

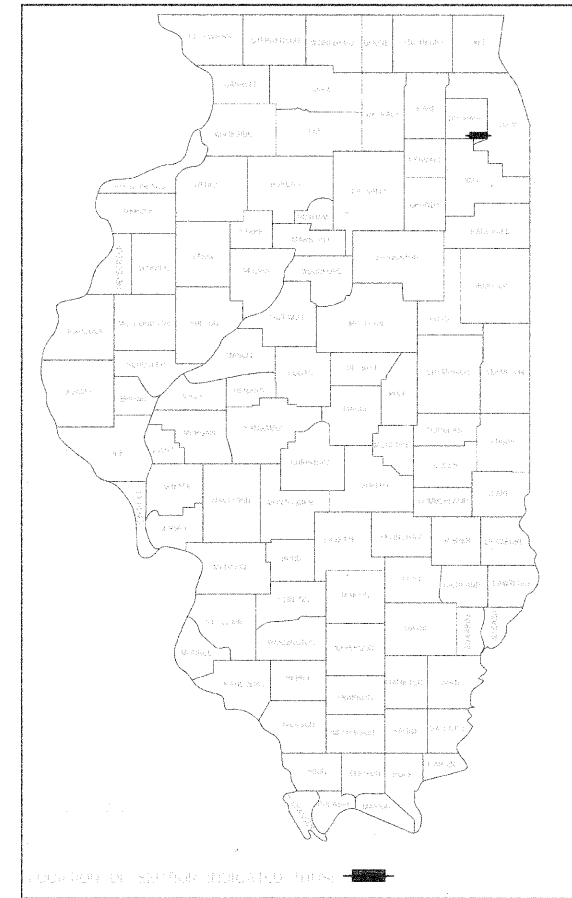
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1560	09-00041-00-RS	DUPAGE	9	1

CONTRACT NO: 63560

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1560 (91ST STREET)
FROM MADISON STREET TO COUNTY LINE ROAD
RESURFACING
SECTION 09-00041-00-RS
PROJECT NO. M-9003(582)
VILLAGE OF BURR RIDGE
DUPAGE COUNTY
JOB NO. C-91-382-10



SCHAUMBURG, IL
847-705-4406
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E.

SHEET INDEX

- 1 COVER SHEET: SHEET INDEX, LOCATION MAP
- 2 GENERAL NOTES AND SUMMARY OF QUANTITIES
- 3 TYPICAL SECTIONS
- 4 TERMINI DETAILS
- 5 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
- 6 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
- 7 BUTT JOINT AND HMA TAPER DETAILS (BD-32)
- 8 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
- ~~8 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW/PLOW RESISTANT) (TC-11)~~
- 9 DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13)

100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'

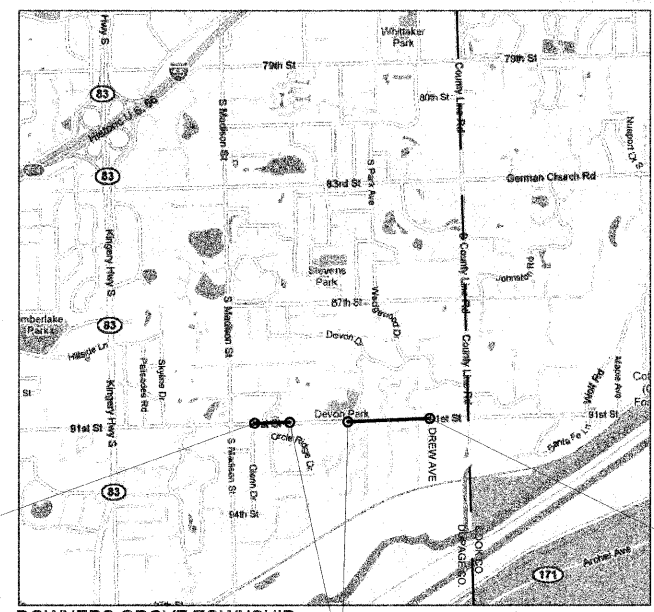
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PLANS PREPARED BY
VILLAGE OF BURR RIDGE
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

CONTRACT NO. 63560

PROJECT BEGINS
STA 0+00



PROJECT ENDS
STA 38+50

DOWNERS GROVE TOWNSHIP
PROJECT OMISSION
STA 7+50 TO STA 20+40
LOCATION MAP
NOT TO SCALE

PROJECT LENGTH
GROSS LENGTH = 3,850 feet (0.73 mi)
NET LENGTH = 2,560 feet (0.48 mi)

TRAFFIC DATA:
2008 ADT = 2,800 (YEAR 2008)
POSTED SPEED = 35 MPH
DESIGN DESIGNATION = MINOR ARTERIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED
[Signature]
PAUL D. MAY, P.E.
VILLAGE OF BURR RIDGE, VILLAGE ENGINEER

PASSED FEBRUARY 15, 2011
[Signature]
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW FEBRUARY 15, 2011
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

[Signature] DATE 2/7/11
LICENSE EXPIRES: NOV. 30, 2011

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OF THE STATE OF ILLINOIS

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

All construction shall be done in accordance with the "Standard Specifications for Road and Bridge Construction" adopted January 1, 2007 (hereinafter referred to as the Standard Specifications); the IDOT Supplemental Specifications and Recurring Special Provisions; the latest edition of the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways"; the "Standard Specifications for Water and Sewer Main Construction in Illinois", Fifth Edition; details in the plans; and Special Provisions included in the contract documents.

