MUN	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	1
ILLINOIS PROJECT	WA3V (900)	CONTRACT NO. 61E82		

INDEX OF SHEETS ON SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
MUN 0004 (SHERWOOD ROAD)
LA GRANGE ROAD TO HARDING AVENUE
RESURFACING
SECTION NO. 17-00078-00-RS
PROJECT WA3V (900)
VILLAGE OF LA GRANGE PARK
COOK COUNTY
JOB NO. C-91-122-18

LOCATION OF SECTION INDICATED THUS:

TRAFFIC DATA
ADT (2013) = 2,000
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED LIMIT = 25 MPH

DESIGN DESIGNATION
MINOR COLLECTOR

0 10' 20' 30' SCALE: 1" = 10'

0 50' 100' SCALE: 1" = 50'

0 50' 100' SCALE: 1" = 40'

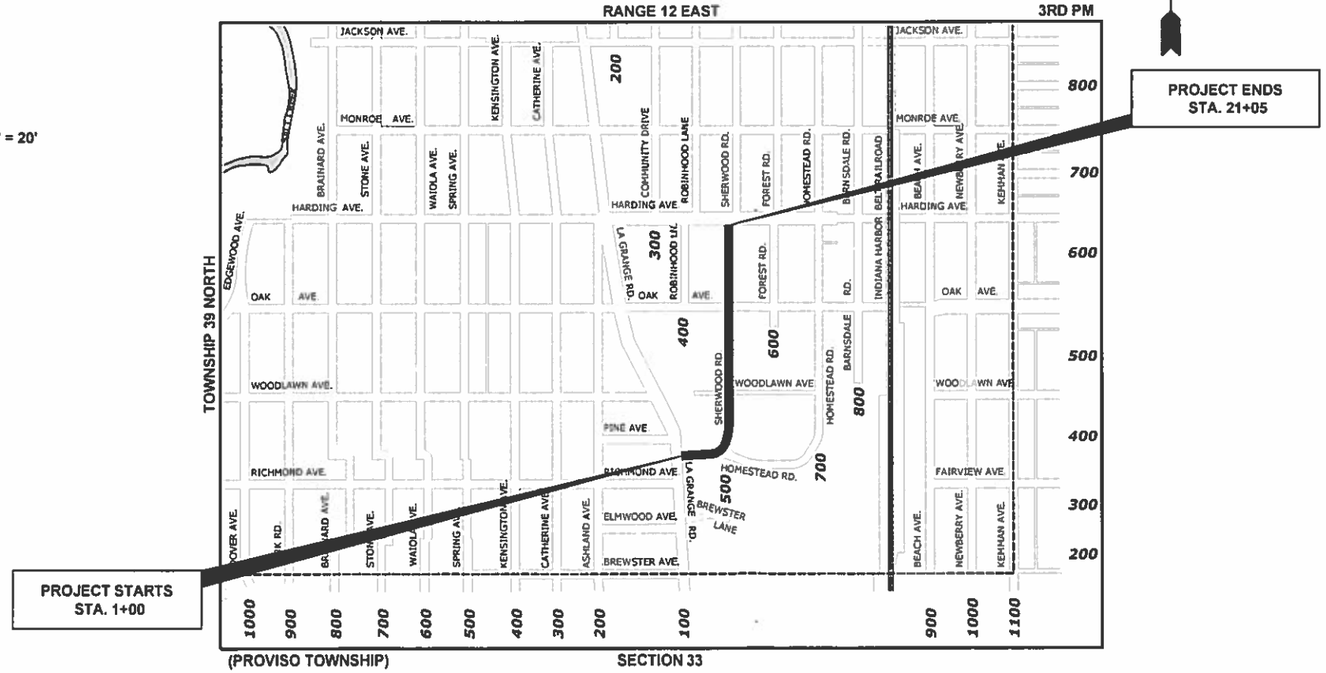
0 50' 100' SCALE: 1" = 30'

0 50' 100' SCALE: 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.

LOCATION MAP

SCALE: NONE
RANGE 12 EAST 3RD PM



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED _____ 20__
VILLAGE OF LA GRANGE PARK, PRESIDENT

PASSED March 21 2018 20__
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW March 22 20 18
REGIONAL ENGINEER

811 Know what's **below.** **Call** before you dig.

CONTRACT NO. 61E82

- AREA OF IMPROVEMENT

GROSS LENGTH OF IMPROVEMENT = 2,005 FT = 0.380 MI
NET LENGTH OF IMPROVEMENT = 2,005 FT = 0.380 MI

STEPHEN B. CLARK 62-055685 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNED: _____
DATE: 03/02/18 LICENSE EXPIRES: 11/30/19

EDWIN HANCOCK ENGINEERING COMPANY
9933 ROOSEVELT ROAD PHONE : (708) 865-0300
WESTCHESTER, ILLINOIS 60154

PROGRAM AND OFFICE ENGINEER; CHARLES F. RIDDLE, PE
SCHAUMBURG, ILLINOIS

Drawing File: W:\Projects_by_Village\La Grange Park\52017233 - Sherwood Road IAFO\Sherwood Rd -Cover.dwg Feb 28, 2018 - 1:40pm

EHE PROJECT NO 870-17-23301

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET, LOCATION MAP
2	INDEX OF SHEETS, LEGEND OF SYMBOLS, AND I.D.O.T. STANDARD DRAWINGS
3	GENERAL NOTES
4	SUMMARY OF QUANTITIES
5-9	CROSS SECTIONS EXISTING AND PROPOSED TYPICAL
10-11	PAVING / PAVEMENT MARKING PLANS
12	TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT PLAN
13	ADA RAMP DETAILS AT SHERWOOD ROAD/OAK AVENUE INTERSECTION
14-15	EROSION CONTROL PLAN
16	DETAILS
17	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)
18	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
19	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
20	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
21	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
22	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
23	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
24	ARTERIAL ROAD INFORMATION SIGN (TC-22)

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-03	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C&D PATCHES
604001-04	FRAMES AND LIDS, TYPE 1
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2-LANE, 2-WAY, SHORT-TIME OPERATIONS
701311-03	LANE CLOSURE, 2-LANE, 2-WAY, MOVING OPERATIONS, DAY ONLY
701501-06	URBAN LANE CLOSURE, 2-LANE, 2-WAY, 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

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-06)

SYMBOL	DESCRIPTION
HMA	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	EXISTING CONCRETE SIDEWALK OR DRIVEWAY REMOVAL
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY, 8" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT PAVING AREA
	PROPOSED CLASS D PATCHES
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
RC	STRUCTURE TO BE RECONSTRUCTED
	EXISTING DOMESTIC WATER SERVICE BOX
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING TRAFFIC SIGNAL POLE
	EXISTING TRAFFIC SIGNAL MAST ARM
	EXISTING HANDHOLE
	DOUBLE HANDHOLE
	EXISTING TRAFFIC SIGNAL OR STREET LIGHT CONTROLLER
S	EXISTING TRAFFIC SIGNAL MANHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	PROPOSED SIGN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, LEGEND OF SYMBOLS, AND I.D.O.T. STANDARD DRAWINGS

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	2
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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GENERAL NOTES

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 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 AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2014 7TH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

UNDERGROUND UTILITIES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF LAGRANGE PARK, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF LA GRANGE PARK.

FRAMES AND GRATES

THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.

ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF LA GRANGE PARK AND BE SALVAGED. THE CONTRACTOR IS TO DELIVER FRAMES AND LIDS TO THE VILLAGE OF LA GRANGE PARK LOCATED AT 937 BARNSDALE AVE, LA GRANGE PARK, (708) 352-2922.

MANHOLE OR VALVE COVERS

HE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE/SHE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES THAT ARE NOT TO BE INCORPORATED INTO THE PROJECT SHALL BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR.

OPEN EXCAVATIONS

THE CONTRACTOR SHALL NOT LEAVE ANY EXCAVATION NECESSARY FOR PAVEMENT PATCHES OR STRUCTURE ADJUSTMENTS OPEN OVERNIGHT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETELY BACKFILLING OR INSTALLING A PLATE OVER ALL EXCAVATIONS AT THE END OF EACH DAY.

CONCRETE BREAKERS

WHEN REMOVING PAVEMENT AND/OR OTHER STRUCTURES, THE CONTRACTOR SHALL NOT USE ANY TYPE OF CONCRETE BREAKERS SUCH AS DROP HAMMERS, THAT MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES.

SAW CUTTING

THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

THIS ITEM ONLY PERTAINS TO STRUCTURES LOCATED IN THE CONCRETE OR HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR HOT-MIX SURFACE REMOVAL. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE ADJUSTED UNDER THIS ITEM. SEE DETAIL SHEET FOR "FRAMES AND LIDS ADJUSTMENT WITH MILLING".

FIELD OFFICE

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

BUTT JOINTS

A BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

MILLED PAVEMENT OPEN TO TRAFFIC

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

PAVING OPERATIONS

THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE HIS/HER OPERATIONS SO THAT NO SECTIONS OF PAVEMENT ALONG THE CENTERLINE WILL HAVE A COLD JOINT OVERNIGHT.

PAVEMENT PATCHING

LOCATIONS OF CLASS C AND D PATCHES ON PLANS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED IN FIELD BY ENGINEER. CLASS D PATCHES LOCATED WITHIN THE THROUGH LANES SHALL BE MADE ACCESSIBLE TO TRAFFIC AT THE END OF EACH WORK DAY.

PAVEMENT MARKING

TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKS, THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT (847) 705-4413.

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DATE –	03/02/18	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	3
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

SUMMARY OF QUANTITIES

S.P.	S.I.	Code No.	Item	Unit	Total Quantity	Const. Type Code Resurfacing 0005 70%Federal 30%Local
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	200	200
		25200100	SODDING	SQ YD	200	200
		25200200	SUPPLEMENTAL WATERING	UNIT	20	20
~		28000510	INLET FILTERS	EACH	30	30
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	4000	4000
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	8	8
		40600625	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	360	360
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	200	200
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	950	950
		42101300	PROTECTIVE COAT	SQ YD	165	165
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	45	45
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	500	500
~		42400800	DETECTABLE WARNINGS	SQ FT	40	40
~		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	45	45
~		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	250	250
~		44000600	SIDEWALK REMOVAL	SQ FT	500	500
		44201301	CLASS C PATCHES, TYPE I, 6 INCH	SQ YD	15	15
		44201305	CLASS C PATCHES, TYPE II, 6 INCH	SQ YD	35	35
		44201309	CLASS C PATCHES, TYPE III, 6 INCH	SQ YD	70	70
		44201311	CLASS C PATCHES, TYPE IV, 6 INCH	SQ YD	300	300
		44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	15	15
		44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	35	35
		44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	70	70
		44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	300	300
		44213204	TIE BARS 3/4"	EACH	250	250
~		60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2
~		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	4	4
~		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	2	2

SUMMARY OF QUANTITIES

S.P.	S.I.	Code No.	Item	Unit	Total Quantity	Const. Type Code Resurfacing 0005 70%Federal 30%Local
~		60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4	4
~		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2
~		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10	10
~		60604100	COMBINATION CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	230	230
~		60604700	COMBINATION CURB AND GUTTER, TYPE B-6.18 (MODIFIED)	FOOT	20	20
		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	925	925
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	350	350
		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	60	60
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1450	1450
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	880	880
		70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	140	140
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	160	160
	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	60	60
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1450	1450
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	880	880
	*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	140	140
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	160	160
~	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	230	230
~		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8400	8400
~		X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	12	12
~		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

~ DENOTES SPECIAL PROVISION

* DENOTES SPECIALTY ITEM

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DRAWN – SFB	REVISED –		
CHECKED – ---	REVISED –		
DATE – 03/28/18	REVISED –		

