

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	1
F.H.W.A. REG.	ILLINOIS	PROJECT HPP-3463 (007)		

CONTRACT NO. 63847

STATE OF ILLINOIS 06-13-14 LETTING ITEM 205

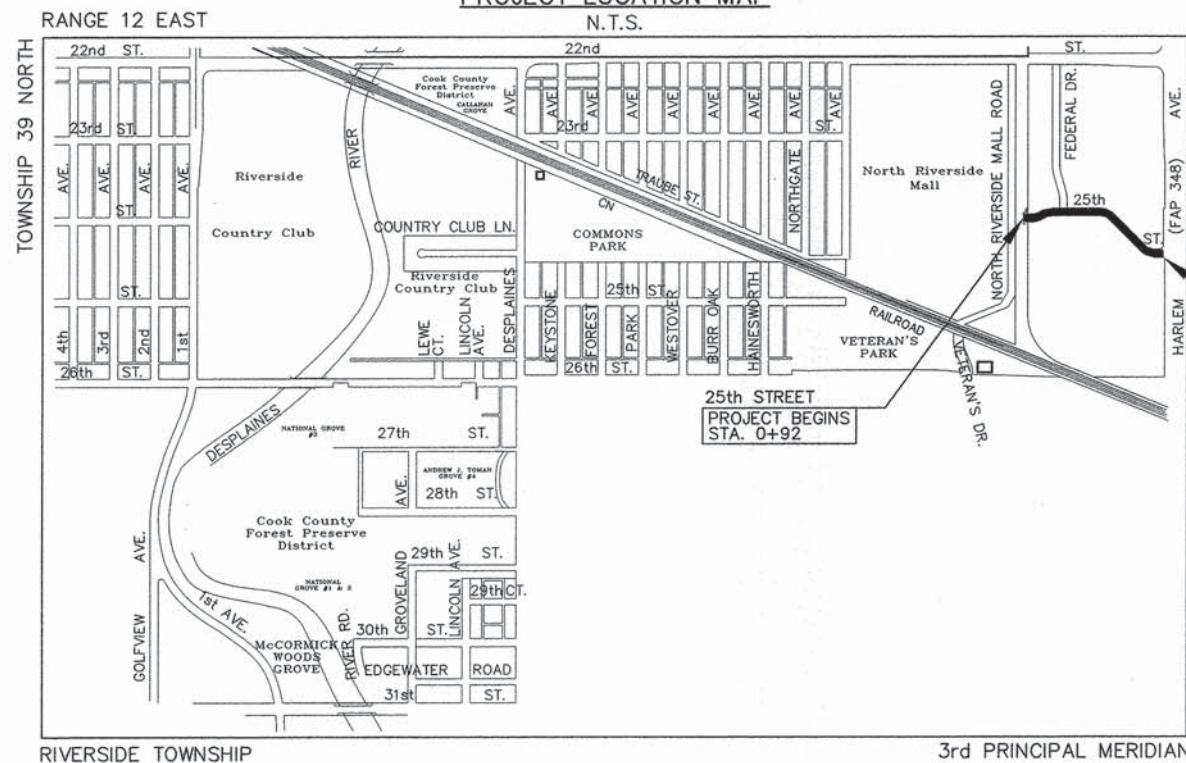
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY

VILLAGE WIDE BIKE PATH - STAGE 3  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
BEAUTIFICATION  
SECTION 06-00080-02-BT  
PROJECT HPP-3463 (007)  
VILLAGE OF NORTH RIVERSIDE  
COOK COUNTY

C-91-282-14

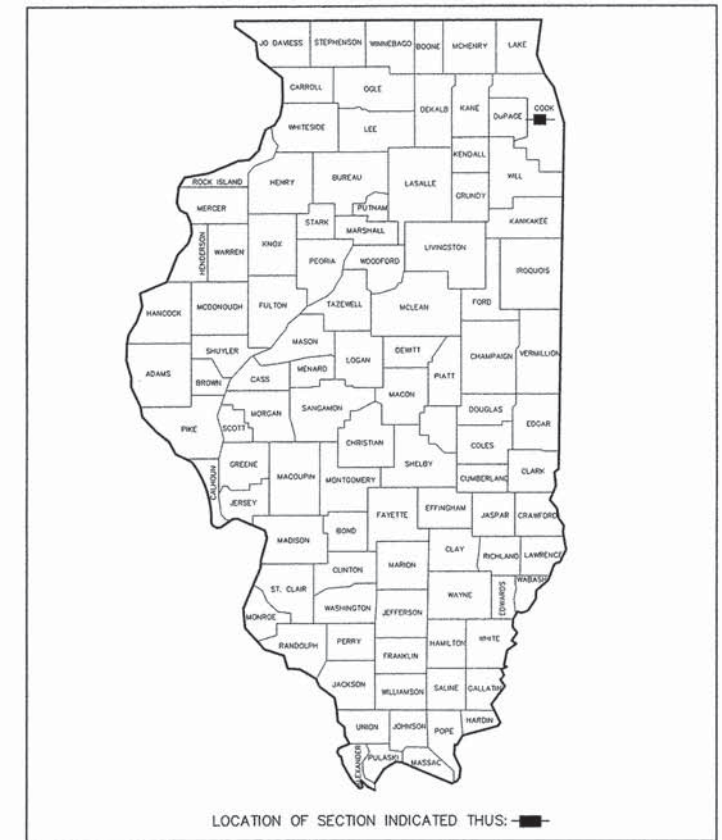
PROJECT LOCATION MAP



— DENOTES LOCATION OF IMPROVEMENT

LENGTH OF PROJECT

GROSS LENGTH OF PROJECT 1,291 FEET (0.244 MILES)  
NET LENGTH OF PROJECT 1,291 FEET (0.244 MILES)



LOCATION OF SECTION INDICATED THIS: ■

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	MARCH 21st 2014
VILLAGE OF NORTH RIVERSIDE	Hubert E. Hermanek, Jr., VILLAGE PRESIDENT
PASSED	APRIL 9th 2014
RELEASING FOR BID BASED ON LIMITED REVIEW	APRIL 7th 2014
	John Fitzgerald, DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

John E. Fitzgerald, R.E.  
IL. P.E. NO. 062-048559  
EXPIRES 11-30-2015  
03/21/14  
DATE

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

- COVER SHEET, LOCATION MAP, INDEX OF SHEETS, INDEX OF DISTRICT 1 DETAILS, INDEX OF HIGHWAY STANDARDS,
- GENERAL CONSTRUCTION NOTES, SPECIAL PROJECT NOTES, BENCHMARK, STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH DETAIL SUMMARY OF QUANTITIES
- TYPICAL SECTIONS, HOT-MIX ASPHALT MIXTURE REQUIREMENTS
- PLAN & PROFILE: 25TH STREET - (BEAUTIFICATION) - NORTH RIVERSIDE MALL ROAD TO HARLEM AVE.
- PLAN: 25TH STREET - (PAVEMENT MARKING) - NORTH RIVERSIDE MALL ROAD TO HARLEM AVE.

INDEX OF DISTRICT 1 DETAILS

- BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
- BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD-32 BUTT JOINT AND HMA TAPER DETAILS
- TC-10 TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, & DRIVEWAYS
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
- TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
- TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
- CROSS SECTIONS: 25TH STREET - (STA. 0+92 TO STA. 2+00)

INDEX OF HIGHWAY STANDARDS

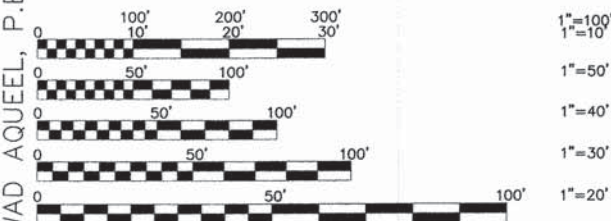
- |           |   |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS                                   |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS   |
| 420701-02 | PAVEMENT FABRIC   |
| 424001-07 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS  |
| 424006-01 | DIAGONAL CURB RAMPS FOR SIDEWALKS   |
| 424011-01 | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS  |
| 424021-02 | DEPRESSED CORNER FOR SIDEWALKS  |
| 424026-01 | ENTRANCE/ALLEY PEDESTRIAN CROSSING  |
| 442201-03 | CLASS C AND D PATCHES   |
| 604001-03 | FRAMES & LIDS-TYPE 1  |
| 606001-05 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER                     |
| 701427-02 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH |
| 701606-09 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN                         |
| 701701-09 | URBAN LANE CLOSURE, MULTILANE INTERSECTION                                      |
| 701801-05 | SIDEWALK, CORNER OR CROSSWALK CLOSURE   |
| 701901-03 | TRAFFIC CONTROL DEVICES   |
| 780001-04 | TYPICAL PAVEMENT MARKINGS   |
| 886001-01 | DETECTOR LOOP INSTALLATIONS   |
| 886006-01 | TYPICAL LAYOUTS FOR DETECTION LOOPS   |

TRAFFIC DATA

ADT: 25th STREET 3000 (2013)  
POSTED SPEED 25 MPH (EXISTING)

DESIGN DESIGNATION

LOCAL  
DESIGN SPEED 25 MPH (PROPOSED)



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.

JULIE  
JOINT  
UTILITY  
LOCATION  
INFORMATION FOR  
EXCAVATION  
CALL 811

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Call before you dig.

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825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132  
Civil Engineers/Municipal Consultants ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928  
FNA PROJECT NO. 13255 DRAWN/DESIGNED JFP/AMS CHECKED/APPROVED JEF/JEF

REVISIONS				
NO.	BY	DATE	DESCRIPTION	
1	JEF	1-20-14	PER IDOT	
2	JEF	3-18-14	PER IDOT	

CONTRACT NO. 63847

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. (847)705-4021 SCHAUMBURG, IL.

**GENERAL CONSTRUCTION NOTES  
PAVING AND STORM SEWERS**

**SPECIFICATIONS**

THE JANUARY 1, 2012 EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

**CARE IN EXCAVATION**

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

**NOTIFICATION OF PUBLIC UTILITIES**

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.I.E. AT 1-800-892-0123 OR 811, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THIS CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

**TRAFFIC CONTROL DEVICES**

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

**PROTECTION OF SIGNS AND PROPERTY**

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

**SUPERINTENDENCE**

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

**SAWING EXISTING IMPROVEMENTS**

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCLUDED IN THE COST OF TO THE PATCHING ITEM. EXISTING DRIVEWAY PAVEMENT AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND THE EXISTING, AND SUCH COST SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

**CONSTRUCTION LAYOUT STAKES**

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN STAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

**PROJECT SAFETY**

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

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

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

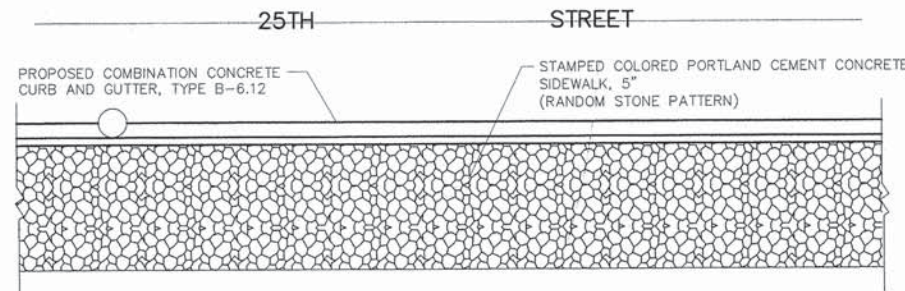
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

**SPECIAL PROJECT NOTES**

- 1) ALL SAWCUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS FOR WHICH THE WORK APPLIES,
- 2) ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER), SHALL BE SALVAGED TO THE CONTRACTOR.
- 3) ALL COMED HANDHOLES TO BE ADJUSTED (BY OTHERS).
- 4) MEET EXISTING CURB AND FLOW LINE ELEVATIONS AT REPLACEMENT LIMITS.
- 5) NEW CURB AND GUTTER SHALL BE BACKFILLED WITH SUITABLE MATERIAL AT LOCATIONS REQUIRING SOD RESTORATION AND SHALL BE CONSIDERED INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12".

**BENCHMARKS**

TOP OF NW BOLT ON FIRE HYDRANT AT STA. 5+70, LT.  
USGS DATUM: ELEV.=619.69



**STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH DETAIL**

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255 BEAUTIFICATION

USER NAME =  
DESIGNED -- AMS  
DRAWN -- JEP--JFP  
CHECKED -- JEF  
DATE -- 12-4-13

REVISED -- JEF 1-20-14  
REVISED -- JEF 3-18-14  
REVISED -- JEF 5-2-14  
REVISED --

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**GENERAL CONSTRUCTION NOTES,  
SPECIAL PROJECT NOTES, BENCHMARK, STAMPED COLORED  
PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH DETAIL**

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

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Municipal Consultants  
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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000809

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	2
CONTRACT NO.			63847	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT HPP-3463 (007)		

Specialty Item	Special Provision	Code No	Item	Unit	Total Quantity	Construction Code Type 0005
		20200100	EARTH EXCAVATION	CU YD	250	250
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	75	75
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	400	400
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1	1
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1	1
		25200110	SODDING SALT TOLERANT	SQ YD	400	400
		28000510	INLET FILTERS	EACH	11	11
	SP	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	75	75
		31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	570	570
		35300300	PORTLAND CEMENT BASE COURSE 8"	SQ YD	360	360
		35501320	HOT-MIX ASPHALT BASE COURSE, 9"	SQ YD	570	570
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	100
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
		40600535	LEVELING BINDER (MACHINE METHOD), N70	TON	405	405
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	45	45
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	830	830
		42001200	PAVEMENT FABRIC	SQ YD	100	100
		42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	100	100
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1535	1535
		42400800	DETECTABLE WARNINGS	SQ FT	270	270
		44000100	PAVEMENT REMOVAL	SQ YD	295	295
		44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	6600	6600
		44000169	HOT-MIX ASPHALT SURFACE REMOVAL, 5"	SQ YD	570	570
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	100
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2660	2660
		44000600	SIDEWALK REMOVAL	SQ FT	11000	11000
		44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	25	25
		44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	200	200

Specialty Item	Special Provision	Code No	Item	Unit	Total Quantity	Construction Code Type 0005
		44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	100	100
		44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	300	300
		44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	6600	6600
		60255500	MANHOLES TO BE ADJUSTED	EACH	4	4
		60260100	INLETS TO BE ADJUSTED	EACH	12	12
		60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	9	9
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	4	4
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2660	2660
		67100100	MOBILIZATION	L SUM	1	1
		70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD, 701606	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	1000	1000
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	575	575
*		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	150	150
*		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2800	2800
*		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	250	250
*		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	35	35
*		88600600	DETECTOR LOOP REPLACEMENT	FOOT	486	486
	SP	X0795800	COARSE AGGREGATE	TON	100	100
	SP	X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2970	2970
	SP	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	9	9
*	SP	X8140115	HANDHOLE TO BE ADJUSTED	EACH	6	6
	SP	Z0048400	RAILROAD CROSSING REMOVAL	EACH	1	1
	SP	Z0048900	RAILROAD TRACK REMOVAL	FOOT	200	200
	SP	XX008257	STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9285	9285

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
\*RSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
BEAUTIFICATION

USER NAME =	DESIGNED -- AMS	REVISED -- JEF 1-20-14
PLOT SCALE =	DRAWN -- JEP-JFP	REVISED -- JEF 3-18-14
PLOT DATE =	CHECKED -- JEF	REVISED -- JEF 5-2-14
	DATE -- 12-4-13	REVISED --

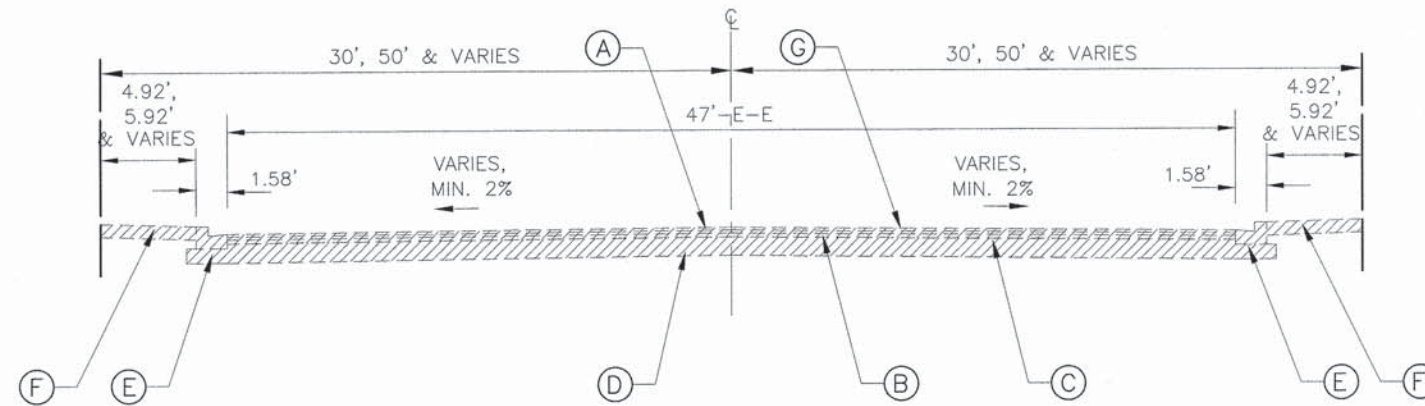
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000805

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	3
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT HPP-3463 (007)	
			CONTRACT NO. 63847	



**EXISTING TYPICAL SECTION**

STA. 0+92 TO STA. 2+00, 25TH STREET

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1-1/2" TO BE REMOVED
- (B) LEVELING BINDER, 1-1/2" TO BE REMOVED
- (C) HOT-MIX ASPHALT BINDER COURSE, 2", TO BE REMOVED
- (D) AGGREGATE BASE COURSE TO BE REMOVED (PAID FOR AS "EARTH EXCAVATION")
- (E) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 TO BE REMOVED
- (F) SIDEWALK AND GRASS PARKWAY TO BE REMOVED OR RESTORED
- (G) PROPOSED "HOT-MIX ASPHALT SURFACE REMOVAL, 5 INCH", (FULL WIDTH) AS SHOWN ON PLANS

