04-22-2016 LETTING ITEM 007

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	1
		ILLINOIS	CONTRACT NO. 61C54	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 2664 (GREENTREE PARKWAY – GARFIELD AVE TO IL ROUTE 21)
F.A.U. ROUTE 1675 (RED TOP DRIVE – IL ROUTE 21 TO FOURTH AVE)
F.A.U. ROUTE 1676 (FOURTH AVENUE – RED TOP DR TO GOLF AVE)

RESURFACING
SECTION 15–00114–00–RS
PROJECT M–4003(548)
VILLAGE OF LIBERTYVILLE
LAKE COUNTY
C–91–416–15

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. (847) 705–4021 SCHAUMBURG, IL

DESIGN SPEED
GREENTREE PARKWAY – 30 MPH
RED TOP DRIVE – 30 MPH
FOURTH AVENUE – 30 MPH

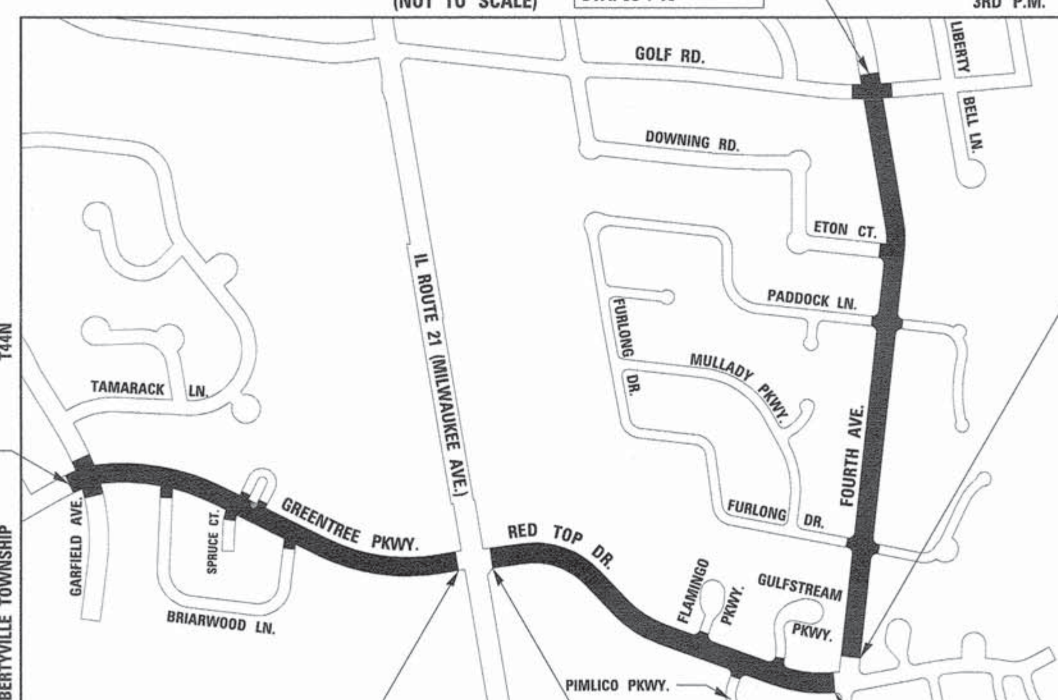
POSTED SPEED
GREENTREE PARKWAY – 25 MPH
RED TOP DRIVE – 25 MPH
FOURTH AVENUE – 25 MPH

FUNCTIONAL CLASSIFICATION
GREENTREE PARKWAY – MAJOR COLLECTOR (2015 ADT=5,200)
RED TOP DRIVE – MAJOR COLLECTOR (2015 ADT=3,300)
FOURTH AVENUE – MAJOR COLLECTOR (2015 ADT=4,500)

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

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

LOCATION MAP
(NOT TO SCALE)



BEGIN IMPROVEMENTS GREENTREE PARKWAY STA. 17+60

END IMPROVEMENTS GREENTREE PARKWAY STA. 34+10

BEGIN IMPROVEMENTS RED TOP DRIVE STA. 0+50

PIMLICO PKWY.

R11E

END IMPROVEMENTS RED TOP DRIVE STA. 16+68

BEGIN IMPROVEMENTS FOURTH AVENUE STA. 40+58

END IMPROVEMENTS FOURTH AVENUE STA. 65+16

LOCATION OF SECTION INDICATED THUS:–

DEREK N. MALL 062-051308 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

Derek N. Mall 1/20/16
REGISTERED P.E., STATE OF ILLINOIS
NO. 062–051308; EXPIRES 11–30–2017

CIVILTECH ENGINEERING, INC. 184-000826 LS/PE/SE CORPORATION ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED January 19, 2016
PAUL KENDZIOR, P.E.
PUBLIC WORKS DIRECTOR, VILLAGE OF LIBERTYVILLE

PASSED January 28, 2016
Christopher Holt
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW January 29 2016
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

GROSS AND NET LENGTHS
GREEN TREE PARKWAY = 1,650 FT. = 0.31 MILES
RED TOP DRIVE = 1,618 FT. = 0.31 MILES
FOURTH AVENUE = 2,458 FT. = 0.47 MILES

PLANS PREPARED BY:
CIVILTECH
450 E. Devon Ave, Suite 300 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

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CONTRACT NO. 61C54

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", 7TH EDITION, 2014; THE LATEST EDITION OF THE "ILLINOIS URBAN MANUAL"; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.

2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

3. ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.

STAKING

1. ALIGNMENT, TIES AND BENCHMARKS ARE NOT PROVIDED IN THE PLANS DUE TO THE SCOPE OF WORK SHOWN IN THE PLANS. AERIAL BACKGROUNDS HAVE BEEN PROVIDED TO AID THE CONTRACTOR IN DETERMINING THE GENERAL LOCATION OF WORK.

2. AN EXISTING CENTERLINE HAS BEEN SHOWN FOR ALL THE ROADWAYS. IN GENERAL, THE CENTERLINE REPRESENTS THE CENTER-OF-ROADWAY AND THE CENTER-OF-ROW. THE EXISTING CENTERLINE IS ONLY A BEST-FIT APPROXIMATION BASED ON AERIAL IMAGERY. ITS PURPOSE IS ONLY TO PROVIDE A GENERAL LENGTH OF ROADWAY IMPROVEMENTS.

3. ALL DIMENSIONS SHOWN IN THE PLANS ARE APPROXIMATE BASED ON FIELD INVESTIGATIONS. BY NO MEANS SHOULD THE DIMENSIONS ACT AS AN ABSOLUTE LIMIT OF PROPOSED WORK. THE FINAL LENGTHS AND AREAS OF PROPOSED WORK WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PAVING, CURB & GUTTER, AND SIDEWALK

1. THE PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS SHOWN IN THE PLANS ARE ONLY APPROXIMATIONS MADE DURING THE DESIGN PROCESS BASED ON FIELD INVESTIGATIONS. THE ENGINEER IN THE FIELD SHALL MAKE THE FINAL DETERMINATION ON THE LOCATION OF PAVEMENT PATCHES AND CURB AND GUTTER REMOVAL AND REPLACEMENT.

2. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, DRIVEWAY AND SIDEWALK AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED SAW TO FULL DEPTH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

   THE CONTRACTOR SHALL BE REQUIRED TO SAW VERTICAL CUTS SO AS TO FORM CLEAN VERTICAL JOINTS. SHOULD THE CONTRACTOR DEFACE ANY EDGE, A NEW SAWED JOINT SHALL BE PROVIDED AND ANY ADDITIONAL WORK, INCLUDING REMOVAL AND REPLACEMENT, SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

3. BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

4. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED IN A STAGE UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE WITHIN THE STAGE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

5. THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE BINDER OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.

6. THE FINAL EDGE-OF-PAVEMENT SURFACE ELEVATION SHALL BE 1/4" ABOVE THE GUTTER AS SHOWN IN IDOT HIGHWAY STANDARD 606001.

7. ALL PROPOSED SIDEWALK AND SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED TO THE SLOPES AND GRADES SHOWN IN IDOT HIGHWAY STANDARD 424001. THE PROPOSED SIDEWALK LIMITS SHOWN IN THE PLANS ARE ONLY APPROXIMATIONS BASED ON FIELD INVESTIGATIONS. THE ENGINEER WILL MAKE THE FINAL DETERMINATION OF THE SIDEWALK REPLACEMENT LIMITS IN THE FIELD.

8. THE 6 INCH SIDE CURB ADJACENT TO SIDEWALK RAMPS SHALL BE INCLUDED IN THE MEASURED AREA AND PAID FOR AS "PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH". THE 6 INCH SIDE CURB SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 424001.

EXCAVATION

1. EXCAVATION BENEATH PAVEMENT PATCHES AS SHOWN IN THE PLANS IS ASSUMED TO BE A 50/50 SPLIT OF STABLE MATERIAL AND UNSTABLE MATERIAL. THE FINAL CONDITION OF THE MATERIAL WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. REGARDLESS, THE AREA BENEATH THE PAVEMENT PATCH WILL BE REPLACED WITH AGGREGATE BASE COURSE, TYPE B.

DRIVEWAY RECONSTRUCTION

1. FOR THIS PROJECT THERE IS NO ANTICIPATION TO RECONSTRUCT RESIDENTIAL AND COMMERCIAL DRIVEWAY ENTRANCES. HOWEVER, IF A SITUATION ARISES WHERE DRIVEWAY RECONSTRUCTION IS NEEDED TO COMPLETE THE WORK SHOWN IN THE PLANS, PRIOR APPROVAL SHALL BE OBTAINED FROM THE ENGINEER BEFORE STARTING WORK. THE VILLAGE'S DRIVEWAY RECONSTRUCTION STANDARD FOR ROADWAY RESURFACING PROJECTS IS UP TO 4 FEET BEHIND THE BACK-OF-CURB. THE ENGINEER SHALL MAKE THE FINAL DECISION ON THE LIMITS OF DRIVEWAY RECONSTRUCTION. ANY DRIVEWAYS THAT WERE DAMAGED WITHOUT APPROVAL FOR RECONSTRUCTION FROM THE ENGINEER OR DUE TO CONTRACTOR'S NEGLIGENCE SHALL BE REPLACED IN KIND AT CONTRACTOR'S OWN EXPENSE.

2. IDOT DISTRICT ONE DETAIL BD-24 "CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT" SHOWS A MAXIMUM DRIVEWAY RESTORATION WIDTH OF 18" BEHIND THE BACK-OF-CURB. THIS RESTORATION WIDTH WILL NOT BE ALLOWED IF PAVEMENT PATCHING IS BEING DONE IN FRONT OF A CURB AND GUTTER REMOVAL AND REPLACEMENT. ANY DAMAGE DONE TO RESIDENTIAL OR COMMERCIAL DRIVEWAY BEHIND THE BACK-OF-CURB WILL BE REPLACED IN KIND AT CONTRACTOR'S OWN EXPENSE.

3. WHEN PERMITTED BY THE ENGINEER, RESIDENTIAL DRIVEWAY RECONSTRUCTION AND COMMERCIAL DRIVEWAY RECONSTRUCTION SHALL BE CONSTRUCTED AS FOLLOWS:

   RESIDENTIAL HMA DRIVEWAY RECONSTRUCTION:
   -HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"
   -AGGREGATE BASE COURSE, TYPE B, 6"
   RESIDENTIAL PCC DRIVEWAY RECONSTRUCTION:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH
   -AGGREGATE BASE COURSE, TYPE B, 4"
   COMMERCIAL PCC DRIVEWAY RECONSTRUCTION:
   -PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH
   -AGGREGATE BASE COURSE, TYPE B, 4"

SEWER

1. UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS. DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.

2. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWER ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

UTILITIES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE "STANDARD SPECIFICATIONS." THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.

2. 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 THE UTILITY OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.

3. ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE VILLAGE.

4. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.

5. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY FOR DEWATERING TRENCH EXCAVATIONS AS WELL AS SHORING TRENCH WALLS DURING UTILITY OPERATIONS. COMPLIANCE WITH THE ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

INDEX OF SHEETS

DRIVEWAY ACCESS

COMMERCIAL DRIVEWAYS SHALL BE COMPLETED IN HALVES ALLOWING ACCESS TO THEM AT ALL TIMES. COORDINATION WITH PROPERTY OWNERS SHALL BE COMPLETED PRIOR TO CLOSING ANY RESIDENTIAL DRIVEWAYS. ACCESS TO DRIVEWAYS SHALL NOT BE RESTRICTED FOR MORE THAN TWO WEEKS IN TOTAL DURING CONSTRUCTION.

CONSTRUCTION SEQUENCE

THIS CONSTRUCTION SEQUENCE WAS DEVELOPED TO MINIMIZE IMPACTS TO PROPERTY OWNERS AND TO PROVIDE AN ADEQUATE METHOD OF INSPECTING THE CONDITION OF THE PAVEMENT BASE AND CURB AND GUTTER. THIS CONSTRUCTION SEQUENCE SHALL BE FOLLOWED UNLESS ALTERNATE SEQUENCE IS APPROVED BY THE VILLAGE.

1. SET UP APPLICABLE TRAFFIC CONTROL MEASURES USING IDOT HIGHWAY STANDARDS AND DISTRICT ONE DETAILS PROVIDED IN THE PLANS.
2. SET UP EROSION AND SEDIMENT CONTROL MEASURES.
3. REMOVE HOT-MIX ASPHALT PAVEMENT SURFACE.
4. THE RESIDENT ENGINEER SHALL INSPECT THE CONDITION OF THE PORTLAND CEMENT CONCRETE PAVEMENT BASE AND MARK THE AREAS REQUIRING PAVEMENT PATCHING. THE ENGINEER WILL ALSO INSPECT THE CONDITION OF COMBINATION CONCRETE CURB AND GUTTER AND MARK THE LIMITS OF CURB AND GUTTER REQUIRING REPLACEMENT. UNDER NO CONDITION SHALL THE CONTRACTOR PROCEED WITH THIS WORK WITHOUT PRIOR CONSENT FROM THE ENGINEER.
5. REMOVE AND REPLACE COMBINATION CONCRETE CURB AND GUTTER AND INSTALL PAVEMENT PATCHES AS DEFINED BY THE ENGINEER.
6. INSTALL SIDEWALK AND DETECTABLE WARNINGS.
7. INSTALL POLYMERIZED LEVELING BINDER.
8. LANDSCAPE.
9. INSTALL HMA SURFACE.
10. INSTALL PERMANENT PAVEMENT MARKINGS AND SIGNING.

SOIL EROSION AND SEDIMENT CONTROL

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS URBAN MANUAL (JUNE, 2013 EDITION)".
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
3. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE BEFORE ANY WORK BEGINS.
4. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY AND AFTER EACH ½" RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY. ALL MAINTENANCE OF EROSION CONTROL ITEMS IS INCLUDED IN THE COST OF THE ITEM AND NO ADDITIONAL COMPENSATION SHALL BE GIVEN TO THE CONTRACTOR.
5. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE CURB AND GUTTER.
7. ALL SLOPES SHALL BE COVERED WITH SOD OR SEED & EROSION CONTROL BLANKET AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED.
8. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

CLEARING

1. CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ARTICLE 201.01(a) OF THE STANDARD SPECIFICATIONS. REMOVAL OF ALL OBSTRUCTIONS IN THE RIGHT-OF-WAY, THAT ARE NOT INCLUDED IN A SPECIFIC REMOVAL ITEM, SHALL BE CONSIDERED CLEARING AND INCLUDED IN THE COST OF THE CONTRACT. THIS SHALL INCLUDE, BUT NOT LIMITED TO, FENCES, WALLS, FOUNDATIONS, BUILDINGS, WOODEN POWER POLES, WOODEN PLANTERS, GATES, AND ALL VEGETATION, TREES, SHRUBS, ETC. LESS THAN 6" IN DIAMETER.

TREE PROTECTION & LANDSCAPING

1. PRIOR TO START OF ANY WORK, THE CONTRACTOR SHALL INVESTIGATE ALL TREE BRANCHES THAT OVERHANG INTO THE ROADWAY. ANY BRANCHES THAT WILL BE IN CONFLICT WITH CONSTRUCTION EQUIPMENT SHALL BE REPORTED TO THE ENGINEER. THE ENGINEER WILL MAKE THE FINAL DECISION ON TREES REQUIRING TREE PRUNING.
2. THE ENGINEER WILL DETERMINE AREAS WHERE TEMPORARY FENCE MAY BE NEEDED TO PROTECT TREES IN CLOSE PROXIMITY TO CONSTRUCTION OPERATIONS. TEMPORARY FENCE SHALL BE PLACED AROUND THE TREE AT DRIP LINE. NEW TEMPORARY FENCE OR THE RELOCATION OF TEMPORARY FENCE FROM ONE LOCATION TO ANOTHER LOCATION SHALL BE PAID FOR AS "TEMPORARY FENCE". THE TEMPORARY FENCE SHALL NOT BE RELOCATED UNTIL ALL WORK IS COMPLETED IN THAT AREA.
3. EXCAVATION NEAR TREES MAY REQUIRE TREE ROOT PRUNING AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN IN THE PLANS. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED AT CONTRACTOR'S OWN EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SIGNING & STRIPING

1. ALL PARKING LANES SHALL BEGIN AND END A MINIMUM DISTANCE OF 30 FEET FROM THE CURB AND GUTTER RADIUS RETURN AT AN INTERSECTION UNLESS OTHERWISE SHOWN IN THE PLANS. PARKING LANES THAT BEGIN OR END AT A DRIVEWAY ENTRANCE SHALL BE OFFSET 3 FEET FROM THE EDGE-OF-DRIVEWAY APRON TAPER.
2. ALL EXISTING TRAFFIC SIGNS WHICH INTERFERE WITH THE CONTRACTOR'S WORK SHALL BE REMOVED PER ARTICLE 107.25. A RECORD SHALL BE MADE OF THEIR CONDITION, AND THEY SHALL BE SAFELY STORED AND SAFEGUARDED BY THE CONTRACTOR UNTIL THE ENGINEER DETERMINES THAT THEY BE REINSTALLED IN THE PERMANENT LOCATIONS. ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND AT CONTRACTOR'S OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION.
3. ALL EXISTING SIGNS AND POSTS REMOVED AND NOT REINSTALLED SHALL BE RETURNED TO THE JURISDICTION FROM WHICH IT WAS REMOVED:

   VILLAGE OF LIBERTYVILLE
   PUBLIC WORKS DEPARTMENT YARD
   600 NORTH AVENUE
   LIBERTYVILLE, IL 60048

ADDITIONAL SYMBOLS, ABBREVIATIONS AND PATTERNS

- EXISTING VALVE VAULT
- EXISTING VALVE AND VALVE BOX
- EXISTING FIRE HYDRANT
- EXISTING DOMESTIC WATER SERVICE BOX
- EXISTING GAS VALVE
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- CLASS D PATCHES (TYPE AND DEPTH NOTED ON ROADWAY PLANS)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

