

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15-00193-00-RS	COOK	56	1	
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61C25		

1515/2766/1352/1284

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

FAU 1515 /2766 (PATRIOT BOULEVARD) – EAST LAKE AVENUE TO LEHIGH AVENUE
FAU ROUTE 1352 (CHESTNUT AVENUE) – PATRIOT BOULEVARD TO LEHIGH AVENUE
FAU 1284 (WEST LAKE AVENUE) – NORTH LAKE TERRACE TO PATRIOT BOULEVARD

RESURFACING

SECTION: 15-00193-00-RS

PROJECT: M-4003(612)

VILLAGE OF GLENVIEW

COOK COUNTY

C-91-116-16

SN: 016-0533

PATRIOT BOULEVARD
IMPROVEMENT ENDS
STA. 227 + 95



TRAFFIC DATA

PATRIOT BOULEVARD
POSTED SPEED LIMIT = 30-35 MPH
2015 ADT = 12,000-17,400
MINOR ARTERIAL

CHESTNUT AVENUE
POSTED SPEED LIMIT = 25 MPH
2015 ADT = 8,400
URBAN COLLECTOR

WEST LAKE AVENUE
POSTED SPEED LIMIT = 30 MPH
2015 ADT = 10,600
URBAN COLLECTOR

PATRIOT BOULEVARD
OMISSION ENDS
STA. 206 + 10

PATRIOT BOULEVARD
OMISSION BEGINS
STA. 203 + 05

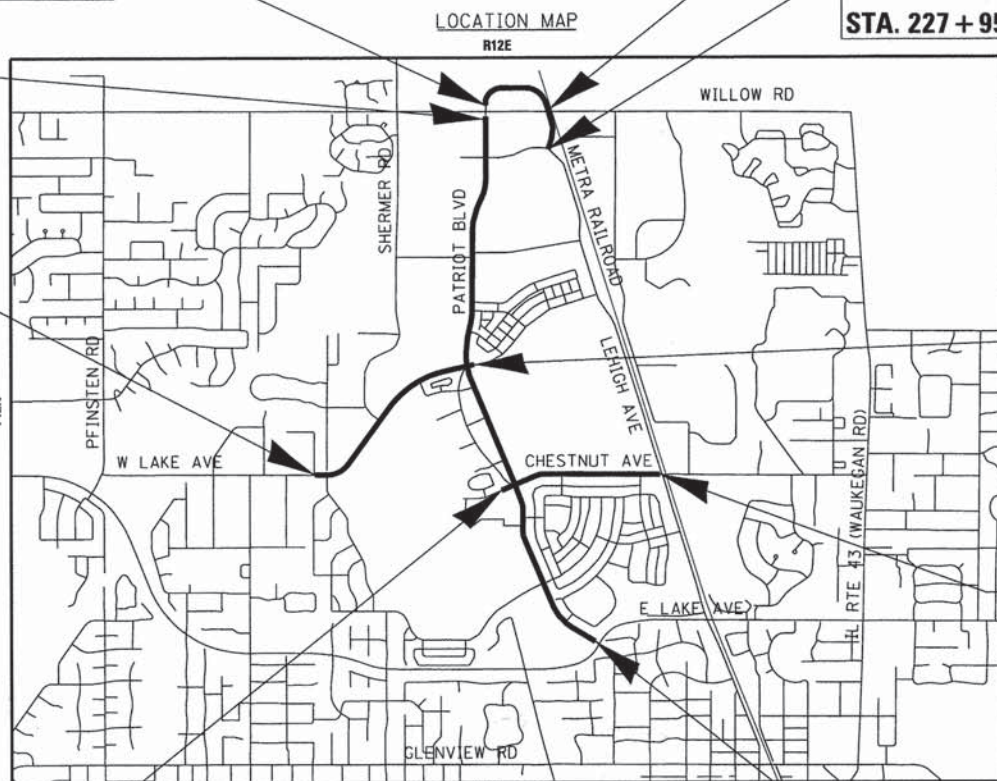
WEST LAKE AVENUE
IMPROVEMENT BEGINS
STA. 297 + 24

WEST LAKE AVENUE
IMPROVEMENT ENDS
STA. 335 + 40

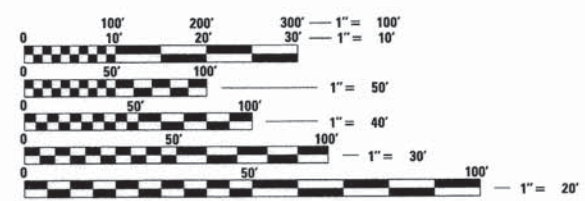
CHESTNUT AVENUE
IMPROVEMENT ENDS
STA. 228 + 36

PATRIOT BOULDEVARD
IMPROVEMENT BEGINS
STA. 100 + 52

CHESTNUT AVENUE
IMPROVEMENT BEGINS
STA. 196 + 25



NORTHFIELD TWP; SECTIONS 22,27,34; T42N; R12E OF THE THIRD PRINCIPAL MERIDIAN
GROSS LENGTH = 19,770 FT. = 3.744 MILE
NET LENGTH = 19,465 FT. = 3.687 MILE



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. DESIGN STAGE REQUEST
DIG. No.



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = COOK
CITY-TWNHP. = GLENVIEW-NORTHFIELD
SEC. & 1/4 SEC. NO. = 22, 27, 34
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61C25



TODD L. HOFMANN
62-058724
LICENSED PROFESSIONAL ENGINEER
OF THE STATE OF ILLINOIS
PROJECT MANAGER
"LICENSE EXPIRES 11-30-17"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED December 2, 2015
Diana E. Schneider, Village Engineer
VILLAGE OF GLENVIEW

PASSED DECEMBER 16, 2015
[Signature]
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW December 17, 2015
[Signature]
DEPUTY DIRECTOR OF
HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

12/7/2015 10:03:51 AM C:\Users\pawad\OneDrive\Documents\150009.29\150009.29.dgn
 FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E., 847-705-0021 SCHAUMBURG, IL

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

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50	DISTRICT 1 DETAIL - TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
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COMMITMENTS

THERE ARE NO COMMITMENTS ON THIS PROJECT.

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 Eng\150009.dgn
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BAXTER & WOODMAN <small>Consulting Engineers</small>	DESIGNED - JCC	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - TLH	REVISED -
	DATE - 12-7-15	FILE - 150009-GenNotes.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, HIGHWAY STANDARDS
AND COMMITMENTS**

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	2
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, FIBER OPTICS, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL PROCURE PERMITS FROM METRA AND COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS. SEE [HTTP://WWW.COOKCOUNTYIL.GOV/DEPARTMENT-OF-TRANSPORTATION-AND-HIGHWAYS/PERMITS/](http://www.cookcountyil.gov/department-of-transportation-and-highways/permits/) AND THE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS AND DETAILS.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS OFFICE (847-657-3030) AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
- CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER. SIDE CURBS SHOWN IN IDOT HIGHWAY STANDARDS SHALL NOT BE INSTALLED ON THIS PROJECT.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 8-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS AND TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES RESIDENTIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 1/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5- FEET.
- A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS OR BUSINESS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
- DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A REPLACEABLE CAST-IN-PLACE PANELS MANUFACTURED BY ADA SOLUTIONS INCORPORATED. THE PANEL SHALL COMPLY WITH ADA REQUIREMENTS. THE PANEL COLOR SHALL BE BRICK RED UNLESS DETERMINED OTHERWISE BY THE ENGINEER. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AND THE APPLICABLE HIGHWAY STANDARD.
- PER THE VILLAGE'S ORDINANCE, THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM-7:00 PM MONDAY THROUGH FRIDAY, 9:00 AM-5:00 PM SATURDAYS. WORK ON SATURDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE. NO WORK WILL BE PERMITTED ON SUNDAY OR VILLAGE OBSERVED HOLIDAYS WITHOUT THE ENGINEER'S WRITTEN APPROVAL. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING/STARTING UP/DIDLING OF ANY MACHINERY OR ENGINES.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY AND PRIOR TO ACCEPTANCE OF THE IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
- AGGREGATE BASE COURSE, TYPE B - 4" SHALL BE INSTALLED UNDER ALL DRIVEWAY PAVEMENTS CONSTRUCTED ACCORDING TO IDOT DISTRICT ONE DETAIL BD-01. THE AGGREGATE BASE COURSE, TYPE B - 4" WILL BE PAID FOR SEPARATELY.
- IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD AT THE JOB SITE PRIOR TO BIDDING ON THE PROJECT AND PRIOR TO ORDERING MATERIALS AND COMMENCEMENT OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK; OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIALS PROVISIONS, STANDARD SPECIFICATIONS AND/OR DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE MEANING OF THE CONSTRUCTION PLANS AND/OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
- THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
- ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

GENERAL NOTES (CONTINUED)

- THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING: THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND 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 OR UTILITY OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY AND COORDINATE WITH IMPACTED UTILITY OWNERS AND HIS CONSTRUCTION SCHEDULE.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
- ALL NEW DRAINAGE STRUCTURE FRAMES AND LIDS SHALL BE NEENAH FOUNDRY R-1713 WITH TYPE G OPEN LIDS UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS.
- DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE MUNICIPALITY A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
- THE COST OF MAKING ANY SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
- COOK COUNTY DIVISION OF HIGHWAYS IS NOT PART OF JULIE. FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT AT EAST LAKE AVENUE, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL, AND LANDSCAPING DIVISION AT 312-603-1730.
- FOR LOCATION OF UNDERGROUND COOK COUNTY MAINTAINED FACILITIES, SEE COUNTY SPECIAL PROVISION FOR "TRAFFIC SIGNAL WORK GENERAL".
- THE EXISTING TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF EAST LAKE AND PATRIOT BOULEVARD IS UNDER THE JURISDICTION OF COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS. FOR THIS LOCATION, TRAFFIC SIGNAL WORK SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION "COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS TRAFFIC SIGNAL REQUIREMENTS".

EROSION CONTROL NOTES

- ALL AREAS LOCATED DOWNSTREAM FROM DISTURBED AREAS OF CONSTRUCTION SHALL BE PROTECTED FROM POTENTIAL INCREASE OF EROSION AND SEDIMENTATION RESULTING FROM UPSTREAM ACTIVITIES.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF CONSTRUCTION SITE THAT ARE NOT TO BE GRADED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL SODDING IS PERFORMED.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED AND FUNCTIONAL PRIOR TO THE START OF DISTURBANCE.
- STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE SHALL THESE MEASURES BE INSTALLED MORE THAN 7 DAYS AFTER THE CONSTRUCTION IN THIS AREA TEMPORARILY OR PERMANENTLY CEASES.
- ALL STORM SEWER STRUCTURES THAT RECEIVE RUNOFF DURING CONSTRUCTION SHALL INCLUDE INLET PROTECTION FILTERS TO PREVENT DEBRIS AND EXCESSIVE SEDIMENT FROM ENTERING THE STORM SEWER SYSTEM. THESE PROTECTIVE MEASURES SHALL BE PROPERLY INSTALLED, MAINTAINED, AND REMOVED IN THEIR ENTIRETY AFTER THE AREA TRIBUTARY TO THE STORM STRUCTURE IS STABILIZED.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT SHALL BE PROPERLY STABILIZED OR DISPOSED.
- REPAIR, REPLACE OR MAINTAIN EROSION AND SEDIMENT CONTROL STRUCTURES AFTER A RAINFALL EVENT OF 1/2 INCH OR MORE OVER A 24-HOUR PERIOD AND ON A BI-WEEKLY BASIS AS A MINIMUM.
- MAKE ADJUSTMENTS TO THE SEDIMENTATION AND EROSION CONTROL PLAN AND METHODS, AS NEEDED, TO ACCOMPLISH THE INTENDED PURPOSE.
- ALL ADJACENT ROADWAYS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY OR AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL AND/OR DEBRIS UPON OR INTO ANY CHANNEL, DITCH, SWALE OR ANY OTHER TEMPORARY OR PERMANENT LOCATIONS MEANT TO CONVEY SITE DRAINAGE.
- IF THE CONTRACTOR IS NOTIFIED BY THE ENGINEER OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY, THE DEFICIENCY MUST BE CORRECTED WITHIN 24-HOURS OF BEING NOTIFIED.

MAINTENANCE OF TRAFFIC NOTES

- THE CONTRACTOR SHALL NOT BEGIN WORK ON THIS CONTRACT PRIOR TO JULY 5TH, 2016 UNLESS WRITTEN APPROVAL IS OBTAINED FROM THE VILLAGE OF GLENVIEW.
- DUE TO A GLENVIEW PARK DISTRICT SPECIAL TRIATHLON EVENT OCCURRING ON JULY 31, 2016, NO ROUGH OR GROOVED ROADWAY SURFACES RESULTING FROM HMA SURFACE REMOVAL WILL BE ALLOWED WITHIN THE BELOW LISTED LIMITS ON JULY 27 2016 THROUGH AUGUST 1, 2016. AREAS WHERE HMA SURFACE REMOVAL HAS OCCURRED PRIOR TO JULY 27, 2016 MUST HAVE FINAL HMA SURFACE COURSE INSTALLED PRIOR TO JULY 27, 2016. IN ADDITION, OTHER CONSTRUCTION ACTIVITIES SUCH AS CURB & GUTTER REMOVAL & REPLACEMENT, SIDEWALK REMOVAL & REPLACEMENT, AND/OR OTHER CONSTRUCTION ACTIVITIES AS DETERMINED BY THE ENGINEER WHICH ARE DEEMED BY THE VILLAGE TO IMPACT THE GLENVIEW PARK DISTRICT SPECIAL EVENT MUST NOT BE ONGOING WITHIN THE BELOW LIMITS BETWEEN JULY 27, 2016 AND AUGUST 1, 2016:
 - WEST LAKE AVENUE (ENTIRE LIMITS)
 - CHESTNUT AVENUE (ENTIRE LIMITS)
 - PATRIOT BOULEVARD (WEST LAKE AVENUE TO LEHIGH AVENUE)
 - PATRIOT BOULEVARD (AT INDEPENDENCE AVENUE)
 - CARDINAL ROAD (AT LEHIGH AVENUE)
- PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL SUBMIT FOR VILLAGE APPROVAL A PROPOSED SEQUENCE OF CONSTRUCTION DETAILING, IN MEMO OR BAR CHART FORMAT, THE ORDER AND DURATION FOR CONSTRUCTIONS ACTIVITIES.

THE SEQUENCE OF CONSTRUCTION MUST ALSO MEET THE FOLLOWING REQUIREMENTS:

- TO MAINTAIN PEDESTRIAN ACCOMMODATIONS, SIDEWALK REPAIRS MUST BE COMPLETED ON ONE SIDE OF THE STREET PRIOR TO BEGINNING SIDEWALK REPAIRS ON THE OPPOSITE SIDE.
- FINAL SURFACE SHALL BE COMPLETED WITHIN TEN (10) CALENDAR DAYS AFTER SURFACE REMOVAL HAS OCCURRED FOR THAT PORTION OF PROJECT.
- SURFACE REMOVAL AND RESURFACING OF PATRIOT BOULEVARD SHALL OCCUR IN A MINIMUM OF TWO STAGES. SURFACE REMOVAL AND RESURFACING ACTIVITIES ON PATRIOT BOULEVARD FROM EAST LAKE AVENUE TO WEST LAKE AVENUE SHALL BE COMPLETED UNTIL AFTER SURFACE REMOVAL AND RESURFACING ACTIVITIES ON PATRIOT BOULEVARD FROM WEST LAKE AVENUE TO WILLOW ROAD HAVE BEEN COMPLETED. WORK ON CHESTNUT AVENUE AND WEST LAKE AVENUE SHALL OCCUR BEFORE, DURING, OR AFTER PATRIOT BOULEVARD AS APPROVED BY THE ENGINEER IN ORDER TO MINIMIZE DISTURBANCE TO PEDESTRIAN AND VEHICULAR TRAFFIC WITHIN THE PROJECT LIMITS.
- THE CONTRACTORS PROGRESS SCHEDULE, AS REQUIRED BY ARTICLE 108.02, SHALL BE COMPATIBLE WITH THE PROPOSED SEQUENCE OF CONSTRUCTION. A REVISED SEQUENCE OF CONSTRUCTION SHALL BE REQUIRED IF A REVISED PROGRESS SCHEDULE IS SUBMITTED.

THE COST OF ADDITIONAL DEPLOYMENTS, SETUPS AND/OR MOBILIZATIONS NEEDED FOR STAGED CONSTRUCTION SHALL BE INCLUDED IN THE COST OF MOBILIZATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CONTRACTOR WILL BE REQUIRED TO ATTEND WEEKLY PROGRESS MEETINGS WITH THE DEPARTMENT, VILLAGE, AND ENGINEER TO PROVIDE THE ENGINEER AND VILLAGE WEEKLY UPDATES ON THE PROPOSED WORK SCHEDULE AND UPCOMING SEQUENCE OF CONSTRUCTION ACTIVITIES. NO PAYMENT UNDER THIS CONTRACT WILL BE MADE UNTIL A SEQUENCE OF CONSTRUCTION HAS BEEN SUBMITTED FOR APPROVAL. PAYMENT MAY BE WITHHELD UNTIL A SATISFACTORY SEQUENCE OF CONSTRUCTION SEQUENCE OF CONSTRUCTION HAS BEEN SUBMITTED AND APPROVED.

- EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY SIGNIFICANT CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES.
- ALL LANES SHALL BE OPEN TO TRAFFIC AT THE END OF EACH DAY, MAINTAINING EXISTING LANE WIDTHS.
- DAILY LANE CLOSURES SHALL BE ALLOWED DURING WORK HOURS AND SHALL BE IN ACCORDANCE WITH THE APPLICABLE HIGHWAY STANDARDS. MINIMUM ONE 10' WIDE LANE SHALL REMAIN OPEN IN EACH DIRECTION AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO DRIVEWAYS AND SIDE ROADS DURING CONSTRUCTION, UTILIZING PAY ITEM AGGREGATE SURFACE COURSE, TYPE B, AS DIRECTED BY THE ENGINEER.
- ALL COMMERCIAL PROPERTIES SHALL BE PROVIDED AT LEAST ONE INGRESS AND ONE EGRESS AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DRIVEWAY CLOSURES/MODIFICATIONS WITH THE LOCAL BUSINESSES AND THE ENGINEER. COMMERCIAL DRIVEWAYS WHICH CANNOT BE CLOSED, AS DETERMINED BY THE ENGINEER, SHALL BE CONSTRUCTED IN STAGES OR WILL BE CONSTRUCTED WHEN BUSINESSES ARE NOT OPEN USING HIGH EARLY STRENGTH CONCRETE.
- ALL DRUMS AND VERTICAL PANELS SHALL BE EQUIPPED WITH STEADY BURN BI-DIRECTIONAL LIGHTS. SPACING SHALL BE AT 50 FOOT INTERVALS ALONG WORK AREAS AND 25 FEET WHERE DIRECTION CHANGES AND TAPERS OCCUR, OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCTION VEHICLES AND/OR EQUIPMENT SHALL NOT BE PARKED OVERNIGHT WITHIN VILLAGE RIGHT-OF-WAY IN FRONT OF COMMERCIAL BUSINESS PROPERTIES. THE ENGINEER WILL ASSIST THE CONTRACTOR IN IDENTIFYING CONSTRUCTION STAGING LOCATIONS AT THE START OF CONSTRUCTION.
- TWO WEEKS PRIOR TO THE START OF CONSTRUCTION, CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT APPROXIMATELY STATION 102+00 RT (PATRIOT BOULEVARD), 226+50 LT (CHESTNUT AVENUE), 297+50 RT (WEST LAKE AVENUE) AND 195+00 LT (PATRIOT BOULEVARD) AND REMAIN FOR THE DURATION OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE SIGNS SHALL DISPLAY MESSAGES PROVIDED BY ENGINEER.
- WHEN TEMPORARY PAVEMENT MARKINGS ARE NEEDED IN EXCESS OF 14 CALENDAR DAYS, TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN LIEU OF SHORT TERM PAVEMENT MARKINGS EXCEPT ON FINAL SURFACE TREATMENTS. A QUANTITY OF TEMPORARY PAVEMENT MARKINGS HAS BEEN INCLUDED IN THE CONTRACT FOR THIS WORK.
- A QUANTITY OF AGGREGATE SURFACE COURSE, TYPE B HAS BEEN INCLUDED FOR CONSTRUCTING TEMPORARY ACCESS FOR DRIVEWAYS OR SIDEWALKS AS DIRECTED BY THE ENGINEER.
- ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY OF A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, EROSION CONTROL NOTES
AND MAINTENANCE OF TRAFFIC NOTES**

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	3
•	1515/2766/1352/1284	CONTRACT NO.	61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005 STU
60406000	FRAME AND LID TYPE 1 OPEN LID	EACH	12	12
60500050	REMOVING CATCH BASINS	EACH	2	2
60500060	REMOVING INLETS	EACH	5	5
67100100	MOBILIZATION	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12
70300100	SHORT TERM PAVEMENT MARKING	FOOT	40,000	40,000
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	20,992	20,992
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	13,333	13,333
72000100	SIGN PANEL - TYPE 1	SQ FT	34	34
72000200	SIGN PANEL - TYPE 2	SQ FT	66	66

* SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005 STU
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	160	160
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2,867	2,867
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	20,992	20,992
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	12,242	12,242
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,437	2,437
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4,969	4,969
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	999	999
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	308	308
* 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	210	210
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,088	1,088
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,088	1,088
* 84200804	REMOVAL OF POLE FOUNDATION	EACH	1	1
* 85000300	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	LSUM	1	1
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	5,984	5,984
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,801	3,801

* SPECIALTY ITEM

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1515/2766/1352/1284	15-00193-00-R5	COOK	56	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612			CONTRACT NO. 61C25	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005 STU
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	61	61
Z0018300	DRAINAGE STRUCTURE REPAIR	EACH	42	42
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	154.2	154.2
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1
X2110100	TOPSOIL FURNISH AND PLACE, SPECIAL	CU YD	310	310
* X0327068	PAVEMENT COLOR AND TEXTURE (SPECIAL)	SQ YD	95	95
X0324380	REMOVE AND REPLACE LID	EACH	278	278
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	100	100
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	32,000	32000
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	50	50
X6040205	FRAMES AND LIDS, SPECIAL	EACH	49	49

* SPECIALTY ITEM

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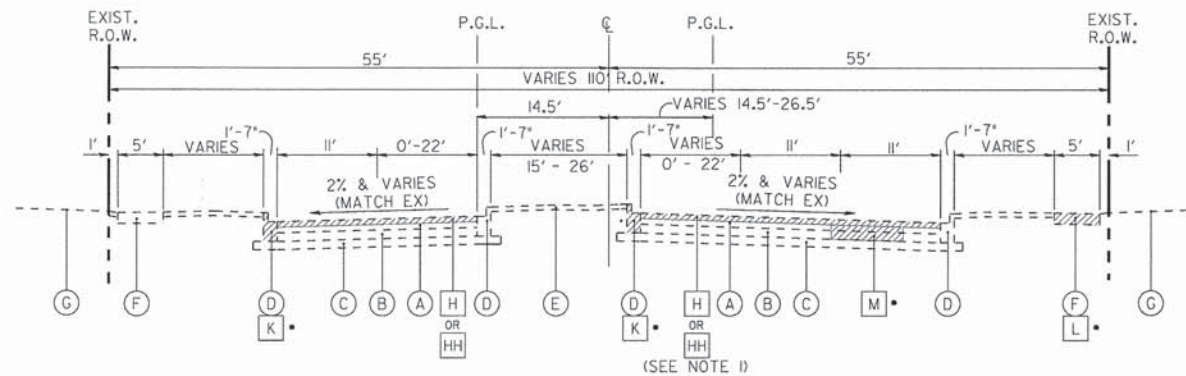
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

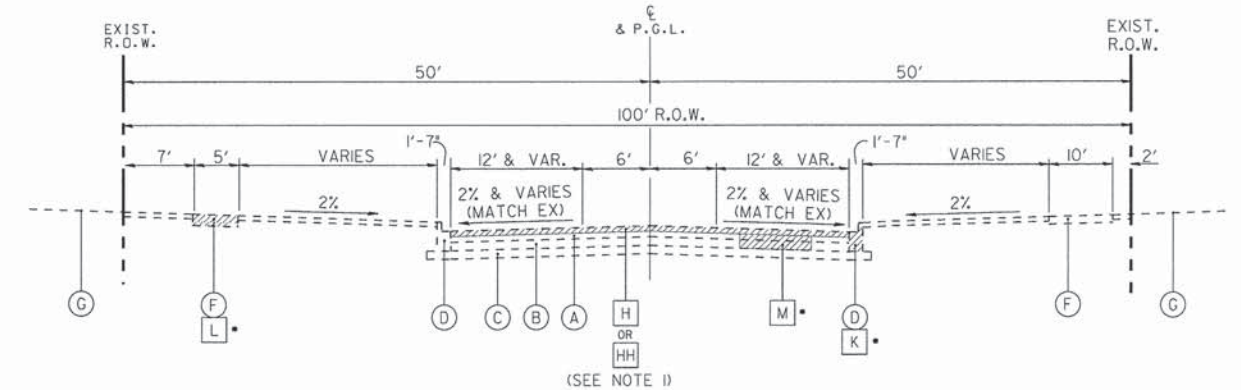
SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

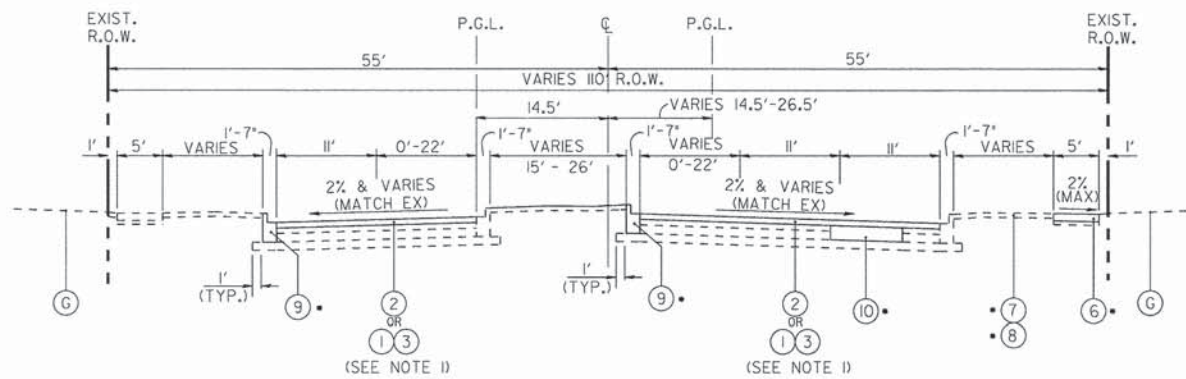
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1515/2766/1352/1284	15-00193-00-RS	COOK	56	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)			CONTRACT NO. 61C25	



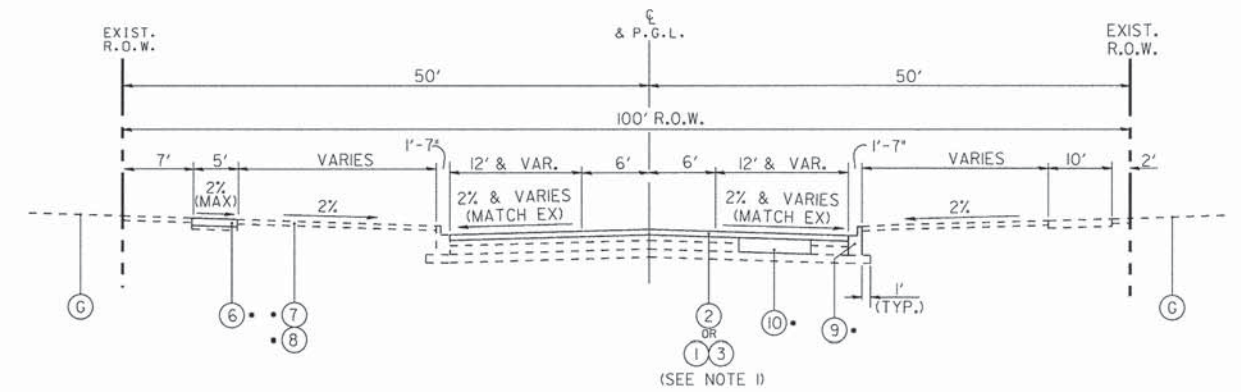
EXISTING TYPICAL SECTION
PATRIOT BOULEVARD
STA. 100+52 TO 203+05
• AS DETERMINED BY THE ENGINEER



EXISTING TYPICAL SECTION
PATRIOT BOULEVARD
STA. 206+10 TO 227+95
• AS DETERMINED BY THE ENGINEER



PROPOSED TYPICAL SECTION
PATRIOT BOULEVARD
STA. 100+52 TO 203+05
• AS DETERMINED BY THE ENGINEER



PROPOSED TYPICAL SECTION
PATRIOT BOULEVARD
STA. 206+10 TO 227+95
• AS DETERMINED BY THE ENGINEER

TYPICAL SECTION NOTES

- RESURFACING THICKNESS AT INTERSECTIONS TO BE 1.75" HMA SURFACE COURSE PLUS 0.75" LEVEL BINDER. RESURFACING THICKNESS AT ROAD SEGMENTS TO BE 2" HMA SURFACE COURSE. SEE PLANS FOR LIMITS.
- LANDSCAPE DISTURBANCE AND RESTORATION ADJACENT TO CURB AND GUTTER OR SIDEWALK REPLACEMENT SHALL EXTEND NO MORE THAN 1.5' FROM THE EDGE OF THE ITEM BEING REPLACED UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SOD TYPE OR SEED SHALL BE DETERMINED BY THE ENGINEER.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

CONTRACTOR WILL MILL FIRST

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1.75 & 2"	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70: 0.75" & VARIES	4% @ 70 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0mm)	4% @ 70 Gyr.

