

BUREAU OF LOCAL ROADS AND STREETS: ASSOCIATE FIELD ENGINEER - KEVIN STALLWORTH, P.E. (847) 705-4169 SCHAUMBURG, IL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0235	09-00037-00-RS	LAKE	12	1
		ILLINOIS	CONTRACT NO. 63340	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PLANS FOR PROPOSED
FEDERAL-AID HIGHWAY**

LAPP RESURFACING

**FAU 0235 GARLAND ROAD: FROM
FAU 3710 GOSSELL RD. (LAKE/WAUCONDA)
TO CH A36 BONNER RD. (LAKE/WAUCONDA)**

**VILLAGE SECTION 09-00037-00-RS
FEDERAL PROJECT ARA-9003 (461)**

**VILLAGE OF WAUCONDA
JOB NO. C-91-895-09**

INDEX OF SHEETS

- 1 COVER SHEET
- 2 SUMMARY OF QUANTITIES & GENERAL NOTES
- 3 TYPICAL SECTIONS
- 4 SCHEDULE OF QUANTITIES
- 5-9 PROPOSED PLAN-GARLAND ROAD
- 10 DISTRICT ONE TYPICAL PAVEMENT MARKING
- 11 BUTT JOINT AND BITUMINOUS TAPER
- 12 TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS,
CROSS STREETS, DRIVEWAYS AND INTERSECTIONS

DESIGN DESTINATION

COLLECTOR

TRAFFIC DATA

ADT: 2100VPD (2009)
2500VPD (2030)

POSTED SPEED


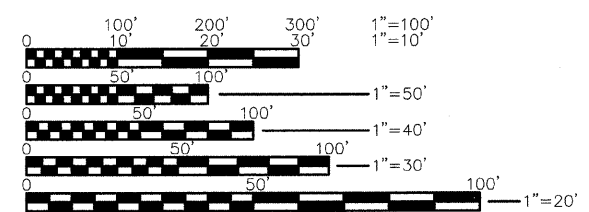
40 MPH (EXISTING)
40 MPH (PROPOSED)

DESIGN SPEED

40 MPH (EXISTING)
40 MPH (PROPOSED)

PROJECT IS LOCATED IN THE VILLAGE OF WAUCONDA

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

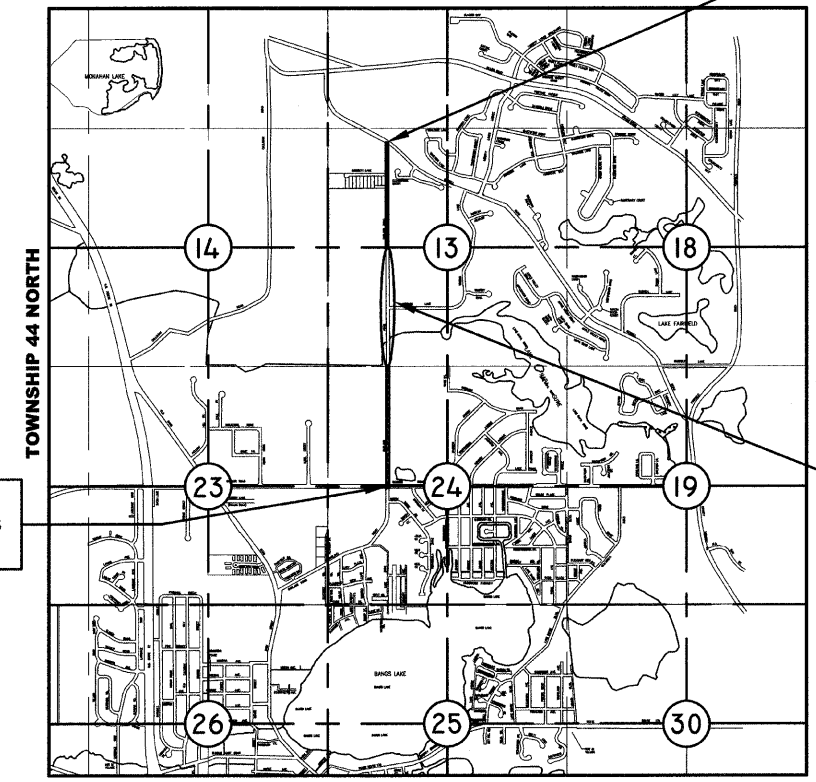



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CONTRACT NO. 63340

LOCATION MAP

RANGE 9 EAST



GARLAND ROAD
END IMPROVEMENTS
STATION 203+78

OMISSION
STATION 153+87
TO STATION 181+70


GARLAND ROAD
BEGIN IMPROVEMENTS
STATION 127+58

PROJECT LENGTH
TOTAL GROSS LENGTH=7620 FT. (1.44 MI)
TOTAL NET LENGTH= 4837 FT. (0.92 MI)

3rd P.M.



PROFESSIONAL ENGINEER'S SIGN & SEAL



ROBERT J. DEVERY, P.E.
EXPIRES: 11/30/09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *Mark F. Knigg* 20 10/15/09
LOCAL AGENCY OFFICIAL

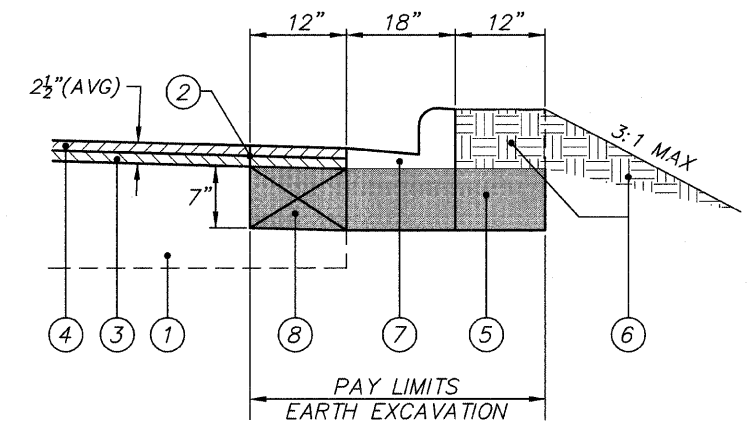
PASSED *October 26,* 20 09
C. H. St. Charles
REGION ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW *October 26,* 20 09
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PLAN NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007, AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", ADOPTED ON JANUARY 1, 2010, THE DETAILS IN THESE PLANS AND THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL NOTIFY JULIE (811) FOR UTILITY LOCATIONS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIALS BLOCKING DITCH LINES, STORM SEWERS, MANHOLES, ETC., SHALL BE REMOVED AT THE END OF EACH DAY. MAINTENANCE OF DRAINAGE WAYS AND STRUCTURES SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE COURSE.
- EXISTING SUMP PUMPS, FIELD TILES, ETC., DISCHARGING INTO EXISTING DITCHES SHALL BE PROTECTED.
- ALL SOD OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM EXISTING SURFACES BEFORE PLACING AGGREGATE MATERIALS.
- THE LOCATION AND/OR ELEVATIONS OF THE EXISTING UNDERGROUND UTILITIES, SUCH AS WATER MAINS, SEWERS, GAS, TELEPHONES AND POWER ARE SHOWN ON THE PLANS BASED ON THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR MUST ASSUME RESPONSIBILITY FOR ALL UTILITIES, WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES SHOWN MAY BE DIFFERENT THAN INDICATED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY COMPANIES SO THAT ANY RELOCATION NECESSARY WILL PROCEED IN AN ORDERLY MANNER.
- PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB AND GUTTER.
- ANY EXISTING DECORATIVE LANDSCAPING WITHIN THE RIGHT-OF-WAY THAT INTERFERES WITH THE WORK, SUCH AS TIMBERS, RAILROAD TIES, ORNAMENTAL ROCKS, FENCES, DECORATIVE WALKS SHALL BE REMOVED AND SHALL BE CONSIDERED INCLUSIVE TO CLEARING.
- AGGREGATE FOR AGGREGATE BASE COURSE - AGGREGATE SHOULDERS AND AGGREGATE FOR DRIVEWAY MAINTENANCE SHALL BE CA-6, CRUSHED STONE OR GRAVEL.
- DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE HMA AND PCC MATERIALS. CONTRACTOR SHALL REMOVE EXISTING DRIVEWAYS BETWEEN THE EXISTING EDGE OF PAVEMENT A POINT 5 FEET± BEHIND THE NEW HMA SHOULDER, UNLESS DIRECTED OTHERWISE BY ENGINEER. DRIVEWAY TRANSITION SHALL INCLUDE 2 INCH HMA SURFACE COURSE. (SEE HMA MIXTURE REQUIREMENT TABLE ON SHEET 3)
- SIDEWALK AND CURB REMOVAL SHALL INCLUDE SAW CUTTING WHERE NECESSARY.
- PIPE CULVERTS SHALL CONFORM TO SECTION 542 OF THE STANDARD SPECIFICATIONS. MATERIALS SHALL BE CORRUGATED STEEL CULVERT PIPE AND INCLUDE ALL NECESSARY COUPLING RINGS, ETC.
- ADJUSTMENT OF MANHOLES AND VALVE VAULTS SHALL BE MADE WITH PRECAST CONCRETE ADJUSTMENT RINGS AND SEALED WITH A BUTYL BASED ROPE GASKET.
- THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING DRIVEWAYS AND COMMERCIAL DOORWAYS ALONG THE ROUTE. FOR NEW CURB, THE VOID IN FRONT AND BACK WILL BE FILLED WITH AGGREGATE FOR TEMPORARY ACCESS IMMEDIATELY AFTER THE CURB HAS CURED. AGGREGATE USED FOR ACCESS TO DRIVES SHALL BE RE-USED AS PART OF THE DRIVEWAY SHAPING AND GRADING. PAYMENTS SHALL BE AT THE UNIT PRICE PER TON AND INCLUDE SCARIFYING, GRADING, RE-HANDLING OF THE MATERIAL, COMPACTING, FURNISHING, INSTALLING AND REMOVING OF MATERIALS FOR AGGREGATE FOR DRIVEWAY MAINTENANCE.
- 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 AND ASSUME RESPONSIBILITY FOR ALL UTILITIES WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATIONS AND/OR ELEVATIONS OF THE UTILITIES MAY BE DIFFERENT THAN INDICATED. SHOULD ANY DAMAGES OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE, REPAIRS SHALL BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE. 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.
- EXISTING SIGNS THAT REQUIRE RELOCATION DUE TO THE DAMAGED ROADWAY ALIGNMENT SHALL BE REMOVED AND RELOCATED TO THE LOCATION DESIGNATED BY THE ENGINEER. RELOCATION SHALL BE PAID FOR EACH LOCATION AND INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT TO BE COMPLETE AND IN-PLACE. SIGNS THAT INTERFERE WITH UNDERGROUND UTILITY INSTALLATION THAT REQUIRE REMOVAL/ REPLACEMENT SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF THE PIPE INSTALLATION PRICE. SIGN REPLACEMENT, WHETHER IT IS A PAY ITEM OR NOT, SHALL OCCUR AS SOON AS PRACTICAL AND AT THE DIRECTION OF THE ENGINEER. PAYMENT SHALL BE AT THE UNIT PRICE PER ITEM OF RELOCATION OF SIGN PANEL ASSEMBLY, TYPE A.
- FIRE HYDRANTS TO BE ADJUSTED SHALL INCLUDE FURNISHING AND INSTALLING A HYDRANT ADJUSTMENT KIT THAT WILL ADJUST THE EXISTING HYDRANT SO THE NOZZLES SHALL BE NO LESS THAN 18" OR MORE THAN 24" ABOVE FINISHED GRADE. MEASUREMENTS AND PAYMENT SHALL BE AT THE UNIT PRICE FOR EACH FIRE HYDRANT TO BE ADJUSTED.



