

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	1
M-4003(188)		ILLINOIS	CONTRACT NO. 61C05	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF KENILWORTH

TRAFFIC DATA

KENILWORTH AVENUE
 ADT = 3,840 (2016)
 SPEED LIMIT = 25 MPH

DESIGN DESIGNATION

MAJOR COLLECTOR

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

(KENILWORTH AVENUE)
 RIDGE ROAD TO GREEN BAY ROAD
 RESURFACING, RECONSTRUCTION
 SECTION: 13-00033-00-RS
 PROJECT: M-4003(188)
 VILLAGE OF KENILWORTH
 COOK COUNTY

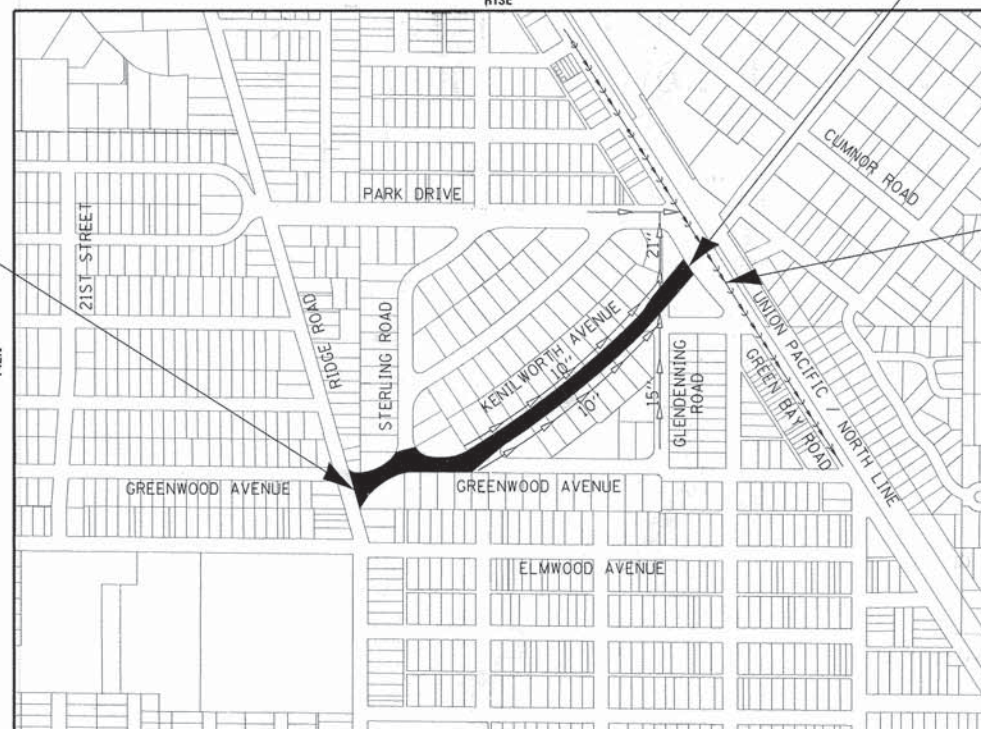
C-91-251-13
 LOCATION MAP



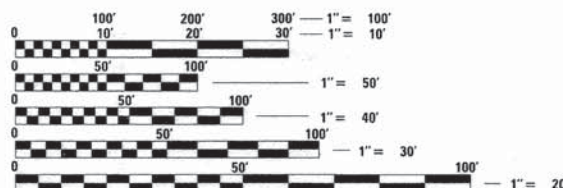
LOCATION OF SECTION INDICATED THUS: -

KENILWORTH AVENUE
 IMPROVEMENT BEGINS
 STA 20+30

KENILWORTH AVENUE
 IMPROVEMENT ENDS
 STA 38+41



EXISTING
 GREEN BAY ROAD
 MWRDGC INTERCEPTOR
 SEWER TO REMAIN



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. DESIGN STAGE REQUEST
 DIG. No. A2182868



CONTACT JULIE AT 811 OR 800-892-0123
 WITH THE FOLLOWING:
 COUNTY = COOK
 CITY-TOWNSHIP = KENILWORTH - NEW TRIER
 SEC. & 1/4 SEC. NO. = 28SW,SE; T42N R13E
 48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61C05

SECTION 28, T42N, R13E, OF THE THIRD PRINCIPAL MERIDIAN
 NEW TRIER TOWNSHIP
 GROSS LENGTH = 1,811 FT. = 0.343 MILE
 NET LENGTH = 1,811 FT. = 0.343 MILE

BAXTER & WOODMAN
 Consulting Engineers



PROJECT MANAGER
 "LICENSE EXPIRES 11-30-2015"

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	<i>[Signature]</i> OCT 05, 2015 VILLAGE OF KENILWORTH, VILLAGE MANAGER
PASSED	<i>[Signature]</i> OCT 13, 2015 DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	<i>[Signature]</i> OCT 13, 2015 DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

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B&W PROJECT NO.: 130701-26 DATE: 08-04-15

FEDERAL AID PROGRAM ENGINEER FAWAD AQUEEL, P.E. (847-705-4021), SCHAMBERG, IL

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-08	PAVEMENT JOINTS
420701-02	PAVEMENT FABRIC
424001-08	PERPENDICULAR CURB RAMP FOR SIDEWALKS
424006-02	DIAGONAL CURB RAMP FOR SIDEWALKS
442101-07	CLASS B PATCHES
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-04	FRAME AND LIDS TYPE 1
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

BENCHMARKS

BM*39	NORTHWEST BONNET ARROW BOLT ON FIRE HYDRANT AT SOUTHEAST CORNER OF ASHLAND LANE AND GLEN DENNING ROAD EL = 615.517
BM*40	CHISELED SQUARE ON SOUTHWEST CORNER OF TRAFFIC SIGNAL HANDHOLE AT SOUTHWEST CORNER OF KENILWORTH AVENUE AND GREEN BAY ROAD EL = 614.615

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS AND BENCHMARKS
3	GENERAL NOTES
4 - 6	SUMMARY OF QUANTITIES
7 - 8	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
9	SCHEDULE OF QUANTITIES (PATCHING)
10 - 11	ROADWAY PLAN - KENILWORTH AVENUE
12	ROADWAY PLAN AND PROFILE - KENILWORTH AVENUE
13	SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES CONSTRUCTION STAGING AND TYPICAL SECTIONS
14 - 15	SUGGESTED MAINTENANCE OF TRAFFIC PLAN - KENILWORTH AVENUE
16	PAVEMENT MARKING PLAN - KENILWORTH AVENUE
17	MISCELLANEOUS DETAILS
18	PRECAST CONCRETE PAVEMENT SLABS
19 - 21	TRAFFIC SIGNAL INSTALLATION GREEN BAY ROAD AT KENILWORTH AVENUE (FOR INFORMATIONAL PURPOSES ONLY)
22	DISTRICT 1 DETAIL - BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
23	DISTRICT 1 DETAIL - BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
24	DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER
25	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
26	DISTRICT 1 DETAIL - TC13 TYPICAL PAVEMENT MARKINGS
27	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
28	DISTRICT 1 DETAIL - TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
29	DISTRICT 1 DETAIL - TS-07 DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING
30 - 32	CROSS SECTIONS - KENILWORTH AVENUE

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BAXTER & WOODMAN

DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
DRAWN - KAR	REVISED -
CHECKED - MWP	REVISED -
DATE - 08-04-15	FILE - 130701-26SHT-GenNotes.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS
AND BENCHMARKS

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	2
CONTRACT NO. 61C05				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-4003(188)				

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE SUPERINTENDENT OF PUBLIC WORKS, SCOTT MOE - (847)-251-9210 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE SUPERINTENDENT OF PUBLIC WORKS AND THE ENGINEER.
4. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
5. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.
6. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER AND RESIDENTS WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY/SIDEWALK REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 48 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. WORK MUST BE PLANNED TO MINIMIZE THE TIME DRIVEWAYS ARE OUT OF SERVICE. WORK SHALL BE SCHEDULED SO THAT DRIVES PULLED ON THE FIRST WORKING DAY ARE FORMED AND PLACED BY THE SECOND WORKING DAY. BEYOND THIS TWO DAY TIME IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, AT THEIR OWN EXPENSE, TEMPORARY AGGREGATE FOR ACCESS TO THE DRIVEWAY UNLESS OTHERWISE NOT PROVIDED.
7. NOT USED.
8. NOT USED.
9. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
10. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR (SOIL AND MATERIAL CONSULTANTS - THOMAS JOHNSON - 847-870-0544) AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
11. NOT USED.
12. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
13. NOT USED.
14. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS.
15. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTIONS.
16. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
17. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.

18. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
19. NOT USED.
20. THE COST OF MAKING ANY SEWER CONNECTIONS TO NEW STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW STRUCTURE. ANY ADDITIONAL SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AS THE EXISTING SEWER, UNLESS OTHERWISE DETERMINED BY THE ENGINEER AND SHALL BE INCLUDED IN THE COST OF THE NEW STRUCTURE.
21. THE CONTRACTOR SHALL VERIFY THE EXISTING PIPE SIZE AND INVERT PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS.
22. IF ANY SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED SEWER STRUCTURE AND INCLUDED IN THE COST OF THE NEW STRUCTURE.
23. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
24. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
25. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
26. NOT USED.
27. THE IDOT DISTRICT 1 DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING: THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING MONOLITHIC CURB AND GUTTER A MINIMUM OF 12-INCHES MEASURED FROM THE EXISTING FACE OF CURB. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03 RATHER THAN SALT TOLERANT SOD.
28. NOT USED.
29. DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE MUNICIPALITY A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
30. NOT USED.
31. THE DAYS MILLING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY MILLING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE MILLING OF THE ADJACENT LANE IN THE SAME DAY. A TEMPORARY RAMP SHALL BE INSTALLED AT THE SINGLE TRANSVERSE JOINT AT THE END OF EACH DAY. THE COST OF THIS WORK IS INCLUDED IN THE APPLICABLE HOT-MIX ASPHALT SURFACE REMOVAL PAY ITEM.
32. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
33. NO STREET CLOSURES WILL BE ALLOWED.
34. STRAW BALES SHALL NOT BE USED FOR EROSION CONTROL.
35. NOT USED.
36. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
37. THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.
38. NOT USED.
39. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
40. NOT USED.

41. DURING CONSTRUCTION STAGING OPERATIONS, THE KENILWORTH POLICE AT 847-251-2141 AND WINNETKA KENILWORTH FIRE DEPARTMENT AT 847-501-6029 SHALL BE NOTIFIED IN WRITING 72 HOURS PRIOR TO LANE CLOSURES. EMERGENCY ACCESS SHALL BE MAINTAINED AND ALLOWED AT ALL TIMES. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
42. NOT USED.
43. INLET FILTERS SHALL BE CLEANED OF ALL SEDIMENT AND DEBRIS OR REPLACED AFTER EVERY 1/2" OR GREATER RAINFALL OR AS REQUIRED BY THE ENGINEER. COST INCLUDED IN PAY ITEM INLET FILTERS.
44. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED AS REQUIRED. WHERE PARKWAYS ARE DISTURBED, TEMPORARY EROSION CONTROL MEASURES SHALL BE ESTABLISHED WITHIN 7 DAYS OF COMPLETION OF DISTURBANCE AND MAINTAINED TO THE SATISFACTION OF THE ENGINEER. THIS WORK, INCLUDING MAINTENANCE, SHALL BE INCLUDED IN THE APPLICABLE PAY ITEM.
45. NOT USED.
46. 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.
47. NOT USED.
48. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMAN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC 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.
49. ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

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DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
DRAWN - KAR	REVISED - IDOT REVIEW 11/5/15
CHECKED - MWP	REVISED -
DATE - 08-04-15	FILE - 130701-26SHT-GenNotes.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	3
				CONTRACT NO. 61C05
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-400318B				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005
20101100	TREE TRUNK PROTECTION	EACH	3	3
20101200	TREE ROOT PRUNING	EACH	3	3
# 20200100	EARTH EXCAVATION	CU YD	591	591
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	365	365
20800150	TRENCH BACKFILL	CU YD	10	10
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2,081	2,081
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,419	1,419
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	19	19
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	19	19
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	19	19
25200100	SODDING	SQ YD	1,419	1,419
25200200	SUPPLEMENTAL WATERING	UNIT	30	30
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	37	37
28000510	INLET FILTERS	EACH	22	22
# 30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	164	164

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005
# 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,835	1,835
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1,147	1,147
# 35501287	HOT-MIX ASPHALT BASE COURSE, 2 1/4"	SQ YD	465	465
# 35501304	HOT-MIX ASPHALT BASE COURSE, 5"	SQ YD	1,656	1,656
# 40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	4,539	4,539
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	12	12
# 40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	219	219
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	182	182
# 40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	732	732
42001200	PAVEMENT FABRIC	SQ YD	971	971
42001300	PROTECTIVE COAT	SQ YD	1,066	1,066
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	246	246
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,744	2,744
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	405	405
# 42400800	DETECTABLE WARNINGS	SQ FT	50	50

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - MWP	REVISED - 1001/VILLAGE REVIEW 10/5/15
	DRAWN - KAR	REVISED -
	CHECKED - MWP	REVISED -
	DATE - 08-04-15	FILE - 130701-26SHT-500.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	4
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005
44000100	PAVEMENT REMOVAL	SQ YD	2,301	2,301
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2,177	2,177
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	711	711
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	894	894
44000600	SIDEWALK REMOVAL	SQ FT	3,421	3,421
* 44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	136	136
* 44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	316	316
* 44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	409	409
44201299	DOWEL BARS 1 1/2"	EACH	1,300	1,300
44213200	SAW CUTS	FOOT	3,582	3,582
44213204	TIE BARS 3/4"	EACH	355	355
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	8	8
# 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1	1
# 60202405	CATCH BASINS, TYPE A, 4'-DIAMETER	EACH	2	2
* 60238800	INLETS, TYPE A	EACH	3	3

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					0005
#	60250200	CATCH BASINS TO BE ADJUSTED	EACH	4	4
#	60255500	MANHOLES TO BE ADJUSTED	EACH	3	3
#	60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5
	60500050	REMOVING CATCH BASINS	EACH	2	2
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	962	962
#	67100100	MOBILIZATION	L SUM	1	1
# *	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,555	1,555
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5,400	5,400
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,904	1,904
	72000100	SIGN PANEL - TYPE 1	SQ FT	161	161
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4
	72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	15	15
	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	210	210

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
	DRAWN - KAR	REVISED -
	CHECKED - MWP	REVISED -
	DATE - 08-04-15	FILE - 130701-265HT-S00.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-40031881			CONTRACT NO. 61C05	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
				0005
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	120	120
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	138	138
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	53	53
78300100	PAVEMENT MARKING REMOVAL	SQ FT	67	67
* # 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1
* # 87900200	Drill Existing Handhole	Each	1	1
* # 88600100	DETECTOR LOOP, TYPE I	FOOT	55	55
# Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1,398	1,398
# Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
# Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	182	182
# Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
# Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	8	8
# Z0062456	TEMPORARY PAVEMENT	SQ YD	160	160
# X0327172	REMOVE AND REPLACE SIGN AND SUPPORTS	EACH	4	4
# X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	27	27
# X4023000	TEMPORARY ACCESS (ROAD)	EACH	4	4

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

#	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					0005
#	X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,964	1,964
#	X4423015	DOWEL BARS 1 1/2" RETROFIT	EACH	320	320
#	X6020399	CONNECTION TO EXISTING MANHOLE	EACH	2	2
#	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	2	2
#	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	17	17
#	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
#	XX004774	BRICK DRIVEWAY REMOVAL AND REPLACEMENT	SQ FT	673	673

* SPECIALTY ITEM
INDICATES SPECIAL PROVISION AND/OR GENERAL NOTE AND/OR DETAIL

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DATE - 08-04-15	FILE - 130701-26SHT-000.dgn

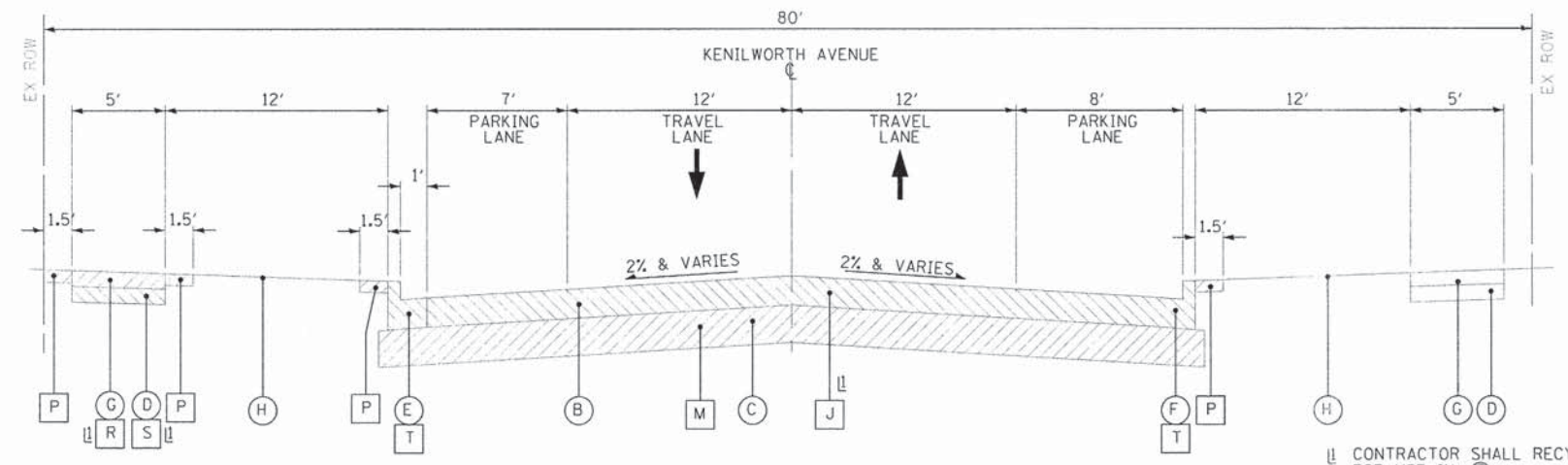
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

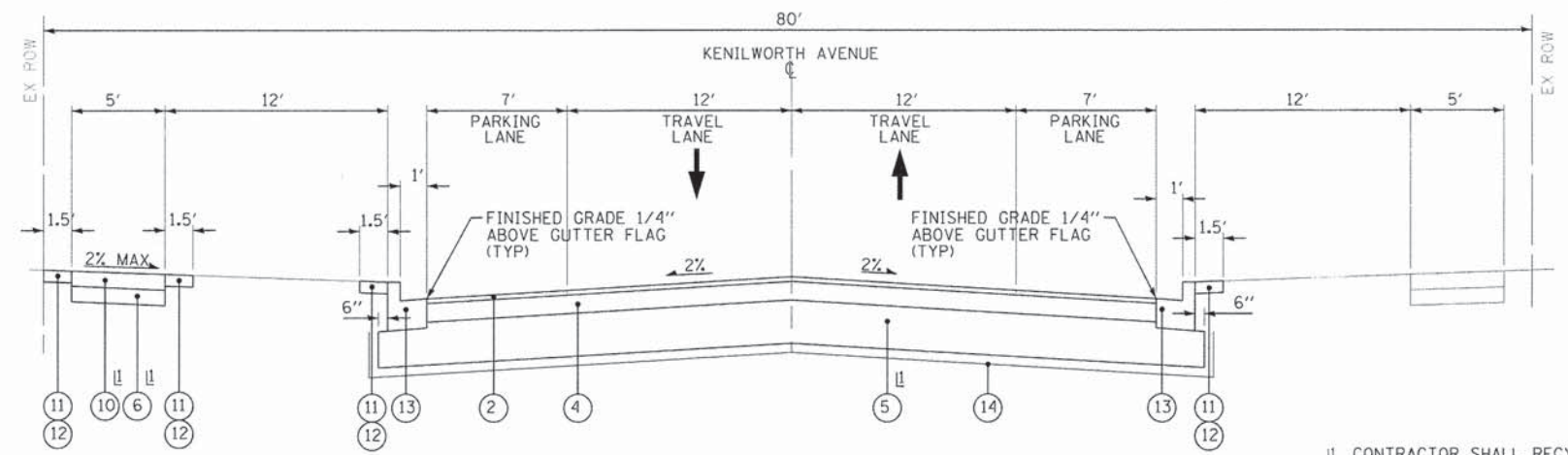
SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	6
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	



