

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53	08-00263-01SP	DUPAGE	16	1

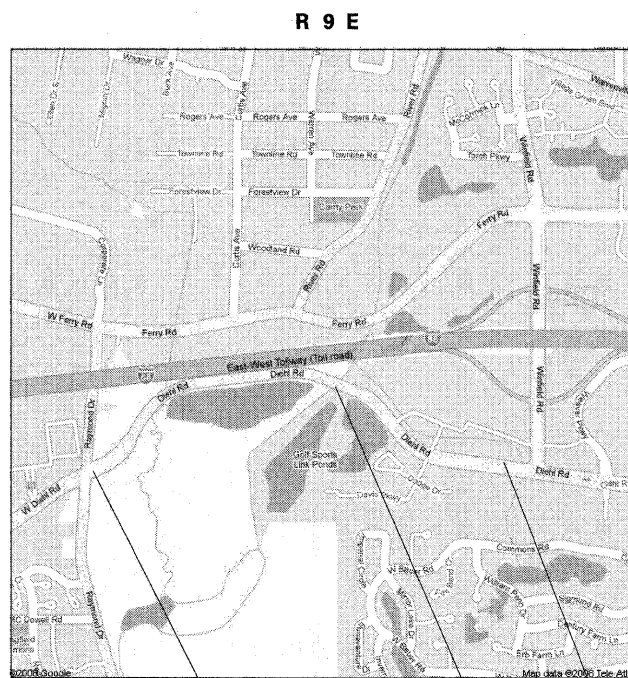
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

COUNTY HIGHWAY 53 DIEHL ROAD
SECTION 08-00263-01-SP
PROJECT HSIP-8003(954)
FAU 1485
JOB NO: C-91-209-08
DUPAGE COUNTY



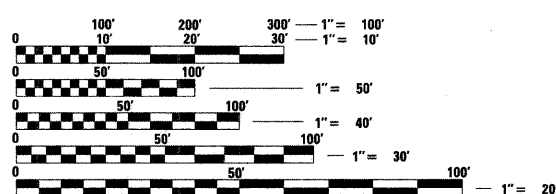
T 38 N

PROJECT LIMITS
 STA. 17+60.50
 DIEHL ROAD

PROJECT ENDS
 STA. 79+10.00
 DIEHL ROAD

BRIDGE OMISSION
 STA. 54+41 TO STA. 56+21

GROSS LENGTH OF PROJECT = 6149.50 FT. = 1.16 MI.
 NET LENGTH OF PROJECT = 5969.50 FT. = 1.13 MI.



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

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

PLANS PREPARED BY
 HDR ENGINEERING INC.
 FOR
 DUPAGE COUNTY DIVISION OF TRANSPORTATION
 CHARLES F. TOKARSKI P.E., COUNTY ENGINEER

PROJECT ENGINEER: CURTIS CORNWELL, P.E. (773)380-7939
 PROJECT MANAGER: ROBERT GORSKI, P.E. (773)380-7951
 CONTRACT NO. 63122

DESIGN DESIGNATION
 ADT: 29,000
 YEAR: 2008

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED *December 29, 2008*
Charles F. Tokarski
 DUPAGE COUNTY DIVISION OF TRANSPORTATION, COUNTY ENGINEER

PASSED *FEBRUARY 13, 2009*
Curtis Cornwell
 DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
 BASED ON LIMITED REVIEW *FEBRUARY 13, 2009*
Diana M. O'Keefe
 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

ROBERT T. GORSKI
 062-057501
 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

BY: *Robert Gorski* DATE: *12/30/08*
 HDR ENGINEERING, INC.
 LICENSE EXPIRES NOV. 30, 2009

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

FIELD ENGINEER: MARILYN SOLOMON, P.E. (847)705-4407

SUMMARY OF QUANTITIES

ITEM#	CODE#	ITEM	UNIT	QUANTITY (I000-2A)
1	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4,165
2	40600300	AGGREGATE (PRIME COAT)	TON	91
3	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	30
4	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	45
5	40600895	CONSTRUCTING TEST STRIP	EACH	1
6	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,320
7	40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	4,070
8	44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	40,100
9	44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL & REPLACEMENT	FOOT	150
10	44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	90
11	44212900	PAVEMENT PATCHING (PARTIAL DEPTH)	SQ YD	50
12	60255500	MANHOLES TO BE ADJUSTED	EACH	4
13	60260100	INLETS TO BE ADJUSTED	EACH	2
14	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1
15	60266600	VALVE BOXES TO BE ADJUSTED	EACH	1
16	67100100	MOBILIZATION	L SUM	1
17	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1
18	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
19	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
20	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
21	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	6,910
22	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	12,300
23	* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	510
24	* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	15,500
25	* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	12,200
26	* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	980
27	* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	255
28	* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	640
29	78300100	PAVEMENT MARKING REMOVAL	SQ FT	100
30	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	850
31	* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	560
32	X0325866	CENTER LINE - RUMBLE STRIP	FOOT	5,610
33	XX005462	CHANGEABLE MESSAGE SIGN	WEEK	5
34	* XX007092	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	850
35	XX007834	SAG FRAME AND LID	EACH	1

* DENOTES SPECIALTY ITEM.

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED - 02/11/2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS SUMMARY OF QUANTITIES	CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
FILEL		DRAWN - CRC	REVISED -			53	08-00263-01SP	DUPAGE	16	2	
		CHECKED - JLC	REVISED -			SUMMARY OF QUANTITIES		CONTRACT NO: 63122			
		DATE - 01/02/2009	REVISED -			SCALE: 1" = 100'		STA.		TO STA.	
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

GENERAL NOTES

1. THE CONTRACTOR SHALL OBTAIN, ERECT, MAINTAIN AND REMOVE ALL SIGNS, BARRICADES, FLAGGERS AND OTHER TRAFFIC CONTROL DEVICES AS MAY BE NECESSARY FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC. PLACEMENT AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PARTS OF ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. LOCATION OF UTILITIES SHOWN ON PLANS ARE APPROXIMATE ONLY, AND ARE NOT NECESSARILY COMPLETE. CONTRACTOR SHALL MAKE HIS OWN INVESTIGATIONS AS TO LOCATION OF ALL EXISTING UNDERGROUND STRUCTURES, CABLES AND PIPELINES.
3. ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.

4. ALL ROAD SIGNS, STREET SIGNS AND TRAFFIC SIGNS WHICH NEED TO BE RELOCATED OR MOVED DUE TO CONSTRUCTION SHALL BE TAKEN DOWN AND STORED BY THE CONTRACTOR EXCEPT THOSE THAT ARE NECESSARY FOR PROPER TRAFFIC CONTROL WHICH SHALL BE TEMPORARILY RESET UNTIL COMPLETION OF CONSTRUCTION OPERATIONS. AFTER COMPLETION OF THE WORK, THE CONTRACTOR SHALL RESET ALL SAID SIGNS. THE WORK SHALL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS, AND SHALL NOT BE PAID FOR SEPARATELY.

5. SPECIAL ATTENTION IS DRAWN TO THE FACT THAT ARTICLE 105.06 OF THE STANDARD SPECIFICATIONS 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, SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVE CONTROL OF ALL WORK AS THE AGENT OF THE CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.08.

6. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN ON THE PLANS.

7. THE UNIT PRICE FOR ALL REMOVAL PAY ITEMS SHALL INCLUDE ALL REQUIRED SAW CUTS.

8. ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.

9. CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE II OR TYPE II BARRICADE USED. (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.) THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS: AN ESTIMATED QUANTITY BASED ON FIELD OBSERVATION HAS BEEN INCLUDED IN THE CONTRACT. THE LOCATIONS AND LIMITS OF ALL JOINT OR CRACK FILLING SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. IF THE MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS NOT REQUIRED, THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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

12. 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

13. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF WARRENVILLE, AND THE CITY OF NAPERVILLE.

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

15. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE THE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

16. WHENEVER, DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT PAY ITEMS.

17. EXISTING PUBLIC AND PRIVATE UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES, AND SURVEYS. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATION OF ALL UTILITIES AND STRUCTURES THAT MAY BE FOUND IN THE VICINITY OF THE CONSTRUCTION. HE WILL ALSO ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER SHOWN OR NOT, AND MUCH REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES MAY BE DIFFERENT THAN INDICATED.

18. SHOULD ANY DAMAGES OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL MAKE REPAIRS IN A MANNER ACCEPTABLE TO THE ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES OF HIS CONSTRUCTION SCHEDULE AND COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER.

19. DIEHL ROAD, RAYMOND DRIVE & DAVIS PARKWAY SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. WHEN NECESSARY TO CLOSE ONE LANE OF DIEHL ROAD DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION HOURS WITH THE USE OF SIGNS AND FLAGMEN AS SHOWN ON THE TRAFFIC CONTROL STANDARDS. ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. LANE CLOSURES SHALL NOT BEGIN EARLIER THAN 8AM. EASTBOUND CLOSURES SHALL BE BETWEEN 9AM AND DUSK. WESTBOUND CLOSURES SHALL BE BETWEEN 8AM AND 3PM.

20. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

21. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

22. UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

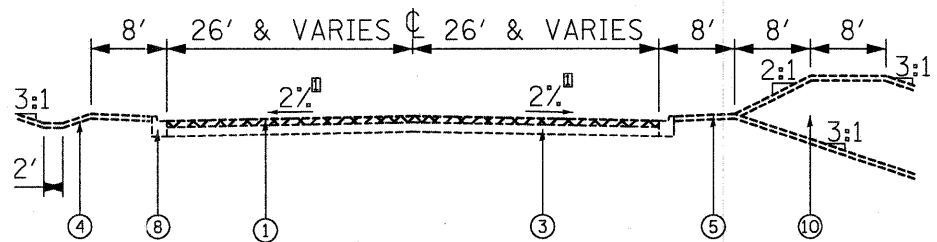
23. DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS. THIS WORK IS INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.

24. ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.

25. CONCRETE MEDIAN AND CURB & GUTTER REMOVAL ASSOCIATED WITH THE RIGHT-IN/RIGHT-OUT ISLAND WILL BE INCLUDED IN THE COST OF THE BID ITEM, CLASS D PATCHES, TYPE IV, 12 INCH.

