

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	1

CONTRACT: 83891

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

PROPOSED LOCAL AGENCY IMPROVEMENT FEDERAL-AID URBAN PROJECT

**F.A.U. ROUTE 1275 (WALTERS AVENUE)
LORENZ DRIVE TO ILLINOIS ROUTE 43 (WAUKEGAN ROAD) FAP ROUTE 348
SECTION 06-00145-00-RS
PROJECT NO. M-8003(714)
VILLAGE OF NORTHBROOK
COOK COUNTY
C-91-070-07**

INDEX OF SHEETS

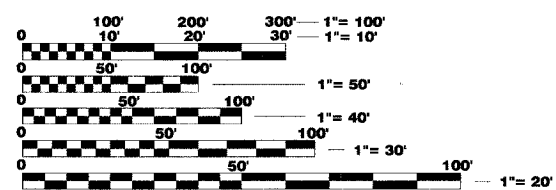
- 1 COVER SHEET
- 2 GENERAL NOTES, DETAIL AND SUMMARY OF QUANTITIES
- 3 TYPICAL SECTIONS
- 4-13 ROADWAY PLAN SHEETS
- 14 PAVEMENT MARKING PLAN SHEETS
- 15 DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND CURB OR EDGE < 4.5M (15')
- 16 DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB OR EDGE < 4.5m (15')
- 17 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- 18 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- 19 BUTT JOINT AND BITUMINOUS TAPER DETAILS
- 20 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
- 21 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 22 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- 23 DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

HIGHWAY STANDARDS

- 000001-04 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 424001-04 CURB RAMPS FOR SIDEWALKS
- 442201-02 CLASS C AND D PATCHES
- 604076-03 FRAME AND GRATE TYPE 21
- 606001-03 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701501-03 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 702001-06 TRAFFIC CONTROL DEVICES
- 780001-01 TYPICAL PAVEMENT MARKINGS
- 781001-02 TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS
- 888001 DETECTOR LOOP INSTALLATIONS

TRAFFIC DATA:
ADT 3,600 VPD (2006)

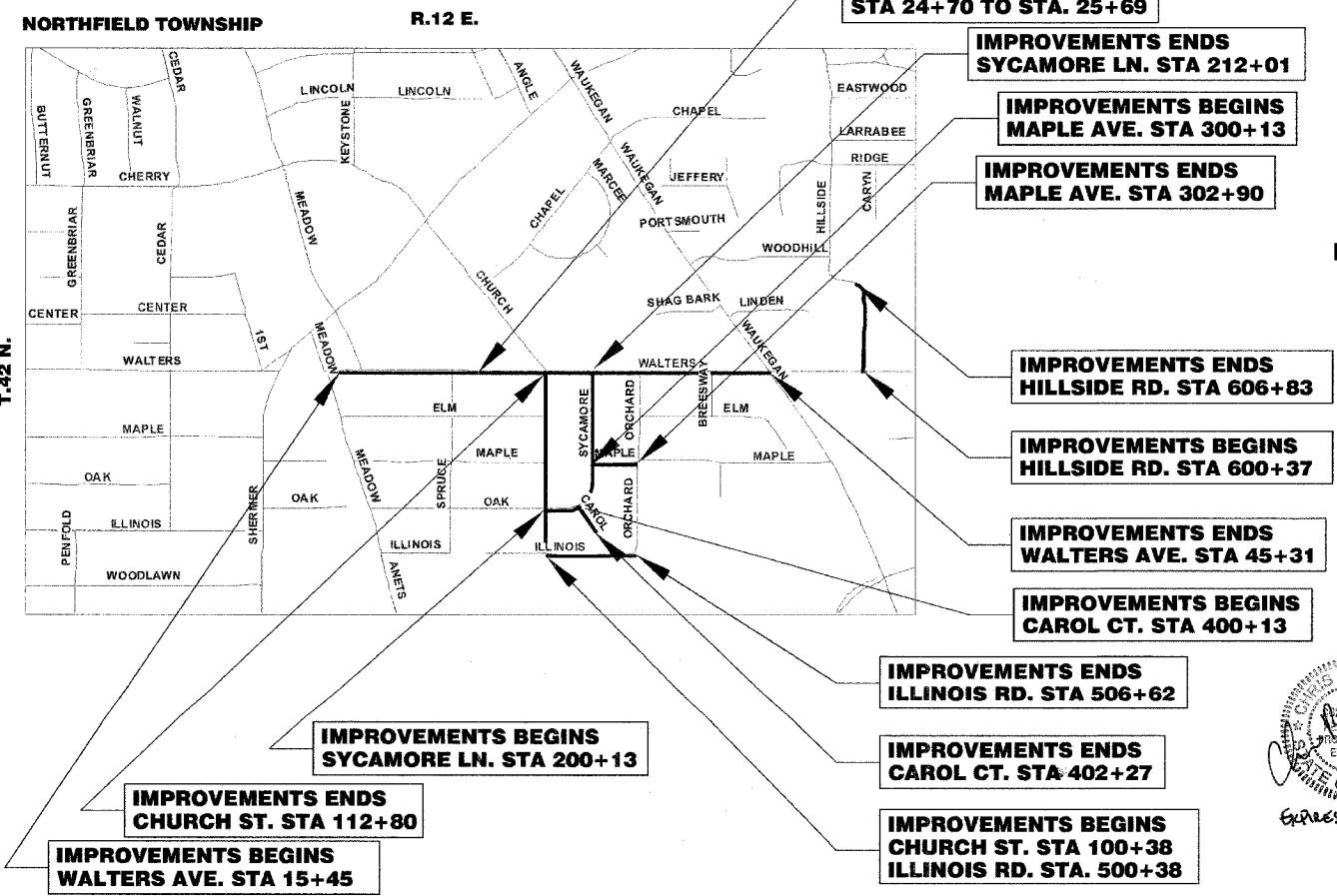
**POSTED SPEED LIMIT - 25 MPH
DESIGN SPEED LIMIT - 25 MPH**



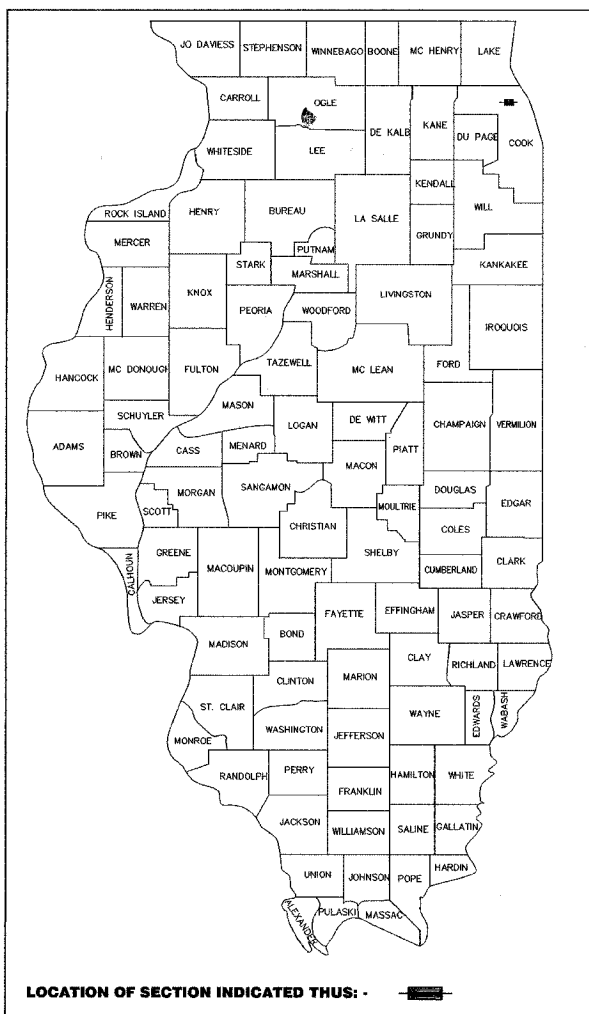
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 83891



**GROSS LENGTH OF PROJECT: 7,177 L.F. = 1.359 MILE
NET LENGTH OF PROJECT: 7,078 L.F. = 1.341 MILE**



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

APPROVED _____ DATE December 1, 2006

LOCAL AGENCY, VILLAGE ENGINEER

PASSED _____ DATE December 28, 2006

DISTRICT ENGINEER OF LOCAL ROADS & STREETS

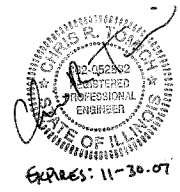
RELEASING FOR BID BASED ON LIMITED REVIEW

DATE December 29, 2006

DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FA DESIGN ENGINEER: ABIGAIL WILGREEN 847-705-4233



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1275	06-00145-00-RS	COOK	23	2

CONTRACT: 83891

GENERAL NOTES:

- THE CONTRACTOR SHALL PERFORM ALL WORK IN THIS CONTRACT IN A MANNER THAT CONFORMS WITH THE NORTHBROOK MUNICIPAL CODE. THE CONTRACTORS ATTENTION IS DRAWN SPECIFICALLY TO PROVISIONS OF THE MUNICIPAL CODE REGARDING CONSTRUCTION EQUIPMENT TRACKING MUD ON PUBLIC STREETS (SEC. 16-1) AND DUST CONTROL (SEC. 16-25).
- "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007, (REFERRED TO HEREAFTER AS "STANDARD SPECIFICATIONS"), AND ITS SUPPLEMENTAL REFERENCES, PUBLISHED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "STANDARDS AND SPECIFICATIONS FOR PUBLIC AND PRIVATE IMPROVEMENTS", PUBLISHED BY THE VILLAGE OF NORTHBROOK, SHALL BE INCORPORATED BY REFERENCE INTO THIS CONTRACT. ANY CONTRADICTION BETWEEN THESE REFERENCES UNRESOLVED BY THE SPECIAL PROVISIONS SHALL BE INTERPRETED BY THE ENGINEER.
- THE BITUMINOUS SURFACE SHALL BE MILLED IN A MANNER THAT WILL LEAVE THE EXISTING SURFACE 2 INCHES BELOW THE EDGE OF THE GUTTER FLAG WITH A CROSS SLOPE BETWEEN 1.5% AND 2.5%.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE SHORT TERM PAVEMENT MARKING FROM THE FINAL SURFACE JUST PRIOR TO OR JUST FOLLOWING THE INSTALLATION OF THE PERMANENT PAVEMENT MARKING. THE COST OF THE REMOVAL SHALL BE INCLUDED IN THE COST OF "SHORT TERM PAVEMENT MARKING".
- A BUTT JOINT SHALL BE CONSTRUCTED IN THE PAVEMENT SURFACE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE DETAILS AT STA. 15+45, STA. 24+70, STA. 25+69, STA. 45+31, MEADOW LANE, SPRUCE STREET, CHURCH STREET (BOTH APPROACHES), ORCHARD LANE AND BREES WAY. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- COMBINATION CONCRETE CURB AND GUTTER SHALL BE MEASURED STRAIGHT ACROSS DRIVEWAYS AND TRANSITIONS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE CURB AND GUTTER TRANSITION .
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.
- 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 OWNER. THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- ONLY PRECAST CONCRETE ADJUSTMENT RINGS SHALL BE ALLOWED FOR THE ADJUSTMENT OF CATCH BASINS, MANHOLES, VALVE VAULTS AND INLETS.
- CRUSHED CONCRETE SHALL NOT BE INSTALLED ON THIS CONTRACT, EXCEPT FOR TEMPORARY PURPOSES WHERE IT WILL BE COMPLETELY REMOVED FROM THE SITE.
- THE CONTRACTOR SHALL BE REQUIRED TO DISPOSE OF ALL SIDEWALKS, CURB AND GUTTER, PAVEMENT AND ALL OTHER MATERIALS EXCAVATED OR REMOVED DUE TO THE PROPOSED IMPROVEMENTS. ALL EXCESS EXCAVATED SHALL BE REMOVED FROM THE WORKSITE ON THE DAY OF ITS EXCAVATION. NO ADDITIONAL PAYMENT SHALL BE MADE FOR HAULING THESE MATERIALS OUTSIDE THE PROJECT LIMITS.
- THE ACTUAL QUANTITIES FOR: PCC DRIVE REM. & REPL.; PCC SW 5"; C&G REM & REP; SW REM.; DETECTABLE WARNINGS; AND CLASS D PATCHES WILL NOT EXCEED THE QUANTITY LISTED IN THE SUMMARY OF QUANTITIES.
- ALL PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

SUMMARY OF QUANTITIES						(1)	(1)	(2)	(3)	(4)	(5)	(6)	
SPECIALTY ITEM	ITEM NO.	DESCRIPTION	UNIT	TOTAL 1000-2A	PART. TOTAL	NON-PART. TOTAL	WALTERS	CAROL	CHURCH	HILLSIDE	ILLINOIS	MAPLE	SYCAMORE
							PART.	NON-PART.	NON-PART.	NON-PART.	NON-PART.	NON-PART.	NON-PART.
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2020	990	1030	990	70	280	150	160	80	290
	40600300	AGGREGATE (PRIME COAT)	TON	43	20	23	20	2	6	3	4	2	6
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	900	430	470	430	40	120	70	70	40	130
	40603310	HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1770	860	910	860	70	240	130	140	70	260
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	180	180	0	180	0	0	0	0	0	0
	42400800	DETECTABLE WARNINGS	SQ FT	20	20	0	20	0	0	0	0	0	0
	44000157	HOT MIX ASPHALT SURFACE REMOVAL 2"	SQ YD	20200	9900	10300	9900	700	2800	1500	1600	800	2900
	44000600	SIDEWALK REMOVAL	SQ FT	200	200	0	200	0	0	0	0	0	0
	44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	350	350	0	350	0	0	0	0	0	0
	44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	50	25	25	25	5	5	0	5	5	5
	44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	50	25	25	25	5	5	0	5	5	5
	44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	50	25	25	25	5	5	0	5	5	5
	44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	50	25	25	25	5	5	0	5	5	5
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	14	12	2	12	0	0	0	0	0	2
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	1	2	1	0	1	0	1	0	0
	60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	43	35	8	35	0	0	1	6	0	1
	60404920	FRAMES AND GRATES, TYPE 21	EACH	3	3	0	3	0	0	0	0	0	0
	67100100	MOBILIZATION	L SUM	1	1	0	1	0	0	0	0	0	0
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.7	0.3	0.7	0.05	0.05	0.05	0.05	0.05	0.05
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1500	1500	0	1500	0	0	0	0	0	0
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	920	800	120	800	0	0	0	120	0	0
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	900	900	0	900	0	0	0	0	0	0
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	400	400	0	400	0	0	0	0	0	0
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	130	100	30	100	0	0	18	0	12	0
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	30	30	0	30	0	0	0	0	0	0
	X0003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	100	100	0	100	0	0	0	0	0	0
	X0004238	BITUMINOUS DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	190	20	170	20	0	50	0	0	30	90
	X0006425	RESTORATION	SQ YD	2160	0	2160	0	0	620	340	400	160	640