NOTES:

- 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 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 12"
- (B) EXISTING AGGREGATE BASE COURSE, 10" - 13"
- (C) EXISTING SUB-GRADE
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.12
- (E) EXISTING TURF MEDIAN
- (F) EXISTING SIDEWALK
- (G) EXISTING GROUND SURFACE
- (H) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (HH) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- (J) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TOPSOIL)
- (K) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (L) SIDEWALK REMOVAL
- (M) CLASS D PATCHES, 12 INCH
- [Hatched Box] ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N70 - 1 3/4"
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N70 - 2"
- (3) LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 - 3/4"
- (4) NOT USED
- (5) CLASS D PATCHES, 12 INCH
- (6) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL (THICKEN TO 8 INCH IN COMMERCIAL DRIVEWAYS)
- (7) TOPSOIL FURNISH AND PLACE, 4"
- (8) SODDING / SEEDING
- (9) COMBINATION CONCRETE CURB AND GUTTER, REMOVAL AND REPLACEMENT
- (10) CLASS D PATCHES, 12 INCH

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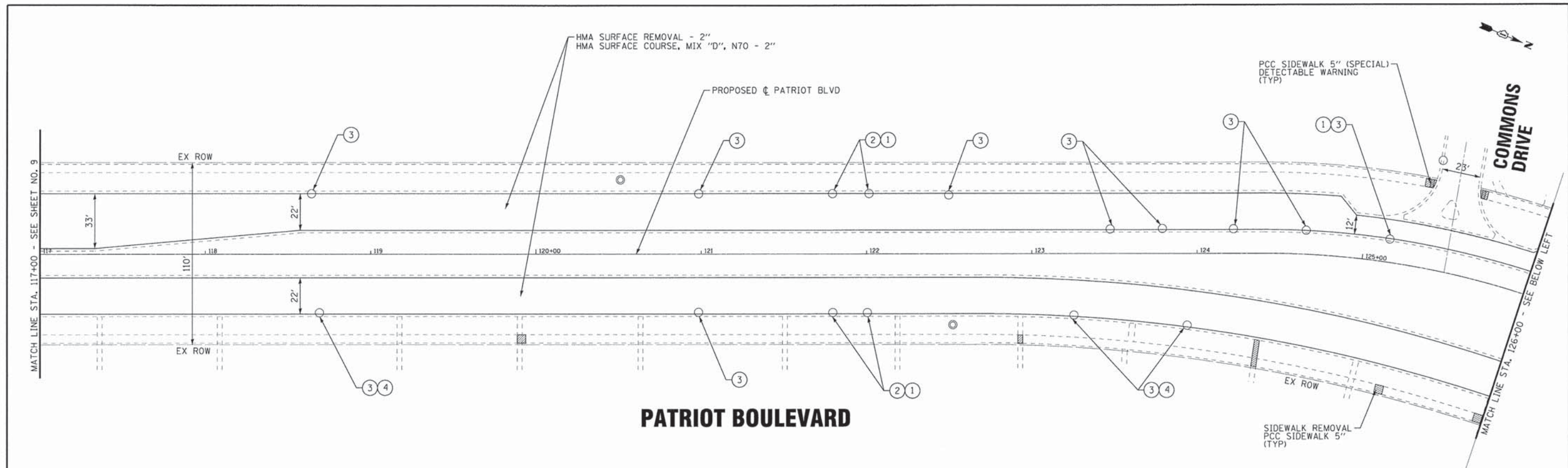
TYPICAL SECTIONS

SCALE: NONE

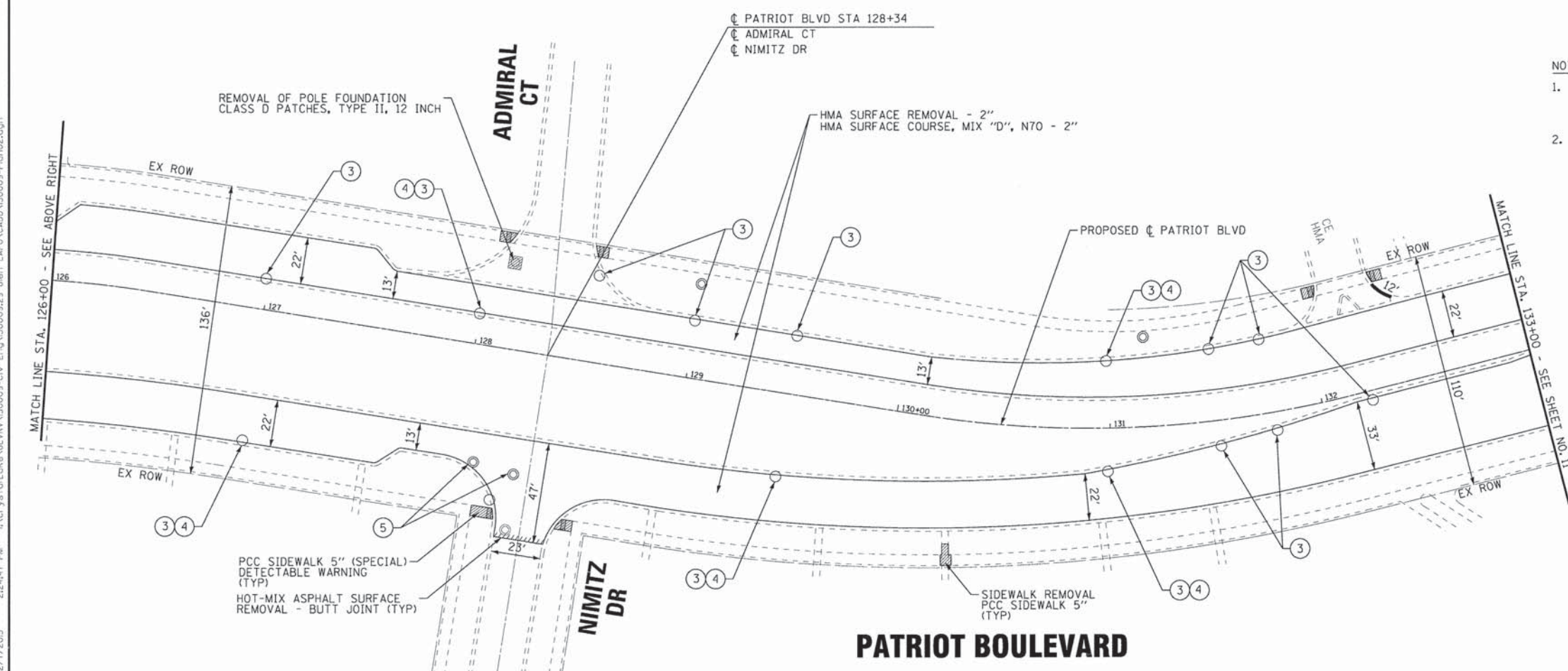
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	7
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40036121				

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PATRIOT BOULEVARD



PATRIOT BOULEVARD

- NOTES:**
1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

- LEGEND**
- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2" HMA SURFACE COURSE, MIX "D", N70 - 1 3/4" LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

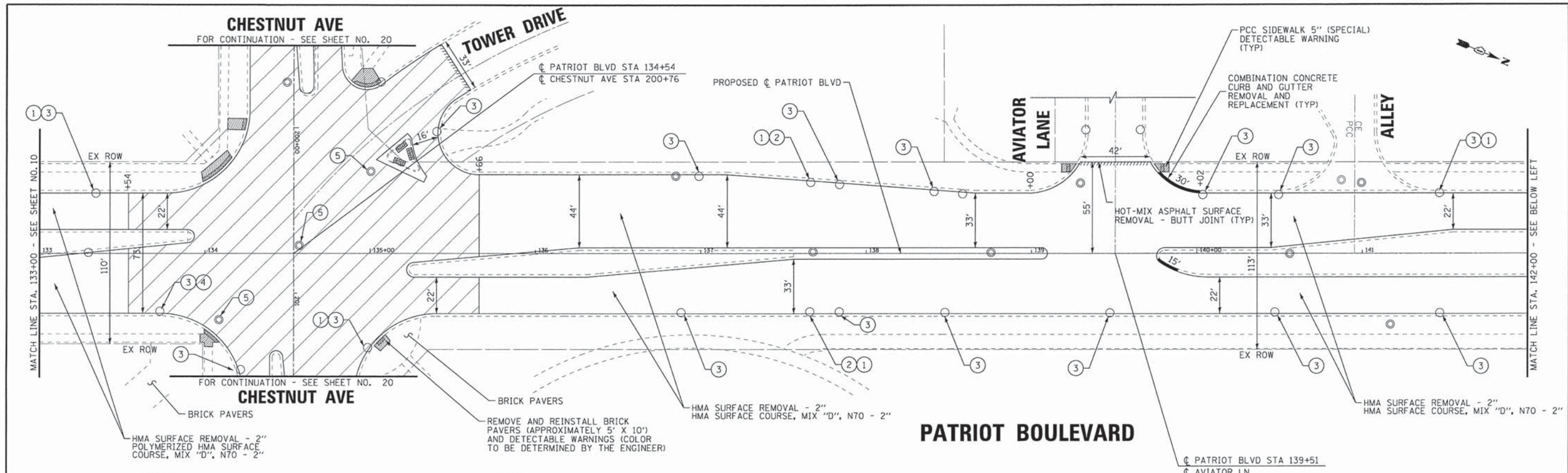
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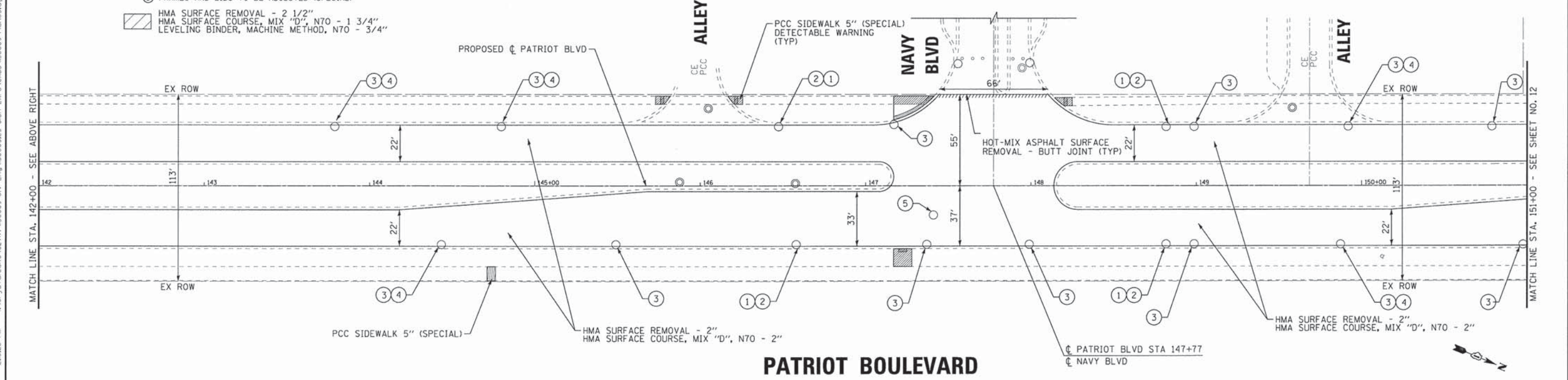
ROADWAY PLAN PATRIOT BOULEVARD	
SCALE: 1" = 30'	STA. 117+00 TO STA. 133+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	10
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				



- LEGEND**
- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2" HMA SURFACE COURSE, MIX "D", N70 - 1 3/4" LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

- NOTES:**
1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.



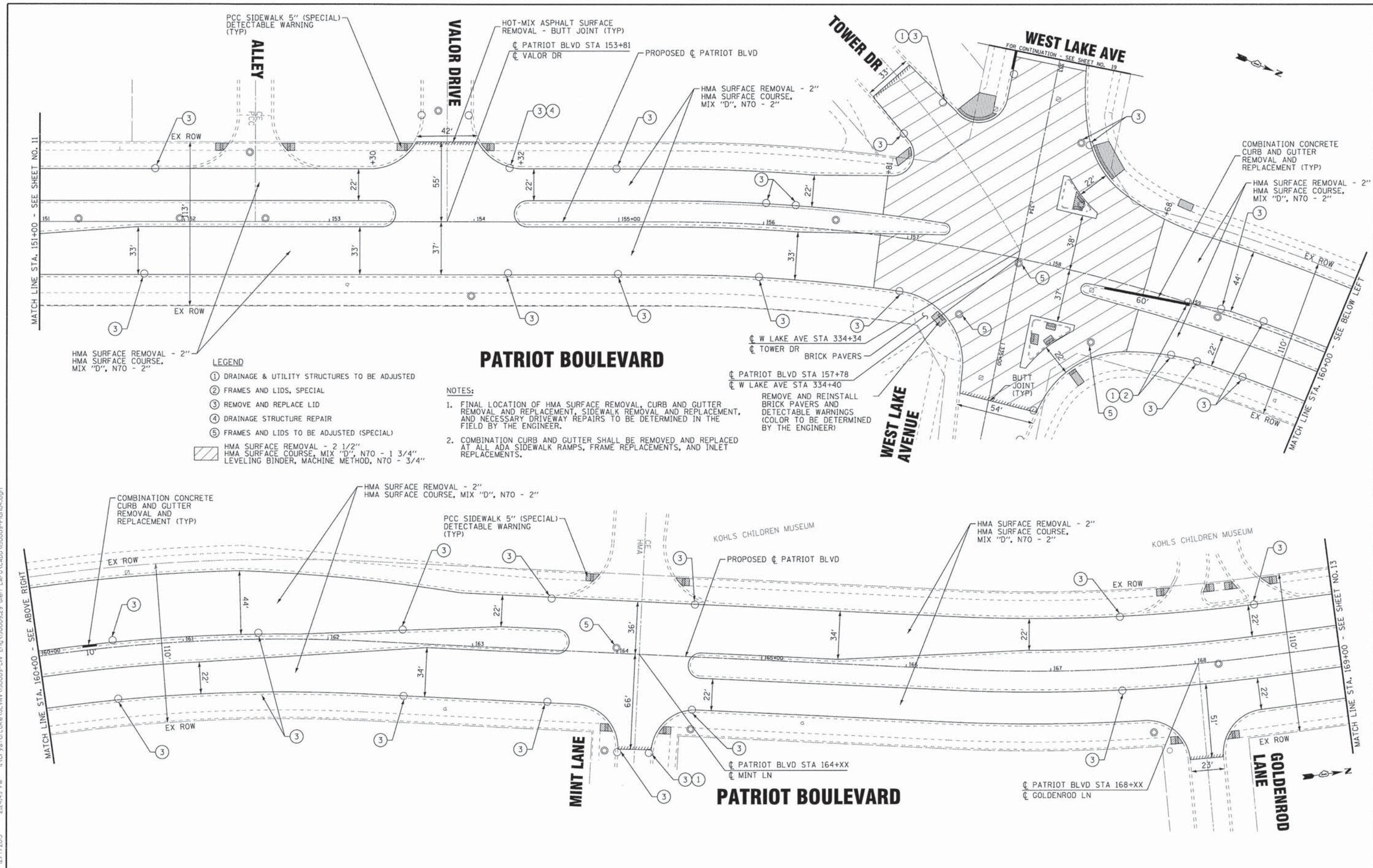
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ROADWAY PLAN		
PATRIOT BOULEVARD		
SCALE: 1" = 30'	STA. 133+00 TO STA. 151+00	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	11
• 1515/2766/1352/1284			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40036121				



HMA SURFACE REMOVAL - 2"
HMA SURFACE COURSE,
MIX "D", N70 - 2"

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- ② FRAMES AND LIDS, SPECIAL
- ③ REMOVE AND REPLACE LID
- ④ DRAINAGE STRUCTURE REPAIR
- ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

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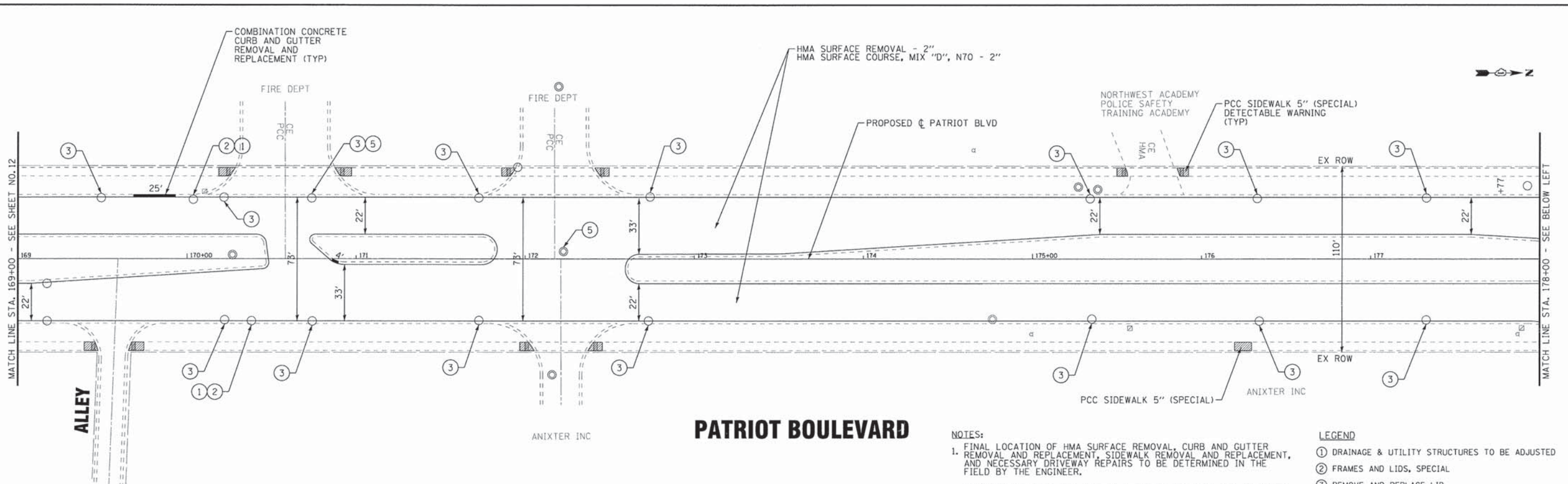


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DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
PATRIOT BOULEVARD**
 SCALE: 1" = 30'
 STA. 151+00 TO STA. 169+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00193-00-RS	COOK	56	12
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				



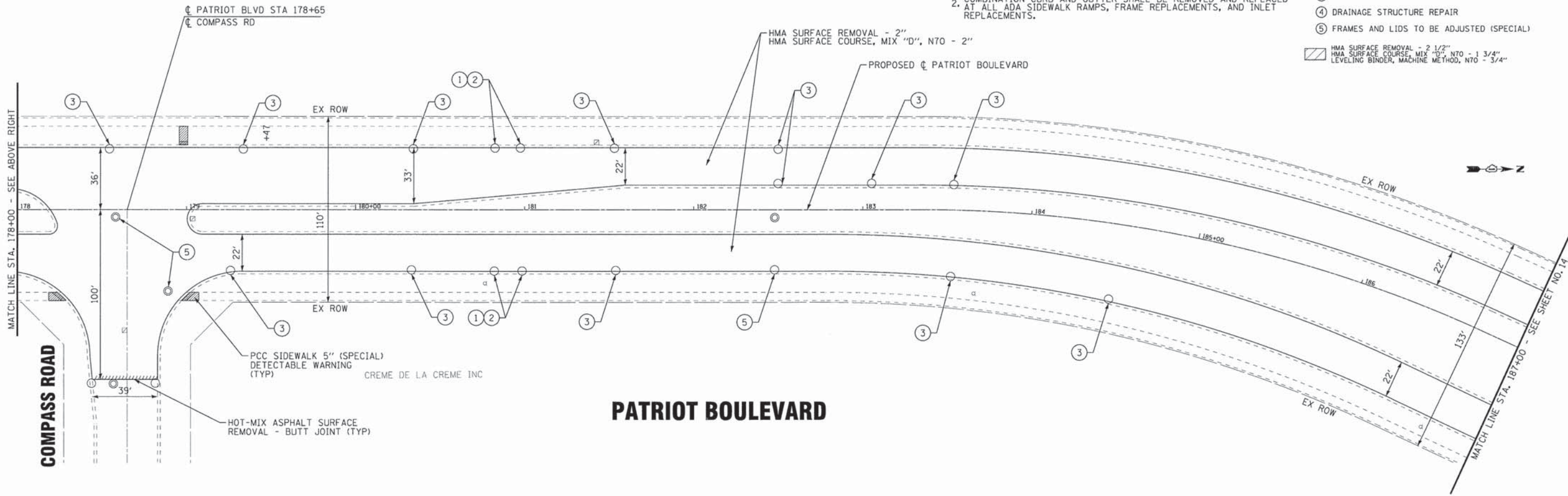
PATRIOT BOULEVARD

NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2" HMA SURFACE COURSE, MIX "D", N70 - 1 3/4" LEVELING BINDER, MACHINE METHOD, N70 - 3/4"



PATRIOT BOULEVARD

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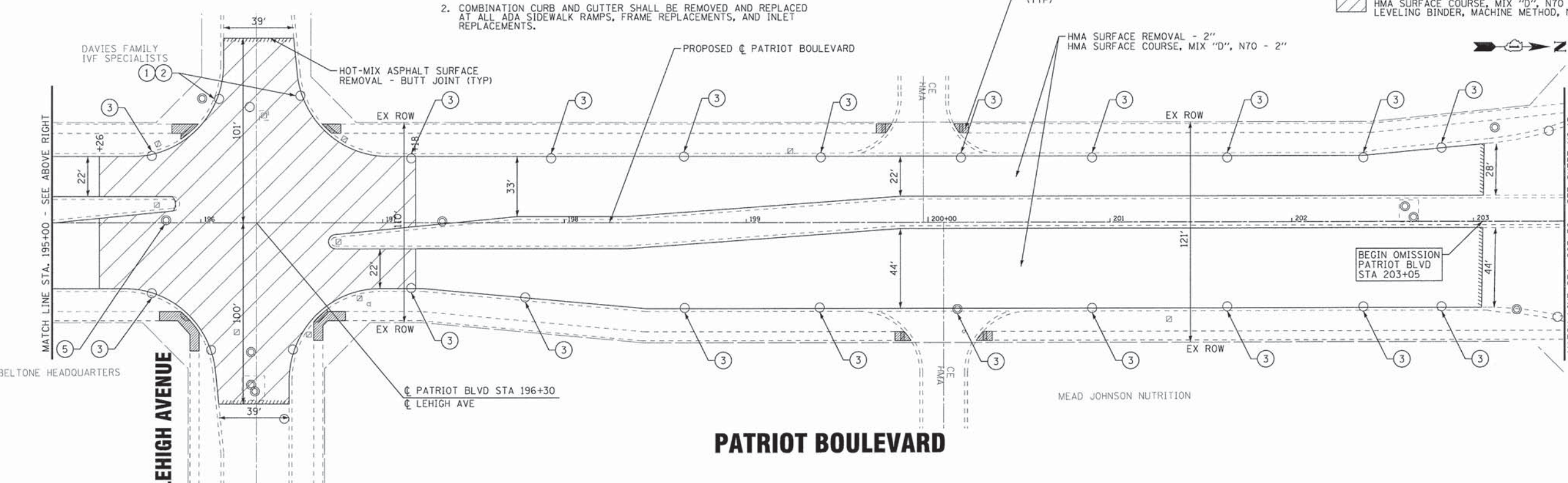
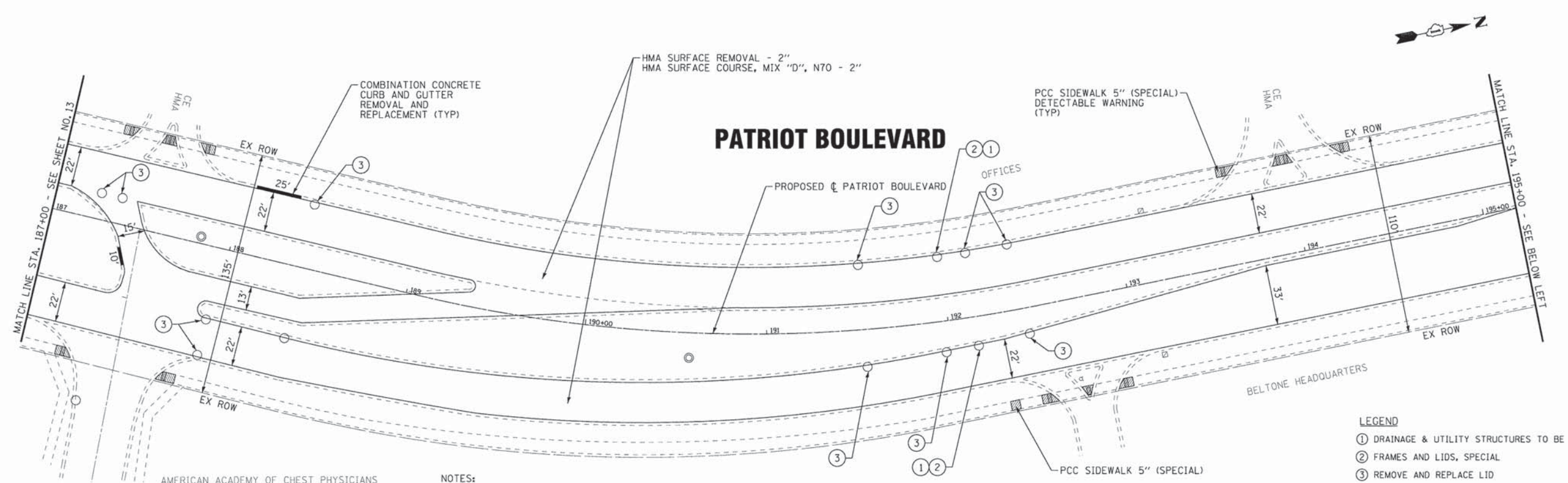
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
PATRIOT BOULEVARD**

SCALE: 1" = 30'

STA. 169+00 TO STA. 187+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COCK	56	13
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(612)				



- NOTES:**
1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

- LEGEND**
- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
 HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
 LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

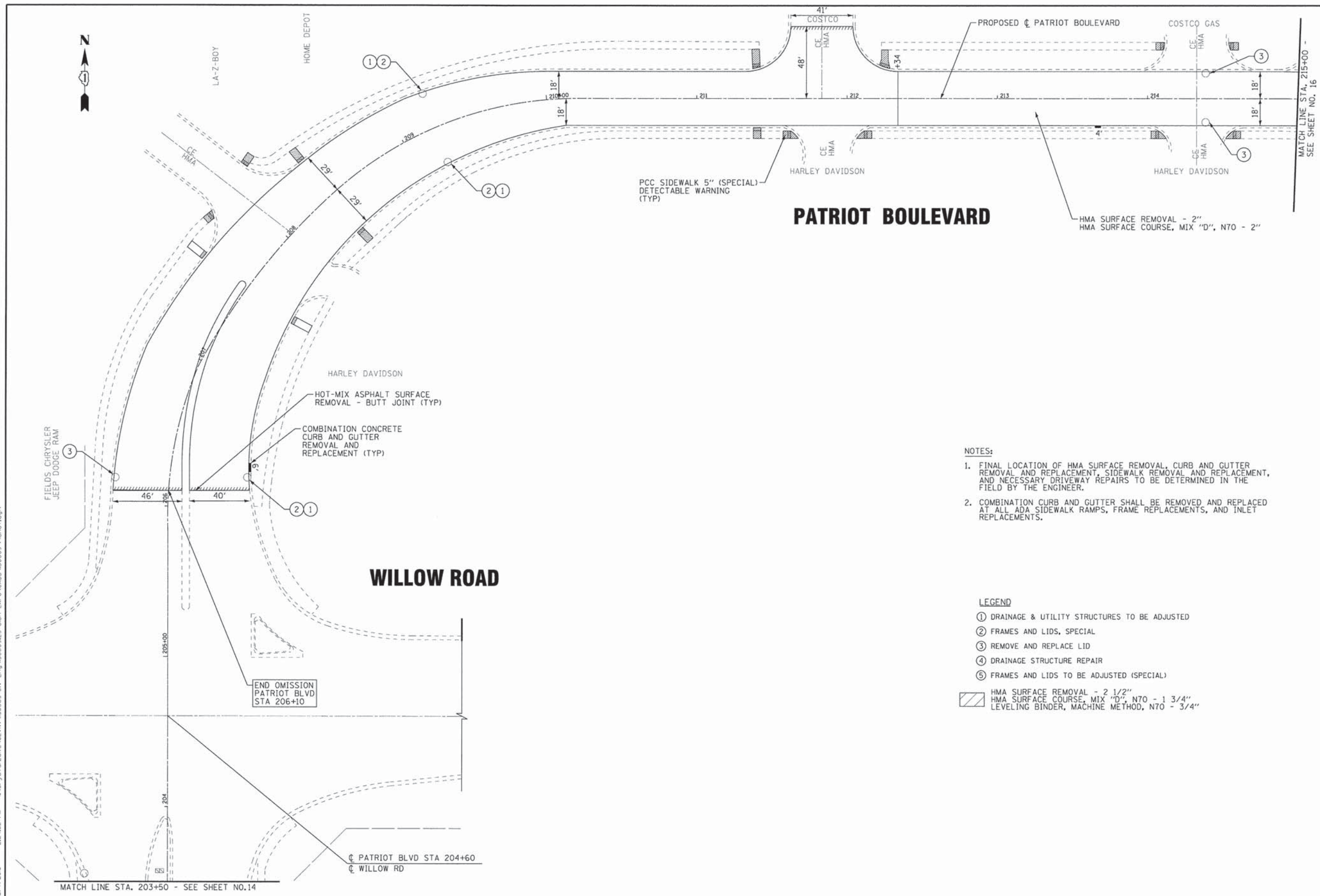
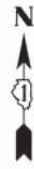
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN PATRIOT BOULEVARD	
SCALE: 1" = 30'	STA. 187+00 TO STA. 203+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	14
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40031612				



PCC SIDEWALK 5" (SPECIAL)
DETECTABLE WARNING
(TYP)

PATRIOT BOULEVARD

HMA SURFACE REMOVAL - 2"
HMA SURFACE COURSE, MIX "D", N70 - 2"

NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

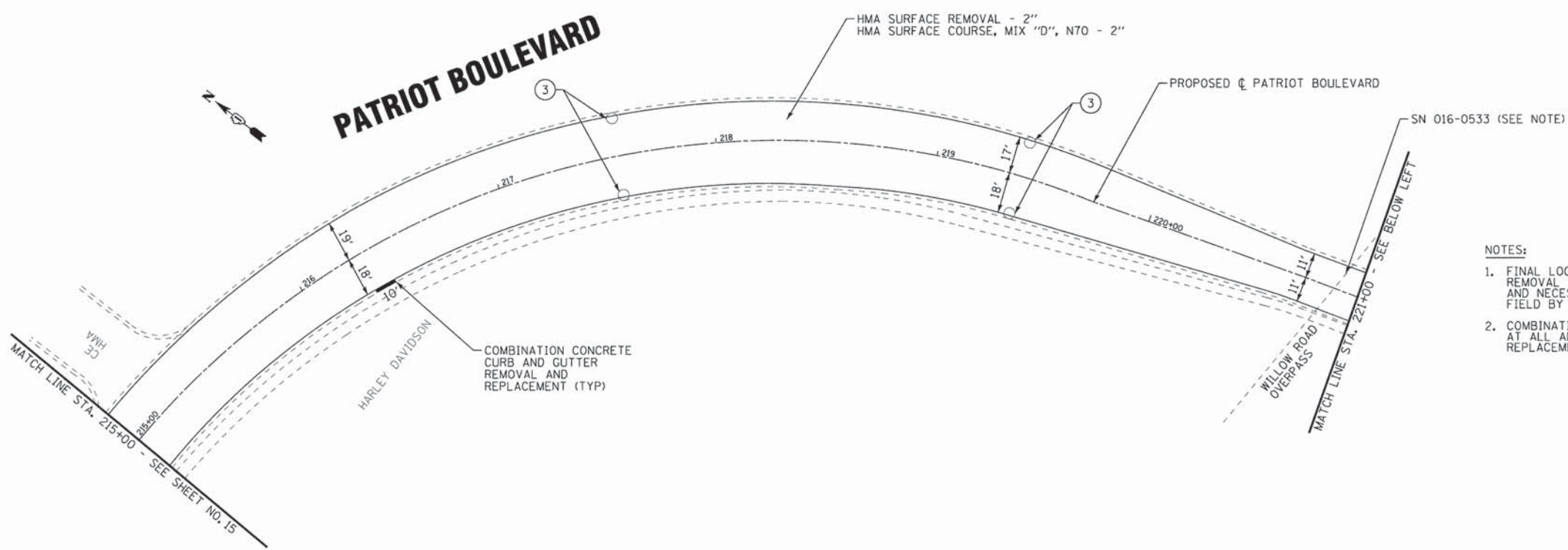
- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
 HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
 LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

