

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	15-00113-00-RS	COOK	24	1
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO. 61C13		

**PROPOSED PLANS FOR  
FEDERAL AID HIGHWAY**

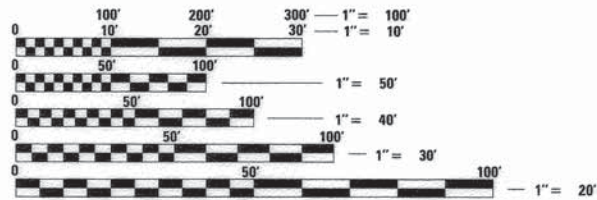
MADISON STREET (FAU 1419)  
FROM DES PLAINES AVE. (FAU 2759) TO IL RTE. 43 /HARLEM AVE. (FAP 348)  
RESURFACING  
SECTION NO. 15-00113-00-RS  
PROJECT NO. M-4003(558)  
VILLAGE OF FOREST PARK  
COOK COUNTY  
C-91-003-16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED  
IN THE VILLAGE OF FOREST PARK

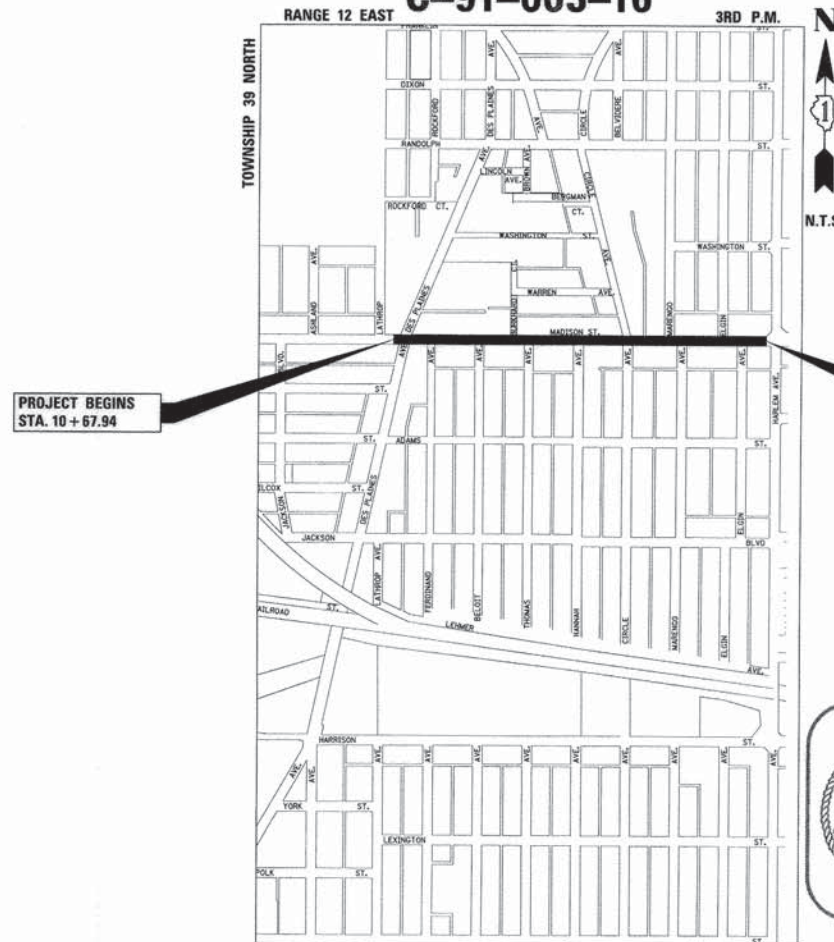


DESIGN DESIGNATION = MINOR ARTERIAL  
ADT = 11,700 VPD (2014)  
POSTED SPEED LIMIT = 25 MPH



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

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811



STATE OF ILLINOIS  
JAMES F. AMELIO  
LICENSED PROFESSIONAL ENGINEER  
062-060779  
EXPIRATION DATE: 11/30/2015  
10/6/2015 DATE  
ENGINEER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED [Signature] 7 20 15  
MAYOR, VILLAGE OF FOREST PARK

PASSED [Signature] Oct 21 20 15  
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW  
October 21, 2015  
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

GROSS LENGTH = 2456 FT. = 0.47 MILE  
NET LENGTH = 2456 FT. = 0.47 MILE

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

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OF THE STATE OF ILLINOIS

PROFESSIONAL DESIGN FIRM NO.: 184-001175  
EXPIRATION DATE: APRIL 30, 2017

CONTRACT NO. 61C13

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, PE, PTOE, 847-705-4021 SCHAUMBURG, IL

## GENERAL NOTES

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### HIGHWAY STANDARDS

000001-06 - STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-08 – PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03 - CLASS C AND D PATCHES
604001-04 - FRAME AND LIDS TYPE 1
606001-06 - CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05 - OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701502-06 – URBAN LANE CLOSURE 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-09 - URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05 - SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04 - TRAFFIC CONTROL DEVICES
720001-01 - SIGN PANEL MOUNTING DETAILS
720006-04 – SIGN PANEL ERECTION DETAILS
781001-03 – TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

### SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2015; THE LATEST EDITIONS OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD) AND "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS"; THE "DETAILS" IN THE PLANS; AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

#### UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF FOREST PARK IN UNDERGROUND UTILITY CONSTRUCTION WHICH THE VILLAGE MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE AND ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). THE CONTRACTOR SHALL CONTACT IDOT'S BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS BEFORE PLACING HOT MIX ASPHALT OR PORTLAND CEMENT CONCRETE.

#### STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

#### WATER, STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.

ALL EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AND INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. CONTACT THE VILLAGE OF FOREST PARK WATER DEPARTMENT (TEL. NO. 708-366-3876) FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

#### MISCELLANEOUS

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS WILL BE PAID FOR AS AGGREGATE FOR TEMPORARY ACCESS.

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

ALL SAWCUTTING SHALL BE INCLUDED TO REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.

DETECTABLE WARNINGS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTING STREETS, DRIVEWAYS, AND ALLEYS AS DIRECTED BY THE ENGINEER (SEE IDOT STD. 424001-08 INCLUDED IN THE SPECIFICATIONS).

PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". STOP SIGNS SPEED LIMIT SIGNS, AND STREET NAME SIGNS SHALL BE UP AND VISIBLE AT ALL TIMES. THIS WORK SHALL BE INCLUDED TO THE PAY ITEM TRAFFIC CONTROL AND PROTECTION.

FRESH OIL SIGNS SHALL BE POSTED AT BOTH ENDS OF THE ROADWAY AND ALL SIDE STREETS AS DIRECTED BY THE ENGINEER. CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT ALL SIDE STREETS AND BOTH ENDS OF THE ROADWAY WHILE CONSTRUCTION IS IN PROGRESS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION.

PROPOSED CONCRETE CURB AND GUTTER SHALL BE TRANSITIONED TO EXISTING CURB AND GUTTER OVER A LENGTH OF 5 FEET. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80° OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80° OR LESS. IF ALL OTHER PAY ITEMS ARE COMPLETED, THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO THE TEMPERATURE.

NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.

THE VILLAGE WILL PROVIDE THE CONTRACTOR WITH SIGNS NOTIFYING THE PUBLIC OF CONSTRUCTION AND PARKING RESTRICTIONS ALONG MADISON STREET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO POST THESE SIGNS WITHIN THE PROJECT AREA AT LEAST 2 DAYS PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL MAINTAIN PARKING ON AT LEAST ONE SIDE OF THE STREET FOR THE ENTIRE DURATION OF THE PROJECT. THE CONTRACTOR IS ALLOWED TWO DAYS WHERE NO PARKING ON THE ENTIRE STREET IS ACCEPTABLE. THESE TWO DAYS SHALL BE USED FOR PAVING THE BINDER COURSE, AND PAVING THE SURFACE COURSE. SHOULD THE CONTRACTOR FAIL TO ADHERE TO THE PARKING RESTRICTIONS, THE CONTRACTOR SHALL BE LIABLE AND PAY TO THE VILLAGE THE SUM OF \$5,000 PER CALENDAR DAY, NOT AS A PENALTY BUT AS LIQUIDATED DAMAGES. THE LIQUIDATED DAMAGES FOR FAILURE TO ADHERE TO PARKING RESTRICTIONS ARE APPROXIMATE, DUE TO THE IMPRACTICALITY OF CALCULATING AND PROVING ACTUAL COSTS.

ALL ROADS MUST HAVE ONLY ONE LONGITUDINAL JOINT WHILE PAVING.

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

THE CONTRACTOR IS RESPONSIBLE FOR ALL DISPOSAL COSTS FOR THE WORK COMPLETED.

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

FILE NAME =	USER NAME = aschoofar	DESIGNED - AJS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES &amp; IDOT STANDARDS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - AJS	REVISED -			1419	15-00113-00-RS	COOK	24	2	
	PLOT SCALE = 20'	CHECKED - JFA	REVISED -			CONTRACT NO. 61C13					
	PLOT DATE = 10/12/2015	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

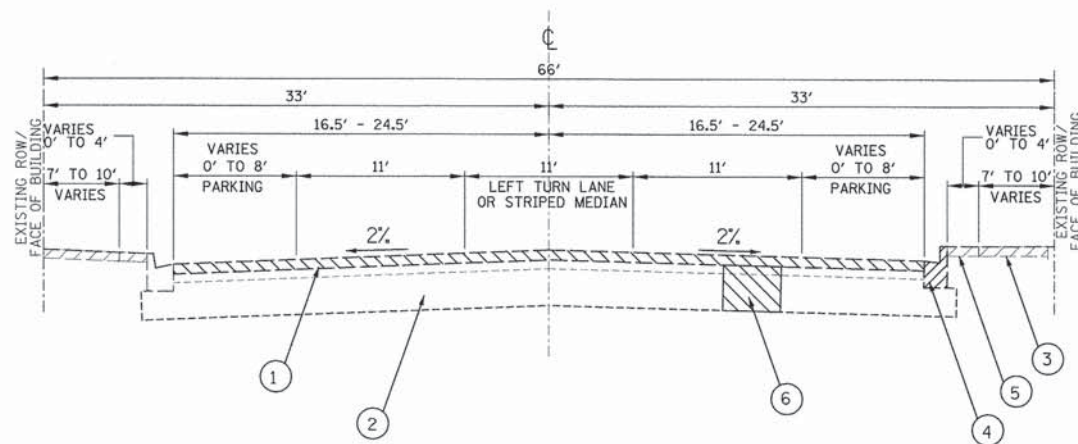
## SUMMARY OF QUANTITIES

FUNDING SOURCE				STP - LAFO
SUMMARY OF QUANTITIES				80% FED. 20% LOCAL
SI	SP	CODED PAY ITEM NO.	DESCRIPTION	UNIT
				CONSTRUCTION TYPE CODE
				0005
		20101100	TREE TRUNK PROTECTION	EACH 5
-		20101200	TREE ROOT PRUNING	EACH 5
-		20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH 2
-		20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH 2
		28000510	INLET FILTERS	EACH 40
		31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD 13
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON 60
*		40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND 9546
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON 2
		40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON 629
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD 348
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON 1189
*		42400800	DETECTABLE WARNINGS	SQ FT 450
		44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD 12939
		44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD 799
		44000100	PAVEMENT REMOVAL	SQ YD 60
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD 24
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT 115
		44000600	SIDEWALK REMOVAL	SQ FT 6305
		44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD 674
		44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD 674
		56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH 3
		60266600	VALVE BOXES TO BE ADJUSTED	EACH 4
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH 10
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT 135
		67100100	MOBILIZATION	L SUM 1
*		70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM 1
*		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM 1
*		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM 1

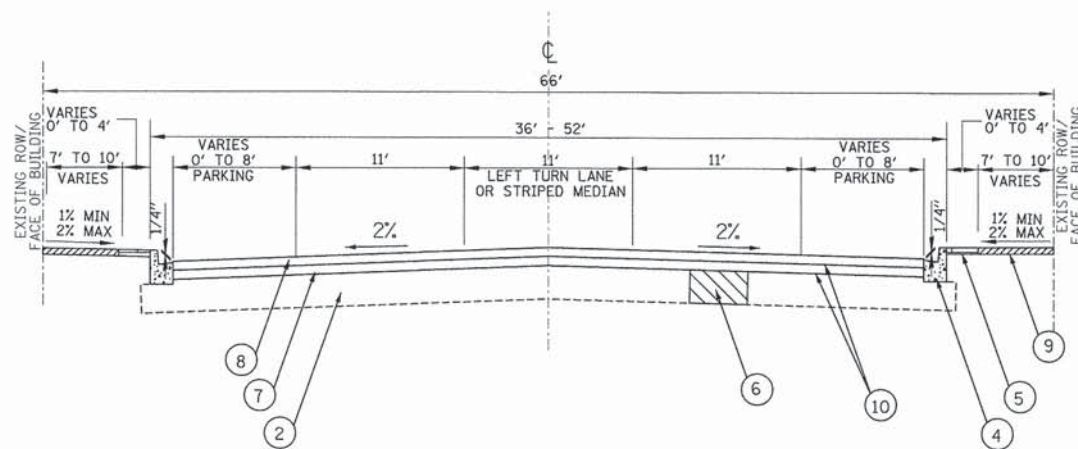
SI = SPECIALTY ITEM  
SP = SPECIAL PROVISION

FUNDING SOURCE				STP - LAFO
SUMMARY OF QUANTITIES				80% FED. 20% LOCAL
SI	SP	CODED PAY ITEM NO.	DESCRIPTION	UNIT
				CONSTRUCTION TYPE CODE
				0005
-		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT 425
-		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT 4994
-		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT 1600
-		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT 283
-		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT 238
-		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH 110
		78300100	PAVEMENT MARKING REMOVAL	SQ FT 370
-		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH 52
-	*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH 3
-		87900200	DRILL EXISTING HANDHOLE	EACH 22
-	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT 998
-	*	89502376	REBUILD EXISTING HANDHOLE	EACH 1
*		X0325942	CONCRETE LANDING SLAB	SQ FT 1750
*		X0326862	STRUCTURES TO BE ADJUSTED	EACH 25
*		X0327018	DECORATIVE SIGN POST	EACH 8
*		X0327552	TREE GRATE REMOVAL	EACH 15
*		X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT 2500
*		X0540000	BRICK PAVERS	SQ FT 1000
*		X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT 7040
*		X5010205	REMOVAL OF EXISTING STRUCTURE, SPECIAL	EACH 40
*		XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD 55
*		XX006591	PAVEMENT TEXTURING	SQ FT 7193
*		Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT 1175
*		Z0017500	DRAINAGE & UTILITY STRUCTURE ADJUSTMENT (SPECIAL)	EACH 51
*		Z0017800	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED (SPECIAL)	EACH 2
*		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT 52
*		Z0042200	PORTLAND CEMENT CONCRETE PAVEMENT SURFACE REMOVAL	SQ YD 25

