTH SHORE SANITARY DISTRICT P.O. BOX 750 WILLIAM KOEPEL DRIVE GURNEE, IL 60031 ATTN: Bill Stoltz Office: 847-263-6060 ext. 2421	8-21-2014	9-8-14	NO CONFLICTS ANTICIPATED

SUMMARY OF QUANTITIES

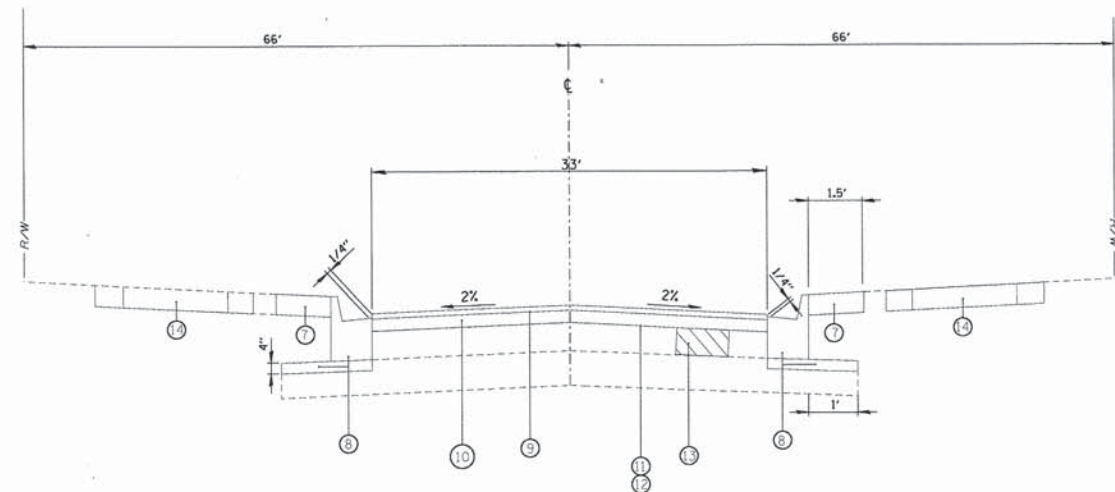
SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE 0005	
					QUANTITY 0005	TOTAL QUANTITY
~		28000510	INLET FILTERS	EACH	60	60
		35800100	PREPARATION OF BASE	SQ YD	25270	25270
		35800200	AGGREGATE BASE REPAIR	TON	675	675
~		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	20100	20100
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	150	150
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	6050	6050
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX"D", N50	TON	3000	3000
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	100	100
~		42400800	DETECTABLE WARNINGS	SQ FT	650	650
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	100
		44000600	SIDEWALK REMOVAL	SQ FT	4250	4250
		44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	650	650
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	650	650
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	650	650
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	650	650
		60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1
~		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2
~		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2
		67100100	MOBILIZATION	L SUM	1	1
~		70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701301	L SUM	1	1
~		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
~		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	750	750
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	400	400
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1600	1600
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	750	750
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	500	500
~		X0326862	STRUCTURES TO BE ADJUSTED	EACH	34	34
~		X2080250	TRENCH BACKFILL, SPECIAL	CU YD	250	250
		X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	57	57
		X4023000	TEMPORARY ACCESS (ROAD)	EACH	29	29
~		X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	4850	4850
		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	25270	25270
~		X6022712	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	6	6
~		Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1610	1610
~		Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
~		Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1	1
~		Z0019500	DRYWELL	EACH	1	1
~		Z0032470	JOINT SEALER	FOOT	16	16
~		X006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	100	100

*INDICATES SPECIALTY ITEM
~INDICATES SPECIAL PROVISION

FILE NAME = N:\ZION\148222\Civil\quo.148222-01.sht	USER NAME = jlopaglia	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GABRIEL AVENUE SUMMARY OF QUANTITIES	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
PLOT SCALE = NOT TO SCALE	CHECKED - JGS	DRAWN - EDT	REVISED -			SCALE: 20'	SHEET NO. 3 OF 22 SHEETS	STA.	TO STA.	14-00085-00-RS	LAKE	22	3
PLOT DATE = 11/5/2014	DATE - 10/15/14		REVISED -			CONTRACT NO. 61A90							
ILLINOIS FED. AID PROJECT													



EXISTING TYPICAL SECTION
STA. 10+30 TO STA 79+04, GABRIEL AVENUE



PROPOSED TYPICAL SECTION
STA. 10+30 TO STA 79+04, GABRIEL AVENUE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS ITEM	AC-TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 4" (SHALL BE PLACED IN 1 LIFT)	PG 58-22/58-22*	4% @ 50 GYR.
CLASS D PATCHES, 6" (HMA BINDER IL-19MM)	PG 64-22/58-22*	4% @ 70 GYR.

NOTE:

- WHEN ASPHALT BINDER REPLACEMENT (ABR) EXCEEDS 15%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-28, NO MORE THAN 2% RECLAIMED ASPHALT SHINGLES SHALL BE ALLOWED IN THE ASPHALT.
- THIS TABLE WAS PROVIDED BY TIM MURPHY, P.E., PRESIDENT OF MURPHY PAVEMENT TECHNOLOGY, INC., WHICH HAS BEEN APPROVED BY IDOT BUREAU OF MATERIALS.
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SY/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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
- THE HIGH SIDE OF THE ROADWAY SHALL BE PAVED FIRST.
- AGGREGATE BASE REPAIR - ANY NEW MATERIAL NECESSARY TO BRING THE EXISTING SUBBASE TO THE GRADE MIN. DEPTH 9" CROSS SLOPE OR WIDTH SHOWN SHALL BE PAID FOR UNDER THIS ITEM.
- ANY AGGREGATE BASE REMOVAL DUE TO PROPOSED ASPHALT SHALL BE CONSIDERED INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.
- ANY EXCAVATION OF STONE NECESSARY TO OBTAIN THE NECESSARY DEPTH FOR THE PROPOSED PAVEMENT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT RESURFACING.

NOTE:

PAVING OF THE FULL ROADWAY WIDTH SHALL BE COMPLETED AT THE END OF EACH DAY OF PAVING TO PREVENT A LONGITUDINAL COLD JOINT FROM APPEARING WHEN OPPOSITE SIDES OF THE ROAD ARE PAVED ON DIFFERENT DAYS, THE CONTRACTOR SHALL ALSO ENSURE THAT AT THE END OF EACH DAY EACH PASS ENDS AT APPROXIMATELY THE SAME STATION TO PREVENT A COLD JOINT.

LEGEND

- | | |
|---|--|
| ① EXISTING HOT-MIX ASPHALT PAVEMENT | ⑨ PROPOSED BITUMINOUS MATERIAL (PRIME COAT) |
| ② EXISTING AGGREGATE SUBBASE | ⑩ HOT-MIX ASPHALT PAVEMENT (FULL DEPTH) 6" |
| ③ EXISTING CURB AND GUTTER | ⑪ *HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 - 2" |
| ④ EXISTING AGGREGATE BASE | ⑫ *HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 4" |
| ⑤ EXISTING PCC SIDEWALK | ⑬ PREPARATION OF BASE |
| ⑥ PAVEMENT REMOVAL - 6" | ⑭ AGGREGATE BASE REPAIR |
| ⑦ SODDING, SALT TOLERANT (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AND SIDEWALK REMOVAL AND REPLACEMENT) | ⑮ CLASS D PATCHES, 6" (AS DIRECTED BY THE ENGINEER) |
| ⑧ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER). INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B. | ⑯ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL AS DIRECTED BY THE ENGINEER (SIDEWALKS THROUGH DRIVEWAYS SHALL BE 6 INCHES THICK - THIS WORK WILL BE INCLUDED IN THE PAY ITEM FOR PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL) |









FILE NAME =	USER NAME = jlapaglia	DESIGNED - LMF	REVISED -
N:\ZION\148222\Civil\typp_148222-01.sht		DRAWN - EDT	REVISED -
	PLOT SCALE = NOT TO SCALE	CHECKED - JGS	REVISED -
	PLOT DATE = 10/16/2014	DATE - 10/15/14	REVISED -

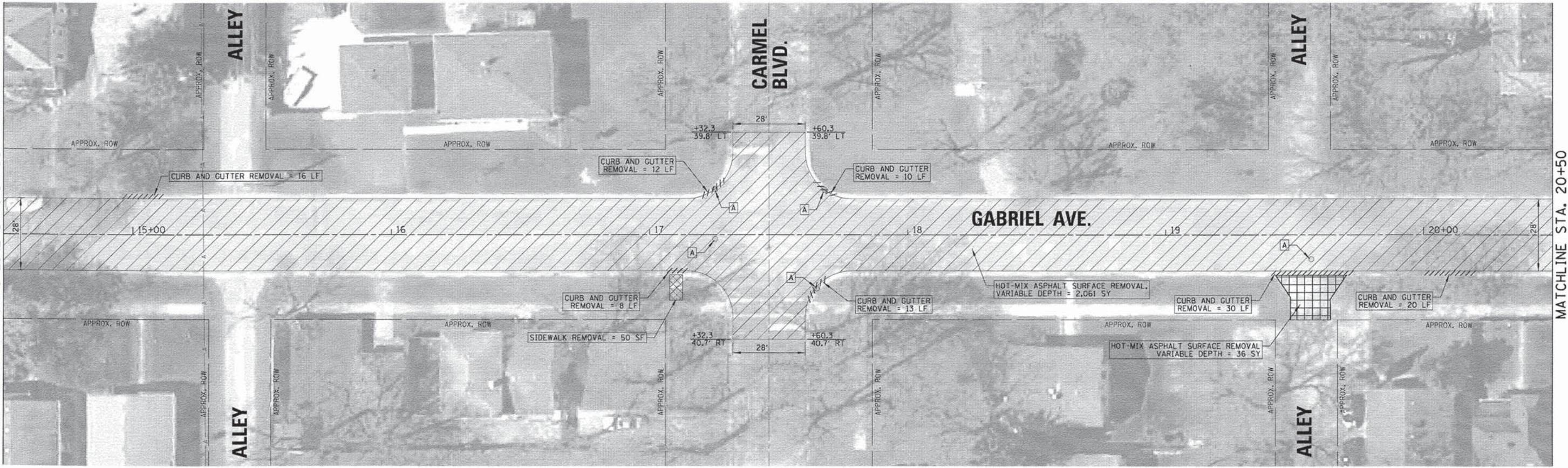
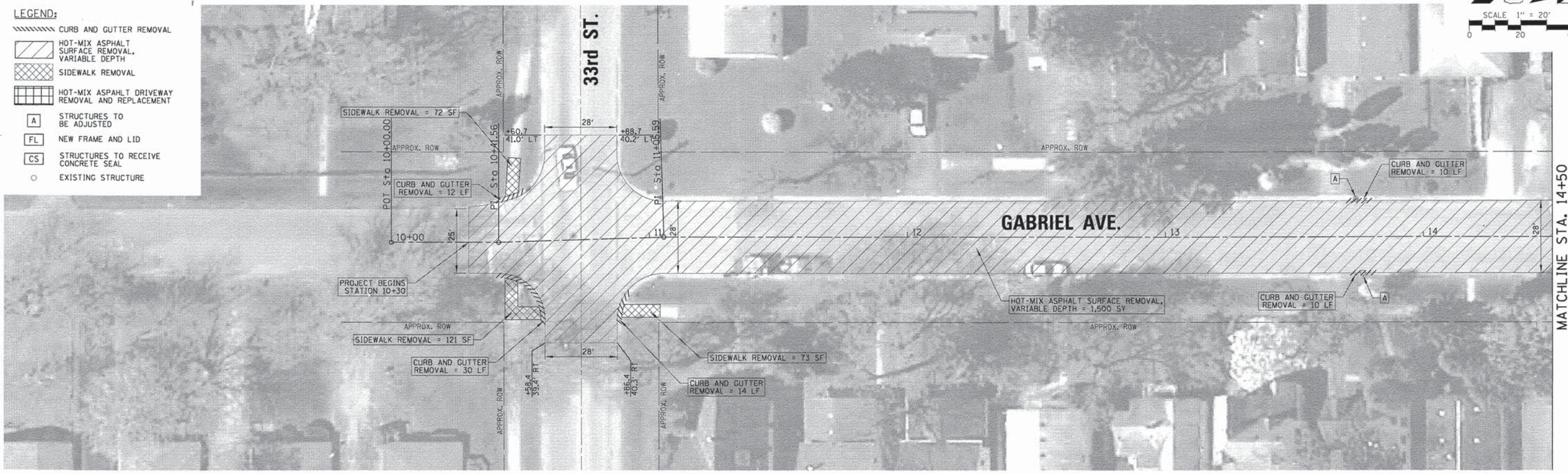
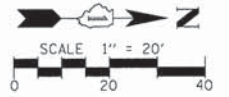
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GABRIEL AVENUE TYPICAL SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 50'		2745	14-00085-00-RS	LAKE	22	4
SHEET NO. 4 OF 22 SHEETS		STA. TO STA.		CONTRACT NO. 61A90		