All traffic control and advisory signs needed for construction shall be furnished by the Contractor in accordance with Article 107.14 and 107.25 of the Standard Specifications. Signs and flaggers shall be promptly posted, and unused or obsolete signs shall be removed. Failure to correct a deficiency will result in liquidated damages in accordance with Article 105.03(b).

The Contractor shall at all times provide protection for traffic as called for in the application of traffic control devices, the Standard Specifications, the Special Provisions, and the plans.

UTILITIES

Before starting any excavation, the contractor shall call "JULIE" at 1800-892-0123 or 811 for field locations of buried electric telephone and gas facilities. 48 hours notification is required.

The Contractor shall be responsible for contacting the owners of all utilities prior to construction to determine the location of all existing and proposed utility equipment. The Contractor shall coordinate with all utility owners as provided for in the Standard Specifications utility relocation, adjustment, or protection is necessary.

The location of existing drainage structures, storm sewers, water mains, sanitary sewers, and any other public or private utilities as shown on the plans is approximate, and their exact location is to be determined in the field by the Contractor. This work shall be considered included in the cost of the contract.

The Contractor shall be responsible for the protection of all underground and surface public and private utilities even though they may not be shown on the plans. Any utility damaged during construction shall be restored to a condition equal to that existing before the damage occurred. Repairs shall be arranged by the private individual(s) or utility company and shall be in accordance with articles 107.20 and 107.31.

MISCELLANEOUS

The contractor shall 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 Contractor. Failure to comply with this provision will result in a suspension of work as provided in the Standard Specifications.

It is the Contractor's responsibility to ascertain existing field conditions before bidding on this contract.

Before beginning any work, the contractor shall retain and record for future reference, all existing pavement marking lines (raised reflective pavement markers) in order that these locations can be re-established for striping. exact locations of all pavement markings shall be as directed by the engineer.

Sawing of removal items as noted on the plans, specified in the Standard Specifications, or as required by the Engineer shall be included in the cost of the item being removed.

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 included in the cost of the contract with no additional compensation allowed in accordance with Article 107.25. All mail boxes that interfere with construction shall be similarly relocated with no additional compensation allowed in accordance with Article 107.20.

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 45 mph with written approval from the resident engineer. a maximum grade differential of 3 inches may be allowed if the edge of the milling is sloped a minimum of 1:3 (V:H).

Any damage to existing pavement markings or raised reflective pavement markers outside the removal line shown on the plans, due to the contractor's actions, shall be replaced at the contractor's expense.

Drainage adjustment or reconstruction locations will be determined in the field by the engineer.

It shall be the contractor's responsibility to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

The first layer of paving shall be placed within 10 calendar days of pavement removal or pavement surface removal in accordance with Article 440.04. Failure to begin paving within this time frame will result in the assessment of liquidated damages.

The Contractor shall fill all core holes in the roadway within 3 working days, unless directed otherwise by the Engineer. Special attention is noted to the requirements of the Special Provision for Filling HMA Core Holes with Non-Shrink Grout.

Where the proposed work abuts existing pavement to remain in place, the existing pavement shall be sawcut to provide a neat vertical face between the proposed and existing surfaces. Saw cutting shall be included in the cost of contract unit prices for proposed work.

Do not scale plans for construction dimensions.

Patching Schedule - Class D Patches, Type II, 6 inch				
STA	Width (FT)	Length (FT)	Area (SQ FT)	Area (SQ YD)
0+24	4	28	112	12.4
0+48	3	30	90	10.0
1+40	3	34	102	11.3
2+12	3	34	102	11.3
2+80	3	34	102	11.3
5+25	3	34	102	11.3
6+95	3	34	102	11.3
20+74	3	34	102	11.3
21+23	3	34	102	11.3
22+10	3	34	102	11.3
23+90	3	34	102	11.3
24+55	3	34	102	11.3
25+90	3	34	102	11.3
26+60	3	34	102	11.3
28+62	3	34	102	11.3
29+98	3	34	102	11.3
32+05	3	34	102	11.3
32+67	3	34	102	11.3
36+20	3	34	102	11.3
37+02	3	34	102	11.3
37+44	3	34	102	11.3
38+22	3	34	102	11.3
Total Square Yards			249.1	

*Exact location and size of patches will be determined in the field by Engineer.

Patching Schedule - Pavement Replacement, Special				
STA	Width (FT)	Length (FT)	Area (SQ FT)	Area (SQ YD)
41+97	12.5	28	350	38.9
47+38	10.5	9.5	99.75	11.1
Total Square Yards			50.0	

Pavement Marking Schedule		
THERMOPLASTIC PAVEMENT MARKINGS		
STA	TYPE	FOOT
0+00 TO 7+50	Double Yellow	1400
20+40 TO 38+50	Double Yellow	3600
TOTAL QUANTITY		5000

*Typical lane width is 14 feet.

