04-27-2018 LETTING ITEM 163

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	1
	ILLINOIS	CONTRACT NO. 61E54		

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

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1398 (CHICAGO AVENUE)
THATCHER AVENUE TO HARLEM AVENUE
RESURFACING
SECTION 17-00099-00-RS
PROJECT PQ6L(385)
VILLAGE OF RIVER FOREST
COOK COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

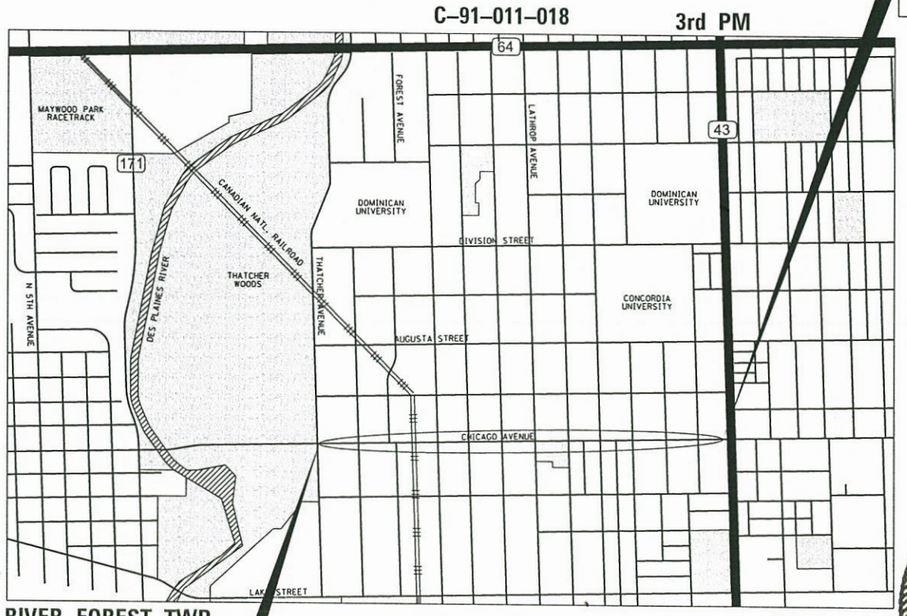
TRAFFIC DATA
EXISTING ADT = 8,000 (2014)

SPEED LIMIT:
25 MPH (POSTED)

DESIGN DESIGNATION
MAJOR COLLECTOR

LOCATION OF SECTION INDICATED THUS: –■–

C-91-011-018 3rd PM



RIVER FOREST TWP

LOCATION MAP
NOT TO SCALE

T39N

R12E

N

END IMPROVEMENT
STA 59+40

BEGIN IMPROVEMENT
STA 5+00.00

GROSS LENGTH = 5,440 FT. = 1.03 MILE
NET LENGTH = 5,440 FT. = 1.03 MILE

100' 200' 300' — 1" = 100'
10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

CONSULTING ENGINEERS
Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ILLINOIS • INDIANA • WISCONSIN

CONTRACT NO. 61E54

MATTHEW T. CESARIO
062.066160
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

DATE 2/6/2018

MATTHEW CESARIO
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.066160
MY LICENSE EXPIRES ON 11-30-19.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Approved 2/6/18
VILLAGE OF RIVER FOREST

Passed FEBRUARY 6, 2018
Christopher Holt
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review FEBRUARY 7, 2018
Anthony J. Quilty
Regional Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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DISTRICT DETAILS

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL EQUIVALENTS OF AN INCH-FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-04	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-07	CONCRETE CURB TYPE B COMBINATION CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM EDGE OF PVMT
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
701901-07	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; 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; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. 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 HOURS NOTIFICATION IS REQUIRED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE VILLAGE OF RIVER FOREST USING THE FOLLOWING TELEPHONE NUMBERS:

   POLICE DEPARTMENT: (708) 366-7125

   FIRE DEPARTMENT: (708) 366-7629
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
6. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, OWNER'S REPRESENTATIVE, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
8. ALL LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.
9. THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
10. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
11. NITROGEN FERTILIZER AND POTASSIUM FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS EACH PER ACRE.
12. SAW CUTTING OF CURB AND GUTTER SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING.
13. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
14. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, AND AS DIRECTED BY THE ENGINEER.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED.
16. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1" WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
17. BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
18. FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
19. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
20. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
21. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
22. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
23. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BU THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
24. TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS EAST AND WEST PROJECT LIMITS. ADDITIONAL TEMPORARY INFORMATION SIGNING SHALL BE PLACED ON ALL SIDE ROADS (NORTH AND SOUTH OF CHICAGO AVENUE) OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
25. ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
26. TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AND BIO-RETENTION LOCATIONS AS DIRECTED BY THE ENGINEER.
27. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.
28. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CLEARANCE UNDER THE RAILROAD DURING AND AFTER THE PROPOSED IMPROVEMENTS.
29. WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED, STATE STANDARDS LISTED IN THE HIGHWAY STANDARD INDEX SHALL APPLY. THE PROPOSED ELEVATIONS SHALL ME UTILIZED UNLESS FIELD CONDITIONS NECESSITATE DEVIATING FROM THE ELEVATIONS IN ORDER TO MEET ALL SLOPE REQUIREMENTS.
30. THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED.
31. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
32. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
33. PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE PROPOSED SUBGRADE OR AS DEEP AS POSSIBLE STILL MAINTAINING POSITIVE DRAINAGE.
34. EXISTING STORM SEWERS AND STORM STRUCTURES TO REMAIN WITHIN THE PROJECT LIMITS SHALL BE CLEANED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER..
35. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS AND IN ACCORDANCE WITH IDOT SIGNING STANDARDS:
    a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
    b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
    c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
    d. ALL UNUSED SIGNS WILL BE RETURNED TO THE: THE VILLAGE OF RIVER FOREST
    e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
36. ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. BOTH DIRECTIONS OF TRAVEL (1 LANE IN EACH DIRECTION) SHALL BE MAINTAINED AT ALL TIMES AS DIRECTED BY THE ENGINEER. ANY LANE CLOSURES OR PARKING RESTRICTIONS MUST BE APPROVED BY THE ENGINEER. ALL SIDE ROADS AND DRIVEWAY ENTRANCES SHALL BE MAINTAINED AT ALL TIMES. NO CLOSURES TO SIDE ROADS OR DRIVEWAYS SHALL OCCUR.
37. PROPOSED IMPROVEMENTS SHALL BE COMPLETED UTILIZING IDOT HIGHWAY STANDARDS 701006, 701301, 701311, 701501, 701701, AND 701801, 701901.
38. PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED PRIOR TO THE EAST AND WEST LIMITS. ITS EXACT PLACEMENT SHALL BE DIRECTED BY THE ENGINEER.
39. STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED ON ALL ROADS THROUGH THE DURATION OF CONSTRUCTION.
40. POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE AND THE FINAL SHAPING AND GRADING OF DITCHES IS PERFORMED.

COMMITMENTS

NONE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE ROADWAY 0005 S. N.
	20101000	TEMPORARY FENCE	FOOT	350	350
*	20101200	TREE ROOT PRUNING	EACH	15	15
	20200100	EARTH EXCAVATION	CU YD	608	608
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	152	152
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1416	1416
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	18
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	18
*	25100630	EROSION CONTROL BLANKET	SQ YD	1416	1416
*	25100900	TURF REINFORCEMENT MAT	SQ YD	42	42
*	25200110	SODDING, SALT TOLERANT	SQ YD	1416	1416
*	25200200	SUPPLEMENTAL WATERING	UNIT	14	14
	28000400	PERIMETER EROSION BARRIER	FOOT	700	700
	28000510	INLET FILTERS	EACH	83	83
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1478	1478

* SPECIALTY ITEM

△ 100% COST TO VILLAGE (0043)

				CONSTR. CODE
				ROADWAY
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005 S. N.
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23270	23270
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	7	7
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1009	1009
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	328	328
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1985	1985
42001300	PROTECTIVE COAT	SQ YD	1975	1975
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	13307	13307
42400800	DETECTABLE WARNINGS	SQ FT	836	836
44000100	PAVEMENT REMOVAL	SQ YD	427	427
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	24051	24051
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2107	2107
44000600	SIDEWALK REMOVAL	SQ FT	11775	11775
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	481	481
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	722	722

✳ SPECIALTY ITEM

△ 100% COST TO VILLAGE (0043)

				CONSTR. CODE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0005 S. N.
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	722	722
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	481	481
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	16320	16320
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	15	15
55100300	STORM SEWER REMOVAL 8"	FOOT	40	40
60108206	PIPE UNDERDRAINS, TYPE 2, 6"	FOOT	140	140
60108300	PIPE UNDERDRAINS 8" (SPECIAL)	FOOT	371	371
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	13	13
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4
60251200	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 8 GRATE	EACH	1	1
60500050	REMOVING CATCH BASINS	EACH	5	5
60600605	CONCRETE CURB, TYPE B	FOOT	1491	1491
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2236	2236
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	760	760

* SPECIALTY ITEM

△ 100% COST TO VILLAGE (0043)

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE ROADWAY 0005 S.N.
✳	66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1
✳	66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	5602	5602
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1867	1867
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	1227	1227
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	19248	19248
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4706	4706
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1096	1096
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1688	1688

✳ SPECIALTY ITEM

△ 100% COST TO VILLAGE (0043)

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE ROADWAY 0005 S. N.
✳	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	613	613
✳	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9624	9624
✳	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2353	2353
✳	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	548	548
✳	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	844	844
✳	88600600	DETECTOR LOOP REPLACEMENT	FOOT	120	120
✳	K0013080	PERENNIAL PLANTS, SEDGE MEADOW TYPE, GALLON POT	UNIT	30	30
	K0026830	SHRUB REMOVAL	EACH	1	1
✳	K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	19	19
✳	K1001970	CA-7 WASHED GRAVEL FOR RAIN GARDEN	CU YD	294	294
✳	X0323444	DECORATIVE STEEL RAILING	FOOT	1491	1491
✳	X0327808	PLANTING SOIL MIX FURNISH AND PLACE, 18"	SQ YD	883	883
△	X5537600	STORM SEWERS TO BE CLEANED 8"	FOOT	50	50
△	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	50	50

✳ SPECIALTY ITEM

△ 100% COST TO VILLAGE (00043)

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE ROADWAY 0005 S.N.
△	X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	50	50
△	X5538000	STORM SEWERS TO BE CLEANED 18"	FOOT	50	50
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	98	98
	X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	120	120
✳	XX002185	RELOCATE EXISTING LIGHT POLE	EACH	1	1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
△	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	83	83
✳	Z0027800	GEOTECHNICAL FABRIC	SQ YD	883	883
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	720	720

✳ SPECIALTY ITEM

△ 100% COST TO VILLAGE (0043)

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

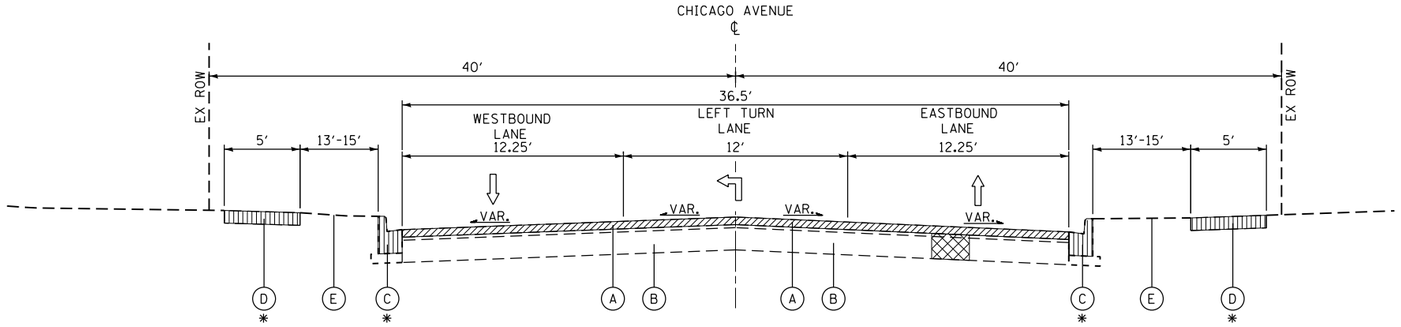
USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST

SCALE: N/A | SHEET 6 OF 6 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	8
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION

STA 5+00 TO STA 6+23, CHICAGO AVENUE
STA 31+52 TO STA 36+16, CHICAGO AVENUE

EXISTING LEGEND

- (A) EX HOT-MIX ASPHALT SURFACE COURSE, 4″ (R-2″)
- (B) EX AGGREGATE BASE COURSE, 6″
- ✱(C) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12
- ✱(D) EX P.C.C. SIDEWALK
- (E) EX TOPSOIL

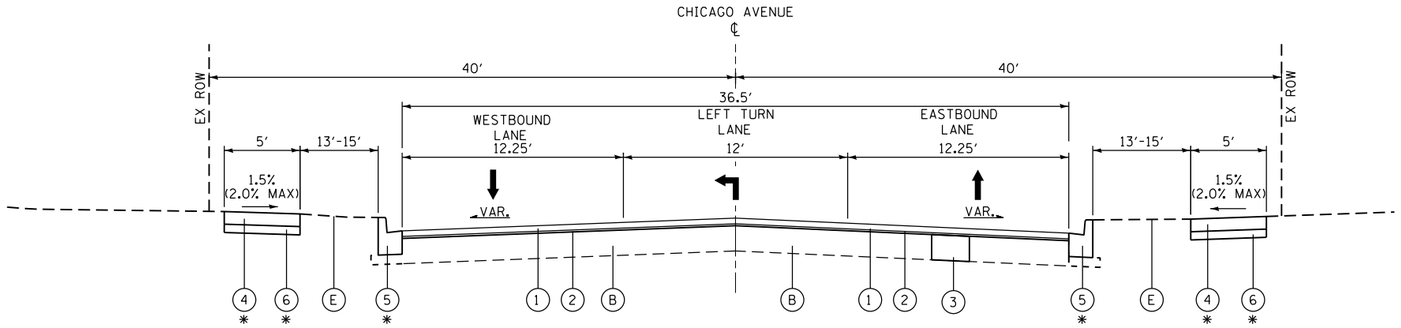
ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

HOT-MIX ASPHALT SURFACE REMOVAL, 2″

CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)

COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL

✱ ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS



PROPOSED TYPICAL SECTION

STA 5+00 TO STA 6+23, CHICAGO AVENUE
STA 31+52 TO STA 36+16, CHICAGO AVENUE

PROPOSED LEGEND

- (1) PR HMA SURFACE COURSE, MIX ″D″, N50, 1 1/2″
- (2) PR POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
- (3) CLASS D PATCHES
- ✱(4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- ✱(5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ✱(6) AGGREGATE BASE COURSE, TY B 4″
- (7) CONCRETE CURB, TYPE B
- (8) DECORATIVE STEEL RAILING

THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50 (IL 9.5 mm); 1 1/2″	4% @ 50 GYR
POLYERMIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (IL 9.5 mm), 3/4″	3.5% @ 50 GYR
PAVEMENT PATCHING	
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N70; 8″	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.

THE ″AC TYPE″ FOR POLYMERIZED HMA MIXES SHALL BE ″SBS/SBR PG 76-22″ AND FOR NON-POLYMERIZED HMA THE ″AC TYPE″ SHALL BE ″PG 64-22″ UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

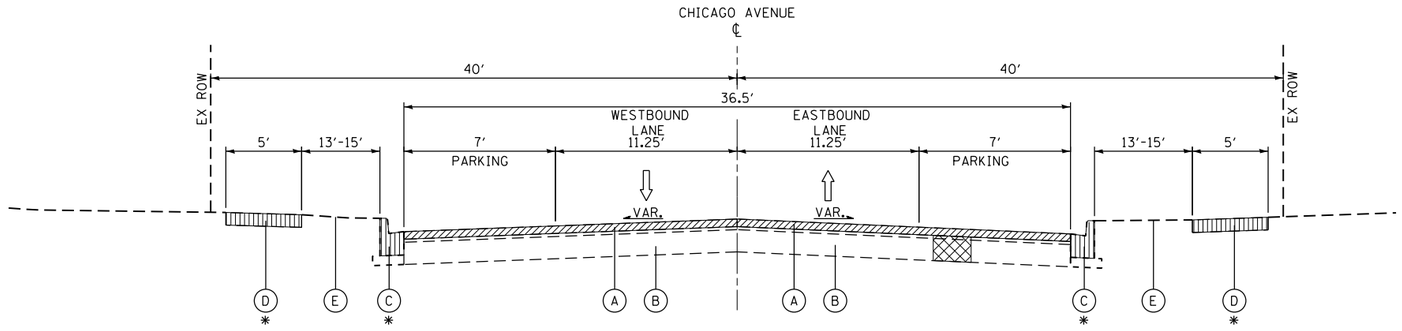
USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 100.0000 ′ / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
TYPICAL SECTIONS

SCALE: N/A | SHEET 1 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	9
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			



HOT-MIX ASPHALT SURFACE REMOVAL, 2″

CLASS D PATCHES (AS DIRECTED BY THE ENGINEER)

COMBINATION CURB AND GUTTER REMOVAL
SIDEWALK REMOVAL

EXISTING TYPICAL SECTION

STA 6+23 TO STA 31+52, CHICAGO AVENUE
STA 36+16 TO STA 57+38, CHICAGO AVENUE

EXISTING LEGEND

(A) EX HOT-MIX ASPHALT SURFACE COURSE, 4″ (R-2″)

(B) EX AGGREGATE BASE COURSE, 6″

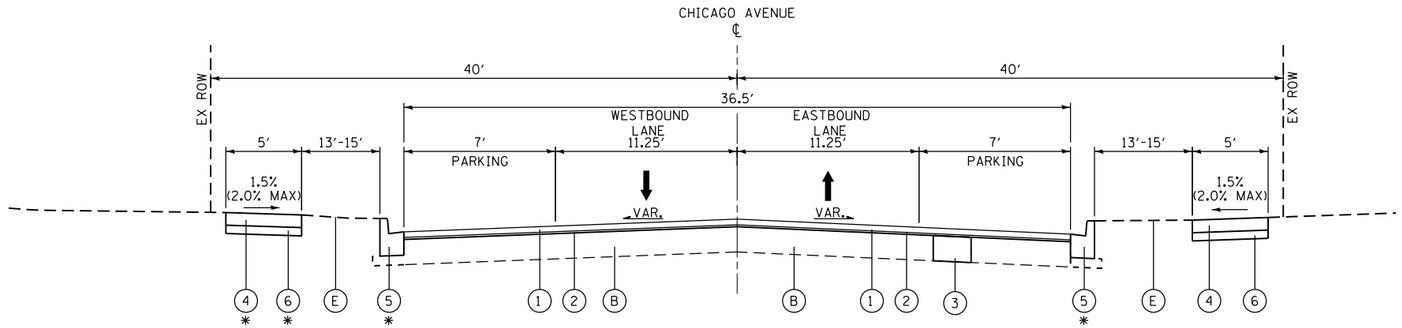
*(C) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12

*(D) EX P.C.C. SIDEWALK

(E) EX TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS



PROPOSED TYPICAL SECTION

STA 6+23 TO STA 31+52, CHICAGO AVENUE
STA 36+16 TO STA 57+38, CHICAGO AVENUE

PROPOSED LEGEND

(1) PR HMA SURFACE COURSE, MIX "D", N50, 1 1/2″

(2) PR POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″

(3) CLASS D PATCHES

*(4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

*(5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

*(6) AGGREGATE BASE COURSE, TY B 4″

(7) CONCRETE CURB, TYPE B

(8) DECORATIVE STEEL RAILING

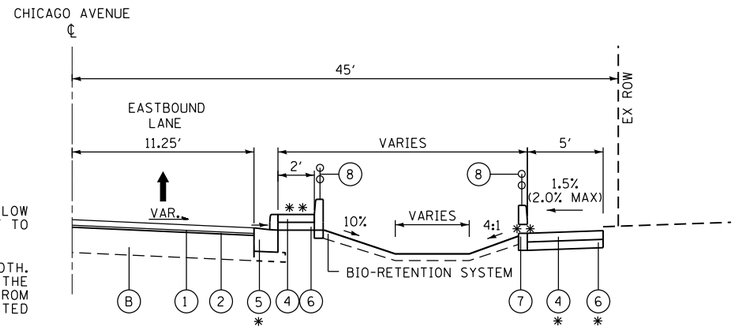
* ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS

** NOTES:

1. THE CURB CUTS SHALL BE IMPLEMENTED WHERE INDICATED IN THE PLANS TO ALLOW ROADWAY DRAINAGE TO ENTER INTO THE BIO-RETENTION AREAS. CURB CUTS ADJACENT TO SIDEWALK ADJACENT TO RIGHT OF WAY SHALL BE DETERMINED BY THE ENGINEERS.

2. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

3. B-CURB ADJACENT TO BIO-RETENTION SYSTEMS SHALL BE 6 INCHES IN HEIGHT.



PROPOSED "BUMP-OUT"- CHICAGO AVENUE

LOCATION VARIES

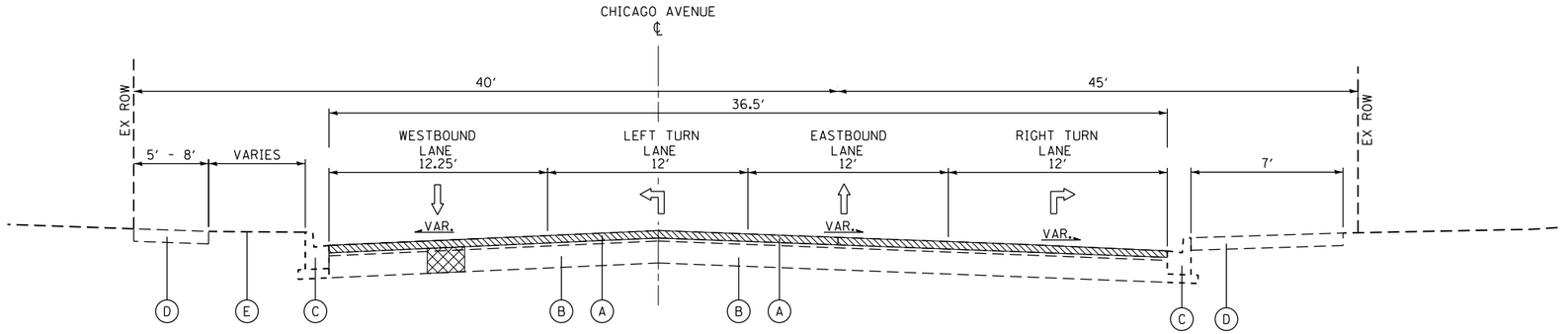
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	10
		CONTRACT NO. 61E54		
		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

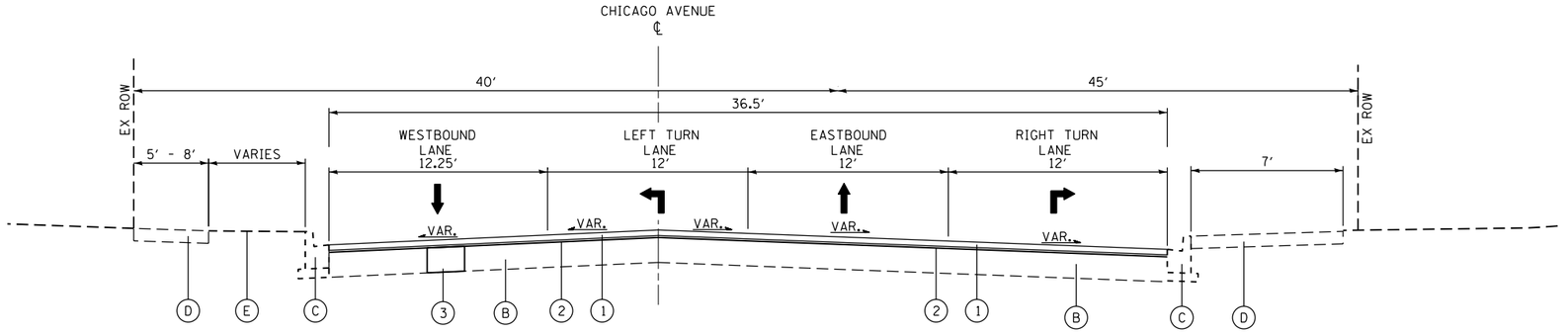
STA 57+38 TO STA 59+40, CHICAGO AVENUE

EXISTING LEGEND

- (A) EX HOT-MIX ASPHALT SURFACE COURSE, 4″ (R-2″)
- (B) EX AGGREGATE BASE COURSE, 6″
- ✱(C) EX COMB. CONCRETE CURB & GUTTER, TY B-6.12
- ✱(D) EX P.C.C. SIDEWALK
- (E) EX TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

✱ ITEM TO BE REMOVED AND REPLACED AT LOCATIONS INDICATED IN THE PLANS



PROPOSED TYPICAL SECTION

STA 57+38 TO STA 59+40, CHICAGO AVENUE

PROPOSED LEGEND

- (1) PR HMA SURFACE COURSE, MIX "D", N50, 1 1/2″
- (2) PR POLY LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
- (3) CLASS D PATCHES
- ✱(4) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- ✱(5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ✱(6) AGGREGATE BASE COURSE, TY B 4″
- (7) CONCRETE CURB, TYPE B
- (8) DECORATIVE STEEL RAILING

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -
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PLOT SCALE = 100.0000 ′ / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
TYPICAL SECTIONS

SCALE: N/A | SHEET 2 OF 3 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	11
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

HMA SURFACE COURSE, MIX "D", N50

Station		Offset	Area	Quantity
From	To	(LT / RT)	(Sq Yd)	(Ton)
CHICAGO AVENUE				
5+00	10+50	LT / RT	2,274	191
10+50	16+00	LT / RT	2,262	190
16+00	21+50	LT / RT	2,393	201
21+50	27+00	LT / RT	2,393	201
27+00	32+50	LT / RT	2,393	201
32+50	38+00	LT / RT	2,405	202
38+00	43+50	LT / RT	2,476	208
43+50	49+00	LT / RT	2,393	201
49+00	54+50	LT / RT	2,393	201
54+50	59+40	LT / RT	2,250	189
PAY ITEM: 40603335			TOTAL	1,985

POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

Station		Offset	Area	Quantity
From	To	(LT / RT)	(Sq Yd)	(Ton)
CHICAGO AVENUE				
5+00	10+50	LT / RT	2,333	98
10+50	16+00	LT / RT	1,143	96
16+00	21+50	LT / RT	1,214	102
21+50	27+00	LT / RT	1,214	102
27+00	32+50	LT / RT	1,214	102
32+50	38+00	LT / RT	1,214	102
38+00	43+50	LT / RT	1,262	106
43+50	49+00	LT / RT	1,214	102
49+00	54+50	LT / RT	1,214	102
54+50	59+40	LT / RT	1,155	97
PAY ITEM: 40600827			TOTAL	1,009

HMA SURFACE REMOVAL, 2 INCH

Station		Offset	Area
From	To	(LT / RT)	(Sq Yd)
CHICAGO AVENUE			
5+00	10+50	LT / RT	2,395
10+50	16+00	LT / RT	2,399
16+00	21+50	LT / RT	2,392
21+50	27+00	LT / RT	2,397
27+00	32+50	LT / RT	2,396
32+50	38+00	LT / RT	2,439
38+00	43+50	LT / RT	2,534
43+50	49+00	LT / RT	2,393
49+00	54+50	LT / RT	2,392
54+50	59+40	LT / RT	2,314
PAY ITEM: 44000157		TOTAL	24,051

REMOVING CATCH BASINS

Station	Intersection	Offset	Distance	Quantity
		(LT / RT)	(Ft)	(Each)
CHICAGO AVENUE				
14+78.52	Forest	RT	31	1
15+28.96	Forest	RT	19	1
55+77.54	Bonnie Brae	RT	27	1
56+11.70	Bonnie Brae	RT	27	1
56+31.57	Bonnie Brae	RT	19	1
PAY ITEM: 60500050			TOTAL	5

THERMOPLASTIC PAVEMENT MARKING

Station		Offset	4 Inch	6 Inch	12 Inch	24 Inch	Letters & Symbols
From	To	(LT / RT)	(Ft)	(Ft)	(Ft)	(Ft)	(Sq Ft)
CHICAGO AVENUE							
5+00	10+50	LT / RT	988	291	80	53	39
10+50	16+00	LT / RT	820	178	---	24	---
16+00	21+50	LT / RT	928	112	42	207	53
21+50	27+00	LT / RT	788	188	42	26	53
27+00	32+50	LT / RT	924	211	107	26	53
32+50	38+00	LT / RT	1,256	203	65	144	182
38+00	43+50	LT / RT	736	258	42	256	53
43+50	49+00	LT / RT	927	214	42	60	53
49+00	54+50	LT / RT	1,048	268	42	24	53
54+50	59+40	LT / RT	1,209	430	86	24	77
PAY ITEM: 78000200 / 78000400 / 78000600 / 78000650 / 78000100		TOTAL	9,624	2,353	548	844	613

HMA SURFACE REMOVAL - BUTT JOINT

Intersection	Offset	Area
	(LT / RT)	(Sq Yd)
PROJECT BEGIN	LT / RT	18
KEYSTONE	LT	14
	RT	14
FOREST	LT	12
	RT	12
PARK	LT	12
	RT	15
FRANKLIN	LT	14
	RT	13
ASHLAND	LT	13
	RT	14
LATHROP	LT	15
	RT	16
JACKSON	LT	12
	RT	12
MONROE	LT	12
	RT	13
WILLIAMS	LT	12
	RT	12
CLINTON	LT	12
	RT	12
BONNIE BRAE	LT	12
	RT	13
PROJECT END	LT / RT	24
PAY ITEM: 40600982		328

SIDEWALK REMOVAL

Intersection	Offset	Quadrant	Area
	(LT / RT)	(NW, SW, NE, SE)	(Sq Ft)
KEYSTONE	LT	NW	320
	RT	SW	339
	LT	NE	397
	RT	SE	334
FOREST	LT	NW	219
	RT	SW	236
	LT	NE	285
	RT	SE	175
PARK	LT	NW	282
	RT	SW	277
	LT	NE	273
	RT	SE	276
FRANKLIN	LT	NW	205
	RT	SW	301
	LT	NE	259
	RT	SE	227
ASHLAND	LT	NW	207
	RT	SW	254
	LT	NE	273
	RT	SE	182
LATHROP	LT	NW	258
	RT	SW	250
	LT	NE	267
	RT	SE	266
JACKSON	LT	NW	265
	RT	SW	361
	LT	NE	258
	RT	SE	285
MONROE	LT	NW	261
	RT	SW	290
	LT	NE	260
	RT	SE	298
WILLIAMS	LT	NW	257
	RT	SW	299
	LT	NE	256
	RT	SE	297
CLINTON	LT	NW	252
	RT	SW	254
	LT	NE	254
	RT	SE	257
BONNIE BRAE	LT	NW	254
	RT	SW	243
	LT	NE	254
	RT	SE	258
PAY ITEM: 44000600		TOTAL	11,775

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)
KEYSTONE	LT	NW	435
	RT	SW	447
	LT	NE	512
	RT	SE	446
FOREST	LT	NW	364
	RT	SW	354
	LT	NE	393
	RT	SE	310
PARK	LT	NW	282
	RT	SW	277
	LT	NE	273
	RT	SE	276
FRANKLIN	LT	NW	205
	RT	SW	301
	LT	NE	259
	RT	SE	227
ASHLAND	LT	NW	207
	RT	SW	254
	LT	NE	273
	RT	SE	182
LATHROP	LT	NW	258
	RT	SW	229
	LT	NE	267
	RT	SE	266
JACKSON	LT	NW	372
	RT	SW	435
	LT	NE	359
	RT	SE	359
MONROE	LT	NW	261
	RT	SW	290
	LT	NE	260
	RT	SE	298
WILLIAMS	LT	NW	257
	RT	SW	299
	LT	NE	256
	RT	SE	297
CLINTON	LT	NW	252
	RT	SW	254
	LT	NE	254
	RT	SE	257
BONNIE BRAE	LT	NW	254
	RT	SW	369
	LT	NE	254
	RT	SE	373
PAY ITEM: 42400200		TOTAL	13,307

AGGREGATE BASE COURSE TYPE B 4 INCH

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)
KEYSTONE	LT	NW	48
	RT	SW	49
	LT	NE	57
	RT	SE	49
FOREST	LT	NW	40
	RT	SW	40
	LT	NE	44
	RT	SE	35
PARK	LT	NW	31
	RT	SW	31
	LT	NE	30
	RT	SE	31
FRANKLIN	LT	NW	23
	RT	SW	33
	LT	NE	29
	RT	SE	25
ASHLAND	LT	NW	23
	RT	SW	28
	LT	NE	30
	RT	SE	20
LATHROP	LT	NW	29
	RT	SW	25
	LT	NE	30
	RT	SE	30
JACKSON	LT	NW	41
	RT	SW	48
	LT	NE	40
	RT	SE	40
MONROE	LT	NW	29
	RT	SW	32
	LT	NE	29
	RT	SE	33
WILLIAMS	LT	NW	29
	RT	SW	33
	LT	NE	28
	RT	SE	33
CLINTON	LT	NW	28
	RT	SW	28
	LT	NE	28
	RT	SE	29
BONNIE BRAE	LT	NW	28
	RT	SW	42
	LT	NE	28
	RT	SE	42
PAY ITEM: 35101600		TOTAL	1,478

COMBINATION CURB AND GUTTER REMOVAL

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Length (Ft)
KEYSTONE	LT	NW	81
	RT	SW	84
	LT	NE	74
	RT	SE	75
FOREST	LT	NW	74
	RT	SW	79
	LT	NE	74
	RT	SE	68
PARK	LT	NW	43
	RT	SW	43
	LT	NE	41
	RT	SE	42
FRANKLIN	LT	NW	12
	RT	SW	46
	LT	NE	37
	RT	SE	12
ASHLAND	LT	NW	11
	RT	SW	38
	LT	NE	40
	RT	SE	11
LATHROP	LT	NW	37
	RT	SW	33
	LT	NE	38
	RT	SE	38
JACKSON	LT	NW	71
	RT	SW	70
	LT	NE	71
	RT	SE	68
MONROE	LT	NW	40
	RT	SW	44
	LT	NE	38
	RT	SE	46
WILLIAMS	LT	NW	38
	RT	SW	45
	LT	NE	37
	RT	SE	44
CLINTON	LT	NW	36
	RT	SW	37
	LT	NE	37
	RT	SE	37
BONNIE BRAE	LT	NW	37
	RT	SW	74
	LT	NE	37
	RT	SE	69
PAY ITEM: 44000500		TOTAL	2,107

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Length (Ft)
KEYSTONE	LT	NW	83
	RT	SW	93
	LT	NE	83
	RT	SE	85
FOREST	LT	NW	83
	RT	SW	88
	LT	NE	84
	RT	SE	79
PARK	LT	NW	43
	RT	SW	43
	LT	NE	41
	RT	SE	42
FRANKLIN	LT	NW	12
	RT	SW	46
	LT	NE	37
	RT	SE	12
ASHLAND	LT	NW	11
	RT	SW	38
	LT	NE	40
	RT	SE	11
LATHROP	LT	NW	37
	RT	SW	33
	LT	NE	38
	RT	SE	38
JACKSON	LT	NW	80
	RT	SW	81
	LT	NE	80
	RT	SE	78
MONROE	LT	NW	40
	RT	SW	44
	LT	NE	38
	RT	SE	46
WILLIAMS	LT	NW	38
	RT	SW	45
	LT	NE	37
	RT	SE	44
CLINTON	LT	NW	36
	RT	SW	37
	LT	NE	37
	RT	SE	37
BONNIE BRAE	LT	NW	37
	RT	SW	85
	LT	NE	37
	RT	SE	79
PAY ITEM: 60603800		TOTAL	2,236

PAVEMENT REMOVAL

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)
KEYSTONE	LT	NW	38
	RT	SW	38
	LT	NE	31
	RT	SE	32
FOREST	LT	NW	28
	RT	SW	32
	LT	NE	31
	RT	SE	27
PARK	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
FRANKLIN	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
ASHLAND	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
LATHROP	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
JACKSON	LT	NW	26
	RT	SW	30
	LT	NE	25
	RT	SE	26
MONROE	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
WILLIAMS	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
CLINTON	LT	NW	---
	RT	SW	---
	LT	NE	---
	RT	SE	---
BONNIE BRAE	LT	NW	---
	RT	SW	33
	LT	NE	---
	RT	SE	30
PAY ITEM: 44000100		TOTAL	427

DETECTABLE WARNING

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)
KEYSTONE	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
FOREST	LT	NW	10
	RT	SW	26
	LT	NE	26
	RT	SE	10
PARK	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
FRANKLIN	LT	NW	10
	RT	SW	20
	LT	NE	20
	RT	SE	10
ASHLAND	LT	NW	10
	RT	SW	20
	LT	NE	20
	RT	SE	10
LATHROP	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
JACKSON	LT	NW	20
	RT	SW	24
	LT	NE	20
	RT	SE	20
MONROE	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
WILLIAMS	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
CLINTON	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
BONNIE BRAE	LT	NW	20
	RT	SW	20
	LT	NE	20
	RT	SE	20
PAY ITEM: 42400800		TOTAL	836

LANDSCAPING SCHEDULE

LOCATION			TOPSOIL FURNISH & PLACE, 4 INCH	SODDING SALT TOLERANT	CA-7 WASHED GRAVEL FOR RAIN GARDENS	** SHREDDED BARK MULCH 2 INCH	PLANTING SOIL MIX FURN. & PLACE 18 INCH	GEOTECHNICAL FABRIC
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)	Area (Sq Yd)	Volume (Cu Yd)	Area (Sq Yd)	Area (Sq Yd)	Area (Sq Yd)
KEYSTONE	LT	NW	66	66	18	53	53	53
	RT	SW	71	71	19	57	57	57
	LT	NE	34	34	17	52	52	52
	RT	SE	51	51	19	57	57	57
FOREST	LT	NW	11	11	29	88	88	88
	RT	SW	16	16	27	82	82	82
	LT	NE	22	22	22	67	67	67
	RT	SE	6	6	29	86	86	86
PARK	LT	NW	41	41	---	---	---	---
	RT	SW	37	37	---	---	---	---
	LT	NE	38	38	---	---	---	---
	RT	SE	37	37	---	---	---	---
FRANKLIN	LT	NW	22	22	---	---	---	---
	RT	SW	43	43	---	---	---	---
	LT	NE	29	29	---	---	---	---
	RT	SE	25	25	---	---	---	---
ASHLAND	LT	NW	23	23	---	---	---	---
	RT	SW	27	27	---	---	---	---
	LT	NE	34	34	---	---	---	---
	RT	SE	15	15	---	---	---	---
LATHROP	LT	NW	28	28	---	---	---	---
	RT	SW	16	16	---	---	---	---
	LT	NE	29	29	---	---	---	---
	RT	SE	29	29	---	---	---	---
JACKSON	LT	NW	34	34	19	57	57	57
	RT	SW	28	28	19	57	57	57
	LT	NE	32	32	19	57	57	57
	RT	SE	30	30	19	56	56	56
MONROE	LT	NW	32	32	---	---	---	---
	RT	SW	39	39	---	---	---	---
	LT	NE	28	28	---	---	---	---
	RT	SE	44	44	---	---	---	---
WILLIAMS	LT	NW	38	38	---	---	---	---
	RT	SW	50	50	---	---	---	---
	LT	NE	36	36	---	---	---	---
	RT	SE	49	49	---	---	---	---
CLINTON	LT	NW	27	27	---	---	---	---
	RT	SW	28	28	---	---	---	---
	LT	NE	27	27	---	---	---	---
	RT	SE	27	27	---	---	---	---
BONNIE BRAE	LT	NW	28	28	---	---	---	---
	RT	SW	30	30	19	57	57	57
	LT	NE	27	27	---	---	---	---
	RT	SE	32	32	19	57	57	57
PAY ITEM: 21101615 / 25200110 / K1001970 / X0327808 / Z0027800		TOTAL	1,416	1,416	294	883	883	883

** NOTE: SHREDDED BARK MULCH 2 INCH IS INCIDENTAL TO PERENNIALS PER IDOT STANDARD SPEC

EROSION CONTROL SCHEDULE

LOCATION			EROSION CONTROL BLANKET	PERIMETER EROSION BARRIER
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)	Length (Ft)
KEYSTONE	LT	NW	66	50
	RT	SW	71	50
	LT	NE	34	50
	RT	SE	51	50
FOREST	LT	NW	11	50
	RT	SW	16	50
	LT	NE	22	50
	RT	SE	6	50
PARK	LT	NW	41	---
	RT	SW	37	---
	LT	NE	38	---
	RT	SE	37	---
FRANKLIN	LT	NW	22	---
	RT	SW	43	---
	LT	NE	29	---
	RT	SE	25	---
ASHLAND	LT	NW	23	---
	RT	SW	27	---
	LT	NE	34	---
	RT	SE	15	---
LATHROP	LT	NW	28	---
	RT	SW	16	---
	LT	NE	29	---
	RT	SE	29	---
JACKSON	LT	NW	34	50
	RT	SW	28	50
	LT	NE	32	50
	RT	SE	30	50
MONROE	LT	NW	32	---
	RT	SW	39	---
	LT	NE	28	---
	RT	SE	44	---
WILLIAMS	LT	NW	38	---
	RT	SW	50	---
	LT	NE	36	---
	RT	SE	49	---
CLINTON	LT	NW	27	---
	RT	SW	28	---
	LT	NE	27	---
	RT	SE	27	---
BONNIE BRAE	LT	NW	28	---
	RT	SW	30	50
	LT	NE	27	---
	RT	SE	32	50
PAY ITEM: 25100630 / 28000400		TOTAL	1,416	700

EARTH EXCAVATION

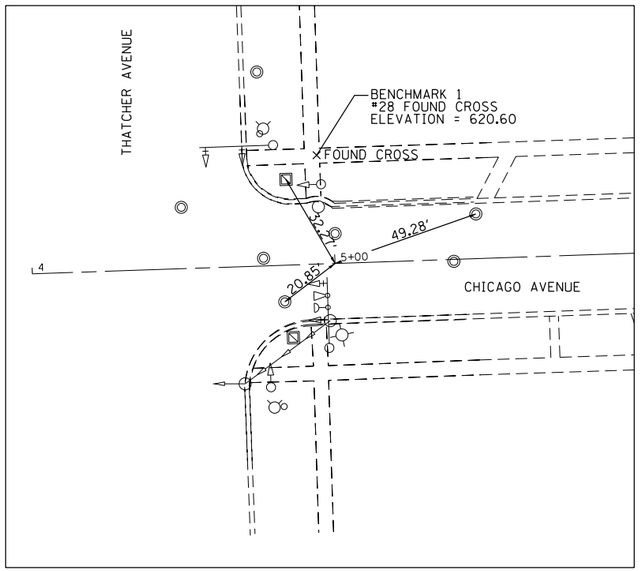
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)	Depth (Feet)	Volume (Cu Yd)
KEYSTONE	LT	NW	477	2	35.33
	RT	SW	513	2	38.00
	LT	NE	468	2	34.67
	RT	SE	513	2	38.00
FOREST	LT	NW	792	2	58.67
	RT	SW	855	2	63.33
	LT	NE	747	2	55.33
	RT	SE	774	2	57.33
PARK	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
FRANKLIN	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
ASHLAND	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
LATHROP	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
JACKSON	LT	NW	513	2	38.00
	RT	SW	513	2	38.00
	LT	NE	513	2	38.00
	RT	SE	504	2	37.33
MONROE	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
WILLIAMS	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
CLINTON	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
BONNIE BRAE	LT	NW	---	---	---
	RT	SW	513	2	38.00
	LT	NE	---	---	---
	RT	SE	513	2	38.00
PAY ITEM: 20200100				TOTAL	608

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS

Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Ft)	Depth (Feet)	Volume (Cu Yd)
KEYSTONE	LT	NW	477	0.5	8.83
	RT	SW	513	0.5	9.50
	LT	NE	468	0.5	8.67
	RT	SE	513	0.5	9.50
FOREST	LT	NW	792	0.5	14.67
	RT	SW	855	0.5	15.83
	LT	NE	747	0.5	13.83
	RT	SE	774	0.5	14.33
PARK	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
FRANKLIN	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
ASHLAND	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
LATHROP	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
JACKSON	LT	NW	513	0.5	9.50
	RT	SW	513	0.5	9.50
	LT	NE	513	0.5	9.50
	RT	SE	504	0.5	9.33
MONROE	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
WILLIAMS	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
CLINTON	LT	NW	---	---	---
	RT	SW	---	---	---
	LT	NE	---	---	---
	RT	SE	---	---	---
BONNIE BRAE	LT	NW	---	---	---
	RT	SW	513	0.5	9.50
	LT	NE	---	---	---
	RT	SE	513	0.5	9.50
PAY ITEM: 20201200				TOTAL	152

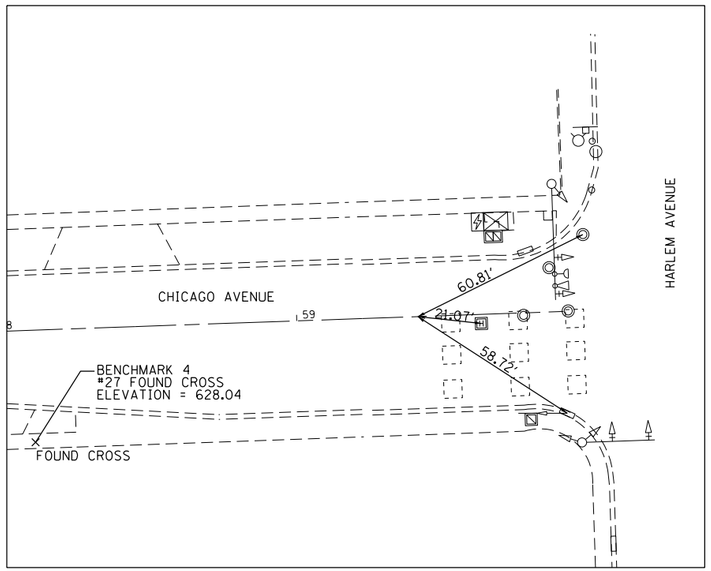
SUPPLEMENTAL WATERING					
Intersection	Offset (LT / RT)	Quadrant (NW, SW, NE, SE)	Area (Sq Yd)	Volume (Gallons)	Quantity (Unit)
KEYSTONE	LT	NW	66	660	0.66
	RT	SW	71	710	0.71
	LT	NE	34	340	0.34
	RT	SE	51	510	0.51
FOREST	LT	NW	11	110	0.11
	RT	SW	16	160	0.16
	LT	NE	22	220	0.22
	RT	SE	6	60	0.06
PARK	LT	NW	41	410	0.41
	RT	SW	37	370	0.37
	LT	NE	38	380	0.38
	RT	SE	37	370	0.37
FRANKLIN	LT	NW	22	220	0.22
	RT	SW	43	430	0.43
	LT	NE	29	290	0.29
	RT	SE	25	250	0.25
ASHLAND	LT	NW	23	230	0.23
	RT	SW	27	270	0.27
	LT	NE	34	340	0.34
	RT	SE	15	150	0.15
LATHROP	LT	NW	28	280	0.28
	RT	SW	16	160	0.16
	LT	NE	29	290	0.29
	RT	SE	29	290	0.29
JACKSON	LT	NW	34	340	0.34
	RT	SW	28	280	0.28
	LT	NE	32	320	0.32
	RT	SE	30	300	0.30
MONROE	LT	NW	32	320	0.32
	RT	SW	39	390	0.39
	LT	NE	28	280	0.28
	RT	SE	44	440	0.44
WILLIAMS	LT	NW	38	380	0.38
	RT	SW	50	500	0.50
	LT	NE	36	360	0.36
	RT	SE	49	490	0.49
CLINTON	LT	NW	27	270	0.27
	RT	SW	28	280	0.28
	LT	NE	27	270	0.27
	RT	SE	27	270	0.27
BONNIE BRAE	LT	NW	28	280	0.28
	RT	SW	30	300	0.30
	LT	NE	27	270	0.27
	RT	SE	32	320	0.32
PAY ITEM: 25200200				TOTAL	14

BEGIN IMPROVEMENT



ALIGNMENT TIE (A-1)
STATION 5+00
CHICAGO AVENUE
N: 1904309.1103
E: 1122506.2243

END IMPROVEMENT



ALIGNMENT TIE (A-2)
STATION 59+40
CHICAGO AVENUE
N: 1904498.6231
E: 1127942.9216

BENCHMARKS

BENCHMARK 1: (A-1)

CUT CROSS ON SIDEWALK CORNER NORTH OF CHICAGO AVENUE AND EAST OF THATCHER AVENUE AT AN OFFSET FROM CENTERLINE OF 35.90' LEFT.

