

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

59TH STREET
(ARCHER ROAD to 74th AVENUE)
DOUGLAS AVENUE
(CENTER AVENUE to HUNT AVENUE)
SECTION NO. 08-00062-00-RS
LAPP RESURFACING
FEDERAL PROJECT HPP-3464(002)
VILLAGE OF SUMMIT
COOK COUNTY
JOB NO. C-91-419-08

INDEX OF SHEETS

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- PLAN: 59TH ST. - ARCHER RD. to 74th AVE.
DOUGLAS AVE. - CENTER AVE. to HUNT AVE.
- PLAN: PAVEMENT MARKING
- DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
- CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- FRAMES AND LIDS ADJUSTMENTS WITH MILLING
- BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS

STATE STANDARDS

- 000001-05 STANDARDS SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03 CLASS C AND D PATCHES
604001-02 FRAME & LIDS, TYPE 1
606001-03 CONCRETE CURB AND COMBINATION CONCRETE CURB & GUTTER
701501-04 URBAN LANE CLOSURE, 2 L, 2 W UNDIVIDED
701901 TRAFFIC CONTROL DEVICES
780001-01 TYPICAL PAVEMENT MARKINGS

LENGTH OF PROJECT

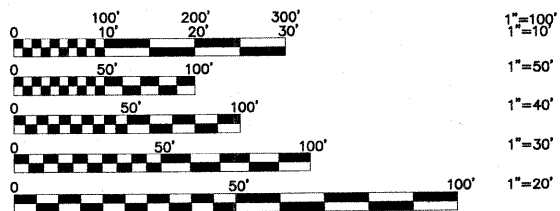
59TH STREET

GROSS LENGTH = 1455 FT. (0.2756 miles)
NET LENGTH = 1455 FT. (0.2756 miles)

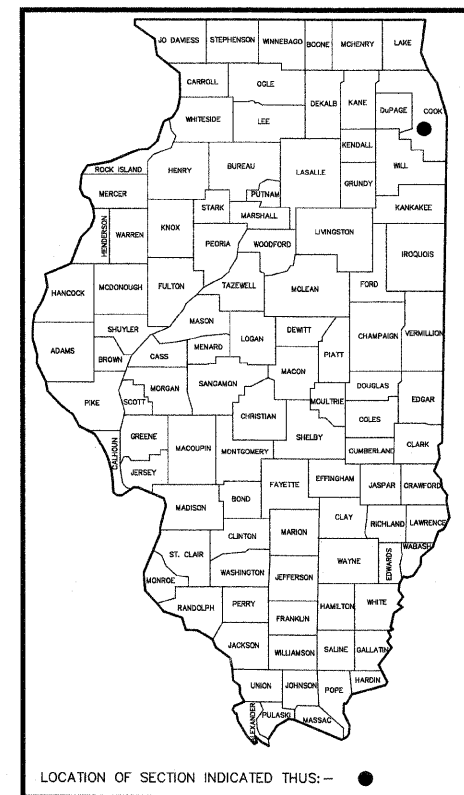
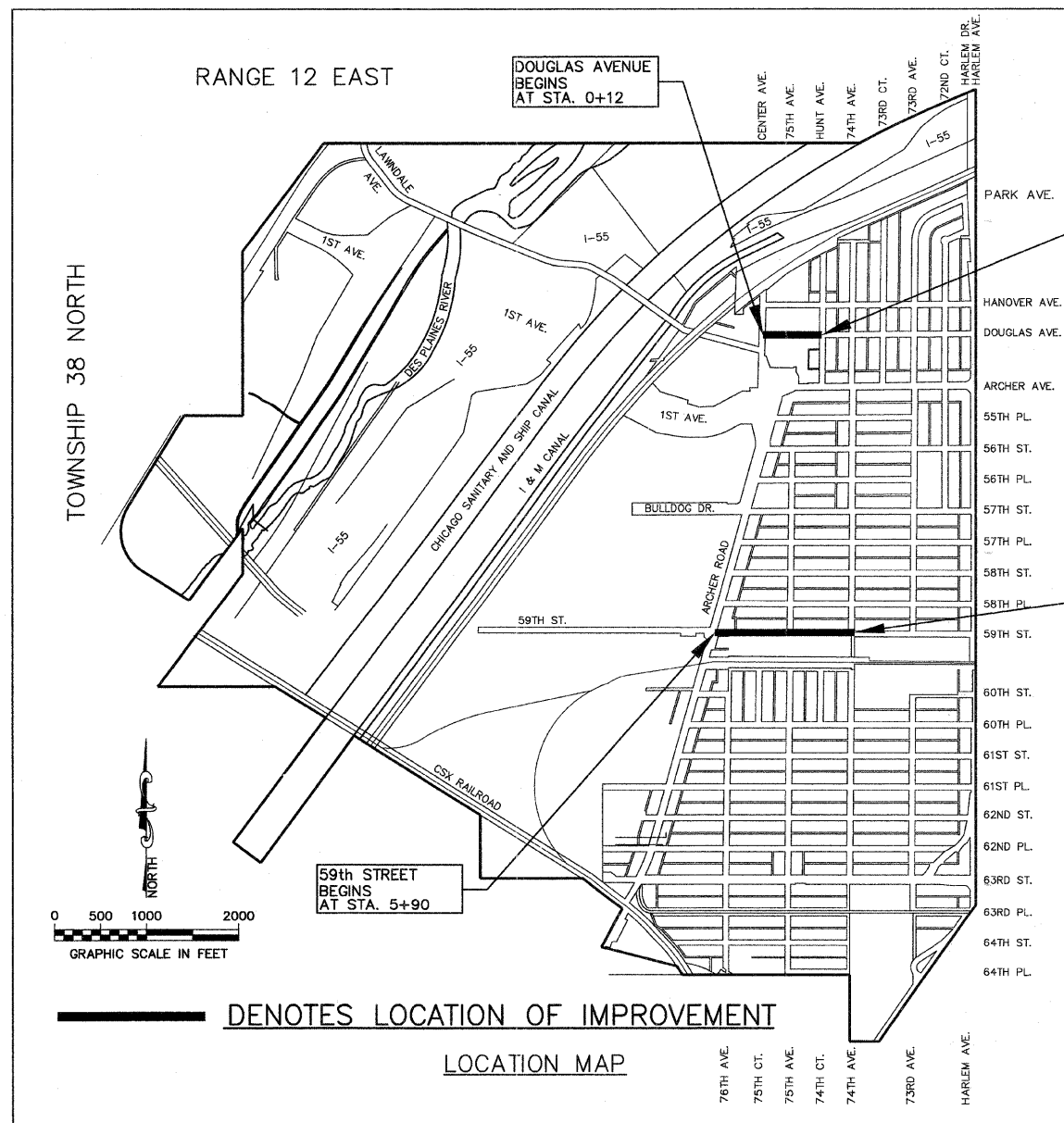
DOUGLAS AVENUE

GROSS LENGTH = 604 FT. (0.1144 miles)
NET LENGTH = 604 FT. (0.1144 miles)

TOTAL GROSS LENGTH = 2059 FT. (0.3900 miles)
TOTAL NET LENGTH = 2059 FT. (0.3900 miles)



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.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED _____ JULY 22 _____ 20_08

VILLAGE PRESIDENT _____

PASSED July 23, 2008

DISTRICT #1 ENGINEER OF LOCAL ROADS & STREETS

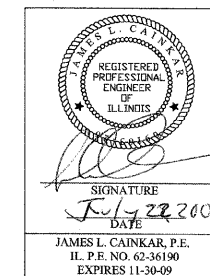
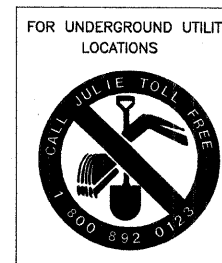
RELEASING FOR BID
BASED ON LIMITED
REVIEW July 23, 2008

DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

PROJECT LOCATED IN THE
VILLAGE OF SUMMIT

TOWNSHIP 38 NORTH
RANGE 12 EAST
LYONS TOWNSHIP

SEE PAGE 3 FOR
DESIGN DETAILS



TRAFFIC DATA:
ADT (2007): 400
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED LIMIT = 25 MPH

PRINTED BY THE AUTHORITY OF THE
STATE OF ILLINOIS

FNA JOB # 07371

CONTRACT NO. 63071

REVISIONS			
NO.	BY	DATE	DESCRIPTION
1	JLC	6-11-08	UPDATE PER I.D.O.T
2	JLC	7-16-08	UPDATE PER I.D.O.T
3	JLC	7-21-08	UPDATE PER I.D.O.T

FIELD ENGINEER: MARILIN SOLOMON (847)705-4407
CONSULTANT: FRANK NOVOTNY AND ASSOCIATES, INC. (630)887-8640

GENERAL CONSTRUCTION NOTES PAVING AND STORM SEWERS

SPECIFICATIONS

THE LATEST EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AS REQUIRED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.E. AT 1-800-892-0123, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ADEQUATE LIGHTING SHALL BE MAINTAINED FROM DUSK TO DAWN AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT, OR AS DESIGNATED BY THE ENGINEER.

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

SAWING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCIDENTAL TO THE PATCHING ITEM.

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN STAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

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

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" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

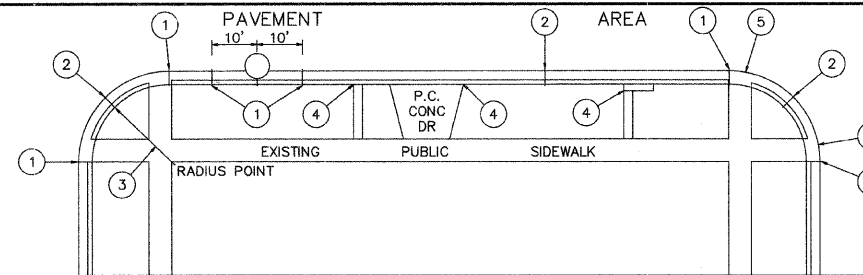
THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

ALL ITEMS ASSOCIATED WITH CURB AND GUTTER, DRIVEWAYS AND PATCHING WILL NOT EXCEED THE QUANTITIES LISTED IN THE SUMMARY OF QUANTITIES.

DRAINAGE STRUCTURE REPLACEMENT OR RECONSTRUCTION

NOTE: LOCATIONS OF CATCH BASINS AND INLETS TO BE REMOVED AND REPLACED, OR CATCH BASINS AND MANHOLES TO BE RECONSTRUCTED, SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.



- EXPANSION JOINTS AT TANGENT POINTS AND 150 FOOT INTERVALS, CONSISTING OF ONE INCH PREMOLDED JOINT FILLER MATERIAL WITH #8 DOWEL BARS, 18" IN LENGTH, GREASED, PROVIDE EXPANSION CAP ON ONE END. ALSO CONSTRUCT THIS JOINT TEN FEET EACH SIDE OF PROPOSED UNDERGROUND STRUCTURE.
- CONTRACTION JOINTS AT TWENTY-FIVE FOOT INTERVALS AND AT THE CENTER OF RETURNS.
- ALL RADII SHALL BE 25 FEET TO THE BACK OF CURB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- LONGITUDINAL EXPANSION JOINT CONSISTING OF ONE INCH PREMOLDED JOINT FILLER.
- DEPRESS CURB AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINE AT STREET INTERSECTIONS, ALLEYS, AND OTHER LOCATIONS AS DIRECTED, FOR THE CONSTRUCTION OF RAMPED SIDEWALKS FOR ACCESS BY THE HANDICAPPED.

JOINT DETAILS

SUMMARY OF QUANTITIES

Item Number	Items	Unit	Construction Code 1000 Quantity
20800150	TRENCH BACKFILL	CU YD	10
21101815	TOPSOIL, FURNISH AND PLACE, 4"	SQ YD	200
25200100	SODDING	SQ YD	200
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5
40600300	AGGREGATE (PRIME COAT)	TON	9
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	320
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	640
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5
42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	11
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	147
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	770
42400800	DETECTABLE WARNINGS	SQ FT	166
44000100	PAVEMENT REMOVAL	SQ YD	11
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"	SQ YD	1,490
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	5,909
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	173
44000600	SIDEWALK REMOVAL	SQ FT	515
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	200
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	200
44300300	AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	SQ YD	7,439
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	2
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5
60250300	CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	15
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1
60255600	MANHOLES TO BE ADJUSTED (SPECIAL)	EACH	7
60260100	INLETS TO BE ADJUSTED	EACH	13
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
60265800	VALVE VAULTS TO BE ADJUSTED (SPECIAL)	EACH	5
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	15
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1
60500050	REMOVING CATCH BASINS	EACH	2
60500080	REMOVING INLETS	EACH	2
67100100	MOBILIZATION	L.SUM	1.00
70102820	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L.SUM	1
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	237
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	186
* 78000850	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	11
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	805
X4420452	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	100
XX000667	SUB-BASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	86
XX003560	CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,029

* SPECIALTY ITEMS



Frank Novotny & Associates, Inc.

Civil Engineers/Municipal Consultants 825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132 Illinois Professional Design Firm No. 184-000928