VILLAGE OF NORTHBROOK

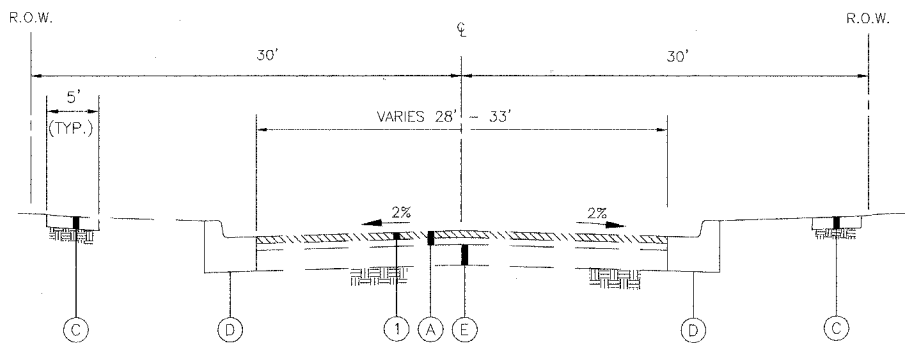
WALTERS AVENUE RESURFACING
GENERAL NOTES AND SUMMARY OF QUANTITIES

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DRAWN: JWH
CHECKED: JB

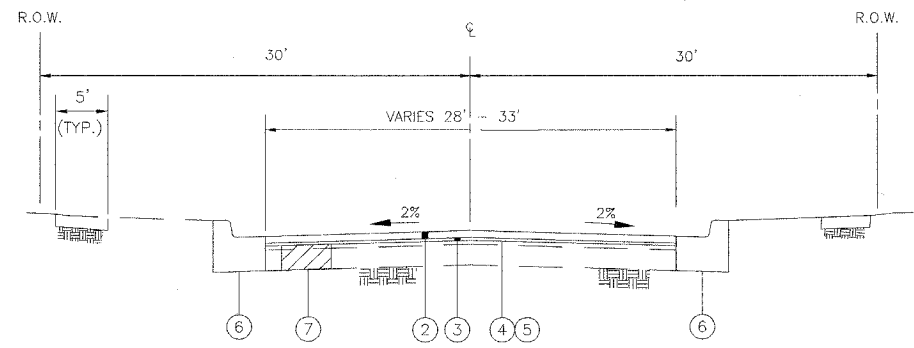
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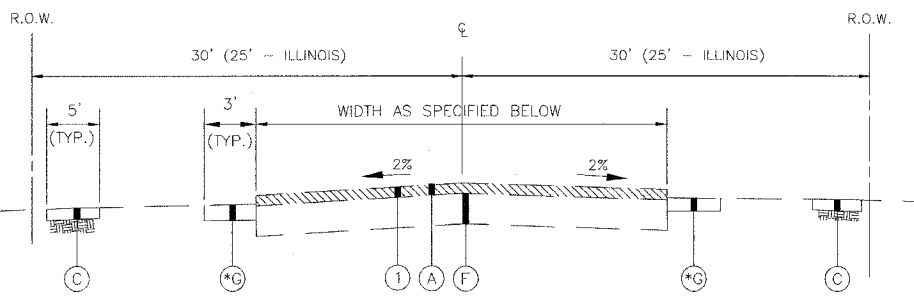
CONTRACT: 83891



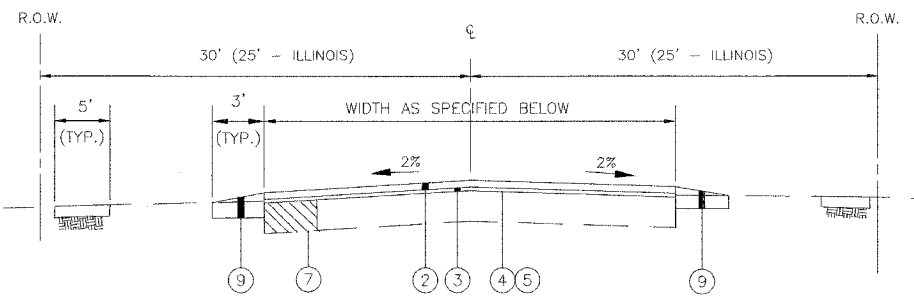
EXISTING TYPICAL SECTION
WALTERS AVE - STA. 15+45 TO 45+31
(OMISSION FROM STA. 24+70 TO STA. 25+69)



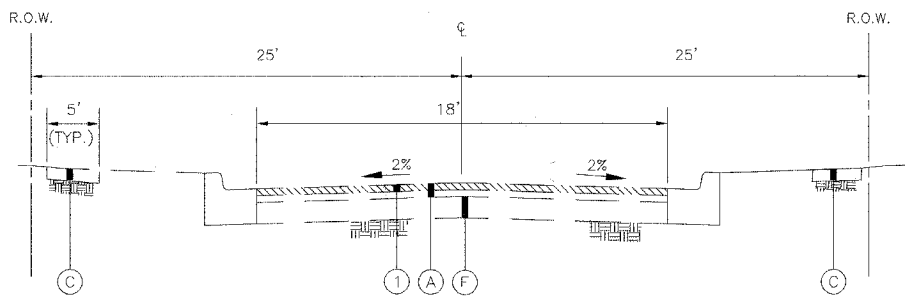
PROPOSED TYPICAL SECTION
WALTERS AVE. - STA. 15+45 TO 45+31
(OMISSION FROM STA. 24+70 TO STA. 25+69)



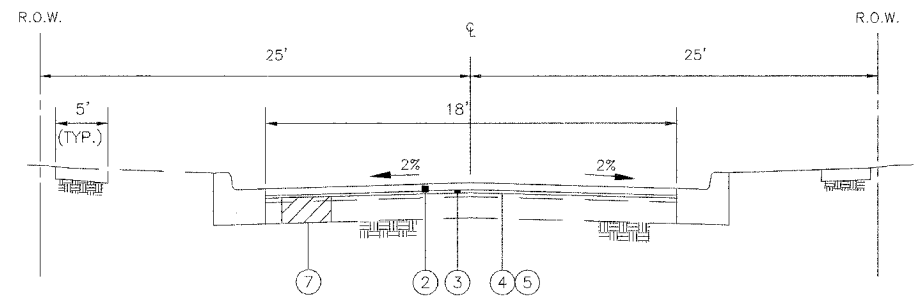
EXISTING TYPICAL SECTION
*CHURCH ST. - STA. 100+38 TO 112+80, VARIES 16'-20' E-E
HILLSIDE DR - STA. 600+37 TO 606+83, 22' E-E
ILLINOIS RD. - STA. 500+38 TO 506+62, 18' E-E
MAPLE AVE. - STA. 300+13 TO 302+90, 23.5' E-E
*SYCAMORE LN. - STA. 200+13 TO 212+01, 23' E-E



PROPOSED TYPICAL SECTION
CHURCH ST. - STA. 100+38 TO 112+80, VARIES 16'-20' E-E
HILLSIDE DR - STA. 600+37 TO 606+83, 22' E-E
ILLINOIS RD. - STA. 500+38 TO 506+62, 18' E-E
MAPLE AVE. - STA. 300+13 TO 302+90, 23.5' E-E
SYCAMORE LN. - STA. 200+13 TO 212+01, 23' E-E



EXISTING TYPICAL SECTION
CAROL CT. - STA. 400+13 TO 402+27



PROPOSED TYPICAL SECTION
CAROL CT. - STA. 400+13 TO 402+27

- (A) EXISTING BITUMINOUS SURFACE COURSE, 3"
- (B) NOT USED
- (C) EXISTING P.C.C. SIDEWALK, 5"
- (D) COMB. CONC. CURB & GUTTER, TYPE B-6.12
- (E) EXISTING BITUMINOUS CONCRETE BASE COURSE, 7"
- (F) EXISTING AGGREGATE BASE COURSE, 10"
- (G) EXISTING AGGREGATE SHOULDER, VARIABLE THICKNESS
- (1) HOT MIX ASPHALT SURFACE REMOVAL, 2"
- (2) HOT MIX ASPHALT SURFACE COURSE MIX C, N50. (1-1/2")
- (3) LEVELING BINDER (MACHINE METHOD), N50 (3/4")
- (4) BITUMINOUS MATERIALS (PRIME COAT)
- (5) AGGREGATE (PRIME COAT)
- (6) COMB. CONC. CURB & GUTTER REMOVAL AND REPLACEMENT, AS DIRECTED BY THE ENGINEER
- (7) CLASS D PATCHES, 9", AS SHOWN ON PLANS AND DIRECTED BY THE ENGINEER
- (8) NOT USED
- (9) RESTORATION

ASPHALT MIXTURE TABLE

MIXTURE USE	AC TYPE	PERCENT AIR VOIDS
HOT MIX ASPHALT. CSE. MIX C, N50	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50	PG 64-22/58-22	4% @ 50 GYR.
CLASS D PATCHES, IL-19.0 BINDER, TYPE I-IV, 9 IN.	PG 64-22/58-22	4% @ 70 GYR.
ASPHALT DRIVEWAYS		
HMA BASE CSE., 6 (PE)	PG 64-22/58-22	4% @ 50 GYR.
HMA BASE CSE., 8 (CE)	PG 64-22/58-22	4% @ 50 GYR.
HMA SURF. CSE. MIX "C", N50, 2 IN.	PG 64-22	4% @ 50 GYR.

NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT MIX ASPHALT MIXTURES IS 112 LBS./SQ.YD./IN.
2. WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

VILLAGE OF NORTHBROOK

WALTERS AVENUE RESURFACING
TYPICAL SECTION

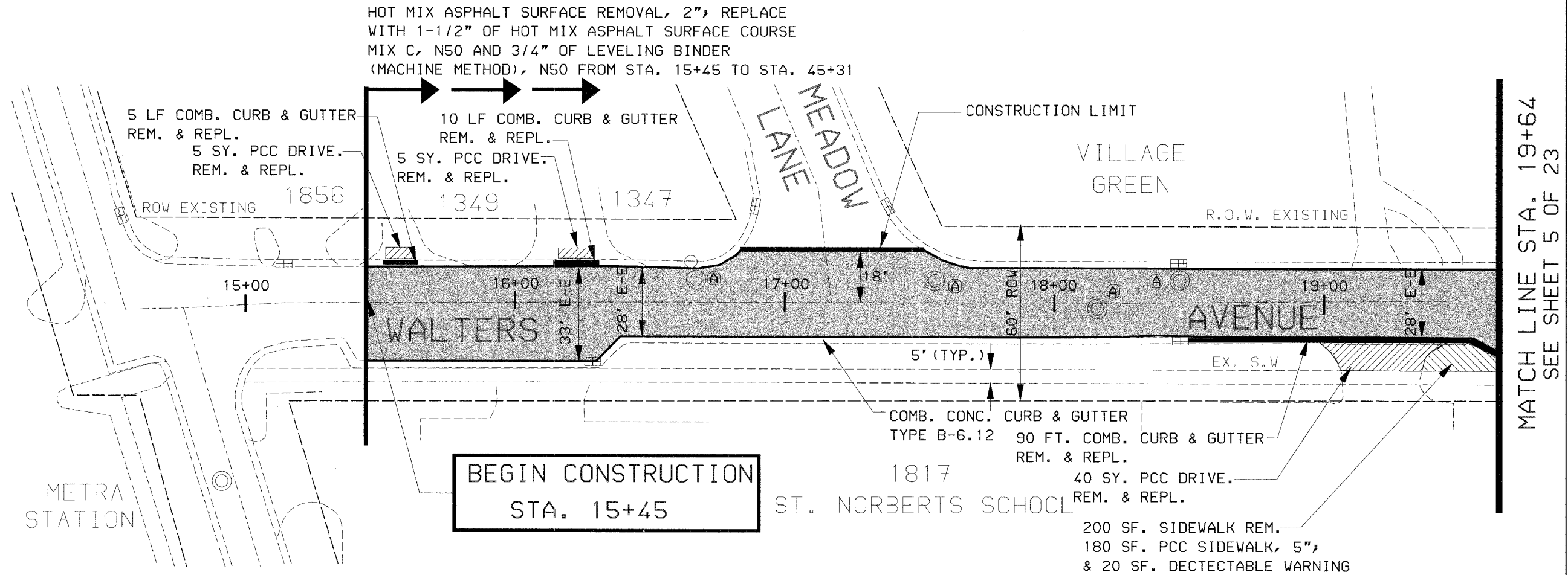
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J:\TOMICH\WALTERS_LAPP\TYP-SEC.DWG

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	4
FHWA REGION NO.		ILLINOIS PROJECT		

CONTRACT: 83891



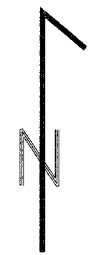
HOT MIX ASPHALT SURFACE REMOVAL, 2"; REPLACE WITH 1-1/2" OF HOT MIX ASPHALT SURFACE COURSE MIX C, N50 AND 3/4" OF LEVELING BINDER (MACHINE METHOD), N50 FROM STA. 15+45 TO STA. 45+31

**BEGIN CONSTRUCTION
STA. 15+45**

MATCH LINE STA. 19+64
SEE SHEET 5 OF 23

LEGEND

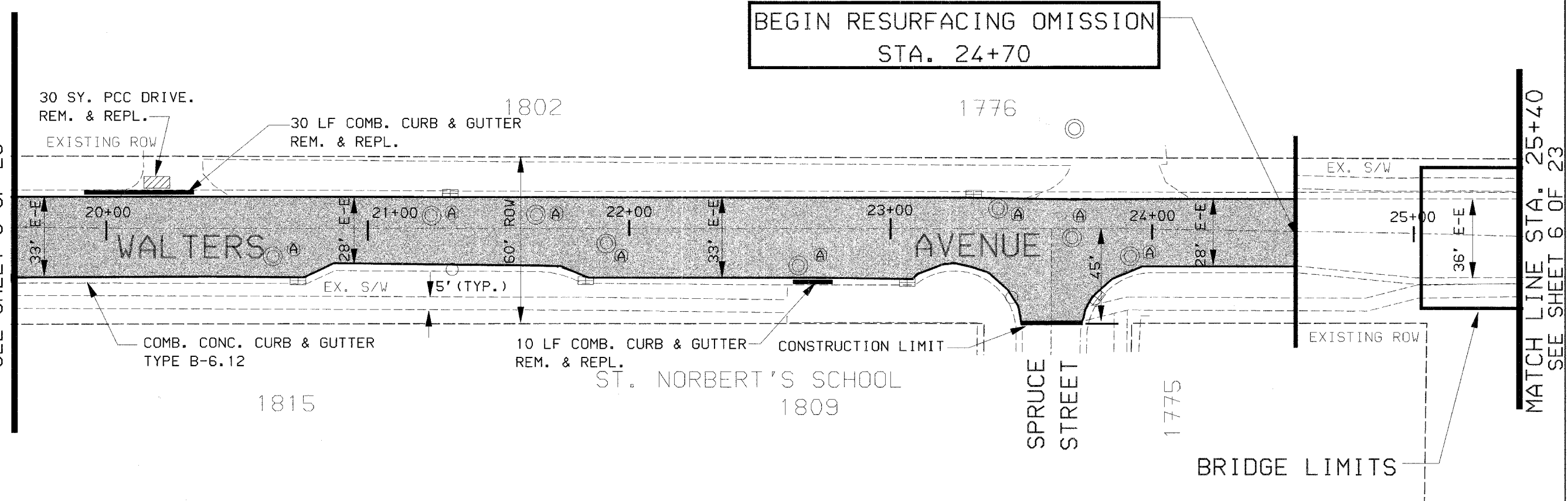
- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- (F) FRAMES AND GRATES, TYPE 21



VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 15+45 TO STA. 19+64	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
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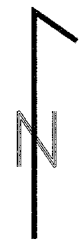
F. A. U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
1275	06-00145-00-RS	COOK	23	5
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83891				