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	4
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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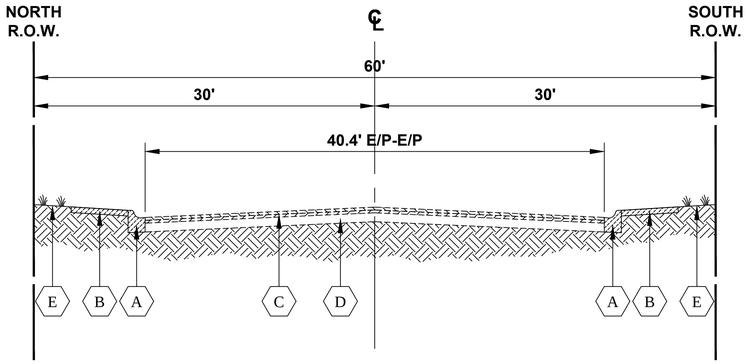
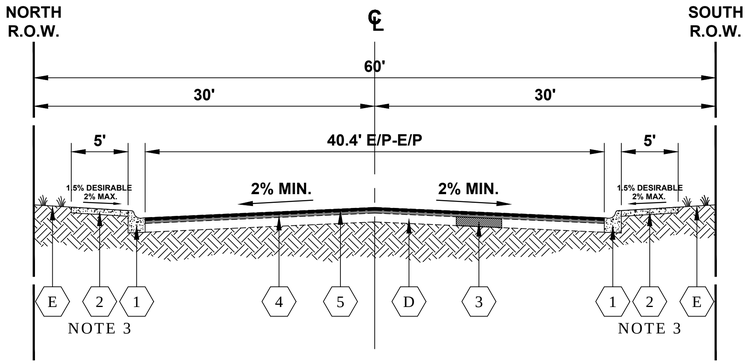


EXISTING TYPICAL SECTION

SHERWOOD ROAD

STA. 1+00 TO STA. 4+50



PROPOSED TYPICAL SECTION

SHERWOOD ROAD

STA. 1+00 TO STA. 4+50

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
B	SIDEWALK REMOVAL (REFER TO PLANS FOR LOCATIONS)
C	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
D	EXISTING CONCRETE AND AGGREGATE BASE COURSE, THICKNESS VARIES, 4-12"
E	EXISTING LANDSCAPED PARKWAY
1	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12
2	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
3	PROPOSED CLASS C AND CLASS D PATCHES, (AS LOCATED IN FIELD)
4	PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, ¾"
5	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL - 9.5 mm), 2"	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, ¾"	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm), 8" (2 LIFTS)	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATRIALS SEE SPECIAL PROVISIONS.

NOTE

1. CONTRACTOR SHALL MILL BEFORE PATCHING
2. FILL CRACKS USING MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
3. SIDEWALK LIMITS AS SHOWN ON PLANS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED
TYPICAL CROSS SECTION

SCALE: NONE | SHEET NO. 1 OF 5 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	5
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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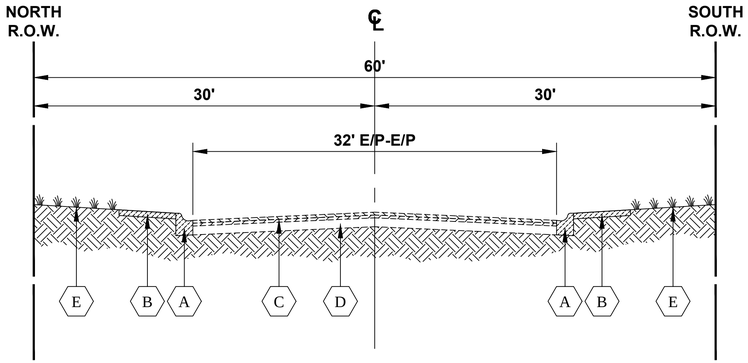
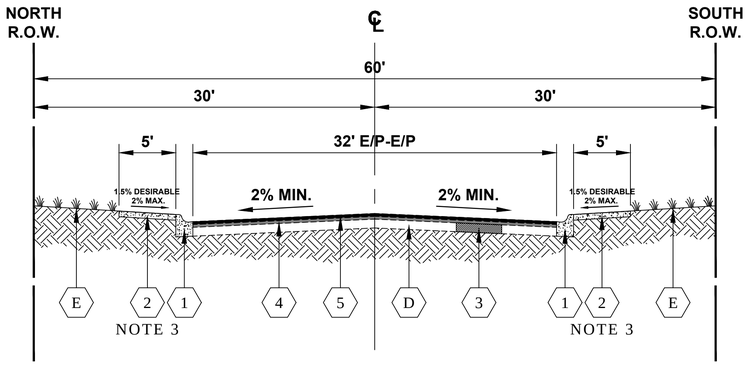


EXISTING TYPICAL SECTION

SHERWOOD ROAD

STA. 4+50 TO STA. 8+50



PROPOSED TYPICAL SECTION

SHERWOOD ROAD

STA. 4+50 TO STA. 8+50

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
B	SIDEWALK REMOVAL (REFER TO PLANS FOR LOCATIONS)
C	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
D	EXISTING CONCRETE AND AGGREGATE BASE COURSE, THICKNESS VARIES, 4-12"
E	EXISTING LANDSCAPED PARKWAY
1	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12
2	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
3	PROPOSED CLASS C AND CLASS D PATCHES, (AS LOCATED IN FIELD)
4	PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, ¾"
5	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL - 9.5 mm), 2"	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, ¾"	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm), 8" (2 LIFTS)	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

NOTE

1. CONTRACTOR SHALL MILL BEFORE PATCHING
2. FILL CRACKS USING MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
3. SIDEWALK LIMITS AS SHOWN ON PLANS.

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DATE –	03/02/18	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED
TYPICAL CROSS SECTION

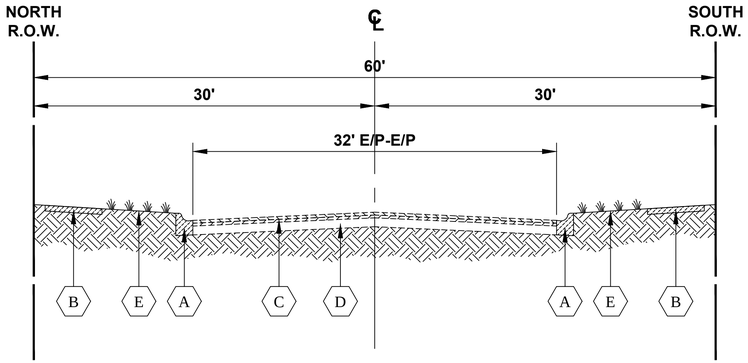
SCALE: NONE | SHEET NO. 2 OF 5 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	6

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

CONTRACT NO. 61E82

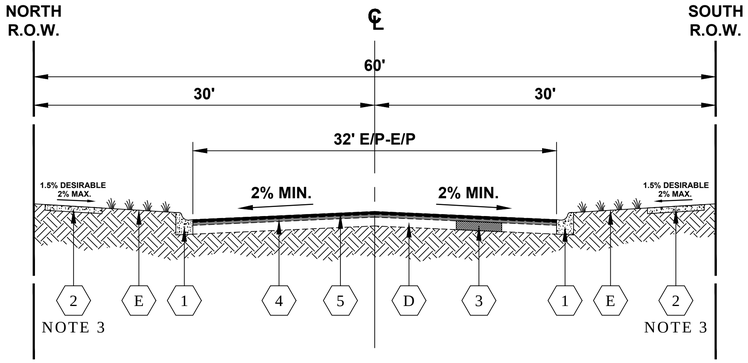
E.H.E. PROJECT NO. 520-17-23301



EXISTING TYPICAL SECTION

SHERWOOD ROAD

STA. 8+50 TO STA. 19+70



PROPOSED TYPICAL SECTION

SHERWOOD ROAD

STA. 8+50 TO STA. 19+70

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
B	SIDEWALK REMOVAL (REFER TO PLANS FOR LOCATIONS)
C	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
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1	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12
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HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING	
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DEPARTMENT OF TRANSPORTATION

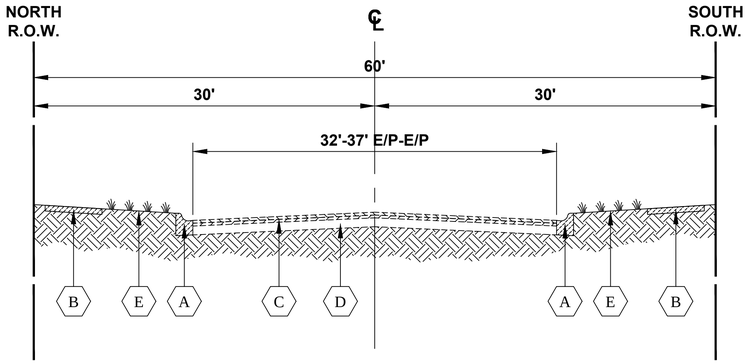
EXISTING AND PROPOSED
TYPICAL CROSS SECTION

SCALE: NONE | SHEET NO. 3 OF 5 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	7
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

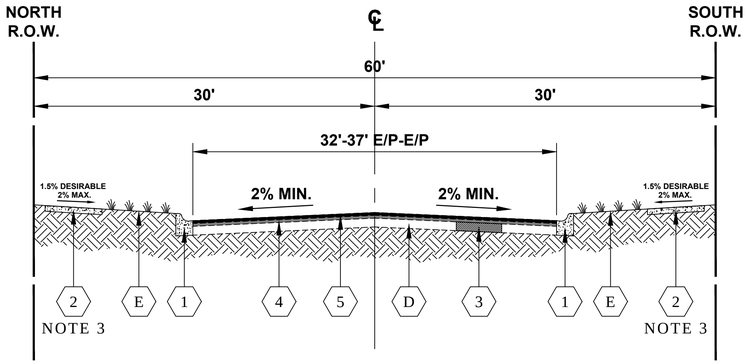
Drawing file: W:\Projects_by_Village\La Grange Park\520172333 – Sherwood Road LAFO\Sherwood Rd-TypSec.dwg Mar 23, 2018 – 9:49am



EXISTING TYPICAL SECTION

SHERWOOD ROAD

STA. 19+70 TO STA. 19+90



PROPOSED TYPICAL SECTION

SHERWOOD ROAD

STA. 19+70 TO STA. 19+90

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
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HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

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RESURFACING	
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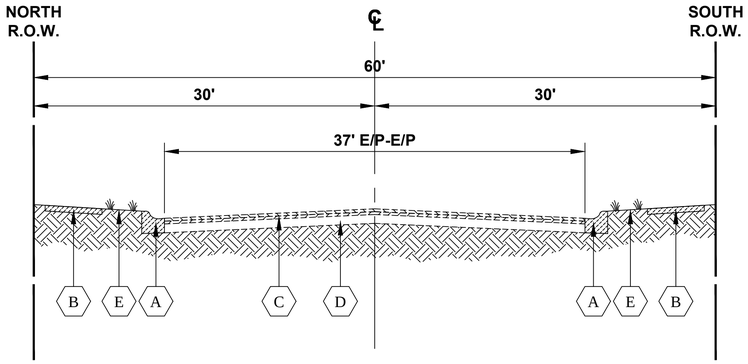
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED
TYPICAL CROSS SECTION

SCALE: NONE | SHEET NO. 4 OF 5 SHEETS | STA. - | TO STA. -

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	8
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

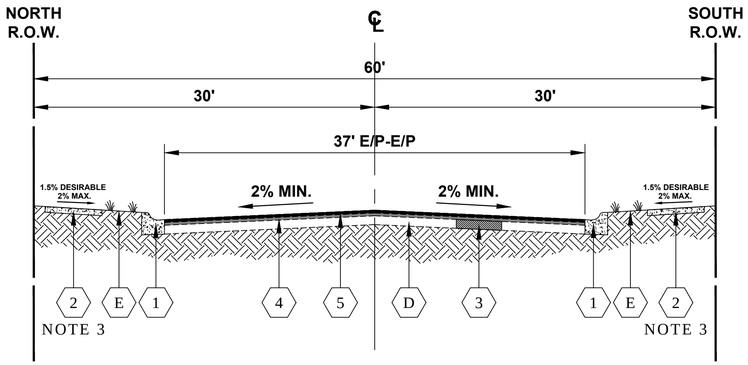
E.H.E. PROJECT NO. 520-17-23301



EXISTING TYPICAL SECTION

SHERWOOD ROAD

STA. 19+90 TO STA. 21+05



PROPOSED TYPICAL SECTION

SHERWOOD ROAD

STA. 19+90 TO STA. 21+05

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
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STATE OF ILLINOIS
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EXISTING AND PROPOSED
TYPICAL CROSS SECTION