ELEVATION = 620.60

BENCHMARK 2:

CUT CROSS ON SIDEWALK CORNER NORTH OF CHICAGO AVENUE AND WEST OF KEYSTONE AVENUE AT AN OFFSET FROM CENTERLINE OF 34.75' LEFT.

ELEVATION = 622.73

BENCHMARK 3:

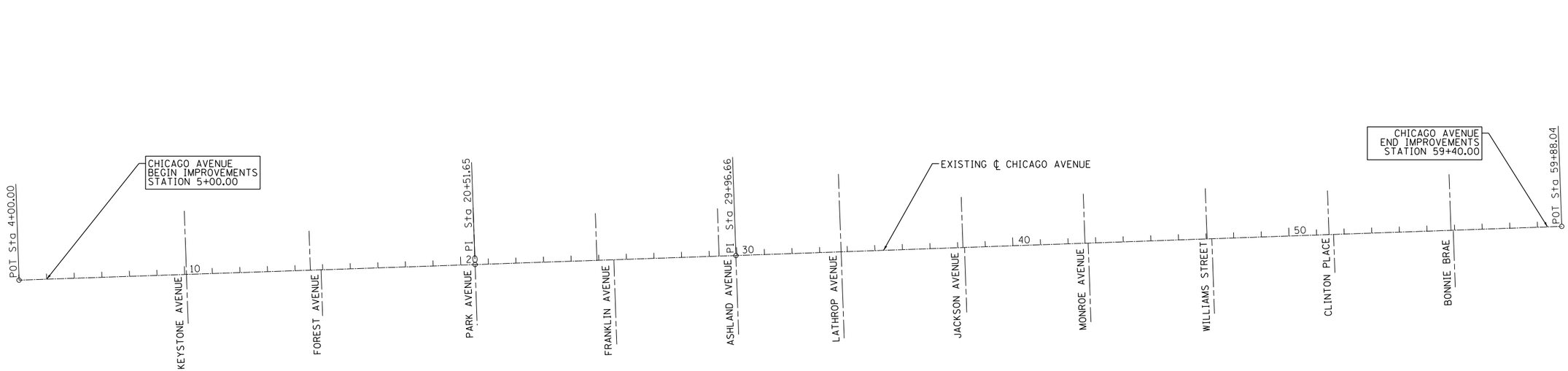
CUT CROSS ON SIDEWALK CORNER NORTH OF CHICAGO AVENUE AND EAST OF WILLIAMS STREET AT AN OFFSET FROM CENTERLINE OF 36.86' LEFT

ELEVATION = 626.24

BENCHMARK 4: (A-2)

CUT CROSS ON SIDEWALK SOUTH OF CHICAGO AVENUE BETWEEN BONNIE BRAE AND HARLEM AVENUE AT AN OFFSET FROM CENTERLINE OF 37.00' RIGHT

ELEVATION = 628.04



CHICAGO AVENUE

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 400.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=200' | SHEET 1 OF 1 SHEETS | STA. 5+00 TO STA. 59+40

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	18
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

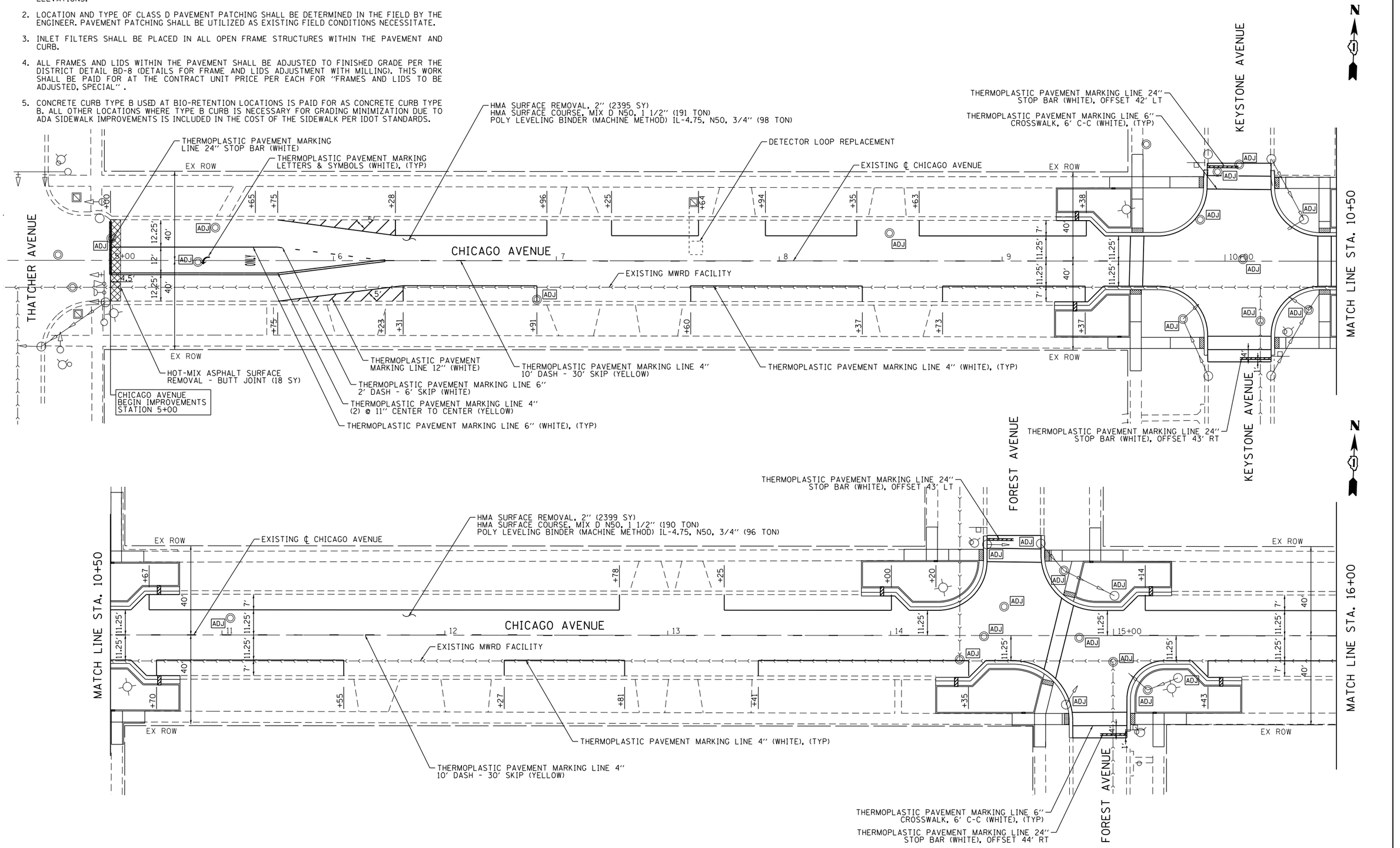
1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK AND BUMP OUT LAYOUT AND ELEVATIONS.

2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.

3. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.

4. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" .

5. CONCRETE CURB TYPE B USED AT BIO-RETENTION LOCATIONS IS PAID FOR AS CONCRETE CURB TYPE B. ALL OTHER LOCATIONS WHERE TYPE B CURB IS NECESSARY FOR GRADING MINIMIZATION DUE TO ADA SIDEWALK IMPROVEMENTS IS INCLUDED IN THE COST OF THE SIDEWALK PER IDOT STANDARDS.



Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVMENT MARKING PLAN

SCALE: 1"=20' | SHEET 1 OF 5 SHEETS | STA. 5+00 TO STA. 16+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	19
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK AND BUMP OUT LAYOUT AND ELEVATIONS.

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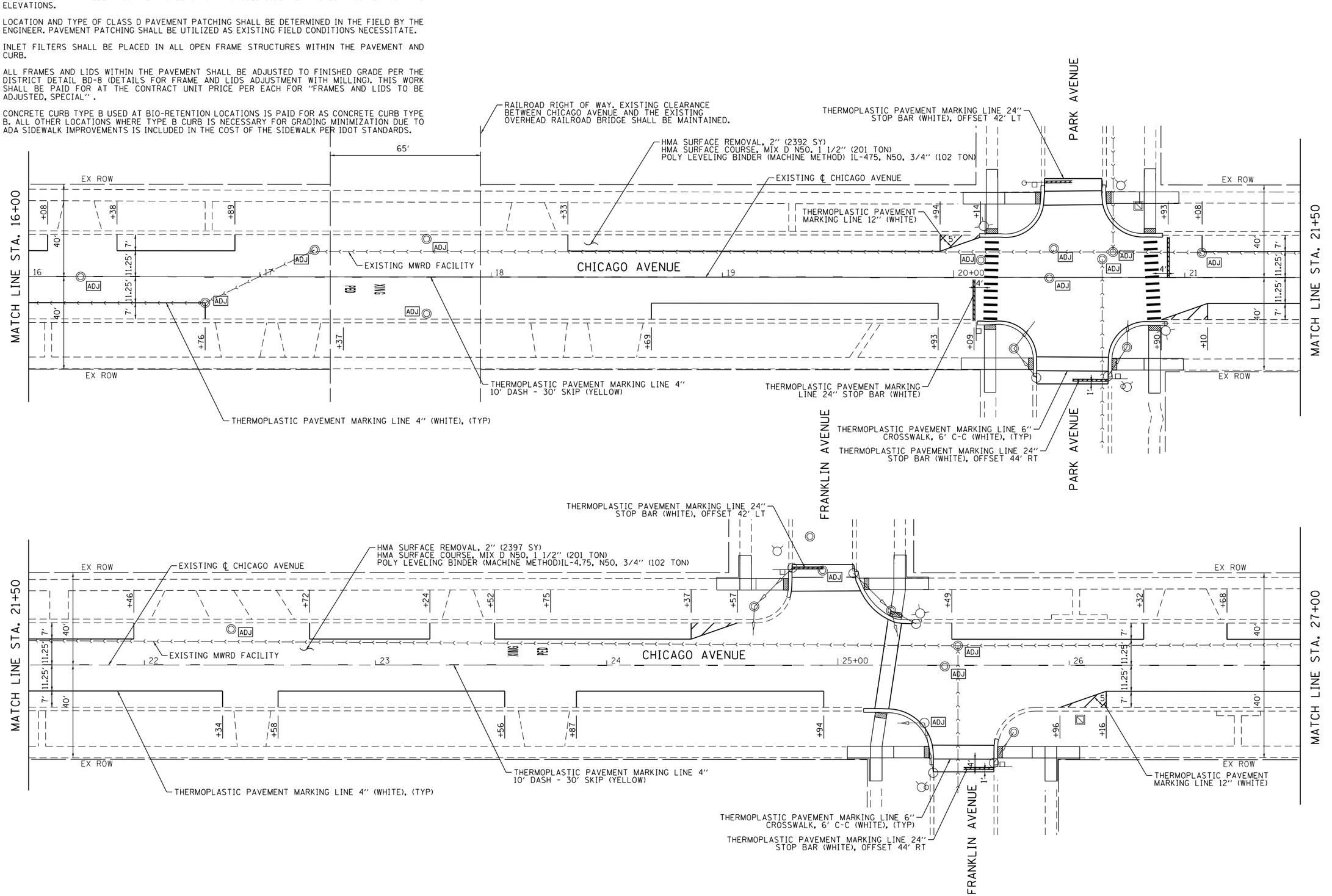

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - WT	REVISED -	
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -	
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVMENT MARKING PLAN

SCALE: 1"=20' | SHEET 2 OF 5 SHEETS | STA. 16+00 TO STA. 27+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	20
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK AND BUMP OUT LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
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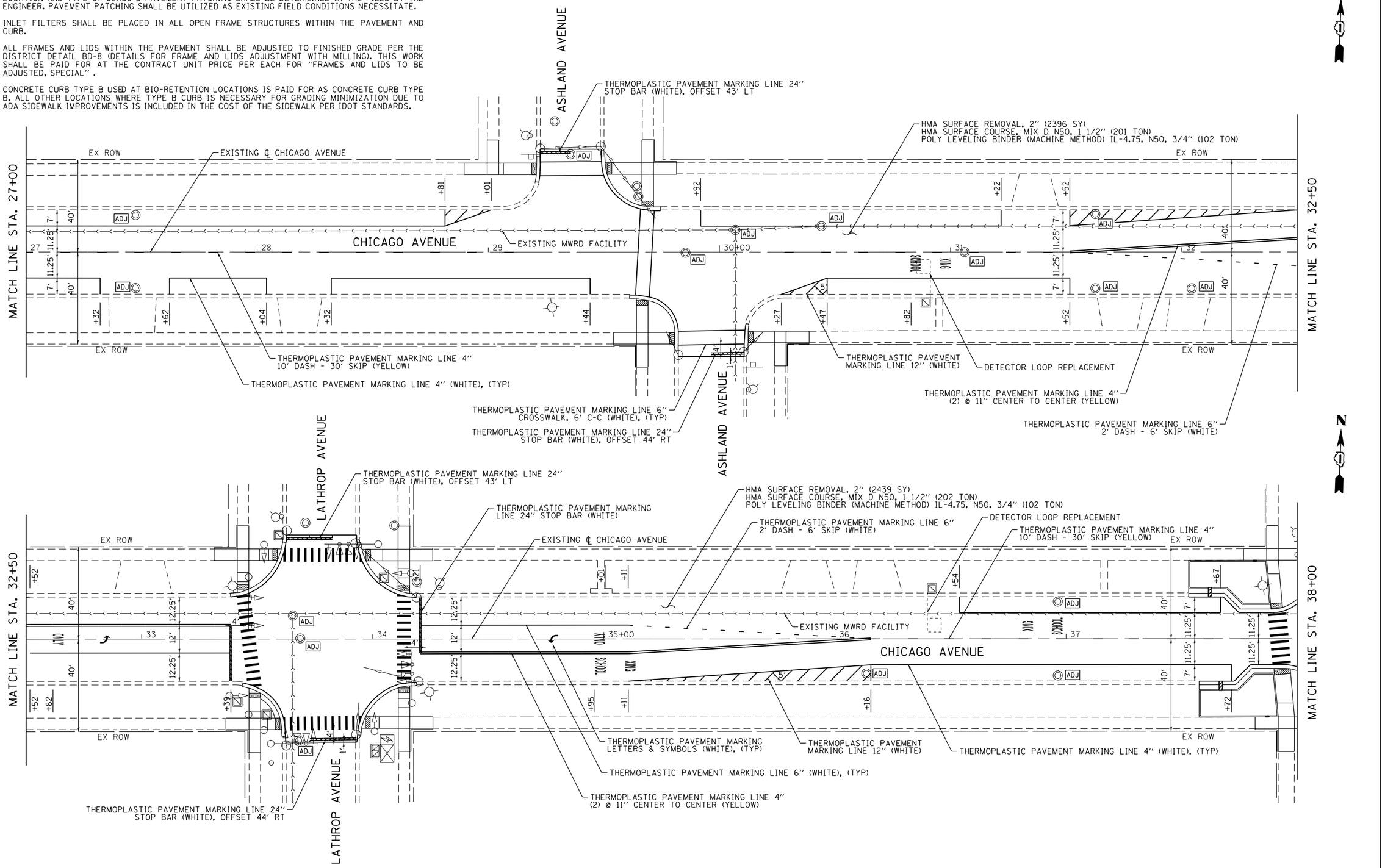

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CHICAGO AVENUE – VILLAGE OF RIVER FOREST PROPOSED ROADWAY AND PAVMENT MARKING PLAN**
		DRAWN - WT	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -		SCALE: 1"=20' | SHEET 3 OF 5 SHEETS | STA. 27+00 TO STA. 38+00
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	21
		CONTRACT NO. 61E54		
		ILLINOIS FED. AID PROJECT		

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK AND BUMP OUT LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
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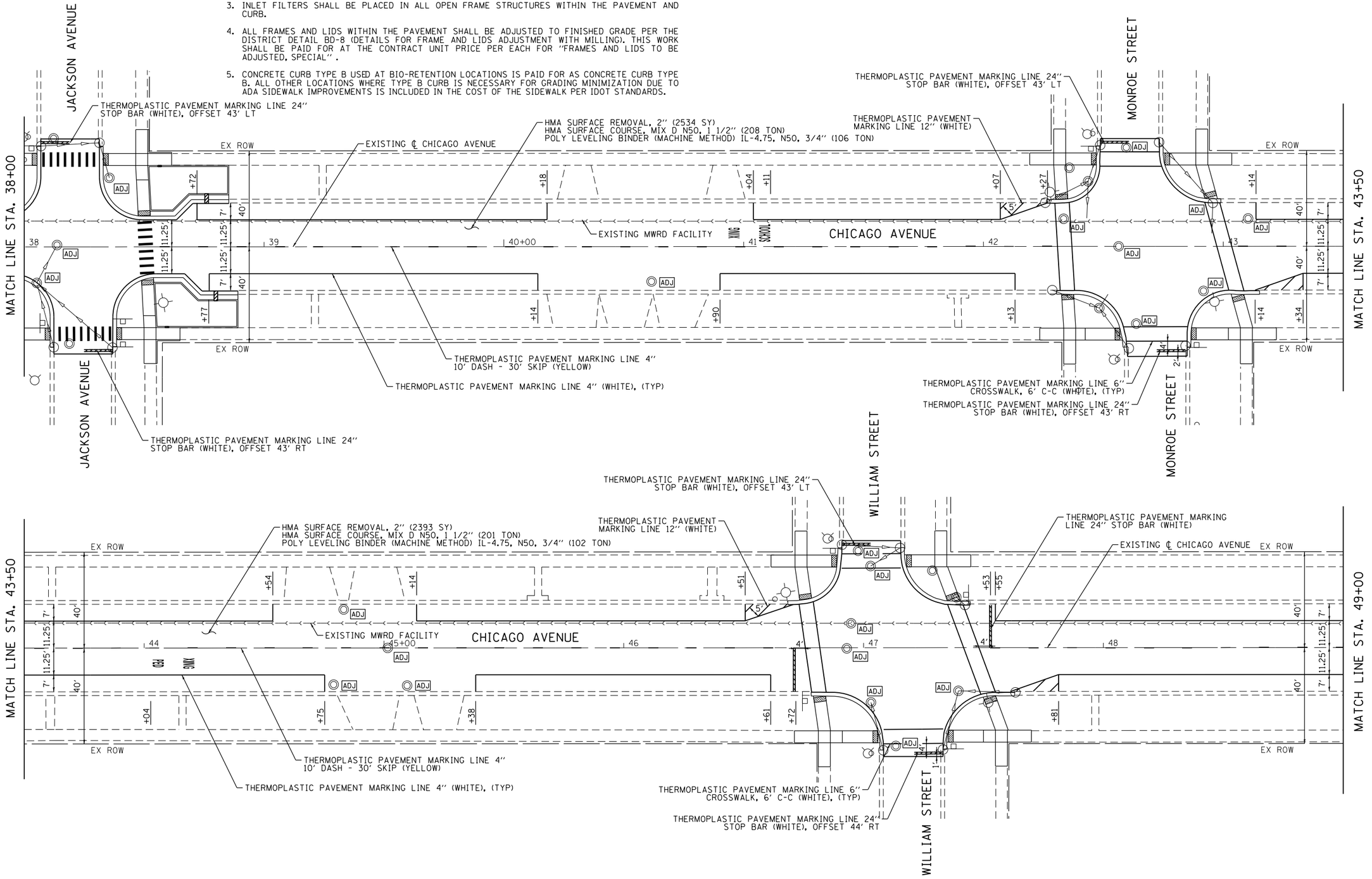

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVMENT MARKING PLAN

SCALE: 1"=20' | SHEET 4 OF 5 SHEETS | STA. 38+00 TO STA. 49+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	22
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK AND BUMP OUT LAYOUT AND ELEVATIONS.
2. LOCATION AND TYPE OF CLASS D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
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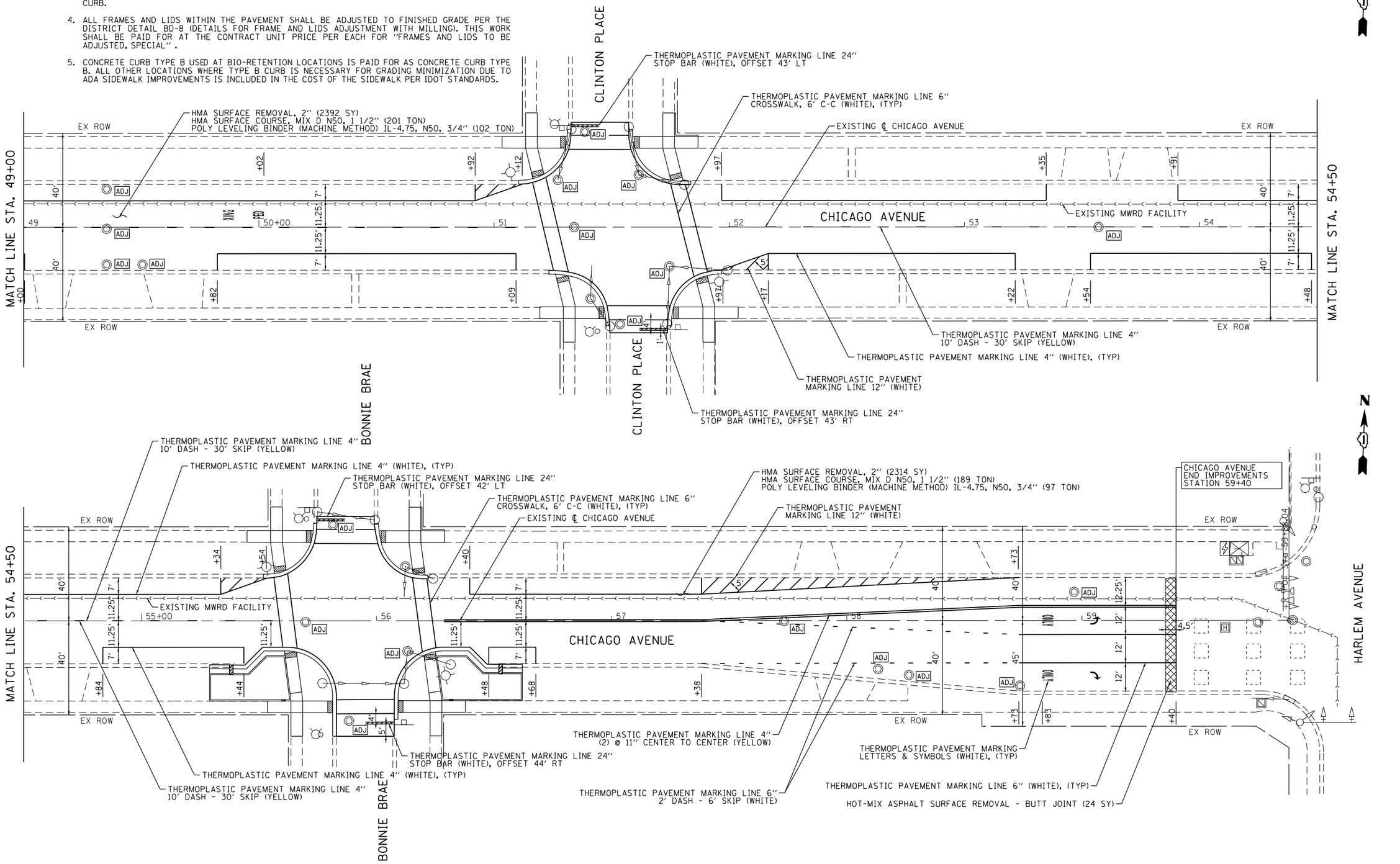


Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

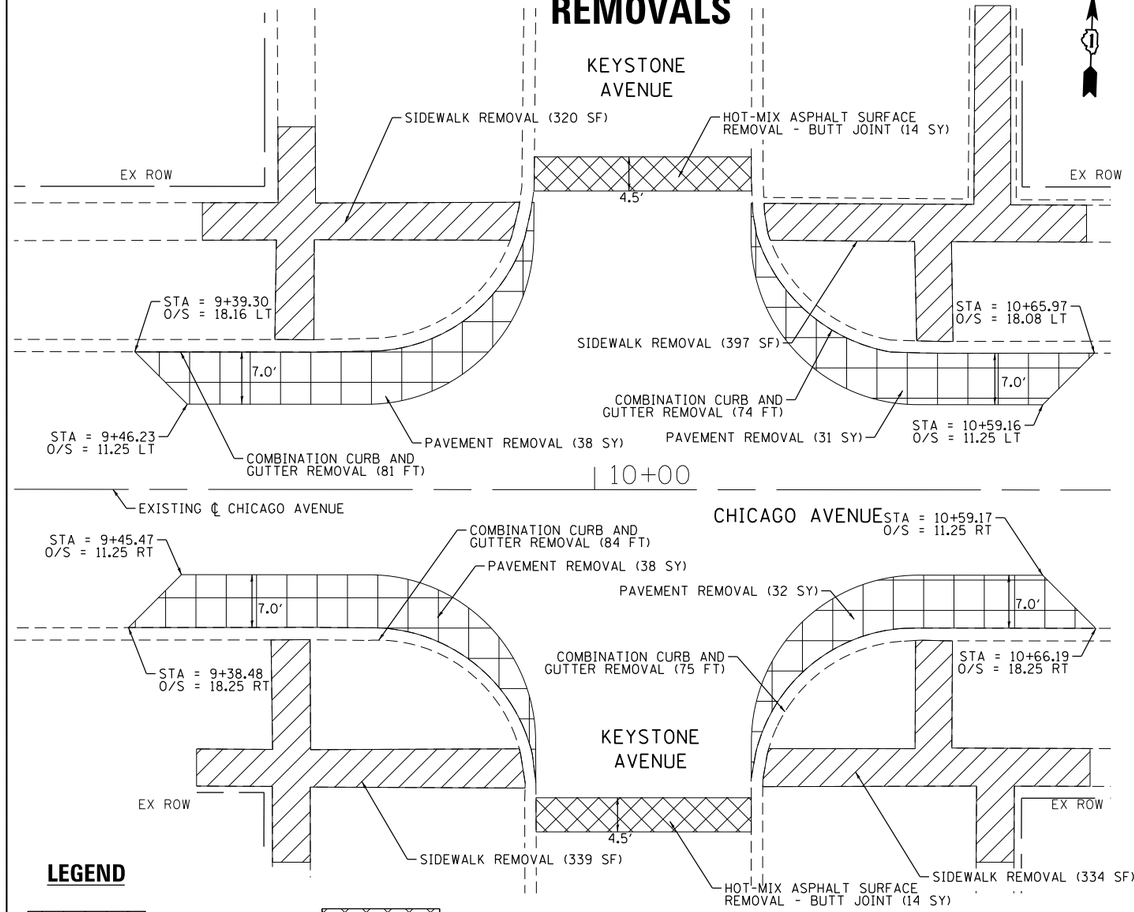
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
PROPOSED ROADWAY AND PAVMENT MARKING PLAN

SCALE: 1"=20' | SHEET 5 OF 5 SHEETS | STA. 49+00 | TO STA. 59+50

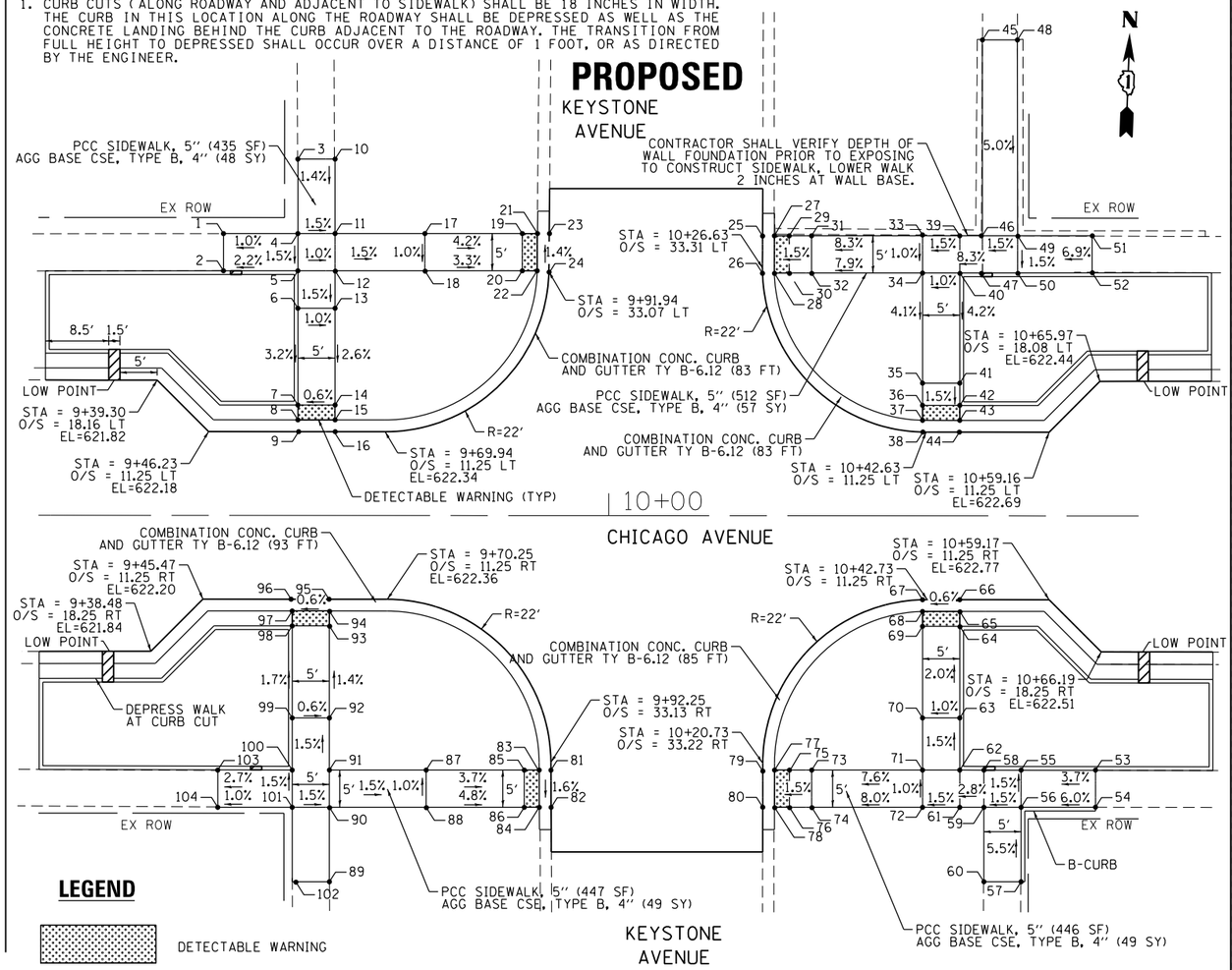
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	23
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



1. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

PROPOSED



LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

LEGEND

DETECTABLE WARNING

KEYSTONE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	9+48.21	37.86	LT	622.77
2	9+48.21	32.86	LT	622.58
3	9+58.21	47.86	LT	623.01
4	9+58.21	37.86	LT	622.07
5	9+58.21	32.86	LT	622.80
6	9+58.21	27.86	LT	622.73
7	9+58.21	14.83	LT	622.31
8	9+58.21	12.83	LT	622.25
9	9+58.21	11.25	LT	622.26
10	9+63.21	47.86	LT	622.94
11	9+63.21	37.86	LT	622.80
12	9+63.21	32.86	LT	622.75
13	9+63.21	27.86	LT	622.68
14	9+63.21	14.83	LT	622.34
15	9+63.21	12.83	LT	622.28
16	9+63.21	11.25	LT	622.29
17	9+75.2	37.86	LT	622.62
18	9+75.21	32.86	LT	622.57
19	9+88.36	37.86	LT	622.07
20	9+88.36	32.86	LT	622.14
21	9+90.36	37.86	LT	621.98

KEYSTONE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
22	9+90.36	32.86	LT	622.05
23	9+91.94	37.86	LT	621.99
24	9+91.94	32.86	LT	622.06
25	10+20.65	37.20	LT	622.02
26	10+20.65	32.62	LT	622.06
27	10+22.23	37.62	LT	622.01
28	10+22.23	32.62	LT	622.05
29	10+24.23	37.62	LT	622.04
30	10+24.23	32.62	LT	622.08
31	10+27.23	37.62	LT	622.10
32	10+27.23	32.62	LT	622.10
33	10+42.14	37.62	LT	623.33
34	10+42.14	32.62	LT	623.28
35	10+42.14	17.83	LT	622.67
36	10+42.14	14.83	LT	622.62
37	10+42.14	12.83	LT	622.59
38	10+42.14	11.25	LT	622.60
39	10+47.14	37.62	LT	623.40
40	10+47.14	32.62	LT	623.33
41	10+47.14	17.83	LT	622.70
42	10+47.14	14.83	LT	622.65

KEYSTONE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
43	10+47.14	12.83	LT	622.62
44	10+47.14	11.25	LT	622.63
45	10+50.14	63.93	LT	624.93
46	10+50.14	37.62	LT	623.65
47	10+50.14	32.62	LT	623.58
48	10+55.14	63.93	LT	625.04
49	10+55.14	37.62	LT	623.73
50	10+55.14	32.62	LT	623.66
51	10+65.14	37.62	LT	624.42
52	10+65.14	32.62	LT	624.03
53	10+65.43	34.14	RT	623.65
54	10+65.43	39.14	RT	623.96
55	10+55.43	34.14	RT	623.28
56	10+55.43	39.14	RT	623.36
57	10+55.43	49.14	RT	623.91
58	10+50.43	34.14	RT	623.78
59	10+50.43	39.14	RT	623.28
60	10+50.43	49.14	RT	623.23
61	10+47.19	39.14	RT	623.19
62	10+47.19	34.14	RT	623.11
63	10+47.19	27.14	RT	623.00

KEYSTONE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
64	10+47.19	14.83	RT	622.74
65	10+47.19	12.83	RT	622.70
66	10+47.19	11.25	RT	622.71
67	10+42.19	11.26	RT	622.68
68	10+42.19	12.83	RT	622.67
69	10+42.19	14.83	RT	622.71
70	10+42.19	27.14	RT	622.95
71	10+42.19	34.14	RT	623.06
72	10+42.19	39.14	RT	623.11
73	10+27.3	34.14	RT	621.93
74	10+27.3	39.14	RT	621.92
75	10+24.3	34.14	RT	621.88
76	10+24.3	39.14	RT	621.87
77	10+22.3	34.14	RT	621.85
78	10+22.3	39.14	RT	621.84
79	10+20.72	34.14	RT	621.86
80	10+20.72	39.14	RT	621.85
81	9+92.28	34.20	RT	621.83
82	9+92.28	39.20	RT	621.75
83	9+90.68	34.20	RT	621.82
84	9+90.68	39.20	RT	621.74

KEYSTONE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
85	9+88.68	34.20	RT	621.92
86	9+88.68	39.20	RT	621.84
87	9+75.5	34.20	RT	622.41
88	9+75.5	39.20	RT	622.46
89	9+62.5	49.20	RT	627.68
90	9+62.5	39.20	RT	622.65
91	9+62.5	34.20	RT	622.60
92	9+62.5	27.20	RT	622.50
93	9+62.5	14.83	RT	622.33
94	9+62.5	12.83	RT	622.30
95	9+62.5	11.25	RT	622.31
96	9+57.5	11.25	RT	622.28
97	9+57.5	12.83	RT	622.27
98	9+57.5	14.83	RT	622.30
99	9+57.5	27.20	RT	622.53
100	9+57.5	34.20	RT	622.65
101	9+57.5	39.20	RT	622.72
102	9+57.5	49.20	RT	622.86
103	9+47.5	34.20	RT	622.38
104	9+47.5	39.20	RT	622.62

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

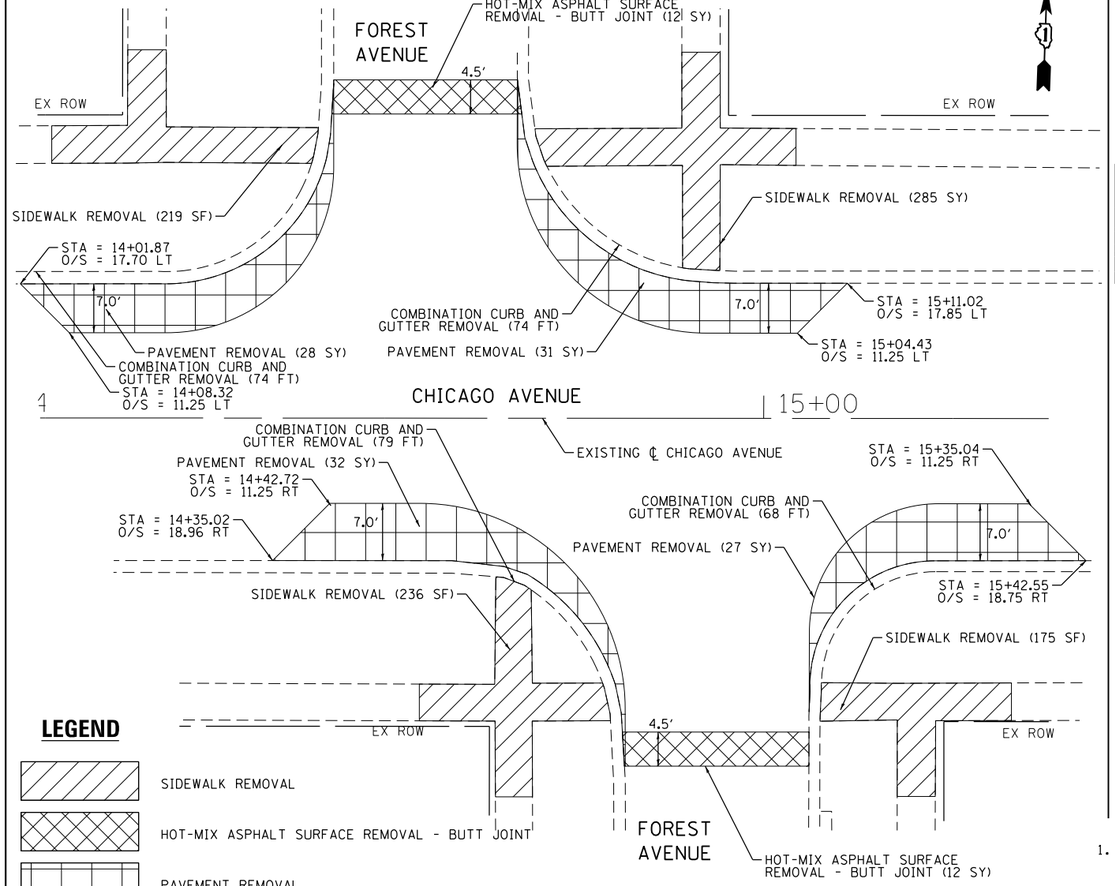
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 1 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	24
		CONTRACT NO. 61E54		
	ILLINOIS	FED. AID PROJECT		

