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STATE STANDARDS	
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424001-05	CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
602301-02	INLET - TYPE A
604001-03	FRAME AND LIDS. TYPE 1
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701602-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANCLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVISES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

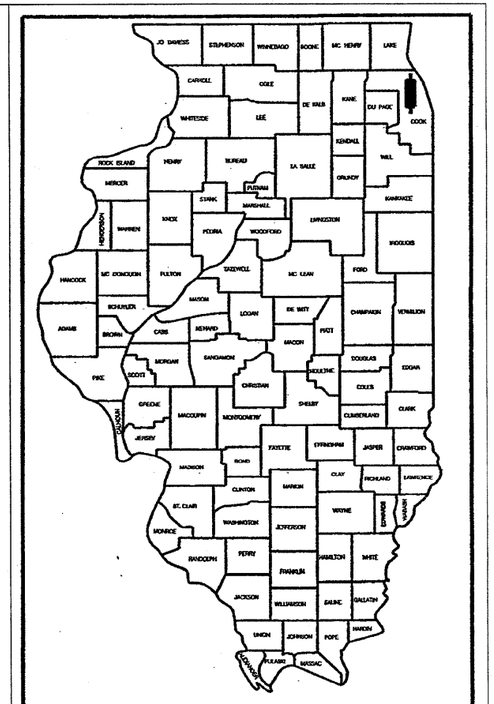
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

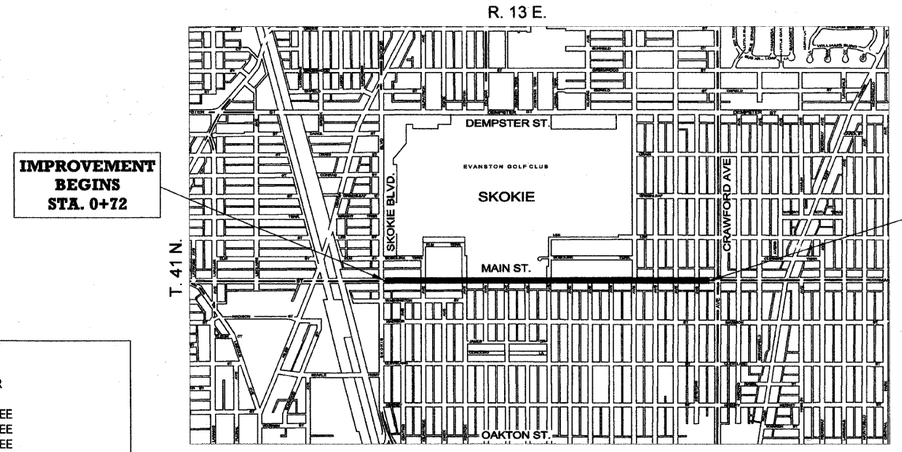
F.A.U. 1329 / MAIN STREET

SKOKIE BOULEVARD TO CRAWFORD AVENUE
RESURFACING
VILLAGE OF SKOKIE, ILLINOIS
COOK COUNTY

PROJECT NO.: ARA-9003 (376)
JOB NO.: C-91-713-09
SECTION: 09 - 00282 - 00 - RS
VILLAGE PROJECT SR 10.2



LOCATION MAP
NOT TO SCALE



PROJECT LOCATIONS INDICATED THUS

NORTH

TRAFFIC DATA

DESIGN DESIGNATION: COLLECTOR
POSTED AND DESIGN SPEED 35 MPH
ADT = 13,600 (2007)

J. U. L. I. E. TOLL FREE

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION

CALL 1 - 800 - 892 - 0123 OR 811

J. U. L. I. E. UTILITY LOCATION INFORMATION:
SE1/4, SW1/4, NE1/4, NW1/4 - SECT. 22

VILLAGE OFFICIALS

GEORGE VAN DUSEN	MAYOR
MARLENE WILLIAMS	CLERK
MICHELE BROMBERG	TRUSTEE
MICHAEL M. LORGE	TRUSTEE
DONALD P. PERILLE	TRUSTEE
RANDALL E. ROBERTS	TRUSTEE
PRAMOD C. SHAH	TRUSTEE
EDIE SUE SUTKER	TRUSTEE
ALBERT J. RIGONI	MANAGER
J. PATRICK HANLEY	COUNSEL
MAX SLANKARD	DIRECTOR OF PUBLIC WORKS
FREDERICK G. SCHATTNER	DIRECTOR OF ENGINEERING

CONTRACT NO. 63281

NET & GROSS LENGTH OF PROJECT = 5,128 LF = 0.971 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED Frederick G. Schattner 8/21/09
Frederick G. Schattner
VILLAGE OF SKOKIE, REPRESENTATIVE

PASSED August 31, 2009
CHRISTOPHER HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW August 26, 2009
Dina M. O'Keefe
DEPUTY OF DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

ERIK P. COOK
062-054455
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
11/3/09

ASSOCIATE FIELD ENGINEER KEVIN STALLWORTH, P.E. (847-705-4169)

FILE NAME =	USER NAME	DESIGNED	M.L.ZIEMBA	REVISED	VILLAGE OF SKOKIE	MAIN STREET COVERSHEET		
		DRAWN	M.L.ZIEMBA	REVISED				
	PLOT SCALE	CHECKED	E.P.COOK	REVISED		SCALE: NONE	SHEET NO. 1 OF 17	STA. # TO STA. #
	PLOT DATE	DATE	JUNE 2009	REVISED				

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	1
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES:

GENERAL

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION ON JANUARY 1, 2007, AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2009.
2. NOT ALL ITEMS PROVIDED IN THE SUMMARY OF QUANTITIES WILL BE UTILIZED IN THE EXECUTION OF THE CONTRACT, THE ENGINEER, AT HIS/HER DISCRETION, MAY INCREASE OR DECREASE THE ACTUAL QUANTITY BASED ON FIELD CONDITIONS. NO CHANGE IN UNIT PRICE WILL BE ALLOWED.
3. PREQUALIFICATION OF BIDDERS IN ACCORDANCE WITH ARTICLE 102.01(B) OF THE STANDARD SPECIFICATIONS WILL BE REQUIRED OF ALL BIDDERS ON THIS PROPOSAL.
4. THERE SHALL BE NO CHARGE FOR ANY PERMITS REQUIRED BY THE VILLAGE OF SKOKIE TO PERFORM THE WORK AS SPECIFIED.
5. THE CONTRACT UNIT PRICES BID HEREIN SHALL INCLUDE ALL APPLICABLE TAXES.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING HIGHWAY PERMITS AS REQUIRED FOR ANY WORK DONE WITHIN THE RIGHT-OF-WAY OF COUNTY AND STATE ROUTES. COST OF PERMITS IS INCLUDED WITH THE CONTRACT.
7. THE CONTRACTOR SHALL SUBMIT PAY ESTIMATES THAT SHOW THE SKOKIE PROJECT NUMBER SR 10-2. THE TOTAL QUANTITY AND COSTS OF CONTRACT AMOUNT, THE AMOUNT OF QUANTITY AND COSTS COMPLETED THIS ESTIMATE, AND TOTAL QUANTITY AND COSTS COMPLETED TO DATE. A SAMPLE PAY ESTIMATE IS SHOWN IN THE SPECIFICATIONS. PAY ESTIMATES SUBMITTED IN THE WRONG FORMAT WILL NOT BE ACCEPTED. PARTIAL WAIVERS OF LIEN AND CERTIFIED PAYROLL MUST BE SUBMITTED WITH EACH PAY ESTIMATE.

VILLAGE COORDINATION

8. THE CONTRACTOR SHALL NOTIFY THE VILLAGE ENGINEER AT LEAST 72 HOURS IN ADVANCE OF BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS AND TO THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE VILLAGE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SKOKIE 72 HOURS PRIOR TO ANY WORK IN ORDER TO OBTAIN MUNICIPAL UTILITY LOCATIONS. THE CONTRACTOR SHALL ALSO CONTACT THE VILLAGE PUBLIC WORKS DEPARTMENT UTILITY DIVISION FOR ALL WATERMAIN SHUTOFFS. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA.
9. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
10. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
11. IF THE CONTRACTOR CHOOSES TO USE VILLAGE WATER, HE SHALL SECURE A PERMIT FOR USAGE FROM THE SKOKIE PUBLIC WORKS DEPARTMENT, DIVISION OF WATER AND SEWER. THERE IS NO CHARGE FOR THE WATER USED; HOWEVER, THE AMOUNT MUST BE METERED AND RECORDED BY THE CONTRACTOR. THE CONTRACTOR SHALL USE THE HYDRANT(S) SPECIFIED BY THE WATER AND SEWER DIVISION. ONLY HYDRANT WRENCHES SHALL BE USED ON HYDRANTS.

MATERIAL INSPECTION

12. ALL HOT-MIX ASPHALT AND P.C. CONCRETE MATERIALS USED ON THIS PROJECT SHALL BE TESTED AND INSPECTED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S QC/QA REQUIREMENTS.
THE CONTRACTOR SHALL PROVIDE A REQUEST FOR MATERIAL TESTING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS ORDER BOARD (PHONE (847) 705-4337 OR FAX (847) 705-4529) BY 4 PM, 24-HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF ALL HOT-MIX ASPHALT AND CONCRETE MATERIALS USED ON THIS PROJECT.
THE CONTRACTOR IS TO SUBMIT A QC PLAN FOR HMA AND CONCRETE MATERIALS TO THE QA MANAGER FOR APPROVAL PRIOR TO CONSTRUCTION OPERATIONS COMMENCING. THE QA MANAGER WILL APPROVE THIS PLAN AND COPY THE DISTRICT LOCAL ROADS OFFICE ON THE APPROVAL LETTER.
QC AND QA REPORTS FOR CONCRETE WILL BE SENT TO THE DISTRICT LOCAL ROADS OFFICE AFTER REVIEW AND APPROVAL BY THE QA MANAGER.
QC REPORTS FOR BITUMINOUS MIXTURES WILL BE TRANSMITTED DIRECTLY BY THE CONTRACTOR DAILY DURING PRODUCTION. THE DISTRICT WILL PREPARE AND RETAIN THE QA PLANT REPORTS. THE QA FIELD REPORTS WILL BE SUBMITTED BY THE QA MANAGER TO THE DISTRICT VIA THE DISTRICT LOCAL ROADS OFFICE.

UTILITIES

13. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
14. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM, IN ACCORDING WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE "STANDARD SPECIFICATIONS." THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS.
15. THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY BUT THE COST SHALL BE INCLUDED IN THE CONTRACT.
16. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AND RESTORE ANY UNDERGROUND CABLES, PIPES, MAINS, SPRINKLER SYSTEMS AND SIMILAR PUBLIC AND PRIVATE UNDERGROUND FACILITIES DISRUPTED OR DAMAGED BY THE CONTRACTOR. THIS WORK, AS REQUIRED, SHALL BE PERFORMED TO THE SATISFACTION OF THE ENGINEER AND THE COST THEREOF SHALL BE BORNE BY THE CONTRACTOR.

