

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED PLANS FOR
FEDERAL AID HIGHWAY

PRATT AVENUE (FAU 1353)
FROM LOCKWOOD AVE. TO CRAWFORD AVE.

RESURFACING
SECTION NO. 15-0061-00-RS
PROJECT NO. M-4003(503)
VILLAGE OF LINCOLNWOOD
COOK COUNTY
C-91-294-15

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-0061-00-RS	COOK	33	1
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO. 61C91		

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF STANDARDS, SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS: -

JAMES F. AMELIO
062-060779
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

[Signature] 5-2-16
ENGINEER DATE

JAMES F. AMELIO
ILLINOIS REGISTRATION No. 062-060779
EXPIRATION DATE: 11/30/2017

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *[Signature]* MAY 2 2016
VILLAGE MANAGER, VILLAGE OF LINCOLNWOOD

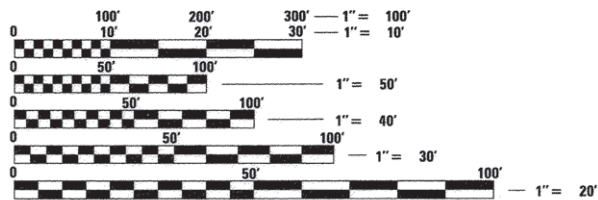
PASSED *[Signature]* MAY 16 2016
CHRISTOPHER BURKE
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW
[Signature] MAY 16 2016
REGION ONE ENGINEER

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OF THE STATE OF ILLINOIS

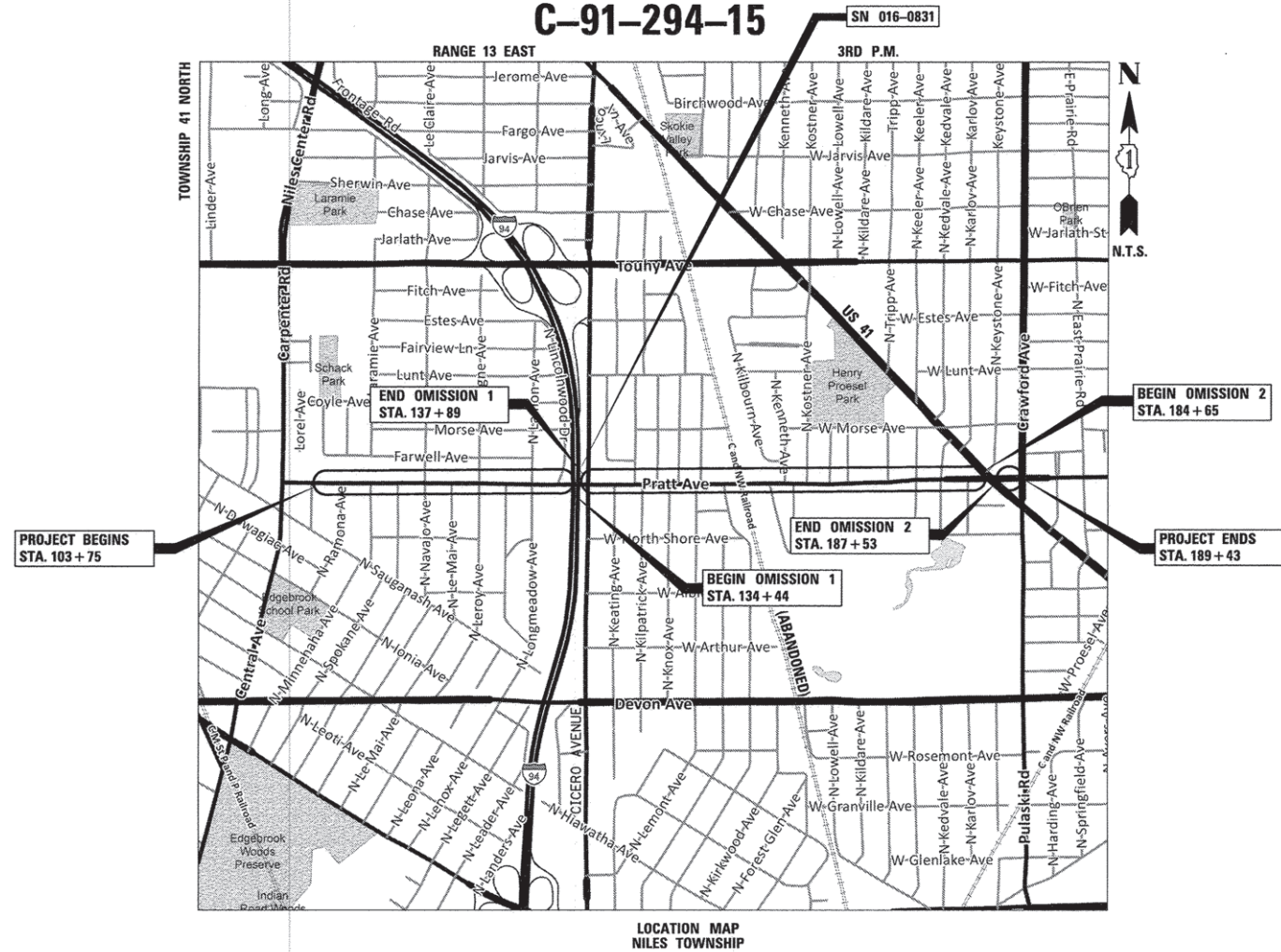
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, PE, (847) 705-4406 SCHAUMBURG, IL

DESIGN DESIGNATION = MINOR ARTERIAL
ADT = 11,700 VPD (2014)
POSTED SPEED LIMIT = 25 MPH



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

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



GROSS LENGTH = 8568 FT. = 1.62 MILE
NET LENGTH = 7935 FT. = 1.50 MILE

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

PROFESSIONAL DESIGN FIRM NO.: 184-001175
EXPIRATION DATE: APRIL 30, 2017

CONTRACT NO. 61C91

GENERAL NOTES

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HIGHWAY STANDARDS

000001-06 – STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-08 – PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-02 – CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-03 – DEPRESSED CORNER FOR SIDEWALKS
424026-01 – ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
442201-03 – CLASS C AND D PATCHES
606001-06 – CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-04 – LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03 – LANE CLOSURE 2L, 2W MOVING OPERATIONS – DAY ONLY
701427-04 – LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEED ≤40 MPH
701501-06 – URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-10 – URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
701701-10 – URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06 – SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05 – TRAFFIC CONTROL DEVICES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED APRIL 1, 2016; THE LATEST EDITIONS OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD) AND "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS"; THE "DETAILS" IN THE PLANS; AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.
- ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE AND ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATIONS IS REQUIRED). THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

WATER, STORM SEWER AND SANITARY SEWER

- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
- THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY FIRE HYDRANTS. CONTACT LUPE' AT THE VILLAGE OF LINCOLNWOOD WATER DEPARTMENT (TEL. NO. 847-489-5866) TO OPERATE HYDRANTS.

MISCELLANEOUS

- DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

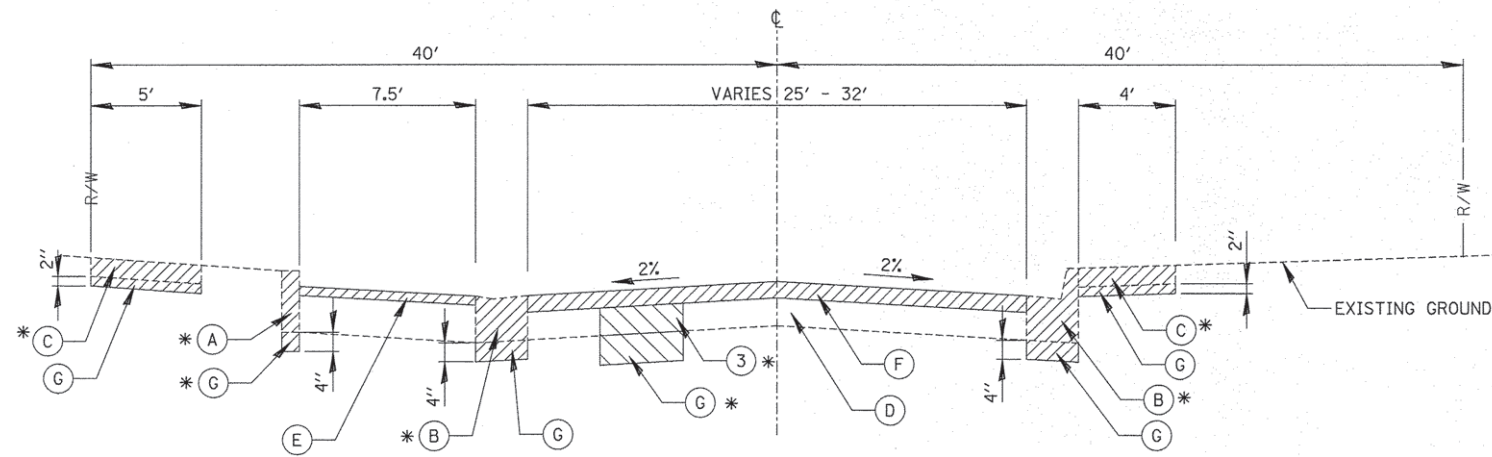
- ALL SAWCUTTING SHALL BE INCLUDED IN THE COST OF REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.
- PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.
- FRESH OIL SIGNS (W21-2(0)-48) SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY AND ALL SIDE STREETS AS DIRECTED BY THE ENGINEER. CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT ALL SIDE STREETS AND BOTH ENDS OF THE ROADWAY WHILE CONSTRUCTION IS IN PROGRESS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701501.
- PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80° OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80° OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO THE TEMPERATURE.
- NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.
- THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE SIDE CURB CALLED ON IDOT STANDARD 424011-02 (CORNER PARALLEL CURB RAMPS FOR SIDEWALKS) SHALL BE USED AS DIRECTED BY THE ENGINEER AND PAID AS CONCRETE CURB, TYPE B.

FILE NAME =	USER NAME = doconnell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS & GENERAL NOTES PRATT AVENUE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\L\COL\N\000\140090\C1505\CADD_Sheets\01C1505-NOT-shr-Plan.dgn	DRAWN -	REVISED -	1353			15-00061-00-RS	COOK	33	2		
Default	PLOT SCALE = 20'	CHECKED -	REVISED -			FED. ROAD DIST. NO. 1	CONTRACT NO. 61C91				
	PLOT DATE = 5/2/2016	DATE -	REVISED -			ILLINOIS FED. AID PROJECT M-4003(503)					

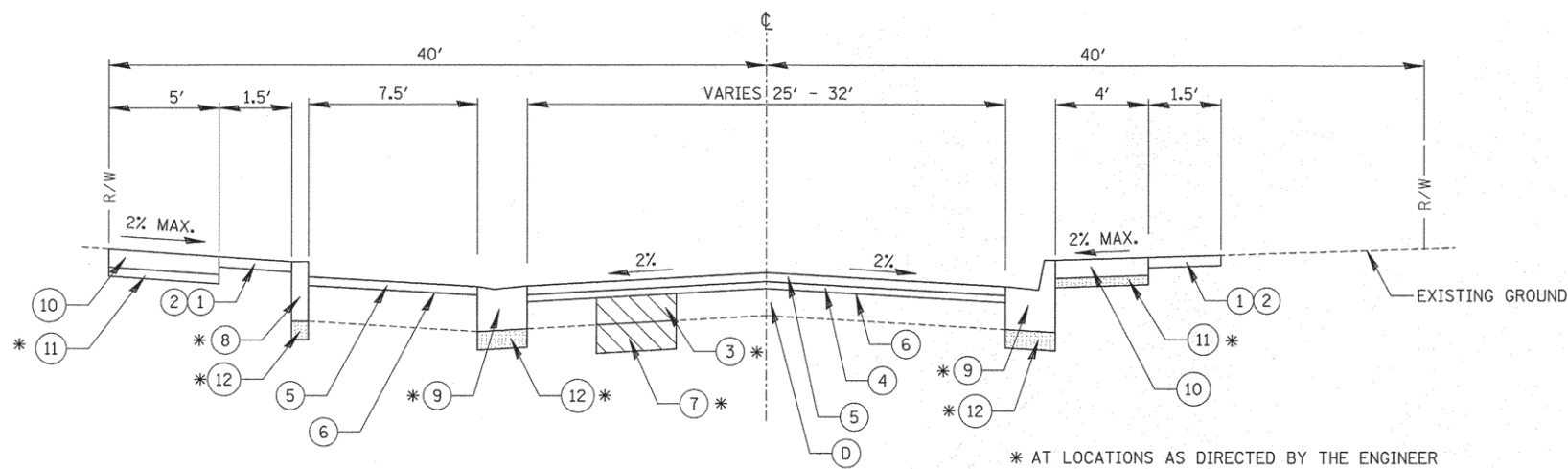
SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE
SPECIALTY ITEM	CODED PAY ITEM NO.	DESCRIPTION	UNIT	0005
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	200
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	400
	25200110	SODDING, SALT TOLERANT	SQ YD	400
	25200200	SUPPLEMENTAL WATERING	UNIT	5
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	200
	31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	453
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	123
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	15413
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	51
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1388
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	587
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2878
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	50
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	75
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4100
	42400800	DETECTABLE WARNINGS	SQ FT	786
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1214
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	33037
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	175
	44000300	CURB REMOVAL	FOOT	100
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	629
	44000600	SIDEWALK REMOVAL	SQ FT	4100
	44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	150
	44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	200
	44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	250

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE
SPECIALTY ITEM	CODED PAY ITEM NO.	DESCRIPTION	UNIT	0005
	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	400
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3
	60600605	CONCRETE CURB, TYPE B	FOOT	275
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	629
	67100100	MOBILIZATION	LSUM	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2000
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	660
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	175
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,555
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1033
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	35
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	200
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	428
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	469
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	50
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52
	X0326862	STRUCTURES TO BE ADJUSTED	EACH	19
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	51



**EXISTING TYPICAL SECTION
PRATT AVENUE
STA. 103+75 TO STA. 129+74**



**PROPOSED TYPICAL SECTION
PRATT AVENUE
STA. 103+75 TO STA. 129+74**

LEGEND

- (A) CURB REMOVAL (44000300)
- (B) COMBINATION CURB AND GUTTER REMOVAL (44000500)
- (C) SIDEWALK REMOVAL (44000600)
- (D) EXISTING HMA PAVEMENT (10 3/4" TO 15 1/4")
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155)
- (F) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158)
- (G) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
- (1) TOPSOIL FURNISH AND PLACE, 4" (21101615)
- (2) SODDING, SALT TOLERANT (25200110)
- (3) CLASS D PATCHES, 13" (TYPE I - TYPE IV) (44201XXX)
- (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)
- (5) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (406003340)
- (6) BITUMINOUS MATERIALS (TACK COAT) (40600290)
- (7) AGGREGATE SUBGRADE IMPROVEMENT (30300001)
- (8) CONCRETE CURB, TYPE B (60600605)
- (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
- (10) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
- (11) SUBBASE GRANULAR MATERIAL, TYPE B 2" (31101180)
- (12) SUBBASE GRANULAR MATERIAL, TYPE B 4" (31101200)

NOTES:

1. CONTRACTOR SHALL MILL PAVEMENT BEFORE PATCHING.
2. ANY PAVEMENT REMOVAL REQUIRED FOR CONSTRUCTION OF COMBINATION CONCRETE CURB AND GUTTER SHALL BE REPLACED WITH P.C.C. (CLASS S1) AND SHALL BE VIBRATED IN PLACE. COST FOR PAVEMENT REMOVAL AND P.C.C. (CLASS S1) SHALL BE INCLUDED IN UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ndes
RESURFACING (PARKING LANE PRATT AVE) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	4% @ 70GYR.
RESURFACING (MAINLINE PRATT AVE) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	3.5% @ 50GYR 4% @ 70GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR. 4% @ 50 GYR.
CLASS D PATCHES, 13" CLASS D PATCHES (HMA BINDER, IL-19.0mm)	4% @ 70 GYR.

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS.
3. 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.

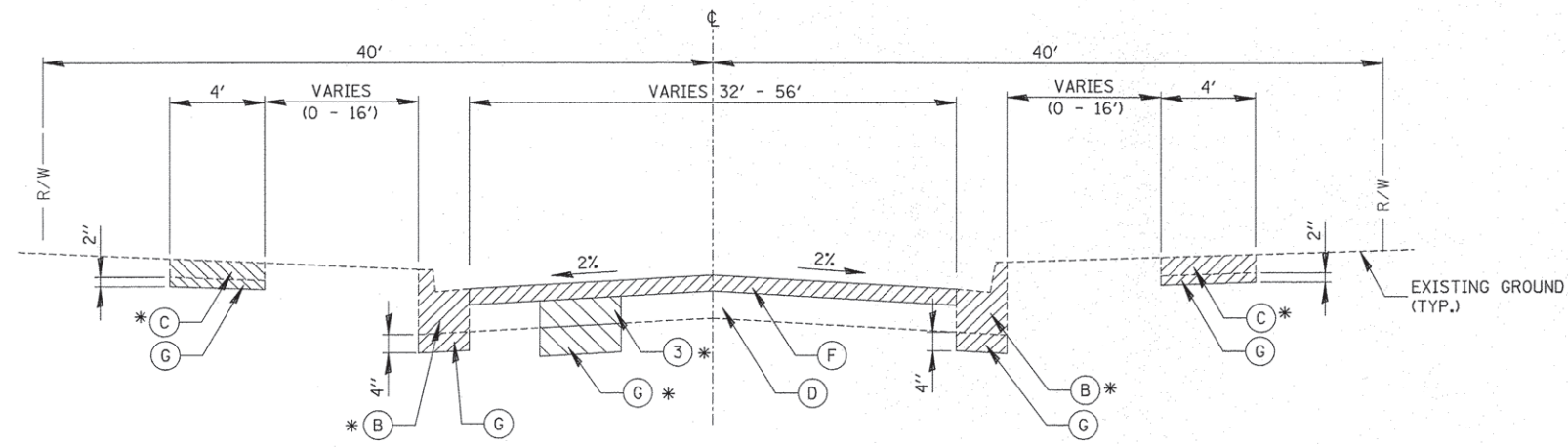
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	PLOT DATE = 5/13/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
PRATT AVENUE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	4
FED. ROAD DIST. NO. 1			CONTRACT NO. 61C91	
ILLINOIS FED. AID PROJECT M-4003(503)				



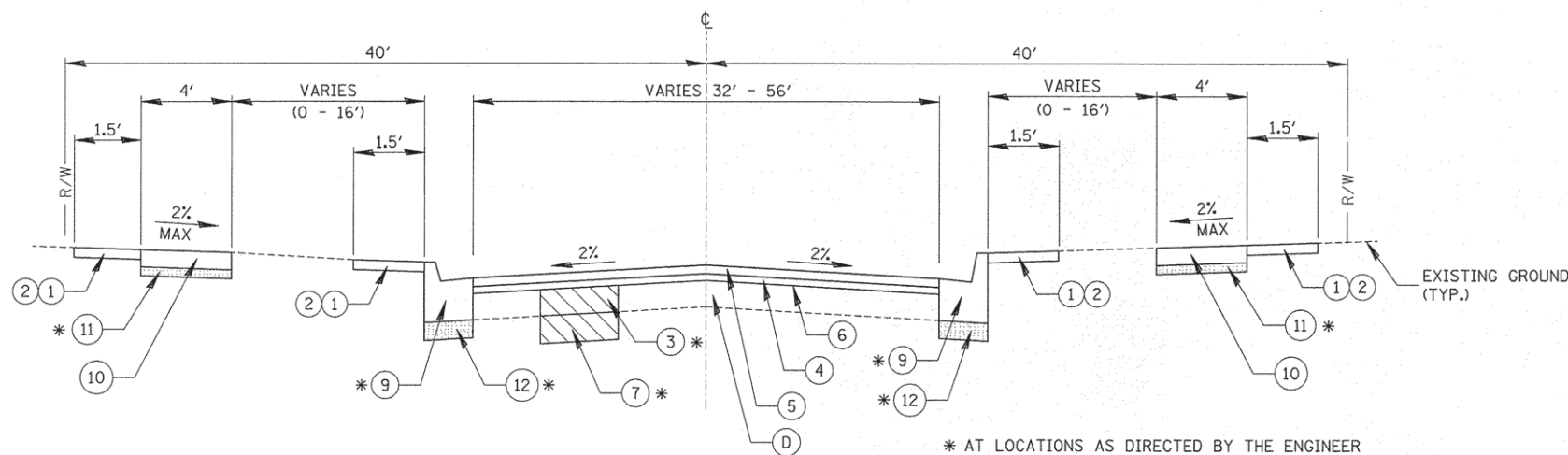
**EXISTING TYPICAL SECTION
PRATT AVENUE
STA. 129+74 TO STA. 189+43**

* AT LOCATIONS AS DIRECTED BY THE ENGINEER

- LEGEND**
- (A) CURB REMOVAL (44000300)
 - (B) COMBINATION CURB AND GUTTER REMOVAL (44000500)
 - (C) SIDEWALK REMOVAL (44000600)
 - (D) EXISTING HMA PAVEMENT (10 3/4" TO 15 1/4")
 - (E) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155)
 - (F) HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158)
 - (G) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)
 - (1) TOPSOIL FURNISH AND PLACE, 4" (21101615)
 - (2) SODDING, SALT TOLERANT (25200110)
 - (3) CLASS D PATCHES, 13" (TYPE I - TYPE IV) (44201XXX)
 - (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)
 - (5) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
 - (6) BITUMINOUS MATERIALS (TACK COAT) (40600290)
 - (7) AGGREGATE SUBGRADE IMPROVEMENT (30300001)
 - (8) CONCRETE CURB, TYPE B (60600605)
 - (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
 - (10) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
 - (11) SUBBASE GRANULAR MATERIAL, TYPE B 2" (31101180)
 - (12) SUBBASE GRANULAR MATERIAL, TYPE B 4" (31101200)

NOTES:

1. CONTRACTOR SHALL MILL PAVEMENT BEFORE PATCHING.
2. ANY PAVEMENT REMOVAL REQUIRED FOR CONSTRUCTION OF COMBINATION CONCRETE CURB AND GUTTER SHALL BE REPLACED WITH P.C.C. (CLASS S1) AND SHALL BE VIBRATED IN PLACE. COST FOR PAVEMENT REMOVAL AND P.C.C. (CLASS S1) SHALL BE INCLUDED IN UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.



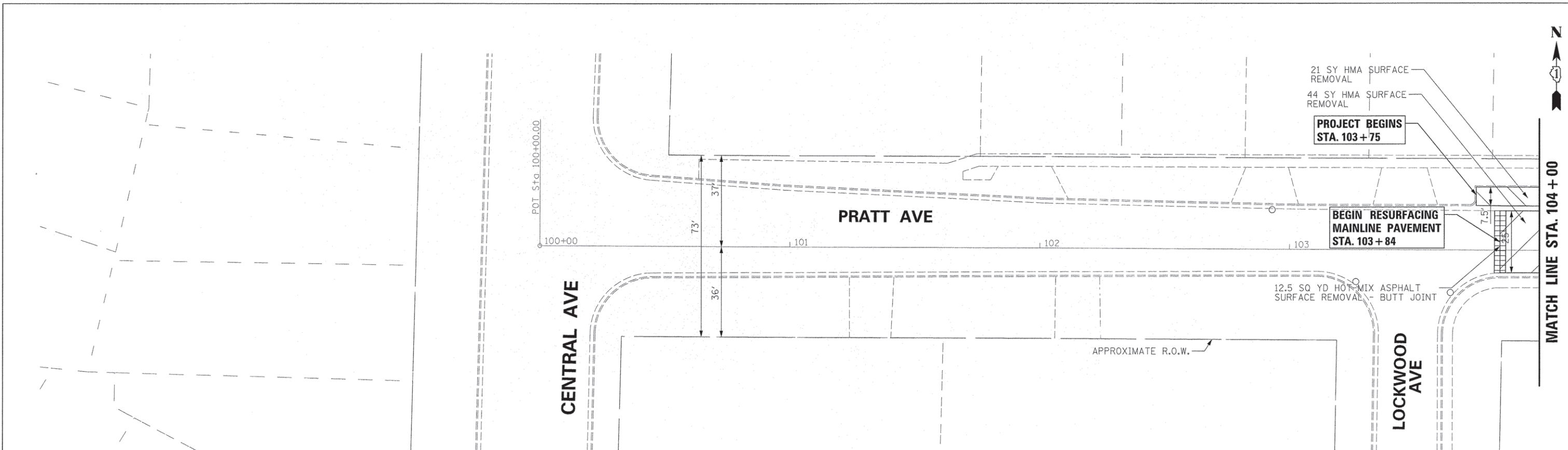
**PROPOSED TYPICAL SECTION
PRATT AVENUE
STA. 129+74 TO STA. 189+43**

* AT LOCATIONS AS DIRECTED BY THE ENGINEER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @Ndes
RESURFACING (PARKING LANE PRATT AVE) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	4% @ 70GYR.
RESURFACING (MAINLINE PRATT AVE) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	3.5% @ 50GYR 4% @ 70GYR.
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"	4% @ 50 GYR. 4% @ 50 GYR.
CLASS D PATCHES, 13" CLASS D PATCHES (HMA BINDER, IL-19.0mm)	4% @ 70 GYR.

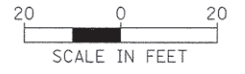
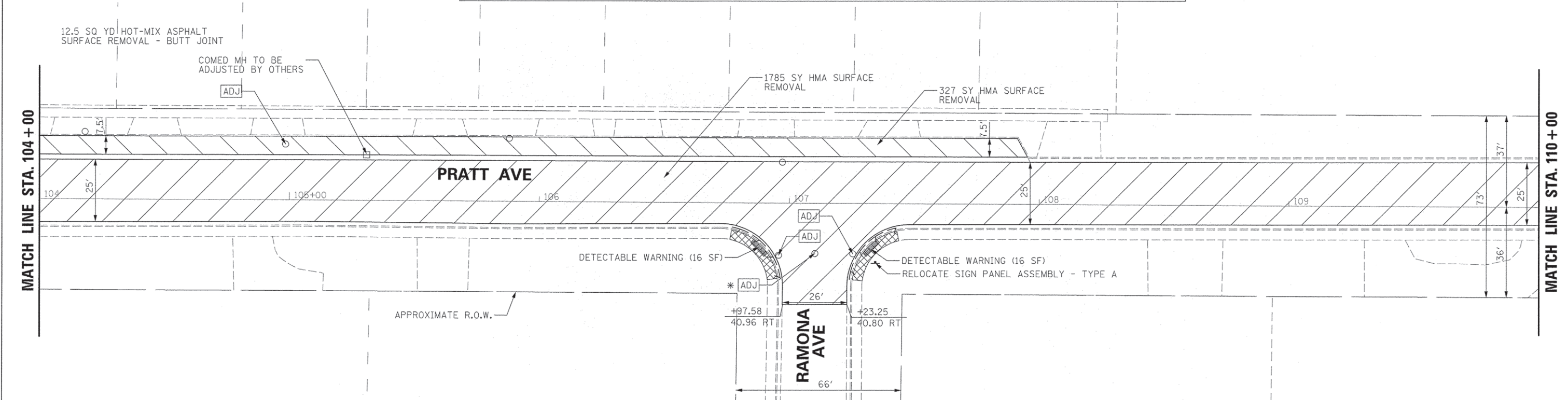
NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
2. FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS.
3. 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.

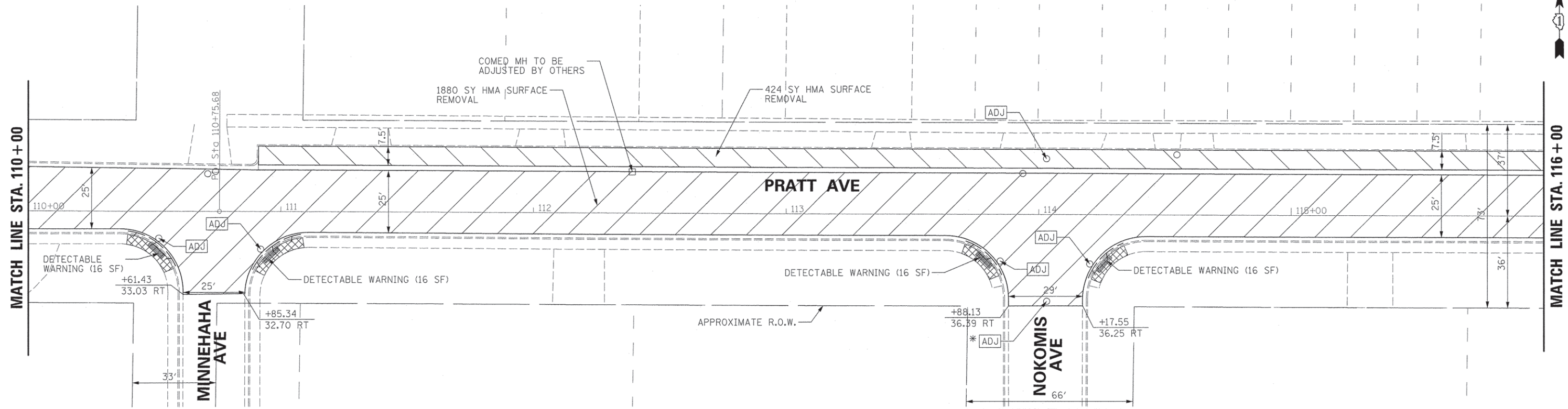


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			* FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

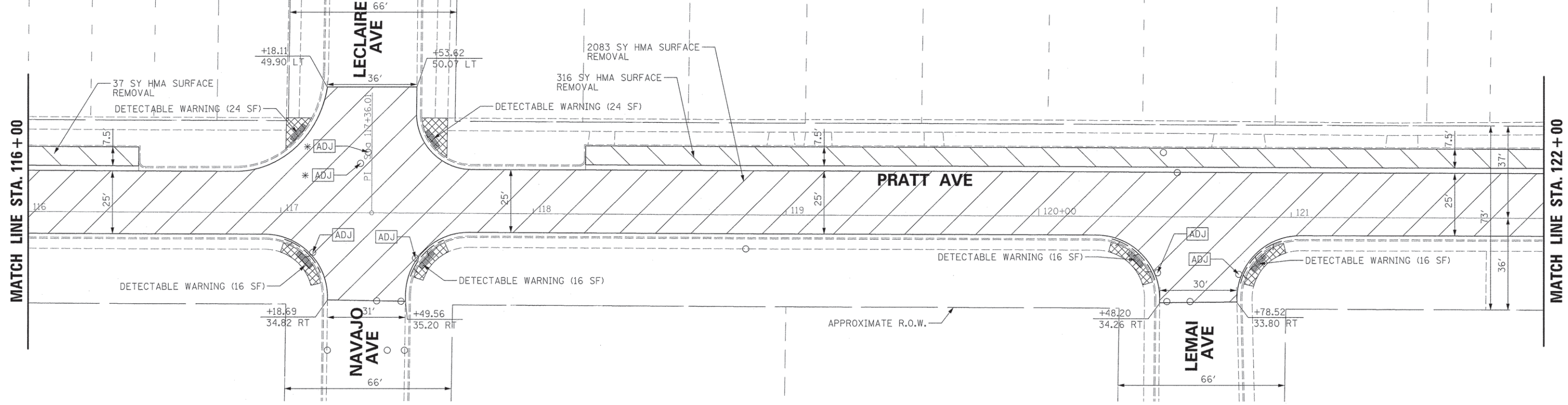


FILE NAME =	USER NAME = docanell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND PROPOSED PLAN PRATT AVENUE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\INCOL\NWOOD\140090\C1505\CA00_Sheets\01C1505-sht-Pln01.dgn	01C1505-sht-Pln01.dgn	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 1 OF 8 SHEETS	STA. 103+75 TO STA. 110+00	15-00061-00-RS	COOK	33	6	
Default	PLOT SCALE = 28'	CHECKED -	REVISED -					CONTRACT NO.				
	PLOT DATE = 5/13/2016	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

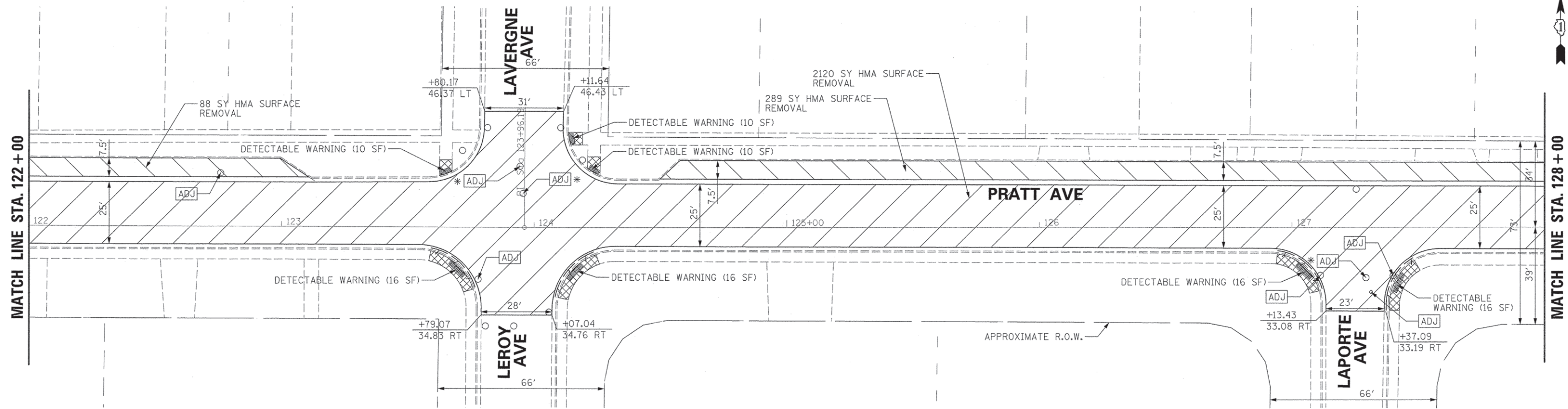


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			* FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

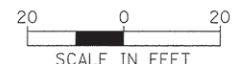
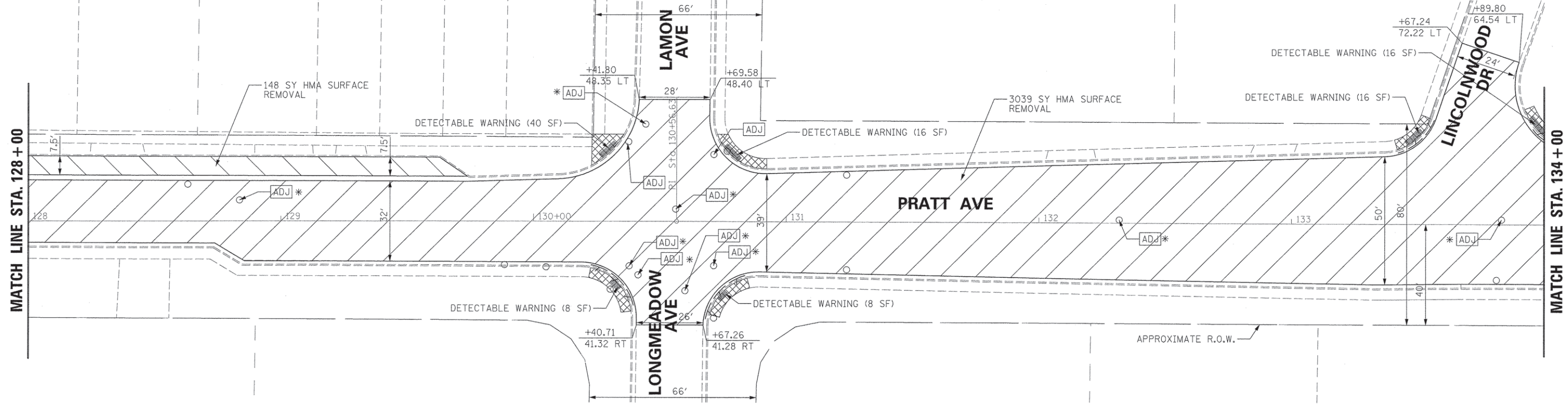


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PLOT SCALE = 20'	CHECKED -	REVISED -	REVISED -		SCALE: 1" = 20' SHEET 2 OF 8 SHEETS STA. 110+00 TO STA. 122+00			CONTRACT NO.		ILLINOIS FED. AID PROJECT			
PLOT DATE = 5/2/2016	DATE -	REVISED -	REVISED -										

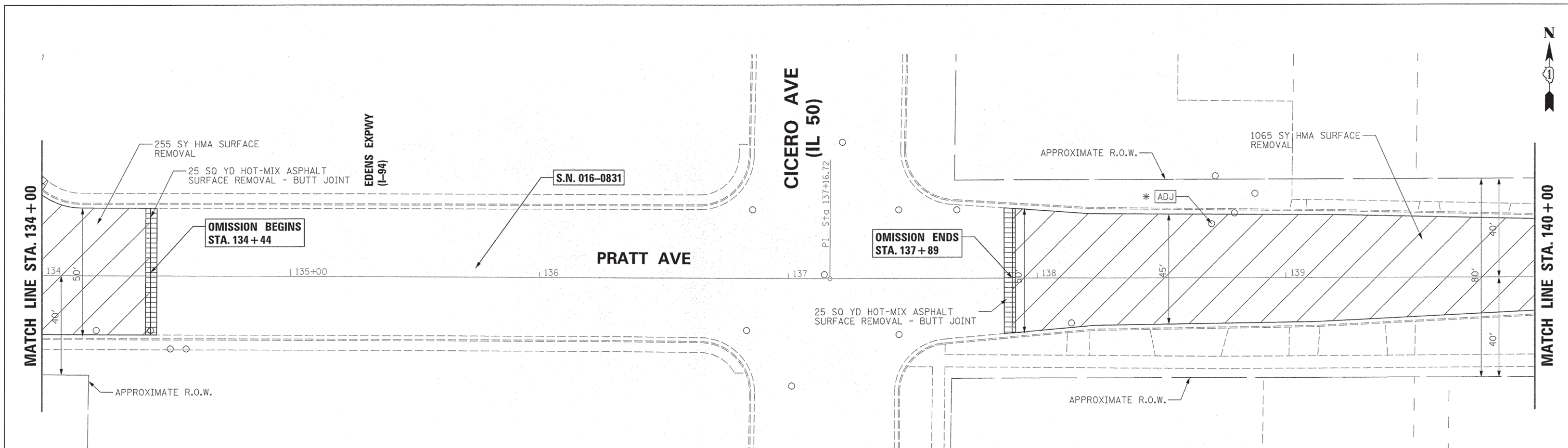


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155)
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)		HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)		STRUCTURE TO BE ADJUSTED
	SIDEWALK REMOVAL (44000600)		FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		

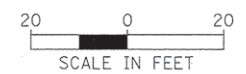
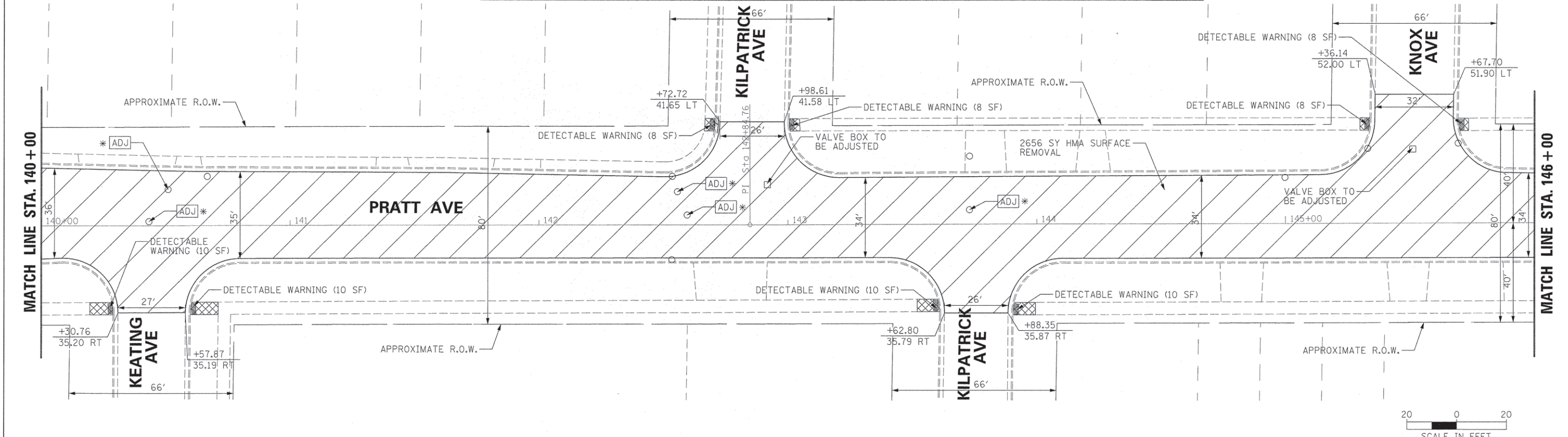


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	PLOT SCALE = 20'	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 3 OF 8 SHEETS	STA. 122+00 TO STA. 134+00	15-00061-00-RS	COOK	33	8	
	PLOT DATE = 5/2/2016	CHECKED -	REVISED -					CONTRACT NO.				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

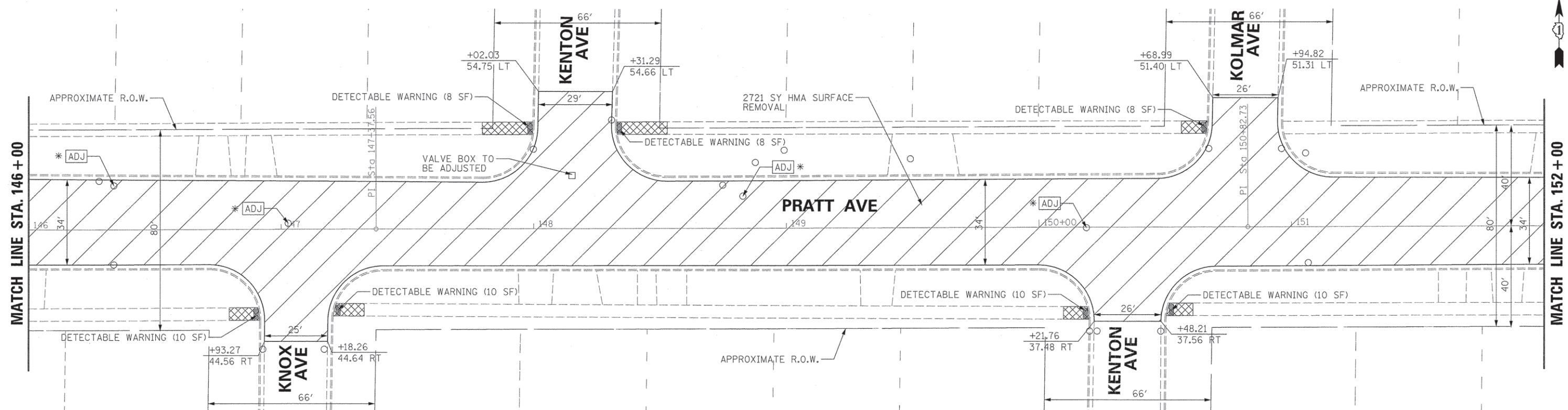


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

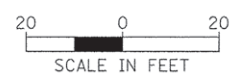
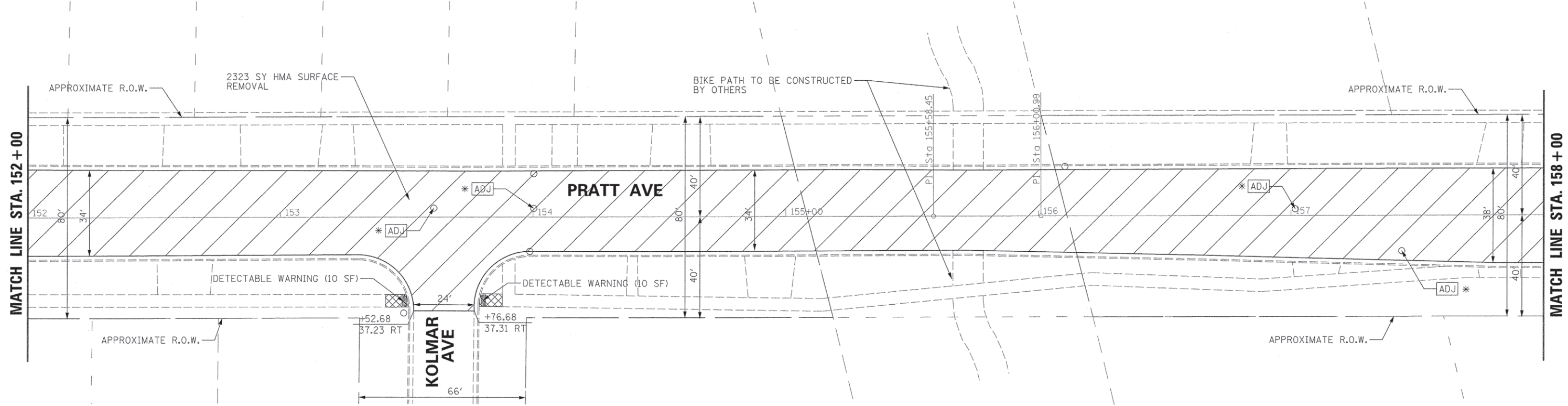


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Default	PLOT SCALE = 20'	CHECKED -	REVISED -			15-00061-00-RS	COOK	33	9	
	PLOT DATE = 5/13/2016	DATE -	REVISED -			CONTRACT NO.		ILLINOIS FED. AID PROJECT		
						SCALE: 1" = 20'	SHEET 4 OF 8 SHEETS	STA. 134+00 TO STA. 146+00		

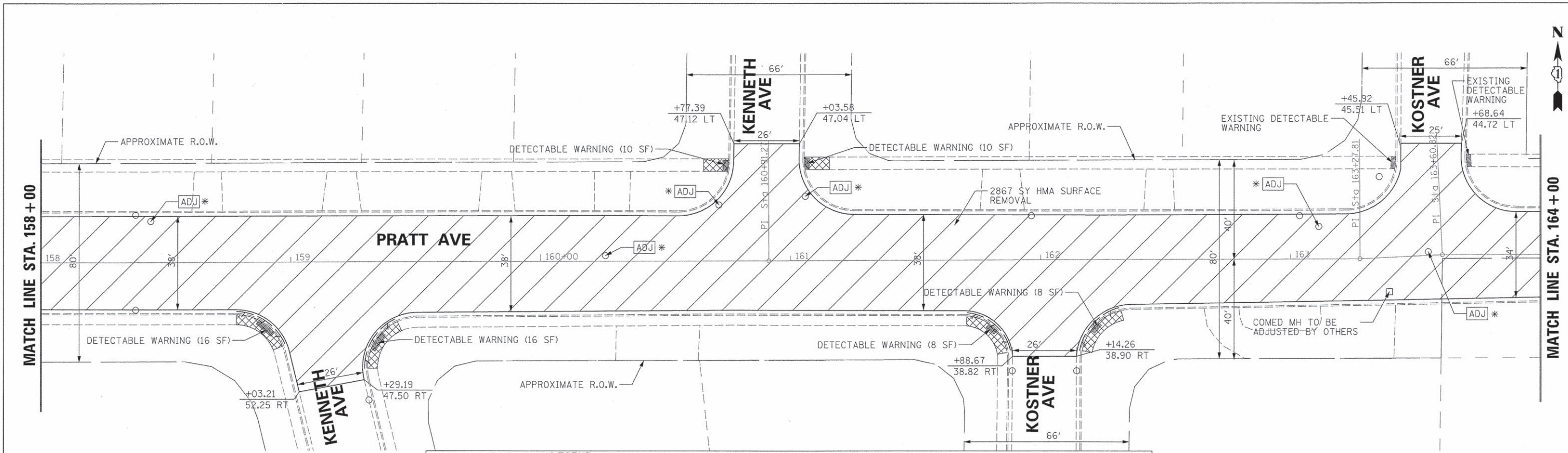


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

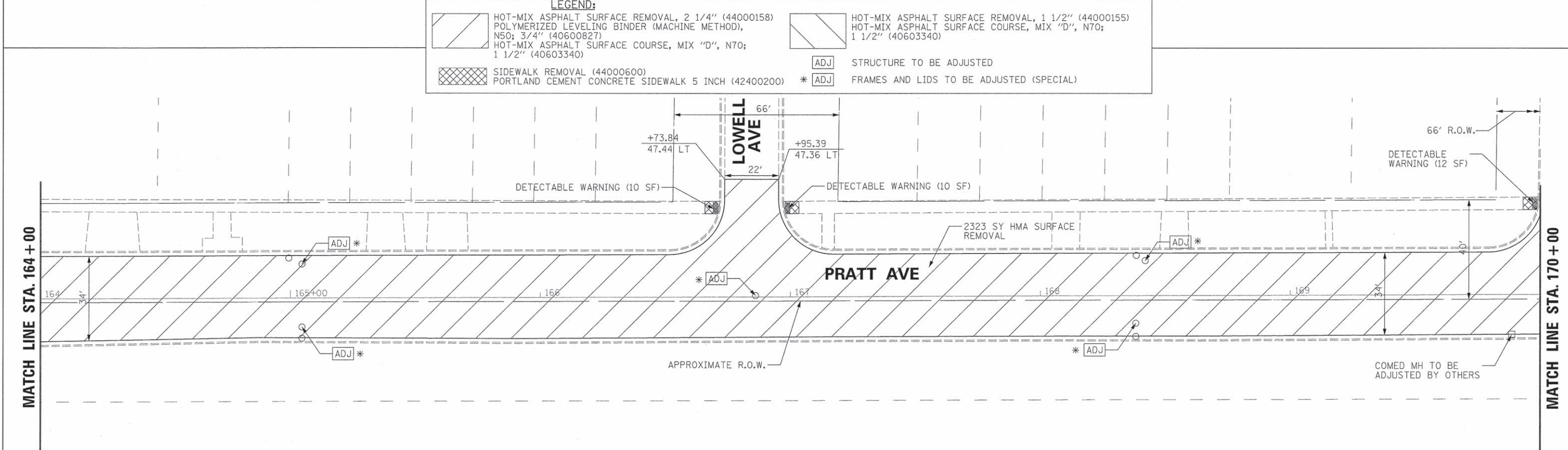


FILE NAME =	USER NAME = doconnell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND PROPOSED PLAN PRATT AVENUE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE 5/2/2016	CHECKED -	REVISED -				CONTRACT NO.				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				

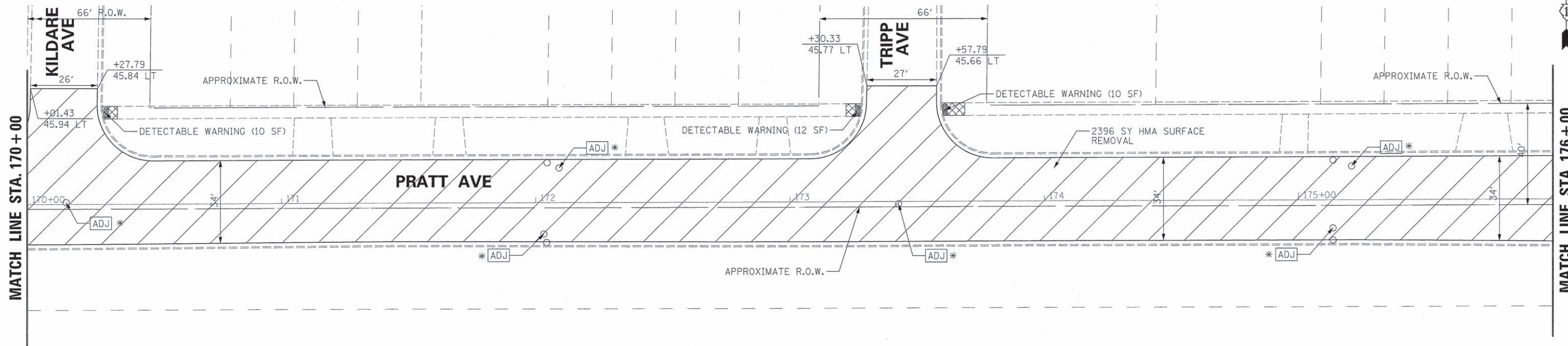


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

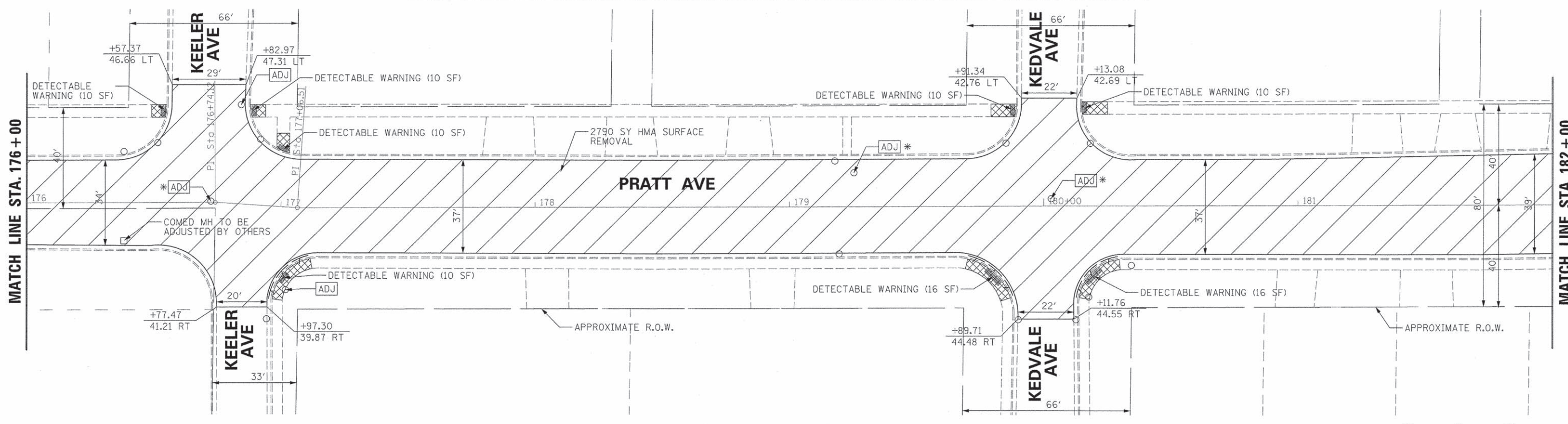


FILE NAME =	USER NAME = doconnell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND PROPOSED PLAN PRATT AVENUE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\LINC\LN\W000\140090\C1505\CA00_Sheets\DCI1505-sht-P1-06.dgn	PLOT SCALE = 20'	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 6 OF 8 SHEETS	STA. 158+00 TO STA. 170+00	15-00061-00-RS	COOK	33	11	
Default	PLOT DATE = 5/2/2016	CHECKED -	REVISED -					CONTRACT NO.				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



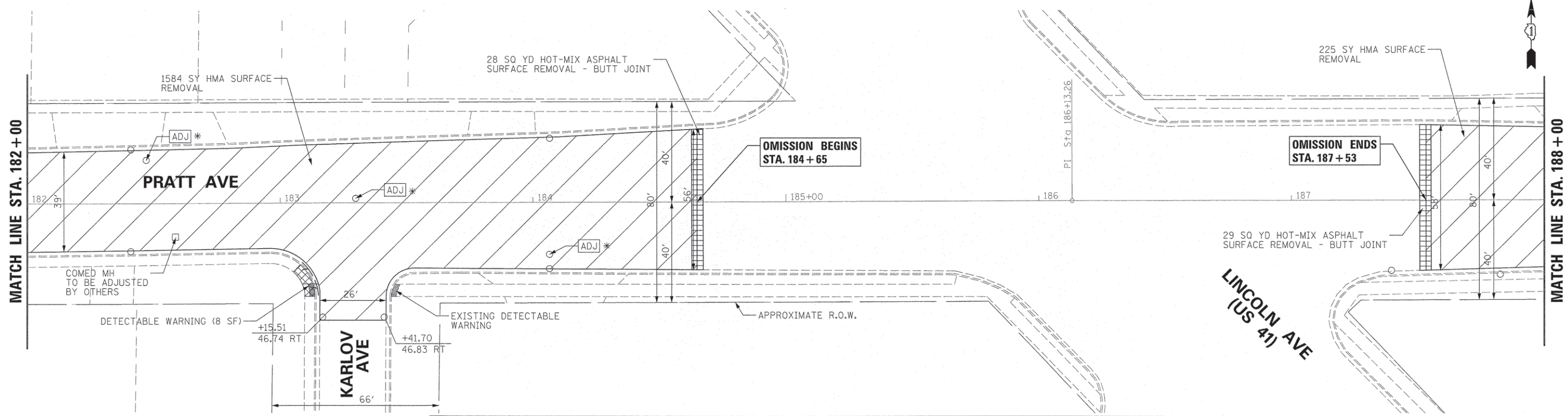
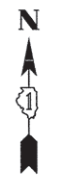
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**






**REMOVAL AND PROPOSED PLAN
PRATT AVENUE**

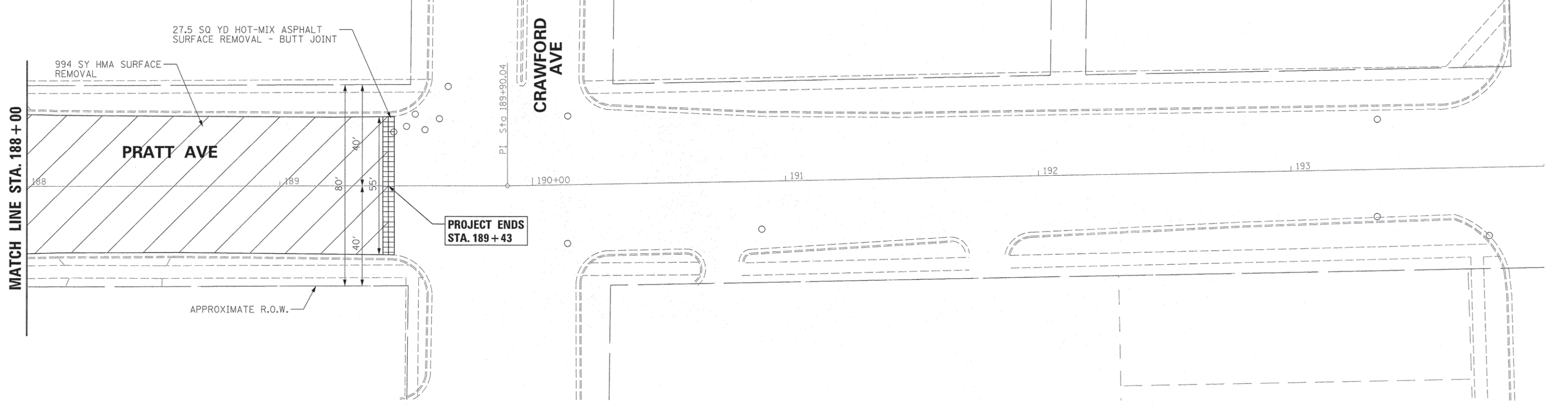
SCALE: 1" = 20' SHEET 7 OF 8 SHEETS STA. 170+00 TO STA. 182+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00061-00-RS	COOK	33	12
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

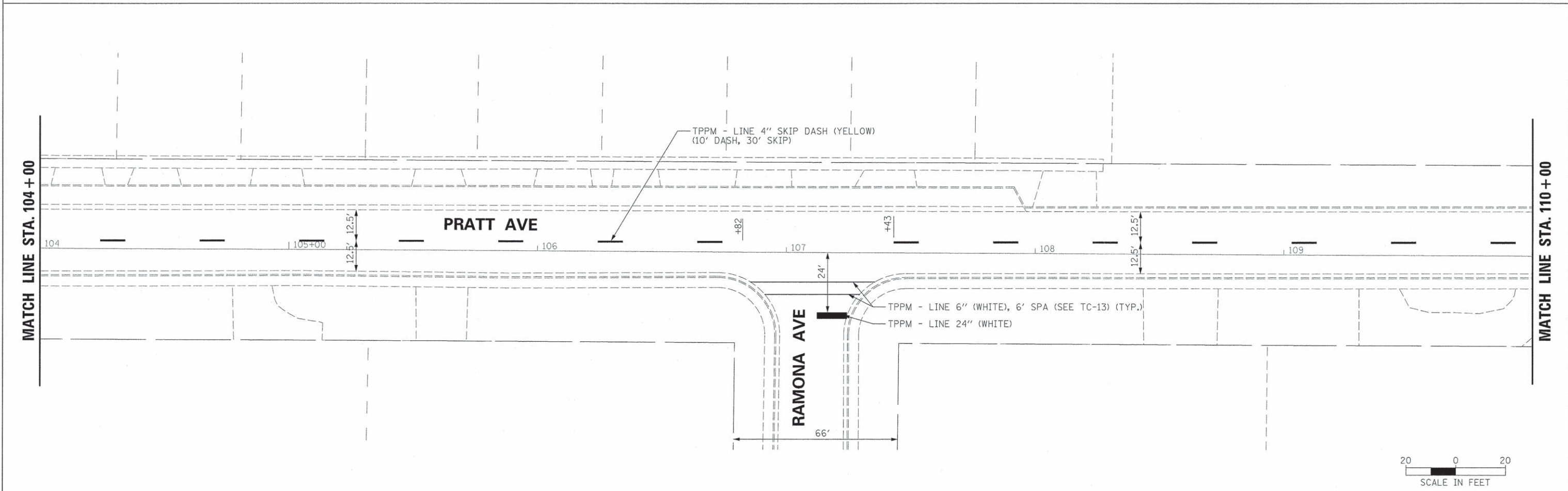
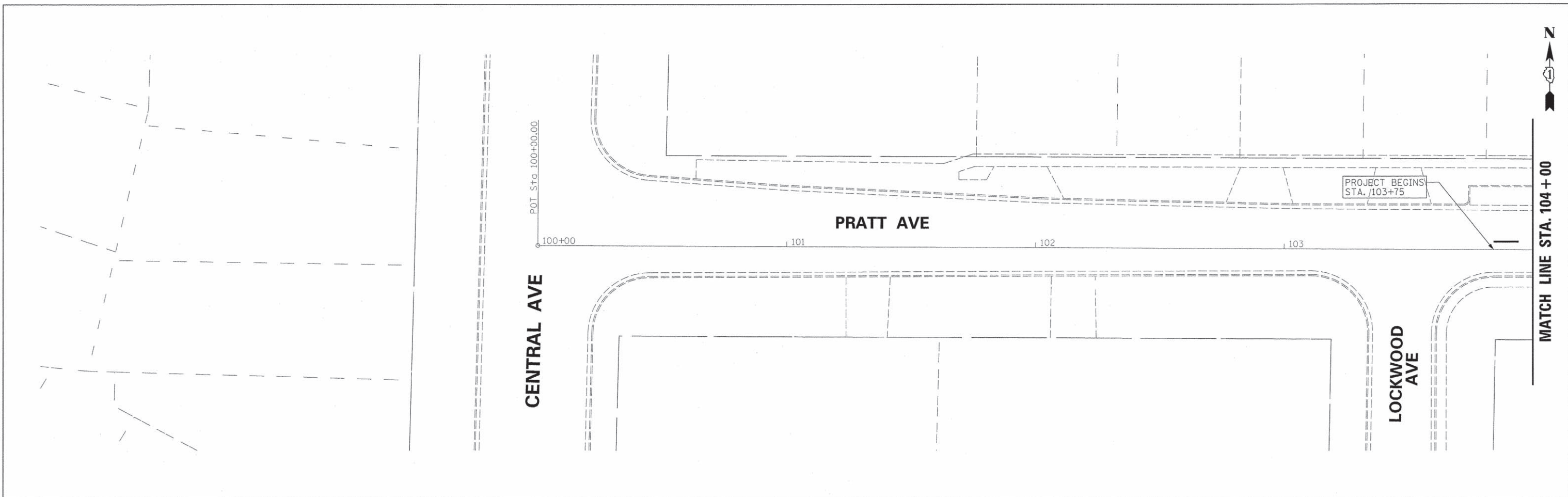


LEGEND:

	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" (44000158) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50; 3/4" (40600827) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)		HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" (44000155) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2" (40603340)
	SIDEWALK REMOVAL (44000600) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)		STRUCTURE TO BE ADJUSTED
			* ADJ FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)



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PLOT SCALE = 28'	CHECKED -	REVISED -	SCALE: 1" = 20'			SHEET 8 OF 8 SHEETS	STA. 182+00 TO STA. 189+43	CONTRACT NO.		ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/13/2016	DATE -	REVISED -										



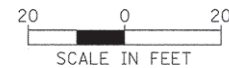
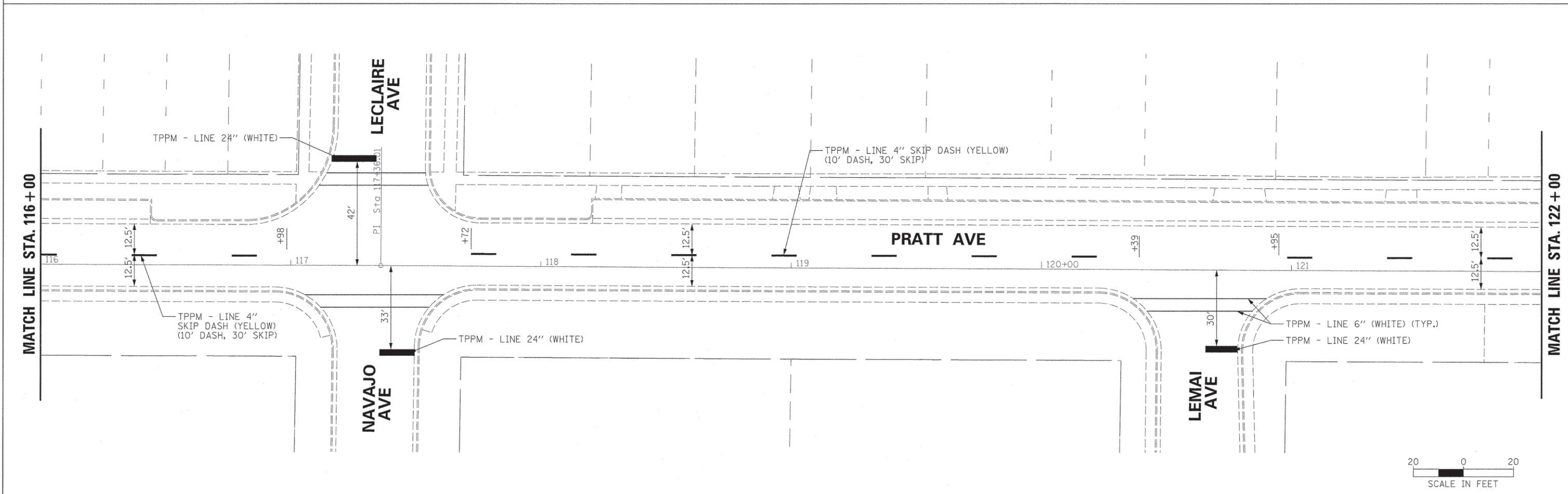
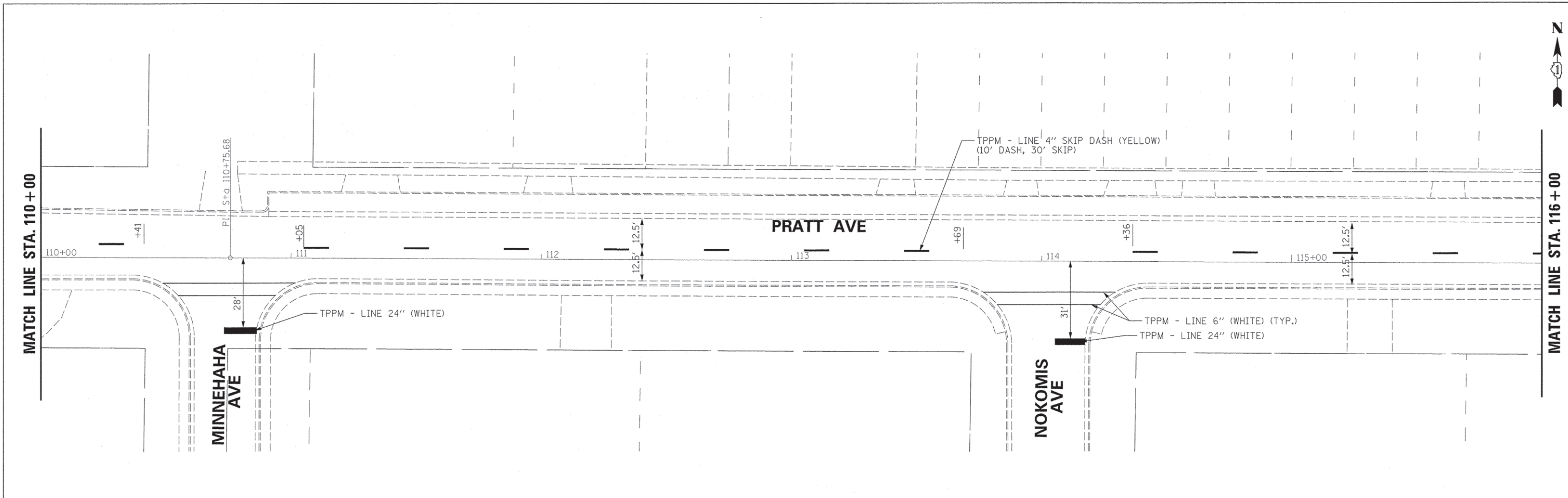
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	PLOT DATE = 5/2/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
PRATT AVENUE**

SCALE: 1" = 20' SHEET 1 OF 8 SHEETS STA. 103+75 TO STA. 110+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00061-00-RS	COOK	33	14
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

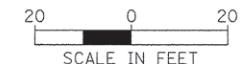
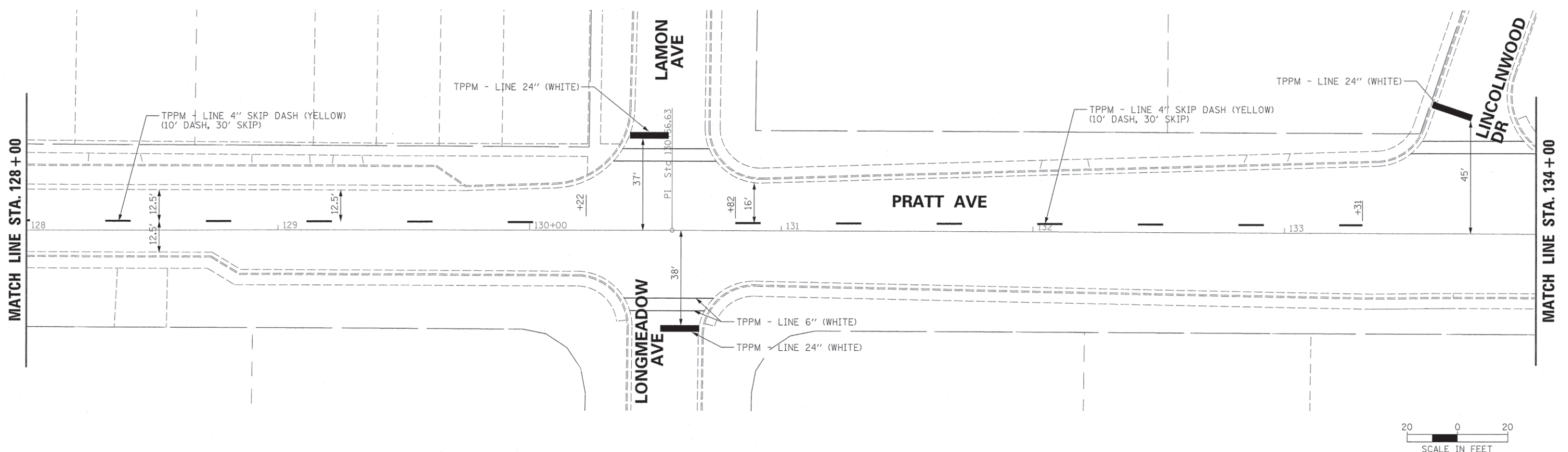
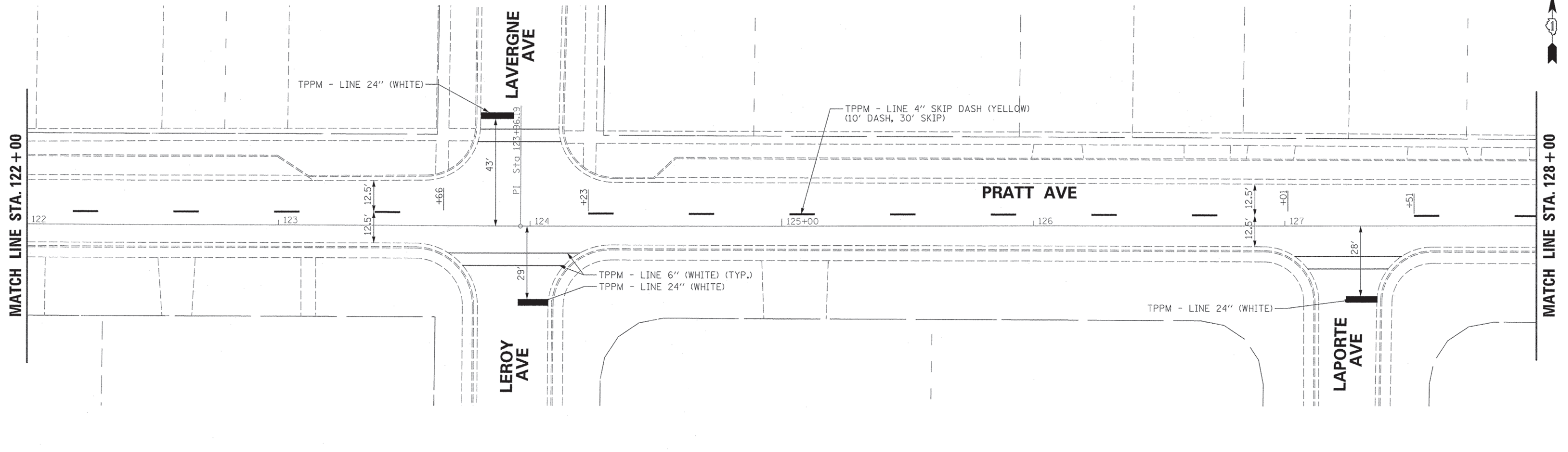


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PLOT SCALE = 20'		CHECKED -	REVISED -
PLOT DATE = 5/2/2016		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN PRATT AVENUE			
SCALE: 1" = 20'	SHEET 2 OF 8 SHEETS	STA. 110+00 TO STA. 122+00	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	15-00061-00-RS	COOK	33	15
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



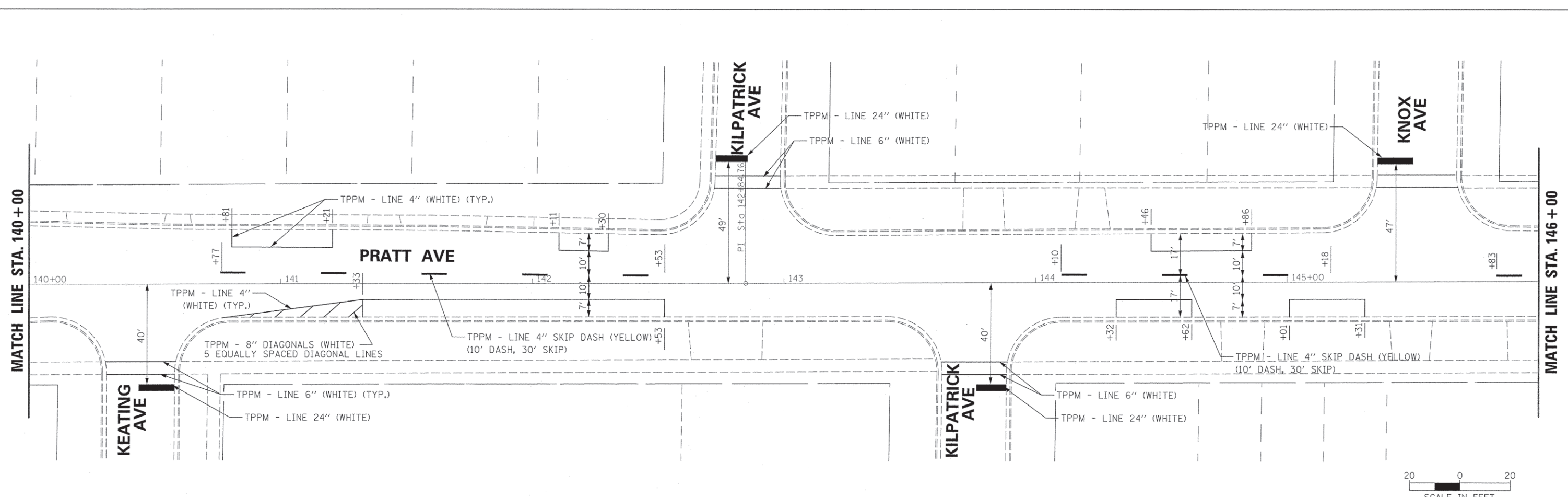
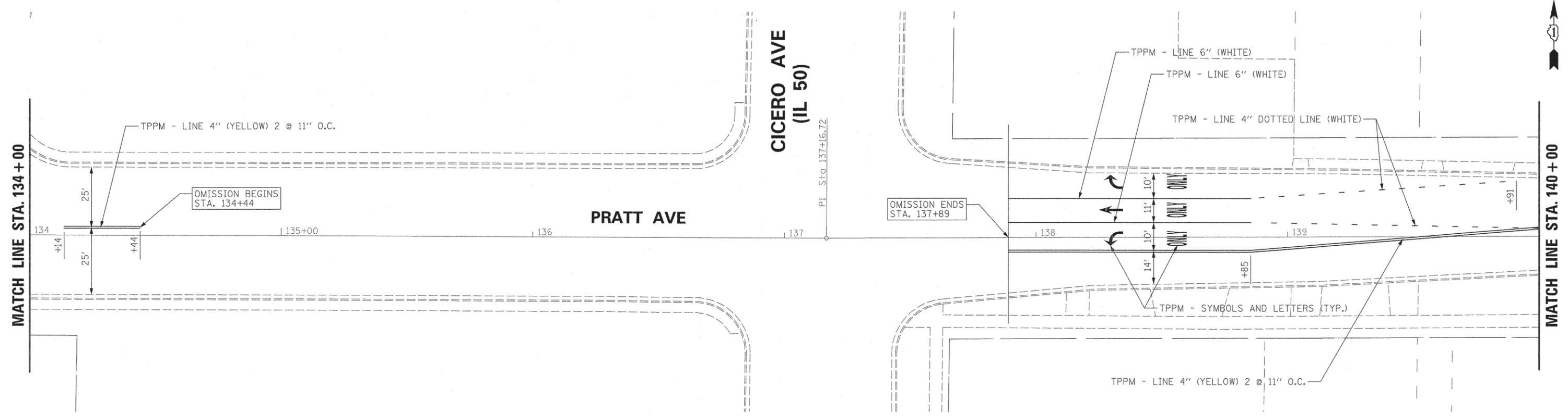
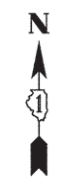
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

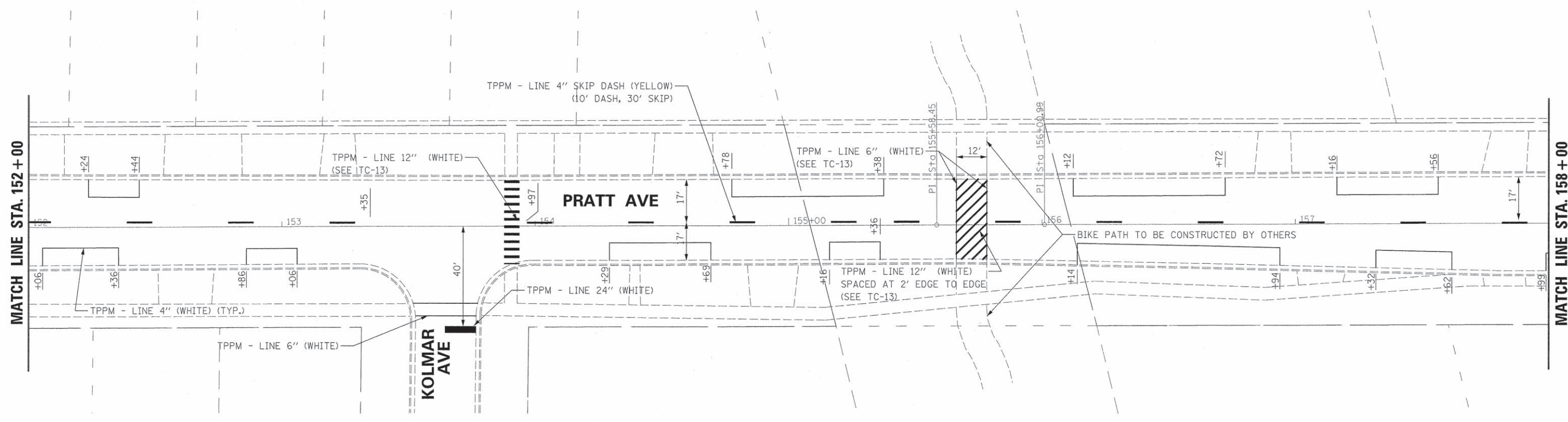
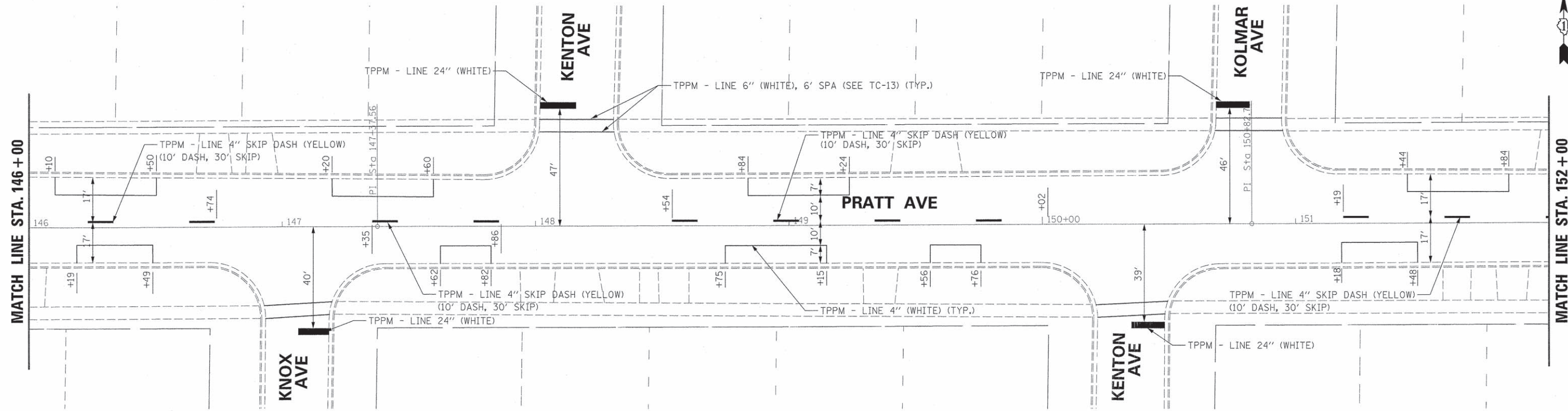
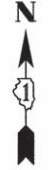
**PAVEMENT MARKING PLAN
PRATT AVENUE**

SCALE: 1" = 20' SHEET 3 OF 8 SHEETS STA. 122+00 TO STA. 134+00

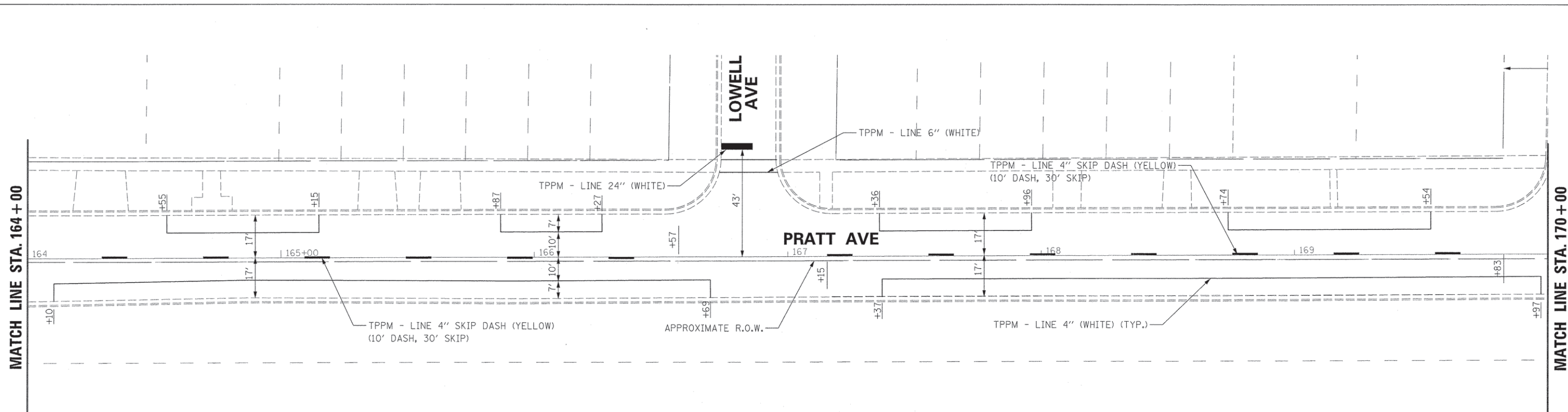
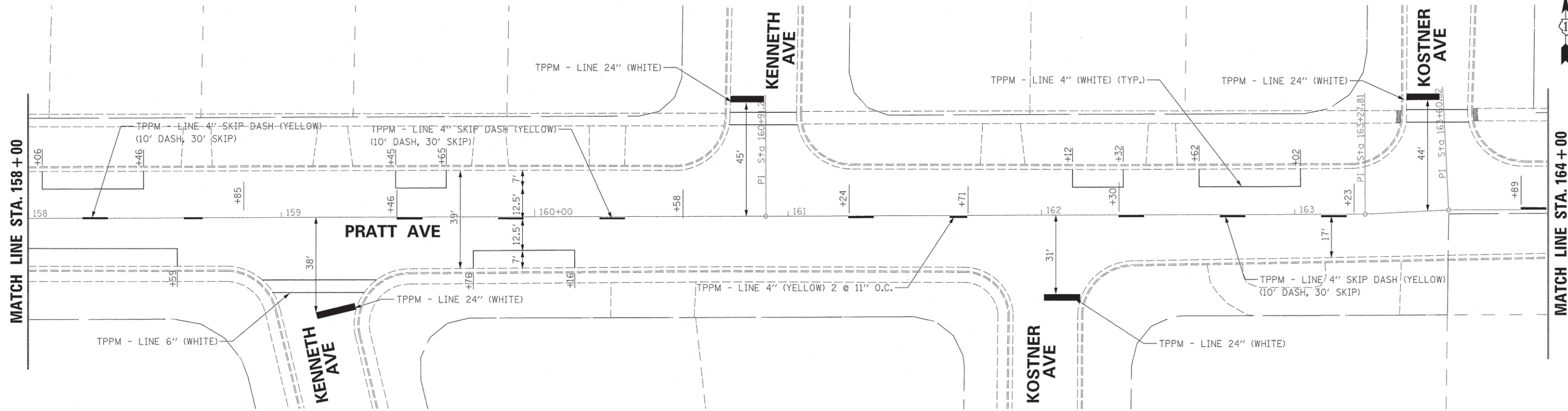
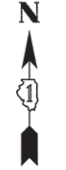
F.A. RTE.	SECTION 15-00061-00-RS	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 16
CONTRACT NO.			ILLINOIS FED. AID PROJECT	



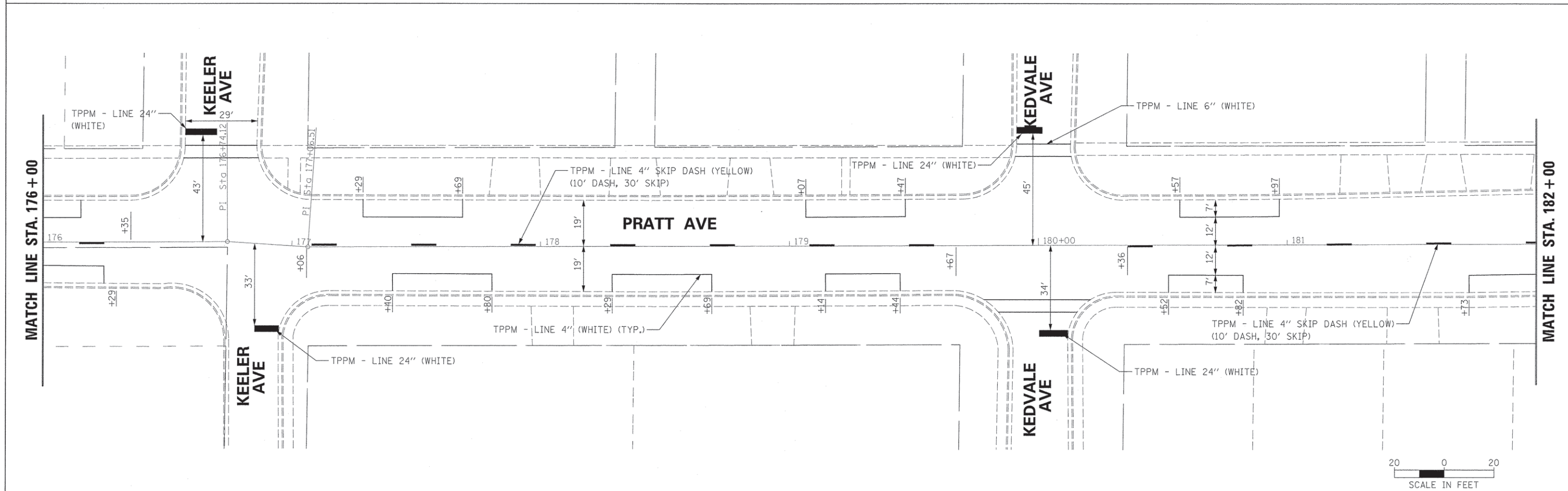
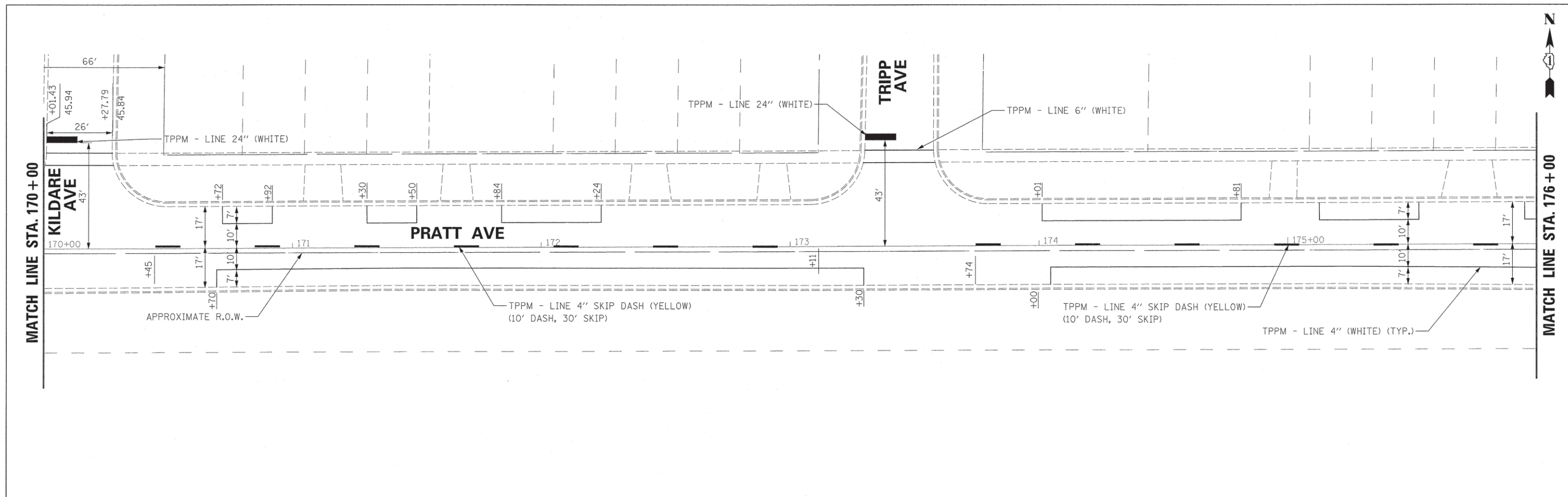
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	PLOT SCALE = 20' PLOT DATE = 5/2/2016	CHECKED - DATE -	REVISED - REVISED -			SCALE: 1" = 20' SHEET 4 OF 8 SHEETS STA. 134+00 TO STA. 146+00	CONTRACT NO.	ILLINOIS FED. AID PROJECT		



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	PLOT SCALE = 20'	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 5 OF 8 SHEETS	STA. 146+00 TO STA. 158+00	15-00061-00-RS	COOK	33	18	
	PLOT DATE = 5/2/2016	CHECKED -	REVISED -					CONTRACT NO.				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

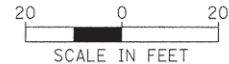
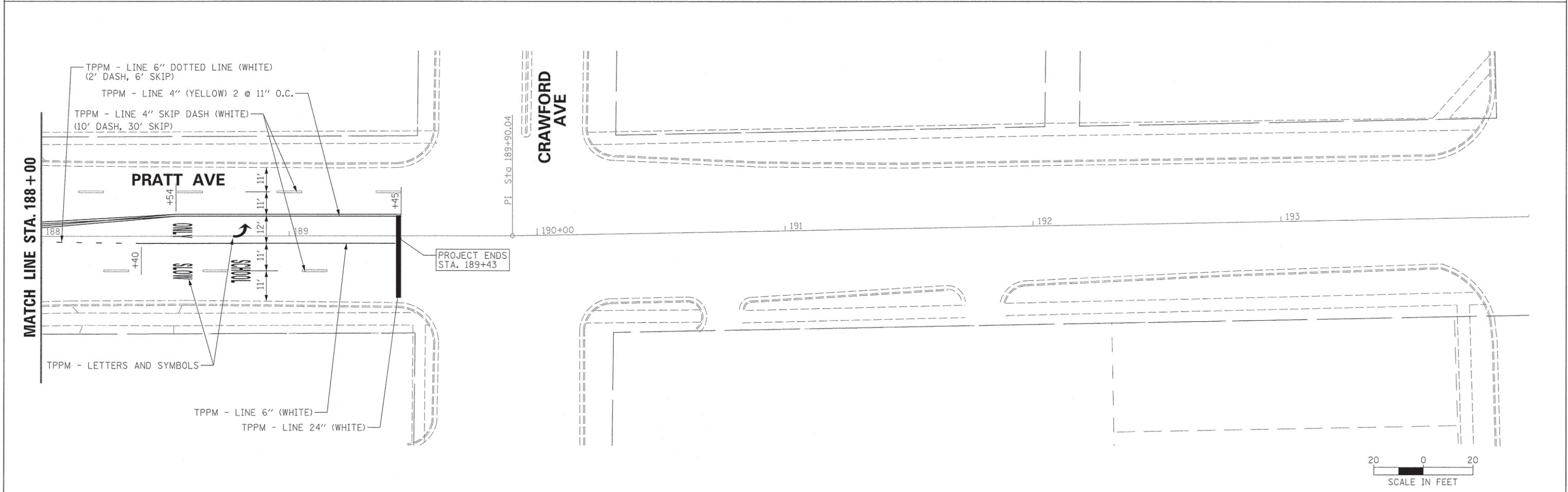
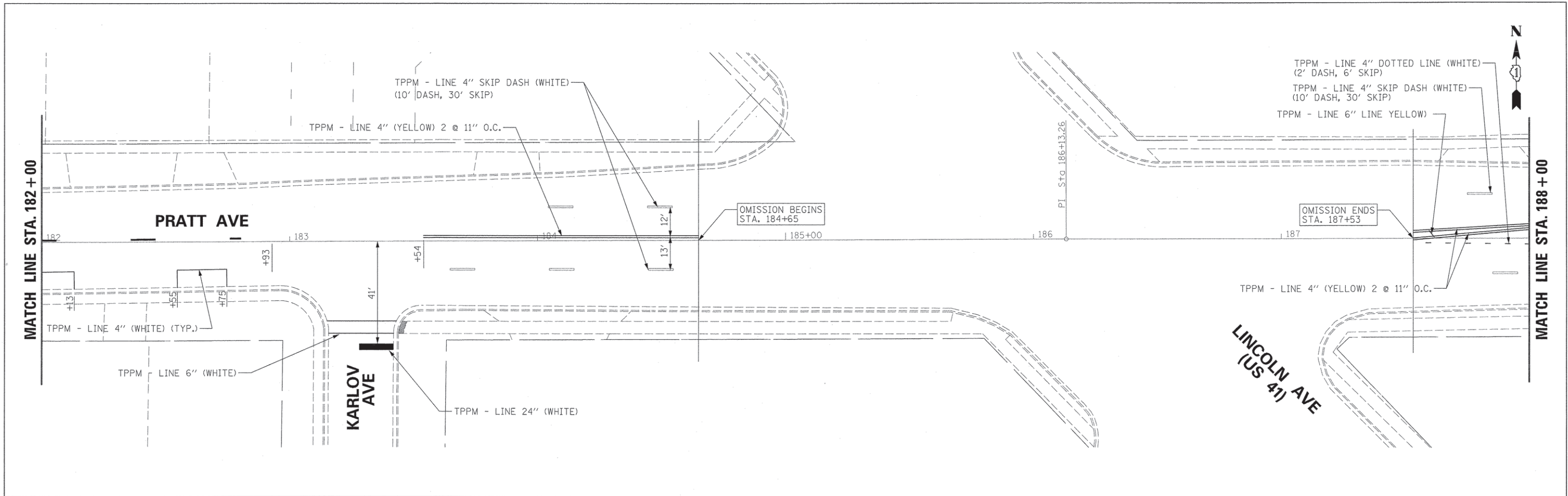


FILE NAME =	USER NAME = doconnell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN PRATT AVENUE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\LINC\NWOOD\140090\C1505\CA00_Sheets\DIC1505-shr-Pmk-P1n06.dgn	PLOT SCALE = 20'	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 6 OF 8 SHEETS	STA. 158+00 TO STA. 170+00	15-00061-00-RS	COOK	33	19
Default	PLOT DATE = 5/2/2016	CHECKED -	REVISED -					CONTRACT NO.		ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -								

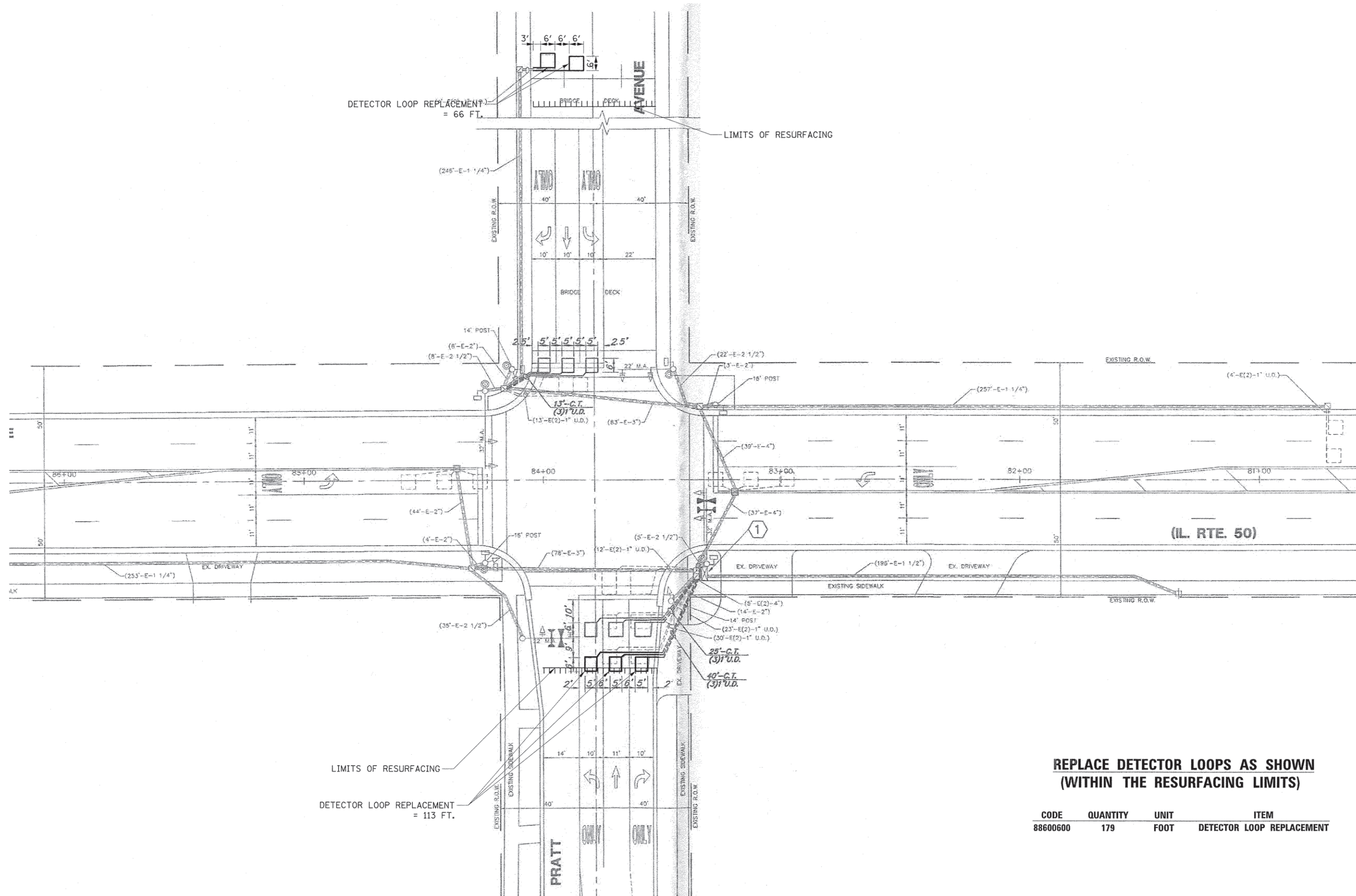
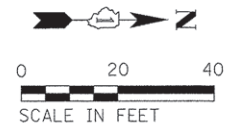


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	DIC1505-sh1-Pmk-Pln07.dgn	DRAWN -	REVISD -			15-00061-00-RS	COOK	33	20	
	PLOT SCALE = 28'	CHECKED -	REVISD -			CONTRACT NO.				
Default	PLOT DATE = 5/2/2016	DATE -	REVISD -			ILLINOIS FED. AID PROJECT				

SCALE: 1" = 20' SHEET 7 OF 8 SHEETS STA. 170+00 TO STA. 182+00



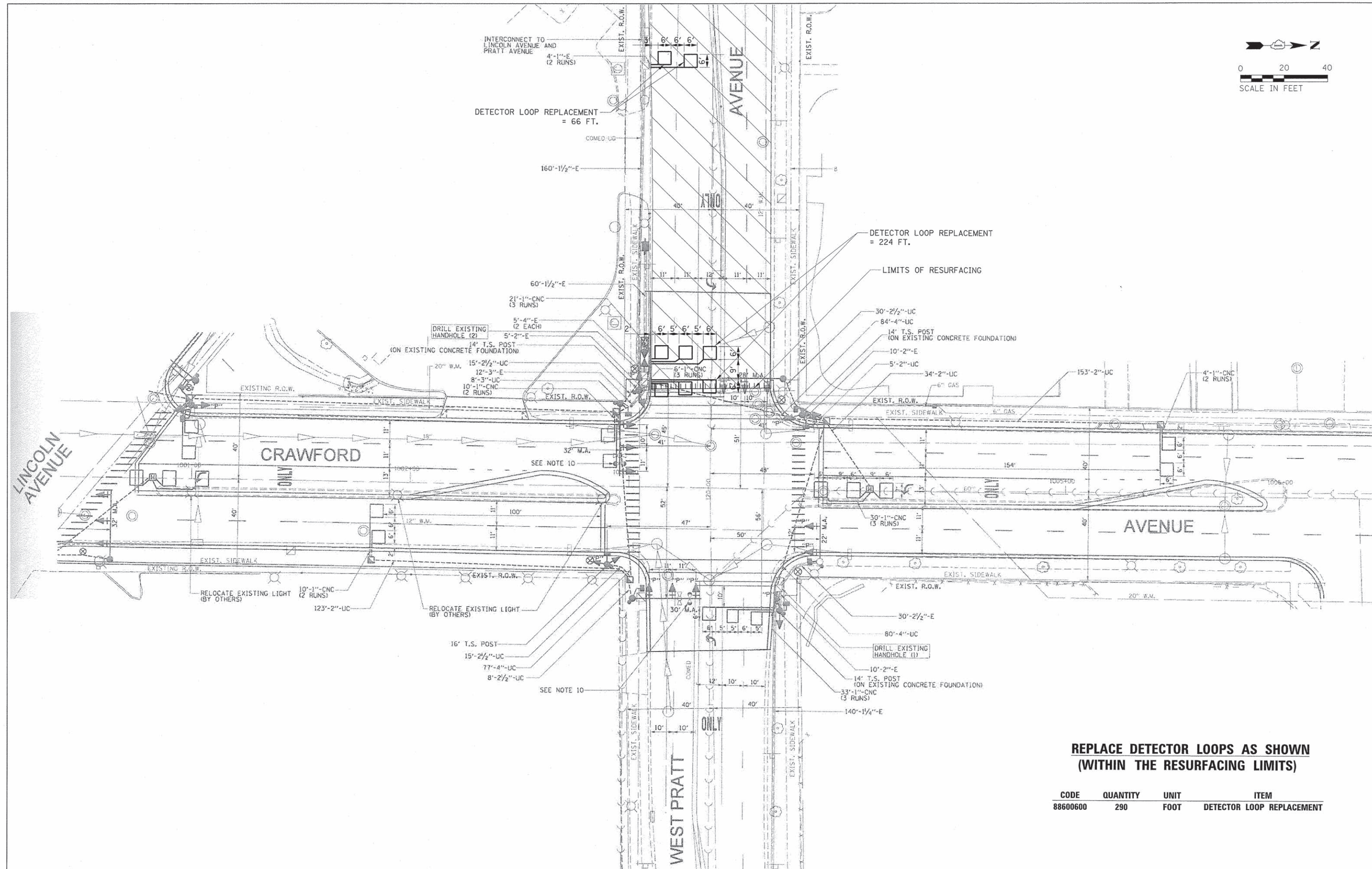
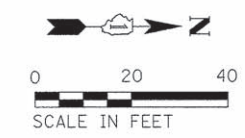
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Default	PLOT SCALE = 28'	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET 8 OF 8 SHEETS	STA. 182+00 TO STA. 189+43	15-00061-00-RS	COOK	33	21	
	PLOT DATE = 5/2/2016	CHECKED -	REVISED -					CONTRACT NO.				
		DATE -	REVISED -					[ILLINOIS] FED. AID PROJECT				



**REPLACE DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	179	FOOT	DETECTOR LOOP REPLACEMENT

FILE NAME =	USER NAME = doconnell	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT IL ROUTE 50 (CICERO AVENUE) AND PRATT AVENUE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\LINCOLNWOOD\140090\C1505\Traffic\TS-loop,Cicero-Pratt.dgn	DRAWN -	REVISED -	1353			15-00061-00-RS	COOK	33	22	
Default	PLOT SCALE = 20'	CHECKED -	REVISED -			FED. ROAD DIST. NO. 1	CONTRACT NO. 61C91	ILLINOIS FED. AID PROJECT M-4003(503)		
	PLOT DATE = 5/2/2016	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.		



**REPLACE DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	QUANTITY	UNIT	ITEM
88600600	290	FOOT	DETECTOR LOOP REPLACEMENT

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	PLOT DATE = 5/2/2016

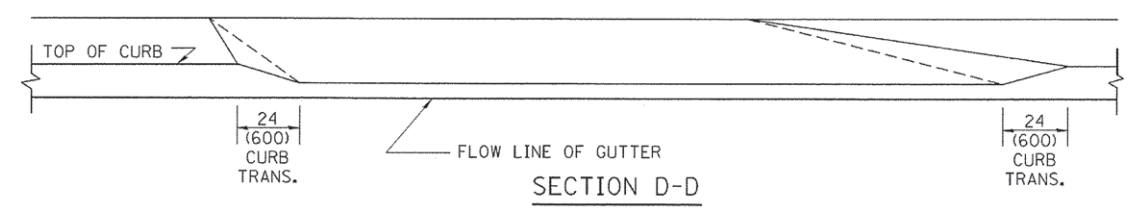
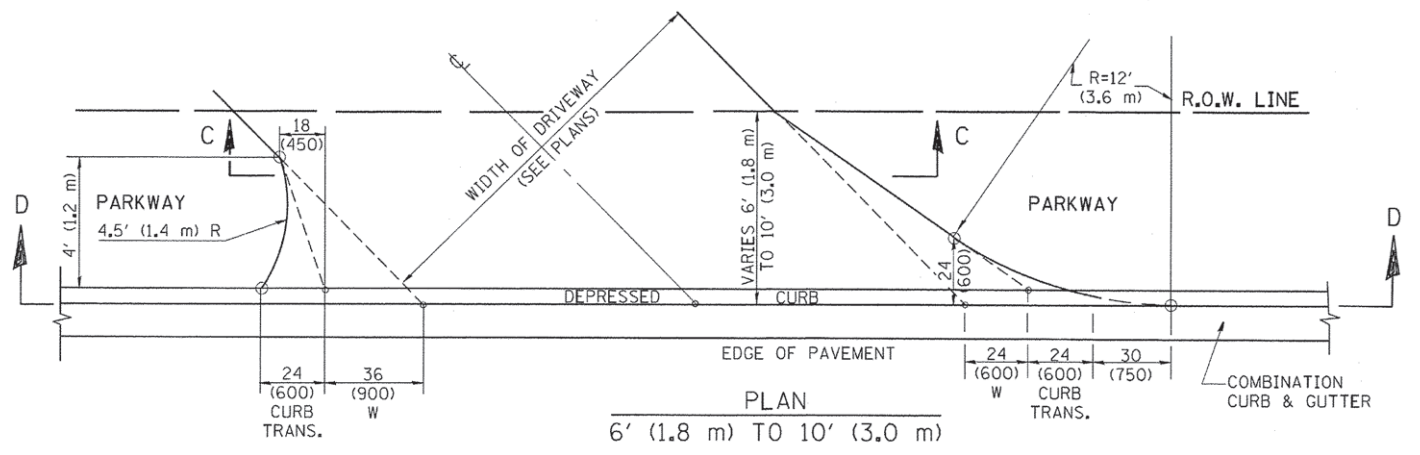
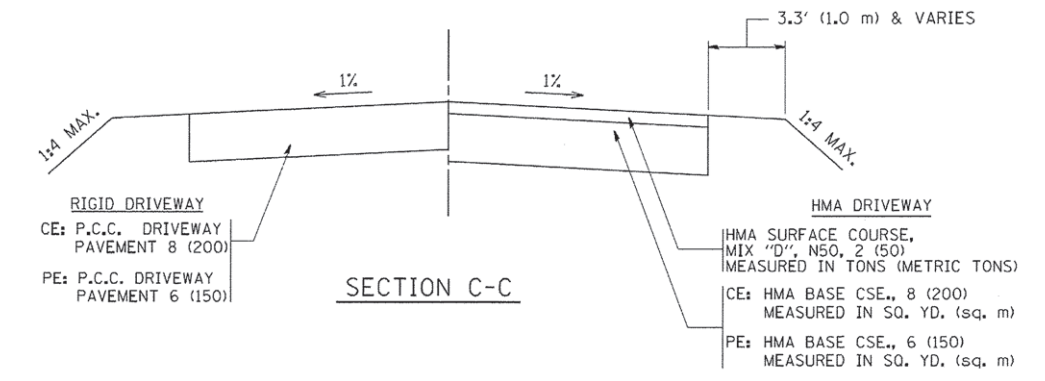
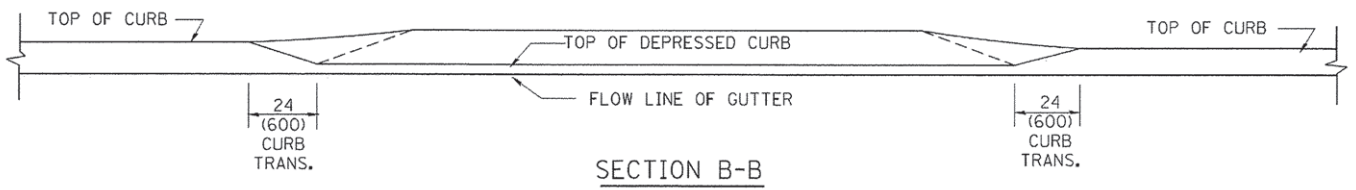
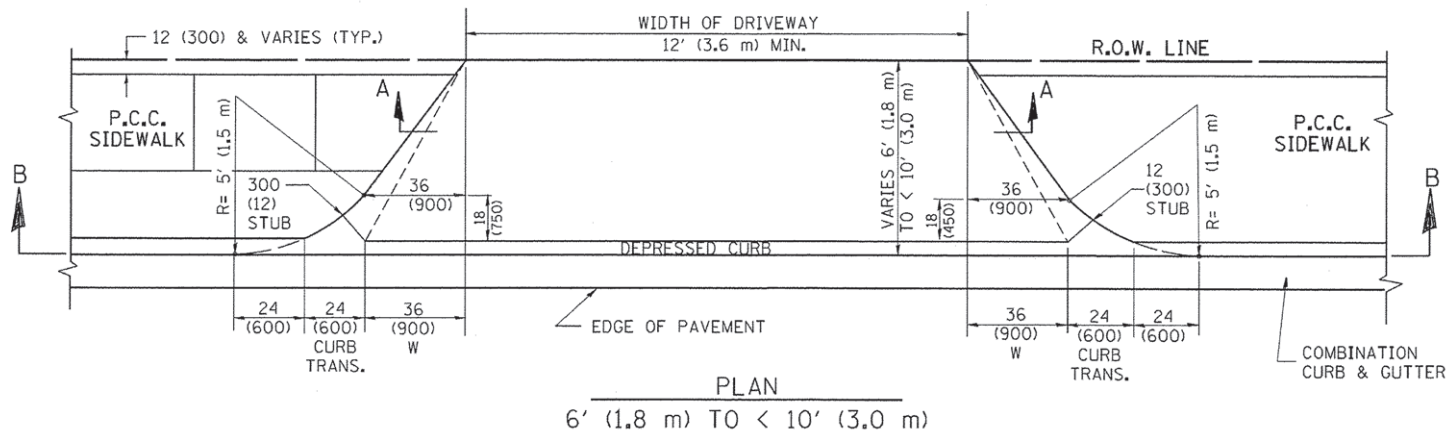
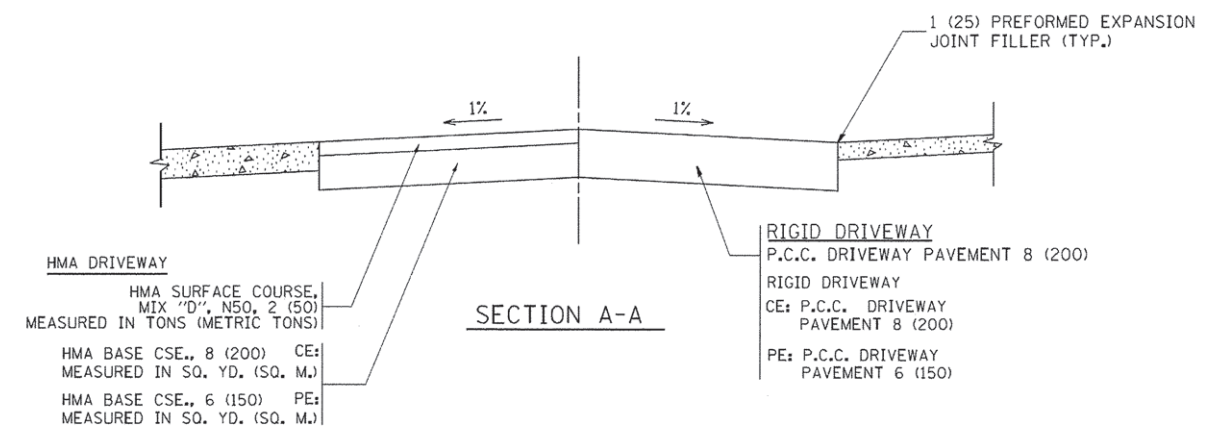
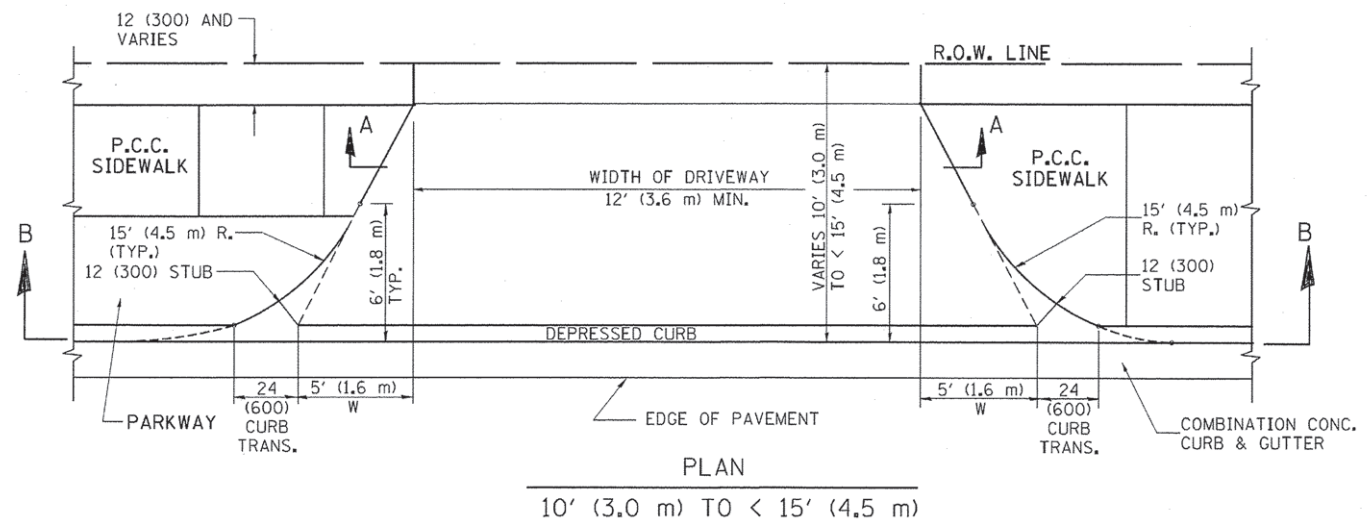
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT
CRAWFORD AVENUE AND WEST PRATT AVENUE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	23
FED. ROAD DIST. NO. 1		CONTRACT NO. 61C91		
ILLINOIS FED. AID PROJECT M-4003(503)				



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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

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

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

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

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

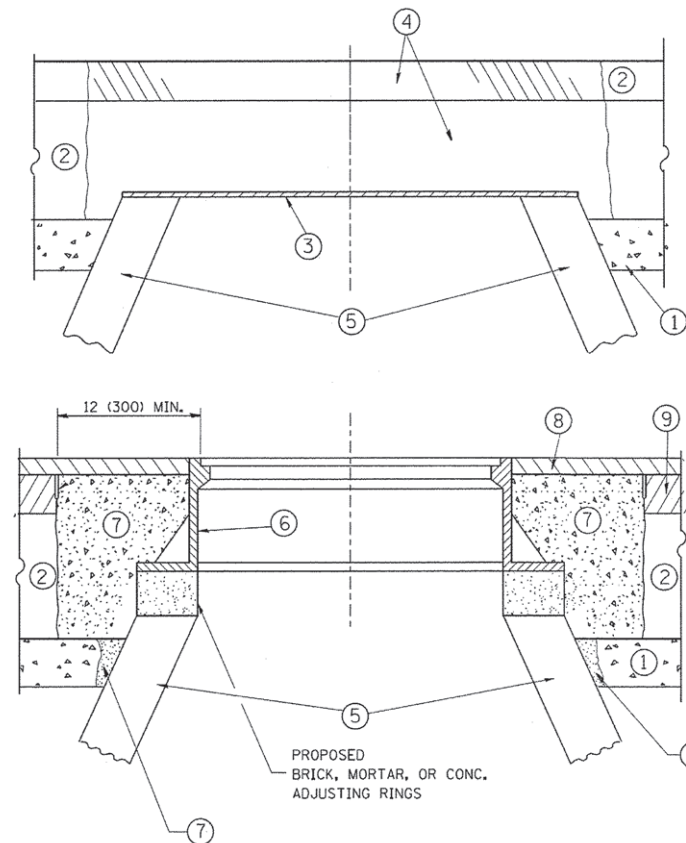
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	24
BD400-02 (BD-02)		CONTRACT NO. 61C91		
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT M-4003(503)				



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 1/2 (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

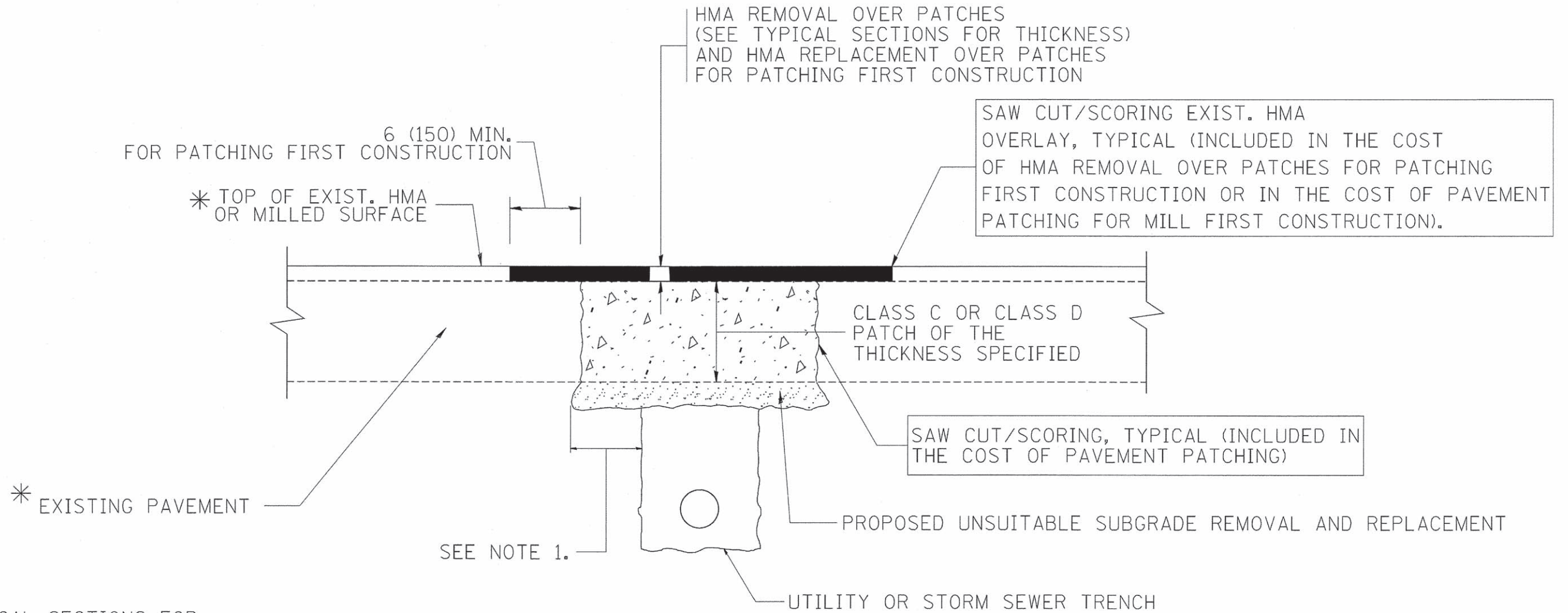
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	25
BD600-03 (BD-8)		CONTRACT NO. 61C91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(503)				



* 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)

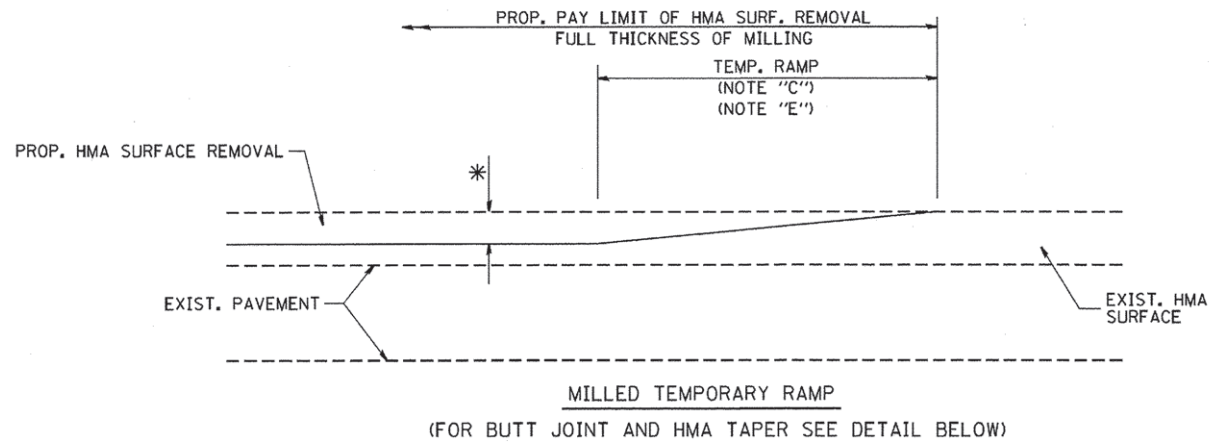
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

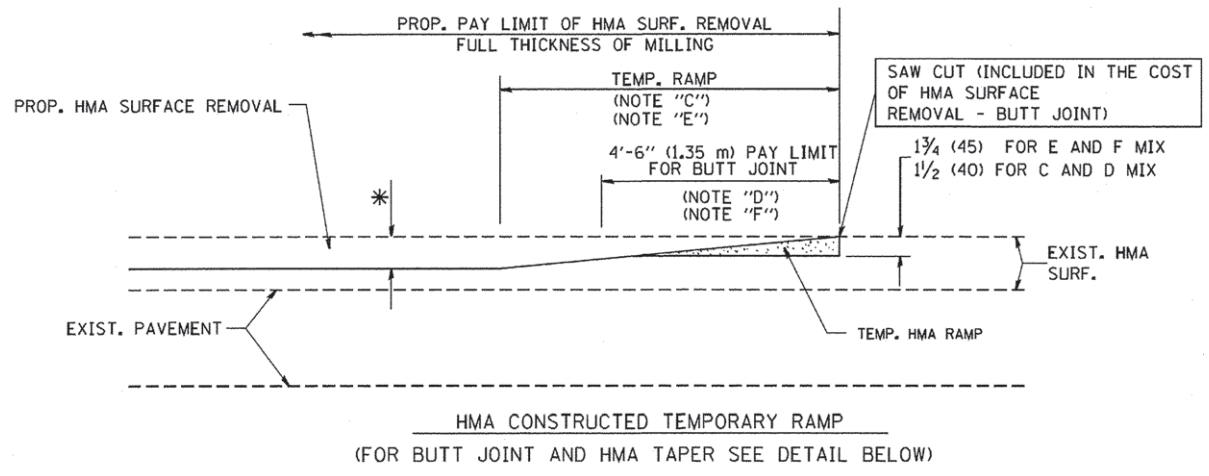
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

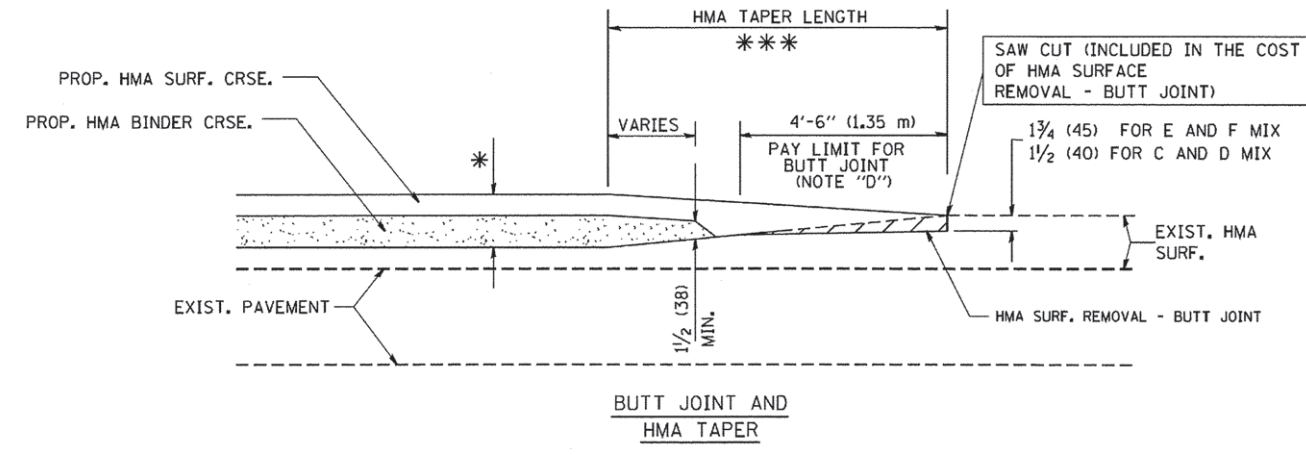
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PROJECT DISK: 102223415022.dgn	DIC1505-BD22-shr-Plan.dgn	DRAWN -	REVISED - R. BORO 01-01-07		1353	15-00061-00-RS	COOK	33	26			
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	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(503)				



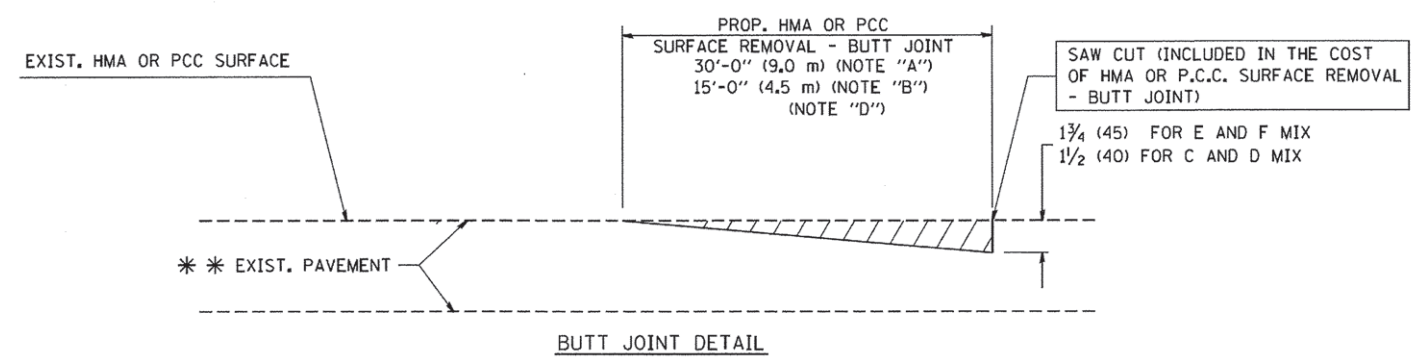
OPTION 1



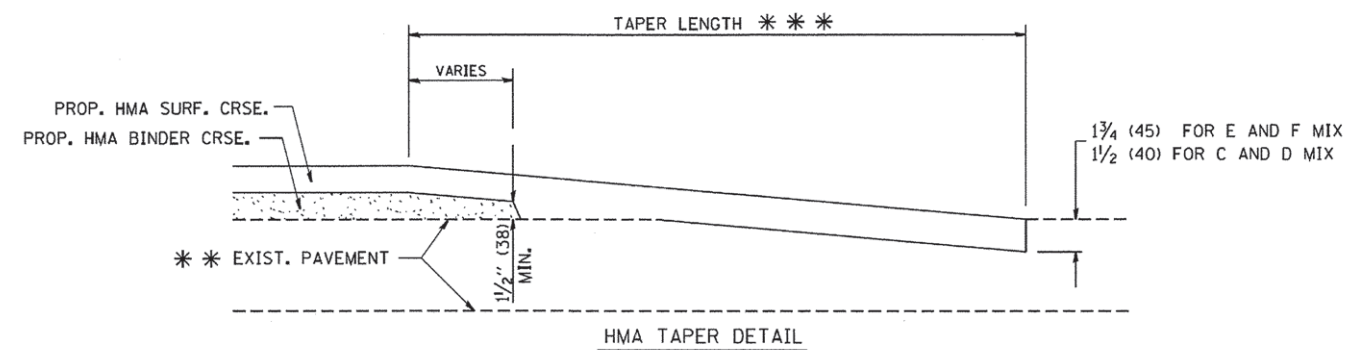
OPTION 2
TYPICAL TEMPORARY RAMP



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".

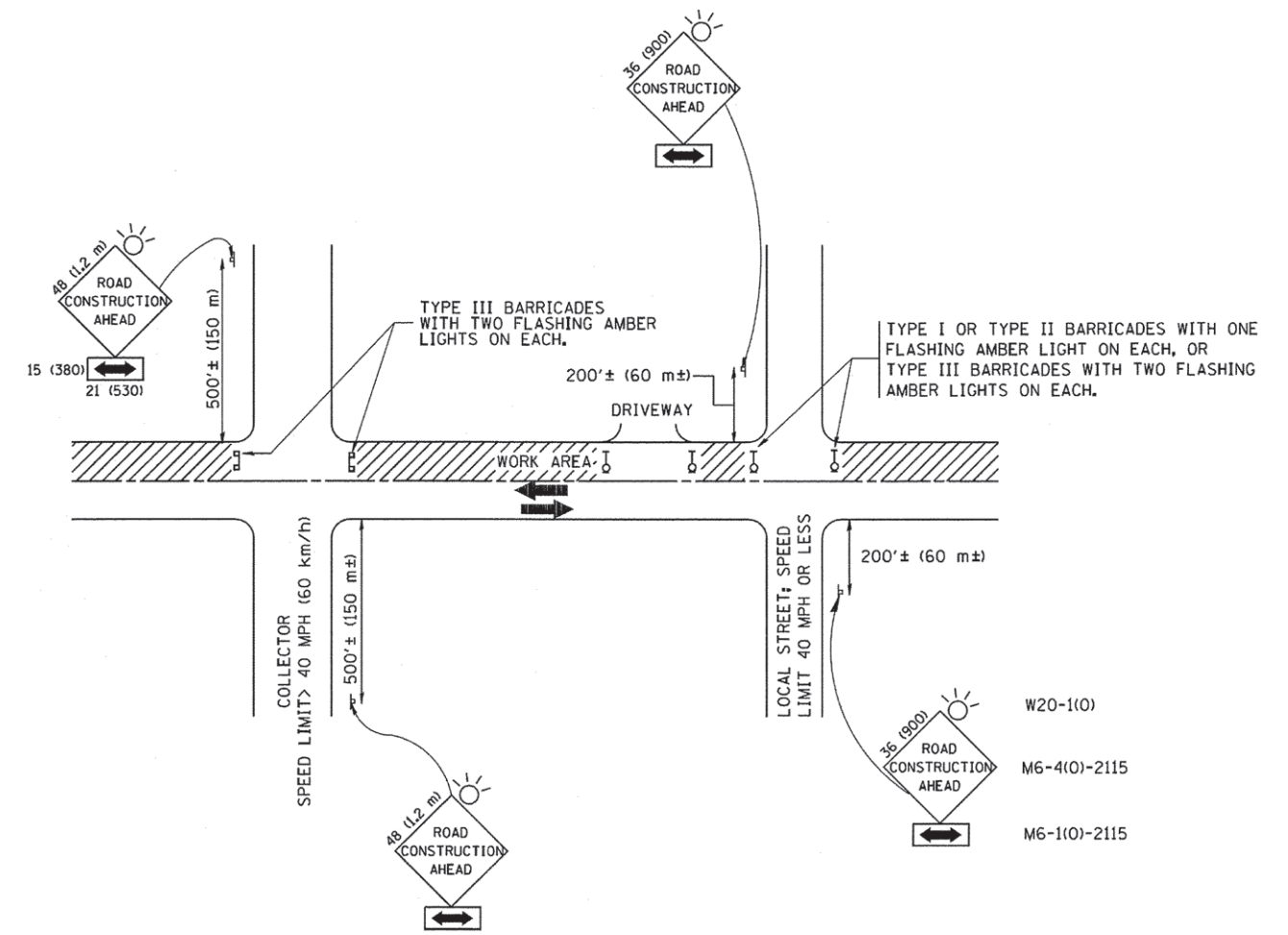
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	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.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	28
BD400-05 BD32		CONTRACT NO. 61C91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(503)				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

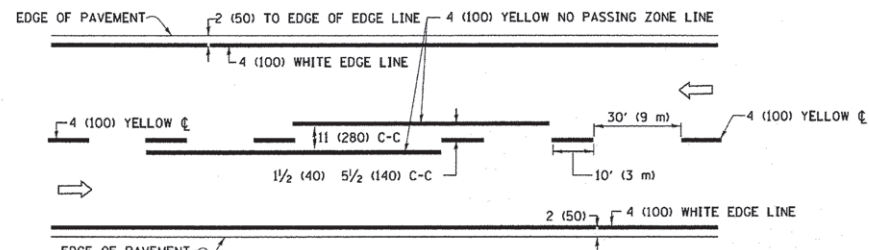
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME =	USER NAME = geglendbt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
W:\distatd\22x34\621000\505\CA00_Sheet1	DIC1505-TC10-ah-Plan.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
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	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

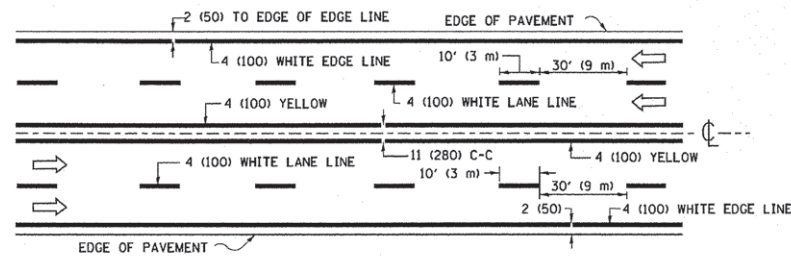
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

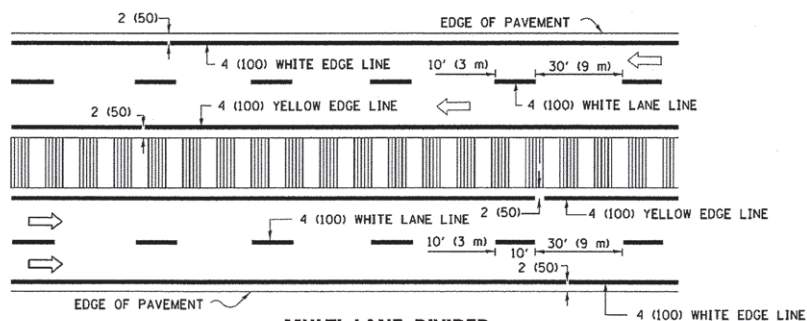
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	29
TC-10			CONTRACT NO. 61C91	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(503)				



2-LANE ROADWAY

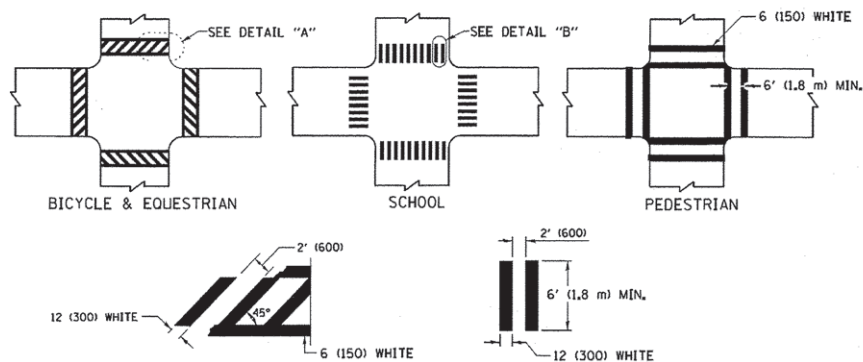


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

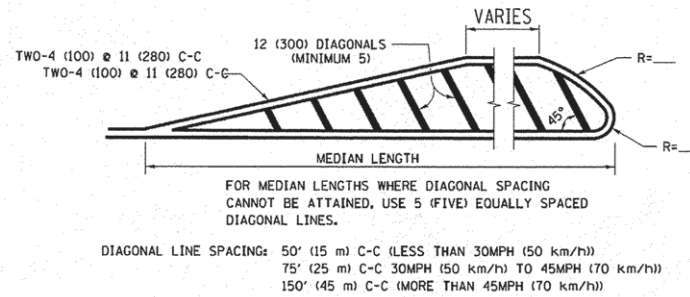
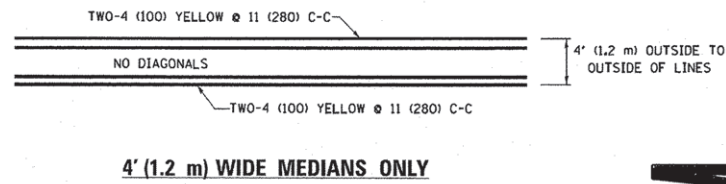


DETAIL "A"

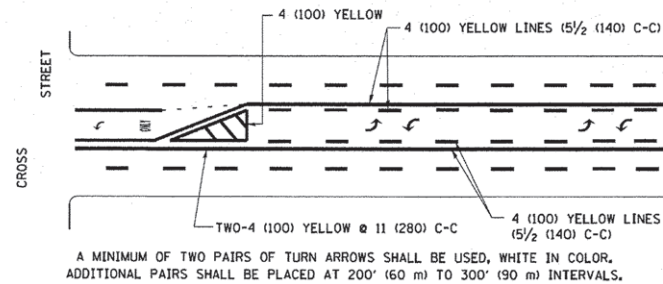
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

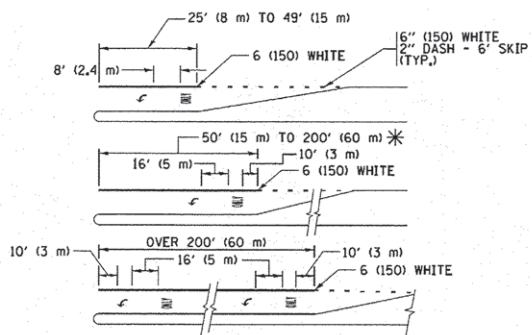


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

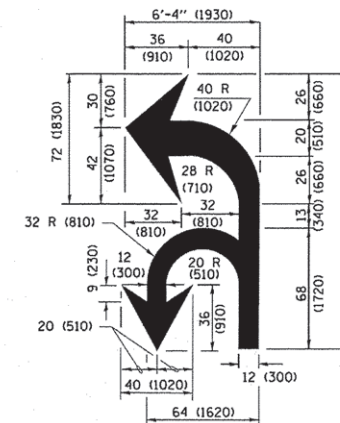
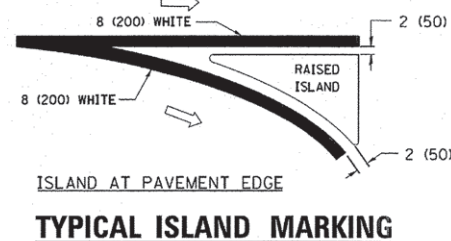
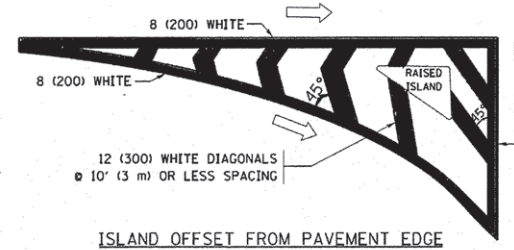


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

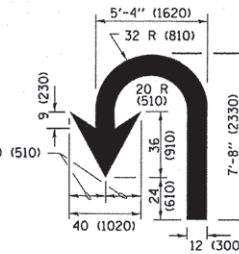
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

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

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

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 1/2 (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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (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; 18 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

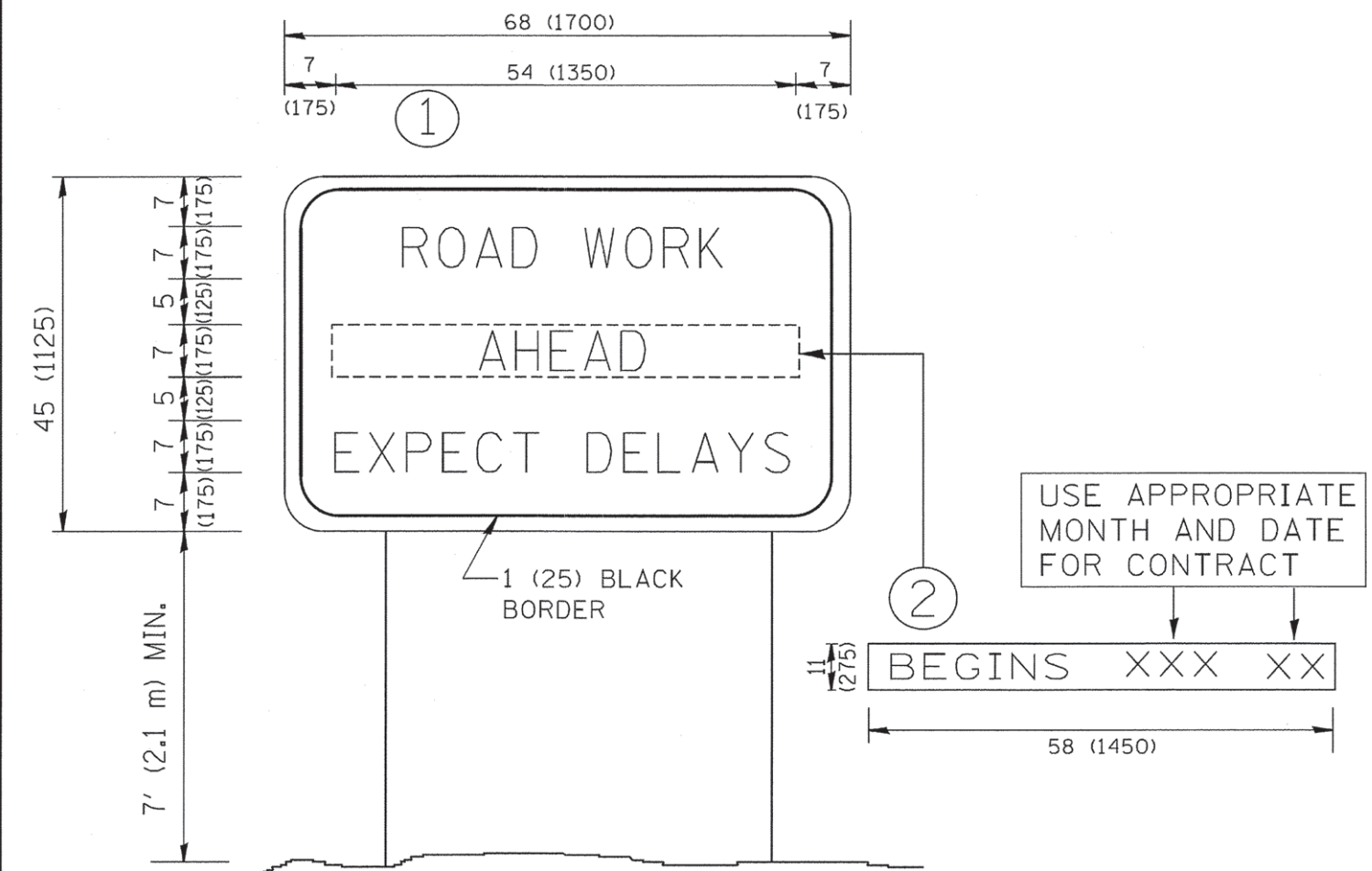
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = foatemj11	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PROJECT =	PROJECT =	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.000' / in.	DATE = 03-19-90	DATE = 03-19-90	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 4/13/2016	DATE = 03-19-90	DATE = 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.J. R.TE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	30
TC-13		CONTRACT NO.		61C91
ILLINOIS FED. AID PROJECT M-4003(503)				



NOTES:

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

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

FILE NAME =	USER NAME = geglencbt	DESIGNED -	REVISED - R. MIRS 09-15-97
W:\statstd\22x34\0222\05\CADD_Sheet	DIC1505-TC22-sht-P1.dgn	DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 "/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

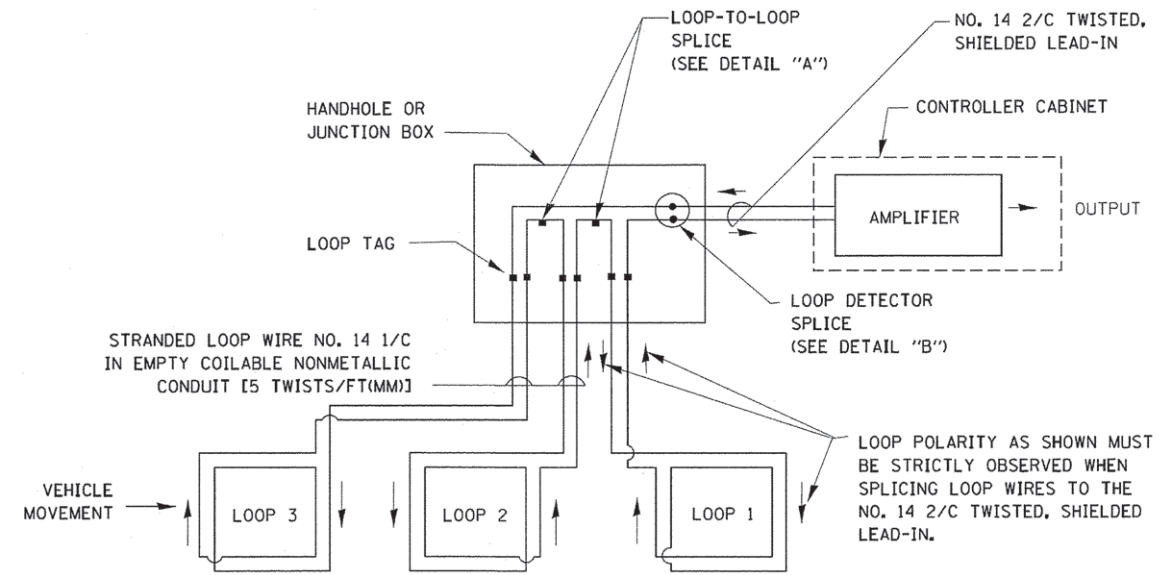
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1353	15-00061-00-RS	COOK	33	31
TC-22		CONTRACT NO. 61C91		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(503)				

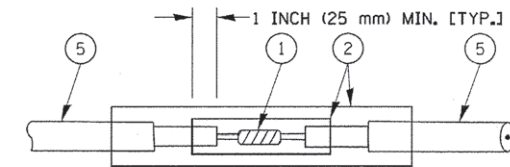
LOOP DETECTOR NOTES

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.

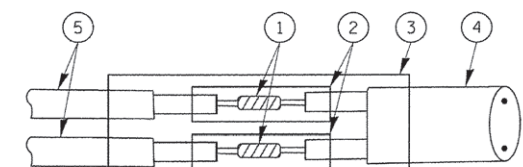


DETECTOR LOOP WIRING SCHEMATIC

- 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.



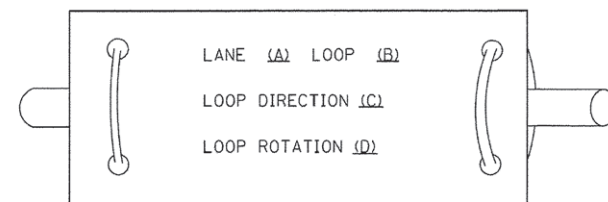
DETAIL "A"
LOOP-TO-LOOP SPLICE



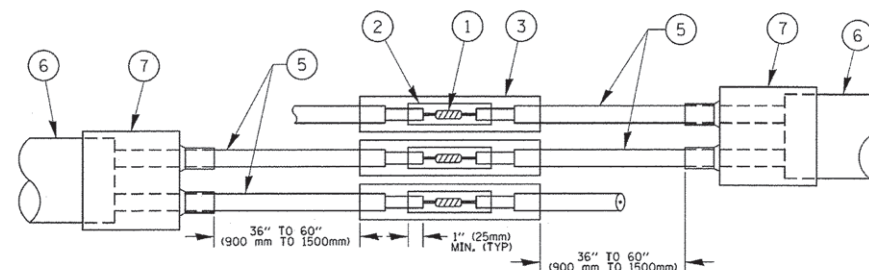
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

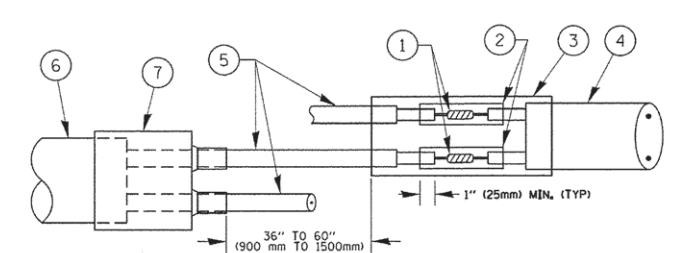
LOOP LEAD-IN CABLE TAG



- 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.



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

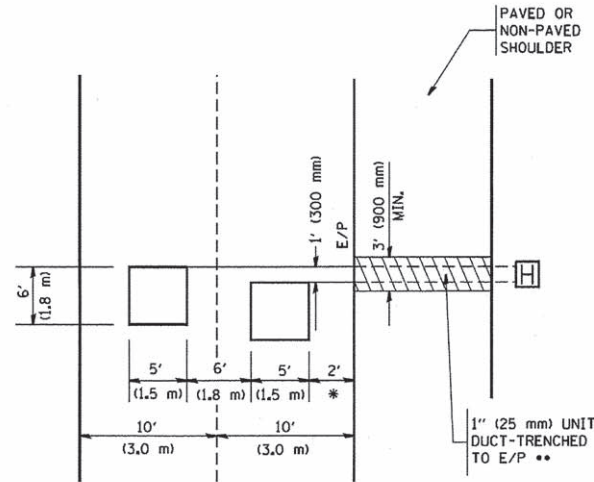
PREFORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

LOOPS NEXT TO SHOULDERS

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



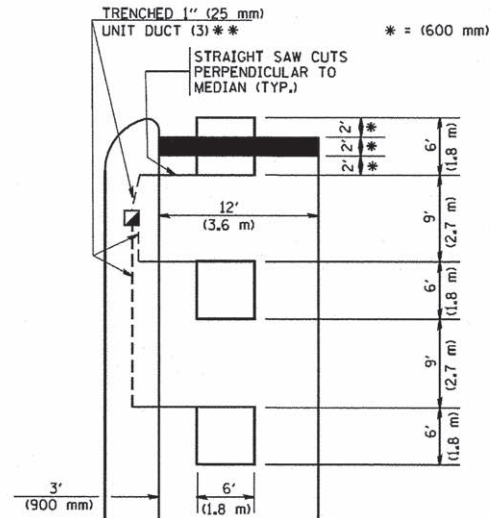
* = (600 mm)

** 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.

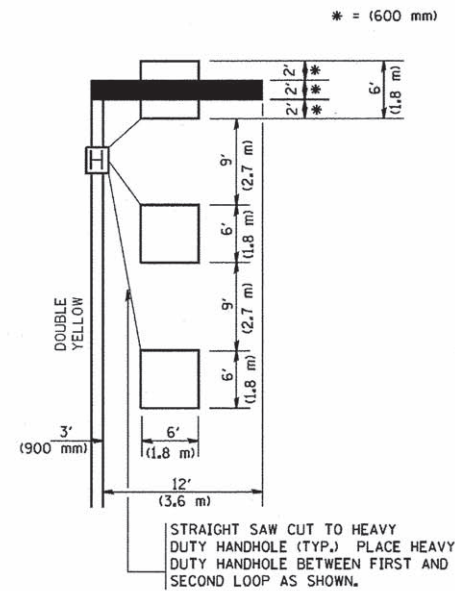


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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)



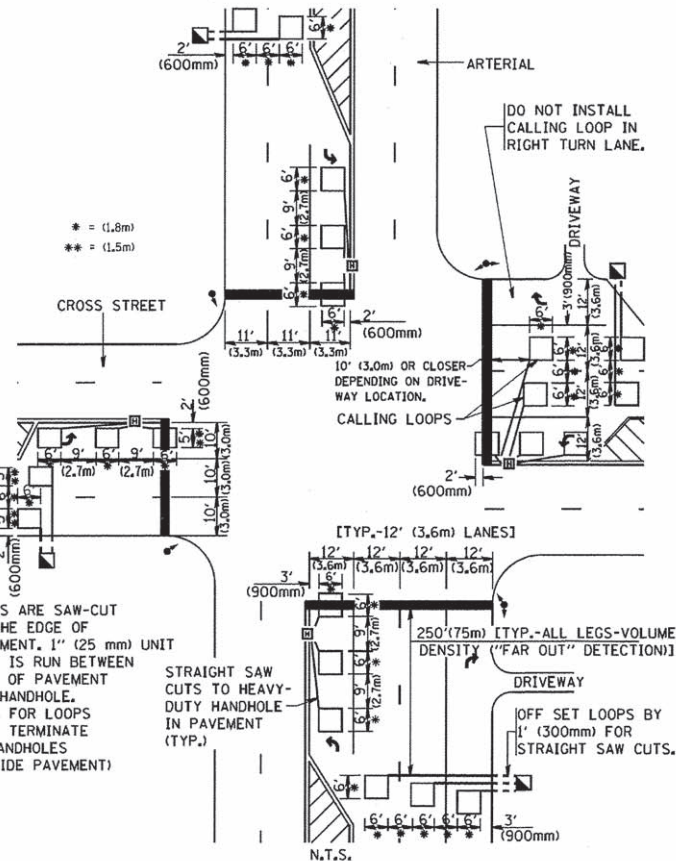
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

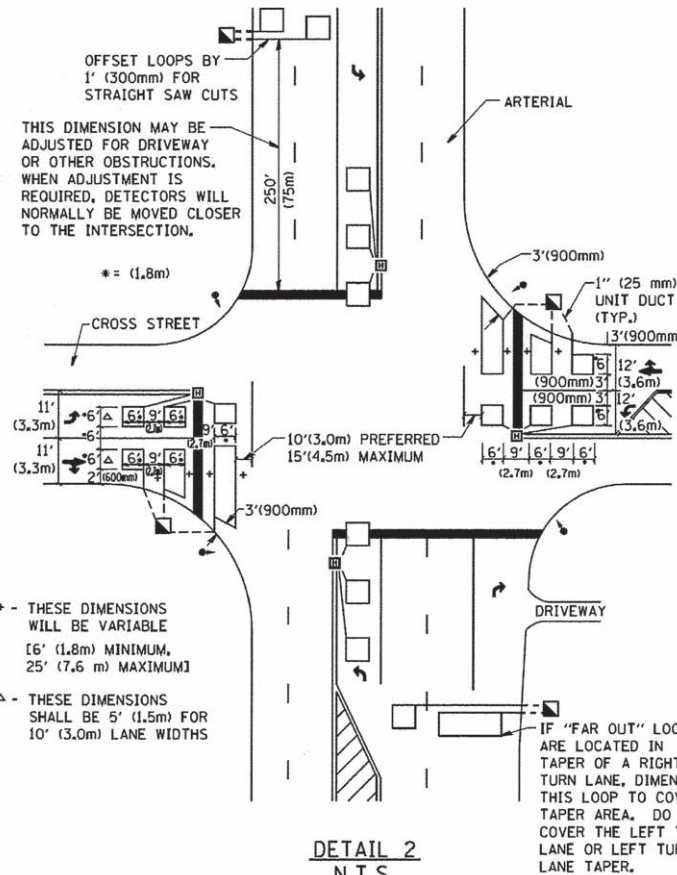
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST 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.

**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.

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 =	USER NAME = geglionbt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
W:\distd\22x34\60702g\605\CADD_Sheets\DIC1505-TS07-sh-t-Plan.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -				1353	15-00061-00-RS	COOK	33	33
PLOT DATE = 1/4/2008	DATE -	CHECKED - R.K.F.	REVISED -				TS-07		CONTRACT NO. 61C91		
		DATE -	REVISED -				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.