

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	1
ILLINOIS PROJECT M-4003 (373)				
CONTRACT NO. 61A99				

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY KEMMAN AVENUE 26TH STREET TO 31ST STREET RESURFACING SECTION NO. 14-00075-00-RS PROJECT M-4003 (373) VILLAGE OF LA GRANGE PARK COOK COUNTY

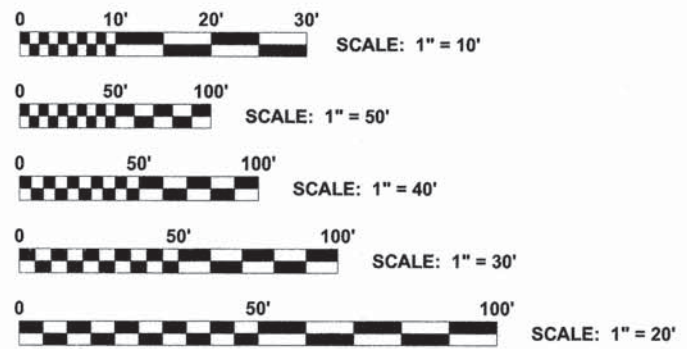
**TRAFFIC DATA**  
 ADT (2013) = 6,400  
 POSTED SPEED LIMIT = 25 MPH  
 DESIGN SPEED LIMIT = 25 MPH

**DESIGN DESIGNATION**  
 MAJOR COLLECTOR



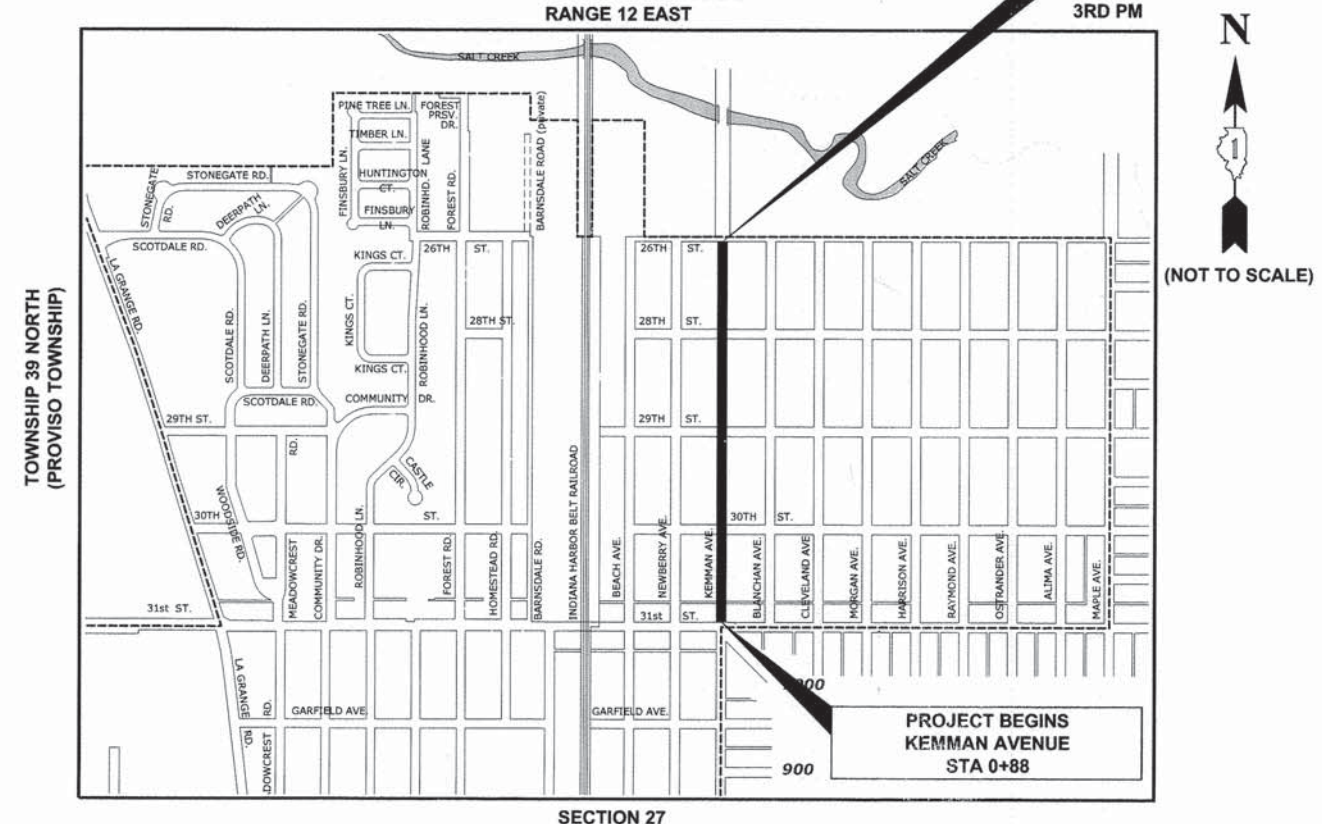
LOCATION OF SECTION INDICATED THUS:

PROJECT LOCATED IN THE VILLAGE OF LA GRANGE PARK



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.

**JOB NO. C-91-416-14**  
**FAU 2714**  
 LOCATION MAP



PROJECT ENDS KEMMAN AVENUE STA. 27+67

PROJECT BEGINS KEMMAN AVENUE STA 0+88

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STATE OF ILLINOIS  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

APPROVED *[Signature]* November 19, 2014  
 VILLAGE OF LA GRANGE PARK, PRESIDENT

PASSED *[Signature]* January 6, 2015  
 CHRISTOPHER HAY  
 DISTRICT 1/ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW *[Signature]* January 7, 2015  
 JOHN FORTINIERA JR.  
 DEPUTY DIRECTOR OF HIGHWAYS,  
 REGION 1 ENGINEER



CONTRACT NO. 61A99

- AREA OF IMPROVEMENT  
 GROSS LENGTH OF IMPROVEMENT = 2,679 FT = 0.507 MI  
 NET LENGTH OF IMPROVEMENT = 2,679 FT = 0.507 MI

SIGNED: *[Signature]*  
 DATE: 12/1/14 LICENSE EXPIRES: 11/30/15

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

Drawing file: W:\Projects\La Grange Park\52014197 - Kemman ave. lido - Design Engineering\COVER KEMMAN.dwg Nov 18, 2014 - 11:14am  
 FEDERAL AID PROGRAM ENGINEER : FAWAD AQUEEL, PE  
 (847) 705-4021, SCHAUMBURG, IL



# 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	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS
6-7	PAVING / PAVEMENT MARKING PLANS
8	DETAILS
9	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)
10	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
11	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
12	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
14	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR TRAFFIC STAGING (TS-07)
15	ARTERIAL ROAD INFORMATION SIGN (TC-22)

# I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
442201-04	CLASS C&D PATCHES
604001-04	FRAMES AND LIDS, TYPE 1
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
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-04	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
	EXISTING HOT-MIX ASPHALT AREA
	EXISTING CONCRETE AREA
	EXISTING GRASS AREA
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	EXISTING CONCRETE SIDEWALK OR DRIVEWAY REMOVAL
	REMOVE AND REINSTALL BRICK PAVERS
	PROPOSED SHOULDER REMOVAL AND REPLACEMENT, 8"
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY, 8" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT PAVING AREA
	PROPOSED CLASS D PATCHES
<b>A</b>	STRUCTURE TO BE ADJUSTED
<b>A*</b>	STRUCTURE TO BE ADJUSTED (SPECIAL)
<b>1C</b>	NEW FRAME AND LID, TYPE 1, CLOSED LID
<b>1P</b>	NEW FRAME AND LID, TYPE 1, OPEN LID
<b>RC</b>	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
	EXISTING TRAFFIC SIGNAL MANHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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**HANCOCK ENGINEERING**  
 ♦ Civil Engineers  
 ♦ Municipal Consultants  
 ♦ Established 1911

9933 Roosevelt Road  
 Worthen, Illinois 61554-2790  
 Phone: 708/965-4390  
 Fax: 708/965-4312

DESIGNED - CB	REVISED -
DRAWN - ECW	REVISED -
CHECKED - XXX	REVISED -
DATE - 08-14-14	REVISED -

**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. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	2
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A99	
FED. AID PROJECT M-4003(373)			E.H.E. PROJECT NO. 520-14-19701	



## 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 JANUARY 1, 2012, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2015, 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 AT THE CONTRACTOR'S EXPENSE.

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 921 BARNSDALE AVE, LA GRANGE PARK.

### MANHOLE OR VALVE COVERS

THE 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 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 WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO 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 AT HIS EXPENSE.

### MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

### UNCONTAMINATED SOIL CERTIFICATION

SECTION 22.51 OF THE ENVIRONMENTAL PROTECTION ACT REQUIRES THAT UNCONTAMINATED SOIL, INCLUDING UNCONTAMINATED SOIL MIXED WITH OTHER CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) MATERIALS ACCEPTED AT A CCDD LANDFILL FACILITY, MUST BE CERTIFIED TO BE UNCONTAMINATED. DEPENDING ON THE LOCATION OF THE SOIL REMOVAL, THE CERTIFICATION MAY HAVE TO BE MADE BY A LICENSED PROFESSIONAL ENGINEER.

ANY COSTS FOR THE TESTING OF THE UNCONTAMINATED MATERIAL AND HAVING A LICENSED PROFESSIONAL ENGINEER COMPLETE THE REQUIRED PAPERWORK TO CERTIFY THAT THE MATERIAL IS UNCONTAMINATED AND CAN BE PROPERLY DISPOSED AT A CCDD FACILITY SHALL BE BORNE BY THE CONTRACTOR AND SHALL BE INCLUDED IN THE CONTRACT.

