02-28-14 LETTING ITEM 010

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STD. NO.	DESCRIPTION
000001-06	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-02	DEPRESSED CORNER FOR SIDEWALKS
424031-01	MEDIAN PEDESTRIAN CROSSINGS
442101-07	CLASS B PATCHES
602301-04	INLET - TYPE A
604001-03	FRAME AND LIDS, TYPE 1
606001-05	CONCRETE CURB, TYPE B, AND COMBINATION CONCRETE CURB AND GUTTER
701427-02	LANE CLOSURE, MULTILANE, INTERMETTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVISES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

TRAFFIC DATA

DESIGN DESIGNATION: COLLECTOR
POSTED AND DESIGN SPEED 25 MPH
ADT = 8,300 (2010)

J. U. L. I. E. TOLL FREE

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION

CALL 1 - 800 - 892 - 0123 OR 811

J. U. L. I. E. UTILITY LOCATION INFORMATION:
SE1/4, SW1/4, NE1/4, NW1/4 - SECT. 21

CONTRACT NO. 61A09

VILLAGE OFFICIALS	
GEORGE VAN DUSEN	MAYOR
PRAMOD C. SHAH	CLERK
MICHELE L. BROMBERG	TRUSTEE
KAREN GRAY-KEELER	TRUSTEE
RALPH KLEIN	TRUSTEE
RANDALL E. ROBERTS	TRUSTEE
EDIE SUE SUTKER	TRUSTEE
ILONKA ULRICH	TRUSTEE
ALBERT J. RIGONI	MANAGER
MICHAEL M. LORGE	COUNSEL
MAX SLANKARD	DIRECTOR OF PUBLIC WORKS
FREDERICK G. SCHATTNER	DIRECTOR OF ENGINEERING

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

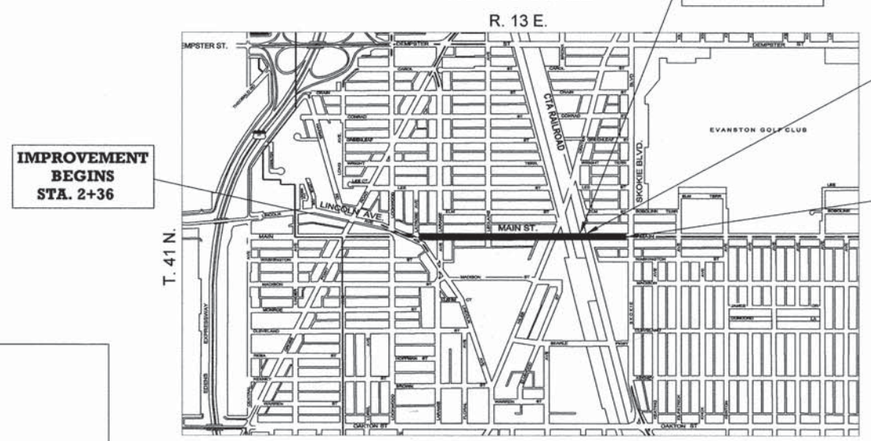
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. 1329 (MAIN STREET)

LINCOLN AVENUE TO SKOKIE BOULEVARD
RESURFACING
SECTION: 12 - 00292 - 00 - RS
PROJECT NO.: M-4003(056)
VILLAGE OF SKOKIE, ILLINOIS
COOK COUNTY
JOB NO.: C-91-474-12

LOCATION MAP
NOT TO SCALE



PROJECT LOCATIONS INDICATED THUS

NORTH

GROSS LENGTH OF PROJECT = 2,965 FEET = 0.562 MILES
NET LENGTH OF PROJECT = 2,902 FEET= 0.550 MILES

F.A.U.	SECTION	COUNTY	SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	1
		CONTRACT NO. 61A09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LOCATION OF SECTION INDICATED THUS: –■–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Erik P Cook 12/6/13
ERIK P COOK
VILLAGE OF SKOKIE, REPRESENTATIVE

PASSED DEC 26, 2013
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW DECEMBER 26, 2013
DEPUTY OF DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

ERIK P. COOK
062-054455
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
12/6/13
exp 11/30/15

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

G:\CADD\Send\engineering\MAIN ST LINCOLN TO SKOKIE\COVERSHEET.dwg, 12/6/2013 7:53:41 PM

GENERAL NOTES:

GENERAL

1. NOT ALL ITEMS PROVIDED IN THE SUMMARY OF QUANTITIES WILL BE UTILIZED IN THE EXECUTION OF THE CONTRACT. THE ENGINEER, AT HIS//HER DISCRETION, MAY INCREASE OR DECREASE THE ACTUAL QUANTITY BASED ON FIELD CONDITIONS. NO CHANGE IN UNIT PRICE WILL BE ALLOWED.
2. THERE SHALL BE NO CHARGE FOR ANY PERMITS REQUIRED BY THE VILLAGE OF SKOKIE TO PERFORM THE WORK AS SPECIFIED.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING HIGHWAY PERMITS AS REQUIRED FOR ANY WORK DONE WITHIN THE RIGHT-OF-WAY OF COUNTY. COST OF PERMITS IS INCLUDED WITH THE CONTRACT.
4. IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) AT A CCDD FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED AS PER PUBLIC ACT 96-1416 TO USE THE SITE. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

VILLAGE COORDINATION

5. THE CONTRACTOR SHALL NOTIFY THE VILLAGE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND TO THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE VILLAGE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SKOKIE 72 HOURS PRIOR TO ANY WORK IN ORDER TO OBTAIN MUNICIPAL UTILITY LOCATIONS. THE CONTRACTOR SHALL ALSO CONTACT THE VILLAGE PUBLIC WORKS DEPARTMENT UTILITY DIVISION FOR ALL WATERMAIN SHUTOFFS. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA.
6. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
7. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
8. IF THE CONTRACTOR CHOOSES TO USE VILLAGE WATER, HE SHALL SECURE A PERMIT FOR USAGE FROM THE SKOKIE PUBLIC WORKS DEPARTMENT, DIVISION OF WATER AND SEWER. THERE IS NO CHARGE FOR THE WATER USED; HOWEVER, THE AMOUNT MUST BE METERED AND RECORDED BY THE CONTRACTOR. THE CONTRACTOR SHALL USE THE HYDRANT(S) SPECIFIED BY THE WATER AND SEWER DIVISION. ONLY HYDRANT WRENCHES SHALL BE USED ON HYDRANTS.

MATERIAL INSPECTION

9. ALL HOT-MIX ASPHALT AND P.C. CONCRETE MATERIALS USED ON THIS PROJECT SHALL BE TESTED AND INSPECTED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S QC/QA REQUIREMENTS.
THE CONTRACTOR SHALL PROVIDE A REQUEST FOR MATERIAL TESTING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS ORDER BOARD (PHONE (847) 705-4337 OR FAX (847) 705-4529) BY 4 PM, 24-HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF ALL HOT-MIX ASPHALT AND CONCRETE MATERIALS USED ON THIS PROJECT.
THE CONTRACTOR IS TO SUBMIT A QC PLAN FOR HMA AND CONCRETE MATERIALS TO THE QA MANAGER FOR APPROVAL PRIOR TO CONSTRUCTION OPERATIONS COMMENCING. THE QA MANAGER WILL APPROVE THIS PLAN AND COPY THE DISTRICT LOCAL ROADS OFFICE ON THE APPROVAL LETTER.
QC AND QA REPORTS FOR CONCRETE WILL BE SENT TO THE DISTRICT LOCAL ROADS OFFICE AFTER REVIEW AND APPROVAL BY THE QA MANAGER.
QC REPORTS FOR BITUMINOUS MIXTURES WILL BE TRANSMITTED DIRECTLY BY THE CONTRACTOR DAILY DURING PRODUCTION. THE DISTRICT WILL PREPARE AND RETAIN THE QA PLANT REPORTS. THE QA FIELD REPORTS WILL BE SUBMITTED BY THE QA MANAGER TO THE DISTRICT VIA THE DISTRICT LOCAL ROADS OFFICE.

