

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	09-00034-00-RS	LAKE	10	1
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63396	

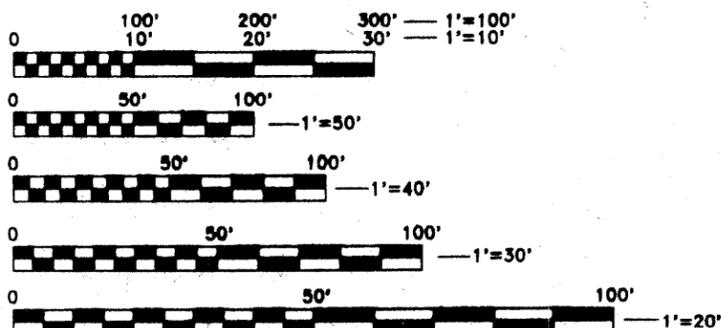
INDEX OF SHEETS

- PAGE
- COVER SHEET/INDEX OF SHEETS
 - PLAN NOTES, HIGHWAY STANDARDS AND SUMMARY OF QUANTITIES & CROSS SECTIONS
 - EXISTING AND PROPOSED CONDITIONS
 - DEERPATH DRIVE STA 12+52 TO STA 38+00
 - DEERPATH DRIVE STA 38+00 TO STA 66+00
 - DEERPATH DRIVE STA 66+00 TO STA 80+04
 - DISTRICT ONE PAVEMENT MARKINGS
 - DETAILS FOR FRAMES AND LIDS ADJUSTMENT W/ MILLING
 - HMA BUTT JOINT DETAIL
 - CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

TRAFFIC DATA
ADT: 8000 (2008)

SPEED LIMIT: 30 MPH

ROAD CLASSIFICATION: COLLECTOR



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

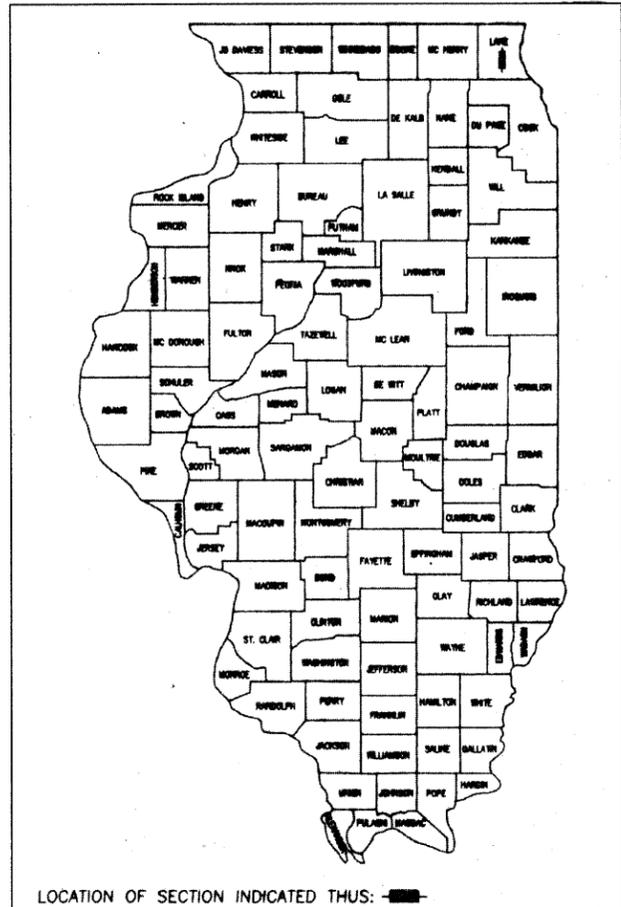
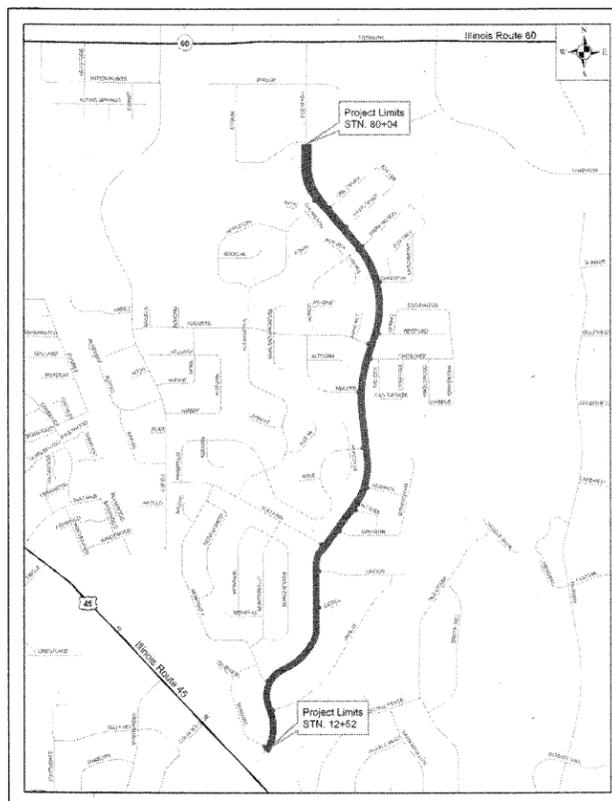
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
CALL 811



Know what's below.
Call before you dig.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

F.A.U. ROUTE 2658 (DEERPATH DRIVE)
IL ROUTE 60 TO MARIMAC LANE
RESURFACING
SECTION NO. 09-00034-00-RS
PROJECT NO. ARA-9003 (497)
VILLAGE OF VERNON HILLS
LAKE COUNTY
JOB NO. C-91-089-10
Range 11



LOCATION OF SECTION INDICATED THUS: [Symbol]

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: *[Signature]* 11/10, 2009
MICHAEL S. ALLISON, VILLAGE MANAGER
VILLAGE OF VERNON HILLS

PASSES *[Signature]* MARCH 31, 2010 20

DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW APRIL 2, 2010
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL
[Signature]
062-047867 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

EXPIRES: DATE: 11-30-2011 SEAL:

LENGTH OF IMPROVEMENTS
PROJECT GROSS AND NET LENGTH = 6752 FEET (1.28 MILES)