EPOXY COATING ON REINFORCEMENT

1. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

MISCELLANEOUS

1. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
2. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

GEOTECHNICAL, PSI AND CCDD REPORTS

1. THOSE SEEKING THE FULL GEOTECHNICAL, PSI AND CCDD REPORTS SHOULD CONTACT THE OWNER OF RECORD. TO MAKE ARRANGEMENTS FOR ACCESS TO THIS INFORMATION, PLEASE CONTACT:

   FREDERICK CHUNG
   SENIOR PROJECT ENGINEER
   VILLAGE OF LIBERTYVILLE
   (847) 247-5435

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	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

DISTRICT ONE DETAILS

DETAIL NO.	DESCRIPTION
BD-8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SUMMARY OF QUANTITIES

				CONSTRUCTION CODES STP URBAN FUNDING 80% FEDERAL / 20% LOCAL					
SUMMARY OF QUANTITIES				GREENTREE PARKWAY		RED TOP DRIVE		FOURTH AVENUE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021
20101000	TEMPORARY FENCE	FOOT	680	240	0	160	0	280	0
20101200	TREE ROOT PRUNING	EACH	7	2	0	1	0	4	0
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	23	12	0	3	0	8	0
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	71	4	0	14	0	53	0
20200100	EARTH EXCAVATION	CU YD	359	118	0	115	0	126	0
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	359	118	0	115	0	126	0
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	886	262	0	192	0	432	0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	12	4	0	3	0	5	0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	12	4	0	3	0	5	0
25200110	SODDING, SALT TOLERANT	SQ YD	886	262	0	192	0	432	0
25200200	SUPPLEMENTAL WATERING	UNIT	10	3	0	3	0	4	0
28000510	INLET FILTERS	EACH	38	9	0	14	0	15	0
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	636	215	0	209	0	212	0
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	91	36	0	35	0	20	0
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	16,867	5,073	0	4,678	0	7,116	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13	4	0	4	0	5	0
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,395	421	0	383	0	591	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	443	178	0	111	0	154	0
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,788	842	0	765	0	1,181	0
42001300	PROTECTIVE COAT	SQ YD	1,033	314	0	312	0	407	0
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	185	119	0	0	0	66	0
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	116	0	0	116	0	0	0
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4,334	1,117	0	933	0	2,284	0
42400800	DETECTABLE WARNINGS	SQ FT	541	150	0	135	0	256	0
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	363	150	0	116	0	97	0
44000600	SIDEWALK REMOVAL	SQ FT	4,037	1,067	0	933	0	2,037	0

*THIS DESIGNATES SPECIALTY ITEMS

SUMMARY OF QUANTITIES

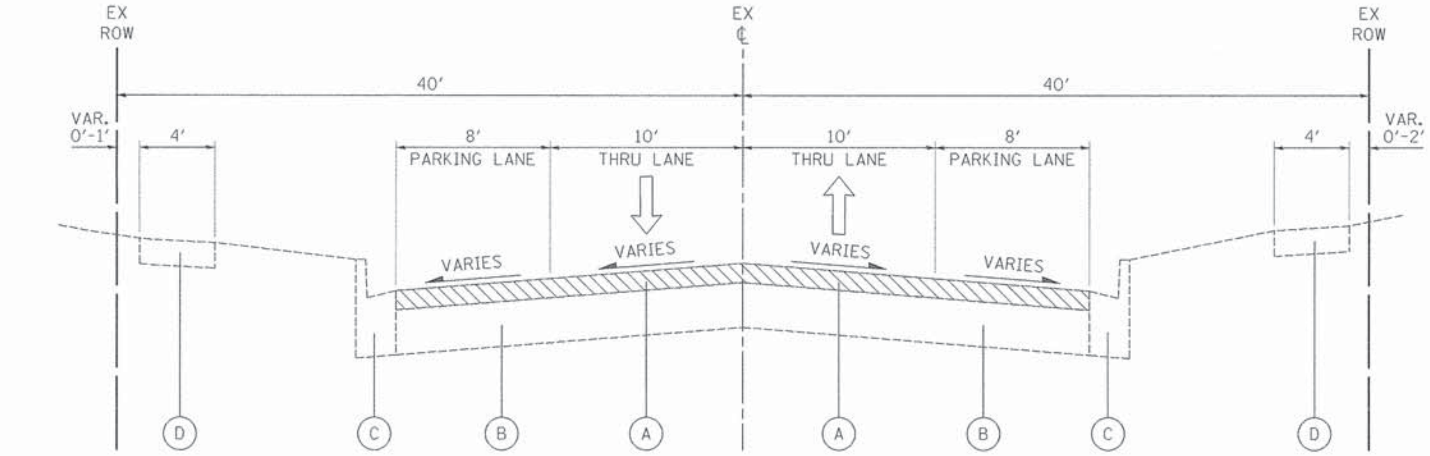
				CONSTRUCTION CODES STP URBAN FUNDING 80% FEDERAL / 20% LOCAL					
SUMMARY OF QUANTITIES				GREENTREE PARKWAY		RED TOP DRIVE		FOURTH AVENUE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021
44201725	CLASS D PATCHES, TYPE I, 7 INCH	SQ YD	187	38	0	94	0	55	0
44201729	CLASS D PATCHES, TYPE II, 7 INCH	SQ YD	384	77	0	120	0	187	0
44201733	CLASS D PATCHES, TYPE III, 7 INCH	SQ YD	747	94	0	315	0	338	0
44201735	CLASS D PATCHES, TYPE IV, 7 INCH	SQ YD	2,417	1,273	0	375	0	769	0
45100100	CRACK ROUTING (PAVEMENT)	FOOT	30,920	8,910	0	8,737	0	13,273	0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	1	0	1	0	1	0
67100100	MOBILIZATION	L SUM	1						
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1						
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	0	2	0	2	0	2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,744	0	1,453	0	1,504	0	1,787
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	553	0	174	0	180	0	199
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	74	0	37	0	37	0	0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9,762	0	2,600	0	2,793	0	4,369
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	977	0	353	0	126	0	498
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	313	0	112	0	85	0	116
72000100	SIGN PANEL - TYPE 1	SQ FT	119	0	45	0	11	0	63
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	24	0	10	0	4	0	10
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	195	0	73	0	28	0	94
•78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	74	0	37	0	37	0	0
•78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	17,933	0	4,681	0	8,091	0	5,161
•78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,936	0	683	0	280	0	973
•78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	313	0	112	0	85	0	116
•88600600	DETECTOR LOOP REPLACEMENT	FOOT	264	0	0	0	264	0	0
Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	367	31	0	305	0	31	0

•THIS DESIGNATES SPECIALTY ITEMS

SUMMARY OF QUANTITIES

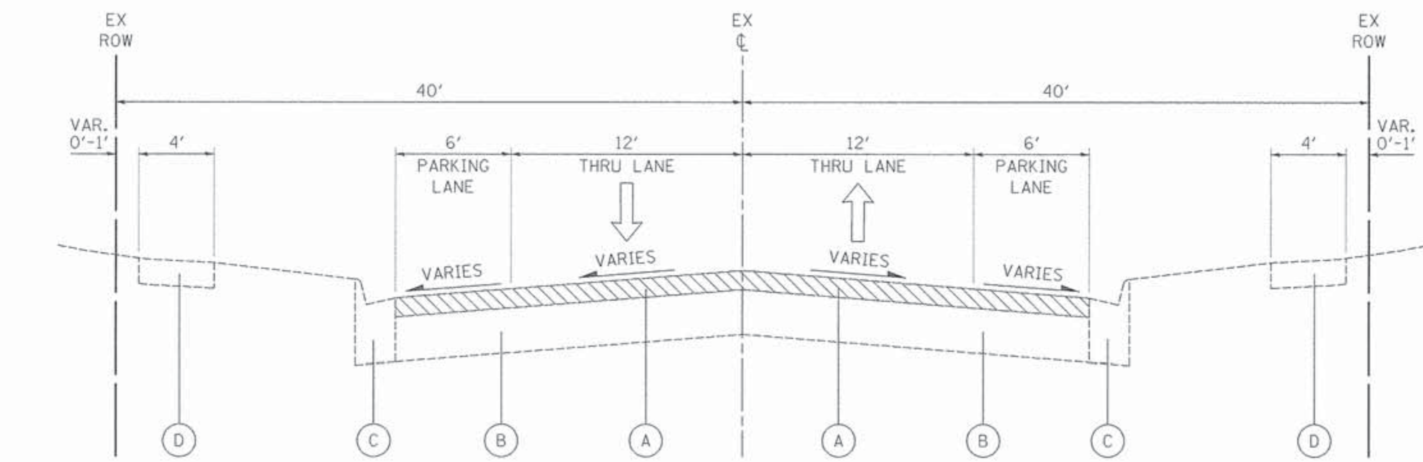
				CONSTRUCTION CODES — STP URBAN FUNDING — 80% FEDERAL / 20% LOCAL					
SUMMARY OF QUANTITIES				GREENTREE PARKWAY		RED TOP DRIVE		FOURTH AVENUE	
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021	ROADWAY RESURFACE 0005	SAFETY 0021
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,865	460	0	852	0	553	0
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	11	3	0	1	0	7	0
Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	5	1	0	1	0	3	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	104	0	26	0	26	0	52
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	200	50	0	50	0	100	0
X4400196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	25,192	7,516	0	7,133	0	10,543	0
X6026624	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	1	0	0	0	0	1	0
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	13	5	0	1	0	7	0

*THIS DESIGNATES SPECIALTY ITEMS



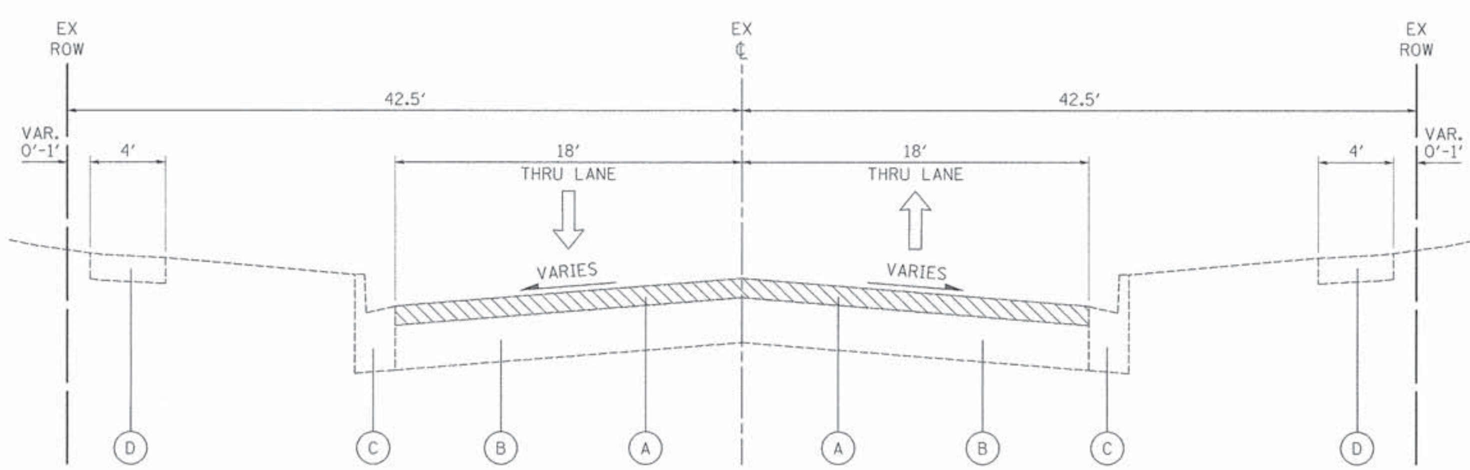
GREENTREE PARKWAY – EXISTING TYPICAL SECTION

GARFIELD AVENUE TO MILWAUKEE AVENUE
(STA. 17+60 TO STA. 34+10)



FOURTH AVENUE – EXISTING TYPICAL SECTION

RED TOP DRIVE TO GOLF ROAD
(STA. 40+58 TO STA. 65+16)



RED TOP DRIVE – EXISTING TYPICAL SECTION

MILWAUKEE AVENUE TO FOURTH AVENUE
(STA. 0+50 TO STA. 16+68)

LEGEND

(A) EXISTING HOT-MIX ASPHALT SURFACE PAVEMENT:
-GREENTREE PARKWAY = 2" TO 2¾"
-RED TOP DRIVE = 2¾" TO 3½"
-FOURTH AVENUE = 2½" TO 3½"

(B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
-GREENTREE PARKWAY = 7" TO 7¾"
-RED TOP DRIVE = 6¾" TO 7¾"
-FOURTH AVENUE 6½" TO 8"

(C) EXISTING COMBINATION CONCRETE CURB AND GUTTER:
-GREENTREE PARKWAY = TYPE B-6.18
-RED TOP DRIVE = TYPE B-6.18
-FOURTH AVENUE = TYPE M-4.18

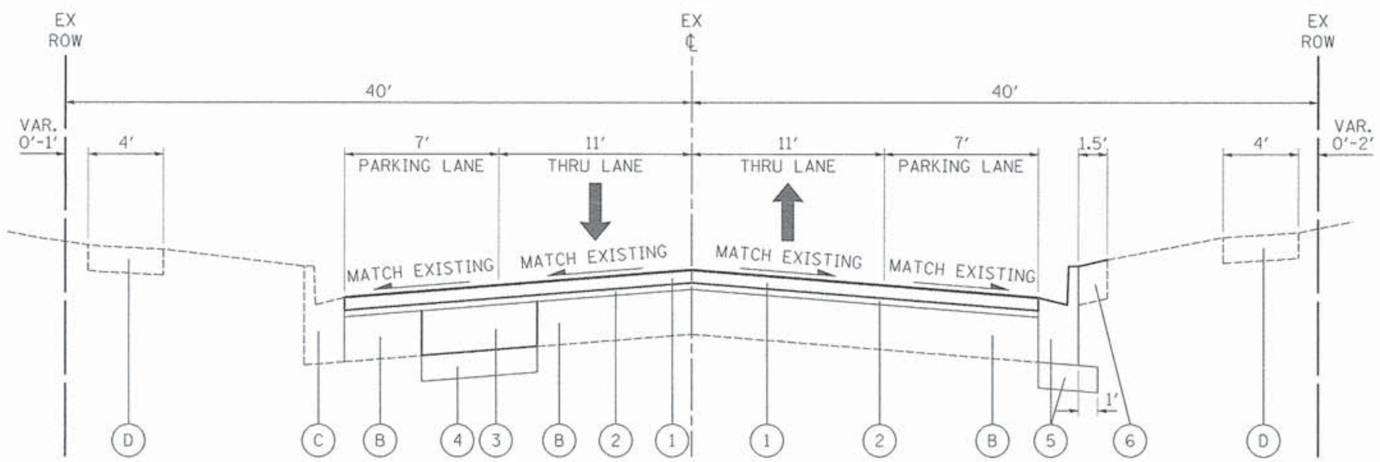
(D) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
(SEE NOTE 1)

NOTES

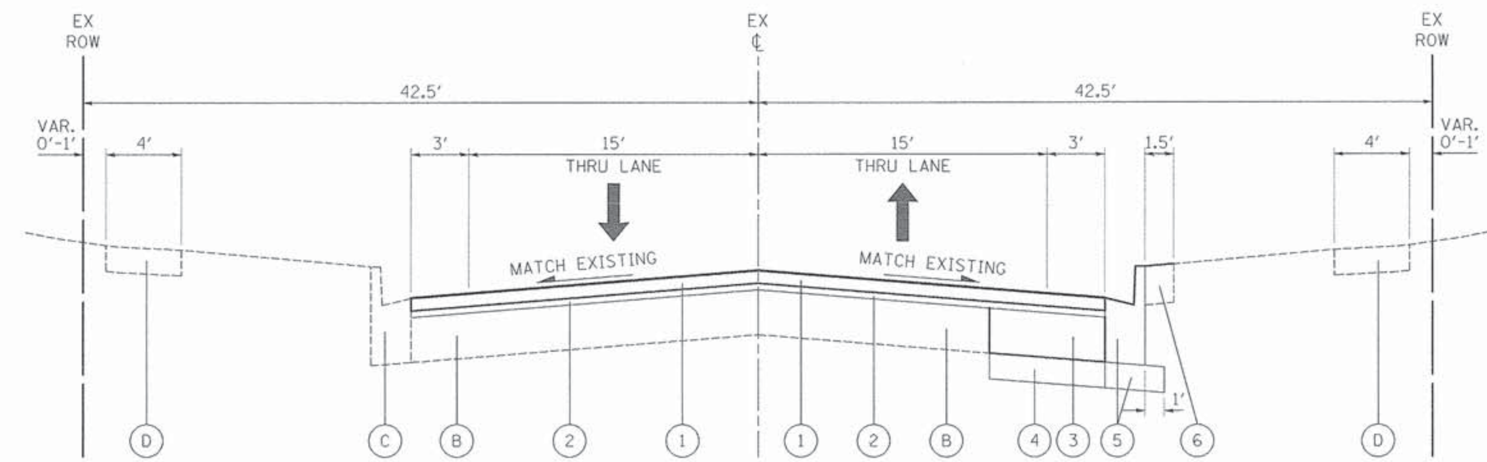
1. THE CONTRACTOR SHALL REMOVE 2¾" OF THE EXISTING HMA OVERLAY. IN SITUATIONS WHERE THERE IS LESS THAN 2¾" OF EXISTING HMA OVERLAY, THE CONTRACTOR SHALL REDUCE THE HMA SURFACE REMOVAL TO 2" (MIN.). UNDER NO CONDITION SHALL THE CONTRACTOR REMOVE LESS THAN 2" OF MATERIAL, EVEN IF IT REQUIRES SOME REMOVAL OF THE PCC BASE PAVEMENT. FOR MORE DETAILS, SEE THE SPECIAL PROVISION FOR "HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL".