UTILITIES

10. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
11. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTH OF EXISTING UTILITIES IF NECESSARY. THE CONTRACTOR SHALL ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM, IN ACCORDING WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE "STANDARD SPECIFICATIONS." THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.
12. THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY BUT THE COST SHALL BE INCLUDED IN THE CONTRACT.
13. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AND RESTORE ANY UNDERGROUND CABLES, PIPES, MAINS, SPRINKLER SYSTEMS AND SIMILAR PUBLIC AND PRIVATE UNDERGROUND FACILITIES DISRUPTED OR DAMAGED BY THE CONTRACTOR. THIS WORK, AS REQUIRED, SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER AND THE COST THEREOF SHALL BE BORNE BY THE CONTRACTOR.
14. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CTA RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CTA RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05. ANY WORK TAKING PLACE UPON THE RAILROAD RIGHT-OF-WAY OR STRUCTURE MUST FIRST BE COORDINATED WITH CTA PERSONNEL. CTA UTILIZES CONTINUOUS 600 VOLT DC IN ELECTRIFIED THIRD RAILS AT TRACK LEVEL, PRESENTING POTENTIALLY HAZARDOUS AND FATAL ARCING PROBLEMS. CONTACT MR. JIM HARPER, CHIEF ENGINEER OF CTA AT TELEPHONE 312-681-3960; OR DAN SCHIFFER, MANAGER STRUCTURE MAINTENANCE AT TELEPHONE 773-722-4138.

TRAFFIC CONTROL

15. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. IN ADDITION, ANY SIGNS WHICH ARE DAMAGED DURING CONSTRUCTION BEYOND REPAIR SHALL BE REPLACED IN KIND BY THE CONTRACTOR AND TO THE SATISFACTION OF THE ENGINEER, INCLUDED IN COST OF THE CONTRACT.
16. ALL CONSTRUCTION PERSONNEL SHALL WEAR A FLUORESCENT LIME GREEN VEST AND ANY STATE REQUIRED SAFETY GEAR AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE CONTRACT.
17. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTY DURING THE CONSTRUCTION OF THIS PROJECT EXCEPT FOR PERIODS OF SHORT DURATION, AS APPROVED BY THE ENGINEER. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 402 OF THE STANDARD SPECIFICATIONS EXCEPT WHERE ROAD IS CLOSED DUE TO STAGE CONSTRUCTION.
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO POST "NO PARKING" SIGNS TWENTY-FOUR (24) HOURS IN ADVANCE OF CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCLUDED WITH THE CONTRACT. SIGNS WILL BE SUPPLIED BY THE SKOKIE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING DIVISION UPON REQUEST. THE SIGNS ARE SPECIALLY MADE FOR THE VILLAGE. THE CONTRACTOR SHALL RETURN ALL SIGNS AT THE COMPLETION OF THE WORK. THE CONTRACTOR MAY BE LIABLE FOR THE COST OF ANY SIGNS NOT RETURNED.
19. LOCAL TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION OPERATIONS IN ACCORDANCE WITH THE PLANS, ARTICLE 107.14 AND SECTION 701 OF THE STANDARD SPECIFICATIONS. THE FURNISHING, INSTALLATION, MAINTENANCE, SURVEILLANCE, RELOCATION, AND SUBSEQUENT REMOVAL OF ALL SIGNS, TRAFFIC CONES, BARRICADES, WARNING LIGHTS, FLAGMEN, AND OTHER DEVICES WHICH ARE TO BE USED FOR THE PURPOSE OF REGULATING, WARNING, OR GUIDING TRAFFIC DURING THE CONSTRUCTION OF THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS.
20. 'ROAD CONSTRUCTION AHEAD' SIGNS SHALL BE POST MOUNTED AND AT LOCATIONS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ARTICLE 701.14.

CONSTRUCTION

21. THE CONTRACTOR SHALL NOT WORK ON SATURDAYS, SUNDAYS, AND HOLIDAYS OBSERVED BY THE VILLAGE, IN ADDITION TO AND IN ACCORDANCE WITH ARTICLE 107.09. IN ADDITION, THE VILLAGE MAY REQUEST RE-SCHEDULING OF WORK AROUND CERTAIN RELIGIOUS HOLIDAYS. THE CONTRACTOR SHALL NOT BEGIN WORK OR START UP ANY EQUIPMENT PRIOR TO 7:00 A.M. ALL WORK SHALL BE COMPLETED BY 5:00 P.M. DAILY AND AT 3:30 P.M. ON FRIDAYS AND DAYS BEFORE HOLIDAYS.
22. ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE SHOWN ON THE PLANS.
23. THE CONTRACTOR SHALL SAW CUT FULL-DEPTH ALL PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAY PAVEMENT, AND STRUCTURE ADJUSTMENTS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING MATERIAL DIRECTLY ADJACENT TO THE MATERIAL TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM THE MATERIAL REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SAWCUTTING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE ITEM(S) BEING REMOVED.
24. EARTHWORK FOR SIDEWALK BASE REMOVAL AND REPLACEMENT SHALL NOT BE PAID FOR SEPARATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.
25. THE AGGREGATE SUBGRADE IMPROVEMENT SHALL EXTEND ONE (1) FOOT FROM OUTSIDE THE BACK OF CURB AT ALL LOCATIONS UNLESS OTHERWISE RECOMMENDED BY THE ENGINEER. THE AGGREGATE BASE FOR THE CURB & GUTTER SHALL EXTEND 6" BEYOND THE EDGE OF THE CURB.
26. 10' TRANSITIONS SHALL BE CONSTRUCTED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
27. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.
28. ALL DOWEL BARS, REBAR TIE BARS, ETC. FOR COMBINATION CONCRETE CURB & GUTTER SHALL BE EPOXY COATED AND INCIDENTAL TO THE INDIVIDUAL RESPECTIVE ITEMS.
29. MONOLITHIC CONSTRUCTION OF ADJOINING PORTIONS OF CURB AND GUTTER AND SIDEWALK WILL NOT BE PERMITTED. CONCRETE CURB SHALL BE POURED USING BOTH FACE BOARDS AND BACK BOARDS. FREE FORMING OF THE CURB SHALL ONLY BE ALLOWED AT THE DISCRETION OF THE ENGINEER. SHOULD THE QUALITY OF THE WORKMANSHIP AS DETERMINED BY THE ENGINEER BE UNACCEPTABLE, THE CONTRACTOR SHALL RESUME USING BOTH BACK BOARDS AND FACE BOARDS.
30. ALL CONCRETE SHALL BE SPADED OR VIBRATED TO THE SATISFACTION OF THE ENGINEER.
31. ANY SIDEWALK OR CURB POURED UNDER THIS CONTRACT THAT DOES NOT MEET ALL OF THE FOREGOING SPECIFICATIONS OR REQUIREMENTS, OR WHICH IS DEFACED, SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE AND NO EXTRA COMPENSATION WILL BE AWARDED TO HIM FOR THE WORK. DEFACED OR DEFECTIVE WORK SHALL BE REMOVED OR REPLACED IN ITS ENTIRETY, NOT PIECEMEAL.
32. AS PART OF THE CONTRACT, DEPRESSED CURB AND GUTTER FOR THE HANDICAPPED MAY BE CONSTRUCTED AT THE ALLEY RETURNS AND INTERSECTIONS AS DIRECTED BY THE ENGINEER IN THE FIELD. CONSTRUCTION OF THE PROPOSED HANDICAPPED RAMPED SIDEWALKS SHALL BE IN STRAIGHT LINE GRADES AS DETERMINED BY THE LIMITS OF REMOVAL. ANY EXCAVATION REQUIRED TO CONSTRUCT THE PROPOSED SIDEWALK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
33. THE BINDER COURSE SHALL BE KEPT CLEAN UNTIL COVERED WITH THE SURFACE COURSE. ANY FOREIGN MATERIAL ON THE SURFACE OF THE BINDER COURSE SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER. IF THE BINDER COURSE CANNOT BE CLEANED TO THE SATISFACTION OF THE ENGINEER, IT SHALL BE PRIMED AT NO ADDITIONAL COST TO THE VILLAGE.
34. VILLAGE SHALL SUPPLY PAVER BRICKS IN AREAS WHERE THEY ARE DISTURBED BY REMOVAL OF CURB, DRIVEWAY OR SIDEWALK ACTIVITIES. BRICKS SHALL BE SET ON P.C.C. BASE, WHICH SHALL BE PAID FOR BY P.C.C. SIDEWALK, 5". EXISTING BASE MAY BE REUSED IF UNDISTURBED BY REMOVAL ACTIVITIES. CROSS-SECTION OF BRICK AREA IS AS FOLLOWS: P.C.C. BASE, ¾" MIXTURE FOR CRACKS, JOINTS & FLANGEWAYS, MASTIC, BRICK.

