01-20-2017 LETTING ITEM 120

FOR INDEX OF SHEETS, SEE SHEET NO. 2

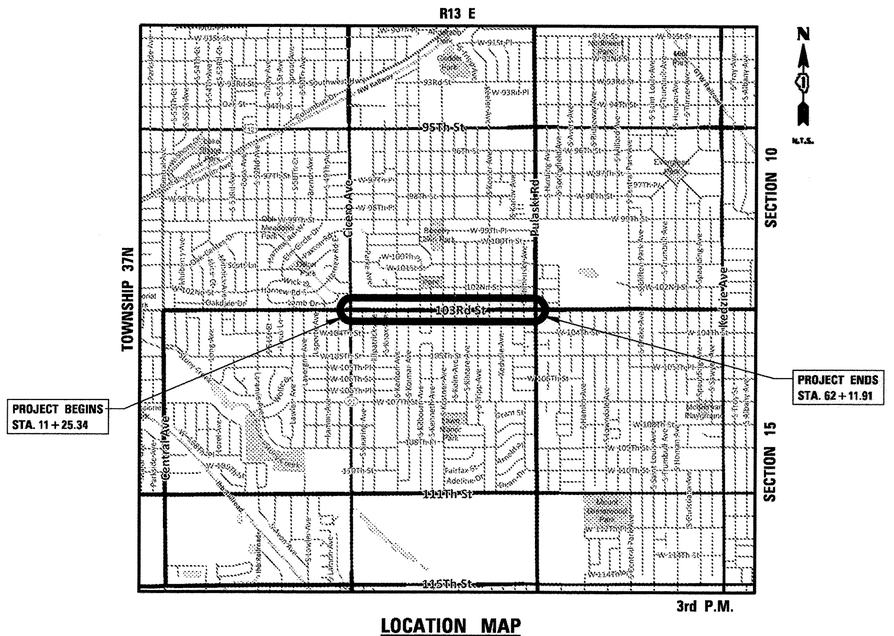
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 61D46		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

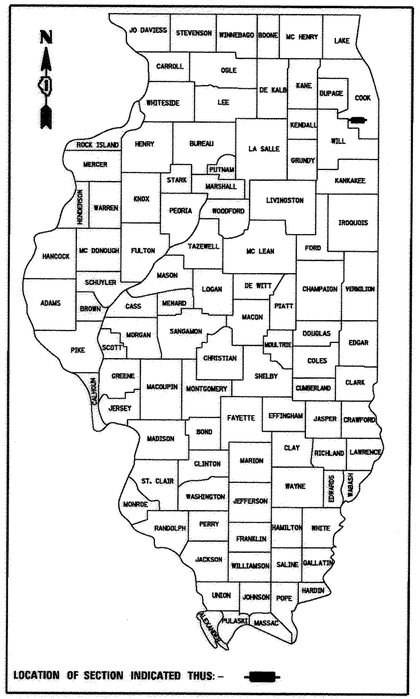
FAU 1574 (W. 103RD STREET)
FAU 350 (S. CICERO AVENUE) TO FAU 3778 (S. PULASKI ROAD)
RESURFACING

SECTION NO. 16-00188-00-RS
PROJECT NO. M-4003(852)
JOB NO. C-91- 129-17
VILLAGE OF OAK LAWN
COOK COUNTY



LOCATION MAP

W. 103RD STREET
GROSS LENGTH OF PROJECT = 5,270 LINEAL FEET (0.99 MILES)
NET LENGTH OF PROJECT = 5,270 LINEAL FEET (0.99 MILES)

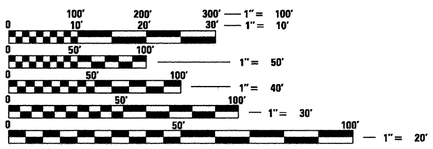


LOCATION OF SECTION INDICATED THUS: –

TRAFFIC DATA

WEST 103RD STREET
ADT (YEAR) = 20,550 (2014)
POSTED SPEED LIMIT = 30 MPH

DESIGN DESIGNATION: MINOR COLLECTOR



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
8-1-1 OR 1-800-892-0123

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018 (847) 823-0500

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/17

CONTRACT NO. 61D46

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED 10/14 20 16
PUBLIC WORKS DIRECTOR, VILLAGE OF OAK LAWN

PASSED November 2 2016
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW November 3 2016
REGIONAL ENGINEER

LEE M. FELL — DULY REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ENGINEER 10/26/16 DATE

LEE M. FELL
ILLINOIS REGISTRATION No. 062-053708
EXPIRATION DATE: 11/30/2017

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

N:\OakLawn\160313\Civil\cvr_160313.sht

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE LATEST REVISION; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JUNE 2014 SEVENTH EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT HIGHWAY STANDARD.

CODES OF THE IEPA TITLE 35, AND O.S.H.A. SHALL BE ADHERED TO FOR THE CONSTRUCTION OF THIS PROJECT.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

ALL REQUIRED PERMITS FROM THE PROPER GOVERNING AGENCY SHALL BE OBTAINED FOR CONSTRUCTION ALONG OR ACROSS EXISTING STREETS OR HIGHWAYS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHEETING, SHORING AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE AGENCY, AT THE CONTRACTOR'S OWN EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITY FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE COVERED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE.

THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT-MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE ENGINEER, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

MISCELLANEOUS

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD AND WILL NOT EXCEED THE PLANNED QUANTITY.

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

DETECTABLE WARNINGS FOR THE HANDICAPPED SHALL BE INSTALLED AT INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS SHOWN ON THE PLANS (SEE DETAIL ON SHEET 18).

PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80 OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80 OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.

AT NO TIME SHALL LESS THAN HALF OF THE STREET BE AVAILABLE FOR PARKING.

ANY REPAIRS FOR DAMAGE BY THE CONTRACTOR OUTSIDE THE LIMITS OF WORK TO SIDEWALKS AND DRIVEWAY APRONS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

FOR THIS PARTICULAR PROJECT, ANY AREAS WHICH REQUIRE PLACEMENT OF RADIUS TILES SHALL USE 24"X12" TILES WITH 15R WEDGES.

CONCRETE FILL BETWEEN NEW CURB AND GUTTER AND EXISTING PAVEMENT:
FILLING THE GAP BETWEEN THE EXISTING PAVEMENT AND PROPOSED CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 606001.

SPECIAL WASTE REPORT:
THE SPECIAL WASTE REPORT (LPC 663) IS AVAILABLE UPON REQUEST. PLEASE CONTACT THE VILLAGE OF OAK LAWN FOR A COPY OF THE LPC 663.

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-09	CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS = 40 MPH
701602-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

DISTRICT 1 STANDARDS

BD-08	FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-22	ARTERIAL ROAD INFORMATION SIGN

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		DRAWN - EDT	REVISED -
	PLOT SCALE = 20'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
GENERAL NOTES AND HIGHWAY STANDARDS

SCALE: 20' | SHEET NO. 2 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	2
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	CONSTRUCTION CODE 0005 QUANTITY	100% LOCAL QUANTITY	PROJECT QUANTITY
	20200100	EARTH EXCAVATION	CU YD	8	0	8
~	28000510	INLET FILTERS	EACH	57	0	57
~	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	29,300	0	29,300
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	60	0	60
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50	TON	2,275	0	2,275
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	755	0	755
	40603340	HOT MIX ASPHALT SURFACE COURSE, "MIX D", N70	TON	4,555	0	4,555
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	16,100	0	20,750
~*	42400800	DETECTABLE WARNINGS	SQ FT	480	0	480
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	100	0	100
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	36,890	0	36,890
	44000600	SIDEWALK REMOVAL	SQ FT	18,500	0	18,500
	44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	925	0	925
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	925	0	925
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	925	0	925
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	925	0	925
	52200800	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	100	0	100
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	54	0	54
	67100100	MOBILIZATION	L SUM	1	0	1
~*	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	0	1
~*	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	0	1
~*	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	LSUM	1	0	1
	70106800	CHANGEABLE MESSAGE SIGN	CALMO	1	0	1
~*	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,500	0	1,500
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1,500	0	1,500
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	500	0	500
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,750	0	11,750
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	550	0	550
*	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,054	0	1,054
~*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4	0	4
~*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	500	0	500
~ *	89502376	REBUILD EXISTING HANDHOLE	EACH	7	0	7
~	X0326862	STRUCTURES TO BE ADJUSTED	EACH	73	0	73
~	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	26	0	26
~	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	20	0	20
~	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	48	0	48
~*	X7810300	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	1,054	0	1,054
~	XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	200	0	200
~	XX006947	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	200	0	200
~*	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2,000	0	2,000
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0	1
~	Z0018300	DRAINAGE STRUCTURE REPAIR	EACH	0	73	73
~	X8140215	HEAVY DUTY HANDHOLE TO BE ADJUSTED	EACH	6	0	6

* INDICATES SPECIALITY ITEM
~ INDICATES SPECIAL PROVISION

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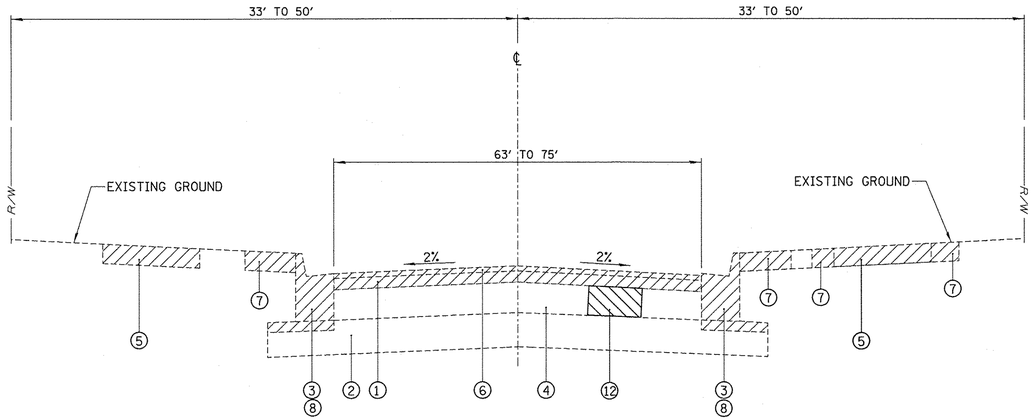
		DRAWN - EDT	REVISED -
	PLOT SCALE = 10'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
SUMMARY OF QUANTITIES

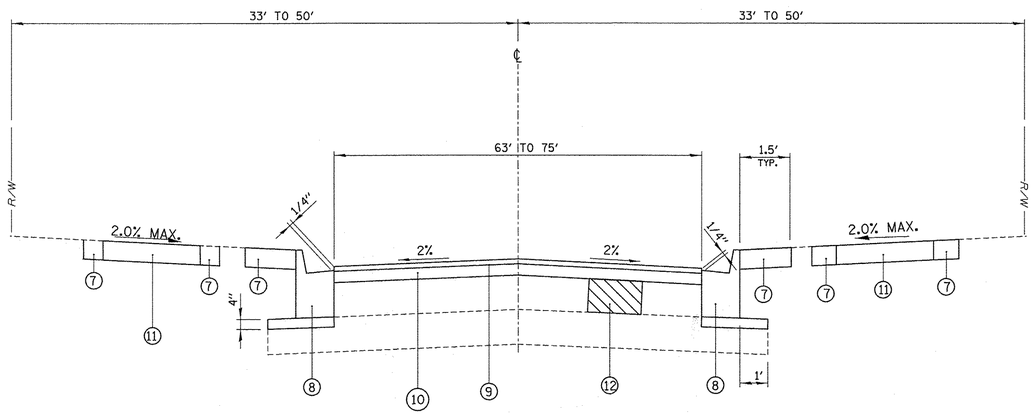
SCALE: 10' | SHEET NO. 3 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	3
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STATION 11+25.34 TO STATION 62+27.94, 103RD STREET

REMOVAL ITEMS



PROPOSED TYPICAL SECTION
STATION 11+25.34 TO STATION 62+27.94, 103RD STREET

CORE DETAILS

CORE STATION	CORE NUMBER	ASPHALT TOTAL THICKNESS	SUBBASE THICKNESS
10+83.37	1	13"	25"
16+26.94	2	10"	20"
22+82.93	3	10"	16"
29+08.12	4	10.5"	21.5"
31+80.30	5	10.5"	12.5"
38+17.60	6	10.25"	27.75"
44+80.75	7	11.5"	12.5"
50+18.04	8	10.75"	23.25"
55+83.06	9	10.75"	11.25"
62+24.55	10	10.5"	10.5"
AVG.		10.8"	18.0"

SCALE 1" = 20'
0 20 40

N

LEGEND

1. EXISTING HOT-MIX ASPHALT PAVEMENT
2. EXISTING AGGREGATE SUBBASE
3. EXISTING CURB AND GUTTER
4. EXISTING AGGREGATE BASE
5. EXISTING PCC SIDEWALK
6. HOT-MIX ASPHALT SURFACE REMOVAL, 2.75"
7. SODDING, SALT TOLERANT (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AND SIDEWALK REMOVAL AND REPLACEMENT)
8. COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER). INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B.
9. PROPOSED BITUMINOUS MATERIAL (TACK COAT)
10. HOT-MIX ASPHALT PAVEMENT (RESURFACING) 3"
    - *HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2"
    - *POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"
11. PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" AS DIRECTED BY THE ENGINEER)
12. CLASS D PATCHES, 8 INCH

NOTE:

PAVING OF THE FULL ROADWAY WIDTH SHALL BE COMPLETED AT THE END OF EACH DAY OF PAVING TO PREVENT A LONGITUDINAL COLD JOINT FROM APPEARING WHEN OPPOSITE SIDES OF THE ROAD ARE PAVED ON DIFFERENT DAYS. THE CONTRACTOR SHALL ALSO ENSURE THAT AT THE END OF EACH DAY EACH PASS ENDS AT APPROXIMATELY THE SAME STATION TO PREVENT A COLD JOINT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
ITEM	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"	3.5% @ 50 GYR.
CLASS D PATCHES, 8" (HMA BINDER IL-19MM)	4% @ 70 GYR.
HMA SC MIX "D" N-50	4% @ 50 GYR.

NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SY/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR "PERCENT OF RAP AND RAS" SEE DISTRICT ONE SPECIAL PROVISIONS.
4. THE HIGH SIDE OF THE ROADWAY SHALL BE PAVED FIRST.