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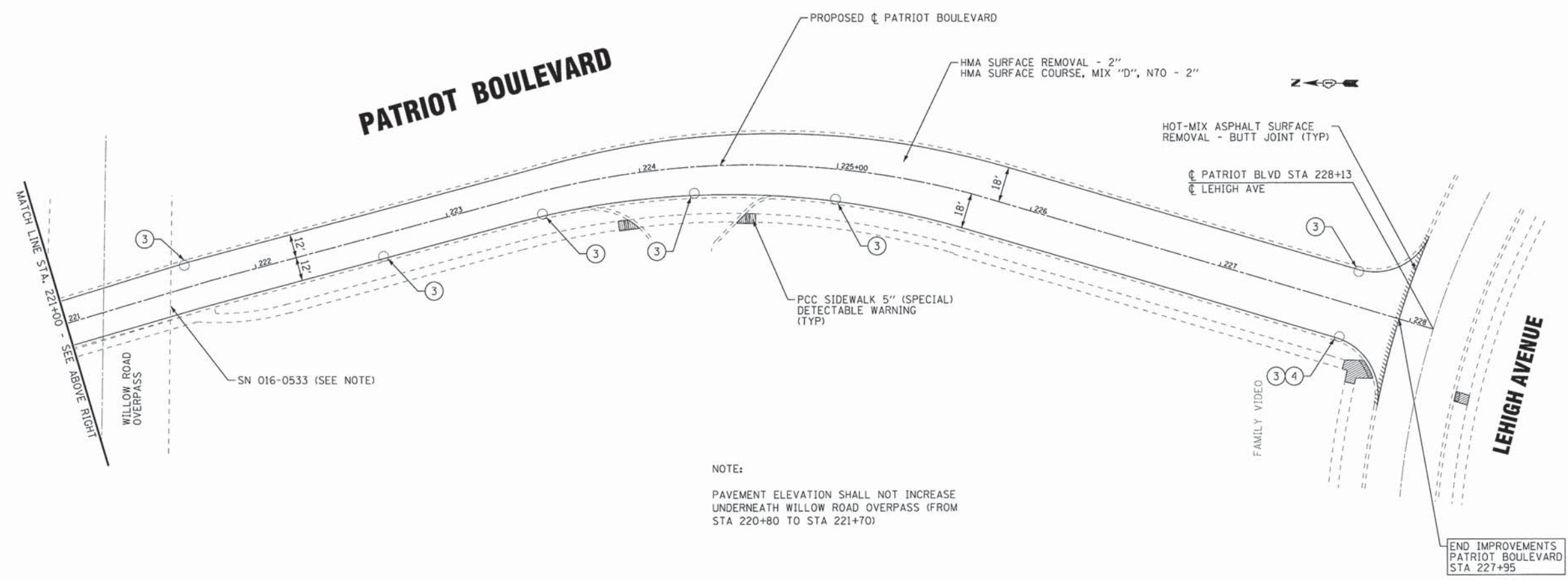
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DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN PATRIOT BOULEVARD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1" = 30'		STA. 203+50 TO STA. 215+00	15-00193-00-RS	COOK	56	15
			1515/2766/1352/1284		CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612						



- NOTES:**
1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
 2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

- LEGEND**
- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
 HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
 LEVELING BINDER, MACHINE METHOD, N70 - 3/4"



NOTE:
 PAVEMENT ELEVATION SHALL NOT INCREASE UNDERNEATH WILLOW ROAD OVERPASS (FROM STA 220+80 TO STA 221+70)

END IMPROVEMENTS
 PATRIOT BOULEVARD
 STA 227+95

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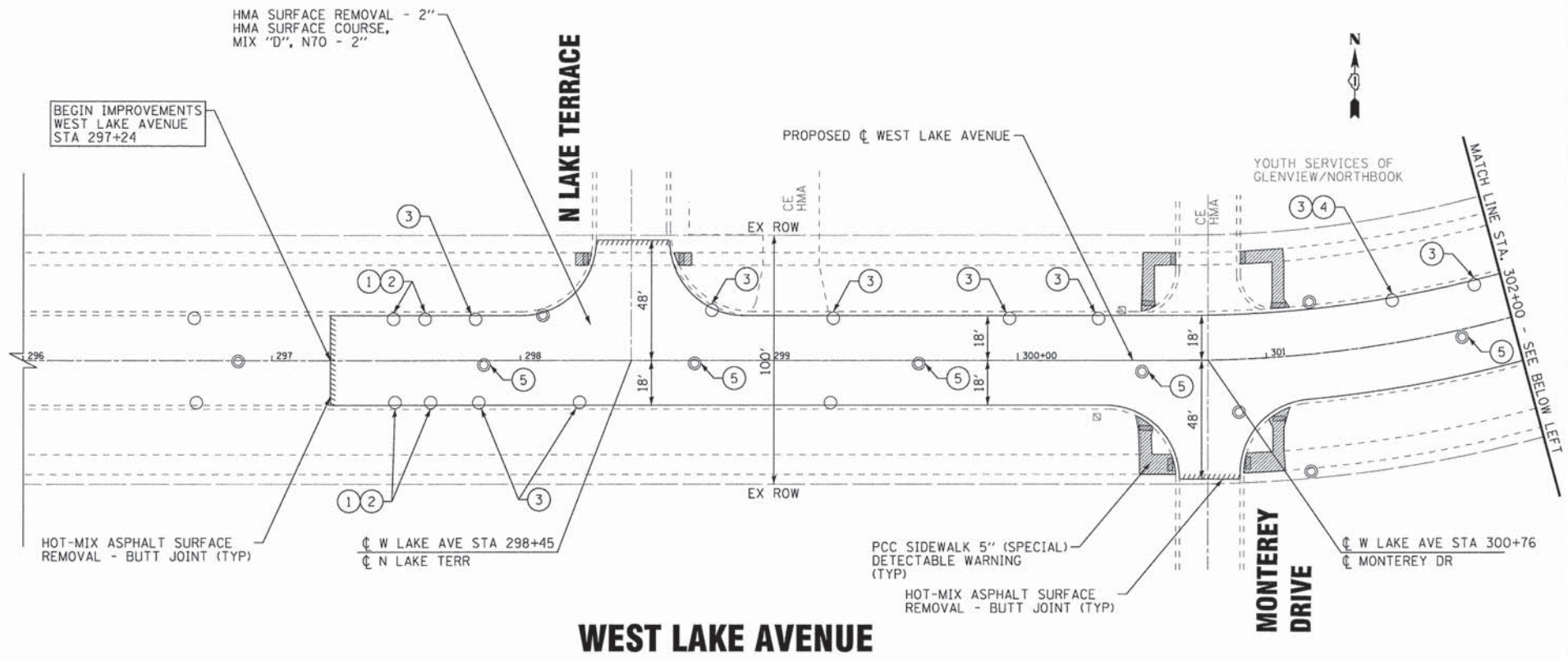
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 PATRIOT BOULEVARD**

SCALE: 1" = 30'
 STA. 215+00 TO STA. 228+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	16
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				

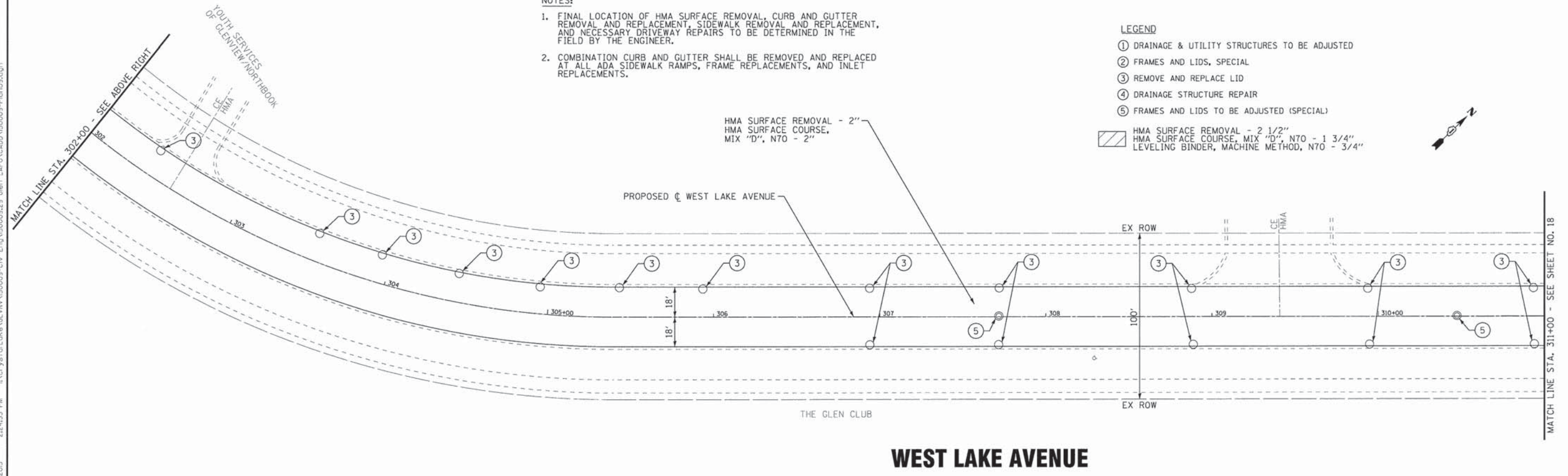


NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
 HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
 LEVELING BINDER, MACHINE METHOD, N70 - 3/4"



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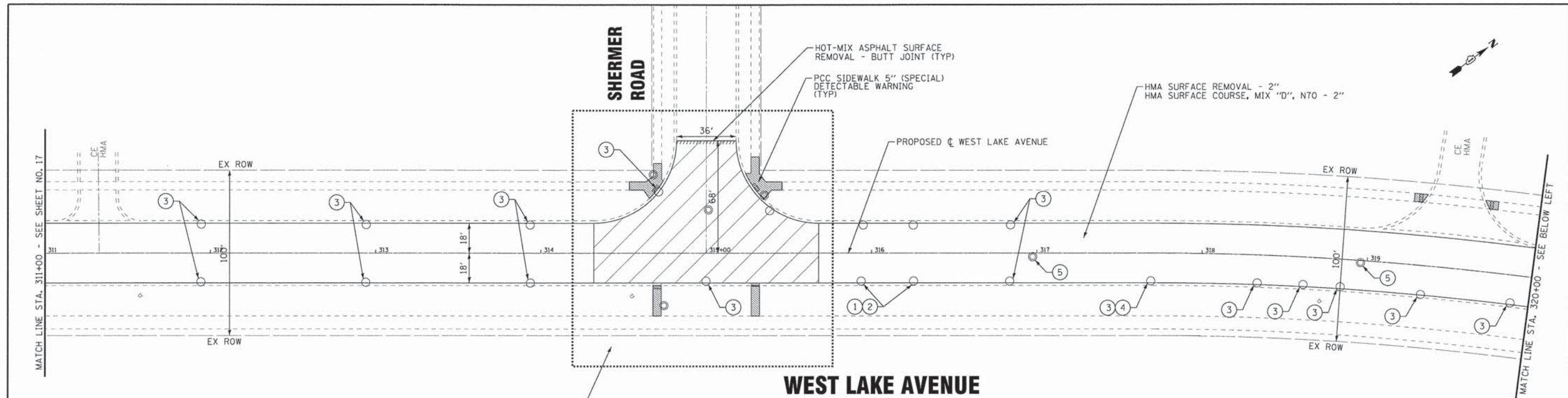
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
WEST LAKE AVENUE

SCALE: 1" = 30'

STA. 296+00 TO STA. 311+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00193-00-RS	COOK	56	17
1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-40031612				



LIMITS OF IMPROVEMENTS AT SHERMER ROAD TO BE FIELD VERIFIED BASED ON 2015/16 INTERSECTION AND ROADWAY IMPROVEMENTS

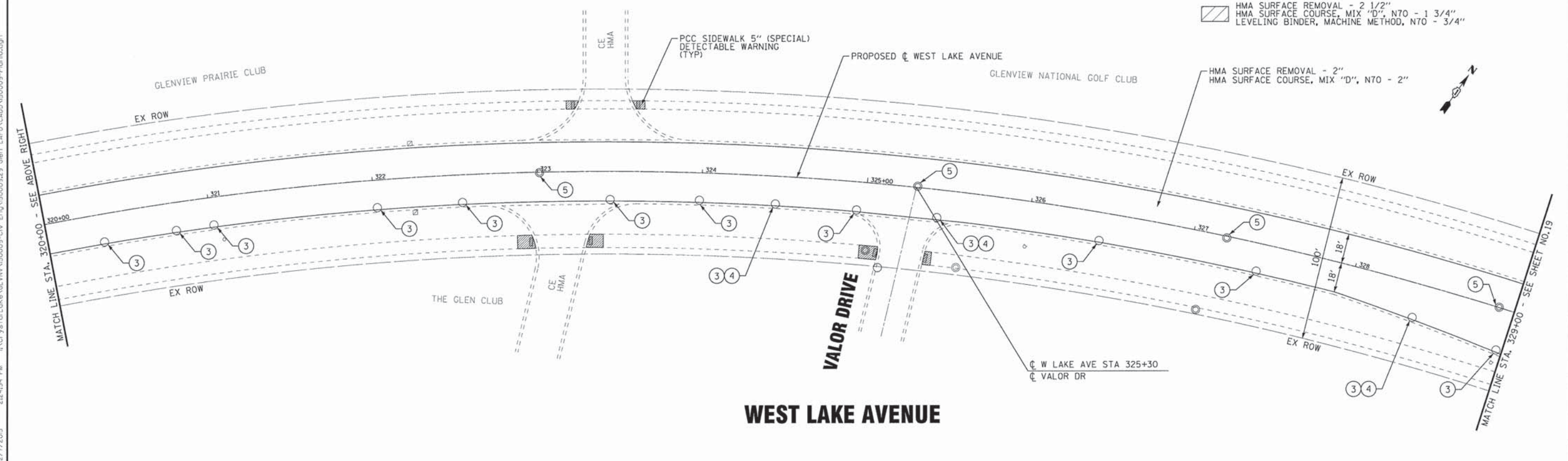
WEST LAKE AVENUE

NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
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LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2" HMA SURFACE COURSE, MIX "D", N70 - 1 3/4" LEVELING BINDER, MACHINE METHOD, N70 - 3/4"



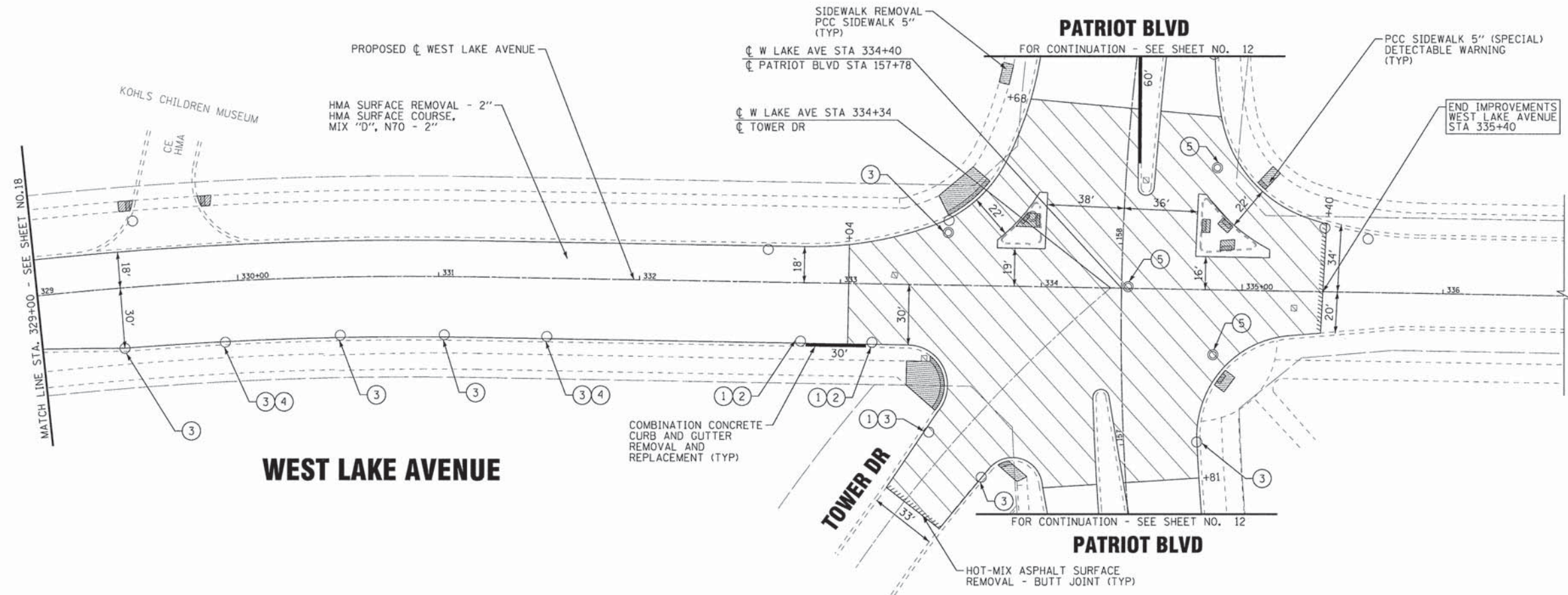
WEST LAKE AVENUE

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN WEST LAKE AVENUE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1" = 30'		1515/2766/1352/1284	15-00193-00-RS	COOK	56	18
STA. 311+00 TO STA. 329+00		CONTRACT NO. 61C25		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40031612		



NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2" HMA SURFACE COURSE, MIX "D", N70 - 1 3/4" LEVELING BINDER, MACHINE METHOD, N70 - 3/4"

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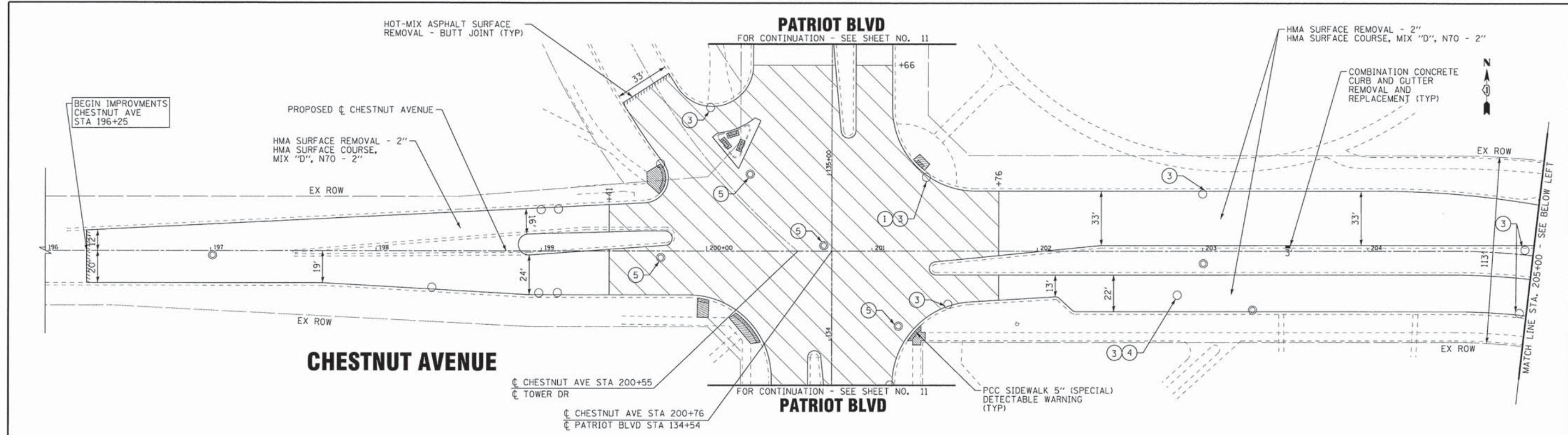
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DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
WEST LAKE AVENUE**

SCALE: 1" = 30'

STA. 329+8900 TO STA. 336+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00193-00-RS	COOK	56	19
• 1515/2766/1352/1284			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

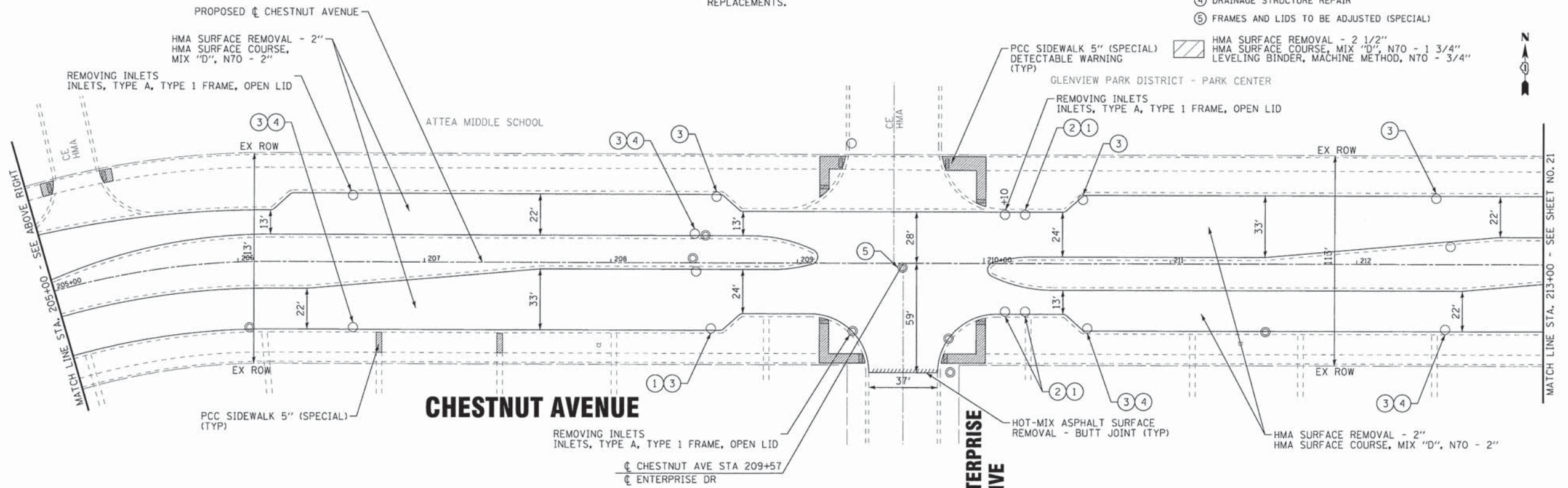


NOTES:

- FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMPS, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
 - ② FRAMES AND LIDS, SPECIAL
 - ③ REMOVE AND REPLACE LID
 - ④ DRAINAGE STRUCTURE REPAIR
 - ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2"
 HMA SURFACE COURSE, MIX "D", N70 - 1 3/4"
 LEVELING BINDER, MACHINE METHOD, N70 - 3/4"



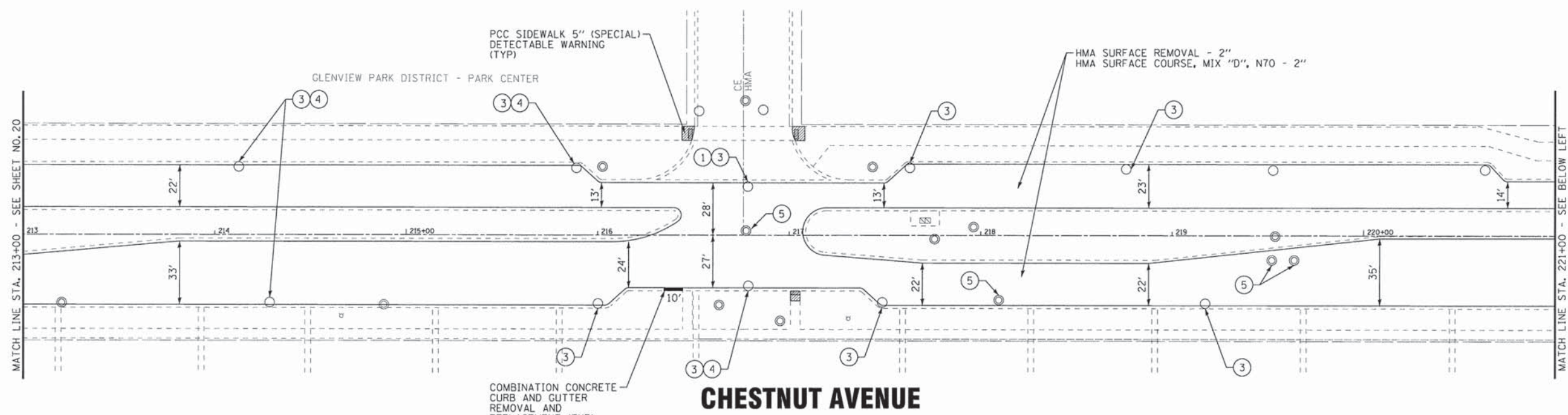
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN CHESTNUT AVENUE	
SCALE: 1" = 30'	STA. 196+00 TO STA. 213+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1515/2766/1352/1284	15-00193-00-RS	COOK	56	20
CONTRACT NO. 61C25			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-400316121	



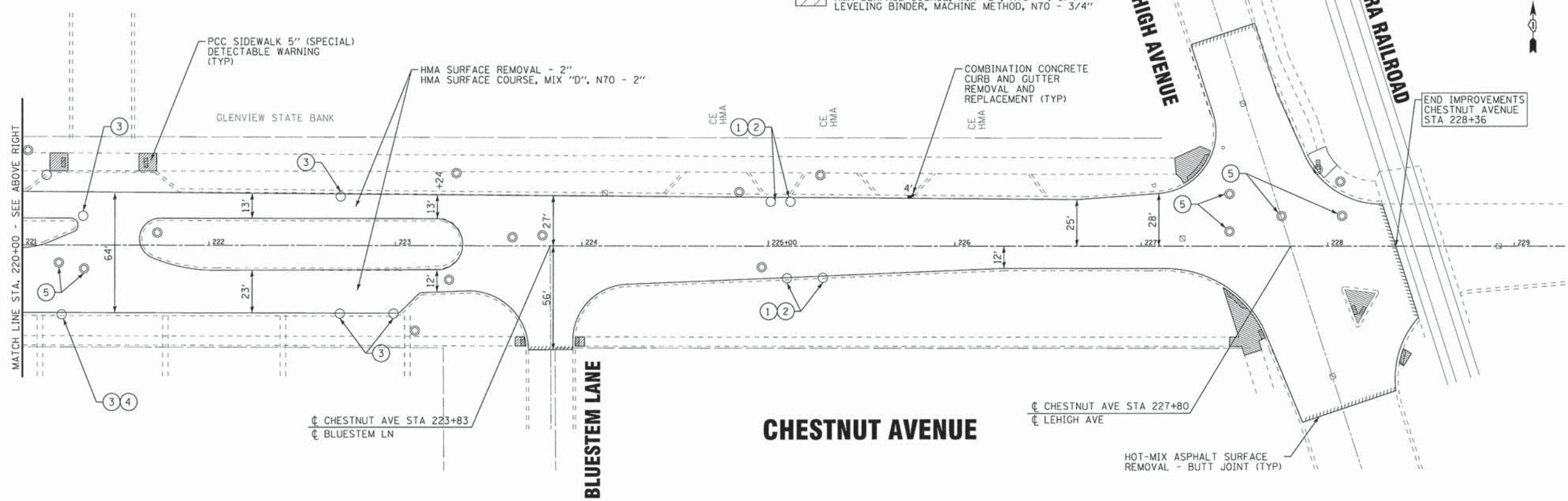
CHESTNUT AVENUE

NOTES:

1. FINAL LOCATION OF HMA SURFACE REMOVAL, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, AND NECESSARY DRIVEWAY REPAIRS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
2. COMBINATION CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT ALL ADA SIDEWALK RAMP, FRAME REPLACEMENTS, AND INLET REPLACEMENTS.

LEGEND

- ① DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- ② FRAMES AND LIDS, SPECIAL
- ③ REMOVE AND REPLACE LID
- ④ DRAINAGE STRUCTURE REPAIR
- ⑤ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- HMA SURFACE REMOVAL - 2 1/2\"/>



CHESTNUT AVENUE

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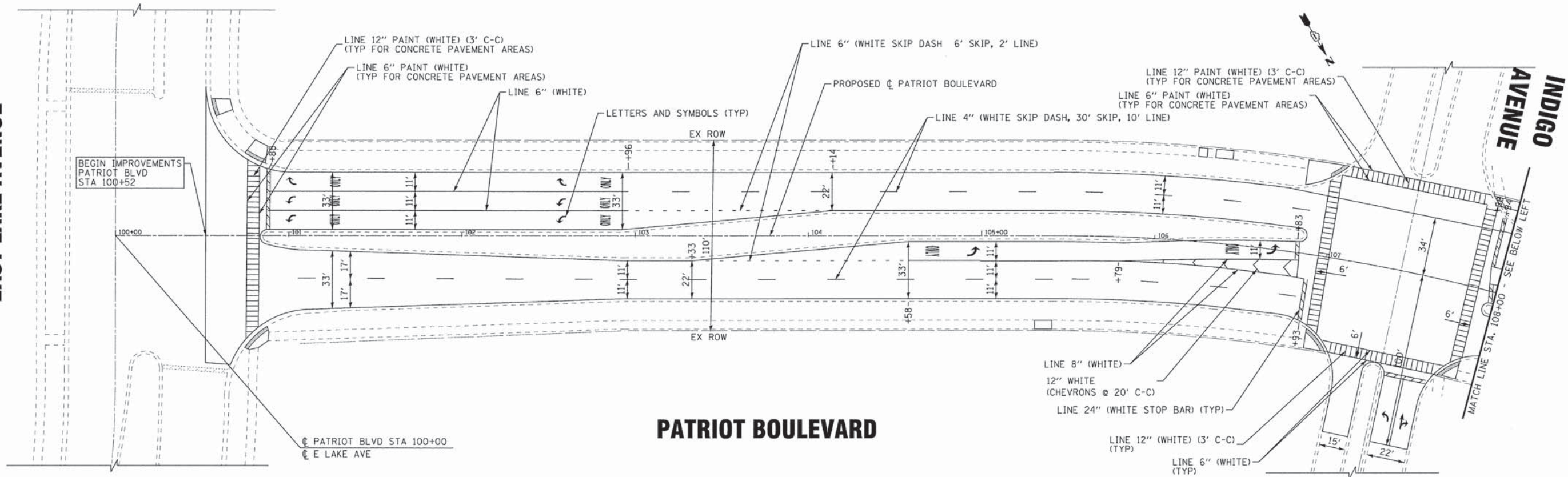
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN CHESTNUT AVENUE	
SCALE: 1" = 30'	STA. 213+00 TO STA. 229+00

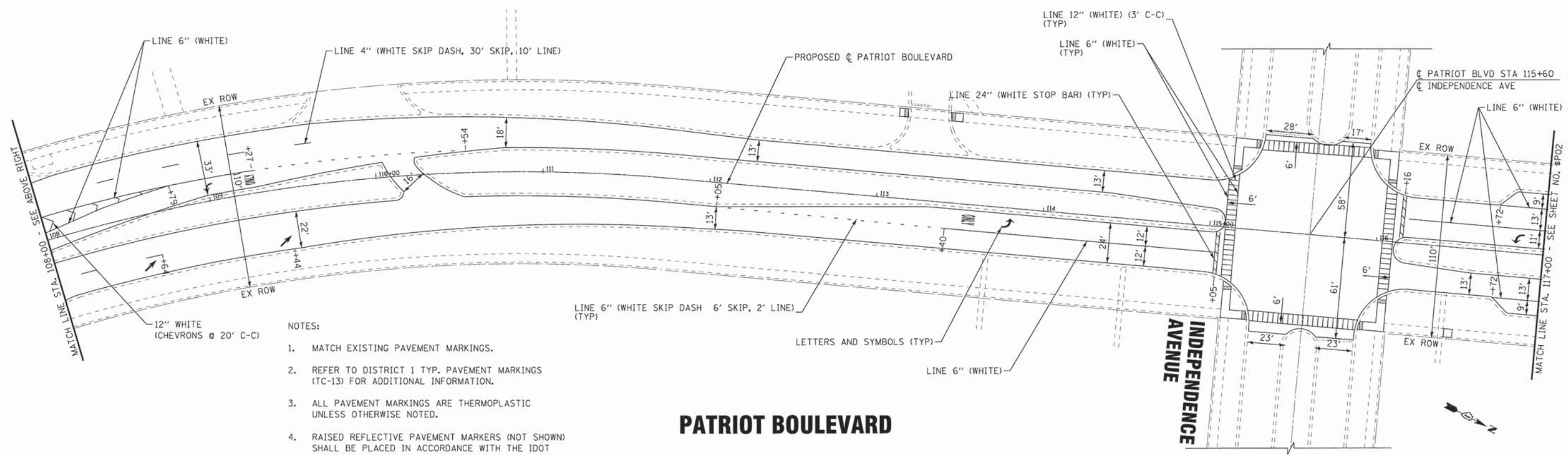
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	21
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				

EAST LAKE AVENUE



INDIGO AVENUE

PATRIOT BOULEVARD



INDEPENDENCE AVENUE

PATRIOT BOULEVARD

NOTES:

1. MATCH EXISTING PAVEMENT MARKINGS.
2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
3. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. RAISED REFLECTIVE PAVEMENT MARKERS (NOT SHOWN) SHALL BE PLACED IN ACCORDANCE WITH THE IDOT DISTRICT ONE DETAIL FOR TYPICAL APPLICATIONS RAISED REFLECTIVE MARKERS (SNOW PLOW RESISTANT) (TC-11) AND HIGHWAY STANDARD 781001.

