04-28-2017 LETTING ITEM 200

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	1
	ILLINOIS	CONTRACT NO. 61D37		

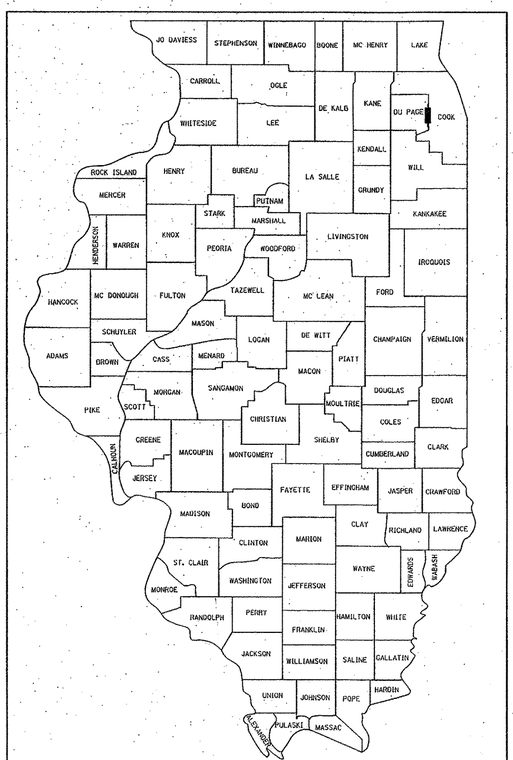
INDEX OF SHEETS (SEE SHEET 2)

HIGHWAY STANDARDS (SEE SHEET 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2678 (YORK ROAD)
OAK BROOK ROAD (31ST STREET) TO I-88 RAMP
RESURFACING, CURB & GUTTER, AND SIDEWALKS
SECTION No. 16-00048-00-RS
PROJECT No. M-4003(668)
VILLAGE OF OAK BROOK
DUPAGE COUNTY
JOB No: C-91-200-16



LOCATION OF SECTION INDICATED THUS: –

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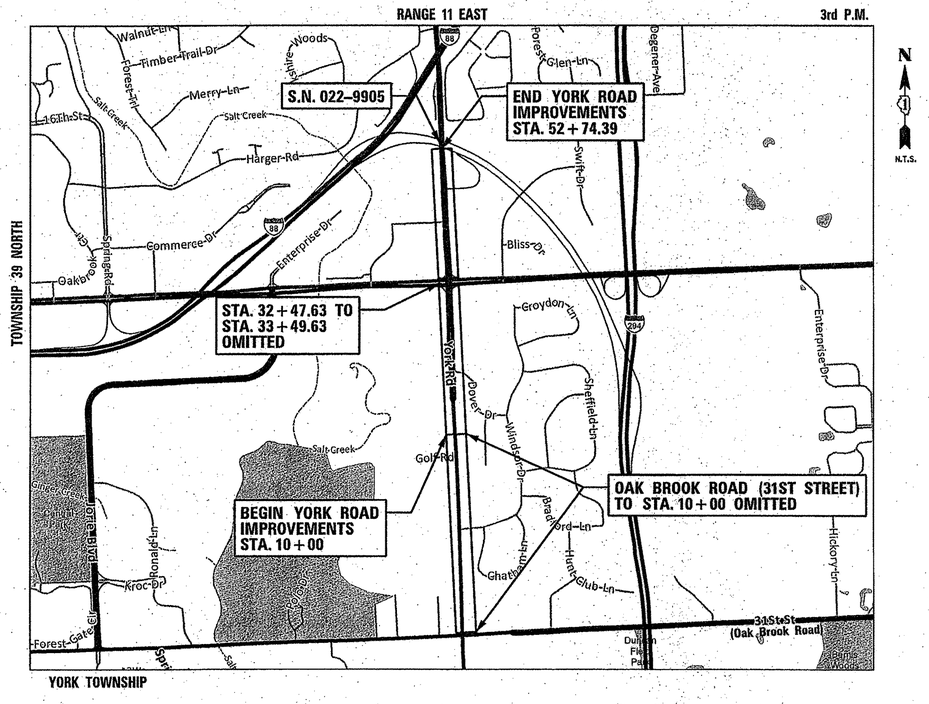
TRAFFIC DATA

YORK ROAD
ADT (YEAR) = 14,300 (2008)
SPEED LIMIT = 40 MPH

DESIGN DESIGNATION: MINOR ARTERIAL (URBAN)



LOCATION MAP

YORK ROAD
GROSS LENGTH OF PROJECT = 7269 LINEAL FEET (1.38 MILES)
NET LENGTH OF PROJECT = 4172 LINEAL FEET (0.79 MILES)

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

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

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

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED Doug Pabst 12/29/16
Dawn Pietchan
DIRECTOR OF PUBLIC WORKS, VILLAGE OF OAK BROOK

PASSED December 29 2016
Christopher Hoke
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW December 29 2016
REGIONAL ENGINEER

ORION C. GALEY 062-060829 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

December 29, 2016

ORION C. GALEY
ILLINOIS REGISTRATION No. 062-060829
EXPIRATION DATE: 11/30/2017

CONTRACT NO. 61D37

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

12/28/2016 dschroeder

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1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE CURRENT EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION"(REFERRED TO AS THE "STANDARD SPECIFICATION"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS"AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS."

2. UTILITY LOCATIONS HAVE NOT ALL BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS, AT (630) 368-5270, AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.

5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IF IN THE JUDGMENT OF THE ENGINEER, IT SHOULD BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.

6. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS OR BUSINESSES AND THE ENGINEER WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY/SIDEWALK REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES.

7. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.18 OF THE STANDARD SPECIFICATIONS, CONSTRUCTION WATER MUST BE OBTAINED FROM A TANK TRUCK AND NOT FROM MUNICIPAL FIRE HYDRANTS. ARRANGEMENTS FOR FILLING A TANK TRUCK SHALL BE MADE WITH THE VILLAGE OF OAK BROOK PUBLIC WORKS DEPARTMENT, 3003 JORIE BOULEVARD, OAKBROOK, ILLINOIS.

8. THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF OAKBROOK. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

9. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATION NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO THE EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR.

10. ALL SAWCUTTING SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

INDEX OF SHEETS

DISTRICT ONE DETAILS

DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB > 15'	BD-01
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	BD-08
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	BD-24
BUTT JOINT AND HMA TAPER DETAILS	BD-32
TRAFFIC CONTROL & PROTECTION FOR SIDE STREETS, INTERSECTIONS, & DRIVEWAYS	TC-10
DISTRICT 1 TYPICAL PAVEMENT MARKINGS	TC-13
ARTERIAL ROAD INFORMATION SIGN	TC-22
STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHT 2/7)	TS-05
DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	TS-07

IDOT STANDARDS

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS	000001-06
PERPENDICULAR CURB RAMPS FOR SIDEWALKS	424001-09
DIAGONAL CURB RAMPS FOR SIDEWALKS	424006-02
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS	424011-03
MID-BLOCK CURB RAMPS FOR SIDEWALKS	424016-03
ENTRANCE / ALLEY PEDESTRIAN CROSSINGS	424026-01
MEDIAN PEDESTRIAN CROSSINGS	424031-01
CLASS B PATCHES	442101-07
FRAMES AND LIDS, TYPE 1	604001-04
FRAME AND GRATE, TYPE 24	604091-03
OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-6.24	606006-03
PC CONCRETE ISLANDS AND MEDIANS	606301-04
CORRUGATED PC CONCRETE MEDIANS	606306-04
OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 mm) FROM PAVEMENT EDGE	701101-05
OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY	701106-02
LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS </= 40 MPH	701427-05
URBAN LANE CLOSURE, MULTILANE 1W OR 2W WITH NOTRAVERSEABLE MEDIAN	701601-09
URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN	701606-10
URBAN LANE CLOSURE, MULTILANE INTERSECTION	701701-10
SIDEWALK, CORNER OR CROSSWALK CLOSURE	701801-06
TRAFFIC CONTROL DEVICES	701901-06
TYPICAL PAVEMENT MARKINGS	780001-05

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		DRAWN - DJS	REVISED -
Default	PLOT SCALE = 20'	CHECKED - OCG	REVISED -
	PLOT DATE = 12/28/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	2
		CONTRACT NO. 61D37		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

		CODE NO.	ITEM	UNIT	TOTAL QUANTITY
		20101700	SUPPLETMENTAL WATERING	UNIT	20
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	54
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1880
		25000210	SEEDING, CLASS 2A	ACRE	1
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	29
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	29
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	29
		25100630	EROSION CONTROL BLANKET	SQ YD	1880
		28000510	INLET FILTERS	EACH	40
	*	30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	162
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	20
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	21837
		40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	49
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1903
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	450
		40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	30
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4296
		42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	86
		42400800	DETECTABLE WARNINGS	SQ FT	647
	*	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	175
		44003100	MEDIAN REMOVAL	SQ FT	2495
		44200929	CLASS B PATCHES, TYPE I, 8 INCH	SQ YD	26
		44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	65
		44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	78
		44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	91
		44200966	CLASS B PATCHES, TYPE I, 10 INCH	SQ YD	39
		44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	97
		44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	116
		44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	136
		44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	120
		44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	200
		60404950	FRAMES AND GRATES, TYPE 24	EACH	2
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2
	*	INDICATES A SPECIAL PROVISION			
S		INDICATES A SPECIALTY ITEM			

		CODE NO.	ITEM	UNIT	TOTAL QUANTITY
		60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	320
		60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	650
		60624600	CORRUGATED MEDIAN	SQ FT	1525
S		66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	5
S		66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1
S		66900530	SOIL DISPOSAL ANALYSIS	EACH	1
		67100100	MOBILIZATION	L SUM	1
		70102630	TRAFFIC CONTROL AND PROTECTION STANDARD 701601	L SUM	1
		70102625	TRAFFIC CONTROL AND PROTECTION STANDARD 701606	L SUM	1
		70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1
		70102640	TRAFFIC CONTROL AND PROTECTION STANDARD 701801	L SUM	1
		X7015005	CHANGEABLE MESSAGE SIGN	CALDA	28
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	6500
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2167
S		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	692
S		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6534
S		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3555
S		78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	492
S		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	901
S		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	390
S	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4
S	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1344
S	*	89502376	REBUILD EXISTING HANDHOLE	EACH	5
	*	X0326862	STRUCTURES TO BE ADJUSTED	EACH	16
	*	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL	SQ FT	6350
	*	X4400196	HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	32351
	*	X4404700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	6200
	*	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	13
	*	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	89
	*	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3100
	*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	200
	*	Z0038119	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1 1/2"	SQ YD	180
	*	Z0062458	TEMPORARY PAVEMENT (VARIABLE DEPTH)	TON	15
	*	INDICATES A SPECIAL PROVISION			
S		INDICATES A SPECIALTY ITEM			

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		DRAWN - DJS	REVISED -
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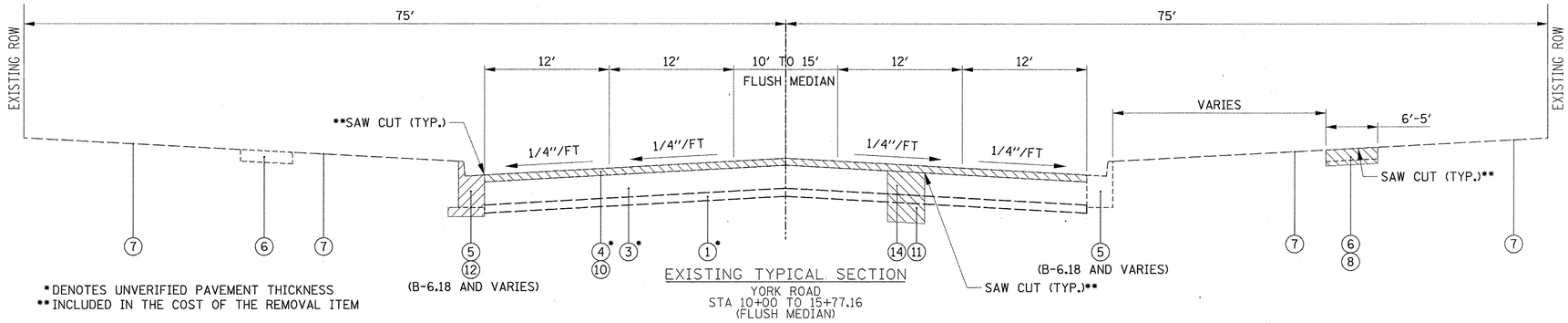
	PLOT DATE = 1/6/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
YORK ROAD RESURFACING PROJECT

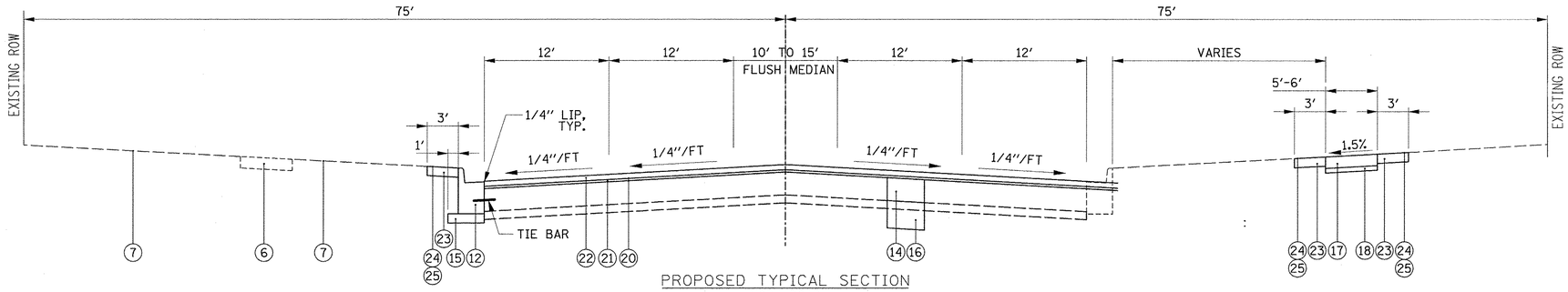
SCALE: 20' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	3
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

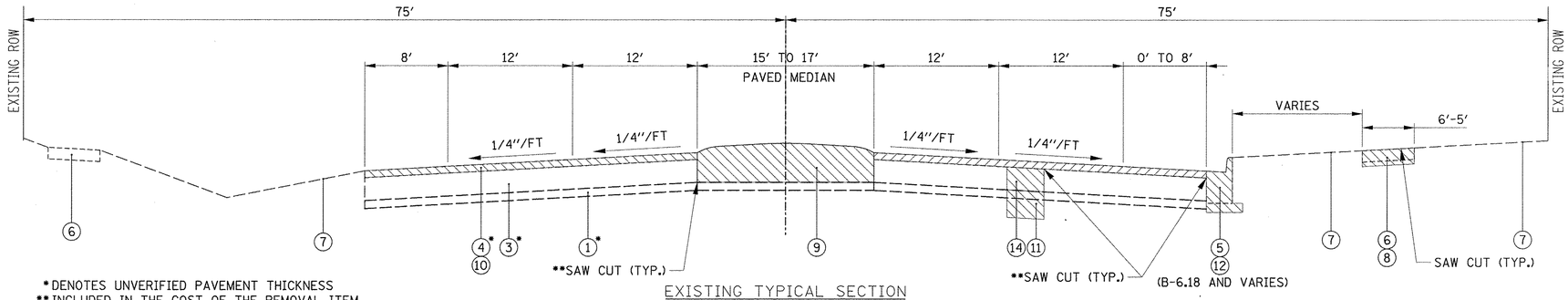


*DENOTES UNVERIFIED PAVEMENT THICKNESS
**INCLUDED IN THE COST OF THE REMOVAL ITEM

EXISTING TYPICAL SECTION
YORK ROAD
STA 10+00 TO 15+77.16
(FLUSH MEDIAN)

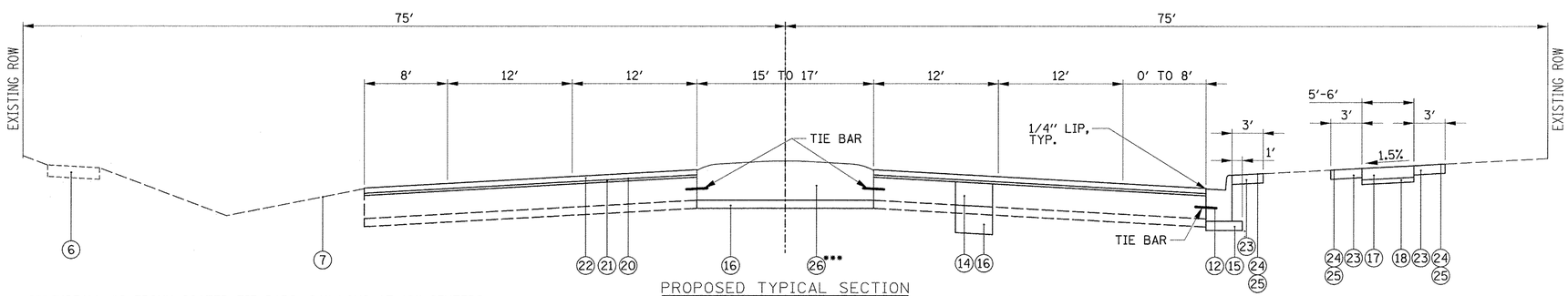


PROPOSED TYPICAL SECTION
YORK ROAD
STA 10+00 TO 15+77.16
(FLUSH MEDIAN)



*DENOTES UNVERIFIED PAVEMENT THICKNESS
**INCLUDED IN THE COST OF THE REMOVAL ITEM

EXISTING TYPICAL SECTION
YORK ROAD
STA 15+77.16 TO 16+71.81
(CORRUGATED MEDIAN)



***INSTALL #6 EPOXY COATED TIE BARS, 24″ LONG AT 18″ CENTERS IN LEIU OF KEYED LONGITUDINAL CONSTRUCTION JOINT. TIE BARS SHALL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN.