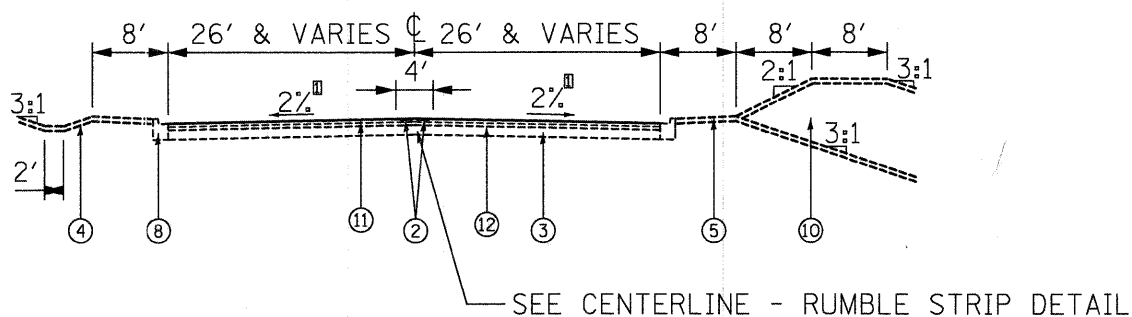
DENOTES INCIDENTAL ITEM OR WORK

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS GENERAL NOTES	CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - CRC	REVISED -			53	08-00263-01SP	DUPAGE	16	3	
	PLOT SCALE =	CHECKED - JLC	REVISED -			GENERAL NOTES		CONTRACT NO: 63122			
	PLOT DATE =	DATE - 01/02/2009	REVISED -			SCALE: 1" = 100'		STA.		TO STA.	



EXISTING TYPICAL SECTION
 STA. 17+60 TO STA. 58+63
 BRIDGE AND BRIDGE APPROACH OMISSION
 STA. 54+06 TO STA. 56+56

① CROSS-SLOPES VARY IN SUPER ELEVATED SECTIONS
 SEE GENERAL NOTES, MAX SUPER ELEVATION = 4%



PROPOSED TYPICAL SECTION
 STA. 17+60 TO STA. 58+63
 BRIDGE AND BRIDGE APPROACH OMISSION
 STA. 54+10 TO STA. 56+55

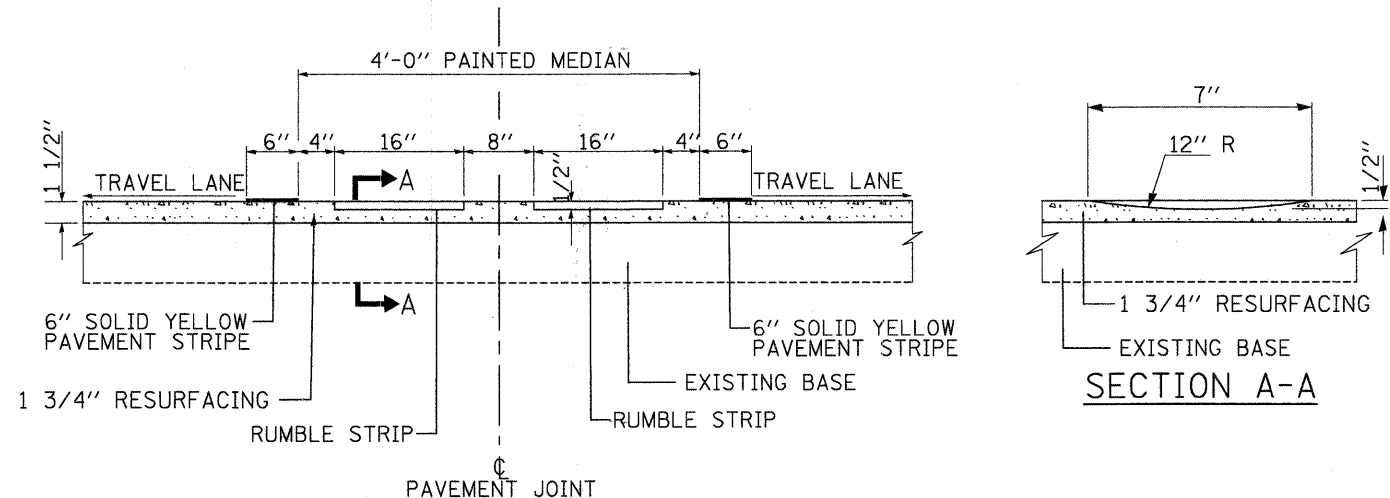
MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIX TYPE	AC TYPE	% AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm)	PG 70-22	4% @ 90 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70	PG 64-22 •	4% @ 70 GYRATIONS
CLASS D PATCHES, (HMA BINDER IL-19mm)	PG 64-22 •	4% @ 70 GYRATIONS
PAVEMENT PATCHING (PARTIAL DEPTH)	PG 64-22 •	4% @ 70 GYRATIONS

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

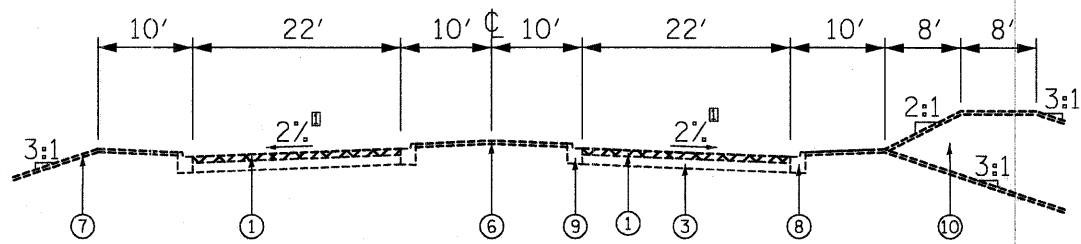
CENTERLINE - RUMBLE STRIP DETAIL



LEGEND

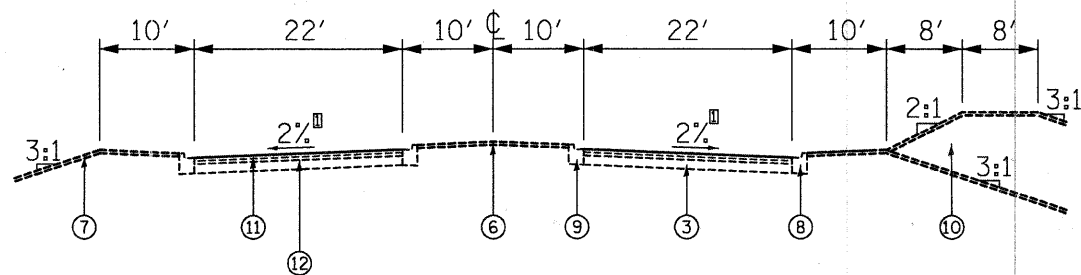
- ① HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- ② CENTERLINE RUMBLE STRIP, STANDARD 642001
- ③ EXISTING 1 1/2" BITUMINOUS BASE COURSE
- ④ EXISTING 6" TOPSOIL AND SEEDING (SPECIAL)
- ⑤ EXISTING 6" TOPSOIL AND SODDING (BACK OF CURB TO SIDESLOPE BREAKPOINT)
- ⑥ EXISTING 4" TOPSOIL AND SODDING (BACK OF CURB TO SIDESLOPE BREAKPOINT)
- ⑦ EXISTING 4" TOPSOIL AND SEEDING CLASS I
- ⑧ EXISTING B.6.18 (TYPICAL)
- ⑨ EXISTING B.6.12 (TYPICAL)
- ⑩ EXISTING BERM
- ⑪ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑫ LEVELING BINDER (MACHINE METHOD), N70**

** AS NEEDED ITEM

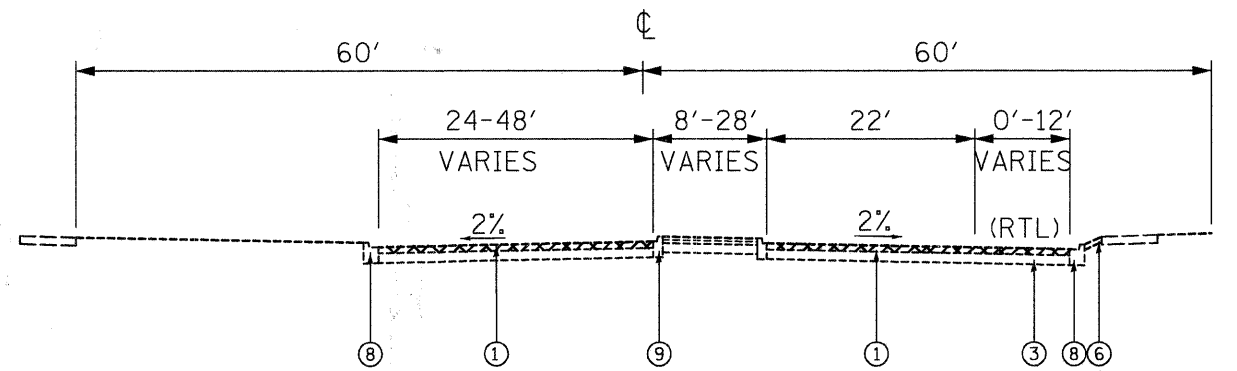


EXISTING TYPICAL SECTION
STA. 58+63 TO STA. 65+22

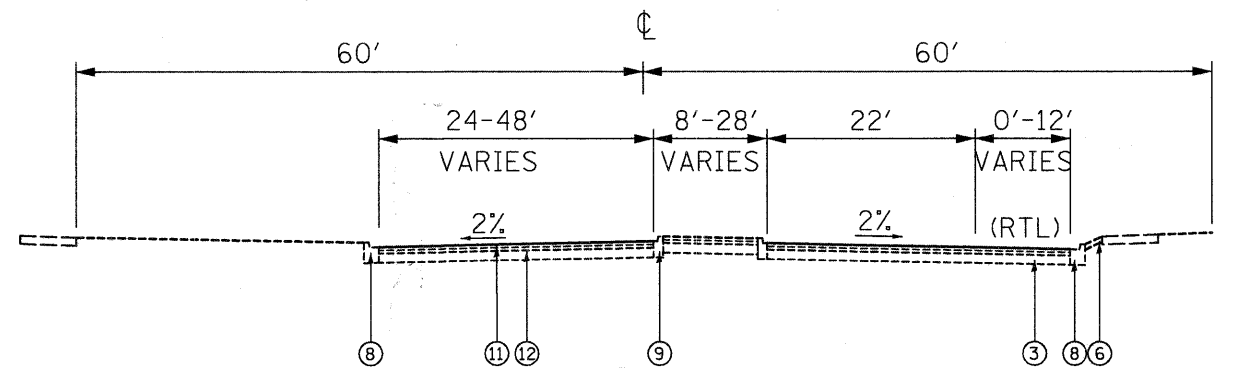
1 CROSS-SLOPES VARY IN SUPER ELEVATED SECTIONS
SEE GENERAL NOTES, MAX SUPER ELEVATION = 4%.