IF THE CONTRACTOR CHOOSES TO DISPOSE OF THE EXCAVATED MATERIAL AT MORE THAN ONE CCDD FACILITY, THEN ANY ADDITIONAL COSTS SHALL ALSO BE BORNE BY THE CONTRACTOR. SHOULD ANY CONTAMINATED MATERIAL BE DISCOVERED ON THE PROJECT, THE ADDITIONAL COSTS FOR TESTING AND PROPER DISPOSAL OF THE CONTAMINATED MATERIAL SHALL EITHER BE PAID BY THE VILLAGE UNDER SEPARATE CONTRACT OR AS PART OF THIS CONTRACT AS ADDITIONAL WORK AT A PRICE TO BE AGREED UPON OR ON A TIME AND MATERIAL BASIS.

### OPEN EXCAVATIONS

THE CONTRACTOR WILL NOT BE ALLOWED TO LEAVE ANY EXCAVATION NECESSARY FOR PAVEMENT PATCHES OR STRUCTURE ADJUSTMENTS OPEN OVERNIGHT. THE CONTRACTOR WILL 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 USE OF ANY TYPE OF CONCRETE BREAKERS SUCH AS DROP HAMMERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED.

### 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 AT THE CONTRACTOR'S EXPENSE. THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

### 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 1-1/2 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 OPERATIONS SO THAT NO SECTIONS OF PAVEMENT ALONG THE CENTERLINE WILL HAVE A COLD JOINT OVERNIGHT.

### PAVEMENT PATCHING

LOCATIONS OF CLASS 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 MR. JOE ECKERT, AREA TRAFFIC FIELD TECHNICIAN AT (224)-217-8637



◆ Civil Engineers  
◆ Municipal Consultants  
◆ Established 1911

9933 Roosevelt Road  
Wheaton, Illinois 60154-2780  
Phone: 708/965-0380  
Fax: 708/965-1212

DESIGNED -- CB	REVISED --
DRAWN -- ECW	REVISED --
CHECKED -- XXX	REVISED --
DATE -- 08-14-14	REVISED --

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

### GENERAL NOTES

SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA. -

TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-0075-00-RS	COOK	15	3
CONTRACT NO. 61A99			FED. ROAD DIST. NO. 1 ILLINOIS	
FED. AID PROJECT M-4003(373)			E.H.E. PROJECT NO. 520-14-19701	



# SUMMARY OF QUANTITIES

S.P.	S.I.	Code	Pay Item Description	Unit	Total Quantity	Const. Type Code Resurfacing 0005 60%Federal 40%Local
		20200100	EARTH EXCAVATION	CU YD	20	20
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,000	1,000
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	10	10
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	10	10
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	10	10
		25200100	SODDING	SQ YD	1,000	1,000
		25200200	SUPPLEMENTAL WATERING	UNIT	10	10
		28000510	INLET FILTERS	EACH	25	25
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	100
		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	10,000	10,000
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	550	550
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	150	150
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,300	1,300
		40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20	20
		42101300	PROTECTIVE COAT	SQYD	1,000	1,000
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	200	200
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,000	5,000
		42400800	DETECTABLE WARNINGS	SQ FT	400	400
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	200	200
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,500	1,500
		44000600	SIDEWALK REMOVAL	SQ FT	5,000	5,000
		44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	150	150
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	200	200
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	400	400
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	400	400

S.P.	S.I.	Code	Pay Item Description	Unit	Total Quantity	Const. Type Code Resurfacing 0005 60%Federal 40%Local
		48300300	PORTLAND CEMENT CONCRETE SHOULDERS 8"	SQ YD	50	50
		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	2	2
		60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	9	9
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	9	9
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	35	35
		60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	1,500	1,500
		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
		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,500	2,500
		* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	50	50
		* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,000	7,000
		* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	550	550
		* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	200	200
		* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	160	160
		* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	140	140
		X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	500	500
		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	11,000	11,000
		X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	33	33
		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	300	300

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♦ Civil Engineers  
 ♦ Municipal Consultants  
 ♦ Established 1911

5933 Stonerick Road  
 Westchester, Illinois 60154-2790  
 Phone: 708/965-0390  
 Fax: 708/965-1212

DESIGNED - CB	REVISED -
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CHECKED - XXX	REVISED -
DATE - 08-14-14	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

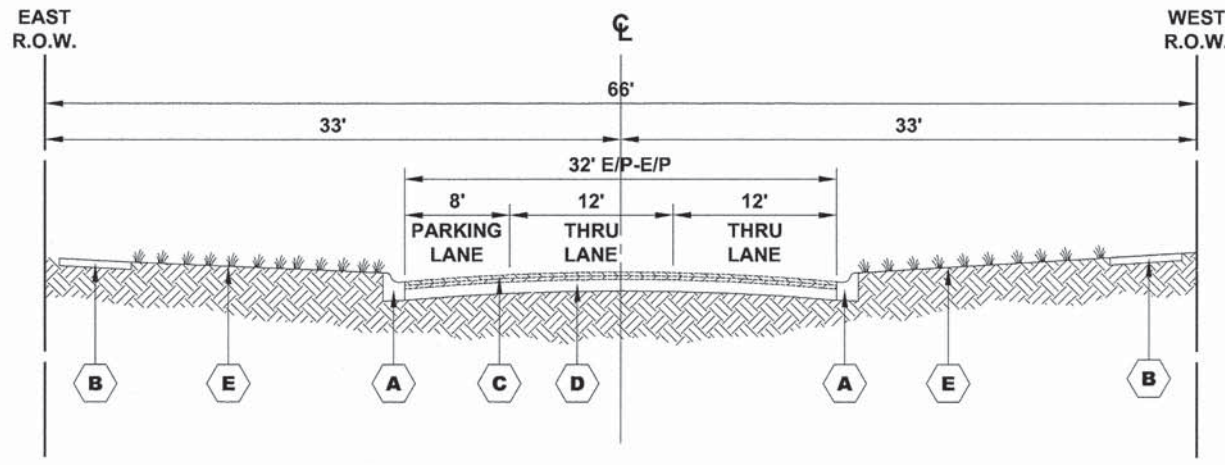
## SUMMARY OF QUANTITIES

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

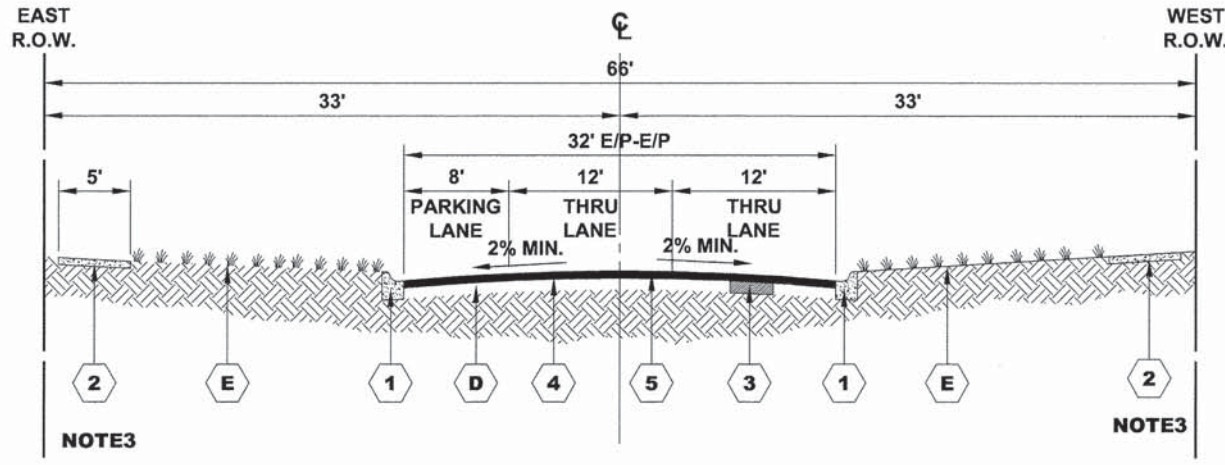
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	4
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 Nov 13, 2014 - 2:28pm  
 9933 Roosevelt Road  
 Wheelator, Illinois 68154-2790  
 Phone: 708/965-0390  
 Fax: 708/965-1212



**EXISTING TYPICAL SECTION**  
**STA. 0+88 TO STA. 27+67, KEMMAN AVENUE**



**PROPOSED TYPICAL SECTION**  
**STA. 0+88 TO STA. 27+67, KEMMAN AVENUE**

**LEGEND OF SYMBOLS**

SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
C	EXISTING HOT-MIX ASPHALT BINDER AND SURFACE COURSES, THICKNESS VARIES, 3-8"
D	EXISTING 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 D PATCHES, 6" (AS LOCATED IN FIELD)
4	PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 3/4"
5	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 2"	4% @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), IL 9.5, N50, 3/4"	4% @ 50 Gyr
CLASS D PATCHES (HMA BINDER IL-19mm), 6" (2 LIFTS)	4% @ 70 Gyr
INCIDENTAL HOT-MIX ASPHALT SURFACING (HMA SURFACE, MIX "D", N50 IL 9.5mm), 3"	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 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**
- CONTRACTOR SHALL MILL BEFORE PATCHING
  - FILL CRACKS USING MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
  - SIDEWALK LIMITS AS SHOWN ON PLANS.