PROPOSED TYPICAL SECTION
YORK ROAD
STA 15+77.16 TO 16+71.81
(CORRUGATED MEDIAN)

LEGEND

1. EXISTING AGGREGATE SUBGRADE (APPROX 4″)
2. EXISTING PCC BASE COURSE (APPROX. 8″)
3. EXISTING PCC BASE COURSE (APPROX. 10″)
4. EXISTING HMA PAVEMENT (APPROX. 3″)
5. EXISTING COMBINATION CONCRETE CURB AND GUTTER (VARIOUS)
6. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
7. EXISTING SOIL AND GROUND COVER
8. SIDEWALK REMOVAL (SPECIAL) (AS DIRECTED BY THE ENGINEER IN THE FIELD)
9. MEDIAN REMOVAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
10. HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL (3″)
11. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
12. COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER IN THE FIELD)
13. CLASS B PATCHES, VARIOUS, 8″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
14. CLASS B PATCHES, VARIOUS, 10″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
15. SUBBASE GRANULAR MATERIAL, TYPE B, 4″ (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT)
16. AGGREGATE SUBGRADE IMPROVEMENT, 12″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
17. PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD
18. AGGREGATE BASE COURSE, 2″ (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL)
19. CONCRETE MEDIAN, VARIOUS (AS DIRECTED BY THE ENGINEER IN THE FIELD)
20. BITUMINOUS MATERIALS (TACK COAT)
21. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1″)
22. HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 (2-1/4″)
23. FURNISH AND PLACE TOPSOIL, 4″
24. SEED, CLASS 2A
25. EROSION CONTROL BLANKET
26. CORRUGATED MEDIAN

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2-1/4″	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1″)	3.5% @ 50 GYR
HOT MIX ASPHALT DRIVEWAY PAVEMENT, 8″	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5MM), 2″	4% @ 50 GYR
HMA BASE COURSE (HMA BINDER IL-19MM), 6″	4% @ 50 GYR
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N70, VARIABLE	4% @ 70 GYR
PATCHING	
CLASS D PATCHES, VARIOUS (HMA BINDER IL-19mm), 9″	4% @ 70 GYR

NOTES:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA 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

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		DRAWN - DJS	REVISED -
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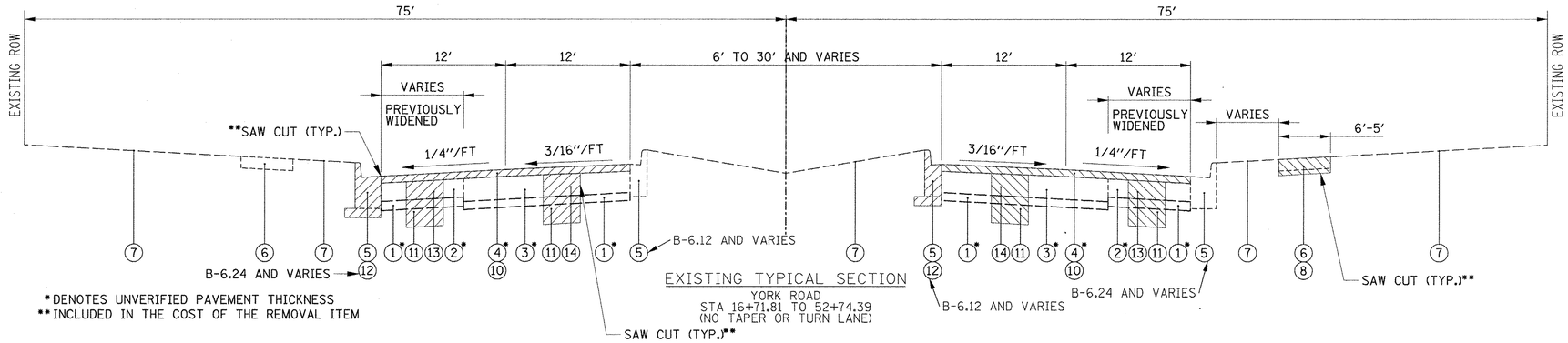
Default	PLOT DATE = 12/29/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
YORK ROAD RESURFACING PROJECT

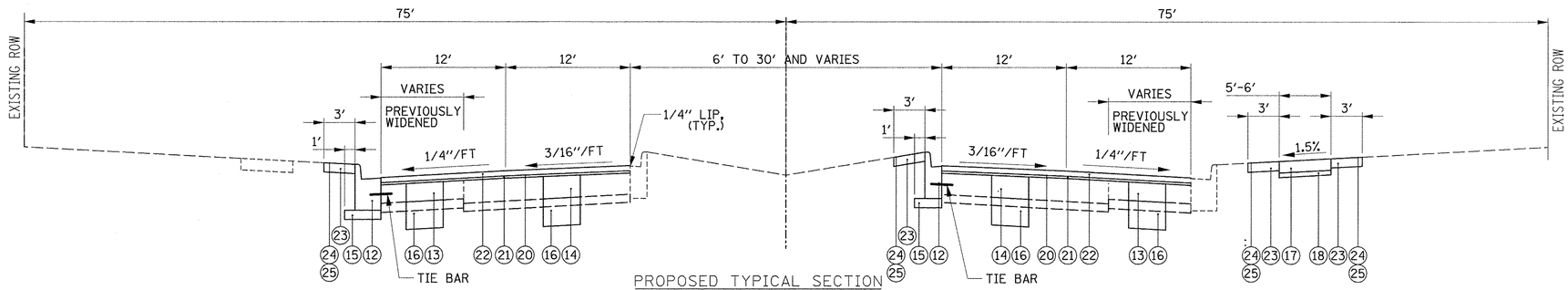
SCALE: 20′ | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	4
		CONTRACT NO. 61D37		
	ILLINOIS	FED. AID PROJECT		

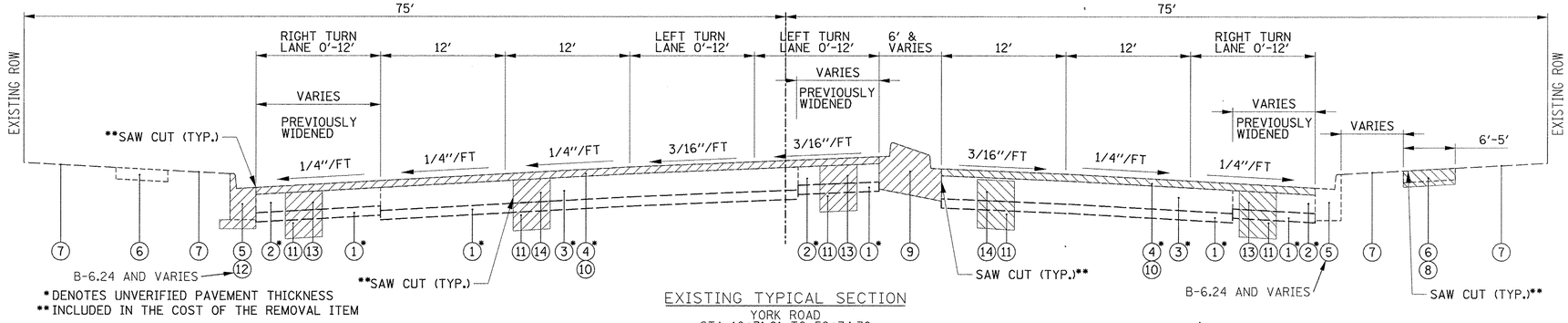


*DENOTES UNVERIFIED PAVEMENT THICKNESS
**INCLUDED IN THE COST OF THE REMOVAL ITEM

EXISTING TYPICAL SECTION
YORK ROAD
STA 16+71.81 TO 52+74.39
(NO TAPER OR TURN LANE)

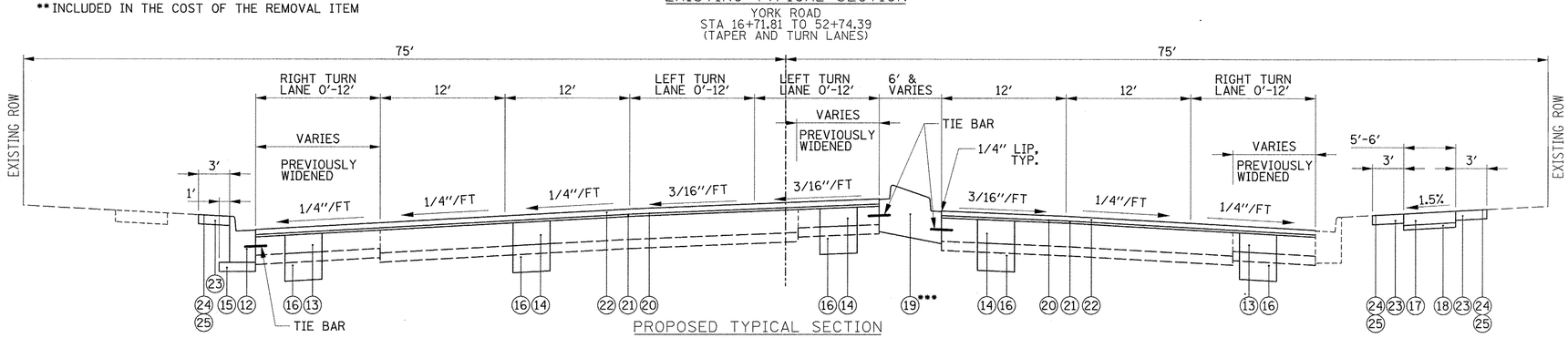


PROPOSED TYPICAL SECTION
YORK ROAD
STA 16+71.81 TO 52+74.39
(NO TAPER OR TURN LANE)



*DENOTES UNVERIFIED PAVEMENT THICKNESS
**INCLUDED IN THE COST OF THE REMOVAL ITEM

EXISTING TYPICAL SECTION
YORK ROAD
STA 16+71.81 TO 52+74.39
(TAPER AND TURN LANES)



***INSTALL #6 EPOXY COATED TIE BARS, 24″ LONG AT 18″ CENTERS IN LIEU OF KEYED LONGITUDINAL CONSTRUCTION JOINT. TIE BARS SHALL BE INCLUDED IN THE COST OF CONCRETE MEDIAN, VARIOUS

PROPOSED TYPICAL SECTION
YORK ROAD
STA 16+71.81 TO 52+74.39
(TAPER AND TURNLANES)

LEGEND

(1) EXISTING AGGREGATE SUBGRADE (APPROX 4″)
(2) EXISTING PCC BASE COURSE (APPROX. 8″)
(3) EXISTING PCC BASE COURSE (APPROX. 10″)
(4) EXISTING HMA PAVEMENT (APPROX. 3″)
(5) EXISTING COMBINATION CONCRETE CURB AND GUTTER (VARIOUS)
(6) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
(7) EXISTING SOIL AND GROUND COVER
(8) SIDEWALK REMOVAL (SPECIAL) (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(9) MEDIAN REMOVAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(10) HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL (3″)
(11) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(12) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(13) CLASS B PATCHES, VARIOUS, 8″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(14) CLASS B PATCHES, VARIOUS, 10″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(15) SUBBASE GRANULAR MATERIAL, TYPE B, 4″ (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT)
(16) AGGREGATE SUBGRADE IMPROVEMENT, 12″ (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(17) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD
(18) AGGREGATE BASE COURSE, 2″ (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL)
(19) CONCRETE MEDIAN, VARIOUS (AS DIRECTED BY THE ENGINEER IN THE FIELD)
(20) BITUMINOUS MATERIALS (TACK COAT)
(21) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1″)
(22) HOT MIX ASPHALT SURFACE COURSE, MIX ″D″, N70 (2-1/4″)
(23) FURNISH AND PLACE TOPSOIL, 4″
(24) SEED, CLASS 2A
(25) EROSION CONTROL BLANKET
(26) CORRUGATED MEDIAN

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N70, 2-1/4″	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (1″)	3.5% @ 50 GYR
HOT MIX ASPHALT DRIVEWAY PAVEMENT, 8″	
HMA SURFACE COURSE, MIX ″D″, N50 (IL 9.5MM), 2″	4% @ 50 GYR
HMA BASE COURSE (HMA BINDER IL-19MM), 6″	4% @ 50 GYR
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX ″D″, N70, VARIABLE	4% @ 70 GYR
PATCHING	
CLASS D PATCHES, VARIOUS (HMA BINDER IL-19mm), 9″	4% @ 70 GYR

NOTES:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA 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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

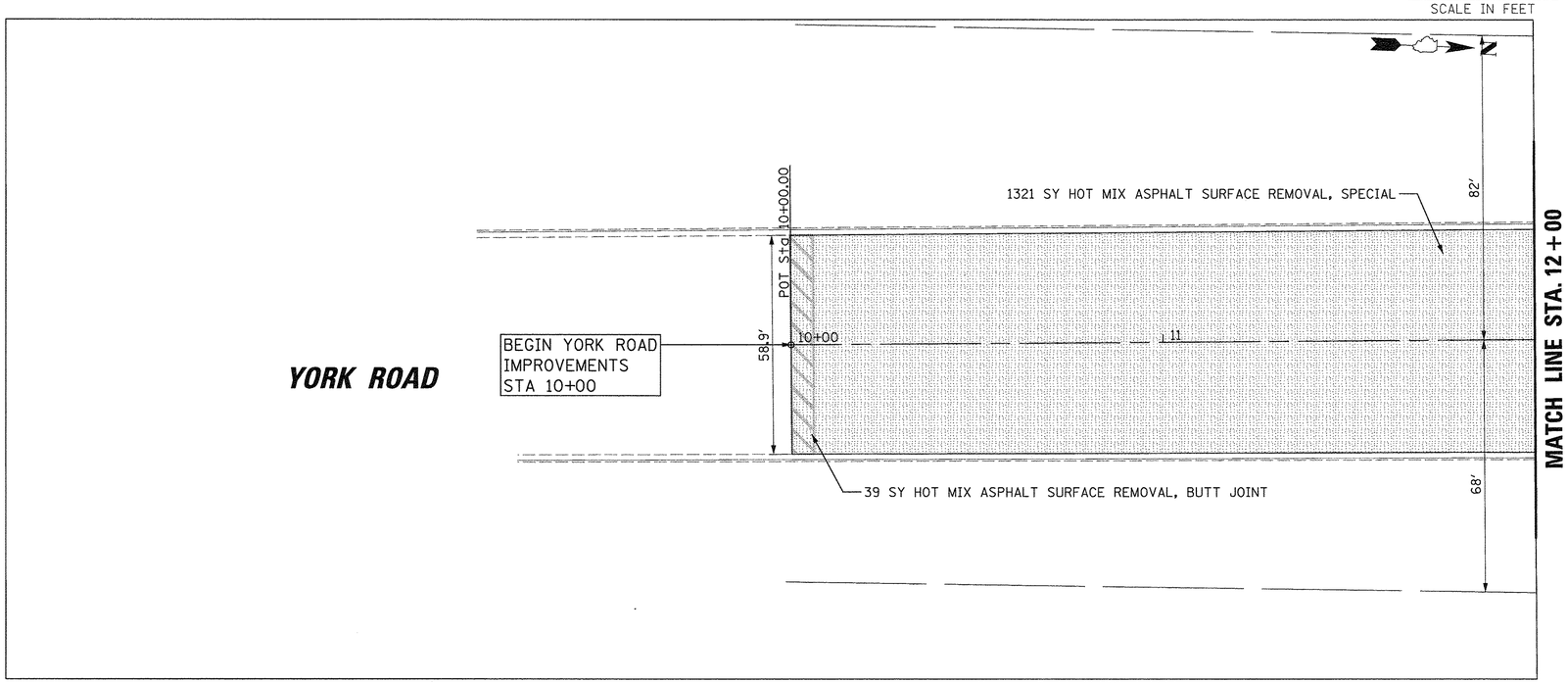
TYPICAL SECTIONS
YORK ROAD RESURFACING PROJECT