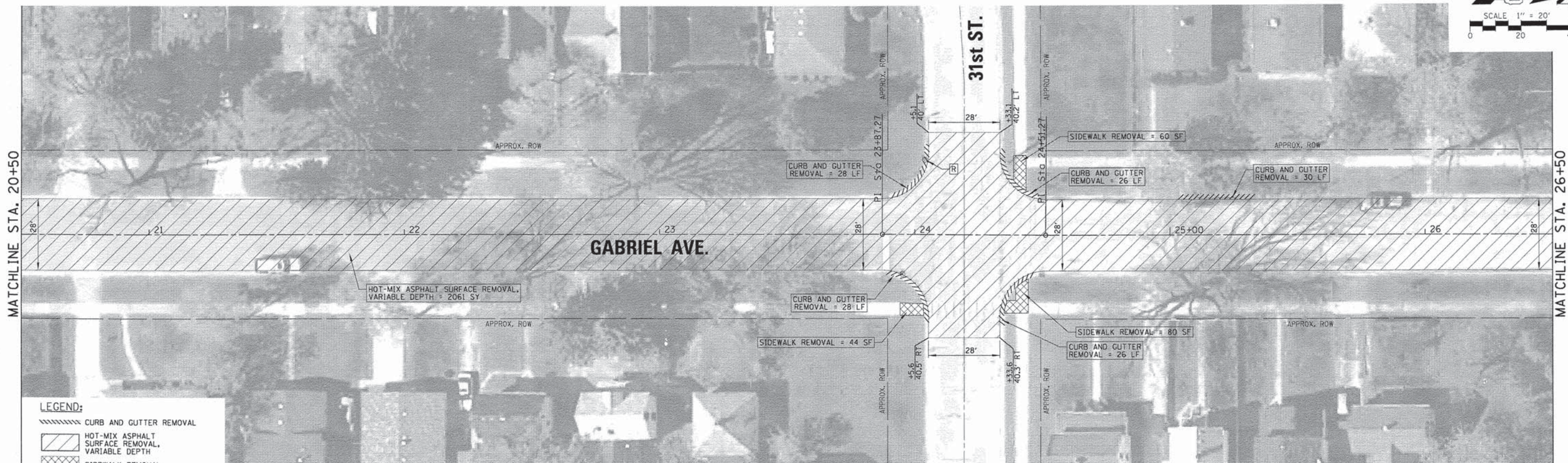
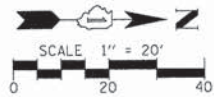
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2745	14-00085-00-RS	LAKE	22	4
ILLINOIS FED. AID PROJECT				

LEGEND:

-  CURB AND GUTTER REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
-  STRUCTURES TO BE ADJUSTED
-  NEW FRAME AND LID
-  STRUCTURES TO RECEIVE CONCRETE SEAL
-  EXISTING STRUCTURE



FILE NAME = N:\210N\148222\Civil\rem_148222-01.sht	USER NAME = jlapaglia	DESIGNED - LMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GABRIEL AVENUE EXISTING CONDITIONS AND REMOVAL PLAN				F.A.U RTE. 2745	SECTION 14-00085-00-RS	COUNTY LAKE	TOTAL SHEETS 22	SHEET NO. 5
PLOT SCALE = 28'		CHECKED - JGS	REVISED -		SCALE: 28' SHEET NO. 5 OF 22 SHEETS STA. TO STA.				CONTRACT NO. 61A90				
PLOT DATE = 10/16/2014		DATE - 10/15/14	REVISED -		ILLINOIS FED. AID PROJECT								

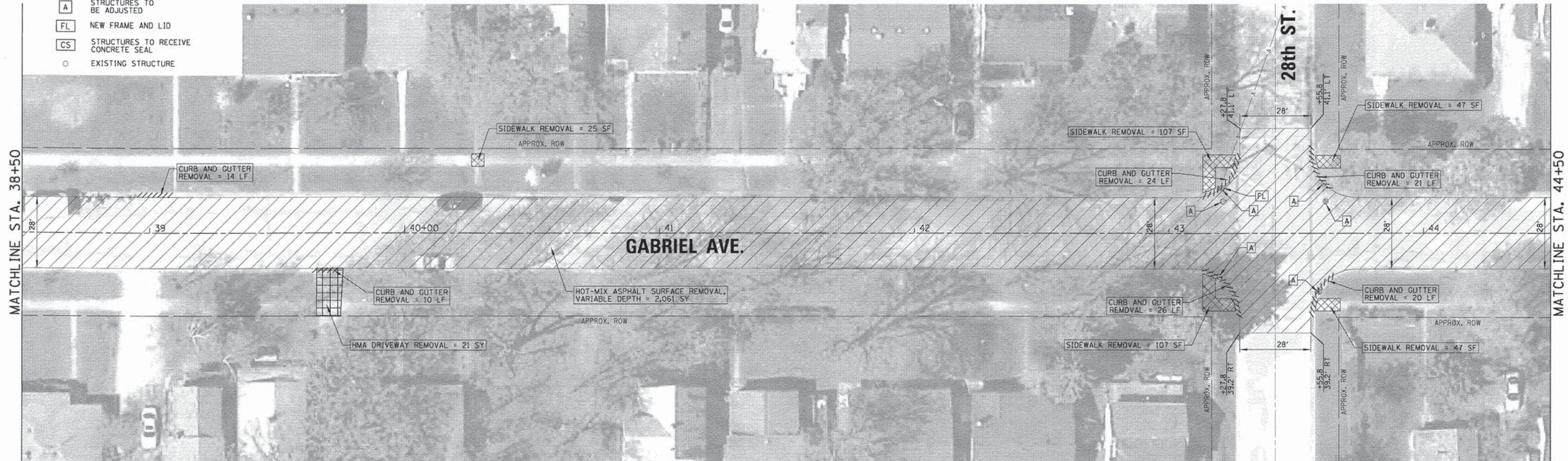


- LEGEND:**
- CURB AND GUTTER REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - SIDEWALK REMOVAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURES TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE

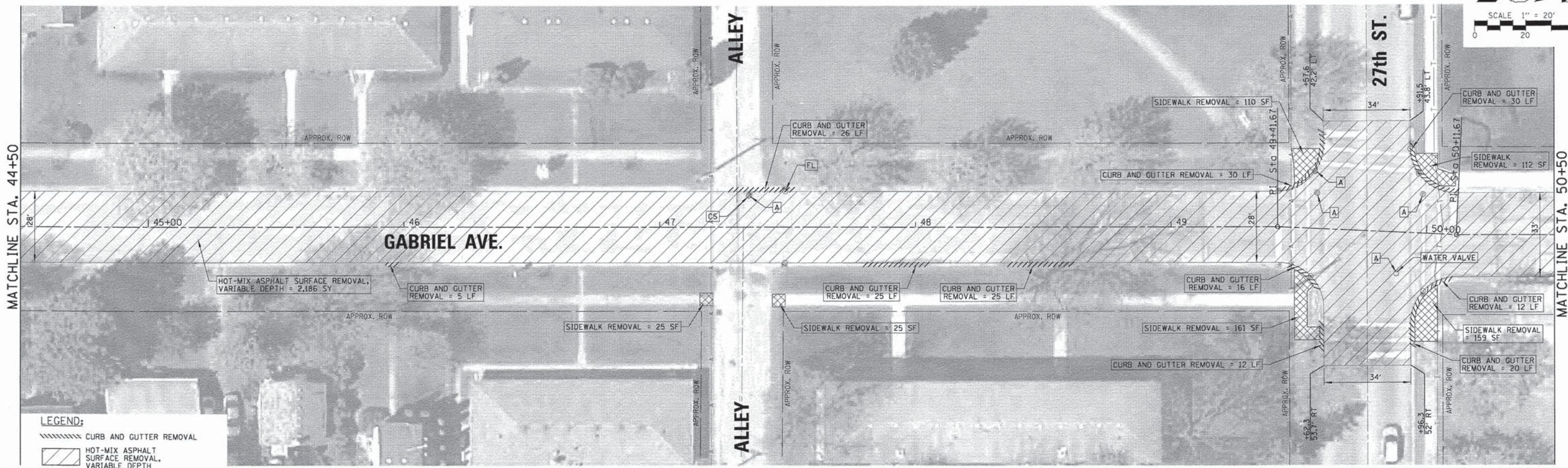
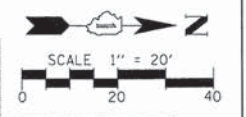
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N:\ZJON\148222\Civil\rem_148222-02.sht	PLDT SCALE = 20'	DRAWN - EDT	REVISED -			2745	14-00085-00-RS	LAKE	22	6	
PLDT DATE = 12/16/2014	DATE - 10/15/14	CHECKED - JGS	REVISED -			CONTRACT NO. 61A90					
						ILLINOIS FED. AID PROJECT					



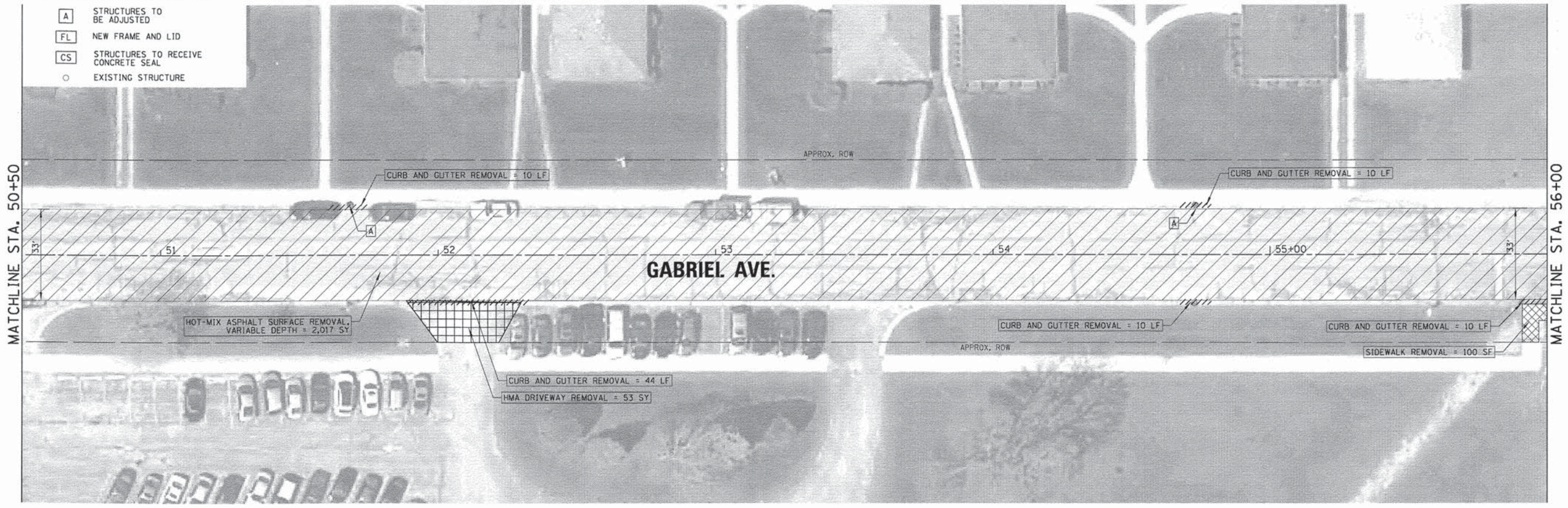
- LEGEND:**
- CURB AND GUTTER REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - SIDEWALK REMOVAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURES TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE



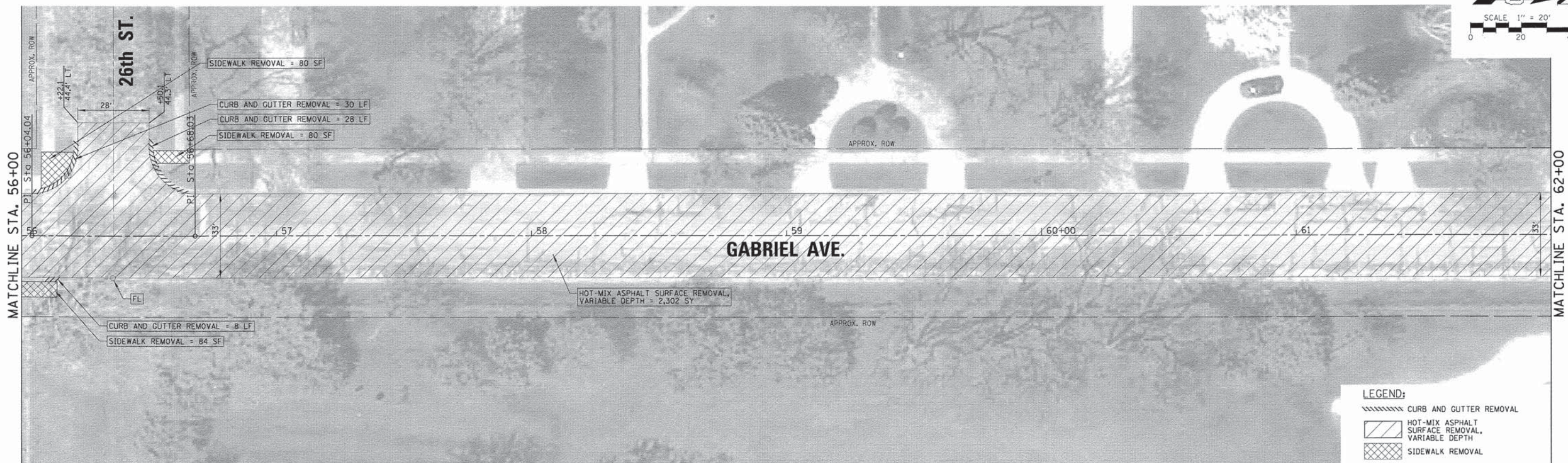
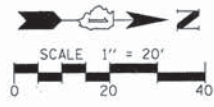
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PLOT SCALE = 20'	CHECKED - JGS	REVISED -	SCALE: 20'			SHEET NO. 7 OF 22 SHEETS	STA. TO STA.	CONTRACT NO. 61A90				
PLOT DATE = 10/16/2014	DATE - 10/15/14	REVISED -	ILLINOIS FED. AID PROJECT									



