01-17-2020 LETTING ITEM 109

F.A.U. ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 61F91		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

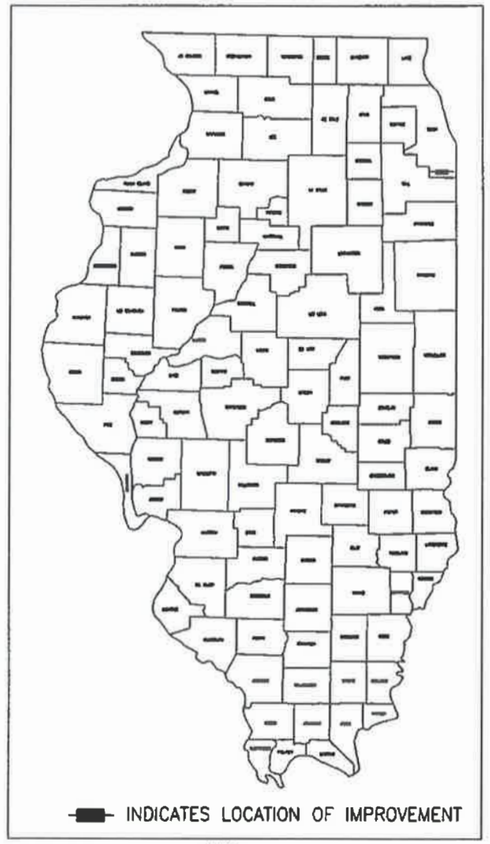
PROJECT IS LOCATED IN THE VILLAGE OF HOMEWOOD AND THE VILLAGE OF EAST HAZEL CREST

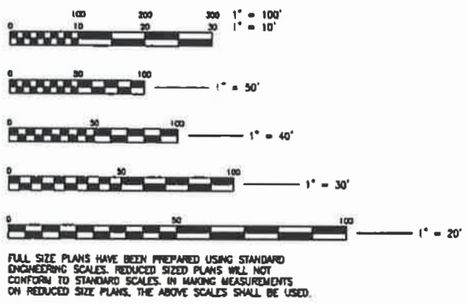
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID PROJECT

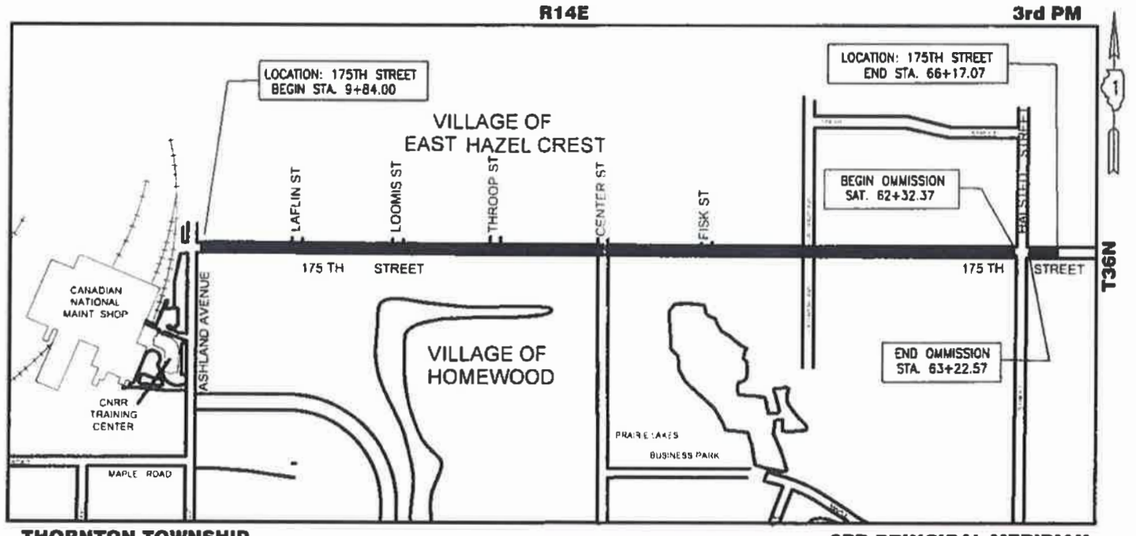
FAU 1357 / 175th STREET
ASHLAND AVENUE (FAU 2864) TO HALSTED STREET (FAP 876)
RESURFACING
SECTION : 18-00148-00-RS
PROJECT NO.: T6D9(393)
VILLAGE OF HOMEWOOD
COOK COUNTY
JOB NO.: C-91-356-19

DESIGN DESIGNATION
MAJOR COLLECTOR
SPEED LIMIT = 30 MPH
TRAFFIC = 8,200 ADT (2018)





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



LOCATION MAP
NOT TO SCALE

TOTAL NET LENGTH OF PROJECT =5,543 LINEAL FEET, (1.05 MILES)
TOTAL NET GROSS OF PROJECT =5,633 LINEAL FEET, (1.07 MILES)

MAXIMILIAN MASSI
062-055377
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

VILLAGE ENGINEER
" LICENSE EXPIRES 11-30-19 "
DATE: 10-3-19

CALL JULIE (800) 892-0123
WITH THE FOLLOWING INFORMATION:
COUNTY = COOK
48 HOURS BEFORE YOU DIG
EXCLUDING SAT., SUN. & HOLIDAYS

CONTRACT NO.: **61F91**

THE VILLAGE OF
HOMEWOOD
ILL.

Department of Public Works
Engineering Division
17755 S. Ashland Avenue
Homewood, IL 60445
(708) 206-3470

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED October 3 2019
HOMEWOOD VILLAGE PRESIDENT

PASSED OCTOBER 9 2019
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW OCTOBER 2019
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Federal Aid Program Engineer Carmen E. Ramos PE., Schaumburg, IL

INDEX OF STREETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF STREETS, STATE STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4	EXISTING AND PROPOSED TYPICAL SECTIONS
5 & 6	ROADWAY PLAN - 175TH STREET
7 & 8	PAVEMENT MARKING PLAN - 175TH STREET
9	TC-16 IDOT DISTRICT ONE SHORT TERM PAVEMEMT MARKING LETTERS AND SYMBOLS
10	TC-13 IDOT DISTRICT ONE TYPICAL PAVEMENT MARKING DETAIL
11	BD 32 IDOT DISTRICT ONE BUTT JOINT & HMA TAPER DETAIL
12	BD-24 IDOT DISTRICT ONE CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
13	TC-10 IDOT DISTRICT ONE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
14	TS-07 IDOT DISTRICT ONE DETECTABLE LOOP INSTALLATION DETAILS
15	TS-05 IDOT DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
16	BD-08 DISTRICT ONE DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	BD-22 DISTRICT ONE PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
18	TC-22 IDOT DISTRICT ONE ARTERIAL ROAD INFORMATION SIGN