INDICATES REMOVAL WORK

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ NDES	
<b>PAVEMENT RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm)	4% @ 70 GYR	QC/QA
LEVELING BINDER (MACHINE METHOD), N70, (IL-9.5mm)	4% @ 70 GYR	QC/QA
<b>PAVEMENT RECONSTRUCTION</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm), 2"	4% @ 70 GYR	QC/QA
LEVELING BINDER (MACHINE METHOD), N70, (IL-9.5mm), 1"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BASE COURSE, 9" (HMA BINDER, IL-19.0mm) (IN 3 LIFTS)	4% @ 70 GYR	QC/QA
<b>PATCHING</b>		
CLASS D PATCHES, TYPE I-IV, 9" (HMA BINDER, IL-19.0mm) (IN 3 LIFTS)	4% @ 70 GYR	QC/QA

THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

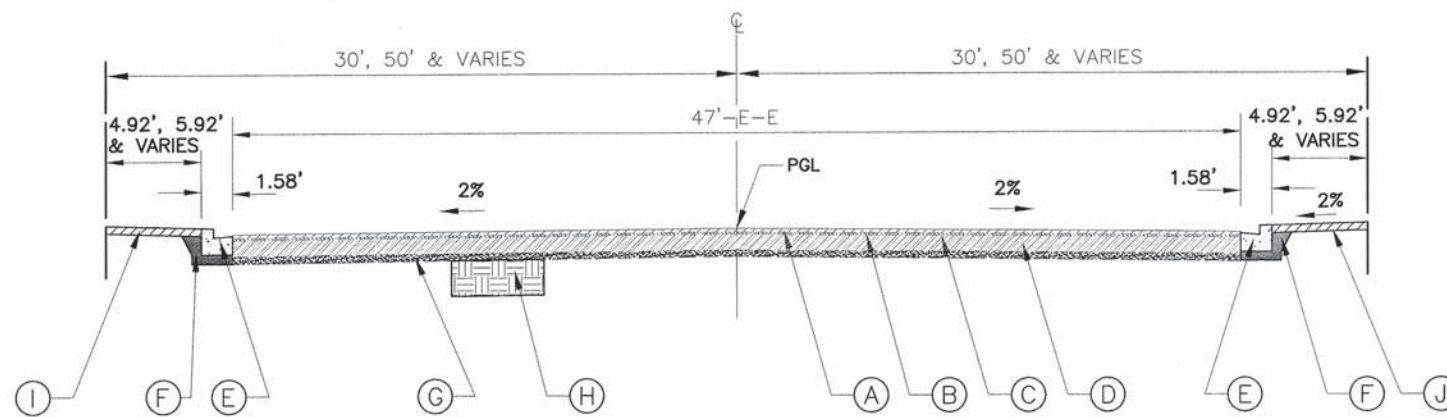
"THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

**PROPOSED LEGEND**

- (A) "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70", 2 INCH
- (B) "LEVELING BINDER (MACHINE METHOD), N70", 1 INCH
- (C) "BITUMINOUS MATERIALS (PRIME COAT)"
- (D) "HOT-MIX ASPHALT BASE COURSE, 9 INCH"
- (E) "COMBINATION CURB AND GUTTER REMOVAL" AND "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12"
- (F) "COARSE AGGREGATE" BACKFILL BENEATH SIDEWALK AND CONCRETE CURB AND GUTTER
- (G) "SUBBASE GRANULAR MATERIAL, TYPE B, 4 INCH"
- (H) "AGGREGATE SUBGRADE IMPROVEMENT" AND "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"- AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (I) "TOP SOIL FURNISH AND PLACE, 4 INCH" "SODDING, SALT TOLERANT" AS APPLICABLE
- (J) "SIDEWALK REMOVAL" AND "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH"



**PROPOSED TYPICAL SECTION**

STA. 0+92 TO STA. 2+00, 25TH STREET

**IMPORTANT!**

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255

USER NAME =  
DESIGNED -- AMS  
DRAWN -- JEP-JFP  
CHECKED -- JEF  
DATE -- 12-4-13  
REVISED -- JEF 1-20-14  
REVISED -- JEF 3-18-14  
REVISED -- JEF 5-2-14  
REVISED --

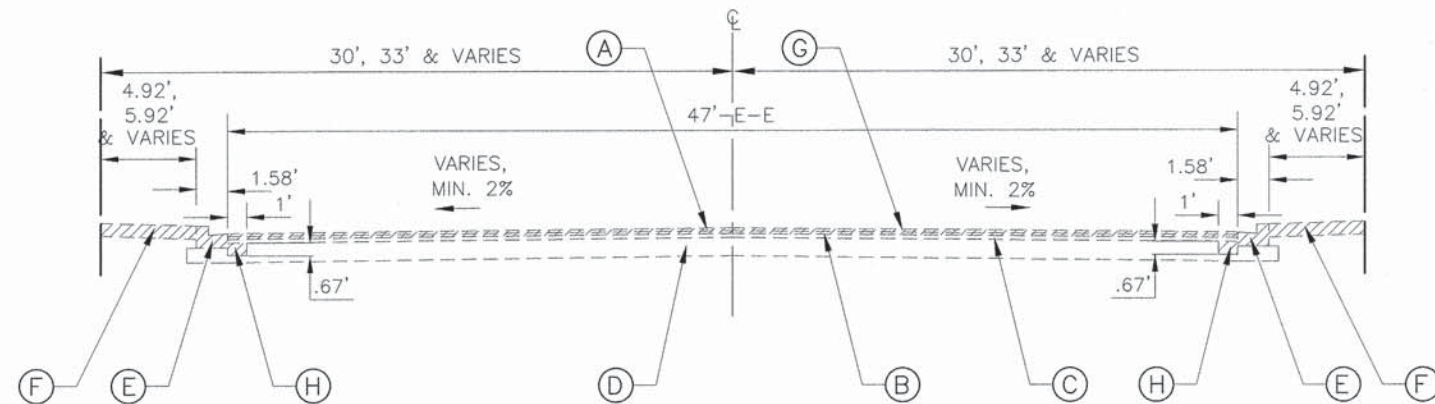
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: 1"=5' SHEET NO. OF SHEETS STA. TO STA.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000808

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	4
CONTRACT NO. 63847				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT HPP-3463 (007)				



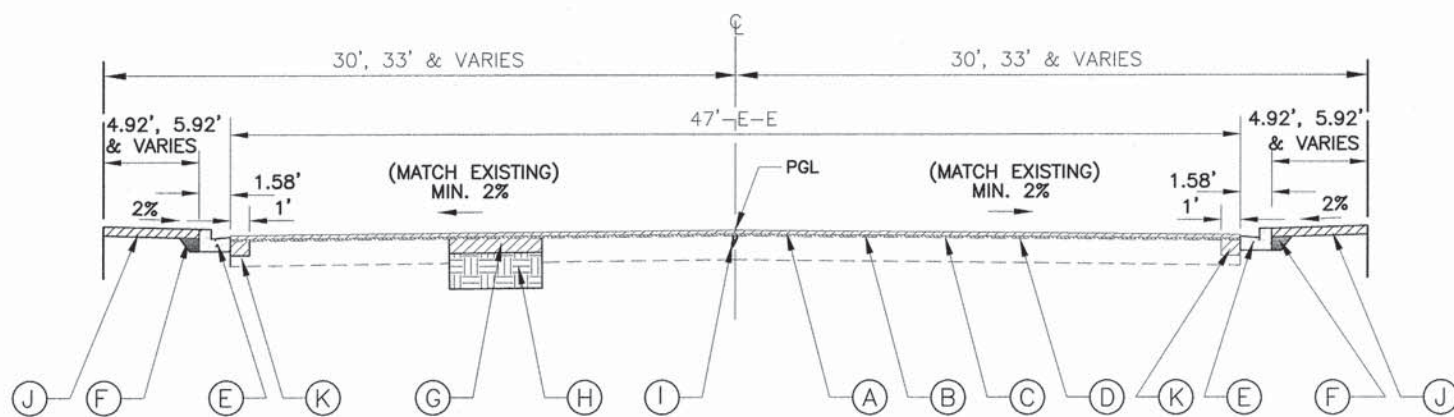
**EXISTING TYPICAL SECTION**

STA. 2+00 TO STA. 13+83, 25TH STREET

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1-1/2" TO BE REMOVED
- (B) LEVELING BINDER, 1-1/2" TO BE REMOVED
- (C) HOT-MIX ASPHALT BINDER COURSE, 2", TO REMAIN
- (D) AGGREGATE BASE COURSE TO REMAIN
- (E) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 TO BE REMOVED
- (F) SIDEWALK, DRIVEWAY AND GRASS PARKWAY TO BE REMOVED OR RESTORED
- (G) PROPOSED "HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH", (FULL WIDTH) AS SHOWN ON PLANS
- (H) PROPOSED "PAVEMENT REMOVAL"

▨ INDICATES REMOVAL WORK



NOTE:  
ALL "AREA REFLECTIVE CRACK CONTROL TREATMENT"  
SHALL HAVE A WEIGHT OF 6 OZ. PER SQUARE YARD.

**PROPOSED TYPICAL SECTION**

STA. 2+00 TO STA. 13+83, 25TH STREET

**PROPOSED LEGEND**

- (A) "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70", 2 INCH
- (B) "AREA REFLECTIVE CRACK CONTROL TREATMENT" (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE
- (C) "LEVELING BINDER (MACHINE METHOD), N70", 1 INCH
- (D) "BITUMINOUS MATERIALS (PRIME COAT)" AT 0.10 GAL/S.Y.
- (E) "COMBINATION CURB AND GUTTER REMOVAL" AND "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12"
- (F) "COARSE AGGREGATE" BACKFILL BENEATH SIDEWALK
- (G) "CLASS D PATCHES, TYPE I-IV, 9 INCH"- AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (H) "AGGREGATE SUBGRADE IMPROVEMENT" AND "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"- AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (I) "MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS" AS APPLICABLE
- (J) "SIDEWALK REMOVAL" AND "PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH" OR "STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH" OR "DRIVEWAY PAVEMENT REMOVAL" AND REPLACEMENT WITH "PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH" AND "PAVEMENT FABRIC" OR "TOP SOIL FURNISH AND PLACE, 4 INCH" "SODDING, SALT TOLERANT"
- (K) "PORTLAND CEMENT BASE COURSE, 8 INCH"

**IMPORTANT!**

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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Civil Engineers  
Municipal Consultants  
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-010608

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255 BEAUTIFICATION

USER NAME =	DESIGNED -- AMS	REVISED -- JEF 1-20-14
	DRAWN -- JEP-JFP	REVISED -- JEF 3-18-14
PLOT SCALE =	CHECKED -- JEF	REVISED -- JEF 5-2-14
PLOT DATE =	DATE -- 12-4-13	REVISED --

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

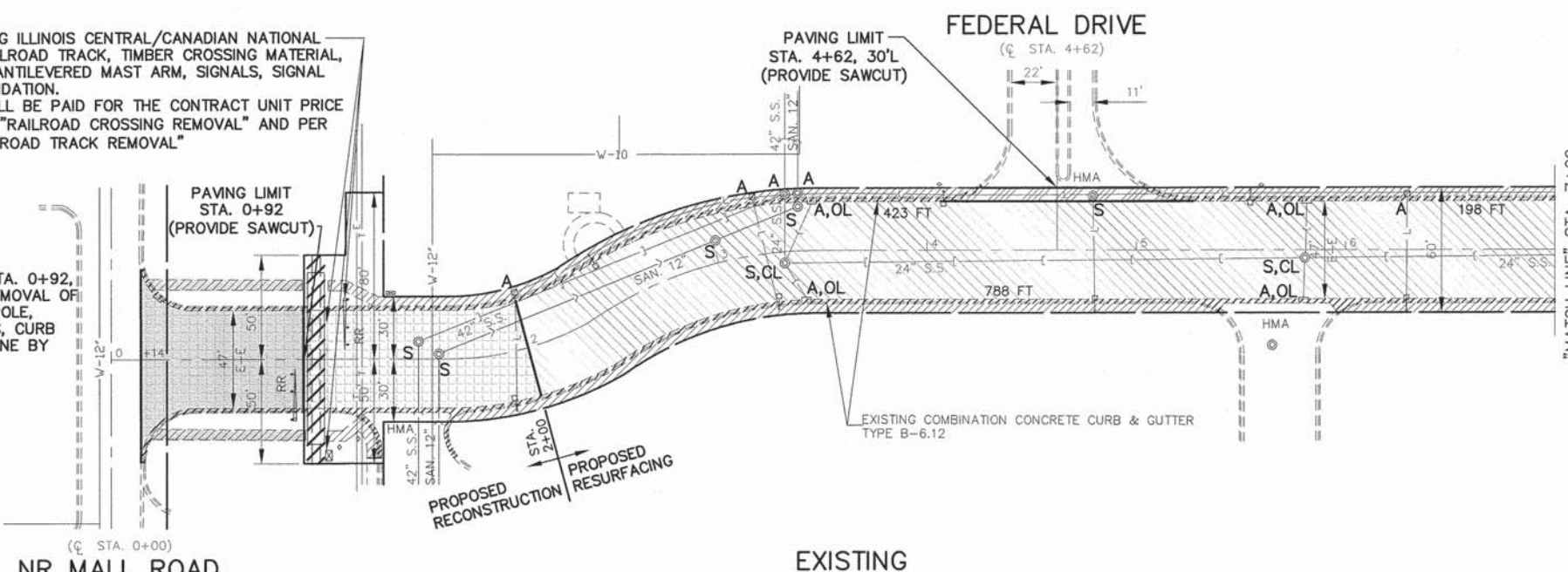
TYPICAL SECTIONS

SCALE: 1"=5' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	5
CONTRACT NO. 63847			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-3463 (007)	

REMOVE EXISTING ILLINOIS CENTRAL/CANADIAN NATIONAL ABANDONED RAILROAD TRACK, TIMBER CROSSING MATERIAL, CONTROLLER, CANTILEVERED MAST ARM, SIGNALS, SIGNAL POLE AND FOUNDATION. THIS WORK SHALL BE PAID FOR THE CONTRACT UNIT PRICE PER EACH FOR "RAILROAD CROSSING REMOVAL" AND PER FOOT FOR "RAILROAD TRACK REMOVAL"

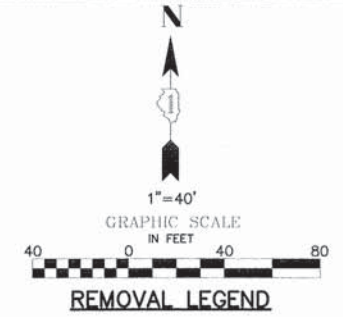
NOTE: FROM STA. 0+14 TO STA. 0+92, EARTH EXCAVATION, REMOVAL OF EXISTING R.R. SIGNAL POLE, SIDEWALKS, PAVEMENTS, CURB AND GUTTER TO BE DONE BY OTHERS.



NR MALL ROAD

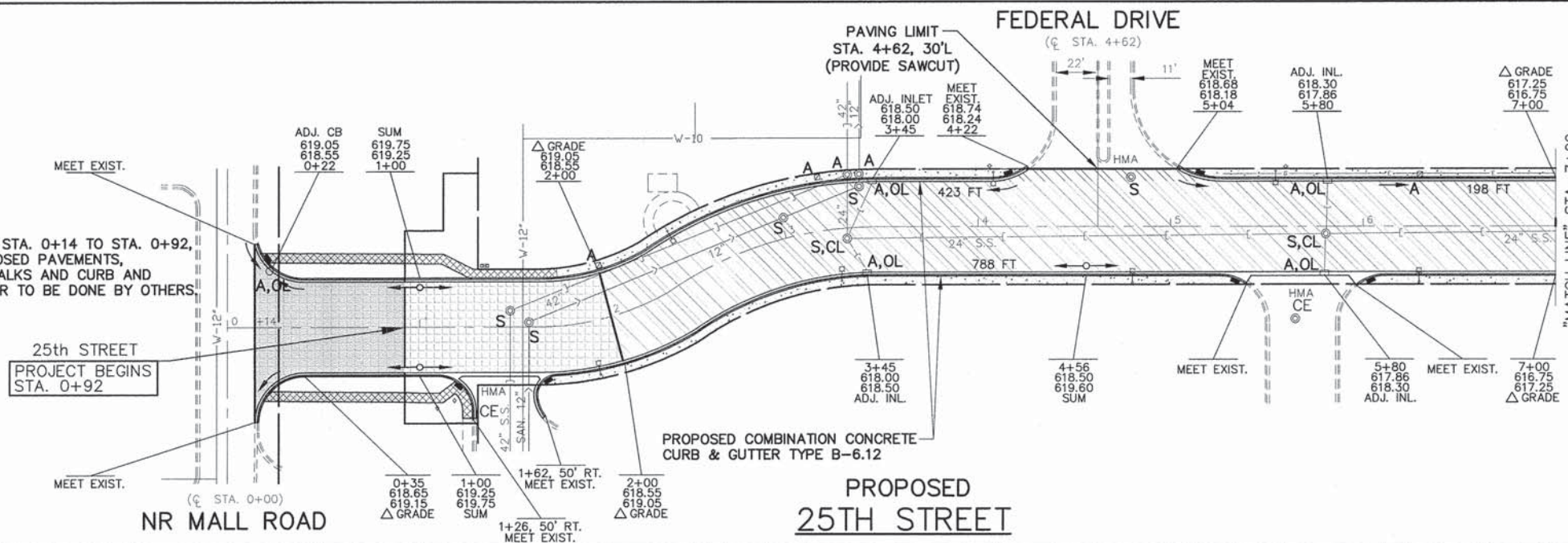
EXISTING

FOR CONTINUATION SEE SHEET 7



- REMOVAL LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 5" & EARTH EXCAVATION
  - DENOTES HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
  - DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH
  - DENOTES DRIVEWAY PAVEMENT REMOVAL
  - DENOTES SIDEWALK REMOVAL
  - DENOTES WORK BY OTHERS
  - DENOTES ABANDONED RAILROAD TRACK TO BE REMOVED
  - DENOTES COMBINATION CURB AND GUTTER REMOVAL
  - "A"** DENOTES EXISTING CATCH BASINS, HANDHOLES, AND MANHOLES TO BE ADJUSTED
  - "S"** DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
  - "OL"** DENOTES NEW FRAMES AND LIDS, TYPE I, OPEN LID
  - "CL"** DENOTES NEW FRAMES AND LIDS, TYPE I, CLOSED LID
  - "R"** DENOTES EXISTING CATCH BASINS AND MANHOLES TO BE RECONSTRUCTED.

NOTE: FROM STA. 0+14 TO STA. 0+92, PROPOSED PAVEMENTS, SIDEWALKS AND CURB AND GUTTER TO BE DONE BY OTHERS.