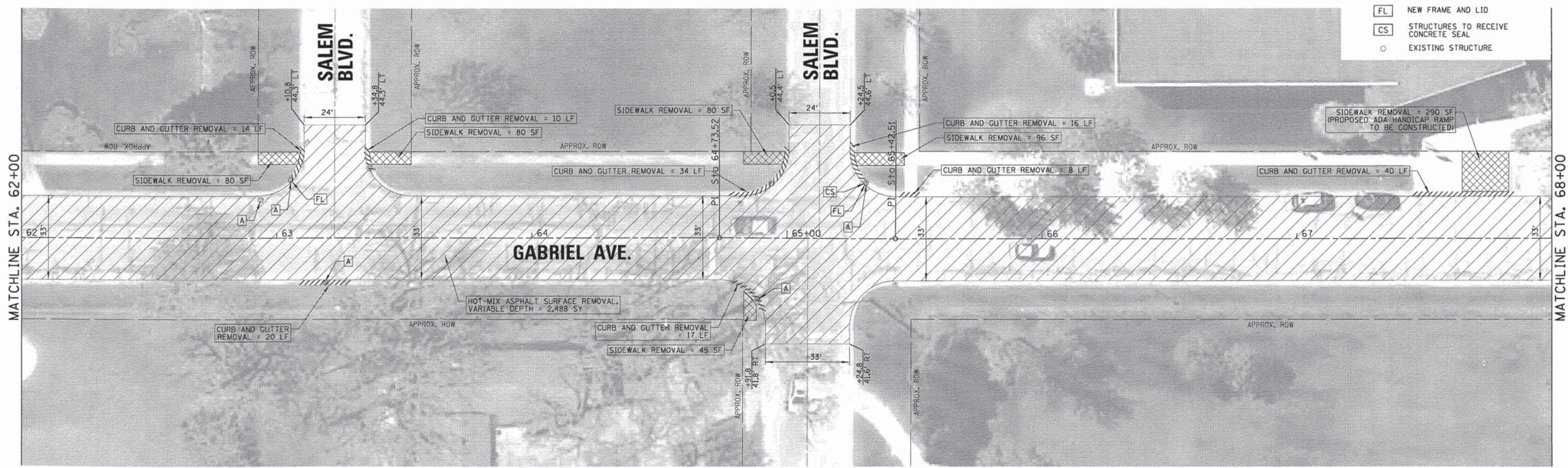
- LEGEND:**
- CURB AND GUTTER REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - SIDEWALK REMOVAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURES TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE



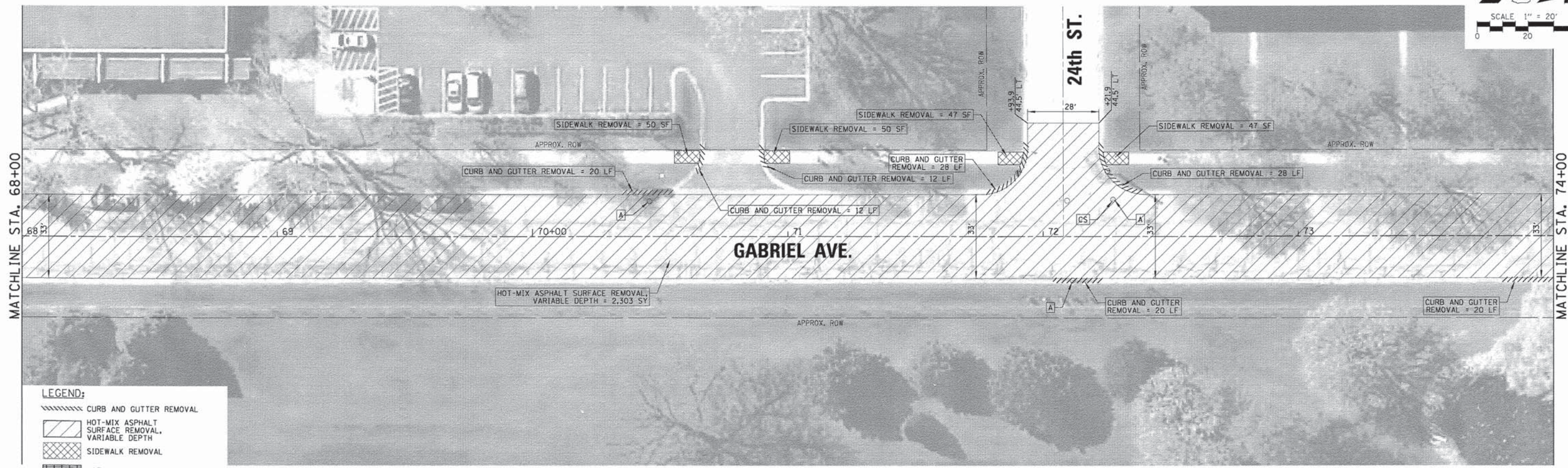
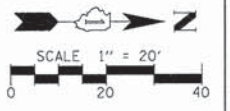
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	PLOT SCALE = 20'	CHECKED - JGS	REVISED -					CONTRACT NO. 61A90						
	PLOT DATE = 10/16/2014	DATE - 10/15/14	REVISED -					ILLINOIS FED. AID PROJECT						



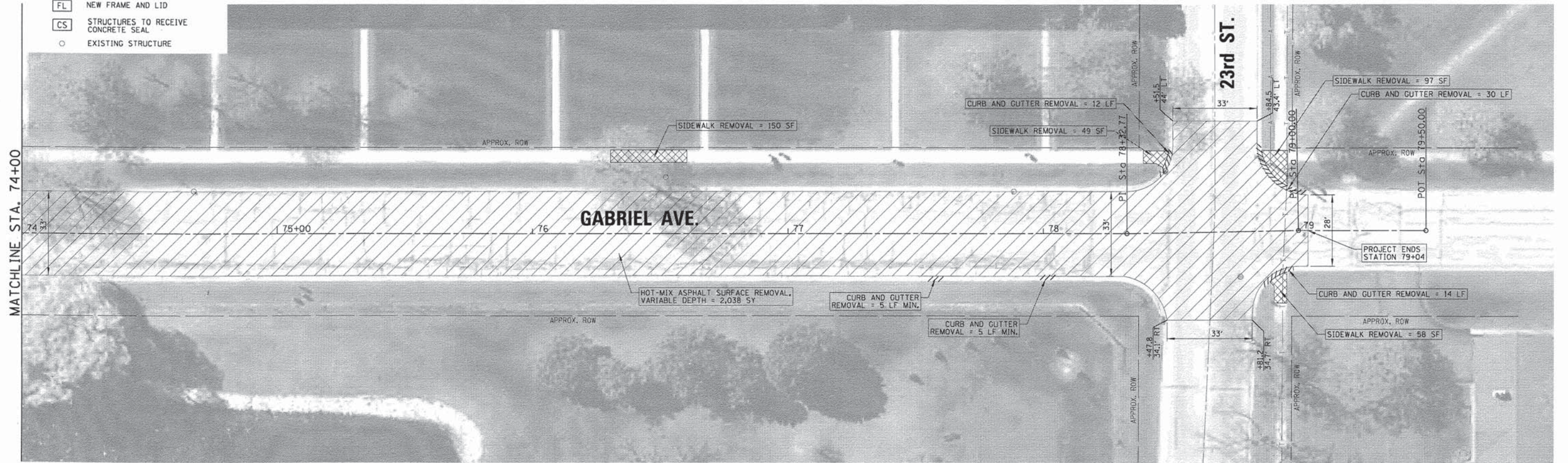
- LEGEND:**
- CURB AND GUTTER REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - SIDEWALK REMOVAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURES TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE



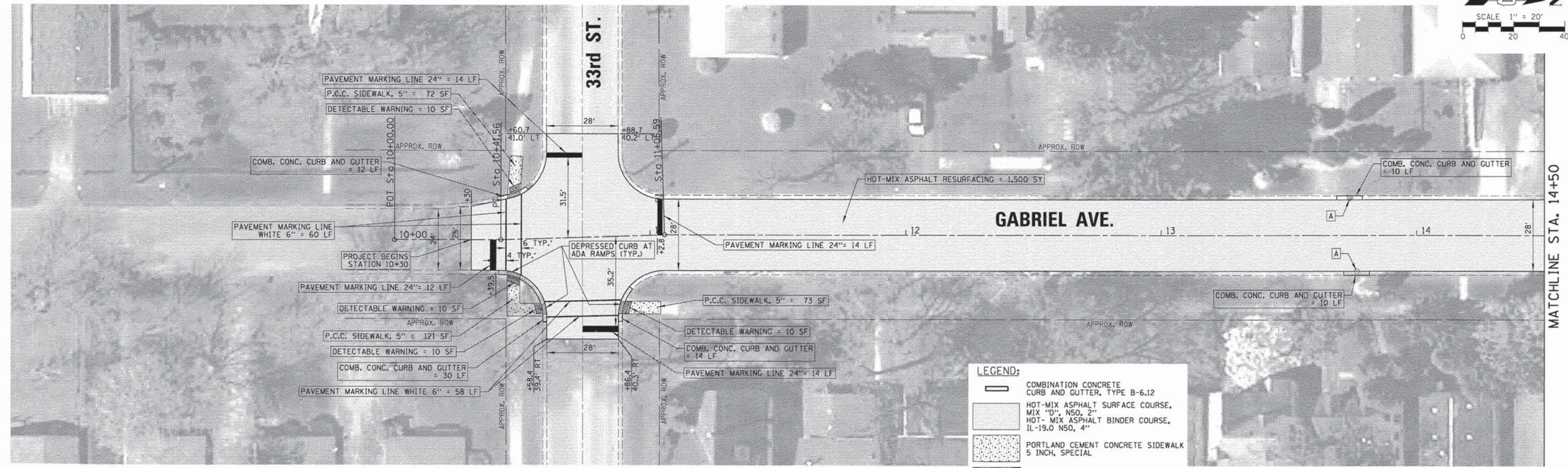
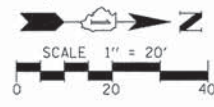
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PLLOT SCALE = 20'	PLLOT DATE = 10/16/2014	DRAWN - EDT	REVISED -		SCALE: 20'	SHEET NO. 9 OF 22 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				
		CHECKED - JGS	REVISED -		CONTRACT NO. 61A90							
		DATE - 10/15/14	REVISED -									



- LEGEND:**
- CURB AND GUTTER REMOVAL
 - HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
 - SIDEWALK REMOVAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURES TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE

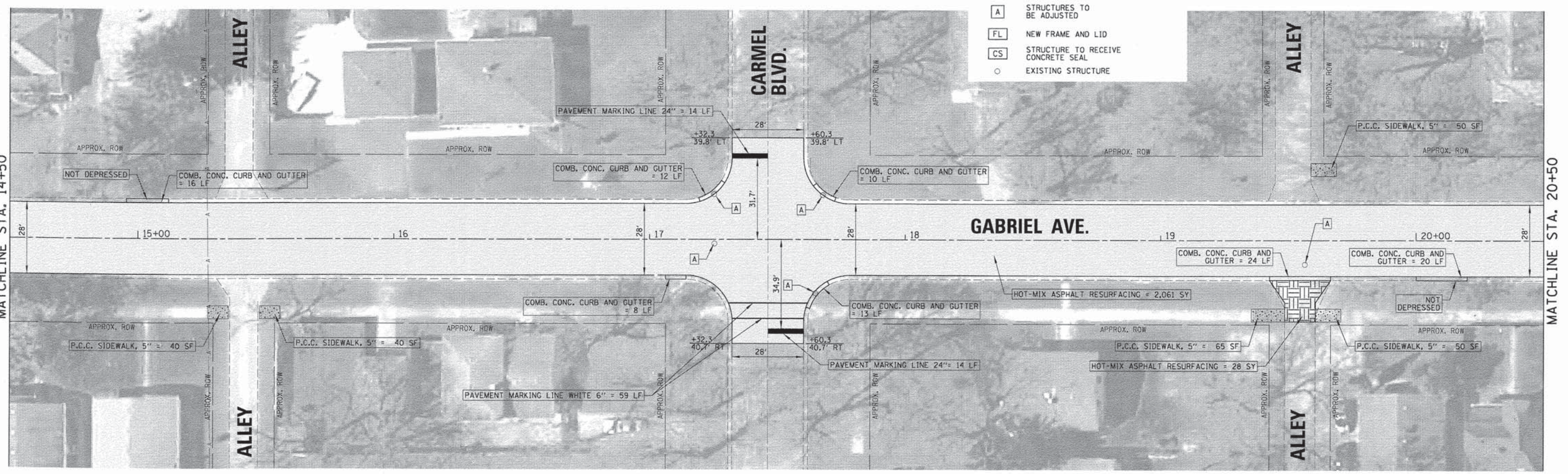


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		CHECKED - JGS	REVISED -			CONTRACT NO. 61A90					
		DATE - 10/15/14	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 28'	SHEET NO. 10 OF 22 SHEETS		STA.	TO STA.		