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2007 (REFERRED TO AS THE "STANDARD SPECIFICATIONS"). THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", MAY 1996 EDITION, THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," LATEST EDITION, THE DETAILS INCLUDED IN THE PLANS, AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCES TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE DEPARTMENT AS LISTED ON THIS SHEET.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF VERNON HILLS ENGINEERING DIVISION AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK, AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER, SPECIAL ATTENTION IS CALLED TO SECTION 107 OF THE "STANDARD SPECIFICATIONS." THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF VERNON HILLS ENGINEERING DIVISION AT 847-367-3700, 48 HOURS PRIOR TO STARTING ANY WORK TO OBTAIN VILLAGE UTILITY LOCATIONS. THE CONTRACTOR SHALL ALSO CONTACT THE LAKE COUNTY PUBLIC WORKS DEPARTMENT AT 847-377-7500 FOR ALL WATER MAIN SHUTOFFS. UNDER NO CONDITIONS SHALL THE CONTRACTOR OPERATE ANY VALVES WITHIN THE PROJECT AREA.
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE, AND THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH UTILITIES AND EXERCISE CARE DURING CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM, IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 105.07 OF THE "STANDARD SPECIFICATIONS". THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY OWNERS SO THAT THEIR FACILITIES MAY BE ADJUSTED OR RELOCATED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. ALL RELOCATION WORK ON THE EXISTING PRIVATE UTILITIES WILL BE CONSTRUCTED BY THE OWNER OF THAT UTILITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC AND PRIVATE PROPERTY, AND SHALL RESTORE SUCH PROPERTY AT HIS/HER OWN EXPENSE. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING MATERIAL TO LOCATIONS, PROVIDED BY THE CONTRACTOR OUTSIDE THE LIMITS OF THE IMPROVEMENTS.
- DURING CONSTRUCTION OPERATIONS, WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED BY THE CONTRACTOR AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS, AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIME TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAD FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE CONTRACT.
- THE AGGREGATE SUB-GRADE MATERIAL, LOCATED UNDER THE PROPOSED CURB AND GUTTER WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 OR TYPE B 6.24 WHICHEVER APPLIES.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE ABUTTING PROPERTY DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL.
- THE LIMITS OF REMOVAL OF ALL CONCRETE OR BITUMINOUS PAVEMENTS, CURBING OR SIDEWALK ADJACENT TO EXISTING LIKE PAVEMENTS, CURBING OR SIDEWALKS SHALL BE CUT IN ACCORDANCE WITH SECTION 440 OR THE "STANDARD SPECIFICATIONS" AND AT THE DIRECTION OF THE ENGINEER. SAW CUTTING SHALL BE INCLUDED TO WHICHEVER REMOVAL ITEM IS APPLICABLE.

* BOXED ITEMS INDICATE WORK THAT IS INCIDENTAL TO THE CONTRACT

HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 442201-03 CLASS C AND D PATCHES
- 606001-04 CONCRETE CURB, TYPE B & COMBINATION CONCRETE CURB & GUTTER
- 701301-03 LANE CLOSURE, 2-L, 2-W SHORT TIME OPERATIONS
- 701501-05 URBAN LANE CLOSURES, 2L, 2W, UNDIVIDED
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS

SUMMARY OF QUANTITIES

PAY CODE ITEM.	PAY ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
40600300	AGGREGATE (PRIME COAT)	TON	45
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	904
40600895	CONSTRUCTING TEST STRIP	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	SQYD	282
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	3,165.00
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQYD	22,606.00
44001700	COMB C C&G REM & REPL	FOOT	120
44201974	CLASS D PATCHES, TYPE I	SQYD	24
44201978	CLASS D PATCHES, TYPE III	SQYD	24
44201980	CLASS D PATCHES, TYPE IV	SQYD	30
44300900	STRIP REF CR CON TR A	FOOT	3,000.00
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	14
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
* 78000200	THERMOPLASTIC PAVEMENT MARKING- LINE 4"	FOOT	9,400.00
* 78000400	THERMOPLASTIC PAVEMENT MARKING- LINE 6"	FOOT	1,425.00
* 78000650	THERMOPLASTIC PAVEMENT MARKING- LINE 24"	FOOT	250
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	2,261

* DENOTED SPECIALTY ITEM

"CONTRACTOR SHALL MILL BEFORE PATCHING"

HOT-MIX ASPHALT MIX REQUIREMENTS	
MIXTURE TYPE	PERCENT AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	4% @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), N50	4% @ 50 Gyr
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.

NOTE:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE IS 112 LBS/SQ YD/IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

REVISIONS	
NAME	DATE
IDOT	9/14/2009
VILLAGE	10/12/2009
IDOT	10/9/2009
IDOT	10/14/2009
IDOT	10/19/2009
VILLAGE	10/21/2009
VILLAGE	3/8/2010

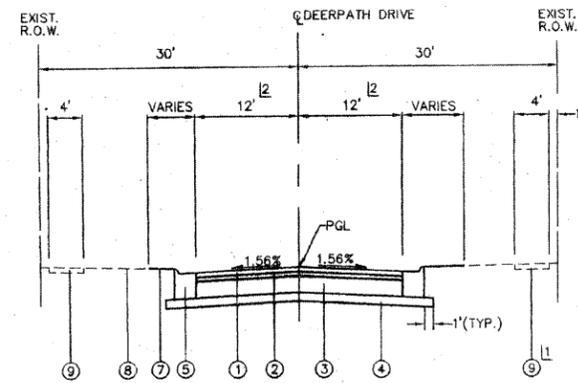
F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	09-00034-00-RS	LAKE	10	2
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63396	