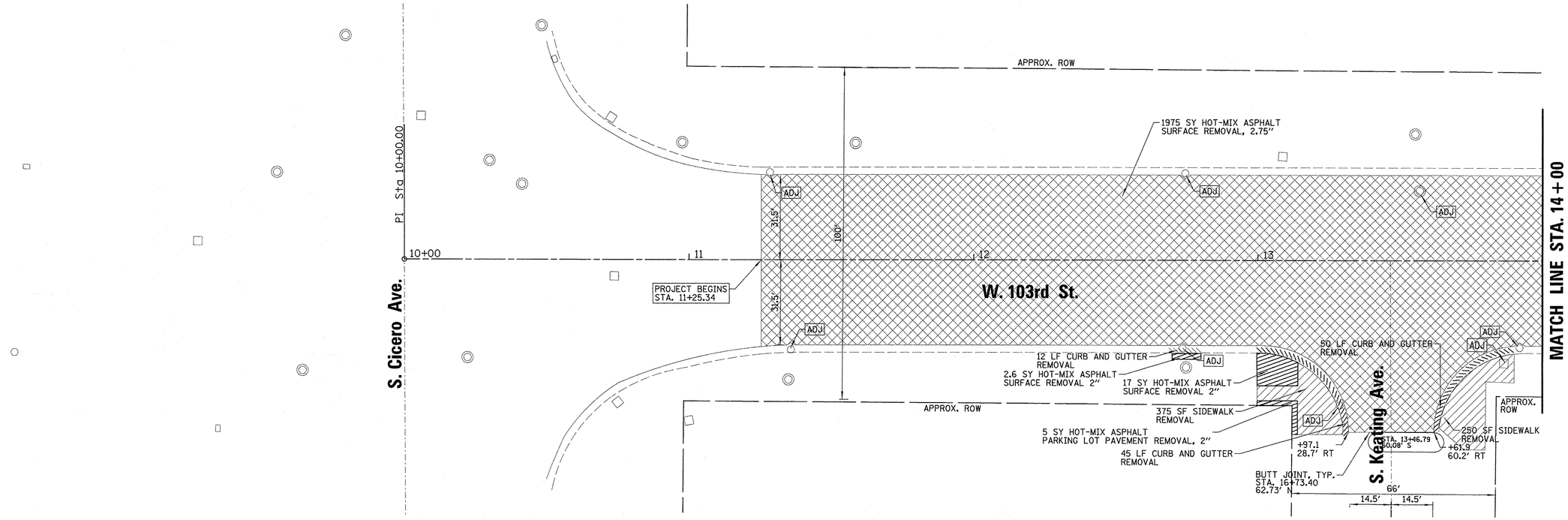
FILE NAME = N:\OakLawn\160313\Civil\typ_160313-01.sht	USER NAME = jhousch	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = 40'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

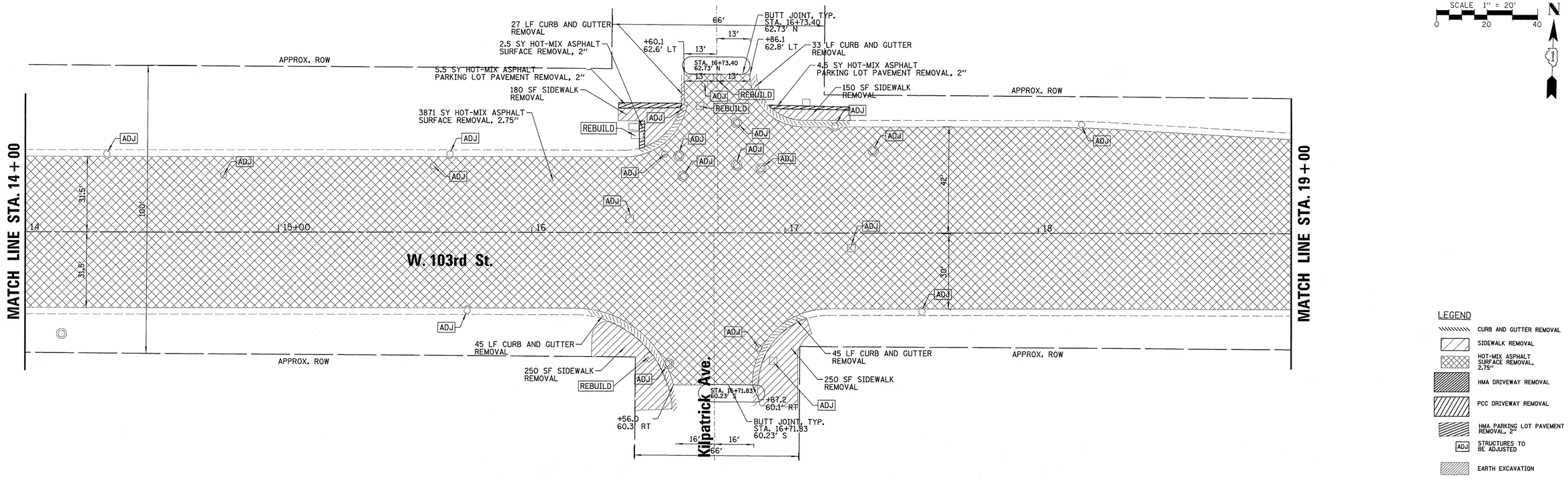
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
TYPICAL SECTION

SCALE: 40' | SHEET NO. 4 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	4
		CONTRACT NO. 61D46		
		ILLINOIS FED. AID PROJECT		





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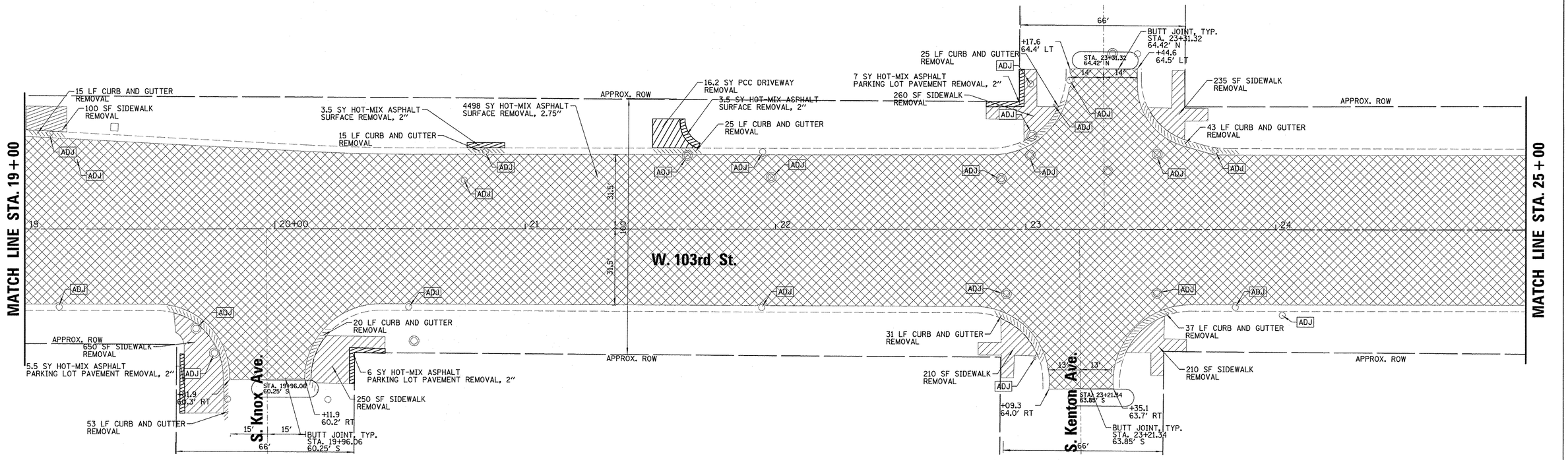
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 20' | SHEET NO. 5 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	5
		CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			



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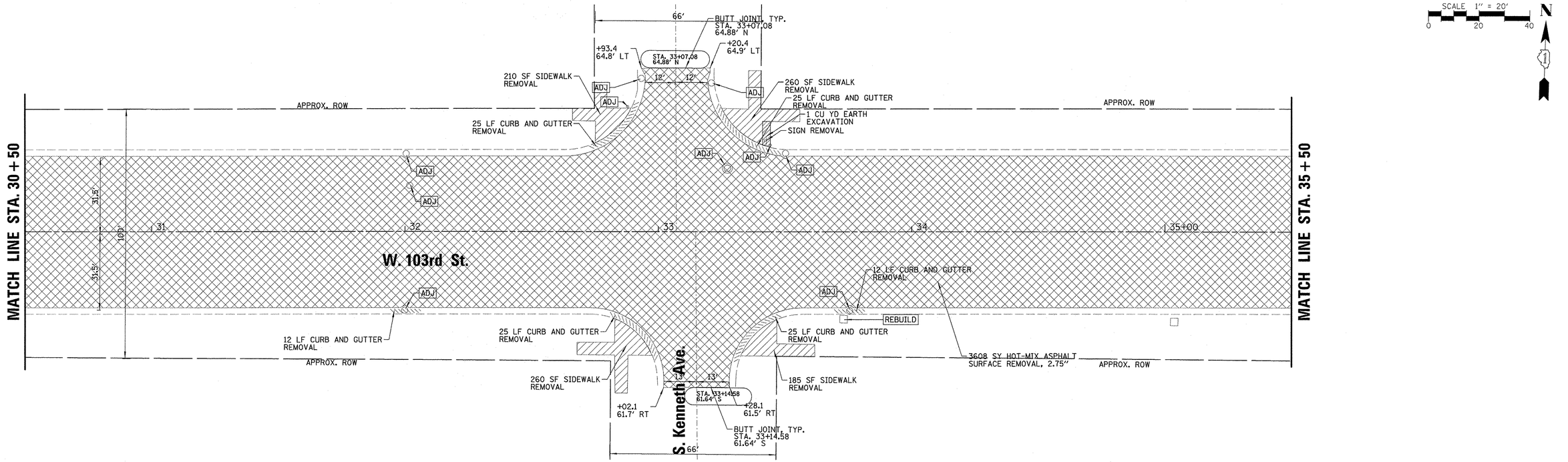
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

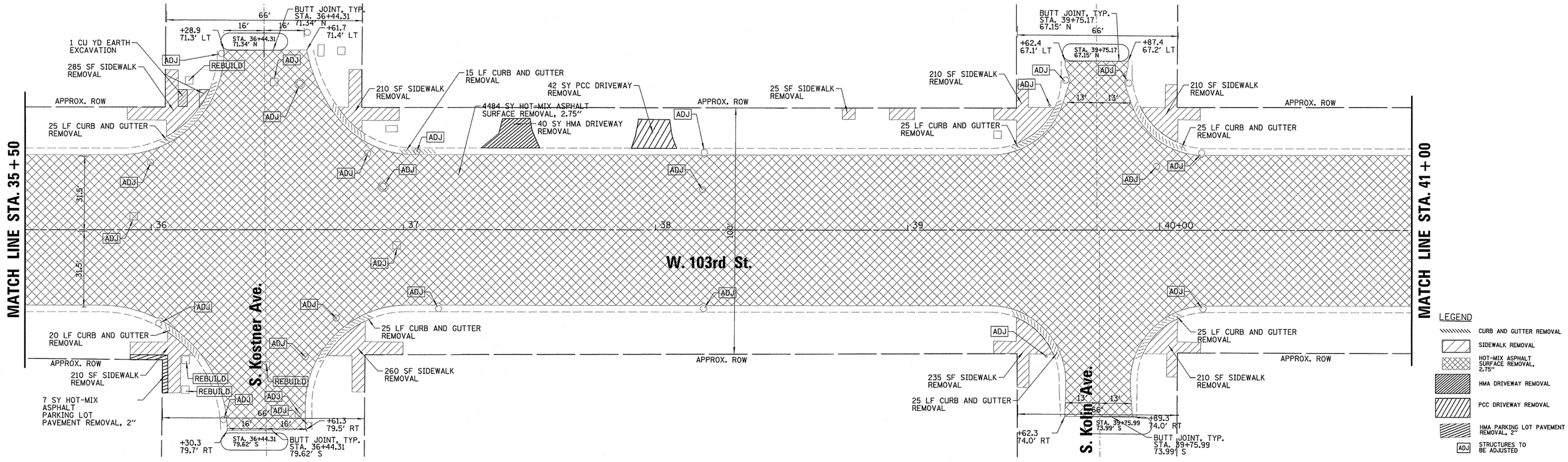
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 20' | SHEET NO. 6 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	6
		CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			





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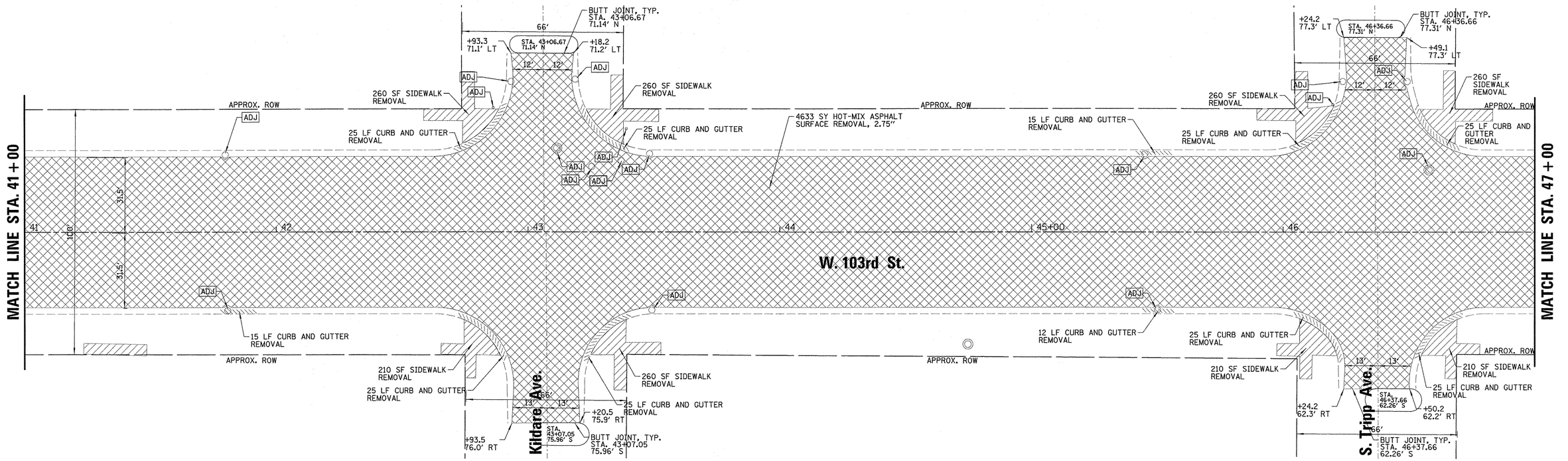
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

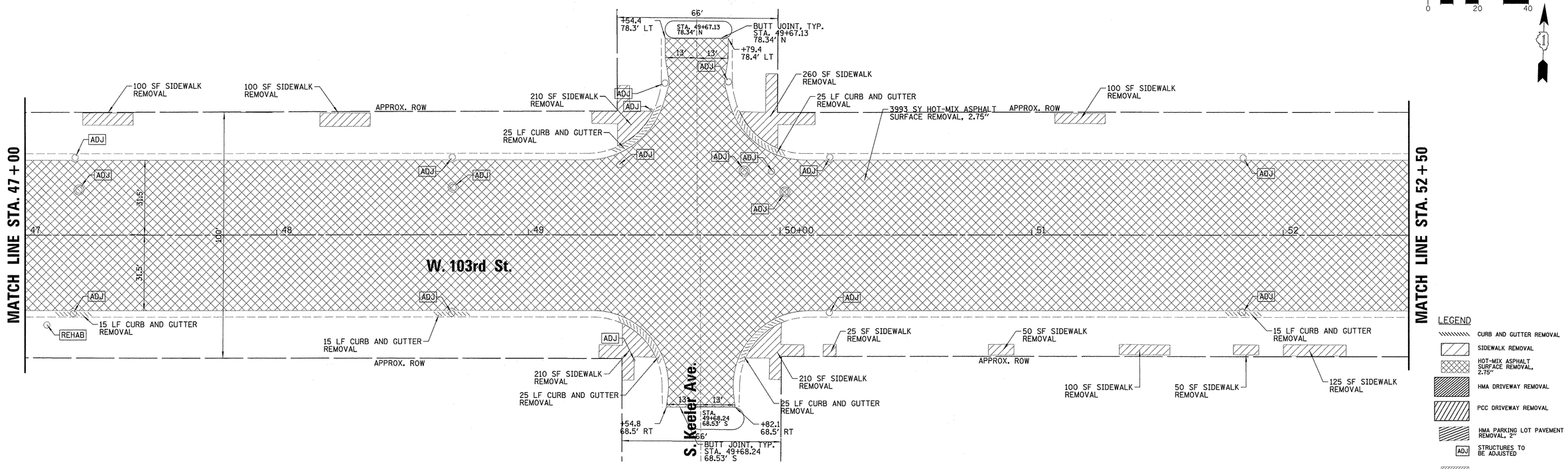
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 20' | SHEET NO. 7 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	7
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		





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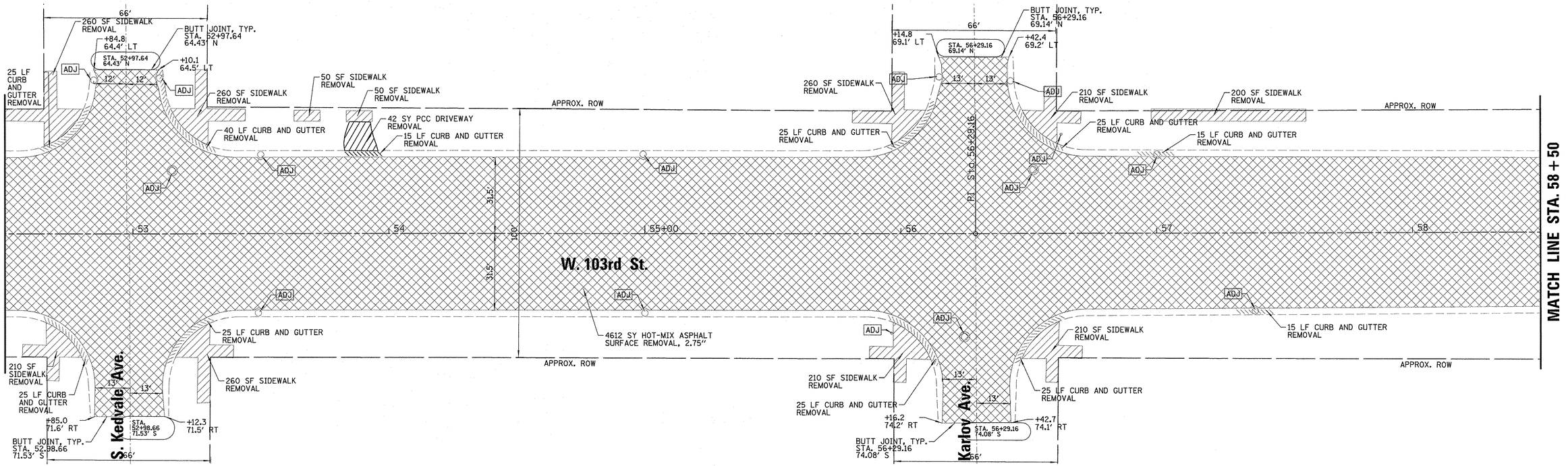
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