STATE STANDARDS

000001-06	Standard Symbols, Abbreviations and Pattern
001001-02	Areas of Reinforcement Bars
280001-05	Temporary Erosion Control Systems
442201-03	Class C and D Patches
602011-02	Catch Basin, Type C
604001-03	Frame and Lids, Type 1
604036-02	Grate, Type 8
606001-04	Concrete Curb Type B and Combination Concrete Curb and Gutter
701301-04	Lane Closure, 2L, 2W, Short Time Operations
701501-06	Urban Lane Closure, 2L, 2W, Undivided
701801-04	Lane Closure, Multilane 1W or 2W Crosswalk or Sidewalk Closure
701901-01	Traffic Control Devices
720001-01	Sign Panel Mounting Details
720006-02	Sign Panel Erection Details
720011-01	Metal Posts for Signs, Markers and Delineators
728001-01	Telescoping Steel Sign Support
781001-03	Typical Applications Raised Reflective Pavement Markers

District 1 Details

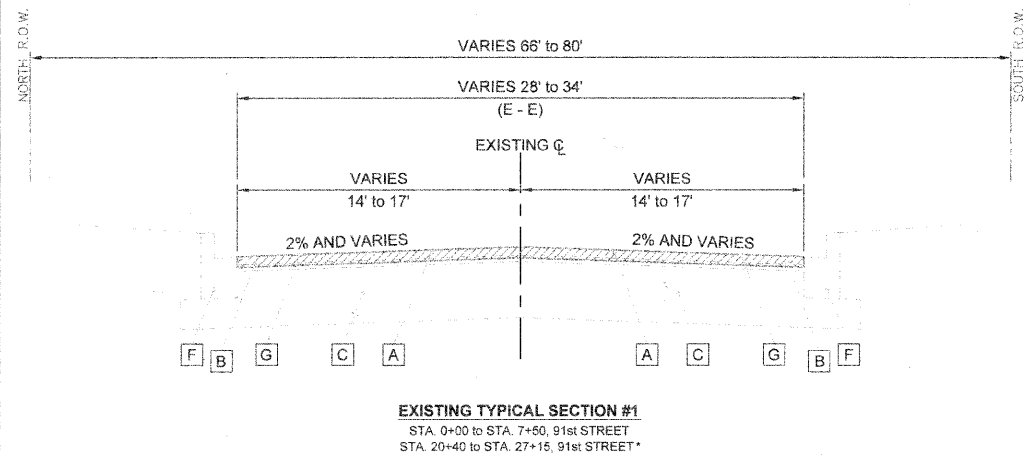
BD-08	Frames and Lids Adjustment
BD-22	Pavement Patching
BD-32	Butt Joint and HMA Taper Details
TC-10	Traffic Control and Protection for Side Roads, Intersections, and Driveways
TC-13	District 1 Typical Pavement Markings

Summary of Quantities

Code Number	Item	Unit of Measure	Total Quantity	Construction Type Code
				0005
20201200	Removal and Disposal of Unsuitable Material	CU YD	7	7
31101400	Subbase Granular Material, Type B, 6"	SQ YD	50	50
40600100	Bituminous Materials (Prime Coat)	GALLON	2,000	2,000
40600625	Leveling Binder (Machine Method), N50	TON	435	435
40600982	Hot-Mix Asphalt Surface Removal-Butt Joint	SQ YD	255	255
40603310	Hot-Mix Asphalt Surface Course, Mix "C", N50	TON	875	875
44000158	Hot-Mix Asphalt Surface Removal, 2 1/4"	SQ YD	9,880	9,880
44201717	Class D Patches, Type II, 6 Inch	SQ YD	250	250
60300305	Frames and Lids to be Adjusted	EACH	4	4
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
* 78000200	Thermoplastic Pavement Marking - Line 4"	FOOT	5,000	5,000
X0323017	Temporary Informational Signs	EACH	2	2
X0326458	Pavement Replacement, Special	SQ YD	50	50

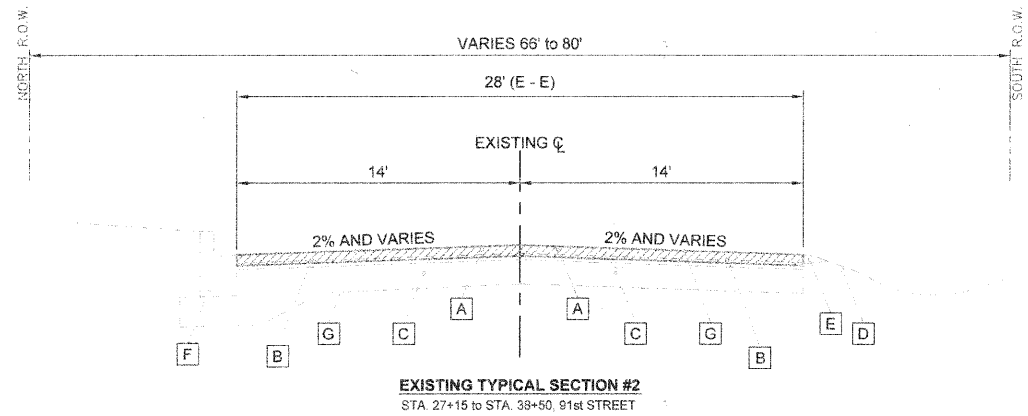
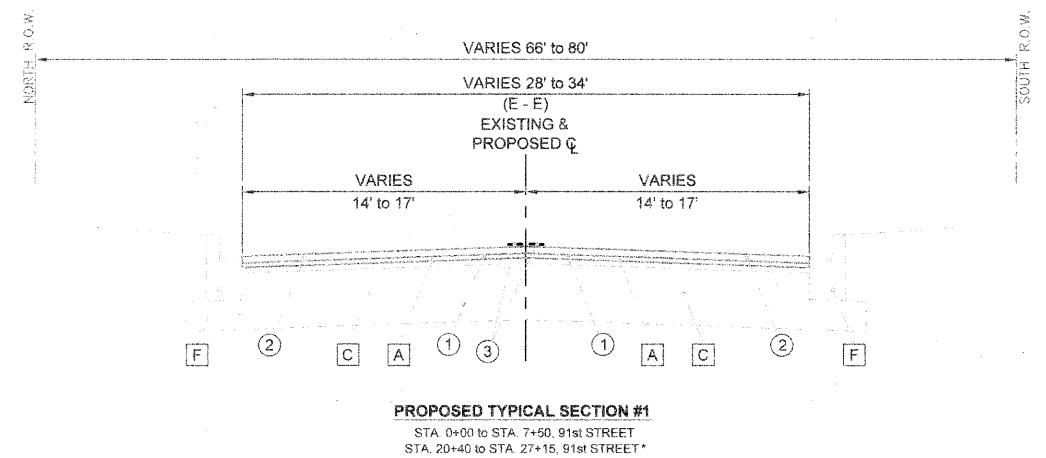
*DENOTES SPECIALTY ITEMS.