PROPOSED TYPICAL SECTION
STA. 58+63 TO STA. 65+22



EXISTING TYPICAL SECTION
STA. 65+22 TO STA. 79+10



PROPOSED TYPICAL SECTION
STA. 65+22 TO STA. 79+10

LEGEND

- 1 HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
 - 2 CENTERLINE RUMBLE STRIP, STANDARD 642001
 - 3 EXISTING 1 1/2" BITUMINOUS BASE COURSE
 - 4 EXISTING 6" TOPSOIL AND SEEDING (SPECIAL)
 - 5 EXISTING 6" TOPSOIL AND SODDING (BACK OF CURB TO SIDESLOPE BREAKPOINT)
 - 6 EXISTING 4" TOPSOIL AND SODDING (BACK OF CURB TO SIDESLOPE BREAKPOINT)
 - 7 EXISTING 4" TOPSOIL AND SEEDING CLASS I
 - 8 EXISTING B.6.18 (TYPICAL)
 - 9 EXISTING B.6.12 (TYPICAL)
 - 10 EXISTING BERM
 - 11 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
 - 12 LEVELING BINDER (MACHINE METHOD), N70**
- ** AS NEEDED ITEM

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED - 02/11/2009
#FILEL*		DRAWN - CRC	REVISED -
	PLOT SCALE =	CHECKED - JLC	REVISED -
	PLOT DATE =	DATE - 01/02/2009	REVISED -

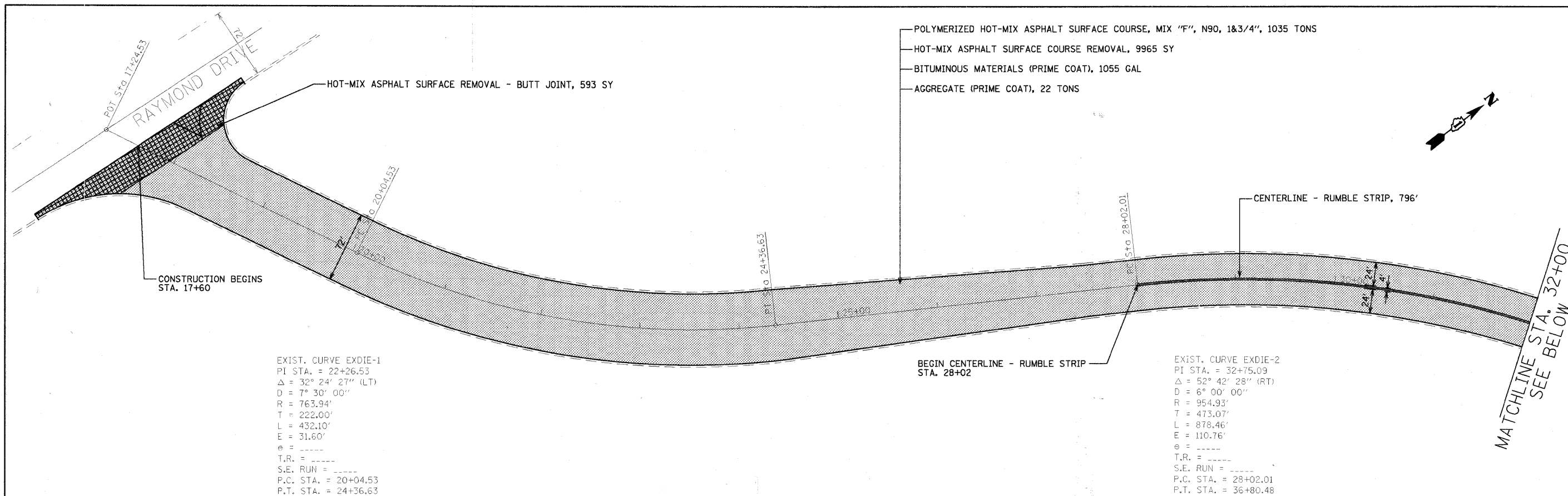
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIEHL ROAD LAPP IMPROVEMENTS
TYPICAL SECTIONS

SCALE: 1" = 100'

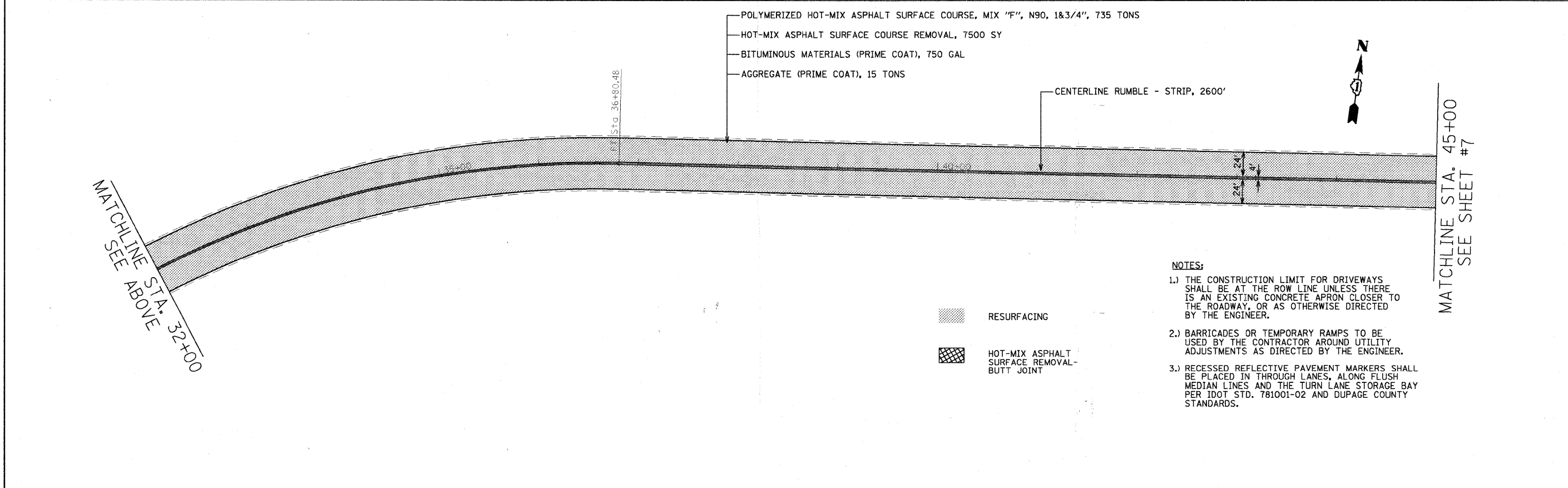
STA. TO STA.

CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
53	08-00263-01SP	DUPAGE	16	5
TYPICAL SECTIONS			CONTRACT NO: 63122	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EXIST. CURVE EXDIE-1
 PI STA. = 22+26.53
 $\Delta = 32^\circ 24' 27''$ (LT)
 $D = 7^\circ 30' 00''$
 $R = 763.94'$
 $T = 222.00'$
 $L = 432.10'$
 $E = 31.60'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 20+04.53
 P.T. STA. = 24+36.63

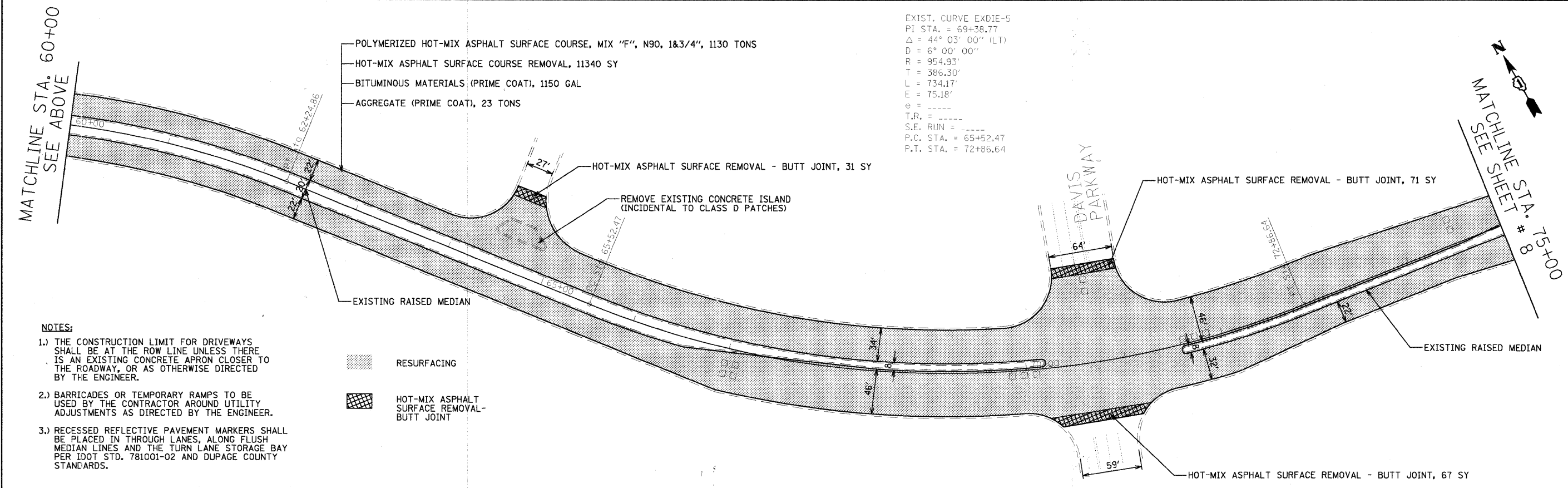
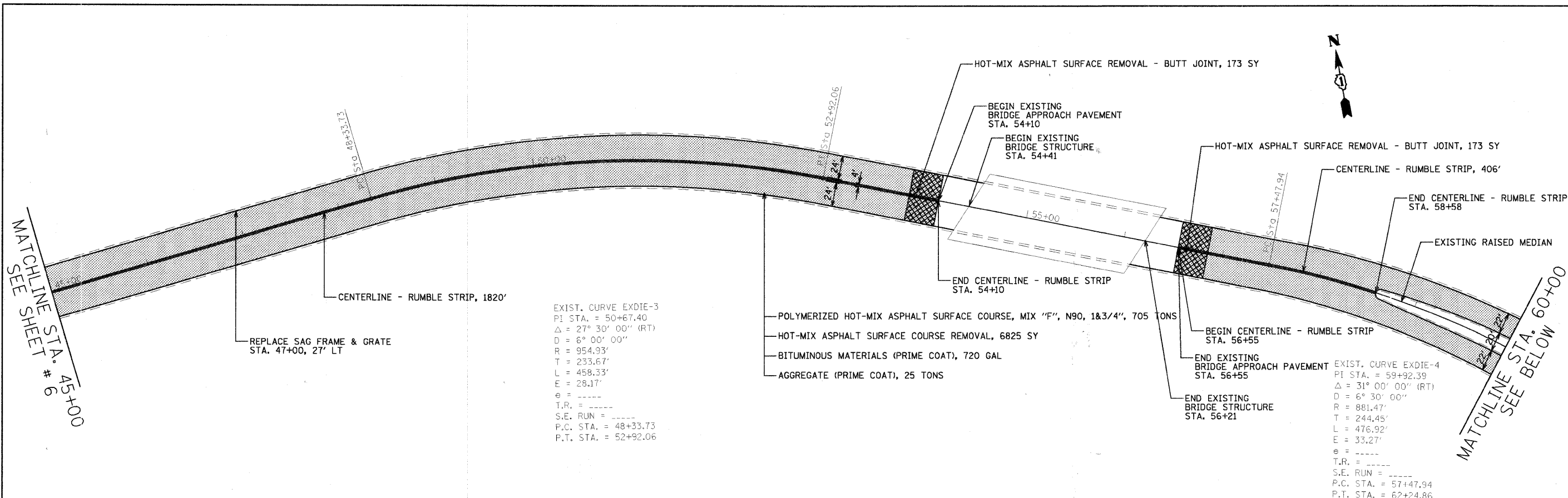
EXIST. CURVE EXDIE-2
 PI STA. = 32+75.09
 $\Delta = 52^\circ 42' 28''$ (RT)
 $D = 6^\circ 00' 00''$
 $R = 954.93'$
 $T = 473.07'$
 $L = 878.46'$
 $E = 110.76'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 P.C. STA. = 28+02.01
 P.T. STA. = 36+80.48