CURB & GUTTER INSTALLATION DETAIL

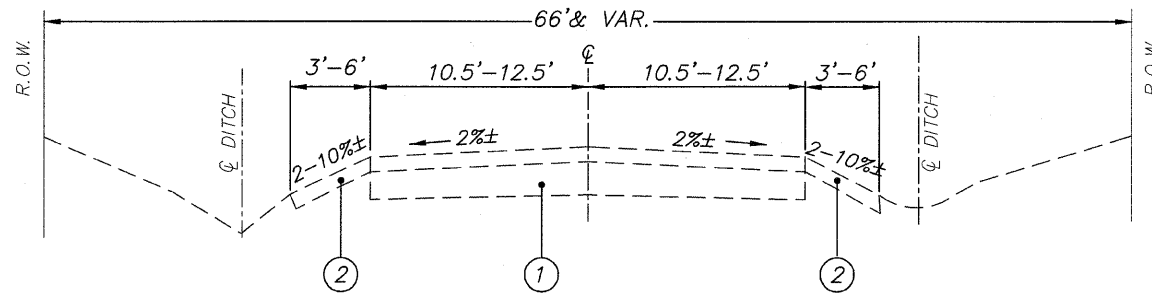
LEGEND

- ① EXISTING PAVEMENT
- ② PROPOSED SAWING ASPHALT SURFACE
- ③ PROPOSED LEVELING BINDER (MACHINE METHOD), 1"(AVG)
- ④ PROPOSED HMA SURFACE COURSE, CLASS C, N50, 1½"
- ⑤ PROPOSED EARTH EXCAVATION
- ⑥ PROPOSED LANDSCAPING (SEE SHEET 3)
- ⑦ PROPOSED COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ⑧ PROPOSED AGGREGATE BASE COURSE, TYPE B

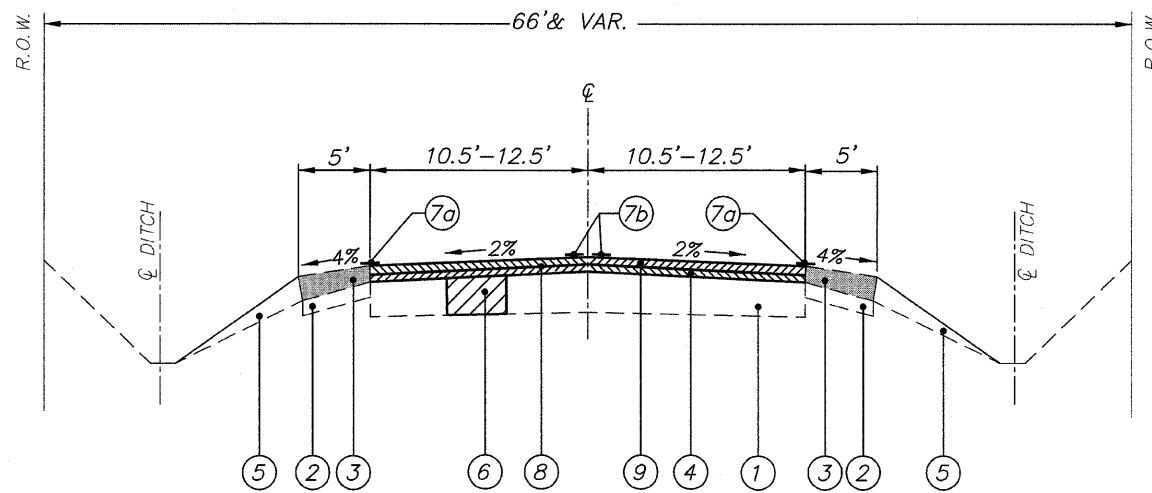
SUMMARY OF QUANTITIES				
SPECIALTY ITEM	CODE NO.	PAY ITEM	UNIT	TOTAL 1000-2A
	20200100	EARTH EXCAVATION	CU YD	50
	21101610	TOPSOIL FURNISH AND PLACE 3"	SQ YD	2400
	25000100	SEEDING, CLASS 1	ACRE	0.50
	25100630	EROSION CONTROL BLANKET	SQ YD	2400
	35101400	AGGREGATE BASE COURSE, TYPE B	TON	25
	40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1950
	40600300	AGGREGATE (PRIME COAT)	TON	32
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1270
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	380
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1150
	42001300	PROTECTIVE COAT	SQ YD	90
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	183
	44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	20
	44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	125
	44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	150
	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	800
	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	13200
	48101200	AGGREGATE SHOULDERS, TYPE B	TON	1575
	48203006	HOT-MIX ASPHALT SHOULDERS, 2 1/4"	SQ YD	5075
	54200217	PIPE CULVERT, CLASS C, TYPE 1, 12"	FOOT	5
	54213867	STEEL END SECTIONS 12"	EACH	1
	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1
	60255500	MANHOLES TO BE ADJUSTED	EACH	1
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	5
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	450
	67100100	MOBILIZATION	L SUM	1
	70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9574
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	9374
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	59
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	130
	Z0062300	SAWING ASPHALT SURFACE	FOOT	1150
	XX000856	MAILBOX REMOVAL AND RELOCATION	EACH	13
	XX006806	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	533