MATCH LINE STA. 19+64
SEE SHEET 3 OF 23



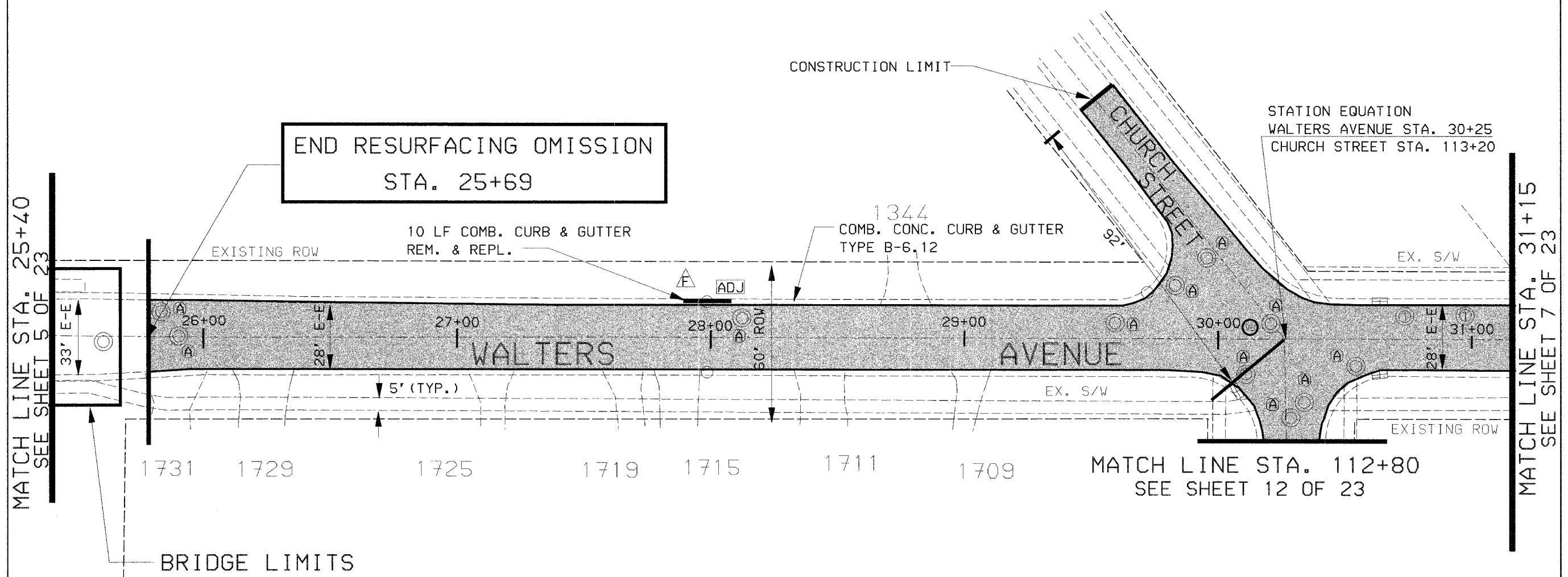
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- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- (A) FRAMES AND GRATES, TYPE 21



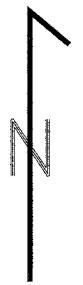
VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 19+64 TO STA. 25+40	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	6
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LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- F FRAMES AND GRATES, TYPE 21
- T STRUCTURES TO BE ADJUSTED BY OTHERS
- VB VALVE BOX TO BE ADJUSTED

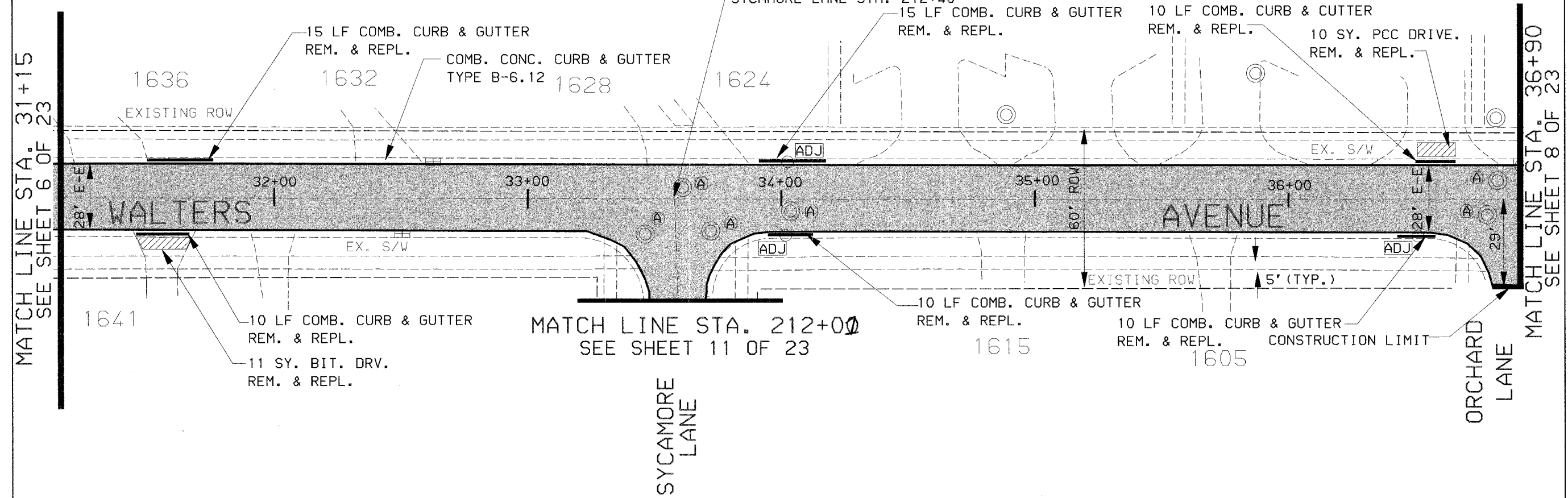


VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 25+40 TO STA. 31+15	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

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1275	06-00145-00-RS	COOK	23	7
FHWA REGION NO.		ILLINOIS PROJECT		
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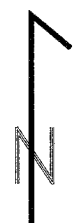
MEADOWBROOK
SCHOOL

STATION EQUATION
WALTERS AVENUE STA. 33+57
SYCAMORE LANE STA. 212+40



MATCH LINE STA. 31+15
SEE SHEET 6 OF 23

MATCH LINE STA. 36+90
SEE SHEET 8 OF 23



LEGEND

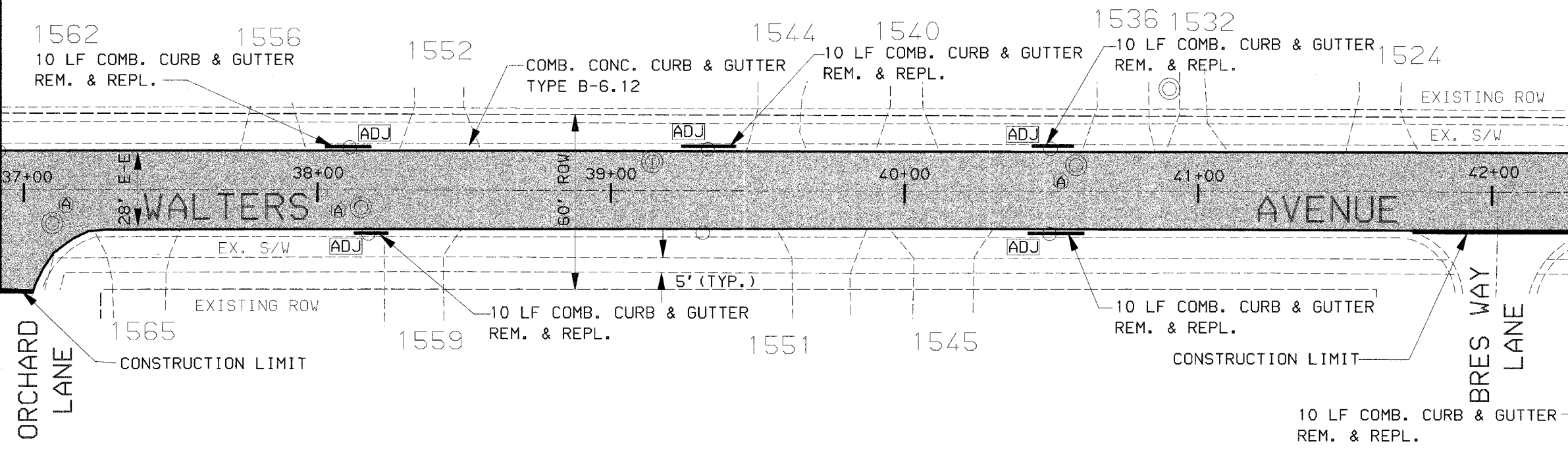
- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- F FRAMES AND GRATES, TYPE 21
- T STRUCTURES TO BE ADJUSTED BY OTHERS

VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 31+15 TO STA. 36+90	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	8
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CONTRACT: 83891				

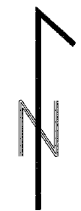
MATCH LINE STA. 36+90
SEE SHEET 7 OF 23

MATCH LINE STA. 42+66
SEE SHEET 9 OF 23



LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- (F) FRAMES AND GRATES, TYPE 21
- (T) STRUCTURES TO BE ADJUSTED BY OTHERS

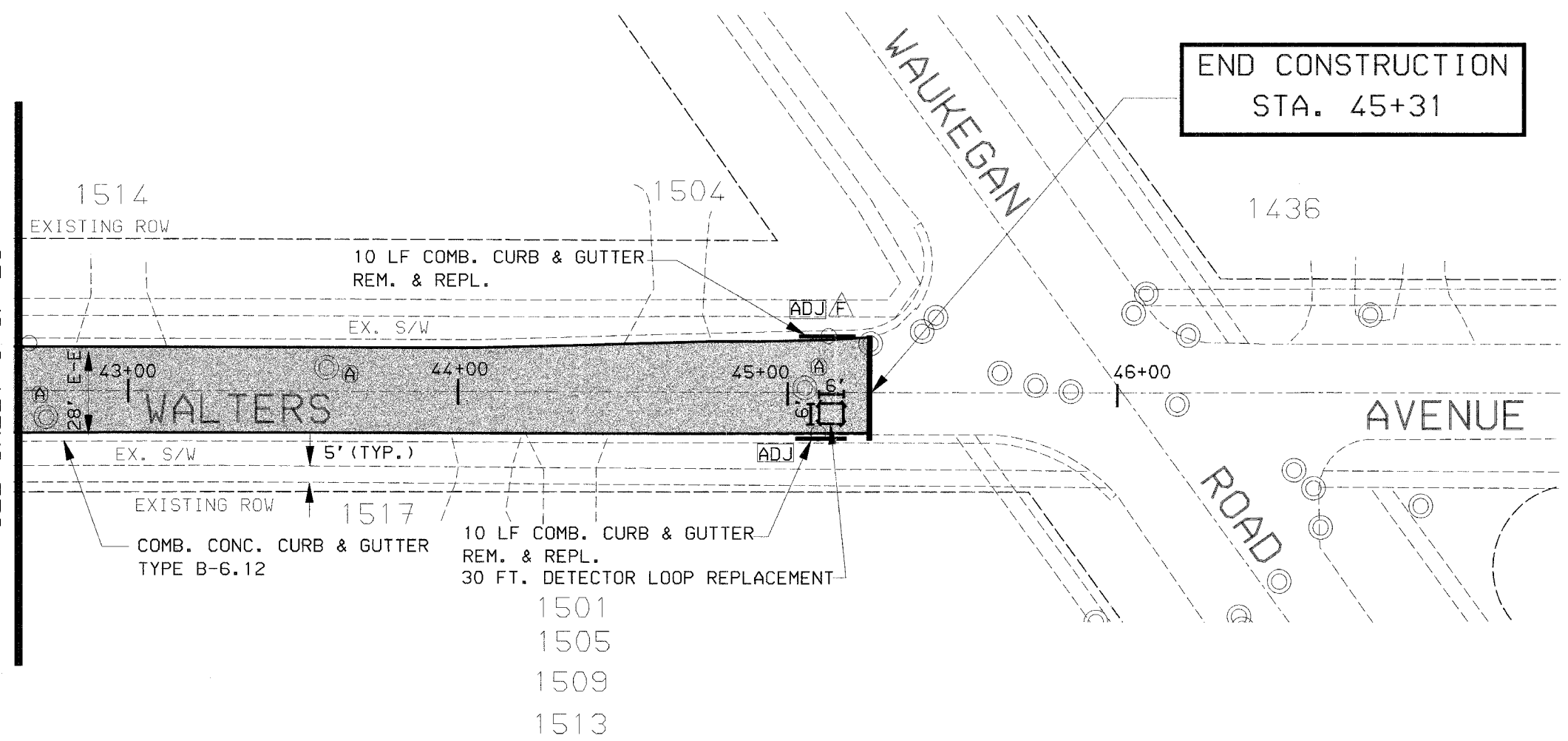


VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 36+90 TO STA. 42+66	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

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1275	06-00145-00-RS	COOK	23	9
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MATCH LINE STA. 42+66
SEE SHEET 8 OF 23



LEGEND

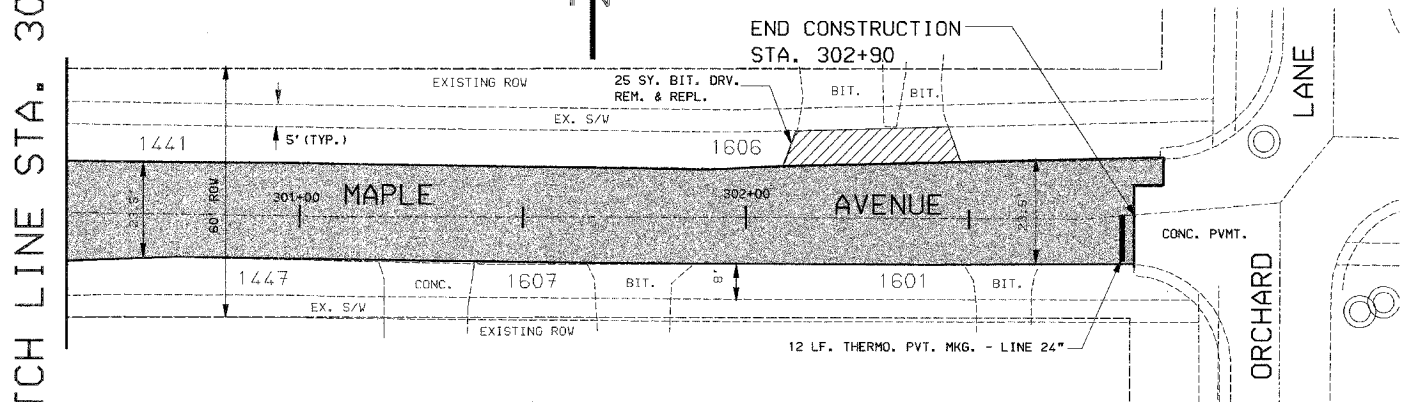
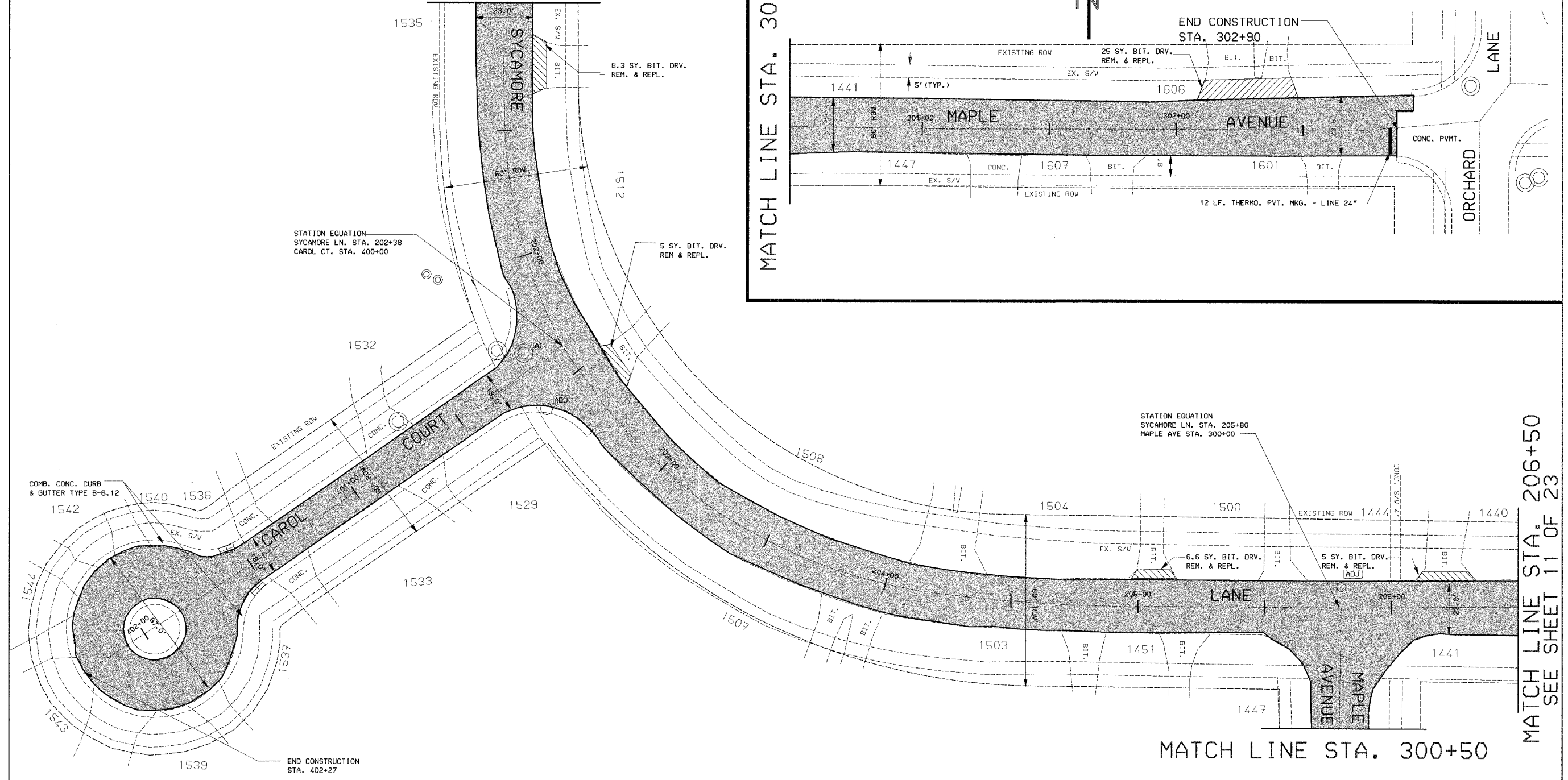
- ADJ CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- △ FRAMES AND GRATES, TYPE 21

VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PLAN STA. 42+66 TO STA. 45+31	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	10
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83691				

MATCH LINE STA. 201+00
SEE SHEET 12 OF 23

MATCH LINE STA. 300+50



MATCH LINE STA. 206+50
SEE SHEET 11 OF 23

MATCH LINE STA. 300+50

COMB. CONC. CURB & GUTTER TYPE B-6.12

STATION EQUATION
SYCAMORE LN. STA. 202+38
CAROL CT. STA. 400+00

STATION EQUATION
SYCAMORE LN. STA. 205+80
MAPLE AVE STA. 300+00

END CONSTRUCTION
STA. 402+27

LEGEND

- [ADJ] CATCH BASINS TO BE ADJUSTED
- [A] FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



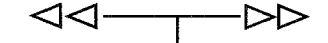
VILLAGE OF NORTHBROOK

SYCAMORE LN., MAPLE AVE., CAROL CT. RESURFACING
EXISTING AND PROPOSED PLAN

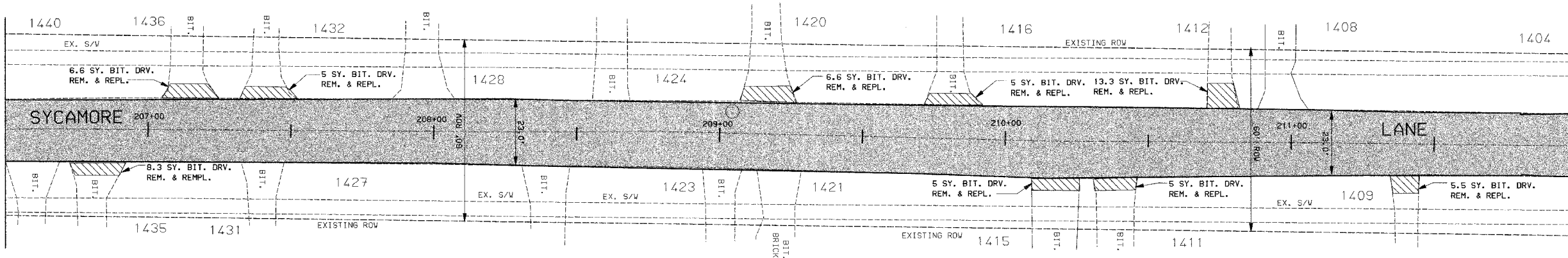
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DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	11
FHWA REGION NO.		ILLINOIS PROJECT		

CONTRACT: 83891
 NON-PARTICIPATING FUNDS
 PARTICIPATING FUNDS

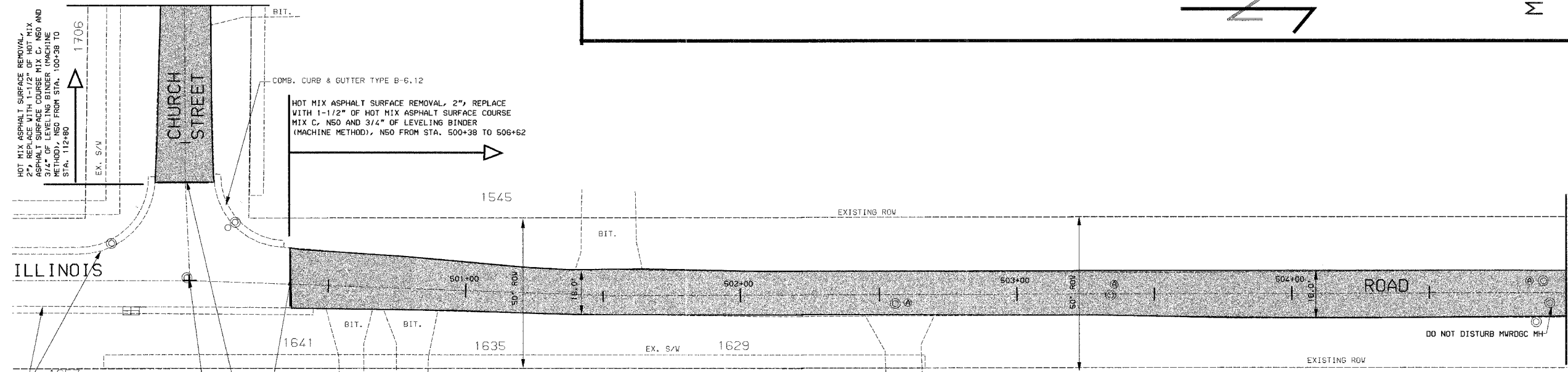


MATCH LINE STA. 206+50
SEE SHEET 10 OF 23



MATCH LINE STA. 212+01
SEE SHEET 7 OF 23

MATCH LINE STA. 101+00
SEE SHEET 12 OF 23



HOT MIX ASPHALT SURFACE REMOVAL, 2\"/>

HOT MIX ASPHALT SURFACE REMOVAL, 2\"/>

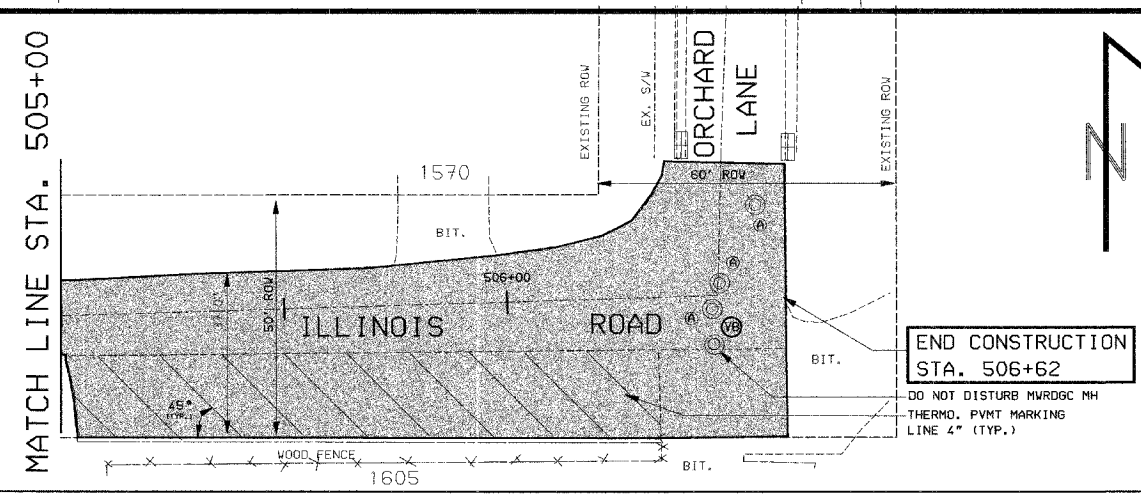
1657 EXISTING ROW
 COMB. CURB & GUTTER TYPE B-6.12
 STATION EQUATION
 ILLINOIS RD. STA. 500+00
 CHURCH ST. STA. 100+00

BEGIN CONSTRUCTION
STA. 100+38

BEGIN CONSTRUCTION
STA. 500+38

LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- VB VALVE BOXES TO BE ADJUSTED



MATCH LINE STA. 505+00

END CONSTRUCTION
STA. 506+62

DO NOT DISTURB MVRDGC MH
 THERMO. PVNT MARKING
 LINE 4\"/>

VILLAGE OF NORTHBROOK

SYAMORE LANE AND ILLINOIS RD. RESURFACING
 EXISTING AND PROPOSED PLAN

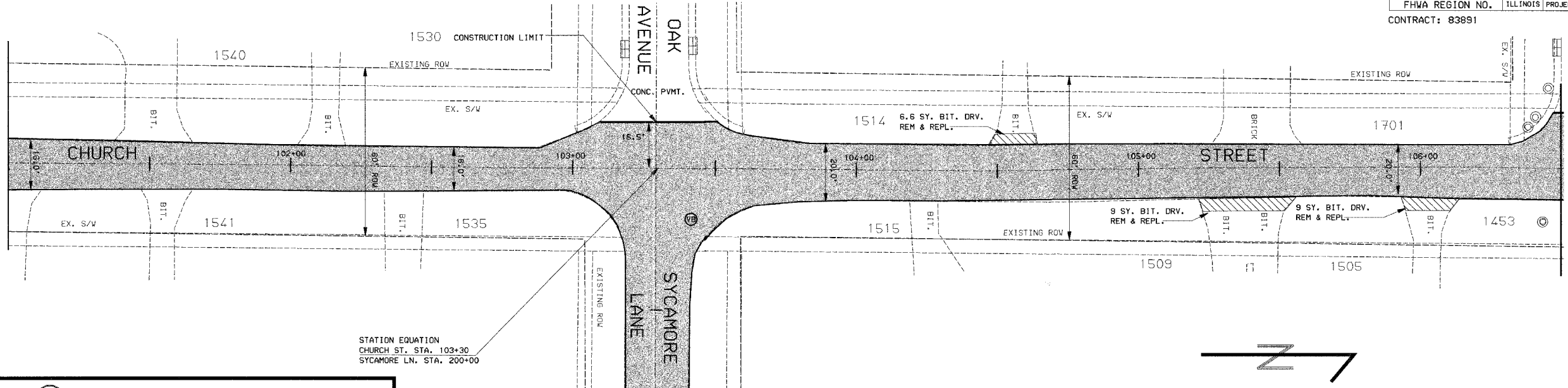
DESIGN: JWH
 DRAWN: JWH
 CHECKED: CRT

DATE: 11/30/06
 SCALE: 20'
 FILE NO.:

F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
1275	06-00145-00-RS	COOK	23	12
FHWA REGION NO.		ILLINOIS PROJECT		

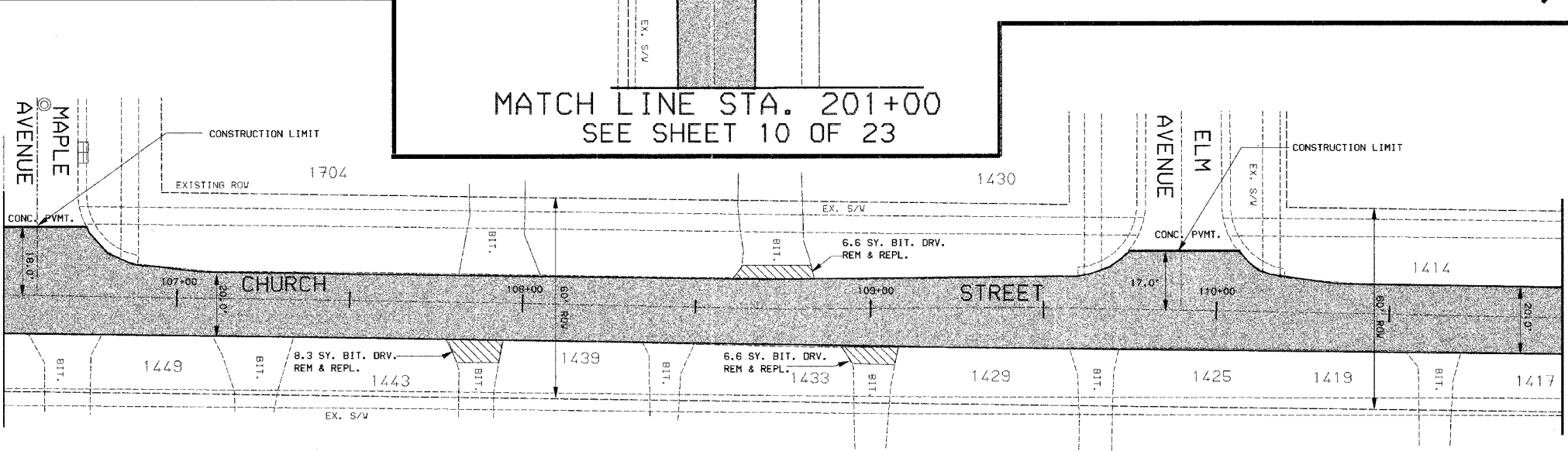
CONTRACT: 83891

MATCH LINE STA. 101+00
SEE SHEET 11 OF 23



MATCH LINE STA. 106+50

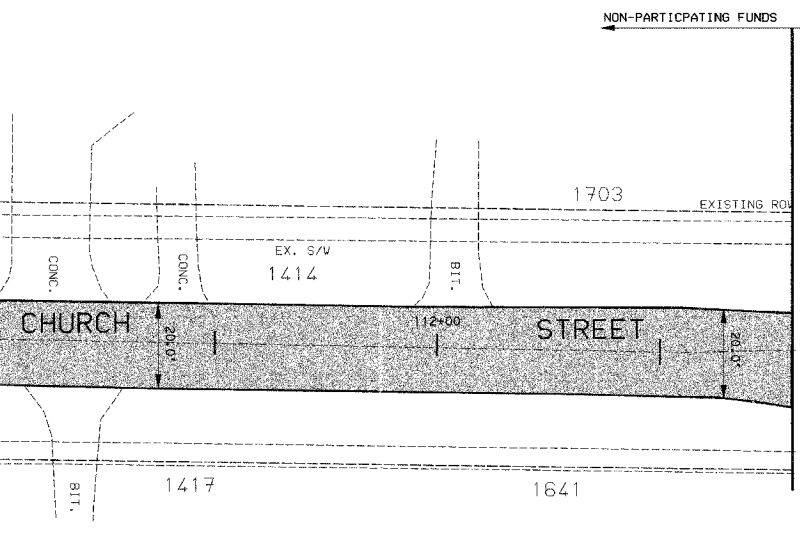
MATCH LINE STA. 106+50



MATCH LINE STA. 111+00

MATCH LINE STA. 201+00
SEE SHEET 10 OF 23

MATCH LINE STA. 111+00



MATCH LINE STA. 112+80
SEE SHEET 6 OF 23

LEGEND

- ADJ CATCH BASINS TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- VB VALVE BOX TO BE ADJUSTED

VILLAGE OF NORTHBROOK

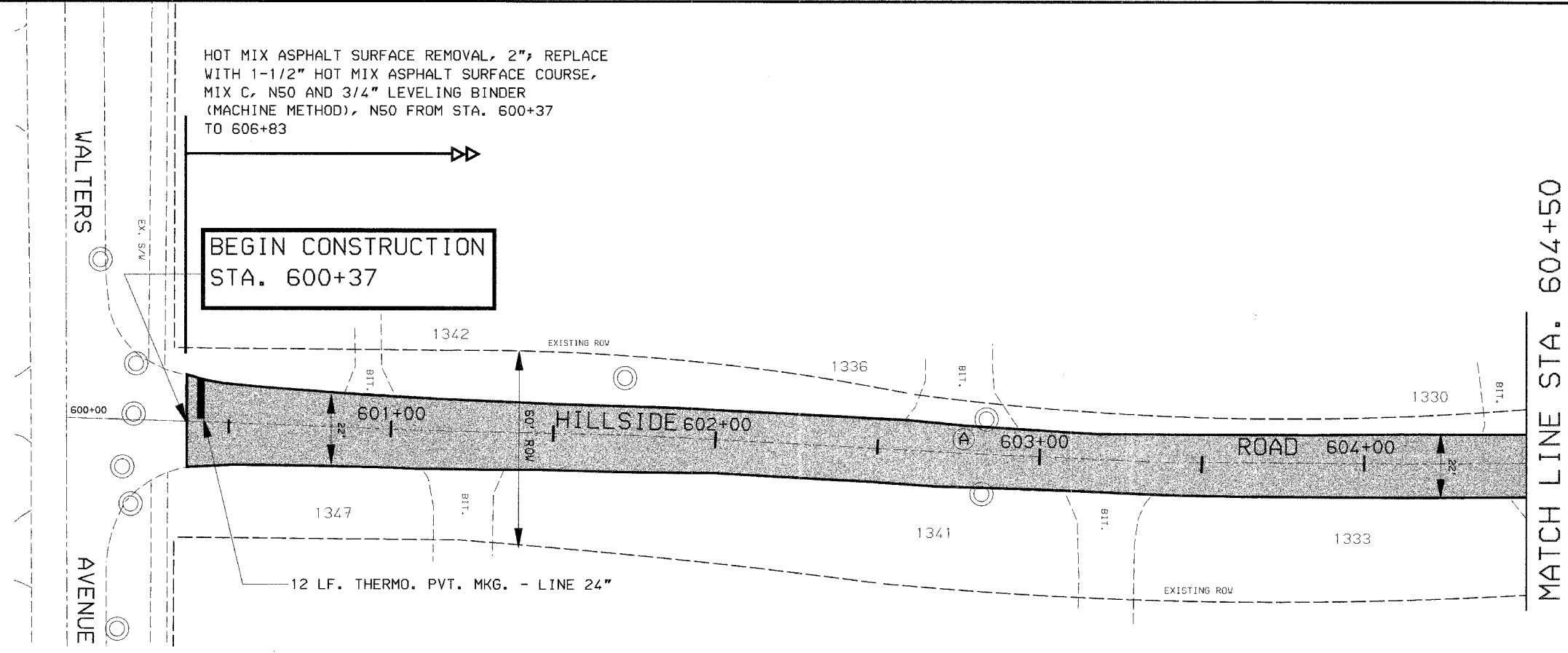
CHURCH STREET RESURFACING
EXISTING AND PROPOSED PLAN