FILE NAME =	USER NAME =	DESIGNED - JPS	REVISED - 2/3/2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND SUMMARY OF QUANTITIES		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JPS	REVISED - 2/16/2011				1560	09-00041-00-RS	DUPAGE	9	2
PLOT SCALE =		CHECKED - PDM	REVISED -				CONTRACT NO: 63560				
PLOT DATE =		DATE - 12/10/2010	REVISED -				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION LEGEND

- A EXISTING HMA SURFACE COURSE, 1 1/2" (TYP)
- B EXISTING HMA LEVELING BINDER COURSE, 1" (TYP)
- C EXISTING HMA BASE COURSE, 9" & VARIES (TYP)
- D EXISTING GROUND
- E EXISTING AGG SHOULDER, 2' WIDE
- F EXISTING COMBINATION CONCRETE CURB AND GUTTER, TY B-6.12
- G HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"



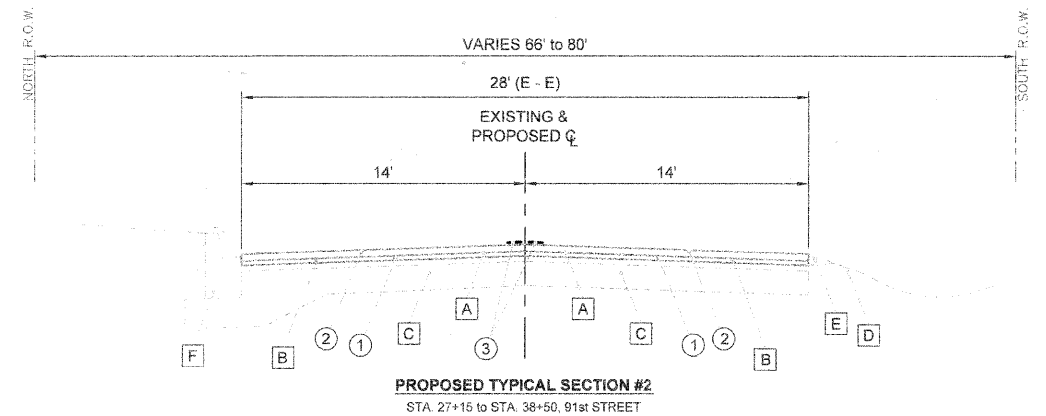
PROPOSED TYPICAL SECTION LEGEND

- ① HOT-MIX ASPHALT LEVELING BINDER, MACHINE METHOD, N50 (3/4")
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 1/2")
- ③ THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)

CONTRACTOR SHALL MILL BEFORE PATCHING

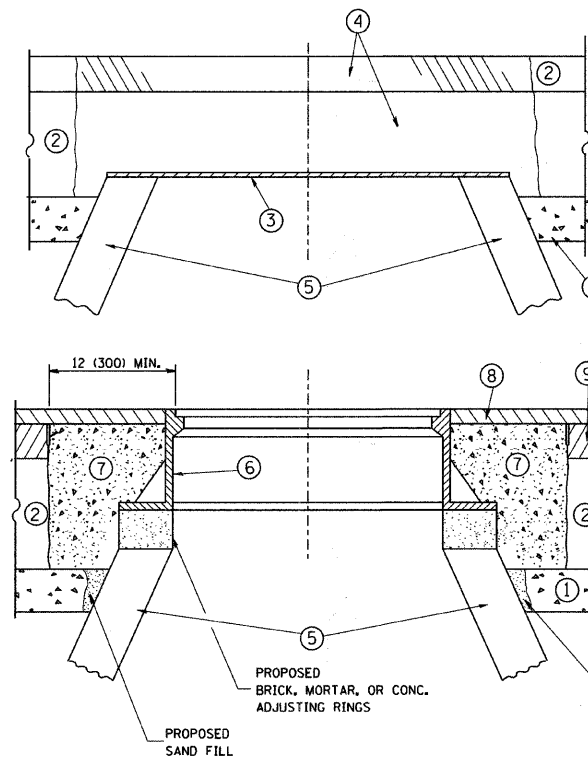
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm), 1 1/2"	4% @ 50 Gyr.
LEVELING BINDER, MACHINE METHOD, N50 (IL 9.5 mm), 3/4"	4% @ 50 Gyr.
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.
PAVEMENT REPLACEMENT, SPECIAL, MIX "C", N50 (IL 9.5 mm), 2"	4% @ 50 Gyr.