- NOTES:**
- 1.) THE CONSTRUCTION LIMIT FOR DRIVEWAYS SHALL BE AT THE ROW LINE UNLESS THERE IS AN EXISTING CONCRETE APRON CLOSER TO THE ROADWAY, OR AS OTHERWISE DIRECTED BY THE ENGINEER.
 - 2.) BARRICADES OR TEMPORARY RAMPS TO BE USED BY THE CONTRACTOR AROUND UTILITY ADJUSTMENTS AS DIRECTED BY THE ENGINEER.
 - 3.) RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN THROUGH LANES, ALONG FLUSH MEDIAN LINES AND THE TURN LANE STORAGE BAY PER IDOT STD. 781001-02 AND DUPAGE COUNTY STANDARDS.

- RESURFACING
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

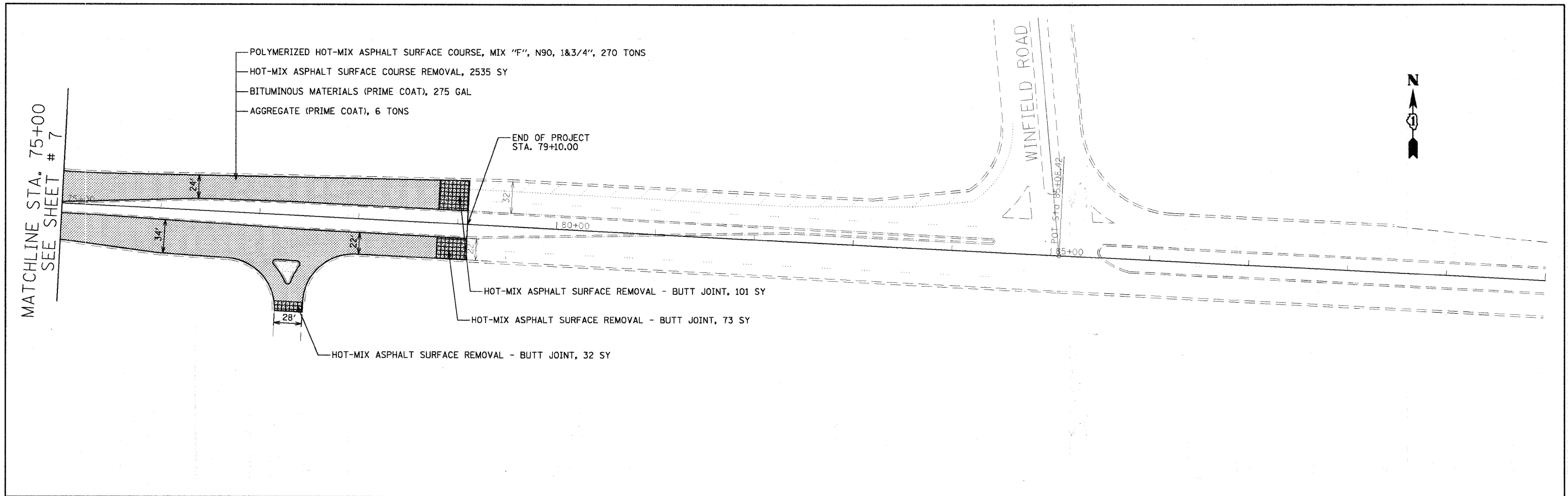
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#FILE#		DRAWN - CRC	REVISED -			53	08-00263-01SP	DUPAGE	16	6	
	PLOT SCALE =	CHECKED - RTG	REVISED -			ROADWAY PLAN SHEETS CONTRACT NO: 63122					
	PLOT DATE =	DATE - 01/02/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



- NOTES:**
- 1.) THE CONSTRUCTION LIMIT FOR DRIVEWAYS SHALL BE AT THE ROW LINE UNLESS THERE IS AN EXISTING CONCRETE APRON CLOSER TO THE ROADWAY, OR AS OTHERWISE DIRECTED BY THE ENGINEER.
 - 2.) BARRICADES OR TEMPORARY RAMPS TO BE USED BY THE CONTRACTOR AROUND UTILITY ADJUSTMENTS AS DIRECTED BY THE ENGINEER.
 - 3.) RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN THROUGH LANES, ALONG FLUSH MEDIAN LINES AND THE TURN LANE STORAGE BAY PER IDOT STD. 781001-02 AND DUPAGE COUNTY STANDARDS.

- RESURFACING
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

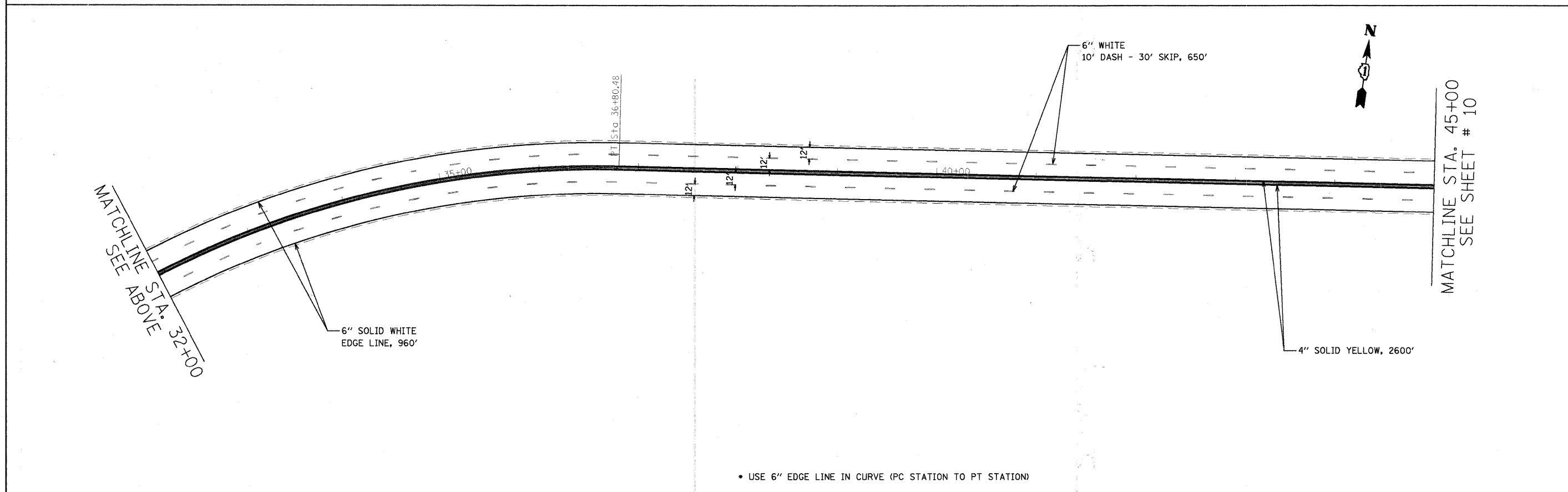
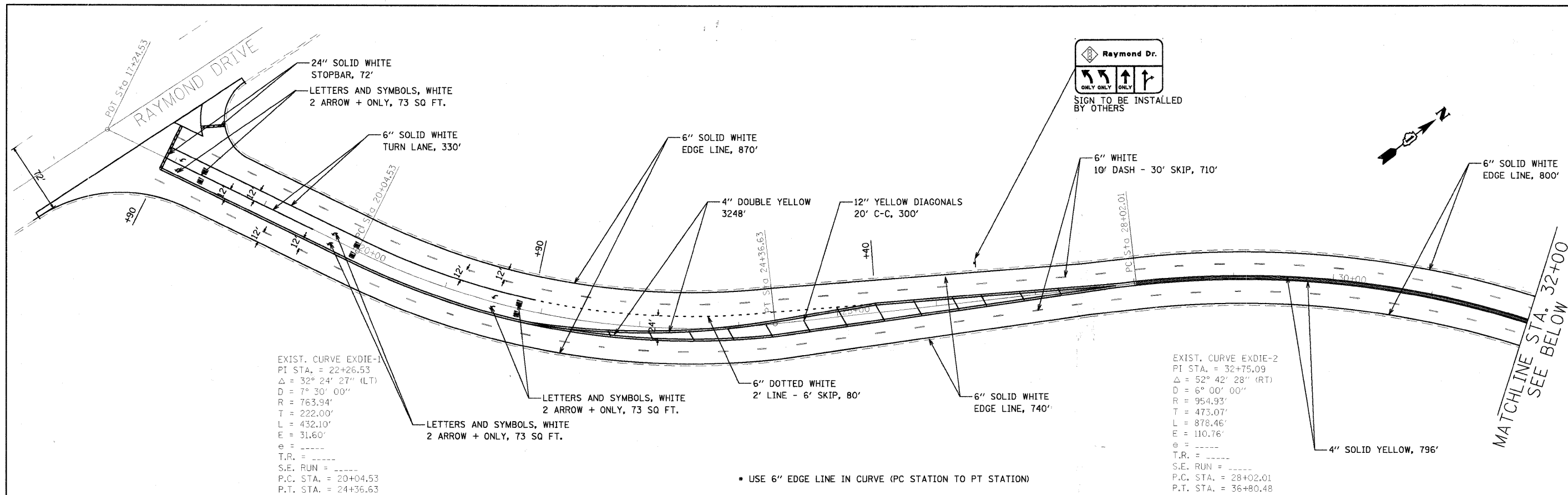
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	PLOT DATE =	DATE - 01/02/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
						SCALE: 1" = 100' STA. 45+00 TO STA. 75+00					



