ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1472	16-00077-00-RS	COOK	28	1
ILLINOIS PROJECT		CONTRACT NO. 61D87		

INDEX OF SHEETS ON SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU 1472 (HARDING AVENUE)
BRAINARD AVENUE TO KEMMAN AVENUE
RESURFACING
SECTION NO. 16-00077-00-RS
PROJECT 0J51 (301)
VILLAGE OF LA GRANGE PARK
COOK COUNTY
JOB NO. C-91-136-17

LOCATION OF SECTION INDICATED THUS:

TRAFFIC DATA
ADT (2013) = 2,000
POSTED SPEED LIMIT = 25 MPH
DESIGN SPEED LIMIT = 25 MPH

DESIGN DESIGNATION
MINOR COLLECTOR

0 10' 20' 30' SCALE: 1" = 10'

0 50' 100' SCALE: 1" = 50'

0 50' 100' SCALE: 1" = 40'

0 50' 100' SCALE: 1" = 30'

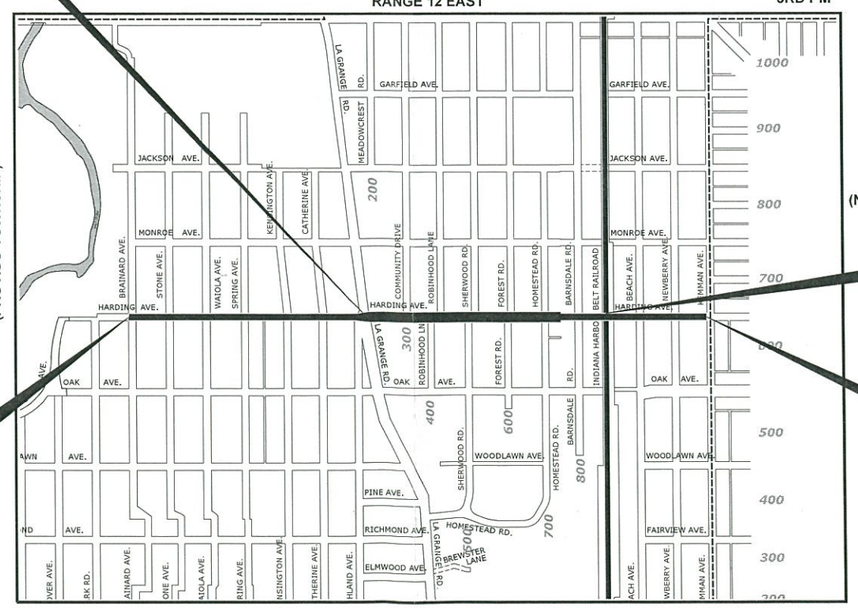
0 50' 100' SCALE: 1" = 20'

FULL SIZE PLANS HAVE 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.

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

OMISSION
STA. 21+15 TO STA. 21+50

LOCATION MAP
NTS
RANGE 12 EAST 3RD PM



OMISSION
STA. 42+64 TO STA. 43+43

PROJECT STARTS
STA. 0+30

PROJECT ENDS
STA. 51+80

SECTION 32 and 33

- AREA OF IMPROVEMENT

GROSS LENGTH OF IMPROVEMENT = 5,150 FT = 0.975 MI
NET LENGTH OF IMPROVEMENT = 5,034 FT = 0.953 MI

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION

APPROVED MARCH 15, 2017
VILLAGE OF LA GRANGE PARK, PRESIDENT

PASSED OCTOBER 13 2017
CHRISTOPHER HELT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW OCTOBER 16 2017
Anthony J. Quigley /DB
REGIONAL ENGINEER

ALEX L. ALEJANDRO
62-060307
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

SIGNED : Alex Alej
DATE : 3-15-17 LICENSE EXPIRES : 11/30/19

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

CONTRACT NO. 61D87

E.H.E. PROJECT NO. 520-16-17601

PROGRAM AND OFFICE ENGINEER ; CHARLES F. RIDDLE, PE
(847) 705-4406, SCHAUMBURG, IL

Drawing file: W:\Projects_by_Village\La Grange Park\520161176 - Harding Avenue\Harding Ave-Cover.dwg Oct 04, 2017 - 1:05pm

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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3	GENERAL NOTES
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5-6	SUMMARY OF QUANTITIES
7-8	CROSS SECTIONS EXISTING AND PROPOSED TYPICAL
9-12	PAVING / PAVEMENT MARKING PLANS
13-14	EROSION CONTROL PLAN
15-16	ADA RAMP DETAILS AT HARDING AVE / LA GRANGE INTERSECTION
17	TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENT PLAN
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22	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)
23	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
24	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
25	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
26	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
27	ARTERIAL ROAD INFORMATION SIGN (TC-22)
28	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS (TC23)