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF VERNON HILLS

DEERPATH DRIVE
PLANS NOTES, HIGHWAY STANDARDS AND SUMMARY OF QUANTITIES

SCALE: NONE DATE: 10-12-2009
DRAWN BY: SDM CHECKED BY: DHB

EXISTING CONDITIONS

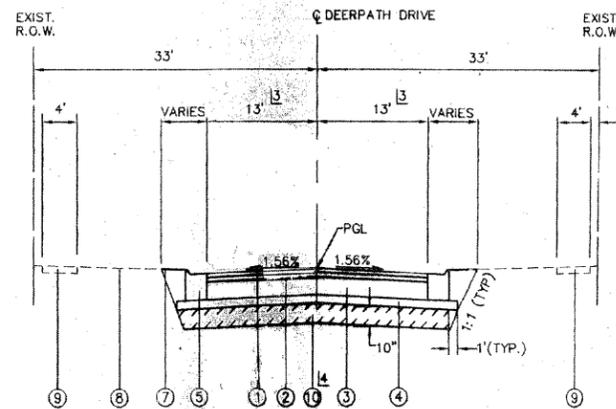


EXISTING CONDITIONS

DEERPETH DRIVE

STA 10+13 TO STA 36+58.4

- 1. NO SIDEWALK FROM STA 10+13 RT TO 13+23 RT
- 2. VARIES FROM 20' TO 12' FROM STA 10+13 TO 13+61
- 3. VARIES FROM 12' TO 13' FROM STA 35+71.9 TO 36+58.4

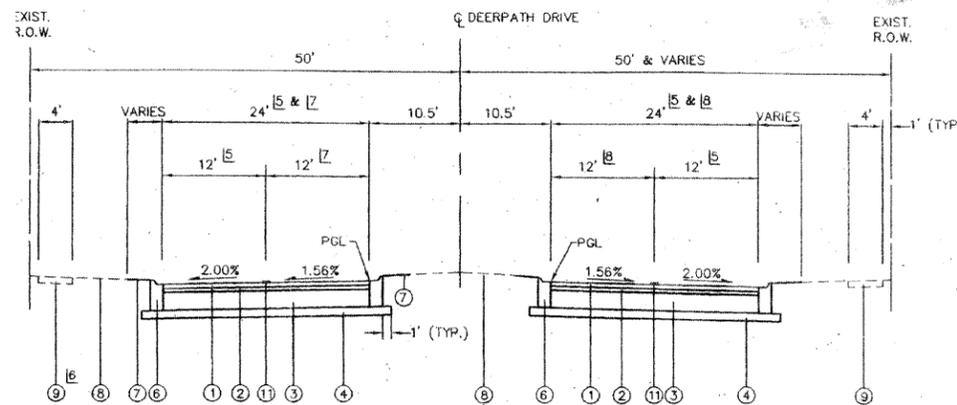


EXISTING CONDITIONS

DEERPETH DRIVE

STA 36+58.4 TO STA 75+00

- 3. VARIES FROM 13' TO 23.5' FROM STA 71+85 TO 75+00
- 4. FROM STA 51+30 TO STA 54+30



EXISTING CONDITIONS

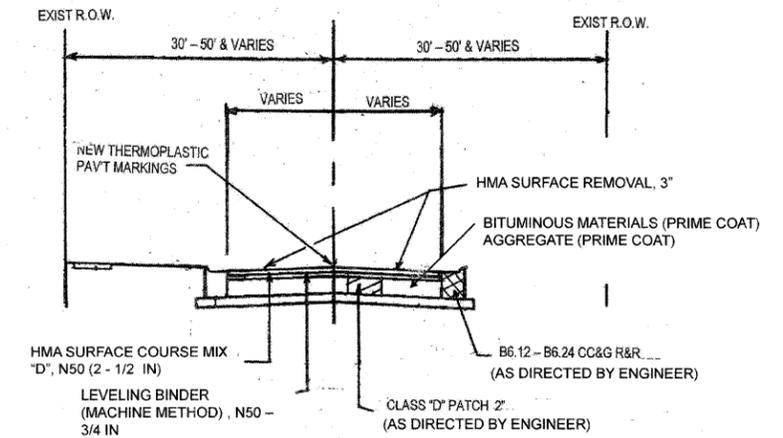
DEERPETH DRIVE

STA 75+00 TO STA 89+97

- 5. VARIES 13' TO 24' FROM STA 75+10.5 TO 78+40.5
- 6. NO SIDEWALK FROM STA 86+50 LT TO 89+97 LT
- 7. VARIES FROM 24' TO 36' FROM STA 82+91.8 TO 85+84.9
- 8. VARIES FROM 36' TO 24' FROM STA 86+52.6 TO 89+45.8

PROPOSED CONDITIONS

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	C 91-089-10	LAKE	10	3
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63396	



TYPICAL PROPOSED CROSS SECTION

N.T.S

EXISTING CONDITIONS LEGEND

- 1. BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1, TYPE 2, 1-1/2 IN
- 2. BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE B, TYPE 2, 1-1/2 IN
- 3. BITUMINOUS CONCRETE BASE COURSE
- 4. AGGREGATE SUBGRADE, 12 IN
- 5. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 6. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- 7. SODDING
- 8. GROUND LINE
- 9. P.C. CONCRETE SIDEWALK
- 10. THERMOPLASTIC PAVEMENT MARKING