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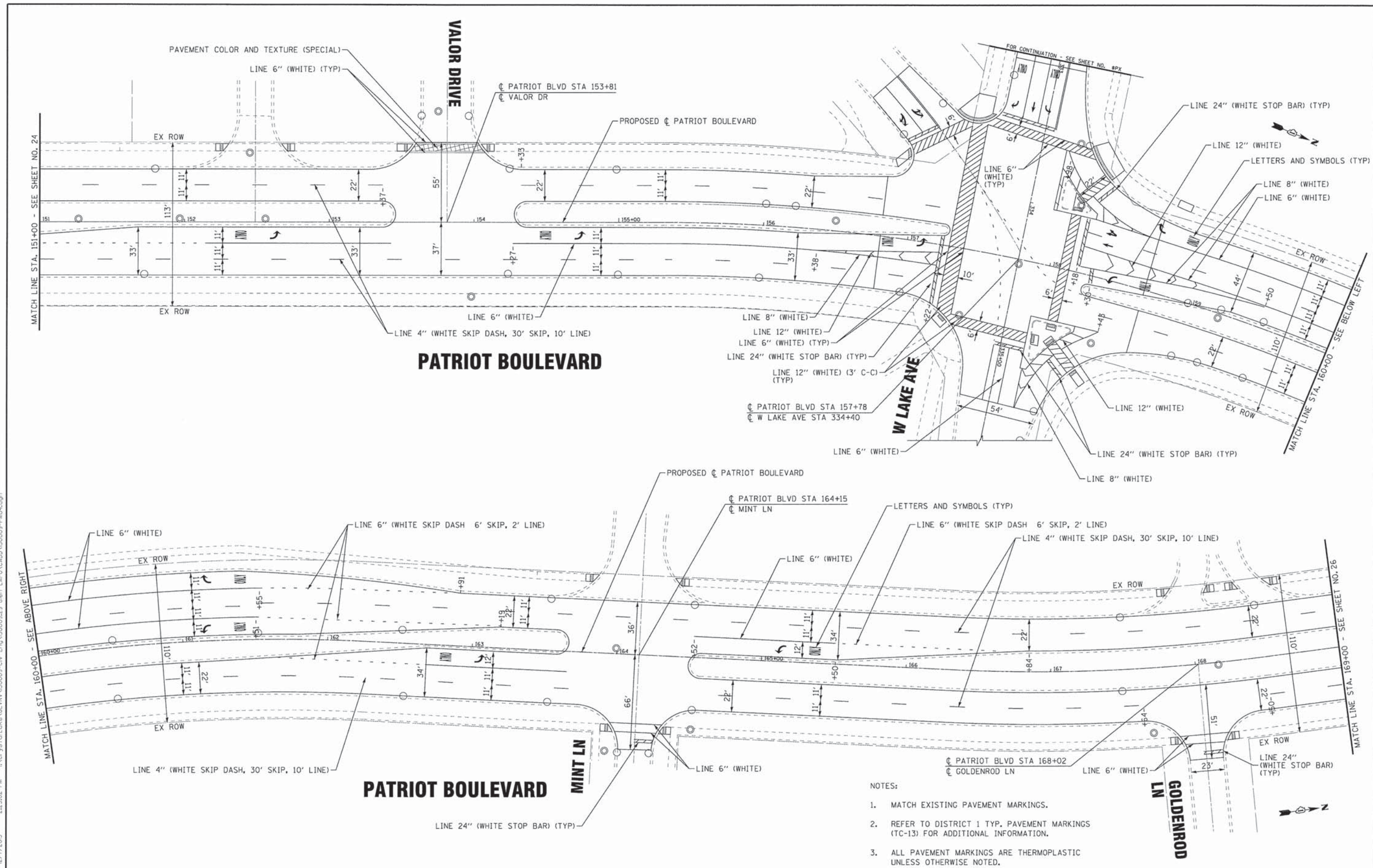
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 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
 PATRIOT BOULEVARD**

SCALE: 1" = 30'
 STA. 100+00 TO STA. 117+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	22
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-40031612				



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Consulting Engineers

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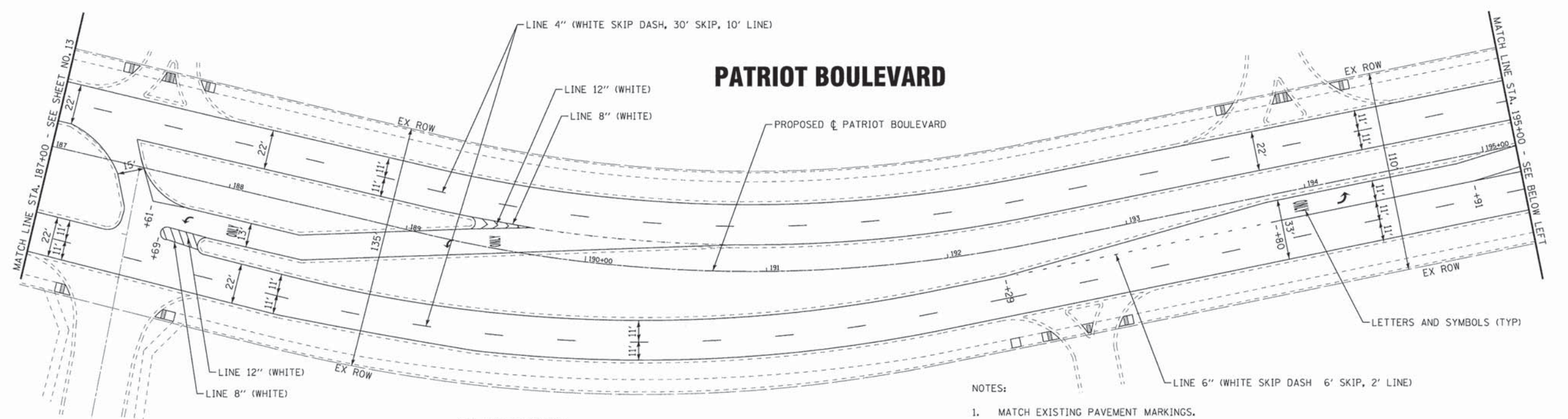
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
PATRIOT BOULEVARD**

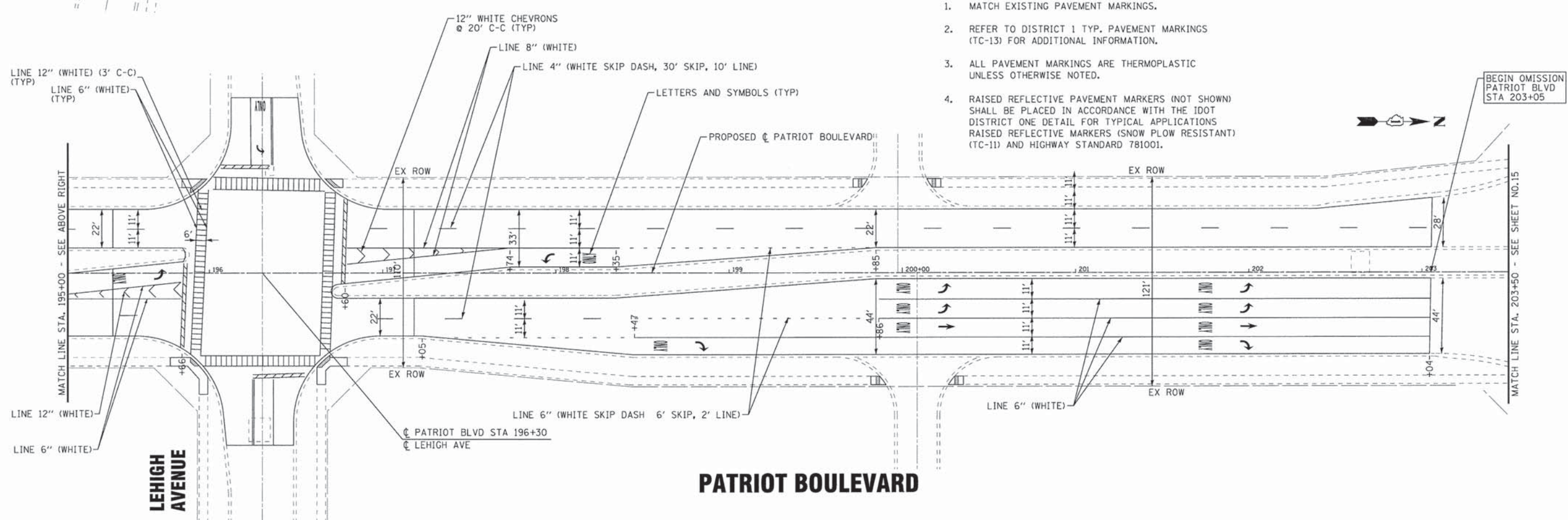
SCALE: 1" = 30'
STA. 151+00 TO STA. 169+00

- NOTES:
- MATCH EXISTING PAVEMENT MARKINGS.
 - REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
 - ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	25
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40031612				



PATRIOT BOULEVARD



PATRIOT BOULEVARD

NOTES:

1. MATCH EXISTING PAVEMENT MARKINGS.
2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
3. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. RAISED REFLECTIVE PAVEMENT MARKERS (NOT SHOWN) SHALL BE PLACED IN ACCORDANCE WITH THE IDOT DISTRICT ONE DETAIL FOR TYPICAL APPLICATIONS RAISED REFLECTIVE MARKERS (SNOW PLOW RESISTANT) (TC-11) AND HIGHWAY STANDARD 781001.

BEGIN OMISSION PATRIOT BLVD STA 203+05



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 LAFD\CADD\150009-PM06.dgn

BAXTER & WOODMAN Consulting Engineers	DESIGNED - JCC	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - TLH	REVISED -
	DATE - 12-7-15	FILE - 150009-PM06.dgn

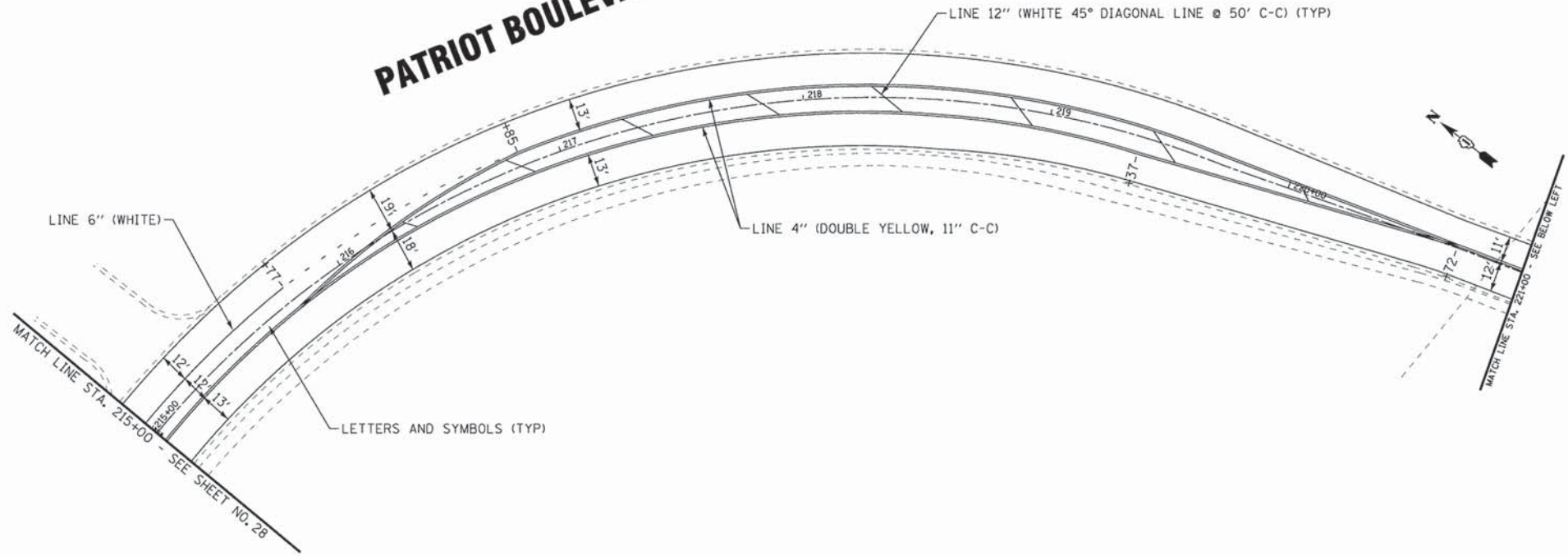
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
PATRIOT BOULEVARD

SCALE: 1" = 30' STA. 187+00 TO STA. 203+50

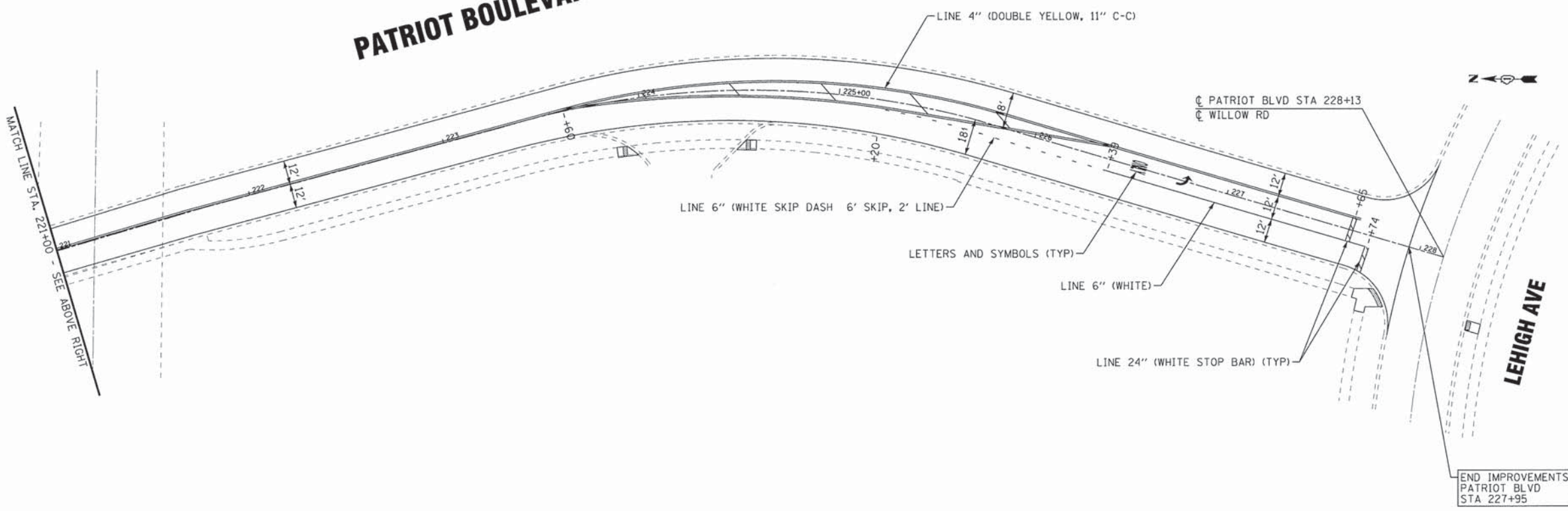
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	27
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				

PATRIOT BOULEVARD



- NOTES:
1. MATCH EXISTING PAVEMENT MARKINGS.
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PATRIOT BOULEVARD



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DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-PM08.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

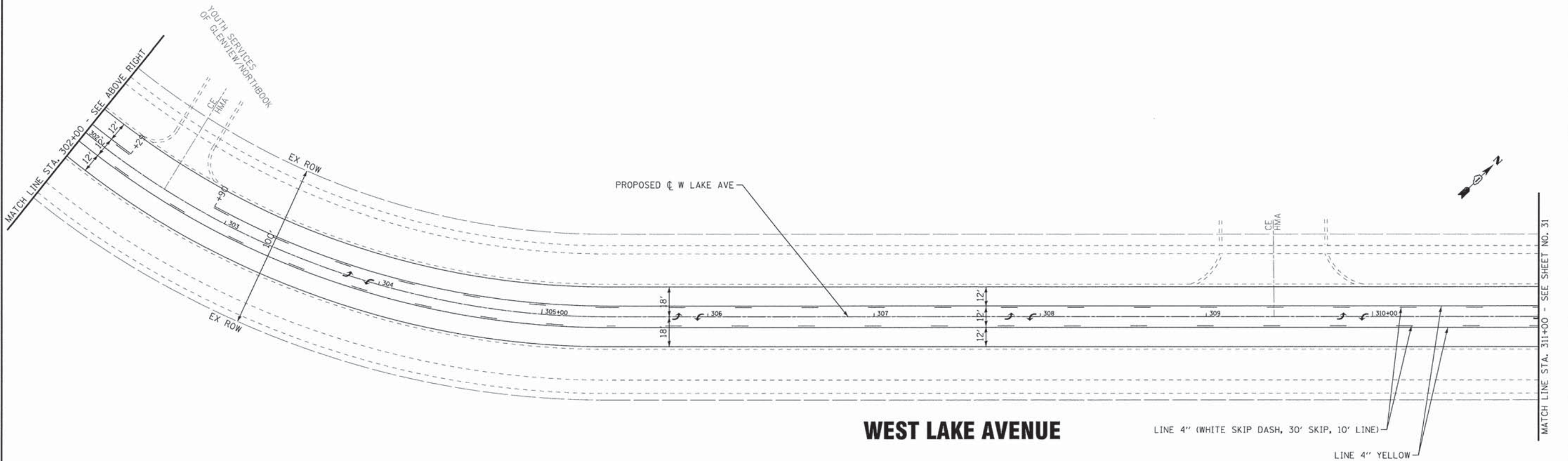
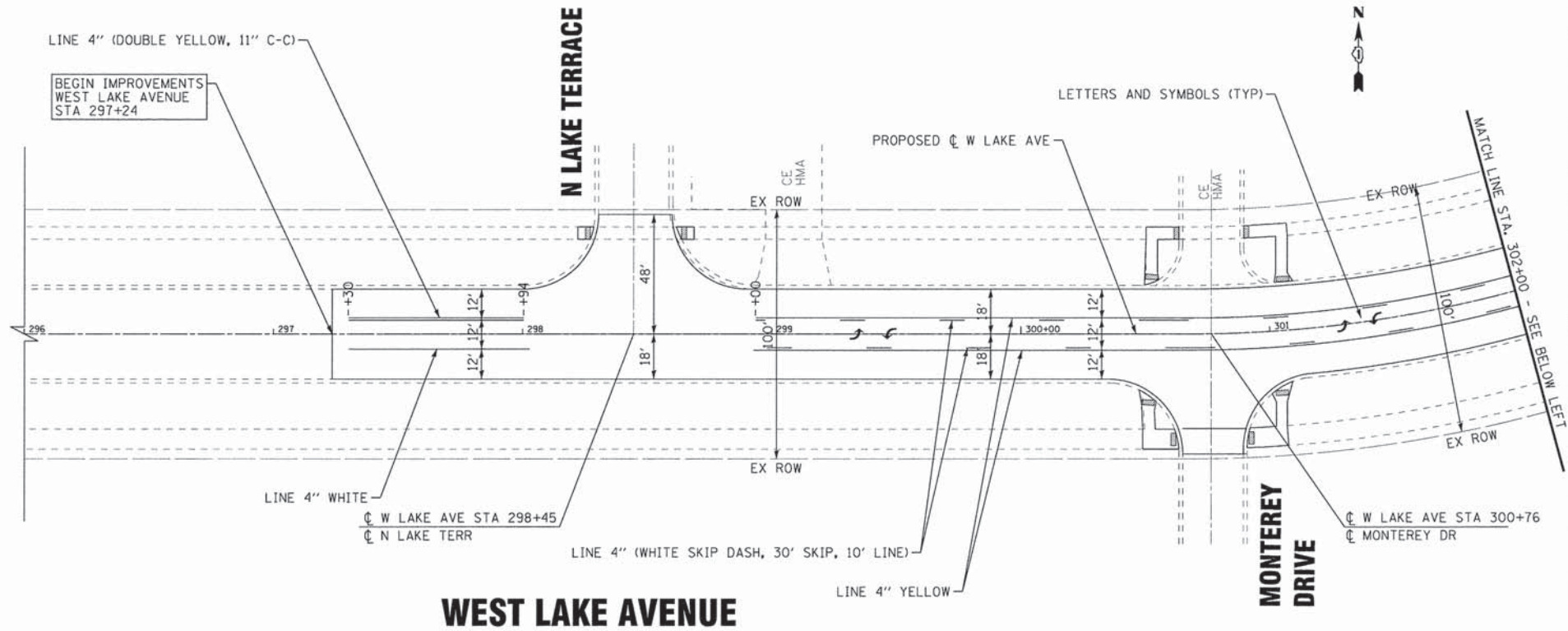
PAVEMENT MARKING PLAN
PATRIOT BOULEVARD

SCALE: 1" = 30'
STA. 215+00 TO STA. 228+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	29
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003612				

NOTES:

1. MATCH EXISTING PAVEMENT MARKINGS.
2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
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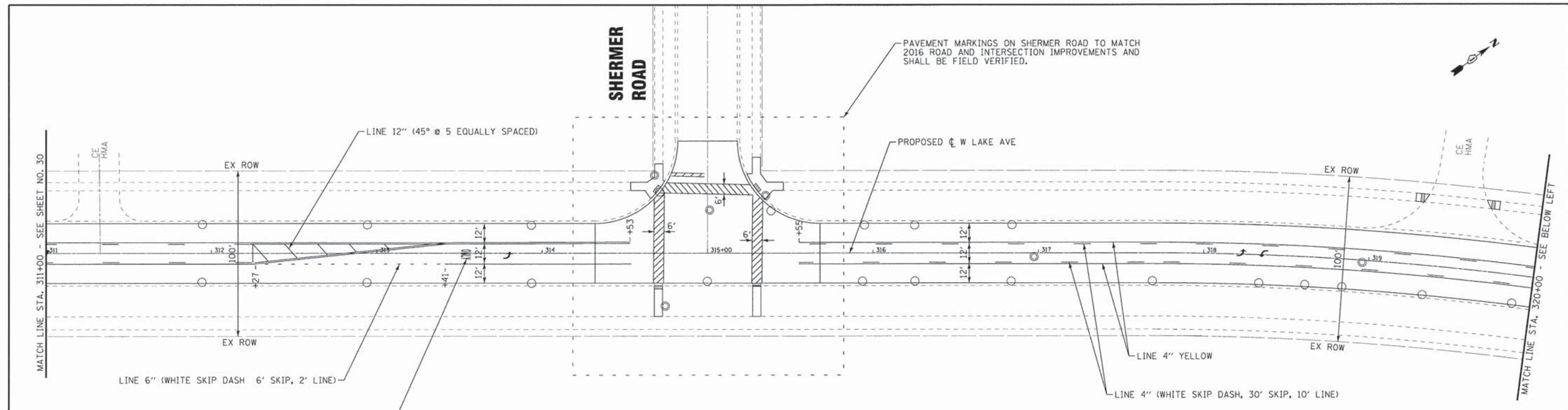


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DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-PM09.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

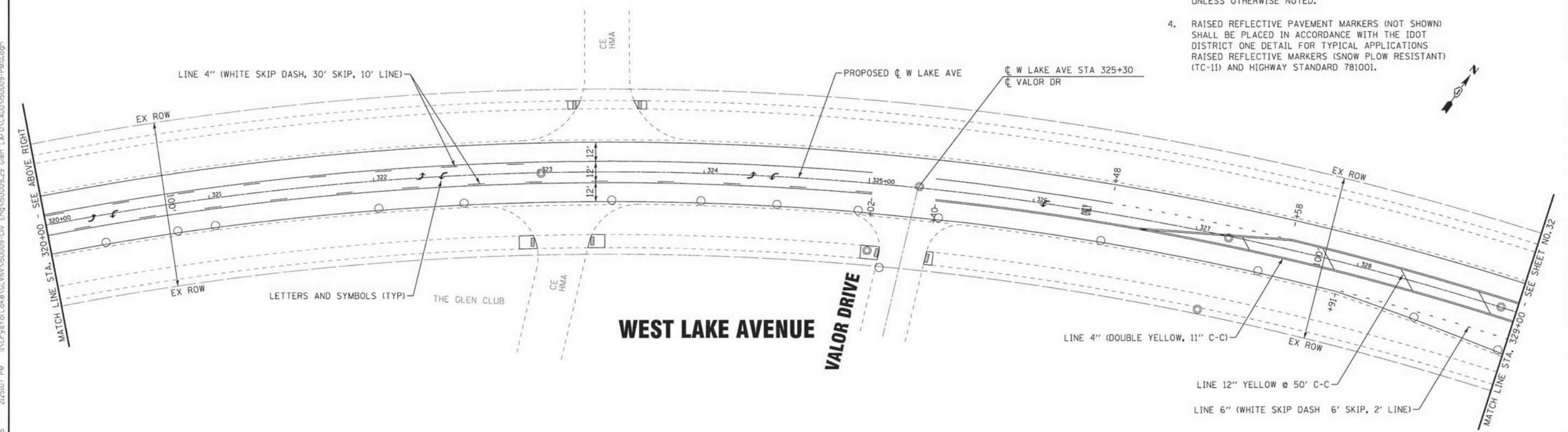
PAVEMENT MARKING PLAN	
WEST LAKE AVENUE	
SCALE: 1" = 30'	STA. 296+00 TO STA. 311+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1515/2766/1352/1284	15-00193-00-RS	COOK	56	30
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-40031612			CONTRACT NO. 61C25	



WEST LAKE AVENUE

- NOTES:
1. MATCH EXISTING PAVEMENT MARKINGS.
 2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
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WEST LAKE AVENUE

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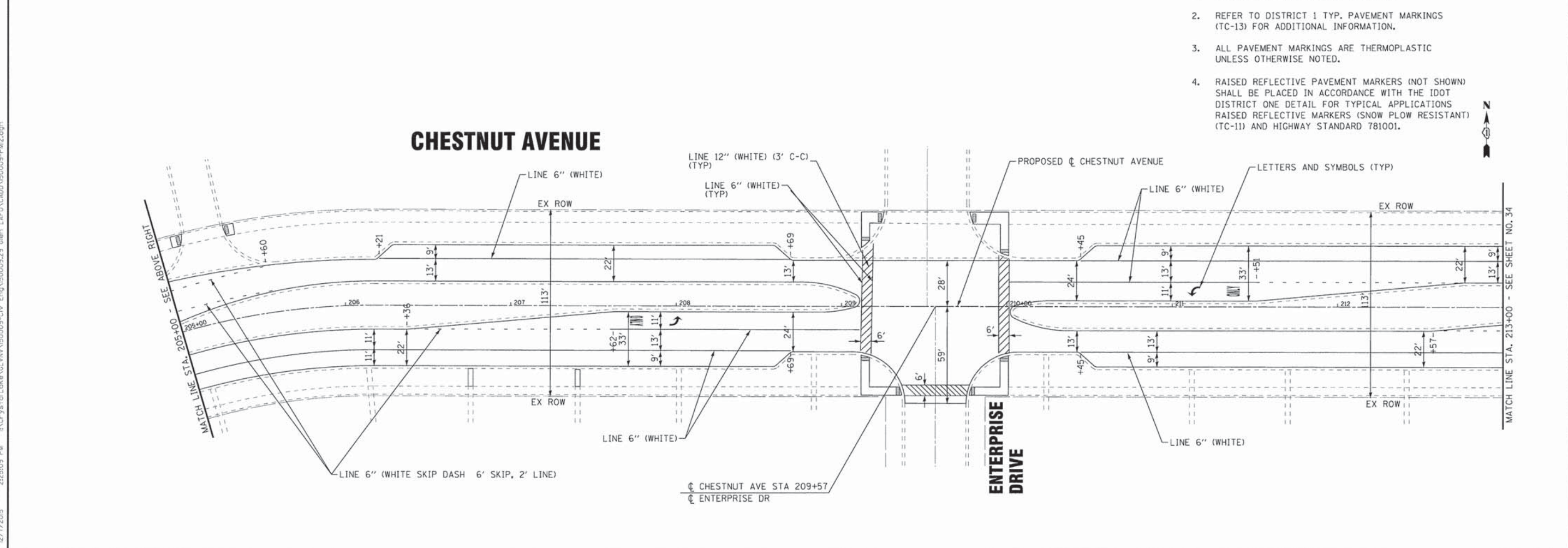
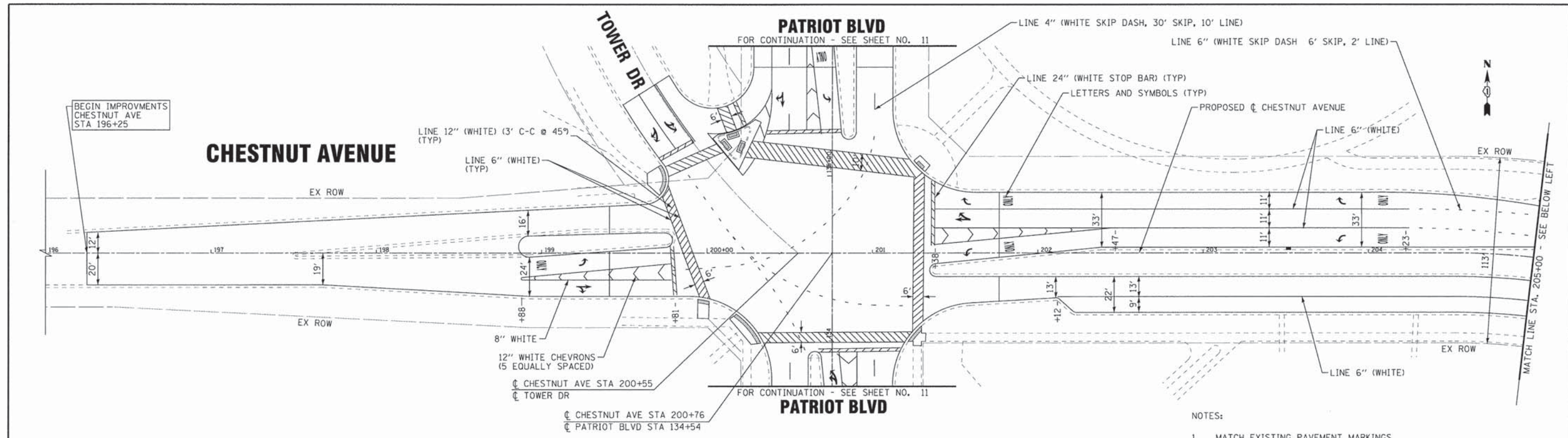
DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
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DATE - 12-7-15	FILE - 150009-PM10.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PAVEMENT MARKING PLAN
WEST LAKE AVENUE**

SCALE: 1" = 30'
STA. 311+00 TO STA. 329+00

F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00193-00-R5	COOK	56	31
1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				



- NOTES:
1. MATCH EXISTING PAVEMENT MARKINGS.
 2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
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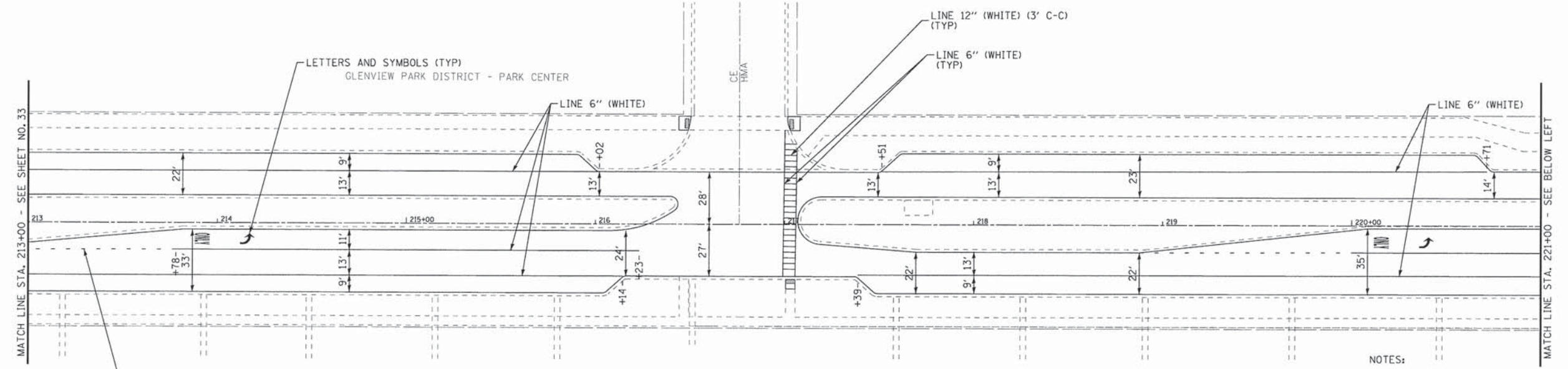
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DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
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DATE - 12-7-15	FILE - 150009-PM12.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