CIVILTECH	USER NAME = mjp	DESIGNED - MJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY RESURFACING EXISTING TYPICAL SECTIONS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN - MJP	REVISED -				15-00114-00-RS	LAKE	31 / 7
	PLOT SCALE = 1.0000 ' / in.	CHECKED - DNM	REVISED -				CONTRACT NO. 61C54		
	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		



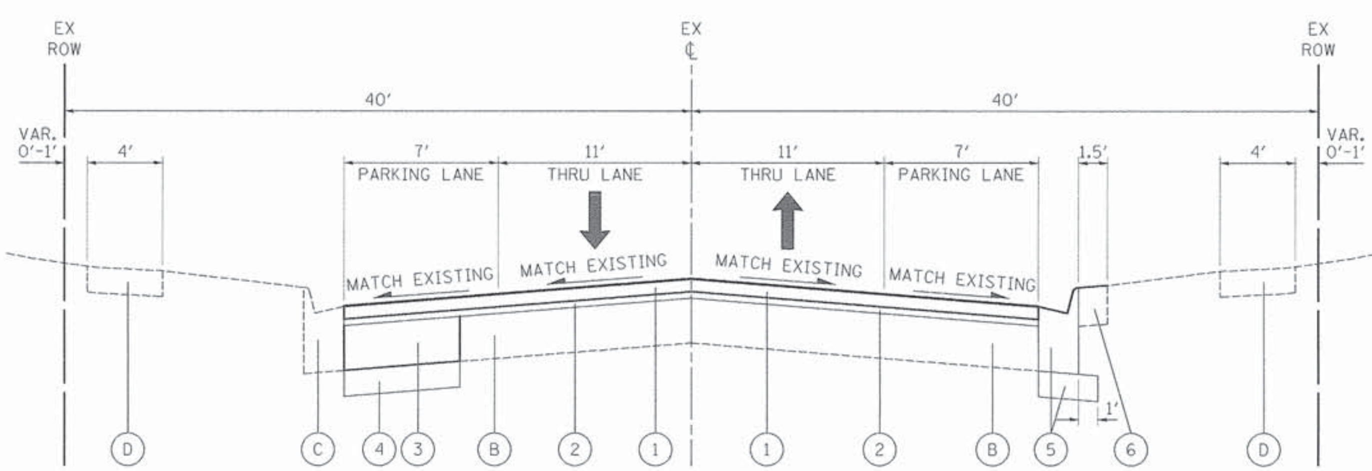
GREENTREE PARKWAY – PROPOSED TYPICAL SECTION

GARFIELD AVENUE TO MILWAUKEE AVENUE
(STA. 17+60 TO STA. 34+10)



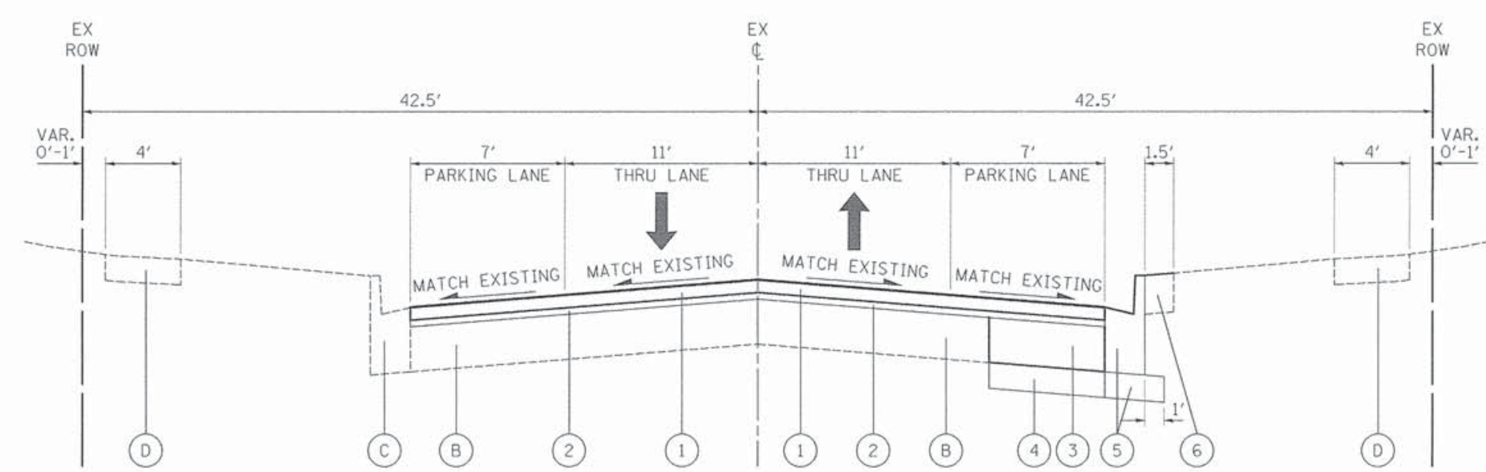
RED TOP DRIVE – PROPOSED TYPICAL SECTION

MILWAUKEE AVENUE TO FLAMINGO PARKWAY
(STA. 0+50 TO STA. 10+50)



FOURTH AVENUE – PROPOSED TYPICAL SECTION

RED TOP DRIVE TO GOLF ROAD
(STA. 40+58 TO STA. 65+16)



RED TOP DRIVE – PROPOSED TYPICAL SECTION

FLAMINGO PARKWAY TO FOURTH AVENUE
(STA. 10+50 TO STA. 16+68)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ NDES
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"	3.5% @ 50 GYR.
CLASS D PATCHES	
CLASS D PATCH (HMA BINDER IL-19.0 mm)	4% @ 70 GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 3"	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT MIXTURES IS 112 LB/SQ YD/IN.
THE "AC-TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA MIXES SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

LEGEND

(B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT:
-GREENTREE PARKWAY = 7" TO 7¾"
-RED TOP DRIVE = 6¾" TO 7¾"
-FOURTH AVENUE 6½" TO 8"

(C) EXISTING COMBINATION CONCRETE CURB AND GUTTER:
-GREENTREE PARKWAY = TYPE B-6.18
-RED TOP DRIVE = TYPE B-6.18
-FOURTH AVENUE = TYPE M-4.18

(D) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK

(1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

(2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

(3) CLASS D PATCHES, TYPE AS NOTED ON PLANS, 7 INCH (SEE NOTE 1)

(4) AGGREGATE BASE COURSE, TYPE B, 4"

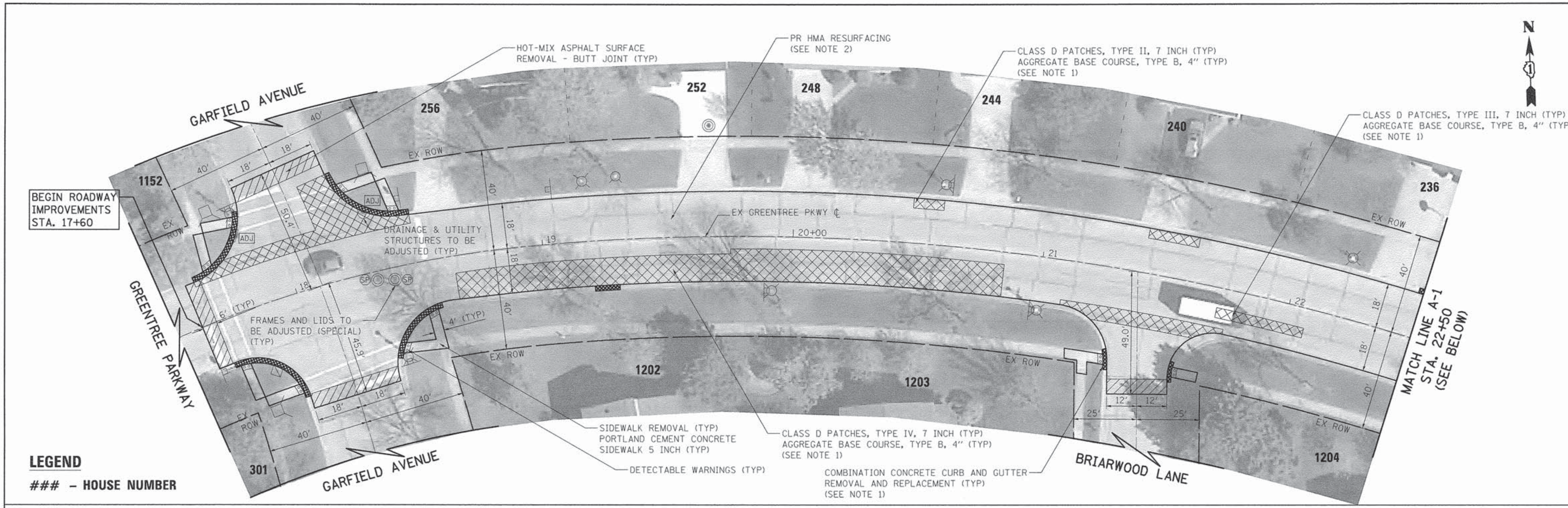
(5) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AGGREGATE BASE COURSE, TYPE B, 4" IS INCLUDED IN COST OF ITEM) (SEE NOTE 2)

(6) TOPSOIL FURNISH AND PLACE, 6"
SODDING, SALT TOLERANT

NOTES

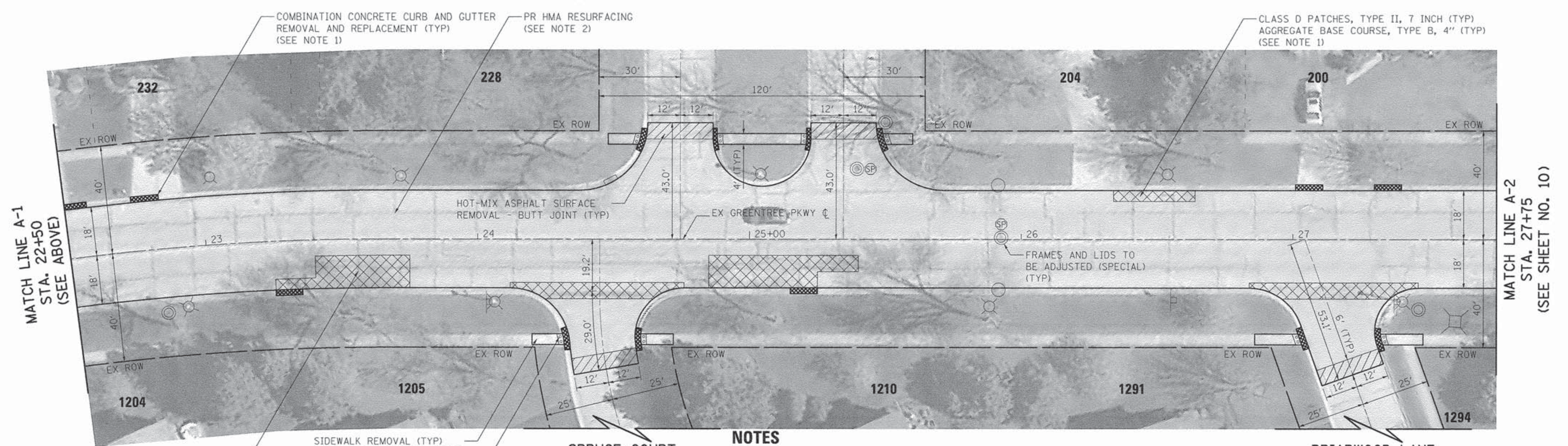
1. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF THE LOCATION, WIDTH, AND LENGTH OF CLASS D PATCHES IN THE FIELD.

2. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF THE LOCATION AND LENGTH OF THE REMOVAL AND REPLACEMENT OF COMBINATION CONCRETE CURB AND GUTTER IN THE FIELD. SEE DISTRICT ONE DETAIL BD-24 "CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT" FOR ADDITIONAL DETIALS.



LEGEND

- HOUSE NUMBER



CLASS D PATCHES, TYPE IV, 7 INCH (TYP) AGGREGATE BASE COURSE, TYPE B, 4" (TYP) (SEE NOTE 1)

SIDEWALK REMOVAL (TYP) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (TYP)

DETECTABLE WARNINGS (TYP)

NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.
2. PR HMA RESURFACING:
   - -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   - -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   - -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

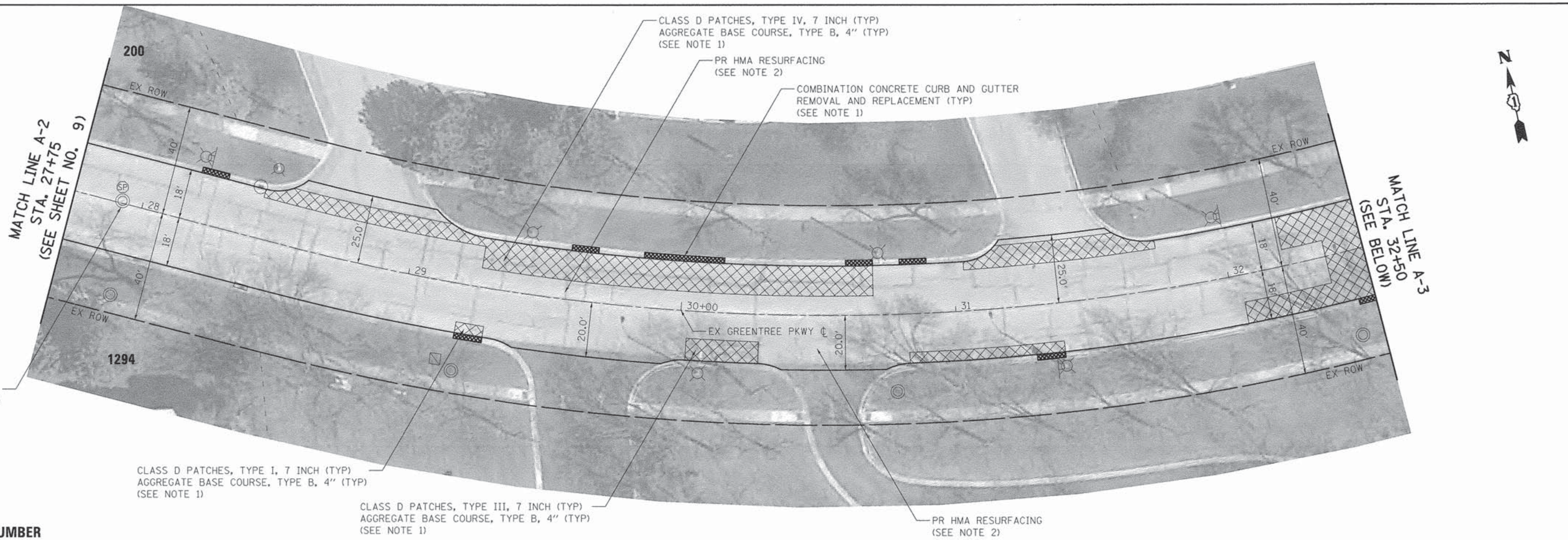
GREENTREE PARKWAY
ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 17+60 TO STA. 27+75

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2664	15-00114-00-RS	LAKE	31	9

CONTRACT NO. 61C54

ILLINOIS FED. AID PROJECT



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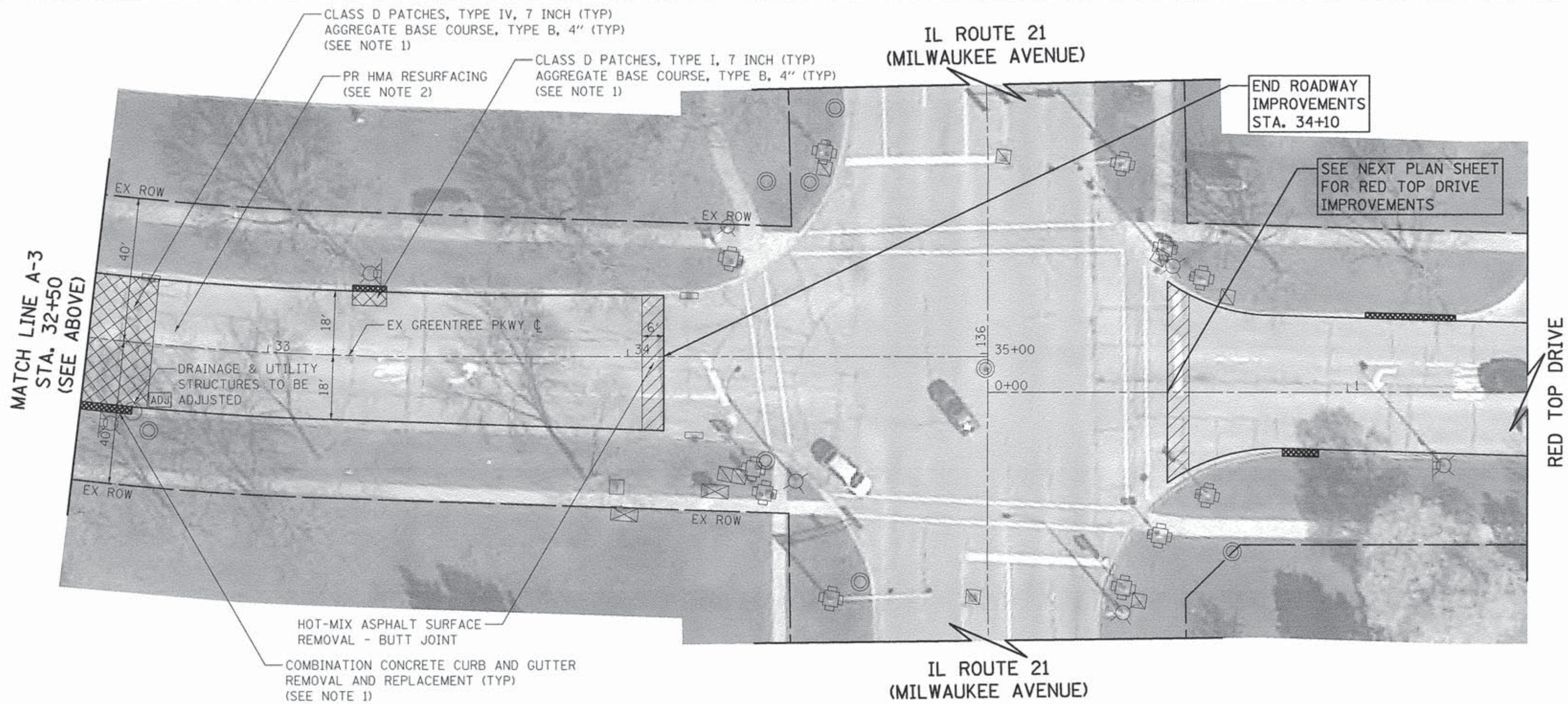
– HOUSE NUMBER



NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.
2. PR HMA RESURFACING:
   - -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   - -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   - -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
3. FOR LOCATIONS OF DETECTOR LOOP REPLACEMENT, SEE DETECTOR LOOP REPLACEMENT PLAN ON SHEET NO. 20.