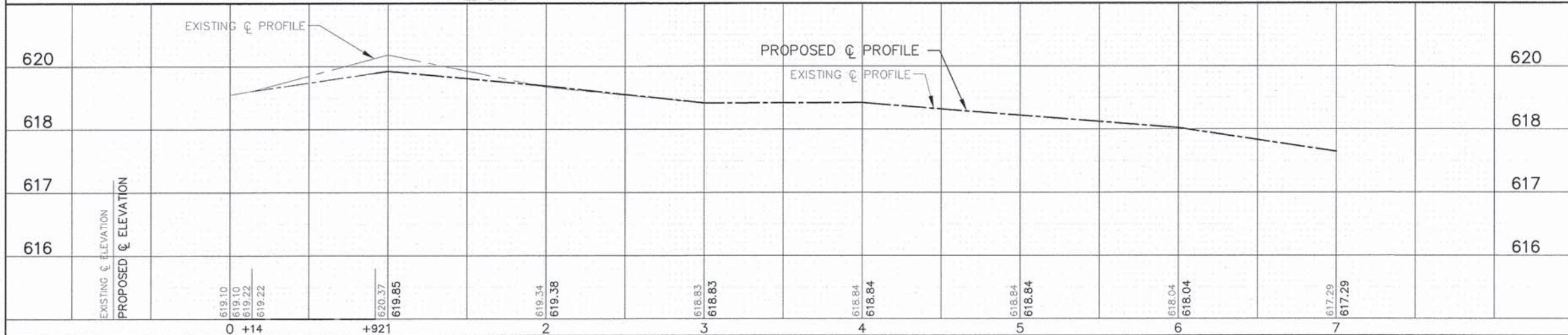


NR MALL ROAD

PROPOSED 25TH STREET

**PROPOSED PAVEMENT LEGEND**

- DENOTES SUBBASE GRANULAR MATERIAL, TYPE B, 4 INCH AND HOT-MIX ASPHALT BASE COURSE, 9 INCH AND LEVELING BINDER (MACHINE METHOD), N70, 1 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2 INCH
- DENOTES LEVELING BINDER (MACHINE METHOD), N70, 1 INCH AND AREA REFLECTIVE CRACK CONTROL TREATMENT (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE AND, HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2 INCH
- DENOTES PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH AND PAVEMENT FABRIC
- DENOTES STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- DENOTES WORK BY OTHERS
- DENOTES COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- DENOTES STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH WITH DETECTABLE WARNINGS PER I.D.O.T. STANDARDS FOR HANDICAP RAMPS (WHERE APPLICABLE) SEE CONSTRUCTION HIGHWAY STANDARDS
- CE** DENOTES COMMERCIAL ENTRANCE



ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK SEE SHEET 4

**IMPORTANT!**  
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255 BEAUTIFICATION

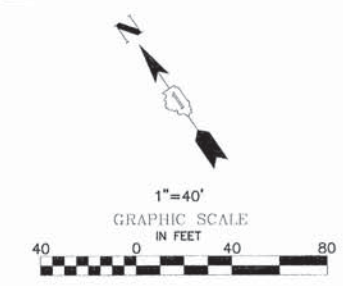
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DESIGNED: AMS  
DRAWN: JEP-JFP  
CHECKED: JEP  
PLOT SCALE: #  
PLOT DATE: #

DESIGNED: AMS  
DRAWN: JEP-JFP  
CHECKED: JEP  
DATE: 12-4-13

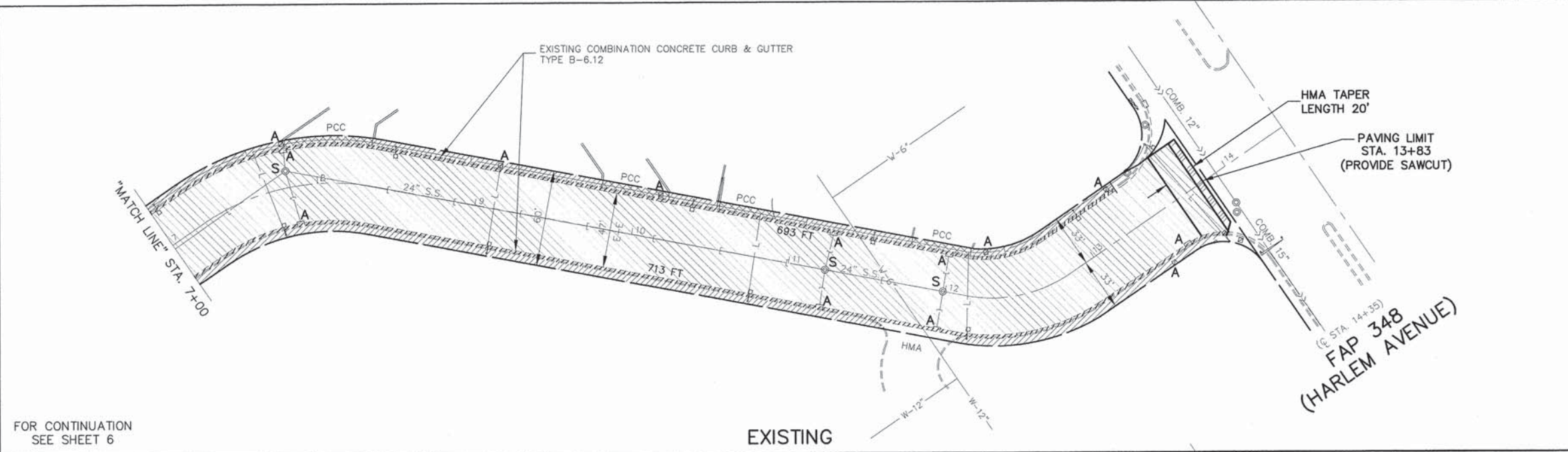
REVISED: JEP 1-20-14  
REVISED: JEP 3-18-14  
REVISED: JEP 5-2-14  
REVISED: #

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**PLAN & PROFILE: 25TH STREET - NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE) (BEAUTIFICATION)**  
SCALE: 1"=40' SHEET NO. OF SHEETS STA. 0+92 TO STA. 7+00

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	6
CONTRACT NO. 63847			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-3463 (007)	



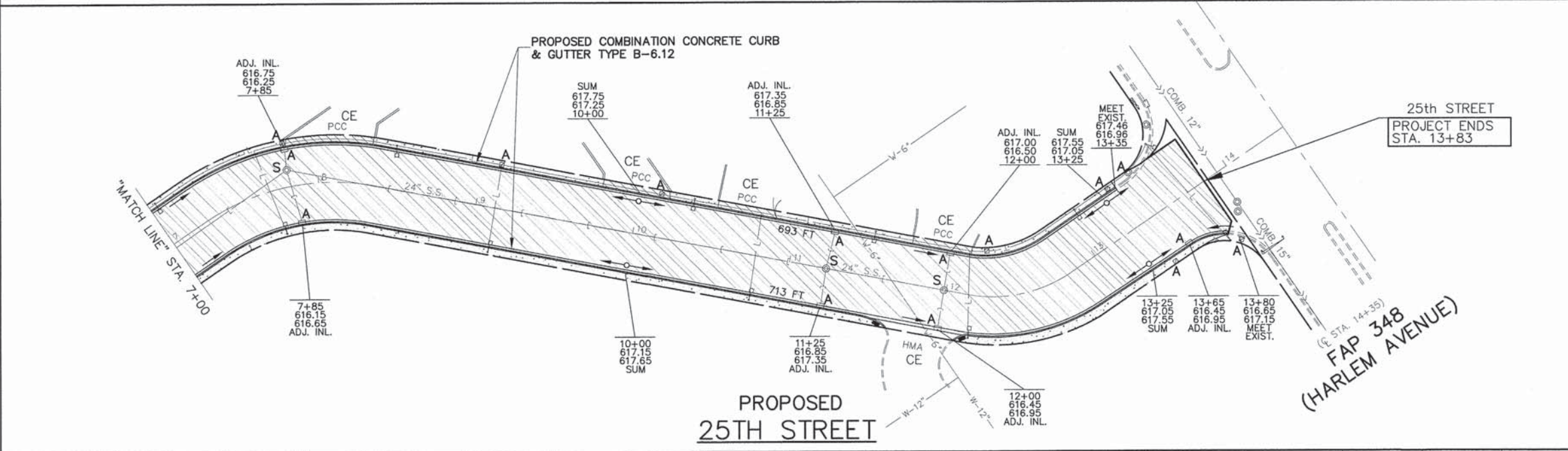
- REMOVAL LEGEND**
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL—BUTT JOINT
  - DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH
  - DENOTES DRIVEWAY PAVEMENT REMOVAL
  - DENOTES SIDEWALK REMOVAL
  - 8 FT DENOTES COMBINATION CURB AND GUTTER REMOVAL
  - "A" DENOTES EXISTING CATCH BASINS, HANDHOLES, AND MANHOLES TO BE ADJUSTED
  - "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
  - "OL" DENOTES NEW FRAMES AND LIDS, TYPE I, OPEN LID
  - "CL" DENOTES NEW FRAMES AND LIDS, TYPE I, CLOSED LID
  - "R" DENOTES EXISTING CATCH BASINS AND MANHOLES TO BE RECONSTRUCTED.



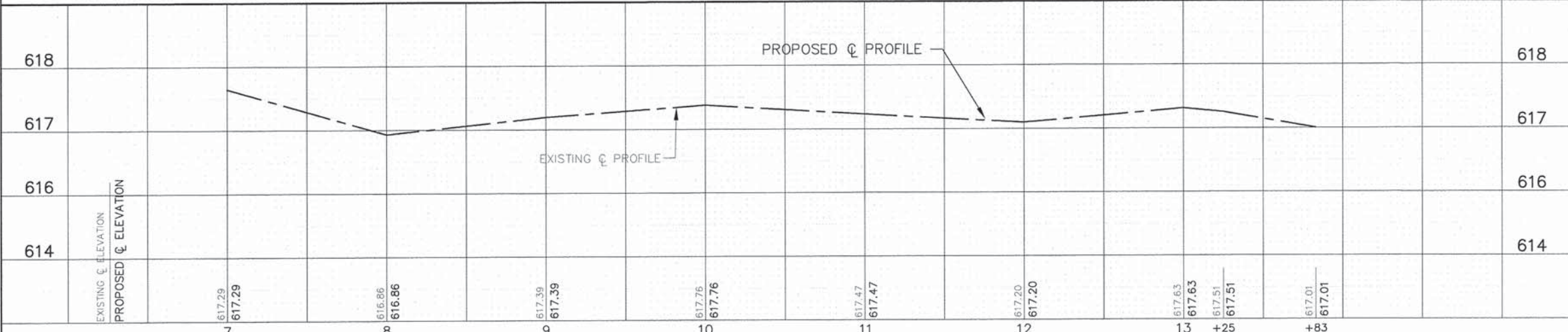
FOR CONTINUATION  
SEE SHEET 6

EXISTING

- PROPOSED PAVEMENT LEGEND**
- DENOTES LEVELING BINDER (MACHINE METHOD), N70, 1 INCH AND AREA REFLECTIVE CRACK CONTROL TREATMENT (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE AND, HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2 INCH
  - DENOTES PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH AND PAVEMENT FABRIC
  - DENOTES STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
  - 8 FT DENOTES COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - DENOTES STAMPED COLORED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH WITH DETECTABLE WARNINGS (WHERE APPLICABLE) PER I.D.O.T. STANDARDS FOR HANDICAP RAMPS (SEE CONSTRUCTION HIGHWAY STANDARDS)
  - CE DENOTES COMMERCIAL ENTRANCE



PROPOSED  
25TH STREET



ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK  
SEE SHEET 4

**IMPORTANT!**  
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255  
BEAUTIFICATION

USER NAME =  
DESIGNED — AMS  
DRAWN — JEP—JFP  
CHECKED — JEF  
DATE — 12-4-13

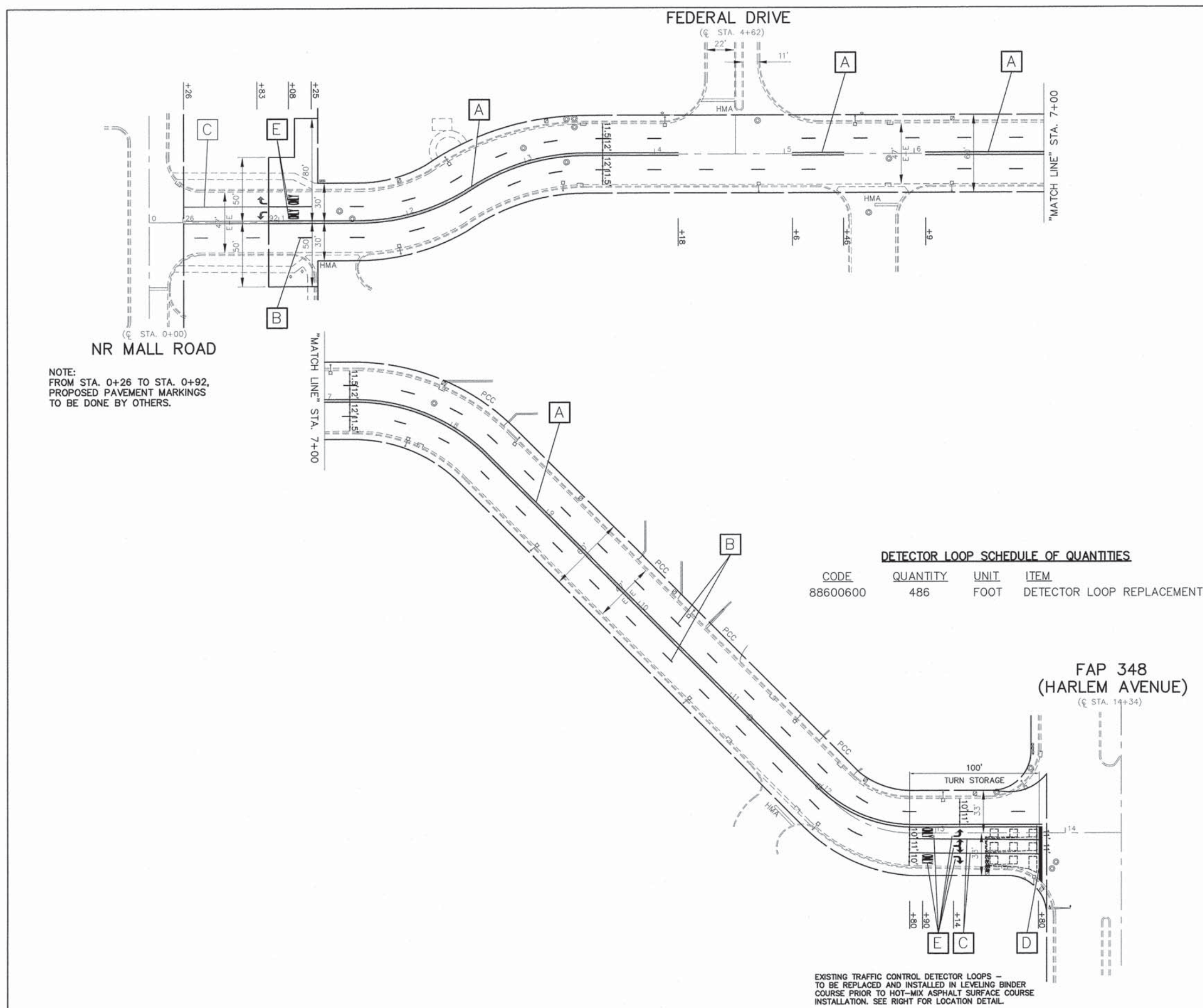
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REVISED — JEF 3-18-14  
REVISED — JEF 5-2-14  
REVISED —

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: 25TH STREET -  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
(BEAUTIFICATION)  
SCALE: 1"=40' SHEET NO. OF SHEETS STA. 7+00 TO STA. 13+83

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 164-00028

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	7
CONTRACT NO. 63847				
ILL. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-3463 (007)				



NOTE:  
FROM STA. 0+26 TO STA. 0+92,  
PROPOSED PAVEMENT MARKINGS  
TO BE DONE BY OTHERS.

**DETECTOR LOOP SCHEDULE OF QUANTITIES**

CODE	QUANTITY	UNIT	ITEM
88600600	486	FOOT	DETECTOR LOOP REPLACEMENT

1"=40'  
GRAPHIC SCALE  
IN FEET

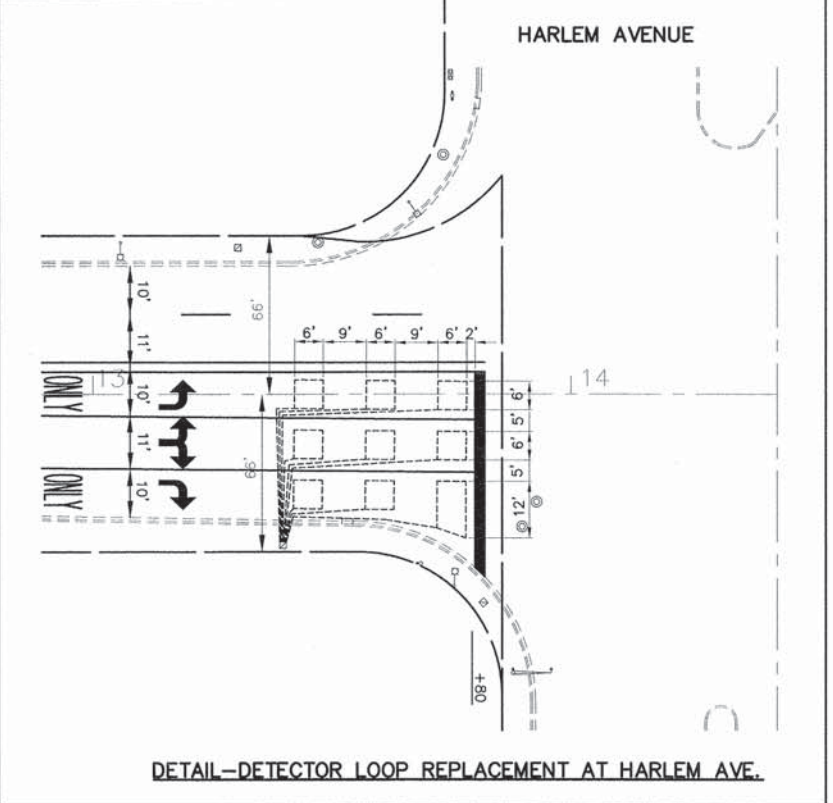
**THERMOPLASTIC PAVEMENT MARKING CODE**

- A CENTERLINE - SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4", 11"O/C
- B LANE LINE - DASHED WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 4", 10' DASH, 30' SKIP
- C TURN AND LANE LINE - SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6"
- D STOP BAR - SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24"
- E LETTERS AND SYMBOLS - SOLID WHITE THERMOPLASTIC PAVEMENT MARKING

NOTE:  
SHORT-TERM PAVEMENT MARKING IS PROPOSED ON THE MILLED PAVEMENT, NEW BINDER AND ON THE NEW SURFACE. SEE ARTICLE 703.04 OF THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

NOTE:  
ALL "ARROWS" AND "ONLYS" SHALL BE 8" IN HEIGHT.