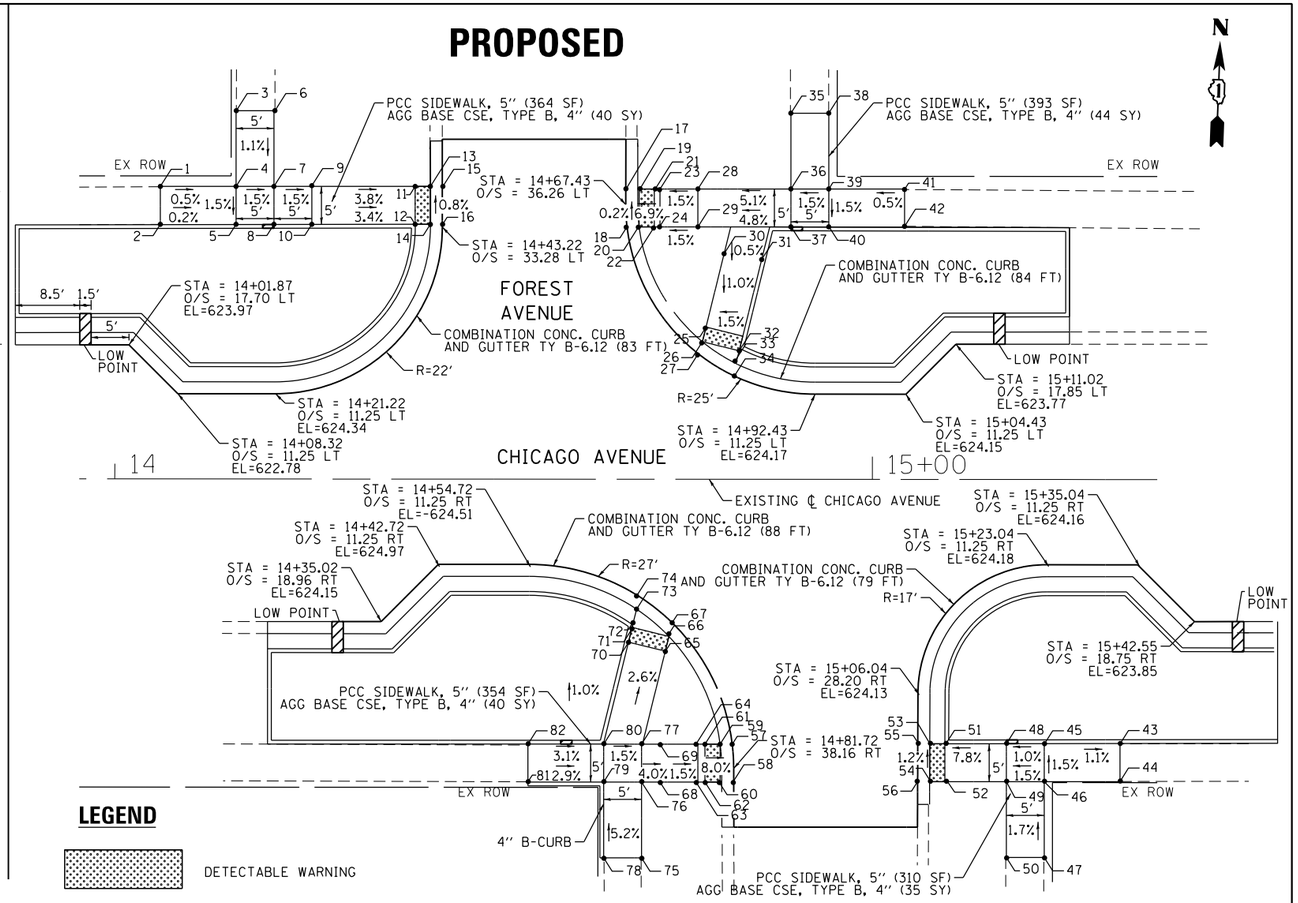
REMOVALS



LEGEND

- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL

PROPOSED



LEGEND

- DETECTABLE WARNING

1. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

FOREST AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	14+06.	38.62	LT	624.49
2	14+06.	33.62	LT	624.39
3	14+16.	48.62	LT	624.55
4	14+16.	38.62	LT	624.44
5	14+16.	33.62	LT	624.37
6	14+21.	48.62	LT	624.47
7	14+21.	38.62	LT	624.37
8	14+21.	33.62	LT	624.32
9	14+26.	38.62	LT	624.30
10	14+26.	33.62	LT	624.27
11	14+39.63	38.62	LT	623.77
12	14+39.63	33.62	LT	623.81
13	14+41.63	38.62	LT	623.69
14	14+41.63	33.62	LT	623.73
15	14+43.21	38.62	LT	623.68
16	14+43.21	33.63	LT	623.74
17	14+67.43	38.33	LT	623.71
18	14+67.6	33.33	LT	623.72
19	14+69.19	38.33	LT	623.70
20	14+69.19	33.33	LT	623.71
21	14+71.19	38.33	LT	623.84

FOREST AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
22	14+71.19	33.33	LT	623.85
23	14+71.95	38.33	LT	623.90
24	14+71.95	33.33	LT	623.90
25	14+71.95	28.06	LT	623.87
26	14+71.95	24.87	LT	623.85
27	14+71.95	21.89	LT	623.86
28	14+76.95	38.33	LT	623.98
29	14+76.95	33.33	LT	623.98
30	14+76.95	28.06	LT	623.95
31	14+76.95	24.87	LT	623.93
32	14+76.95	21.85	LT	624.00
33	14+76.95	18.66	LT	624.05
34	14+76.95	16.61	LT	624.06
35	14+89.23	48.33	LT	624.59
36	14+89.23	38.33	LT	624.64
37	14+89.23	33.33	LT	624.57
38	14+94.23	48.36	LT	624.64
39	14+94.23	38.33	LT	624.68
40	14+94.23	33.33	LT	624.61
41	15+04.23	38.33	LT	624.73
42	15+04.23	33.33	LT	624.73

FOREST AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
43	15+32.71	34.89	RT	624.88
44	15+32.71	39.89	RT	625.08
45	15+22.71	34.89	RT	624.99
46	15+22.71	39.89	RT	625.07
47	15+22.71	49.89	RT	625.24
48	15+17.72	34.89	RT	624.94
49	15+17.72	39.89	RT	624.99
50	15+17.72	49.89	RT	625.08
51	15+09.6	34.89	RT	624.32
52	15+09.6	39.89	RT	624.38
53	15+07.6	34.89	RT	624.16
54	15+07.6	39.89	RT	624.22
55	15+06.02	34.89	RT	624.17
56	15+06.01	39.89	RT	624.23
57	14+81.52	34.97	RT	624.07
58	14+81.73	39.97	RT	624.14
59	14+79.93	34.97	RT	624.06
60	14+79.93	39.97	RT	624.13
61	14+77.93	34.97	RT	624.22
62	14+77.93	39.97	RT	624.29
63	14+77.	39.97	RT	624.37

FOREST AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
64	14+77.	34.97	RT	624.30
65	14+77.	29.25	RT	624.11
66	14+77.	26.00	RT	624.06
67	14+77.	22.98	RT	624.07
68	14+72.	39.97	RT	624.45
69	14+72.	34.97	RT	624.38
70	14+72.	29.25	RT	624.32
71	14+72.	26.00	RT	624.30
72	14+72.	22.84	RT	624.30
73	14+72.	19.59	RT	624.25
74	14+72.	17.49	RT	624.26
75	14+69.56	49.97	RT	625.07
76	14+69.56	39.97	RT	624.55
77	14+69.56	34.97	RT	624.48
78	14+64.56	49.97	RT	625.15
79	14+64.56	39.97	RT	624.63
80	14+64.56	34.97	RT	624.56
81	14+54.56	39.97	RT	624.92
82	14+54.56	34.97	RT	624.87

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

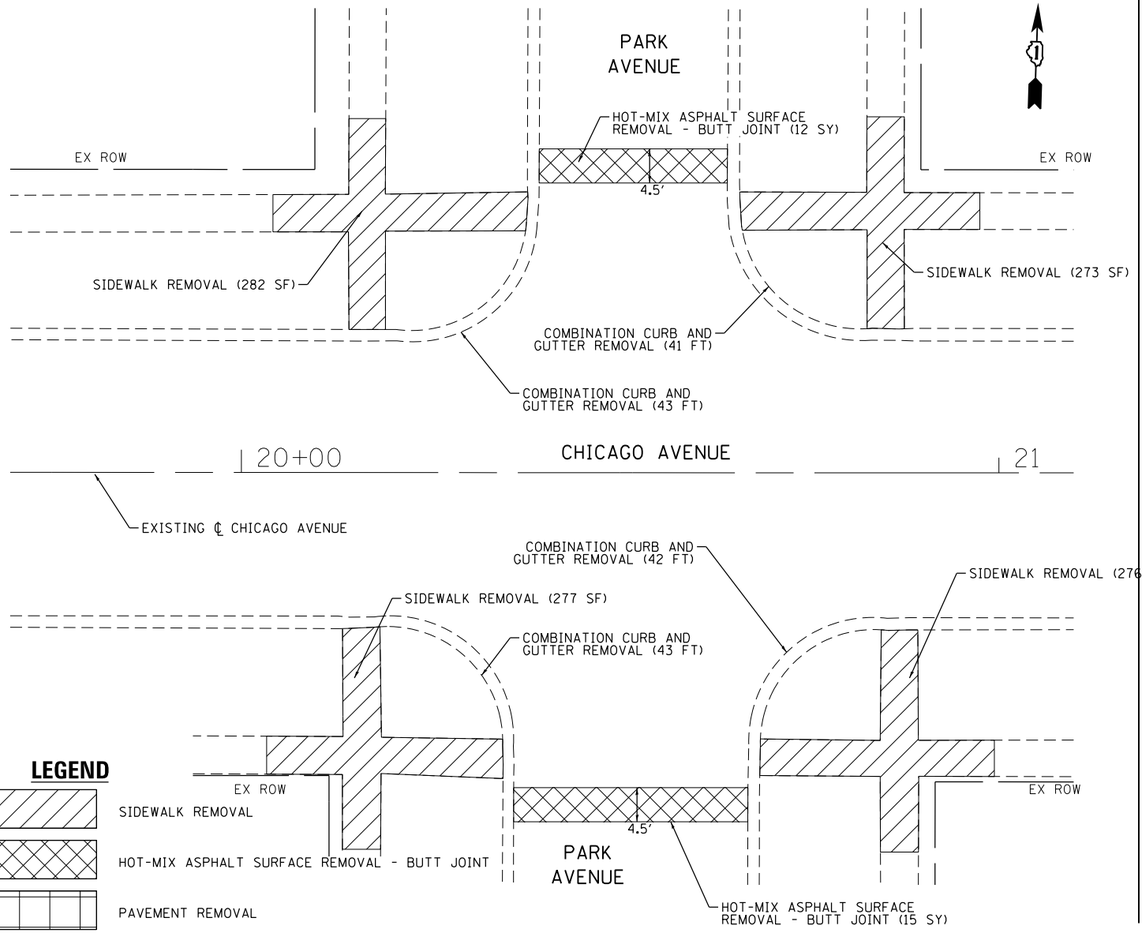
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 2 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	25
		CONTRACT NO. 61E54		
	ILLINOIS	FED. AID PROJECT		

REMOVALS



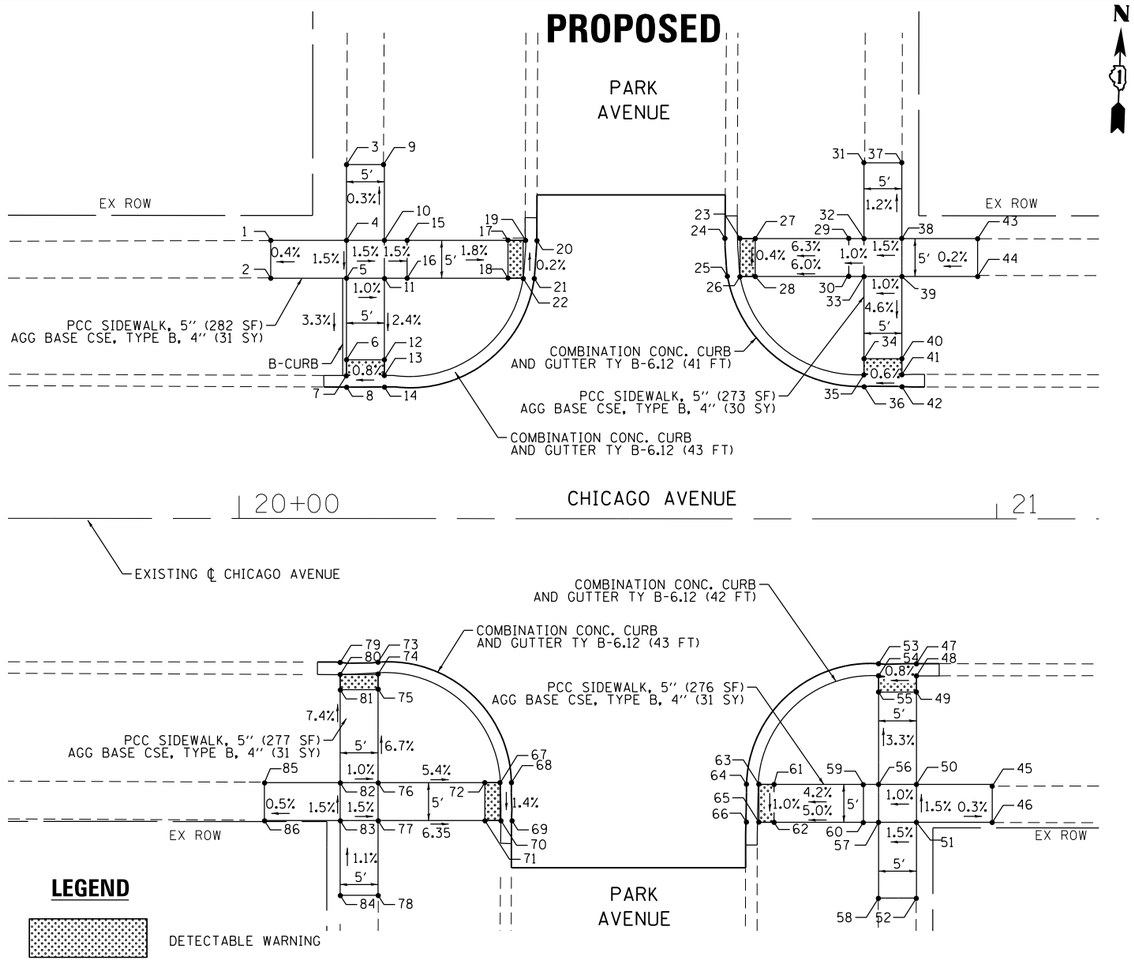
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

PARK AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	20+04.15	36.72	LT	626.55
2	20+04.15	31.72	LT	626.44
3	20+14.15	46.72	LT	626.53
4	20+14.15	36.72	LT	626.56
5	20+14.15	31.72	LT	626.48
6	20+14.15	20.96	LT	626.13
7	20+14.15	18.96	LT	626.06
8	20+14.15	17.36	LT	626.07
9	20+19.15	46.72	LT	626.48
10	20+19.15	36.72	LT	626.48
11	20+19.15	31.72	LT	626.43
12	20+19.15	20.96	LT	626.17
13	20+19.15	18.96	LT	626.10
14	20+19.15	17.38	LT	626.11
15	20+22.15	36.72	LT	626.44
16	20+22.15	31.72	LT	626.39
17	20+35.47	36.72	LT	626.21
18	20+35.47	31.72	LT	626.22
19	20+37.47	36.72	LT	626.17
20	20+39.27	36.72	LT	626.16
21	20+38.93	31.72	LT	626.19
22	20+37.47	31.72	LT	626.18

PARK AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
23	20+66.16	36.98	LT	626.14
24	20+64.14	36.98	LT	626.15
25	20+64.46	31.98	LT	626.13
26	20+66.13	31.98	LT	626.12
27	20+68.13	36.98	LT	626.27
28	20+68.13	31.98	LT	626.25
29	20+80.48	36.98	LT	627.04
30	20+80.48	31.98	LT	627.00
31	20+82.48	46.98	LT	626.95
32	20+82.48	36.98	LT	627.07
33	20+82.48	31.98	LT	627.02
34	20+82.48	21.13	LT	626.53
35	20+82.48	19.13	LT	626.44
36	20+82.49	17.46	LT	626.45
37	20+87.48	46.98	LT	627.12
38	20+87.48	36.98	LT	627.15
39	20+87.48	31.98	LT	627.07
40	20+87.48	21.13	LT	626.56
41	20+87.48	19.13	LT	626.47
42	20+87.48	17.46	LT	626.48
43	20+97.48	36.98	LT	627.17
44	20+97.48	31.98	LT	627.06

PARK AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
45	20+99.42	35.06	RT	626.87
46	20+99.42	40.06	RT	626.96
47	20+89.42	19.12	RT	626.44
48	20+89.42	20.86	RT	626.43
49	20+89.42	22.86	RT	626.50
50	20+89.42	35.06	RT	626.90
51	20+89.42	40.06	RT	626.97
52	20+89.42	50.06	RT	627.12
53	20+84.42	19.13	RT	626.40
54	20+84.42	20.86	RT	626.39
55	20+84.42	22.86	RT	626.46
56	20+84.42	35.06	RT	626.85
57	20+84.42	40.06	RT	626.90
58	20+84.43	50.06	RT	627.14
59	20+82.42	35.06	RT	626.83
60	20+82.42	40.06	RT	626.87
61	20+70.63	35.06	RT	626.34
62	20+70.63	40.06	RT	626.29
63	20+68.63	35.06	RT	626.24
64	20+66.99	35.06	RT	626.25
65	20+68.63	40.06	RT	626.19
66	20+66.91	40.06	RT	626.20

PARK AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
67	20+34.46	34.85	RT	626.15
68	20+35.97	34.85	RT	626.16
69	20+35.98	39.85	RT	626.09
70	20+34.46	39.85	RT	626.08
71	20+32.46	39.85	RT	626.20
72	20+32.46	34.85	RT	626.27
73	20+18.36	18.96	RT	626.06
74	20+18.36	20.59	RT	626.05
75	20+18.36	22.59	RT	626.20
76	20+18.36	34.85	RT	627.03
77	20+18.36	39.85	RT	627.08
78	20+18.36	49.73	RT	627.19
79	20+13.36	19.60	RT	626.04
80	20+13.36	20.59	RT	626.03
81	20+13.36	22.59	RT	626.18
82	20+13.86	34.85	RT	627.08
83	20+13.36	39.85	RT	627.15
84	20+13.36	49.73	RT	627.15
85	20+03.37	34.85	RT	627.03
86	20+03.37	39.85	RT	627.13

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

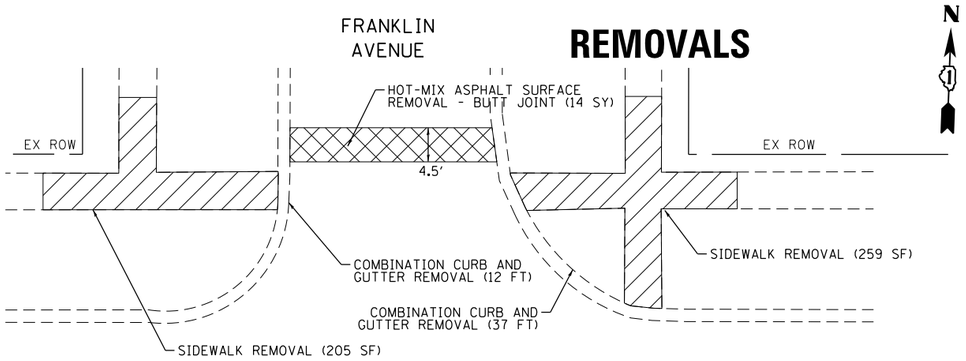
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

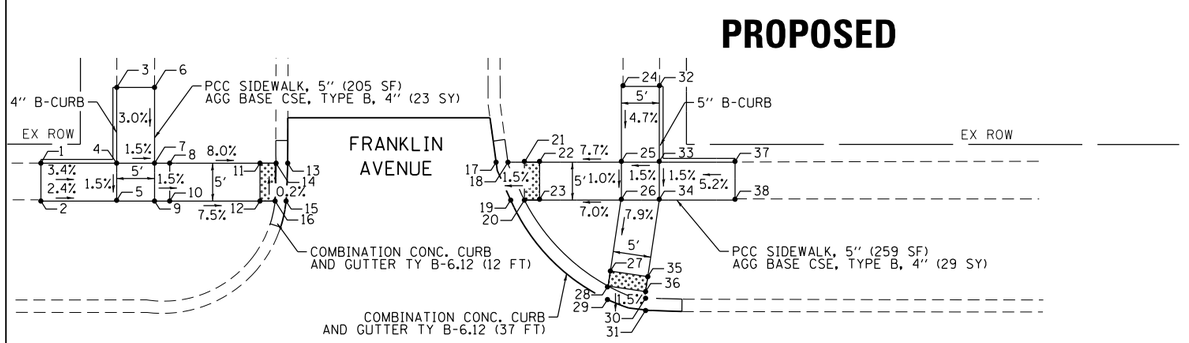
SCALE: 1"=10' | SHEET 3 OF 11 SHEETS | STA. N/A | TO STA. N/A

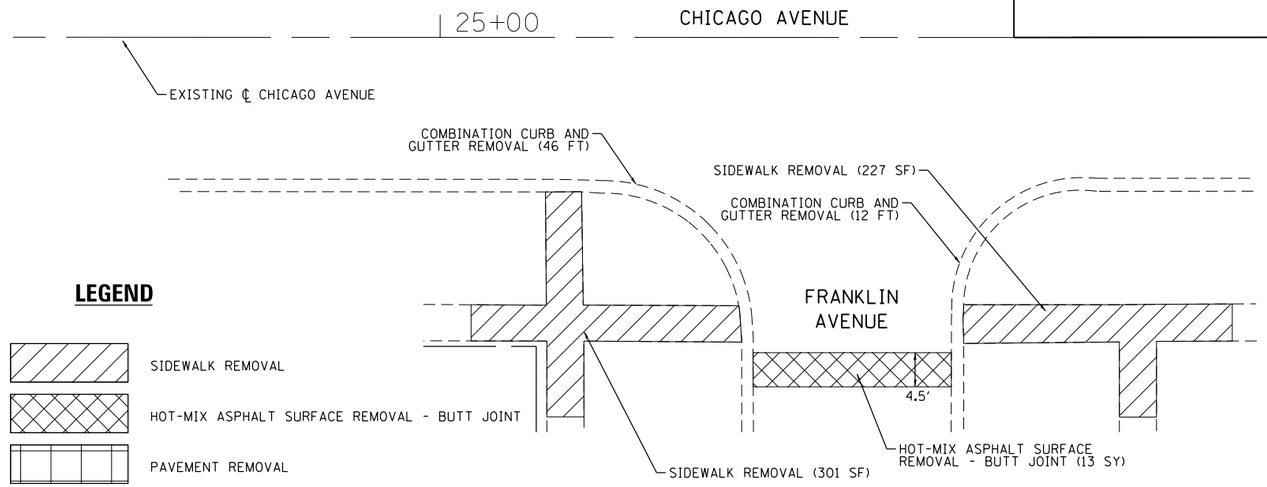
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	26
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



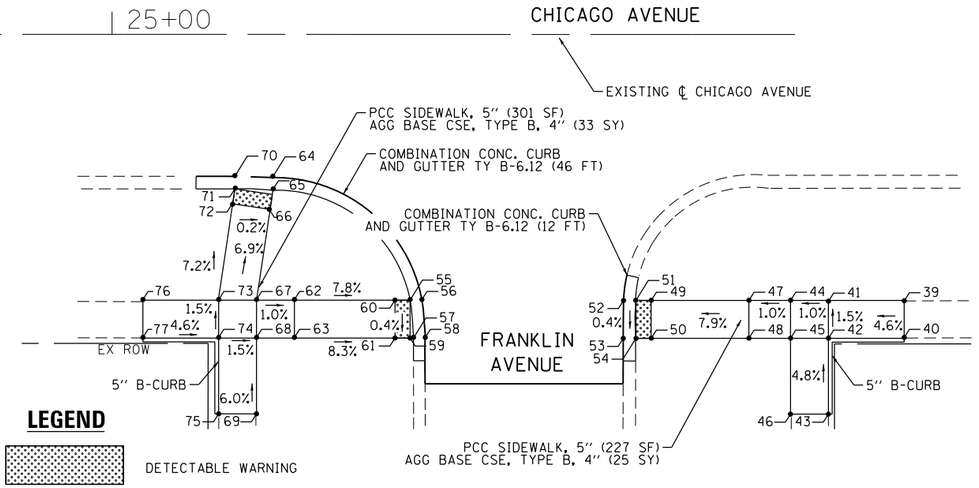
PROPOSED





LEGEND

- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL



LEGEND

- DETECTABLE WARNING

FRANKLIN AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	24+47.57	37.50	LT	627.08
2	24+47.57	32.50	LT	626.90
3	24+57.57	47.50	LT	627.04
4	24+57.57	37.50	LT	626.74
5	24+57.57	32.50	LT	626.66
6	24+62.57	47.50	LT	626.95
7	24+62.57	37.50	LT	626.66
8	24+64.57	37.50	LT	626.63
9	24+62.57	32.50	LT	626.61
10	24+64.57	32.50	LT	626.58
11	24+76.5	37.50	LT	625.69
12	27+76.5	32.50	LT	625.70
13	24+80.15	37.50	LT	625.54
14	24+78.5	37.50	LT	625.53
15	24+79.93	32.50	LT	625.55
16	24+78.5	32.50	LT	625.54
17	25+07.66	37.64	LT	625.51
18	25+09.22	37.64	LT	625.50
19	25+09.59	32.64	LT	625.57
20	25+11.39	32.64	LT	625.56

FRANKLIN AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
21	25+11.39	37.64	LT	625.53
22	25+13.39	37.64	LT	625.68
23	25+13.39	32.64	LT	625.71
24	25+24.19	47.64	LT	626.89
25	25+24.19	37.64	LT	626.52
26	25+24.19	32.64	LT	626.47
27	25+24.19	22.42	LT	625.70
28	25+24.19	20.42	LT	625.54
29	25+24.19	18.74	LT	625.55
30	25+29.19	19.66	LT	625.54
31	25+29.19	18.04	LT	625.55
32	25+29.19	47.64	LT	627.06
33	25+29.19	37.64	LT	626.59
34	25+29.19	32.64	LT	626.52
35	25+29.19	22.42	LT	625.71
36	25+29.19	20.42	LT	625.55
37	25+39.19	37.64	LT	627.11
38	25+39.19	32.64	LT	626.95
39	26+04.57	35.10	RT	627.17
40	26+04.57	40.10	RT	627.27

FRANKLIN AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
41	25+94.57	35.10	RT	626.71
42	25+94.57	40.10	RT	626.78
43	25+94.57	50.10	RT	627.26
44	25+89.57	35.10	RT	626.66
45	25+89.57	40.10	RT	626.71
46	25+89.57	50.10	RT	627.15
47	25+84.07	35.10	RT	626.61
48	25+84.07	40.10	RT	626.63
49	25+71.18	35.10	RT	625.62
50	25+71.18	40.10	RT	625.60
51	25+69.18	35.10	RT	625.46
52	25+67.54	35.10	RT	625.47
53	25+67.5	40.10	RT	625.45
54	25+69.18	40.10	RT	625.44
55	25+39.36	35.08	RT	625.49
56	25+40.92	35.08	RT	625.50
57	25+39.81	40.08	RT	625.46
58	25+41.34	40.08	RT	625.47
59	25+39.36	40.08	RT	625.47
60	25+37.36	35.08	RT	625.66

FRANKLIN AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
61	25+37.36	40.08	RT	625.64
62	25+24.09	35.08	RT	626.68
63	25+24.09	40.08	RT	626.72
64	25+22.08	18.91	RT	627.70
65	25+21.64	21.33	RT	625.69
66	25+21.28	23.30	RT	625.83
67	25+19.09	35.08	RT	626.73
68	25+19.09	40.08	RT	626.78
69	25+19.09	50.08	RT	627.38
70	25+17.01	18.77	RT	625.73
71	25+16.74	20.38	RT	625.72
72	25+16.36	22.39	RT	625.87
73	25+14.09	35.08	RT	626.78
74	25+14.09	40.08	RT	626.86
75	25+14.09	50.08	RT	627.30
76	25+04.09	35.08	RT	627.09
77	25+04.09	40.08	RT	627.32

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

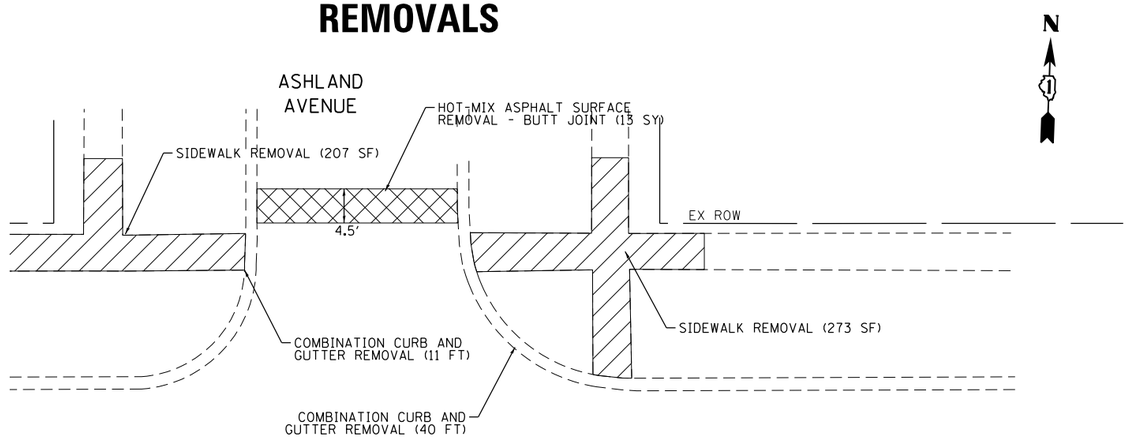
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 4 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	27
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



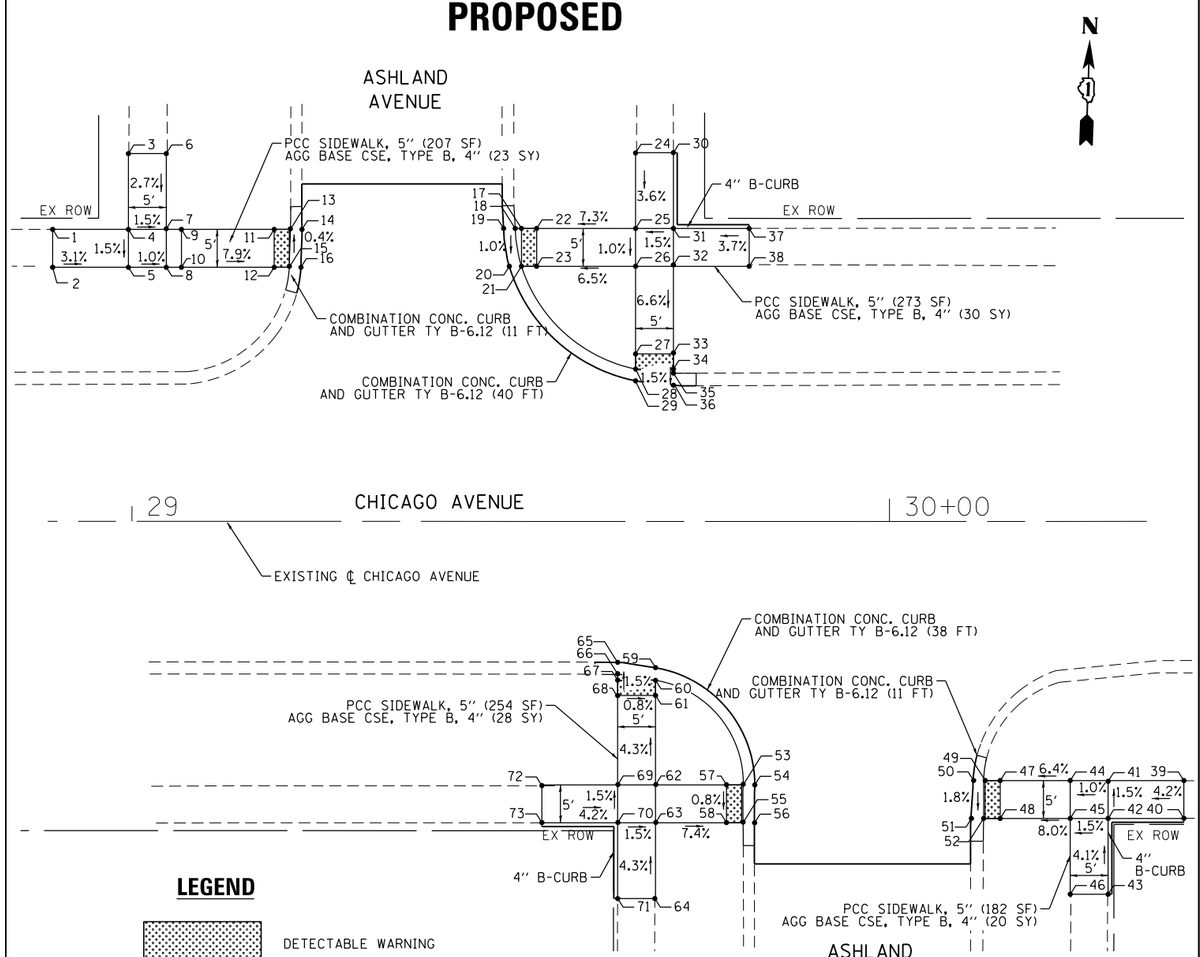
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

ASHLAND AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	28+89.53	38.53	LT	627.46
2	28+89.53	33.53	LT	627.42
3	28+99.53	48.53	LT	627.46
4	28+99.53	38.53	LT	627.19
5	28+99.53	33.53	LT	627.11
6	29.04.53	48.53	LT	627.37
7	29+04.53	38.53	LT	627.11
8	29+04.53	33.53	LT	627.06
9	29+06.53	38.53	LT	627.08
10	29+06.53	33.53	LT	627.04
11	29+18.76	38.53	LT	626.09
12	29+18.76	33.53	LT	626.11
13	29+20.76	38.53	LT	625.94
14	29+22.44	38.53	LT	625.95
15	29+20.76	33.53	LT	625.96
16	29+22.3	33.53	LT	625.97
17	29+51.41	38.67	LT	626.10
18	29+50.59	38.67	LT	626.09
19	29+49.05	38.67	LT	626.10

ASHLAND AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
20	29+49.81	33.67	LT	626.16
21	29+51.41	33.67	LT	626.15
22	29+53.41	38.67	LT	626.25
23	29+53.41	33.67	LT	626.30
24	29+66.47	48.67	LT	627.56
25	29+66.47	38.67	LT	627.20
26	29+66.47	33.67	LT	627.15
27	29+66.47	22.12	LT	626.40
28	29+66.47	20.12	LT	626.27
29	29+66.47	15.86	LT	626.28
30	29+71.47	48.67	LT	627.56
31	29+71.47	38.67	LT	627.28
32	29+71.47	33.67	LT	627.20
33	29+71.47	22.12	LT	626.43
34	29+71.48	20.12	LT	626.30
35	29+71.47	19.57	LT	626.29
36	29+71.47	19.87	LT	626.30
37	29+81.47	38.67	LT	627.65
38	29+81.47	33.67	LT	627.48

ASHLAND AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
39	30+38.85	34.21	RT	627.22
40	30+38.85	39.21	RT	627.30
41	30+28.85	34.21	RT	626.81
42	30+28.85	39.21	RT	626.88
43	30+28.85	49.21	RT	627.29
44	30+23.85	34.21	RT	626.76
45	30+23.85	39.21	RT	626.81
46	30+23.85	49.21	RT	627.04
47	30+14.6	34.21	RT	626.16
48	30+14.6	39.21	RT	626.07
49	30+12.6	34.21	RT	626.00
50	30+11.02	34.21	RT	626.01
51	30+10.74	39.21	RT	625.92
52	30+12.6	39.21	RT	625.91
53	29+80.49	34.78	RT	626.11
54	29+82.23	34.78	RT	626.12
55	29+80.49	39.78	RT	626.07
56	29+82.18	39.78	RT	626.08
57	29+78.49	34.78	RT	626.26

ASHLAND AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
58	29+78.49	39.78	RT	626.22
59	29+69.12	19.32	RT	626.29
60	29+69.12	29.98	RT	626.28
61	29+69.12	22.98	RT	626.37
62	29+69.12	34.78	RT	626.86
63	29+69.12	39.78	RT	626.91
64	29+69.12	49.78	RT	627.27
65	29+64.12	19.62	RT	626.32
66	29+64.12	20.21	RT	626.31
67	29+64.12	20.98	RT	626.32
68	29+64.12	22.98	RT	626.41
69	29+64.12	34.78	RT	626.91
70	29+64.12	39.78	RT	626.99
71	29+64.12	49.78	RT	627.42
72	29+54.12	34.78	RT	627.29
73	29+54.12	39.78	RT	627.41

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

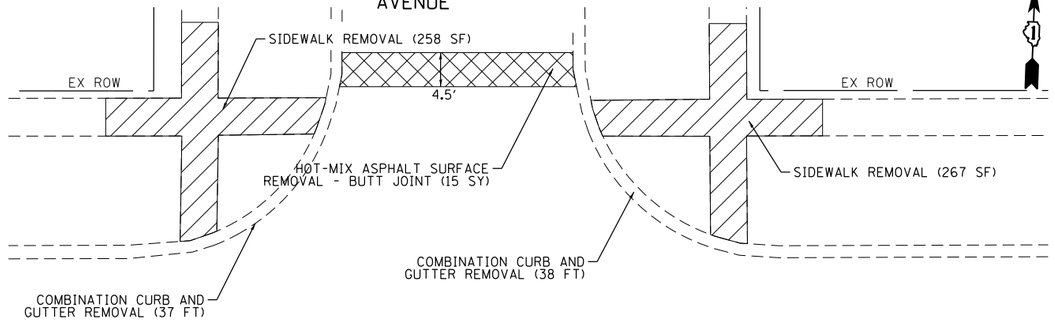
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 5 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	28
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



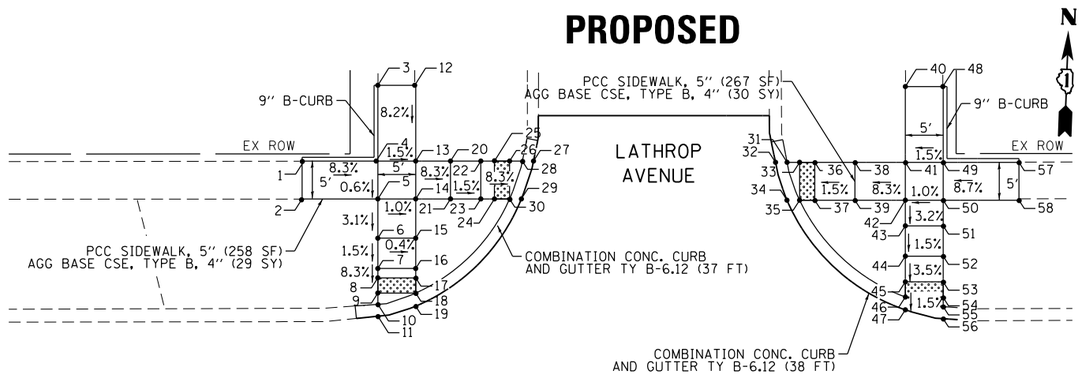
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

LATHROP AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	33+31.36	39.04	LT	627.47
2	33+31.36	34.04	LT	627.29
3	33+41.36	49.04	LT	627.47
4	33+41.36	39.04	LT	626.65
5	33+41.36	34.04	LT	626.62
6	33+41.36	28.87	LT	626.46
7	33+41.36	24.87	LT	626.40
8	33+41.36	23.63	LT	626.30
9	33+41.36	21.63	LT	626.13
10	33+41.36	20.14	LT	626.11
11	33+41.36	18.57	LT	626.12
12	33+46.36	49.04	LT	627.23
13	33+46.36	39.04	LT	626.57
14	33+46.36	34.04	LT	626.57
15	33+46.36	28.87	LT	626.44
16	33+46.36	24.87	LT	626.38
17	33+46.36	23.63	LT	626.28
18	33+46.36	21.63	LT	626.11
19	33+46.36	19.89	LT	626.12
20	33+50.96	39.04	LT	626.19
21	33+50.96	34.04	LT	626.19
22	33+54.96	39.04	LT	626.13
23	33+54.96	34.04	LT	626.13

LATHROP AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
24	33+56.76	34.04	LT	625.98
25	33+56.76	39.04	LT	625.98
26	33+58.76	39.04	LT	625.81
27	33+61.92	39.04	LT	625.80
28	33+60.45	39.04	LT	625.79
29	33+60.31	34.04	LT	625.82
30	33+58.76	34.04	LT	625.81
31	33+95.39	38.85	LT	625.76
32	33+93.09	38.85	LT	625.77
33	33+97.04	38.85	LT	625.78
34	33+95.37	33.86	LT	625.83
35	33+97.04	33.85	LT	625.82
36	33+99.04	38.85	LT	625.81
37	33+99.04	33.85	LT	625.85
38	34+04.35	38.85	LT	625.89
39	34+04.35	33.85	LT	625.93
40	34+11.	48.85	LT	627.31
41	34+11.	38.52	LT	626.44
42	34+11.	33.85	LT	626.44
43	34+11.	30.46	LT	626.33
44	34+11.	26.45	LT	626.27
45	34+11.	23.07	LT	626.15
46	34+11.	21.07	LT	626.08

LATHROP AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
47	34+11.	19.38	LT	626.09
48	34+16.	48.85	LT	627.49
49	34+16.	38.85	LT	626.52
50	34+16.	33.85	LT	626.49
51	34+16.	30.46	LT	626.38
52	34+16.	26.45	LT	626.32
53	34+16.	23.07	LT	626.20
54	34+16.	21.07	LT	626.13
55	34+16.	19.80	LT	626.12
56	34+16.	18.21	LT	626.13
57	34+26.	38.85	LT	627.50
58	34+26.	33.85	LT	627.37
59	34+26.02	33.63	RT	627.33
60	34+26.02	38.63	RT	627.46
61	34+16.02	18.87	RT	626.10
62	34+16.02	20.28	RT	626.09
63	34+16.02	21.13	RT	626.10
64	34+16.02	23.13	RT	626.26
65	34+16.02	25.69	RT	626.47
66	34+16.02	29.69	RT	626.53
67	34+16.02	33.63	RT	626.85
68	34+16.02	38.63	RT	626.93
69	34+16.02	48.63	RT	627.49

LATHROP AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
70	34+11.02	19.60	RT	626.14
71	34+11.02	21.13	RT	626.13
72	34+11.02	23.13	RT	626.29
73	34+11.02	25.69	RT	626.50
74	34+11.02	29.69	RT	626.56
75	34+11.02	33.63	RT	626.80
76	34+11.02	38.63	RT	626.83
77	34+11.02	48.63	RT	627.44
78	34+02.73	33.63	RT	626.20
79	34+02.72	38.63	RT	626.14
80	33+98.82	33.63	RT	626.14
81	33+98.82	38.63	RT	626.08
82	33+93.82	33.63	RT	626.11
83	33+95.16	33.63	RT	626.12
84	33+95.19	38.63	RT	626.02
85	33+93.69	38.63	RT	626.03
86	33+96.82	38.63	RT	626.05
87	33+59.83	34.14	RT	626.05
88	33+61.36	34.14	RT	626.06
89	33+59.83	39.14	RT	626.03
90	33+60.56	39.14	RT	626.02
91	33+62.05	39.14	RT	626.03
92	33+57.83	34.14	RT	626.22

LATHROP AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
93	33+57.83	39.14	RT	626.20
94	33+54.44	34.14	RT	626.50
95	33+54.44	39.14	RT	626.48
96	33+51.44	21.71	RT	626.13
97	33+51.44	23.41	RT	626.12
98	33+51.44	25.41	RT	626.22
99	33+51.44	31.14	RT	626.51
100	33+51.44	34.14	RT	626.55
101	33+51.44	39.14	RT	626.53
102	33+51.44	49.14	RT	627.16
103	33+46.45	19.65	RT	626.13
104	33+46.45	21.24	RT	626.12
105	33+46.45	23.41	RT	626.15
106	33+46.45	25.41	RT	626.25
107	33+46.45	31.14	RT	626.50
108	33+46.45	34.14	RT	626.54
109	33+46.45	39.40	RT	626.61
110	33+46.45	49.14	RT	627.26
111	33+36.44	34.14	RT	627.16
112	33+36.44	39.14	RT	627.30

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

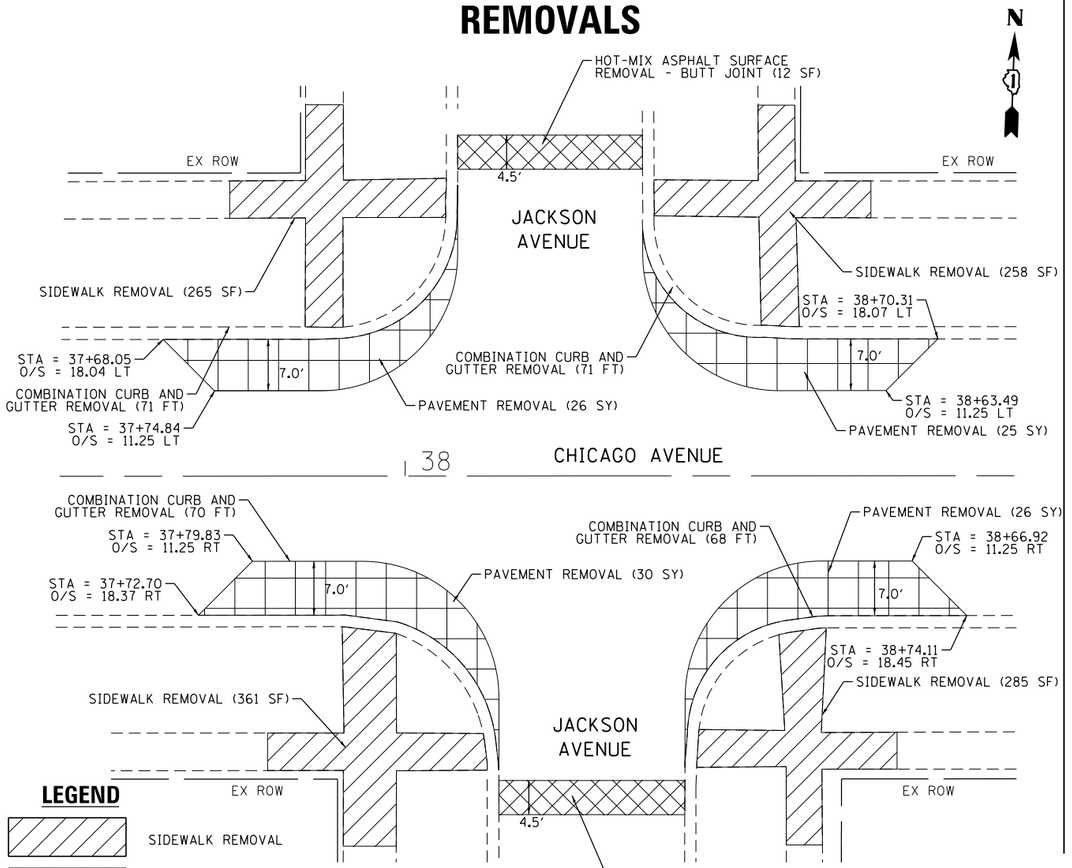
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 6 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	29
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