**HANCOCK ENGINEERING**  
 Civil Engineers  
 Municipal Consultants  
 Established 1911

DESIGNED -- CB	REVISED --
DRAWN -- ECW	REVISED --
CHECKED -- XXX	REVISED --
DATE -- 08-14-14	REVISED --

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

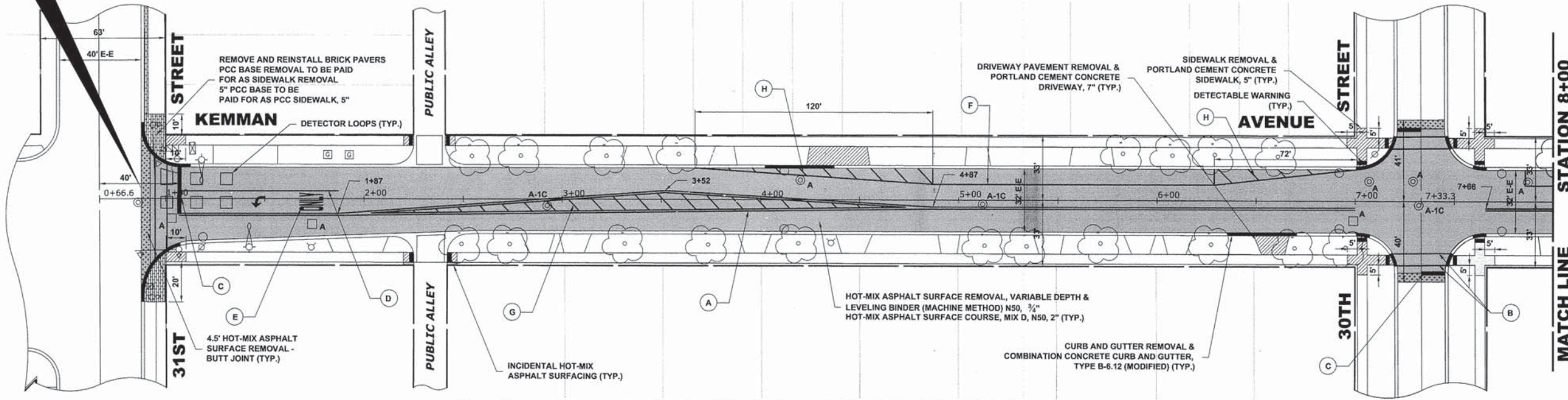
**EXISTING AND PROPOSED TYPICAL CROSS SECTION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	5
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 61A99	
FED. AID PROJECT M-4003(373)			E.H.E. PROJECT NO. 520-14-19701	

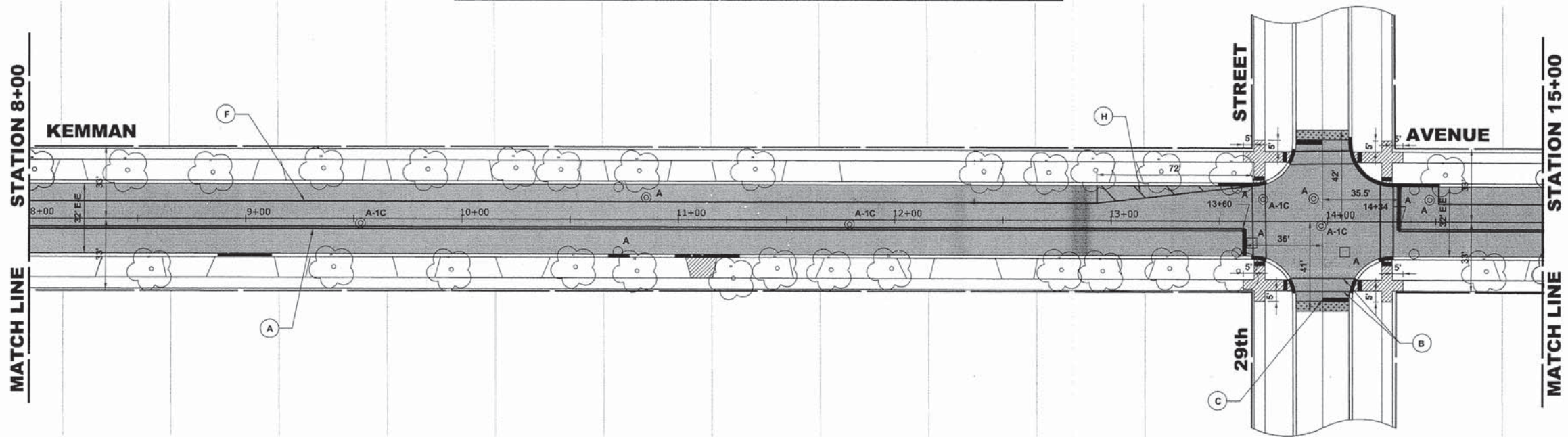


**IMPROVEMENTS BEGIN  
31ST STREET  
STATION 0+88**



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	(E)
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	(F)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	(G)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, WHITE	(H)

**PROPOSED  
IMPROVEMENT**



**PROPOSED  
IMPROVEMENT**

Drawing file: W:\Projects\_by\_Village\La Grange Park\2014197 - Kemman ave. lalo - Design Engineering\Kemman.dwg Nov 13, 2014 - 2:25pm



♦ Civil Engineers  
 ♦ Municipal Consultants  
 ♦ Established 1911  
 9933 Roosevelt Road  
 Wheeling, Illinois 60154-2780  
 Phone: 708/965-0390  
 Fax: 708/965-1212

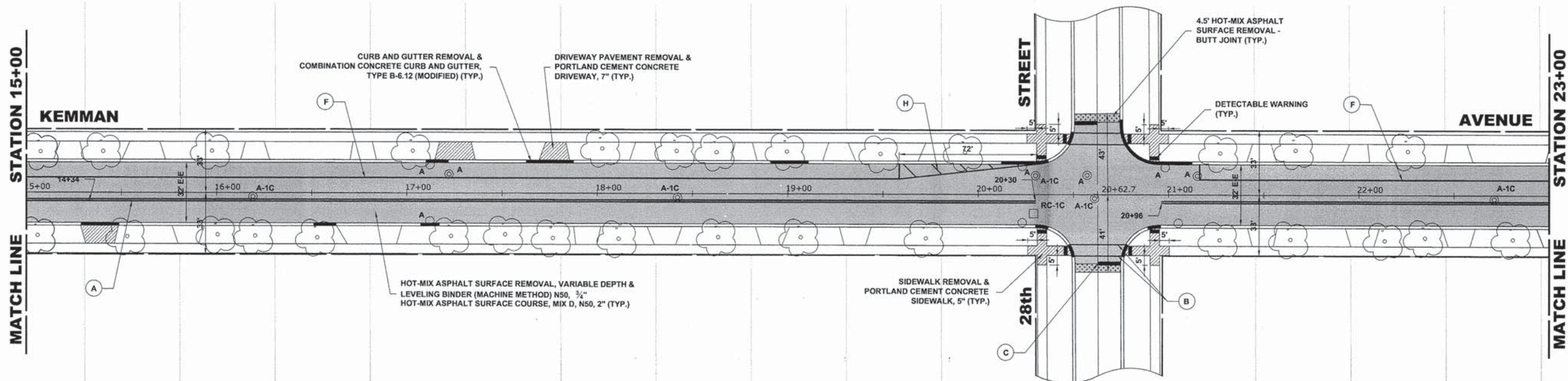
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CHECKED - XXX	REVISED -
DATE - 08-14-14	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**KEMMAN AVENUE  
PAVING / PAVEMENT MARKING PLAN**  
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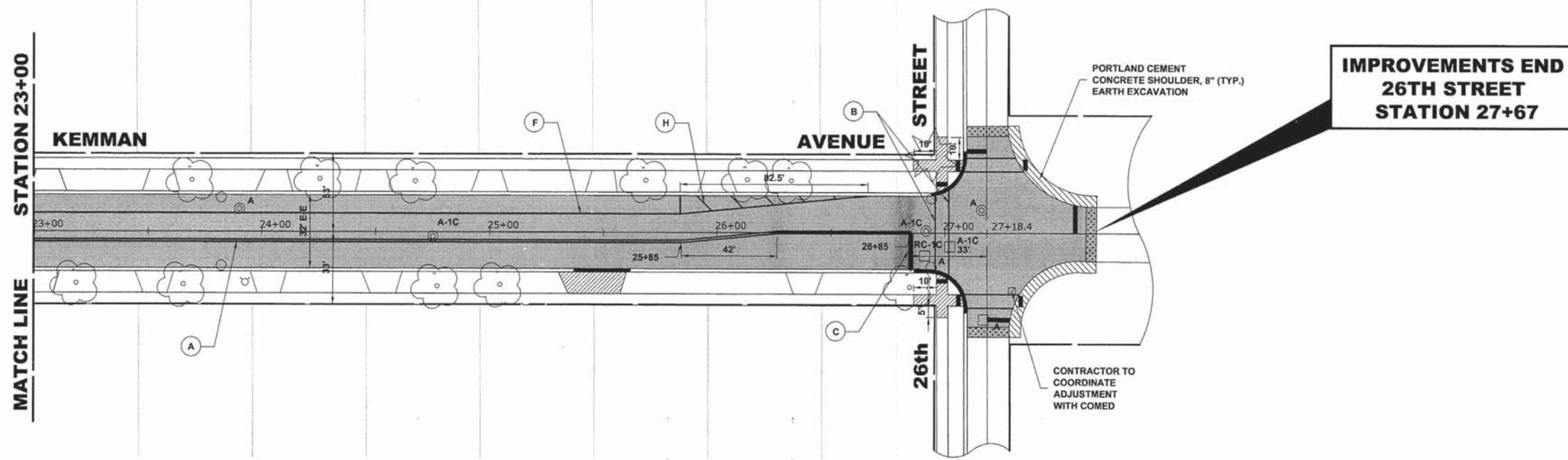
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		FED. AID PROJECT M-4003(373)		
E.H.E. PROJECT NO. 520-14-19701				





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	(E)
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	(F)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	(G)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, WHITE	(H)

**PROPOSED IMPROVEMENT**



**IMPROVEMENTS END  
26TH STREET  
STATION 27+67**

**PROPOSED IMPROVEMENT**

Drawing file: W:\Projects\_by\_Village\La Grange Park\52014197 - Kemman ave. info - Design Engineering\Kemman.dwg Nov 13, 2014 - 2:25pm

**HANCOCK ENGINEERING**  
 ♦ Civil Engineers  
 ♦ Municipal Consultants  
 ♦ Established 1911

3933 Inverett Road  
 Westchester, Illinois 60154-2780  
 Phone: 708/965-0390  
 Fax: 708/965-1312

DESIGNED - CB	REVISED -
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CHECKED - XXX	REVISED -
DATE - 08-14-14	REVISED -