NOTE:  
PROPOSED CENTERLINE - DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - 4", 11"O/C (NOTE: [A] IS MEASURED PER LINE. TOTAL QUANTITY AND PAYMENT LENGTH IS FOR EACH LINEAR FOOT OF SINGLE 4" STRIPE INSTALLED.



**IMPORTANT!**  
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FOR PAVEMENT MARKING DETAILS  
SEE SHEET 13  
FOR DISTRICT DETAIL TC-13

EXISTING TRAFFIC CONTROL DETECTOR LOOPS -  
TO BE REPLACED AND INSTALLED IN LEVELING BINDER  
COURSE PRIOR TO HOT-MIX ASPHALT SURFACE COURSE  
INSTALLATION. SEE RIGHT FOR LOCATION DETAIL.

FILE NAME VILLAGE OF NORTH RIVERSIDE 25TH STREET NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE) 13255 BEAUTIFICATION	USER NAME =	DESIGNED - AMS	REVISED - JEF 1-20-14
		DRAWN - JEP-JFP	REVISED - JEF 3-18-14
	PLOT SCALE =	CHECKED - JEF	REVISED - JEF 5-2-14
	PLOT DATE =	DATE - 12-4-13	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

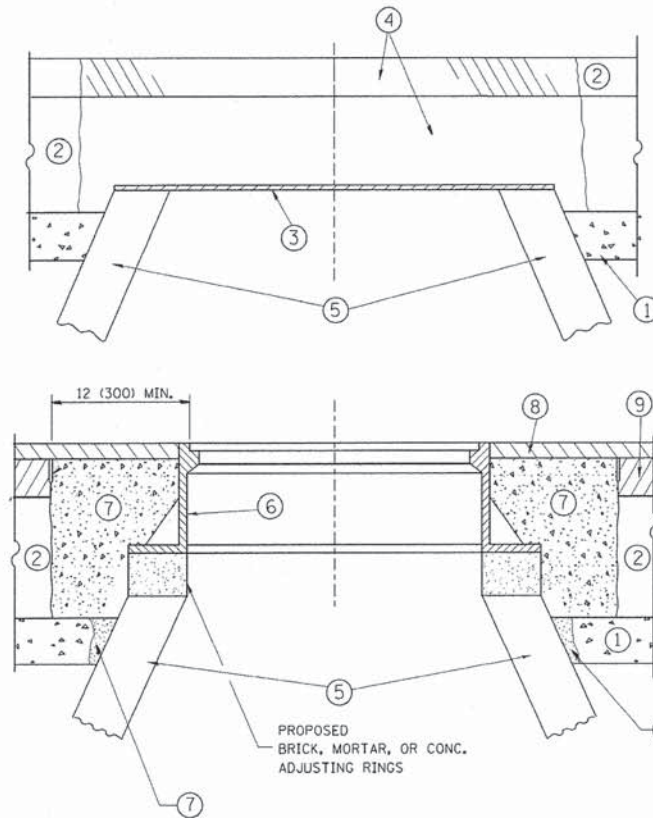
**PLAN: 25TH STREET -  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
(BEAUTIFICATION)**

SCALE: 1"=40' SHEET NO. OF SHEETS STA. 0+92 TO STA. 13+83

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	8
CONTRACT NO. 63847				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT HPP-3463 (007)		

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000825





- CONSTRUCTION PROCEDURES**
- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
  - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
  - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
  - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
  - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
  - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- \* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**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.

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

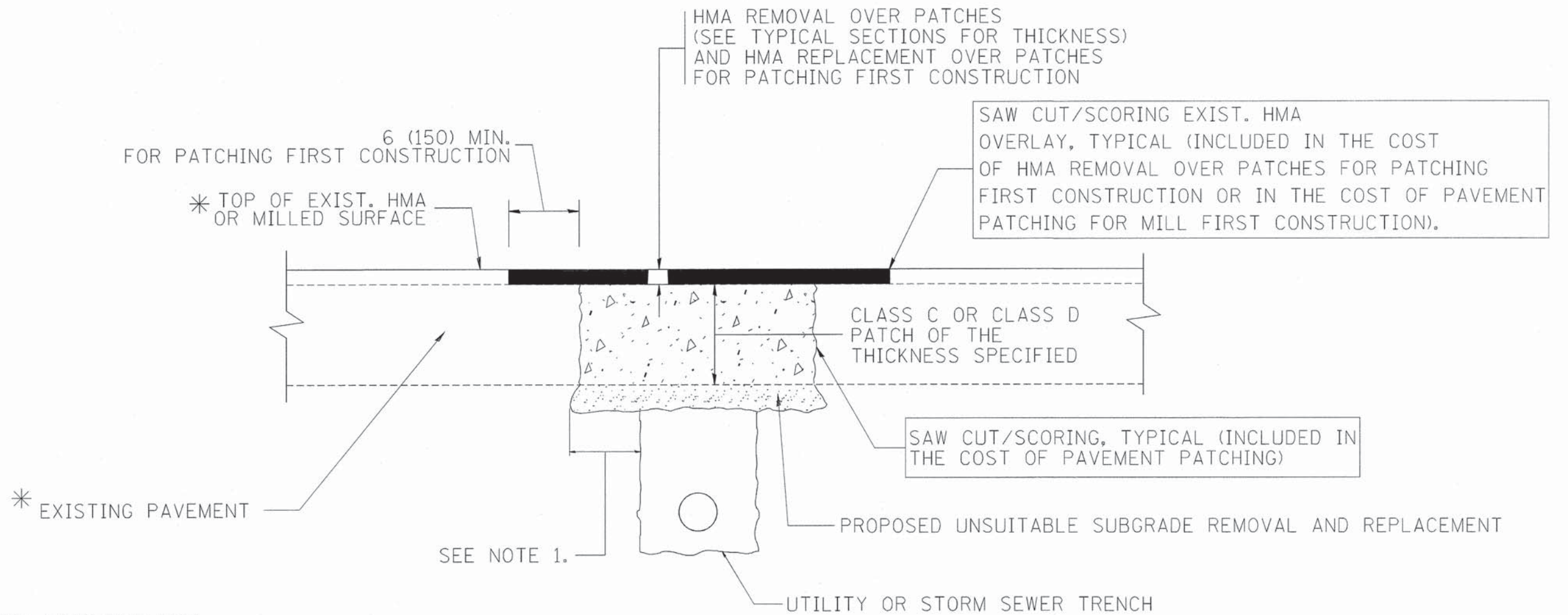
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerd1	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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		CHECKED -	REVISED - R. BORO 03-09-11
PLOT SCALE = 1/68.5000' / m		DATE - 10-25-94	REVISED - R. BORO 12-06-11
PLOT DATE = 12/6/2011			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
NONE	06-0080-02-BT	COOK	23 9
<b>BD600-03 (BD-8)</b>		CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT HPP-3463 (007)			



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

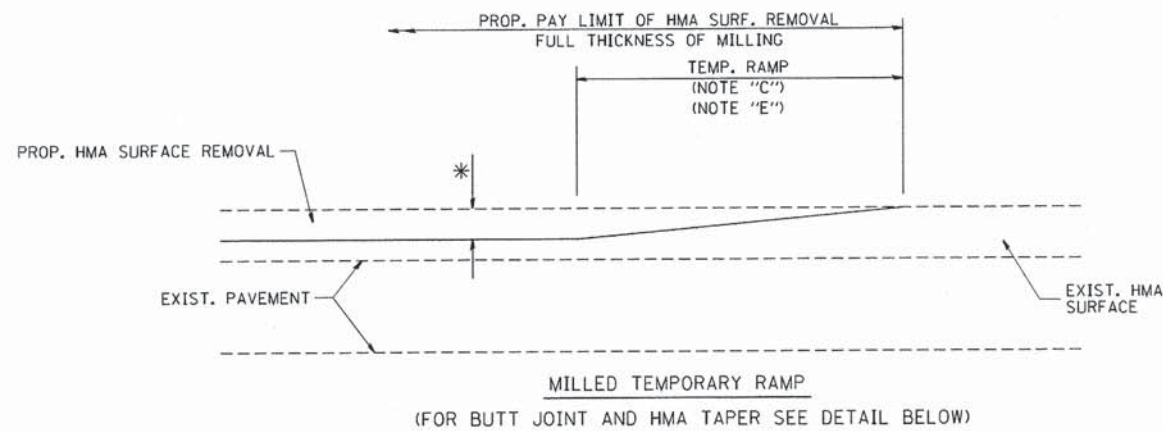
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

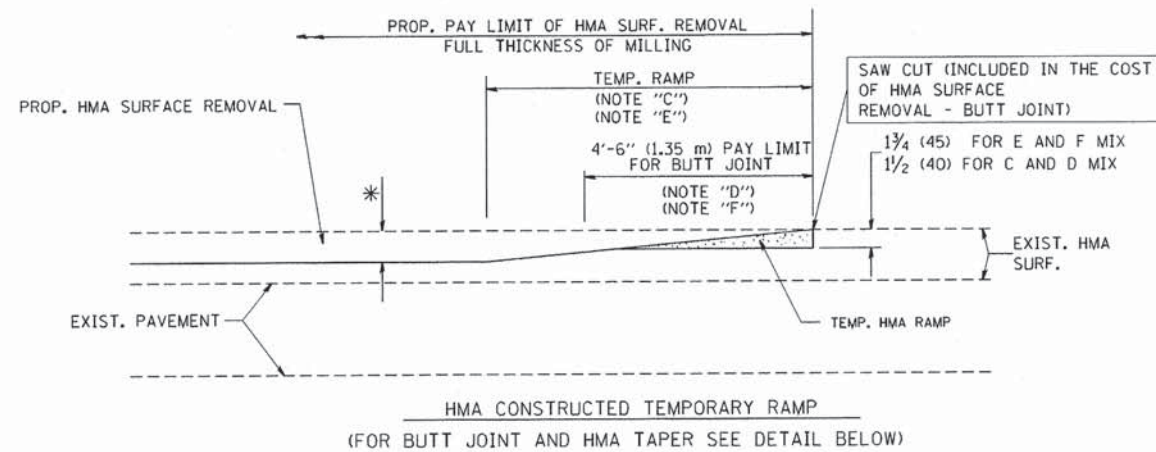
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

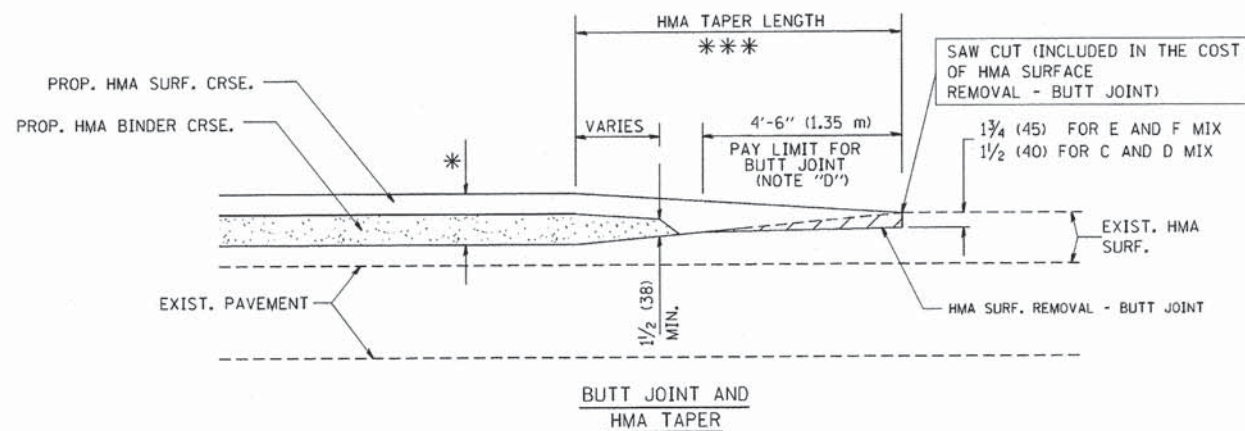
FILE NAME * c:\projects\diststd22x34\bd22.dgn	USER NAME * bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.U. RTE. NONE	SECTION 06-00080-02-BT	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 10
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 63847		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-3463 (007)							
			REVISED - K. ENG 10-27-08									



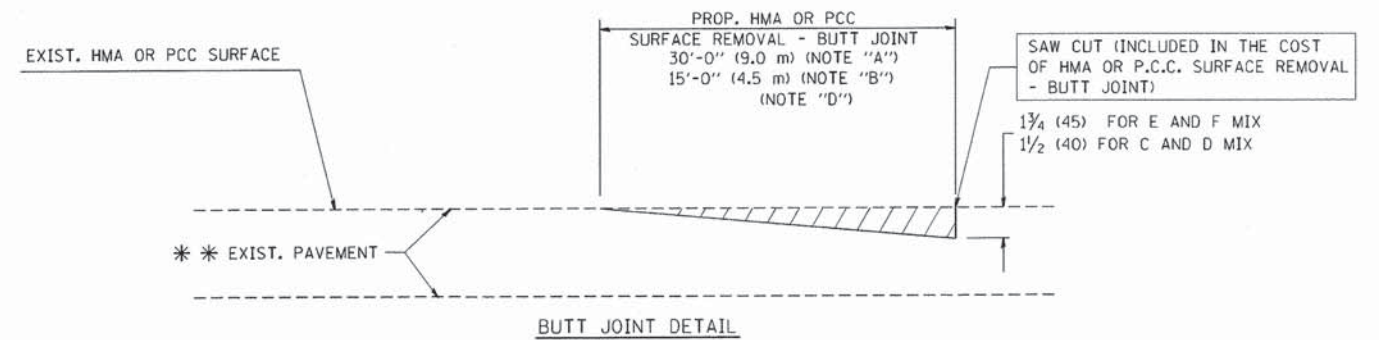
OPTION 1



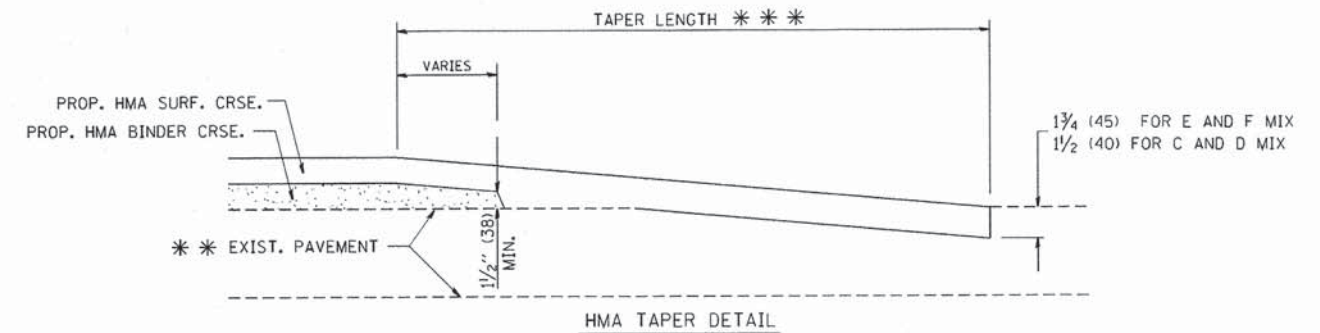
OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER  
FOR RESURFACING ONLY

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
  - B: MINOR SIDE ROADS.
  - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
  - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

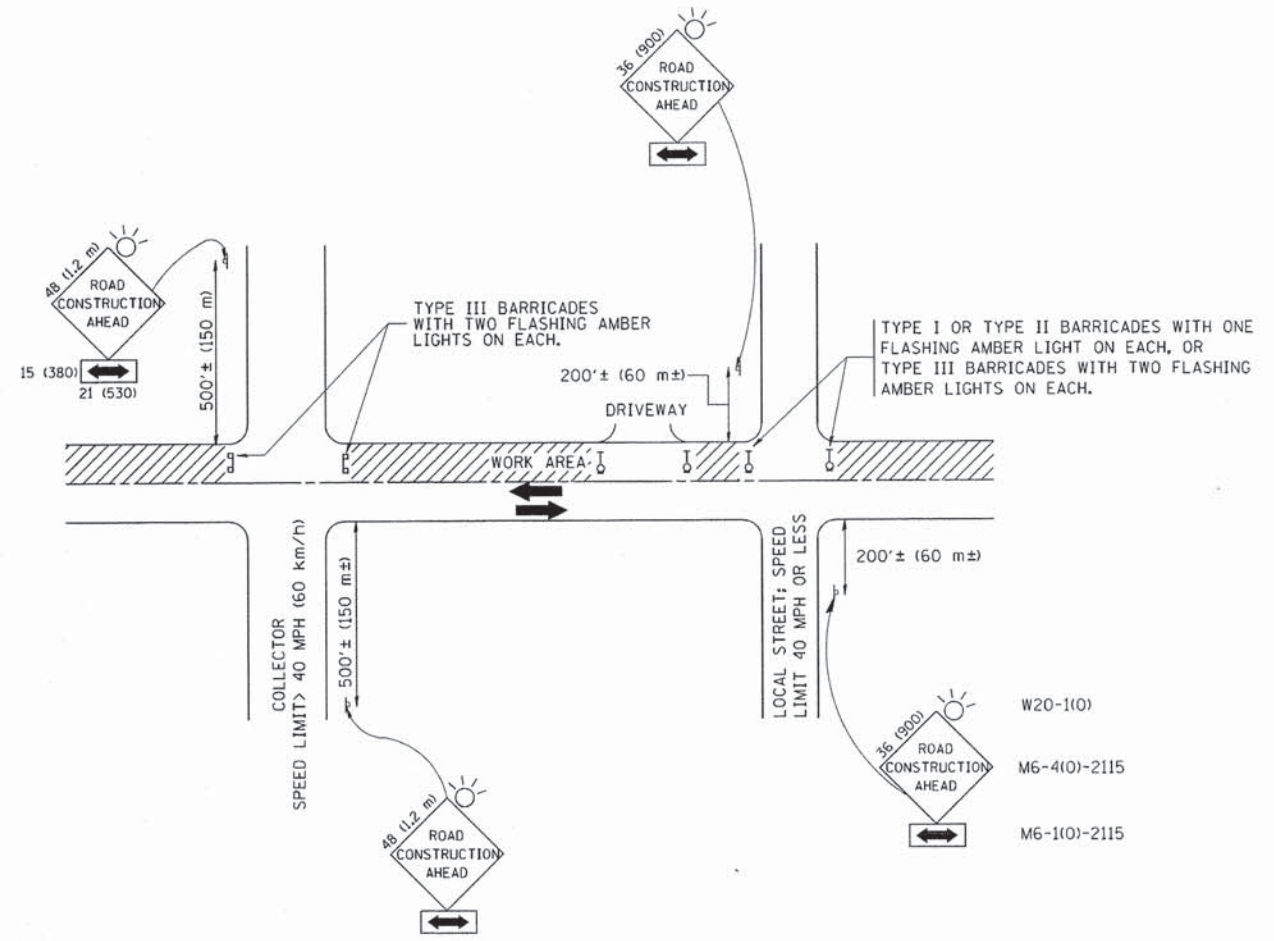
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - A. ABBAS 03-21-97
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. NONE	SECTION 06-00080-02-BT	COUNTY COOK	TOTAL SHEETS 23	SHEET NO. 11
BD400-05 BD32			CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-3463 (007)				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- 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:
    - 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.
    - 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.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - 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.
    - 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.
  - 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. 70150), 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.