DESIGN: JWH
DRAWN: JWH
CHECKED: CRT

DATE: 11/30/06
SCALE: 20'
FILE NO.:

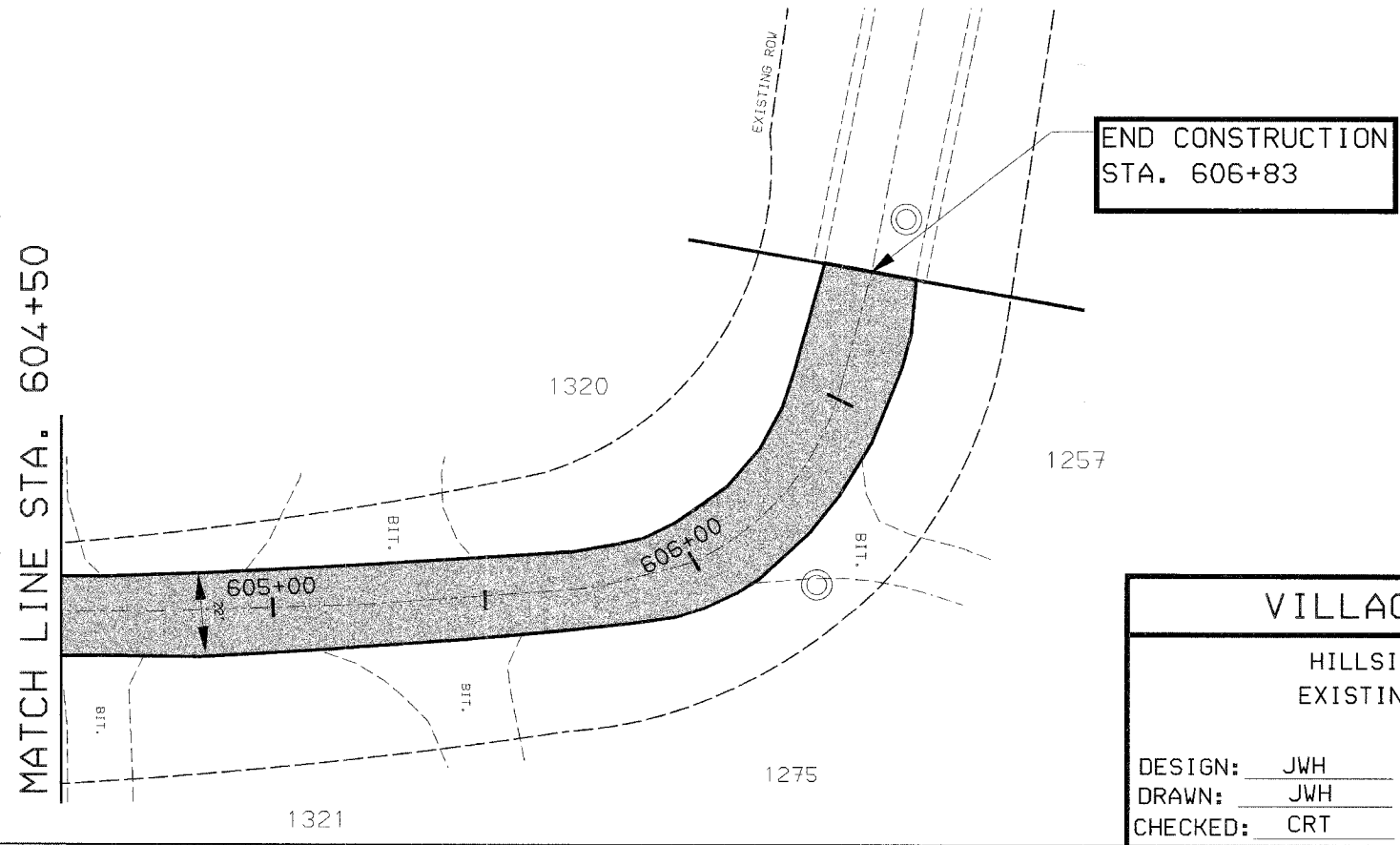
F. A. U. ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	13
FHWA REGION NO.		ILLINOIS PROJECT		

CONTRACT: 83891



LEGEND

- ADJ] CATCH BASINS TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



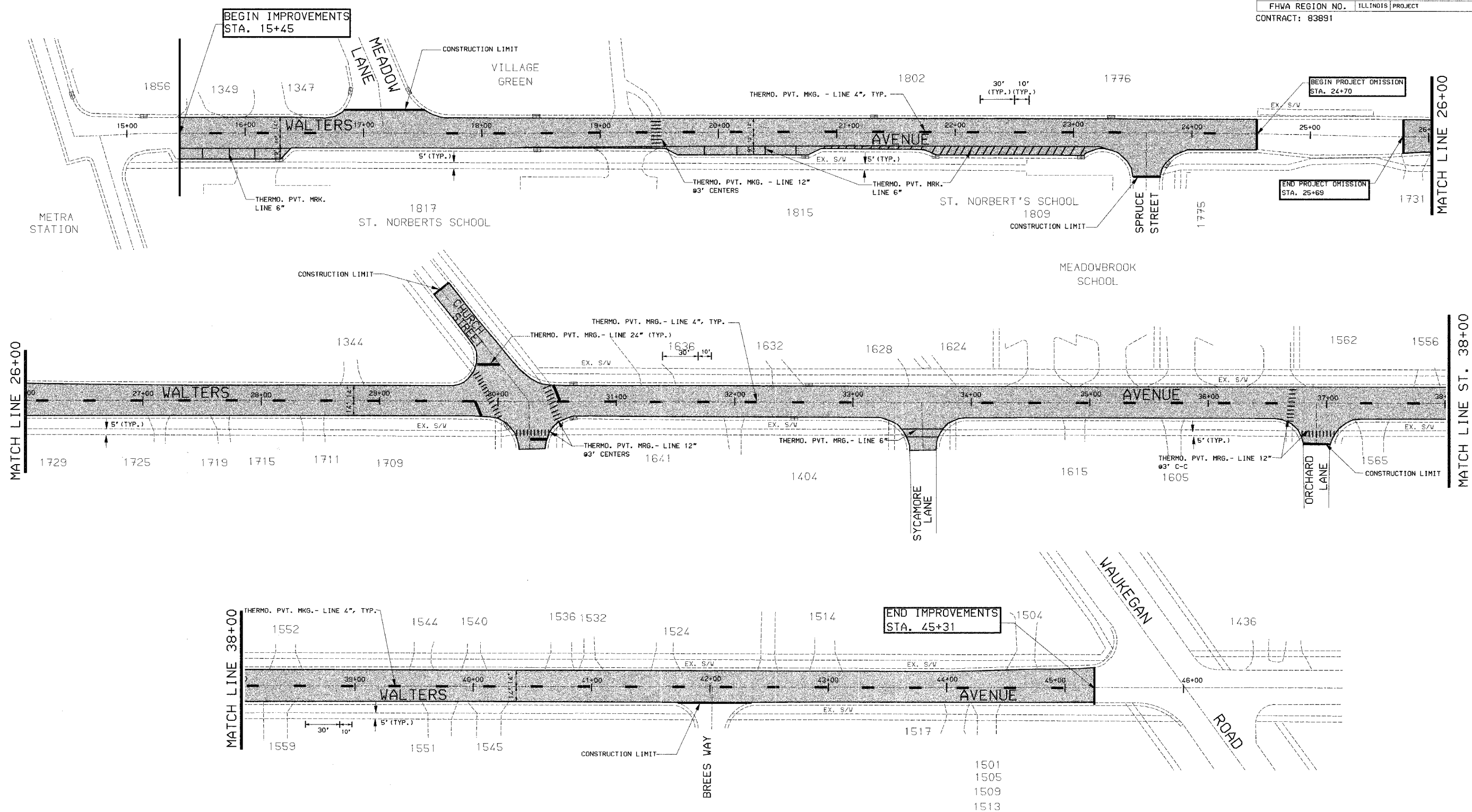
END CONSTRUCTION
STA. 606+83

VILLAGE OF NORTHBROOK

HILLSIDE ROAD RESURFACING
EXISTING AND PROPOSED PLAN

DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 20'
CHECKED: CRT	FILE NO.:

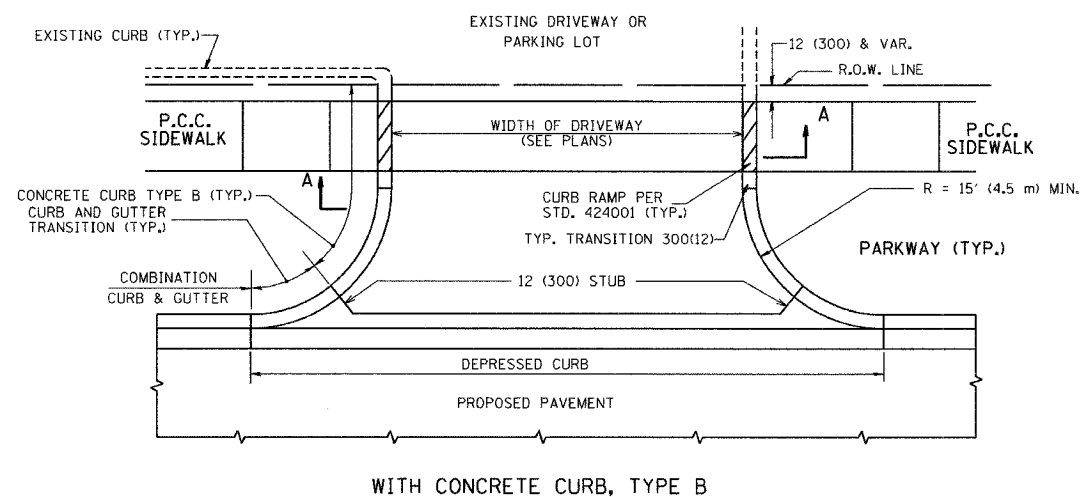
F.A.U. ROUTE	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
1275	06-00145-00-RS	COOK	23	14
FHWA REGION NO.		ILLINOIS PROJECT		
CONTRACT: 83891				



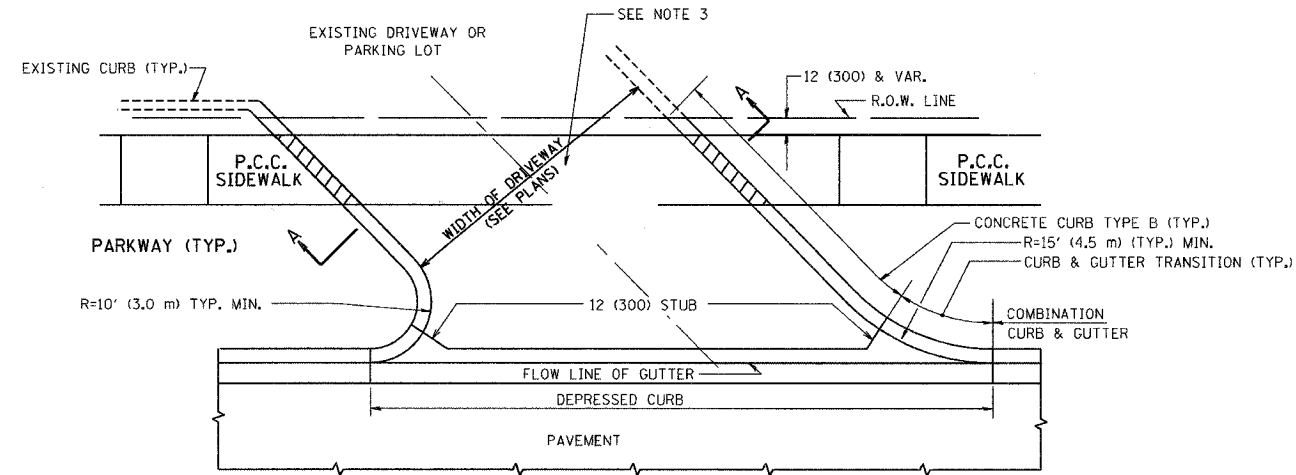
* NOTE: SEE SHEET 10, 11 & 13 FOR PAVEMENT MARKING ON MAPLE AVENUE, ILLINOIS ROAD AND HILLSIDE ROAD.