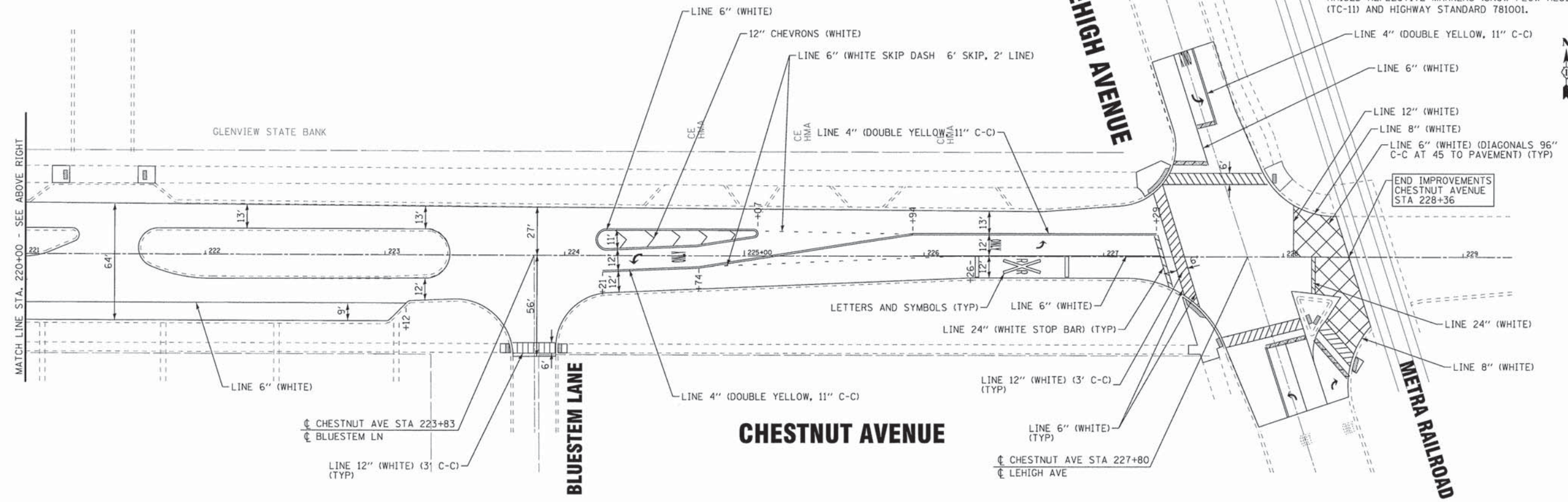
PAVEMENT MARKING PLAN CHESTNUT AVENUE	
SCALE: 1" = 30'	STA. 196+00 TO STA. 213+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	33
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003612				



CHESTNUT AVENUE

- NOTES:
1. MATCH EXISTING PAVEMENT MARKINGS.
 2. REFER TO DISTRICT 1 TYP. PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
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CHESTNUT AVENUE

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DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-PM13.dgn

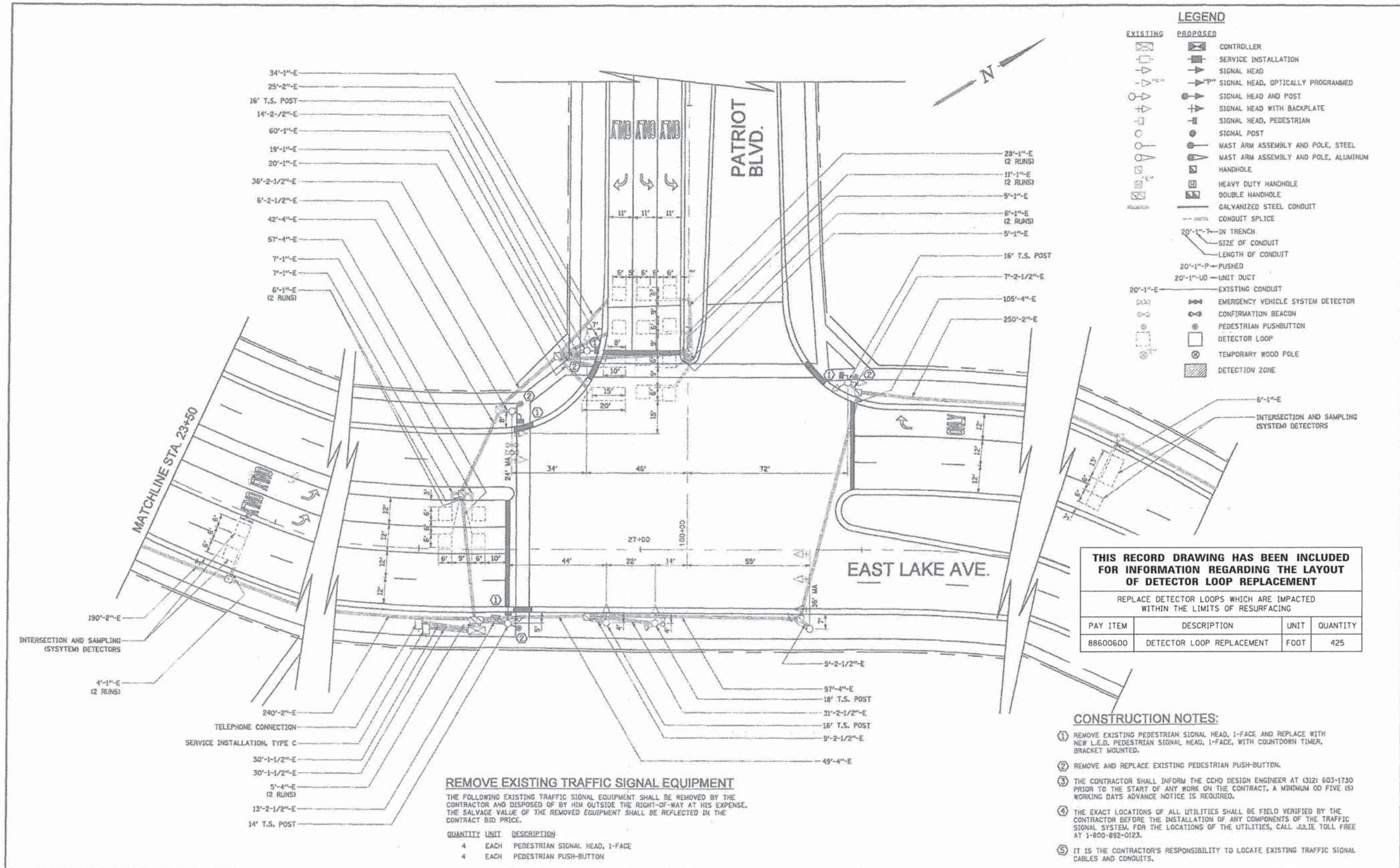
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PAVMENT MARKING PLAN
CHESTNUT AVENUE**

SCALE: 1" = 30'
STA. 213+00 TO STA. 229+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 1515/2766/1352/1284	15-00193-00-RS	COOK	56	34
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61C25	
FED. AID PROJECT			M-400316121	

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LEGEND

EXISTING	PROPOSED	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLER
[Symbol]	[Symbol]	SERVICE INSTALLATION
[Symbol]	[Symbol]	SIGNAL HEAD
[Symbol]	[Symbol]	SIGNAL HEAD, OPTICALLY PROGRAMMED
[Symbol]	[Symbol]	SIGNAL HEAD AND POST
[Symbol]	[Symbol]	SIGNAL HEAD WITH BACKPLATE
[Symbol]	[Symbol]	SIGNAL HEAD, PEDESTRIAN
[Symbol]	[Symbol]	SIGNAL POST
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, STEEL
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, ALUMINUM
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	GALVANIZED STEEL CONDUIT
[Symbol]	[Symbol]	CONDUIT SPLICE
[Symbol]	[Symbol]	20'-1"-T IN TRENCH
[Symbol]	[Symbol]	SIZE OF CONDUIT
[Symbol]	[Symbol]	LENGTH OF CONDUIT
[Symbol]	[Symbol]	20'-1"-P PUSHED
[Symbol]	[Symbol]	20'-1"-UD UNIT DUCT
[Symbol]	[Symbol]	EXISTING CONDUIT
[Symbol]	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON
[Symbol]	[Symbol]	DETECTOR LOOP
[Symbol]	[Symbol]	TEMPORARY WOOD POLE
[Symbol]	[Symbol]	DETECTION ZONE

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	425

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	DESCRIPTION
4	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
4	EACH	PEDESTRIAN PUSH-BUTTON

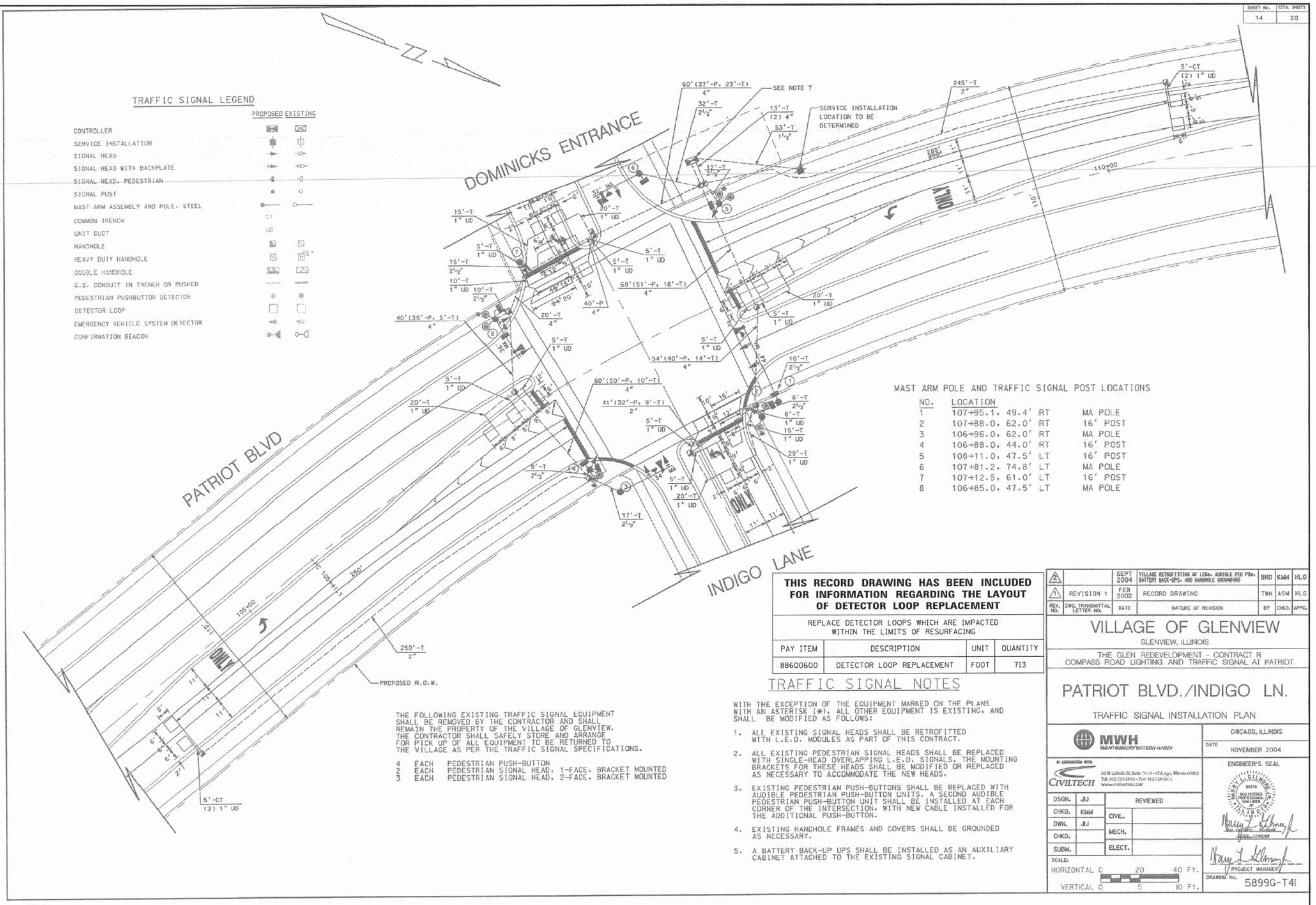
- CONSTRUCTION NOTES:**
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, 1-FACE AND REPLACE WITH NEW L.E.D. PEDESTRIAN SIGNAL HEAD, 1-FACE, WITH COUNTDOWN TIMER, BRACKET MOUNTED.
 - REMOVE AND REPLACE EXISTING PEDESTRIAN PUSH-BUTTON.
 - THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
 - THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.

CHRISTOPHER B. BURKE ENGINEERING LTD. 9575 West Higgins Road, Suite 600 Rosemont, Illinois 60018 (847) 823-0500	CLIENT:	VILLAGE OF GLENVIEW	DSGH. ABR OWL. FPB CHKD. GMZ SCALE: 1" = 20' DATE: 1/17/2011	TITLE:	PROJECT NO.
			NO. DATE NATURE OF REVISION 10-11-1887-C	TRAFFIC SIGNAL MODIFICATION PLAN EAST LAKE AVENUE AND PATRIOT BLVD. SHEET 1 OF 2 GLENVIEW, ILLINOIS	100553

BAXTER & WOODMAN CONSULTING ENGINEERS	DESIGNED - JCC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL PLAN PATRIOT BOULEVARD AND EAST LAKE AVENUE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - CJC	REVISED -			15-00193-00-RS	COOK	56	35	
CHECKED - TLH	REVISED -	1515/2766/1352/1284					CONTRACT NO. 61C25		
DATE - 12-7-15	FILE - 150009-TS-Plan1.dgn				FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT M-40036121			

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]



MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	MA POLE	16' POST
1	107+95.1, 49.4' RT	MA POLE	
2	107+88.0, 62.0' RT		16' POST
3	106+96.0, 62.0' RT	MA POLE	
4	106+88.0, 44.0' RT		16' POST
5	108+11.0, 47.5' LT		16' POST
6	107+81.2, 74.8' LT	MA POLE	
7	107+12.5, 61.0' LT		16' POST
8	106+85.0, 47.5' LT		MA POLE

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	713

TRAFFIC SIGNAL NOTES

- WITH THE EXCEPTION OF THE EQUIPMENT MARKED ON THE PLANS WITH AN ASTERISK (*), ALL OTHER EQUIPMENT IS EXISTING, AND SHALL BE MODIFIED AS FOLLOWS:
- ALL EXISTING SIGNAL HEADS SHALL BE RETROFITTED WITH L.E.D. MODULES AS PART OF THIS CONTRACT.
 - ALL EXISTING PEDESTRIAN SIGNAL HEADS SHALL BE REPLACED WITH SINGLE-HEAD OVERLAPPING L.E.D. SIGNALS. THE MOUNTING BRACKETS FOR THESE HEADS SHALL BE MODIFIED OR REPLACED AS NECESSARY TO ACCOMMODATE THE NEW HEADS.
 - EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REPLACED WITH AUDIBLE PEDESTRIAN PUSH-BUTTON UNITS. A SECOND AUDIBLE PEDESTRIAN PUSH-BUTTON UNIT SHALL BE INSTALLED AT EACH CORNER OF THE INTERSECTION, WITH NEW CABLE INSTALLED FOR THE ADDITIONAL PUSH-BUTTON.
 - EXISTING HANDHOLE FRAMES AND COVERS SHALL BE GROUNDED AS NECESSARY.
 - A BATTERY BACK-UP UPS SHALL BE INSTALLED AS AN AUXILIARY CABINET ATTACHED TO THE EXISTING SIGNAL CABINET.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF GLENVIEW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE VILLAGE AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 4 EACH PEDESTRIAN PUSH-BUTTON
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
- 3 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED

REV.	DATE	DESCRIPTION	BY	CHKD.	APPD.
REVISION 1	FEB 2002	RECORD DRAWING	TWH	ASM	HLG
REV. NO.	DATE	NATURE OF REVISION	BY	CHKD.	APPD.

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
THE GLEN REDEVELOPMENT - CONTRACT R
COMPASS ROAD LIGHTING AND TRAFFIC SIGNAL AT PATRIOT

PATRIOT BLVD./INDIGO LN.
TRAFFIC SIGNAL INSTALLATION PLAN

CHICAGO, ILLINOIS
DATE: NOVEMBER 2004

ENGINEER'S SEAL
[Signature]

PROJECT MANAGER
[Signature]

DRAWING NO. 5899G-T4I

SCALE:
HORIZONTAL 0 20 40 Ft.
VERTICAL 0 5 10 Ft.

DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND INDIGO LANE

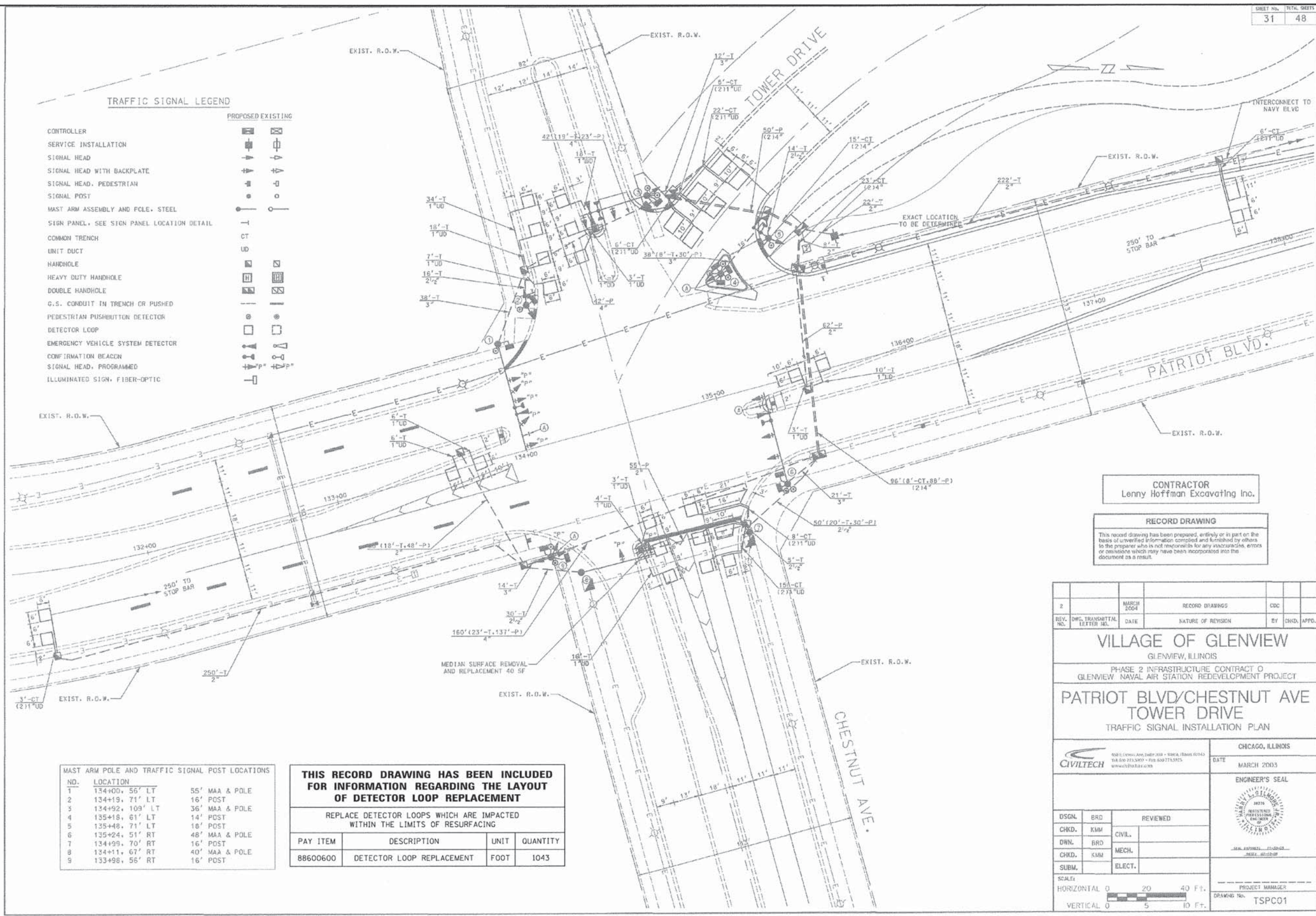
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00193-00-RS	COOK	56	36
	1515/2766/1352/1284		CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003612				

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TRAFFIC SIGNAL LEGEND

- | | |
|--|--|
| CONTROLLER | |
| SERVICE INSTALLATION | |
| SIGNAL HEAD | |
| SIGNAL HEAD WITH BACKPLATE | |
| SIGNAL HEAD, PEDESTRIAN | |
| SIGNAL POST | |
| MAST ARM ASSEMBLY AND POLE, STEEL | |
| SIGN PANEL, SEE SIGN PANEL LOCATION DETAIL | |
| COMMON TRENCH | |
| UNIT DUCT | |
| HANDHOLE | |
| HEAVY DUTY HANDHOLE | |
| DOUBLE HANDHOLE | |
| G.S. CONDUIT IN TRENCH OR PUSHED | |
| PEDESTRIAN PUSHBUTTON DETECTOR | |
| DETECTOR LOOP | |
| EMERGENCY VEHICLE SYSTEM DETECTOR | |
| CONFIRMATION BEACON | |
| SIGNAL HEAD, PROGRAMMED | |
| ILLUMINATED SIGN, FIBER-OPTIC | |



CONTRACTOR
Lenny Hoffman Excavating Inc.

RECORD DRAWING
This record drawing has been prepared, entirely or in part on the basis of unverified information compiled and furnished by others to the preparer who is not responsible for any inaccuracies, errors or omissions which may have been incorporated into the document as a result.

REV. NO.	DATE	NATURE OF REVISION	BY	CHKD.	APPR.
2	MARCH 2004	RECORD DRAWINGS			CDC

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
PHASE 2 INFRASTRUCTURE CONTRACT 0
GLENVIEW NAVAL AIR STATION REDEVELOPMENT PROJECT
PATRIOT BLVD/CHESTNUT AVE
TOWER DRIVE
TRAFFIC SIGNAL INSTALLATION PLAN

		CHICAGO, ILLINOIS	
DATE		MARCH 2003	
ENGINEER'S SEAL			
DSGN. BRD.		REVIEWED	
CHKD. KMM	CIVIL		
DWN. BRD.	MECH.		
CHKD. KMM	ELECT.		
SUBM.			
SCALE:			
HORIZONTAL 0 20 40 FT.		VERTICAL 0 5 10 FT.	
PROJECT MANAGER		DRAWING No. TSPC01	

MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	55' MAA & POLE	16' POST
1	134+00, 56' LT		
2	134+19, 71' LT		
3	134+92, 109' LT		
4	135+18, 61' LT		
5	135+48, 71' LT		
6	135+24, 51' RT		
7	134+99, 70' RT		
8	134+11, 67' RT		
9	133+98, 56' RT		

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	1043

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 5600 North Crystal Lake, IL 60015-5009
 815-437-1200

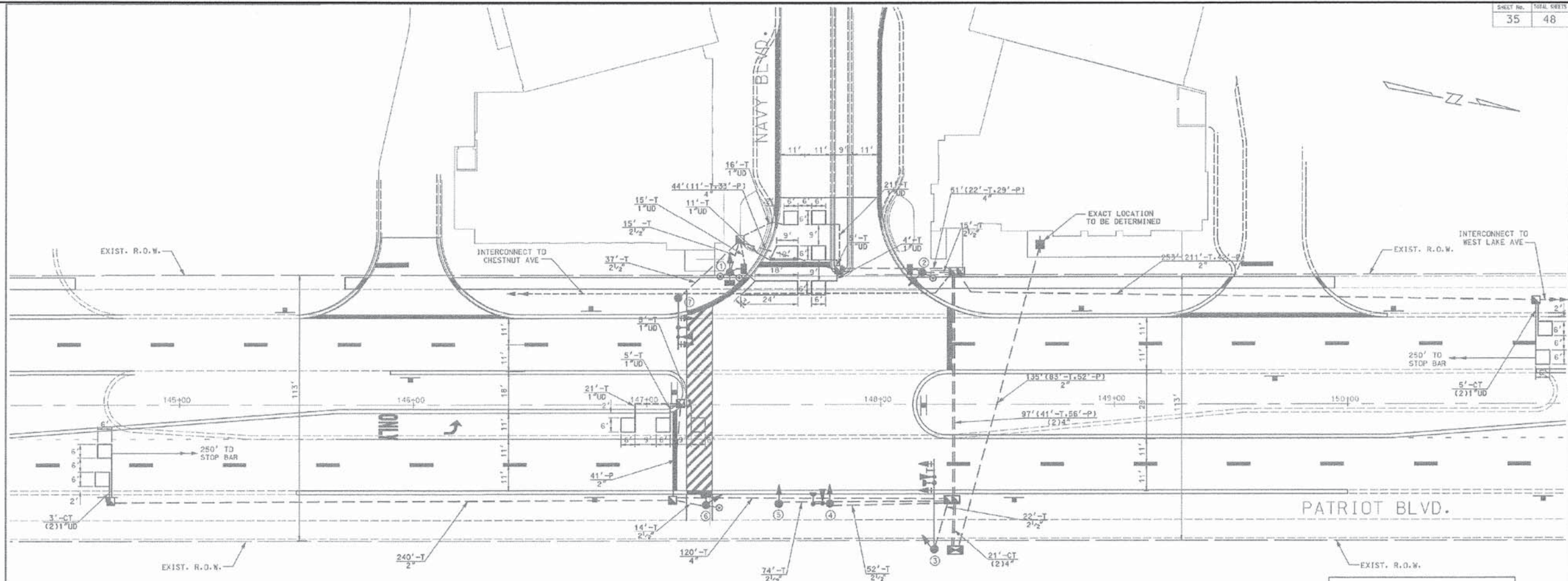


DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan3.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND CHESTNUT AVENUE
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	37
•	1515/2766/1352/1284	CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-40031612				



CONTRACTOR
Lenny Hoffman Excavating Inc.

RECORD DRAWING
This record drawing has been prepared, entirely or in part on the basis of unverified information compiled and furnished by others to the preparer who is not responsible for any inaccuracies, errors or omissions which may have been incorporated into the document as a result.

TRAFFIC SIGNAL LEGEND

- | | | |
|--|----------|----------|
| CONTROLLER | PROPOSED | EXISTING |
| SERVICE INSTALLATION | | |
| SIGNAL HEAD | | |
| SIGNAL HEAD WITH BACKPLATE | | |
| SIGNAL HEAD, PEDESTRIAN | | |
| SIGNAL POST | | |
| MAST ARM ASSEMBLY AND POLE, STEEL | | |
| SIGN PANEL, SEE SIGN PANEL LOCATION DETAIL | | |
| COMMON TRENCH | | |
| UNIT DUCT | | |
| HANDHOLE | | |
| HEAVY DUTY HANDHOLE | | |
| DOUBLE HANDHOLE | | |
| G.S. CONDUIT IN TRENCH OR PUSHED | | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | |
| DETECTOR LOOP | | |
| EMERGENCY VEHICLE SYSTEM DETECTOR | | |
| CONFIRMATION BEACON | | |
| SIGNAL HEAD, PROGRAMMED | | |

MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	POST
1	147+36, 56' LT	16' POST
2	148+18, 56' LT	16' POST
3	148+23, 61' RT	38' MAA & POLE
4	147+78, 42' RT	18' POST
5	147+56, 42' RT	16' POST
6	147+25, 42' RT	14' POST
7	147+13, 45' LT	22' MAA & POLE

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	447

2	MARCH 2004	RECORD DRAWINGS	CCC
REV. NO.	DATE	NATURE OF REVISION	BY

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
PHASE 2 INFRASTRUCTURE CONTRACT 0
GLENVIEW NAVAL AIR STATION REDEVELOPMENT PROJECT
PATRIOT BLVD/NAVY BLVD
TRAFFIC SIGNAL INSTALLATION PLAN

CHICAGO, ILLINOIS
DATE: MARCH 2003
ENGINEER'S SEAL
CIVILTECH
4577 Devon Ave., Suite 100 - Skokie, Illinois 60077
781.436.7733 FAX: 781.436.7733
www.civiltech.com
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
No. 015-0193-00-RS
DATE: 02-15-10
PROJECT MANAGER
DRAWING No. TSPN01

DSGN.	BRD.	REVIEWED
CHKD.	KMM	CIVIL
DWN.	BRD.	MECH.
CHKD.	KMM	ELECT.
SUBM.		

SCALE:
HORIZONTAL 0 20 40 FT.
VERTICAL 0 5 10 FT.

DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan4.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND NAVY BOULEVARD
SCALE: NONE STA. TO STA.

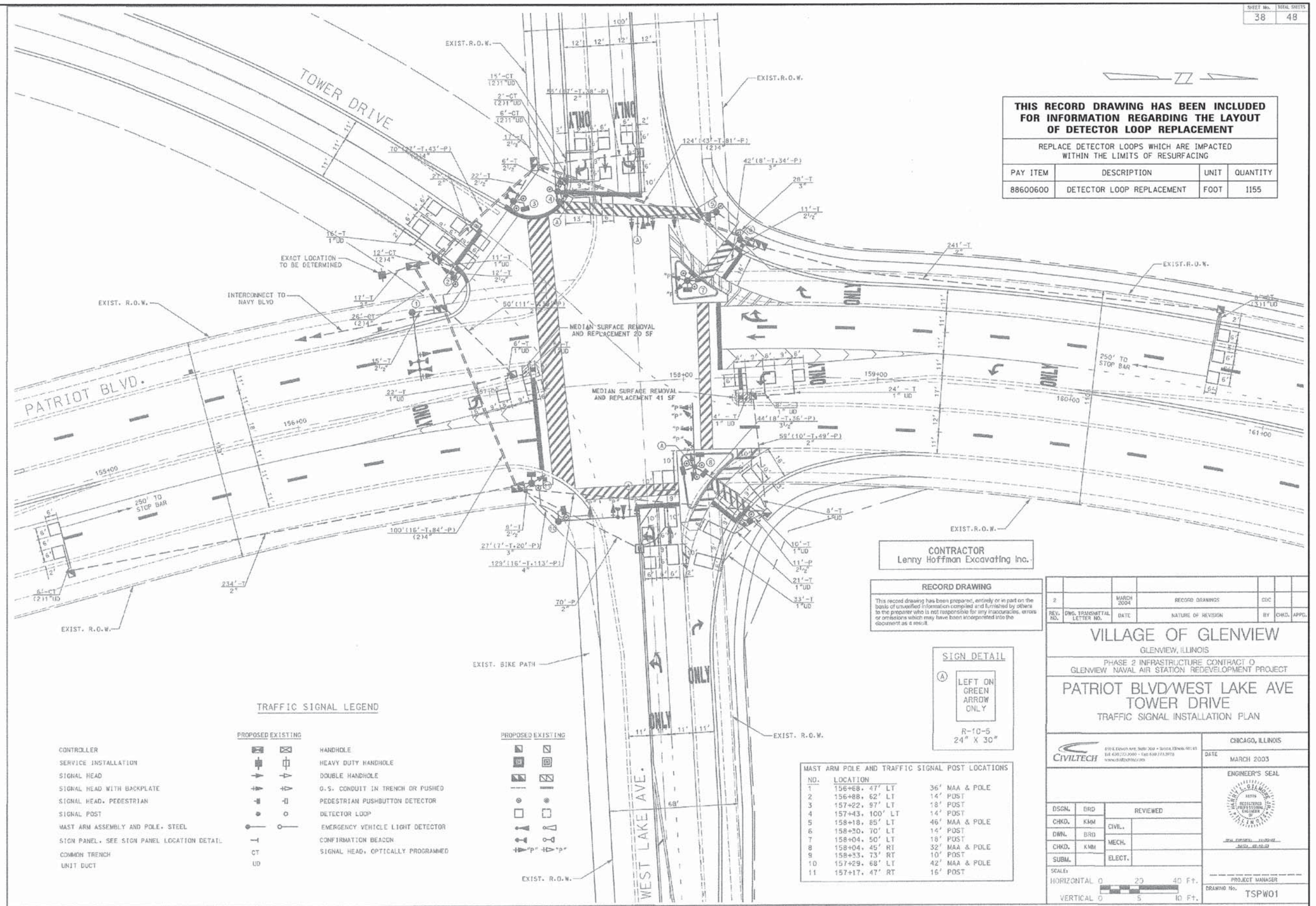
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	38
•	1515/2766/1352/1284	CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003612				

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 5600 North Crystal Lake, VV150009-Civ Eng V50009-29 Glen LAFD\CADD\150009-TS-Plan4.dgn
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THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING			
PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	1155



CONTRACTOR
Lenny Hoffman Excavating Inc.