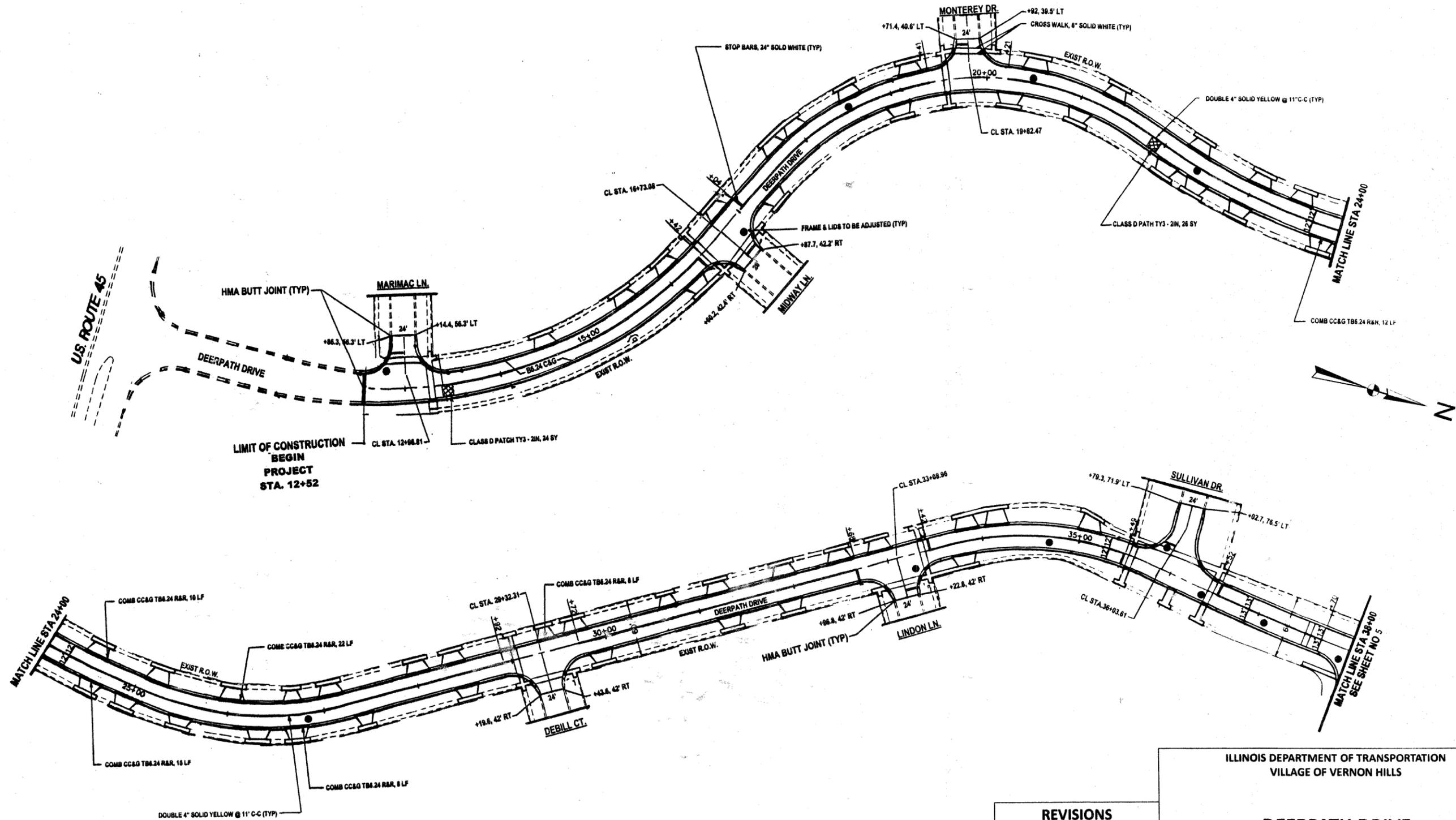
REVISIONS	
NAME	DATE
IDOT	9/14/09
VILLAGE	10/12/09
IDOT	10/09/09
IDOT	10/14/09

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF VERNON HILLS

DEERPETH DRIVE

EXISTING AND PROPOSED CONDITIONS

SCALE: NONE DATE: 10-12-2009
DRAWN BY: SDM CHECKED BY: DHB



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NAME	DATE
IDOT	9/14/09
VILLAGE	10/12/09
IDOT	10/9/09

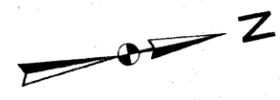
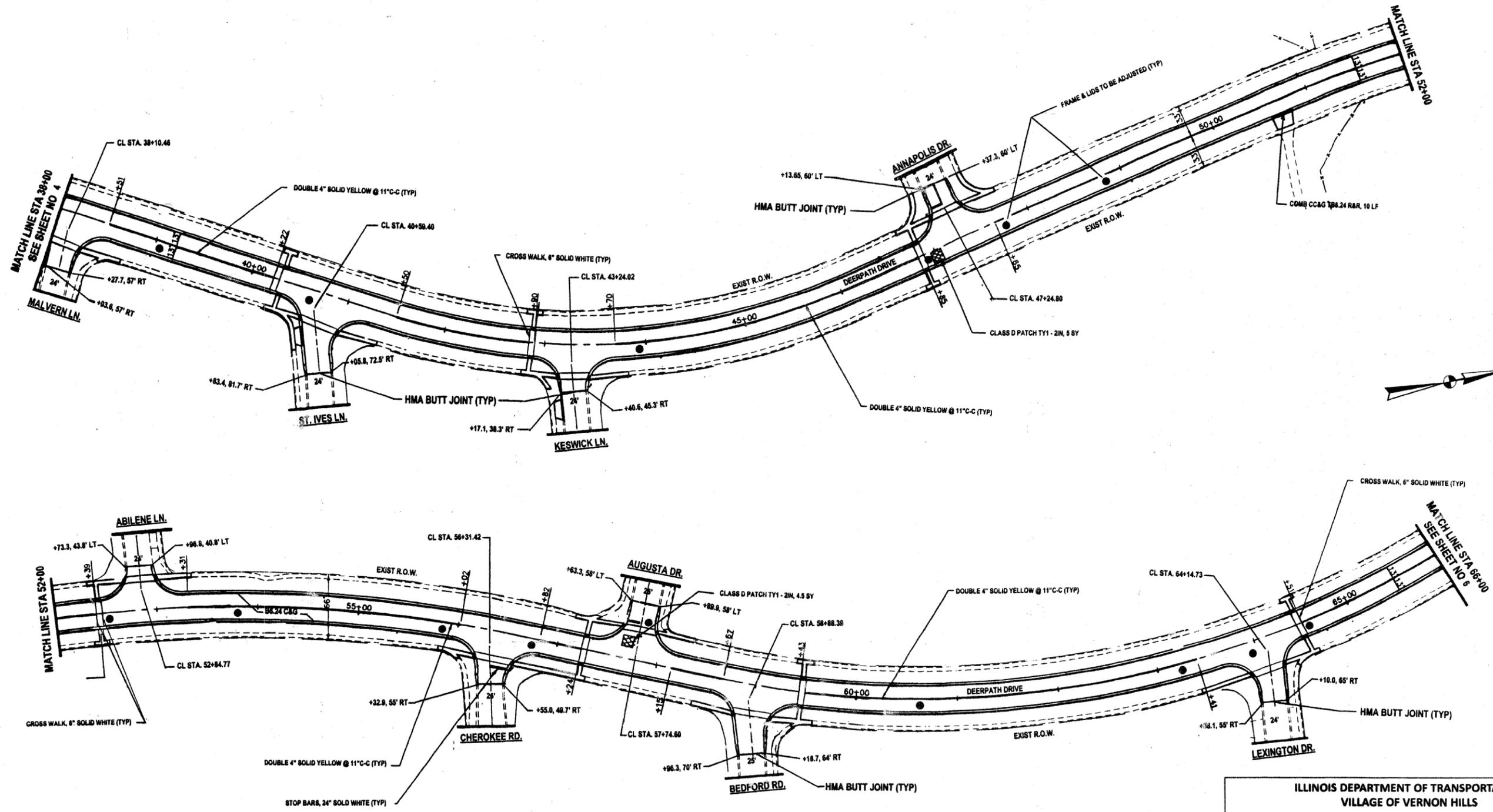
ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF VERNON HILLS