STANDARDS

STANDARD NO.	TITLE
000001-07	STANDARD SYMBOLS, ABREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS, TYPE 1
606001-07	CONCRETE CURB TYPE-B AND COMBINATION CONCRETE CURB & GUTTER
701006-05	OFF-ROAD OPERATIONS,2L, 2W, 15" (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS DAY ONLY
701502-09	URBAN LANE CLOSURE, 2L, 2W WITH BI-DIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE MULTI-LANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LALYOUT FOR DETECTION LOOPS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE " STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ," ADOPTED APRIL 1, 2016 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS), THE LATEST EDITION OF THE "ILLINOIS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND THE MANUAL OF TEST PROCEDURES FOR MATERIALS IN EFFECT ON THE DATE OF INVITATION FOR BID, ; THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET INCLUDED HEREIN AND IN CASE OF CONFLICT WITH ANY PART OR PARTS OF SAID SPECIFICATIONS, THE SAID SPECIAL PROVISIONS SHALL TAKE PRECEDENCE AND GOVERN.
2. ALL REFERENCES TO THE "VILLAGE" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN THE VILLAGE OF HOMEWOOD.
3. THE FINISHED HMA SURFACE SHALL BE CONSTRUCTED 1/4 - INCH ABOVE THE GUTTER FLAG.
4. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE AND THE ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING THE CONSTRUCTION OPERATION SO AS NOT TO DAMAGE THEM. IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 105.07 OF THE "STANDARD SPECIFICATIONS," THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE "STANDARD SPECIFICATIONS."
5. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS AND THE IDOT STANDARDS FOR TRAFFIC CONTROL AND PROTECTION.
6. WHERE THE PROPOSED PAVEMENT ABUTS EXISTING PAVEMENT TO REMAIN IN PLACE (BEGIN, END AND LIMITS OF CONSTRUCTION), EXISTING DRIVEWAY PAVEMENT, SIDEWALK TO REMAIN IN PLACE, THE EXISTING PAVEMENT SHALL BE SAW CUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING SURFACES.
7. CURB & GUTTER, DRIVEWAY AND SIDEWALK REMOVAL AND REPLACEMENT SHALL BE LIMITED TO WORKING ON ONE SIDE OF THE STREET AT ALL TIMES TO MINIMIZE CONGESTION. NO CURB & GUTTER SHALL BE REMOVED ON FRIDAYS. DRIVEWAYS SHALL BE ACCESSIBLE PRIOR TO REMOVING EXISTING CURB ON THE OTHER SIDE OF THE STREET.
8. THE CONTRACTOR SHALL ADJUST ALL VALVE BOXES WITHIN THE PAVEMENT AREA BY DIGGING THE TOP PIECE SUCH THAT IT MAY BE TURNED TO THE FINISHED PAVEMENT GRADE. CAST IRON INSERTS MAY BE USED ONLY IF THEY ARE ADJUSTABLE BY SCREWING INTO THE EXISTING PIECE OR RESTING FIRMLY ON THE EXISTING BOX. MORTAR OR TAR SHALL NOT BE USED TO HOLD AN INSERT IN PLACE.
9. ALL FRAME AND GRATES TO BE REPLACED SHALL REMAIN THE PROPERTY OF THE VILLAGE OF HOMEWOOD AND SHALL BE DELIVERED TO THE PUBLIC WORKS BUILDING BY THE CONTRACTOR.
10. THE CONTRACTOR(S) AND THEIR SUBCONTRACTOR(S) SHALL CONTACT J.U.L.I.E. (800) 892-0123 AND THE VILLAGE OF HOMEWOOD/DEPARTMENT OF PUBLIC WORKS (708) 206-3470 BEFORE DIGGING.
11. THE CONTRACTOR SHALL NOTIFY ENGINEER 24 HOURS PRIOR TO BEGINNING WORK SO THAT CARS CAN BE REMOVED FROM DRIVEWAYS. 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 POURED BY THE THIRD WORKING DAY. BEYOND THIS 3 DAY TIME IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE TEMPORARY AGGREGATE FOR ACCESS TO THE DRIVEWAY.
12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
13. WATER SUPPLY - THE CONTRACTOR CAN 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. WATER IS AVAILABLE AT 17755 S. ASHLAND AVENUE, MUNICIPAL SERVICE CENTER FIRE HYDRANT. THE VILLAGE RESERVES THE THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER.
14. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/HR) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/HR) . WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
15. WHEN REMOVING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAY PAVEMENT, PARKING LOT PAVEMENT, AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKER WHICH MIGHT DISTURB UNDERGROUND PUBLIC UTILITIES WILL NOT BE PERMITTED.
16. PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE ENGINEER AND CONTRACTOR, JOINTLY, SHALL PERFORM A VISUAL INSPECTION OF VILLAGE DRAINAGE AND UTILITY STRUCTURES TO DETERMINE THE AMOUNT OF EXISTING DEBRIS IN EACH STRUCTURE, THE CONTRACTOR WILL BE REQUIRED TO CLEAN THOSE STRUCTURES WITH DEBRIS THAT WERE CLEAN AT THE BEGINNING OF CONSTRUCTION.
17. MILLING OF PAVEMENT SHALL BE DONE SO AS TO NOT DAMAGE THE ADJACENT CURB OR STRUCTURES. REMOVAL ADJACENT TO THESE STRUCTURES SHALL BE ACCOMPLISHED TO THE SATISFACTION OF THE ENGINEER AND MAY REQUIRE HANDWORK.
18. THE CONTRACTOR SHALL PROVIDE TWO (2) SUITABLE TEMPORARY TOILET FACILITIES ALONG THE STREET, UNLESS OTHERWISE APPROVED BY THE ENGINEER, FOR USE OF ALL CONTRACTOR'S PERSONNEL EMPLOYED ON THE WORK, AND SHALL MAINTAIN SAME IN PROPER SANITARY CONDITION. AT COMPLETION, THE FACILITIES SHALL BE REMOVED AND THE PREMISES LEFT CLEAN. THE LOCATION OF THE TEMPORARY TOILETS SHALL BE APPROVED BY THE ENGINEER. .
19. THE CONTRACTOR SHALL REMOVE FROM THE PROJECT SITE ALL UNSUITABLE AND SURPLUS EXCAVATED MATERIAL NOT USED OR BACKFILLED. THE WASTE EXCAVATED MATERIAL SHALL NOT BE DEPOSITED IN PUBLIC OR PRIVATE PROPERTY UNLESS THE CONTRACTOR FIRST OBTAINS THE WRITTEN PERMISSION FROM THE PROPERTY OWNER OR ENGINEER.
20. THE CONTRACTOR SHALL KEEP ONE (1) COPY OF ALL SPECIFICATIONS, DRAWINGS, ADDENDA, MODIFICATIONS, AND SHOP DRAWINGS AT THE SITE ON GOOD ORDER AND ANNOTATED TO SHOW ALL CHANGES MADE DURING THE CONSTRUCTION PROCESS. THE FINAL RECORD DRAWINGS SHALL BECOME THE PROPERTY OF THE VILLAGE.
21. THE CONTRACTOR SHALL MAINTAIN TEMPORARY HANDICAP ACCESS TO HOMES DEEMED NECESSARY BY THE ENGINEER BY PROVIDING AND INSTALLING MATERIALS REQUIRED FOR REASONABLE INGRESS AND EGRESS AT ALL TIMES. THE COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.
22. ADD THE FOLLOWING STATEMENT TO THE END OF ARTICLE 105.06: "THE CONTRACTOR SHALL NOT CHANGE HIS SUPERINTENDENT WITHOUT WRITTEN NOTICE TO THE ENGINEER."
23. NO METAL RINGS SHALL BE USED FOR FRAME ADJUSTMENTS. THE RINGS AND FRAMES SHALL BE SET ON TWO CONCENTRIC RINGS OF CON-SEAL OR PRESS-SEAL "TAR ROPE". MOSTIC SHALL BE APPLIED WITH A TROWEL ON THE OUTSIDE OF THE RINGS, WHILE THE INSIDE SHALL BE PAINTED WITH A FINE CEMENT GROUT. .
24. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURBS, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR "CRC" PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

VILLAGE OF HOMEWOOD
ENGINEERING
DIVISION

USER NAME = -	DESIGNED DJA	REVISED: -
	DRAWN DJA	REVISED -
PLOT SCALE = -	CHECKED MM	REVISED -
PLOT DATE = -	DATE 02-20-19	REVISED - 10-03-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

175th STREET
ASHLAND AVENUE TO HALSTED STREET
INDEX OF STREETS, STATE STANDARDS AND GENERAL NOTES

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

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	2
		CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE 0005

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	20200100	EARTH EXCAVATION	CU YD	25
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	100
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4
	25200110	SODDING, SALT TOLERANT	SQ YD	100
	25200200	SUPPLEMENTAL WATERING	UNIT	4
	35101600	AGGREGATE BASE COURSE TYPE B, 4"	SQ YD	78
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	19,000
	40600400	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	20
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	274
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1,196
	40604062	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70	TON	2,392
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	700
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"	SQ YD	28,200
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	400
	44000600	SIDEWALK REMOVAL	SQ FT	700
	60260100	INLETS TO BE ADJUSTED	EACH	8
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	15
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DAY	4

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE 0005

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	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
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	10,000
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3,500
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	936
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	11,475
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	4,245
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	680
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	295
*	78009000	MODIFIED URETHANE PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	936
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	11,475
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	4,245
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	680
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	295
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	700
	X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	180
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	40
	X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12(SPECIAL)	FOOT	400
	XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	10
	XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	50
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52

* SPECIALTY ITEM

VILLAGE OF HOMEWOOD
ENGINEERING DIVISION

USER NAME = --
PLOT SCALE = --
PLOT DATE = --

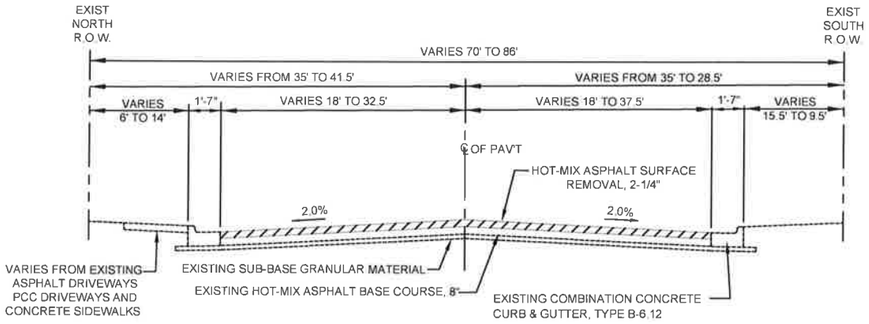
DESIGNED DJA | REVISED: -
DRAWN DJA | REVISED -
CHECKED MM | REVISED -
DATE 02-20-19 | REVISED - 10-03-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

175th STREET
ASHLAND AVENUE TO HALSTED STREET
SUMMARY OF QUANTITIES

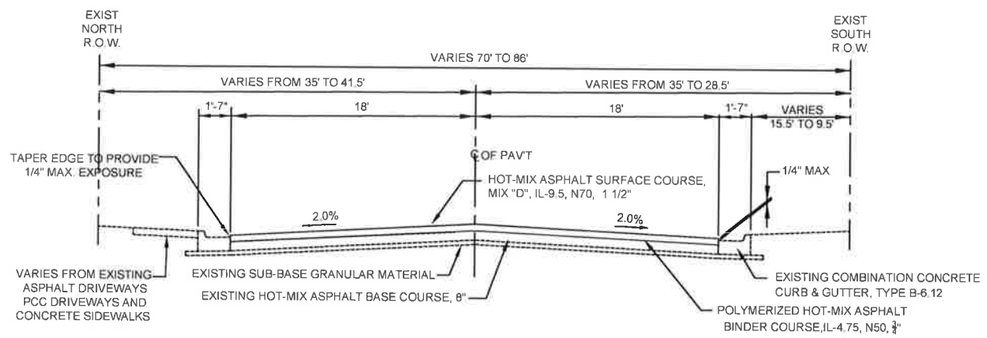
SCALE: NONE | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	3
		CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



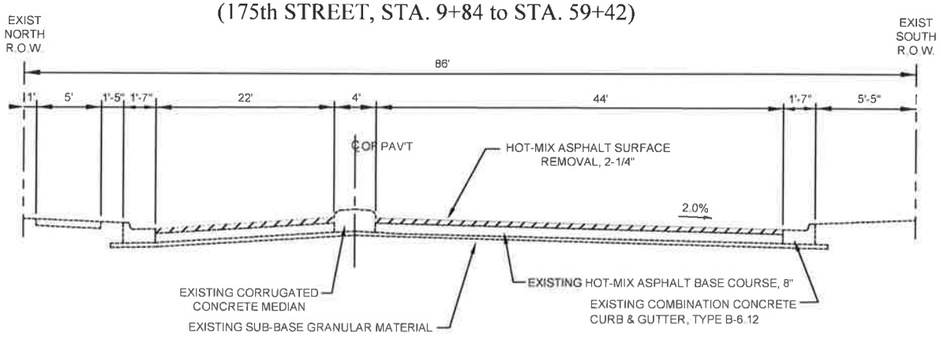
EXISTING TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 9+84 to STA. 59+42)