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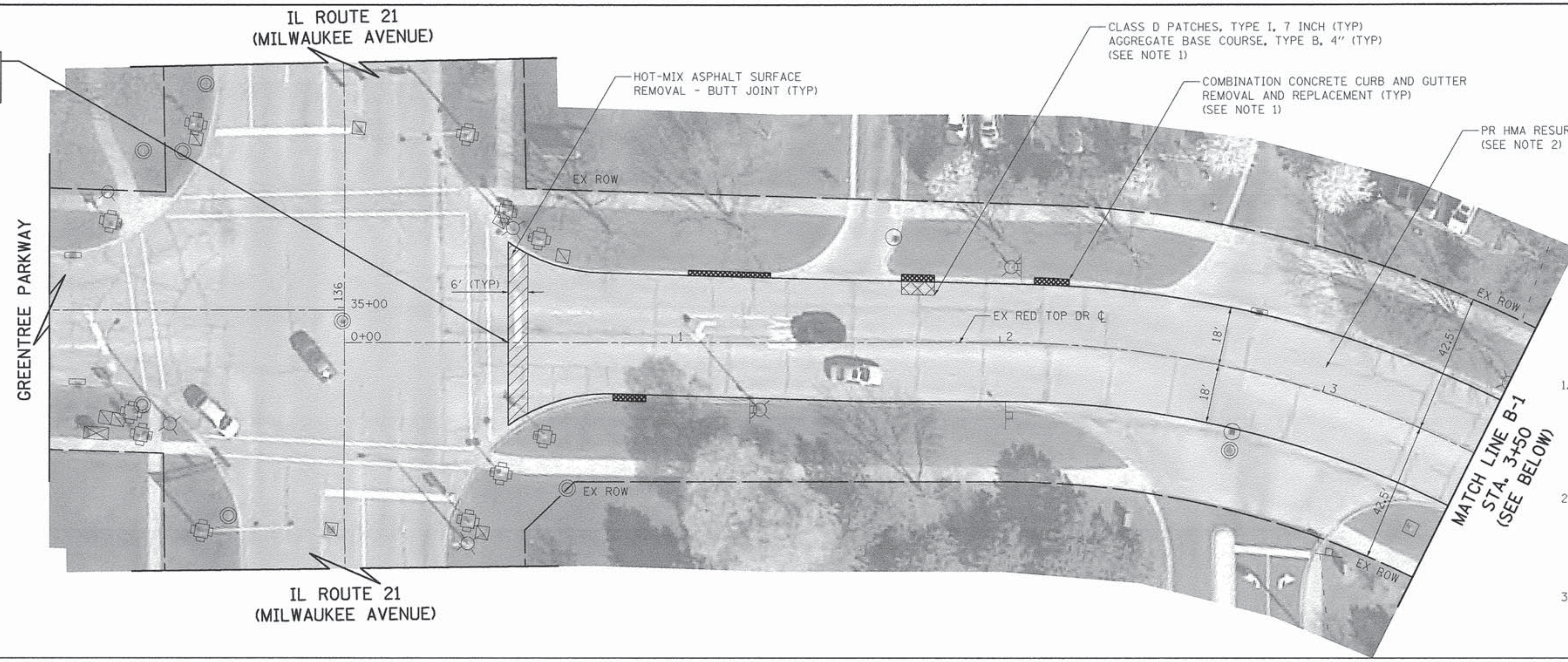
	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENTREE PARKWAY
ROADWAY PLAN

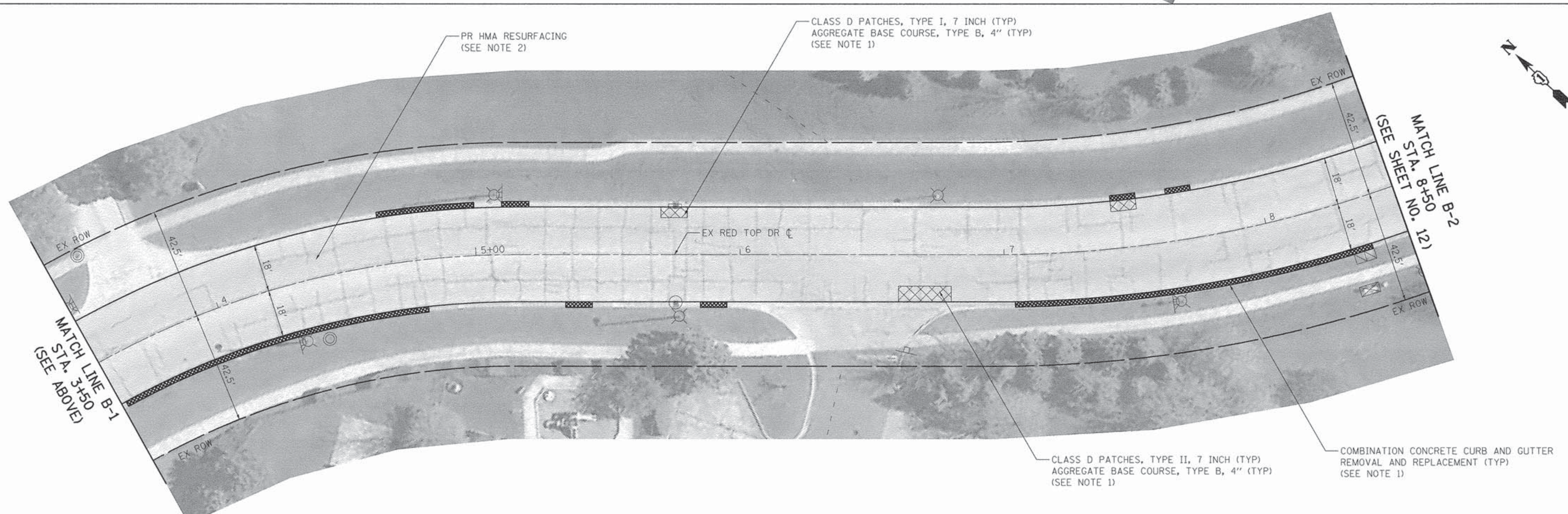
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 27+75 TO STA. 34+10

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2664	15-00114-00-RS	LAKE	31	10
		CONTRACT NO. 61C54		
		ILLINOIS FED. AID PROJECT		



NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.
2. PR HMA RESURFACING:
   - -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   - -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   - -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
3. FOR LOCATIONS OF DETECTOR LOOP REPLACEMENT, SEE DETECTOR LOOP REPLACEMENT PLAN ON SHEET NO. 20.



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PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

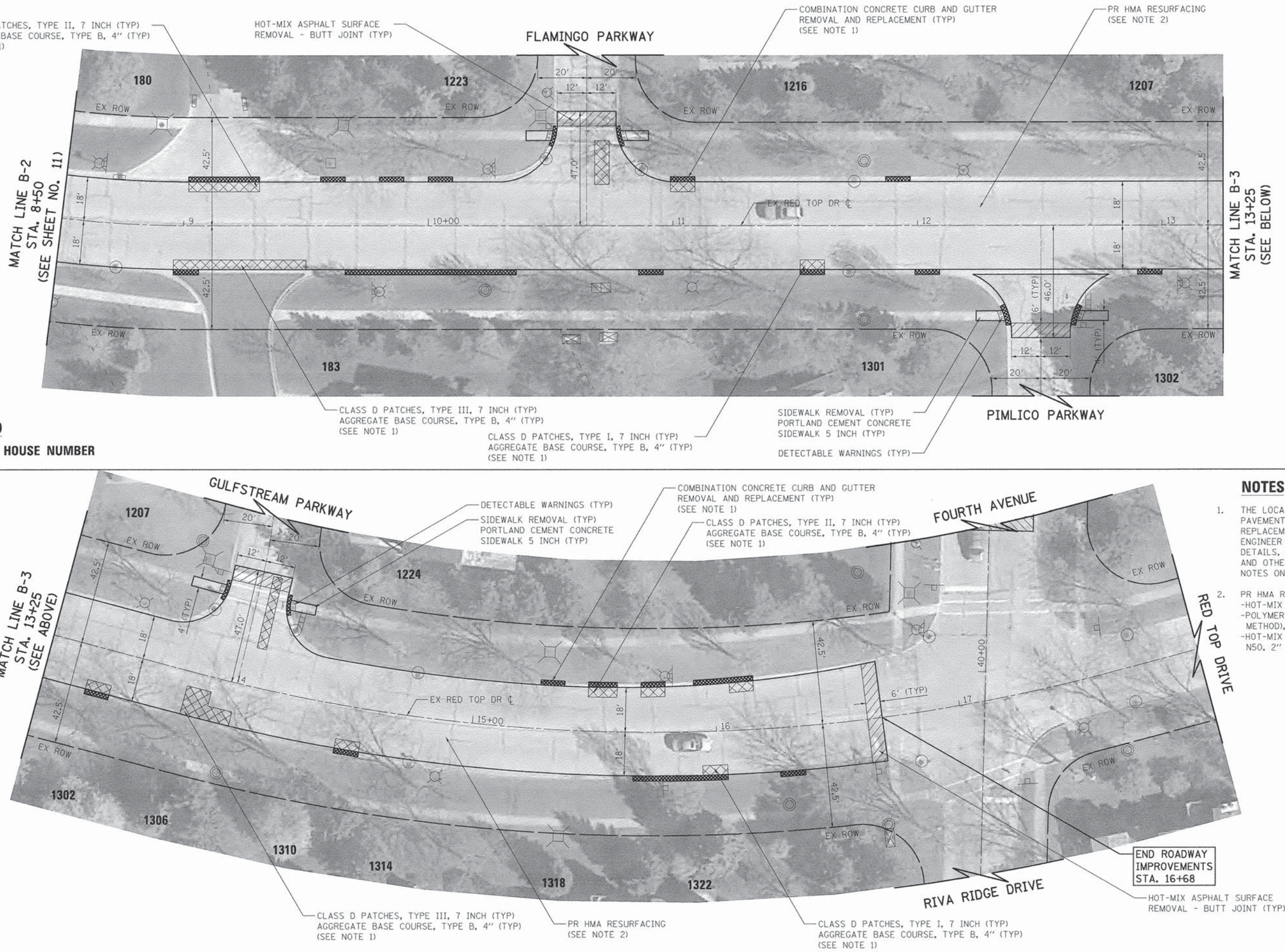
RED TOP DRIVE
ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 0+50 TO STA. 8+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1675	15-00114-00-RS	LAKE	31	11

CONTRACT NO. 61C54

ILLINOIS FED. AID PROJECT



LEGEND

– HOUSE NUMBER

NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.

2. PR HMA RESURFACING:
   -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

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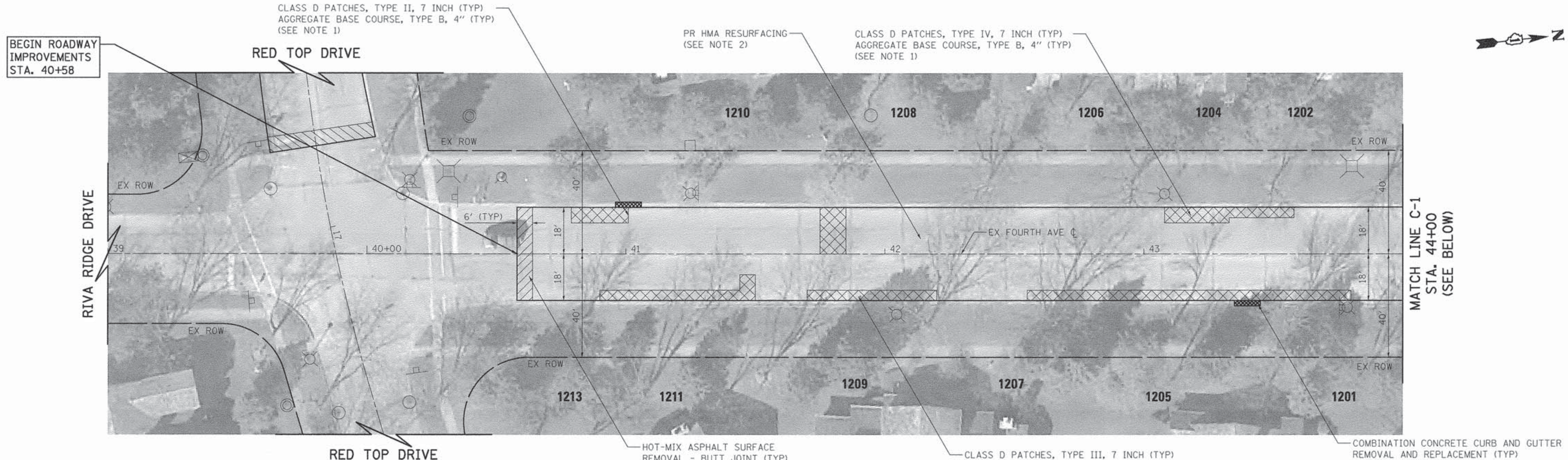
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RED TOP DRIVE
ROADWAY PLAN

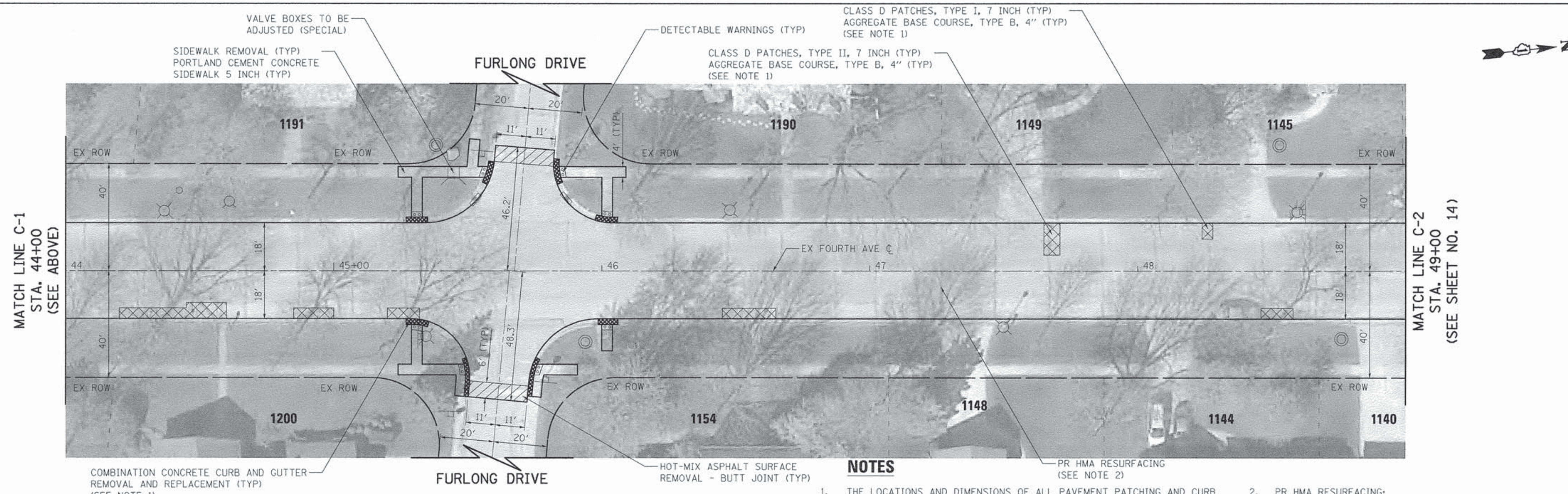
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 8+50 TO STA. 16+68

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1675	15-00114-00-RS	LAKE	31	12
		CONTRACT NO. 61C54		
		ILLINOIS FED. AID PROJECT		



LEGEND

– HOUSE NUMBER



NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.
2. PR HMA RESURFACING:
   - -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   - -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   - -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

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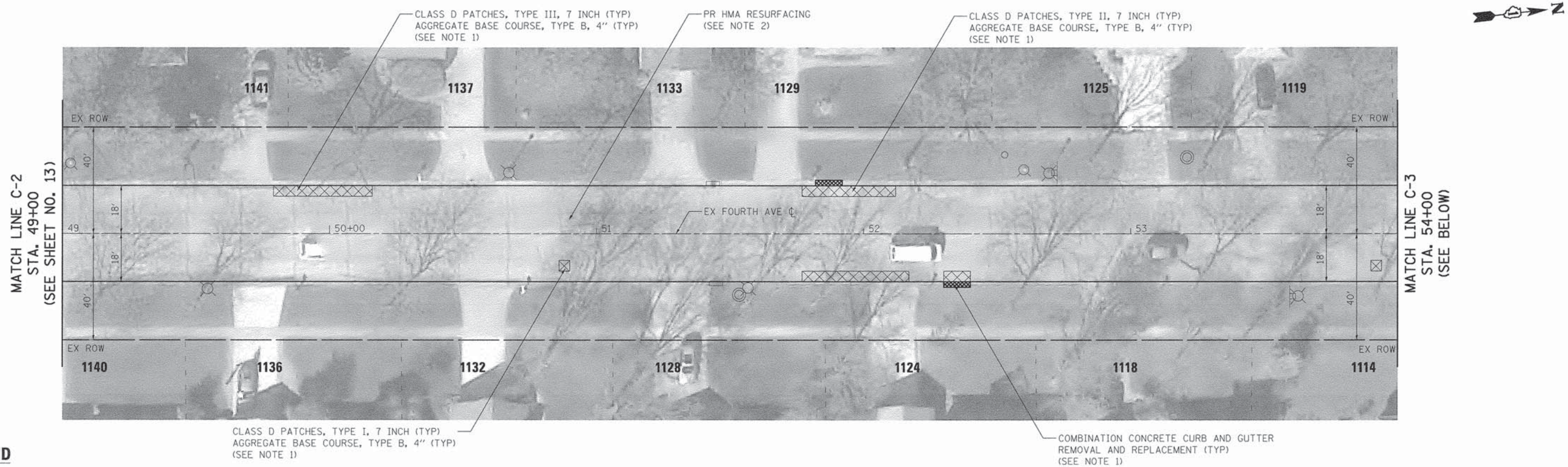
	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOURTH AVENUE
ROADWAY PLAN

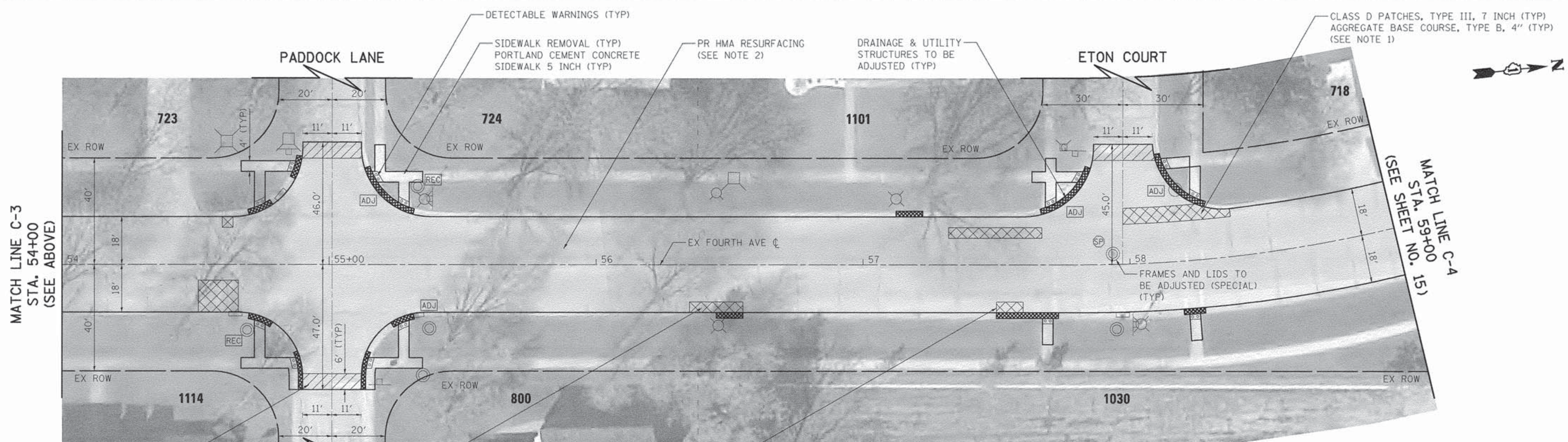
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 40+58 TO STA. 49+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1676	15-00114-00-RS	LAKE	31	13
		CONTRACT NO. 61C54		
	ILLINOIS FED. AID PROJECT			



LEGEND

- HOUSE NUMBER



NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.