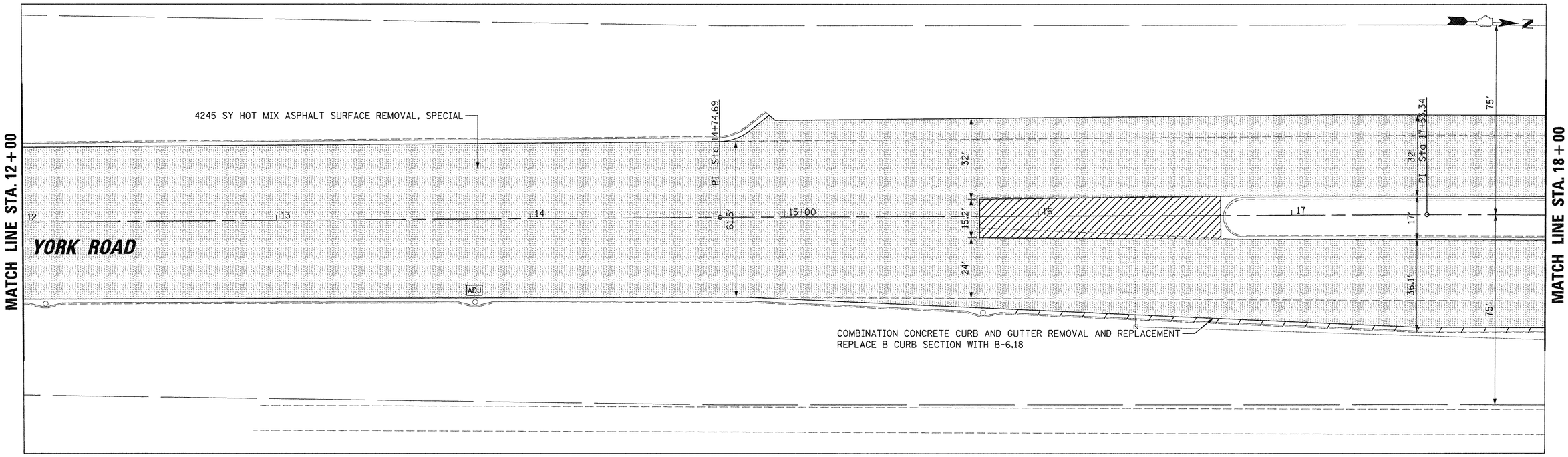
SCALE: 20′ | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	5
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL
- PCC SURFACE REMOVAL 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- SIDEWALK REMOVAL (SPECIAL)
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ADJ STRUCTURES TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- [R] REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 1 OF 5 SHEETS | STA. 10+00 TO STA. 18+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	6
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

20 0 20
SCALE IN FEET

N

MATCH LINE STA. 18+00

5079 SY HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

32'
17'
36'
44'
6'
35'
75'

18 | 19 | 20+00 | 21 | 22 | 23

YORK ROAD

50 SY HOT MIX ASPHALT SURFACE REMOVAL, BUTT JOINT

ADJ

DOVER DRIVE

MATCH LINE STA. 24+00

LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL
- PCC SURFACE REMOVAL 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- SIDEWALK REMOVAL (SPECIAL)
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ADJ STRUCTURES TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- [R] REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

N

MATCH LINE STA. 24+00

2139 SY HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

75'
32'

YORK ROAD

24 | 25+00 | 26 | 27 | 28 | 29

24'
36'
60'

2334 SY HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

ADJ

DRIVEWAY

MATCH LINE STA. 30+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 2 OF 5 SHEETS | STA. 18+00 TO STA. 30+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	7
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

20 0 20
SCALE IN FEET

SEE SHEET NO. 16 AND SHEET NO. 17
FOR ADA COMPLIANCE GRADING INFORMATION

N

MATCH LINE STA. 30+00

MATCH LINE STA. 36+00

12 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

18.8'

2909 SY HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

42.6'

35.4'

PI Sta 32+26.59

89.5'

30+00

31

32

33

34

35+00

YORK ROAD

48'

60'

SECTION OMITTED
STA. 32+47.63 TO
STA. 33+49.63

60 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

12 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

18.2'

ADJ

2810 SY HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL

75'

60'

89'

48'

35'

35'

75'

59 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

A

ADJ

38.5065

OSBM 2

11.1372

130.078

ADJ

ADJ

R

ADJ

R

TEMPORARY PAVEMENT (VARIABLE DEPTH)

18'

12 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

22ND STREET

TEMPORARY PAVEMENT (VARIABLE DEPTH)

19.5'

13 SY HOT MIX ASPHALT
SURFACE REMOVAL, BUTT JOINT

LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL
- PCC SURFACE REMOVAL 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- SIDEWALK REMOVAL (SPECIAL)
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ADJ STRUCTURES TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- R REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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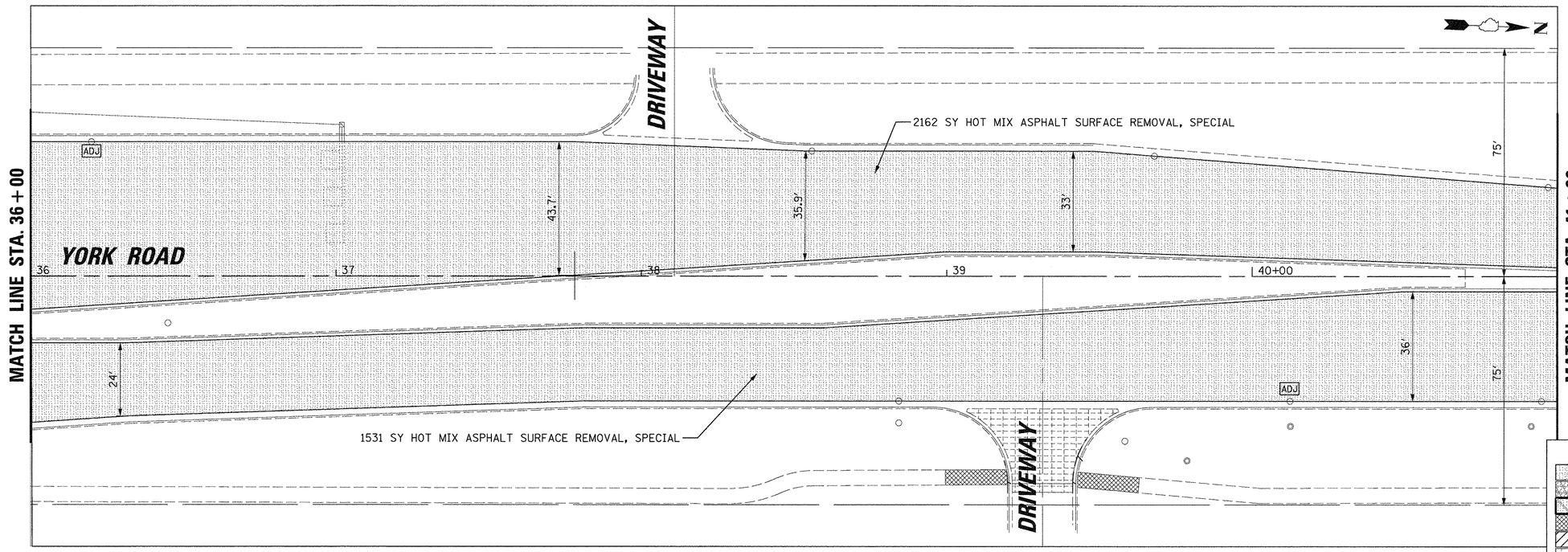
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

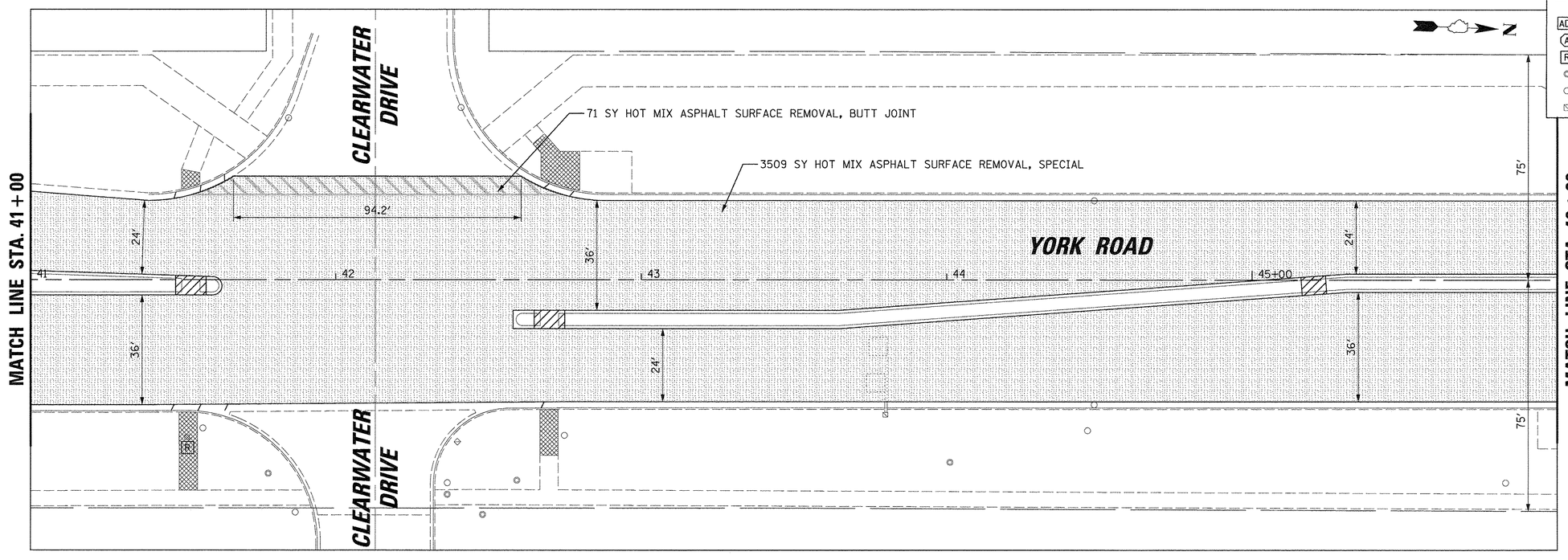
REMOVAL PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 3 OF 5 SHEETS | STA. 30+00 TO STA. 36+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	8
		CONTRACT NO. 61D37		
		ILLINOIS FED. AID PROJECT		

20 0 20
SCALE IN FEET





LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL
- PCC SURFACE REMOVAL 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- SIDEWALK REMOVAL (SPECIAL)
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ADJ STRUCTURES TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- [R] REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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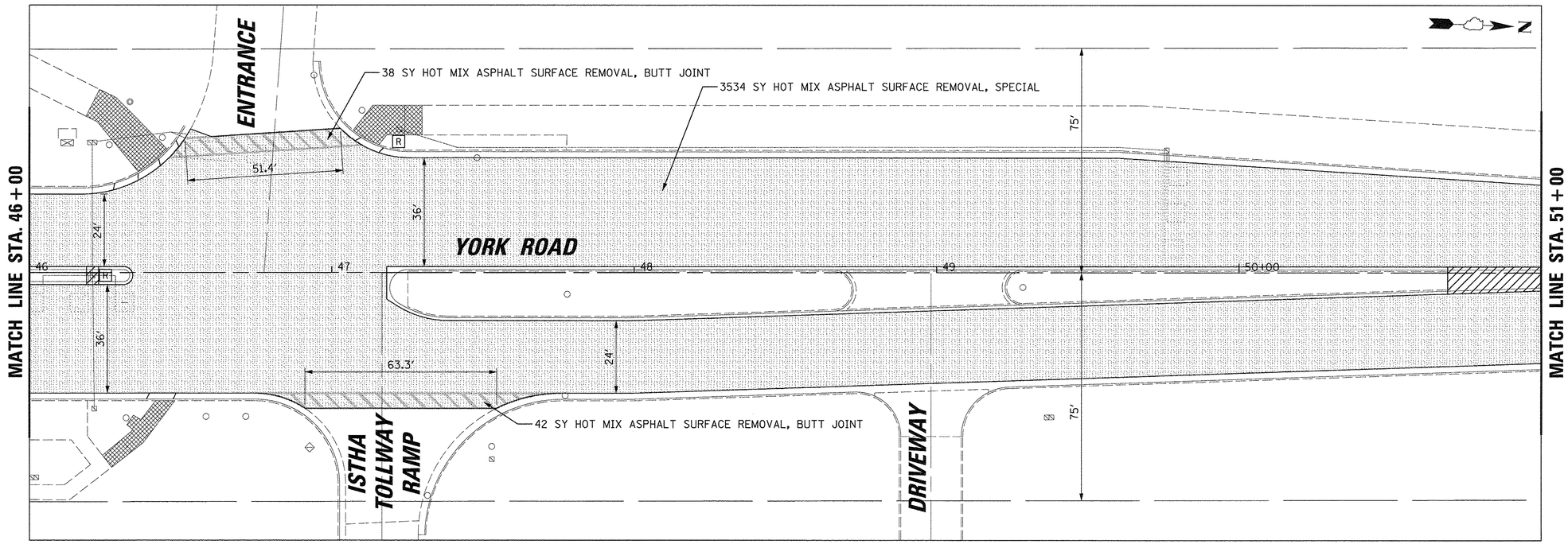
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

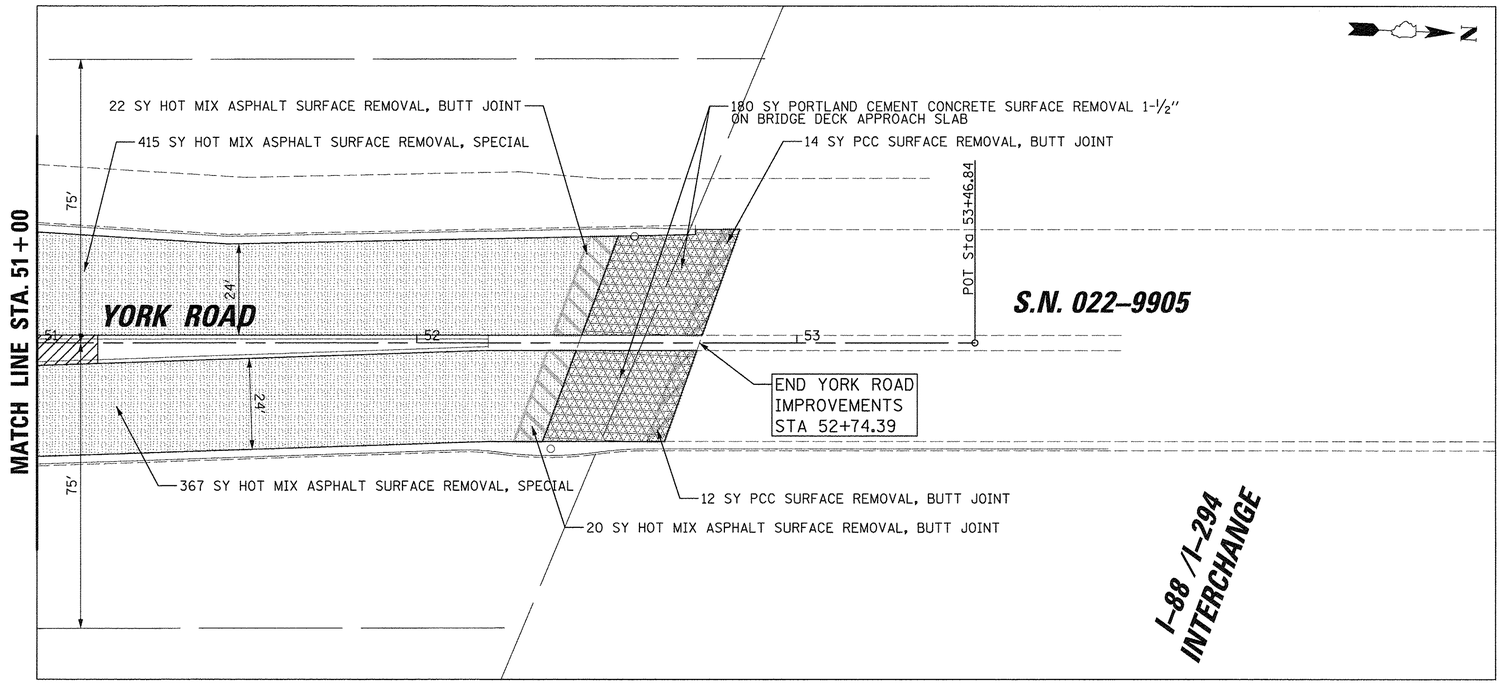
REMOVAL PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 4 OF 5 SHEETS | STA. 36+00 TO STA. 46+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	9
		CONTRACT NO. 61D37		
	ILLINOIS	FED. AID PROJECT		