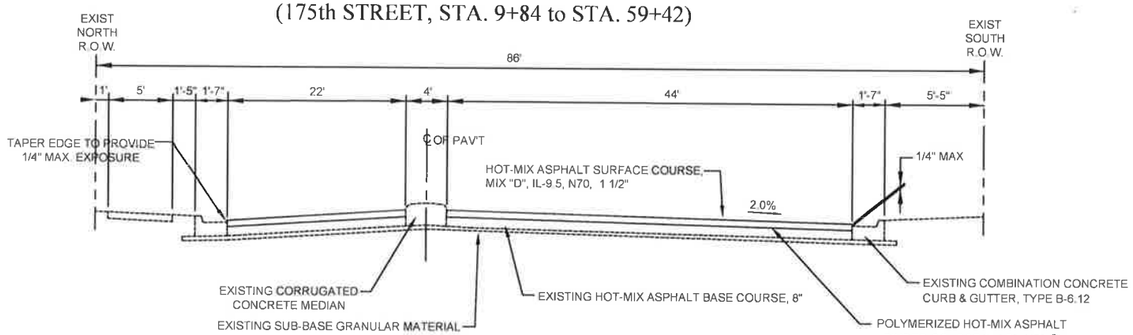
PROPOSED TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 9+84 to STA. 59+42)



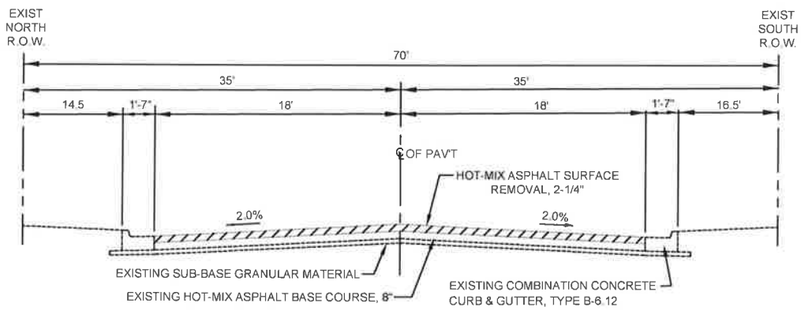
EXISTING TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 59+42 to STA. 62+32.37)



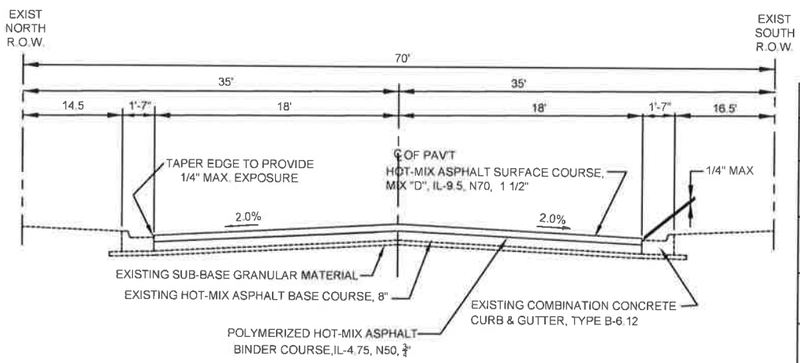
PROPOSED TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 59+42 to STA. 62+32.37)



EXISTING TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 63+22.57 to STA. 66+17.07)



PROPOSED TYPICAL SECTION

CURB AND GUTTER
FULL WIDTH GRIND
(175th STREET, STA. 63+22.57 to STA. 66+17.07)

HOT-MIX ASPHALT MIXURE REQUIREMENTS

MIXTURE TYPE	VOIDS @ Ndes
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE,IL-4.75, N50, 3/4"	3.5% @ 50 GYR
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2"	4% @ 70 GYR
HMA DRIVEWAY REMOVAL & REPLACEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm), 3"	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

THE VILLAGE OF HOMEWOOD
VILLAGE OF HOMEWOOD
ENGINEERING
DIVISION

USER NAME = --
PLOT SCALE = --
PLOT DATE = --

DESIGNED DJA
DRAWN DJA
CHECKED MM
DATE 02-20-19

REVISED: -
REVISED -
REVISED -
REVISED - 10-03-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

175th STREET
ASHLAND AVENUE TO HALSTED STREET
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	4
		CONTRACT NO. 61F91		

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

BEGIN PROJECT
175TH STREET, STA 9+84.00

HOMEWOOD DISPOSAL

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 22+67.07 to STA. 22+93.88,
28.50 RT. to 32.50 LT.)

Laflin Ave

MANHOLES
TO BE ADJUSTED

COMBINATION CONCRETE
CURB & GUTTER
REMOVAL & REPLACEMENT

Ashland Ave (FAU 2864)

9+54

10+00

11+00

12+00

13+00

14+00

15+00

16+00

17+00

18+00

19+00

MATCH LINE STA 19+90

R.O.W. 70'

18.0' 18.0'

35.0'

12' 12' 12'

12'

6' 9' 6' 6' 6'

MH ADJ

INL

IN

15'

30' HMA DR

10'

5'

PAVEMENT
RESURFACING

REPLACE EXISTING
DETECTOR LOOPS
6'x6' DIMENSION

INLETS TO
BE ADJUSTED

MANHOLES
TO BE ADJUSTED

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 9+84 to STA. 9+88.50,
23.62 LT. to 31.65 RT.)

MANHOLE
TO BE ADJUSTED

INLET TO
BE ADJUSTED

INLETS TO
BE ADJUSTED

EXISTING SIDEWALK

175th STREET

HOMEWOOD DISPOSAL

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 22+67.07 to STA. 22+93.88,
28.50 LT. to 32.50 LT.)

Loomis Ave

SANITARY MANHOLES
TO BE ADJUSTED WITH NEW
TYPE 1 FRAME AND CLOSED LID

MATCH LINE STA 19+90

20+00

21+00

22+00

23+00

24+00

25+00

26+00

27+00

28+00

MATCH LINE STA 28+10

R.O.W. 70'

18.0' 26.0'

41.5'

28.5'

VB ADJ

MH ADJ

PAVEMENT
RESURFACING

MANHOLES
TO BE ADJUSTED

VALVE BOX
TO BE ADJUSTED

MANHOLES
TO BE ADJUSTED

SANITARY MANHOLES
TO BE ADJUSTED WITH NEW
TYPE 1 FRAME AND CLOSED LID

175th STREET

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 29+27.43 to STA. 29+63.47,
28.50 LT. to 32.50 LT.)

Throop Ave

6.0'

SIDEWALK REMOVAL
& REPLACEMENT

DETECTABLE
WARNINGS

MATCH LINE STA 28+10

29+00

30+00

31+00

32+00

33+00

34+00

35+00

36+00

37+00

38+00

MATCH LINE STA 38+10

43.3'

34.0'

MH ADJ

10'

INL

PAVEMENT
RESURFACING

12' 12' 8'

12' 12' 12'

INL 6'

30'

38.8'

27.8'

20.8'

31.8'

MANHOLES
TO BE ADJUSTED

SANITARY MANHOLES
TO BE ADJUSTED WITH NEW
TYPE 1 FRAME AND CLOSED LID

SANITARY MANHOLES
TO BE ADJUSTED WITH NEW
TYPE 1 FRAME AND CLOSED LID

1313

1221

1205

1155

175th STREET

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 35+82.27 to STA. 36+38.30
28.50 LT. to 32.50 LT.)

Center Ave

SIDEWALK REMOVAL
& REPLACEMENT

DETECTABLE
WARNINGS

HOT MIX ASPHALT
SURFACE REMOVAL - BUTT JOINT
(STA. 35+76.76 to STA. 36+43.79,
32.50 LT. to 36.50 LT.)

SIDEWALK REMOVAL
& REPLACEMENT

DETECTABLE
WARNINGS

SANITARY MANHOLES
TO BE ADJUSTED WITH NEW
TYPE 1 FRAME AND CLOSED LID

VILLAGE OF HOMEWOOD
ENGINEERING
DIVISION

USER NAME	DESIGNED DJA	REVISED: -	
	DRAWN DJA	REVISED: -	
PLOT SCALE	CHECKED MM	REVISED: -	
PLOT DATE	DATE 04-16-19	REVISED: - 10-03-19	

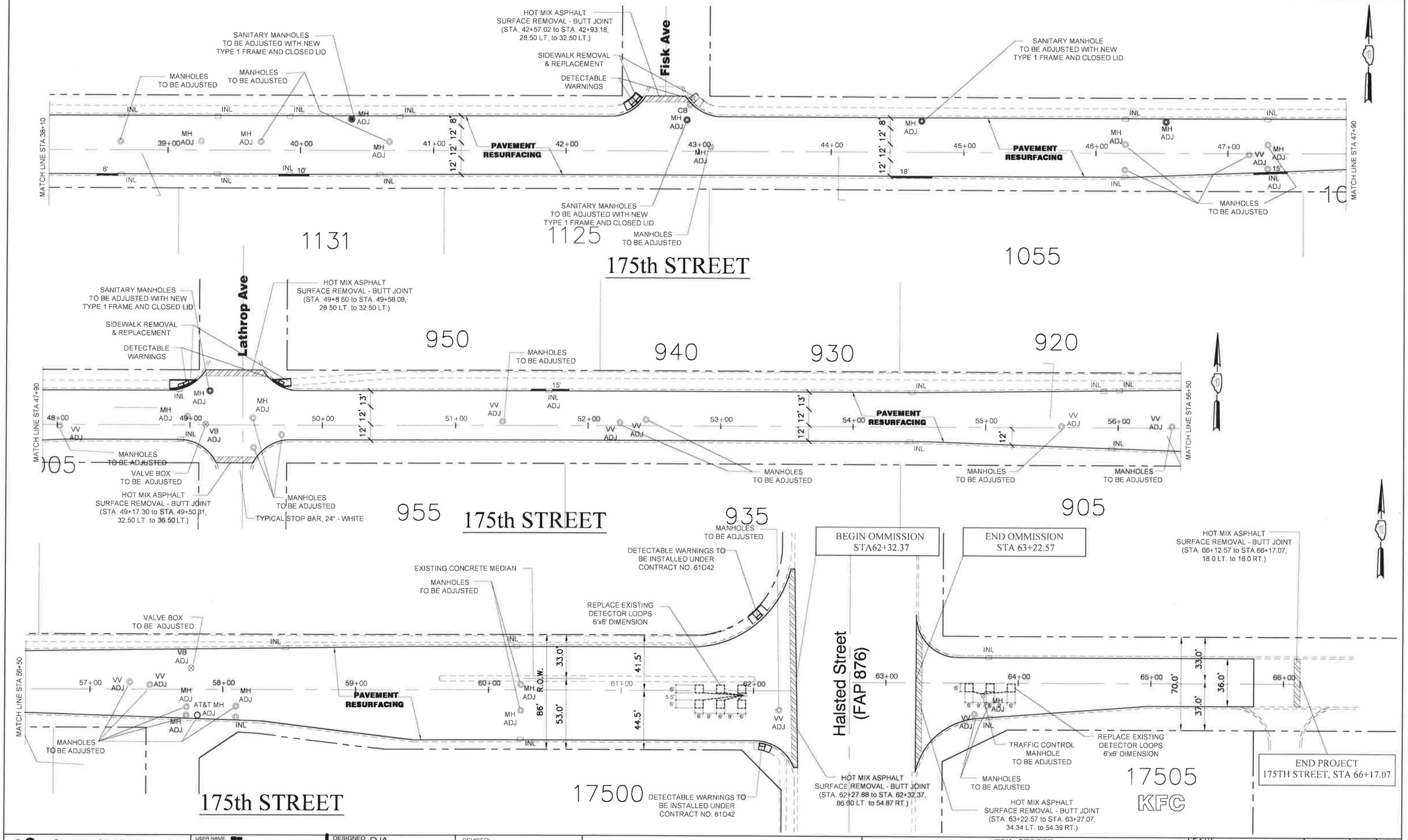
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