PROJECT

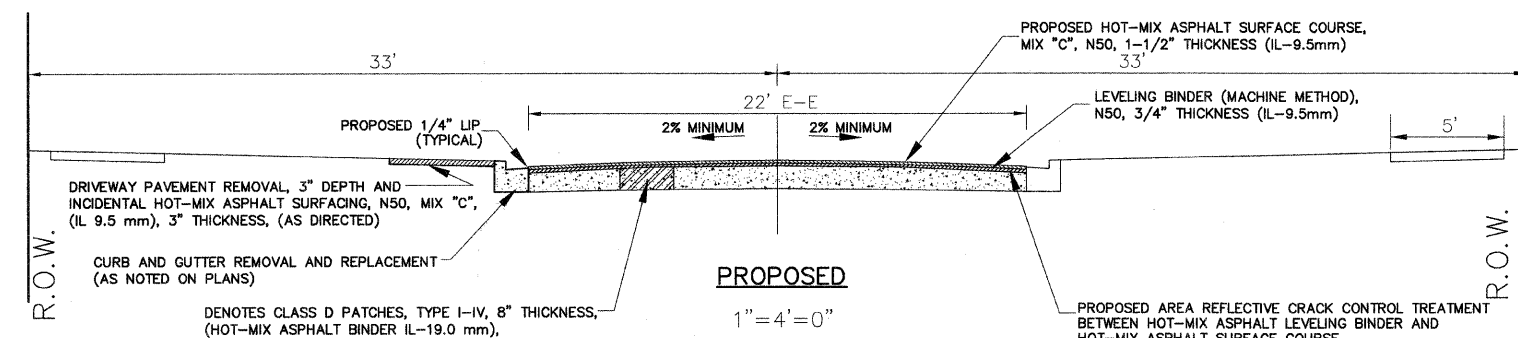
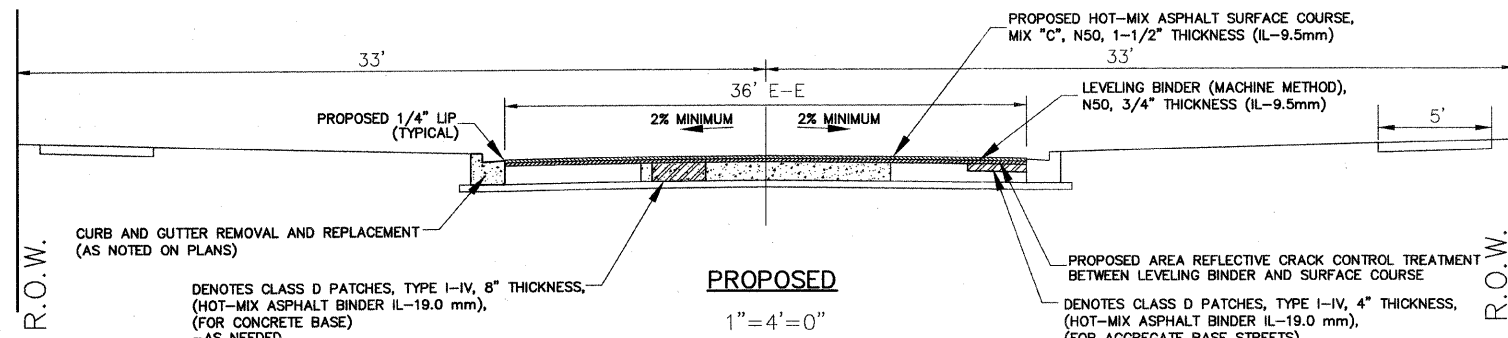
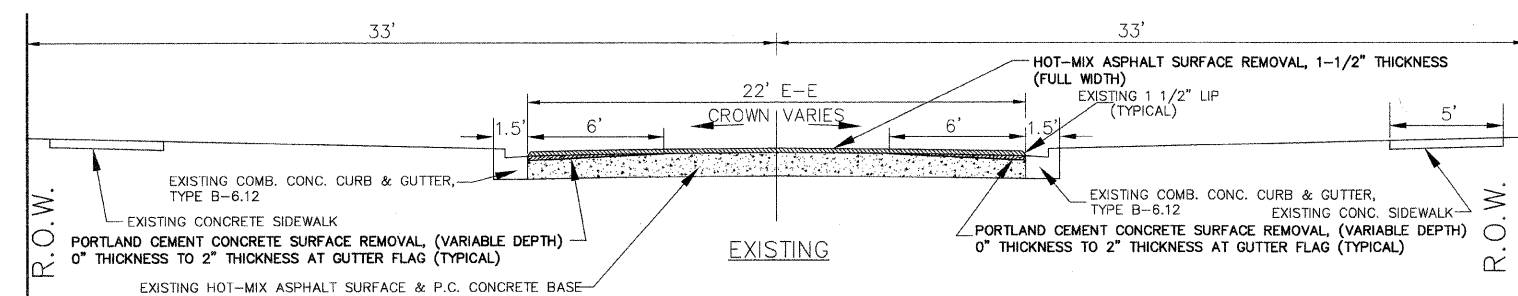
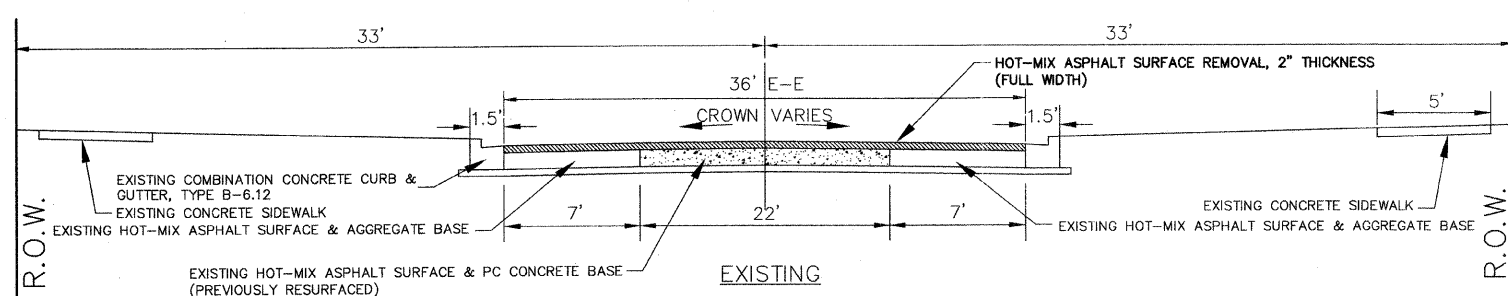
VILLAGE OF SUMMIT, ILLINOIS
L.A.P.P. RESURFACING
SECTION NO. 08-00062-00-RS

REVISIONS

NO.	BY	DATE	DESCRIPTION
1	JLC	8-11-08	UPDATE PER I.D.O.T.
2	JLC	7-16-08	UPDATE PER I.D.O.T.
2	JLC	7-21-08	UPDATE PER I.D.O.T.

GENERAL NOTES
SUMMARY OF QUANTITIES

PROJECT NO. 07371	SCALE NONE	SHEET 2
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008	OF 10
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE	SHEETS



59th ST. - ARCHER RD. TO 74th AVE.

DOUGLAS AVE. - CENTER AVE. TO HUNT AVE.

TYPICAL CROSS SECTIONS

HOT-MIX ASPHALT MIXTURE REQUIREMENT

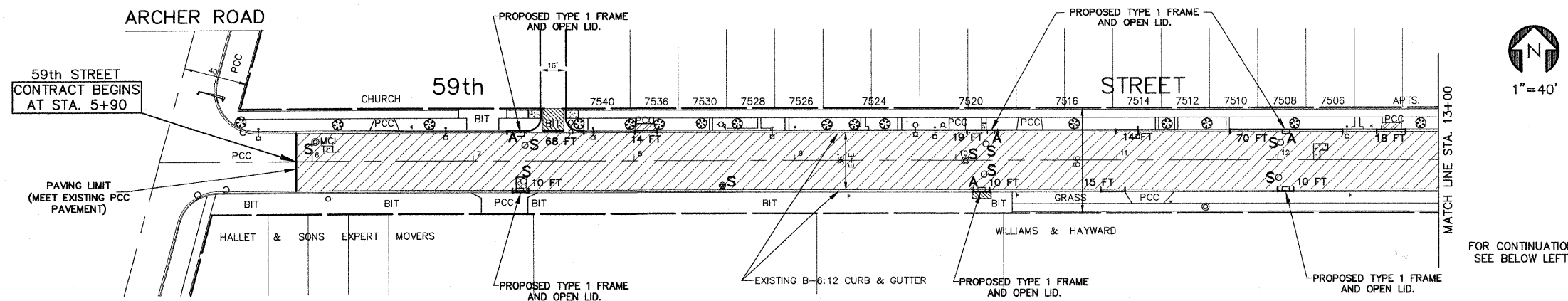
ITEM	AC TYPE	PERCENT AIR VOIDS
ROADWAY HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1-1/2" THICKNESS (IL-9.5mm)	PG 64-22	4% @ 50 GYR
ROADWAY LEVELING BINDER (MACHINE METHOD), N50, 3/4" THICKNESS (IL-9.5mm)	*PG 64-22	4% @ 50 GYR
DRIVEWAYS INCIDENTAL HOT-MIX ASPHALT SURFACING, MIX "C", N50, (IL 9.5 mm), 3" THICKNESS	PG 64-22	4% @ 50 GYR
PATCHING CLASS D PATCHES, TYPE II, 4" OR TYPE II-III, 8" THICKNESS, (HMA BINDER IL-19.0mm)	*PG 64-22	4% @ 70 GYR

THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

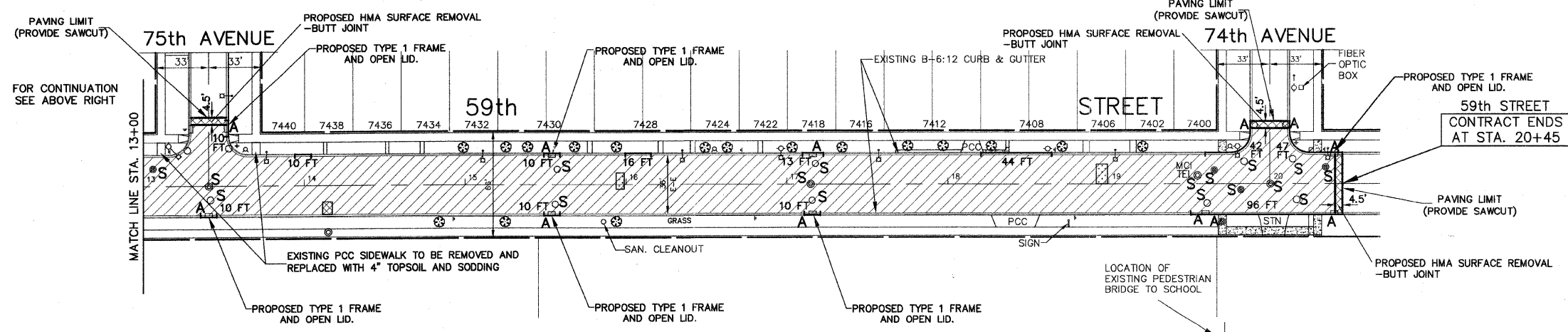
IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

REVISIONS			
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1	JLC	6-11-08	UPDATE PER I.D.O.T.
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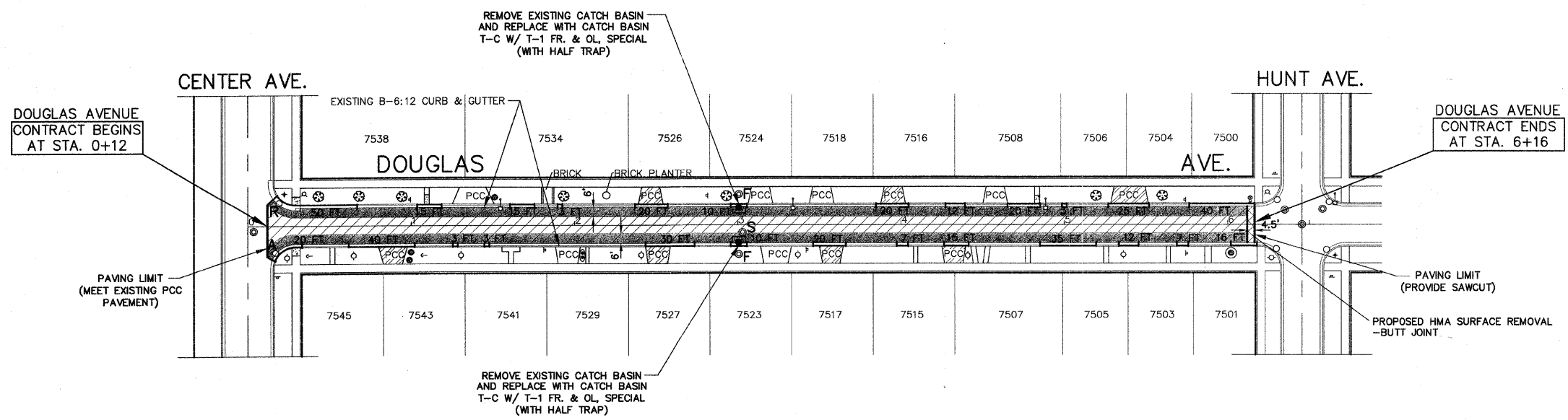
CONTRACT NO. 63071



- LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT, (4.5' WIDTH)
 - DENOTES DRIVEWAY PAVEMENT REMOVAL, 3" AND INCIDENTAL HOT-MIX ASPHALT SURFACING, 3"
 - DENOTES CLASS D PATCHES, TYPE II, 4" (FOR AGGREGATE BASE STREETS)
-AS DIRECTED BY THE ENGINEER
 - DENOTES CLASS D PATCHES, TYPE II-III, 8" (FOR CONCRETE BASE STREETS)
-AS DIRECTED BY THE ENGINEER
 - DENOTES PAVEMENT REMOVAL AND P.C. CONCRETE PAVEMENT REPLACEMENT, 8"
 - DENOTES HOT-MIX ASPHALT SURFACE REMOVAL (SEE SHEET 3 FOR SCOPE OF WORK)
 - DENOTES P.C. CONCRETE SIDEWALK, 5" REMOVAL AND SIDEWALK REMOVAL, WITH DETECTABLE WARNING STRIP WHERE APPLICABLE
 - "A"
DENOTES EXISTING VALVE VAULTS, VALVE BOXES, CATCH BASINS AND MANHOLES TO BE CLEANED, GROUTED, AND ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)
 - "S"
DENOTES EXISTING STRUCTURES TO BE ADJUSTED (SPECIAL)
 - "F"
DENOTES EXISTING STRUCTURES TO BE FILLED
 - DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (DEPRESS AT SIDEWALK)
 - DENOTES EXISTING SIDEWALK RAMP TO REMAIN



- NOTE:**
- 1 ALL NEW CATCH BASINS SHALL BE INSTALLED WITH HALF TRAPS, WHICH SHALL BE INCLUDED IN THE DRAINAGE STRUCTURE PAY ITEM.
 - 2 ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER) SHALL BE SALVAGED TO THE CONTRACTOR.
 - 3 STORM SEWER CONNECTIONS TO EXISTING MANHOLES AND CATCH BASINS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 - 4 ALL SAW CUTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT



FOR TYPICAL CROSS SECTION OF NEW PAVEMENT WORK SEE SHEET 3

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Frank Novotny & Associates, Inc.
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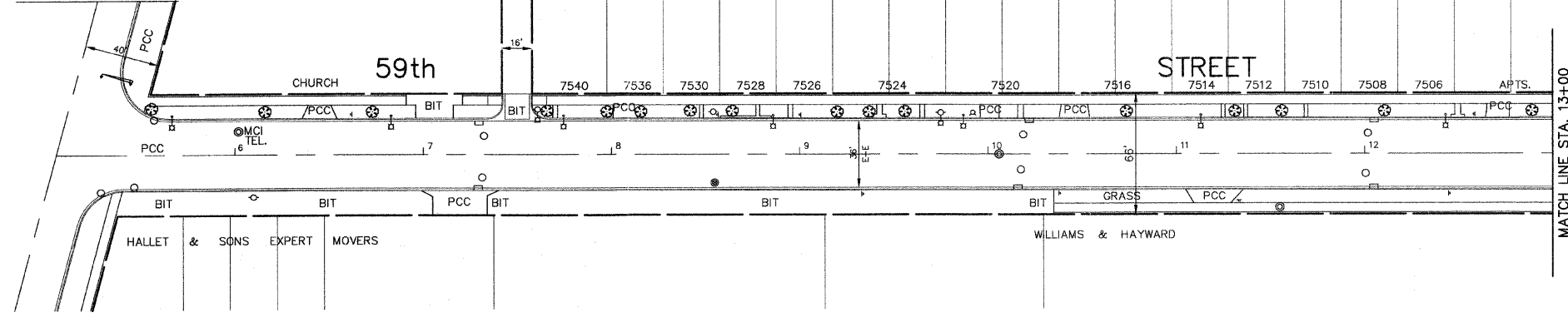
PROJECT
**VILLAGE OF SUMMIT, ILLINOIS
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PLAN:
59th ST.- ARCHER RD. to 74th AVE.
DOUGLAS AVE.- CENTER AVE. to HUNT AVE.