TRAFFIC CONTROL

17. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
18. TYPE 1 BARRICADES SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50 FOOT INTERVALS ALONG THE PROPOSED WORK AND AT 25 FOOT INTERVALS WITHIN TAPER SECTIONS AS INDICATED ON THE STATE STANDARDS FOR TRAFFIC CONTROL AND PROJECTION OR AS DIRECTED BY THE ENGINEER.
19. TYPE I BARRICADES, 2 FEET IN WIDTH, SHALL BE UTILIZED DURING ALL STAGES OF TRAFFIC CONTROL. THE CONTRACTOR SHALL PROVIDE AND PLACE TWO (2) WEIGHTED SANDBAGS ON EACH BARRICADE, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL.
20. THE FIRST TWO WARNING SIGNS APPROACHING THE CONSTRUCTION WORK ZONE SHALL HAVE FLASHING BEACONS AFFIXED.
21. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. IN ADDITION, ANY SIGNS WHICH ARE DAMAGED DURING CONSTRUCTION BEYOND REPAIR SHALL BE REPLACED IN KIND BY THE CONTRACTOR AND TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
22. ALL CONSTRUCTION PERSONNEL SHALL WEAR A FLUORESCENT LIME GREEN VEST AND ANY STATE REQUIRED SAFETY GEAR AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE INCLUDED IN THE CONTRACT.
23. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTY DURING THE CONSTRUCTION OF THIS PROJECT EXCEPT FOR PERIODS OF SHORT DURATION, AS APPROVED BY THE ENGINEER. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 402 OF THE STANDARD SPECIFICATIONS EXCEPT WHERE ROAD IS CLOSED DUE TO STAGE CONSTRUCTION.
24. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO POST "NO PARKING" SIGNS TWENTY-FOUR (24) HOURS IN ADVANCE OF CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCLUDED WITH THE CONTRACT. SIGNS WILL BE SUPPLIED BY THE SKOKIE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING DIVISION UPON REQUEST. THE SIGNS ARE SPECIALLY MADE FOR THE VILLAGE. THE CONTRACTOR SHALL RETURN ALL SIGNS AT THE COMPLETION OF THE WORK. THE CONTRACTOR MAY BE LIABLE FOR THE COST OF ANY SIGNS NOT RETURNED.
25. LOCAL TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION OPERATIONS IN ACCORDANCE WITH THE PLANS, ARTICLE 107.14 AND SECTION 701 OF THE STANDARD SPECIFICATIONS. THE FURNISHING, INSTALLATION, MAINTENANCE, SURVEILLANCE, RELOCATION, AND SUBSEQUENT REMOVAL OF ALL SIGNS, TRAFFIC CONES, BARRICADES, WARNING LIGHTS, FLAGMEN, AND OTHER DEVICES WHICH ARE TO BE USED FOR THE PURPOSE OF REGULATING, WARNING, OR GUIDING TRAFFIC DURING THE CONSTRUCTION OF THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS.

CONSTRUCTION

28. THE CONTRACTOR SHALL NOT WORK ON SATURDAYS, SUNDAYS, AND HOLIDAYS OBSERVED BY THE VILLAGE, IN ADDITION TO AND IN ACCORDANCE WITH ARTICLE 107.09. IN ADDITION, THE VILLAGE MAY REQUEST RE-SCHEDULING OF WORK AROUND CERTAIN RELIGIOUS HOLIDAYS. THE CONTRACTOR SHALL NOT BEGIN WORK OR START UP ANY EQUIPMENT PRIOR TO 7:00 A.M. ALL WORK SHALL BE COMPLETED BY 5:00 P.M. DAILY AND AT 3:30 P.M. ON FRIDAYS AND DAYS BEFORE HOLIDAYS.
27. ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE SHOWN ON THE PLANS.
28. THE CONTRACTOR SHALL SAW CUT FULL-DEPTH ALL PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAY PAVEMENT, AND STRUCTURE ADJUSTMENTS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING MATERIAL DIRECTLY ADJACENT TO THE MATERIAL TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM THE MATERIAL REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SAWCUTTING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE ITEM(S) BEING REMOVED.
29. EARTHWORK FOR SIDEWALK BASE REMOVAL AND REPLACEMENT OF EXISTING SIDEWALK TO BE REPAIRED, SHALL NOT BE PAID FOR SEPARATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.
30. THE POROUS GRANULAR EMBANKMENT SUBGRADE SHALL EXTEND ONE (1) FOOT FROM OUTSIDE THE BACK OF CURB AT ALL LOCATIONS UNLESS OTHERWISE RECOMMENDED BY THE ENGINEER. THE AGGREGATE BASE FOR THE CURB & GUTTER SHALL EXTEND 6" BEYOND THE EDGE OF THE CURB.
31. 10' TRANSITIONS SHALL BE CONSTRUCTED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
32. THE SOIL BORING LOGS ARE INCLUDED IN THE SPECIFICATIONS.
33. THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
34. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURBS, PCC DRIVES AND PCC SIDEWALK AND SHALL BE INCLUDED WITH THE COST OF THE CONCRETE WORK.
35. WHEN DIRECTED BY THE ENGINEER, DUST CONTROL WATERING SHALL BE APPLIED TO THE DESIGNATED AREAS.
36. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT.
37. BUSHES, SHRUBS, FENCES, AND MISCELLANEOUS APPURTENANCES SHALL BE RELOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE COST OF SUCH RELOCATION WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
38. ALL BACKFILL (INCLUDING BACKFILLING OF CURBS) SHALL BE MECHANICALLY COMPACTED IN PLACE IN ACCORDANCE WITH ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.
39. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH A SIXTEEN-FOOT (16') STRAIGHTEDGE FOR USE DURING SURFACE COURSE OPERATIONS TO MEASURE SURFACE VARIATION IN ACCORDANCE WITH ARTICLE 406.11 OF THE STANDARD SPECIFICATION.
40. THE USE OF ANY TYPE OF CONCRETE BREAKER TO REMOVE CONCRETE PAVEMENT, SIDEWALK, CURB & GUTTER, OR ANY OTHER STRUCTURE WHICH, IN THE OPINION OF THE ENGINEER, WILL DAMAGE EXISTING UNDERGROUND PUBLIC OR PRIVATE UTILITIES, SHALL NOT BE PERMITTED.
41. ALL DOWEL BARS, REBAR TIE BARS, ETC. FOR COMBINATION CONCRETE CURB & GUTTER SHALL BE EPOXY COATED AND INCIDENTAL TO THE INDIVIDUAL RESPECTIVE ITEMS.
42. ALL CONCRETE USED FOR SIDEWALK AND CURB CONSTRUCTION SHALL BE CLASS SI CONCRETE WITH NO WATER REDUCING ADMIXTURES. ALL CONCRETE WORK; CURBS, SIDEWALK, DRIVEWAY APRONS, ETC, SHALL BE CURED AND PROTECTED AS SPECIFIED IN SECTION 1020.13 OF THE STANDARD SPECIFICATION. THE METHOD OF CURING SHALL BE AS SPECIFIED IN 1020.13 (A) (4), MEMBRANE CURING METHOD, AND FURTHER SPECIFIED IN SECTION 1022.01 (D), LINSEED OIL EMULSION. ALL CONCRETE CURING AND PROTECTION SHALL BE INCLUDED WITH THE COST OF THE CONCRETE WORK.
43. MONOLITHIC CONSTRUCTION OF ADJOINING PORTIONS OF CURB AND GUTTER AND SIDEWALK WILL NOT BE PERMITTED. CONCRETE CURB, TYPE B, SHALL BE POURED USING BOTH FACE BOARDS AND BACK BOARDS. FREE FORMING OF THE CURB SHALL ONLY BE ALLOWED AT THE DISCRETION OF THE ENGINEER. SHOULD THE QUALITY OF THE WORKMANSHIP AS DETERMINED BY THE ENGINEER BE UNACCEPTABLE, THE CONTRACTOR SHALL RESUME USING BOTH BACK BOARDS AND FACE BOARDS.
44. ALL CONCRETE SHALL BE SPADED OR VIBRATED TO THE SATISFACTION OF THE ENGINEER.
45. HAUL TIME SHALL NOT EXCEED THAT SPECIFIED IN ARTICLE 1020.11 AND THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY. ANY CONCRETE REMAINING IN THE TRUCK AFTER THIS TIME SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE. IF NECESSARY, THE CONTRACTOR SHALL ORDER SHORT LOADS TO MEET THIS REQUIREMENT.
46. ANY SIDEWALK OR CURB POURED UNDER THIS CONTRACT THAT DOES NOT MET ALL OF THE FOREGOING SPECIFICATIONS OR REQUIREMENTS, OR WHICH IS DEFACED, SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE AND NO EXTRA COMPENSATION WILL BE AWARDED TO HIM FOR THE WORK. DEFACED OR DEFECTIVE WORK SHALL BE REMOVED OR REPLACED IN ITS ENTIRETY, NOT PIECEMEAL.
47. AS PART OF THE CONTRACT, DEPRESSED CURB AND GUTTER FOR THE HANDICAPPED MAY BE CONSTRUCTED AT THE ALLEY RETURNS AND INTERSECTION AS DIRECTED BY THE ENGINEER IN THE FIELD. CONSTRUCTION OF THE PROPOSED HANDICAPPED RAMPED SIDEWALKS SHALL BE IN STRAIGHT LINE GRADES AS DETERMINED BY THE LIMITS OF REMOVAL. ANY EXCAVATION REQUIRED TO CONSTRUCT THE PROPOSED SIDEWALK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
48. THE BINDER COURSE SHALL BE KEPT CLEAN UNTIL COVERED WITH THE SURFACE COURSE. ANY FOREIGN MATERIAL ON THE SURFACE OF THE BINDER COURSE SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER. IF THE BINDER COURSE CANNOT BE CLEANED TO THE SATISFACTION OF THE ENGINEER, IT SHALL BE PRIMED AT NO ADDITIONAL COST TO THE VILLAGE.
49. SURFACE COURSE SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50. LEVEL BINDER SHALL BE POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50.

DRAINAGE STRUCTURES

50. THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE THE PROPERTY OF THE VILLAGE OF SKOKIE AND SHALL BE DELIVERED TO THE PUBLIC WORKS DEPARTMENT.
51. ONLY PRECAST CONCRETE ADJUSTMENT RINGS WILL BE ALLOWED IN THE ADJUSTMENT OR RECONSTRUCTION OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. BRICK WILL NOT BE ALLOWED.
52. THE COST OF CONNECTING PROPOSED STORM SEWERS TO EXISTING STORM SEWERS OR MANHOLES SHALL BE INCLUDED IN THE INSTALLATION OF THE STORM SEWERS. THIS WORK SHALL BE PERFORMED ACCORDING TO THE DETAIL "STORM SEWER CONNECTION TO EXISTING STORM SEWER."
53. ALL FRAME AND LIDS SHALL BE OF THE HEAVY DUTY CONSTRUCTION TYPE.
54. ALL LIDS FOR SANITARY MANHOLES SHALL HAVE SANITARY IMPRINTED ON THEM.
55. ALL LIDS FOR STORM SEWER MANHOLES SHALL HAVE STORM IMPRINTED ON THEM.
56. ALL FRAME AND LIDS SHALL BE OF THE SELF-SEALING TYPE AND SHALL HAVE CONCEALED PICK-HOLES TO PREVENT THE INFLOW OF SURFACE WATER.
57. IN EXISTING CATCH BASINS AND INLETS, WHERE DIRECTED BY THE ENGINEER, MORTAR SHALL BE PLACED BETWEEN BRICKWORK AND THE EXISTING SEWER PIPE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER EACH FOR INLETS TO BE ADJUSTED, FRAMES AND GRATES TO BE ADJUSTED/RECONSTRUCTED, AND FRAMES AND GRATES TO BE ADJUSTED, SPECIAL.