175th STREET
ASHLAND AVENUE TO HALSTED STREET
ROADWAY PLAN

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

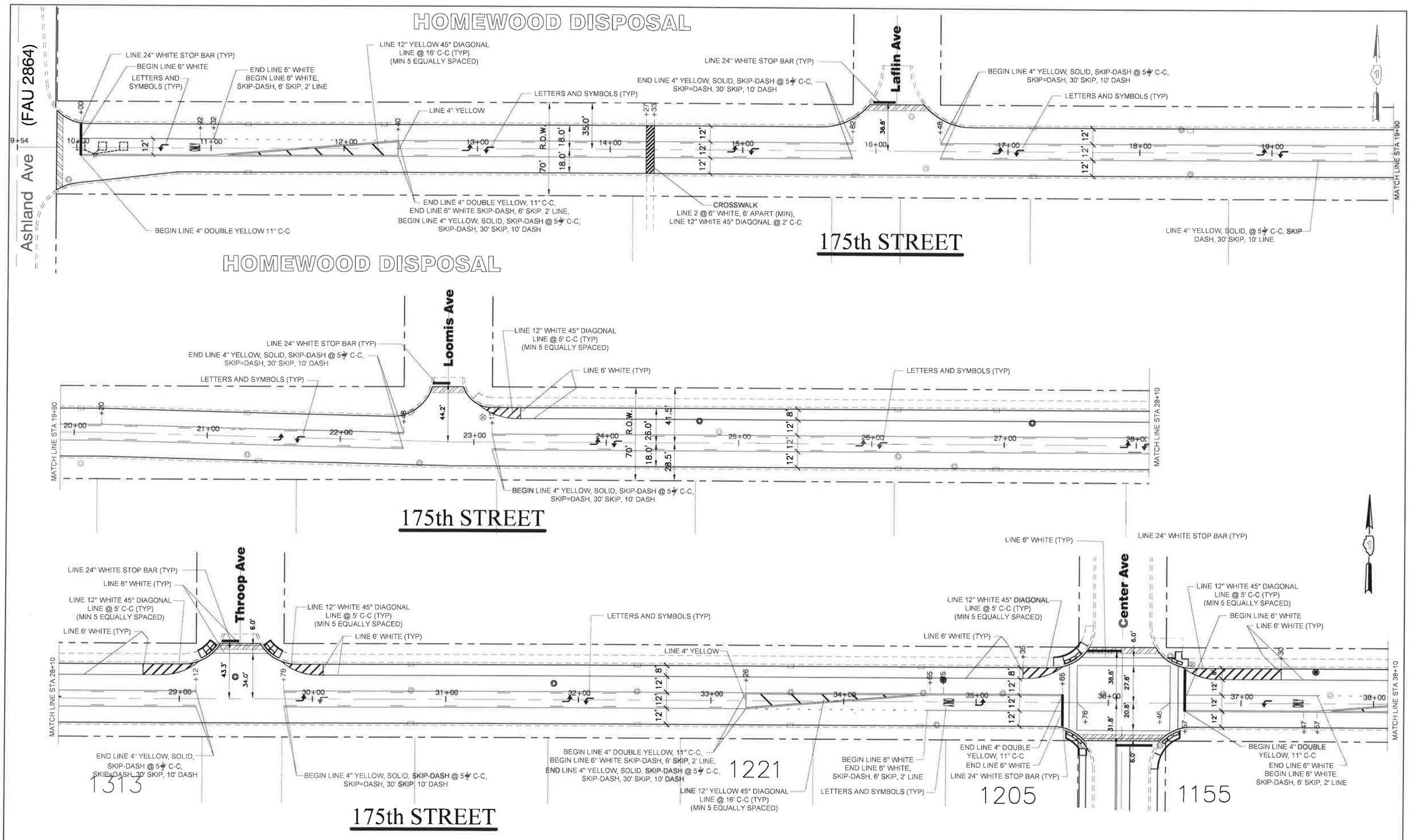
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	5
		CONTRACT NO. 61F91		

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



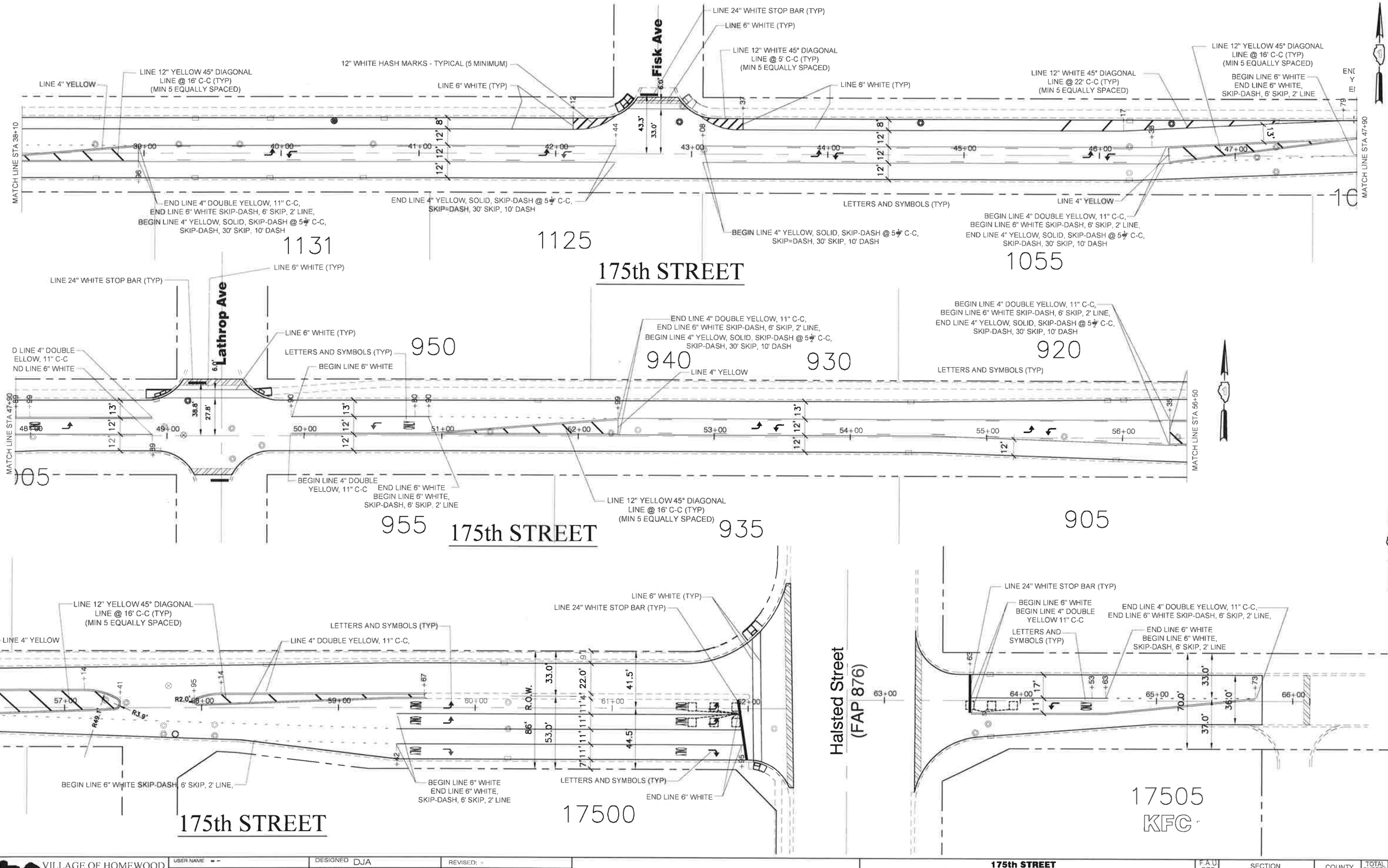
VILLAGE OF HOMEWOOD ENGINEERING DIVISION	USER NAME	DESIGNED DJA	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	175th STREET ASHLAND AVENUE TO HALSTED STREET ROADWAY PLAN
	PLOT SCALE	DRAWN DJA	REVISED: -		SCALE: NONE | SHEET NO. OF SHEETS | STA. TO STA.
	PLOT DATE	CHECKED MM	REVISED: -		
		DATE 04-16-19	REVISED: - 10-03-19		

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	6
		CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