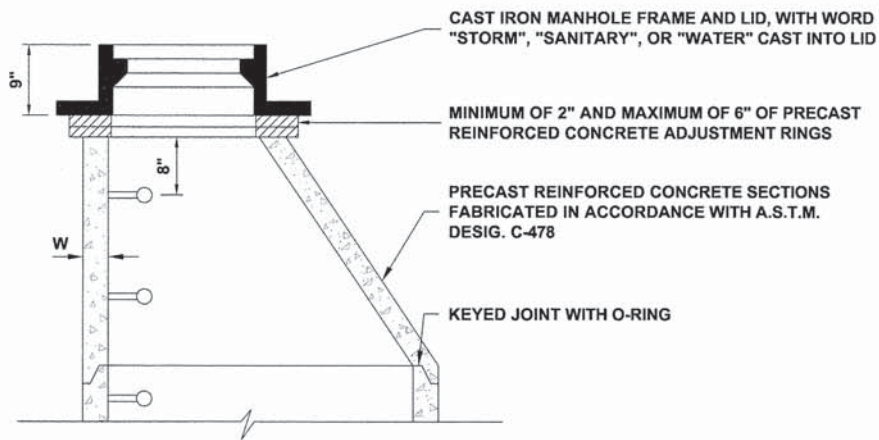
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**KEMMAN AVENUE  
PAVEMENT MARKING PLAN**

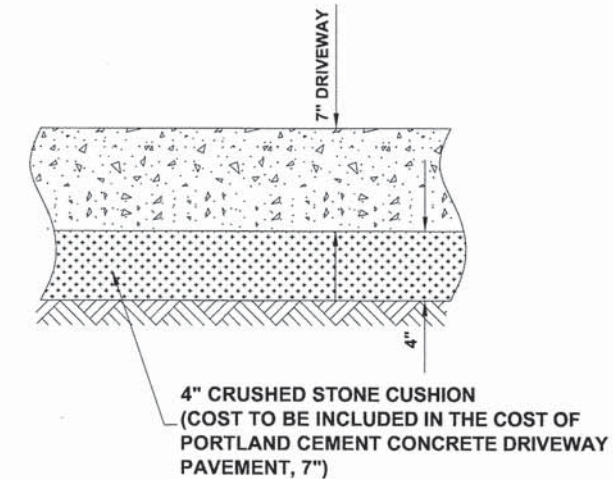
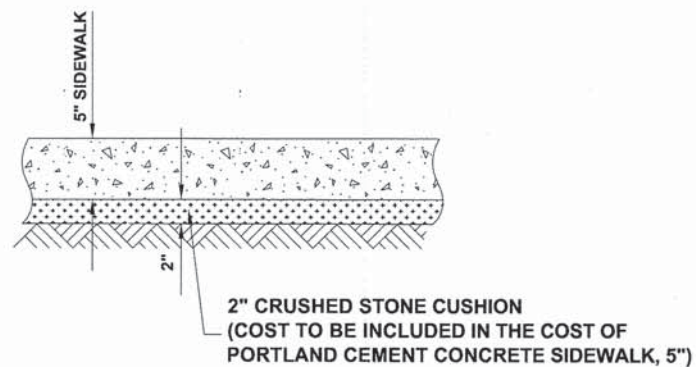
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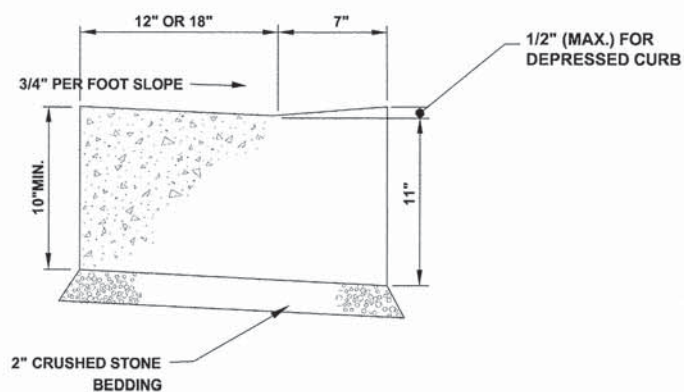




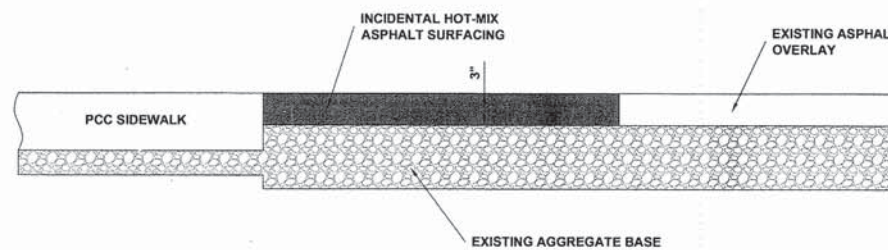
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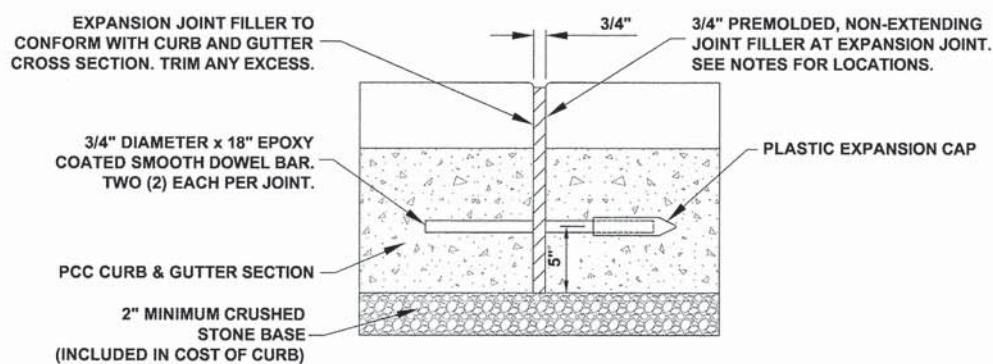
**TYPICAL P.C.C. SIDEWALK & DRIVEWAY**



**CURB AND GUTTER AT A.D.A. RAMPS**

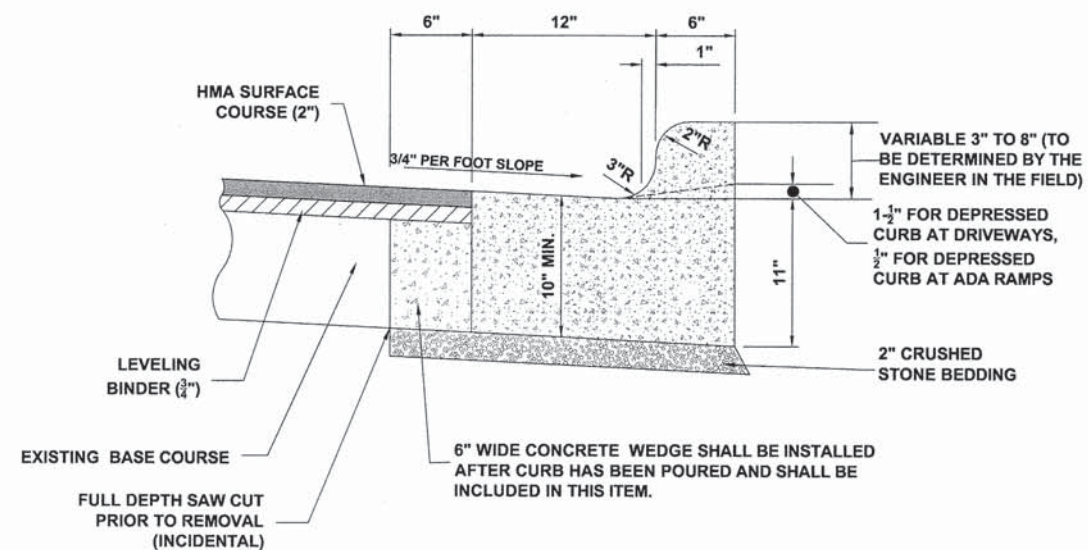


**INCIDENTAL HOT-MIX ASPHALT SURFACE DETAIL**



**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)**



♦ Civil Engineers  
 ♦ Municipal Consultants  
 ♦ Established 1911

9933 Roosevelt Road  
 Wheaton, Illinois 60154-2780  
 Phone: 708/965-0340  
 Fax: 708/965-1212

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CHECKED - XXX	REVISED -
DATE - 08-14-14	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS**

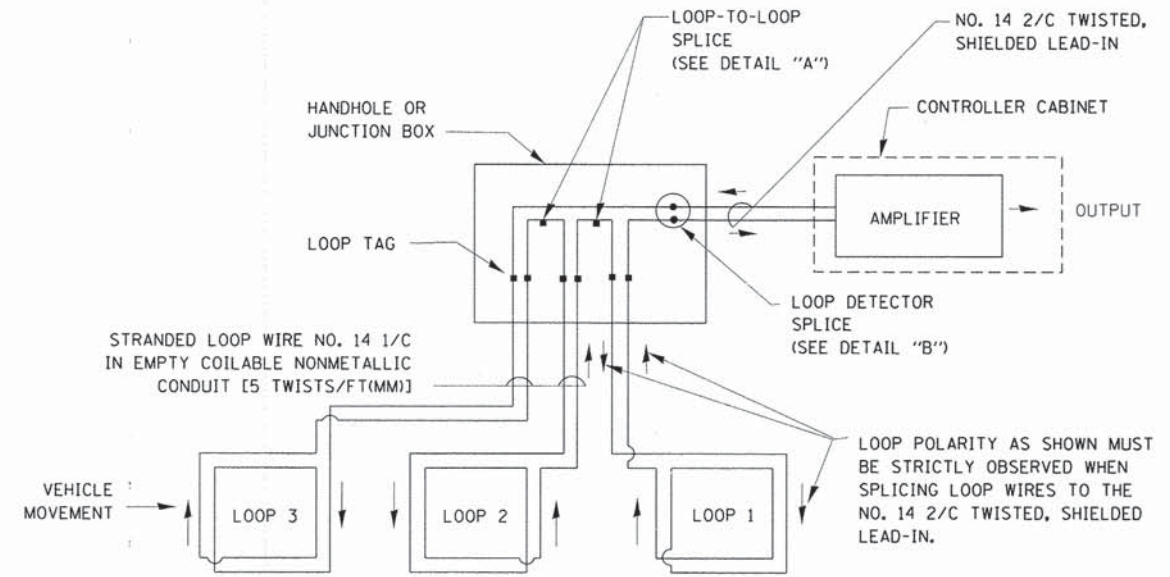
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FED. AID PROJECT M-4003(373)			E.H.E. PROJECT NO. 520-14-19701	



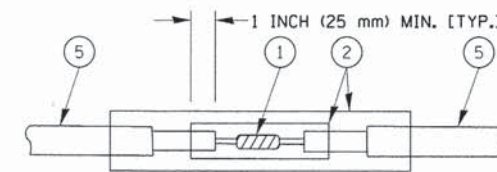
**LOOP DETECTOR NOTES**

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 DIVESHOLES 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.