LANDSCAPE AND EROSION CONTROL

58. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITIES TO PROTECT TREES HAVE BEEN PROVIDED IN THE SUMMARY OF QUANTITIES.

59. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER. ALL TREE PLANTINGS MUST BE COORDINATED WITH AND APPROVED BY THE VILLAGE OF SKOKIE BEFORE ANY MATERIALS ARE ORDERED OR BEFORE ANY TREES ARE PLANTED.
60. IN ADDITION TO MEETING THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS ALL FURNISHED TOPSOIL SHALL BE PROCESSED THROUGH A POWER SCREEN AND PLACED AT THE JOB SITE IN A PULVERIZED CONDITION. PULVERIZED TOPSOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISH AND PLACE, 4" TOPSOIL. TOPSOIL PLACEMENT IN EXCESS OF FOUR (4") INCHES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TOPSOIL FURNISH AND PLACE, 4".
61. ALL GRASSED AREAS DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SODDED OR SEEDED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SODDING WORK SHALL BE IN ACCORDANCE WITH SECTION 252 OF THE STANDARD SPECIFICATIONS. THE SEEDING WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 250 OF THE STANDARD SPECIFICATIONS.
62. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
63. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS DISTURBED ON THE SITE.
64. STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
65. THE QUANTITY SHOWN FOR INLET FILTERS IS SUFFICIENT FOR ONE (1) SETUP. INLET FILTER CLEANING IS SUFFICIENT FOR 2 CLEANINGS OVER THE DURATION OF THE CONTRACT. THESE ITEMS ARE MEASURED AS EACH REGARDLESS OF TYPE OR CONFIGURATION USED.
66. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES IN SERVICEABLE CONDITIONS AT ALL TIMES. EROSION CONTROL MEASURES SHALL BE INSPECTED WITHIN 24 HOURS OF ANY STORM OR EQUIVALENT SNOWFALL EXCEEDING 0.5 INCHES OF PRECIPITATION.
67. ALL CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT.
68. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTIONS.
69. THE CONTRACTOR SHALL MAINTAIN WATER QUALITY IN ACCORDANCE WITH IEPA, IDOT AND NORTH COOK SOIL AND WATER CONSERVATION DISTRICT GUIDELINES.

DISPOSAL OF MATERIALS

70. THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE ON THE DAY IT IS EXCAVATED. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING THE MATERIALS TO LOCATIONS PROVIDED BY THE CONTRACTOR, OUTSIDE THE LIMITS OF IMPROVEMENT.

FILE NAME =	USER NAME	DESIGNED M.L.ZIEMBA	REVISED	VILLAGE OF SKOKIE
		DRAWN M.L.ZIEMBA	REVISED	
	PLOT SCALE	CHECKED E.P.COOK	REVISED	
	PLOT DATE	DATE JUNE 2009	REVISED	

MAIN STREET
GENERAL NOTES

SCALE: NONE | SHEET NO. 2 OF 17 | STA. # TO STA. #

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	2
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO	ITEMS	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
					80% FED URBAN I000	20% LOCAL URBAN I000
	20101300	Tree Pruning (1 to 10 Inch Diameter)	EACH	6.00	5.00	1.00
	20101350	Tree Pruning (Over 10 Inch Diameter)	EACH	43.00	34.00	9.00
	20101700	Supplemental Watering	UNIT	30.00	24.00	6.00
*	25200700	Sodding, Special	SQYD	500.00	400.00	100.00
	40201000	Aggregate for Temporary Access	TON	140.00	112.00	28.00
	40300100	Bituminous Materials (prime coat)	GAL	5,300.00	4,240.00	1,060.00
	40600300	Aggregate (prime coat)	TON	50.00	40.00	10.00
	40600400	Mixture for Cracks, Joints and Flangeways	TON	20.00	16.00	4.00
	40600635	Leveling Binder (Machine Method), N70	TON	1,736.00	1,359.00	347.00
	40600895	Constructing Test Strip	EACH	1.00	0.80	0.20
	40600982	Hot-Mix Asphalt Surface Removal - Butt Joint	SQYD	390.00	312.00	78.00
	40603310	Hot-Mix Asphalt Surface Course, Mix "C", N50	TON	50.00	40.00	10.00
	40603340	Hot-Mix Asphalt Surface Course, Mix "D", N70	TON	2,604.00	2,083.00	521.00
	42300300	Portland Cement Concrete Driveway Pavement, 7 Inch	SQYD	1,450.00	1,160.00	290.00
	44000159	Hot-Mix Asphalt Surface Removal, 2 ½"	SQYD	31,000.00	24,800.00	6,200.00
	44000200	Driveway Pavement Removal	SQYD	1,900.00	780.00	380.00
	44001700	Combination Concrete Curb and Gutter Removal and Replacement	FOOT	11,500.00	9,200.00	2,300.00
	44004610	Sidewalk Removal and Replacement	SQFT	8,400.00	6,720.00	1,680.00
△	56500600	Domestic Water Service Box to be Adjusted	EACH	36.00	29.00	7.00
	60234200	Inlets, Type A, Type 1 Frame, Open Lid	EACH	1.00	0.80	0.20
	60260100	Inlets to be Adjusted	EACH	29.00	23.00	6.00
	60266100	Valve Vaults to be Reconstructed	EACH	1.00	0.80	0.20
	60300305	Frames and Lids to be Adjusted	EACH	7.00	6.00	1.00
*	60300310	Frames and Lids to be Adjusted (Special)	EACH	76.00	61.00	15.00
	60406000	Frames and Lids, Type 1, Open Lid	EACH	3.00	2.00	1.00
	60406100	Frames and Lids, Type 1, Closed Lid	EACH	44.00	35.00	9.00
	67100100	Mobilization	LSUM	1.00	0.80	0.20
	70102625	Traffic Control and Protection, Standard 701606	LSUM	1.00	0.80	0.20
	70102632	Traffic Control and Protection, Standard 701602	LSUM	1.00	0.80	0.20
	70102635	Traffic Control and Protection, Standard 701701	LSUM	1.00	0.80	0.20
	70102640	Traffic Control and Protection, Standard 701801	LSUM	1.00	0.80	0.20
△	78000100	Thermoplastic Pavement Marking - Letters and Symbols	SQFT	72.80	58.20	14.60
△	78000200	Thermoplastic Pavement Marking Line - 4"	FOOT	10,896.00	8,717.00	2,179.00
△	78000400	Thermoplastic Pavement Marking Line - 6"	FOOT	1,263.00	1,010.00	253.00
△	78000600	Thermoplastic Pavement Marking Line - 12"	FOOT	384.00	307.00	77.00
△	78000650	Thermoplastic Pavement Marking Line - 24"	FOOT	80.00	64.00	16.00
*△	88600600	Detector Loop Replacement	FOOT	184.20	184.00	0.20
*	XX007729	Detectable Warnings, Special	SQFT	672.00	538.00	134.00
	XX005138	Class B Patches (Special)	SQYD	400.00	320.00	80.00
	* Indicates Special Provision	△ SPECIALTY ITEMS				

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	PLOT DATE	DATE JUNE 2009	REVISED	

MAIN STREET
SKOKIE BLVD. TO CRAWFORD AVE.

SCALE: NONE | SHEET NO. 3 OF 17 | STA. # TO STA. #

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	3
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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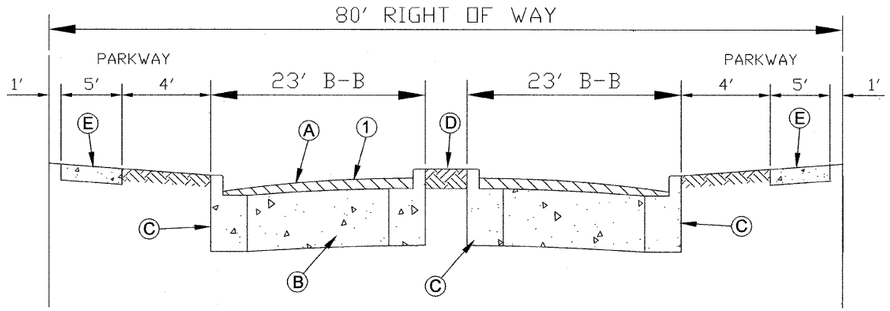
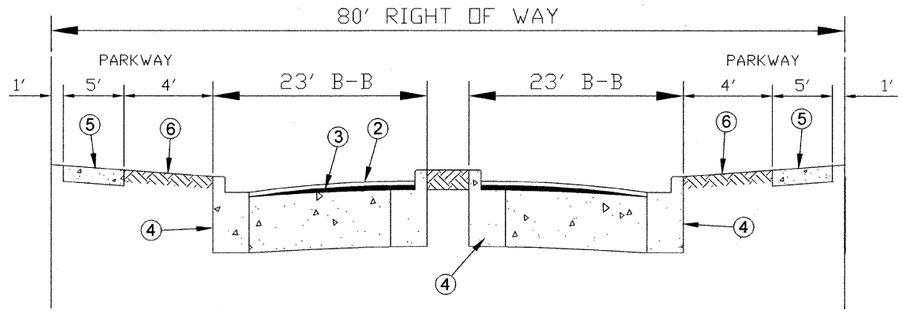


EXISTING

STA. 0+72 - STA. 52+00



PROPOSED

STA. 0+72 - STA. 52+00

EXISTING CONDITIONS:

- Ⓐ HOT-MIX ASPHALT SURFACE AND BINDER COURSE (±3½")
- Ⓑ P.C.C. PAVEMENT
- Ⓒ COMBINATION CONCRETE CURB AND GUTTER
- Ⓓ EXISTING LANDSCAPED MEDIAN
- Ⓔ EXISTING SIDEWALK

PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL (±2½")
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1½")
- ③ LEVELING BINDER (MACHINE METHOD), N70 (1")
- ④ COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 TO BE REMOVED AND REPLACED (AS DETERMINED BY THE ENGINEER)
- ⑤ P.C.C. SIDEWALK TO BE REMOVED AND REPLACED (AS DETERMINED BY THE ENGINEER)
- ⑥ SODDING AS REQUIRED

HOT-MIX ASPHALT MIXTURE REQUIREMENT

ITEM	AC TYPE	AIR VOIDS
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG64-22	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70	PG64-22*	4% @ 70 Gyr.
DRIVEWAYS		
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	PG64-22	4% @ 50 Gyr.

*When RAP exceeds 20%, the new asphalt binder in the mix shall be PG 58-22

The unit weight used to calculate all Hot-Mix Asphalt Surface mixtures is 112 lbs. / sq. yd. / in.