RECORD DRAWING
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MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	36' MAA & POLE	14' POST
1	156+88, 47' LT	36'	14'
2	156+88, 62' LT	36'	14'
3	157+22, 97' LT	36'	14'
4	157+43, 100' LT	36'	14'
5	158+18, 85' LT	36'	14'
6	158+30, 70' LT	36'	14'
7	158+04, 50' LT	36'	14'
8	158+04, 45' RT	36'	14'
9	158+33, 73' RT	36'	14'
10	157+29, 68' LT	36'	14'
11	157+17, 47' RT	36'	14'

TRAFFIC SIGNAL LEGEND

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN TRENCH OR PUSHED
[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON DETECTOR
[Symbol]	[Symbol]	DETECTOR LOOP
[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	SIGNAL HEAD, OPTICALLY PROGRAMMED
[Symbol]	[Symbol]	UNIT DUCT

2	MARCH 2004	RECORD DRAWINGS	CDC
REV.	DRG. TRANSMITTAL LETTER NO.	NATURE OF REVISION	BY CHKD. APPD.

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
PHASE 2 INFRASTRUCTURE CONTRACT 0
GLENVIEW NAVAL AIR STATION REDEVELOPMENT PROJECT
PATRIOT BLVD/WEST LAKE AVE TOWER DRIVE
TRAFFIC SIGNAL INSTALLATION PLAN

CHICAGO, ILLINOIS
DATE: MARCH 2003

ENGINEER'S SEAL

DSGN.	BRD.	REVIEWED
CHKD.	KMM	CIVIL.
DRN.	BRD.	MECH.
CHKD.	KMM	ELECT.
SUBM.		

SCALE:
HORIZONTAL 0 20 40 Ft.
VERTICAL 0 5 10 Ft.

PROJECT MANAGER
DRAWING No. TSPW01

DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan5.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND WEST LAKE AVENUE
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	39
•	1515/2766/1352/1284			CONTRACT NO. 61C25
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

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TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
COMMON TRENCH	CT	[Symbol]
UNIT DUCT	UD	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]

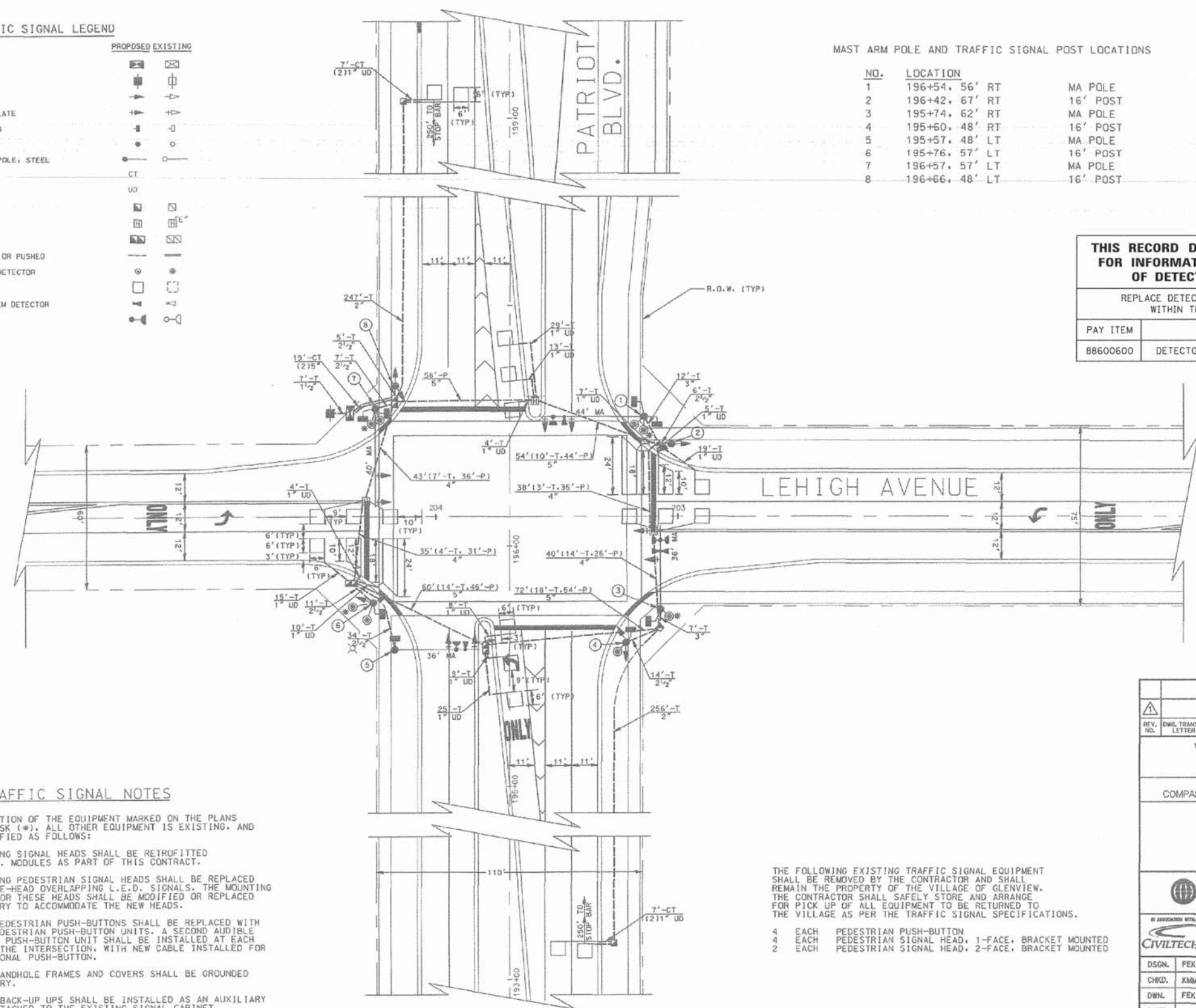
MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	MA POLE	16' POST
1	196+54, 56' RT	MA POLE	
2	196+42, 67' RT		16' POST
3	195+74, 62' RT	MA POLE	
4	195+60, 48' RT		16' POST
5	195+57, 48' LT	MA POLE	
6	195+76, 57' LT		16' POST
7	196+57, 57' LT	MA POLE	
8	196+66, 48' LT		16' POST

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	766



TRAFFIC SIGNAL NOTES

- WITH THE EXCEPTION OF THE EQUIPMENT MARKED ON THE PLANS WITH AN ASTERISK (*), ALL OTHER EQUIPMENT IS EXISTING, AND SHALL BE MODIFIED AS FOLLOWS:
- ALL EXISTING SIGNAL HEADS SHALL BE RETROFITTED WITH L.E.D. MODULES AS PART OF THIS CONTRACT.
- ALL EXISTING PEDESTRIAN SIGNAL HEADS SHALL BE REPLACED WITH SINGLE-HEAD OVERLAPPING L.E.D. SIGNALS. THE MOUNTING BRACKETS FOR THESE HEADS SHALL BE MODIFIED OR REPLACED AS NECESSARY TO ACCOMMODATE THE NEW HEADS.
- EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REPLACED WITH AUDIBLE PEDESTRIAN PUSH-BUTTON UNITS. A SECOND AUDIBLE PEDESTRIAN PUSH-BUTTON UNIT SHALL BE INSTALLED AT EACH CORNER OF THE INTERSECTION, WITH NEW CABLE INSTALLED FOR THE ADDITIONAL PUSH-BUTTON.
- EXISTING HANDHOLE FRAMES AND COVERS SHALL BE GROUNDED AS NECESSARY.
- A BATTERY BACK-UP UPS SHALL BE INSTALLED AS AN AUXILIARY CABINET ATTACHED TO THE EXISTING SIGNAL CABINET.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF GLENVIEW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE VILLAGE AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 4 EACH PEDESTRIAN PUSH-BUTTON
- 4 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED

NOTES:
1. REFER TO DRAWING NO. 5899G-PM17 FOR PAVEMENT MARKINGS.

REV. NO.	DATE	NATURE OF REVISION	BY	CHKD.	APPD.
SEPT 2004		VILLAGE RETROFITTING OF LED, AUDIBLE PED PUSH-BUTTONS, BATTERY BACK-UPS, AND HANDHOLE GROUNING.	BRD	KMM	HLG

VILLAGE OF GLENVIEW

GLENVIEW, ILLINOIS
THE GLEN REDEVELOPMENT - CONTRACT R
COMPASS ROAD LIGHTING AND TRAFFIC SIGNAL AT PATRIOT

LEHIGH AVENUE / PATRIOT BLVD.

TRAFFIC SIGNAL INSTALLATION PLAN

MWH
MONTGOMERY WATSON HARZA

CIVILTECH
3031 LaSalle St, Suite 3110 - Chicago, Illinois 60604
312.224.8100 - Fax 312.224.9111
www.civiltech.com

CHICAGO, ILLINOIS
DATE: NOVEMBER 2004

ENGINEER'S SEAL
[Professional Engineer Seal]

PROJECT MANAGER
[Signature]

DRAWING No. 5899G-T37

DSGN.	FEK	REVIEWED
CHKD.	KMM	CIVIL
DWN.	FEK	MECH.
CHKD.		
SUBM.		ELECT.

SCALE:
HORIZONTAL 0 20 40 Ft.
VERTICAL 0 5 10 Ft.



DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan7.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND LEHIGH AVENUE

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1515/2766/1352/1284	15-00193-00-RS	COOK	56	41
CONTRACT NO. 61C25			FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-40031612	

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 ...\\CrystalLake\G.V.V\150009-Civ-Eng\150009-TS-Plan7.dgn

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

* DENOTES ITEMS INCLUDED IN INTERCONNECT QUANTITIES

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		
COMMON TRENCH		
UNIT DUCT		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G-S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		

RECORD DRAWING
REVIEWED AND APPROVED BY:
[Signature]
CONTRACTOR
[Signature]
Montgomery Watson Horza
ENGINEER

REV. NO.	DWG. TRANSMITTAL LETTER NO.	DATE	NATURE OF REVISION	BY	CHKD.	APPD.
1		MAY 2002	RECORD DRAWING		CEC	HLD HLG
0		APRIL 2000	ISSUED FOR CONSTRUCTION NO ADDENDA TO THIS DRAWING			

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
PHASE 2 INFRASTRUCTURE CONTRACT E
GLENVIEW NAVAL AIR STATION REDEVELOPMENT PROJECT

WILLOW ROAD/N-S ROAD
PROPOSED SIGNAL PLAN

MWH
MONTGOMERY WATSON HORZA
CHICAGO, ILLINOIS
DATE: FEBRUARY 2000

CIVILTECH
480 S. Elmwood Ave., Suite 300 - Elmhurst, Illinois 60120
TEL: 630.771.9100 - FAX: 630.277.9101
www.civiltech.com

ENGINEER-SEAL
HARRY L. STEINBOCK, JR.
38376 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

DSGN. JJ	REVIEWED
CHKD. KMM	CIVIL
DWN. JJ	MECH.
CHKD. JJ	ELECT.

SCALE:
HORIZONTAL 0 20 40 FT.
VERTICAL 0 5 10 FT.

PROJECT MANAGER
DRAWING NO. 5899G-T 6B R1

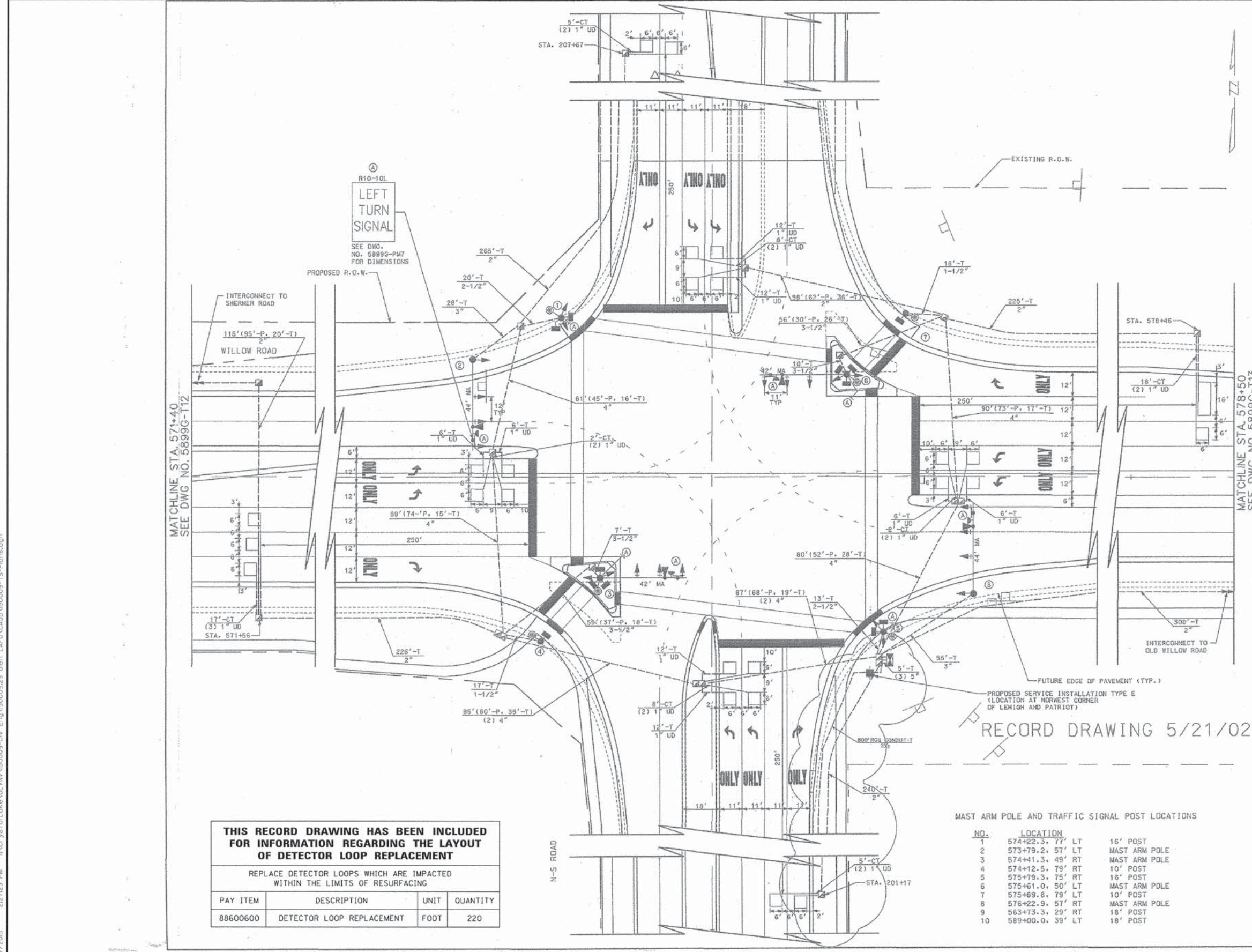
THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	220

MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	POST
1	574+22.3, 77' LT	16' POST
2	573+79.2, 57' LT	MAST ARM POLE
3	574+41.3, 49' RT	MAST ARM POLE
4	574+12.5, 79' RT	10' POST
5	575+79.3, 75' RT	16' POST
6	575+61.0, 50' LT	MAST ARM POLE
7	575+89.8, 79' LT	10' POST
8	576+22.9, 57' RT	MAST ARM POLE
9	563+73.3, 29' RT	18' POST
10	589+00.0, 39' LT	18' POST



DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan8.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

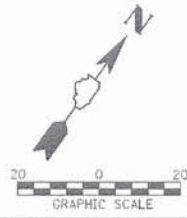
TRAFFIC SIGNAL PLAN
PATRIOT BOULEVARD AND WILLOW ROAD

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	42
• 1515/2766/1352/1284		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003612				

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THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

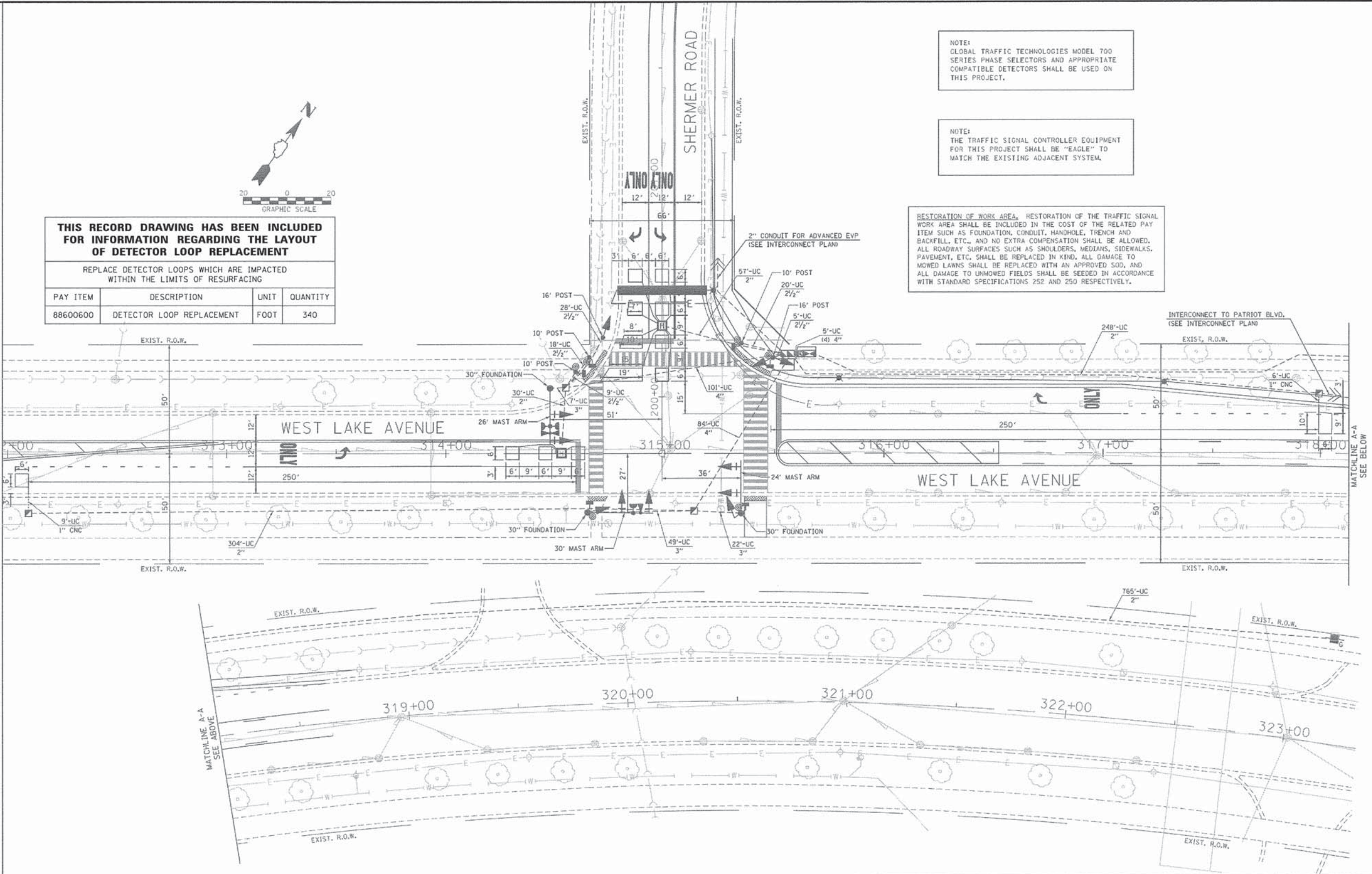
REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	340

NOTE:
GLOBAL TRAFFIC TECHNOLOGIES MODEL 700 SERIES PHASE SELECTORS AND APPROPRIATE COMPATIBLE DETECTORS SHALL BE USED ON THIS PROJECT.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF 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 SOO, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



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KLOA
 Karig, Lindgren, O'Hara, Aboona, Inc.
 9575 West Higgins Road, Suite 400
 Rosemont, Illinois 60018
 P: (847) 510-9990 F: (847) 518-9987
 PROJECT # 15-015

PROJECT: **GLENVIEW, ILLINOIS**

DESIGNED	REV DATE	CHECKED	REVISION
- TCM			
- TCM			
- MKS			
- 5/08/2015			

TRAFFIC SIGNAL INSTALLATION PLAN WEST LAKE AVENUE AND SHERMER ROAD		COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1" = 20'		COOK	27	TS-09



DESIGNED - JCC	REVISED -
DRAWN - CJC	REVISED -
CHECKED - TLH	REVISED -
DATE - 12-7-15	FILE - 150009-TS-Plan9.dgn

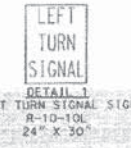
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
WEST LAKE AVENUE AND SHERMER ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00193-00-RS	COOK	56	43
	1515/2766/1352/1284	CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003612				

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
LEFT TURN SIGNAL SIGN, SEE DETAIL 1	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
SIGNAL HEAD, PROGRAMMED	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
ILLUMINATED SIGN, FIBER-OPTIC	[Symbol]	[Symbol]
RAILROAD FLASHER	[Symbol]	[Symbol]
RAILROAD GATE FOUNDATION, POST AND GATE	[Symbol]	[Symbol]
RAILROAD CANTILEVER AND FOUNDATION	[Symbol]	[Symbol]
RAILROAD CROSSING SIGN MOUNTED ON CANTILEVER	[Symbol]	[Symbol]
BIT, BIKE PATH, 5"	[Symbol]	[Symbol]



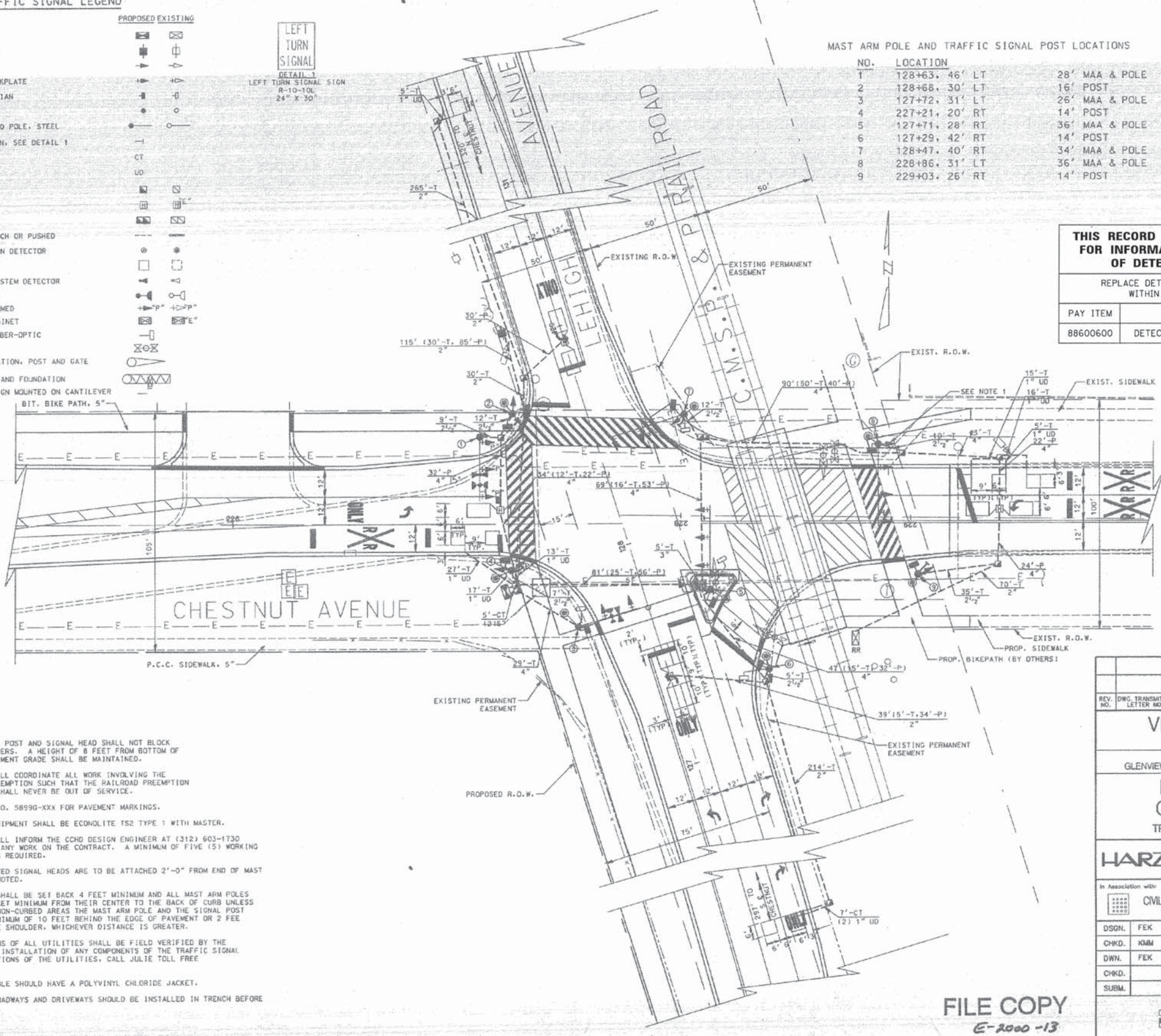
MAST ARM POLE AND TRAFFIC SIGNAL POST LOCATIONS

NO.	LOCATION	
1	128+63, 46' LT	28' MAA & POLE
2	128+68, 30' LT	16' POST
3	127+72, 31' LT	26' MAA & POLE
4	227+21, 20' RT	14' POST
5	127+71, 28' RT	36' MAA & POLE
6	127+29, 42' RT	14' POST
7	128+47, 40' RT	34' MAA & POLE
8	228+86, 31' LT	36' MAA & POLE
9	229+03, 26' RT	14' POST

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

REPLACE DETECTOR LOOPS WHICH ARE IMPACTED WITHIN THE LIMITS OF RESURFACING

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600600	DETECTOR LOOP REPLACEMENT	FOOT	404



NOTES:

1. THE TRAFFIC SIGNAL POST AND SIGNAL HEAD SHALL NOT BLOCK RAILROAD WARNING FLASHERS. A HEIGHT OF 8 FEET FROM BOTTOM OF SIGNAL HOUSING TO PAVEMENT GRADE SHALL BE MAINTAINED.
2. THE CONTRACTOR SHALL COORDINATE ALL WORK INVOLVING THE PERMANENT RAILROAD PREEMPTION SUCH THAT THE RAILROAD PREEMPTION FOR THE INTERSECTION SHALL NEVER BE OUT OF SERVICE.
3. REFER TO DRAWING NO. 58990-KXX FOR PAVEMENT MARKINGS.
4. THE CONTROLLER EQUIPMENT SHALL BE ECONOLITE TS2 TYPE 1 WITH MASTER.
5. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
6. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM END OF MAST ARM UNLESS OTHERWISE NOTED.
7. ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLE AND THE SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER DISTANCE IS GREATER.
8. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE 1-800-892-0123.
9. ALL ELECTRICAL CABLE SHOULD HAVE A POLYVINYL CHLORIDE JACKET.
10. CONDUITS UNDER ROADWAYS AND DRIVEWAYS SHOULD BE INSTALLED IN TRENCH BEFORE PAVEMENT IS PLACED.

RECEIVED JUN 1 2000 VILLAGE OF GLENVIEW, ILL. DEVELOPMENT

REV. NO.	DRG. TRANSMITTAL LETTER NO.	DATE	NATURE OF REVISION	BY	CHKD.	APPD.

VILLAGE OF GLENVIEW
GLENVIEW, ILLINOIS
PHASE 2 INFRASTRUCTURE CONTRACT G
GLENVIEW NAVAL AIR STATION REDEVELOPMENT PROJECT

LEHIGH AVENUE / CHESTNUT AVENUE
TRAFFIC SIGNAL INSTALLATION PLAN

HARZA ENVIRONMENTAL SERVICES, INC. CHICAGO, ILLINOIS
Consulting Engineers DATE FEBRUARY 2000

In Association with: **CIVILTECH ENGINEERING, INC.** ENGINEER'S SEAL

DSGN.	FEK	REVIEWED
CHKD.	KMM	CIVIL
DWN.	FEK	MECH.
CHKD.		
SUBM.		ELECT.