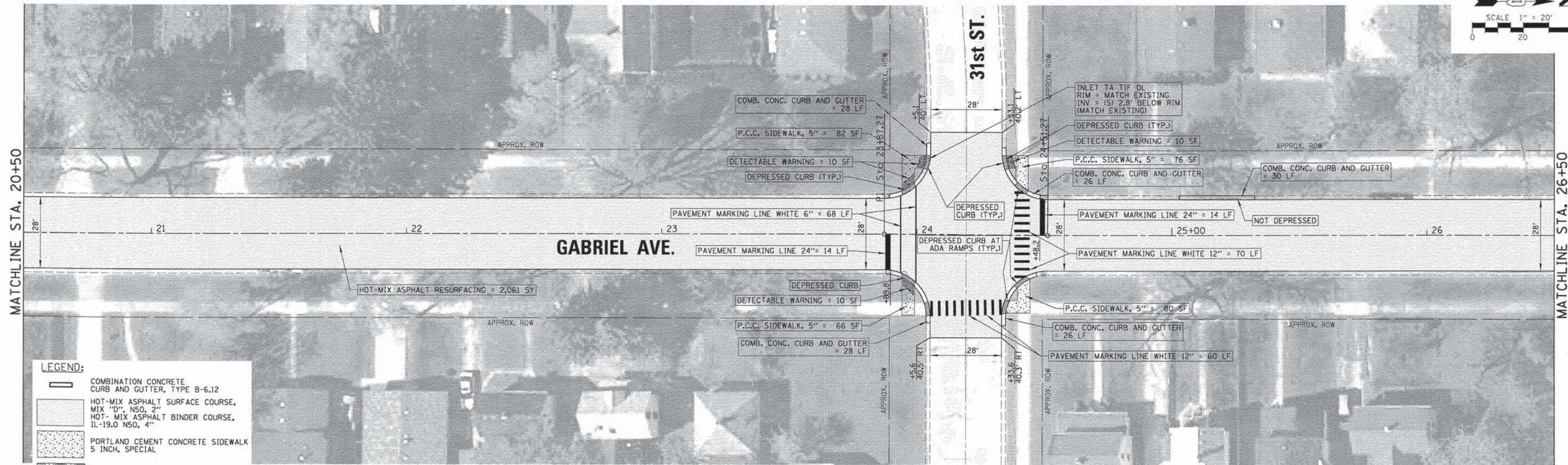
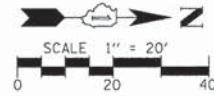


LEGEND:

- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50, 4"
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
- HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNING
- STRUCTURES TO BE ADJUSTED
- NEW FRAME AND LID
- STRUCTURE TO RECEIVE CONCRETE SEAL
- EXISTING STRUCTURE

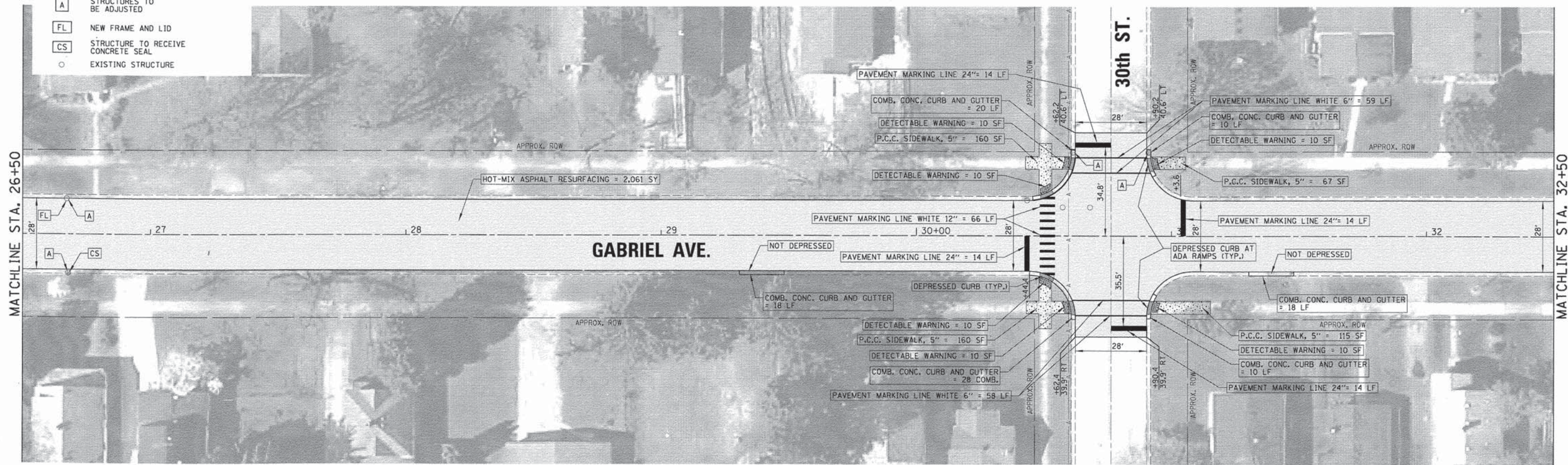


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PLOT SCALE = 20'	PLOT DATE = 10/30/2014	DRAWN - EDT	REVISED -			SCALE: 20'	SHEET NO. 11 OF 22 SHEETS	TO STA.	CONTRACT NO. 61A90			
		CHECKED - JGS	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE - 10/15/14	REVISED -									

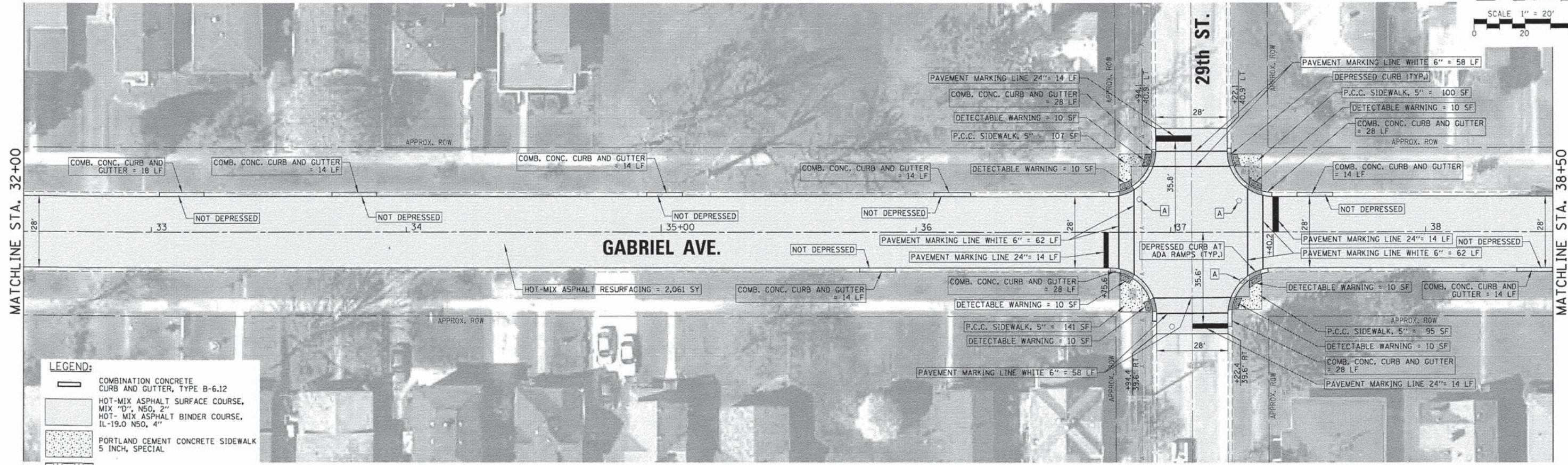


LEGEND:

- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50, 4"
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
- HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNING
- STRUCTURES TO BE ADJUSTED
- NEW FRAME AND LID
- STRUCTURE TO RECEIVE CONCRETE SEAL
- EXISTING STRUCTURE

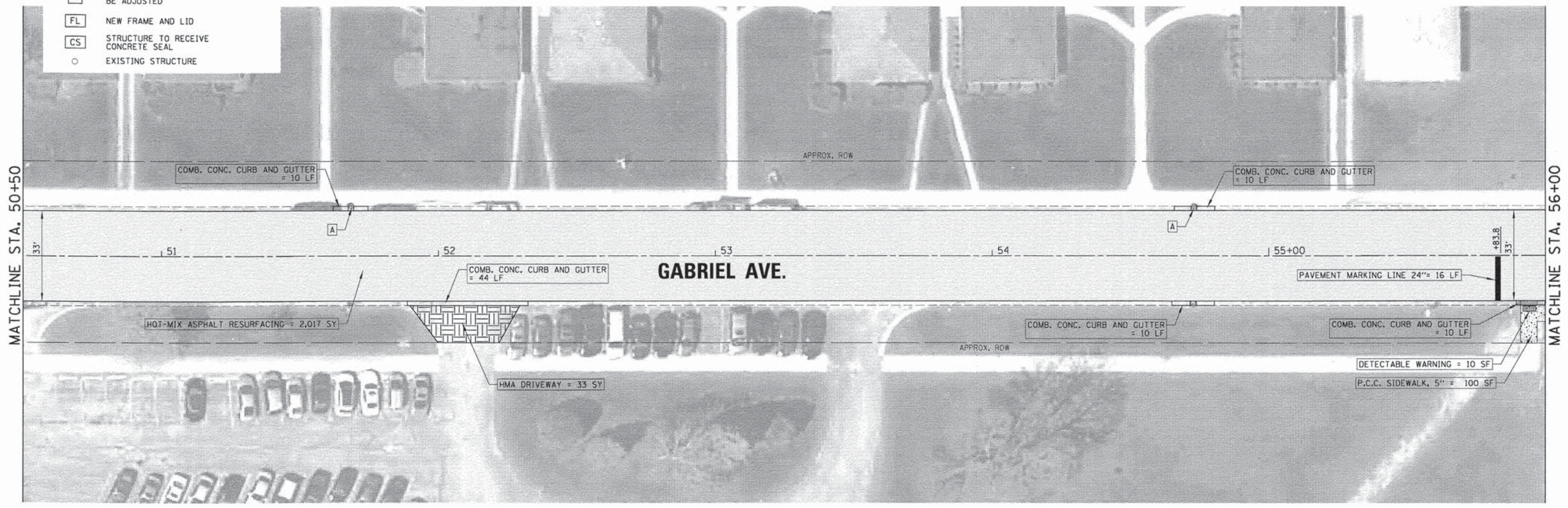
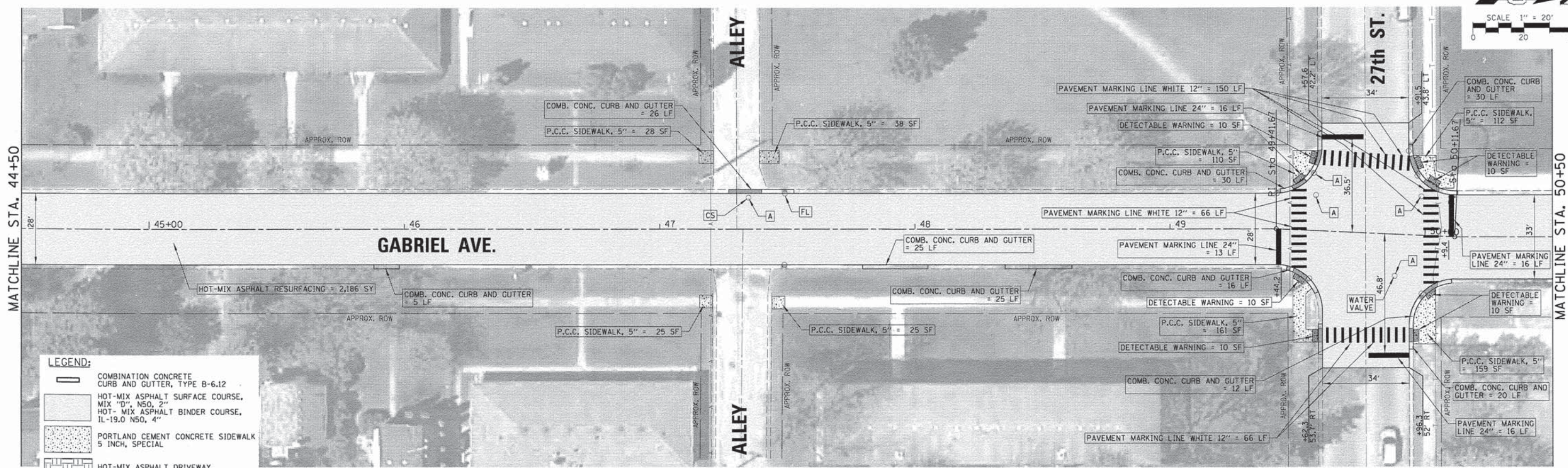
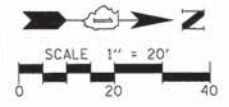