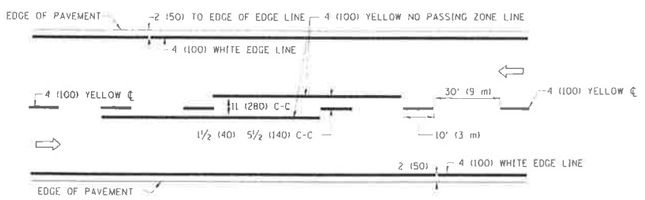
VILLAGE OF HOMEWOOD ENGINEERING DIVISION	USER NAME	DESIGNED DJA	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	175th STREET ASHLAND AVENUE TO HALSTED STREET PAVEMENT MARKING PLAN
		DRAWN DJA	REVISED: -		
	PLOT SCALE	CHECKED MM	REVISED: -		
	PLOT DATE	DATE 04-16-19	REVISED: - 10-03-19		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	7
		CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

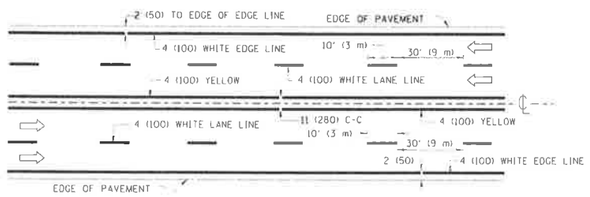


VILLAGE OF HOMEWOOD ENGINEERING DIVISION	USER NAME = -	DESIGNED DJA	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	175th STREET ASHLAND AVENUE TO HALSTED STREET PAVEMENT MARKING PLAN
		DRAWN DJA	REVISED: -		
	PLOT SCALE = -	CHECKED MM	REVISED: -		
	PLOT DATE = -	DATE 04-16-19	REVISED: - 10-03-19		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

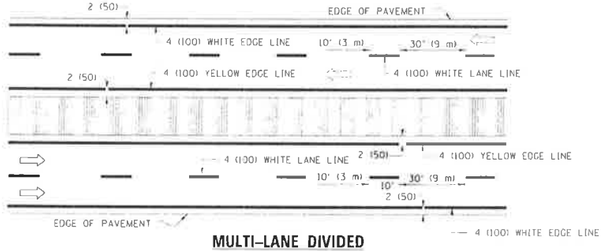
F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	8
		CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

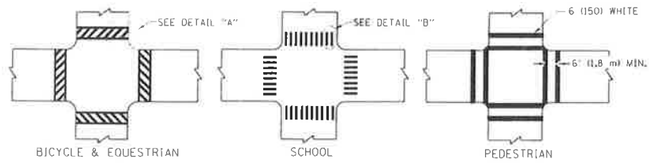


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

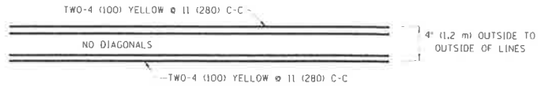
TYPICAL LANE AND EDGE LINE MARKING



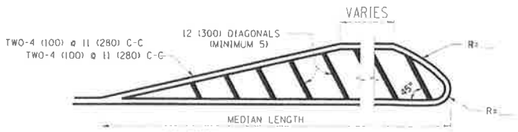
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



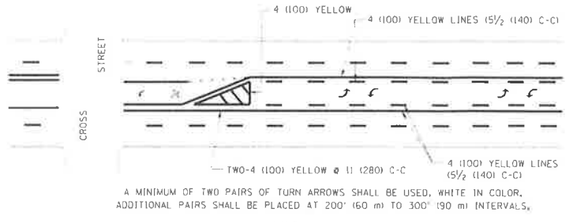
4' (1.2 m) WIDE MEDIANS ONLY



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

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

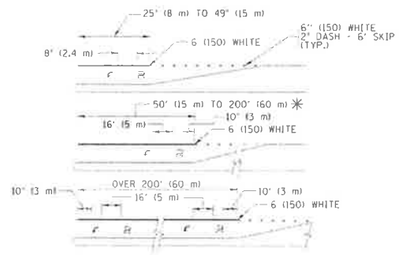
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

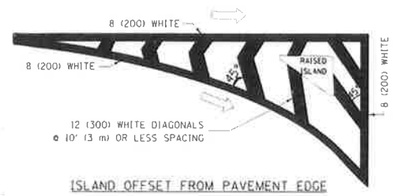


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

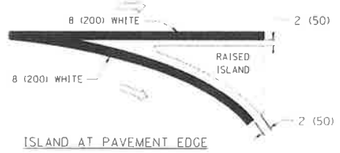
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

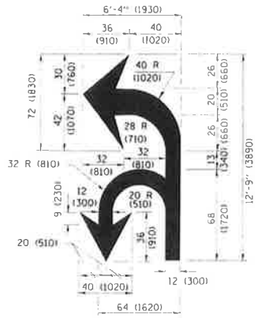


ISLAND OFFSET FROM PAVEMENT EDGE

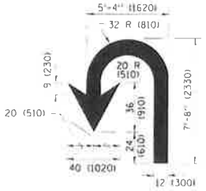


ISLAND AT PAVEMENT EDGE

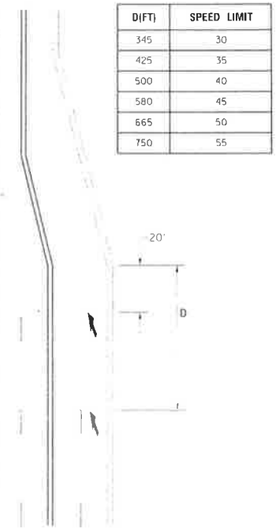
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ø 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ø 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ø 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ø 6 (150) 12 (300) ø 45° 12 (300) ø 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 ø 4 (100) WITH 12 (300) DIAGONALS ø 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 ø 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" (5 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 (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ø 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

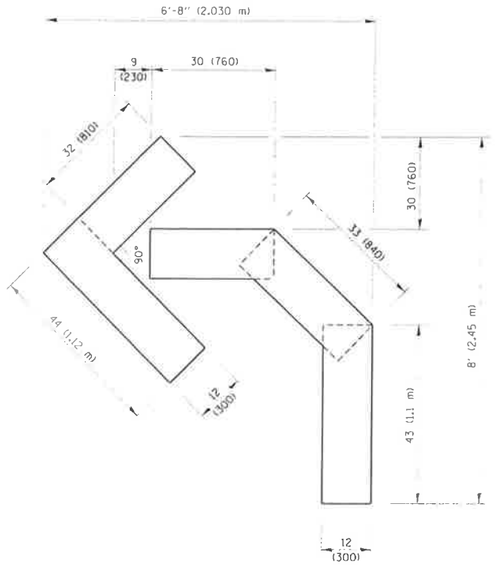
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME:	USER NAME: mjm	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN	REVISED - C. JUCIUS 07-01-13	
	PLOT SCALE: 64.000 / in.	CHECKED	REVISED - C. JUCIUS 12-21-15	
	PLOT DATE: 12/21/2015	DATE 03-19-90	REVISED - C. JUCIUS 04-12-16	

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

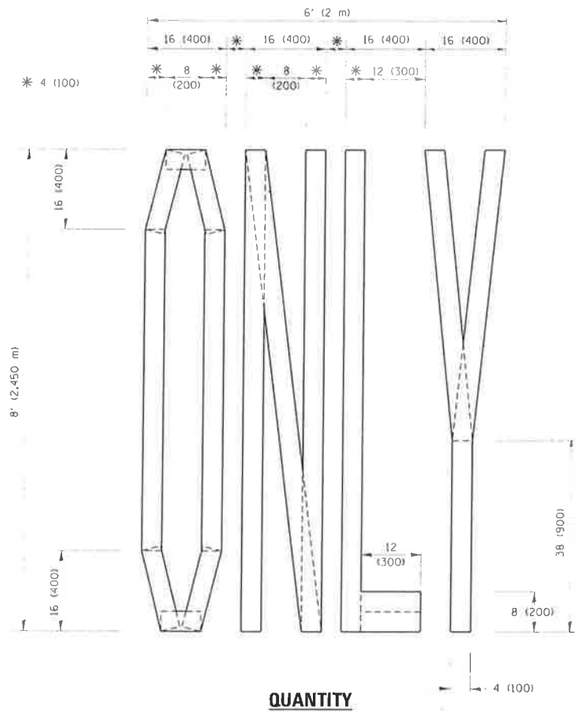
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	9
	TC-13	CONTRACT NO. 61F91		
	ILLINOIS FED. AID PROJECT			



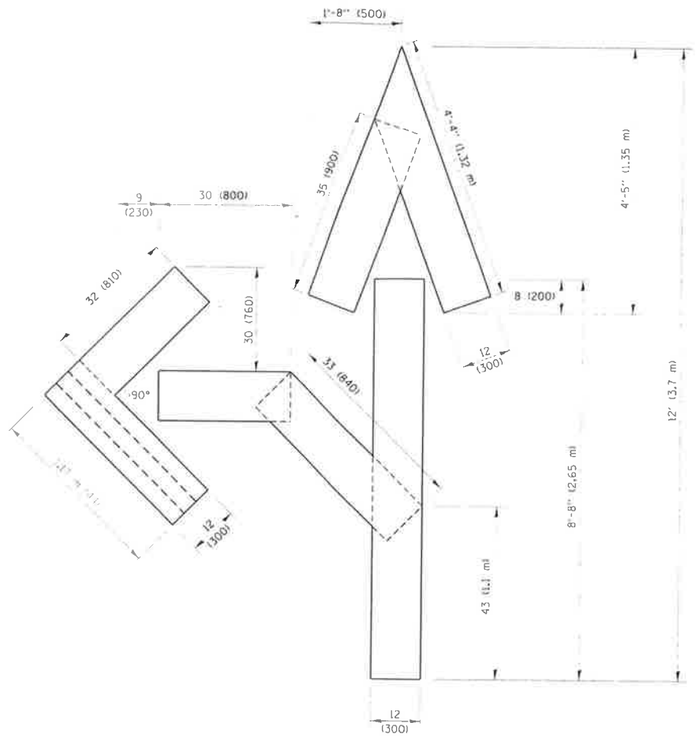
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