0 20 40 Ft. PROJECT MANAGER: 58896-121

FILE COPY E-2000-13

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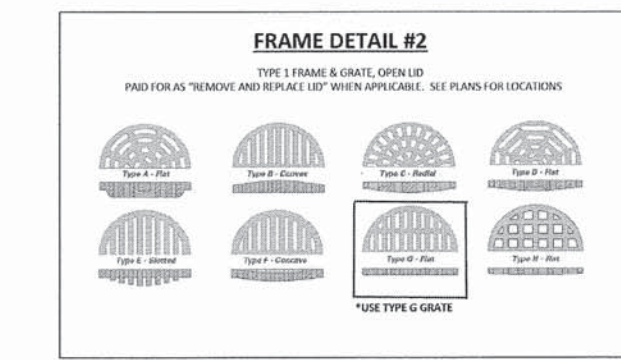
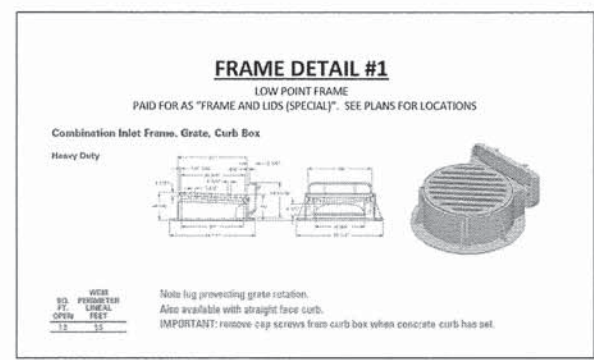
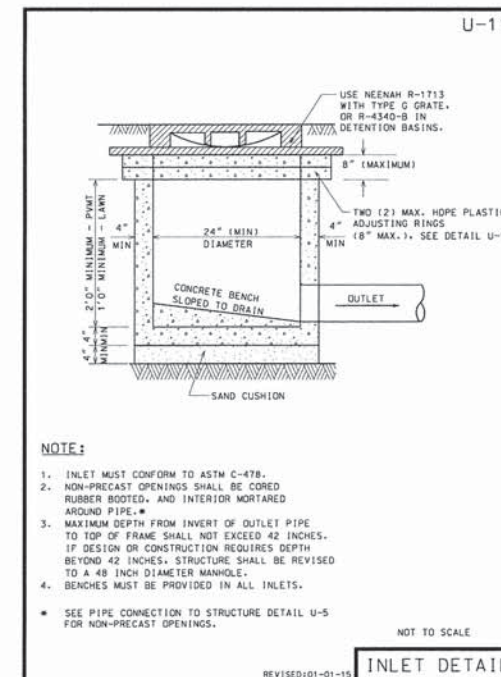
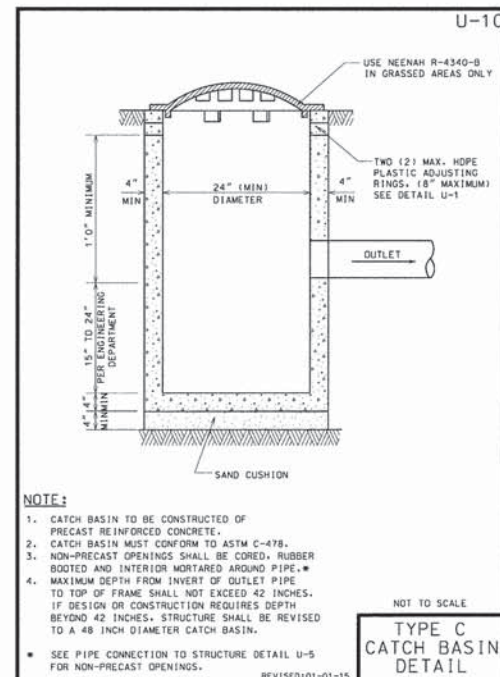
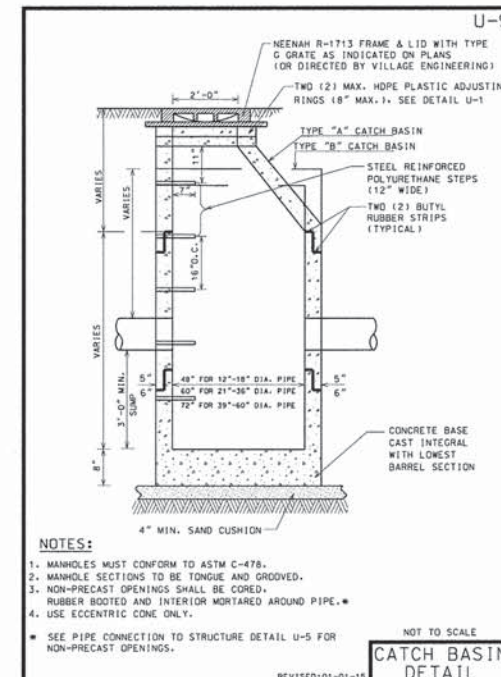
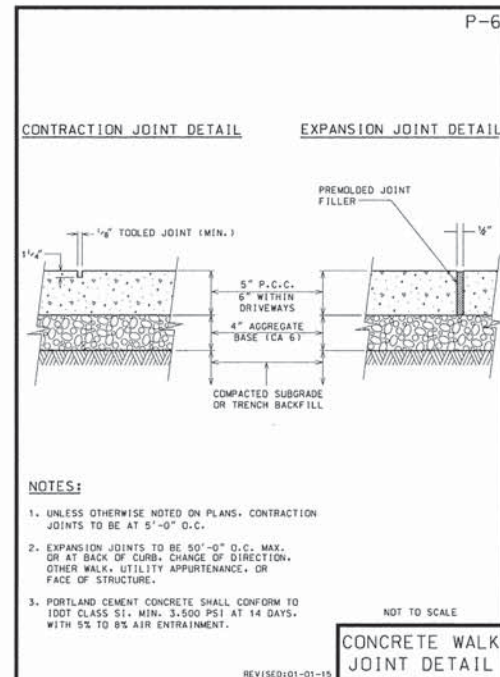
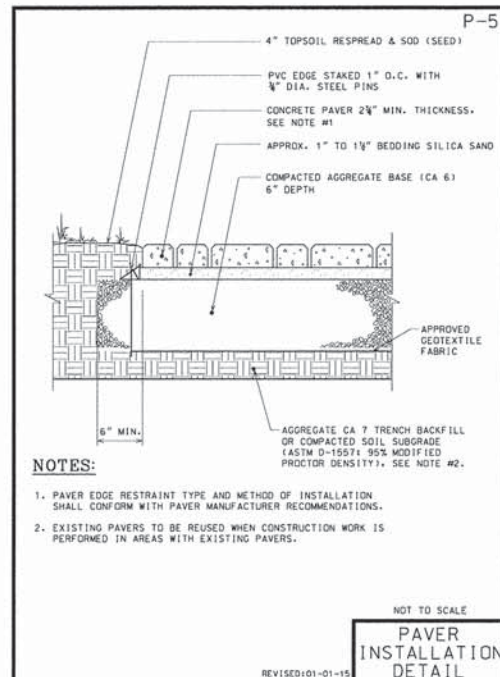
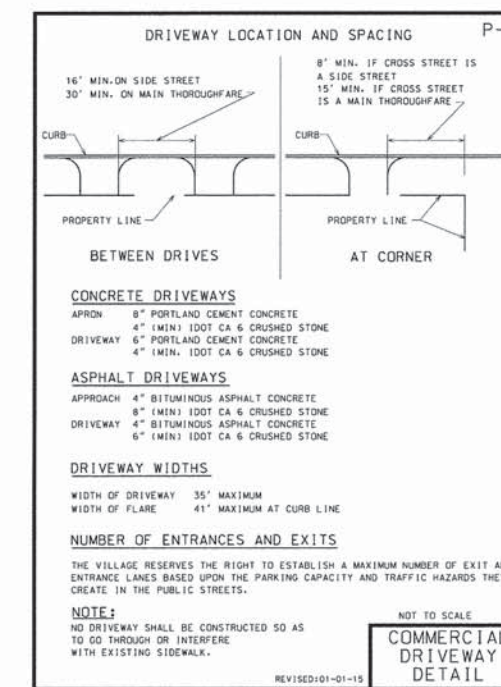
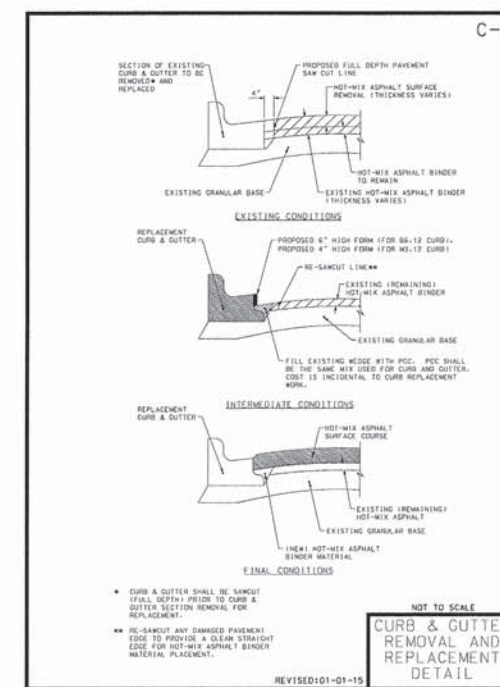
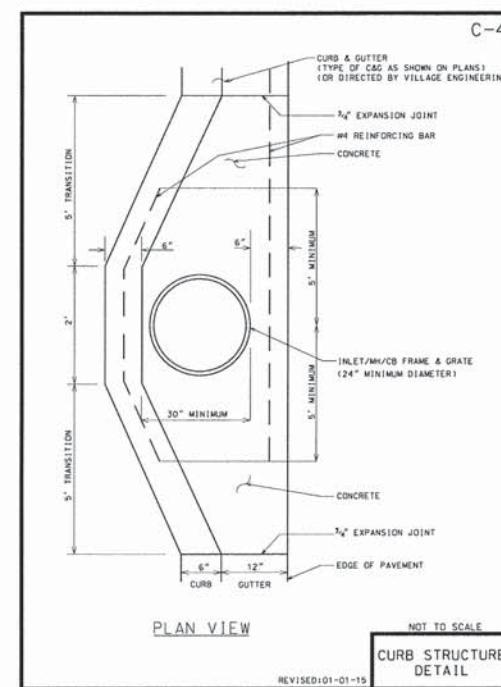
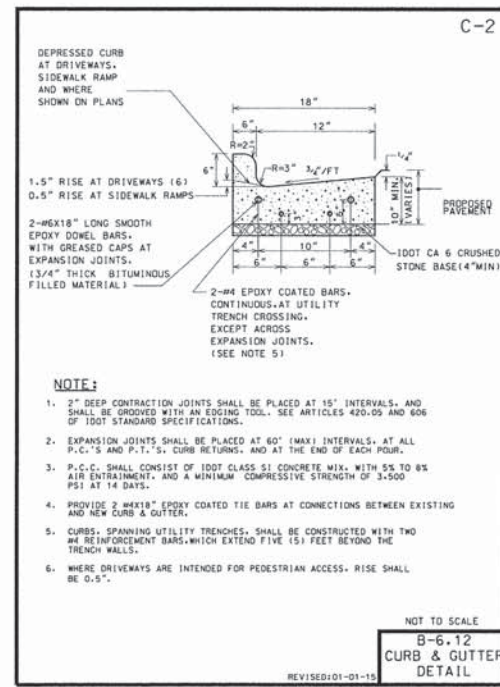
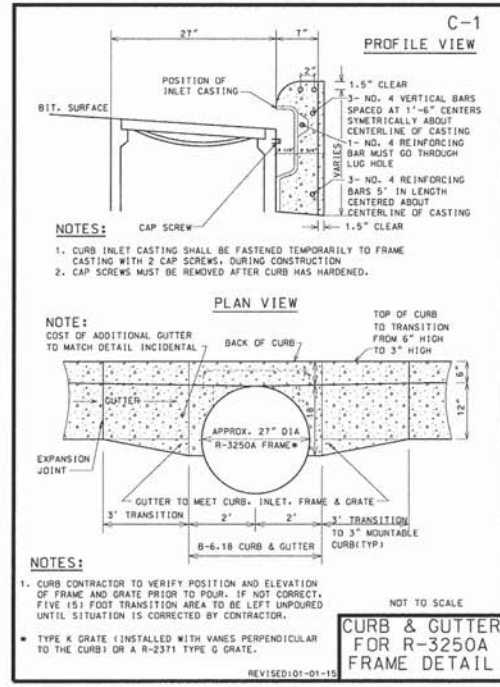
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
CHESTNUT AVENUE AND LEHIGH AVENUE

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1515/2766/1352/1284	15-00193-00-RS	COOK	56	44
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)		CONTRACT NO. 61C25		



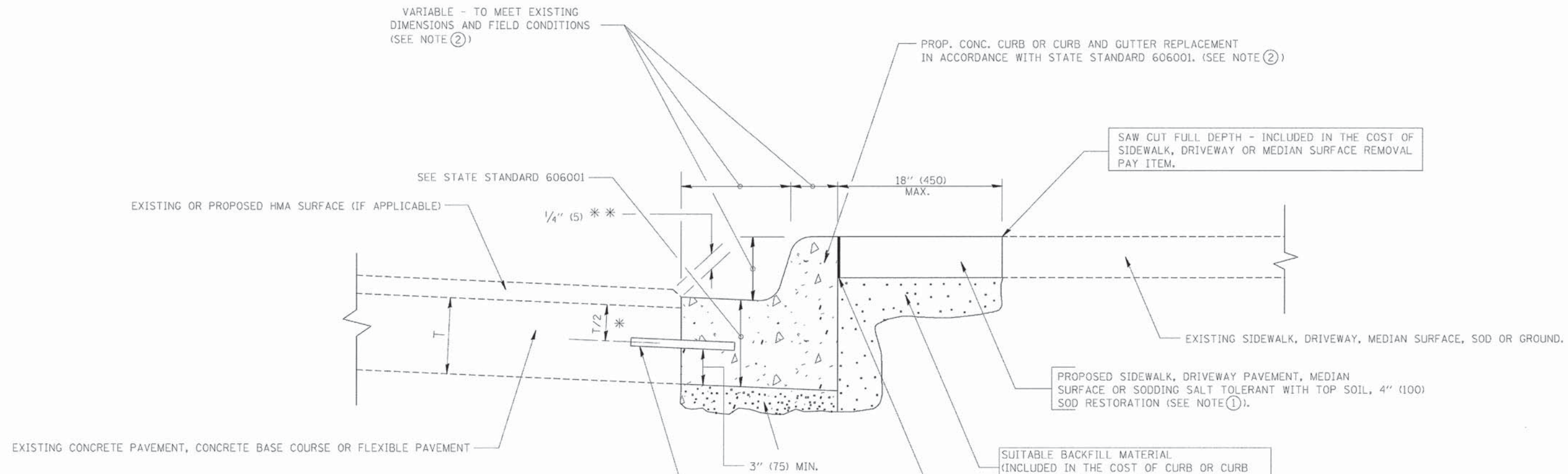
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DESIGNED - JCC	REVISED -	DATE - 12-7-15	FILE - 150009-MiscDetails.dgn
DRAWN - CJC	REVISED -		
CHECKED - TLH	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

MISCELLANEOUS DETAILS		F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		15-00193-00-RS	COOK	56	45	
		1515/2766/1352/1284	CONTRACT NO. 61C25			
		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003612				



* 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.

- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE 3).

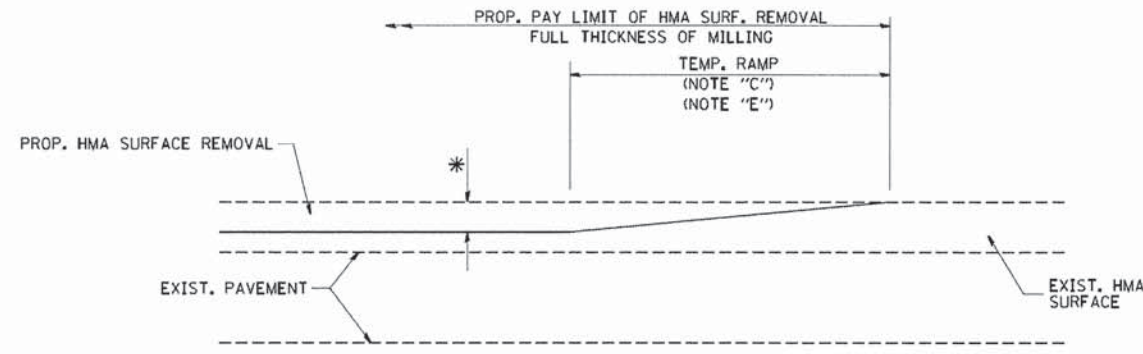
BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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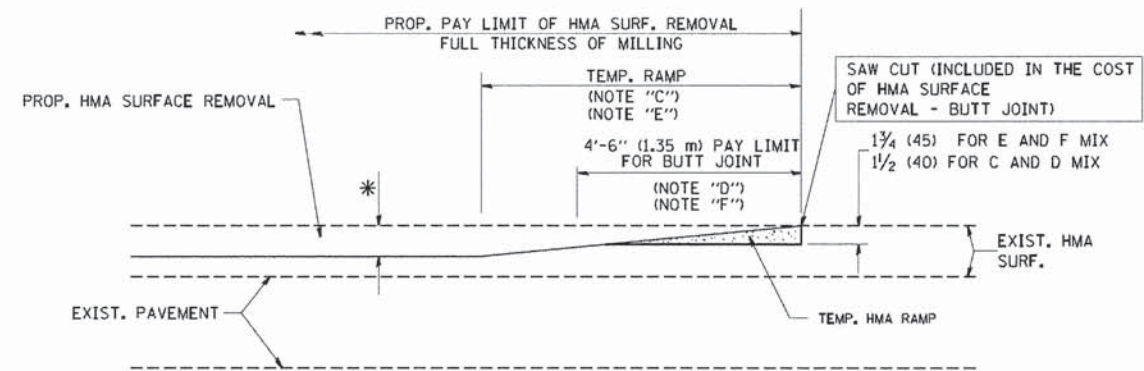
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...	...	DRAWN -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	15-00193-00-RS	COOK	56	47
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...	...	DATE - 03-11-94	REVISED - R. BORO 12-15-09						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)					
...	...	PLOT SCALE = 50:000 * / IN.	...											

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
 UNLESS OTHERWISE SHOWN.
 * 1515/2766/1352/1284



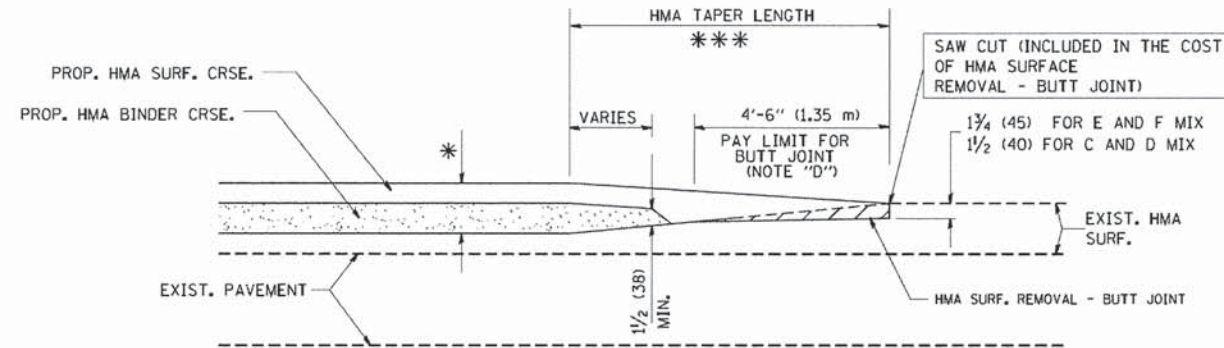
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



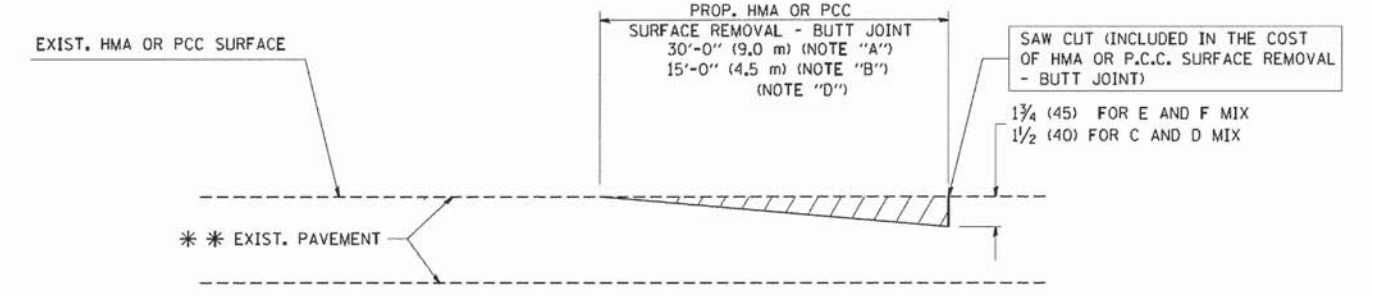
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

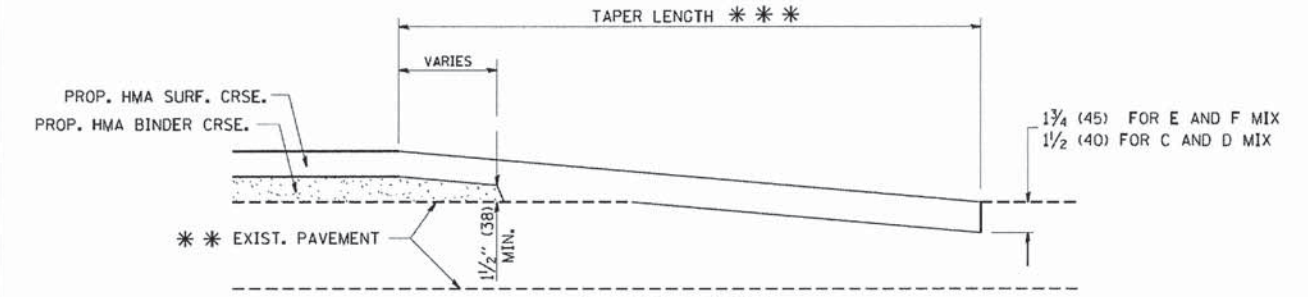


BUTT JOINT AND HMA TAPER

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.
• 1515/2766/1352/1284

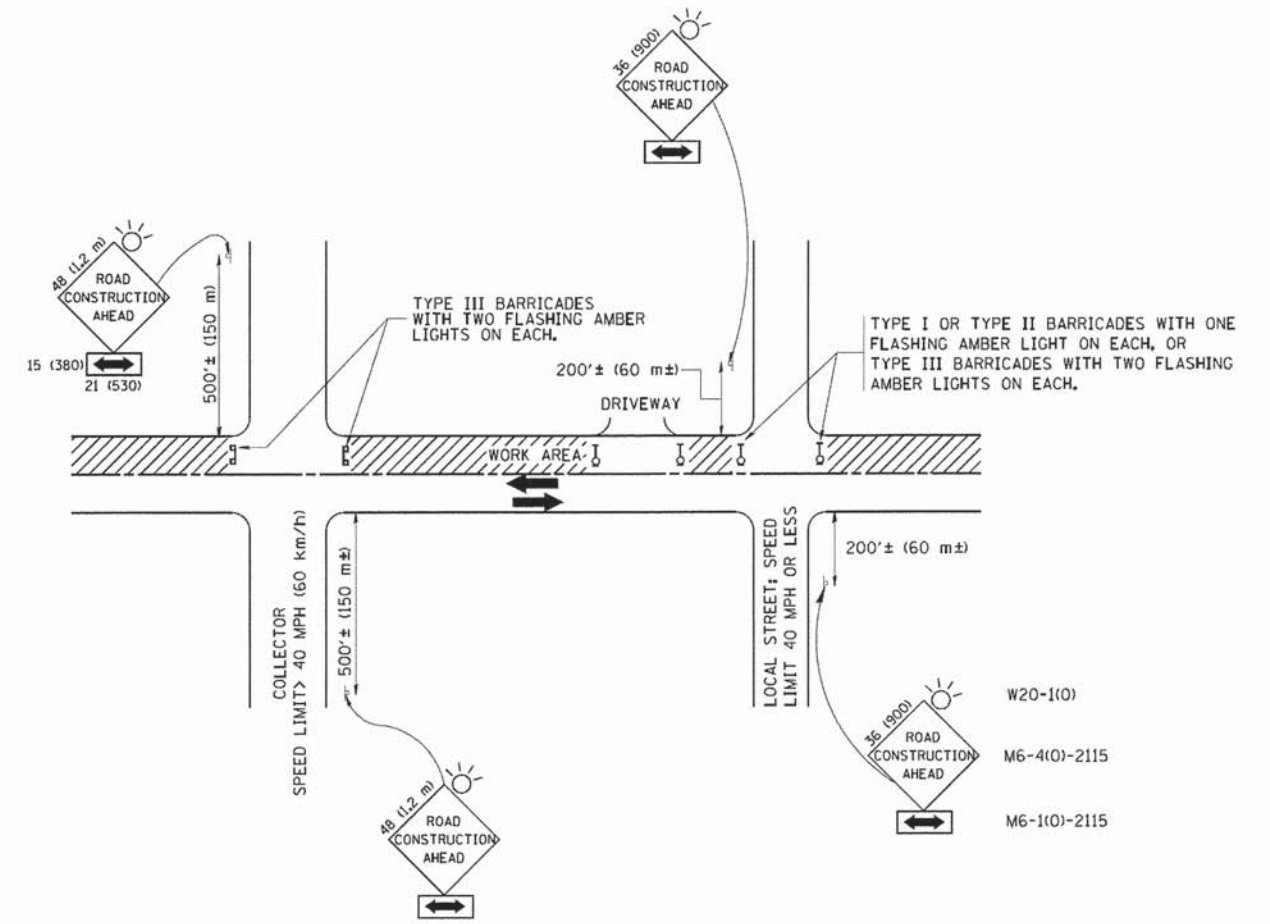
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 REVISED - A. ABBAS 03-21-97
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00193-00-RS	COOK	56	48
BD400-05 BD32			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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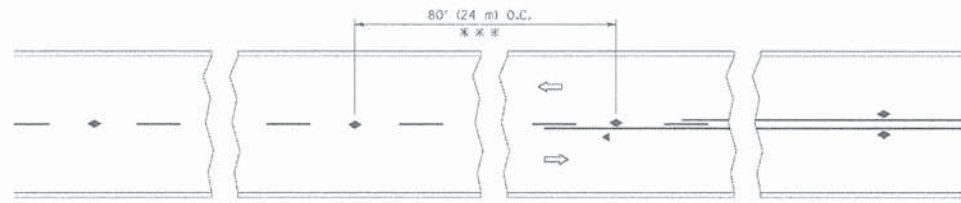
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

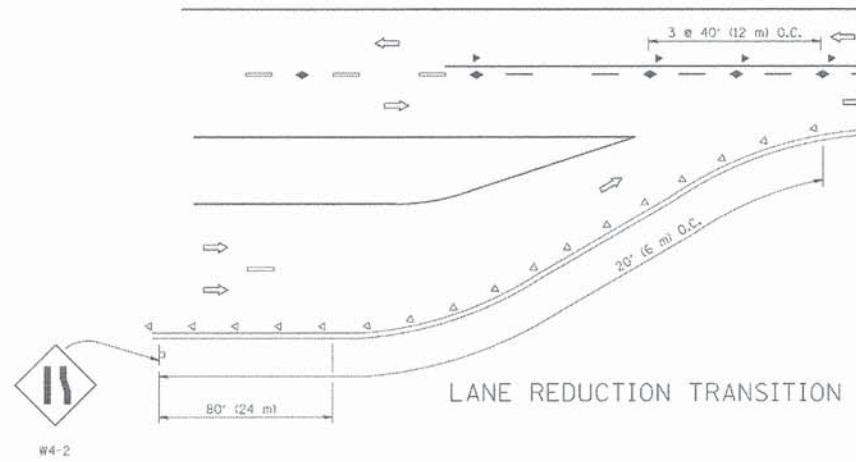
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

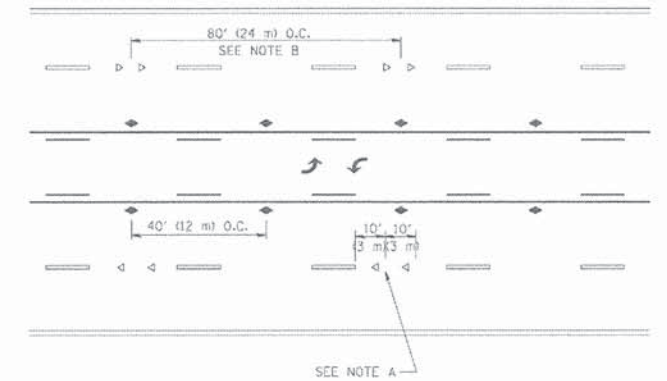


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

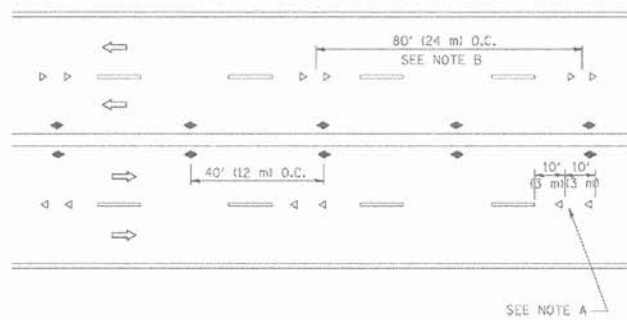
TWO-LANE/TWO-WAY



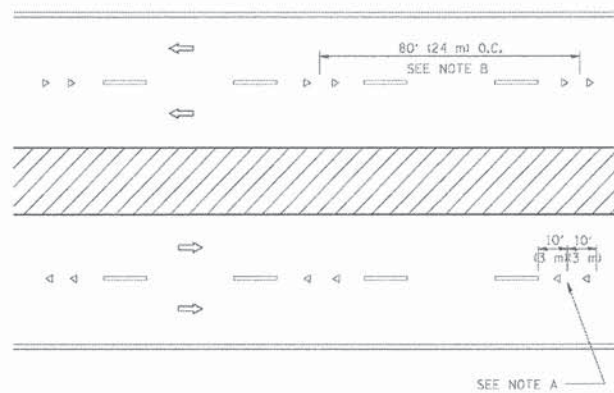
LANE REDUCTION TRANSITION



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

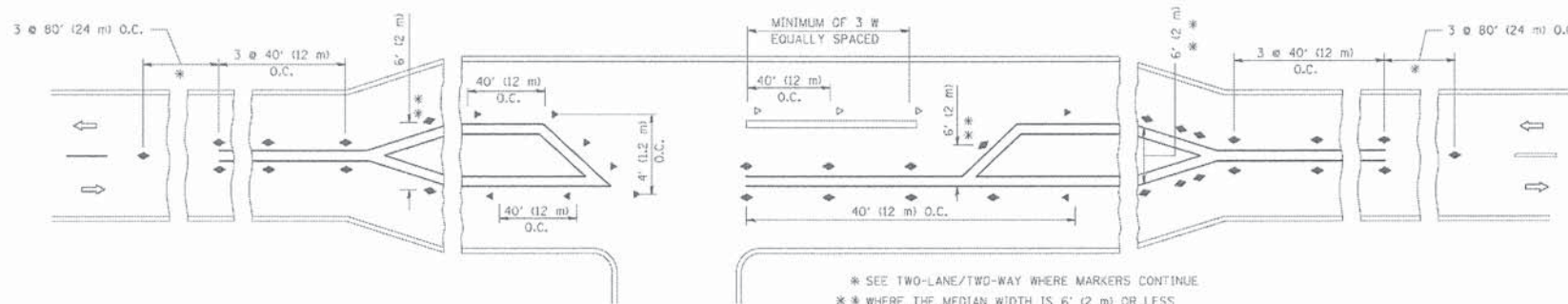
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
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

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 ...LAFONCADD\DISTRICT ONE DETAILS - TC.dgn

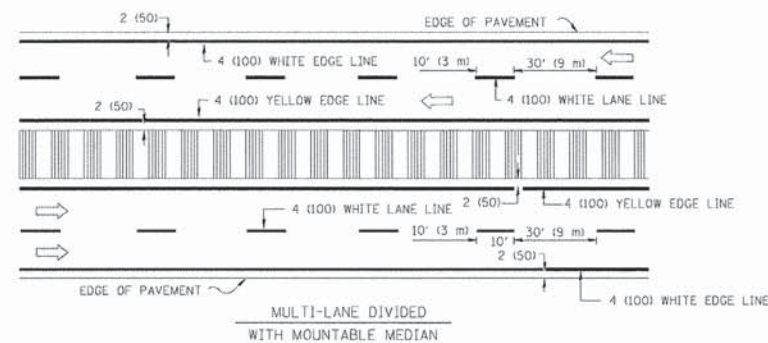
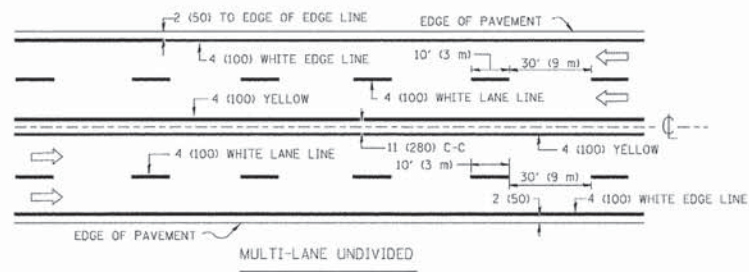
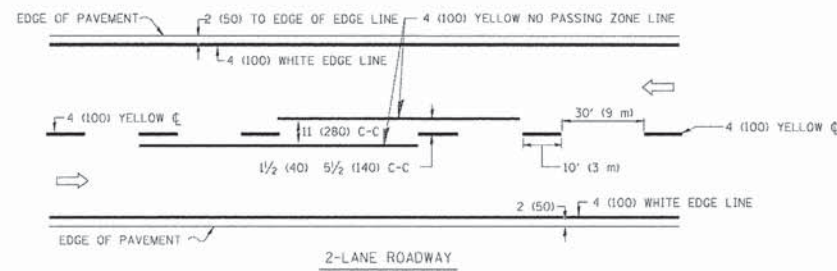
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...	...	CHECKED -	REVISED - T. RAMMACHER 01-06-00
...	...	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

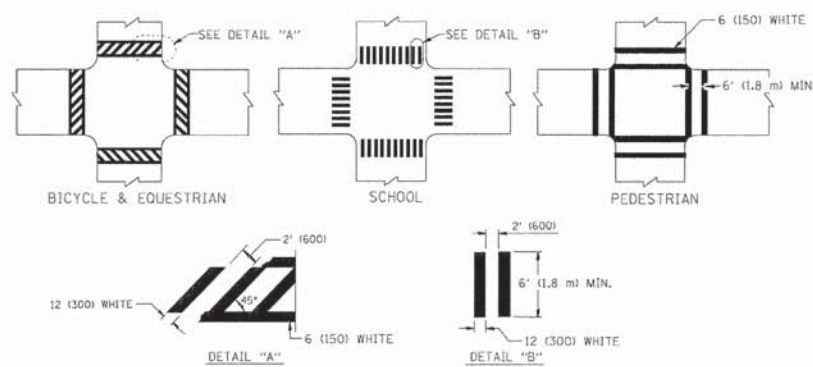
TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

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

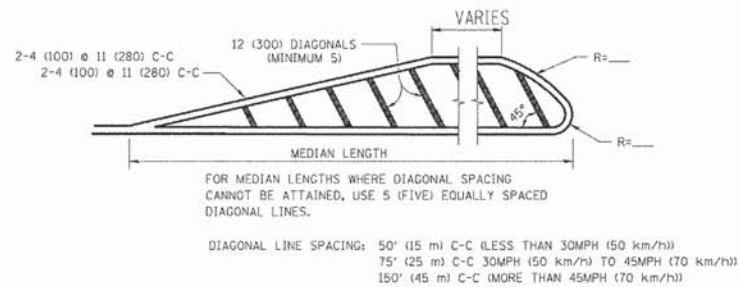
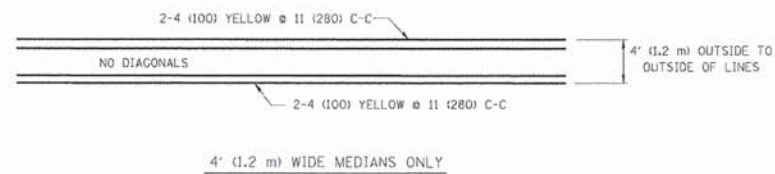
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	50
TC-11		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(612)				



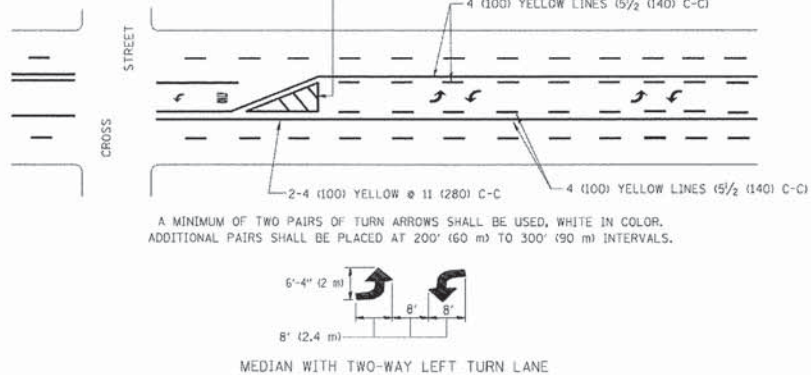
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE
TYPICAL LANE AND EDGE LINE MARKING



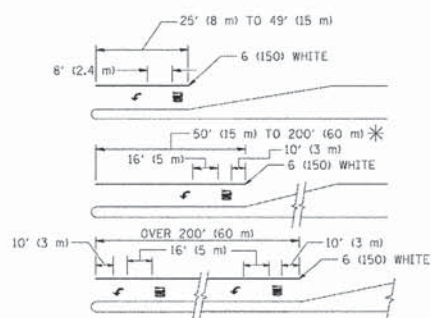
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

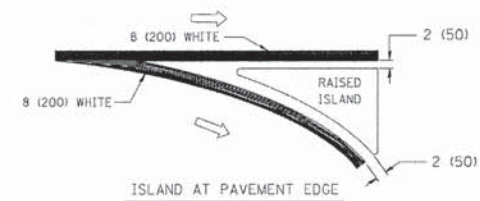
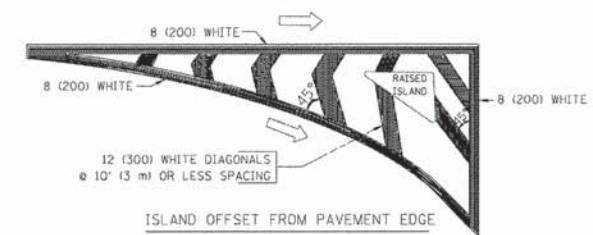


TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION 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 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" 15' (4.5 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78000! AREA OF "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000.