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	9
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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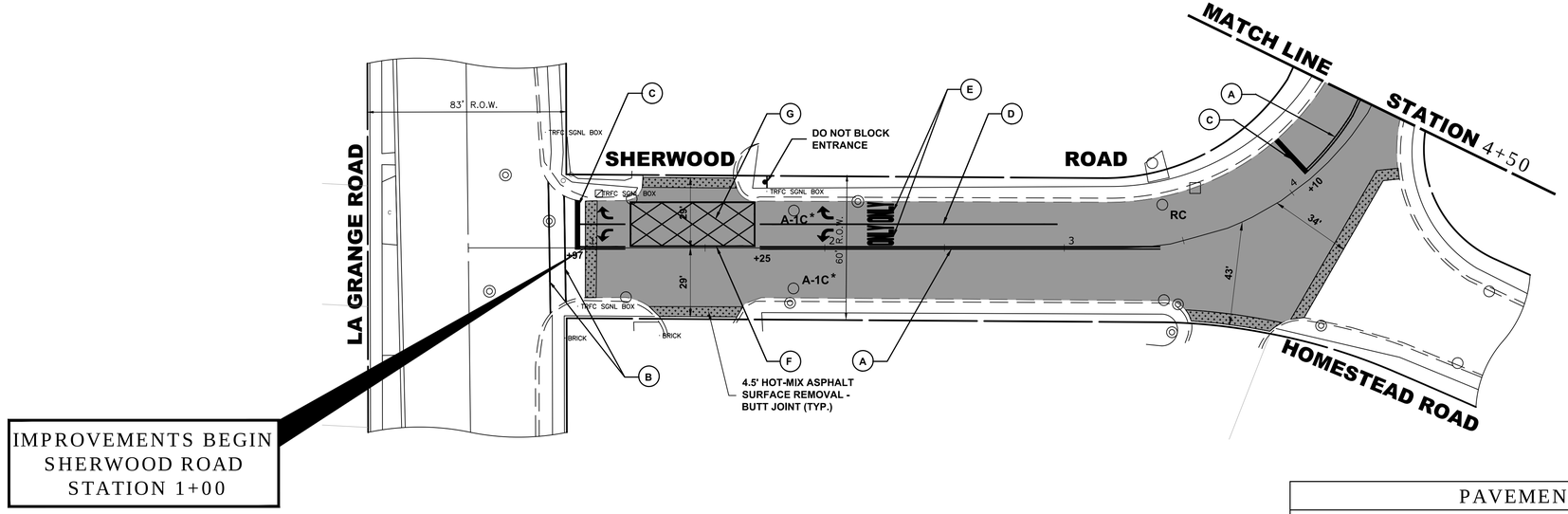
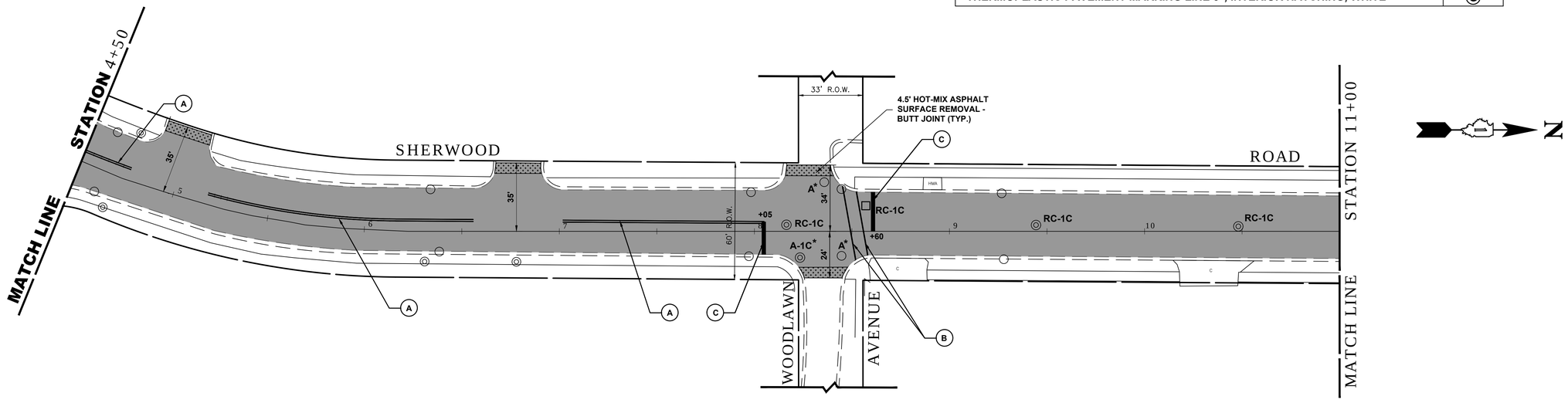


PAVEMENT MARKING LEGEND	
ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	B
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	C
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	D
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	E
THERMOPLASTIC PAVEMENT MARKING LINE 8", PERIMETER, WHITE	F
THERMOPLASTIC PAVEMENT MARKING LINE 6", INTERIOR HATCHING, WHITE	G



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERWOOD ROAD
PAVING/PAVEMENT MARKING PLAN

SCALE: 1" = 30" | SHEET NO. 1 OF 2 SHEETS | STA. 1+00 | TO STA. 11+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	10
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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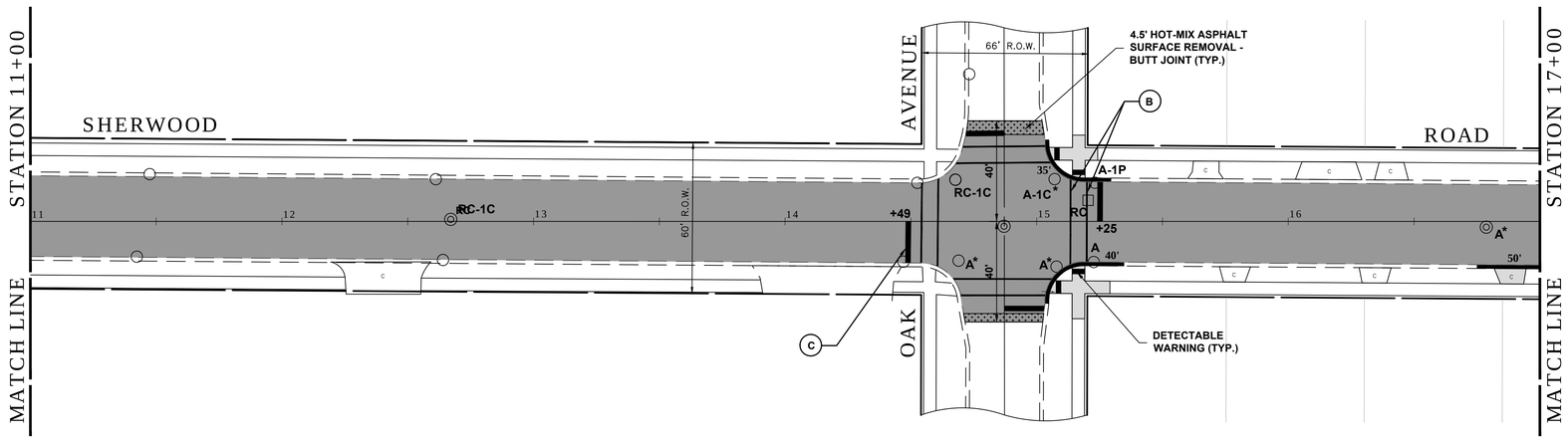

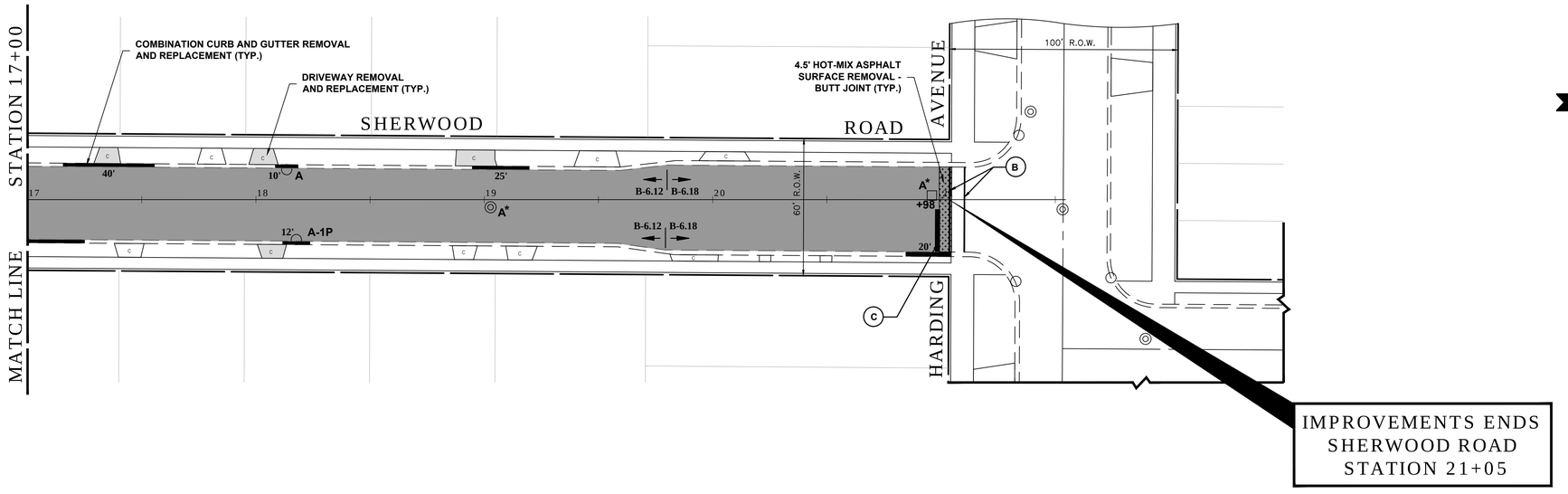

PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	(D)
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	(E)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERWOOD ROAD
PAVING/PAVEMENT MARKING PLAN