DRAINAGE STRUCTURES

35. 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 THE PROPERTY OF THE VILLAGE OF SKOKIE AND SHALL BE DELIVERED TO THE PUBLIC WORKS DEPARTMENT.
36. ONLY PRECAST CONCRETE ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. BRICK WILL NOT BE ALLOWED.
37. THE COST OF CONNECTING PROPOSED STORM SEWERS TO EXISTING STORM SEWERS OR MANHOLES SHALL BE INCLUDED IN THE INSTALLATION OF THE STORM SEWERS. THIS WORK SHALL BE PERFORMED ACCORDING TO THE DETAIL 'STORM SEWER CONNECTION TO EXISTING STORM SEWER.'
38. ALL FRAME AND LIDS SHALL BE OF THE HEAVY DUTY CONSTRUCTION TYPE.
39. ALL LIDS FOR SANITARY MANHOLES SHALL HAVE SANITARY IMPRINTED ON THEM.
40. ALL LIDS FOR STORM SEWER MANHOLES SHALL HAVE STORM IMPRINTED ON THEM.
41. ALL FRAME AND LIDS SHALL BE OF THE SELF-SEALING TYPE AND SHALL HAVE CONCEALED PICK-HOLES TO PREVENT THE INFLOW OF SURFACE WATER.
42. IN EXISTING CATCH BASINS AND INLETS, WHERE DIRECTED BY THE ENGINEER, MORTAR SHALL BE PLACED BETWEEN BRICKWORK AND THE EXISTING SEWER PIPE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER EACH FOR INLETS TO BE ADJUSTED, FRAMES AND GRATES TO BE ADJUSTED/RECONSTRUCTED, AND FRAMES AND GRATES TO BE ADJUSTED, SPECIAL.

LANDSCAPE AND EROSION CONTROL

43. IN ADDITION TO MEETING THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS ALL FURNISHED TOPSOIL SHALL BE PROCESSED THROUGH A POWER SCREEN AND PLACED AT THE JOB SITE IN A PULVERIZED CONDITION. PULVERIZED TOPSOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISH AND PLACE, 4" TOPSOIL. TOPSOIL PLACEMENT IN EXCESS OF FOUR (4") INCHES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TOPSOIL FURNISH AND PLACE, 4".
44. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS DISTURBED ON THE SITE.
45. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
46. THE QUANTITY SHOWN FOR INLET FILTERS IS SUFFICIENT FOR ONE (1) SETUP. INLET FILTER CLEANING IS SUFFICIENT FOR 2 CLEANINGS OVER THE DURATION OF THE CONTRACT. THESE ITEMS ARE MEASURED AS EACH REGARDLESS OF TYPE OR CONFIGURATION USED.
47. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES IN SERVICEABLE CONDITIONS AT ALL TIMES. EROSION CONTROL MEASURES SHALL BE INSPECTED WITHIN 24 HOURS OF ANY STORM OR EQUIVALENT SNOWFALL EXCEEDING 0.5 INCHES OF PRECIPITATION.
48. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT.
49. ALL CONCRETE PAVEMENT PATCHING MUST BE STEEL PLATED OVER THE PATCH TO ALLOW FOR TWO WAY TRAFFIC AT ALL TIMES. THE COST OF PLATING THE PATCHES SHALL BE INCLUDED WITH THE COST OF PAVEMENT PATCH.

FILE NAME =	USER NAME	DESIGNED C.S.KITTAKA	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTION	GENERAL NOTES	FAU	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		DRAWN C.S.KITTAKA	REVISED			1329	12-00292-00-RS	COOK	16 / 2
	PLOT SCALE	CHECKED E.P.COOK	REVISED					CONTRACT NO. 61A09	
	PLOT DATE	DATE DECEMBER 2013	REVISED		SCALE: NONE / SHEET NO. 2 OF 16	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES
	CODE NO.		UNIT	CONSTRUCTION CODE TYPE 0005
	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5
	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	30
	20101700	SUPPLEMENTAL WATERING	UNIT	20
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	80
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	2630
	40600300	AGGREGATE (PRIME COAT)	TON	25
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	15
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	850
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	230
	40603335	HOT-MIX ASPHALT SURFACE COURSE - MIX "D", N50	TON	1305
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	200
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3000
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	200
	44000600	SIDEWALK REMOVAL	SQ FT	3000
	44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	100
	44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	100
	44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	100
	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	22
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	3
	60260100	INLETS TO BE ADJUSTED	EACH	28
	60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	3
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	8
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	16
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	27

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES
	CODE NO.		UNIT	CONSTRUCTION CODE TYPE 0005
	67100100	MOBILIZATION	L SUM	1
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	292
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	360
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1565
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	385
*	78000100	THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	463.2
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6020
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	815
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	900
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	390
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	248
	X2520700	SODDING, SPECIAL	SQ YD	250
	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	320
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQYD	15180
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	32
*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	2
	Z0004544	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL	SQ YD	40
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	4950
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1

* SPECIALTY ITEM

FILE NAME =

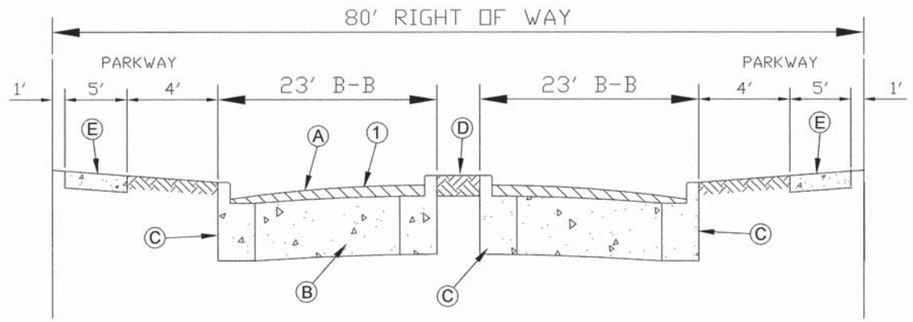
USER NAME	DESIGNED	C.S.KITTAKA	REVISED
	DRAWN	C.S.KITTAKA	REVISED
PLOT SCALE	CHECKED	E.P.COOK	REVISED
PLOT DATE	DATE	DECEMBER 2013	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTION

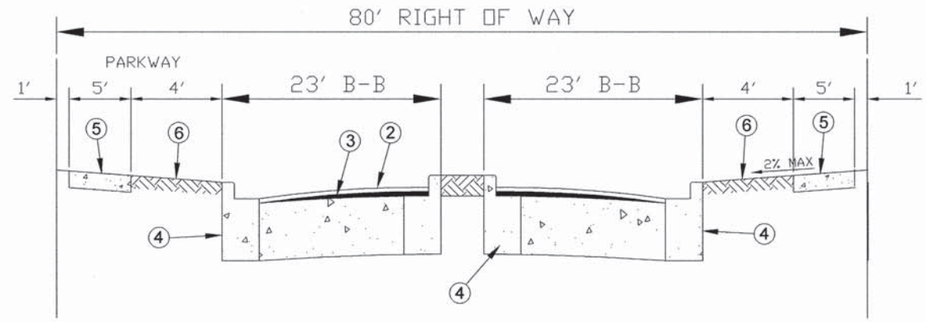
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 16

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	3
		CONTRACT NO. 61A09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
STA. 02+81 - STA. 31+60, MAIN STREET



PROPOSED TYPICAL SECTION
STA. 02+81 - STA. 31+60, MAIN STREET

EXISTING CONDITIONS:

- (A) HOT-MIX ASPHALT SURFACE AND BINDER COURSE (±3½")
- (B) P.C.C. PAVEMENT
- (C) COMBINATION CONCRETE CURB AND GUTTER
- (D) EXISTING LANDSCAPED MEDIAN
- (E) EXISTING SIDEWALK