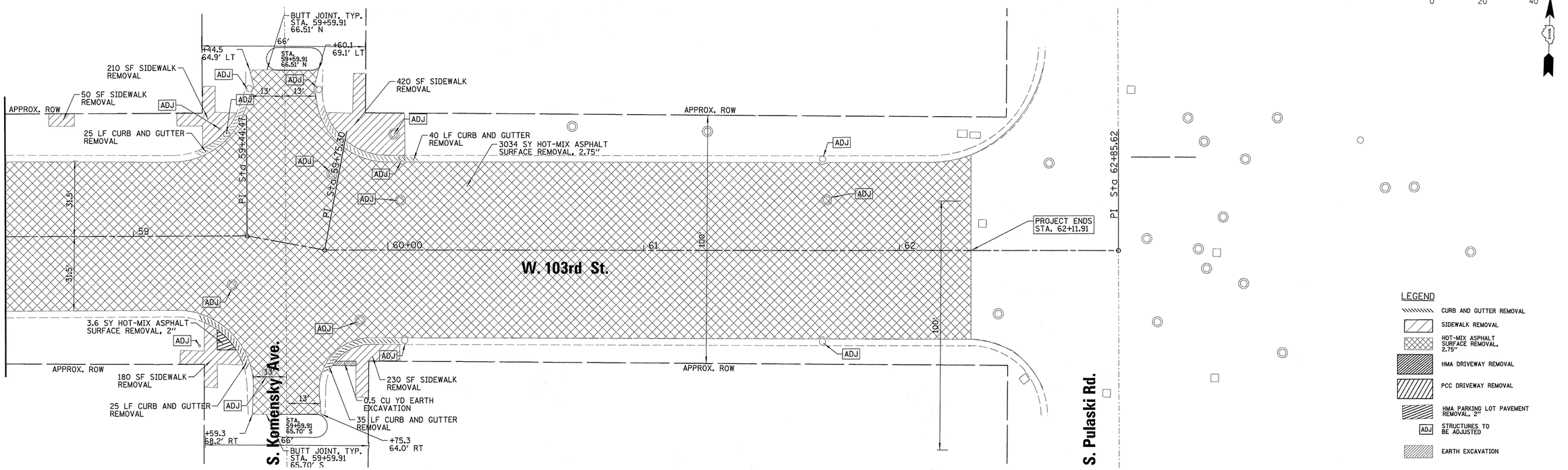
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 20' | SHEET NO. 8 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	8
		CONTRACT NO. 61D46		
		ILLINOIS FED. AID PROJECT		





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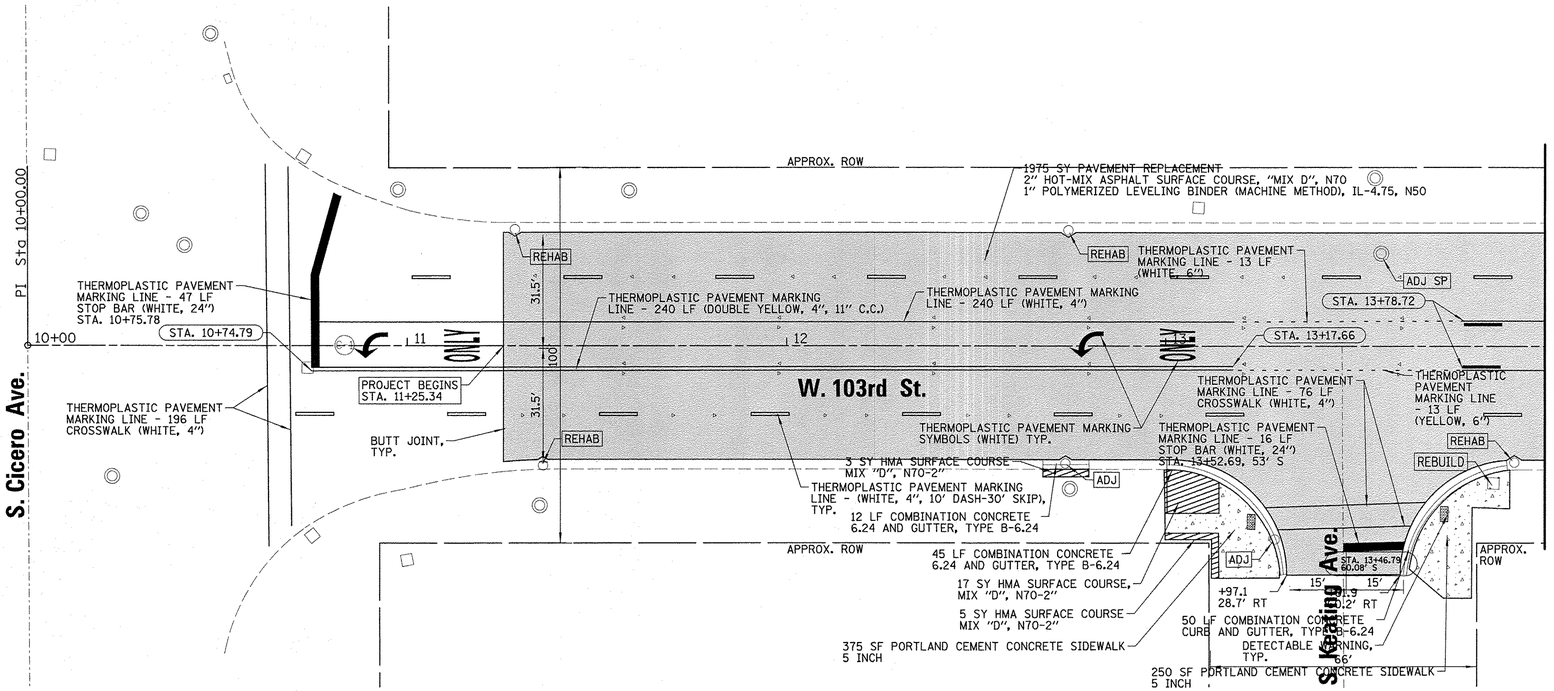
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

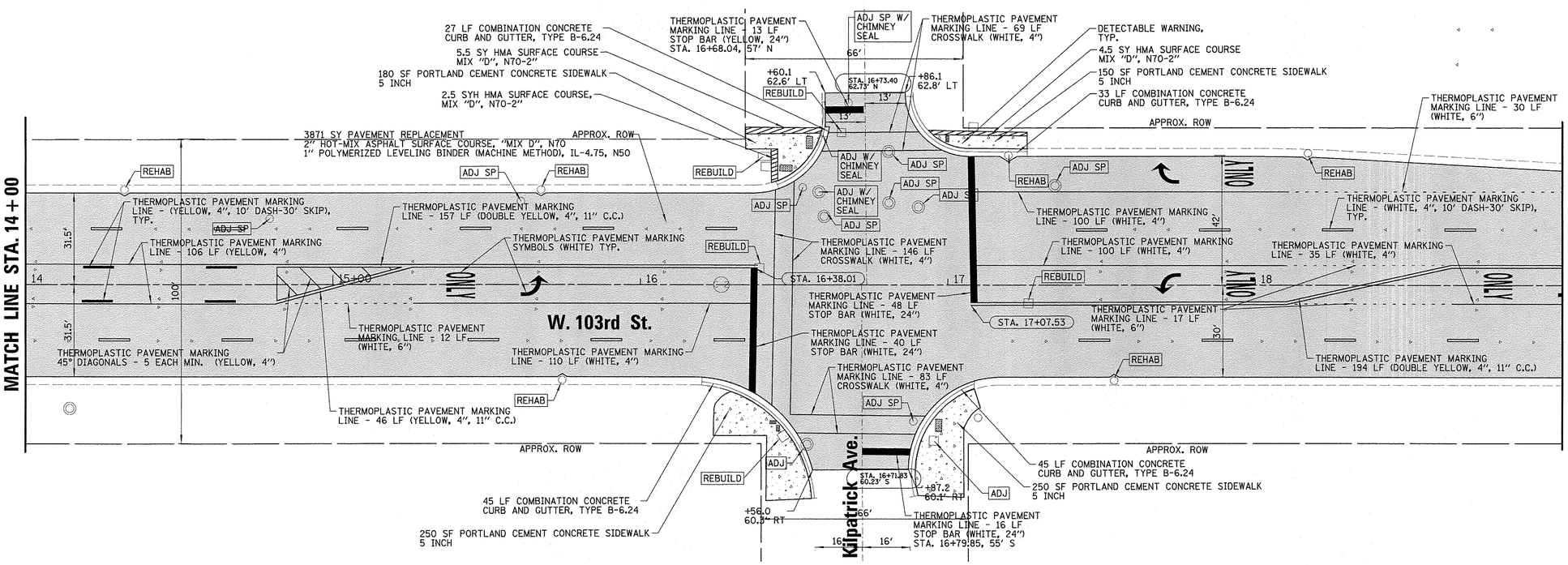
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
EXISTING CONDITIONS AND REMOVAL PLAN

SCALE: 20' | SHEET NO. 9 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	9
		CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			





SCALE 1" = 20'
0 20 40
N

LEGEND
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2" (PARKING LOT REPAIR ADJACENT TO SIDEWALKS)
- HOT MIX ASPHALT DRIVEWAY REPLACEMENT
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH
- DETECTABLE WARNING
- ADJ STRUCTURES TO BE ADJUSTED

FILE NAME = N:\OakLawn\160313\Civil\pro_160313-01.sht	USER NAME = jhousch	DESIGNED - JEH	REVISED -
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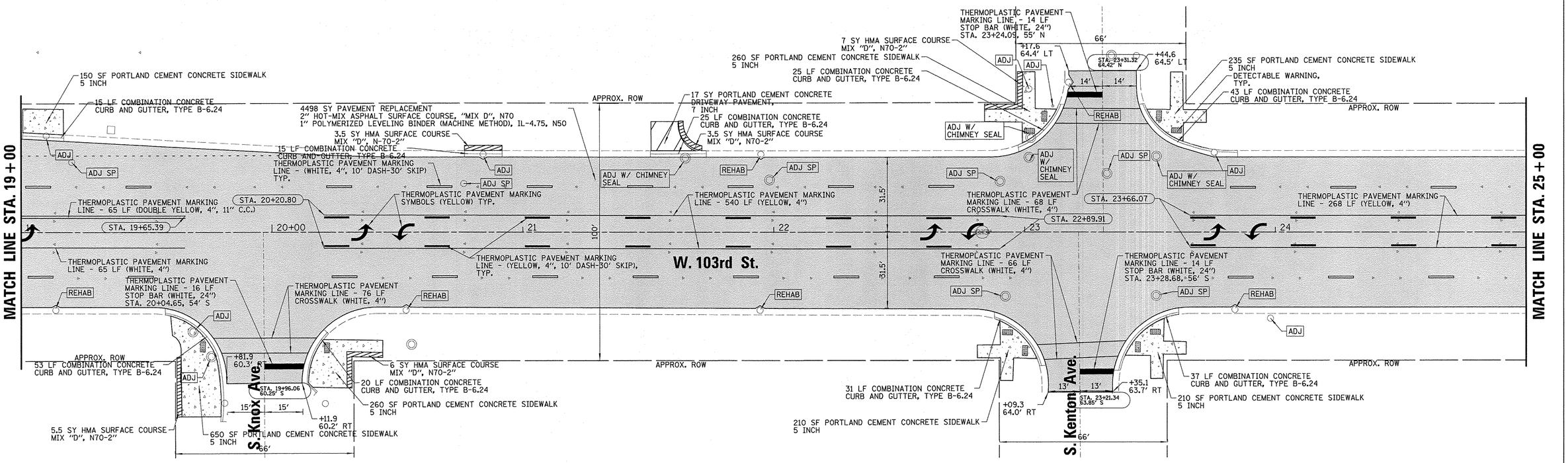
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
PROPOSED PLAN

SCALE: 20' | SHEET NO. 10 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	10
		CONTRACT NO. 61D46		
		ILLINOIS FED. AID PROJECT		



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	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

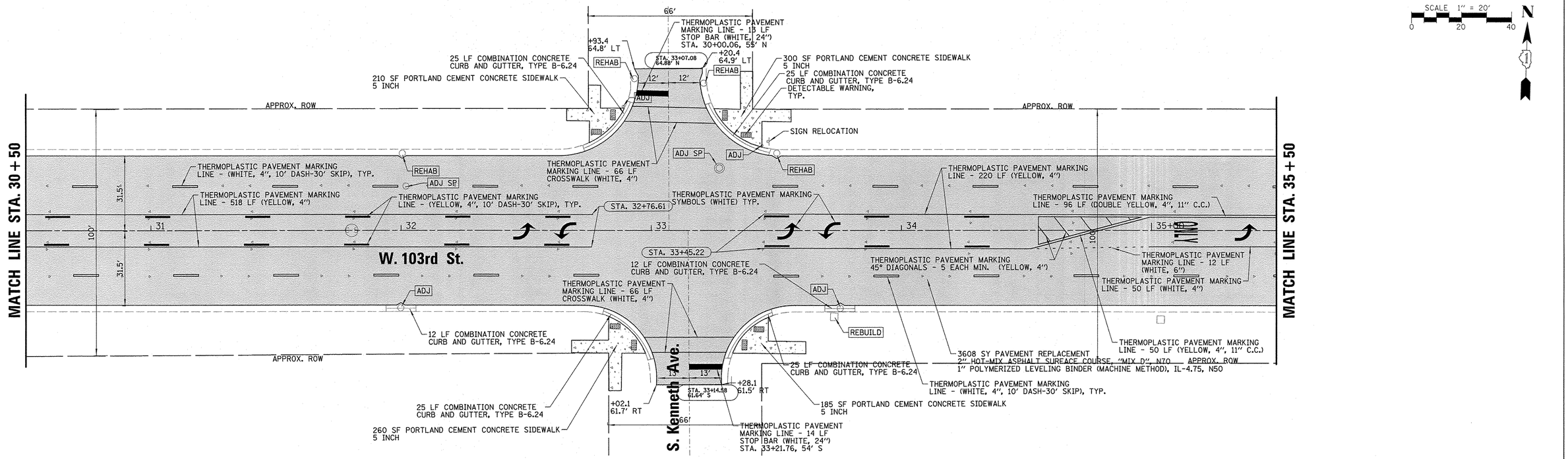
WEST 103RD STREET
PROPOSED PLAN

SCALE: 20' | SHEET NO. 11 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	11