SCALE: 1" = 30" | SHEET NO. 2 OF 2 SHEETS | STA. 11+00 | TO STA. 21+05

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	11
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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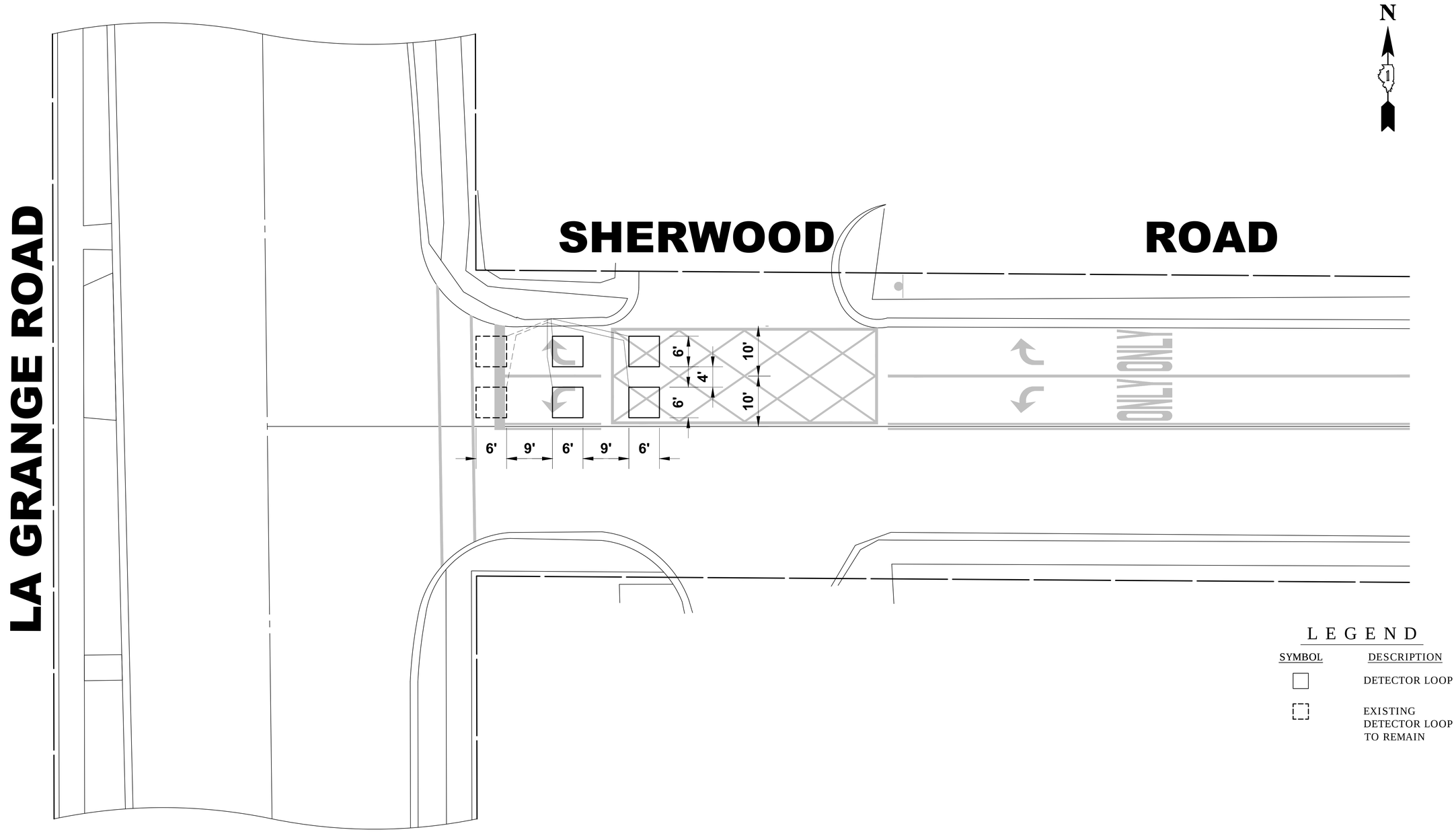

LEGEND

SYMBOL	DESCRIPTION
☐	DETECTOR LOOP
⬚	EXISTING DETECTOR LOOP TO REMAIN

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DATE –	03/28/18	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT PLAN
LA GRANGE ROAD AT HOMESTEAD ROAD

SCALE: 1" = 10' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	12
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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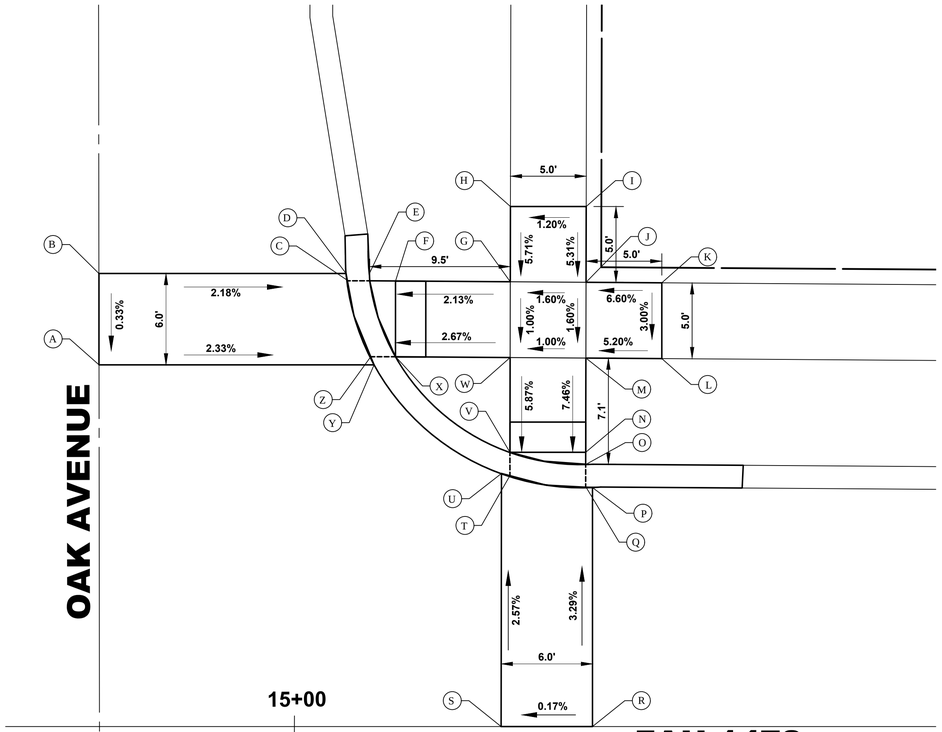

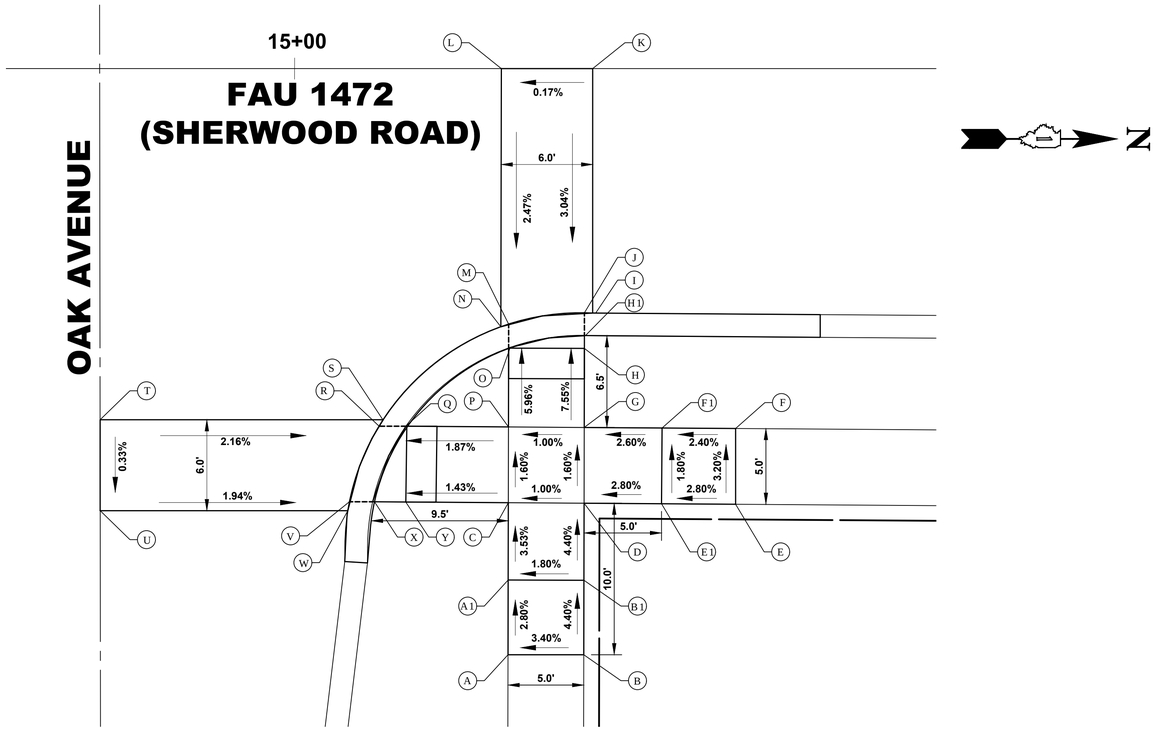

NW CORNER

	STATION	OFFSET (FT.)	SIDE	Elevation
A	14+87	23.9	L	625.02
B	14+87	29.9	L	625.06
C	15+03	29.4	L	624.73
D	15+03	29.9	L	624.74
E	15+04.5	29.4	L	624.71
F	15+06.5	29.4	L	624.75
G	15+14	29.4	L	624.91
H	15+14	34.4	L	625.19
I	15+19	34.4	L	625.25
J	15+19	29.4	L	624.99
K	15+24	29.4	L	625.32
L	15+24	24.4	L	625.17
M	15+19	24.4	L	624.91
N	15+19	18.1	L	624.44
O	15+19	17.3	L	624.43
P	15+19.5	15.8	L	624.44
Q	15+19	15.8	L	624.45
R	15+19.5	0.0	L	624.96
S	15+13.5	0.0	L	624.95
T	15+14	16.6	L	624.51
U	15+13.5	16.7	L	624.52
V	15+14	18.1	L	624.49
W	15+14	24.4	L	624.86
X	15+06.5	24.4	L	624.66
Y	15+05.5	23.9	L	624.67
Z	15+05	24.4	L	624.68

NE CORNER

	STATION	OFFSET (FT.)	SIDE	Elevation
A	15+14	38.7	R	625.21
A1	15+14	33.7	R	625.07
B	15+19	38.7	R	625.38
B1	15+19	33.7	R	625.16
C	15+14	28.6	R	624.89
D	15+19	28.7	R	624.94
E	15+29	28.7	R	625.27
E1	15+24	28.7	R	625.08
F	15+29	23.7	R	625.11
F1	15+24	23.7	R	624.99
G	15+19	23.7	R	624.86
H	15+19	18.4	R	624.46
H1	15+19	17.2	R	624.44
I	15+20	16.1	R	624.45
J	15+19	16.1	R	624.46
K	15+19.5	0.0	R	624.96
L	15+13.5	0.0	R	624.95
M	15+14	16.9	R	624.52
N	15+13.5	17.0	R	624.53
O	15+14	18.4	R	624.50
P	15+14	23.6	R	624.81
Q	15+06.5	23.6	R	624.67
R	15+05	23.6	R	624.69
S	15+05.5	23.1	R	624.68
T	14+87	23.1	R	625.09
U	14+87	29.1	R	625.11
V	15+03	28.6	R	624.77
W	15+03	29.1	R	624.78
X	15+04.5	28.6	R	624.75
Y	15+07	28.6	R	624.79

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DRAWN – SFB	REVISED –
CHECKED – ---	REVISED –
DATE – 03/02/18	REVISED –

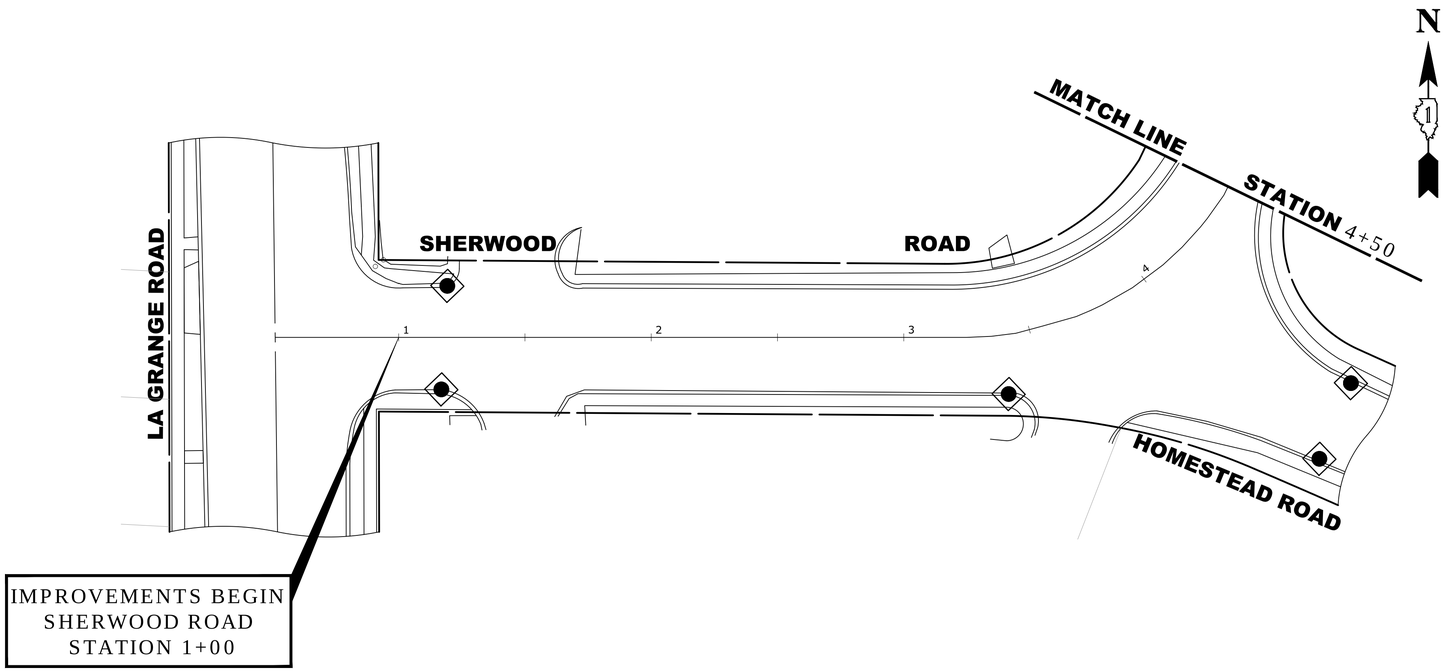
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