HIGHWAY STANDARDS

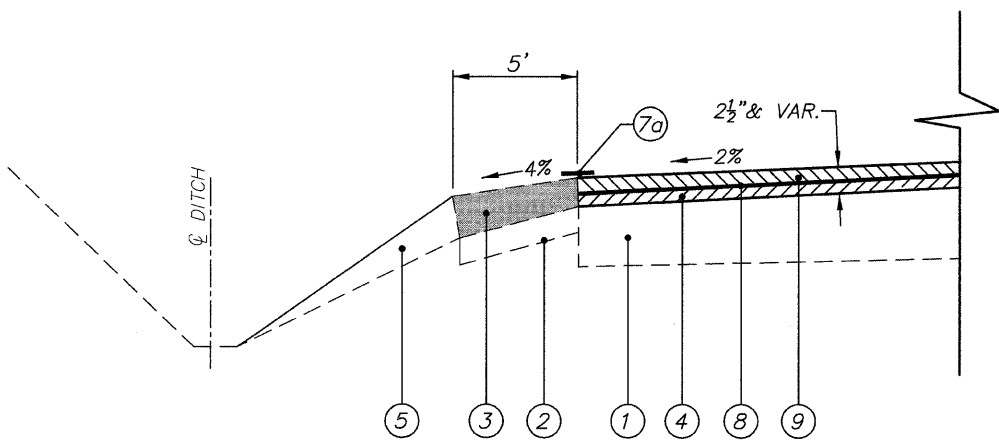
- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 442201-03 CLASS C & D PATCHES
- 606001-04 CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L 2W MOVING OPERATIONS-DAY ONLY
- 701501-05 URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS



EXISTING TYPICAL SECTION
 GARLAND ROAD: BONNER ROAD - GOSSELL ROAD
 STA 127+58 TO 153+87
 STA 181+70 TO 203+78



PROPOSED TYPICAL SECTION
 STA 127+58 TO 153+87
 STA 181+70 TO 203+78



TYPICAL SHOULDER DETAIL

LEGEND

- ① EXISTING PAVEMENT:
 - HMA T=2"-4"
 - AGGREGATE BASE COURSE 6"-9 1/4"
- ② EXISTING AGGREGATE SHOULDERS
- ③ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ④ PROPOSED (AVERAGE) LEVELING BINDER, (MACHINE METHOD), N50, 1"
- ⑤ PROPOSED LANDSCAPING:
 - TOPSOIL FURNISH AND PLACE, 3"
 - SEEDING CLASS 1
 - EROSION CONTROL BLANKET
- ⑥ PROPOSED CLASS D PATCHES, 6"
- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE
 - a. 6" WHITE EDGE LINE
 - b. 2-4" YELLOW CENTERLINE
- ⑧ PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N50, 1 1/2"

HOT MIX ASPHALT MIXTURE REQUIREMENT	
MIXTURE TYPE	AIR VOIDS @ Ndes
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 50 Gyr
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2" (IL-9.5mm)	4% @ 50 Gyr
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (IL-9.5mm)	4% @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm)	4% @ 50 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE 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.

CLASS D PATCHES SCHEDULE				
STATION	TYPE			
	I	II	III	IV
	5 OR LESS (SY)	5-15 (SY)	15-25 (SY)	25 OR GREATER (SY)
GARLAND ROAD				
138+42 Lt		5		
139+08 Lt			23	
140+56 Lt			20	
142+36 Lt			20	
144+55 Lt		11		
145+11 Lt		14		
147+70 Lt				162
149+51 Rt				68
151+29 Rt		11		
151+29 Lt		14		
182+25 Rt				38
182+50 Lt				54
183+91 Rt			18	
184+04 Lt		10		
184+36 Cl				23
186+81 Rt				47
187+03 Lt				63
188+83 Lt		11		
189+89 Lt				37
189+99 Rt				43
191+64 Lt				42
194+14 Rt				25
196+39 Lt		11		
197+05 Lt			16	
198+02 Rt				27
200+06 Lt		7		
201+02 Rt				39
202+94 Rt		10		
203+32 Lt		9		
MISCELLANEOUS	20	12	53	132
TOTAL	20	125	150	800

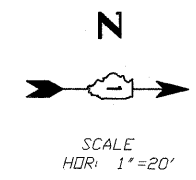
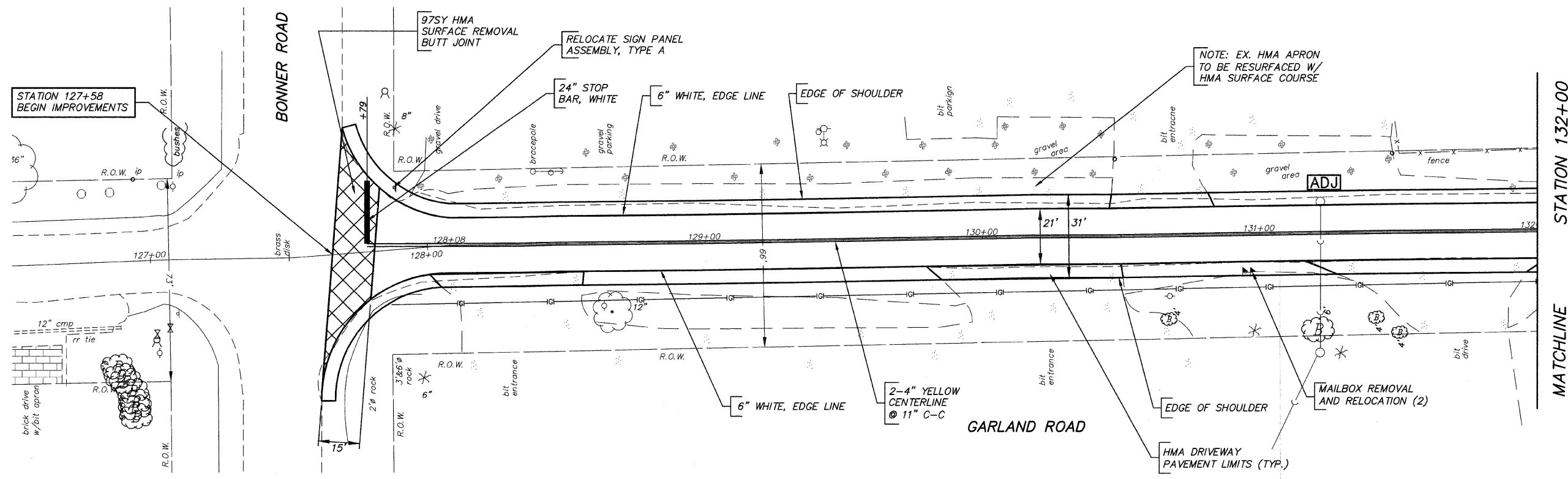
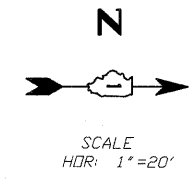
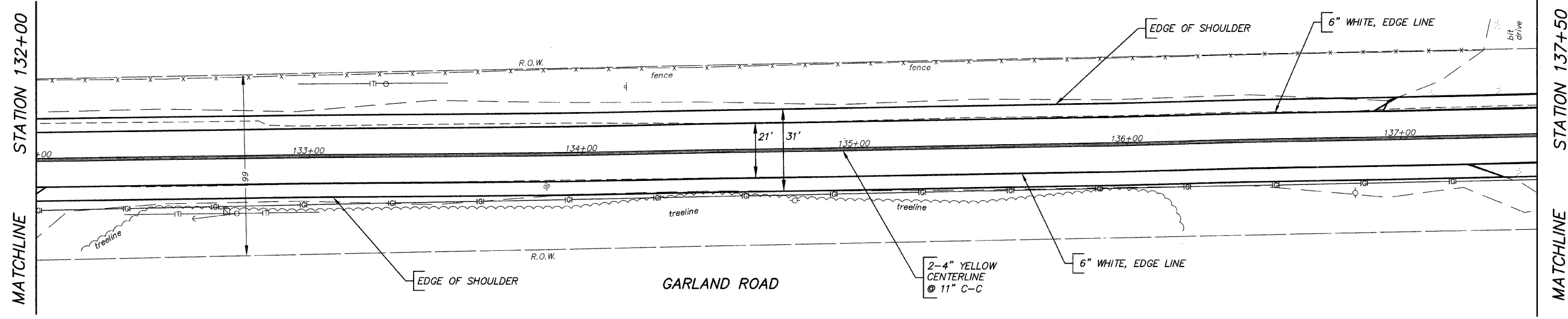
HOT-MIX ASPHALT REMOVAL BUTT JOINT SCHEDULE	
STATION	BUTT JOINT (SY)
GARLAND ROAD	
127+65 - 127+80 Cl	97
153+72 - 153+87 Cl	37
181+70 - 181+85 Cl	35
196+14 - 196+80 Lt	105
203+61 - 203+76 Cl	106
TOTALS	380