DEERPETH DRIVE
DEERPETH DRIVE STA 12+52 TO STA 38+00

SCALE: NONE DATE: 10-12-2009
DRAWN BY: SDM CHECKED BY: DHB

**NO DRIVEWAYS OR SIDEWALKS ARE INCLUDED IN THIS PROJECT

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	C 91-089-10	LAKE	10	5
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63396	



REVISIONS	
NAME	DATE
IDOT	9/14/09
VILLAGE	10/12/09
IDOT	10/9/09

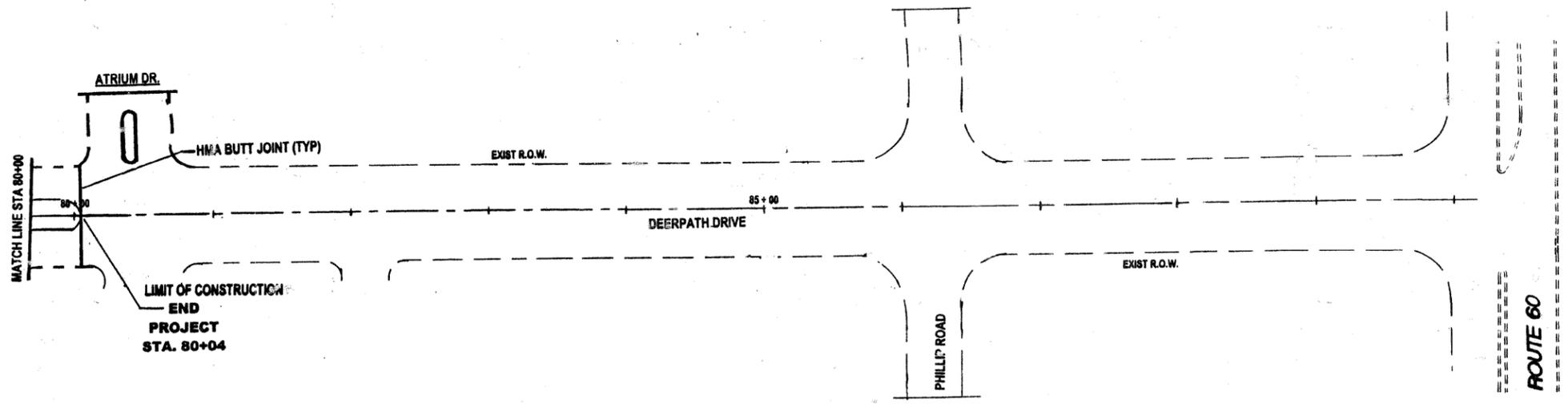
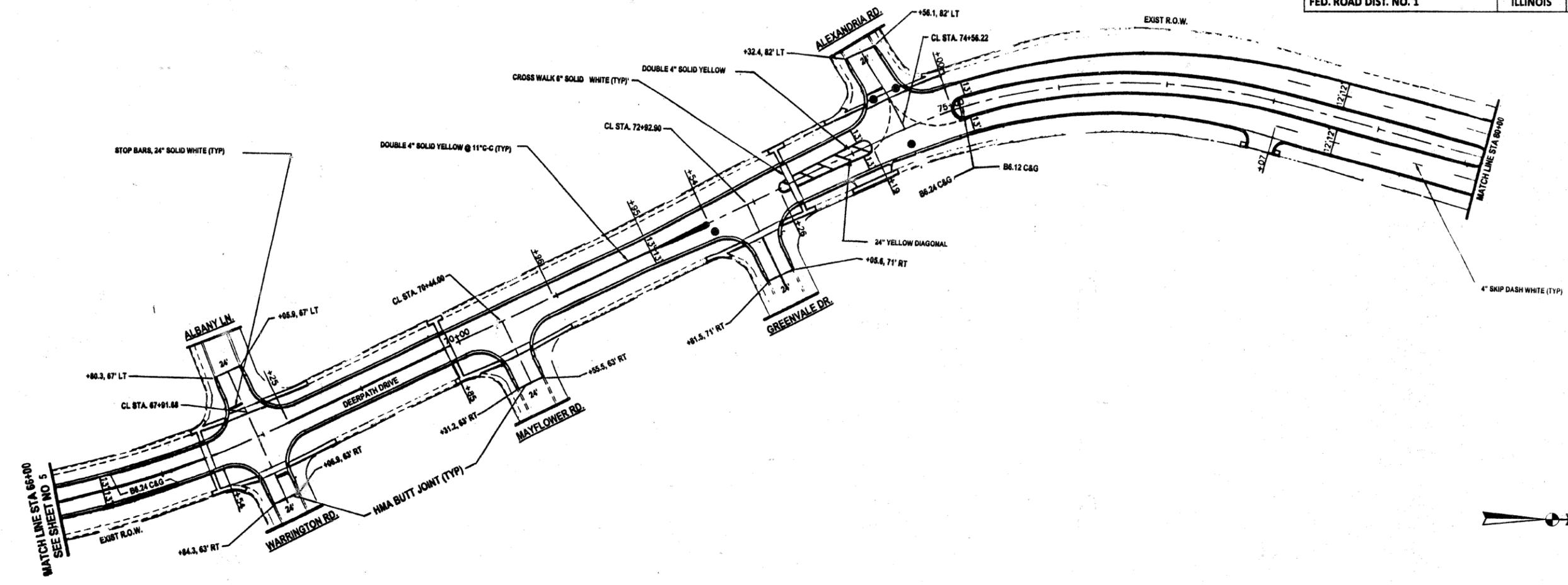
ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF VERNON HILLS