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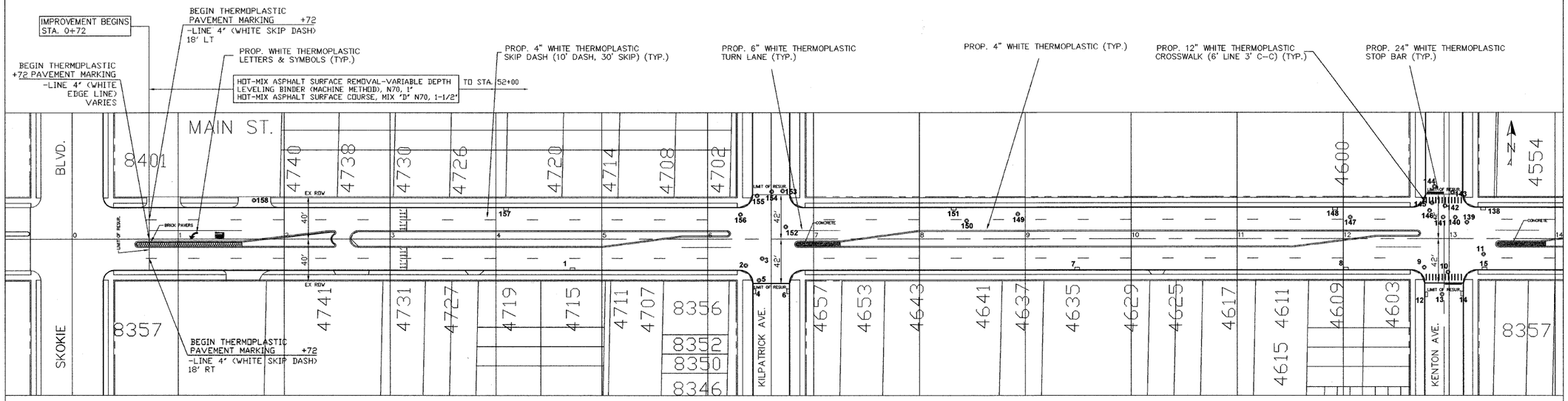
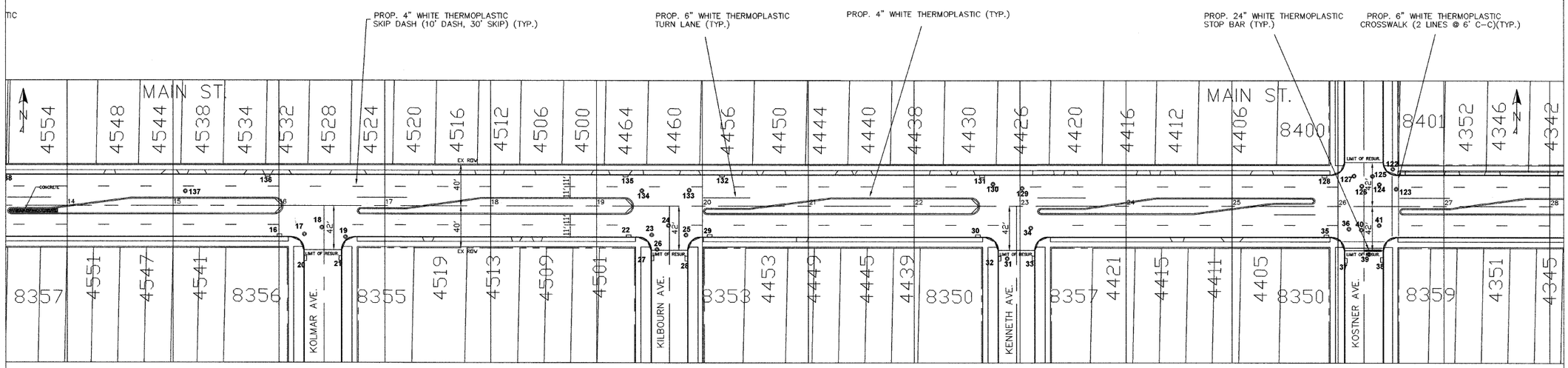
VILLAGE OF SKOKIE

MAIN STREET
TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 4 OF 17 | STA. # TO STA. #

	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	4
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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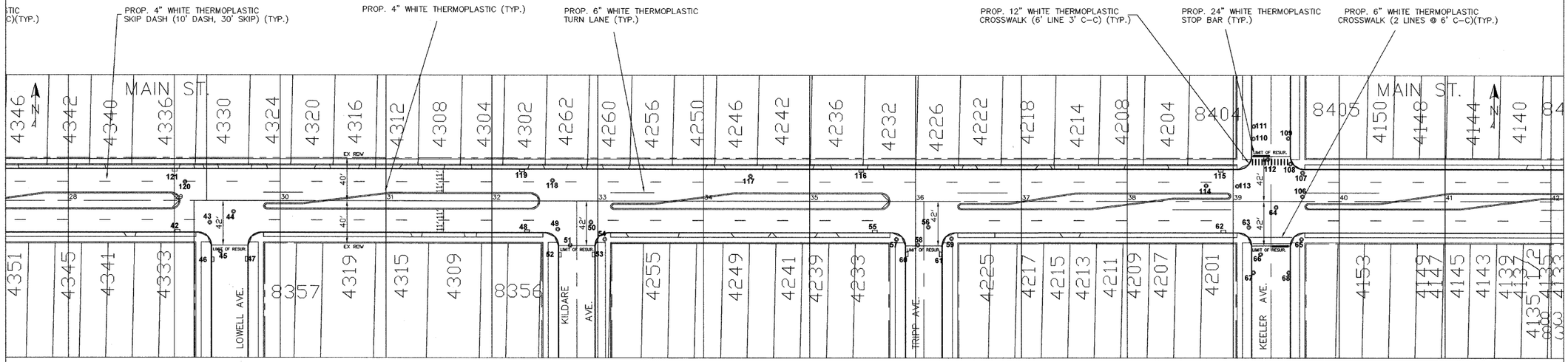
	DRAWN	M.L.ZIEMBA	REVISED
PLOT SCALE	CHECKED	E.P.COOK	REVISED
PLOT DATE	DATE	JUNE 2009	REVISED

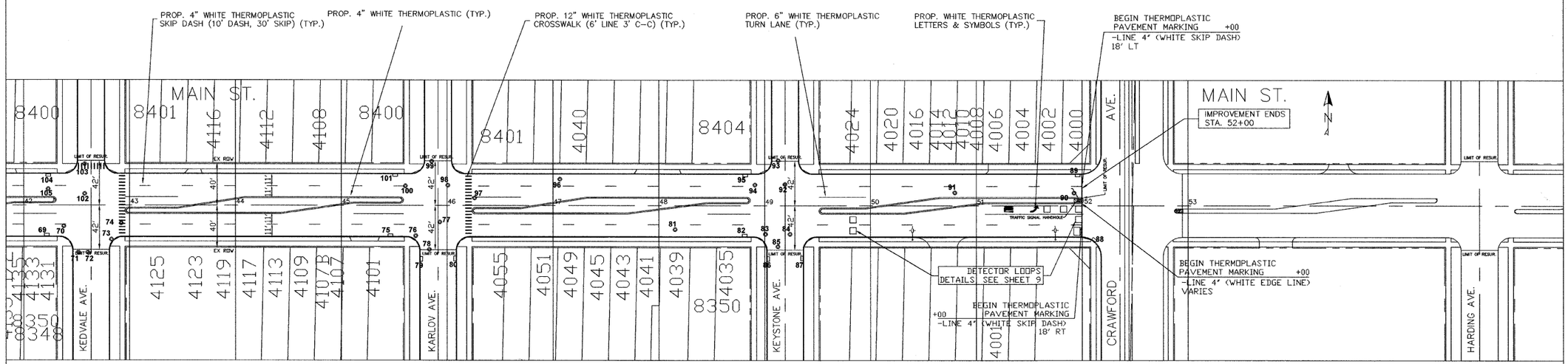
VILLAGE OF SKOKIE

MAIN STREET
SKOKIE BLVD. TO KOSTNER AVE.

SCALE: 1"=50' | SHEET NO. 5 OF 17 | STA. 0+72 TO STA. 28+00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	5
		CONTRACT NO.	63281	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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	DRAWN	M.L.ZIEMBA	REVISED
PLOT SCALE	CHECKED	E.P.COOK	REVISED
PLOT DATE	DATE	JUNE 2009	REVISED

VILLAGE OF SKOKIE

MAIN STREET
SKOKIE BLVD. TO KOSTNER AVE.

SCALE: 1"=50' | SHEET NO. 6 OF 17 | STA. 28+00 TO STA. 52+00

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	6
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STRUCTURE SCHEDULE