20 0 20
SCALE IN FEET





LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL
- PCC SURFACE REMOVAL 1½"
- HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- SIDEWALK REMOVAL (SPECIAL)
- MEDIAN REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ADJ STRUCTURES TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- R REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
YORK ROAD RESURFACING PROJECT

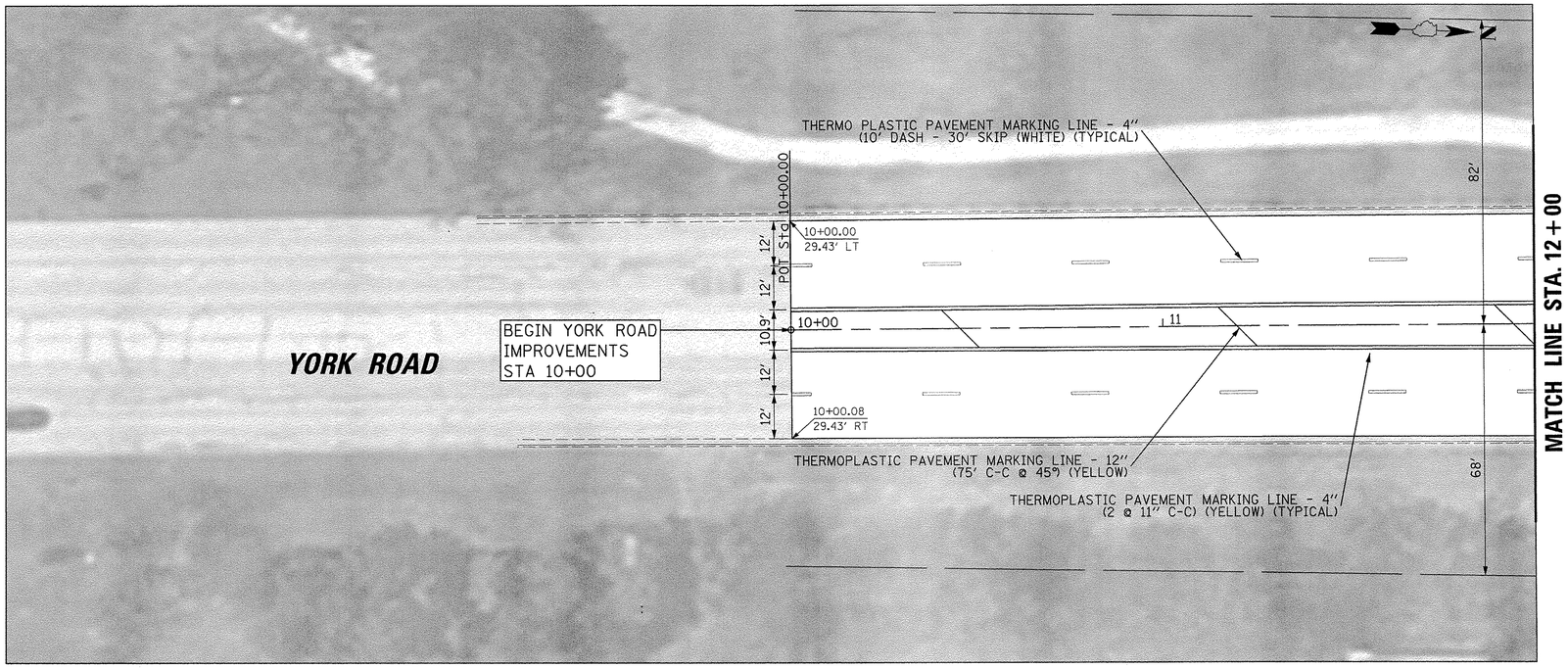
SCALE: 20' | SHEET 5 OF 5 SHEETS | STA. 46+00 TO STA. 52+74.39

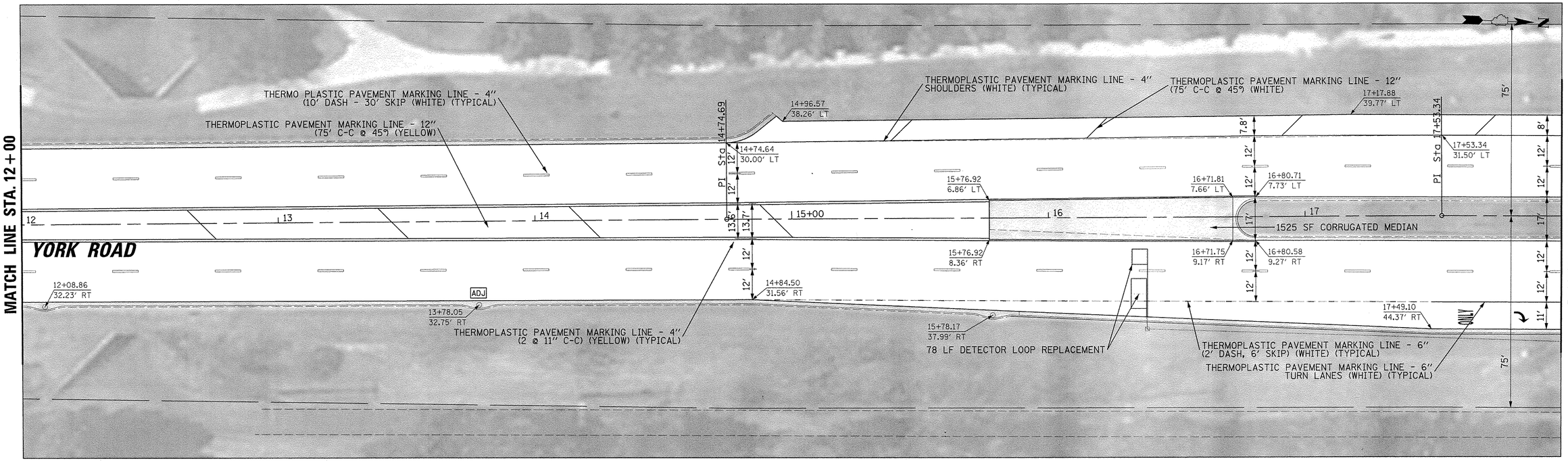
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	10
		CONTRACT NO. 61D37		
		ILLINOIS FED. AID PROJECT		

LEGEND

- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- PCC DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL
- DETECTABLE WARNINGS
- ADJ — STRUCTURES TO BE ADJUSTED
- A — FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- R — REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

20 0 20
SCALE IN FEET





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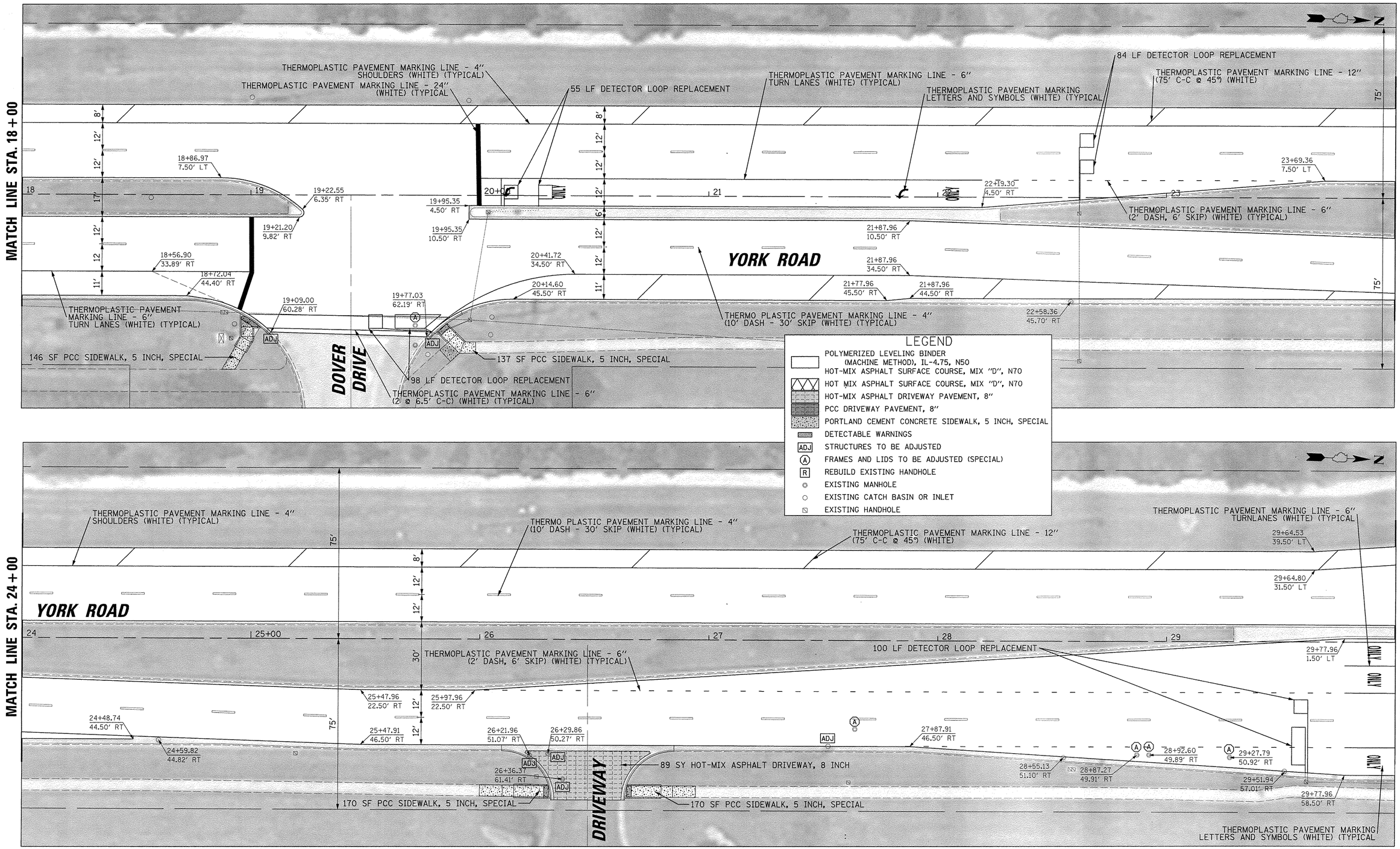
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 1 OF 5 SHEETS | STA. 10+00 TO STA. 18+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	11
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

20 0 20
SCALE IN FEET



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 2 OF 5 SHEETS | STA. 18+00 TO STA. 30+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	12
		CONTRACT NO. 61D37		
		ILLINOIS FED. AID PROJECT		

20 0 20
SCALE IN FEET

*SEE SHEET NO. 16 AND SHEET NO. 17
FOR ADA COMPLIANCE GRADING INFORMATION

N

MATCH LINE STA. 30+00

MATCH LINE STA. 36+00

YORK ROAD

22ND STREET

THERMOPLASTIC PAVEMENT MARKING LINE - 24" (WHITE) (TYPICAL
THERMOPLASTIC PAVEMENT MARKING LINE - 6" (2 @ 6.5' C-C) (WHITE) (TYPICAL)
*85 SF PCC SIDEWALK, 5 INCH, SPECIAL
28 SF CONCRETE MEDIAN TYPE SB-6.24
THERMOPLASTIC PAVEMENT MARKING LINE - 8" AROUND MEDIANS (WHITE) (TYPICAL)
THERMOPLASTIC PAVEMENT MARKING LINE - 4" SHOULDERS (WHITE) (TYPICAL)
THERMOPLASTIC PAVEMENT MARKING LINE - 12" (75' C-C @ 45°) (WHITE)
*600 SF PCC SIDEWALK, 5 INCH, SPECIAL
*680 SF PCC SIDEWALK, 5 INCH, SPECIAL
65 SF CONCRETE MEDIAN TYPE SB-6.24
65 SF CONCRETE MEDIAN TYPE SB-6.24
*254 SF PCC SIDEWALK, 5 INCH, SPECIAL
90 LF DETECTOR LOOP REPLACEMENT (THROUGH LANES)
134 LF DETECTOR LOOP REPLACEMENT (LEFT TURN LANES)
THERMOPLASTIC PAVEMENT MARKING LINE - 6" TURN LANES (WHITE) (TYPICAL
THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (WHITE) (TYPICAL
134 LF DETECTOR LOOP REPLACEMENT (LEFT TURN LANES)
134 LF DETECTOR LOOP REPLACEMENT (THROUGH LANES)
*270 SF PCC SIDEWALK, 5 INCH, SPECIAL
65 SF CONCRETE MEDIAN TYPE SB-6.24
65 SF CONCRETE MEDIAN TYPE SB-6.24
*580 SF PCC SIDEWALK, 5 INCH, SPECIAL
*630 SF PCC SIDEWALK, 5 INCH, SPECIAL
*125 SF PCC SIDEWALK, 5 INCH, SPECIAL
THERMOPLASTIC PAVEMENT MARKING LINE - 4" (2' DASH, 6' SKIP) (WHITE) (TYPICAL)
THERMO PLASTIC PAVEMENT MARKING LINE - 4" (10' DASH - 30' SKIP (WHITE) (TYPICAL)

SECTION OMITTED
STA. 32+47.63 TO
STA. 33+49.63

P1 / Sta 32+26.80

30+00 31 32 33 34 35+00

29' 21' 75'

30+39.66 38.56' RT
30+30.92 58.51' RT
30+67.90 52.44' RT
31+13.20 58.51' RT
31+21.68 42.06' LT
31+29.76 42.63' LT
31+42.85 58.50' RT
31+44.17 44.59' LT
31+77.95 38.34' RT
31+98.17 46.58' RT
31+98.89 74.45' RT
32+00.67 42.90' LT
32+09.38 7.50' LT
32+09.38 1.50' LT
32+16.57 89.13' LT
32+19.65 63.36' LT
32+26.65 65.82' LT
32+27.98 79.01' RT
32+30.37 105.50' RT
32+32.41 78.42' LT
32+33.40 70.75' RT
32+40.37 76.96' RT
32+43.63 93.27' RT
32+47.63 46.47' RT
32+47.63 43.00' LT
33+00.00
33+19.74 16.00' RT
33+49.63 57.00' RT
33+49.63 32.00' LT
33+53.63 78.80' LT
33+56.56 63.60' RT
33+58.97 99.87' RT
33+67.19 90.87' LT
33+70.42 63.96' RT
33+74.31 111.98' RT
33+75.58 79.89' LT
33+78.75 88.19' RT
33+80.13 53.85' RT
33+85.35 22.00' RT
33+94.31 51.30' RT
33+96.43 57.00' RT
33+99.26 32.00' LT
34+00.00
34+05.84 76.39' RT
34+08.26 65.28' RT
34+12.04 72.31' RT
34+29.25 44.06' RT
34+37.96 51.13' RT
34+54.63 44.00' LT
34+66.63 57.00' RT
35+00.00
35+19.74 16.00' RT
35+49.39 44.00' LT
35+50.43 51.41' RT