DEERPATH DRIVE
DEERPATH DRIVE STA 38+00 TO STA 66+00

SCALE: NONE DATE: 10-12-2009
DRAWN BY: SDM CHECKED BY: DHB

**NO DRIVEWAYS OR SIDEWALKS ARE INCLUDED IN THIS PROJECT

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	C 91-089-10	LAKE	10	6
FED. ROAD DIST. NO. 1		ILLINOIS	CONTRACT NO. 63306	



REVISIONS	
NAME	DATE
IDOT	9/14/09
VILLAGE	10/12/09
IDOT	10/9/09

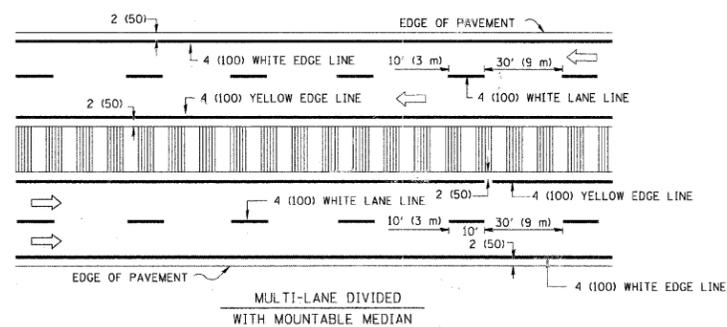
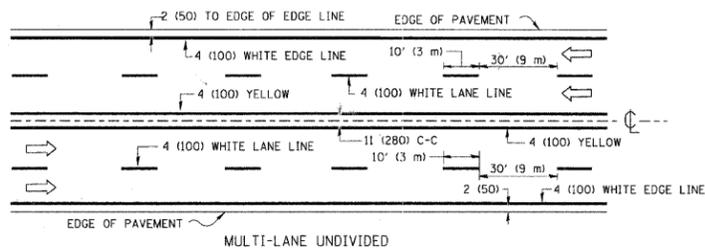
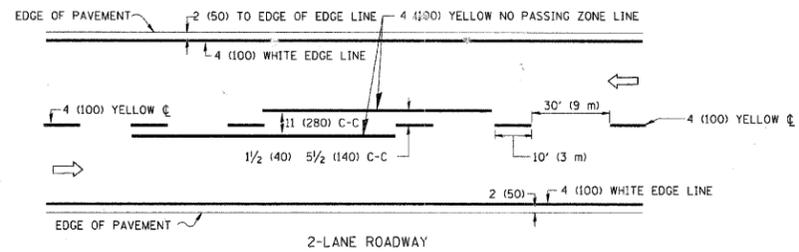
ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF VERNON HILLS

DEERPATH DRIVE
DEERPATH DRIVE STA 66+00 TO STA 80+04

SCALE: NONE DATE: 10-12-2009
DRAWN BY: SDM CHECKED BY: DHB

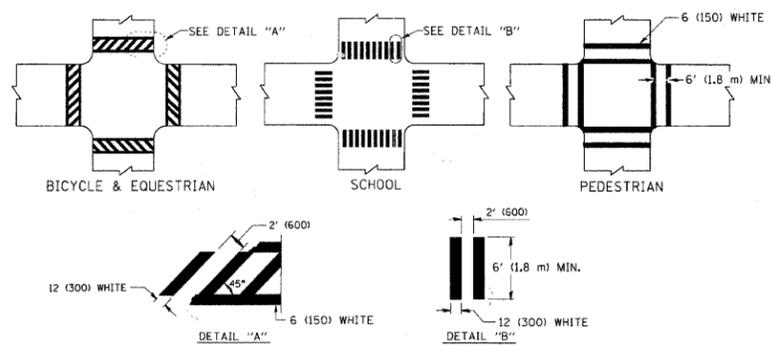
**NO DRIVEWAYS OR SIDEWALKS ARE INCLUDED IN THIS PROJECT

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	C-91-0089-10	LAKE	10	7
STA. 12+52		TO STA. 80+04		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
VILLAGE SECTION: 09-00034-RS				

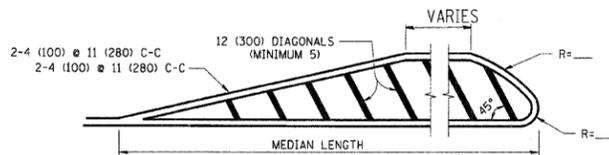
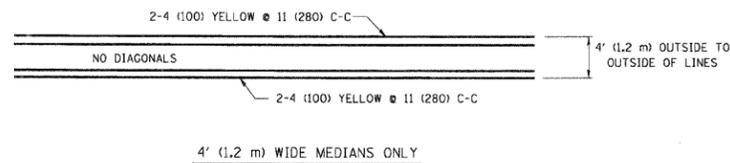


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



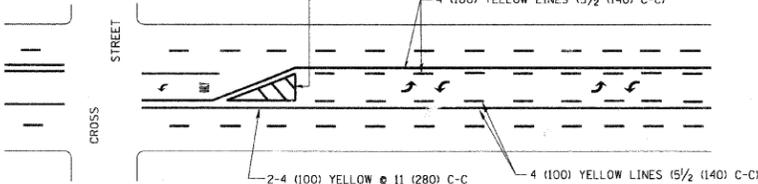
TYPICAL CROSSWALK MARKING



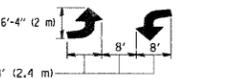
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

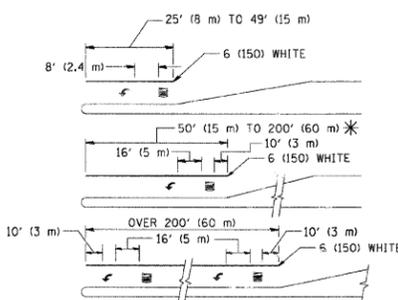


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

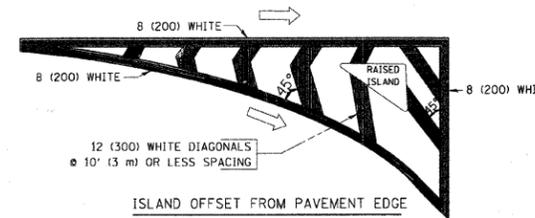


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

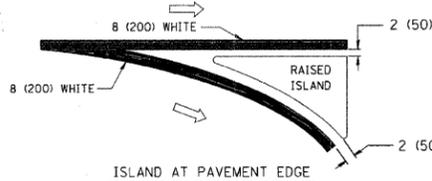
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
C. JUCIUS	09-09-09