HOT-MIX ASPHALT DRIVEWAY PAVEMENT SCHEDULE	
STATION	HMA PAVEMENT (SQ YD)
GARLAND ROAD	
128+35 Rt	28
130+30 Rt	38
130+60 Lt	20
131+50 Rt	42
137+45 Lt	44
137+55 Rt	26
144+55 Rt	26
146+25 Rt	27
147+55 Rt	16
148+10 Rt	14
149+15 Rt	22
151+25 Rt	20
151+60 Rt	12
151+95 Lt	25
152+50 Rt	24
189+15 Rt	16
190+55 Rt	26
190+90 Lt	29
192+25 Rt	28
197+00 Lt	22
202+40 Lt	28
TOTAL	533

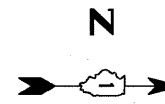
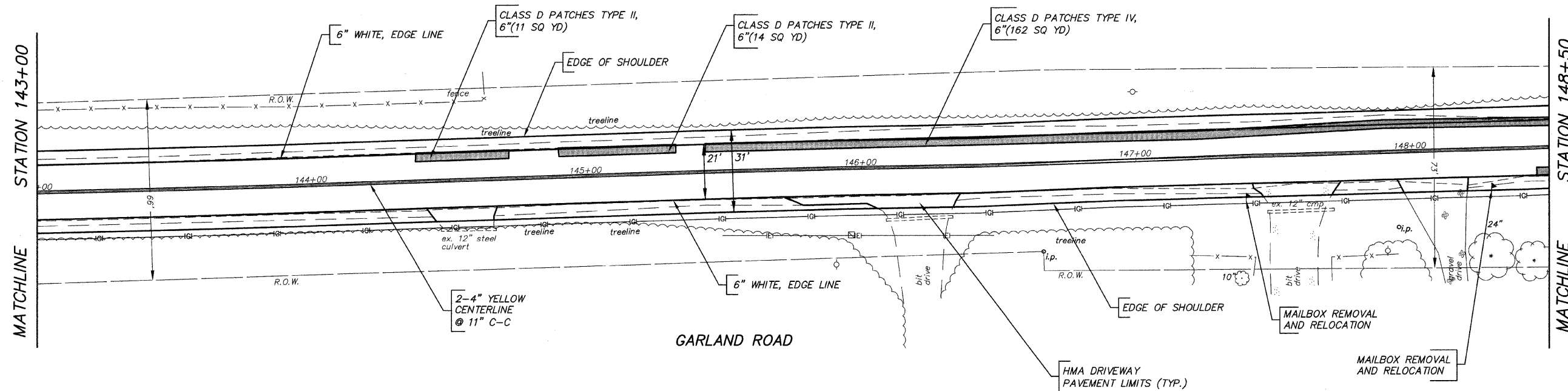
THERMOPLASTIC PAVEMENT MARKING SCHEDULE			
STATION	CENTERLINE 2-4" YELLOW (FT)	EDGE OF PAVEMENT 6" WHITE (FT)	STOP BAR PAVEMENT 24" WHITE (FT)
GARLAND ROAD			
127+78 - 153+87 Cl	5218		
127+59 - 153+87 Rt		2651	
127+76 - 153+87 Lt		2632	
127+87 Lt			22
181+70 - 196+17 Cl	2894		
196+81 - 203+62 Cl	1362		
196+51 Lt	100		
196+44 Lt			19
181+70 - 203+54 Rt		1915	
181+70 - 196+17 Lt		1442	
196+81 - 204+03 Lt		734	
203+62 Rt			25
TOTAL	9674	9374	59

COMBINATION CURB & GUTTER TYPE B-6.12 SCHEDULE	
STATION	COMB CONC C&G TY B-6.12 (FT)
GARLAND ROAD	
187+50 - 189+00 Lt	150
192+00 - 194+50 Lt	250
194+00 - 194+50	50
TOTALS	450

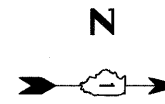
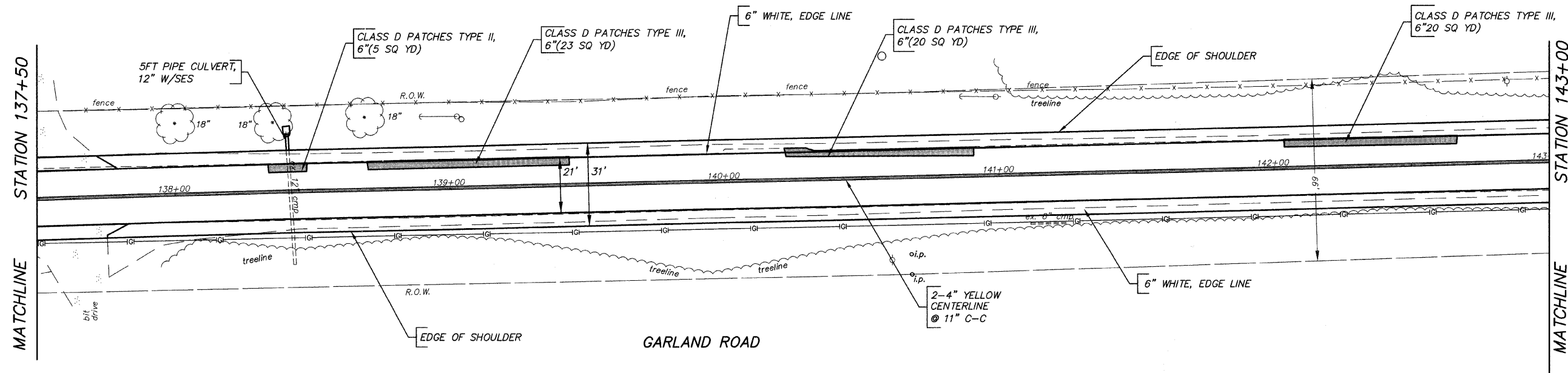
MAILBOX REMOVAL / RELOCATION SCHEDULE	
STATION	MAILBOX (EACH)
GARLAND ROAD	
130+93 Rt	1
130+96 Rt	1
147+40 Rt	1
148+29 Rt	1
149+02 Rt	1
150+97 Rt	1
151+42 Rt	1
151+76 Rt	1
152+54 Rt	1
188+98 Rt	1
190+31 Rt	1
196+89 Rt	1
196+92 Rt	1
TOTAL	13



FILE NAME = 161915004.DWG	USER NAME =	DESIGNED — RJD	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN GARLAND ROAD RESURFACING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE =	DATE — 10/07/09	REVISED —		ILLINOIS FED. AID PROJECT							



SCALE:
HDR: 1"=20'



SCALE:
HDR: 1"=20'