LEGEND
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- PCC DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL
- DETECTABLE WARNINGS
- ADJ STRUCTURES TO BE ADJUSTED
- (A) FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- (R) REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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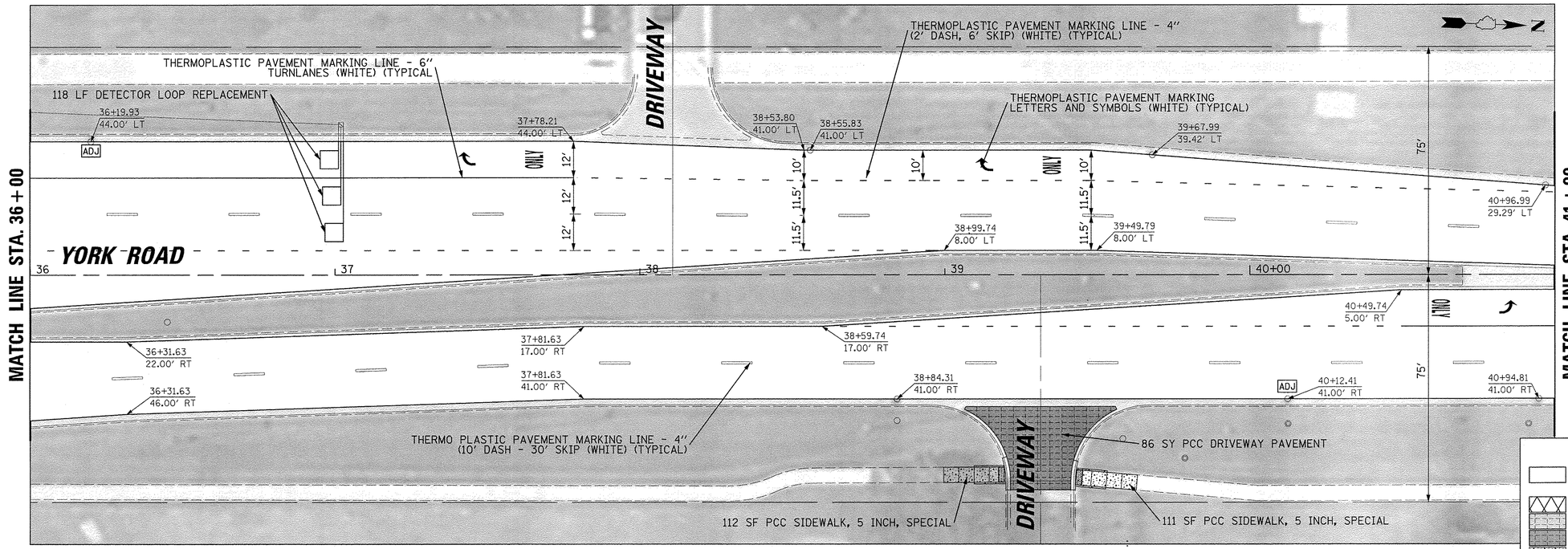
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

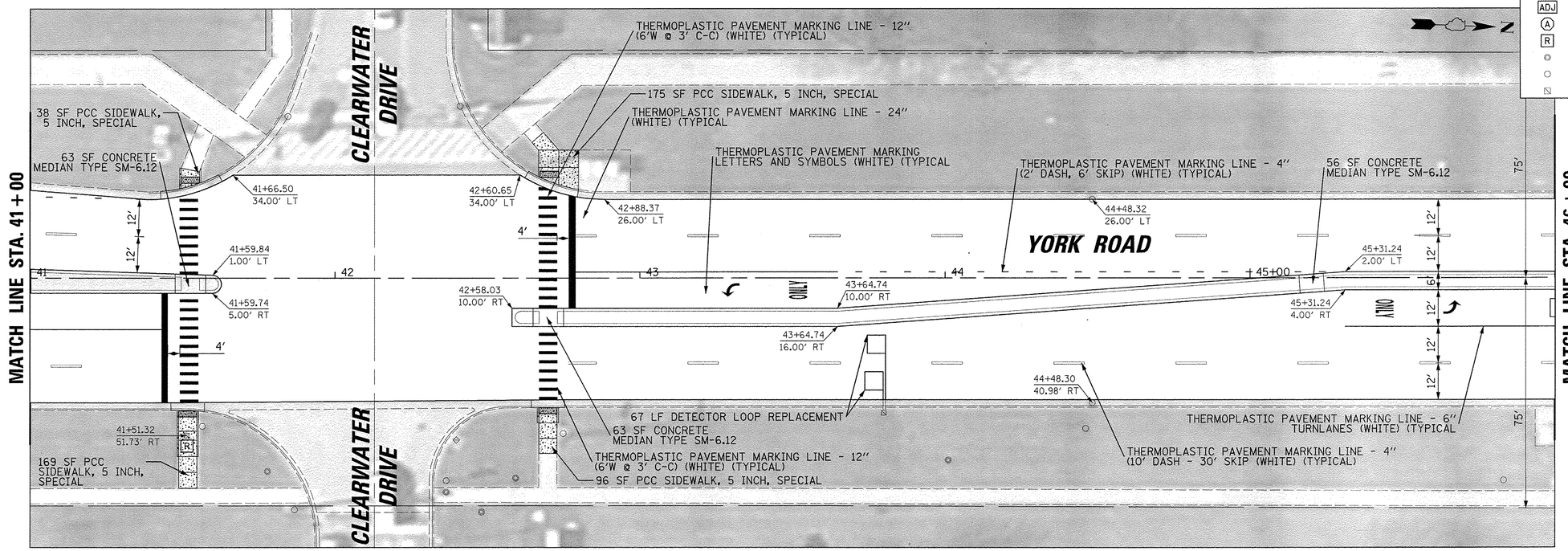
PROPOSED PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 3 OF 5 SHEETS | STA. 30+00 TO STA. 36+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	13
		CONTRACT NO. 61D37		
	ILLINOIS	FED. AID PROJECT		

20 0 20
SCALE IN FEET





LEGEND

- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- PCC DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL
- DETECTABLE WARNINGS
- ADJ STRUCTURES TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- R REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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		DRAWN - DJS	REVISED -
Default	PLOT SCALE = 20'	CHECKED - OCG	REVISED -
	PLOT DATE = 12/29/2016	DATE -	REVISED -

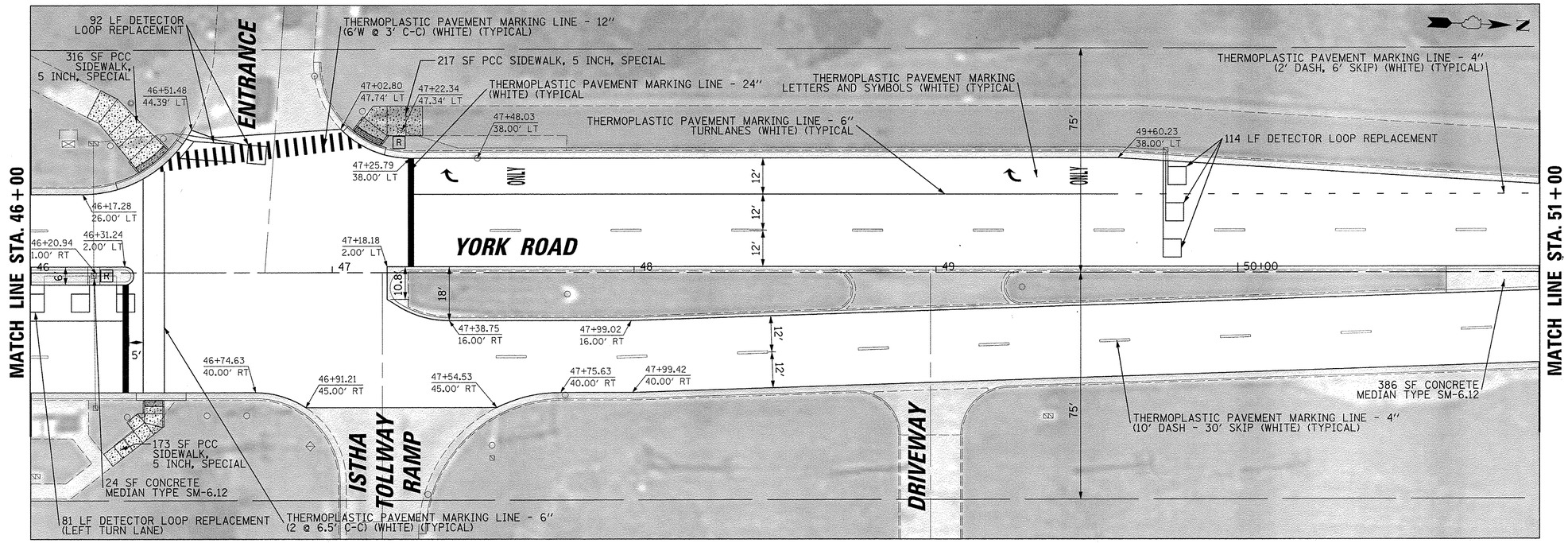
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

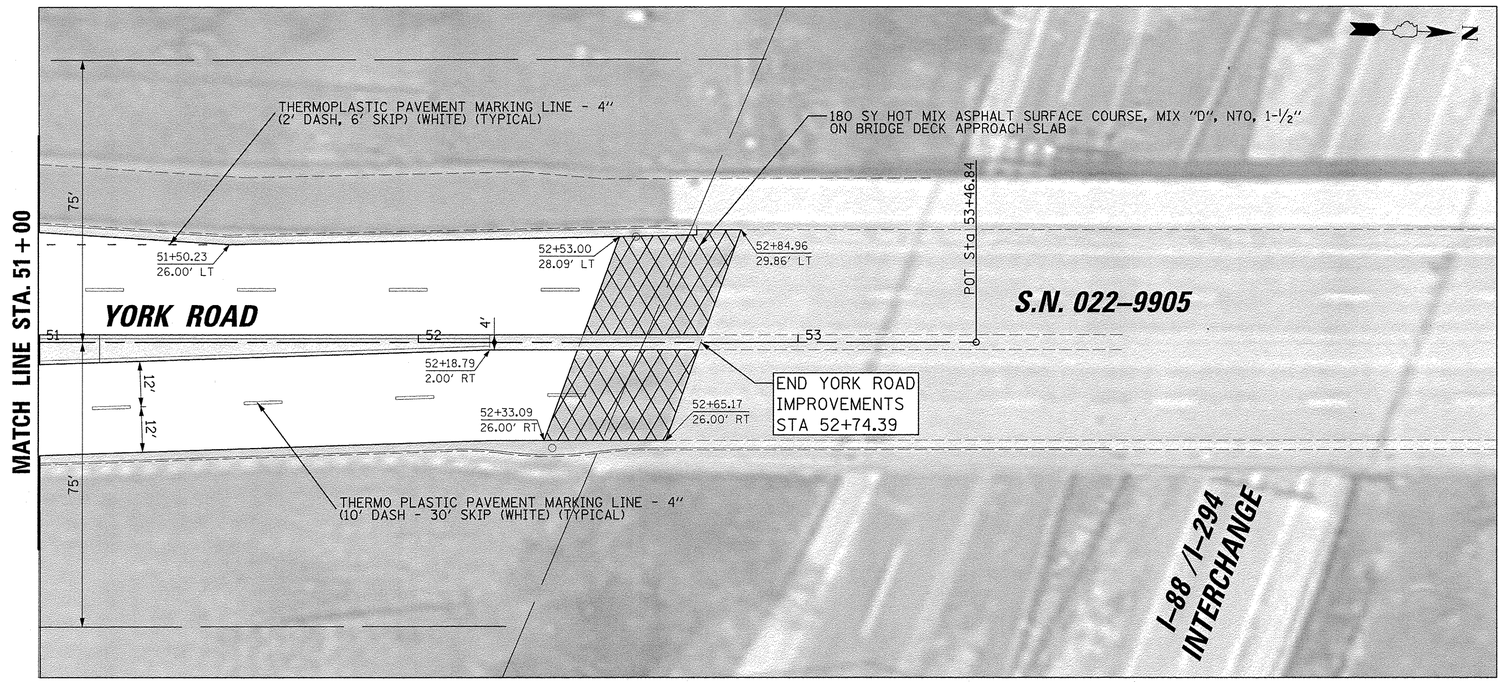
PROPOSED PLAN
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 4 OF 5 SHEETS | STA. 36+00 TO STA. 46+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	14
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

20 0 20
SCALE IN FEET





LEGEND

- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70
- HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
- PCC DRIVEWAY PAVEMENT, 8"
- PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL
- DETECTABLE WARNINGS
- ADJ STRUCTURES TO BE ADJUSTED
- A FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- R REBUILD EXISTING HANDHOLE
- EXISTING MANHOLE
- EXISTING CATCH BASIN OR INLET
- EXISTING HANDHOLE

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Default	PLOT DATE = 12/29/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN VIEW
YORK ROAD RESURFACING PROJECT

SCALE: 20' | SHEET 5 OF 5 SHEETS | STA. 46+00 TO STA. 52+74.39

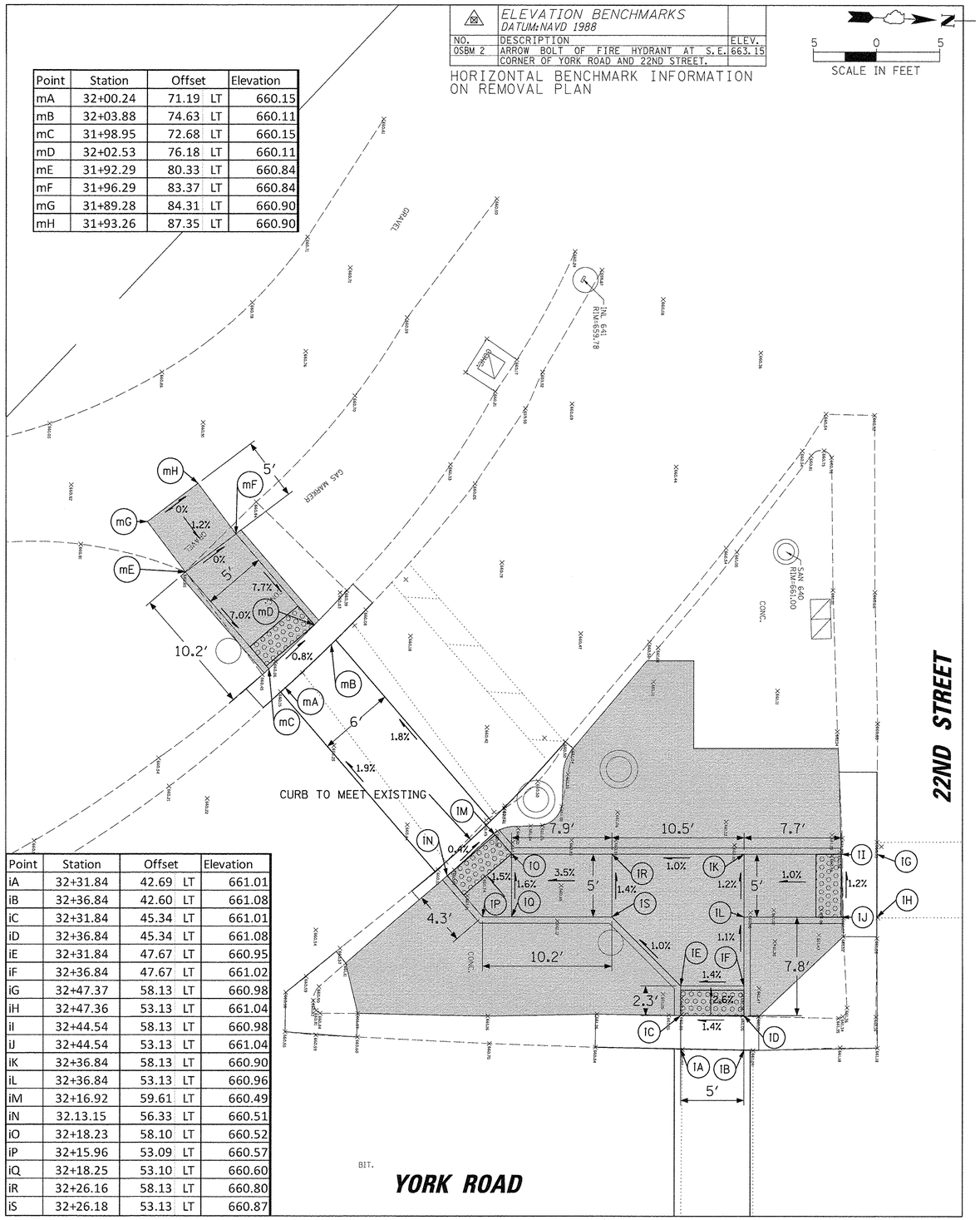
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	15
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

Point	Station	Offset	Elevation
mA	32+00.24	71.19 LT	660.15
mB	32+03.88	74.63 LT	660.11
mC	31+98.95	72.68 LT	660.15
mD	32+02.53	76.18 LT	660.11
mE	31+92.29	80.33 LT	660.84
mF	31+96.29	83.37 LT	660.84
mG	31+89.28	84.31 LT	660.90
mH	31+93.26	87.35 LT	660.90

	ELEVATION BENCHMARKS DATUM: NAVD 1988	
NO.	DESCRIPTION	ELEV.
OSBM 2	ARROW BOLT OF FIRE HYDRANT AT S.E. CORNER OF YORK ROAD AND 22ND STREET.	663.15