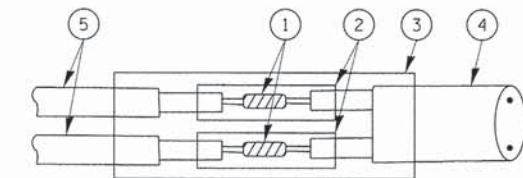


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

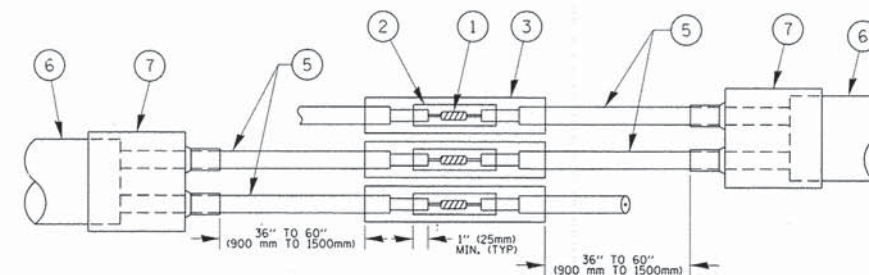


DETAIL "A"  
LOOP-TO-LOOP SPLICE

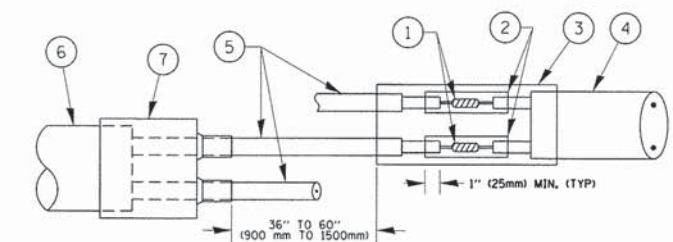


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



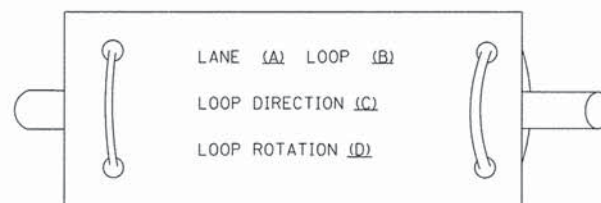
DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

**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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

**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.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

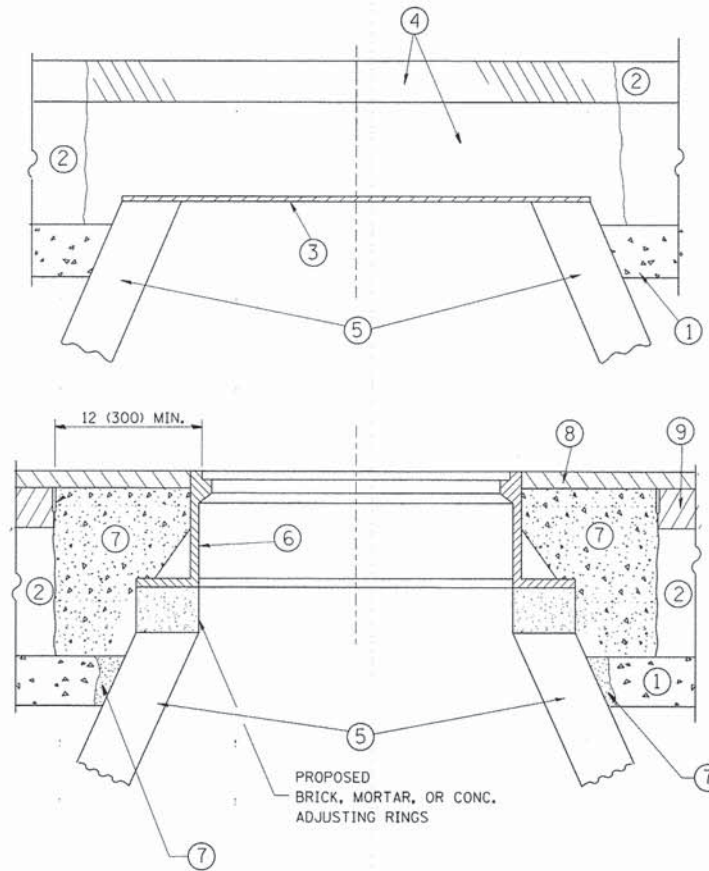
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TS-05		CONTRACT NO. 61A99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(373)				

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PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -



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**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 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

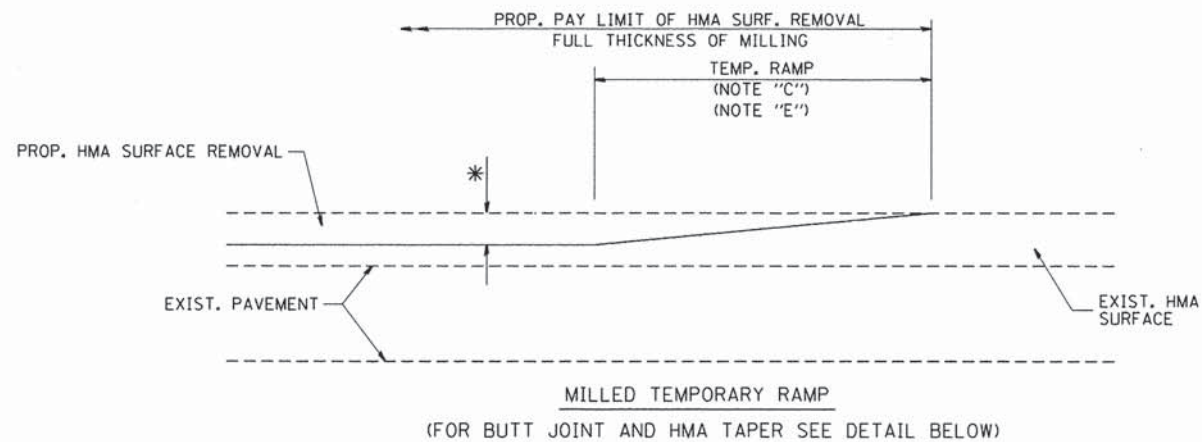
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

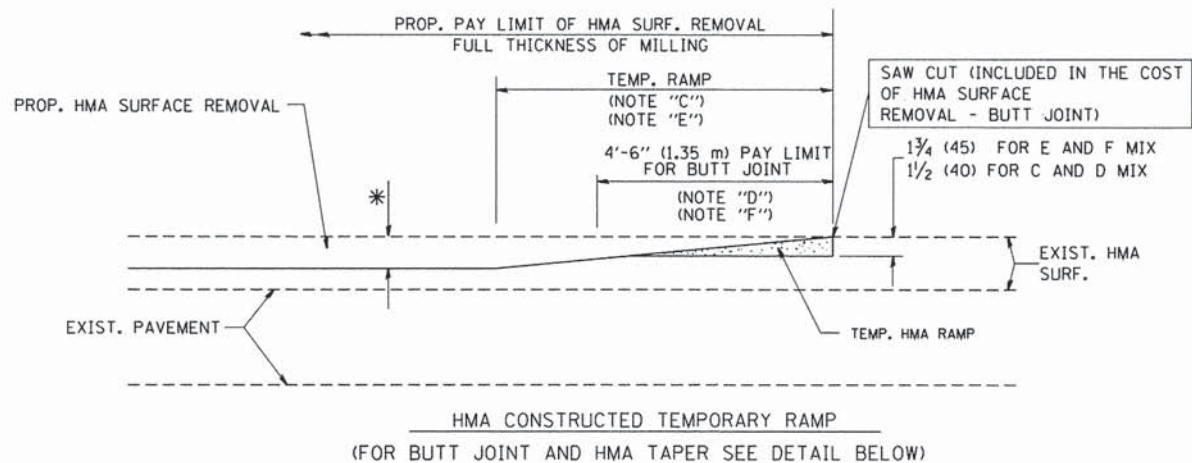
<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>BD600-03 (BD-8)</b>		CONTRACT NO. 61A99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(373)				
E.H.E. PROJECT NO. 520-14-19701				