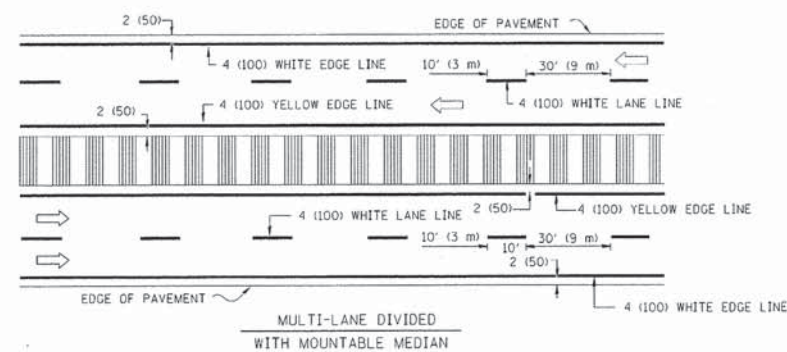
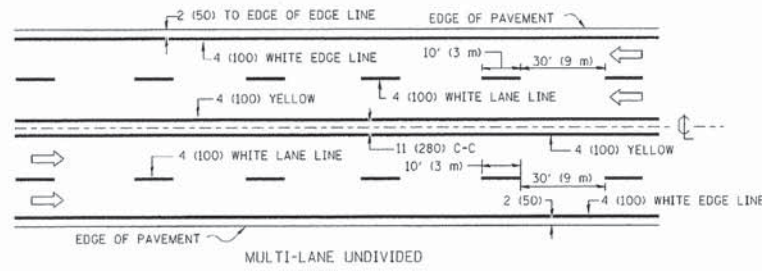
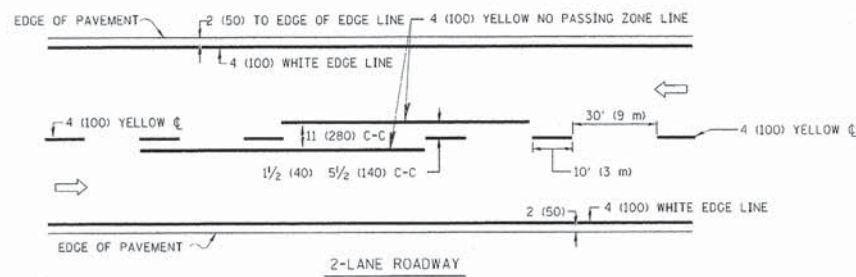
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = geglionobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\diststd\22-34\td10.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

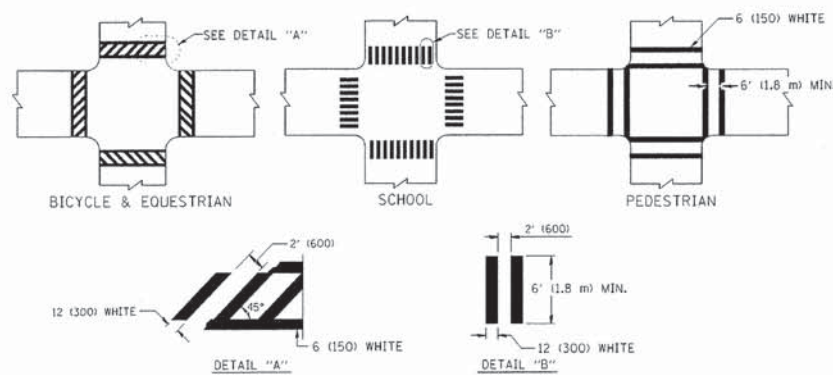
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	12
TC-10			CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT HPP-3463 (007)				

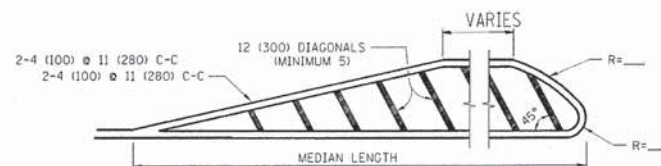
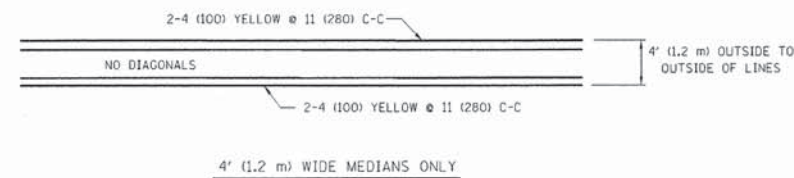


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

**TYPICAL LANE AND EDGE LINE MARKING**

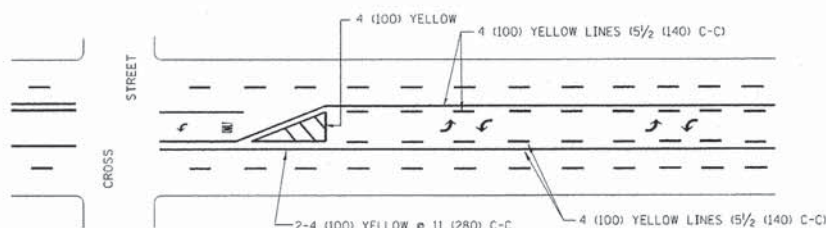


**TYPICAL CROSSWALK MARKING**

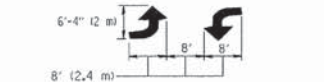


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (OVER 45MPH (70 km/h))

**MEDIANS OVER 4' (1.2 m) WIDE**

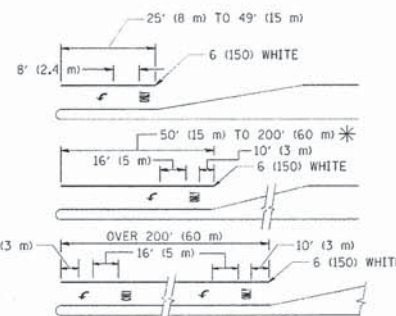


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

**TYPICAL PAINTED MEDIAN MARKING**

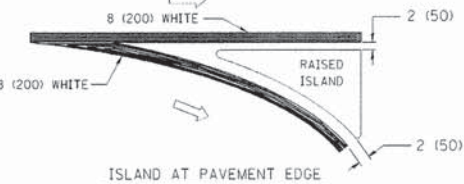
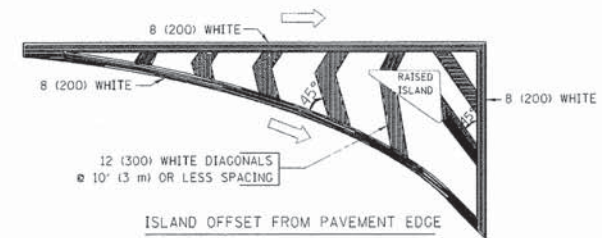


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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**



**TYPICAL ISLAND MARKING**

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

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

	LARGE SIZE	SMALL SIZE
THROUGH ARROW	1.07 (11.5)	0.60 (6.5)
LEFT OR RIGHT ARROW	1.47 (15.6)	0.60 (6.5)
COMBINATION LEFT (RIGHT) AND THROUGH ARROW	2.42 (26.0)	1.37 (14.7)
RAILROAD "R" 1.8m (6ft.)	0.33 (3.6)	—
RAILROAD "X" 6.1m (20ft.)	5.02(54.0)	—
HANDICAPPED SYMBOL	0.43 (4.6)	—

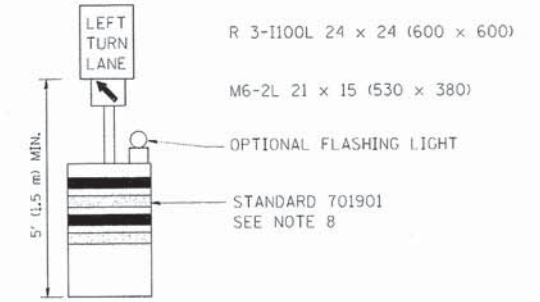
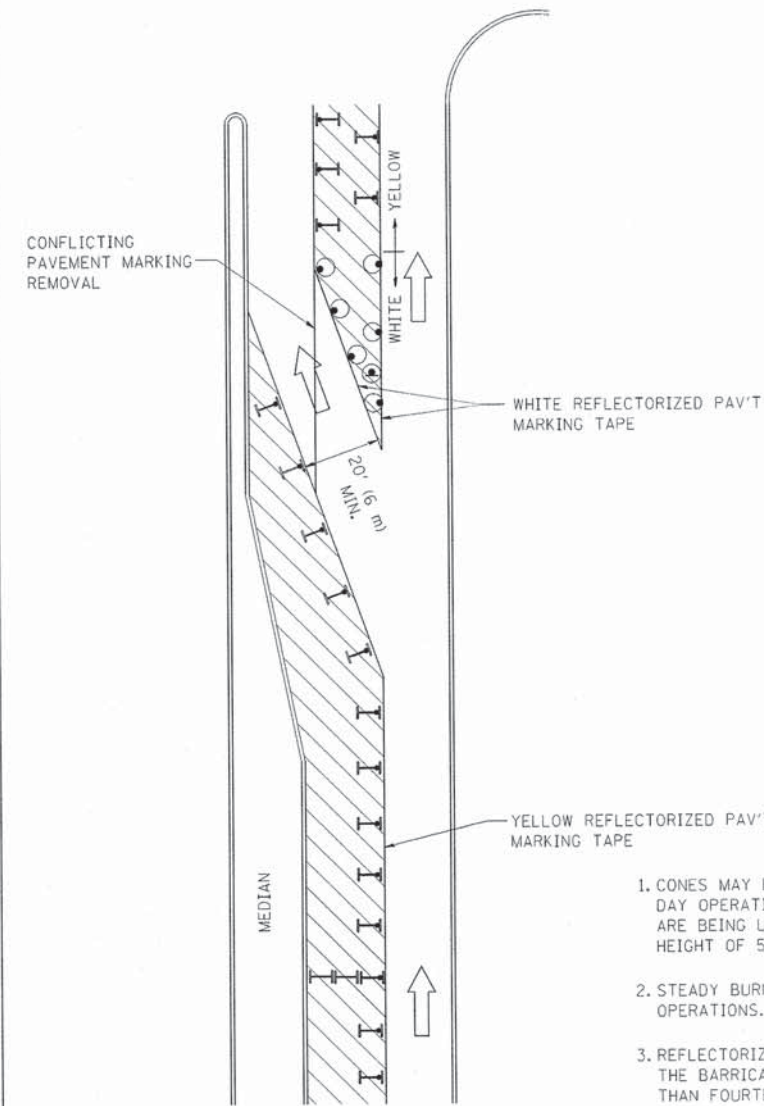
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	13
TC-13			CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-3463 (007)				









**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 NCHRP 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

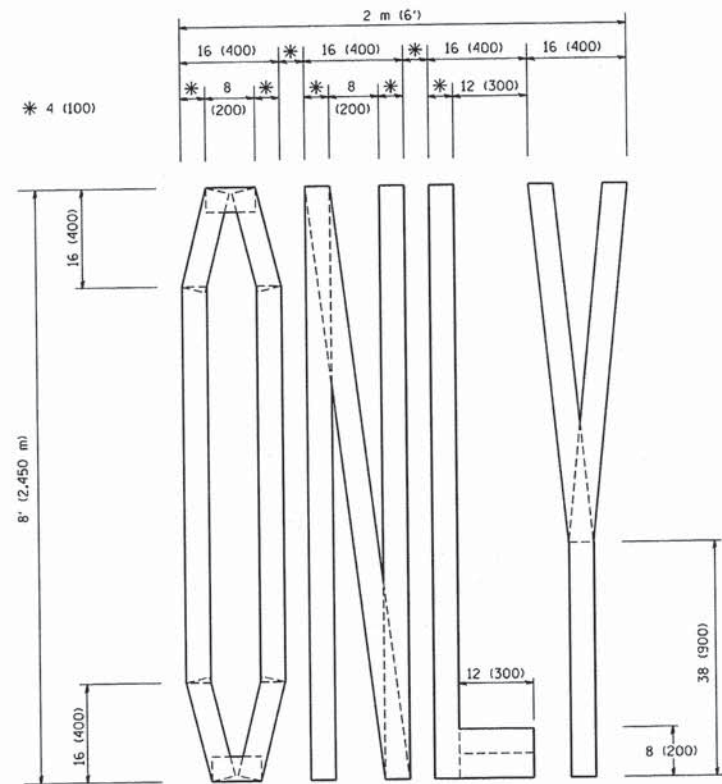
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PLOT SCALE = 48,0000 1/2 IN.		REVISED -T. RAMMACHER 01-06-00	REVISED -
PLOT DATE = 9/14/2009			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

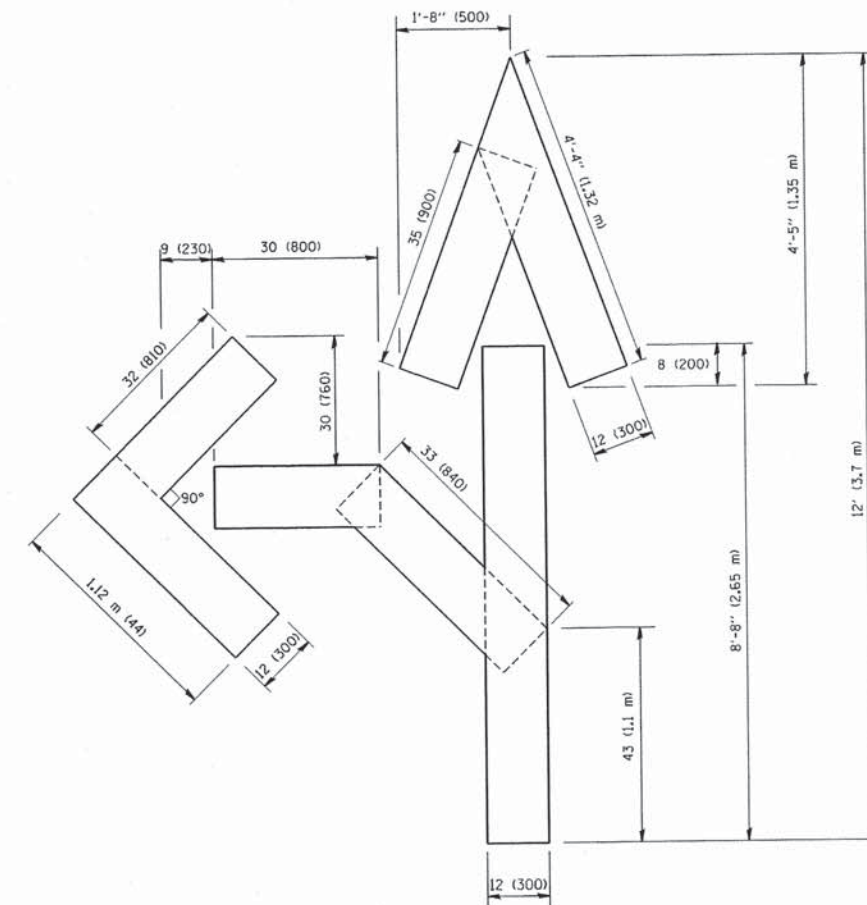
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

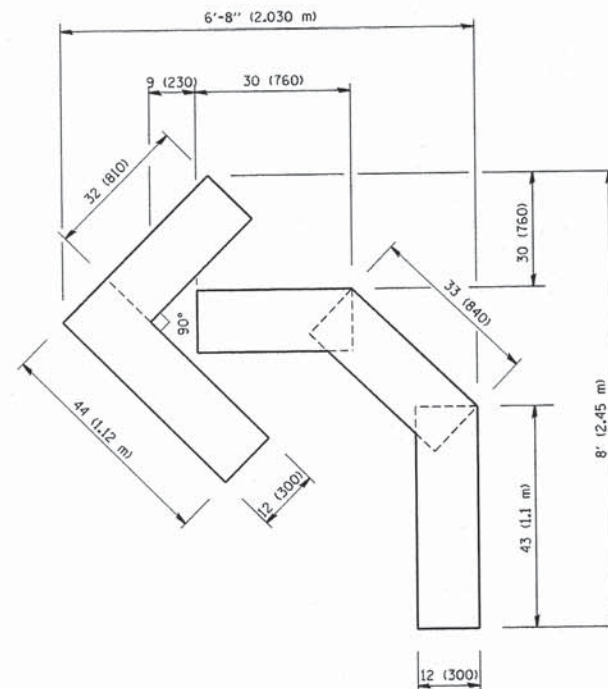
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NONE	06-00080-02-BT	COOK	23	14
<b>TC-14</b>		CONTRACT NO. <b>63847</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-3463 (007)				



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 =  
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USER NAME = gaglianobt  
 PLOT SCALE = 50,0000" / IN.  
 PLOT DATE = 1/4/2008

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 09-18-94

REVISED -T. RAMMACHER 06-05-96  
 REVISED -T. RAMMACHER 11-04-97  
 REVISED -T. RAMMACHER 03-02-98  
 REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

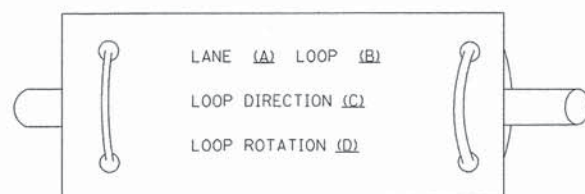
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	15
TC-16			CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT HPP-3463 (007)				