\* INDICATES SPECIAL PROVISION  
- INDICATES SPECIALTY ITEM



MADISON STREET  
EXISTING TYPICAL SECTION  
STATION 10+68 TO STATION 35+24



MADISON STREET  
PROPOSED TYPICAL SECTION  
STATION 10+68 TO STATION 35+24

**LEGEND**

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"-3"
- ② EXISTING ASPHALT OR CONCRETE BASE (6" PER RECORD DRAWINGS)
- ③ SIDEWALK REMOVAL (AT LOCATIONS DIRECTED BY THE ENGINEER)
- ④ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- ⑤ REMOVE AND REINSTALL BRICK PAVEMENT (AS DIRECTED BY ENGINEER)
- ⑥ CLASS D PATCHES, TYPE SPECIFIED, 8"
- ⑦ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 - 3/4"
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2" - 2 1/4"
- ⑨ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL (AS DIRECTED BY THE ENGINEER)
- ⑩ BITUMINOUS MATERIALS (PRIME COAT)

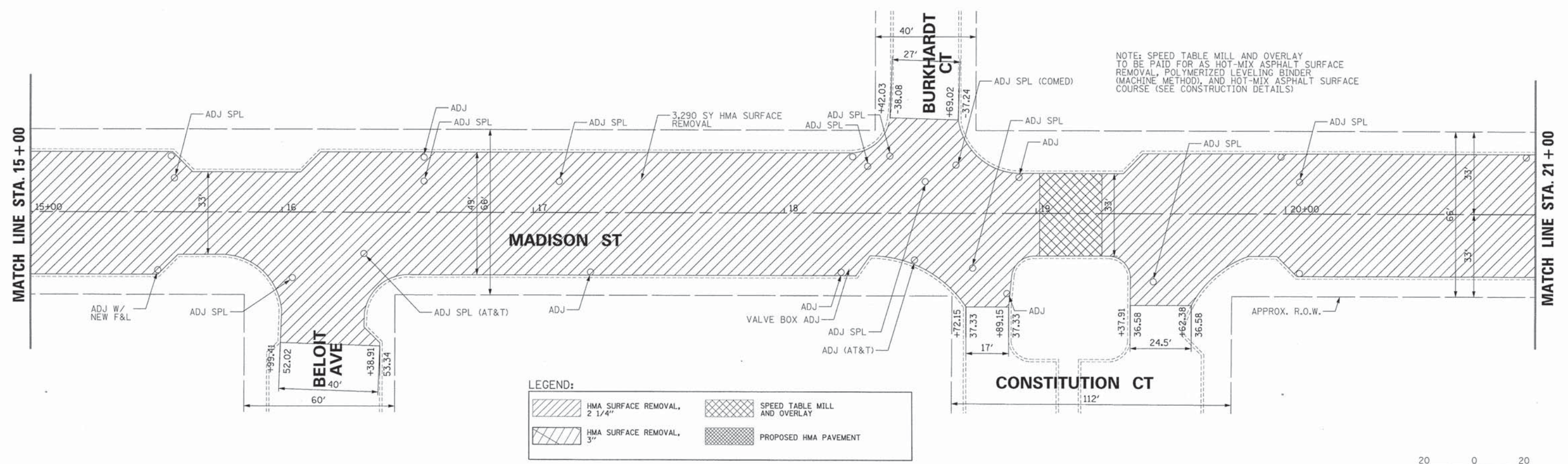
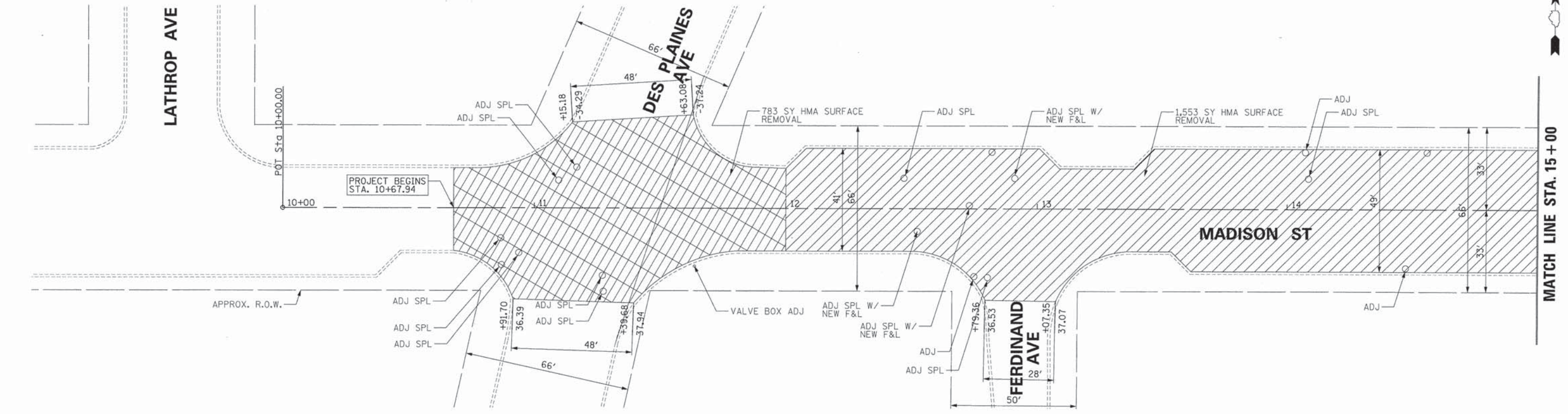
**NOTES:**

- 1) CONTRACTOR SHALL MILL PAVEMENT BEFORE PATCHING.
- 2) ANY PAVEMENT REMOVAL REQUIRED FOR CONSTRUCTION OF COMBINATION CONCRETE CURB AND GUTTER SHALL BE REPLACED WITH P.C.C. (CLASS SI) AND SHALL BE VIBRATED IN PLACE. COST FOR PAVEMENT REMOVAL AND P.C.C. (CLASS SI) SHALL BE INCLUDED IN UNIT PRICE FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
ITEM	AIR VOIDS @Ndes
<b>FULL DEPTH PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 1 1/2"	4%@70GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4" - 1 1/2"	3.5%@50GYR.
<b>DRIVEWAY</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3"	4%@50GYR.
<b>PATCHING</b>	
CLASS D PATCHES, 8" (HMA BINDER IL-19 MM)(PLACE IN 2 LIFTS) NOTE: SAWCUT PATCHES PRIOR TO REMOVAL	4%@70GYR.

**NOTES:**

- 1) THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
- 2) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
- 3) FOR USE OF RECYCLED MATERIAL SEE SPECIAL PROVISIONS.



**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



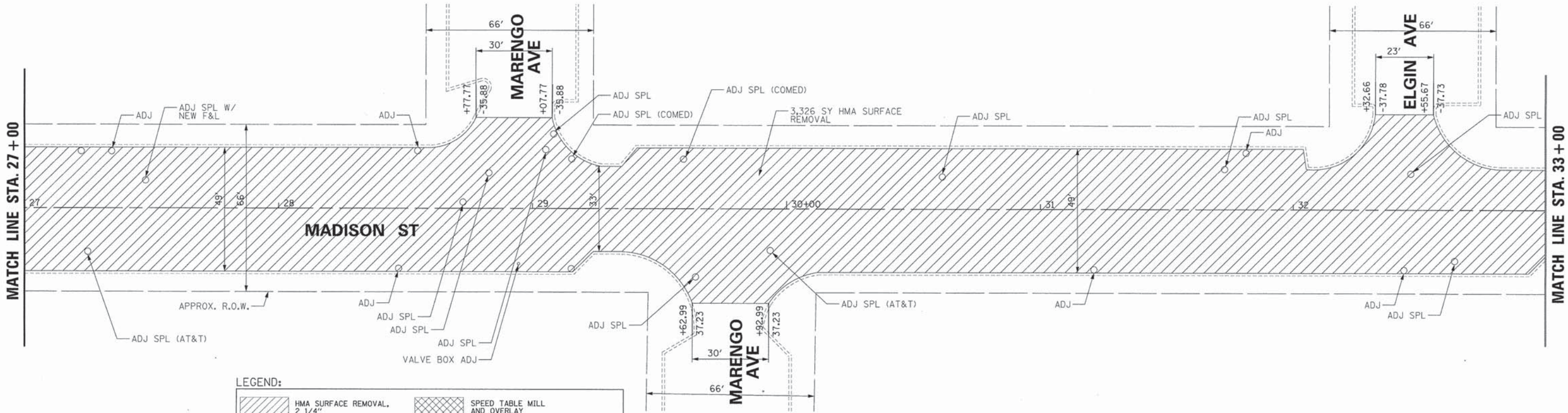
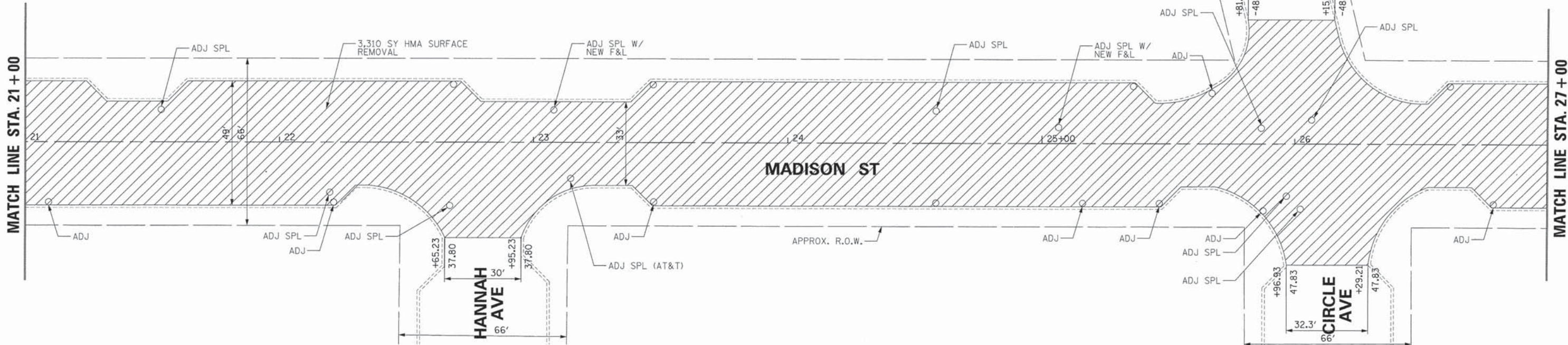
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N:\FORESTPARK\0223\BG074\CV\1\05_REM\023bg74_01.sht		DRAWN - AJS	REVISED -
	PLOT SCALE = 20'	CHECKED - JFA	REVISED -
	PLOT DATE = 10/12/2015	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS & REMOVAL PLAN**

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

F.A.U. RTE. 1419	SECTION 15-00113-00-RS	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 5
CONTRACT NO. 61C13				
ILLINOIS FED. AID PROJECT				

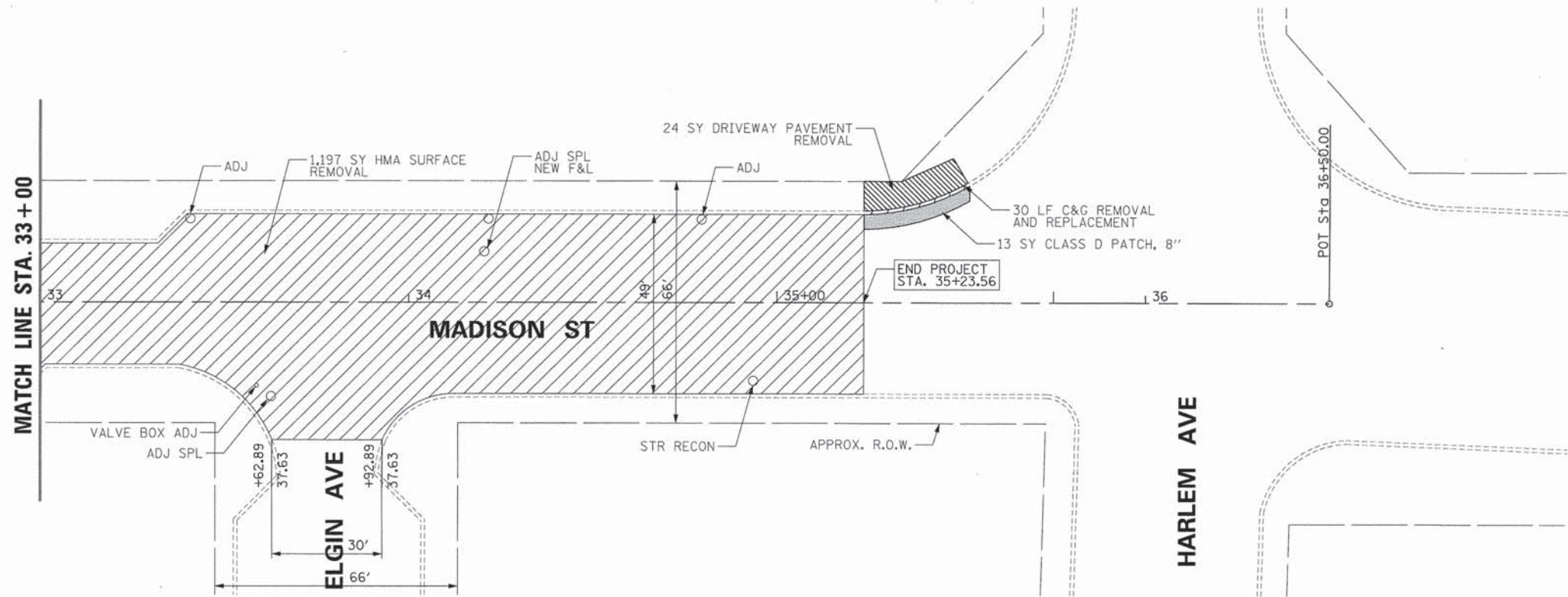


**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



FILE NAME =	USER NAME = aschoefer	DESIGNED - AJS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING CONDITIONS &amp; REMOVAL PLAN</b>	F.A.U. RTE. 1419	SECTION 15-00113-00-RS	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 6		
N:\FORESTPARK\0223\BG074\Civil\1\06_REM_0223bg74_02.sht	PLOT SCALE = 28"	DRAWN - AJS	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61C13				
PLOT DATE = 10/12/2015	DATE -	CHECKED - JFA	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