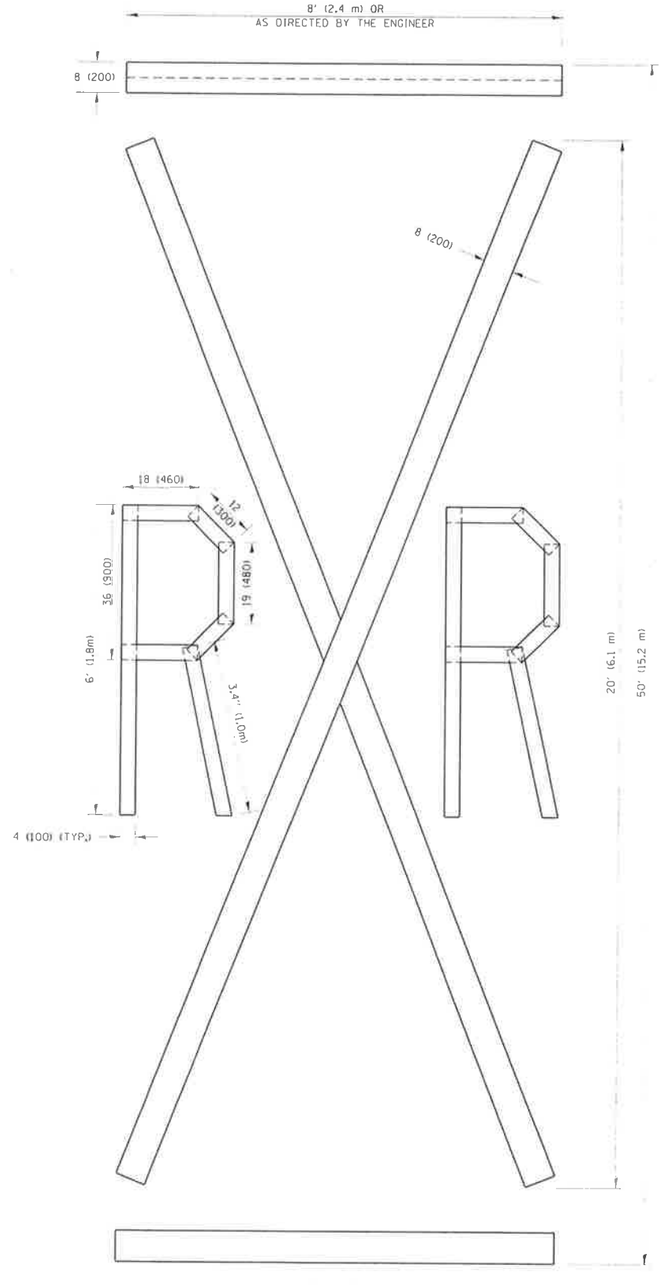


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

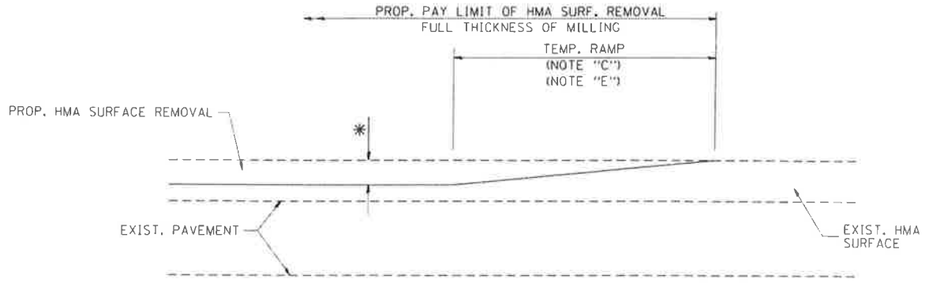
4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

FILE NAME	USER NAME	DESIGNED	REVISED T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
		DRAWN	REVISED E. GOMEZ 08-28-00		
		CHECKED	REVISED E. GOMEZ 08-28-00		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.
		DATE 09-18-94	REVISED A. SCHUETZE 09-15-16		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	10
	TC-16	CONTRACT NO. 61F91		

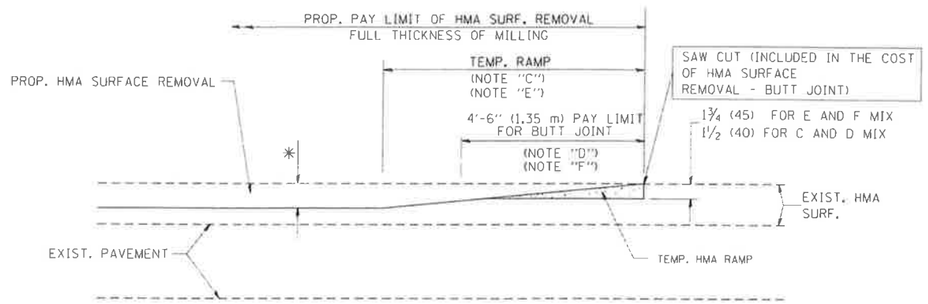
FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

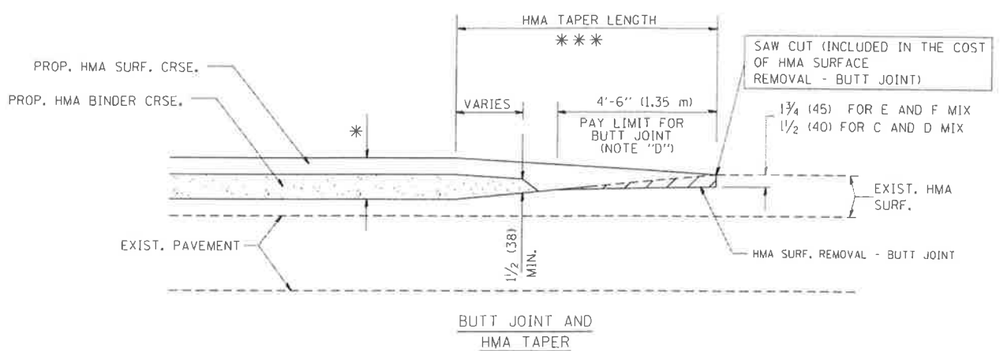


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

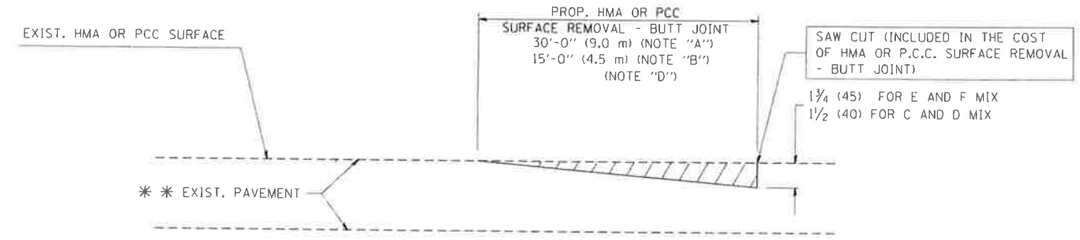
OPTION 2

TYPICAL TEMPORARY RAMP

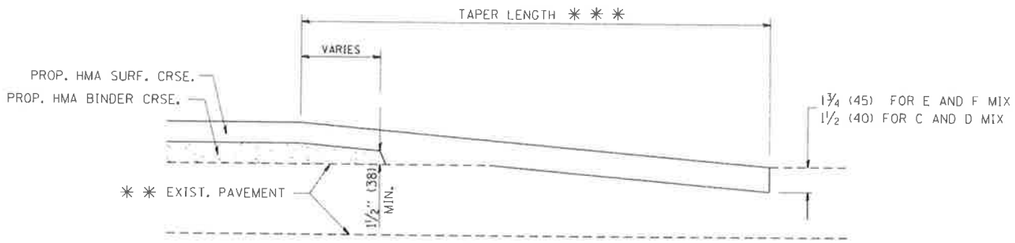


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

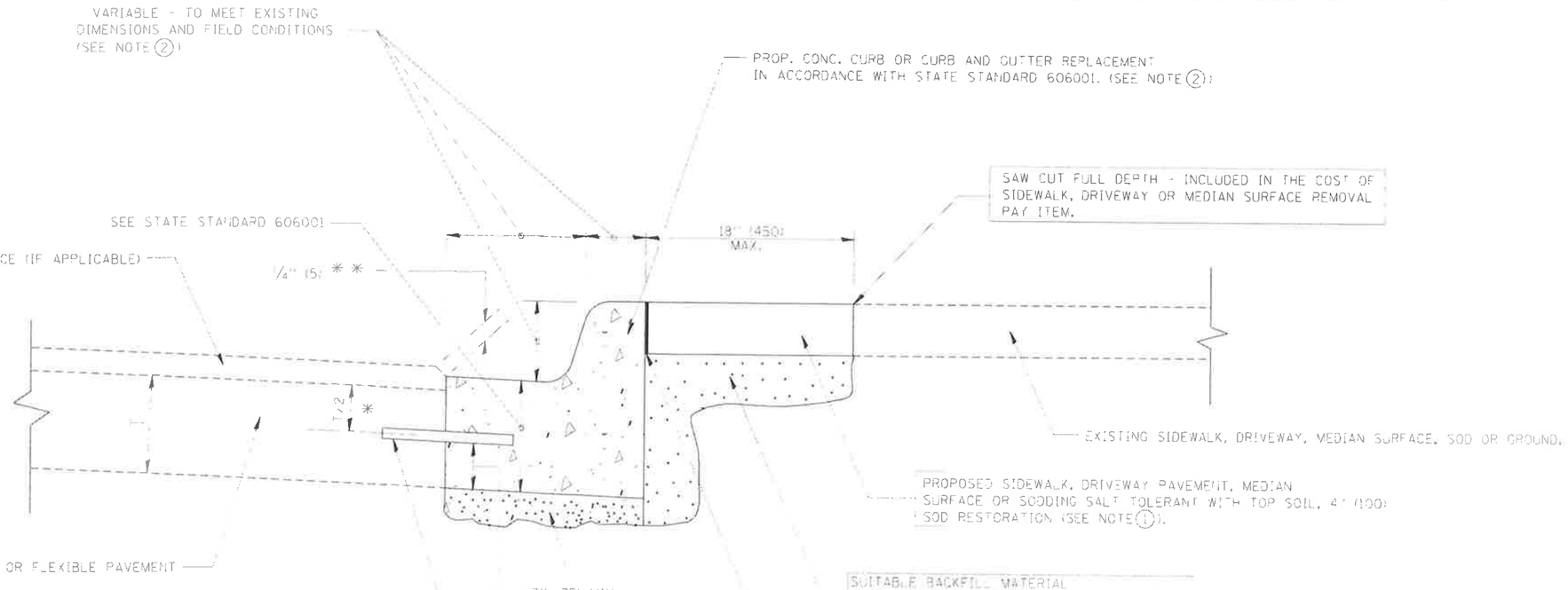
FILE NAME = W:\dissstd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	11
	BD400-05 BD32	CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

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.