CONTRACT NO. 61D46

ILLINOIS FED. AID PROJECT



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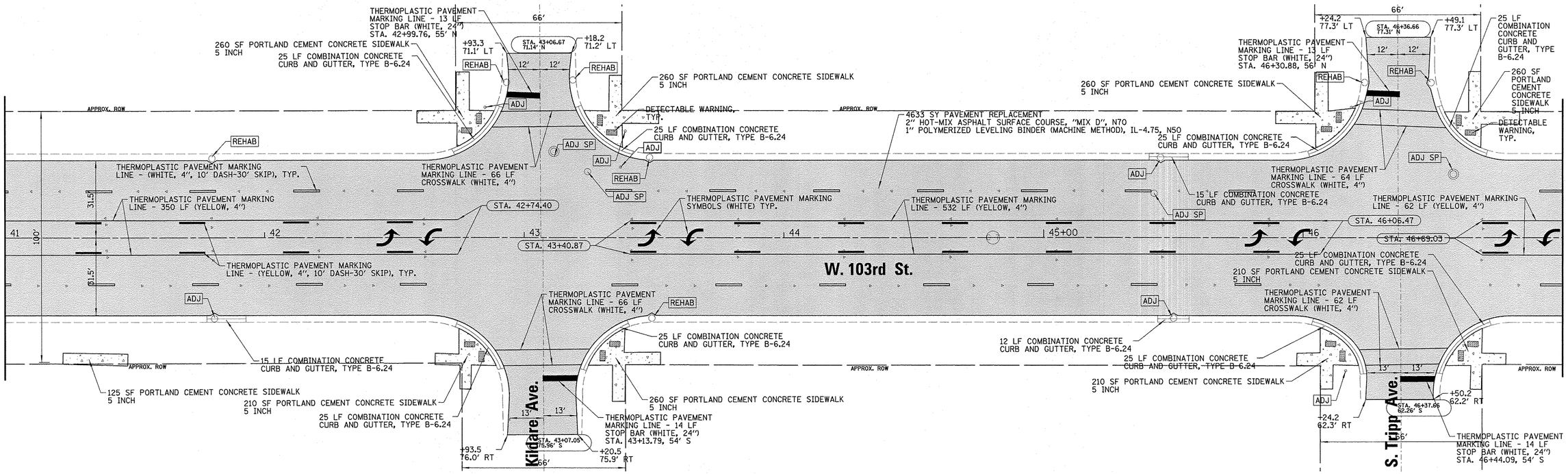
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

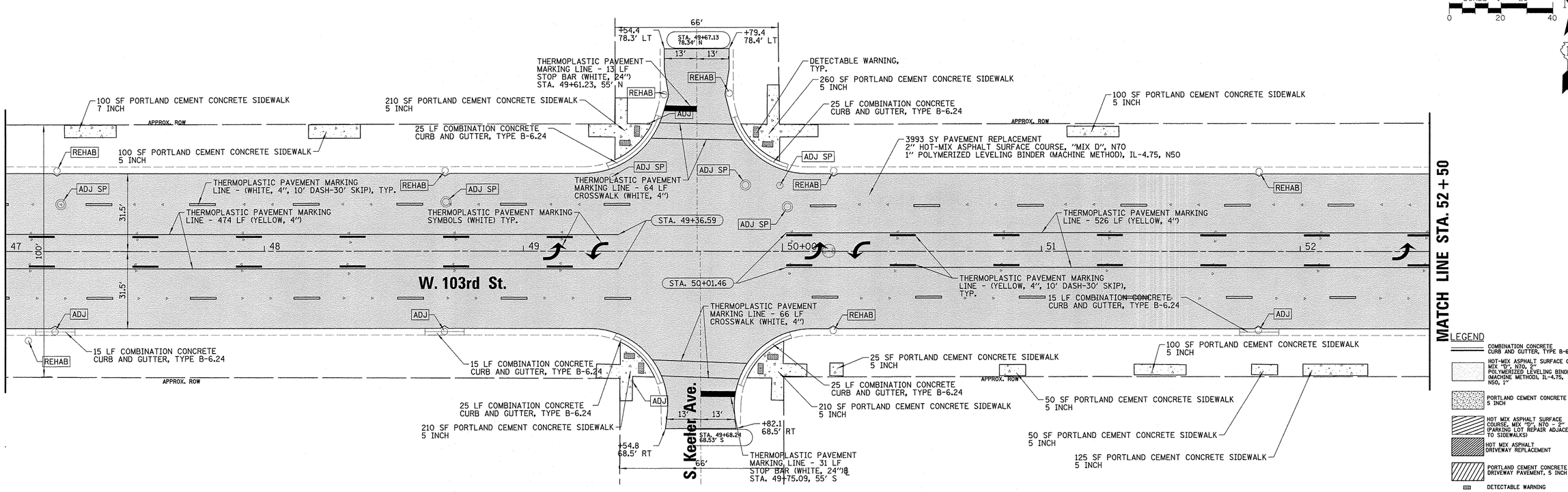
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
PROPOSED PLAN

SCALE: 20' | SHEET NO. 12 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	12
			CONTRACT NO. 61D46	
		ILLINOIS	FED. AID PROJECT	





SCALE 1" = 20'
0 20 40
N

LEGEND
- COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2" (PARKING LOT REPAIR ADJACENT TO SIDEWALKS)
- HOT MIX ASPHALT DRIVEWAY REPLACEMENT
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 5 INCH
- DETECTABLE WARNING
- ADJ — STRUCTURES TO BE ADJUSTED

FILE NAME = N:\OakLawn\160313\Civil\pro_160313-04.sht	USER NAME = jhousch	DESIGNED - JEH	REVISED -
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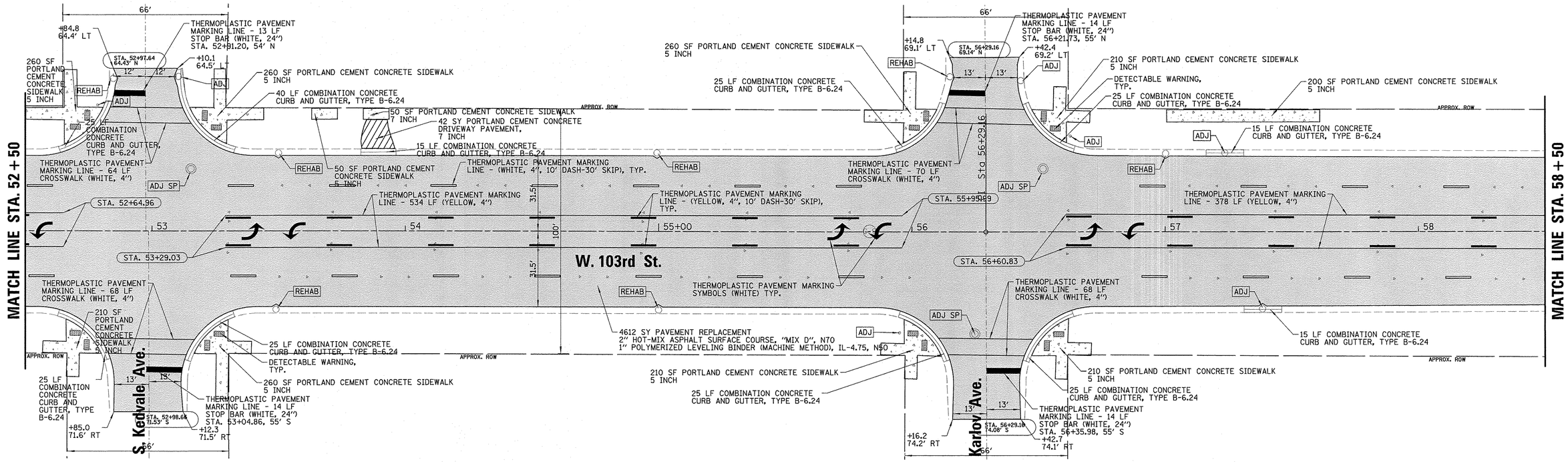
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
PROPOSED PLAN

SCALE: 20' | SHEET NO. 13 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	13
		CONTRACT NO. 61D46		
		ILLINOIS FED. AID PROJECT		



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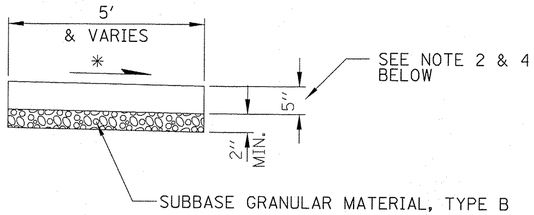
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
PROPOSED PLAN

SCALE: 20' | SHEET NO. 14 OF 30 SHEETS | STA. | TO STA.

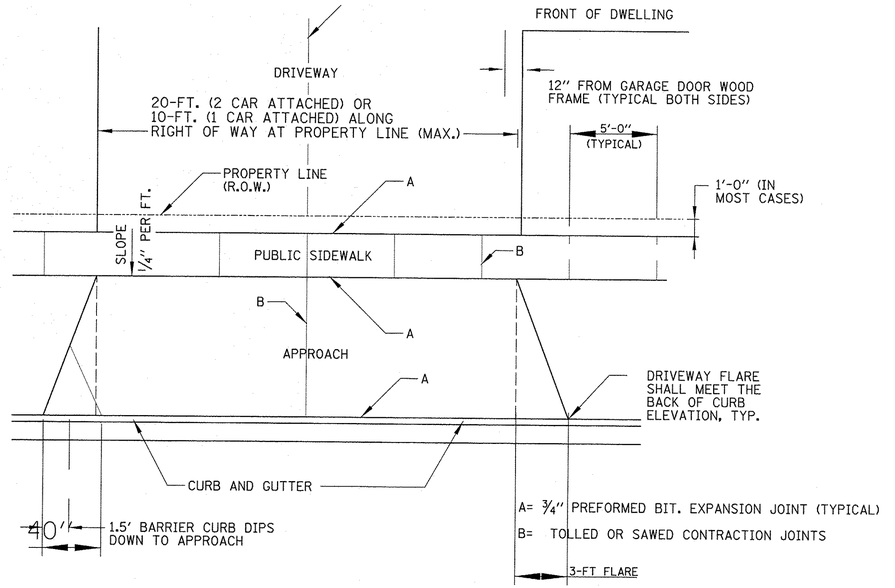
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	14
		CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			



* CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

1. ALL REQUIRED EARTH EXCAVATION AND SUB BASE GRANULAR MATERIAL TYPE "B" TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF P.C.C. SIDEWALK 5 INCH, REMOVE AND REPLACE
2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFIELD WITHIN 24 HOURS.
3. SEEDING AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.
4. PUBLIC SIDEWALK SHALL BE 6" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS.

P.C.C. SIDEWALK DETAIL



DRIVEWAY WITH A CURB AND GUTTER

GENERAL NOTES:

1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 6%.
2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 6%.
3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED. (95% PROCTOR)
4. PUBLIC SIDEWALK SHALL BE 6" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS. (NO WIRE MESH)
5. MINIMUM THICKNESS FOR APPROACH. (NO WIRE MESH). THIS WILL BE PAID FOR BY THE FOLLOWING ITEMS:
   A. 7" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B OR
   B. 3" THK. HOT-MIX ASPHALT SURFACE, MIX "D" N50 ON 6" AGGREGATE BASE COURSE TYPE B
6. SEEDING AND TOPSOIL, 4" (100) RESTORATION WILL BE PAID FOR SEPARATELY AS THEIR RESPECTVIE PAY ITEMS.

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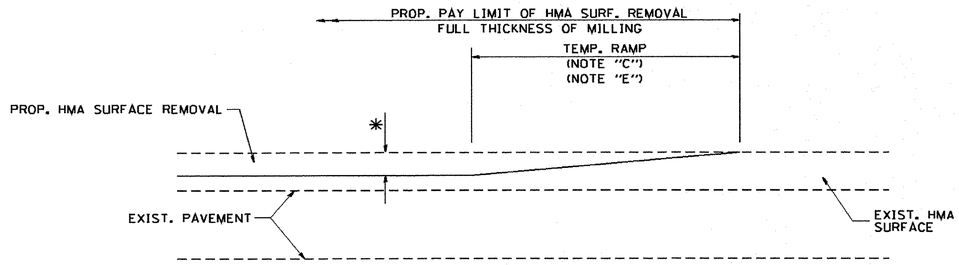
		DRAWN - EDT	REVISED -
	PLOT SCALE = 5'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST 103RD STREET
CONSTRUCTION DETAILS

SCALE: 5' | SHEET NO. 15 OF 30 SHEETS | STA. | TO STA.

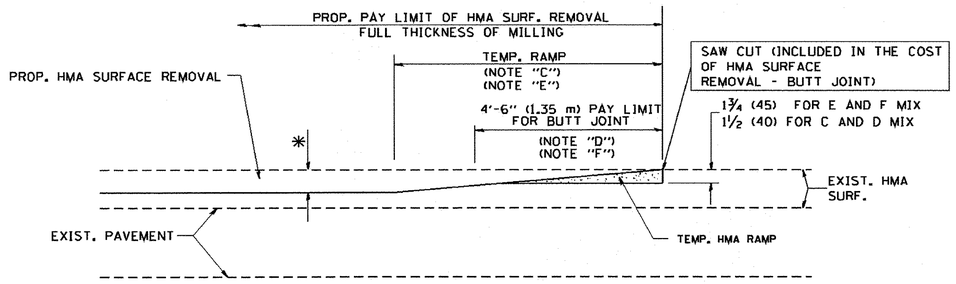
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	15
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

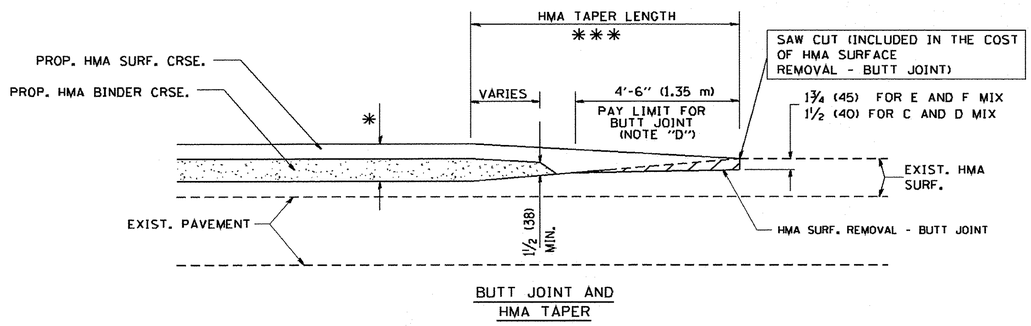


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

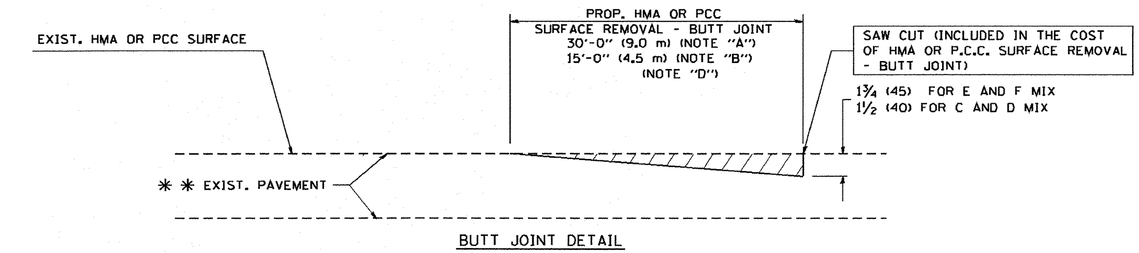
OPTION 2

TYPICAL TEMPORARY RAMP

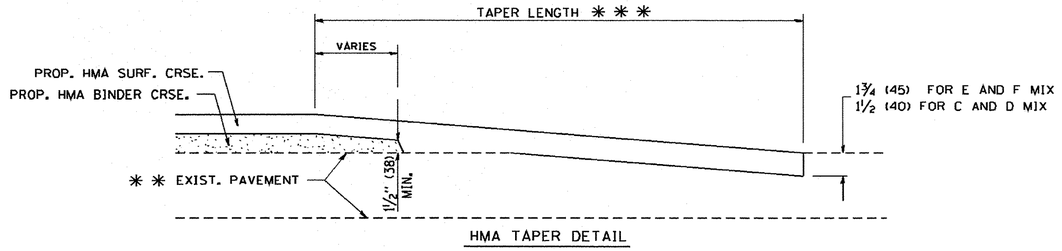


BUTT JOINT AND HMA TAPER

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.

