06-12-2015 LETTING ITEM 200

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	1
M-4003(496)	ILLINOIS	CONTRACT NO. 61B60		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF HAZEL CREST AND THE VILLAGE OF HOMEWOOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 1622 (183RD STREET)
PULASKI ROAD/CRAWFORD AVENUE TO SACRAMENTO AVENUE RESURFACING
SECTION: 14-00087-00-RS
PROJECT: M-4003(496)
VILLAGE OF HAZEL CREST
COOK COUNTY
JOB NO: C-91-267-15

TRAFFIC DATA

183RD STREET
ADT = 17,550 (2014)
SPEED LIMIT = 35-40 MPH

DESIGN DESIGNATION

MINOR ARTERIAL

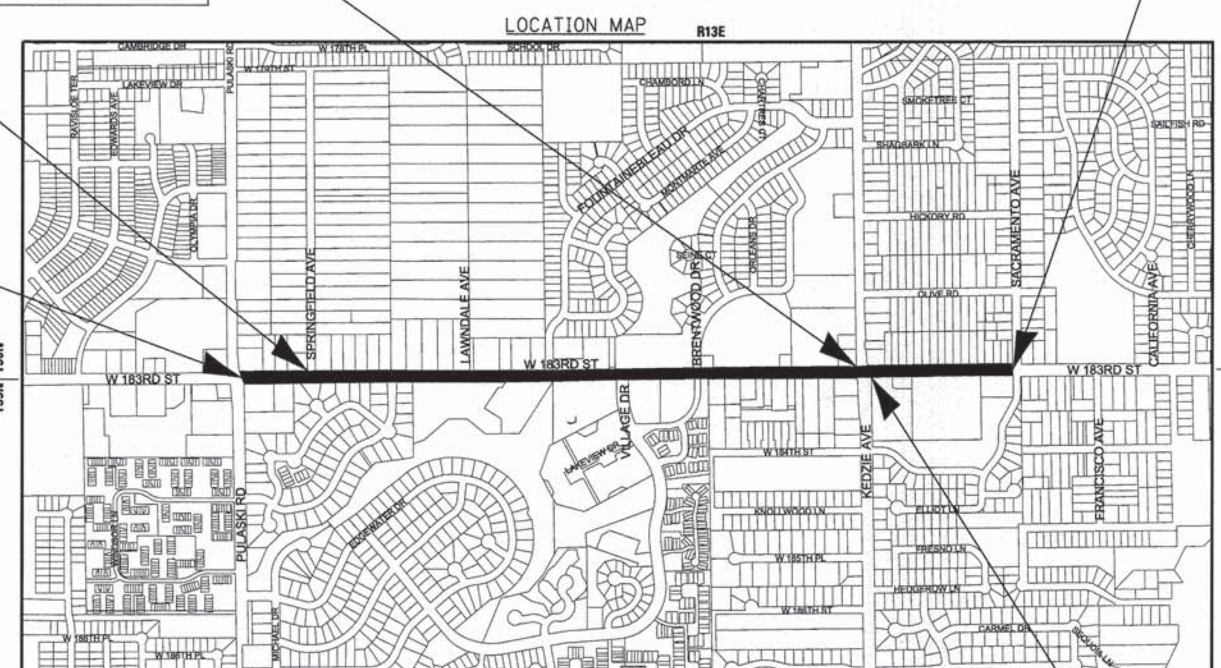
END RESURFACING / BEGIN OMISSION STA 449+94

END RESURFACING STA 463+14

END OMISSION / BEGIN RESURFACING STA 403+10

BEGIN OMISSION STA 397+05

END OMISSION / BEGIN RESURFACING STA 450+58



R13E
SECTIONS 2N,1NW T35N R13E; 35S,36SW T36N R13E OF THE THIRD PRINCIPAL MERIDIAN
BREMEN AND RICH TOWNSHIPS
GROSS LENGTH = 6,609 FT = 1.252 MILE
NET LENGTH = 5,940 FT = 1.125 MILE
LENGTH OF OMISSION = 669 FT = 0.127 MILE

LOCATION OF SECTION INDICATED THUS: -

1" = 100'
1" = 10'
1" = 50'
1" = 40'
1" = 30'
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. DESIGN STAGE REQUEST
DIG. No. A3451641 / A3451643 / A3451648

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = COOK
CITY-TWNSHP. = HAZEL CREST/HOMEWOOD - BREMEN/RICH
SEC. & 1/4 SEC. NO. = 2N,1NW T35N R13E; 35S,36SW T36N R13E
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61B60

FEDERAL AID PROGRAM ENGINEER FAWAD AQUEEL, PE PTOE (847-705-4021), SCHAUMBURG, IL

BAXTER & WOODMAN
Consulting Engineers

MICHAEL W. PLANT
62-056311
LICENSED PROFESSIONAL ENGINEER OF STATE OF ILLINOIS
PROJECT MANAGER
"LICENSE EXPIRES 11-30-2015"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED [signature]
3-4-2015
VERNARD L. ALSBERRY, JR., VILLAGE PRESIDENT OF HAZEL CREST

APPROVED [signature]
3/4/2015
RICHARD A. HOFELD, VILLAGE PRESIDENT OF HOMEWOOD

PASSED April 8, 2015
[signature] CHRISTOPHER HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW April 10 2015
[signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 140664   DATE: 01-16-15

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", 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 BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
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 AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE'S AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE'S AND THE ENGINEER.
5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, SIDEWALKS AND EXCAVATION FOR NEW SIDEWALKS ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
6. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
7. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING TEMPORARY AGGREGATE.
8. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER AND RESIDENTS 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'S TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. WORK MUST BE PLANNED TO MINIMIZE THE TIME DRIVEWAYS ARE OUT OF SERVICE. WORK SHALL BE SCHEDULED SO THAT DRIVES PULLED ON THE FIRST WORKING DAY ARE FORMED AND PLACED BY THE THIRD WORKING DAY. BEYOND THIS THREE DAY TIME IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROVIDE AT HIS OWN EXPENSE TEMPORARY AGGREGATE FOR ACCESS TO THE DRIVEWAY UNLESS OTHERWISE NOT PROVIDED.
9. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, THEIR AGENTS OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
10. ALL SIGNS AND MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND IN ACCORDANCE WITH ARTICLE 107.20. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
11. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE COST OF THE APPROPRIATE REMOVAL PAY ITEM.
12. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS
13. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES RESIDENTIAL DRIVEWAYS AND 8-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS ¾" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
14. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
15. A ½-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
16. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
17. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS PP-1 CONCRETE. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK. SEE SPECIAL PROVISION.
18. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
19. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
20. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
21. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE ½-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTIONS.
22. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
23. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
24. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
25. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."
26. FOR HMA PAVEMENTS - THE IDOT DISTRICT 1 DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH.
27. ON STREETS TO BE MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR ANY STRUCTURE TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE PAY ITEM.
28. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCHES ABOVE THE GUTTER FLAG.
29. WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT AND TO DRILL EXISTING HANDHOLE SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.
30. NO STREET CLOSURES WILL BE ALLOWED.
31. INLET FILTERS SHALL BE CLEANED OF ALL SEDIMENT AND DEBRIS OR REPLACED AFTER EVERY 1/2" OR GREATER RAINFALL OR AS REQUIRED BY THE ENGINEER. COST INCLUDED IN PAY ITEM INLET FILTERS.
32. THE LOCATIONS OF CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
33. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND THE IDOT STANDARDS FOR TRAFFIC CONTROL AND PROTECTION.
34. THE CONTRACTOR SHALL ADJUST ALL VALVE BOXES WITHIN THE PAVEMENT AREA BY DIGGING THE TOP PIECE SUCH THAT IT MAY BE TURNED TO THE FINISHED PAVEMENT GRADE. CAST IRON INSERTS MAY BE USED ONLY IF THEY ARE ADJUSTABLE BY SCREWING INTO THE EXISTING PIECE OR RESTING FIRMLY ON THE EXISTING BOX. MORTAR OR TAR SHALL NOT BE USED TO HOLD AN INSERT IN PLACE.
35. ALL FRAME AND GRATES TO BE REPLACED SHALL REMAIN THE PROPERTY OF THE VILLAGE AND SHALL BE DELIVERED TO THE PUBLIC WORKS BUILDING BY THE CONTRACTOR. DELIVERY OF OLD FRAMES AND GRATES TO THE DEPARTMENT OF PUBLIC WORKS SHALL BE INCLUDED IN THE COST OF THE RESPECTIVE STRUCTURE ADJUSTMENT.
36. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER A VIDEO TAPE COVERING FROM RIGHT-OF-WAY TO RIGHT-OF-WAY OF ALL ROADWAYS TO BE IMPROVED. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
37. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAY PAVEMENT, PARKING LOT PAVEMENT AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKER WHICH MIGHT DISTURB UNDERGROUND PUBLIC UTILITIES WILL NOT BE PERMITTED.
38. PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE ENGINEER AND CONTRACTOR, JOINTLY, SHALL PERFORM A VISUAL INSPECTION OF VILLAGE DRAINAGE AND UTILITY STRUCTURES TO DETERMINE THE AMOUNT OF EXISTING DEBRIS IN EACH STRUCTURE. THE CONTRACTOR WILL BE REQUIRED TO CLEAN THOSE STRUCTURES WITH DEBRIS THAT WERE CLEAN AT THE BEGINNING OF CONSTRUCTION AT NO ADDITIONAL COST TO THE CONTRACT.
39. MILLING OF PAVEMENT SHALL BE DONE SO AS TO NOT DAMAGE THE ADJACENT CURB OR STRUCTURES. REMOVAL ADJACENT TO THESE STRUCTURES SHALL BE ACCOMPLISHED TO THE SATISFACTION OF THE ENGINEER AND MAY REQUIRE HANDWORK.
40. THE CONTRACTOR SHALL REMOVE FROM THE PROJECT SITE ALL UNSUITABLE AND SURPLUS EXCAVATED MATERIAL NOT USED OR BACKFILLED. THE WASTE EXCAVATED MATERIAL SHALL NOT BE DEPOSITED IN PUBLIC OR PRIVATE PROPERTY UNLESS THE CONTRACTOR FIRST OBTAINS THE WRITTEN PERMISSION FROM THE PROPERTY OWNER OR ENGINEER.
41. THE CONTRACTOR SHALL KEEP ONE (1) COPY OF ALL SPECIFICATIONS, DRAWINGS, ADDENDA, MODIFICATIONS AND SHOP DRAWINGS AT THE SITE IN GOOD ORDER AND ANNOTATED TO SHOW ALL CHANGES MADE DURING THE CONSTRUCTION PROCESS. THE FINAL RECORD DRAWINGS SHALL BECOME THE PROPERTY OF THE VILLAGE.
42. THE CONTRACTOR SHALL MAINTAIN TEMPORARY HANDICAP ACCESS TO HOMES DEEMED NECESSARY BY THE ENGINEER BY PROVIDING AND INSTALLING MATERIALS REQUIRED FOR REASONABLE INGRESS AND EGRESS AT ALL TIMES. THE COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.
43. ADD THE FOLLOIWNG STATEMENT TO THE END OF ARTICLE 105.06: "THE CONTRACTOR SHALL NOT CHANGE THEIR SUPERINTENDENT WITHOUT WRITTEN PERMISSION OF THE ENGINEER".
44. NO METAL RINGS SHALL BE USED FOR FRAME ADJUSTMENTS. THE RINGS AND FRAMES SHALL BE SET ON TWO CONCENTRIC RINGS OF CON-SEAL OR PRESS-SEAL "TAR ROPE". MASTIC SHALL BE APPLIED WITH A TROWEL ON THE OUTSIDE OF THE RINGS, WHILE THE INSIDE SHALL BE PAINTED WITH A FINE CEMENT GROUT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STRUCTURE ADJUSTMENTS.
45. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT AT NO COST TO THE COOK COUNTY HIGHWAY DEPARTMENT OR THE VILLAGE.
46. COOK COUNTY IS NOT PART OF JULIE. FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT 312-603-1730.
47. FOR THE LOCATION OF UNDERGROUND COOK COUNTY HIGHWAY DEPARTMENT MAINTAINED FACILITIES, SEE COOK COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".
48. EXISTING PAVEMENT MARKINGS TO REMAIN SHALL BE PROTECTED. AT THE END OF CONSTRUCTION, THE ENGINEER SHALL DETERMINE IF EXISTING PAVEMENT MARKINGS ARE DAMAGED. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING THE DAMAGED PAVEMENT MARKING IN THE EXISTING MATERIAL AND LOCATION AT NO COST TO THE VILLAGE AND/OR DEPARTMENT. PAVEMENT MARKINGS REPLACED ON KEDZIE AVENUE, OUTSIDE THE LIMITS OF RESURFACING, SHALL BE MODIFIED URETHANE.
49. AREAS OF SODDING WITHIN THE VILLAGE OF HOMEWOOD SHALL BE RESTORED WITH NATIVE SOD (KENTUCKY BLUE GRASS) IN ACCORDANCE WITH SECTION 1081.03 RATHER THAN SALT TOLERANT SOD.
50. IF MATERIAL IS TAKEN TO AN IEPA APPROVED FILL SITE, THE CONTRACTOR IS RESPONSIBLE FOR THE TESTING REQUIRED BY THE SITE WHICH INCLUDES: CERTIFYING SOILS ARE UNCONTAMINATED AND WITHIN PH OF 6.25 TO 9.0, COMPLETION OF IEPA FORM LPC-663 BY A LICENSED P.E., AND ADDITIONAL ANALYTICAL TESTING REQUIRED BY THE DISPOSAL SITE AND/OR ENGINEER. THE ENGINEER SHALL BE PROVIDED COPIES OF ALL TEST RESULTS AND CERTIFICATIONS (INCLUDING LPC-663). BASED ON PRELIMINARY SCREENING OF THE AREA, IT HAS BEEN DETERMINED THAT THE PROJECT SITE HAS A LOW RISK FOR ENCOUNTERING CONTAMINATED SOILS OR SPECIAL WASTE SOILS. PID OR FID READINGS ARE NOT ACCEPTABLE RESULTS FOR CLASSIFYING THE MATERIAL. IF REJECTED, ANALYTICAL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 669.08. IF MATERIAL IS UNCONTAMINATED, IT SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE APPROPRIATE PAY ITEM. IF THE MATERIAL IS CLASSIFIED AS NON-SPECIAL WASTE, THE CONTRACTOR SHALL REUSE THE MATERIAL ON SITE AT NO ADDITIONAL COST. IF ON-SITE USE IS NOT FEASIBLE, DISPOSAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04. ALL ADDITIONAL CERTIFICATIONS AND ANALYSIS COMPLETED BY THE CONTRACTOR SHALL BE INCLUDED IN THE COST OF APPLICABLE EXCAVATION ITEMS.

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HIGHWAY STANDARDS

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001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420701-02	PAVEMENT FABRIC
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
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442201-03	CLASS C AND D PATCHES
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604001-04	FRAME AND LIDS TYPE 1
604091-03	FRAME AND GRATE TYPE 24
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
814001-03	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

STATE OF ILLINOIS, PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-00121 - EXPIRES 4/30/2015
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BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	
	DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15	
	CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15	
	DATE - 01-16-15	FILE - 140664-SHT-GenNotes.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	2
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
20200100	EARTH EXCAVATION	CU YD	292	292
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	182	182
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,434	1,434
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	20	20
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	20	20
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	20	20
25200100	SODDING	SQ YD	450	450
25200110	SODDING, SALT TOLERANT	SQ YD	984	984
25200200	SUPPLEMENTAL WATERING	UNIT	26	26
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	33	33
28000510	INLET FILTERS	EACH	44	44
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,177	2,177
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	565	565
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	215	215
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	1,116	1,116

* SPECIALTY ITEM
# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
#	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	29,799	29,799
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5
#	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	134	134
#	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	2,071	2,071
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	476	476
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1,301	1,301
#	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	170	170
#	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4,754	4,754
	42001200	PAVEMENT FABRIC	SQ YD	3,103	3,103
	42001300	PROTECTIVE COAT	SQ YD	4,722	4,722
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	650	650
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	18,664	18,664
	42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	893	893
	42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	5,060	5,060
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	110	110

* SPECIALTY ITEM
# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	14-00087-03-RS	COOK	41	3
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT M-4003(496)			

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	76	76
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,805	2,805
44000300	CURB REMOVAL	FOOT	160	160
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	216	216
44000600	SIDEWALK REMOVAL	SQ FT	19,429	19,429
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	48,436	48,436
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	3,575	3,575
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	1,273	1,273
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	1,830	1,830
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	111	111
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	179	179
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	65	65
44201299	DOWEL BARS 1 1/2"	EACH	11,354	11,354
44213200	SAW CUTS	FOOT	33,810	33,810
44213204	TIE BARS 3/4"	EACH	844	844

* SPECIALTY ITEM
# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	10	10
#	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	14	14
	60238800	INLETS, TYPE A	EACH	1	1
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	14	14
	60255500	MANHOLES TO BE ADJUSTED	EACH	32	32
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2
	60260100	INLETS TO BE ADJUSTED	EACH	12	12
	60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	7	7
#	60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	5
	60404950	FRAMES AND GRATES, TYPE 24	EACH	13	13
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	42	42
	60500060	REMOVING INLETS	EACH	1	1
	60600605	CONCRETE CURB, TYPE B	FOOT	160	160

* SPECIALTY ITEM
# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	4
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT M-403(496)			

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
	67100100	MOBILIZATION	L SUM	1	1
#	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1
#	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1
#	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1
#	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
#	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	21,436	21,436
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,387	2,387
*	78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	778	778
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	23,215	23,215
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	3,348	3,348
*	78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	1,485	1,485
*	78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	339	339
*	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	105	105
* #	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1

* * SPECIALTY ITEM
\# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

*

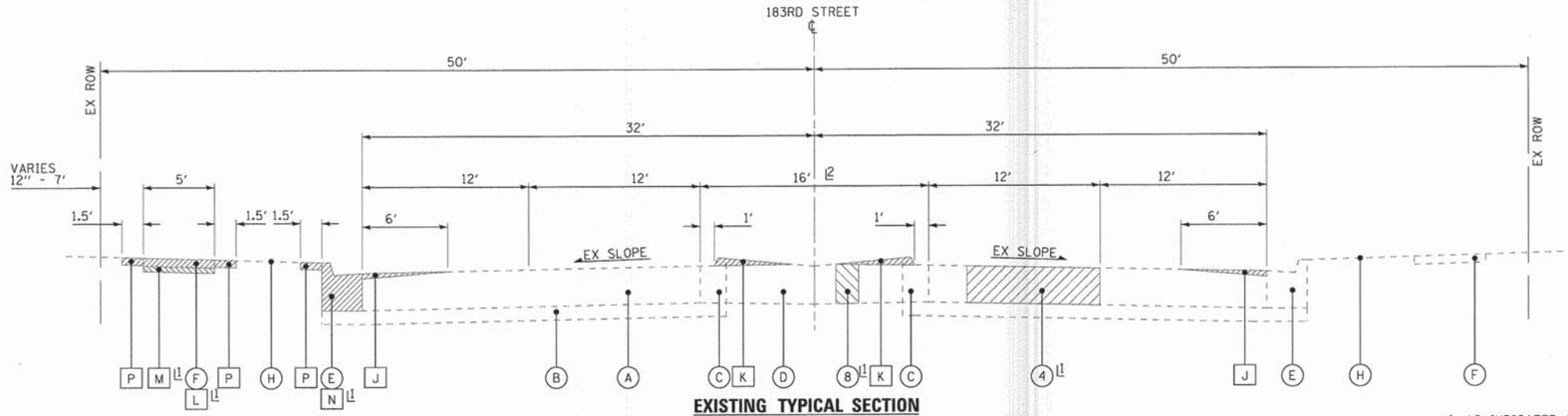
	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 0005
* #	88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,257	1,257
* #	89502376	REBUILD EXISTING HANDHOLE	EACH	5	5
* #	89502378	REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE	EACH	2	2
#	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,946	3,946
#	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	338	338
* #	Z0077900	WOOD POST AND RAIL FENCE	FOOT	40	40
#	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	400	400
#	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	1	1
#	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	22	22
#	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	29	29
#	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	392	392
#	X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	7,749	7,749
#	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	454	454
#	X4423015	DOWEL BARS 1 1/2" RETROFIT	EACH	1,570	1,570
* #	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	7	7
#	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	9	9

* SPECIALTY ITEM
\# INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

BAXTER & WOODMAN Consulting Engineers

DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES
DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15		
CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15		
DATE - 01-16-15	FILE - 140664-SHT-S00.dgn		SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	5
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT M-4003(496)			

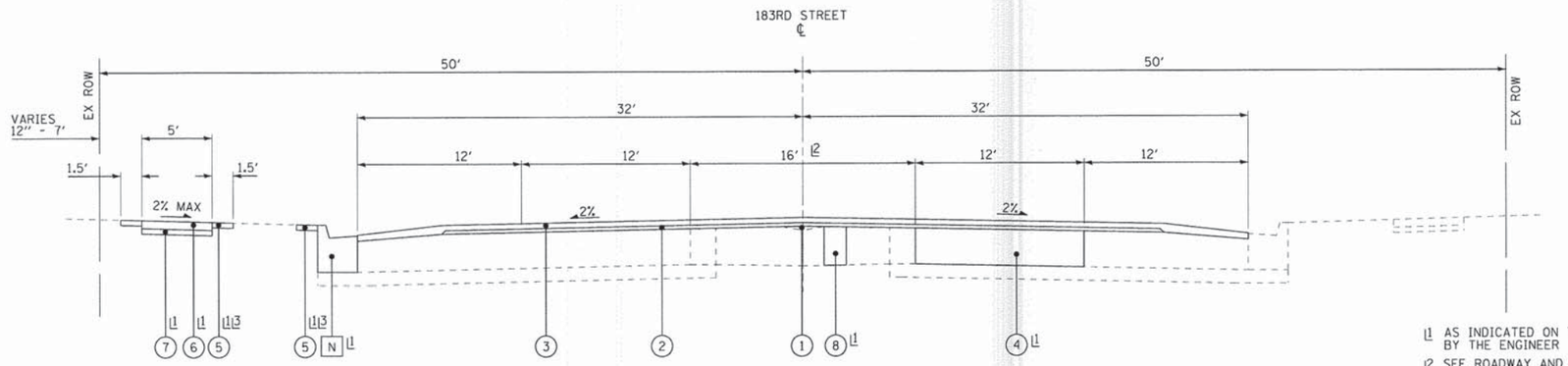


EXISTING TYPICAL SECTION

STA 403+10 TO STA 449+94, STA 450+58 TO STA 463+14, 183RD STREET

L1 AS INDICATED ON THE PLANS OR AS DETERMINED BY THE ENGINEER

L2 SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF PAINTED MEDIANS AND LEFT TURN BAYS