HORIZONTAL BENCHMARK INFORMATION
ON REMOVAL PLAN

5 0 5
SCALE IN FEET

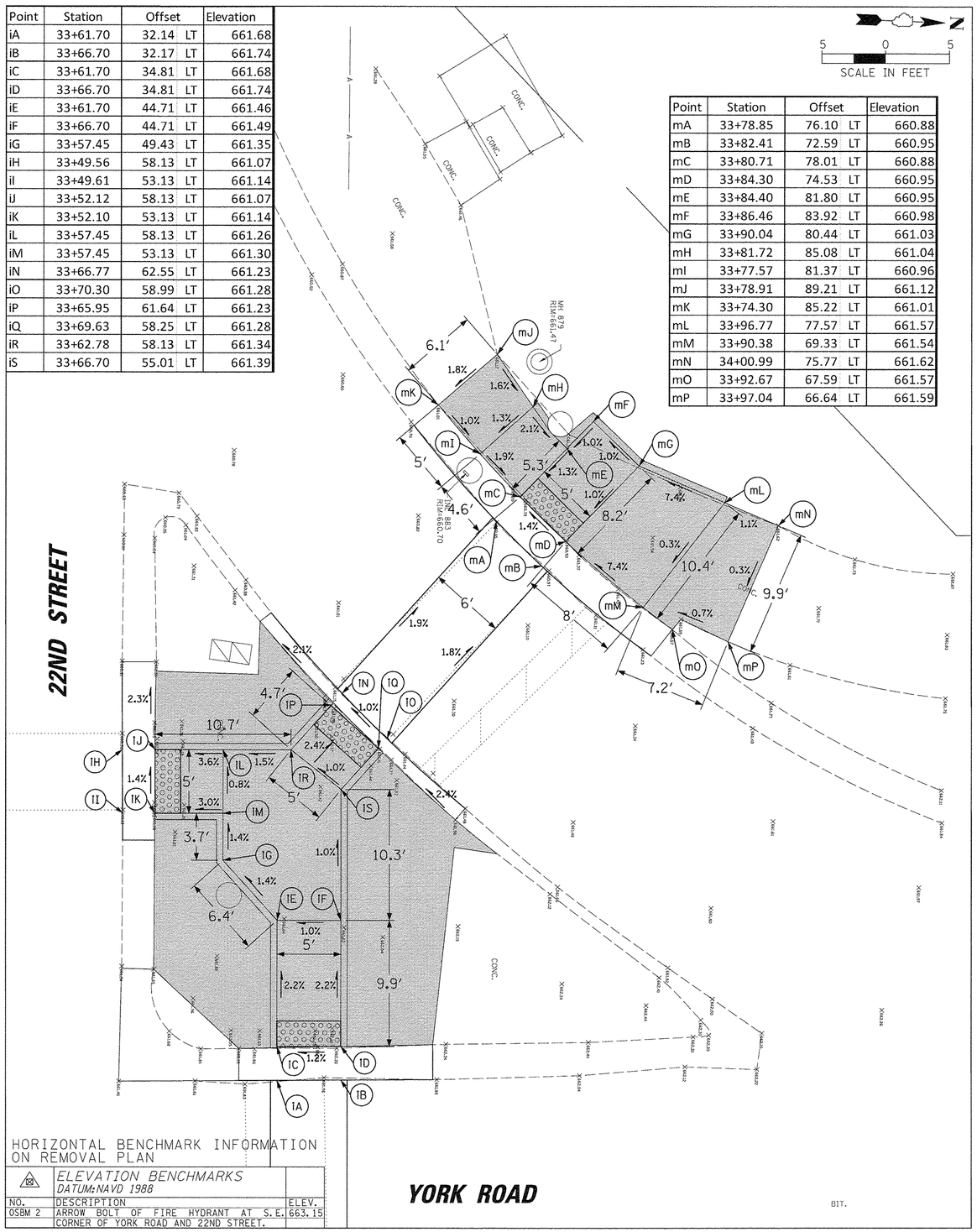


Point	Station	Offset	Elevation
iA	32+31.84	42.69 LT	661.01
iB	32+36.84	42.60 LT	661.08
iC	32+31.84	45.34 LT	661.01
iD	32+36.84	45.34 LT	661.08
iE	32+31.84	47.67 LT	660.95
iF	32+36.84	47.67 LT	661.02
iG	32+47.37	58.13 LT	660.98
iH	32+47.36	53.13 LT	661.04
iI	32+44.54	58.13 LT	660.98
iJ	32+44.54	53.13 LT	661.04
iK	32+36.84	58.13 LT	660.90
iL	32+36.84	53.13 LT	660.96
iM	32+16.92	59.61 LT	660.49
iN	32.13.15	56.33 LT	660.51
iO	32+18.23	58.10 LT	660.52
iP	32+15.96	53.09 LT	660.57
iQ	32+18.25	53.10 LT	660.60
iR	32+26.16	58.13 LT	660.80
iS	32+26.18	53.13 LT	660.87

Point	Station	Offset	Elevation
iA	33+61.70	32.14 LT	661.68
iB	33+66.70	32.17 LT	661.74
iC	33+61.70	34.81 LT	661.68
iD	33+66.70	34.81 LT	661.74
iE	33+61.70	44.71 LT	661.46
iF	33+66.70	44.71 LT	661.49
iG	33+57.45	49.43 LT	661.35
iH	33+49.56	58.13 LT	661.07
iI	33+49.61	53.13 LT	661.14
iJ	33+52.12	58.13 LT	661.07
iK	33+52.10	53.13 LT	661.14
iL	33+57.45	58.13 LT	661.26
iM	33+57.45	53.13 LT	661.30
iN	33+66.77	62.55 LT	661.23
iO	33+70.30	58.99 LT	661.28
iP	33+65.95	61.64 LT	661.23
iQ	33+69.63	58.25 LT	661.28
iR	33+62.78	58.13 LT	661.34
iS	33+66.70	55.01 LT	661.39

5 0 5
SCALE IN FEET

Point	Station	Offset	Elevation
mA	33+78.85	76.10 LT	660.88
mB	33+82.41	72.59 LT	660.95
mC	33+80.71	78.01 LT	660.88
mD	33+84.30	74.53 LT	660.95
mE	33+84.40	81.80 LT	660.95
mF	33+86.46	83.92 LT	660.98
mG	33+90.04	80.44 LT	661.03
mH	33+81.72	85.08 LT	661.04
mI	33+77.57	81.37 LT	660.96
mJ	33+78.91	89.21 LT	661.12
mK	33+74.30	85.22 LT	661.01
mL	33+96.77	77.57 LT	661.57
mM	33+90.38	69.33 LT	661.54
mN	34+00.99	75.77 LT	661.62
mO	33+92.67	67.59 LT	661.57
mP	33+97.04	66.64 LT	661.59



HORIZONTAL BENCHMARK INFORMATION
ON REMOVAL PLAN

	ELEVATION BENCHMARKS DATUM: NAVD 1988	
NO.	DESCRIPTION	ELEV.
OSBM 2	ARROW BOLT OF FIRE HYDRANT AT S.E. CORNER OF YORK ROAD AND 22ND STREET.	663.15

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Default	PLOT DATE = 12/28/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK GRADING PLAN AT 22ND STREET
YORK ROAD RESURFACING PROJECT

SCALE: 5' | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	16
		CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			

Point	Station	Offset	Elevation
iA	32+31.84	46.50 RT	661.31
iB	32+36.84	46.58 RT	661.37
iC	32+31.84	48.80 RT	661.31
iD	N/A	N/A	N/A
iE	32+36.84	48.80 RT	661.38
iF	32+31.84	61.00 RT	661.59
iG	32+36.84	61.00 RT	661.66
iH	32+36.84	65.12 RT	661.71
iI	32+28.95	64.03 RT	661.64
iJ	32+32.56	67.48 RT	661.69
iK	32+24.31	69.16 RT	661.51
iL	32+27.66	72.61 RT	661.56
iM	32+23.70	69.80 RT	661.51
iN	32+27.03	73.27 RT	661.56
iO	32+37.95	72.64 RT	661.77
iP	32+39.47	67.64 RT	661.75
iQ	32+39.47	72.64 RT	661.79
iR	N/A	N/A	N/A
iS	32+45.07	72.64 RT	661.91
iT	32+45.12	67.64 RT	661.87
iU	32+47.55	67.64 RT	661.87
iV	32+47.45	72.64 RT	661.91

Point	Station	Offset	Elevation
mA	32+11.04	83.13 RT	660.88
mB	32+14.78	86.45 RT	660.95
mC	32+09.36	84.90 RT	660.88
mD	32+12.98	88.35 RT	660.95
mE	32+05.73	88.73 RT	661.28
mF	32+09.35	92.17 RT	661.28
mG	32+02.28	92.35 RT	661.35
mH	32+05.91	95.80 RT	661.35
mI	32+01.11	84.41 RT	661.71
mJ	31+98.21	89.45 RT	661.71
mK	31+96.97	82.45 RT	661.76
mL	31+94.08	86.51 RT	661.76
mM	32+20.23	102.50 RT	662.48
mN	32+16.78	106.13 RT	662.55
mO	32+23.36	107.29 RT	662.46
mP	32+19.24	109.94 RT	662.53

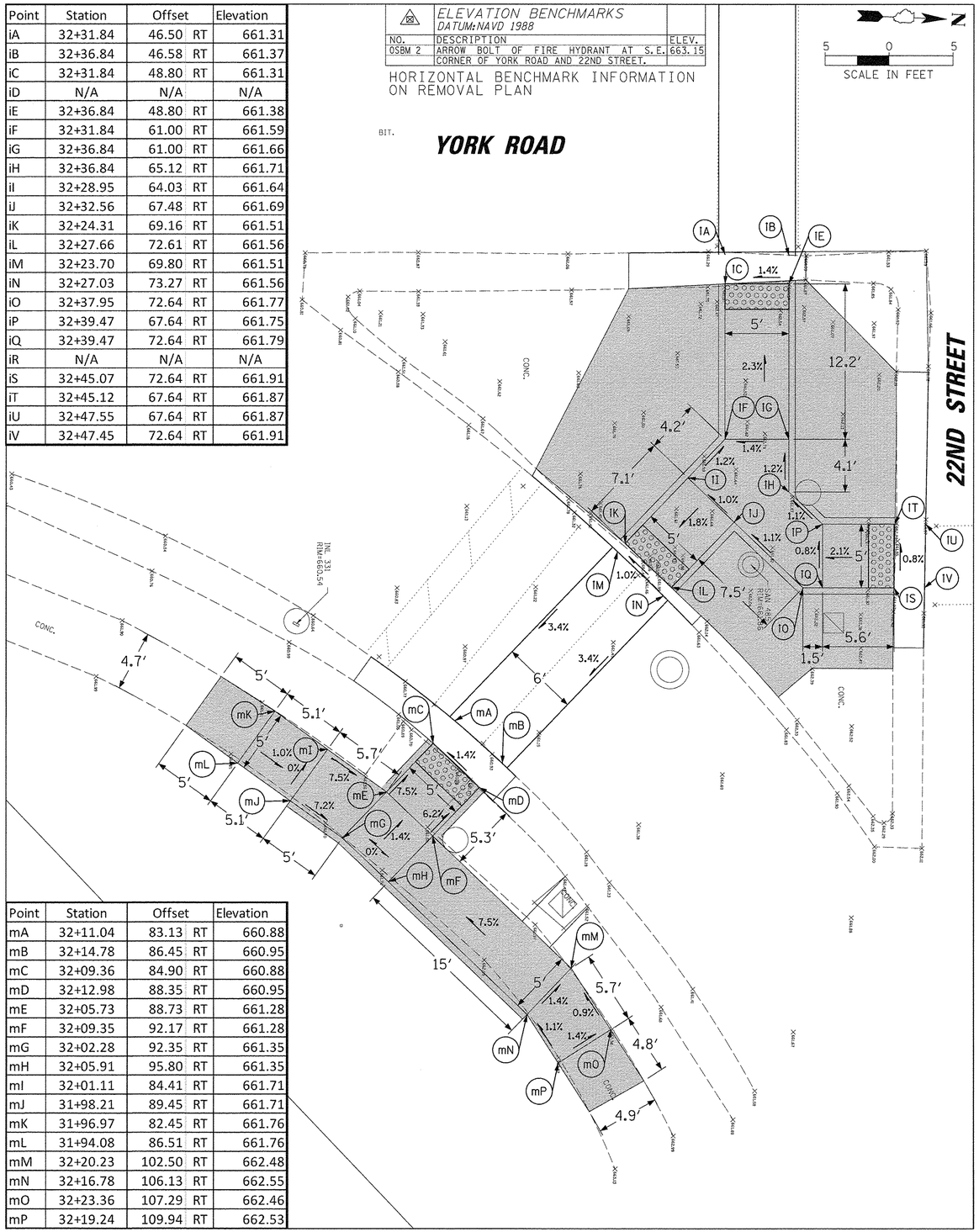
ELEVATION BENCHMARKS
DATUM: NAVD 1988

NO.	DESCRIPTION	ELEV.
OSBM 2	ARROW BOLT OF FIRE HYDRANT AT S.E. CORNER OF YORK ROAD AND 22ND STREET.	663.15

HORIZONTAL BENCHMARK INFORMATION ON REMOVAL PLAN

N

5 0 5
SCALE IN FEET



Point	Station	Offset	Elevation
iA	33+61.70	57.43 RT	661.90
iB	33+66.70	57.52 RT	661.87
iC	33+61.70	59.74 RT	661.90
iD	33+66.70	59.74 RT	661.87
iE	33+61.70	66.64 RT	662.07
iF	33+66.70	66.64 RT	662.04
iG	33+49.72	67.64 RT	661.99
iH	33+49.74	72.64 RT	661.98
iI	33+52.34	72.64 RT	661.98
iJ	33+52.14	67.64 RT	661.99
iK	33+58.81	67.64 RT	662.1
iL	33+58.81	72.64 RT	662.05
iM	33+75.50	80.19 RT	661.78
iN	33+72.20	83.95 RT	661.83
iO	33+74.47	79.32 RT	661.78
iP	33+71.22	83.12 RT	661.83
iQ	33+66.70	72.76 RT	661.98
iR	33+63.48	76.58 RT	662.00

Point	Station	Offset	Elevation
mA	33+89.18	91.75 RT	661.42
mB	33+85.94	95.56 RT	661.47
mC	33+91.05	93.33 RT	661.42
mD	33+87.83	97.15 RT	661.47
mE	33+94.85	96.53 RT	661.70
mF	33+98.67	99.76 RT	661.75
mG	33+91.62	100.35 RT	661.70
mH	33+95.44	103.58 RT	661.75

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PLOT DATE = 12/28/2016

DESIGNED - OCG
DRAWN - DJS
CHECKED - OCG
DATE -

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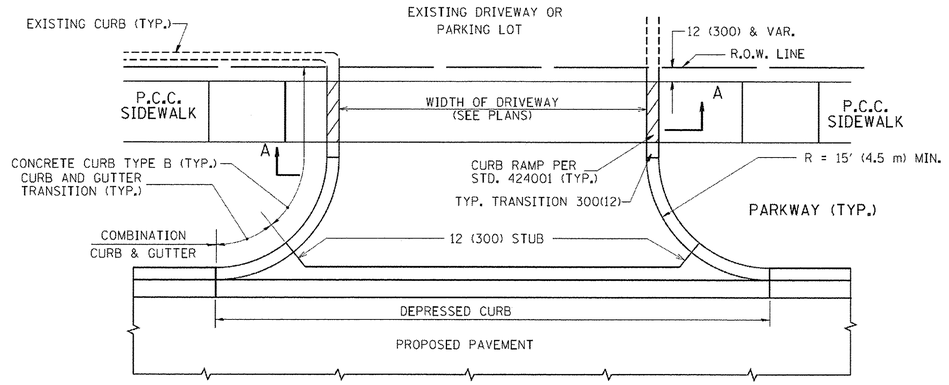
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

