11-18-11 LETTING ITEM 084

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VARIOUS	06-00080-01-BT	COOK	37	1
F.H.W.A. REG.	ILLINOIS	PROJECT	HPP-3463(006)	

CONTRACT NO. 63461

INDEX OF SHEETS

INDEX OF DISTRICT 1 STANDARDS

INDEX OF HIGHWAY STANDARDS

SEE SHEET 2

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

VILLAGE WIDE BIKE PATH - STAGE 2

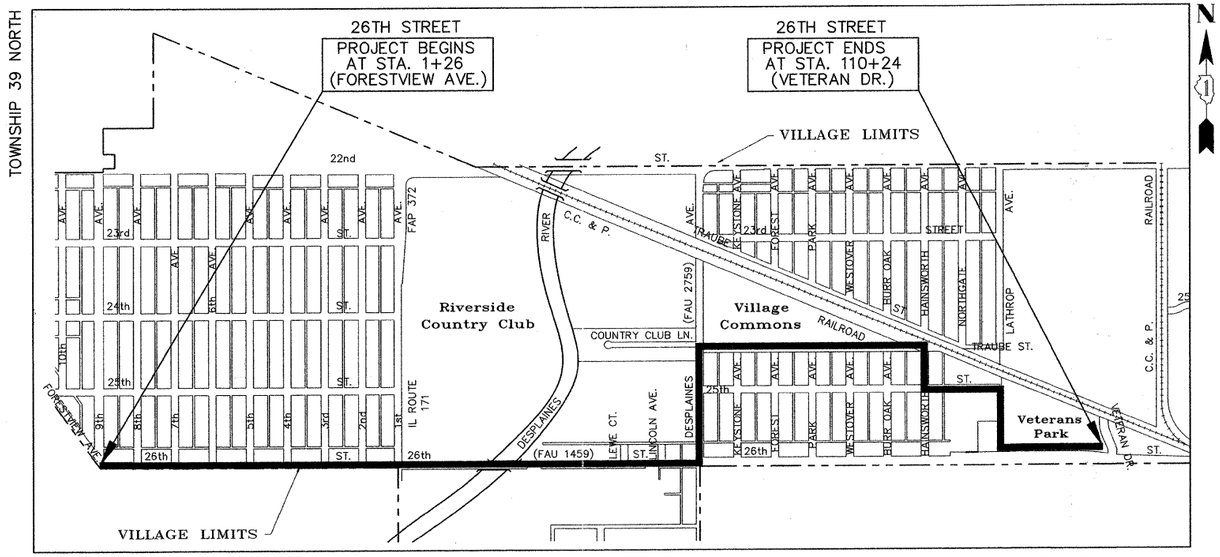
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE),
VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK
FROM FORESTVIEW AVENUE TO VETERAN DRIVE

BIKE PATH
FEDERAL PROJECT HPP-3463(006)
SECTION NO. 06-00080-01-BT
VILLAGE OF NORTH RIVERSIDE
COOK COUNTY
C-91--429-10

LOCATION OF SECTION INDICATED THUS: -■-

PROJECT LOCATION MAP

N.T.S.



3rd PRINCIPAL MERIDIAN

PROJECT LOCATED IN THE VILLAGE OF NORTH RIVERSIDE

■ DENOTES LOCATION OF IMPROVEMENT IN RIVERSIDE TOWNSHIP

LENGTH OF PROJECT

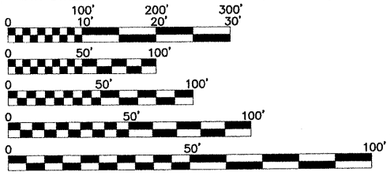
VILLAGE WIDE BIKE PATH

GROSS LENGTH OF PROJECT 10,898 FEET (2.0640 miles)
NET LENGTH OF PROJECT 10,898 FEET (2.0640 miles)

TRAFFIC DATA

		DESIGN DESIGNATION:
ADT: 26TH STREET E. OF 1ST. AVE.	13,500 (2009)	COLLECTOR
26TH STREET W. OF 1ST AVE.	7,900 (2009)	COLLECTOR
DES PLAINES AVENUE	12,700 (2009)	COLLECTOR
25TH STREET	400 (2009)	LOCAL

	POSTED SPEED	DESIGN SPEED
26TH STREET E. OF 1ST. AVE.	25 MPH (EXISTING)	25 MPH (EXISTING)
26TH STREET W. OF 1ST AVE.	25 MPH (PROPOSED)	25 MPH (PROPOSED)
DES PLAINES AVENUE	30 MPH (PROPOSED)	30 MPH (PROPOSED)
25TH STREET	25 MPH (PROPOSED)	25 MPH (PROPOSED)



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

J.U.L.I.E.
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811

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

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

Frank Novotny & Associates, Inc.
Civil Engineers/ Municipal Consultants
825 Midway Drive ◆ Willowbrook, IL ◆ 60527 ◆ Telephone: (630) 887-8640 ◆ Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FNA PROJECT NO. 09296	DRAWN/DESIGNED JFP/THK	CHECKED/APPROVED THK/THK

REVISIONS

NO.	BY	DATE	DESCRIPTION
1	THK	3-09-10	PER I.D.O.T. REVIEW
2	THK	4-06-10	PER I.D.O.T. REVIEW
3	THK	7-01-11	UPDATE STANDARDS
4	TRB	8-29-11	PER I.D.O.T. REVIEW

CONTRACT NO. 63461

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 8-11-11 2011

VILLAGE OF NORTH RIVERSIDE Kenneth Krochmal
KENNETH KROCHMAL, MAYOR

PASSED SEPTEMBER 8, 2011

CHRISTOPHER HUT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW SEPTEMBER 8, 2011

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

TRAFFIC SIGNAL ENGINEER: SHEETS 18-27

Dana M. Schnabel
DANA M. SCHNABEL, P.E.
IL. P.E. NO. 062-054043
EXPIRES 11-30-2011
8/11/11
DATE

062-054043 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
SEAL

CIVIL ENGINEER: SHEETS 1-17 AND 28-33

Timothy H. Klass
TIMOTHY H. KLASS, P.E.
IL. P.E. NO. 062-046111
EXPIRES 11-30-2011
8/11/11
DATE

062-046111 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
SEAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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720006-02 SIGN PANEL ERECTION DETAILS
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880006-01 TRAFFIC SIGNAL MOUNTING DETAILS

SPECIAL PROJECT NOTES

1) ALL PATCHING WILL BE MARKED OUT AND CONSTRUCTED AFTER MILLING. A PROOF ROLL WILL BE REQUIRED.
2) ALL SAWCUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM THE WORK APPLIES.
3) ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER), SHALL BE SALVAGED TO THE CONTRACTOR.
4) ALL METERS, VALVES, AND BUFFALO BOXES WITHIN SIDEWALK AND DRIVEWAY REMOVAL LIMITS SHALL BE ADJUSTED.
5) ALL AT&T MANHOLES TO BE ADJUSTED (BY OTHERS).
6) MEET EXISTING CURB AND FLOW LINE ELEVATIONS AT SIDE STREET APPROACHES.
7) ALL CURBLINE INLETS AND CATCH BASINS ON THIS PROJECT FLOW TO A COMBINED SEWER. ALL WORK SHALL CONFORM TO ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (M.W.R.D.) STANDARDS. THE FINAL OUT FLOWING PIPE FROM ANY INLET OR CATCH BASIN STRUCTURE THAT WILL FLOW TO THE COMBINED SEWER SHALL BE TRAPPED. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REPLACEMENT OF THE PIPE.
8) ABANDONED STORM SEWER PIPE SHALL BE PLUGGED WITH CONCRETE MORTAR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REPLACEMENT OF THE PIPE.
9) METHOD 1, AS DESCRIBED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS SHALL BE USED TO COMPACT TRENCHES FOR ALL STORM SEWER PIPE INSTALLATION.
10) LOCATIONS OF DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED, SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
11) THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.
12) THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.
13) IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CC&P RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CC&P RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

GENERAL CONSTRUCTION NOTES
PAVING AND STORM SEWERS

SPECIFICATIONS

THE LATEST EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 105.07 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.I.E. AT 1-800-892-0123 OR 811, AND ALL OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

EXCAVATED MATERIALS

THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SURPLUS TRENCH SPOIL MATERIALS OFF THE SITE AS WORK PROGRESSES. THE TEMPORARY STOCKPILING OF THIS MATERIAL ON THE PROJECT SITE WILL NOT BE ALLOWED.

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

SCHEDULE OF OPERATIONS

THE CONTRACTOR SHALL SUBMIT IN WRITING A "SCHEDULE OF OPERATIONS" SHOWING APPROXIMATE DATES FOR COMMENCING AND COMPLETING VARIOUS PHASES OF CONSTRUCTION INCLUDED IN THE CONTRACT. PRIOR TO COMMENCING ANY CONSTRUCTION UNDER THIS CONTRACT, THE SCHEDULE SHALL HAVE THE APPROVAL OF THE ENGINEER AND THE DATE FOR STARTING SHALL BE MUTUALLY AGREED UPON BETWEEN THE CONTRACTOR AND THE ENGINEER.

SAWING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCLUDED IN THE COST OF TO THE PATCHING ITEM. EXISTING DRIVEWAY PAVEMENT AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAWCUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND THE EXISTING, AND SUCH COST SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

TREES AND BRANCHES

WHERE OVERHANGING BRANCHES INTERFERE WITH OPERATIONS OF CONSTRUCTION, SAID BRANCHES SHALL BE TRIMMED AND SEALED IN ACCORDANCE WITH SECTION 253.09 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE COST OF SAME SHALL BE INCLUDED IN THE COST OF THE CONTRACT. IF TREES OR SHRUBS MUST BE REMOVED, THEY WILL BE PAID FOR IN ACCORDANCE WITH THE SPECIFICATIONS.

WATER VALVE BOXES AND DOMESTIC WATER SERVICE BOXES

WATER VALVE BOXES AND DOMESTIC WATER SERVICE BOXES THAT ARE LOCATED DURING CONSTRUCTION AND ARE NOT REQUIRED TO BE MOVED SHALL BE ADJUSTED TO THE FINISH GRADE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF TRENCH BACKFILL. IF DOMESTIC WATER SERVICE BOXES ARE UNCOVERED DURING THE TRENCHING OPERATION, AND LIE WITHIN THE LIMITS OF THE TRENCH, THEY SHALL BE MOVED TO NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. PAYMENT WILL BE MADE UNDER THE ITEMS OF "DOMESTIC WATER SERVICE TO BE MOVED" AND FEET OF "WATER SERVICE LINE" OF THE REQUIRED SIZE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN STAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

Frank Novotny & Associates, Inc.
Civil Engineers/ Municipal Consultants
825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0182
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000028

FILE NAME: VILLAGE WIDE BIKE PATH - STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE	USER NAME =	DESIGNED - THK	REVISED - THK 3-09-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY STANDARDS GENERAL NOTES SPECIAL PROJECT NOTES
#09296		DRAWN - JFP-JEP	REVISED - THK 4-06-10		
	PLOT SCALE = NONE	CHECKED - THK	REVISED - THK 7-01-11		
	PLOT DATE =	DATE - 1-29-10	REVISED - TRB 8-29-11		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	2
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

Specialty Item	Special Provision	Item No	Description	Unit	Construction Code 0028 Quantity	Construction Code 0042 Quantity
		20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	105	
		20101200	TREE ROOT PRUNING	EACH	17	
		20200100	EARTH EXCAVATION	CU YD	2881	
		20800150	TRENCH BACKFILL	CU YD	362	
		21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	8684	
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6352	
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	131	
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	131	
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	131	
		25200110	SODDING, SALT TOLERANT	SQ YD	7030	
		25200200	SUPPLEMENTAL WATERING	UNIT	35	
		28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	200	
		28000400	PERIMETER EROSION BARRIER	FOOT	6030	
		28000500	INLET AND PIPE PROTECTION	EACH	10	
		28000510	INLET FILTERS	EACH	17	
		31101180	SUB-BASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	575	
		31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1649	
		35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	7035	
		35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	1443	
		40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2	
		40600300	AGGREGATE (PRIME COAT)	TON	1	
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	29	
		40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	894	
		40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1385	
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5996	
	SP	42400800	DETECTABLE WARNINGS	SQ FT	248	
		44000100	PAVEMENT REMOVAL	SQ YD	1010	
		44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	235	
		44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	513	
	SP	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	174	
		44000600	SIDEWALK REMOVAL	SQ FT	17142	
	SP	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	20	
	SP	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	40	
	SP	550B0320	STORM SEWERS, CLASS B, TYPE 2 8"	FOOT	603	
	SP	550B0340	STORM SEWERS, CLASS B, TYPE 2 12"	FOOT	280	
		60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	
		60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	
		60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	11	
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	6	
		60255500	MANHOLES TO BE ADJUSTED	EACH	7	
		60260100	INLETS TO BE ADJUSTED	EACH	1	
	SP	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1093	
		67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	
		67100100	MOBILIZATION	L SUM	1	
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	
		70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	

Specialty Item	Special Provision	Item No	Description	Unit	Construction Code 0028 Quantity	Construction Code 0042 Quantity
		72000100	SIGN PANEL - TYPE 1	SQ FT	181	
		72400100	REMOVE SIGN PANEL ASSEMBLY-TYPE A	EACH	44	
		72400310	REMOVE SIGN PANEL-TYPE 1	SQ FT	24	
		72900100	METAL POST - TYPE A	FOOT	385	
*		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	310	
*		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4704	
*		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1053	
*		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	180	
*		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	183	
*		78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	20	
*		81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	37	
*		81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	37	
*	SP	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	
*		87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1416	
*		87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1018	
*		87601200	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	6	
*		87900200	DRILL EXISTING HANDHOLE	EACH	6	
*		88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8	
*		88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2	
*		88800100	PEDESTRIAN PUSH-BUTTON	EACH	16	
*		89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	2	
*		89502200	MODIFY EXISTING CONTROLLER	EACH	2	
*		89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	435	
*		89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	111	
*	SP	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	
*		A2000120	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6	
*		A2006420	TREE, QUERCUS ALBA (WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	6	
	SP	X0326852	RADAR SPEED SIGN	EACH	1	
		X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	5	
	SP	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	
	SP	X8140115	HANDHOLE TO BE ADJUSTED	EACH	3	
	SP	Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	229	
	SP	Z0004544	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL	SQ YD	229	
	SP	Z0023202	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	17	
	SP	Z0043500	PRECAST CONCRETE CAR BUMPER	EACH	10	
	SP	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	
	SP	Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	80	
	SP	XX000882	WOOD FENCE	FOOT	270	
	SP	XX003313	REMOVE AND REINSTALL BRICK PAVER	SQ FT	36	
	SP	XX003424	CONNECTION TO EXISTING STRUCTURE	EACH	5	
	SP	XZ176100	REMOVE AND RESET BUMPER BLOCKS	EACH	121	
	SP	XZ177600	REMOVE EXISTING BUMPER BLOCKS	EACH	10	
	SP	44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	6144	

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000628

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2
FAU RTE. 1459 (25TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =
PLOT SCALE = NONE
PLOT DATE =

DESIGNED – THK
DRAWN – JFP–JEP
CHECKED – THK
DATE – 1–29–10

REVISED – THK 3–09–10
REVISED – THK 4–06–10
REVISED – TRB 8–29–11
REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.–RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	3

CONTRACT NO. 63461

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT HPP–3463(006)

MWRDGC NOTES

METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO
LOCAL SEWER SYSTEMS SECTION

NOTES

Sewer Systems Section must be notified at least ... days prior to the ... any work (call 708/588-4055).

2. Elev... datum is U.S.G.S.
Con... equation is N/A

... drains shall disch... system. (NOT APPLICABLE)

4. ... and foot... storm sewer system. (NOT APPLICABLE)

... sanitary sewer pipe ... and ... sewer pipe materials and joints ... a combined sew... shall

Pipe Material Spec.	Joint Spec.
Vitrified Clay Pipe	
VCP (C-700)	C-425
VCP (No-Bel)(C-700)	
Joint	C-425
Collar	D-1784
Concrete Pipe (C-14)	
RCP (C-76)	C-44...
ACP (C-428)	C-443
	D-1869
ABS Sewer Pipe	
Solid Wall 6" dia. SDR 23.5	
ABS D-2751	D-275...
ABS Composite/Truss Pipe	
8" - 15" dia.	
ABS D-2680	
PVC Gravity Sewer Pipe	
6" - 15" dia. SDR 26	
D-2241	D-3139
AWWA-C-900	D-3139
18" - 27" dia. F/dy=46	
F-679	
CISP A-7...	...56...
DIP A-21...	...21...

Note: ... District has appro... common pipe materials ... basis in additio... above. Please ... District if consid... pipe not listed above.)

... sanitary sewer constructi... storm sewer construction in com... sewer ... requires stone beddin... 1/4" to 1" in size, with mi... bedding thickness equal to ... side diameter of the sewer pip... not less than four (4) inches ... than eight (8) inches. Materials ... be CA-... or CA-13 and shall ... at least 12" above the top ... pipe when using PVC.

"Band-Seal" or similar flexi... couplings shall be used ... the con... of sewer pipe of dissimilar m...

When connecting to an ex... sewer main by means ... tee, or an existing manhole, ... following methods sh... used:

1. Circular saw-cut of sew... by proper tools ("Shewer-Tap" machin... collar) and proper installation of hub-wy... or hub-tee saddle.
2. Remove an entire secti... (breaking only the top of one bell) and ... a wye or tee bran... section.
3. With pipe cutter, neatly ... accurately cut out desired length of pipe for inse... proper fitting, using "Band-Seal" or simila... to hold it firmly in place.

... crosses under a water main, the ... sewer to the bottom of the wa... minimum horizontal distance of ... and water mains shall be maintained ... keeping minimum 18" vertical ... same ... with a water main ... of undisturbed earth ... vertical or horiz... sewer crosses above ... water main standards.

... abandoned tanks sh...

... combined sew... shall be cas... forced ... conforming ... between ... sanitary and ... sewe...

IEPA REQUIREMENTS FOR SEPARATION OF SEWERS AND WATER MAINS

Section 653.119 Protection of Water Main and Water Service Lines

Water mains and water service lines shall be protected from sanitary sewers, storm sewers, combined sewers, house sewer service connections and drains as follows:

a) Water Mains

1) Horizontal Separation

A) Water mains shall be laid at least ten feet horizontally from any existing or proposed drain, storm sewer, sanitary sewer, combined sewer or sewer service connection.

B) Water mains may be laid closer than ten feet to a sewer line w...

i) local conditions prevent a lateral separation of ten feet;

ii) the water main invert is at least 18 inches above the crown of the sewer; and

iii) the water main is either in a separate trench or in the same trench on an undisturbed earth shelf located to one side of the sewer.

C) Both the water main and drain or sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, asbestos-cement pressure pipe, prestressed concrete pipe, or PVC pipe meeting the requirements of Section 653.111 when it is impossible to meet (A) or (B) above. The drain or sewer shall be pressure tested to the maximum expected surcharge head before backfilling.

2) Vertical Separation:

A) A water main shall be laid so that its invert is 18 inches above the crown of the drain or sewer whenever water mains cross storm sewers, sanitary sewers or sewer service connections. The vertical separation shall be maintained for that portion of the water main located within ten feet horizontally of any sewer or drain crossed. A length of water main pipe shall be centered over the sewer to be crossed with joints equidistant from the sewer or drain.

B) Both the water main and sewer shall be constructed of slip-on or mechanical joint ductile iron pipe, asbestos-cement pressure pipe, prestressed concrete pipe, or PVC pipe meeting requirements of Section 653.111 when:

i) it is impossible to obtain the proper vertical separation as described in (A) above; or

C) A vertical separation of 18 inches between the invert of the sewer or drain and the crown of the water main shall be maintained where a water main crosses under a sewer. Support the sewer or drain lines to prevent settling and breaking the water main.

D) Construction shall extend on each side of the crossing until the normal distance from the water main at the sewer or drain lines is at least ten feet.

b) Water Service Lines

1) The horizontal and vertical separation between water service lines and all storm sewers, sanitary sewers, combined sewers or any drain or sewer service connection shall be the same as water main separation described in (a) above.

2) Water pipe described in (a) above shall be used for sewer service lines when minimum horizontal and vertical separation cannot be maintained.

c) Special conditions ... alternate solutions shall be presented to the Agency where ... the topographical, geological or existing structural conditions make strict compliance with (a) and (b) above technically and economically impractical. Alternate solutions will be approved provided watertight construction structurally equivalent to approved water main material is proposed.

W... mains shall be separated from septic tanks, disposal ... and seepage beds by a minimum of 25 feet.

... mains and water service lines shall be protected ... entrance of hydrocarbons through diffusion through ... material used in construction of the line.

... holes shall be inspected and leakage tested for ... tightness in accordance with ASTM C969-94-- "Standard ... for Infiltration and Exfiltration Acceptance Testing of ... Precast Concrete Pipe Sewer Lines", Vol. 04.05, ... Resistant Materials, Vitrified Clay, Concrete, Fiber... Products; Mortars; Masonry (1996) (no later editions or amendments) or ASTM C1244-93 "Standard Test M... Concrete Sewer Manholes by the Negative Pressure (V...) Test", Vol. 04.05, Chemical Resistant Materials, Vitrified Clay, Concrete, Fiber-Cement Products; Mortars; Mo... (1996) (no later editions or amendments) ... to service.

Frank Nov... Associates, Inc.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MWRDGC NOTES
IEPA REQUIREMENTS

VILLAGE ... STREET AND VETERANS ... AVENUE TO VETERAN DRIVE

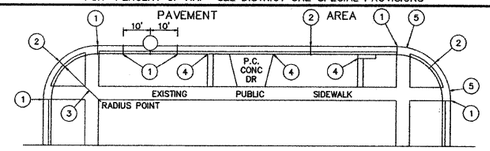
REVISED
REVISED
REVISED
REVISED

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, (IL-19 mm), 2-1/4"	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL-9.5mm), 1"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE, 6" (HMA BINDER IL-19 mm)	4% @ 50 GYR
PATHWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm), 1-1/2"	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, (IL-19 mm), 2"	4% @ 50 GYR
VETERANS PARK PARKING LOT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm), 2"	4% @ 50 GYR
PATCHING	
CLASS D PATCH, (HMA BINDER IL-19 mm), 8"	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT DRIVEWAY REPLACEMENT, 3" (HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5mm), 3")	4% @ 50 GYR

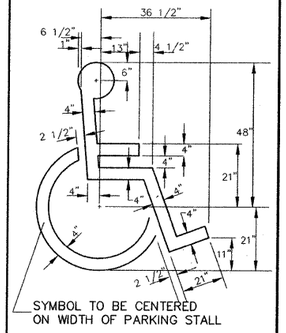
THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
"THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND
FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22"
UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"
"FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS"



JOINT DETAILS

NOTES

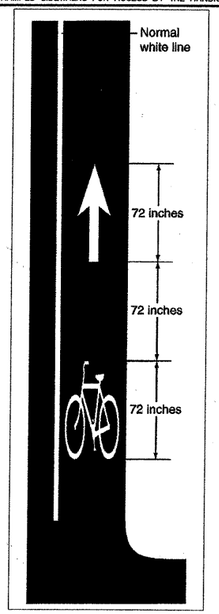
1. EXPANSION JOINTS AT TANGENT POINTS AND 150 FOOT INTERVALS, CONSISTING OF ONE INCH PREMOLDED JOINT FILLER MATERIAL WITH #8 DOWEL BARS, 18" IN LENGTH, GREASED, PROVIDE EXPANSION CAP ON ONE END. ALSO CONSTRUCT THIS JOINT TEN FEET EACH SIDE OF PROPOSED UNDERGROUND STRUCTURE.
2. CONTRACTION JOINTS AT TWENTY-FIVE FOOT INTERVALS AND AT THE CENTER OF RETURNS.
3. ALL RADII SHALL BE 25 FEET TO THE BACK OF CURB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. LONGITUDINAL EXPANSION JOINT CONSISTING OF ONE INCH PREMOLDED JOINT FILLER.
5. DEPRESS CURB AT LOCATIONS WHERE PUBLIC WALKS INTERSECT CURB LINE AT STREET INTERSECTIONS, ALLEYS, AND OTHER LOCATIONS AS DIRECTED, FOR THE CONSTRUCTION OF RAMPED SIDEWALKS FOR ACCESS BY THE HANDICAPPED.



SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL

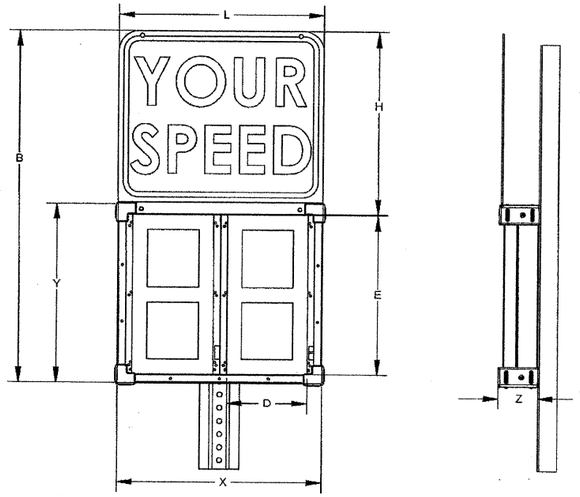
AREA: 6.0 S.F.

