

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	12-00027-04-RS	COOK	21	1
STA.		TO STA.		
FED. ROAD DIST. NO		ILLINOIS	FED AID PROJECT	
C-91-329-13			HPD-0897(010)	
CONTRACT No.: 63850				

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF COUNTRY CLUB HILLS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

BRIARGATE DRIVE FROM 169TH STREET TO 167TH STREET  
BUTTERFIELD DRIVE FROM 168TH STREET TO 167TH STREET  
168TH STREET FROM GLEN OAKS DRIVE TO END  
168TH PLACE FROM BRIARGATE DRIVE TO GLEN OAKS DRIVE  
RESURFACING AND STORM SEWER IMPROVEMENTS  
PROJECT No.: HPD-0897(010)  
SECTION No.: 12-00027-04-RS  
JOB No.: C-91-329-13  
COOK COUNTY

BRIARGATE DRIVE  
END IMPROVEMENTS  
STA. 20 + 68

BUTTERFIELD DRIVE  
END IMPROVEMENTS  
STA. 7 + 24

168TH STREET  
BEGIN IMPROVEMENTS  
STA. 26 + 80

BUTTERFIELD DRIVE  
BEGIN IMPROVEMENTS  
STA. 1 + 12

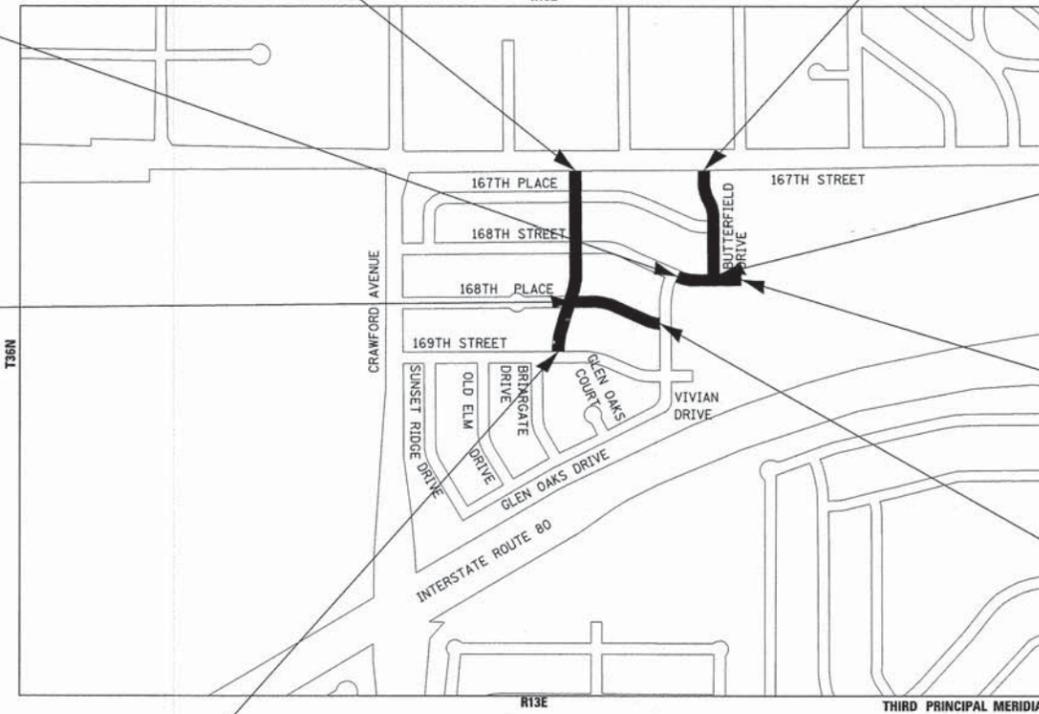
168TH PLACE  
BEGIN IMPROVEMENTS  
STA. 20 + 40

168TH STREET  
END IMPROVEMENTS  
STA. 30 + 13

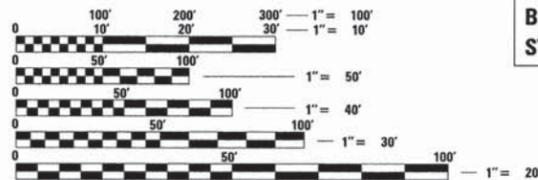
168TH PLACE  
END IMPROVEMENTS  
STA. 25 + 35

BRIARGATE DRIVE  
BEGIN IMPROVEMENTS  
STA. 10 + 12

LOCATION MAP  
(NOT TO SCALE)  
R13E



TRAFFIC DATA  
POSTED & DESIGN SPEED LIMIT = 20 MPH  
2010 ADT = 200 VPD  
ROADWAY CLASSIFICATION: LOCAL ROAD



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. DESIGN STAGE REQUEST  
DIG. No. X0670902



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:  
COUNTY = COOK  
CITY-TWNSHP. = COUNTRY CLUB HILLS-BREMEN  
SEC. & 1/4 SEC. NO. = SEC.26 NW 1/4, T36N, R13E  
48 HOURS (2 working days) BEFORE YOU DIG

BREMEN TOWNSHIP  
GROSS LENGTH OF IMPROVEMENT = 2,496 LF OR 0.473 MILES  
NET LENGTH OF IMPROVEMENT = 2,496 LF OR 0.473 MILES



LOCATION OF SECTION INDICATED THUS: [Symbol]

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED 5/10/2013  
*Daniel Barr*  
CITY OF COUNTRY CLUB HILLS, REPRESENTATIVE

PASSED June 4, 2013  
*C. J. Holt*  
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW June 4, 2013  
*John F. Farnham*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

CONTRACT NO. 63850

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 2304 S. MICHIGAN, SUITE 200, CHICAGO, IL 60605  
 TEL: 312.467.7700 FAX: 312.467.7701  
 PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

**BENCHMARKS (NAVD 88)**

TBM #9	SE BOLT ON FIRE HYDRANT AT NE CORNER 168TH STREET AND BUTTERFIELD ROAD EL 668.96
TBM #10	SE BOLT ON FIRE HYDRANT AT NE CORNER 168TH STREET AND BRIARGATE DRIVE EL 671.09
TBM #12	SE BOLT ON FIRE HYDRANT AT NW CORNER 168TH PLACE & GLEN OAKS DRIVE EL 668.38
TBM #13	SW BOLT ON FIRE HYDRANT AT NE CORNER 168TH PLACE AND BRIARGATE DRIVE EL 670.42
TBM #15	SW BOLT ON FIRE HYDRANT AT NE CORNER BRIARGATE DRIVE AND 169TH STREET EL 668.08
TBM #16	SE BOLT ON FIRE HYDRANT AT NW CORNER GLEN OAKS DRIVE AND 169TH STREET EL 666.13

**HIGHWAY STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CRUB RAMPS FOR SIDEWALKS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-01	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602401-03	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES

**INDEX OF SHEETS**

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, BENCHMARKS AND LEGEND
3	GENERAL NOTES
4 - 6	SUMMARY OF QUANTITIES
7 - 8	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
9 - 10	PLAN AND PROFILE - BRIARGATE DRIVE
11 - 12	PLAN AND PROFILE - 168TH PLACE
13	PLAN - BUTTERFIELD DRIVE
14	PLAN - 168TH STREET
14A	EROSION AND SEDIMENT CONTROL PLAN - BRIARGATE DRIVE
14B	EROSION AND SEDIMENT CONTROL PLAN - 168TH PLACE
15	MISCELLANEOUS DETAILS
16	DISTRICT 1 DETAIL - BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
17	DISTRICT 1 DETAIL - BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
18	DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER DETAILS
19	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
20	DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
21	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN

**LEGEND**

	BUTT JOINT
	VALVE BOX TO BE ADJUSTED
	COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, M-6.12 (SPECIAL)
	SANITARY MANHOLES TO BE ADJUSTED
	INLET FILTERS
	EXISTING ELEVATION
	PROPOSED ELEVATION

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CHECKED - TMS	REVISED -
DATE - 02-13-13	FILE - 120231-GEN_NOTES.sht

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**INDEX TO SHEETS, HIGHWAY STANDARDS,  
BENCHMARKS AND LEGEND**

SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-R5	COOK	21	2
CONTRACT NO: 63850				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPD-089710101				

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE CITY DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY OR SPRINKLER SYSTEM THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.31.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE UTILITIES, AND SHALL REPAIR ANY UTILITIES AT HIS OR HER OWN EXPENSE IN ACCORDANCE WITH ARTICLES 105.07 AND 107.31. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRECONSTRUCTION CONFERENCE. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ANY UTILITY RELOCATIONS REQUIRED.
5. THE CONTRACTOR SHALL NOTIFY THE CITY DIRECTOR OF PUBLIC WORKS AT 708-798-2616 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO SECTION 107 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS BEYOND LOCATIONS SHOWN IN THE PLANS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
6. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
7. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CITY RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF CITY WATER IF DEEMED NECESSARY. WATER IS INCLUDED IN THE COST OF MOBILIZATION.
8. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE ENGINEER WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE ENGINEER TO RESIDENTS. EFFORT SHALL BE MADE TO NOTIFY PROPERTY OWNERS OF LIMITED ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. THE COST OF THIS WORK IS INCLUDED IN THE APPROPRIATE REPLACEMENT PAY ITEM.
9. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
10. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS.
11. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
12. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH ARTICLES 107.25 AND 107.20. THE COST OF THIS WORK IS INCLUDED IN THE APPROPRIATE REPLACEMENT PAY ITEM. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
13. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
14. IN AREAS WHERE THE EXISTING DRIVEWAY OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE DRIVEWAY PAVEMENT REMOVAL OR COMBINATION CURB AND GUTTER REMOVAL PAY ITEMS.
15. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
16. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
17. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
18. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
19. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT PAY ITEM.
20. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF CONSTRUCTION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED OR SALVAGED BY EITHER THE PROPERTY OWNER OR CITY SHALL BE SALVAGED OR PROPERLY DISPOSED OF BY THE CONTRACTOR.
21. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS EXPLORATION TRENCH, OF THE DEPTH SPECIFIED.
22. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.
23. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE.
24. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
25. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
26. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL. THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR SURFACE ELEVATION.
27. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
28. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY ON ASPHALT SURFACES AND 0.3 GAL/SY ON AGGREGATE SURFACES.
29. THE DAY'S PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
30. DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE CITY AT 708-798-2616 A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE TO ALLOW SUFFICIENT TIME FOR THE RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE TRAFFIC CONTROL PAY ITEMS.
31. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH A POLYMER COMPOSITE AND COMPLY WITH ADAAG REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE RED. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
32. THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.
33. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY THE CONTRACTOR'S OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE MOBILIZATION PAY ITEM.
34. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED AS REQUIRED. WHERE PARKWAYS ARE DISTURBED, TEMPORARY EROSION CONTROL MEASURES SHALL BE ESTABLISHED WITHIN 14 DAYS OF THE COMPLETION OF DISTURBANCE AND MAINTAINED TO THE SATISFACTION OF THE ENGINEER. THIS WORK, INCLUDING MAINTENANCE, SHALL BE INCLUDED IN THE PERMANENT STABILIZATION PAY ITEMS UNLESS OTHERWISE NOTED.
35. CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS SHALL BE REPLACED WITHIN 3 DAYS OF REMOVAL.
36. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
37. NEW OR REPLACEMENT CLOSED LIDS SHALL BE STAMPED TO INDICATE THE STRUCTURE TYPE. STORM LIDS SHALL BE STAMPED WITH "STORM", SANITARY LIDS SHALL BE STAMPED WITH "SANITARY" AND WATER VALVE VAULT LIDS SHALL BE STAMPED WITH "WATER". STAMPING SHALL BE INCLUDED IN THE COST OF THE NEW LID.
39. THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS S1 CONCRETE TO AN ELEVATION 2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2" DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03 RATHER THAN SALT TOLERANT SOD.
40. TRENCH BACKFILL WITHIN THE COOK COUNTY RIGHT-OF-WAY SHALL BE FA-6.