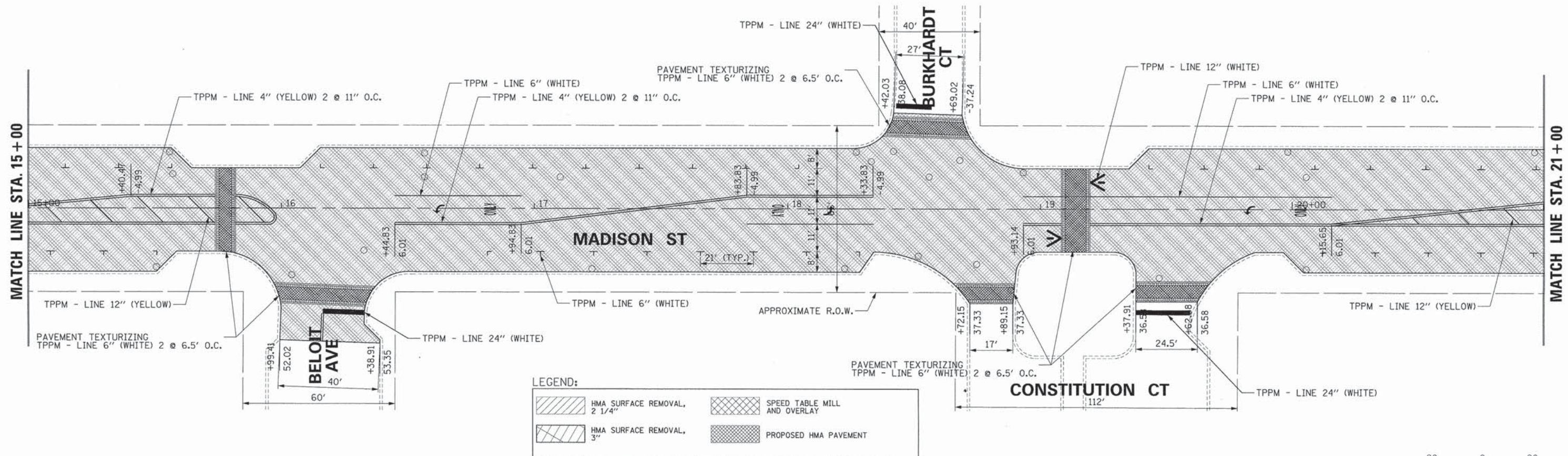
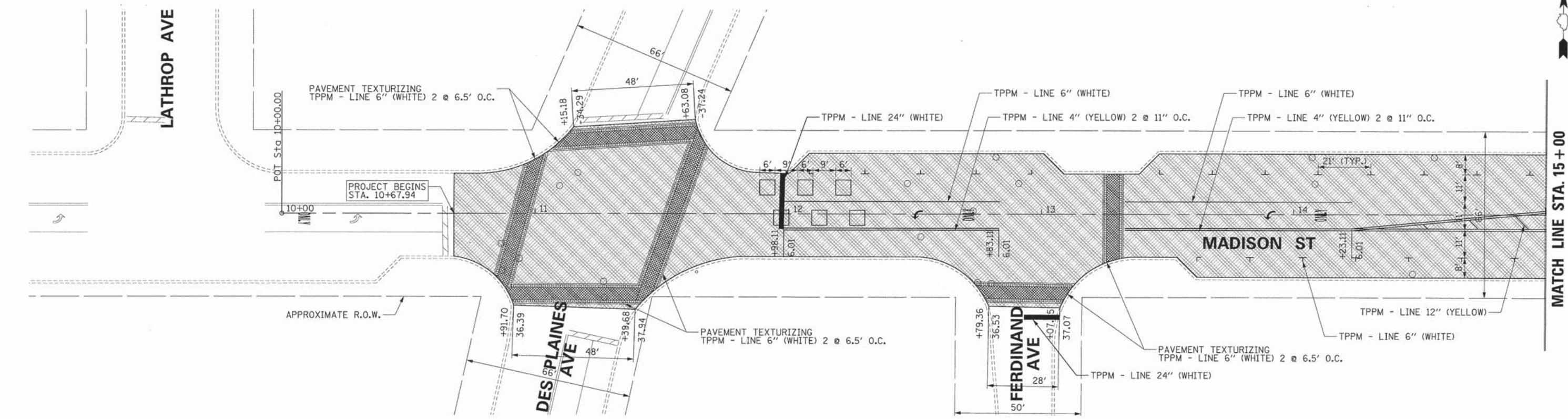


**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



FILE NAME =	USER NAME = aschaefer	DESIGNED - AJS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING CONDITIONS &amp; REMOVAL PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/12/2015				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			



**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



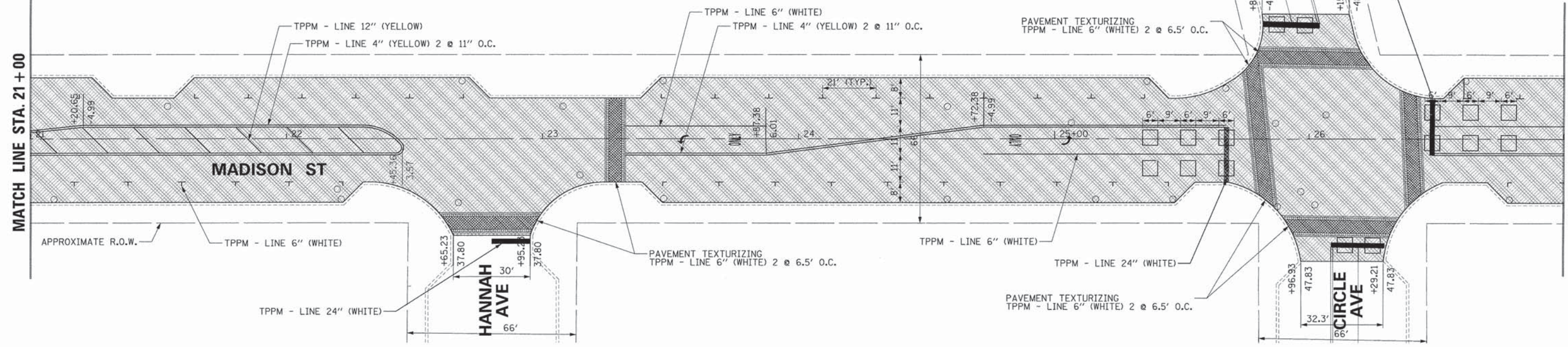
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PLOT DATE = 10/12/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							





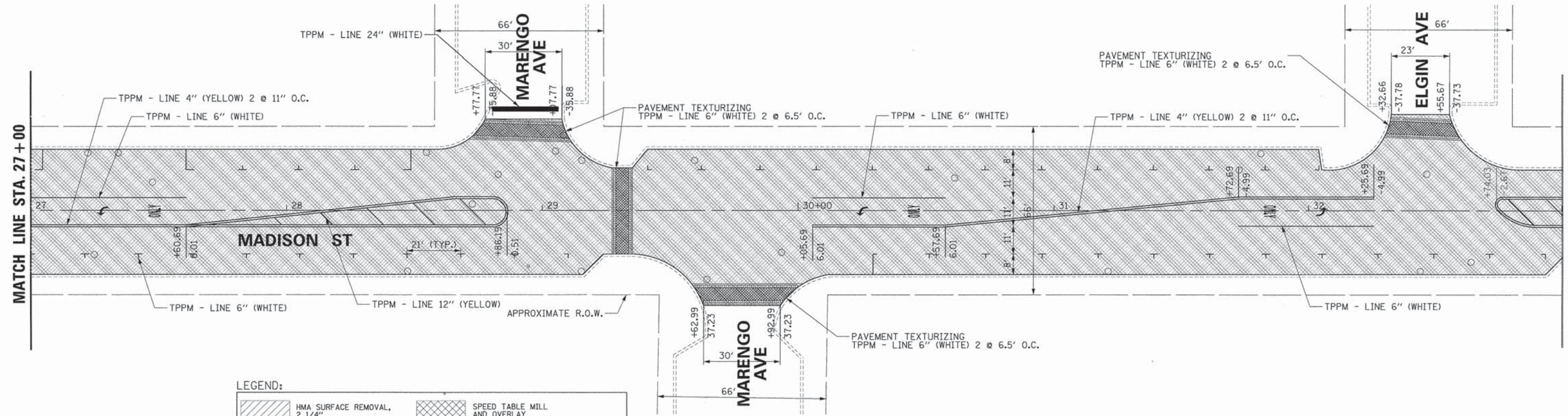
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MATCH LINE STA. 27 + 00



MATCH LINE STA. 27 + 00

MATCH LINE STA. 33 + 00

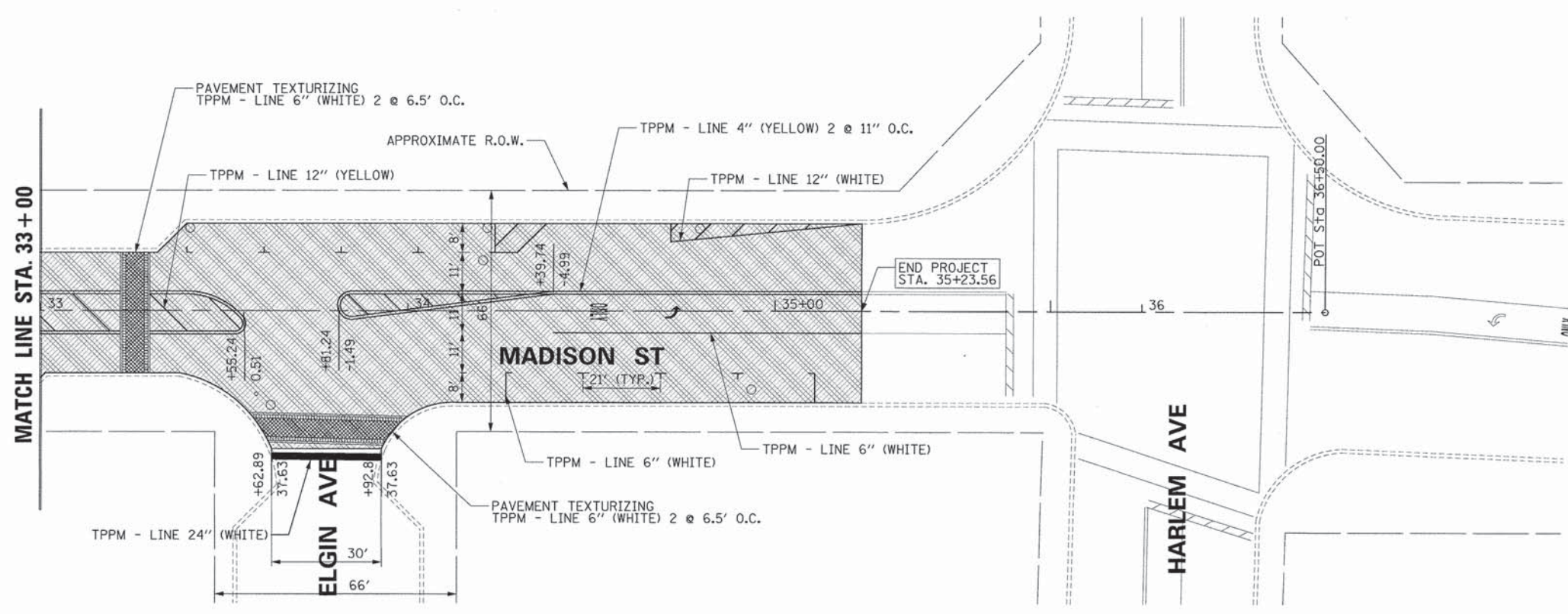


**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



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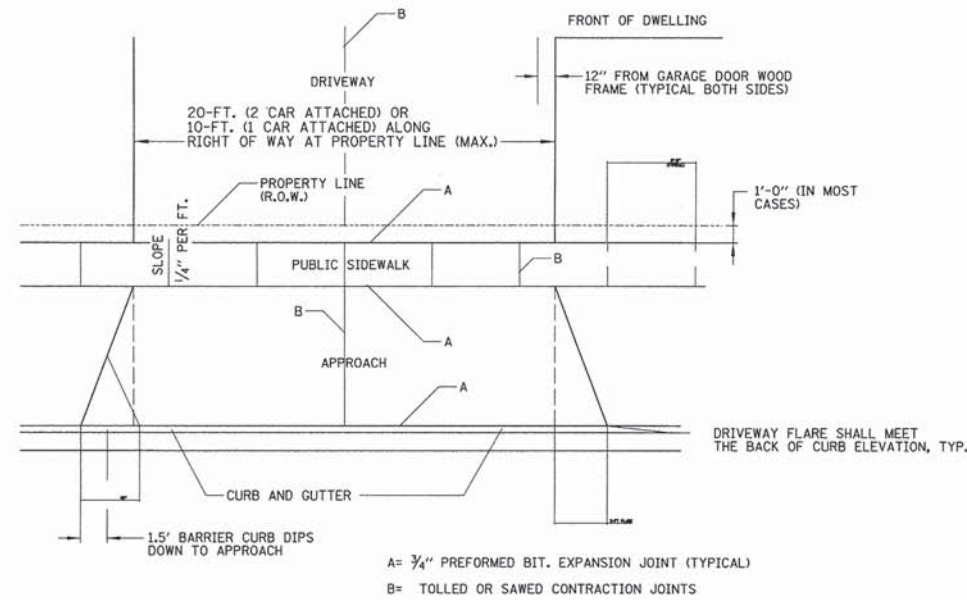


**LEGEND:**

	HMA SURFACE REMOVAL, 2 1/4"		SPEED TABLE MILL AND OVERLAY
	HMA SURFACE REMOVAL, 3"		PROPOSED HMA PAVEMENT



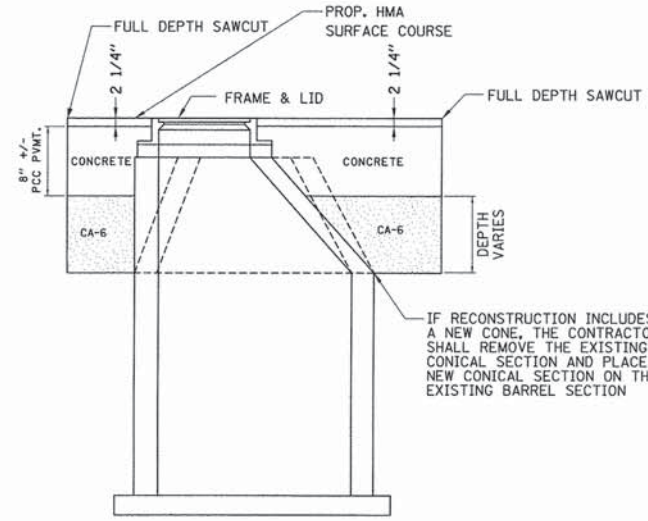
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PLOT SCALE = 20'	CHECKED - JFA	REVISED -	SCALE:			SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 61C13					
PLOT DATE = 10/12/2015	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



**DRIVEWAY WITH A CURB AND GUTTER**

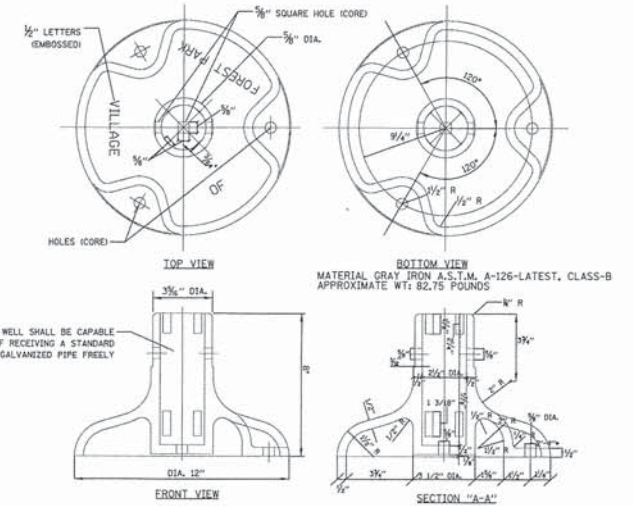
**GENERAL NOTES:**

1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 6%.
2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 6%.
3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED, (95% PROCTOR)
4. PUBLIC SIDEWALK SHALL BE 7" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS, (NO WIRE MESH)
5. MINIMUM THICKNESS FOR APPROACH, (NO WIRE MESH), THIS WILL BE PAID FOR BY THE FOLLOWING ITEMS:
  - A. PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT (7" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B) OR
  - B. HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT (3" THK. HOT-MIX ASPHALT SURFACE, MIX "D" NSO ON 6" AGGREGATE BASE COURSE TYPE B)
6. SALT TOLERANT SOD AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EITHER PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT OR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT.