2. PR HMA RESURFACING:
-HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
-POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
-HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

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	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

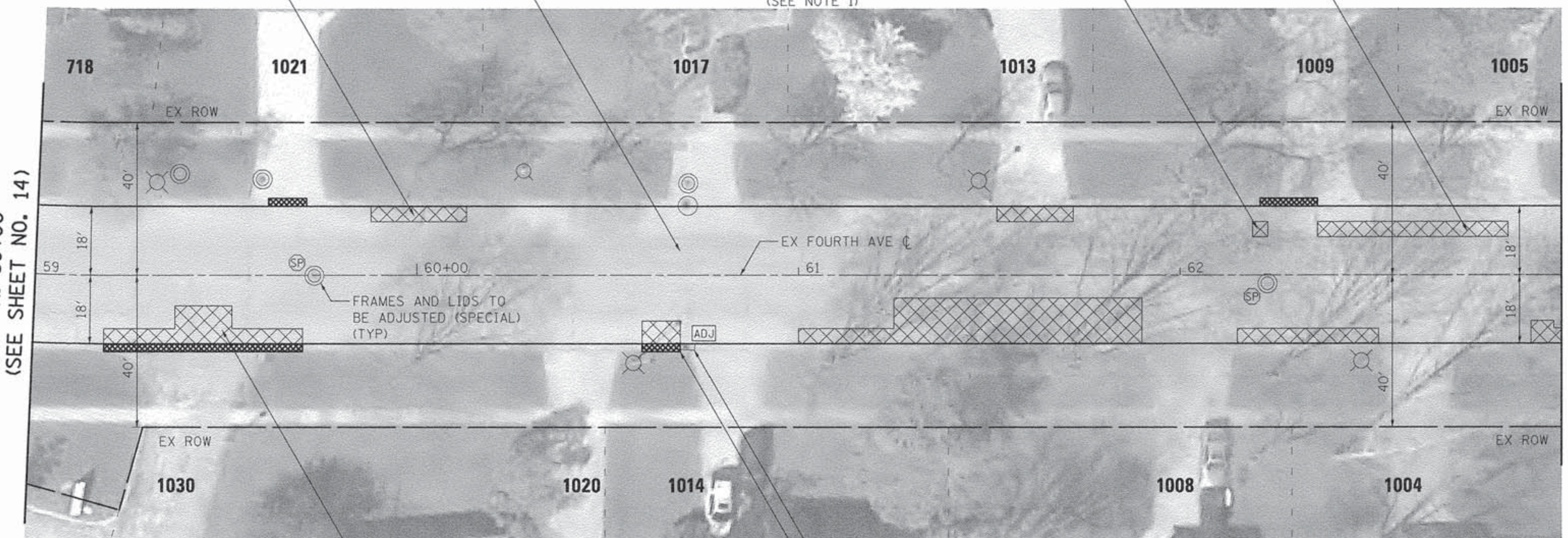
FOURTH AVENUE
ROADWAY PLAN

SCALE: 1" = 20' | SHEET OF SHEETS | STA. 49+00 TO STA. 59+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1676	15-00114-00-RS	LAKE	31	14

CONTRACT NO. 61C54

ILLINOIS FED. AID PROJECT



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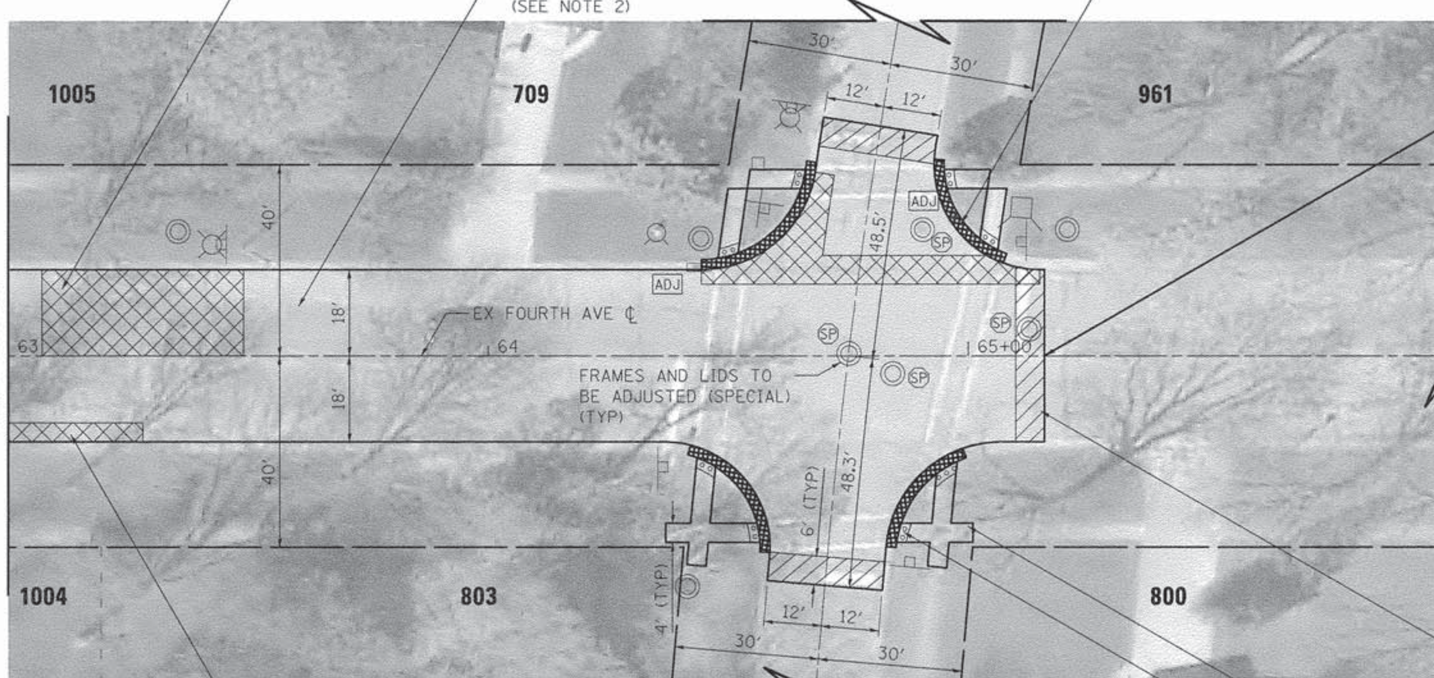
– HOUSE NUMBER



NOTES

1. THE LOCATIONS AND DIMENSIONS OF ALL PAVEMENT PATCHING AND CURB AND GUTTER REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. FOR ADDITIONAL DETAILS, SEE CONSTRUCTION SEQUENCE NOTES AND OTHER RELEVANT NOTES IN THE GENERAL NOTES ON SHEET NO. 2 & 3.
2. PR HMA RESURFACING:
   - -HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
   - -POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
   - -HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"

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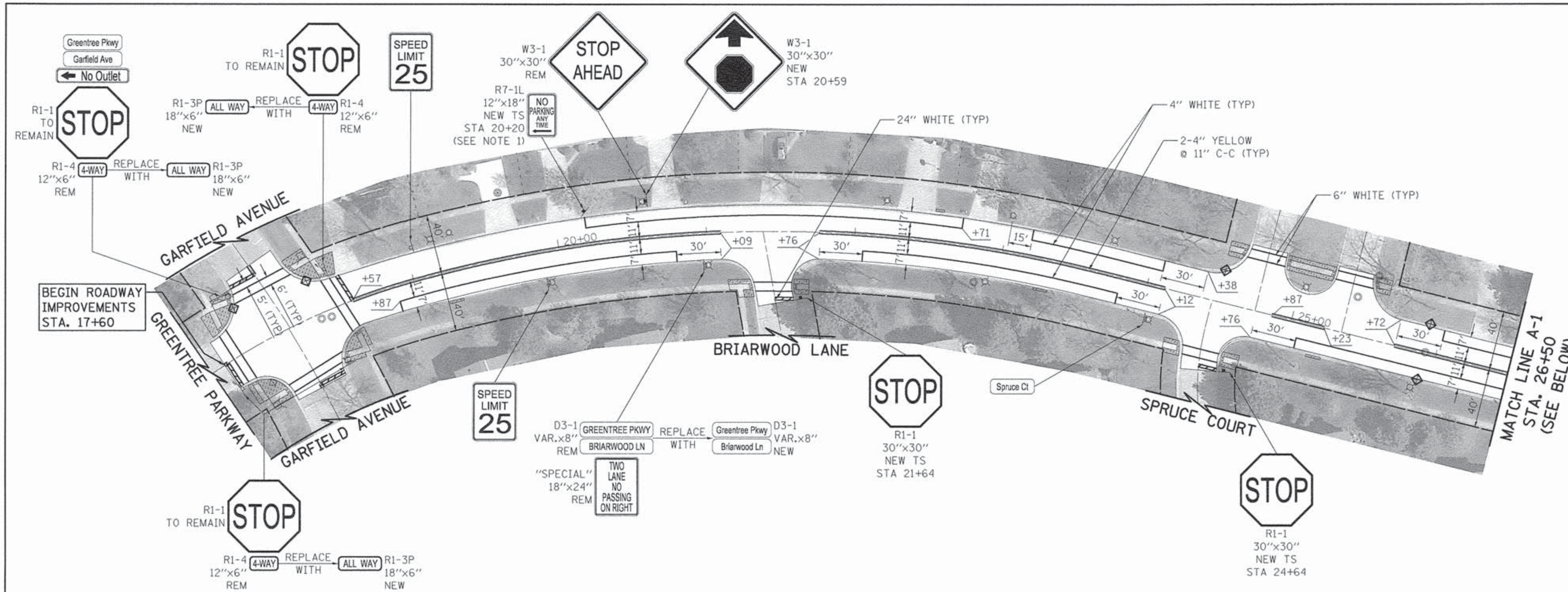
	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOURTH AVENUE
ROADWAY PLAN

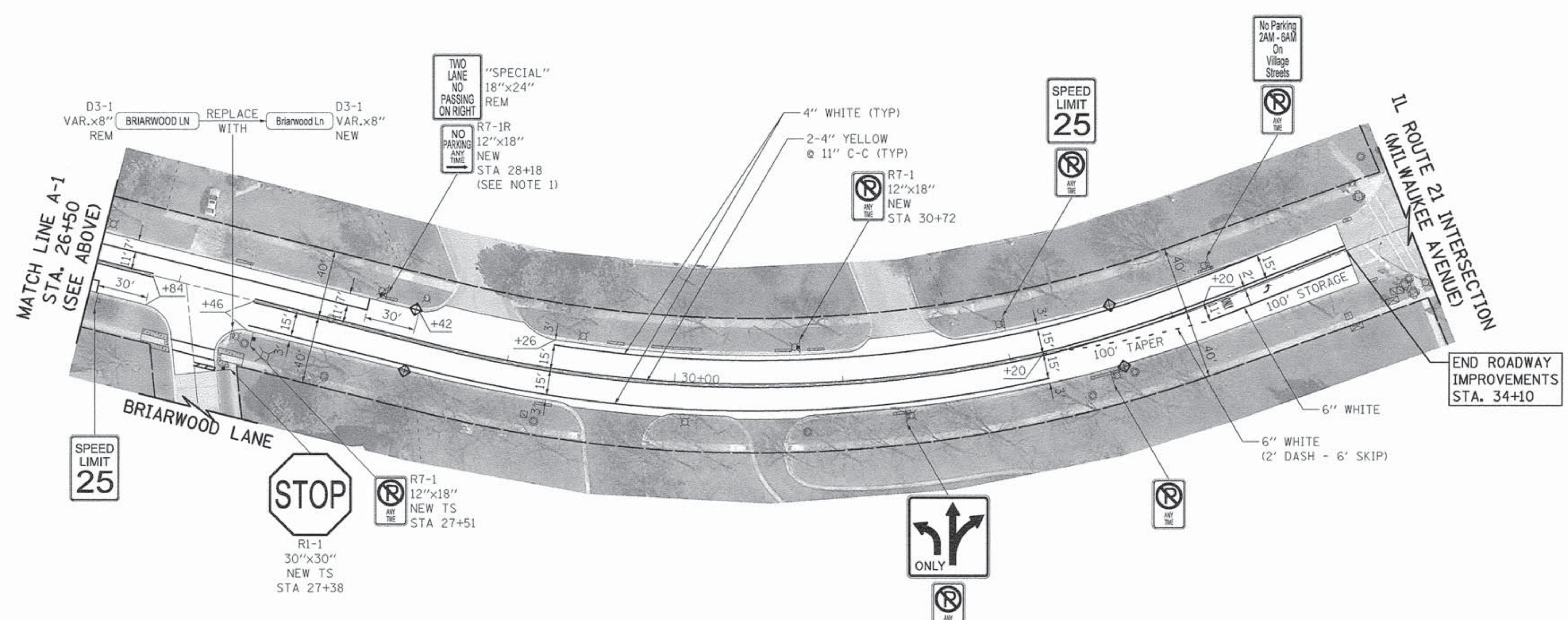
SCALE: 1" = 20' | SHEET OF SHEETS | STA. 59+00 TO STA. 65+16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1676	15-00114-00-RS	LAKE	31	15
		CONTRACT NO. 61C54		
		ILLINOIS FED. AID PROJECT		



LEGEND

(hatch)	TOPSOIL FURNISH AND PLACE, 6" SODDING, SALT TOLERANT
◈	INLET FILTERS
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
NEW	SIGN PANEL, TYPE 1 OR 2
NEW TS	SIGN PANEL, TYPE 1 OR 2 AND TELESCOPING STEEL SIGN SUPPORT
	EX SIGN
	EX SIGN ATTACHED TO LIGHT POLE
	PR SIGN
	PR SIGN ATTACHED TO LIGHT POLE
	PR WHITE LETTERS AND SYMBOLS



NOTES

1. NO PARKING SIGNS WITH DIRECTIONAL ARROW SHALL BE ANGLED AT 45° TO THE ROADWAY.
2. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
3. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL PROPOSED SIGN FACES SHALL BE TYPE AZ (DIAMOND GRADE) REFLECTORIZED SHEETING. THIS WORK SHALL BE PAID FOR AS "SIGN PANEL" OF THE TYPE SPECIFIED.
5. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.

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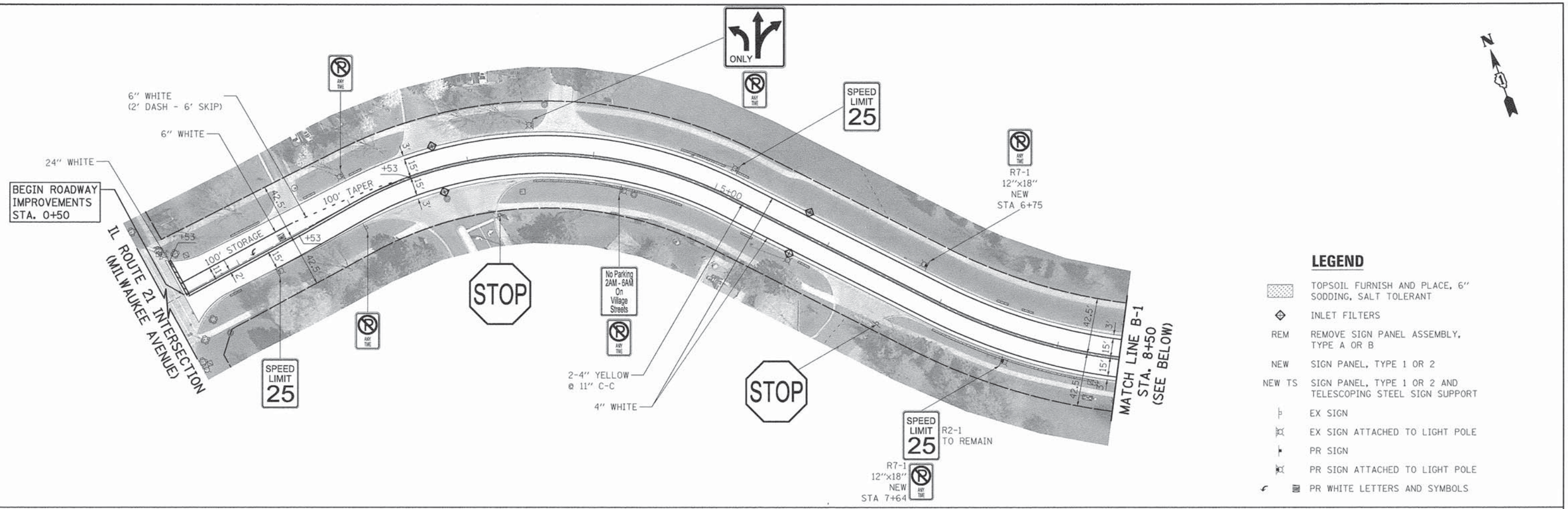
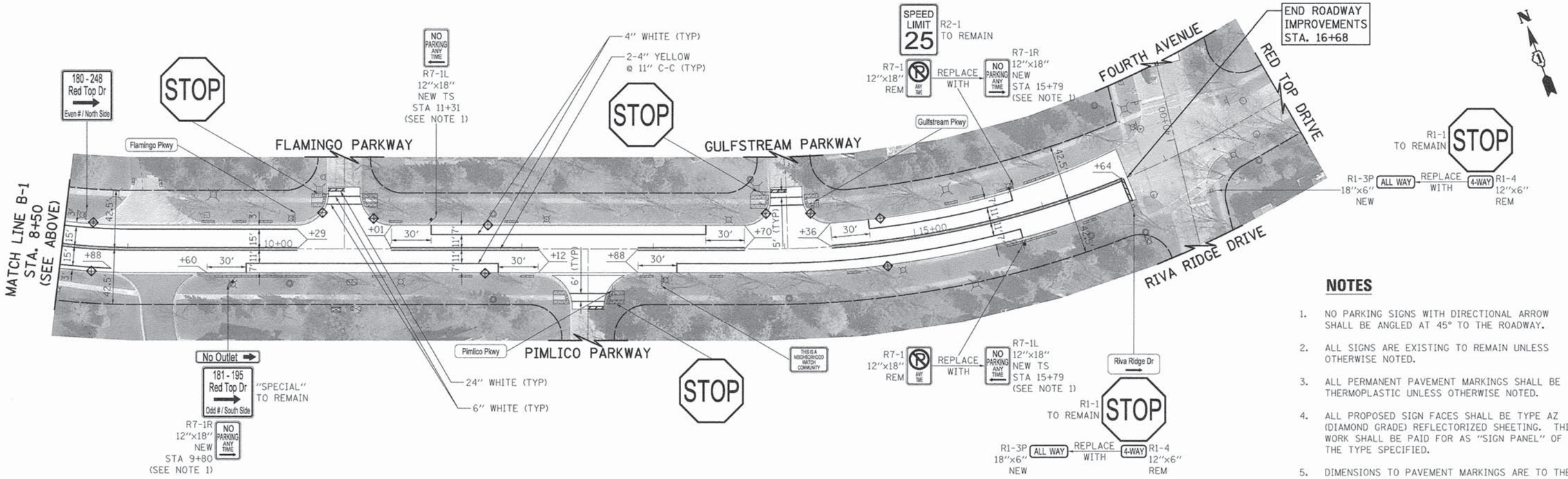
	PLOT SCALE = 40.0000 '/ in.	DRAWN - MJP	REVISED -		SCALE: 1" = 40' SHEET OF SHEETS STA. 17+60 TO STA. 34+10	CONTRACT NO. 61C54				
	PLOT DATE = 1/22/2016	CHECKED - DNM	REVISED -			ILLINOIS FED. AID PROJECT				
		DATE - 01/25/16	REVISED -							