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DATE - 02-13-13	FILE - 120231-GEN.NOTES.shp

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>GENERAL NOTES</b>	
SCALE: NONE	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	3
CONTRACT NO: 63850			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-08971010	



SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE 0005	CONSTRUCTION TYPE CODE 0031
ITEM NO.	ITEMS	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	6,566	6,566	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,056	1,056	
44000400	GUTTER REMOVAL	FOOT	107	107	
44000600	SIDEWALK REMOVAL	SQ FT	2,974	2,974	
44201713	CLASS D PATCHES, TYPE I, 6"	SQ YD	97	97	
44201721	CLASS D PATCHES, TYPE III, 6"	SQ YD	92	92	
44201723	CLASS D PATCHES, TYPE IV, 6"	SQ YD	203	203	
550A0050	STORM SEWERS, CLASS A, TYPE 1, 12"	FOOT	373	373	
550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	216	216	
550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"	FOOT	118	118	
550A0410	STORM SEWERS, CLASS A, TYPE 2, 24"	FOOT	435	435	
# 56300300	ADJUSTING WATER SERVICE LINES	FOOT	550	550	
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2	
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	20	20	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	6	6	
* 60300405	VALVE BOXES TO BE ADJUSTED	EACH	3	3	
* 60611811	COMBINATION CONCRETE CURB AND GUTTER, TYPE M (MODIFIED)	FOOT	50	50	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
# 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	42	42	
# 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	24	24	
# 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	120	120	
# 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	12	12	

\* INDICATES ITEM COVERED BY SPECIAL PROVISION  
# INDICATES SPECIALTY ITEM

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DATE - 02-13-13	FILE - 120231-S00.shx

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

SCALE: NONE      STA.      TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	5
CONTRACT NO: 63850			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-08970101	

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE 0005	CONSTRUCTION TYPE CODE 0031
ITEM NO.	ITEMS	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY
# A2001016	TREE, ACER RUBRUM (RED MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	1		1
# A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	1		1
# A2008016	TREE, TILIA CORDATA (LITTLE LEAF LINDEN), 2" CALIPER, BALLED AND BURLAPPED	EACH	1		1
# A2014916	TREE, GLEDITSIA TRIACANTHOS VAR. INERMIS HALKA (HALKA THORNLESS HONEYLOCUST), 2" CALIPER, BALLED AND BURLAPPED	EACH	2		2
* X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	37	37	
* X4023000	TEMPORARY ACCESS (ROAD)	EACH	2	2	
* X8026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1	
* X8062400	CONCRETE GUTTER (SPECIAL)	FOOT	179	179	
* XX003435	PORTLAND CEMENT CONCRETE DRWEWAY REMOVAL AND REPLACEMENT	SQ YD	58	58	
* XX007785	SURFACE REMOVAL (SPECIAL)	SQ YD	890	890	
* XX008536	PREPARATION OF BASE (SPECIAL)	SQ YD	890	890	
* Z0004510	HOT-MIX ASPHALT DRWEWAY PAVEMENT, 3"	SQ YD	1,007	1,007	
* Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,277	1,277	
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	102.8	
* Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	78	78	
* Z0056612	STORM SEWER (WATER MAIN REQUIREMENTS) 18 INCH	FOOT	166	166	
* Z0056616	STORM SEWER (WATER MAIN REQUIREMENTS) 24 INCH	FOOT	136	136	

\* INDICATES ITEM COVERED BY SPECIAL PROVISION  
# INDICATES SPECIALTY ITEM

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 LICENSE NO. - 084-00021 - EXPIRES 6/30/2014  
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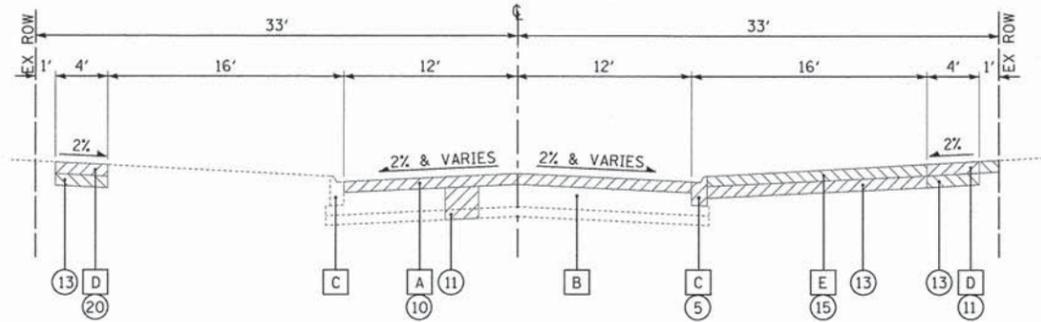
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

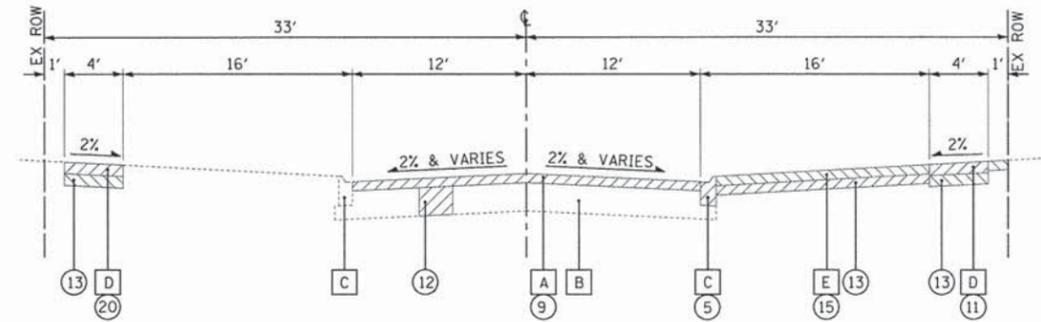
**SUMMARY OF QUANTITIES**

SCALE: NONE      STA.      TO STA.

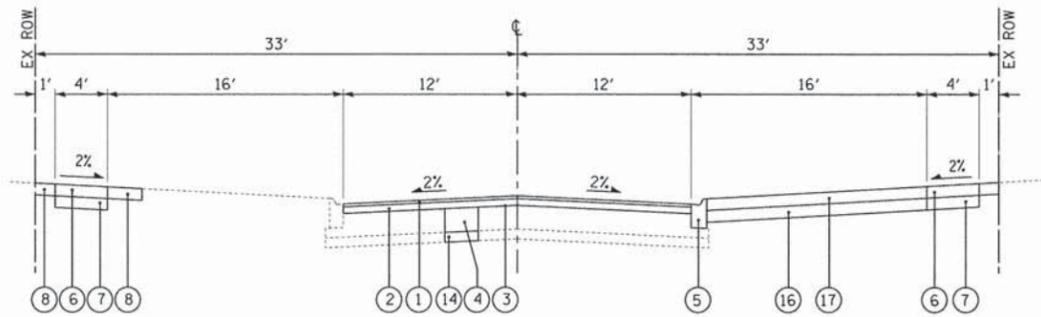
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	6
CONTRACT NO: 63850				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPD-089710101				



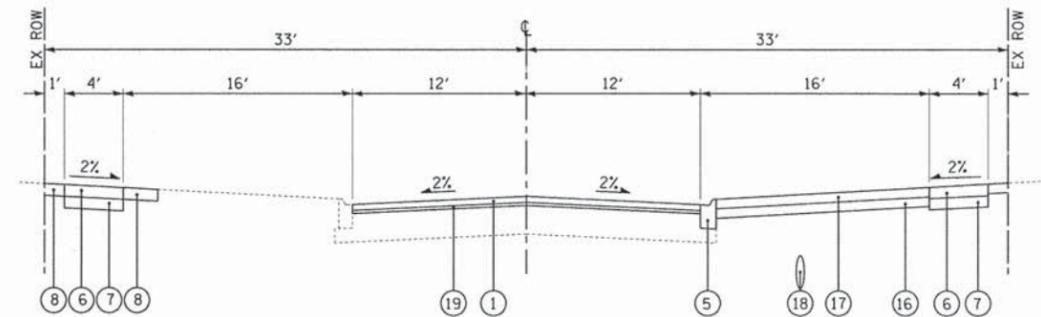
**EXISTING TYPICAL SECTION**  
168TH STREET STA 26+80 TO STA 30+13