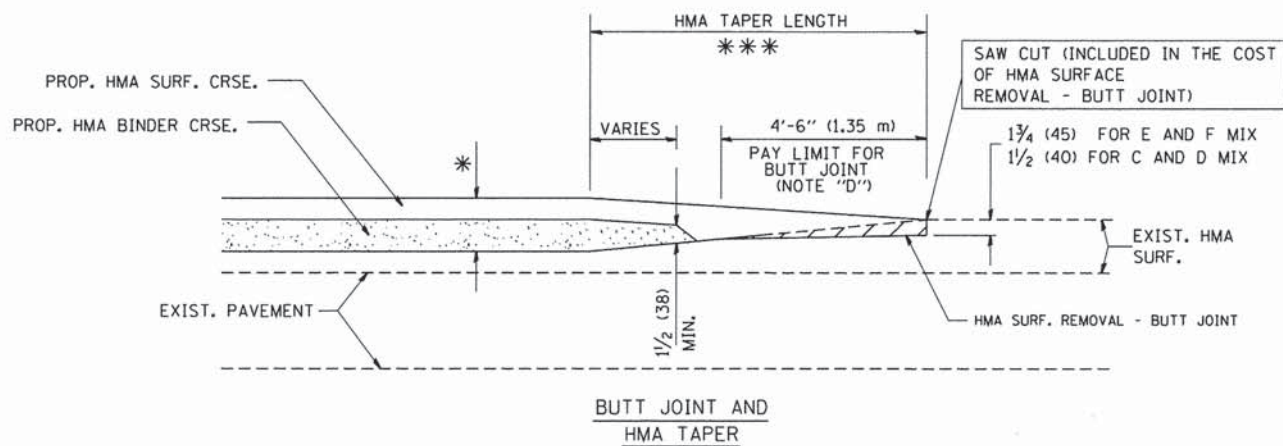




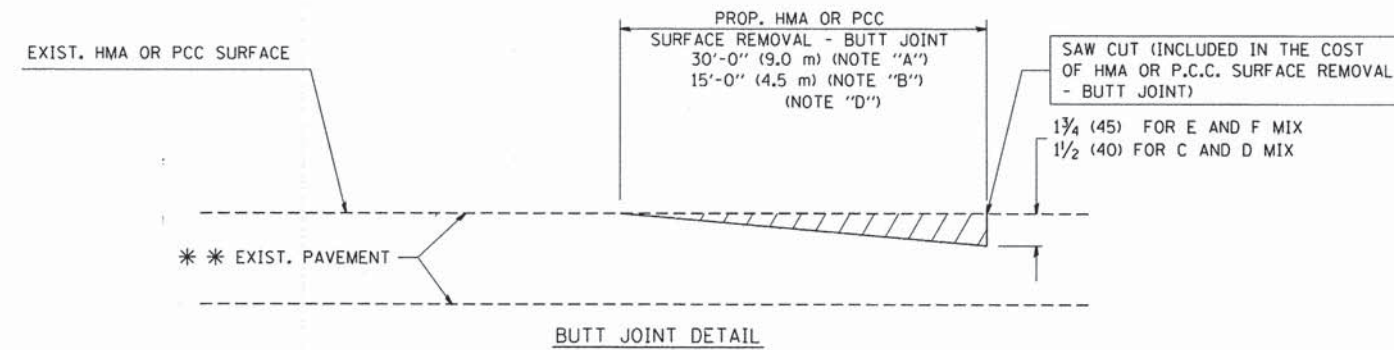
**OPTION 1**



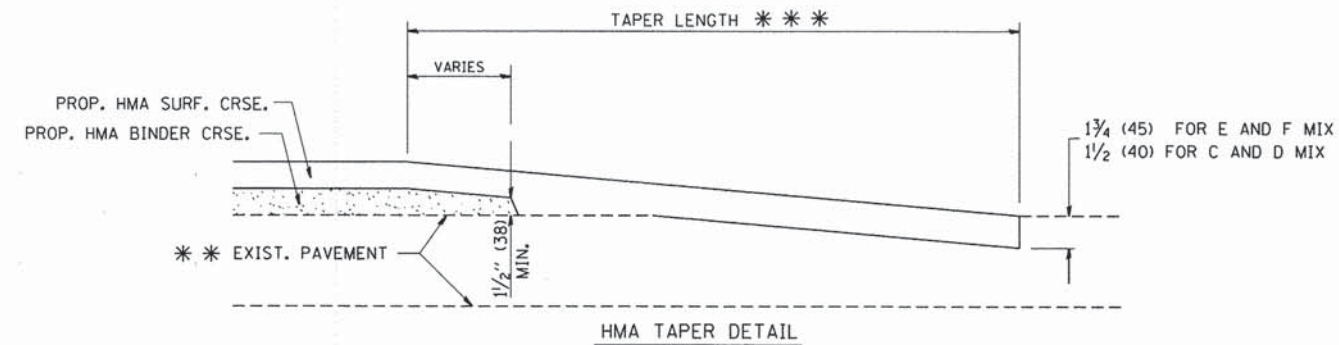
**OPTION 2**  
**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER**  
**FOR MILLING AND RESURFACING**



**BUTT JOINT 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 DATE = 1/4/2008	DATE - 06-13-90	REVISED - M. GOMEZ 04-06-01
		REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND**  
**HMA TAPER DETAILS**

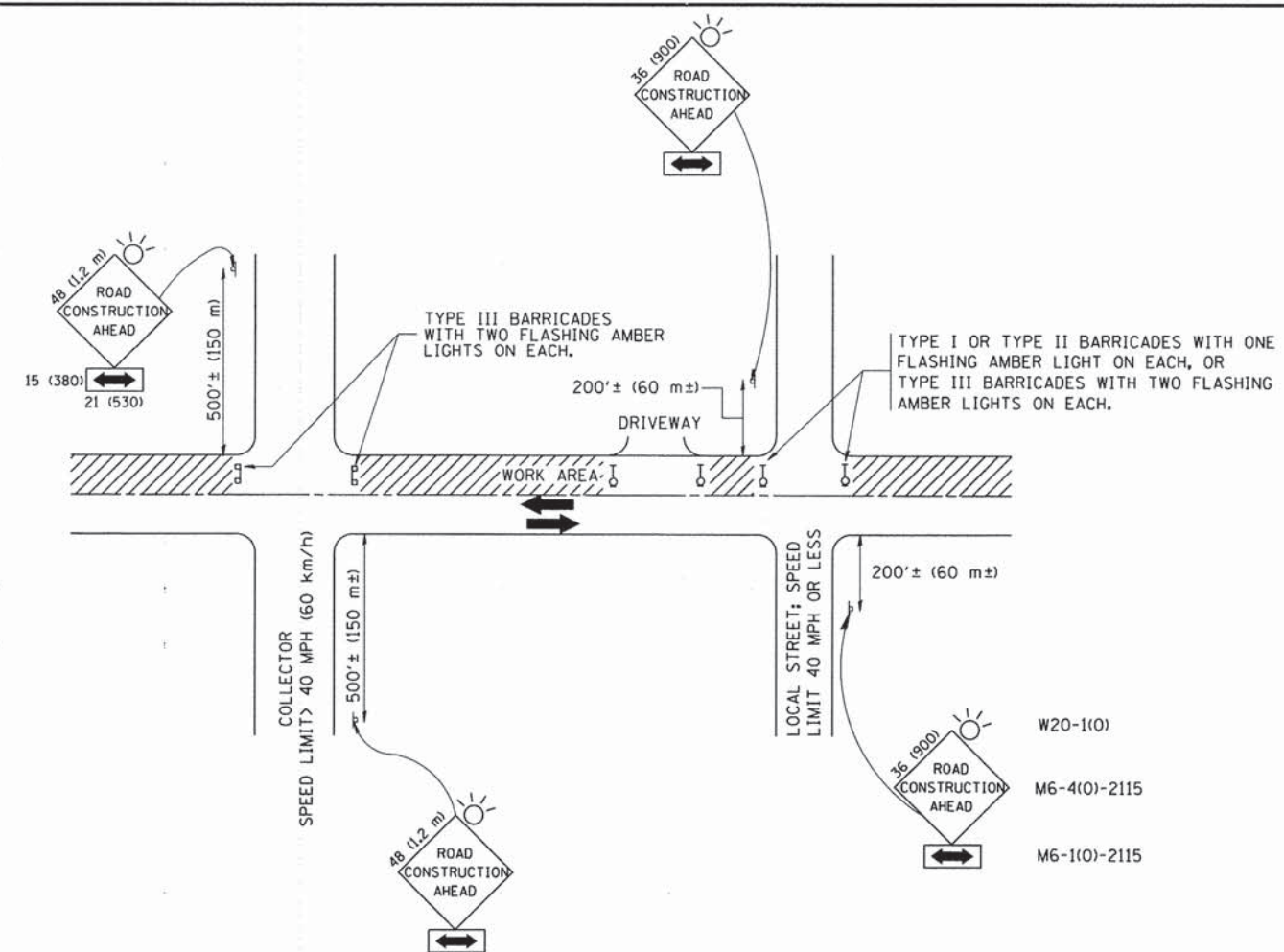
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	11
BD400-05 BD32		CONTRACT NO. 61A99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(373)				

E.H.E. PROJECT NO. 520-14-19701



Drawing file: W:\Projects\_by\_Village\La Grange\La Grange\Projects\2014\197 - Kemmer ave. info - Design Engineering\VEICOM\GARDNER\GIS.dwg Nov 13, 2014 - 3:49pm