STRUCTURE NUMBER	LOCATION	SCHEDULED WORK	STRUCTURE NUMBER	LOCATION	SCHEDULED WORK	STRUCTURE NUMBER	LOCATION	SCHEDULED WORK	STRUCTURE NUMBER	LOCATION	SCHEDULED WORK
1	IN C/G, TY. 3	ADJ, INLET	41	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	81	IN C/G, TY. 1	ADJ, INLET	121	IN C/G, TY. 3	NO WORK (NEWER C/G)
2	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	42	IN C/G, TY. 3	ADJ, INLET	82	IN C/G, TY. 3	ADJ, INLET	122	IN S/W	NO WORK
3	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	43	IN PVMT.	SPECIAL ADJ.	83	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	123	IN PVMT.	SPECIAL ADJ.
4	IN C/G, TY. 3	NO WORK	44	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	84	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	124	IN PVMT.	SPECIAL ADJ.
5	IN PVMT.	SPECIAL ADJ.	45	IN P.C.C PVMT.	NO WORK (OUTSIDE LIMITS)	85	IN PVMT.	NO WORK (CLOSE TO BUTT JOINT))	125	IN PVMT.	SPECIAL ADJ.
6	IN C/G, TY. 3	NEW F/L OPEN TYP. I, ADJ. INLET	46	IN C/G, TY. 3	NO WORK (OUTSIDE LIMITS)	86	IN C/G, TY. 3	NO WORK (OUTSIDE LIMITS)	126	IN PVMT.	SPECIAL ADJ.
7	IN C/G, TY. 3	ADJ, INLET	47	IN C/G, TY. 3	NO WORK	87	IN C/G, TY. 3	NO WORK (OUTSIDE LIMITS)	127	IN PVMT.	SPECIAL ADJ.
8	IN C/G, TY. 3	ADJ, INLET	48	IN C/G, TY. 3	ADJ, INLET	88	IN C/G, TY. 3	NO WORK	128	IN C/G, TY. 3	NO WORK (NEWER C/G)
9	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	49	IN PVMT.	SPECIAL ADJ.	89	IN C/G, TY. 3	NO WORK	129	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
10	IN PVMT.	SPECIAL ADJ.	50	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	90	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	130	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
11	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	51	IN PVMT.	SPECIAL ADJ.	91	IN PVMT.	SPECIAL ADJ.	131	IN C/G, TY. 3	NO WORK (NEWER C/G)
12	IN C/G, TY. 3	NO WORK	52	IN C/G, TY. 3	NO WORK	92	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	132	IN C/G, TY. 3	NO WORK (NEWER C/G)
13	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	53	IN C/G, TY. 3	NO WORK	93	IN PVMT.	NO WORK (OUTSIDE LIMITS)	133	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
14	IN C/G, TY. 3	NO WORK	54	IN S/W	ADJ, F/L	94	IN PVMT.	SPECIAL ADJ.	134	IN PVMT.	SPECIAL ADJ.
15	IN C/G, TY. 3	ADJ, INLET	55	IN C/G, TY. 3	ADJ, INLET	95	IN C/G, TY. 3	ADJ, INLET	135	IN C/G, TY. 3	NO WORK (NEWER C/G)
16	IN C/G, TY. 3	ADJ, INLET	56	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	96	IN PVMT.	SPECIAL ADJ.	136	IN C/G, TY. 3	NO WORK (NEWER C/G)
17	IN PVMT.	SPECIAL ADJ.	57	IN S/W	NO WORK	97	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	137	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
18	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	58	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ., RECON	98	IN PVMT.	SPECIAL ADJ.	138	IN C/G, TY. 3	NEW F/L OPEN TYP. I, ADJ. INLET
19	IN PVMT.	SPECIAL ADJ.	59	IN S/W	NO WORK	99	IN PVMT.	NO WORK (OUTSIDE LIMITS)	139	IN PVMT.	SPECIAL ADJ.
20	IN C/G, TY. 3	NO WORK	60	IN C/G, TY. 3	NEW F/L OPEN TYP. I, ADJ. INLET	100	IN PVMT.	SPECIAL ADJ.	140	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
21	IN C/G, TY. 3	NO WORK	61	IN C/G, TY. 3	NO WORK	101	IN C/G, TY. 3	ADJ, INLET	141	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
22	IN C/G, TY. 3	ADJ, INLET	62	IN C/G, TY. 3	ADJ, INLET	102	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	142	IN PVMT.	SPECIAL ADJ.
23	IN PVMT.	ADJ, INLET	63	IN PVMT.	ADJ, F/L	103	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	143	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
24	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	64	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	104	IN C/G, TY. 3	ADJ, INLET	144	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
25	IN PVMT.	SPECIAL ADJ.	65	IN S/W	ADJ, F/L	105	IN PVMT.	SPECIAL ADJ.	145	IN PVMT.	BY OTHERS SPECIAL ADJ. RCN
26	IN C/G, V.V.	ADJ, F/L	66	IN PVMT.	NO WORK (OUTSIDE LIMITS)	106	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	146	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
27	IN C/G, TY. 3	NO WORK	67	IN C/G, TY. 1	NO WORK (OUTSIDE LIMITS)	107	IN PVMT.	SPECIAL ADJ.	147	IN PVMT.	SPECIAL ADJ.
28	IN C/G, TY. 3	NO WORK	68	IN C/G, TY. 1	NO WORK (OUTSIDE LIMITS)	108	IN C/G, TY. 1	ADJ, INLET	148	IN C/G, TY. 3	NO WORK (NEWER C/G)
29	IN C/G, TY. 3	ADJ, INLET	69	IN C/G, TY. 3	ADJ, INLET	109	IN C/G, TY. 1	NO WORK (OUTSIDE LIMITS)	149	IN PVMT.	SPECIAL ADJ.
30	IN C/G, TY. 3	ADJ, INLET	70	IN PVMT.	SPECIAL ADJ.	110	IN C/G, TY. 1	NO WORK (OUTSIDE LIMITS)	150	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
31	IN PVMT.	NO WORK (OUTSIDE LIMITS)	71	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	111	IN C/G, TY. 1	NO WORK (OUTSIDE LIMITS)	151	IN C/G, TY. 3	NO WORK (NEWER C/G)
32	IN C/G, TY. 3	NO WORK (OUTSIDE LIMITS)	72	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	112	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	152	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
33	IN C/G, TY. 3	NO WORK (OUTSIDE LIMITS)	73	IN C/G	ADJ, INLET	113	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	153	IN PVMT.	ADJ, F/L
34	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	74	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	114	IN PVMT.	SPECIAL ADJ.	154	IN PVMT.	ADJ, F/L
35	IN C/G	ADJ, INLET	75	IN C/G	ADJ, INLET	115	IN C/G, TY. 3	ADJ, INLET	155	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.
36	IN PVMT.	SPECIAL ADJ.	76	IN PVMT.	NEW F/L CLOSED, ADJ. F/L	116	IN C/G, TY. 3	ADJ, INLET	156	IN PVMT.	SPECIAL ADJ.
37	IN C/G, TY. 3	ADJ, INLET	77	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	117	IN PVMT.	SPECIAL ADJ.	157	IN C/G, TY. 3	NO WORK (NEWER C/G)
38	IN C/G, TY. 3	NO WORK	78	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	118	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.	158	IN P.C.C APRON	BY OTHERS SPECIAL ADJ. RCN
39	IN PVMT.	SPECIAL ADJ.	79	IN C/G, TY. 3	NO WORK	119	IN C/G, TY. 3	NO WORK (NEWER C/G)			
40	IN PVMT.	SPECIAL ADJ.	80	IN C/G, TY. 3	NO WORK	120	IN PVMT.	NEW F/L CLOSED, SPECIAL ADJ.			

FILE NAME =

USER NAME	DESIGNED M.L.ZIEMBA	REVISED	
	DRAWN M.L.ZIEMBA	REVISED	
PLOT SCALE	CHECKED E.P.COOK	REVISED	
PLOT DATE	DATE JUNE 2009	REVISED	

VILLAGE OF SKOKIE

MAIN STREET
SKOKIE BLVD. TO CRAWFORD AVE.

SCALE: | SHEET NO. 7 OF 17 | STA. # TO STA. #

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	7
		CONTRACT NO. 63281		

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

STANDARD SYMBOLS AND ABBREVIATIONS

THESE SYMBOLS AND ABBREVIATIONS ARE USED THROUGHOUT THESE PLANS UNLESS OTHERWISE NOTED

SYMBOLS

- BASE OR SURVEY LINE
- CENTERLINE
- SUMMIT
- GRADE CHANGE
- HEDGE
- (650.00) EXISTING ELEVATION
- 650.50 PROPOSED ELEVATION
- DECIDUOUS TREES
- EVERGREEN TREES
- EXISTING SEWER
- PROPOSED SEWER
- * EXISTING INLET, INLET TO BE ADJUSTED OR INLET TO BE RECONSTRUCTED
- INLET TO BE CONSTRUCTED
- INLET TO BE FILLED WITH SAND AND CONNNECTION SEALD
- * EXISTING CATCH BASIN, CATCH BASIN TO BE ADJUSTED OR CB TO BE RECONSTRUCTED
- CATCH BASIN TO BE CONSTRUCTED
- CATCH BASIN TO BE FILLED WITH SAND AND CONNECTION SEALD
- * EXISTING MANHOLE, MANHOLE TO BE ADJUSTED OR MH TO BE RECONSTRUCTED
- MANHOLE TO BE CONSTRUCTED
- MANHOLE TO BE FILLED WITH SAND AND CONNECTION SEALD
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- * EXISTING VALVE VAULT, VALVE VAULT TO BE ADJUSTED OR VALVE VAULT TO BE RECONSTRUCTED
- VALVE VAULT TO BE CONSTRUCTED
- VALVE VAULT TO BE FILLED WITH SAND AND CONNNECTION SEALD
- EXISTING FIRE HYDRANT OR FIRE HYDRANT TO BE MOVED
- FIRE HYDRANT TO BE CONSTRUCTED
- FIRE HYDRANT AND AUXILIARY VAVE TO BE MOVED (SYMBOL WITH LETTER INDICATES NEW LOCATION)
- EXISTING LIGHT STANDARD OR LIGHT STANDARD TO BE ADJUSTED
- LIGHT STANDARD TO BE CONSTRUCTED
- LIGHT STANDARD TO BE MOVED (SYMBOL WITH LETTER INDICATES NEW LOCATION
- * EXISTING HANDHOLE OR HANDHOLE TO BE ADJUSTED
- HANDHOLE TO BE CONSTRUCTED
- HANDHOLE TO BE ABANDONED
- POWER LINE POLE
- * EXISTING TRAFFIC SIGNAL OR TRAFFIC SIGNAL TO BE ADJUSTED
- TRAFFIC SIGNAL TO BE CONSTRUCTED
- TRAFFIC SIGNAL STANDARD TO BE MOVED (SYMBOL WITH LETTER INDICATES NEW LOCATION)
- EXISTING TRAFFIC SIGNAL CONTROLLER OR TRAFFIC CONTRLLER TO BE ADJUSTED
- TRAFFIC CONTROLLER TO BE CONSTRUCTED
- TRAFFIC CONTROLLER TO BE MOVED (SYMBOL WITH LETTER INDICATES NEW LOCATION)
- AMERITECH TELEPHONE CO.
- COMMONWEALTH EDISON CO.
- NORTHERN ILLINOIS GAS
- CONSTRUCT RAMP SIDEWALK FOR THE HANDICAPPED. SIDEWALK SHALL BE GIVEN ROUGH BROOM FINISH AS DIRECTED BY THE ENGINEER.
- COMBINATION CURB & GUTTER, SIDEWALK & DRIVEWAY TO BE REMOVED AND REPLACED
- BITUMINOUS SURFACE REMOVAL
- BITUMINOUS SURFACE REMOVAL, BUTT JOINT
- P.C.C. SURFACE REMOVAL
- 20' CURB & GUTTER TO BE REMOVED & REPLACED

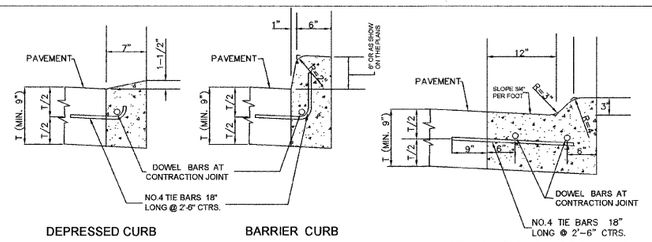
ABBREVIATIONS

P. C. C.	PORTLAND CEMENT CONCRETE	E	EXTERNAL DISTANCE	B. M.	BENCH MARK
F - F	FACE TO FACE OF CURB	P. C.	POINT OF CURVATURE	R. O. W.	RIGHT OF WAY
B - B	BACK TO BACK OF CURB	P. I.	POINT OF INTERSECTION	INV.	INVERT
Q - F	CENTERLINE TO FACE OF CURB	P. T.	POINT OF TANGENCY	F. L.	FLOW LINE
Δ	CENTRAL ANGLE	P. C. C.	POINT OF COMPOUND CURVE	ELEV.	ELEVATION
T	TANGENT LENGTH	P. R. C.	POINT OF REVERSE CURVE	STA.	STATION
R	RADIUS OF CURVE	V. C.	VERTICAL CURVE	M. F. T.	MOTOR FUEL TAX
PVMT.	PAVEMENT	C. I. P.	CAST IRON PIPE	I. P.	IRON PIPE
BIT.	BITUMINOUS	D. I. P.	DUCTILE IRON PIPE	P. L.	PROPERTY LINE

* A OR R ADJACENT TO THE SYMBOL DENOTES ADJUSTMENT OR RECONSTRUCTION RESPECTIVELY

DEPRESSED CURB BARRIER CURB

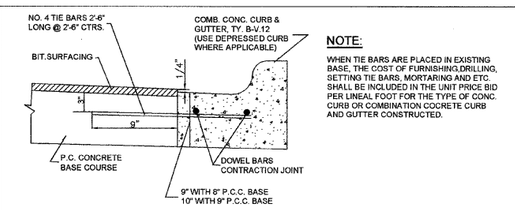
COMBINATION CONCRETE CURB & GUTTER TYPE B-V.12



DEPRESSED CURB BARRIER CURB

CONCRETE CURB TYPE B

COMB.CONC. CURB & GUTTER TYPE M - 3.12

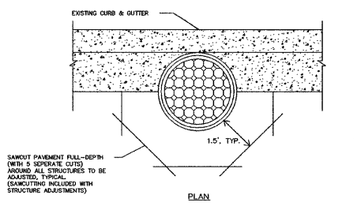


NOTE:

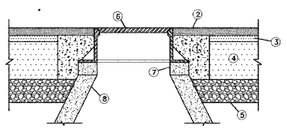
WHEN TIE BARS ARE PLACED IN EXISTING BASE, THE COST OF FURNISHING,DRILLING, SETTING TIE BARS, MORTARING AND ETC. SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT FOR THE TYPE OF CONC. CURB OR COMBINATION CODRETE CURB AND GUTTER CONSTRUCTED.

COMBINATION CONCRETE CURB & GUTTER TYPE B-V.12 ADJACENT TO P.C. CONC. BASE COURSE & BIT. SURFACING

STRUCTURE ADJUSTMENT DETAIL (IN GUTTER)

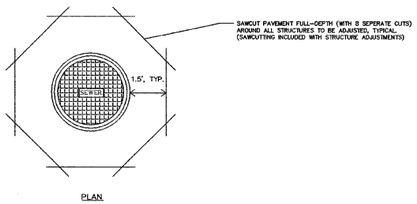


PLAN



SECTION

STRUCTURE ADJUSTMENT DETAIL



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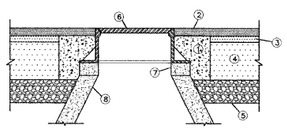
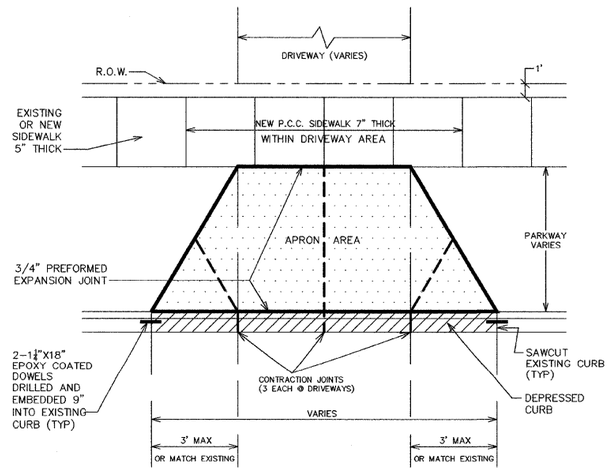


SECTION

LEGEND

1. CLASS SI CONCRETE PATCH, 8" MINIMUM OR MATCH EXISTING PAVEMENT WHICHEVER IS GREATER (FINISH FLUSH W/ BINDER) (CONCRETE PATCH INCLUDED WITH STRUCTURE ADJUSTMENTS)
2. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1.5"
3. PROPOSED HOT-MIX LEVEL BINDER
4. EXISTING PAVEMENT (PCC or HOT-MIX ASPHALT)
5. SUB-BASE GRANULAR MATERIAL
6. FRAME AND LID
7. CONCRETE ADJUSTING RING
8. EXISTING CONCRETE STRUCTURE



DRIVEWAY RETURN STANDARD

GENERAL NOTES:

"T" = THICKNESS OF PAVEMENT

DEPRESSED CURB - THE TOP OF CURB SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED ACROSS ALLEY AND PRIVATE DRIVES OR WHERE DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS - CONTRACTION JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB AND GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS SHALL BE APPROVED BY THE ENGINEER. THE COST OF THE CONTRACTION JOINTS INCLUDING DOWEL BARS AND THE COST OF FURNISHING AND INSTALLING TIE BARS SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAL FOOT FOR CONCRETE CURB OR COMBINATION CONCRETE CURB & GUTTER.

FILE NAME =

USER NAME	DESIGNED M.L.ZIEMBA		REVISED
	DRAWN M.L.ZIEMBA		REVISED
PLOT SCALE	CHECKED E.P.COOK		REVISED
PLOT DATE	DATE JUNE 2009		REVISED

VILLAGE OF SKOKIE

MAIN STREET
CONSTRUCTION DETAILS

SCALE: NONE | SHEET NO. 8 OF 17 | STA. # TO STA. #

F.A.U.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	8
		CONTRACT NO. 63281		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
143	2005		

SECTION: _____

LEGEND

EXISTING	PROPOSED	
		CONTROLLER
		SERVICE INSTALLATION
		SIGNAL HEAD
	"P"	SIGNAL HEAD, OPTICALLY PROGRAMMED
		SIGNAL HEAD AND POST
		SIGNAL HEAD WITH BACKPLATE
		SIGNAL HEAD PEDESTRIAN
		SIGNAL POST
		MAST ARM ASSEMBLY AND POLE, STEEL
		MAST ARM ASSEMBLY AND POLE, ALUMINUM
		HANDHOLE
		HEAVY DUTY HANDHOLE
		DOUBLE HANDHOLE
		GALVANIZED STEEL CONDUIT
		CONDUIT SPLICE
	20'-1"-E	IN TRENCH (SIZE OF CONDUIT, LENGTH OF CONDUIT)
	20'-1"-P	PUSHED
	20'-1"-UD	UNIT DUCT
20'-1"-E		EXISTING CONDUIT
		EMERGENCY VEHICLE SYSTEM DETECTOR
		CONFIRMATION BEACON
		PEDESTRIAN PUSHBUTTON
		DETECTOR LOOP
		TEMPORARY WOOD POLE
		DETECTION ZONE
		COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE

CONSTRUCTION NOTES

1. REMOVE EXISTING CONTROLLER AND CABINET. INSTALL NEW CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION.
2. REMOVE EXISTING SERVICE INSTALLATION. INSTALL NEW SERVICE INSTALLATION, POLE MOUNT. REMOVE EXISTING ELECTRIC CABLE AND INSTALL NEW ELECTRIC CABLE NO. 4 2C.
3. REMOVE EXISTING TRAFFIC SIGNAL POST, SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION PEDESTRIAN SIGNAL HEAD, 1-FACE, AND PEDESTRIAN PUSH-BUTTON. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING TYPE A FOUNDATION. INSTALL NEW SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED, PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED, AND PEDESTRIAN PUSH-BUTTON ON POST. REUSE EXISTING ELECTRIC CABLES.
4. REMOVE EXISTING SIGNAL HEAD, 1-FACE, 3-SECTION. INSTALL NEW SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED, WITH BACKPLATE. REUSE EXISTING ELECTRIC CABLE.
5. REMOVE EXISTING SIGNAL HEAD, 1-FACE, 5-SECTION. INSTALL NEW SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED, WITH BACKPLATE. REUSE EXISTING ELECTRIC CABLE.
6. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, 1-FACE, AND PEDESTRIAN PUSH-BUTTON. INSTALL NEW PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED, AND PEDESTRIAN PUSH-BUTTON. REUSE EXISTING ELECTRIC CABLES.
7. INSTALL NEW EMERGENCY VEHICLE PRIORITY SYSTEM DETECTION UNIT TO EXISTING MAST ARM. INSTALL NEW ELECTRIC CABLES NO. 14 3C AND NO. 20 3/C.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE COOK COUNTY HIGHWAY DEPARTMENT AND BE DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAINTENANCE FACILITY AS STATED IN THE SPECIAL PROVISIONS.

QUANTITY	UNIT	DESCRIPTION
1	EACH	CONTROLLER AND CABINET (COMPLETE)

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

QUANTITY	UNIT	DESCRIPTION
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
8	EACH	PEDESTRIAN SIGNAL HEAD
8	EACH	PEDESTRIAN PUSHBUTTON
4	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION

NOTE:
ANY DAMAGED UNIT DUCT DUE TO CURB REPLACEMENT SHALL BE REPLACED AND IT SHALL BE PART OF "DETECTOR LOOP" PAY ITEM.

NOTE:
THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

STREET LIGHTING DETAIL

SCALE: 1"=50'

LEGEND
- EXISTING STREET LIGHT STANDARD
- EXISTING LUMINAIRE ON COMBINATION MAST
- EXISTING CONDUIT
- STREET LIGHT HANDHOLE
- AERIAL CABLE
- EXISTING 1¼" UNIT DUCT

SCALE 1"=20 SHT. NO. 9 OF 17

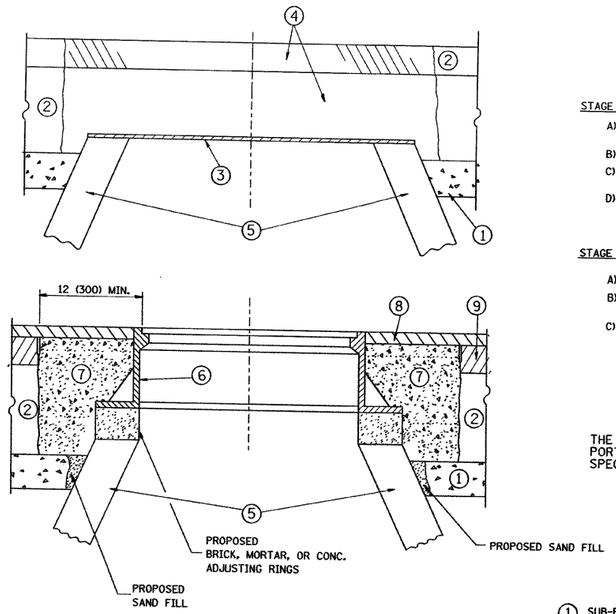
COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
CRAWFORD AVENUE AT MAIN STREET
(DESIGN PLAN)

COMPUTED WKT
DRAWN JMP
CHECKED PJW/RJJ

APPROVED _____ 20__

CHIEF ENGINEER



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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

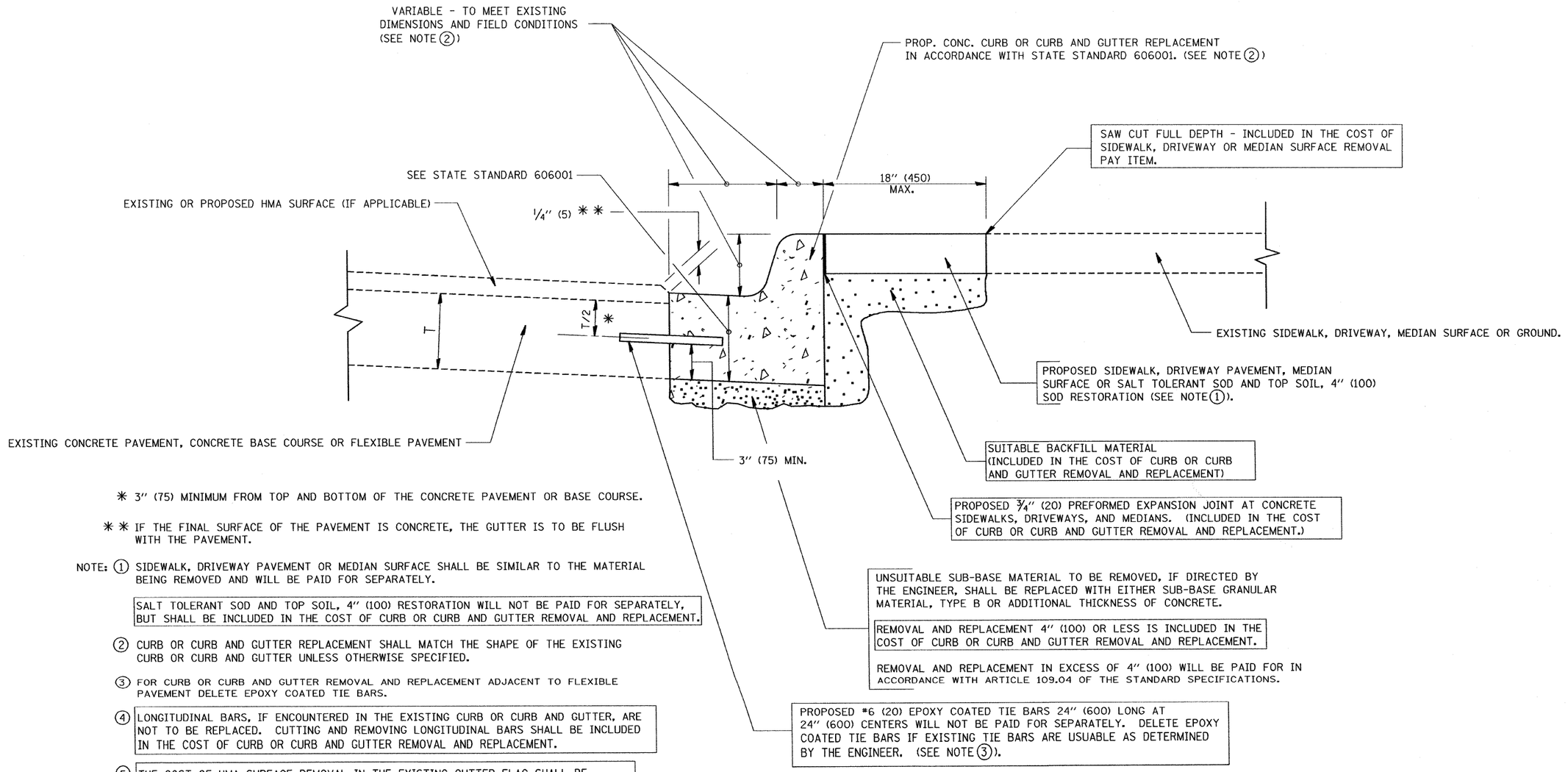
FILE NAME = W:\diststd\22x34\bd88.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET NO. 10 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	10
	BD600-03 (BD-8)	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ 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.

⑤ 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.

⑥ 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.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

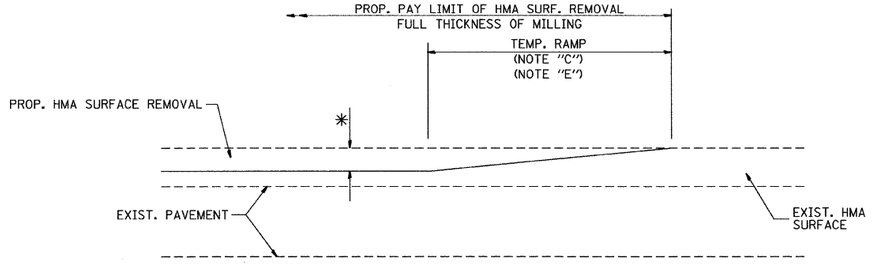
FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = gaglianobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: NONE | SHEET NO. 11 OF 17 SHEETS | STA. | TO STA.

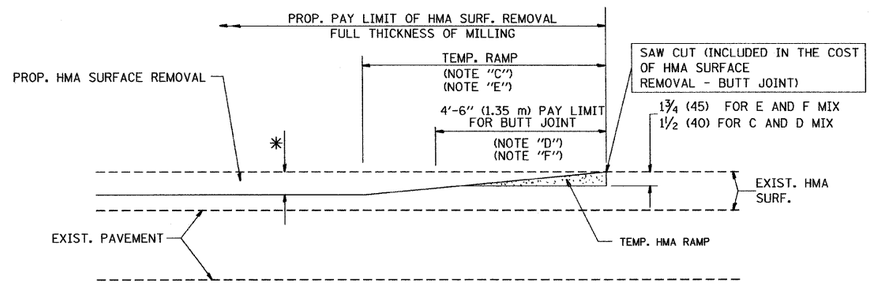
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	11
	BD600-06 (BD-24)	CONTRACT NO. 62281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

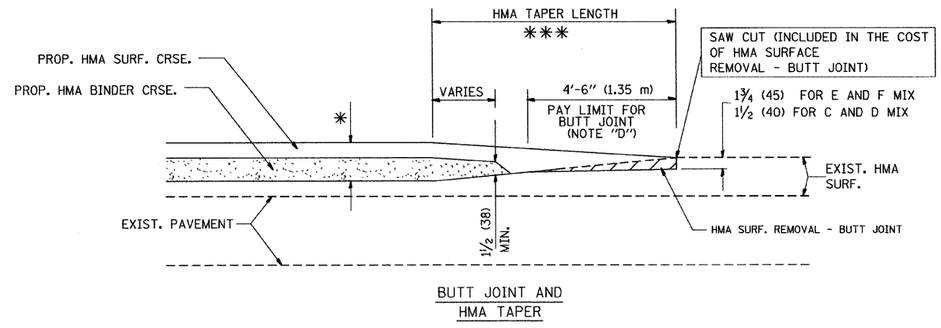


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

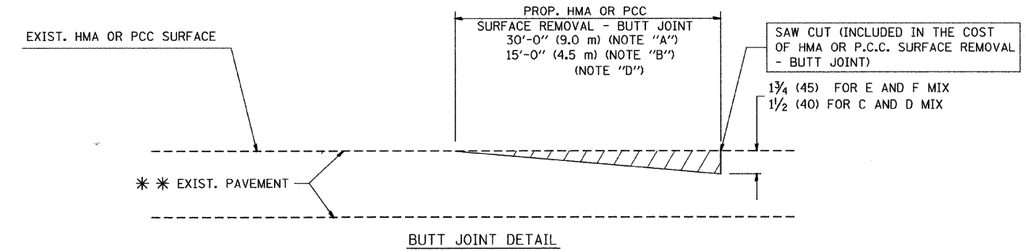
OPTION 2

TYPICAL TEMPORARY RAMP

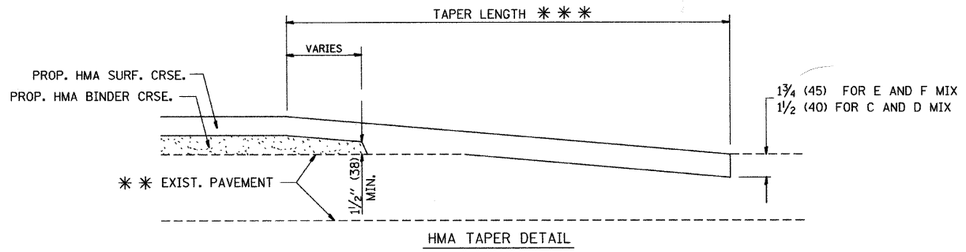


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

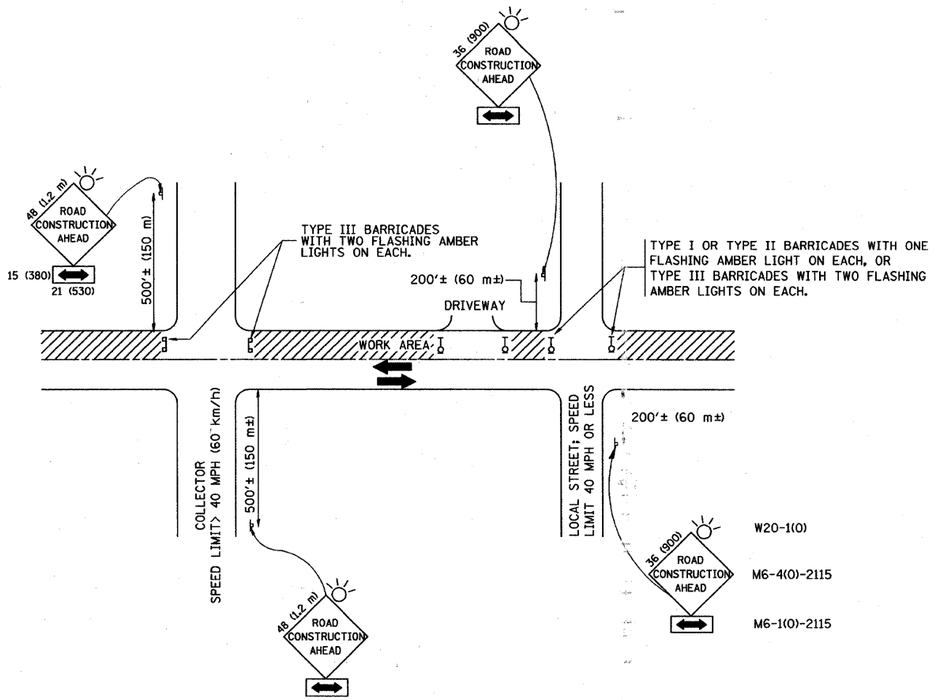
BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
		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		SCALE: NONE | SHEET NO. 12 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	12
	BD400-05 BD32	CONTRACT NO. 63281		
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.

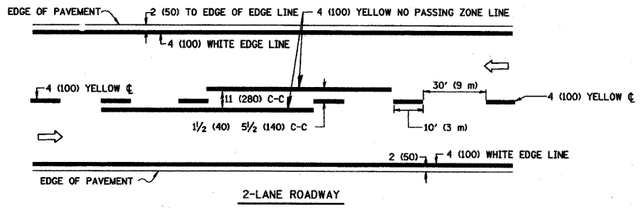
FILE NAME = W:\diststd\22x34\tc18.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

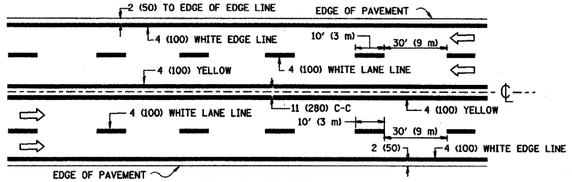
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET NO. 13 OF 17 SHEETS | STA. | TO STA.

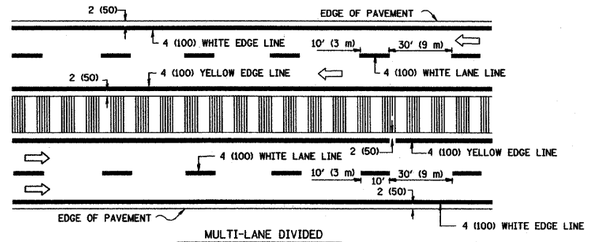
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	13
	TC-10	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



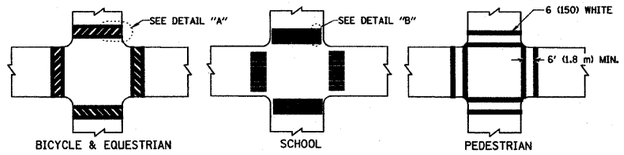
MULTI-LANE UNDIVIDED

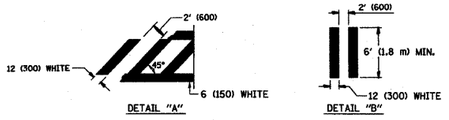


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

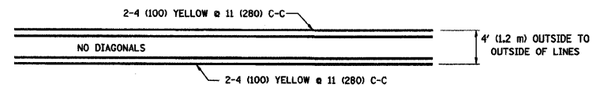
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

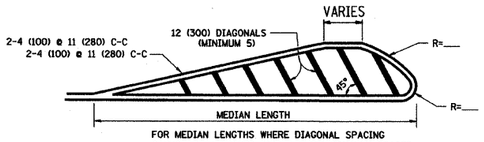




TYPICAL CROSSWALK MARKING



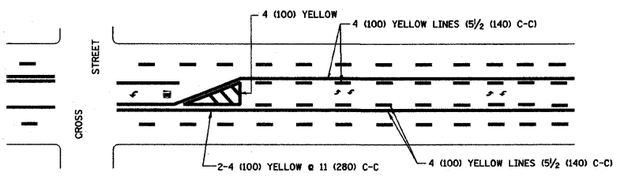
4' (1.2 m) WIDE MEDIANS ONLY



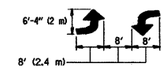
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

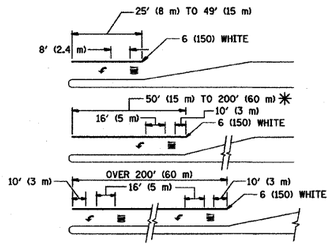


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

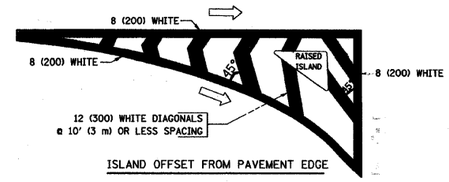


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

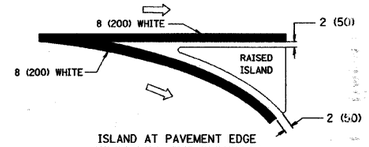
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

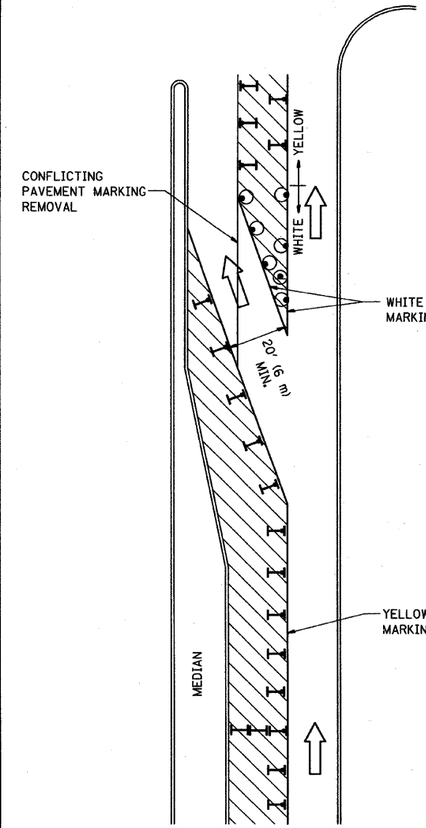
FILE NAME = W:\diststd\22x34\tol3.dgn	USER NAME = gaglianobt	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -A. HOUSEH 10-09-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96
	PLOT DATE = 1/4/2008	DATE - 03-19-90	REVISED -T. RAMMACHER 01-06-00

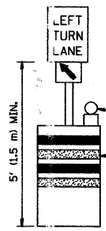
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 14 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1529	09-00282-00-RS	Cook	17	14
	TC-13	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





R 3-1100L 24 x 24 (600 x 600)

M6-2L 21 x 15 (530 x 380)

OPTIONAL FLASHING LIGHT

STANDARD 702001
DRUM FILLED WITH ENOUGH
SAND (BAGS) FOR STABILIZATION

GENERAL NOTES

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

LEGEND

WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH
STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING
LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

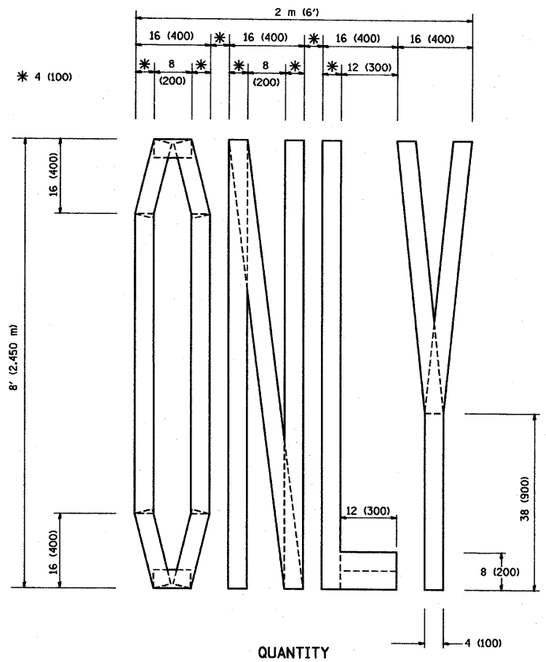
FILE NAME = W:\diststd\22x34\tc14.dgn	USER NAME = gaglienobt	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
		DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 1/4/2008	DATE -	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

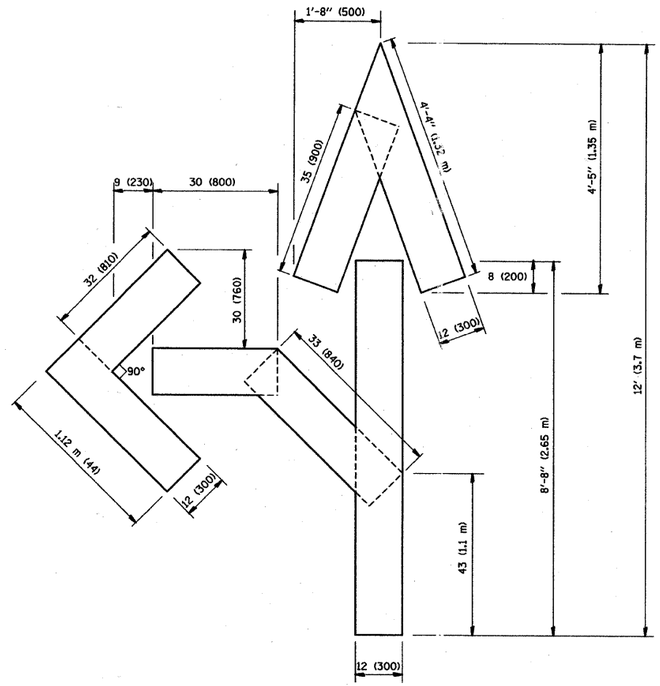
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

SCALE: NONE | SHEET NO. 15 OF 17 SHEETS | STA. | TO STA.

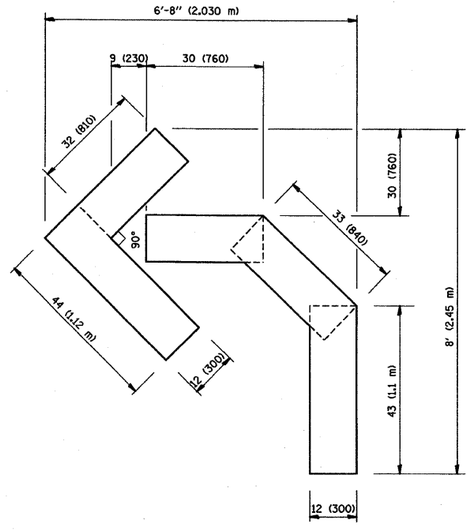
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	15
	TC-14	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

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

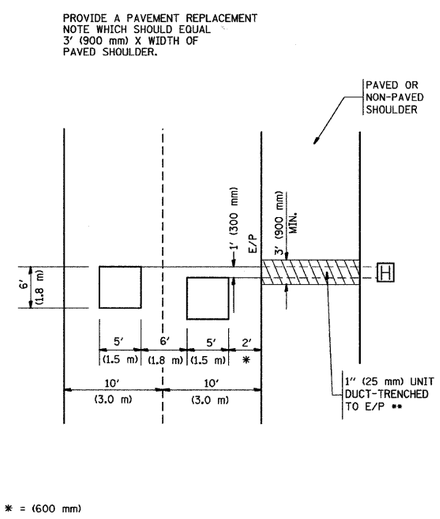
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

SCALE: NONE | SHEET NO. 16 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	16
	TC-16	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

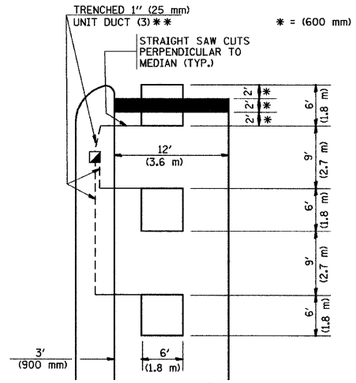
LOOPS NEXT TO SHOULDERS



* = (600 mm)

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

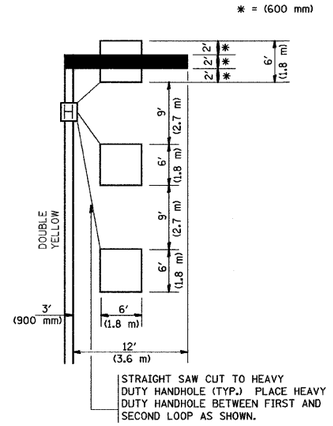
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

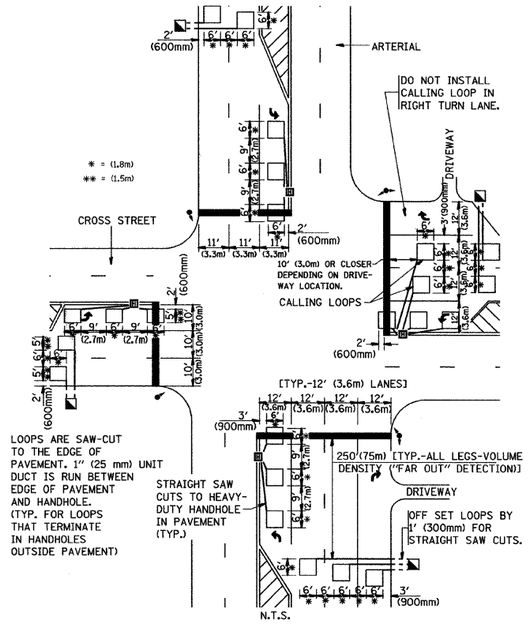
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



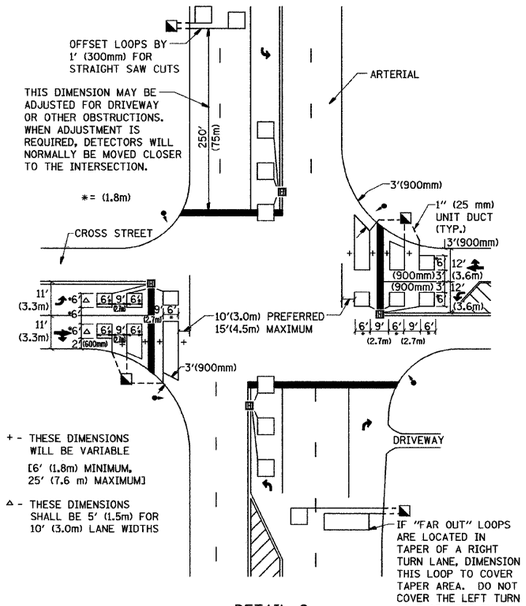
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	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. 17 OF 17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1329	09-00282-00-RS	COOK	17	17
	TS-07	CONTRACT NO. 63281		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		