LEGEND

	TOPSOIL FURNISH AND PLACE, 6" SODDING, SALT TOLERANT
	INLET FILTERS
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
NEW	SIGN PANEL, TYPE 1 OR 2
NEW TS	SIGN PANEL, TYPE 1 OR 2 AND TELESCOPING STEEL SIGN SUPPORT
	EX SIGN
	EX SIGN ATTACHED TO LIGHT POLE
	PR SIGN
	PR SIGN ATTACHED TO LIGHT POLE
	PR WHITE LETTERS AND SYMBOLS



NOTES

1. NO PARKING SIGNS WITH DIRECTIONAL ARROW SHALL BE ANGLED AT 45° TO THE ROADWAY.
2. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
3. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. ALL PROPOSED SIGN FACES SHALL BE TYPE AZ (DIAMOND GRADE) REFLECTORIZED SHEETING. THIS WORK SHALL BE PAID FOR AS "SIGN PANEL" OF THE TYPE SPECIFIED.
5. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.

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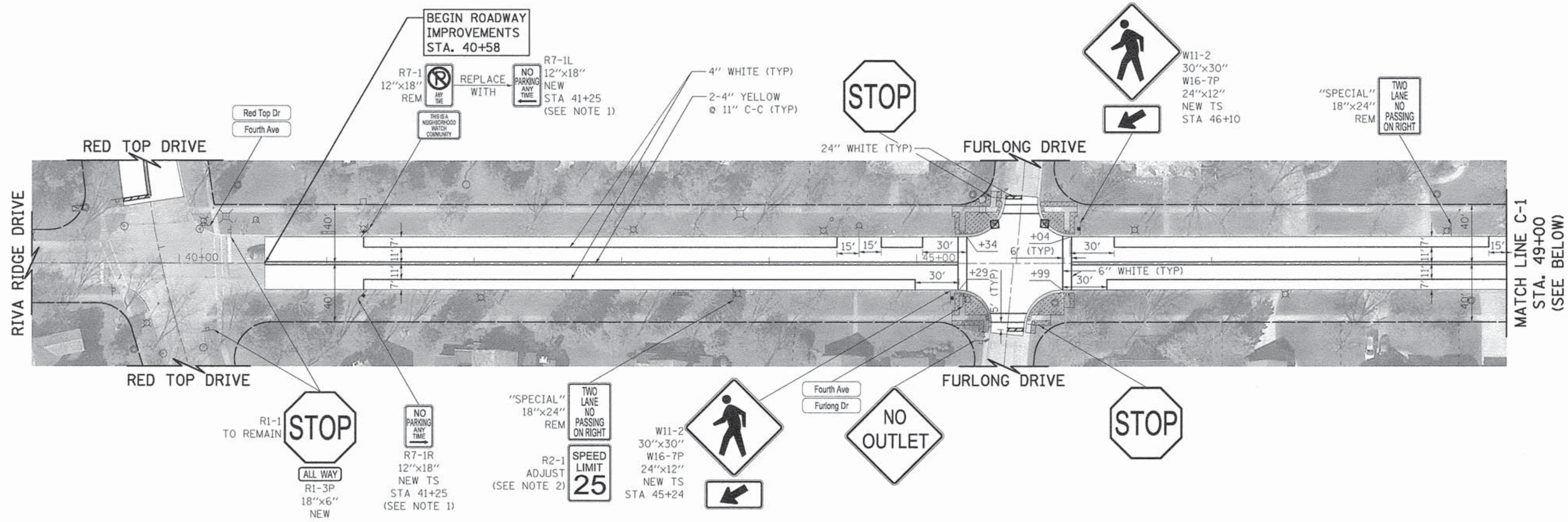
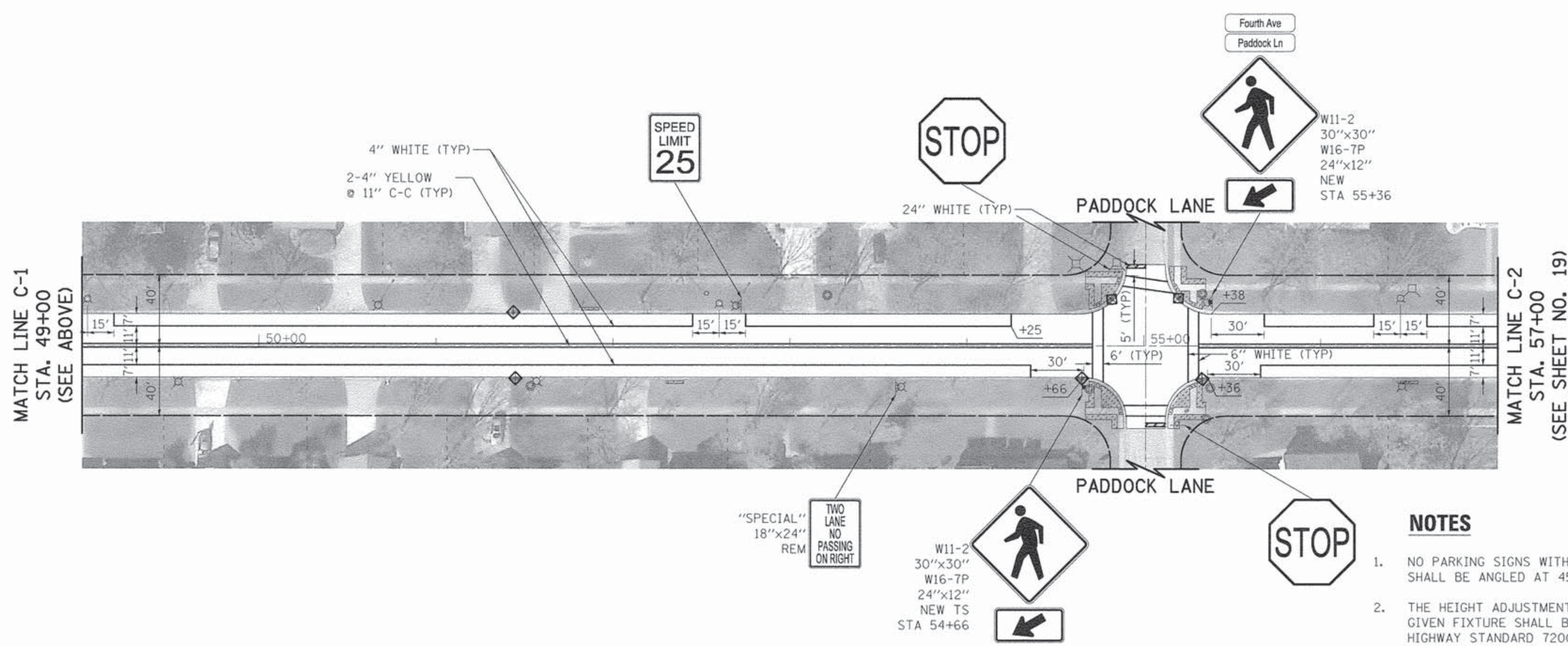
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RED TOP DRIVE
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

SCALE: 1" = 40' | SHEET OF SHEETS | STA. 0+50 TO STA.16+68

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1675	15-00114-00-RS	LAKE	31	17
		CONTRACT NO. 61C54		
	ILLINOIS FED. AID PROJECT			



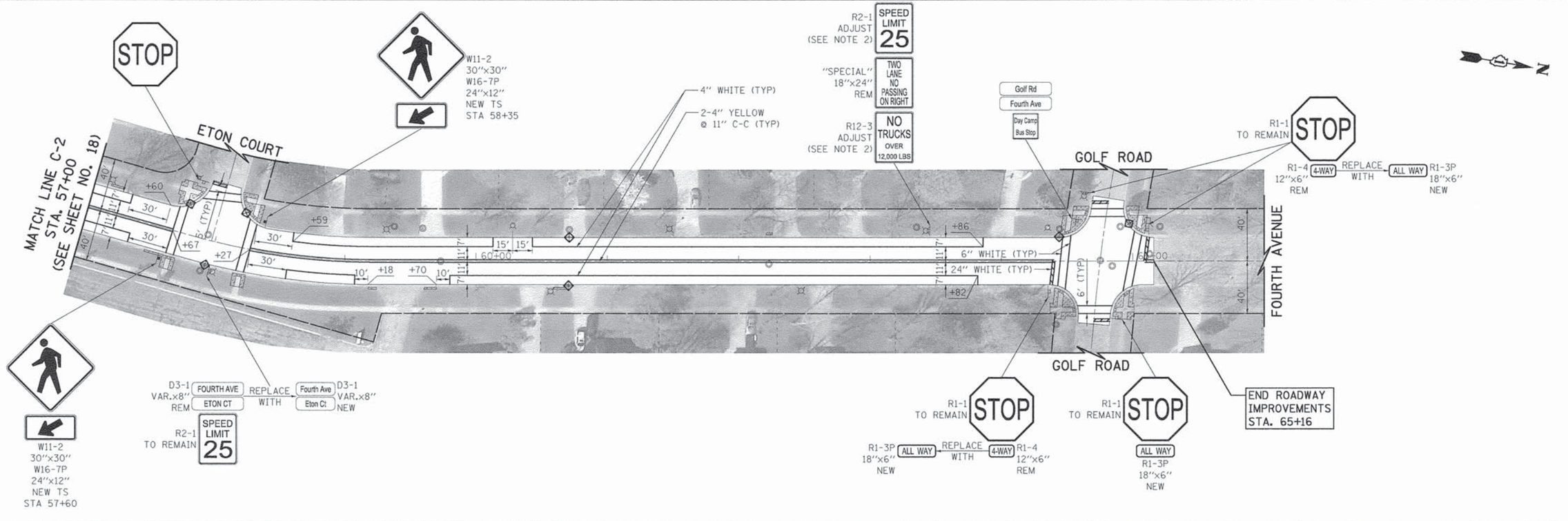


LEGEND

(hatched)	TOPSOIL FURNISH AND PLACE, 6" SODDING, SALT TOLERANT
◈	INLET FILTERS
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
NEW	SIGN PANEL, TYPE 1 OR 2
NEW TS	SIGN PANEL, TYPE 1 OR 2 AND TELESCOPING STEEL SIGN SUPPORT
	EX SIGN
	EX SIGN ATTACHED TO LIGHT POLE
	PR SIGN
	PR SIGN ATTACHED TO LIGHT POLE

NOTES

1. NO PARKING SIGNS WITH DIRECTIONAL ARROW SHALL BE ANGLED AT 45° TO THE ROADWAY.
2. THE HEIGHT ADJUSTMENT OF A SIGN ON A GIVEN FIXTURE SHALL BE ACCORDING TO HIGHWAY STANDARD 720006-04 "SIGN PANEL ERECTION DETAILS" AND THE COST SHALL BE INCLUDED IN THE SIGN BEING REMOVED FROM THE FIXTURE.
3. ALL SIGNS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.
4. ALL PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
5. ALL PROPOSED SIGN FACES SHALL BE TYPE AZ (DIAMOND GRADE) REFLECTORIZED SHEETING. THIS WORK SHALL BE PAID FOR AS "SIGN PANEL" OF THE TYPE SPECIFIED.
6. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.



LEGEND

	TOPSOIL FURNISH AND PLACE, 6" SODDING, SALT TOLERANT
	INLET FILTERS
REM	REMOVE SIGN PANEL ASSEMBLY, TYPE A OR B
NEW	SIGN PANEL, TYPE 1 OR 2
NEW TS	SIGN PANEL, TYPE 1 OR 2 AND TELESCOPING STEEL SIGN SUPPORT
	EX SIGN
	EX SIGN ATTACHED TO LIGHT POLE
	PR SIGN
	PR SIGN ATTACHED TO LIGHT POLE

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6. DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.

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PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOURTH AVENUE
PAVEMENT MARKING, SIGNING AND LANDSCAPING PLAN

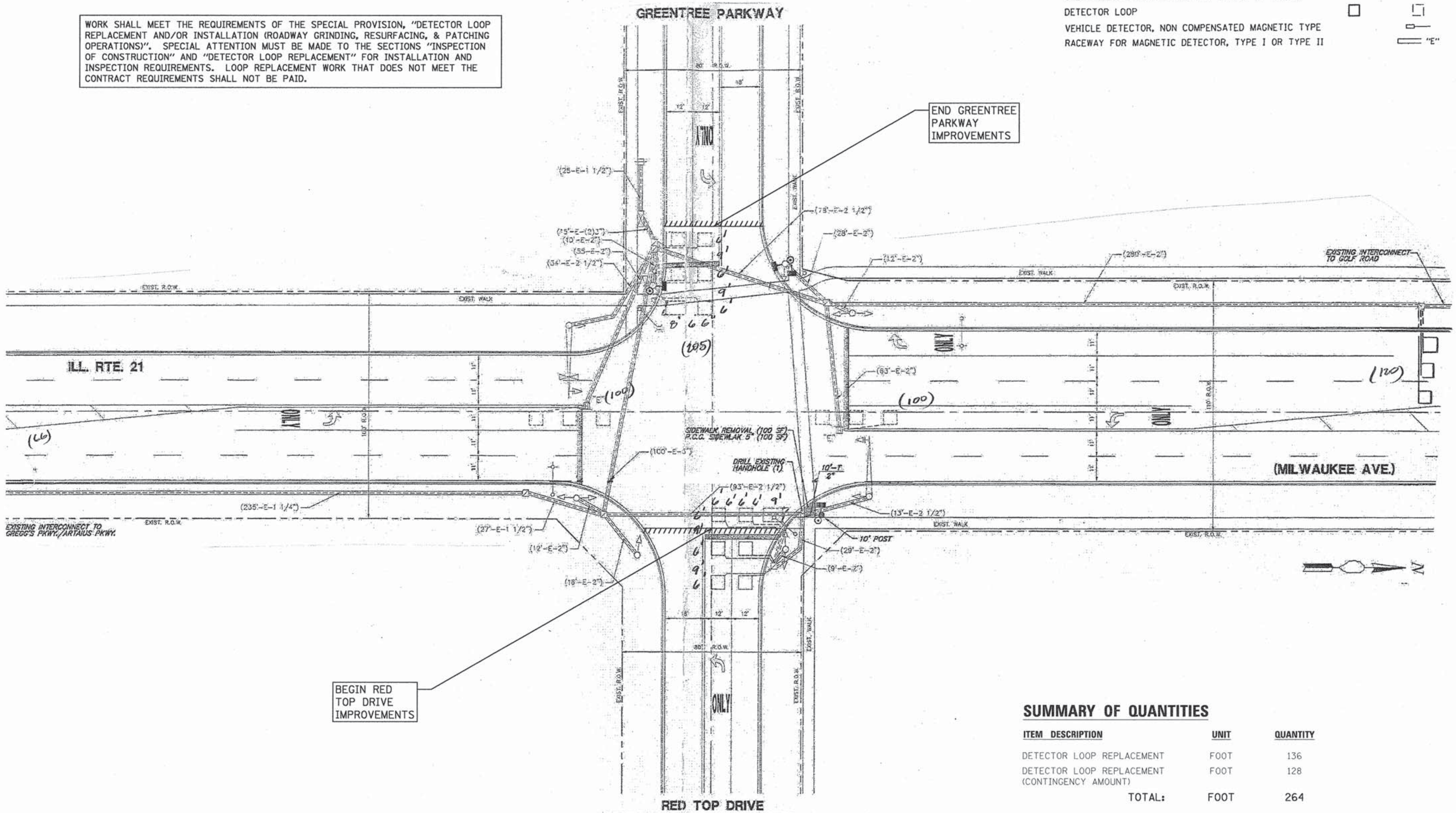
SCALE: 1" = 40' | SHEET OF SHEETS | STA. 57+00 TO STA. 65+16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1676	15-00114-00-RS	LAKE	31	19
		CONTRACT NO. 61C54		
	ILLINOIS FED. AID PROJECT			

WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)". SPECIAL ATTENTION MUST BE MADE TO THE SECTIONS "INSPECTION OF CONSTRUCTION" AND "DETECTOR LOOP REPLACEMENT" FOR INSTALLATION AND INSPECTION REQUIREMENTS. LOOP REPLACEMENT WORK THAT DOES NOT MEET THE CONTRACT REQUIREMENTS SHALL NOT BE PAID.