BASIS OF PAYMENT:

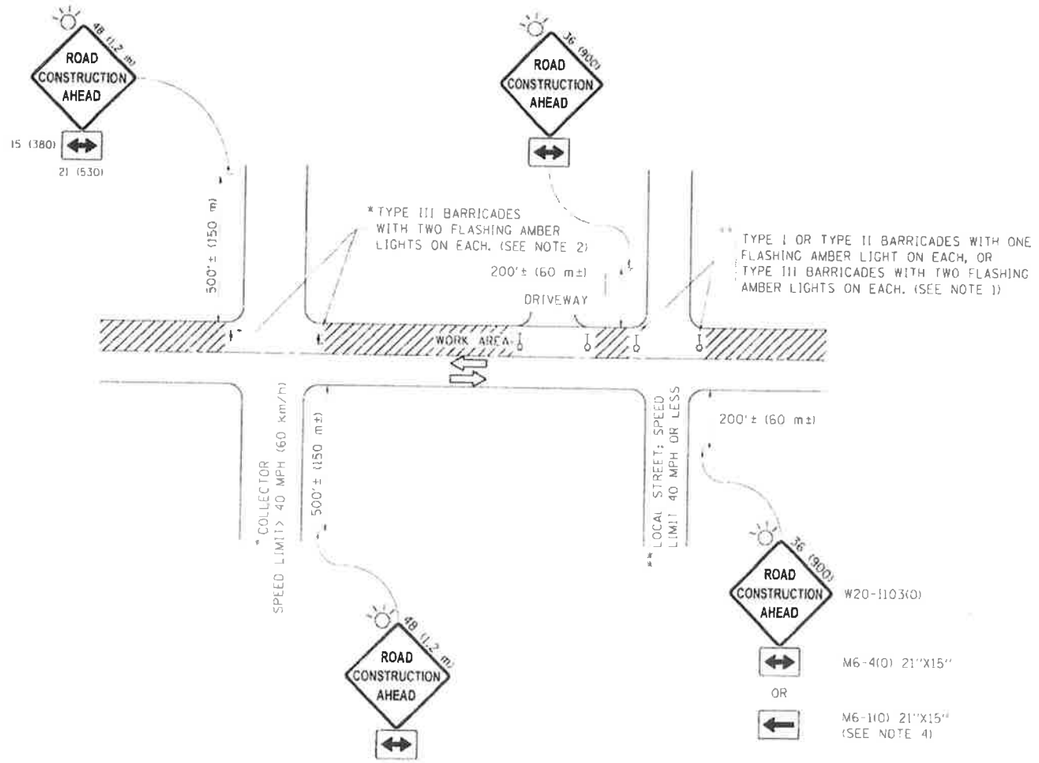
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME:	USER NAME:	DESIGNED: A. HOUSEH	REVISED: R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
		DRAWN:	REVISED: A. ABBAS 03-21-97		
PLOT SCALE: 50.000 ' = 1"		CHECKED:	REVISED: M. GOMEZ 01-22-01		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
PLOT DATE: 12/15/2009		DATE: 03-11-94	REVISED: R. BORO 12-15-09		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	12
	BD600-06 (BD-24)	CONTRACT NO. 61F91		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

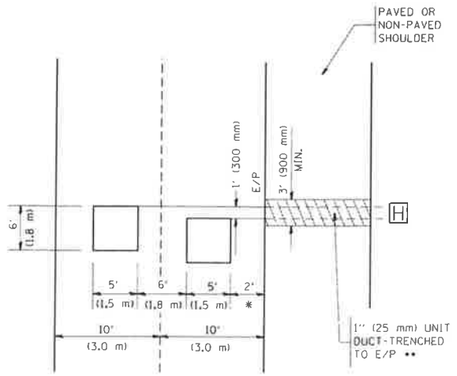
All dimensions are in inches (millimeters) unless otherwise shown.

		DESIGNED L.H.A.	REVISED A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
		DRAWN	REVISED T. RAMMACHER 01-06-00		
		CHECKED	REVISED A. SCHUETZE 07-01-13		
		DATE 06-89	REVISED A. SCHUETZE 09-15-16		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	13
	TC-10	CONTRACT NO. 81F91		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

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



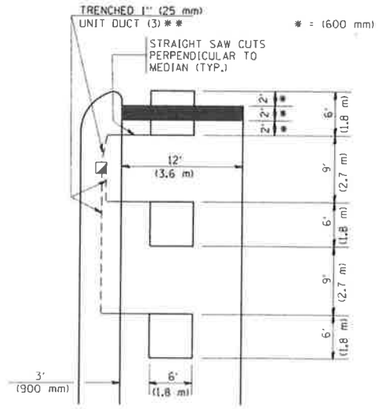
* = (600 mm)

** 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.



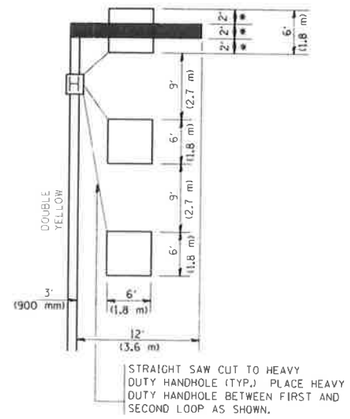
** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

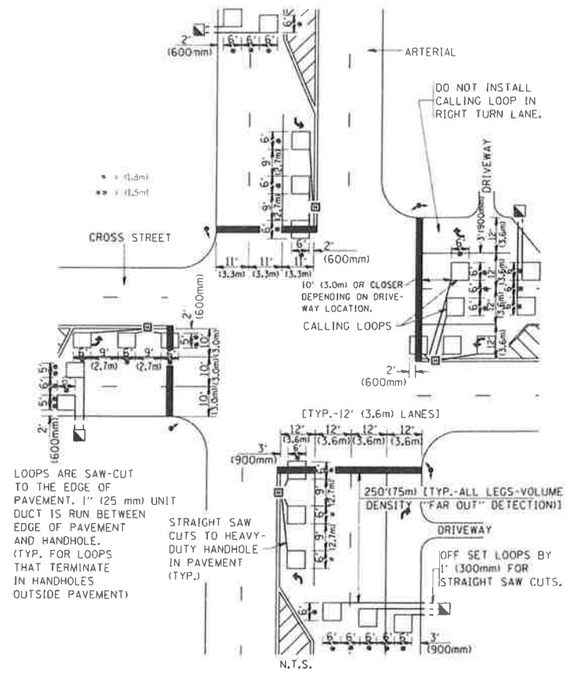
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



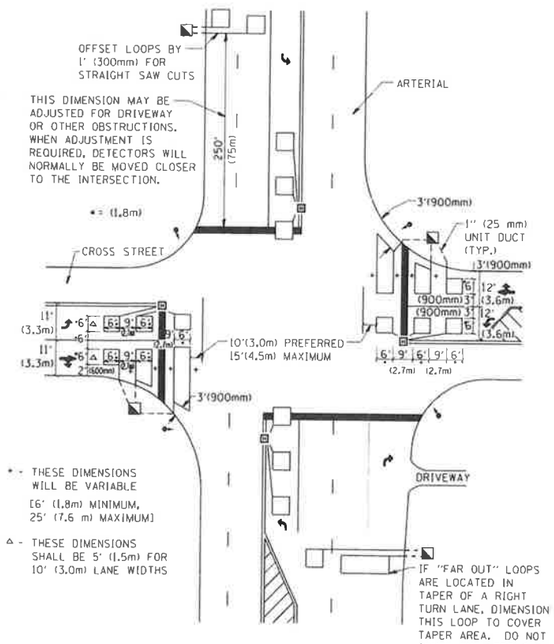
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglionobt	DESIGNED =	REVISED =
		DRAWN =	REVISED =
	PLOT SCALE = 50.0000 ' / IN.	CHECKED = R.K.F.	REVISED =
	PLOT DATE = 1/4/2008	DATE =	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	14
	TS-07	CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

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

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

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

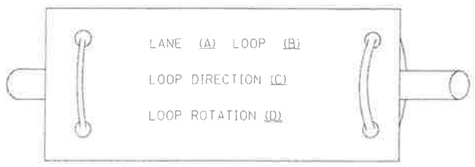
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

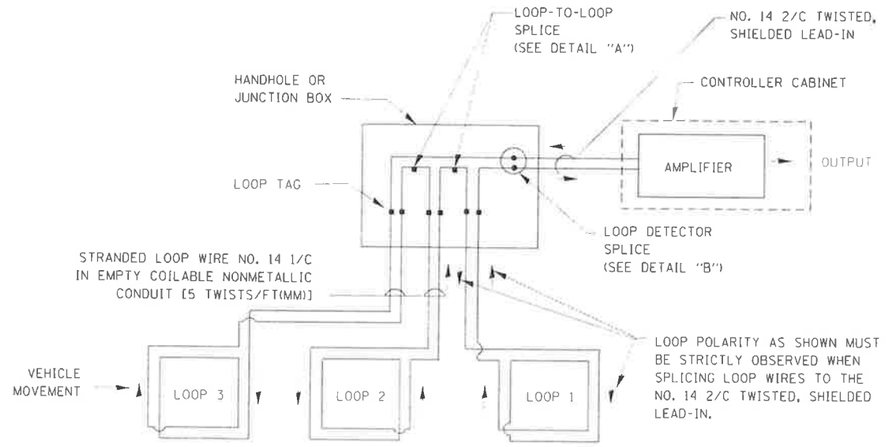


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

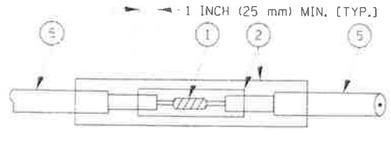
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