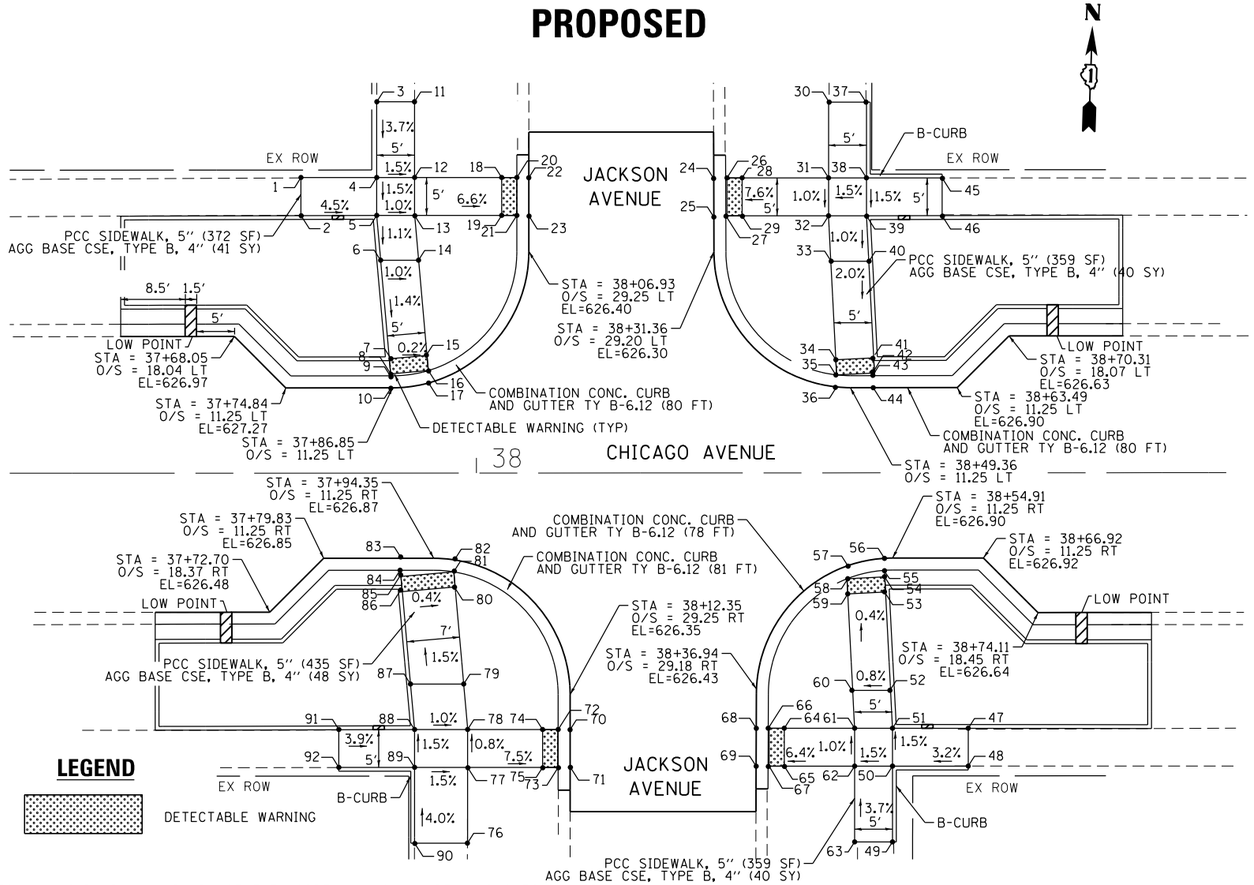
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

1. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

JACKSON AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	37+76.85	39.00	LT	627.65
2	37+76.85	34.00	LT	627.58
3	37+86.85	49.00	LT	627.58
4	37+86.85	39.00	LT	627.21
5	37+86.85	34.00	LT	627.13
6	37+86.85	28.00	LT	627.06
7	37+86.85	15.00	LT	626.88
8	37+86.85	13.00	LT	626.86
9	37+86.85	12.83	LT	626.86
10	37+86.85	11.25	LT	626.87
11	37+91.85	49.00	LT	627.45
12	37+91.85	39.00	LT	627.13
13	37+91.85	34.00	LT	627.08
14	37+91.85	28.00	LT	627.01
15	37+91.85	15.00	LT	626.87
16	37+91.85	13.00	LT	626.85
17	37+91.85	11.50	LT	626.86
18	38+03.35	39.00	LT	626.38
19	38+03.35	34.00	LT	626.45
20	38+05.35	39.00	LT	626.25
21	38+05.35	34.00	LT	626.32
22	38+06.93	39.00	LT	626.26
23	38+06.93	34.00	LT	626.33

JACKSON AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
24	38+31.34	38.93	LT	626.21
25	38+31.34	33.93	LT	626.26
26	38+33.09	38.93	LT	626.20
27	38+33.09	33.93	LT	626.25
28	38+35.09	38.93	LT	626.35
29	38+35.09	33.93	LT	626.40
30	38+46.5	48.93	LT	627.48
31	38+46.5	38.93	LT	627.23
32	38+46.5	33.93	LT	627.18
33	38+46.5	27.93	LT	627.12
34	38+46.5	15.08	LT	626.89
35	38+46.5	13.08	LT	626.85
36	38+46.5	11.48	LT	626.86
37	38+51.5	48.93	LT	627.67
38	38+51.5	38.93	LT	627.30
39	38+51.5	33.93	LT	627.23
40	38+51.5	27.93	LT	627.17
41	38+51.5	15.08	LT	626.91
42	38+51.5	13.08	LT	626.87
43	38+51.5	12.74	LT	626.87
44	38+51.5	11.25	LT	626.88
45	3861+50.	38.93	LT	627.72
46	38+61.5	33.93	LT	627.58

JACKSON AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
47	38+64.91	33.71	RT	627.30
48	38+64.91	38.71	RT	627.38
49	38+54.91	48.71	RT	627.42
50	38+54.91	38.71	RT	627.06
51	38+54.91	33.71	RT	626.98
52	38+54.91	28.71	RT	626.96
53	38+54.91	15.62	RT	626.91
54	38+54.91	13.62	RT	626.90
55	38+54.91	12.83	RT	626.89
56	38+54.91	11.25	RT	626.90
57	38+49.91	11.97	RT	626.88
58	38+49.91	13.62	RT	626.87
59	38+49.91	15.62	RT	626.88
60	38+49.91	28.71	RT	626.92
61	38+49.91	33.71	RT	626.93
62	38+49.91	38.71	RT	626.96
63	38+49.91	48.71	RT	627.35
64	38+40.62	33.71	RT	626.47
65	38+40.62	38.71	RT	626.39
66	38+38.62	33.71	RT	626.34
67	38+38.62	38.71	RT	626.26
68	38+36.92	33.71	RT	626.35
69	38+36.92	38.71	RT	626.27

JACKSON AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
70	38+12.35	33.85	RT	626.31
71	38+12.35	38.85	RT	626.27
72	38+10.72	33.85	RT	626.30
73	38+12.72	38.85	RT	626.26
74	38+08.72	33.85	RT	626.45
75	38+08.72	38.85	RT	626.41
76	37+98.82	48.85	RT	627.23
77	37+98.82	38.85	RT	627.15
78	37+98.82	33.85	RT	627.11
79	37+98.82	27.85	RT	627.04
80	37+98.82	15.45	RT	626.90
81	37+98.82	13.45	RT	626.87
82	37+98.82	11.82	RT	626.88
83	37+91.82	11.25	RT	626.89
84	37+91.82	12.83	RT	626.88
85	37+91.82	13.45	RT	626.89
86	37+91.82	15.45	RT	626.92
87	37+91.82	27.85	RT	627.09
88	37+91.82	33.85	RT	627.18
89	37+91.82	38.85	RT	627.25
90	37+91.82	48.85	RT	627.65
91	37+81.82	33.85	RT	627.49
92	37+81.82	38.85	RT	627.64

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

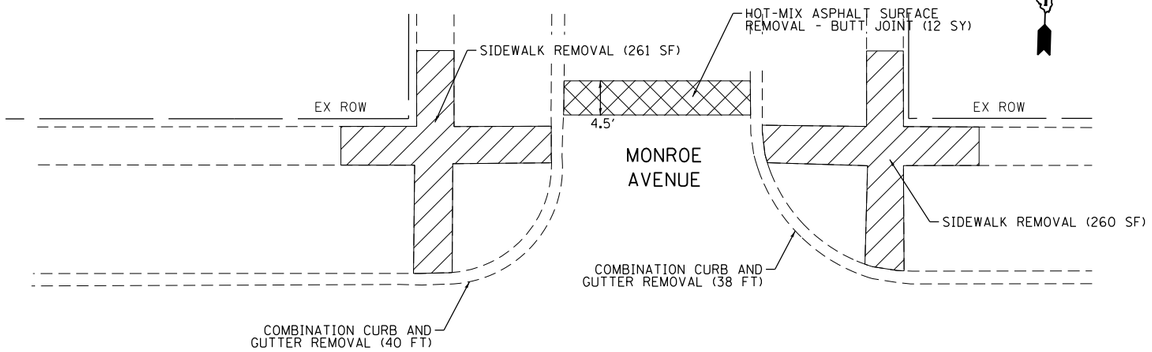
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

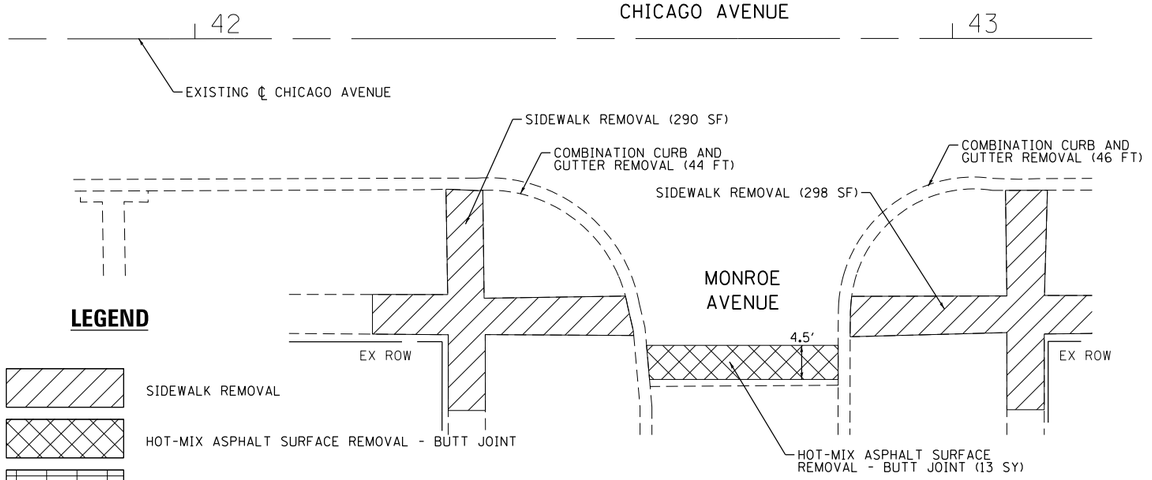
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 7 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	30
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS

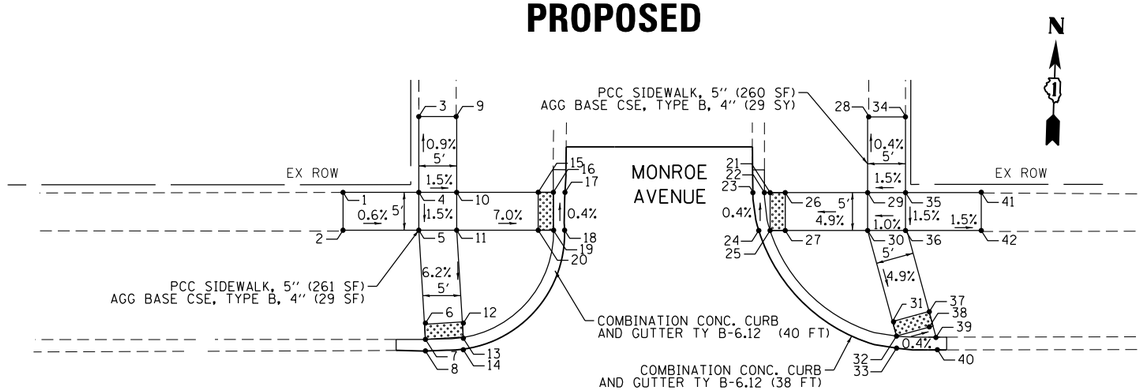


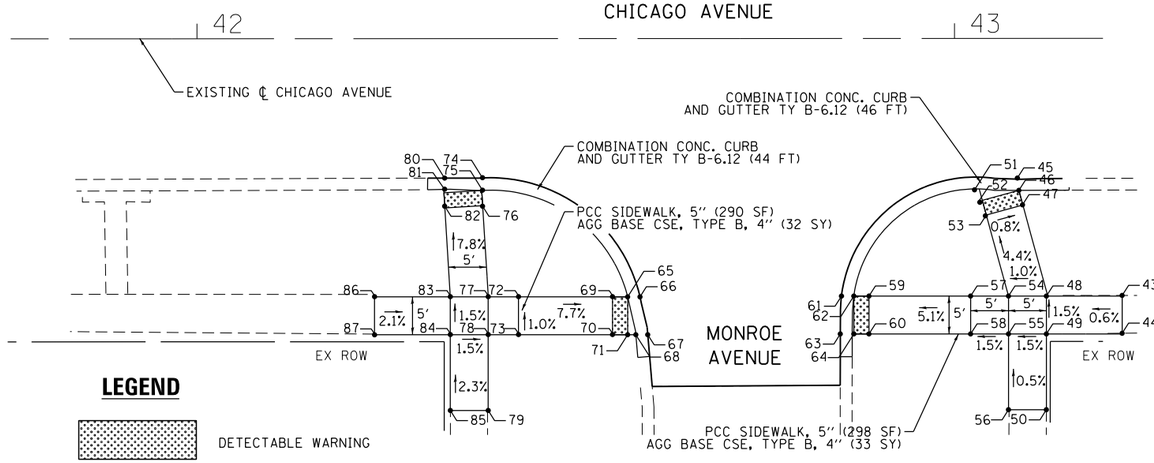


LEGEND

- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL

PROPOSED





LEGEND

- DETECTABLE WARNING

MONROE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	42+19.29	38.99	LT	626.47
2	42+19.29	33.99	LT	626.33
3	42+29.29	48.99	LT	626.40
4	42+29.29	38.99	LT	626.41
5	42+29.29	33.99	LT	626.33
6	42+29.29	21.71	LT	625.56
7	42+29.29	19.71	LT	625.44
8	42+29.29	18.05	LT	625.45
9	42+34.29	48.99	LT	626.24
10	42+34.29	38.99	LT	626.33
11	42+34.29	33.99	LT	626.28
12	42+34.29	21.71	LT	625.60
13	42+34.29	19.71	LT	625.48
14	42+34.29	18.19	LT	625.49
15	42+45.06	38.99	LT	625.58
16	42+47.06	38.99	LT	625.44
17	42+48.6	38.98	LT	625.45
18	42+48.54	33.98	LT	625.47
19	42+47.06	33.99	LT	625.46
20	42+45.06	33.99	LT	625.60
21	42+75.67	38.91	LT	625.45
22	42+74.92	38.91	LT	625.44

MONROE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
23	42+73.4	38.93	LT	625.45
24	42+74.17	33.93	LT	625.49
25	42+75.67	33.91	LT	625.48
26	42+77.67	38.91	LT	625.55
27	42+77.67	33.91	LT	625.58
28	42+88.54	48.91	LT	626.04
29	42+88.54	38.91	LT	626.08
30	42+88.54	33.91	LT	626.03
31	42+88.54	22.74	LT	625.56
32	42+88.54	20.74	LT	625.46
33	42+88.54	19.14	LT	625.47
34	42+93.54	48.91	LT	626.12
35	42+93.54	38.91	LT	626.15
36	42+93.54	33.91	LT	626.08
37	42+93.54	22.74	LT	625.54
38	42+93.54	20.74	LT	625.44
39	42+93.54	19.89	LT	625.43
40	42+93.54	18.25	LT	625.44
41	43+03.54	38.91	LT	626.11
42	43+03.54	33.91	LT	625.93
43	43+22.11	34.00	RT	626.48
44	43+22.11	39.00	RT	626.48

MONROE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
45	43+07.46	18.55	RT	625.85
46	43+07.66	20.06	RT	625.84
47	43+08.3	21.95	RT	625.89
48	43+12.11	34.00	RT	626.42
49	43+12.11	39.00	RT	626.49
50	43+12.11	49.00	RT	626.54
51	43+02.31	19.87	RT	625.81
52	43+02.92	21.66	RT	625.84
53	43+03.56	23.56	RT	625.93
54	43+07.11	34.00	RT	626.37
55	43+07.11	39.00	RT	626.42
56	43+07.11	49.00	RT	626.42
57	43+02.11	34.00	RT	626.30
58	43+02.11	39.00	RT	626.35
59	42+88.69	34.00	RT	625.69
60	42+88.69	39.00	RT	625.68
61	42+85.06	34.00	RT	625.62
62	42+86.69	34.00	RT	625.61
63	42+84.9	39.00	RT	625.59
64	42+86.69	39.00	RT	625.58
65	42+56.84	34.08	RT	625.48
66	42+58.46	34.08	RT	625.49

MONROE AVENUE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
67	42+59.48	39.08	RT	625.39
68	42+57.91	39.08	RT	625.38
69	42+54.84	34.08	RT	625.60
70	42+54.84	39.08	RT	625.52
71	42+56.84	39.08	RT	625.40
72	42+42.45	34.08	RT	626.43
73	42+42.42	39.08	RT	626.48
74	42+38.42	18.36	RT	625.50
75	42+38.42	20.10	RT	625.49
76	42+38.42	22.10	RT	625.65
77	42+38.42	34.08	RT	626.49
78	42+38.42	39.08	RT	626.54
79	42+38.42	49.08	RT	626.67
80	42+33.42	18.40	RT	625.46
81	42+33.42	20.10	RT	625.45
82	42+33.42	22.10	RT	625.61
83	42+33.42	34.08	RT	626.54
84	42+33.42	39.08	RT	626.62
85	42+33.42	49.08	RT	626.85
86	42+23.42	34.08	RT	626.59
87	42+23.42	39.08	RT	626.83

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

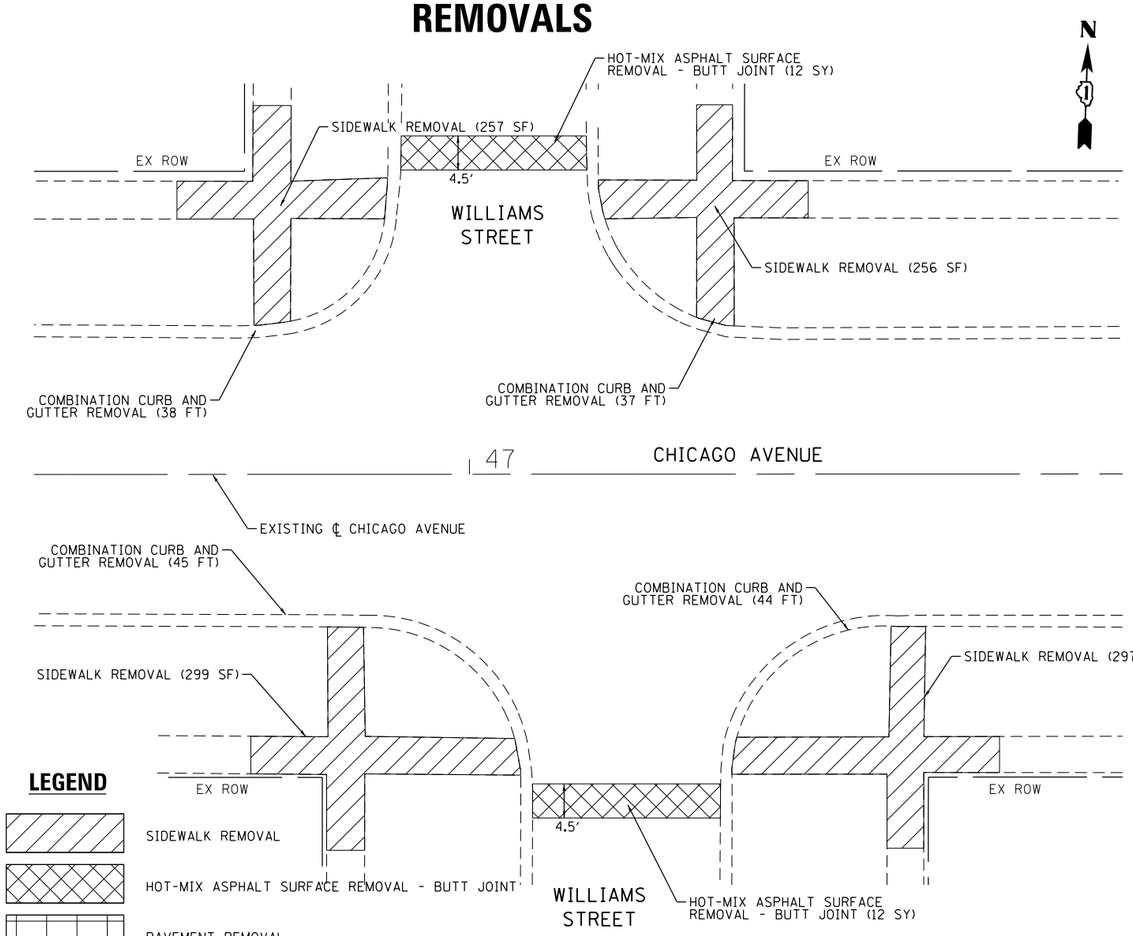
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 8 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	31
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



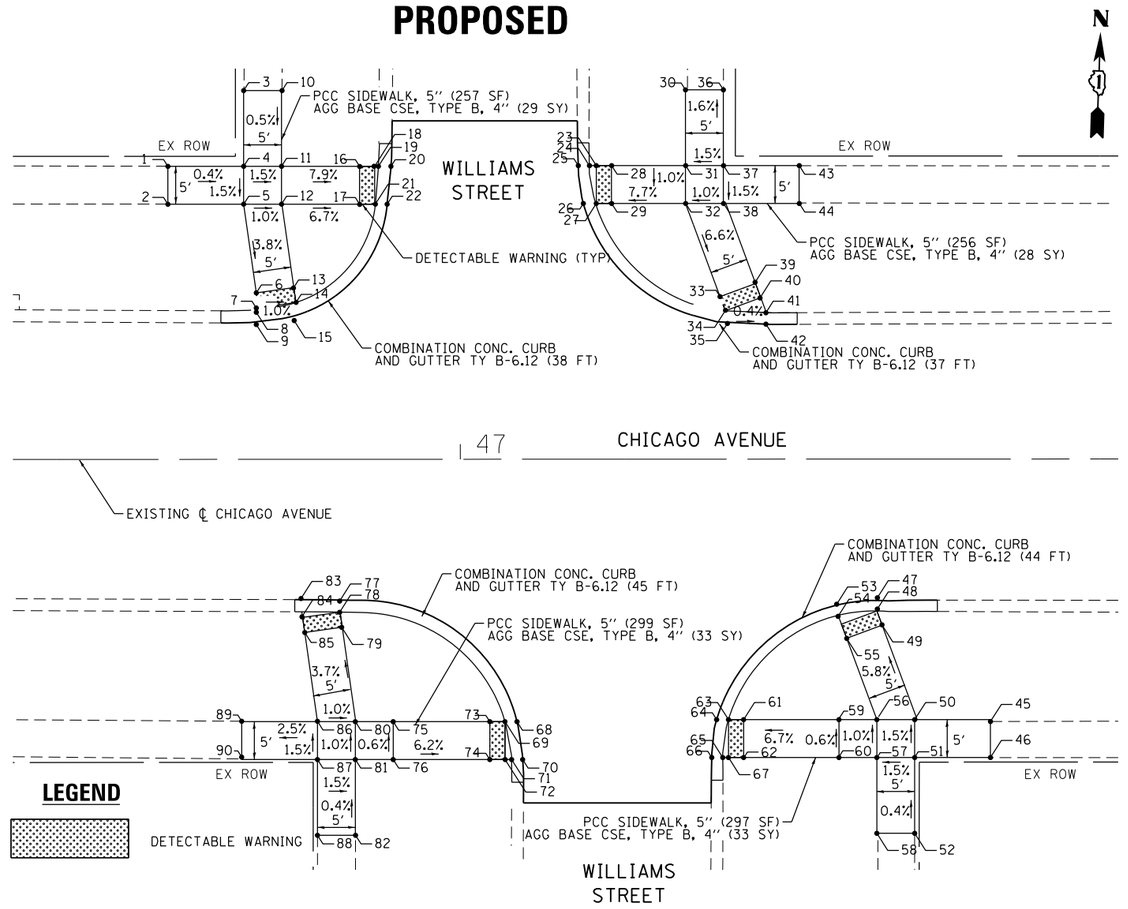
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

WILLIAM STREET				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	46+61.41	38.67	LT	626.37
2	46+61.41	33.67	LT	626.21
3	46+71.41	48.67	LT	626.38
4	46+71.41	38.67	LT	626.33
5	46+71.41	33.67	LT	626.24
6	46+71.41	22.22	LT	625.82
7	46+71.41	20.22	LT	625.74
8	46+71.41	19.66	LT	625.73
9	46+71.41	18.05	LT	625.74
10	46+76.41	48.67	LT	626.38
11	46+76.41	38.67	LT	626.26
12	46+76.41	33.67	LT	626.21
13	46+76.41	22.22	LT	625.77
14	46+76.41	20.22	LT	625.69
15	46+76.41	18.57	LT	625.70
16	46+86.72	38.67	LT	625.45
17	46+86.72	33.67	LT	625.52
18	46+88.72	38.67	LT	625.29
19	46+89.2	38.67	LT	625.28
20	46+90.86	38.67	LT	625.29
21	46+88.72	33.67	LT	625.36
22	46+90.36	33.67	LT	625.37
23	47+17.96	38.75	LT	625.40

WILLIAM STREET				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
24	47+17.03	38.75	LT	625.39
25	47+15.59	38.75	LT	625.40
26	47+16.25	33.75	LT	625.42
27	47+17.96	33.75	LT	625.41
28	47+19.96	38.75	LT	625.57
29	47+19.96	33.75	LT	625.56
30	47+29.74	48.75	LT	626.18
31	47+29.74	38.75	LT	626.31
32	47+29.74	33.75	LT	626.26
33	47+29.74	22.80	LT	625.60
34	47+29.74	20.80	LT	625.47
35	47+29.74	19.28	LT	625.48
36	47+34.74	48.75	LT	626.36
37	47+34.74	38.75	LT	626.38
38	47+34.74	33.75	LT	626.31
39	47+34.74	22.80	LT	625.58
40	47+34.74	20.80	LT	625.45
41	47+34.74	19.59	LT	625.43
42	47+34.74	18.09	LT	625.44
43	47+44.74	38.75	LT	626.37
44	47+44.74	33.75	LT	626.14
45	47+69.97	34.39	RT	626.30
46	47+69.97	39.39	RT	626.50

WILLIAM STREET				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
47	47+59.96	18.63	RT	625.61
48	47+59.96	20.20	RT	625.60
49	47+59.96	22.20	RT	625.72
50	47+59.96	34.39	RT	626.43
51	47+59.96	39.39	RT	626.50
52	47+59.96	49.39	RT	626.54
53	47+54.96	18.66	RT	625.61
54	47+54.96	20.20	RT	625.60
55	47+54.96	22.20	RT	625.72
56	47+54.96	34.39	RT	626.38
57	47+54.96	39.39	RT	626.43
58	47+54.96	49.39	RT	626.44
59	47+49.96	34.39	RT	626.33
60	47+49.96	39.39	RT	626.36
61	47+37.38	34.39	RT	625.51
62	47+37.38	39.39	RT	625.51
63	47+35.38	34.39	RT	625.38
64	47+33.82	34.39	RT	625.39
65	47+34.62	39.39	RT	625.37
66	47+33.18	39.39	RT	625.38
67	47+35.38	39.39	RT	625.38
68	47+07.47	34.62	RT	625.61
69	47+05.88	34.62	RT	625.60

WILLIAM STREET				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
70	47+08.21	39.62	RT	625.53
71	47+06.75	39.62	RT	625.52
72	47+05.88	39.62	RT	625.53
73	47+03.88	34.62	RT	625.72
74	47+03.88	39.62	RT	625.65
75	46+91.13	34.62	RT	626.42
76	46+91.13	39.62	RT	626.45
77	46+83.36	18.56	RT	625.98
78	46+83.62	20.16	RT	625.97
79	46+83.97	22.13	RT	626.04
80	46+86.13	34.62	RT	626.47
81	46+86.13	39.62	RT	626.52
82	46+86.13	49.62	RT	626.48
83	46+78.35	18.52	RT	625.99
84	46+78.69	21.04	RT	625.98
85	46+79.05	23.01	RT	626.05
86	46+81.13	34.62	RT	626.52
87	46+81.13	39.62	RT	626.59
88	46+81.13	49.62	RT	626.60
89	46+71.13	34.62	RT	626.27
90	46+71.13	39.62	RT	626.53

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

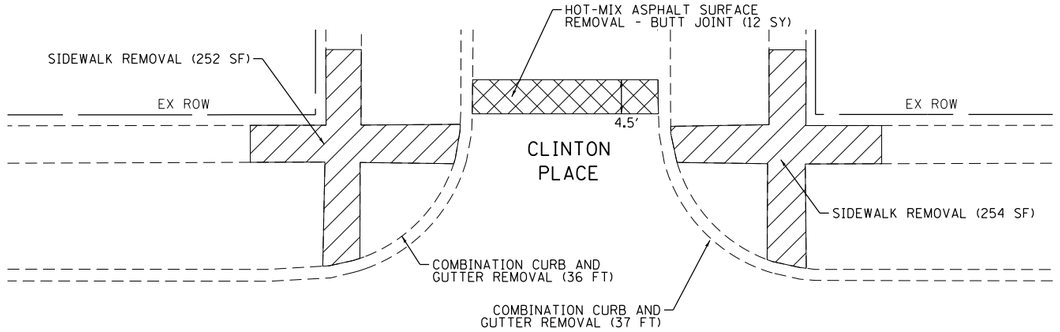
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 9 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	32
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS



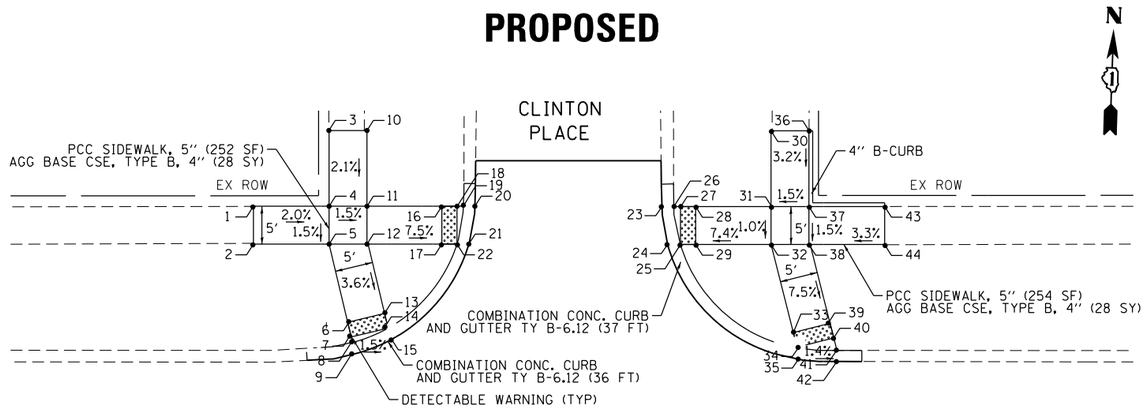
LEGEND

SIDEWALK REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

PAVEMENT REMOVAL

PROPOSED



LEGEND

DETECTABLE WARNING

CLINTON PLACE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
1	51+03.41	38.60	LT	626.46
2	51+03.41	33.60	LT	626.34
3	51+13.41	48.60	LT	626.47
4	51+13.41	38.60	LT	626.26
5	51+13.41	33.60	LT	626.18
6	51+13.41	23.23	LT	625.84
7	51+13.41	21.23	LT	625.77
8	51+13.41	20.04	LT	625.77
9	51+13.41	18.44	LT	625.78
10	51+18.41	48.60	LT	626.37
11	51+18.41	38.60	LT	626.18
12	51+18.41	33.60	LT	626.13
13	51+18.41	23.23	LT	625.76
14	51+18.41	21.23	LT	625.69
15	51+18.41	19.61	LT	625.70
16	51+28.29	38.60	LT	625.44
17	51+28.29	33.60	LT	625.40
18	51+30.29	38.60	LT	625.29
19	51+31.12	38.60	LT	625.28
20	51+32.65	38.60	LT	625.29
21	51+31.52	33.60	LT	625.26
22	51+30.29	33.60	LT	625.25

CLINTON PLACE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
23	51+57.35	38.54	LT	625.60
24	51+58.09	33.54	LT	625.67
25	51+59.79	33.54	LT	625.66
26	51+58.91	38.54	LT	625.59
27	51+59.79	38.54	LT	625.60
28	51+61.79	38.54	LT	625.75
29	51+61.79	33.54	LT	625.81
30	51+71.75	48.54	LT	626.68
31	51+71.75	38.54	LT	626.48
32	51+71.75	33.54	LT	626.43
33	51+71.75	22.81	LT	625.74
34	51+71.75	20.81	LT	625.59
35	51+71.75	19.26	LT	625.60
36	51+76.75	48.54	LT	626.87
37	51+76.75	38.54	LT	626.55
38	51+76.75	33.54	LT	626.48
39	51+76.75	22.81	LT	625.67
40	51+76.75	20.81	LT	625.52
41	51+76.75	19.71	LT	625.50
42	51+76.75	18.20	LT	625.51
43	51+86.75	38.54	LT	626.88
44	51+86.75	33.54	LT	626.72

CLINTON PLACE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
45	52+03.79	33.96	RT	626.33
46	52+03.79	38.96	RT	626.41
47	51+89.5	19.41	RT	625.55
48	51+89.95	20.85	RT	625.54
49	51+90.06	21.21	RT	625.55
50	51+90.65	23.12	RT	625.67
51	51+93.79	33.96	RT	626.28
52	51+93.79	38.96	RT	626.35
53	51+93.79	48.96	RT	626.39
54	51+84.71	21.26	RT	625.57
55	51+85.28	22.65	RT	625.56
56	51+85.88	24.60	RT	625.67
57	51+88.79	33.96	RT	626.23
58	51+88.79	38.96	RT	626.28
59	51+88.79	48.96	RT	626.30
60	51+78.34	33.96	RT	625.68
61	51+78.34	38.96	RT	625.63
62	51+76.34	38.96	RT	625.51
63	51+74.76	33.96	RT	625.57
64	51+76.34	33.96	RT	625.56
65	51+73.91	38.96	RT	625.51
66	51+75.47	38.96	RT	625.50

CLINTON PLACE				
POINT No.:	STATION	DISTANCE	OFFSET	ELEV.
67	51+46.62	33.93	RT	625.48
68	51+48.09	33.93	RT	625.49
69	51+48.83	38.93	RT	625.42
70	51+47.47	38.93	RT	625.41
71	51+46.62	38.93	RT	625.42
72	51+44.62	33.93	RT	625.62
73	51+44.62	38.93	RT	625.56
74	51+30.48	18.87	RT	625.71
75	51+30.67	20.53	RT	625.70
76	51+31.24	22.45	RT	625.79
77	51+34.44	33.93	RT	626.25
78	51+34.44	38.93	RT	626.30
79	51+34.44	48.93	RT	626.27
80	51+25.18	18.47	RT	625.79
81	51+25.31	20.04	RT	625.78
82	51+25.88	21.95	RT	625.79
83	51+86.45	23.07	RT	625.88
84	51+29.44	33.93	RT	626.30
85	51+29.44	38.93	RT	626.37
86	51+29.44	48.93	RT	626.39
87	51+19.44	33.93	RT	626.25
88	51+19.44	38.93	RT	626.35

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

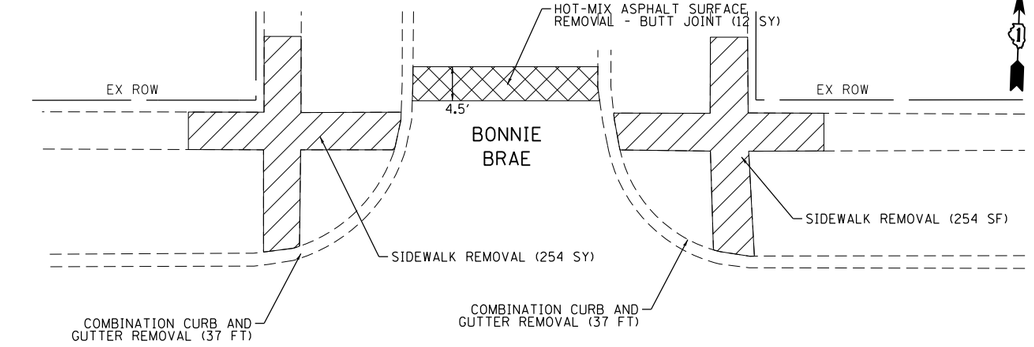
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

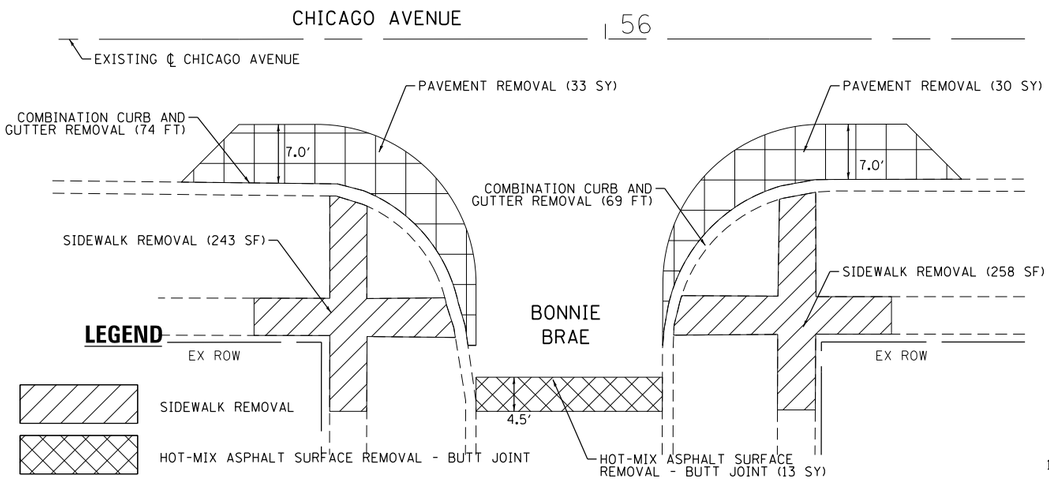
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 10 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	33
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

REMOVALS

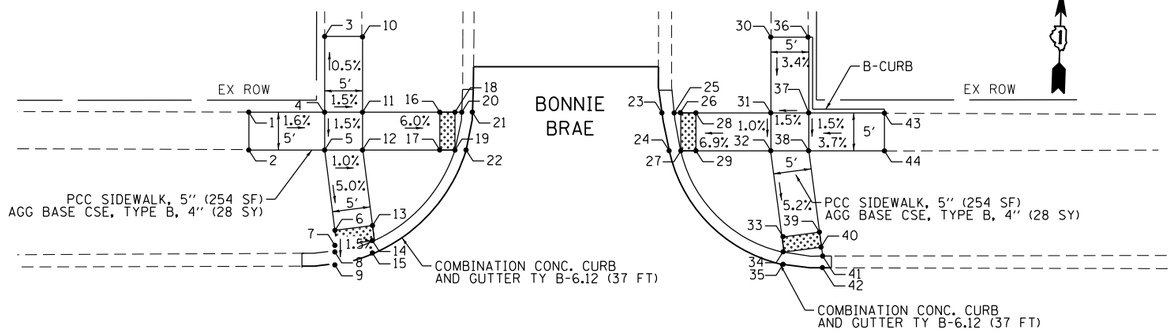


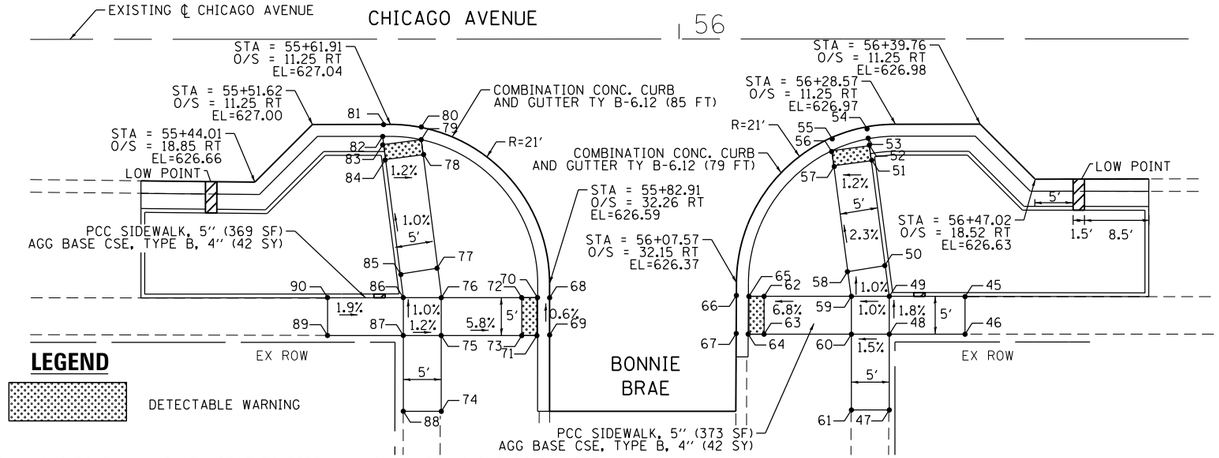


LEGEND

- SIDEWALK REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- PAVEMENT REMOVAL

PROPOSED





LEGEND

- DETECTABLE WARNING

1. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

BONNIE BRAE				
POINT NO.:	STATION	DISTANCE	OFFSET	ELEV.
1	55+44.96	38.41	LT	627.52
2	55+44.96	33.41	LT	627.40
3	55+54.96	48.41	LT	627.35
4	55+54.96	38.41	LT	627.36
5	55+54.96	33.41	LT	627.29
6	55+54.96	22.83	LT	626.76
7	55+54.96	20.83	LT	626.66
8	55+54.96	19.94	LT	626.65
9	55+54.96	18.26	LT	626.66
10	55+59.96	48.41	LT	627.24
11	55+59.96	38.41	LT	627.29
12	55+59.96	33.41	LT	627.24
13	55+59.96	22.83	LT	626.72
14	55+59.96	20.83	LT	626.62
15	55+59.96	19.20	LT	626.63
16	55+70.16	38.41	LT	626.67
17	55+70.16	33.41	LT	626.69
18	55+72.16	38.41	LT	626.55
19	55+72.16	33.41	LT	626.57
20	55+73.06	38.41	LT	626.54
21	55+74.47	38.41	LT	626.55
22	55+73.64	33.41	LT	626.58
23	56+99.5	38.29	LT	626.25