**EXISTING TYPICAL SECTION**  
168TH PLACE STA 20+40 TO STA 25+50



**PROPOSED TYPICAL SECTION**  
168TH STREET STA 26+80 TO STA 30+13



**PROPOSED TYPICAL SECTION**  
168TH PLACE STA 20+40 TO STA 25+50

**EXISTING LEGEND**

- A HOT-MIX ASPHALT PAVEMENT
- B AGGREGATE BASE COURSE
- C COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12
- D SIDEWALK
- E DRIVEWAY
- ITEM TO BE REMOVED (LOCATION TO BE DETERMINED BY THE ENGINEER)

**PROPOSED LEGEND**

- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- 2 HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 3 1/2"
- 3 PREPARATION OF BASE (SPECIAL)
- 4 AGGREGATE BASE COURSE, TYPE B
- 5 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- 6 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- 7 AGGREGATE BASE COURSE, TYPE B 4"
- 8 SODDING
- 9 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- 10 SURFACE REMOVAL (SPECIAL)
- 11 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- 12 CLASS D PATCHES - 6" (AS DETERMINED BY THE ENGINEER)
- 13 EARTH EXCAVATION
- 14 AGGREGATE SUBGRADE IMPROVEMENTS\*\*
- 15 DRIVEWAY PAVEMENT REMOVAL (AS DETERMINED BY THE ENGINEER)
- 16 AGGREGATE BASE COURSE, TYPE B, 6"
- 17 HOT-MIX ASPHALT DRIVEWAY PAVEMENT - 3"
- 18 STORM SEWER
- 19 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4"
- 20 SIDEWALK REMOVAL (AS DETERMINED BY THE ENGINEER)

\*\* AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

NOTE: THE CONTRACTOR SHALL MILL BEFORE PATCHING

MIX TYPE	AIR VOIDS @ Ndes
<b>PAVEMENT RESURFACING (168TH PLACE, BRIARGATE DRIVE, BUTTERFIELD DRIVE)</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	3.5% @ 50 GYR
<b>PAVEMENT RESURFACING (168TH STREET)</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL 19mm, N50, 3"	4% @ 50 GYR
<b>DRIVEWAYS</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 3"	4% @ 50 GYR
<b>PATCHING</b>	
CLASS D PATCHES HOT-MIX ASPHALT BINDER, IL 19mm, N70, 6" (2 LIFTS)	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112LB/SY-IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

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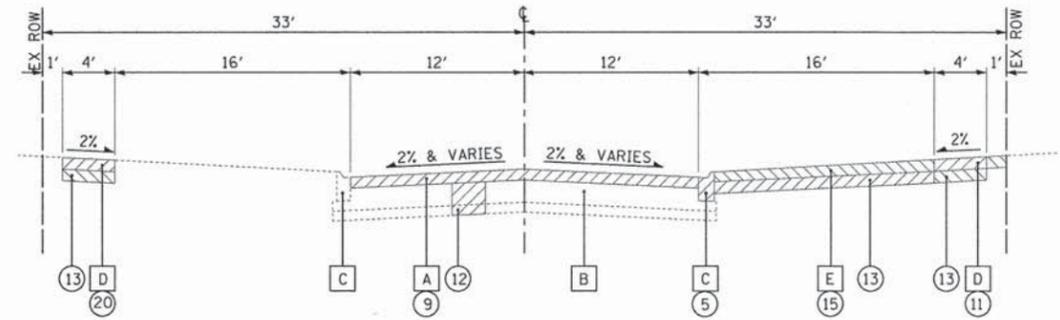
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS AND**  
**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

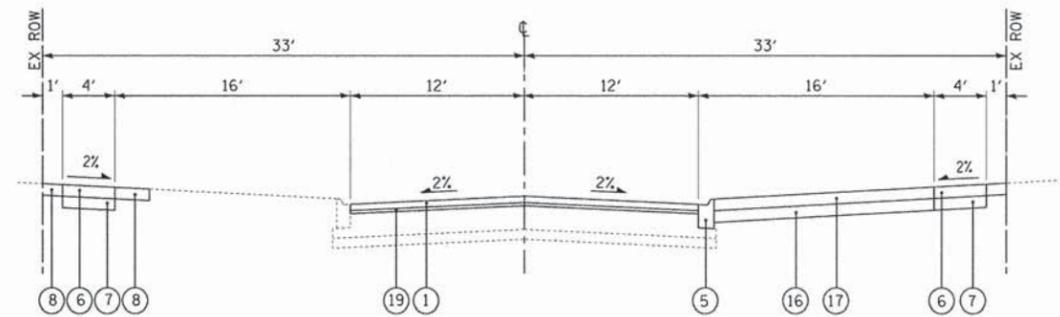
SCALE: NONE

STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	7
CONTRACT NO: 63850			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-089710101	



**EXISTING TYPICAL SECTION**  
 BRIARGATE DRIVE STA 10+12 TO STA 20+68  
 BUTTERFIELD DRIVE STA 1+12 TO STA 7+24



**PROPOSED TYPICAL SECTION**  
 BRIARGATE DRIVE STA 10+12 TO STA 20+68  
 BUTTERFIELD DRIVE STA 1+12 TO STA 7+24

**EXISTING LEGEND**

- A HOT-MIX ASPHALT PAVEMENT
- B AGGREGATE BASE COURSE
- C COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12
- D SIDEWALK
- E DRIVEWAY
- ITEM TO BE REMOVED (LOCATION TO BE DETERMINED BY THE ENGINEER)

**PROPOSED LEGEND**

- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 1/2"
- 2 HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - 3 1/2"
- 3 PREPARATION OF BASE (SPECIAL)
- 4 AGGREGATE BASE COURSE, TYPE B
- 5 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- 6 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- 7 AGGREGATE BASE COURSE, TYPE B 4"
- 8 SODDING
- 9 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- 10 SURFACE REMOVAL (SPECIAL)
- 11 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- 12 CLASS D PATCHES - 6" (AS DETERMINED BY THE ENGINEER)
- 13 EARTH EXCAVATION
- 14 AGGREGATE SUBGRADE IMPROVEMENTS\*\*
- 15 DRIVEWAY PAVEMENT REMOVAL (AS DETERMINED BY THE ENGINEER)
- 16 AGGREGATE BASE COURSE, TYPE B, 6"
- 17 HOT-MIX ASPHALT DRIVEWAY PAVEMENT - 3"
- 18 STORM SEWER
- 19 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4"
- 20 SIDEWALK REMOVAL (AS DETERMINED BY THE ENGINEER)

**PAVEMENT CORE DATA**

CORE NUMBER	LOCATION	STATION	HMA THICKNESS	AGGREGATE THICKNESS
C-2	BRIARGATE DRIVE	18+50, 6' Left	5.5"	6.5"
C-5	BUTTERFIELD DRIVE	3+00, 6' Right	6.5"	6.5"

\*\* AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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 LICENSE NO. 184-00027-04-RS EXP. 4/30/2025  
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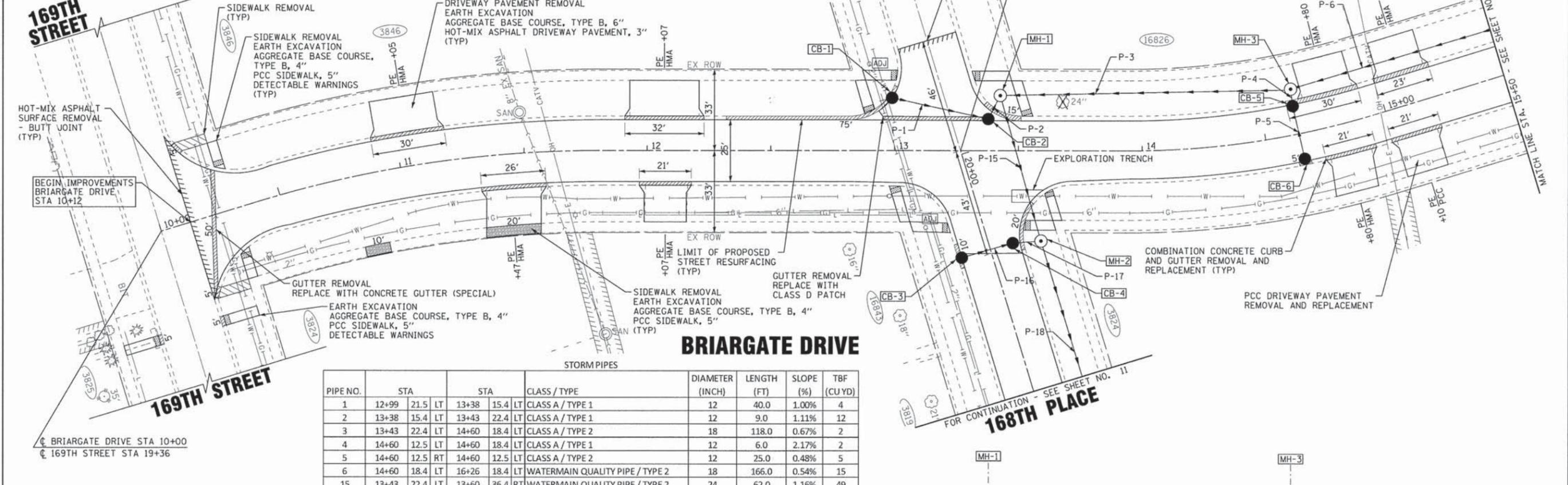
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