HANDICAP SYMBOL



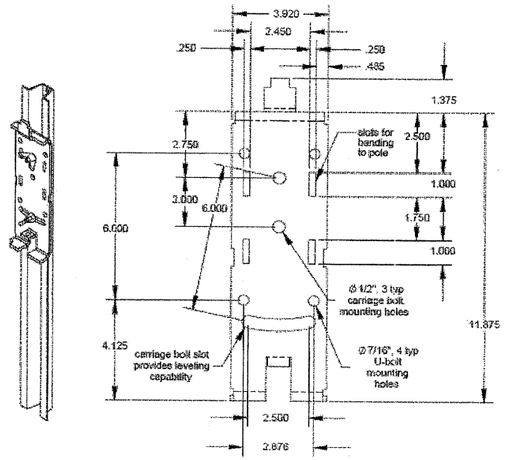
SYMBOL & ARROW PAVEMENT MARKINGS FOR BICYCLE LANES

Dimensions



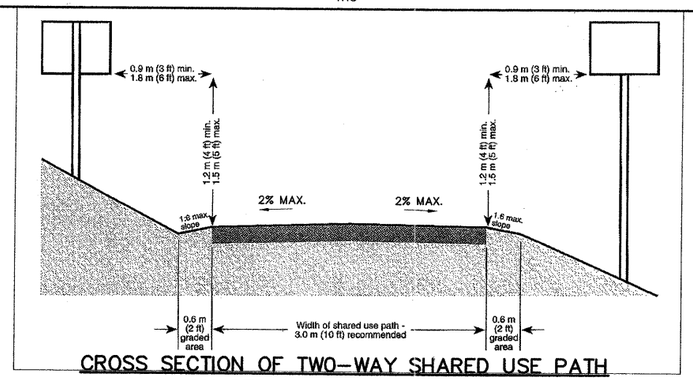
Dim		Sh15
X		24
Y		17
Z		3.12
B		24.3
D		8
E		15
L		24
H		8

Mounting Bracket

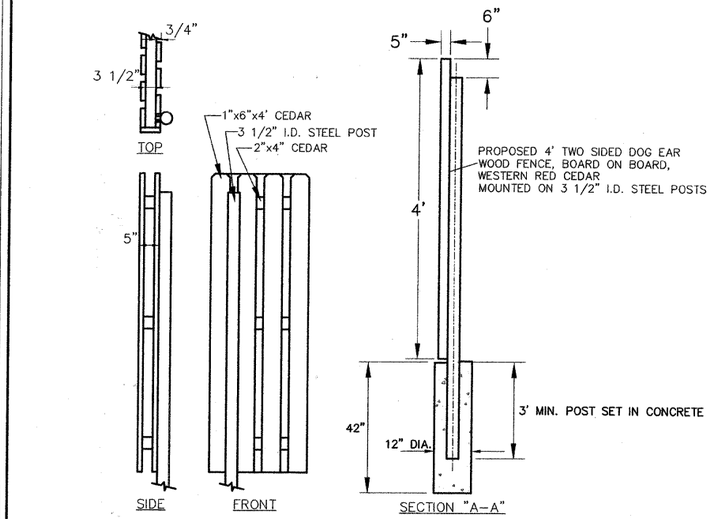


RADAR SPEED SIGN

NTS



CROSS SECTION OF TWO-WAY SHARED USE PATH ON SEPARATED ROW--OF-WAY



4' WOOD FENCE DETAIL

NTS

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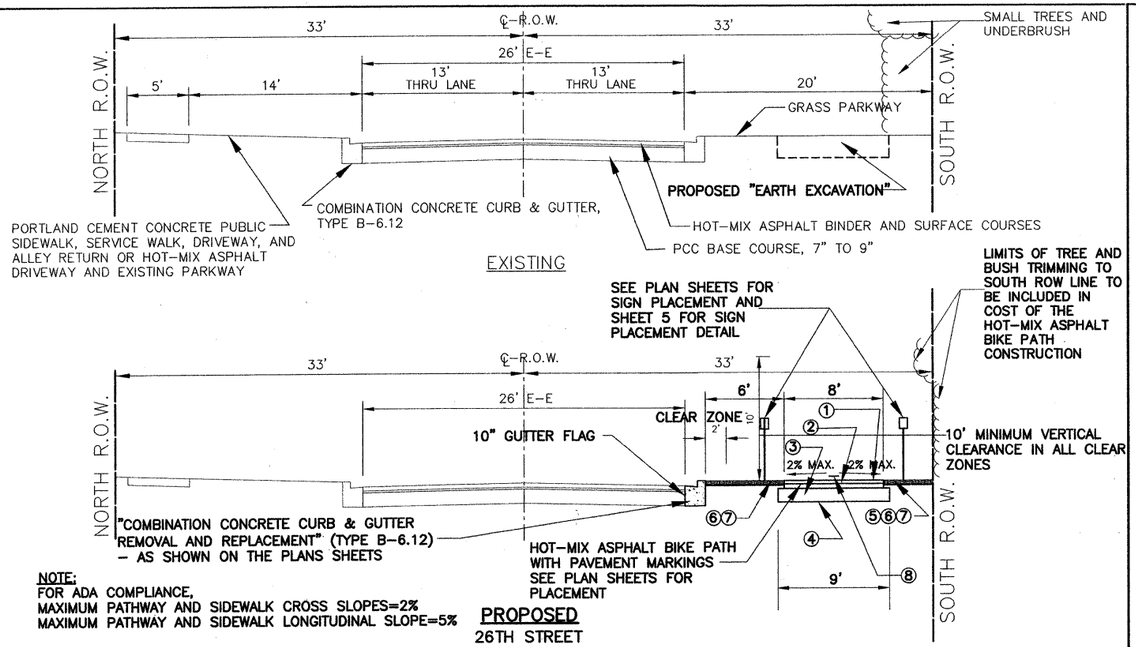
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-002828

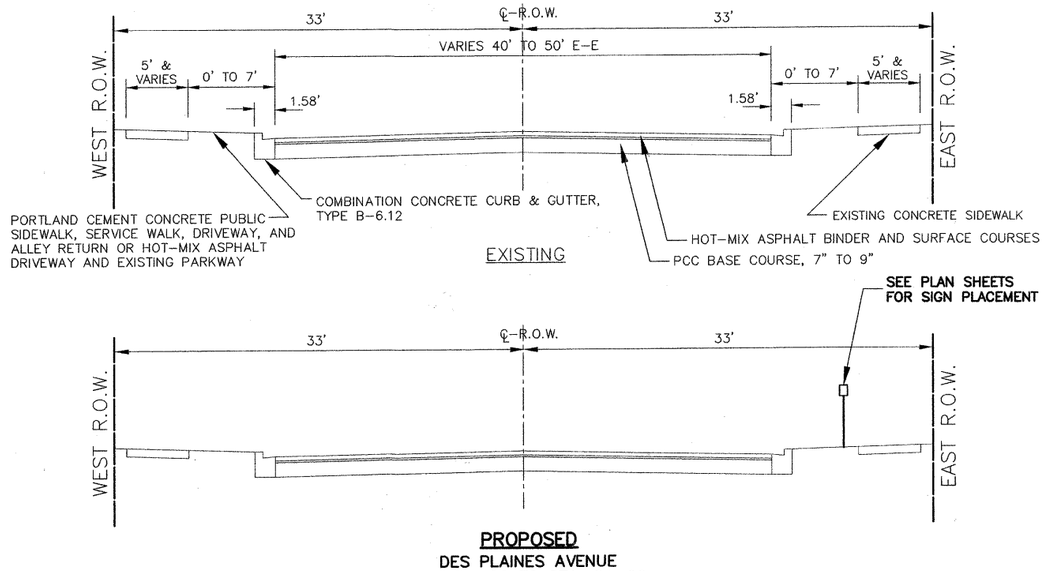
FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE #09296	USER NAME =	DESIGNED – THK	REVISED – THK 3-09-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN – JFP-JEP	REVISED – THK 4-06-10	
	PLOT SCALE = NONE	CHECKED – THK	REVISED – THK 7-01-10	
	PLOT DATE =	DATE – 1-29-10	REVISED – TRB 8-29-11	

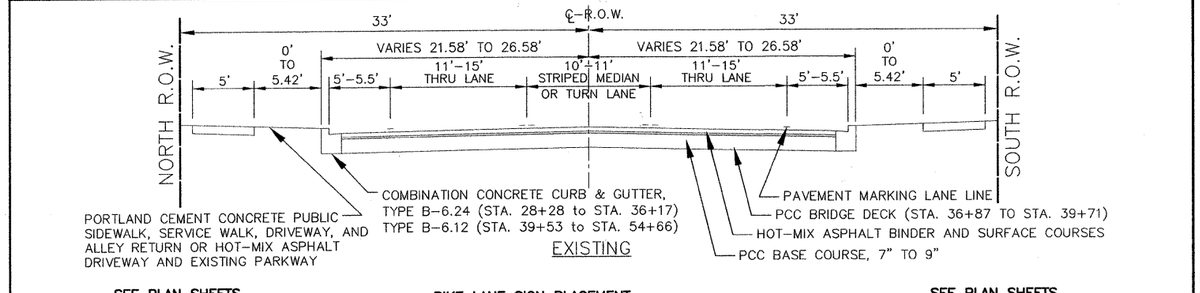
HOT-MIX ASPHALT MIXTURE REQUIREMENTS, JOINT DETAILS, PROJECT NOTES, DETAILS

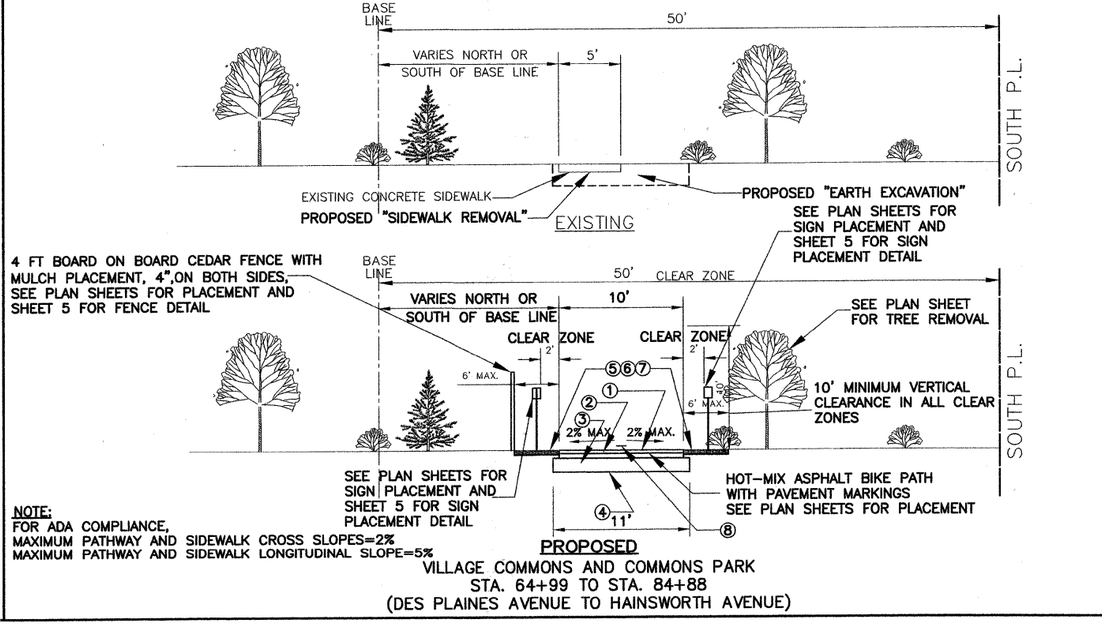
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	5
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		









IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

LEGEND

① "HOT–MIX ASPHALT SURFACE COURSE, MIX "C", N50", 1–1/2 INCH
② "HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50", 2 INCH
③ "AGGREGATE BASE COURSE, TYPE B", 6 INCH
④ "GEOTECHNICAL FABRIC FOR GROUND STABILIZATION"
⑤ TRANSITION TO EXISTING GROUND LEVEL, 6:1 MAX. CROSS SLOPE
⑥ "TOPSOIL FURNISH AND PLACE, 4 INCH" (ALL DISTURBED AREAS)
⑦ "SODDING" (ALL DISTURBED AREAS)
⑧ "THERMOPLASTIC PAVEMENT MARKING – LINE 4 INCH"–3' DASH, 9' SKIP

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FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

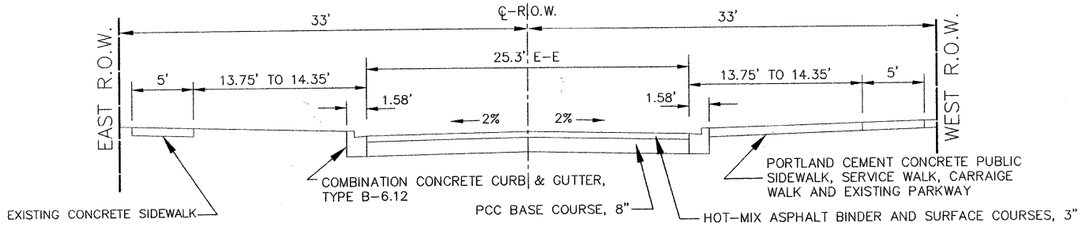
USER NAME =	DESIGNED – THK	REVISED – THK 3–09–10	
	DRAWN – JFP–JEP	REVISED – THK 4–06–10	
PLOT SCALE = 1"=6'	CHECKED – THK	REVISED – TRB 8–29–11	
PLOT DATE =	DATE – 1–29–10	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

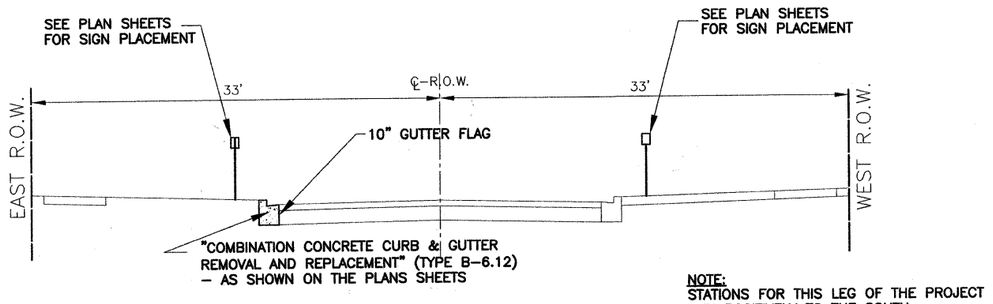
TYPICAL CROSS SECTIONS

SCALE: 1"=6' | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	6
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP–3463(006)		



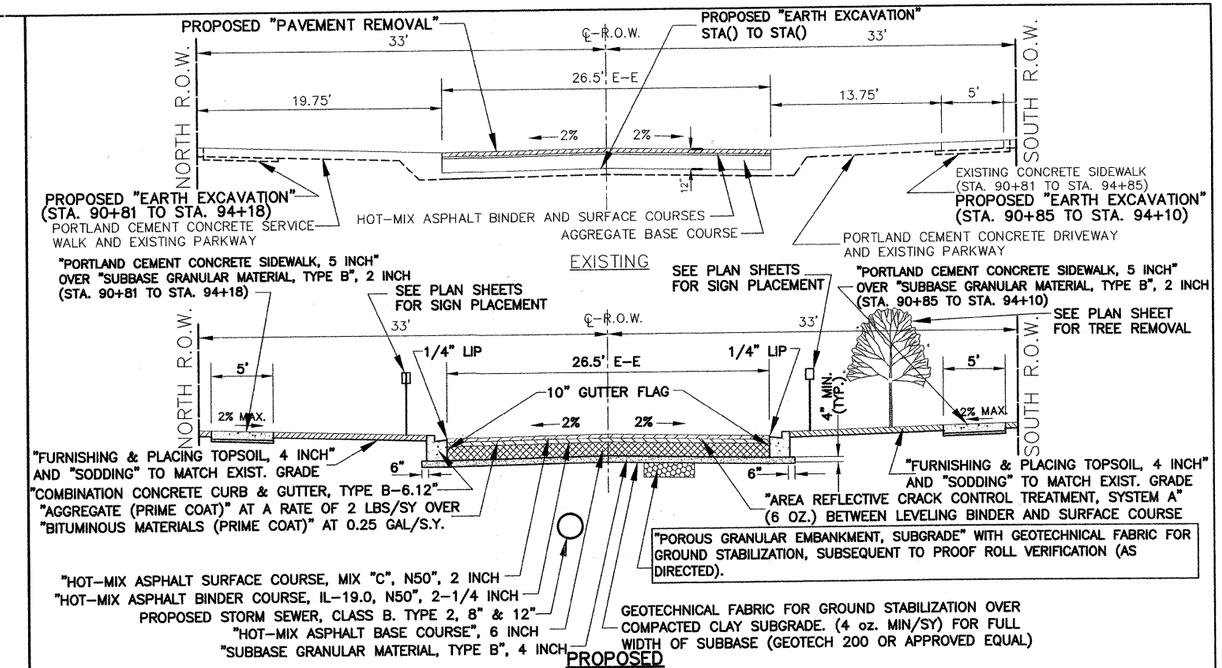
EXISTING



NOTE:
STATIONS FOR THIS LEG OF THE PROJECT RUN POSITIVELY TO THE SOUTH.

PROPOSED

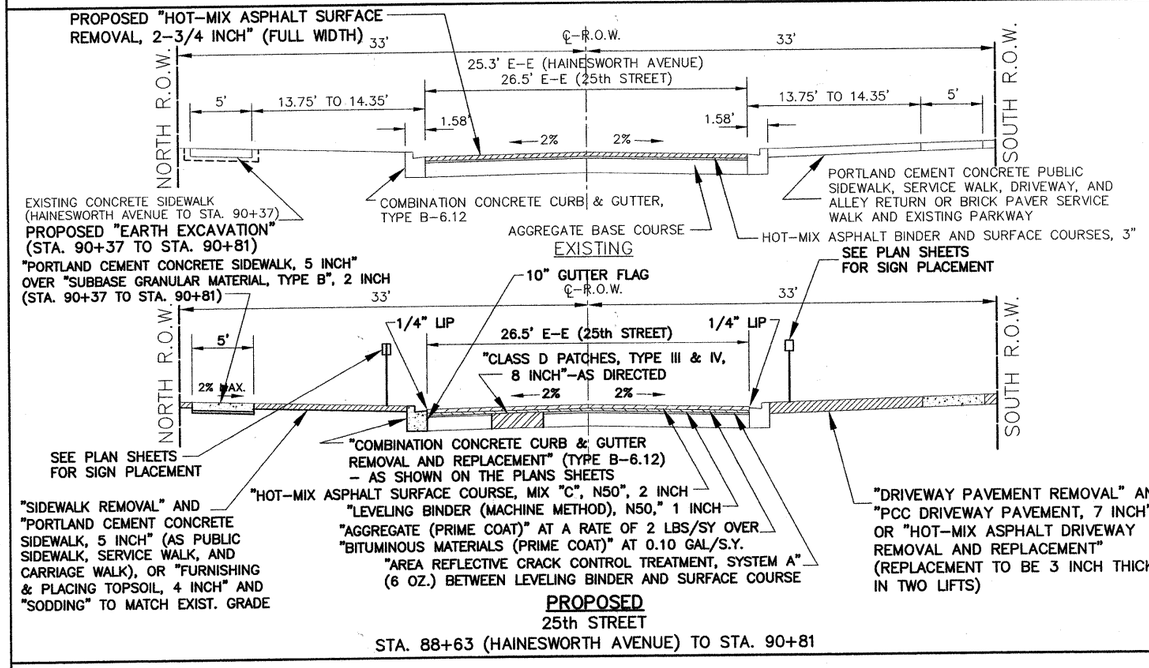
STA. 84+88 TO STA. 88+63
(HAINESWORTH AVENUE – SOUTH OF C.N.I.C. RAILROAD TO 25th STREET)



EXISTING

PROPOSED

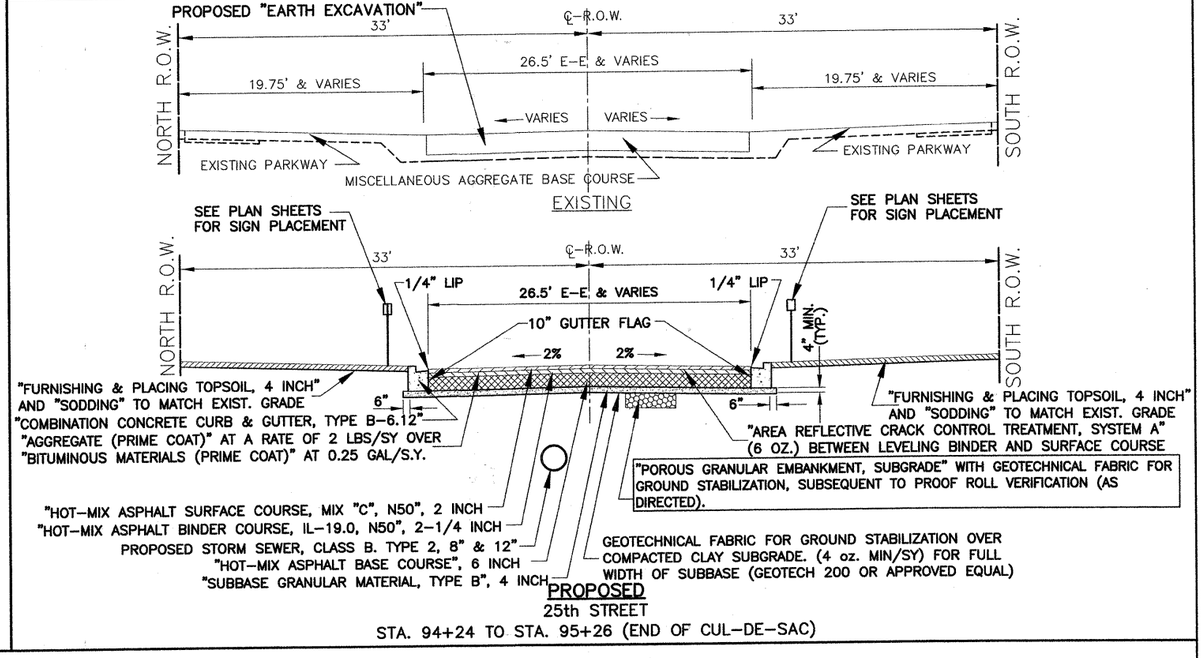
25th STREET (STA. 90+81 TO STA. 94+24)



EXISTING

PROPOSED

25th STREET
STA. 88+63 (HAINESWORTH AVENUE) TO STA. 90+81



EXISTING

PROPOSED

25th STREET
STA. 94+24 TO STA. 95+26 (END OF CUL–DE–SAC)

IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

FILE NAME VILLAGE WIDE BIKE PATH – STAGE 2
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =
PLOT SCALE = 1"=6'
PLOT DATE =

DESIGNED – THK
DRAWN – JFP–JEP
CHECKED – THK
DATE – 1–29–10

REVISED – THK 3–09–10
REVISED – THK 4–06–10
REVISED – TRB 8–29–11
REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

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

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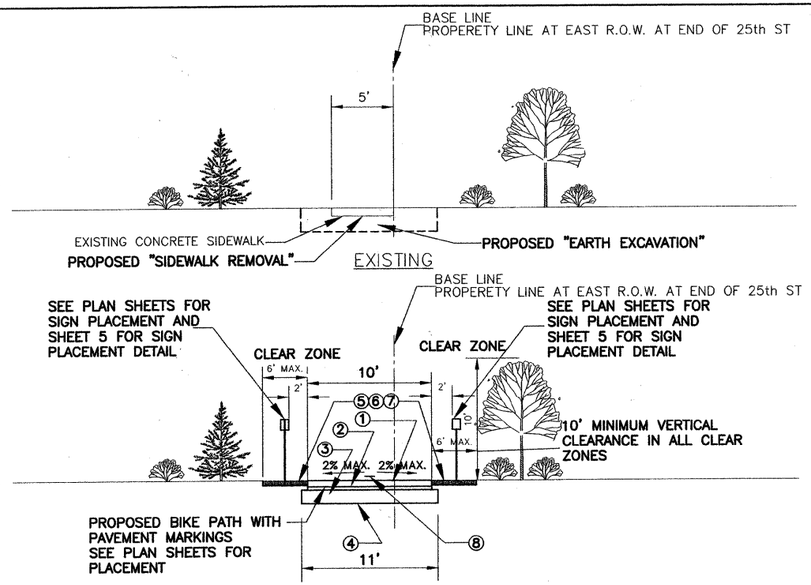
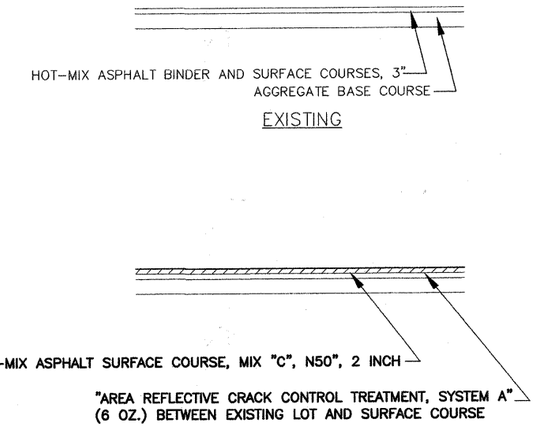
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	7
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	HPP–3463(006)	

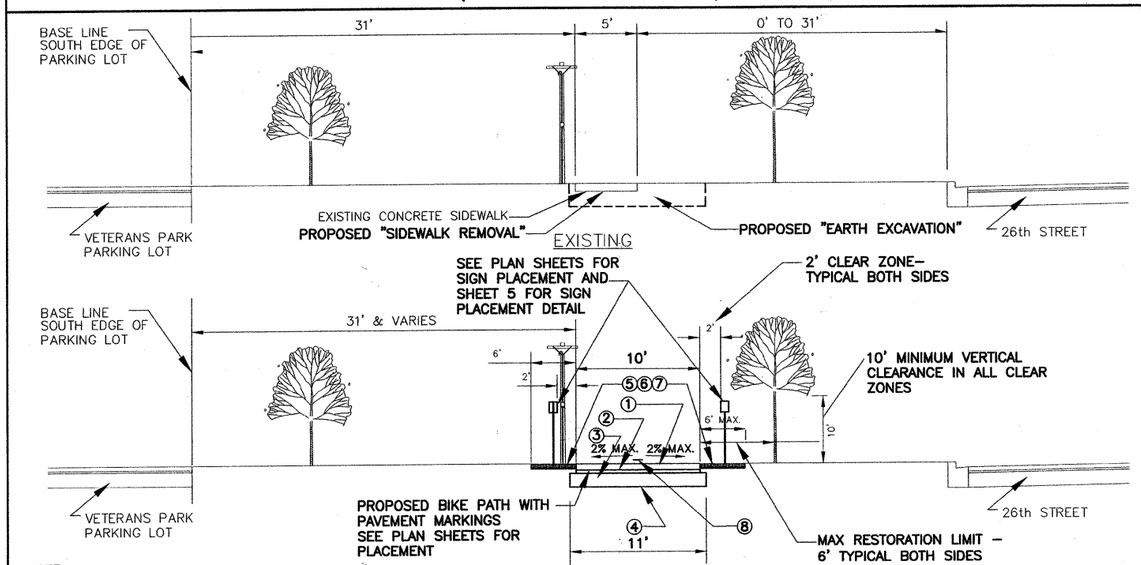


NOTE:
FOR ADA COMPLIANCE,
MAXIMUM PATHWAY AND SIDEWALK CROSS SLOPES=2%
MAXIMUM PATHWAY AND SIDEWALK LONGITUDINAL SLOPE=5%