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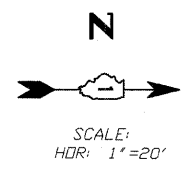
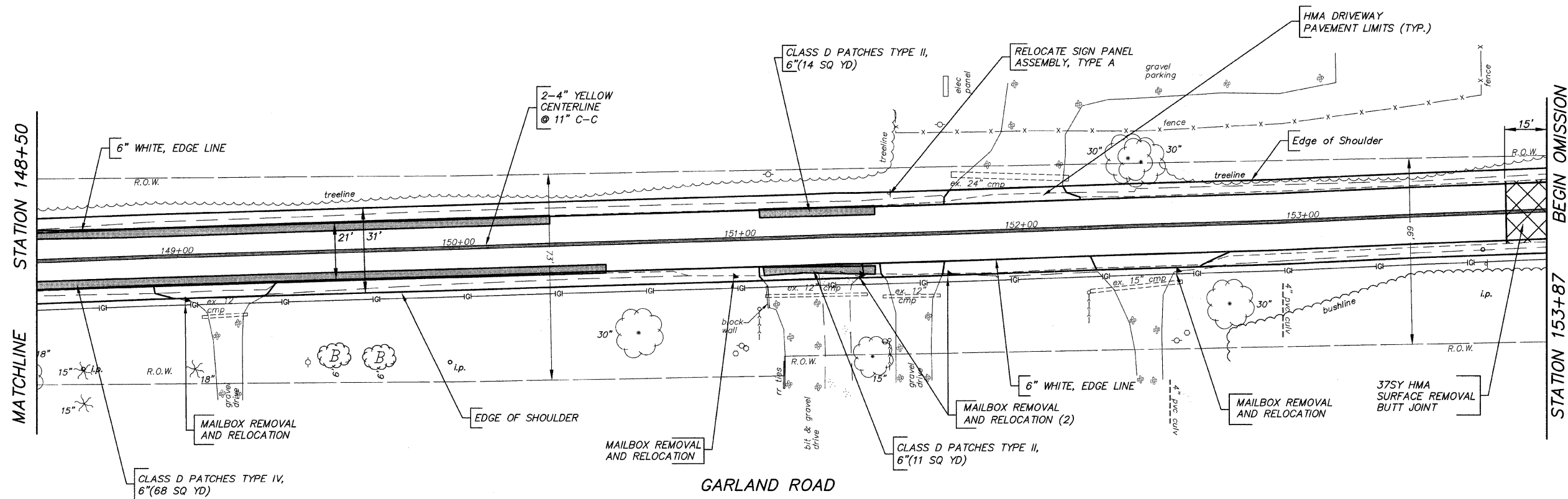
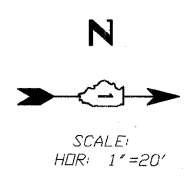
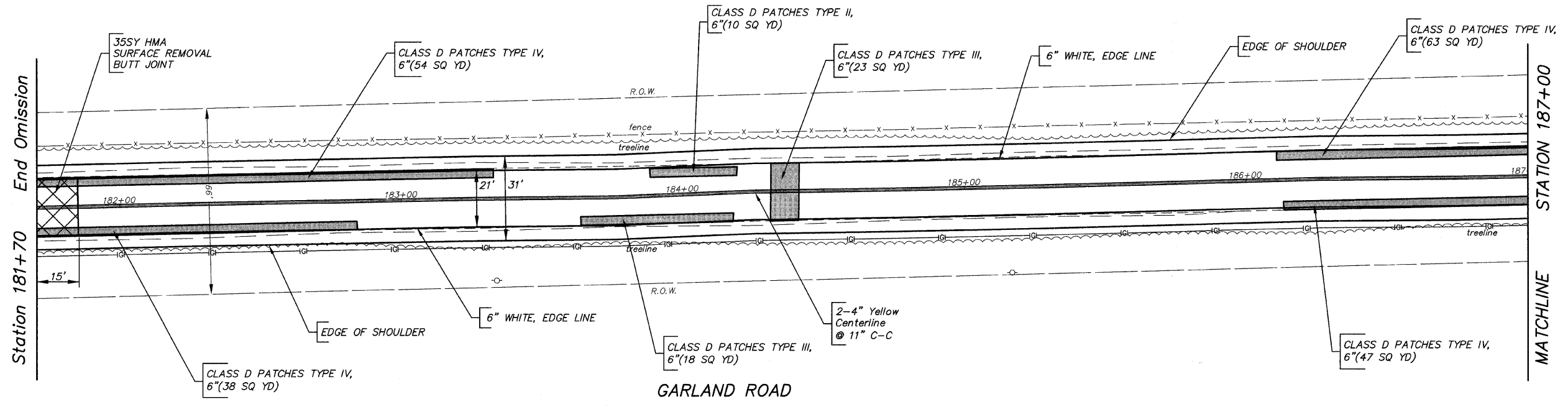
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FILE NAME =	DRAWN — EC	REVISED —
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PLOT DATE =	DATE — 10/07/09	REVISED —

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

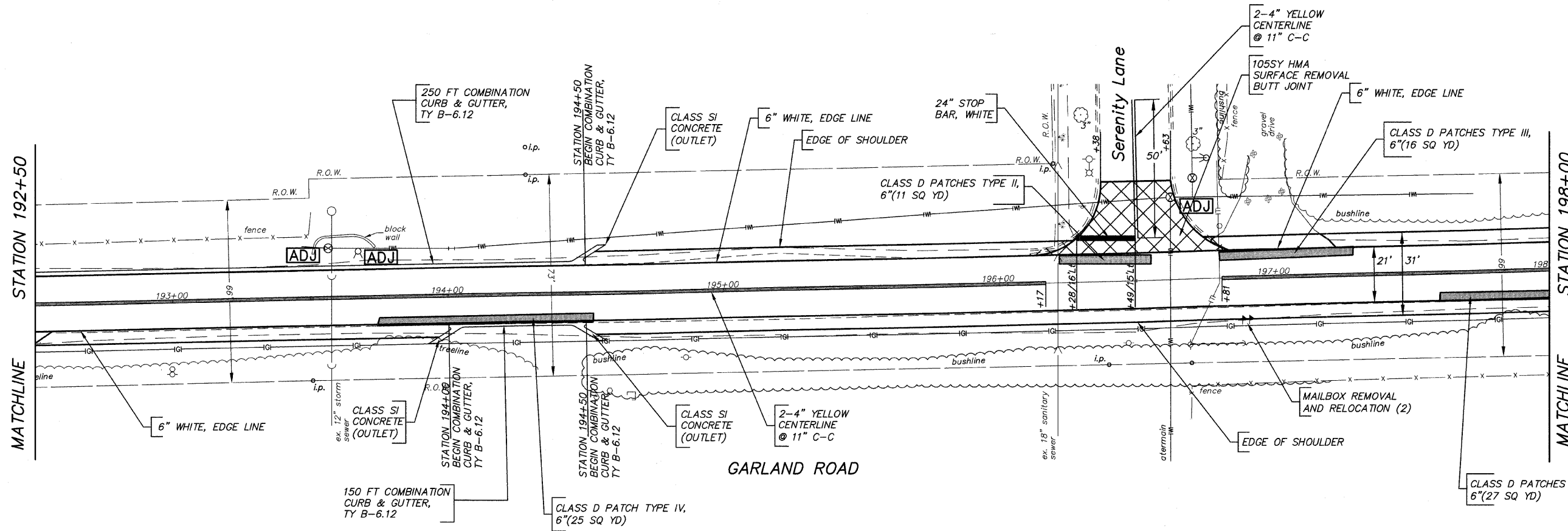
**PROPOSED PLAN
GARLAND ROAD RESURFACING**

SCALE: 1"=20' SHEET NO. 6 OF 12 SHEETS STA. 137+50 TO STA. 148+50

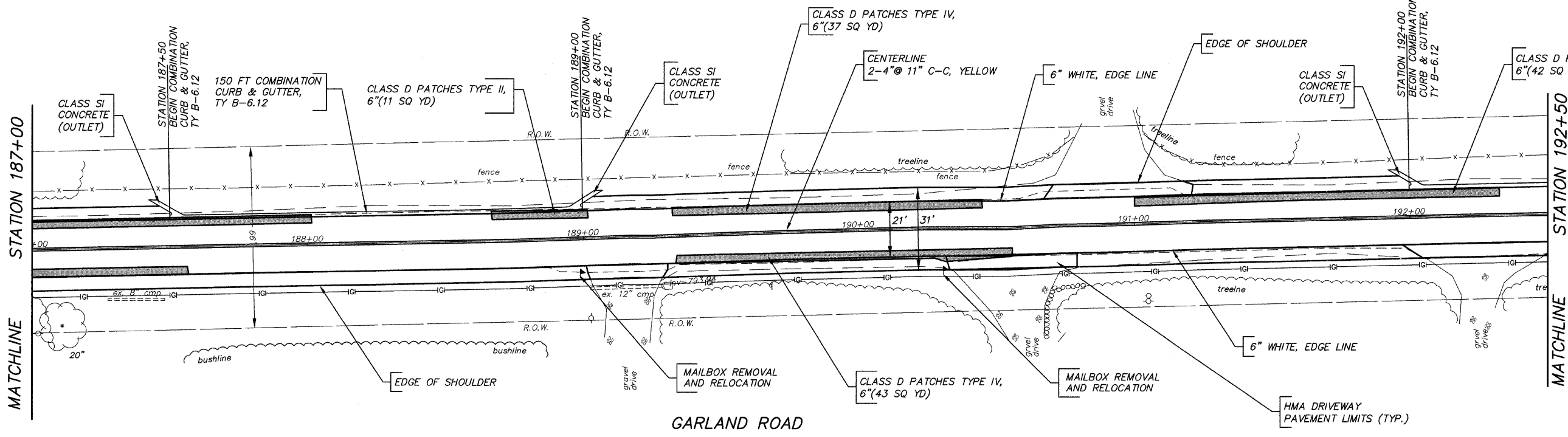
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0235	09-00037-00-RS	LAKE	12	6
CONTRACT NO. 63340			ILLINOIS FED. AID PROJECT	



FILE NAME = 16915004.DWG	USER NAME =	DESIGNED -- RJD	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN GARLAND ROAD RESURFACING			F.A.U. RTE. = 0235	SECTION = 09-00037-00-RS	COUNTY = LAKE	TOTAL SHEETS = 12	SHEET NO. = 7	
	FILE NAME =	DRAWN -- EC	REVISED --		SCALE: 1"=20' SHEET NO. 7 OF 12 SHEETS STA. 148+50 TO STA. 187+00			CONTRACT NO. 63340					
	PLOT SCALE =	CHECKED -- RJD	REVISED --										
	PLOT DATE =	DATE -- 10/07/09	REVISED --		ILLINOIS FED. AID PROJECT								