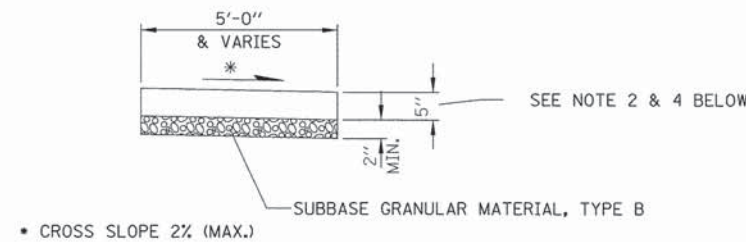


**ELEVATION**

**PAVEMENT PATCHING  
(INCLUDED IN COST OF REMOVAL AND  
RECONSTRUCTION OF STRUCTURES)  
N.T.S.**

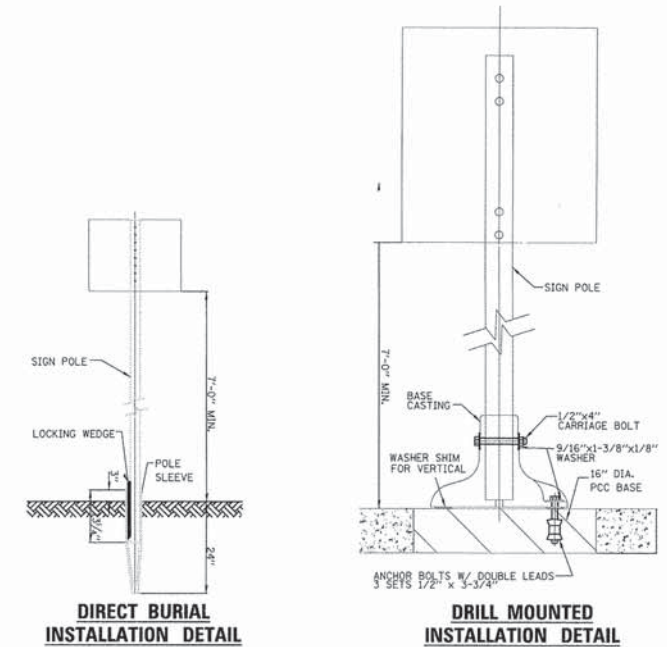


**SIGN POLE BASE DETAIL**



1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL
2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFIELD WITHIN 24 HOURS.
3. SALT TOLERANT SOD AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.
4. PUBLIC SIDEWALK SHALL BE 7" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS AND SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL.
5. ALL REQUIRED SUBBASE GRANULAR MATERIAL TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL.

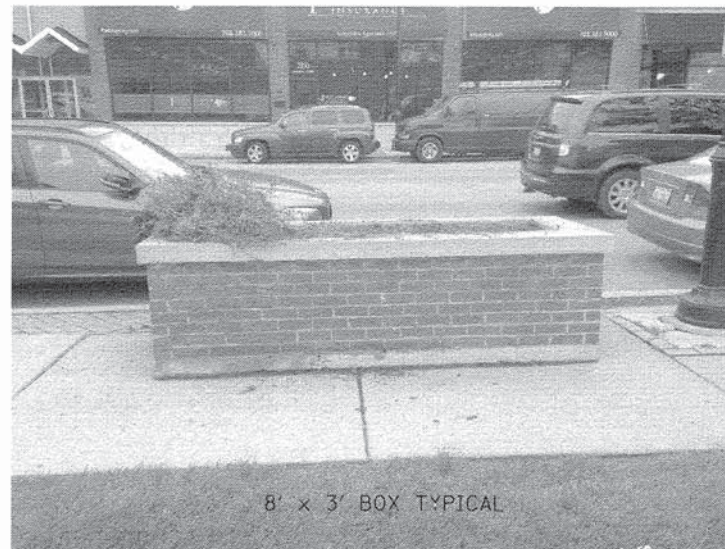
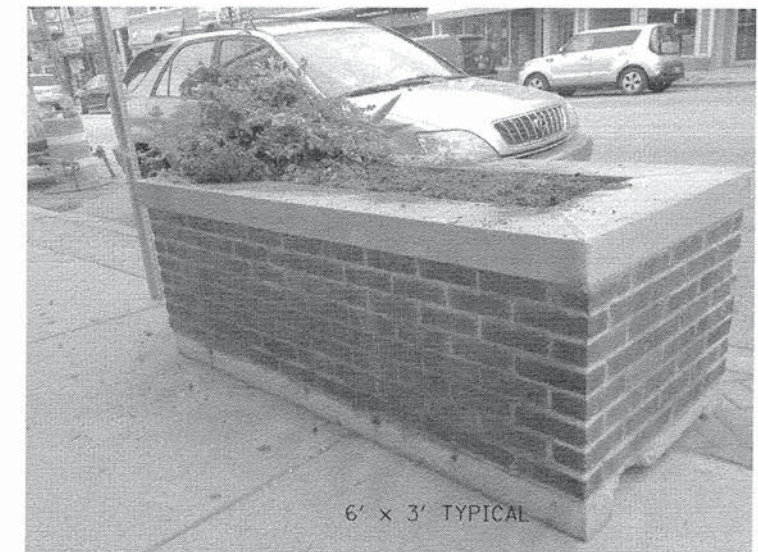
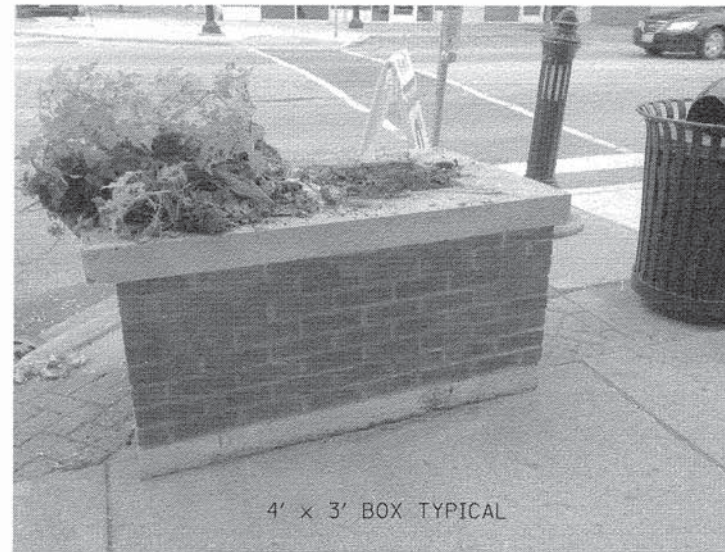
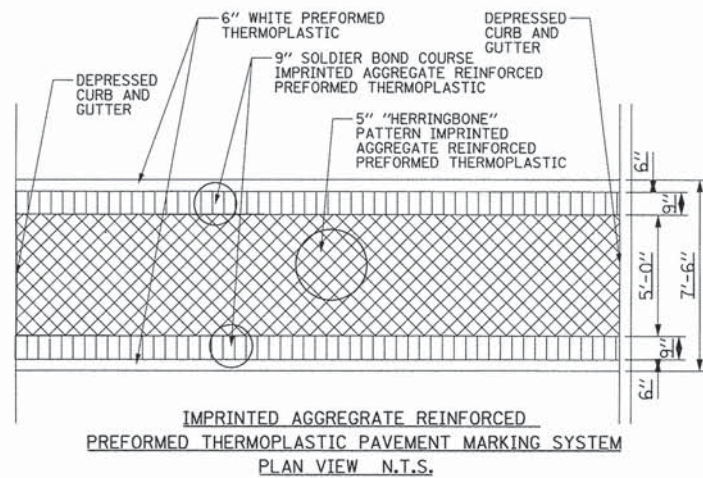
**P.C.C. SIDEWALK DETAIL**



**DIRECT BURIAL  
INSTALLATION DETAIL**

**DRILL MOUNTED  
INSTALLATION DETAIL**

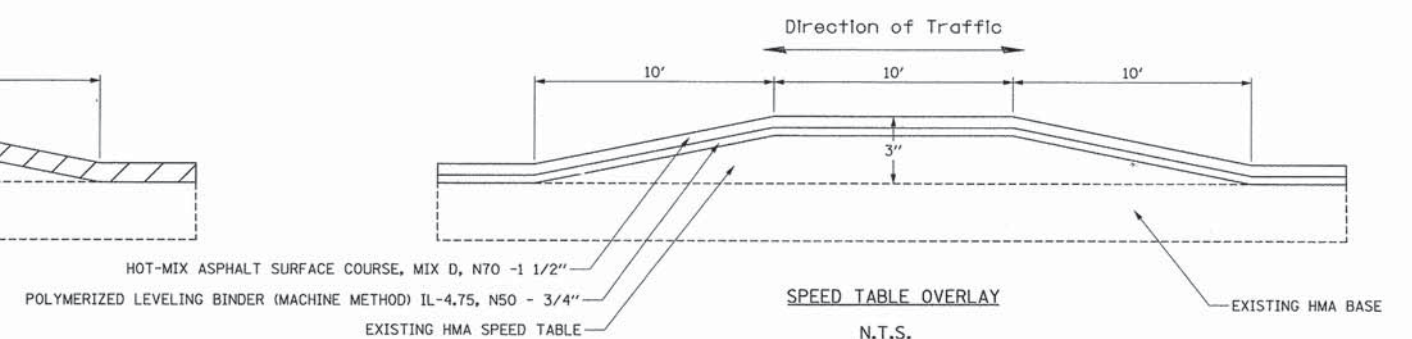
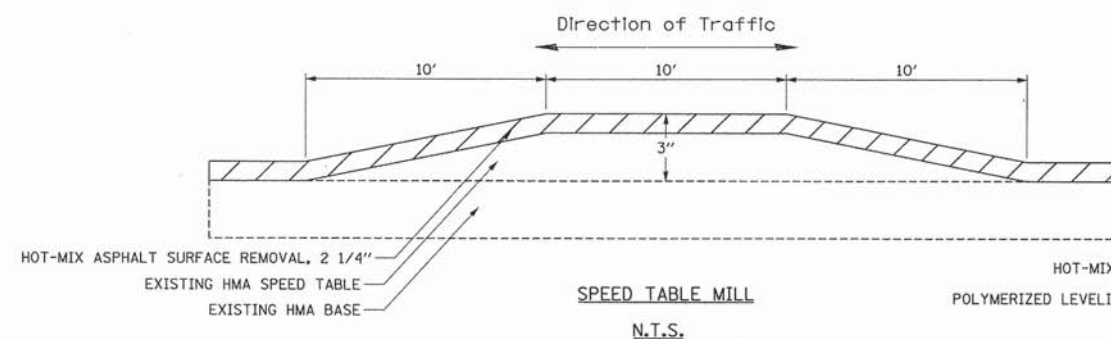
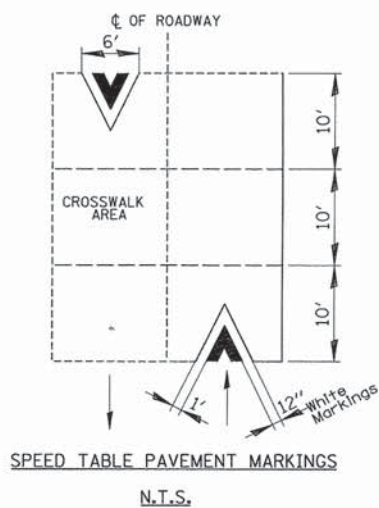
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PLOT DATE = 10/12/2015	DATE -	CHECKED - JFA	REVISED -			CONTRACT NO. 61C13					
						ILLINOIS FED. AID PROJECT					



**REMOVAL OF EXISTING STRUCTURE, SPECIAL**

**NOTES:**

1. WORK INCLUDES THE REMOVAL AND DISPOSAL OF ALL PLANTER BOXES SHOWN ABOVE WITHIN THE PROJECT LIMITS
2. DISPOSAL INCLUDES ANY SOIL OR PLANTS THAT MAY/MAY NOT BE IN THE PLANTER BOX AT THE TIME OF REMOVAL
3. ANY SIDEWALK, CURB & GUTTER, OR BRICK PAVERS DAMAGED DURING THE REMOVAL WILL BE REPLACED AS DIRECTED BY THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE



FILE NAME =	USER NAME = aschoefer	DESIGNED - AJS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CONSTRUCTION DETAILS</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NO\FORSTPARK\0223\B0074\Civil\12_DET_023bg74_02.sht	PLOT SCALE = 20'	CHECKED - JFA	REVISED -						1419	15-00113-00-RS	COOK	24	12
PLOT DATE = 10/12/2015	DATE -	REVISED -	REVISED -		CONTRACT NO. 61C13								
					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				
CONTRACT NO. _____				