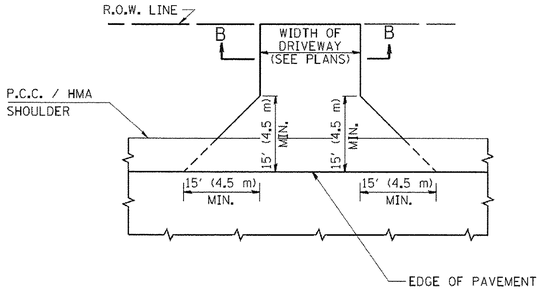
SIDEWALK GRADING PLAN AT 22ND STREET
YORK ROAD RESURFACING PROJECT

SCALE: 5' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

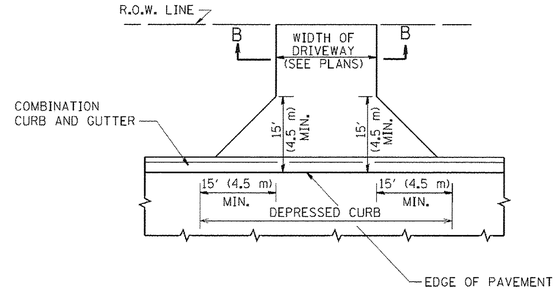
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	17
		CONTRACT NO. 61D37		
		ILLINOIS FED. AID PROJECT		



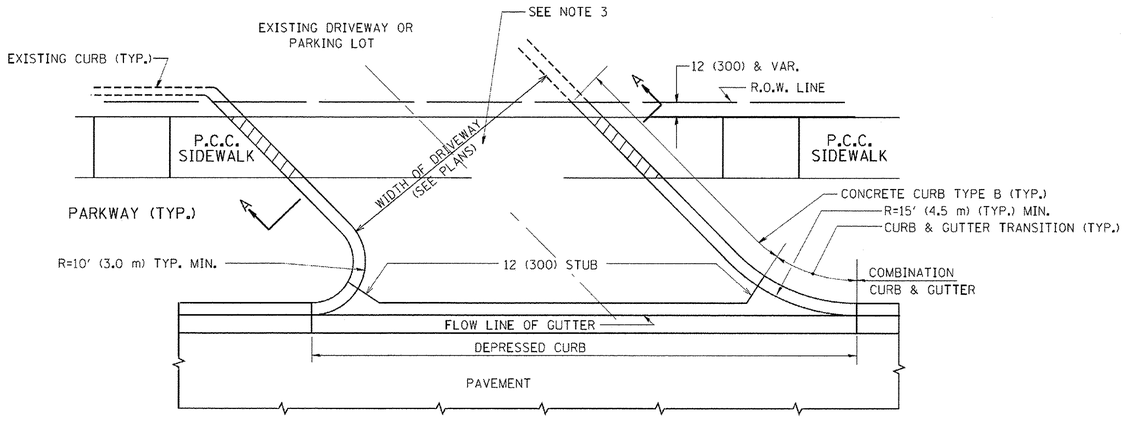
WITH CONCRETE CURB, TYPE B



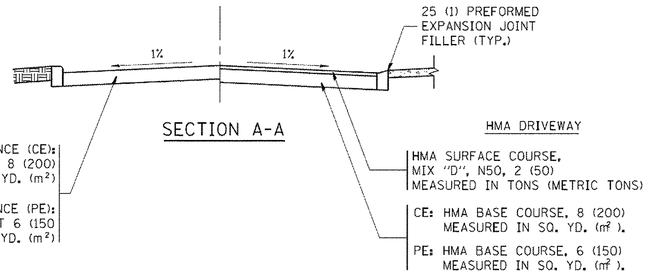
ADJACENT TO P.C.C. / HMA SHOULDER

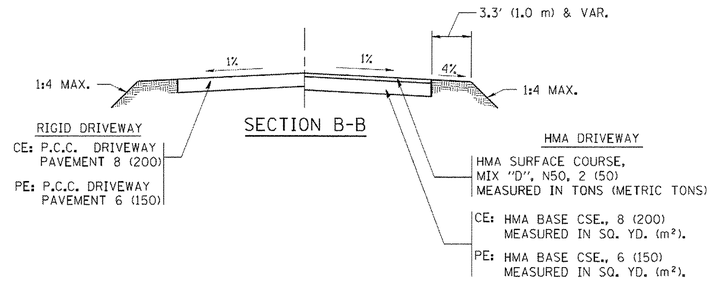


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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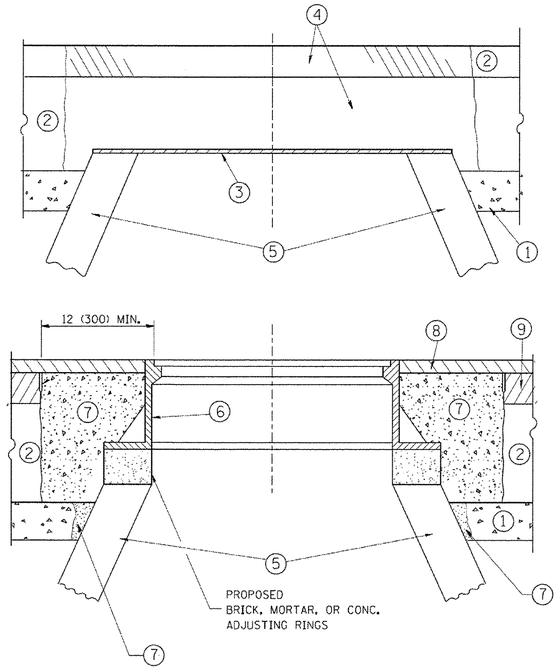
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.2000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	18
	BD0156-07 (BD-01)	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

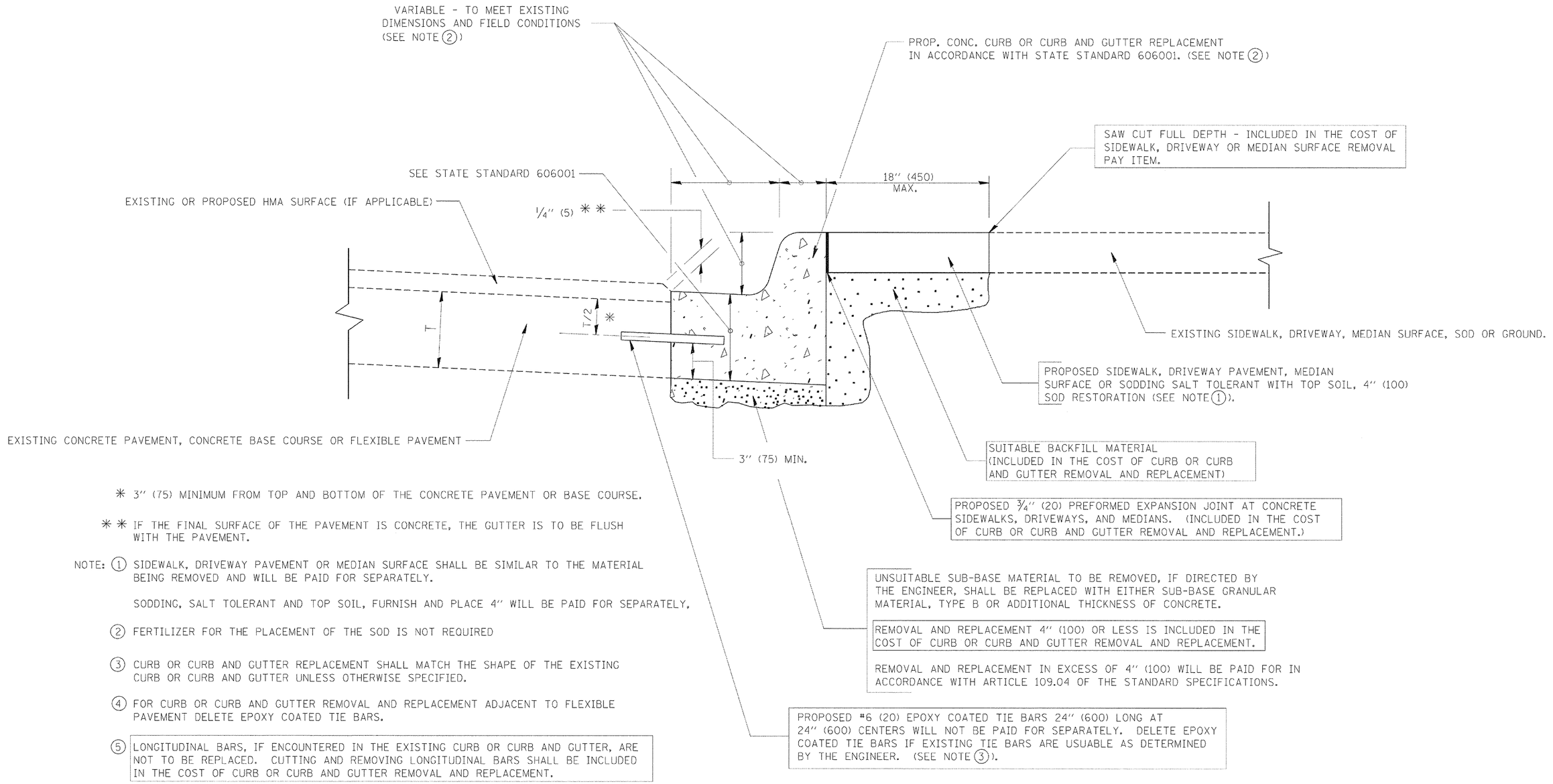
FILE NAME = c:\pw_work\pwidot\bauerdl\d0128315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.AU. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	19
	BD600-03 (BD-8)	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

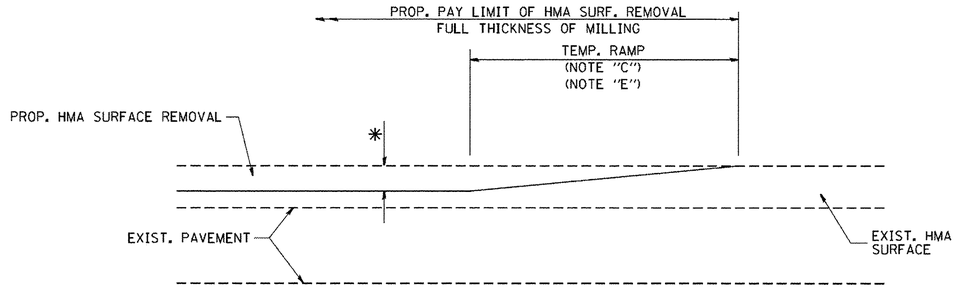
FILE NAME = c:\pw_work\pwidot\drivedesgn\d0108315\bd24.dgn	USER NAME = drivedesgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

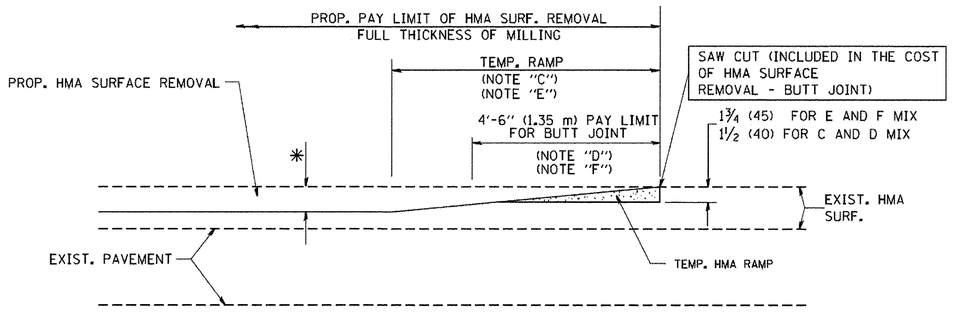
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	20
	BD600-06 (BD-24)	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

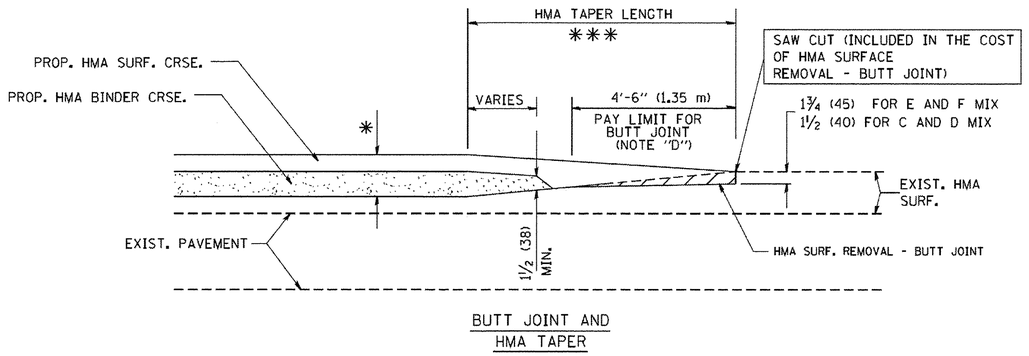


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

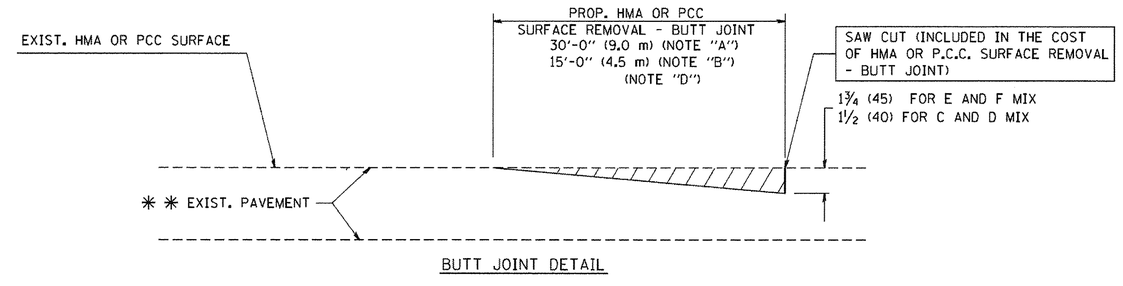
OPTION 2

TYPICAL TEMPORARY RAMP

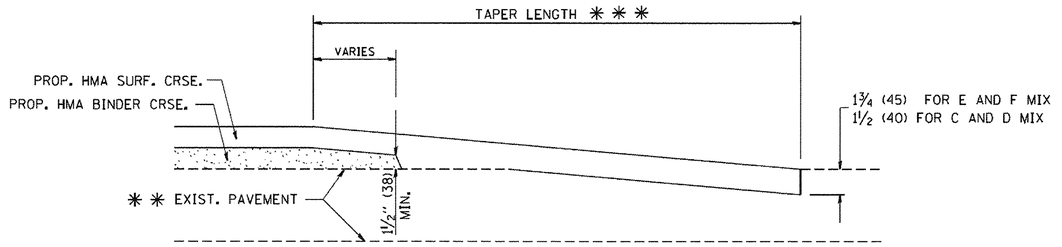


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

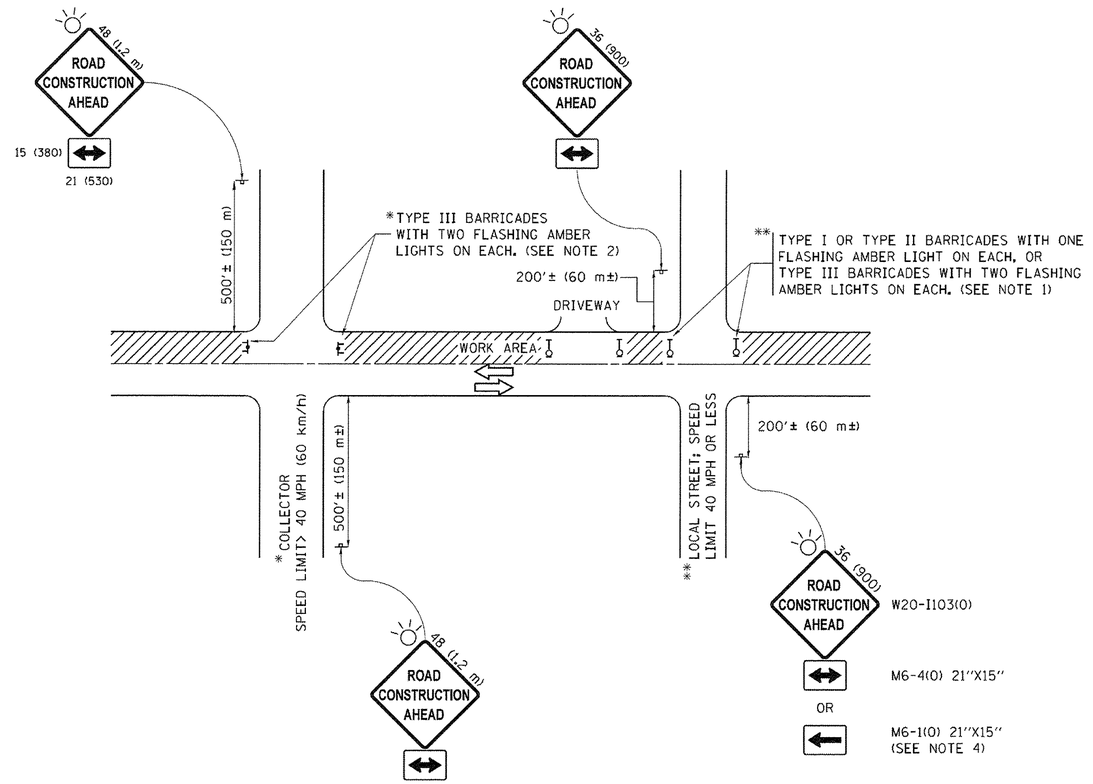
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	21
	BD400-05 BD32	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