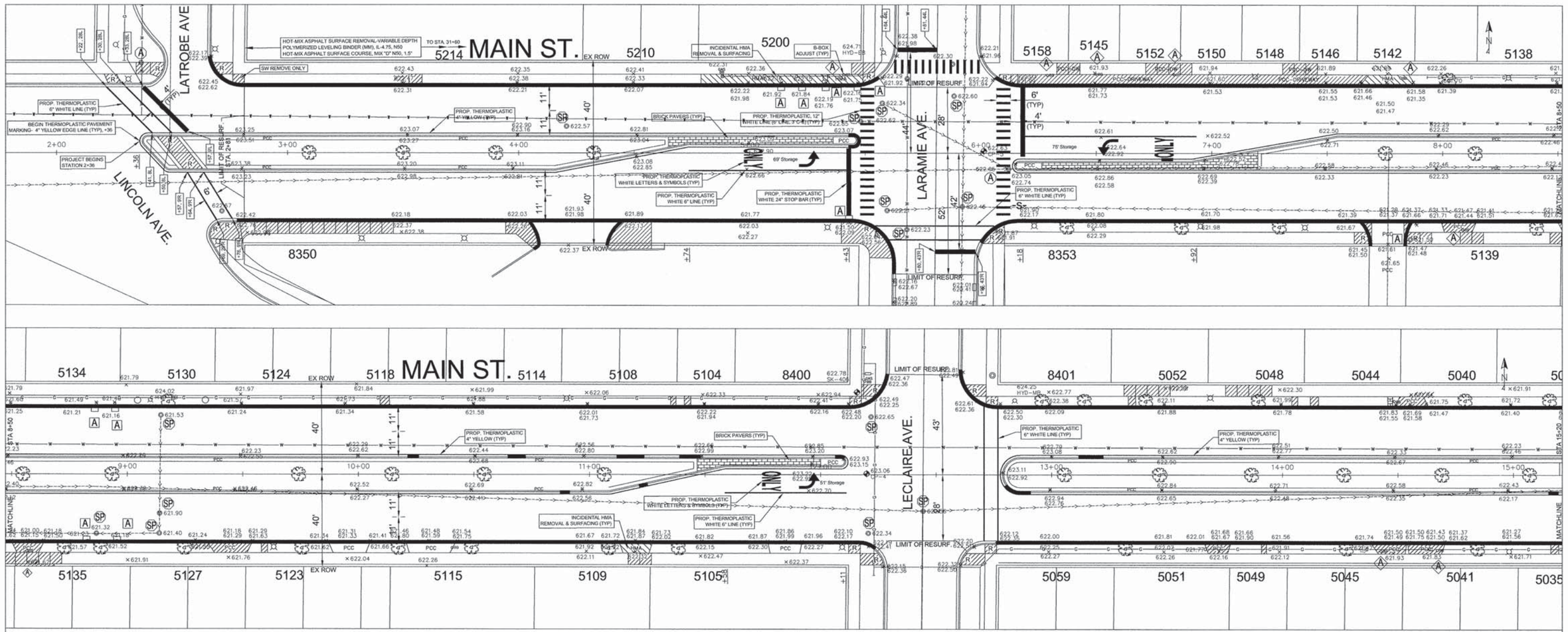
PROPOSED IMPROVEMENTS:

- (1) HOT-MIX ASPHALT SURFACE REMOVAL (±2½")
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (1½")
- (3) POLYMERIZED LEVEL BINDER (MACHINE METHOD), IL-4.75, N50, 0.75" - 1", AS DETERMINED BY ENGINEER IN THE FIELD
- (4) COMBINATION CONCRETE CURB & GUTTER, REMOVAL AND REPLACEMENT (AS DETERMINED BY THE ENGINEER)
- (5) P.C.C. SIDEWALK TO BE REMOVED AND REPLACED (AS DETERMINED BY THE ENGINEER)
- (6) SODDING AS REQUIRED

HOT-MIX ASPHALT MIXTURE REQUIREMENT

ITEM	AIR VOIDS
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 Gyr.
POLYMERIZED LEVELING BINDER (Machine Method), IL-4.75, N50; 1"	3.5% @ 50 Gyr.
DRIVEWAYS	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 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 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.	
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.	

FILE NAME =	USER NAME	DESIGNED	C.S.KITTAKA	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTION	MAIN STREET TYPICAL SECTIONS	F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN	C.S.KITTAKA	REVISED			1329	12-00292-00-RS	COOK	16	4
	PLOT SCALE	CHECKED	E.P.COOK	REVISED					CONTRACT NO. 61A09		
	PLOT DATE	DATE	DECEMBER 2013	REVISED		SCALE: NONE / SHEET NO. 4 OF 16	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME =	USER NAME	DESIGNED C.S.KITTAKA	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTION
		DRAWN M.L.ZIEMBA	REVISED	
	PLOT SCALE	CHECKED E.P.COOK	REVISED	
	PLOT DATE	DATE DECEMBER 2013	REVISED	

MAIN ST.
STA. 2+36 TO STA. 15+20

SCALE: 1"=20' | SHEET NO. 5 OF 16 | STA. 2+81 TO STA. 15+20

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	5
		CONTRACT NO. 61A09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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FILE NAME =

USER NAME	DESIGNED C.S.KITTAKA	REVISED	
	DRAWN M.L.ZIEMBA	REVISED	
PLOT SCALE	CHECKED E.P.COOK	REVISED	
PLOT DATE	DATE DECEMBER 2013	REVISED	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTION

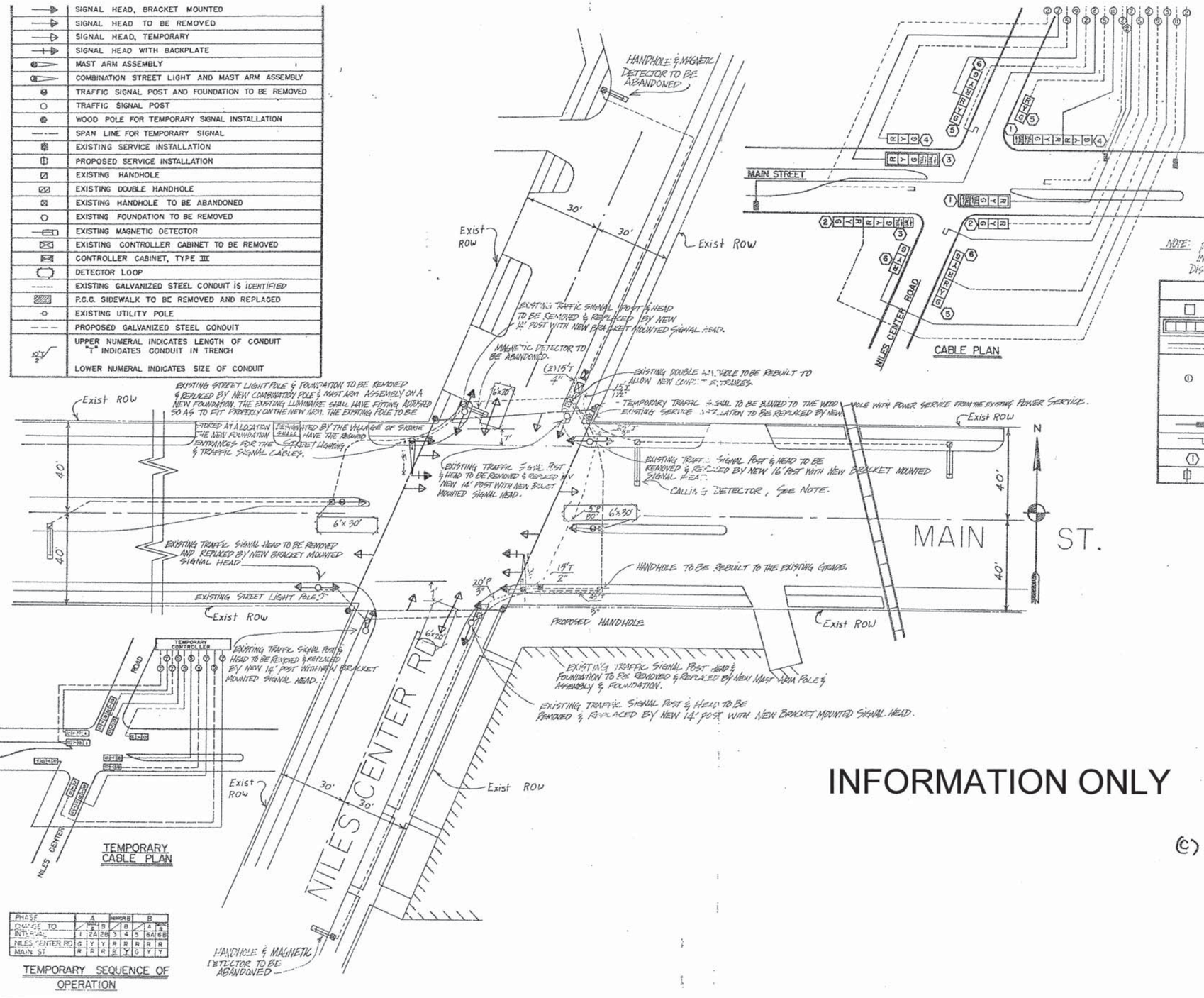
MAIN ST.
STA. 15+20 TO STA. 32+01

SCALE: 1"=20' | SHEET NO. 6 OF 16 | STA. 15+20 TO STA. 27+15

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	6
		CONTRACT NO. 61A09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