PROPOSED TYPICAL SECTION

STA 403+10 TO STA 449+94, STA 450+58 TO STA 463+14, 183RD STREET

L1 AS INDICATED ON THE PLANS OR AS DETERMINED BY THE ENGINEER

L2 SEE ROADWAY AND PAVEMENT MARKING PLAN SHEETS FOR LOCATIONS OF PAINTED MEDIANS AND LEFT TURN BAYS

L3 VILLAGE OF HOMEWOOD STA 436+70 RT TO STA 449+94 RT, STA 450+58 TO STA 463+14

EXISTING LEGEND

- (A) EXISTING PCC PAVEMENT, 10"±
- (B) EXISTING SUB-BASE GRANULAR MATERIAL, 6"±
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12
- (D) EXISTING HOT-MIX ASPHALT MEDIAN, 10"±
- (E) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (F) EXISTING SIDEWALK
- (G) NOT USED
- (H) EXISTING GROUND SURFACE
- [J] PCC SURFACE REMOVAL (VARIABLE DEPTH)
- [K] MEDIAN REMOVAL PARTIAL DEPTH
- [L] SIDEWALK REMOVAL
- [M] EARTH EXCAVATION
- [N] COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- [P] REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TOPSOIL)
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) LEVELING BINDER (MACHINE METHOD), N50 - VARIABLE DEPTH
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 1"
- (3) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- (4) CLASS B PATCHES, 10-INCH
- (5) TOPSOIL FURNISH AND PLACE - 4" SODDING, SALT TOLERANT OR SODDING FERTILIZER
- (6) PCC SIDEWALK - 5"
- (7) AGGREGATE BASE COURSE, TYPE B - 4"
- (8) CLASS D PATCHES, 10-INCH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

CONTRACTOR WILL MILL FIRST

MIXTURE TYPE	AIR VOIDS @ Ndes
RESURFACING - 183RD STREET	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5mm); 1-1/2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 1"	3.5% @ 50 Gyr.
LEVELING BINDER (MACHINE METHOD), N50 ; 1"±	4% @ 50 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM); PE - 6", CE - 8"	4% @ 50 Gyr.
HOT-MIX ASPHALT REMOVAL AND REPLACEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 3"	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER, IL-19 mm); 10" (3-LIFTS)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.
FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

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BAXTER & WOODMAN Consulting Engineers

DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15
DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15
CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15
DATE - 01-16-15	FILE - 140664-SHT-TypSec.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	6
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – EAST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
SPRINGFIELD	404+28	EB	1	12	6	8	20			54
	404+28	EB	2	12	6	8	20			54
	404+65	EB	1	12	6	8	20			54
	404+69	EB	2	12	8	11	20			60
	405+07	EB	2	12	6	8	20			54
	405+17	EB	1	12	6	8	20			54
	405+17	EB	2	12	6	8	20			54
	405+85	EB	2	12	6	8	20			54
	406+27	EB	2	12	8	11	20			60
	407+50	EB	1	12	6	8	20			54
	407+50	EB	2	12	6	8	20			54
	407+66	EB	2	12	6	8	20			54
	409+27	EB	2	12	6	8	20			54
	409+66	EB	1	12	6	8	20			54
	409+66	EB	2	12	6	8	20			54
	409+81	EB	1	12	13	17	20			75
	409+81	EB	2	12	13	17	20			75
	410+26	EB	1	12	24	32	20	10	24	108
CARRINGTON DR	410+26	EB	2	12	24	32	20	10	12	108
	410+62	EB	1	12	6	8	20			54
	410+62	EB	2	12	6	8	20			54
	411+04	EB	1	12	6	8	20			54
	411+04	EB	2	12	6	8	20			54
	411+26	EB	1	12	6	8	20			54
	411+26	EB	2	12	6	8	20			54
	411+79	EB	1	12	6	8	20			54
	411+79	EB	2	12	6	8	20			54
	412+61	EB	1	12	6	8	20			54
	412+61	EB	2	12	6	8	20			54
	413+82	EB	1	12	6	8	20			54
	413+82	EB	2	12	6	8	20			54
	414+29	EB	1	12	8	11	20			60
	414+29	EB	2	12	8	11	20			60
	414+69	EB	1	12	6	8	20			54
	414+69	EB	2	12	6	8	20			54
	415+04	EB	1	12	13	17	20			75
	415+04	EB	2	12	13	17	20			75
	415+43	EB	1	12	6	8	20			54
	415+43	EB	2	12	6	8	20			54
	415+87	EB	1	12	6	8	20			54
	415+87	EB	2	12	6	8	20			54
	416+28	EB	1	12	6	8	20			54
	416+28	EB	2	12	6	8	20			54
	416+28	EB	LT	12	6	8	20			54
LAWNDALE AVE	417+06	EB	2	12	6	8	20			54
	417+44	EB	1	12	6	8	20			54
	417+44	EB	2	12	6	8	20			54
	417+89	EB	1	12	6	8	20			54
	417+89	EB	2	12	6	8	20			54
	418+25	EB	1	12	6	8	20			54

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	418+25	EB	2	12	6	8	20			54
	419+66	EB	1	12	10	13	20			66
	419+66	EB	2	12	10	13	20			66
	420+27	EB	1	12	6	8	20			54
	420+27	EB	2	12	6	8	20			54
	421+13	EB	1	12	6	8	20			54
	421+13	EB	2	12	6	8	20			54
	421+46	EB	1	12	11	15	20			69
	421+46	EB	2	12	11	15	20			69
	421+91	EB	1	12	6	8	20			54
	421+91	EB	1	12	6	8	20			54
	421+91	EB	LT	12	6	8	20			54
	422+71	EB	1	12	6	8	20			54
	422+71	EB	2	12	6	8	20			54
	422+71	EB	LT	12	6	8	20			54
	423+06	EB	1	12	6	8	20			54
	423+06	EB	2	12	6	8	20			54
	423+42	EB	1	12	15	20	20			81
FOUNTAINBLEAU DRIVE	423+42	EB	2	12	15	20	20			81
	424+27	EB	1	12	6	8	20			54
	424+27	EB	2	12	6	8	20			54
	424+67	EB	1	12	11	15	20			69
	424+67	EB	2	12	11	15	20			69
	425+04	EB	1	12	10	13	20			66
	425+04	EB	2	12	10	13	20			66
	425+41	EB	2	12	6	8	20			54
	425+60	EB	1	12	10	13	20			66
	425+87	EB	1	12	6	8	20			54
	425+87	EB	2	12	6	8	20			54
	429+00	EB	1	12	6	8	20			54
	429+00	EB	2	12	6	8	20			54
VILLAGE DRIVE	429+57	EB	1	12	6	8	20			54
	429+57	EB	2	12	6	8	20			54
ON VILLAGE DRIVE	429+20	EB	INT	49	6	33	100			165
	429+49	EB	INT	23	13	33	46			108
	429+82	EB	INT	49	6	33	100			165
	429+94	EB	INT	25	21	58	50	20		138
	430+68	EB	2	12	6	8	20			54
	430+97	EB	1	12	6	8	20			54
	430+97	EB	2	12	6	8	20			54
	431+10	EB	1	12	6	8	20			54
	431+40	EB	1	12	6	8	20			54
	431+40	EB	2	12	6	8	20			54
	432+68	EB	1	12	6	8	20			54
	432+68	EB	2	12	6	8	20			54
	433+10	EB	1	12	6	8	20			54
	433+10	EB	2	12	6	8	20			54
	433+83	EB	1	12	14	19	20			78
	434+25	EB	1	12	14	19	20			78
	434+60	EB	1	12	6	8	20			54
	434+71	EB	2	12	6	8	20			54
	435+05	EB	1	12	14	19	20			78

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-Schedules.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	7
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – EAST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	435+05	EB	2	12	14	19	20			78
	435+43	EB	1	12	6	8	20			54
	435+43	EB	2	12	6	8	20			54
	435+60	EB	LT	12	10	13	20			66
BRENTWOOD DR	436+02	EB	INT	20	16	36	40			108
	436+08	EB	INT	11	6	7	22			51
BRENTWOOD DR	436+19	EB	INT	22	6	15	44			84
	436+22	EB	INT	10	10	11	20			60
	436+36	EB	1	12	6	8	20			54
	436+36	EB	2	12	6	8	20			54
	436+69	EB	1	12	6	8	20			54
	436+69	EB	2	12	6	8	20			54
	437+14	EB	1	12	7	9	20			57
	437+14	EB	2	12	7	9	20			57
	437+82	EB	1	12	6	8	20			54
	439+45	EB	1	12	6	8	20			54
	439+45	EB	2	12	6	8	20			54
	439+60	EB	1	12	6	8	20			54
	439+60	EB	2	12	6	8	20			54
	439+60	EB	LT	12	6	8	20			54
	439+72	EB	1	12	6	8	20			54
	439+72	EB	2	12	6	8	20			54
	439+72	EB	LT	12	6	8	20			54
	439+91	EB	LT	12	6	8	20			54
	440+08	EB	1	12	6	8	20			54
	440+08	EB	2	12	6	8	20			54
	440+67	EB	1	12	6	8	20			54
	440+67	EB	2	12	6	8	20			54
	440+67	EB	LT	12	6	8	20			54
	441+50	EB	1	12	6	8	20			54
	441+50	EB	2	12	6	8	20			54
	441+50	EB	LT	12	6	8	20			54
	442+23	EB	1	12	8	11	20			60
	442+23	EB	2	12	8	11	20			60
	442+39	EB	1	12	6	8	20			54
	442+39	EB	2	12	6	8	20			54
	443+46	EB	1	12	6	8	20			54
	443+46	EB	2	12	6	8	20			54
	443+62	EB	2	12	8	11	20			60
	443+98	EB	1	12	6	8	20			54
	443+98	EB	2	12	6	8	20			54
	444+50	EB	1	12	6	8	20			54
	445+32	EB	1	12	12	16	20			72
	445+32	EB	2	12	12	16	20			72
	446+91	EB	1	12	6	8	20			54
	446+91	EB	2	12	6	8	20			54
	448+31	EB	LT	12	6	8	20			54
	448+59	EB	1	12	6	8	20			54
	448+59	EB	2	12	6	8	20			54

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
KEDZIE AVE										
	451+25	EB	1	12	6	8	20			54
	451+25	EB	2	12	6	8	20			54
	451+44	EB	1	12	6	8	20			54
	451+44	EB	2	12	6	8	20			54
	451+72	EB	2	12	6	8	20			54
	451+88	EB	2	12	6	8	20			54
	452+28	EB	1	12	10	13	20			66
	452+28	EB	2	12	10	13	20			66
	452+73	EB	1	12	6	8	20			54
	452+73	EB	2	12	6	8	20			54
	453+26	EB	1	12	17	23	20			87
	453+26	EB	2	12	17	23	20			87
	453+82	EB	1	12	6	8	20			54
	453+82	EB	2	12	6	8	20			54
	454+21	EB	1	12	6	8	20			54
	454+21	EB	2	12	6	8	20			54
	454+41	EB	1	12	6	8	20			54
	454+41	EB	2	12	6	8	20			54
	454+72	EB	1	12	6	8	20			54
	454+72	EB	2	12	6	8	20			54
	455+22	EB	1	12	6	8	20			54
	455+22	EB	2	12	6	8	20			54
	455+74	EB	1	12	9	12	20			63
	455+74	EB	2	12	9	12	20			63
	456+26	EB	1	12	6	8	20			54
	456+26	EB	2	12	6	8	20			54
	456+72	EB	1	12	6	8	20			54
	456+72	EB	2	12	6	8	20			54
	456+92	EB	2	12	6	8	20			54
	457+26	EB	1	12	24	32	20	10	24	108
	457+26	EB	2	12	24	32	20	10	12	108
	457+85	EB	1	12	6	8	20			54
	457+85	EB	2	12	6	8	20			54
	458+21	EB	1	12	6	8	20			54
	458+21	EB	2	12	6	8	20			54
	458+71	EB	1	12	6	8	20			54
	458+71	EB	2	12	6	8	20			54
	459+21	EB	1	12	6	8	20			54
	459+21	EB	2	12	6	8	20			54
	459+70	EB	1	12	6	8	20			54
	459+70	EB	2	12	6	8	20			54
	459+85	EB	1	12	6	8	20			54
	459+85	EB	2	12	6	8	20			54
	460+28	EB	1	12	6	8	20			54
	460+28	EB	2	12	6	8	20			54
	460+69	EB	1	12	6	8	20			54
	460+69	EB	2	12	6	8	20			54
						2,090	4,222	60	72	11,913

BAXTER & WOODMAN Consulting Engineers

DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-Schedules.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	8
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – WEST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
SPRINGFIELD	403+44	WB	1	12	6	8	20			54
	403+44	WB	2	12	6	8	20			54
	403+92	WB	1	12	36	48	20	20	36	144
	403+92	WB	2	12	36	48	20	20	18	144
	404+65	WB	1	12	6	8	20			54
	404+65	WB	2	12	6	8	20			54
	404+78	WB	1	12	9	12	20			63
	404+78	WB	2	12	9	12	20			63
	405+05	WB	1	12	10	13	20			66
	405+05	WB	2	12	10	13	20			66
	405+27	WB	1	12	6	8	20			54
	405+27	WB	2	12	6	8	20			54
	405+85	WB	1	12	6	8	20			54
	405+85	WB	2	12	6	8	20			54
	406+07	WB	1	12	6	8	20			54
	406+07	WB	2	12	6	8	20			54
	406+35	WB	1	12	6	8	20			54
	406+35	WB	2	12	6	8	20			54
	406+48	WB	1	12	6	8	20			54
	406+48	WB	2	12	6	8	20			54
	406+84	WB	1	12	6	8	20			54
	406+84	WB	2	12	6	8	20			54
	407+44	WB	1	12	23	31	20	10	22	105
	407+44	WB	2	12	23	31	20	10	11	105
	407+87	WB	1	12	6	8	20			54
	407+87	WB	2	12	6	8	20			54
	408+30	WB	1	12	6	8	20			54
	408+30	WB	2	12	6	8	20			54
	408+77	WB	1	12	12	16	20			72
	408+77	WB	2	12	12	16	20			72
	409+05	WB	1	12	6	8	20			54
	409+05	WB	2	12	6	8	20			54
	409+66	WB	1	12	6	8	20			54
	409+66	WB	2	12	6	8	20			54
	409+81	WB	1	12	29	39	20	10	28	123
CARRINGTON DR	409+81	WB	2	12	29	39	20	10	14	123
	411+26	WB	1	12	6	8	20			54
	411+26	WB	2	12	6	8	20			54
	411+79	WB	1	12	6	8	20			54
	411+79	WB	2	12	6	8	20			54
	411+94	WB	1	12	17	23	20			87
	411+94	WB	2	12	17	23	20			87
	412+31	WB	1	12	6	8	20			54
	412+50	WB	1	12	6	8	20			54
	412+50	WB	2	12	6	8	20			54
	412+66	WB	1	12	6	8	20			54
	412+66	WB	2	12	6	8	20			54
	412+88	WB	2	12	6	8	20			54
	413+03	WB	1	12	6	8	20			54
	413+03	WB	2	12	6	8	20			54
	413+50	WB	1	12	6	8	20			54

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	413+50	WB	2	12	6	8	20			54
	413+67	WB	2	12	6	8	20			54
	413+88	WB	1	12	6	8	20			54
	413+88	WB	2	12	6	8	20			54
	414+07	WB	2	12	6	8	20			54
	414+30	WB	1	12	6	8	20			54
	414+30	WB	2	12	6	8	20			54
	414+88	WB	2	12	6	8	20			54
	415+07	WB	2	12	6	8	20			54
	415+17	WB	1	12	6	8	20			54
	415+17	WB	2	12	6	8	20			54
	415+29	WB	1	12	6	8	20			54
	415+61	WB	1	12	6	8	20			54
	415+61	WB	2	12	6	8	20			54
	415+79	WB	1	12	6	8	20			54
	415+79	WB	2	12	6	8	20			54
	415+87	WB	1	12	6	8	20			54
	415+87	WB	2	12	6	8	20			54
	416+08	WB	1	12	6	8	20			54
	416+08	WB	2	12	6	8	20			54
	416+28	WB	1	12	6	8	20			54
	416+28	WB	2	12	6	8	20			54
LAWNDALE AVE	416+48	WB	1	12	124	165	20	90	124	408
	416+48	WB	2	12	124	165	20	90	62	408
	417+88	WB	1	12	6	8	20			54
	417+88	WB	2	12	6	8	20			54
	418+07	WB	1	12	6	8	20			54
	418+07	WB	2	12	6	8	20			54
	418+80	WB	1	12	10	13	20			66
	418+80	WB	2	12	10	13	20			66
	419+08	WB	1	12	6	8	20			54
	419+08	WB	2	12	6	8	20			54
	419+28	WB	1	12	6	8	20			54
	419+28	WB	2	12	6	8	20			54
	419+66	WB	1	12	6	8	20			54
	419+66	WB	2	12	6	8	20			54
	419+89	WB	1	12	23	31	20	10	22	105
	419+89	WB	2	12	23	31	20	10	11	105
	420+69	WB	1	12	6	8	20			54
	420+69	WB	2	12	6	8	20			54
	420+89	WB	1	12	19	25	20			93
	420+89	WB	2	12	19	25	20			93
	421+13	WB	1	12	6	8	20			54
	421+13	WB	2	12	6	8	20			54
	421+28	WB	1	12	6	8	20			54
	421+28	WB	2	12	6	8	20			54
	421+79	WB	1	12	6	8	20			54
	421+79	WB	2	12	6	8	20			54
	422+48	WB	1	12	6	8	20			54
	423+28	WB	1	12	6	8	20			54
	423+28	WB	2	12	6	8	20			54

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15
	DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15
	CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15
	DATE - 01-16-15	FILE - 140664-SHT-Schedules.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	9
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – WEST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	423+42	WB	1	12	6	8	20			54
	423+42	WB	2	12	6	8	20			54
FOUNTAINBLEAU DRIVE	423+95	WB	1	12	6	8	20			54
	423+95	WB	2	12	6	8	20			54
	424+08	WB	1	12	6	8	20			54
	424+08	WB	2	12	6	8	20			54
	424+67	WB	1	12	6	8	20			54
	424+67	WB	2	12	6	8	20			54
	425+14	WB	1	12	6	8	20			54
	425+14	WB	2	12	6	8	20			54
	425+41	WB	1	12	6	8	20			54
	425+41	WB	2	12	6	8	20			54
	425+67	WB	1	12	6	8	20			54
	425+67	WB	2	12	6	8	20			54
	425+87	WB	1	12	12	16	20			72
	425+87	WB	1	12	12	16	20			72
	426+46	WB	1	12	10	13	20			66
	426+46	WB	2	12	10	13	20			66
	426+86	WB	1	12	10	13	20			66
	426+86	WB	2	12	10	13	20			66
	427+13	WB	1	12	14	19	20			78
	427+13	WB	2	12	14	19	20			78
	427+33	WB	1	12	19	25	20			93
	427+33	WB	2	12	19	25	20			93
	427+61	WB	1	12	6	8	20			54
	427+61	WB	2	12	6	8	20			54
	427+73	WB	1	12	18	24	20			90
	427+73	WB	2	12	18	24	20			90
	428+07	WB	1	12	6	8	20			54
	428+07	WB	2	12	6	8	20			54
	428+13	WB	1	12	6	8	20			54
	428+13	WB	2	12	6	8	20			54
	428+31	WB	1	12	23	31	20	10	22	105
	428+31	WB	2	12	23	31	20	10	11	105
	428+75	WB	1	12	6	8	20			54
	428+75	WB	2	12	6	8	20			54
	429+00	WB	1	12	6	8	20			54
	429+00	WB	2	12	6	8	20			54
	429+28	WB	1	12	6	8	20			54
	429+28	WB	2	12	6	8	20			54
VILLAGE DRIVE	429+47	WB	1	12	42	56	20	30	42	162
	429+47	WB	2	12	42	56	20	30	21	162
	429+95	WB	1	12	6	8	20			54
	430+09	WB	1	12	6	8	20			54
	430+09	WB	2	12	6	8	20			54
	430+25	WB	1	12	6	8	20			54
	430+25	WB	2	12	6	8	20			54
	430+25	WB	LT	12	6	8	20			54
	430+50	WB	1	12	26	35	20	10	26	114
	430+50	WB	2	12	26	35	20	10	13	114
	430+70	WB	LT	12	6	8	20			54

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	430+93	WB	1	12	6	8	20			54
	430+93	WB	2	12	6	8	20			54
	431+10	WB	LT	12	6	8	20			54
	431+29	WB	1	12	12	16	20			72
	431+29	WB	2	12	12	16	20			72
	431+47	WB	1	12	11	15	20			69
	431+47	WB	2	12	11	15	20			69
	431+47	WB	LT	12	11	15	20			69
	431+69	WB	1	12	6	8	20			54
	431+69	WB	2	12	6	8	20			54
	431+69	WB	LT	12	6	8	20			54
	432+08	WB	1	12	6	8	20			54
	432+08	WB	2	12	6	8	20			54
	432+08	WB	LT	12	6	8	20			54
	432+27	WB	2	12	13	17	20			75
	432+47	WB	1	12	6	8	20			54
	432+47	WB	2	12	6	8	20			54
	432+70	WB	1	12	6	8	20			54
	432+70	WB	2	12	6	8	20			54
	433+83	WB	1	12	8	11	20			60
	433+83	WB	2	12	8	11	20			60
	434+10	WB	1	12	6	8	20			54
	434+10	WB	2	12	6	8	20			54
	434+25	WB	1	12	6	8	20			54
	434+25	WB	2	12	6	8	20			54
	434+50	WB	1	12	6	8	20			54
	434+50	WB	2	12	6	8	20			54
	434+89	WB	2	12	6	8	20			54
	435+06	WB	1	12	6	8	20			54
	435+06	WB	2	12	6	8	20			54
	435+43	WB	1	12	10	13	20			66
	435+43	WB	2	12	10	13	20			66
	435+59	WB	1	12	12	16	20			72
	435+59	WB	2	12	12	16	20			72
	435+87	WB	1	12	6	8	20			54
	435+87	WB	2	12	6	8	20			54
	436+02	WB	1	12	6	8	20			54
	436+02	WB	2	12	6	8	20			54
BRENTWOOD DR										
	436+50	WB	1	12	6	8	20			54
	436+50	WB	2	12	6	8	20			54
	436+65	WB	1	12	6	8	20			54
	436+65	WB	2	12	6	8	20			54
	436+69	WB	LT	16	6	11	28			66
	436+75	WB	1	12	14	19	20			78
	436+75	WB	2	12	14	19	20			78
	436+95	WB	1	12	16	21	20			84
	436+95	WB	2	12	16	21	20			84
	437+30	WB	1	12	6	8	20			54
	437+30	WB	2	12	6	8	20			54
	437+45	WB	1	12	8	11	20			60

BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Schedules.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	10
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – WEST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	437+45	WB	2	12	8	11	20			60
	437+45	WB	LT	12	8	11	20			60
	437+58	WB	1	12	11	15	20			69
	437+58	WB	2	12	11	15	20			69
	437+75	WB	1	12	6	8	20			54
	437+75	WB	2	12	6	8	20			54
	437+84	WB	LT	12	6	8	20			54
	437+96	WB	1	12	13	17	20			75
	437+96	WB	2	12	13	17	20			75
	438+13	WB	1	12	16	21	20			84
	438+13	WB	2	12	16	21	20			84
	438+43	WB	1	12	6	8	20			54
	438+43	WB	2	12	6	8	20			54
	438+55	WB	1	12	6	8	20			54
	438+55	WB	2	12	6	8	20			54
	438+68	WB	1	12	20	27	20			96
	438+82	WB	2	12	6	8	20			54
	439+11	WB	1	12	17	23	20			87
	439+11	WB	2	12	17	23	20			87
	439+35	WB	1	12	20	27	20	10	20	96
	439+35	WB	2	12	20	27	20	10	10	96
	439+60	WB	1	12	6	8	20			54
	439+60	WB	2	12	6	8	20			54
	439+72	WB	1	12	12	16	20			72
	439+72	WB	2	12	12	16	20			72
	439+91	WB	1	12	18	24	20			90
	439+91	WB	2	12	18	24	20			90
	440+15	WB	1	12	16	21	20			84
	440+15	WB	2	12	16	21	20			84
	440+37	WB	2	12	12	16	20			72
	440+89	WB	1	12	6	8	20			54
	441+08	WB	1	12	45	60	20	30	44	171
	441+08	WB	2	12	45	60	20	30	22	171
	441+74	WB	1	12	6	8	20			54
	441+74	WB	2	12	6	8	20			54
	441+93	WB	1	12	6	8	20			54
	441+93	WB	2	12	6	8	20			54
	442+09	WB	1	12	6	8	20			54
	442+09	WB	2	12	6	8	20			54
	442+23	WB	1	12	6	8	20			54
	442+23	WB	2	12	6	8	20			54
	442+39	WB	1	12	10	13	20			66
	442+39	WB	2	12	10	13	20			66
	442+55	WB	1	12	16	21	20			84
	442+55	WB	2	12	16	21	20			84
	442+89	WB	1	12	12	16	20			72
	442+89	WB	2	12	12	16	20			72
	443+29	WB	1	12	6	8	20			54
	443+29	WB	2	12	6	8	20			54
	443+55	WB	1	12	6	8	20			54
	443+55	WB	2	12	6	8	20			54

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	443+69	WB	1	12	6	8	20			54
	443+69	WB	2	12	6	8	20			54
	443+87	WB	1	12	36	48	20	20	36	144
	443+87	WB	2	12	36	48	20	20	18	144
	445+71	WB	1	12	6	8	20			54
	445+71	WB	2	12	6	8	20			54
	447+21	WB	1	12	6	8	20			54
	448+31	WB	1	12	11	15	20			69
	448+31	WB	2	12	11	15	20			69
	448+52	WB	1	12	6	8	20			54
	448+52	WB	2	12	6	8	20			54
KEDZIE AVE										
	451+19	WB	1	12	12	16	20			72
	451+19	WB	2	12	12	16	20			72
	451+19	WB	LT	12	12	16	20			72
	451+72	WB	LT	12	6	8	20			54
	451+80	WB	1	12	14	19	20			78
	451+80	WB	2	12	14	19	20			78
	452+28	WB	1	12	10	13	20			66
	452+28	WB	2	12	10	13	20			66
	452+28	WB	LT	16	10	18	28			78
	452+77	WB	1	12	40	53	20	20	40	156
	452+77	WB	2	12	40	53	20	20	40	156
	452+77	WB	LT	12	40	53	20	20	20	156
	453+44	WB	1	12	6	8	20			54
	453+44	WB	2	12	6	8	20			54
	453+82	WB	1	12	6	8	20			54
	453+82	WB	2	12	6	8	20			54
	453+82	WB	1	12	6	8	20			54
	453+82	WB	2	12	6	8	20			54
	453+82	WB	LT	16	8	14	28			72
	454+21	WB	1	12	6	8	20			54
	454+21	WB	2	12	6	8	20			54
	454+21	WB	LT	16	6	11	28			66
	454+83	WB	2	12	6	8	20			54
	454+93	WB	2	12	33	44	20	20	16	135
	455+08	WB	1	12	17	23	20			87
	455+43	WB	1	12	15	20	20			81
	455+43	WB	2	12	15	20	20			81
	455+71	WB	1	12	6	8	20	10	3	54
	455+71	WB	2	12	6	8	20	10	3	54
	455+71	WB	LT	12	6	8	20	10	3	54
	456+26	WB	1	12	17	23	20			87
	456+26	WB	2	12	17	23	20			87
	456+26	WB	LT	12	17	23	20			87
	456+72	WB	1	12	6	8	20			54
	456+72	WB	2	12	6	8	20			54
	456+92	WB	1	12	6	8	20			54
	456+92	WB	2	12	6	8	20			54
	456+92	WB	LT	12	6	8	20			54

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BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Schedules.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	11
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

183RD STREET PATCHING SCHEDULE – WEST BOUND LANES

CROSS STREET	STATION	DIRECTION EB/WB	LANE NO.	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS CON (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
	457+17	WB	1	12	6	8	20			54
	457+85	WB	1	12	6	8	20			54
	457+85	WB	2	12	6	8	20			54
	458+85	WB	LT	12	6	8	20			54
	458+21	WB	1	12	6	8	20			54
	458+21	WB	2	12	6	8	20			54
	458+21	WB	LT	12	6	8	20			54
	458+71	WB	1	12	17	23	20			87
	458+71	WB	2	12	17	23	20			87
	458+71	WB	LT	12	17	23	20			87
	459+21	WB	2	12	6	8	20			54
	459+21	WB	LT	12	6	8	20			54
	459+55	WB	2	12	8	11	20			60
	459+83	WB	1	12	6	8	20			54
	459+83	WB	2	12	6	8	20			54
	459+83	WB	LT	12	6	8	20			54
	460+28	WB	1	12	29	39	20	10	14	123
	460+28	WB	2	12	14	19	20			78
	460+69	WB	1	12	11	15	20			69
	460+69	WB	2	12	11	15	20			69
						4,588	6,452	620	772	21,897

TOTALS

CLASS B PATCHES, 10 INCH			
TYPE I (SQ YD)	TYPE II (SQ YD)	TYPE III (SQ YD)	TYPE IV (SQ YD)
0	3,575	1,273	1,830

DOWEL BARS (EACH)	TIE BARS (EACH)
11,354	844

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BAXTER & WOODMAN Consulting Engineers

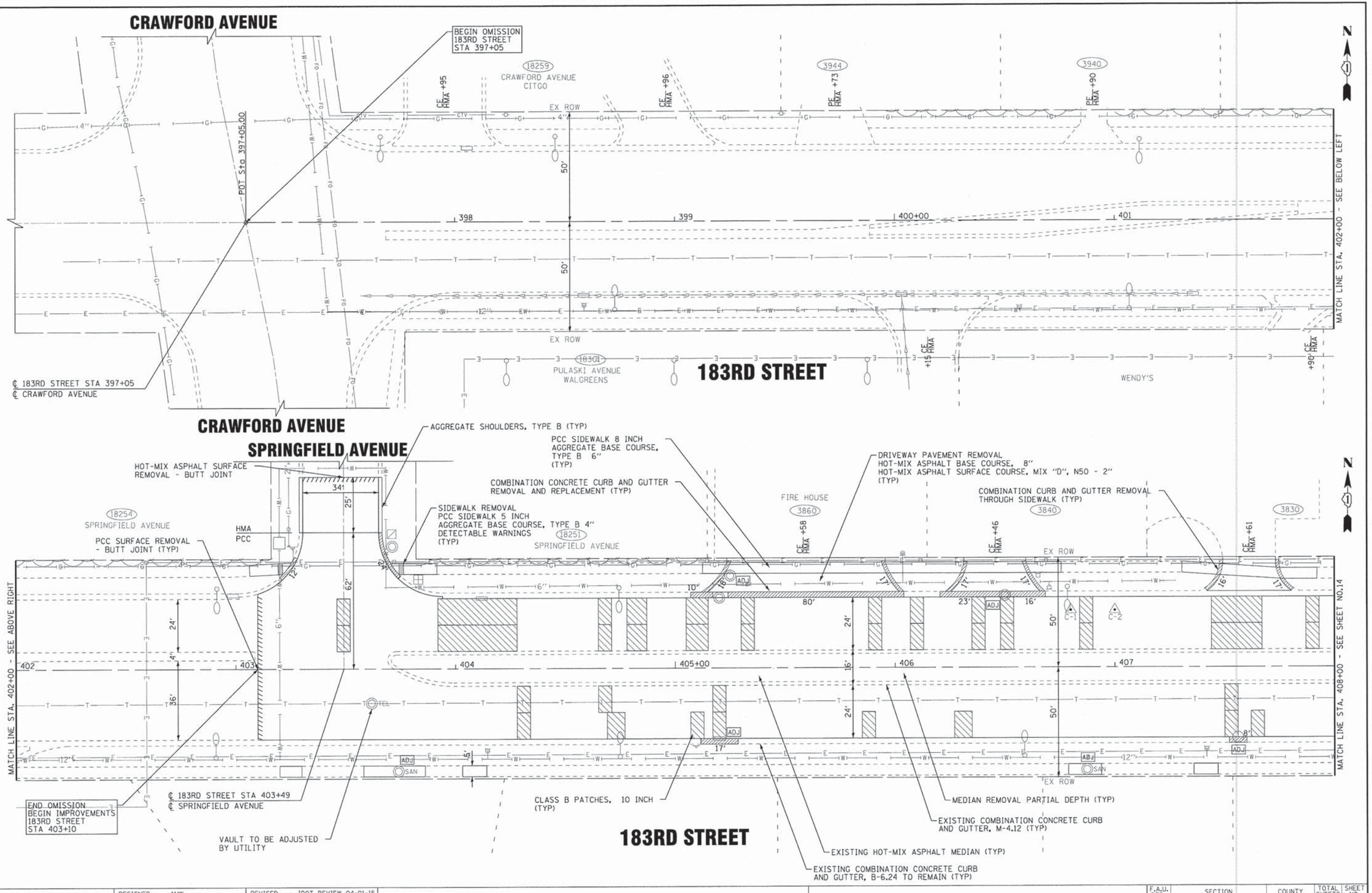
DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	
DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15	
CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15	
DATE - 01-16-15	FILE - 140664-SHT-Schedules.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES (PATCHING)

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	12
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



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BAXTER & WOODMAN Consulting Engineers

DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-Plan1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 397+05 TO STA. 408+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	13
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 6"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

PCC SIDEWALK 6 INCH
AGGREGATE BASE COURSE,
TYPE B 4"
(TYP)

CLASS B PATCHES, 10 INCH
(TYP)

COMBINATION CONCRETE CURB AND GUTTER
REMOVAL AND REPLACEMENT (TYP)

WOOD POST AND
RAIL FENCE

3810 3800 3790 3776 3752

PE HMA +83 PE HMA +39 PE HMA +59 PE HMA +45

EX ROW

MATCH LINE STA. 408+00 - SEE SHEET NO.13

MATCH LINE STA. 414+00 - SEE BELOW LEFT

W/NEW CLOSED LID

408 409 410+00 411 412 413

18300 CARRINGTON DRIVE

18301 CARRINGTON DRIVE

℄ 183RD STREET STA 410+18
℄ CARRINGTON DRIVE

HOT-MIX ASPHALT SURFACE
REMOVAL, 2 1/2"

HOT-MIX ASPHALT SURFACE
REMOVAL - BUTT JOINT

CARRINGTON DRIVE

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
DETECTABLE WARNINGS
(TYP)

VAULT TO BE ADJUSTED
BY UTILITY

183RD STREET

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, M-4.12 (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, B-6.24 TO REMAIN (TYP)

LAWNDALE AVENUE

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
DETECTABLE WARNINGS
(TYP)

HMA
PCC

3700 3650 3640

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 6"
HOT-MIX ASPHALT SURFACE COURSE,
MIX "D", N50 - 2"
(TYP)

PCC SIDEWALK 6 INCH
AGGREGATE BASE COURSE,
TYPE B 4"
(TYP)

W/NEW CLOSED LID

COMBINATION CONCRETE CURB AND GUTTER
REMOVAL AND REPLACEMENT (TYP)

MATCH LINE STA. 414+00 - SEE ABOVE RIGHT

MATCH LINE STA. 420+00 - SEE SHEET NO.15

414 415+00 416 417 418 419

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, M-4.12 (TYP)

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, B-6.24 TO REMAIN (TYP)

3701

℄ 183RD STREET STA 416+81
℄ LAWNDALE AVENUE

PCC SIDEWALK 8 INCH
AGGREGATE BASE COURSE,
TYPE B 6"
(TYP)

VAULT TO BE ADJUSTED
BY UTILITY

DRIVEWAY PAVEMENT REMOVAL
PCC DRIVEWAY PAVEMENT, 8 INCH
(TYP)

183RD STREET

CLASS B PATCHES, 10 INCH
(TYP)

3649

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BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Plan2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' STA. 408+00 TO STA. 420+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	14
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

FOUNTAINBLEAU DRIVE

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 6"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
DETECTABLE WARNINGS
(TYP)

CLASS B PATCHES, 10 INCH
(TYP)

COMBINATION CONCRETE CURB AND GUTTER
REMOVAL AND REPLACEMENT (TYP)

PCC SIDEWALK 6 INCH
AGGREGATE BASE COURSE,
TYPE B 4"
(TYP)

3630 3600 3500

PE +36 HMA
PE +17 HMA
HMA
PCC
EX ROW
CTY
TEL
ADJ
SP
C-7
C-8

MATCH LINE STA. 420+00 - SEE SHEET NO.14

MATCH LINE STA. 426+00 - SEE BELOW LEFT

420+00 421 422 423 424 425+00

23' 6' 10' 36' 40' 35' 25' 15' 20' 26' 12' 14'

24' 16' 24' 50' 50' 62' 4"

8' 18' 12" 33' 4"

W/NEW CLOSED LID

VAULT TO BE ADJUSTED
BY UTILITY

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, M-4.12 (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, B-6.24 TO REMAIN (TYP)

COMBINATION CURB AND GUTTER REMOVAL
THROUGH SIDEWALK (TYP)

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 8"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

PCC SIDEWALK 8 INCH
AGGREGATE BASE COURSE,
TYPE B 6"
(TYP)

CE +21 HMA

℄ 183RD STREET STA 423+81
℄ FOUNTAINBLEAU DRIVE

183RD STREET

18302
LAKEVIEW DRIVE

N

183RD STREET

3500
ALDI

CE +66 PCC

COMBINATION CURB AND GUTTER REMOVAL
THROUGH SIDEWALK (TYP)

CLASS B PATCHES, 10 INCH
(TYP)

PCC SIDEWALK 8 INCH
AGGREGATE BASE COURSE,
TYPE B 6"
(TYP)

DRIVEWAY PAVEMENT REMOVAL
PCC DRIVEWAY PAVEMENT, 8 INCH
(TYP)

CE +78 PCC

COMBINATION CONCRETE CURB AND GUTTER
REMOVAL AND REPLACEMENT (TYP)

MATCH LINE STA. 426+00 - SEE ABOVE RIGHT

MATCH LINE STA. 432+00 - SEE SHEET NO.16

426 427 428 429 430+00 431

13' 13' 74' 15' 113' 12' 28' 17'

24' 16' 24' 50' 50' 62' 4"

7' 6' 10' 5' 23' 15' 49' 48' 5' 12"

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, M-4.12 (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

EXISTING COMBINATION CONCRETE CURB
AND GUTTER, B-6.24 TO REMAIN (TYP)

VAULT TO BE ADJUSTED
BY UTILITY

HOT-MIX ASPHALT SURFACE
REMOVAL - BUTT JOINT

HMA
PCC

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
DETECTABLE WARNINGS
(TYP)

3479
LAKEVIEW DRIVE

℄ 183RD STREET STA 429+78
℄ VILLAGE DRIVE

VILLAGE DRIVE

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BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Plan3.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' STA. 420+00 TO STA. 432+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	15
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

VILLAGE OF HAZEL CREST

VILLAGE OF HAZEL CREST

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

REBUILD EXISTING HEAVY DUTY HANDHOLE (PAID FOR AS REBUILD EXISTING HANDHOLE)

HMA
PCC

REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
DETECTABLE WARNINGS
(TYP)

REBUILD EXISTING HANDHOLE TO HEAVY DUTY HANDHOLE

3400

W/NEW CLOSED LID

CLASS B PATCHES, 10 INCH (TYP)

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)

EX ROW

3380

MATCH LINE STA. 432+00 - SEE SHEET NO.15

MATCH LINE STA. 438+00 - SEE BELOW LEFT

VAULT TO BE ADJUSTED BY UTILITY

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, M-4.12 (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.24 TO REMAIN (TYP)

INLET, TYPE A
FRAME AND GRATES, TYPE 24

3401

REBUILD EXISTING HANDHOLE

REBUILD EXISTING HEAVY DUTY HANDHOLE (PAID FOR AS REBUILD EXISTING HANDHOLE)

℄ 183RD STREET STA 436+22
℄ BRENTWOOD DRIVE

VAULT TO BE ADJUSTED BY UTILITY

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

183RD STREET

BRENTWOOD DRIVE

18300
STONECREEK DRIVE

PCC SIDEWALK 8 INCH
AGGREGATE BASE COURSE, TYPE B 6"
(TYP)

3355

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 8"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

PCC
HMA

VILLAGE OF HAZEL CREST | VILLAGE OF HOMEWOOD

3340

VILLAGE OF HAZEL CREST

CLASS B PATCHES, 10 INCH (TYP)

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)

COMBINATION CURB AND GUTTER REMOVAL THROUGH SIDEWALK (TYP)

3300

SIDEWALK REMOVAL
PCC SIDEWALK 5 INCH
AGGREGATE BASE COURSE, TYPE B 4"
(TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.24 TO REMAIN (TYP)

EX ROW

MATCH LINE STA. 438+00 - SEE ABOVE RIGHT

MATCH LINE STA. 444+00 - SEE SHEET NO.17

VILLAGE OF HOMEWOOD

3349

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 8"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

PCC SIDEWALK 8 INCH
AGGREGATE BASE COURSE, TYPE B 6"
DETECTABLE WARNINGS
(TYP)

3328

NEW TYPE 1 FRAME
CLOSED LID

183RD STREET

3323

VAULT TO BE ADJUSTED BY UTILITY

SIDEWALK REMOVAL (TYP)

3255

EX ROW
MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, M-4.12 (TYP)

DRIVEWAY PAVEMENT REMOVAL
HOT-MIX ASPHALT BASE COURSE, 6"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2"
(TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

PCC SIDEWALK 6 INCH
AGGREGATE BASE COURSE, TYPE B 4"
(TYP)

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BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Plan4.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 432+00 TO STA. 444+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	16
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

VILLAGE OF HAZEL CREST

EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.24 TO REMAIN (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

18230 KEDZIE AVENUE

EXISTING COMBINATION CONCRETE CURB AND GUTTER, M-4.12 (TYP)

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

DRIVEWAY PAVEMENT REMOVAL PCC DRIVEWAY PAVEMENT, 8 INCH (TYP)

DRIVEWAY PAVEMENT REMOVAL HOT-MIX ASPHALT BASE COURSE, 8" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2" (TYP)

CLASS B PATCHES, 10 INCH (TYP)

PCC SIDEWALK 8 INCH AGGREGATE BASE COURSE, TYPE B 6" (TYP)

MATCH LINE STA. 444+00 - SEE SHEET NO.16

MATCH LINE STA. 448+00 - SEE BELOW LEFT

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)

VILLAGE OF HOMEWOOD

3233 VAN DRUNEN FORD

COMBINATION CONCRETE CURB AND GUTTER REMOVAL THROUGH SIDEWALK (TYP)

18300 KEDZIE AVENUE US BANK

KEDZIE AVENUE

183RD STREET

TEMPORARY BENCHMARK: FIRE HYDRANT ON NORTHWEST CORNER OF KEDZIE AVENUE AND 183RD STREET, WEST FLANGE BOLT EL = 100.00

VILLAGE OF HAZEL CREST

PCC SURFACE REMOVAL - BUTT JOINT

VAULT TO BE ADJUSTED BY UTILITY

VILLAGE OF HOMEWOOD

END IMPROVEMENTS BEGIN OMISSION 183RD STREET STA 449+94

SIDEWALK REMOVAL PCC SIDEWALK 5 INCH AGGREGATE BASE COURSE, TYPE B 4" DETECTABLE WARNINGS (TYP)

DRIVEWAY PAVEMENT REMOVAL HOT-MIX ASPHALT BASE COURSE, 8" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 2" (TYP)

REMOVE AND REINSTALL BRICK PAVERS

PCC SIDEWALK 8 INCH AGGREGATE BASE COURSE, TYPE B 6" (TYP)

DRIVEWAY PAVEMENT REMOVAL PCC DRIVEWAY PAVEMENT, 8 INCH (TYP)

CURB REMOVAL THROUGH SIDEWALK (TYP)

CLASS B PATCHES, 10 INCH (TYP)

REMOVE AND REINSTALL BRICK PAVERS

REBUILD EXISTING HEAVY DUTY HANDHOLE (PAID FOR AS REBUILD EXISTING HANDHOLE)