PROPOSED
VETERANS PARK
STA. 95+26 TO STA. 99+94
(25th STREET TO 26th STREET)

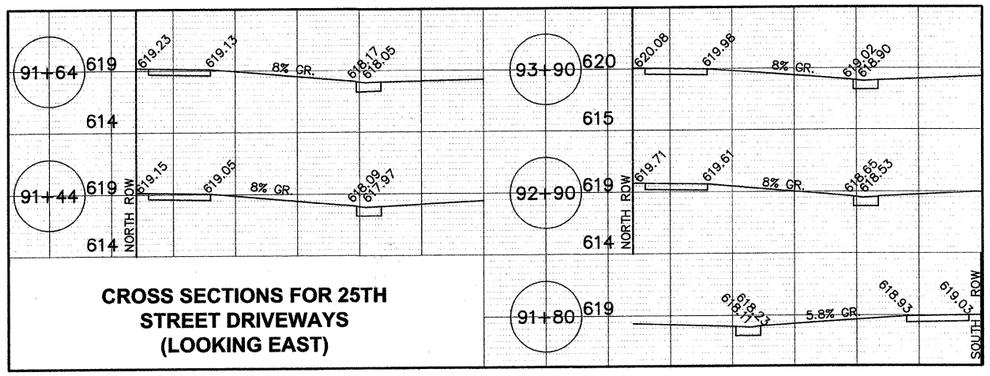


PROPOSED
VETERANS PARK PARKING LOT, DRIVEWAYS & APRONS



NOTE:
FOR ADA COMPLIANCE,
MAXIMUM PATHWAY AND SIDEWALK CROSS SLOPES=2%
MAXIMUM PATHWAY AND SIDEWALK LONGITUDINAL SLOPE=5%

PROPOSED
26th STREET
STA. 99+94 TO STA. 110+24
(ALONG VETERANS PARK)



LEGEND

① "HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50", 1-1/2 INCH
② "HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50", 2 INCH
③ "AGGREGATE BASE COURSE, TYPE B", 6 INCH
④ "GEOTECHNICAL FABRIC FOR GROUND STABILIZATION"
⑤ TRANSITION TO EXISTING GROUND LEVEL, 6:1 MAX. CROSS SLOPE
⑥ "TOPSOIL FURNISH AND PLACE, 4 INCH" (ALL DISTURBED AREAS)
⑦ "SODDING" (ALL DISTURBED AREAS)
⑧ "THERMOPLASTIC PAVEMENT MARKING - LINE 4 INCH"-3' DASH, 9' SKIP

IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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Civil Engineers/ Municipal Consultants
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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE WIDE BIKE PATH - STAGE 2
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =	DESIGNED - THK	REVISED - THK 3-09-10	
	DRAWN - JFP-JEP	REVISED - THK 4-06-10	
PLOT SCALE = 1"=6'	CHECKED - THK	REVISED - TRB 8-29-11	
PLOT DATE =	DATE - 1-29-10	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	8
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-346.3(006)		

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

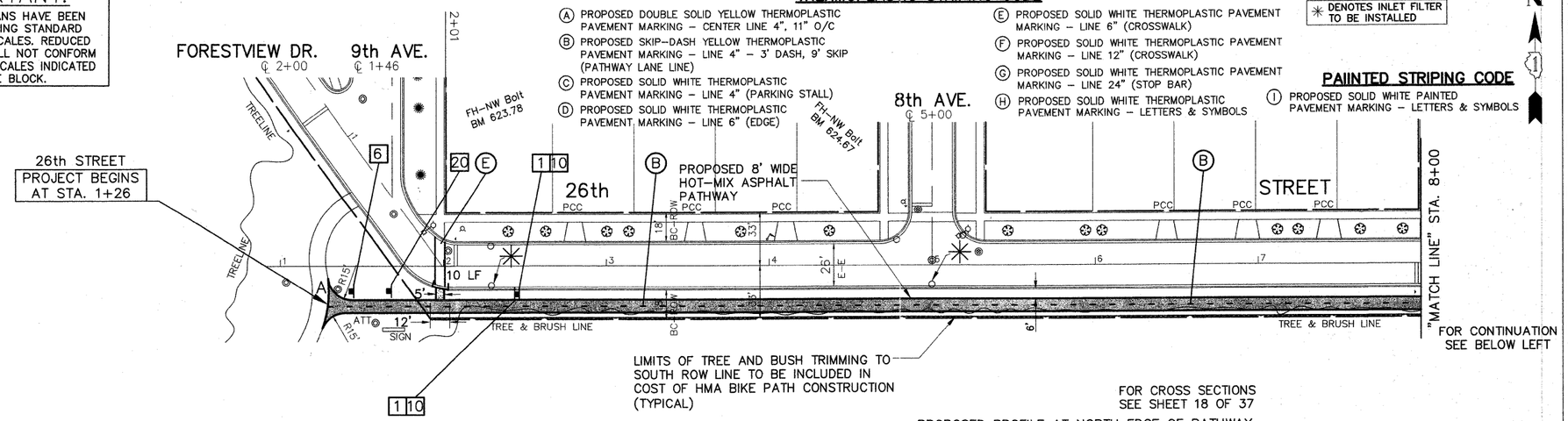
THERMOPLASTIC STRIPING CODE

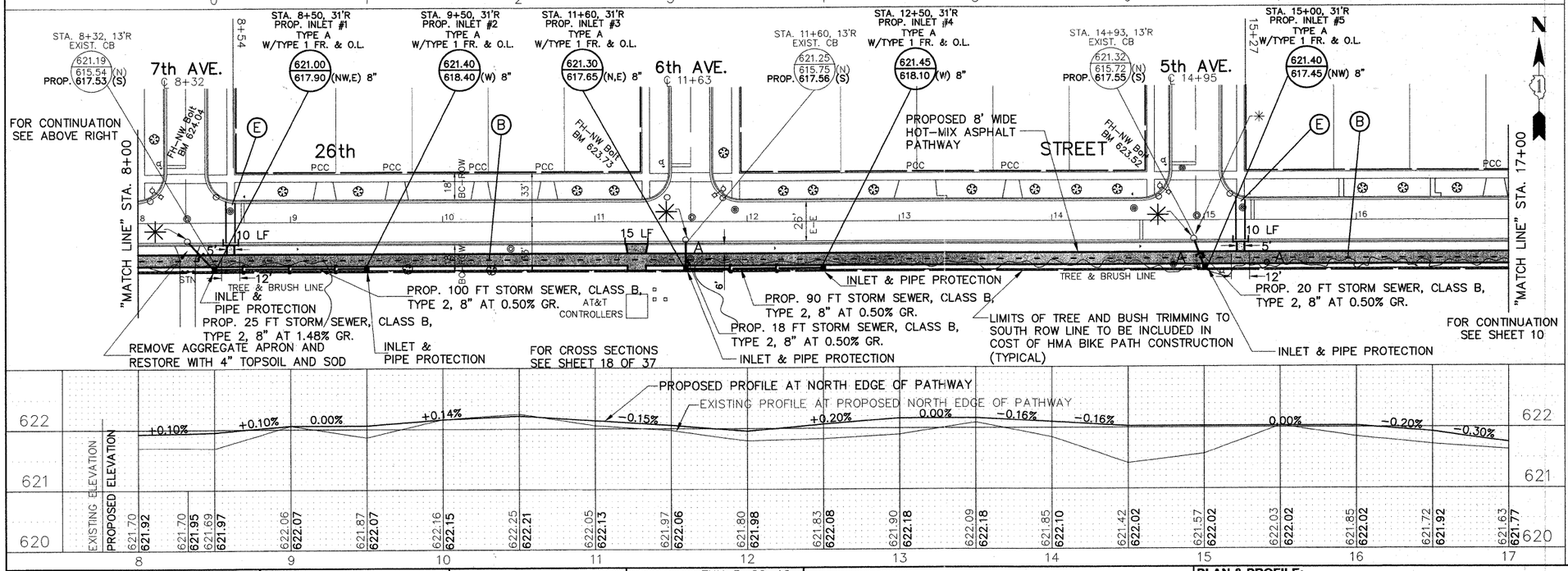
- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING – CENTER LINE 4", 11" O/C
- (B) PROPOSED SKIP–DASH YELLOW THERMOPLASTIC PAVEMENT MARKING – LINE 4" – 3' DASH, 9' SKIP (PATHWAY LANE LINE)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 4" (PARKING STALL)
- (D) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6" (EDGE)
- (E) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6" (CROSSWALK)
- (F) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 12" (CROSSWALK)
- (G) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 24" (STOP BAR)
- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

✳ DENOTES INLET FILTER TO BE INSTALLED

PAINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING – LETTERS & SYMBOLS





LEGEND

- DENOTES EARTH EXCAVATION, AND/OR SIDEWALK REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, AGGREGATE BASE COURSE, TYPE B, 6 INCH, HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50, 2 INCH AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 1–1/2 INCH
- DENOTES HOT–MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES EARTH EXCAVATION, AND/OR PAVEMENT REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, SUBBASE GRANULAR MATERIAL TYPE B, 4 INCH, HOT–MIX ASPHALT BASE COURSE, 6 INCH HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50, 2–1/4 INCH AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES HOT–MIX ASPHALT SURFACE REMOVAL, 2 INCH, AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES CLASS D PATCHES, TYPE II – IV, 8 INCH – AS DIRECTED AT LOCATIONS DIRECTED BY THE ENGINEER AFTER PROOF ROLLING
- DENOTES HOT–MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT", 3 INCH
- DENOTES P.C. SIDEWALK REMOVAL
- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

"HC" DENOTES DETECTABLE WARNING PER I.D.O.T. STANDARD 424001–05 FOR HANDICAP RAMPS

"A" DENOTES EXISTING VALVE VAULTS, VALVE BOXES, CATCH BASINS, VALVE VAULTS, HANDHOLES AND MANHOLES TO BE CLEANED, GROUTED, AND ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)

"S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK

X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

D11–1 24"x 18" [1]	W11–1 24"x 24" [2]	W8–10 24"x 24" [3]	R10–24 9"x 12" [4]
R5–3 24"x 24" [5]	R1–1 18"x 18" [6]	W8–10 24"x 18" [7]	R9–6 12"x 18" [8]
M7–1R 12"x 9" [9]	M7–2 12"x 9" [10]	M7–1L 12"x 9" [11]	R1–2 24" [12]
R7–9a 12"x 18" [13]	W16–2P 24"x 18" [14]	R2–1 24" x 30" [15]	RADAR SPEED SIGN SEE SHEET 5 [16]
W1–2R 18"x 18" [17]	W3–1AP 24"x 18" [18]	W4–1L 24"x 24" [19]	W2–4 18"x 18" [20]
W11–2 30"x 30" [21]			

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER – SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

Frank Novotny & Associates, Inc.
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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

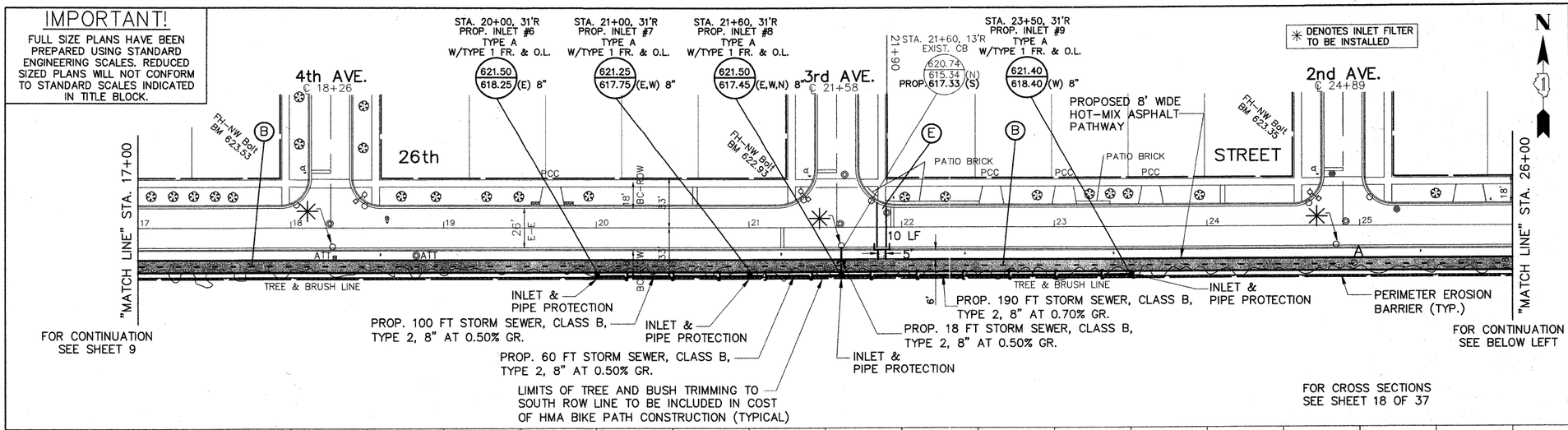
FILE NAME = VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE #09296	USER NAME =	DESIGNED – THK	REVISED – THK 3–09–10	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN & PROFILE:** 26th STREET- (BIKE PATH) 9th AVE. TO STA. 17+00
	PLOT SCALE = H: 1"=40'; V: 1"=1'	DRAWN – JFP–JEP	REVISED – THK 4–06–10		
	PLOT DATE =	CHECKED – THK	REVISED –		SCALE: SHEET NO. OF SHEETS STA. TO STA.
		DATE – 1–29–10	REVISED –		

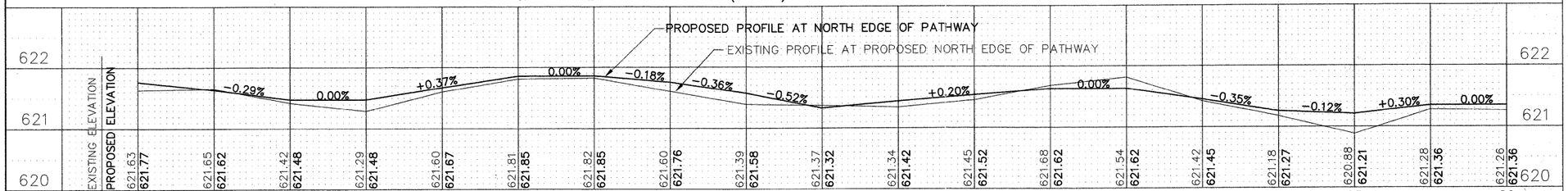
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	9
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP–3463(006)		

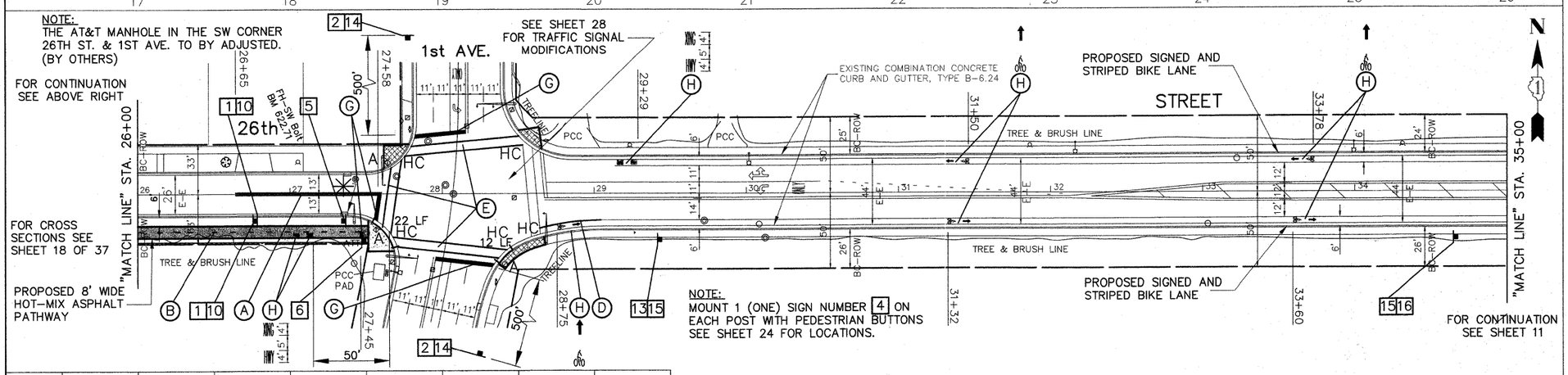
I:\North Riverside\2009\09296 - Bike Path Stage 2\STAGE 2 - Plans\09296_SHT_09-16_PLAN SHEETS.dwg, 4/13/2010 9:20:44 AM, \\server4\Oce TDS320

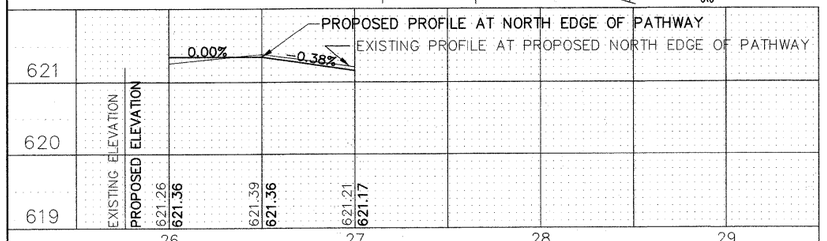
IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.









LEGEND

- DENOTES EARTH EXCAVATION, AND/OR SIDEWALK REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, AGGREGATE BASE COURSE, TYPE B, 6 INCH, HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1-1/2 INCH
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES EARTH EXCAVATION, AND/OR PAVEMENT REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, SUBBASE GRANULAR MATERIAL TYPE B, 4 INCH, HOT-MIX ASPHALT BASE COURSE, 6 INCH HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2 INCH, AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES CLASS D PATCHES, TYPE II - IV, 8 INCH - AS DIRECTED AT LOCATIONS DIRECTED BY THE ENGINEER AFTER PROOF ROLLING
- DENOTES HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT", 3 INCH
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- "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- 8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK
- X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

BIKE ROUTE D11-1 24"x 18" [1]	W11-1 24"x 24" [2]	W8-10 24"x 24" [3]	PUSH BUTTON FOR GREEN LIGHT R10-24 9"x 12" [4]
NO MOTOR VEHICLES R5-3 24"x 24" [5]	STOP R1-1 18"x 18" [6]	SLIPPERY WHEN WET W8-10 24"x 18" [7]	YIELD TO PEDS R9-6 12"x 18" [8]
M7-1R 12"x 9" [9]	M7-2 12"x 9" [10]	M7-1L 12"x 9" [11]	YIELD R1-2 24" [12]
BIKE LANE R7-9a 12"x 18" [13]	500 FEET W16-2P 24"x 18" [14]	SPEED LIMIT 25 R2-1 24"x 30" [15]	RADAR SPEED SIGN SEE SHEET 5 [16]
W1-2R 18"x 18" [17]	STOP AHEAD W3-1AP 24"x 18" [18]	W4-1L 24"x 24" [19]	T W2-4 18"x 18" [20]
W11A-2 30"x 30" [21]			

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

THERMOPLASTIC STRIPING CODE

- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - CENTER LINE 4", 11" O/C
- (B) PROPOSED SKIP-DASH YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4" - 3' DASH, 9' SKIP (PATHWAY LANE LINE)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 4" (PARKING STALL)
- (D) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (EDGE)
- (E) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (CROSSWALK)
- (F) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 12" (CROSSWALK)
- (G) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 24" (STOP BAR)
- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

PAIINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING - LETTERS & SYMBOLS

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME = VILLAGE WIDE BIKE PATH - STAGE 2	USER NAME =	DESIGNED - THK	REVISED - THK 3-09-10	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PLAN & PROFILE:** 26th STREET- (BIKE PATH) STA. 17+00 TO 1st AVE. 26th STREET- (BIKE LANES) 1st AVE. TO STA. 35+00
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE		DRAWN - JFP-JEP	REVISED - THK 4-06-10		SCALE: SHEET NO. OF SHEETS STA. TO STA.
#09296	PLOT SCALE = H:1"=40'; V:1"=1'	CHECKED - THK	REVISED -		
	PLOT DATE =	DATE - 1-29-10	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	10
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

IMPORTANT!

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THERMOPLASTIC STRIPING CODE

- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING – CENTER LINE 4", 11" O/C
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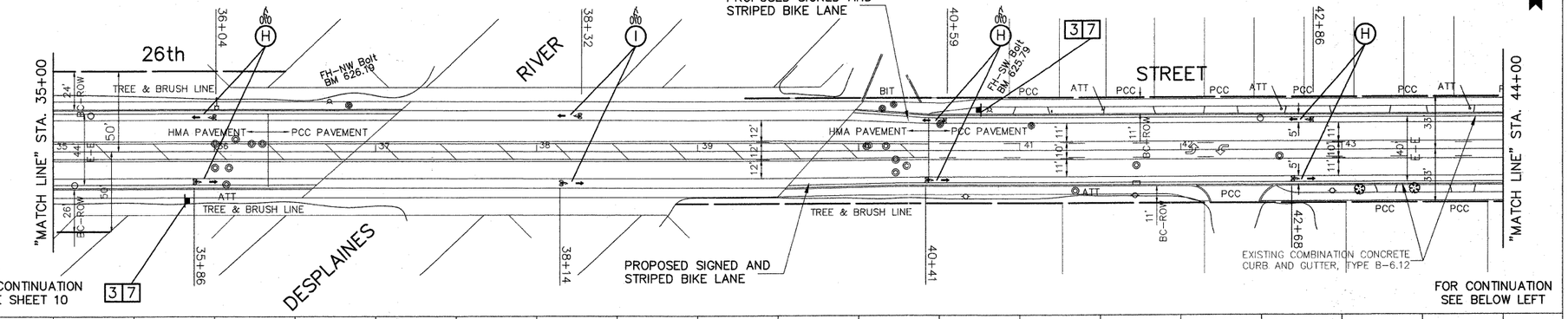
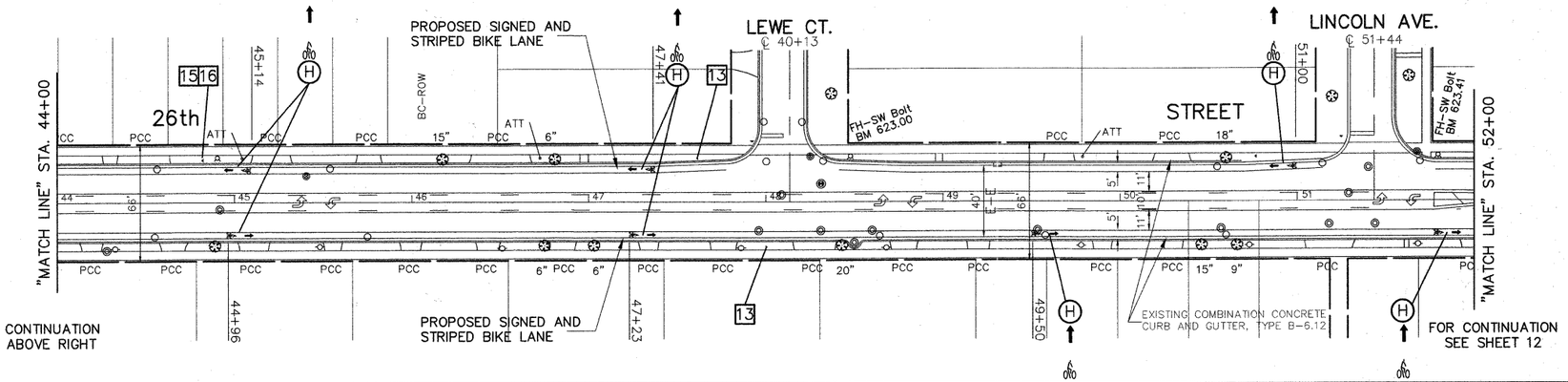
- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

PAIINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING – LETTERS & SYMBOLS





LEGEND

- DENOTES EARTH EXCAVATION, AND/OR SIDEWALK REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, AGGREGATE BASE COURSE, TYPE B, 6 INCH, HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50, 2 INCH AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 1–1/2 INCH
- DENOTES HOT–MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
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- DENOTES P.C. SIDEWALK REMOVAL
- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
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- "A" DENOTES EXISTING VALVE VAULTS, VALVE BOXES, CATCH BASINS, VALVE VAULTS, HANDHOLES AND MANHOLES TO BE CLEANED, GROUTED, AND ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)
- "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- 8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK
- X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

BIKE ROUTE D11–1 24"x 18" 1	W11–1 24"x 24" 2	W8–10 24"x 24" 3	PUSH BUTTON FOR GREEN LIGHT R10–24 9"x 12" 4
NO MOTOR VEHICLES R5–3 24"x 24" 5	STOP R1–1 18"x 18" 6	SLIPPERY WHEN WET W8–10 24"x 18" 7	YIELD TO PEDS R9–6 12"x 18" 8
M7–1R 12"x 9" 9	M7–2 12"x 9" 10	M7–1L 12"x 9" 11	YIELD R1–2 24" 12
BIKE LANE R7–9a 12"x 18" 13	500 FEET W16–2P 24"x 18" 14	SPEED LIMIT 25 R2–1 24" x 30" 15	RADAR SPEED SIGN SEE SHEET 5 16
W1–2R 18"x 18" 17	STOP AHEAD W3–1AP 24"x 18" 18	W4–1L 24"x 24" 19	W2–4 18"x 18" 20
W11A–2 30"x 30" 21			

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000228

FILE NAME	VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE		
#09296	USER NAME =	DESIGNED – THK	REVISED – THK 3–09–10
		DRAWN – JFP–JEP	REVISED – THK 4–06–10
	PLOT SCALE = H: 1"=40'; V: 1"=1'	CHECKED – THK	REVISED –
	PLOT DATE =	DATE – 1–29–10	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
26th STREET- (BIKE LANES) STA. 35+00 TO STA. 52+00

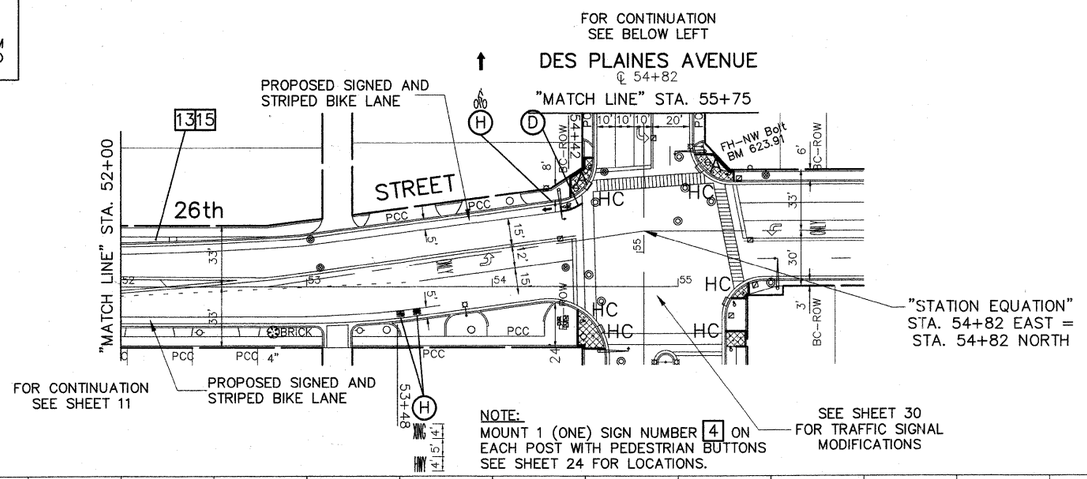
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	11
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP–3463(006)		

J:\North Riverside\2009\09296 - Bike Path Stage 2\STAGE 2 - Plans\09296_SHT_09-16_PLAN SHEETS.dwg, 4/13/2010 9:26:45 AM, \\server\Oce TDS320

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.