G:\CADD\civil\Engineering\MAIN ST LINCOLN TO SKOKIE\MAIN ST. LINCOLN TO SKOKIE PLAN.dwg 12/23/2013 11:53:35 AM

	SIGNAL HEAD, BRACKET MOUNTED
	SIGNAL HEAD TO BE REMOVED
	SIGNAL HEAD, TEMPORARY
	SIGNAL HEAD WITH BACKPLATE
	MAST ARM ASSEMBLY
	COMBINATION STREET LIGHT AND MAST ARM ASSEMBLY
	TRAFFIC SIGNAL POST AND FOUNDATION TO BE REMOVED
	TRAFFIC SIGNAL POST
	WOOD POLE FOR TEMPORARY SIGNAL INSTALLATION
	SPAN LINE FOR TEMPORARY SIGNAL
	EXISTING SERVICE INSTALLATION
	PROPOSED SERVICE INSTALLATION
	EXISTING HANDHOLE
	EXISTING DOUBLE HANDHOLE
	EXISTING HANDHOLE TO BE ABANDONED
	EXISTING FOUNDATION TO BE REMOVED
	EXISTING MAGNETIC DETECTOR
	EXISTING CONTROLLER CABINET TO BE REMOVED
	CONTROLLER CABINET, TYPE III
	DETECTOR LOOP
	EXISTING GALVANIZED STEEL CONDUIT IS IDENTIFIED
	P.C.C. SIDEWALK TO BE REMOVED AND REPLACED
	EXISTING UTILITY POLE
	PROPOSED GALVANIZED STEEL CONDUIT
10 1/2	UPPER NUMERAL INDICATES LENGTH OF CONDUIT "T" INDICATES CONDUIT IN TRENCH LOWER NUMERAL INDICATES SIZE OF CONDUIT



TEMPORARY CABLE PLAN

PHASE	A		MINOR B	B			
CHANGE TO		MAIN B		B		A	MAIN B
INTERVAL	1	2A	2B	3	4	5A	6B
NILES CENTER RD.	G	Y	Y	R	R	R	R
MAIN ST.	R	R	R	Y	Y	G	Y

TEMPORARY SEQUENCE OF OPERATION

SEQUENCE OF OPERATION

PHASE	A			B			
MOVEMENT							
INTERVAL	1	2_a	2_b	3	4_a	4_b	5
CLEARANCE		To B	To C		To C	To A	
① MAIN ST. EB – WB	R GAL	R YAL	R YAL	G	Y	Y	R
② MAIN ST. EB – WB	R	R	R	G	Y	Y	R
③ MAIN ST. WB – EB	R GAL	R YAL	R YAL	G	Y	Y	R
④ MAIN ST. WB – EB	R	R	R	G	Y	Y	R
⑤ NILES CENTER RD. NB – SB	R	R	R	R	R	R	G
⑥ NILES CENTER RD. SB – NB	R	R	R	R	R	R	G

LEGEND GAL - GREEN ARROW LEFT
YAL - YELLOW ARROW LEFT

NOTE: PHASE B CALLING DETECTOR SHALL PLACE ONE CALL IN PHASE A, PHASE B CALLING DETECTOR SHALL BE DISCONTINUED DURING PHASE B.

LEGEND (CABLE PLAN)	
□	TRAFFIC SIGNAL SECTION – 12"
▭	TRAFFIC SIGNAL HEAD WITH BAFFLE PLATE
----	SIGNAL CABLE IN CONDUIT
①	INDIVIDUAL CABLE RUN TO CONTROLLER (NUMERAL INDICATES NUMBER OF CONDUCTORS IN CABLE.... ALL CONDUCTORS ARE NO.12 AWG UNLESS OTHERWISE NOTED)
⊟	MAGNETIC DETECTOR
⊔	DETECTOR LOOP
⟨1⟩	SIGNAL DISPLAY
⊓	SERVICE INSTALLATION, TYPE "C"

INFORMATION ONLY

©). Niles Center Rd @ Main St

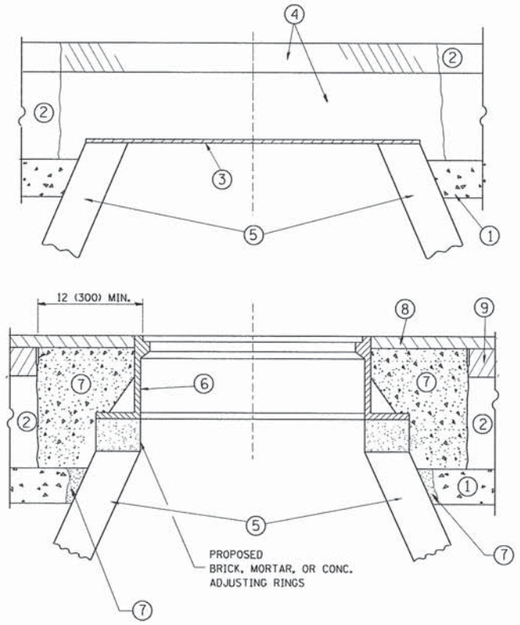
TRAFFIC SIGNAL MODERNIZATION PLAN
MAIN ST. & NILES CENTER
VILLAGE OF SKOKIE
ENGINEERING DIVISION
OF PUBLIC WORKS
9127 OAKTON ST SKOKIE ILLINOIS
SCALE 1" = 20'

FILE NAME =	USER NAME	DESIGNED IDOT	REVISED
		DRAWN IDOT	REVISED
	PLOT SCALE	CHECKED E.P.COOK	REVISED
	PLOT DATE	DATE DECEMBER 2013	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTION

TRAFFIC SIGNAL PLANS
NILES CENTER RD. & MAIN ST.
SCALE: NONE | SHEET NO. 7 OF 16

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	7
		CONTRACT NO. 61A09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET NO. 8 OF 16 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	8
	BD600-03 (BD-8)	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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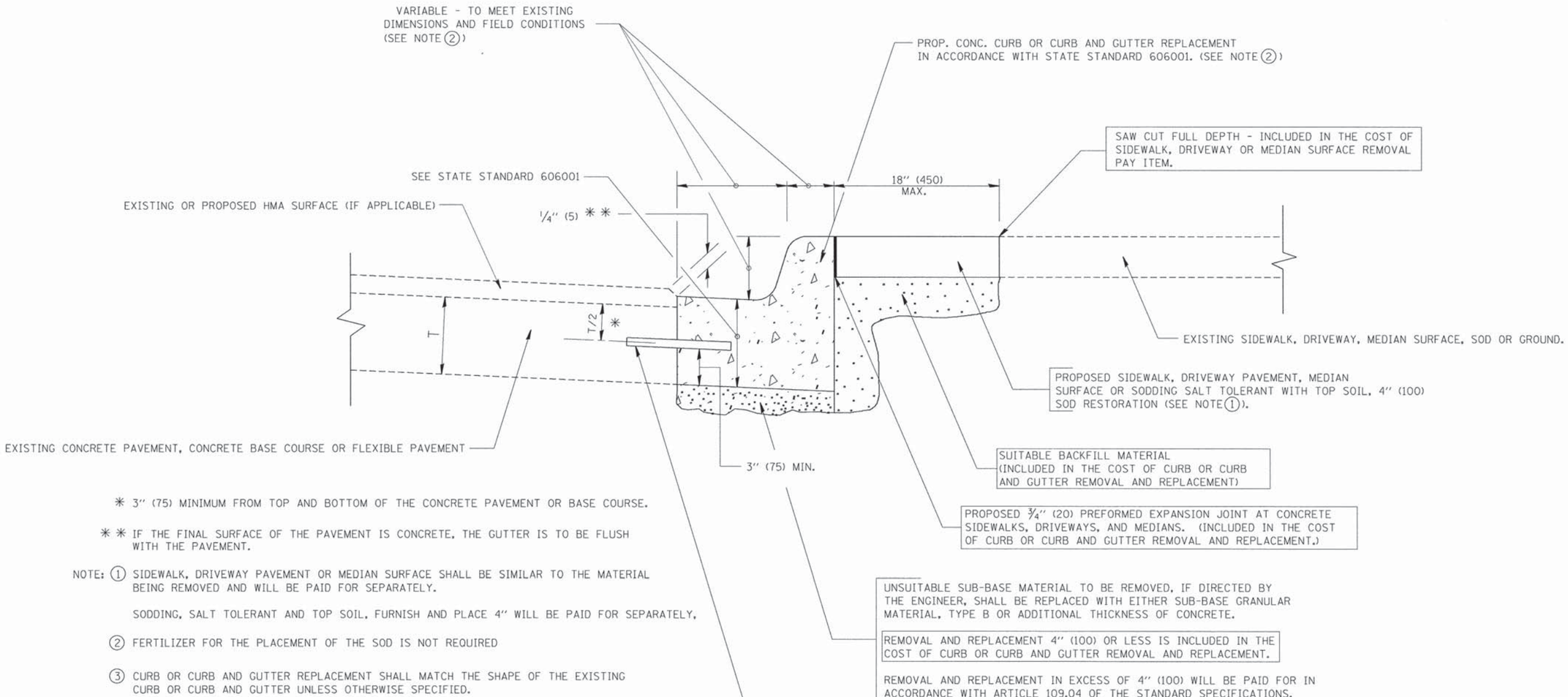


* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

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

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

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

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

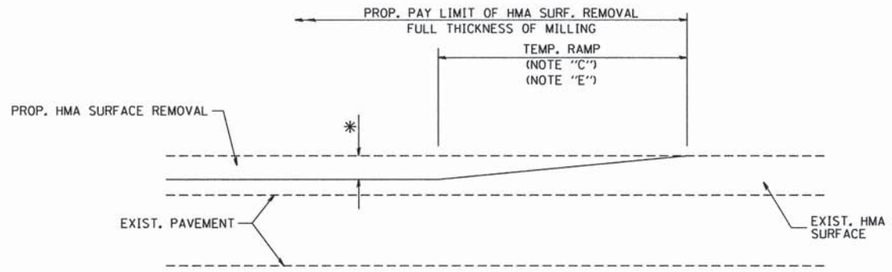
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0188315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: NONE | SHEET NO. 9 OF 16 SHEETS | STA. | TO STA.

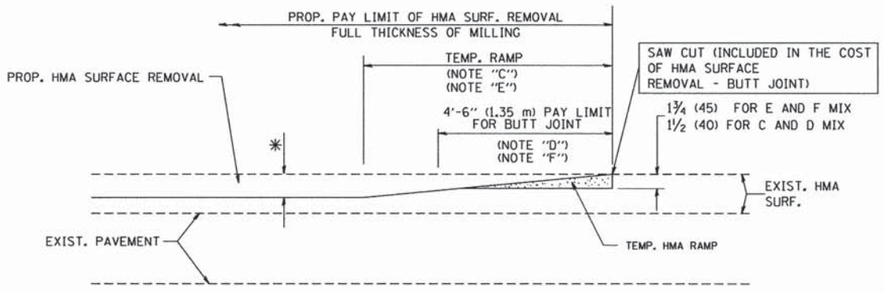
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	9
	BD600-06 (BD-24)	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

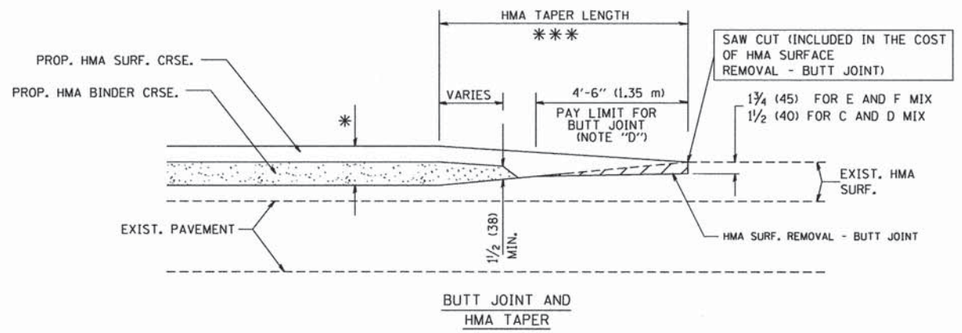


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

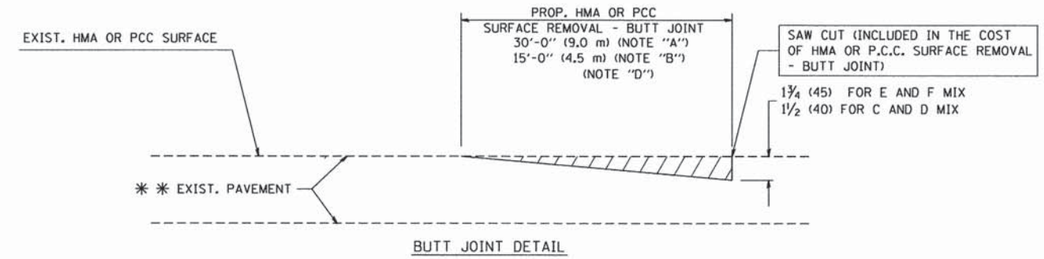
OPTION 2

TYPICAL TEMPORARY RAMP

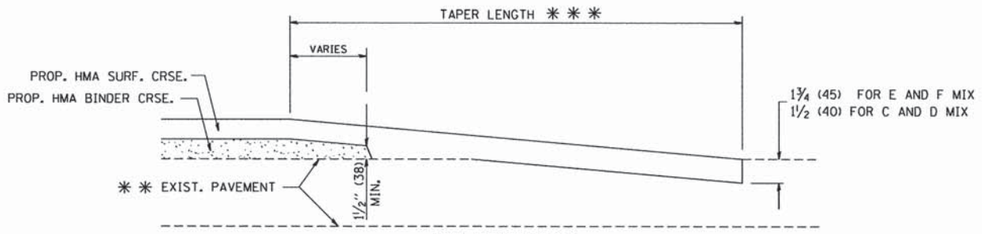


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

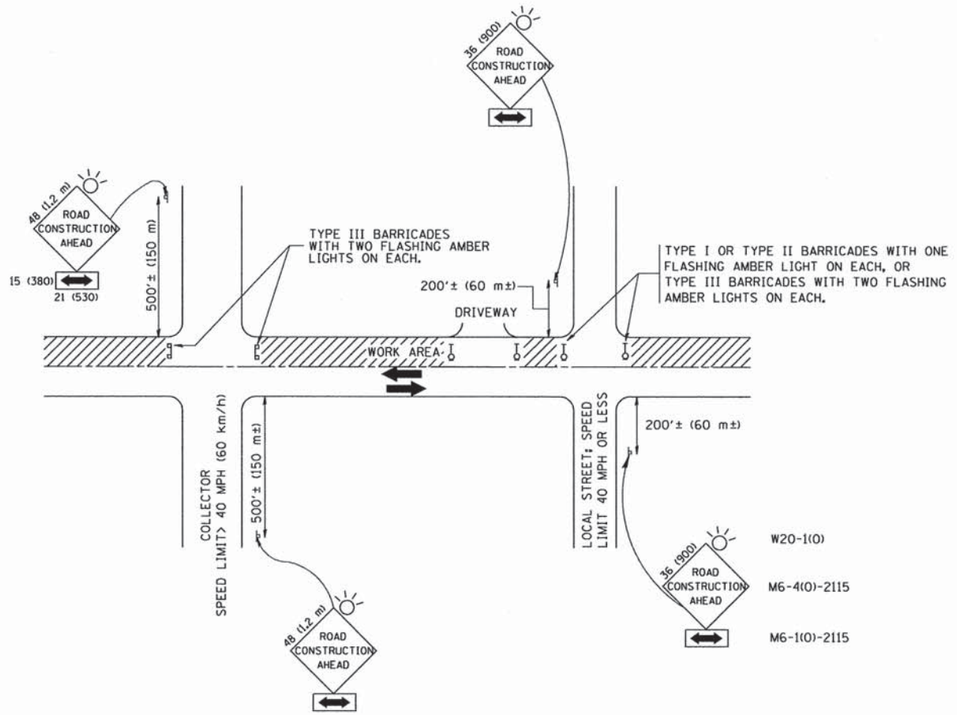
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET NO. 10 OF 16 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	10
	BD400-05 BD32	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

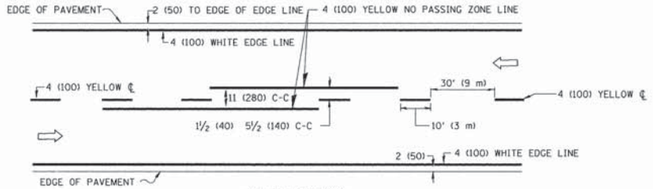
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

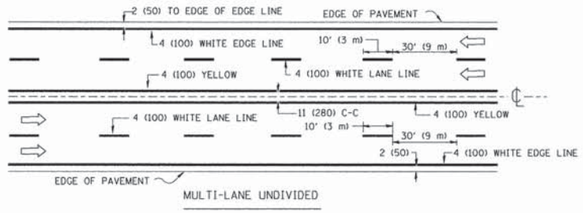
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET NO. 11 OF 16 SHEETS | STA. | TO STA.