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-03	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C&D PATCHES
604001-04	FRAMES AND LIDS, TYPE 1
701301-04	LANE CLOSURE, 2-LANE, 2-WAY, SHORT-TIME OPERATIONS
701311-03	LANE CLOSURE, 2-LANE, 2-WAY, MOVING OPERATIONS, DAY ONLY
701501-06	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-06)

SYMBOL	DESCRIPTION
HMA	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	EXISTING CONCRETE SIDEWALK OR DRIVEWAY REMOVAL
	REMOVE AND REINSTALL BRICK PAVERS
	PROPOSED SHOULDER REMOVAL AND REPLACEMENT,8"
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY, 8" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT PAVING AREA
	PROPOSED CLASS D PATCHES
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
RC	STRUCTURE TO BE RECONSTRUCTED
⊘	EXISTING DOMESTIC WATER SERVICE BOX
	EXISTING FIRE HYDRANT
⊗	EXISTING WATER VALVE BOX
	EXISTING WATER MAIN VALVE VAULT
	EXISTING STORM SEWER INLET
	EXISTING STORM SEWER CATCH BASIN
	EXISTING SEWER MANHOLE
	EXISTING STREET LIGHT POLE
	EXISTING POWER POLE
	EXISTING TRAFFIC SIGNAL POLE
	EXISTING TRAFFIC SIGNAL MAST ARM
	EXISTING HANDHOLE
	DOUBLE HANDHOLE
	EXISTING TRAFFIC SIGNAL OR STREET LIGHT CONTROLLER
S	EXISTING TRAFFIC SIGNAL MANHOLE
	EXISTING CURB AND GUTTER
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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DESIGNED	JG	REVISED	–
DRAWN	MK & DMM	REVISED	–
CHECKED	JG	REVISED	–
DATE	8-4-17	REVISED	–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, LEGEND OF SYMBOLS, AND I.D.O.T. STANDARD DRAWINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	2
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016. THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2014 7TH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

UNDERGROUND UTILITIES

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

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

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

FRAMES AND GRATES

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

ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF LA GRANGE PARK AND BE SALVAGED. THE CONTRACTOR IS TO DELIVER FRAMES AND LIDS TO THE VILLAGE OF LA GRANGE PARK LOCATED AT 937 BARNSDALE AVE, LA GRANGE PARK, (708) 352-2922

MANHOLE OR VALVE COVERS

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

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ANY ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED BY THE CONTRACTOR AT HIS/HER EXPENSE.

RAILROAD FLAGGERS

IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE INDIANA HARBOR BELT RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMAN EMPLOYED AND DESIGNATED BY THEINDIANA HARBOR BELT RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSNONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

OPEN EXCAVATIONS

THE CONTRACTOR WILL NOT BE ALLOWED TO LEAVE ANY EXCAVATION NECESSARY FOR PAVEMENT PATCHES OR STRUCTURE ADJUSTMENTS OPEN OVERNIGHT. THE CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETELY BACKFILLING OR INSTALLING A PLATE OVER ALL EXCAVATIONS AT THE END OF EACH DAY.

CONCRETE BREAKERS

WHEN REMOVING PAVEMENT AND/OR OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS SUCH AS DROP HAMMERS, WHICH MIGHT DAMAGE UNDERGROUND PUBLIC OR PRIVATE UTILITIES, WILL NOT BE PERMITTED.

SAW CUTTING

THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY APPROVED MEANS OR AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

THIS ITEM ONLY PERTAINS TO STRUCTURES LOCATED IN THE CONCRETE OR HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR HOT-MIX SURFACE REMOVAL. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE ADJUSTED UNDER THIS ITEM. SEE DETAIL SHEET FOR "FRAMES AND LIDS ADJUSTMENT WITH MILLING."

FIELD OFFICE

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.

BUTT JOINTS

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

MILLED PAVEMENT OPEN TO TRAFFIC

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE 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/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

PAVING OPERATIONS

THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE HIS OPERATIONS SO THAT NO SECTIONS OF PAVEMENT ALONG THE CENTERLINE WILL HAVE A COLD JOINT OVERNIGHT.

PAVEMENT PATCHING

LOCATIONS OF CLASS D PATCHES ON PLANS ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED IN FIELD BY ENGINEER. CLASS D PATCHES LOCATED WITHIN THE THROUGH LANES SHALL BE MADE ACCESSIBLE TO TRAFFIC AT THE END OF EACH WORK DAY.