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PLOT SCALE = 20'	CHECKED - JGS	DATE - 10/15/14	REVISED -			SCALE: 20'	SHEET NO. 12 OF 22 SHEETS	STA. TO STA.	CONTRACT NO. 61A90			
PLOT DATE = 10/30/2014	DATE - 10/15/14	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT						



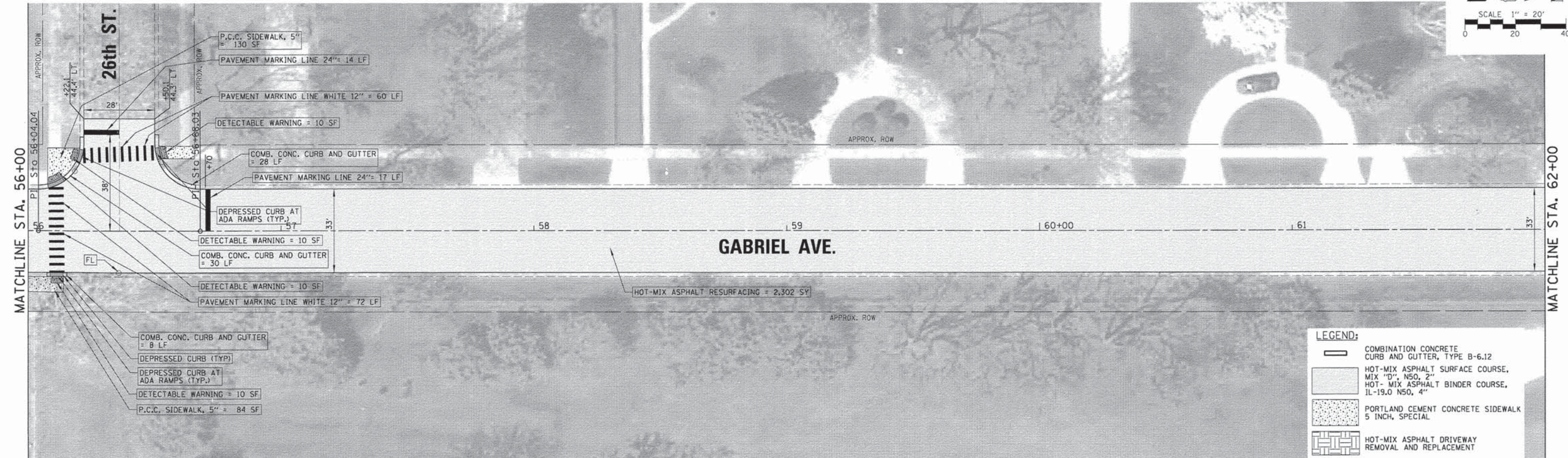
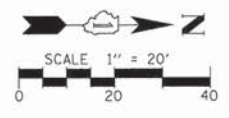
- LEGEND:**
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - HOT-MIX ASPHALT SURFACE COURSE, MIX 10", N50, 2"
 - HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50, 4"
 - PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - DETECTABLE WARNING
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURE TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE





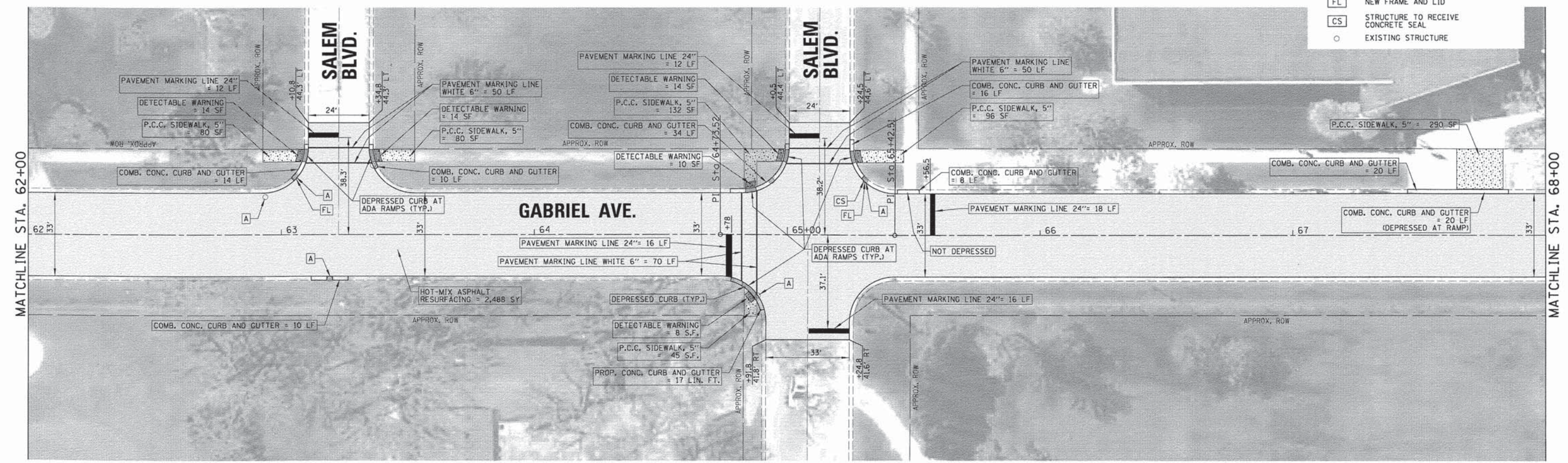
- LEGEND:**
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NS0, 2"
 - HOT-MIX ASPHALT BINDER COURSE, IL-19.0 NS0, 4"
 - PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - DETECTABLE WARNING
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURE TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE

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PLDT DATE = 10/30/2014		DATE = 10/15/14	REVISED =			ILLINOIS FED. AID PROJECT					
				SCALE: 20'	SHEET NO. 14 OF 22 SHEETS	STA.	TO STA.				

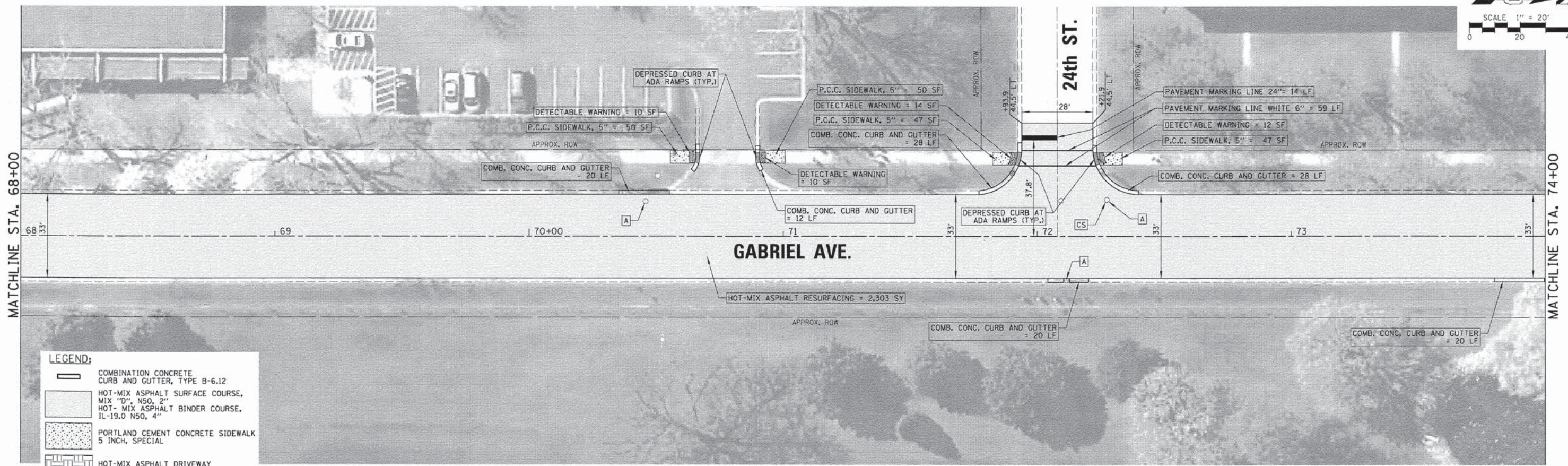


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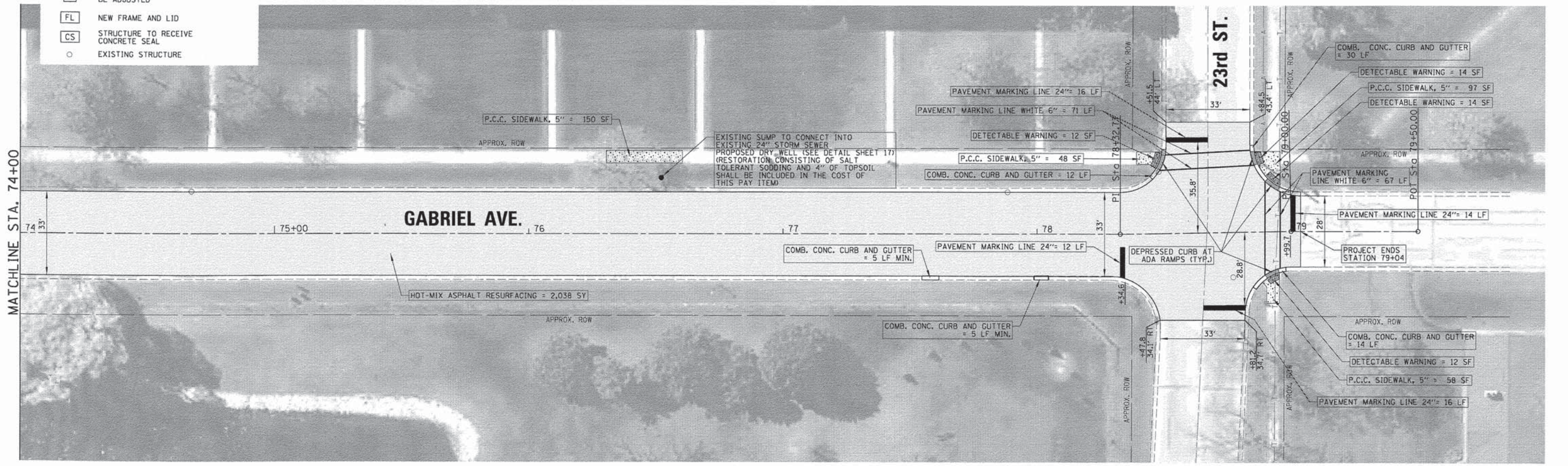
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- HOT-MIX ASPHALT SURFACE COURSE, MIX 19.0 N50, 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50, 4"
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
- HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNING
- STRUCTURES TO BE ADJUSTED
- NEW FRAME AND LID
- STRUCTURE TO RECEIVE CONCRETE SEAL
- EXISTING STRUCTURE



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PLOT SCALE = 20'	CHECKED - JGS	REVISIED -	SCALE: 20'			SHEET NO. 15 OF 22 SHEETS	STA. TO STA.	CONTRACT NO. 61A90				
PLOT DATE = 10/30/2014	DATE = 10/15/14	REVISIED -	ILLINOIS FED. AID PROJECT									



- LEGEND:**
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NSO, 2"
 - HOT-MIX ASPHALT BINDER COURSE, IL-19.0 NSO, 4"
 - PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
 - HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
 - DETECTABLE WARNING
 - STRUCTURES TO BE ADJUSTED
 - NEW FRAME AND LID
 - STRUCTURE TO RECEIVE CONCRETE SEAL
 - EXISTING STRUCTURE



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	PLOT DATE = 10/30/2014	DATE = 10/15/14	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GABRIEL AVENUE
PROPOSED PLAN**

SCALE: 20' SHEET NO. 16 OF 22 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2745	14-00085-00-RS	LAKE	22	16
				CONTRACT NO. 61A90
ILLINOIS FED. AID PROJECT				

CONSTRUCTION PROCEDURES

STAGE I (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12" 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" DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1" THICK HOT-MIX MATERIAL APPROVED BY THE ENGINEER.

STAGE II (AFTER PAVEMENT MILLING)

- A) REMOVE THE HOT-MIX MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS S1 CONCRETE 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

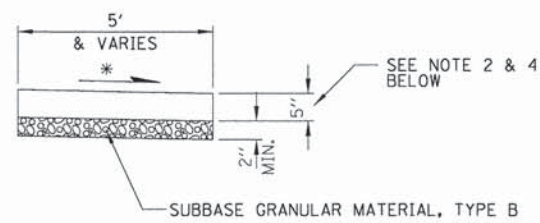
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

STRUCTURE TO BE ADJUSTED.