3154 7-ELEVEN

3132 Mc DONALD'S

REMOVE AND REINSTALL BRICK PAVERS

NEW TYPE 1 FRAME CLOSED LID

3200 SHELL

SIDE CURB

SIDEWALK REMOVAL (TYP)

MATCH LINE STA. 449+00 - SEE ABOVE RIGHT

MATCH LINE STA. 455+00 - SEE SHEET NO.18

¢ 183RD STREET STA 450+23

¢ KEDZIE AVENUE

¢ 183RD STREET STA 450+29

¢ KEDZIE AVENUE

END OMISSION BEGIN IMPROVEMENTS 183RD STREET STA 450+58

3153 JEWEL-OSCO

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, B-6.24 TO REMAIN (TYP)

EXISTING HOT-MIX ASPHALT MEDIAN (TYP)

MEDIAN REMOVAL PARTIAL DEPTH (TYP)

EXISTING COMBINATION CONCRETE CURB AND GUTTER, M-4.12 (TYP)

CURB REMOVAL, CONCRETE CURB, TYPE B

SIDE CURB

PCC SURFACE REMOVAL - BUTT JOINT

VILLAGE OF HOMEWOOD

EXISTING XX.XX
PROPOSED XX.XX

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BAXTER & WOODMAN Consulting Engineers

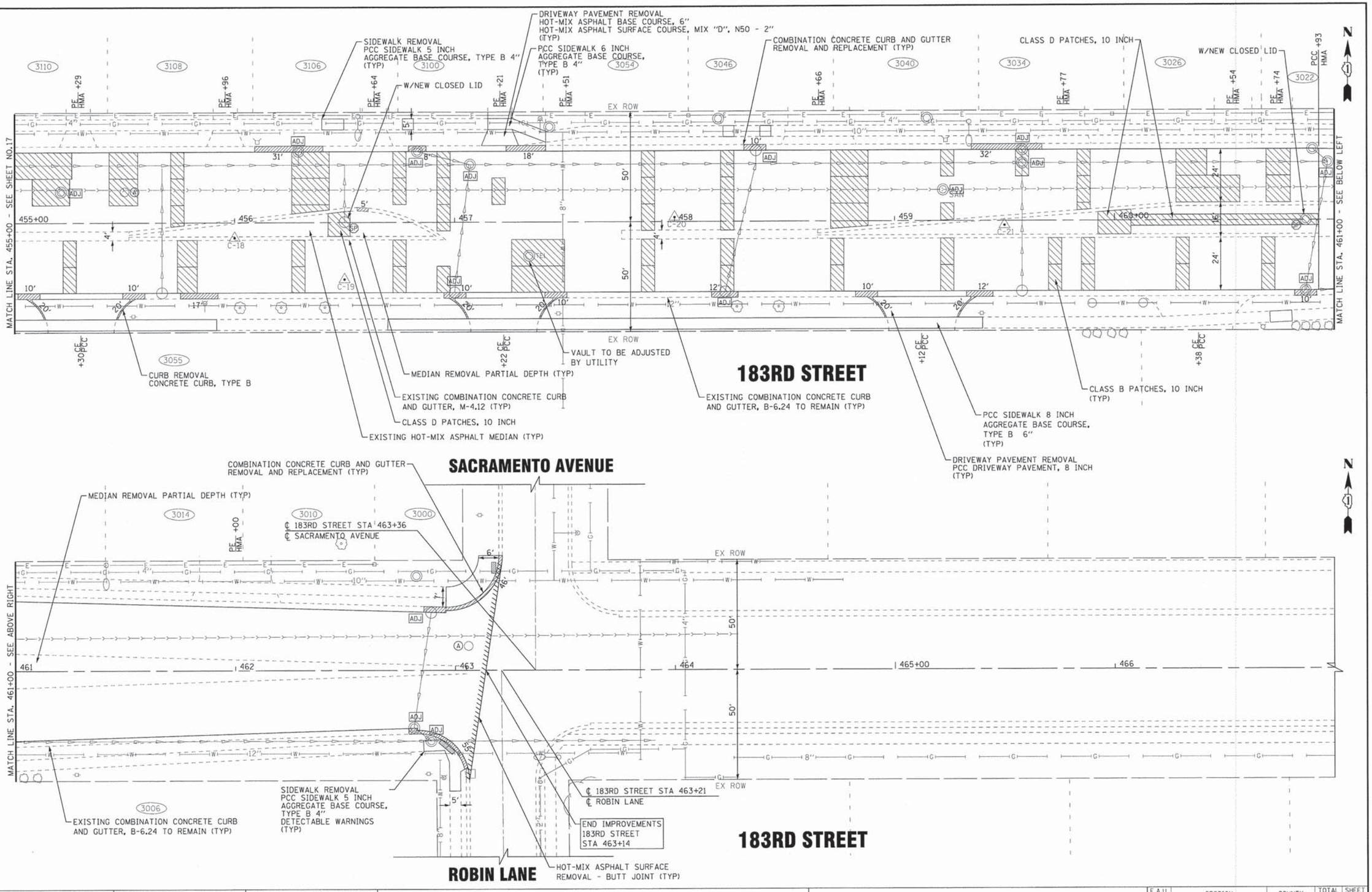
DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Plan5.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' STA. 444+00 TO STA. 455+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	17
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



BAXTER & WOODMAN Consulting Engineers

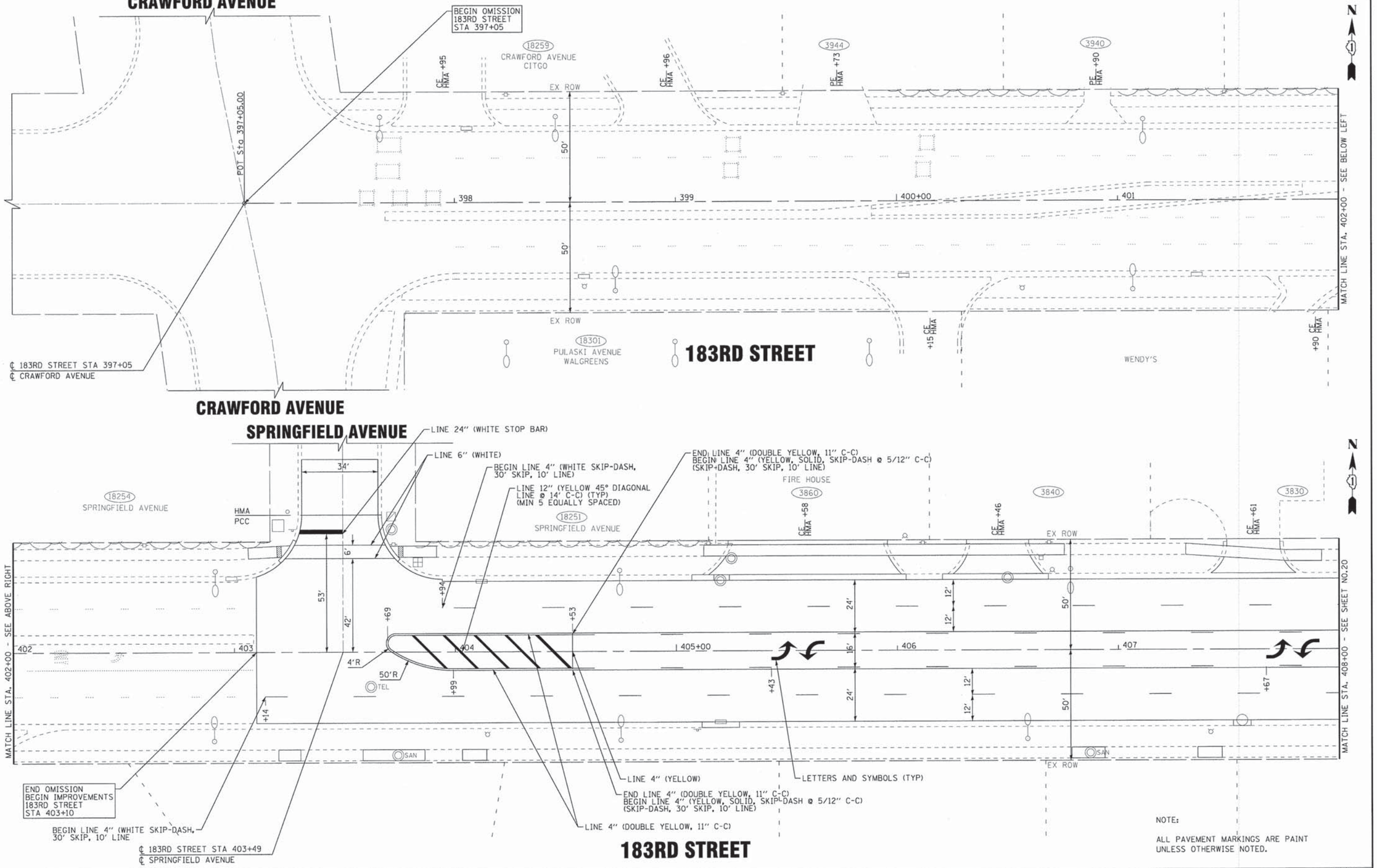
DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Plan6.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 455+00 TO STA. 467+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	18
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



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DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-PMI.dgn

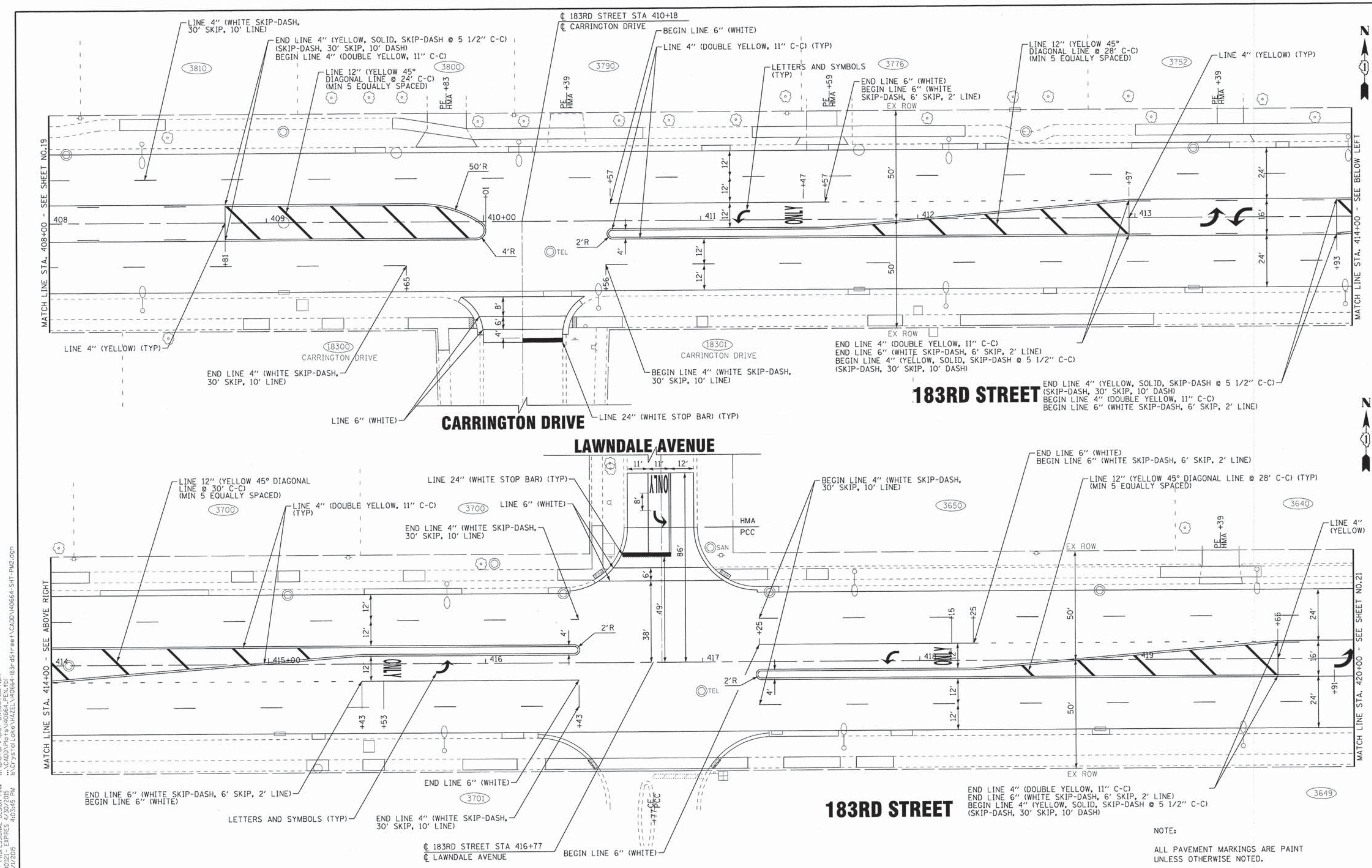
BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – 183RD STREET

SCALE: 1" = 20' STA. 397+05 TO STA. 408+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	19
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



NOTE:

ALL PAVEMENT MARKINGS ARE PAINT UNLESS OTHERWISE NOTED.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15	
	CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15	
	DATE - 01-16-15	FILE - 140664-SHT-PM2.dgn	

PAVEMENT MARKING PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 408+00 TO STA. 420+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	20
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

FOUNTAINBLEAU DRIVE

LINE 4" (YELLOW) (TYP)
LETTERS AND SYMBOLS (TYP)
END LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)
LINE 4" (DOUBLE YELLOW, 11" C-C) (TYP)
LINE 24" (WHITE STOP BAR) (TYP)
LINE 6" (WHITE) (TYP)
BEGIN LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)
LINE 4" (DOUBLE YELLOW, 11" C-C) (TYP)
3630
3600
3500
HMA
PCC
16'
6'
53'
42'
EX ROW
50'
12'
24'
16'
4'R
2'R
50'R
420+00
421
422
423
424
425+00
+41
+91
+36
+46
+42
+99
+29
+83
+13
TEL
MATCH LINE STA. 420+00 - SEE SHEET NO.20
MATCH LINE STA. 426+00 - SEE BELOW LEFT
LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)
LINE 12" (YELLOW 45° DIAGONAL LINE @ 30' C-C) (MIN 5 EQUALLY SPACED)
END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)
BEGIN LINE 6" (WHITE)
END LINE 6" (WHITE)
℄ 183RD STREET STA 423+81
℄ FOUNTAINBLEAU DRIVE
LINE 12" (YELLOW 45° DIAGONAL LINE @ 14' C-C) (MIN 5 EQUALLY SPACED)
END LINE 4" (DOUBLE YELLOW, 11" C-C)
BEGIN LINE 4" (YELLOW, SOLID, SKIP-DASH @ 5 1/2" C-C) (SKIP-DASH, 30' SKIP, 10' DASH)
END LINE 4" (YELLOW, SOLID, SKIP-DASH @ 5 1/2" C-C) (SKIP-DASH, 30' SKIP, 10' DASH)
BEGIN LINE 4" (DOUBLE YELLOW, 11" C-C)
BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

183RD STREET

18302
LAKEVIEW DRIVE

3500
ALDI

LETTERS AND SYMBOLS (TYP)
LINE 4" (YELLOW) (TYP)
LINE 12" (YELLOW 45° DIAGONAL LINE @ 30' C-C) (MIN 5 EQUALLY SPACED)
BEGIN LINE 6" (WHITE)
LINE 4" (YELLOW SKIP DASH, 30' SKIP, 10' LINE) (TYP)
LETTERS AND SYMBOLS (TYP)
END LINE 6" (WHITE)
BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)
EX ROW
50'
12'
24'
16'
2'R
4'
426
427
428
429
430+00
431
ONLY
+53
+07
+30
+22
+32
+34
+39
+41
+78
MATCH LINE STA. 426+00 - SEE ABOVE RIGHT
MATCH LINE STA. 432+00 - SEE SHEET NO.22
END LINE 4" (YELLOW, SOLID, SKIP-DASH @ 5 1/2" C-C) (SKIP-DASH, 30' SKIP, 10' DASH) BEGIN LINE 4" (DOUBLE YELLOW, 11" C-C) BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)
END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE) BEGIN LINE 6" (WHITE)
END LINE 6" (WHITE)
END LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)
HMA
PCC
BEGIN LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)
LINE 6" (WHITE) (TYP)
LINE 4" (DOUBLE YELLOW, 11" C-C) (TYP)
LINE 12" (YELLOW 45° DIAGONAL LINE @ 75' C-C) (MIN 5 EQUALLY SPACED)
℄ 183RD STREET STA 429+78
℄ VILLAGE DRIVE
3479
LAKEVIEW DRIVE

183RD STREET

VILLAGE DRIVE

NOTE:
ALL PAVEMENT MARKINGS ARE PAINT UNLESS OTHERWISE NOTED.

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BAXTER & WOODMAN Consulting Engineers

DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-PM3.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 420+00 | TO STA. 432+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	21
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

VILLAGE OF HAZEL CREST

VILLAGE OF HAZEL CREST

LINE 24" (WHITE STOP BAR) (TYP)

LINE 6" (WHITE) (TYP)

LINE 4" (DOUBLE YELLOW, 11" C-C)

END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

LINE 12" (YELLOW 45° DIAGONAL LINE @ 75' C-C) (TYP) (MIN 5 EQUALLY SPACED)

END LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)

BEGIN LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)

BEGIN LINE 6" (WHITE)

DETECTOR LOOP REPLACEMENT (TYP)

MATCH LINE STA. 432+00 - SEE SHEET NO.21

MATCH LINE STA. 438+00 - SEE BELOW LEFT

BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)
BEGIN LINE 6" (WHITE)

LETTERS AND SYMBOLS (TYP)

END LINE 6" (WHITE)

END LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)

END LINE 6" (WHITE)
BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

BEGIN LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)

℄ 183RD STREET STA 436+22
℄ BRENTWOOD DRIVE

183RD STREET

BRENTWOOD DRIVE

VILLAGE OF HAZEL CREST

VILLAGE OF HOMEWOOD

END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

DETECTOR LOOP REPLACEMENT (TYP)

LINE 4" (WHITE SKIP-DASH, 30' SKIP, 10' LINE)

LINE 12" (YELLOW 45° DIAGONAL LINE @ 60' C-C) (MIN 5 EQUALLY SPACED)

LINE 12" (YELLOW 45° DIAGONAL LINE @ 34' C-C) (MIN 5 EQUALLY SPACED)

MATCH LINE STA. 438+00 - SEE ABOVE RIGHT

MATCH LINE STA. 444+00 - SEE SHEET NO.23

BEGIN LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)

END LINE 6" (WHITE SKIP-DASH, 6' SKIP, 2' LINE)
BEGIN LINE 6" (WHITE)

LETTERS AND SYMBOLS (TYP)

END LINE 6" (WHITE)

LINE 4" (DOUBLE YELLOW, 11" C-C) (TYP)

183RD STREET

NOTE:

ALL PAVEMENT MARKINGS ARE PAINT UNLESS OTHERWISE NOTED.

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BAXTER & WOODMAN Consulting Engineers

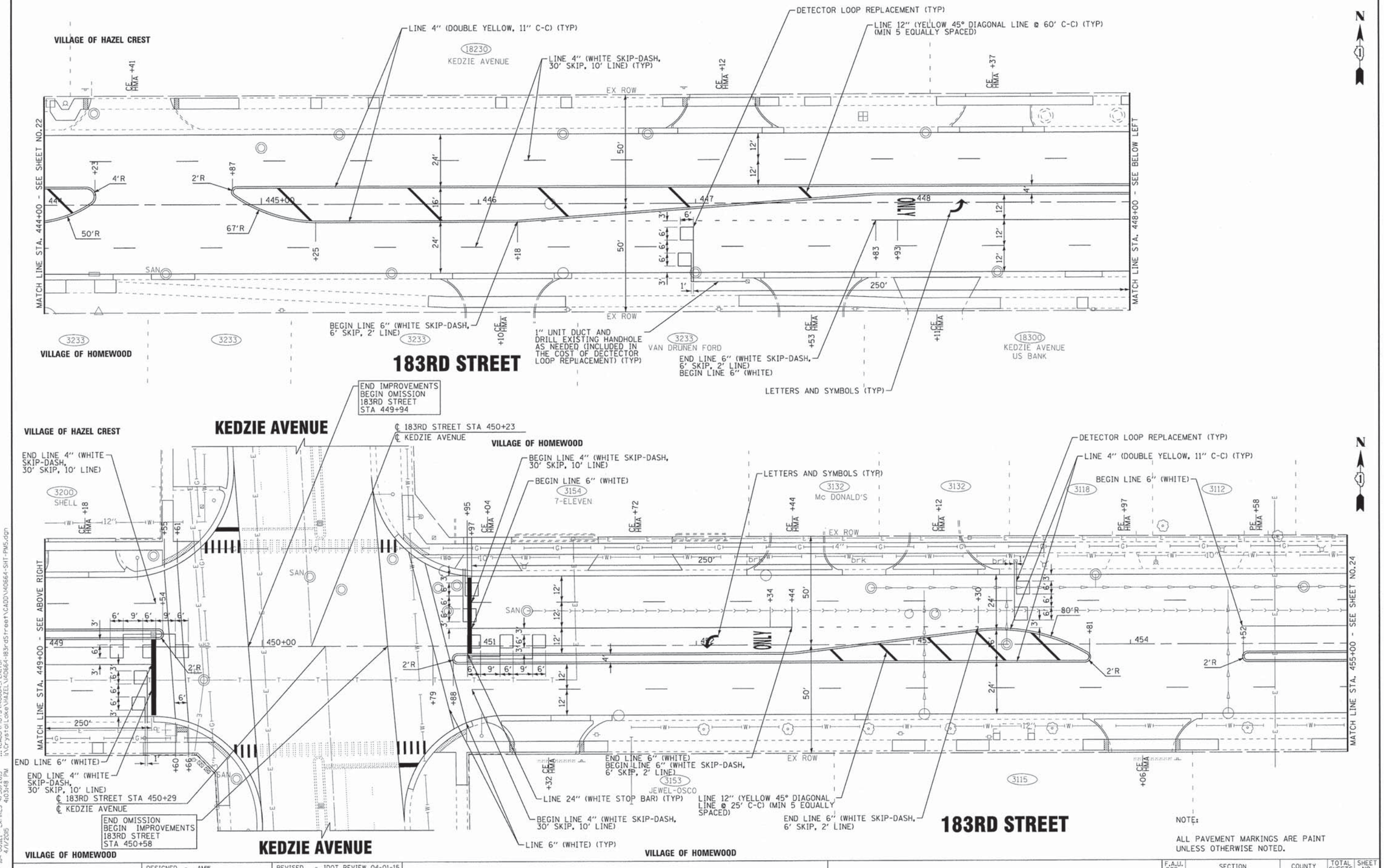
DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-PM4.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKINGS PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 432+00 TO STA. 444+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	22
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



NOTE:

ALL PAVEMENT MARKINGS ARE PAINT UNLESS OTHERWISE NOTED.