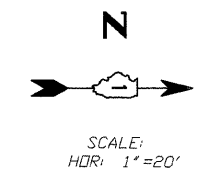
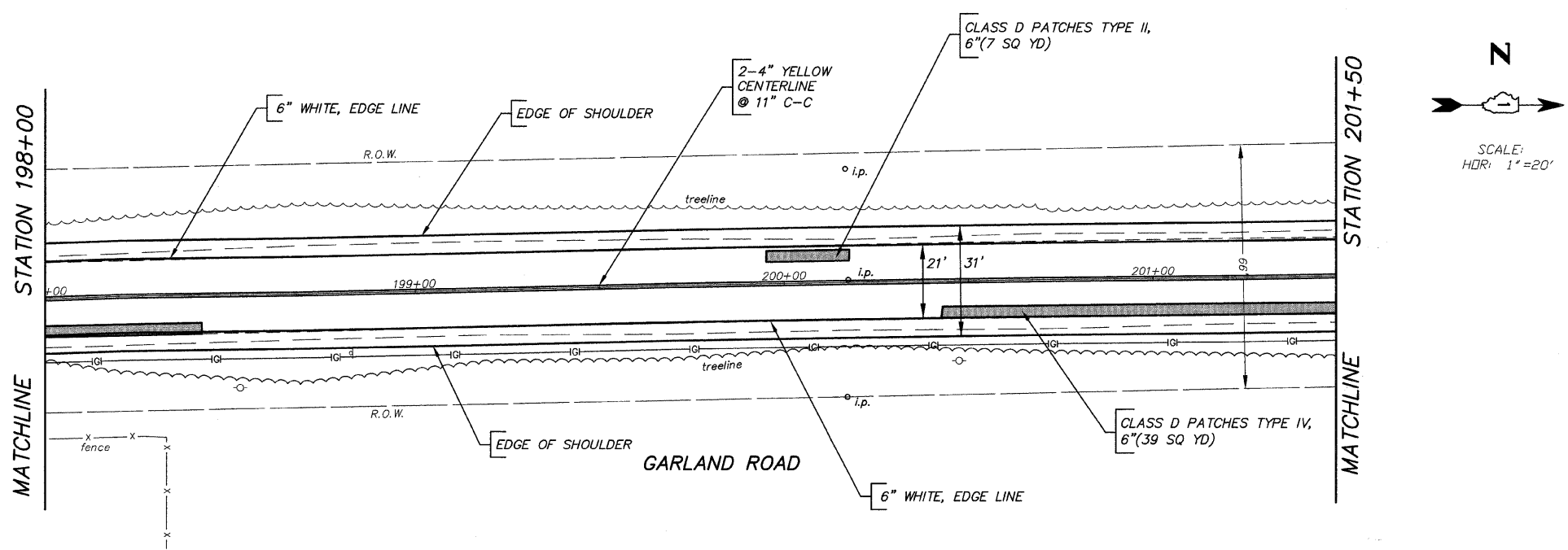
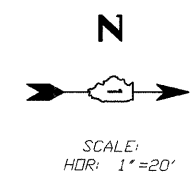
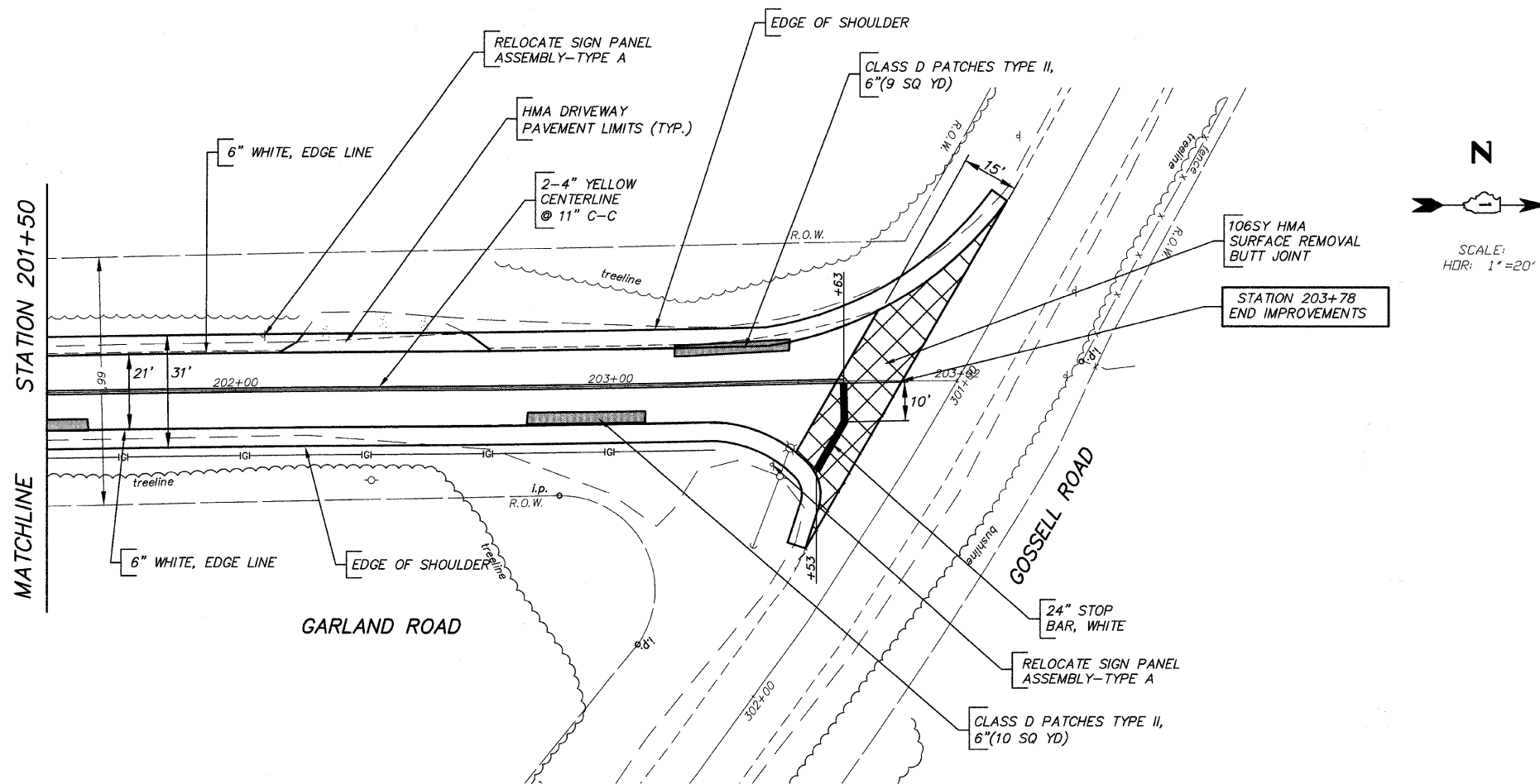


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SCALE:
HDR: 1"=20'

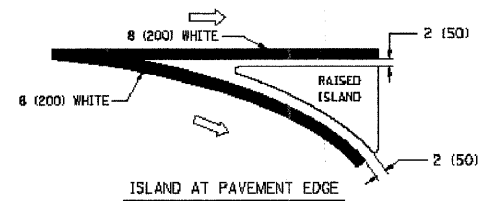
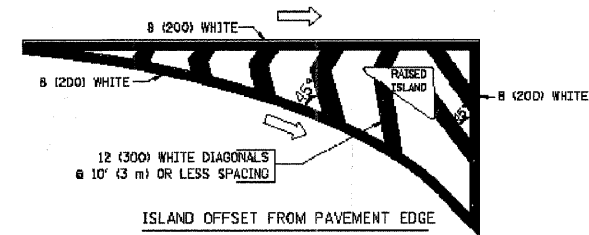
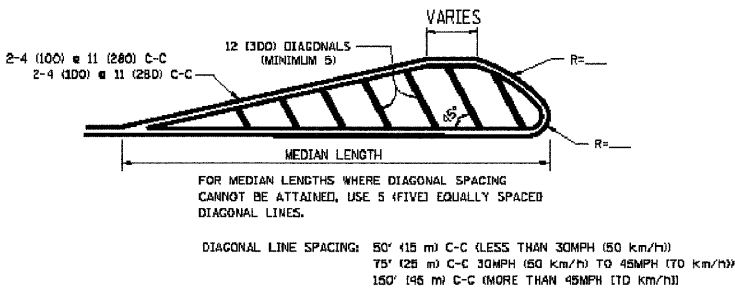
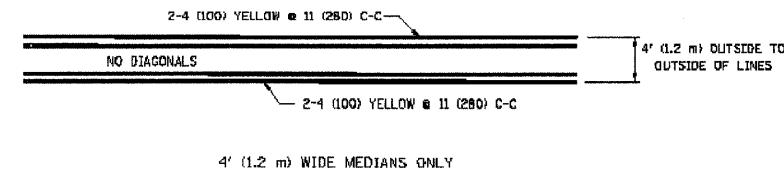
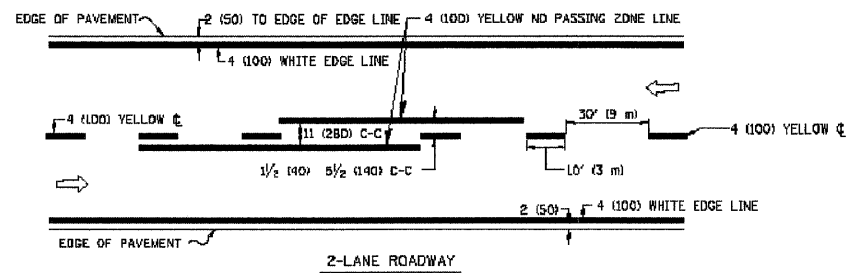