NOTES

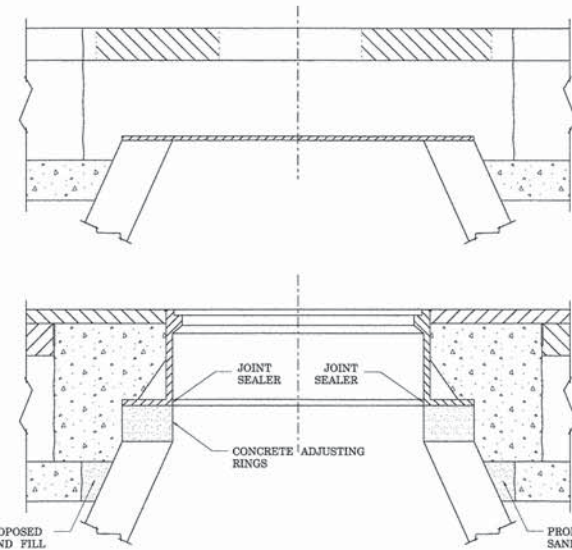
- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF 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.
- 3. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 4. EXTERNAL MANHOLE CHIMNEY SEAL SHALL BE PROVIDED AND SHALL CONSIST OF A RUBBER SLEEVE, COMPRESSION BAND AND EXTENSION SKIRT. RUBBER SLEEVE SHALL BE HIGH GRADE RUBBER COMPOUND CONFORMING TO ASTM C293 WITH A HARDNESS OF 45 PLUS OR MINUS 5. COMPRESSION BANDS SHALL BE 16 GAUGE TYPE 304 STAINLESS STEEL WITH A MINIMUM WIDTH OF 1 INCH. EXTENSION WEIGHT OF 12 OUNCES PER SQUARE YARD. EXTERNAL MANHOLE CHIMNEY SEAL SHALL BE MANUFACTURED BY CANUSA, INFISHIELD OR APPROVED EQUAL.



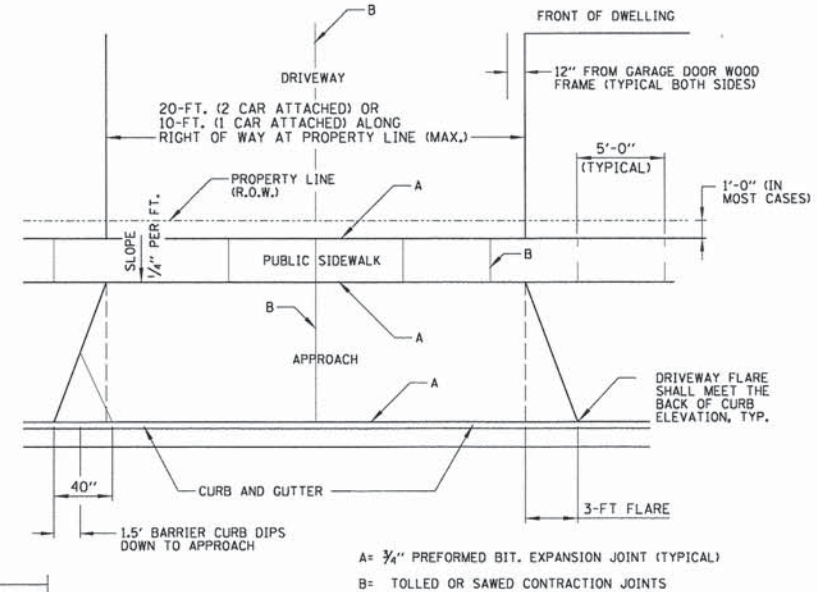
CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

- 1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF P.C.C. SIDEWALK 5 INCH, REMOVE AND REPLACE
- 2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.
- 3. SEEDING AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.
- 4. PUBLIC SIDEWALK SHALL BE 6" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS.

P.C.C. SIDEWALK DETAIL

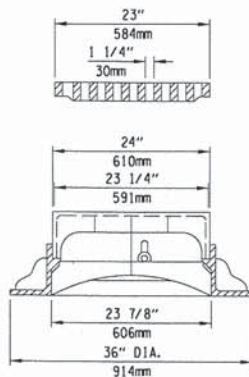


DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

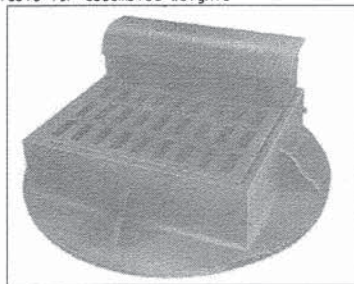


DRIVEWAY WITH A CURB AND GUTTER

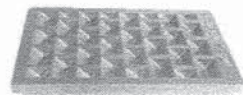
- GENERAL NOTES:**
- 1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 6%.
 - 2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 6%.
 - 3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED. (95% PROCTOR)
 - 4. PUBLIC SIDEWALK SHALL BE 6" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS. (NO WIRE MESH)
 - 5. MINIMUM THICKNESS FOR APPROACH. (NO WIRE MESH). THIS WILL BE PAID FOR BY THE FOLLOWING ITEMS:
 - A. 7" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B OR
 - B. 3" THK. HOT-MIX ASPHALT SURFACE, MIX "D" N50 ON 6" AGGREGATE BASE COURSE TYPE B
 - 6. SEEDING AND TOPSOIL, 4" (100) RESTORATION WILL BE PAID FOR SEPARATELY AS THEIR RESPECTIVE PAY ITEMS.



Heavy Duty
With Type M1 Grate and Type T1 Back
Approx. 130 sq. in. of opening
Curb Adjustable from 3 1/2" to 8" (89mm to 203mm)
See Table for assembled weights



CATCH BASIN CURB INLETS

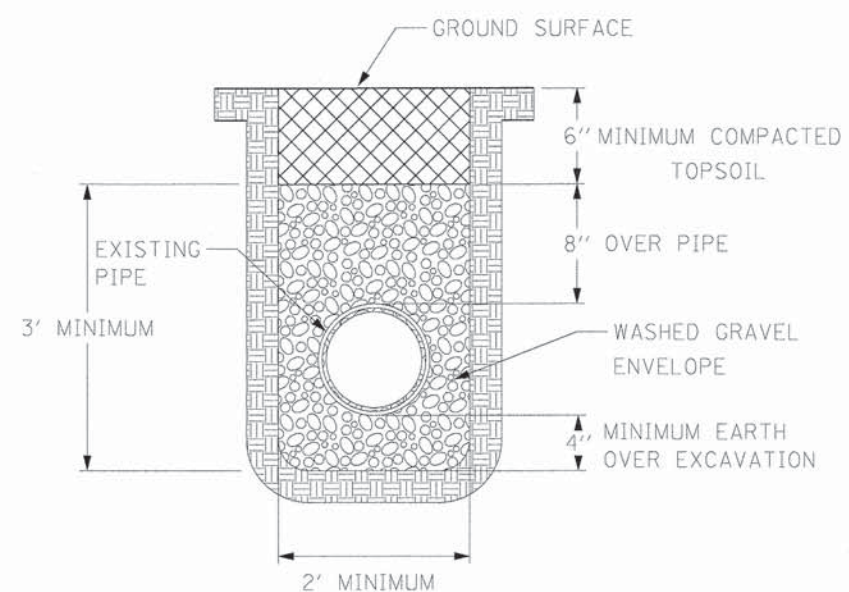


TYPE M4 Vane Grate
Approx. 125 sq. in. of opening

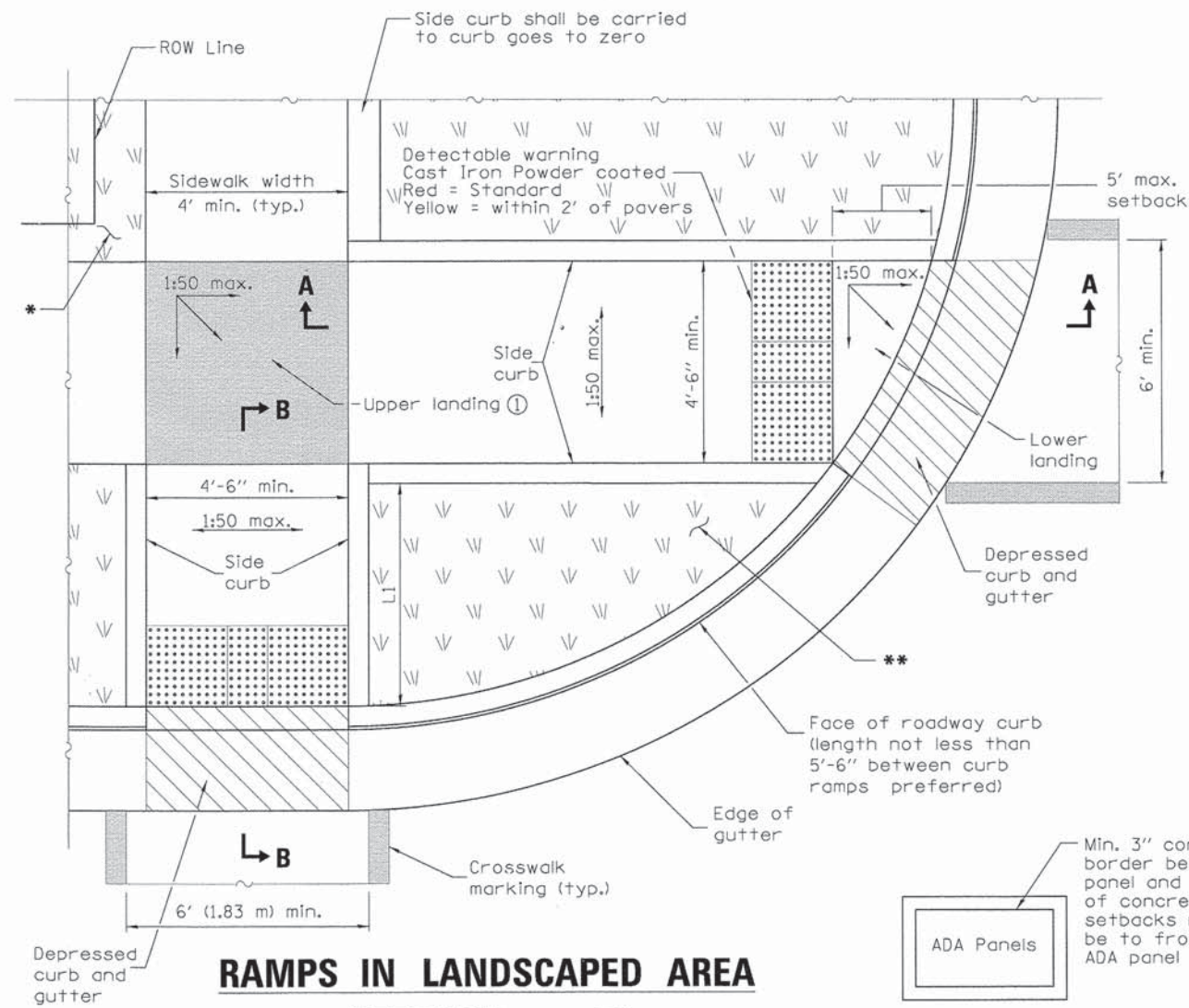


TYPE T1 Back
Curb Adjustable from 3 1/2" to 8" (89mm to 203mm)