PROJECT NO. 07371	SCALE NONE	SHEET 4
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008	OF 10
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE	SHEETS

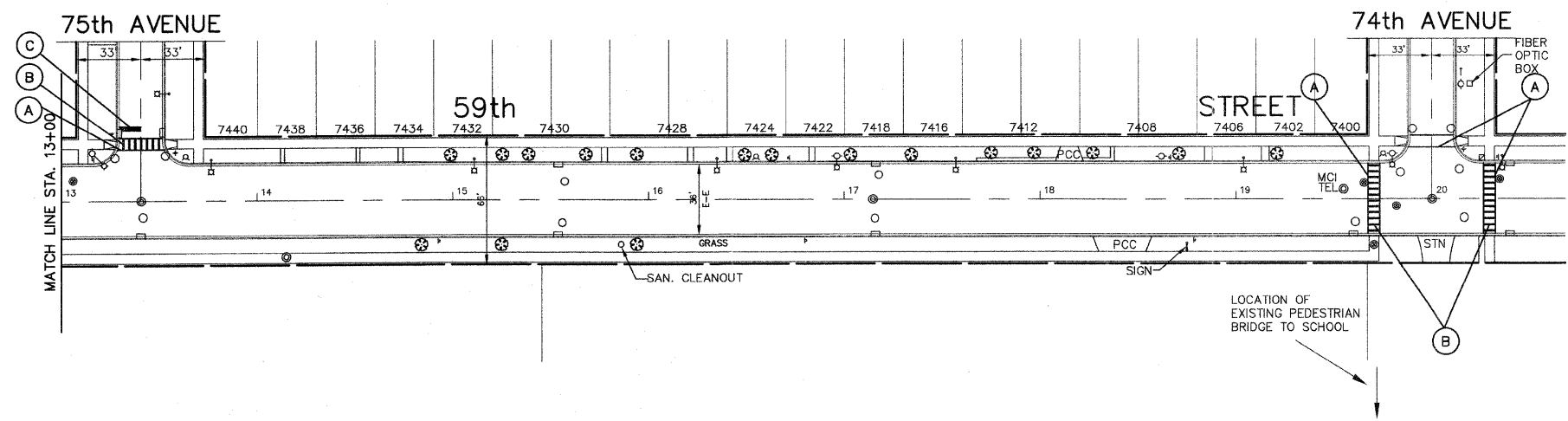
ARCHER ROAD



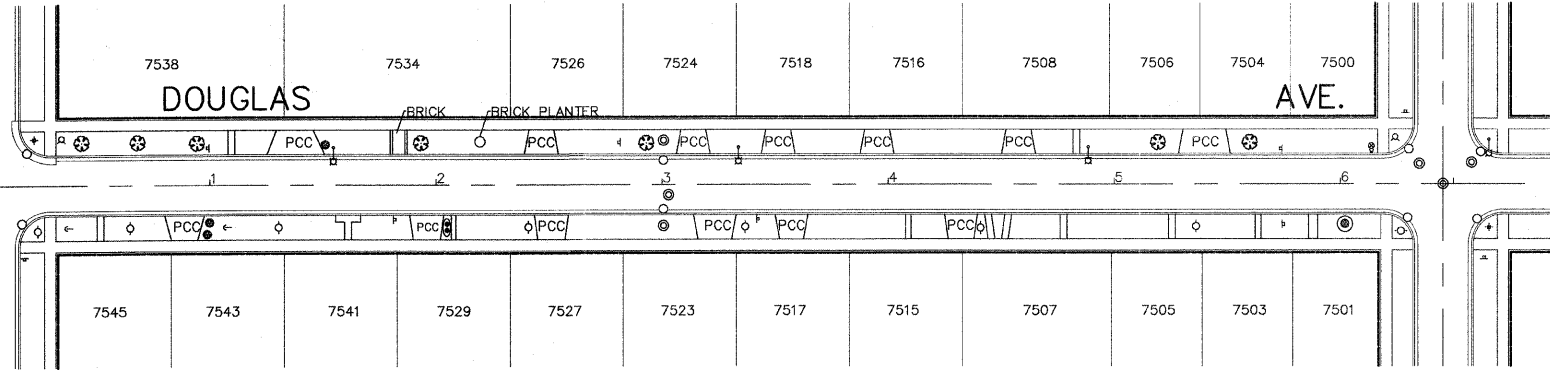
THERMOPLASTIC STRIPING CODE

- (A) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (CROSSWALK LINE)
- (B) SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 12" (PEDESTRIAN SCHOOL CROSSING)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24" (STOP BAR)

NOTE: 1) ALL NEW DRAINAGE STRUCTURES SHALL BE INSTALLED WITH HALF TRAPS, WHICH SHALL BE INCLUDED IN THE DRAINAGE STRUCTURE PAY ITEM.
 2) ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER) SHALL BE SALVAGED TO THE CONTRACTOR.
 3) ALL SAW CUTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT



CENTER AVE.



HUNT AVE.

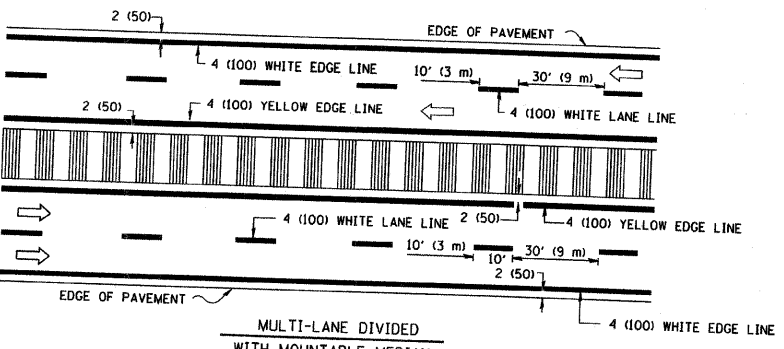
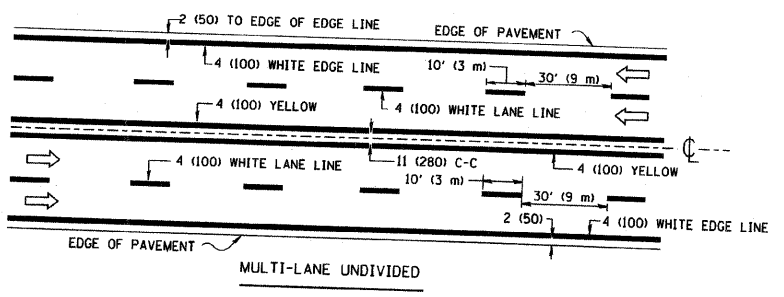
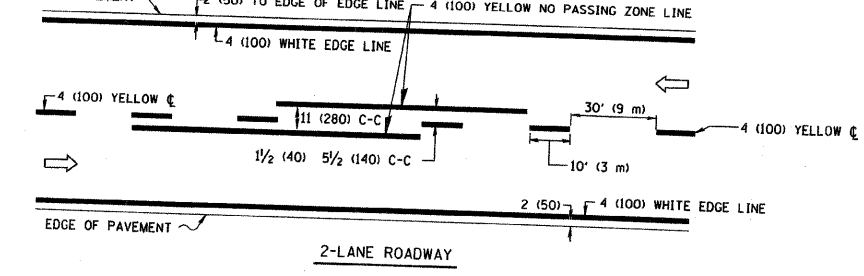
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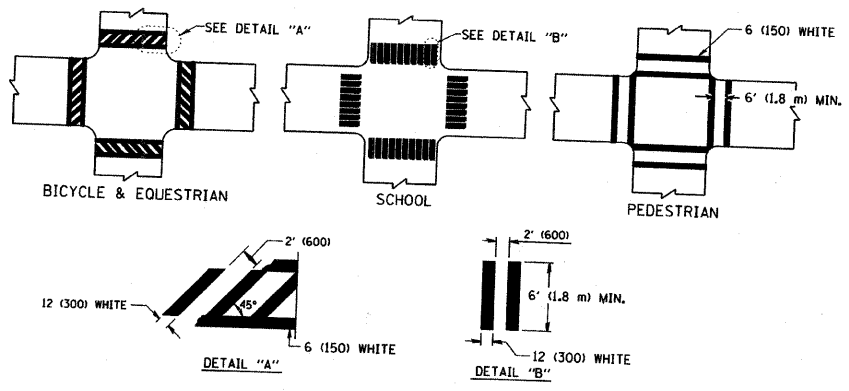
PLAN:
 59th ST.- ARCHER RD. to 74th AVE.
 DOUGLAS AVE.- CENTER AVE. to HUNT AVE.