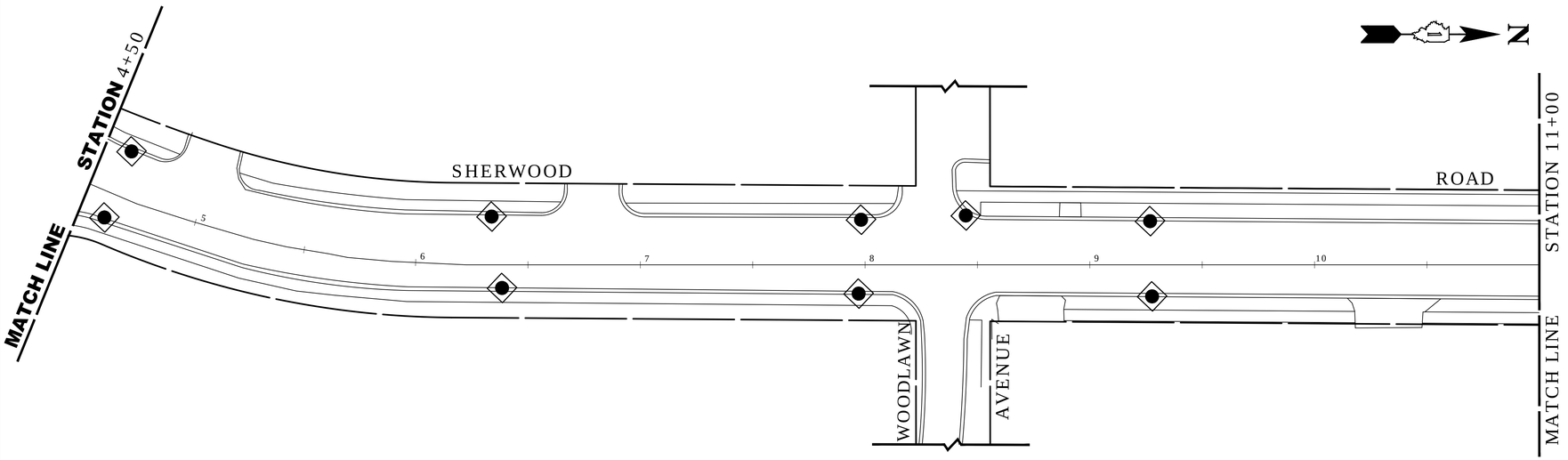
ADA RAMP DETAILS
AT SHERWOOD RD. AND OAK AVE. INTERSECTION

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	13
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301



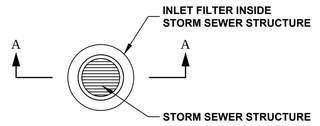


LEGEND

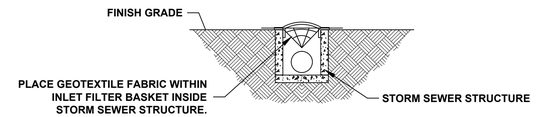
SYMBOL	DESCRIPTION
◆	INLET FILTER
▣	CONCRETE WASHOUT

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. THE COST OF ABOVE WORK WILL BE INCLUDED IN COST OF THE ITEM FOR INLET FILTERS.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.

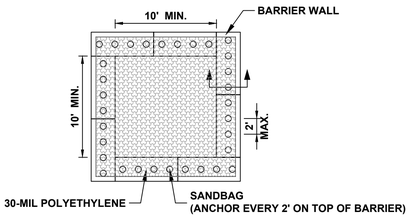


PLAN VIEW

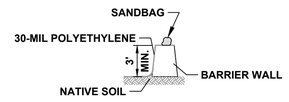


SECTION A-A

INLET FILTER



PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT

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DRAWN –	SFB	REVISED –	
CHECKED –	---	REVISED –	
DATE –	03/02/18	REVISED –	

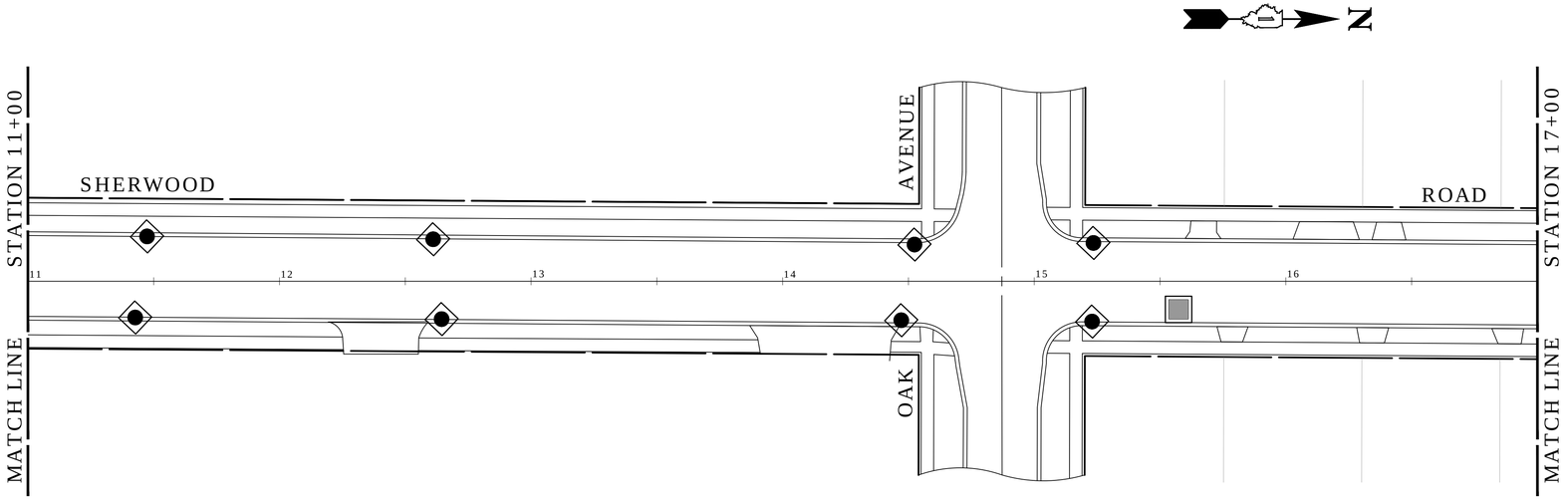
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

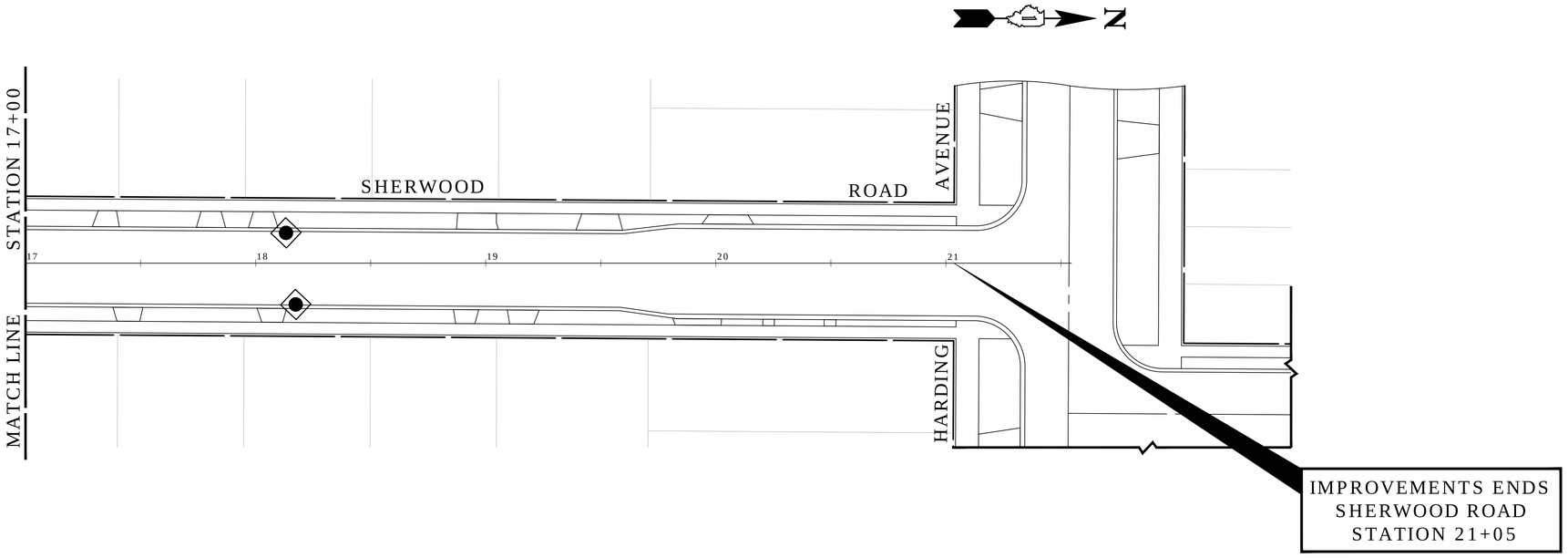
EROSION CONTROL PLAN

SCALE: 1" = 30" | SHEET NO. 1 OF 2 SHEETS | STA. 1+00 | TO STA. 11+00

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	14
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301





LEGEND

SYMBOL	DESCRIPTION
◈	INLET FILTER
▣	CONCRETE WASHOUT

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
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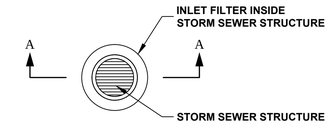
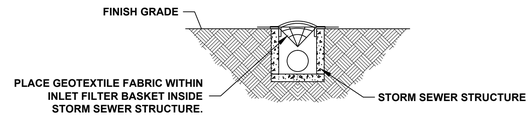
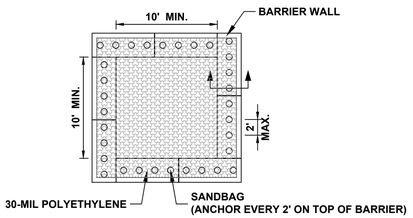


PLAN VIEW

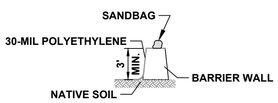


SECTION A-A

INLET FILTER



PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

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DRAWN –	SFB	REVISED –	
CHECKED –	---	REVISED –	
DATE –	03/02/18	REVISED –	