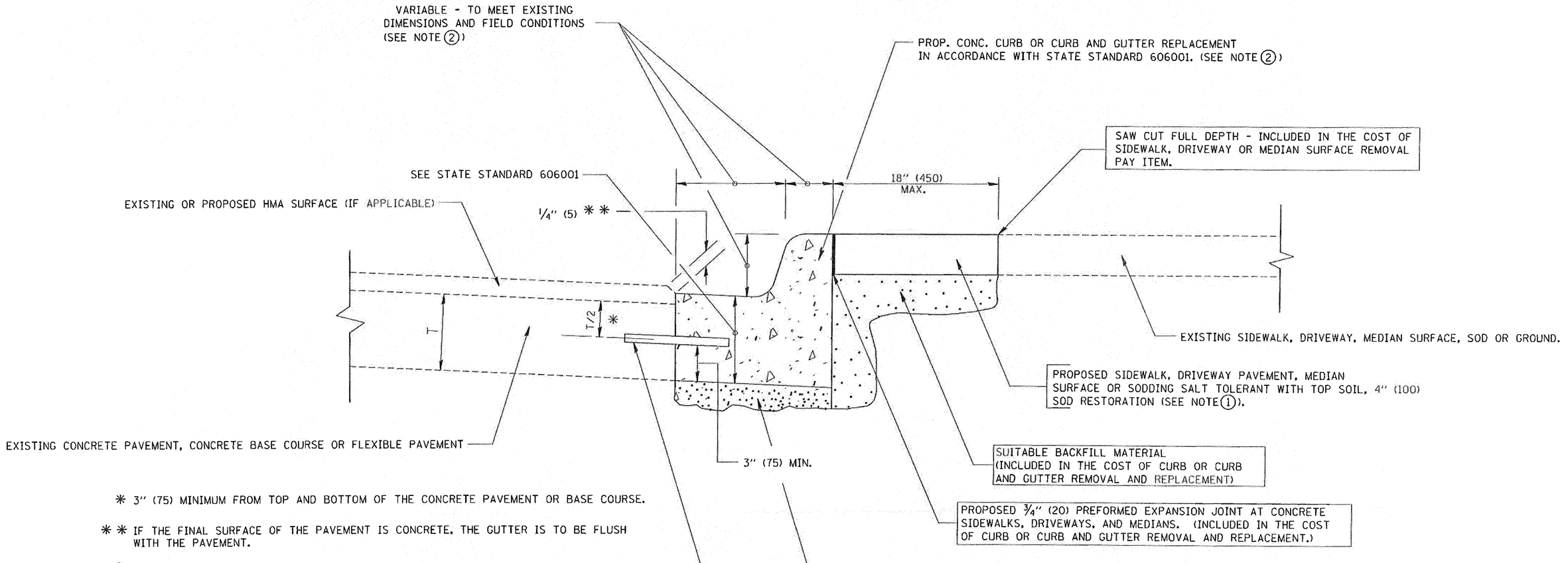
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	16
	BD400-05 BD32	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
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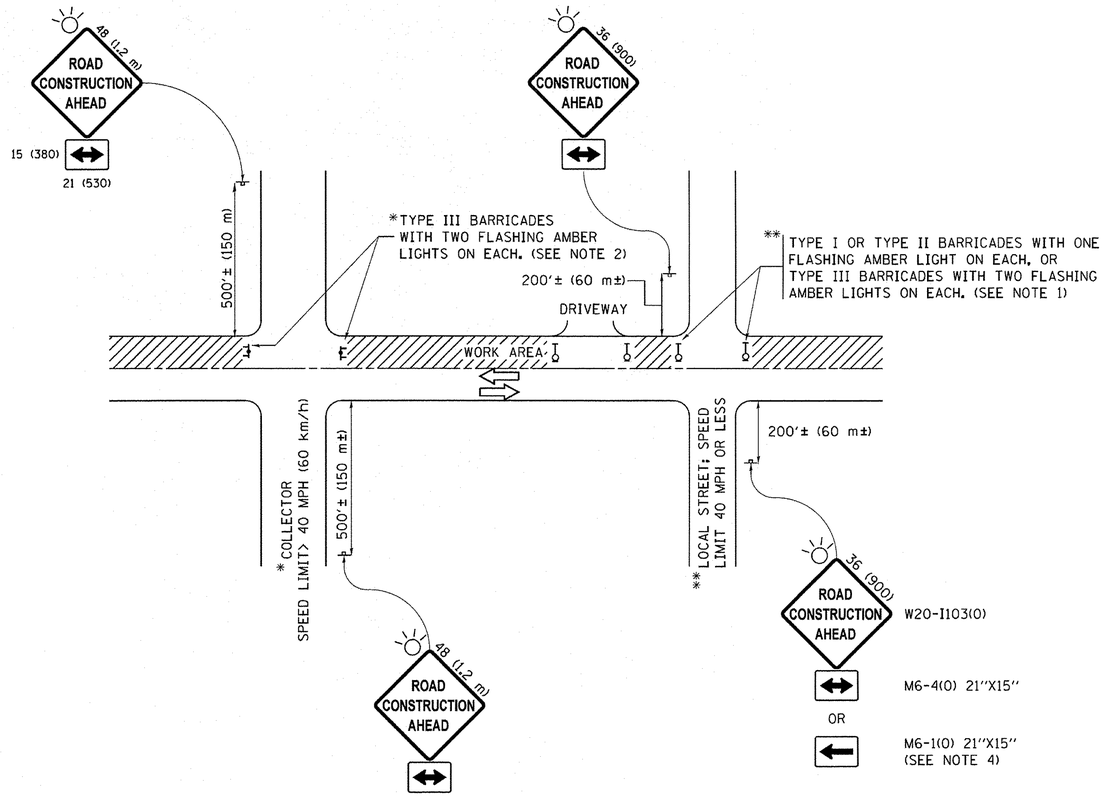
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	17
	BD600-06 (BD-24)	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\DRAWN\CADData\CADsheets\tc10.dgn	USER NAME = footamj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
			REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

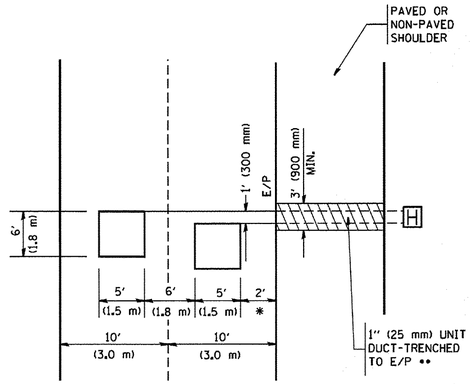
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	18
	TC-10	CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

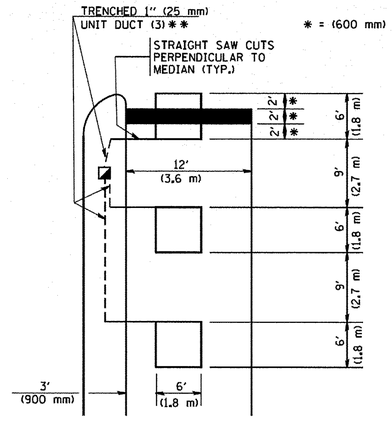


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

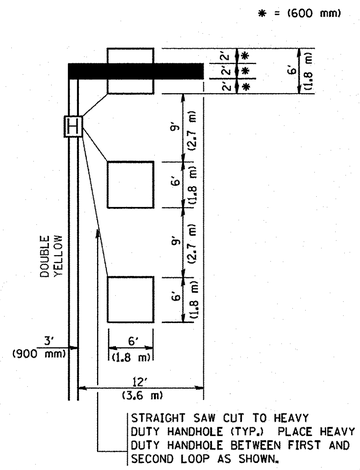
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

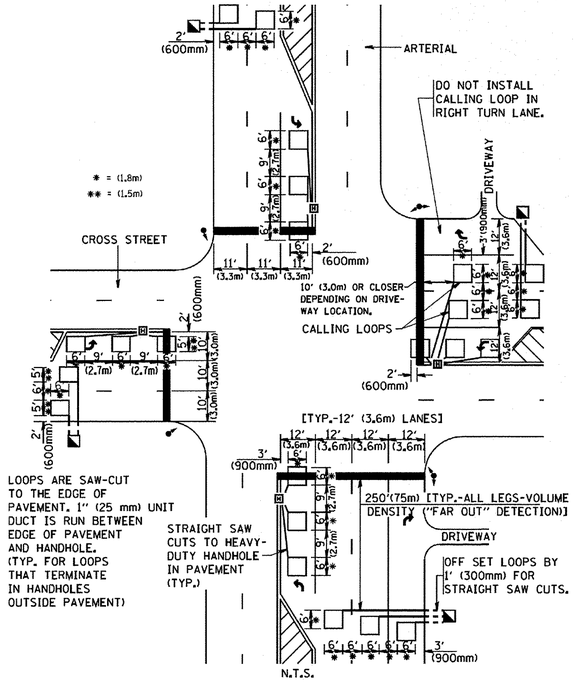
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



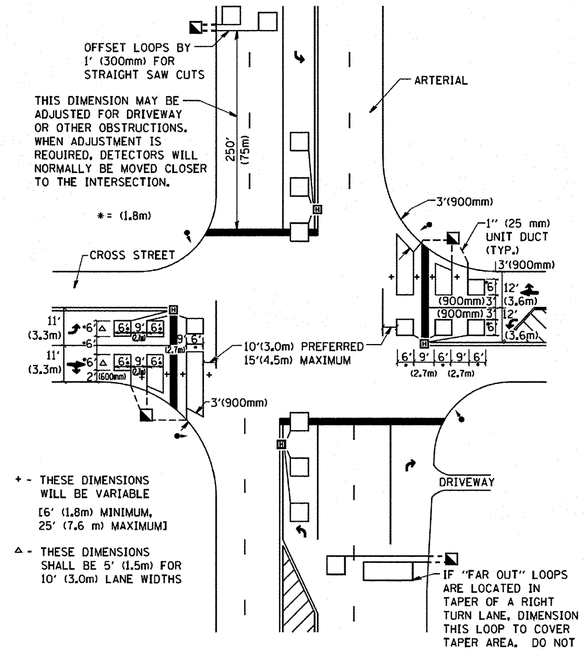
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	19
	TS-07	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

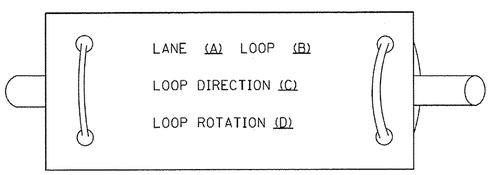
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

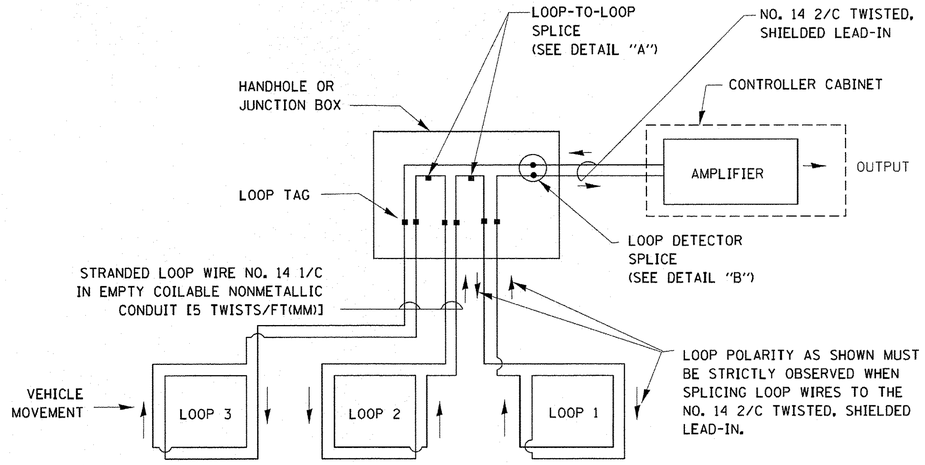


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

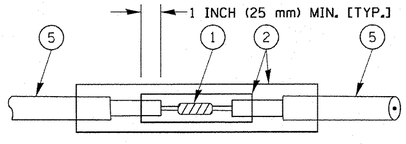
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

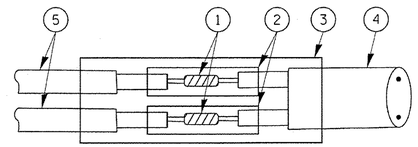


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

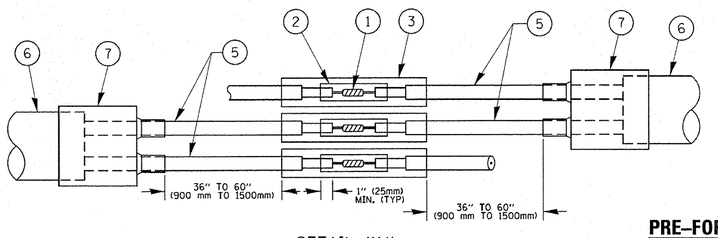


DETAIL "A"
LOOP-TO-LOOP SPLICE



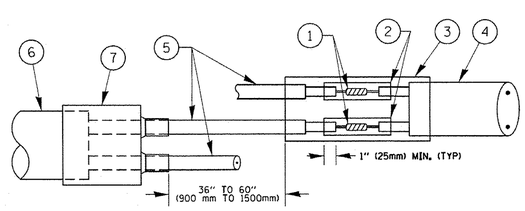
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

1. WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
2. WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
3. WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
4. NO. 14 2/C TWISTED, SHIELDED CABLE.
5. LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
6. PRE-FORMED LOOP
7. XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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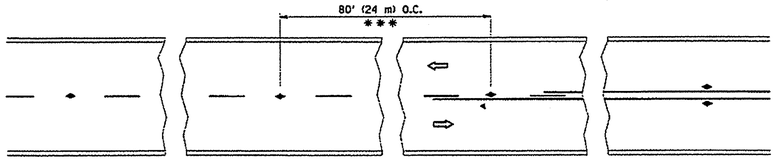
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

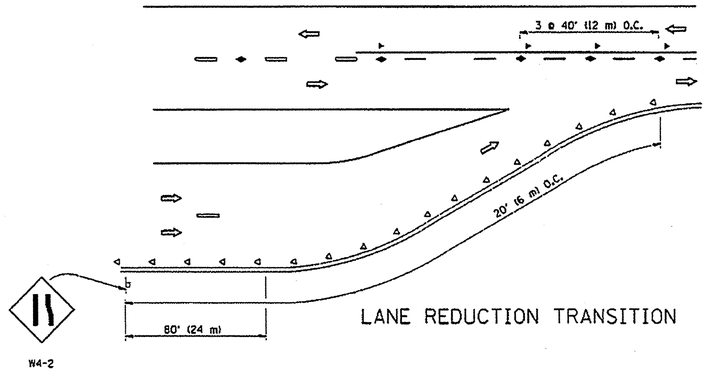
SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	20
	TS-05	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

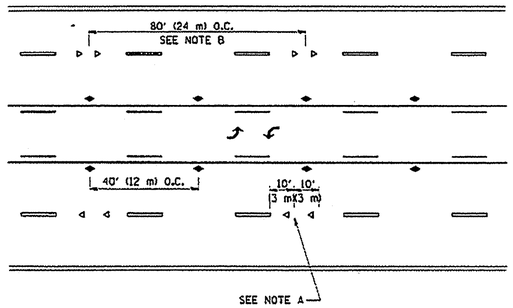


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

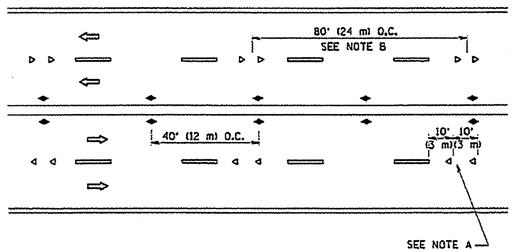
TWO-LANE/TWO-WAY



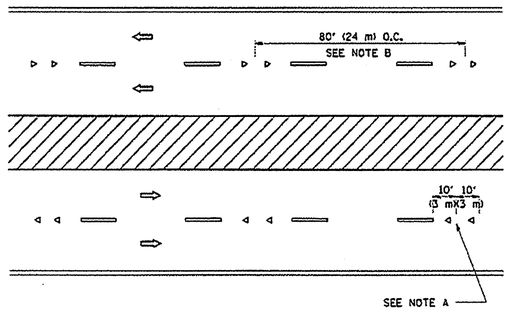
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

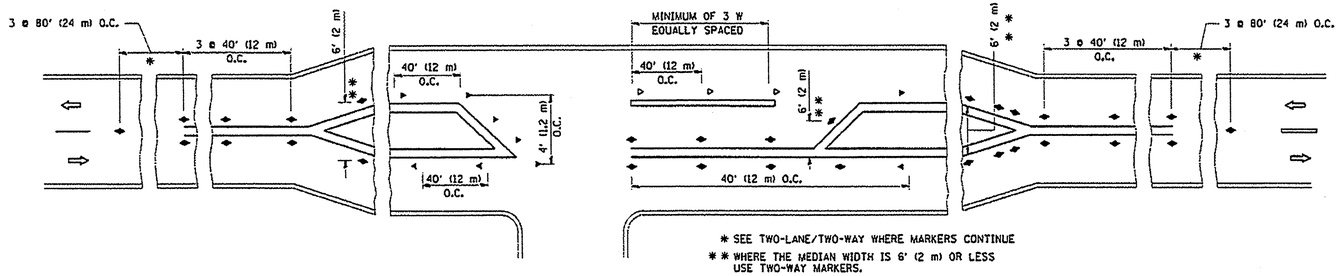
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