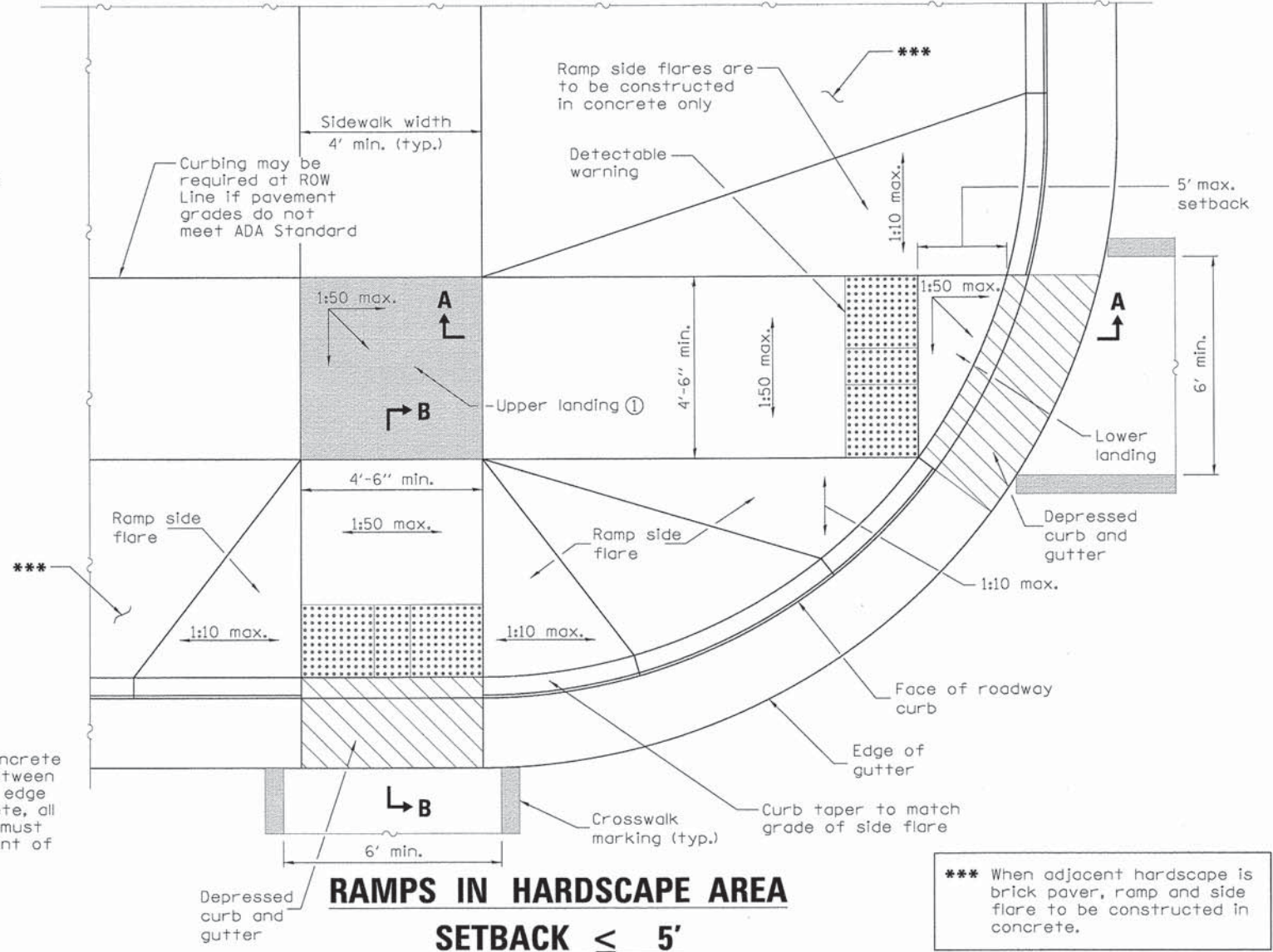
CATALOG NUMBER	GRATE TYPE			
	M1	M3	M4	M5
Type T1 Back	390lbs (177kg)	390lbs (177kg)	390lbs (177kg)	380lbs (172kg)
Type T2 Back	375lbs (170kg)	375lbs (170kg)	375lbs (170kg)	365lbs (166kg)



DRYWELL DETAIL

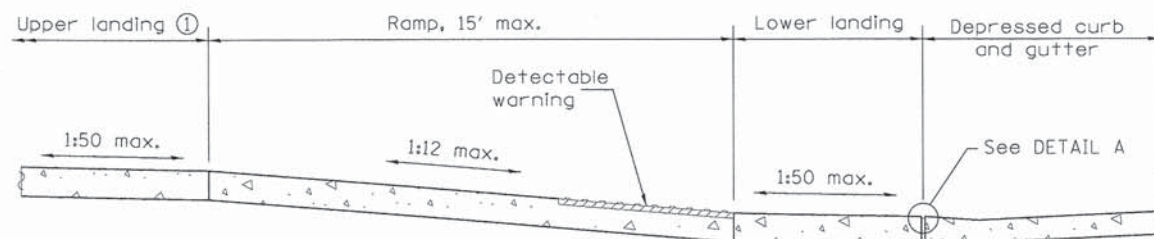


**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**



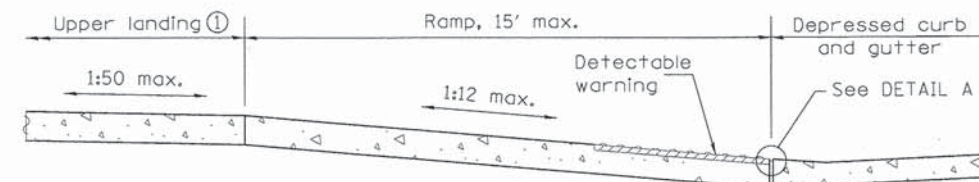
**RAMPS IN HARDSCAPE AREA
SETBACK ≤ 5'**

*** When adjacent hardscape is brick paver, ramp and side flare to be constructed in concrete.



SECTION A-A

① Upper landing not required for ramp slopes flatter than 1:20.



SECTION B-B

① Upper landing not required for ramp slopes flatter than 1:20.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

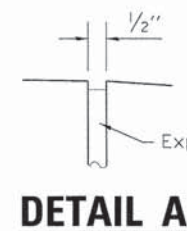
All dimensions are in inches.

* If Grading exceeds 3:1 from walk to ROW then install back of walk side curb. If grade from top of back of walk curb to ROW exceeds 3:1 then a temporary easement is required for grading.

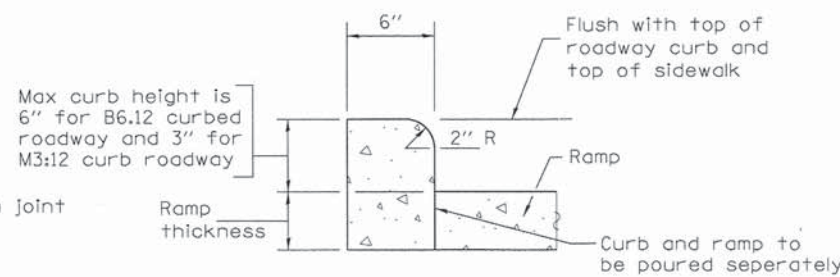
** Trapped Material must be:

L1 Length	TOPSOIL & SEED		BRICK PAVER	
	B6:12	M3:12	B6:12	M3:12
3 ft or less			x	x
3 - 6 feet		x	x	
6 - 9+ feet	x	x		

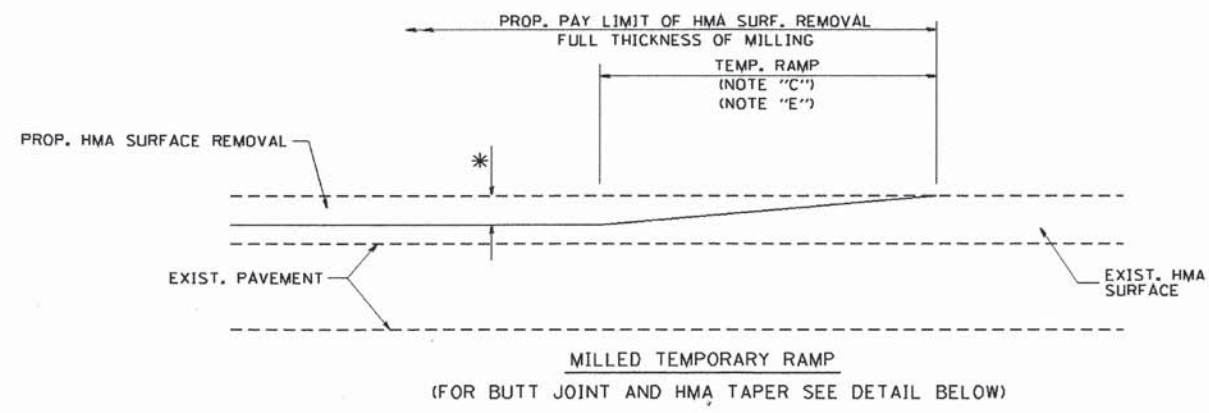
Must have mower access (3' wide uncurbed area from sidewalk to trapped material) in all cases in order for Topsoil & Seed to be installed, otherwise brick pavers are required.



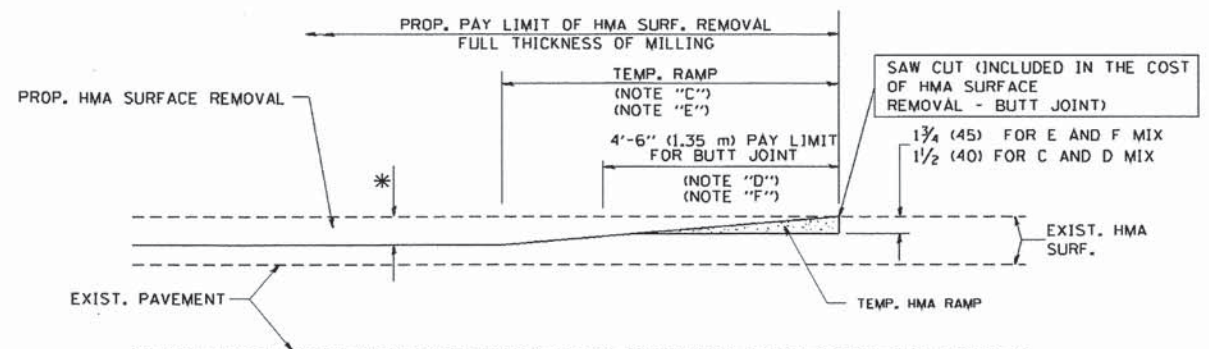
DETAIL A



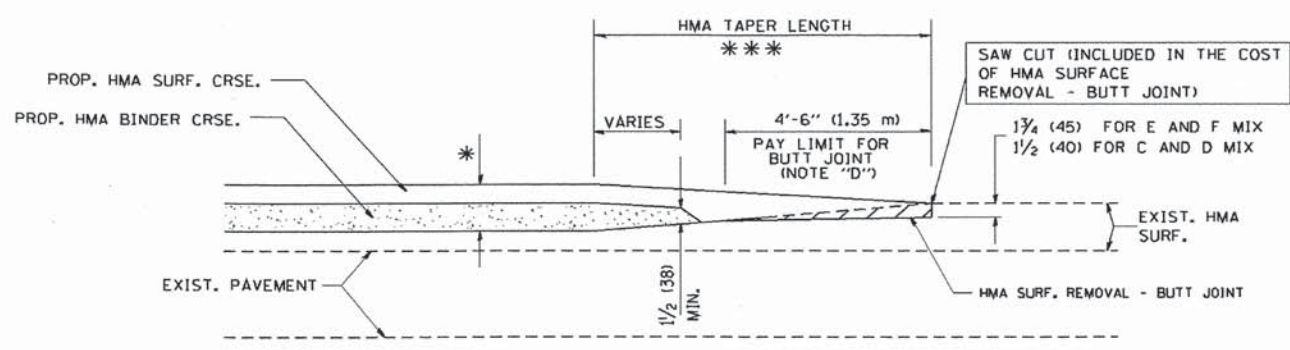
SIDE CURB DETAIL



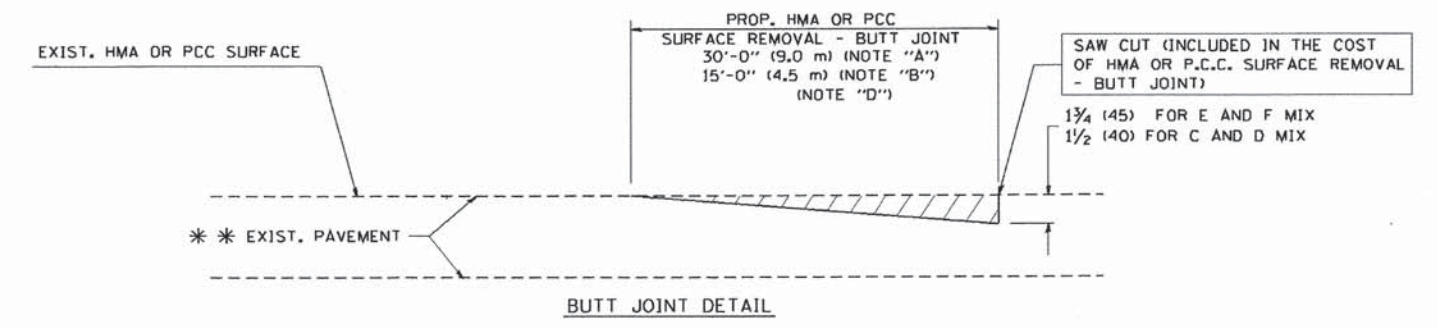
OPTION 1



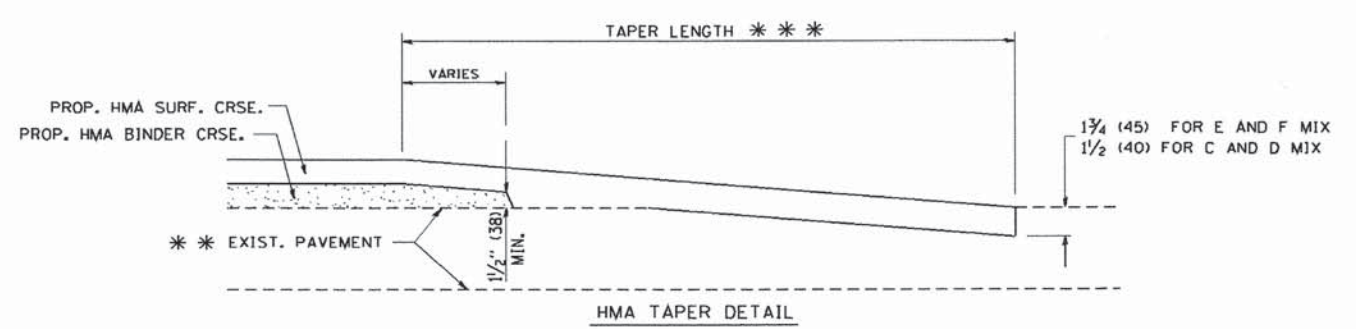
OPTION 2
TYPICAL TEMPORARY RAMP



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:

ALL BUTT JOINTS ARE INCIDENTAL TO THE SURFACE COURSE.

