

INDEX OF SHEETS (SEE SHEET 2)
HIGHWAY STANDARDS (SEE SHEET 2)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 1382 (WEST FULLERTON AVENUE) WEBSTER STREET TO
HARLEM AVENUE RESURFACING
FAU 1377 (WEST DIVERSEY AVENUE) NORTH 75TH AVENUE TO
HARLEM AVENUE RESURFACING
SECTION No. 16-00117-00-RS
PROJECT No. M-4003(730)
VILLAGE OF ELMWOOD PARK
COOK COUNTY
JOB No: C-91-269-16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1377	16-00117-00-RS	COOK	25	1
1382		ILLINOIS	CONTRACT NO.	61C95



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

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STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED May 2 2016
Dino Braglia
PUBLIC WORKS DIRECTOR, VILLAGE OF ELMWOOD PARK

PASSED MAY 23 2016
Charles Christopher Hart
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR
BID BASED ON
LIMITED REVIEW May 23 2016
John Fortman
REGIONAL ENGINEER



May 2, 2016
Orion C. Galey
ORION C. GALEY
ILLINOIS REGISTRATION No. 062-060829
EXPIRATION DATE: 11/30/2017

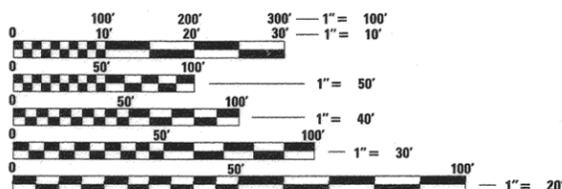
TRAFFIC DATA

WEST FULLERTON AVENUE
ADT (YEAR) = 4700 (2014)
SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: MAJOR COLLECTOR (URBAN)

WEST DIVERSEY AVENUE
ADT (YEAR) = 6200 (2014)
SPEED LIMIT = 25 MPH

DESIGN DESIGNATION: MAJOR COLLECTOR (URBAN)



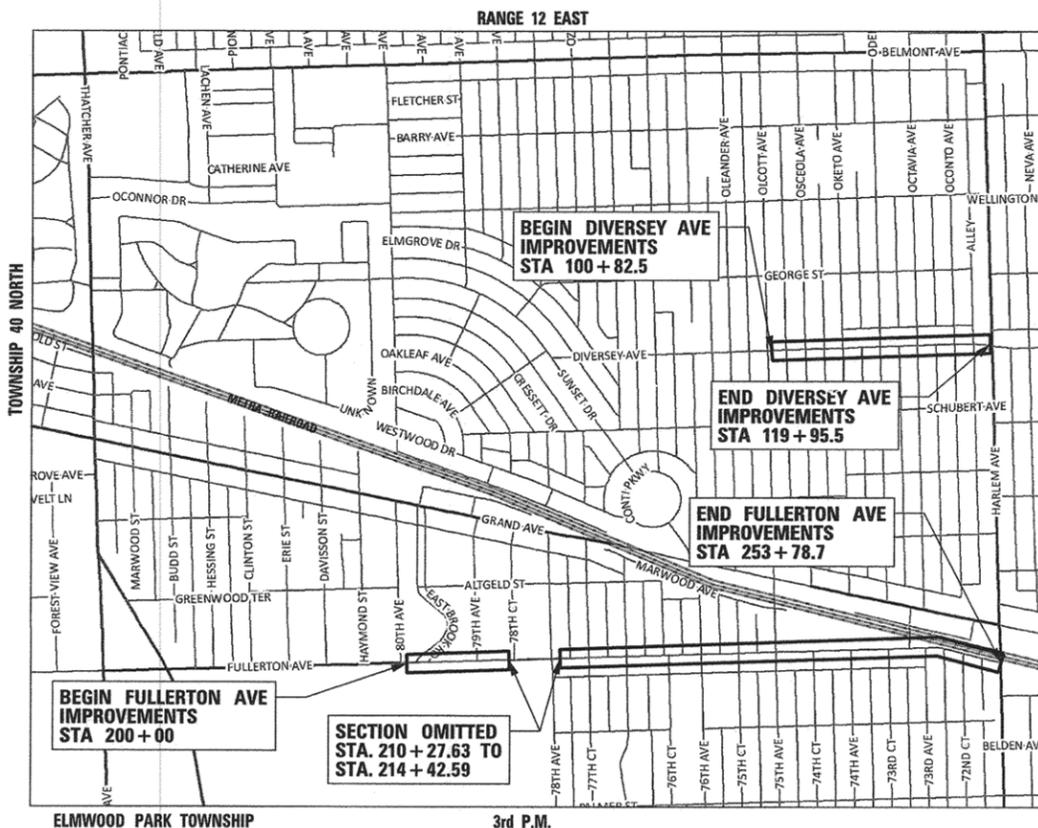
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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: 04/30/17

CONTRACT NO. 61C95



LOCATION MAP

DIVERSEY AVENUE
GROSS LENGTH OF PROJECT = 1913 LINEAL FEET (0.36 MILES)
NET LENGTH OF PROJECT = 1913 LINEAL FEET (0.36 MILES)
FULLERTON AVENUE
GROSS LENGTH OF PROJECT = 5378 LINEAL FEET (1.02 MILES)
NET LENGTH OF PROJECT = 4891 LINEAL FEET (0.93 MILES)

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

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE CURRENT EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTIONS IN ILLINOIS."
- ALL DOMESTIC METER VAULTS AND DOMESTIC WATER SERVICE BOXES SHALL BE ADJUSTED TO THE PROPOSED GRADE AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AS DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED.
- EXPOSED SUBGRADE MUST BE COVERED WITHIN 24 HOURS OF EXCAVATION. UNSTABLE SUBGRADE AREAS, AS DETERMINED BY THE ENGINEER, RESULTING FROM THE CONTRACTOR'S FAILURE TO COVER THE SUBGRADE SHALL BE EXCAVATED AND BACKFILLED WITH POROUS GRANULAR EMBANKMENT, SUBGRADE AT NO COST TO THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND/OR ADJUSTED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE 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 INCLUDING SEWER AND DRINKING WATER. EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS, ANY UTILITY THAT IS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR OWNER, OR REPLACED. SUCH WORK WILL BE AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. IF WATER IS NEEDED DURING CONSTRUCTION ACTIVITIES THE CONTRACTOR MUST CONTACT THE ELMWOOD PARK WATER DEPARTMENT AT (708) 452-3945.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE AND GAS FACILITIES AND THE VILLAGE OF ELMWOOD PARK PUBLIC WORKS DEPT. AT (708) 452-3945 FOR FIELD LOCATIONS OF BURIED WATER, SANITARY AND STORM FACILITIES (48-HOUR ADVANCE NOTIFICATION IS REQUIRED).
- THE COST OF CONNECTING PROPOSED STRUCTURES AND THE FIRST 10 FEET OF ASSOCIATED PIPE TO THE EXISTING DRAINAGE SYSTEM SHALL BE INCLUDED IN THE COST OF THE STRUCTURE
- THE ENDS OF EXISTING DRAINAGE LINES AND HOLES IN EXISTING MANHOLES WHICH ARE NOT TO BE INCORPORATED INTO THE PROPOSED IMPROVEMENTS DESIGNATED BY THE ENGINEER SHALL BE SEALED WITH A PORTLAND CEMENT MORTAR TO THE SATISFACTION OF THE ENGINEER. COST OF THIS WORK INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE IMPROVEMENT
- THE CONTRACTOR SHALL CONFIRM ALL PROPOSED WORK, EXISTING PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATION OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK SHALL BE AT THE CONTRACTOR'S EXPENSE AND MAY LEAD TO THE REJECTION OF THE STRUCTURE IN THE FIELD. PIPE TYPES INDICATED ON THESE PLANS AT THE STRUCTURE CALL-OUTS ARE THE EXISTING TYPES IDENTIFIED IN THE FIELD. PROPOSED PIPE IS PVC.
- THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT EXCEPT FOR PERIODS OF SHORT DURATION AS APPROVED BY THE ENGINEER.
- 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 THE CONTRACT AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RE-ERECTING ANY SIGNS AND POSTS REMOVED DURING CONSTRUCTION. RELOCATION OF EXISTING SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT. IF DURING CONSTRUCTION THE CONTRACTOR DAMAGES ANY EXISTING SIGNS, HE WILL REPLACE THE SIGN AT NO COST TO THE VILLAGE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL RESIDENTS AND THE VILLAGE OF ELMWOOD PARK 48 HOURS PRIOR TO ANY ROAD CLOSURE
- ANY DEFECTS OF THE CONCRETE CURB & GUTTER AS IDENTIFIED BY THE RESIDENT ENGINEER SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE PRIOR TO PLACEMENT OF BITUMINOUS MATERIALS.
- AT THE END OF EACH DAY, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ASSURE THAT ALL STREETS ADJACENT TO THE PROJECT ARE FREE OF ALL CONSTRUCTION RELATED DEBRIS INCLUDING DIRT, STONE, NAILS ETC. SPOILS WILL NOT BE ALLOWED ON THE STREET OVERNIGHT. ALL DRAINAGE AND UTILITY STRUCTURES AND THEIR RESPECTIVE FLOW LINES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE OF ELMWOOD PARK.
- THE CONTRACTOR SHALL COMPLETE ALL UTILITY WORK PRIOR TO PAVEMENT REMOVAL. THE CONTRACTOR SHALL ONLY REMOVE THE PORTION OF PAVEMENT NECESSARY TO INSTALL PROPOSED UTILITIES. PAVEMENT REMOVED FOR UTILITY WORK SHALL BE RESTORED AS INDICATED ON THE PLANS. ALL PAVEMENT REMOVED FOR UTILITY WORK MUST BE SAWCUT.
- THE CONTRACTOR AND ENGINEER SHALL FIELD VERIFY ALL THE EXISTING PAVEMENT AFTER THE EXISTING BITUMINOUS SURFACE IS REMOVED TO DETERMINE THE AREAS THAT PATCHING IS REQUIRED
- PAVEMENT MARKINGS TO BE FIELD LOCATED BY THE ENGINEER
- REMOVAL OF ASPHALT ON CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF CURB AND GUTTER REMOVAL
- THE CONTRACTOR SHALL LOWER THE CURB HEIGHT AS NECESSARY TO ACHIEVE POSITIVE DRAINAGE FROM THE FRONT OF WALK TO THE BACK OF CURB. NO CURB HEIGHT SHALL BE POURED LESS THAN 3 INCHES OR GREATER THAN 8 INCHES.
- THE CONTRACTOR SHALL SUBMIT AN APPROVED CONSTRUCTION STAGING PLAN PRIOR TO STARTING CONSTRUCTION. CAREFUL CONSIDERATION SHALL BE MADE TO ENSURE PARKING IS MAINTAINED NO MORE THAN 1 BLOCK AWAY FROM ANY RESIDENCE. WHEN WORK IS TO OCCUR ON INTERSECTING STREETS, SIMULTANEOUS PARKING RESTRICTIONS WILL NOT BE PERMITTED.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, MAINTAIN, AND REMOVE ALL "NO PARKING" SIGNS. IF WORK IS NOT TO BE PERFORMED WITHIN A 48 HOUR PERIOD, THE SIGNS MUST BE REMOVED.
- HAZARDS INCLUDING, BUT NOT LIMITED TO: OPEN HOLES, BROKEN PAVEMENT, AND TRENCHES EXCEEDING 3" IN DEPTH AND 4" IN WIDTH SHALL BE SECURED USING PROPER BARRICADES WHEN WORK IS SUSPENDED FOR ANY REASON
- CONCRETE SHALL BE POURED WITHIN 5 CALENDAR DAYS OF REMOVAL FOR ALL WORK BESIDES STRUCTURE GAPS.
- SIDEWALK REMOVAL SHALL INCLUDE THICKNESS FOR PCC SIDEWALK, 5" AND NEW SUBBASE TO BE REPLACED. ANY ADDITIONAL EARTH EXCAVATION NEEDED TO MEET ADA REQUIREMENTS SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.

MWRD TYPICAL GENERAL NOTES

- THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
- ELEVATION DATUM IS C.C.D.
- NO FLOOR DRAINS
- NO FOOTING DRAINS AND DOWNSPOUTS
- ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE VCP C-700	C-425
VCP (NO-BEL) C-700	C-425
JOINT COLLAR	D-1784
CONCRETE PIPE C-14	C-443
RCP C-76	C-443
ACP C-428	D-1869
ABS SEWER PIPE SOLID WALL 6" DIA. ABS D-2751	SDR 23.5 D-2751
ABS COMPOSITE/TRUSS PIPE 8"-15" DIA. ABS D-2680	D-2680
PVC GRAVITY SEWER PIPE 6"-15" DIA. SDR 26	
D-3034	D-3212 OR
D-2855	
18"-27" DIA. F/DY=46	D-3212 OR
F-679	
D-2855	
CISP A-74	C-564
DIP A-21.51	A-21.11
- ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
- COUPLINGS THAT CREATE A WATERTIGHT SEAL SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
- WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
 - CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF A SADDLE.
 - REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING WATER TIGHT SEAL COUPLINGS TO HOLD IT FIRMLY IN PLACE.
- WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.
- ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
- ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
- ALL INLET AND OUTLET PIPES OF SANITARY SEWER MANHOLES AND OTHER UNDERGROUND STRUCTURES (AND IN COMBINED SEWER AREAS, ALSO ALL COMBINED/STORM SEWER MANHOLES, CATCH BASINS, INLETS, AND UNDERGROUND DETENTION STORAGE STRUCTURES) SHALL BE JOINED WITH WATERTIGHT FLEXIBLE RUBBER CONNECTORS CONFORMING TO A.S.T.M. C-4443 AND C-923 WITH STAINLESS STEEL BAND.

(NOTE: THE DISTRICT HAS APPROVED LESS COMMON PIPE MATERIALS ON A QUALIFIED BASIS IN ADDITION TO THOSE ABOVE. PLEASE CONTACT THE DISTRICT IF CONSIDERING USING PIPE NOT LISTED ABOVE.)

DESCRIPTION

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HIGHWAY STANDARDS

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS	000001-06
PERPENDICULAR CURB RAMPS FOR SIDEWALKS	424001-08
DIAGONAL CURB RAMPS FOR SIDEWALKS	424006-02
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS	424011-02
MID BLOCK CURB RAMPS FOR SIDEWALKS	424016-02
DEPRESSED CORNER FOR SIDEWALKS	424021-03
ENTRANCE/ALLEY PEDESTRIAN CROSSINGS	424026-01
CLASS C AND D PATCHES	442201-03
CATCH BASIN, TYPE A	602001-02
MANHOLE, TYPE A	602401-03
FRAME AND LIDS, TYPE 1	604001-04
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER	606001-06
OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE	701006-05
OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY	701011-04
LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS	701301-04
LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY	701311-03
URBAN LANE CLOSURE, 2L, 2W-UNDIVIDED	701501-06
URBAN LANE CLOSURE MULTILANE, 1W, 2W NONTRAVERSABLE MEDIAN	701601-09
URBAN LANE CLOSURE, MULTILANE INTERSECTION	701701-10
SIDEWALK CORNER OR CROSSWALK CLOSURE	701801-06
TRAFFIC CONTROL DEVICES	701901-05
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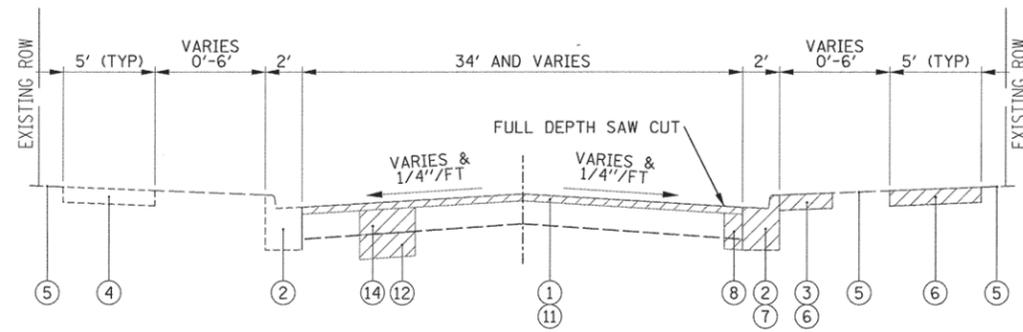
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N:\ELMWOODPARK\950253.00030\Civil\253.00030_NDT.SHT	PLOT SCALE = 60'	DRAWN - RML DJS	REVISED -			1377	16-00117-00-RS	COOK	25	2
Default	PLOT DATE = 5/19/2016	CHECKED - OCG	REVISED -			1382				
		DATE -	REVISED -			SCALE: 60'		SHEET OF SHEETS		STA. TO STA.

SUMMARY OF QUANTITIES

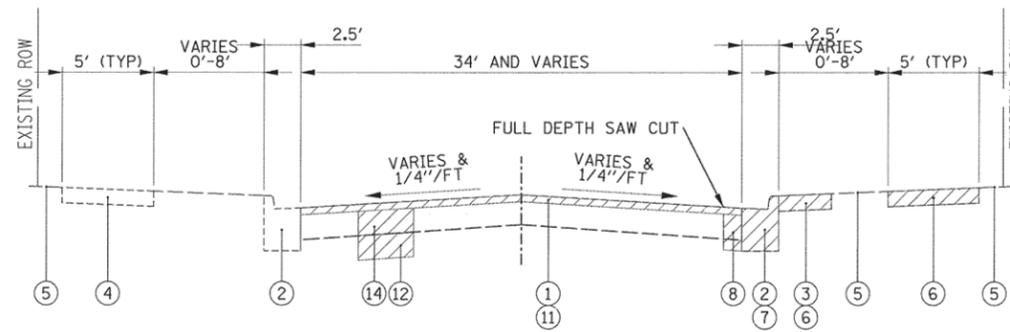
ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0005	0005
				DIVERSEY AVE QUANTITY	FULLERTON AVE QUANTITY
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	60	20	40
25200200	SUPPLEMENTAL WATERING	UNIT	60	25	35
28000510	INLET FILTERS	EACH	70	25	45
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	180	60	120
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	50	50
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	19663	5605	14058
40600400	MIXTURE FOR CRACKS JOINTS AND FLANGEWAYS	TON	45	13	32
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50	TON	1284	366	918
40600982	HOT MIX ASPHALT REMOVAL - BUTT JOINT	SQ YD	495	115	380
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2569	732	1837
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY, 6 INCH	SQ YD	320	45	275
42300600	PORTLAND CEMENT CONCRETE DRIVEWAY, 10 INCH	SQ YD	400	0	400
* 42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	16504	7136	9368
42400800	DETECTABLE WARNINGS	SQ FT	694	400	294
44000157	HOT MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	29130	8304	20826
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2022	47	1975
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4456	1403	3053
44000600	SIDEWALK REMOVAL	SQ FT	16504	7136	9368
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	220	63	157
44201747	CLASS D PATCHES TYPE IV, 8 INCH	SQ YD	656	187	469
* 56500600	DOMESTIC WATER SERVICE BOX TO BE ADJUSTED	EACH	15	5	10
60200105	CATCH BASIN, TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	6	0	6
60200205	CATCH BASIN, TYPE A 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	0
60206905	CATCH BASIN, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1	0
60300410	VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES	EACH	28	13	15
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	15	5	10
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10	5	5
60600605	CONCRETE CURB, TYPE B	FOOT	275	125	150
* INDICATES SPECIAL PROVISION					

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	0005	0005
				DIVERSEY AVE QUANTITY	FULLERTON AVE QUANTITY
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1106	195	911
60604400	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18	FOOT	2382	240	2142
60605000	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24	FOOT	968	968	0
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70102620	TRAFFIC CONTROL AND PROTECTION STANDARD 701501	L SUM	1	0.5	0.5
70102635	TRAFFIC CONTROL AND PROTECTION STANDARD 701701	L SUM	1	0.5	0.5
70102640	TRAFFIC CONTROL AND PROTECTION STANDARD 701801	L SUM	1	0.5	0.5
70300100	SHORT TERM PAVEMENT MARKING	FOOT	682	192	490
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	FOOT	682	192	490
Δ 78000100	THERMOPLASTIC PAVEMENT MARKINGS, LETTERS AND SYMBOLS	SQ FT	36	36	0
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11030	3250	7780
Δ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3235	1365	1870
Δ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	416	0	416
Δ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	495	190	305
Δ * 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	0	1
Δ 87900200	DRILL EXISTING HANDHOLE	EACH	2	2	0
Δ * 88600600	DETECTOR LOOP REPLACEMENT	FOOT	250	250	0
* X0326862	STRUCTURES TO BE ADJUSTED	EACH	65	22	43
* X2520700	SODDING, (SPECIAL)	SQ YD	3100	1163	1937
* X6022810	MANHOLES, SANITARY, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	0	2
* X6030310	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	EACH	43	12	31
* Z0004518	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 5"	SQ YD	210	35	175
* Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	8	1	7
* Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	11	2	9
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	104	52	52
* XX001109	PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8 INCH	SQ YD	192	54	138
* XX000406	BRICK PAVER REMOVAL AND REPLACEMENT	SQ FT	100	0	100
# Z0076600	TRAINEES	HOURLY	500		
* XX005701	ALLEY APRON APPROACH PAVEMENT REMOVAL	SQ YD	192	54	138
# Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURLY	500		
* INDICATES SPECIAL PROVISION					

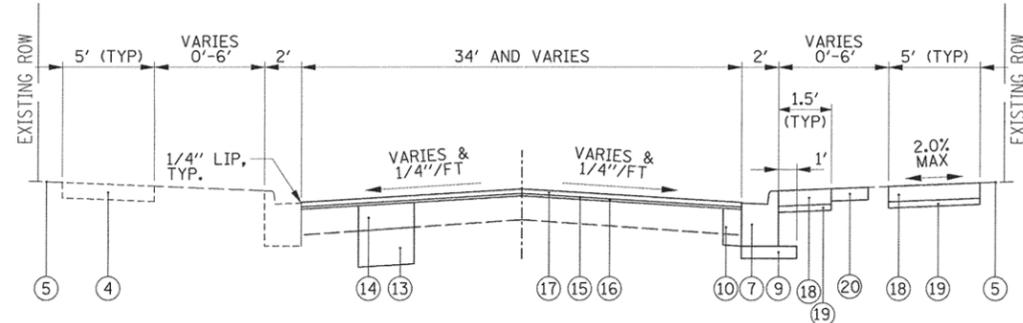
Δ SPECIALTY ITEMS
0042



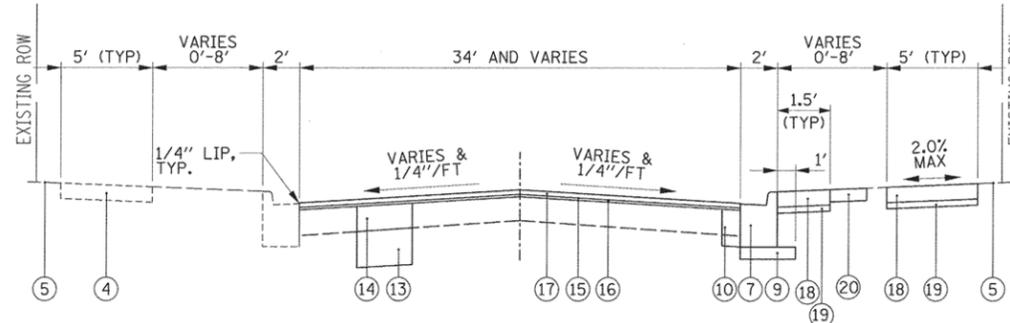
EXISTING TYPICAL SECTION
FULLERTON AVENUE
STA 200+00 TO STA 253+78.7



EXISTING TYPICAL SECTION
DIVERSEY AVENUE
STA 100+82.5 TO STA 119+95.5



PROPOSED TYPICAL SECTION
FULLERTON AVENUE
STA 200+00 TO STA 253+78.7



PROPOSED TYPICAL SECTION
DIVERSEY AVENUE
STA 100+82.5 TO STA 119+95.5

LEGEND

- ITEMS TO BE REMOVED AS DIRECTED BY THE ENGINEER
- ① EXISTING PCC BASE COURSE AND BITUMINOUS SURFACE COURSE
- ② EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ③ EXISTING CARRIAGEWALK SIDEWALK
- ④ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- ⑤ EXISTING SOIL AND GROUND COVER
- ⑥ SIDEWALK REMOVAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑦ COMBINATION CONCRETE CURB AND GUTTER REMOVAL, COMB. CONC. CURB & GUTTER, VARIOUS TYPES (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑧ EXISTING PAVEMENT REMOVAL (INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL)
- ⑨ SUBBASE GRANULAR MATERIAL, TYPE B, 4" (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPE)
- ⑩ P.C.C. BASE COURSE (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, VARIOUS TYPE)
- ⑪ HOT MIX ASPHALT SURFACE REMOVAL, (2")
- ⑫ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑬ AGGREGATE SUBGRADE IMPROVEMENT, 12" (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑭ CLASS D PATCHES, VARIOUS, 8 INCH (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑮ BITUMINOUS MATERIALS (TACK COAT)
- ⑯ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4" MIN.)
- ⑰ HMA SURFACE COURSE, MIX "D", N50 - 1.5"
- ⑱ PORTLAND CEMENT CONCRETE SIDEWALK, 5" (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- ⑲ 2" AGGREGATE BASE COURSE (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK, 5")
- ⑳ SODDING, SALT TOLERANT (SPECIAL) (AS DIRECTED BY THE ENGINEER IN THE FIELD)

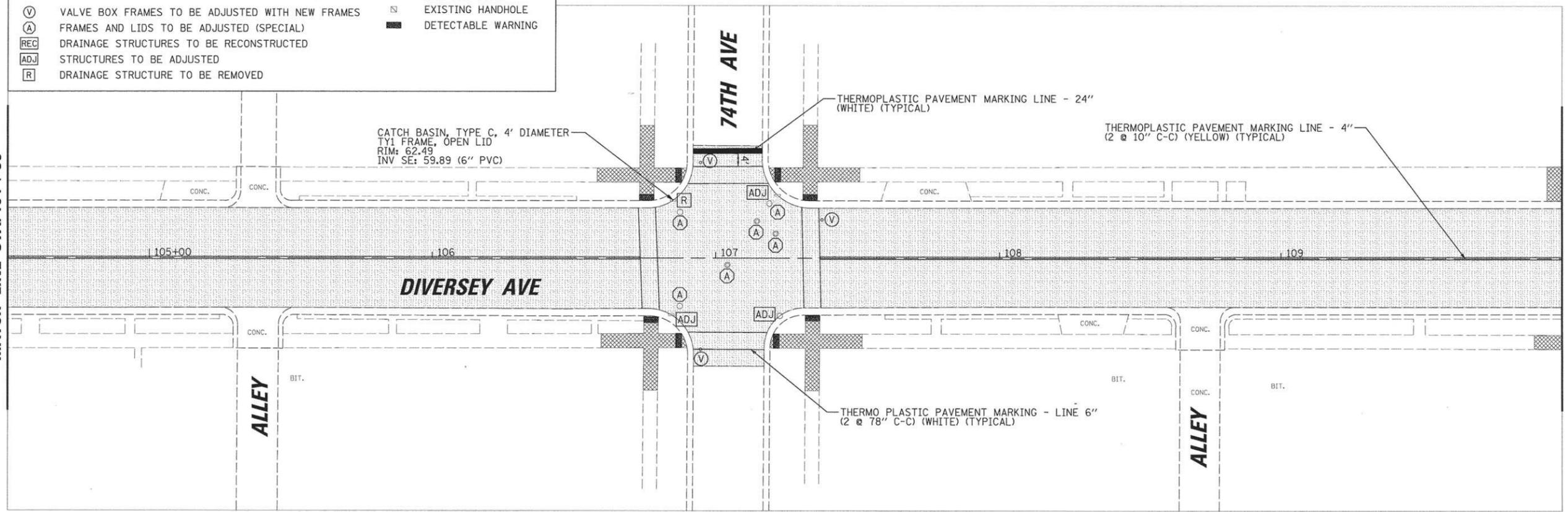
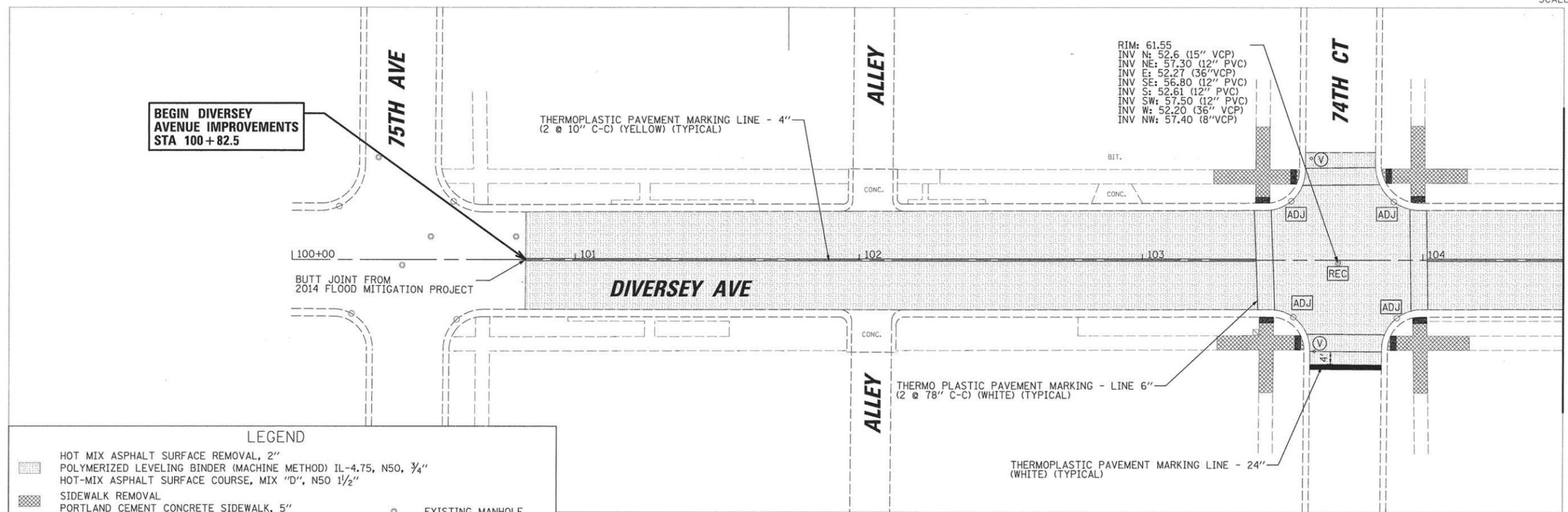
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE ITEM	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm), 1.5"	4% @ 50 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"	3.5% @ 50 GYR
PATCHING	
CLASS D PATCHING, 8" (IN 2 LIFTS)	4% @ 70 GYR
HOT MIX ASPHALT DRIVEWAY PAVEMENT, 5"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1.5"	4% @ 50 GYR
HOT MIX ASPHALT BASE COURSE, 3.5"	4% @ 50 GYR

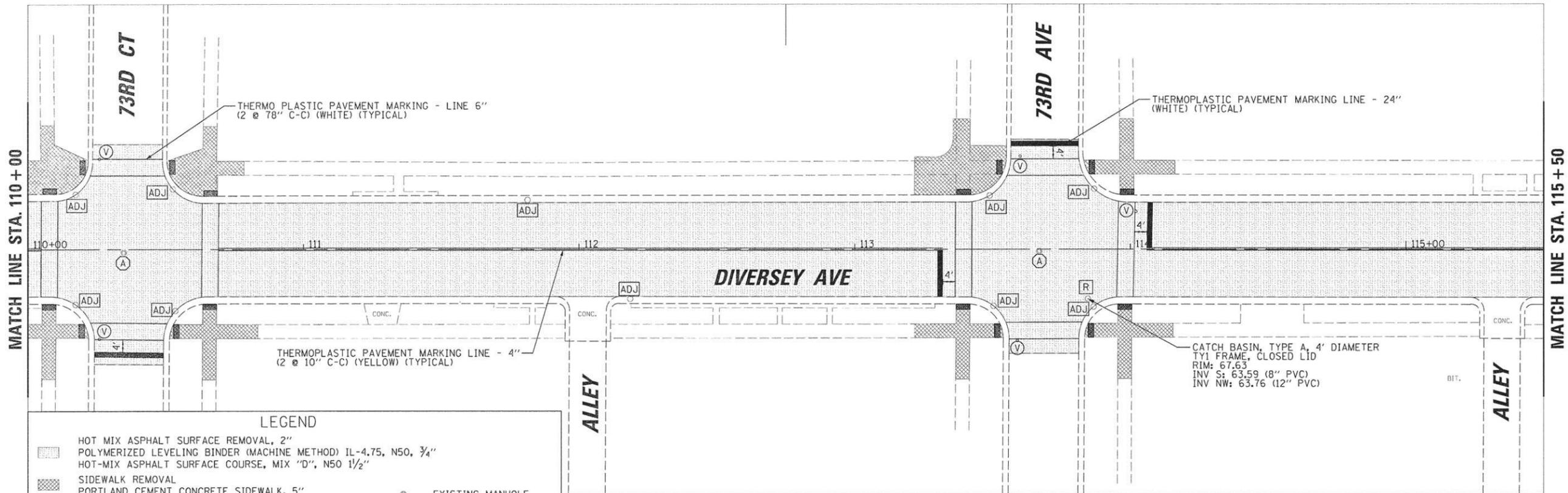
NOTES:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
FOR HMA FULL DEPTH "AC TYPE" SEE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

BEGIN DIVERSEY AVENUE IMPROVEMENTS STA 100+82.5

RIM: 61.55
INV N: 52.6 (15" VCP)
INV NE: 57.30 (12" PVC)
INV E: 52.27 (36" VCP)
INV SE: 56.80 (12" PVC)
INV S: 52.61 (12" PVC)
INV SW: 57.50 (12" PVC)
INV W: 52.20 (36" VCP)
INV NW: 57.40 (8" VCP)

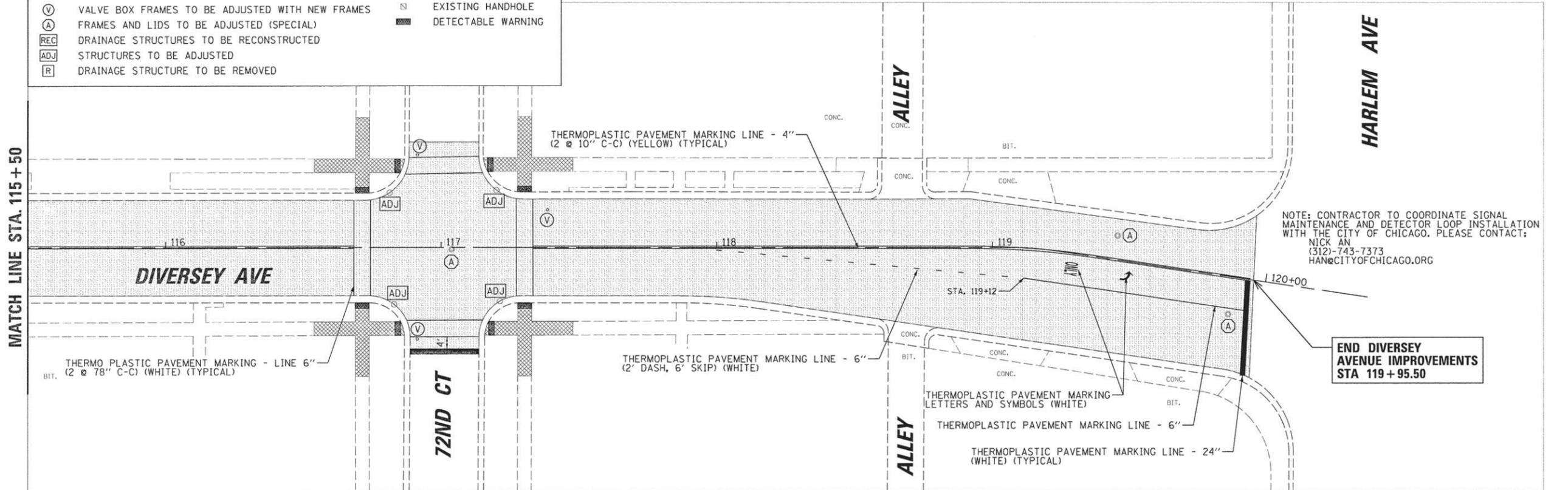


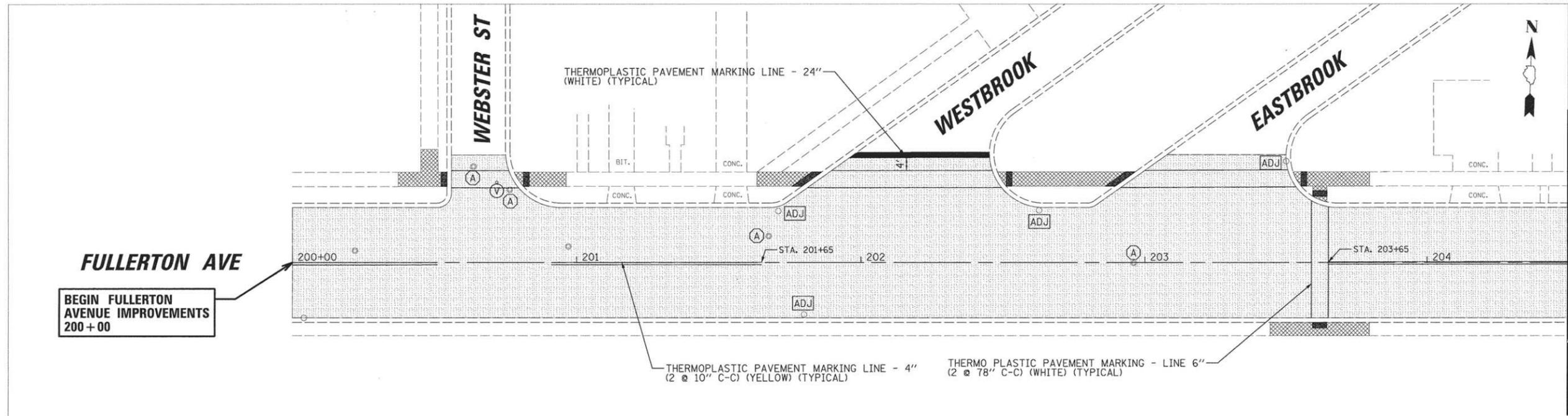
FILE NAME =	USER NAME = dschroeder	DESIGNED = OCG	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN WEST FULLERTON AVENUE & WEST DIVERSEY AVENUE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\ELMWOODPARK\950253.00030\C:\1\253.00030.DIV01.sht	DRAWN = RML DJS	REVISIONS =	1377			16-00117-00-RS	COOK	25	5	
Default	PLOT SCALE = 20'	CHECKED = OCG	REVISIONS =			1382	CONTRACT NO. 61C95			
	PLOT DATE = 5/18/2016	DATE =	REVISIONS =			SCALE: 20' SHEET 1 OF 7 SHEETS STA. 100+00 TO STA. 110+00		ILLINOIS FED. AID PROJECT		



LEGEND

	HOT MIX ASPHALT SURFACE REMOVAL, 2"		EXISTING MANHOLE
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"		EXISTING CATCH BASIN
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1 1/2"		EXISTING INLET
	SIDEWALK REMOVAL		EXISTING HANDHOLE
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"		DETECTABLE WARNING
	ALLEY APRON APPROACH PAVEMENT REMOVAL		
	PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"		
	VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES		
	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
	DRAINAGE STRUCTURES TO BE RECONSTRUCTED		
	STRUCTURES TO BE ADJUSTED		
	DRAINAGE STRUCTURE TO BE REMOVED		





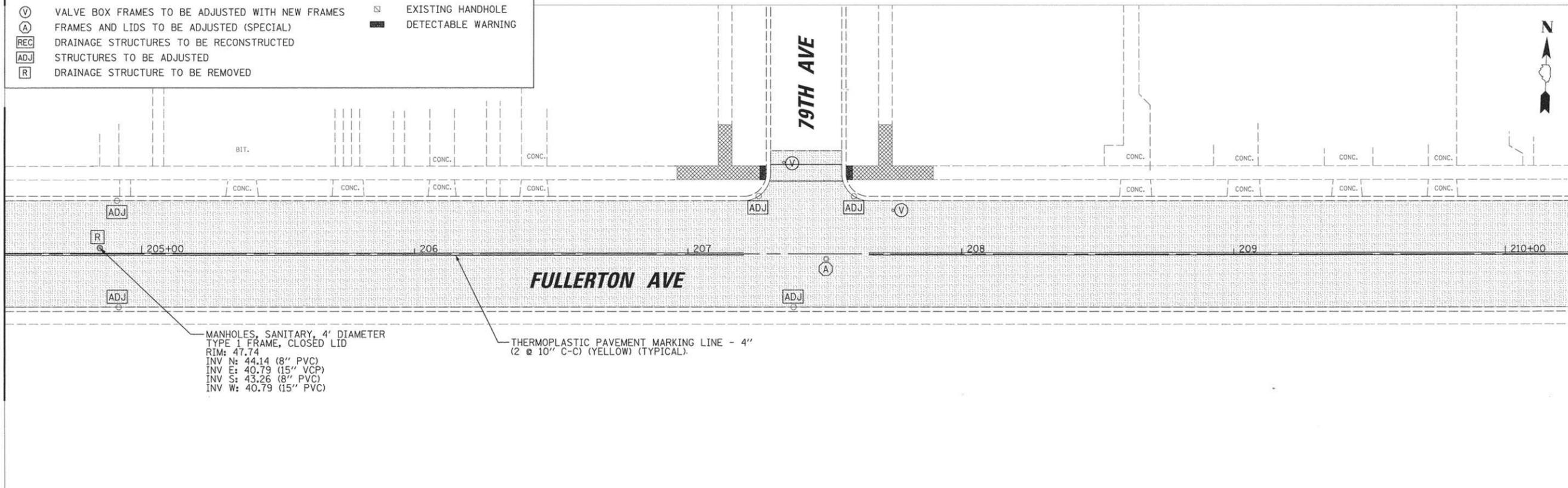
BEGIN FULLERTON AVENUE IMPROVEMENTS 200+00

MATCH LINE STA. 204+50

LEGEND

	HOT MIX ASPHALT SURFACE REMOVAL, 2"		EXISTING MANHOLE
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"		EXISTING CATCH BASIN
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1/2"		EXISTING INLET
	SIDEWALK REMOVAL		EXISTING HANDHOLE
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"		DETECTABLE WARNING
	ALLEY APRON APPROACH PAVEMENT REMOVAL		
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	DRAINAGE STRUCTURES TO BE RECONSTRUCTED		
	STRUCTURES TO BE ADJUSTED		
	DRAINAGE STRUCTURE TO BE REMOVED		

MATCH LINE STA. 204+50



MANHOLES, SANITARY, 4' DIAMETER
TYPE 1 FRAME, CLOSED LID
RIM: 47.74
INV N: 44.14 (8" PVC)
INV E: 40.79 (15" VCP)
INV S: 43.26 (8" PVC)
INV W: 40.79 (15" PVC)

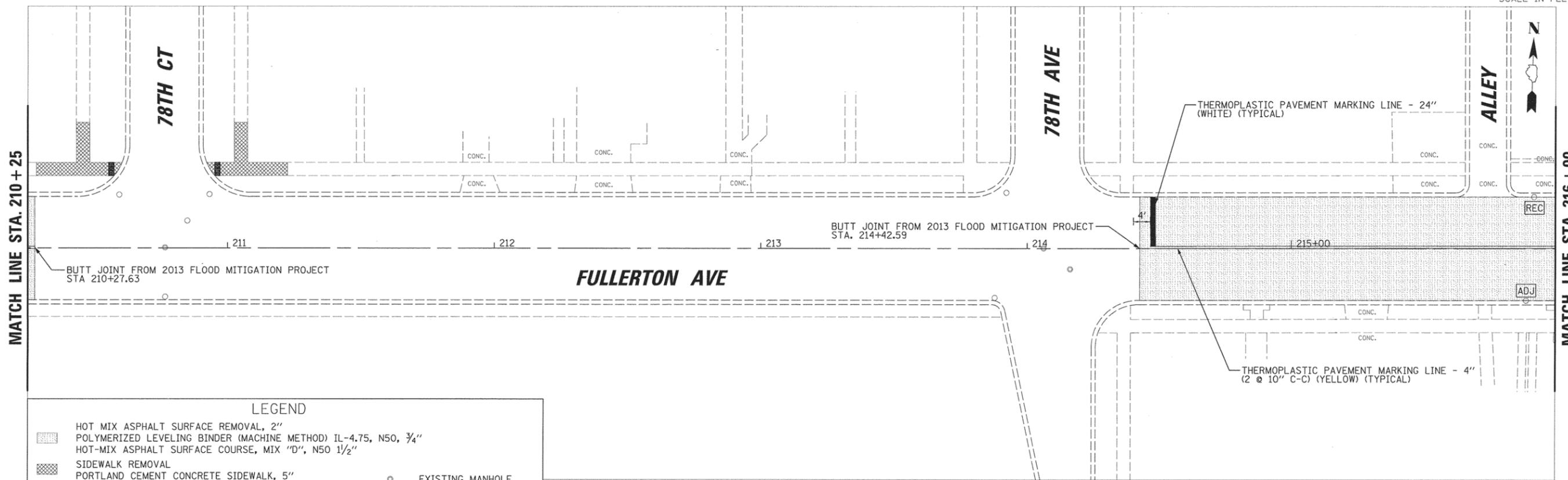
MATCH LINE STA. 210+25

FILE NAME =	USER NAME = dschroeder	DESIGNED - OCG	REVISED -
N:\ELMWOODPARK\95253.000\30\Civ1\253.000\30_FUL01.sht		DRAWN - RML DJS	REVISED -
Default	PLOT SCALE = 20'	CHECKED - OCG	REVISED -
	PLOT DATE = 5/18/2016	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

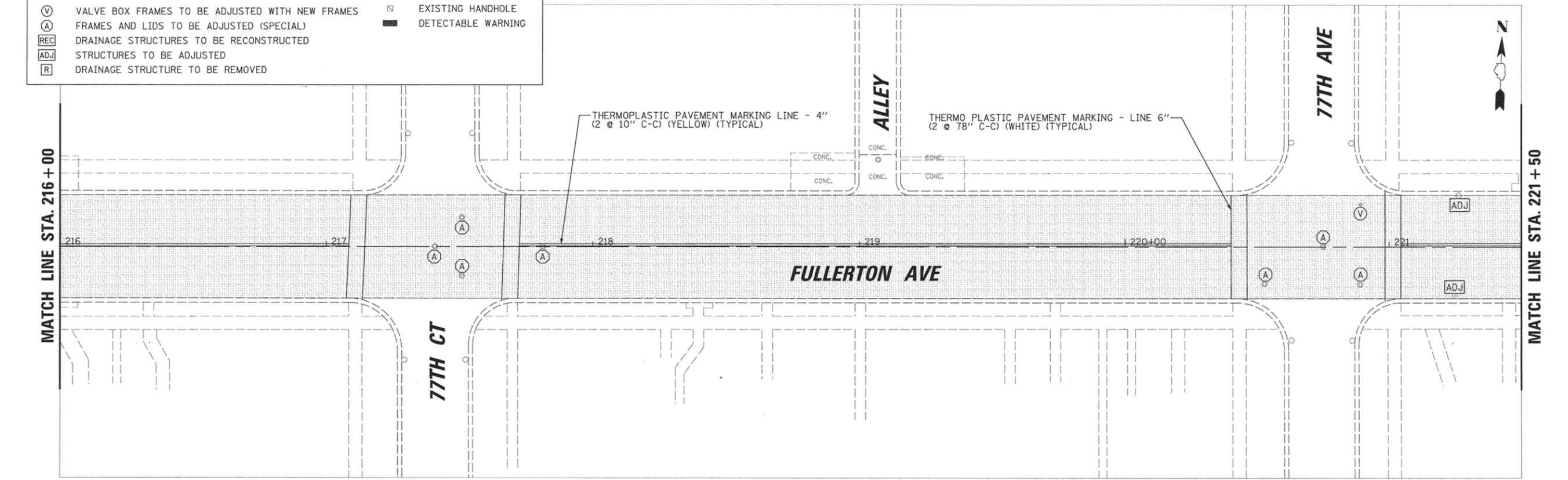
ROADWAY PLAN			
WEST FULLERTON AVENUE & WEST DIVERSEY AVENUE			
SCALE: 20'	SHEET 3	OF 7 SHEETS	STA. 200+00 TO STA. 210+25

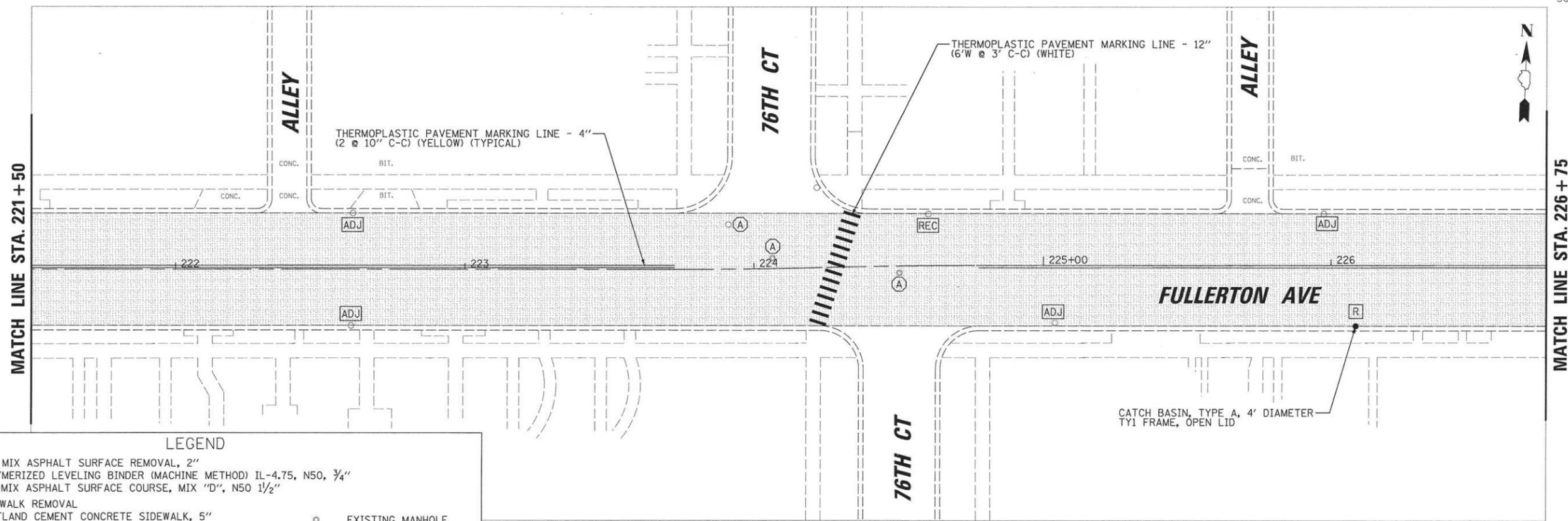
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1377	16-00117-00-RS	COOK	25	7
1382				CONTRACT NO. 61C95
ILLINOIS FED. AID PROJECT				



LEGEND

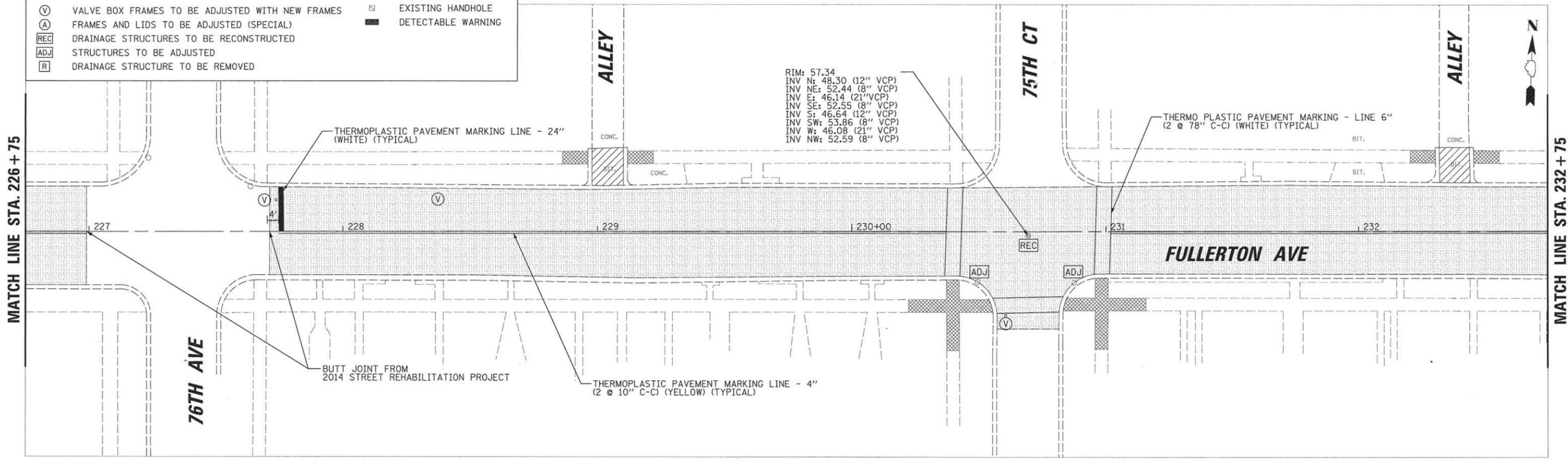
	HOT MIX ASPHALT SURFACE REMOVAL, 2"		EXISTING MANHOLE
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"		EXISTING CATCH BASIN
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1 1/2"		EXISTING INLET
	SIDEWALK REMOVAL		EXISTING HANDHOLE
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"		DETECTABLE WARNING
	ALLEY APRON APPROACH PAVEMENT REMOVAL		
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	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
	DRAINAGE STRUCTURES TO BE RECONSTRUCTED		
	STRUCTURES TO BE ADJUSTED		
	DRAINAGE STRUCTURE TO BE REMOVED		

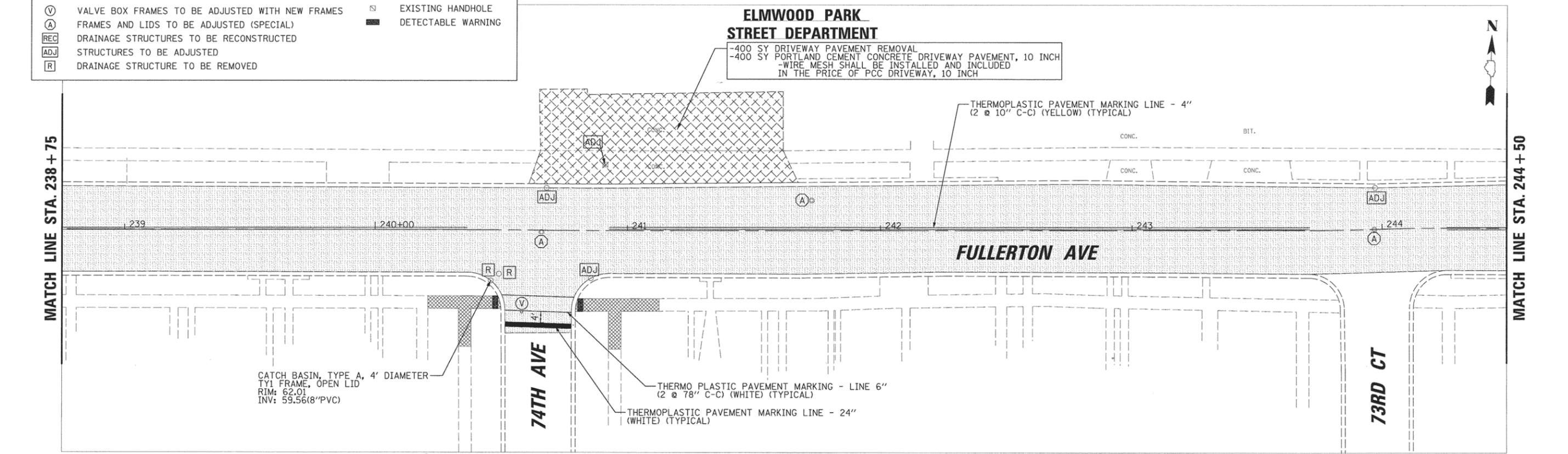
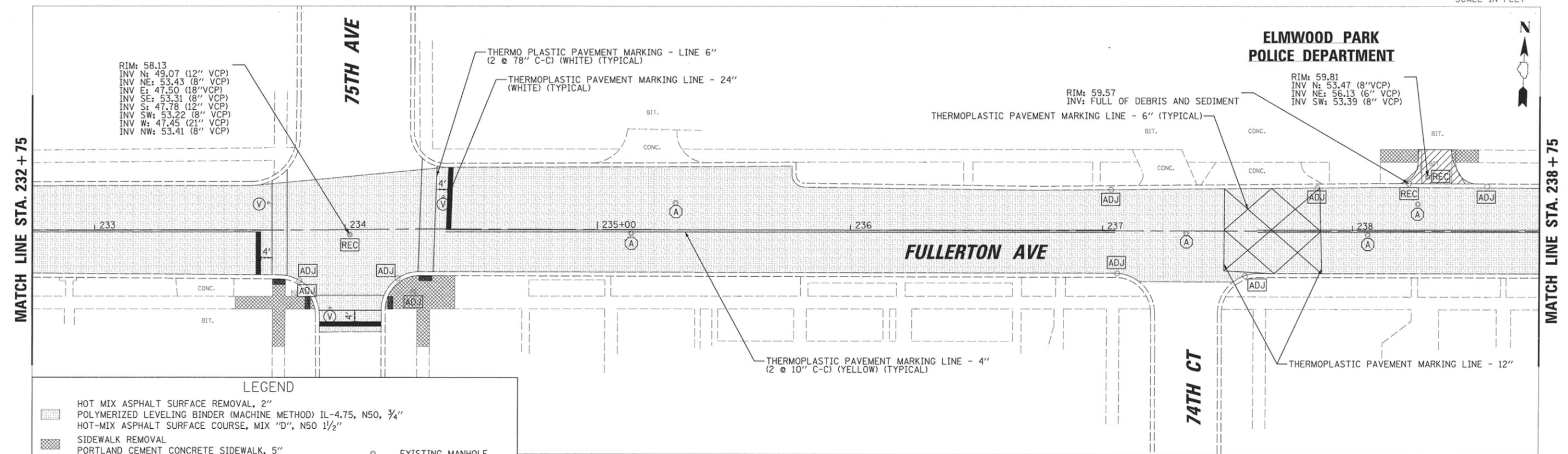


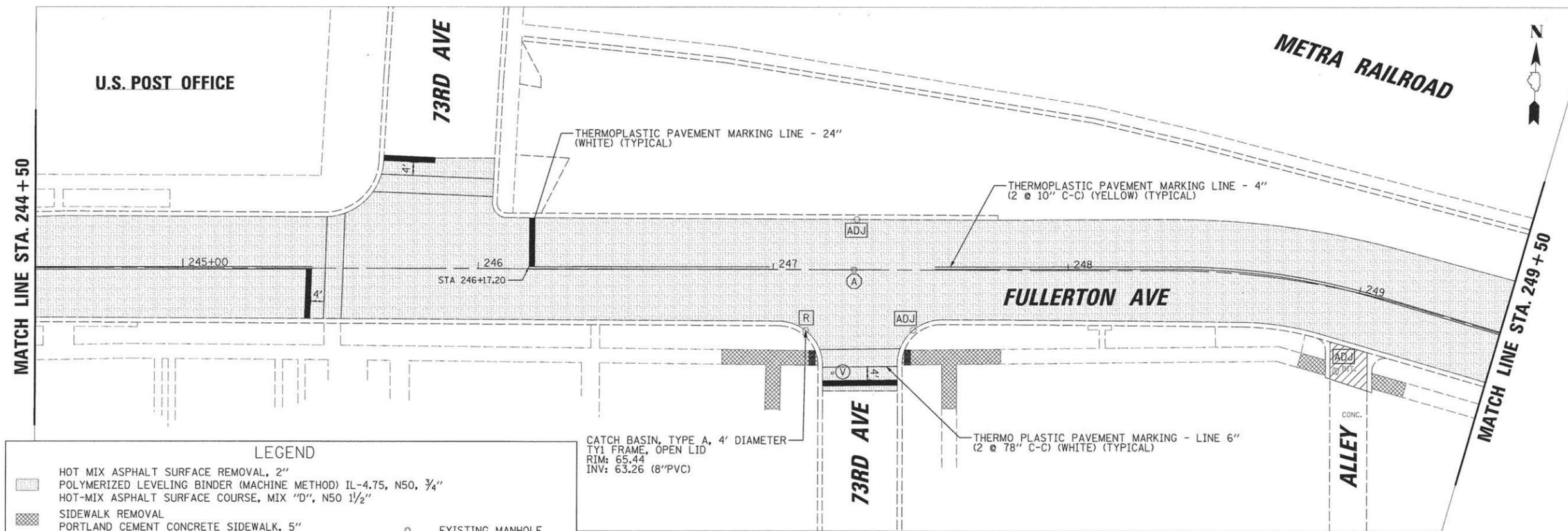


LEGEND

	HOT MIX ASPHALT SURFACE REMOVAL, 2"		EXISTING MANHOLE
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"		EXISTING CATCH BASIN
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1 1/2"		EXISTING INLET
	SIDEWALK REMOVAL		EXISTING HANDHOLE
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"		EXISTING HANDHOLE
	ALLEY APRON APPROACH PAVEMENT REMOVAL		DETECTABLE WARNING
	PORTLAND CEMENT CONCRETE ALLEY PAVEMENT, 8"		
	VALVE BOX FRAMES TO BE ADJUSTED WITH NEW FRAMES		
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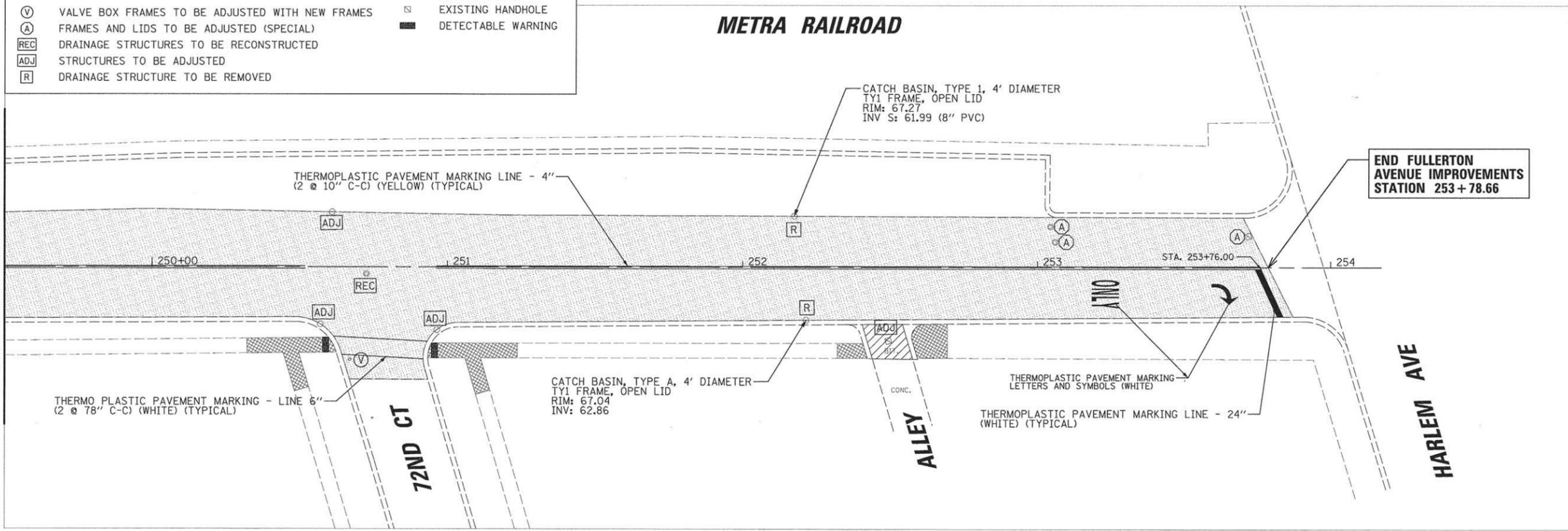






LEGEND

	HOT MIX ASPHALT SURFACE REMOVAL, 2"		EXISTING MANHOLE
	POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"		EXISTING CATCH BASIN
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 1/2"		EXISTING INLET
	SIDEWALK REMOVAL		EXISTING HANDHOLE
	PORTLAND CEMENT CONCRETE SIDEWALK, 5"		DETECTABLE WARNING
	ALLEY APRON APPROACH PAVEMENT REMOVAL		
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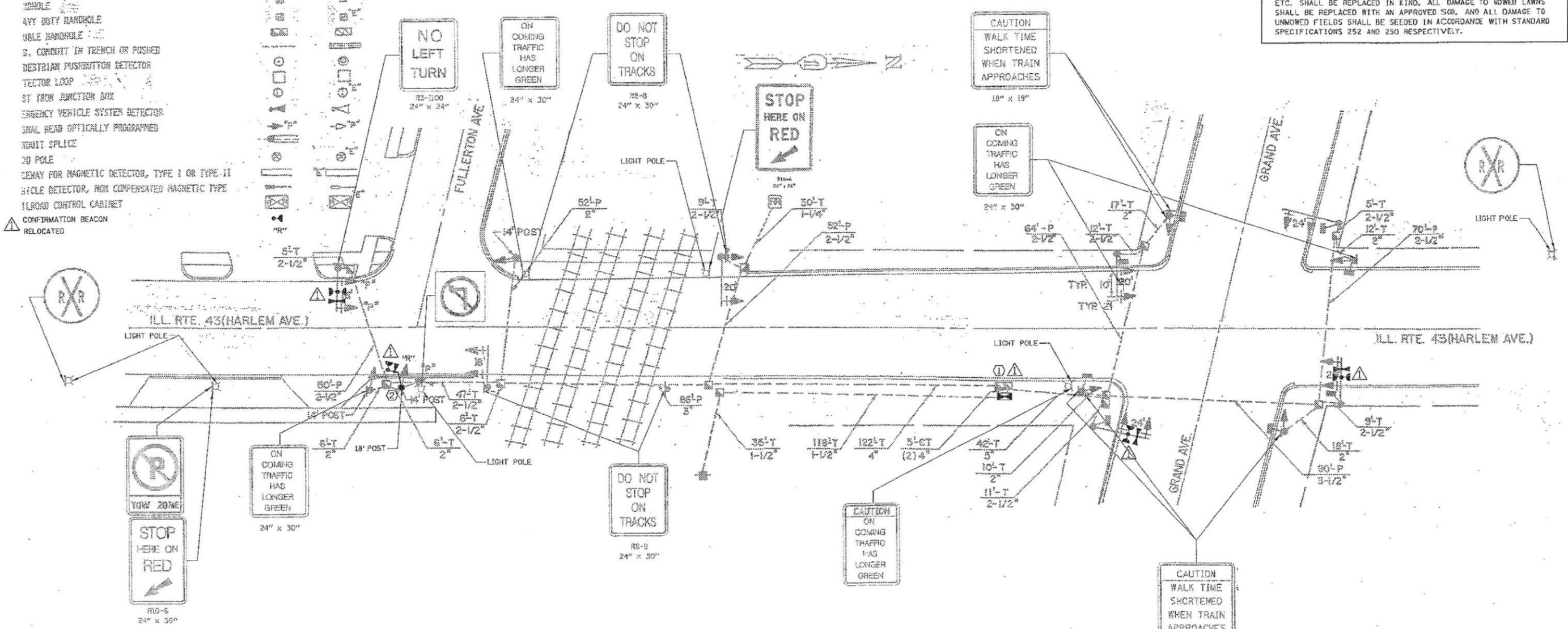


TRAFFIC SIGNAL LEGEND

- CONTROLLER
- WAVE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- TYPE IV ASSEMBLY AND POLE, STEEL
- TYPE IV ASSEMBLY AND POLE, ALUMINUM
- IRON TRENCH
- TYPE DUCT
- WIRE
- AVY DUTY HANDLE
- WIRE HANDLE
- 3. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- TELETYPE LOOP
- ST IRON JUNCTION BOX
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- WIRE SPLICE
- POLE
- CEMEX FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- WHEEL DETECTOR, NON COMPENSATED MAGNETIC TYPE
- ROAD CONTROL CABINET
- CONFIRMATION BEACON RELOCATED

PLANS FOR INFORMATION ONLY

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOO, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, EACH 1**
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR. SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
- 1 EACH TRAFFIC SIGNAL POST 14'

- CONSTRUCTION NOTES:**
- 1 REMOVE AND REPLACE EXISTING CONTROLLER AND CABINET WITH A NEW CONTROLLER AND TYPE IV CABINET. INSTALL NEW LIGHT DETECTOR AMPLIFIER. RE-USE EXISTING FOUNDATION.
 - 2 REMOVE EXISTING 14' TRAFFIC SIGNAL POST. INSTALL NEW 18' TRAFFIC SIGNAL POST ON EXISTING FOUNDATION AND RELOCATE EXISTING TRAFFIC SIGNAL HEAD, 2-FACE-3-FACE 3-SECTION, 1-FACE, 3-SECTION OPTICALLY PROGRAMMED TO NEW POST. REUSE EXISTING CABLES. INSTALL NEW LIGHT DETECTOR ON NEW POST AND INSTALL NO. 20 3/C AND NO. 14 3/C CABLES.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE
CEBEL	6-03-02

INSTALLATION OF EMERGENCY VEHICLE PREEMPTION 6-03-02
 ELMWOOD PARK-SHEET 72 OF 365
CHRISTOPHER B. BURKE ENGINEERING LTD.
 3515 West Ogden Road, Suite 600
 Rosemont, Illinois 60018
 (847) 825-0500

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION

ILL. RTE. 43 AT GRAND AVE & FULLERTON AVE.

SCALE: VERT. 1"=20'
 HORIZ. 1"=20'
 DATE 5-3-05
 DRAWN BY: RMT
 DESIGNED BY: RMT
 CHECKED BY: RMT

SUMMARY OF QUANTITIES

QTY	UNIT	DESCRIPTION
2010100	EA	SIGNAL PANEL TYPE 1
4010020	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
4010030	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4010070	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED
4010080	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4010110	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
4010120	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
4012130	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4012310	EACH	COMBINATION SIGNAL HEAD, 2-FACE, 1-3 SECTION, OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED
4020260	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
4030110	EACH	TRAFFIC SIGNAL BACKPLATE, LOWERED
4032300	EACH	TRAFFIC SIGNAL POST, FERROUS 14 FT.
4033100	EACH	TRAFFIC SIGNAL POST, FERROUS 16 FT.
4044300	EACH	STEEL MAST ARM ASSEMBLY AND POLE 18 FT.
4044400	EACH	STEEL MAST ARM ASSEMBLY AND POLE 20 FT.
4044500	EACH	STEEL MAST ARM ASSEMBLY AND POLE 24 FT.
110138	EACH	FULL-ACTUATED CONTROLLER, SPECIAL SEQUENCE, 3 PHASES, IN TYPE IV CABINET
200300	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1-1/4"
200400	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 1-1/2"
200500	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2"
200600	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 2-1/2"
200800	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 4"
201000	LIN. FT.	GALVANIZED STEEL CONDUIT IN TRENCH 5"
201500	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 2"
201800	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 2-1/2"
201700	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 3"
201800	LIN. FT.	GALVANIZED STEEL CONDUIT, PUSHED 3-1/2"
212400	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 6 2/C
114201	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 3/C
114203	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 5/C
114205	LIN. FT.	ELECTRIC CABLE IN CONDUIT NO. 14 7/C
400900	EACH	SERVICE INSTALLATION, TYPE C
170100	LIN. FT.	CONCRETE FOUNDATION, TYPE A
170200	LIN. FT.	CONCRETE FOUNDATION, TYPE D
200300	LIN. FT.	CONCRETE FOUNDATION, TYPE E 24-INCH DIAMETER
400400	EACH	CONCRETE HANDHOLE
300600	EACH	CONCRETE BORER HANDHOLE
401000	LIN. FT.	TRENCH AND BACKFILL
401000	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
401000	EACH	REMOVE EXISTING HANDHOLE
402000	EACH	REMOVE EXISTING CONCRETE FOUNDATION
486600	L. SUR	RAILROAD PROTECTIVE LIABILITY INSURANCE
046000	SD. FT.	SIDEWALK REMOVAL AND REPLACEMENT
017000	L. SUR	TRAFFIC CONTROL AND PROTECTION
001000	L. SUR	MOBILIZATION

GENERAL NOTES

1. ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURER'S RECOMMENDATIONS. THE DETECTOR LOOP SHALL BE MEASURED FOR THAT PORTION OF CABLE CUT BEYOND THE SPLICE AS SPECIFIED IN SECTION 1418.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.

2. LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS. THE 2/C SHIELDED CABLE TO BE USED FOR THE DETECTOR LOOP LEAD-IN SHALL BE MEASURED FROM THE SPLICE TO THE CONTROLLER AS SPECIFIED IN SECTION 1421.04 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS. FLAY CABLE WILL NOT BE PERMITTED.

3. ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE OR POLYPROPYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.

4. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING AT HANDHOLES, JACKING PLTS. AND INSPECTION OPENINGS SHALL BE SAW CUT AROUND THE AREA TO BE REMOVED. THE REMOVAL AND REPLACEMENT OF SIDEWALK, DRIVEWAY, MEDIAN AND ISLAND SURFACE PAVING WILL BE PAID FOR SEPARATELY.

5. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF UTILITIES CALL J.U.L.I.E. TOLL-FREE NUMBER 1-800-692-0123.

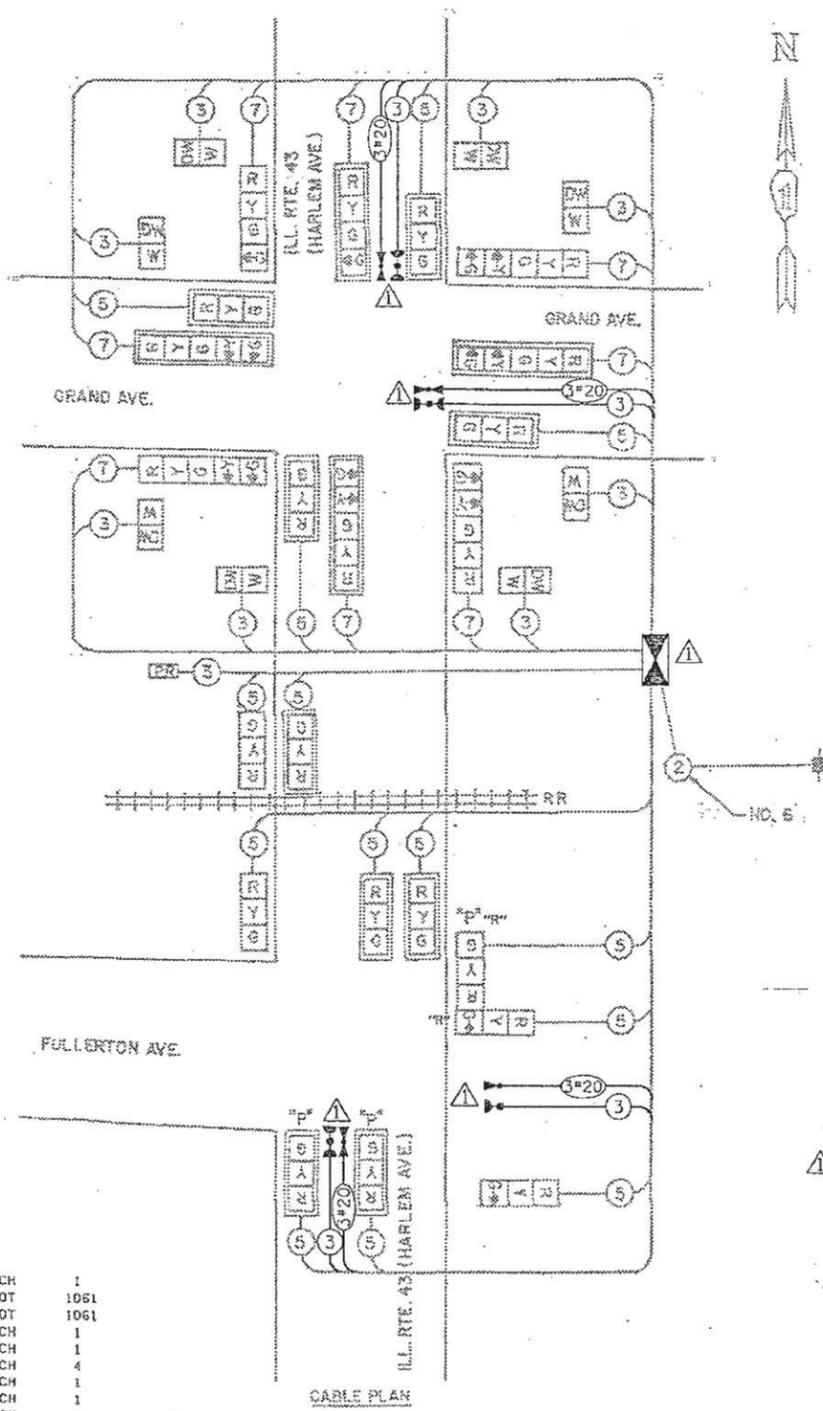
6. ALL SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTRAL LINES A MINIMUM OF FOUR (4) AND SIX (6) FEET RESPECTIVELY FROM THE BACK OF CURB UNLESS NOTED OR DIMENSIONED TO THE CONTRARY ON THE DRAWINGS. IN NON-CURBED AREAS THE MAST ARM POLE SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. SIGNAL POSTS SHALL BE PLACED AT A MINIMUM OF TWO (2) FEET BEHIND THE EDGE OF SHOULDER.

7. THE RESIDENT ENGINEER SHALL MARK LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT I.D.O.T. AREA TRAFFIC SIGNAL ENGINEER AT (312)705-4129 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.

8. THE CONTRACTOR SHALL INFORM THE I.D.O.T. AREA TRAFFIC SIGNAL ENGINEER AT (312) 705-4129 AND THE I.D.O.T. SIGNAL MAINTENANCE CONTRACTOR AT (312)287-7600 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF 72 HOUR ADVANCE NOTICE IS REQUIRED.

SCHEDULE OF QUANTITIES

DESCRIPTION	QTY
TRAFFIC CONTROL AND PROTECTION, STANDARD 70101	EACH 1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT 1061
ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED, SHIELDED	FOOT 1061
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH 1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH 1
LIGHT DETECTOR	EACH 4
LIGHT DETECTOR AMPLIFIER	EACH 1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH 1
RELOCATE EXISTING SIGNAL HEAD	EACH 1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH 1



PLANS FOR INFORMATION ONLY

- 8" TRAFFIC SIGNAL SECTION
- 12" TRAFFIC SIGNAL SECTION
- 12" PEDESTRIAN SIGNAL SECTION
- CONTROLLER CABINET SERVICE INSTALLATION
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN DETECTOR
- INDICATES NUMBER OF CONDUCTORS (C/W)
- ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.
- INDICATES EXISTING CABLE
- SIGNAL FACE WITH BACKPLATE
- INDICATES PROGRAMMED
- EXISTING SIGNAL SECTION
- MAGNETIC DETECTOR
- OPTICAL DETECTOR
- RAILROAD CABINET
- CONFIRMATION BEACON
- RELOCATED

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

INSTALLATION OF EMERGENCY VEHICLE PREEMPTION 6-03-02
ELMWOOD PARK-SHEET 73 OF 365

CHRISTOPHER B. BURKE ENGINEERING LTD.
975 East High Road, Suite 600
Rosemont, Illinois 60018
630-773-0500

SUMMARY OF QUANTITIES
GENERAL NOTES
CABLE PLAN

REVISIONS	
NAME	DATE
CBEL	6-03-02

ILL. RTE. 43 AT GRAND AVE. & FULLERTON AVE
SCALE: VERT. 1"=20'
HORIZ. 1"=20'
DATE: 3-29-09
DRAWN BY: BMT
DESIGNED BY: RKF
CHECKED BY: DAZ

ELMWOOD PARK

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3			3			6			6			8			8			B			11			11			11			PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	2	3	4				
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	2	3	4				
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2 OR 3	4	1E	1F	2	3	1J	1K	4	2	1N	3	1Q	4	2	1T	1U	3	1W	1X	4	2	1AA	3	1CC	1DD	1EE	4							
GRAND AVENUE FAR RIGHT SIGNAL	E/B	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇			
GRAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇			
GRAND AVENUE FAR RIGHT SIGNAL	W/B	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇			
GRAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	W/B	R	R	R	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVENUE) FAR RIGHT SIGNAL AT GRAND AVENUE	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	Y	R	G	Y	R	Y	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVE.) END MAST ARM AND FAR LEFT SIGNALS AT GRAND AVENUE	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	Y	R	G	Y	R	Y	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVE.) FAR RIGHT SIGNAL AT GRAND AVENUE	S/B	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVE.) END MAST ARM AND FAR LEFT SIGNALS AT GRAND AVENUE	S/B	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVENUE) SIGNALS NORTH OF RAILROAD TRACKS	S/B	R	R	R	G	G	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	Y	R	G	G	G	Y	R	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVENUE) PEDESTRIAN SIGNAL CROSSING		DW	DW	DW	FL DW	DW	DW	FL DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	◇										
GRAND AVENUE ON WEST SIDE PEDESTRIAN SIGNAL CROSSING		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	FL DW	FL DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	◇			
GRAND AVENUE ON EAST SIDE PEDESTRIAN SIGNAL CROSSING		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	FL DW	FL DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	◇			
ILL RTE 43 (HARLEM AVE.) SIGNALS AT FULLERTON AVENUE	N/B	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	◇			
ILL RTE 43 (HARLEM AVE.) SIGNALS AT FULLERTON AVENUE	S/B	R	R	R	G	G	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	Y	R	G	G	G	G	G	Y	R	G	G	R	◇			
FULLERTON AVENUE SIGNALS	E/B	Y	R	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇			

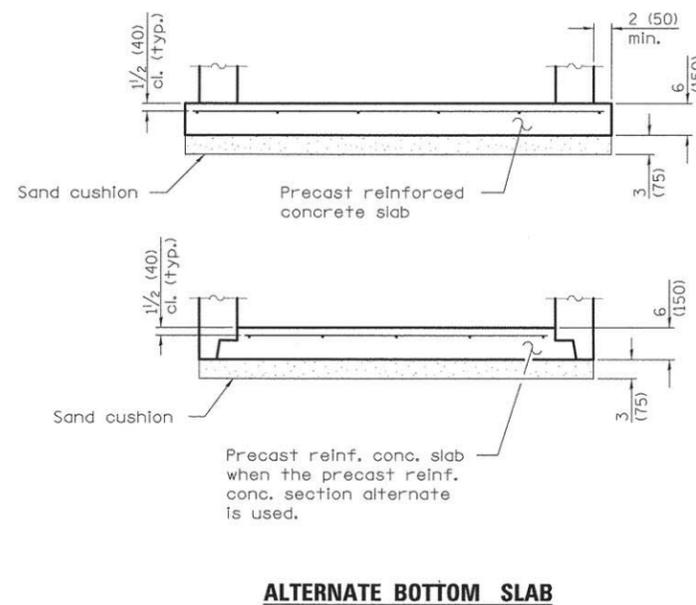
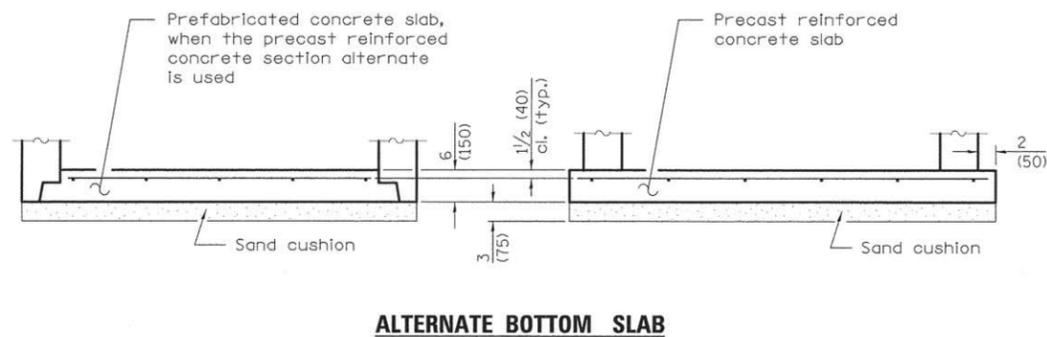
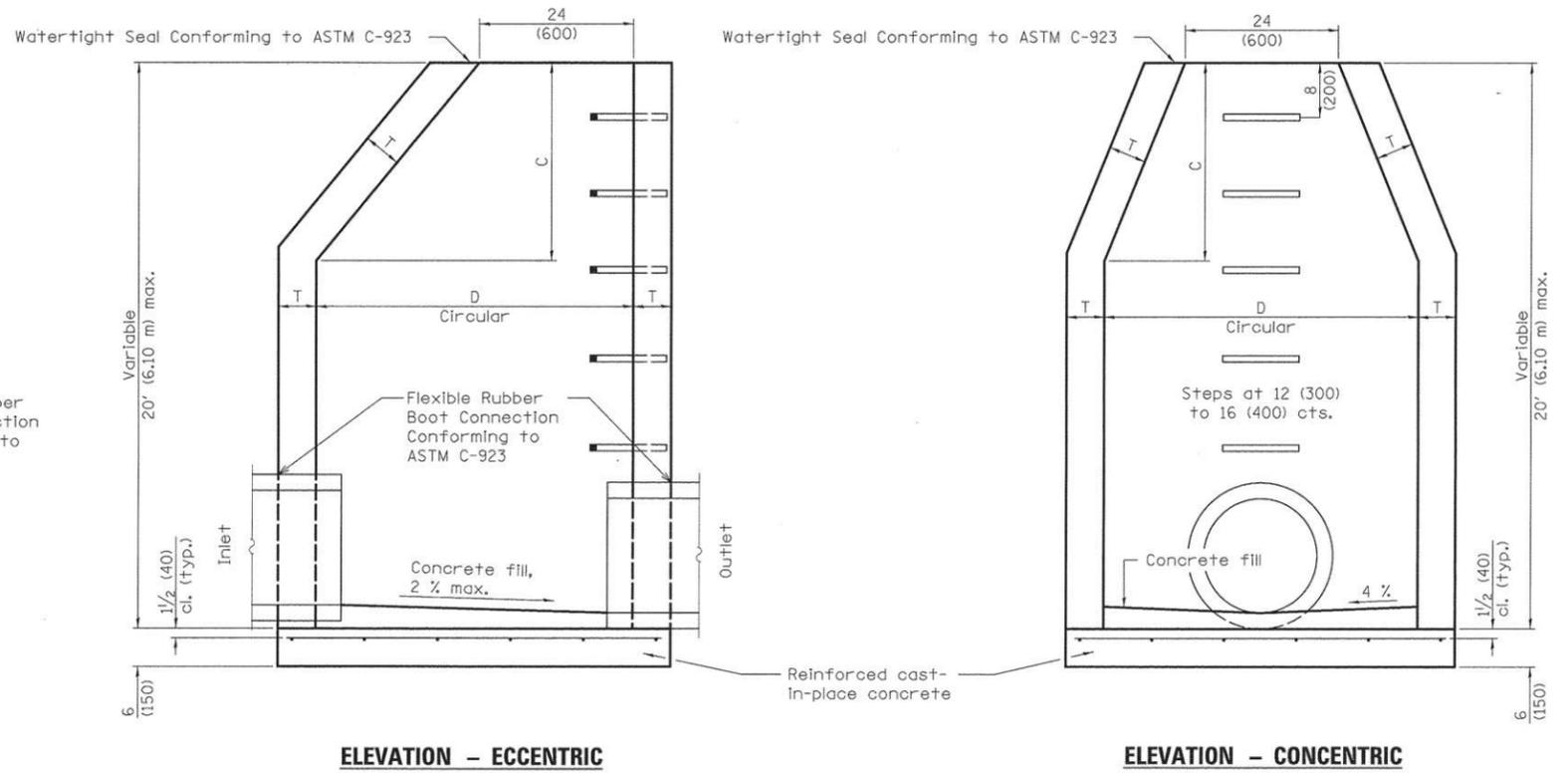
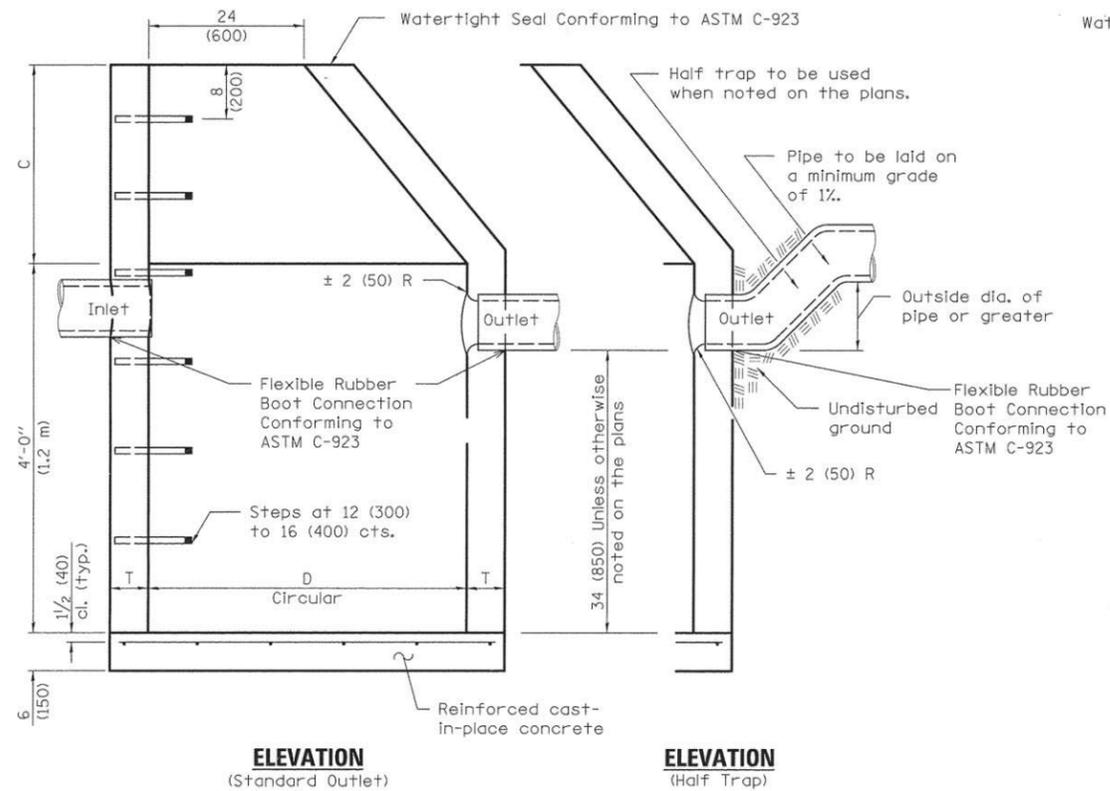
PLANS FOR INFORMATION ONLY

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3, OR 4 IS TERMINATED.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION	
		ELMWOOD PARK, ILLINOIS	
		SCALE:	DRAWN BY: FCP
		DATE: 6-03-02	DESIGNED BY: SJP
			CHECKED BY: GMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (647) 823-0600



ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

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

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

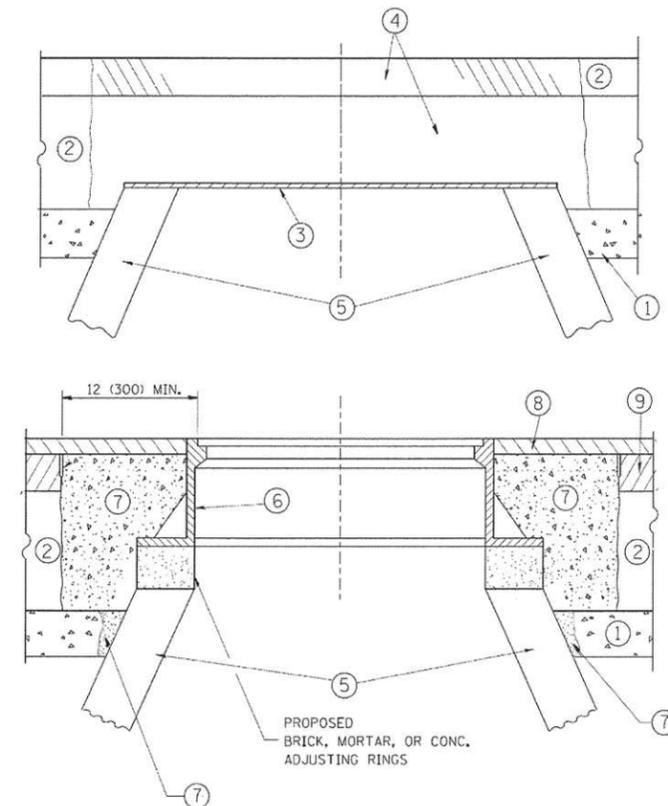
See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

CATCH BASIN, TYPE A

MANHOLES, TYPE A



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.

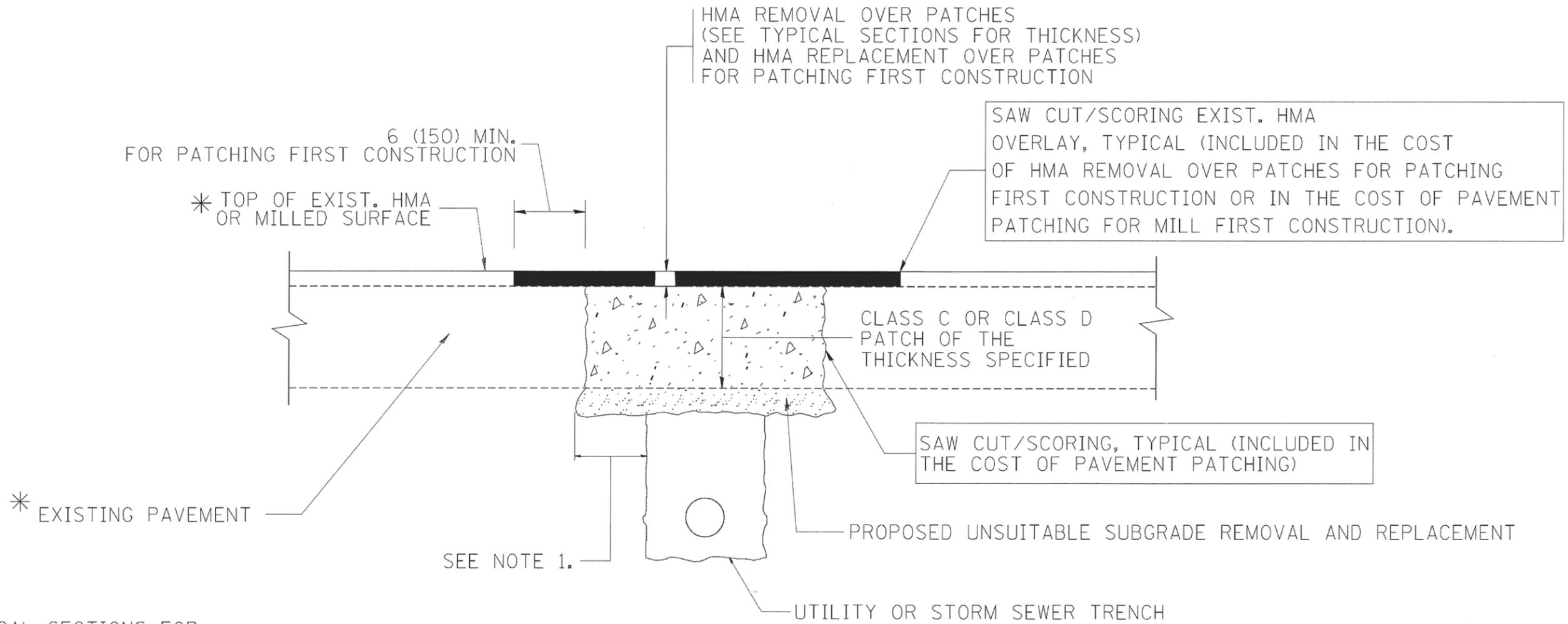
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ct:\pw_work\p1dot\bauerdl\d0128315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		F.A. RTE. 3569	SECTION 16-00083-00-RS	COUNTY COOK	TOTAL SHEETS 25	SHEET NO. 18
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-03 (BD-8) CONTRACT NO. 61C95			
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						



* 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)

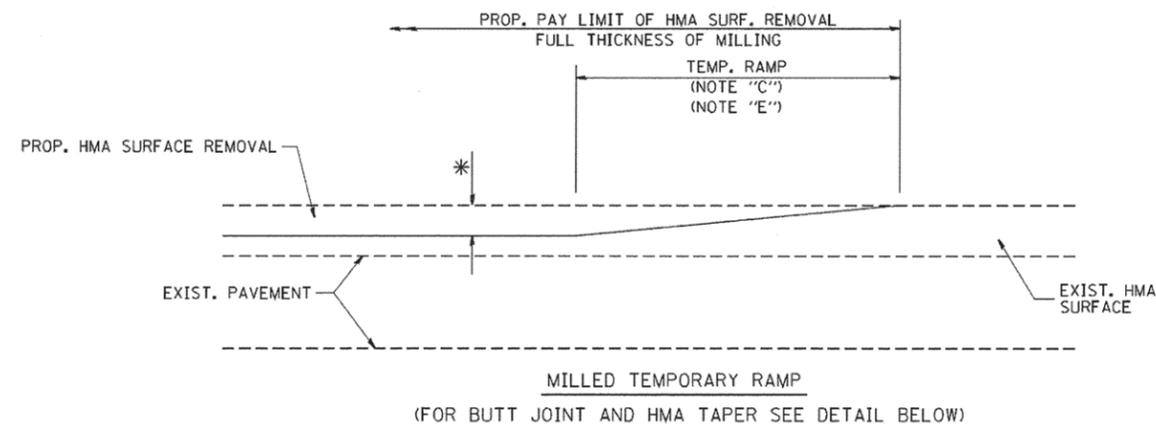
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

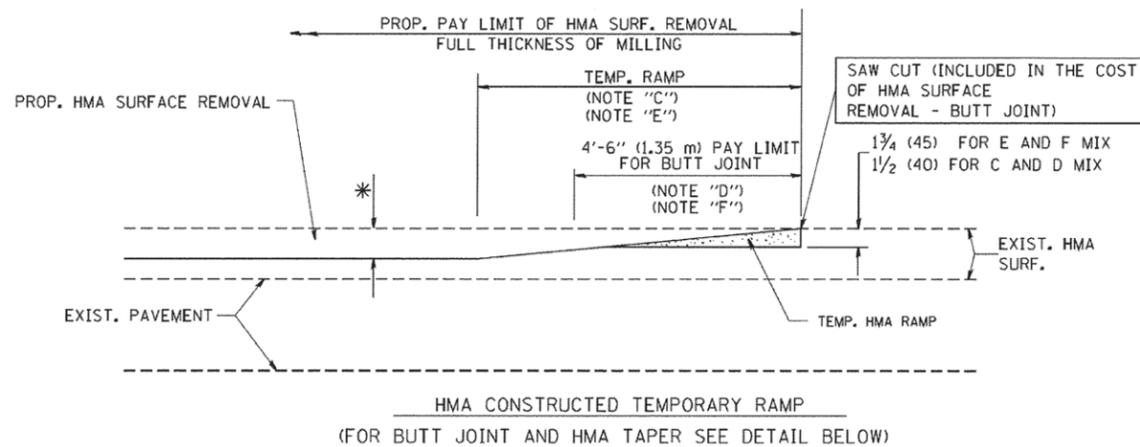
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

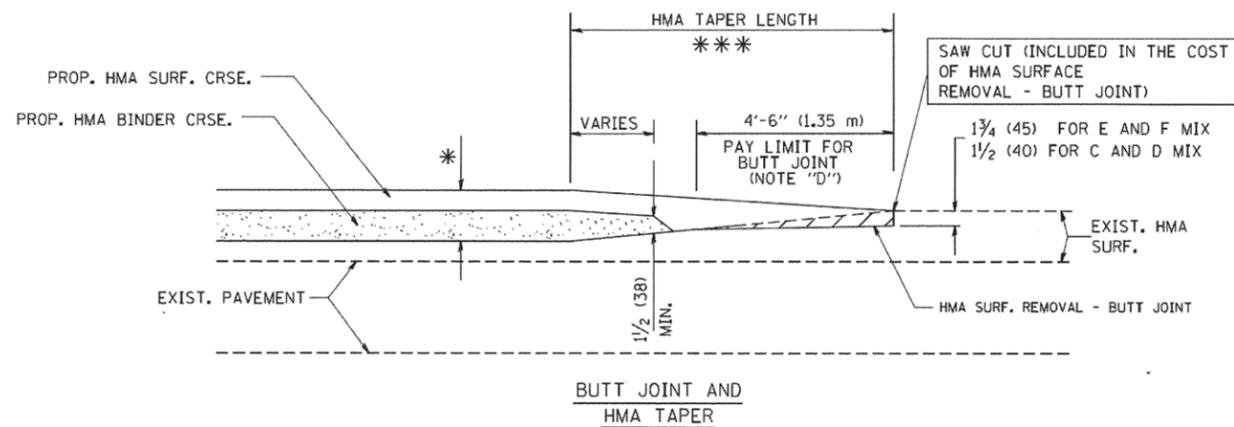
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 61C95	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - K. ENG 10-27-08									



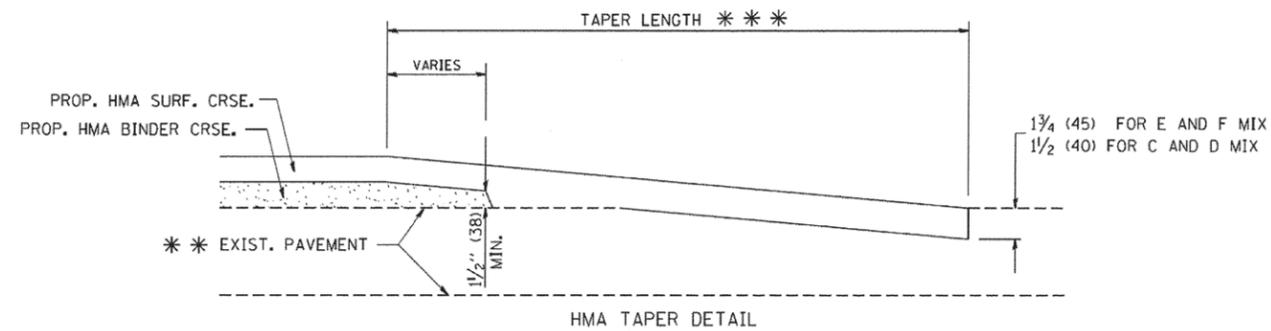
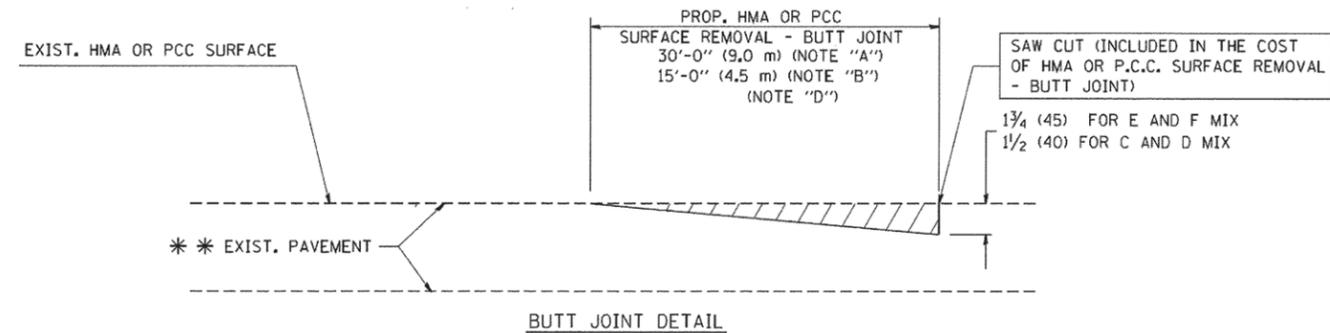
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



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



**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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USER NAME = gaglianobt
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PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

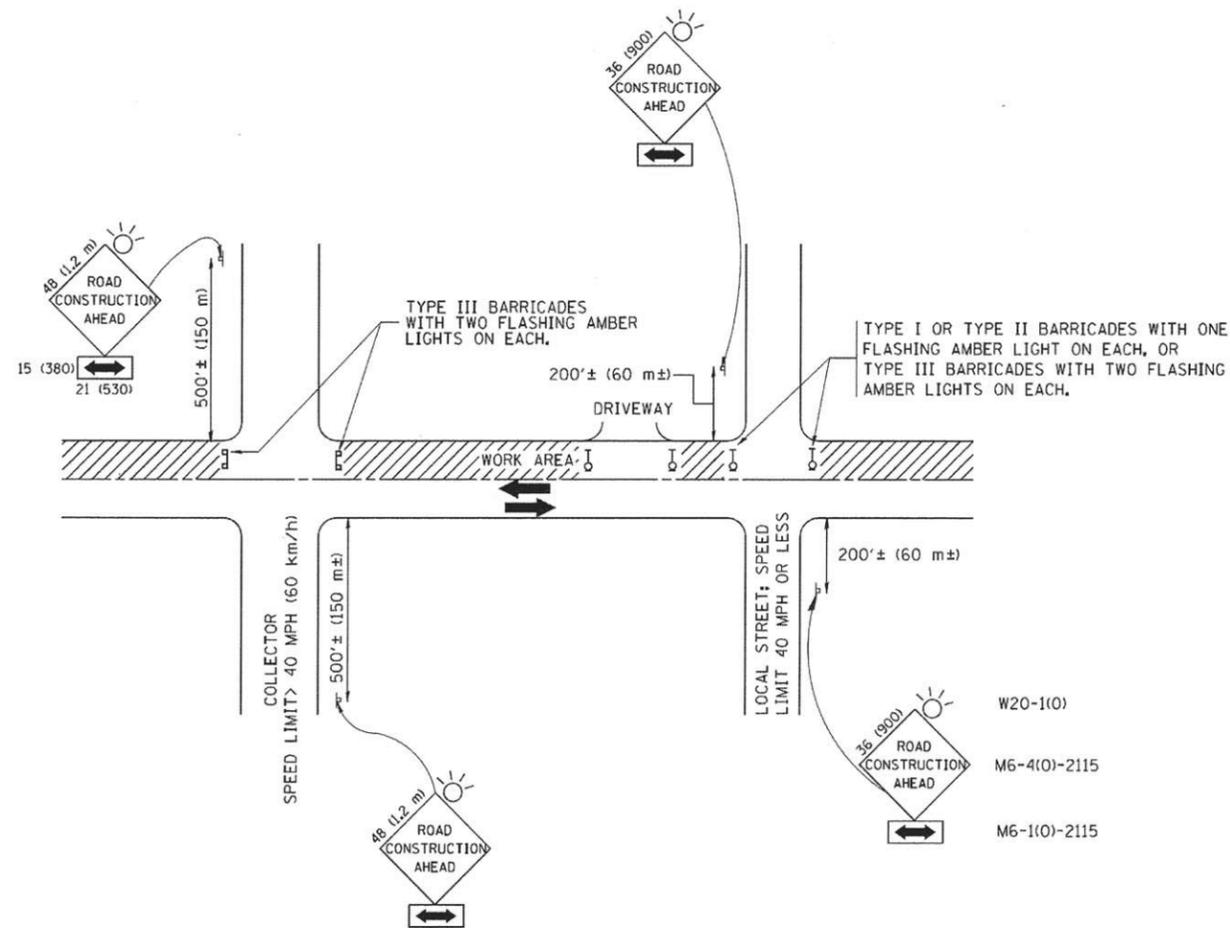
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569	16-00083-00-RS	COOK	25	20
BD400-05 BD32		CONTRACT NO. 61C95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

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

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

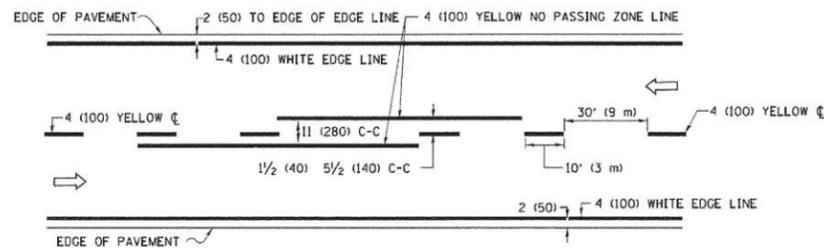
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		PLOT SCALE = 50.000 / / IN.	REVISED - A. HOUSEH 10-15-96
		PLOT DATE = 1/4/2008	REVISED - T. RAMMACHER 01-06-00
		DATE - 06-89	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

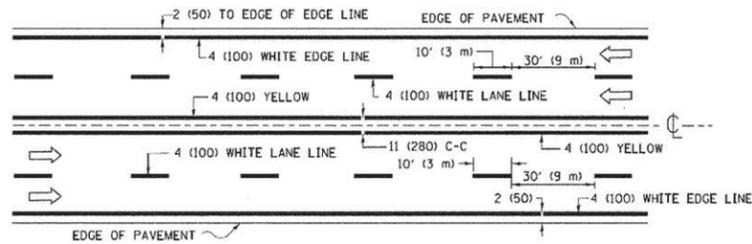
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

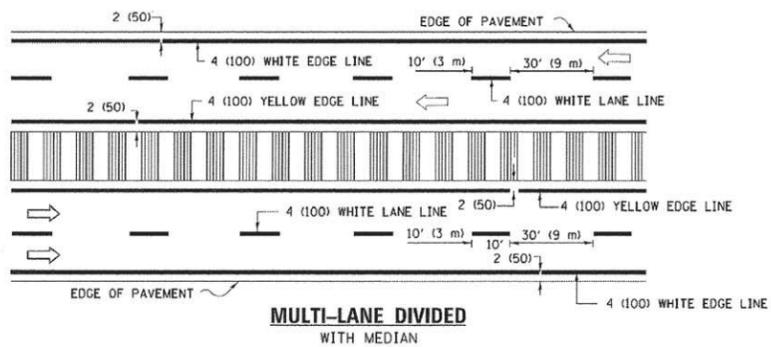
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3569	16-00083-00-RS	COOK	25	21
TC-10			CONTRACT NO. 61C95	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

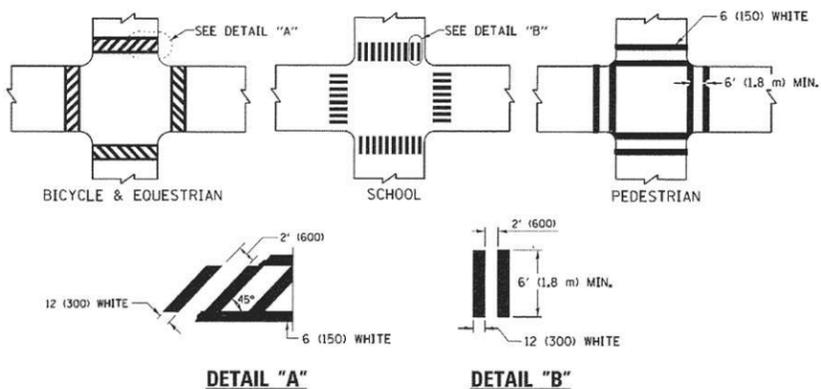


MULTI-LANE UNDIVIDED



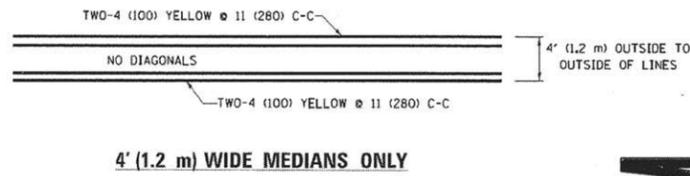
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

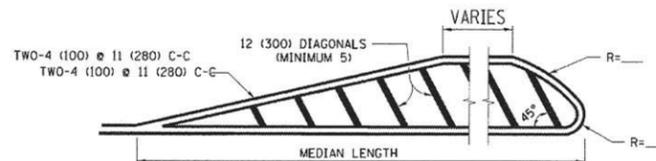


DETAIL "A" TYPICAL CROSSWALK MARKING

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

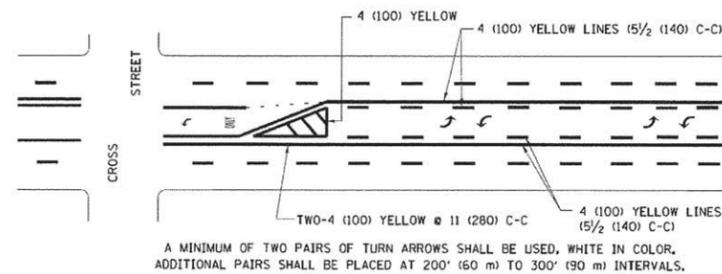


4' (1.2 m) WIDE MEDIANS ONLY

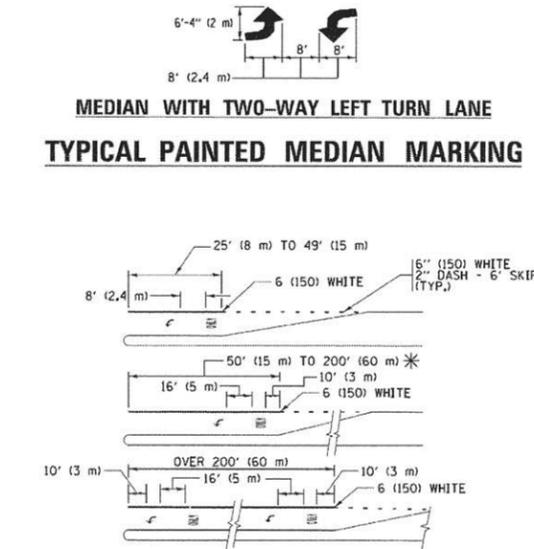


MEDIANS OVER 4' (1.2 m) WIDE

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



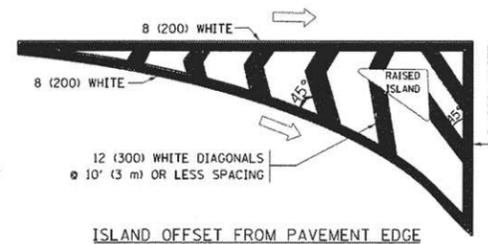
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



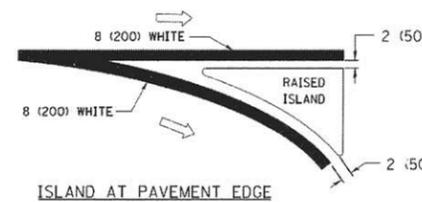
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

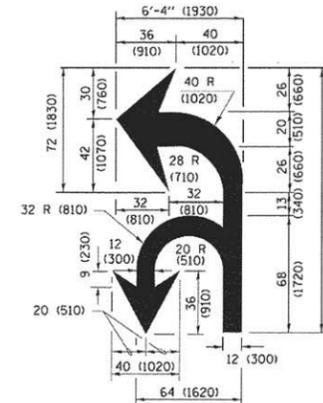
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



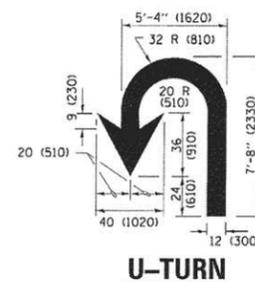
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



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	5/2 (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; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

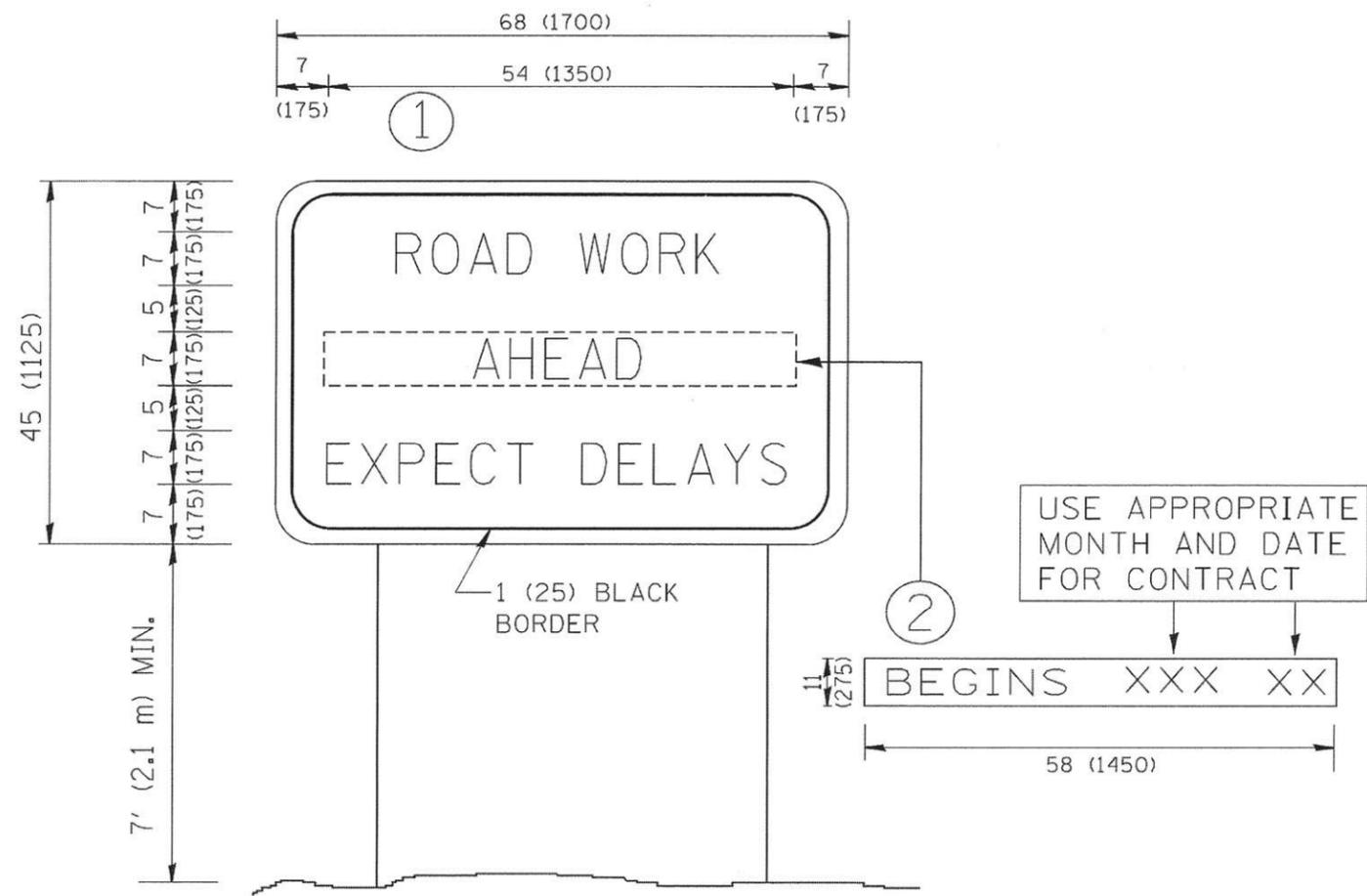
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME *	USER NAME = footm_j	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
PROJECT	PROJECT	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 * / in.	DATE - 03-19-90	REVISOR -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISOR -	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1472	12-00080-00-RS	COOK	25	22
SCALE: NONE		TC-13		CONTRACT NO. 61C95		
SHEET 1 OF 1 SHEETS		STA. TO STA.		ILLINOIS FED. AID PROJECT		



NOTES:

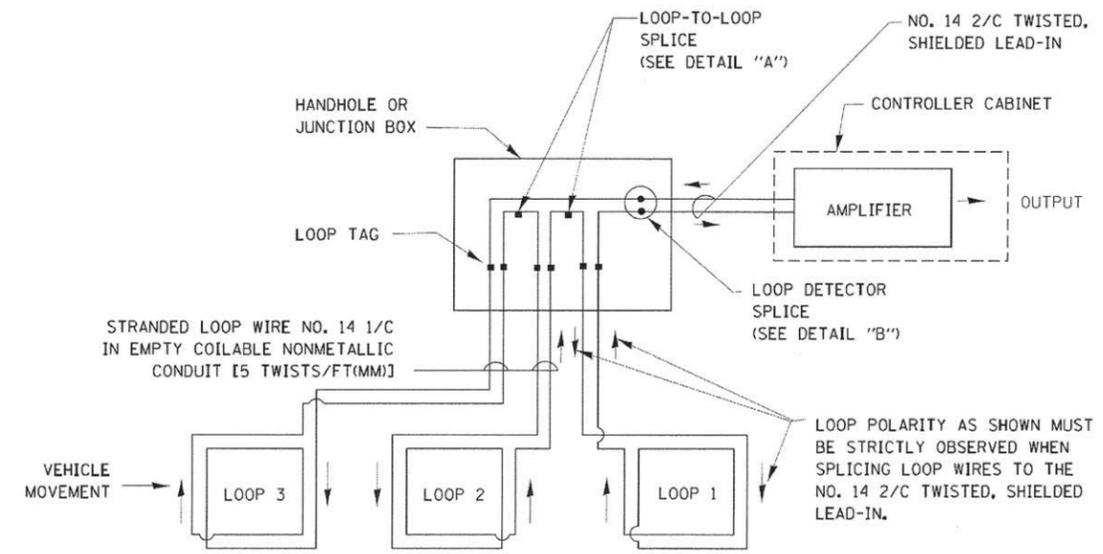
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME = W:\diststd\22x34\sc22.dgn	USER NAME = geglionbt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 "/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			1472	12-00080-00-RS	COOK	25	23
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07			TC-22		CONTRACT NO. 61C95		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

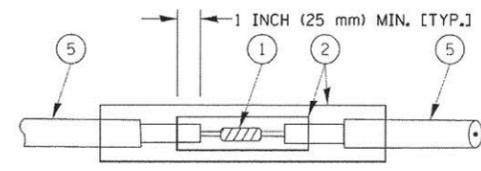
LOOP DETECTOR NOTES

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

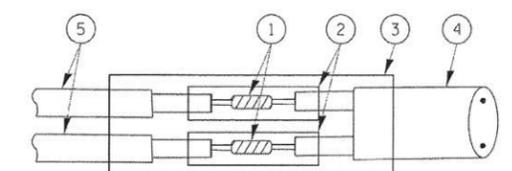


DETECTOR LOOP WIRING SCHEMATIC

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



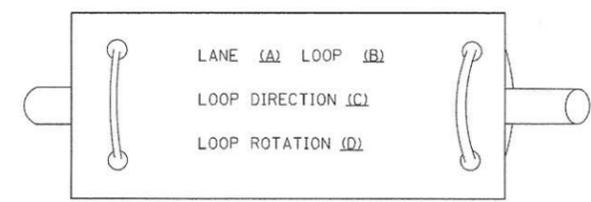
DETAIL "A"
LOOP-TO-LOOP SPLICE



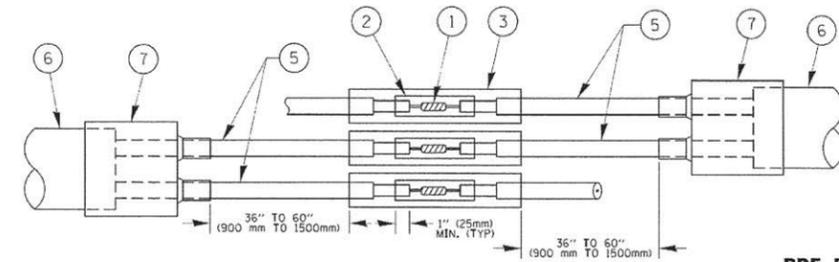
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

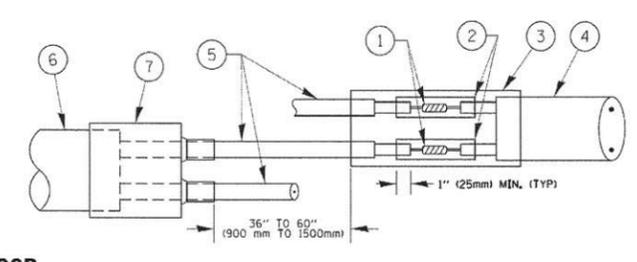
LOOP LEAD-IN CABLE TAG



- 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

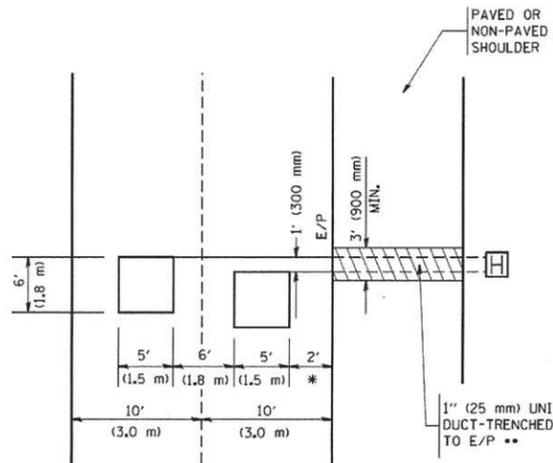
PREFORMED LOOP

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.

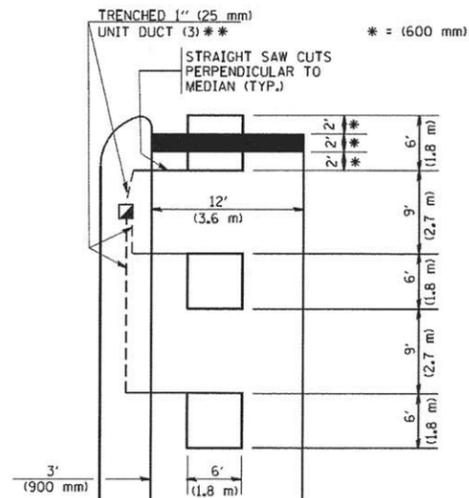


* = (600 mm)

** 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.

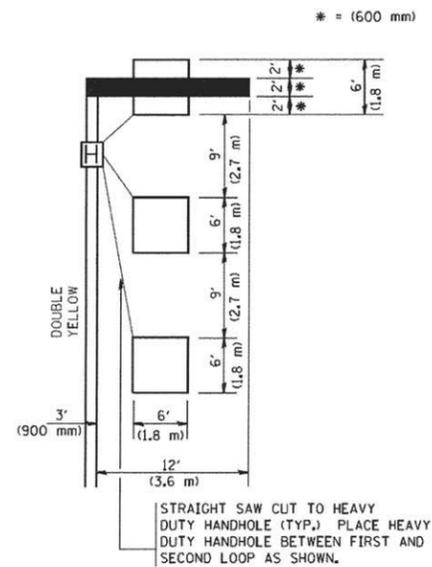


* = (600 mm)

** 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

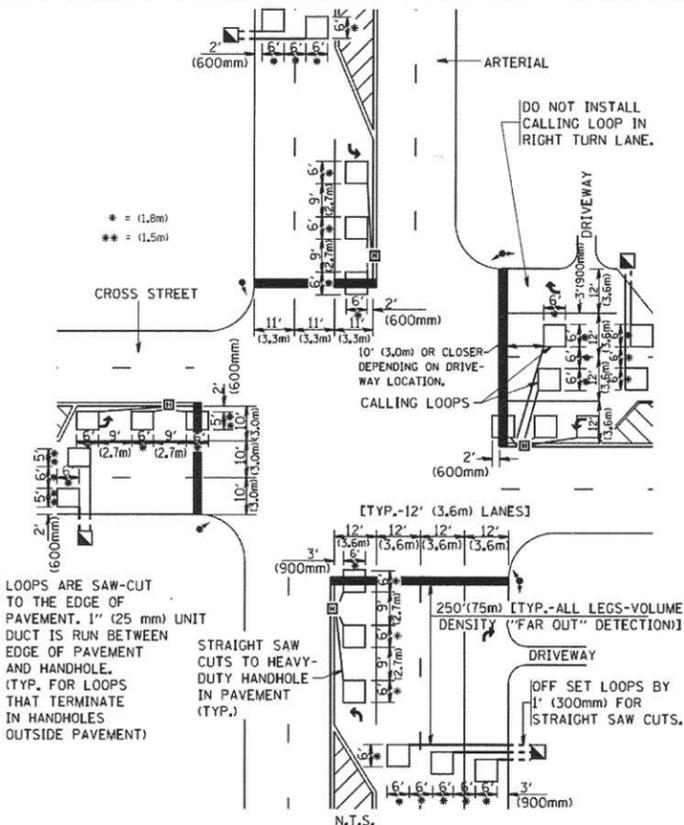
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

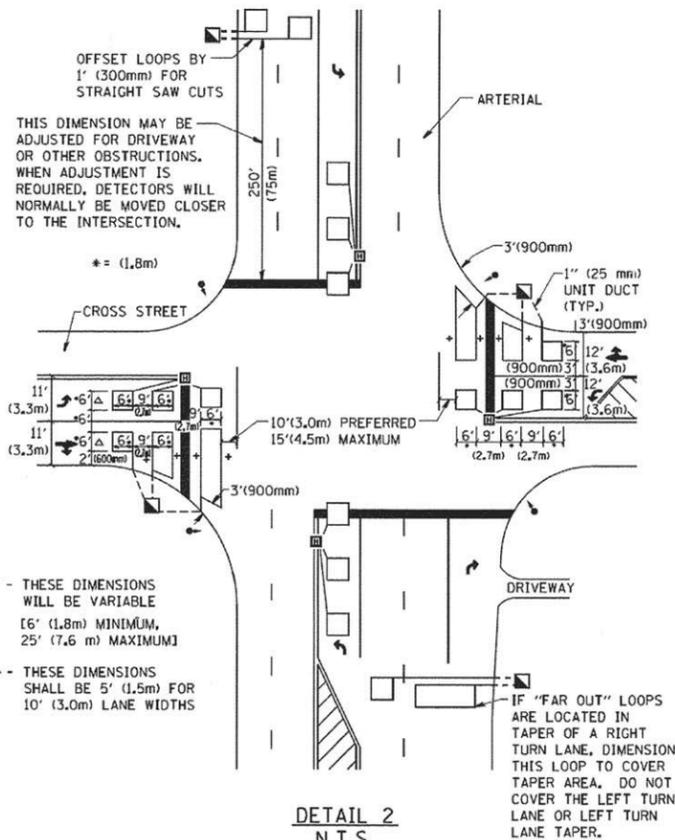
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\dststd\22x34\ts07.dgn

USER NAME = geglionabt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

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

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	12-00080-00-RS	COOK	25	25
TS-07			CONTRACT NO. 61C95	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				