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BAXTER & WOODMAN Consulting Engineers

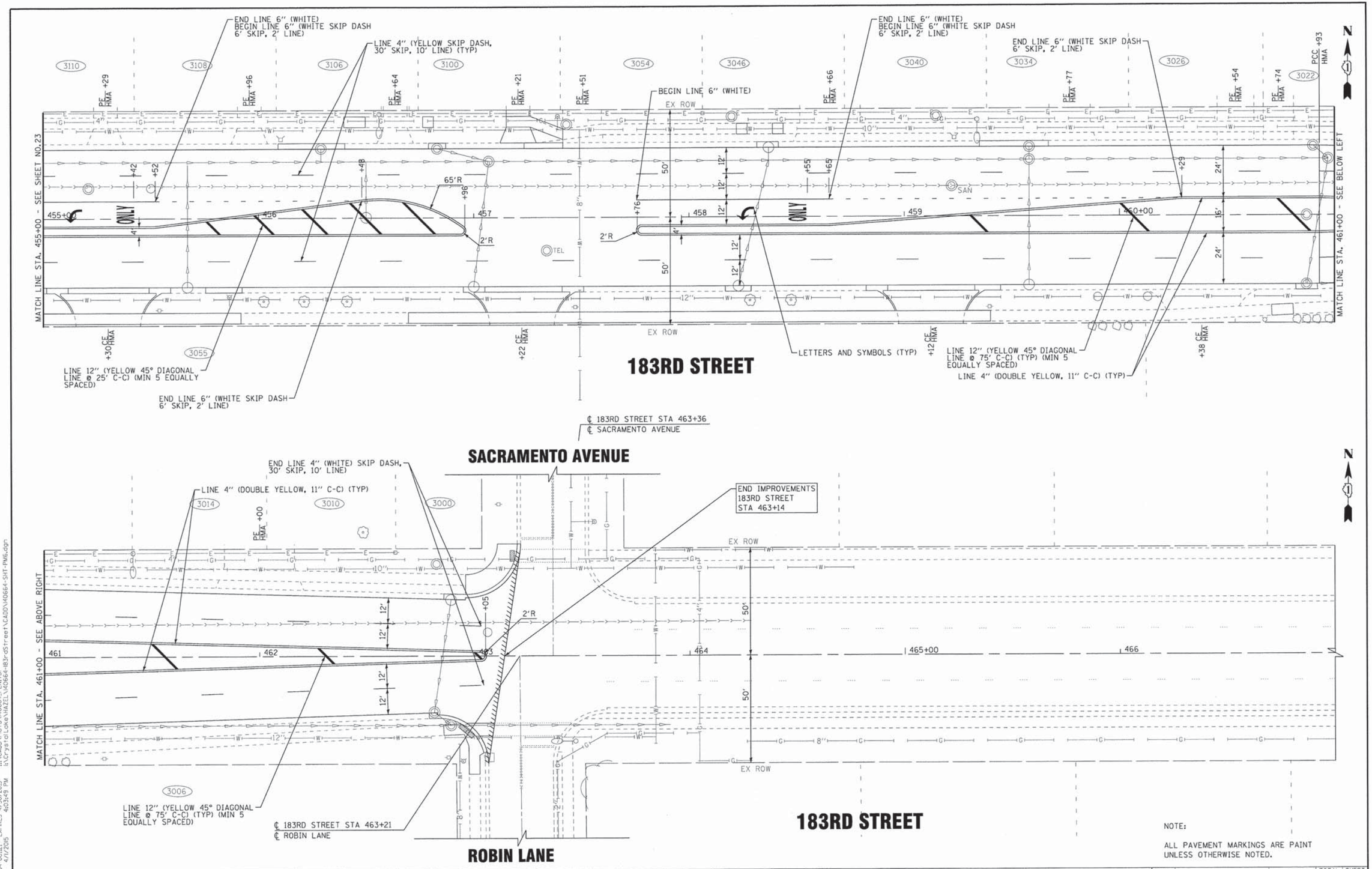
DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-PM5.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – 183RD STREET

SCALE: 1" = 20' STA. 444+00 TO STA. 455+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	23
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



NOTE:

ALL PAVEMENT MARKINGS ARE PAINT UNLESS OTHERWISE NOTED.

BAXTER & WOODMAN Consulting Engineers

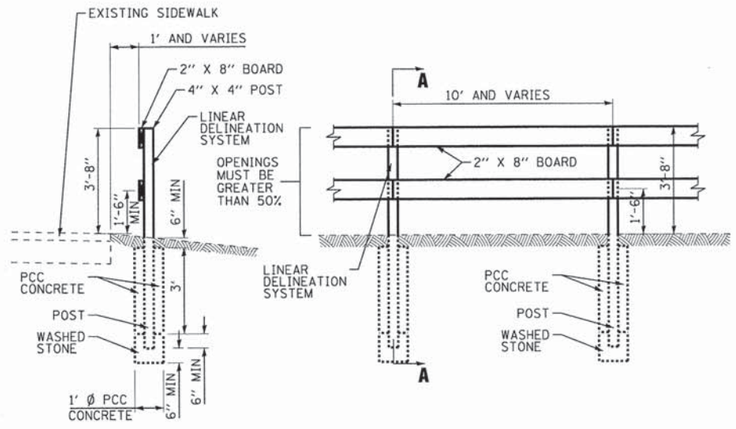
DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-PM6.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN – 183RD STREET

SCALE: 1" = 20' | STA. 455+00 TO STA. 467+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	24
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



SECTION A-A

WOOD POST AND RAIL FENCE

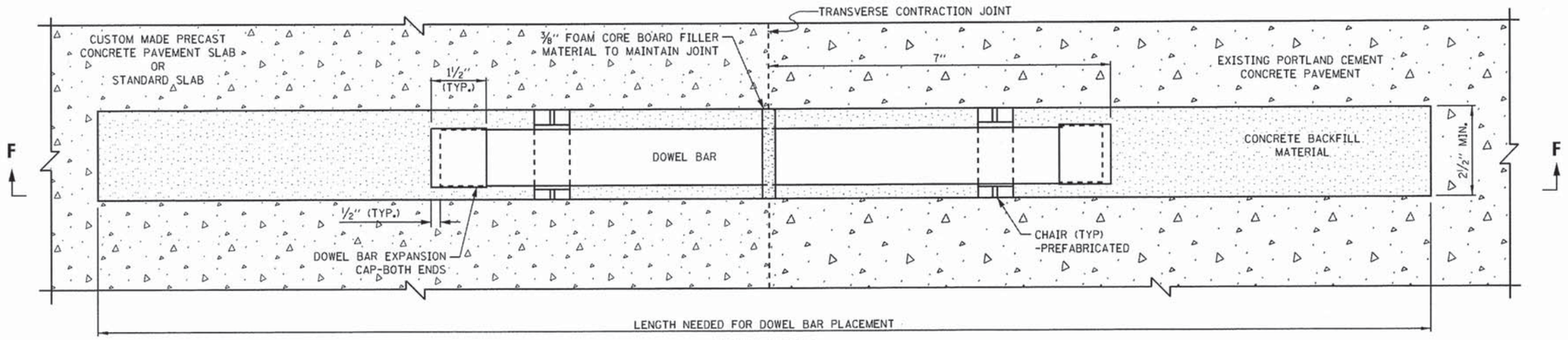
SCALE: 1" = 2.5'

BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15	
	CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15	
	DATE - 01-16-15	FILE - 140664-SHT-Details.dgn	

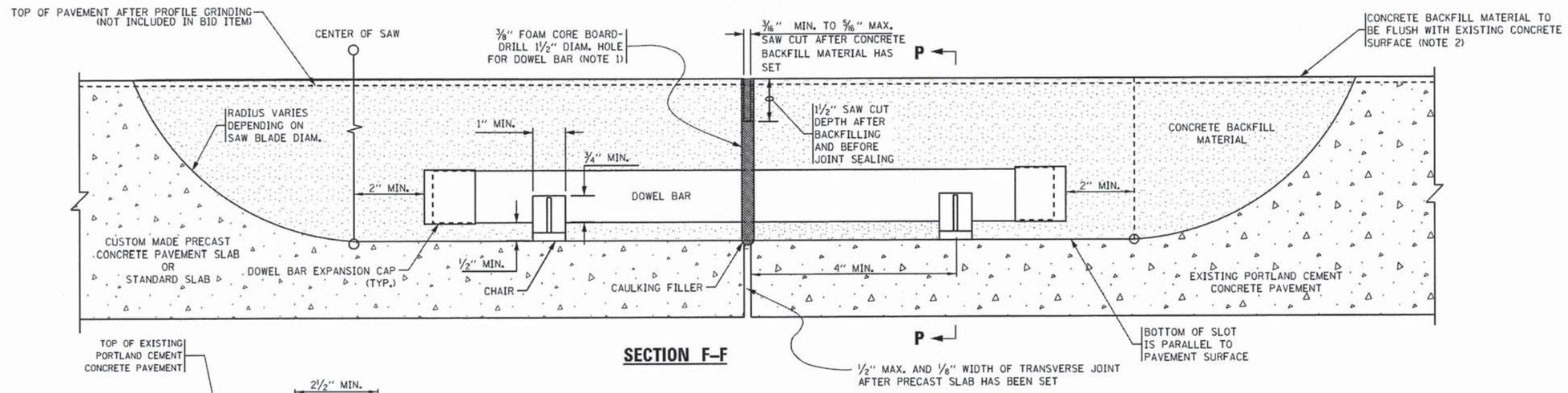
MISCELLANEOUS DETAILS

SCALE: NONE | STA. | TO STA.

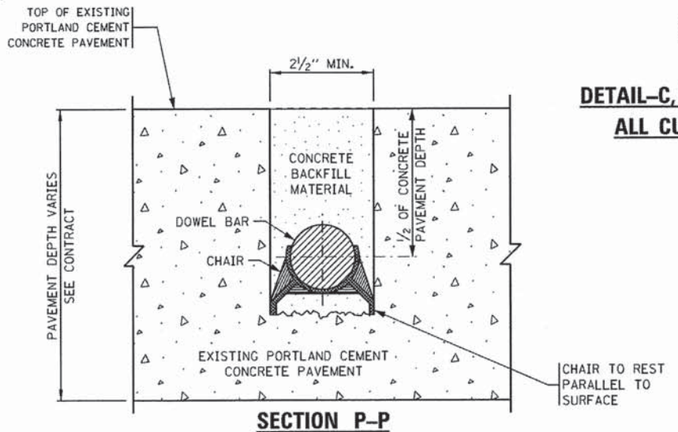
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	25
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



PLAN VIEW

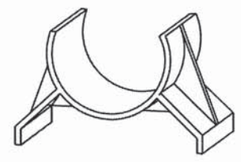


SECTION F–F



SECTION P–P

DETAIL–C, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR ALL CUSTOM MADE PRECAST PANELS AND OPTIONAL FOR STANDARD SLABS



CHAIR DETAIL

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - AMW	REVISED - IDOT REVIEW 04-01-15	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED - CCHD REVIEW 04-01-15	
	CHECKED - TMS	REVISED - VILLAGE REVIEW 4-1-15	
	DATE - 01-16-15	FILE - 140664-SHT-BD75.dgn	

PRECAST CONCRETE PAVEMENT SLABS

SCALE: NONE STA. TO STA.

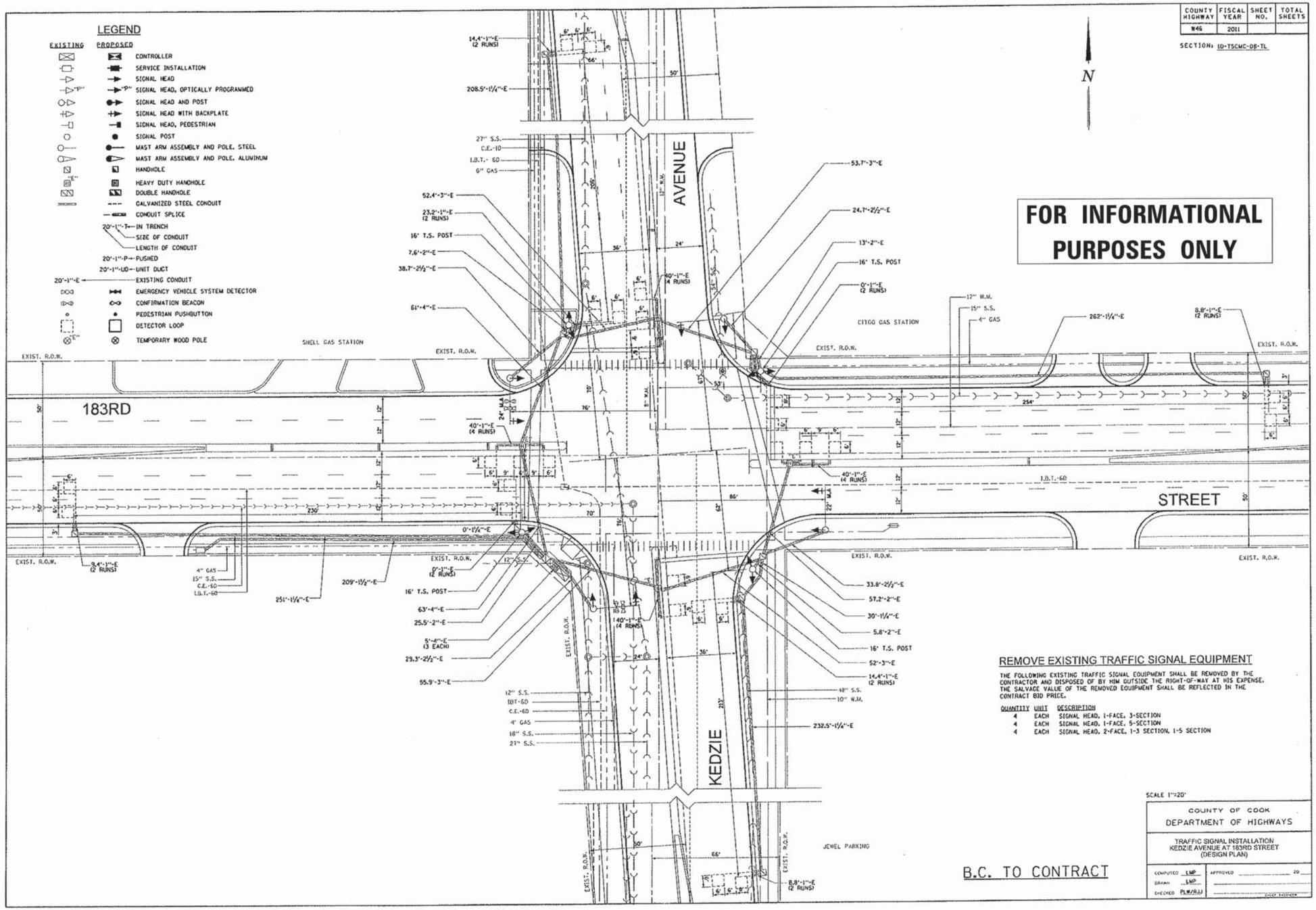
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	26
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
846	2011		

SECTION: 10-TSCMC-08-TL

LEGEND

EXISTING	PROPOSED	
		CONTROLLER
		SERVICE INSTALLATION
		SIGNAL HEAD
"P"	"P"	SIGNAL HEAD, OPTICALLY PROGRAMMED
		SIGNAL HEAD AND POST
		SIGNAL HEAD WITH BACKPLATE
		SIGNAL HEAD, PEDESTRIAN
		SIGNAL POST
		MAST ARM ASSEMBLY AND POLE, STEEL
		MAST ARM ASSEMBLY AND POLE, ALUMINUM
		HANDHOLE
"E"		HEAVY DUTY HANDHOLE
		DOUBLE HANDHOLE
		GALVANIZED STEEL CONDUIT
		CONDUIT SPLICE
	20'-1"-T	IN TRENCH
		SIZE OF CONDUIT
		LENGTH OF CONDUIT
	20'-1"-P	PUSHED
	20'-1"-UD	UNIT DUCT
20'-1"-E		EXISTING CONDUIT
		EMERGENCY VEHICLE SYSTEM DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON
		DETECTOR LOOP
"E"		TEMPORARY WOOD POLE



FOR INFORMATIONAL PURPOSES ONLY

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	DESCRIPTION
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION

B.C. TO CONTRACT

SCALE 1"=20'

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE AT 183RD STREET
(DESIGN PLAN)

COMPUTED LMP
DRAWN LMP
CHECKED PLW/RJJ

APPROVED _____ 20__

COOK COUNTY ENGINEER

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DESIGNED	AMW	REVISED	IDOT REVIEW 04-01-15
DRAWN	KAR	REVISED	CCHD REVIEW 04-01-15
CHECKED	TMS	REVISED	VILLAGE REVIEW 4-1-15
DATE	01-16-15	FILE	140664-SHT-Details.dgn

BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE AT 183RD STREET
(FOR INFORMATIONAL PURPOSES ONLY)

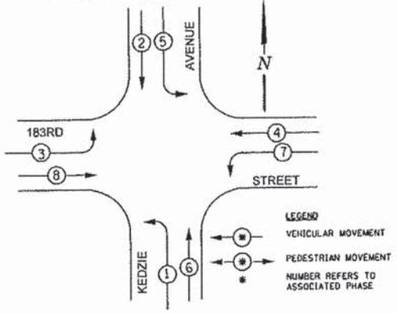
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	27
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
W46	2011		

SECTION: 10-TSCMC-08-TL

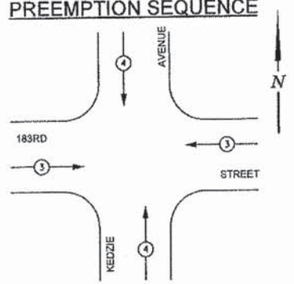
CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

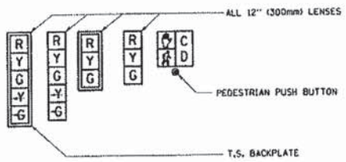
DUAL ENTRY - ALL LEGS
PROTECTED / PERMITTED LEFT TURN PHASING

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	=	‖

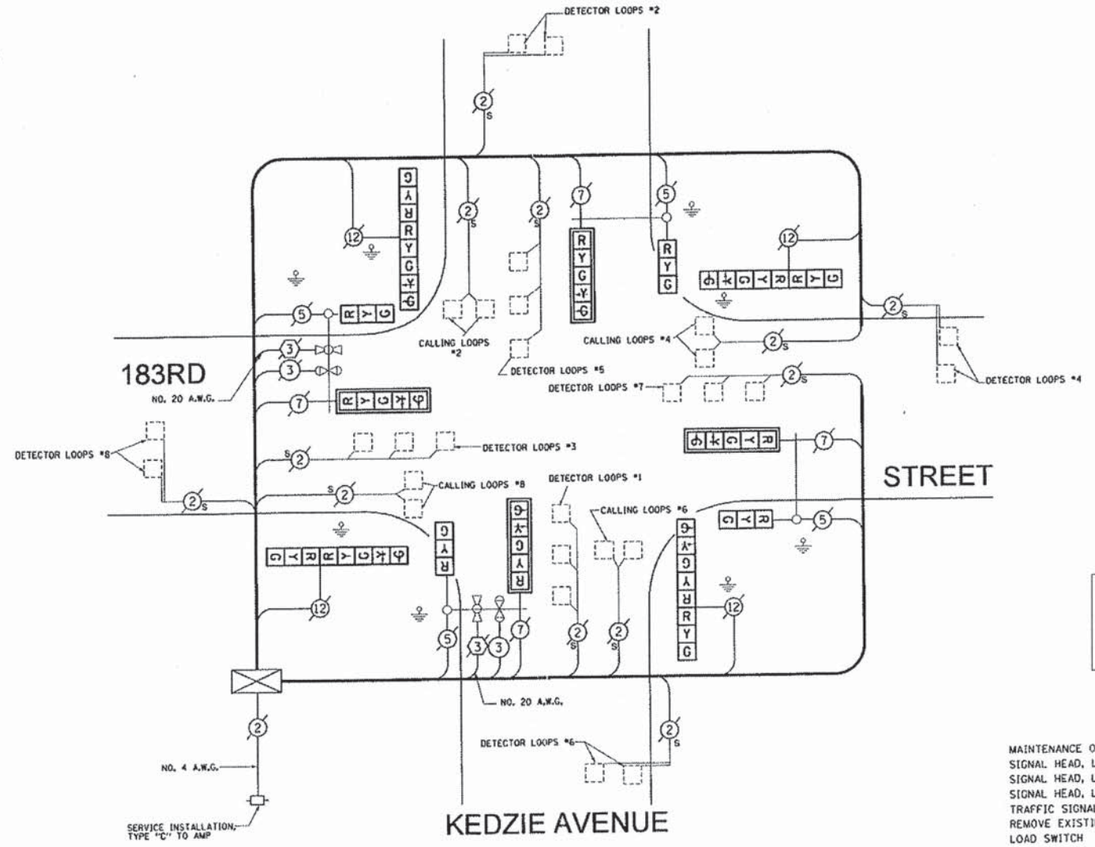
SIGNAL FACES



SIGNAL LENSES

R	RED
Y	YELLOW
G	GREEN
→Y	YELLOW TURN INDICATOR
→G	GREEN TURN INDICATOR

N



CABLE PLAN

NOT TO SCALE

CABLE PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION		
8" (200mm) TRAFFIC SIGNAL SECTION	R	R
12" (300mm) TRAFFIC SIGNAL SECTION	R	R
12" (300mm) PEDESTRIAN SIGNAL SECTION	W	W
DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE TWISTED AND SHIELDED.	②	②
TELEPHONE INSTALLATION	T	T
VEHICLE DETECTOR, INDUCTION LOOP		
SHIELDED & TWISTED	S	S
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
OPTICOM CABLE, NO. 20	③	③
16" (406mm) x 18" (457mm) PEDESTRIAN COUNTDOWN SIGNAL HEAD	A C B D	A C B D
PUSHBUTTON DETECTOR		
SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD.	R Y G "P"	R Y G "P"
GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), CONTROLLER (C), SERVICE (S), POST (P), OR MAST ARM POLE (MA).		
FIBER OPTIC CABLE, NO. 62.5/125 MULTIMODE 12 FIBERS AND SINGLE MODE 12 FIBERS	24	24
UNINTERRUPTIBLE POWER SUPPLY (UPS)	UPS	EUPS