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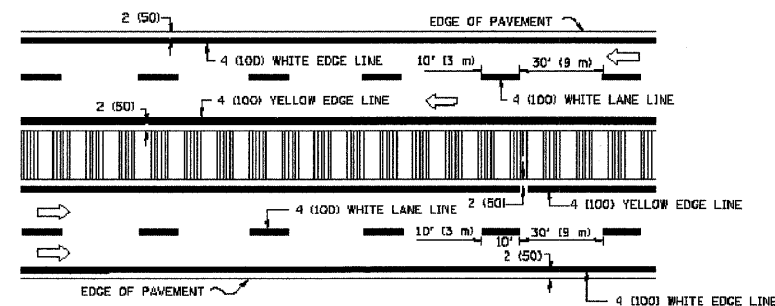
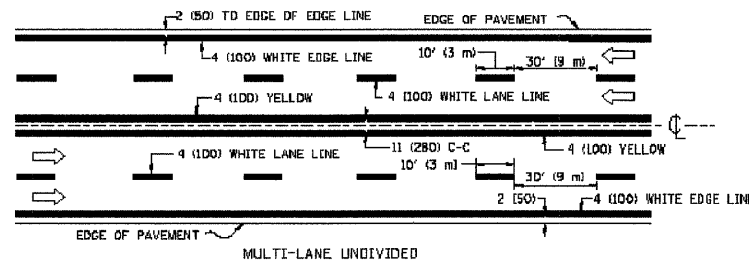
FILE NAME = 16915004.DWG	USER NAME =	DESIGNED — RJD	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN GARLAND ROAD RESURFACING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME =	DRAWN — EC	REVISED —					0235	09-00037-00-RS	LAKE	12	8
	PLOT SCALE =	CHECKED — RJD	REVISED —		SCALE: 1"=20' SHEET NO. 8 OF 12 SHEETS STA. 187+00 TO STA. 198+00			CONTRACT NO. 63340				
	PLOT DATE =	DATE — 10/07/09	REVISED —		ILLINOIS FED. AID PROJECT							



FILE NAME = 16915004.DWG	USER NAME =	DESIGNED -- RJD	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN GARLAND ROAD RESURFACING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE =	DATE -- 10/07/09	REVISED --		ILLINOIS FED. AID PROJECT							

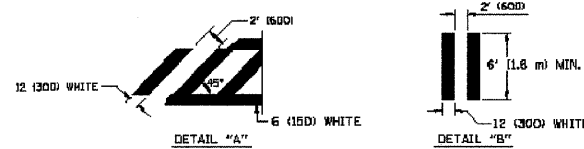
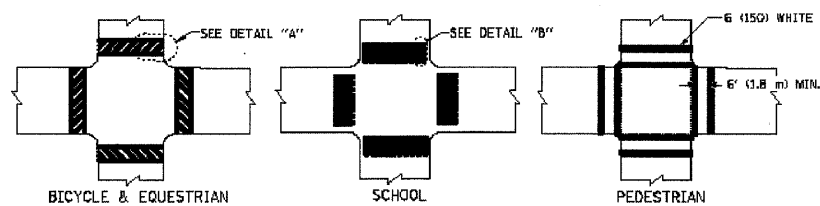


TYPICAL ISLAND MARKING

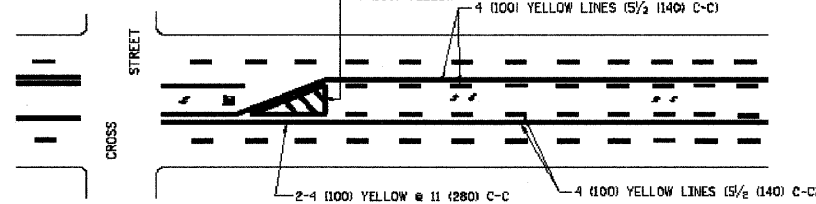


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

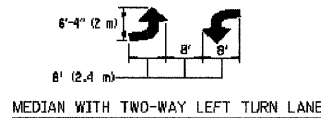
TYPICAL LANE AND EDGE LINE MARKING



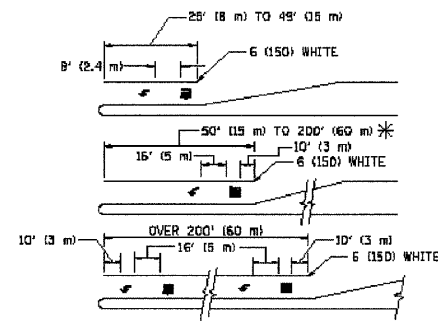
TYPICAL CROSSWALK MARKING



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) ; ** 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".

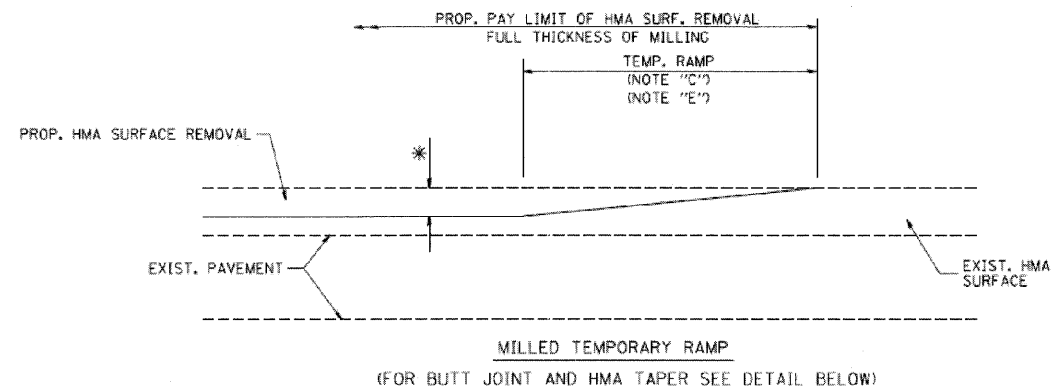
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

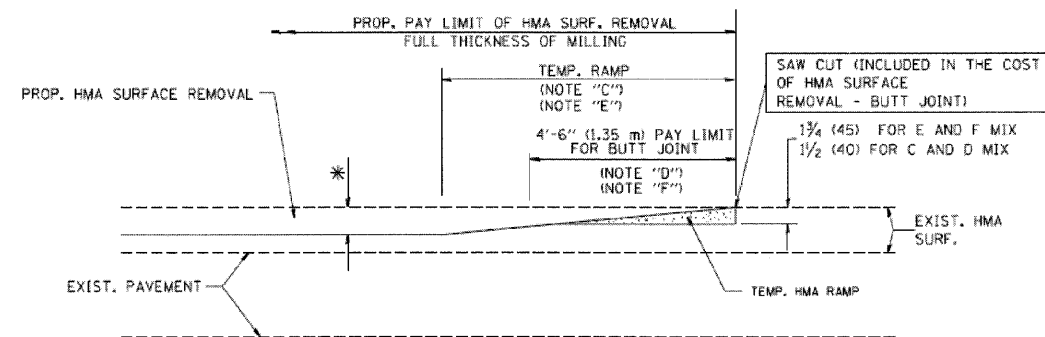
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	30' (9 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW, EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 DESTINED 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.
CDRE 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; 18 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=84.0 SQ. FT. (7.8 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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.