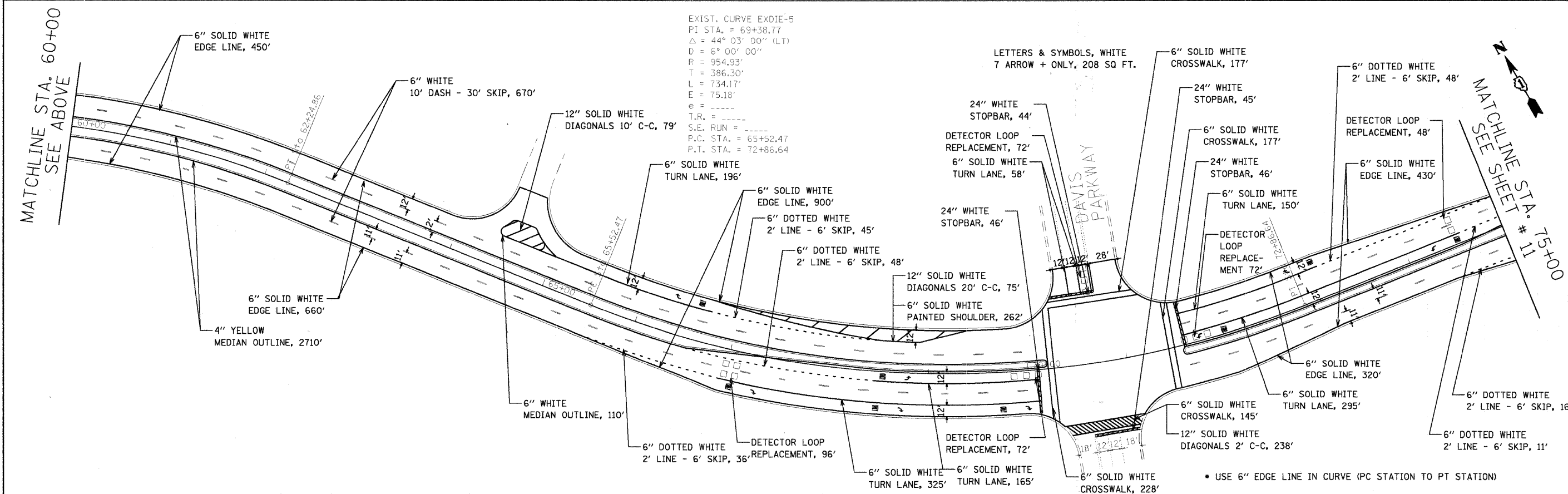
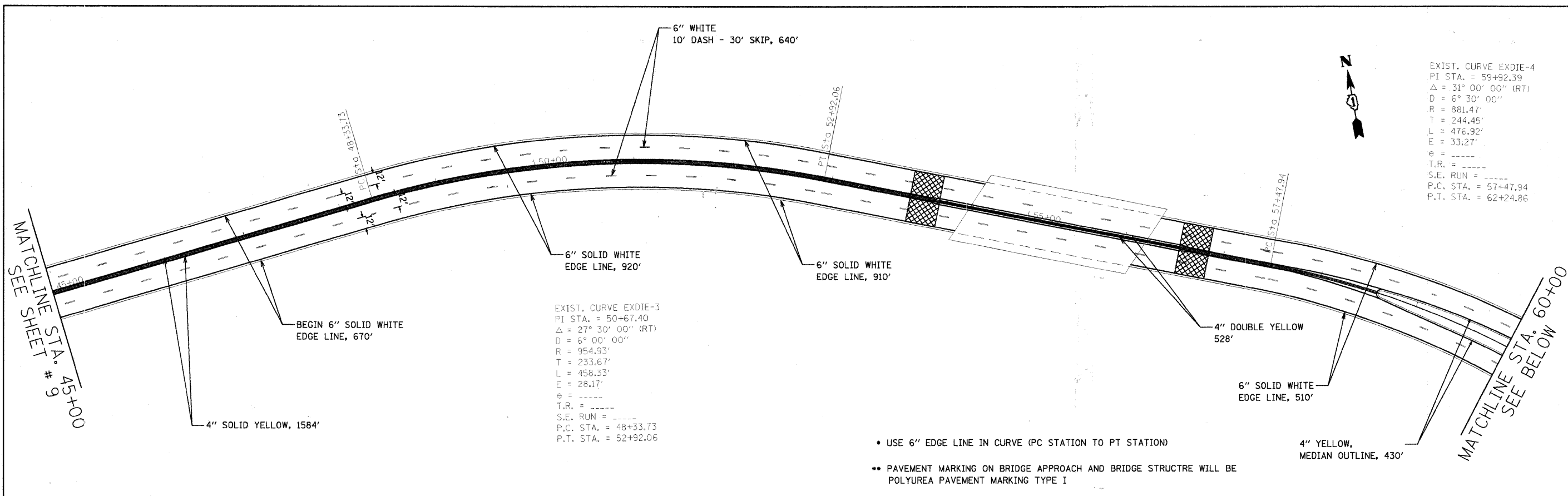
- RESURFACING
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

- NOTES:**
- 1.) THE CONSTRUCTION LIMIT FOR DRIVEWAYS SHALL BE AT THE ROW LINE UNLESS THERE IS AN EXISTING CONCRETE APRON CLOSER TO THE ROADWAY, OR AS OTHERWISE DIRECTED BY THE ENGINEER.
 - 2.) BARRICADES OR TEMPORARY RAMPS TO BE USED BY THE CONTRACTOR AROUND UTILITY ADJUSTMENTS AS DIRECTED BY THE ENGINEER.
 - 3.) RECESSED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN THROUGH LANES, ALONG FLUSH MEDIAN LINES AND THE TURN LANE STORAGE BAY PER IDOT STD. T81001-02 AND DUPAGE COUNTY STANDARDS.

FILE NAME = \$FILE\$	USER NAME = ecorneal	DESIGNED - CRC	REVISED - ----	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS PLAN SHEET (75+00 TO 79+10)	CO. HWY. 53	SECTION 08-00263-01SP	COUNTY DUPAGE	TOTAL SHEETS 16	SHEET NO. 8	
PLOT SCALE =	CHECKED - RTG	DATE - 01/02/2009	REVISED - ----			SCALE: 1" = 100'		STA. 75+00 TO 79+10		ROADWAY PLAN SHEETS CONTRACT NO: 63122	
PLOT DATE =	DATE - 01/02/2009	REVISED - ----				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