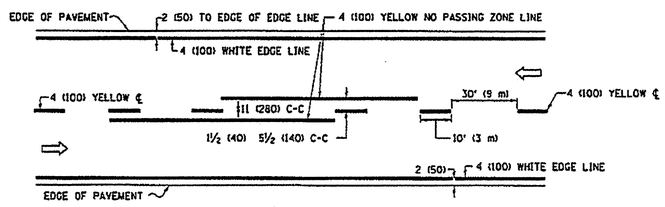
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

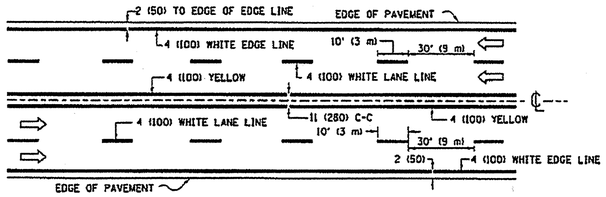
LEFT TURN

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

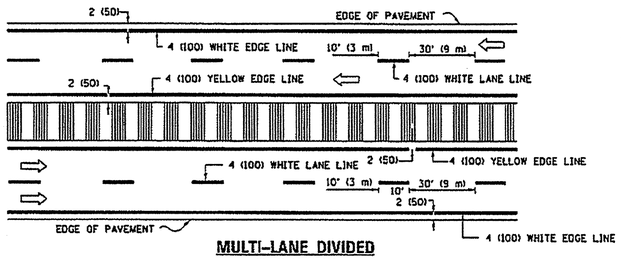
FILE NAME = c:\pw_work\pwidot\leysa\d0188315\sd11.dgn	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 03-12-99			1574	16-00188-00-RS	COOK	32	21
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00				TC-11	CONTRACT NO.		
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY

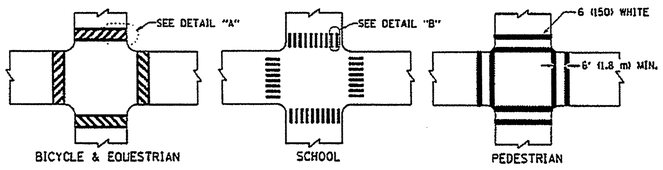


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

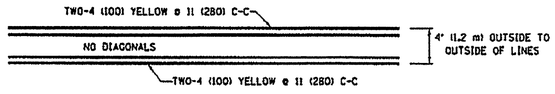
TYPICAL LANE AND EDGE LINE MARKING



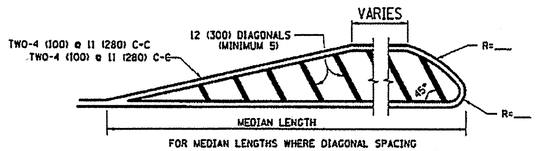
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



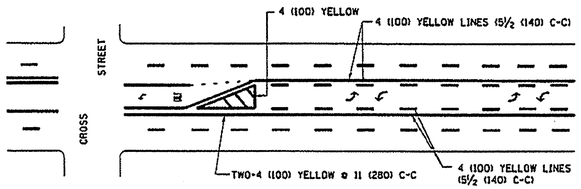
4' (1.2 m) WIDE MEDIANS ONLY



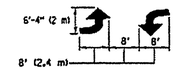
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

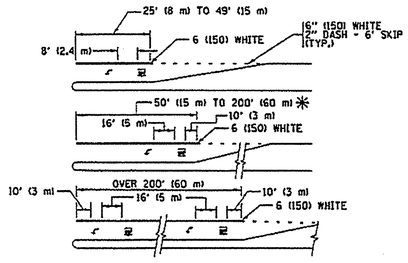


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

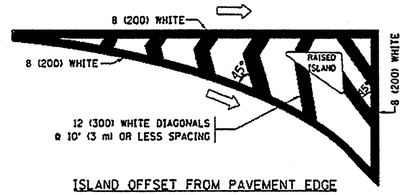


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ; ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

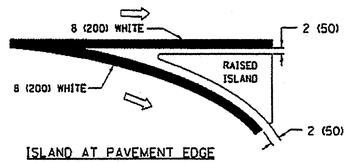
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

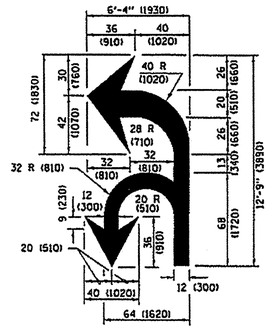


ISLAND OFFSET FROM PAVEMENT EDGE

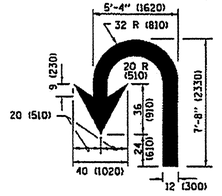


ISLAND AT PAVEMENT EDGE

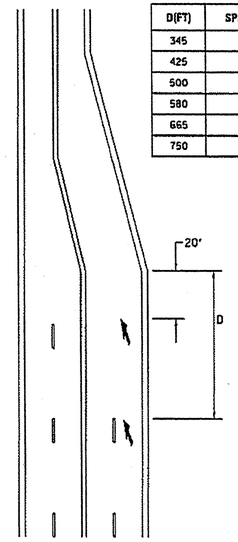
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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 MEDIANS IN YELLOW
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; 5½ (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 DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) 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 (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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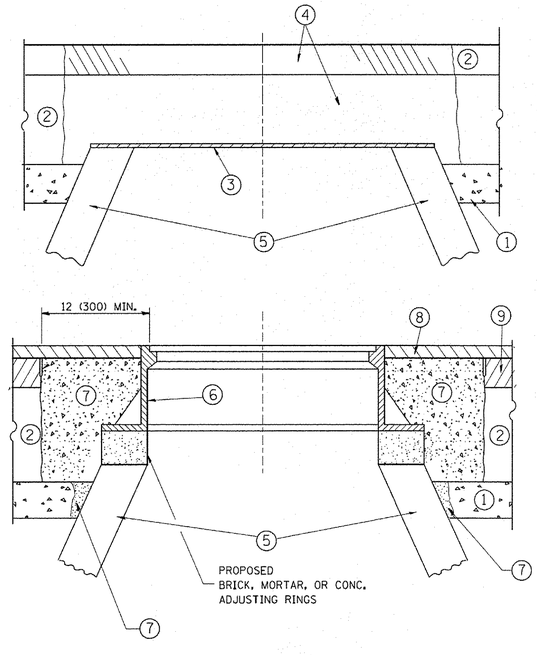
	PLOT DATE = 4/13/2016	CHECKED -	REVISED - C. JUCIUS 12-21-15	
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	32	21A
	TC-13	CONTRACT 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 1½ (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 PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

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 PP-1* CONCRETE
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:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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 = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

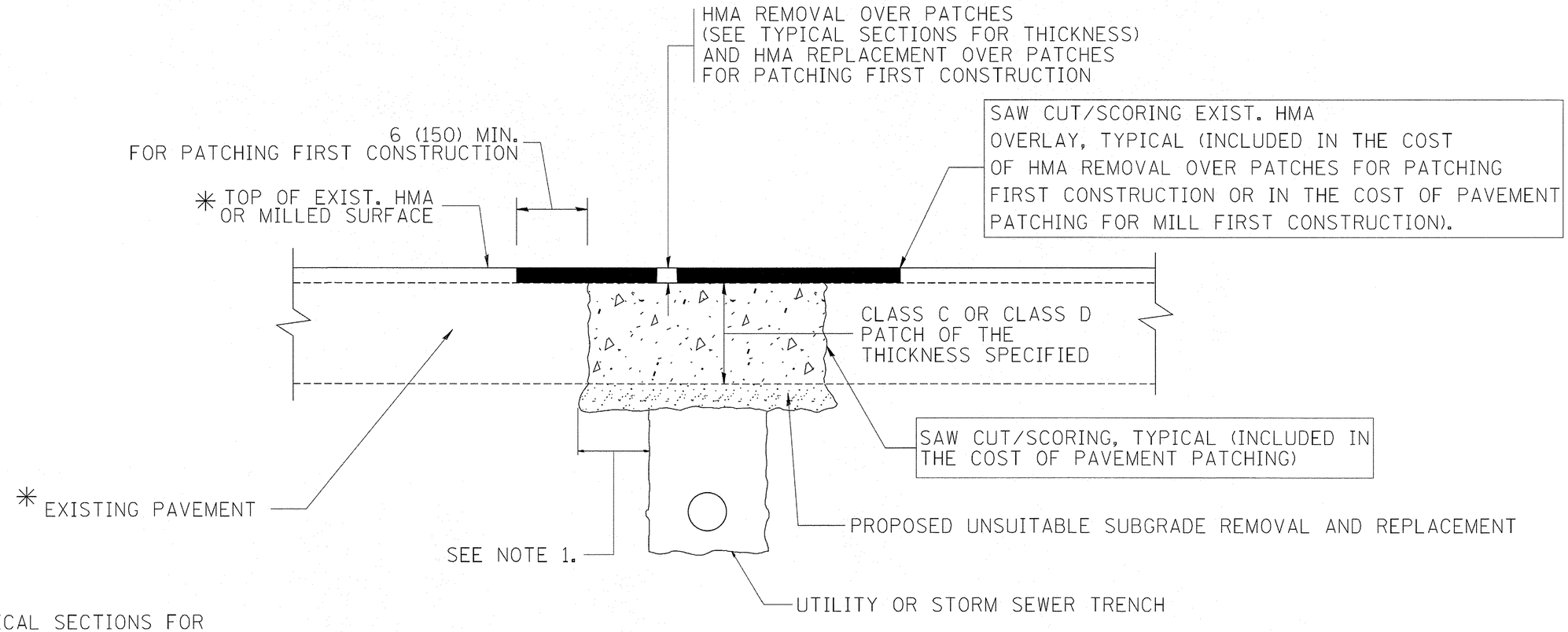
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	22
	BD600-03 (BD-8)	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

dan 12/6/2011 10:53:13 AM User=bauerdl



* 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 $4\frac{1}{2}$ 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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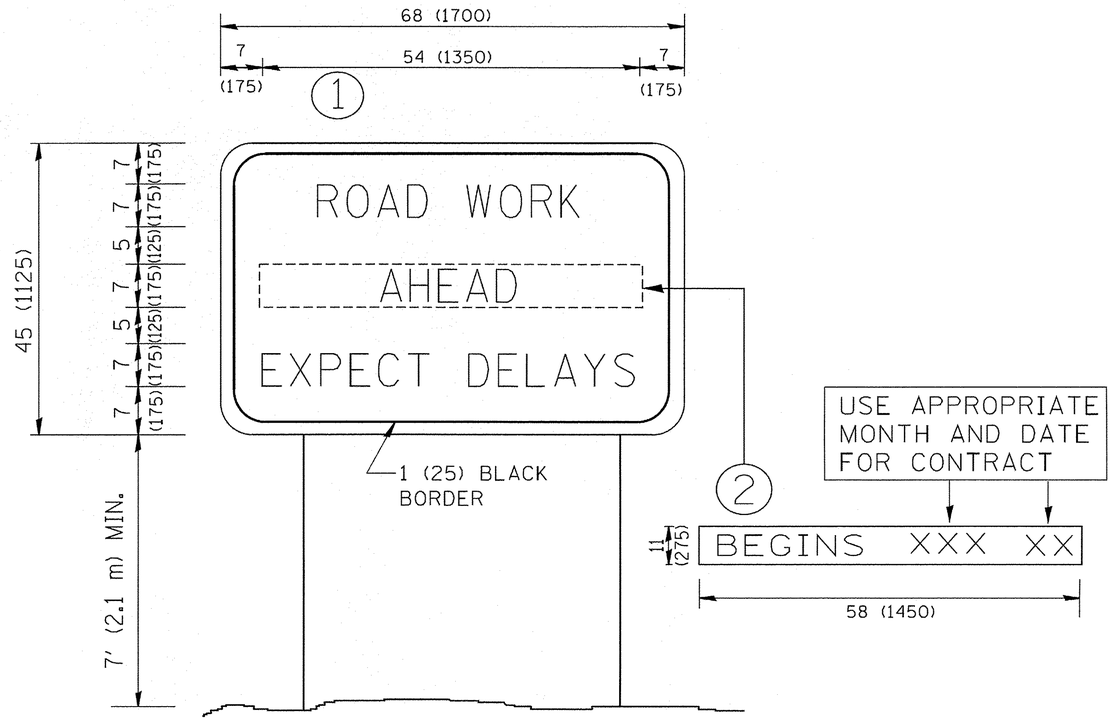
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	23
	BD400-04 (BD-22)	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	24
	TC-22	CONTRACT NO. 61D46		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

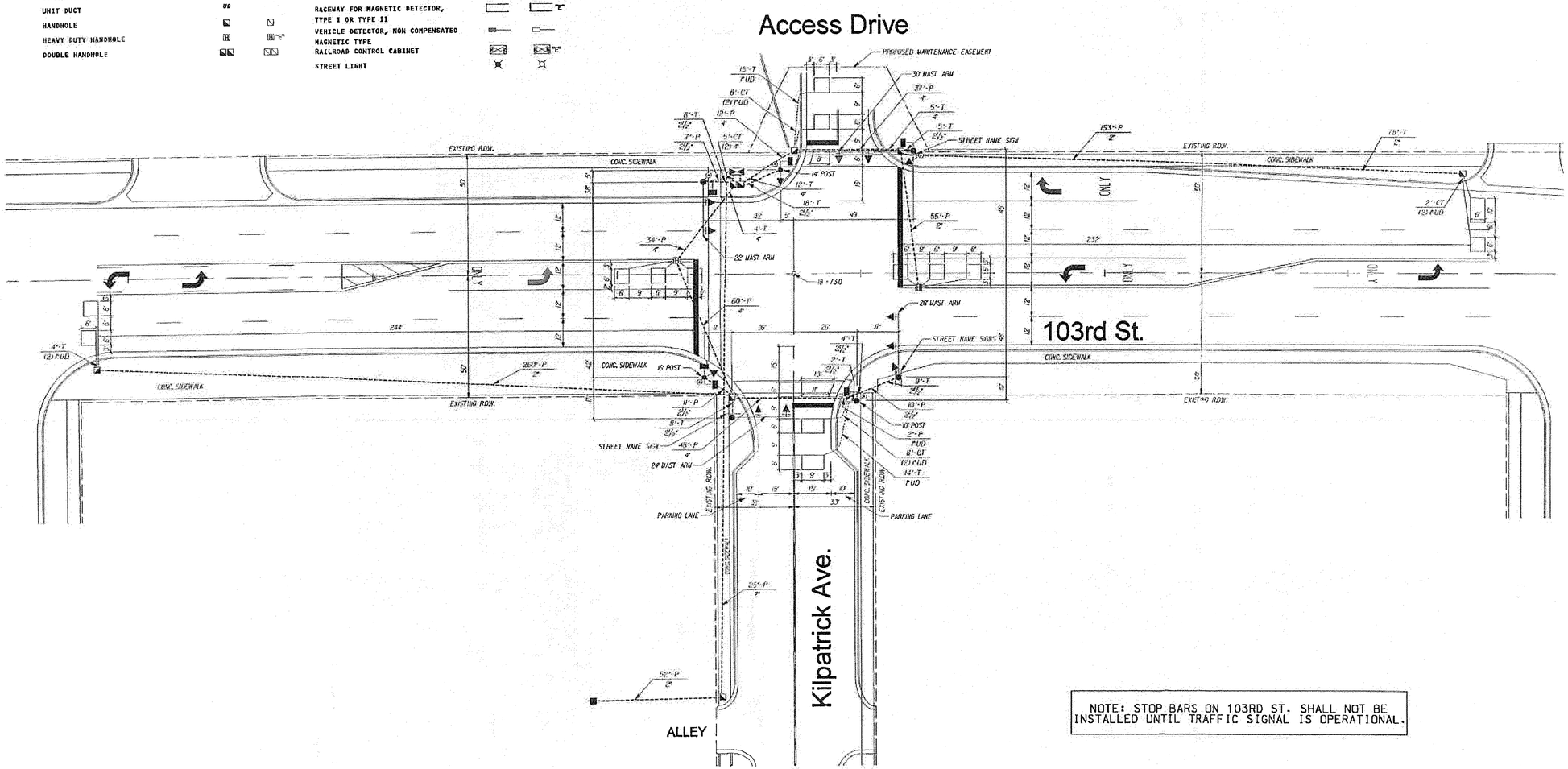
TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE		
HEAVY DUTY HANDHOLE	HD	HD
DOUBLE HANDHOLE		

	PROPOSED	EXISTING
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON COMPENSATED		
MAGNETIC TYPE RAILROAD CONTROL CABINET		
STREET LIGHT		

SCALE: 1"=20'

NOTE: THIS PLAN FOR DETECTOR LOOP REPLACEMENT ONLY.
QUANTITY: 125 LF DETECTOR LOOP REPLACEMENT



NOTE: STOP BARS ON 103RD ST. SHALL NOT BE INSTALLED UNTIL TRAFFIC SIGNAL IS OPERATIONAL.