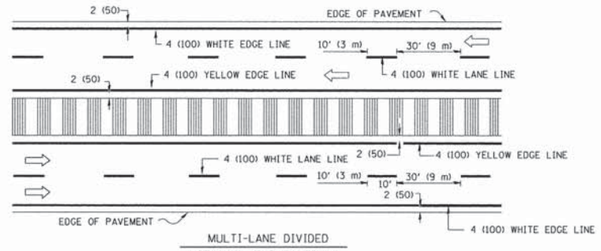
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	11
	TC-10	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



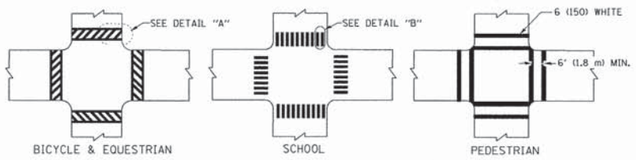
MULTI-LANE UNDIVIDED

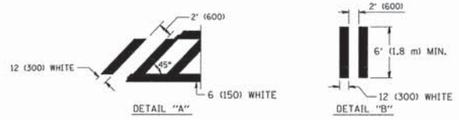


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

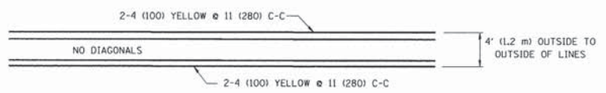
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

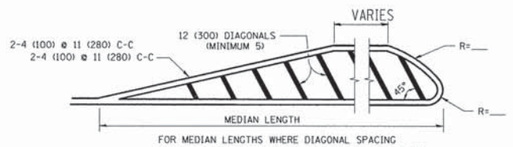




TYPICAL CROSSWALK MARKING



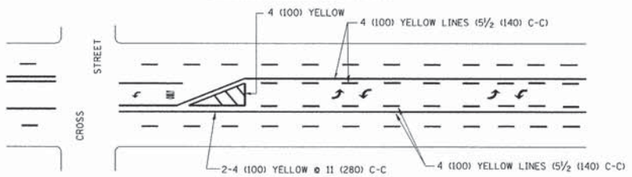
4' (1.2 m) WIDE MEDIANS ONLY



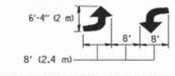
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

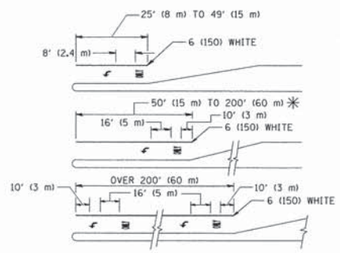


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED. WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

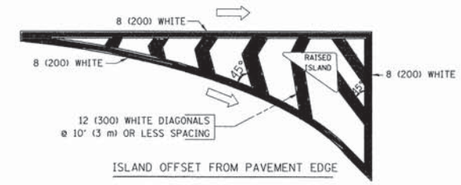


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

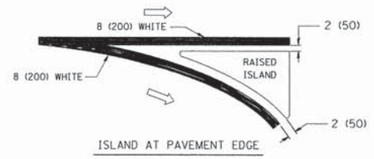
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

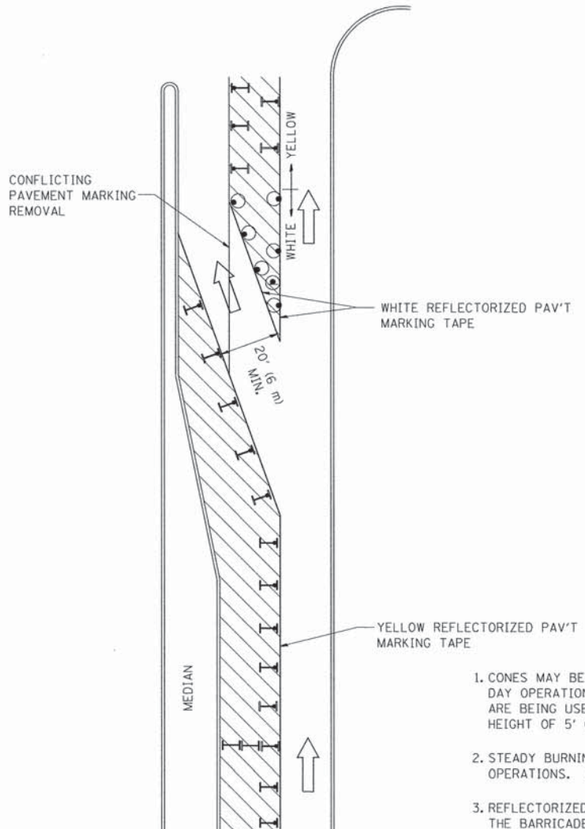
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

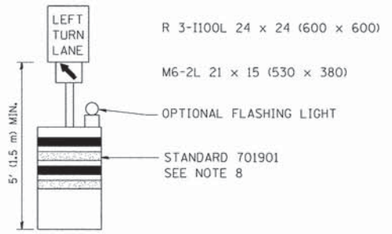
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 12 OF 16 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1529	12-00292-00-RS	COOK	16	12
	TC-13	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

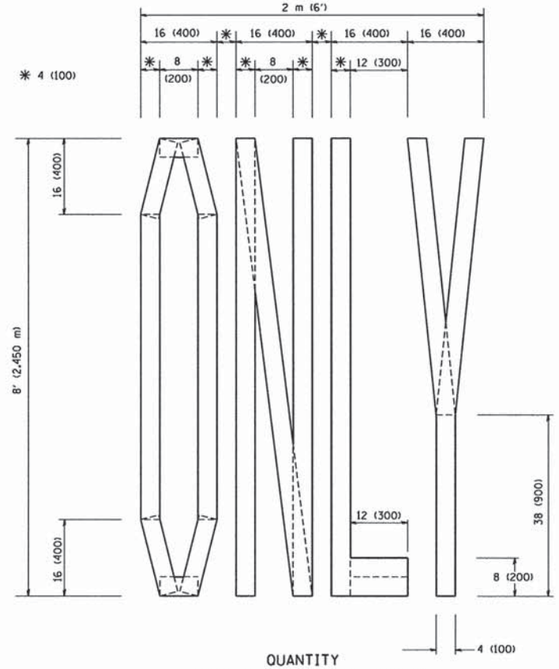
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 '/ IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 9/14/2009	REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

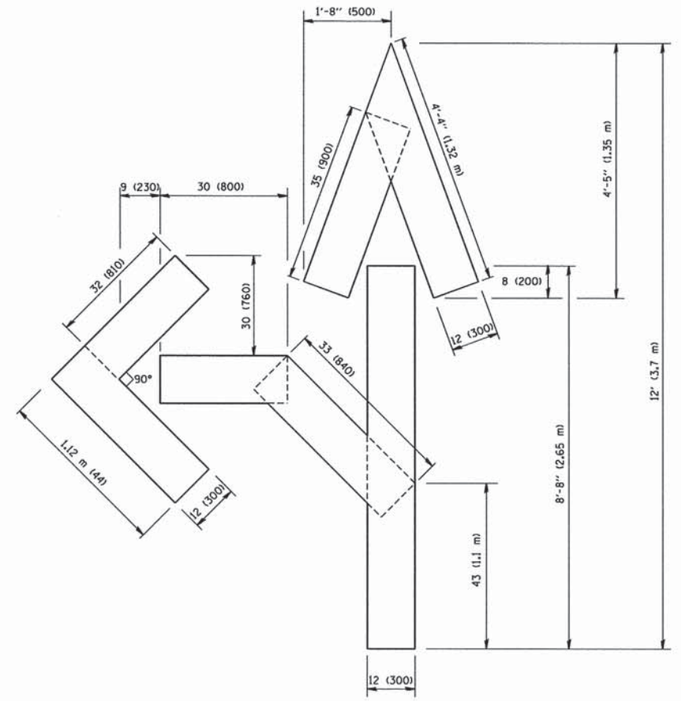
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE | SHEET NO. 13 OF 16 SHEETS | STA. | TO STA.