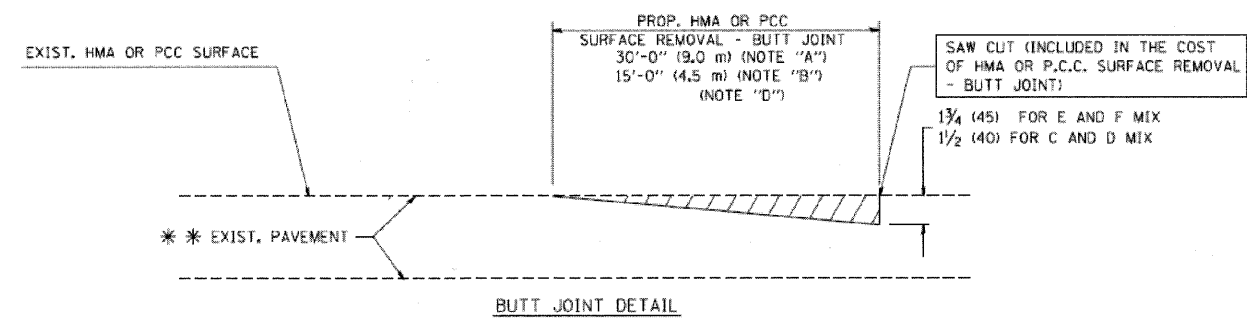
OPTION 1



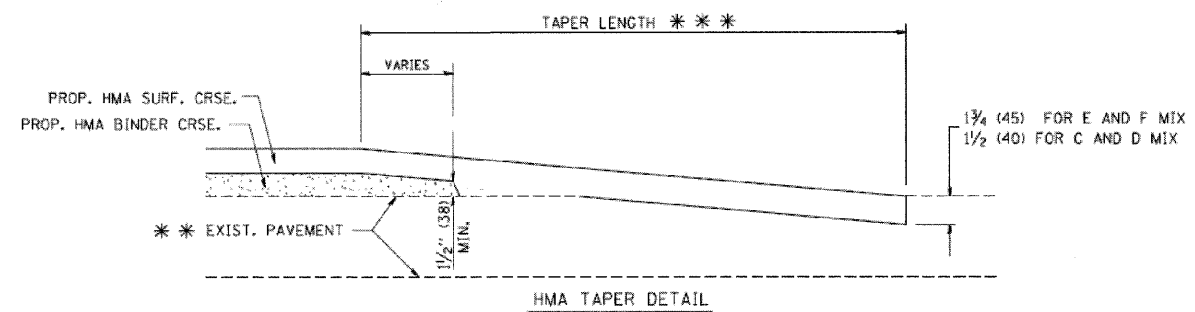
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

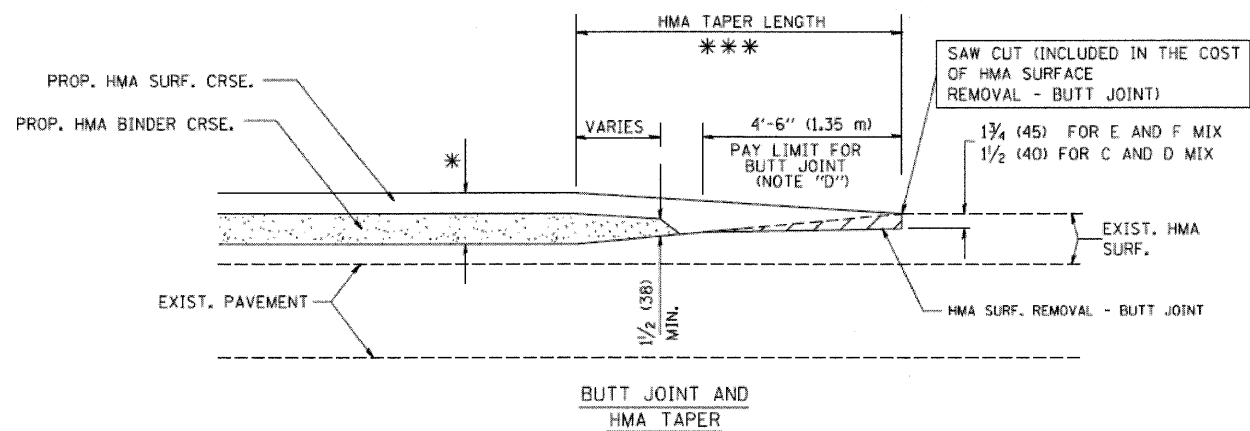
- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0"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

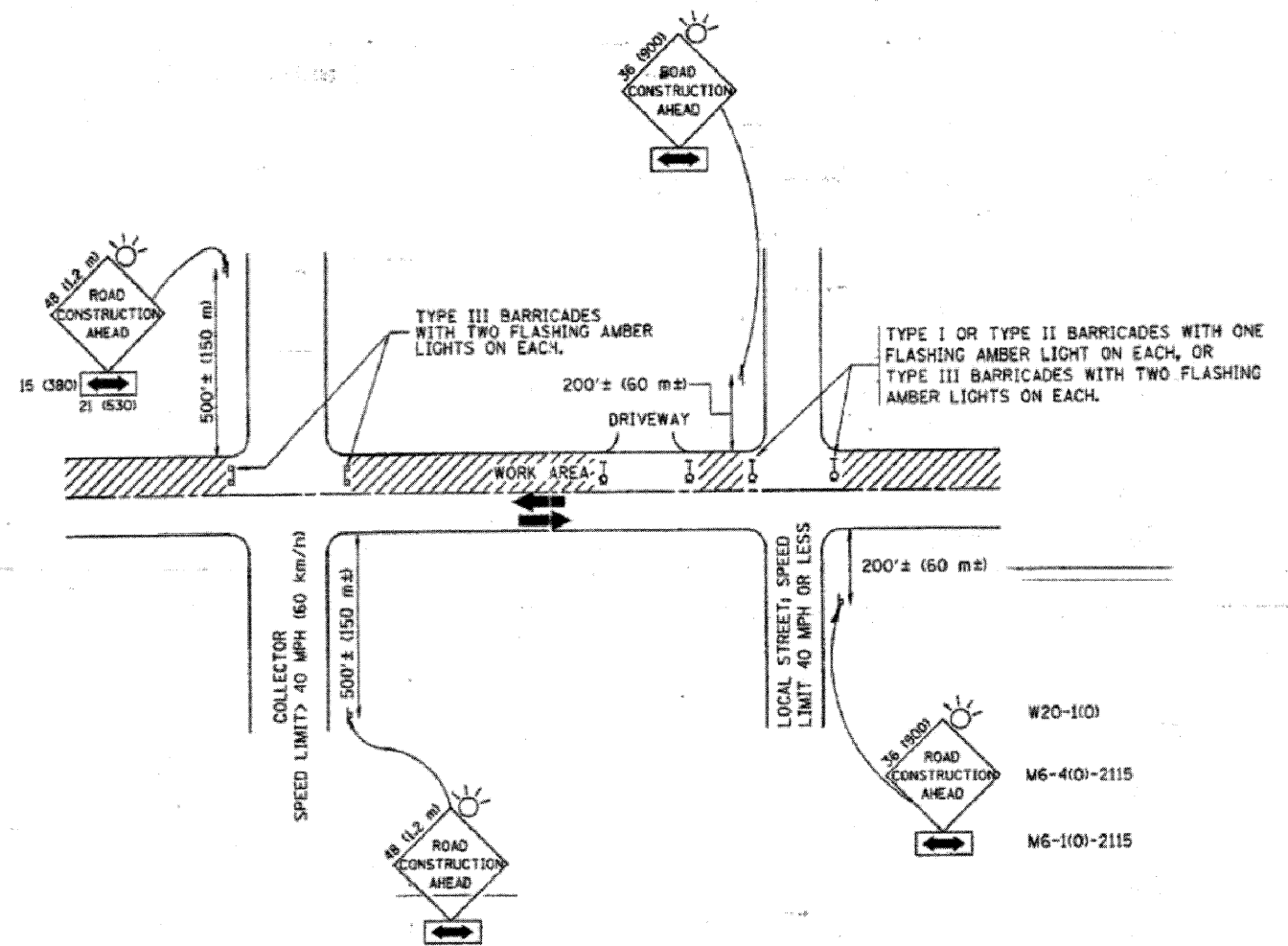
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

FILE NAME = 16915002-2.DWG	USER NAME =	DESIGNED -- RJD	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAIL	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	FILE NAME =	DRAWN -- EC	REVISED --			0235	09-00037-00-RS	LAKE	12	11	
	PLOT SCALE =	CHECKED -- RJD	REVISED --			CONTRACT NO. 63340					
	PLOT DATE =	DATE -- 10/07/09	REVISED --			ILLINOIS FED. AID PROJECT					
					SCALE: N.T.S.	SHEET NO. 11 OF 12 SHEETS					



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.
- 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.