VILLAGE OF NORTHBROOK	
WALTERS AVENUE RESURFACING EXISTING AND PROPOSED PAVEMENT MARKINGS STA. 15+45 TO STA. 45+31	
DESIGN: JWH	DATE: 11/30/06
DRAWN: JWH	SCALE: 40'
CHECKED: CRT	FILE NO.:

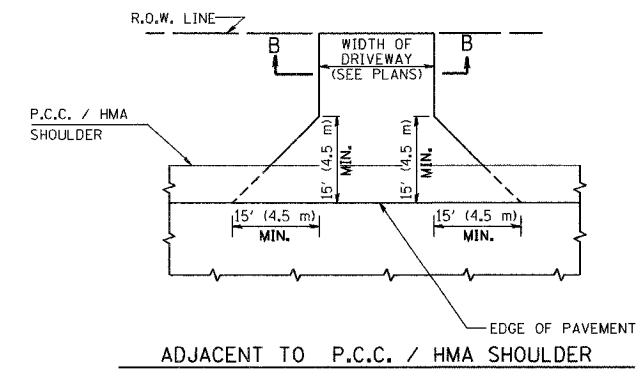
F.A.P. RATE:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT: 83891				



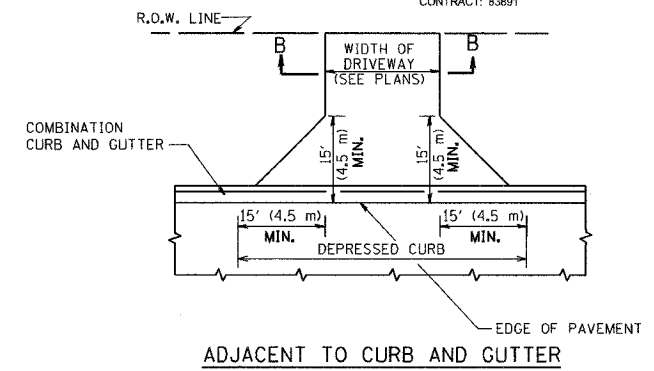
WITH CONCRETE CURB, TYPE B



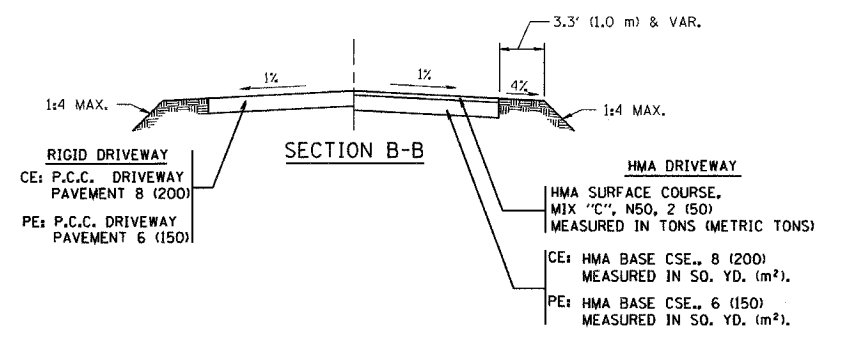
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)
HMA SURFACE COURSE,
MIX "C", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)
AGGREGATE BASE CSE., TYPE A 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

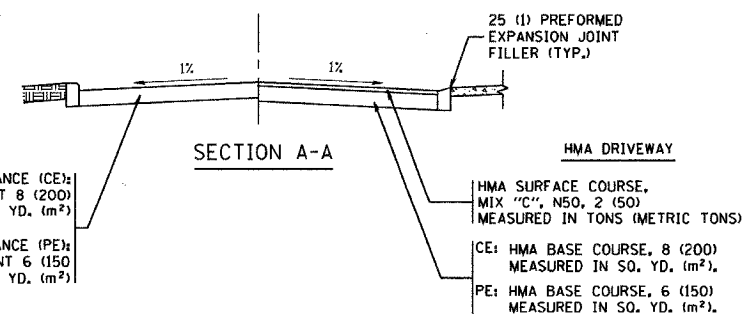
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1/50.



ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

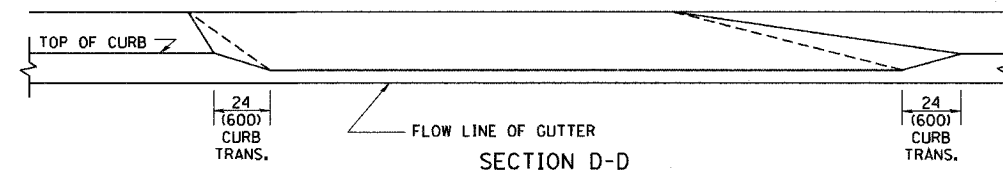
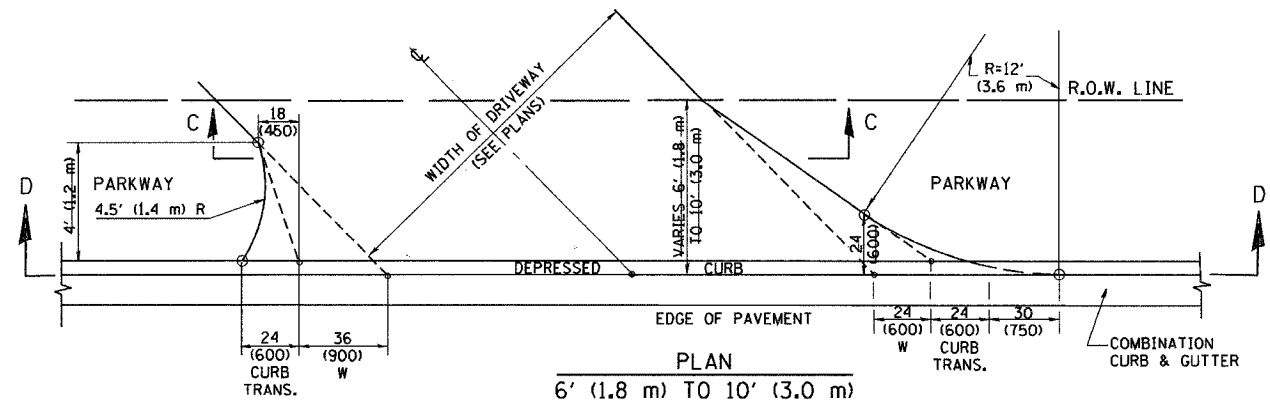
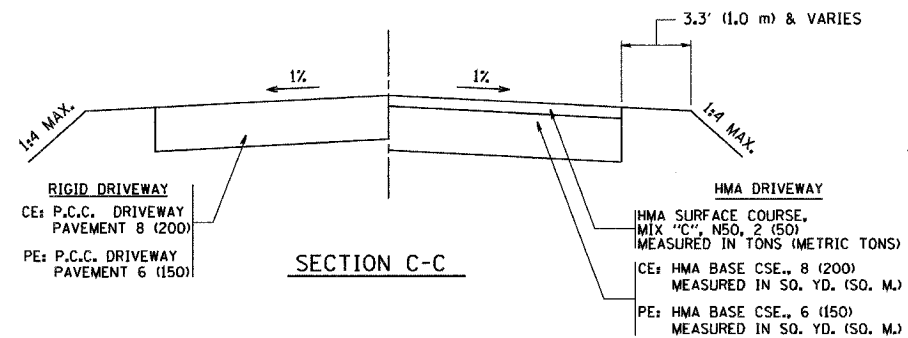
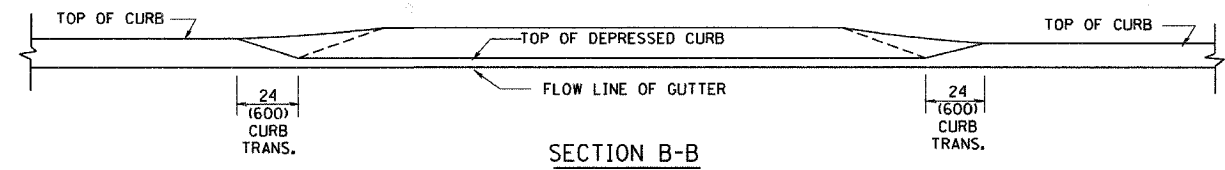
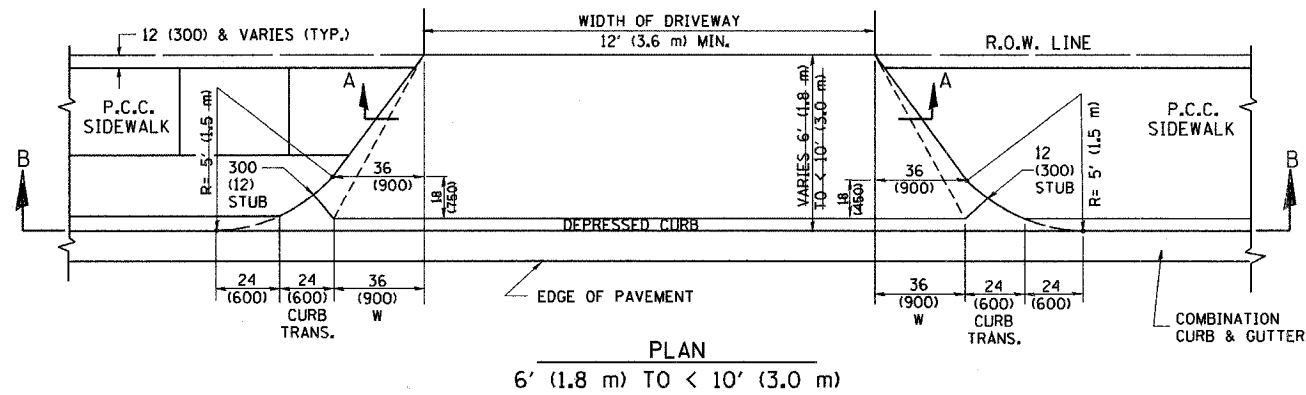
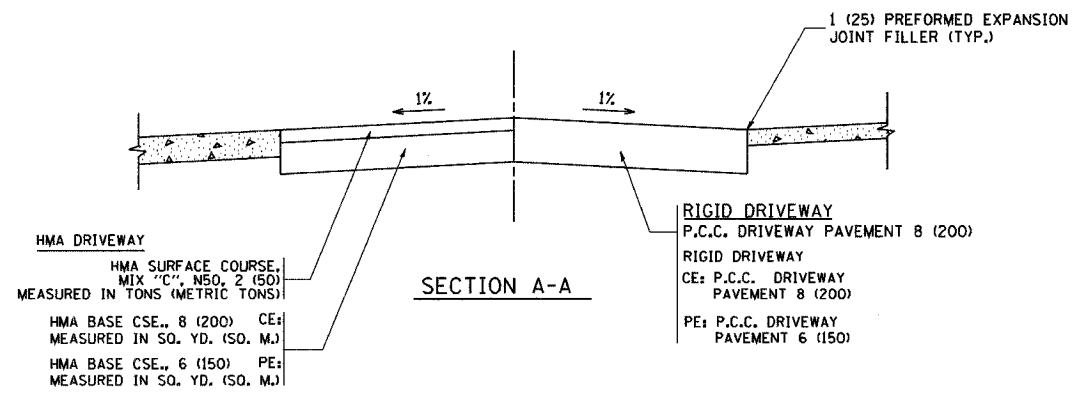
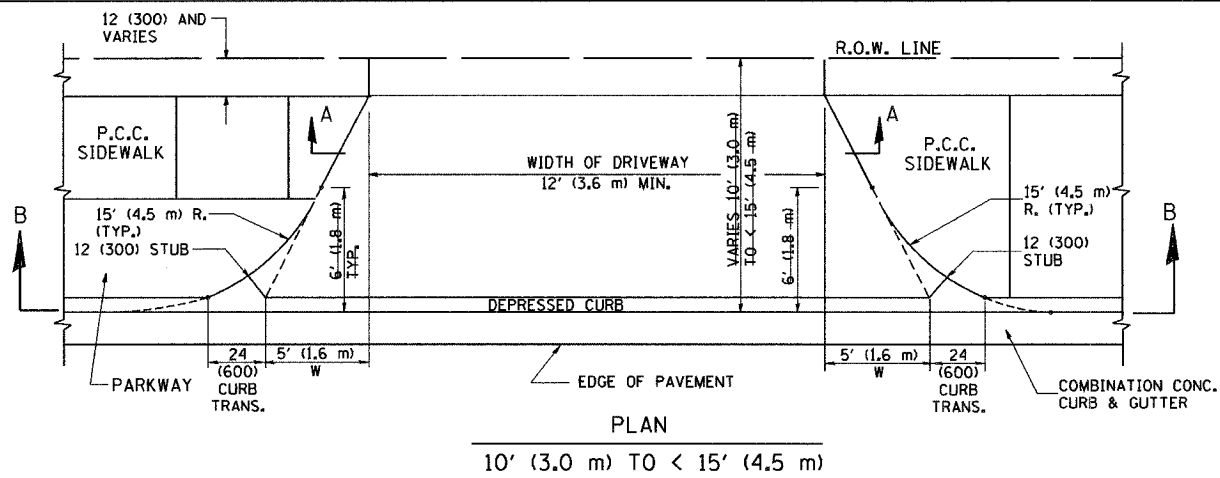
REVISIONS	
NAME	DATE
P. LOFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
R. BORO	01-01-07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

SCALE: VERT. HORIZ. PLOT DATE: 10/31/2006 DRAWN BY: CHECKED BY:

PLT DATE = 10/31/2006
FILE NAME = B:\projects\103107\103107.dgn
USER = ROR
USER ABLE = ror

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	08-00145-00-RS	COOK	23	16
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT: 83891				



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

REVISIONS	
NAME	DATE
R. SHAH	11/06/95
L. POLLASTRINI	08/12/96
L. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97
M. GOMEZ	04/06/01
P. LOFLEUR	04/15/03
R. BORO	01/01/07

SCALE: VERT. HORIZ.
DATE PLOTTED: 11/1/2006

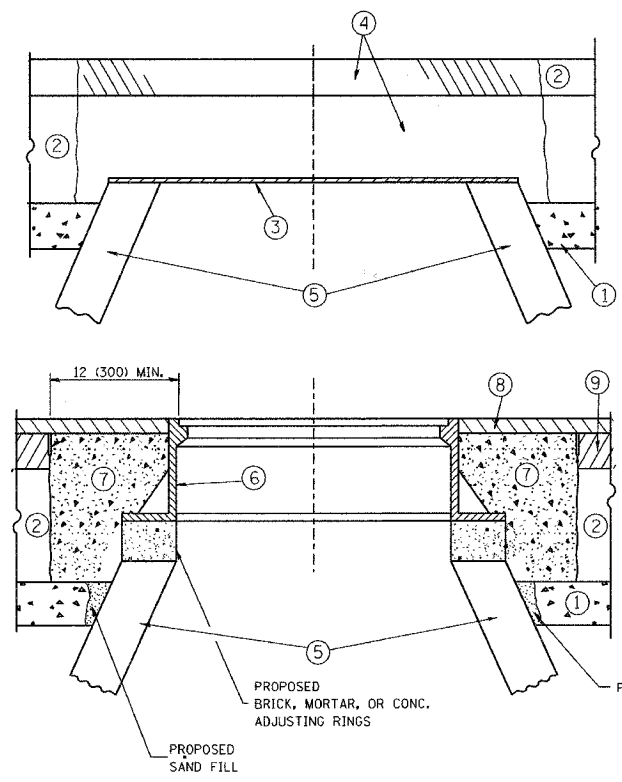
DRAWN BY
CHECKED BY

BD400-02 (BD-02)
REVISION DATE: 01/01/07

PLT DATE = 11/1/2006
FILE NAME = K:\asv\bd400-02.dwg
PLT SCALE = 800000.0 / IN.
USER NAME = jhays

F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	17
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT: 83891



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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- 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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

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

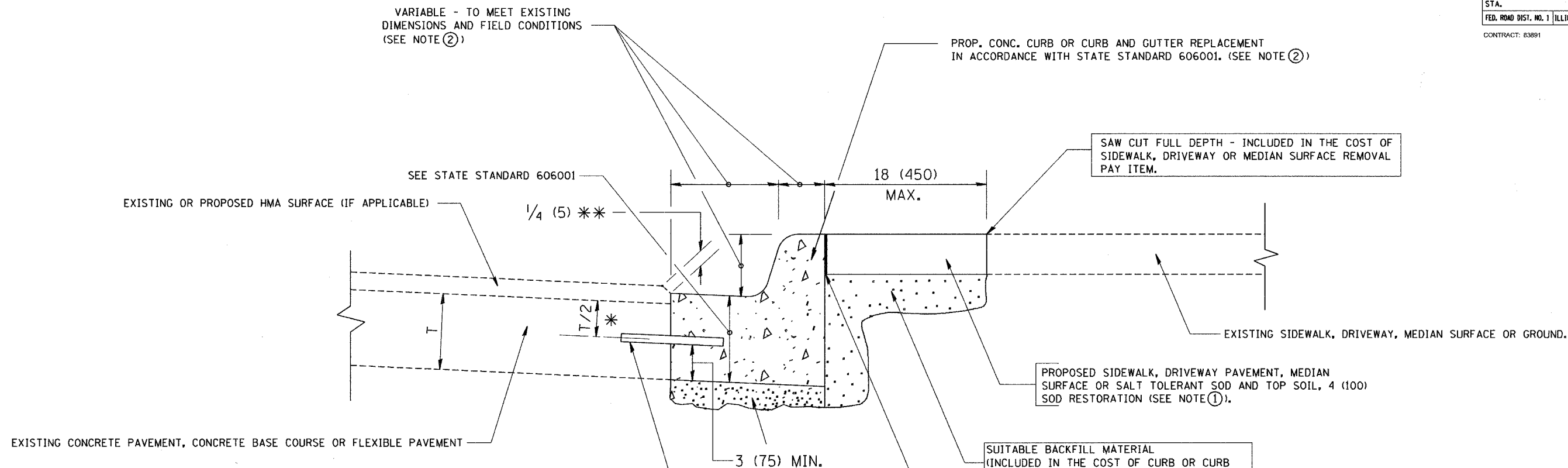
SCALE: VERT. NONE
HORIZ. 1"=10'
PLOT DATE: 10/31/2006

DRAWN BY
CHECKED BY
BD600-03 (BD-8)
REVISION DATE: 01/01/07

PLOT DATE: 10/31/2006
FILE NAME: K:\databases\bd600.dgn
PLOT SCALE: 1/16"=1'-0"
USER NAME: jls

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	18
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT: 83891



- * 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 TOLERANT 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.
 - ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
 - ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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".