EXISTING TYPICAL SECTION
STA 35+22 TO STA 38+41, KENILWORTH AVENUE



PROPOSED TYPICAL SECTION
STA 35+22 TO STA 38+41, KENILWORTH AVENUE

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT
- (B) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- (C) EXISTING SUB-GRADE
- (D) EXISTING AGGREGATE BASE COURSE
- (E) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (F) EXISTING COMBINATION CONCRETE CURB AND GUTTER (MONOLITHIC WITH PORTLAND CEMENT CONCRETE PAVEMENT)
- (G) EXISTING SIDEWALK
- (H) EXISTING GROUND SURFACE

** AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

- J PAVEMENT REMOVAL
- K HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- L PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) (INCLUDES SAW CUT AT EDGE OF PAVEMENT)
- M EARTH EXCAVATION
- N REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUT)**
- P REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (TOPSOIL)
- Q COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- R SIDEWALK REMOVAL
- S AGGREGATE BASE COURSE REMOVAL (INCLUDED IN R PAY ITEM) (NOT MEASURED FOR PAYMENT AND NOT PAID FOR SEPARATELY)
- T COMBINATION CURB AND GUTTER REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- 1 HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50 - 1 3/4"
- 2 HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50 - 2"
- 3 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- 4 HOT-MIX ASPHALT BASE COURSE, 5"
- 5 AGGREGATE SUBGRADE IMPROVEMENT 12"
- 6 AGGREGATE BASE COURSE, TYPE B 4"
- 7 AGGREGATE SUBGRADE IMPROVEMENT**
- 8 CLASS B PATCHES, 8 INCH
- 9 TIE BARS 3/4"
- 10 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (THICKEN TO 6 INCH IN RESIDENTIAL DRIVEWAYS) (3/4" EXPANSION EVERY 50' OR AS DETERMINED BY ENGINEER) (GROOVES EVERY 5')
- 11 TOPSOIL FURNISH AND PLACE, 6"
- 12 SODDING
- 13 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 14 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	

SCHEDULE OF QUANTITIES

PATCHING

STATION	OFFSET	PAVEMENT PATCH WIDTH	PAVEMENT PATCH LENGTH	REPAIR AREA (SQ YD)	DOWEL BARS (EACH)	DOWEL BARS (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
20+30 TO 25+83*		11	13	16	20			72
		11	13	16	20			72
		11	13	16	20			72
		11	13	16	20			72
		11	14	17	20			75
		11	14	17	20			75
		11	16	20	20			81
		11	16	20	20			81
		11	21	26	20	20	20	96
	11	21	26	20	20	20	96	
25+83	LT	11	37	45	20	40	36	144
26+04	RT	11	17	21	20			84
26+29	LT	11	22	27	20	20	22	99
26+66	RT	11	14	17	20			75
26+91	RT	15	35	58	20	40	34	150
27+19	LT	6	10	7	20			48
27+40	RT	11	30	37	20	20	30	123
27+77	RT	11	41	50	20	40	40	156
27+86	LT	11	14	17	20			75
28+37	LT	11	6	7	20			51
28+67	LT	11	23	28	20	20	22	102
28+69	RT	11	20	24	20	20	10	93
29+08	RT	11	6	7	20			51
29+08	LT	11	6	7	20			51
29+59	RT	11	6	7	20			51
29+59	LT	11	6	7	20			51
29+94	RT	11	20	24	20	20	20	93
29+94	LT	11	20	24	20	20	10	93
30+60	RT	11	6	7	20			51
30+62	LT	11	6	7	20			51
30+85	LT	11	10	12	20			63
30+90	RT	11	10	12	20			63
31+06	RT	11	17	21	20			84
31+13	LT	11	12	15	20			69
31+47	RT	11	6	7	20			51
31+48	LT	11	12	15	20			69
31+90	LT	11	6	7	20			51
32+41	RT	11	46	56	20	60	46	171
32+41	LT	11	46	56	20	60	23	171
33+20	RT	11	6	7	20			51
33+24	LT	11	6	7	20			51
34+09	RT	11	6	7	20			51
34+09	LT	11	6	7	20			51
34+42	RT	11	6	7	20			51
34+42	LT	11	6	7	20			51
35+00 TO	LT						11	
35+22	RT						11	
					900	400	355	3582

* LOCATIONS TO BE DETERMINED DURING CONSTRUCTION

CLASS B PATCHES, 8 INCH			
TYPE I (SQ YD)	TYPE II (SQ YD)	TYPE III (SQ YD)	TYPE IV (SQ YD)
0	136	316	409

DOWEL BARS (EACH)	TIE BARS (EACH)	SAW CUTTING (FOOT)
1,300	355	3,582

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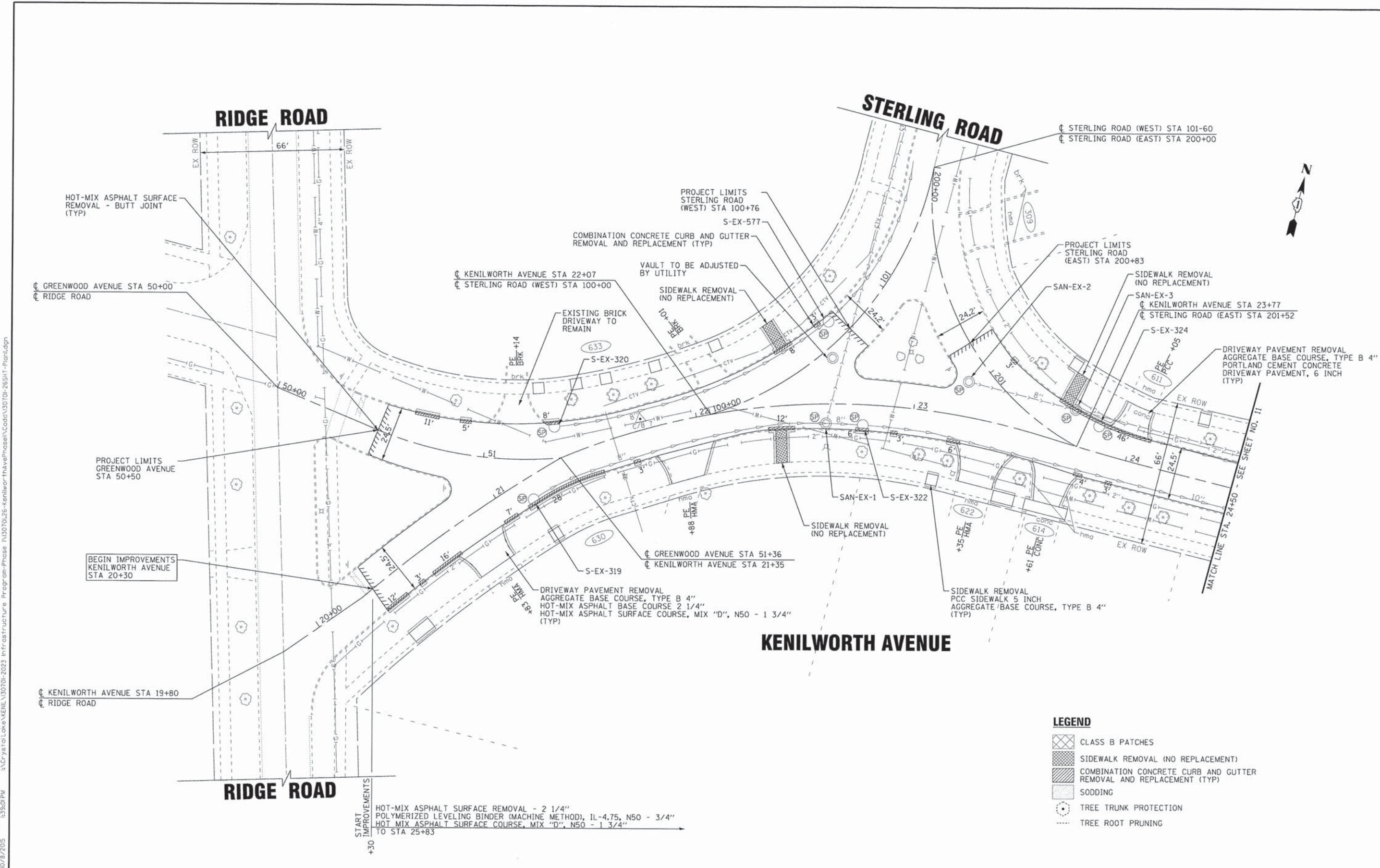
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DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	



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DATE - 08-04-15	FILE - 130701-26SHT-Plan1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

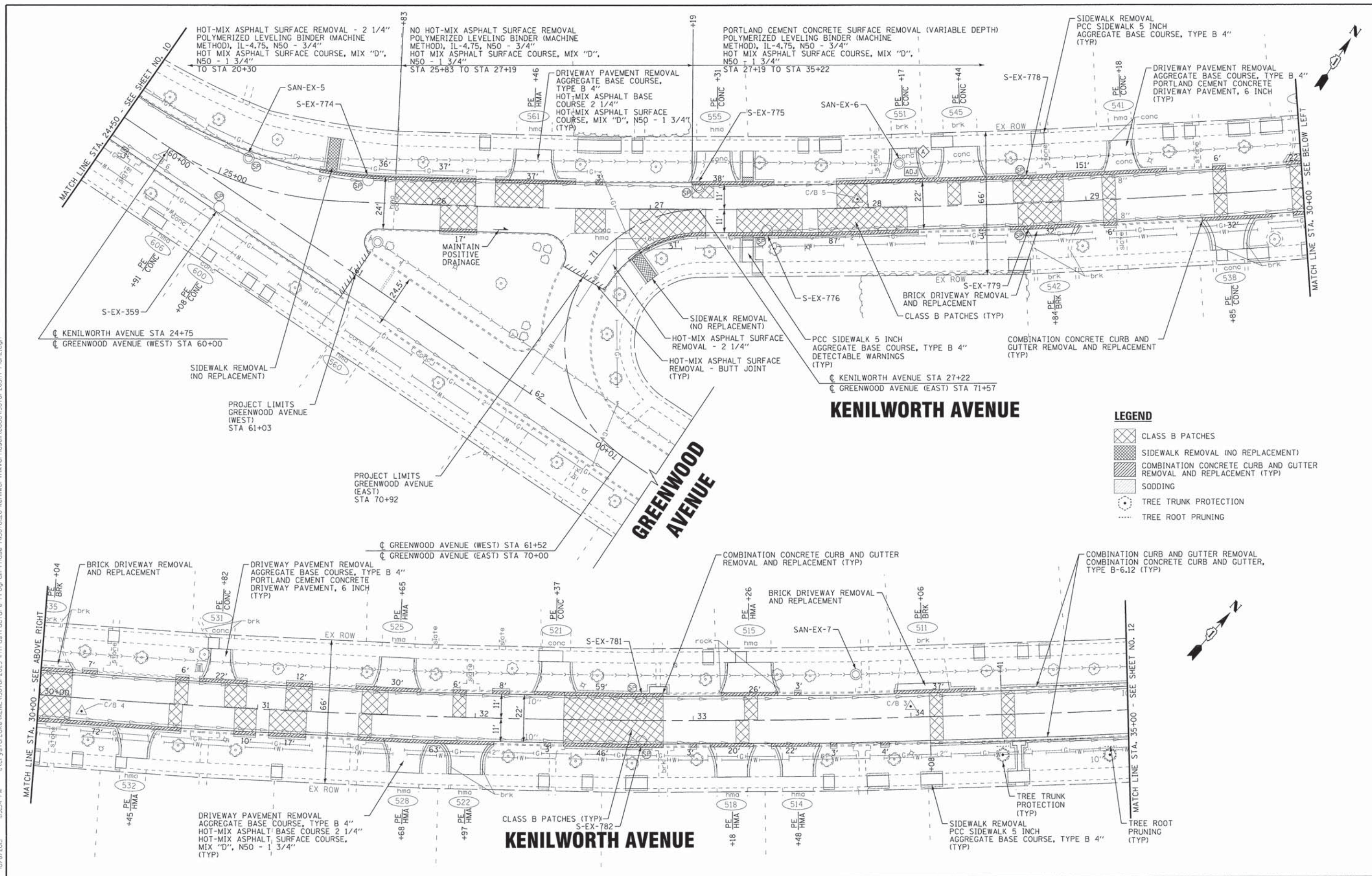
ROADWAY PLAN - KENILWORTH AVENUE SCALE: 1" = 20' STA. 19+80 TO STA. 24+50		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		1669	13-00033-00-RS	COOK	32	10
CONTRACT NO. 61C05						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-40031881

LEGEND

	CLASS B PATCHES
	SIDEWALK REMOVAL (NO REPLACEMENT)
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)
	SODDING
	TREE TRUNK PROTECTION
	TREE ROOT PRUNING

BEGIN IMPROVEMENTS
KENILWORTH AVENUE
STA 20+30

START IMPROVEMENTS
 +30
 HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
 HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 - 1 3/4"
 TO STA 25+83



LEGEND

- [Hatched Box] CLASS B PATCHES
- [Hatched Box] SIDEWALK REMOVAL (NO REPLACEMENT)
- [Hatched Box] COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)
- [Hatched Box] SODDING
- [Circle with Center] TREE TRUNK PROTECTION
- [Dashed Circle] TREE ROOT PRUNING

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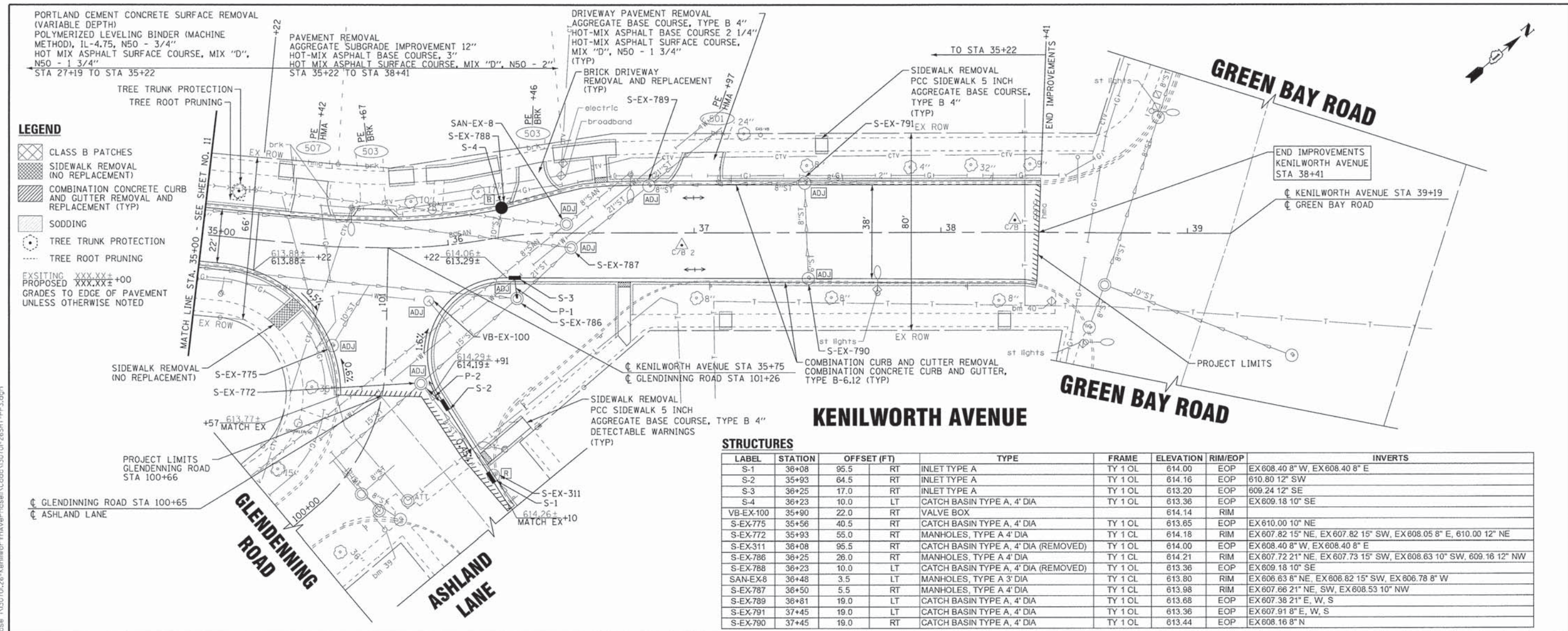
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ROADWAY PLAN - KENILWORTH AVENUE

SCALE: 1" = 20'

STA. 24+50 TO STA. 35+00

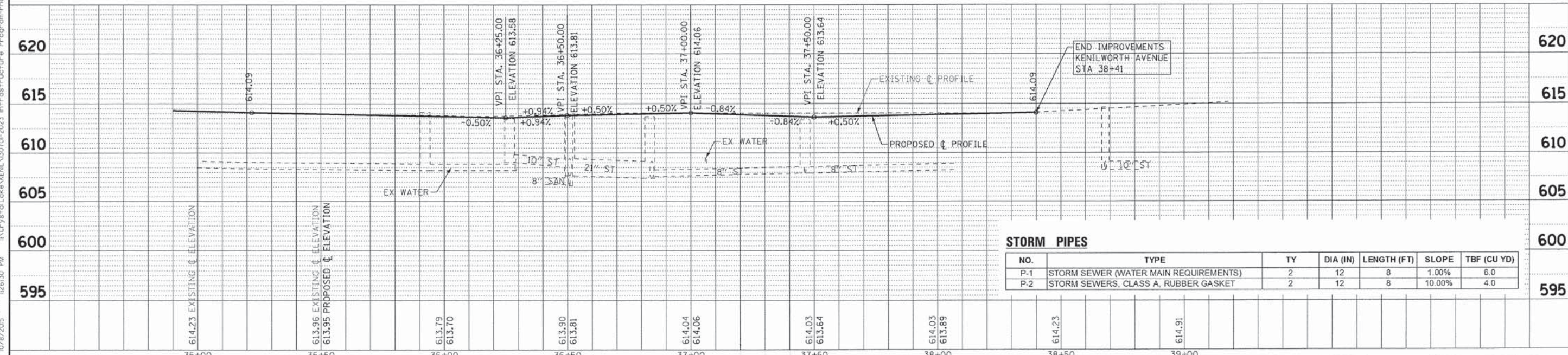
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	11
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT M-40031881
CONTRACT NO. 61C05				



- LEGEND**
- CLASS B PATCHES
 - SIDEWALK REMOVAL (NO REPLACEMENT)
 - COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (TYP)
 - SODDING
 - TREE TRUNK PROTECTION
 - TREE ROOT PRUNING
 - EXISTING XXX.XX+00
 - PROPOSED XXX.XX+00
 - GRADES TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED

STRUCTURES

LABEL	STATION	OFFSET (FT)	TYPE	FRAME	ELEVATION	RIM/EOP	INVERTS
S-1	36+08	95.5	RT INLET TYPE A	TY 1 OL	614.00	EOP	EX 608.40 8" W, EX 608.40 8" E
S-2	35+93	64.5	RT INLET TYPE A	TY 1 OL	614.16	EOP	EX 610.80 12" SW
S-3	36+25	17.0	RT INLET TYPE A	TY 1 OL	613.20	EOP	EX 609.24 12" SE
S-4	36+23	10.0	LT CATCH BASIN TYPE A, 4' DIA	TY 1 OL	613.36	EOP	EX 609.18 10" SE
VB-EX-100	35+90	22.0	RT VALVE BOX		614.14	RIM	
S-EX-775	35+56	40.5	RT CATCH BASIN TYPE A, 4' DIA	TY 1 OL	613.65	EOP	EX 610.00 10" NE
S-EX-772	35+93	55.0	RT MANHOLES, TYPE A 4' DIA	TY 1 CL	614.18	RIM	EX 607.82 15" NE, EX 607.82 15" SW, EX 608.05 8" E, 610.00 12" NE
S-EX-311	36+08	95.5	RT CATCH BASIN TYPE A, 4' DIA (REMOVED)	TY 1 OL	614.00	EOP	EX 608.40 8" W, EX 608.40 8" E
S-EX-788	36+25	26.0	RT MANHOLES, TYPE A 4' DIA	TY 1 CL	614.21	RIM	EX 607.72 21" NE, EX 607.73 15" SW, EX 608.63 10" SW, 609.16 12" NW
S-EX-788	36+23	10.0	LT CATCH BASIN TYPE A, 4' DIA (REMOVED)	TY 1 OL	613.36	EOP	EX 609.18 10" SE
SAN-EX-8	36+48	3.5	LT MANHOLES, TYPE A 3' DIA	TY 1 CL	613.80	RIM	EX 606.63 8" NE, EX 608.82 15" SW, EX 606.78 8" W
S-EX-787	36+50	5.5	RT MANHOLES, TYPE A 4' DIA	TY 1 CL	613.98	RIM	EX 607.66 21" NE, SW, EX 608.53 10" NW
S-EX-789	36+81	19.0	LT CATCH BASIN TYPE A, 4' DIA	TY 1 OL	613.68	EOP	EX 607.38 21" E, W, S
S-EX-791	37+45	19.0	LT CATCH BASIN TYPE A, 4' DIA	TY 1 OL	613.36	EOP	EX 607.91 8" E, W, S
S-EX-790	37+45	19.0	RT CATCH BASIN TYPE A, 4' DIA	TY 1 OL	613.44	EOP	EX 608.16 8" N



STORM PIPES

NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CU YD)
P-1	STORM SEWER (WATER MAIN REQUIREMENTS)	2	12	8	1.00%	6.0
P-2	STORM SEWERS, CLASS A, RUBBER GASKET	2	12	8	10.00%	4.0

BAXTER & WOODMAN Consulting Engineers	DESIGNED - MWP DRAWN - KAR CHECKED - MWP DATE - 08-04-15	REVISED - 1007/VILLAGE REVIEW 10/5/15 REVISED - REVISED - FILE - 130701-26SHT-PP3.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN AND PROFILE - KENILWORTH AVENUE	F.A.U. RT# 1669 SECTION 13-00033-00-RS COUNTY COOK TOTAL SHEETS 32 SHEET NO. 12 CONTRACT NO. 61C05 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-40031881
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SCALE: H: 1"=20' V: 1"=5'

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MAINTENANCE OF TRAFFIC NOTES:

- THE CONTRACTOR SHALL SUBMIT A PREPLANNED SEQUENCE OF WORK AT THE PRECONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO RESIDENTS AND COMMUTERS AND TO MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE ENGINEER RESERVES THE RIGHT TO RESTRICT WORK ON ANY ROADWAY SEGMENT IF CONSTRUCTION OPERATIONS ON A PREVIOUS SEGMENT ARE UNACCEPTABLE; TRAFFIC CONTROL OPERATIONS BECOME UNACCEPTABLE; OR AN EROSION CONTROL DEFICIENCY EXISTS.
- CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVEWAYS SHALL NOT COMMENCE WITHOUT THE CONTRACTOR NOTIFYING THE ENGINEER AT LEAST THREE DAYS PRIOR. THE CONTRACTOR WILL ALSO BE REQUIRED TO PROVIDE 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING NOTICES.
- CURB AND GUTTER REMOVAL AND REPLACEMENT AND NEW CURB AND GUTTER PLACEMENT SHALL BE LIMITED TO ONE SIDE OF THE STREET AT A TIME TO MINIMIZE CONGESTION. CONCRETE SHALL HAVE A MINIMUM 72 HOURS CURING TIME. DRIVEWAYS SHALL BE ACCESSIBLE PRIOR TO REMOVING EXISTING CURB AND GUTTER ON THE OPPOSITE SIDE OF THE STREET.
- ALL STREETS SHALL BE OPEN TO TWO-WAY TRAFFIC AT THE END OF EACH DAY.
- ALL OPENINGS SHALL BE STAGED SUCH THAT ONE LANE REMAINS OPEN AT ALL TIMES WITH FLAGGERS. ALL OPENINGS AROUND REPLACEMENT STRUCTURES SHALL BE CAPPED WITH TEMPORARY PAVEMENT PRIOR TO OPENING THEM TO TRAFFIC.
- ACCESS FOR LOCAL TRAFFIC, MAIL SERVICE, GARBAGE SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL ADVISE ALL EMERGENCY RESPONDERS A MINIMUM THREE DAYS IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES. THIS SHALL INCLUDE, BUT LIMITED TO THE KENILWORTH POLICE AT 847-251-2141 AND WINNETKA KENILWORTH FIRE DEPARTMENT AT 847-501-6029.
- THE ENGINEER SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ANY CHANGES TO CONSTRUCTION STAGING. ALL CHANGES TO CONSTRUCTION STAGING MUST BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.
- MAINTAIN ACCESS TO DRIVEWAYS AS MUCH AS IS POSSIBLE USING TEMPORARY AGGREGATE. WORK MUST BE PLANNED TO MINIMIZE THE TIME DRIVEWAYS ARE OUT OF SERVICE. WORK SHALL BE SCHEDULED SO THAT THE AREA FOR CURB AND GUTTER AT DRIVEWAYS IS REMOVED, THEN FORMED AND CONCRETE PLACED BY THE SECOND DAY. BEYOND THIS TWO DAY TIME IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROVIDE AT THEIR OWN EXPENSE TEMPORARY AGGREGATE FOR ACCESS TO THE DRIVEWAY UNLESS OTHERWISE NOT PREVIOUSLY PROVIDED.
- ALL TRENCHES, HOLES, AND PITS SHALL BE FILLED OR COVERED WITH STEEL PLATES EXCEPT DURING ACTUAL CONSTRUCTION THERE IN. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEMS FOR WHICH IT APPLIES.
- THE CONTRACTOR SHALL MAINTAIN ONE CROSSWALK IN EACH DIRECTION AT ALL INTERSECTIONS DURING CONSTRUCTION.
- ALL SHORT TERM AND TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING DECORATIVE CONCRETE/STONE/BRICK LOCATED ADJACENT TO THE PROPOSED IMPROVEMENTS. ANY DAMAGE TO DECORATIVE CONCRETE/STONE/BRICK SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

CONSTRUCTION SEQUENCE

THE FOLLOWING IS A LIST OF STAGES FOR EACH TYPE OF CONSTRUCTION EXPECTED ON THIS PROJECT. NO ROADWAY SEGMENT SHALL BE STARTED AND LEFT IDLE FOR MORE THAN 3 WORKING DAYS.

PRIOR TO STAGE I

- INSTALL TEMPORARY PAVEMENT IN SOUTH PARKWAY.
- REMOVE EXISTING PARKING PAVEMENT MARKINGS.

STAGE I - PAVEMENT RECONSTRUCTION

- ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE SOUTH SIDE OF KENILWORTH AVENUE AS SHOWN IN THE PLANS. A 10' THROUGH LANE SHALL BE MAINTAINED AT ALL TIMES IN EACH DIRECTION EXCEPT WHERE THE TRAVEL LANE IS REDUCED TO 9' BETWEEN STATION 34+14 AND STATION 35+81.
- ESTABLISH EROSION CONTROL MEASURES AND ESTABLISH TREE PROTECTION ON TREES TO REMAIN.
- REMOVE EXISTING PAVEMENT FROM STATION 35+22 TO STATION 38+41 AND CURB AND GUTTER FROM STATION 34+56 TO STATION 38+41 ON THE NORTH SIDE OF KENILWORTH AVENUE AND RECYCLE FOR USE IN AGGREGATE SUBGRADE INSTALLATION AND EXCAVATE FOR AGGREGATE SUBGRADE.
- CONSTRUCT AGGREGATE SUBGRADE, CURB AND GUTTER WHERE TEMPORARY PAVEMENT IS NOT REQUIRED, SIDEWALK, DRIVEWAY, HMA BINDER COURSE AND INSTALL ADJACENT TEMPORARY PAVEMENT.
- INSTALL TEMPORARY EROSION CONTROL ON THE NORTH SIDE.

STAGE II - PAVEMENT RECONSTRUCTION

- ESTABLISH TWO-WAY TRAFFIC FLOW ALONG THE NORTH SIDE OF KENILWORTH AVENUE AS SHOWN IN THE PLANS. A 10' THROUGH LANE SHALL BE MAINTAINED AT ALL TIMES IN EACH DIRECTION EXCEPT WHERE THE TRAVEL LANE IS REDUCED TO 9' BETWEEN STATION 34+30 AND STATION 35+60. MAINTAIN ACCESS TO GLENDEENING ROAD AND ASHLAND LANE AT ALL TIMES.
- REMOVE TEMPORARY PAVEMENT.
- ESTABLISH EROSION CONTROL MEASURES AND ESTABLISH TREE PROTECTION ON TREES TO REMAIN.
- COMPLETE DRAINAGE IMPROVEMENTS ON THE SOUTH SIDE.
- REMOVE EXISTING PAVEMENT FROM STATION 35+22 TO STATION 38+41 AND CURB AND GUTTER FROM STATION 35+43 TO STATION 38+41 ON THE SOUTH SIDE OF KENILWORTH AVENUE AND RECYCLE FOR USE IN AGGREGATE SUBGRADE INSTALLATION AND EXCAVATE FOR AGGREGATE SUBGRADE. MAINTAIN ACCESS TO GLENDEENING ROAD AND ASHLAND LANE AT ALL TIMES.
- CONSTRUCT AGGREGATE SUBGRADE, CURB AND GUTTER, SIDEWALK, DRIVEWAY, HMA BINDER COURSE.
- INSTALL TEMPORARY EROSION CONTROL ON THE SOUTH SIDE.

STAGE III - PAVEMENT RECONSTRUCTION

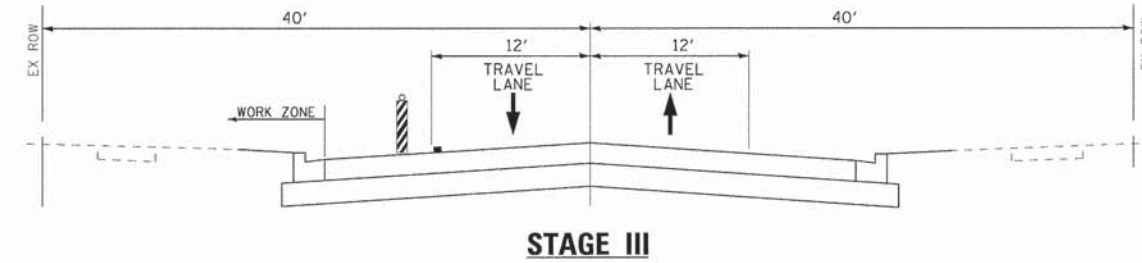
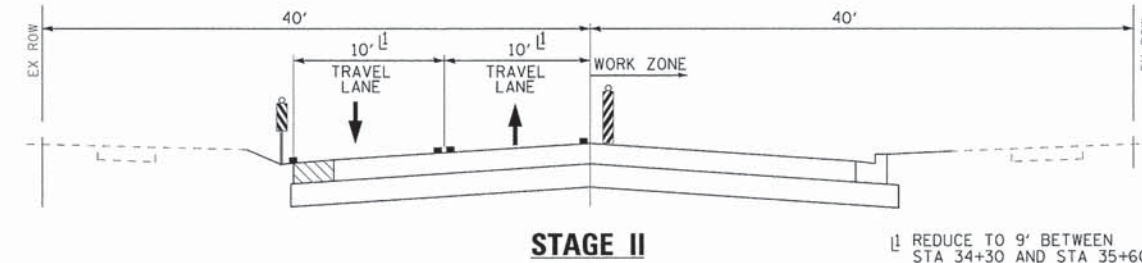
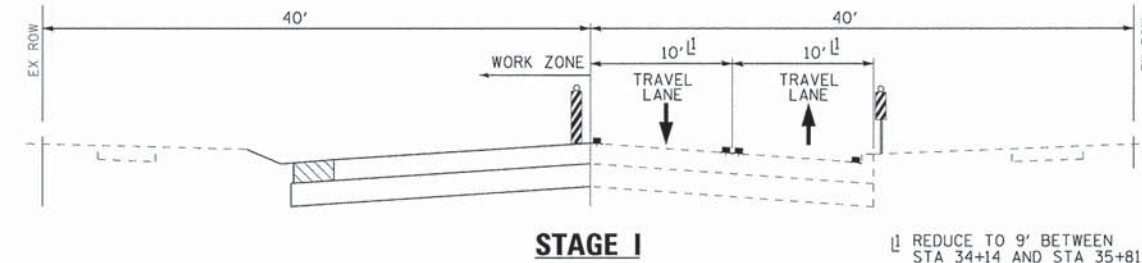
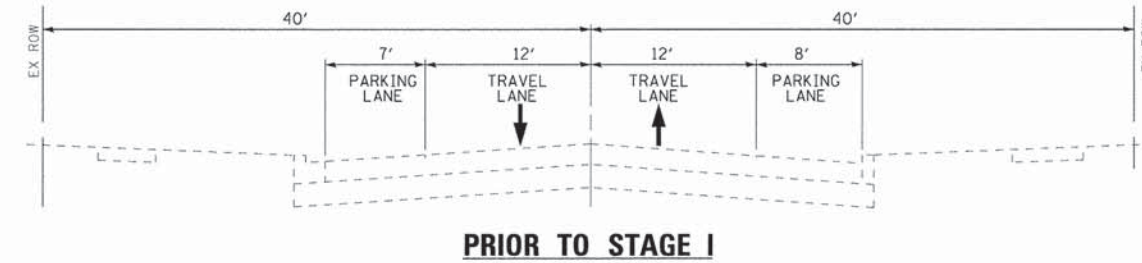
- OPEN KENILWORTH AVENUE TO TWO-WAY TRAFFIC FLOW WITH PARKING LANES AS SHOWN IN THE PLANS.
- REMOVE TEMPORARY PAVEMENT AND CONSTRUCT DRAINAGE, CURB AND GUTTER AND DRIVEWAY ON NORTH SIDE.
- COMPLETE PARKWAY RESTORATION AND DETECTOR LOOP INSTALLATION.
- COMPLETE HOT-MIX ASPHALT SURFACE COURSE.
- INSTALL REQUIRED PAVEMENT MARKINGS.
- COMPLETE PUNCH LIST ITEMS.
- REMOVE TEMPORARY EROSION CONTROL ITEMS.

PAVEMENT RESURFACING

WORK IN THE PAVEMENT RESURFACING LIMITS CAN BEGIN AT THE CONTRACTOR'S CONVENIENCE AFTER STAGE I IS STARTED AND SHALL BE COMPLETED BY STAGE III ITEM 3. WORK MUST BE COMPLETED ON THE SAME SIDE OF THE STREET AS THE WORK IN THE PAVEMENT RECONSTRUCTION LIMITS TO MINIMIZE INCONVENIENCE TO RESIDENTS.

- BEGIN AFTER STAGE I IS STARTED
- ESTABLISH TRAFFIC CONTROL ITEMS.
- ESTABLISH EROSION CONTROL MEASURES.
- COMPLETE MILLING OF EXISTING HOT-MIX ASPHALT PAVEMENT.
- COMPLETE PAVEMENT PATCHING, CURB AND GUTTER REPAIRS, SIDEWALK REPAIRS AND DRIVEWAYS REPAIRS ON NORTH SIDE OF THE STREET TO MINIMIZE CONGESTION. CONCRETE SHALL HAVE A MINIMUM OF 72 HOURS CURING TIME AND ALL DRIVEWAYS SHALL BE FULLY ACCESSIBLE PRIOR TO STARTING ON THE OPPOSITE SIDE OF THE STREET.
- COMPLETE PAVEMENT PATCHING, CURB AND GUTTER REPAIRS, SIDEWALK REPAIRS AND DRIVEWAYS REPAIRS ON SOUTH SIDE OF THE STREET.

- SAW CUT EDGE OF PAVEMENT AND COMPLETE MILLING OF PORTLAND CEMENT CONCRETE PAVEMENT.
- INSTALL LEVELING BINDER.
- COMPLETE BY STAGE III ITEM 3.
- BEGIN STAGE III ITEM 4 AND CONTINUE TO STAGE III ITEM 7.



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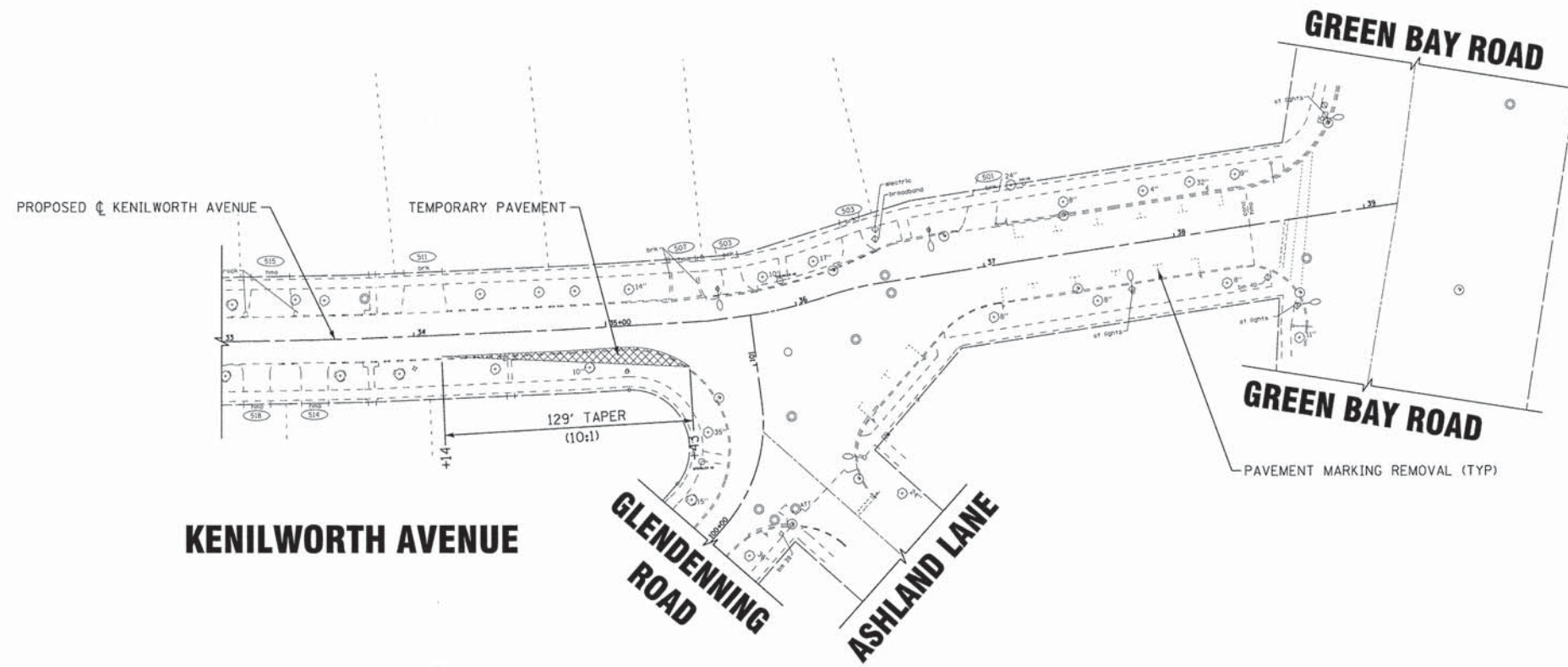
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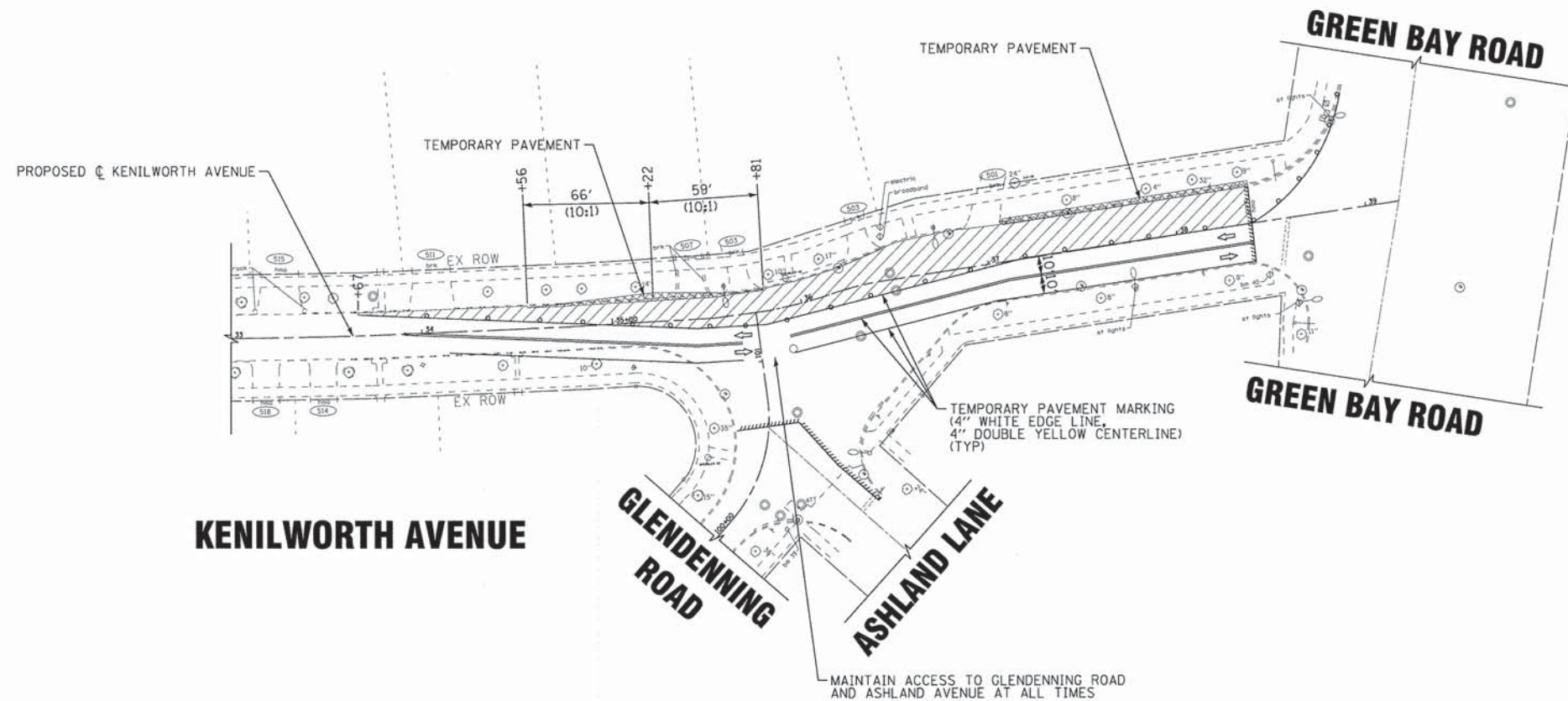
SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES
CONSTRUCTION STAGING AND TYPICAL SECTIONS

SCALE: NONE STA. TO STA.

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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	



PRIOR TO STAGE I



LEGEND

- TEMPORARY PAVEMENT
- WORK ZONE
- TRAFFIC DIRECTION
- CONE OR BARRICADE

STAGE I

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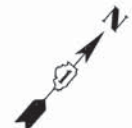
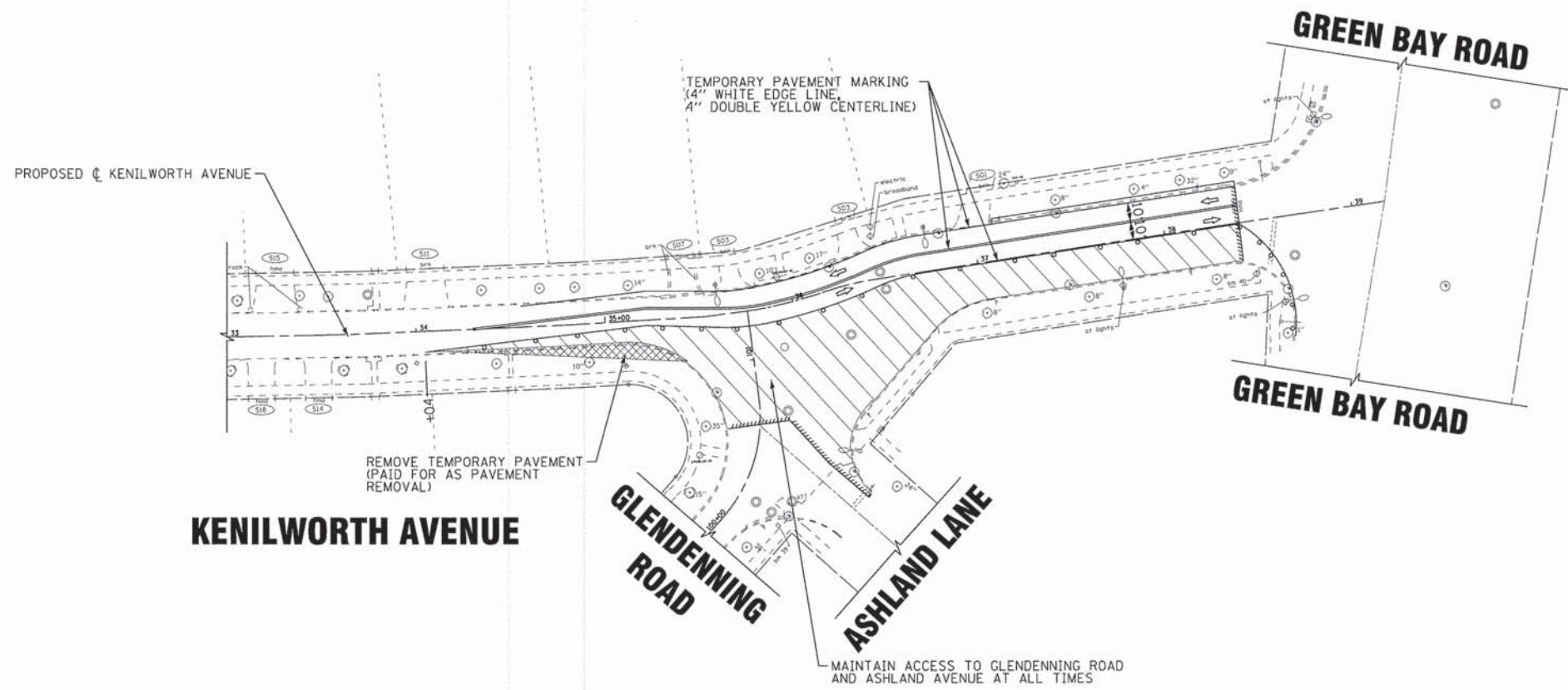
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SUGGESTED MAINTENANCE OF TRAFFIC PLAN
- KENILWORTH AVENUE

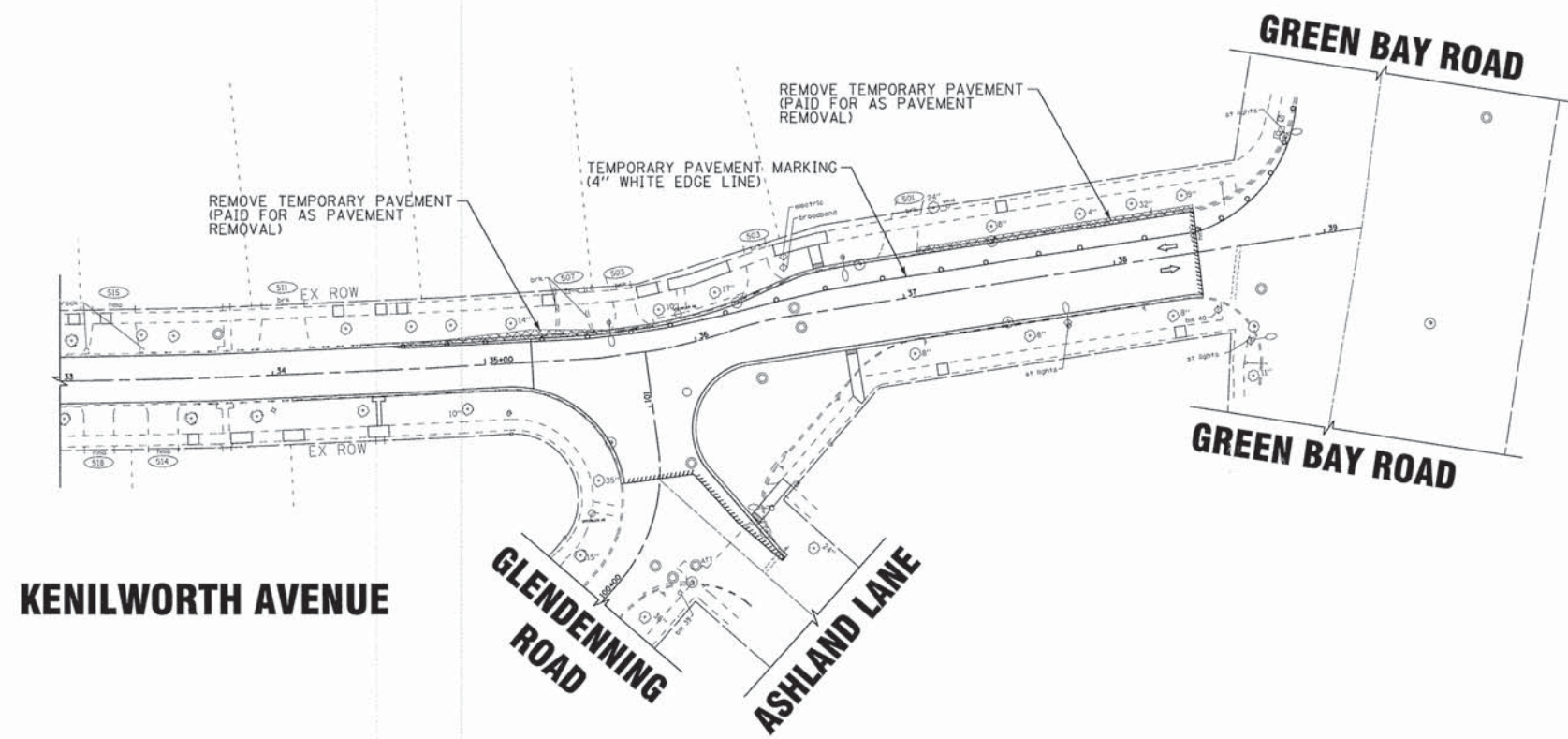
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STA. 20+00 TO STA. 24+50

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				CONTRACT NO. 61C05
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-400310881				



STAGE II



LEGEND

- ⊗ TEMPORARY PAVEMENT
- ▭ WORK ZONE
- ← TRAFFIC DIRECTION
- CONE OR BARRICADE

STAGE III

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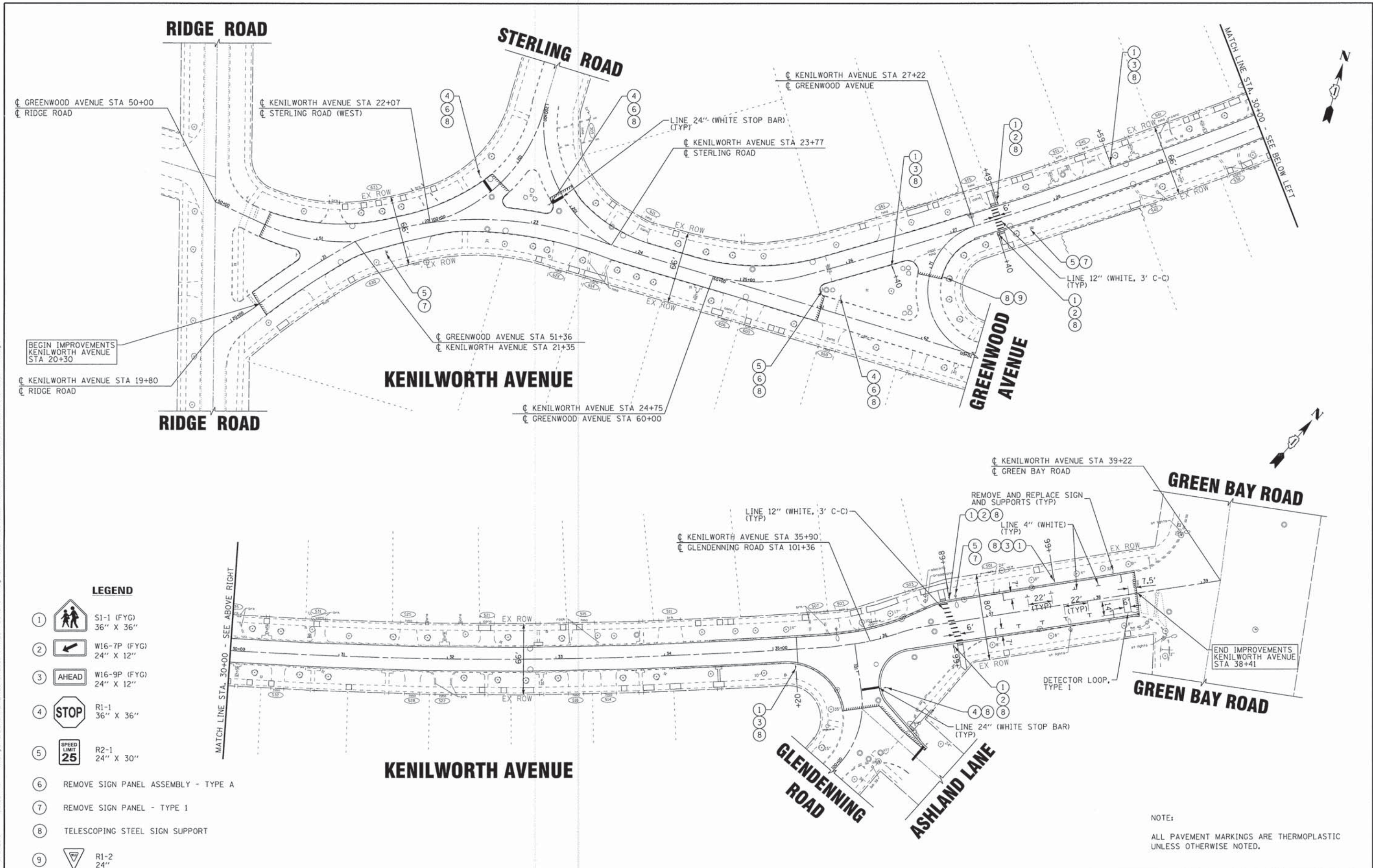
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SUGGESTED MAINTENANCE OF TRAFFIC PLAN
- KENILWORTH AVENUE

SCALE: 1" = 40'

STA. 20+00 TO STA. 24+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-R5	COOK	32	15
CONTRACT NO. 61C05				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)				



- LEGEND**
- ① S1-1 (FYG) 36" X 36"
 - ② W16-7P (FYG) 24" X 12"
 - ③ W16-9P (FYG) 24" X 12"
 - ④ R1-1 36" X 36"
 - ⑤ R2-1 24" X 30"
 - ⑥ REMOVE SIGN PANEL ASSEMBLY - TYPE A
 - ⑦ REMOVE SIGN PANEL - TYPE 1
 - ⑧ TELESCOPING STEEL SIGN SUPPORT
 - ⑨ R1-2 24"

NOTE:
ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.

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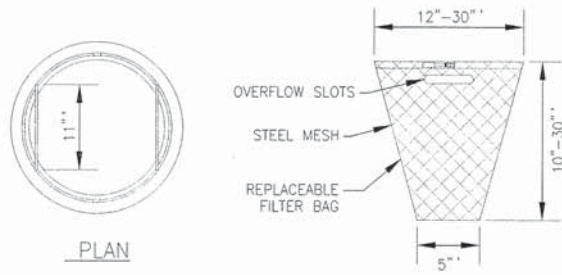
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PAVEMENT MARKING PLAN - KENILWORTH AVENUE

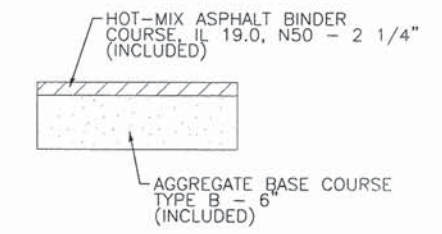
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STA. 19+80 TO STA. 39+22

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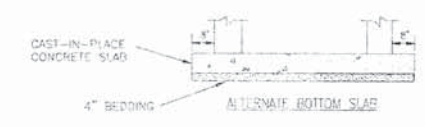
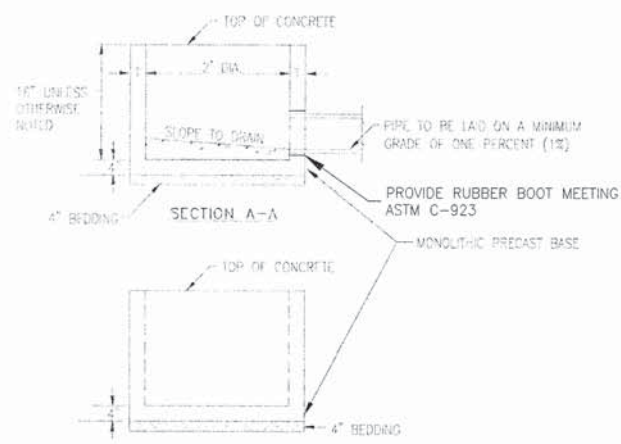
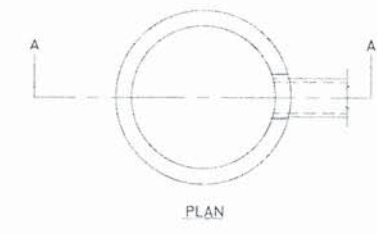


GENERAL NOTES:
 FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE.
 BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL.
 HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.
 REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.
 STEEL MESH: REMOVABLE STAINLESS STEEL MESH STRAINER BASKET. 1/4" DIA. HOLE SIZE, 58% OPEN AREA.

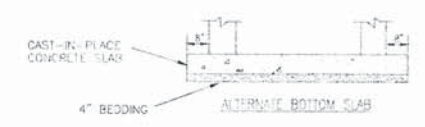
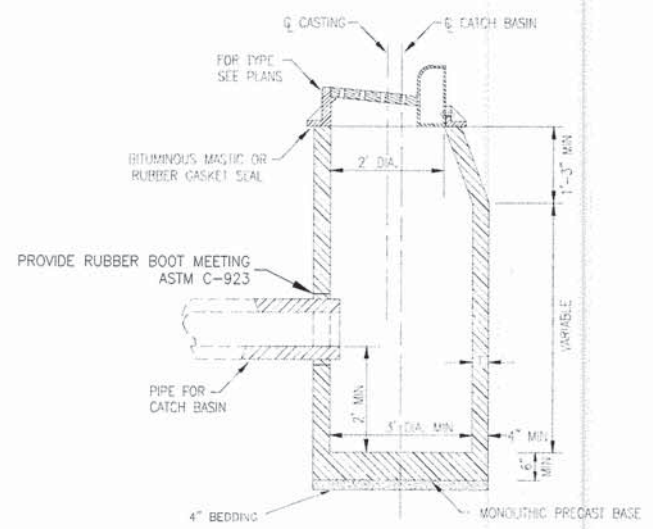
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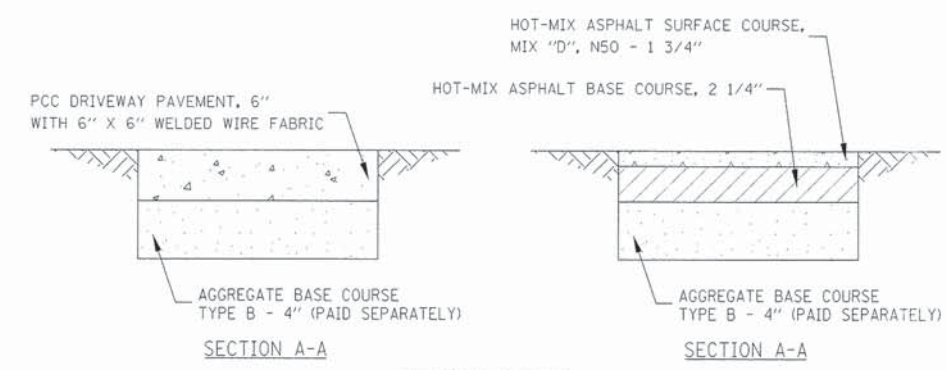
TEMPORARY PAVEMENT
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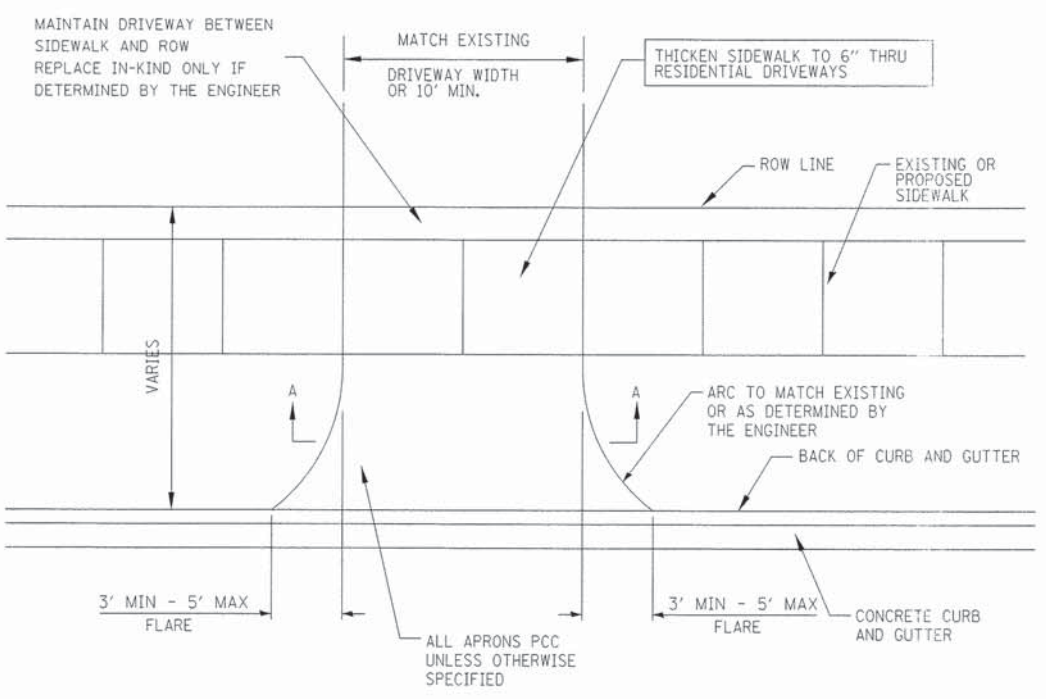
TYPE "A" INLET
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STORM CATCH BASIN
NO SCALE



RESIDENTIAL



DRIVEWAYS

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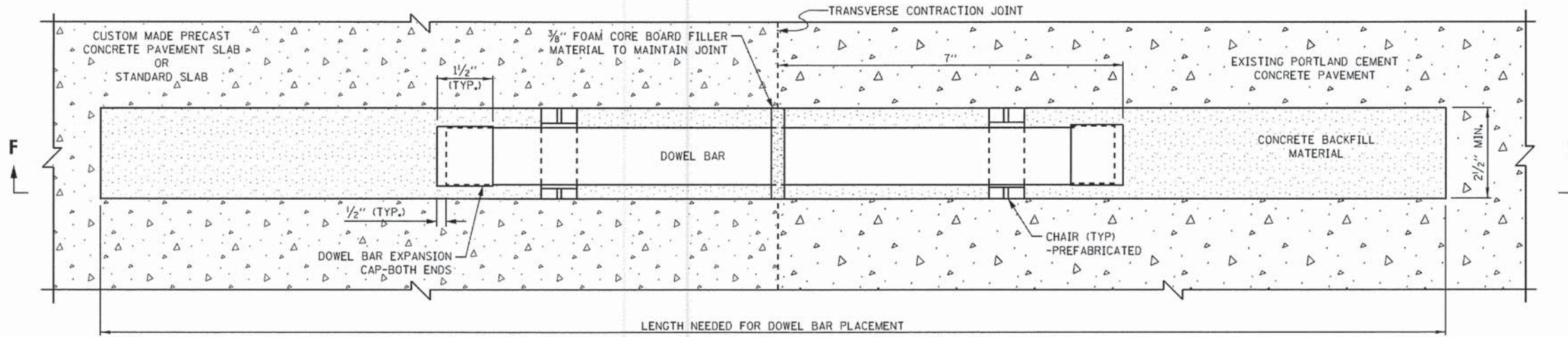
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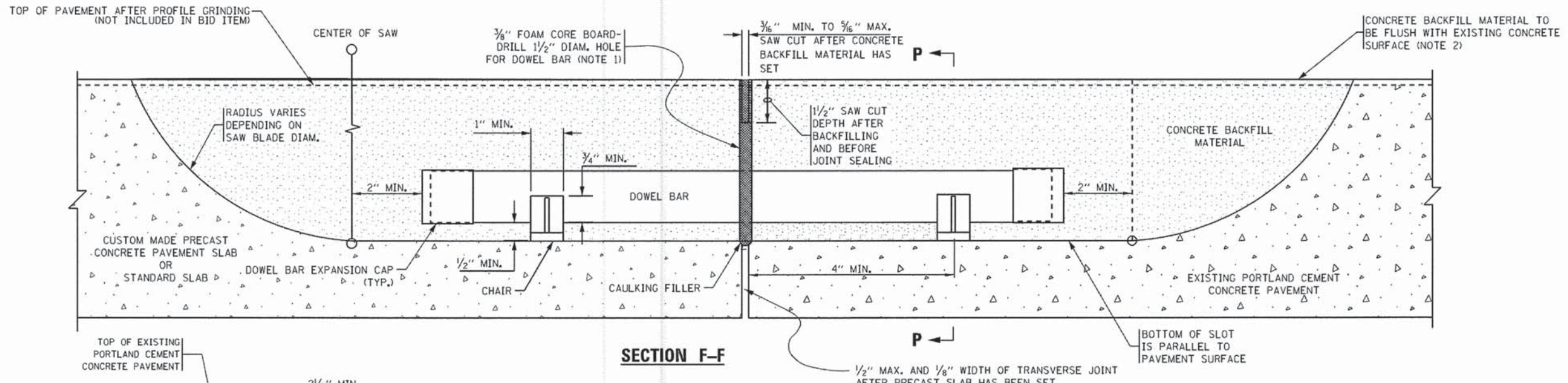
MISCELLANEOUS DETAILS

SCALE: NONE STA. TO STA.

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CONTRACT NO. 61C05				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003188				

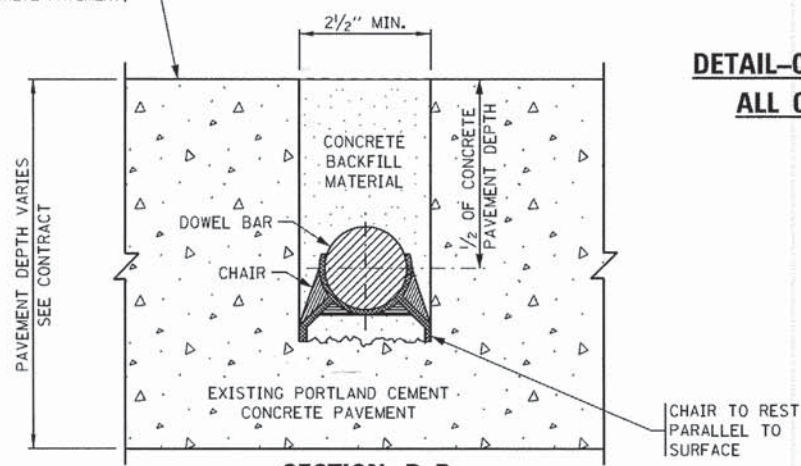


PLAN VIEW

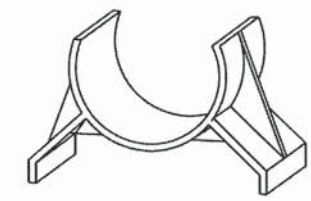


SECTION F-F

DETAIL-C, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR ALL CUSTOM MADE PRECAST PANELS AND OPTIONAL FOR STANDARD SLABS



SECTION P-P



CHAIR DETAIL

- NOTES:**
1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
 2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

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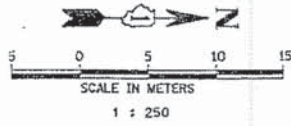
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PRECAST CONCRETE PAVEMENT SLABS

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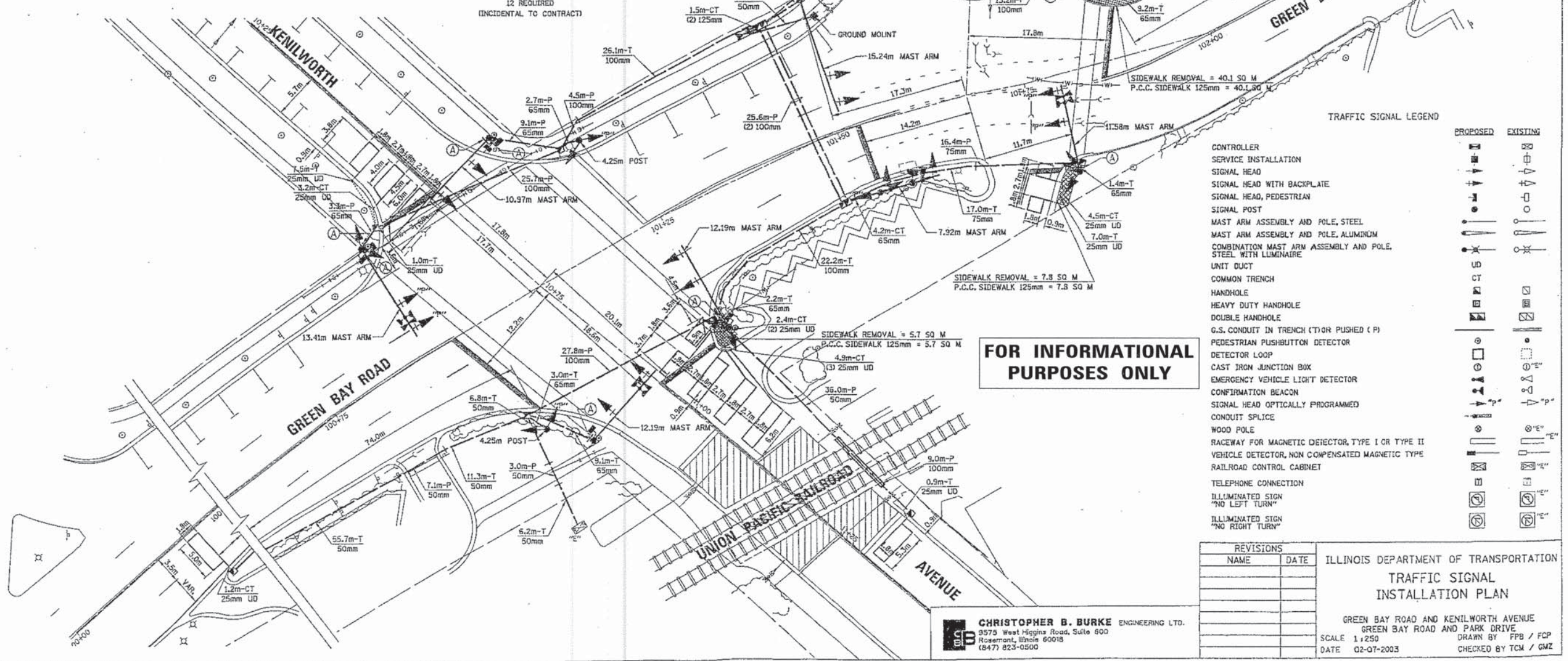
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	

RTE.	SECTION	COUNTY	SHEETS NO.
2744	1999-197TS	COOK	13 10
STA.		TO STA.	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6B.18. WORK IN THE VICINITY OF A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

SIGN A
CAUTION
 WALK TIME SHORTENED WHEN TRAIN APPROACHES
 18" x 18"
 12 REQUIRED (INCIDENTAL TO CONTRACT)



TRAFFIC SIGNAL LEGEND

- | PROPOSED | EXISTING |
|--|----------|
| CONTROLLER | |
| SERVICE INSTALLATION | |
| SIGNAL HEAD | |
| SIGNAL HEAD WITH BACKPLATE | |
| SIGNAL HEAD, PEDESTRIAN | |
| SIGNAL POST | |
| MAST ARM ASSEMBLY AND POLE, STEEL | |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM | |
| COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE | |
| UNIT DUCT | |
| COMMON TRENCH | |
| HANDHOLE | |
| HEAVY DUTY HANDHOLE | |
| DOUBLE HANDHOLE | |
| G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) | |
| PEDESTRIAN PUSHBUTTON DETECTOR | |
| DETECTOR LOOP | |
| CAST IRON JUNCTION BOX | |
| EMERGENCY VEHICLE LIGHT DETECTOR | |
| CONFIRMATION BEACON | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | |
| CONDUIT SPLICE | |
| WOOD POLE | |
| RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II | |
| VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE | |
| RAILROAD CONTROL CABINET | |
| TELEPHONE CONNECTION | |
| ILLUMINATED SIGN "NO LEFT TURN" | |
| ILLUMINATED SIGN "NO RIGHT TURN" | |

FOR INFORMATIONAL PURPOSES ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
 GREEN BAY ROAD AND KENILWORTH AVENUE
 GREEN BAY ROAD AND PARK DRIVE
 SCALE 1:250 DRAWN BY FPB / FCP
 DATE 02-07-2003 CHECKED BY TCM / GMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
 3573 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

BAXTER & WOODMAN	DESIGNED - MWP	REVISED - 1007/VILLAGE REVIEW 10/5/15
	DRAWN - KAR	REVISED -
	CHECKED - MWP	REVISED -
	DATE - 08-04-15	FILE - 130701-26SHT-TS-Details.dgn

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**TRAFFIC SIGNAL INSTALLATION
 GREEN BAY ROAD AT KENILWORTH AVENUE
 (FOR INFORMATIONAL PURPOSES ONLY)**

SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	19
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT M-4003188

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 PROJECT NO. 130701-26SHT-TS-Details.dgn
 DATE: 08/04/2015 10:58:23 AM

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	1999-197TS	COOK	13	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES					
ITEM	UNIT	TOTAL	ITEM	UNIT	TOTAL
TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	STEEL MAST ARM ASSEMBLY AND POLE, 12.19 METER	EACH	2
TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	STEEL MAST ARM ASSEMBLY AND POLE, 13.41 METER	EACH	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	STEEL MAST ARM ASSEMBLY AND POLE, 15.24 METER	EACH	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	CONCRETE FOUNDATION, TYPE A	METER	7.2
HANDHOLE	EACH	9	CONCRETE FOUNDATION, TYPE D	METER	1.2
DOUBLE HANDHOLE	EACH	4	CONCRETE FOUNDATION, TYPE E 750MM DIAMETER	METER	32.0
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1	DETECTOR LOOP, TYPE I	METER	238.3
OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4	SERVICE INSTALLATION, GROUND MOUNT	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	14	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	9
INDUCTIVE LOOP DETECTOR	EACH	7	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
LIGHT DETECTOR	EACH	5	SIGNAL HEAD, L.E.D., 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	1
LIGHT DETECTOR AMPLIFIER	EACH	2	SIGNAL HEAD, L.E.D., 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	COMBINATION SIGNAL HEAD, 2-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, L.E.D., BRACKET MOUNTED	EACH	4
REMOVE EXISTING HANDHOLE	EACH	13	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	11	PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED	EACH	4
PORTLAND CEMENT CONCRETE SIDEWALK 125MM	SQ M	60.4	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
SIDEWALK REMOVAL	SQ M	60.4			
SIGN PANEL - TYPE I	SQ M	5.9			
THERMOPLASTIC PAVEMENT MARKING - LINE 100MM	METER	127.6			
THERMOPLASTIC PAVEMENT MARKING - LINE 150MM	METER	2.3			
THERMOPLASTIC PAVEMENT MARKING - LINE 600MM	METER	59.3			
THERMOPLASTIC PAVEMENT MARKING REMOVAL	SQ M	20.8			
CONDUIT IN TRENCH, 50MM DIA., GALVANIZED STEEL	METER	80			
CONDUIT IN TRENCH, 65MM DIA., GALVANIZED STEEL	METER	39.7			
CONDUIT IN TRENCH, 75MM DIA., GALVANIZED STEEL	METER	17			
CONDUIT IN TRENCH, 100MM DIA., GALVANIZED STEEL	METER	60			
CONDUIT IN TRENCH, 125MM DIA., GALVANIZED STEEL	METER	3			
CONDUIT PUSHED, 50MM DIA., GALVANIZED STEEL	METER	132.8			
CONDUIT PUSHED, 65MM DIA., GALVANIZED STEEL	METER	21.2			
CONDUIT PUSHED, 75MM DIA., GALVANIZED STEEL	METER	16.4			
CONDUIT PUSHED, 100MM DIA., GALVANIZED STEEL	METER	153.3			
TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	199.2			
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	METER	512.2			
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	METER	1193.4			
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	METER	1981.7			
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	METER	225.8			
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	METER	640.7			
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 4 2C	METER	14.9			
ELECTRIC CABLE IN CONDUIT, RAILROAD NO. 14 3C	METER	109.1			
ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C	METER	289.4			
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	METER	413.1			
TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.25 METER	EACH	4			
TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.55 METER	EACH	1			
TRAFFIC SIGNAL POST, GALVANIZED STEEL 5.45 METER	EACH	1			
STEEL MAST ARM ASSEMBLY AND POLE, 7.92 METER	EACH	1			
STEEL MAST ARM ASSEMBLY AND POLE, 10.97 METER	EACH	1			
STEEL MAST ARM ASSEMBLY AND POLE, 11.58 METER	EACH	1			

*100% COST TO VILLAGE OF KENILWORTH

*100% COST TO VILLAGE OF KENILWORTH

ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OF FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	32	17	0.50		272.0
(YELLOW)	32	25	0.25		200.0
(GREEN)	32	15	0.25		120.0
ARROW	4	12	0.10		4.8
PED. SIGNAL	12	25	1.00		300.0
CONTROLLER	1	100	1.00		100.0
ILLUM. SIGN	-	25	0.05		
FLASHER	-	-	-	0.50	
ENERGY COSTS TO:	TOTAL =				996.8

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY CONTACT: JEAN WILL
PHONE: (847) 816-5459
COMPANY: COMED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'4L-2=
C - M. ARM POLE	10 (3.0)	SIGNAL POST	2 (0.6)	(6mH - 0.6m)	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.3)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.3)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.3)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

TRAFFIC 01-197-K_GreenBayRdKenilworthAveTrafsigCAB_Kenil.dgn

DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
DRAWN - KAR	REVISED -
CHECKED - MWP	REVISED -
DATE - 08-04-15	FILE - 130701-26SHT-TS.Details.dgn

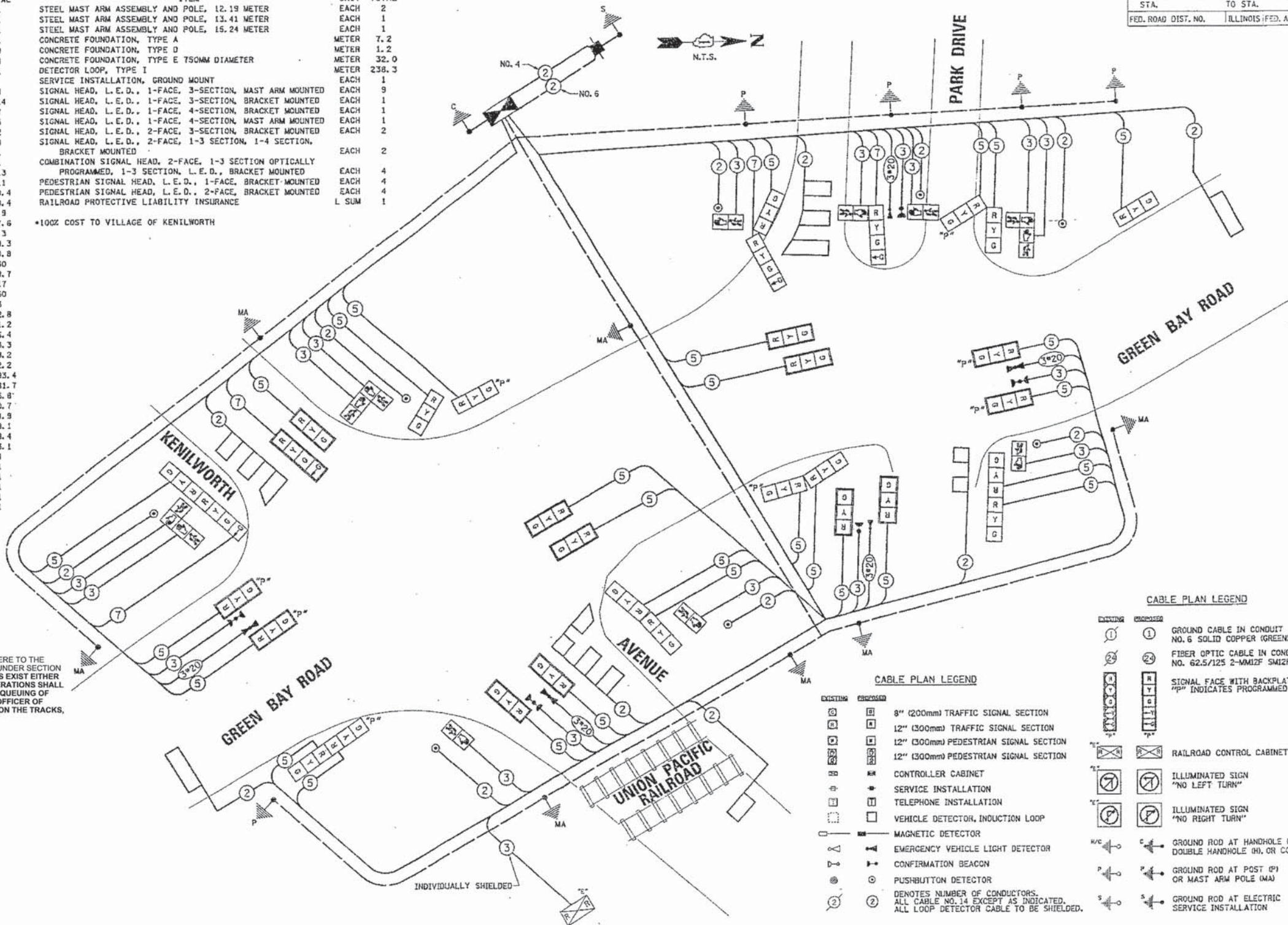
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATIONAL PURPOSES ONLY

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN AND SCHEDULE OF QUANTITIES
GREEN BAY ROAD AND KENILWORTH AVENUE
GREEN BAY ROAD AND PARK DRIVE
SCALE N.T.S.
DATE 02-07-2003
DRAWN BY FFB / FCP
CHECKED BY TCM / GMZ



CABLE PLAN LEGEND

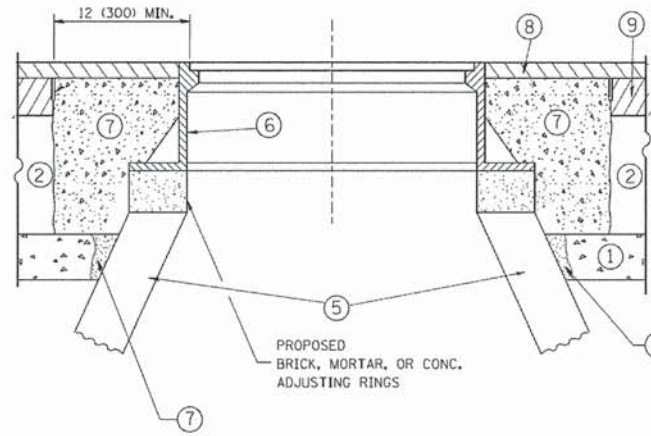
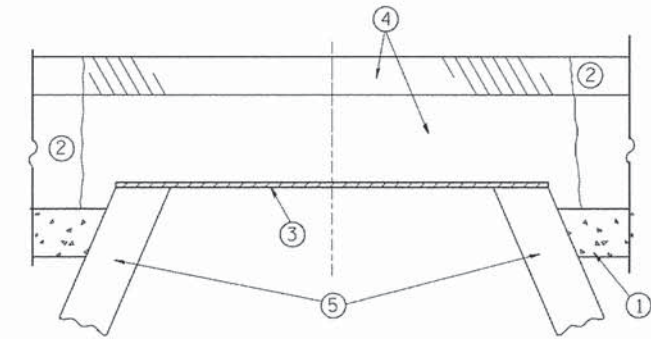
CABLE PLAN LEGEND

- EXISTING: 8" (200mm) TRAFFIC SIGNAL SECTION
- EXISTING: 12" (300mm) TRAFFIC SIGNAL SECTION
- EXISTING: 12" (300mm) PEDESTRIAN SIGNAL SECTION
- EXISTING: 12" (300mm) PEDESTRIAN SIGNAL SECTION
- PROPOSED: CONTROLLER CABINET
- PROPOSED: SERVICE INSTALLATION
- PROPOSED: TELEPHONE INSTALLATION
- PROPOSED: VEHICLE DETECTOR, INDUCTIVE LOOP
- PROPOSED: MAGNETIC DETECTOR
- PROPOSED: EMERGENCY VEHICLE LIGHT DETECTOR
- PROPOSED: CONFIRMATION BEACON
- PROPOSED: PUSHBUTTON DETECTOR
- PROPOSED: DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.

- EXISTING: ① GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
- EXISTING: ② FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
- EXISTING: [Symbol] SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD.
- EXISTING: [Symbol] RAILROAD CONTROL CABINET
- EXISTING: [Symbol] ILLUMINATED SIGN "NO LEFT TURN"
- EXISTING: [Symbol] ILLUMINATED SIGN "NO RIGHT TURN"
- EXISTING: [Symbol] GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HH), OR CONTROLLER (C)
- EXISTING: [Symbol] GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
- EXISTING: [Symbol] GROUND ROD AT ELECTRIC SERVICE INSTALLATION

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LICENSE NO. - 184-00127-EXPIRES 1/30/2017
10/27/2015

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

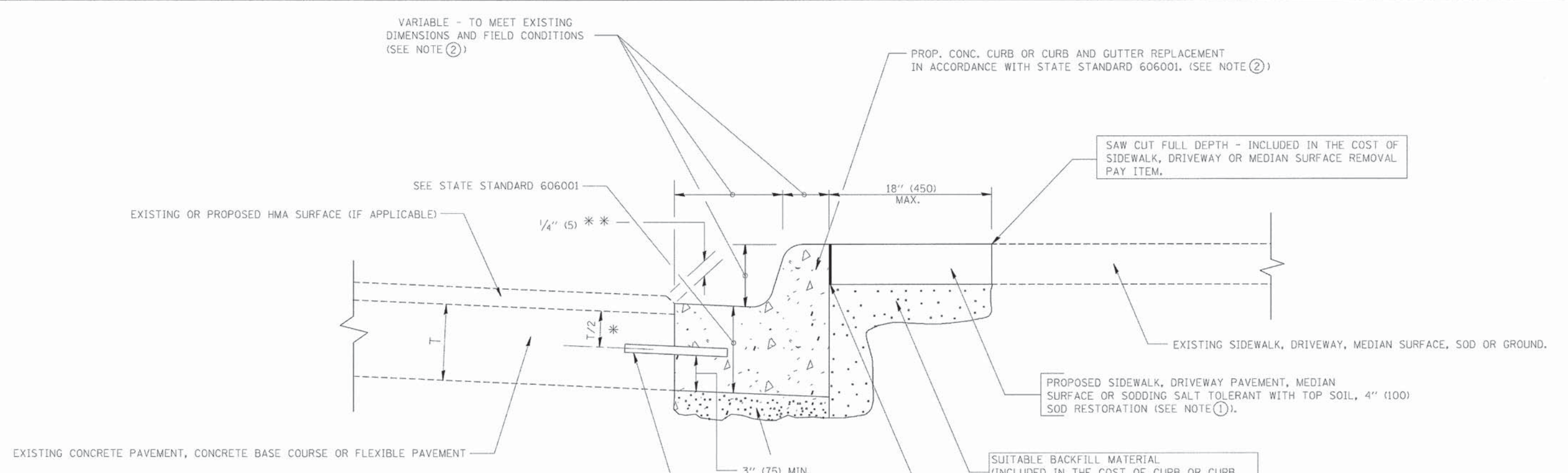
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 LICENSE NO. 186-001273 EXP. 08/31/2015
 10/27/2014

FILE NAME = ca:\pwwork\pwwork\bauserd\140108315\ba08.dgn	USER NAME = bauserd	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	22
BD600-03 (BD-8)		CONTRACT NO. 61C05		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECTM-4003(188)				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

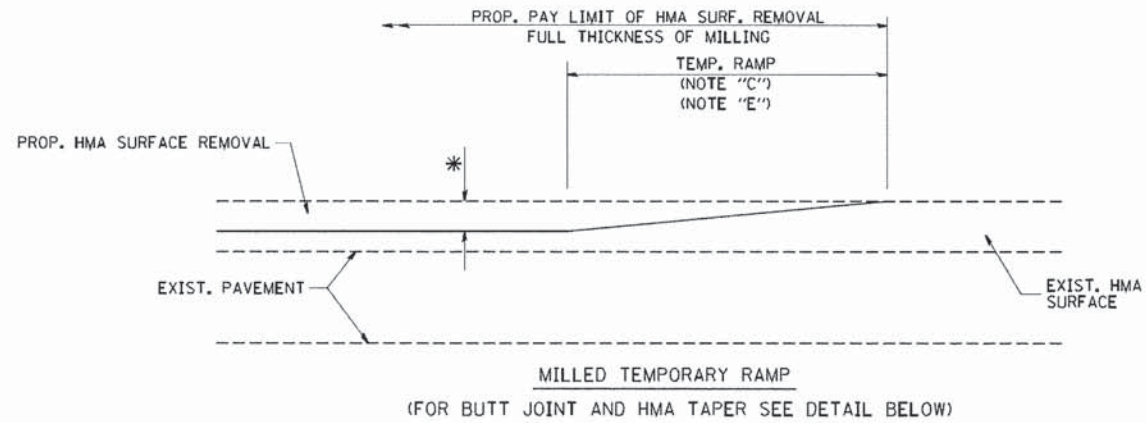
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 FILE NAME * USER NAME * drivokasgn
 DESIGNED - A. HOUSEH
 REVISED - R. SHAH 10-03-96
 DRAWN -
 REVISED - A. ABBAS 03-21-97
 CHECKED -
 REVISED - M. GOMEZ 01-22-01
 DATE - 03-11-94
 REVISED - R. BORO 12-15-09
 PLOT SCALE * 50.000 / IN.
 PLOT DATE * 12/15/2009

FILE NAME *	USER NAME * drivokasgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96
es:\pe_work\p1\1d0\drivokasgn\121109315\bd4.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE * 50.000 / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE * 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

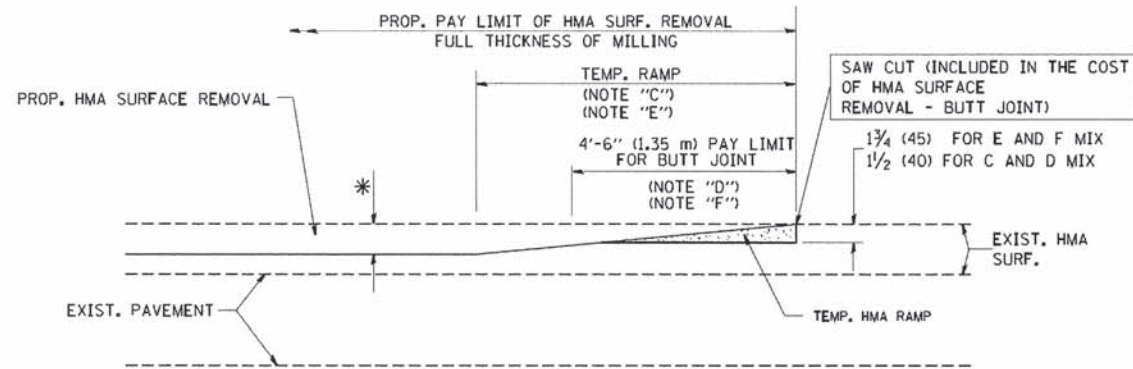
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	23
BD600-06 (BD-24)			CONTRACT NO. 61C05	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT M-4003(188)				

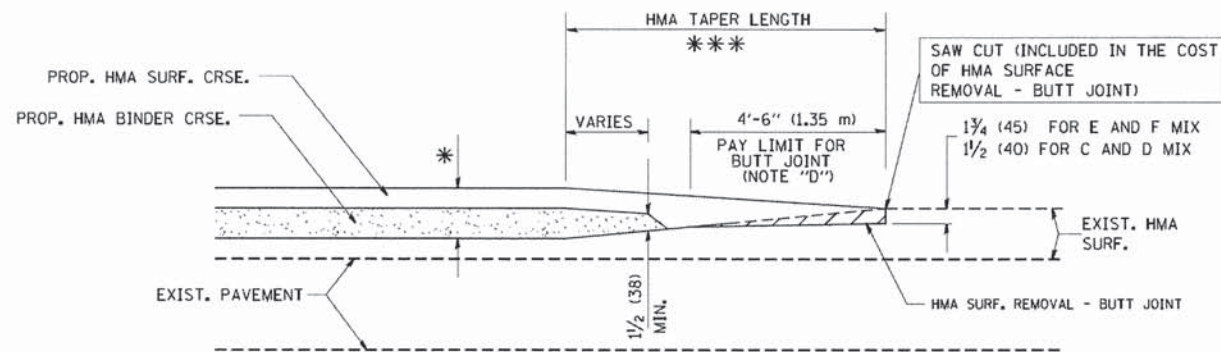


OPTION 1

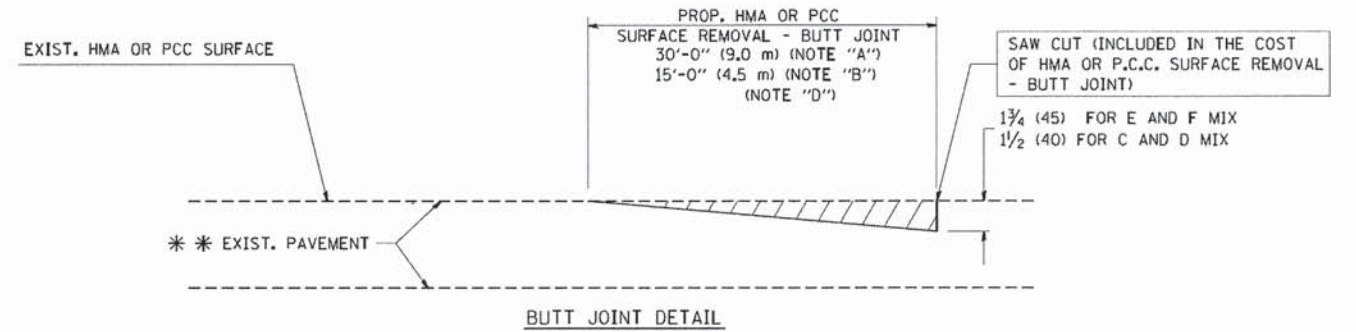


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

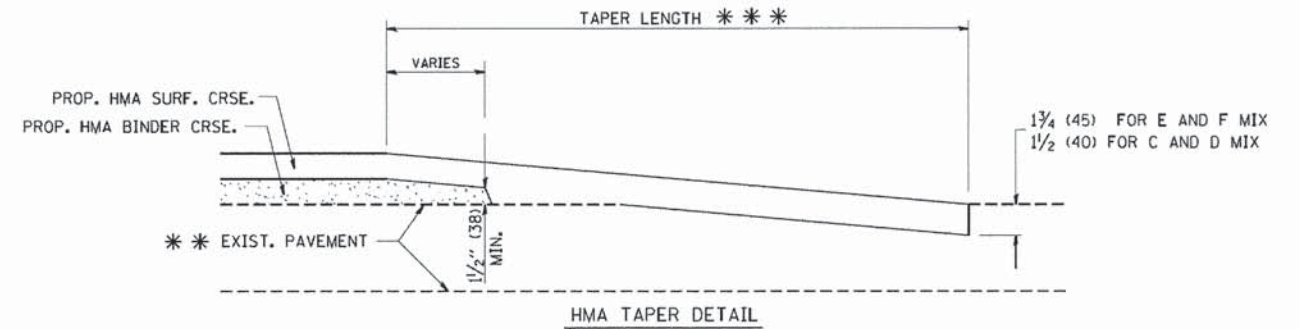
OPTION 2
TYPICAL TEMPORARY RAMP



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.

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 084-0001 - EXPIRES 4/30/2018
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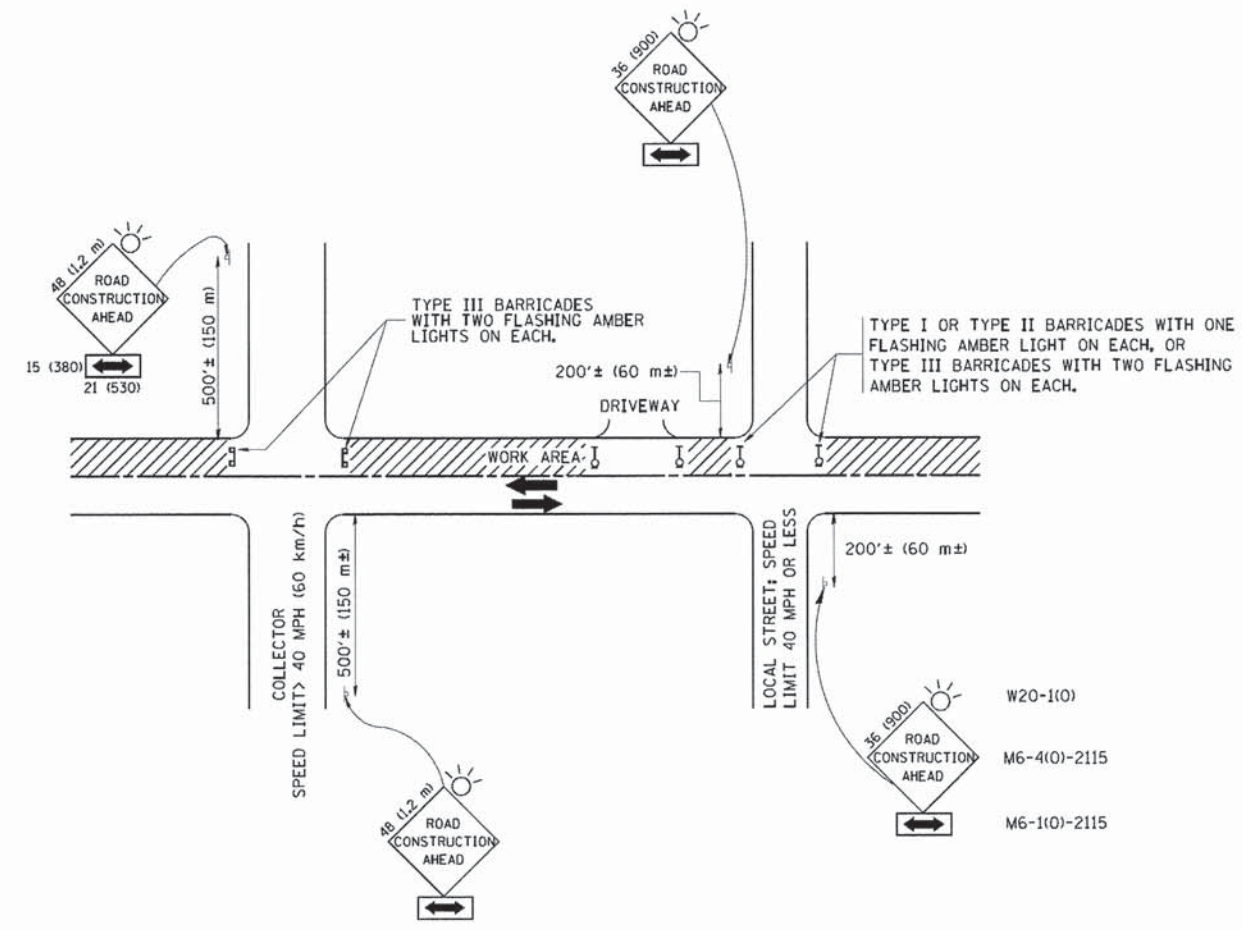
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	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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.D. RTE. 1669	SECTION 13-00033-00-RS	COUNTY COOK	TOTAL SHEETS 32	SHEET NO. 24
BD400-05 BD32			CONTRACT NO. 61C05	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(188)				

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 DATE - 06-89
 REVISED - J. OBERLE 10-18-95
 REVISED - A. HOUSEH 03-06-96
 REVISED - A. HOUSEH 10-15-96
 REVISED - T. RAMMACHER 01-06-00
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION FOR
 SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
 F.A.U. RTE. 1669 SECTION 13-00033-00-RS COUNTY COOK TOTAL SHEETS 32 SHEET NO. 25
 TC-10 CONTRACT NO. 61C05
 FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT NO. 4003(188)



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.

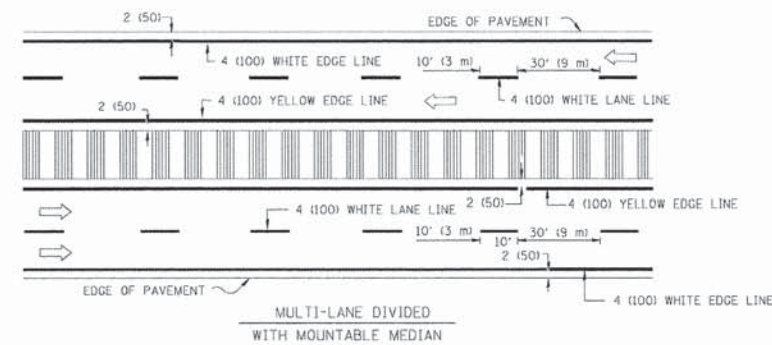
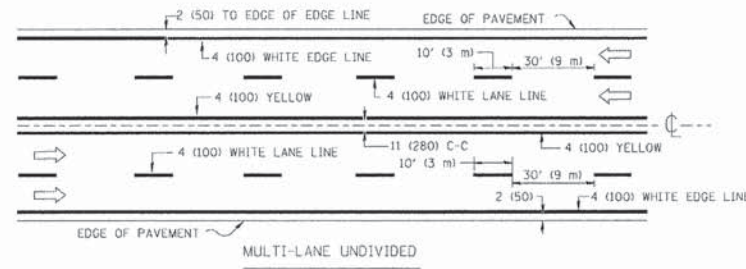
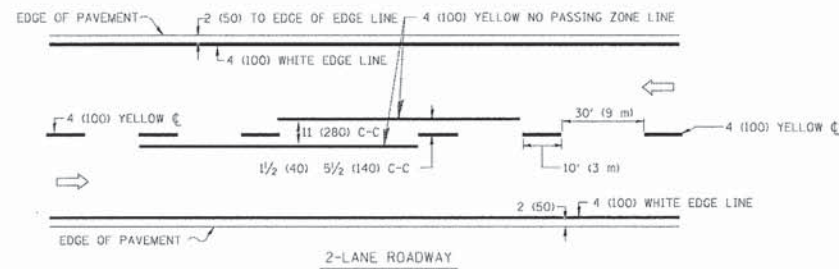
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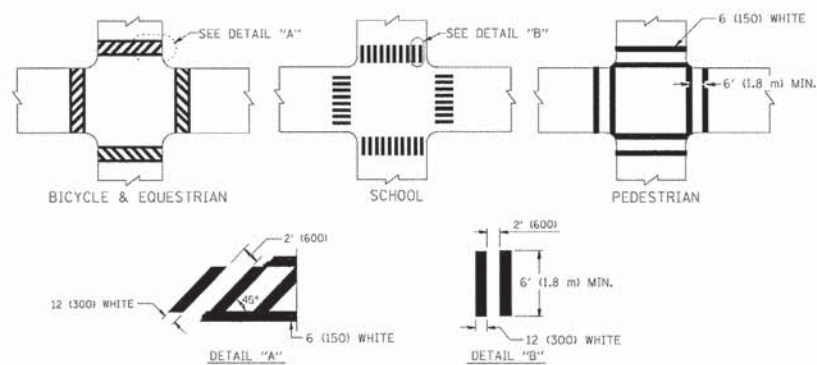
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

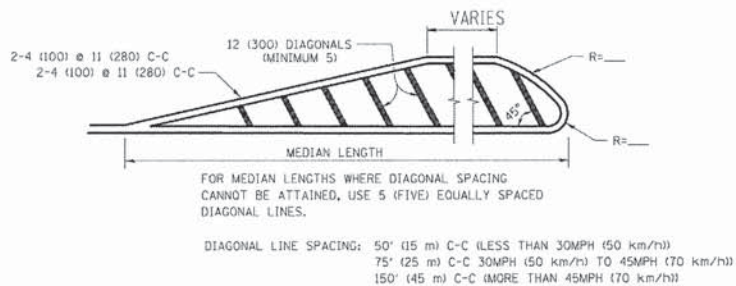
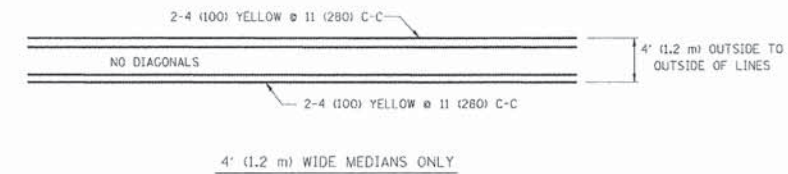
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TC-10			CONTRACT NO. 61C05	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT NO. 4003(188)				



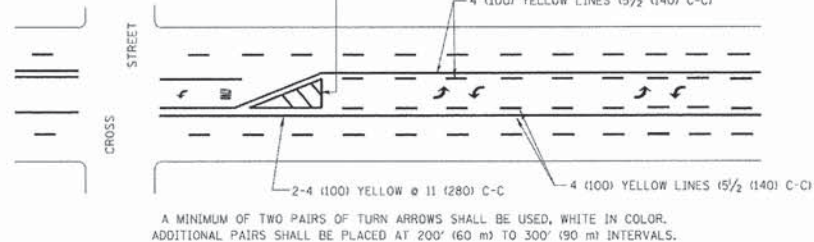
TYPICAL LANE AND EDGE LINE MARKING



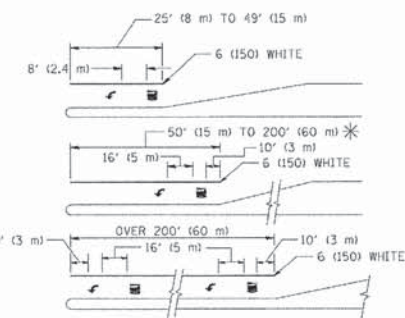
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

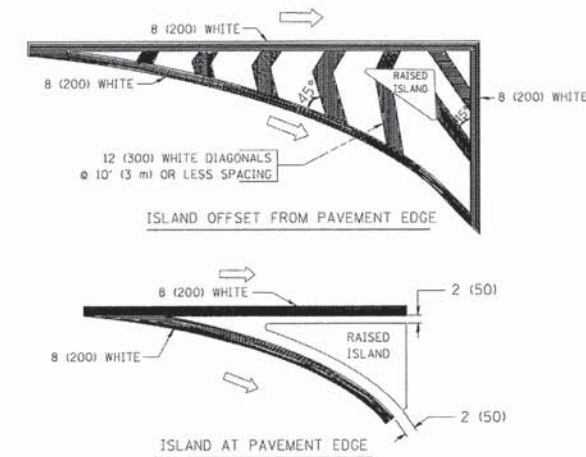


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 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.

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

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 10/8/2015
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 IN:\Crystal\Low\ME\1408315\1408315.DISTRICT ONE DETAILS - T.dgn

FILE NAME =	USER NAME = d:\vokasgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -
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PLOT DATE = 9/9/2009			

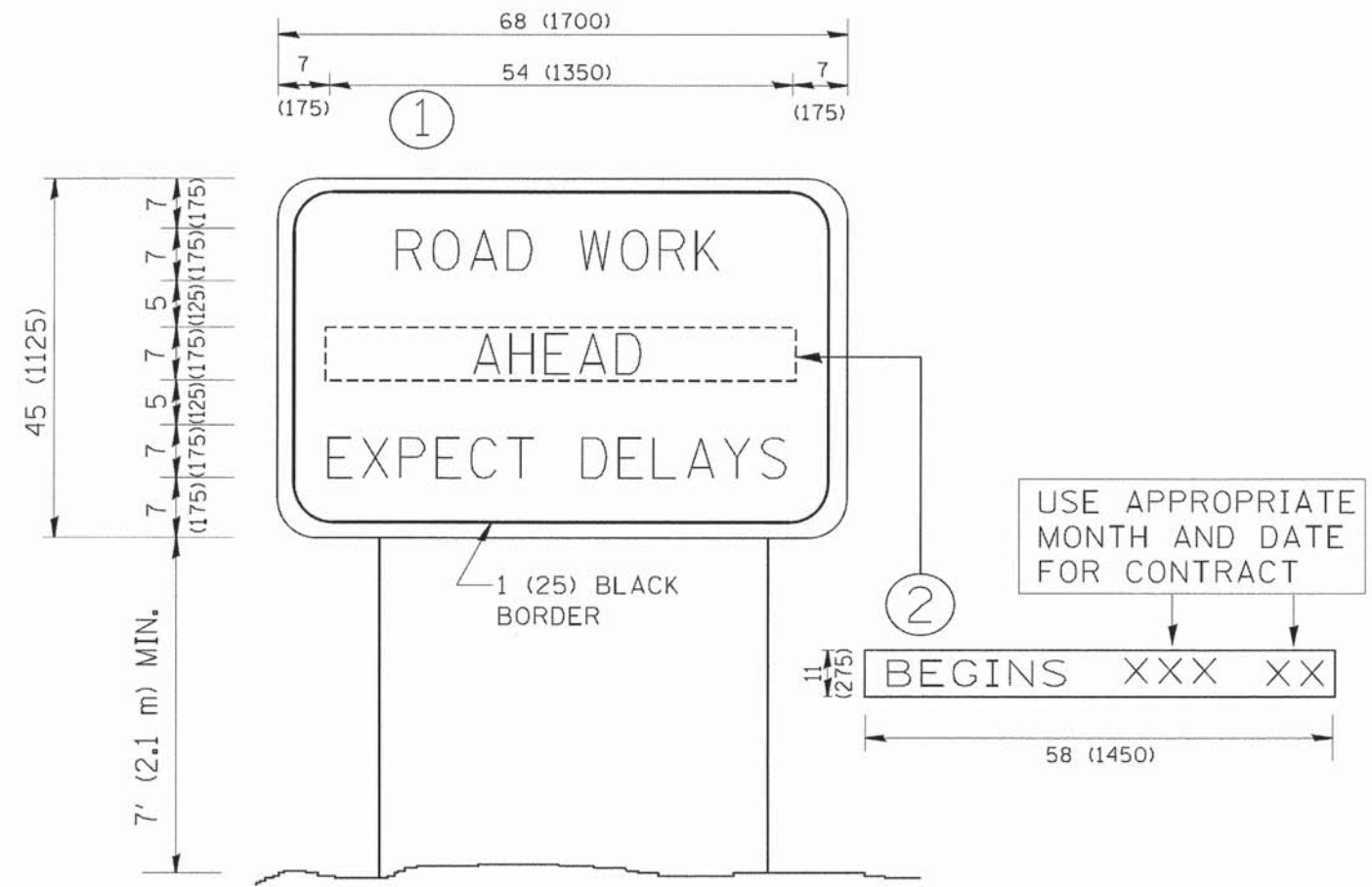
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	26
TC-13		CONTRACT NO. 61C05		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJ. ECTIM-4003(188)				

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 STATE OF ILLINOIS ...
 LICENSE NO.: 184-00281 - EXPIRES 4/30/2012
 in: Crystal Lake, ILL. N070-2003 Infrastructure Program - Inphase 1307026-KenWork-Phase1\Copy\0070-28-DISTRICT ONE DETAILS - TC.dgn



NOTES:

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

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

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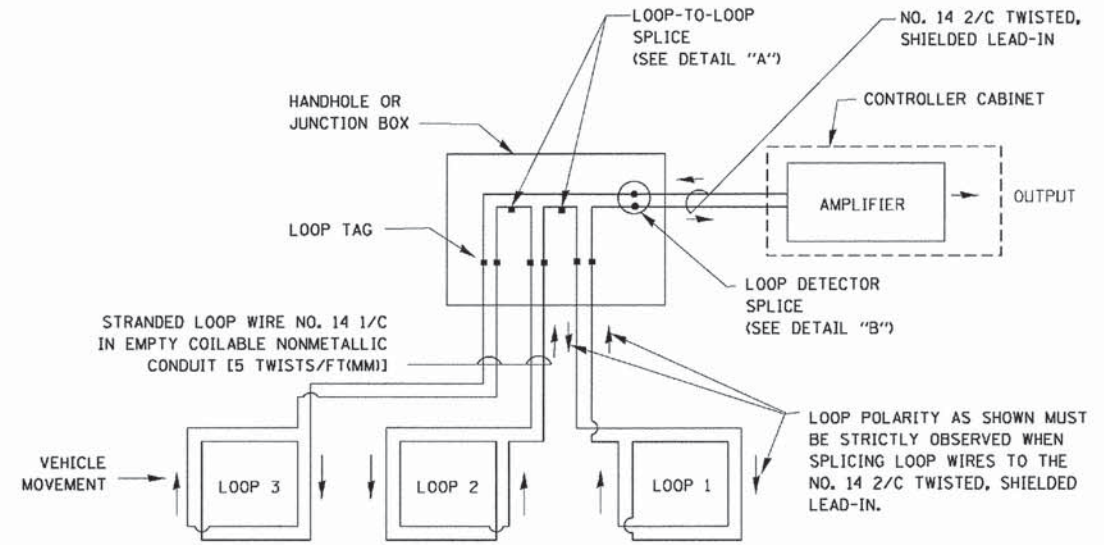
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE. 1669	SECTION 13-00033-00-RS	COUNTY COOK	TOTAL SHEETS 32	SHEET NO. 27
TC-22			CONTRACT NO. 61C05	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT# 4003(188)</small>				

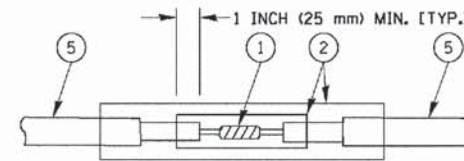
LOOP DETECTOR NOTES

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

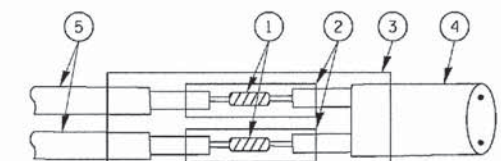


DETECTOR LOOP WIRING SCHEMATIC

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

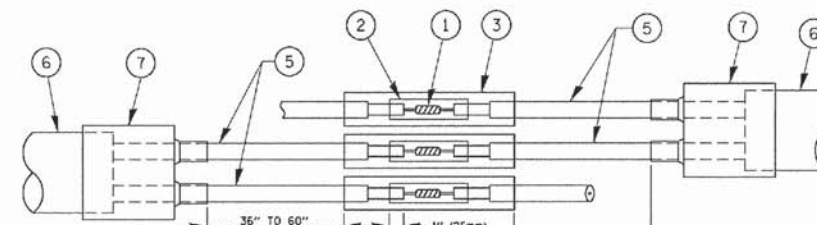


DETAIL "A"
LOOP-TO-LOOP SPLICE

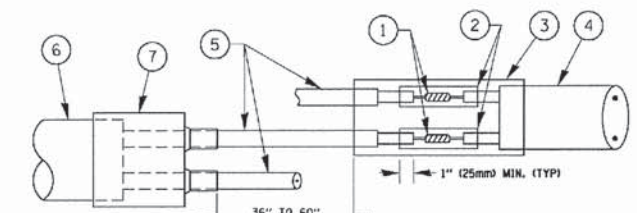


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



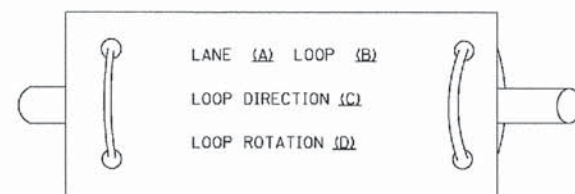
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSM 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

LOOP LEAD-IN CABLE TAG



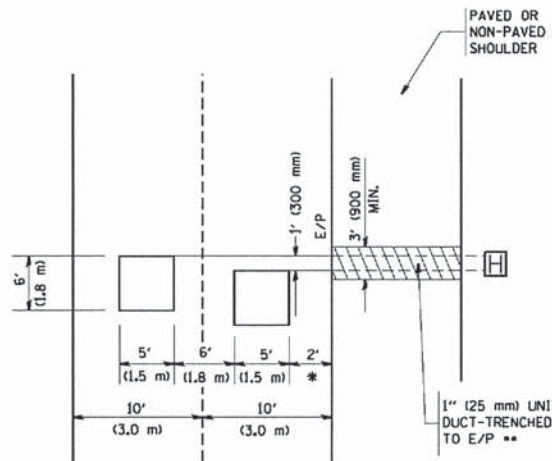
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DRAWN BY: B. BATES, B. WOODMAN, INC.
 STATE OF ILLINOIS
 LICENSE NO.: 184-00231 - EXPIRES 4/30/2015
 10/8/2015
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 CHECKED - DAD
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 REVISED - DAG 1-1-14
 REVISED -
 REVISED -
 REVISED -
 SCALE: NONE
 SHEET NO. 2 OF 7 SHEETS
 STA. TO STA.
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 F.A.U. RTE. 1669
 SECTION 13-00033-00-RS
 COUNTY COOK
 TOTAL SHEETS 32
 SHEET NO. 28
 TS-05
 CONTRACT NO. 61C05
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT#-4003(188)

FILE NAME =	USER NAME = footm_j	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE. 1669	SECTION 13-00033-00-RS	COUNTY COOK	TOTAL SHEETS 32	SHEET NO. 28
SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	TS-05				
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	REVISED -		CONTRACT NO. 61C05							
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT#-4003(188)												

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

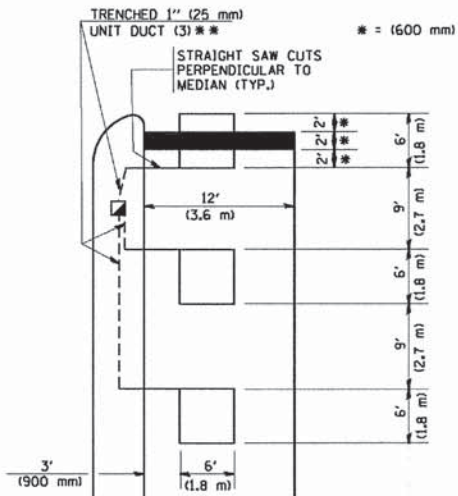


* = (600 mm)

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

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

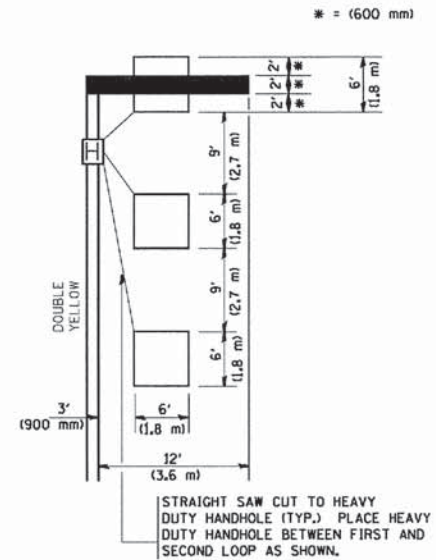
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



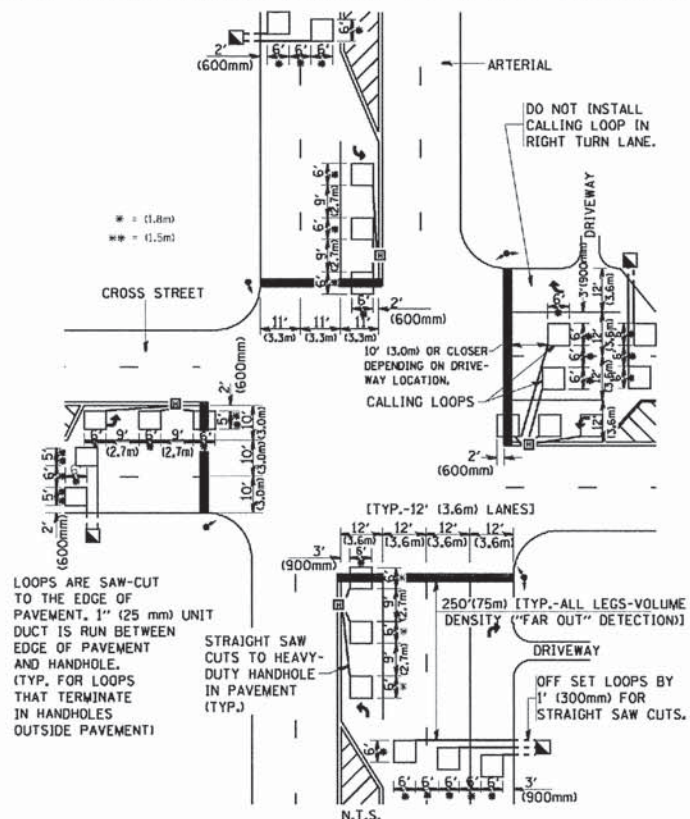
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

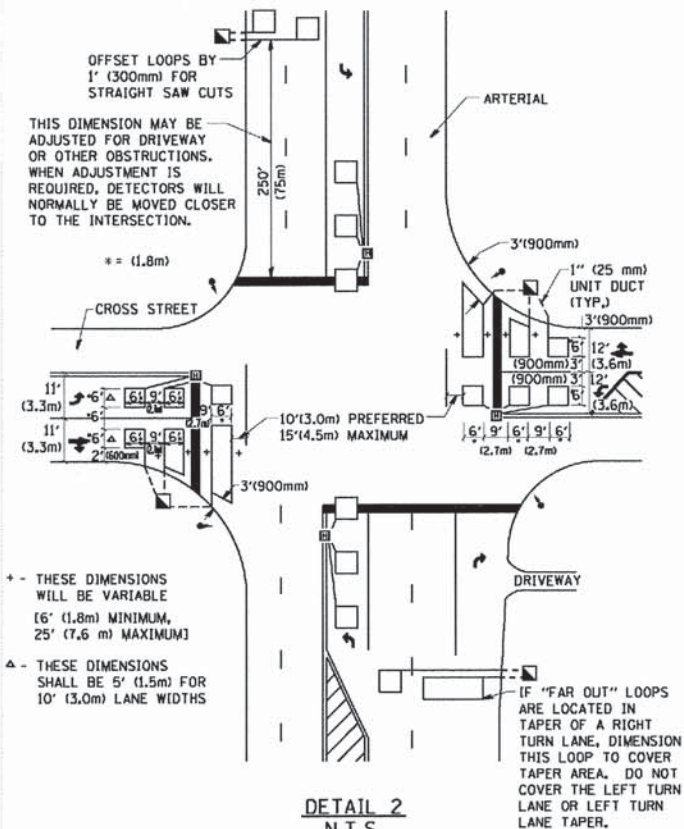
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST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

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



**DETAIL 1
N.T.S.**

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



**DETAIL 2
N.T.S.**

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

DESIGNED BY: B. BAUER, S. WOODRUFF, INC.
DRAWN BY: S. WOODRUFF, INC.
CHECKED BY: S. WOODRUFF, INC.
DATE: 1/4/2000

FILE NAME =	USER NAME = gnglianob	DESIGNED -	REVISED -
W:\dsta\22x24\ts87.dgn		DRAWN -	REVISED -
		CHECKED - R.K.F.	REVISED -
		DATE -	REVISED -

PLOT SCALE = 5/8"=1'-0"	CHECKED - R.K.F.
PLOT DATE = 1/4/2000	DATE -

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

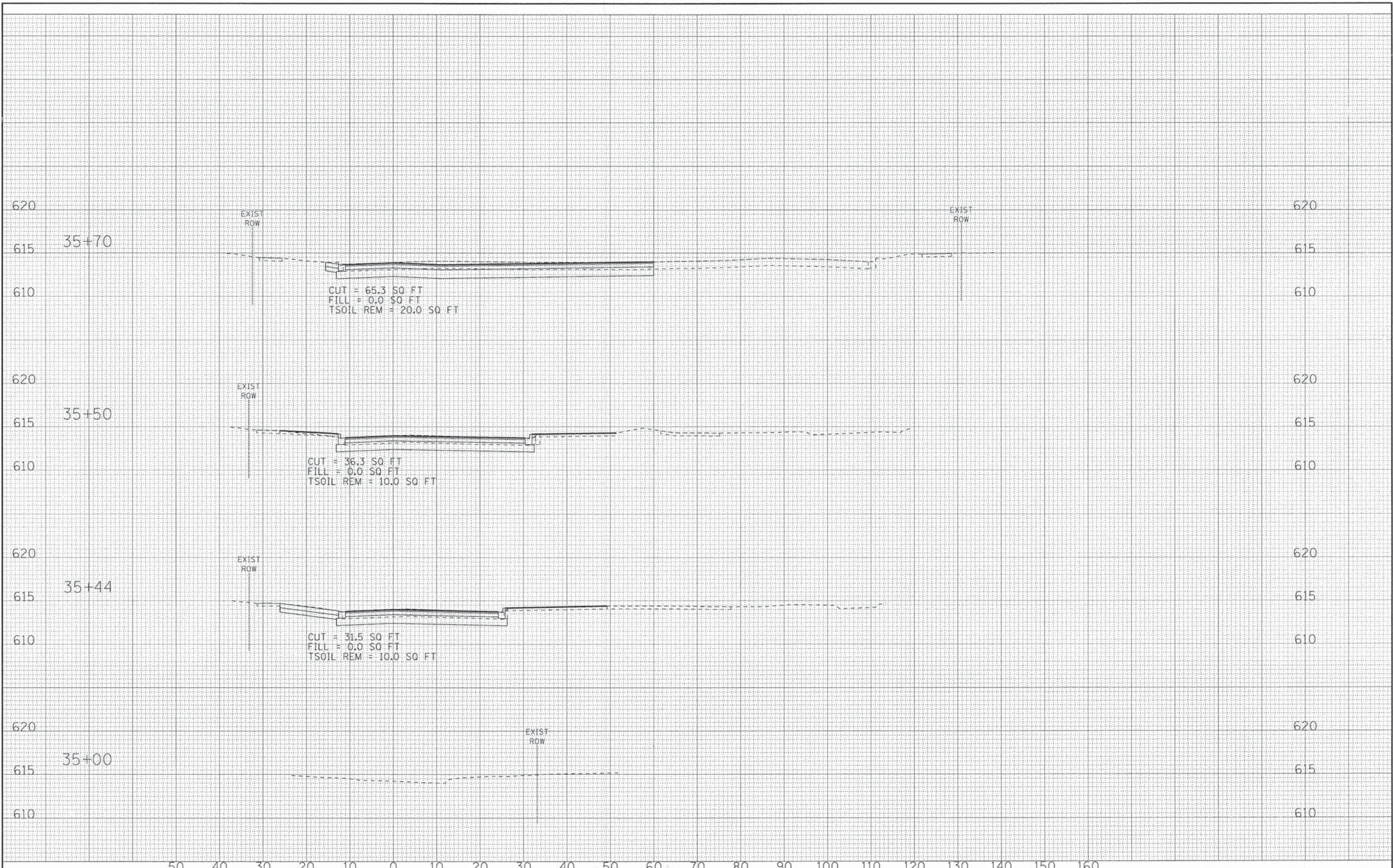
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE. 1669	SECTION 13-00033-00-RS	COUNTY COOK	TOTAL SHEETS 32	SHEET NO. 29
TS-07		CONTRACT NO. 61C05		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJ. ECTM-4003(188)				

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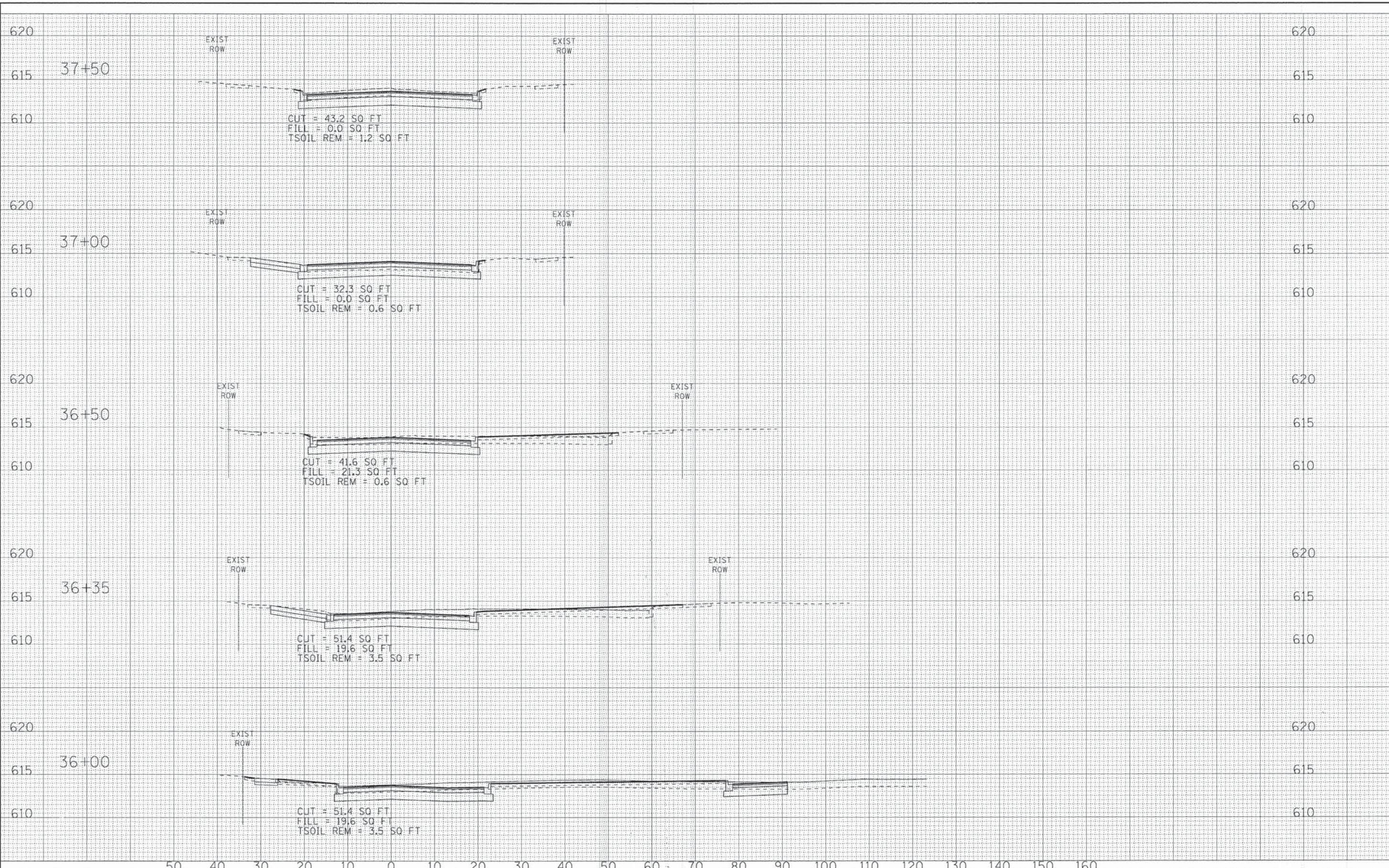
DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
DRAWN - KAR	REVISED -
CHECKED - MWP	REVISED -
DATE - 08-04-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - KENILWORTH AVENUE

SCALE: H: 1"=10' V: 1"=5'
 STA. 35+00 TO STA. 35+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	30
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61C05	
			M-4003(18B)	



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 5600 N. RIVER ROAD, SUITE 200, CHICAGO, IL 60630
 773.442.2200
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DRAWN - KAR	REVISED -
CHECKED - MWP	REVISED -
DATE - 08-04-15	REVISED -

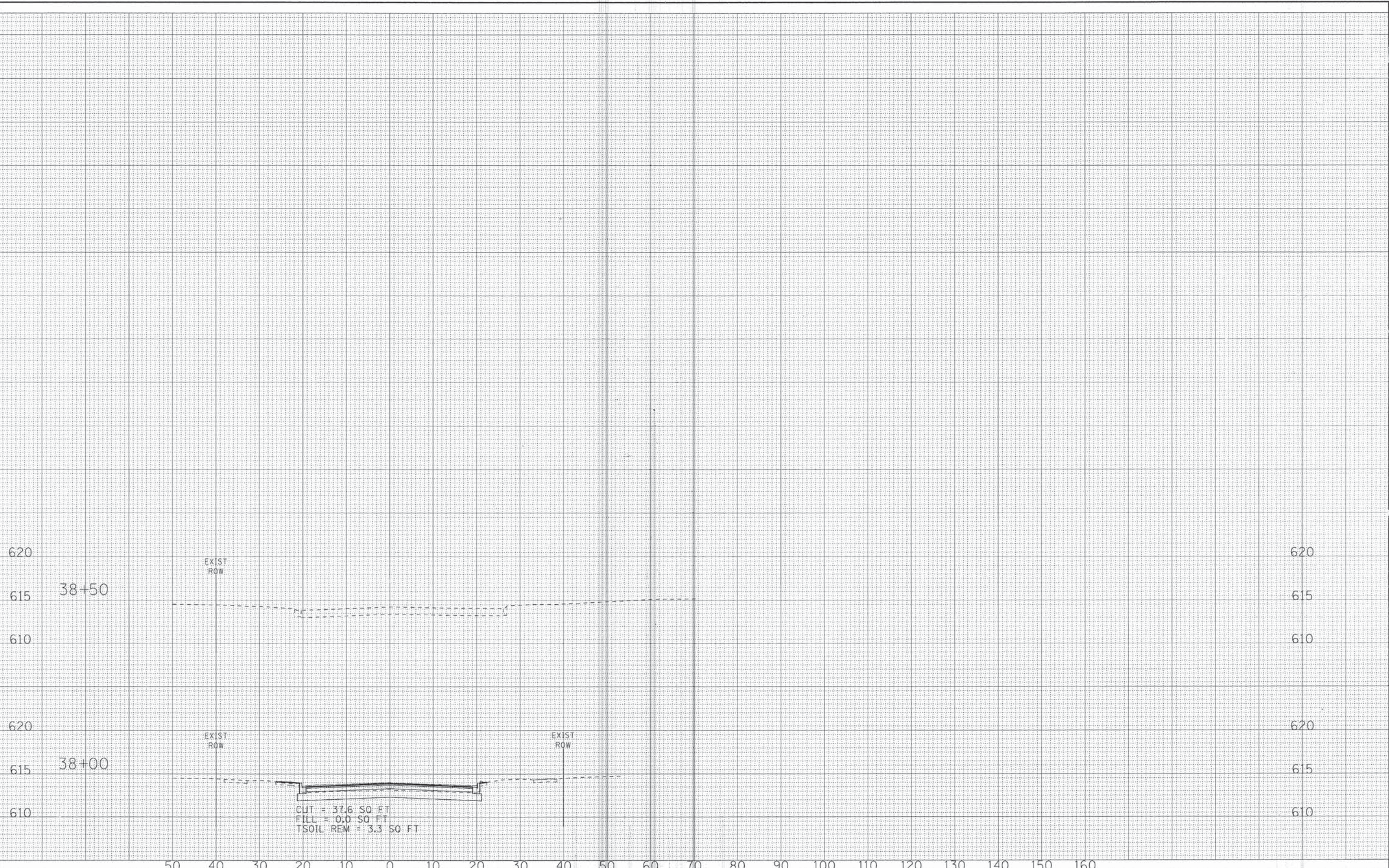
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - KENILWORTH AVENUE

SCALE: H: 1"=10' V: 1"=5'
 STA. 36+00 TO STA. 37+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	31
CONTRACT NO. 61C05			M-4003(188)	

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DESIGNED - MWP	REVISED - IDOT/VILLAGE REVIEW 10/5/15
DRAWN - KAR	REVISED -
CHECKED - MWP	REVISED -
DATE - 08-04-15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - KENILWORTH AVENUE

SCALE: H: 1"=10' V: 1"=5'
 STA. 38+00 TO STA. 38+50

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1669	13-00033-00-RS	COOK	32	32
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(188)			CONTRACT NO. 61C05	