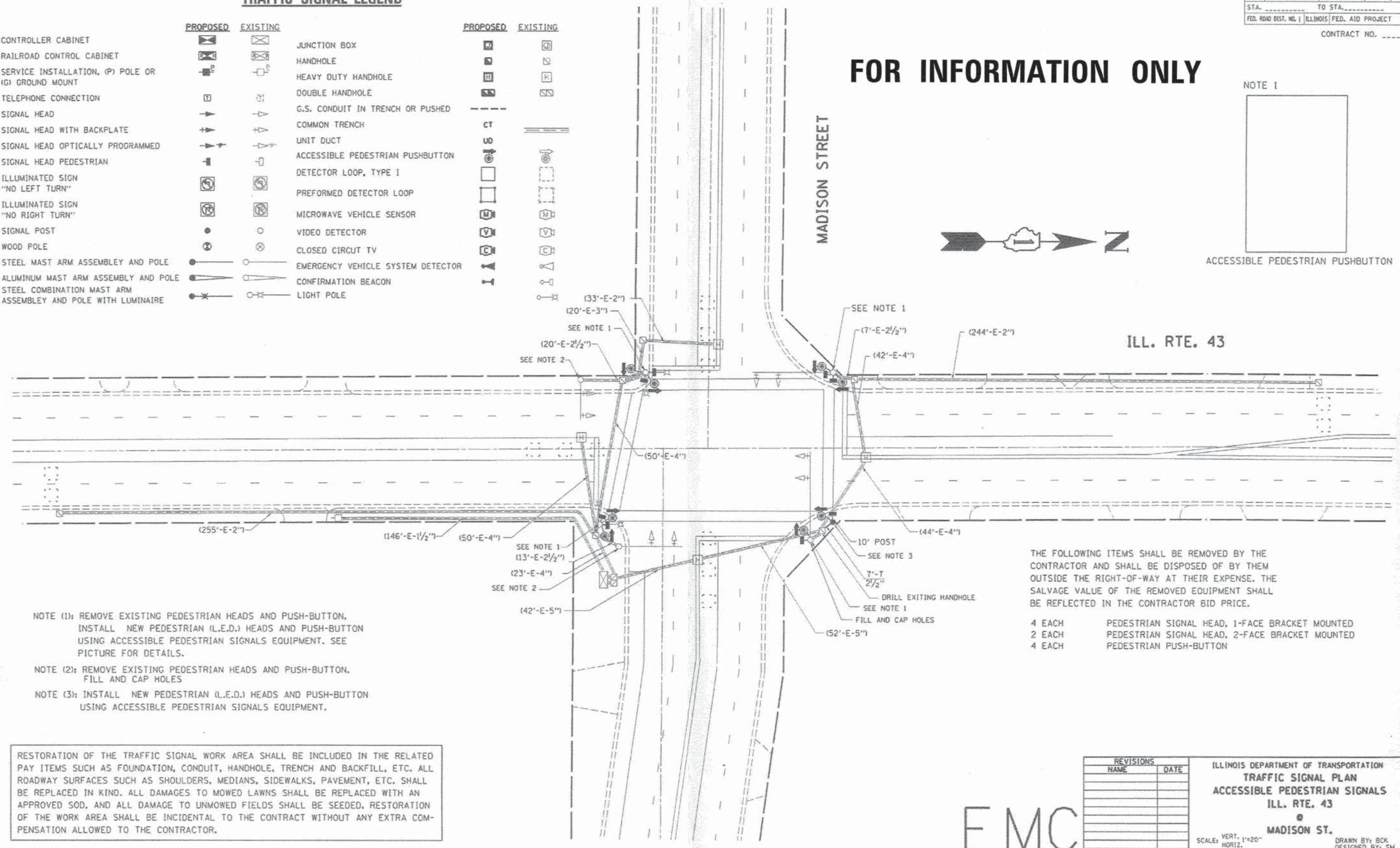
### TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER CABINET			JUNCTION BOX		
RAILROAD CONTROL CABINET			HANDHOLE		
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT			HEAVY DUTY HANDHOLE		
TELEPHONE CONNECTION			DOUBLE HANDHOLE		
SIGNAL HEAD			G.S. CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD WITH BACKPLATE			COMMON TRENCH	CT	
SIGNAL HEAD OPTICALLY PROGRAMMED			UNIT DUCT	UD	
SIGNAL HEAD PEDESTRIAN			ACCESSIBLE PEDESTRIAN PUSHBUTTON		
ILLUMINATED SIGN "NO LEFT TURN"			DETECTOR LOOP, TYPE I		
ILLUMINATED SIGN "NO RIGHT TURN"			PERFORMED DETECTOR LOOP		
SIGNAL POST			MICROWAVE VEHICLE SENSOR		
WOOD POLE			VIDEO DETECTOR		
STEEL MAST ARM ASSEMBLY AND POLE			CLOSED CIRCUIT TV		
ALUMINUM MAST ARM ASSEMBLY AND POLE			EMERGENCY VEHICLE SYSTEM DETECTOR		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			CONFIRMATION BEACON		
			LIGHT POLE		

# FOR INFORMATION ONLY

NOTE 1

ACCESSIBLE PEDESTRIAN PUSHBUTTON



- NOTE (1): REMOVE EXISTING PEDESTRIAN HEADS AND PUSH-BUTTON. INSTALL NEW PEDESTRIAN (L.E.D.) HEADS AND PUSH-BUTTON USING ACCESSIBLE PEDESTRIAN SIGNALS EQUIPMENT. SEE PICTURE FOR DETAILS.
- NOTE (2): REMOVE EXISTING PEDESTRIAN HEADS AND PUSH-BUTTON. FILL AND CAP HOLES.
- NOTE (3): INSTALL NEW PEDESTRIAN (L.E.D.) HEADS AND PUSH-BUTTON USING ACCESSIBLE PEDESTRIAN SIGNALS EQUIPMENT.

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

- 4 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE BRACKET MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE BRACKET MOUNTED
- 4 EACH PEDESTRIAN PUSH-BUTTON

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGES TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED. RESTORATION OF THE WORK AREA SHALL BE INCIDENTAL TO THE CONTRACT WITHOUT ANY EXTRA COMPENSATION ALLOWED TO THE CONTRACTOR.

# EMC

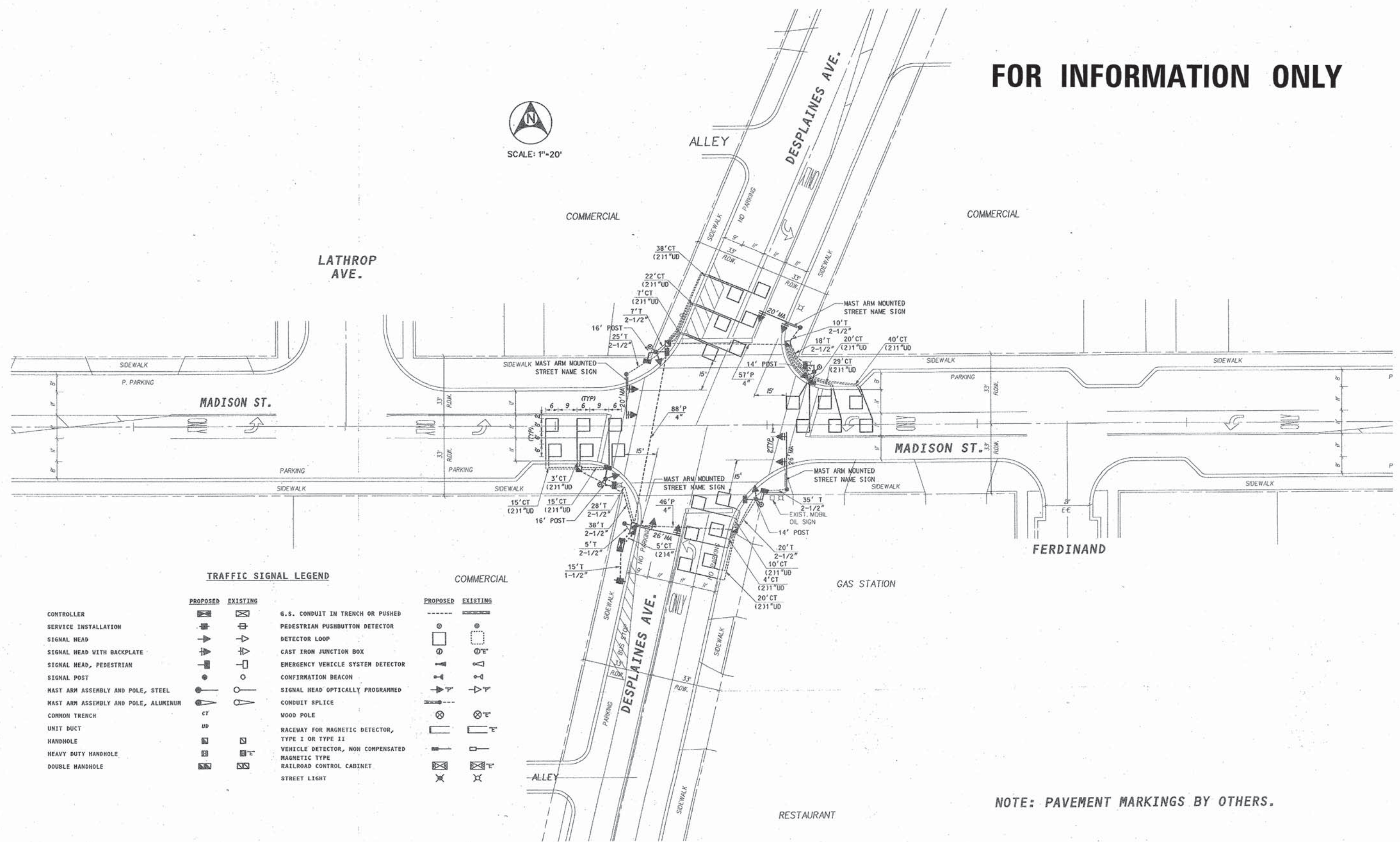
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC SIGNAL PLAN**  
**ACCESSIBLE PEDESTRIAN SIGNALS**  
**ILL. RTE. 43**  
**MADISON ST.**

SCALE: VERT. 1"=20"  
 HORIZ. DATE 7/12/2005

DRAWN BY: BCK  
 DESIGNED BY: SM  
 CHECKED BY: DAD

**FOR INFORMATION ONLY**



**TRAFFIC SIGNAL LEGEND**

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER			G.S. CONDUIT IN TRENCH OR PUSHED		
SERVICE INSTALLATION			PEDESTRIAN PUSHBUTTON DETECTOR		
SIGNAL HEAD			DETECTOR LOOP		
SIGNAL HEAD WITH BACKPLATE			CAST IRON JUNCTION BOX		
SIGNAL HEAD, PEDESTRIAN			EMERGENCY VEHICLE SYSTEM DETECTOR		
SIGNAL POST			CONFIRMATION BEACON		
MAST ARM ASSEMBLY AND POLE, STEEL			SIGNAL HEAD OPTICALLY PROGRAMMED		
MAST ARM ASSEMBLY AND POLE, ALUMINUM			CONDUIT SPLICE		
COMMON TRENCH			WOOD POLE		
UNIT DUCT			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
HANDHOLE			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
HEAVY DUTY HANDHOLE			RAILROAD CONTROL CABINET		
DOUBLE HANDHOLE			STREET LIGHT		

NOTE: PAVEMENT MARKINGS BY OTHERS.



**METRO TRANSPORTATION GROUP, INC.**  
 TRANSPORTATION PLANNING, ENGINEERING AND DESIGN  
 1300 GREENBROOK, HANOVER PARK, IL 60103 PH# 630 213-1000

REVISIONS	
NO.	DATE

**SIGNAL INSTALLATION PLAN and GEOMETRIC PLAN**  
 Madison St. @ DesPlaines Ave.  
 Forest Park, Illinois

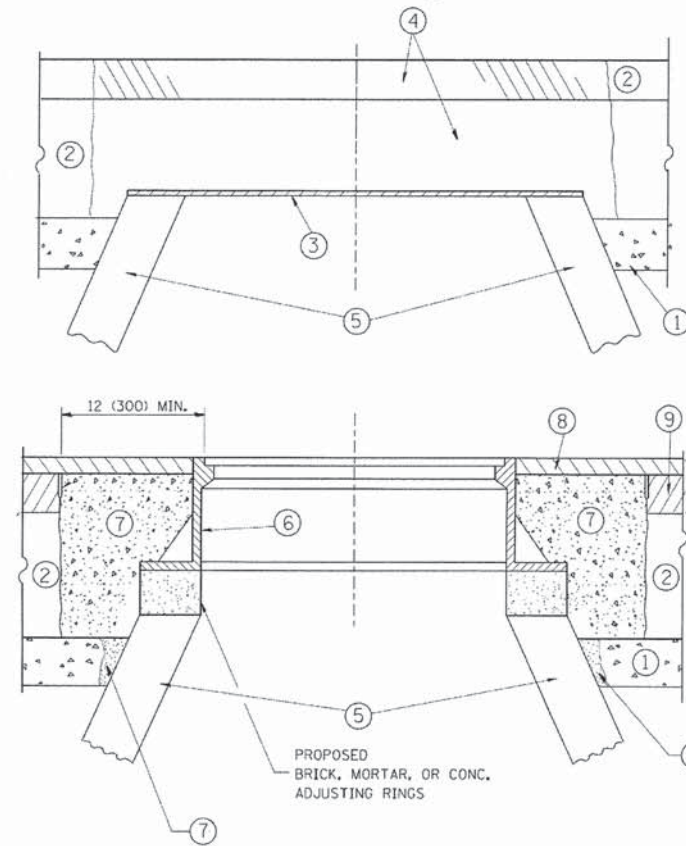
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DATE: Oct. 27, 1998	
PROJECT NO.: 3381-10	OF 73

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	PLOT SCALE: = 20'	CHECKED: - JFA	REVISED: -
	PLOT DATE: 10/12/2015	DATE: -	REVISED: -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**EXISTING SIGNAL PLAN**  
**MADISON ST. AND DES PLAINES AVE.**  
 SCALE: - SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 1419	SECTION 15-00113-00-RS	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 14
CONTRACT NO. 61C13				
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 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**