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

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

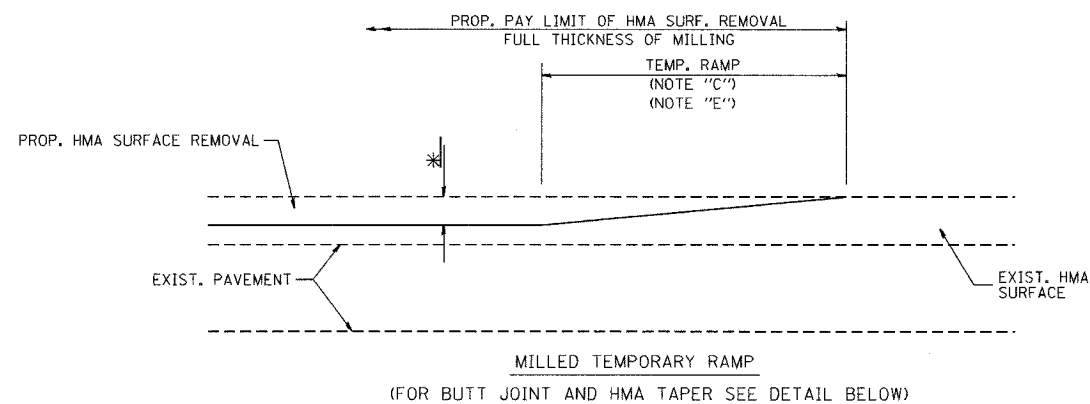
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HORIZ. 1"=10'
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DRAWN BY
CHECKED BY
BD600-06 (BD-24)

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

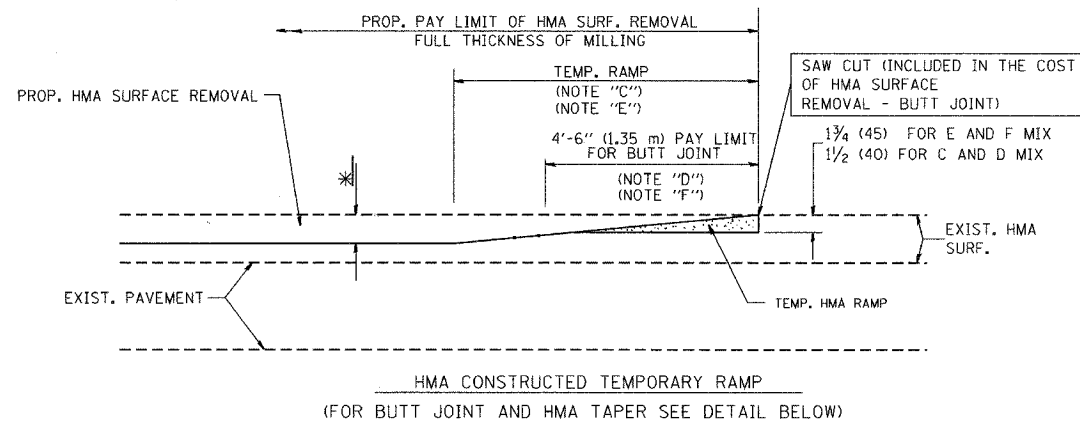
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USER: bd600

REVISION DATE: 01/01/07

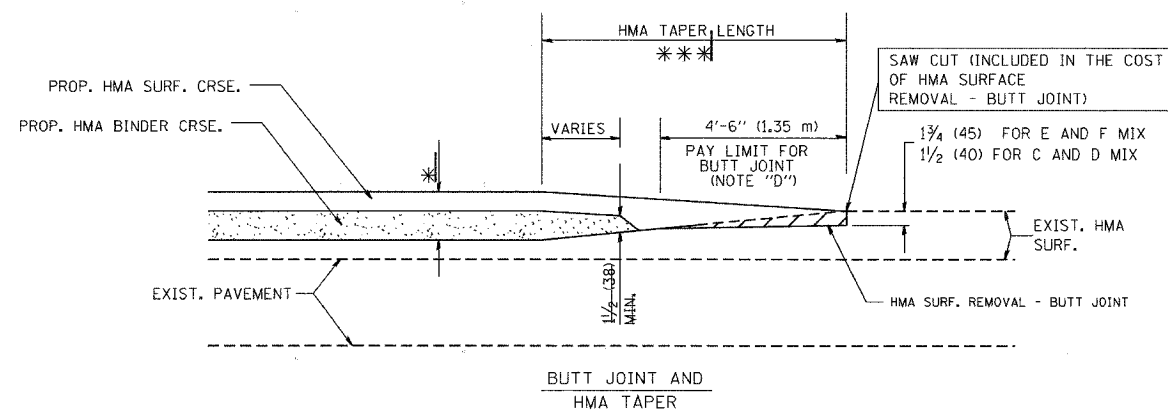
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	19
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT: 83891				



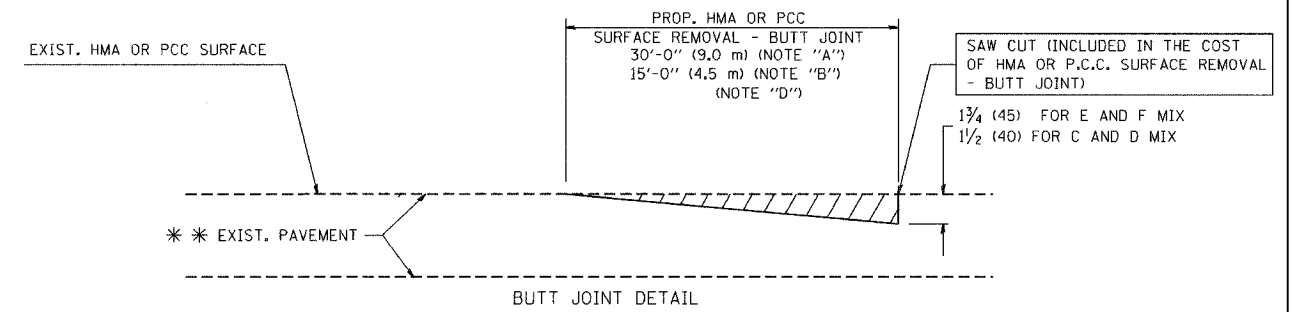
OPTION 1



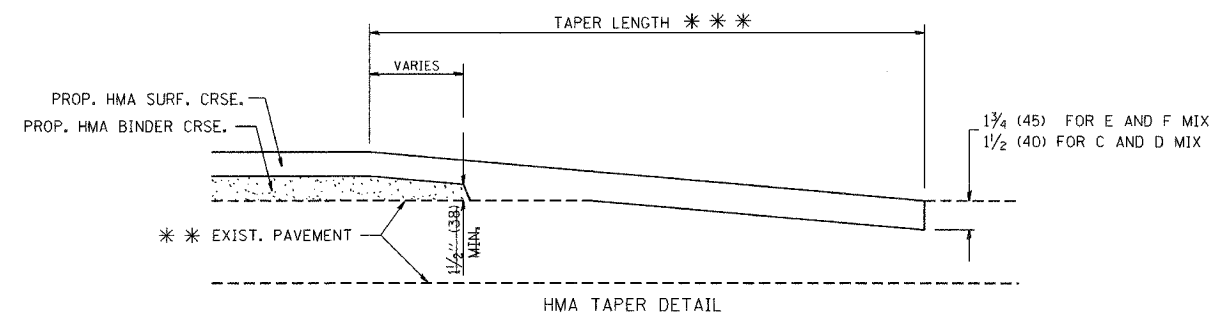
OPTION 2
TYPICAL TEMPORARY RAMP



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")

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

BASIS OF PAYMENT:

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER
DETAILS

SCALE: VERT. NONE
HORIZ. 1"=10'
PLOT DATE: 10/31/2006

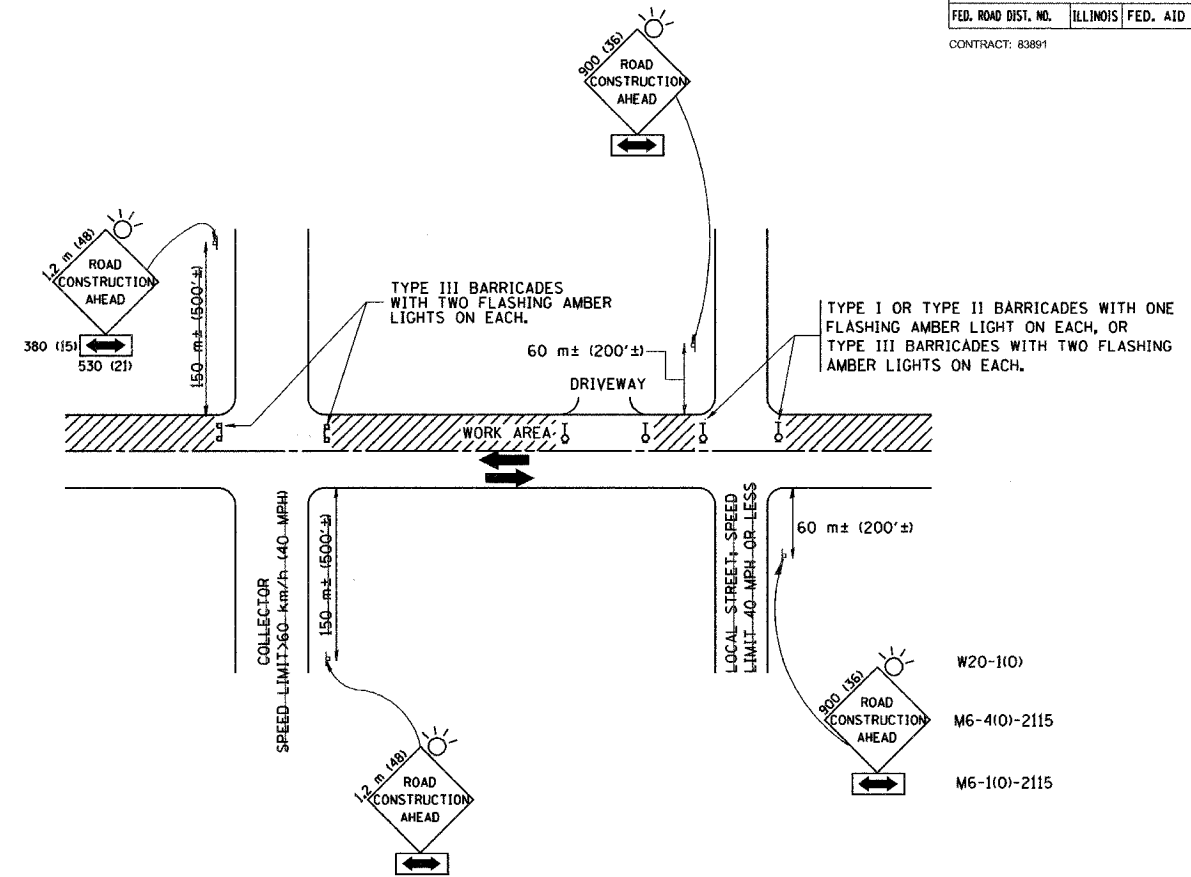
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CHECKED BY

BD400-05 (V1=BD32)
REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
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USER NAME = jrg

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RB	COOK	23	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT: 83891



W20-110)
M6-4(10)-2115
M6-1(10)-2115

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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 70150), 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.

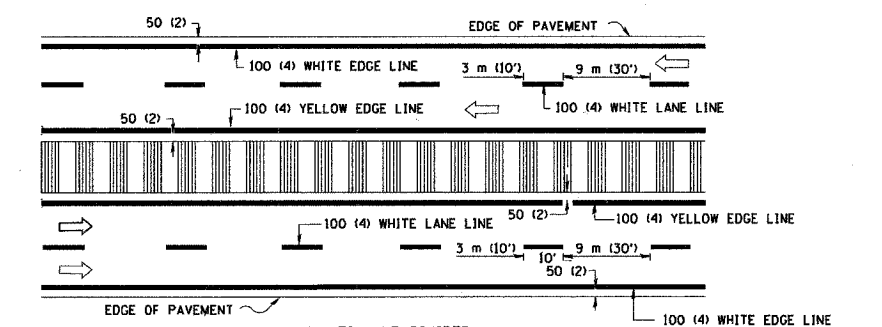
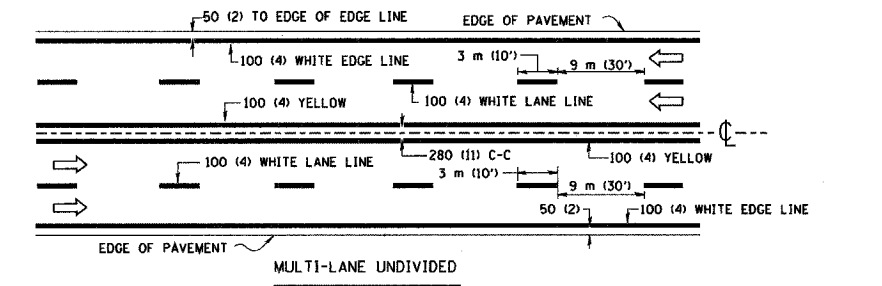
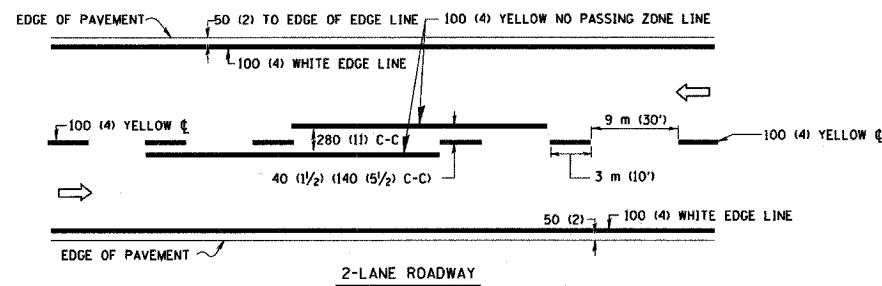
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	03/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

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

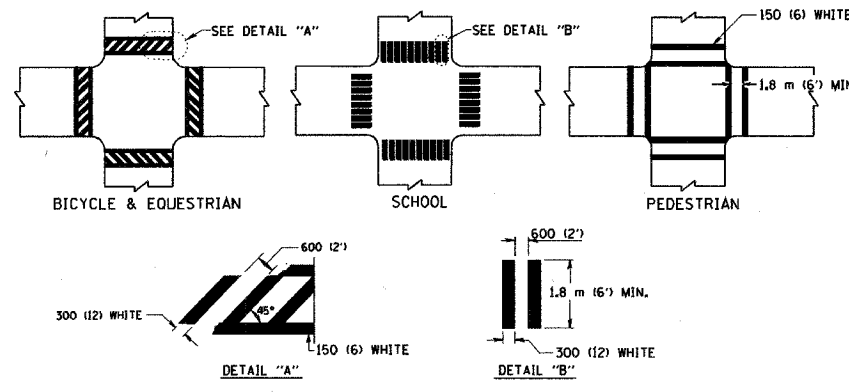
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DATE: 2/15/2006