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

**NOTES:**

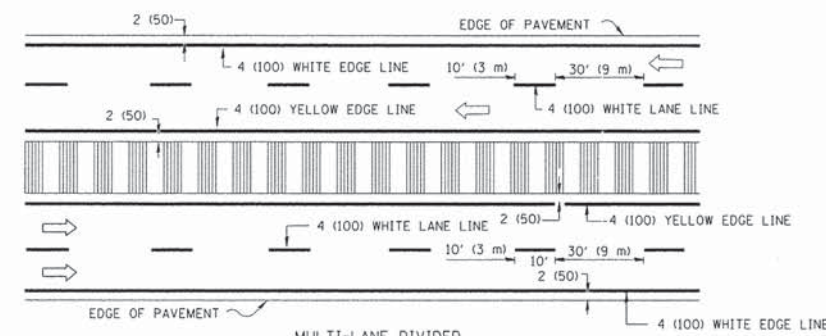
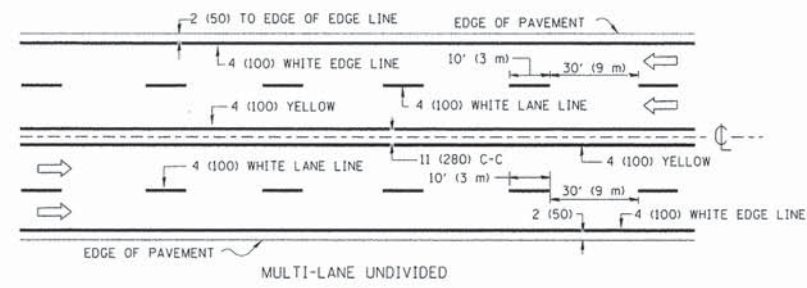
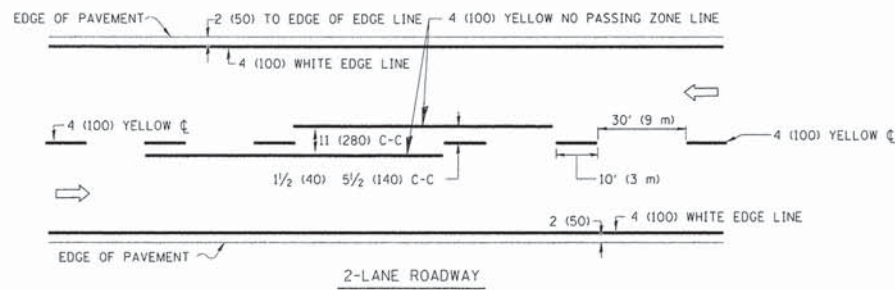
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 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.

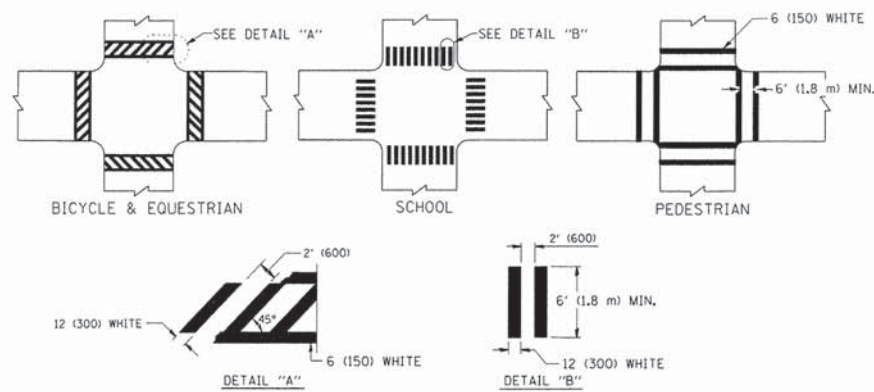
All dimensions are in millimeters (inches) unless otherwise shown.

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PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 03-06-96	REVISED - A. HOUSEH 10-15-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	TC-10				
PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00			FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT M-4003(373)							
E.H.E. PROJECT NO. 520-14-19701												

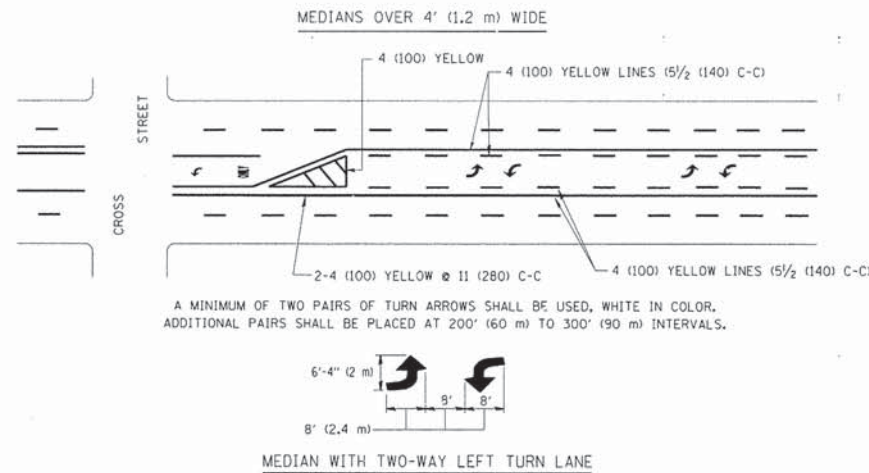
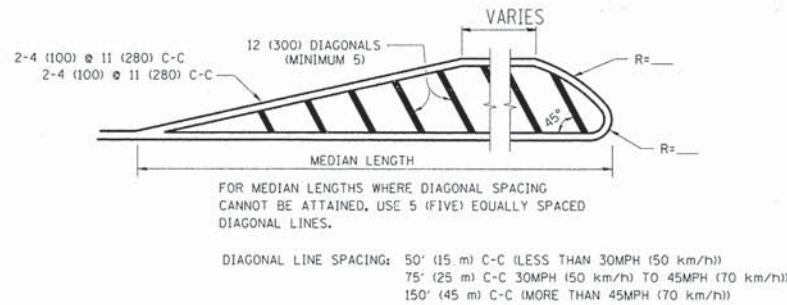
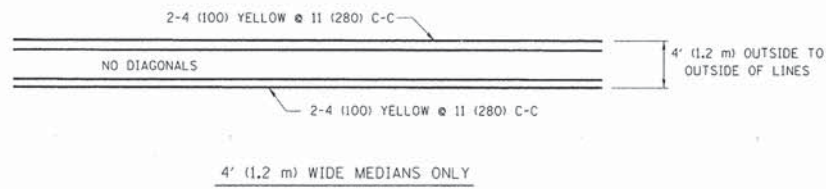




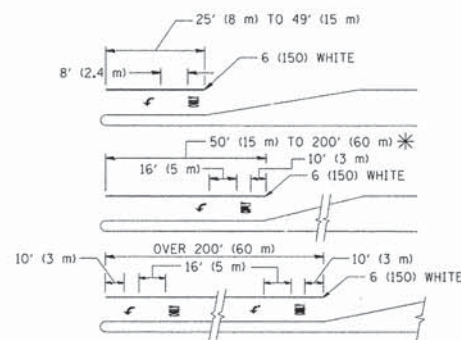
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

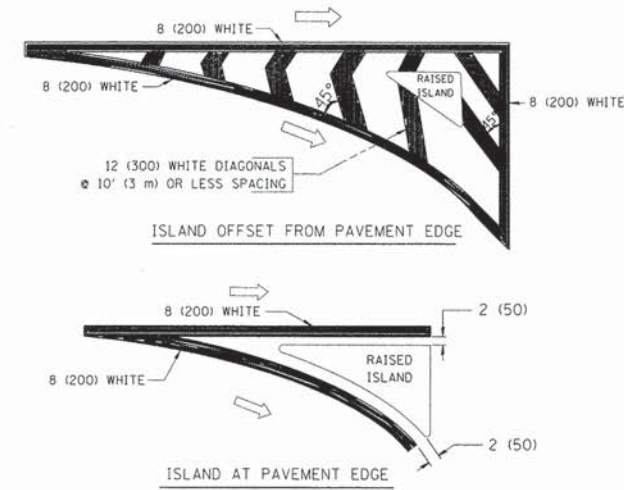


TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 \* 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 TURN LANE MARKING



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 @ 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	5/2 (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 @ 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; 5/2 (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" 15 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 <sup>2</sup> ) EACH "X"-54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	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))

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.

Drawing file: W:\Projects\_by\_Village\Lo Orange Park\52014197 - Kemman one. lalo - 3-49gm Nov 13, 2014 - 3:49pm

FILE NAME =	USER NAME = drvakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ci:\pw_work\poidot\drvakosgn\d0108315\to3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

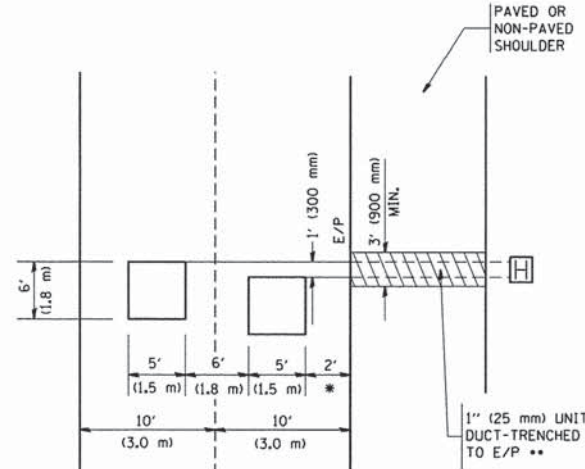
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				14-00075-00-RS	COOK	15	13
				TC-13	CONTRACT NO. 61A99		
				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(373)			

E.H.E. PROJECT NO. 520-14-19701



LOOPS NEXT TO SHOULDERS

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

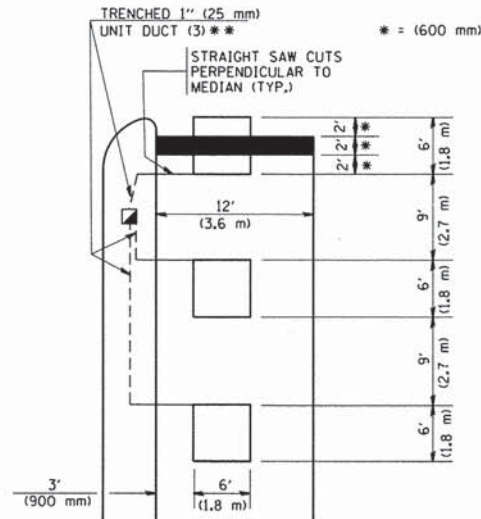


\* = (600 mm)