BONNIE BRAE				
POINT NO.:	STATION	DISTANCE	OFFSET	ELEV.
24	56.00.45	33.29	LT	626.28
25	56+01.1	38.29	LT	626.24
26	56+01.97	38.29	LT	625.25
27	56+01.97	33.29	LT	626.27
28	56+03.97	38.29	LT	626.38
29	56+03.97	33.29	LT	626.40
30	56+13.87	48.29	LT	627.39
31	56+13.87	38.29	LT	627.07
32	56+13.87	33.29	LT	627.02
33	56+13.87	22.34	LT	626.49
34	56+13.87	20.34	LT	626.39
35	56+13.87	18.69	LT	626.40
36	56+18.87	48.29	LT	627.48
37	56+18.87	38.29	LT	627.14
38	56+18.87	33.29	LT	627.07
39	56+18.87	22.34	LT	626.50
40	56+18.87	20.34	LT	626.40
41	56+18.87	19.41	LT	626.39
42	56+18.87	17.89	LT	626.40
43	56+28.87	38.29	LT	627.51
44	56+28.87	33.29	LT	627.42
45	56+37.75	33.97	RT	627.28
46	56+37.75	38.97	RT	627.41

BONNIE BRAE				
POINT NO.:	STATION	DISTANCE	OFFSET	ELEV.
47	56+27.75	48.97	RT	627.39
48	56+27.75	38.97	RT	627.37
49	56+27.75	33.97	RT	627.30
50	56+27.16	29.91	RT	627.27
51	56+24.91	16.17	RT	627.22
52	56+24.59	14.25	RT	626.94
53	56+24.43	13.28	RT	626.90
54	56+24.32	11.69	RT	626.91
55	56+19.41	13.36	RT	626.86
56	56+19.65	15.00	RT	626.85
57	56+19.97	16.98	RT	626.89
58	56+22.22	30.72	RT	627.22
59	56+22.75	33.97	RT	627.25
60	56+22.75	38.97	RT	627.30
61	56+22.75	48.97	RT	627.24
62	56+11.22	33.97	RT	626.51
63	56+11.22	38.97	RT	626.53
64	56+09.22	38.97	RT	626.39
65	56+09.22	33.97	RT	626.37
66	56+07.57	33.97	RT	626.38
67	56+07.54	38.97	RT	626.40
68	55+82.91	34.12	RT	626.47
69	55+82.91	39.12	RT	626.51

BONNIE BRAE				
POINT NO.:	STATION	DISTANCE	OFFSET	ELEV.
70	55+81.24	34.12	RT	626.47
71	55+81.24	39.12	RT	626.50
72	55+79.24	34.12	RT	626.59
73	55+79.24	39.12	RT	626.62
74	55+68.61	49.12	RT	627.12
75	55+68.61	39.12	RT	627.23
76	55+68.61	34.12	RT	627.18
77	55+68.05	30.23	RT	627.15
78	55+65.63	15.11	RT	627.00
79	55+65.31	13.13	RT	627.01
80	55+65.11	1.49	RT	627.02
81	55+59.86	11.25	RT	627.05
82	55+60.2	12.83	RT	627.04
83	55+60.38	13.92	RT	627.05
84	55+60.69	15.90	RT	627.06
85	55+63.11	31.02	RT	627.21
86	55+63.61	34.12	RT	627.24
87	55+63.61	39.12	RT	627.29
88	55+63.61	49.12	RT	627.32
89	55+53.61	39.12	RT	627.21
90	55+53.61	34.12	RT	627.05

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

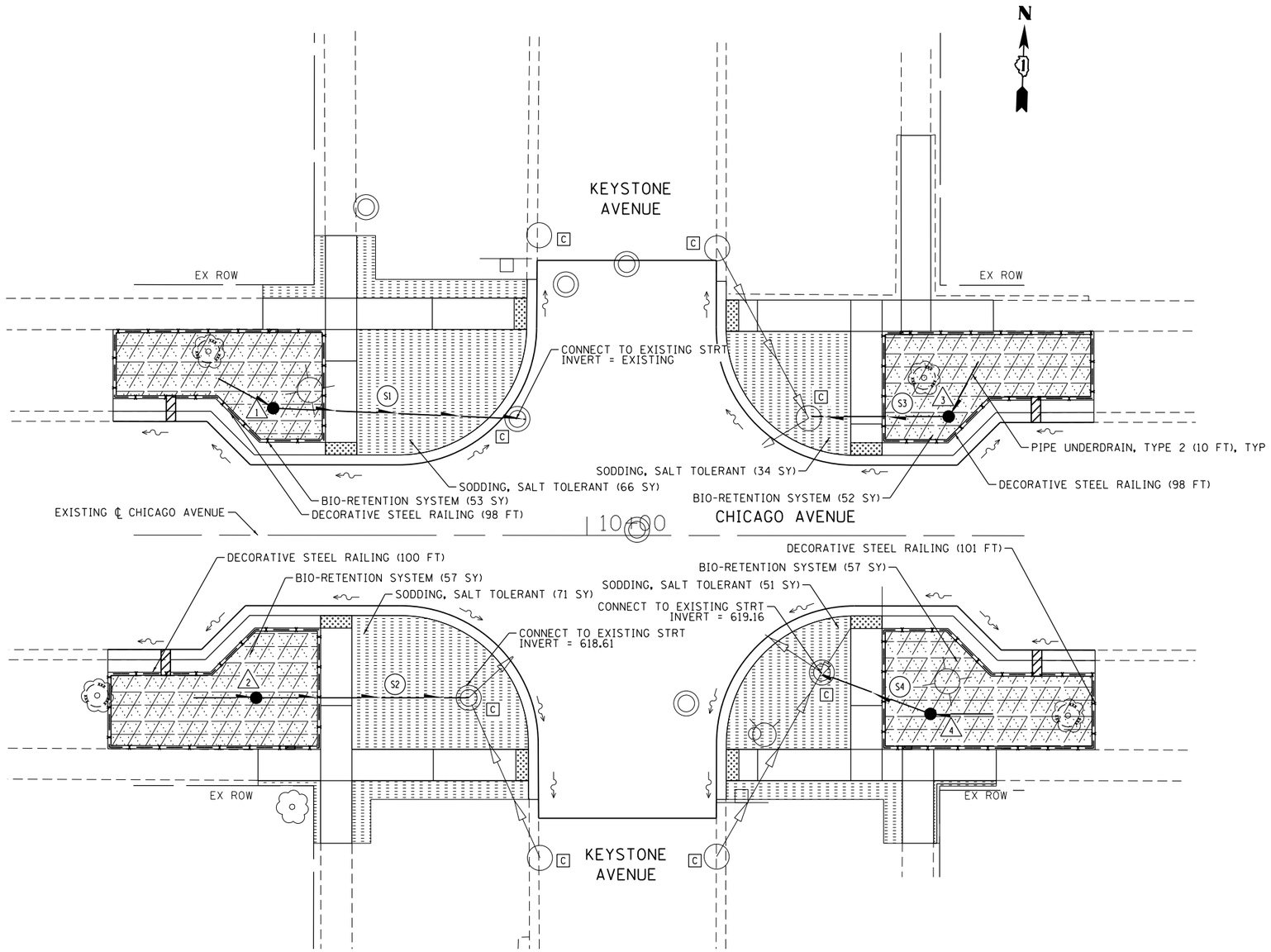
USER NAME = cesario	DESIGNED - WT	REVISED -	
	DRAWN - WT	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -	
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
ADA RAMP ELEVATION /GEOMETRIC PLAN

SCALE: 1"=10' | SHEET 11 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	34
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			



LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING
- XX PROPOSED STORM STRUCTURE
- SXX PROPOSED STORM SEWER
- R EXISTING STRUCTURE TO BE REMOVED
- C EXISTING STRUCTURE/SEWER TO BE CLEANED
- AB EXISTING STORM SEWER TO BE ABANDONED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

NOTES:

1. EACH PROPOSED OVERFLOW STRUCTURE LOCATED WITHIN THE BIO-RETENTION SHYSTEM SHALL HAVE A PIPE UNDERDRAIN, TY 2 CONNECTION ENTERING THE STRUCTURE.
2. TURF REINFORCEMENT MAT SHALL BE INSTALLED BEHIND EACH CURB CUT IN BIO-RETETION SYSTEMS. EACH MAT SHALL BE 5 FEET BY 5 FEET.
3. AN ADDITIONAL NOMINAL QUANTITY OF TEMPORARY FENCE OF 50 FEET HAS BEEN INCLUDED TO BE USED AS THE FIELD CONDITIONS NECESSITATE AND AS DIRECTED BY THE ENGINEER.
4. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.045 AC = 2.75 LBS	2.75 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.045 AC = 2.75 LBS	2.75 LBS

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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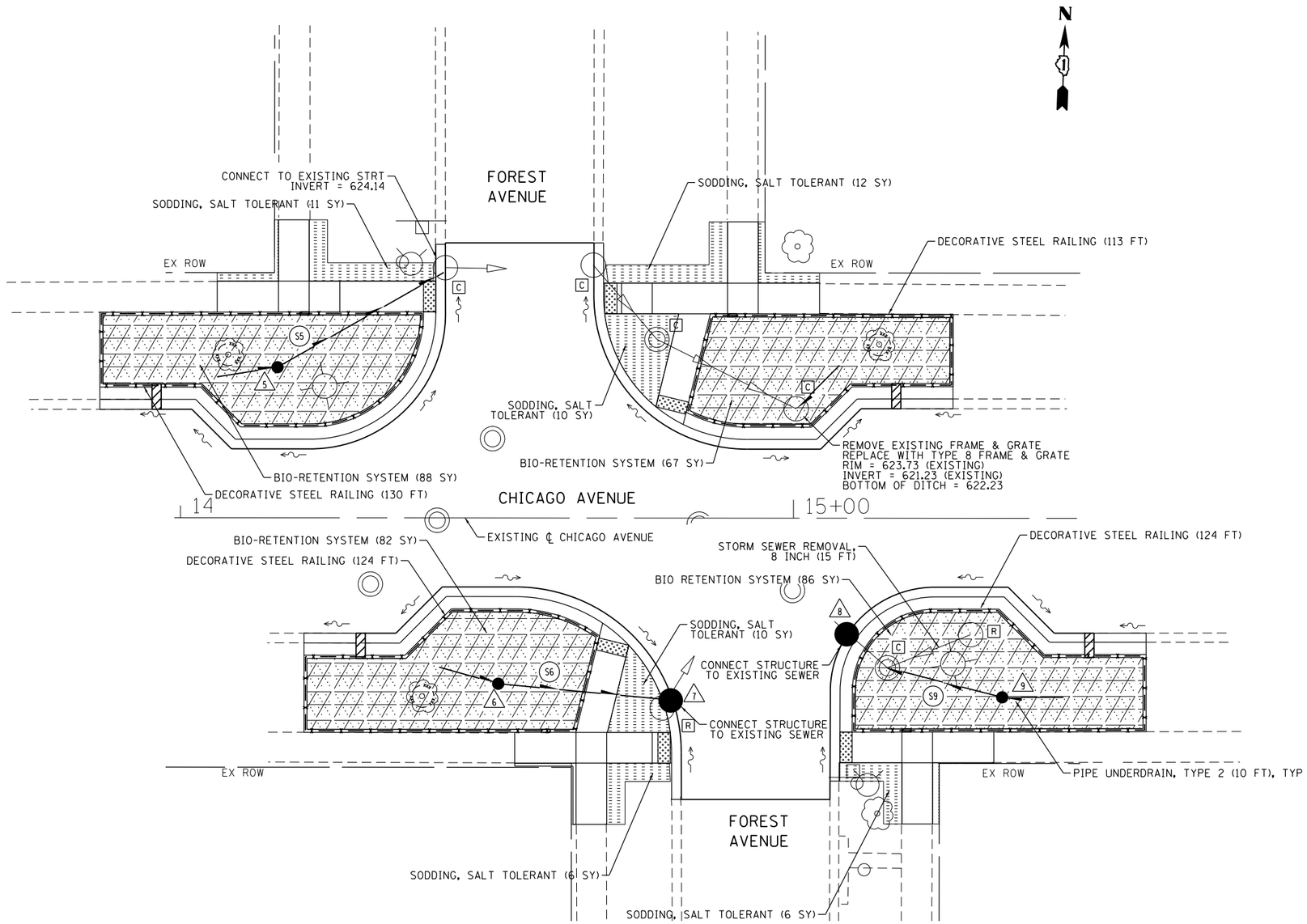
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

SCALE: 1"=10' | SHEET 1 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	35
		CONTRACT NO. 61E54		
		ILLINOIS FED. AID PROJECT		



LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING
- PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- R EXISTING STRUCTURE TO BE REMOVED
- C EXISTING STRUCTURE/SEWER TO BE CLEANED
- AB EXISTING STORM SEWER TO BE ABANDONED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

NOTES:

1. EACH PROPOSED OVERFLOW STRUCTURE LOCATED WITHIN THE BIO-RETENTION SHYSTEM SHALL HAVE A PIPE UNDERDRAIN, TY 2 CONNECTION ENTERING THE STRUCTURE.
2. TURF REINFORCEMENT MAT SHALL BE INSTALLED BEHIND EACH CURB CUT IN BIO-RETETION SYSTEMS. EACH MAT SHALL BE 5 FEET BY 5 FEET.
3. AN ADDITIONAL NOMINAL QUANTITY OF TEMPORARY FENCE OF 50 FEET HAS BEEN INCLUDED TO BE USED AS THE FIELD CONDITIONS NECESSITATE AND AS DIRECTED BY THE ENGINEER.
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FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.011 AC = 0.68 LBS	0.68 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.011 AC = 0.68 LBS	0.68 LBS

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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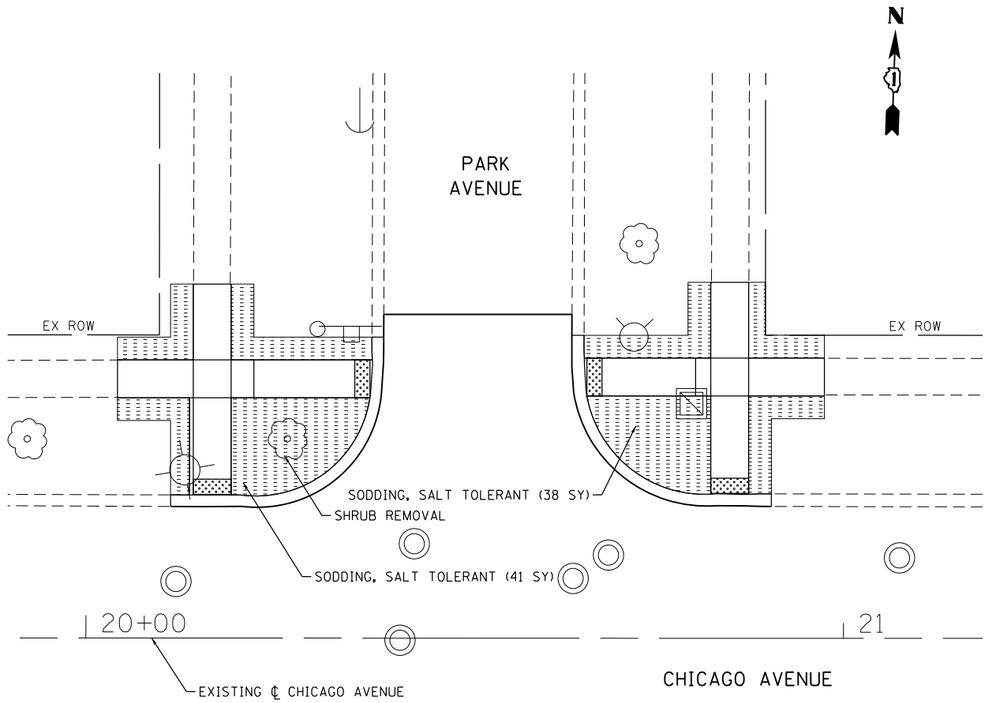
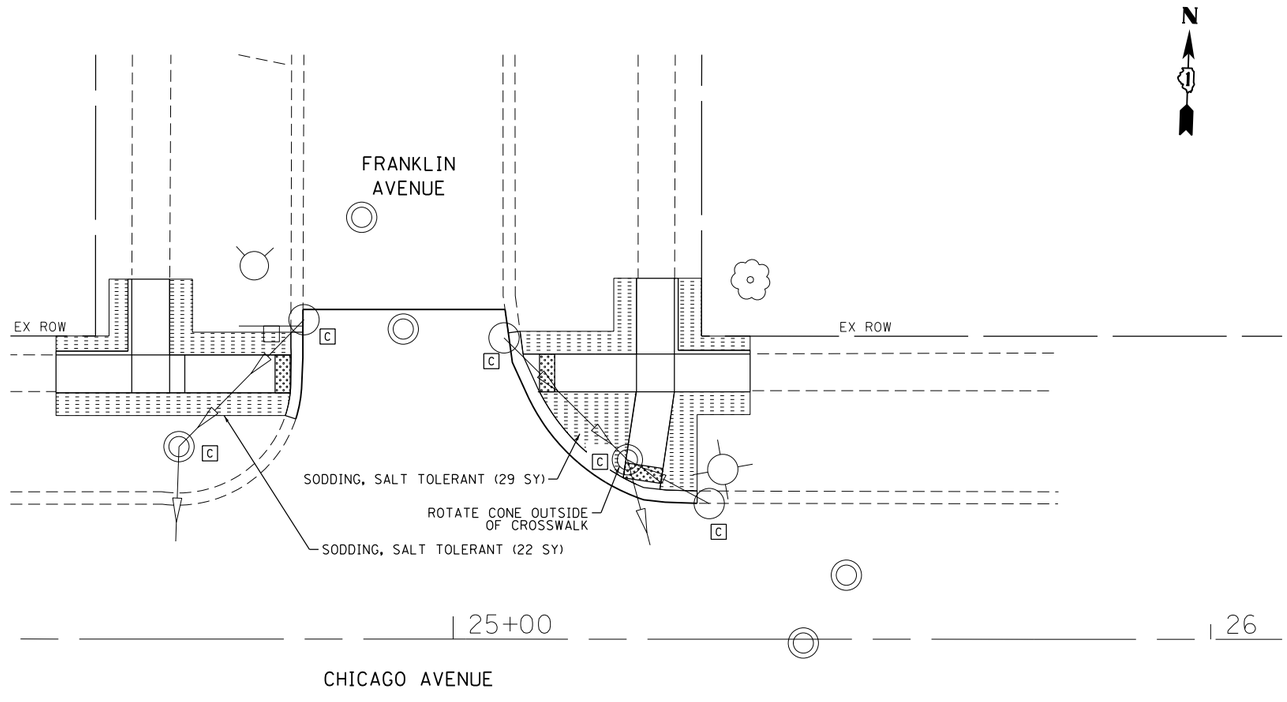
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

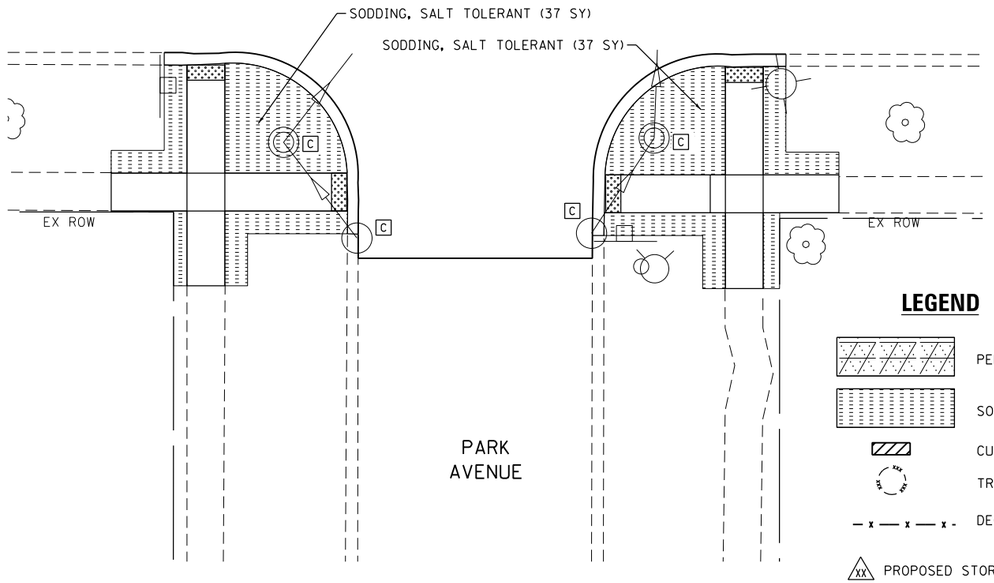
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

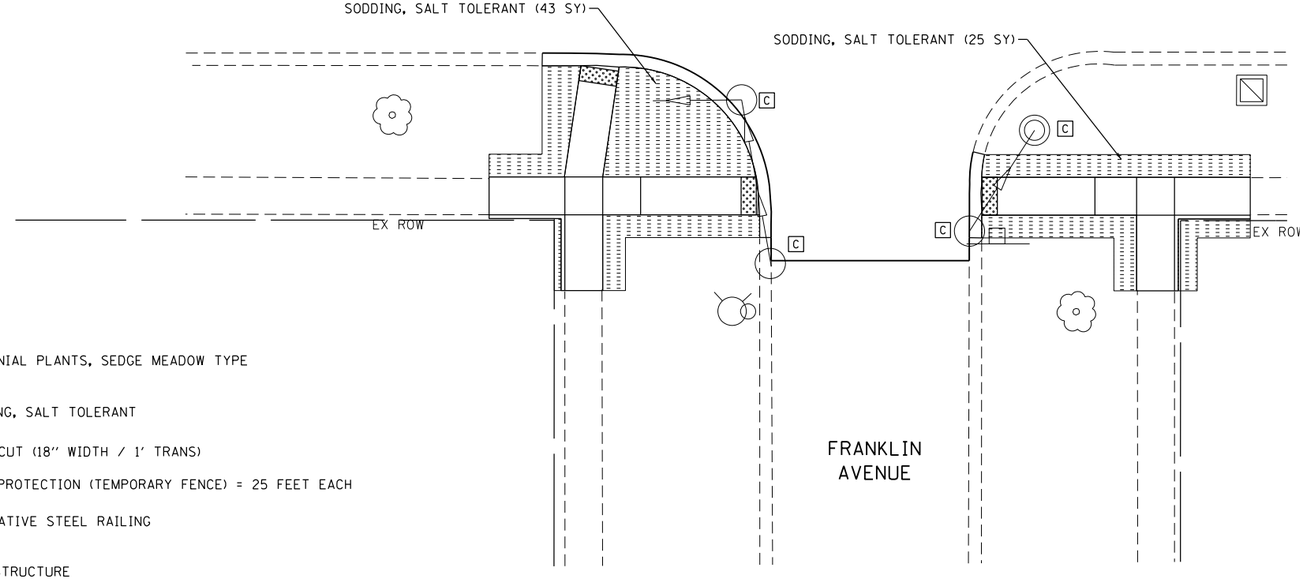
SCALE: 1"=10' | SHEET 1 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	36
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			









LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING
- XX PROPOSED STORM STRUCTURE
- SXX PROPOSED STORM SEWER
- R EXISTING STRUCTURE TO BE REMOVED
- C EXISTING STRUCTURE/SEWER TO BE CLEANED
- AB EXISTING STORM SEWER TO BE ABANDONED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.056 AC = 3.37 LBS	3.37 LBS

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ITASCA, ILLINOIS

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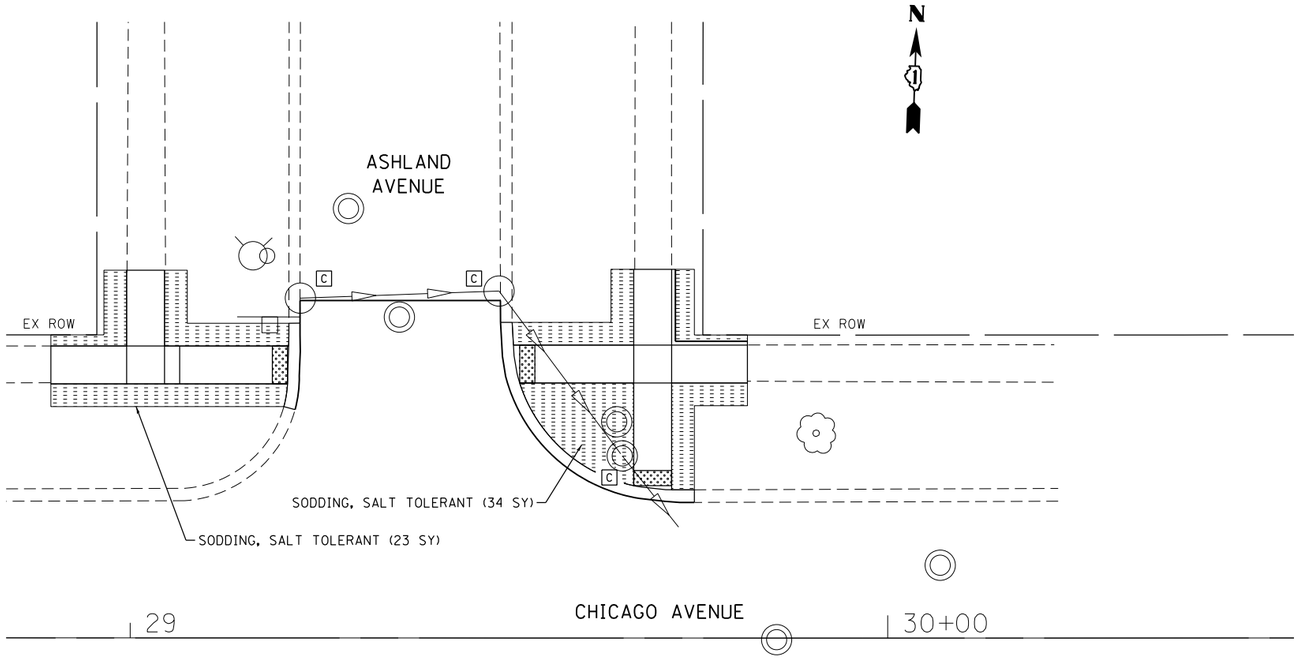
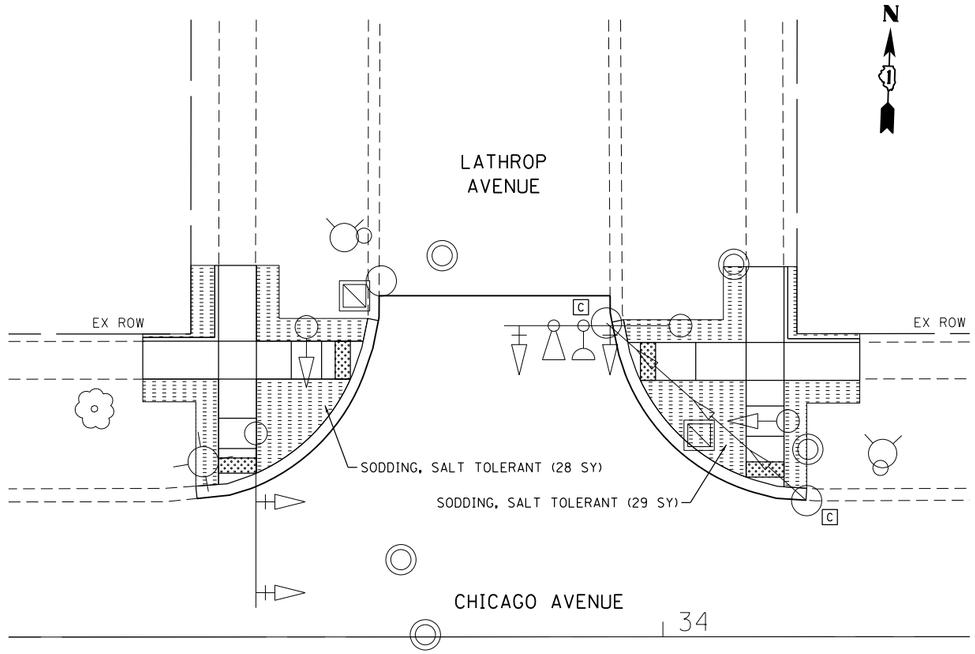
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

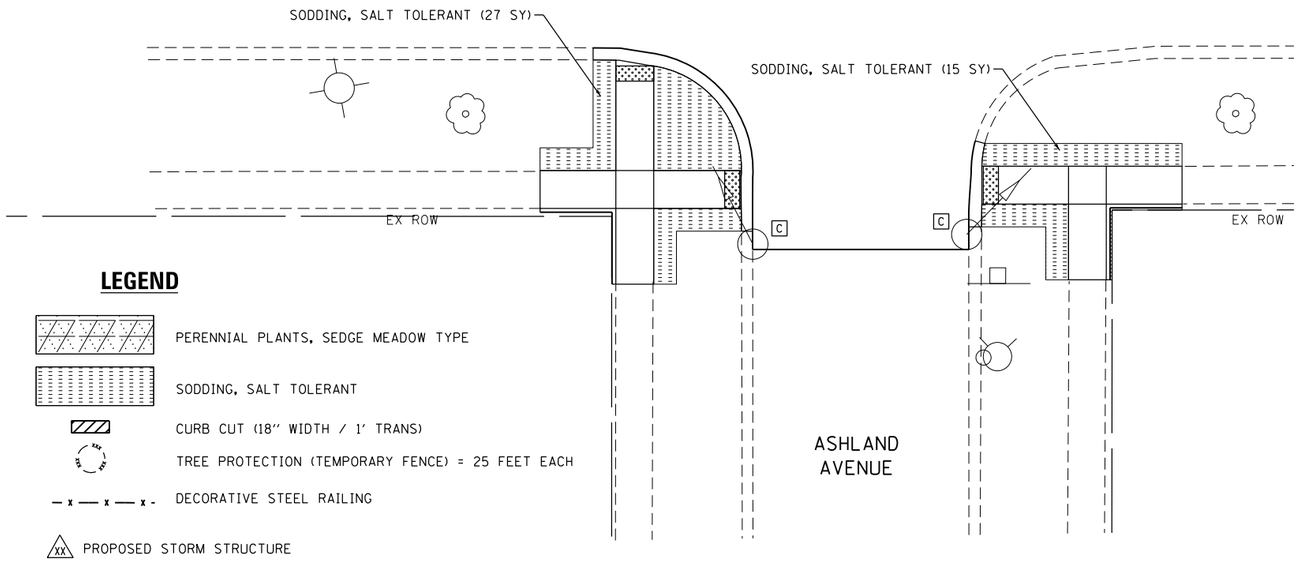
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

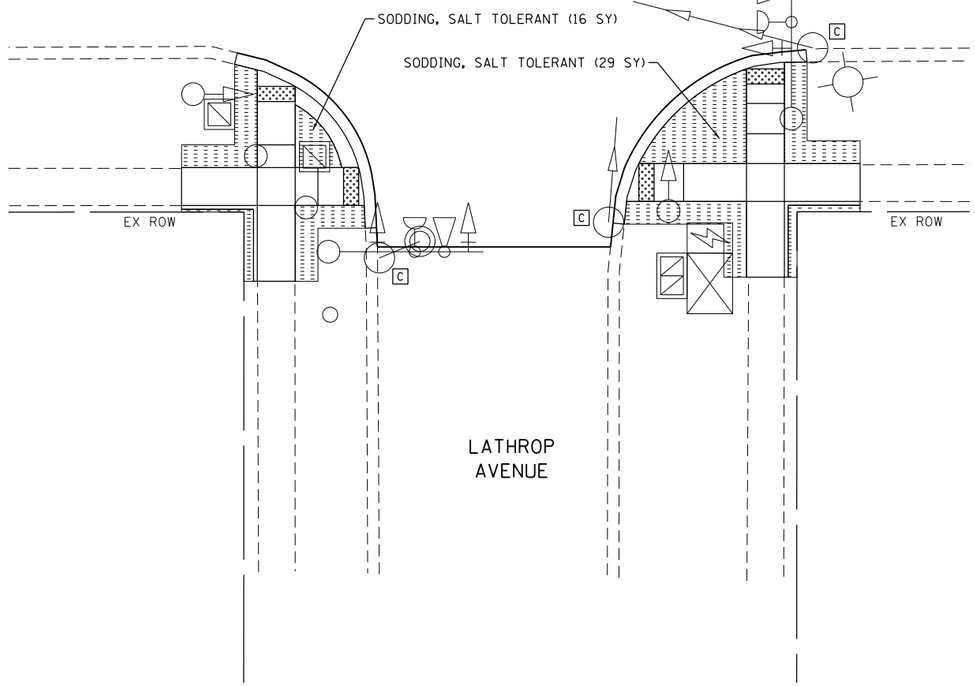
SCALE: 1"=10' | SHEET 2 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	37
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			









LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING

- XX PROPOSED STORM STRUCTURE
- SXX PROPOSED STORM SEWER
- R EXISTING STRUCTURE TO BE REMOVED
- C EXISTING STRUCTURE/SEWER TO BE CLEANED
- AB EXISTING STORM SEWER TO BE ABANDONED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.042 AC = 2.49 LBS	2.49 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.042 AC = 2.49 LBS	2.49 LBS

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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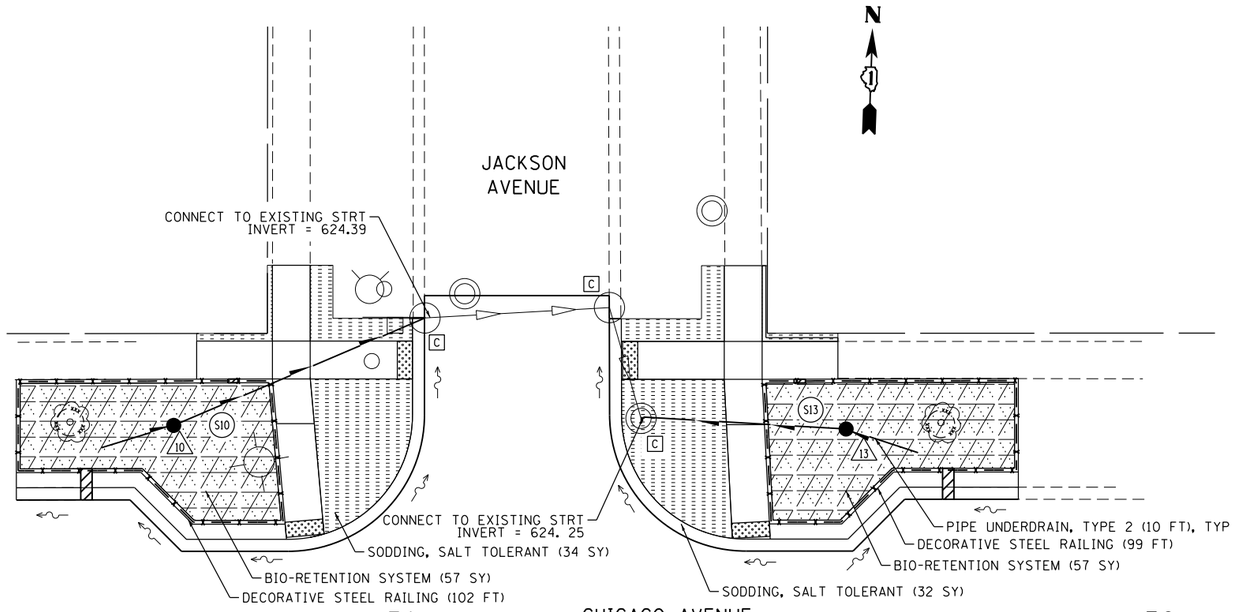
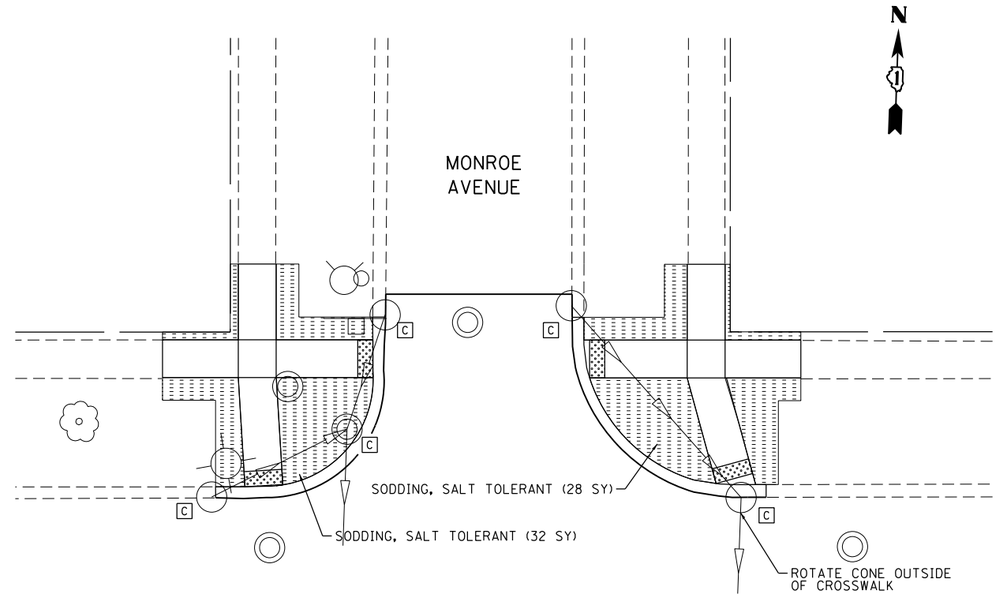
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

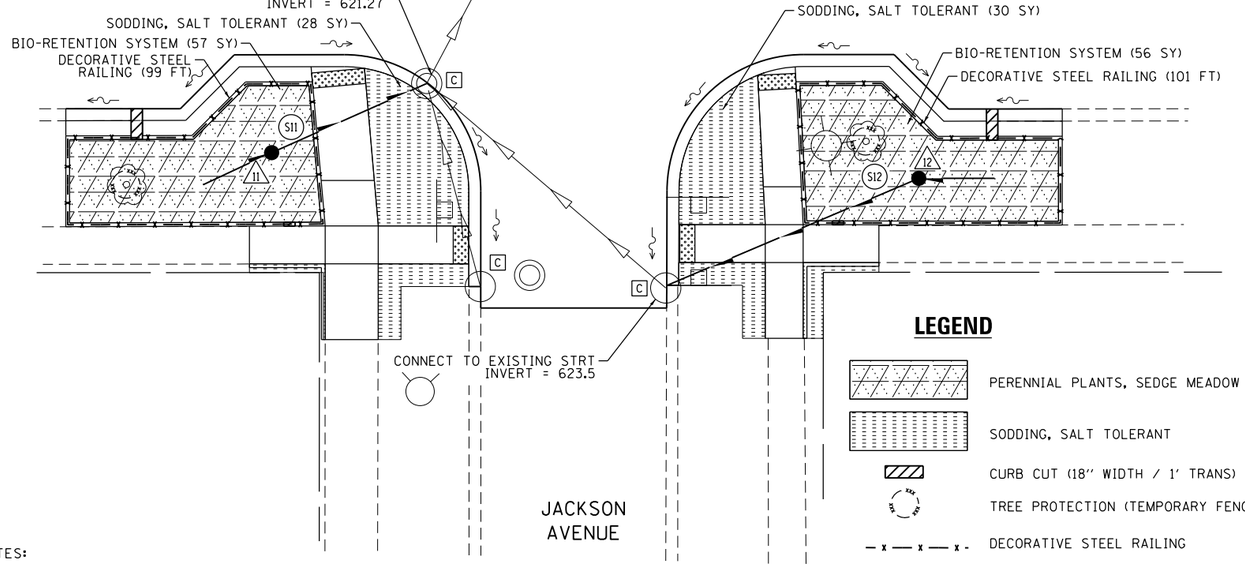
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

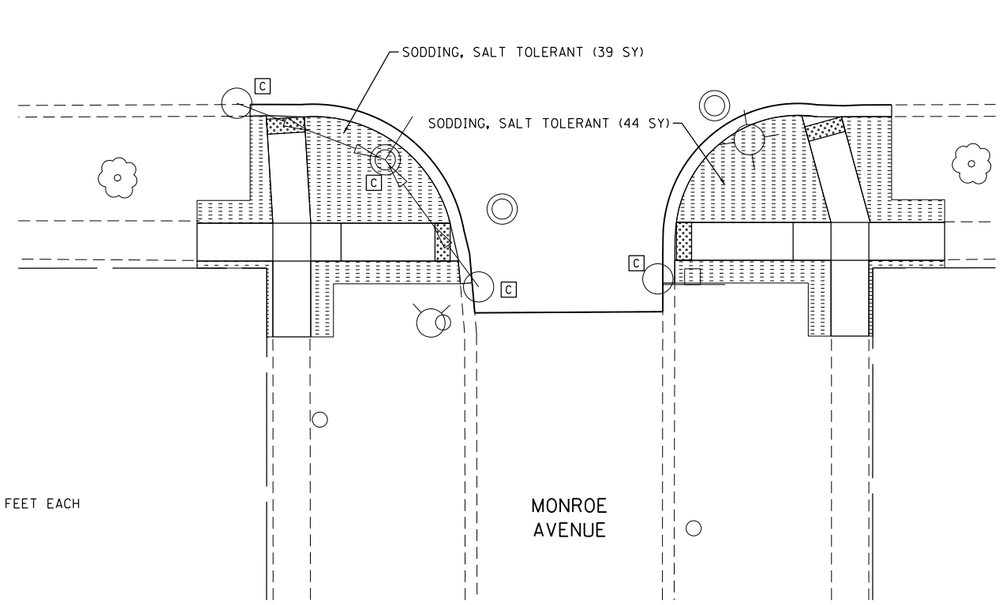
SCALE: 1"=10' | SHEET 3 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	38
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			









LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING
- PROPOSED STORM STRUCTURE
- (SXX) PROPOSED STORM SEWER
- [R] EXISTING STRUCTURE TO BE REMOVED
- [C] EXISTING STRUCTURE/SEWER TO BE CLEANED
- [AB] EXISTING STORM SEWER TO BE ABANDONED
- [ADJ] EXISTING STRUCTURE TO BE ADJUSTED

NOTES:

1. EACH PROPOSED OVERFLOW STRUCTURE LOCATED WITHIN THE BIO-RETENTION SHYSTEM SHALL HAVE A PIPE UNDERDRAIN, TY 2 CONNECTION ENTERING THE STRUCTURE.
2. TURF REINFORCEMENT MAT SHALL BE INSTALLED BEHIND EACH CURB CUT IN BIO-RETETION SYSTEMS. EACH MAT SHALL BE 5 FEET BY 5 FEET.
3. AN ADDITIONAL NOMINAL QUANTITY OF TEMPORARY FENCE OF 50 FEET HAS BEEN INCLUDED TO BE USED AS THE FIELD CONDITIONS NECESSITATE AND AS DIRECTED BY THE ENGINEER.
4. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.055 AC = 3.31 LBS	3.31 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.055 AC = 3.31 LBS	3.31 LBS

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

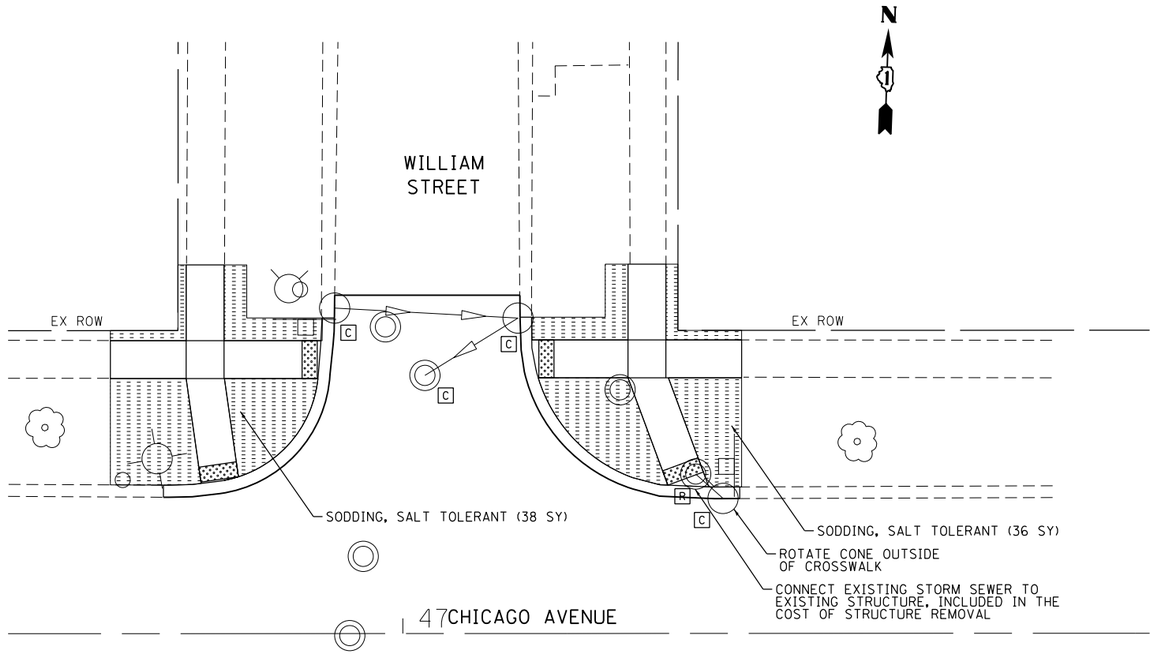
USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