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

FILE NAME = W:\dist\d\22x34\bd32.dgn	USER NAME = gaglfanobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

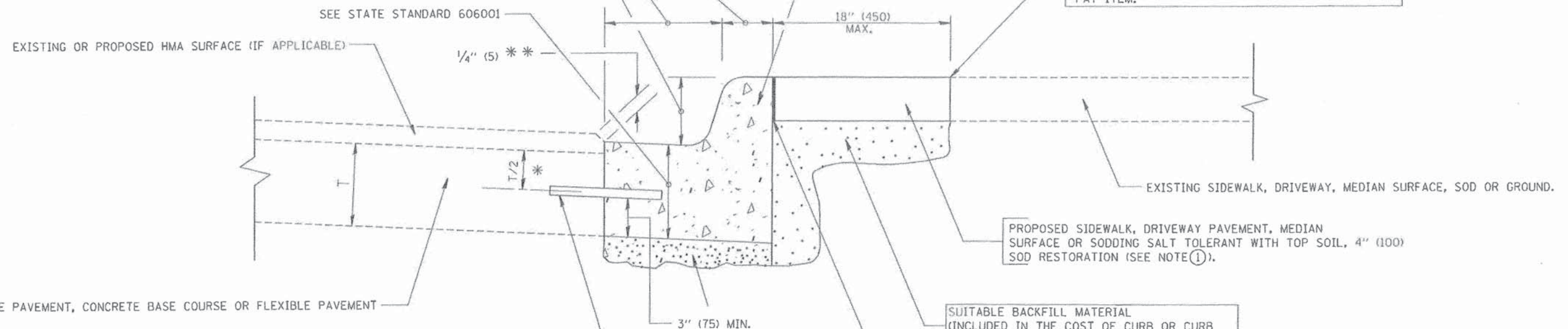
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE. 2745	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD32	LAKE	22	19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

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



EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 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.

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

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.

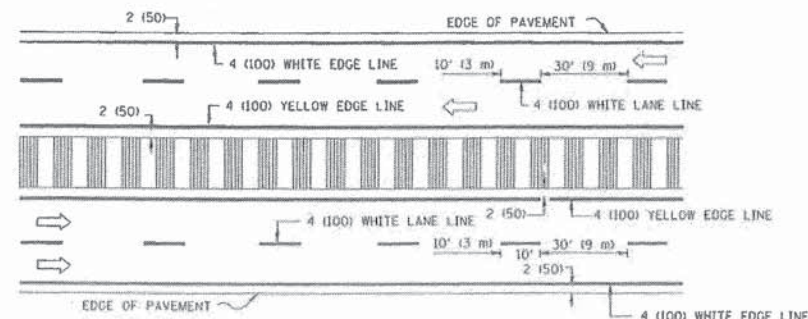
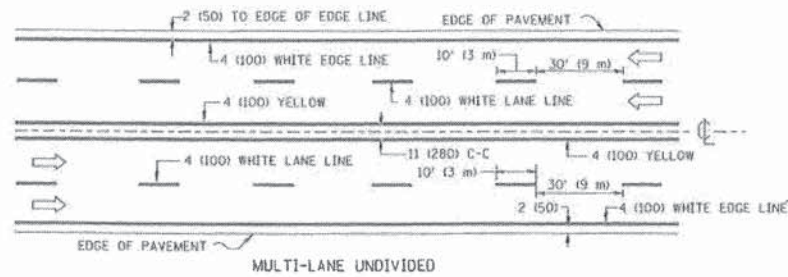
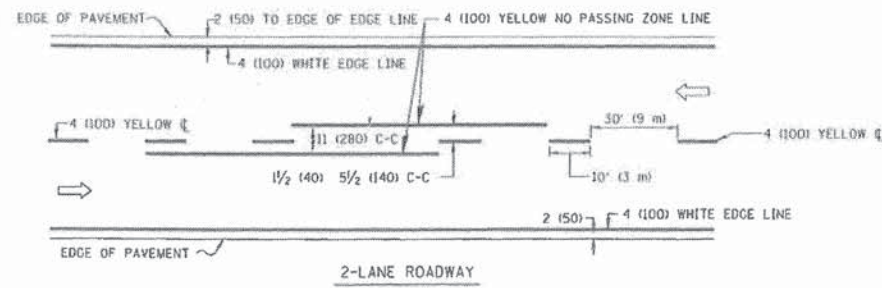
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

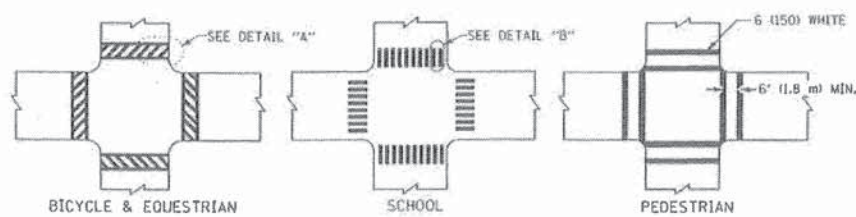
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME: c:\pwworkspace\pwworkspace\11803151\d1180315.dgn	DESIGNED -	REVISED -	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A. RYE. 2745	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	SCALE: NONE	SHEET NO. 22 SHEETS	STA.	LAKE	22	20	
	CHECKED -	REVISED -			CONTRACT NO.		ILLINOIS FED. AID PROJECT		
	DATE -	REVISED -							

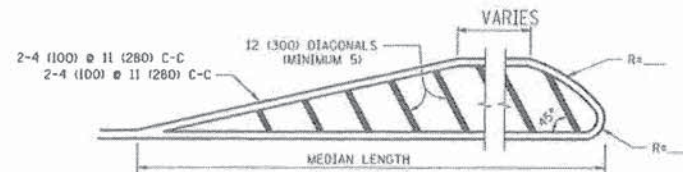
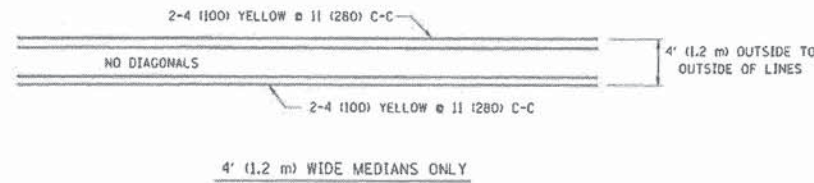


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

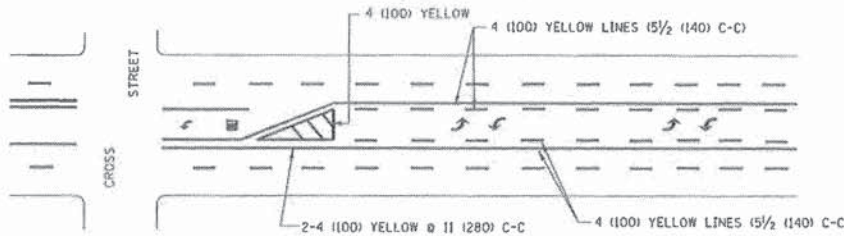


TYPICAL CROSSWALK MARKING



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

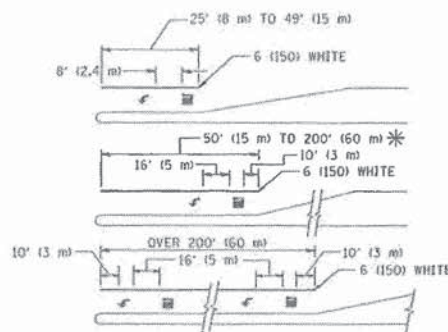


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

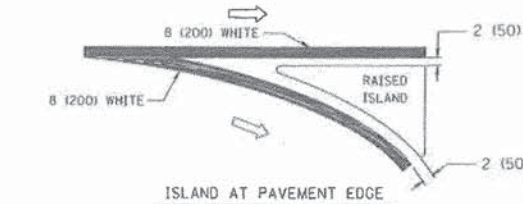
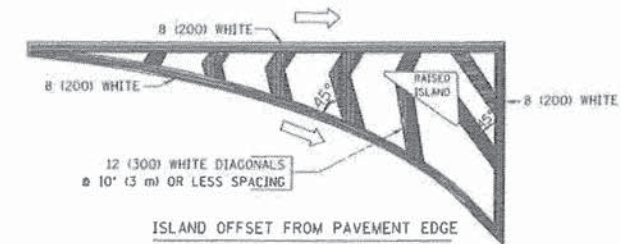


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (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.
ODRE 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 6' (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	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

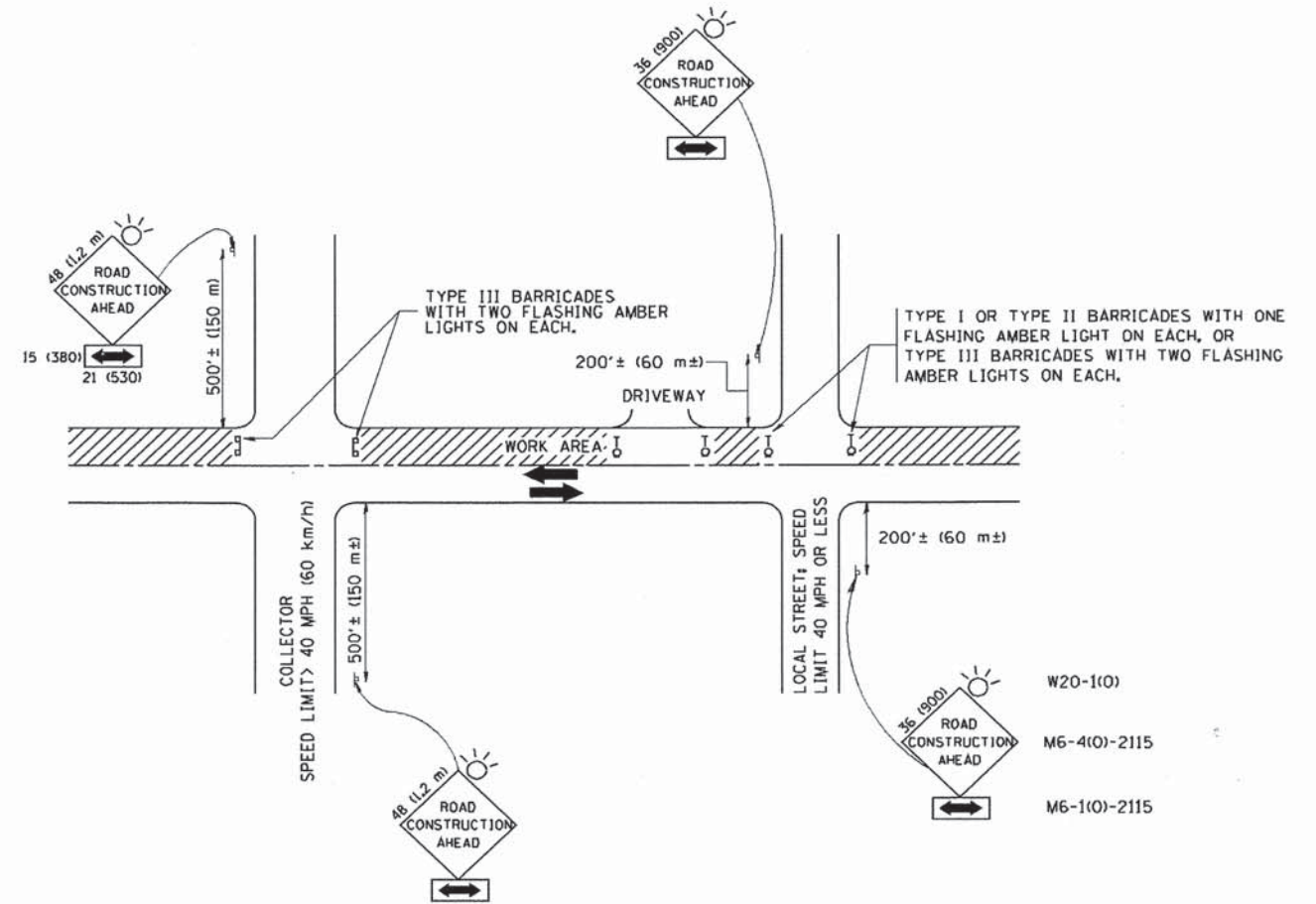
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	PLOT SCALE = 50.000' / IN.	CHECKED =	REVISED =
	PLOT DATE = 9/9/2009	DATE = 03-19-90	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE. 2745	SECTION	COUNTY LAKE	TOTAL SHEETS 22	SHEET NO. 21
TC-13			CONTRACT NO.	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



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

NOTES:

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

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

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

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

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

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

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

FILE NAME = W:\diststd\22x34\tbl0.dgn	USER NAME = gaglianab	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET NO. 22 OF 22 SHEETS STA. TO STA.

F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2745		LAKE	22	22
TC-10			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				