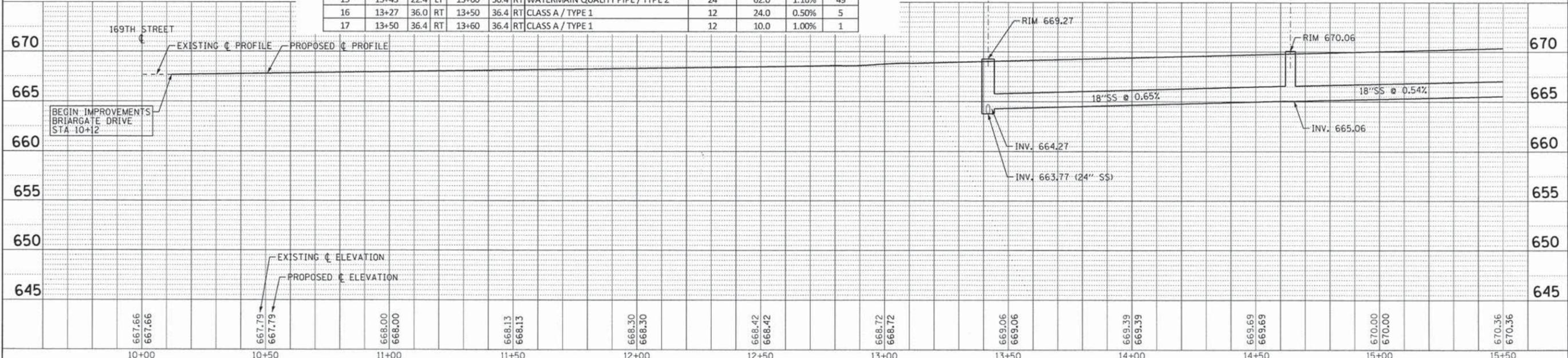
**TYPICAL SECTIONS**  
 SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	8
CONTRACT NO: 63850				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT #P0-08970101				

STORM STRUCTURES						
STRUCTURE NUMBER	STATION	OFFSET		RIM	INVERTS	
CB-1	12+99	21.5' LT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	668.43	665.93 (N) 12"	
CB-2	13+38	15.4' LT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	668.77	665.53 (SW) 12"	665.53 (NW) 12"
MH-1	13+43	22.4' LT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	669.27	664.27 (N) 18"	663.77 (E) 24"
CB-3	13+27	36' RT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	668.05	665.55 (N) 12"	
CB-4	13+50	36.4' RT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	668.05	665.43 (N) 12"	665.43 (S) 12"
MH-2	13+60	36.4' RT	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	668.55	663.05 (W) 24"	663.05 (E) 24"
CB-5	14+60	12.5' LT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	669.56	666.94 (E) 12"	666.94 (W) 12"
CB-6	14+60	12.5' RT	CATCH BASINS, TYPE C, TYPE 1 FRAME OPEN LID	669.56	667.06 (W) 12"	
MH-3	14+60	18.4' LT	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	670.06	665.06 (N) 18"	665.06 (S) 18"
					666.81 (E) 12"	



PIPE NO.	STA	STA	CLASS / TYPE	DIAMETER (INCH)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
1	12+99	21.5 LT	13+38 15.4 LT	12	40.0	1.00%	4
2	13+38	15.4 LT	13+43 22.4 LT	12	9.0	1.11%	12
3	13+43	22.4 LT	14+60 18.4 LT	18	118.0	0.67%	2
4	14+60	12.5 LT	14+60 18.4 LT	12	6.0	2.17%	2
5	14+60	12.5 RT	14+60 12.5 LT	12	25.0	0.48%	5
6	14+60	18.4 LT	16+26 18.4 LT	18	166.0	0.54%	15
15	13+43	22.4 LT	13+60 36.4 RT	24	62.0	1.16%	49
16	13+27	36.0 RT	13+50 36.4 RT	12	24.0	0.50%	5
17	13+50	36.4 RT	13+60 36.4 RT	12	10.0	1.00%	1



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CHECKED - TMS  
DATE - 02-13-13

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BRIARGATE DRIVE**  
**PLAN AND PROFILE**

SCALE: H: 1"=20' V: 1"=5'

STA. 10+00 TO STA. 15+50

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
12-00027-04-RS COOK 21 9  
CONTRACT NO. 63850

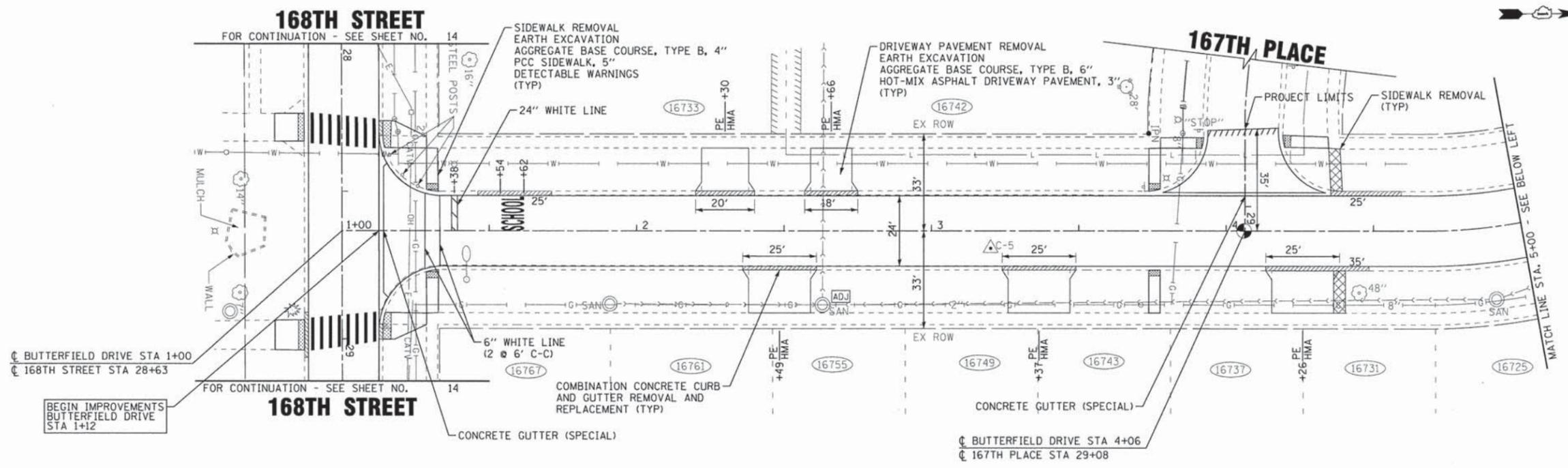
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPD-08970101

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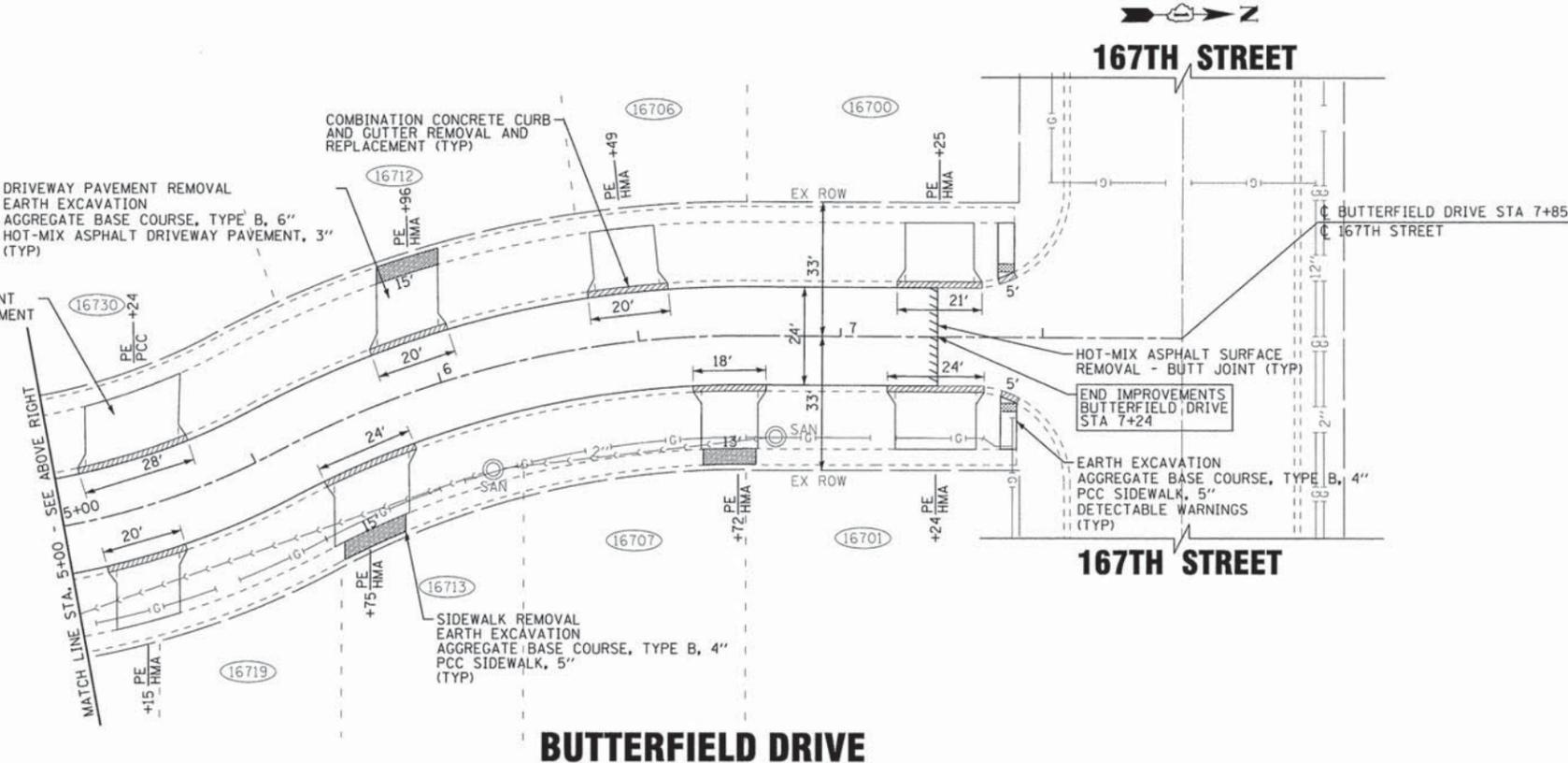








**BUTTERFIELD DRIVE**



**BUTTERFIELD DRIVE**

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 PROJECT NO. 12-00027-04-RS  
 SHEET NO. 21 OF 13  
 DATE: 02/13/2024  
 FILE: 120231-Plan5.sht



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DATE - 02-13-13	FILE - 120231-Plan5.sht

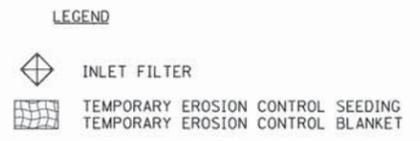
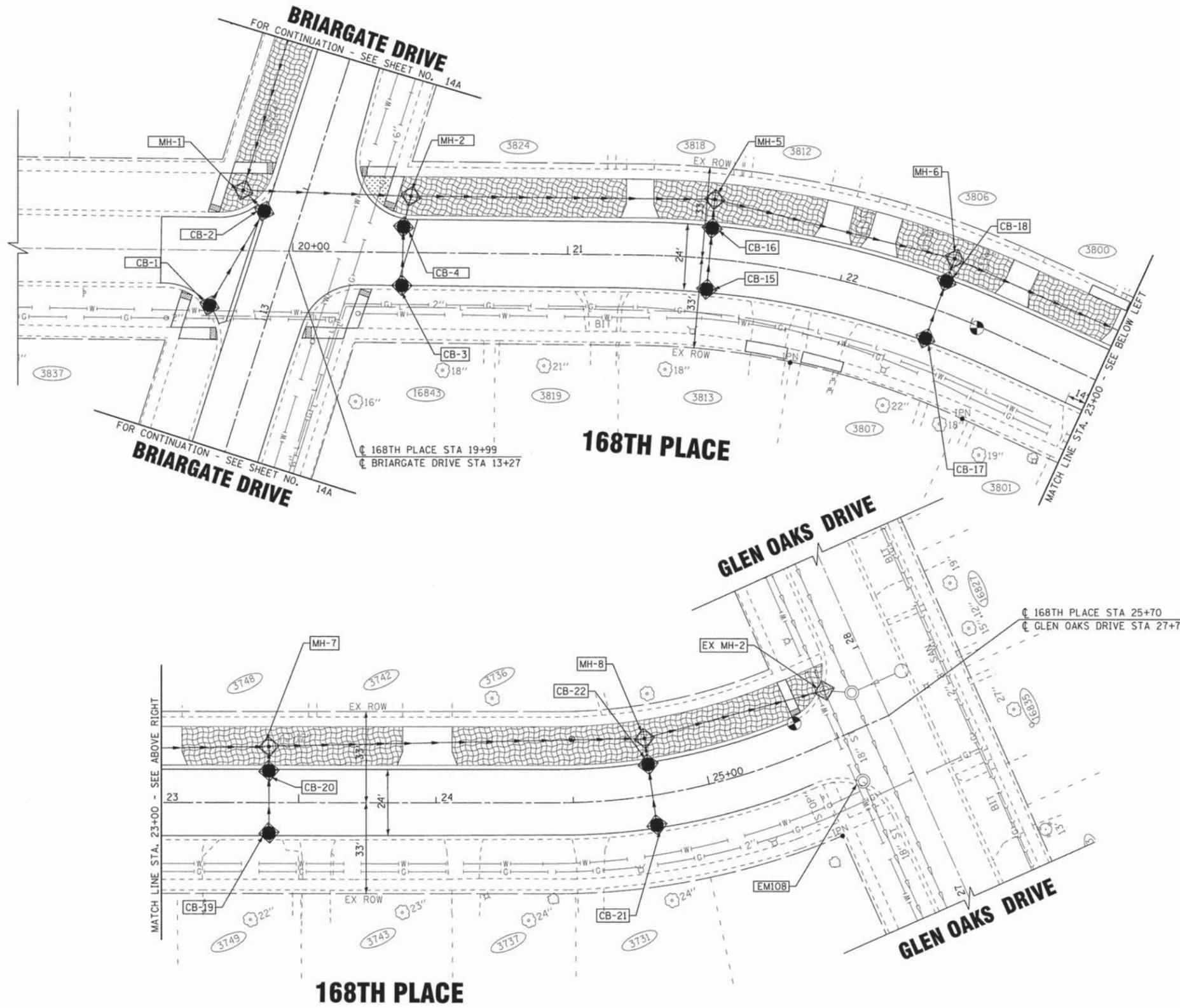
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BUTTERFIELD DRIVE**  
**PLAN**  
 SCALE: 1" = 20'  
 STA. 1+00 TO STA. 7+85

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	13
CONTRACT NO: 63850				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-08970101				







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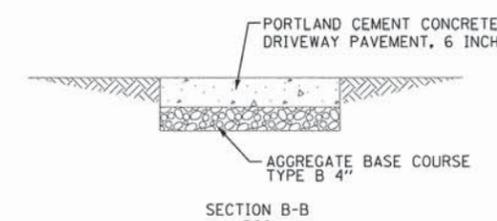
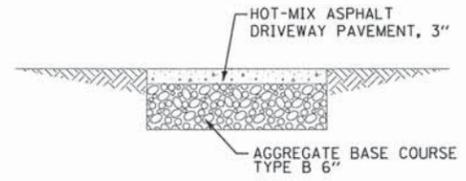
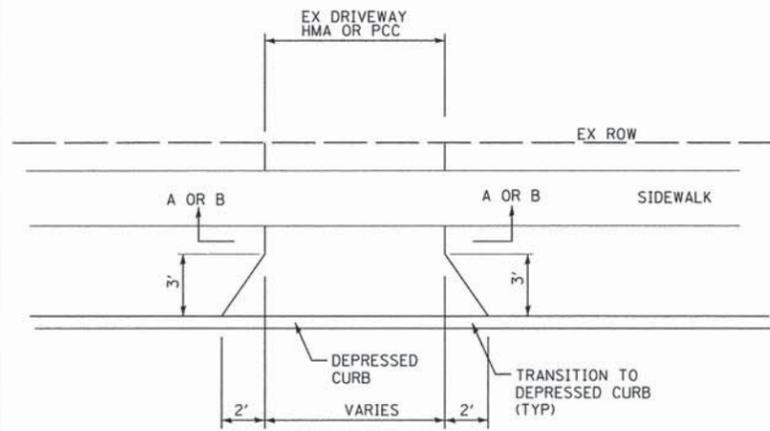
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**DEPARTMENT OF TRANSPORTATION**

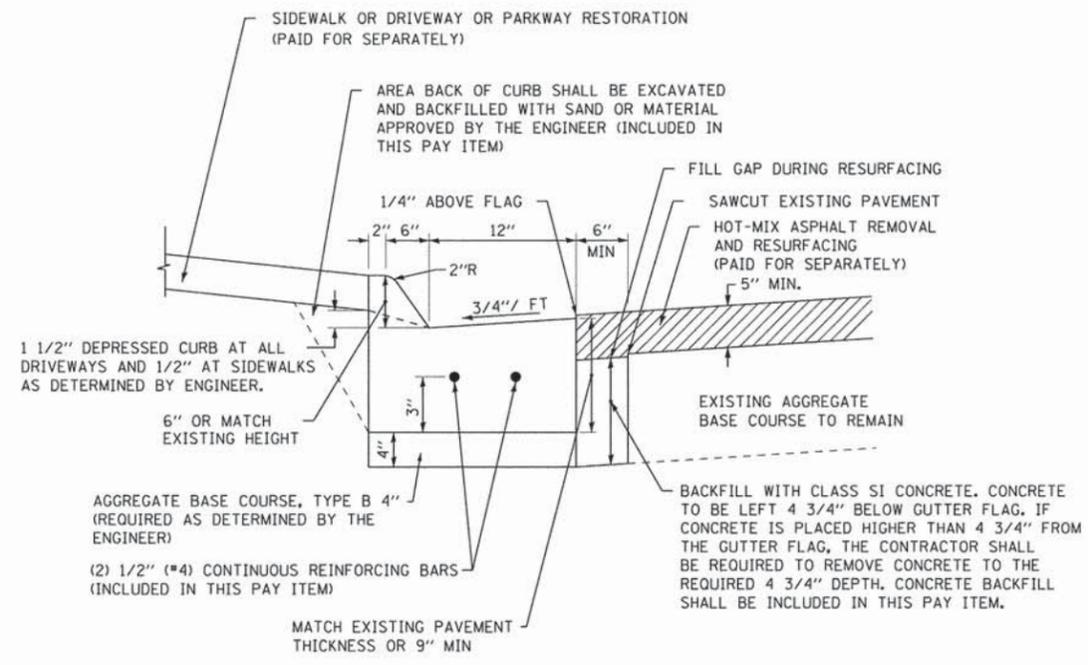
**168TH PLACE**  
**EROSION AND SEDIMENT CONTROL PLAN**

SCALE: STA. 19+00 TO STA. 23+00

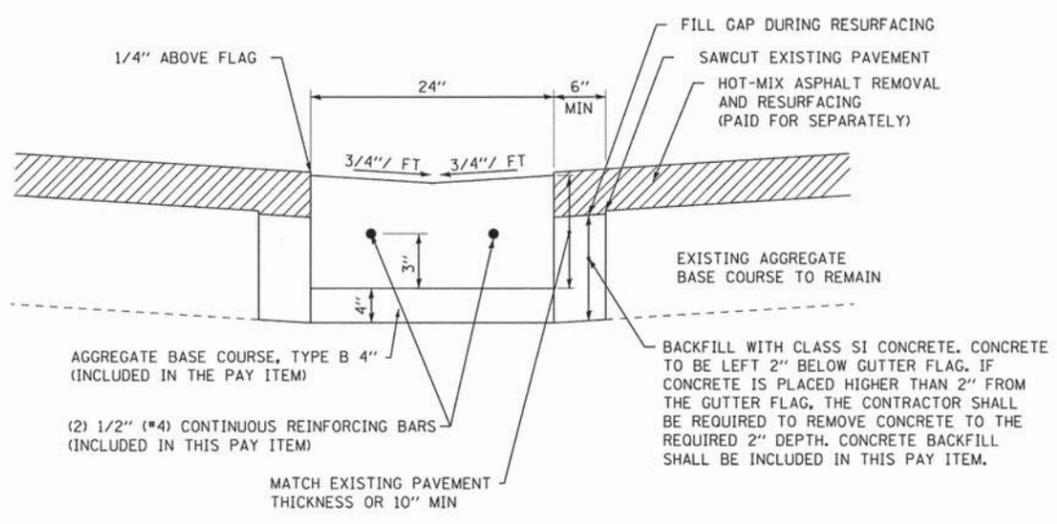
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	12-00027-04-RS	COOK	21	14B
CONTRACT NO: 63850				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPU-08970101				



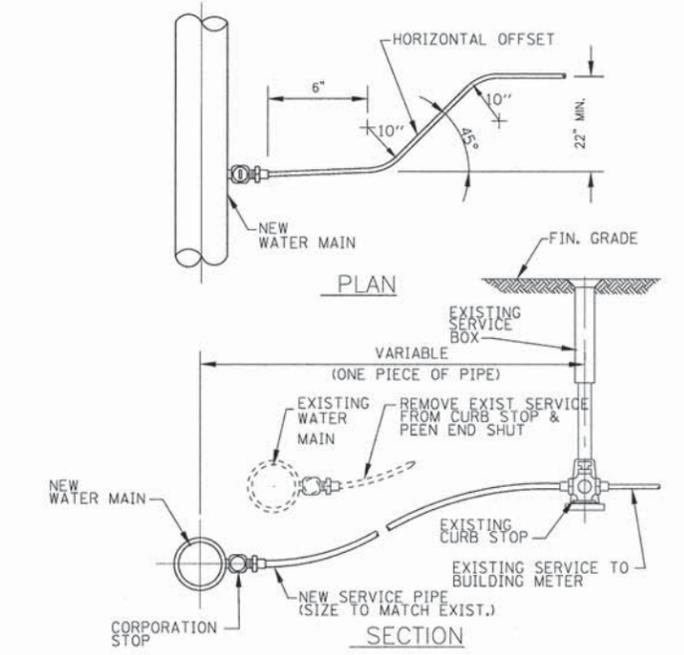
**DRIVEWAY DETAIL**  
NO SCALE



**COMBINATION CONCRETE CURB AND GUTTER, TYPE M (MODIFIED)**  
(NOT TO SCALE)



**CONCRETE GUTTER (SPECIAL)**  
(NOT TO SCALE)



SERVICE PIPE	CORP. STOP	CURB STOP	SERVICE BOX
3/4"	3/4"	3/4"	2 1/2"
1"	1"	1"	2 1/2"
1 1/4"	1 1/4"	1 1/4"	3"
1 1/2"	1 1/4" X 1 1/2"	1 1/2"	3"
2"	1 1/2" X 2"	2"	3"

**EXISTING WATER SERVICE RECONNECTION DETAIL**  
NO SCALE

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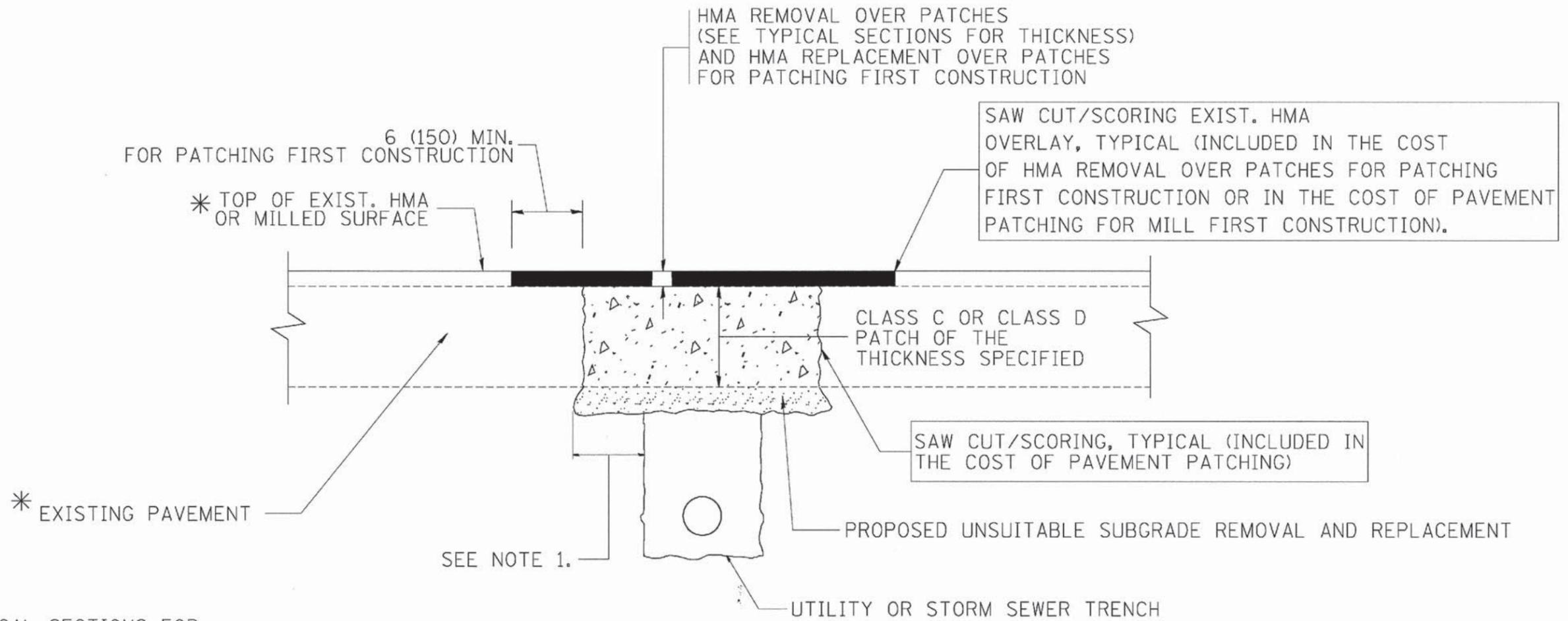
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CHECKED - RWL	REVISED -
DATE - 10-01-10	FILE - 120231-DETAILS.shp

**CITY OF COUNTRY CLUB HILLS, ILLINOIS**  
**GLEN OAKS DRIVE INFRASTRUCTURE IMPROVEMENTS**

**MISCELLANEOUS DETAILS**

SCALE: NONE STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	12-00021-04-RS	COOK	21	15
C-91-329-13		CONTRACT NO. 63850		
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT HPD-89701e				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

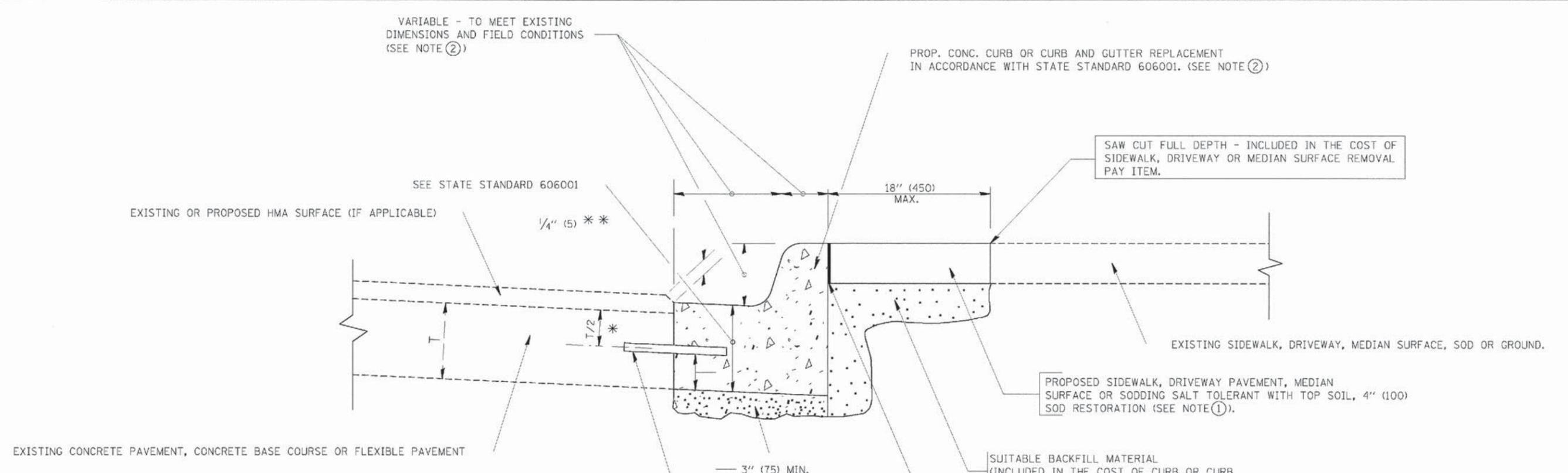
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 5/27/2013

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		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 09-04-07
		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-R5	COOK	21	18
BD400-04 (BD-22)		CONTRACT NO. 63850		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-0897(010)				



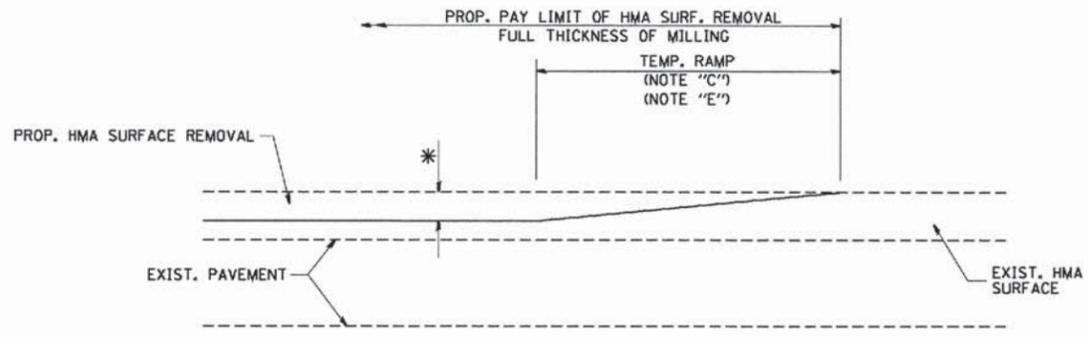
- VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)
- SEE STATE STANDARD 606001
- EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)  $\frac{1}{4}'' (5) **$
- EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT
- PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)
- SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.
- EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.
- PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).
- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED  $\frac{3}{4}'' (20)$  PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).
- BASIS OF PAYMENT:  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".
- \* 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.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

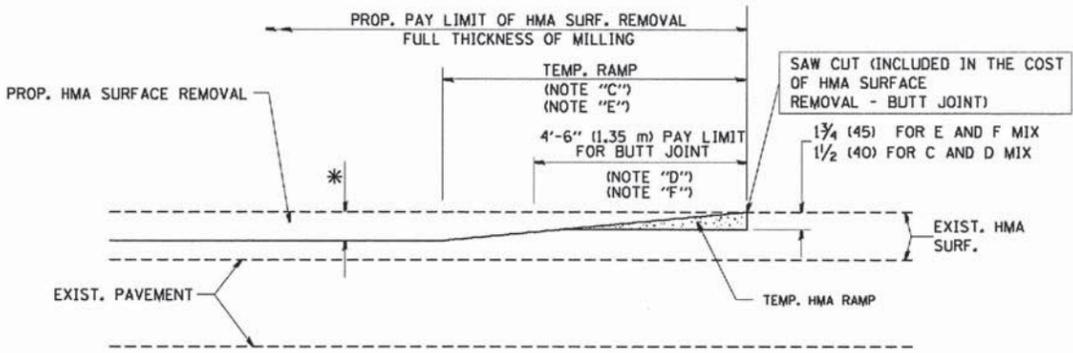
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FILE NAME =	USER NAME = drivalogn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PROJECT SCALE = 5/8" = 1' IN.	CHECKED -	DATE 03-11-94	REVISED - A. ABBAS 03-21-97			12-00027-04-RS	COOK	21	17	
PLOT SCALE = 1/2" = 1' IN.	CHECKED -	DATE 03-11-94	REVISED - M. GOMEZ 01-22-01			<b>BD600-06 (BD-24)</b>		CONTRACT NO. 63850		
DATE 03-11-94	DATE 03-11-94	DATE 03-11-94	REVISED - R. BORO 12-15-09			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT HPD-0897(010)				
DATE 03-11-94	DATE 03-11-94	DATE 03-11-94	DATE 03-11-94			SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.				



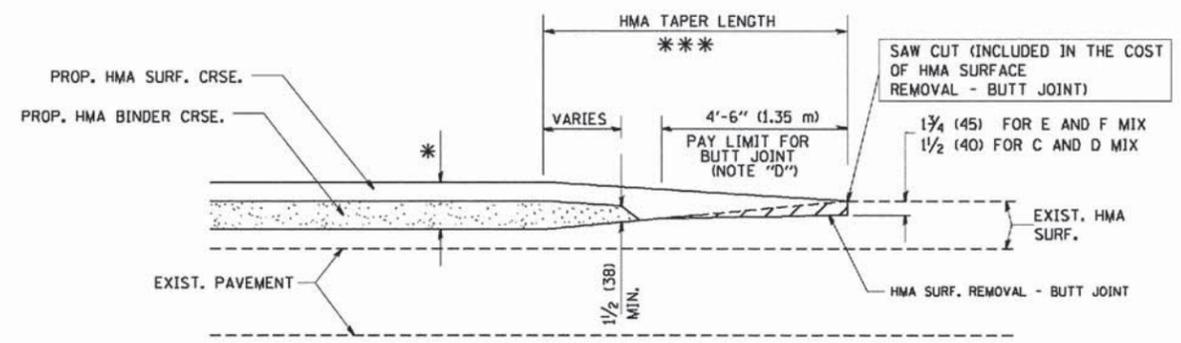
MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

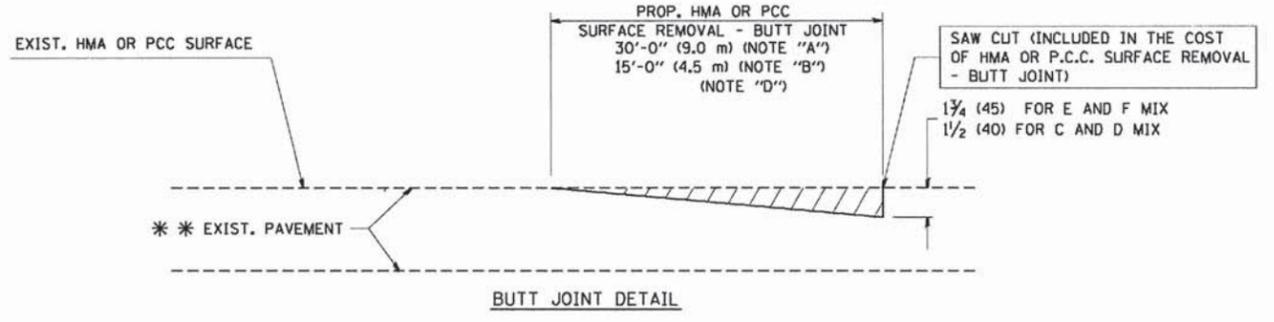


HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

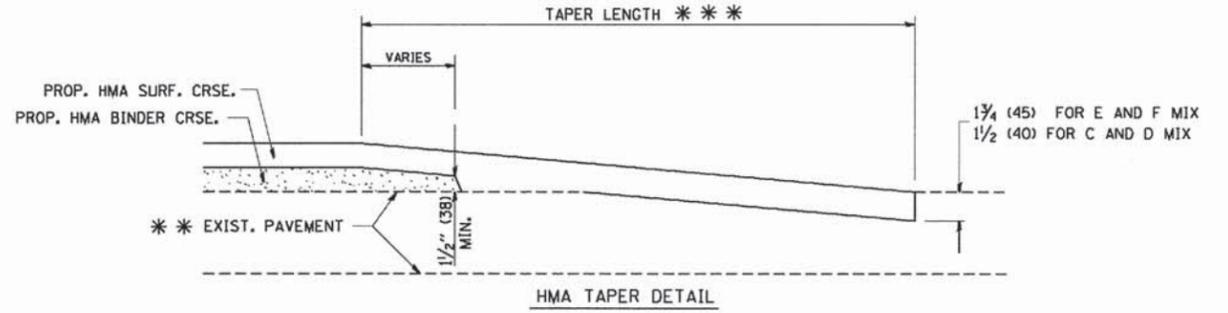
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



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")

**BASIS OF PAYMENT:**

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

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

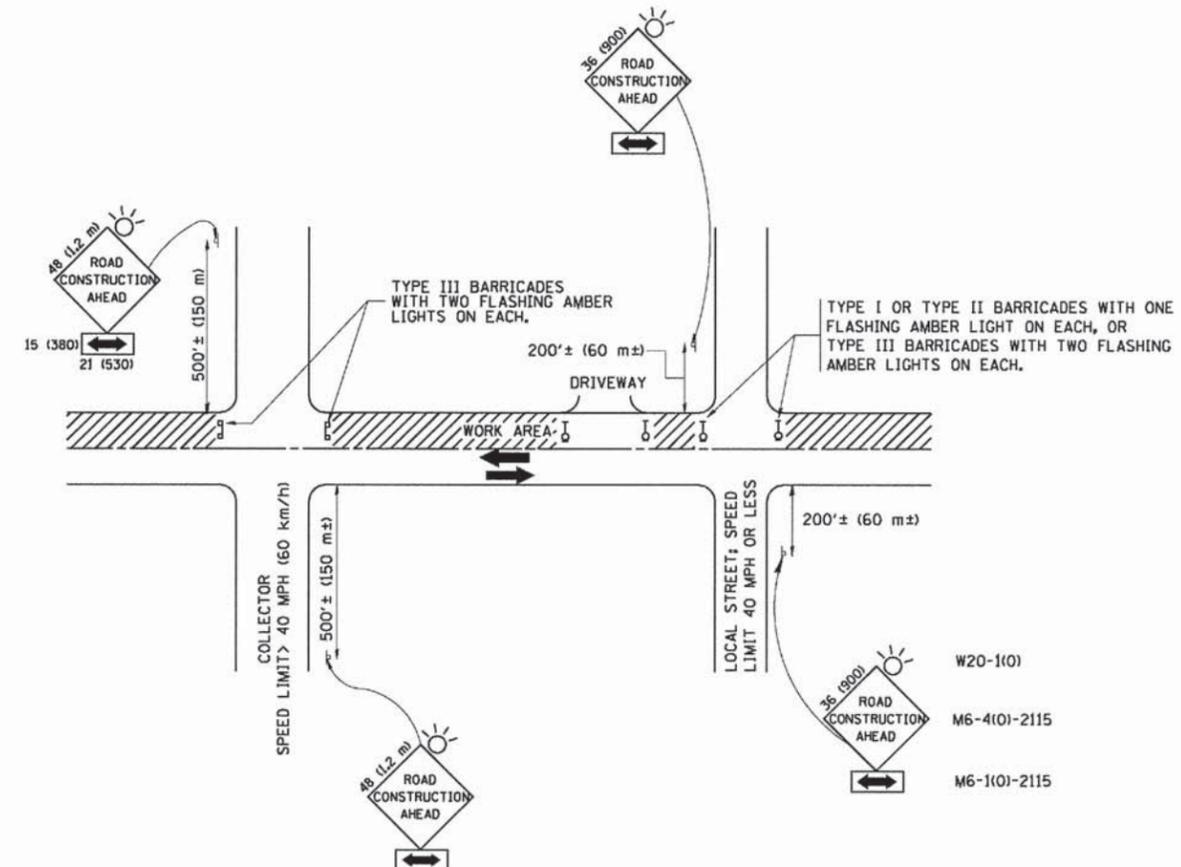
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		DRAWN -	REVISED - A. ABBAS 03-21-97
		CHECKED -	REVISED - M. GOMEZ 04-06-01
		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-R5	COOK	21	18
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 63850</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPD-0897(010)				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
  - USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

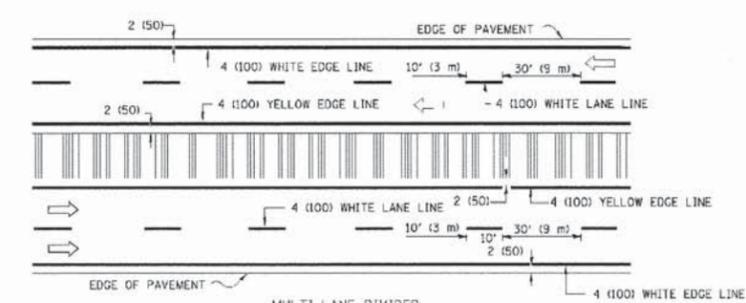
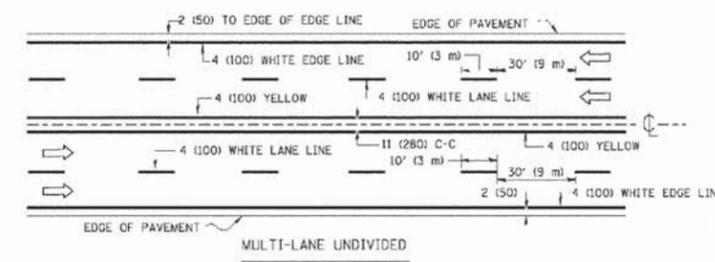
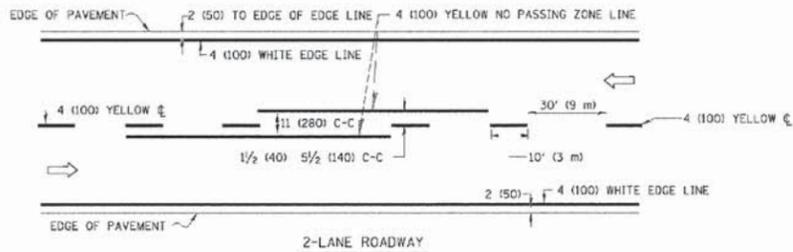
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

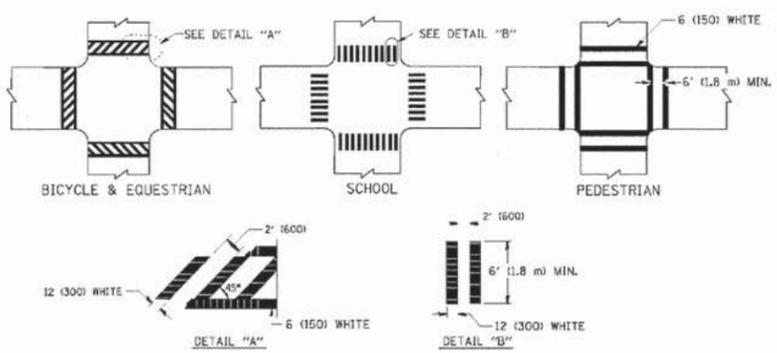
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	19
TC-10			CONTRACT NO. 63850	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJ. HPD-0897(010)				

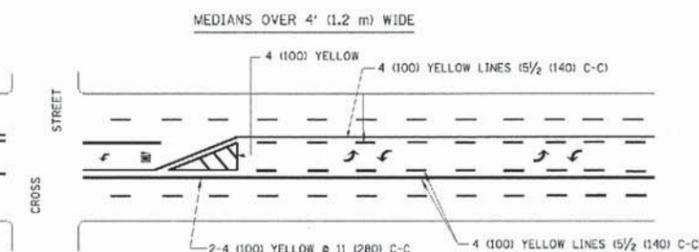
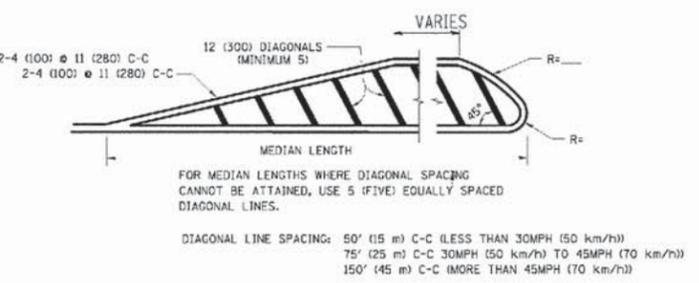
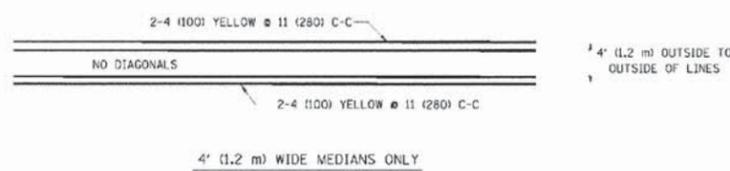


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

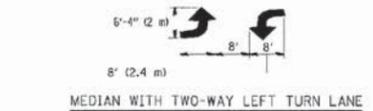
TYPICAL LANE AND EDGE LINE MARKING



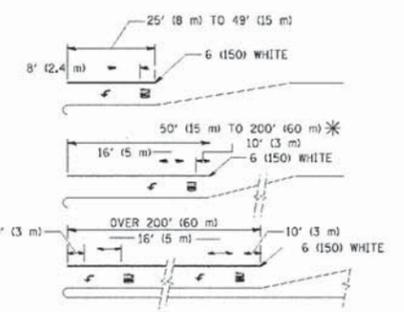
TYPICAL CROSSWALK MARKING



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.



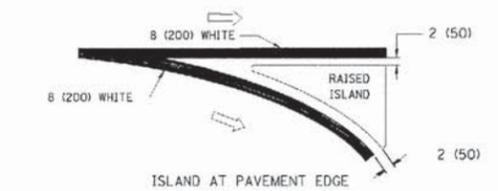
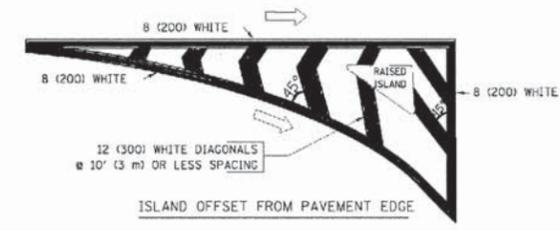
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

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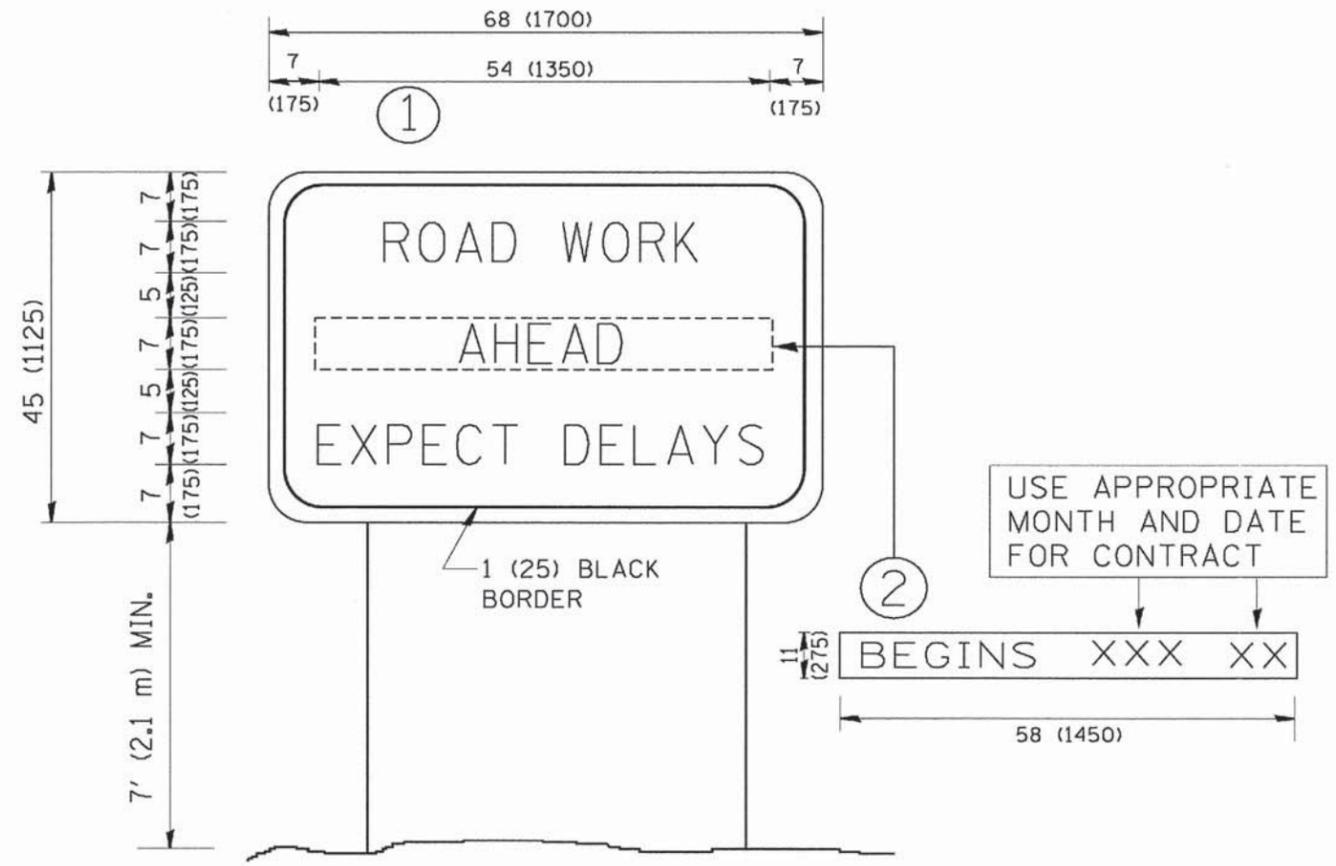
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DATE	DATE	DRAWN	REVISED C. JUCIUS 09-09-09
DATE	DATE	CHECKED -	REVISED -
DATE	DATE	DATE	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		12-00027-04-RS	COOK	21	20	
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS STA.		TO STA.		

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		12-00027-04-RS	COOK	21	20	
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS STA.		TO STA.		

TC-13 CONTRACT NO. 63850  
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT/HPD-0897(010)



**NOTES:**

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

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

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		DRAWN -	REVISED - R. MIRS 12-11-97
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	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ARTERIAL ROAD INFORMATION SIGN</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	12-00027-04-RS	COOK	21	21
<b>TC-22</b>		<b>CONTRACT NO. 63850</b>		
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPD-0897(010)				