TRAFFIC SIGNAL LEGEND

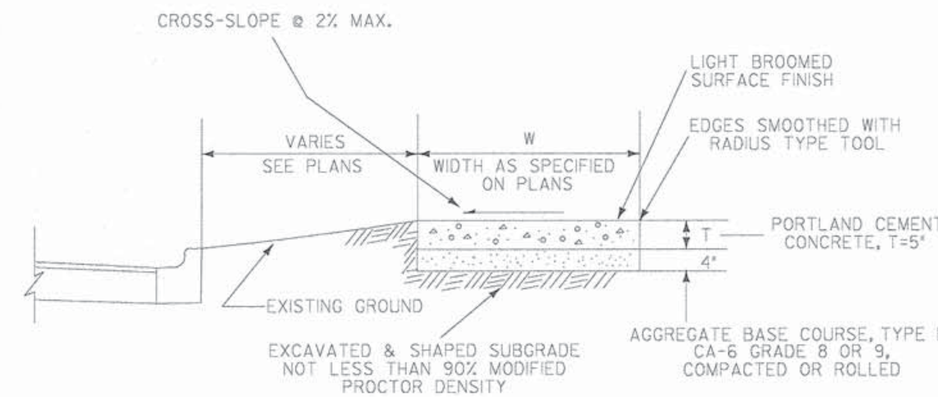
	PROPOSED	EXISTING
SIGNAL HEAD WITH BACKPLATE		⊣▷
SIGNAL HEAD		–▷
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	– – – – –	———
DETECTOR LOOP	□	⌜⌝
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		▭—
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		▭ "E"



THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

SUMMARY OF QUANTITIES

ITEM DESCRIPTION	UNIT	QUANTITY
DETECTOR LOOP REPLACEMENT	FOOT	136
DETECTOR LOOP REPLACEMENT (CONTINGENCY AMOUNT)	FOOT	128
TOTAL:	FOOT	264



GENERAL NOTES:

1. At locations where sidewalk is subjected to wheel traffic and/or constructed across access drive entrances, the New P.C.C. Sidewalk Section shall be thickened to 6" across the width of the driveway. This work shall be considered as incidental, and no additional compensation will be allowed.
2. Placing, finishing and curing of P.C.C. Sidewalk shall meet the requirements of Sections 424 of the Standard Specifications for Road and Bridge Construction. Use 6 1/2 bag mix with 4% air entrainment.
3. Slab or panel contraction (control) joints shall be as follows:
   For 4' Sidewalk width = 5' O.C. Joint Spacing
   5' Sidewalk width = 5' O.C. Joint Spacing
   6' Sidewalk width = 6' O.C. Joint Spacing
   8' Sidewalk width = 8' O.C. Joint Spacing
4. Transverse expansion joints shall consist of preformed joint filler of thickness as follows:
   1/2" between sidewalk and structures, standards, poles
   3/4" at sidewalk intervals of not more thean 50 feet & abutting concrete curbing or pavement.
5. If excavation or undercutting of subgrade has been made deeper than necessary, the base shall be brought to proper grade by the addition of well compacted bedding material without any extra compensation to the Contractor.

TYPICAL SECTION - P.C.C. SIDEWALK

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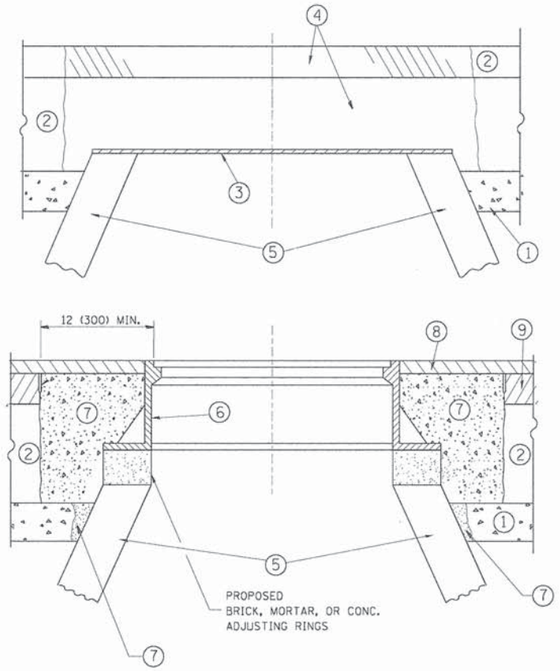
	PLOT DATE = 1/22/2016	DATE - 01/25/16	REVISED -		SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	21
		CONTRACT NO. 61C54		
		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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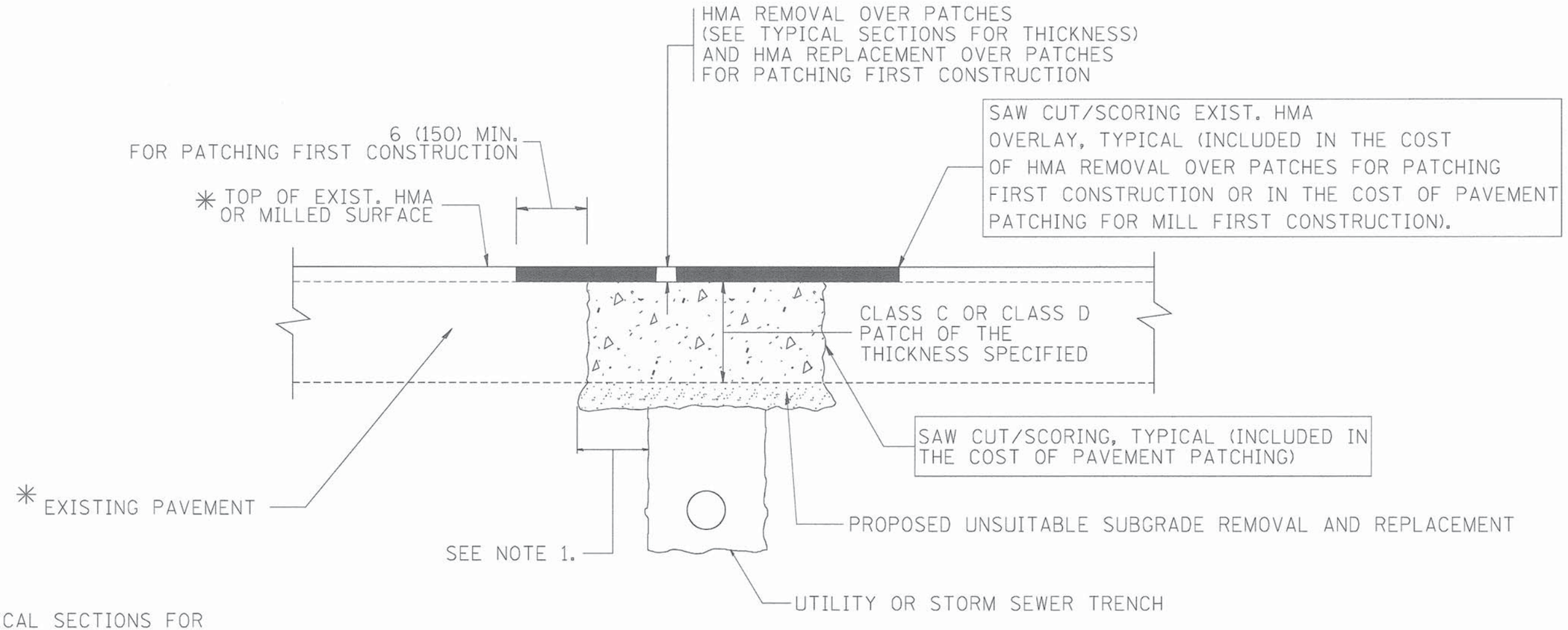
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	22
	BD600-03 (BD-8)	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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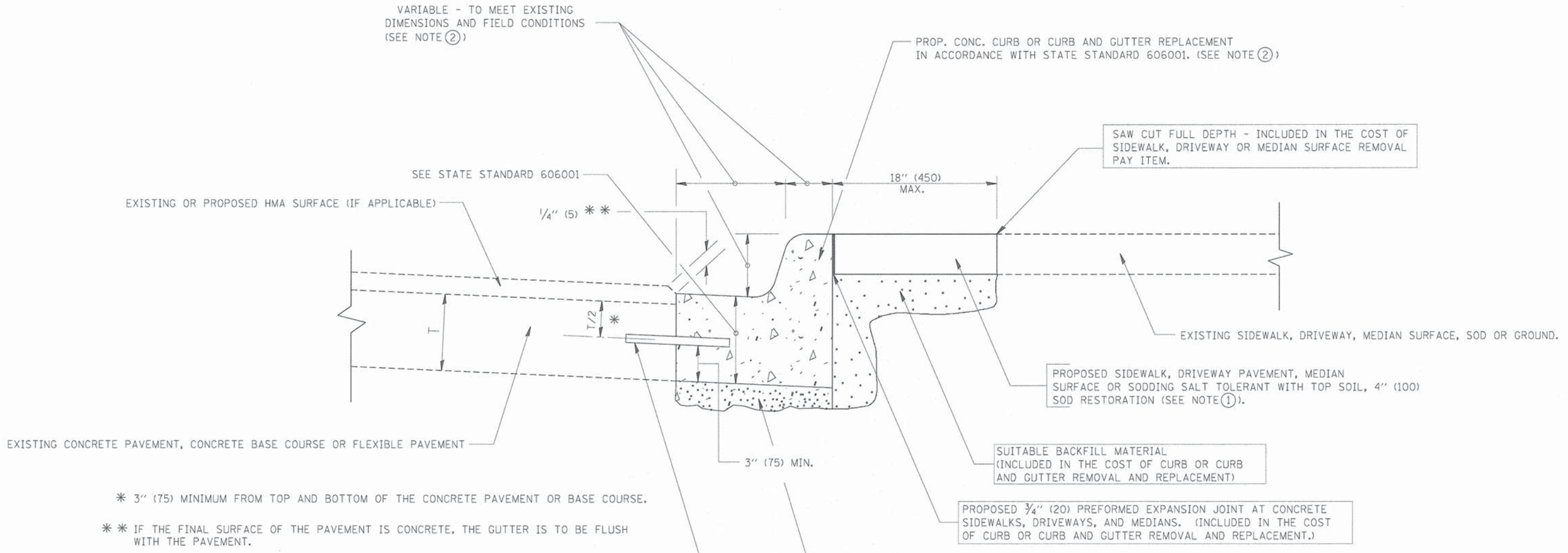
		DRAWN -	REVISED - R. BORO 01-01-07				15-00114-00-RS	LAKE	31	23
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07				BD400-04 (BD-22)	CONTRACT NO. 61C54		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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

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

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

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

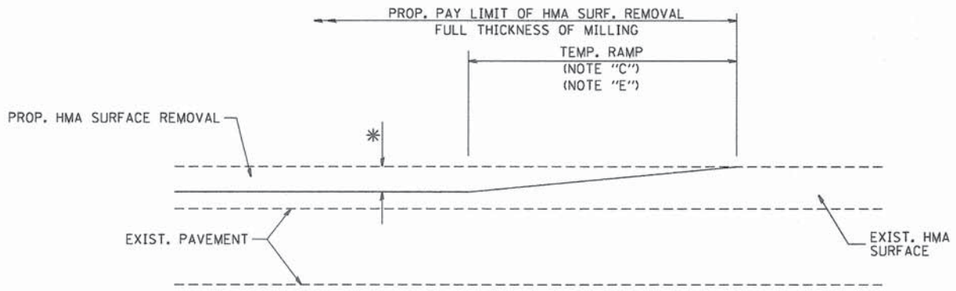
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0128315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

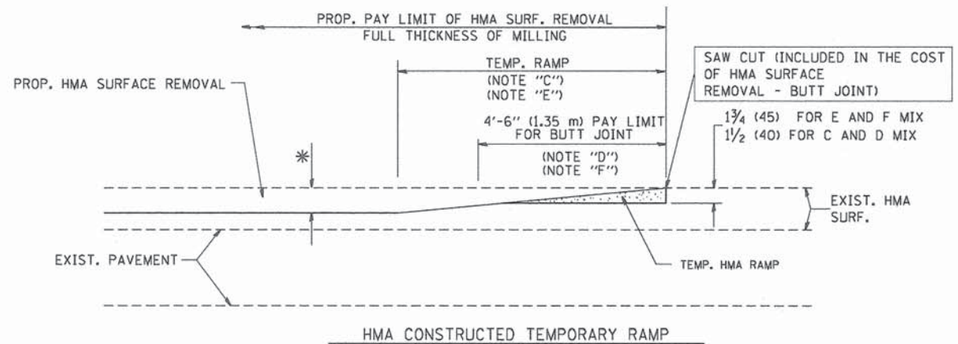
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	24
	BD600-06 (BD-24)	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

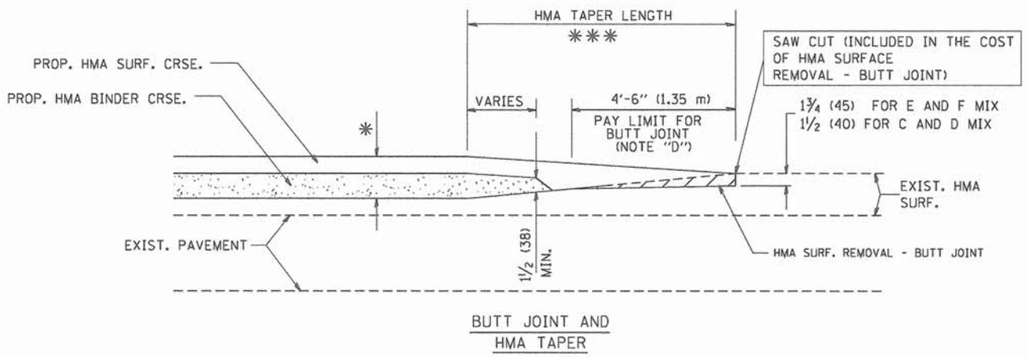


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

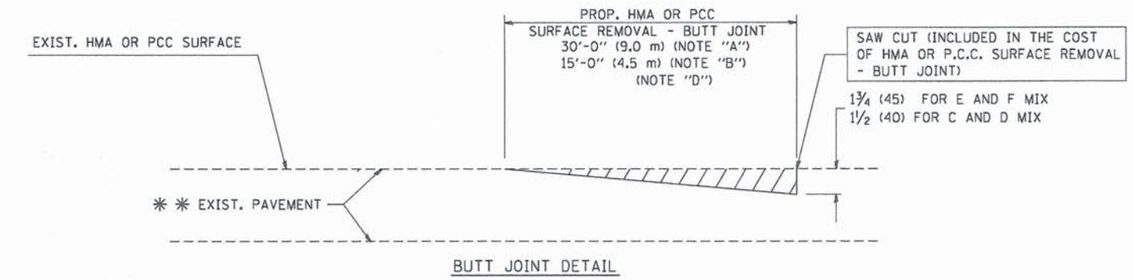
OPTION 2

TYPICAL TEMPORARY RAMP

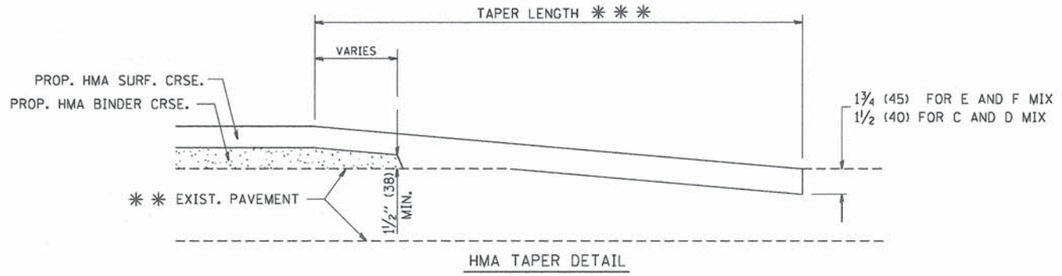


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

* * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

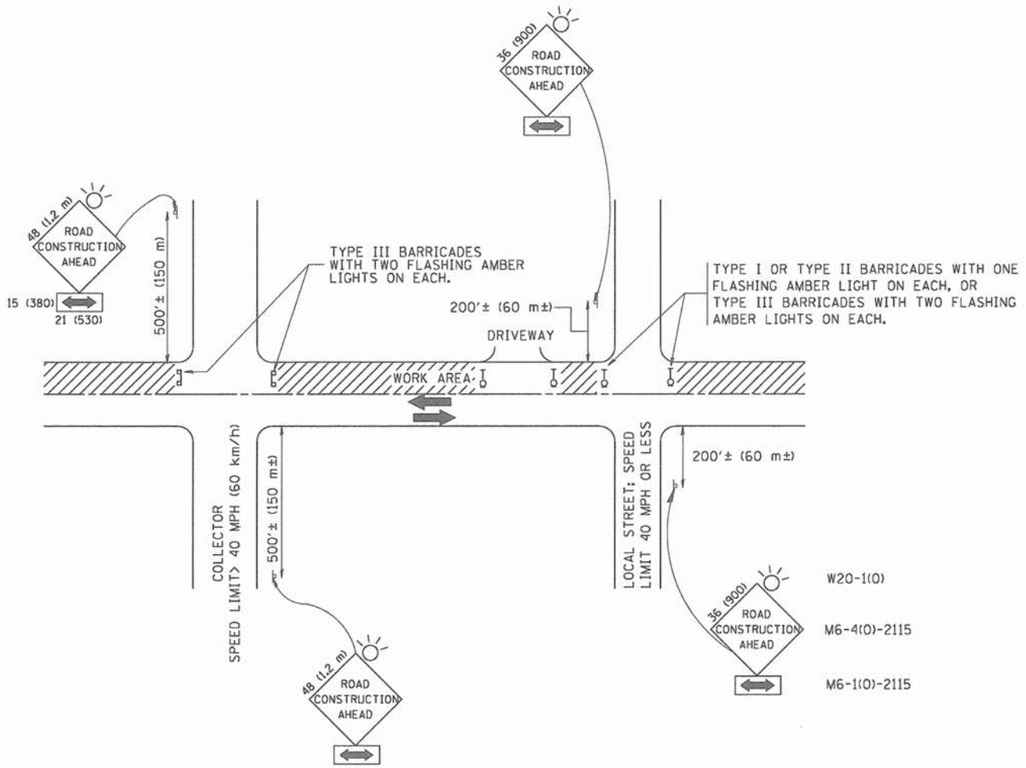
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	25
	BD400-05 BD32	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

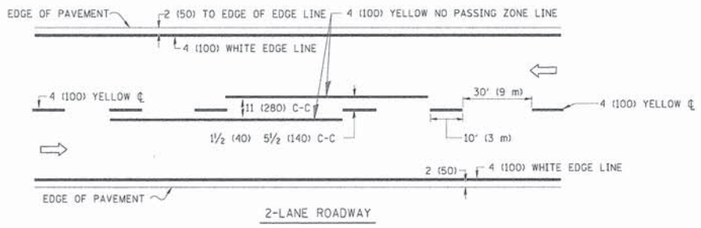
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