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



*PROJECT OMISSION STA. 7+50 to STA. 20+40, 91st STREET

FILE NAME	USER NAME	DESIGNED - JPS	REVISED - 2/3/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS 91ST STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE	DESIGNED - JPS	REVISED -	1560			09-00041-00-RS	DUPAGE	9	3	
PLT SCALE	CHECKED - PDM	REVISED -	CONTRACT NO: 63560							
PLT DATE	DATE - 12/10/2010	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

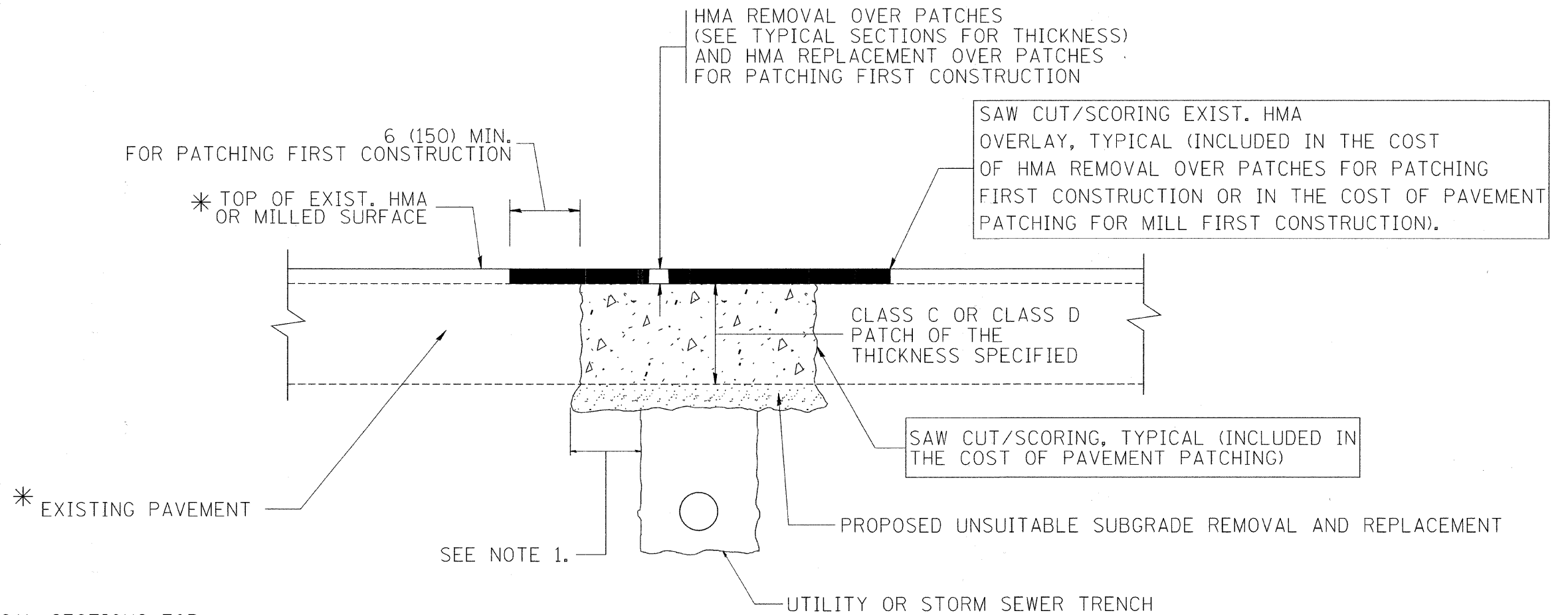
BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = M:\diststd\22x34\bd08.dgn	USER NAME = geglionobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	1560	09-00041-00-RS	DUPAGE	9	5
		PLOT SCALE = 50.0000' / IN.	CHECKED -		REVISED - R. WIEDEMAN 05-14-04			BD600-03 (BD-8)		CONTRACT NO. 63560		
		PLOT DATE = 1/4/2008	DATE - 10-25-94		REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

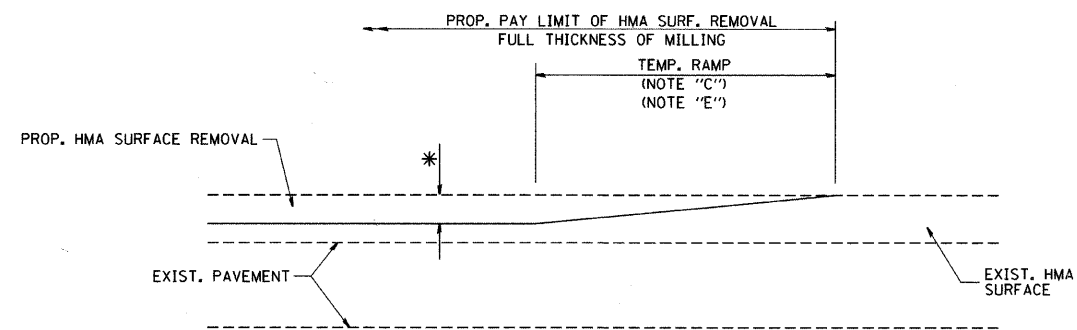
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