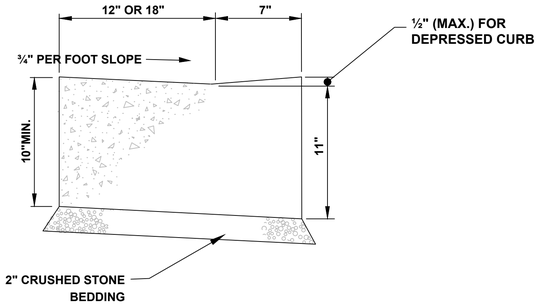
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

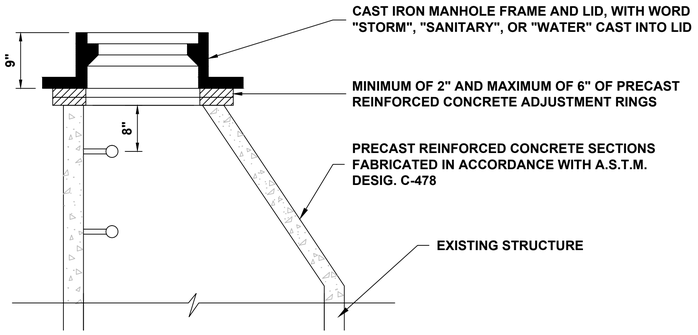
SCALE: 1" = 30" | SHEET NO. 2 OF 2 SHEETS | STA. 11+00 | TO STA. 21+05

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	15
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

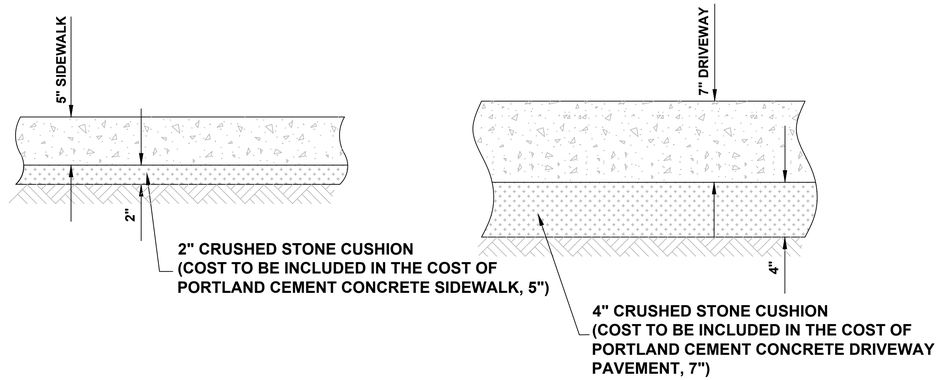
E.H.E. PROJECT NO. 520-17-23301



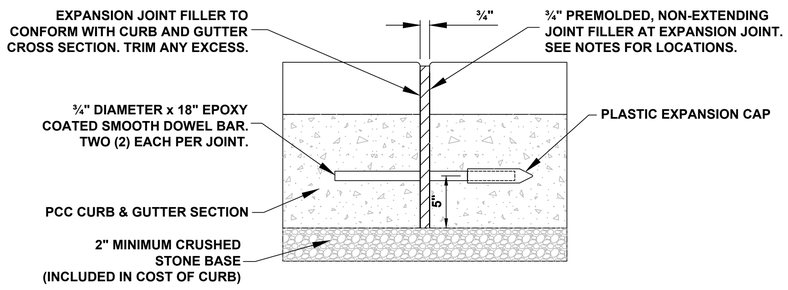
CURB AND GUTTER AT A.D.A. RAMPS



STRUCTURE RECONSTRUCTION



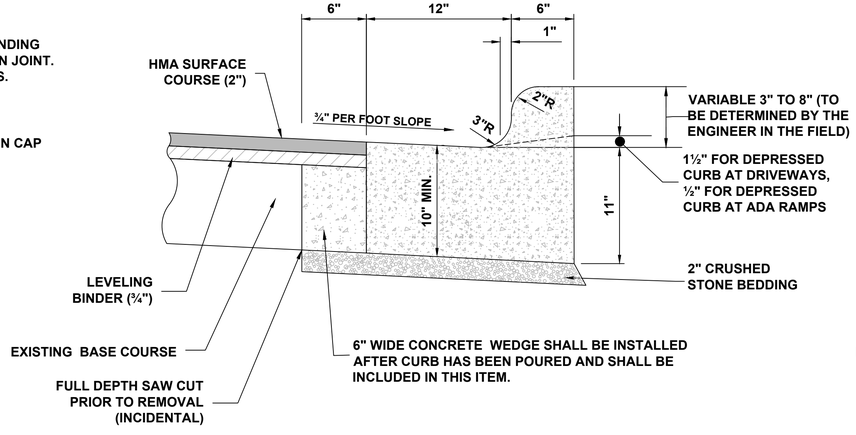
TYPICAL P.C.C. SIDEWALK & DRIVEWAY



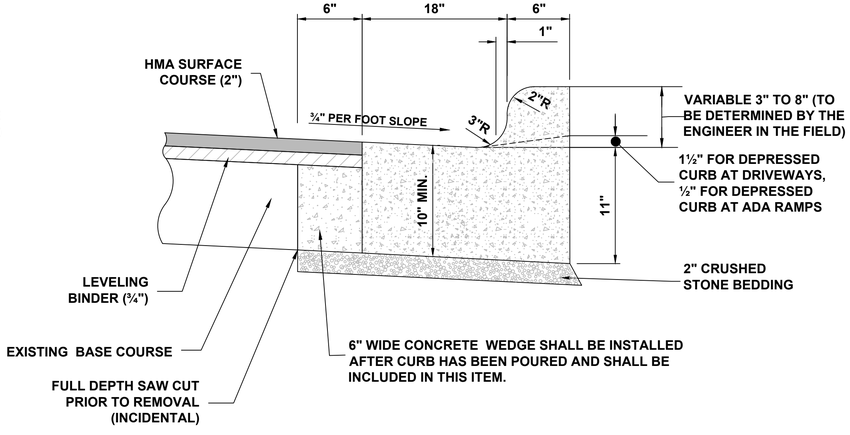
NOTE:

1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 50' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.

TYPICAL CURB AND GUTTER EXPANSION JOINT



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (MODIFIED)



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18 (MODIFIED)

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DESIGNED – JG	REVISED –	STATE OF ILLINOIS	DETAILS
DRAWN – SFB	REVISED –	DEPARTMENT OF TRANSPORTATION	
CHECKED – ---	REVISED –		SCALE: NONE
DATE – 03/02/18	REVISED –		SHEET NO. 1 OF 1 SHEETS STA. TO STA.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	16
		CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

Drawing File: W:\Projects_by_Village\La Grange Park\520172333 – Sherwood Road LAFO\Sherwood Rd-Details.dwg Mar 23, 2018 – 9:47am

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.

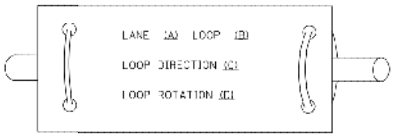
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DRILLHOLES 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

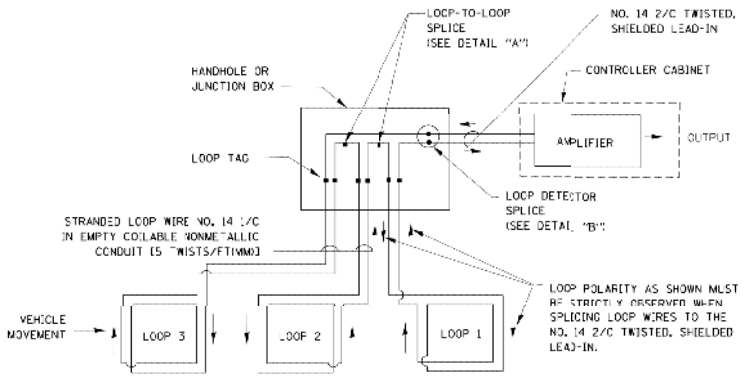


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

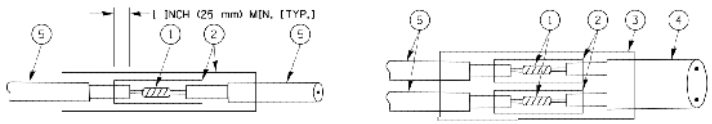
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

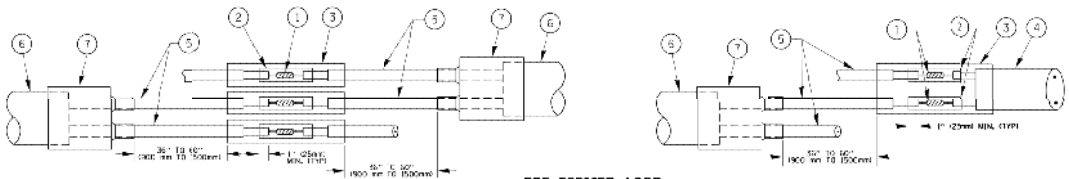
- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm) IN ASPHALT AND 2" (50 mm) IN CONCRETE. THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.



DETAIL "A"
LOOP-TO-LOOP SPLICE

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

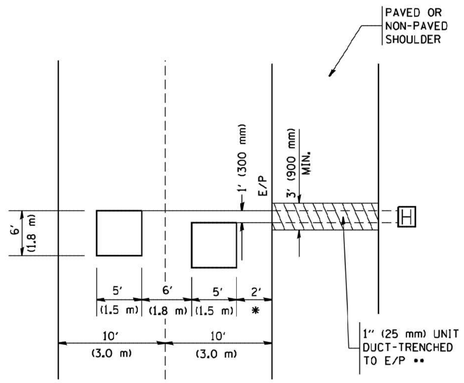
(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = tbaskin	DESIGNED - DAD	REVISED - DAG 1-10-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		
		DRAWN - BDK	REVISED -				
	PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -				
	PLOT DATE = 1/10/2014	DATE - 10-28-04	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.

ILLINOIS FED. AID PROJECT			
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61E82	
E.H.E. PROJECT NO. 520-17-23301			

DIST.	SECTION	COUNTY	TOTAL SHEETS	SHT. NO.
0004	17-00078-00-SR	COOK	24	17
	TS-05			

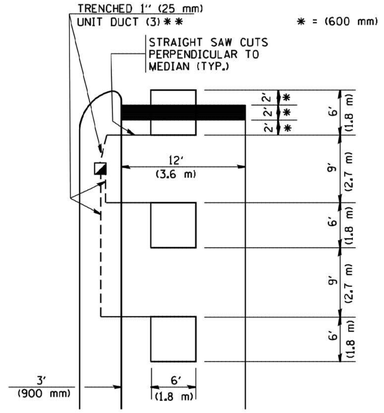
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

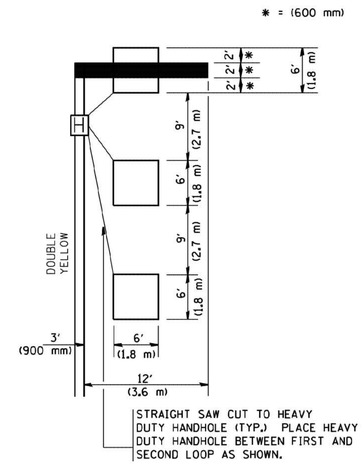
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

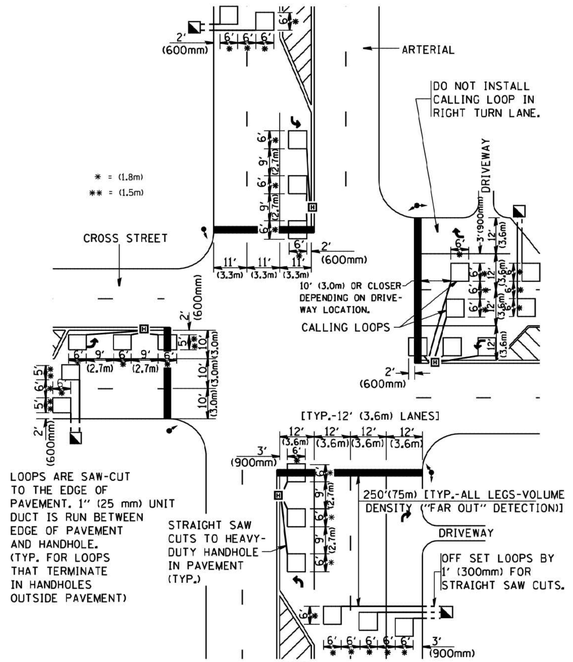
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