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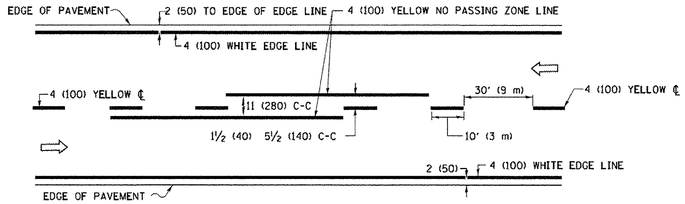
		DRAWN	REVISED - T. RAMMACHER 01-06-00
	PLOT SCALE = 50.000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

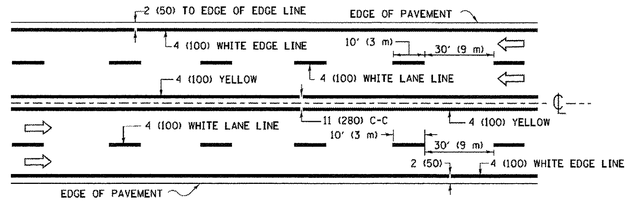
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

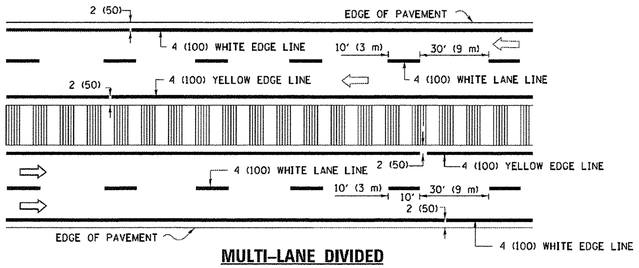
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	22
	TC-10	CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

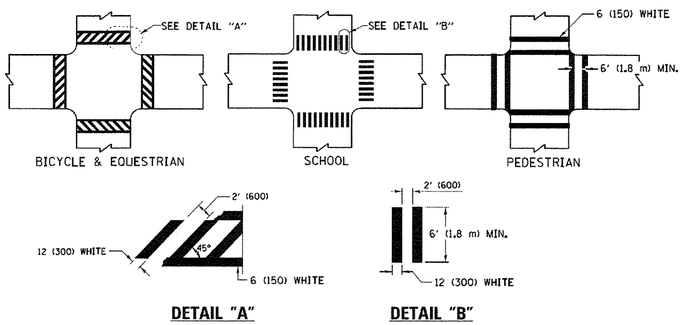


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

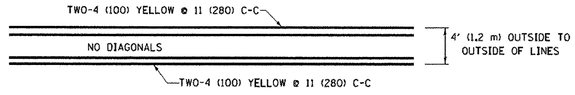
TYPICAL LANE AND EDGE LINE MARKING



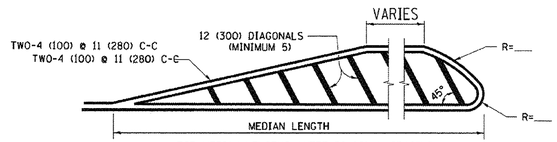
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



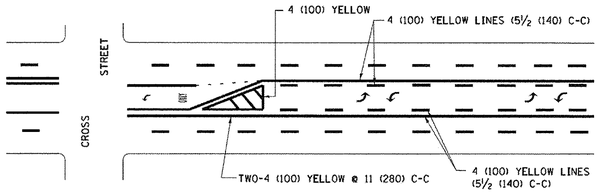
4' (1.2 m) WIDE MEDIANS ONLY



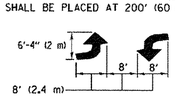
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

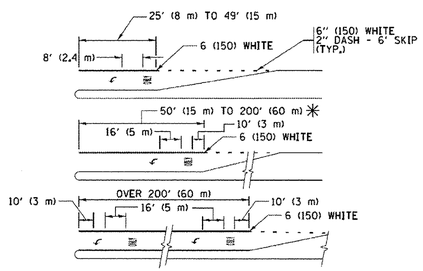


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

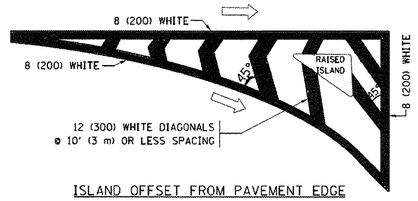


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

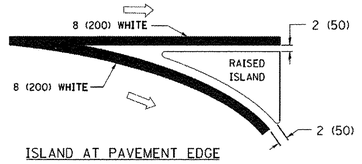
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

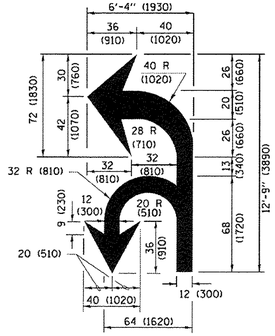


ISLAND OFFSET FROM PAVEMENT EDGE

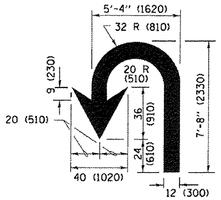


ISLAND AT PAVEMENT EDGE

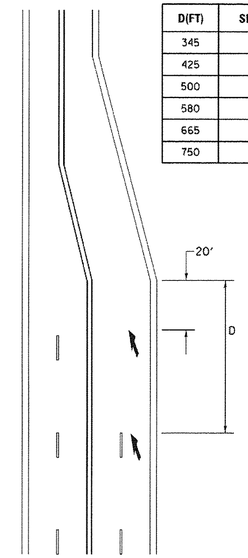
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

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

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

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

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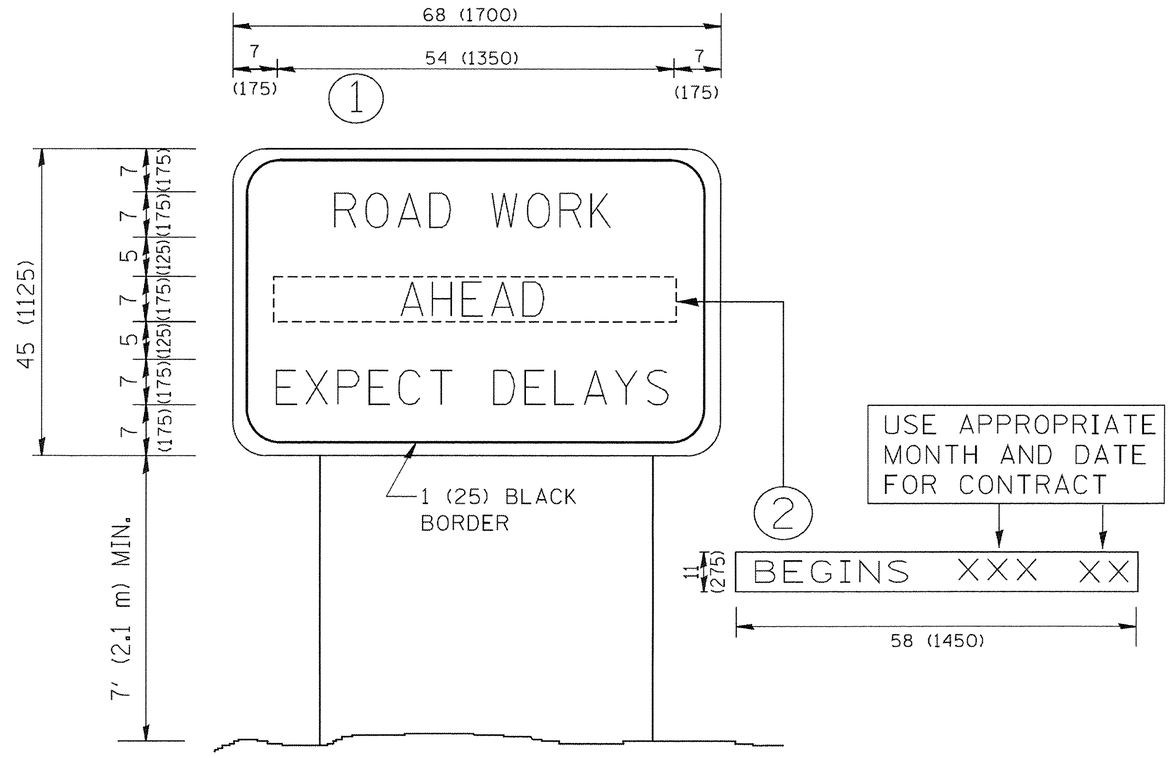
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
			REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	23
	TC-13	CONTRACT NO. 61D37		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	24
	TC-22	CONTRACT NO. 61D37		
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.

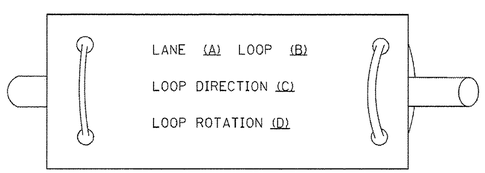
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

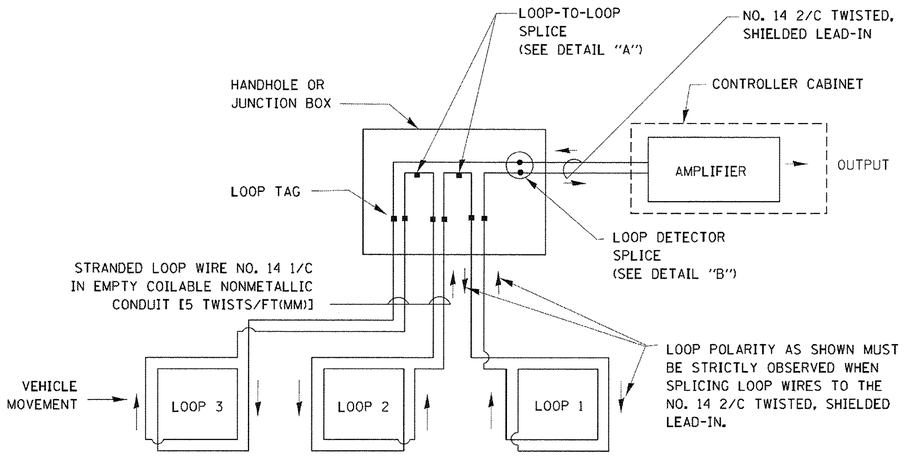


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

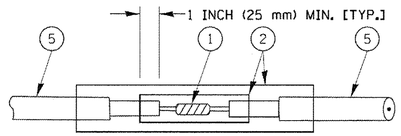
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

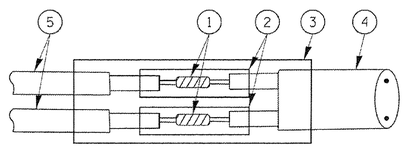


DETECTOR LOOP WIRING SCHEMATIC

- 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.

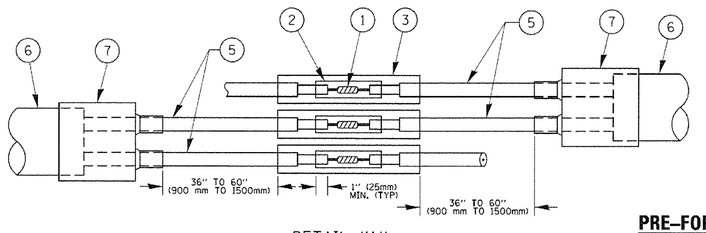


DETAIL "A"
LOOP-TO-LOOP SPLICE



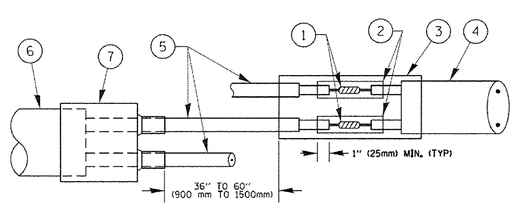
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME = c:\pw_work\pwidot\footemj\d0180315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

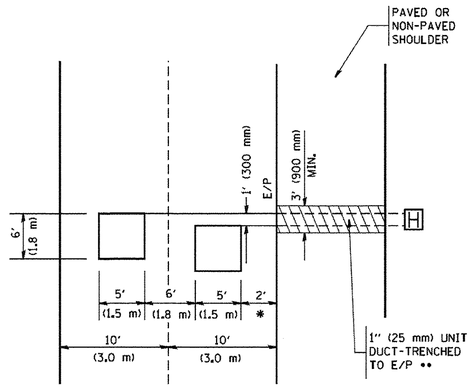
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	25
	TS-05	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

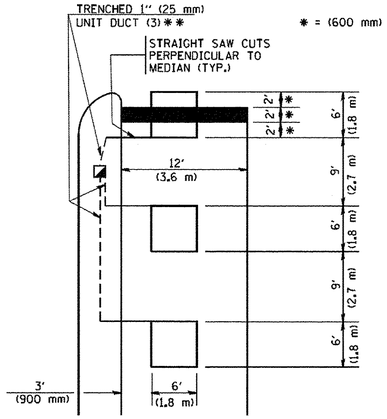


* = (600 mm)

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

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

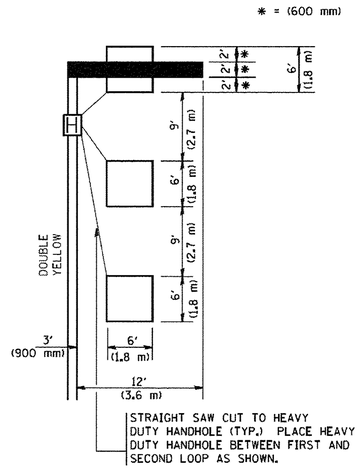
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

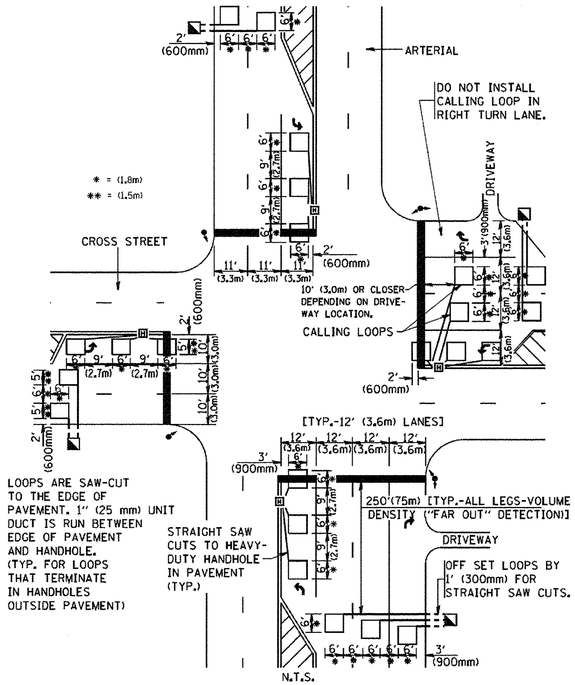
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



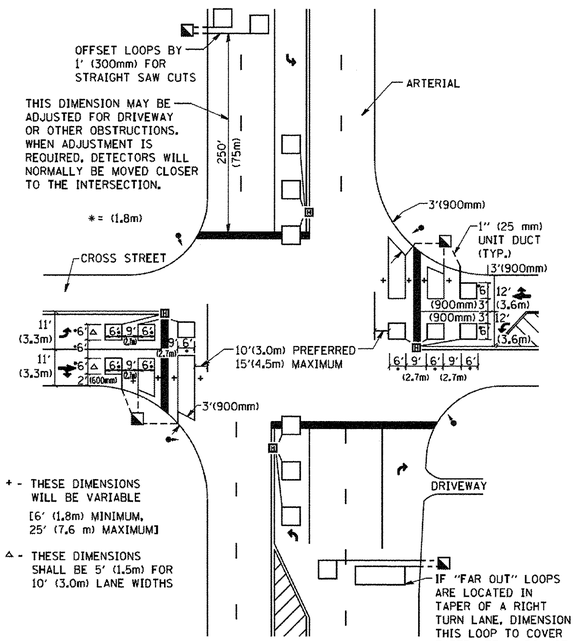
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	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. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	16-00048-00-RS	COOK	26	26
	TS-07	CONTRACT NO. 61D37		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		