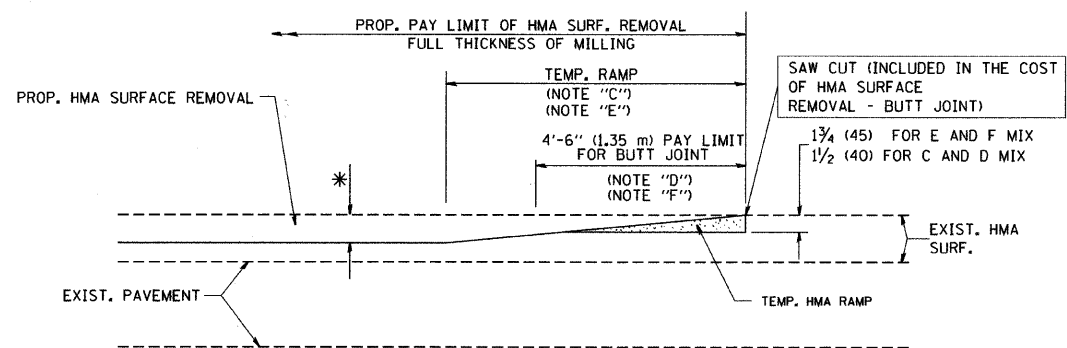
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - R. BORO 01-01-07		1560	09-00041-00-RS	DUPAGE	9	6			
		PLOT SCALE = 50,000 ' / IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 63560				
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



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

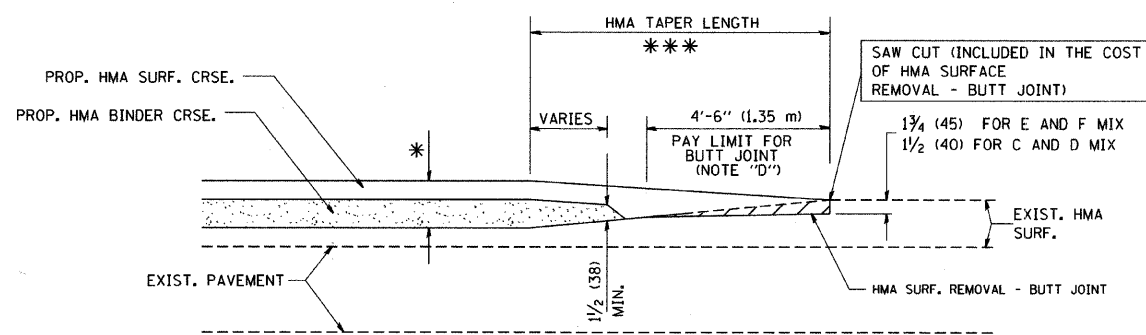
OPTION 1



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

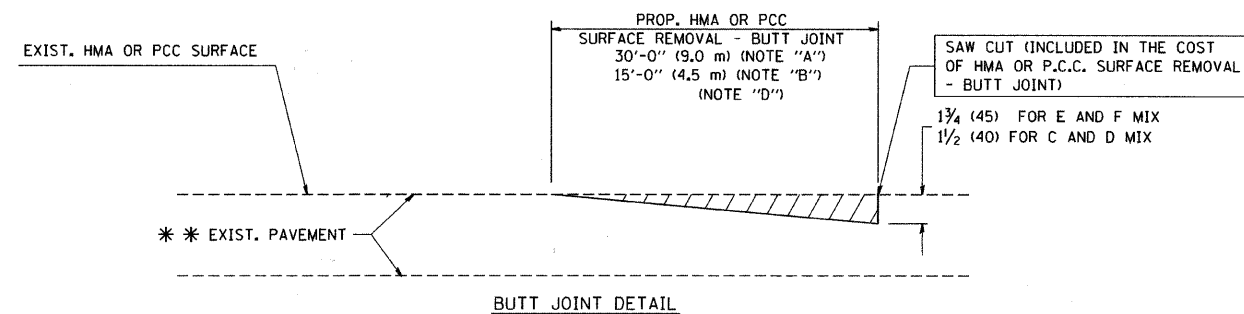
OPTION 2

TYPICAL TEMPORARY RAMP

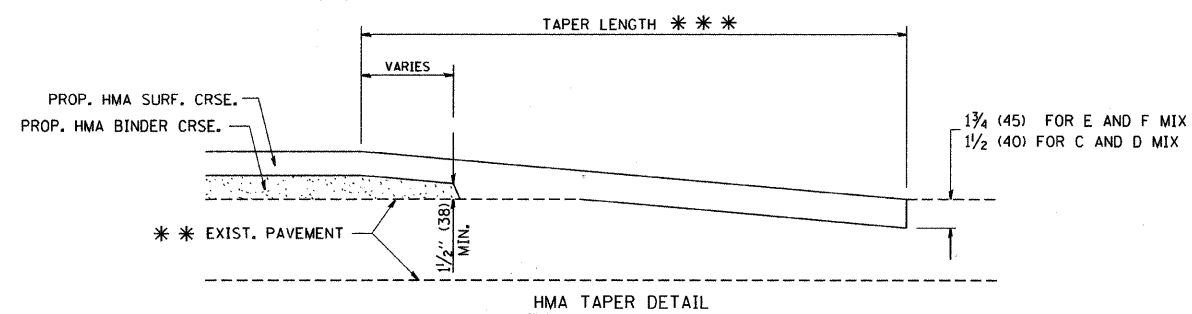


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

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.