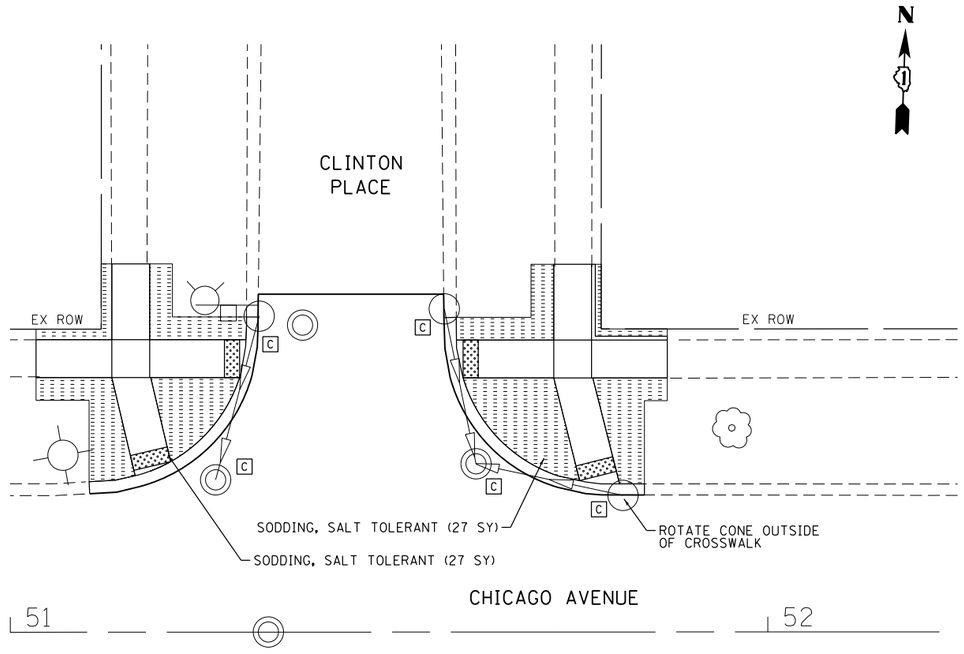
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

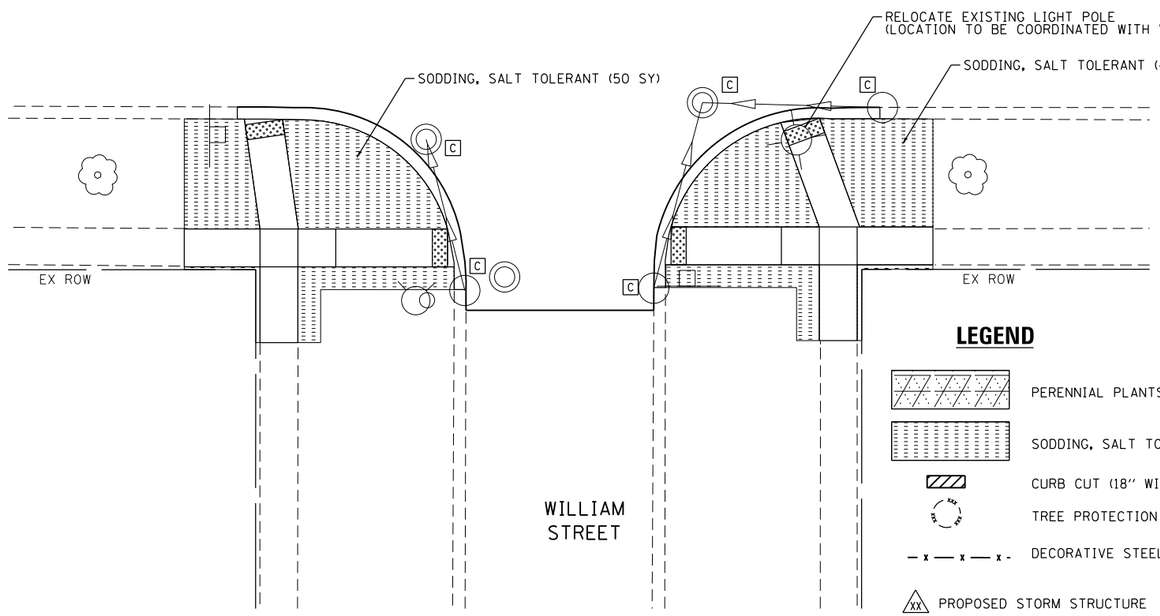
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

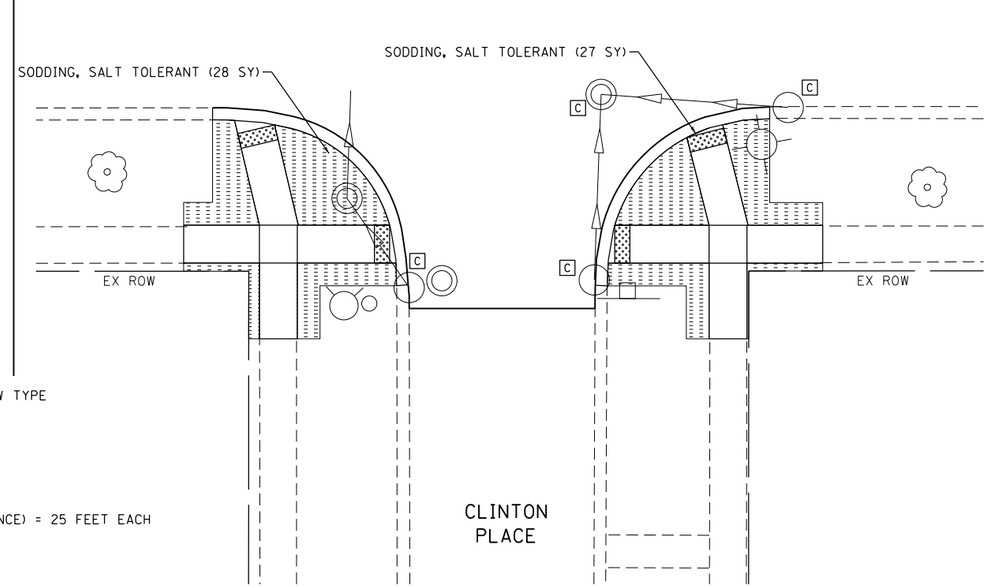
SCALE: 1"=10' | SHEET 4 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	39
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			









LEGEND

- PERENNIAL PLANTS, SEDGE MEADOW TYPE
- SODDING, SALT TOLERANT
- CURB CUT (18" WIDTH / 1' TRANS)
- TREE PROTECTION (TEMPORARY FENCE) = 25 FEET EACH
- DECORATIVE STEEL RAILING
- XX PROPOSED STORM STRUCTURE
- SXX PROPOSED STORM SEWER
- R EXISTING STRUCTURE TO BE REMOVED
- C EXISTING STRUCTURE/SEWER TO BE CLEANED
- AB EXISTING STORM SEWER TO BE ABANDONED
- ADJ EXISTING STRUCTURE TO BE ADJUSTED

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.058 AC = 3.50 LBS	3.50 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.058 AC = 3.50 LBS	3.50 LBS

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

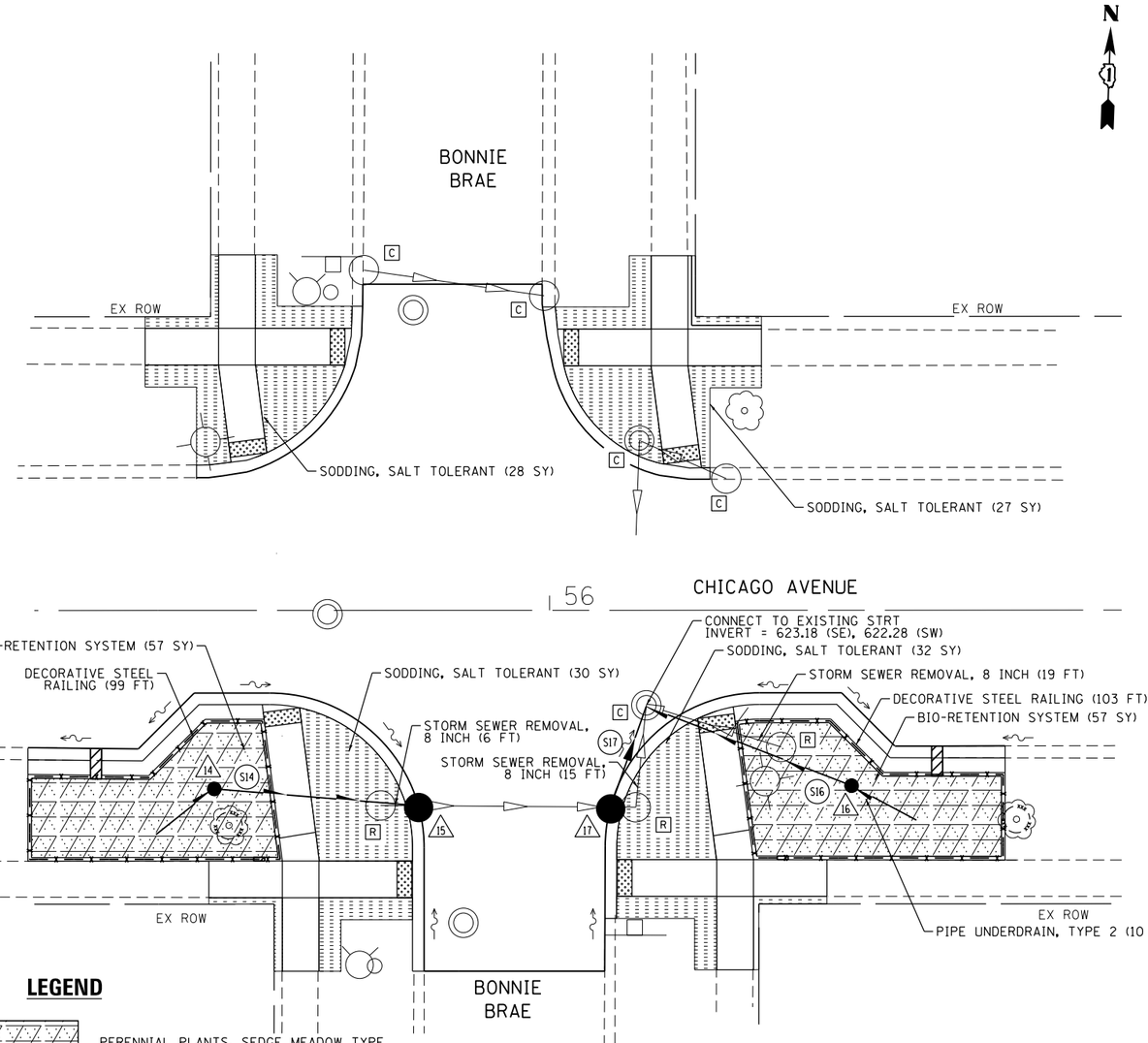
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

SCALE: 1"=10' | SHEET 4 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	40
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

STR NO	STA	O/S	STRUCTURE TYPE				F&G	INVERT ELEV	RIM ELEV	DITCH BOTTOM
			MH	CB	IN					
1	9+49.8	20.29 LT		C			8	619.65 (E)	622.15	621.5
2	9+47.19	25.98 RT		C			8	618.75 (E)	621.75	620.8
3	10+57.78	19.03 LT		C			8	619.30 (SW)	622.30	621.3
4	10+55.15	28.57 RT		C			8	620.75 (SW)	622.25	621.3
5	14+15.83	24.57 LT		C			8	620.50 (NE)	623.50	622.5
6	14+51.87	27.04 RT		C			8	621.00 (E)	624.00	623.0
7	14+80.33	29.69 RT	A (4')			ON EXISTING SEWER	1 OL	620.85 (W, NE)	624.02	---
8	15+08.92	18.79 RT	A (4')			ON EXISTING SEWER	1 OL	620. 67 (NW, SE)	624.10	---
9	15+34.07	29.20 RT		C			8	620.80 (NW)	624.00	623.0
10	37+73.95	27.93 LT		C			8	624.57 (NE)	626.45	625.5
11	37+84.75	24.17 RT		C			8	623.25 (NE)	626.25	625.3
12	38+69.98	27.68 RT		C			8	623.75 (SW)	626.50	625.5
13	38+62.64	27.36 LT		C			8	624.50 (W)	626.50	625.5
14	55+54.48	24.31 RT		C			8	624.14 (E)	626.50	625.5
15	55+82.14	26.60 RT	A (4')			ON EXISTING SEWER	1 OL	624.00 (E, W)	626.80	---
16	56+40.86	23.29 RT		C			8	623.50 (NW)	626.50	625.5
17	56+08.29	26.80 RT	A (4')			REINSTALL EX RESTRICTOR (622.65 N)	1 OL	622.95 (W), 622.65 (N)	626.35	---

PIPE NO	FROM STR	TO STR	DESCRIPTION	DIA (in)	LENGTH (ft)	SLOPE (%)
S1	1	EXISTING	PIPE UNDERDRAIN SPECIAL	8	40	0.50%
S2	2	EXISTING	PIPE UNDERDRAIN SPECIAL	8	34	0.40%
S3	3	EXISTING	PIPE UNDERDRAIN SPECIAL	8	22	0.50%
S4	4	EXISTING	PIPE UNDERDRAIN SPECIAL	8	18	0.50%
S5	5	EXISTING	PIPE UNDERDRAIN SPECIAL	8	31	1.10%
S6	6	10	PIPE UNDERDRAIN SPECIAL	8	28	0.50%
S9	9	EXISTING	PIPE UNDERDRAIN SPECIAL	8	19	0.50%
S10	10	EXISTING	PIPE UNDERDRAIN SPECIAL	8	36	0.50%
S11	11	EXISTING	PIPE UNDERDRAIN SPECIAL	8	22	0.50%
S12	12	EXISTING	PIPE UNDERDRAIN SPECIAL	8	36	0.60%
S13	13	EXISTING	PIPE UNDERDRAIN SPECIAL	8	27	0.70%
S14	14	15	PIPE UNDERDRAIN SPECIAL	8	28	0.50%
S16	16	EXISTING	PIPE UNDERDRAIN SPECIAL	8	30	1.10%
S17	17	EXISTING	STORM SEWER CLASS A TYPE 1	12	15	2.50%



LEGEND

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- PROPOSED STORM STRUCTURE
- PROPOSED STORM SEWER
- [R] EXISTING STRUCTURE TO BE REMOVED
- [C] EXISTING STRUCTURE/SEWER TO BE CLEANED
- [AB] EXISTING STORM SEWER TO BE ABANDONED
- [ADJ] EXISTING STRUCTURE TO BE ADJUSTED

NOTES:

1. EACH PROPOSED OVERFLOW STRUCTURE LOCATED WITHIN THE BIO-RETENTION SHYSTEM SHALL HAVE A PIPE UNDERDRAIN, TY 2 CONNECTION ENTERING THE STRUCTURE.
2. TURF REINFORCEMENT MAT SHALL BE INSTALLED BEHIND EACH CURB CUT IN BIO-RETETION SYSTEMS. EACH MAT SHALL BE 5 FEET BY 5 FEET.
3. AN ADDITIONAL NOMINAL QUANTITY OF TEMPORARY FENCE OF 50 FEET HAS BEEN INCLUDED TO BE USED AS THE FIELD CONDITIONS NECESSITATE AND AS DIRECTED BY THE ENGINEER.
4. CURB CUTS (ALONG ROADWAY AND ADJACENT TO SIDEWALK) SHALL BE 18 INCHES IN WIDTH. THE CURB IN THIS LOCATION ALONG THE ROADWAY SHALL BE DEPRESSED AS WELL AS THE CONCRETE LANDING BEHIND THE CURB ADJACENT TO THE ROADWAY. THE TRANSITION FROM FULL HEIGHT TO DEPRESSED SHALL OCCUR OVER A DISTANCE OF 1 FOOT, OR AS DIRECTED BY THE ENGINEER.

FERTILIZER NUTRIENT SCHEDULE		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.024 AC = 1.45 LBS	1.45 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.024 AC = 1.45 LBS	1.45 LBS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
DRAINAGE AND LANDSCAPING PLAN

SCALE: 1"=10' | SHEET 6 OF 7 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	41
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

BIO–RETENTION PLANTING SCHEDULE

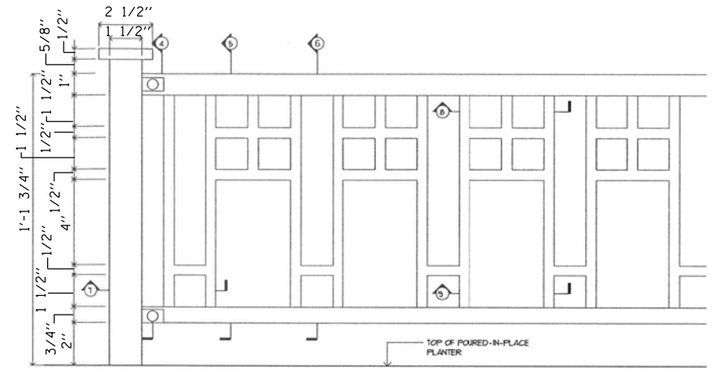
LOCATIONS OF PLANTINGS SHALL BE DETERMINED IN THE FIELD BY THE VILLAGE AND THE ENGINEER TO ENSURE A VISUALLY PLEASING ARRANGEMENT AND ENSURING DEEP ROOTED PLANTS ARE NEAR THE DEPRESSED CURB OPENING ADJACENT TO THE ROADWAY FOR GROUND STABILITY. QUANTITIES OF PLANTINGS SHALL BE VERIFIED BY THE VILLAGE AND THE ENGINEER PRIOR TO ORDERING

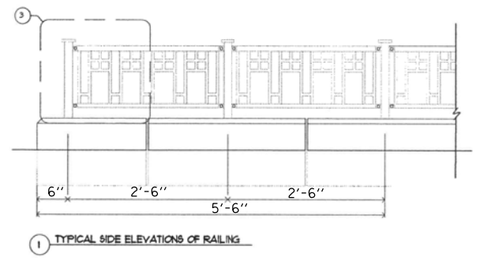
PERENNIAL PLANTS, SEDGE MEADOW TYPE, GALLON POTS

BOTANIC NAME	COMMON NAME	COLOR	SIZE	QUANTITY (PLANTS - EACH)														SPACING	INUNDATION TOLERANCE	HEIGHT (FT)
				KEYSTONE				FOREST				JACKSON				BONNIE BRAE				
				NW	NE	SW	SE	NW	NE	SW	SE	NW	NE	SW	SE	SW	SE			
ASCLEPIAS INCRNATA	SWAMP MILKWEED	PINK	1 GAL	12	10	13	13	22	17	21	21	13	13	13	13	13	13	24 " O.C.	> 24 HRS	3 TO 4
CHELONE GLABRA	TURTLEHEAD	WHITE	1 GAL	20	16	22	22	37	29	35	35	22	22	22	23	22	22	18" O.C.	2-24 HRS	2 TO 3
COREOPSIS PALMATA	PRAIRIE COREOPSIS	YELLOW	1 GAL	20	16	22	22	37	29	35	35	22	22	22	23	22	22	18" O.C.	2-24 HRS	2 TO 3
IRIS VIRFINICA VAR SHREVEI	BLUE FLAG IRIS	BLUE	1 GAL	30	25	34	34	55	43	53	53	34	34	34	35	34	34	12" O.C.	> 24 HRS	1 TO 2
LIATRIS SPICATA	MARSH BLAZING STAR	PURPLE	1 GAL	30	25	34	34	55	43	53	53	34	34	34	35	34	34	12" O.C.	2-24 HRS	2 TO 3
LOBELIA SIPHILITICA	GREAT BLUE LOBELIA	BLUE	1 GAL	15	12	17	17	28	22	26	27	17	17	17	17	17	17	12" O.C.	2-24 HRS	2 TO 3
CAREX MOLESTA	FIELD OVAL SEDGE	GREEN	1 GAL	12	10	13	13	22	17	21	21	13	13	13	13	13	13	18" O.C.	> 24 HRS	1 TO 2
SPORPBOLUS HETEROLEPIS	PRAIRIE DROPSEED	GREEN	1 GAL	13	11	15	15	25	19	23	24	15	15	15	15	15	15	24" O.C.	2-24 HRS	1 TO 2
SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	BROWN	1 GAL	14	12	17	17	28	22	26	27	17	17	17	17	17	17	24" O.C.	2-24 HRS	2 TO 3
			TOTAL	166	137	187	187	309	241	293	296	187	187	187	191	187	187			

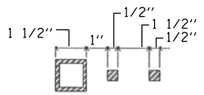
BIO–RETENTION NOTES

1. ALL PLANT MATERIAL SHALL BE NORTHERN ILLINOIS NURSERY GROWN TO ASSURE CLIMATIC AND SOIL SIMILARITY. ALL PERENNIAL MATERIAL SHALL BE CONTAINER GROWN.
2. QUANTITIES AND PLANTING TYPES SHALL BE COORDINATED AND VERIFIED BY THE VILLAGE OF RIVER FOREST AND THE RESIDENT ENGINEER PRIOR TO ORDERING PLANTS AND INSTALLATION. VARIATIONS IS PLANT TYPES AND QUANTITIES WHICH OCCUR SHALL HAPPEN AND NO ADDITIONAL COST TO THE CONTRACT. CONTRACTOR SHALL VERIFY ALL PLANTING TYPES AND QUANTITIES PRIOR TO ORDERING.
3. WHERE EXISTING TREES AND LIGHT POSTS ARE LOCATED WITHIN THE BIO-RETENTION AREAS, GRADING OF THE BIO-RETENTION AREA SHALL NOT EXPOSE THE BASE OF THE POST OR THE ROOTS OF THE TREES. THE EXISTING GRADE SHALL REMAIN AROUND THE OBJECTS FOR A MINIMUM OF 2 FOOT HORIZONTAL DISTANCE PRIOR TO GRADING TO BIO-RETENTION SYSTEM. ALL EXCAVATION WITHIN THE DRIP LINE OF THE TREES SHALL BE PERFORMED BY HAND TO ENSURE MINIMAL DAMAGE TO THE ROOT SYSTEM.
4. LOCATIONS OF PLANTS WITHIN THE BIO-RETENTION SYSTEM SHALL BE COORDINATED WITH THE VILLAGE OF RIVER FOREST AND THE RESIDENT ENGINEER.
5. THE BIO-RETENTION SYSTEM GRADING: THE SLOPE FROM THE CURB CUT SHALL NOT EXCEED 10% GRADE TO THE DITCH BOTTOM ELEVATION. THIS DISTANCE OF THE 10% SLOPE SHALL VARY DEPENDING ON THE DEPTH OF THE SPECIFIC BIO-RETENTION SYSTEM. THE SLOPES FROM THE BACK THE CONCRETE CURB TYPE B SHALL BE AT A 4:1 SLOPE TO THE BOTTOM OF THE BIO-RETENTION ELEVATION.
6. THE GRADING OF THE BIO-RETENTION SYSTEM IN LOCATIONS OF CURB CUTS SHALL EXTEND TO THE TOP OF THE DEPRESSED CURB TO ALLOW FOR A SMOOTH TRANSISTION FROM THE OPENING TO THE BIO-RETENTION SYSTEM.
7. PLANTING PLUGS SHALL MEET THE SPECIFICATIONS OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 254 AS WELL AS THE SPECIFICATIONS PROVIDED BY THE SUPPLIER.

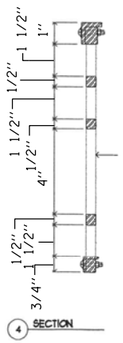




1 TYPICAL SIDE ELEVATIONS OF RAILING



7 SECTION



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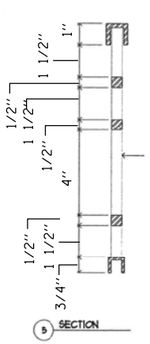

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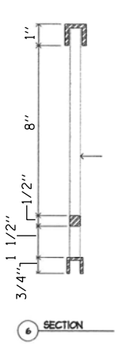
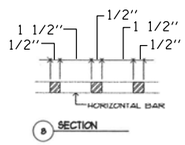
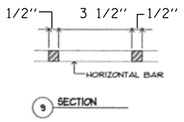


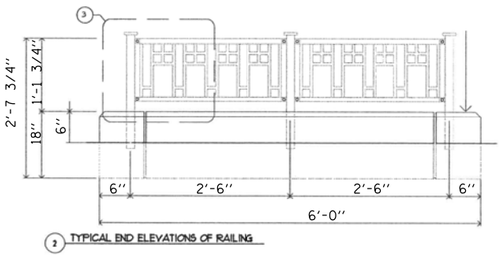
6 SECTION



8 SECTION



9 SECTION



2 TYPICAL END ELEVATIONS OF RAILING

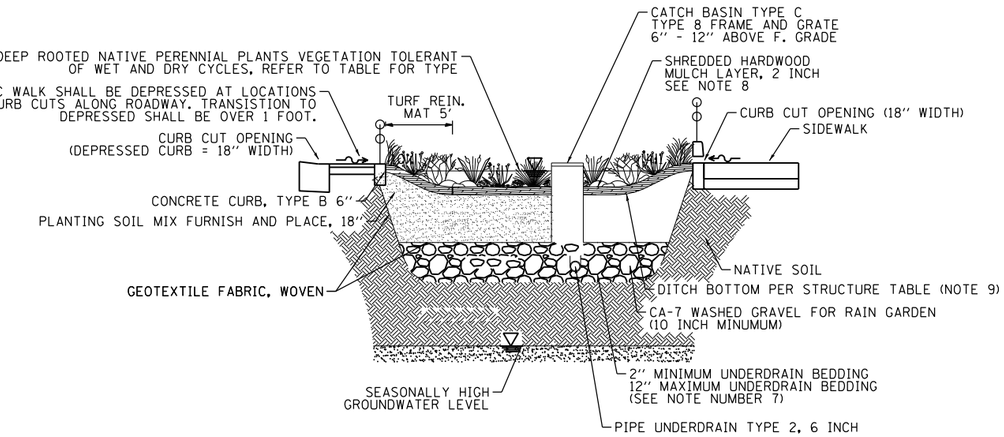
1. ALL FENCING TO BE GALVANIZED SOLID STEEL BAR EXCEPT WHERE SHOWN AS •" TJOCK CHANNEL STOCK
2. ALL METAL TO BE GOUND SMOOTH, GALVANIZED, PRIMED AND PAINTED WITH 2 COATS OF BLACK POWDER COATING
3. ALL BAR TO BE 100% WELDED IN COMFOMANCE WITH SPECIFICATIONS AND GROUND SMOOTH AT ALL JOINT.

PLANTING SOIL MIX FURNISH & PLACE

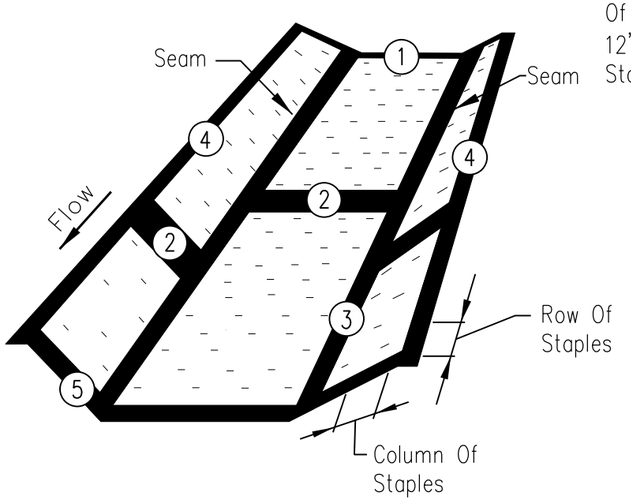
(18" DEPTH)

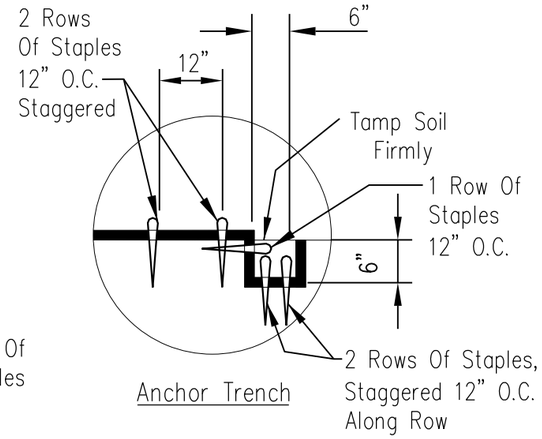
MATERIAL TYPE	% OF COMPOSISTION
TOPSOIL	20
COMPOST	30
COURSE SAND	50

TYPICAL BIO–RETENTION DETAIL

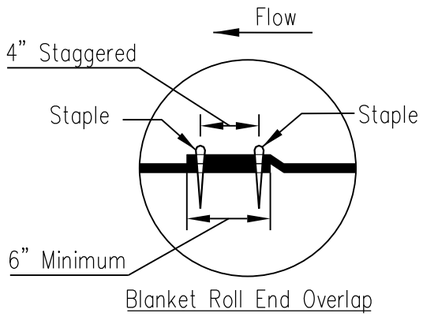


1. OFFSET A MINIMUM OF 10 FEET FROM FOUNDATIONS UNLESS WATERPROOFED, 20 FEET FROM ROADWAY GRAVEL SHOULDERS AND 100 FEET FROM POTABLE WATER WELLS OR SEPTIC TANKS.
2. AVOID INSTALLATION ON SLOPES GREATER THAN 15 TO 1 AND ABOVE COMPACTED FILL.
3. WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM MATERIAL SPECIFICATION 592 GEOTEXTILES, TABLE 1, CALSS 1, WITH AN APPARENT OPENING SIZE OF 0.50 MM.
4. STONE STORAGE OPTIONS ARE CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATIE. NO RECYCLED MATERIALS.
5. MINIMUM DISTANCE OF 2 FFET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALY HIGH GROUNDWATER LEVEL.
6. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1 UNDERDRAIN EVERY 30 FEET ON CENTER. PROVIDE A SOILS REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FORGO UNDERDRAINS. NO FILTER FABRIC COVER/SOCK.
7. MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMIUM OF 12 INCHES.
8. MULCH LAYER SHALL BE HARDWOOD MULCH OR OTHER NON-FLOATING GROUND COVER IS INCIDENTAIL TO PERENNIAL PLANTS PER IDOT STANDARD SPECIFICATIONS.
9. DITCH BOTTOM ELEVATION IN THE STRUCTURE TABLE REFERS TO FINSIHED ELEVATION NOT INCLUDING SHREDDED HARDWOOD MULCH LAYER, 2 INCH. THIS MATERIAL SHALL BE PLACED ON TOP OF DITCH BOTTOM.

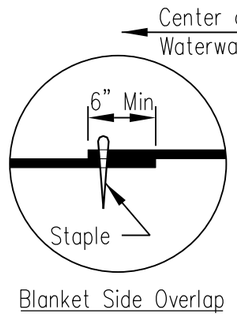




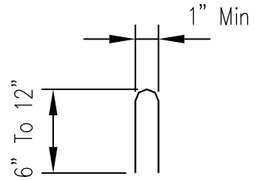
DETAIL 1



DETAIL 2



DETAIL 3



STAPLE DETAIL

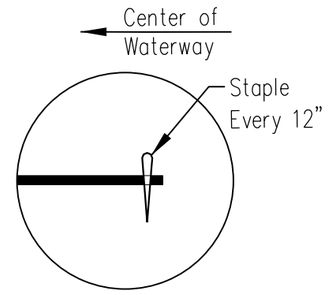
Waterway #			
Waterway Width (ft)			
ECB Width (ft)			
Length (ft)			
Stations	_____ to _____	_____ to _____	_____ to _____

NOTES:

1. The erosion control blanket consists of a machine produced mat of specified material. The product must meet the minimum requirements specified in Table 1, below. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials may be used upon approval by the designer.
2. Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.
3. The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
4. Install the erosion control blanket according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:
   a. Use "U" shaped staples, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.
   b. Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.
   c. For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.
   d. Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.
   e. Staple the outer edge along sides of the blanket every 12 inches. See Detail 4.
   f. Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
   g. Downstream (terminal) end of blanket are to be stapled with a double row of staggered staples 12 inches apart. See Detail 5.
5. Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

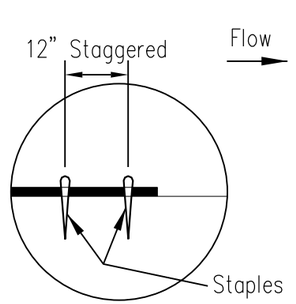
TABLE 1. MINIMUM REQUIREMENTS FOR EROSION CONTROL BLANKET

(See Note 1)	Coconut Blanket	Wood Fiber Blanket	
Type of Fiber	100% coconut fibers	100% curled wood fibers	
Weight, lbs/sq. yd.	0.50	0.63	
Life Expectancy			
Fiber Length	N/A	80% of fibers > 6 in.	
Fiber Dimensions	N/A	0.021 in. x 0.042 in.	
Netting	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting, bound to the mat on max. 1.5" centers.	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting	
Netting Required ? ☐ Yes ☐ No			



Blanket Side Edge

DETAIL 4



Terminal End

DETAIL 5

Not To Scale

Date
Designed
Drawn M. QUINONES 7/1/15
Checked
Approved

EROSION CONTROL BLANKET
INSTALLATION DETAILS

United States Department of Agriculture
USDA
Natural Resources Conservation Service

File No. IL ENG-61
Drawing No.
Page 1 of 1
Sheet of

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

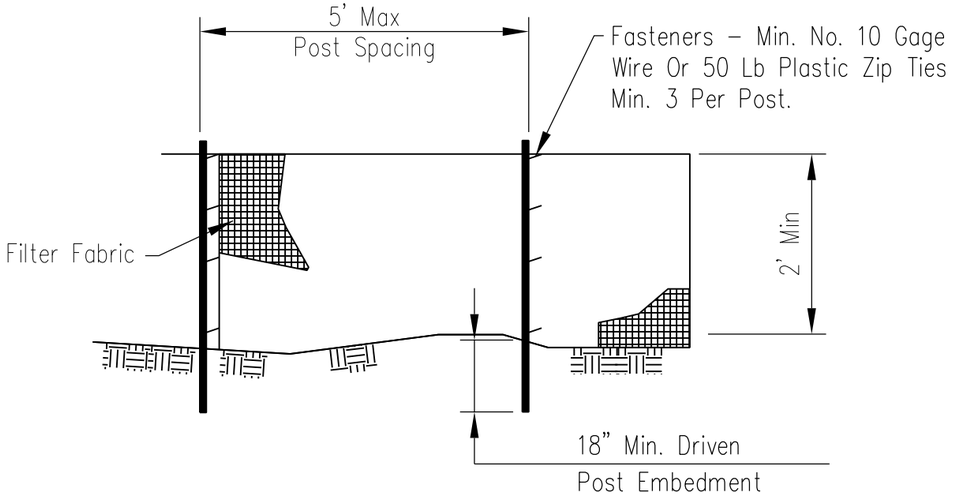
USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS | SHEET 1 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	43
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			



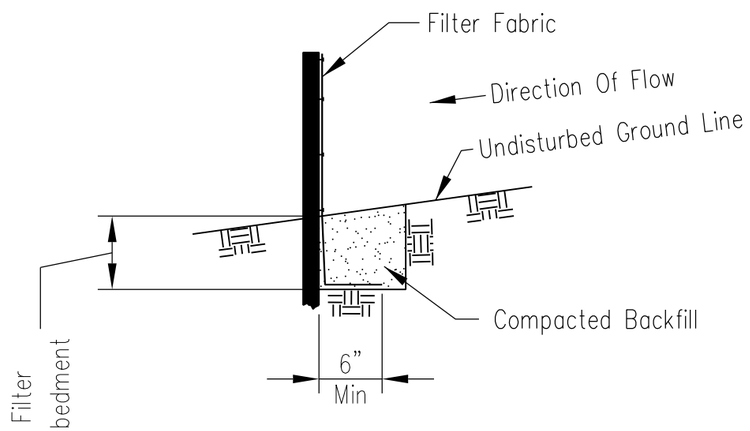
ELEVATION

NOTES:

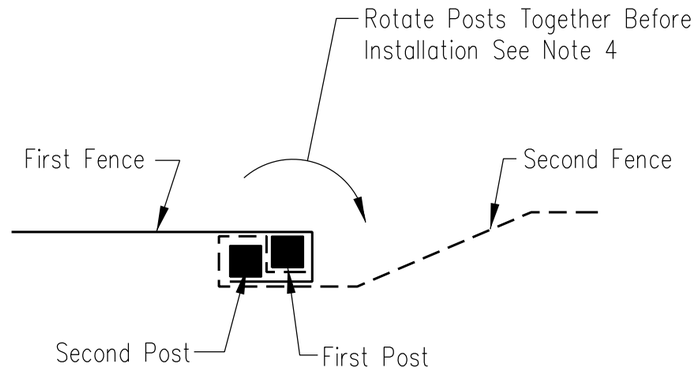
1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

NOTES:

1. THIS WORK SHALL BE PAID FOR AS PERIMETER EROSION BARRIER



FABRIC ANCHOR DETAIL



SPLICE DETAIL–PLAN VIEW

Date
Designed —
Drawn — M. QUINONES — 8/1/14
Checked —
Approved —

SILT FENCE

United States Department of Agriculture
Natural Resources Conservation Service

File No.
IL-ENG-49
Drawing No.
Page 1 of 1
Sheet of

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = cesario	DESIGNED - WT	REVISED -
		DRAWN - WT	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - MC	REVISED -
	PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

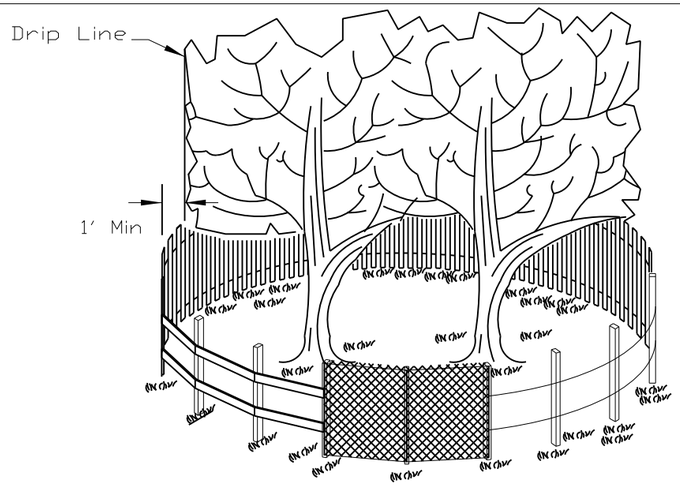
CHICAGO AVENUE – VILLAGE OF RIVER FOREST
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS | SHEET 2 OF 4 SHEETS | STA. N/A | TO STA. N/A

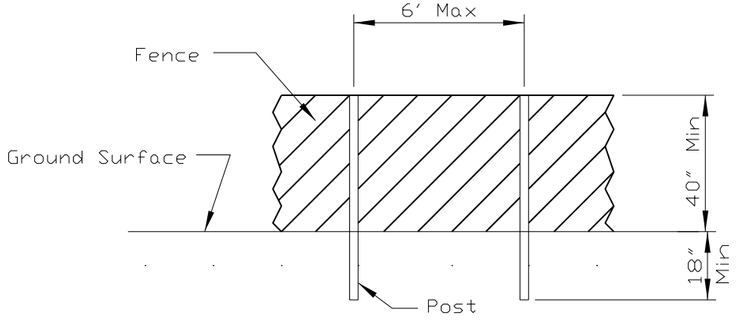
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	44
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

TREE PROTECTION - FENCING

THIS WORK SHALL BE PAID FOR AS TEMPORARY FENCE



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minumum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE
Project
Designed _____ Date _____
Checked _____ Date _____
Approved _____ Date _____

NRCS
Natural Resources Conservation Service

STANDARD DWG. NO.
IL-690
SHEET 1 OF 1
DATE 4-7-94

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = cesario	DESIGNED - WT	REVISED -
	DRAWN - WT	REVISED -
PLOT SCALE = 100.0000 '/ in.	CHECKED - MC	REVISED -
PLOT DATE = 2/5/2018	DATE - 01/15/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO AVENUE – VILLAGE OF RIVER FOREST
EROSION & SEDIMENT CONTROL DETAILS

SCALE: NTS | SHEET 3 OF 4 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	45
		CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			

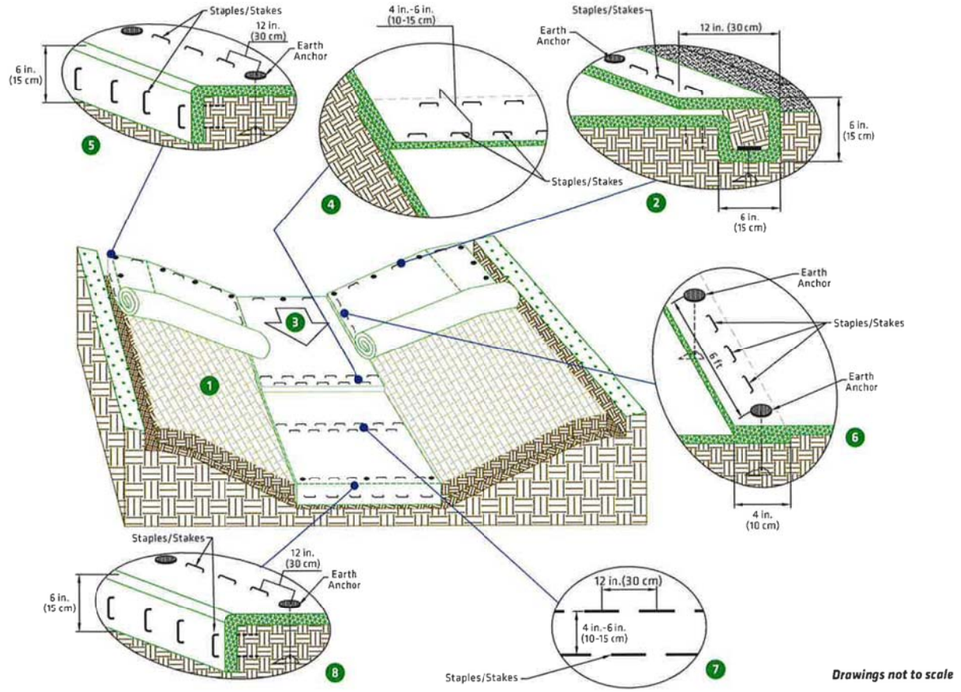
TURF REINFORCEMENT MAT

Index Property	Test Method	Typical
Thickness	ASTM D6525	0.62 in. (15.75 mm)
Resiliency	ASTM 6524	95.2%
Density	ASTM D792	0.891 g/cm³
Mass/Unit Area	ASTM 6566	16.13 oz/sy (548 g/sm)
UV Stability	ASTM D4355/ 1000 HR	100%
Porosity	ECTC Guidelines	99%
Stiffness	ASTM D1388	222.65 oz-in.
Light Penetration	ASTM D6567	4.1%
Tensile Strength – MD	ASTM D6818	709 lbs/ft (10.51 kN/m)
Elongation – MD	ASTM D6818	23.9%
Tensile Strength – TD	ASTM D6818	712 lbs/ft (10.56 kN/m)
Elongation – TD	ASTM D6818	36.9%
Biomass Improvement	ASTM D7322	441%

Design Permissible Shear Stress		
	Short Duration	Long Duration
Phase 1: Unvegetated	3.0 psf (144 Pa)	2.5 psf (120 Pa)
Phase 2: Partially Veg.	8.0 psf (383 Pa)	8.0 psf (383 Pa)
Phase 3: Fully Veg.	10.0 psf (480 Pa)	8.0 psf (383 Pa)
Unvegetated Velocity	9.5 fps (2.9 m/s)	
Vegetated Velocity	15 fps (4.6 m/s)	