FOR INFORMATIONAL PURPOSES ONLY

ITEMS	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
LOAD SWITCH	EACH	8

CCHD
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16 x	135	17	x 0.50	136
(YELLOW)	16 x	135	25	x 0.25	100
(GREEN)	16 x	135	15	x 0.25	60
ARROW	8 x	135	12	x 0.10	9.6
PED. SIGNAL	0 x	90	25	x 1.00	0
CONTROLLER	1 x	100	100	x 1.00	100
VEHICLE DET.	12 x	84	5	x 1.00	60
FLASHER				x 0.50	
ENERGY COSTS TO: CALL CCHD FOR BILLING INFORMATION AT (312) 603-1730.				TOTAL =	465.6

ENERGY SUPPLY CONTACT: ComEd
PHONE: (866)-639-3532
COMPANY: ComEd

B.C. TO CONTRACT

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE AT 183RD STREET
CABLE PLAN

COMPUTED LMP
DRAWN LMP
CHECKED PLW/BJH
APPROVED _____ 20__
COUNTY ENGINEER

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\\corp.baxwood.com\Projects\CrystalLake\HAZEL\140664-183rdStreet\CADD\140664-SHT-Details.dgn

BAXTER & WOODMAN Consulting Engineers

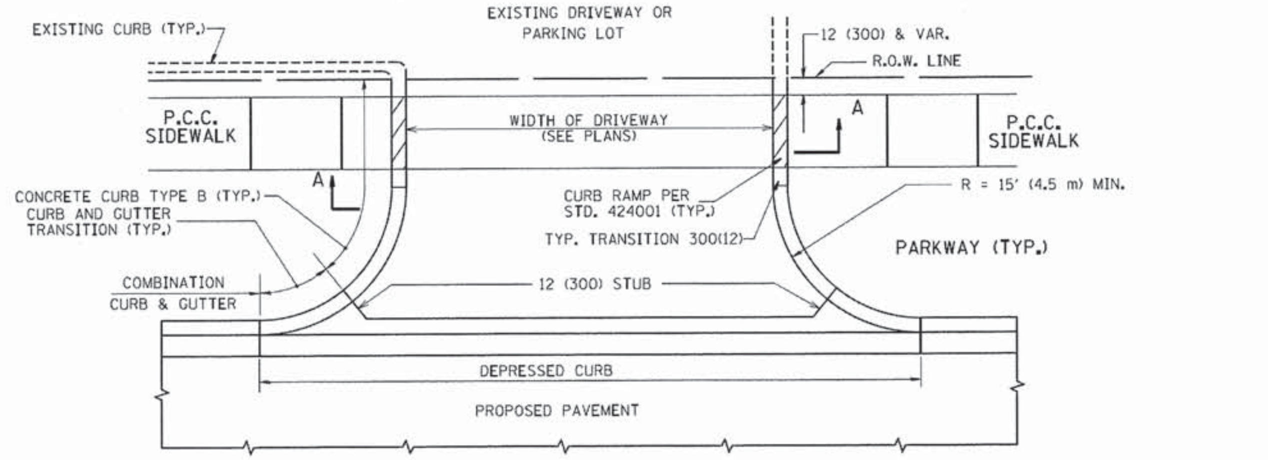
DESIGNED	- AMW	REVISED	- IDOT REVIEW 04-01-15
DRAWN	- KAR	REVISED	- CCHD REVIEW 04-01-15
CHECKED	- TMS	REVISED	- VILLAGE REVIEW 4-1-15
DATE	- 01-16-15	FILE	- 140664-SHT-Details.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

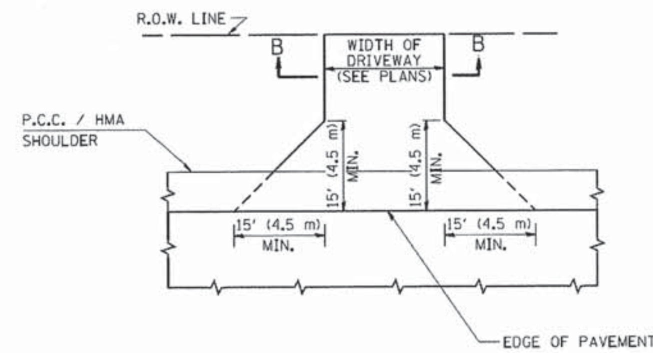
TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE AT 183RD STREET
(FOR INFORMATIONAL PURPOSES ONLY)

SCALE: NONE STA. TO STA.

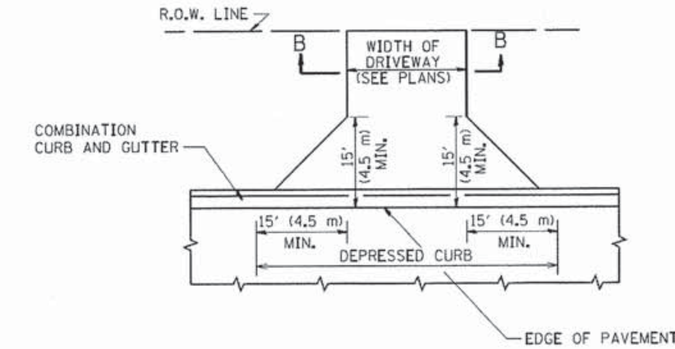
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	28
		CONTRACT NO. 61B60		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(496)		



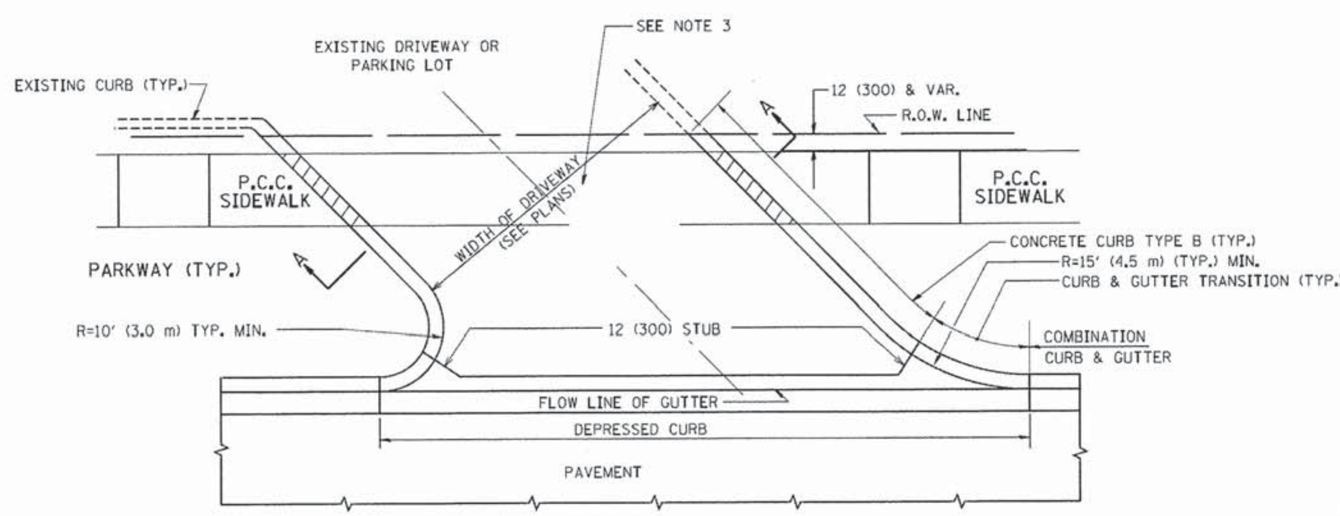
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B

SECTION B-B

RIGID DRIVEWAY

CE: P.C.C. DRIVEWAY PAVEMENT 8 (200)

PE: P.C.C. DRIVEWAY PAVEMENT 6 (150)

HMA DRIVEWAY

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

CE: HMA BASE CSE., 8 (200) MEASURED IN SQ. YD. (m²).

PE: HMA BASE CSE., 6 (150) MEASURED IN SQ. YD. (m²).

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.

SECTION A-A

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE): P.C.C. DRIVEWAY PAVEMENT 8 (200) MEASURED IN SQ. YD. (m²)

NON-COMMERCIAL ENTRANCE (PE): P.C.C. DRIVEWAY PAVEMENT 6 (150) MEASURED IN SQ. YD. (m²)

HMA DRIVEWAY

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

CE: HMA BASE COURSE, 8 (200) MEASURED IN SQ. YD. (m²).

PE: HMA BASE COURSE, 6 (150) MEASURED IN SQ. YD. (m²).

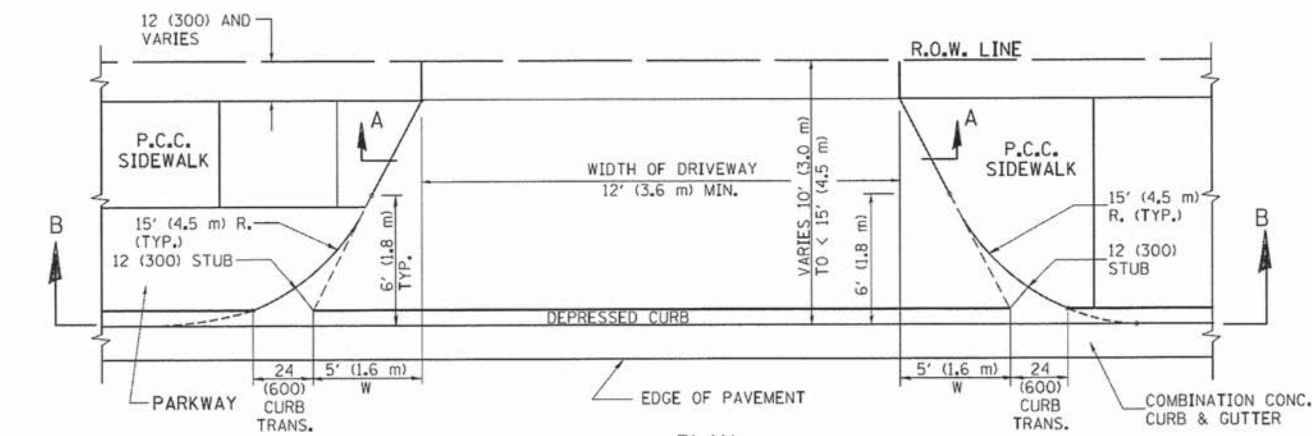
FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd01.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

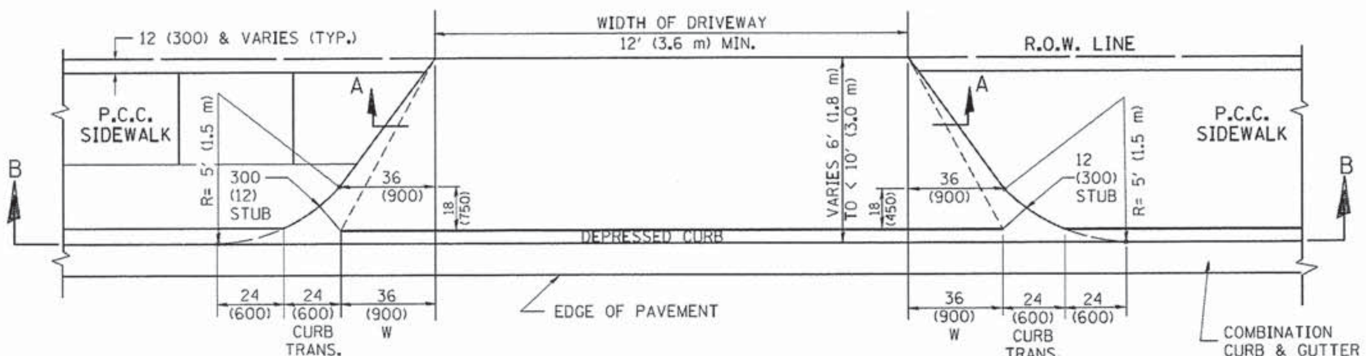
DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

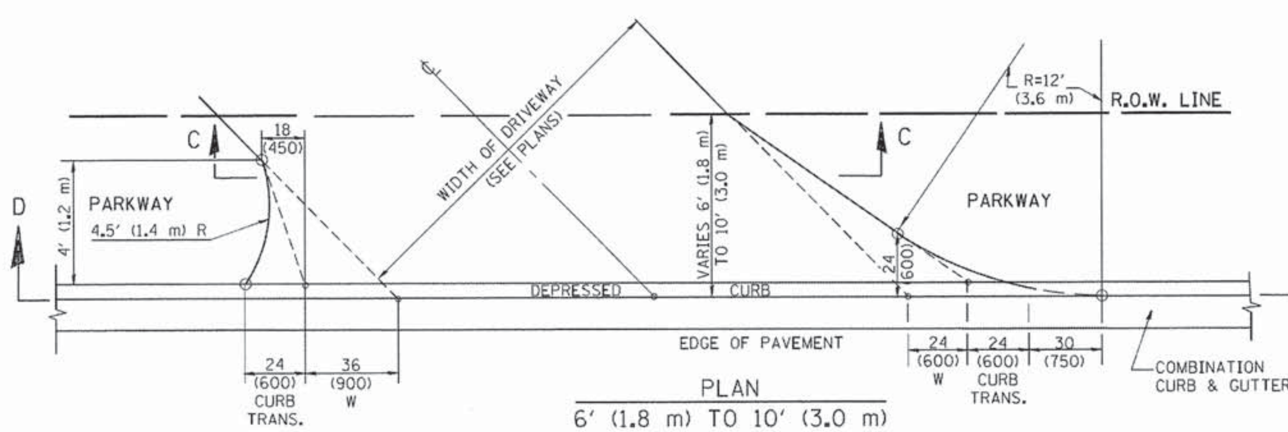
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	29
	BD0156-07 (BD-01)	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT M-4003(496)			



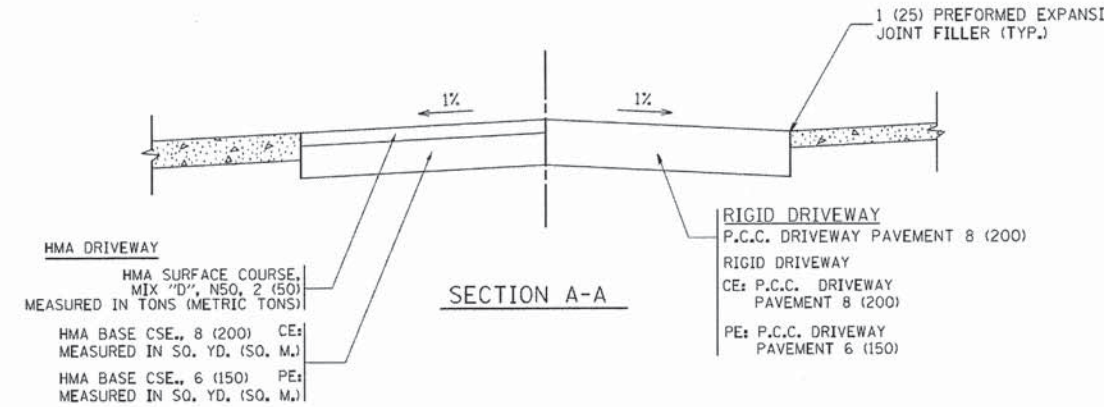
PLAN
10' (3.0 m) TO < 15' (4.5 m)



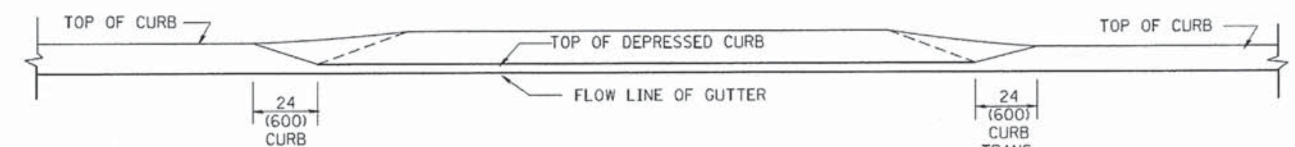
PLAN
6' (1.8 m) TO < 10' (3.0 m)



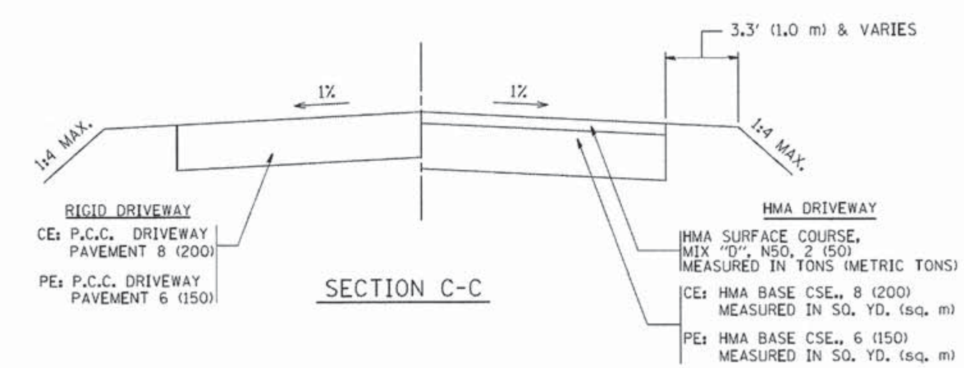
PLAN
6' (1.8 m) TO 10' (3.0 m)



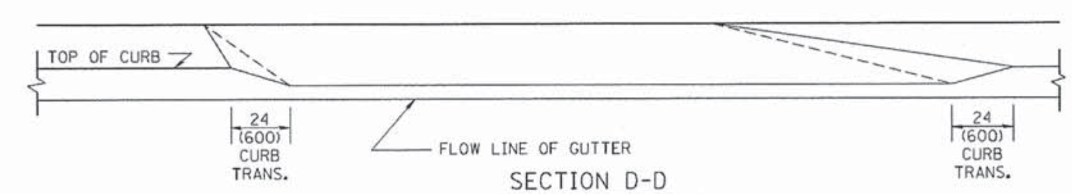
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

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 ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF 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.

THE 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.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

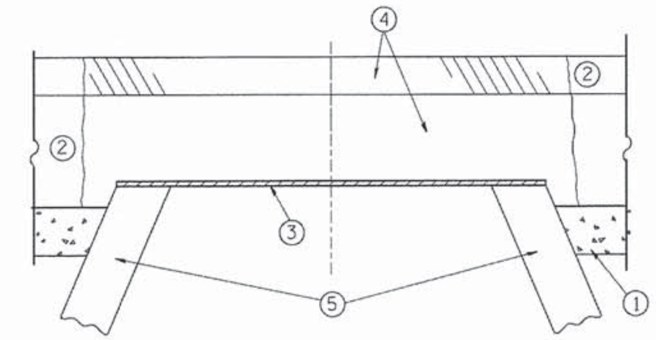
FILE NAME = c:\pw_work\pwidot\leysa\d0108315\bd02.dgn	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LaFLEUR 04-15-03
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

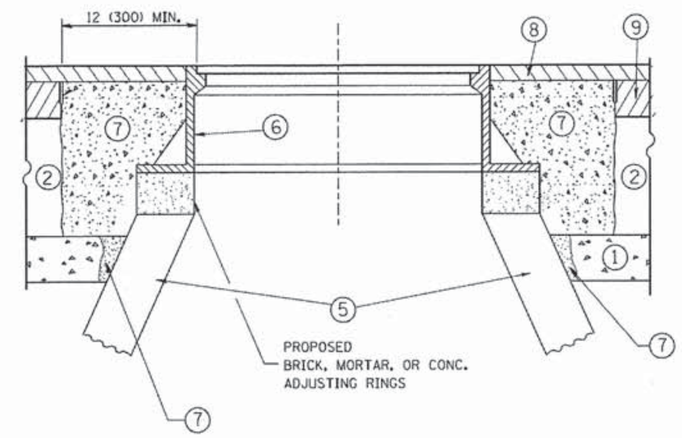
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	30
	BD400-02 (BD-02)	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		





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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	31
	BD600-03 (BD-8)	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		

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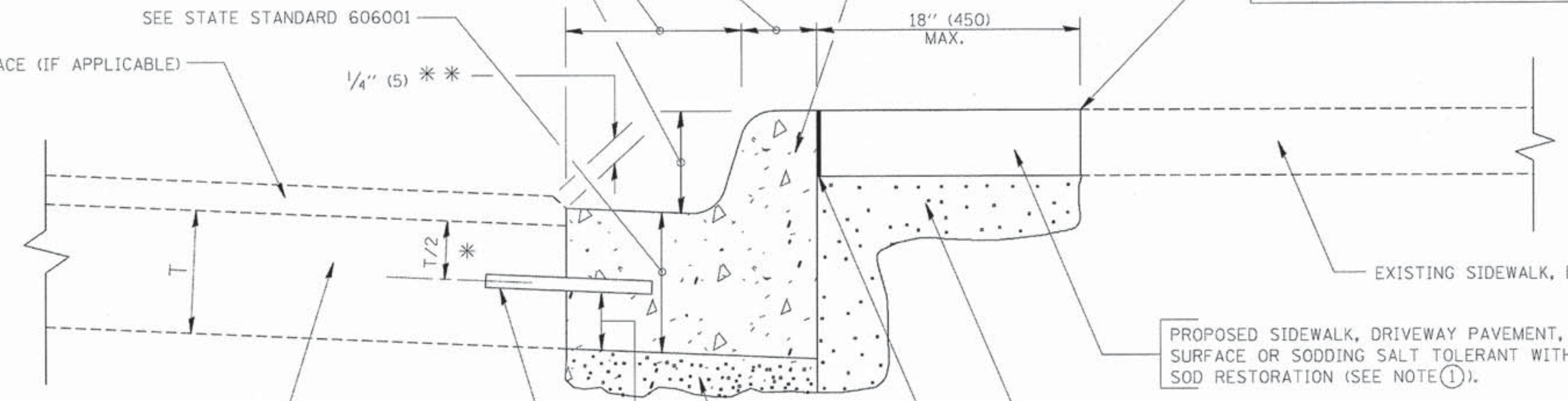