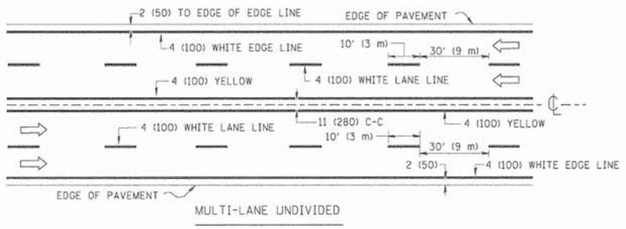
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

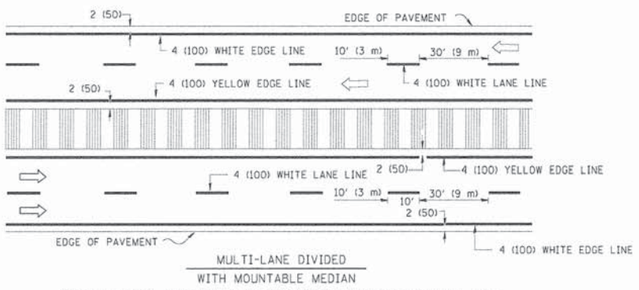
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	26
	TC-10	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



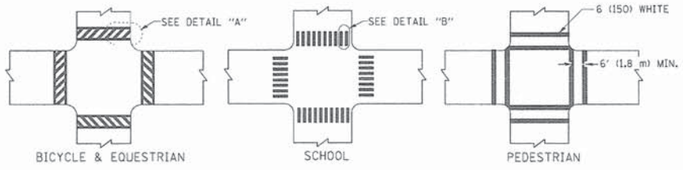
MULTI-LANE UNDIVIDED



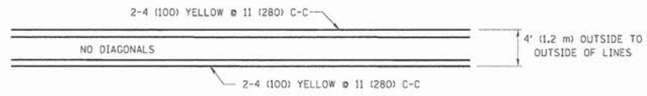
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

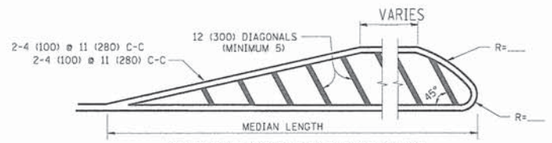
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



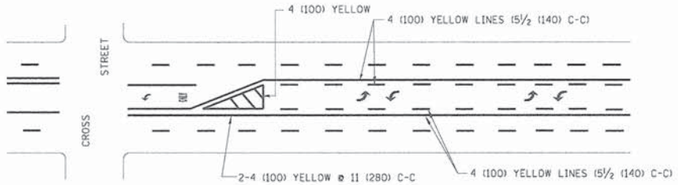
4' (1.2 m) WIDE MEDIANS ONLY



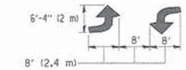
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

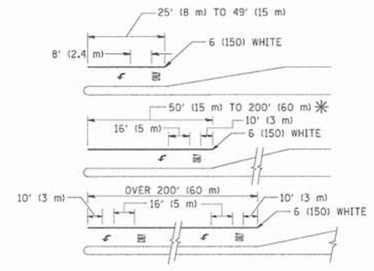


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

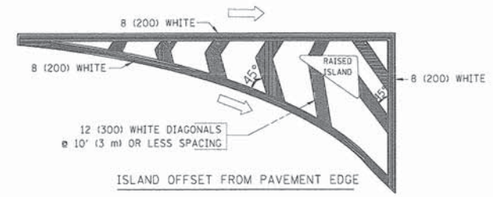


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

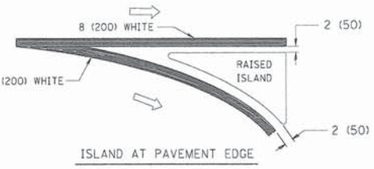
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

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 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 ø 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ø 6 (150) 12 (300) ø 45° 12 (300) ø 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 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) ø 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

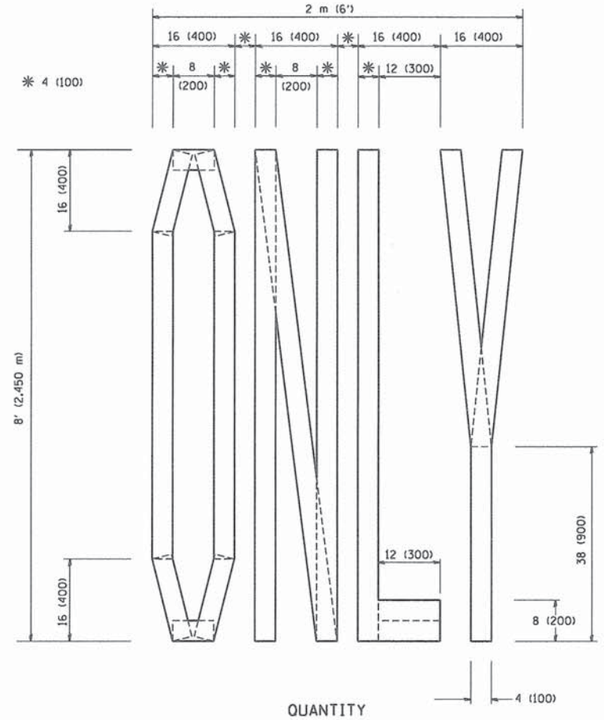
FILE NAME = c:\pw_work\pwidot\drivakosgn\d2108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

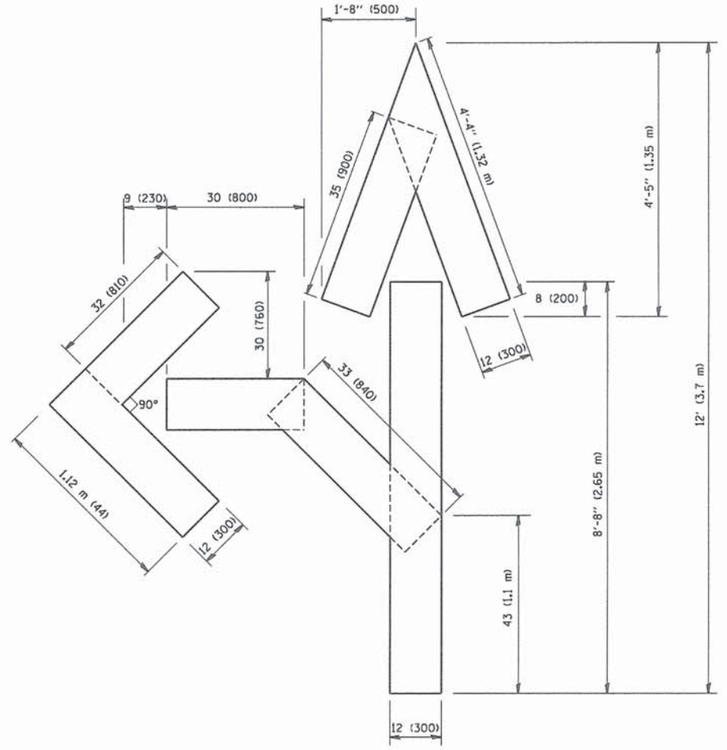
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

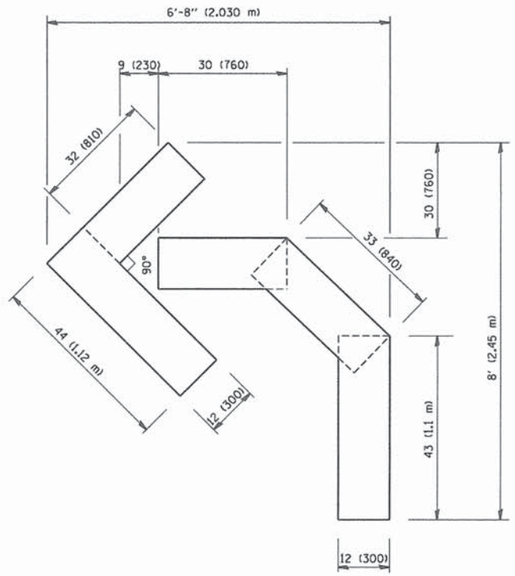
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	27
	TC-13	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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.

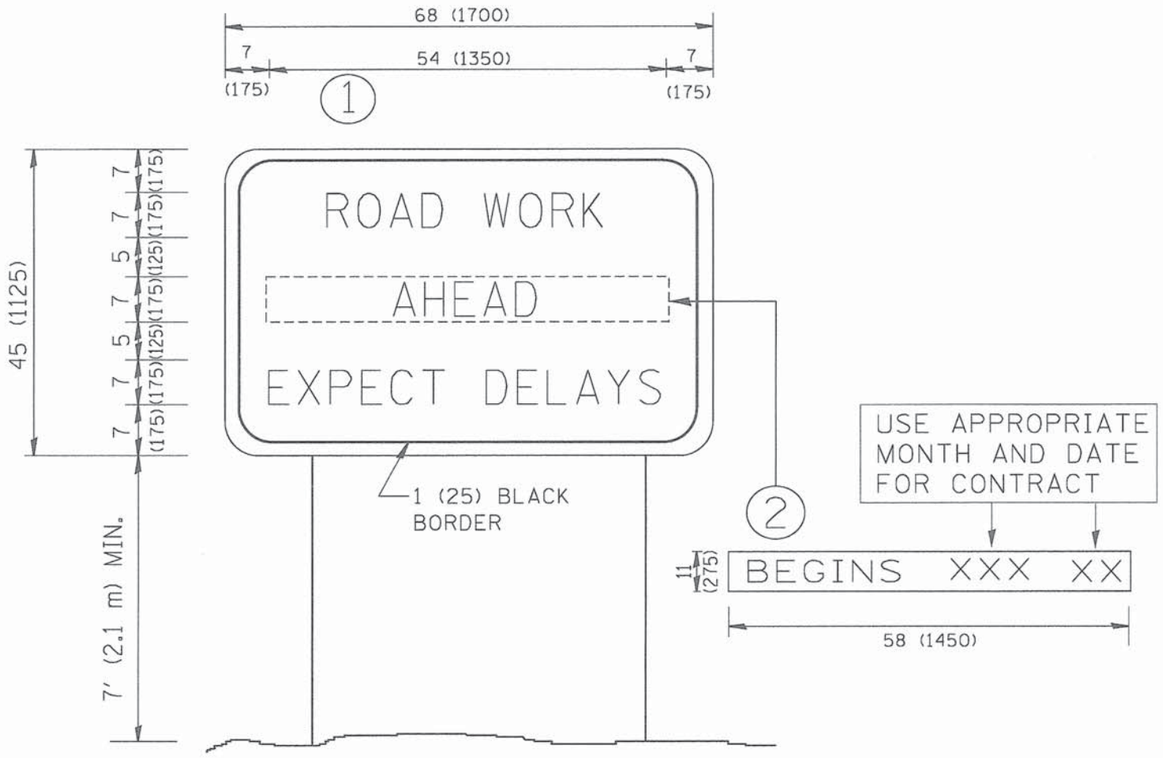
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglsenobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	28
	TC-16	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	29
	TC-22	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

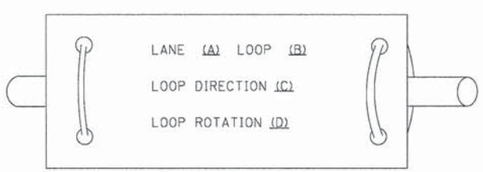
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

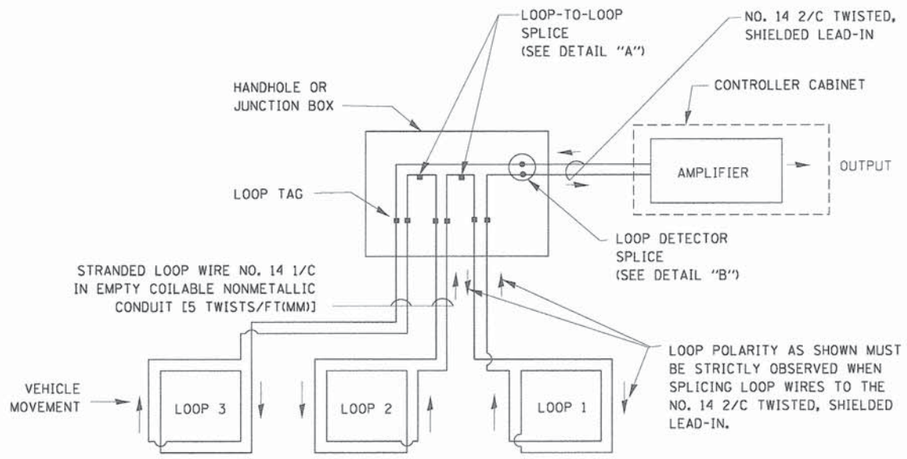


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

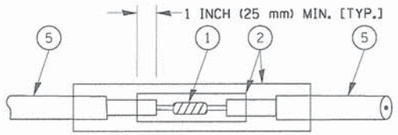
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

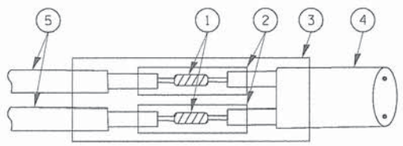


DETECTOR LOOP WIRING SCHEMATIC

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

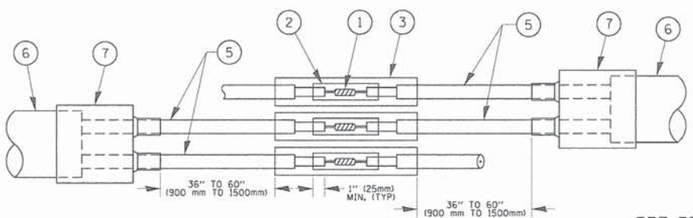


DETAIL "A"
LOOP-TO-LOOP SPLICE



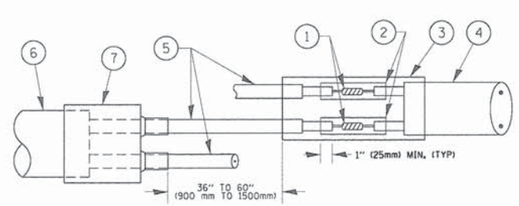
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pw_work\pwidot\footemj\d0126315\ta28.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 52.2222 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

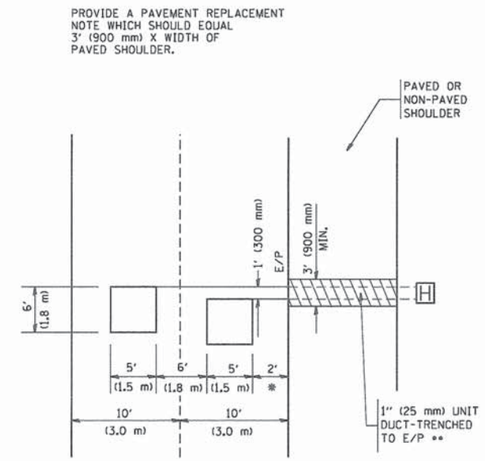
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	30
	TS-05	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

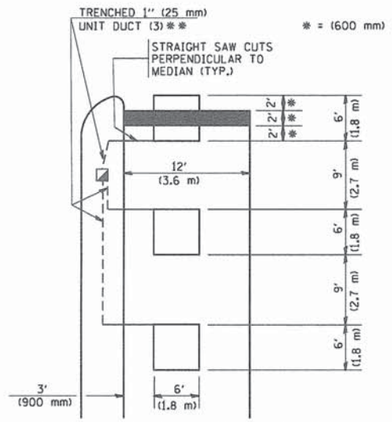


* = (600 mm)

** 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)

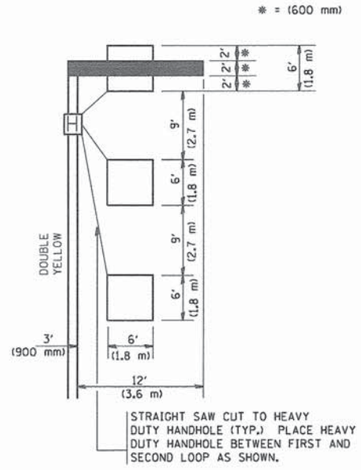


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

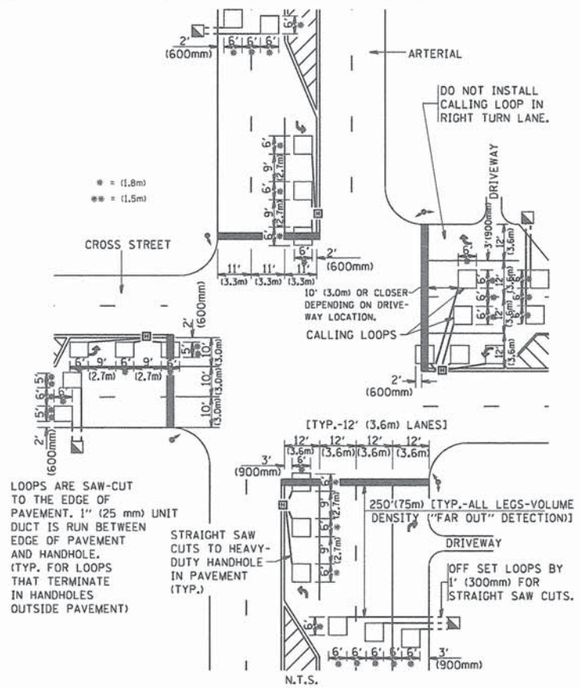
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

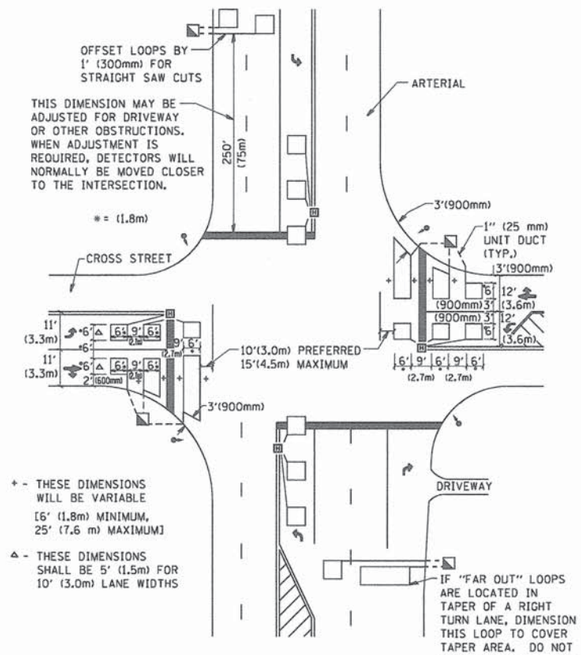
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



N.T.S.

DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00114-00-RS	LAKE	31	31
	TS-07	CONTRACT NO. 61C54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		