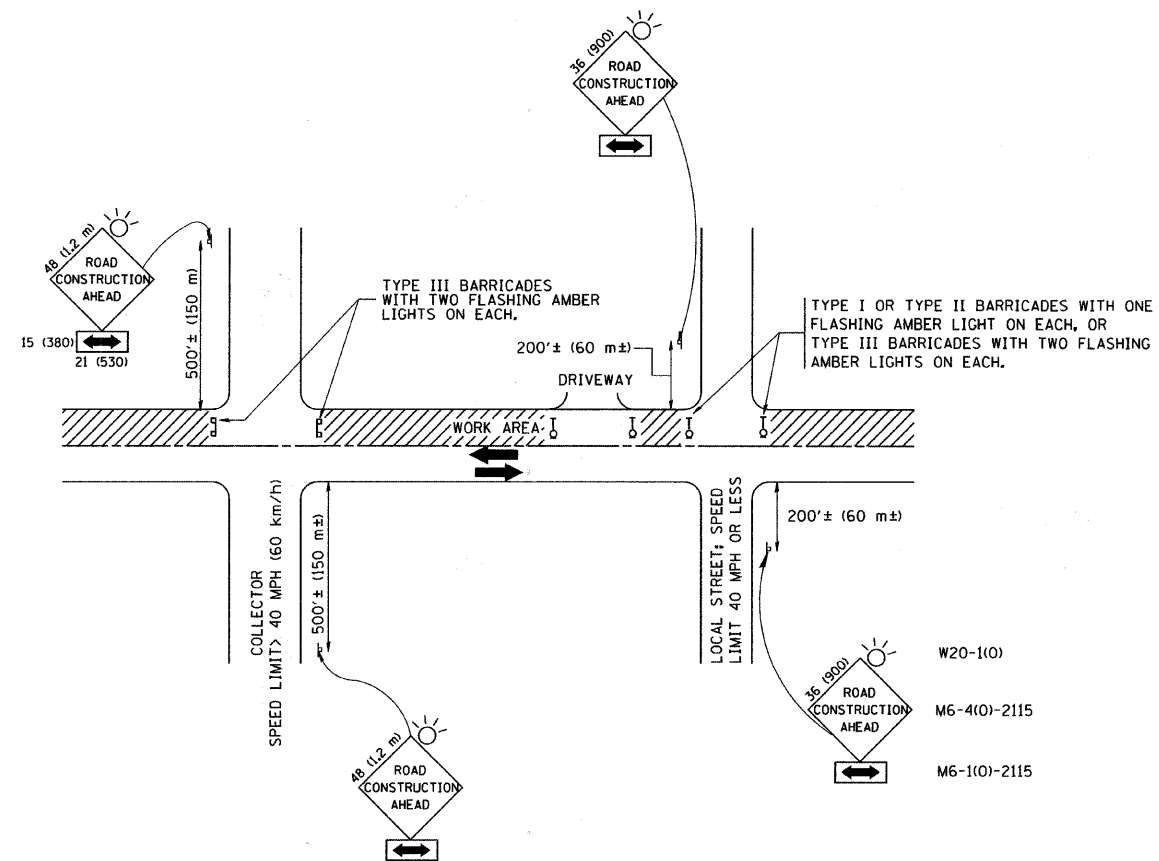
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 "/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 1560	SECTION 09-00041-00-RS	COUNTY DUPAGE	TOTAL SHEETS 9	SHEET NO. 7
BD400-05 BD32			CONTRACT NO.	
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.

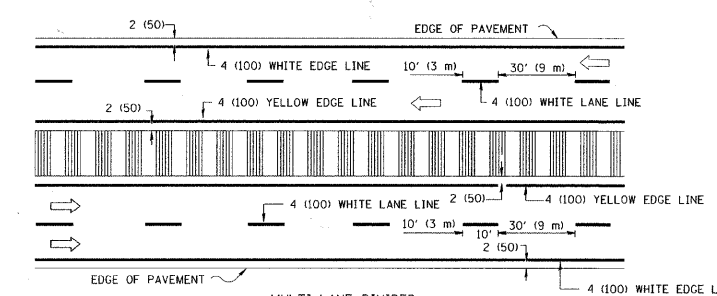
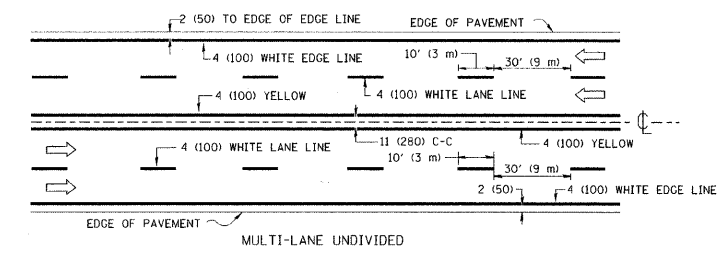
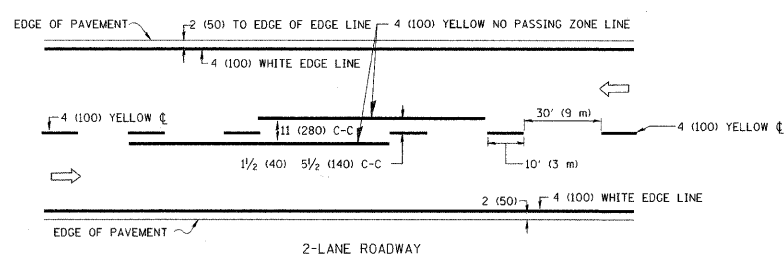
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000 / 1 IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