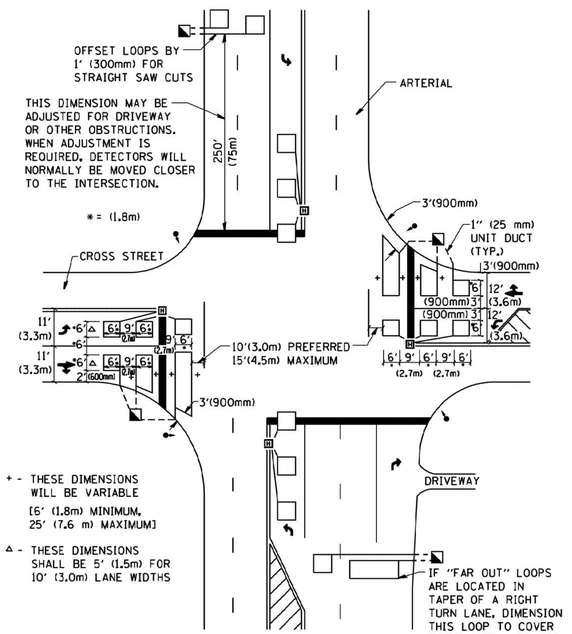
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	18
	TS-07	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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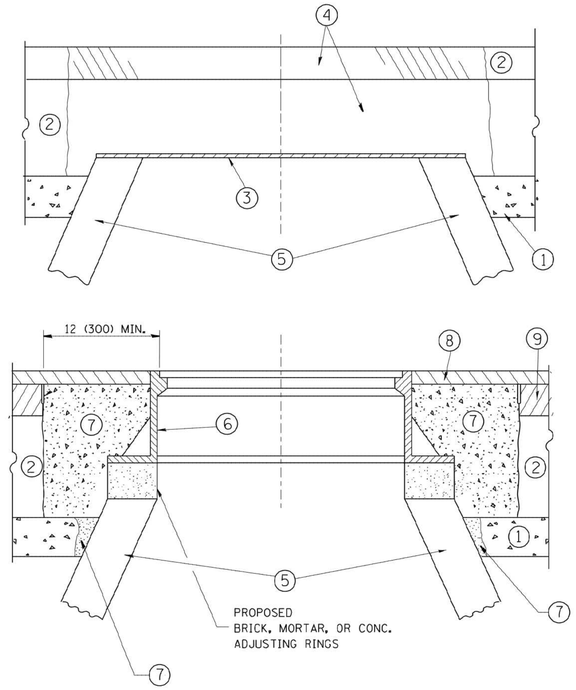

CONSTRUCTION PROCEDURES

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.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	19
	BD600-03 (BD-8)	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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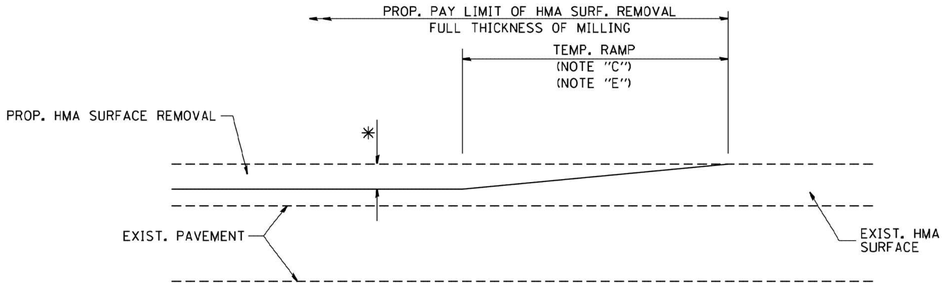
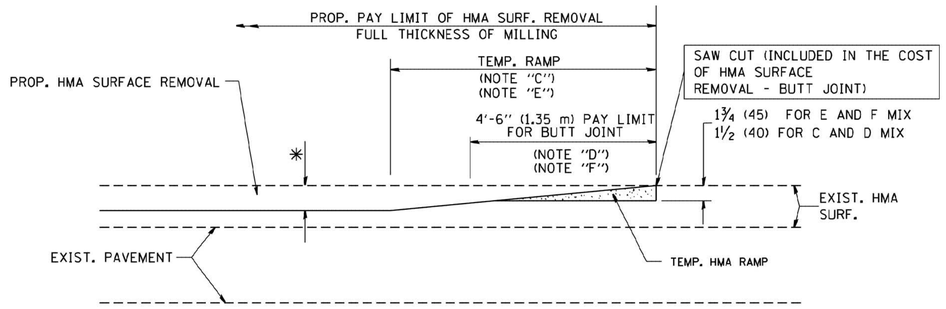


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

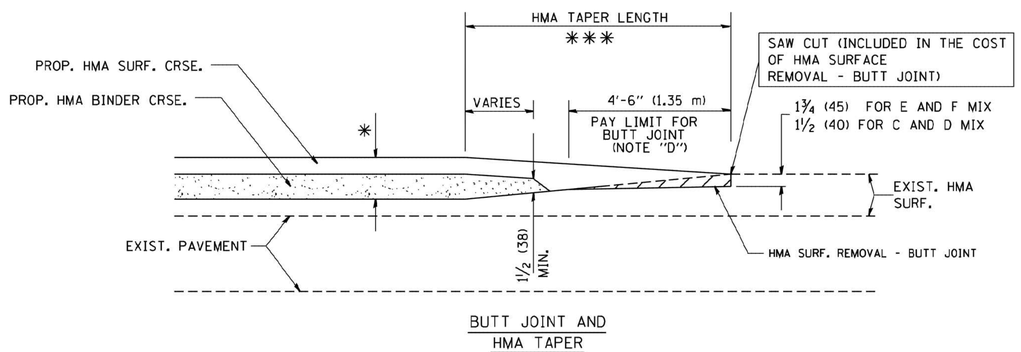


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

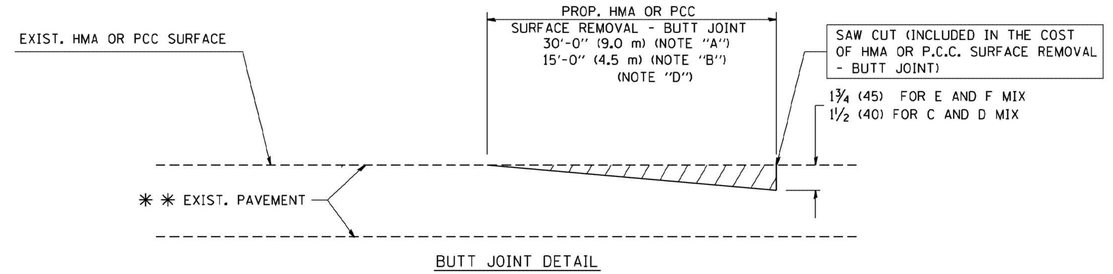
OPTION 2

TYPICAL TEMPORARY RAMP

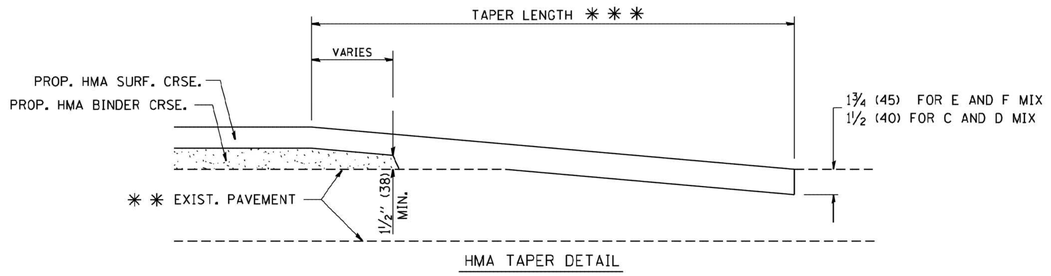


BUTT JOINT AND HMA TAPER

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.

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	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.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	20
	BD400-05 BD32	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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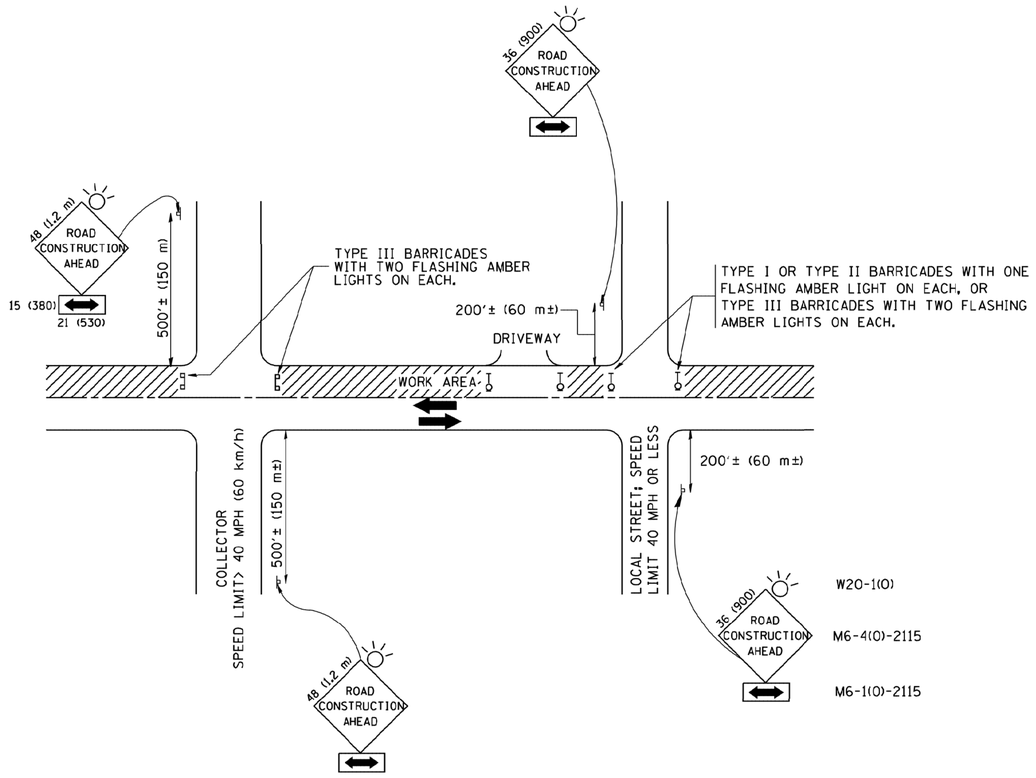

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	21
	TC-10	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

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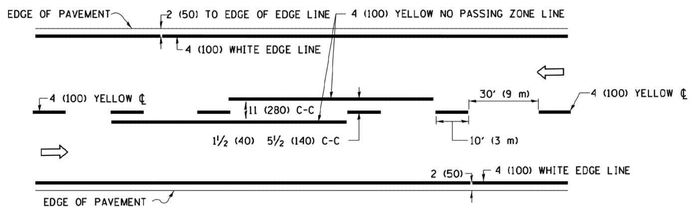
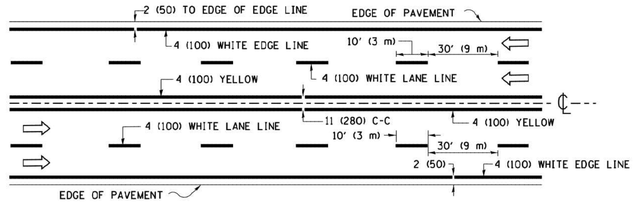
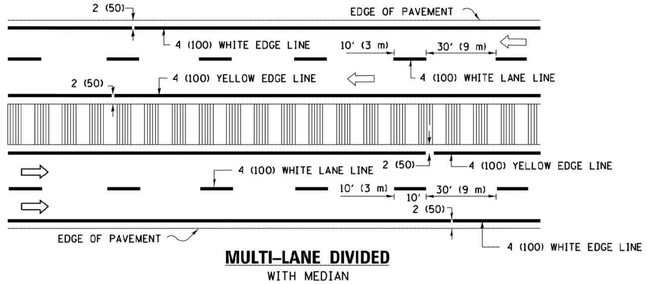