NOTE:
MOUNT 1 (ONE) SIGN NUMBER 4 ON EACH POST WITH PEDESTRIAN BUTTONS
SEE SHEET 24 FOR LOCATIONS.

THERMOPLASTIC STRIPING CODE

- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING – CENTER LINE 4", 11" O/C
- (B) PROPOSED SKIP-DASH YELLOW THERMOPLASTIC PAVEMENT MARKING – LINE 4" – 3' DASH, 9' SKIP (PATHWAY LANE LINE)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 4" (PARKING STALL)
- (D) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6" (EDGE)
- (E) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6" (CROSSWALK)
- (F) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 12" (CROSSWALK)
- (G) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 24" (STOP BAR)
- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

PAIINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING – LETTERS & SYMBOLS

N

LEGEND

- DENOTES EARTH EXCAVATION, AND/OR SIDEWALK REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, AGGREGATE BASE COURSE, TYPE B, 6 INCH, HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 1-1/2 INCH
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES EARTH EXCAVATION, AND/OR PAVEMENT REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, SUBBASE GRANULAR MATERIAL TYPE B, 4 INCH, HOT-MIX ASPHALT BASE COURSE, 6 INCH HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/4 INCH AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, 2 INCH, AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES CLASS D PATCHES, TYPE II – IV, 8 INCH – AS DIRECTED AT LOCATIONS DIRECTED BY THE ENGINEER AFTER PROOF ROLLING
- DENOTES HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT", 3 INCH
- DENOTES P.C. SIDEWALK REMOVAL
- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- "HC" DENOTES DETECTABLE WARNING PER I.D.O.T. STANDARD 424001-05 FOR HANDICAP RAMPS
- "A" DENOTES EXISTING VALVE VAULTS, VALVE BOXES, CATCH BASINS, VALVE VAULTS, HANDHOLES AND MANHOLES TO BE CLEANED, GROUTED, AND ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)
- "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- 8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK
- X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

BIKE ROUTE D11-1 24" x 18" 1	 W11-1 24" x 24" 2	 W8-10 24" x 24" 3	PUSH BUTTON FOR GREEN LIGHT R10-24 9" x 12" 4
NO MOTOR VEHICLES R5-3 24" x 24" 5	STOP R1-1 18" x 18" 6	SLIPPERY WHEN WET W8-10 24" x 18" 7	YIELD TO PEDS R9-6 12" x 18" 8
 M7-1R 12" x 9" 9	 M7-2 12" x 9" 10	 M7-1L 12" x 9" 11	YIELD R1-2 24" 12
BIKE LANE R7-9a 12" x 18" 13	500 FEET W16-2P 24" x 18" 14	SPEED LIMIT 25 R2-1 24" x 30" 15	RADAR SPEED SIGN SEE SHEET 5 16
 W1-2R 18" x 18" 17	STOP AHEAD W3-1AP 24" x 18" 18	 W4-1L 24" x 24" 19	T W2-4 18" x 18" 20
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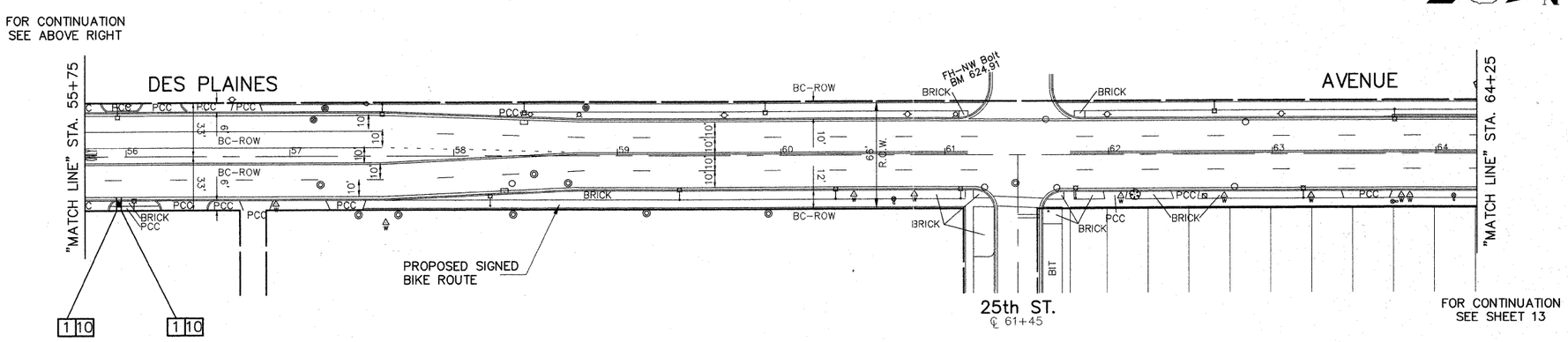


FILE NAME	VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE	USER NAME =	DESIGNED – THK	REVISED – THK 3-09-10	
#09296			DRAWN – JFP-JEP	REVISED – THK 4-06-10	
		PLOT SCALE = H:1"=40'; V:1"=1'	CHECKED – THK	REVISED –	
		PLOT DATE =	DATE – 1-29-10	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
26th STREET- (BIKE LANES) STA. 52+00 TO DES PLAINES AVE.
DES PLAINES AVE.- (BIKE ROUTE) 26TH ST. TO STA. 64+25

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

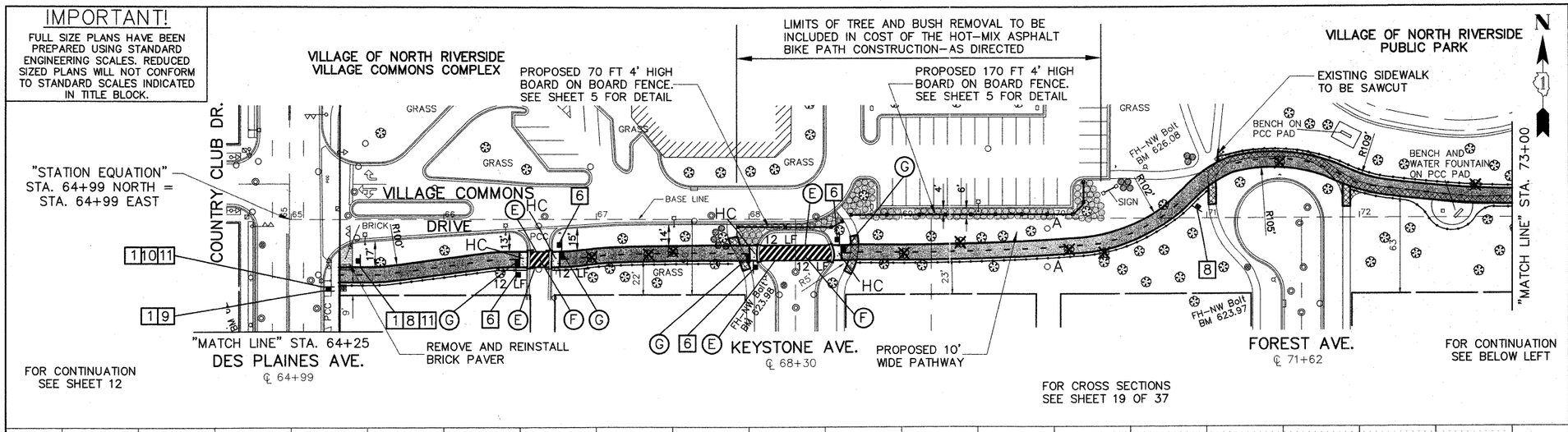
Frank Novotny & Associates, Inc.
Civil Engineers/Municipal Consultants
825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

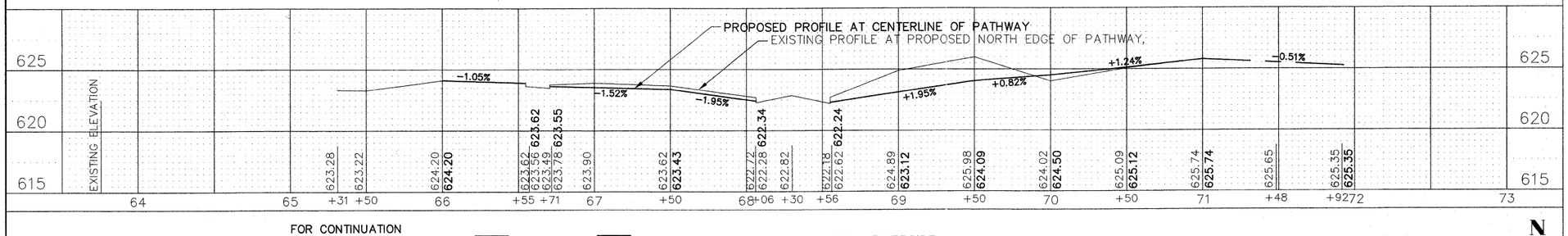
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	12
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

I:\North Riverside\2009\09296 - Bike Path Stage 2\STAGE 2 - Plans\09296_SHT_09-16_PLAN SHEETS.dwg, 4/13/2010 9:27:08 AM, \\server4\Oce TDS320

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.





LEGEND

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PAINTED STRIPING CODE

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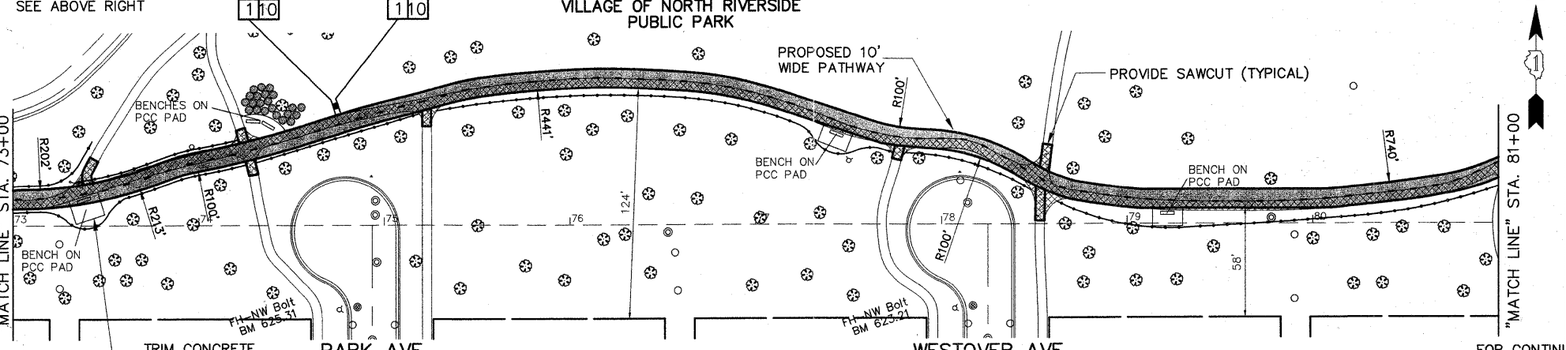

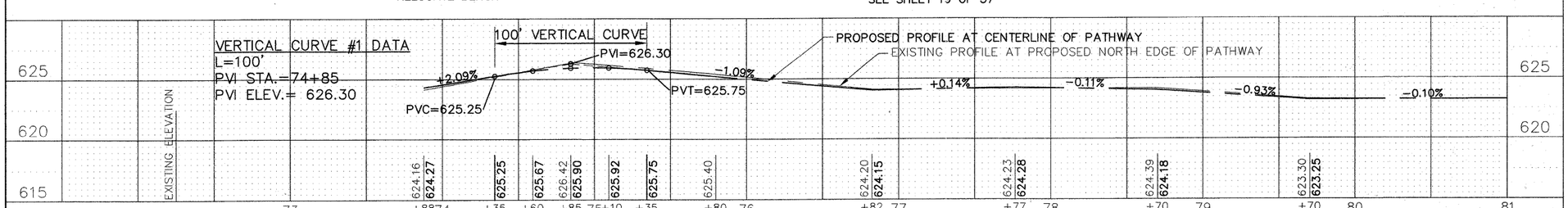

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE WIDE BIKE PATH - STAGE 2
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =
PLOT SCALE = H:1"=40'; V:1"=5'
PLOT DATE =

DESIGNED	- THK	REVISED - THK 3-09-10
DRAWN	- JFP-JEP	REVISED - THK 4-06-10
CHECKED	- THK	REVISED -
DATE	- 1-29-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
VILLAGE COMMONS- (BIKE PATH) STA. 64+99 TO STA. 81+00

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	13
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT HPP-3463(006)			

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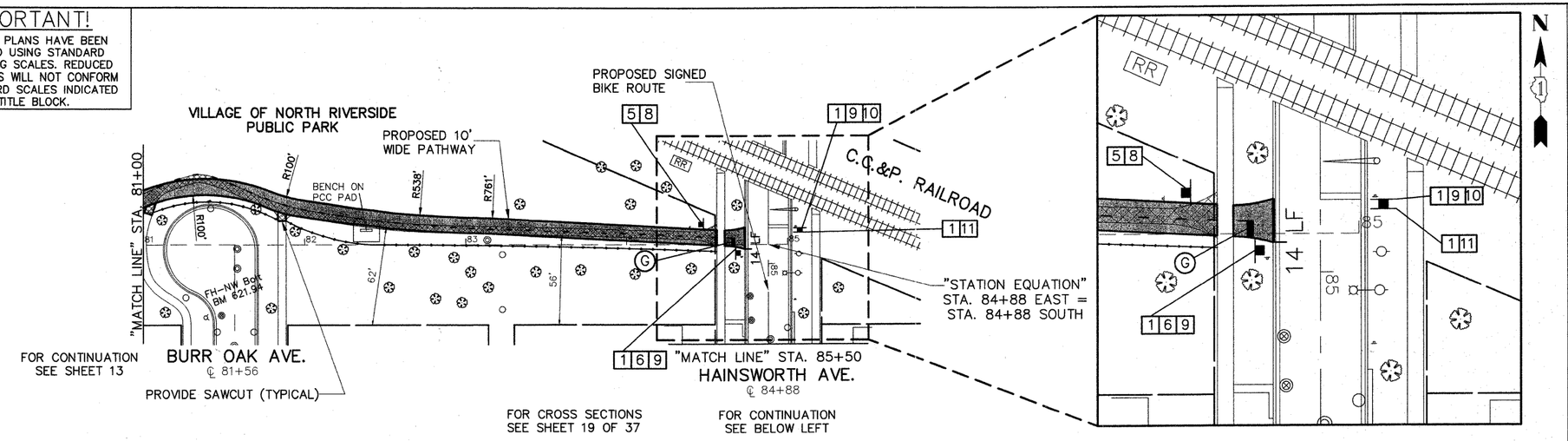

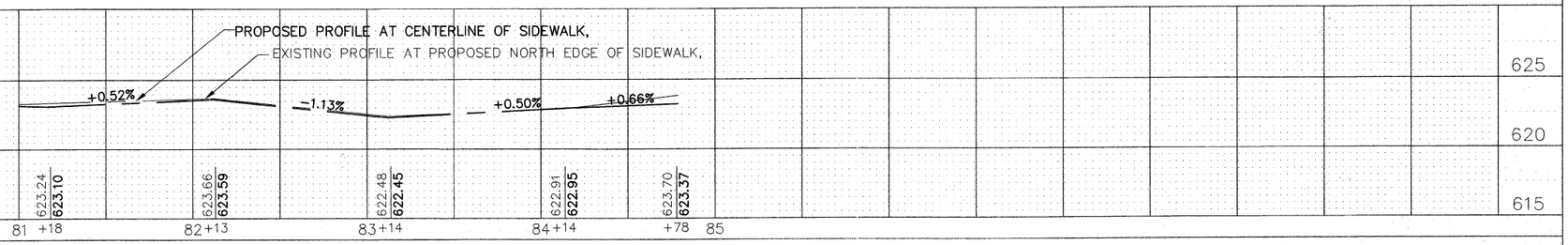

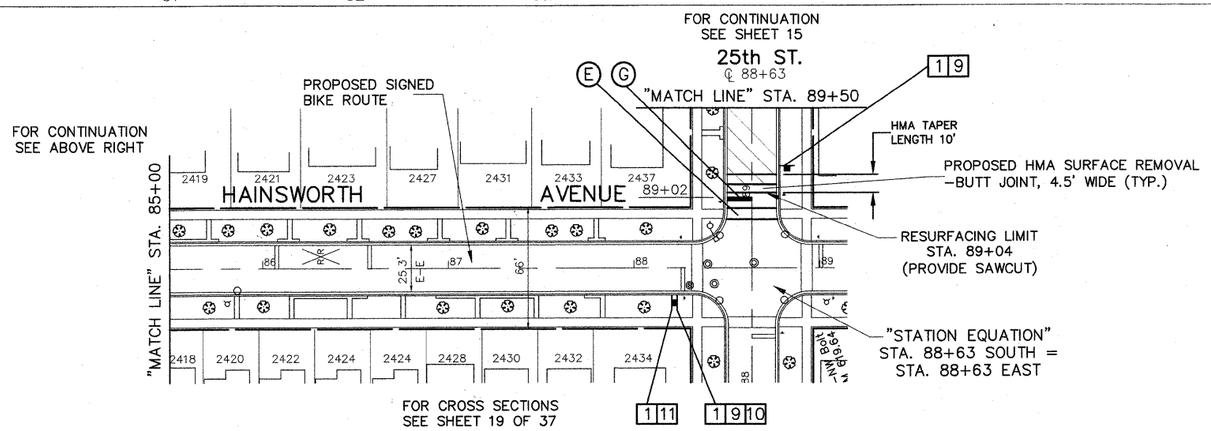

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PAIINTED STRIPING CODE

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EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER – SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000628

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE #09296	USER NAME =	DESIGNED – THK	REVISED – THK 3-09-10
		DRAWN – JFP-JEP	REVISED – THK 4-06-10
	PLOT SCALE = H:1"=40'; V:1"=1'	CHECKED – THK	REVISED –
	PLOT DATE =	DATE – 1-29-10	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
VILLAGE COMMONS- (BIKE PATH) STA. 81+00 TO HAINSWORTH AVE.
HAINSWORTH AVE.- (BIKE ROUTE) VILLAGE COMMONS TO 25th ST.

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	14
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

I:\North Riverside\2009\09296 - Bike Path Stage 2\STAGE 2 - Plans\09296_SHT_09-16_PLAN SHEETS.dwg, 4/13/2010 9:29:45 AM, \\server\Oce TDS320

IMPORTANT!

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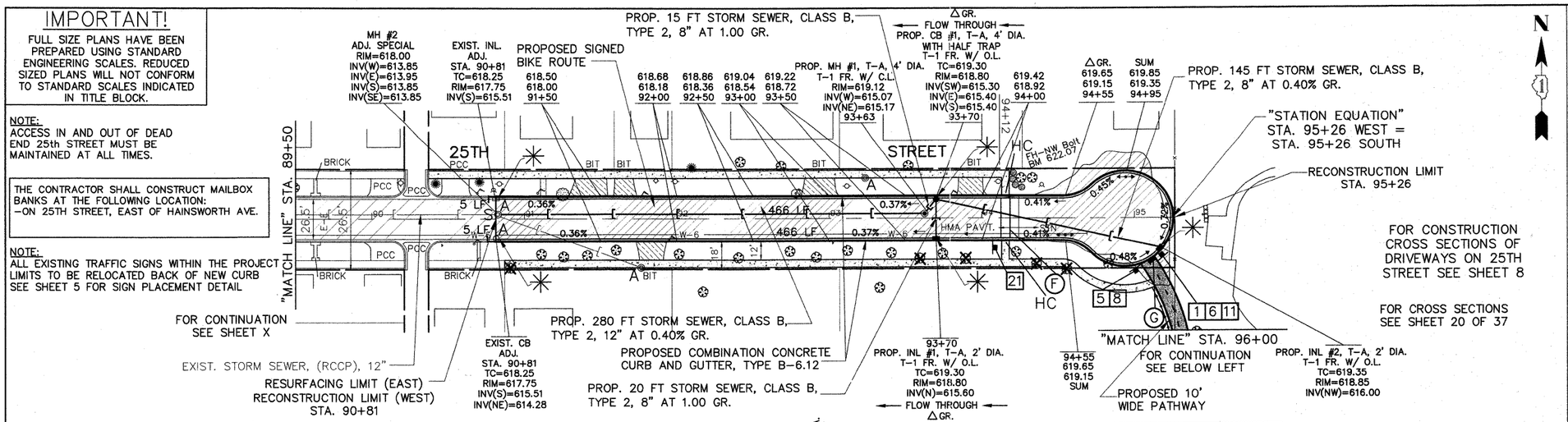
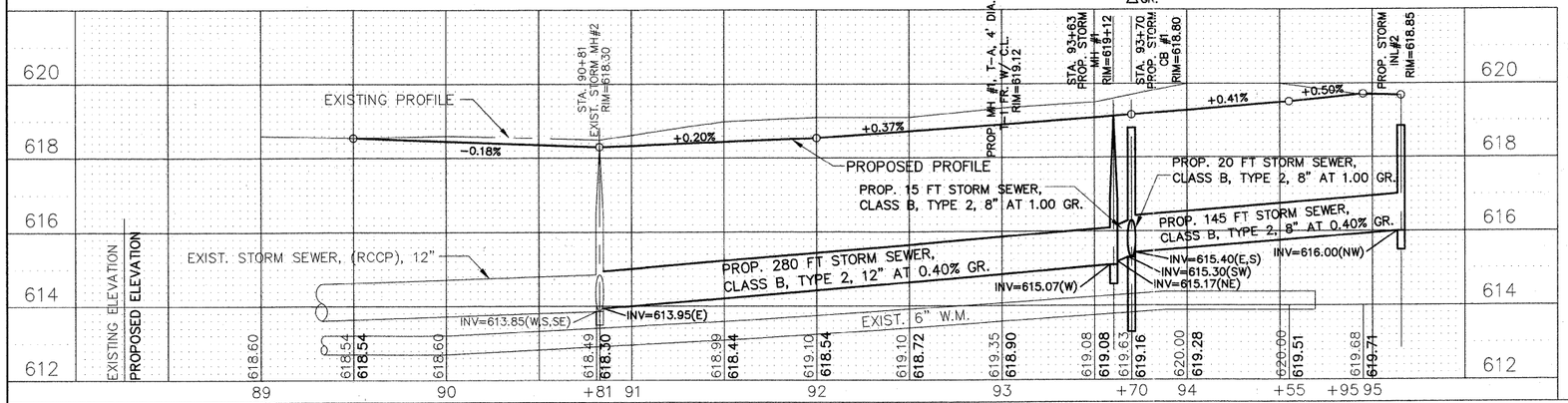
NOTE:
ACCESS IN AND OUT OF DEAD END 25th STREET MUST BE MAINTAINED AT ALL TIMES.

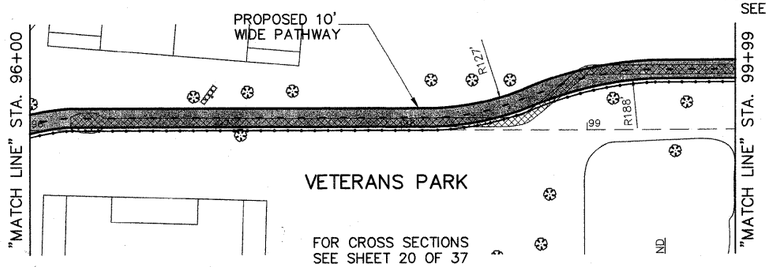
THE CONTRACTOR SHALL CONSTRUCT MAILBOX BANKS AT THE FOLLOWING LOCATION:
–ON 25TH STREET, EAST OF HAINSWORTH AVE.

NOTE:
ALL EXISTING TRAFFIC SIGNS WITHIN THE PROJECT LIMITS TO BE RELOCATED BACK OF NEW CURB SEE SHEET 5 FOR SIGN PLACEMENT DETAIL



ALL WORK FROM STA 90+50 TO 95+26 DRAINS TO THE CENTERLINE OF THE ROW. NOW PERIMETER EROSION BARRIER NEEDED.





FOR CONTINUATION SEE SHEET 16

THERMOPLASTIC STRIPING CODE

- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING – CENTER LINE 4", 11' O/C
- (B) PROPOSED SKIP–DASH YELLOW THERMOPLASTIC PAVEMENT MARKING – LINE 4" – 3' DASH, 9' SKIP (PATHWAY LANE LINE)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 4" (PARKING STALL)
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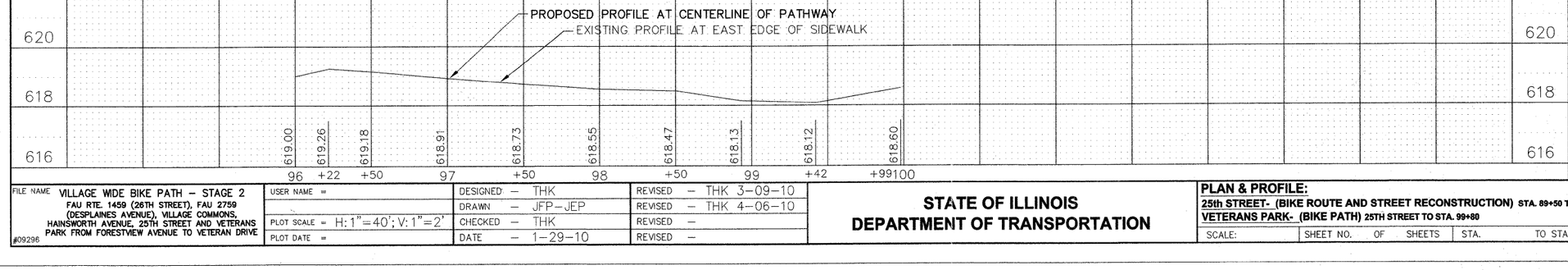
- (G) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 24" (STOP BAR)
- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LETTERS & SYMBOLS

PAINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING – LETTERS & SYMBOLS



LEGEND

- DENOTES EARTH EXCAVATION, AND/OR SIDEWALK REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, AGGREGATE BASE COURSE, TYPE B, 6 INCH, HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50, 2 INCH AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 1–1/2 INCH
- DENOTES HOT–MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES EARTH EXCAVATION, AND/OR PAVEMENT REMOVAL, GEOTECHNICAL FABRIC FOR GROUND STABILIZATION, SUBBASE GRANULAR MATERIAL TYPE B, 4 INCH, HOT–MIX ASPHALT BASE COURSE, 6 INCH HOT–MIX ASPHALT BINDER COURSE, IL–19.0, N50, 2–1/4 INCH AND HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES HOT–MIX ASPHALT SURFACE REMOVAL, 2 INCH, AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A, HOT–MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
- DENOTES CLASS D PATCHES, TYPE II – IV, 8 INCH – AS DIRECTED AT LOCATIONS DIRECTED BY THE ENGINEER AFTER PROOF ROLLING
- DENOTES HOT–MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT", 3 INCH
- DENOTES P.C. SIDEWALK REMOVAL
- DENOTES PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- "HC" DENOTES DETECTABLE WARNING PER I.D.O.T. STANDARD 424001–05 FOR HANDICAP RAMPS
- "A" DENOTES EXISTING VALVE VAULTS, VALVE BOXES, CATCH BASINS, VALVE VAULTS, HANDHOLES AND MANHOLES TO BE CLEANED, GROUTED, AND ADJUSTED TO GRADE WITH NEW ADJUSTING RINGS. (ALL TOP BANDS OF FALLEN, COMMON OR CONCRETE BRICK TO BE REPLACED WITH PRECAST CONCRETE ADJUSTING RINGS)
- "S" DENOTES EXISTING FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- 8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK
- X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

D11–1 24"x 18" 1	W11–1 24"x 24" 2	W8–10 24"x 24" 3	R10–24 9"x 12" 4
R5–3 24"x 24" 5	R1–1 18"x 18" 6	W8–10 24"x 18" 7	R9–6 12"x 18" 8
M7–1R 12"x 9" 9	M7–2 12"x 9" 10	M7–1L 12"x 9" 11	R1–2 24" 12
R7–9a 12"x 18" 13	W16–2P 24"x 18" 14	R2–1 24" x 30" 15	SEE SHEET 5 16
W1–2R 18"x 18" 17	W3–1AP 24"x 18" 18	W4–1L 24"x 24" 19	W2–4 18"x 18" 20
W11A–2 30"x 30" 21			

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER – SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

Frank Novotny & Associates, Inc.
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825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE	USER NAME =	DESIGNED – THK	REVISED – THK 3–09–10	
#09296		DRAWN – JFP–JEP	REVISED – THK 4–06–10	
	PLOT SCALE = H: 1"=40'; V: 1"=2'	CHECKED – THK	REVISED –	
	PLOT DATE =	DATE – 1–29–10	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
25th STREET- (BIKE ROUTE AND STREET RECONSTRUCTION) STA. 89+50 TO VETERANS PARK
VETERANS PARK- (BIKE PATH) 25TH STREET TO STA. 99+80

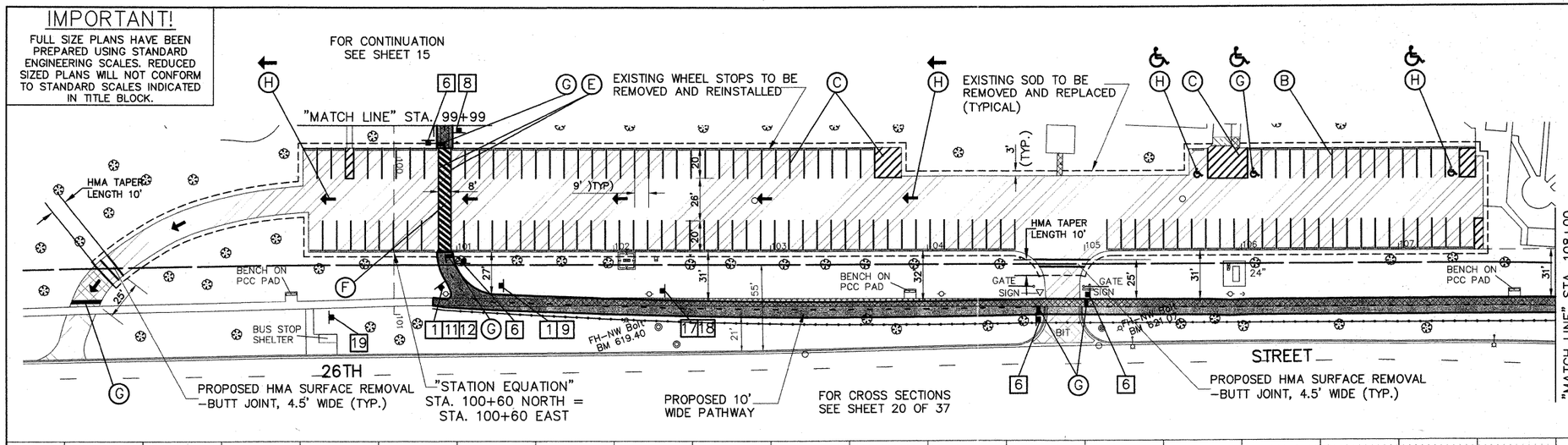
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

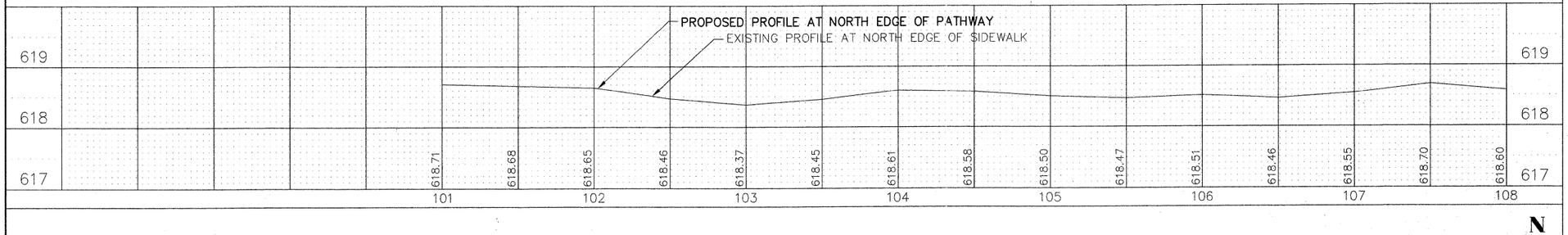
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	15
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP–3463(006)		

J:\North Riverside\2009\09296 - Bike Path Stage 2\STAGE 2 - Plans\09296_SHT_09-16_PLAN SHEETS.dwg, 4/13/2010 9:37:52 AM, \\server4\Oce TDS320

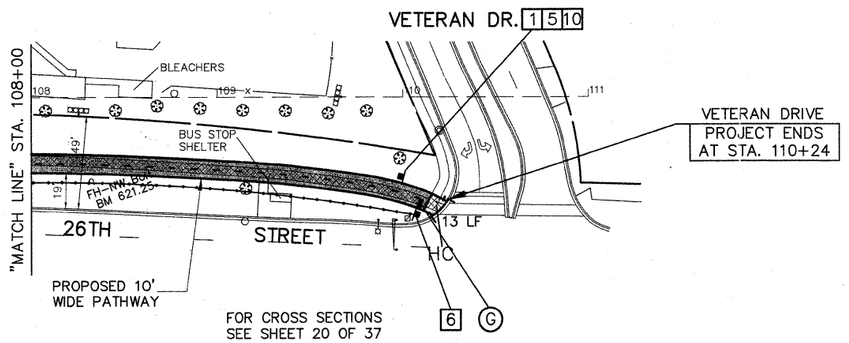
IMPORTANT!

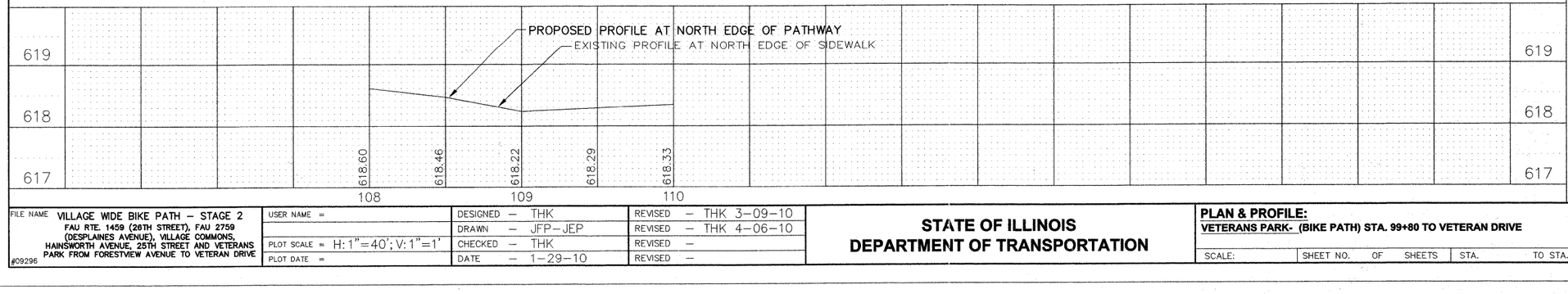
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.





FOR CONTINUATION SEE ABOVE RIGHT





LEGEND

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- DENOTES HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, LEVELING BINDER (MACHINE METHOD), N50, 1 INCH AVG., AREA RELECTIVE CRACK CONTROL TREATMENT, SYSTEM A AND HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50, 2 INCH
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8 FT DENOTES COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT PROVIDE DETECTABLE WARNINGS AND RAMPS AT ALL SIDEWALK

X DENOTES "TREE REMOVAL"

PROPOSED SIGN SCHEDULE

BIKE ROUTE D11-1 24"x 18" [1]	W11-1 24"x 24" [2]	W8-10 24"x 24" [3]	PUSH BUTTON FOR GREEN LIGHT R10-24 9"x 12" [4]
NO MOTOR VEHICLES R5-3 24"x 24" [5]	STOP R1-1 18"x 18" [6]	SLIPPERY WHEN WET W8-10 24"x 18" [7]	YIELD TO PEDS R9-6 12"x 18" [8]
M7-1R 12"x 9" [9]	M7-2 12"x 9" [10]	M7-1L 12"x 9" [11]	YIELD R1-2 24" [12]
BIKE LANE R7-9a 12"x 18" [13]	500 FEET W16-2P 24"x 18" [14]	SPEED LIMIT 25 R2-1 24" x 30" [15]	RADAR SPEED SIGN SEE SHEET 5 [16]
W1-2R 18"x 18" [17]	STOP AHEAD W3-1AP 24"x 18" [18]	W4-1L 24"x 24" [19]	W2-4 18"x 18" [20]
W11A-2 30"x 30" [21]			

THERMOPLASTIC STRIPING CODE

- (A) PROPOSED DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING - CENTER LINE 4", 11' O/C
- (B) PROPOSED SKIP-DASH YELLOW THERMOPLASTIC PAVEMENT MARKING - LINE 4" - 3' DASH, 9' SKIP (PATHWAY LANE LINE)
- (C) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 4" (PARKING STALL)
- (D) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (EDGE)
- (E) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LINE 6" (CROSSWALK)
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- (H) PROPOSED SOLID WHITE THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

PAIINTED STRIPING CODE

- (I) PROPOSED SOLID WHITE PAINTED PAVEMENT MARKING - LETTERS & SYMBOLS

EROSION CONTROL LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000228

FILE NAME	VILLAGE WIDE BIKE PATH - STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE		
#09296	USER NAME =	DESIGNED - THK	REVISED - THK 3-09-10
		DRAWN - JFP-JEP	REVISED - THK 4-06-10
	PLOT SCALE = H:1"=40'; V:1"=1'	CHECKED - THK	REVISED -
	PLOT DATE =	DATE - 1-29-10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE:
VETERANS PARK- (BIKE PATH) STA. 99+80 TO VETERAN DRIVE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	16

CONTRACT NO. 63461

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT HPP-3463(006)

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STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE CONSTRUCTION SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SECTION 280. TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE DESCRIPTION.
DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT IS LOCATED ALONG 26TH STREET, DES PLAINES AVENUE, VILLAGE COMMONS PARK, HAINSWORTH AVENUE, 25TH STREET AND VETERAN'S PARK BETWEEN 9TH AVENUE AND VETERAN DRIVE..
2. CONSTRUCTION INCLUDES EARTH EXCAVATION, STORM SEWERS, MANHOLES, CATCH BASINS, INLETS, VARIOUS PAVEMENT ITEMS, AND OTHER MISCELLANEOUS ITEMS OF CONSTRICTION.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTION OF THE CONSTRUCTION SITE:

1. EXCAVATION WILL BE COMPLETED ALONG THE JOB SITE TO GRADE FOR THE PROPOSED PATHWAY AND ROADWAY CONSTRUCTION..
2. STORM SEWERS, MANHOLES, CATCH BASINS, AND INLETS.
3. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, TEMPORARY SEEDING, ETC.
4. PATHWAY CONSTRUCTION AND ROADWAY RESURFACING WORK.
5. FINAL GRADING, PAVING, AND OTHER MISCELLANEOUS ITEMS.
6. PLACEMENT OF PERMANENT EROSION CONTROL, AND EROSION CONTROL BLANKET, SODDING, ETC.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.2 ACRES BY WHICH 3.2 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS, WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS THAT WERE UTILIZEE FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

1. STORM SEWER OUTLETS TRIBUTARY TO THE VILLAGE'S EXISTING COMBINED SEWER SYSTEM.

CONTROLS, EROSION CONTROLS AND SEDIMENT CONTROL:

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, PROTECTION OF TREES, PRESERVATION OF NATURE VEGETATION, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

(a.) AREAS OF EXISTING VEGETATION, WOOD AND GRASSLANDS, OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

(b.) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.

(c.) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

(d.) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.

(e.) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN (7) DAYS.

(f.) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS ON ADJACENT LANDOWNERS, TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THE RIGHT-OF-WAY LINE.

2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SODDING OR SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECLTY RESPONSIBLE FOR GATHERING THE INFOMRATION, THE INFOMRATION SUBMITTED IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICAN PENALTIES FOR SUBMITTING FALSE INFOMRATION, INLCUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

ENGINEER _____ DATE 4-6-10

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING, EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER, PARKING OF VEHICLES OF CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS OR OTHER CONSTRUCTION RELATED ACTIVITIES.
   (a.) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
   (b.) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN (14) DAYS.
   (c.) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER.
      i. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
      ii. TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS.
      iii. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
      iv. TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
      v. BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
      vi. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME, PLACING PERMANENT EROSION CONTROL SUCH AS RIPRAP DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.
   (b.) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED SODDED OR IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN (7) DAYS.
   (c.) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
   (f.) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2-INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.
   (g.) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION FOR EROSION CONTROL.
   (h.) THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SODDED OR SEEDED AND ESTABLISHED.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESODDED OR RESEEDED AS NECCESARY.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY THE MUNICIPALITY. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.

MISCELLANEOUS:

1. TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5-FEET FALL/RISE IN DITCH GRADE AS NECESSARY.
2. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPLIED AT A RATE OF 100 LBS/ACRES, IF DIRECTED.
3. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSIOR, URETHANE FORM/GEOTEXTILE SILT WEDGES, AND/OR ANY OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
4. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION FOR EROSION CONTROL.
5. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

LEGEND

- TEMPORARY DITCH CHECK
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- INLET AND PIPE PROTECTION EROSION BARRIER, STRAW BALES
- SEDIMENT BASIN
- DRAINAGE STRUCTURE INLET FILTER

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000828

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE #09296	USER NAME =	DESIGNED – THK	REVISED – THK 3-09-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN			
		DRAWN – JFP-JEP	REVISED – THK 4-06-10					
	PLOT SCALE = NONE	CHECKED – THK	REVISED –					
	PLOT DATE =	DATE – 1-29-10	REVISED –		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A.-RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	17
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

FILE NAME	VILLAGE WIDE BIKE PATH – STAGE 2 FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE	USER NAME =	DESIGNED – THK	REVISED – THK 4–06–10	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
#09296			DRAWN – JFP–JEP	REVISED –	
		PLOT SCALE = 1"=10'	CHECKED – THK	REVISED –	
		PLOT DATE =	DATE – 1–29–10	REVISED –	

CROSS SECTIONS

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

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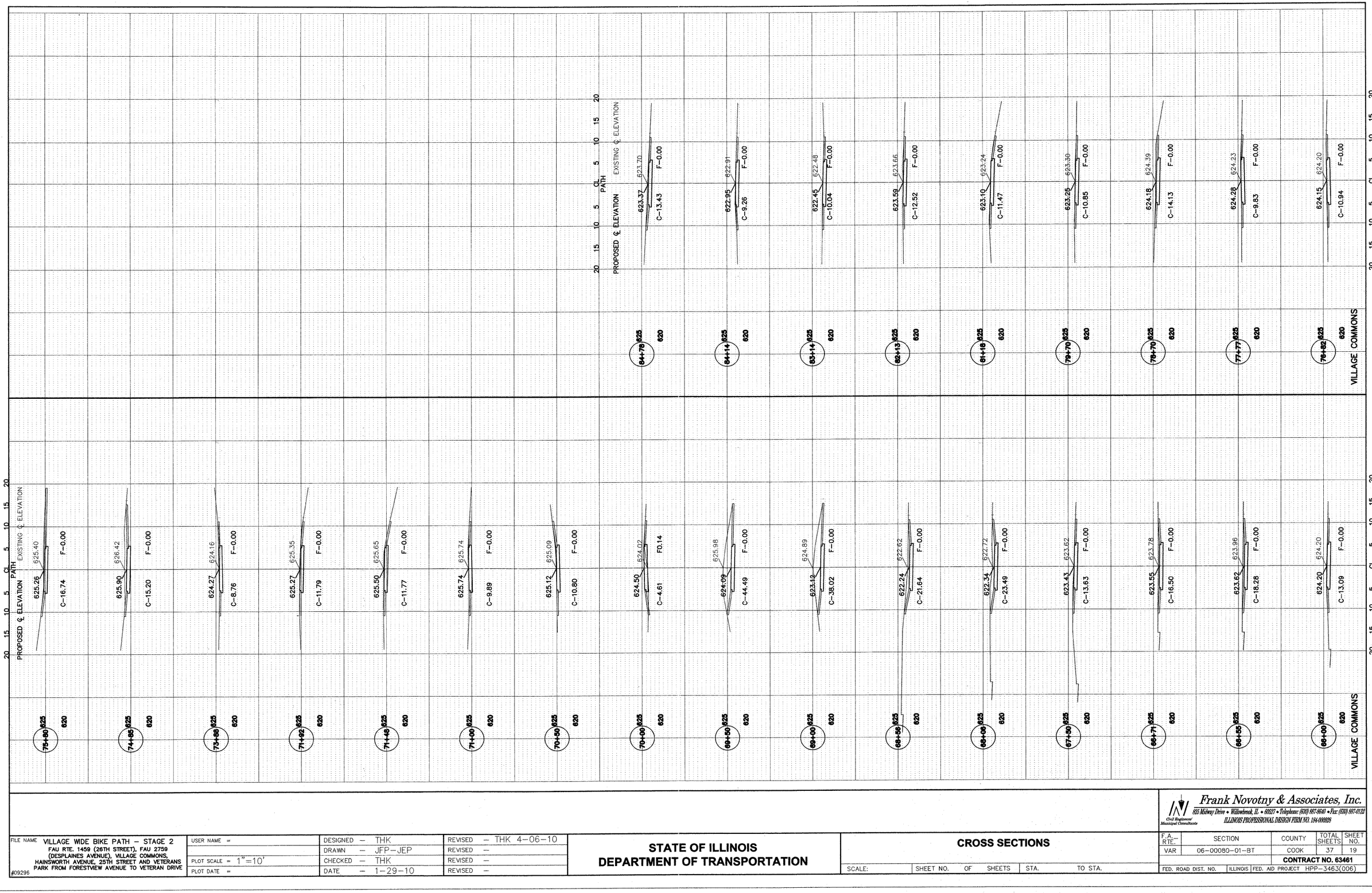
F.A.– RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	18
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP–3463(006)		



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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =	DESIGNED – THK	REVISED – THK 4–06–10
	DRAWN – JFP–JEP	REVISED –
PLOT SCALE = 1"=10'	CHECKED – THK	REVISED –
PLOT DATE =	DATE – 1–29–10	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

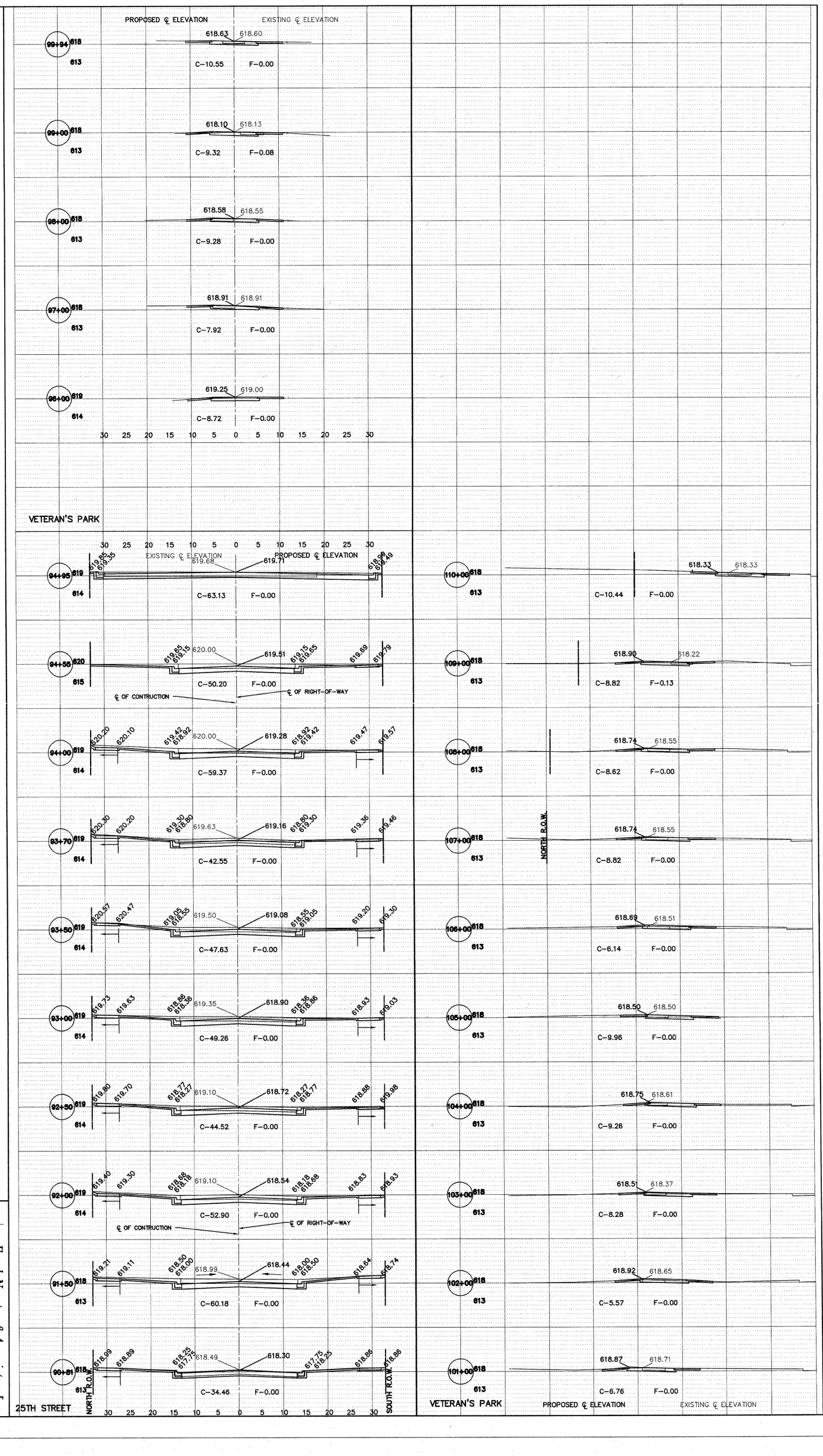
CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	19

CONTRACT NO. 63461

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT HPP–3463(006)



FILE NAME: VILLAGE WIDE BIKE PATH - STAGE 2
HAINSWORTH TRAIL, 25TH STREET, VILLAGE COMMONS (DESPLAINES AVENUE), 25TH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE

USER NAME =
PLOT SCALE = 1"=10'
PLOT DATE =

DESIGNED – THK
DRAWN – JFP-JEP
CHECKED – THK
DATE – 1-29-10

REVISED – THK 4-06-10
REVISED –
REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184.000888

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	20
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 63461	
		HPP-3463(036)		

#09298

EARTH EXCAVATION QUANTITIES (CUT / FILL)
26th STREET - 9TH AVENUE TO 1ST AVENUE

SECTION STATIONS X 100	END AREAS, S.F. CUT	END AREAS, S.F. FILL	DISTANCE	SUM OF END AREAS, S.F. CUT	SUM OF END AREAS, S.F. FILL	AVE. END AREAS, S.F. CUT	AVE. END AREAS, S.F. FILL	SECTION TOTALS, C.Y. CUT	SECTION TOTALS, C.Y. FILL	SECTION STATIONS X 100
1.30	10.18	0.00								1.30
			35	21.15	0	10.575	0	13.71	0.00	
1.65	10.97	0.00								1.65
			35	16.77	0.02	8.385	0.01	10.87	0.01	
2.00	5.80	0.02								2.00
			100	12.17	0.04	6.085	0.02	22.54	0.07	
3.00	6.37	0.02								3.00
			100	11.57	0.14	5.785	0.07	21.43	0.26	
4.00	5.20	0.12								4.00
			100	8.24	0.49	4.12	0.245	15.26	0.91	
5.00	3.04	0.37								5.00
			100	9.31	0.39	4.655	0.195	17.24	0.72	
6.00	6.27	0.02								6.00
			100	12.5	0.06	6.25	0.03	23.16	0.11	
7.00	6.23	0.04								7.00
			100	13.35	0.04	6.675	0.02	24.72	0.07	
8.00	7.12	0.00								8.00
			100	15.87	0	7.935	0	29.39	0.00	
9.00	8.75	0.00								9.00
			100	16.82	0	8.41	0	31.15	0.00	
10.00	8.07	0.00								10.00
			100	15.06	0	7.53	0	27.89	0.00	
11.00	6.99	0.00								11.00
			100	14.98	0	7.49	0	27.74	0.00	
12.00	7.99	0.00								12.00
			100	12.04	0.21	6.02	0.105	22.30	0.39	
13.00	4.05	0.21								13.00
			100	9.96	0.25	4.98	0.125	18.44	0.46	
14.00	5.91	0.04								14.00
			100	10.54	0.13	5.27	0.065	19.52	0.24	
15.00	4.63	0.09								15.00
			100	11.75	0.09	5.875	0.045	21.76	0.17	
16.00	7.12	0.00								16.00
			100	15.61	0	7.805	0	28.91	0.00	
17.00	8.49	0.00								17.00
			100	14.92	0	7.46	0	27.63	0.00	
18.00	6.43	0.00								18.00
			100	13.7	0	6.85	0	25.37	0.00	
19.00	7.27	0.00								19.00
			100	15.23	0	7.615	0	28.20	0.00	
20.00	7.96	0.00								20.00
			100	14.65	0.01	7.325	0.005	27.13	0.02	
21.00	6.69	0.01								21.00
			100	14.57	0.01	7.285	0.005	26.98	0.02	
22.00	7.88	0.00								22.00
			100	15.48	0	7.74	0	28.67	0.00	
23.00	7.60	0.00								23.00
			100	15.22	0	7.61	0	28.19	0.00	
24.00	7.62	0.00								24.00
			100	13.44	0.08	6.72	0.04	24.89	0.15	
25.00	5.82	0.08								25.00
			100	13.55	0.08	6.775	0.04	25.09	0.15	
26.00	7.73	0.00								26.00
			100	16.79	0	8.395	0	31.09	0.00	
27.00	9.06	0.00								27.00
			50	18.89	0	9.445	0	17.49	0.00	
27.50	9.83	0.00								27.50
TOTAL GROSS VOLUMES THIS PAGE								666.74	3.75	

EARTH EXCAVATION QUANTITIES (CUT / FILL)
VILLAGE COMMONS

SECTION STATIONS X 100	END AREAS, S.F. CUT	END AREAS, S.F. FILL	DISTANCE	SUM OF END AREAS, S.F. CUT	SUM OF END AREAS, S.F. FILL	AVE. END AREAS, S.F. CUT	AVE. END AREAS, S.F. FILL	SECTION TOTALS, C.Y. CUT	SECTION TOTALS, C.Y. FILL	SECTION STATIONS X 100
65.31	12.40	0.00								65.31
			50	22.43	0.15	11.22	0.075	20.77	0.14	
65.81	10.03	0.15								65.81
			19	23.12	0.15	11.56	0.075	8.13	0.05	
66.00	13.09	0.00								66.00
			55	31.37	0	15.69	0	31.95	0.00	
66.55	18.28	0.00								66.55
			16	34.78	0	17.39	0	10.31	0.00	
66.71	16.50	0.00								66.71
			79	30.13	0	15.07	0	44.08	0.00	
67.50	13.63	0.00								67.50
			56	37.12	0	18.56	0	38.49	0.00	
68.06	23.49	0.00								68.06
			50	45.13	0	22.57	0	41.79	0.00	
68.56	21.64	0.00								68.56
			44	59.66	0	29.83	0	48.61	0.00	
69.00	38.02	0.00								69.00
			50	82.51	0	41.26	0	76.40	0.00	
69.50	44.49	0.00								69.50
			50	49.1	0.14	24.55	0.07	45.46	0.13	
70.00	4.61	0.14								70.00
			50	15.41	0.14	7.71	0.07	14.27	0.13	
70.50	10.80	0.00								70.50
			50	20.69	0	10.35	0	19.16	0.00	
71.00	9.89	0.00								71.00
			48	21.66	0	10.83	0	19.25	0.00	
71.48	11.77	0.00								71.48
			44	23.56	0	11.78	0	19.20	0.00	
71.92	11.79	0.00								71.92
			196	20.55	0	10.28	0	74.59	0.00	
73.88	8.76	0.00								73.88
			97	23.96	0	11.98	0	43.04	0.00	
74.85	15.20	0.00								74.85
			95	31.94	0	15.97	0	56.19	0.00	
75.80	16.74	0.00								75.80
			102	27.68	0	13.84	0	52.28	0.00	
76.82	10.94	0.00								76.82
			95	20.77	0	10.39	0	36.54	0.00	
77.77	9.83	0.00								77.77
			93	23.96	0	11.98	0	41.26	0.00	
78.70	14.13	0.00								78.70
			100	24.98	0	12.49	0	46.26	0.00	
79.70	10.85	0.00								79.70
			148	22.32	0	11.16	0	61.17	0.00	
81.18	11.47	0.00								81.18
			95	23.99	0	12.00	0	42.20	0.00	
82.13	12.52	0.00								82.13
			101	22.56	0	11.28	0	42.20	0.00	
83.14	10.04	0.00								83.14
			100	19.3	0	9.65	0	35.74	0.00	
84.14	9.26	0.00								84.14
			64	22.69	0	11.35	0	26.89	0.00	
84.78	13.43	0.00								84.78
TOTAL GROSS VOLUMES THIS PAGE								996.24	0.45	

EARTH EXCAVATION QUANTITIES (CUT / FILL)
25th STREET - PAVEMENT SECTIONS

SECTION STATIONS X 100	END AREAS, S.F. CUT	END AREAS, S.F. FILL	DISTANCE	SUM OF END AREAS, S.F. CUT	SUM OF END AREAS, S.F. FILL	AVE. END AREAS, S.F. CUT	AVE. END AREAS, S.F. FILL	SECTION TOTALS, C.Y. CUT	SECTION TOTALS, C.Y. FILL	SECTION STATIONS X 100
90.81	34.46	0.00								90.81
			69	94.64	0	47.32	0	120.93	0.00	
91.50	60.18	0.00								91.50
			50	113.08	0	56.54	0	104.70	0.00	
92.00	52.90	0.00								92.00
			50	97.42	0	48.71	0	90.20	0.00	
92.50	44.52	0.00								92.50
			50	93.78	0	46.89	0	86.83	0.00	
93.00	49.26	0.00								93.00
			50	96.89	0	48.445	0	89.71	0.00	
93.50	47.63	0.00								93.50
			20	90.18	0	45.09	0	33.40	0.00	
93.70	42.55	0.00								93.70
			30	101.92	0	50.96	0	56.62	0.00	
94.00	59.37	0.00								94.00
			55	109.57	0	54.785	0	111.60	0.00	
94.55	50.20	0.00								94.55
			40	113.33	0	56.665	0	83.95	0.00	
94.95	63.13	0.00								94.95
			20	63.13	0	31.565	0	23.38	0.00	
95.15	0.00	0.00								95.15
TOTAL GROSS VOLUMES THIS PAGE								777.95	0.00	

EARTH EXCAVATION QUANTITIES (CUT / FILL)
VETERANS PARK - 25TH STREET TO VETERANS DRIVE

SECTION STATIONS X 100	END AREAS, S.F. CUT	END AREAS, S.F. FILL	DISTANCE	SUM OF END AREAS, S.F. CUT	SUM OF END AREAS, S.F. FILL	AVE. END AREAS, S.F. CUT	AVE. END AREAS, S.F. FILL	SECTION TOTALS, C.Y. CUT	SECTION TOTALS, C.Y. FILL	SECTION STATIONS X 100
96.00	8.72	0.00								96.00
			100	16.64	0	8.32	0	30.81	0.00	
97.00	7.92	0.00								97.00
			100	17.2	0	8.6	0	31.85	0.00	
98.00	9.28	0.00								98.00
			100	18.6	0.08	9.3	0.04	34.44	0.15	
99.00	9.32	0.08								99.00
			94	19.87	0.08	9.935	0.04	34.59	0.14	
99.94	10.55	0.00								99.94
			106	17.31	0	8.655	0	33.98	0.00	
101.00	6.76	0.00								101.00
			100	12.33	0	6.165	0	22.83	0.00	
102.00	5.57	0.00								102.00
			100	13.85	0	6.925	0	25.65	0.00	
103.00	8.28	0.00								103.00
			100	17.54	0	8.77	0	32.48	0.00	
104.00	9.26	0.00								104.00
			100	19.22	0	9.61	0	35.59	0.00	
105.00	9.96	0.00								105.00
			100	16.1	0	8.05	0	29.81	0.00	
106.00	6.14	0.00								106.00
			100	14.96	0	7.48	0	27.70	0.00	
107.00	8.82	0.00								107.00
			100	17.44	0	8.72	0	32.30	0.00	
108.00	8.62	0.00								108.00
			100	17.44	0.13	8.72	0.065	32.30	0.24	
109.00	8.82	0.13								109.00
			100	19.26	0.13	9.63	0.065	35.67	0.24	
110.00	10.44	0.00								110.00
TOTAL GROSS VOLUMES THIS PAGE								440.01	0.77	

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000828

FILE NAME: VILLAGE WIDE BIKE PATH – STAGE 2
FAU RTE. 1459 (26TH STREET), FAU 2759 (DESPLAINES AVENUE), VILLAGE COMMONS, HAINSWORTH AVENUE, 25TH STREET AND VETERANS PARK FROM FORESTVIEW AVENUE TO VETERAN DRIVE
#09296

USER NAME =
PLOT SCALE = 1"=10'
PLOT DATE =

DESIGNED – THK
DRAWN – JFP–JEP
CHECKED – THK
DATE – 1–29–10

REVISED – THK 4–06–10
REVISED –
REVISED –
REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

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

F.A.– RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06–00080–01–BT	COOK	37	21
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	HPP–3463(006)	

LOOP DETECTOR NOTES

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

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

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

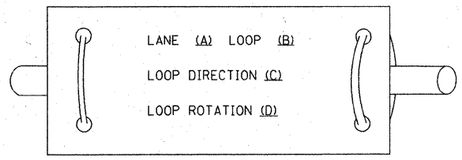
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

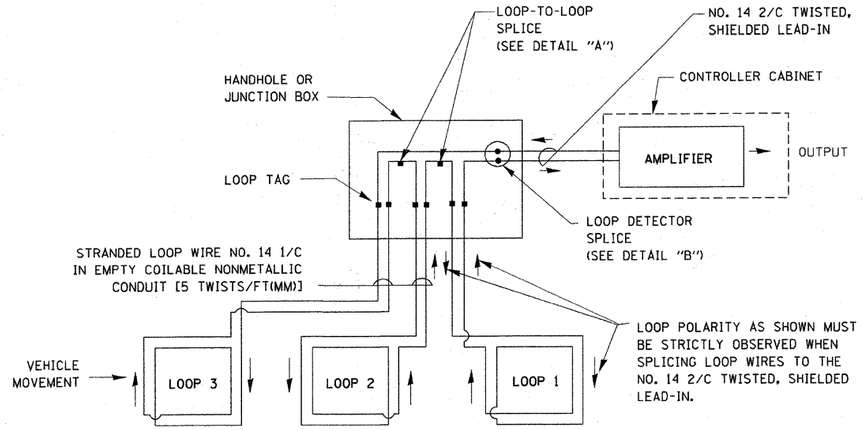


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

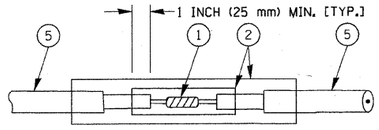
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

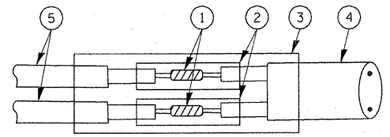


DETECTOR LOOP WIRING SCHEMATIC

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

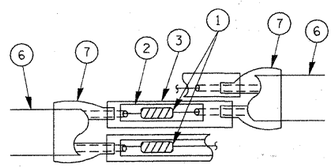


DETAIL "A"
LOOP-TO-LOOP SPLICE



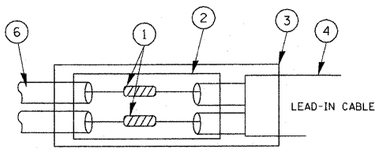
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

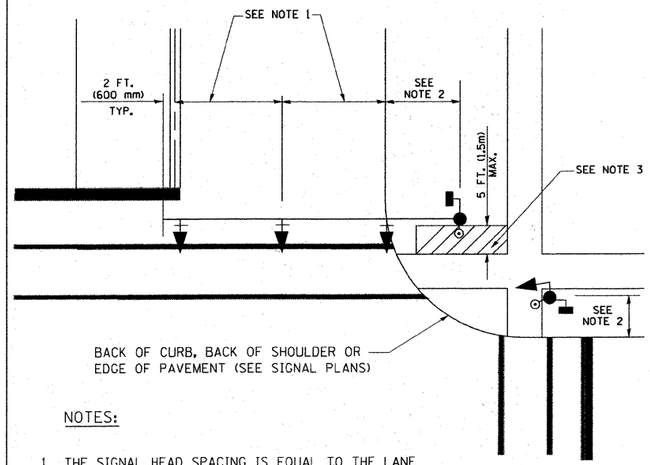
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	22
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

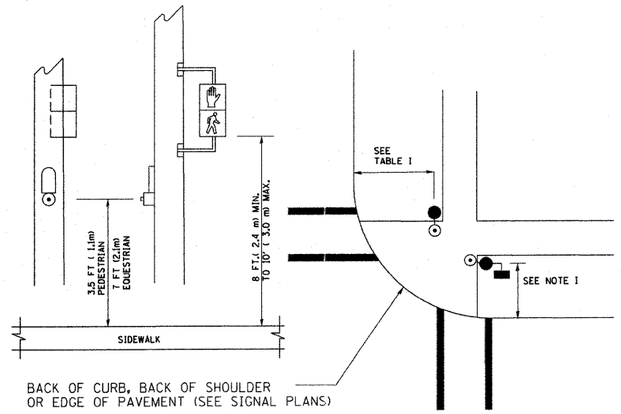
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

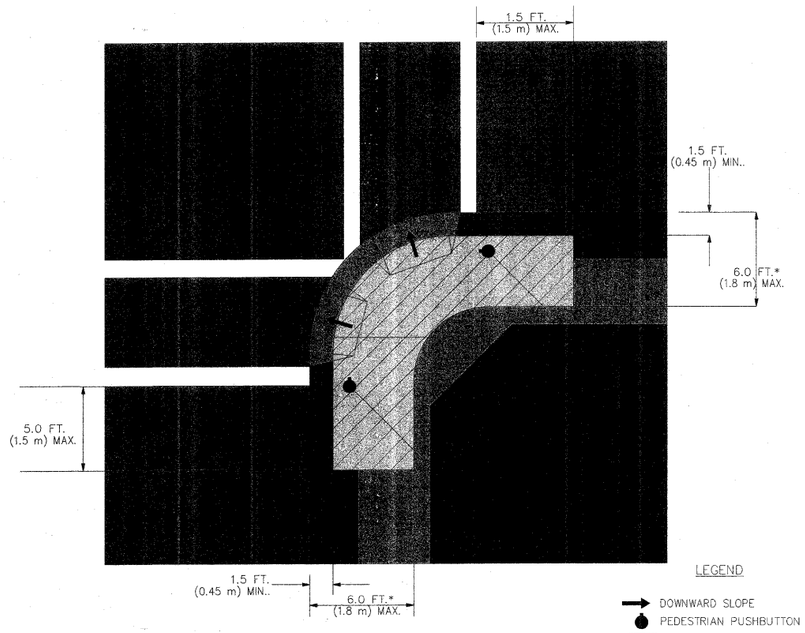
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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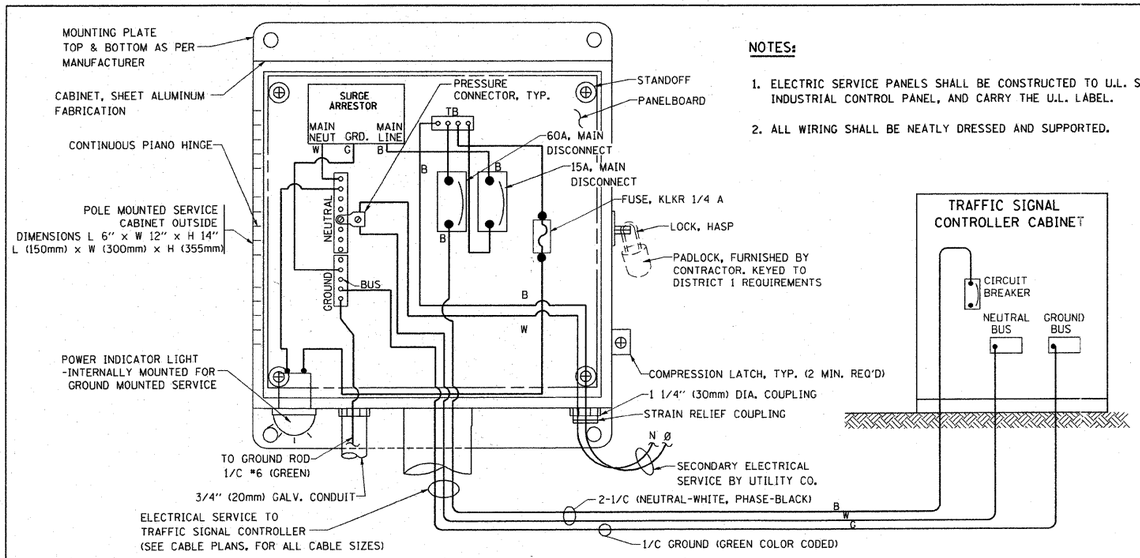
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	23
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	HPP-3463(006)	



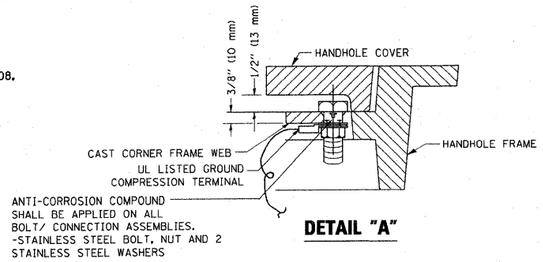
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



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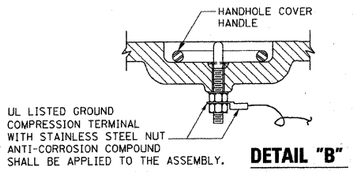
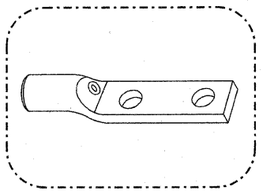


DETAIL "B"

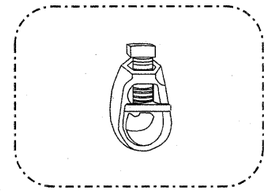
NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



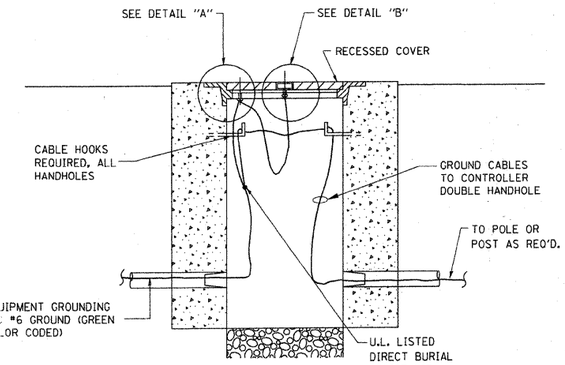
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

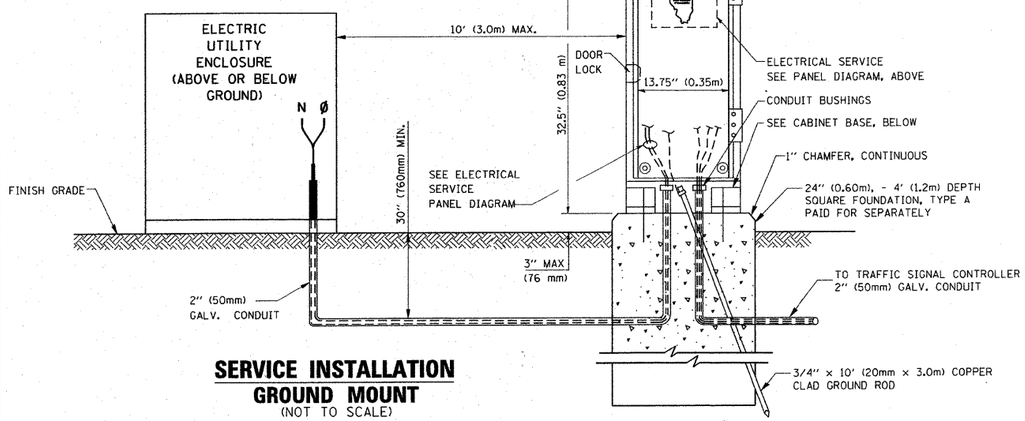
NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



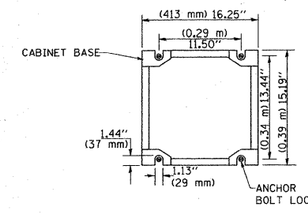
HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



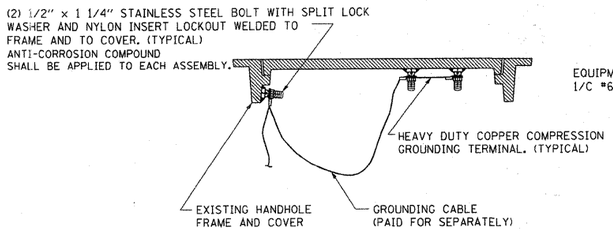
SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)



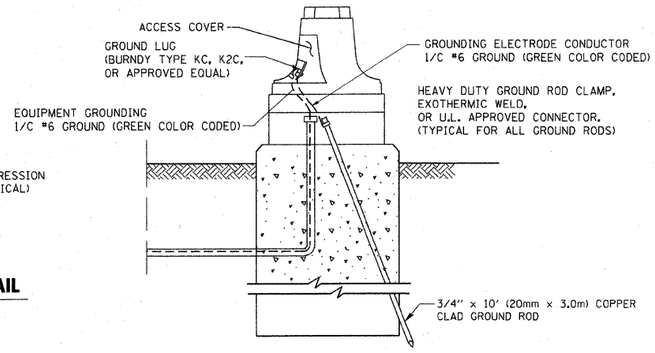
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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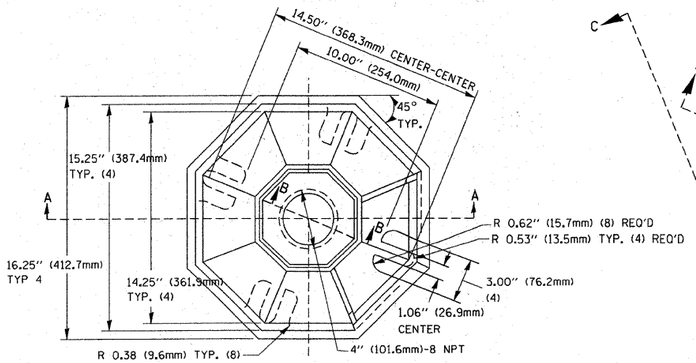
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

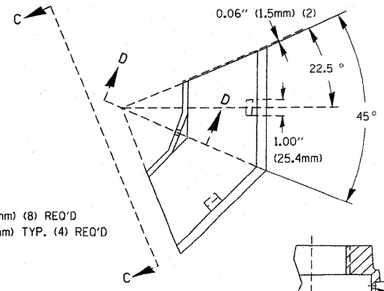
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

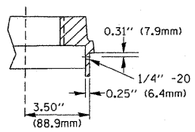
SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	24
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

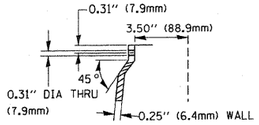


TOP VIEW

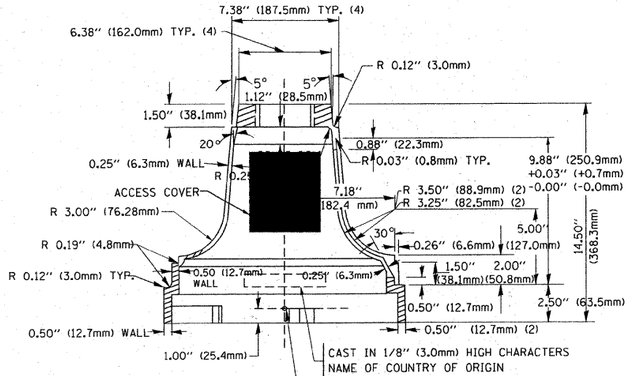




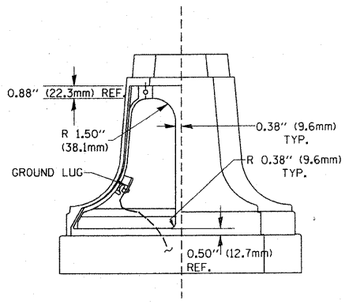
SECTION B-B



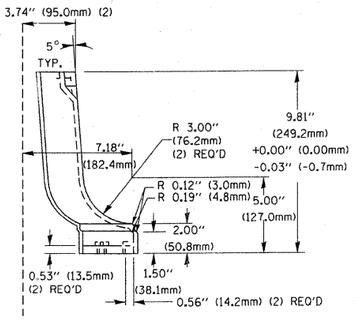
SECTION D-D



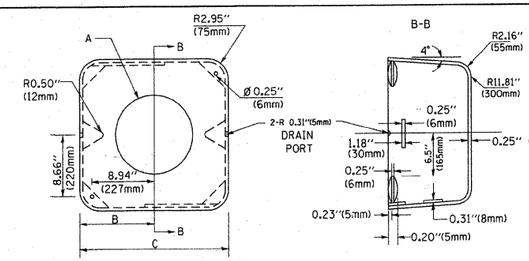
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

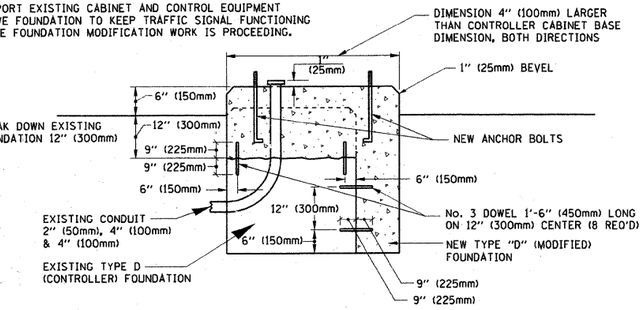
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

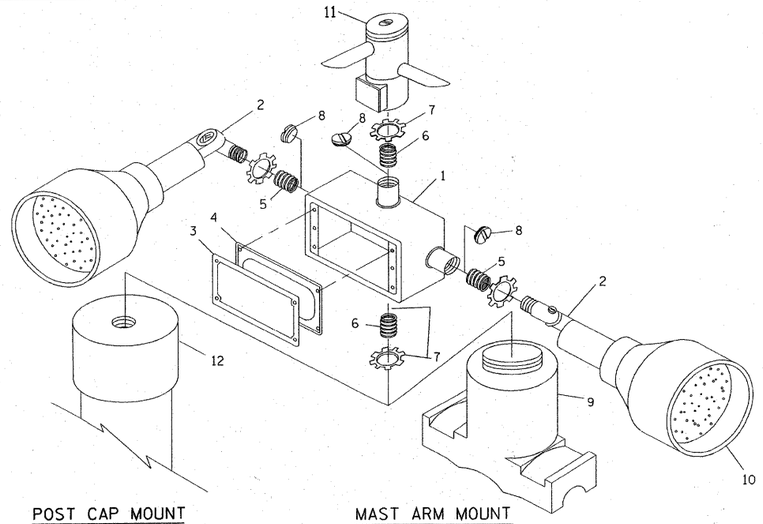
NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

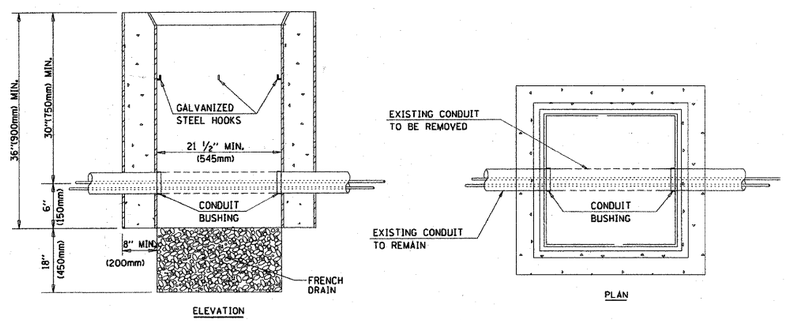
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP (18 FT. (5.4 m) POST MIN.)

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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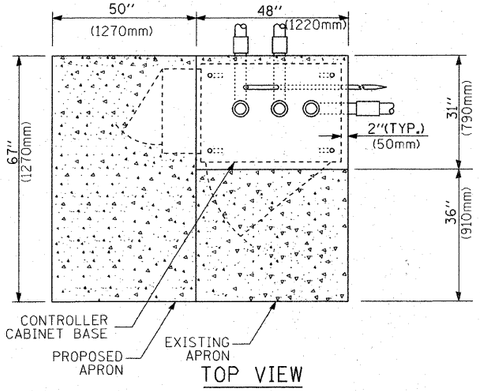
		DRAWN - BCK	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

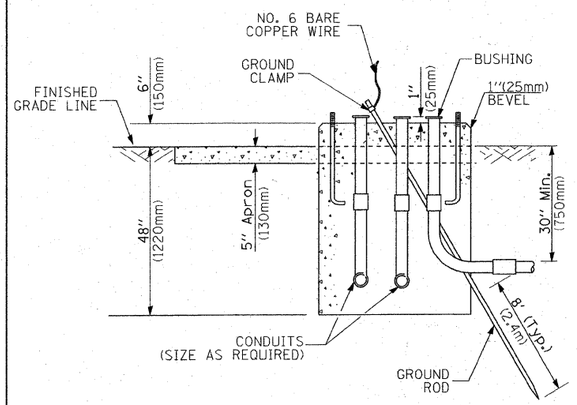
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

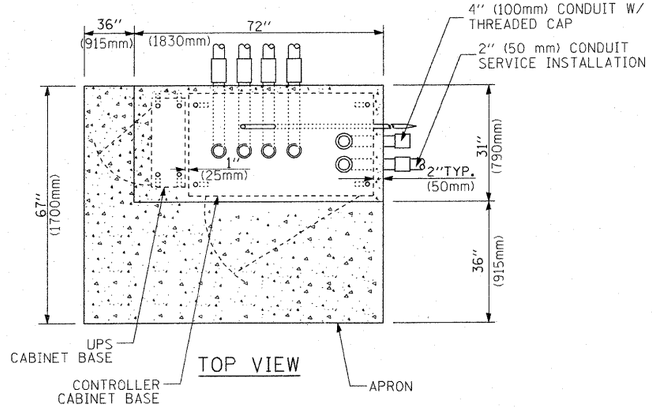
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	25
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		



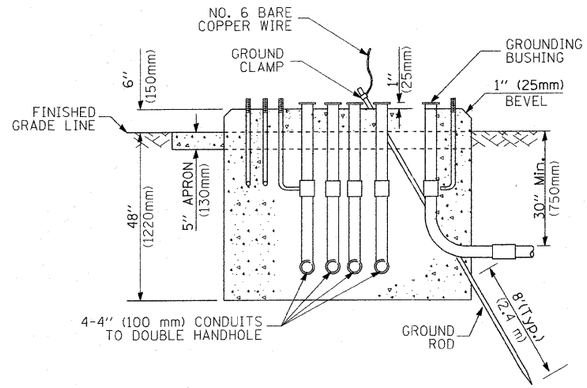
TOP VIEW



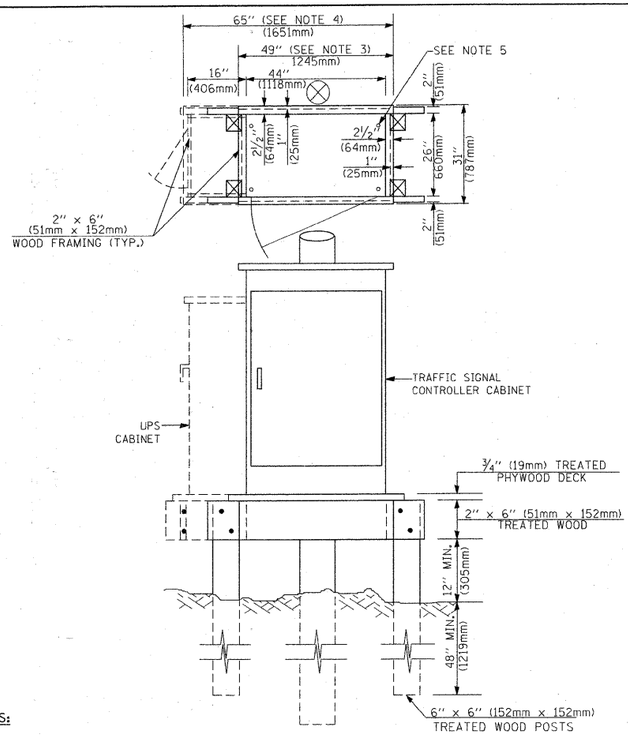
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	26
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ←Y ←G	R Y G ←Y ←G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ←Y ←G "P"	R Y G ←Y ←G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	27
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

Ⓐ - REMOVE EXISTING CABLE FROM CONDUIT
2/C*14, 3/C*14

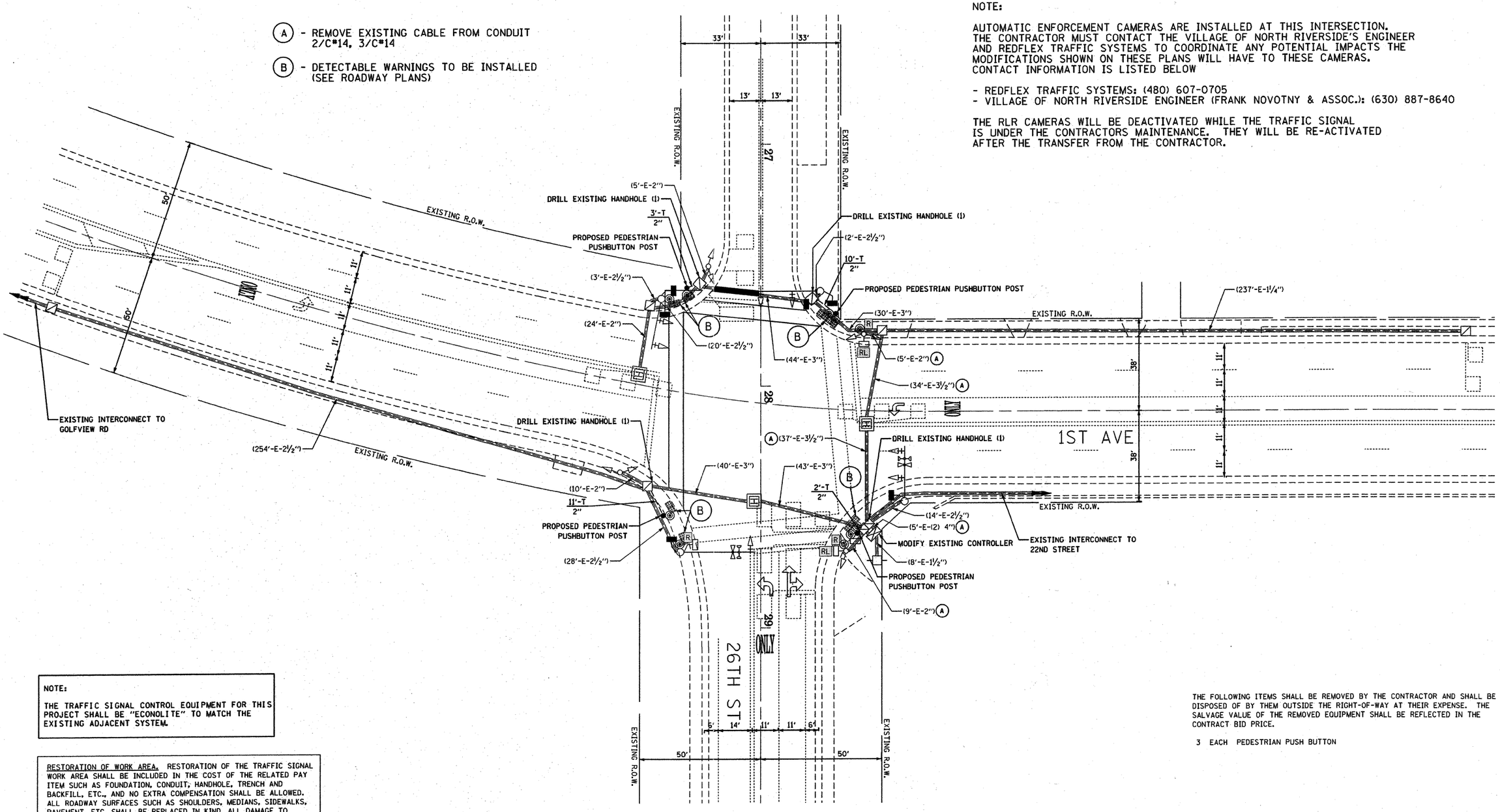
Ⓑ - DETECTABLE WARNINGS TO BE INSTALLED
(SEE ROADWAY PLANS)

NOTE:

AUTOMATIC ENFORCEMENT CAMERAS ARE INSTALLED AT THIS INTERSECTION. THE CONTRACTOR MUST CONTACT THE VILLAGE OF NORTH RIVERSIDE'S ENGINEER AND REDFLEX TRAFFIC SYSTEMS TO COORDINATE ANY POTENTIAL IMPACTS THE MODIFICATIONS SHOWN ON THESE PLANS WILL HAVE TO THESE CAMERAS. CONTACT INFORMATION IS LISTED BELOW

- REDFLEX TRAFFIC SYSTEMS: (480) 607-0705
- VILLAGE OF NORTH RIVERSIDE ENGINEER (FRANK NOVOTNY & ASSOC.): (630) 887-8640

THE RLR CAMERAS WILL BE DEACTIVATED WHILE THE TRAFFIC SIGNAL IS UNDER THE CONTRACTORS MAINTENANCE. THEY WILL BE RE-ACTIVATED AFTER THE TRANSFER FROM THE CONTRACTOR.



NOTE:

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

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

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

3 EACH PEDESTRIAN PUSH BUTTON

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987
PROJECT # 09-174

FILE NAME = ...\signal\28-signal 1st.dgn	USER NAME =	DESIGNED - GJG	REVISED DMS 3/9/2010
		DRAWN - GJG	REVISED DMS 4/6/2010
	PLOT SCALE =	CHECKED - DMS	REVISED DMS 4/19/2010
	PLOT DATE = 4/19/2010	DATE - 1/29/2010	REVISED -

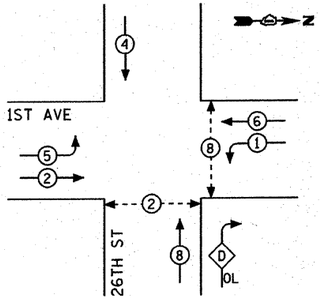
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
1ST AVENUE AT 26TH STREET

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	28
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	HPP-3463(006)	

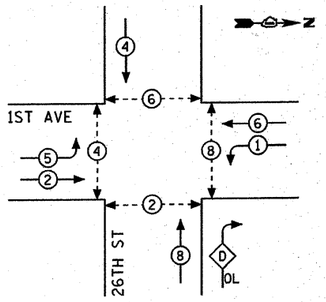
EXISTING CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
D	=	8	+	1

PROPOSED CONTROLLER SEQUENCE



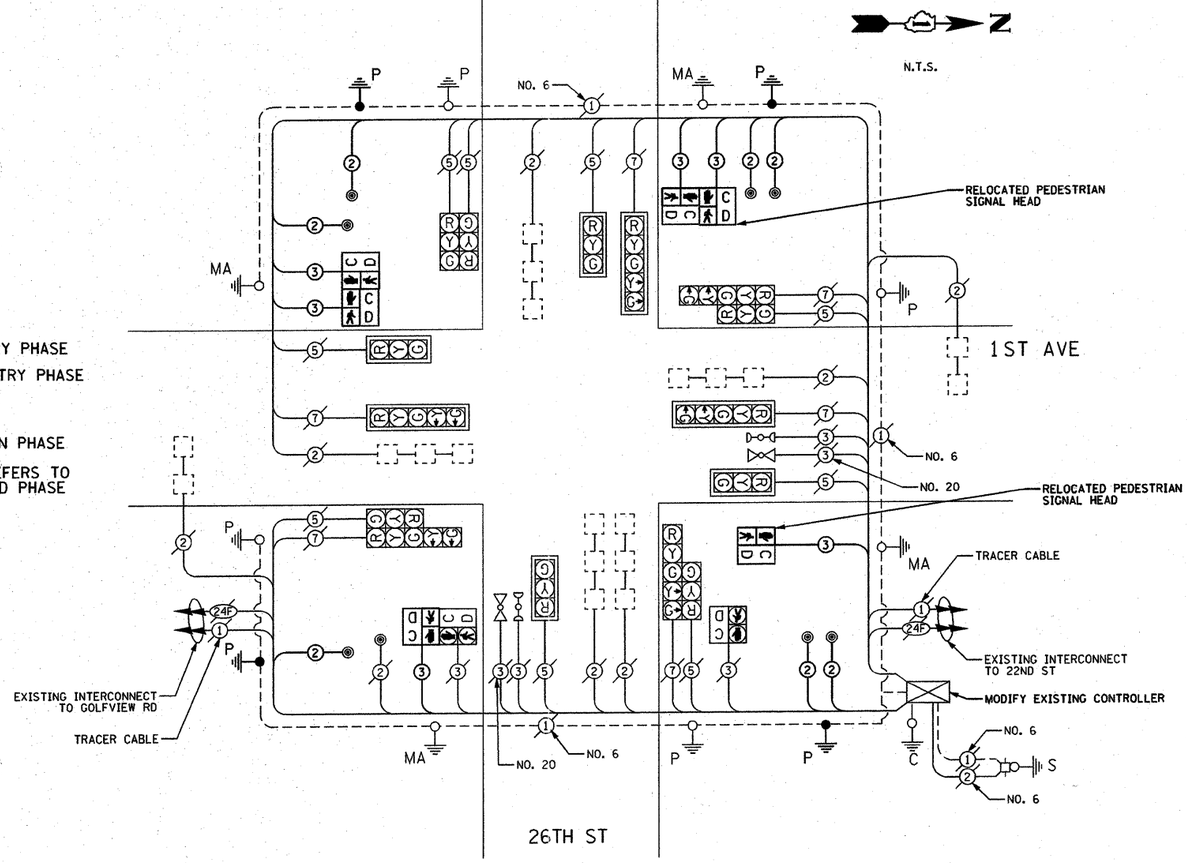
PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
D	=	8	+	1

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN PHASE
- • NUMBER REFERS TO ASSOCIATED PHASE

CABLE PLAN



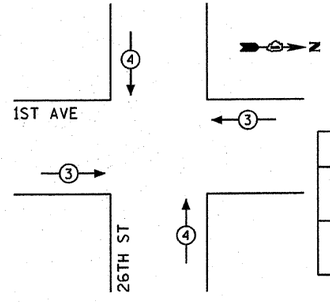
SCHEDULE OF QUANTITIES

QTY	UNIT	ITEM DESCRIPTION
26	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
26	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
957	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1018	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
4	EACH	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II
4	EACH	DRILL EXISTING HANDHOLE
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
8	EACH	PEDESTRIAN PUSH-BUTTON
2	EACH	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD
1	EACH	MODIFY EXISTING CONTROLLER
316	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	15		17	0.50	127.5
(YELLOW)	15		25	0.25	93.75
(GREEN)	15		15	0.25	56.25
ARROW	12		12	0.10	14.4
PED. SIGNAL	8		25	1.00	200.0
CONTROLLER	1		100	1.00	100.0
ILLUM. SIGN				0.05	
VIDEO SYSTEM				1.00	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	591.9

VILLAGE OF NORTH RIVERSIDE
2401 S. DesPlaines Avenue
North Riverside, IL 60546
ENERGY SUPPLY CONTACT: LINDA CLARK
PHONE: (708) 410-5313
COMPANY: COM. ED.

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	→ ↑

NOTE:

AUTOMATIC ENFORCEMENT CAMERAS ARE INSTALLED AT THIS INTERSECTION. THE CONTRACTOR MUST CONTACT THE VILLAGE OF NORTH RIVERSIDE'S ENGINEER AND REDFLEX TRAFFIC SYSTEMS TO COORDINATE ANY POTENTIAL IMPACTS THE MODIFICATIONS SHOWN ON THESE PLANS WILL HAVE TO THESE CAMERAS. CONTACT INFORMATION IS LISTED BELOW

- REDFLEX TRAFFIC SYSTEMS: (480) 607-0705
- VILLAGE OF NORTH RIVERSIDE ENGINEER (FRANK NOVOTNY & ASSOC.): (630) 887-8640

NOTE:

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

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9990 F: (847) 518-9987

PROJECT # 09-174

FILE NAME =	USER NAME =	DESIGNED - GJG	REVISED DMS 3/9/2010
...\signal\29-cable 1st.dgn		DRAWN - GJG	REVISED DMS 4/6/2010
	PLOT SCALE =	CHECKED - DMS	REVISED DMS 4/19/2010
	PLOT DATE = 4/19/2010	DATE - 1/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQUENCE AND SCHEDULE OF QUANTITIES
1ST AVENUE AT 26TH STREET

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	29
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT NPP-3463(006)		

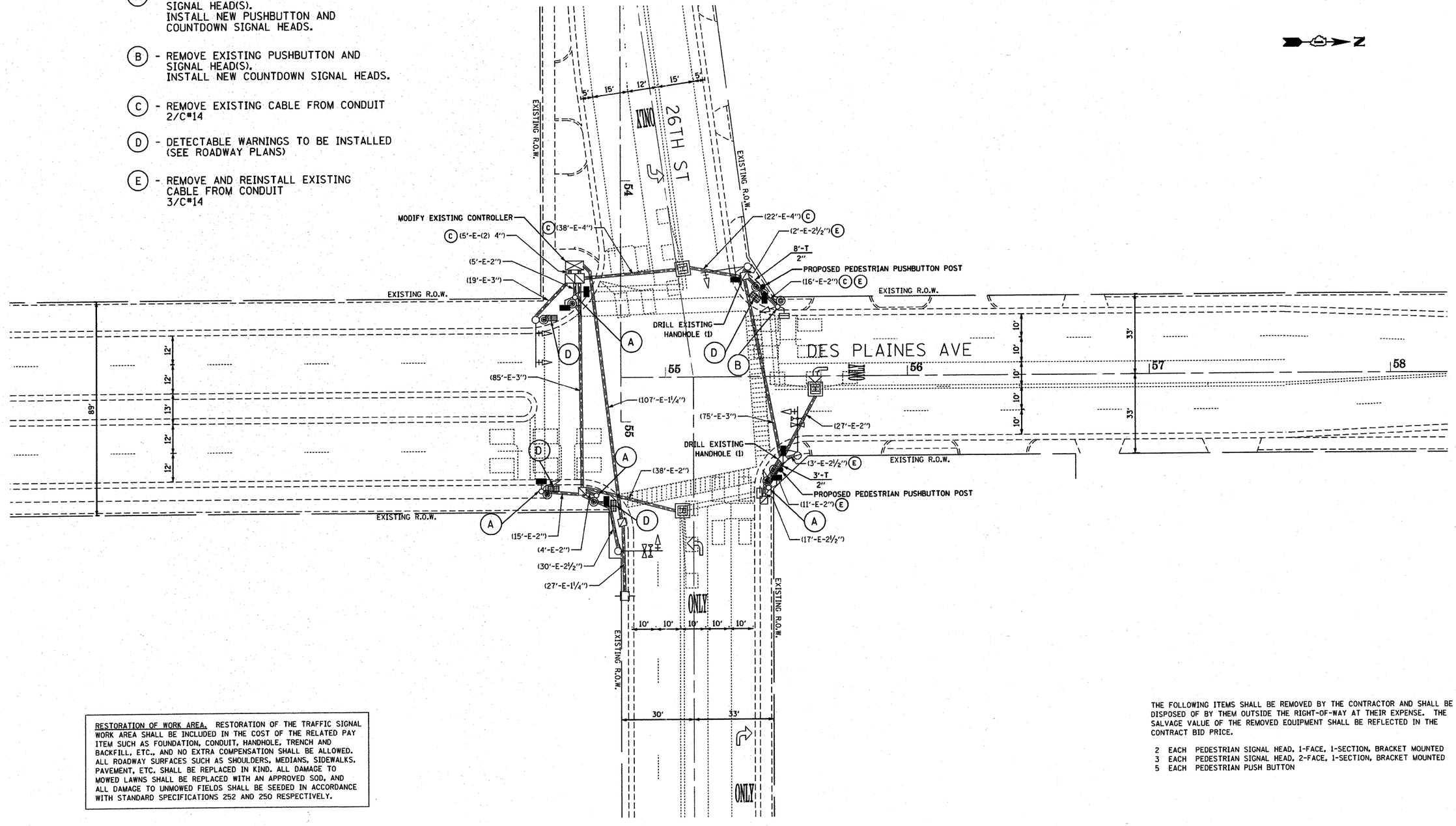
(A) - REMOVE EXISTING PUSHBUTTON AND SIGNAL HEAD(S). INSTALL NEW PUSHBUTTON AND COUNTDOWN SIGNAL HEADS.

(B) - REMOVE EXISTING PUSHBUTTON AND SIGNAL HEAD(S). INSTALL NEW COUNTDOWN SIGNAL HEADS.

(C) - REMOVE EXISTING CABLE FROM CONDUIT 2/C#14

(D) - DETECTABLE WARNINGS TO BE INSTALLED (SEE ROADWAY PLANS)

(E) - REMOVE AND REINSTALL EXISTING CABLE FROM CONDUIT 3/C#14



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

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, 1-SECTION, BRACKET MOUNTED
3 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE, 1-SECTION, BRACKET MOUNTED
5 EACH PEDESTRIAN PUSH BUTTON

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.
9575 West Higgins Road, Suite 400
Rosemont, Illinois 60018
P: (847) 518-9900 F: (847) 518-9987

PROJECT # 09-174

FILE NAME = ...\30-signal Des Plaines.dgn	USER NAME =	DESIGNED - GJG	REVISED DMS 3/9/2010
		DRAWN - GJG	REVISED DMS 4/6/2010
	PLOT SCALE =	CHECKED - DMS	REVISED DMS 4/19/2010
	PLOT DATE = 4/19/2010	DATE - 1/29/2010	REVISED -

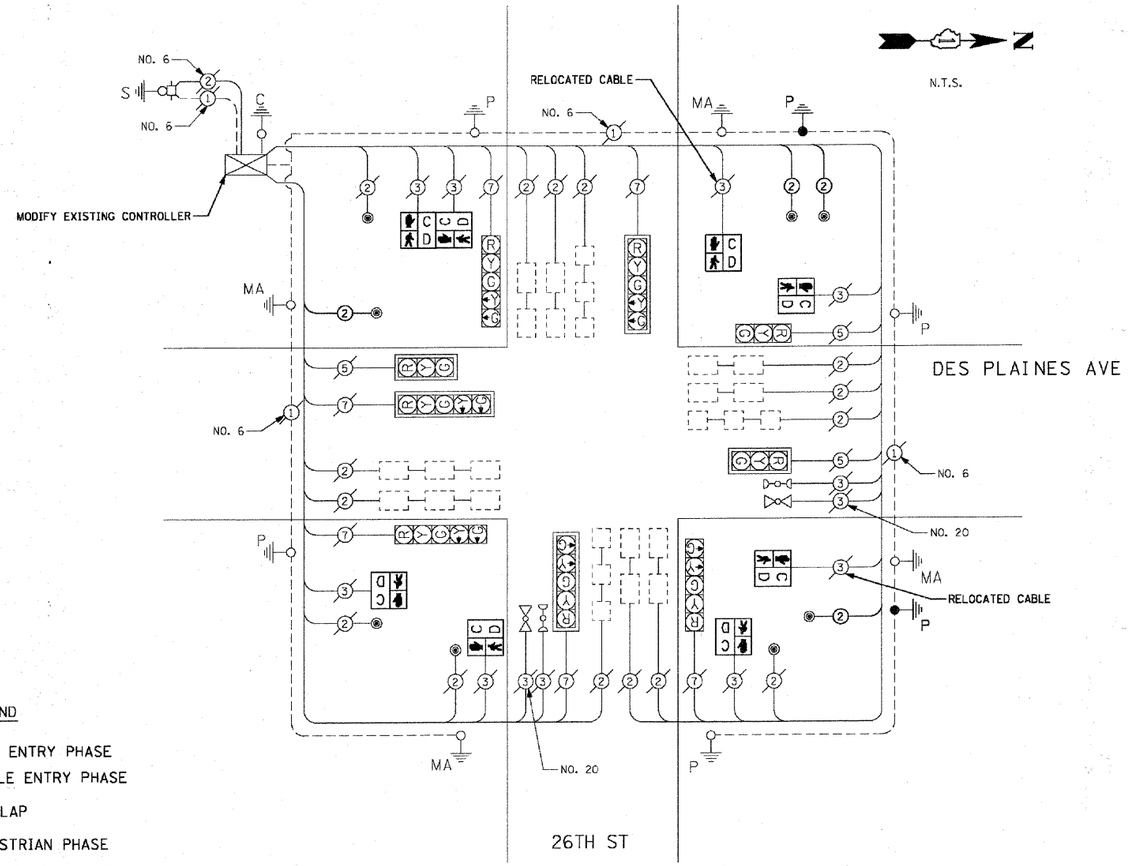
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
DES PLAINES AVENUE AT 26TH STREET

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	30
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

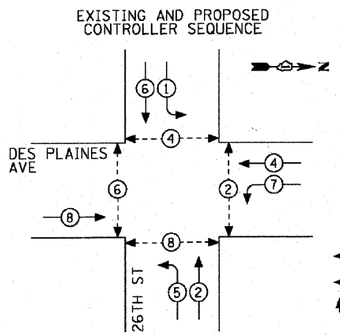
CABLE PLAN



SCHEDULE OF QUANTITIES

QTY	UNIT	ITEM DESCRIPTION
11	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
11	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
459	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
2	EACH	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II
2	EACH	DRILL EXISTING HANDHOLE
6	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	MODIFY EXISTING CONTROLLER
119	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
111	FOOT	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

EXISTING AND PROPOSED CONTROLLER SEQUENCE

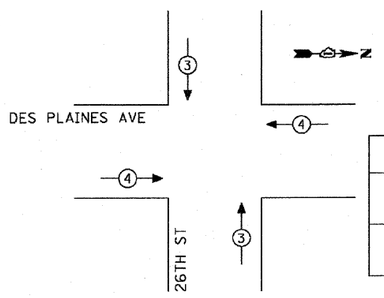


PHASE DESIGNATION DIAGRAM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	x %OPERATION	
SIGNAL (RED)	9	135		0.50	607.5
(YELLOW)	9	135		0.25	303.75
(GREEN)	9	135		0.25	303.75
ARROW	12	135		0.10	162.0
PED. SIGNAL	8		25	1.00	200.0
CONTROLLER	1	100		1.00	100.0
ILLUM. SIGN		84		0.05	
VIDEO SYSTEM		150		1.00	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	1677.0

VILLAGE OF NORTH RIVERSIDE
2401 S. DesPlaines Avenue
North Riverside, IL 60546
ENERGY SUPPLY CONTACT: LINDA CLARK
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KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.
9575 West Higgins Road, Suite 400
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P: (847) 518-9990 F: (847) 518-9987
PROJECT # 09-174

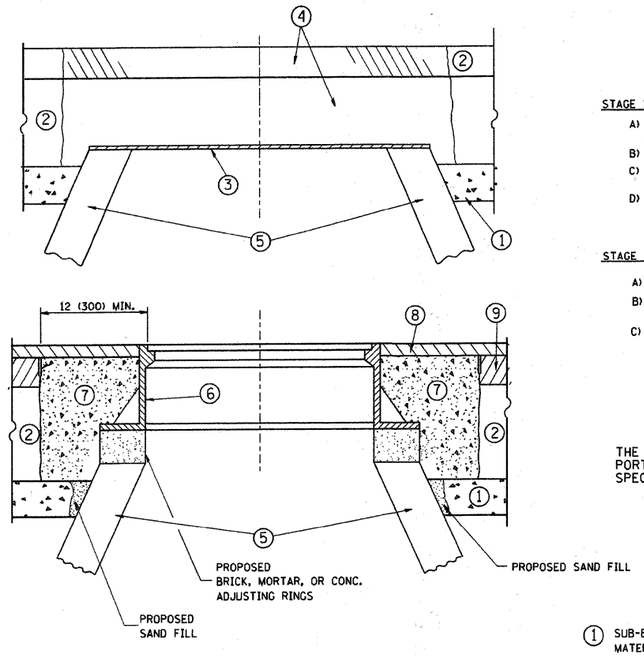
FILE NAME =	USER NAME =	DESIGNED - GJC	REVISED DMS 3/9/2010
...\31-cable Des Plaines.dgn		DRAWN - GJC	REVISED DMS 4/6/2010
	PLOT SCALE =	CHECKED - DMS	REVISED -
	PLOT DATE = 4/7/2010	DATE - 1/29/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQUENCE AND SCHEDULE OF QUANTITIES
DES PLAINES AVENUE AT 26TH STREET

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	31
		CONTRACT NO. 63461		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT HPP-3463(006)		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

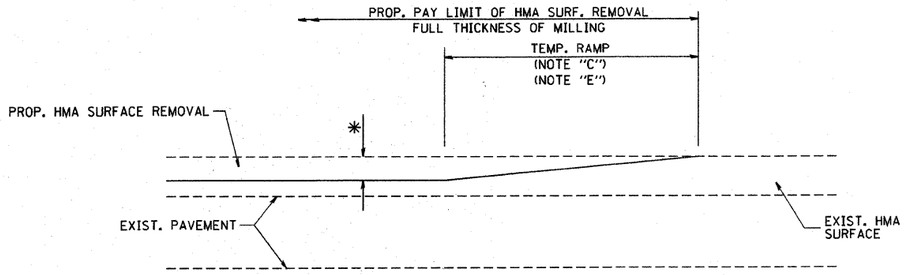
FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gaglionobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

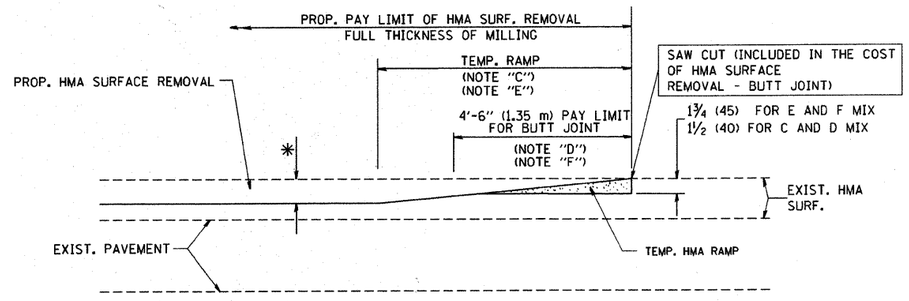
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	32
	BD600-03 (BD-8)	**CONTRACT NO. 63461**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

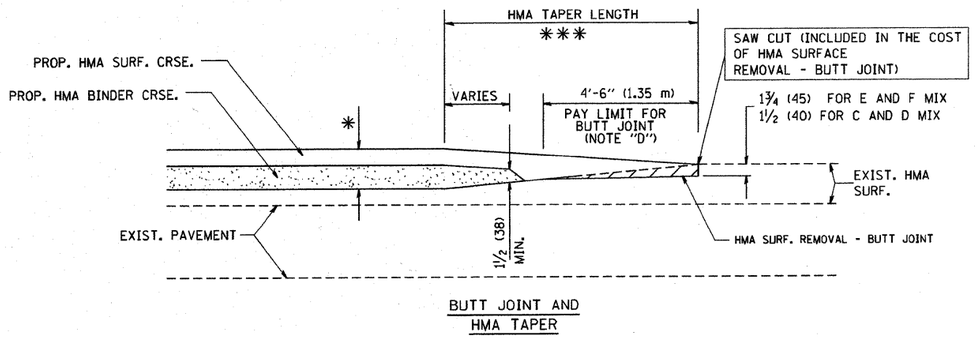


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

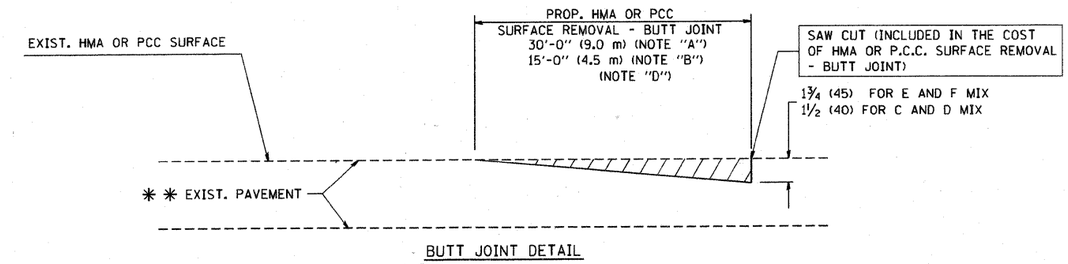
OPTION 2

TYPICAL TEMPORARY RAMP

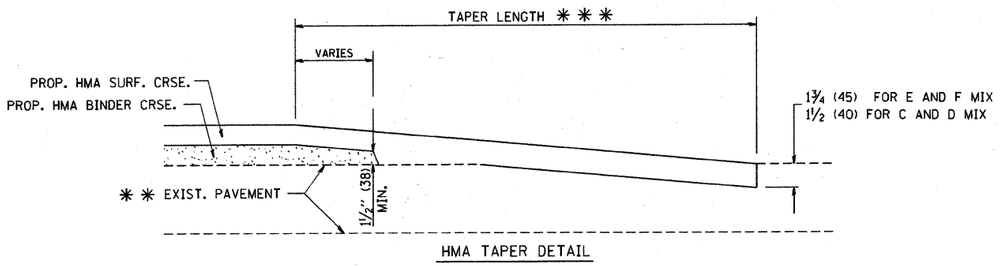


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

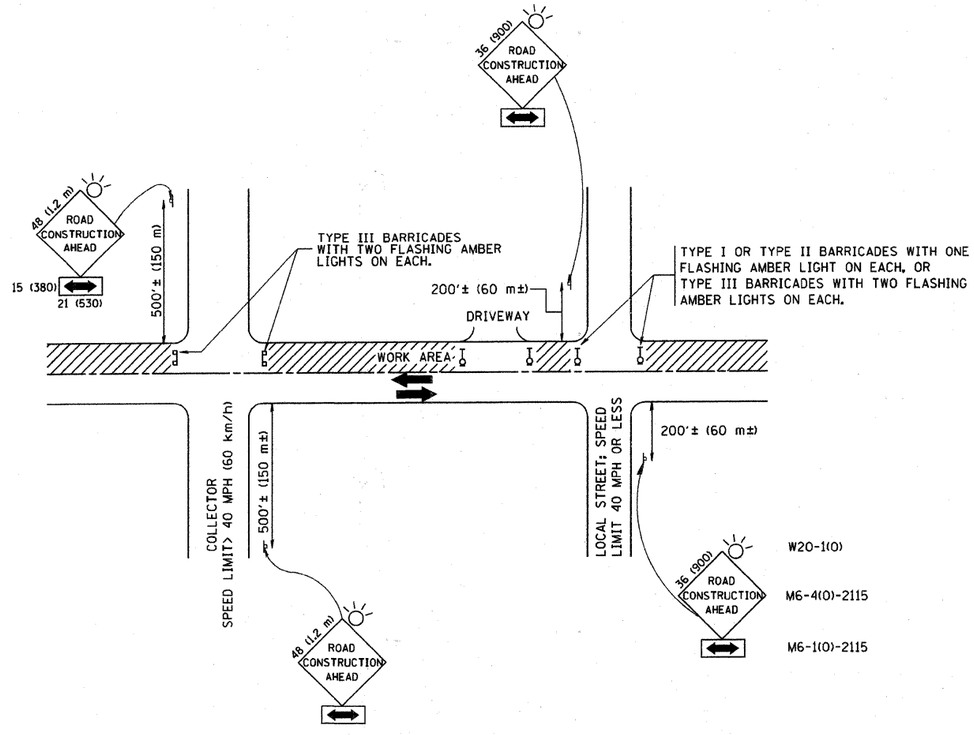
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	33
	BD400-05 BD32	CONTRACT NO. 63461		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

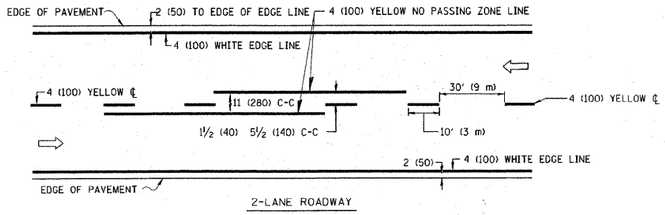
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglionobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

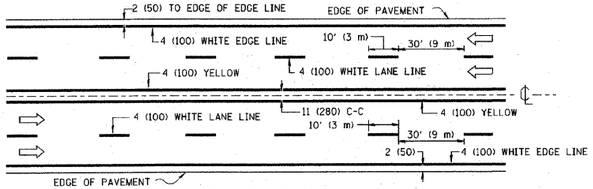
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

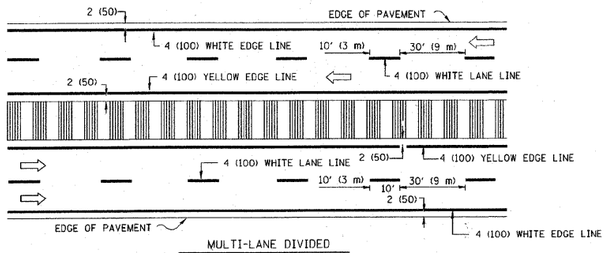
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	34
	TC-10	CONTRACT NO. 63461		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		



2-LANE ROADWAY



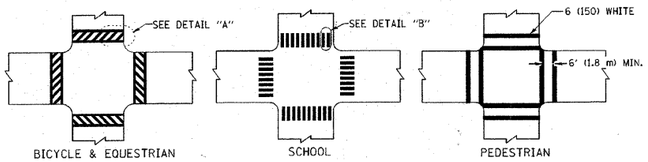
MULTI-LANE UNDIVIDED

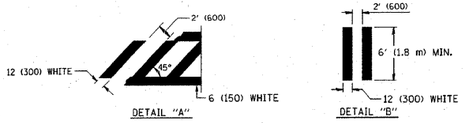


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

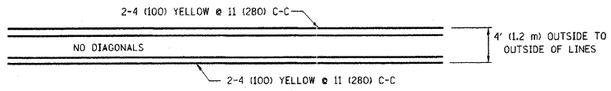
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

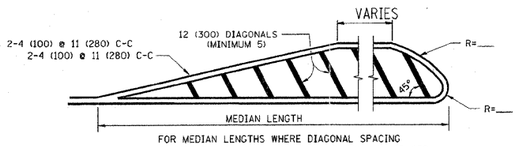




TYPICAL CROSSWALK MARKING



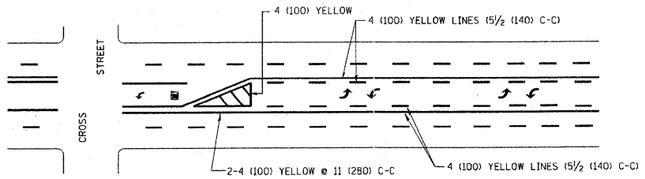
4' (1.2 m) WIDE MEDIANS ONLY



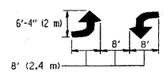
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

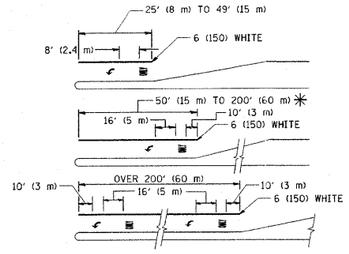


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

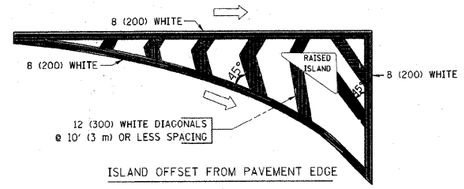


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

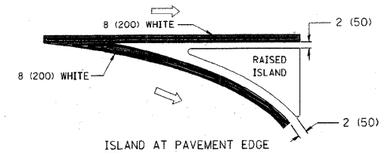
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

	LARGE SIZE	SMALL SIZE
THROUGH ARROW	1.07 (11.5)	0.60 (6.5)
LEFT OR RIGHT ARROW	1.47 (15.6)	0.60 (6.5)
COMBINATION LEFT (RIGHT) AND THROUGH ARROW	2.42 (26.0)	1.37 (14.7)
RAILROAD "R" 1.8m (6ft.)	0.33 (3.6)	—
RAILROAD "X" 6.1m (20ft.)	5.02(54.0)	—
HANDICAPPED SYMBOL	0.56 (6.0)	—

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

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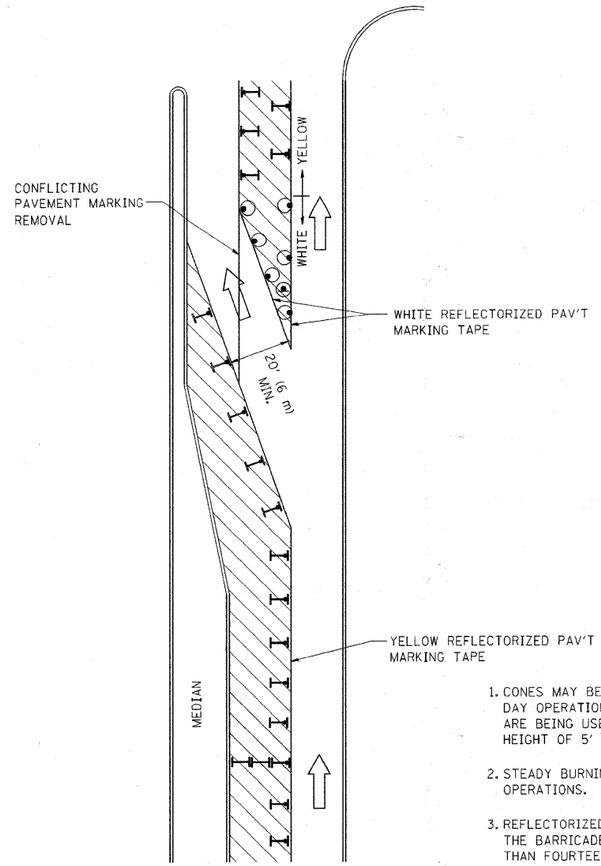
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

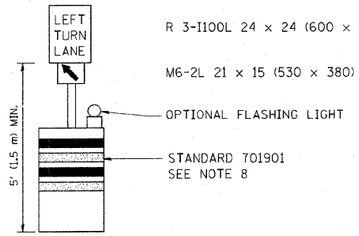
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	35
	TC-13	CONTRACT NO. 63461		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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		REVISED - A. HOUSEH 11-07-95	REVISED -
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	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

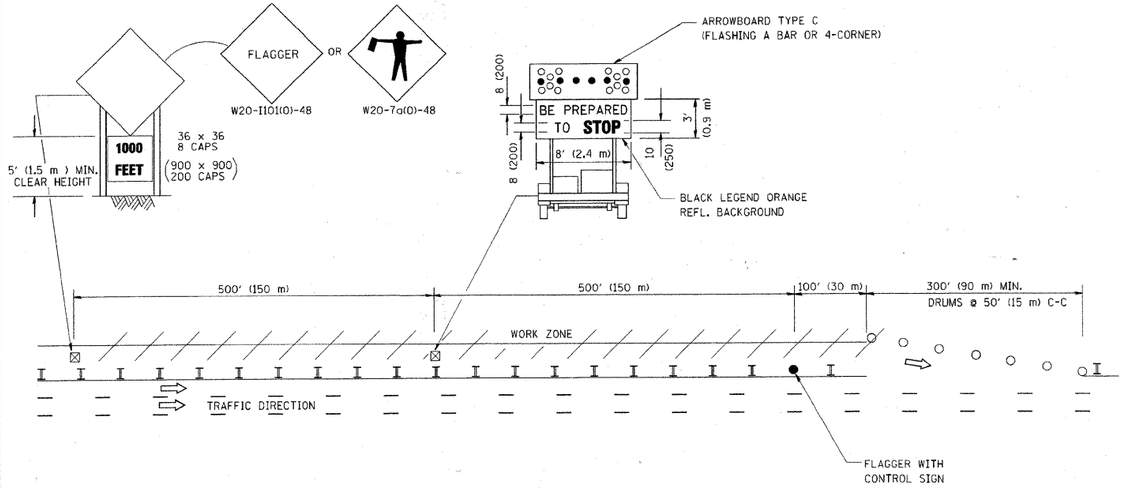
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

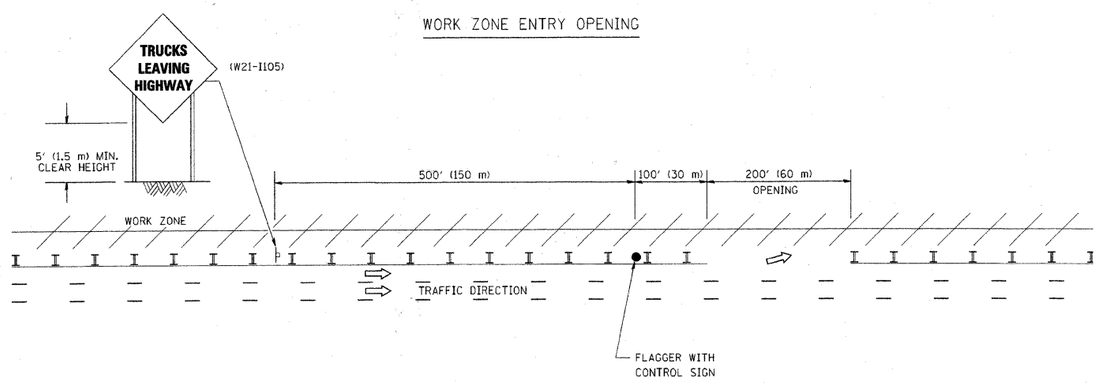
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	36
	TC-14	CONTRACT NO. **63461**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - J.A.F. 02-06
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	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR	06-00080-01-BT	COOK	37	37
	TC-18	CONTRACT NO. **63461**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HPP-3463(006)		