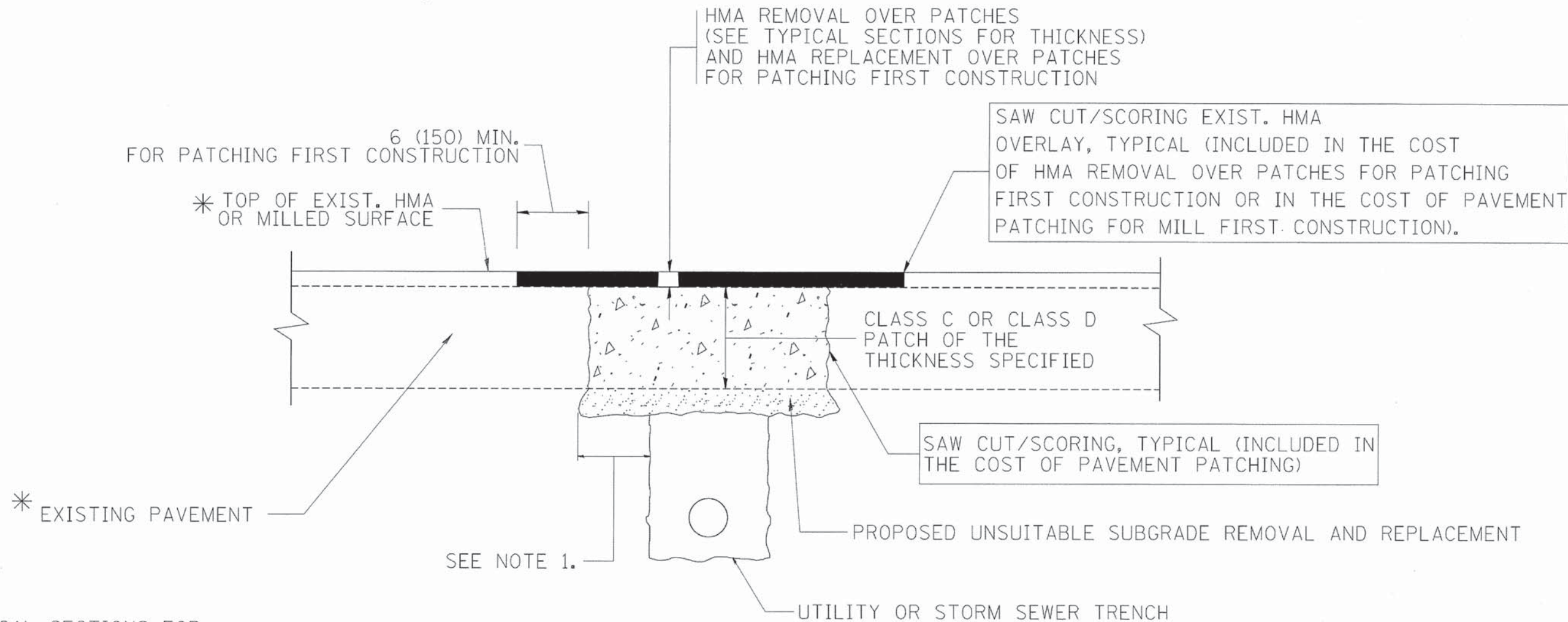
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauer-dl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT DATE = 12/6/2011	DATE = 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA. _____	TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	15-00113-00-RS	COOK	24	15
BD600-03 (BD-8)		CONTRACT NO. 61C13		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22\34\bd22.dgn	USER NAME = beuerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		1419	15-00113-00-RS	COOK	24	16			
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		SIA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	
					CONTRACT NO. 61C13		BD400-04 (BD-22)		CONTRACT NO. 61C13			



VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) \*\*

18" (450) MAX.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

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.

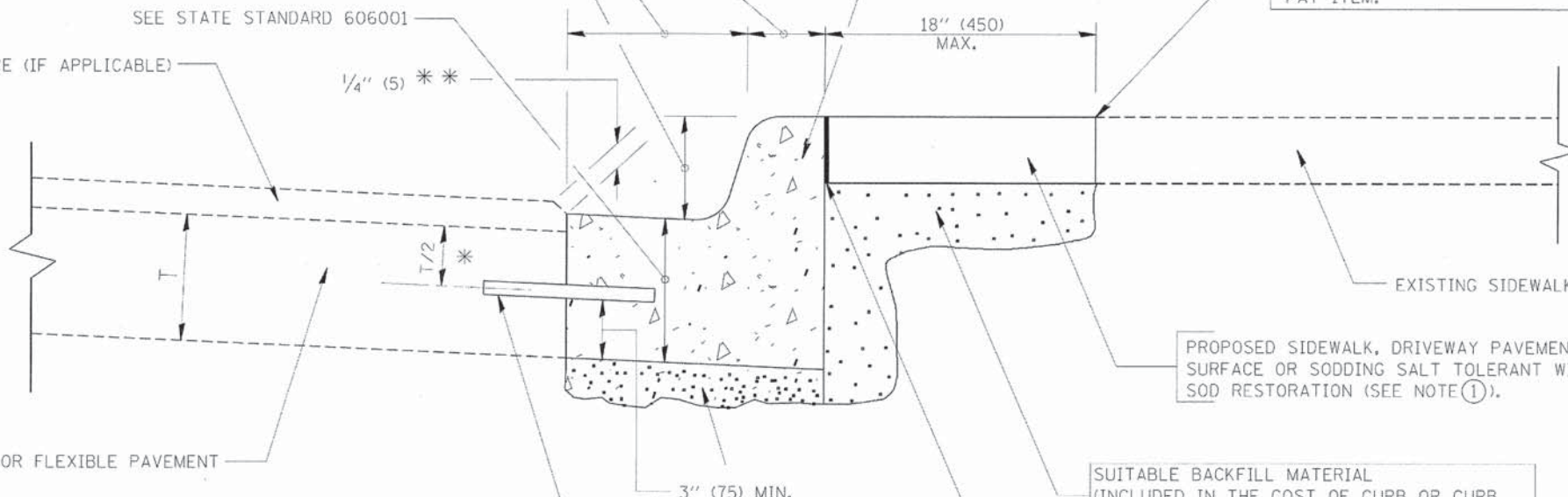
REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

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 USABLE 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".



EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 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.

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

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

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

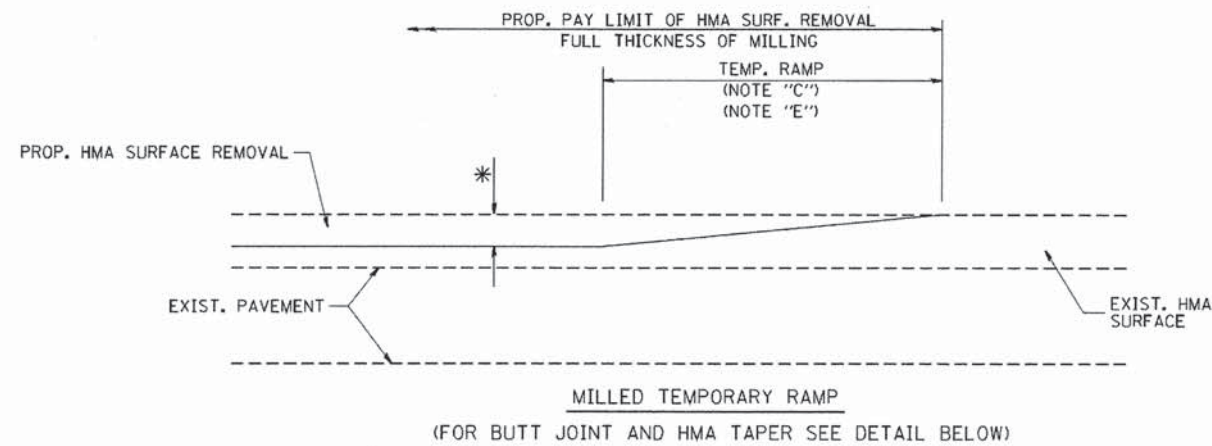
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

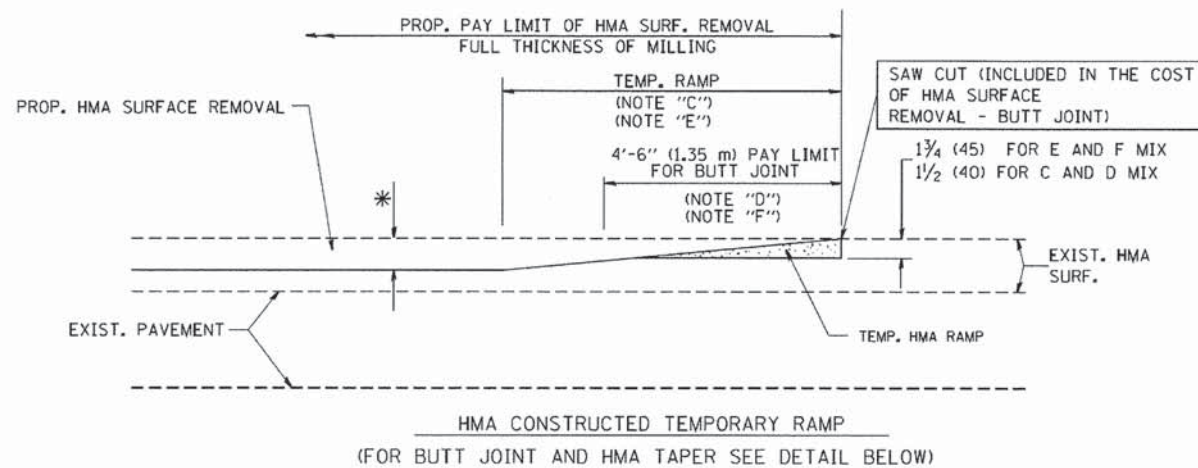
CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	15-00113-00-RS	COOK	24	17
BD600-06 (BD-24)			CONTRACT NO. 61C13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

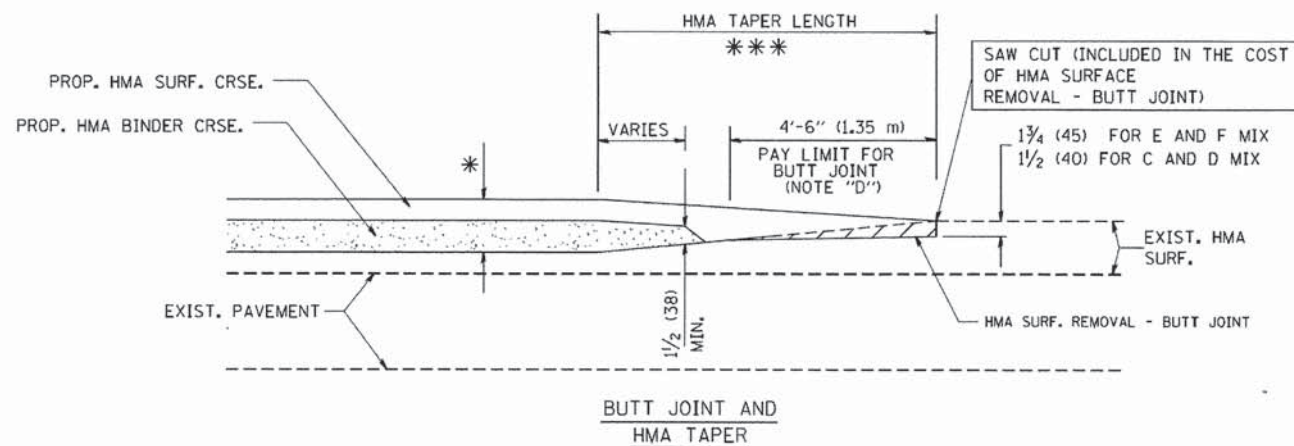


**OPTION 1**

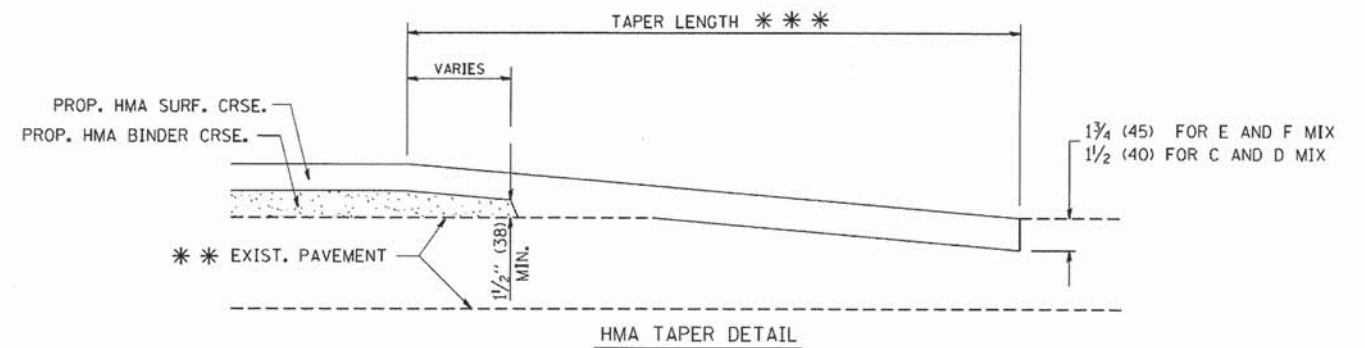
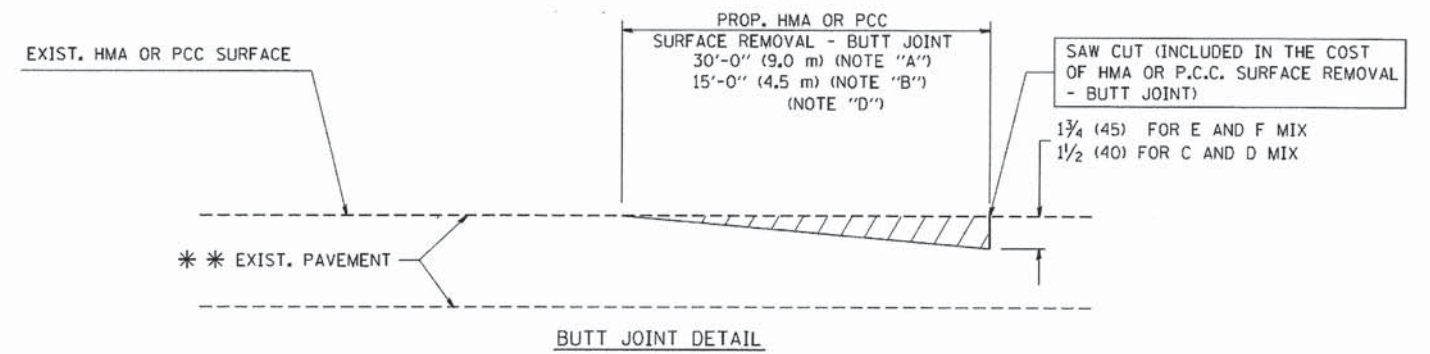


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**NOTES**

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

**BASIS OF PAYMENT:**

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

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

FILE NAME = W:\dststd\22x34\bd32.dgn

USER NAME = geglrenobt

DESIGNED - M. DE YONG

REVISED - R. SHAH 10-25-94

PLOT SCALE = 50.0000' / IN.

DRAWN -

REVISED - A. ABBAS 03-21-97

PLOT DATE = 1/4/2008

CHECKED -

REVISED - M. GOMEZ 04-06-01

DATE - 06-13-90

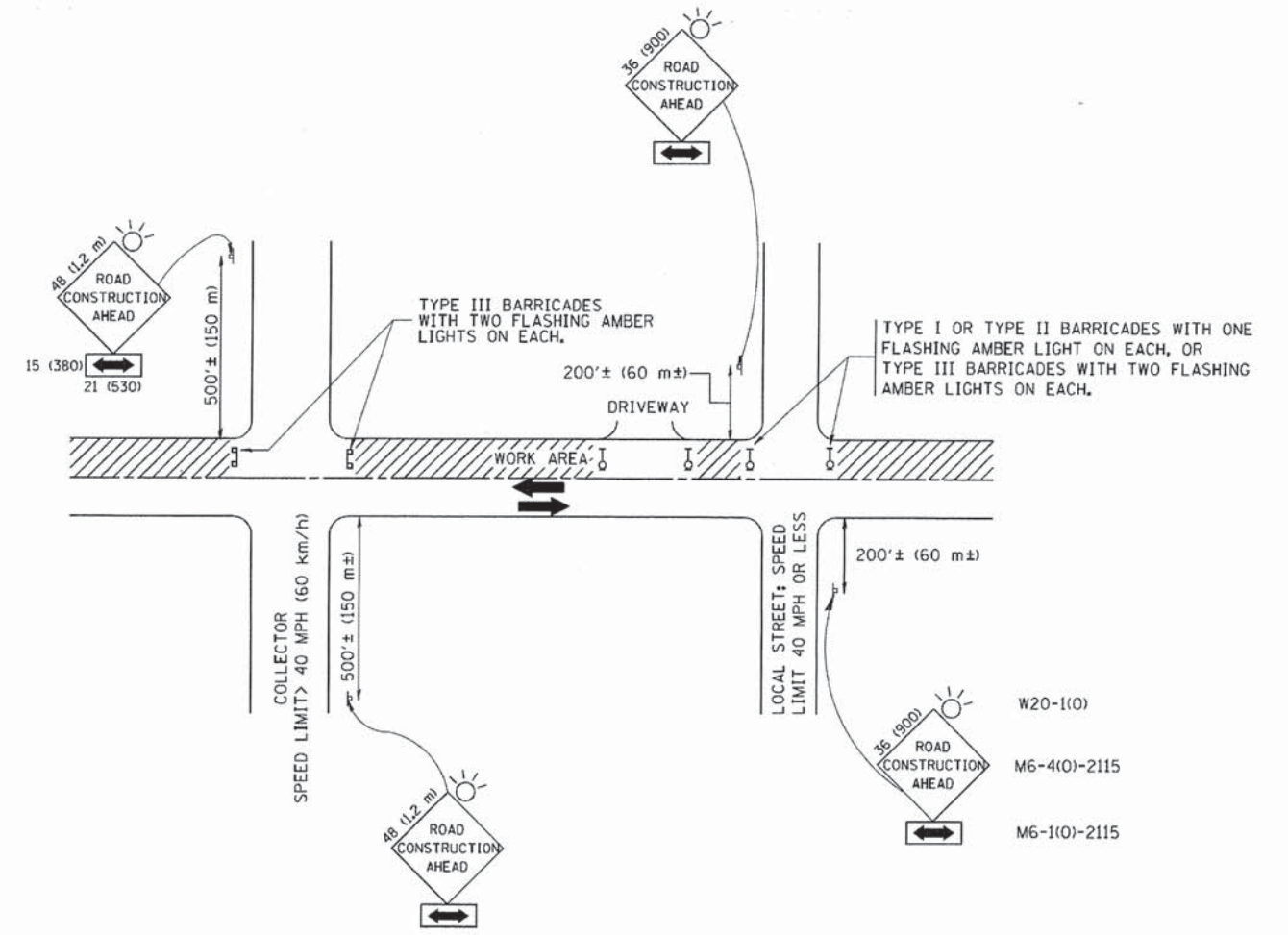
REVISED - R. BORO 01-01-07

**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.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	15-00113-00-RS	COOK	24	18
BD400-05 BD32			CONTRACT NO. 61C13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

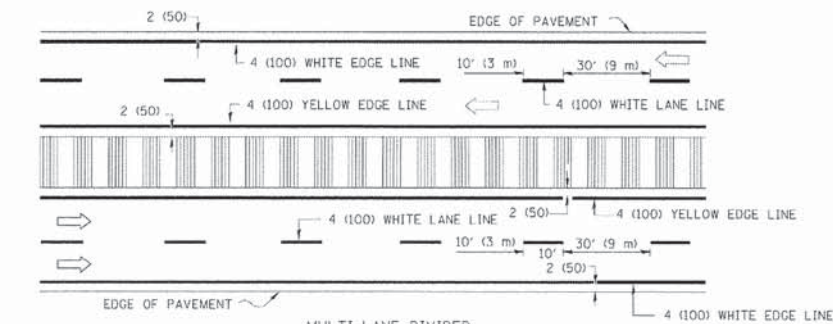
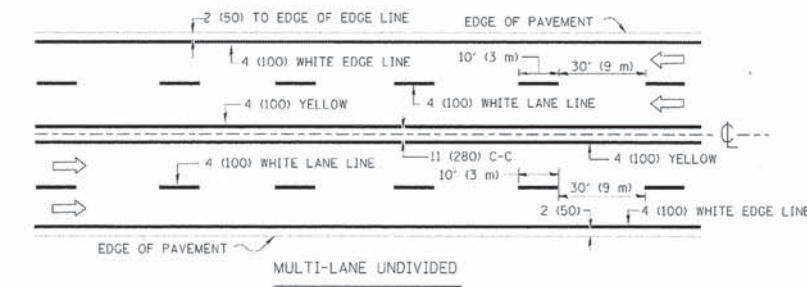
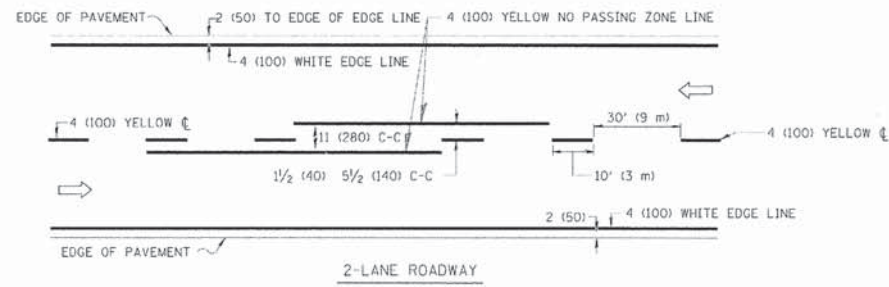
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		PLOT DATE = 1/4/2008	REVISED - T. RAMMACHER 01-06-00
		DATE - 06-89	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

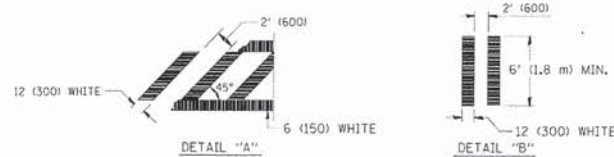
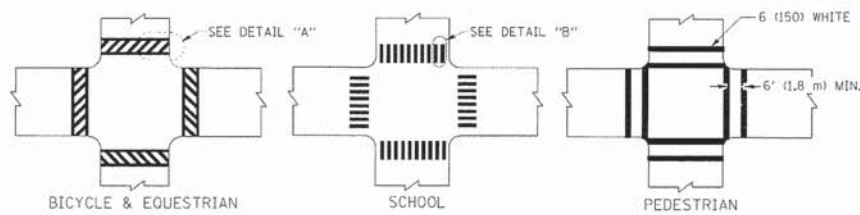
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 61C13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

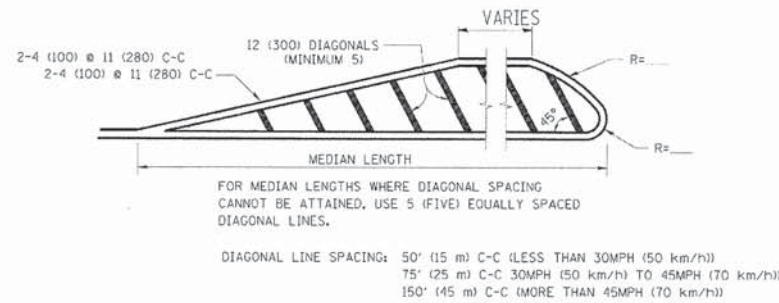
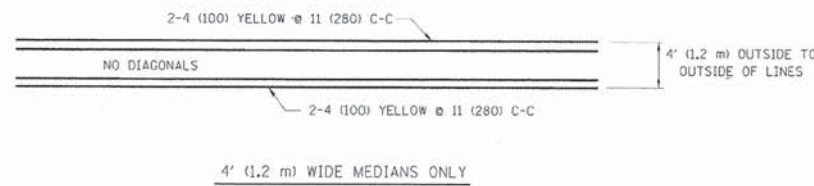


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

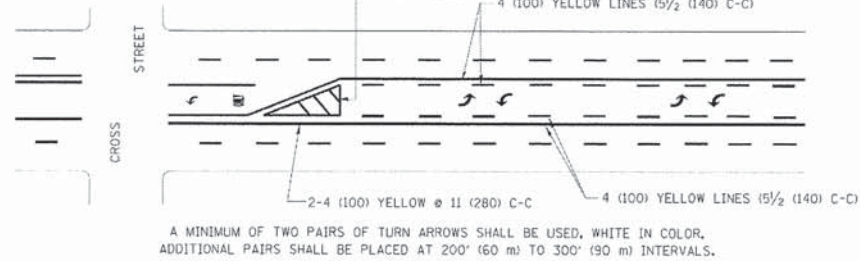
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

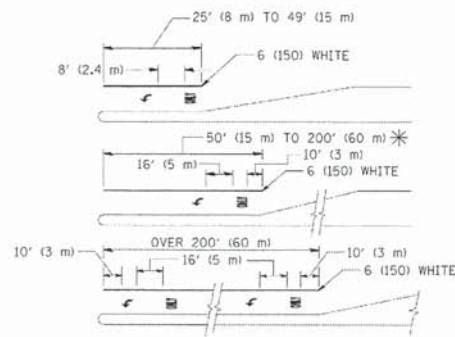


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

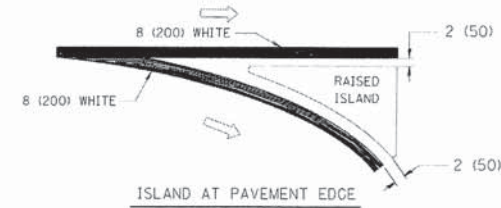
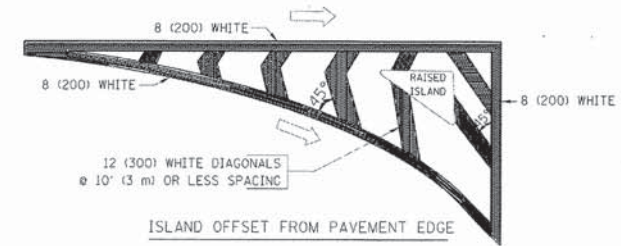
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
\* AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* 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 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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))

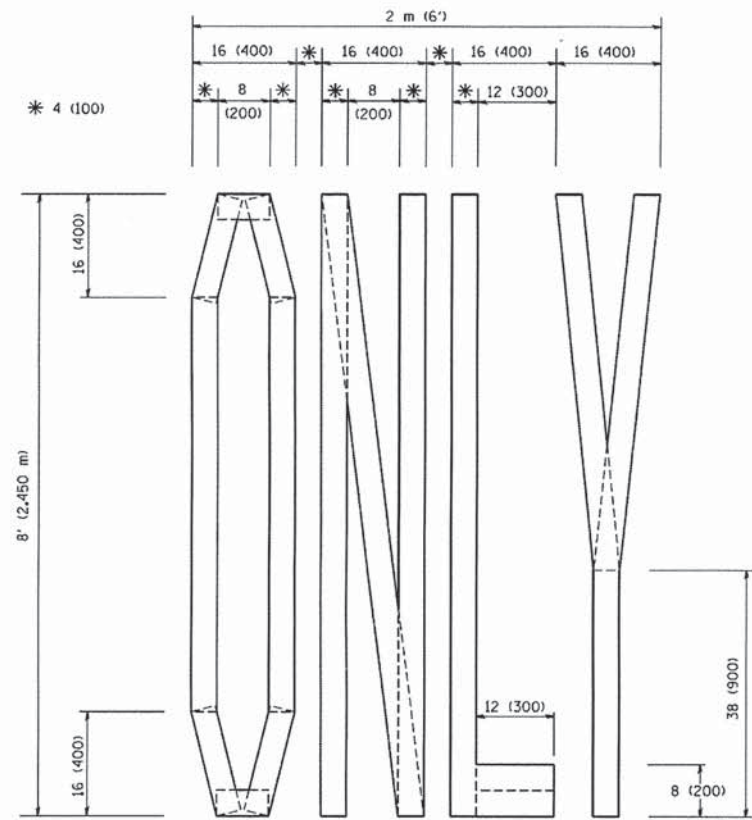
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

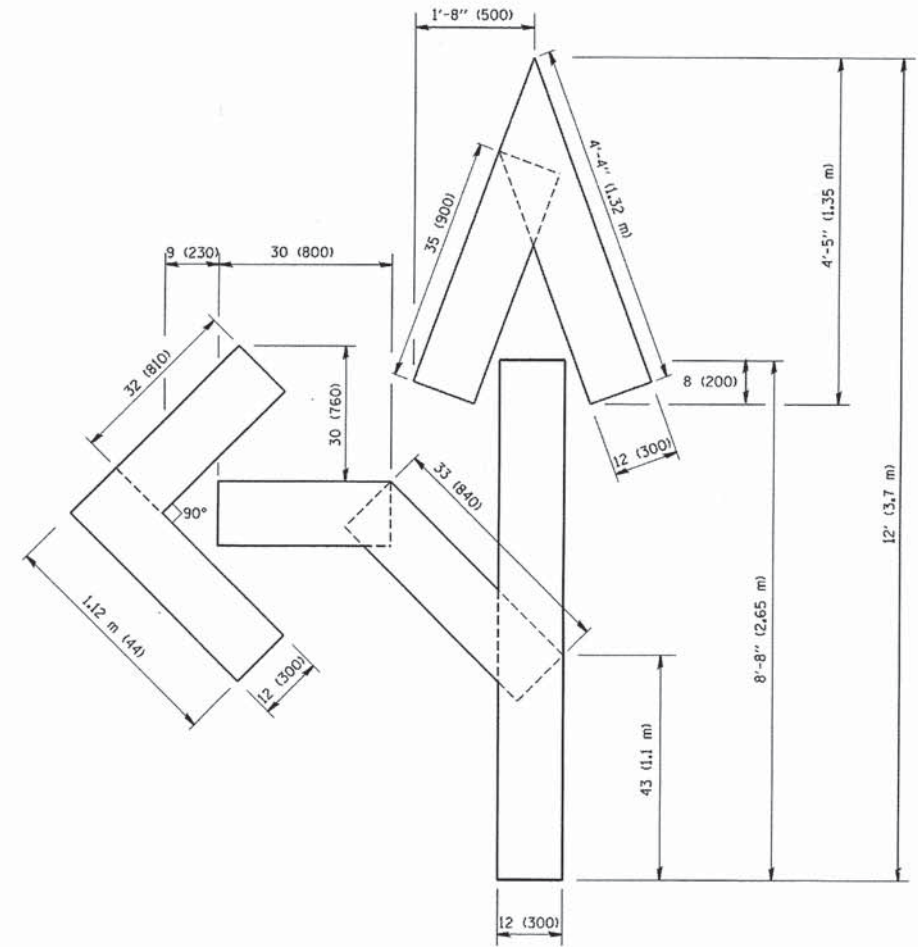
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	PLOT SCALE = 58,000 1/2 IN.	CHECKED =	REVISED =
	PLOT DATE = 9/9/2009	DATE = 03-19-90	REVISED =

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

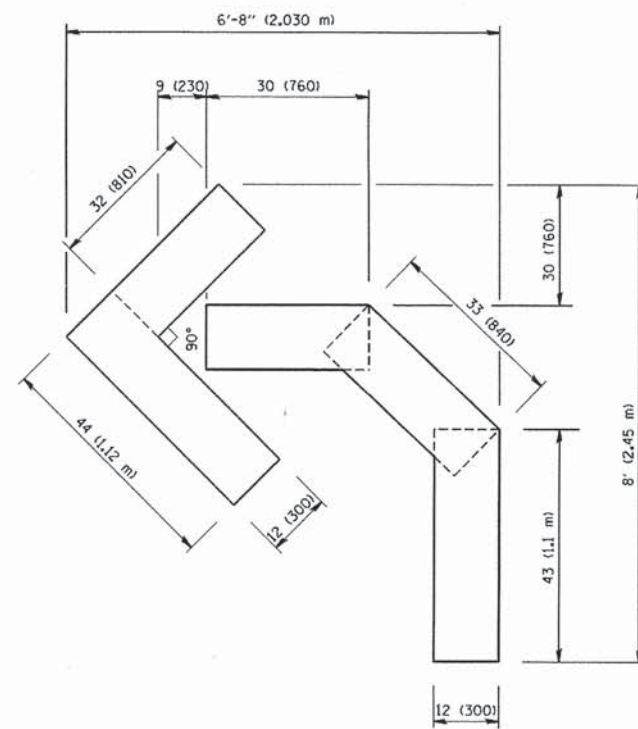
DISTRICT ONE		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1419	15-00113-00-RS	COOK	24	20
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 61C13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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



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



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

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

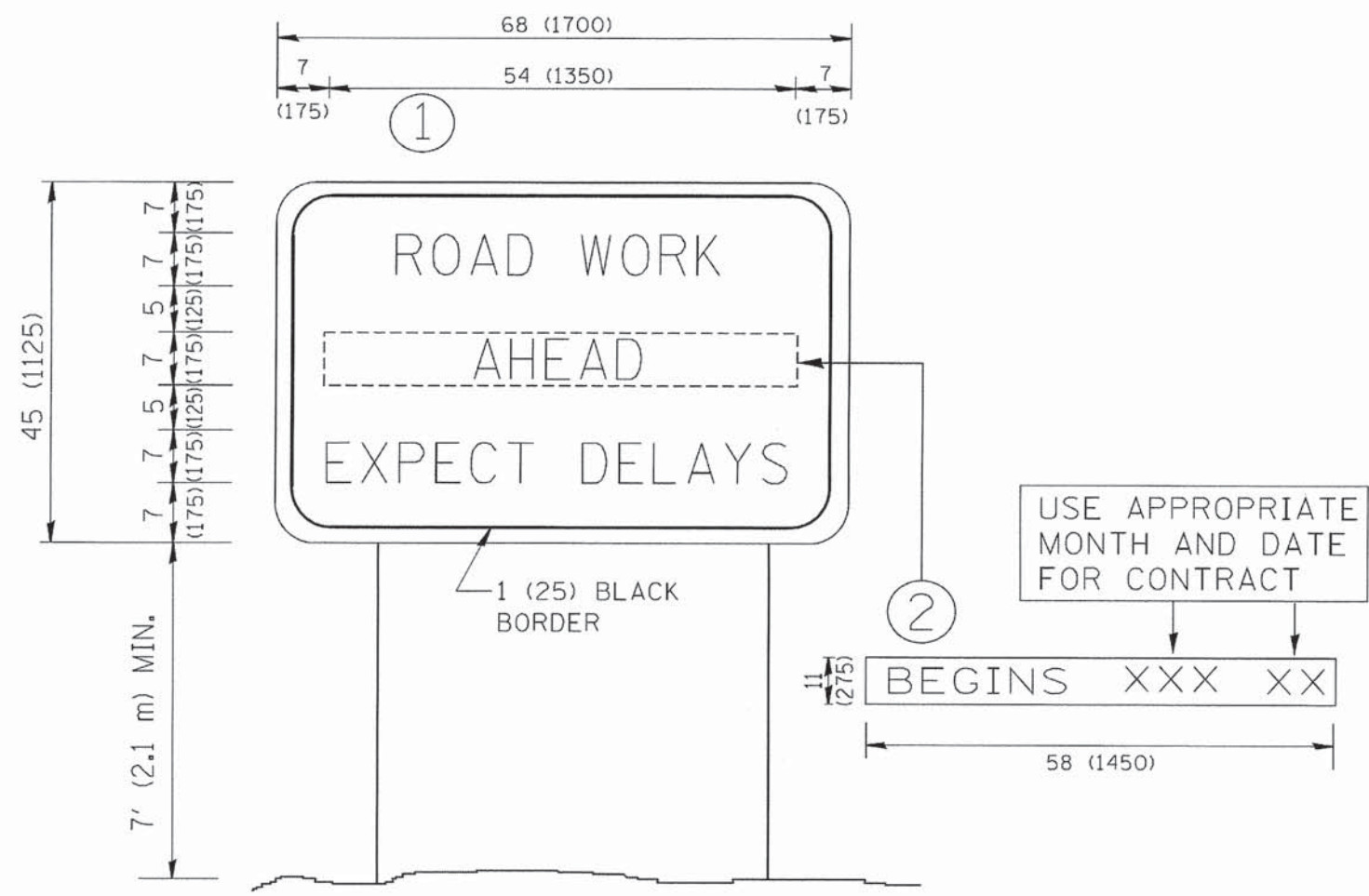
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	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1419	15-00113-00-RS	COOK	24	21
TC-16			CONTRACT NO. 61C13	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

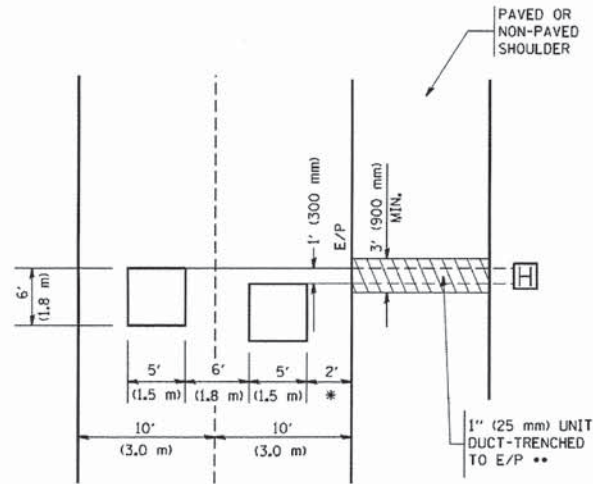
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = goglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97			1419	15-00113-00-RS	COOK	24	22
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 61C13</b>		
		DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**LOOPS NEXT TO SHOULDERS**

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



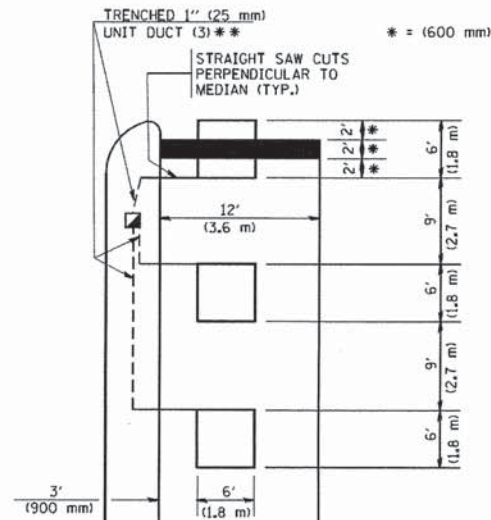
\* = (600 mm)

\*\* 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 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



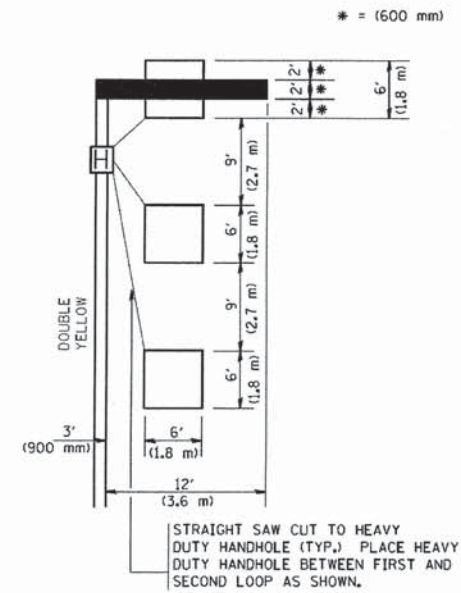
\* = (600 mm)

\*\* 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)



\* = (600 mm)

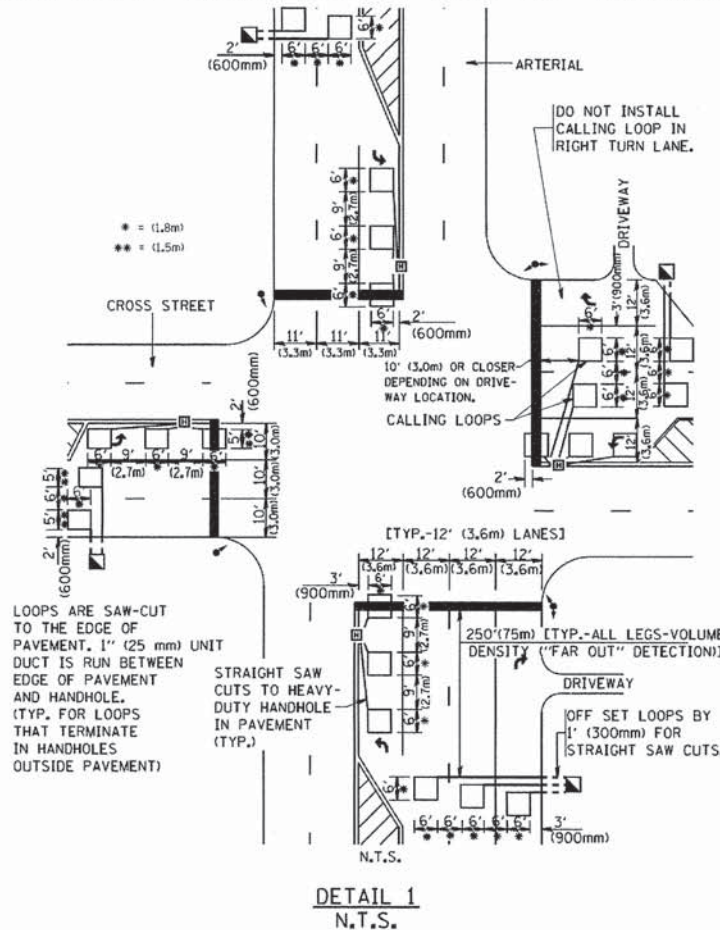
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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)**

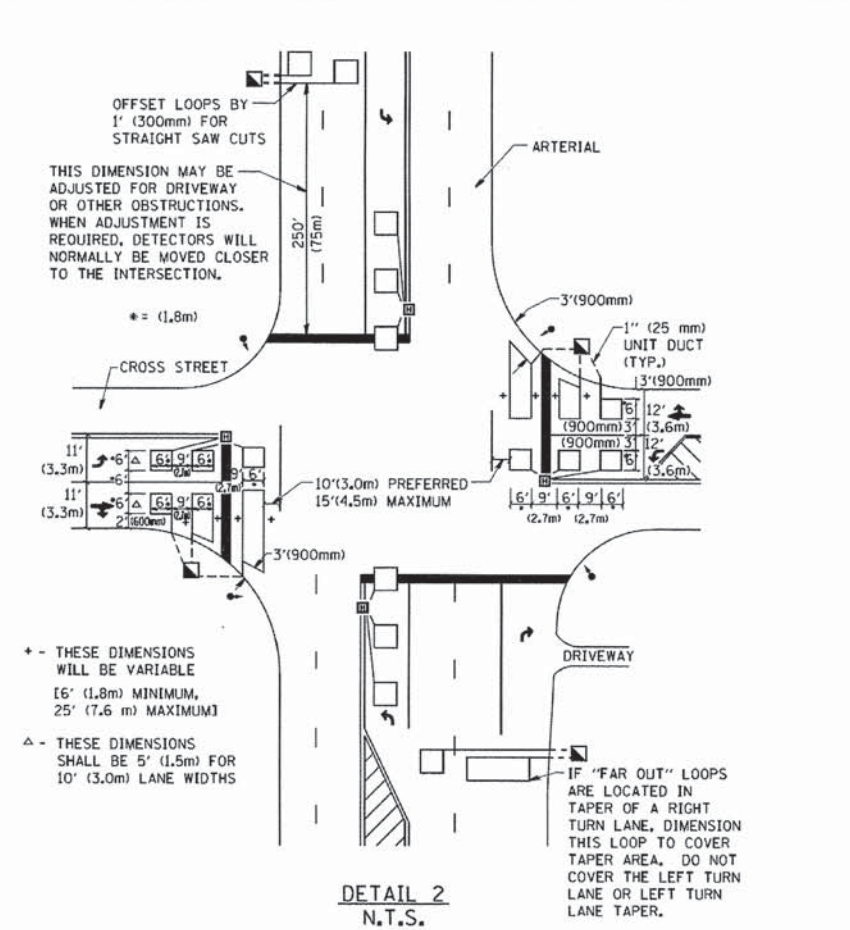


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

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

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



THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.

+ THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]  
- THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**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.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianob	DESIGNED - -	REVISED - -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING</b>		F.A.U. RTE. 1419	SECTION 15-00113-00-RS	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 24
PLOT SCALE = 58.0000" / IN.	CHECKED - R.K.F.	REVISIONS - -	REVISIONS - -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>TS-07</b>		CONTRACT NO. 61C13
PLOT DATE = 1/4/2008	DATE - -	REVISIONS - -	REVISIONS - -		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT						