

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60F28		

D-91-059-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF GURNEE AND PARK CITY

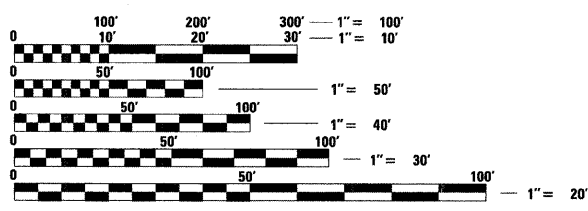
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

F.A.P. ROUTE 346 (SKOKIE HWY/US ROUTE 41)
SECTION: (124 & 125) X-RS-5
WASHINGTON ST. TO IL ROUTE 21
RESURFACING (3P)
LAKE COUNTY
C-91-059-09

ADT 46,100 (2007)
SPEED LIMIT 45 MPH

OMMISSIONS
STA. 462+55 TO STA. 464+74
AND STA 532+47 TO 535+07

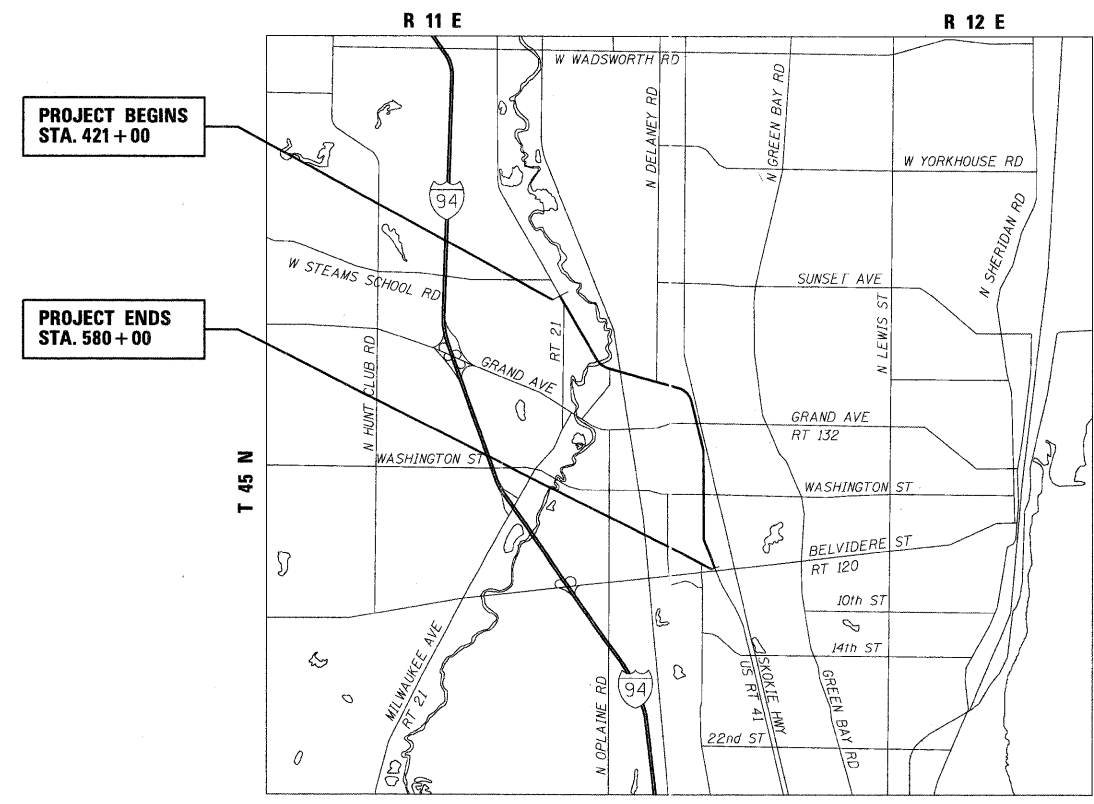


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: REJENDRA C. SHAH (847) 705-4555
PROJECT MANAGER: CATHERINE KIBBLE (847) 705-4269

CONTRACT NO. 60F28



LOCATION SKETCH

GROSS LENGTH OF PROJECT = 15,900' = 3.011 MI
NET LENGTH OF PROJECT = 15,421' = 2.920 MI

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 21, 2009

Diane M. O'Keefe DE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 2009

Charles J. Ingersoll EIT
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 2009

Christine M. Reed EIT
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

LONGO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
HAVERVILLE, ILLINOIS 60563 PH: 630/ 577-9100

WILLIAM H. REED
062-047827
REGISTERED PROFESSIONAL ENGINEER
William H. Reed
Expires 1/30/09

SHEET NO. TITLE

1	TITLE SHEET
2	GENERAL NOTES, INDEX OF SHEETS
3	SUMMARY OF QUANTITIES
4-5	EXISTING AND PROPOSED TYPICAL SECTIONS
6-11	ROADWAY AND PAVEMENT MARKING PLANS
12-13	DETECTOR LOOP PLANS
14	DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING
15	PAVEMENT PATCHING FOR HA SURFACED PAVEMENT
16	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
17	BUTT JOINT AND HMA TAPER DETAILS
18	TRAFFIC CONTROL AND PROTECTION FOR SIDES ROADS, INTERSECTIONS, AND DRIVEWAYS
19	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
20	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
21	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
22	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
23	DRIVEWAY ENTRANCE SIGNING
24	ARTERIAL ROAD INFORMATION SIGN
25	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600MM) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS LESS THAN 45 MPH
701206-02	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS LESS THAN 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS LESS THAN 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS LESS THAN 45 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS LESS THAN 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WITHIN THE VILLAGES OF MERRIONETTE PARK & BLUE ISLAND.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OF FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

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

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO START OF WORK.

10 FEET (3 METERS) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OR WORK SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000 100% STATE
20201006	GRADING AND SHAPING SHOULDERS	UNIT	260	260	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1684	1684
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	53	53	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	2804	2804
40600300	AGGREGATE (PRIME COAT)	TON	261	261	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	864	864
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	445	445	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	264	264
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	8771	8771	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	39398	39398
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1212	1212	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	619	619
42001300	PROTECTIVE COAT	SQ YD	1216	1216	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	104024	104024
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2734	2734	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1684	1684
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	119657	119657	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2804	2804
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	6840	6840	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	864	864
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	5983	5983	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	264	264
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	4188	4188	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	764	764
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	599	599	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	764	764
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1196	1196	88600600	DETECTOR LOOP REPLACEMENT	FOOT	388	388
60260100	INLETS TO BE ADJUSTED	EACH	2	2	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	437	437
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1	X0322729	MATERIAL TRANSFER DEVICE	TON	14412	14412
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	X0324685	TEST STRIP (STONE MATRIX ASPHALT)	EACH	1	1
67100100	MOBILIZATION	L SUM	1	1	X0656100	DRIVEWAY ^{PAVEMENT} REMOVAL AND REPLACEMENT	SQ YD	468	468
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	X4066580	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	14412	14412
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	6604	6604
70300100	SHORT - TERM PAVEMENT MARKING	FOOT	32955	32955	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	619	619					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	104024	104024					

LONCO, INC.
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1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

DESIGNED - MJY
DRAWN - ST
CHECKED - MJY
DATE - 04/22/2009

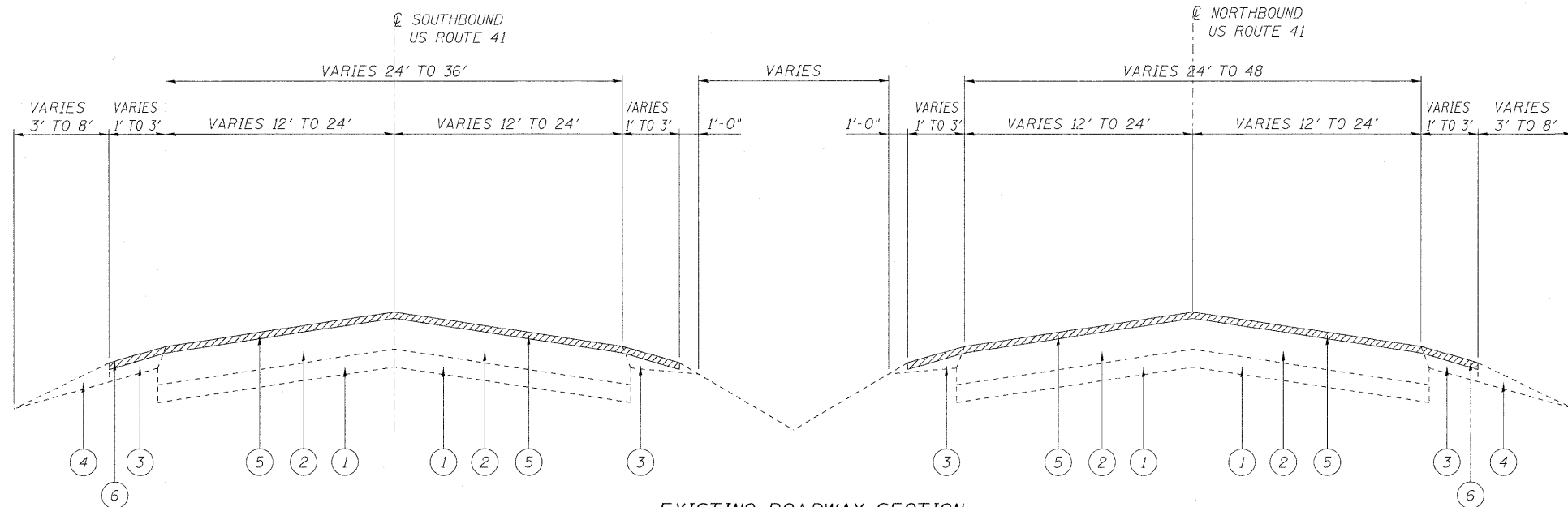
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
SUMMARY OF QUANTITIES**

SCALE: NONE SHEET NO. 3 OF 25 SHEETS STA. 421+00 TO STA. 580+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	3
D-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

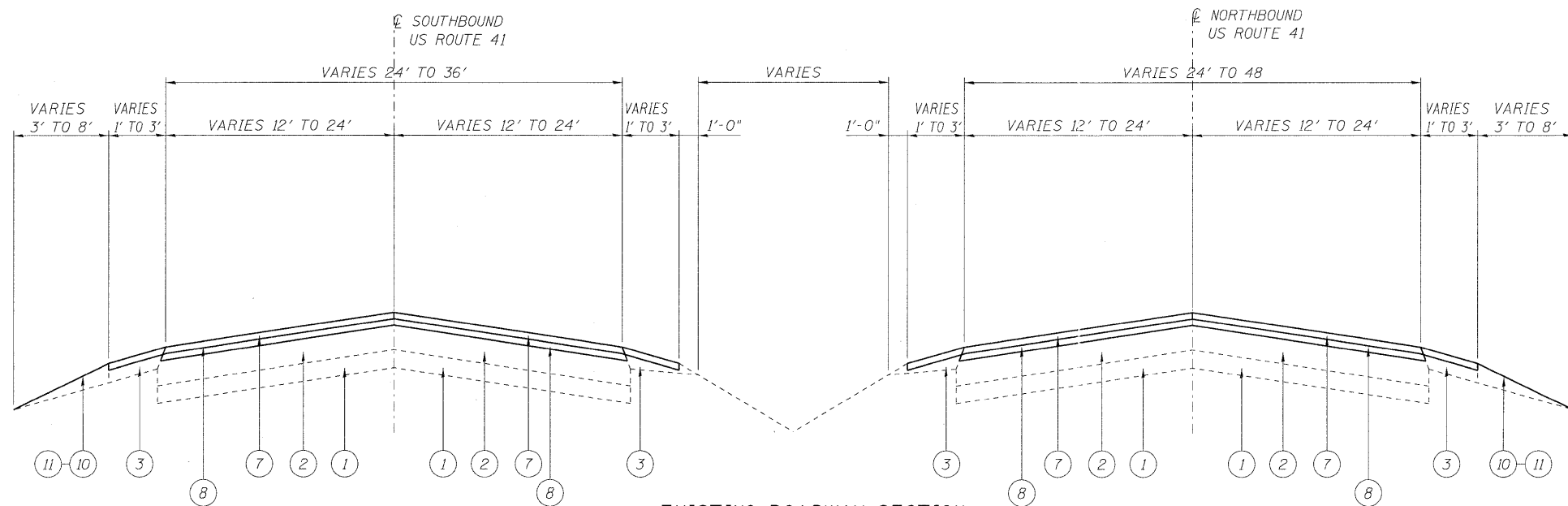


EXISTING ROADWAY SECTION

STA. 421+00 TO STA. 462+00
 STA. 496+20 TO STA. 580+00

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING HMA SURFACE OVERLAY AFTER MILLING
- ③ EXISTING BITUMINOUS SHOULDERS
- ④ EXISTING AGGREGATE SHOULDER
- ④A EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ⑤ PROPOSED HMA SURFACE REMOVAL, 2½"
- ⑥ PROPOSED HMA SURFACE REMOVAL, 1½"
- ⑦ PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N80
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50, ¾"
- ⑨ PROPOSED COMBINATION CONCRETE CURB AND GUTTER
- ⑩ PROPOSED AGGREGATE WEDGE SHOULDER
- ⑪ PROPOSED GRADING AND SHAPING SHOULDERS



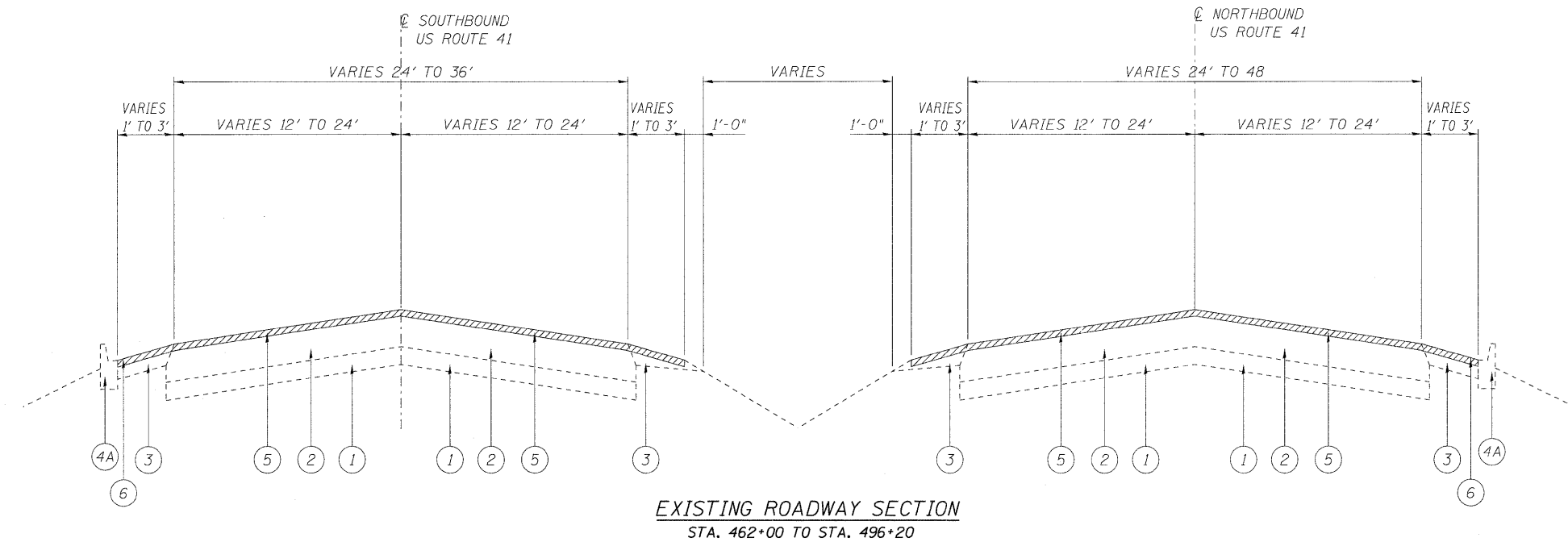
EXISTING ROADWAY SECTION

STA. 421+00 TO STA. 462+00
 STA. 496+20 TO STA. 580+00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N80	SBS PG 76 28/-22	4% @ 80 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS-SBR PG 76-28/22	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR

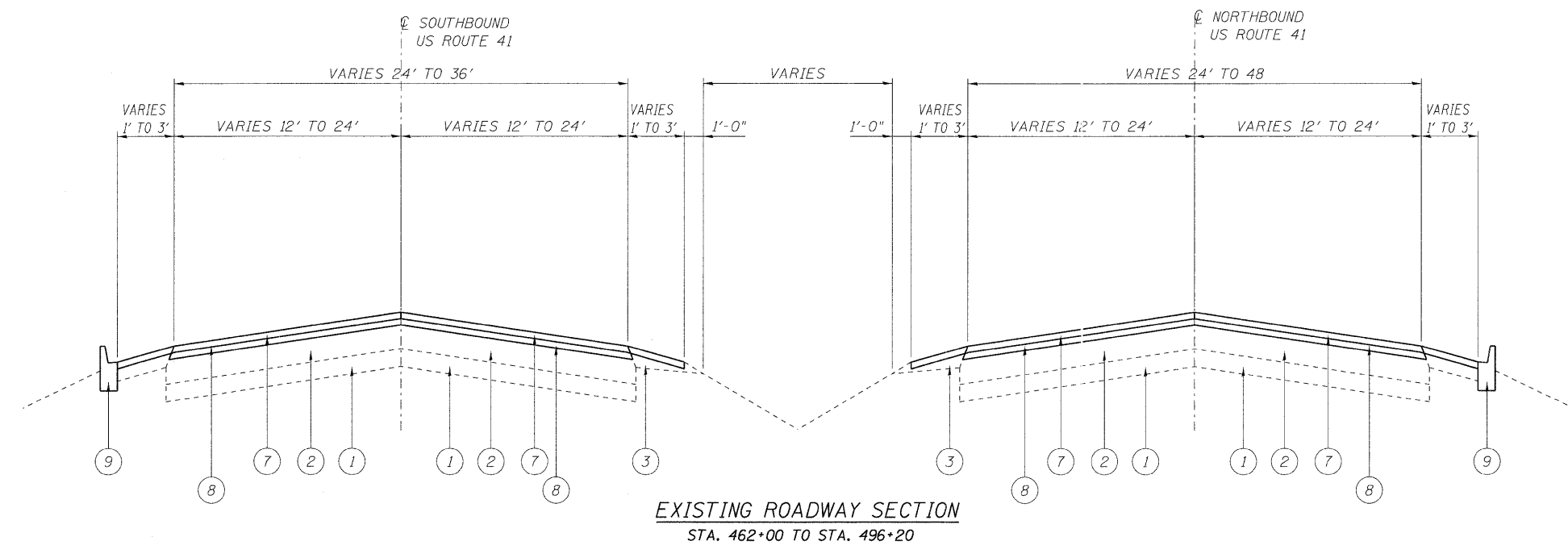
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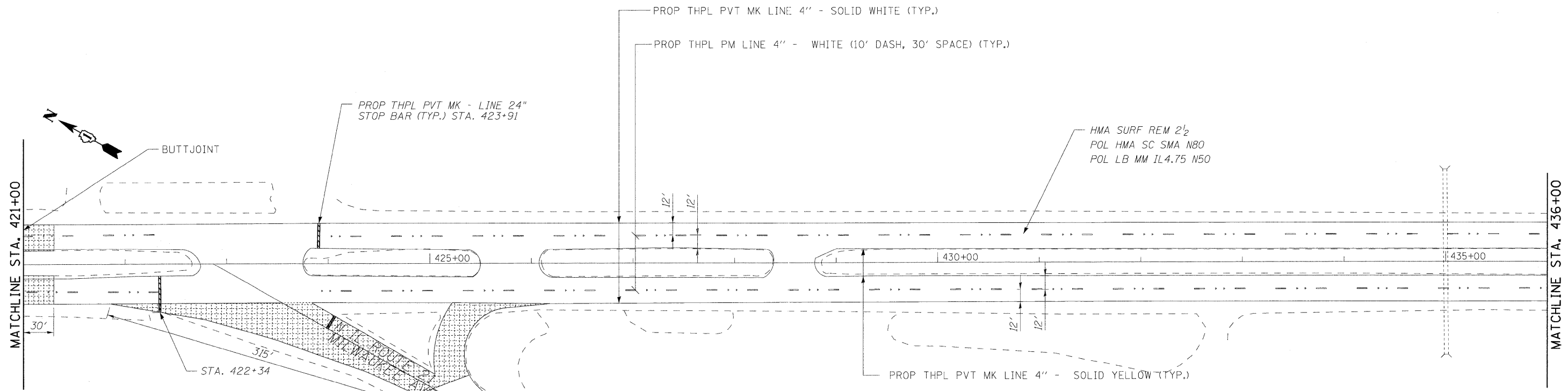
- 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 135 LBS/SQYD/IN AND LEVELING BINDER IS 112 LSB/SQYD/IN. *WHEN RAP EXCEEDS 20%.
- 2: THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING
- 3: WHEN SHOULDER WIDENS GREATER THAN 4', SURFACE REMOVAL AND REPLACEMENT WILL COVER WIDTH OF SHOULDER



LEGEND

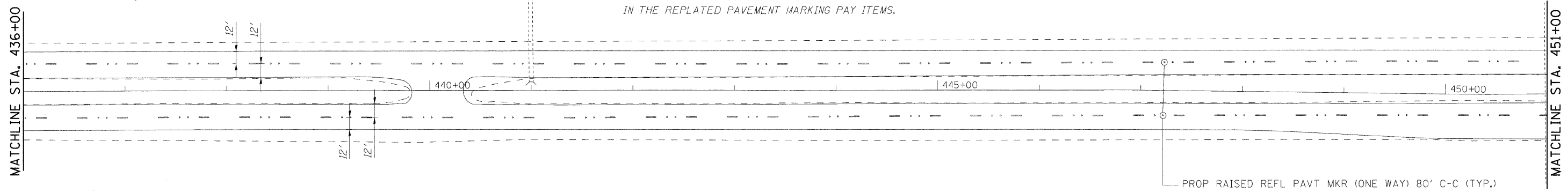
- ① EXISTING PCC PAVEMENT
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- ⑪ PROPOSED GRADING AND SHAPING SHOULDERS





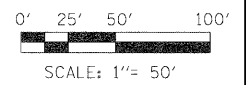
NOTES:

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REMOVAL & REPLACEMENT 1.5 FT, LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURES TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DEMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE REPLATED PAVEMENT MARKING PAY ITEMS.



LEGEND

- PAVEMENT REMOVAL



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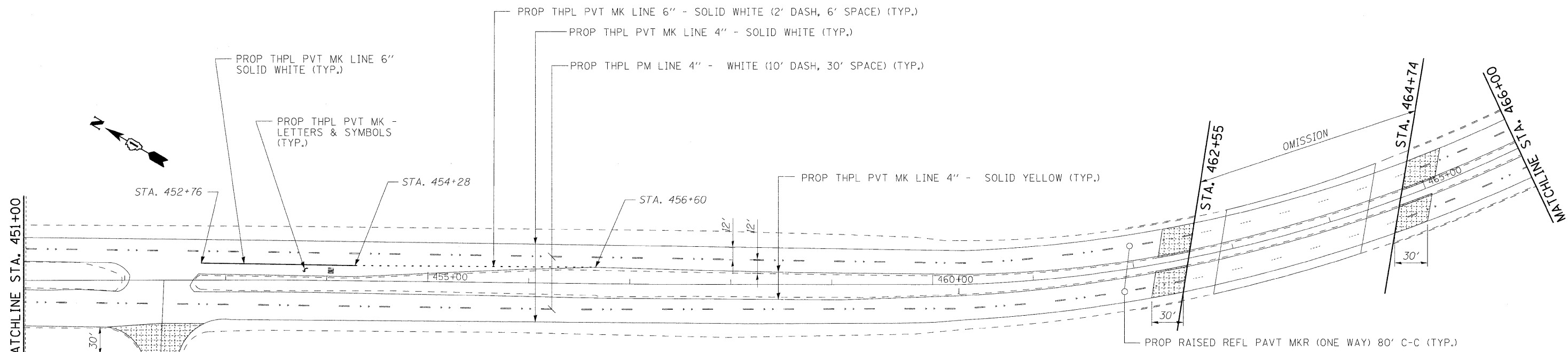
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 421+00 TO 451+00**

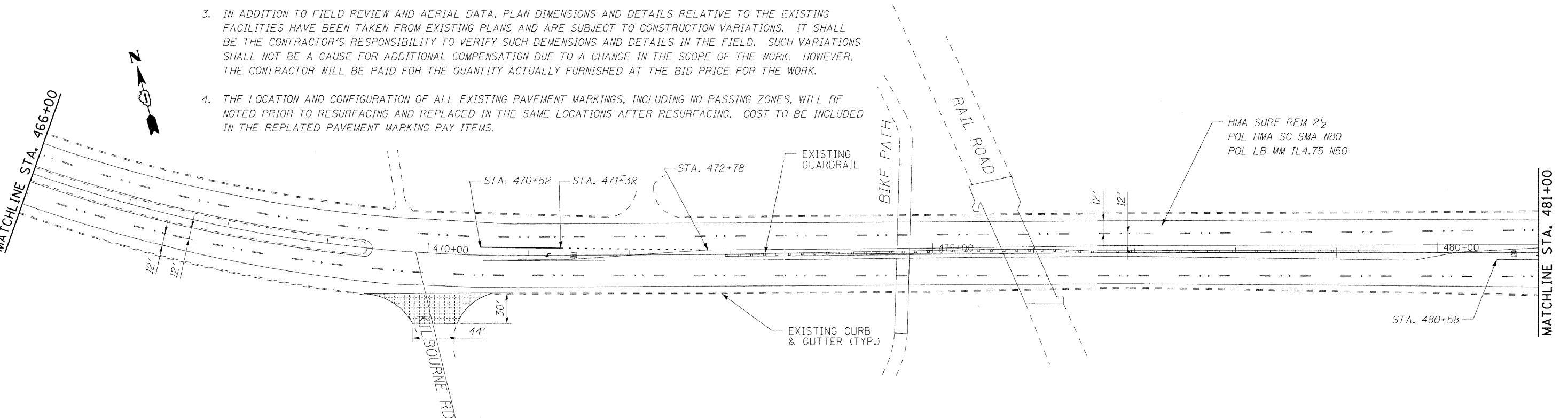
SCALE: 1"=50' SHEET NO. 7 OF 25 SHEETS STA. 421+00 TO STA. 451+00

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 6
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



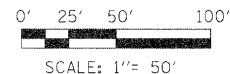
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LEGEND

HMA SURFACE REMOVAL - BUTT JOINT



LOXCO, INC.
CONSULTING ENGINEERS
1560 WALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

USER NAME = #USER#	DESIGNED - MJY & ST	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

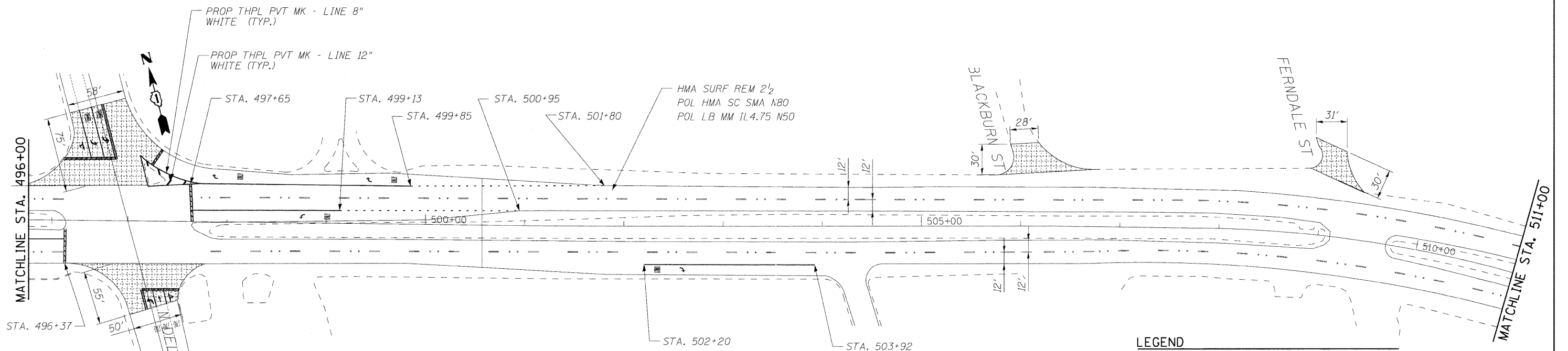
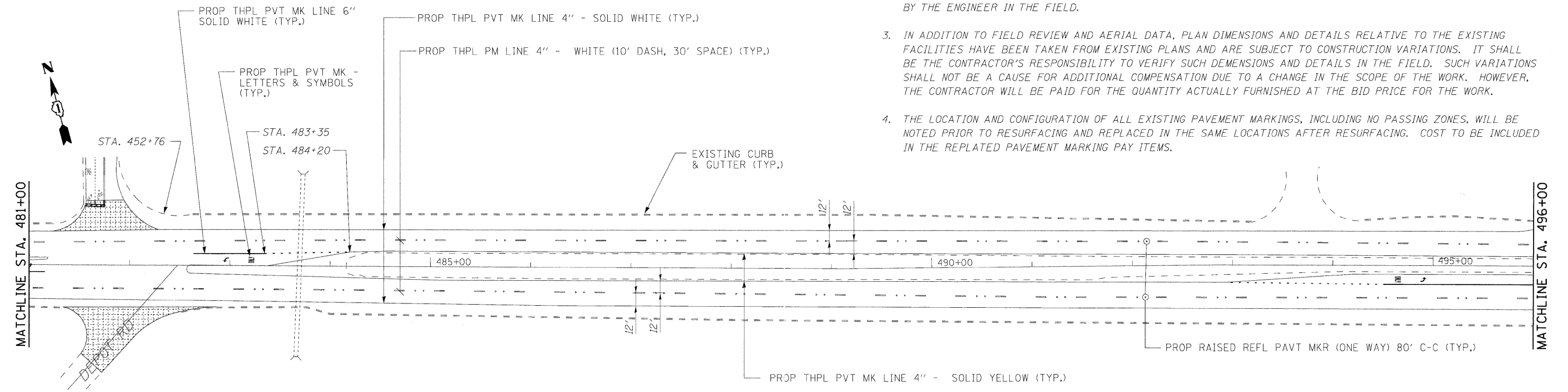
**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 451+00 TO 481+00**

SCALE: 1"=50' SHEET NO. 8 OF 25 SHEETS STA. 451+00 TO STA. 481+00

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 7
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

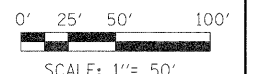
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LEGEND

HMA SURFACE REMOVAL - BUTT JOINT



LONGO INC.
CONSULTING ENGINEERS
3560 WALL ST., SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100

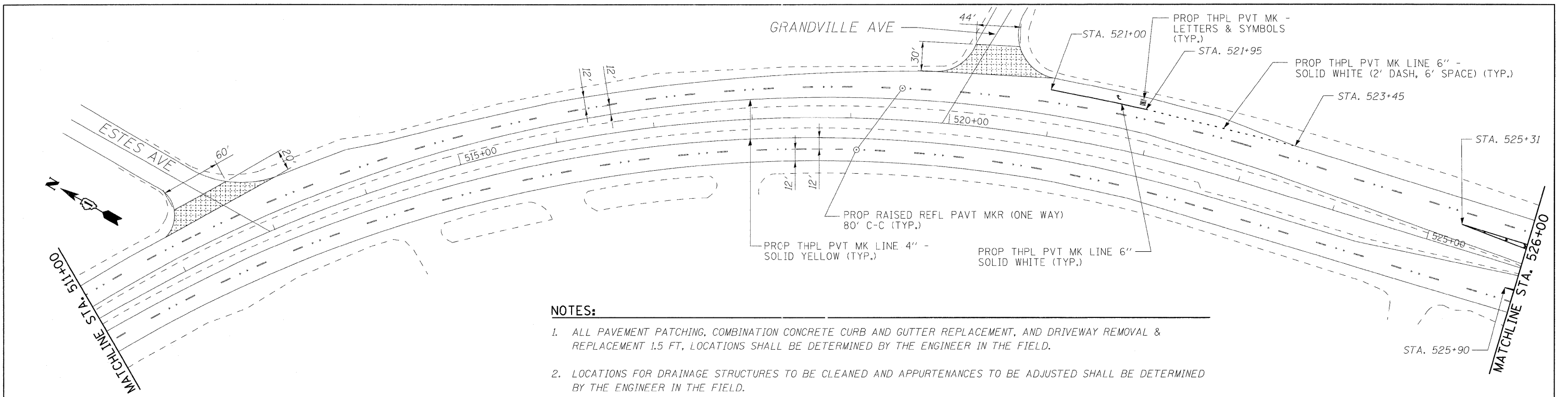
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 481+00 TO 511+00**

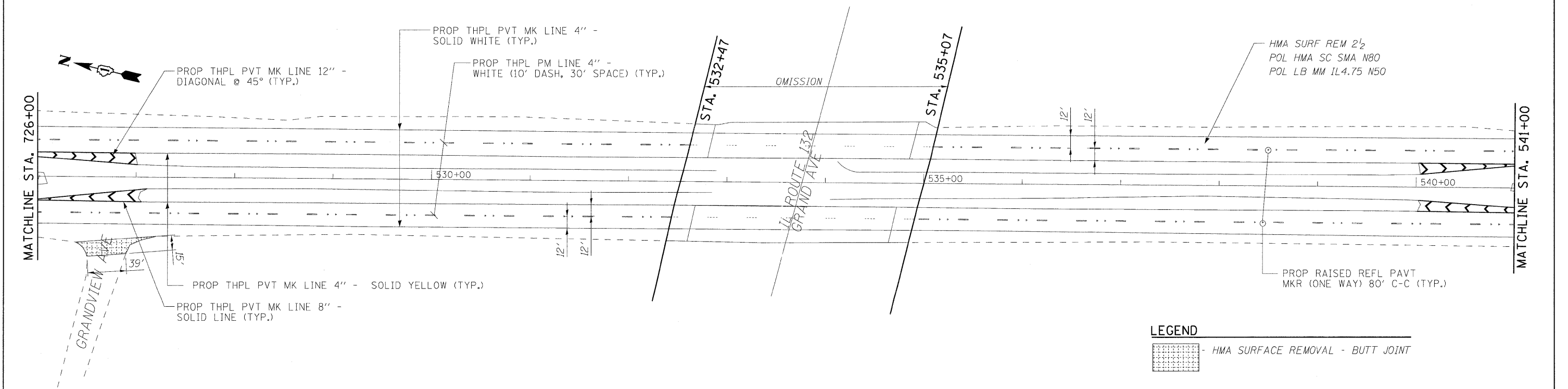
SCALE: 1"=50' SHEET NO. 9 OF 25 SHEETS STA. 481+00 TO STA. 511+00

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 8
C-91-059-09		CONTRACT NO. 60F28		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



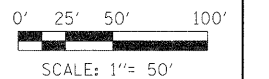
NOTES:

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REMOVAL & REPLACEMENT 1.5 FT, LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURES TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DEMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE REPLATED PAVEMENT MARKING PAY ITEMS.