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

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

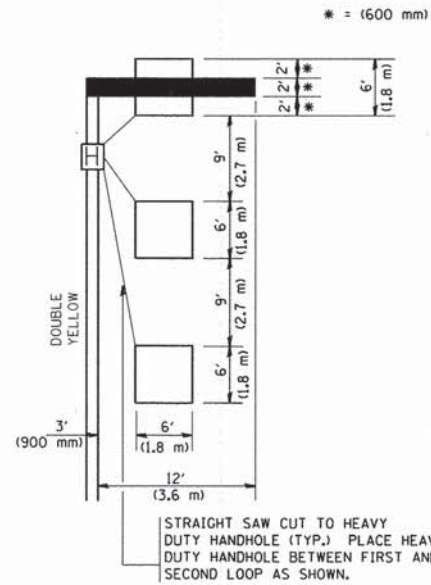
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

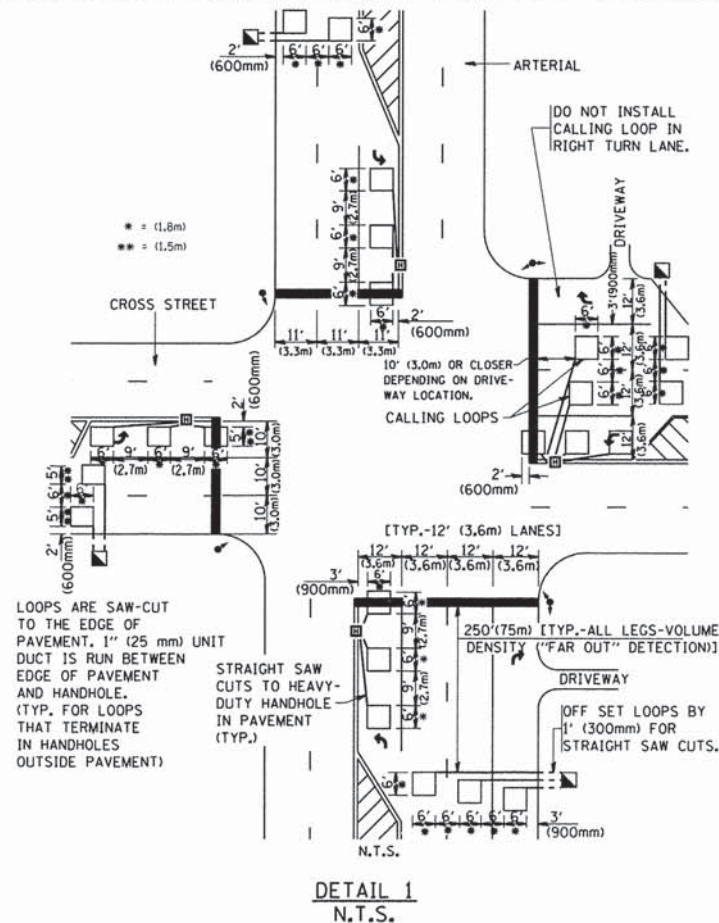
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



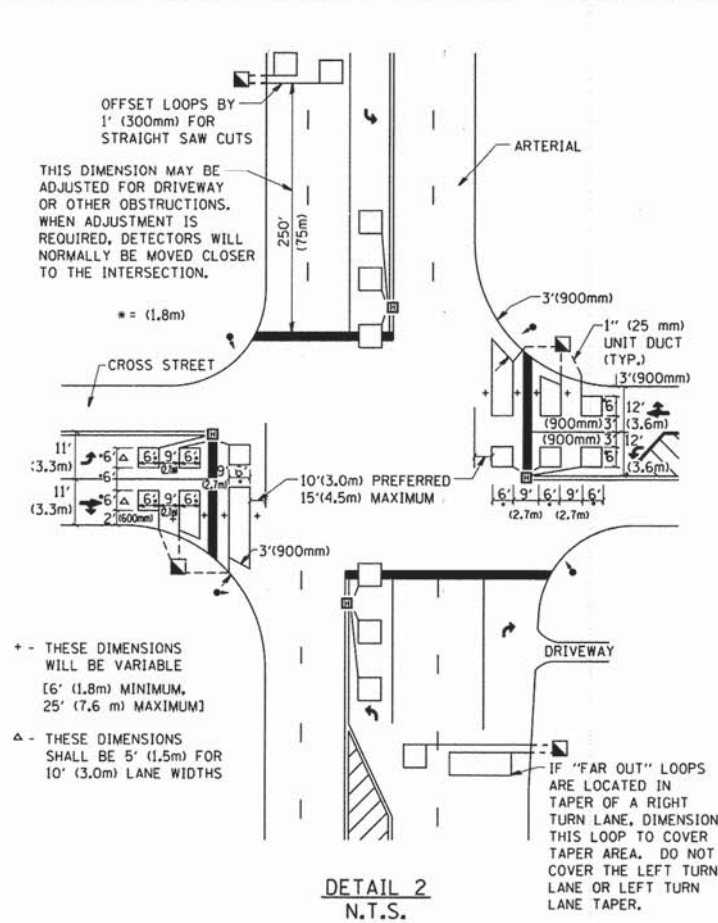
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1  
N.T.S.

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



DETAIL 2  
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. 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 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 DIMENSIONS 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 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 = geglinoht  
DESIGNED -  
DRAWN -  
PLOT SCALE = 50.0000" / IN.  
PLOT DATE = 1/4/2008

CHECKED - R.K.F.  
DATE -

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

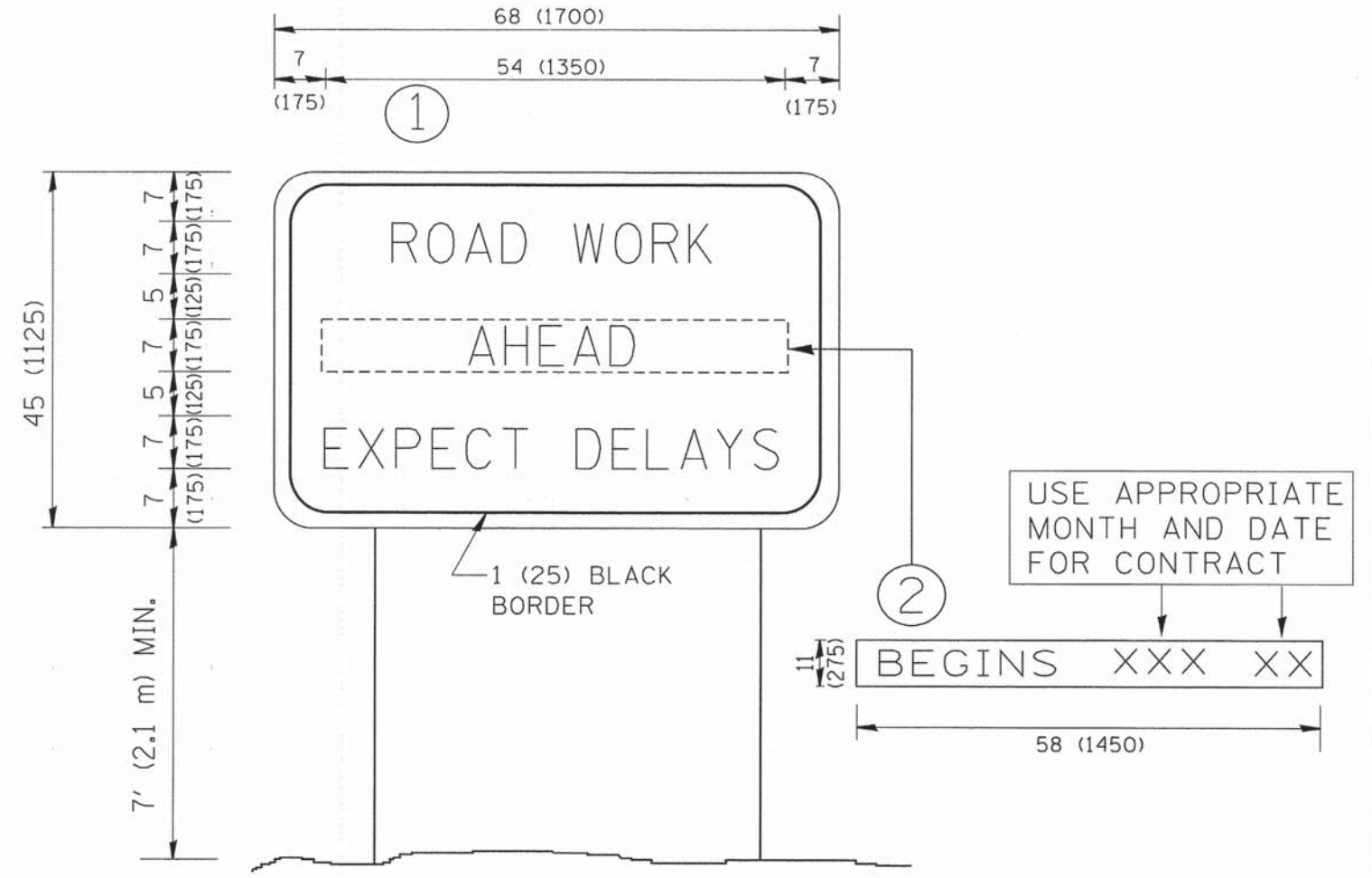
DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	14-00075-00-RS	COOK	15	14
TS-07		CONTRACT NO. 61A99		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(373)				
E.H.E. PROJECT NO. 520-14-19701				



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**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 = geglennobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A. RTE. - SECTION 14-00075-00-RS TC-22	COUNTY COOK	TOTAL SHEETS 15	SHEET NO. 15
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - C. JUCIUS 01-31-07	SCALE: NONE    SHEET NO. 1 OF 1 SHEETS    STA.    TO STA.		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT M-4003(373) E.H.E. PROJECT NO. 520-14-19701			
PLOT DATE = 1/4/2008	DATE -								