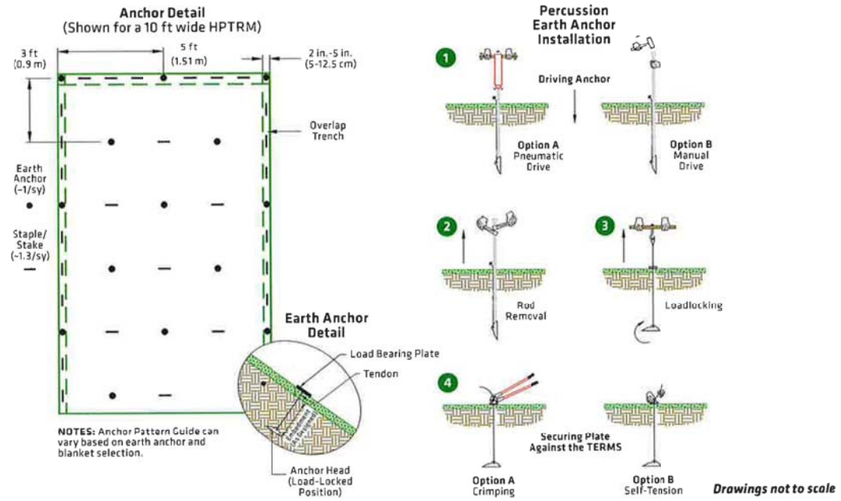
Material Content		
Matrix	70% Straw Fiber	0.35 lb/sq yd (0.19 kg/sm)
	30% Coconut Fiber	0.15 lbs/sq yd (0.08 kg/sm)
Netting	Top and Bottom, UV-Stabilized Polypropylene	5 lb/1000 sq ft (2.44 kg/100 sm)
	Middle, Corrugated UV-Stabilized Polypropylene	24 lb/1000 sf (11.7 kg/100 sm)
Thread	Polypropylene, UV Stable	

Standard Roll Sizes		
Width	6.5 ft (2.0 m)	8 ft (2.44m)
Length	55.5 ft (16.9 m)	90 ft (27.4 m)
Weight ± 10%	34 lbs (15.42 kg)	70 lbs (31.8 kg)
Area	40 sq yd (33.4 sm)	80 sq. yd. (66.8 sm)



Drawings not to scale

Anchoring Detail

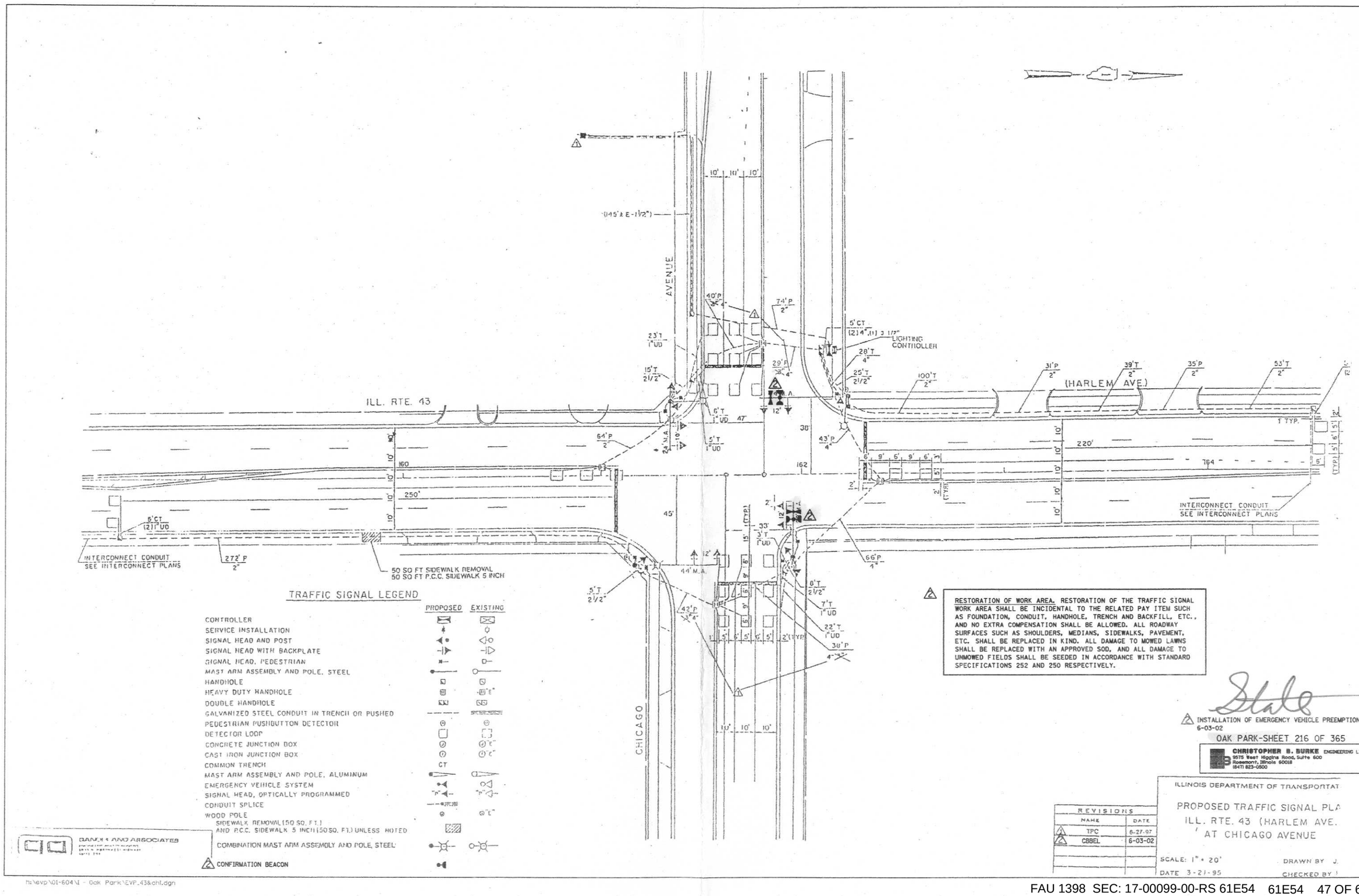


Drawings not to scale

Slope Design Data: C Factors			
	Slope Gradients (S)		
Slope Length (L)	≤ 3:1	3:1 – 2:1	≥ 2:1
≤ 20 ft (6 m)	0.0010	0.0209	0.0507
20-50 ft	0.0081	0.0266	0.0574
≥ 50 ft (15.2 m)	0.0455	0.0555	0.081

Roughness Coefficients – Unveg.	
Flow Depth	Manning's n
≤ 0.50 ft (0.15 m)	0.040
0.50 – 2.0 ft	0.040-0.012
≥ 2.0 ft (0.60 m)	0.011

FOR INFORMATION ONLY



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD AND POST		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
MAST ARM ASSEMBLY AND POLE, STEEL		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
CONCRETE JUNCTION BOX		
CAST IRON JUNCTION BOX		
COMMON TRENCH	CT	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
EMERGENCY VEHICLE SYSTEM		
SIGNAL HEAD, OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
SIDEWALK REMOVAL (50 SQ. FT.) AND P.C.C. SIDEWALK 5 INCH (50 SQ. FT.) UNLESS NOTED		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL		
CONFIRMATION BEACON		

GANDHI AND ASSOCIATES

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

INSTALLATION OF EMERGENCY VEHICLE PREEMPTION 6-03-02

OAK PARK-SHEET 216 OF 365

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

ILLINOIS DEPARTMENT OF TRANSPORTAT

PROPOSED TRAFFIC SIGNAL PLA
ILL. RTE. 43 (HARLEM AVE.
AT CHICAGO AVENUE

REVISIONS	
NAME	DATE
TPC	6-27-97
CBBEL	6-03-02

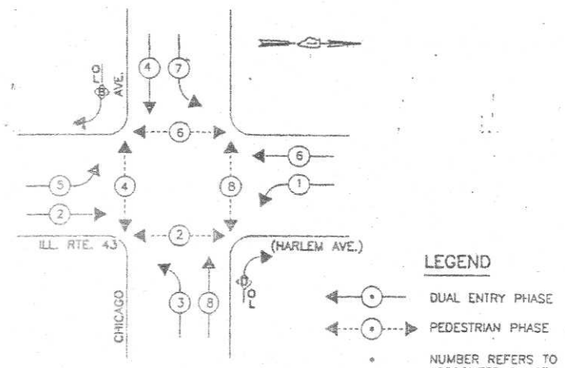
SCALE: 1" = 20' DRAWN BY J.
DATE 3-21-95 CHECKED BY

h:\evp\01-604\l - Oak Park\EVP_43&chi.dgn

FOR INFORMATION ONLY

CONTROLLER SEQUENCE

REFERRING TO STANDARD 857001, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY – ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING

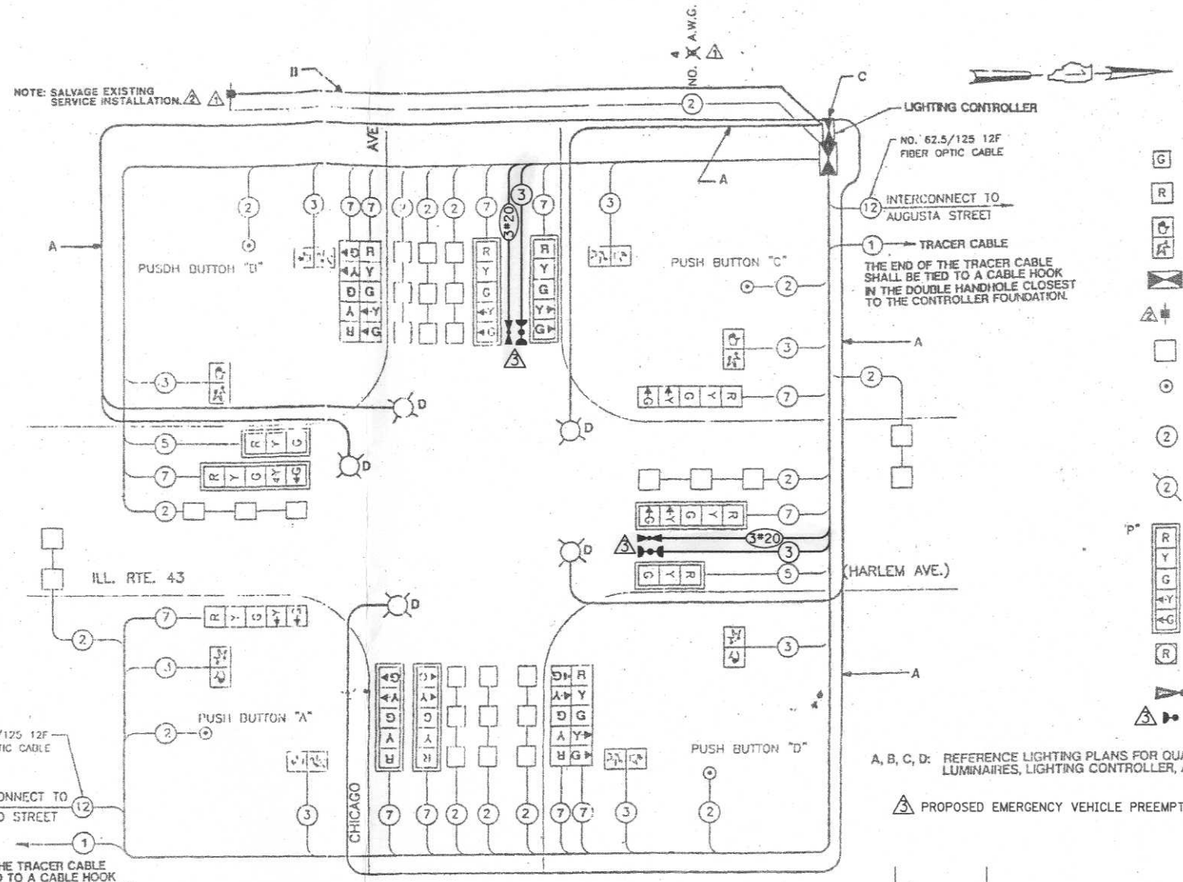
LEGEND

- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE
- OL OVERLAP

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
16.5	SQ FT	SIGN PANEL - TYPE 1
25	SQ FT	SIGN PANEL - TYPE 2
2	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
6	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
4	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
8	EACH	TRAFFIC SIGNAL BACKPLATE
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 24 FT.
2	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
10	EACH	INDUCTIVE LOOP DETECTOR
870	FOOT	DETECTOR LOOP, TYPE I
4	EACH	PEDESTRIAN PUSH-BUTTON
102	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
83	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
28	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
476	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
~~120~~	~~FOOT~~	~~CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL~~
~~109~~ 258	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
230	FOOT	ELECTRIC CABLE IN CONDUIT SERVICE, NO. ~~8~~ 2 C
656	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1384	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
353	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2035	FOOT	ELECTRIC CABLE IN CONDUIT SIGNAL NO. 14 7C
1933	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
4	FOOT	CONCRETE FOUNDATION, TYPE D
60	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
6	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
354	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
6	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
185	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	TRANSCEIVER-FIBER OPTIC
50	SQ FT	SIDEWALK REMOVAL
50	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
1	EACH	SERVICE INSTALLATION, TYPE D
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 28 FT.
2	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 2-FACE, 5-SECTION, BRACKET MOUNTED
5	FOOT	CONDUIT IN TRENCH, 3 1/2" DIA., GALVANIZED STEEL

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL:(312)774-5910



CABLE DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE		DISPLAY
B	=	4	+	5	-	4
D	=	8	+	1	-	8

DISPLAY - THE YELLOW RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S YELLOW INTERVAL. THE GREEN RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S GREEN INTERVAL.

CLEARANCE NOTES FOR RIGHT TURN OVERLAPS WITH 5-SECTION RIGHT TURN SIGNAL HEAD DISPLAYS

1. CONTINUATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
2. TERMINATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW WHEN NOT FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
3. CONTINUATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.
4. TERMINATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A YELLOW RIGHT ARROW WHEN NOT FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.

PUSH BUTTON NOTES:

1. PUSH BUTTON "A" SHALL PLACE CALLS IN PHASES 2 AND 4
2. PUSH BUTTON "B" SHALL PLACE CALLS IN PHASES 4 AND 6
3. PUSH BUTTON "C" SHALL PLACE CALLS IN PHASES 6 AND 8
4. PUSH BUTTON "D" SHALL PLACE CALLS IN PHASES 2 AND 8

3 SCHEDULE OF QUANTITIES

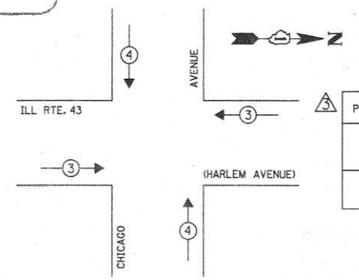
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	341
ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED, SHIELDED	FOOT	341
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1

CABLE PLAN LEGEND :

- 8" TRAFFIC SIGNAL SECTION
- 12" TRAFFIC SIGNAL SECTION
- PEDESTRIAN SIGNAL
- CONTROLLER CABINET
- ~~EXISTING~~ SERVICE INSTALLATION
- VEHICLE DETECTOR, INDUCTION LOOP
- PUSH BUTTON DETECTOR
- (2) DENOTES NUMBER OF CONDUCTORS (NEW) ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO.14 EXCEPT AS INDICATED.
- (2) INDICATES EXISTING CABLE
- "P" SIGNAL FACE WITH BACKPLATE "P" INDICATES OPTICAL PROGRAMMING
- EXISTING TRAFFIC SIGNAL SECTION
- OPTICAL DETECTOR
- 3 CONFIRMATION BEACON

A, B, C, D: REFERENCE LIGHTING PLANS FOR QUANTITIES ON LUMINAIRES, LIGHTING CONTROLLER, AND LIGHTING CABLES.

3 PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

3 INSTALLATION OF EMERGENCY VEHICLE PREEMPTION 6-03-02

OAK PARK-SHEET 217 OF 365

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

REVISIONS	
NAME	DATE
1 TPC	8-27-97
2 TPC	8-12-97
3 CBBEL	6-03-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE DIAGRAM,
PHASE DESIGNATION DIAGRAM
SCHEDULE OF QUANTITIES
ILL. RTE. 43 (HARLEM AVE.)
AT CHICAGO AVE.

SCALE: NOT TO SCALE DRAWN BY J.L.B./J.H.

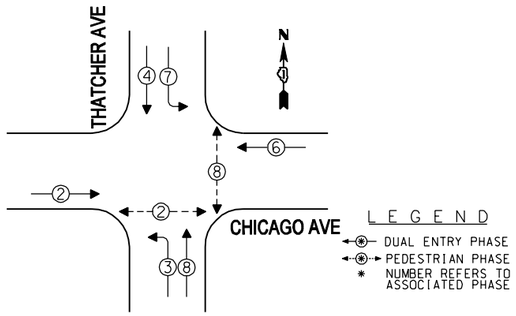
h:\evp\01-604\I - Oak Park\EVP_43&chi.dgn

FOR INFORMATION ONLY

TS-22325

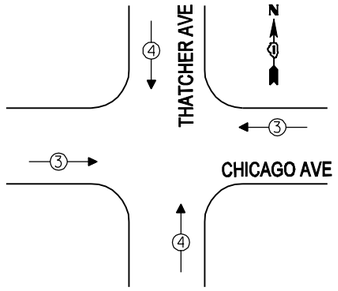
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS SIGNAL SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CONTROLLER SEQUENCE

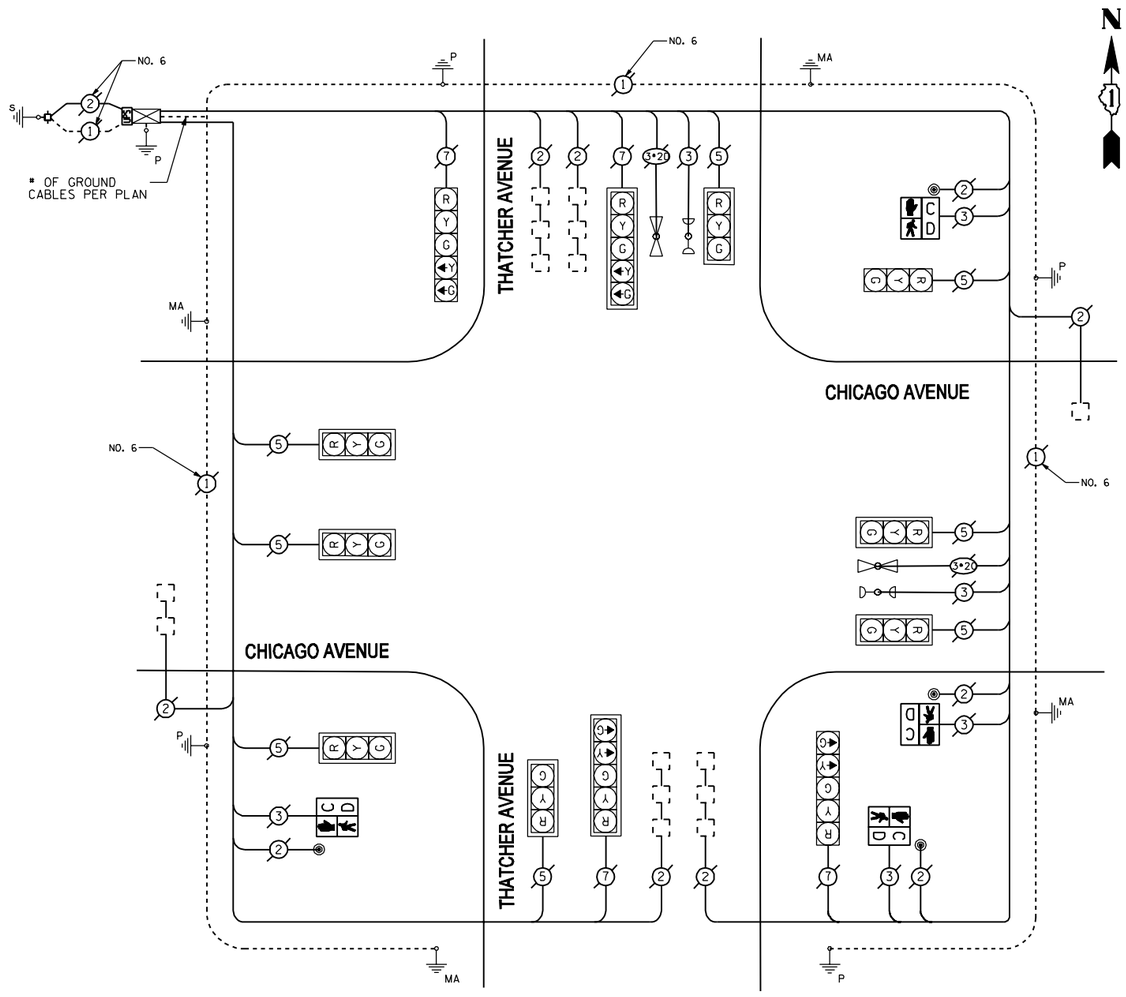


PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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



CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	X	WATTAGE INCAND	LED X % OPERATIONS	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	8		12	0.10	9.60
PED. SIGNAL	4		25	1.00	100.00
CONTROLLER	1		100	1.00	100.00
ENERGY COSTS TO:				TOTAL =	431.60

VILLAGE OF RIVER FOREST
400 PARK AVENUE
RIVER FOREST, IL 60305

ENERGY SUPPLY - CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMED

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

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

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

SCHEDULE OF QUANTITIES

QUAN.	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
4	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	MODIFY EXISTING CONTROLLER CABINET
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL

FILE NAME = P:\2012\ME12014_PTB162.18_Schwartz\CADD\W03 _Central_Cook_LED\Shts\60W72-sht-TS-ChicagoAve_ThatcherAve.dgn
PLOT SCALE = 40.0000 ' / IN.
USER NAME = Millennia Professional Services

2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761
630.705.0110 voice, 630.839.2566 fax
www.mps-il.com
MILLENNIA PROFESSIONAL SERVICES

DESIGNED - JNP		REVISED -	
DRAWN - JNP		REVISED -	
CHECKED - TVN		REVISED -	
DATE - 8/2/2013		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
CHICAGO AVENUE AT THATCHER AVENUE

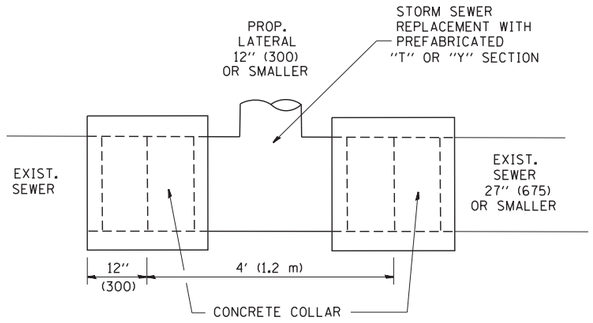
SCALE: N/A | SHEET NO. OF SHEETS | STA. - TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	~~2013-035-TS~~	COOK	87	84

CONTRACT NO. ~~60W72~~

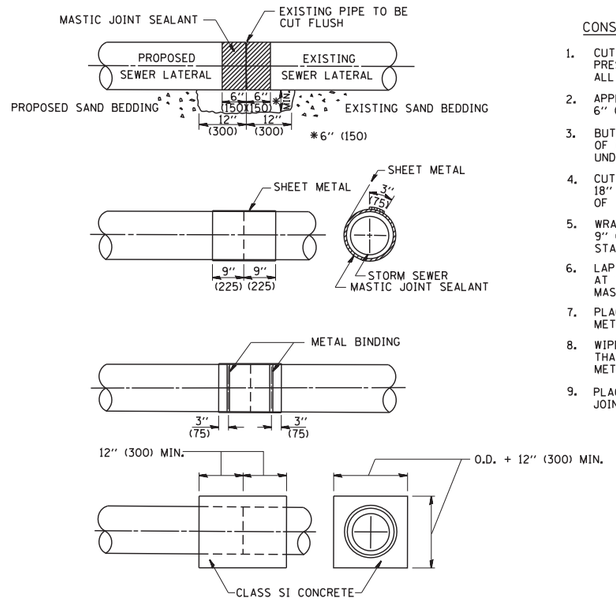
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

P:\2012\ME12014_PTB162.18_Schwartz\CADD\W03 _Central_Cook_LED\Shts\60W72-sht-TS-ChicagoAve_ThatcherAve.dgn



DETAIL ''A''

LATERAL CONNECTION TO EXISTING SEWER
OF 27'' (675) OR SMALLER

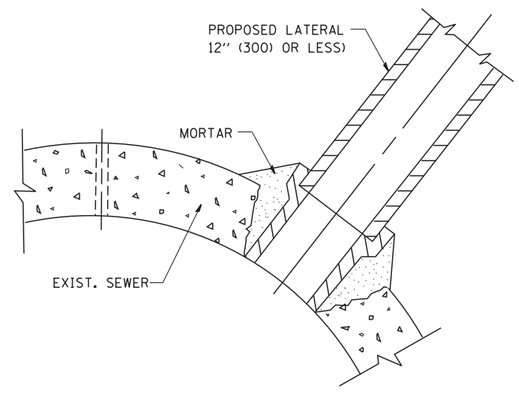


DETAIL ''B''

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6'' (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' × 6' (300 × 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18'' (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3'' (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9'' (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3'' (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL ''C''

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30'' (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27'' (675) OR SMALLER SEE DETAIL ''A'' AND ''B''.

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30'' (750) OR LARGER SEE DETAIL ''C''.

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

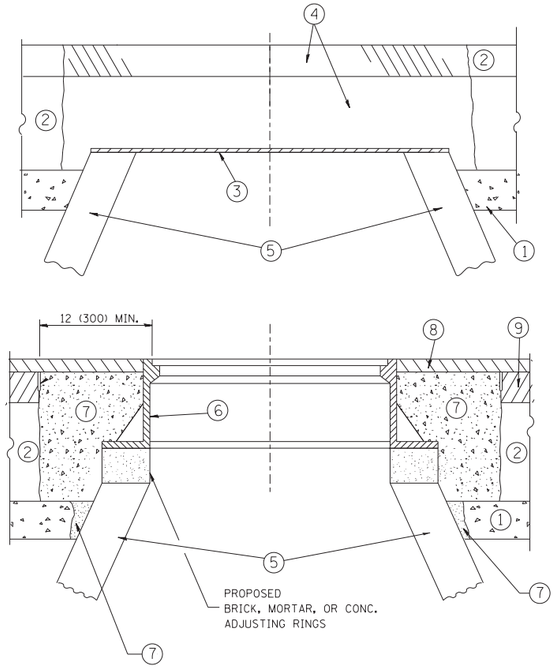
FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	50
	BD500-01 (BD-7)	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	51
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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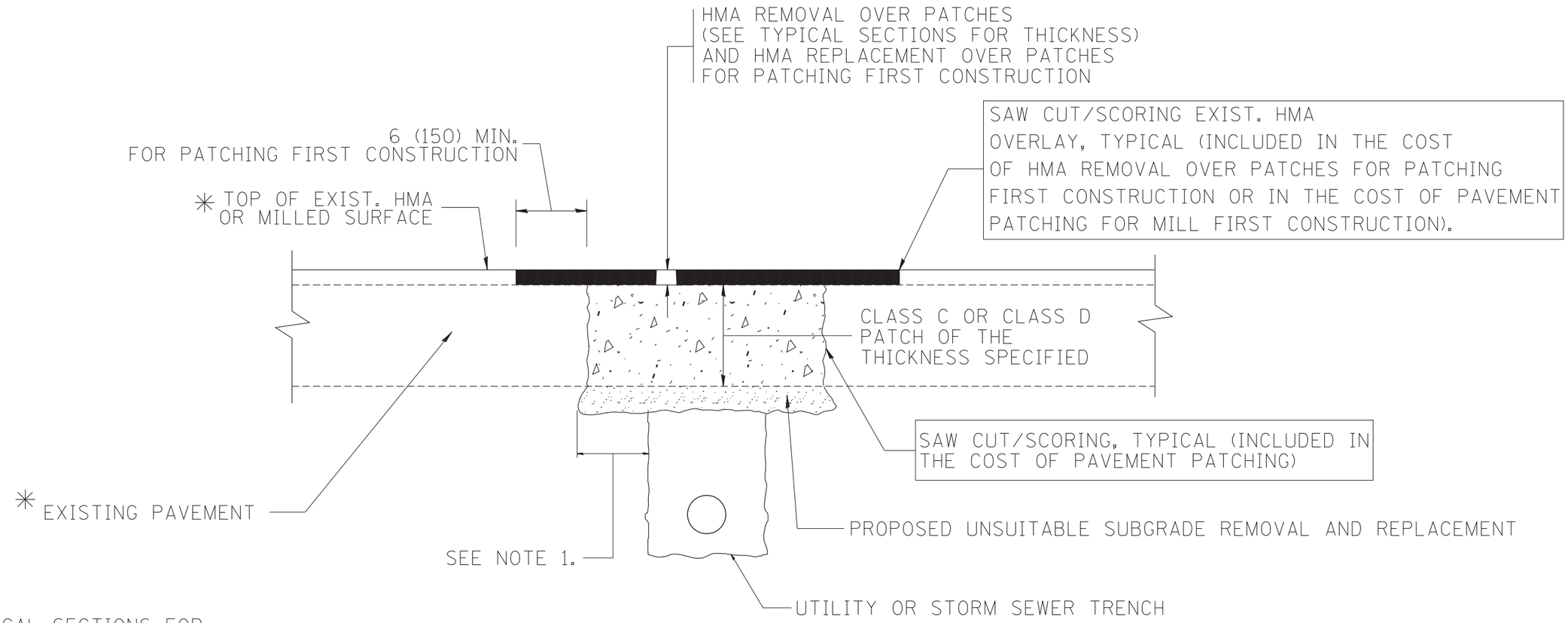

✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	52
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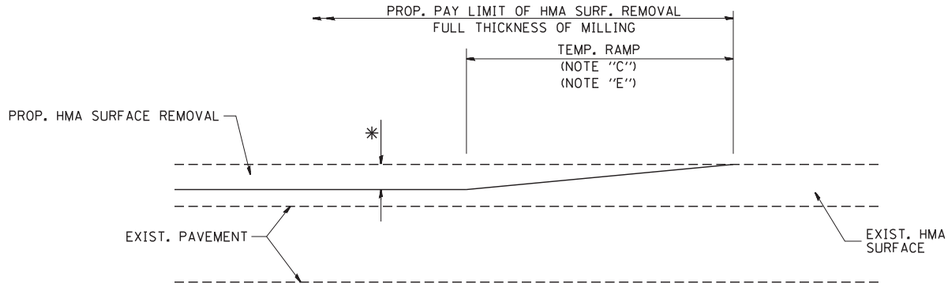
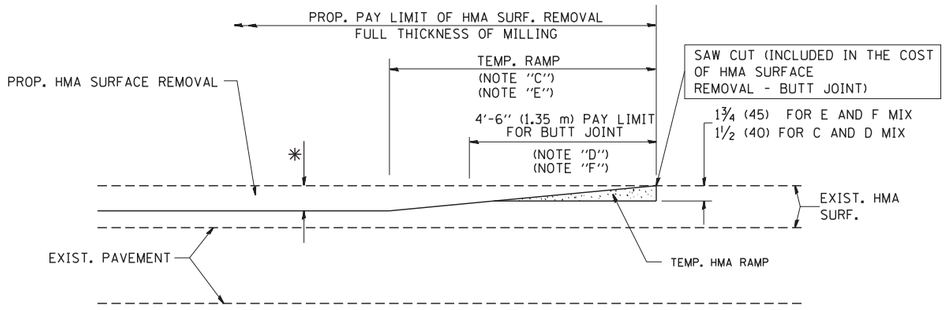
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

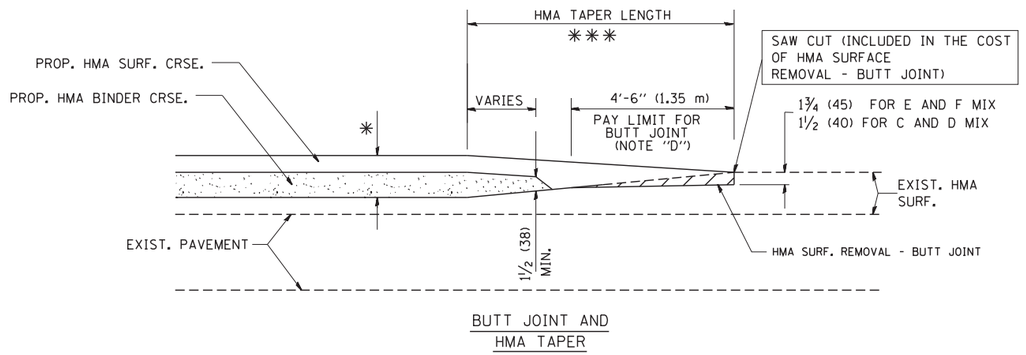


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

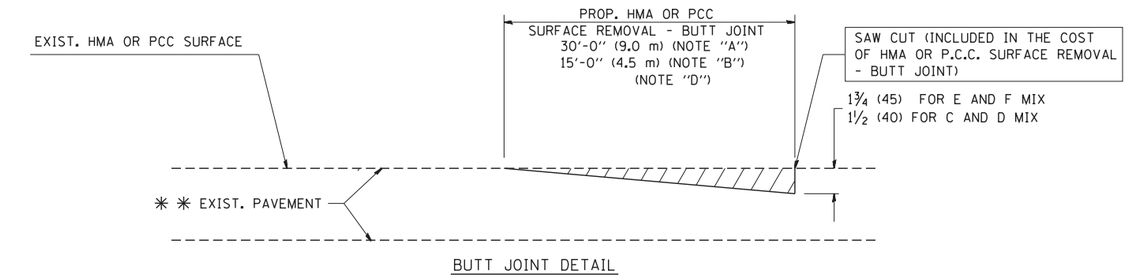
OPTION 2

TYPICAL TEMPORARY RAMP

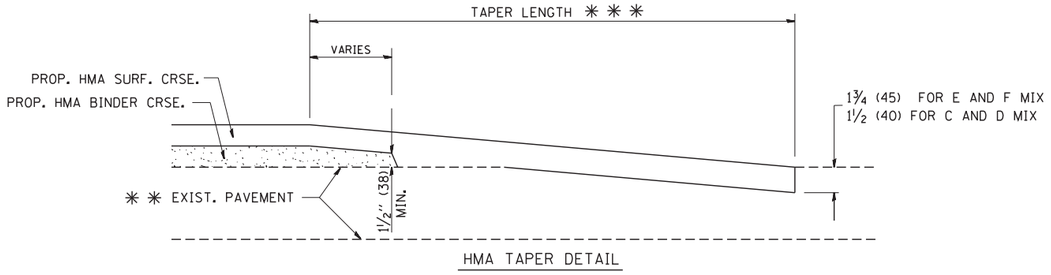


BUTT JOINT AND HMA TAPER

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.

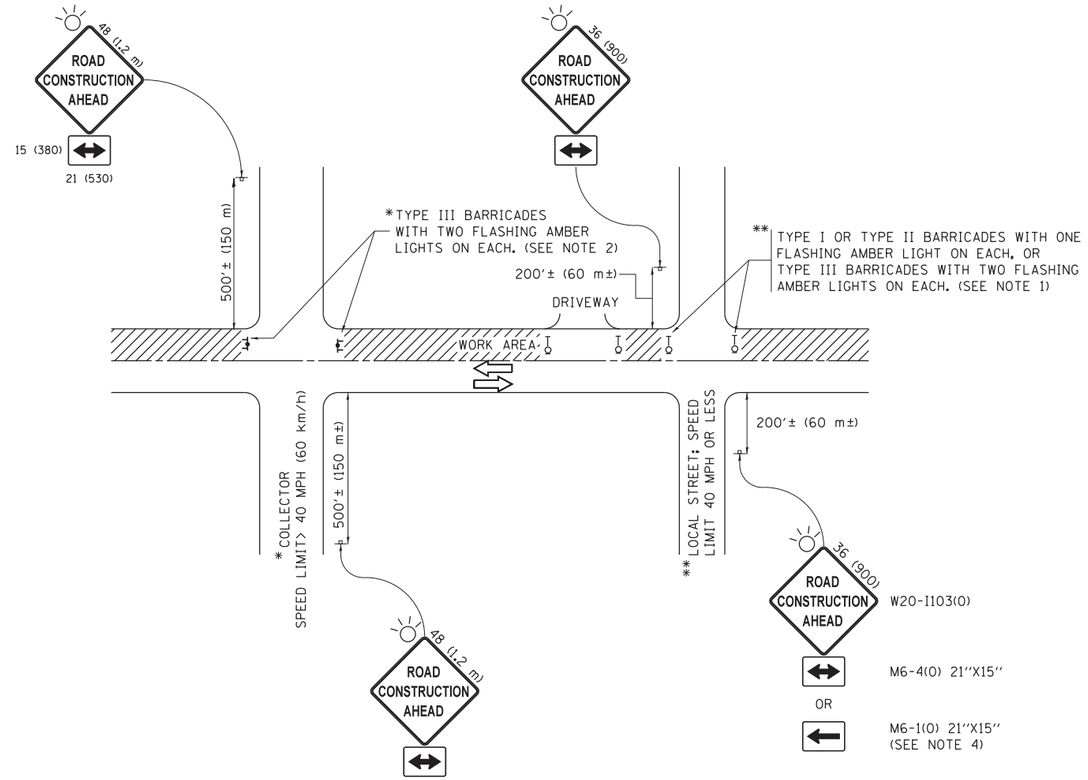
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	53
	BD400-05 BD32	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ''ROAD CONSTRUCTION AHEAD'' SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE ''ROAD CONSTRUCTION AHEAD'' SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

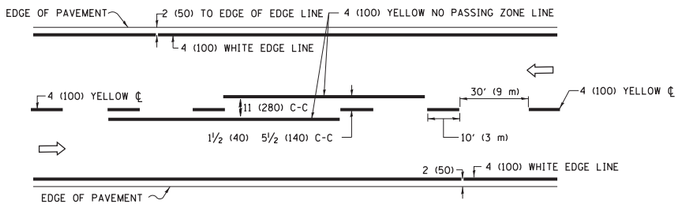
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStd\DRAWN\CADData\CADsheets\tc10.dgn	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
			REVISED -T. RAMMACHER 01-06-00
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

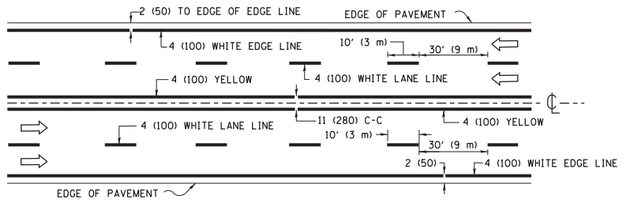
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

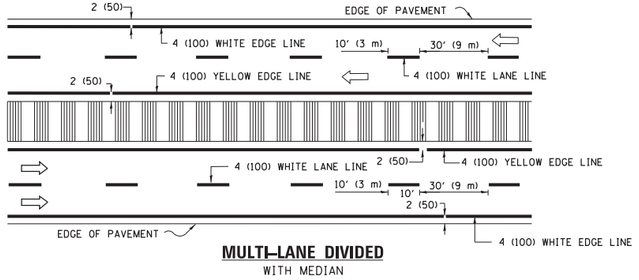
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	54
	TC-10	CONTRACT NO. 61E54		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

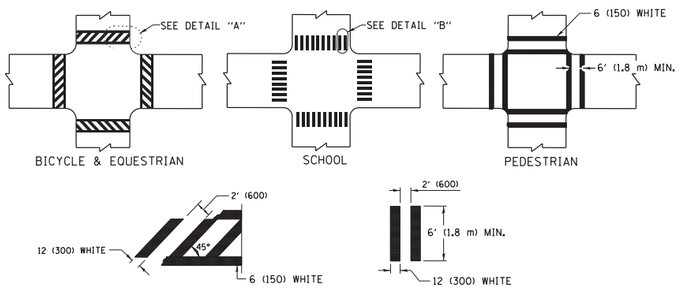


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

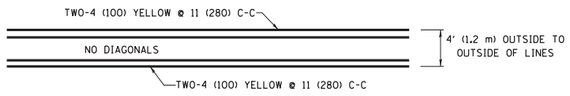
TYPICAL LANE AND EDGE LINE MARKING



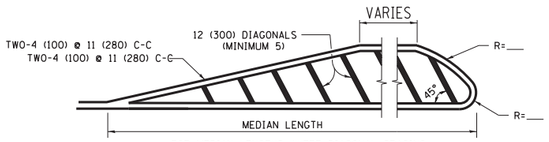
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



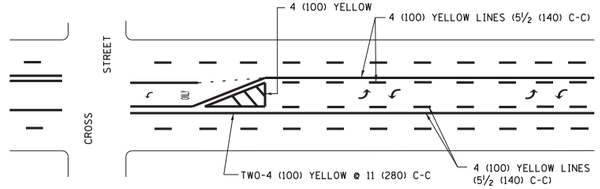
4' (1.2 m) WIDE MEDIANS ONLY



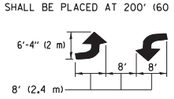
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

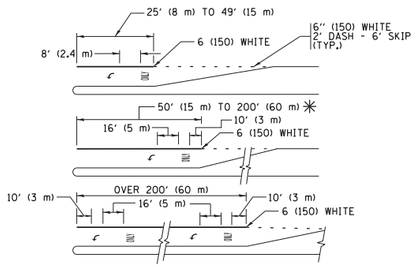


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

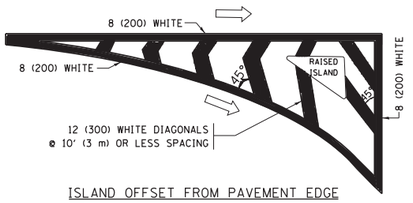


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

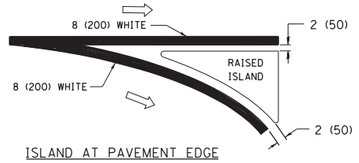
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

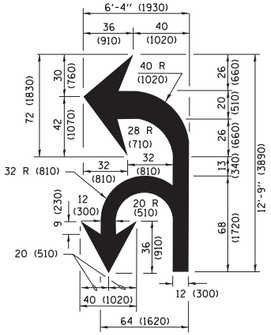


ISLAND OFFSET FROM PAVEMENT EDGE

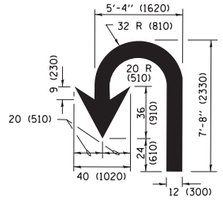


ISLAND AT PAVEMENT EDGE

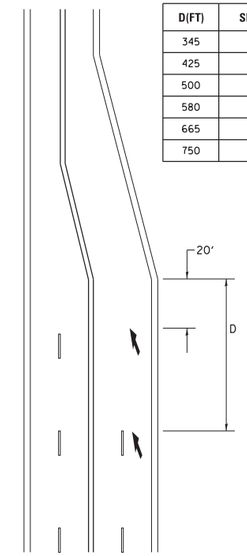
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊠ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊠ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊠ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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		DRAWN -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

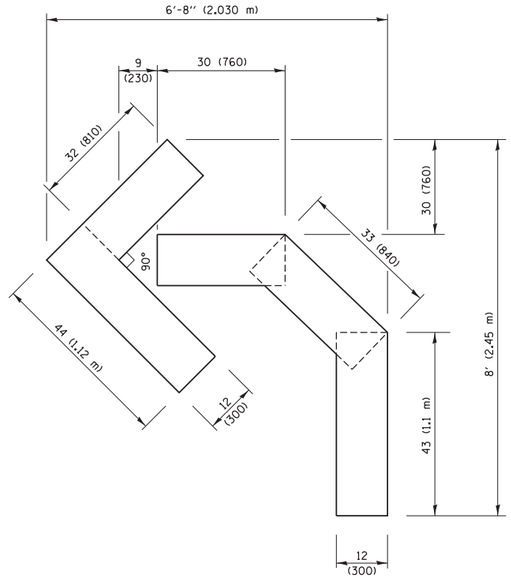
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