LEGEND

- HMA SURFACE REMOVAL - BUTT JOINT



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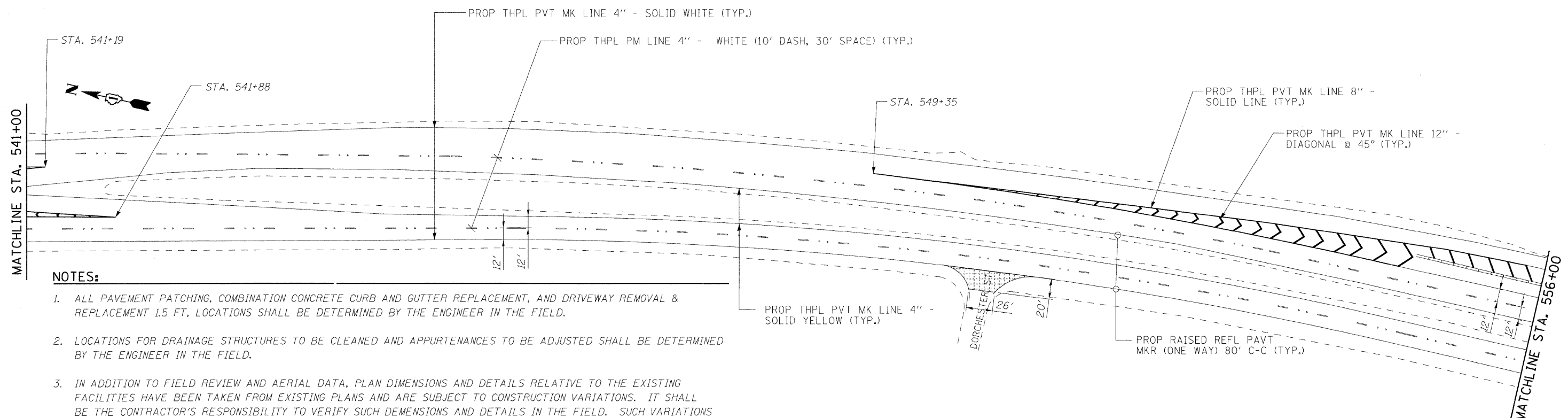
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 511+00 TO 541+00**

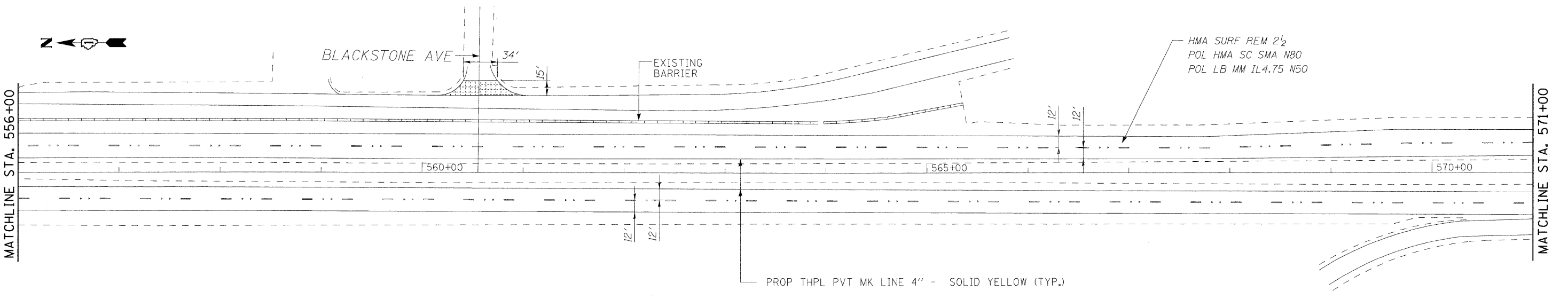
SCALE: 1"=50' SHEET NO. 9 OF 25 SHEETS STA. 511+00 TO STA. 541+00

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 9
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



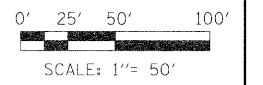
NOTES:

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REMOVAL & REPLACEMENT 1.5 FT. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURES TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DEMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE REPLATED PAVEMENT MARKING PAY ITEMS.



LEGEND

- HMA SURFACE REMOVAL - BUTT JOINT



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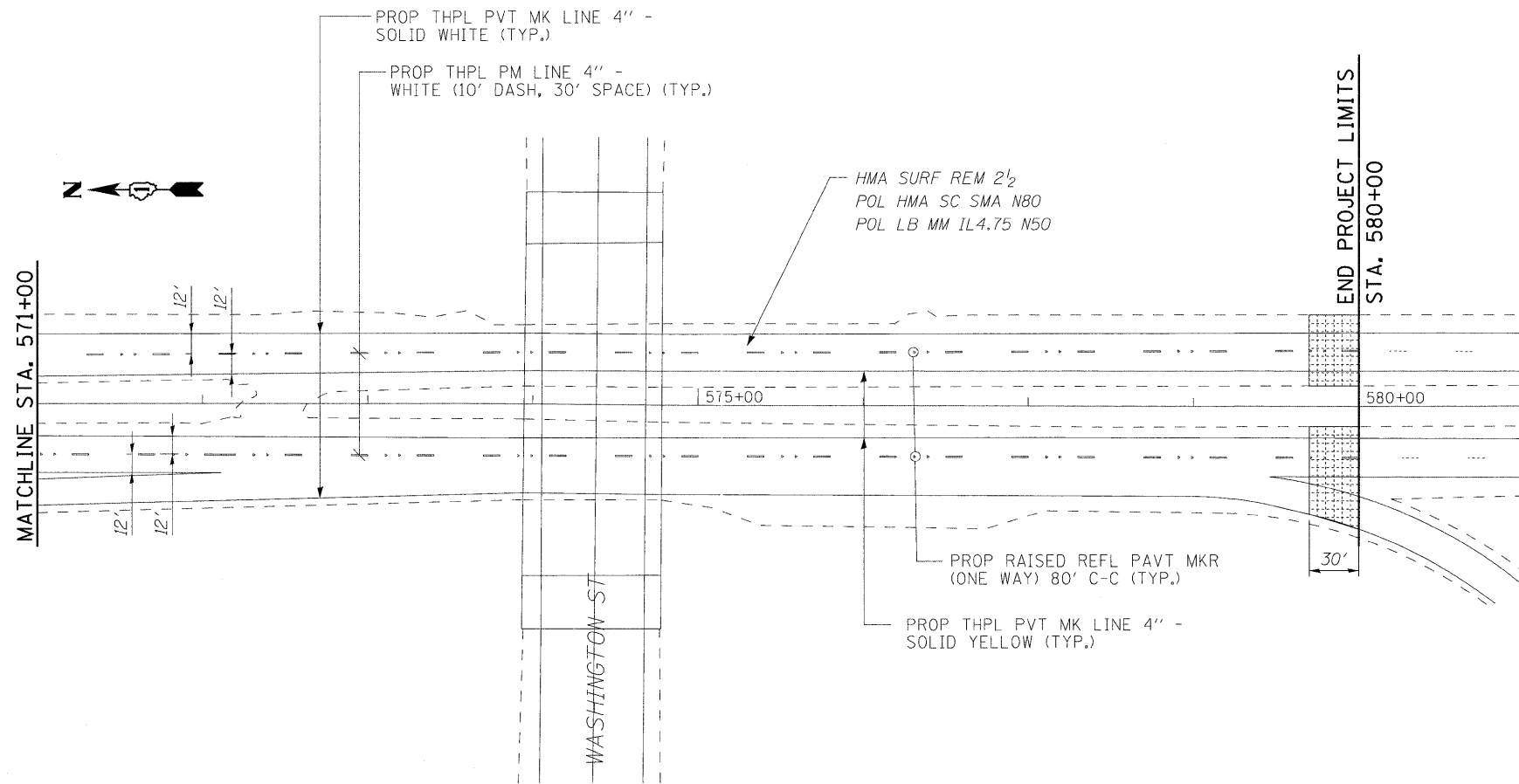
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 541+00 TO 571+00**

SCALE: 1"=50' SHEET NO. 10 OF 25 SHEETS STA. 541+00 TO STA. 571+00

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 10
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

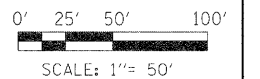


NOTES:

1. ALL PAVEMENT PATCHING, COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT, AND DRIVEWAY REMOVAL & REPLACEMENT 1.5 FT, LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. LOCATIONS FOR DRAINAGE STRUCTURES TO BE CLEANED AND APPURTENANCES TO BE ADJUSTED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DEMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
4. THE LOCATION AND CONFIGURATION OF ALL EXISTING PAVEMENT MARKINGS, INCLUDING NO PASSING ZONES, WILL BE NOTED PRIOR TO RESURFACING AND REPLACED IN THE SAME LOCATIONS AFTER RESURFACING. COST TO BE INCLUDED IN THE REPLATED PAVEMENT MARKING PAY ITEMS.

LEGEND

- HMA SURFACE REMOVAL - BUTT JOINT



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

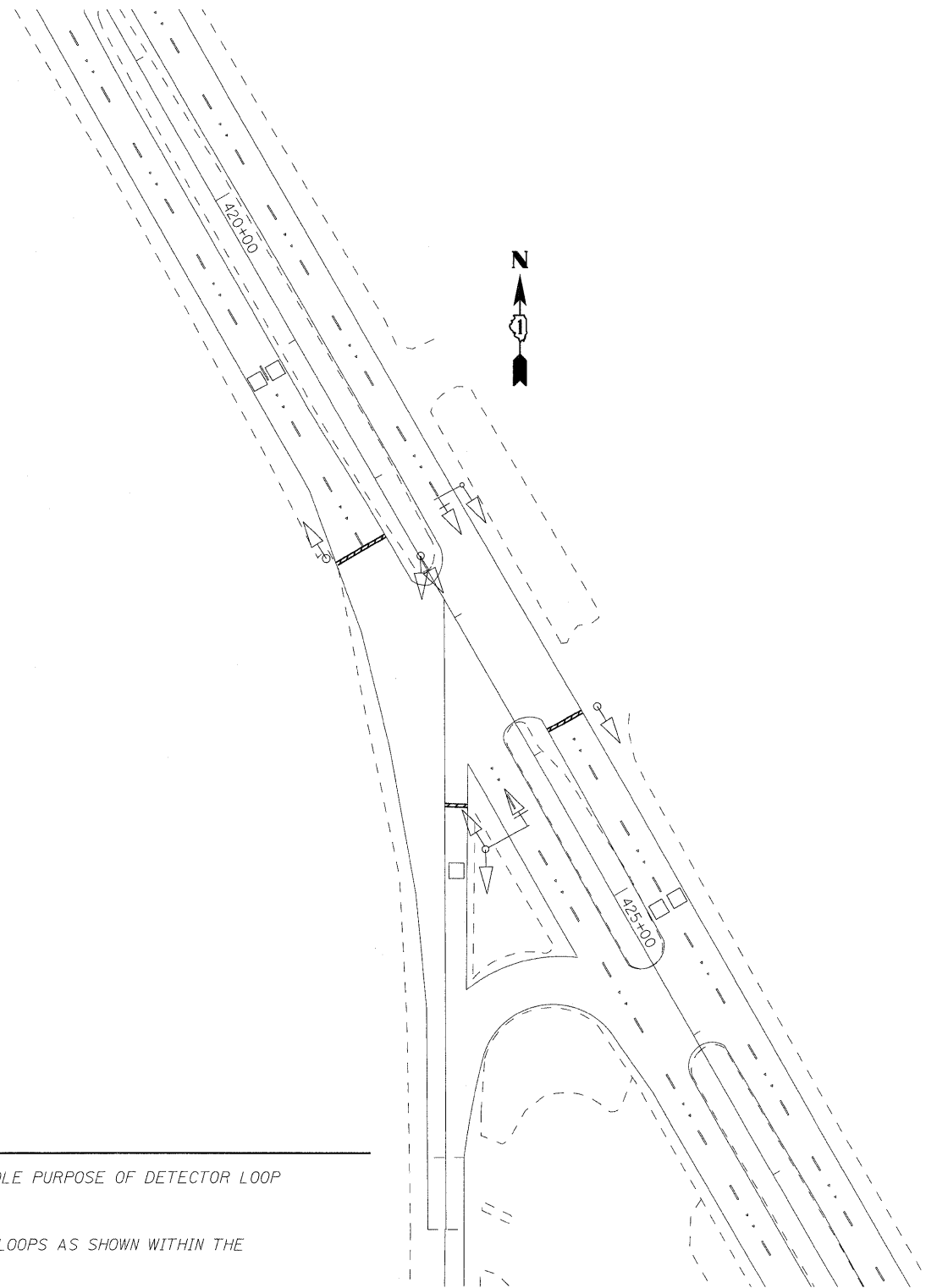
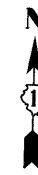
**US ROUTE 41
EXISTING/PROPOSED PLAN STA. 571+00 TO 581+00**

F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 11
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

SCALE: 1"=50' SHEET NO. 11 OF 25 SHEETS STA. 571+00 TO STA. 581+00

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		

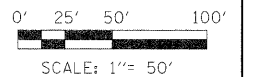


NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6'x6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
DETECTOR LOOP PLAN - MILWAUKEE AVE INTERSECTION**

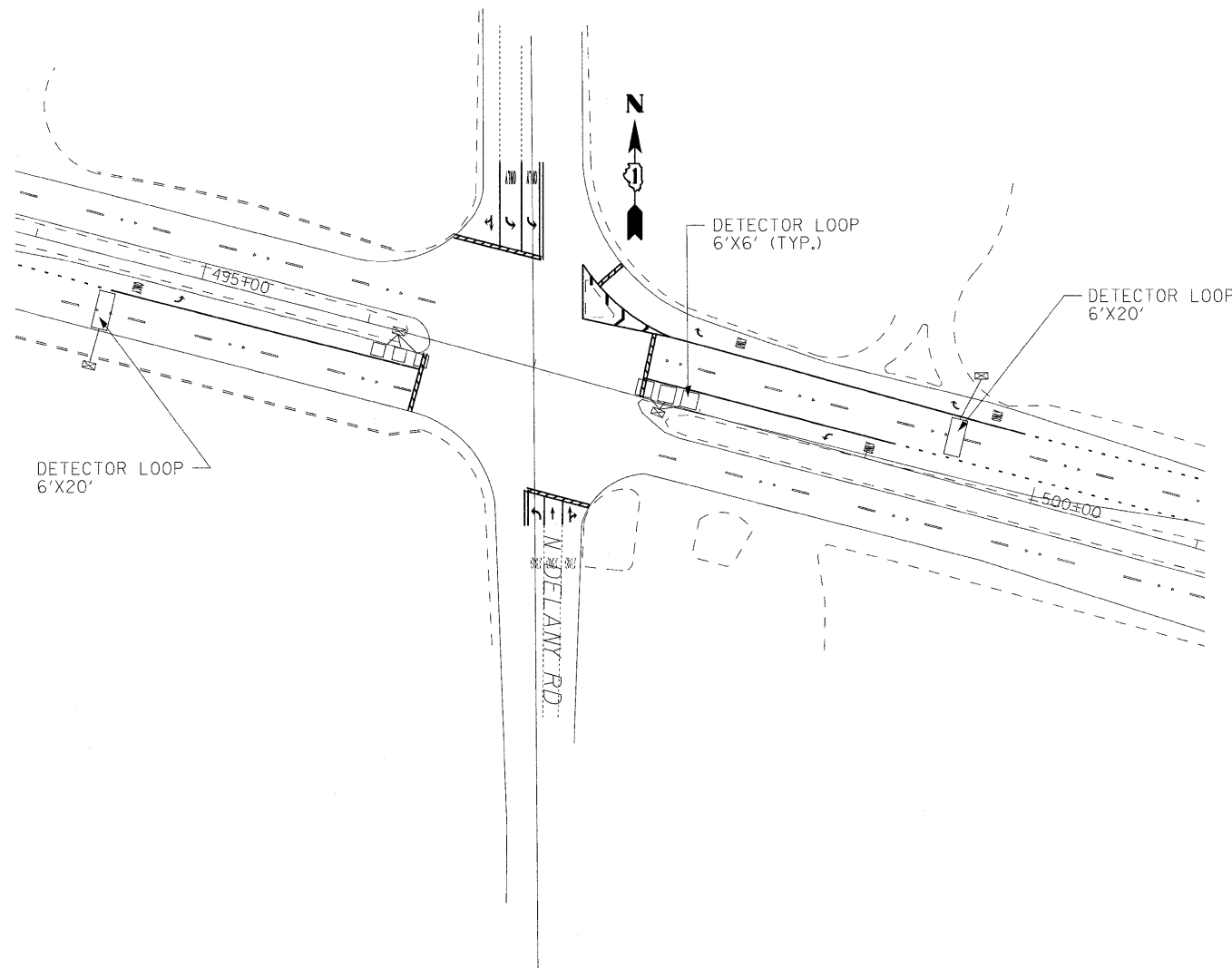
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346	(124 & 125) X-RS-5	LAKE	25	12
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCALE: 1"=50' SHEET NO. 12 OF 25 SHEETS STA. 421+00 TO STA. 580+00

TRAFFIC SIGNAL LEGEND



	PROPOSED	EXISTING
DETECTOR LOOP		
SIGNAL HEAD		
G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR II		
VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE		

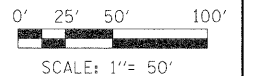


NOTES:

1. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY.
2. REPLACE ALL DETECTOR LOOPS AS SHOWN WITHIN THE RESURFACING LIMITS.
3. ALL DETECTOR LOOPS ARE 6'x6' UNLESS OTHERWISE SHOWN.
4. AS-BUILT PLAN SHEETS PROVIDED BY IDOT HAVE BEEN INCLUDED FOR BIDDING PURPOSES ONLY, AND DO NOT NECESSARILY REFLECT ACTUAL FIELD CONDITIONS. PROPOSED DETECTOR LOOPS SHALL BE REPLACED AT ALL EXISTING LOCATIONS WITHIN THE PROJECT LIMITS, IN ACCORDANCE WITH STANDARD TS-07, SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)



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CONSULTING ENGINEERS
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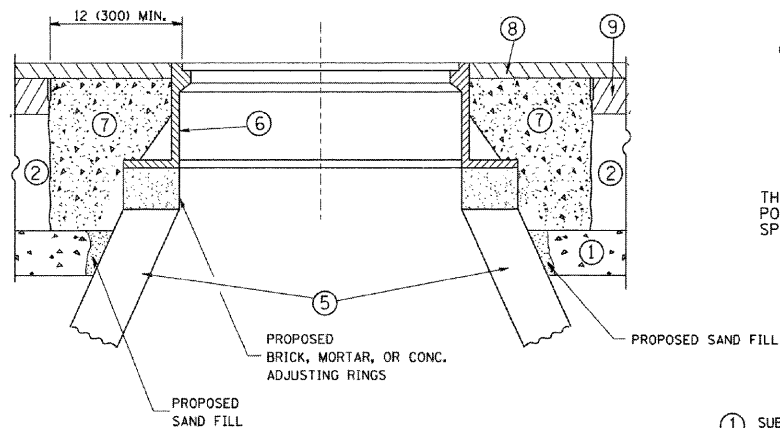
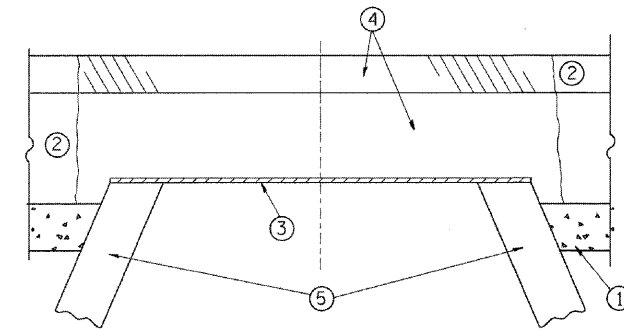
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 41
DETECTOR LOOP PLAN - DELANY RD INTERSECTION

SCALE: 1"=50' SHEET NO. 13 OF 25 SHEETS STA. 451+00 TO STA. 580+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	13
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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.

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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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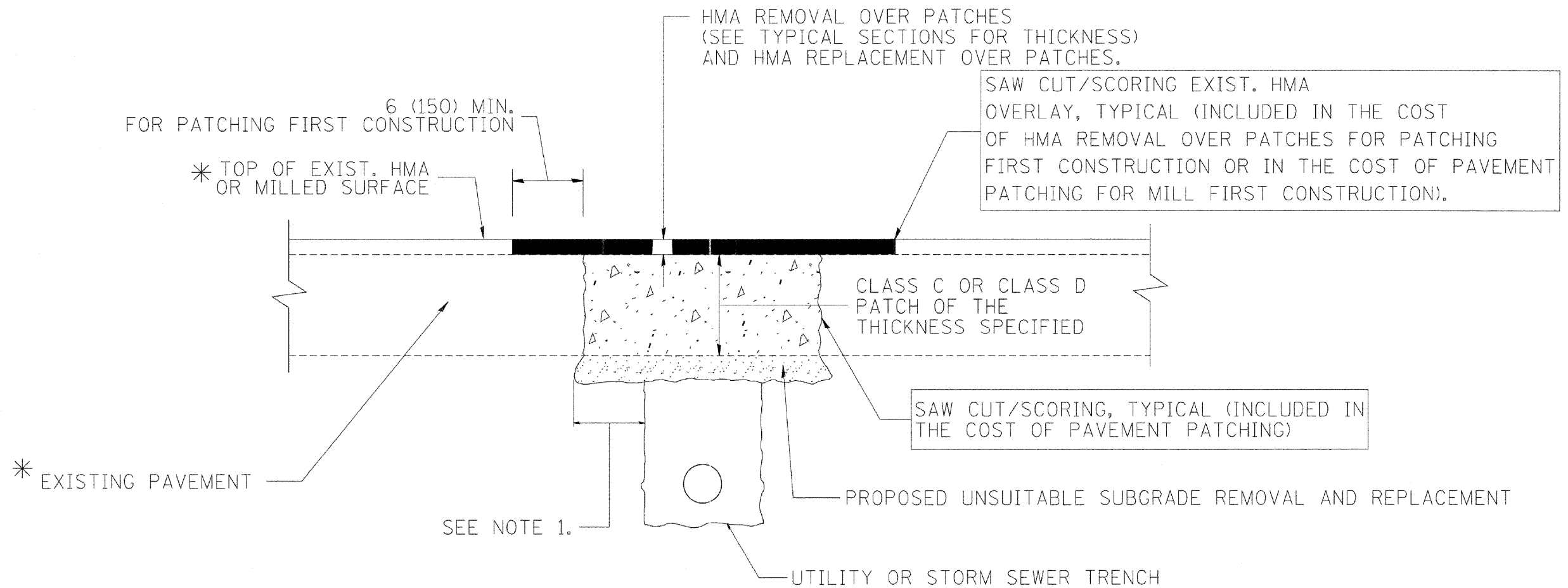
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
DISTRICT ONE DETAILS SHEETS**

SCALE: NONE SHEET NO. 14 OF 25 SHEETS STA. 421+00 TO STA. 580+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	14
C-91-059-09		CONTRACT NO. 60F28		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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	PLOT SCALE = #SCALE*	CHECKED - MJY	REVISED -			346	(124 & 125) X-RS-5	LAKE	25	15
PLOT DATE = #DATE*	DATE - 04/22/2009	REVISED -		SCALE: NONE	SHEET NO. 15 OF 25 SHEETS	STA. 421+00 TO STA. 580+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60F28	

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.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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.)

- * 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.

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.

CURB OR CURB AND GUTTER REMOVAL AND REPACEMENT

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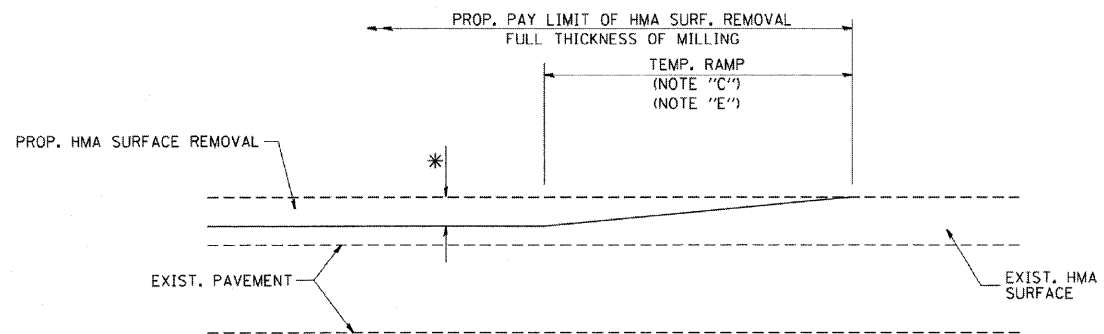
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US ROUTE 41
DISTRICT ONE DETAILS SHEETS**

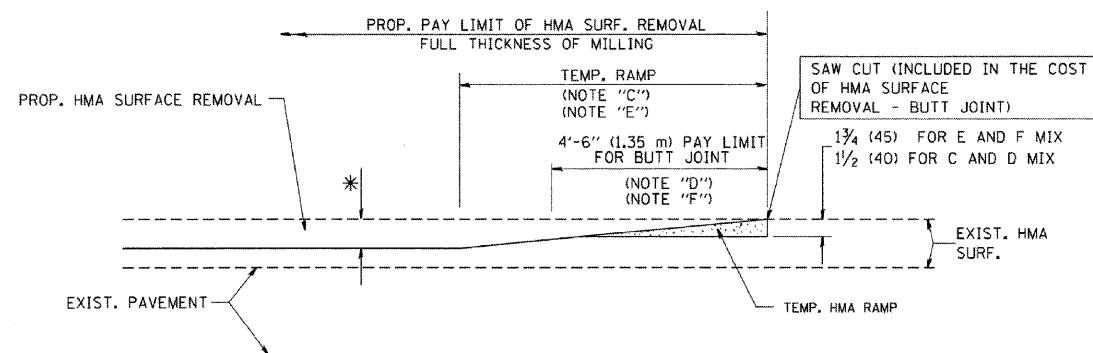
SCALE: NONE SHEET NO. 16 OF 25 SHEETS STA. 421+00 TO STA. 580+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	16
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



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

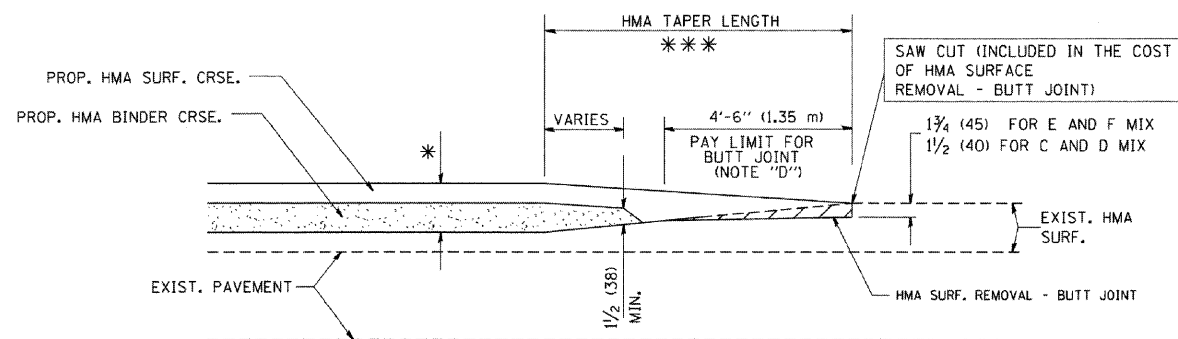
OPTION 1



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

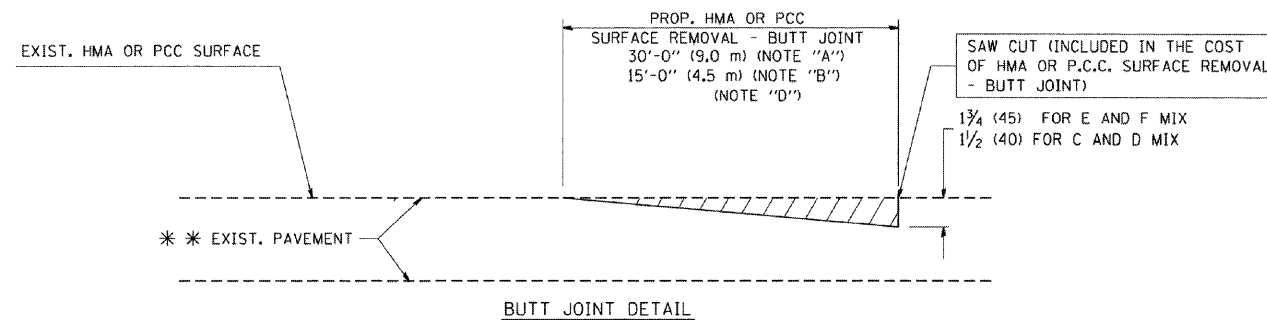
OPTION 2

TYPICAL TEMPORARY RAMP

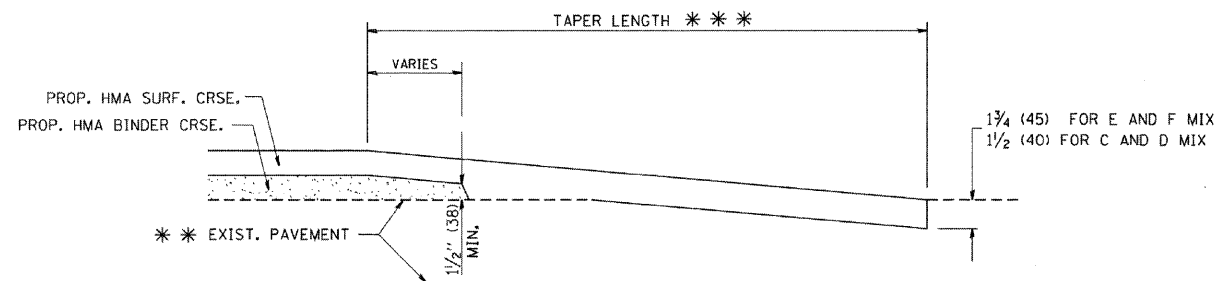


BUTT JOINT AND
HMA TAPER

**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

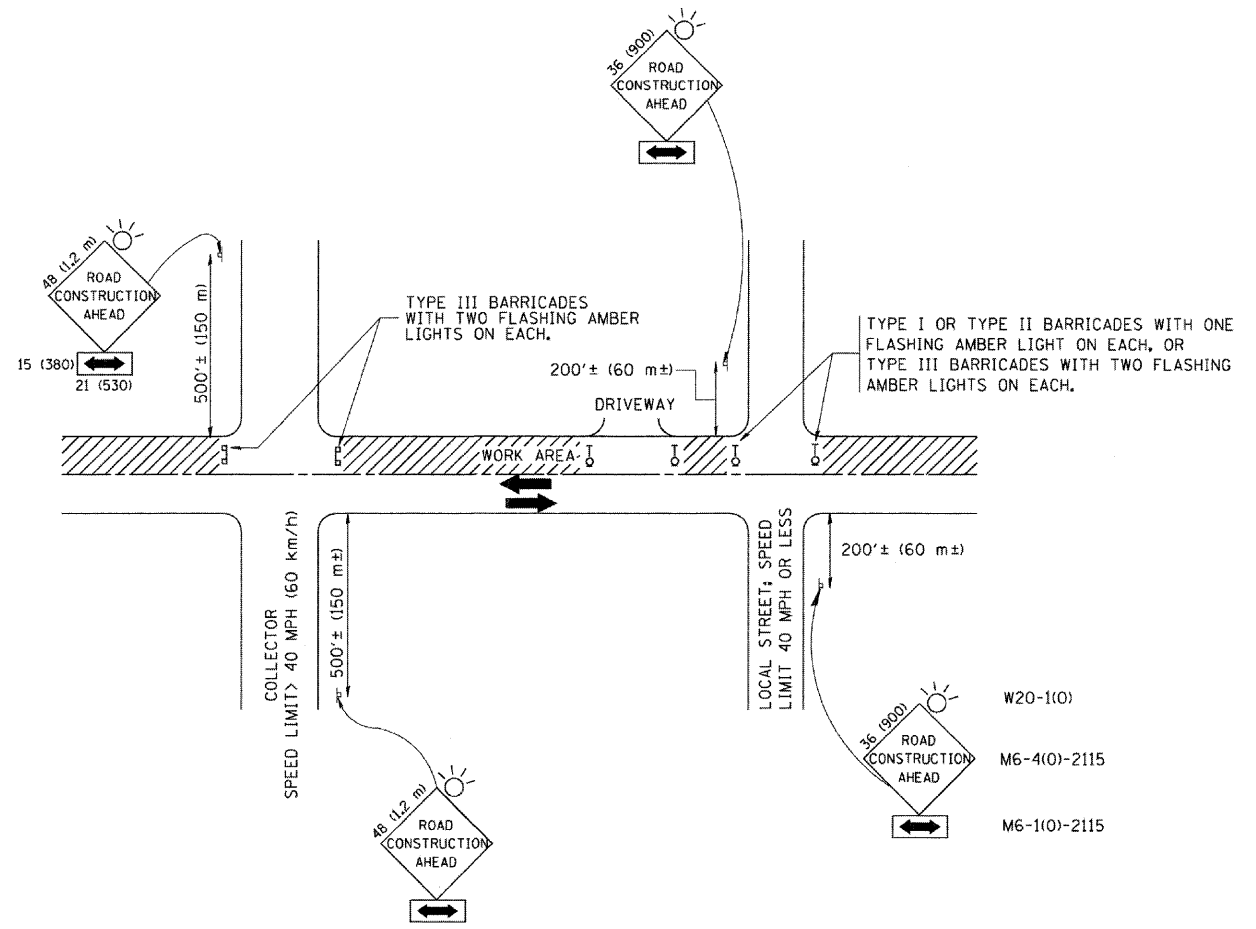
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 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".

BUTT JOINT AND HMA TAPER DETAILS



NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- 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:
 - 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.
 - 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 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- 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.

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

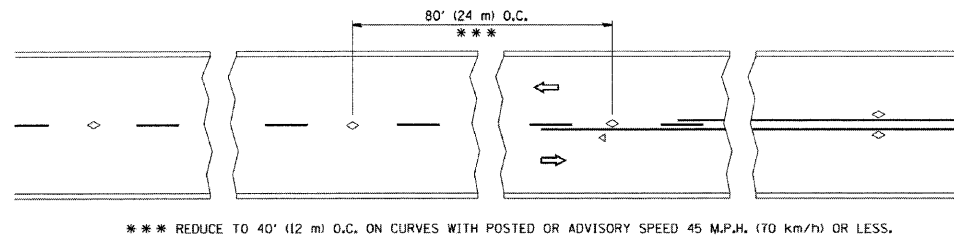
LONCO INC.
CONSULTING ENGINEERS
1560 HALL ST, SUITE 222
NAPERVILLE, ILLINOIS 60563 PH: 630/577-9100

USER NAME = #USER#	DESIGNED - MJY	REVISIONS
	DRAWN - RJG	REVISOR
PLOT SCALE = #SCALE#	CHECKED - MJY	DATE
PLOT DATE = #DATE#	DATE - 04/22/2009	REVISIONS

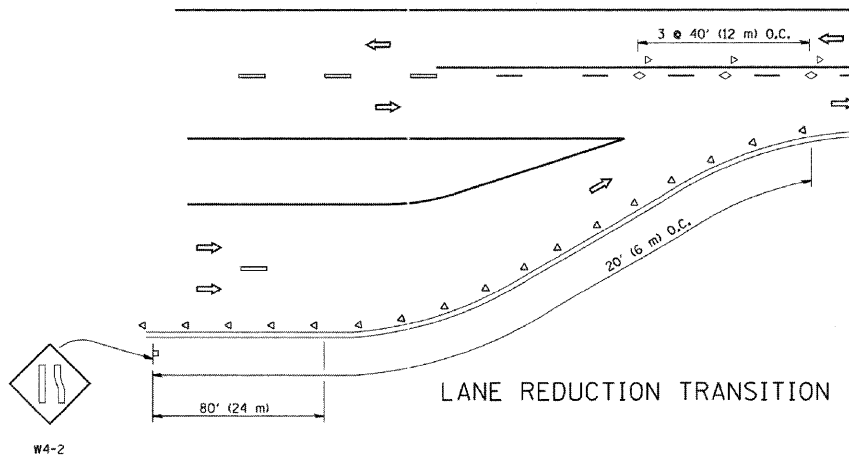
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

US ROUTE 41 DISTRICT ONE DETAILS SHEETS	
SCALE: NONE	SHEET NO. 18 OF 25 SHEETS
STA. 421+00 TO STA. 580+00	

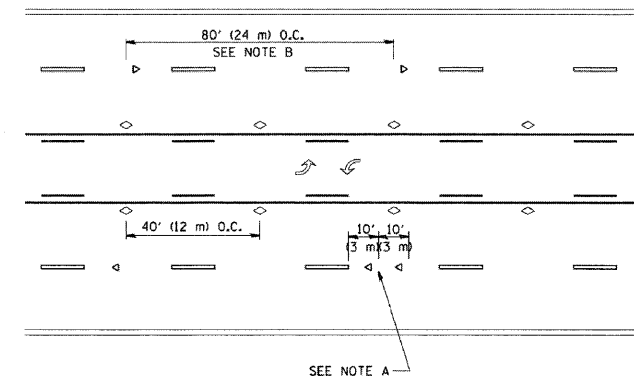
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	18
C-91-059-09		CONTRACT NO. 60F28		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



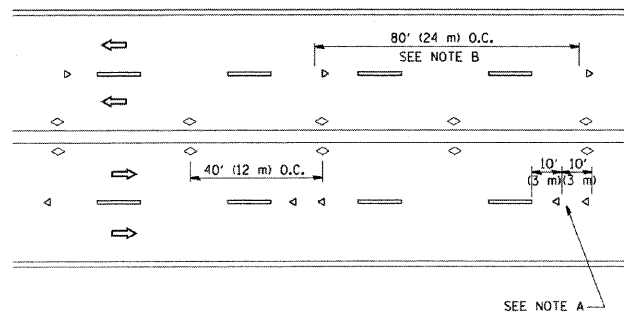
TWO-LANE/TWO-WAY



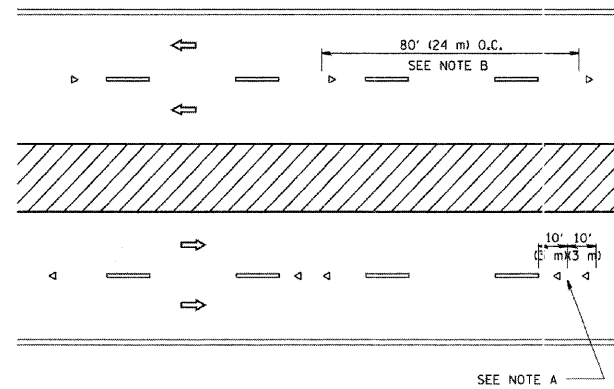
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

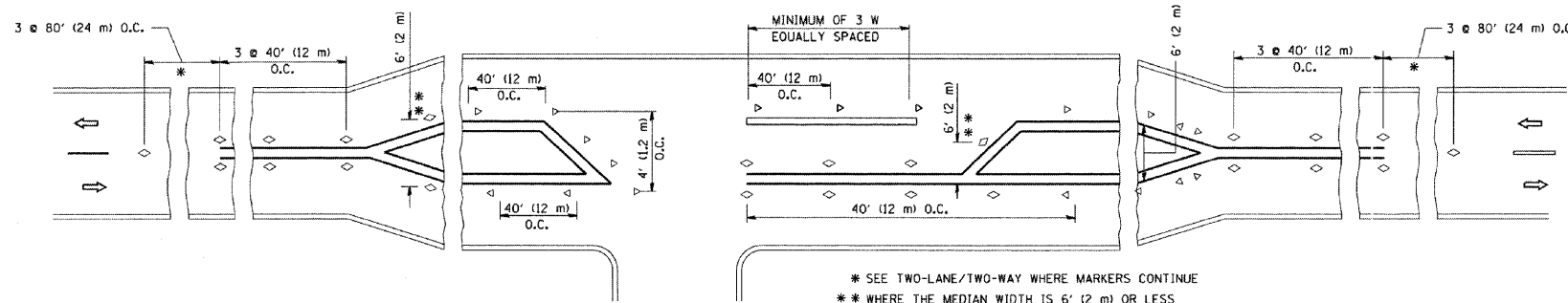
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◊ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

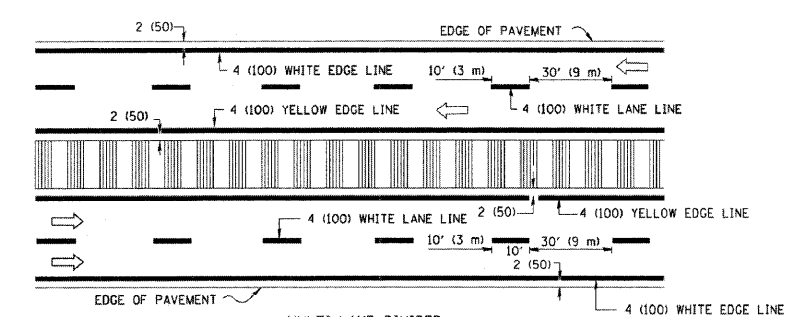
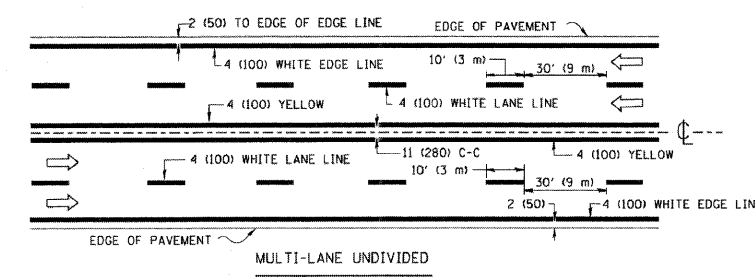
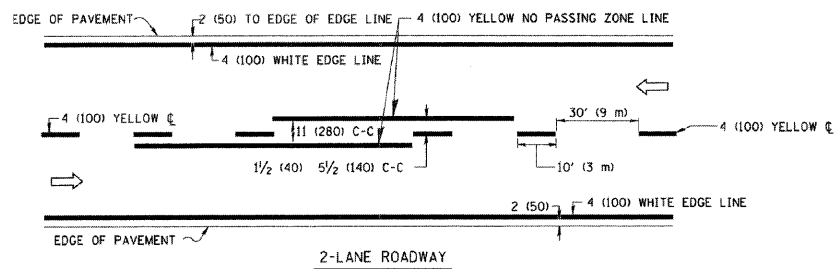
DESIGN NOTES

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



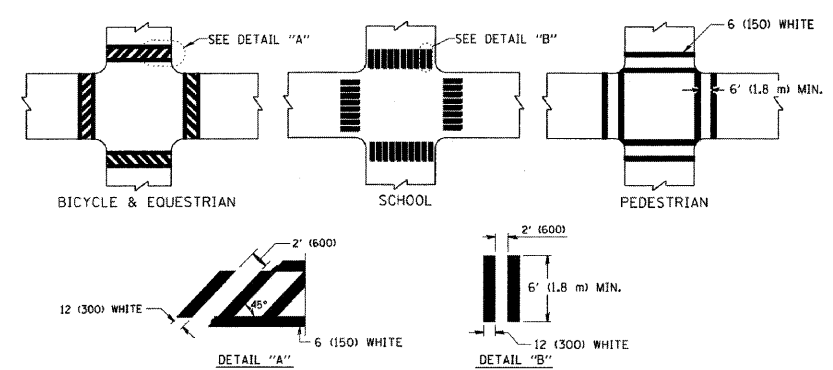
LEFT TURN

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

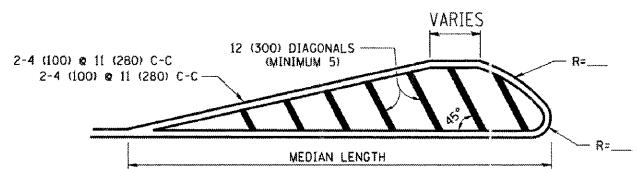
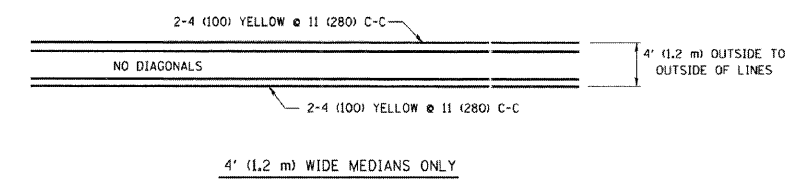


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

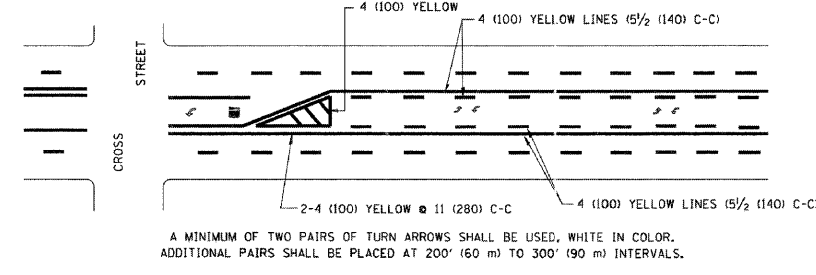


TYPICAL CROSSWALK MARKING

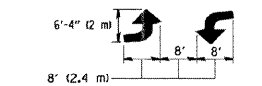


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

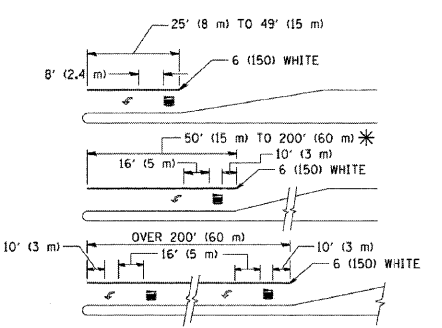


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

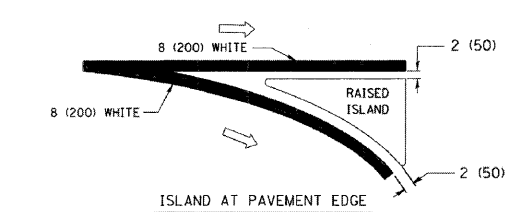
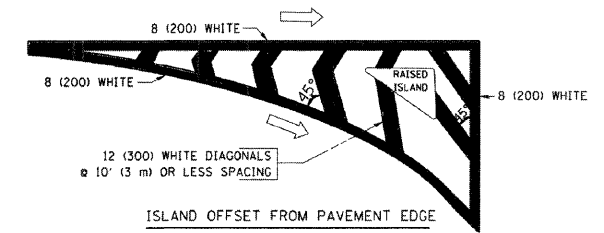
TYPICAL PAINTED MEDIAN MARKING



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



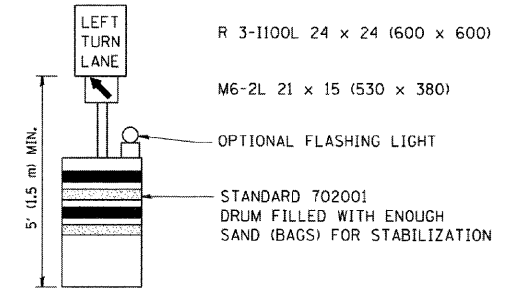
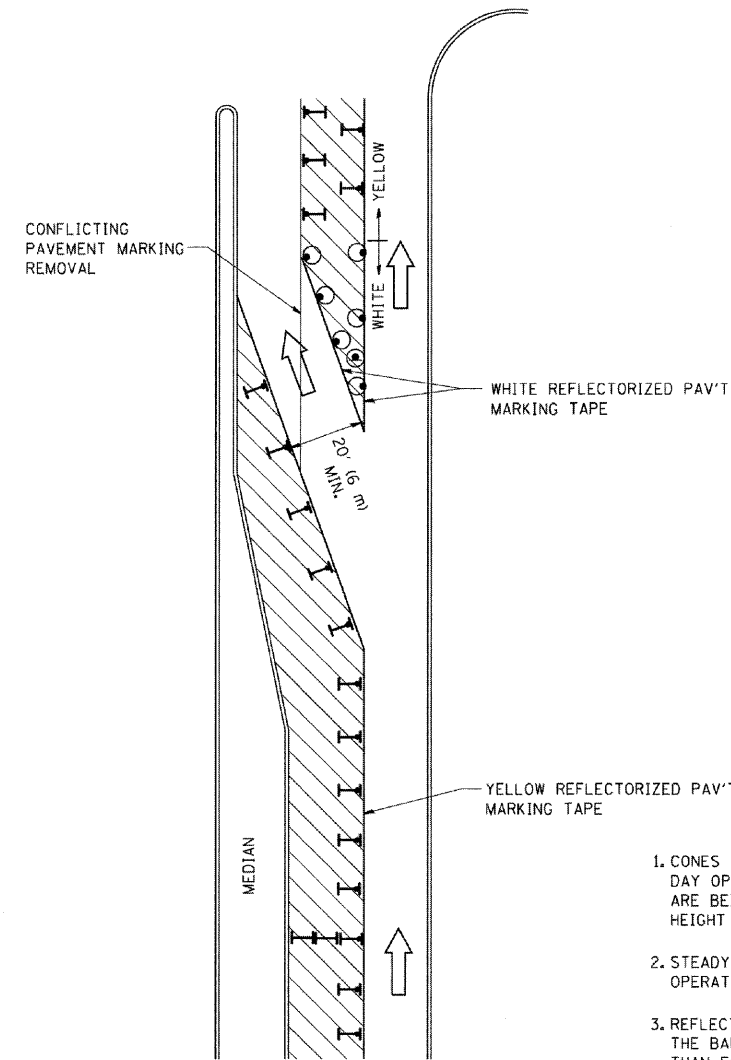
TYPICAL ISLAND MARKING

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	5/2 (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; 5/2 (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.
CORE 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.

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

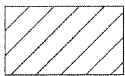







GENERAL NOTES


1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

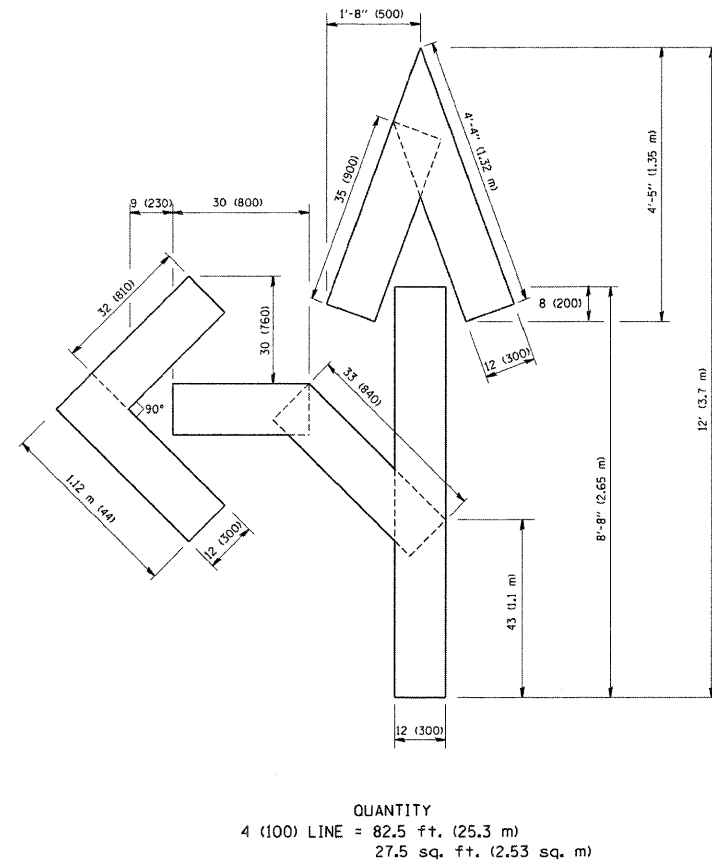
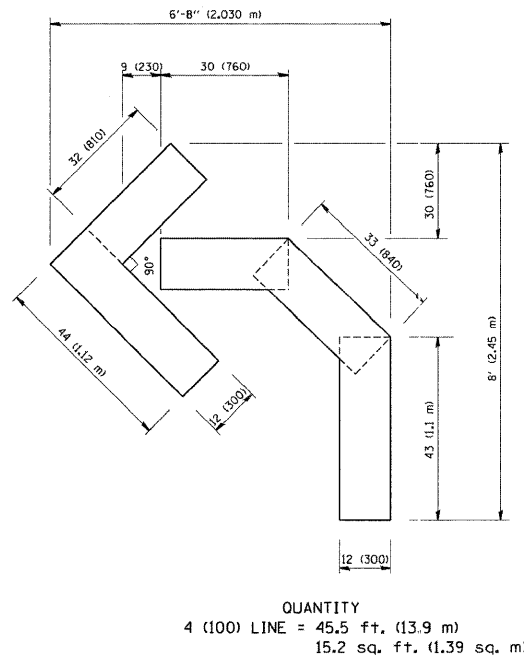
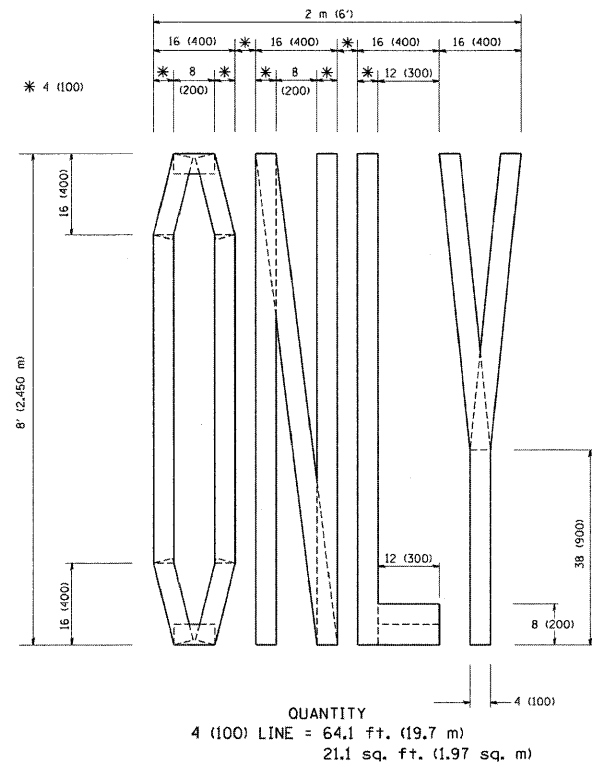
All dimensions are in inches (millimeters) unless otherwise shown.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

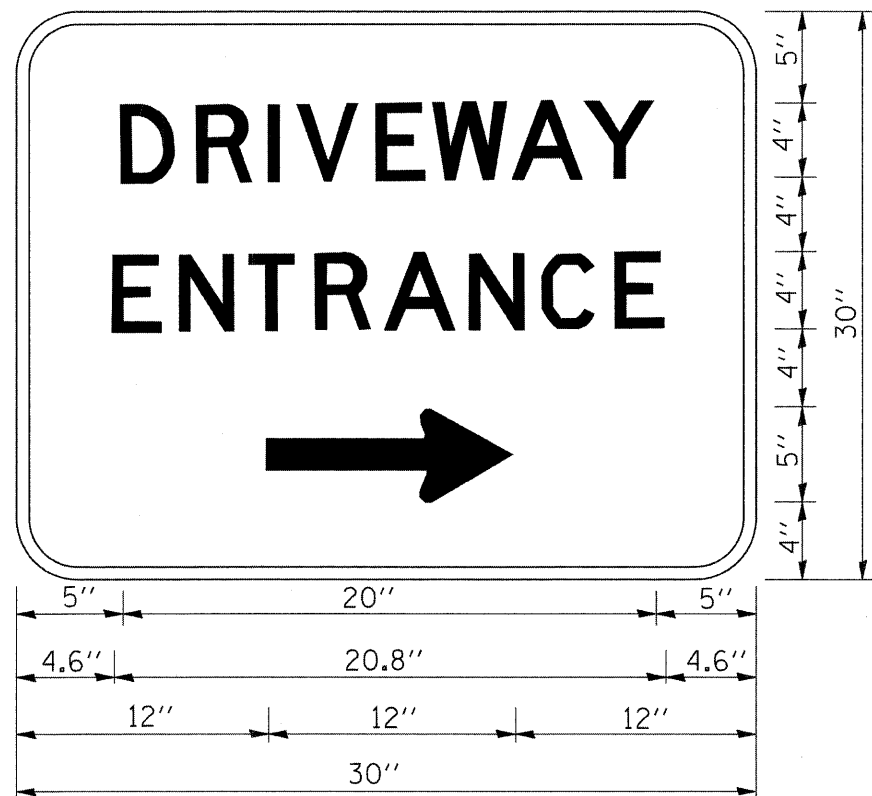
 <p>CONSULTING ENGINEERS 1560 WALL ST., SUITE 222 NAPERVILLE, ILLINOIS 60563 PH: 630/577-9100</p>	USER NAME = #USER#	DESIGNED - MJY		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 41 DISTRICT ONE DETAILS SHEETS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - RJG	REVISED -		346	(124 & 125) X-RS-5	LAKE	25	21		
	PLOT DATE = #DATE#	CHECKED - MJY	REVISED -		C-91-059-09		CONTRACT NO. 60F28				
		DATE - 04/22/2009	REVISED -		SCALE: NONE	SHEET NO. 21 OF 25 SHEETS	STA. 421+00 TO STA. 580+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	



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

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

LOCO, INC. CONSULTING ENGINEERS 1560 WALL ST., SUITE 222 NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100	USER NAME = #USER#	DESIGNED - MJY		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 41 DISTRICT ONE DETAILS SHEETS			F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 22
	PLOT SCALE = #SCALE#	CHECKED - MJY	REVISD -		SCALE: NONE	SHEET NO. 22 OF 25 SHEETS	STA. 421+00 TO STA. 580+00	C-91-059-09		CONTRACT NO. 60F28		
PLOT DATE = #DATE#	DATE - 04/22/2009	REVISD -				FED. ROAD DIST. NO.		[ILLINOIS] FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

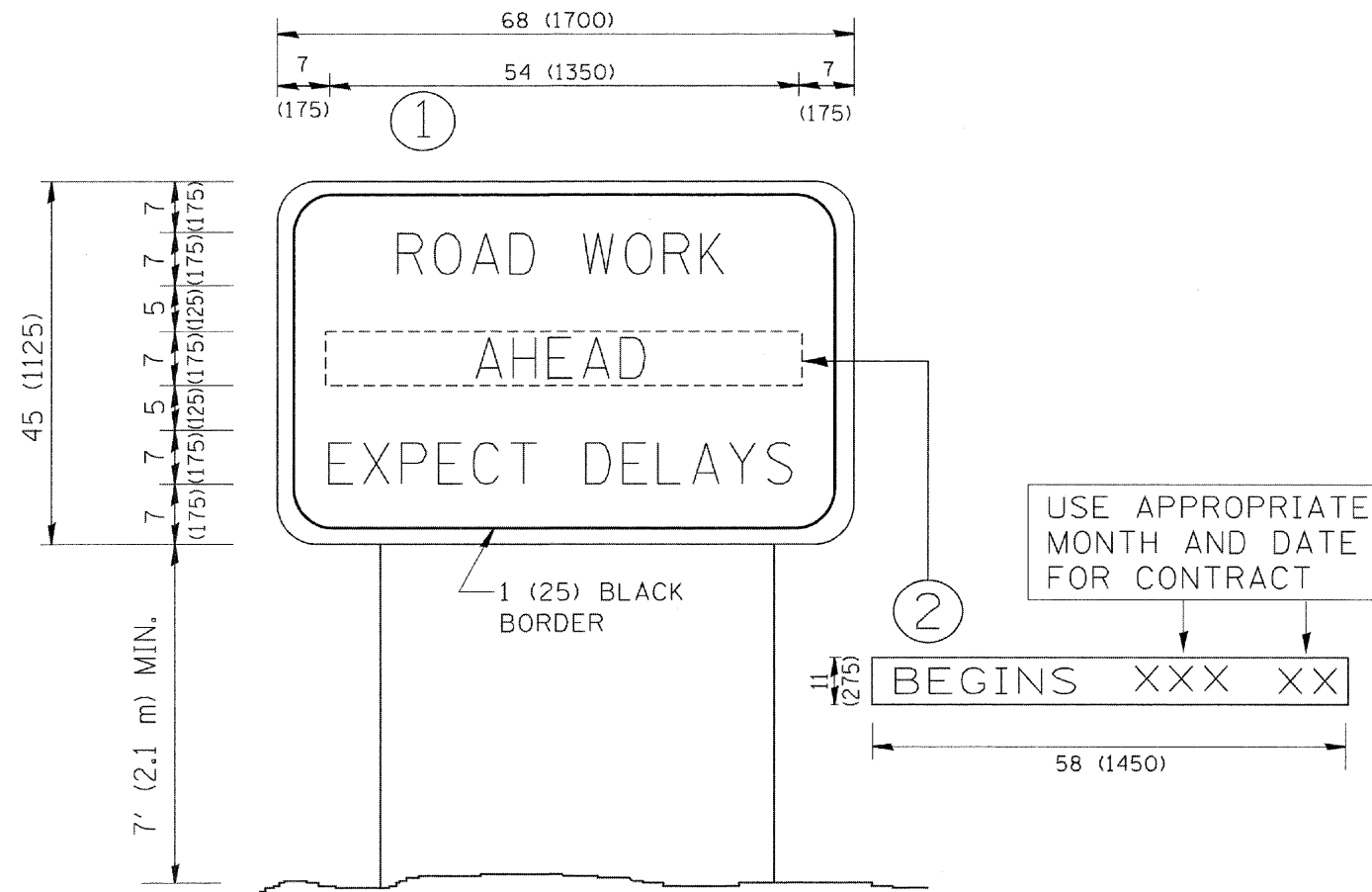
NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

DRIVEWAY ENTRANCE SIGNING

USER NAME = #USER#	DESIGNED - MJY	
	DRAWN - RJG	REVISED -
PLOT SCALE = #SCALE#	CHECKED - MJY	REVISED -
PLOT DATE = #DATE#	DATE - 04/22/2009	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(124 & 125) X-RS-5	LAKE	25	23
C-91-059-09			CONTRACT NO. 60F28	
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



NOTES:

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

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

ARTERIAL ROAD INFORMATION SIGN

LONCO, INC. CONSULTING ENGINEERS 1560 WALL ST., SUITE 222 NAPERVILLE, ILLINOIS 60563 PH: (630) 577-9100	USER NAME = #USER#	DESIGNED - MJY		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 41 DISTRICT ONE DETAILS SHEETS		F.A.P. RTE. 346	SECTION (124 & 125) X-RS-5	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 24		
	PLOT SCALE = \$SCALE\$	CHECKED - MJY	REVISED -		SCALE: NONE	SHEET NO. 23 OF 25 SHEETS	STA. 421+00 TO STA. 580+00	C-91-059-09		CONTRACT NO. 60F28			
	PLOT DATE = \$DATE\$	DATE - 04/22/2009	REVISED -										
	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT												