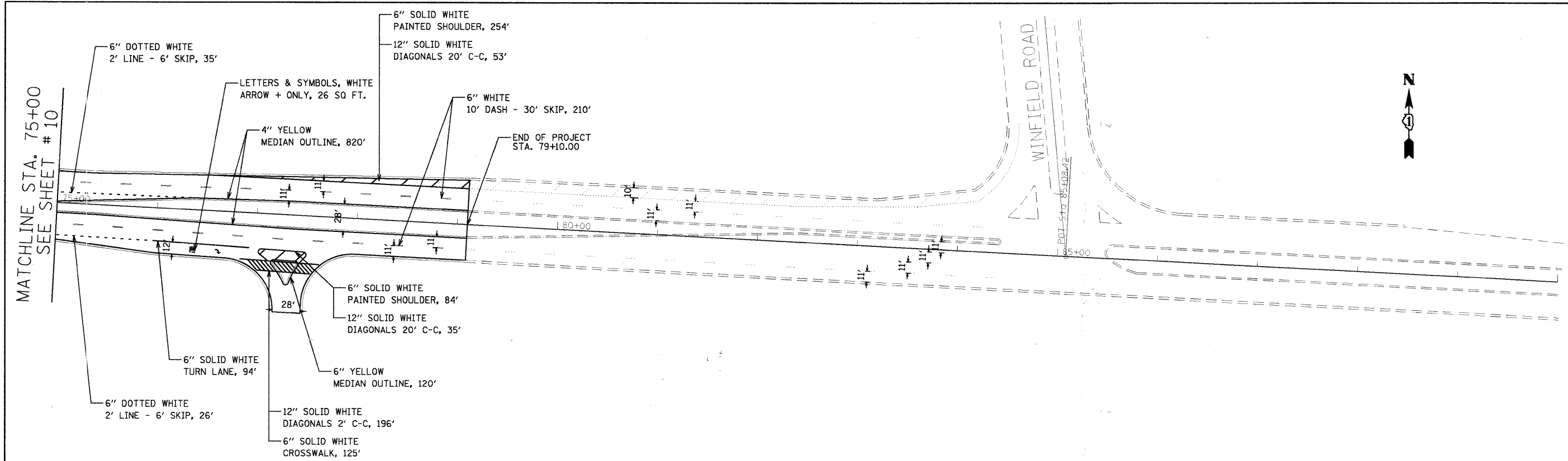
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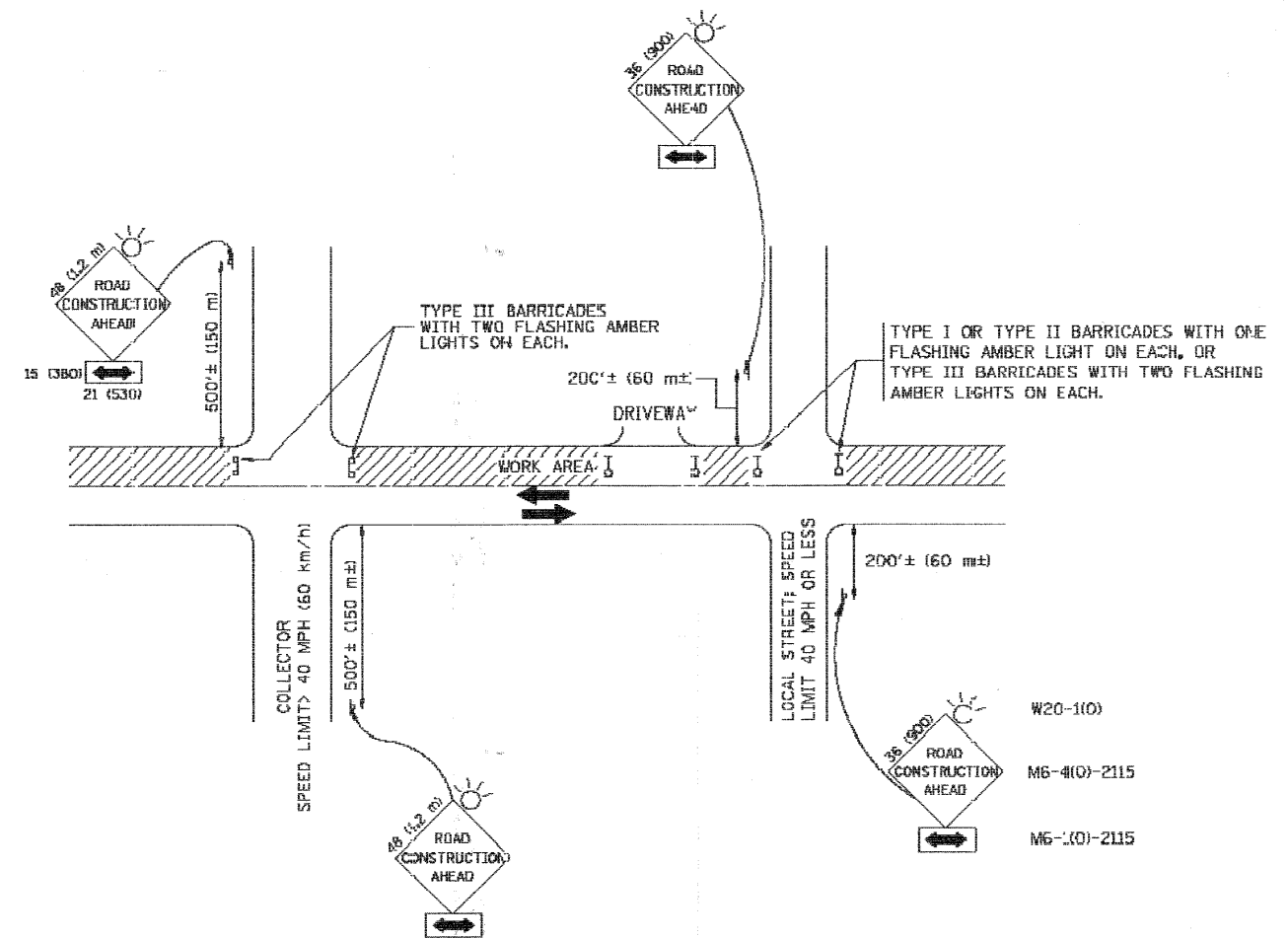
- USE 6" EDGE LINE IN CURVE (PC STATION TO PT STATION)
- ** PAVEMENT MARKING ON BRIDGE APPROACH AND BRIDGE STRUCTRE WILL BE POLYUREA PAVEMENT MARKING TYPE I

• USE 6" EDGE LINE IN CURVE (PC STATION TO PT STATION)

FILE NAME =	USER NAME = ccornwel	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS PAVEMENT MARKING (45+00 TO 75+00)	CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE - 01/02/2009	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
						SCALE: 1" = 100' STA. 45+00 TO STA. 75+00					



FILE NAME =	USER NAME = coornwel	DESIGNED - CRC	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS PAVEMENT MARKING (75+00 TO 79+10)	CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE =		CHECKED - RTG	REVISED - ---			PAVEMENT MARKING SHEETS		CONTRACT NO: 63122			
PLOT DATE =		DATE - 01/02/2009	REVISED - ---			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



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

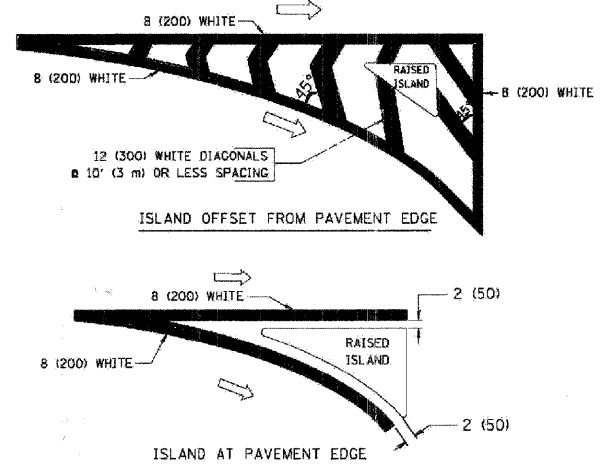
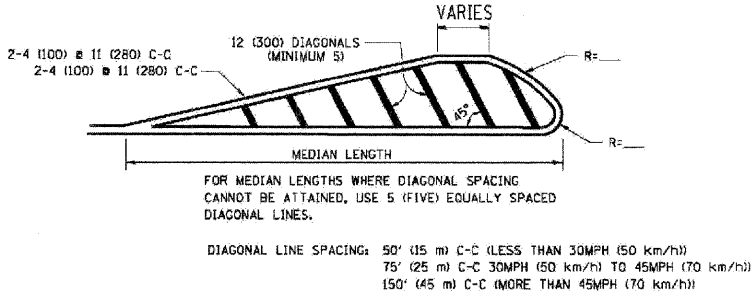
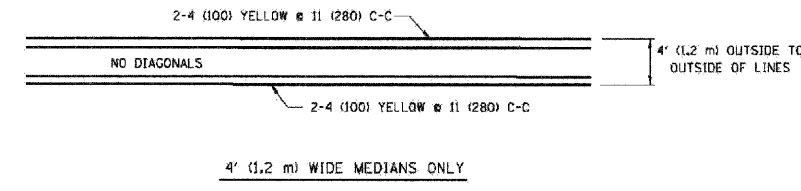
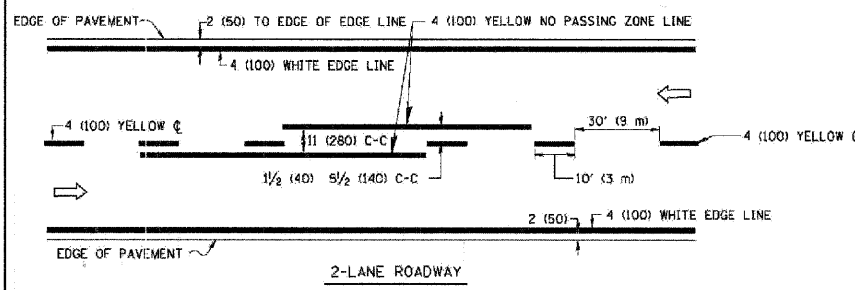
NOTES:

- 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:

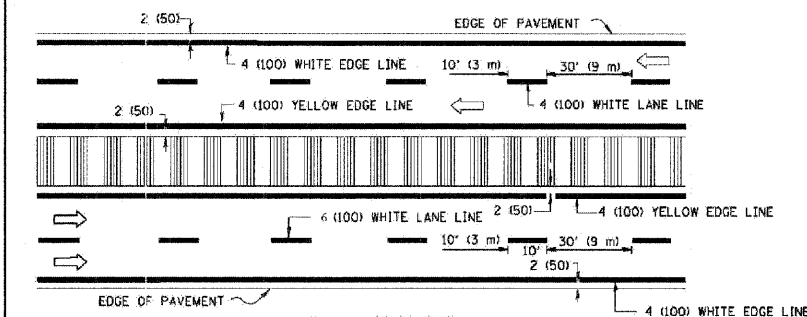
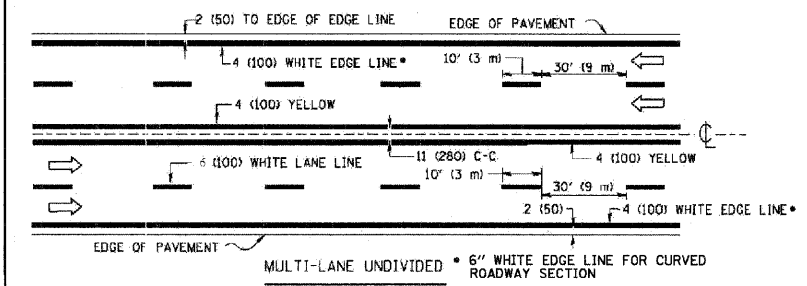
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER 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.