✱ 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

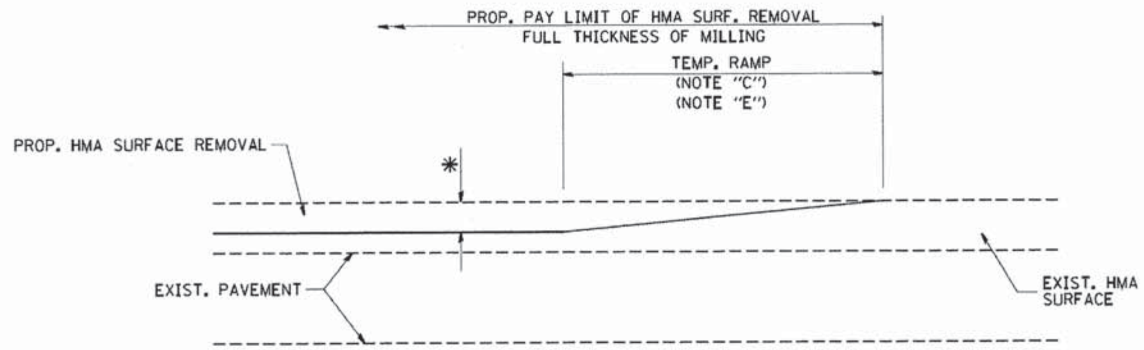
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

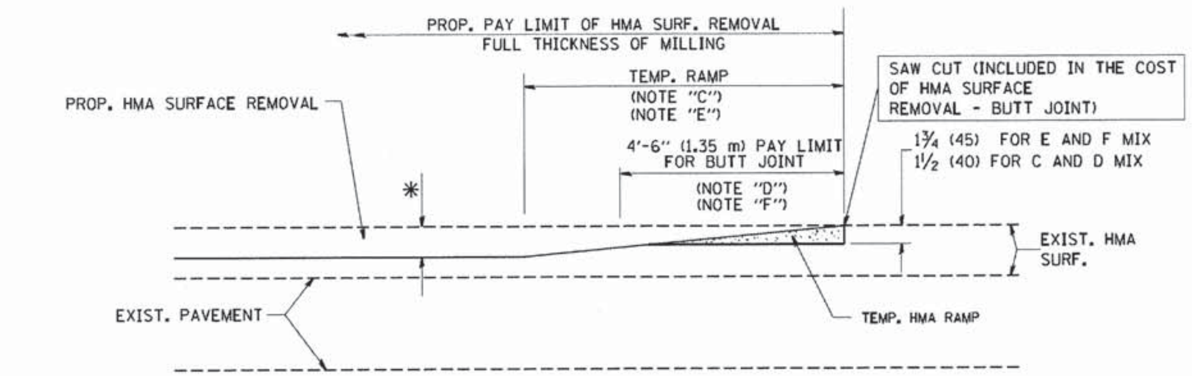
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	32
	BD600-06 (BD-24)	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

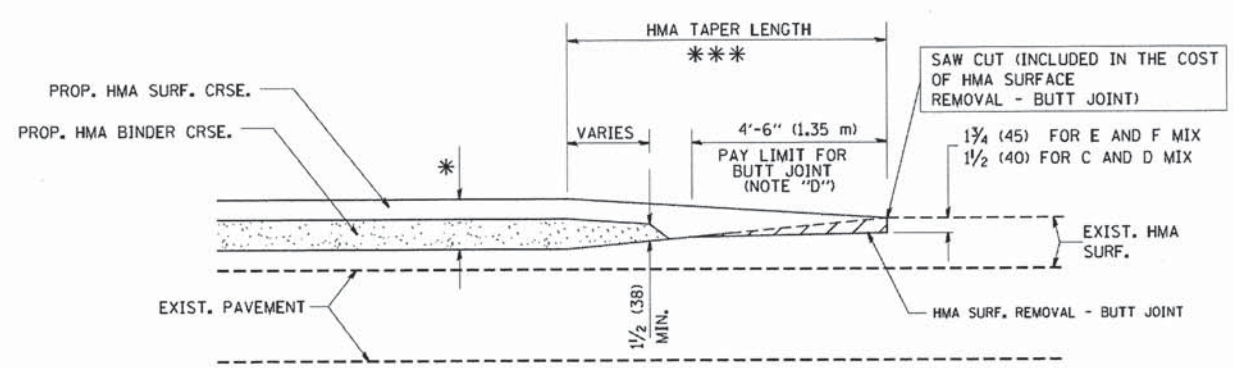


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

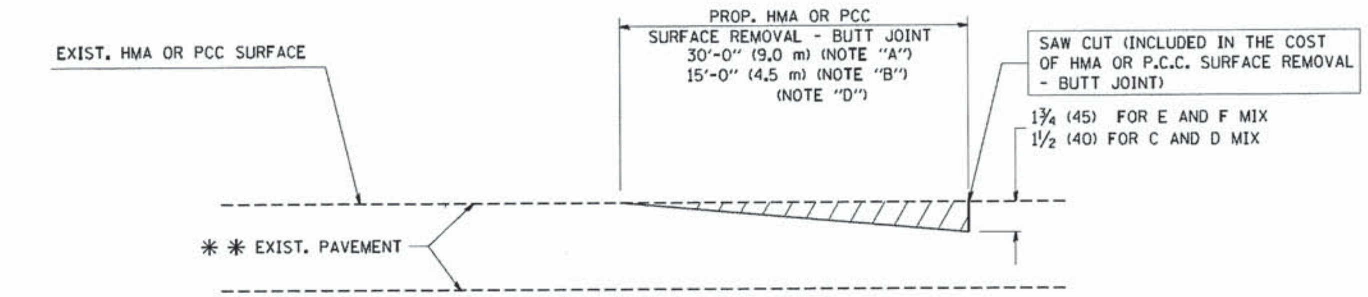
OPTION 2

TYPICAL TEMPORARY RAMP

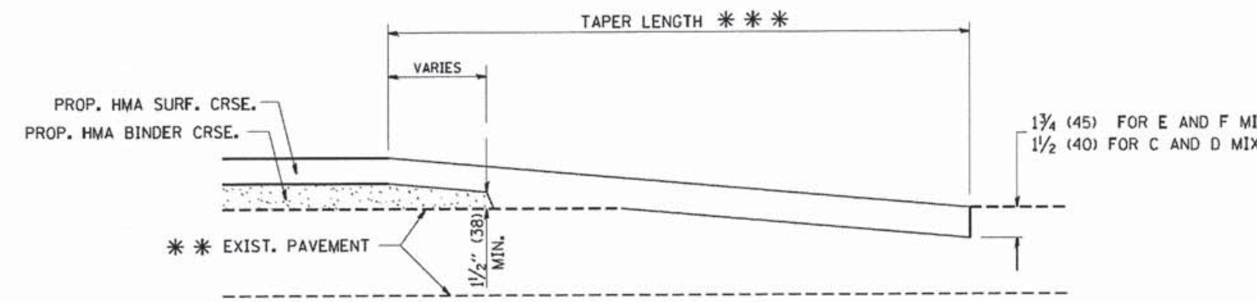


BUTT JOINT AND HMA TAPER

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.

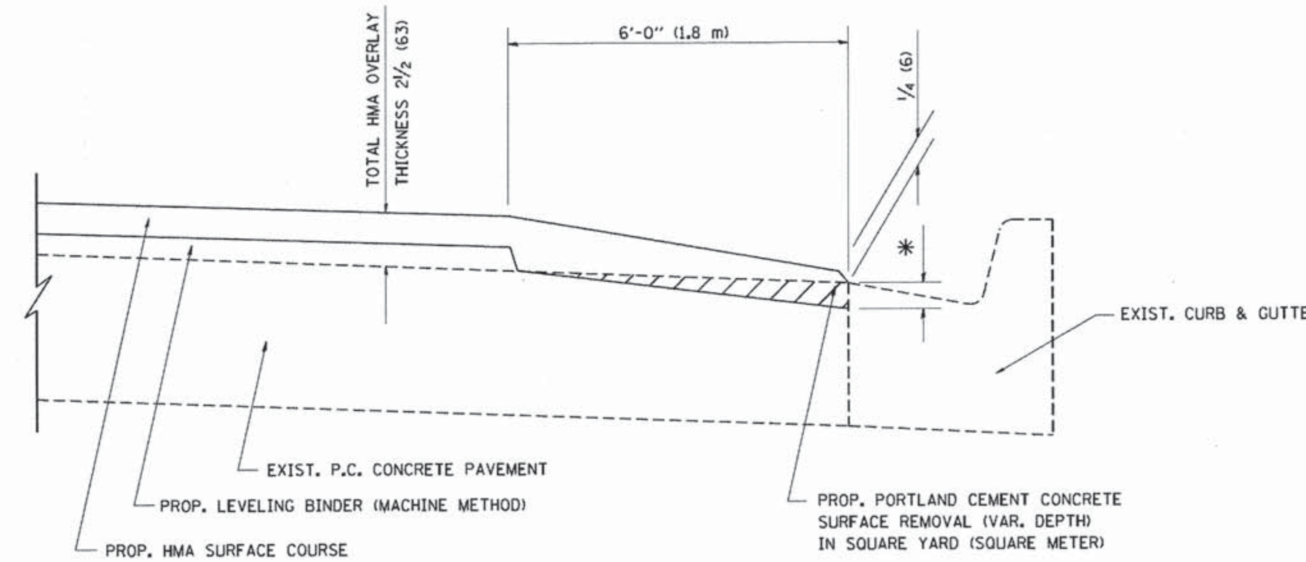
FILE NAME =	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
W:\diststd\22x34\bd32.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	33
BD400-05 BD32		CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



HMA TAPER AT EDGE OF P.C.C PAVEMENT

HMA SURFACE		LEVELING BINDER	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1½ (38)	1 (25)	1¼ (33)
F	1¾ (44)	¾ (19)	1½ (38)

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

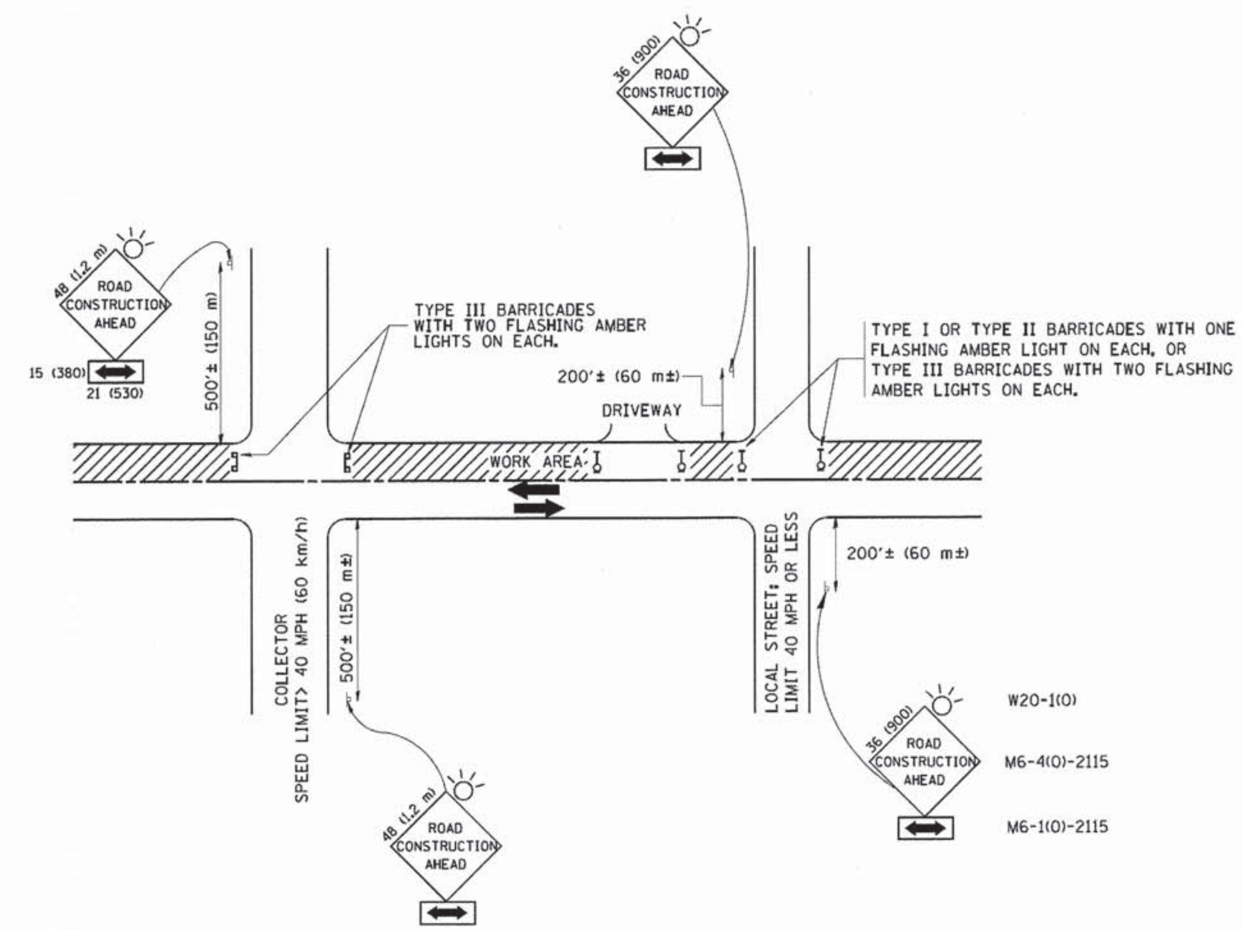
FILE NAME = W:\diststd\22x34\bd33.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94
		DRAWN - JIS	REVISED - A. ABBAS 05-05-99
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00
	PLOT DATE = 1/4/2008	DATE - 09-10-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	34
BD400-06	(BD33)	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

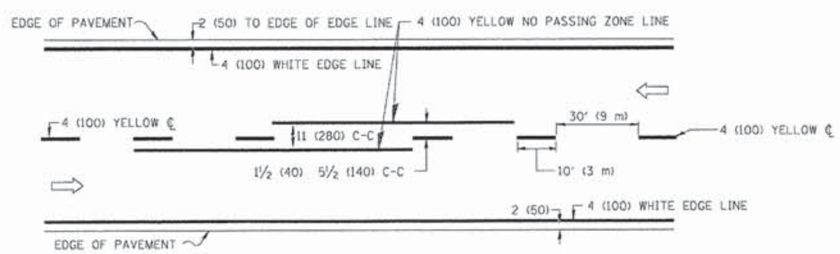
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

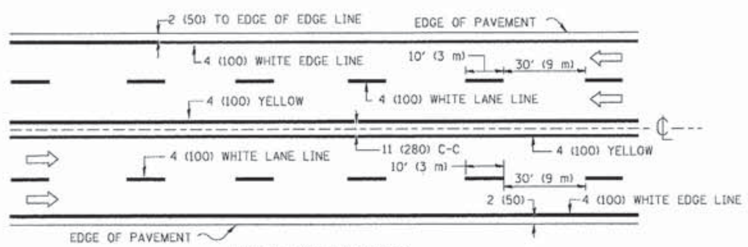
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

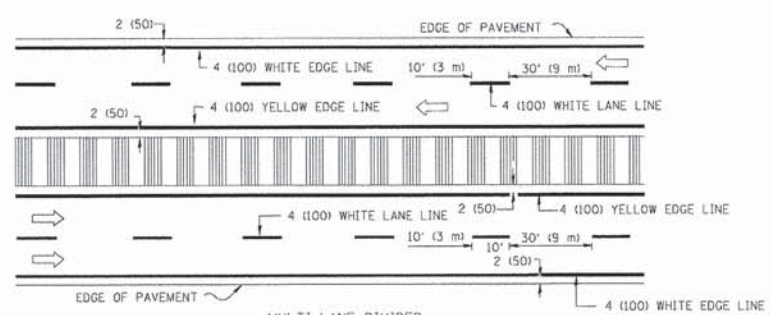
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	35
	TC-10	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



2-LANE ROADWAY



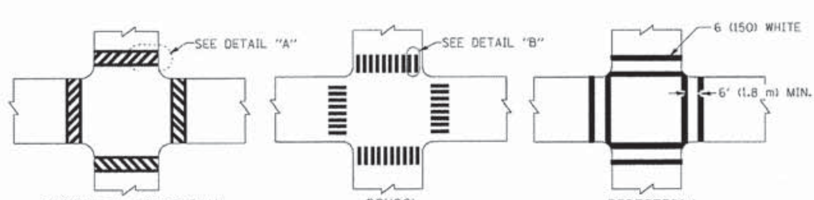
MULTI-LANE UNDIVIDED



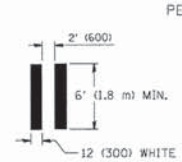
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING

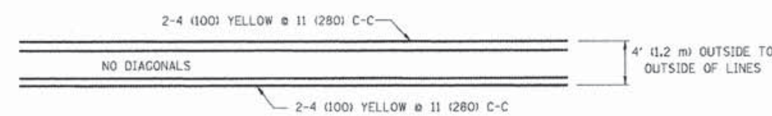


DETAIL "A"

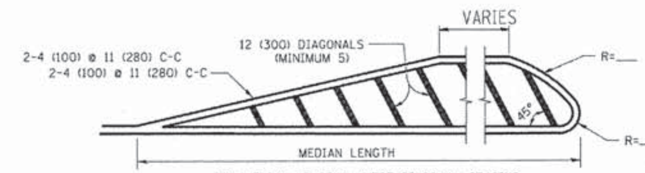


DETAIL "B"

TYPICAL CROSSWALK MARKING



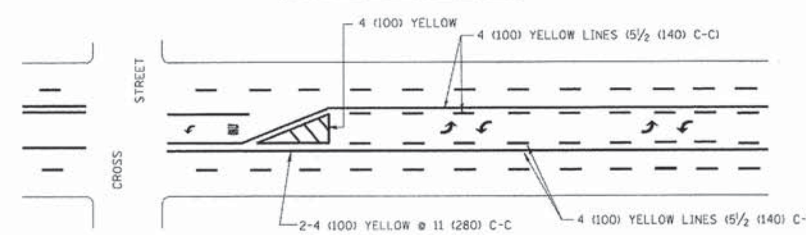
4' (1.2 m) WIDE MEDIANS ONLY



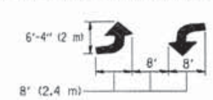
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

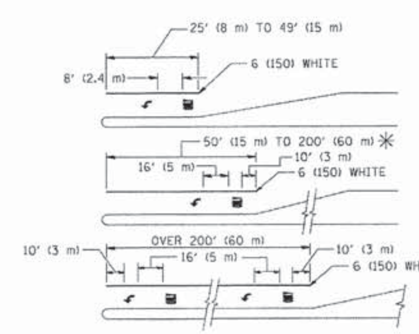


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

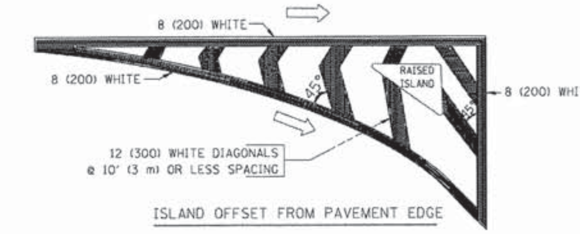


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

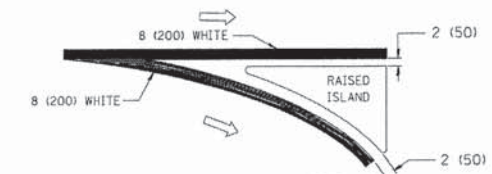
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 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 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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	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.

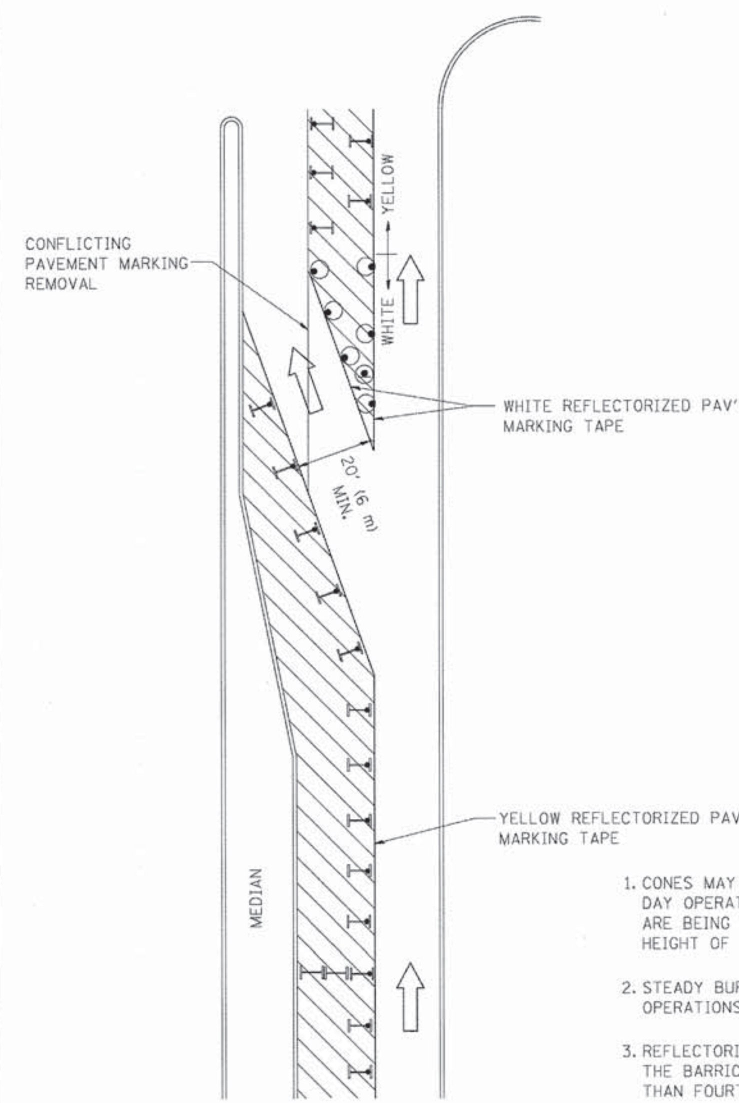
All dimensions are in inches (millimeters) unless otherwise shown.

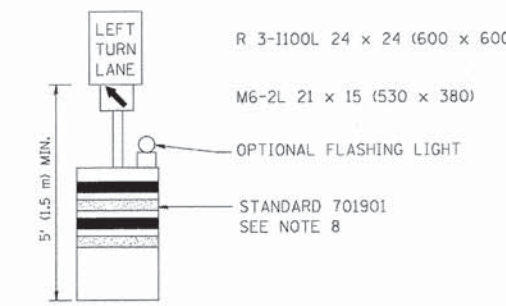
FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -C. JUCIUS 09-09-09	
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -	
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -	

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.
1622	14-00087-00-RS	COOK	41	36
	TC-13	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

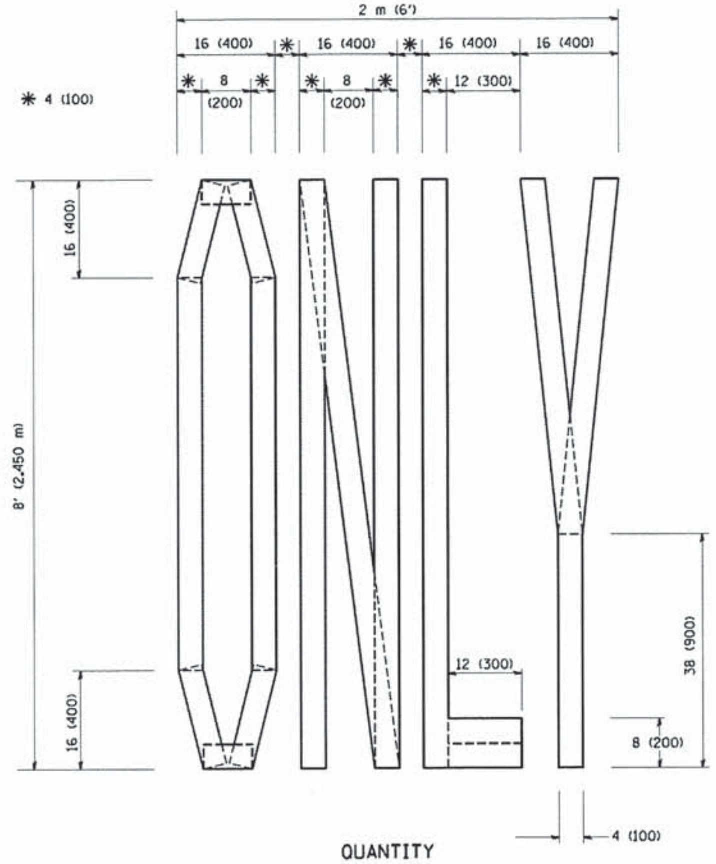
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

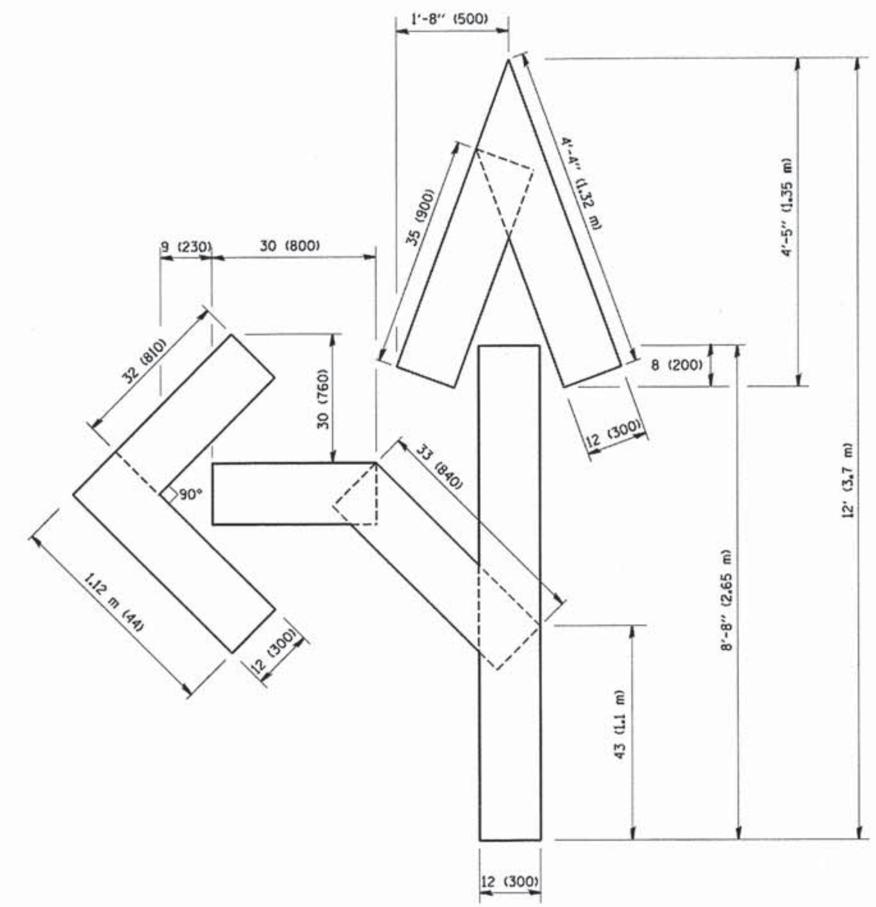
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

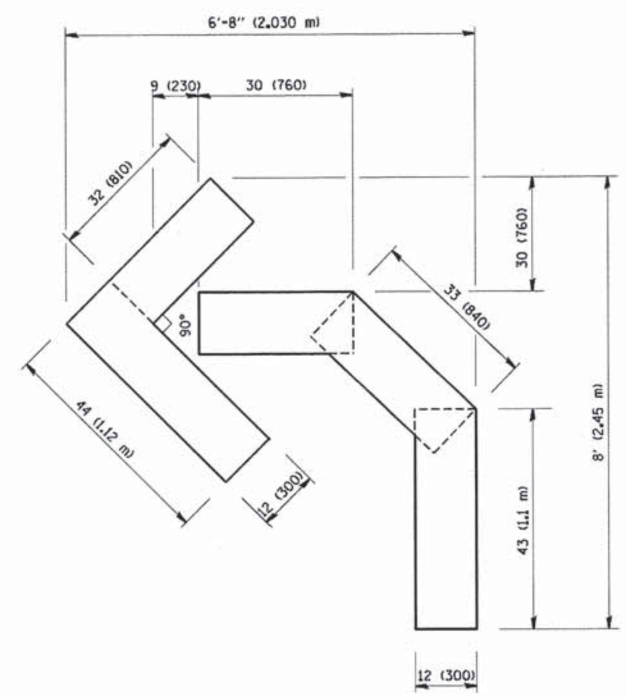
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	37
	TC-14	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



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



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



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

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

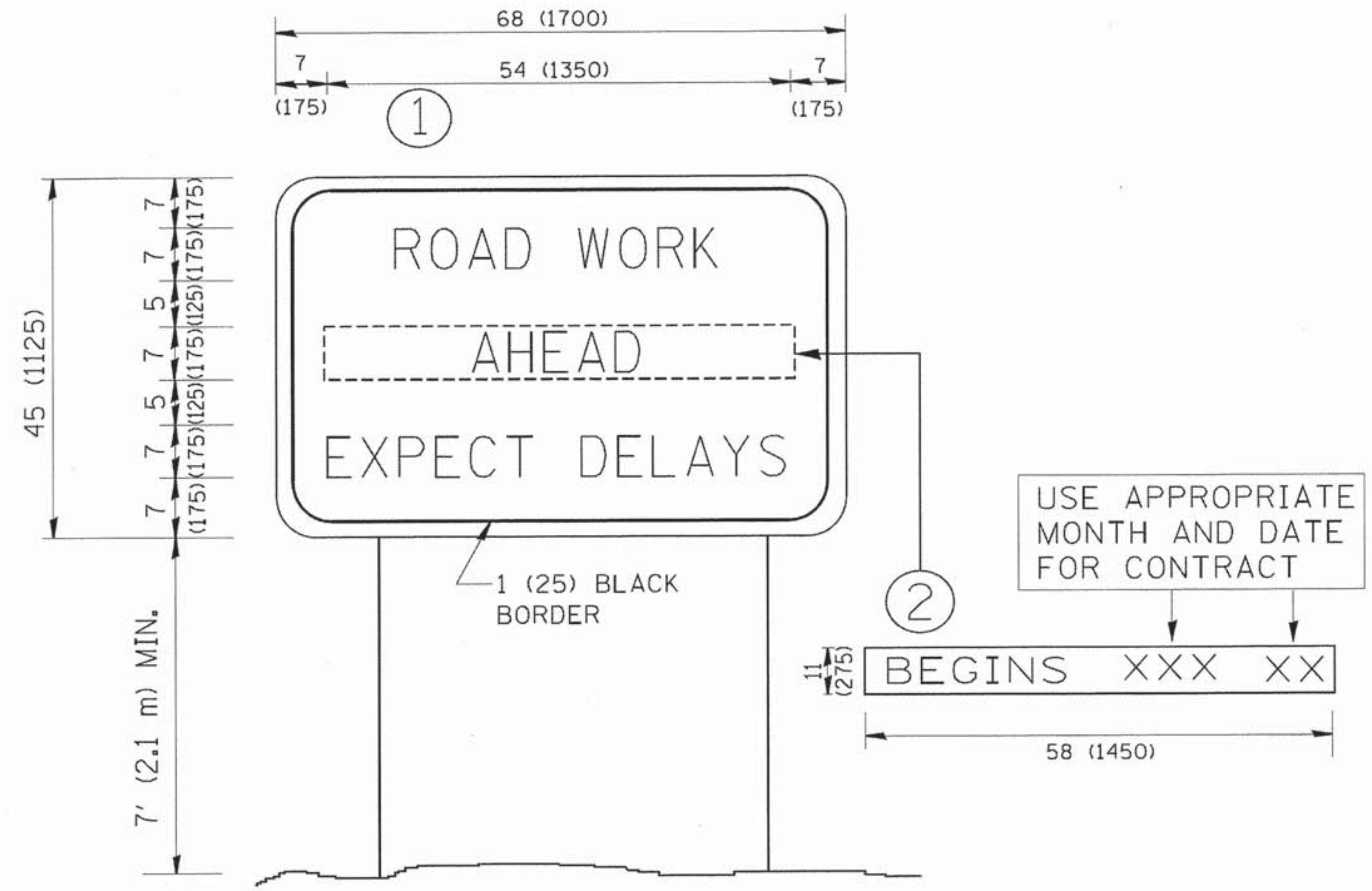
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	38
	TC-16	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		



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.

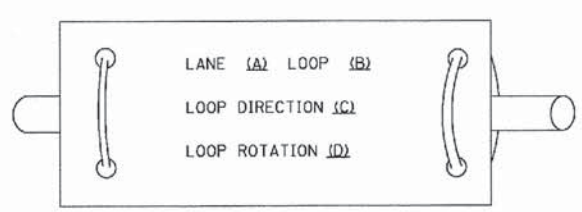
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	39
	TC-22	CONTRACT NO. 61B60		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(496)

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

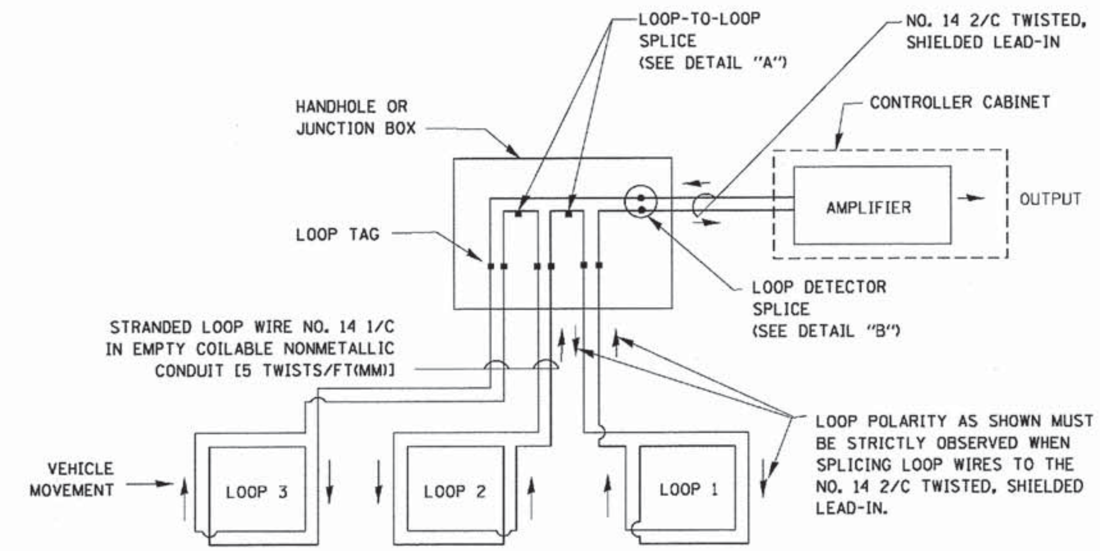


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

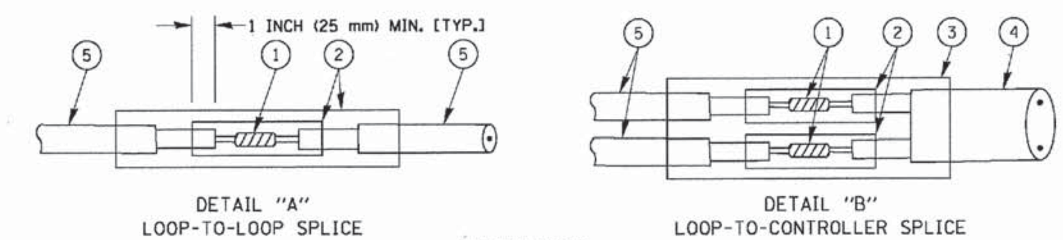
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

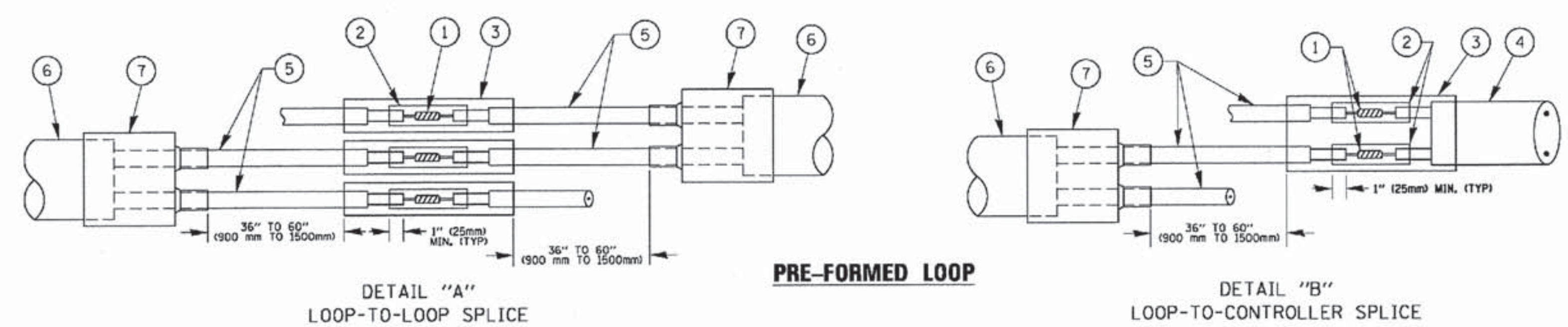


DETECTOR LOOP WIRING SCHEMATIC

- 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.



TYPE I LOOP



PRE-FORMED 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 LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

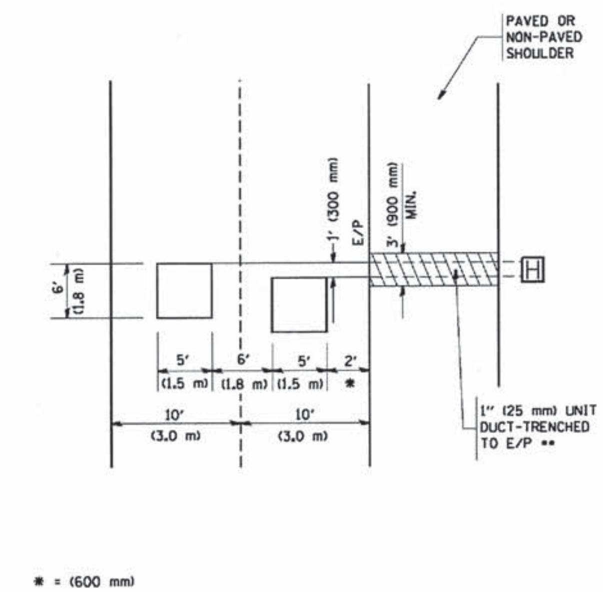
(6) PRE-FORMED LOOP

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

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
	PLOT SCALE = 50.0000 ' / in.	DRAWN - BCK	REVISED -		SCALE: NONE
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -		SHEET NO. 2 OF 7 SHEETS
		DATE - 10-28-09	REVISED -		STA. TO STA.

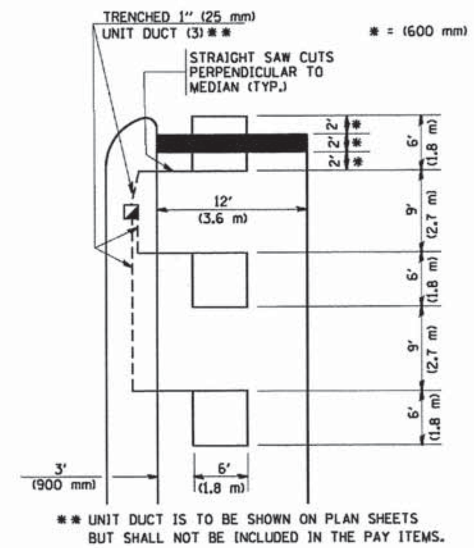
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	40
	TS-05	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(496)		

LOOPS NEXT TO SHOULDERS



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

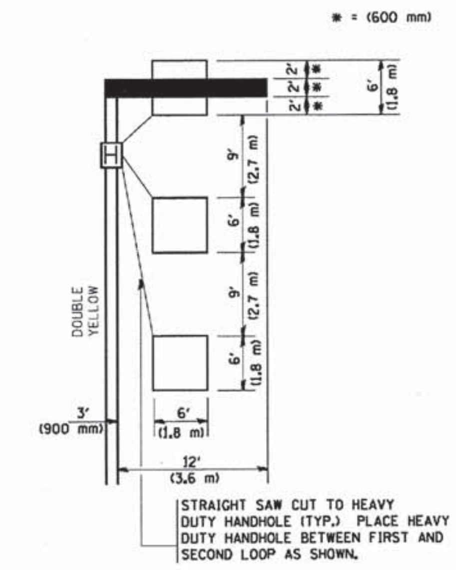
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

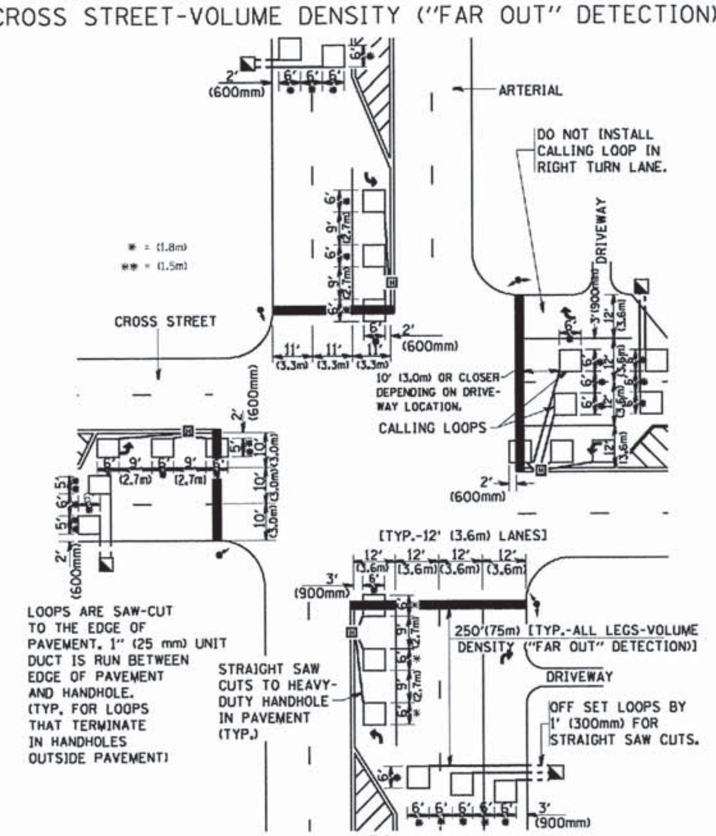
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



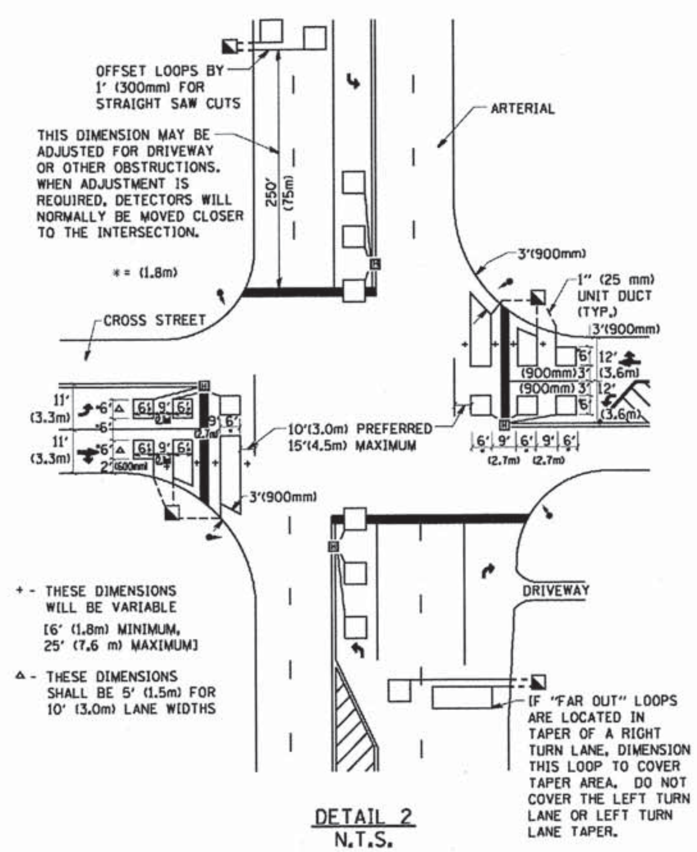
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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 = gaglianobi	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1622	14-00087-00-RS	COOK	41	41
	TS-07	CONTRACT NO. 61B60		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT M-4003(496)			