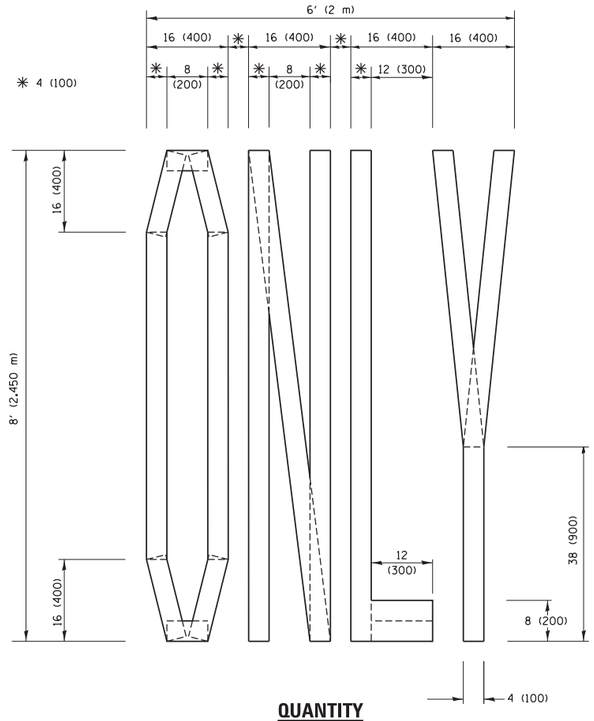
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	55
	TC–13	CONTRACT NO. 61E54		
		ILLINOIS FED. AID PROJECT		

tc13.dgn 6/23/2017 9:41:34 AM User:leysa



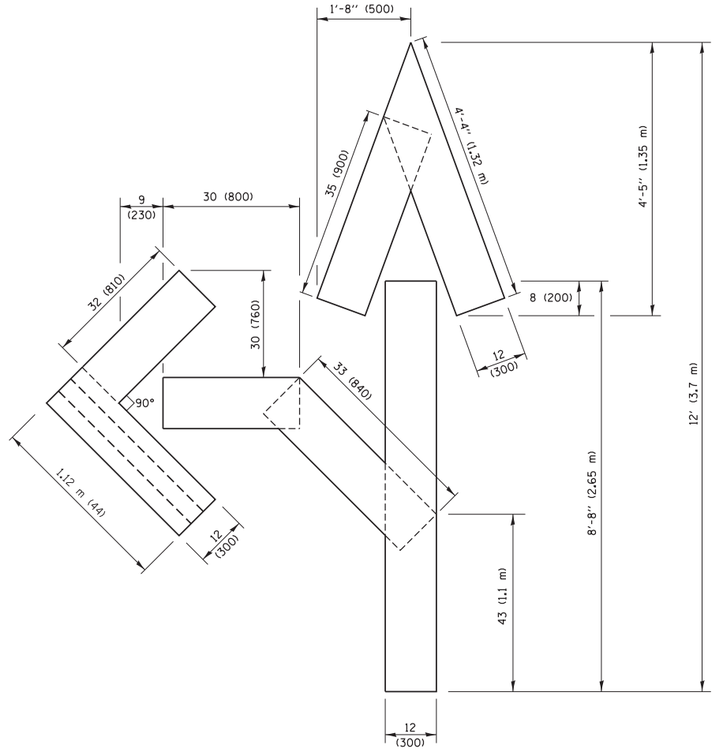
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

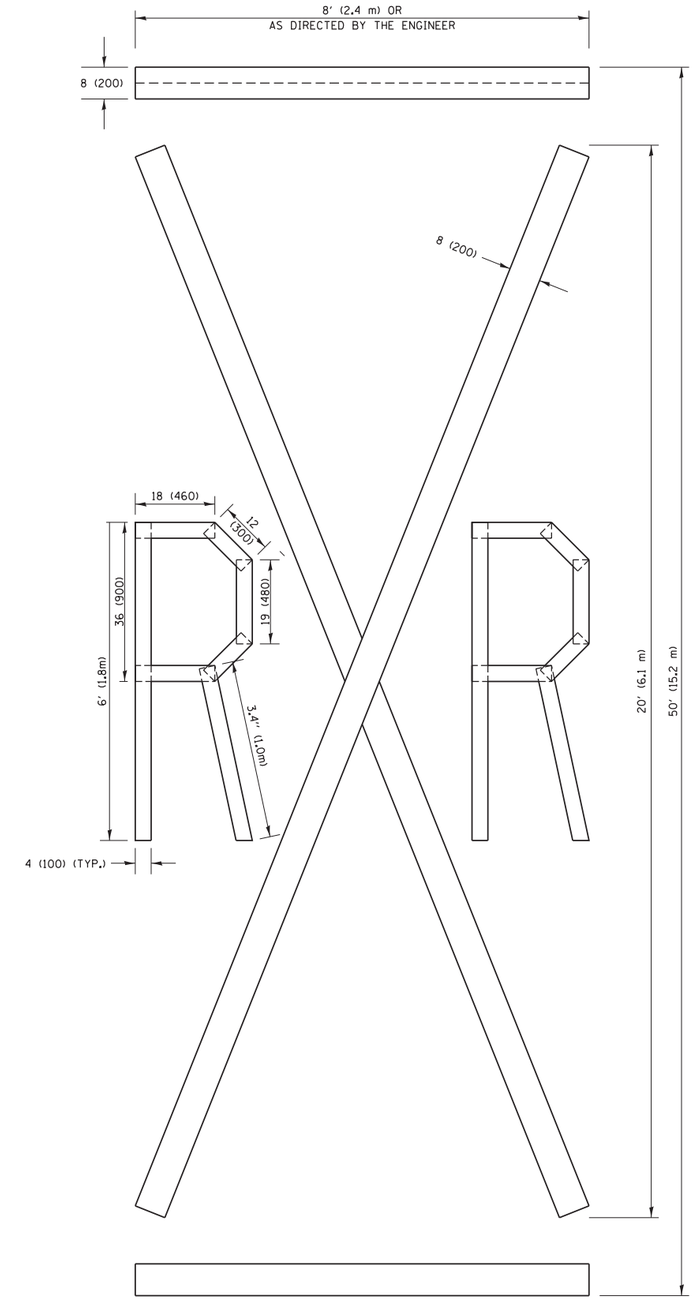


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\$DRAWN\CADData\CADsheets\tc16.dgn	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
			REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

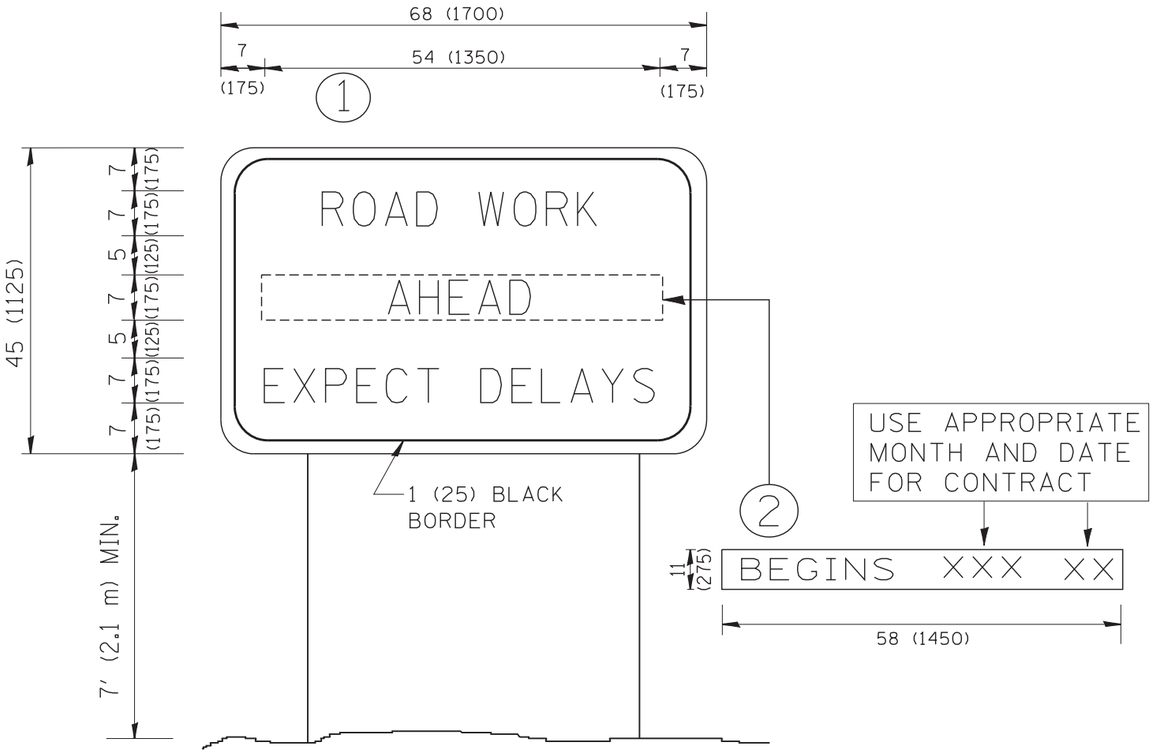
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	56
	TC-16	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc16.dgn 9/15/2016 12:45:20 PM User=footemj



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.
1398	17-00099-00-RS	COOK	65	57
	TC-22	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET	RXR	RXR
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

FILE NAME = ts05.dgn	USER NAME = leysa	DESIGNED - IP	REVISED -
		DRAWN - IP	REVISED -
Default	PLOT SCALE = 50.0000 ' / in.	CHECKED - LP	REVISED -
	PLOT DATE = 9/29/2016	DATE - 9/29/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	58
	TS-05	CONTRACT NO. 61E54		
		ILLINOIS FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

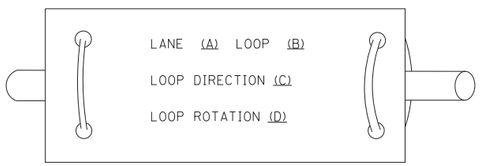
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

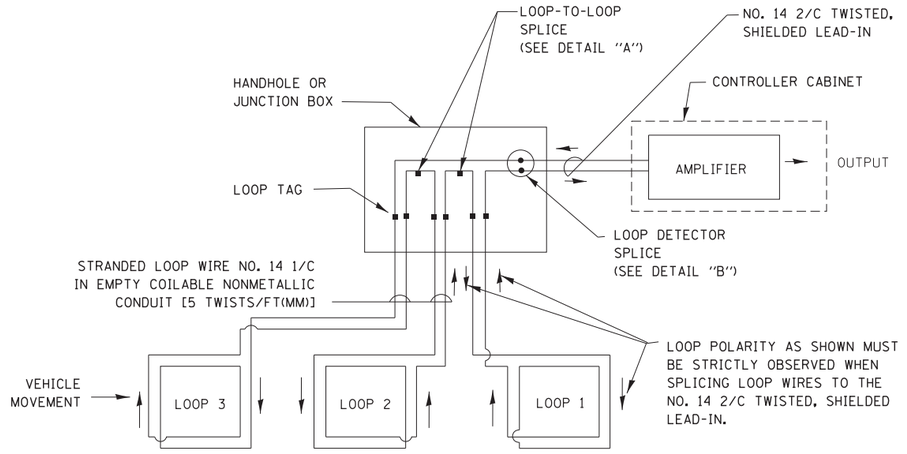


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

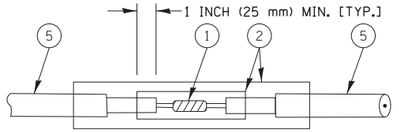
C. LABEL LOOP CABLE ''IN'' OR LOOP CABLE ''OUT''.

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

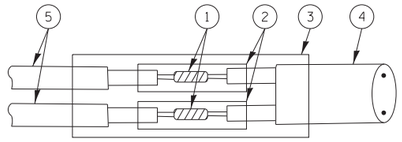


DETECTOR LOOP WIRING SCHEMATIC

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

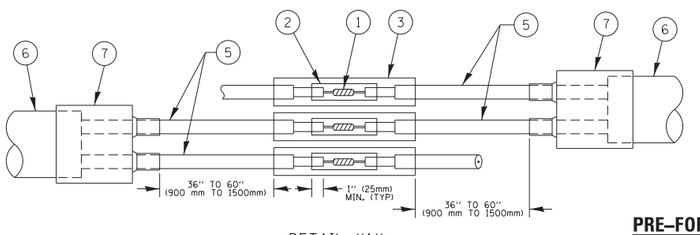


DETAIL ''A''
LOOP-TO-LOOP SPLICE



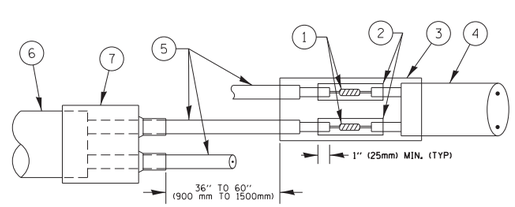
DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL ''A''
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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	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.
1398	17-00099-00-RS	COOK	65	59
	TS-05	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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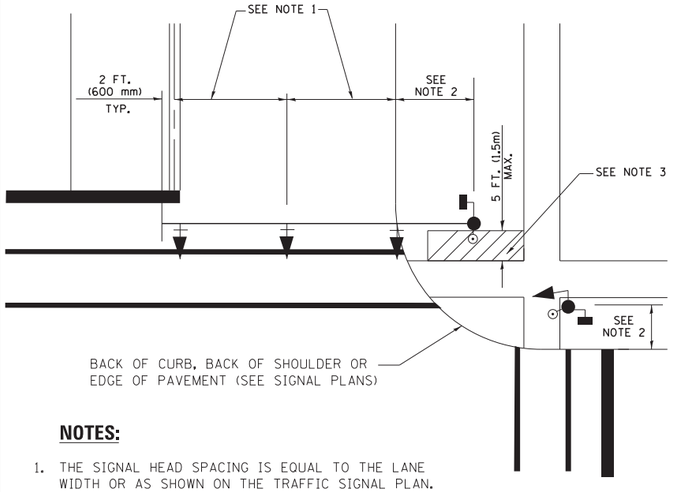
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

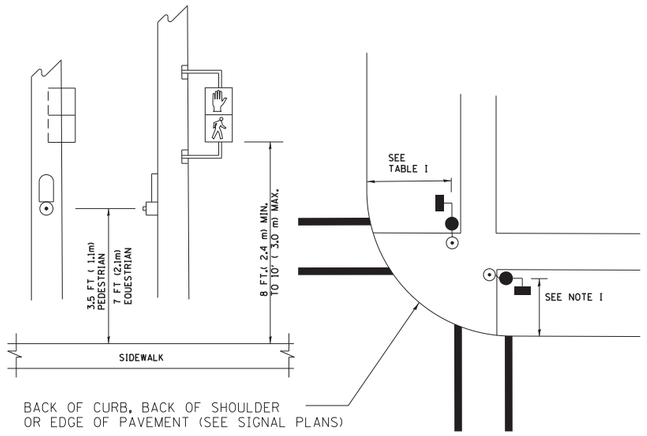
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

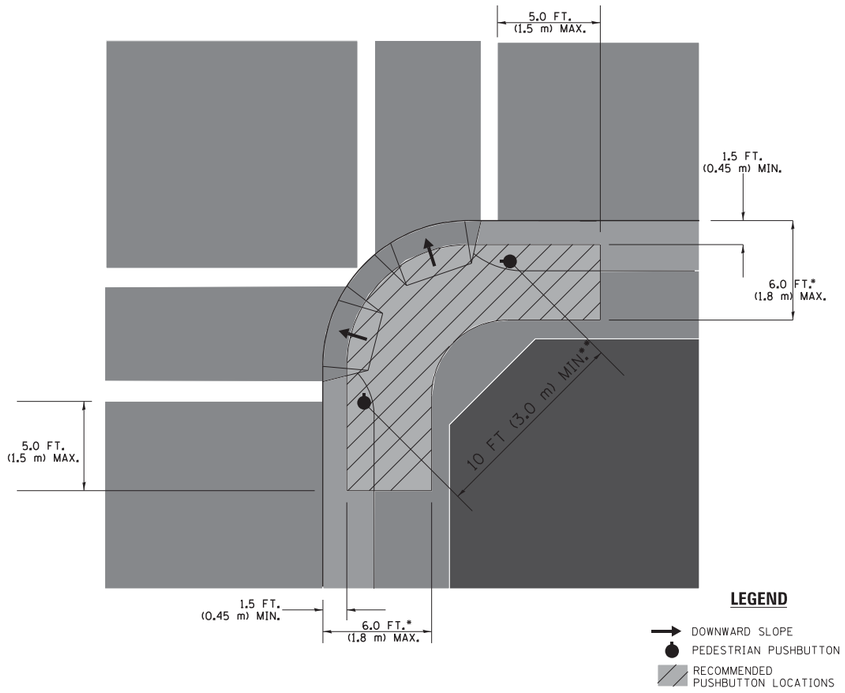
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS-05	CONTRACT NO. 61E54		
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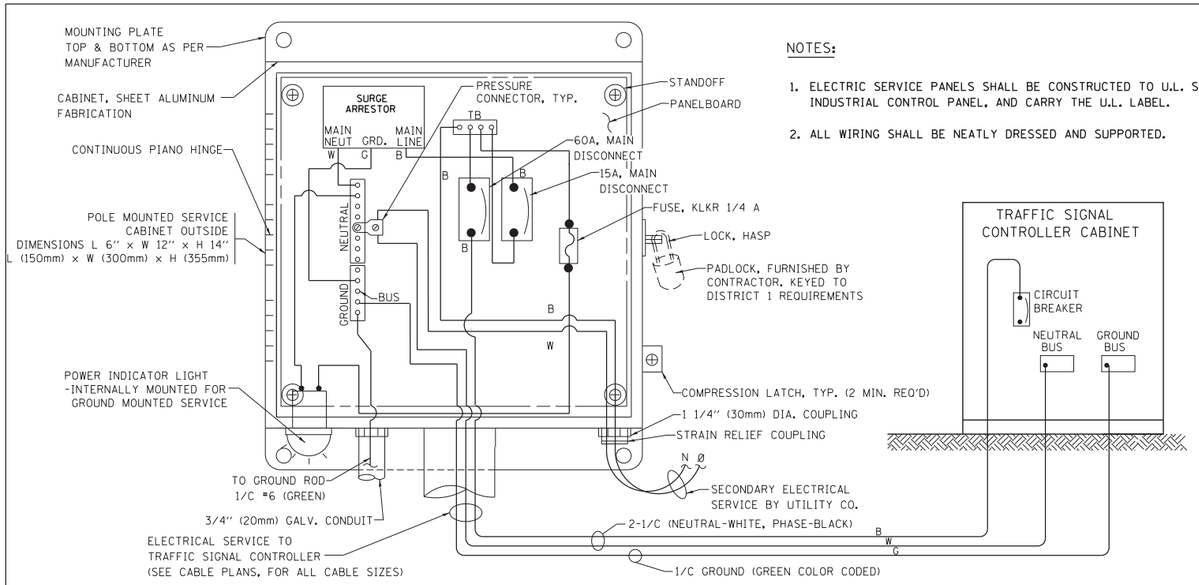
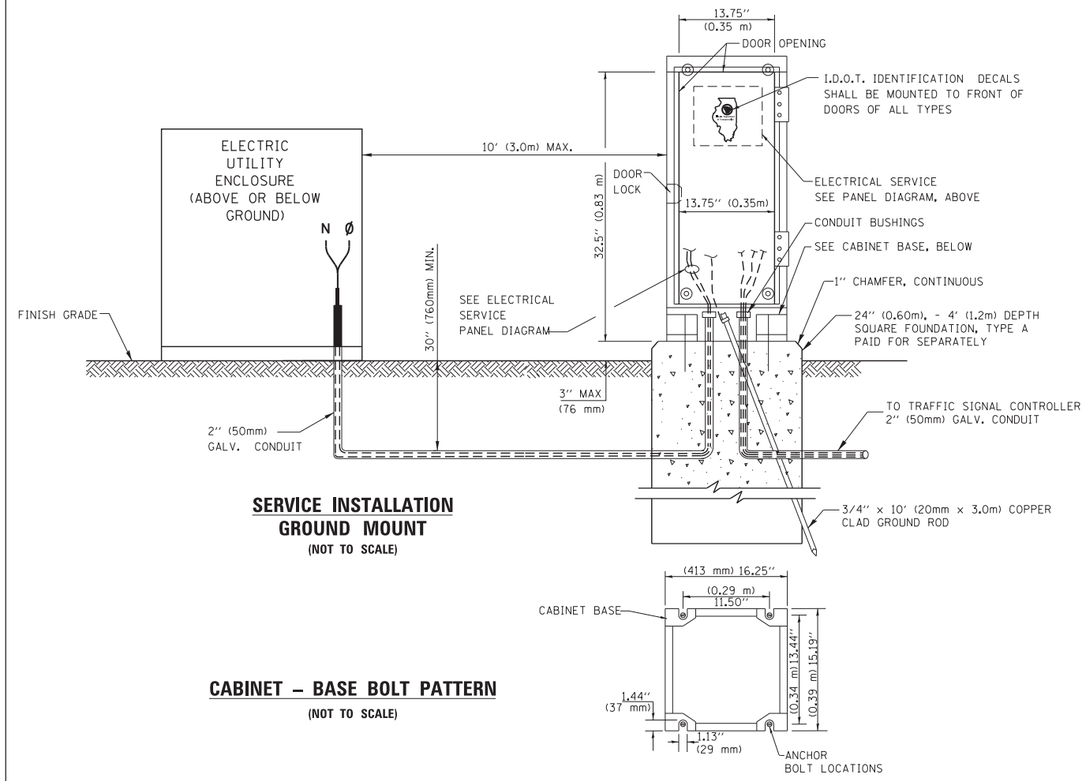


NOTES:

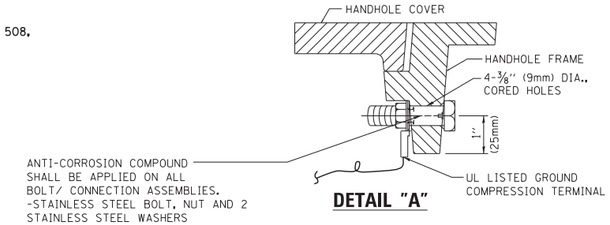
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)

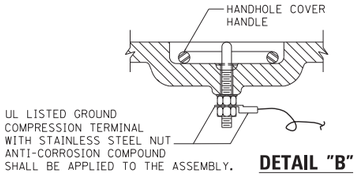


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



DETAIL "A"



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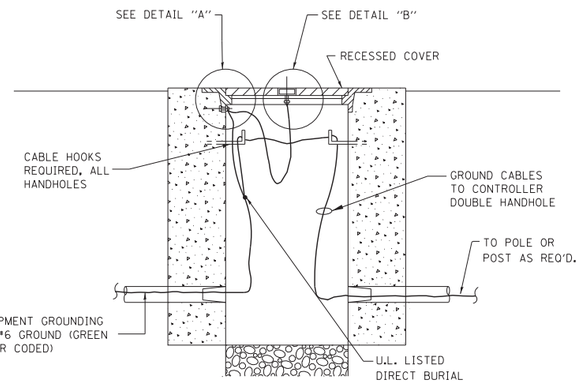
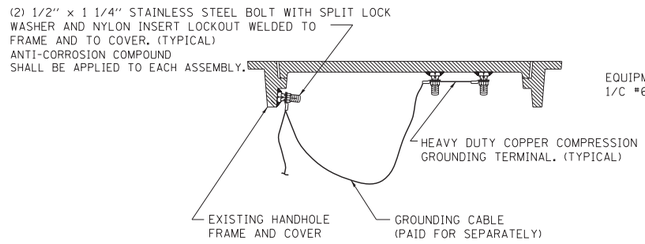


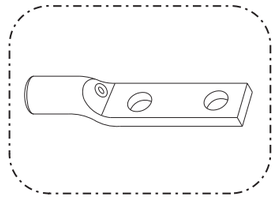
HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)



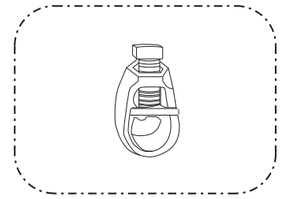
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

NOTES:
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



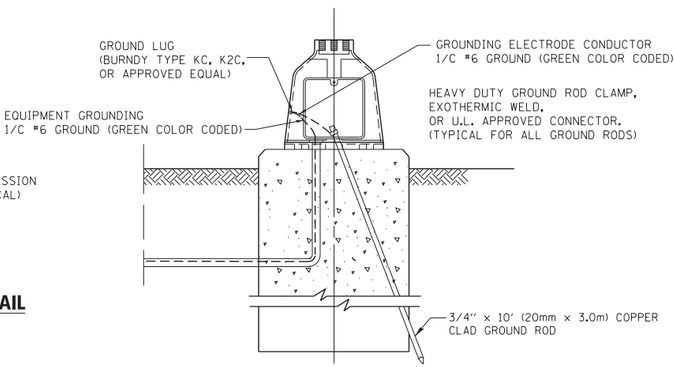
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST–GROUNDING DETAIL
(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	61
	TS-05	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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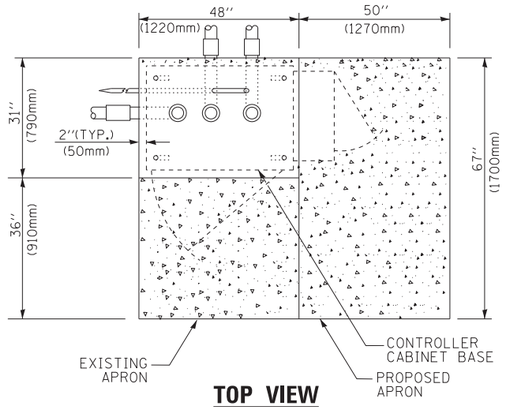
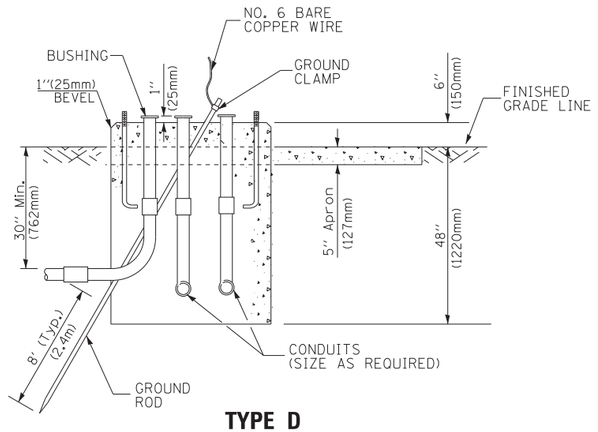
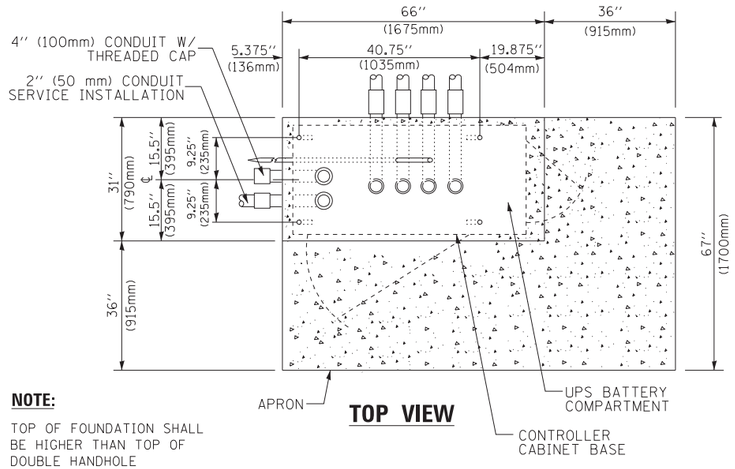


TOP VIEW



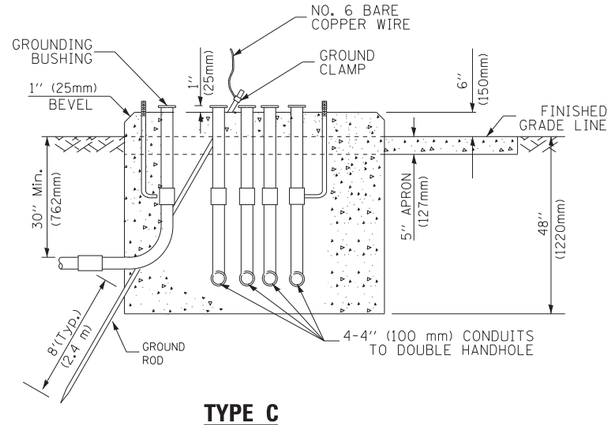
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



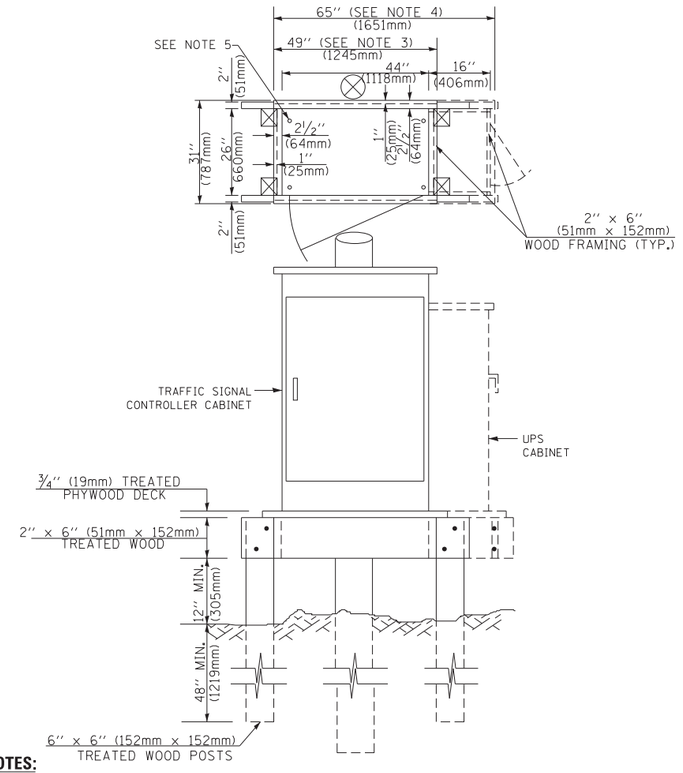
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26'' x 44'' (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16'' x 25'' (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0'' (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0'' (1.2m)
TYPE D - CONTROLLER	4'-0'' (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0'' (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0'' (3.0 m)	30'' (750mm)	24'' (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6'' (4.1 m)	30'' (750mm)	24'' (600mm)	8	6(19)
	11'-0'' (3.4 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4.0 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0'' (4.6 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0'' (6.4 m)	42'' (1060mm)	36'' (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0'' (7.6 m)	42'' (1060mm)	36'' (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36'' (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42'' (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
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DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	62
	TS-05	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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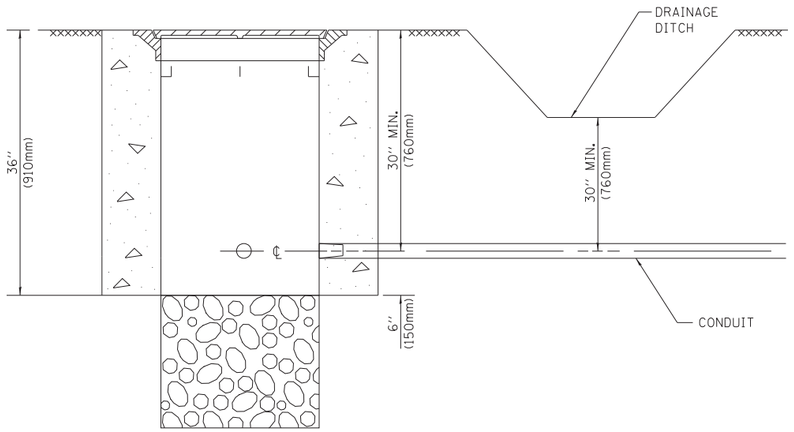
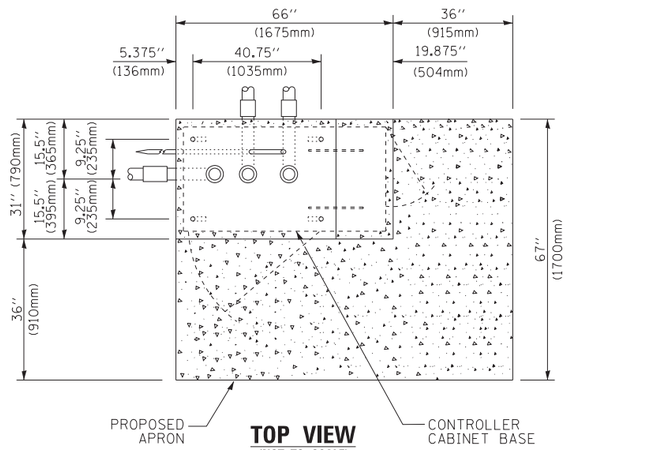


NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

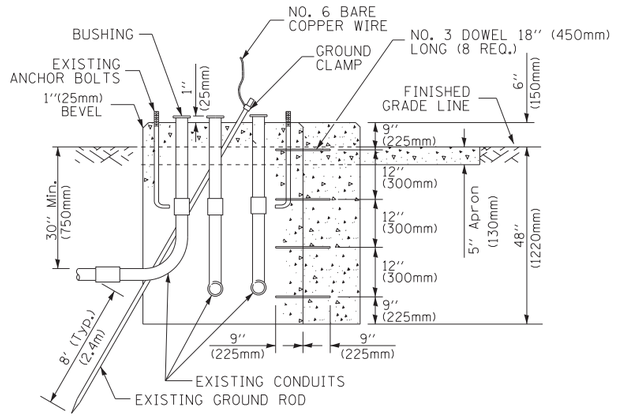
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



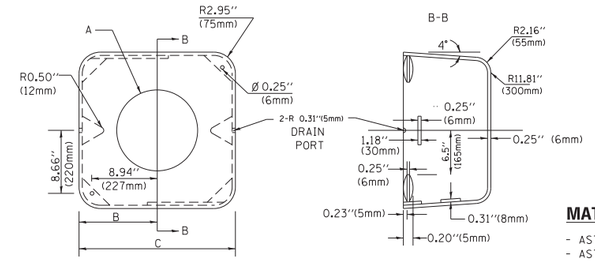
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL:

- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

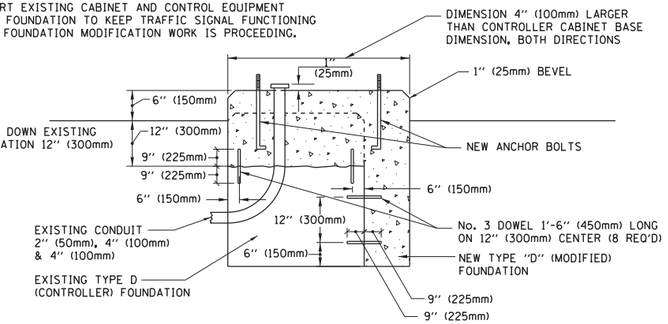
SHROUD

NOTES:

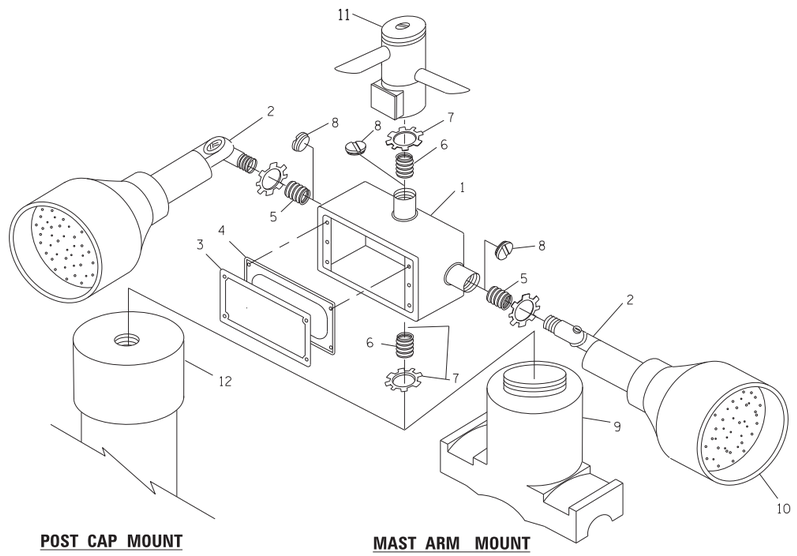
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



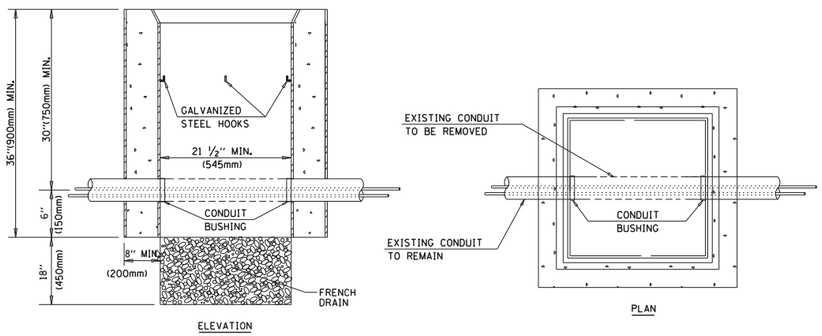
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	63
	TS-05	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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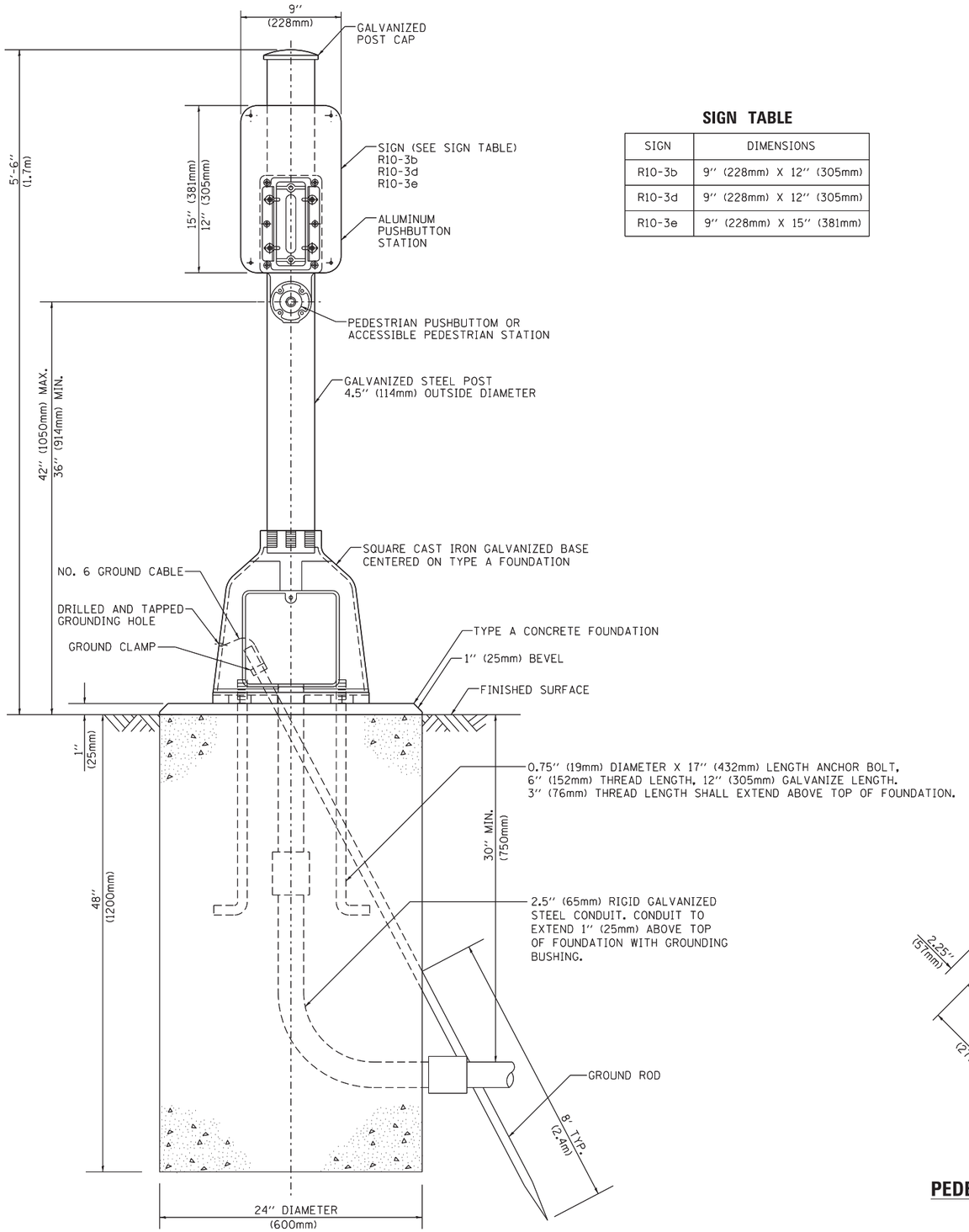
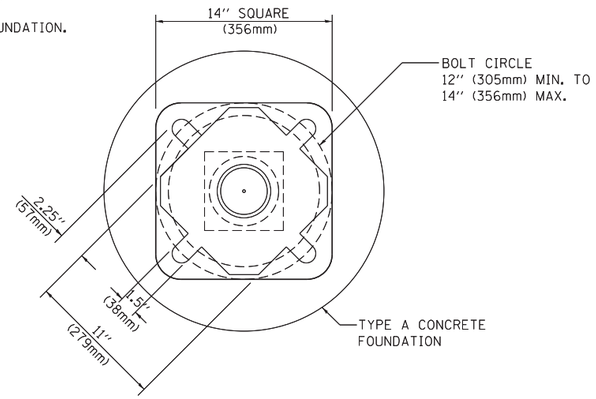


SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9'' (228mm) X 12'' (305mm)
R10-3d	9'' (228mm) X 12'' (305mm)
R10-3e	9'' (228mm) X 15'' (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

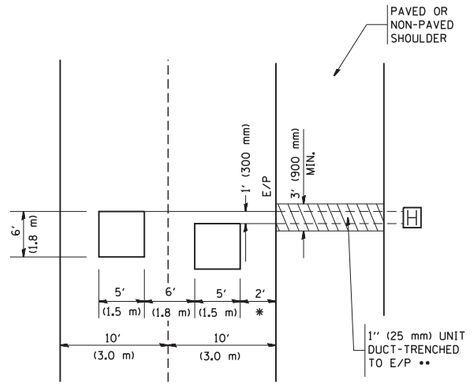
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1398	17-00099-00-RS	COOK	65	64
	TS-05	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

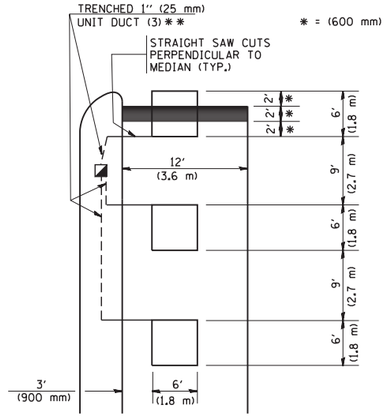


* = (600 mm)

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

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

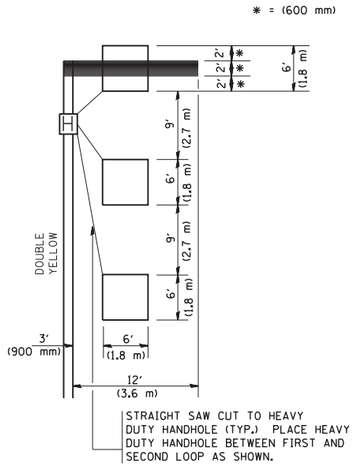
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

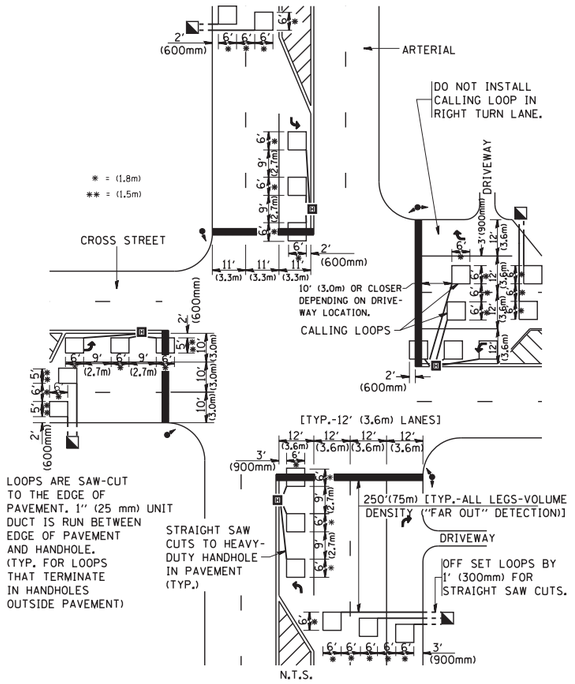
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



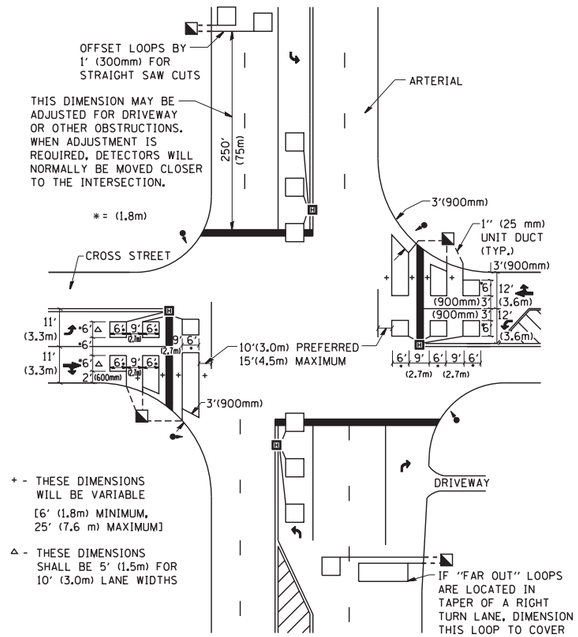
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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	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.
1398	17-00099-00-RS	COOK	65	65
	TS-07	CONTRACT NO. 61E54		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		