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Diehl Road LAPP Improvements		CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#		DRAWN - CRC	REVISED -		TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, & DRIVEWAYS			53	08-00263-01SP	DUPAGE	16	12
		CHECKED - JLC	REVISED -		SCALE: 1" = 100'			TC-10		CONTRACT NO: 63122		
		DATE - 01/02/2009	REVISED -		STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

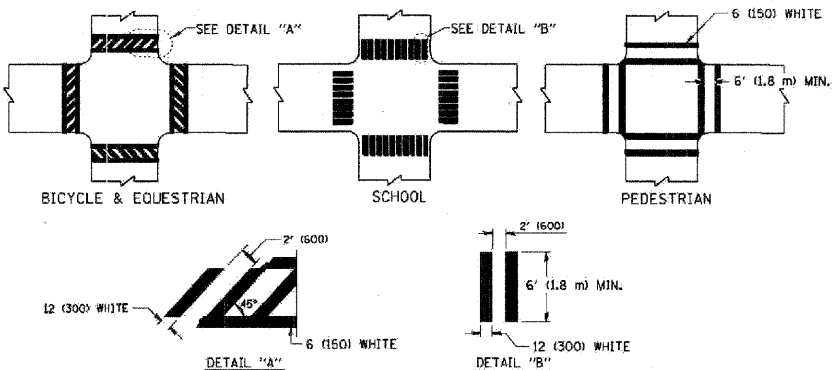


TYPICAL ISLAND MARKING

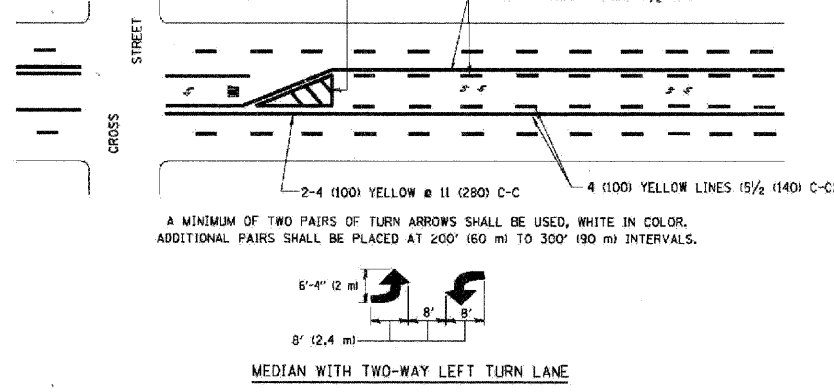


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

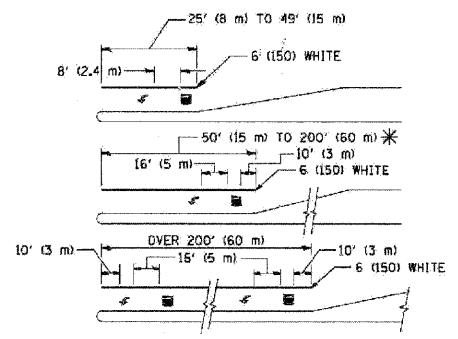
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



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

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	6 (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	6 (150) ON CURVE 4 (100) ON TANGENT	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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW TWO WAY TRAFFIC WHITE ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

FILE NAME = #FILE#	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS DISTRICT 1 TYPICAL PAVEMENT MARKINGS (MODIFIED)	CO. HWY. = 53	SECTION = 08-00263-DISP	COUNTY = DUPAGE	TOTAL SHEETS = 16	SHEET NO. = 13	
	PLOT SCALE =	DRAWN - CRC	REVISED -			SCALE: 1" = 100'	STA. TO STA.	FED. ROAD DIST. NO. =	ILLINOIS FED. AID PROJECT		
	PLOT DATE =	CHECKED - JLC	REVISED -								
		DATE - 01/02/2009	REVISED -								

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

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

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

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".

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

12" MIN.

1/4" (5) **

18" (450) MAX.

T/2 *

3" (75) MIN.

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 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. (12" MINIMUM GUTTER FLAG)

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.

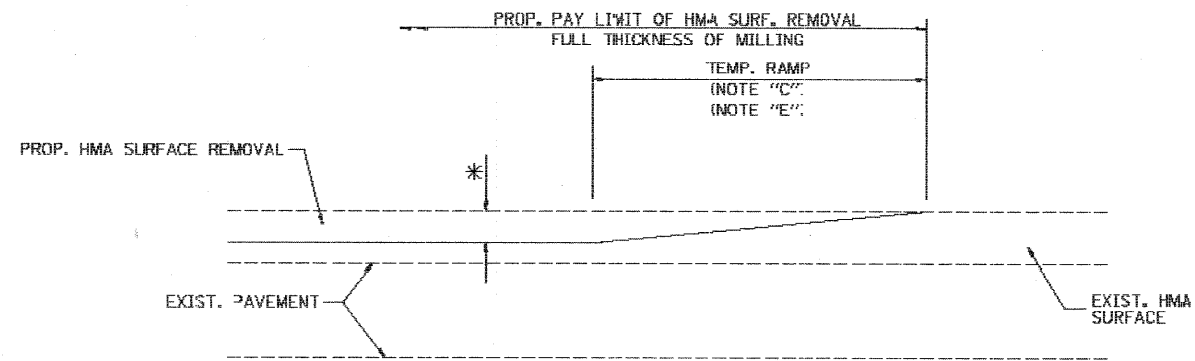
⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

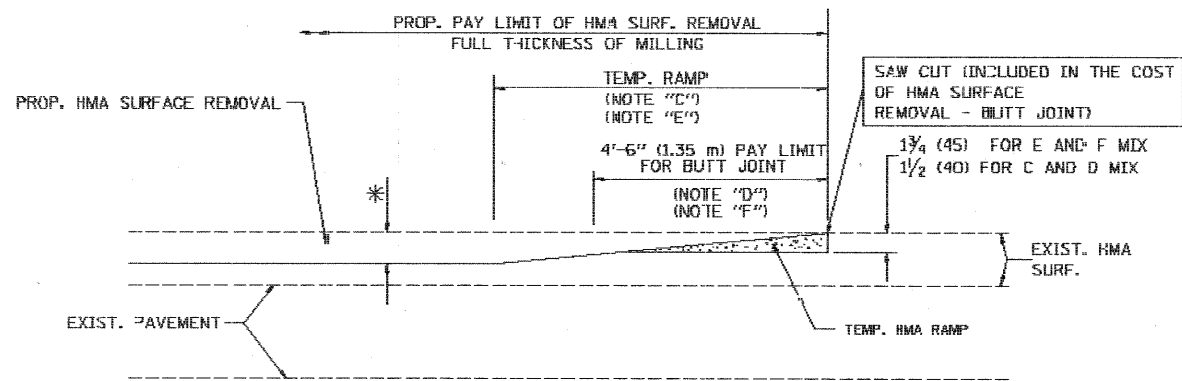
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS		CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - CRC	REVISED -		CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		53	08-00263-01SP	DUPAGE	16	14
		CHECKED - JLC	REVISED -		SCALE: 1" = 100'	STA.	TO STA.	BD-24		CONTRACT NO: 63122	
		DATE - 01/02/2009	REVISED -				ILLINOIS FED. AID PROJECT				



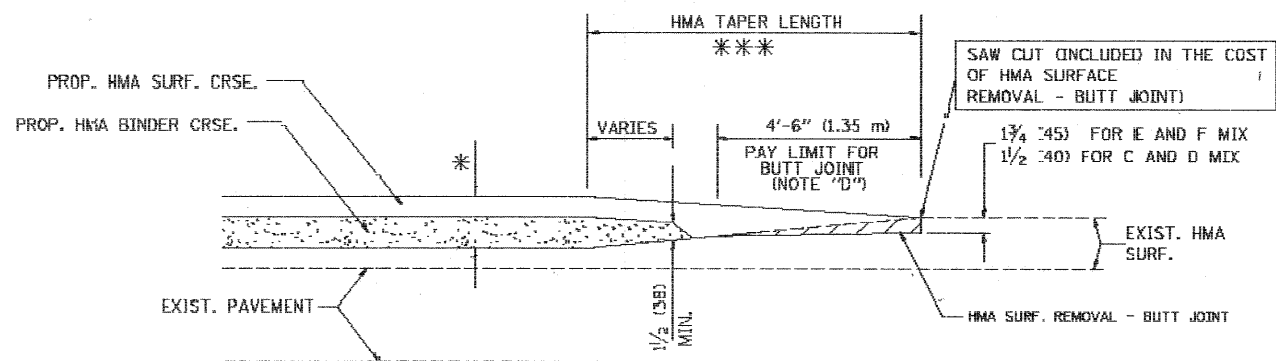
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



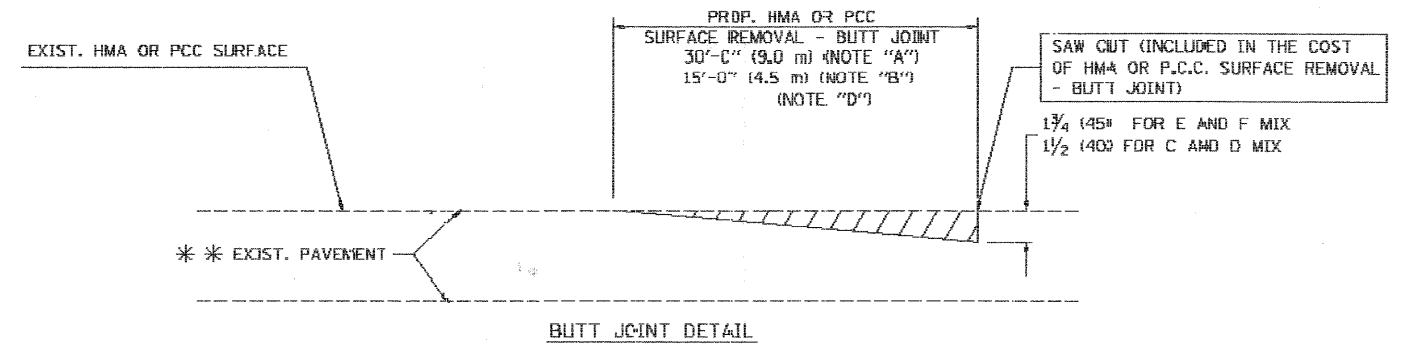
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

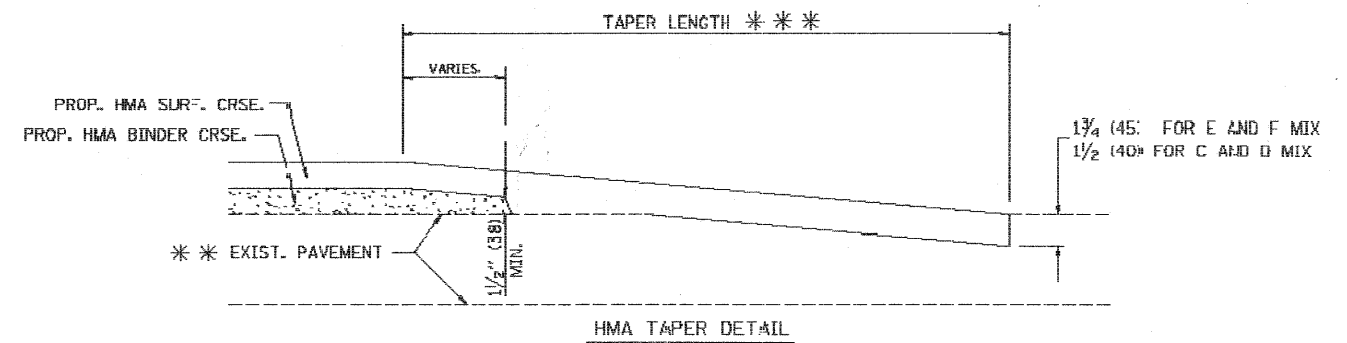


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INC-1 (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")

