ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	1
ILLINOIS PROJECT				
VILLAGE SECTION 31				
CONTRACT NO. 61M74				

INDEX OF SHEETS ON SHEET NO. 2

11-06-2026 LETTING ITEM 033

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU ROUTE 2704 (BRAINARD AVENUE)
HARDING AVENUE TO 31st STREET
SECTION NO.: 26-00104-00-RS
PROJECT NO.: 3WGZ (085)
VILLAGE OF LA GRANGE PARK
COOK COUNTY



LOCATION OF SECTION
INDICATED THUS:

TRAFFIC DATA

2030 ADT = 5,000
POSTED SPEED LIMIT = 25 M.P.H.
DESIGN SPEED = 30 M.P.H.

DESIGN DESIGNATION

COLLECTOR

0 10′ 20′ 30′ SCALE: 1″ = 10′

0 50′ 100′ SCALE: 1″ = 50′

0 50′ 100′ SCALE: 1″ = 40′

0 50′ 100′ SCALE: 1″ = 30′

0 50′ 100′ SCALE: 1″ = 20′

FULL SIZE PLANS HAVE BEPREPARED 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.

811
Know what's **below.**
Call before you dig.

CONTRACT NO. 61M74

C-91-265-26

LOCATION MAP

(NOT TO SCALE)



PROJECT BEGINS
STATION 0+93
BRAINARD AVENUE

PROJECT ENDS
STATION 27+42
BRAINARD AVENUE

- AREA OF IMPROVEMENT
NOT TO SCALE
GROSS LENGTH OF IMPROVEMENT = 2,649 FT. = 0.50 MI.
NET LENGTH OF IMPROVEMENT = 2,649 FT. = 0.50 MI.

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED July 24 20 26
VILLAGE OF LA GRANGE PARK, DIRECTOR OF PUBLIC WORKS

PASSED August 28 20 26
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW August 26 20 26
REGIONAL ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)

ANDREW J. BARNETT
62-075648
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNED :

DATE : 08/20/2026 LICENSE EXPIRES :11-30-27

EDWIN HANCOCK ENGINEERING COMPANY
9933 ROOSEVELT ROAD PHONE : (708) 865-0300
WESTCHESTER, ILLINOIS 60154

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

E.H.E. PROJECT NO. 520-25-27801

FEDERAL AID PROGRAM ENGINEER: CAMREN E RAMOS, P.E. SCHAUMBURG, ILLINOIS

Drawing File: W:\Projects_by_Village\La Grange Park\520252726 - Brainard Avenue Resurfacing Improvements\COVER.dwg Aug 20, 2026 - 2:36pm

GENERAL NOTES

1. SUSPENSION OF WORK - SHOULD THE CONTRACTOR, WITH THE APPROVAL OF THE ENGINEER AND THE DEPARTMENT, STOP WORK, OR SHOULD THE WEATHER CONDITIONS IN THE OPINION OF THE ENGINEER BE SUCH THAT THE WORK COULD NOT BE PROPERLY AND SAFELY PERFORMED, THEN THE ENGINEER MAY ORDER SAID CONTRACTOR OR CONTRACTORS TO SUSPEND WORK UNTIL SUCH TIME AS WEATHER CONDITIONS SHALL PERMIT PROPER CONSTRUCTION, AND IN ANY CASE OF STOPPAGE OF WORK, THE CONTRACTOR SHALL AT HIS OWN EXPENSE STORE MATERIALS AND BE RESPONSIBLE FOR ALL ACCIDENTS AS THOUGH THE WORK WAS IN PROGRESS.

2. SOIL BORING - SOIL BORINGS HAVE NOT BEEN TAKEN ALONG THE ROUTE OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL VERIFY SUBSURFACE SOIL CONDITIONS TO HIS SATISFACTION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL RESPONSIBILITY FOR MEETING AND OVERCOMING ALL SOIL CONDITIONS, INCLUDING ROCK, HARDPAN, ISOLATED BOULDERS, SATURATED SOIL, RUNNING SAND, OR OTHER MATERIAL THAT IS ENCOUNTERED.

3. NIGHT, SUNDAY, AND HOLIDAY WORK - IF IT IS FOUND NECESSARY TO CONTINUE THE WORK AT NIGHT, ON SUNDAY OR LEGAL HOLIDAYS, THE CONTRACTOR WILL BE CHARGED FOR THE ENGINEERING AND INSPECTION AT SUCH TIMES AT RATES DESCRIBED IN THE SPECIFICATIONS UNDER THE HEADING OF OVERTIME ENGINEERING.

4. PUBLIC ACCESSIBILITY - THE DEPARTMENT RESERVES THE RIGHT TO REMEDY ANY NEGLECT ON THE PART OF THE CONTRACTOR AS REGARDS THE PROTECTION OF THE WORK AFTER TWENTY-FOUR (24) HOURS' NOTICE IN WRITING; EXCEPT IN CASES OF EMERGENCY WHEN IT SHALL HAVE THE RIGHT TO REMEDY ANY NEGLECT WITHOUT NOTICE, AND IN EITHER CASE TO DEDUCT THE COST OF SUCH REMEDY FROM ANY MONEY DUE OR TO BECOME DUE THE CONTRACTOR.

5. FINAL INSPECTION - IN NO CASE WILL THE FINAL ESTIMATE BE PREPARED UNTIL THE CONTRACTOR HAS COMPLIED WITH ALL THE REQUIREMENTS SET FORTH AND THE DEPARTMENT AND THE ENGINEER HAVE MADE THEIR FINAL INSPECTION OF THE ENTIRE WORK AND ARE SATISFIED THAT THE ENTIRE WORK IS PROPERLY AND SATISFACTORILY CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT.

6. WORKING HOURS - CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7AM AND 7PM MONDAY THROUGH FRIDAY AND 8AM TO 5:30 PM ON SATURDAYS (ORD. 1123).

7. NOTIFICATION OF RESIDENTS - THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING WRITTEN NOTICE TO ALL RESIDENCES AND/OR PLACES OF BUSINESS FORTY-EIGHT (48) HOURS IN ADVANCE OF PERFORMING ANY CONSTRUCTION ACTIVITY THAT WILL AFFECT ACCESS TO THEIR PROPERTY AND AN ADDITIONAL NOTICE TWENTY-FOUR (24) HOURS IN ADVANCE OF PERFORMING ANY CONSTRUCTION ACTIVITY ON THEIR RESPECTIVE SECTION OF ROADWAY. ALL NOTICES SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE.

INDEX OF SHEETS

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5	M.W.R.D.G.C. GENERAL NOTES
6	M.W.R.D.G.C. ROUTE OUTLET MAP
7-10	SUMMARY OF QUANTITIES
11	TYPICAL SECTIONS
12-18	BRAINARD AVENUE RESURFACING AND PAVEMENT MARKING PLAN
19	EROSION CONTROL DETAILS
20	ROADWAY DETAILS
21	SEWER DETAILS
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23	I.D.O.T. STANDARDS - BD08
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30	I.D.O.T. STANDARDS - TS01
31	I.D.O.T. STANDARDS - TS07

TOTAL SHEETS: 31

I.D.O.T. HIGHWAY STANDARDS

STANDARD NO.	TITLE OR DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
602301-04	INLET, TYPE A
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-05	FRAME AND LIDS, TYPE 1
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24' (600MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

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DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, AJ, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-6-2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, IDOT GENERAL NOTES, AND IDOT HIGHWAY STANDARDS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	2
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 - Brainard Avenue Resurfacing Improvements\LEGEND OF SYMBOLS.dwg Sep 04, 2026 - 2:37pm

GENERAL NOTES

1. SSRBC - ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2026; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (ILMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", JULY 2020, EIGHT EDITION.

2. UTLITITES - BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

   THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF LA GRANGE PARK, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED.

   THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF LA GRANGE PARK.

3. INCIDENTAL EXCAVATION - DURING THE REMOVAL OF CONCRETE SIDEWALK, DRIVEWAY, CURB AND GUTTER, OR PAVEMENT, THE CONTRACTOR SHALL EXCAVATE AS NECESSARY SO THAT THE REQUIRED THICKNESS OF PROPOSED CONCRETE, INCLUDING BEDDING CAN BE CONSTRUCTED. THE EXCAVATED MATERIAL, AS WELL AS THE BROKEN CONCRETE, SHALL BE DISPOSED OF OFF THE JOB SITE AT A DUMP TO BE FOUND BY THE CONTRACTOR AT HIS OWN EXPENSE. A LOW SUB-GRADE MAY BE BROUGHT TO THE PROPER ELEVATION WITH CRUSHED STONE MEETING A CA-6 GRADATION AS APPROVED BY THE ENGINEER.

4. GARBAGE AND EMERGENCY VEHICLES - THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL ALSO BE REQUIRED TO RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY.

5. SAW-CUTTING - THIS WORK SHALL BE DONE WHERE ANY NEW PAVEMENT, CURB AND GUTTER, FRAMES AND GRATES, STRUCTURES, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALKS, OR DRIVEWAYS OR AS DIRECTED BY THE ENGINEER.

   FRAMES AND LIDS TO BE ADJUSTED AS PART OF THE CONTRACT SHALL BE SAW CUT PRIOR TO BREAKING PAVEMENT AROUND THEM TO COMPLETE THE ADJUSTMENT.

6. ITEMS TO BE SALVAGED - ALL FRAMES AND LIDS, WATER VALVES, VALVE BOXES, AND FIRE HYDRANTS WHICH ARE TO BE ABANDONED DUE TO THE CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF LA GRANGE PARK. THE CONTRACTOR IS TO DELIVER THE ITEMS TO BE SALVAGED TO THE VILLAGE OF LA GRANGE PARK PUBLIC WORKS YARD.

7. LINES AND GRADES - ALL WORK UNDER THIS CONTRACT SHALL BE BUILT IN ACCORDANCE WITH THE LINES AND GRADES SHOWN ON THE PLANS AND AS GIVEN BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE MATERIALS, SUCH AS STAKES, PAINT, AND GIVE SUCH ASSISTANCE AS MAY BE REQUIRED FOR SETTING LINE AND GRADE BOARDS, AND STAKES OR MARKS SO GIVEN SHALL BE CAREFULLY PRESERVED. THE CONTRACTOR SHALL KEEP THE ENGINEER INFORMED A REASONABLE TIME IN ADVANCE, AT LEAST FORTY-EIGHT (48) HOURS, AS TO HIS NEED FOR ADDITIONAL GRADES AND LINES IN ORDER THAT THE SAME MAY BE FURNISHED AND ALL NECESSARY MEASUREMENTS MADE FOR RECORD AND PAYMENT WITH THE MINIMUM OF INCONVENIENCE TO THE ENGINEER OR OF DELAY TO THE CONTRACTOR.

8. MAINTENANCE OF WORK SITE - THE CONTRACTOR SHALL KEEP THE SITE OF THE WORK AND ADJACENT PREMISES AS FREE FROM MATERIAL, DEBRIS AND RUBBISH AS IS PRACTICABLE, AND SHALL REMOVE SAME FROM ANY PORTION OF THE SITE, IF, IN THE OPINION OF THE ENGINEER, SUCH MATERIAL, DEBRIS, OR RUBBISH CONSTITUTES A NUISANCE OR IS OBJECTIONABLE IN ANY WAY TO THE PUBLIC. THE CONTRACTOR SHALL REMOVE ALL MACHINERY, MATERIALS, BARRICADES, STAGING, FALSE-WORK, DEBRIS AND RUBBISH CONNECTED WITH, OR CAUSED BY SAID WORK, IMMEDIATELY UPON THE COMPLETION OF THE SAME AND SHALL CLEAN ALL STRUCTURES AND WORK CONSTRUCTED UNDER THE CONTRACT TO THE SATISFACTION OF THE ENGINEER AND LEAVE THE PREMISES IN AN APPROVED CONDITION INSOFAR AS AFFECTED BY THE WORK UNDER THIS CONTRACT.

   WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS.

9. TREE BRANCHES AND ROOTS SHALL NOT BE CUT EXCEPT BY PERMISSION OF THE ENGINEER. ALL CUTTING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. SHRUBS AND BUSHES, WHICH LIE WITHIN THE CONSTRUCTION ACTIVITY, MAY BE DUG UP, TEMPORARILY MOVED, AND REPLANTED IN THEIR ORIGINAL LOCATIONS IF PERMITTED BY THE ENGINEER. IF THE PLANTS ARE DAMAGED OR DO NOT SATISFACTORILY GROW AFTER REPLANTING, THEY SHALL BE REPLACED BY THE CONTRACTOR, WITH PLANTS OF SAME KIND AND SIZE.

10. ALL NITROGEN, PHOSPHOROUS AND POTASSIUM FERTILIZER NUTRIENTS HAVE BEEN INTENTIONALLY OMITTED FROM THE CONTRACT ON THE SODDING APPLICATION

    CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED WITHIN HEREIN.

11. UNSUITABLE MATERIAL - IF MATERIAL IS FOUND WHICH IN THE OPINION OF THE ENGINEER IS UNSUITABLE AS A SUB BASE, IT SHALL BE REMOVED AND A MATERIAL SELECTED BY THE ENGINEER SHALL BE INSTALLED AND COMPACTED. THE CONTRACTOR WILL BE PAID THE UNIT PRICE OR THE AGREED TO PRICE FOR THIS WORK.

12. MISCELLANEOUS ADJUSTMENTS - THE ADJUSTMENT OF ANY PUBLIC UTILITY VALVE BOXES OR STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE DONE BY PERSONNEL OF THE RESPECTIVE PUBLIC UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY OF THE REQUIRED WORK AND COORDINATING THESE ACTIVITIES WITH HIS OWN SCHEDULE OF CONSTRUCTION. THIS SHALL NOT APPLY TO VILLAGE BUFFALO BOXES, VALVE BOXES OF VILLAGE OWNED FRAMES

13. VILLAGE WATER USAGE - THE VILLAGE REQUIRES THE USE OF A WATER METER FOR ALL CONTRACTORS THAT NEED ACCESS TO A VILLAGE FIRE HYDRANT. THE WATER METERS ARE AVAILABLE AT THE VILLAGE OF LA GRANGE PARK PUBLIC WORKS BUILDING. THE CONTRACTOR WILL BE REQUIRED TO PLACE A DEPOSIT PRIOR TO BEING ISSUED A WATER METER. THE DEPOSIT IS REFUNDABLE, UPON THE RETURN OF THE WATER METER, IN ITS ORIGINAL CONDITION.

    IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE AN APPROVED HYDRANT OPERATING WRENCH WHEN OPENING AND CLOSING ANY FIRE HYDRANTS. THE USE OF A PIPE WRENCH IS NOT ALLOWED
    IF THE CONTRACTOR IS OBSERVED TAKING WATER FROM THE VILLAGE'S WATER SYSTEM WITHOUT A WATER METER OR WRITTEN PERMISSION FROM THE PUBLIC WORKS DIRECTOR TO DO SO, THE CONTRACTOR WILL BE REQUIRED TO OBTAIN WATER FROM A DIFFERENT SOURCE AT HIS OWN EXPENSE.

14. VILLAGE STREET SIGNS ON POSTS - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE, STORE IN A PROTECTED LOCATION, AND THEN RESET ALL STREET SIGNS ON POSTS ENCOUNTERED WITHIN THE BOUNDARIES OF THIS PROJECT. THE CONTRACTOR SHALL ALSO BAG ANY REGULATORY SIGNS THAT WILL NOT BE IN EFFECT DURING CONSTRUCTION AND PROVIDE TEMPORARY SIGNAGE FOR ANY ADJUSTMENT TO EXISTING TRAFFIC PATTERNS.

CONCRETE GENERAL NOTES

1. FORMS FOR CONCRETE SIDEWALKS, DRIVEWAYS, AND GUTTER FLAGS - A 2" X 6" BOARD WILL BE USED AS A FORM FOR ALL SIDEWALKS TO BE INSTALLED FIVE INCHES (5") IN THICKNESS. A 2" X 8" BOARD WILL BE USED AS A FORM FOR ALL DRIVEWAYS TO BE INSTALLED SEVEN INCHES (7") IN THICKNESS. A 2" X 12" BOARD WILL BE USED AS THE FORM FOR THE FACE OF THE GUTTER FLAGS. NO METAL FORMS WILL BE ALLOWED EXCEPT. ALL FORMS MUST BE OF A MINIMUM HEIGHT OF THE PROPOSED THICKNESS OF THE RESPECTIVE CONCRETE ITEMS TO BE INSTALLED.

2. PROTECTION OF NEWLY POURED CONCRETE - ALL CONCRETE CONSTRUCTION SHALL BE PROTECTED BY THE CONTRACTOR TO PREVENT ACCIDENTAL OR PRE-MEDITATED DAMAGE. SUPERVISION OF FRESHLY POURED AREAS SHALL BE PROVIDED UNTIL THE MATERIAL HAS ADEQUATELY CURED. THE CONTRACTOR SHALL KEEP EMPLOYEES AT THE JOB SITE AFTER THE CONCRETE HAS BEEN POURED UNTIL IT HAS CURED SUFFICIENTLY SO THAT GRAFFITI CAN NOT BE INSCRIBED IN THE NEWLY POURED CONCRETE SURFACES. ANY CONCRETE ITEMS THAT ARE DEFACED SHALL BE REPLACED BY THE CONTRACTOR.

3. BITUMINOUS EXPANSION JOINTS - THREE-QUARTER INCH (3/4") NOMAFLEX EXPANSION JOINTS SHALL BE INSTALLED WHERE NEW SIDEWALK OR CURB AND GUTTER OR DRIVEWAY PAVEMENT ABUTS AN EXISTING CONCRETE WALK, DRIVE, OR CURB WHICH IS TO REMAIN IN PLACE, AND AT NOT LESS THAN SEVENTY-FIVE FEET (75') INTERVALS AT LOCATIONS WHERE SIDEWALK REPLACEMENT IS IN EXCESS OF SEVENTY-FIVE FEET (75'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

   EXPANSION JOINTS WILL BE PLACED IN CURB AND GUTTER AT ALL RADIUS POINTS, ALL BEND POINTS, ON BOTH SIDES OF FRAMES AND GRATES THAT ARE IN THE CURB AND GUTTER, AND AT NOT LESS THAN NINETY FOOT (90') INTERVALS AT LOCATIONS WHERE CURB REPLACEMENT IS IN EXCESS OF NINETY FEET (90'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

   ALL EXPANSION JOINTS LOCATED IN THE CURB AND GUTTER SHALL HAVE TWO (2) THREE QUARTER INCH (3/4") DIAMETER, SMOOTH, ROUND, EPOXY COATED DOWEL BARS, EIGHTEEN INCHES (18") IN LENGTH, WITH PLASTIC END CAPS INSERTED TO ALLOW THE CURB AND GUTTER TO EXPAND AND CONTRACT LATERALLY.

   SIDEWALK AND CURB AND GUTTER REPLACEMENT - LOCATIONS OF SIDEWALK AND CURB AND GUTTER REPLACEMENT ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION.

4. DEPRESSED CURBS - THE TOP OF CURBS SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED AT HANDICAP ACCESSIBLE SIDEWALK RAMPS AT ALLEY RETURNS AND STREET INTERSECTIONS, AND FOR PRIVATE AND COMMERCIAL DRIVES AND AS DIRECTED BY THE ENGINEER

5. DRAINAGE OPENINGS - AT ALL LOCATIONS WHERE CASTINGS ARE TO BE INCORPORATED IN THE CURB AND GUTTER, A 3/4" EXPANSION JOINT SHALL BE INSTALLED IN THE CURB AND GUTTER A DISTANCE OF 5 FT. FROM EACH SIDE OF THE CASTING. 2-NO. 4 RE-BARS, 9' IN LENGTH, SHALL BE INCORPORATED IN THE CONTINUOUS PORTION OF CONCRETE CURB BEHIND THE CASTING.

6. DETECTABLE WARNINGS - DETECTABLE WARNINGS SHALL BE INSTALLED AT HANDICAP ACCESSIBLE SIDEWALK RAMPS, AT ALLEY RETURNS, AND STREET INTERSECTIONS. THESE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARDS, AND CURRENT PROWAG REQUIREMENTS.

7. SLIPFORM CONSTRUCTION - VERTICAL FACES MAY BE BATTERED AT THE RATE OF 3/4" PER FOOT OF HEIGHT TO AID IN SLIPFORM OPERATIONS. THE PROPOSED CURB HEIGHT IS VARIABLE.

8. DEPRESSED CURB HEIGHT - THE HEIGHT OF THE DEPRESSED CURB SHALL BE 1-1/2" AT DRIVEWAYS. SEE IDOT STANDARD 424001-12 FOR HEIGHT AT SIDEWALK RAMP.

THE EDWIN HANCOCK ENGINEERING COMPANY AND THE VILLAGE PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO ANY CONSTRUCTION ACTIVITY.

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DESIGNED -	-	REVISED -
DRAWN -	ECW, DMM, AJ, SA	REVISED -
CHECKED -	-	REVISED -
DATE -	8-6-2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: - | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	3
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 - Brainard Avenue Resurfacing Improvements\General Notes.dwg Sep 04, 2026 - 2:37pm

SEWER AND WATER GENERAL NOTES

1. INSPECTION OF PIPE AND ACCESSORIES - ANY DEFECTIVE, DAMAGED OR UNSOUND MATERIAL SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. ALL FOREIGN MATTER OR DIRT SHALL BE INSPECTED FOR DEFECTS PRIOR TO LOWERING INTO POSITION IN THE TRENCH. PIPE SHALL BE KEPT CLEAN BY MEANS APPROVED BY THE ENGINEER DURING AND AFTER LAYING.

2. TRENCH EXCAVATION - THE TRENCH SHALL BE DUG TO THE REQUIRED ALIGNMENT AND DEPTH SHOWN ON THE DRAWINGS OR AS SUBSEQUENTLY APPROVED IN WRITING BY THE ENGINEER, AND ONLY SO FAR IN ADVANCE OF PIPE LAYING AS PERMITTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO HANDLE EXCAVATED MATERIAL CAREFULLY TO MINIMIZE THE ACCUMULATION ON EXISTING PAVED SURFACES. WHEREVER POSSIBLE THE EXCAVATED MATERIAL SHOULD BE DIRECTLY LOADED INTO A WAITING TRUCK FOR DIRECT DISPOSAL. THE CONTRACTOR WILL CLEAN ALL PAVEMENT AREAS TO THE SATISFACTION OF THE ENGINEER.

3. EXCAVATION NEAR EXISTING STRUCTURES - ALL EXISTING PIPES, CONDUITS, CABLES, POLES, PAVEMENTS, AND OTHER STRUCTURES NOT DESIGNATED TO BE REMOVED BY THE CONTRACT DOCUMENTS ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. THE TEMPORARY SUPPORT, PROTECTION, AND MAINTENANCE OF THE STRUCTURES, SHALL BE FURNISHED BY THE CONTRACTOR AT HIS OWN EXPENSE. WHERE THE GRADE OR ALIGNMENT OF THE PIPE IS OBSTRUCTED BY EXISTING UTILITY STRUCTURES SUCH AS CONDUITS, DUCTS, PIPES, BRANCH CONNECTIONS TO MAIN SEWERS, OR MAIN DRAINS, THE OBSTRUCTION SHALL BE PERMANENTLY SUPPORTED, RELOCATED, REMOVED, OR RECONSTRUCTED BY THE CONTRACTOR IN COOPERATION WITH THE OWNERS OF SUCH UTILITY STRUCTURES. WHENEVER NECESSARY TO DETERMINE THE LOCATION OF EXISTING UNDERGROUND UTILITY STRUCTURES, THE CONTRACTOR, AFTER AN EXAMINATION OF AVAILABLE RECORDS, SHALL MAKE ALL EXPLORATIONS AND EXCAVATIONS FOR SUCH PURPOSE AS MAY BE DIRECTED BY THE ENGINEER.

4. CUTTING PIPE - ALL PIPES SHALL BE CUT TO ITS REQUIRED LENGTH IN THE FIELD BY A POWERED MECHANICAL ROTARY SAW AND THE EXPOSED END GROUND BY A MECHANICAL GRINDING TOOL TO A SMOOTH BEVELED FINISH.

5. CONTROL OF SEWER FLOWS - IN AREAS WHERE SECTIONS OF SEWER ARE TO BE REPLACED, THE CONTRACTOR SHALL TAKE CARE TO MANAGE FLOWS CARRIED BY THE PIPELINE, WITHOUT RISK TO THE PROJECT AS TO PUBLIC HEALTH AND SAFETY. ALL COSTS ASSOCIATED WITH PUMPING, DAMMING, OR OTHERWISE CONTROLLING THE SEWER FLOW SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

   THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. THEY SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

6. BACKFILLING OPERATIONS - TRENCH BACKFILL UNDER PAVEMENT - TRENCH BACKFILL SHALL BE INSTALLED FROM ONE FOOT ABOVE THE WATER MAIN OR SEWER TO THE ELEVATION OF THE EXISTING PAVEMENT SURFACE. THE SUBSEQUENT REMOVAL OF THE TRENCH BACKFILL FROM THE PROPOSED PAVEMENT SUBGRADE ELEVATION TO THE EXISTING PAVEMENT SURFACE ELEVATION IN ORDER TO INSTALL PAVEMENT SHALL NOT BE PAID FOR BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

   TRENCH BACKFILL SHALL BE COMPLETED ACCORDING TO 550.07 (A) METHOD 1. METHODS B AND C (JETTING) WILL NOT BE ALLOWED.

   THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING THE TRENCHES WITH CRUSHED STONE TO A LEVEL EQUAL TO THAT OF ADJACENT EXISTING PAVEMENTS BY THE END OF EACH WORK DAY. THE STONE SHALL BE LEVELED OFF AND COMPACTED TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE TO PERMIT TEMPORARY PEDESTRIAN AND VEHICULAR TRAFFIC.

7. EXPLORATORY EXCAVATION - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ELEVATION OF EXISTING WATER MAINS, GAS MAINS, TELEPHONE DUCTS, AND OTHER PUBLIC UTILITIES WHICH ARE TO BE CROSSED WITH THE PROPOSED SEWER A SUFFICIENT LENGTH AHEAD OF PIPE LAYING OPERATIONS SO THAT THE PROPOSED SEWER MAIN CAN BE INSTALLED AT AN ELEVATION WHICH WILL AVOID CONFLICTS WITH THE EXISTING UTILITIES WITHOUT REQUIRING THE USE OF BENDS AND/OR FITTINGS ON THE PROPOSED SEWER. THE ENGINEER SHALL ASSIST THE CONTRACTOR BY DETERMINING THE ELEVATION OF THE EXISTING UTILITY ONCE IT HAS BEEN EXPOSED BY THE CONTRACTOR.

8. MATERIALS - THE CONTRACTOR SHALL VERIFY THE TYPE OF ALL SEWER PIPE MATERIALS AND WATER MAIN HARDWARE INCLUDING VALVES, FIRE HYDRANTS, VALVE BOXES, CORPORATION STOPS, CURB STOPS, AND WATER SERVICES BOXES WITH THE ENGINEER PRIOR TO ORDERING SUCH MATERIAL.

9. FRAMES AND LIDS - THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.

   THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

10. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, COMBINED SEWERS, TELEPHONE LINES, COMMUNICATION LINES, ELECTRIC LINES, GAS MAINS, AND WATER SERVICES ARE APPROXIMATE AND THEIR SPECIFIC LOCATIONS ARE TO BE DETERMINED IN THE FIELD AT NO COMPENSATION TO THE CONTRACTOR.

11. COORDINATION OF ALL UTILITY WORK INVOLVED WITHIN THE CONSTRUCTION AREAS SHALL BE SUBJECT TO DISCUSSION AND CLARIFICATION AT A PRECONSTRUCTION MEETING.

12. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINAGE STRUCTURES OR SEWERS UNTIL PERMANENT CONNECTIONS TO SEWERS ARE BUILT AND IN SERVICE.

13. IF, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIALS ARE DEPOSITED IN THE FLOW LINES OF GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE OBSTRUCTING MATERIALS SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES ARE TO BE FREE OF ALL DIRT, DEBRIS, AND OBSTRUCTING MATERIALS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PROPOSED ITEMS BEING CONSTRUCTED.

14. ALL COSTS INVOLVED IN CONNECTING PROPOSED STORM SEWERS AND STORM STRUCTURES TO EXISTING STORM SEWERS OR PROPOSED STORM SEWERS SHALL BE CONSIDERED INCLUDED IN THE COST OF PROPOSED ITEMS BEING CONSTRUCTED.

15. UNLESS OTHERWISE SPECIFIED, ABANDONED SEWERS AND DRAINS, AS DESIGNATED BY THE ENGINEER, SHALL BE PLUGGED WITH CLASS "SI" CONCRETE OR BRICK AND SUITABLE MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PAY ITEMS FOR REMOVING AND/OR FILLING THE VARIOUS TYPES OF STRUCTURES.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL DIMENSIONS AND LOCATIONS OF PROPOSED STRUCTURES TO VERIFY ALL EXISTING AND PROPOSED PIPES ARE CORED AT THE CORRECT SIZE, LOCATION AND ELEVATION OF THE STRUCTURE. THE CONTRACTOR WILL ALSO BE REQUIRED TO VERIFY THAT ALL PIPES IN EXISTING STRUCTURES TO BE REPLACED ARE ACCOUNTED FOR. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADDITIONAL CORING OF STRUCTURES FOR PIPES THAT ARE AT INCORRECT ELEVATION OR MISSING NOT INCLUDED IN STRUCTURE DELIVERED.

ASPHALT GENERAL NOTES

1. THE ASPHALT PAVING MACHINE SHALL HAVE A SCREED WITH A CLOSED PAVING WIDTH OF NOT LESS THAN TEN FEET (10').

2. THE INTERSECTION RETURNS SHALL BE PAVED AT THE SAME TIME AS THE MAINLINE PAVEMENT.

3. THE CONTRACTOR WILL BE REQUIRED TO CLOSE UP ALL STREETS IN THE SAME DAY. NO OPEN LONGITUDINAL JOINTS WILL BE LEFT OPEN OVERNIGHT.

4. THE LOCATION OF ALL TRANSVERSE COLD JOINTS LEFT BETWEEN DAYS OF PAVING SHALL BE APPROVED BY THE ENGINEER.

5. TACK COAT - PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT. NOTICES SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES IMPACTING VEHICLE ACCESS A MINIMUM OF 24 HOURS PRIOR TO PLACEMENT OF TACK COAT.

6. MILLED BUTT JOINTS - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)

7. BUTT JOINT REMOVAL - BUTT JOINTS SHALL BE CUT NO MORE THAN 24 HOURS PRIOR TO FINAL SURFACE PAVING. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. . THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

LANDSCAPING GENERAL NOTES

1. ONCE CONCRETE IMPROVEMENTS ARE COMPLETED AND PRIOR TO FINAL SURFACE COURSE BEING PLACED, ALL LANDSCAPE AREAS ARE TO BE BACKFILLED AND HAVE TOPSOIL PLACED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ANY EXCAVATION AND GRADING OF THE PARKWAY WHICH IS REQUIRED TO GIVE A UNIFORM SLOPE FROM THE LIMIT OF SOD RESTORATION TO THE TOP OF THE CURB SHALL BE INCLUDED IN THIS CONTRACT.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WEED PREVENTION AND REMOVING ANY WEEDS PRIOR TO THE PLACEMENT OF THE SOD. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR MAINTENANCE OF WEEDS WITHIN NEWLY TOPSOILED AREAS. ONCE ANY WEEDS, AS DETERMINED BY THE ENGINEER, HAVE EXCEEDED SIX INCHES (6") IN HEIGHT, THEY SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE METHOD OF WEED CONTROL AND WEED REMOVAL MUST BE APPROVED BY THE ENGINEER. ALL WEED CONTROL AND WEED REMOVAL SHALL BE INCLUDED IN THE COST OF THIS CONTRACT.

COMMITMENTS

1. NONE

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 - Brainard Avenue Resurfacing Improvements\General Notes.dwg Aug 06, 2026 - 9:15am

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CHECKED -	-	REVISED -
DATE -	8-6-2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: - | SHEET NO. 2 OF 2 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	4
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

M.W.R.D.G.C. GENERAL NOTES

A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:
   * STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;
   * VILLAGE OF LA GRANGE PARK MUNICIPAL CODE;
   * THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;
   * IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO WMOJOBSTART@MWRD.ORG).

2. THE VILLAGE OF LA GRANGE PARK ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). CONVERSION FACTOR IS 0 FT.

2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.

3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.

4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.

5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.

6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.

8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.

9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.

10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.

2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.

3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.

4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).

5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.

6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3139
14-INCH TO 48-INCH	AWWA C905	ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼ " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.

9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.

10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.

11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
   a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
   b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
   c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING TO HOLD IT FIRMLY IN PLACE.

12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.

13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.

16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.

17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.

18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.

2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.

3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.

4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.

9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.

10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.

11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.

12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).

13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.

14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.

15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.

16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.

17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.

18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.

20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.

21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.

22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.

23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.W.R.D.G.C. GENERAL NOTES

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	5
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.M.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\520252278 - Brainard Avenue Resurfacing Improvements\MWRD GENERAL NOTES.dwg Aug 06, 2026 - 9:15am

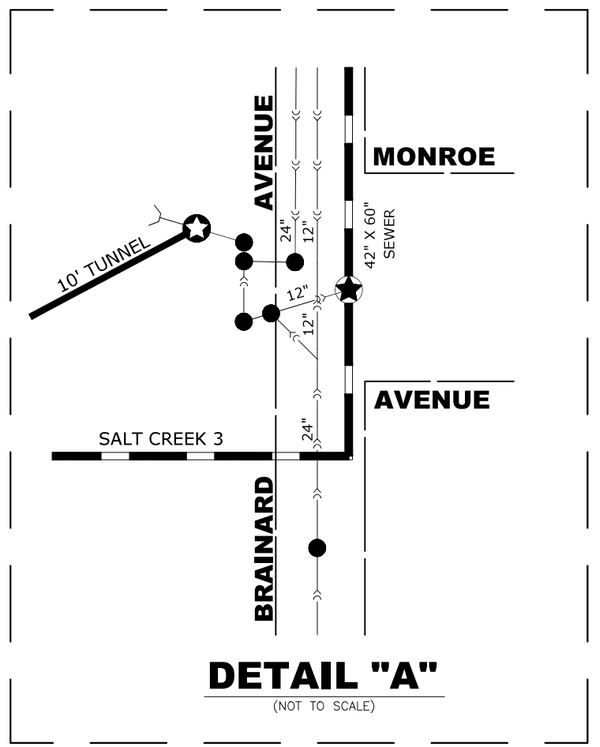


PROJECT LOCATED IN THE VILLAGE OF LA GRANGE PARK

- MWRD INTERCEPTOR
- TARP
- CONNECTION TO MWRD INTERCEPTOR
- CONNECTION TO TARP
- POINT OF DISCHARGE INTO LOCAL WATERWAY
- VILLAGE OF LA GRANGE PARK STORM RELIEF AND OVERFLOW SEWER

NOTE:

1. ALL SEWERS FROM PROJECT LOCATIONS TO DES PLAINES RIVER, MWRD INTERCEPTOR, OR TARP SYSTEM ARE OWNED AND MAINTAINED BY THE VILLAGE OF LA GRANGE PARK.



