

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS AND GENERAL NOTES
3-12	SUMMARY OF QUANTITIES
13-19	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)
20	DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13)
21	ARTERIAL ROAD INFORMATION SIGN (TC-22)
22-23	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL ROUTE 83 (KINGERY HWY.) AT THIRD AVE./OAK MEADOWS DR.
24	TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 83 (KINGERY HWY.) AT THIRD AVE./OAK MEADOWS DR.
25-26	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (KINGERY HWY.) AT THIRD AVE./OAK MEADOWS DR.
27	CABLE PLAN IL ROUTE 83 (KINGERY HWY.) AT THIRD AVE./OAK MEADOWS DR.
28	SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL ROUTE 83 (KINGERY HWY.) AT THIRD AVE./OAK MEADOWS DR.
29	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL ROUTE 83 (KINGERY HWY.) AT GROVE AVE./SHERWOOD DR.
30	TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 83 (KINGERY HWY.) AT GROVE AVE./SHERWOOD DR.
31	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (KINGERY HWY.) AT GROVE AVE./SHERWOOD DR.
32	CABLE PLAN IL ROUTE 83 (KINGERY HWY.) AT GROVE AVE./SHERWOOD DR.
33	SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL ROUTE 83 (KINGERY HWY.) AT GROVE AVE./SHERWOOD DR.
34	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL ROUTE 83 (BUSSE RD.) AT HILLSIDE DR.
35	TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 83 (BUSSE RD.) AT HILLSIDE DR.
36	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (BUSSE RD.) AT HILLSIDE DR.
37	CABLE PLAN IL ROUTE 83 (BUSSE RD.) AT HILLSIDE DR.
38	SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL ROUTE 83 (BUSSE RD.) AT HILLSIDE DR.
39	TEMPORARY TRAFFIC SIGNAL REMOVAL PLAN IL ROUTE 83 (BUSSE RD.) AT FOSTER AVE.
40	TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 83 (BUSSE RD.) AT FOSTER AVE.
41	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (BUSSE RD.) AT FOSTER AVE.
42	CABLE PLAN IL ROUTE 83 (BUSSE RD.) AT FOSTER AVE.
43	SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL ROUTE 83 (BUSSE RD.) AT FOSTER AVE.
44-45	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL ROUTE 83 (BUSSE RD.) AT MARK ST.
46	TEMPORARY CABLE PLAN, TEMPORARY SEQUENCE OF OPERATION, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 83 (BUSSE RD.) AT MARK ST.
47-48	TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 83 (BUSSE RD.) AT MARK ST.
49	CABLE PLAN IL ROUTE 83 (BUSSE RD.) AT MARK ST.
50	SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL ROUTE 83 (BUSSE RD.) AT MARK ST.
51-56	TEMPORARY INTERCONNECT PLAN
57	TEMPORARY INTERCONNECT SCHEMATIC
58-63	INTERCONNECT PLAN
64-65	INTERCONNECT SCHEMATIC
66-68	MAST ARM MOUNTED STREET NAME SIGN DETAILS

GENERAL NOTES

THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", JANUARY 1, 2012; MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, LATEST EDITION; PROJECT SPECIFICATIONS; ALL APPLICABLE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION; THE CITY OF CHICAGO AND THE VILLAGE OF NORRIDGE; ALL APPLICABLE REQUIREMENTS OF THE ORDINANCES OF AUTHORITIES HAVING JURISDICTION; AND ALL ADDENDA THERETO SHALL GOVERN THIS WORK.

THE STANDARD SPECIFICATIONS, PROJECT SPECIFICATIONS, CONSTRUCTION PLANS, AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE TO BE CONSIDERED A PART OF THE CONTRACT.

WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OF UNSTABLE MATERIALS CREATED AS A RESULT THEREOF.

THE CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.

THE CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL AREAS AFFECTED BY EQUIPMENT OR LABORERS TO EXISTING CONDITIONS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PROTECTING ALL NEW WORK UNTIL COMPLETION OF THIS CONTRACT.

EXISTING UTILITIES: WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION IS BASED ON RECORD INFORMATION PROVIDED BY THE INDIVIDUAL UTILITY OWNERS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. THE CONTRACTOR SHALL ALSO CONTACT J.U.L.I.E. TO OBTAIN LOCATES OF THE RESPECTIVE UTILITY COMPANIES' UNDERGROUND FACILITIES.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811. IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).

IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.

THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

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

ALL CONDUIT SHALL BE PLACED IN TRENCH. ALL ROADWAY SURFACES SUCH AS PAVEMENT, SIDEWALK, ETC. SHALL BE REPLACED IN KIND. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "UNDERGROUND CONDUIT, GALVANIZED STEEL" OF THE SIZE SPECIFIED. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR TRENCH AND BACKFILL OR FOR RESTORATION.

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

TEMPORARY TRAFFIC SIGNAL NOTES

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12 INCHES (300 MM). TRAFFIC SIGNAL SECTIONS SHALL BE LED WITH EXPANDABLE VIEW, UNLESS OTHERWISE APPROVED BY THE ENGINEER. PEDESTRIAN SIGNAL HEADS SHALL BE LIGHT EMITTING DIODE (LED) PEDESTRIAN COUNTDOWN SIGNAL HEADS EXCEPT WHEN A TEMPORARY TRAFFIC SIGNAL IS INSTALLED AT AN INTERSECTION INTERCONNECTED WITH A RAILROAD GRADE CROSSING. WHEN A TEMPORARY TRAFFIC SIGNAL IS INSTALLED AT AN INTERSECTION INTERCONNECTED WITH A RAILROAD GRADE CROSSING, LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEADS SHALL BE FURNISHED. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH EXTRA CABLE LENGTH TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS SHALL HAVE UNINTERRUPTIBLE POWER SUPPLY (UPS). THE UPS CABINET SHALL BE MOUNTED TO THE TEMPORARY TRAFFIC SIGNAL CABINET AND MEET THE REQUIREMENTS OF UNINTERRUPTIBLE POWER SUPPLY IN DIVISIONS 800 AND 1000 OF THESE SPECIFICATIONS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. PEDESTRIAN PUSH BUTTONS SHALL BE PROVIDED FOR ALL PEDESTRIAN SIGNAL HEADS/PHASES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER. DETECTION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	OMP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 MM); 12" (IN 3 LIFTS)	4% @ TO GYR.	0c/0c

NOTES:

- THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY/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.
- QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



USER NAME: jrt	DESIGNED: BRD	REVISED: 03/03/2014
PLOT SCALE: 48,000R 1/4"	DRAWN: JRT	REVISION:
PLOT DATE: 3/3/2014	CHECKED: JJE	REVISION:
	DATE: 01/30/2014	REVISION:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

NO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 344	SECTION 2013-063TS	COUNTY	TOTAL SHEETS 68	SHEET NO. 2
CONTRACT NO. 60X35			ILLINOIS FED. AID PROJECT	