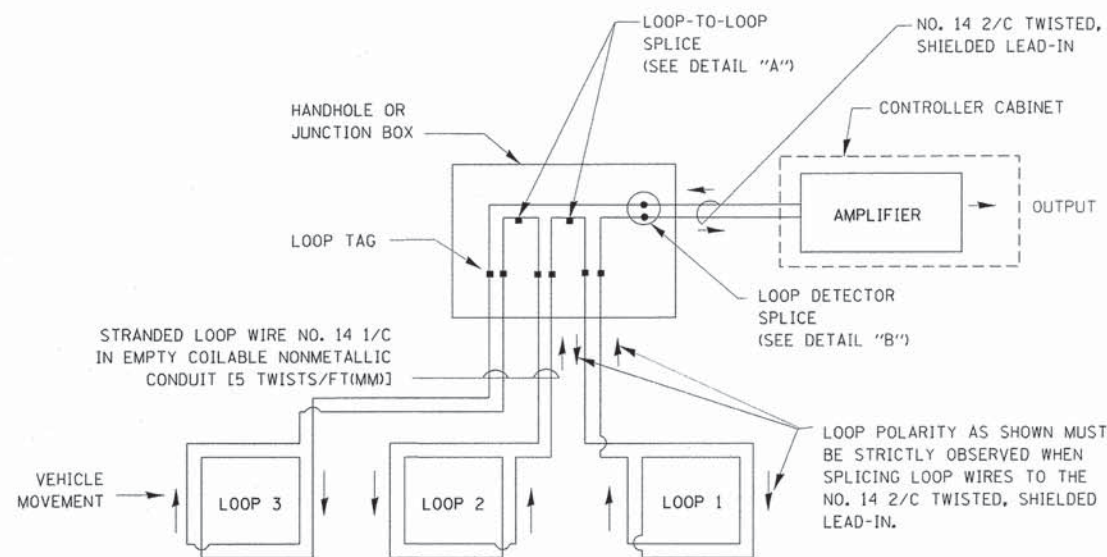
## LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

### LOOP LEAD-IN CABLE TAG

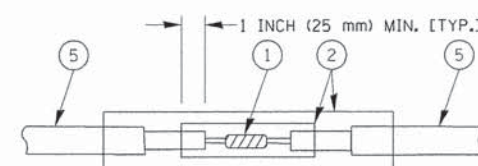


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

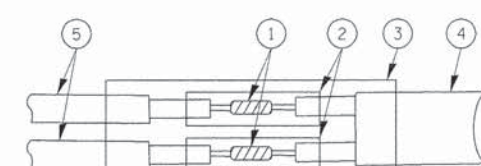


### DETECTOR LOOP WIRING SCHEMATIC

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

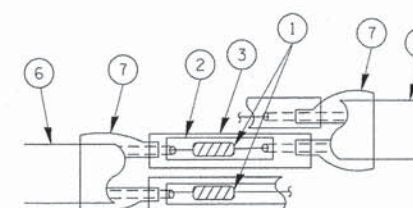


DETAIL "A"  
LOOP-TO-LOOP SPLICE

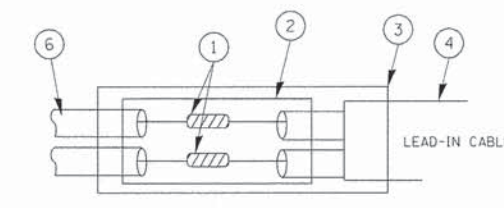


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

### LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 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

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

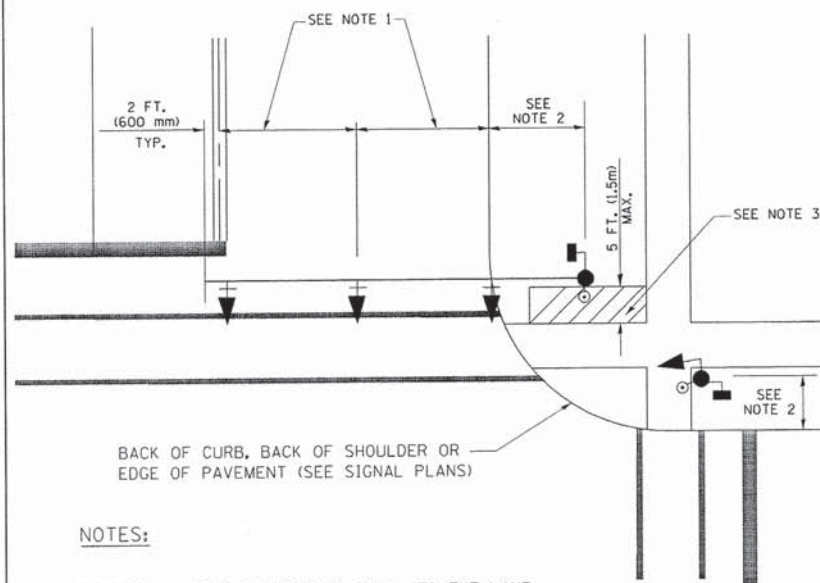
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	16
CONTRACT NO. 63847				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-3463 (007)				

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.



**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

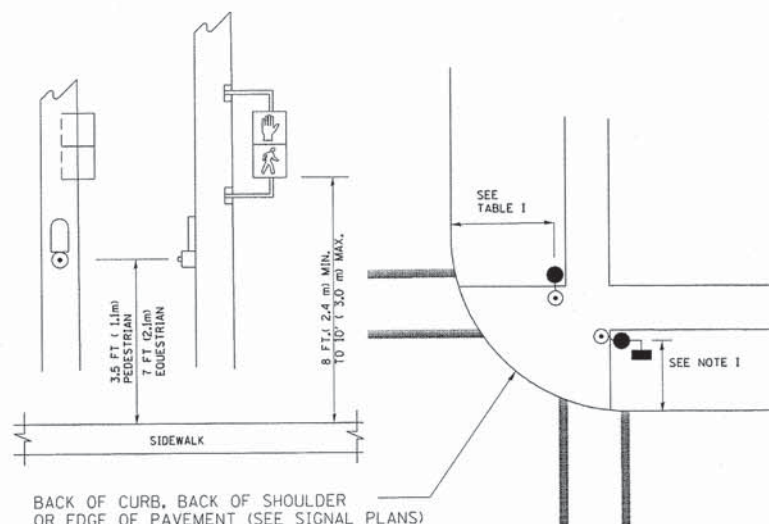
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

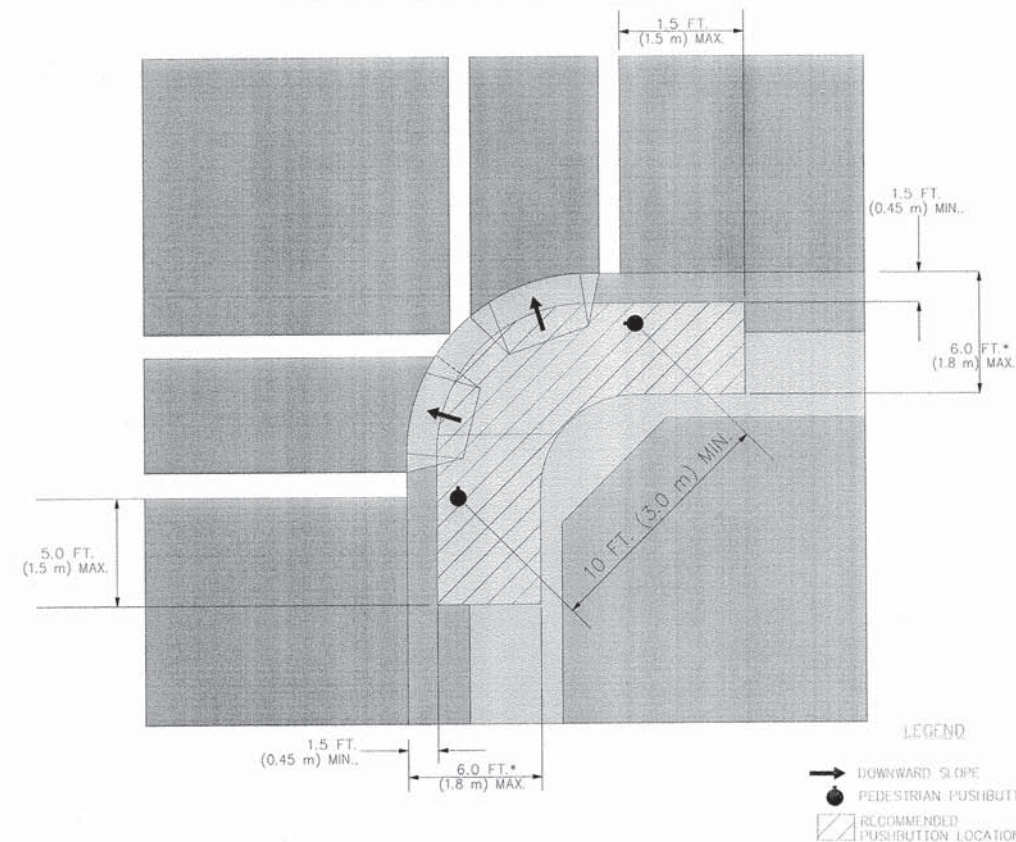
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

**RECOMMENDED PUSHBUTTON LOCATIONS**



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

**NOTES:**

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

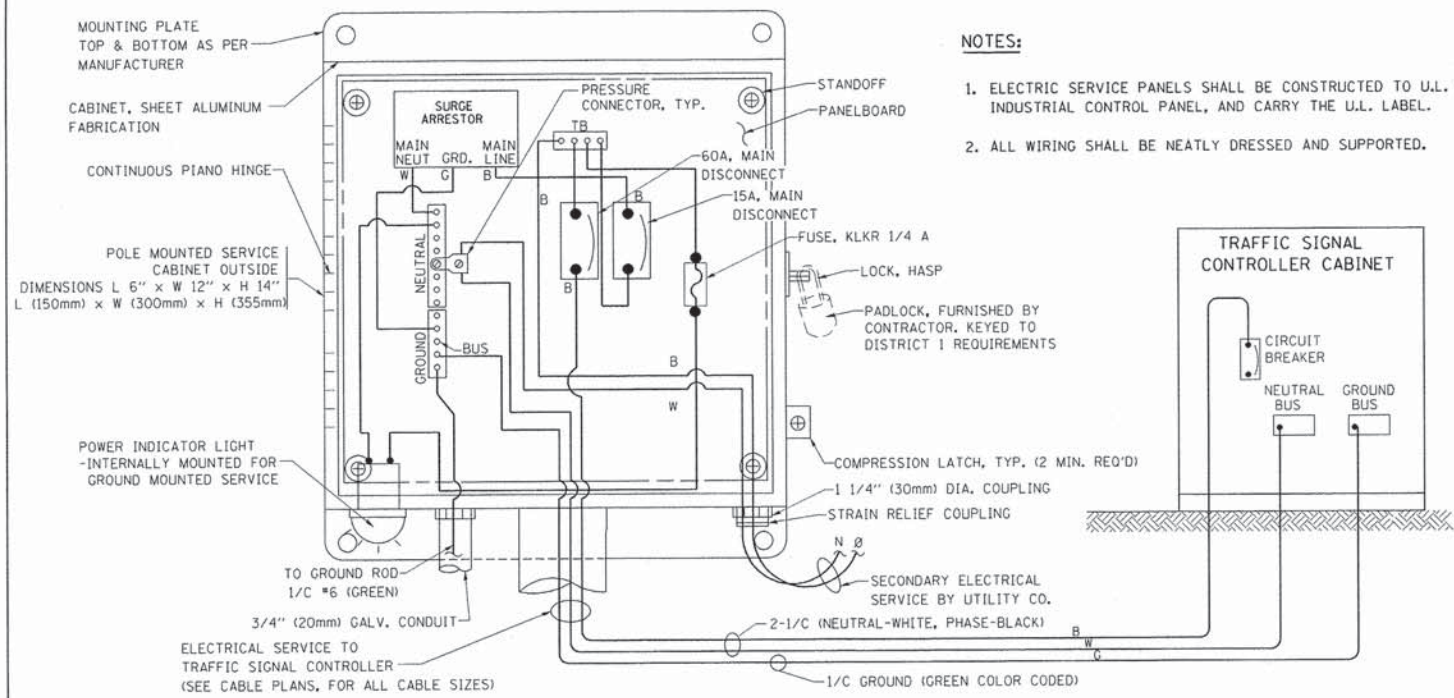
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

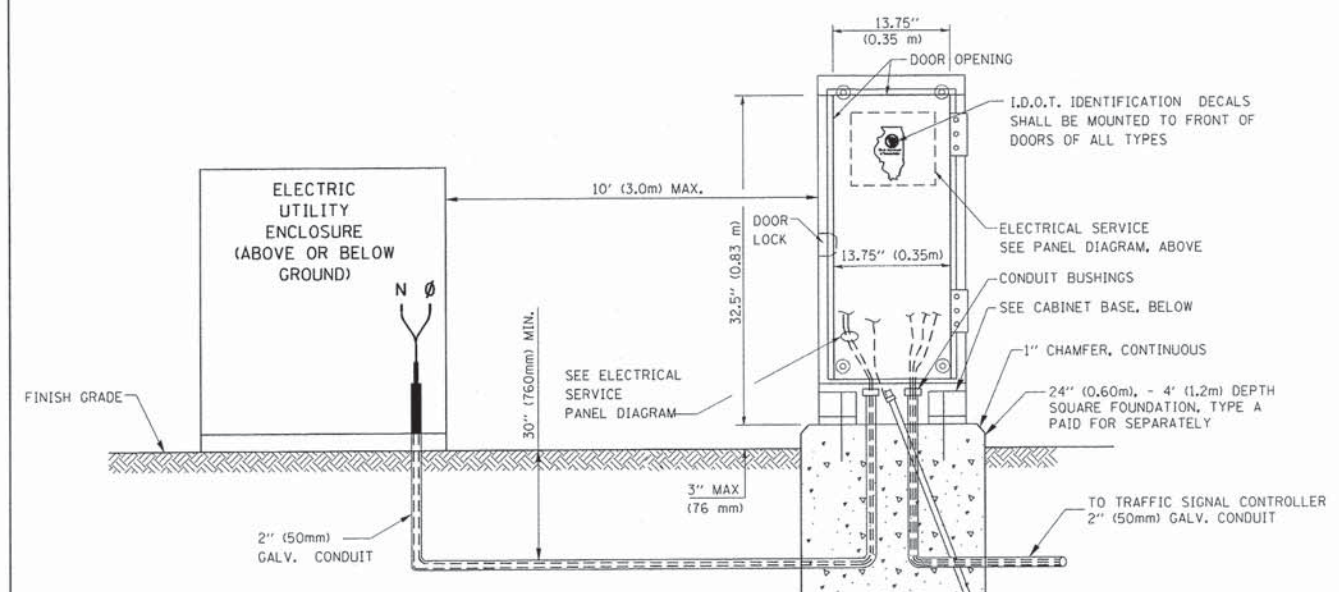
**DISTRICT 1  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	17
CONTRACT NO. 63847				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT HPP-3463 (007)				

SCALE: SHEET NO. 2 OF 6 SHEETS STA. TO STA.

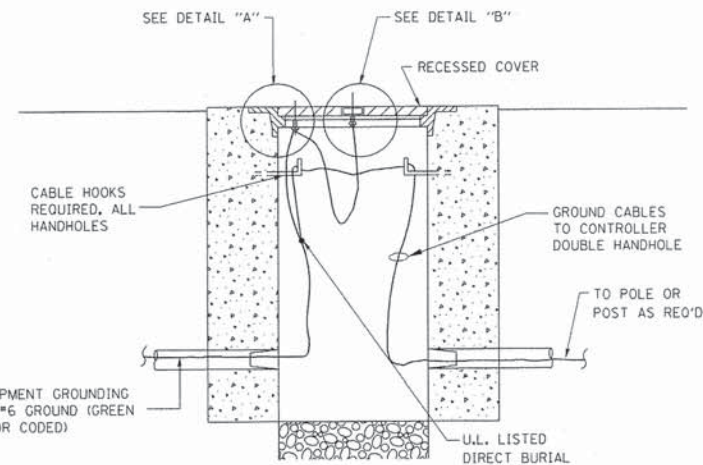
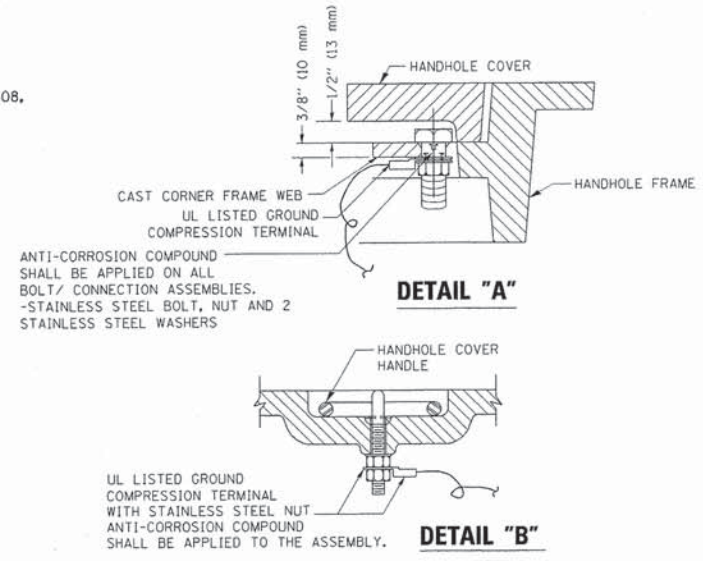
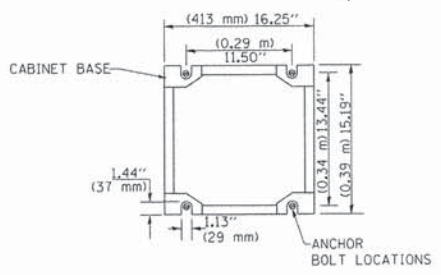