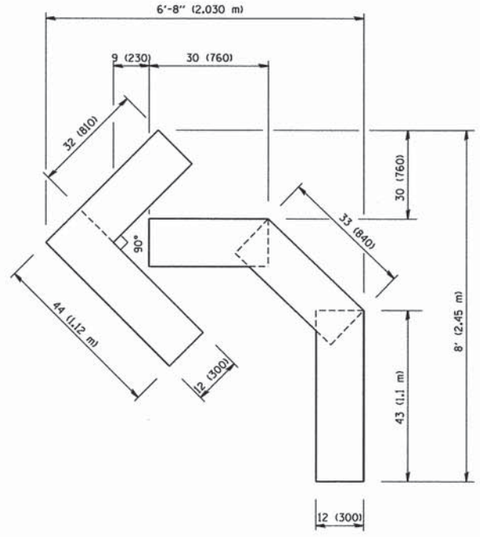
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	13
	TC-14	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = 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. 14 OF 16 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-RS	COOK	16	14
	TC-16	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

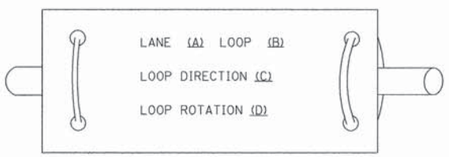
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

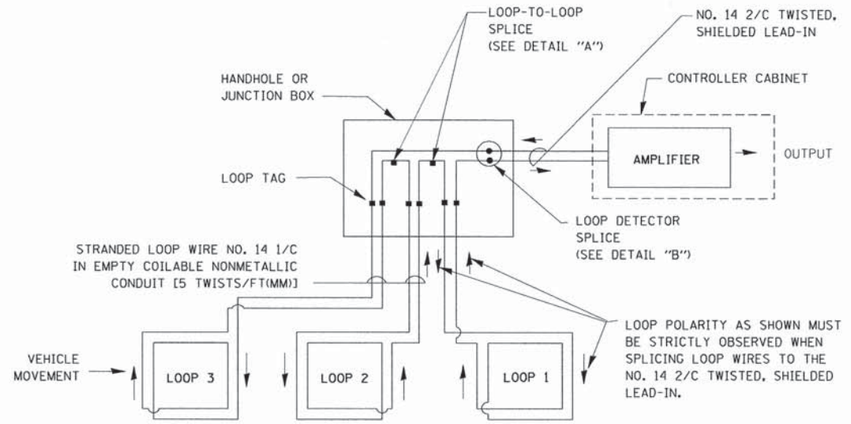


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

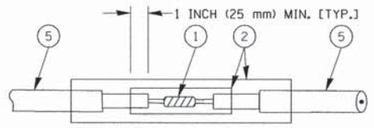
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

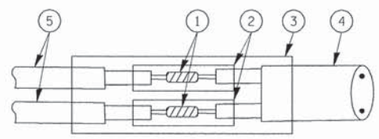


DETECTOR LOOP WIRING SCHEMATIC

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

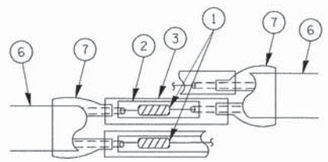


DETAIL "A"
LOOP-TO-LOOP SPLICE



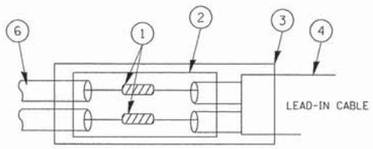
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

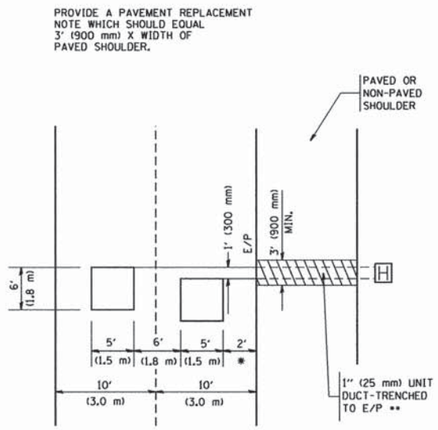
(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0108315\ts05.dgn	USER NAME = bauerdl	DESIGNED - DAD	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DISTRICT ONE** **STANDARD TRAFFIC SIGNAL DESIGN DETAILS**			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCK	REVISED -					1329	12-00292-00-RS	COOK	16	15
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - DAD	REVISED -						**TS-05**	CONTRACT NO. 61A09		
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 15 OF 16 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

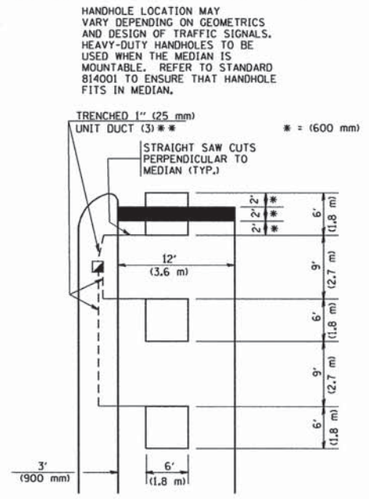
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

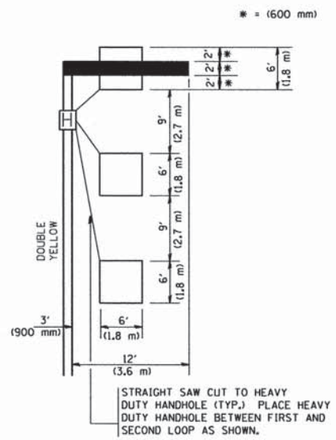
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

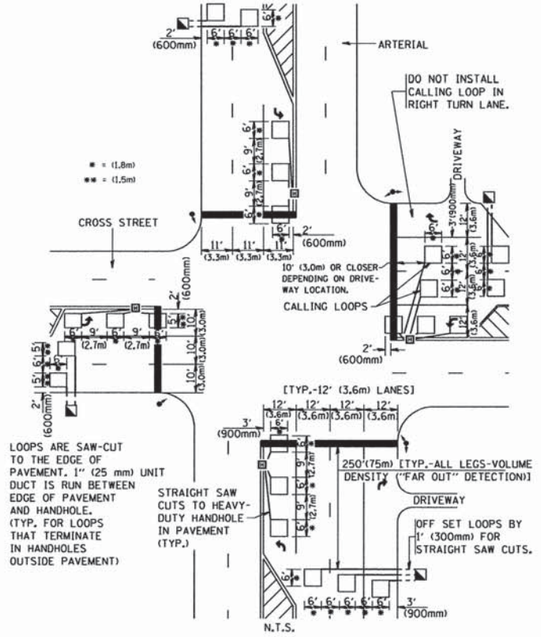
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



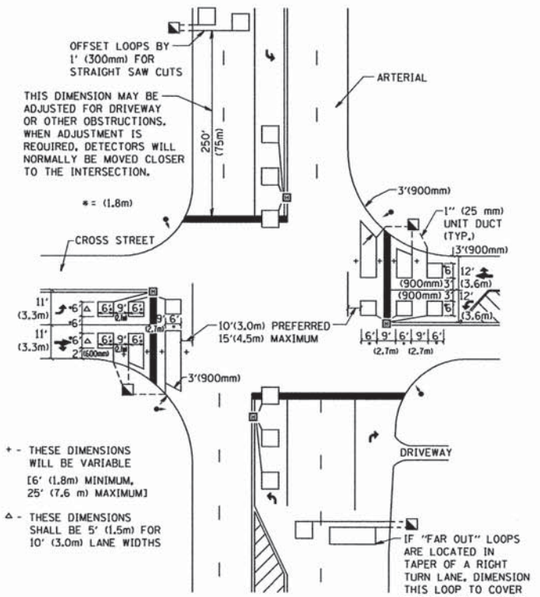
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 16 OF 16 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	12-00292-00-85	COOK	16	16
	TS-07	CONTRACT NO. 61A09		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		