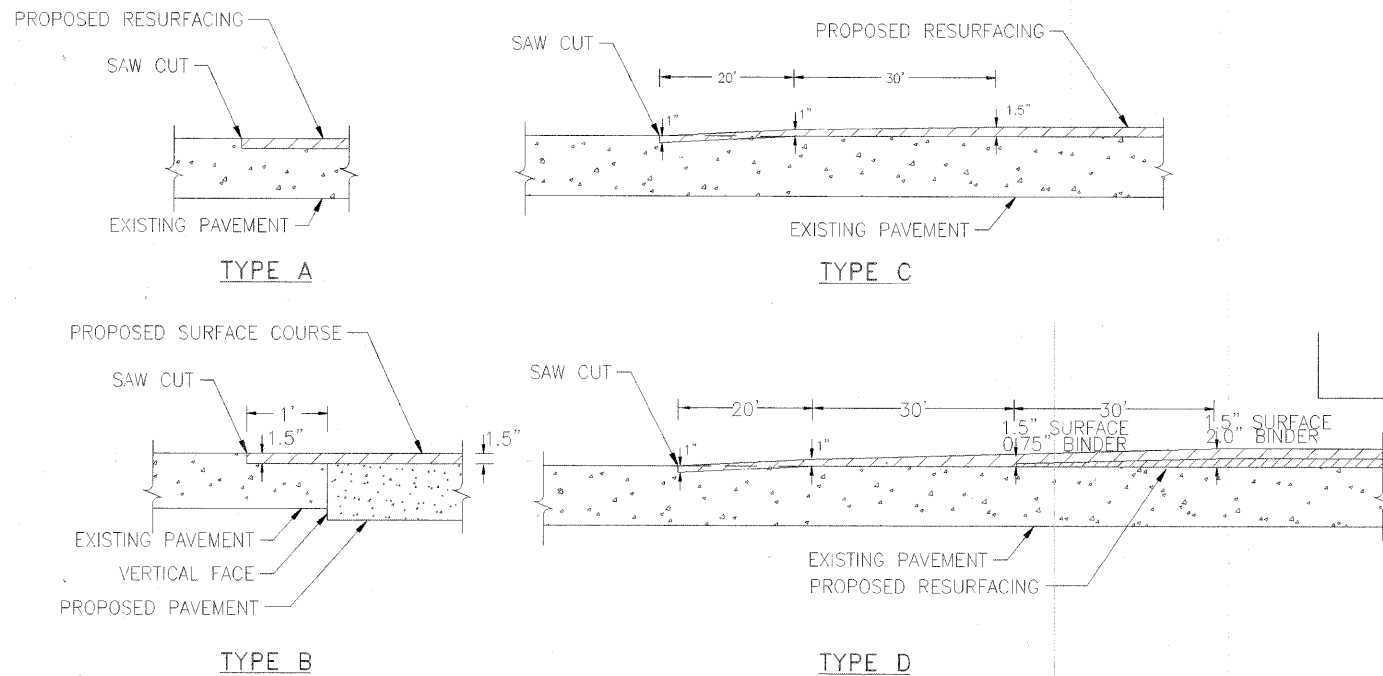
BASIS OF PAYMENT:

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.

FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS		CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - CRC	REVISED -		BUTT JOINT & HMA TAPER DETAIL		53	08-00263-01SP	DUPAGE	16	15
		CHECKED - JLC	REVISED -		SCALE: 1" = 100'			BD-32		CONTRACT NO: 63122	
		DATE - 01/02/2009	REVISED -		STA. TO STA.		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

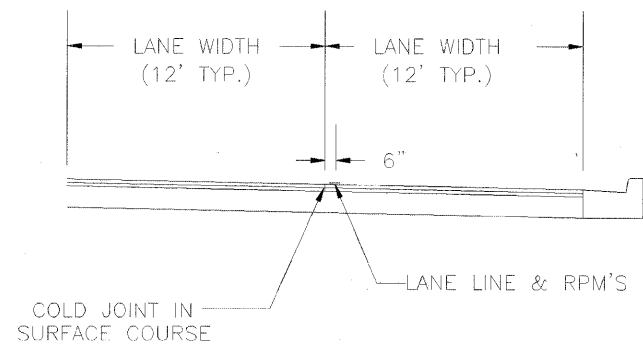
BUTT JOINT DETAILS



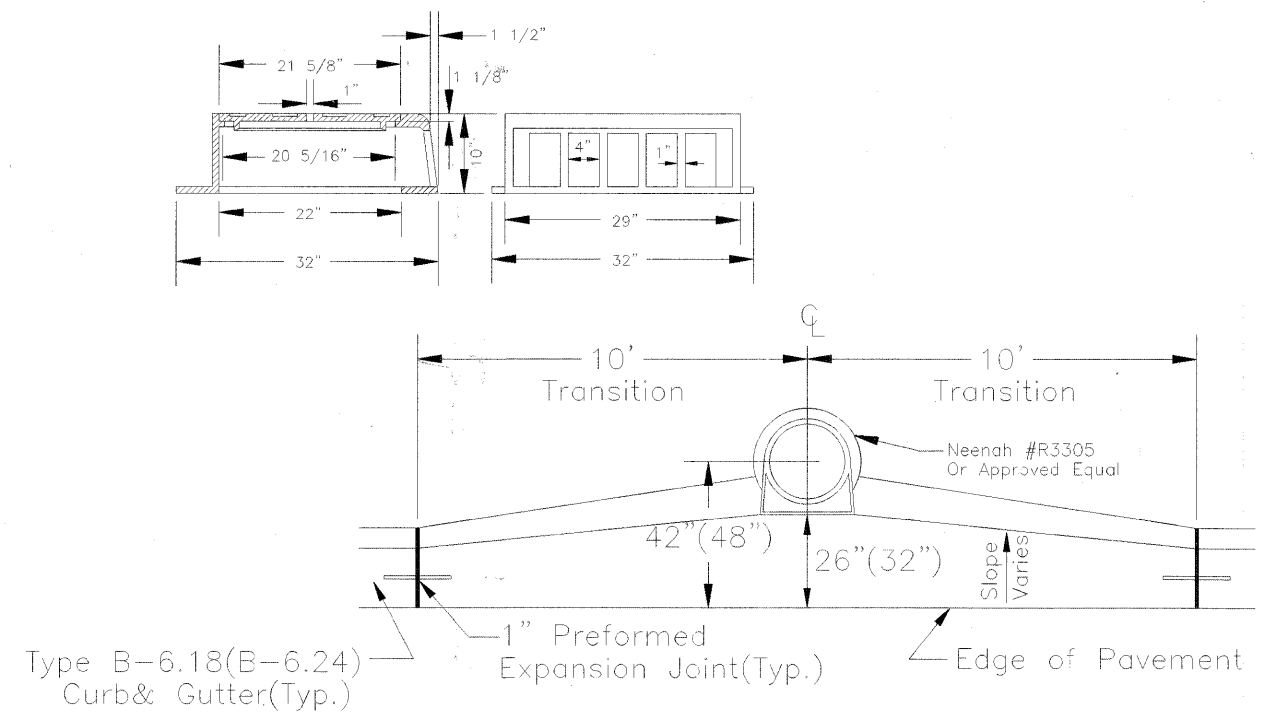
NOTES
 SAW CUT SHALL NOT BE PAID FOR SEPARATELY
 BUT SHALL BE INCLUDED IN THE COST FOR
 BITUMINOUS SURFACE REMOVAL OR PAVEMENT REMOVAL

TOM H. 03/09/99
 //DOTSERVER/ENGINEERING/STANDARD/DETAILS/BUT.PSS.DWG

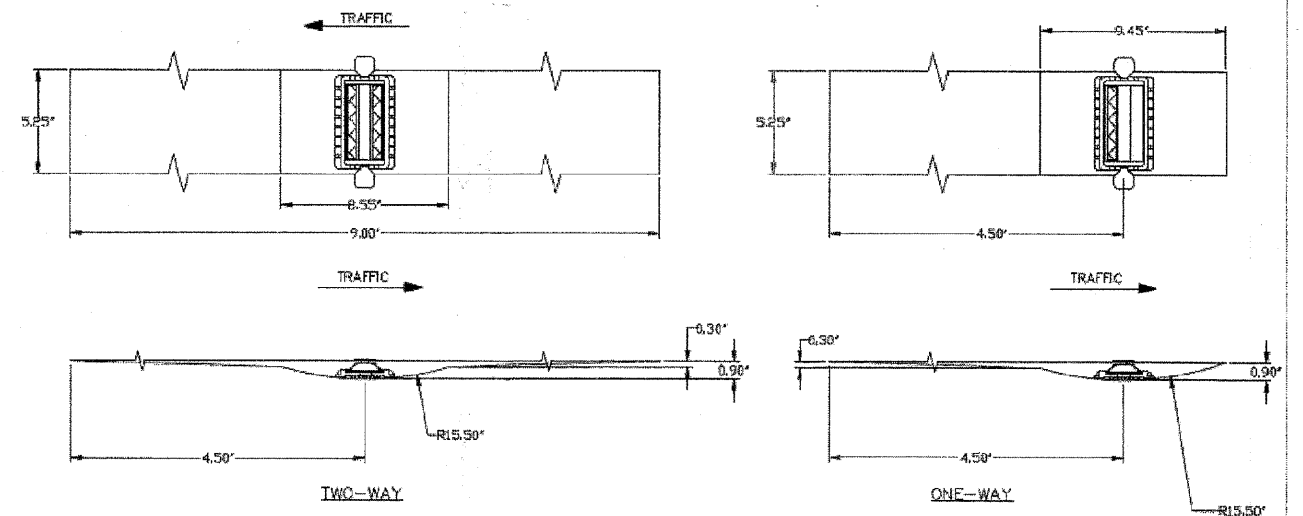
PAVEMENT MARKING LOCATION



SAG FRAME & GRATE DETAIL



RECESSED REFLECTIVE PAVEMENT MARKERS



FILE NAME =	USER NAME =	DESIGNED - CRC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIEHL ROAD LAPP IMPROVEMENTS DUPAGE COUNTY DIVISION OF TRANSPORTATION DETAILS		CO. HWY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN - CRC	REVISED -				53	08-00263-01SP	DUPAGE	16	16
		CHECKED - JLC	REVISED -				CONTRACT NO: 63122				
		DATE - 01/02/2009	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE: 1" = 100'	STA.	TO STA.				