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

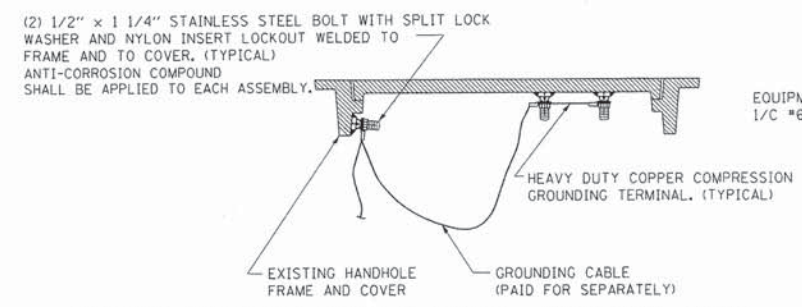


**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

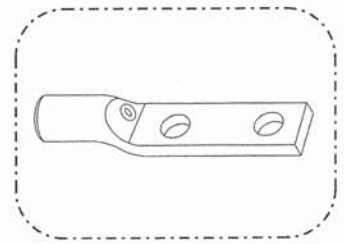


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

**NOTES:**

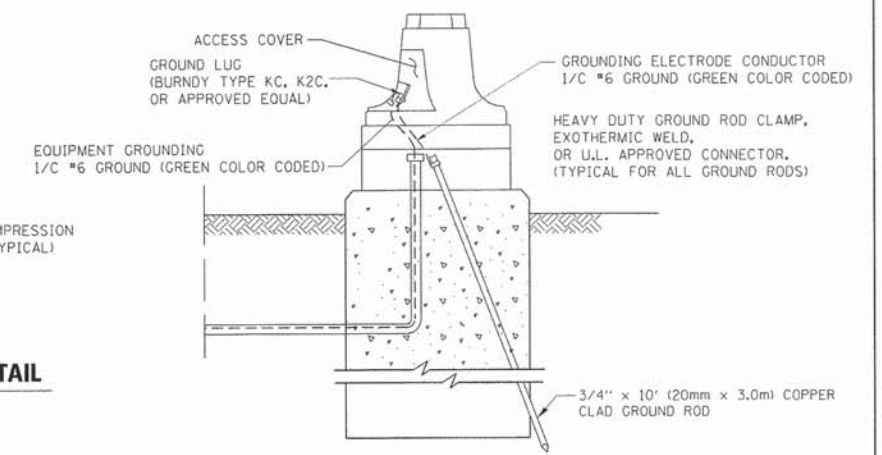
**GROUNDING SYSTEM**

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



**NOTES:**

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)

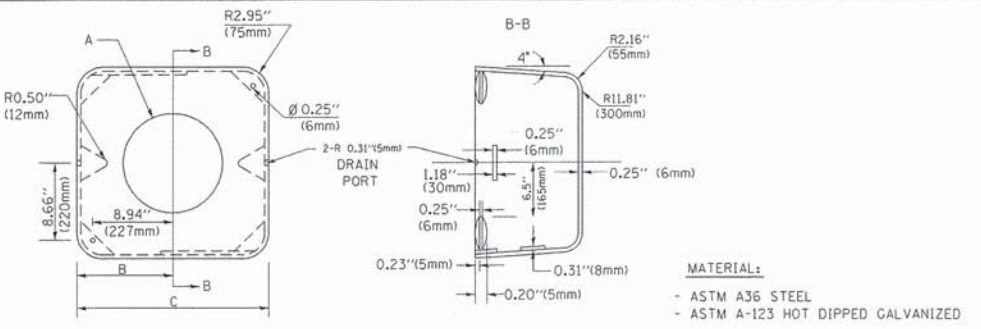
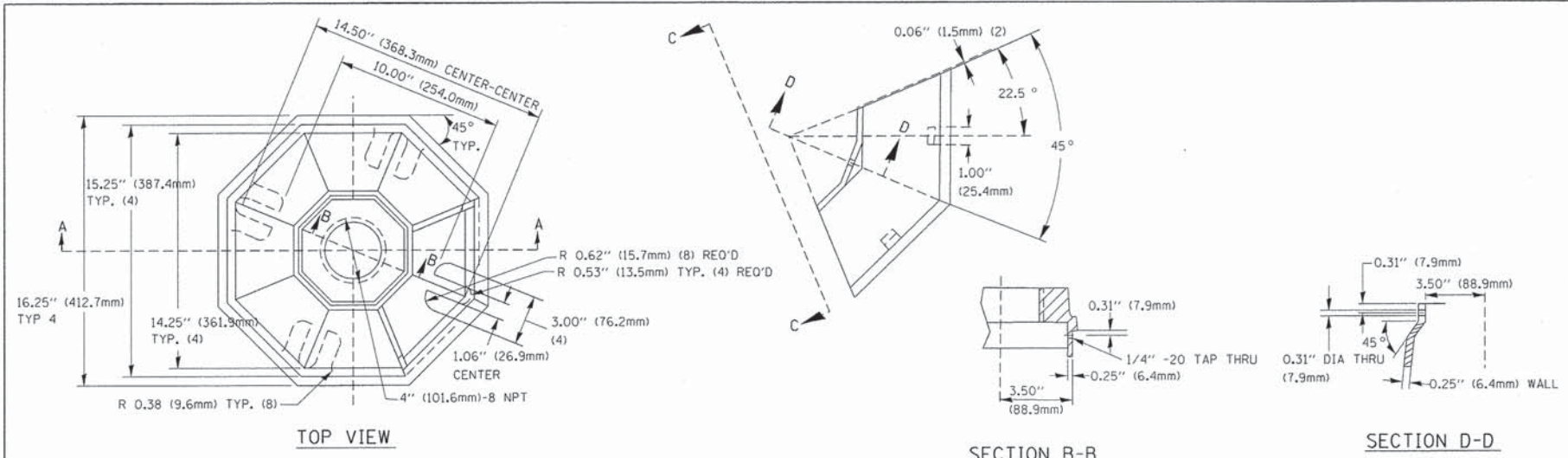
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	18
CONTRACT NO. 63847				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT HPP-3463 (007)				

SCALE: SHEET NO. 3 OF 6 SHEETS STA. TO STA.

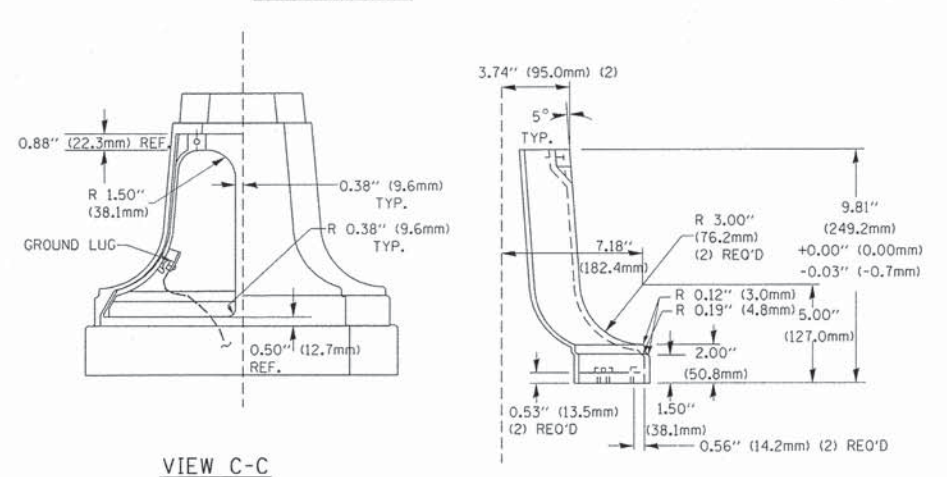
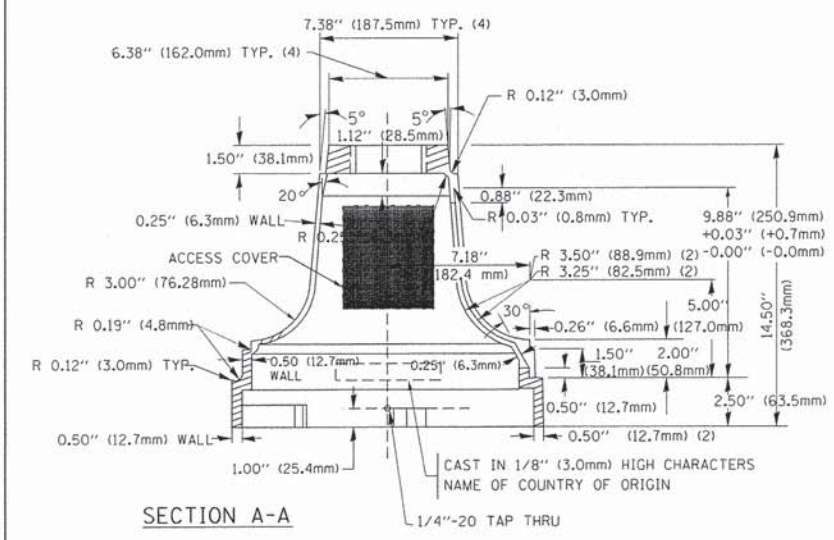


A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIABLES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIABLES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIABLES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) - 12\" (300mm)	126 lbs (57 kg)

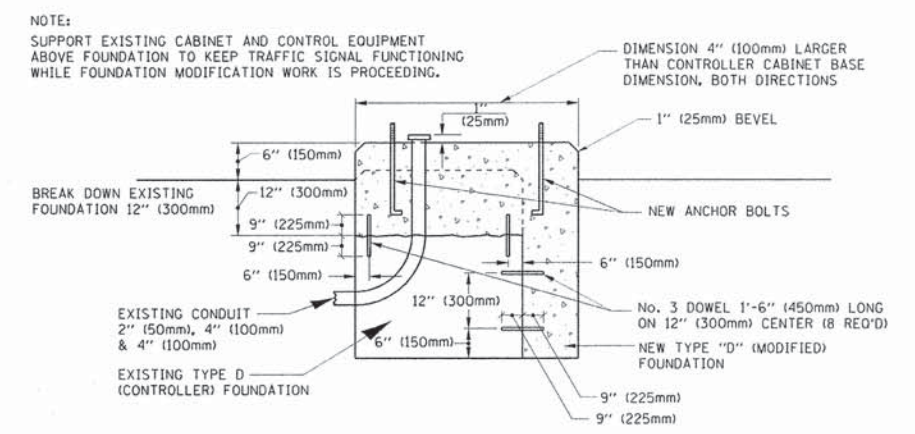
**SHROUD**

**NOTES:**

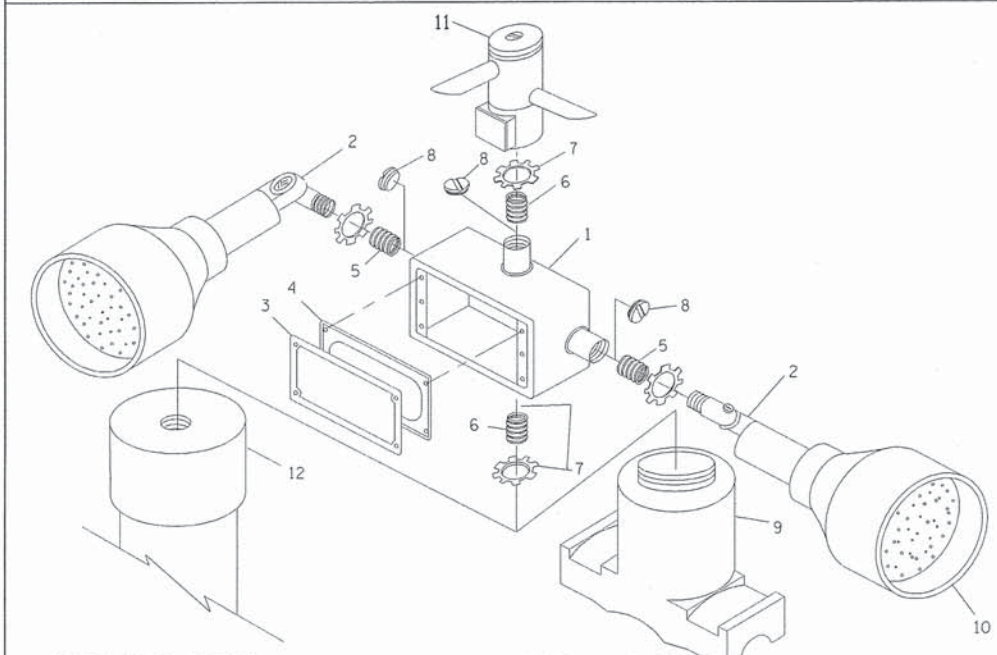
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**



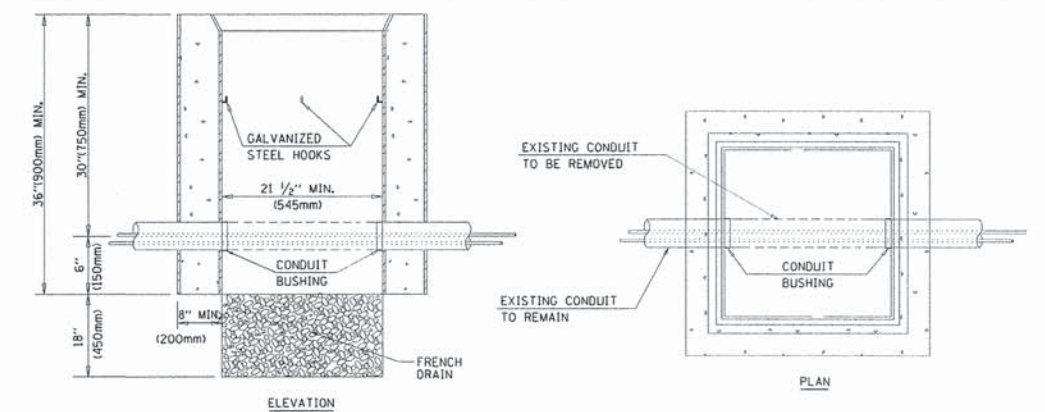
**MODIFY EXISTING TYPE "D" FOUNDATION**



ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (10,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER CASSET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