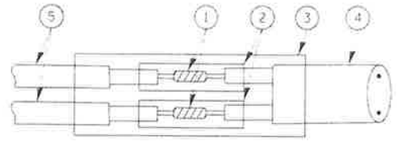


DETECTOR LOOP WIRING SCHEMATIC

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

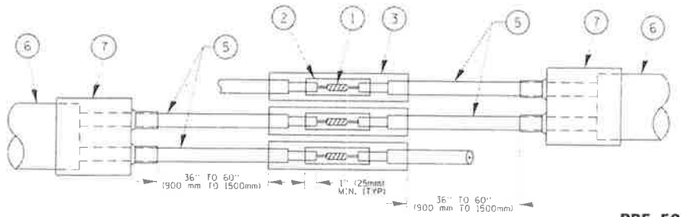


DETAIL "A"
LOOP-TO-LOOP SPLICE



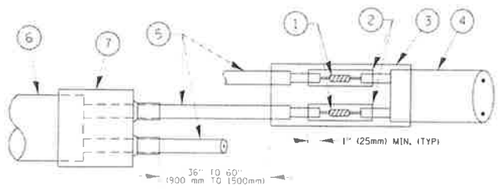
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME:	DESIGNED DAD	REVISED DAC 1-1-14	
	DRAWN BCK	REVISED	
PLOT SCALE: 0.0278 ' / in.	CHECKED DAD	REVISED	
PLOT DATE: 9/23/2014	DATE 10-28-09	REVISED	

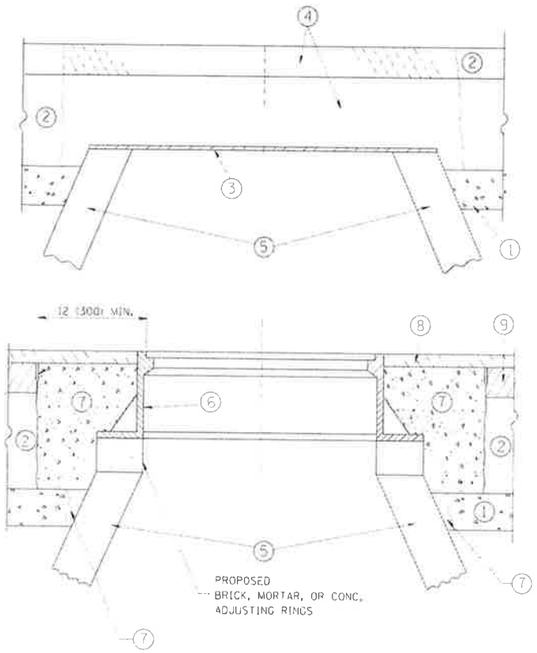
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	15
	TS-05	CONTRACT NO. 61F91		

FED. ROAD DIST. NO. 1 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 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS 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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

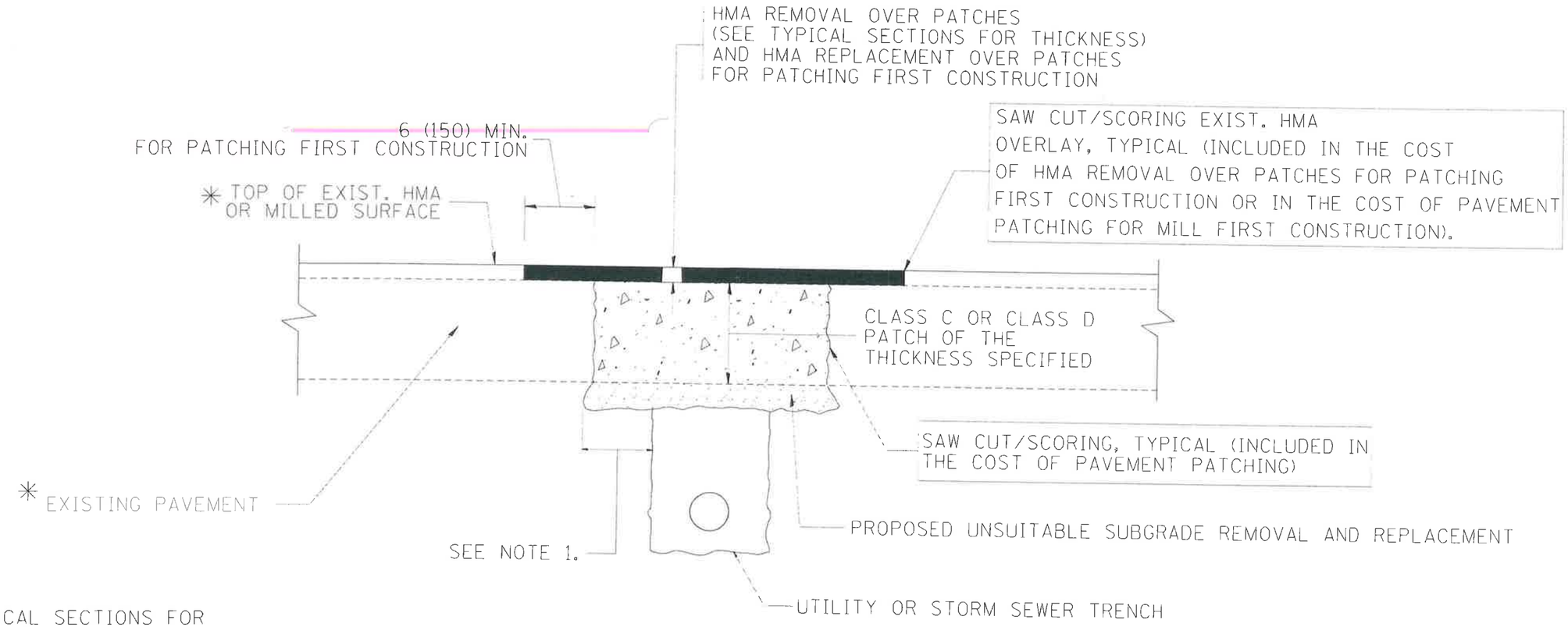
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME	DESIGNED R. SHAH	REVISED R. WIEDEMAN 05-14-04	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN	REVISED R. BORO 01-01-07	
	CHECKED	REVISED R. BORO 03-09-11	
	DATE 10-25-94	REVISED R. BORO 12-06-11	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	16
	BD600-03 (BD-8)	CONTRACT NO.	61F91	
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 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

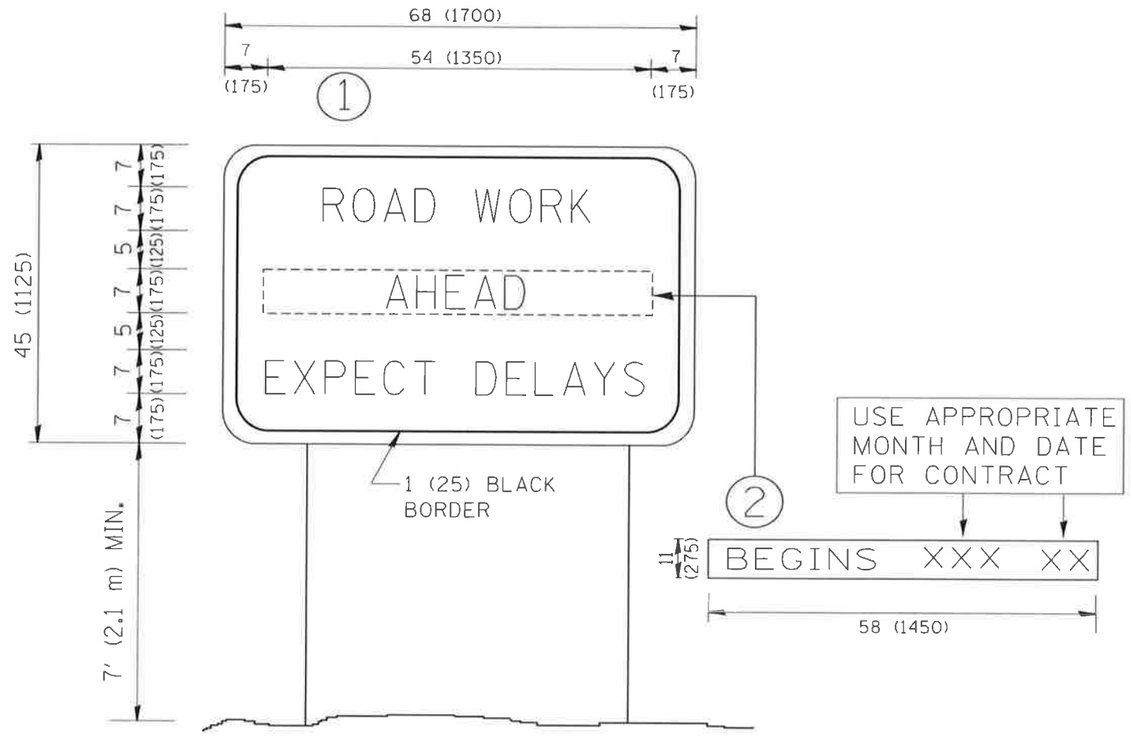
FILE NAME = E:\projects\dist\bd22-04\bd22.dgn	USER NAME = [illegible]	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	17
	BD400-04 (BD-22)	CONTRACT NO. 61F91		
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\tc22.dgn	USER NAME = gegliomibt	DESIGNED =	REVISED = R. MIRS 09-15-97
		DRAWN =	REVISED = R. MIRS 12-11-97
	PLOT SCALE = 50.000 '/ IN.	CHECKED =	REVISED = T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2000	DATE =	REVISED = C. JUCIUS 01-31-07

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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1357	18-00148-00-RS	COOK	18	18
	TC-22	CONTRACT NO. 61F91		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		