EDWIN HANCOCK ENGINEERING COMPANY
CONSULTING ENGINEERS
9933 ROOSEVELT ROAD WESTCHESTER, ILLINOIS 60154-2780
(708) 865-0300 ESTABLISHED 1911

prepared by METRO for EDWIN HANCOCK COMPANY
METRO TRANSPORTATION GROUP, INC.
TRANSPORTATION, PLANNING, ENGINEERING, AND DESIGN
1500 GREENBROOK BLVD. HANOVER PARK, IL 60103
PH# (630) 213-1000
PROJECT #: H0012.12

SIGNAL INSTALLATION PLAN
103rd STREET at KILPATRICK AVE.
OAKLAWN, ILLINOIS

REVISION:

SCALE:
DRAWN BY:
BOOK NO.: 1386
DATE:
E.H.E. NO.:640-00-25701
SHEET OF

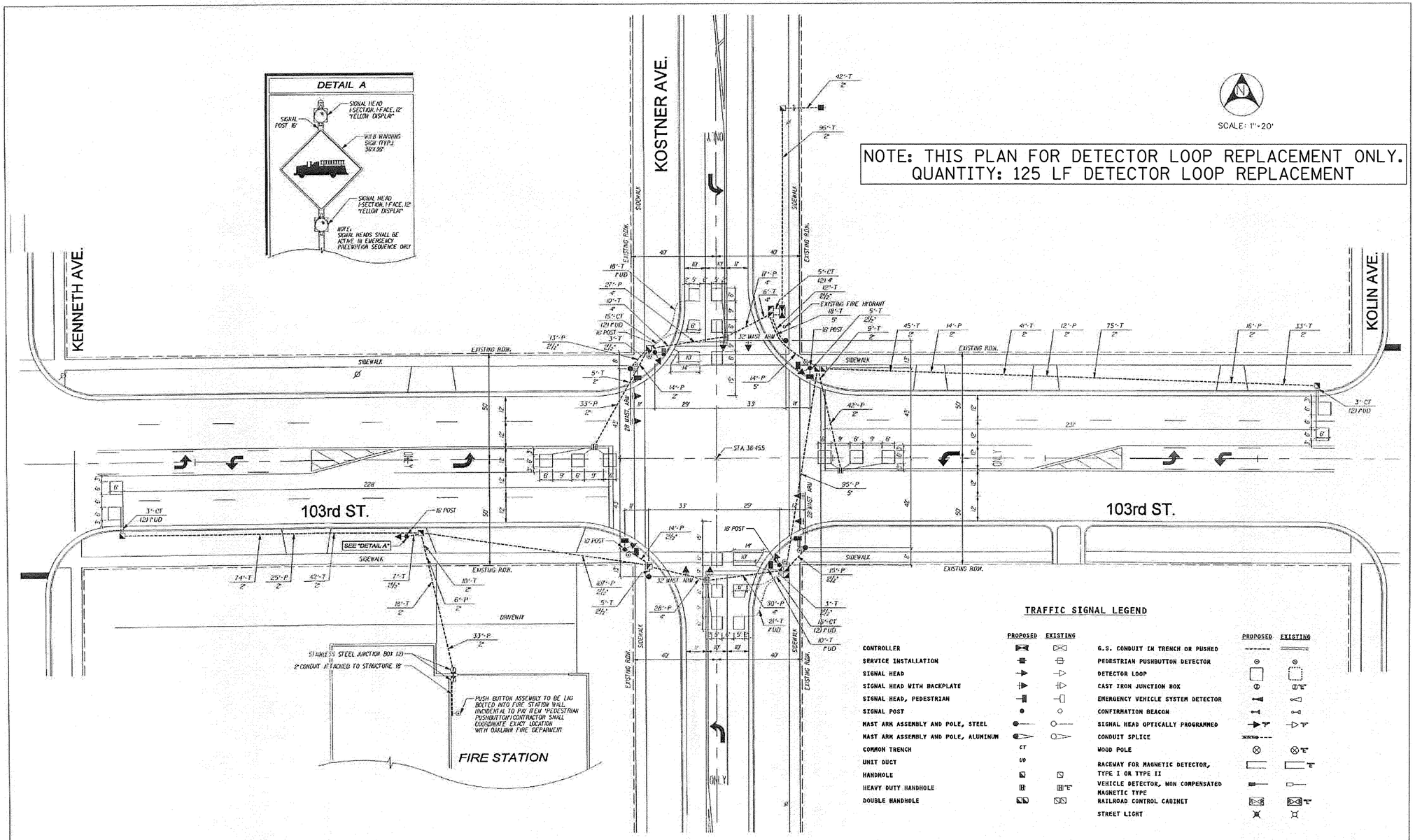
FILE NAME = N:\OakLawn\160313\Civil\std_160313-04.sht	USER NAME = jhouseh	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = 1'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNAL INSTALLATION PLAN FOR 103RD STREET AT KILPATRICK AVENUE

SCALE: 1' | SHEET NO. 25 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	25
		CONTRACT NO. 61D46		
	ILLINOIS FED. AID PROJECT			



EDWIN HANCOCK ENGINEERING COMPANY
CONSULTING ENGINEERS
9933 ROOSEVELT ROAD WESTCHESTER, ILLINOIS 60154-2780
(708) 865-0300 ESTABLISHED 1911

prepared by METRO for EDWIN HANCOCK COMPANY
METRO TRANSPORTATION GROUP, INC.
TRANSPORTATION, PLANNING, ENGINEERING, AND DESIGN
1500 GREENBROOK BLVD. HANOVER PARK, IL. 60103
PH# (630) 213-1000
PROJECT #: H0013.12

SIGNAL INSTALLATION PLAN
103rd STREET at KOSTNER AVE.
OAKLAWN, ILLINOIS

REVISION:

SCALE:
DRAWN BY:
BOOK NO.: 1386
DATE:
E.H.E. NO.: 640-00-2570
SHEET
OF

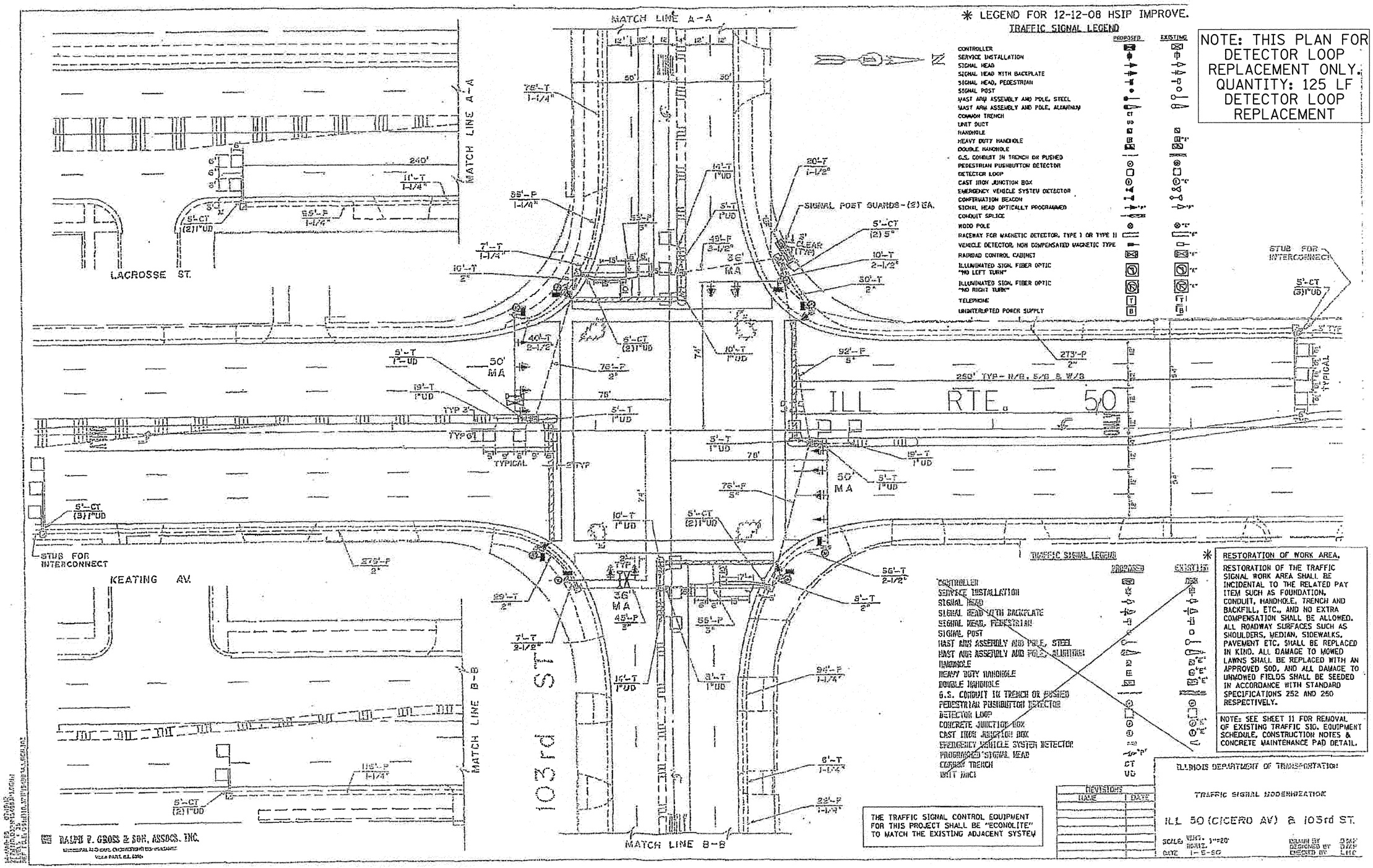
FILE NAME = N:\OakLawn\160313\Civil\std_160313-04.sht	USER NAME = jhousch	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = 1'	CHECKED - LMF	REVISED -
	PLOT DATE = 10/31/2016	DATE - 09/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNAL INSTALLATION PLAN FOR 103RD STREET AT KOSTNER AVENUE

SCALE: 1' | SHEET NO. 26 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	26
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		



* LEGEND FOR 12-12-08 HSIP IMPROVE.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	H	H
HEAVY DUTY HANDHOLE	HD	HD
DOUBLE HANDHOLE	DH	DH
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		
TELEPHONE	T	T
UNINTERRUPTED POWER SUPPLY	UPS	UPS

NOTE: THIS PLAN FOR DETECTOR LOOP REPLACEMENT ONLY. QUANTITY: 125 LF DETECTOR LOOP REPLACEMENT

TRAFFIC SIGNAL LEGEND *

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
HANDHOLE	H	H
HEAVY DUTY HANDHOLE	HD	HD
DOUBLE HANDHOLE	DH	DH
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CONCRETE JUNCTION BOX		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
PROGRAMMED SIGNAL HEAD		
COMMON TRENCH	CT	
UNIT DUCT	UD	

RESTORATION OF WORK AREA.

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE: SEE SHEET 11 FOR REMOVAL OF EXISTING TRAFFIC SIG. EQUIPMENT SCHEDULE, CONSTRUCTION NOTES & CONCRETE MAINTENANCE PAD DETAIL.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION

ILL 50 (CICERO AV) & 103rd ST.

SCALE: VERT. 1"=20' HORIZ. 1"=50'
DATE: 1-8-02
DRAWN BY: DWP
DESIGNED BY: DWP
CHECKED BY: LMF

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JS	REVISED -
		DRAWN - DW	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - JD	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 50 (CICERO AVE.) AND 103RD ST.
TRAFFIC SIGNAL MODERNIZATION PLAN

SCALE: N.T.S. | SHEET NO. 10 OF 29 SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	2009-013 TS	COOK	29	10
		CONTRACT NO. 60G11		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

FILE NAME = N:\OakLawn\160313\Civil\std_160313-04.sht	USER NAME = jhouseh	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = NOT TO SCALE	CHECKED - LMF	REVISED -
	PLOT DATE = 9/28/2016	DATE - 9/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

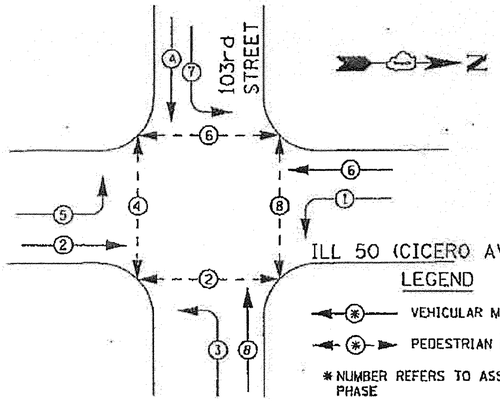
TRAFFIC SIGNAL INSTALLATION PLAN
FOR
CICERO AVENUE

SCALE: N.T.S. | SHEET NO. 27 OF 30 SHEETS | STA. _____ TO STA. _____

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	27
		CONTRACT NO. 61D46		
	ILLINOIS	FED. AID PROJECT		

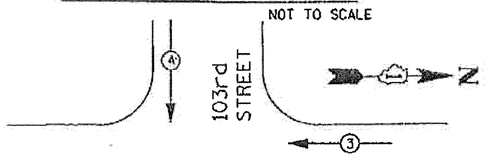
CONTROLLER SEQUENCE IV

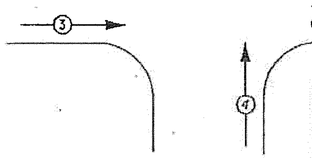
REFERRING TO STANDARD 2393-1, THE VEHICULAR AND PEDESTRIAN PHASES USED DESIGNATED BELOW



EXISTING & PROPOSED PHASE DESIGNATION DIAGRAM

NOT TO SCALE





EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇄	↓ ↑

EMERGENCY VEHICLE PREEMPTION SEQUENCE

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" (200mm) TRAFFIC SIGNAL SECTION
R	R	12" (300mm) TRAFFIC SIGNAL SECTION
W	W	12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
	C D	12" (300mm) PEDESTRIAN SIGNAL SECTION W/ COUNTDOWN TIMER
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
2	2	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.