2–LANE ROADWAY

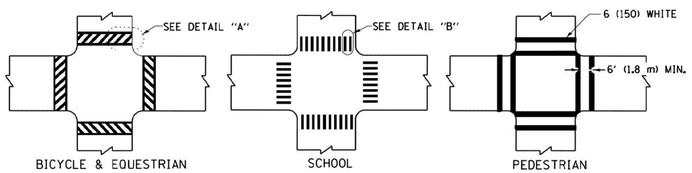


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

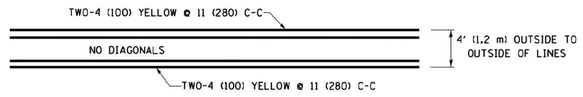
TYPICAL LANE AND EDGE LINE MARKING



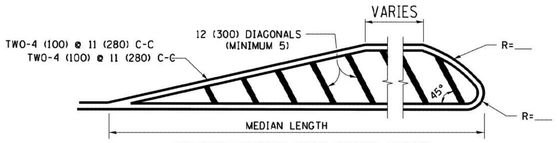
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



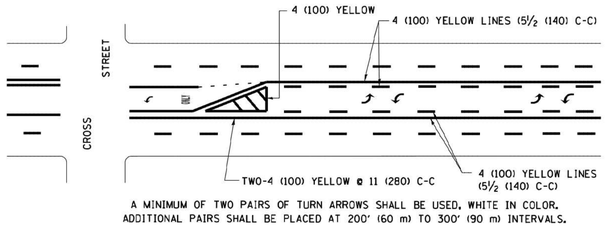
4' (1.2 m) WIDE MEDIANS ONLY



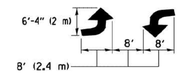
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

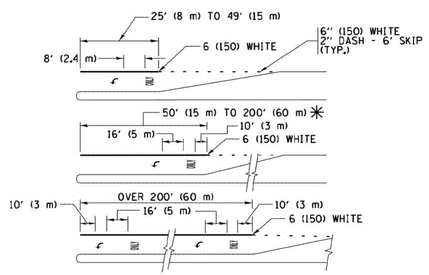


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

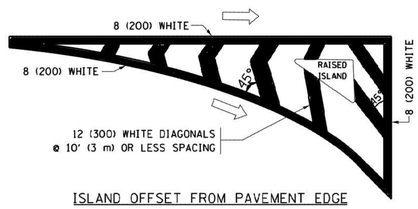


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

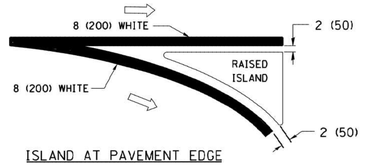
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

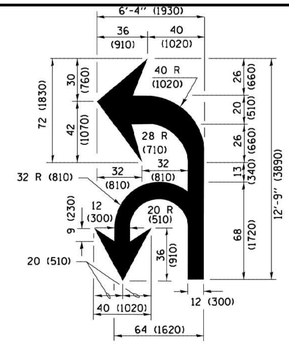


ISLAND OFFSET FROM PAVEMENT EDGE

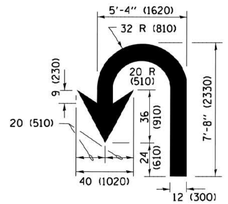


ISLAND AT PAVEMENT EDGE

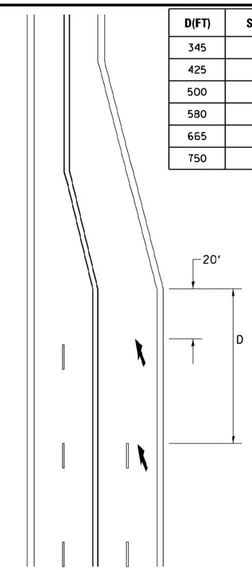
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

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

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

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Districts\DRAWN\CADData\CADsheets\tc13.dgn	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

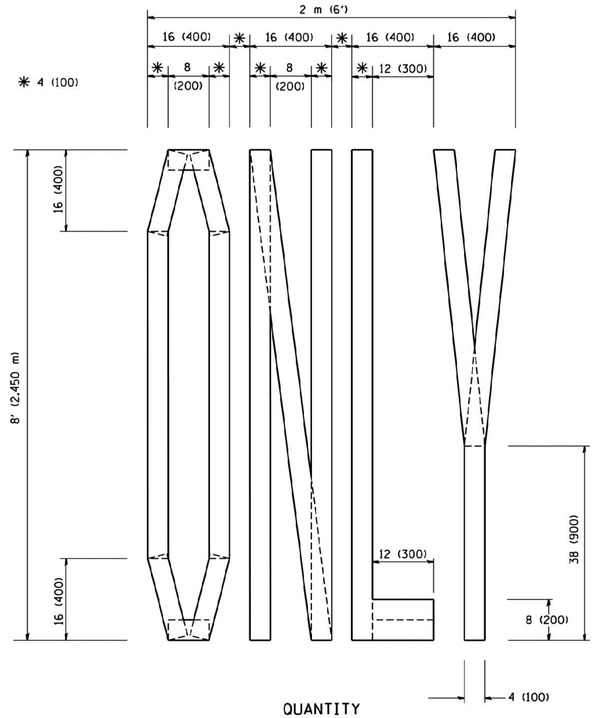
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

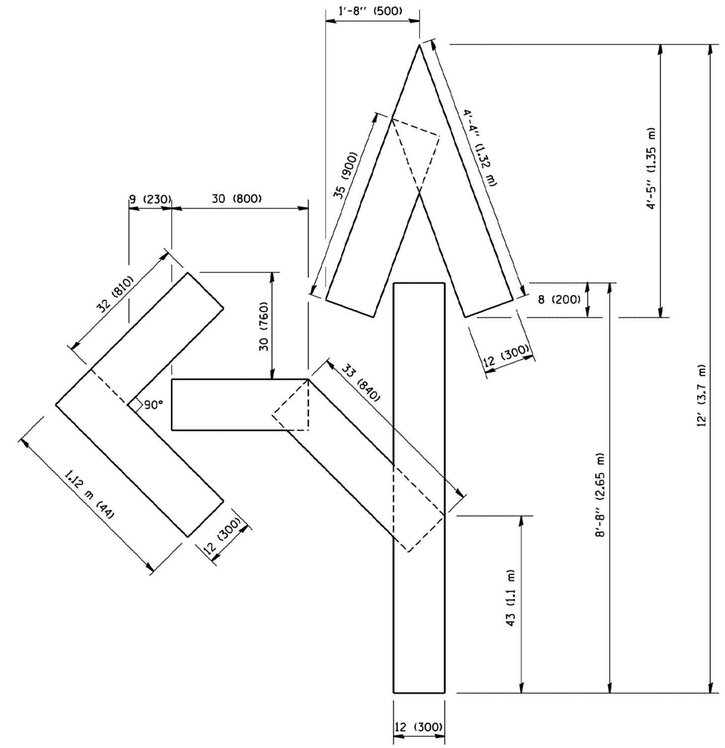
MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	22
	TC-13	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

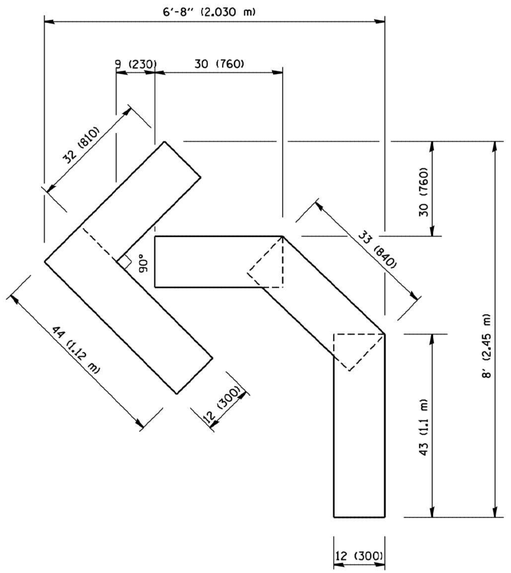
Drawing File: W:\Projects_by_Village\La Grange Park\520172323 – Sherwood Road LAFO\Sherwood Rd_IDOT Std New.dwg Mar 23, 2018 – 9:33am



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



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



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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

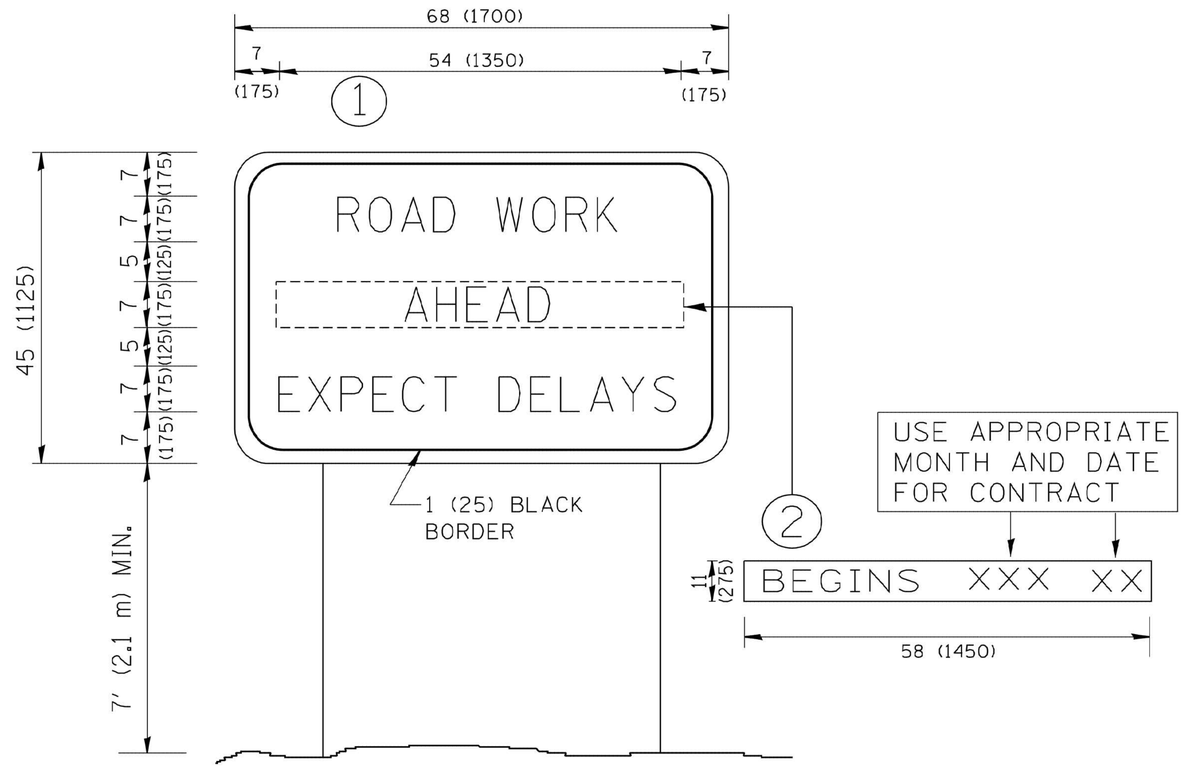
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	23
	TC-16	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

Drawing file: W:\Projects_by_Village\La Grange Park\52017233 - Sherwood Road LAFO\Sherwood Rd_IDOT Std New.dwg Mar 23, 2018 - 9:34am



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.

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0004	17-00078-00-RS	COOK	24	24
	TS-22	CONTRACT NO. 61E82		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-17-23301

Drawing file: W:\Projects_by_Village\La Grange Park\520172.33 - Sherwood Road LAFO\Sherwood Rd_IDOT Std New.dwg Mar 23, 2018 - 9:35am