DRAWN BY
CHECKED BY
TC-10
REVISION DATE: 01/06/00

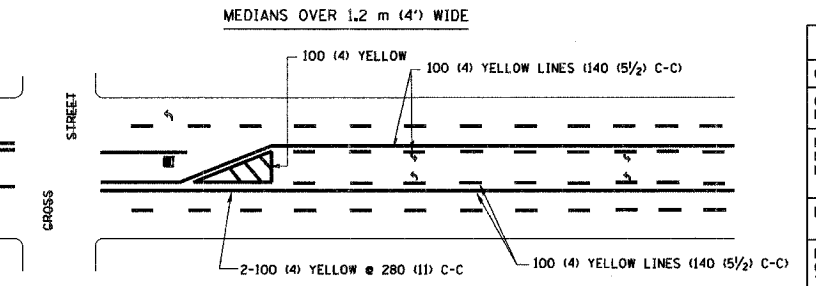
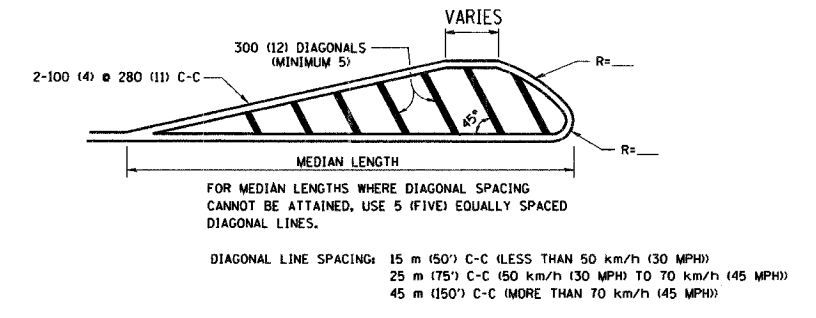
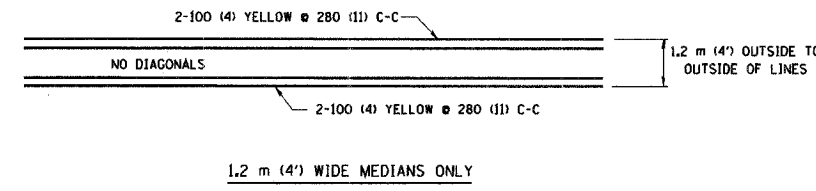
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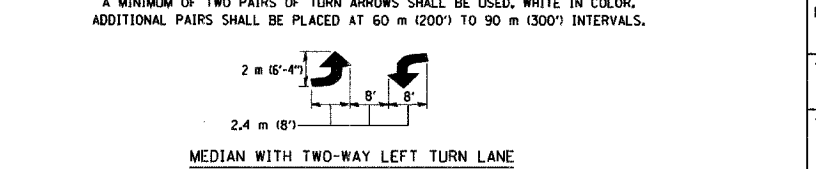
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE
TYPICAL LANE AND EDGE LINE MARKING



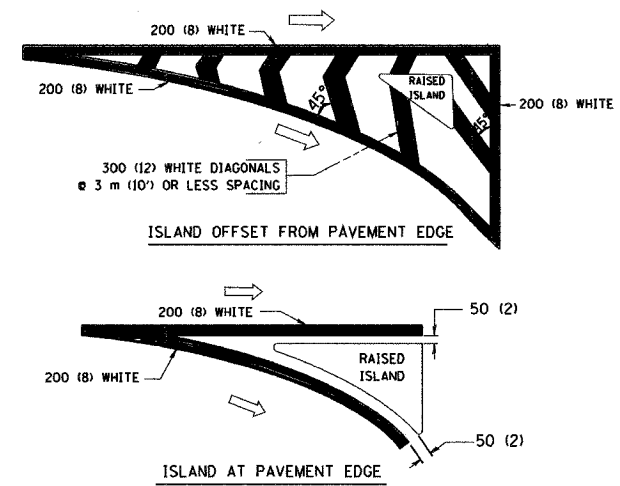
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

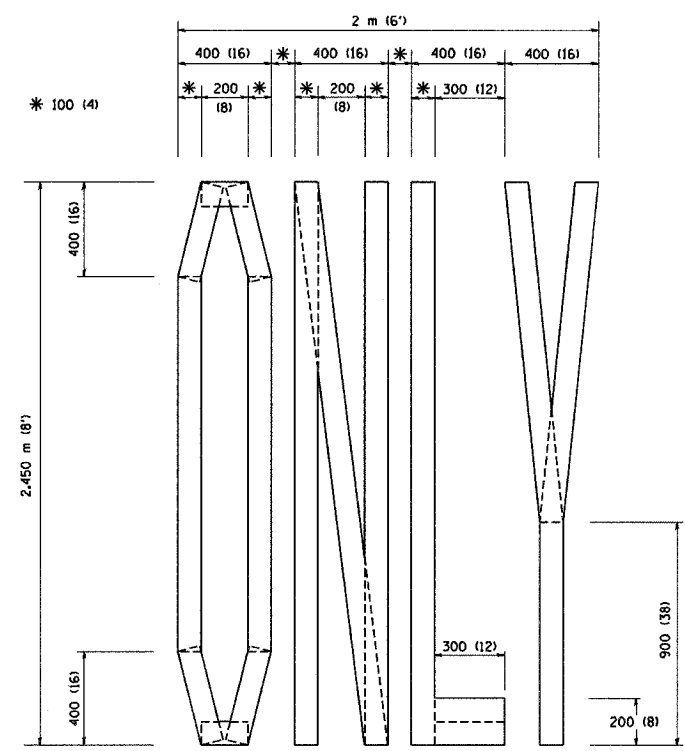
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DISTRICT ONE
 TYPICAL PAVEMENT
 MARKINGS**

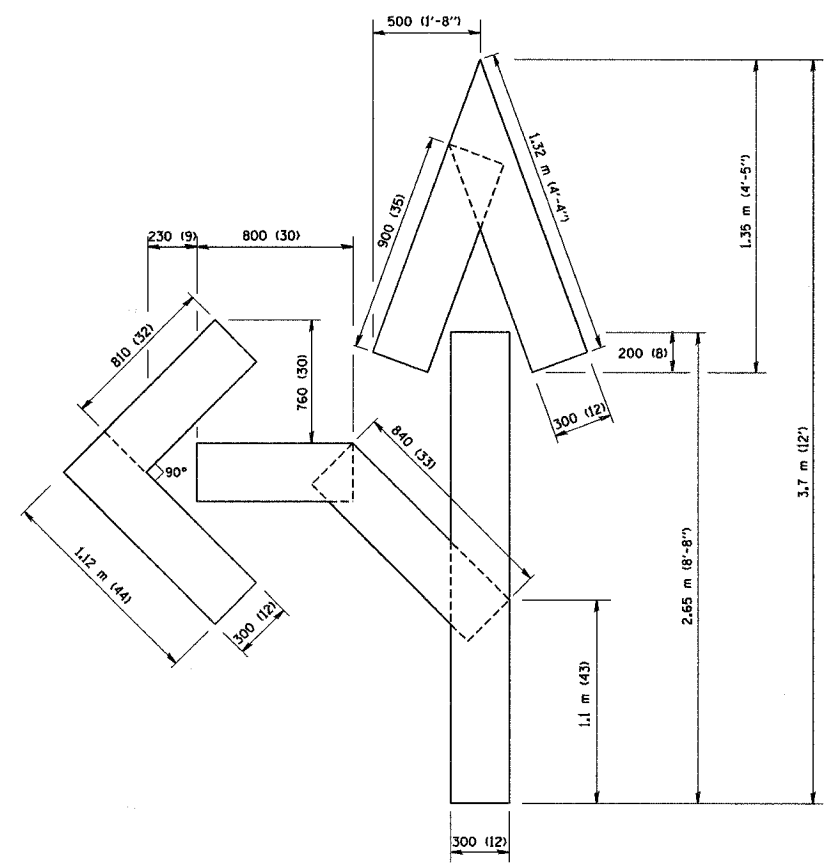
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 CHECKED BY
 TC-13
 REVISION DATE: 01/06/00

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 USER: hnd
 PLOTTER: hp-gplotter

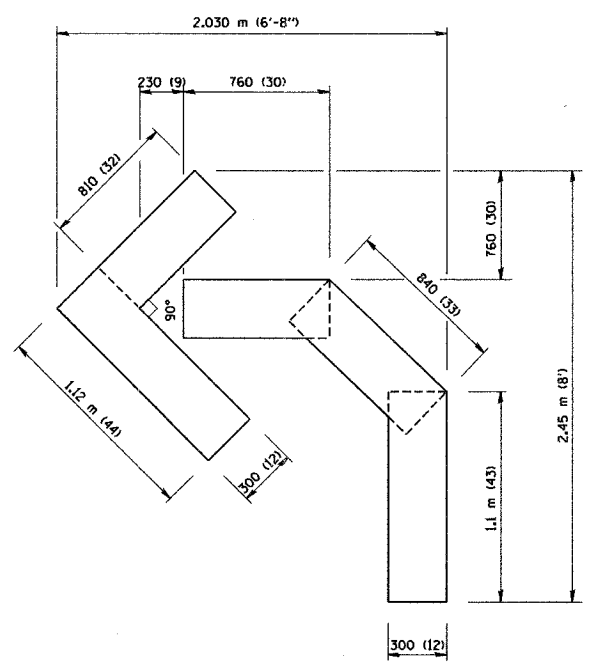
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT: 83891				



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



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



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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**
 SCALE: NONE
 DATE: 2/15/2006
 DRAWN BY CADD
 CHECKED BY
 TC-16
 REVISION DATE: 08/28/00

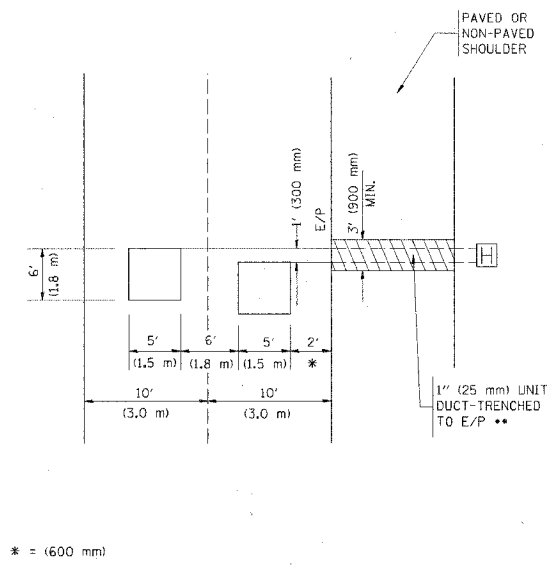
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 USER NAME = gajlucabot

F. & A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1275	06-00145-00-RS	COOK	23	23
STA.		TO STA.		
REC. ROAD DIST. NO. 1	BLKMS	FED. AID PROJECT		

CONTRACT: 83801

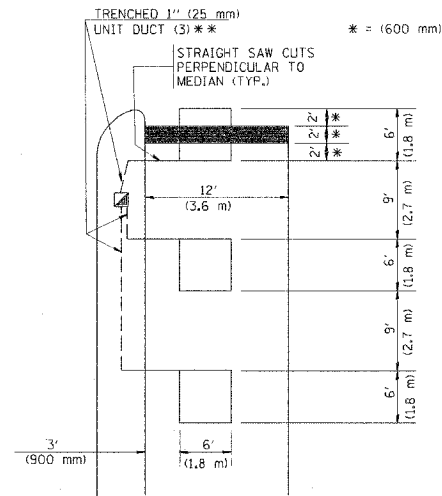
LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

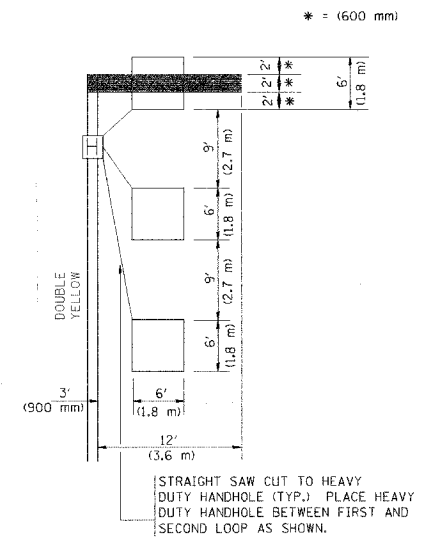


**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



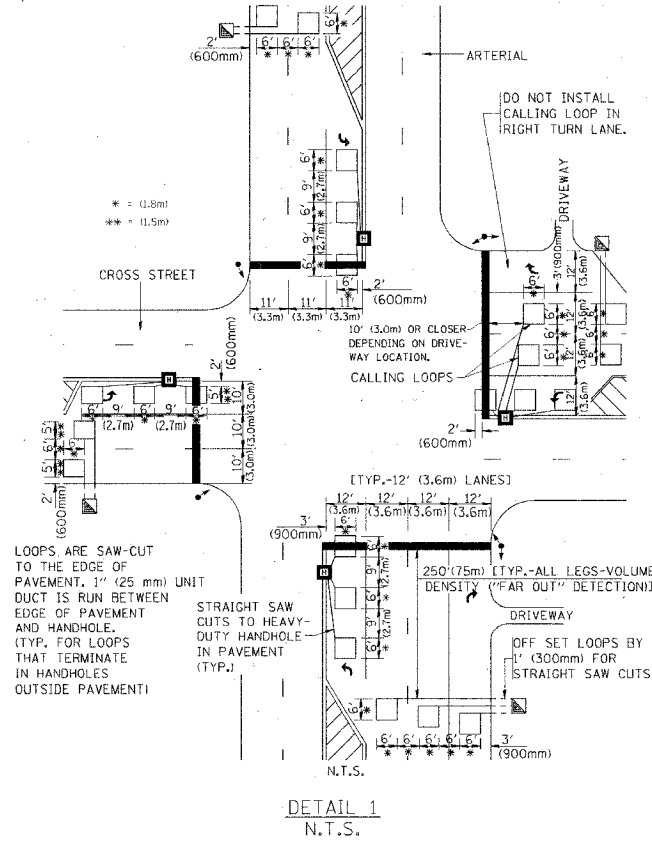
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



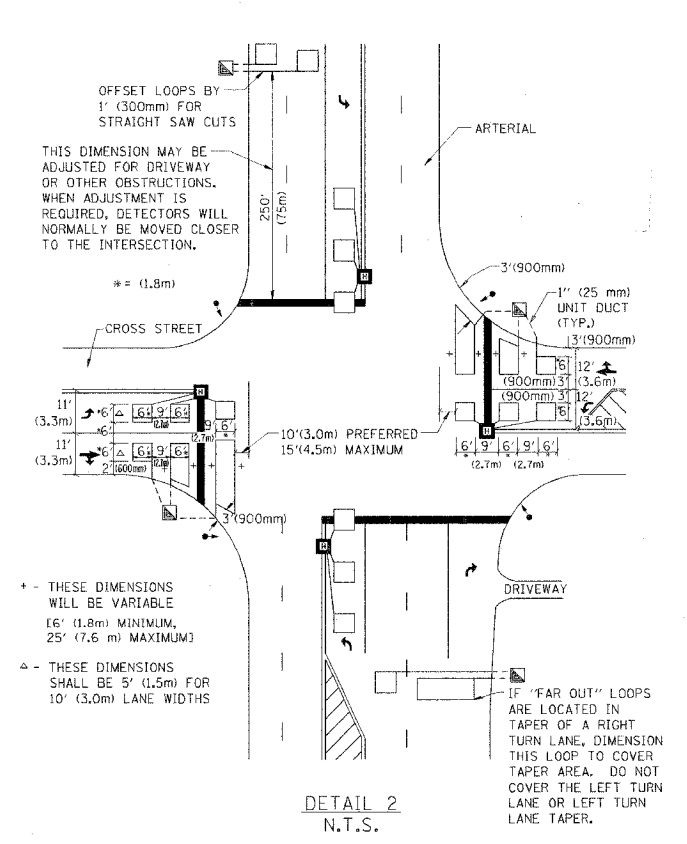
NOTES:

- VEHICLES LOOP DETECTORS**
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
 - * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
 - * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
 - * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
 - * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
 - * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
 - * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)**



**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)**



PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING**

SCALE: NONE
DATE: 10/18/2002

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TS07

REVISION DATE: