07-29-2016 LETTING ITEM 019

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	1
FED. ROAD DIST. NO 1 ILLINOIS		CONTRACT NO. 61D05		

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

HIGHWAY CLASSIFICATION
PARK AVENUE – MAJOR COLLECTOR

TRAFFIC DATA
PARK AVENUE
2014 ADT = 6,550

POSTED SPEED LIMIT
PARK AVENUE = 30 MPH

DESIGN SPEED LIMIT
PARK AVENUE = 35 MPH

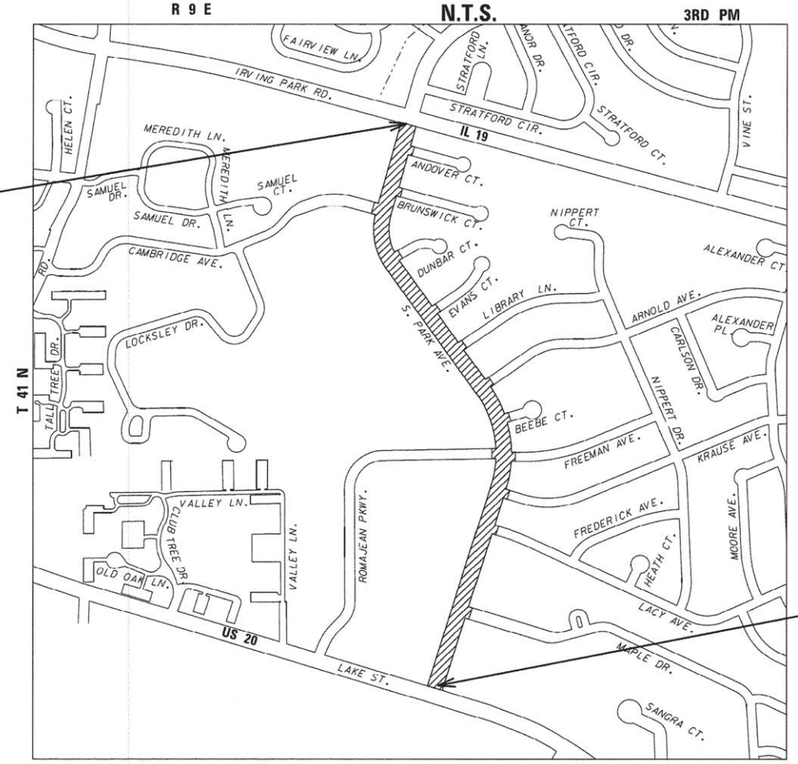
PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

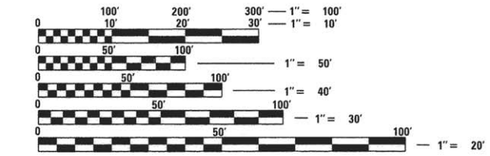
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2958 (PARK AVENUE)
FAP 345 (LAKE STREET) TO FAU 1321 (IRVING PARK ROAD)
RESURFACING
SECTION: 15–00060–00–RS
PROJECT NO.: M–4003(763)
VILLAGE OF STREAMWOOD
COOK COUNTY
C–91–313–16

PROJECT LOCATION MAP
VILLAGE OF STREAMWOOD
N.T.S.



LOCATION OF SECTION INDICATED THUS: –



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

DESIGN ENGINEER: J. MELHUISH
PROJECT MANAGER: A. CHAUDHRY

CONTRACT NO. 61D05

LICENSED PROFESSIONAL ENGINEER
JACK R. MELHUISH
062-056286
STATE OF ILLINOIS

JACK R. MELHUISH, P.E.
EXPIRES: 11-30-17

HANOVER TOWNSHIP

PROJECT LENGTH
NET AND GROSS LENGTH OF PROJECT = 4,080 FT. = 0.772 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 4/29 20 16
DIR PW
VILLAGE OF STREAMWOOD

RELEASING FOR BID BASED ON LIMITED REVIEW
MAY 17 20 16
CHRISTOPHER HOLT
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS
May 17 20 16
REGIONAL ENGINEER

HRGreen
420 NORTH FRONT STREET, SUITE 100 | McHENRY, ILLINOIS 60050
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	LIST OF DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-08	PAVEMENT JOINTS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-02	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-03	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701427-04	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER., FOR SPEEDS < 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT ONE DETAILS

STANDARD NO.	LIST OF DESCRIPTION
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05 (SHEET 2 OF 7)	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

COMPANY NAME: $COMPANY_NAME$
PROJECT CONTACT: $PROJECT_CONTACT$
CLIENT: $CLIENT$
DATE PLOTTED: 4/19/2016 10:51:01 PM
FILE NAME: $FILENAME$
PLOT DRIVER: $PLOTDRIVER$
PEN TABLE: $PLOTTABLE$

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

USER NAME = jmolhui	DESIGNED - JRM	REVISED -
FILE NAME = 86160050-sht-gen_01.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND DISTRICT ONE DETAILS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	2
		CONTRACT NO.		61D05
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

2. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).

4. ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD 88 DATUM.

5. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.

6. SAW CUTTING OF PAVEMENTS, CURB AND GUTTER, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE ITEM REMOVED.

7. THE CONTRACTOR SHALL PAY SPECIAL ATTENTION TO CURB MARKINGS. WATER AND SANITARY SERVICE LOCATIONS HAVE BEEN MARKED WITH 'W' AND 'S' SYMBOLS THROUGHOUT THE PROJECT LIMITS. THESE MARKINGS MUST BE LOCATED BY THE CONTRACTOR AND REPLACED DURING FINISHING OF THE CONCRETE WORK. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONCRETE CURB OR PCC SHOULDER BEING CONSTRUCTED.

8. MATERIALS RESULTING FROM THE REMOVAL OF ASPHALT SURFACES, CONCRETE REMOVAL, UTILITY STRUCTURE ADJUSTMENTS, GRADING WORK, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGEMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR SHALL HAVE THE DOLLAR AMOUNT REDUCED FROM THE NEXT PAY ESTIMATE.

9. SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AS SHOWN ON THE PLANS IS FOR INFORMATIONAL PURPOSES ONLY. ACTUAL LOCATIONS AND QUANTITIES TO BE DETERMINED AND MARKED BY THE ENGINEER PRIOR TO CONSTRUCTION.

10. DURING PATCHING OPERATIONS IF IT IS DETERMINED THAT LESS THAN 4" OF AGGREGATE SUBBASE EXISTS, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF 4" OF SUBBASE GRANULAR MATERIAL TO THE AREA PRIOR TO THE PLACEMENT OF THE ASPHALT PATCH. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE BID PRICE FOR "CLASS D PATCHES" OF THE TYPE AND DEPTH SPECIFIED.

11. CONTRACTS SUCH AS PAVEMENT GRINDING OR PATCHING WHICH RESULT IN THE DESTRUCTION OF TRAFFIC SIGNAL DETECTION REQUIRE A NOTIFICATION OF INTENT TO WORK AND INSPECTION. A MINIMUM OF SEVEN (7) WORKING DAYS PRIOR TO THE DETECTION REMOVAL, THE CONTRACTOR SHALL NOTIFY THE:
    TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER AT (847)705-4424
    IDOT ELECTRICAL MAINTENANCE CONTRACTOR AT (773)287-7600

GENERAL NOTES (CONT.)

STORM SEWERS, WATER MAINS, AND UTILITIES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.

4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.

5. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

6. ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY AND BE DELIVERED TO THE PUBLIC WORKS DEPARTMENT. THE PHONE NUMBER FOR DELIVERY ARRANGEMENT IS (630)736-3850.

7. ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THE CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY MANHOLE, CATCH BASIN, OR INLET, SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: ALL LIDS TO BE USED ON STORM SEWER STRUCTURES SHALL BEAR THE WORD "STORM." ANY ADDITIONAL COST FOR THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE STRUCTURE BEING INSTALLED.

8. THE INDISCRIMINATE USE OF FIRE HYDRANTS OR EXISTING STREAMS, CREEKS, WETLANDS OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE ENGINEER PRIOR TO USE OF THE WATER.

9. ONLY PRECAST CONCRETE ADJUSTMENT RINGS, MAXIMUM OF 12" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK WILL NOT BE ALLOWED. THE RINGS SHALL BE INCLUDED IN THE COST OF WORK BEING PERFORMED.

SIGNING AND STRIPING

1. SEE IDOT DISTRICT ONE DETAILS AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.

SEQUENCE OF CONSTRUCTION - ROADWAY

1. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CONCRETE CURB AND GUTTER INSTALLATION OR SIDEWALK CONSTRUCTION. AT LOCATIONS WHERE NEW GUTTER OR SIDEWALK IS TO BE INSTALLED ACROSS A DRIVEWAY, THE CONTRACTOR SHALL CONTACT THE HOMEOWNER 48 HOURS PRIOR TO REMOVING THE PAVEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES, PROVIDED BY THE VILLAGE, TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMODATE ACCESS TO THESE PROPERTIES (KNOCK ON DOORS WHEN A DRIVEWAY IS ABOUT TO BE CLOSED).

2. THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE A DRIVEWAY FOR MORE THAN 48 HOURS UNDER ANY CIRCUMSTANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES TO PREVENT TRAFFIC FROM USING DRIVEWAYS DURING THIS PERIOD.

3. THE CONTRACTOR SHALL FILL THE HOLES CREATED BY THE REMOVAL OF THE DRIVEWAY PAVEMENT WHERE NEW CURB AND GUTTER OR SIDEWALK HAS BEEN CONSTRUCTED WITH AGGREGATE BASE COURSE (CA-6 CRUSHED) SO THAT THE RESIDENTS CAN USE THEIR DRIVEWAYS UNTIL THE START OF INSTALLATION OF THE CONCRETE GUTTER, SIDEWALK AND/OR DRIVEWAY PAVEMENT. THE COST OF THE AGGREGATE BASE COURSE WILL BE PAID FOR AS AGGREGATE FOR TEMPORARY ACCESS.

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
DATE: #DATE#
DATE PLOTTED: 4/19/2016 9:51:02 PM
FILE NAME: 050-sht-gen_02.dgn
PLOT DRIVER: IL.pdf.bwplt.cfg
PEN TABLE: plotmdl.tbl

HRGreen.com
Illinois Professional Design Firm
184-001322

USER NAME = jmelhus	DESIGNED - JRM	REVISED -	
FILE NAME = 050-sht-gen_02.dgn	DRAWN - JCH	REVISED -	
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -	
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	3
		CONTRACT NO.		61D05
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	PAYCODE	ITEM DESCRIPTION	UNIT	TOTAL	ROADWAY 80% FED 20% LOCAL 0005
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	65	65
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	130	130
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2	2
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2	2
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2
	25200110	SODDING, SALT TOLERANT	SQ YD	130	130
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	18,717	18,717
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	28	28
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,196	1,196
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	320	320
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3,189	3,189
	42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	71	71
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	155	155
*	42400800	DETECTABLE WARNINGS	SQ FT	227	227
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	27,728	27,728
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	226	226
	44000600	SIDEWALK REMOVAL	SQ FT	3,500	3,500
	44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	75	75
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	150	150
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	185	185
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	900	900
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	5	5
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	20	20
	67100100	MOBILIZATION	LSUM	1	1
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,351	1,351
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	451	451
†	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	642	642
†	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,824	10,824
†	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,741	1,741
†	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	992	992
†	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	229	229
† *	88600600	DETECTOR LOOP REPLACEMENT	FOOT	689	689
*	X0326806	WASHOUT BASIN	LSUM	1	1
*	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	5	5
*	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	3,500	3,500
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	82	82
*	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,550	1,550
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

* SPECIAL PROVISION
† SPECIALTY ITEMS

COMPANY NAME: $COMPANY_NAME$
PROJECT CONTACT: $PROJECT_CONTACT$
CLIENT: $CLIENT$
DATE PLOTTED: 4/19/2016 3:51:04 PM
FILE NAME: 050-sht-sum_01.dgn
PLOT DRIVER: IL_pdf_bw.plt
PEN TABLE: plotbw.tbl

HRGreen.com
Illinois Professional Design Firm
184-001322
HRGreen

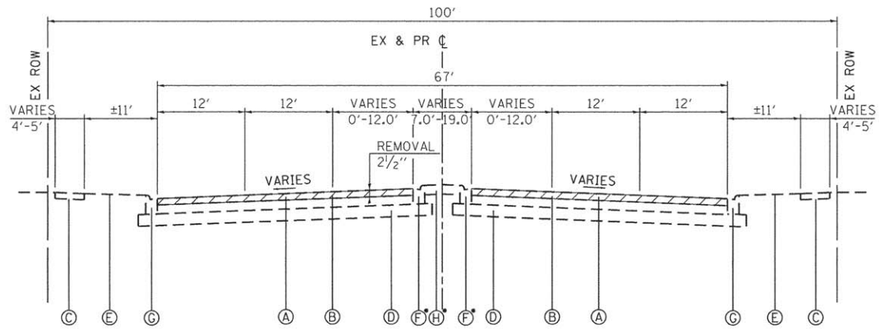
USER NAME = jmelhus	DESIGNED - JRM	REVISED -
FILE NAME = 050-sht-sum_01.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PARK AVENUE

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	4
		CONTRACT NO.	61D05	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

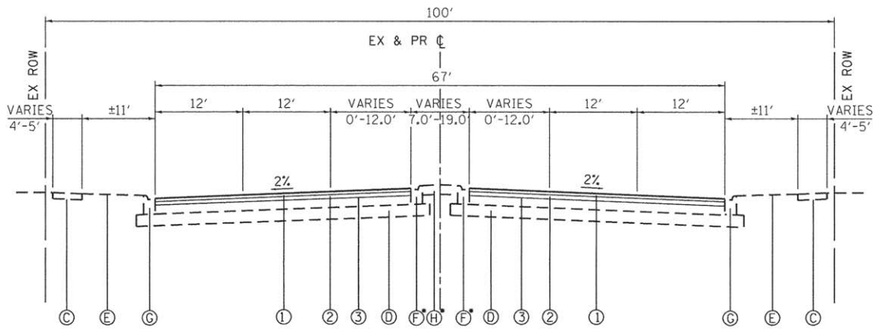


DENOTES AREA OF HOT-MIX ASPHALT SURFACE REMOVAL

EXISTING TYPICAL SECTION

PARK AVENUE
LAKE STREET TO IRVING PARK ROAD
STA 100+84 TO STA 141+64

• PAINTED MEDIAN
FROM STA. 106+43 TO STA. 109+98
FROM STA. 112+32 TO STA. 114+39
FROM STA. 116+47 TO STA. 116+62
FROM STA. 117+35 TO STA. 117+63
FROM STA. 134+18 TO STA. 135+02
FROM STA. 135+60 TO STA. 136+45
FROM STA. 136+83 TO STA. 137+42
FROM STA. 139+51 TO STA. 140+30



PROPOSED TYPICAL SECTION

PARK AVENUE
LAKE STREET TO IRVING PARK ROAD
STA 100+84 TO STA 141+64

• PAINTED MEDIAN
FROM STA. 106+43 TO STA. 109+98
FROM STA. 112+32 TO STA. 114+39
FROM STA. 116+47 TO STA. 116+62
FROM STA. 117+35 TO STA. 117+63
FROM STA. 134+18 TO STA. 135+02
FROM STA. 135+60 TO STA. 136+45
FROM STA. 136+83 TO STA. 137+42
FROM STA. 139+51 TO STA. 140+30

EXISTING LEGEND

Ⓐ HOT-MIX ASPHALT SURFACE REMOVAL, 2 ½

Ⓑ HOT-MIX ASPHALT PAVEMENT, (12″ & VARIES)

Ⓒ PORTLAND CEMENT CONCRETE SIDEWALK
(SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

Ⓓ AGGREGATE SUBBASE, (4″-6″)

Ⓔ EXISTING GROUND

Ⓕ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
(SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

Ⓖ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
(SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

Ⓗ LANDSCAPED MEDIAN

PROPOSED LEGEND

① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 2″

② POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50; ¾″

③ BITUMINOUS MATERIALS (TACK COAT)

NOTE: THE PATCHING QUANTITIES HAVE BEEN ESTIMATED BASED ON FIELD OBSERVATION DURING DESIGN. ACTUAL QUANTITIES TO BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", N70; 2″	4.0% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50; ¾″	4.0% @ 50 GYR.
DRIVEWAYS	
HMA SURFACE COURSE, MIX "D", N70; 2″	4.0% @ 70 GYR.
HMA BASE COURSE (HMA BINDER IL-19mm); PE-6″, CE-8″	4.0% @ 70 GYR.
PATCHING (see note)	
CLASS D PATCHES, (HMA BINDER, IL-19mm)	4.0% @ 70 GYR.

NOTES:

1. THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUATITIES IS 112 LBS/SQ YD/IN

2. 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.

3. FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: #4/19/2016 3:51:06 PM
FILE NAME: 050-sht-typ.dgn
PLOT DRAWER: IL_pdf_Dwg.ctb
PEN TABLE: pdfdbat.tbl

HRGreen
HRGreen.com
Illinois Professional Design Firm # 184-001322

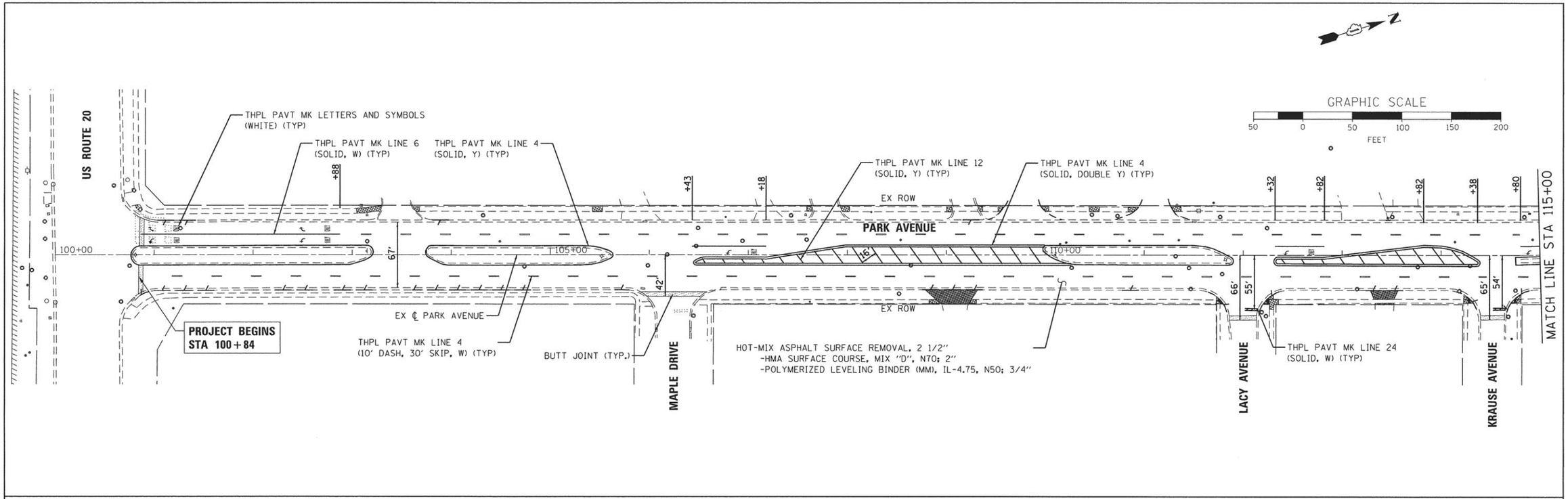
USER NAME = jmelhui	DESIGNED - JRM	REVISED -	
FILE NAME = 050-sht-typ.dgn	DRAWN - JCH	REVISED -	
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -	
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -	

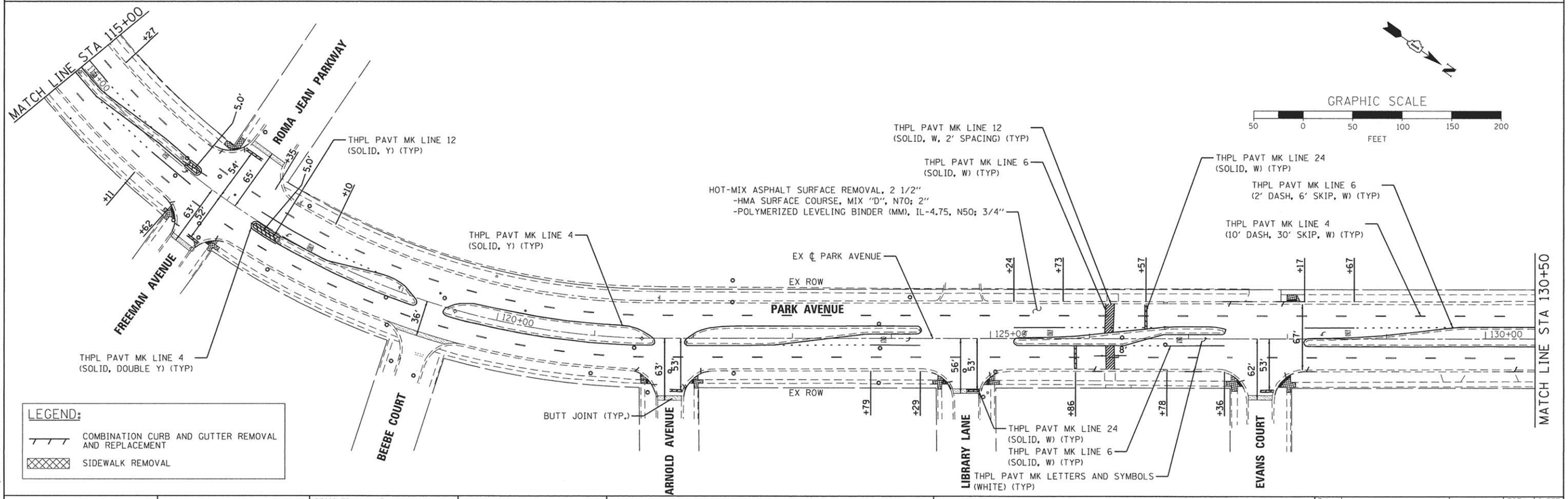
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PARK AVENUE

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. 100+84 | TO STA. 141+64

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	5
		CONTRACT NO.		61D05
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





LEGEND:

COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT

SIDEWALK REMOVAL

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/19/2016 3:51:10 PM
FILE NAME: 050-sht-Resurf_01.dgn
PLOT DRIVER: IL_pdf_hwltr.cfg
PEN TABLE: plotdbat.tbl

HRGreen
HRGreen.com
Illinois Professional Design Firm #184-001322

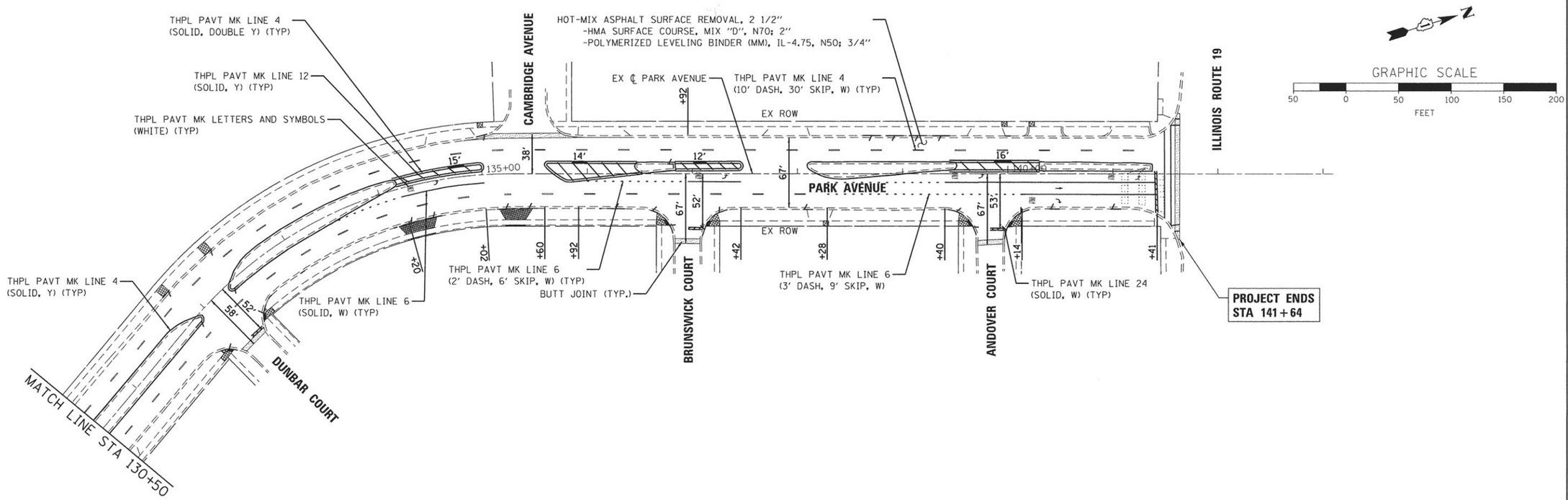
USER NAME = jmelhus	DESIGNED - JRM	REVISED -	
FILE NAME = 050-sht-Resurf_01.dgn	DRAWN - JCH	REVISED -	
PLOT SCALE = 1" = 50'	CHECKED - TH	REVISED -	
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING PLAN
PARK AVENUE

SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. 100+84 | TO STA. 130+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	6
		CONTRACT NO. 61D05		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



LEGEND:

COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT

SIDEWALK REMOVAL

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/19/2016 8:51:12 PM
FILE NAME: d:\projects\pavt_02.dgn
PLOT DRIVER: IL.ofl.bwptrctg
PEN TABLE: plotlabel.tbl

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

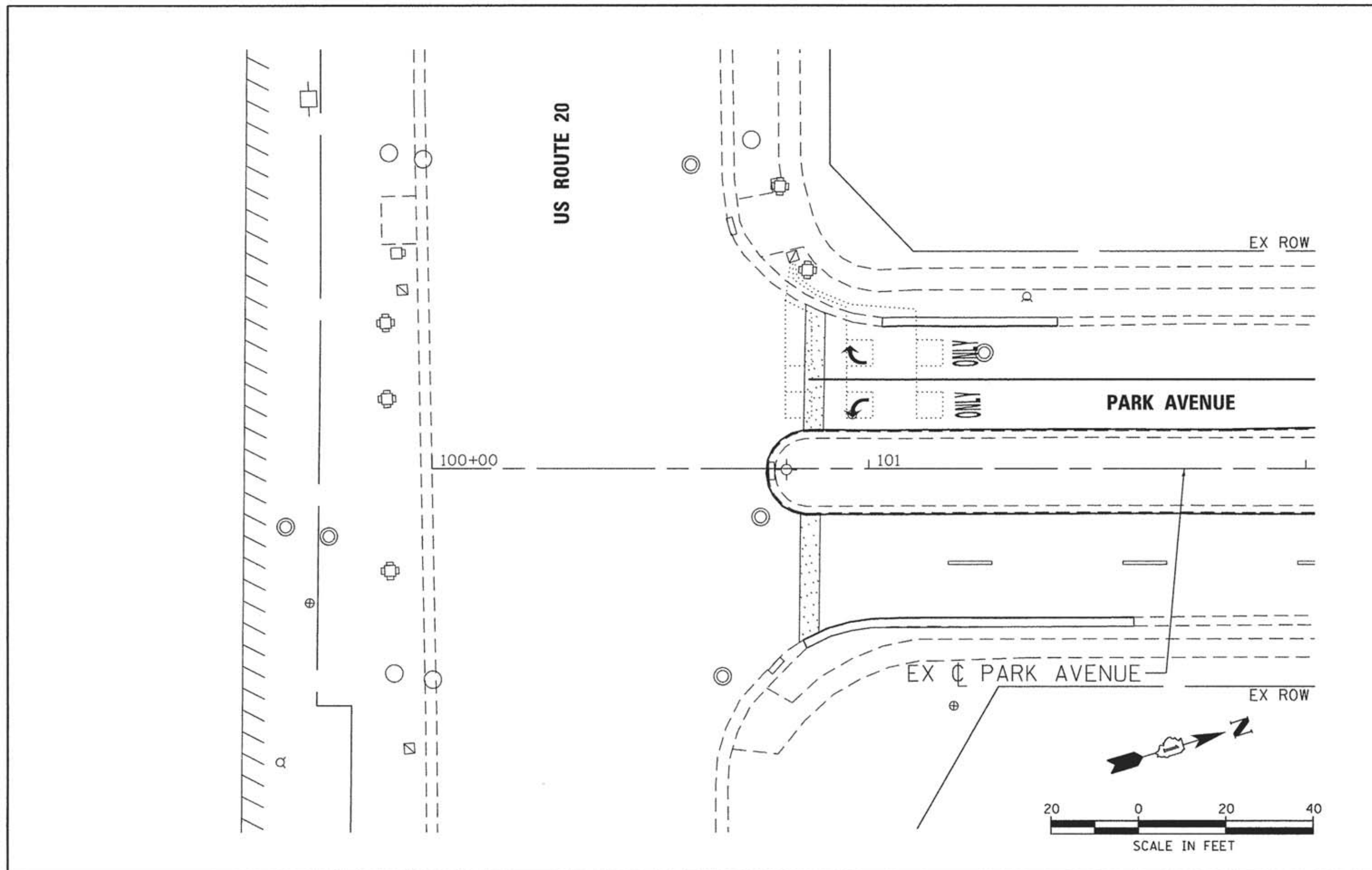
USER NAME = jmelhus	DESIGNED - JRM	REVISED -
FILE NAME = 050-sht-Resurf_02.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1" = 50'	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

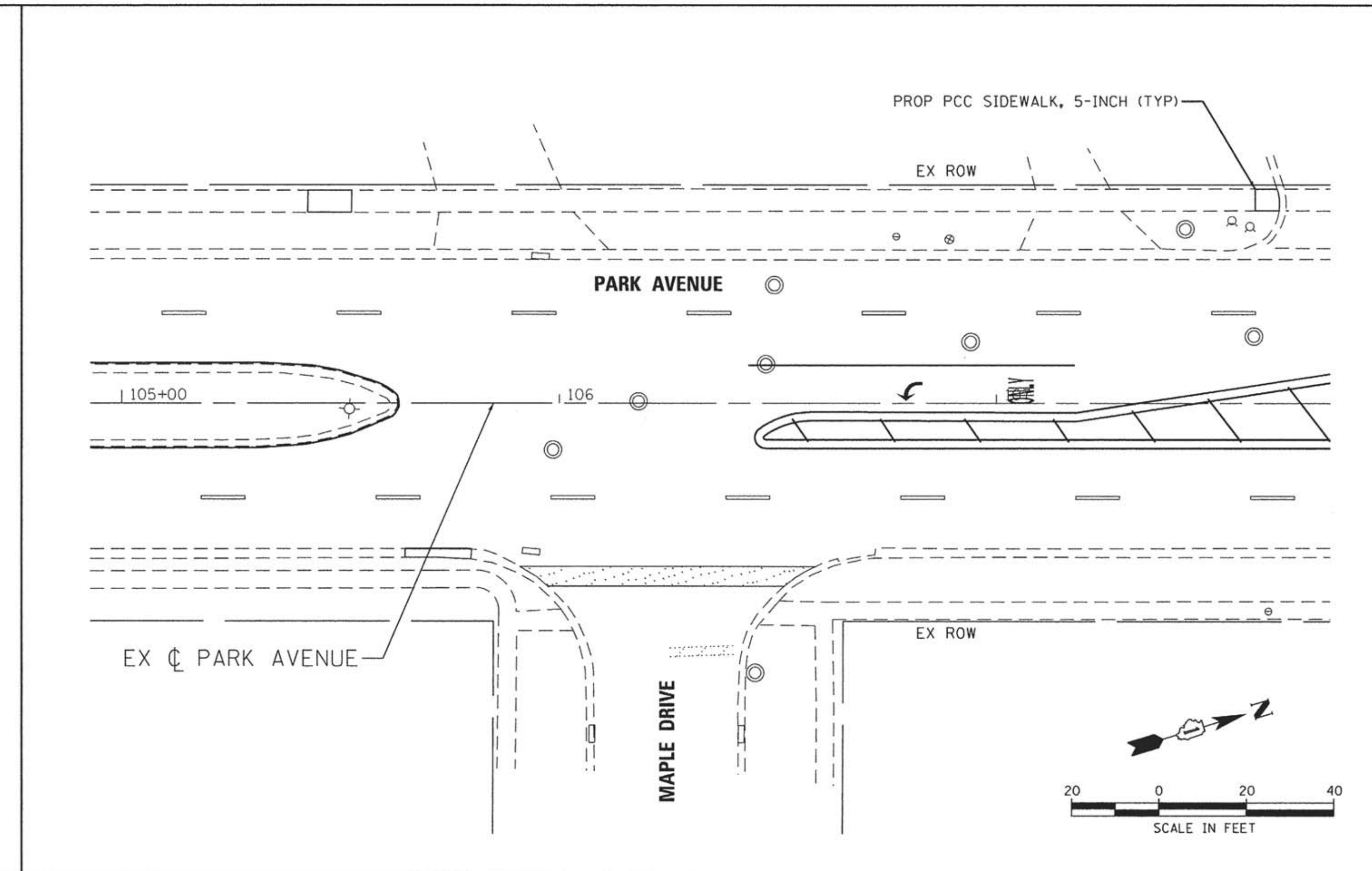
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

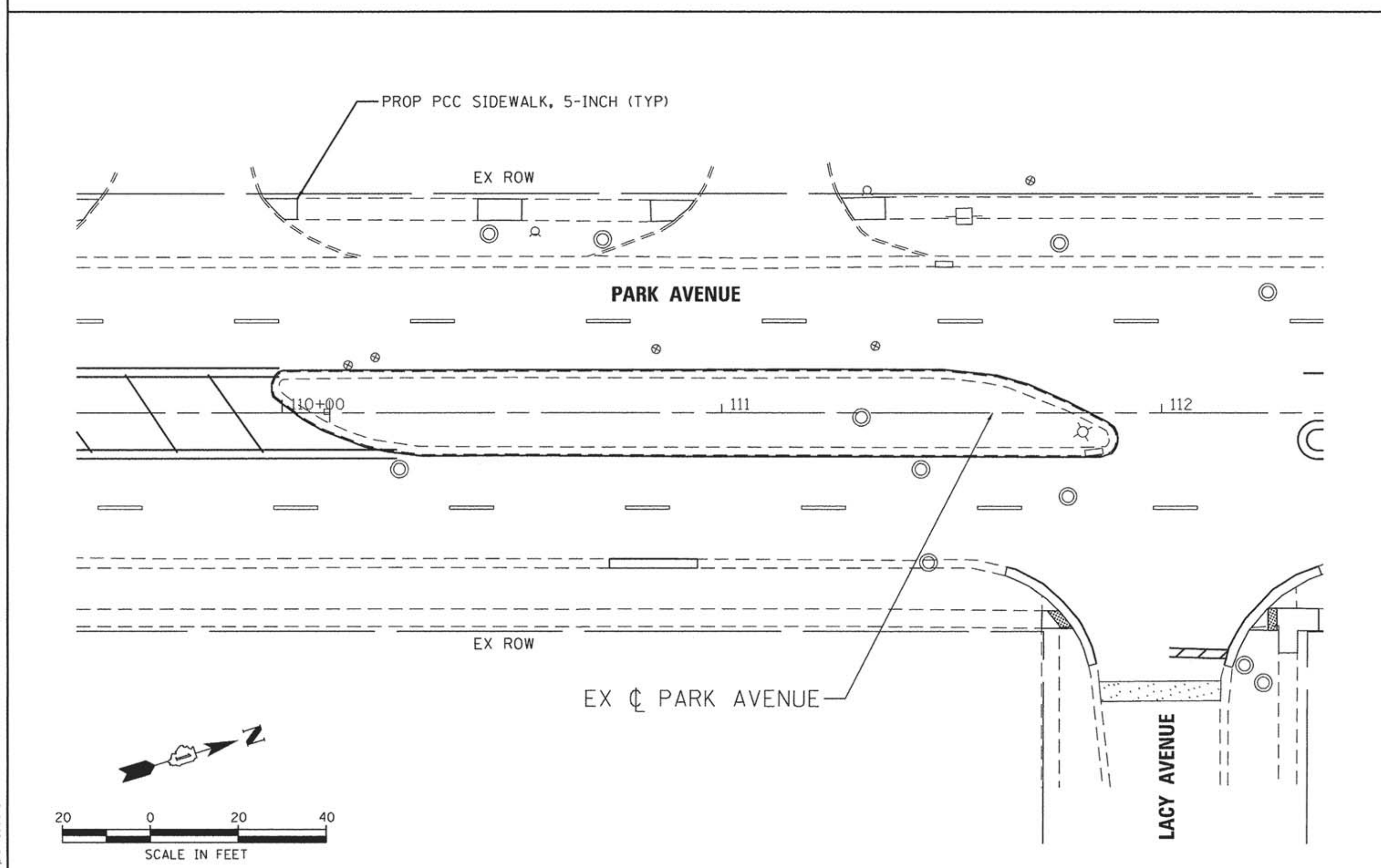
RESURFACING PLAN
PARK AVENUE

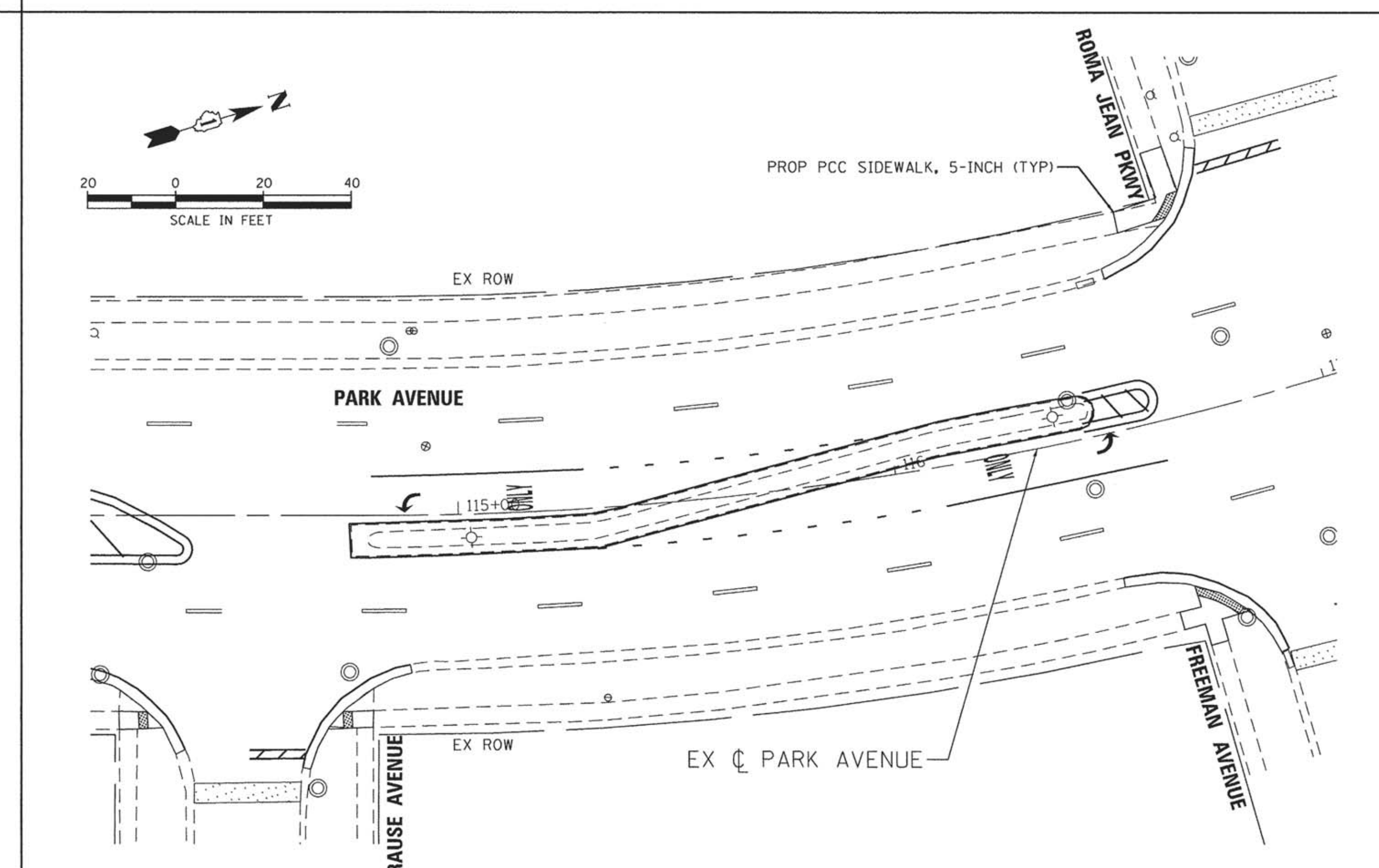
SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. 130+50 TO STA. 141+64

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	7
		CONTRACT NO. 61D05		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		









COMPANY NAME:	$COMPANY_NAME$
PROJECT CONTACT:	$PROJECT_CONTACT$
CLIENT:	$CLIENT$
DATE PLOTTED:	4/19/2016 3:51:14 PM
FILE NAME:	050-sht-Int_01.dgn
PLOT DRIVER:	IL_pdf_bw.pltcfg
PEN TABLE:	plotlabel.tbl

HRGreen.com
Illinois Professional Design Firm
184-001322
HRGreen

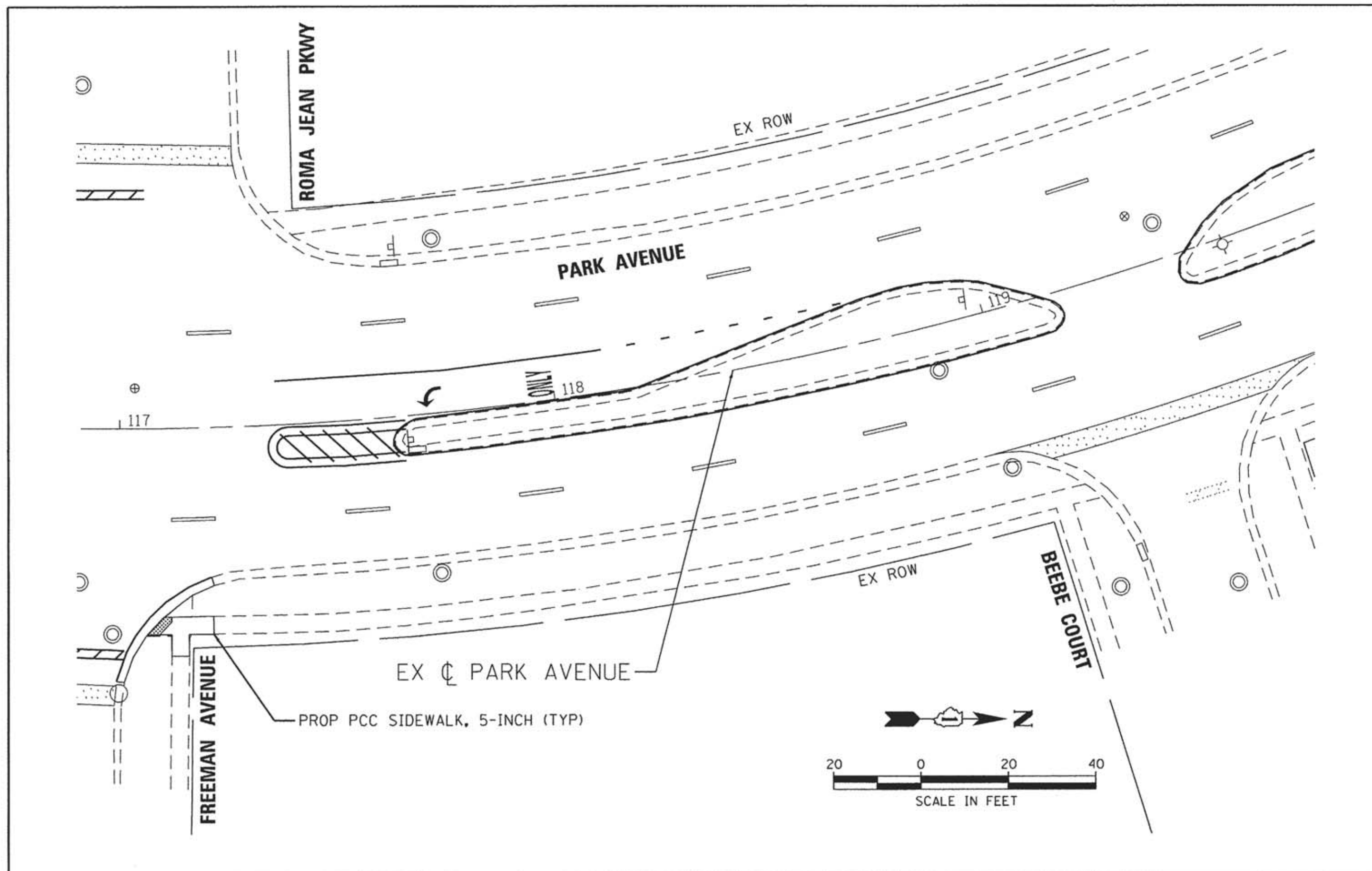
USER NAME = jmelhui	DESIGNED - JRM	REVISED -
FILE NAME = 050-sht-Int_01.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1" = 20'	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

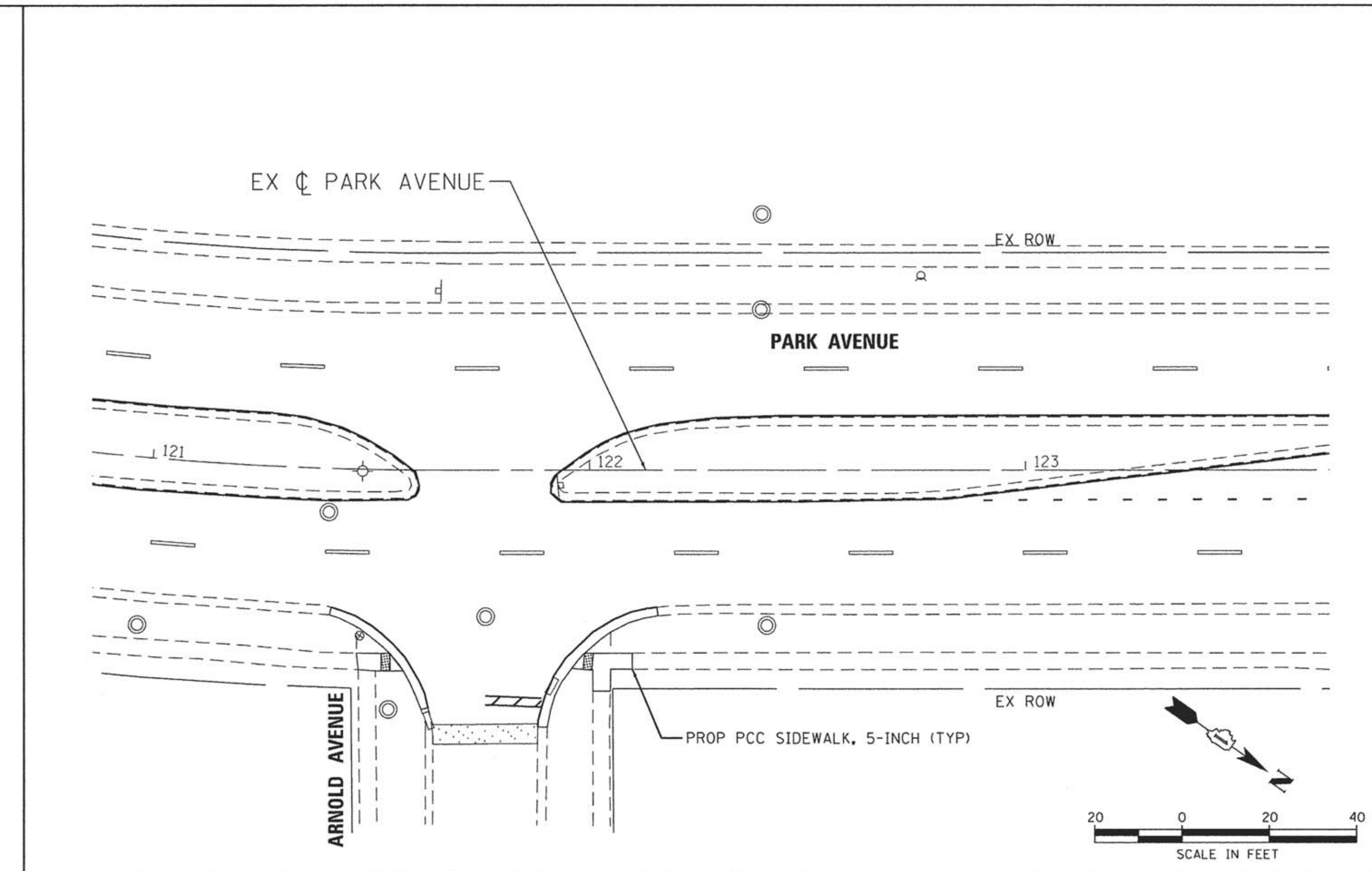
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

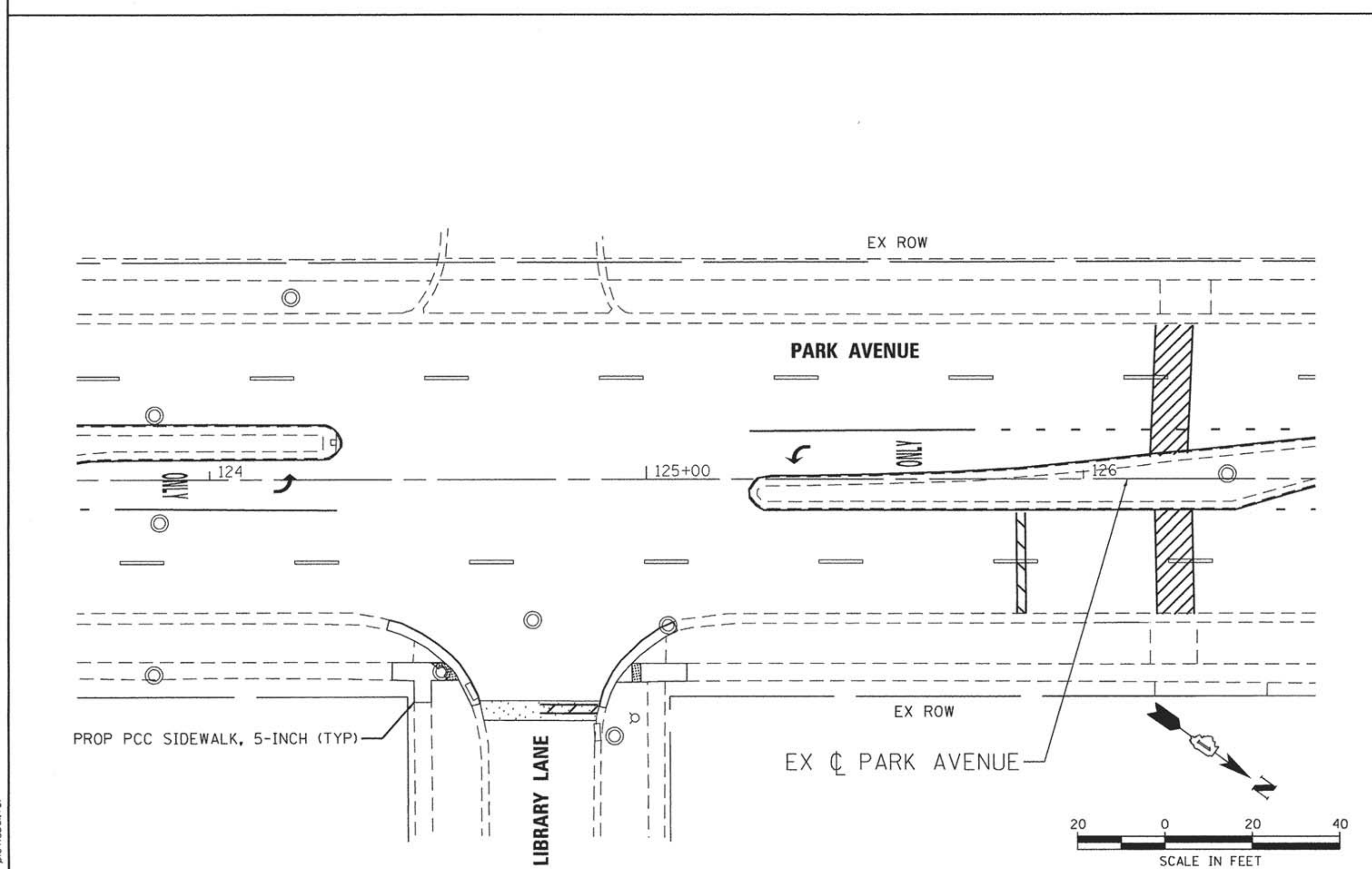
INTERSECTION PLANS
PARK AVENUE

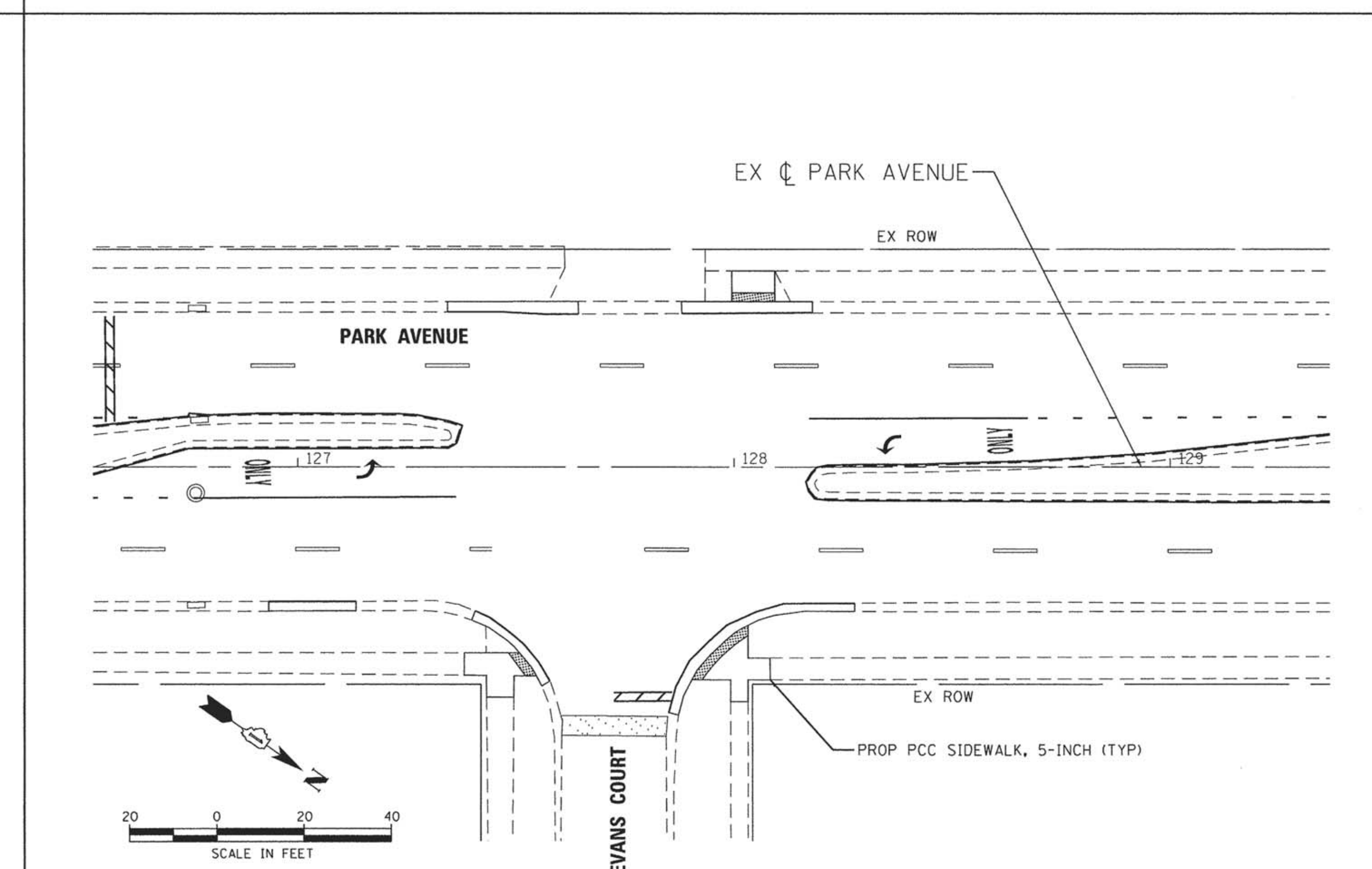
SCALE: 1" = 20'	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	8
		CONTRACT NO. 61D05		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		









COMPANY NAME: $COMPANY_NAME$
PROJECT CONTACT: $PROJECT_CONTACT$
CLIENT: $CLIENT$
DATE PLOTTED: 4/19/2016 3:51:16 PM
FILE NAME: 050-sht-Int_02.dgn
PLOT DRIVER: IL_pdf_bw.pltcfg
PEN TABLE: plotlabel.tbl

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

USER NAME = jmelhu1	DESIGNED - JRM	REVISED -
FILE NAME = 050-sht-Int_02.dgn	DRAWN - JCH	REVISED -
PLOT SCALE = 1" = 20'	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

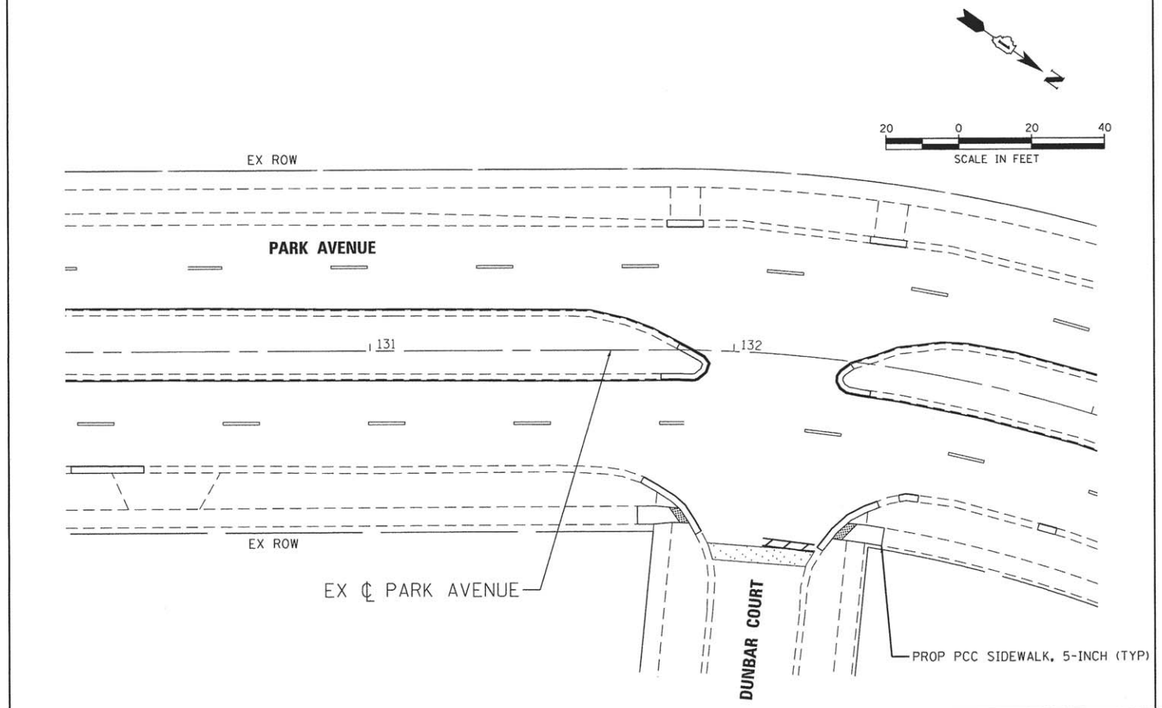
INTERSECTION PLANS
PARK AVENUE

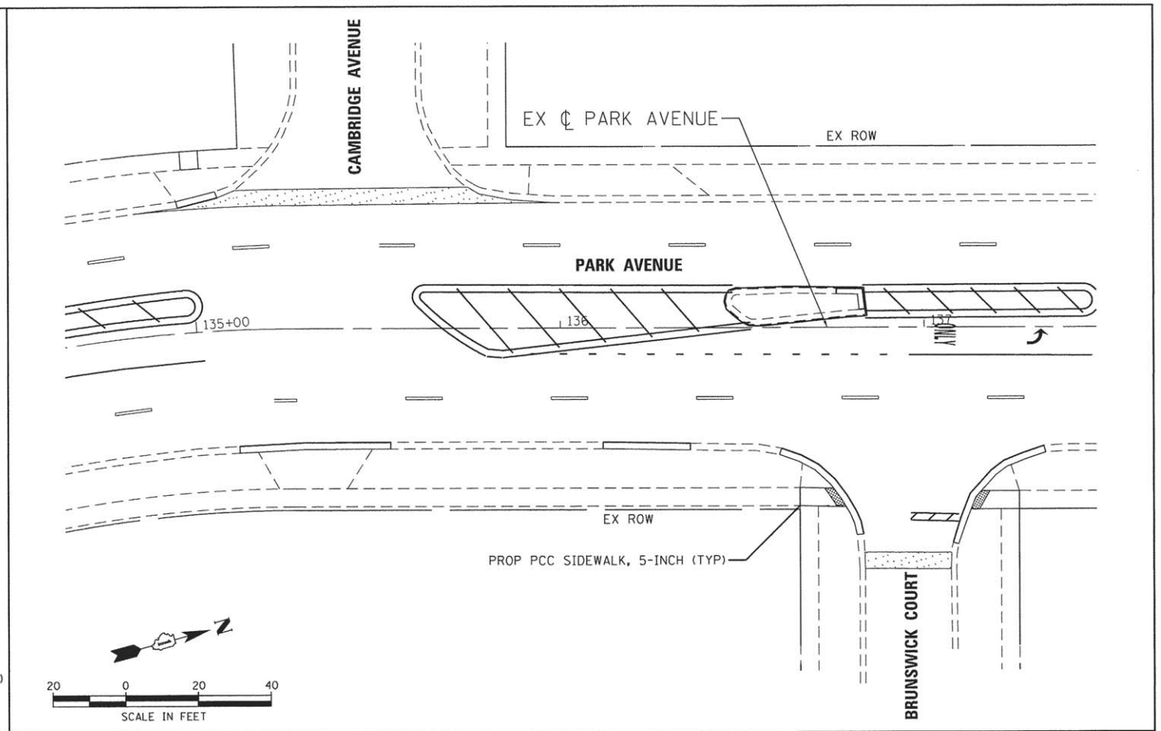
SCALE: 1" = 20' | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

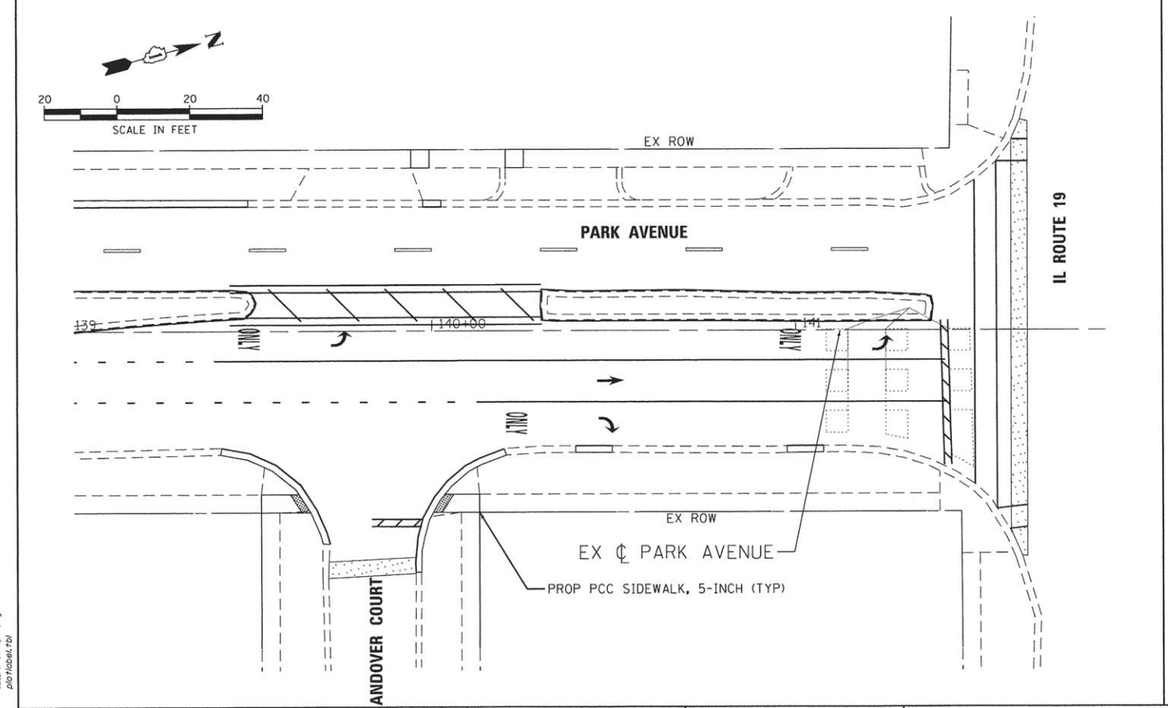
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	9

CONTRACT NO. 61D05

FED. ROAD DIST. NO. _ | ILLINOIS | FED. AID PROJECT







COMPANY NAME: $COMPANY_NAME$
PROJECT CONTACT: $PROJECT_CONTACT$
DATE PLOTTED: 4/19/2016 35:18 PM
FILE NAME: 050-sht-Int.03.dgn
PLOT DRIVER: IL.pdf.pltcfg
PEN TABLE: plotted.tbl

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

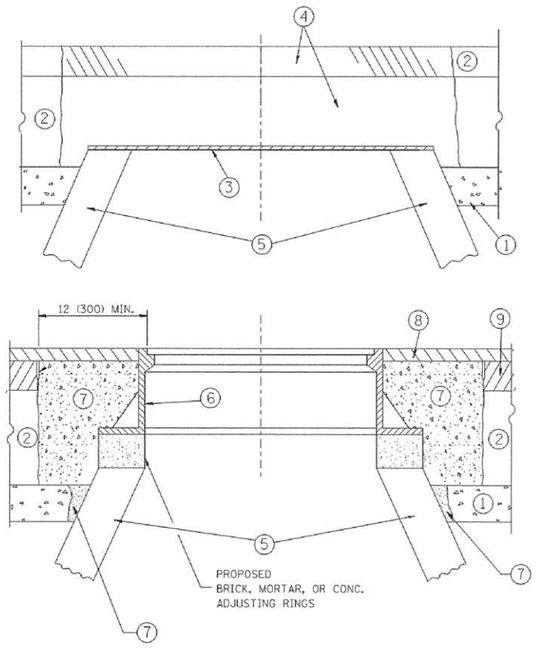
USER NAME = jmelhu	DESIGNED - JRM	REVISED -	
FILE NAME = 050-sht-Int.03.dgn	DRAWN - JCH	REVISED -	
PLOT SCALE = 1" = 20'	CHECKED - TH	REVISED -	
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION PLANS
PARK AVENUE

SCALE: 1" = 20' | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	10
		CONTRACT NO. 61D05		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/19/2016 10:19 PM
FILE NAME: d:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn
PLOT DRAWER: IL_dot_bw_ctb
PEN TABLE: plotbw1.tbl

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

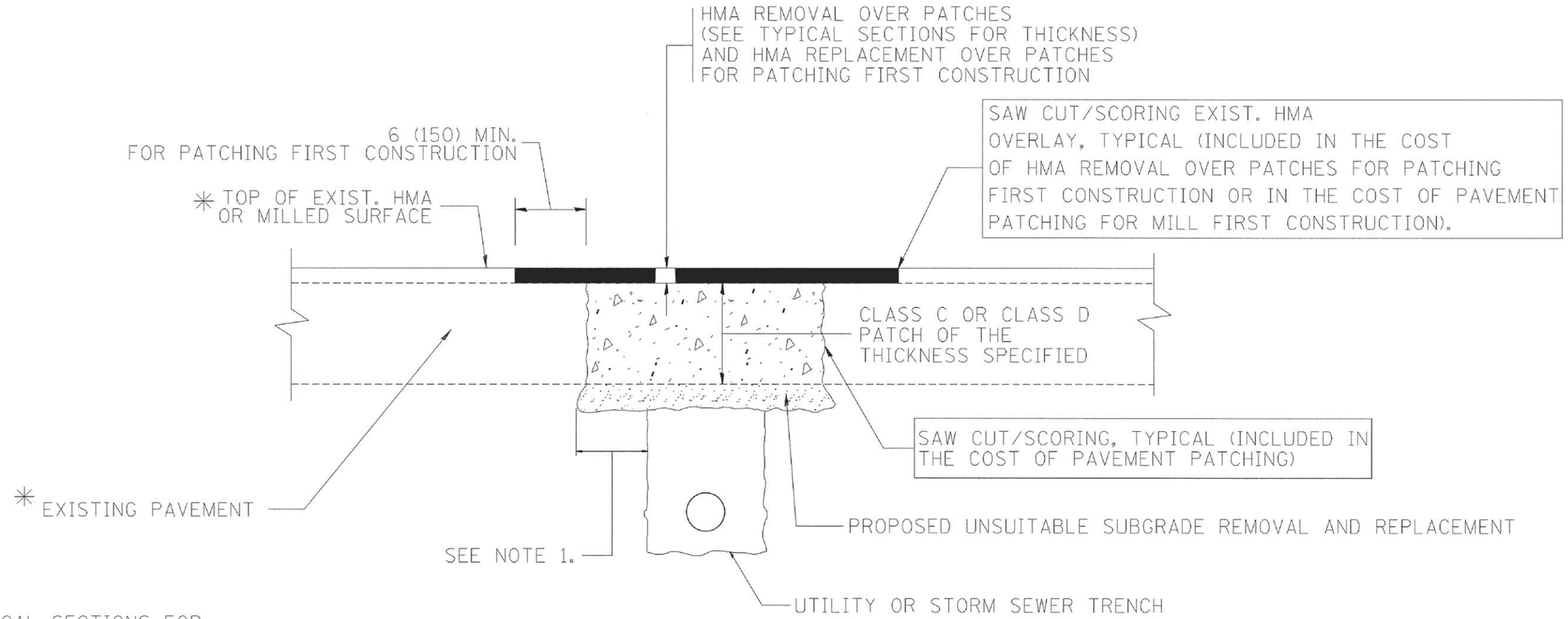
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	11
	BD600-03 (BD-8)	CONTRACT NO.	61D05	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PDF
15-00060-00-RS
50-sht-det_bd08.dgn



* 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 $4\frac{1}{2}$ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

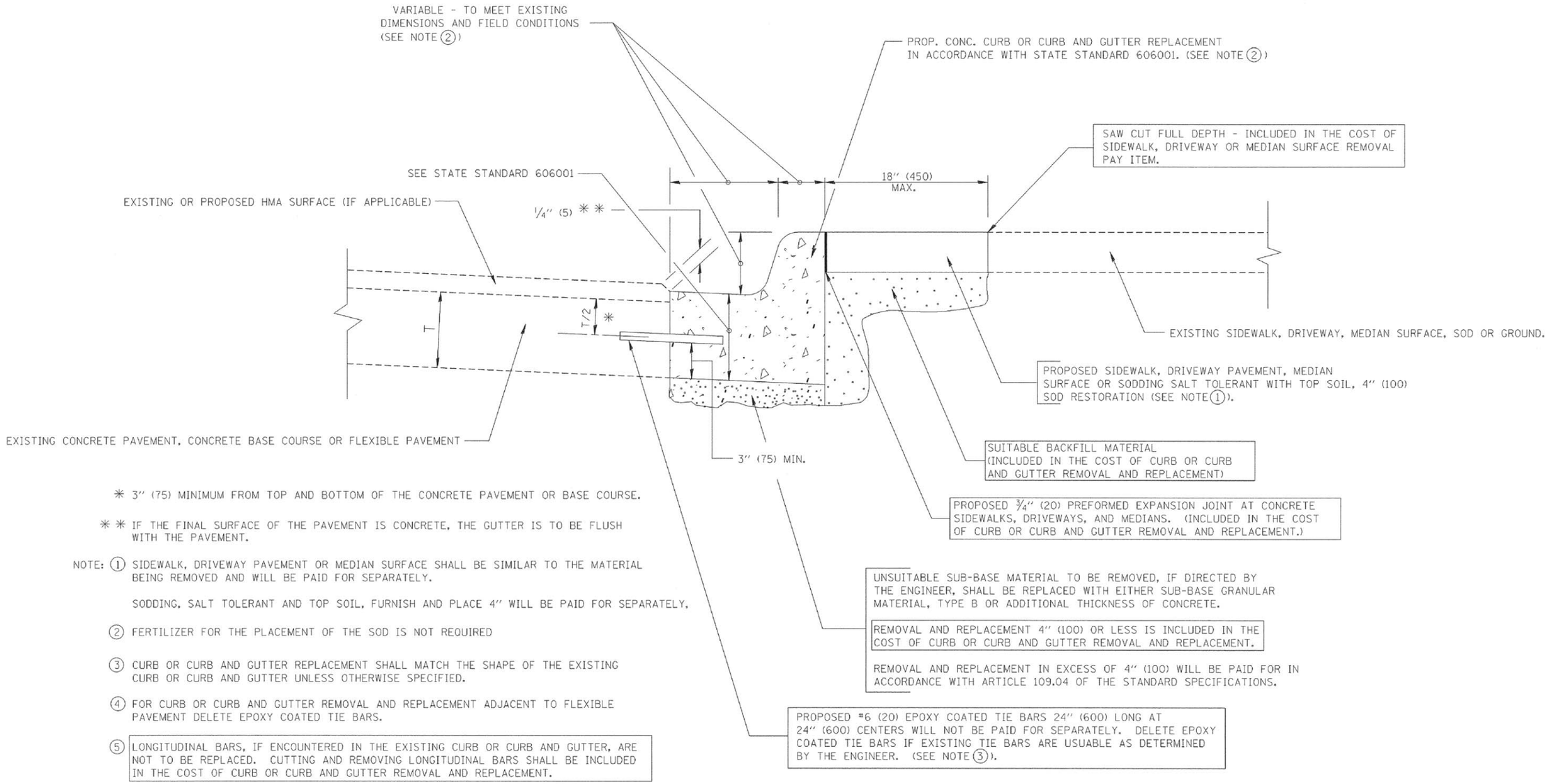
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	12
	BD400-04 (BD-22)	CONTRACT NO. 61D05		
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT				

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/19/2016 3:51:30 PM
FILE NAME: d:\projects\diststd22x34\bd22.dgn
PLOT DRIVER: IL_dot_Dwarf.cfg
PEN TABLE: plotTable1.tbl

#DGN
15-00060-00-RS
150-sht-det_bd22.dgn



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

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

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

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

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 07/30/2018 11:51:41 PM
FILE NAME: c:\pw_work\pwidot\drivakosgn\d0188315\bd24.dgn
PLOT DRIVER: IL_dot.tbl
PEN TABLE: plotdot.tbl

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0188315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	
		DRAWN -	REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	

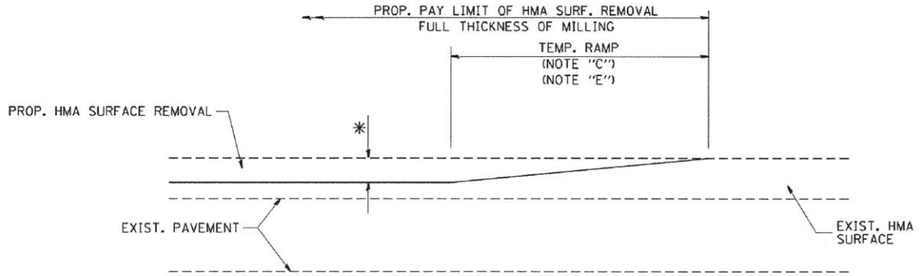
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	13
	BD600-06 (BD-24)	CONTRACT NO.	61D05	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

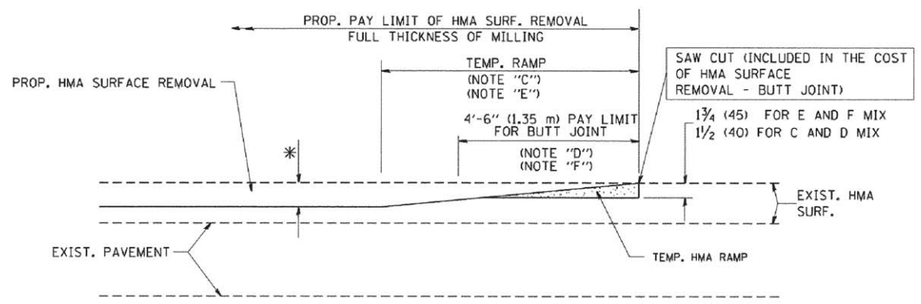
DGN
15-00060-00-RS
BD-sht-det_bd24.dgn



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

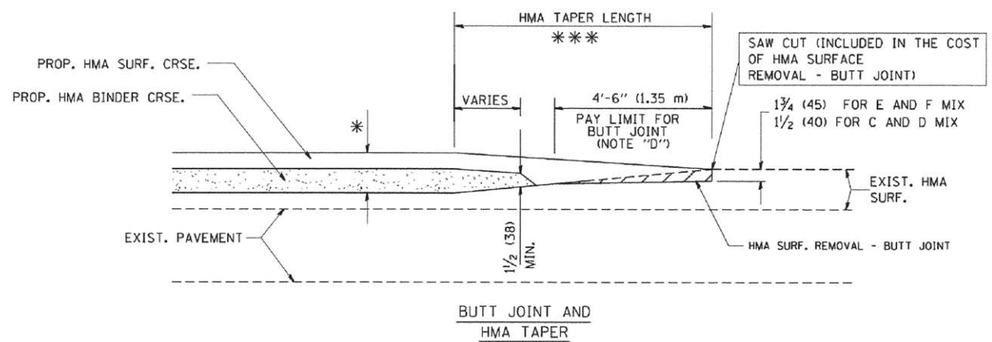


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

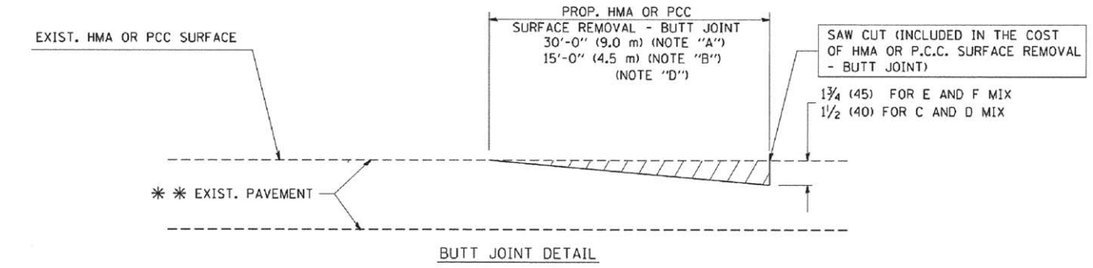
OPTION 2

TYPICAL TEMPORARY RAMP

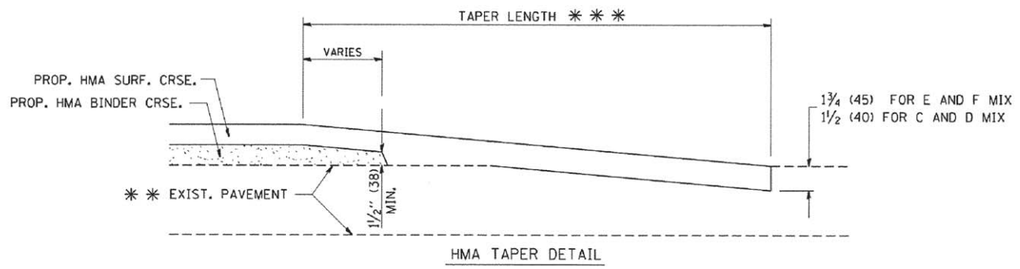


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLASS: 4/12/2016 3:51:52 PM
DATE PLOTTED: 4/12/2016
FILE NAME: 050-sht-det_bd32.dgn
PLOT DRIVER: IL_pdf_bwpltctg
PEN TABLE: plotcbar.tbl

PW:
I-00060-00-RS
50-sht-det_bd32.dgn

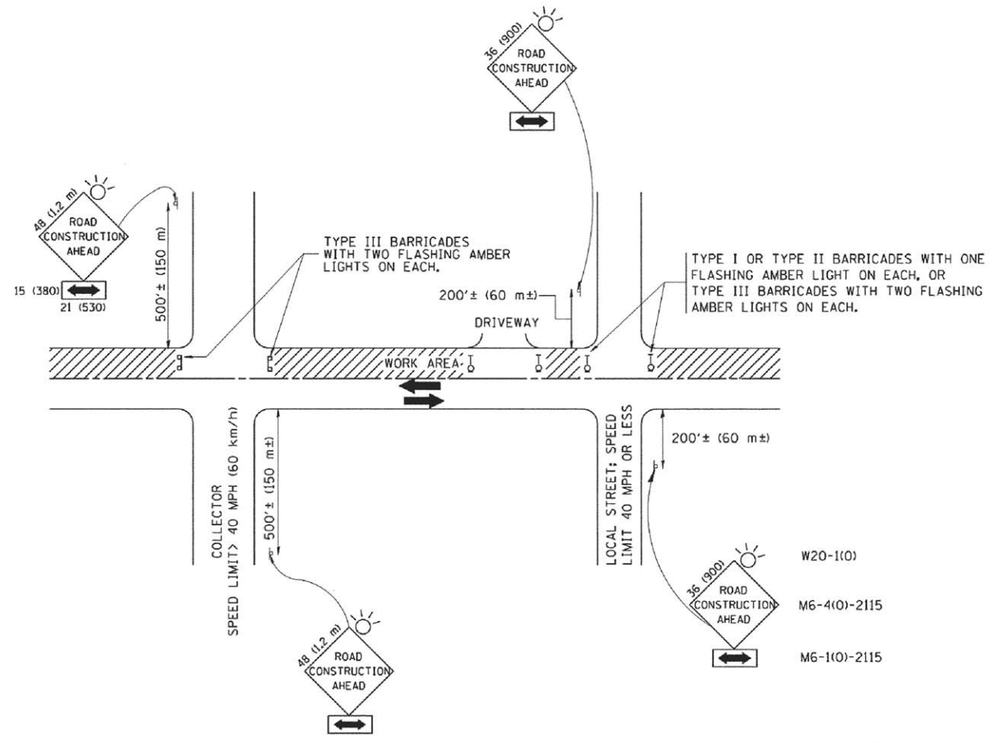
FILE NAME = V:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
		DRAWN -	REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	14
	BD400-05 BD32	CONTRACT NO.	61D05	
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.

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/1/2008 8:58:03 PM
FILE NAME: 050-2015-det1.tc10.dgn
PLOT DRIVER: IL.pdf.bwpltcfg
PEN TABLE: plotbwhi.tbl

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

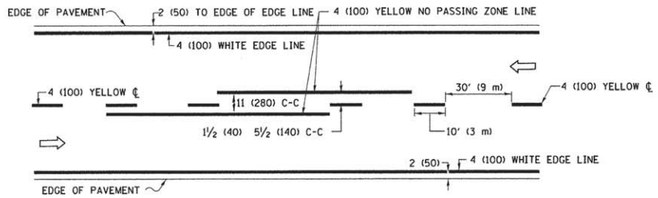
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

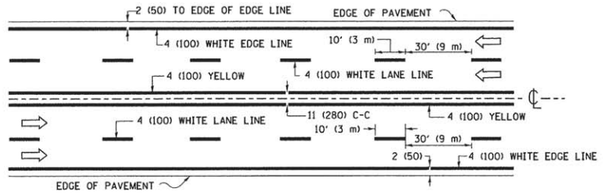
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	15
	TC-10	CONTRACT NO. 61D05		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

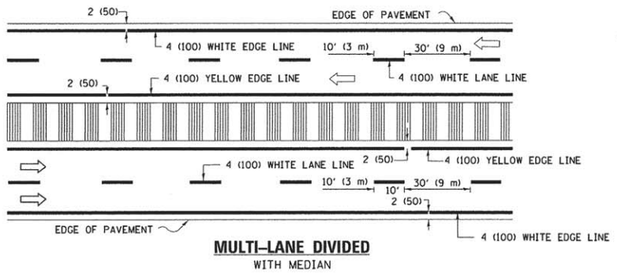
DGN: 15-00060-00-RS tc-dnt-det.tc10.dgn



2–LANE ROADWAY

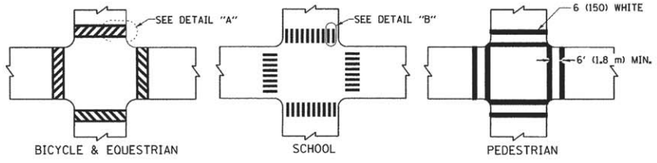


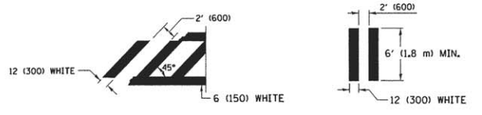
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

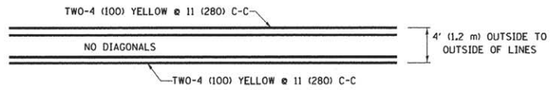




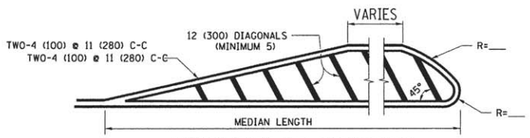
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



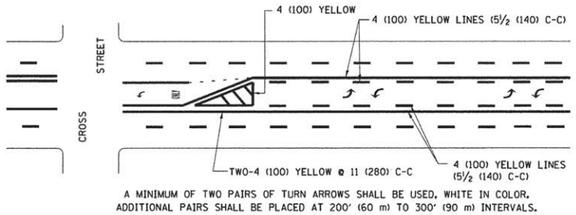
4' (1.2 m) WIDE MEDIANS ONLY



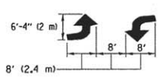
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

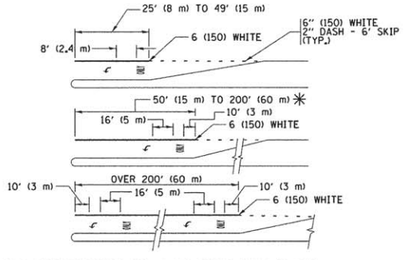


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

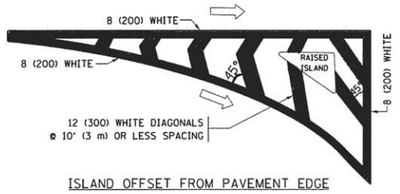


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

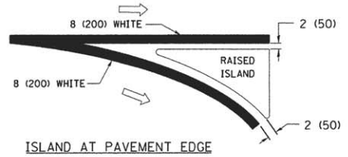
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

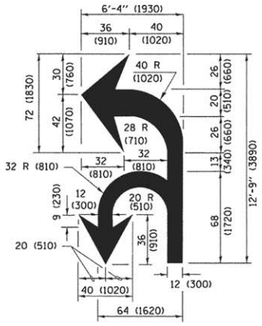


ISLAND OFFSET FROM PAVEMENT EDGE

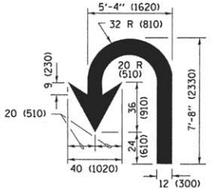


ISLAND AT PAVEMENT EDGE

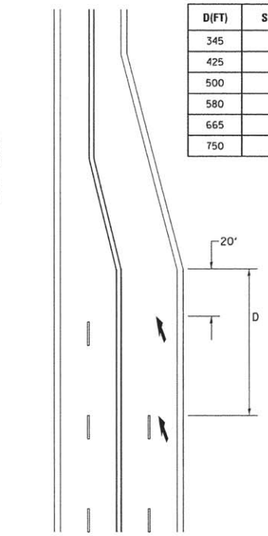
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⌀ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OFs "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.

#COMPANY_NAME#
#PROJECT_CONTACT#
#CLIENT#
5/12/2016 11:58:19 AM
050-snt-det-tc13.dgn
IL 084 EBIDINTEG.ilinois.gov
plotmode.tbl

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE PLOTTED:
FILE NAME:
PLOT NUMBER:
PEN TABLE:

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Distribution\CADData\CADsheets\tc13.dgn	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	PLOT SCALE = 50.000 ' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13	
Default	PLOT DATE = 4/13/2016	CHECKED -	REVISED - C. JUCIUS 12-21-15	
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

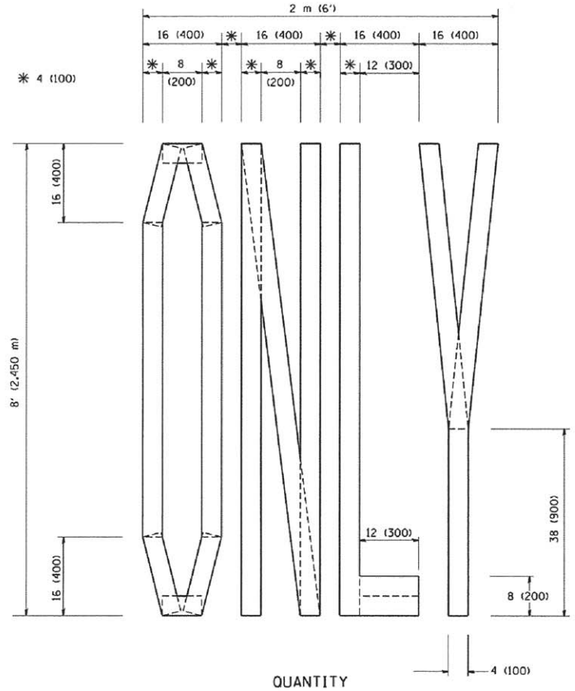
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

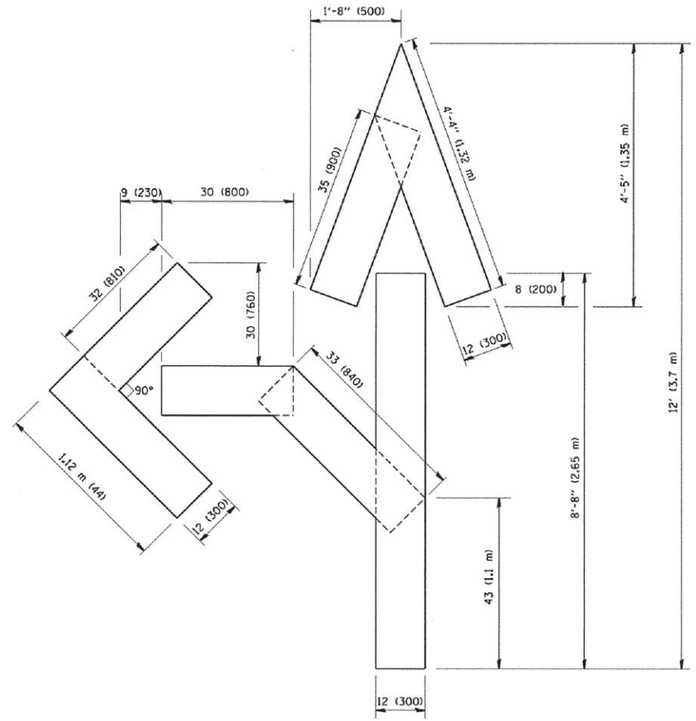
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	16
	TC-13	CONTRACT NO.		61D05
		ILLINOIS FED. AID PROJECT		

2958
15-00060-00-RS
050-snt-det-tc13.dgn

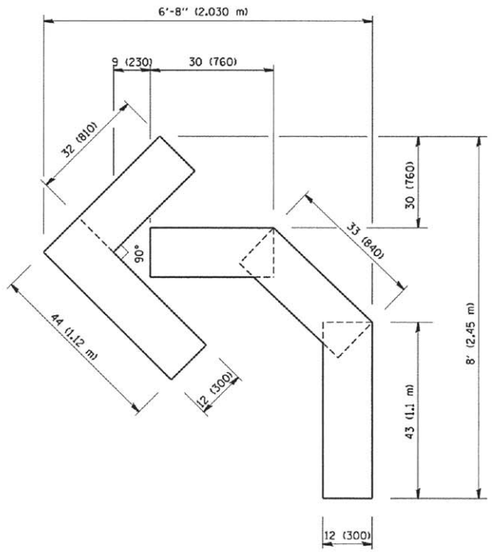
Jan 4/13/2016 7:04:04 PM User: footemj



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



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



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

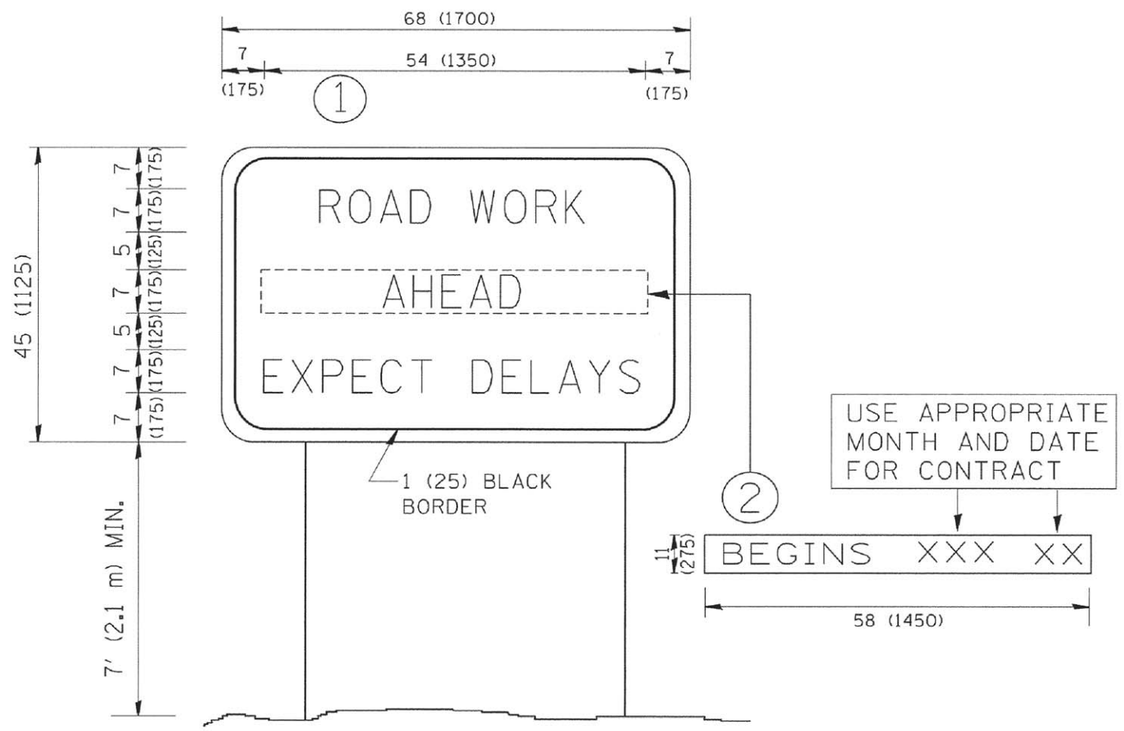
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglionabt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING**
		DRAWN -	REVISED -T. RAMMACHER 11-04-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98		
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	17
	TC-16	CONTRACT NO.	61D05	
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT				

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/2/2008 3:52:25 PM
FILE NAME: 050-sht-det_tc16.dgn
PLOT DRAWER: IL_pdf_dwg.ctb
PEN TABLE: plotbat.tbl

DGN
15-00060-00-RS
50-sht-det_tc16.dgn



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.

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/1/2008 3:52:36 PM
FILE NAME: 0500-det_tc22.dgn
PLOT DRIVER: IL_dot_hpglfcfg
PEN TABLE: plotnobl.tbl

DGN 15-00060-00-RS 500-det_tc22.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	18
	TC-22	CONTRACT NO.	61D05	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

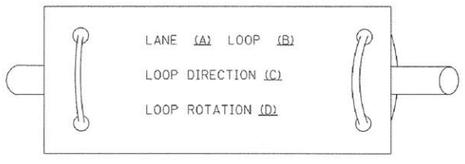
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

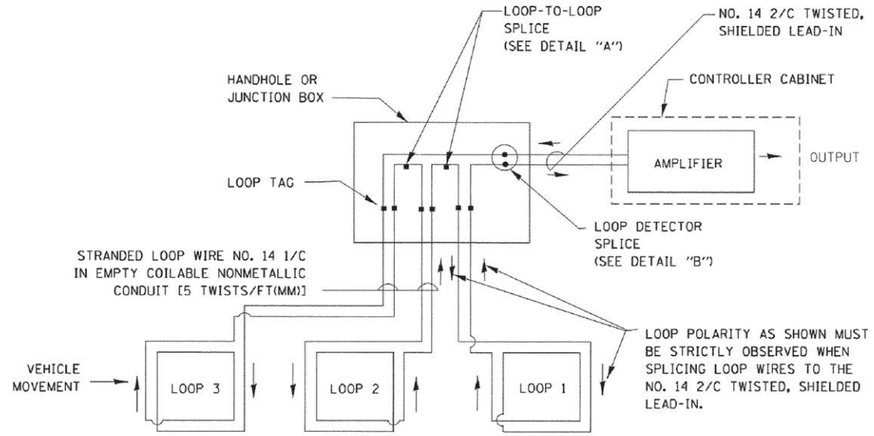


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

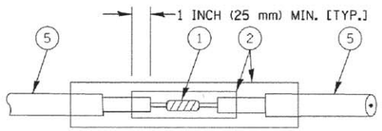
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

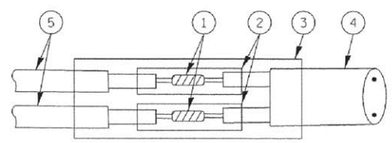


DETECTOR LOOP WIRING SCHEMATIC

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

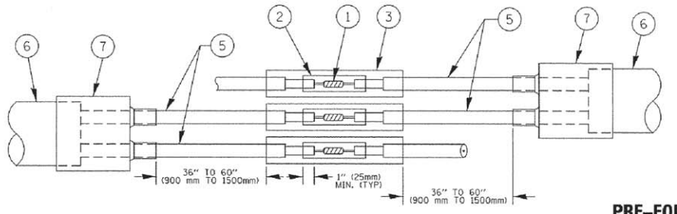


DETAIL "A"
LOOP-TO-LOOP SPLICE

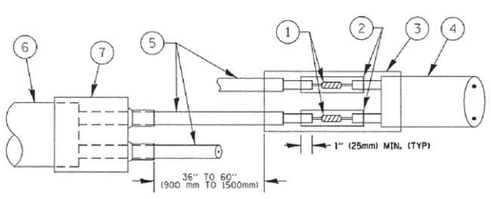


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

#COMPANY_NAME#
#PROJECT_CONTACT#
#CLIENT#
4/19/2016 3:52:47 PM
d:\pw_work\pwidot\footemj\d0180315\ts05b.dgn
IL_dot_bw_ctb=fg
plotlabel.tbl

COMPANY NAME:
PROJECT CONTACT:
CLIENT:
DATE SUBMITTED:
FILE NAME:
PLOT DRIVER:
PEN TABLE:

006
15-00060-00-RS
50-sht-det_ts05b.dgn

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
c:\pw_work\pwidot\footemj\d0180315\ts05b.dgn	DRAWN - BCK	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

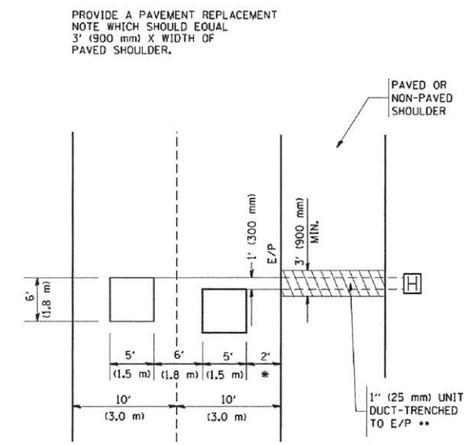
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	19
	TS-05	CONTRACT NO.	61D05	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

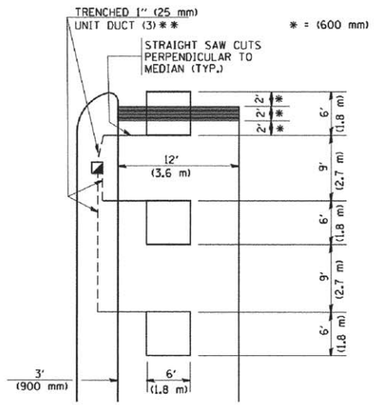
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

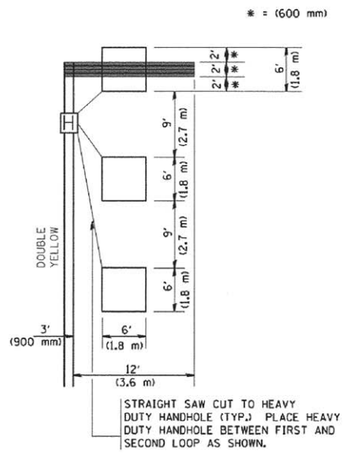
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

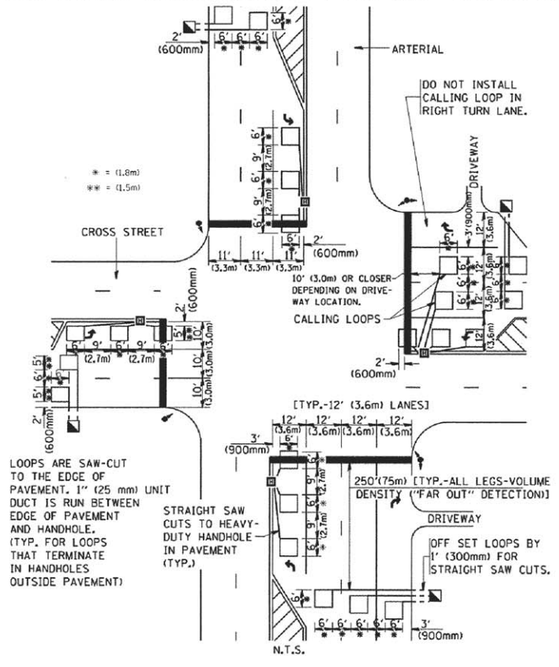
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



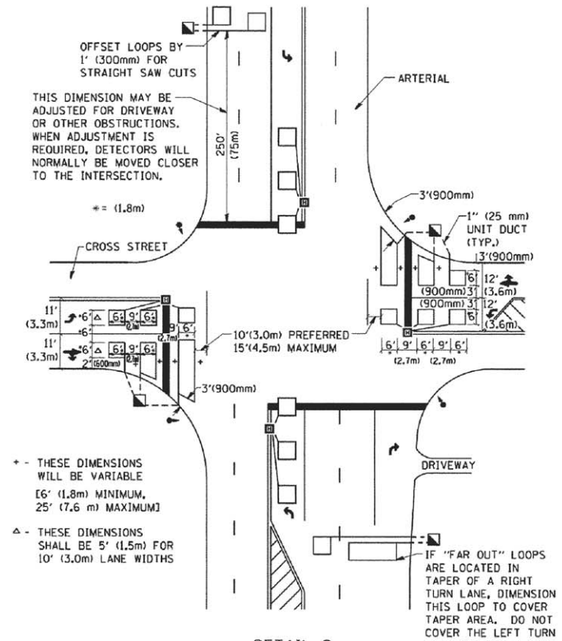
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

COMPANY NAME: #COMPANY_NAME#
PROJECT CONTACT: #PROJECT_CONTACT#
CLIENT: #CLIENT#
DATE PLOTTED: 4/4/2008, 3:53:57 PM
FILE NAME: 050-001-det_ts07.dgn
PLOT DRIVER: IL.pdf.pwg.ltcfg
PEN TABLE: pltables.tbl

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

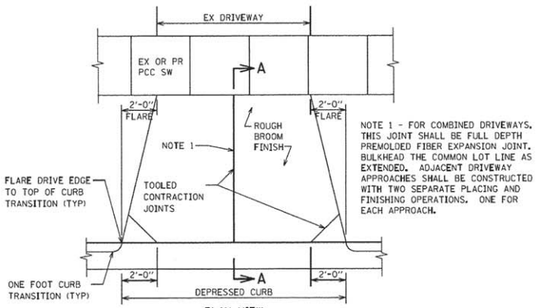
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	20
	TS-07	CONTRACT NO.		61D05
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

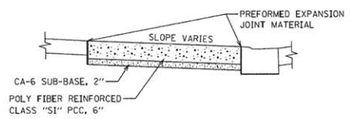
DGN: 15-00060-00-RS
050-001-det_ts07.dgn

PCC DRIVEWAY, RESIDENTIAL



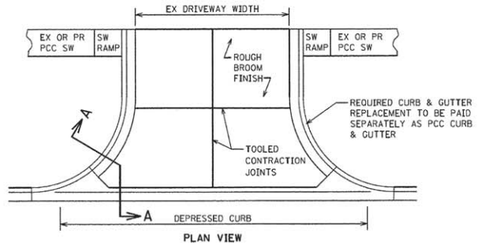
NOTE 1 - FOR COMBINED DRIVEWAYS, THIS JOINT SHALL BE FULL DEPTH PREMOLDED FIBER EXPANSION JOINT. BULKHEAD THE COMMON LOT LINE AS EXTENDED. ADJACENT DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH TWO SEPARATE PLACING AND FINISHING OPERATIONS. ONE FOR EACH APPROACH.

PLAN VIEW

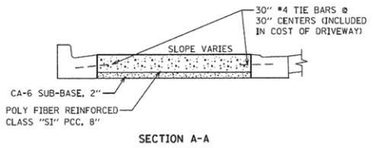


SECTION A-A

PCC DRIVEWAY, COMMERCIAL

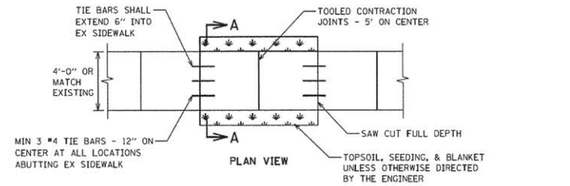


PLAN VIEW



SECTION A-A

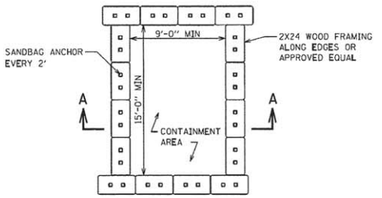
PCC SIDEWALK



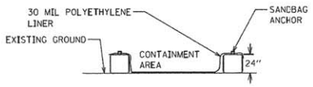
PLAN VIEW

SECTION A-A

CONCRETE WASHOUT AREA



PLAN VIEW



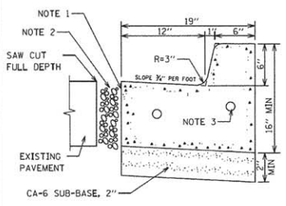
SECTION A-A

NOTES:

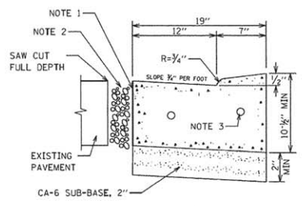
MAINTAINING WASHOUT FACILITY SHALL INCLUDE REMOVING AND DISPOSING OF HARDENED CONCRETE AND SLURRY AND RETURNING THE FACILITY TO A FUNCTIONAL CONDITION

WASHOUT FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL

PCC CURB & GUTTER



TYPE B-6.12



DEPRESSED CURB

NOTE 1 - THE MINIMUM THICKNESS OF CONCRETE AT THE FACE OF THE GUTTER SHALL BE 10"

NOTE 2 - THE GAP BETWEEN THE EXISTING PAVEMENT AND THE NEW CURB SHALL BE BACKFILLED WITH 8" OF PCC BASE COURSE. THE REMAINING TWO INCHES SHALL BE FILLED WITH TEMPORARY STONE THROUGH DRIVEWAYS.

NOTE 3 - TIE BARS OR SMOOTH DOWELL BARS SHALL BE PROVIDED AT VERTICAL FACES OF EXISTING CURB & GUTTER.

VILLAGE OF STREAMWOOD
S. PARK AVENUE RESURFACING
DETAILS

PROJECT NUMBER

SHEET 1 OF 2

VILLAGE OF STREAMWOOD
S. PARK AVENUE RESURFACING
DETAILS

PROJECT NUMBER

SHEET 2 OF 2

COMPANY NAME: $COMPANY_NAME$
PROJECT CONTACT: $PROJECT_CONTACT$
CLIENT: $CLIENT$
DATE PLOTTED: 4/19/2016 3:53:08 PM
FILE NAME: 050-sht-det_VofStreamwood.dgn
PLOT DRIVER: IL_pdf_Driver.cfg
PEN TABLE: pentable.tbl

HRGreen.com
Illinois Professional Design Firm #184-001322

USER NAME = jmelhui	DESIGNED - JRM	REVISED -
FILE NAME = 050-sht-det_VofStreamwood.dgn	DRAWN - JCH	REVISED -
PLOT SCALE =	CHECKED - TH	REVISED -
PLOT DATE = 4/19/2016	DATE - 04/19/16	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF STREAMWOOD
DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2958	15-00060-00-RS	COOK	21	21
		CONTRACT NO. 61D05		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		