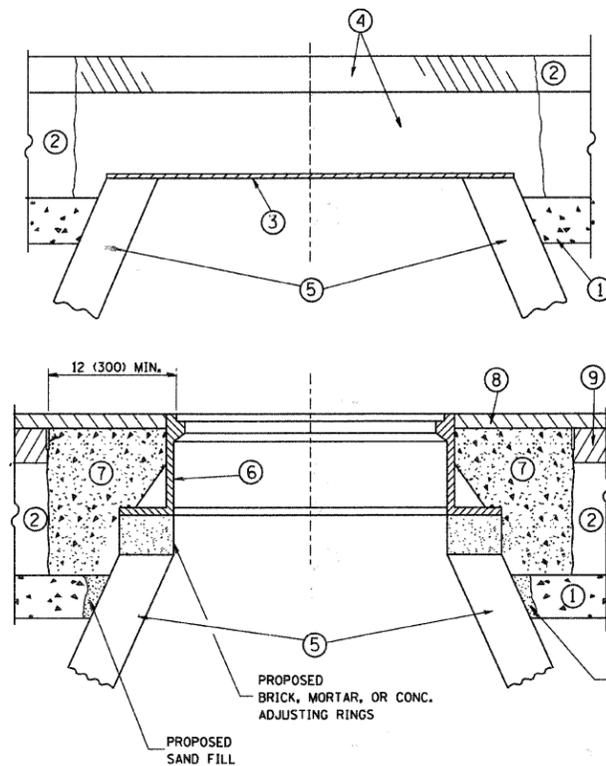
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

DRAWN BY CAD
CHECKED BY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2658	C-91-089-10	LAKE	10	8
STA. 12+52		TO STA. 80+04		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
VILLAGE SECTION: 09-00034-00-RS				



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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

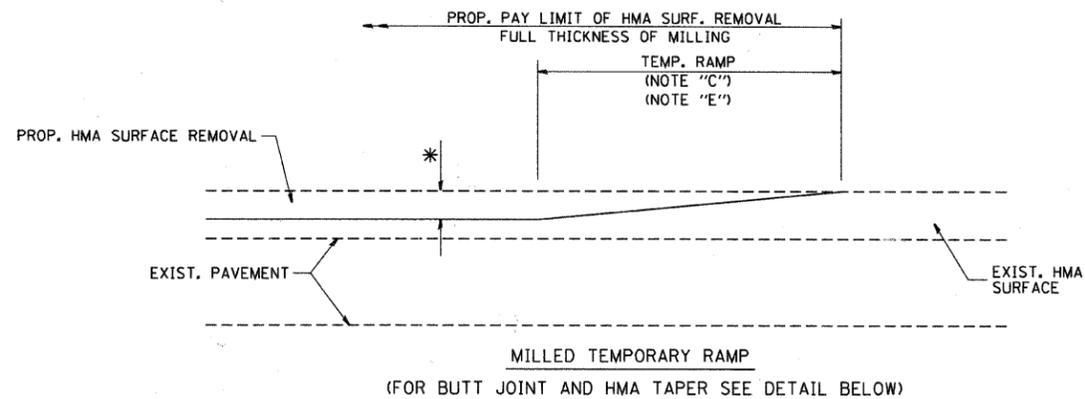
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

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

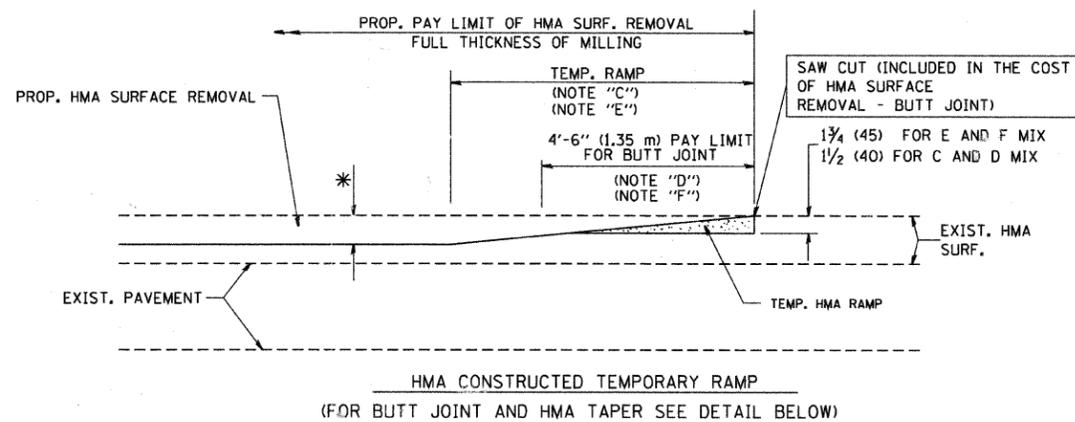
SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

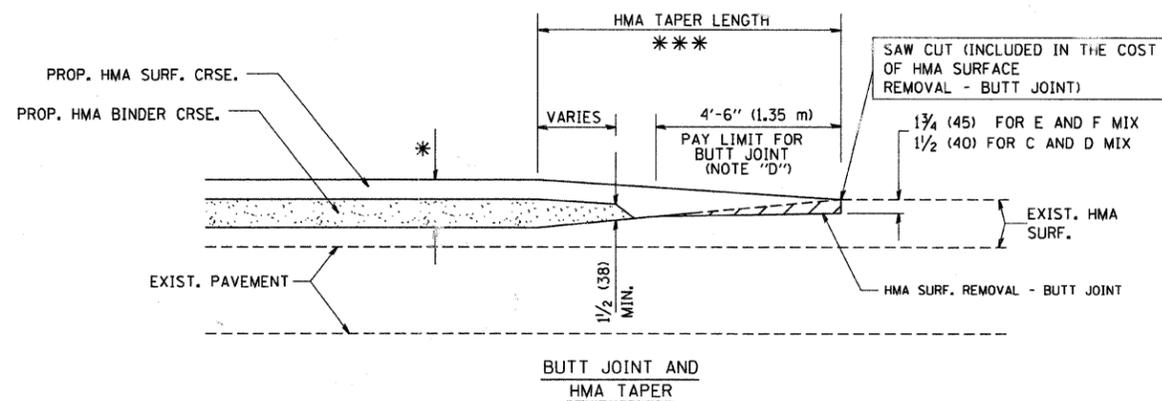
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
265B	C-91089-10	LAKE	10	9
STA. 12+52		TO STA. 80+04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
VILLAGE SECTION: 09-00034-00-RS				