PROJECT NO. 07371	SCALE NONE	SHEET 5
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008	OF 10
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE	SHEETS

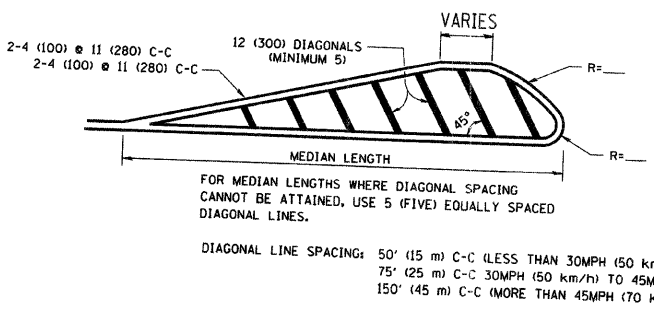
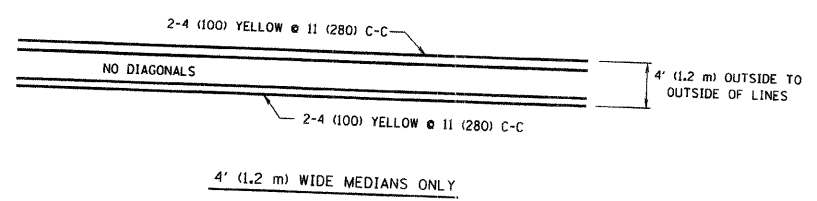
CONTRACT NO. 63071



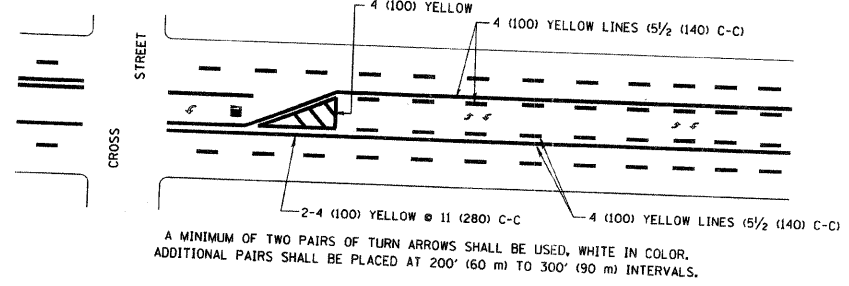
TYPICAL LANE AND EDGE LINE MARKING



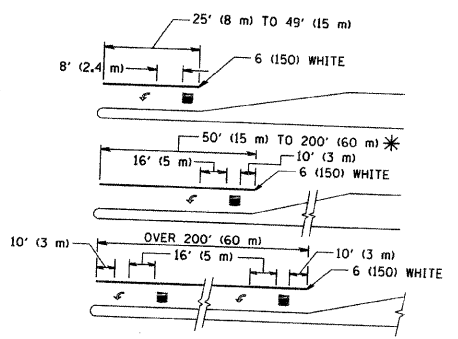
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

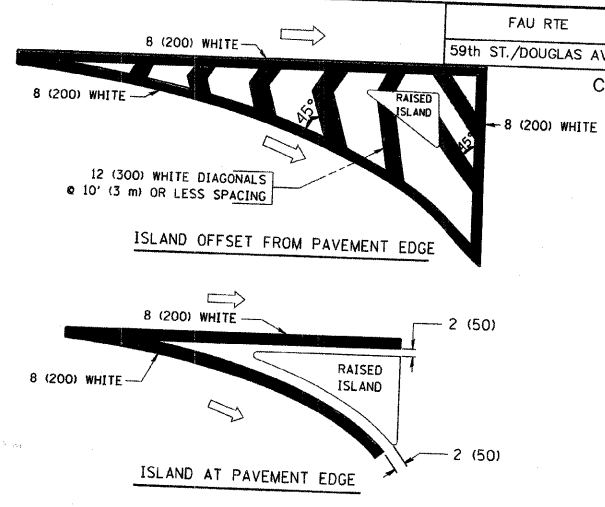


TYPICAL PAINTED MEDIAN MARKING



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	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) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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.

	LARGE SIZE	SMALL SIZE
THROUGH ARROW	1.07 (11.5)	0.80 (6.5)
LEFT OF RIGHT ARROW	1.47 (15.6)	0.80 (6.5)
COMBINATION LEFT (RIGHT) AND THROUGH ARROW	2.42 (26.0)	1.37 (14.7)
RAILROAD "R" 1.8m (6ft.)	0.33 (3.6)	-
RAILROAD "X" 6.1m (20ft.)	5.02(54.0)	-
HANDICAPPED SYMBOL	0.43 (4.8)	-

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY TC-13

PLOT DATE = 3/6/2007
FILE NAME = K:\projects\08062\08062.dgn
PLOT SCALE = 08.0000 / IN.
USER NAME = bauerd

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Illinois Professional Design Firm No. 184-000928