**NOTES:**

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



**NOTES:**

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

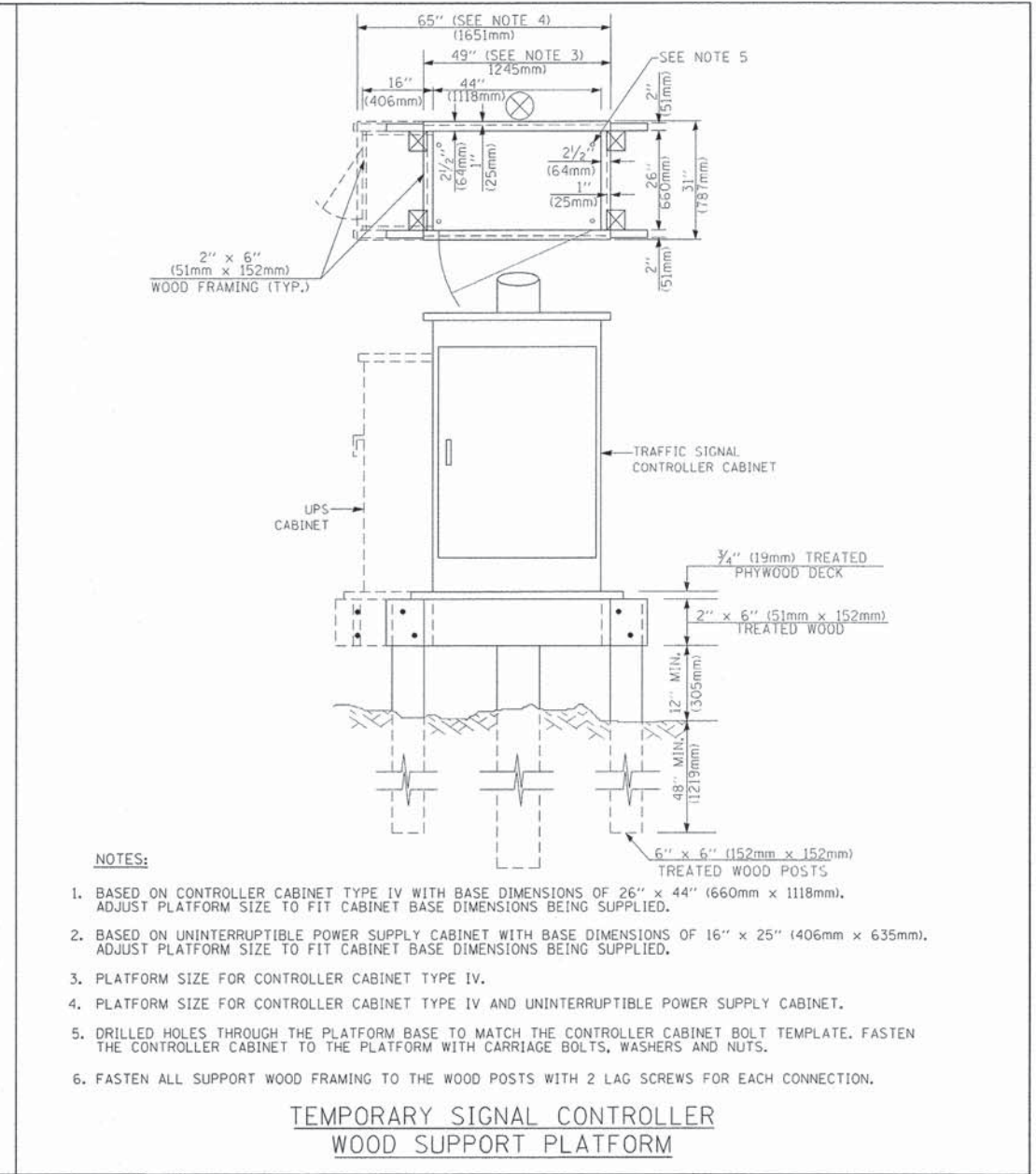
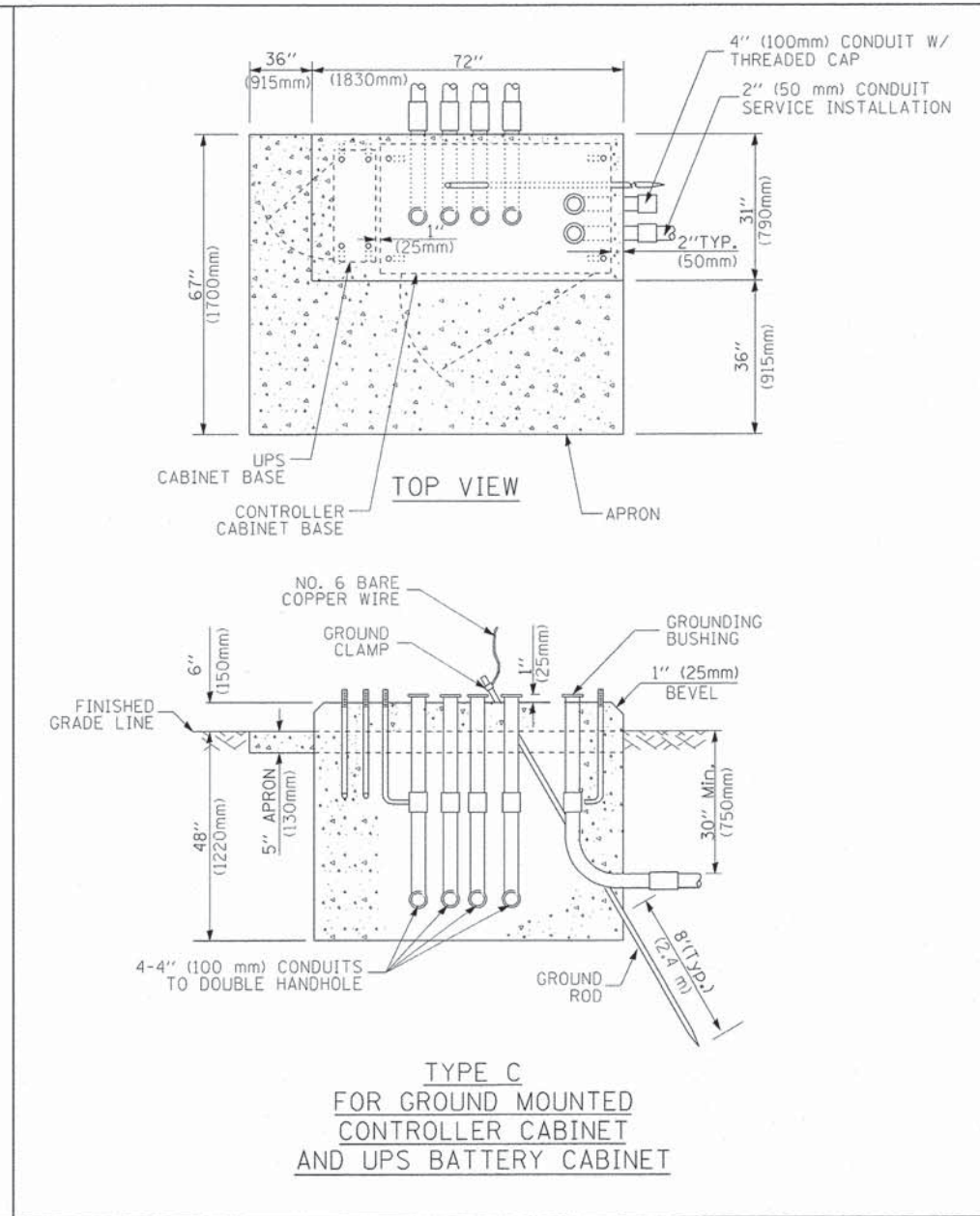
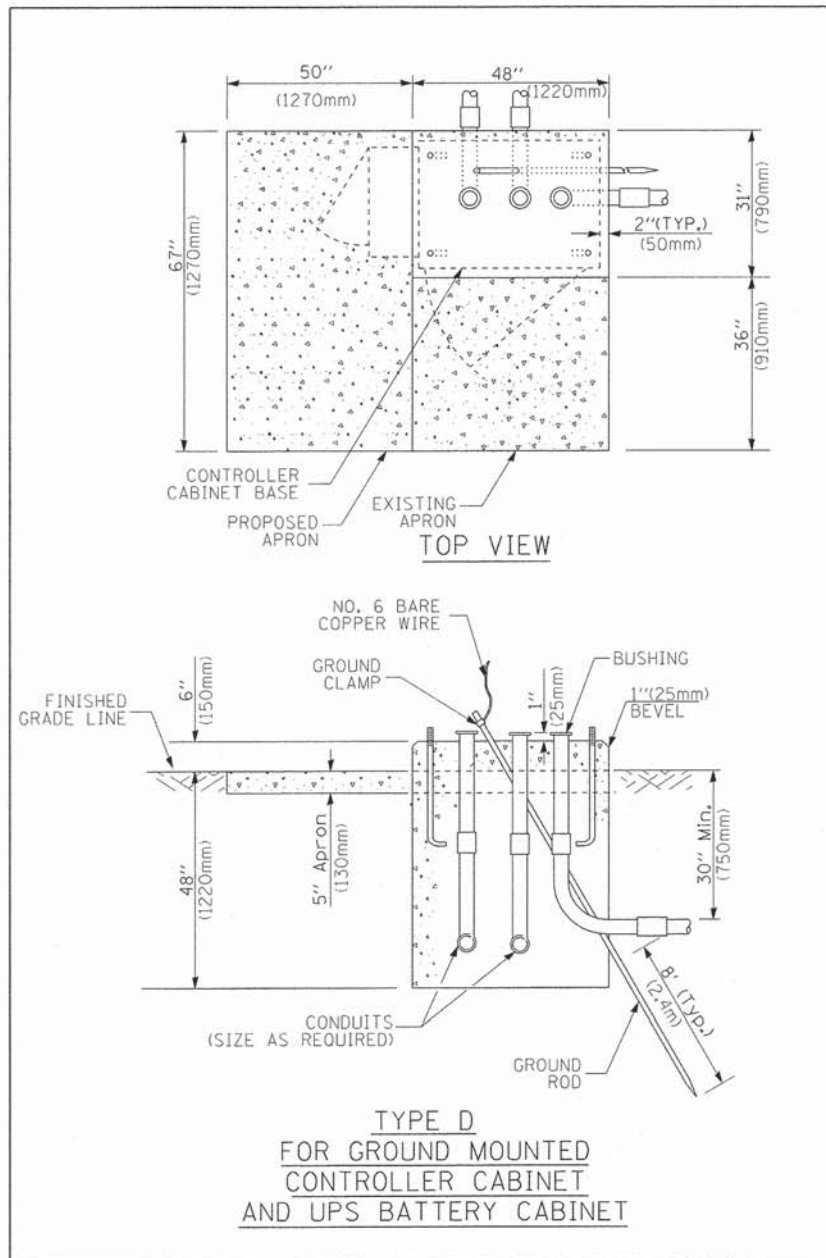
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	19
CONTRACT NO. 63847				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	HPP-3463 (007)		

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.



- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm), ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm), ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
  3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
  4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
  5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
  6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

**CABLE SLACK**

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

**VERTICAL CABLE LENGTH**

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

**DEPTH OF FOUNDATION**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
  2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
  3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
  4. For mast arm assemblies with dual arms refer to state standard 878001.

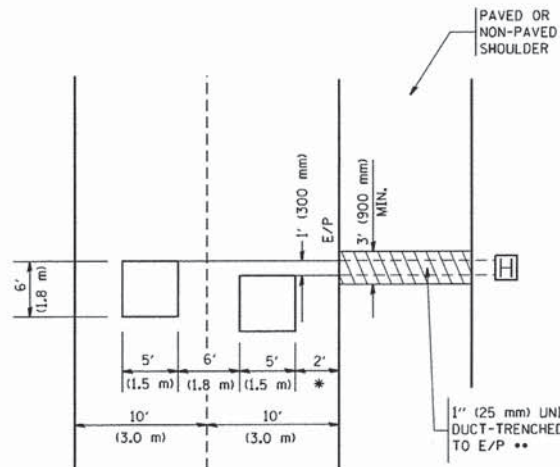
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SMI2F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SMI2F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<b>RAILROAD SYMBOLS</b>			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				EXISTING		PROPOSED	
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RAILROAD CONTROL CABINET			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				RAILROAD CANTILEVER MAST ARM			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				FLASHING SIGNAL			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				CROSSING GATE			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				CROSSBUCK			
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

**LOOPS NEXT TO SHOULDERS**

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



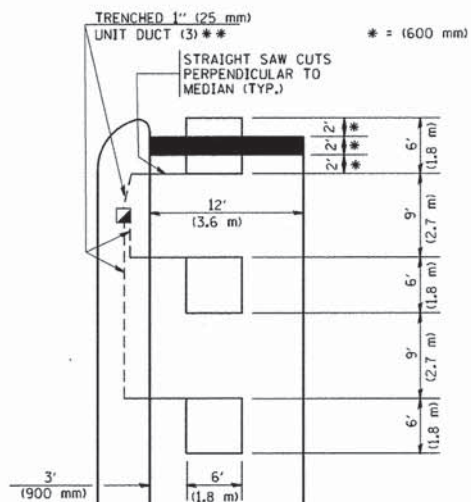
\* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

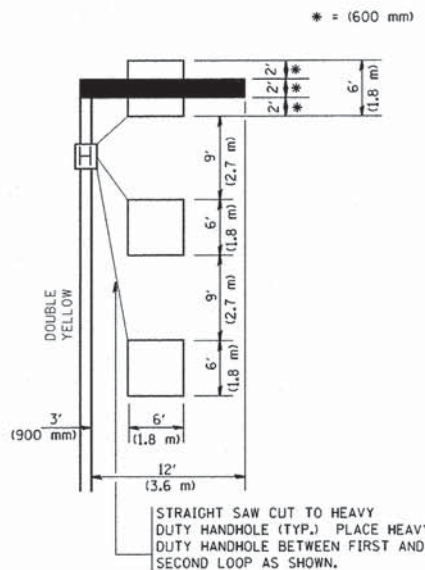


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

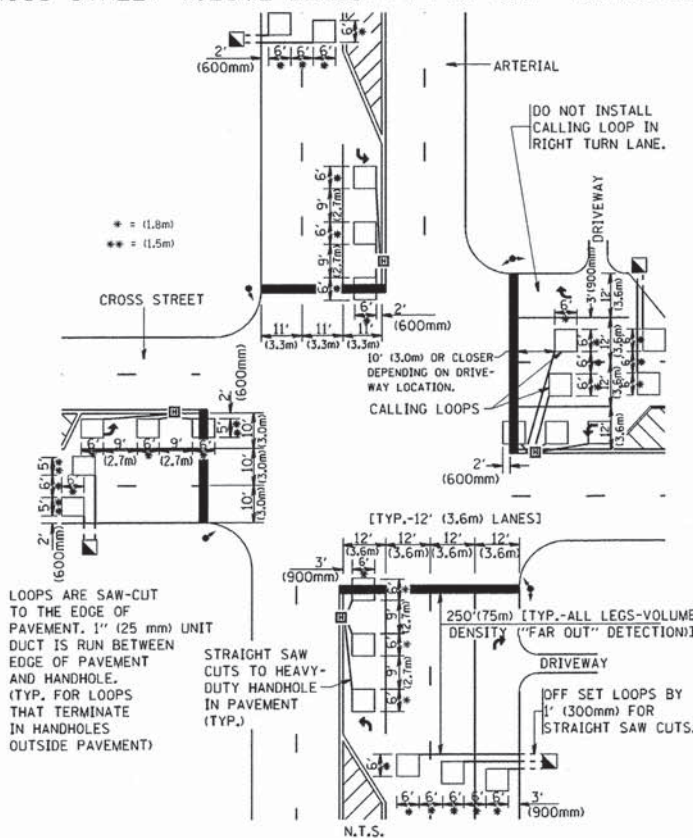
**LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



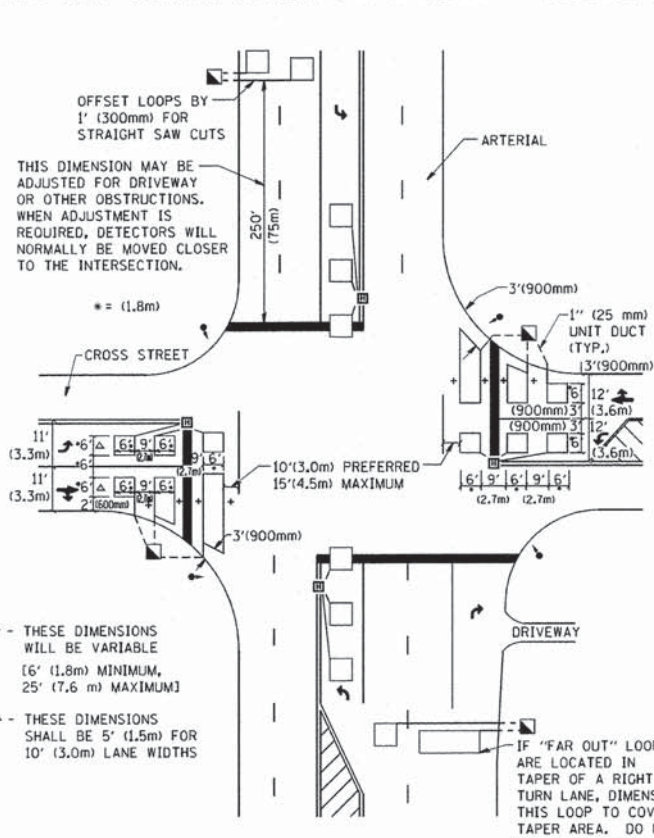
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



**DETAIL 1  
N.T.S.**

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



**DETAIL 2  
N.T.S.**

**NOTES:**

**VEHICLES LOOP DETECTORS**

- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF 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 = geglianobt  
DESIGNED -  
DRAWN -  
PLOT SCALE = 50,0000 ' / IN.  
PLOT DATE = 1/4/2008

REVISIONS  
DESIGNED -  
DRAWN -  
CHECKED - R.K.F.  
DATE -

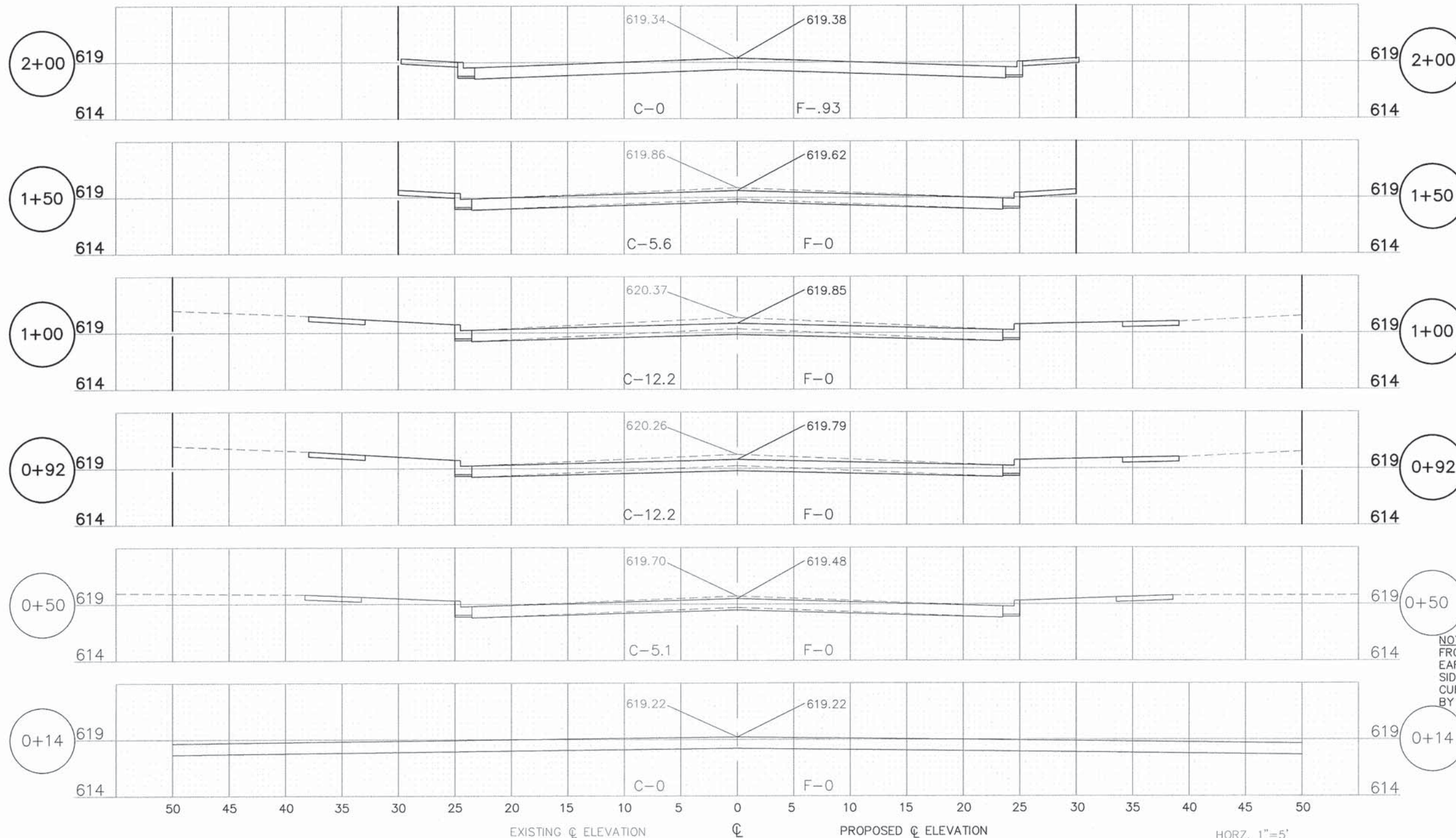
REVISIONS  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	22
TS-07			CONTRACT NO. 63847	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT HPP-3463 (007)				



NOTE:  
FROM STA. 0+14 TO STA. 0+92,  
EARTH EXCAVATION, REMOVAL OF  
SIDEWALKS, PAVEMENTS, AND  
CURB AND GUTTER TO BE DONE  
BY OTHERS.

### 25TH STREET



#### IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES.  
REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FOR TYPICAL CROSS SECTION  
OF NEW PAVEMENT WORK  
SEE SHEET 4

FILE NAME  
VILLAGE OF NORTH RIVERSIDE  
25TH STREET  
NORTH RIVERSIDE MALL ROAD TO FAP 348 (HARLEM AVENUE)  
13255 BEAUTIFICATION

USER NAME =  
PLOT SCALE =  
PLOT DATE =

DESIGNED - AMS  
DRAWN - JEP-JFP  
CHECKED - JEF  
DATE - 12-3-13

REVISED - JEF 1-20-14  
REVISED - JEF 3-18-14  
REVISED - JEF 5-2-14  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS: 25TH STREET -  
STA. 0+14 TO STA. 2+00  
(BEAUTIFICATION)

SCALE: 1"=5' SHEET NO. OF SHEETS STA. 0+14 TO STA. 2+00

**Frank Novotny & Associates, Inc.**  
835 Midway Drive • Willowbrook, IL • 60327 • Telephone: (630) 857-8540 • Fax: (630) 857-0132  
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 154-000928

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NONE	06-00080-02-BT	COOK	23	23
CONTRACT NO. 63847				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT HPP-3463 (007)		