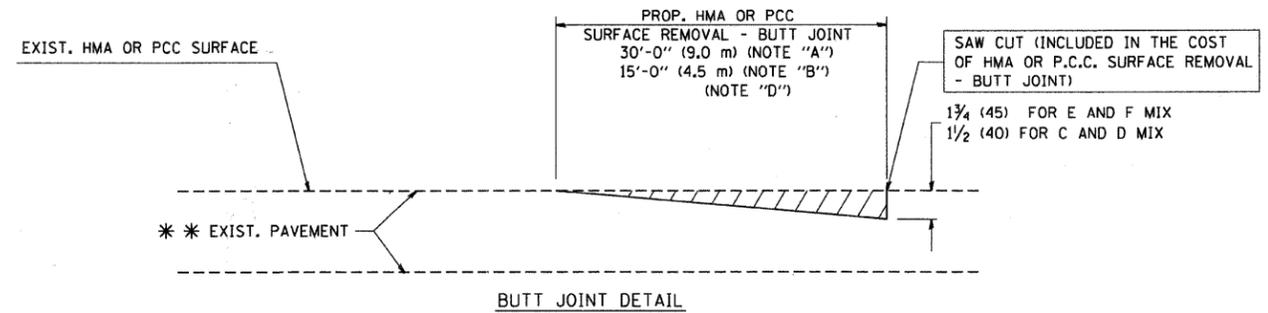
OPTION 1



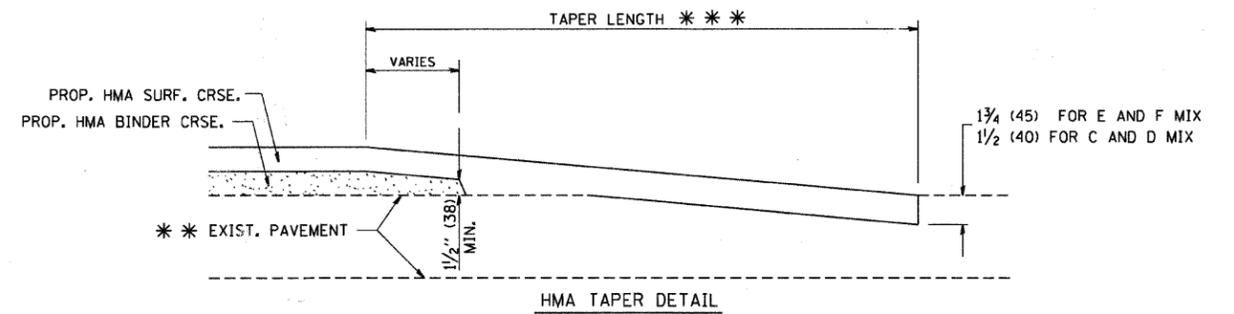
OPTION 2
TYPICAL TEMPORARY RAMP



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

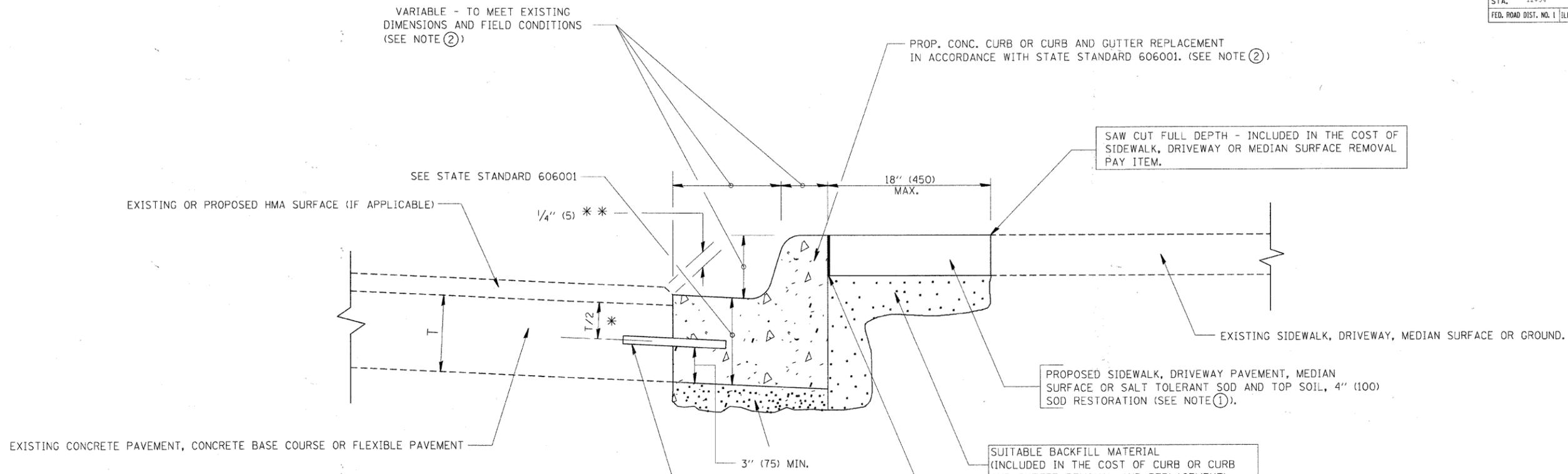
BUTT JOINT AND
HMA TAPER
DETAILS

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	C-91-089-10	LAKE	10	10
STA. 12+54		TO STA. 80+04		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

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

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/96
R. SHAH	03/02/96
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	12/15/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ.

DRAWN BY
CHECKED BY
BD600-06 (BD-24)

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLOT DATE = 12/15/2009
PLOT SCALE = 1" = 10'-0"
PLOT USER = dr.ketong