PROJECT: VILLAGE OF SUMMIT, ILLINOIS
L.A.P.P. RESURFACING
MFT SECTION NO. 08-00062-00-RS

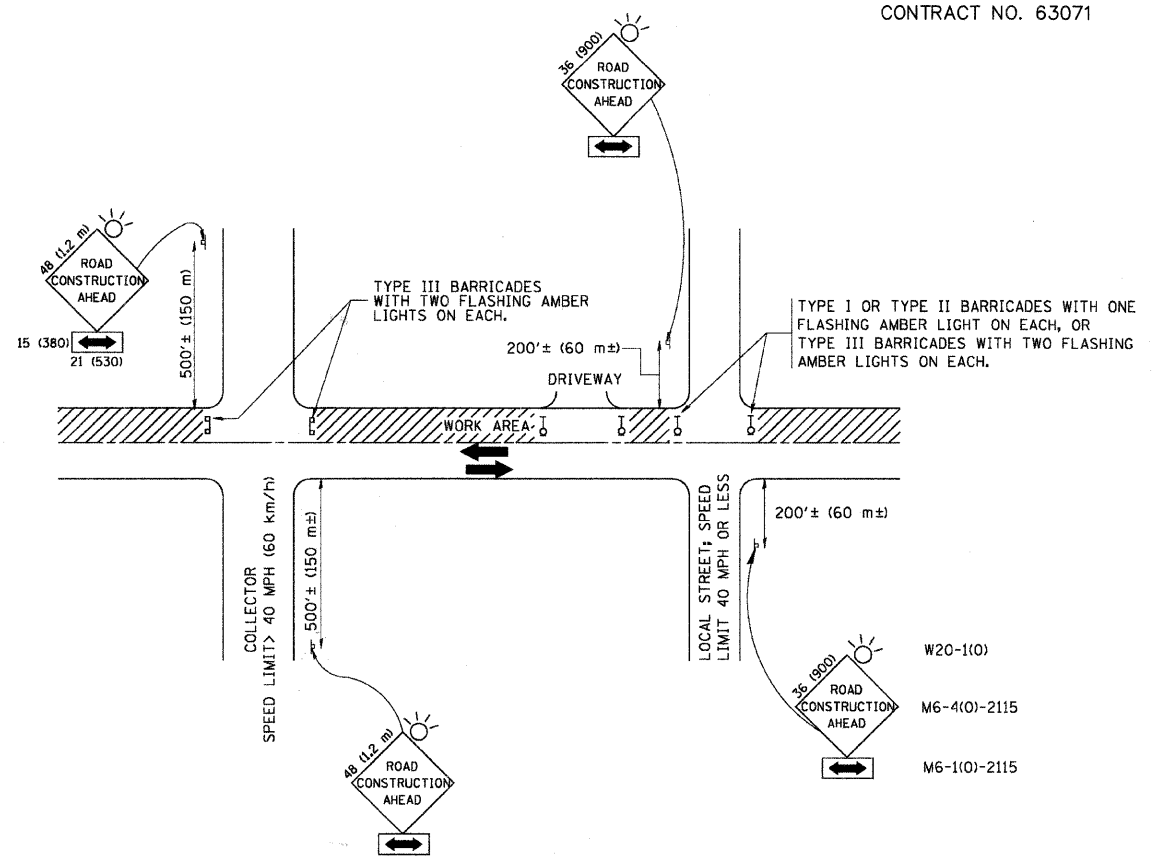
REVISIONS			
NO.	BY	DATE	DESCRIPTION

PAVEMENT MARKING STANDARDS

PROJECT NO. 07371	SCALE NONE	SHEET 6 OF 10 SHEETS
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008	
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE	

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59th ST./DOUGLAS AVE.	08-00062-00-RS	COOK	10	7

CONTRACT NO. 63071



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 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.
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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

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

SCALE: NONE

DRAWN BY
CHECKED BY
TC-10

PLT DATE * 3/6/2007
FILE NAME * K:\2007\08\18.dwg
PLOT SCALE * 1/8"=1'-0"
USER NAME * bward

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Illinois Professional Design Firm No. 184-000928

PROJECT
VILLAGE OF SUMMIT, ILLINOIS
L.A.P.P. RESURFACING
MFT SECTION NO. 08-00062-00-RS

REVISIONS			
NO.	BY	DATE	DESCRIPTION
1	JLC	8-11-08	UPDATE PER I.D.O.T.

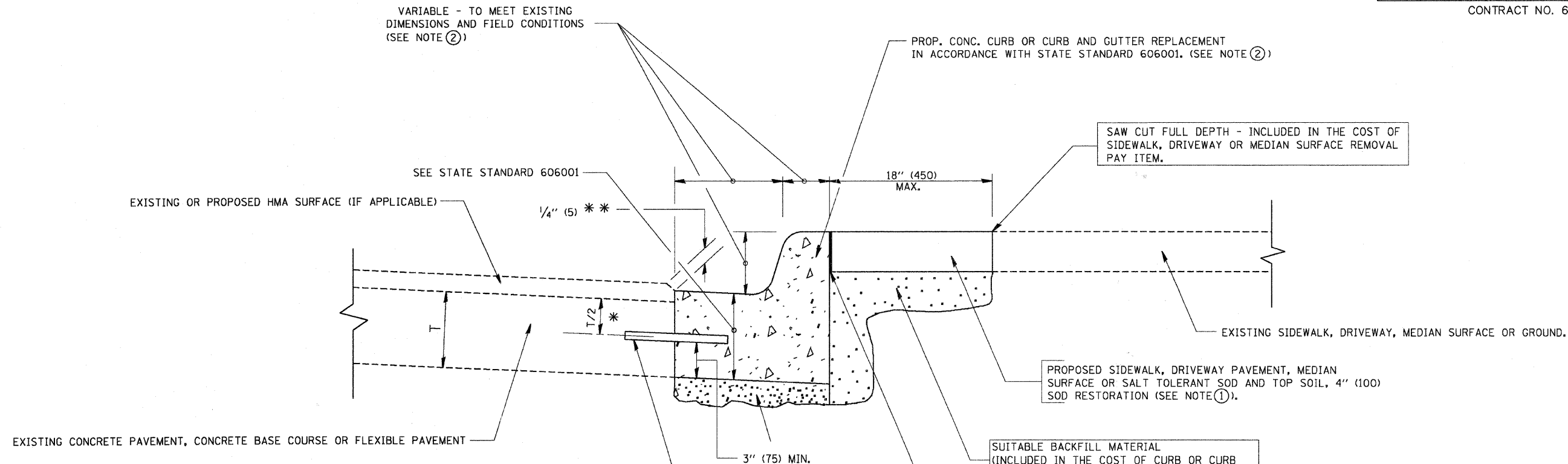
TRAFFIC CONTROL AND
PROTECTION FOR
SIDEROADS, INTERSECTIONS,
AND DRIVEWAYS

PROJECT NO. 07371	SCALE NONE
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE

SHEET
7
OF
10
SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59th ST./DOUGLAS AVE.	08-00062-00-RS	COOK	10	8

CONTRACT NO. 63071



- * 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 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	
NO.	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE
HORIZ. DRAWN BY
CHECKED BY
BD600-06 (BD-24)

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLT DATE: 5/15/2007
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USER NAME: bboard

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Illinois Professional Design Firm No. 184-000928

PROJECT: VILLAGE OF SUMMIT, ILLINOIS
L.A.P.P. RESURFACING
MFT SECTION NO. 08-00062-00-RS

REVISIONS			
NO.	BY	DATE	DESCRIPTION

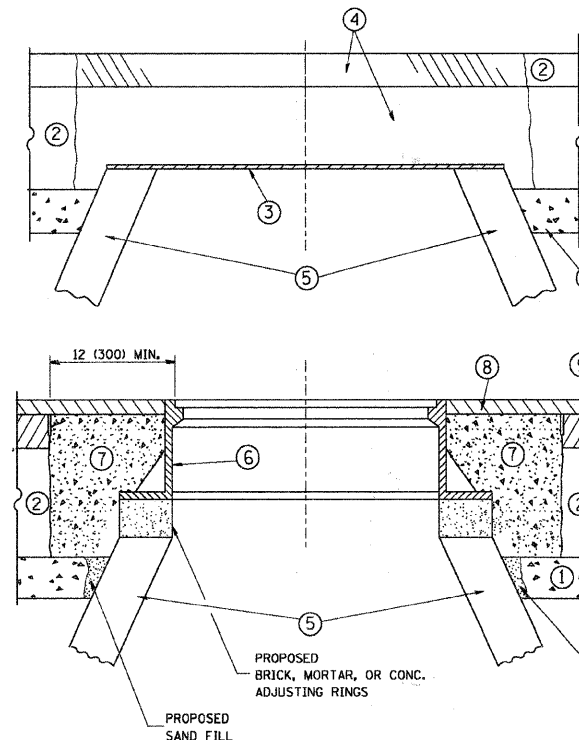
CURB OR CURB AND GUTTER REMOVAL & REPLACEMENT

PROJECT NO. 07371	SCALE NONE
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE

SHEET 8 OF 10 SHEETS

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59th ST./DOUGLAS AVE.	08-00062-00-RS	COOK	10	9

CONTRACT NO. 63071



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR:
 *CATCH BASINS TO BE ADJUSTED (SPECIAL)
 *MANHOLES TO BE ADJUSTED (SPECIAL)
 *VALVE VAULTS TO BE ADJUSTED (SPECIAL)
 NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