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

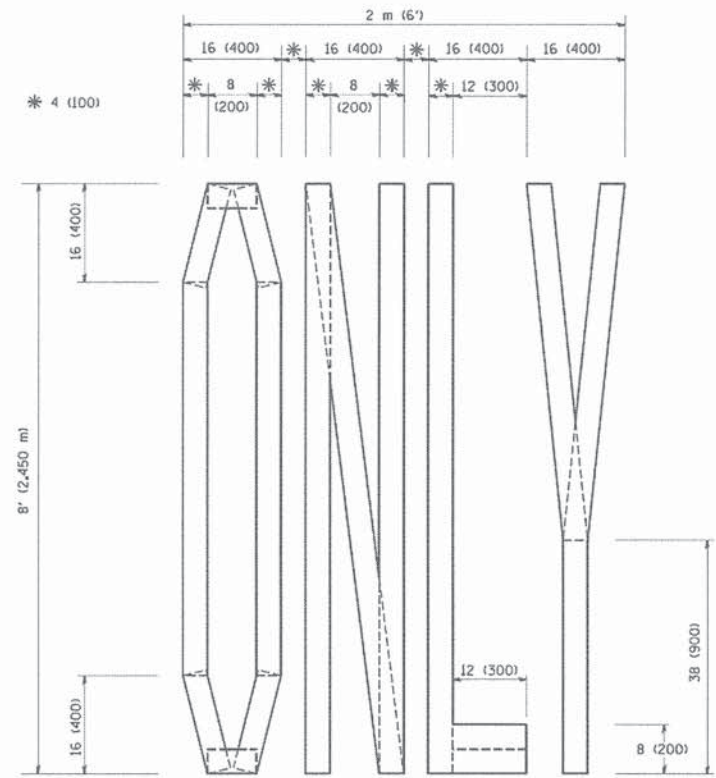
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 1515/2766/1352/1284
 12/7/2005

FILE NAME =	USER NAME = drsvakoeqn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
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PLOT SCALE = 50.000 / IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

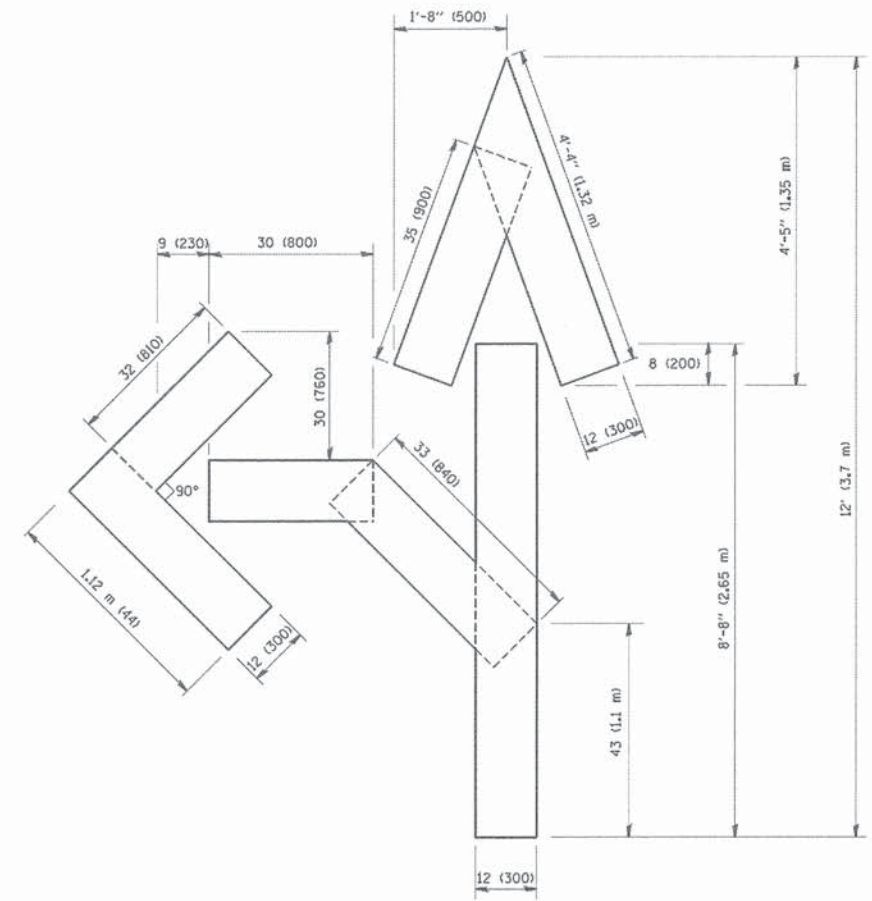
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

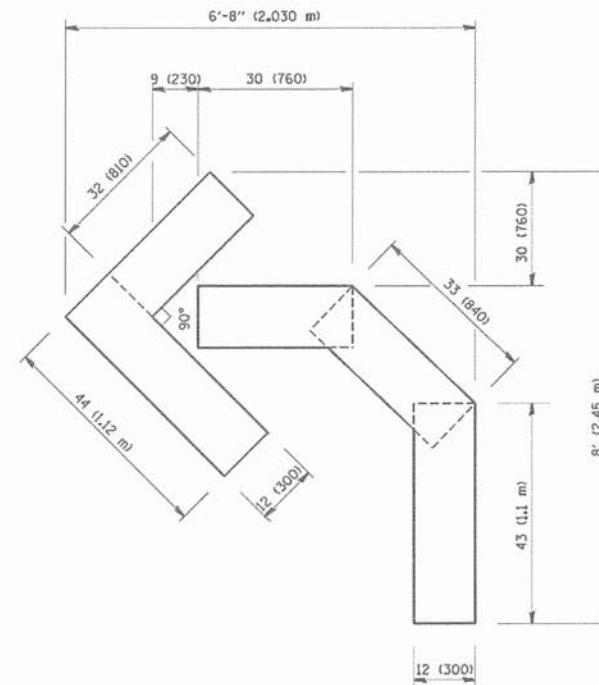
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15-00193-00-RS		COOK	56	51
TC-13		CONTRACT NO. 61C25		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(612)				



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

• 1515/2766/1352/1284

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	52
TC-16			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

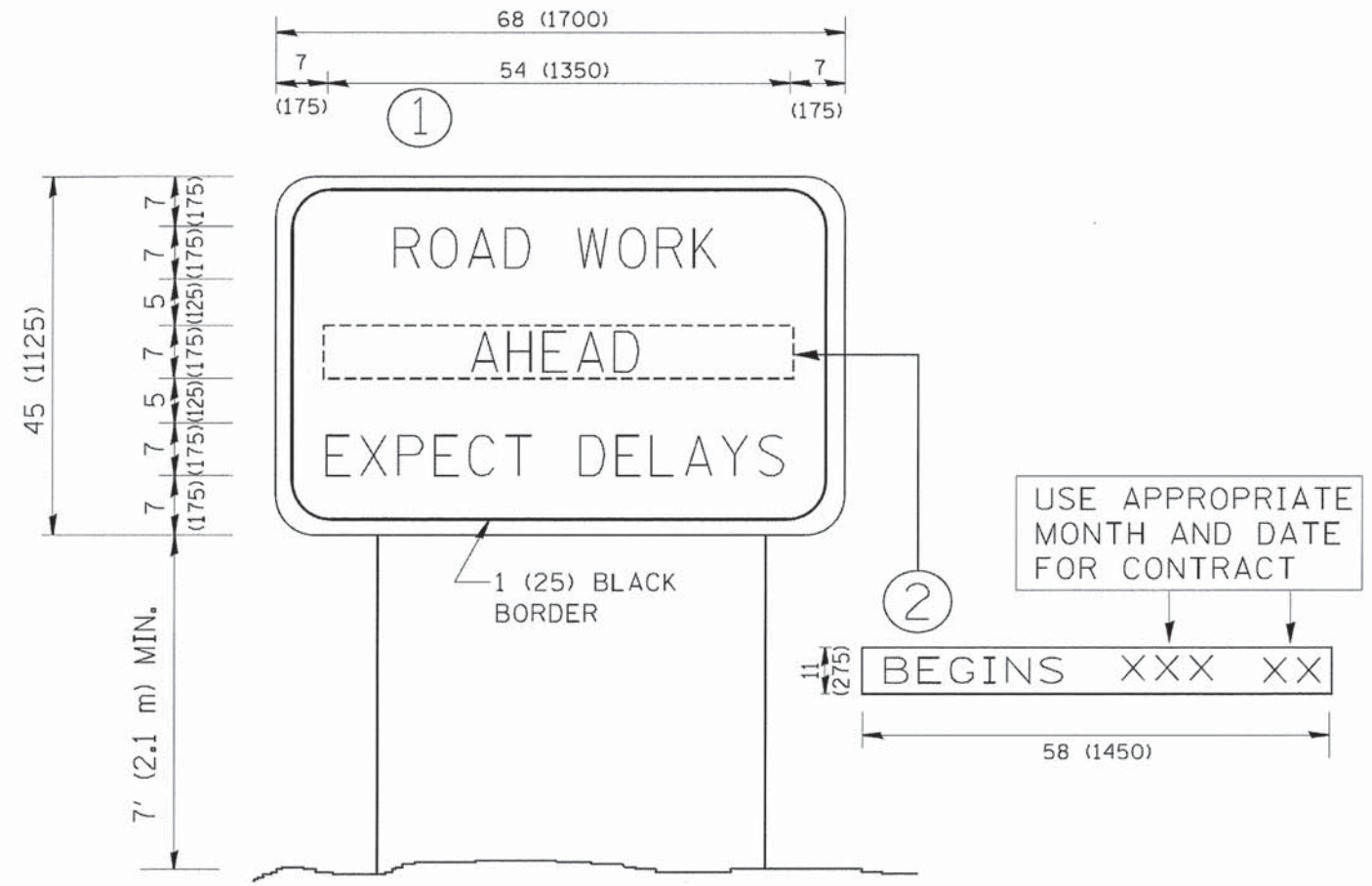
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PLOT SCALE = 50.0000" / IN.		CHECKED -	REVISED - T. RAMMACHER 03-02-98
PLOT DATE = 1/4/2008		DATE = 09-18-94	REVISED - E. GOMEZ 08-28-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

1515/2766/1352/1284
 STATE OF ILLINOIS PROFESSIONAL ENGINEERING BOARD
 LICENSE NO. 184-00281 - EXPIRES 4/30/2025
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 DRAWN -
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 PLOT DATE = 1/4/2008
 REVISIONS:
 REVISION NO. DATE BY
 1 09-15-97 R. MIRS
 2 12-11-97 R. MIRS
 3 02-02-99 T. RAMMACHER
 4 01-31-07 C. JUCIUS



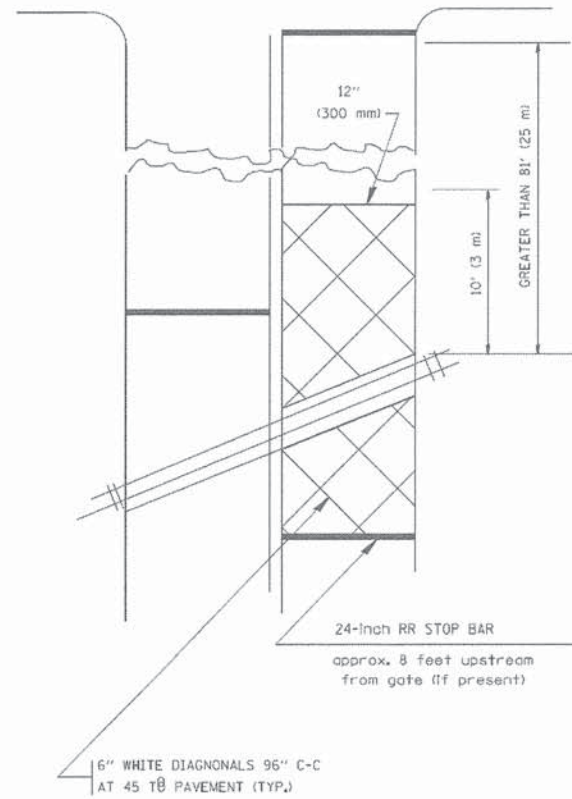
NOTES:

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.

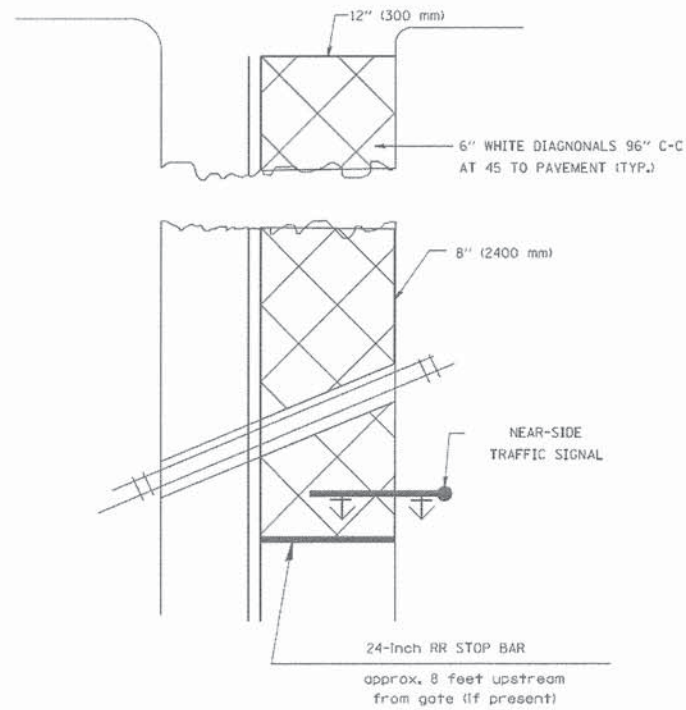
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99					TC-22		CONTRACT NO. 61C25		
		DATE -	REVISED - C. JUCIUS 01-31-07					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(612)				

WITH INTERSECTION TRAFFIC SIGNALS
(SEE NOTE 1)

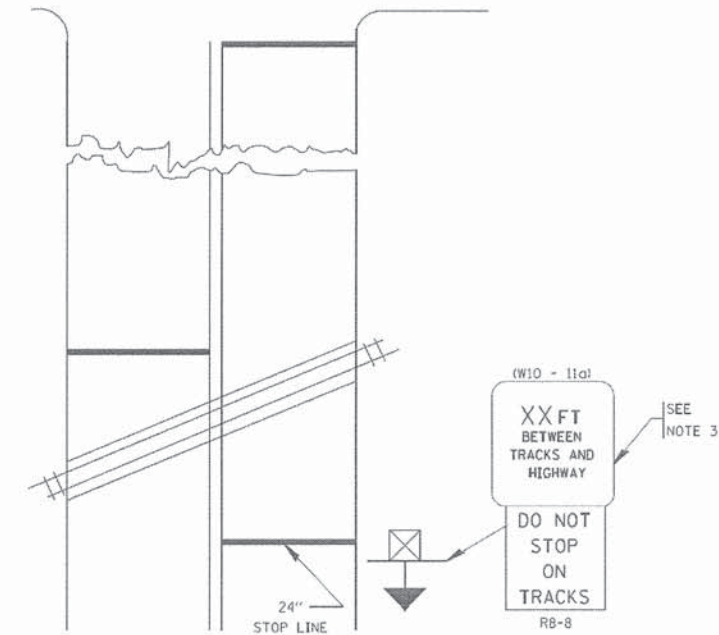


WITH NEAR-SIDE TRAFFIC SIGNALS
(SEE NOTE 1 & 2)



PLAN
N. T. S.

WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



PLAN
N. T. S.

NOTES:

- PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

• 1515/2766/1352/1284

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FILE NAME =	USER NAME = drvzakasn	DESIGNED -	REVISED - 02-25-11
		DRAWN -	REVISED - 04-26-12
	PLOT SCALE = 50.000 / 1 in.	CHECKED -	REVISED -
	PLOT DATE = 5/7/2012	DATE -	REVISED -

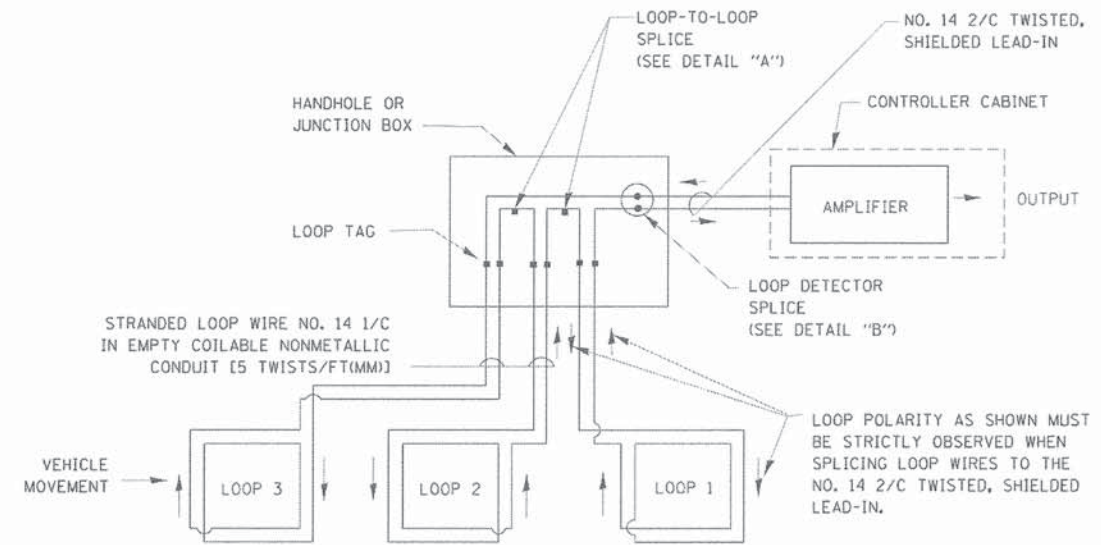
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	15-00193-00-RS	COOK	56	54
TC-23			CONTRACT NO. 61C25	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(612)				

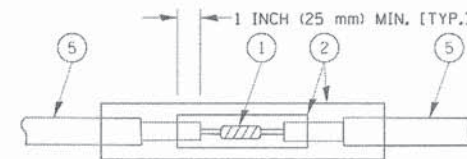
LOOP DETECTOR NOTES

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.

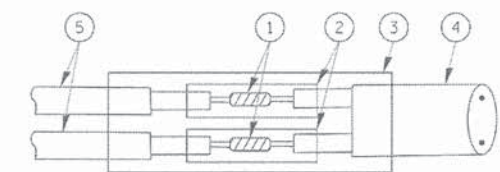


DETECTOR LOOP WIRING SCHEMATIC

- 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.

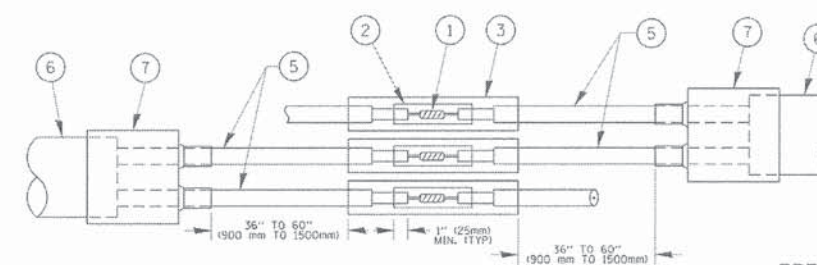


DETAIL "A"
LOOP-TO-LOOP SPLICE

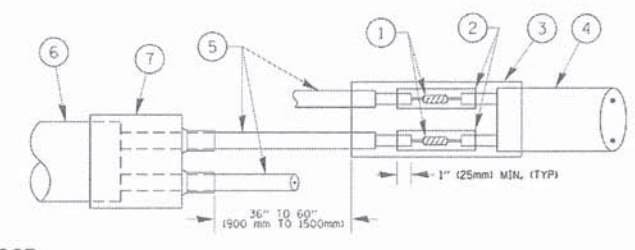


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

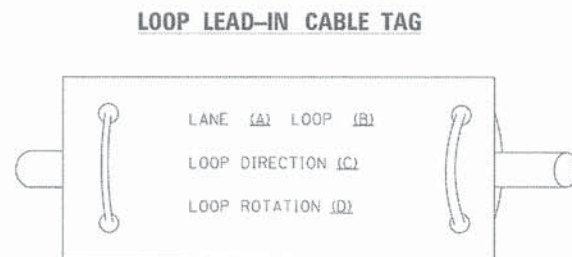


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL



- 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.

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 LICENSE NO. 184-0022 - EXPIRES 4/30/2015
 1515/2766/1352/1284
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SHEET NO. 55 OF 55
 CONTRACT NO. 61C25

FILE NAME =	USER NAME = Footers	DESIGNED - DAD	REVISED - DAG 1-1-14
DRAWN - BCK	CHECKED - DAD	DATE - 10-28-09	REVISED -
SCALE = 5/8" = 1' - 0"	DATE = 1/13/2014	REVISED -	REVISED -

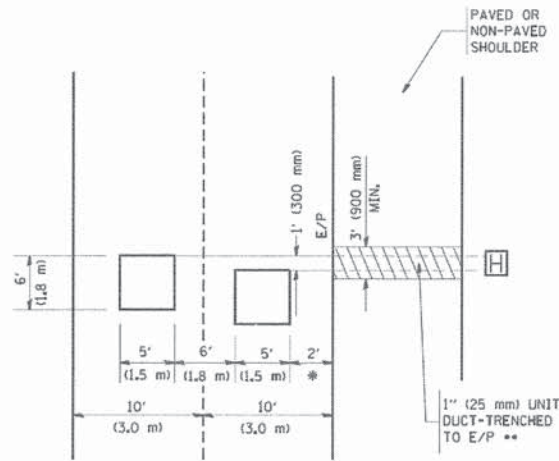
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**
SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

1515/2766/1352/1284				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15-00193-00-RS	TS-05	COOK	56	55
CONTRACT NO. 61C25			FED. ROAD DIST. NO. 1 (ILLINOIS) FEB. #10 PROJECT M-4003(612)	

LOOPS NEXT TO SHOULDERS

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

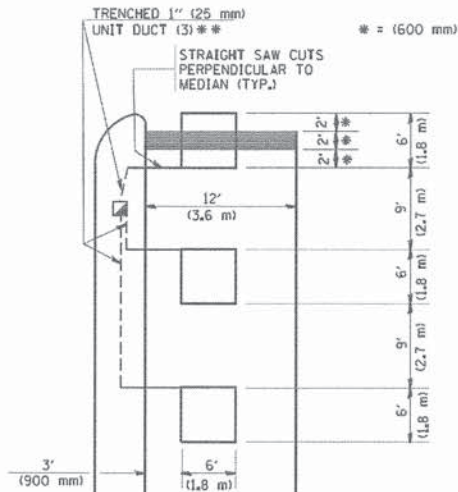


* = (600 mm)

** 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)**

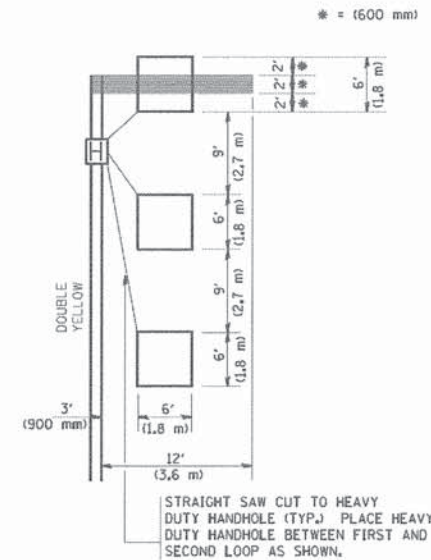
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

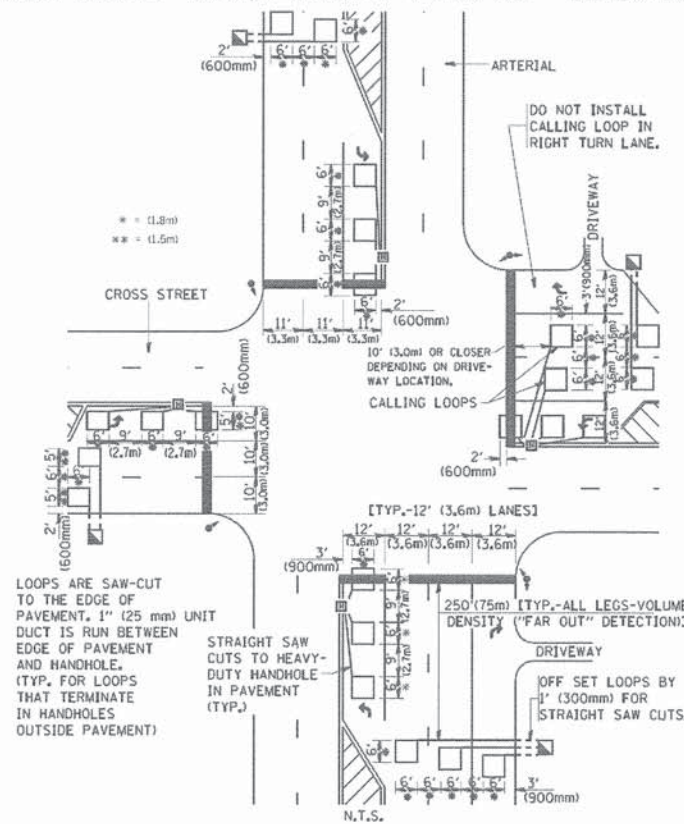
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



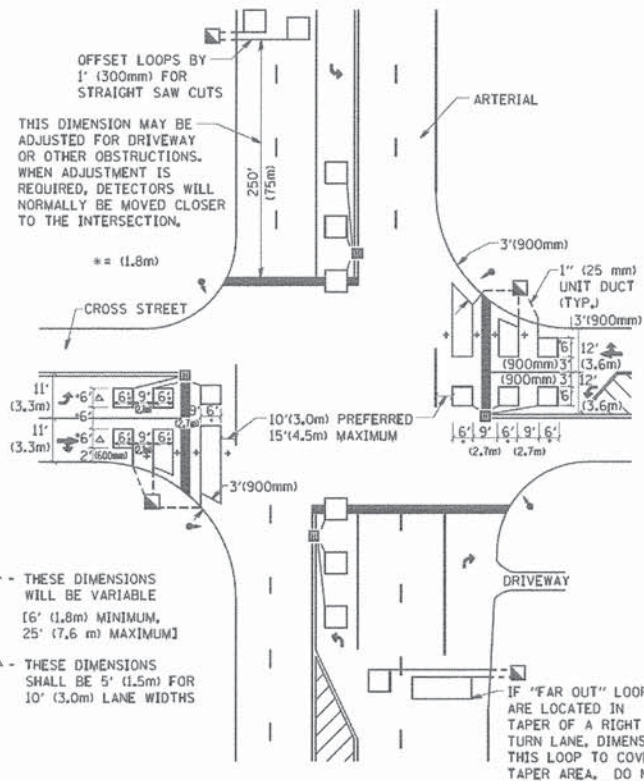
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 SEPARATELY. 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.

1515/2766/1352/1284

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 DATE: 12/7/2005

FILE NAME = W:\distr1\tsd\22x34\tsd87.dgn	USER NAME = geglenobt	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.J. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.	15-00193-00-RS COOK 56 56
PLOT SCALE = 50.0000" / IN.	CHECKED = DATE = 1/4/2008	R.K.F.	REVISED - REVISED -	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	CONTRACT NO. 61C25
						FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(612)	