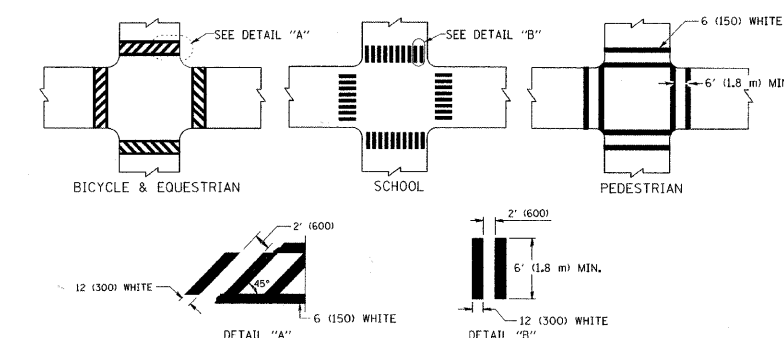
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F.A.U. RTE. 1560	SECTION 09-00041-00-RS	COUNTY DUPAGE	TOTAL SHEETS .9	SHEET NO. 8
TC-10			CONTRACT NO. 63560	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

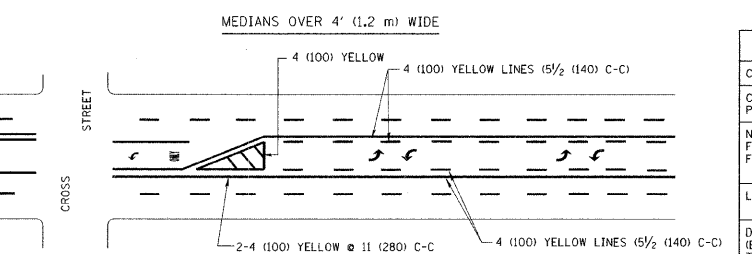
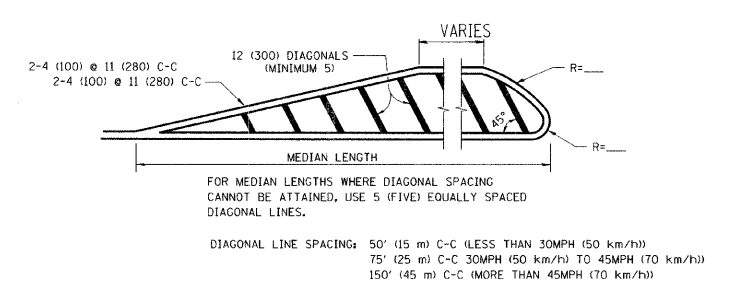
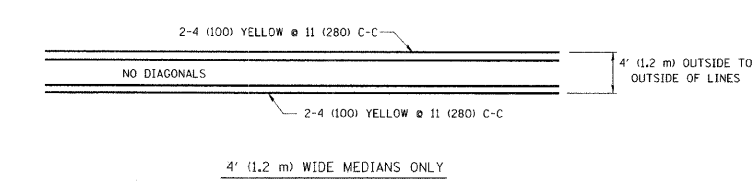


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

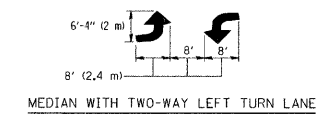
TYPICAL LANE AND EDGE LINE MARKING



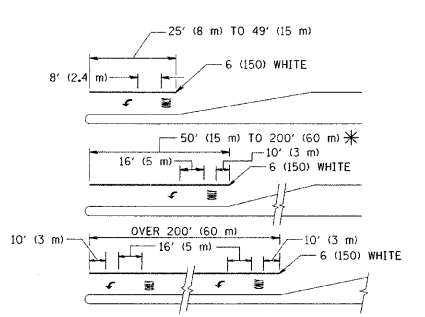
TYPICAL CROSSWALK MARKING



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

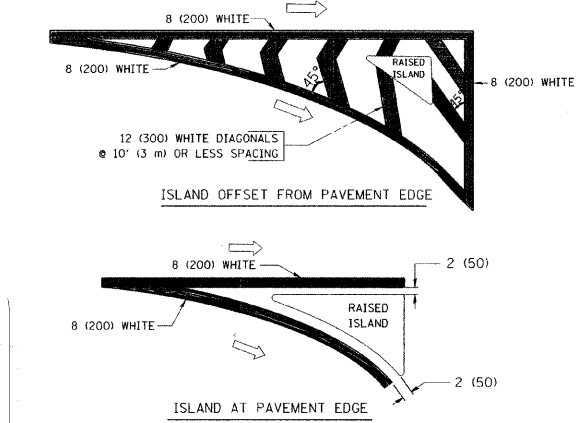


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2' (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	4 (100)	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)	5 (125) ON FREEWAYS	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	SKIP-DASH AND SOLID	YELLOW	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
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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°	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" 15 5' (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 =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
03:\pavework\pavdot\drivakosgn\08108315\td	3.dgn	DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1560	09-00041-00-RS	DUPAGE	9	9
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT		CONTRACT NO. 63560		