EXISTING	PROPOSED	
	R Y G ←Y ←G	SIGNAL FACE WITH BACKPLATE. " P" INDICATES PROGRAMMED HEAD
"E"	"P"	RAILROAD CONTROL CABINET
"B"	"P"	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
"R"	"P"	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
H/C	H/C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST OR MAST ARM POLE
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
1	1	GROUND CABLE IN CONDUIT, NO.6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 2-MM12F & SM12F
BI	B	UNINTERUPTED POWER SUPPLY

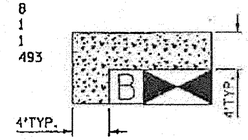
REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

6	EACH	SIGNAL HEAD, 1 - FACE, 3 - SECTION
8	EACH	SIGNAL HEAD, 1 - FACE, 5 - SECTION
10	EACH	TRAFFIC SIGNAL BACKPLATE
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
8	EACH	PEDESTRIAN PUSHBUTTON

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	8
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12
PEDESTRIAN PUSH-BUTTON	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
UNINTERRUPTABLE POWER SUPPLY	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	493



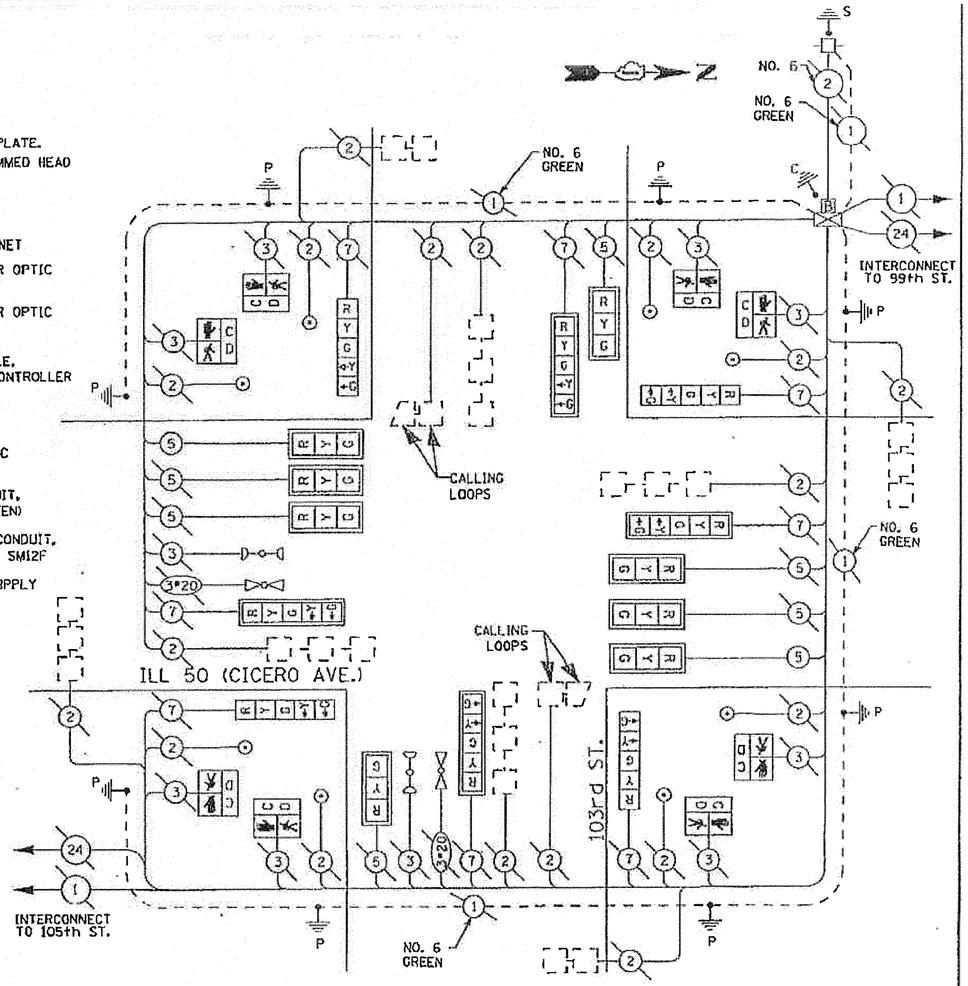
1) 5" THICK CONCRETE PAD SHALL BE POURED NEXT TO NEW CONTROLLER AND/OR UPS TO PROVIDE EASY MAINTENANCE ACCESS.

2) MAINTENANCE PAD SHALL EXTEND TO THE EDGE OF EXISTING CONTROLLER FOUNDATION.

3) COST OF PAD SHALL BE INCLUDED IN THE PRICE OF UPS CABINET.

CONCRETE MAINTENANCE PAD DETAIL (TYPICAL)

N.T.S.



CABLE PLAN

CONSTRUCTION NOTES:

1) CONTRACTOR SHALL ADHERE TO PROCEDURES SET FORTH IN THE SPECIAL PROVISIONS FOR TRANSFER OF MAINTENANCE OF THE INTERSECTION.

2) AS EXISTING SIGNAL INSTALLATION IS REMAINING OPERATIONAL DURING THIS CONTRACT, ANY DAMAGED EXISTING EQUIPMENT OR EXISTING EQUIPMENT NOT OPERATING PROPERLY FROM ANY CAUSE WHATSOEVER SHALL BE REPAIRED WITH NEW EQUIPMENT PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT AND OR OWNER OF THE TRAFFIC SIGNAL SYSTEM, ALL AS APPROVED BY THE ENGINEER.

3) EXISTING CROSSWALKS AND STOP BARS SHALL BE REPLACED WHERE CONFIRMED FOR LOCATIONS BY THE ENGINEER.

4) ALL CABINET MODIFICATIONS AND/OR LOAD SWITCH REPLACEMENTS REQUIRED FOR PROPER OPERATION OF LED SIGNAL AND LED CONFIRMATION BEACON INDICATIONS TO THE SATISFACTION OF THE ENGINEER SHALL BE INCIDENTAL TO THE PAY ITEM UNINTERRUPTABLE POWER SUPPLY.

I. D. O. T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATIONS	TOTAL
SIGNAL (RED)	16	135	17	0.50	135
(YELLOW)	16	135	25	0.25	100
(GREEN)	16	135	15	0.25	60
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	8	90	25	1.00	200
CONTROLLER	1	100	100	100	100
ILLUM. SIGN				0.05	
FLASHER LED					
				TOTAL =	615.2

ENERGY COSTS- BILLED TO: IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAMBURG, IL 60196-1096

ENERGY SUPPLY - CONTACT MILTON RAY
PHONE (708) 235-2315
COMPANY COMED

FOUNDATION DEPTH	DEPTH (FT.)	CABLE SLACK	(FT.)	VERTICAL	(FT.)
TYPE A - POST	4	HANDHOLE	6.5	ALL FOUNDATIONS	3.5
D - CONTOLLER	4	DOUBLE HANDHOLE	13	MAST ARM (L) POLE	=20'+L-2
E - MAST ARM POLE		SIGNAL POST	2	BRACKET MOUNTED	13
24"	10	CONTOLLER CAB.	1	PED. PUSHBUTTON	4
30"	15	FIBER OPTIC	13	ELECTRICAL SERVICE	13.5
		ELECTRICAL SERVICE	1	SERVICE TO GROUND	13.6
		GROUND CABLE	1	POST MOUNTED	6

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - JS	REVISED -
		DRAWN - DW	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - JD	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 50 (CICERO AVE.) AND 103RD ST. - SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EVP SEQUENCE

SCALE: NONE | SHEET NO. 11 OF 29 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	2009-013 TS	COOK	29	11
		CONTRACT NO. 60G11		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FILE NAME = N:\OakLawn\160313\Civil\std_160313-04.sht	USER NAME = jhouseh	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = NOT TO SCALE	CHECKED - LMF	REVISED -
	PLOT DATE = 9/28/2016	DATE - 9/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN FOR CICERO AVENUE

SCALE: N.T.S. | SHEET NO. 28 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	28
		CONTRACT NO.		61D46
	ILLINOIS	FED. AID PROJECT		

	COOK	48	5
CONTRACT NO. 63067			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	▭	▭
SERVICE INSTALLATION	⊣	⊣
SIGNAL HEAD	→	→
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
COMMON TRENCH	CT	
UNIT DUCT	UD	
HANDHOLE	H	H
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	HH	HH

	PROPOSED	EXISTING
G.S. CONDUIT IN TRENCH OR PUSHED	———	———
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CAST IRON JUNCTION BOX		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
RAILROAD CONTROL CABINET		
STREET LIGHT		
EMERGENCY VEHICLE LIGHT DETECTOR CONFIRMATION BEACON		

NOTE: THIS PLAN FOR DETECTOR LOOP REPLACEMENT ONLY. QUANTITY: 125 LF DETECTOR LOOP REPLACEMENT

MATCHLINE A

103rd St.

CRAWFORD AVE. (PULASKI AVE.)

MATCHLINE B

SCALE: 1"=20'

THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE "OPTICOM" TO MATCH THE EXISTING SYSTEM AND MUNICIPAL REQUIREMENTS

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

CONSTRUCTION NOTE: TRENCHING, CONDUIT & UNIT DUCT INSTALLATION ON SOUTHWEST & NORTHWEST CORNERS SHALL BE DONE DURING PROPOSED ROADWAY IMPROVEMENT CONSTRUCTION. THIS WORK SHALL NOT REQUIRE A PAY ITEM FOR REMOVAL AND REPLACEMENT OF SIDEWALK.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE: PAVEMENT MARKINGS BY OTHERS.

⚠ INSTALLATION OF EMERGENCY VEHICLE PREEMPTION

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

EDWIN HANCOCK ENGINEERING COMPANY
CONSULTING ENGINEERS
9933 ROOSEVELT ROAD WESTCHESTER, ILLINOIS 60154-2760
(708) 865-0300 ESTABLISHED 1911

prepared by METRO for EDWIN HANCOCK COMPANY
METRO TRANSPORTATION GROUP, INC.
TRANSPORTATION PLANNING, ENGINEERING, AND DESIGN
1000 GREENLEAF BLVD. NAPERVILLE, IL 60563
PH# (630) 213-1000

SIGNAL INSTALLATION PLAN

103rd STREET at PULASKI AVE.
OAKLAWN, ILLINOIS

⚠ CBBEL 6-27-08
REVISIONS: 2-8-07

SCALE:	SHEET 76
DRAWN BY:	
BOOK NO.: 1356	
DATE: 12-7-06	
E.R.S. NO. 1548-00-2510	OF 105

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		DRAWN - EDT	REVISED -
	PLOT SCALE = NOT TO SCALE	CHECKED - LMF	REVISED -
	PLOT DATE = 9/28/2016	DATE - 9/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

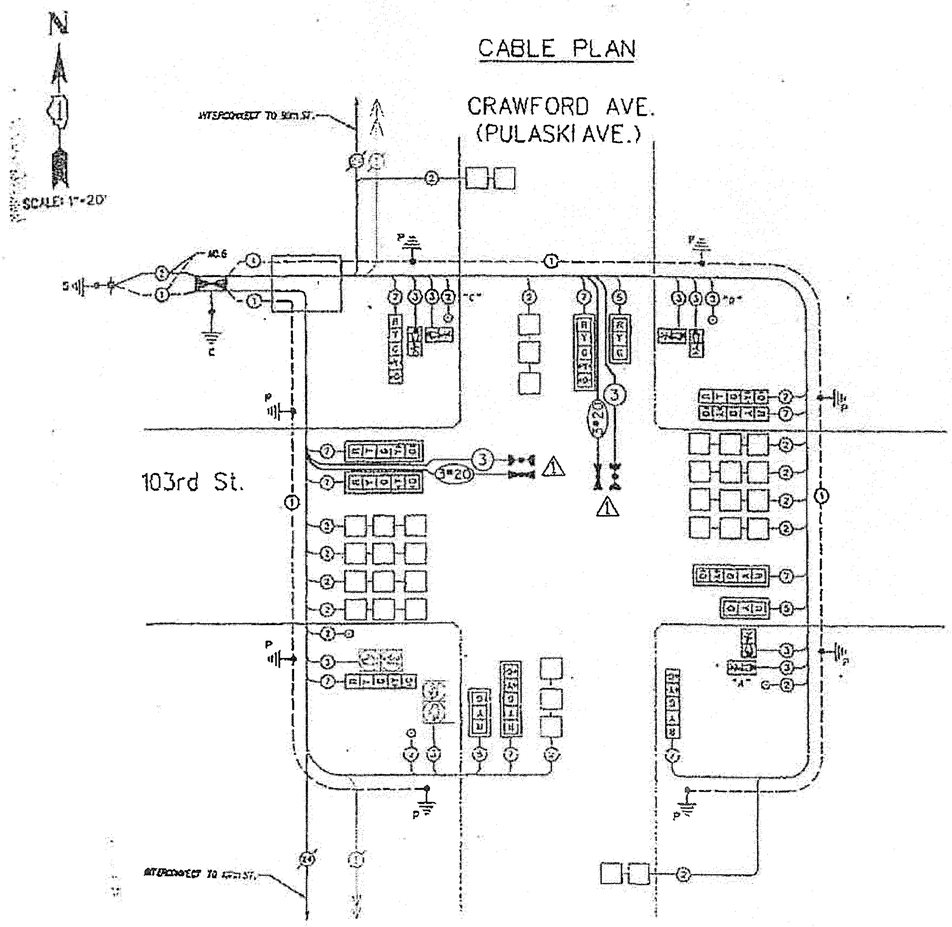
TRAFFIC SIGNAL INSTALLATION PLAN
FOR
PULASKI ROAD

SCALE: N.T.S. | SHEET NO. 29 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	29
		CONTRACT NO.		61D46
		ILLINOIS FED. AID PROJECT		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	48	6
CONTRACT NO. 63087				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CABLE PLAN



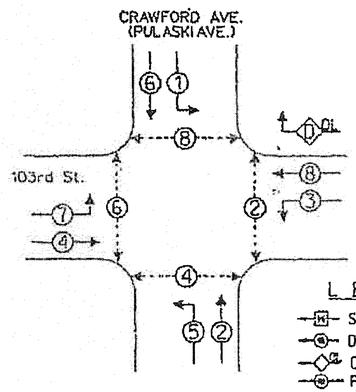
CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8"-1200-MM TRAFFIC SIGNAL SECTION
		12"-1200-MM TRAFFIC SIGNAL SECTION
		12"-1200-MM PEDESTRIAN SIGNAL SECTION
		12"-1200-MM PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
(2)	(2)	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO.14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD
H/C		GROUND ROD AT HANDHOLE OR CONTROLLER
P		GROUND ROD AT POST OR MAST ARM POLE
S		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
E		GROUND ROD EXISTING TO BE RELOCATED
		GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
(24)		NO. 62.5/125 MM 12F & SM 12F, FIBER OPTIC CABLE
(1)		NO. 14 12 TRACER CABLE

NOTE: ALL NEW GROUND RODS SHALL BE 3/4" x 10'-0" LONG COPPER CLAD. THE COST SHALL BE INCIDENTAL TO THE COST OF INSTALLATION.

⚠ EMERGENCY VEHICLE LIGHT DETECTOR
CONFIRMATION BEACON

EXISTING AND PROPOSED CONTROLLER SEQUENCE

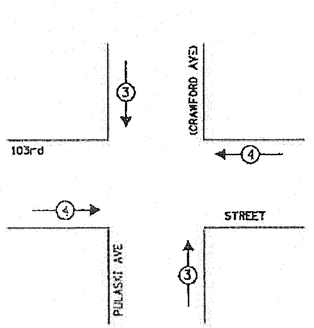


PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
D	= 8	- 1

⚠ EMERGENCY VEHICLE PREEMPTION SEQUENCE



⚠

PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →

⚠ SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	244
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	244
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	EACH	1

⚠

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE (INCAND.)	WATTAGE (LED)	X % OPERATION	
SIGNAL (RED)	13		17	0.50	110.50
(YELLOW)	13		25	0.25	81.25
(GREEN)	13		15	0.25	48.75
ARROW	20		12	0.10	24.00
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	564.50

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT:
PHONE:
COMPANY:

FOUNDATION (DEPTH)	FT.	(m)
TYPE A - POST	4	(1.2)
D - CONTROLLER	4	(1.2)
E - M. ARM POLE		
24" (600mm)	10	(3.0)
30" (750mm)	15	(4.6)
36" (900mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (E) POLE	20'-2"	16m+L-0.6m)
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE:
- PUSH BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
- PUSH BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.
- PUSH BUTTON "D" SHALL PLACE A CALL IN PHASES 8 AND 2

⚠
THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE "OPTICON" TO MATCH THE EXISTING SYSTEM AND MUNICIPAL REQUIREMENTS

⚠
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

⚠ INSTALLATION OF EMERGENCY VEHICLE PREEMPTION

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

EDWIN HANCOCK ENGINEERING COMPANY
CONSULTING ENGINEERS
9933 ROOSEVELT ROAD (708) 865-0330 WESTCHESTER, ILLINOIS 60154-7780
ESTABLISHED 1911

prepared by METRO for EDWIN HANCOCK COMPANY
METRO TRANSPORTATION GROUP, INC.
(TRANSPORTATION, PLANNING, ENGINEERING, AND DESIGN)
1000 CRAIG ROAD, SUITE 215, HANOVER PARK, IL 60133
PH# (630) 213-1000

CABLE PLAN, PHASE DESIGNATION DIAGRAM AND SCHEDULE OF QUANTITIES
103rd STREET at PULASKI AVE.
OAKLAWN, ILLINOIS

⚠ CDOEL 6-27-08
REVISIONS: 2-3-09

SCALE:
DRAWN BY:
BOOK NO.: 1386
DATE: 12-1-01
E.N.E. NO.: 1640-05-2510

SHEET 77 OF 105

FILE NAME = N:\Oaklawn\160313\Civil\std_160313-04.sht	USER NAME = jhouseh	DESIGNED - JEH	REVISED -
		DRAWN - EDT	REVISED -
	PLOT SCALE = NOT TO SCALE	CHECKED - LMF	REVISED -
	PLOT DATE = 9/28/2016	DATE - 9/28/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN FOR PULASKI ROAD

SCALE: N.T.S. | SHEET NO. 30 OF 30 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1574	16-00188-00-RS	COOK	30	30
CONTRACT NO. 61D46				
ILLINOIS	FED. AID PROJECT			