DETAIL "A"

(NOT TO SCALE)

- PROJECT LOCATION

M.W.R.D.G.C. ROUTE OUTLET MAP

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M.W.R.D.G.C. ROUTE OUTLET MAP

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	6
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing File: W:\Projects_by_Village\La Grange Park\520252778 - Brainard Avenue Resurfacing Improvements\MWRD GENERAL NOTES.dwg Aug 06, 2026 - 9:15am

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban
	20101100	TREE TRUNK PROTECTION	EACH	30	30
	20101200	TREE ROOT PRUNING	EACH	8	8
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1200	1200
	25200110	SODDING, SALT TOLERANT	SQ YD	1200	1200
	25200200	SUPPLEMENTAL WATERING	UNIT	20	20
	28000510	INLET FILTERS	EACH	21	21
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5650	5650
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	2700	2700
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	75	75
	40602978	HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50	TON	750	750
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	870	870
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5	5
	42001300	PROTECTIVE COAT	SQ YD	900	900
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	375	375
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5000	5000

* SPECIALTY ITEM

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DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY

SCALE: - | SHEET NO. 1 OF 4 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	7
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 – Brainard Avenue Resurfacing Improvements\DETAILS.dwg Aug 06, 2026 – 9:15am

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban
	42400800	DETECTABLE WARNINGS	SQ FT	90	90
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	375	375
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2100	2100
	44000600	SIDEWALK REMOVAL	SQ FT	5000	5000
	44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	60	60
	44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	60	60
	44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	125	125
	44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	125	125
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	1	1
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	20	20
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	6	6
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	2100	2100
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY

SCALE: - | SHEET NO. 2 OF 4 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	8
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.M.E. PROJECT NO. 520-25-27801

SUMMARY OF QUANTITIES					Const. Type Code 80% Federal/20% Local
SPLTY	Code No.	Description	Unit	Total Quantity	Resurfacing 0005 Urban
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2310	2310
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1155	1155
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1700	1700
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	275	275
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	115	115
	K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1
	X0326806	WASHOUT BASIN	L SUM	1	1
	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	40	40
	X2011000	TEMPORARY FENCE (SPECIAL)	FOOT	500	500
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8250	8250
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	22	22
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	205	205
	XX001848	CURB BOXES TO BE ADJUSTED	EACH	4	4

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITY

SCALE: - | SHEET NO. 3 OF 4 SHEETS | STA. - | TO STA. -

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	9
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

SUMMARY OF QUANTITIES					Const. Type Code
					80% Federal/20% Local
SPLTY	**Code No.**	**Description**	**Unit**	**Total Quantity**	**Resurfacing 0005 Urban**
	XX009529	TREE ROOT PRESERVATION	SQ YD	200	200
	XX009696	RESTRICTED DEPTH CATCH BASINS, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1

* SPECIALTY ITEM

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DEPARTMENT OF TRANSPORTATION

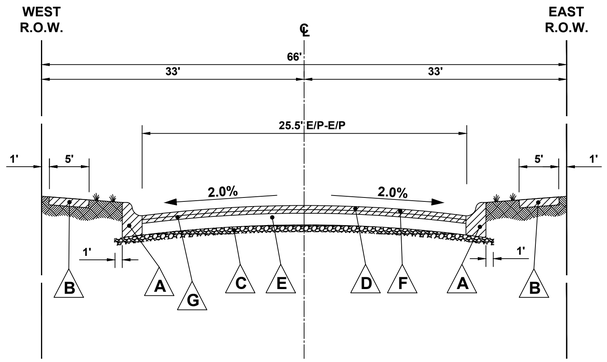
SUMMARY OF QUANTITY

SCALE: - | SHEET NO. 4 OF 4 SHEETS | STA. - | TO STA. -

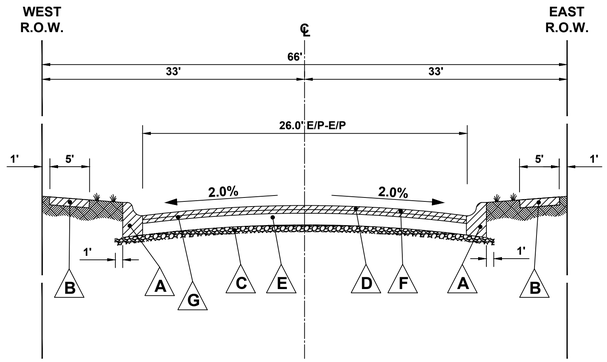
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	10
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

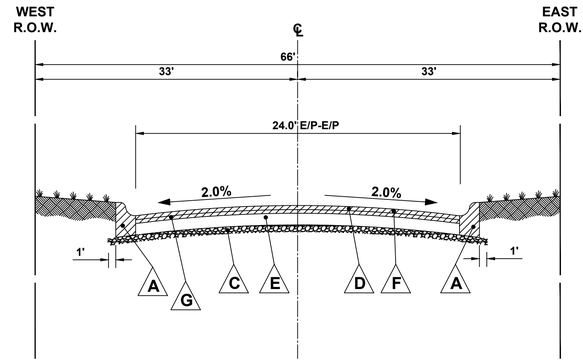
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EXISTING TYPICAL SECTION
BRAINARD AVENUE
(STATION 0+93 TO STATION 14+95)



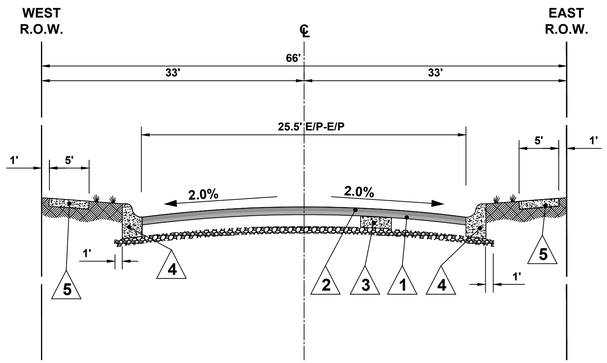
EXISTING TYPICAL SECTION
BRAINARD AVENUE
(STATION 14+95 TO STATION 19+07)



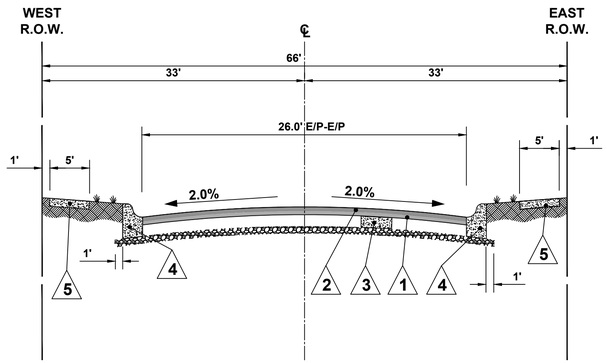
EXISTING TYPICAL SECTION
BRAINARD AVENUE
(STATION 19+07 TO STATION 27+42)

TYPICAL SECTION LEGEND
EXISTING

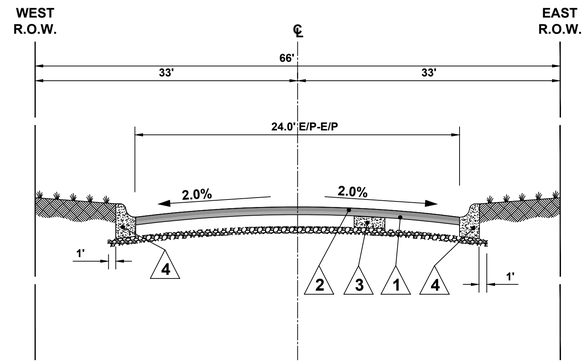
SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 - INTERMITTENT REMOVAL
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK INTERMITTENT REMOVAL
C	EXISTING SUB-BASE GRANULAR MATERIAL, 4"
D	EXISTING HOT-MIX ASPHALT SURFACE COURSE, 2"
E	EXISTING CONCRETE BASE COURSE , 8"
F	HOT-MIX ASPHALT SURFACE REMOVAL, 3"
G	EXISTING HOT-MIX ASPHALT BINDER COURSE, 1"



PROPOSED TYPICAL SECTION
BRAINARD AVENUE
(STATION 0+93 TO STATION 14+95)



PROPOSED TYPICAL SECTION
BRAINARD AVENUE
(STATION 14+95 TO STATION 19+07)



PROPOSED TYPICAL SECTION
BRAINARD AVENUE
(STATION 19+07 TO STATION 27+42)

TYPICAL SECTION LEGEND
PROPOSED

SYMBOL	DESCRIPTION
1	PROPOSED HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50, 1-1/2"
2	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1-3/4"
3	PROPOSED CLASS C PATCHES, 10"
4	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT
5	PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

FPDCC PROPERTY LEGEND

STA 10+63 - STA 13+94 O/S 33.0' L

NOTE: ANY DISTANCE BEYOND 66' R.O.W. IS FPDCC PROPERTY. ALL PROPOSED WORK TO BE IN 66' DESIGNATED R.O.W.

STA 19+07 - STA 27+14 O/S 33.0' L & 33.0' R

NOTE: ANY DISTANCE BEYOND O/S 33' OF R.O.W. IS FPDCC PROPERTY. ALL PROPOSED WORK TO BE IN 66' DESIGNATED R.O.W.

LEGEND

- REMOVAL ITEMS
- PROPOSED CONCRETE
- PROPOSED HMA

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
BRAINARD AVENUE		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50, 1 ¾"	4% @ 50 Gyr.	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1 ½" MIN	4% @ 50 Gyr.	LR 1030-2
INCIDENTAL HOT-MIX ASPHALT SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, N50, 3" (IN 2 LIFTS)	4% @ 50 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2		

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50

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DATE -	8-6-2026	REVISED -

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TYPICAL SECTIONS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	11
FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

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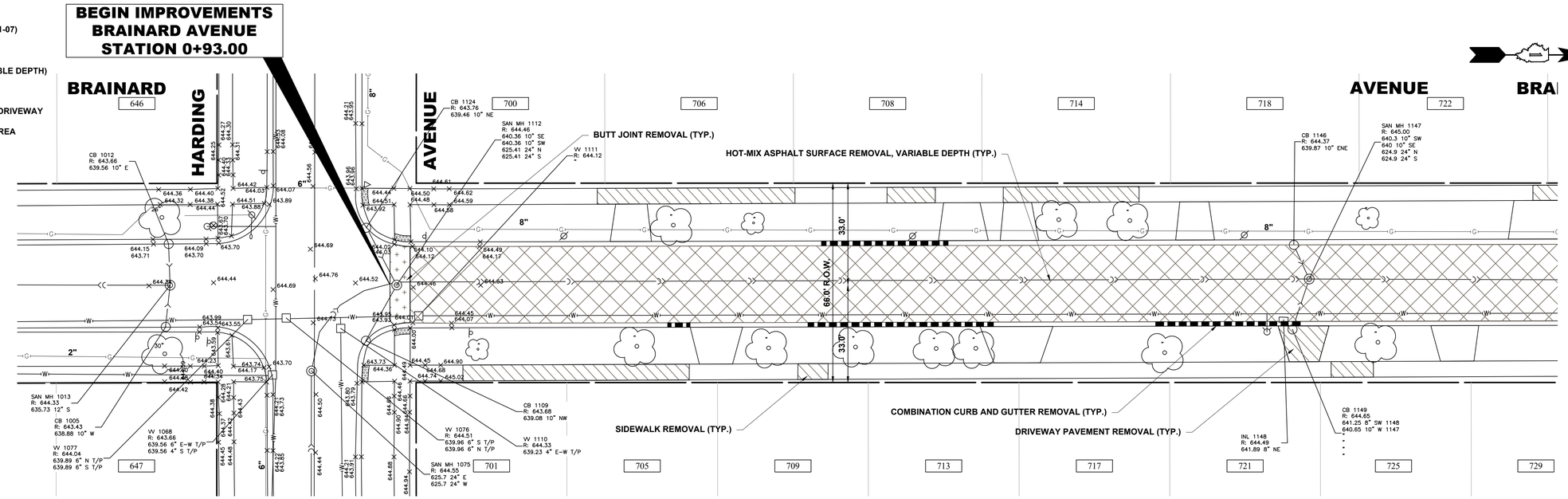
LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

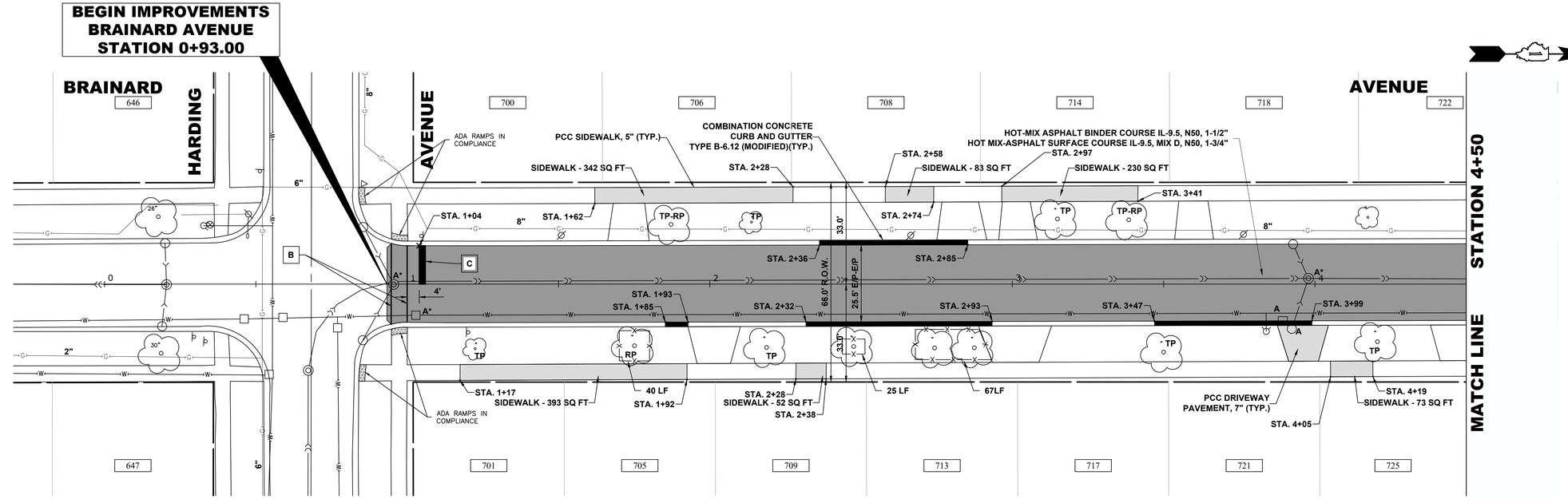
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X_{RM}	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENTS

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 – Brainard Avenue Resurfacing Improvements\SITE\Brainard Ave Resurfacing.dwg Aug 06, 2026 – 9:15am

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BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 1 OF 7 SHEETS | STA. 1+00 TO STA. 4+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	12
FIELD BOOK NO. : -		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

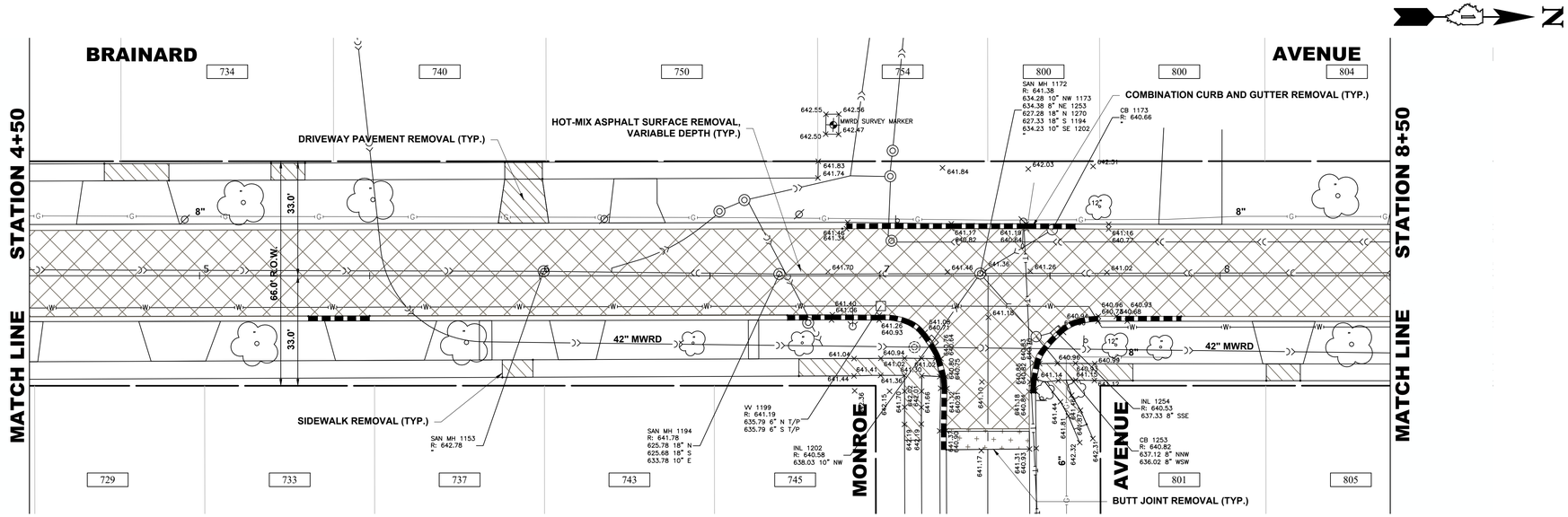
LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