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

SCALE: VERT. NONE
 HORIZ. NONE

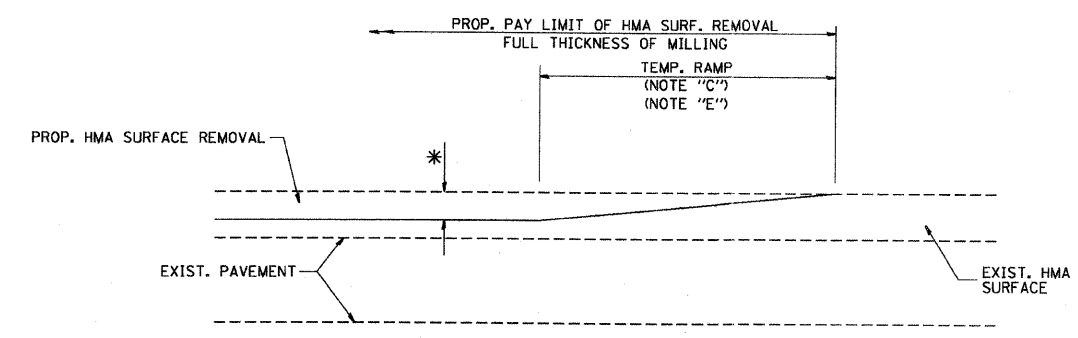
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 CHECKED BY
 BD600-03 (BD-8)

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 USER NAME = bward

REVISIONS			
NO.	BY	DATE	DESCRIPTION

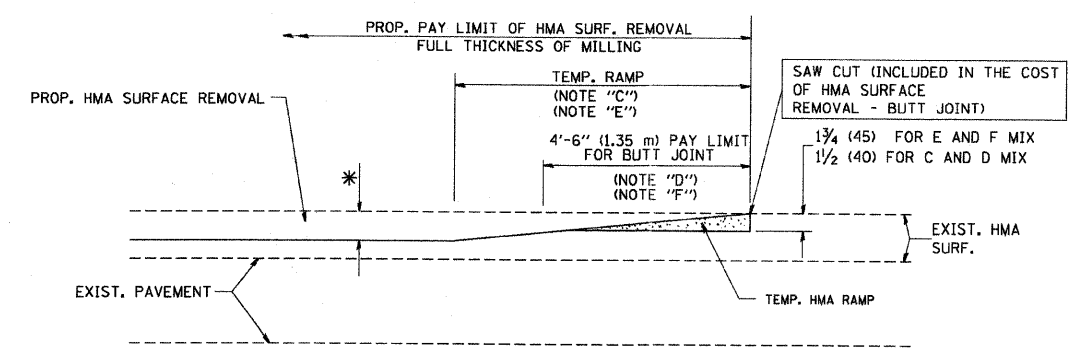
FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
59th ST./DOUGLAS AVE.	08-00062-00-RS	COOK	10	10

CONTRACT NO. 63071



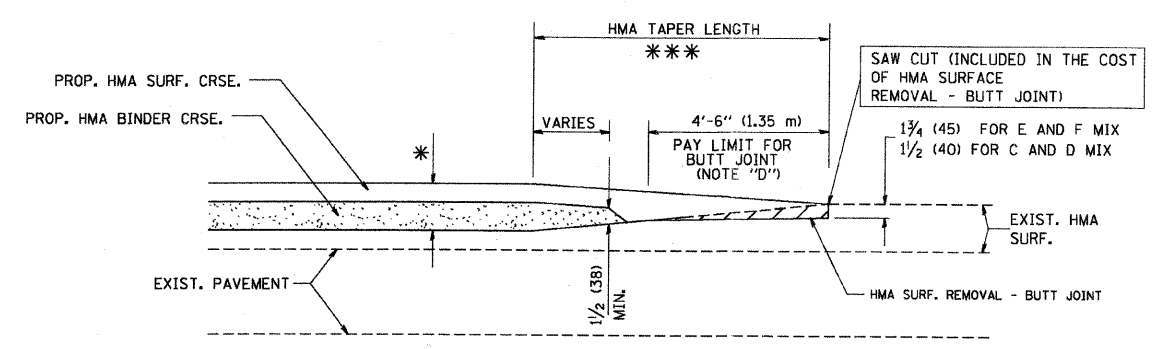
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



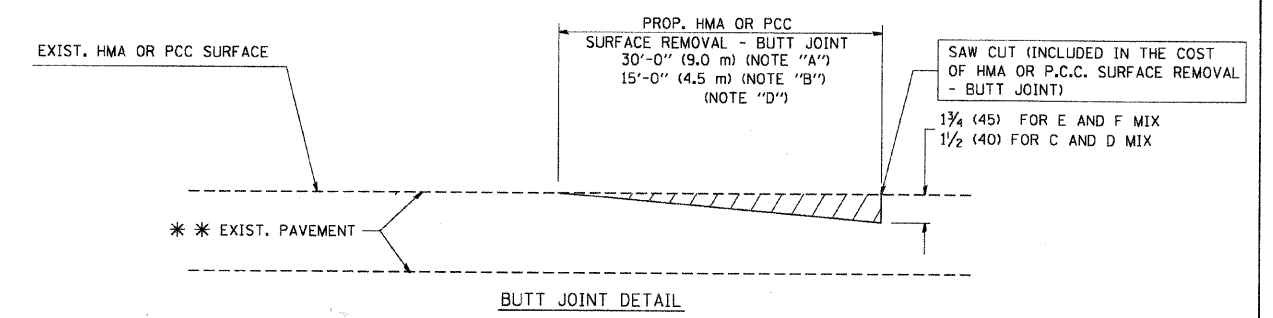
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

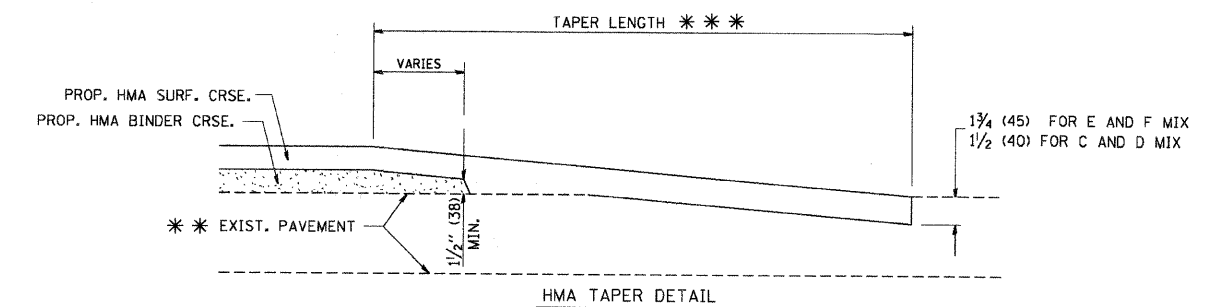


BUTT JOINT AND HMA TAPER

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".

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. NONE

DRAWN BY
CHECKED BY

BD400-05 (V1-BD32)

PLOT DATE = 3/16/2007
FILE NAME = K:\projects\bd32.dgn
PLOT SCALE = 0.8000 / 1 IN.
USER NAME = bboard

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825 Midway Drive ♦ Willowbrook, IL ♦ 60527 ♦ Telephone: (630) 887-8640 ♦ Fax: (630) 887-0132
Illinois Professional Design Firm No. 184-000928

PROJECT: VILLAGE OF SUMMIT, ILLINOIS
L.A.P.P. RESURFACING
MFT SECTION NO. 08-00062-00-RS

REVISIONS			
NO.	BY	DATE	DESCRIPTION

BUTT JOINT AND HMA TAPER DETAILS

PROJECT NO. 07371	SCALE NONE	SHEET 10 OF 10 SHEETS
DRAWN/DESIGNED JFP/JLC	DATE MAY, 2008	
CHECKED/APPROVED JLC	FIELD BOOK NO. FILE	
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