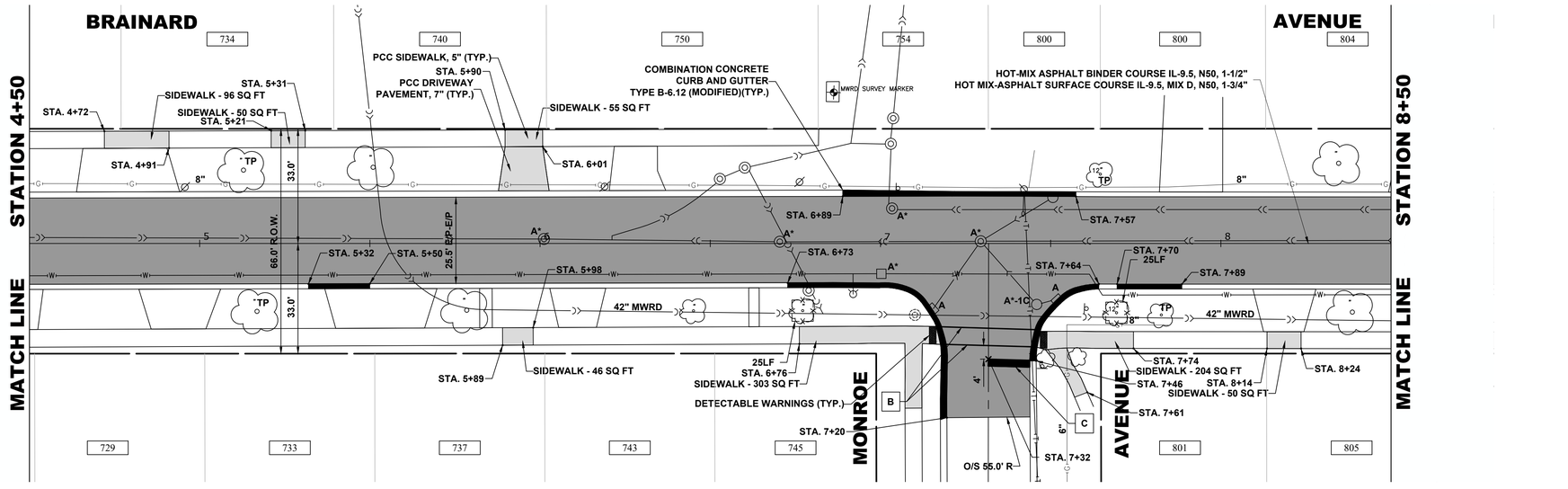
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X_{RM}	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENTS

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www.ehancock.com

DESIGNED -	-	REVISED -	
DRAWN -	ECW, DMM, AJ, SA	REVISED -	XX
CHECKED -	-	REVISED -	XX
DATE -	8-6-2026	REVISED -	XX

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 2 OF 7 SHEETS | STA. 4+50 TO STA. 8+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	13
FIELD BOOK NO. : -		CONTRACT NO.	61M74	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 - Brainard Avenue Resurfacing improvements\SITE\Brainard Ave Resurfacing.dwg Aug 06, 2026 - 9:15am

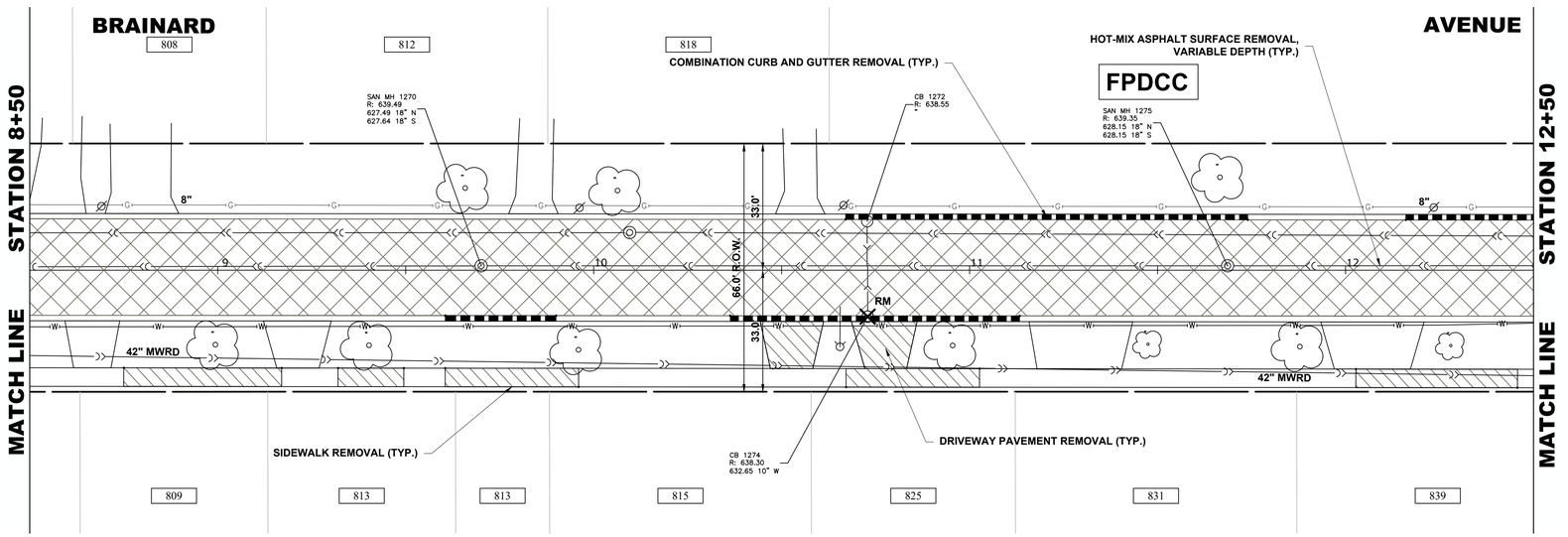
LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

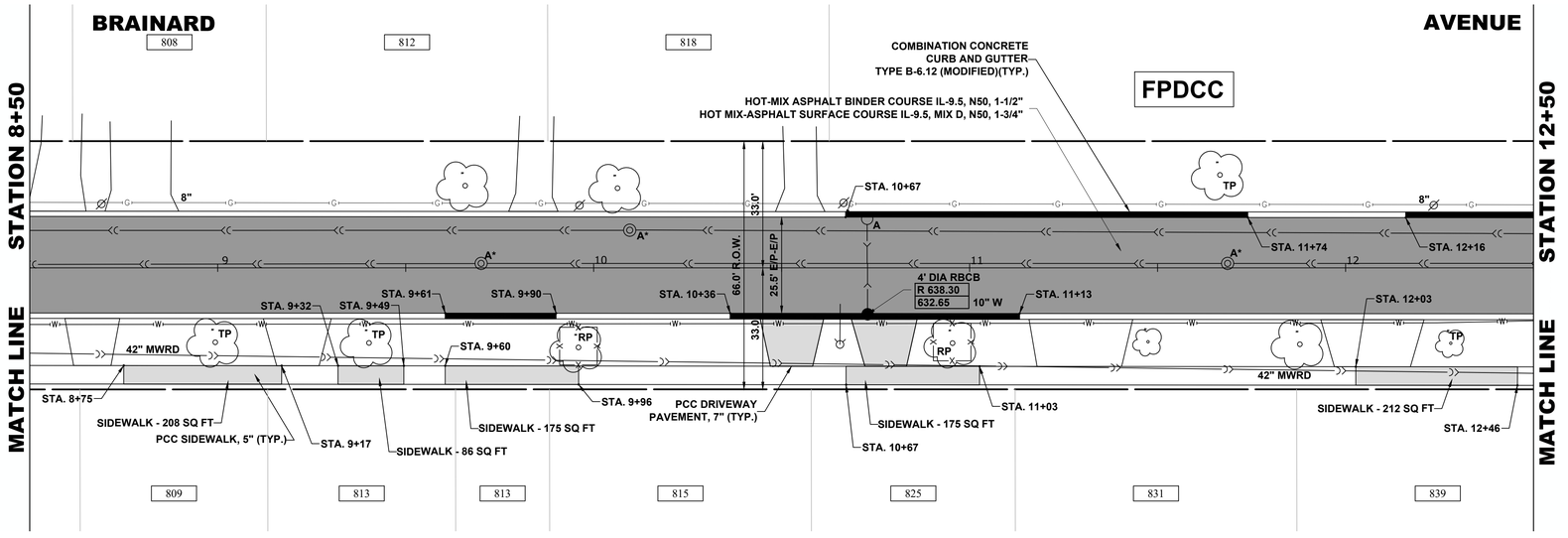
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X RM	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



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DRAWN -	ECW, DMM, AJ, SA	REVISED -	XX
CHECKED -	-	REVISED -	XX
DATE -	8-6-2026	REVISED -	XX

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 3 OF 7 SHEETS | STA. 8+50 TO STA. 12+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	14
FIELD BOOK NO. : -		CONTRACT NO.	61M74	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

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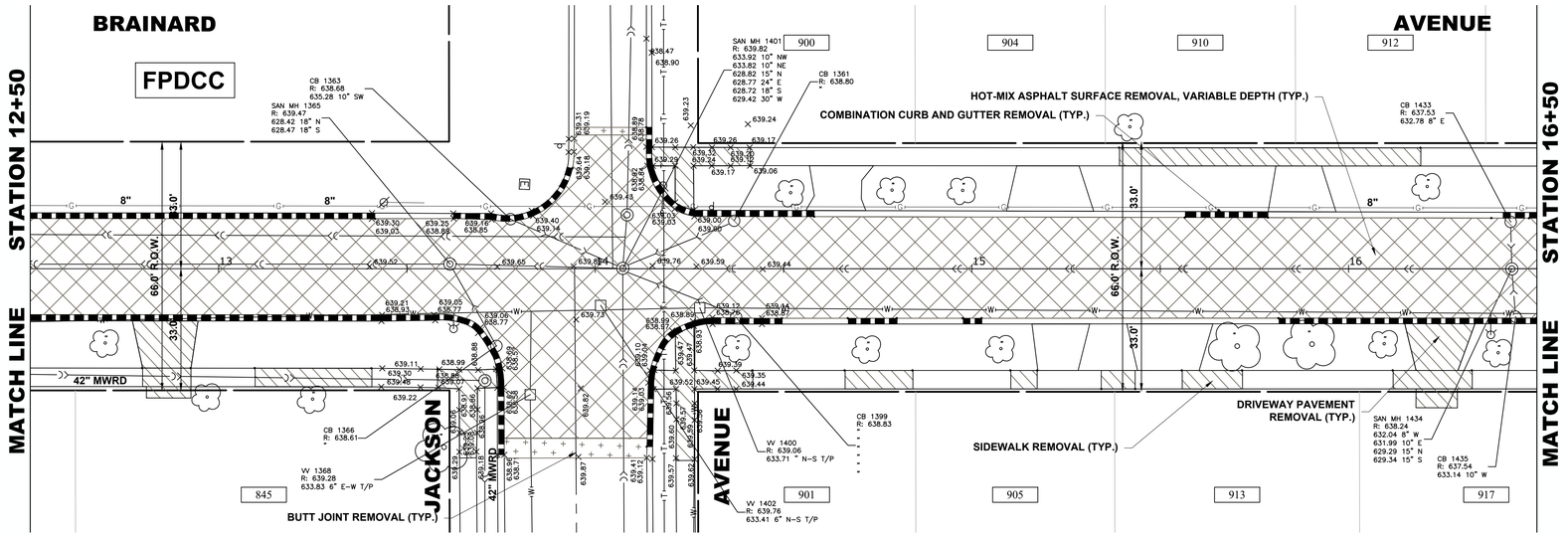
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(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

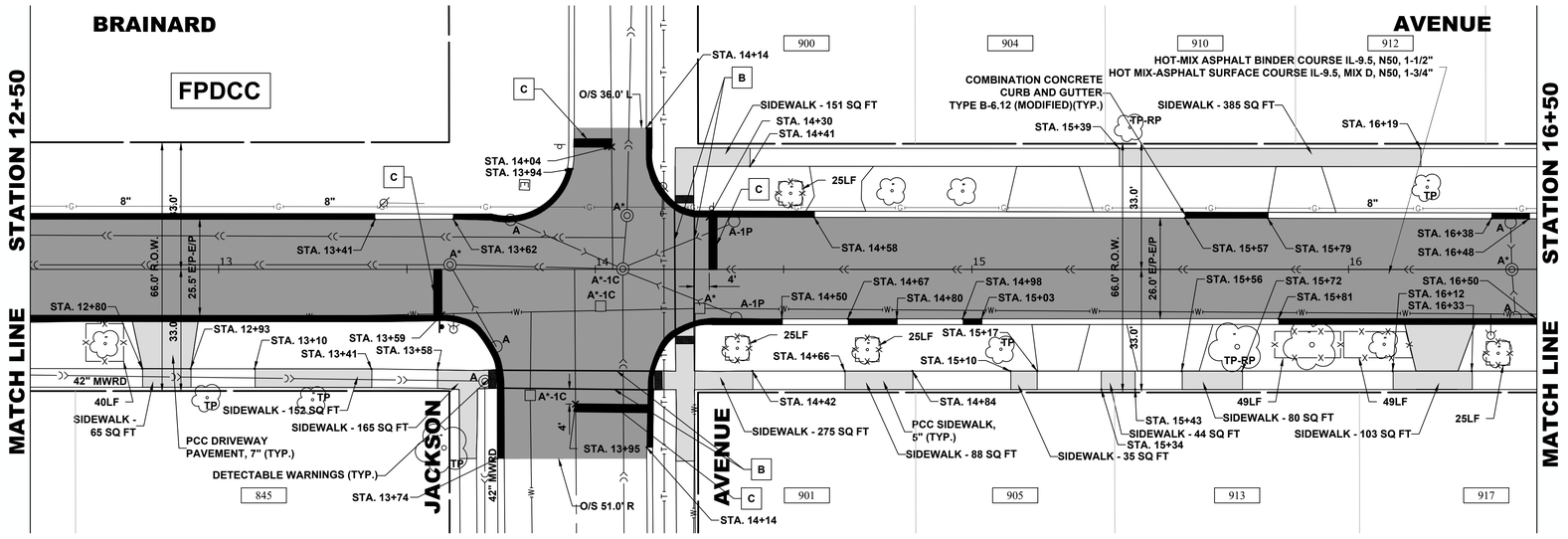
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
XRM	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENTS

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DRAWN -	ECW, DMM, AJ, SA	REVISED -	XX
CHECKED -	-	REVISED -	XX
DATE -	8-6-2026	REVISED -	XX

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 4 OF 7 SHEETS | STA. 12+50 TO STA. 16+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	15
FIELD BOOK NO. : -		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

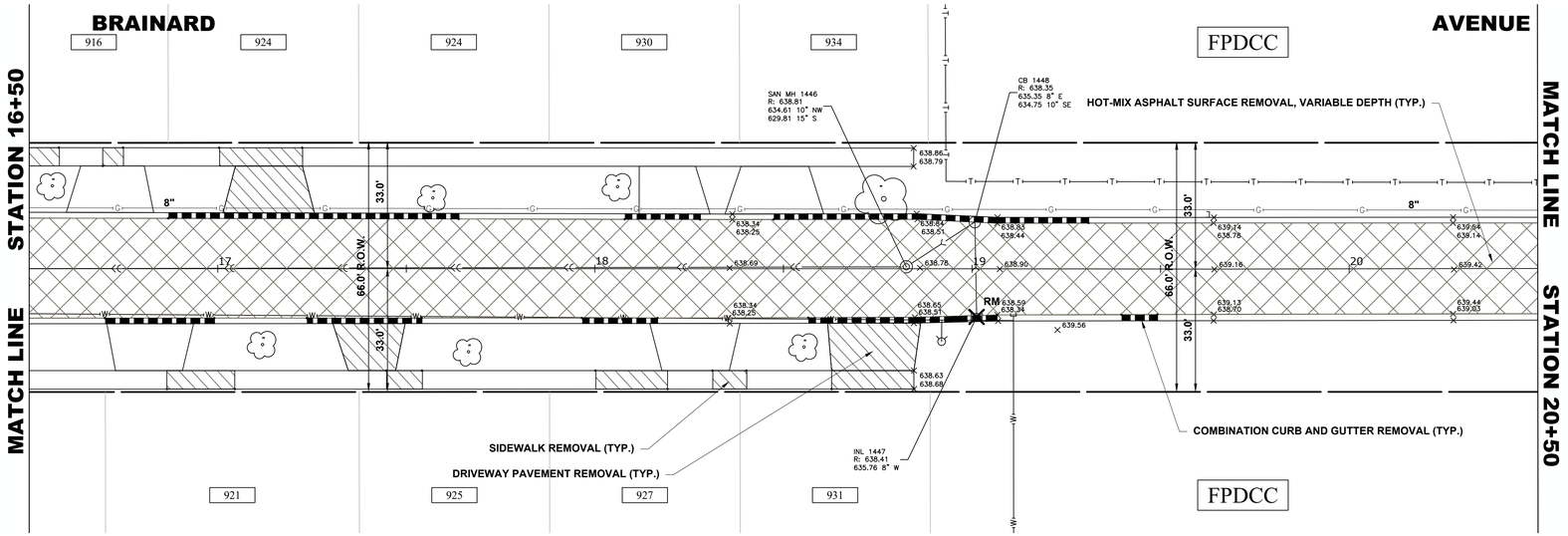
LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

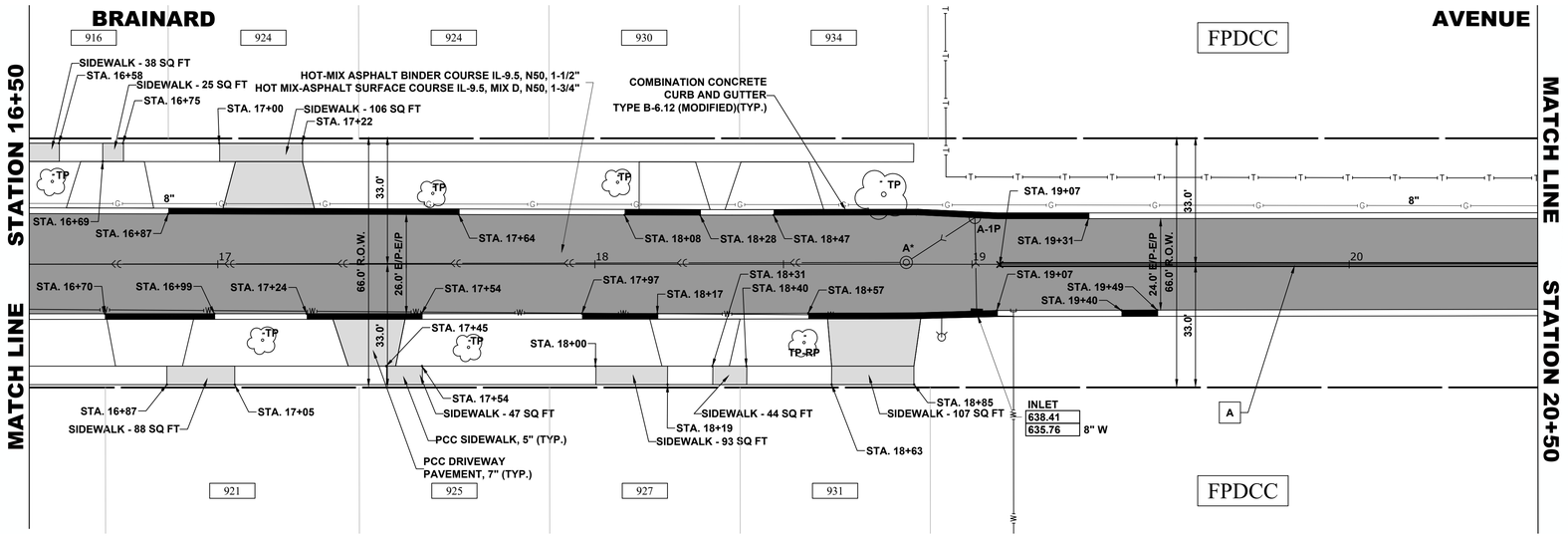
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
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	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X RM	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



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DRAWN -	ECW, DMM, AJ, SA	REVISED -	XX
CHECKED -	-	REVISED -	XX
DATE -	8-6-2026	REVISED -	XX

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 5 OF 7 SHEETS | STA. 16+50 | TO STA. 20+61

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	16
FIELD BOOK NO. : -		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

Drawing file: W:\Projects_by_Village\La Grange Park\52025278 – Brainard Avenue Resurfacing Improvements\SITE\Brainard Ave Resurfacing.dwg Aug 06, 2026 – 9:15am

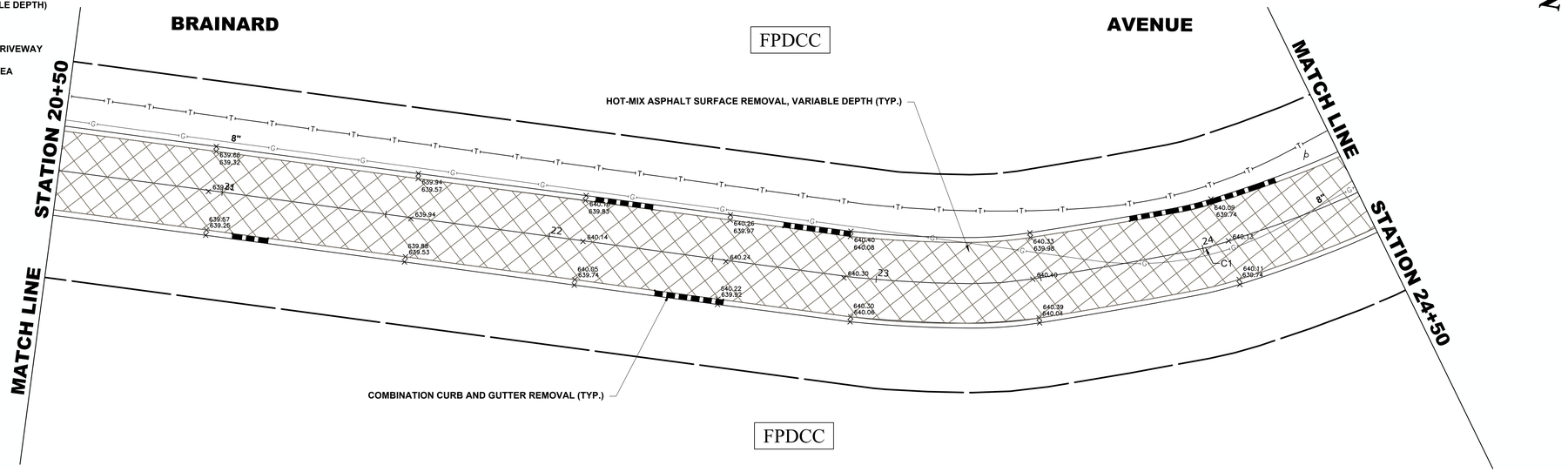
LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

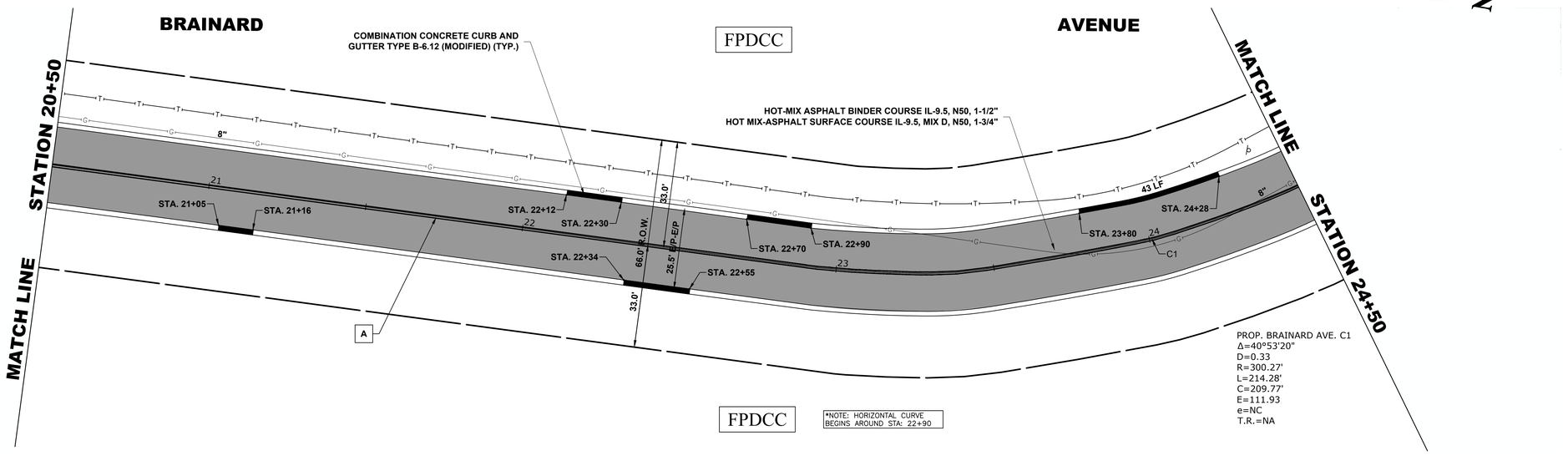
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING HANDHOLE
	EXISTING CURB AND GUTTER
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	EXISTING STORM SEWER
	EXISTING COMBINED SEWER
W	EXISTING WATER MAIN
	SIDEWALK OR DRIVEWAY REMOVAL
	COMBINATION CURB AND GUTTER REMOVAL
	PROPOSED STORM SEWER INLET
	PROPOSED STORM SEWER CATCH BASIN
X / X	TREE PROTECTION ZONE FENCING
TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X RM	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



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DRAWN -	ECW, DMM, AJ, SA	REVISED - XX
CHECKED -	-	REVISED - XX
DATE -	8-6-2026	REVISED - XX

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

SCALE: 1" = 20' | SHEET NO. 6 OF 7 SHEETS | STA. 20+61 | TO STA. 24+50

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	17
FIELD BOOK NO. : -		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27601

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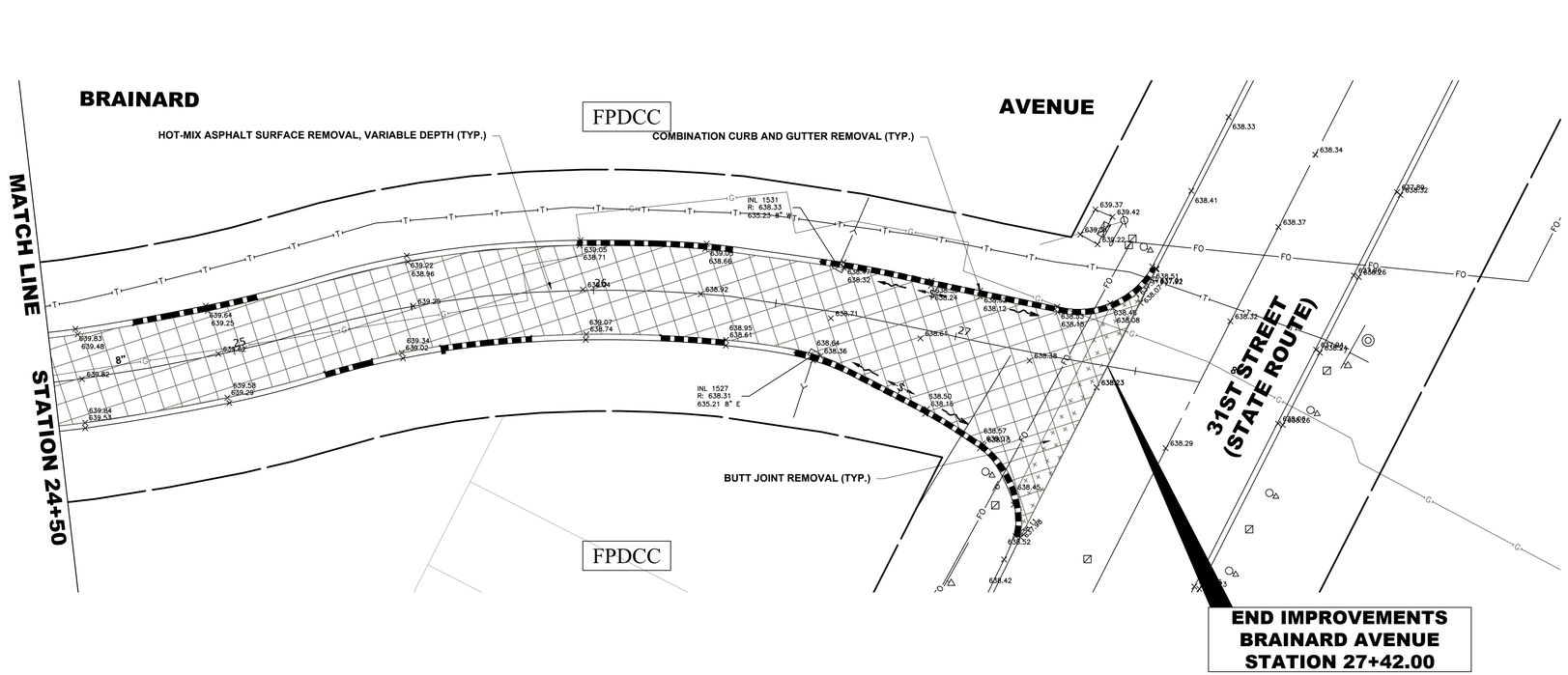
LEGEND OF SYMBOLS

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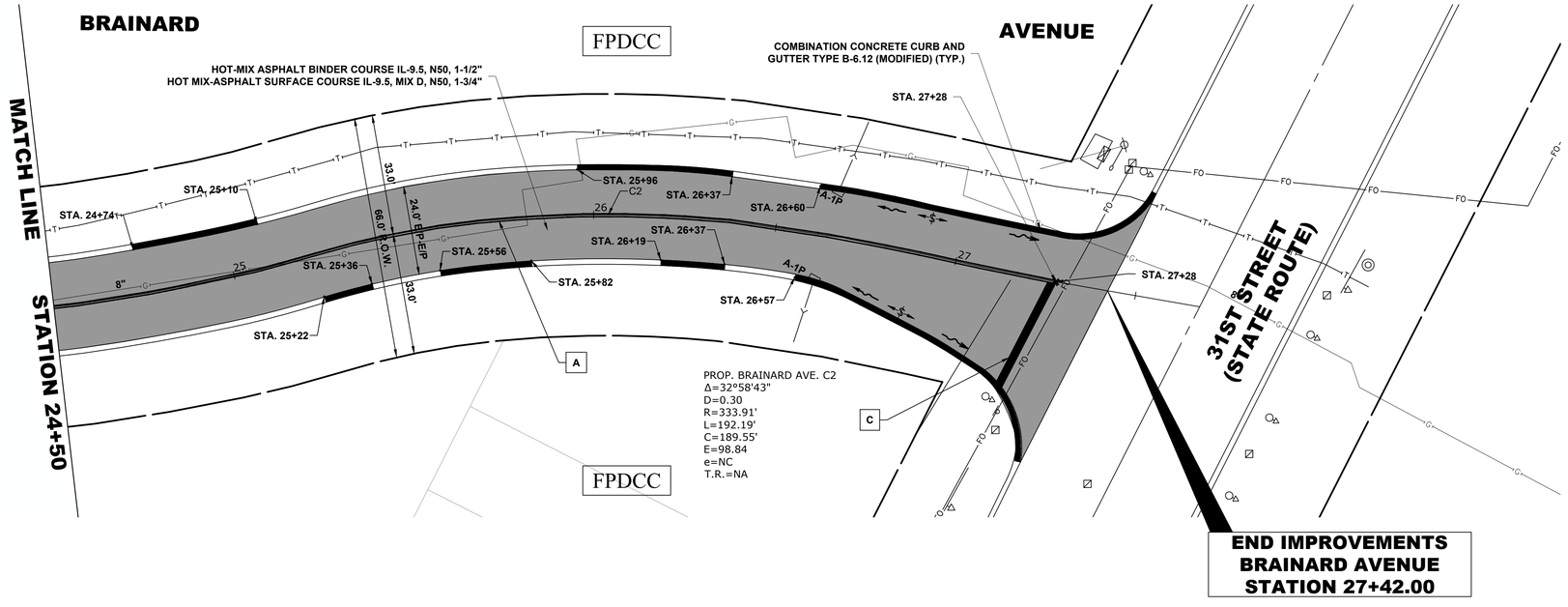
SYMBOL	DESCRIPTION
	HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
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	EXISTING WATER MAIN VALVE VAULT
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TP	TREE TRUNK PROTECTION
RP	TREE ROOT PRUNING
X RM	STRUCTURE REMOVAL

PAVEMENT MARKING LEGEND TABLE

A	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE LINE) AT 11" C-C
B	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE)
C	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)



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DRAWN -	ECW, DMM, AJ, SA	REVISED - XX
CHECKED -	-	REVISED - XX
DATE -	8-6-2026	REVISED - XX

STATE OF ILLINOIS
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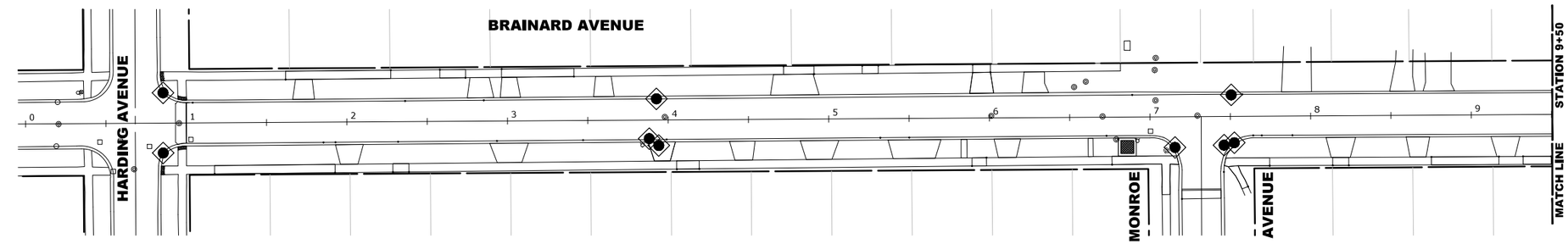
BRAINARD AVENUE
RESURFACING AND PAVEMENT MARKING PLAN

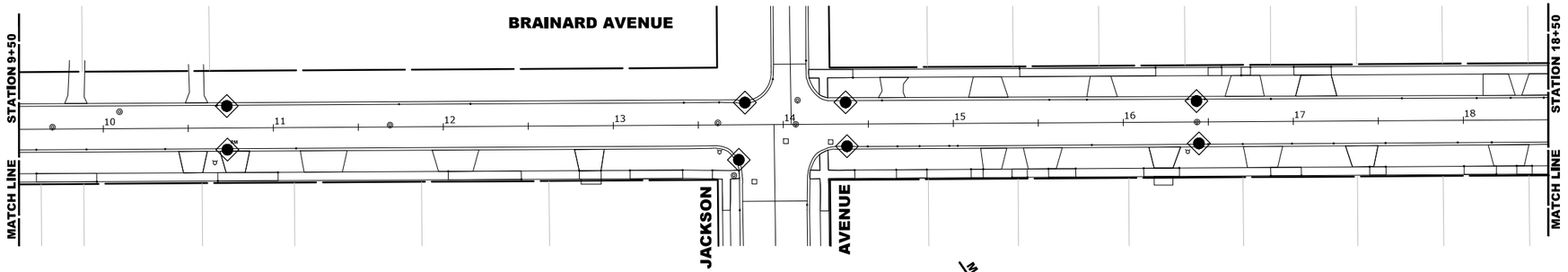
SCALE: 1" = 20' | SHEET NO. 3 OF 7 SHEETS | STA. 24+50 | TO STA. 27+68

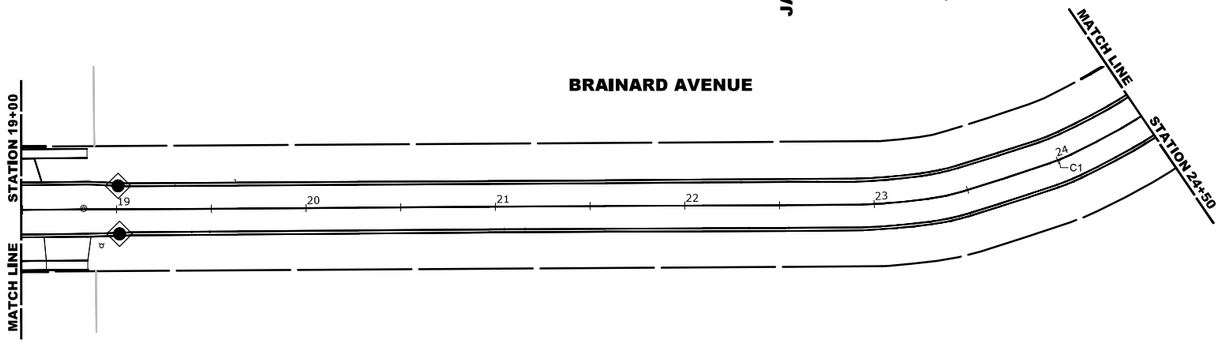
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	18
FIELD BOOK NO. : -		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

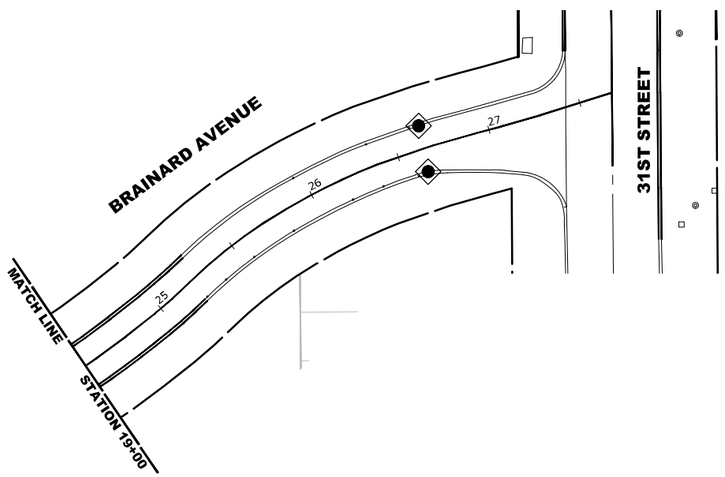
E.H.E. PROJECT NO. 520-25-27801

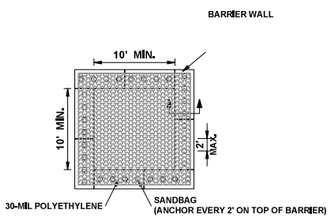
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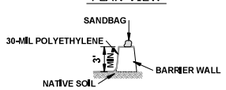








PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

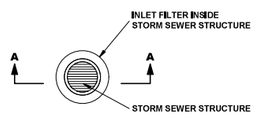
NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

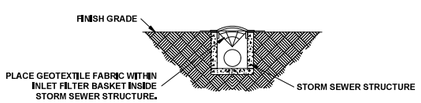
CONCRETE WASHOUT

LEGEND

SYMBOL	DESCRIPTION
◆	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
■	CONCRETE WASHOUT



PLAN VIEW



SECTION A-A

INLET FILTER

EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS, REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

ALL DISPOSAL OF CONSTRUCTION MATERIAL, SEDIMENT, AND SOLIDIFIED CONCRETE SHALL BE AT A CCDD FACILITY

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. HE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
4. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.
5. NO RUNOFF FROM CONCRETE WASHOUT BOXES SHALL BE PERMITTED TO ENTER LOCAL SEWERS OR STORMWATER MANAGEMENT FACILITIES.

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES

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DATE -	8-6-2026	REVISED -

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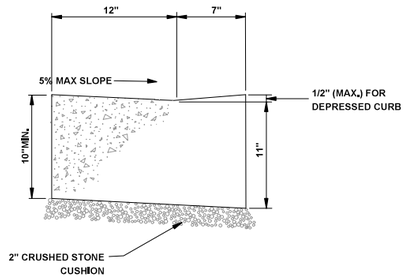
EROSION CONTROL DETAILS

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

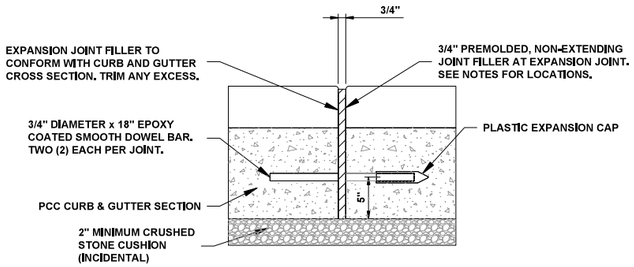
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FIELD BOOK NO. :		CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

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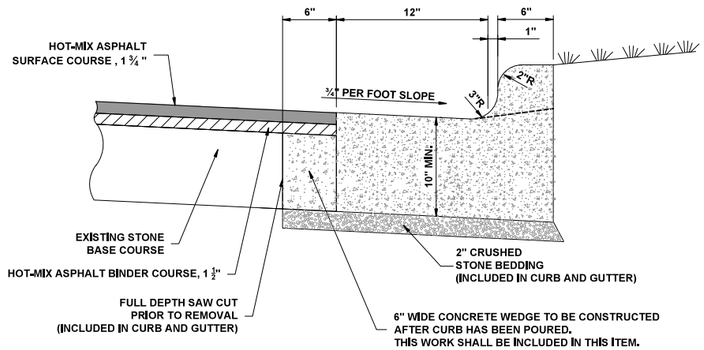
CURB AND GUTTER AT A.D.A. RAMPS



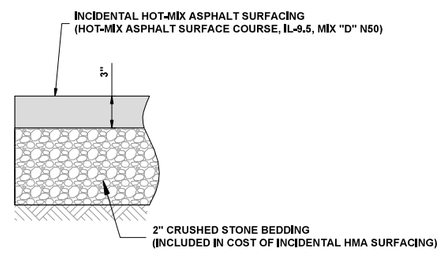
NOTE:

1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 50' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.

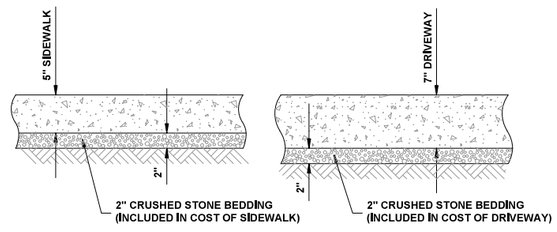
TYPICAL CURB AND GUTTER EXPANSION JOINT



COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (MODIFIED)



INCIDENTAL HOT-MIX ASPHALT SURFACING



TYPICAL P.C.C. SIDEWALK, 5", 7" DRIVEWAY

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DATE -	8-6-2026	REVISED -

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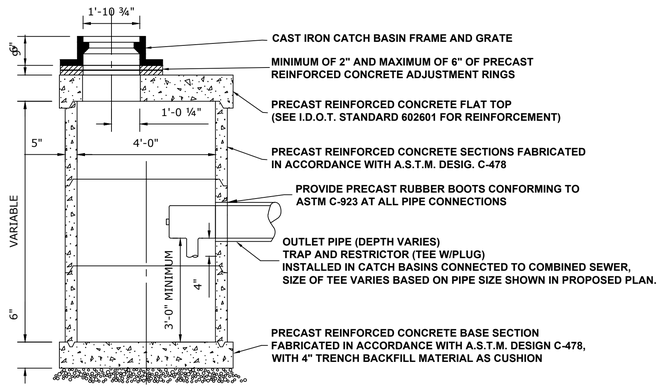
ROADWAY DETAILS

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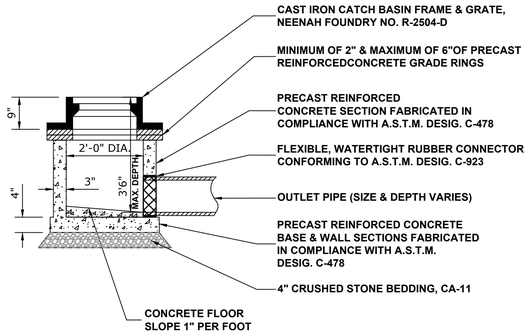
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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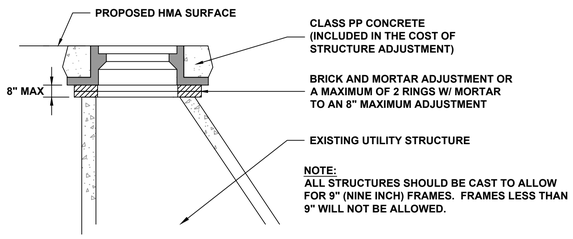
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RESTRICTED DEPTH CATCH BASIN
TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID (SPECIAL)

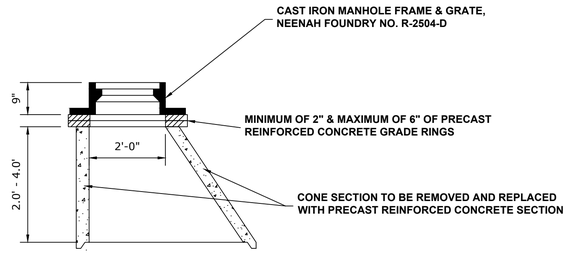


INLET, TYPE "A"



NOTE:
ALL STRUCTURES SHOULD BE CAST TO ALLOW FOR 9" (NINE INCH) FRAMES. FRAMES LESS THAN 9" WILL NOT BE ALLOWED.

STRUCTURE ADJUSTMENT



STRUCTURE RECONSTRUCTION

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SEWER DETAILS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

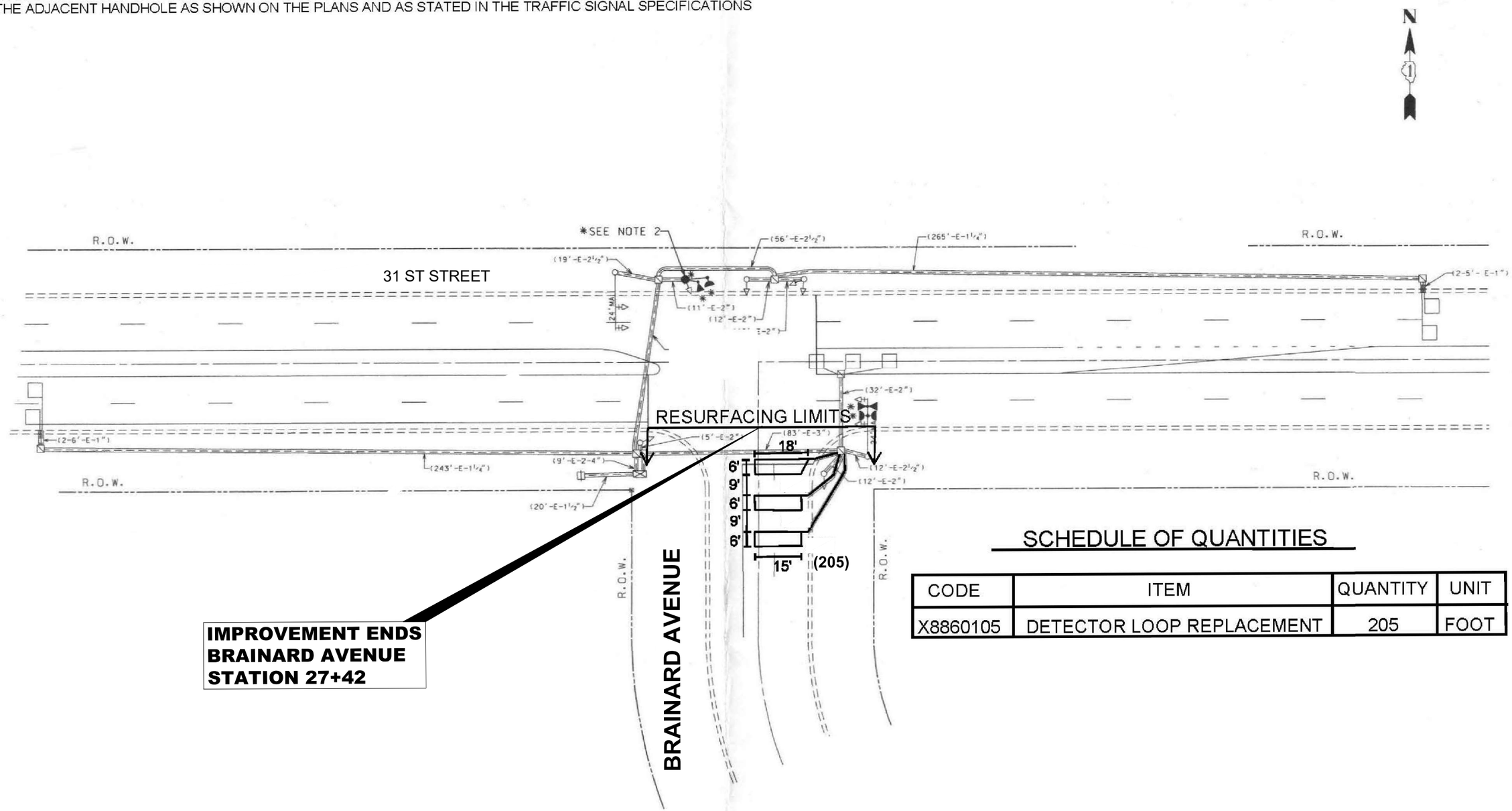
E.H.E. PROJECT NO. 520-25-27001

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING AND PATCHING OPERATIONS)

2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT

3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS



SCHEDULE OF QUANTITIES

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	205	FOOT

TS 13923
ECON 120

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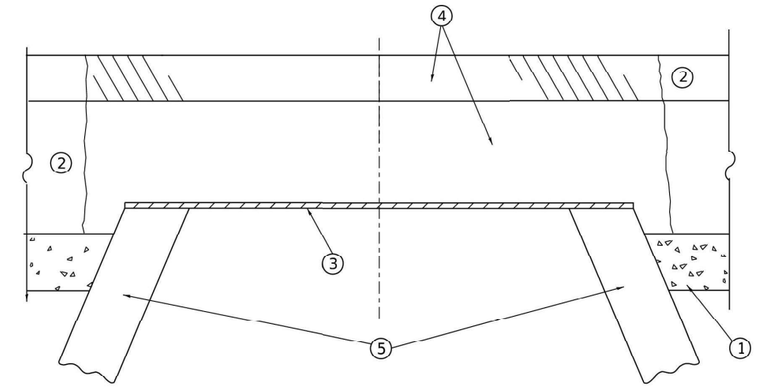
DETECTOR LOOP REPLACEMENT PLAN
BRAINARD AVENUE AND 31ST STREET

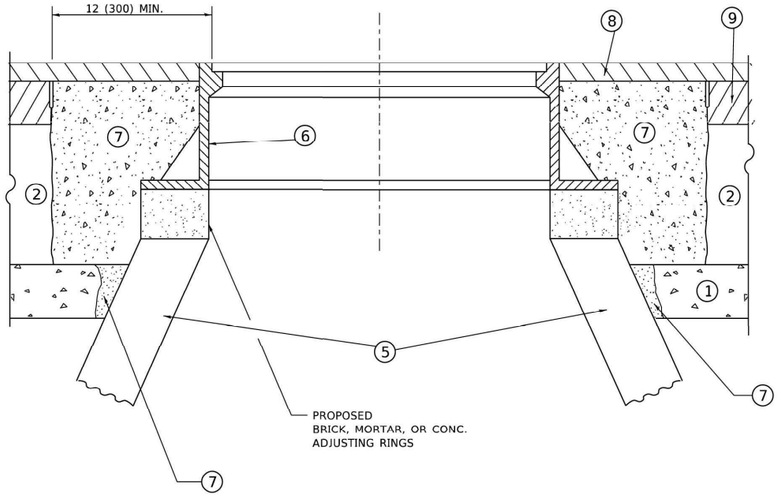
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-25-27801

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DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. 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.

2. 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.

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

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

5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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-2* 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-2* CONCRETE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. 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)."

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

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

4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

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DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

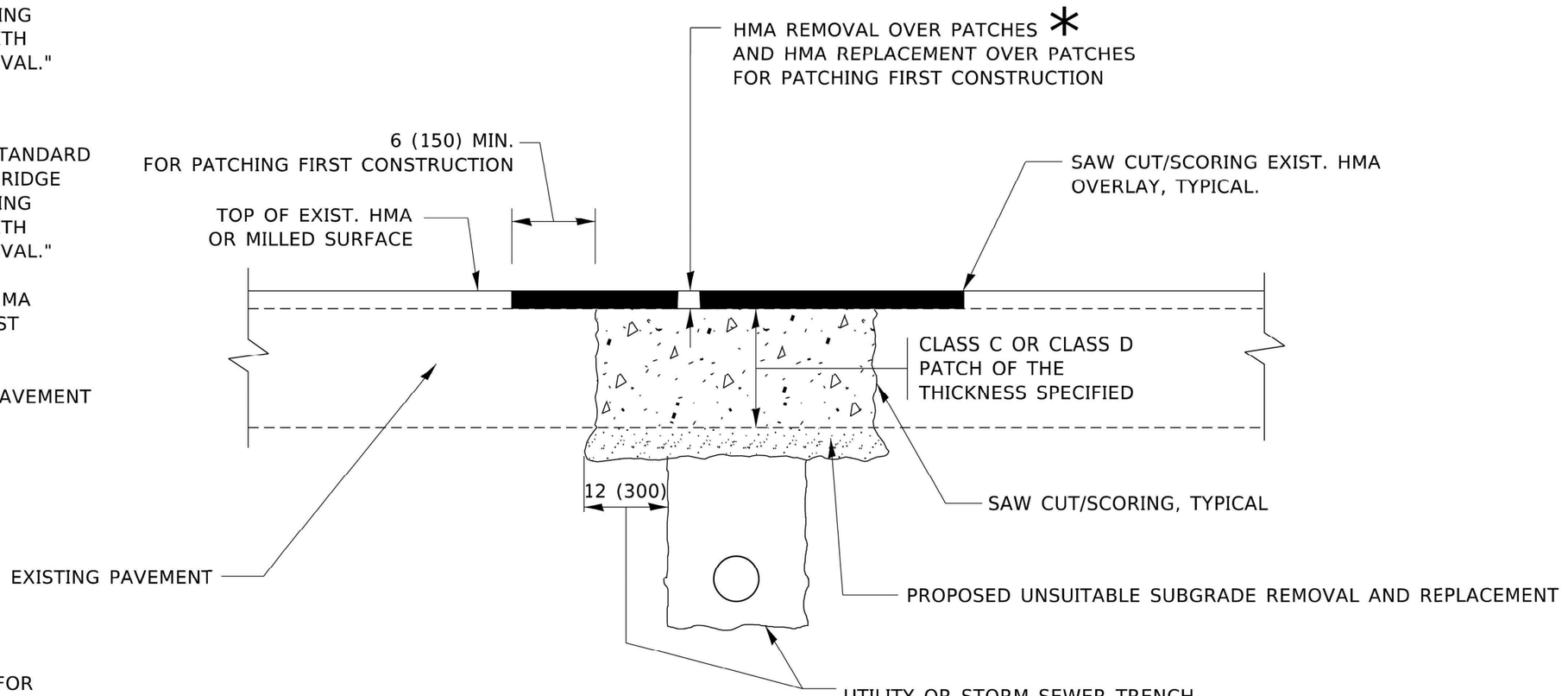
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METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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 4½ 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.

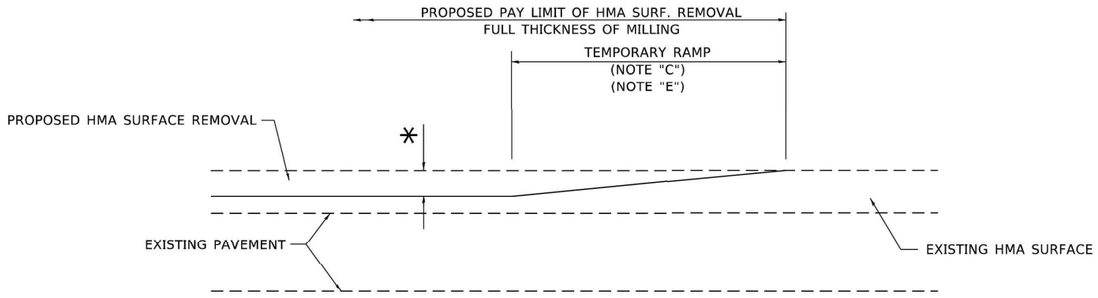
USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS**
	DRAWN -	REVISED - R. BORO 09-04-07	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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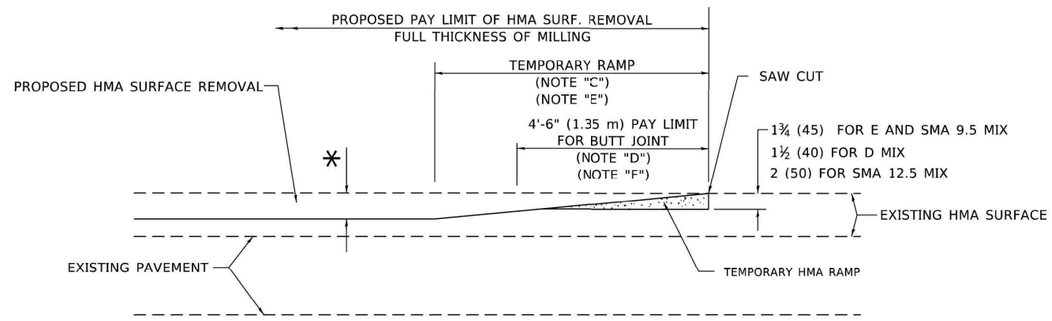
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

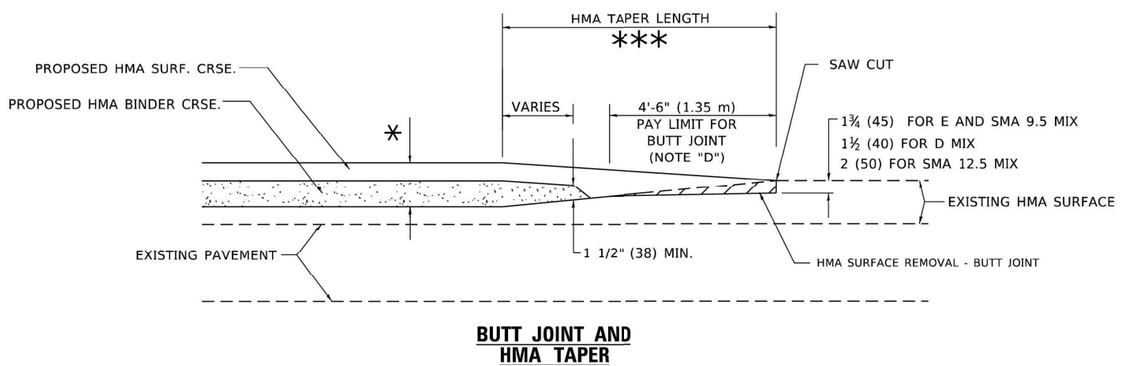


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

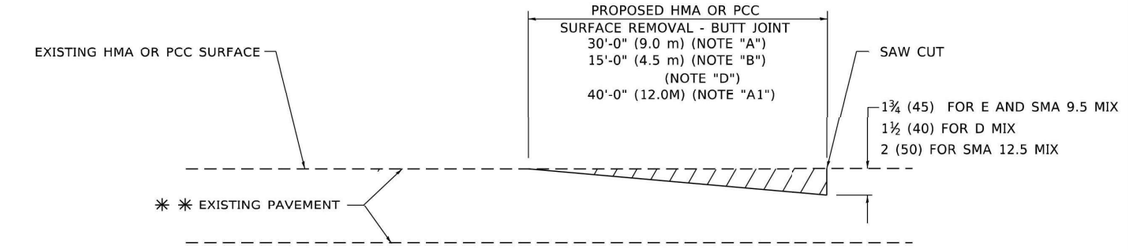
OPTION 2

TYPICAL TEMPORARY RAMP

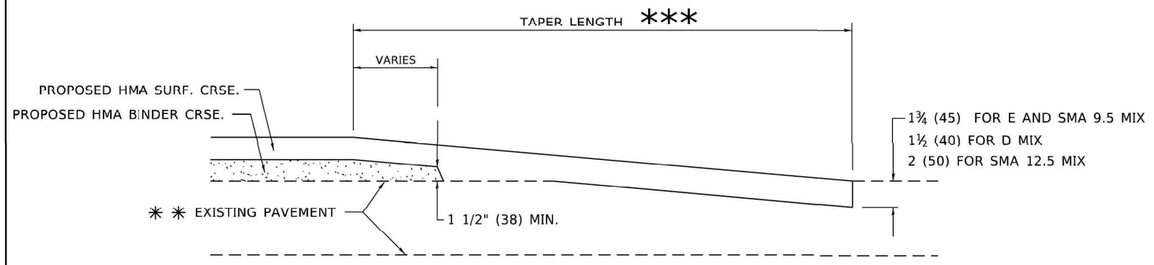


BUTT JOINT AND HMA TAPER

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.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

*** 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

1. 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".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) OTHERWISE SHOWN.

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

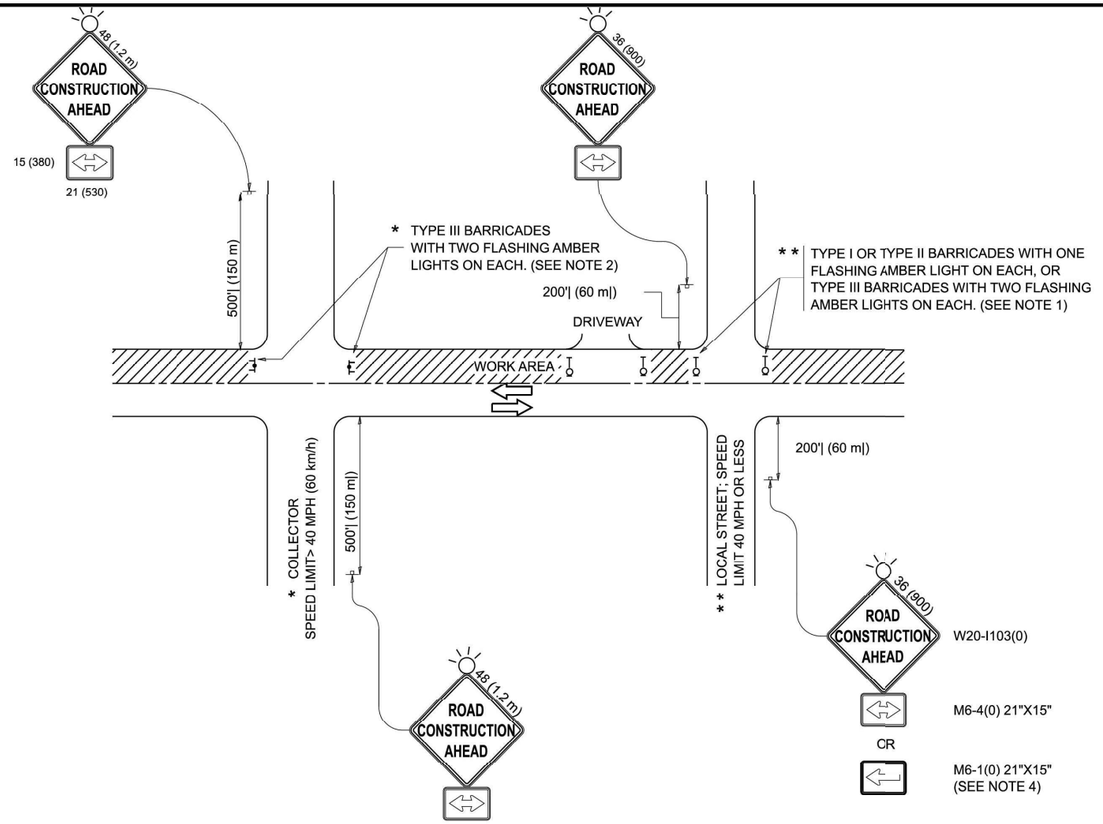
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	25
	BD400-05 BD32	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Drawing file: W:\Projects_by_Village\La Grange Park\52225278 - Brainard Avenue Resurfacing improvements\IDOT Standard.dwg Aug 06, 2026 - 9:16am



NOTES:

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 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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = lawrence.demanche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 10/2/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-25

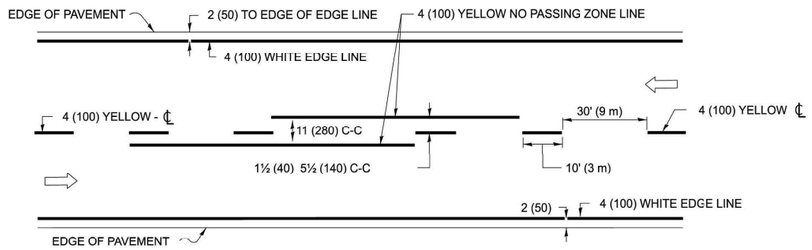
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

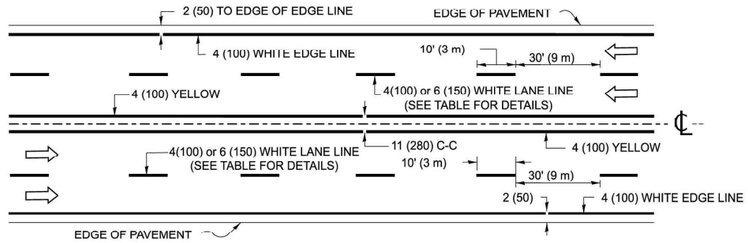
SCALE: | SHEET OF SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-10	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

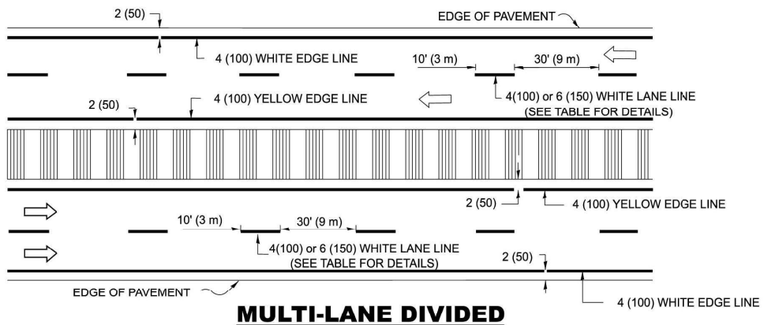
Drawing file: W:\Projects_by_Village\La Grange Park\2022278 - Brainard Avenue Resurfacing Improvements\IDOT Standard.dwg Aug 06, 2026 - 9:16am



2-LANE ROADWAY

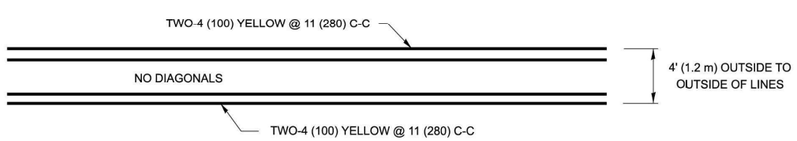


MULTI-LANE UNDIVIDED

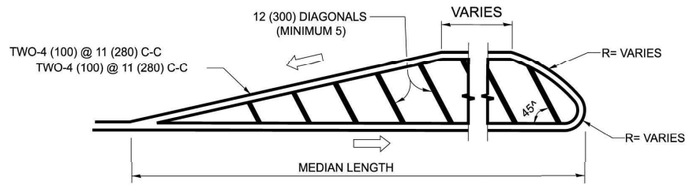


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



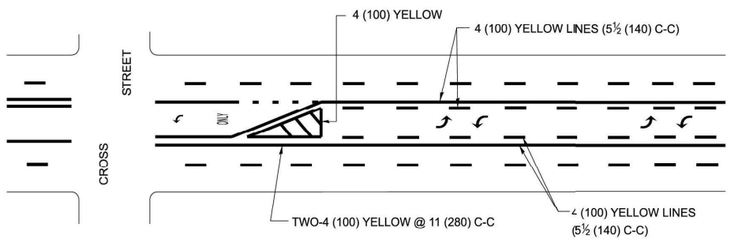
4' (1.2 m) WIDE MEDIANS ONLY



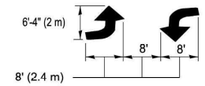
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

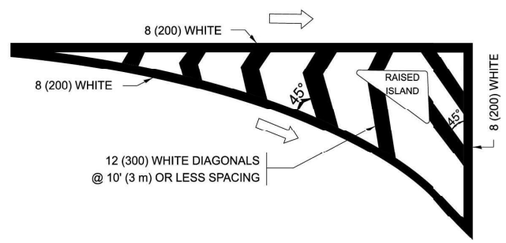


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

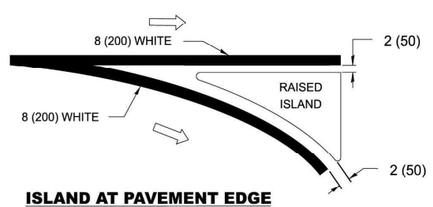


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

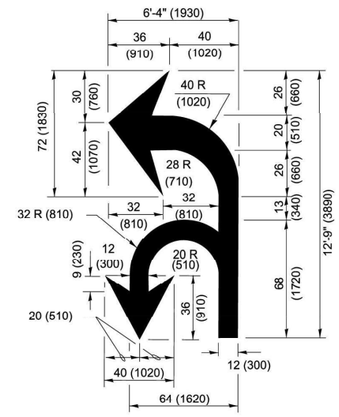


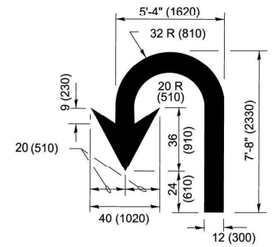
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

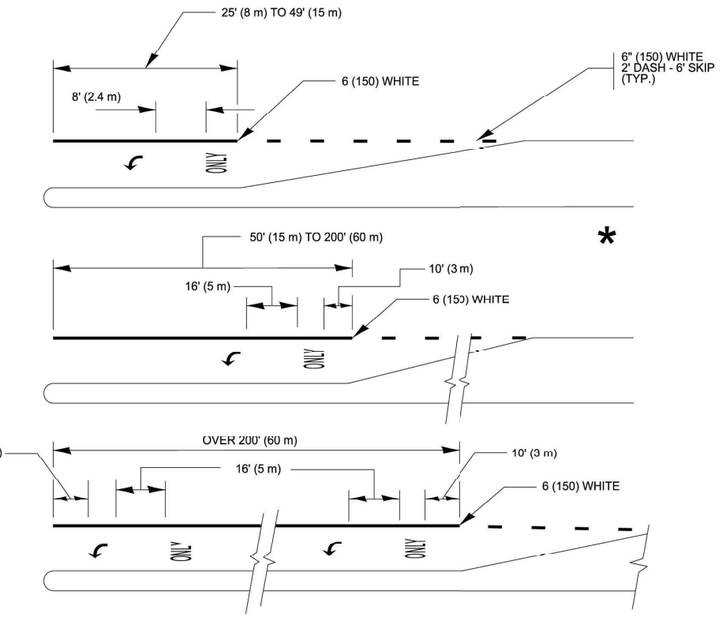
TYPICAL ISLAND MARKING





COMBINATION LEFT AND U-TURN

U-TURN



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 MARKING

USER NAME = lawrence.demanche	DESIGNED - EVERS	REVISED - C. JUCIUS 07-01-13
	DRAWN -	REVISED - C. JUCIUS 12-21-15
PLOT SCALE = 0.08333317 ' / in.	CHECKED -	REVISED - C. JUCIUS 04-12-16
PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26

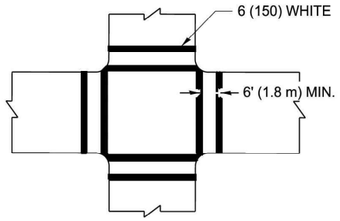
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

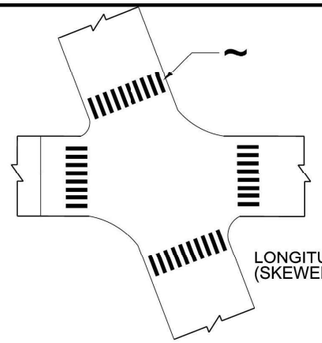
SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	27
	TC-13A	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

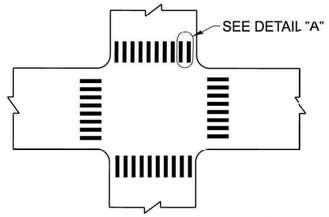
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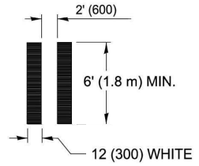
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

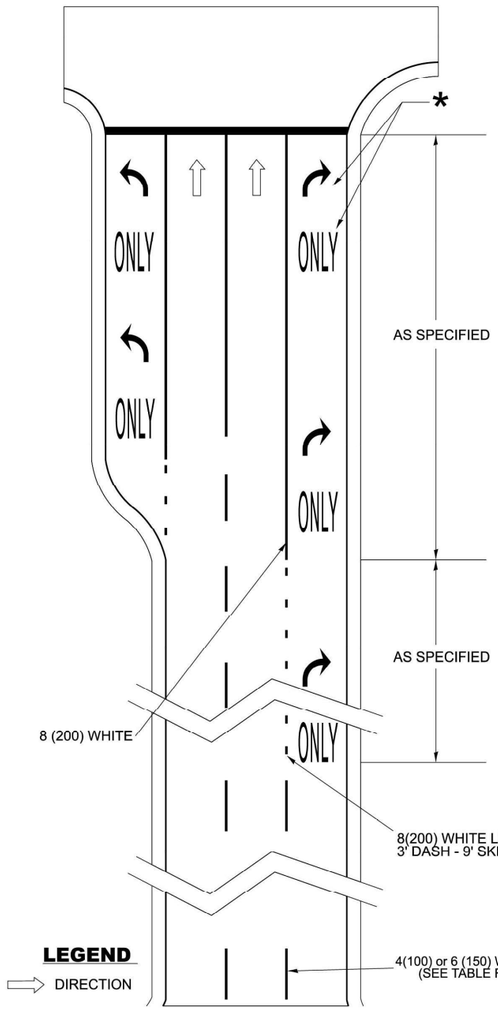


DETAIL "A"

TYPICAL CROSSWALK MARKING

~ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHOULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC

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



ARTERIAL ROAD LANE-DROP MARKINGS

* FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.

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 FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) 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
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
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, TC 23 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	8 (200) 8 (200)	SKIP - DASH SOLID	WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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.

USER NAME = lawrence.demanche	DESIGNED - EVERS	REVISED - C. JUCIUS 07-01-13	
	DRAWN -	REVISED - C. JUCIUS 12-21-15	
	CHECKED -	REVISED - C. JUCIUS 04-12-16	
PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26	

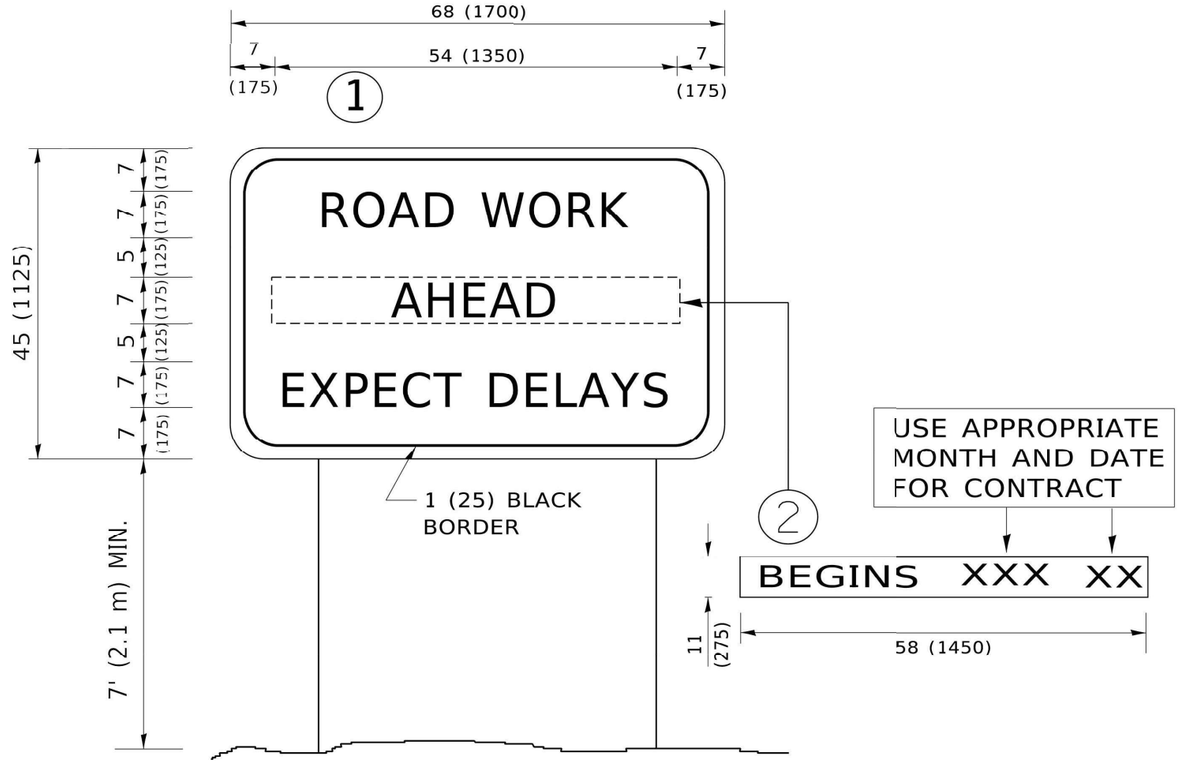
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	28
	TC-13B	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Drawing file: W:\Projects_By_Village\La Grange Park\22225278 - Brainard Avenue Resurfacing improvements\IDOT Standard.dwg Aug 06, 2026 - 9:16am



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.

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

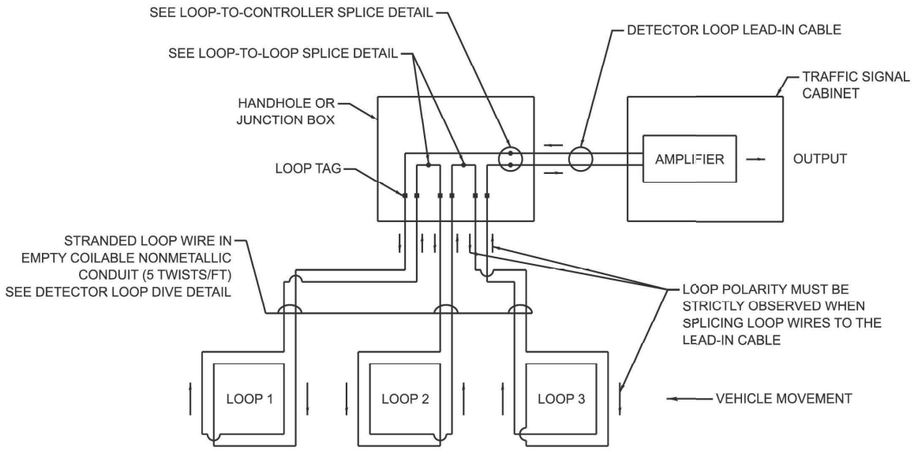
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	29
	TC-22	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

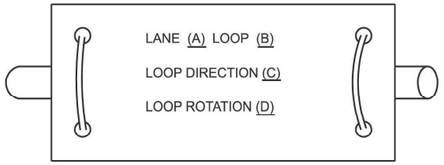
Drawing file: W:\Projects_by_Village\La Grange Park\52225278 - Brainard Avenue Resurfacing Improvements\IDOT Standard.dwg Aug 06, 2026 - 9:16am

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. 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.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



DETECTOR LOOP WIRING SCHEMATIC



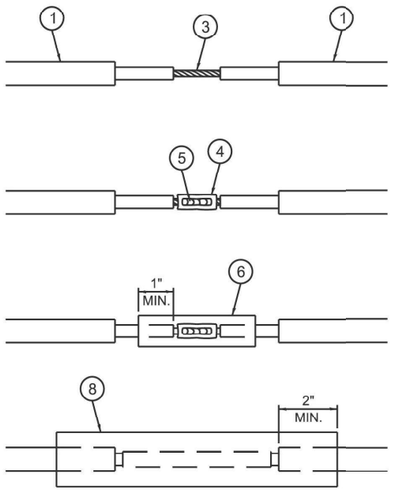
A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.

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

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

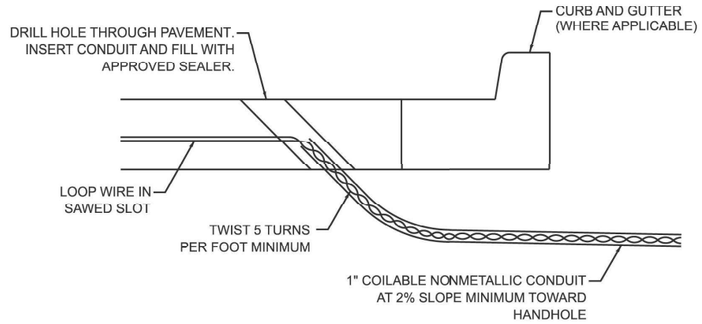
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

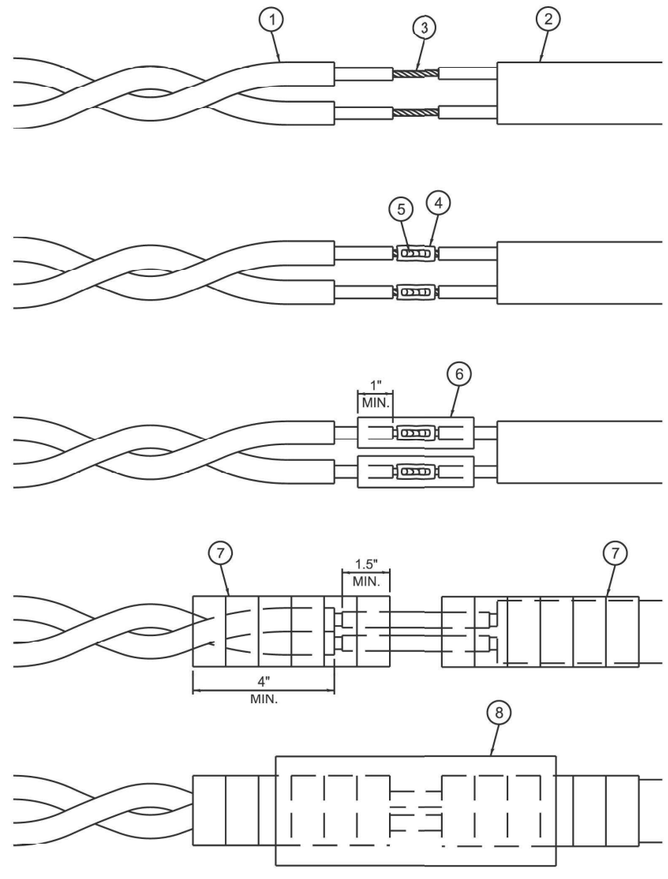


LOOP-TO-LOOP SPLICE DETAIL

1. DETECTOR LOOP CABLE.
2. DETECTOR LOOP LEAD-IN CABLE
3. BARE CONDUCTORS TWISTED TOGETHER.
4. BUTT SPLICE CRIMP CONNECTOR.
5. SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
6. WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
7. SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
8. WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

Drawing file: W:\Projects_by_Village\La Grange Park\22025278 - Brighord Avenue Resurfacing Improvements\IDOT Standard.dwg Aug 06, 2026 - 9:11am

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PLOT SCALE = $SCALE$	CHECKED - NB/KK	REVISED -
PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -

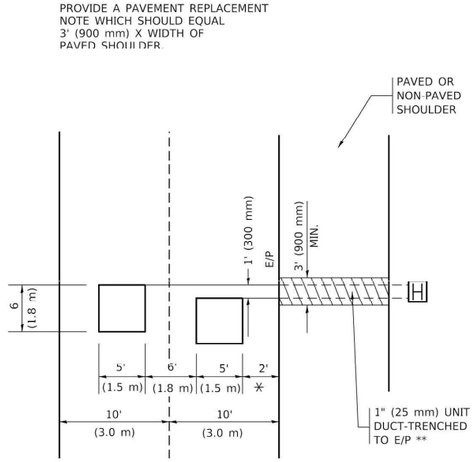
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	30
	TS-01	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

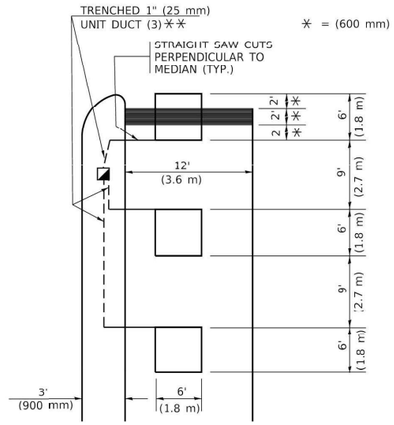


* = (600 mm)

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

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

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

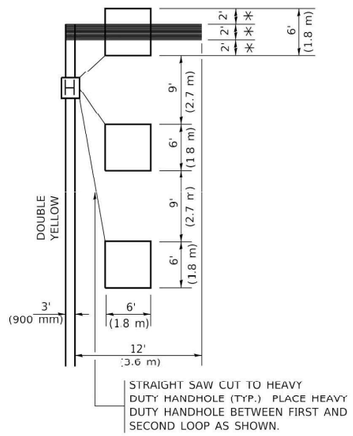


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

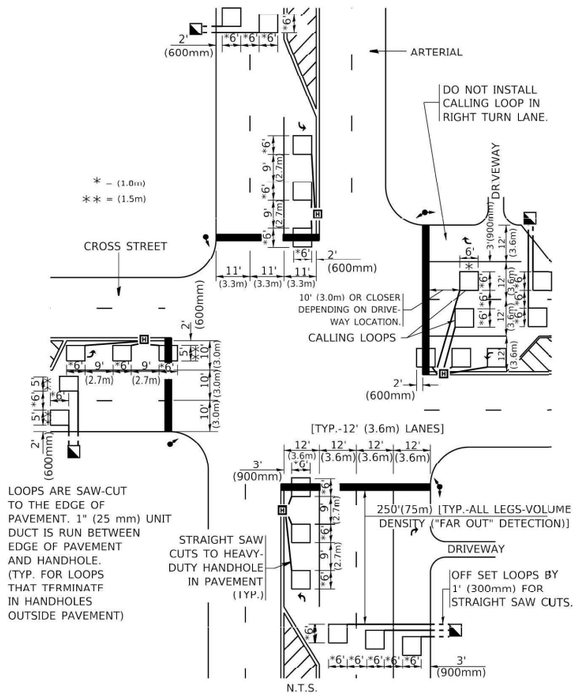
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



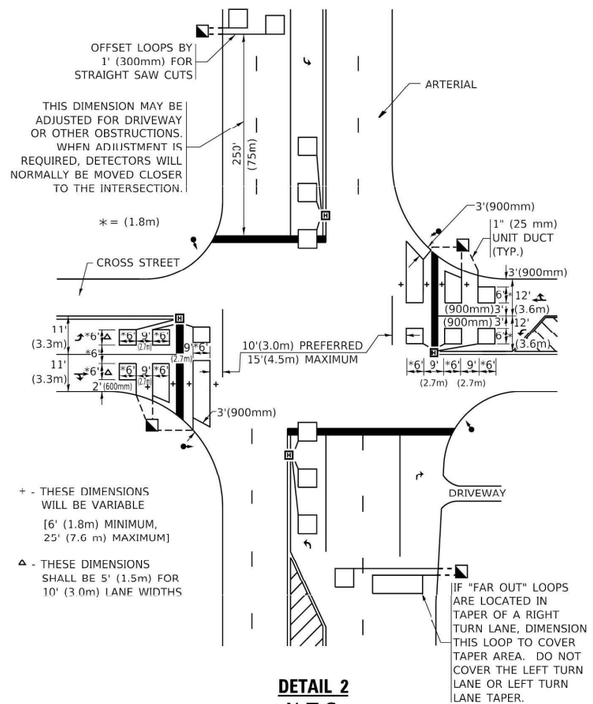
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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

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	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED - R.K.F.	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2704	26-00104-00-RS	COOK	31	31
	TS-07	CONTRACT NO. 61M74		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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