PAVEMENT MARKING

TWO WEEKS PROIR TO PLACEMENT OF PERMANENT PAVEMENT MARKS, THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN AT (847) 705-4413

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Phone: 708-865-0300
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DESIGNED –	JG	REVISED –	
DRAWN –	MK & DMM	REVISED –	
CHECKED –	JG	REVISED –	
DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	3
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

A. REFERENCED SPECIFICATIONS

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

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. THE VILLAGE OF RIVERDALE PUBLIC WORKS DEPARTMENT MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.
3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ELEVATION DATUM IS NAV 88
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONC SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE		
6-INCH TO 15-INCH DIAMETER SDR 26	ASTM D-3034	ASTM D-3212
18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM F-679	ASTM D-3212
HIGH DENSITY POLYETHYLENE	ASTM D-3350	ASTM D-3261,F-2620 (HEAT FUSION)
	ASTM D-3035	ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC		
4-INCH TO 36-INCH	ASTM D-2241	ASTM D-2672 OR ASTM D-3139
4-INCH TO 12-INCH	AWWA C900	ASTM D-3212
14-INCH TO 48-INCH	AWWA C905	ASTM D-3212

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 1/4 " TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO 1/4 THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. "BAND SEAL" OR SIMILAR NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
10. BELOW THE FLOOD PROTECTION ELEVATION (FPE = BFE + 2 FEET), ALL SANITARY SEWER MANHOLES AND STRUCTURES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
    a. A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
    b. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
    c. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TIES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
   a. UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
   b. ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT?OF?WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
10. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
11. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
12. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
13. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
14. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
15. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
16. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER.
17. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
18. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
19. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
20. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
21. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
22. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

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DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	04
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.M.E. PROJECT NO. 520.16.17604

SUMMARY OF QUANTITIES

S.P.	S.I.	Code No.	Item	Unit	Total Quantity	Const. Type Code Resurfacing 0005 60%Federal 40%Local
		20200100	EARTH EXCAVATION	CU YD	70	70
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,180	2,180
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	40	40
		25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	40	40
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	40	40
		25200100	SODDING	SQ YD	2,180	2,180
		25200200	SUPPLEMENTAL WATERING	UNIT	20	20
`		28000510	INLET FILTERS	EACH	60	60
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	160	160
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	15,600	15,600
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	40	40
		40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1,050	1,050
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	700	700
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,800	2,800
`		40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	100	100
		42101300	PROTECTIVE COAT	SQYD	2,400	2,400
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	100	100
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	12,350	12,350
`		42400800	DETECTABLE WARNINGS	SQ FT	1,400	1,400
`		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	100	100
`		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,750	2,750
`		44000600	SIDEWALK REMOVAL	SQ FT	12,800	12,800
		44201301	CLASS C PATCHES, TYPE I, 6 INCH	SQ YD	105	105
		44201305	CLASS C PATCHES, TYPE II, 6 INCH	SQ YD	105	105
		44201309	CLASS C PATCHES, TYPE III, 6 INCH	SQ YD	175	175
		44201311	CLASS C PATCHES, TYPE IV, 6 INCH	SQ YD	175	175
		44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	105	105
		44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	105	105
		44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	175	175
		44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	175	175
		44213204	TIE BARS 3/4"	EACH	300	300
		44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	500	500
		60206905	CATCH BASINS,TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1
`		60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1
`		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	10	10
`		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	6	6
`		60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	40	40
`		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	10	10
`		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	10	10

` DENOTES SPECIAL PROVISION

* DENOTES SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	5
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

S.P.	S.I.	Code No.	Item	Unit	Total Quantity	Const. Type Code Resurfacing 0005 60%Federal 40%Local
		60600605	CONCRETE CURB, TYPE B	FOOT	300	300
`		60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	1,750	1,750
`		60604700	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (MODIFIED)	FOOT	1,000	1,000
		67100100	MOBILIZATION	LSUM	1	1
	*	66900200	NON-SPECIAL WASTE REMOVAL	CUYD	5	5
	*	66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1
	*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
		70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,000	1,000
		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQFT	350	350
	*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	120	120
	*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,000	11,000
	*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,200	1,200
	*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,400	1,400
	*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	450	450
`	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	500	500
		X0326275	RAILROAD RIGHT-OF-WAY ENTRY PERMIT	EACH	1	1
`		X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	400	400
`		X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	22,850	22,850

S.P.	S.I.	Code No.	Item	Unit	Total Quantity	Const. Type Code Resurfacing 0005 60%Federal 40%Local
`		X6022805	CATCH BASINS, TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID, SPECIAL	EACH	2	2
`		X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	54	54
		X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	31	31
`		Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
		Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	6
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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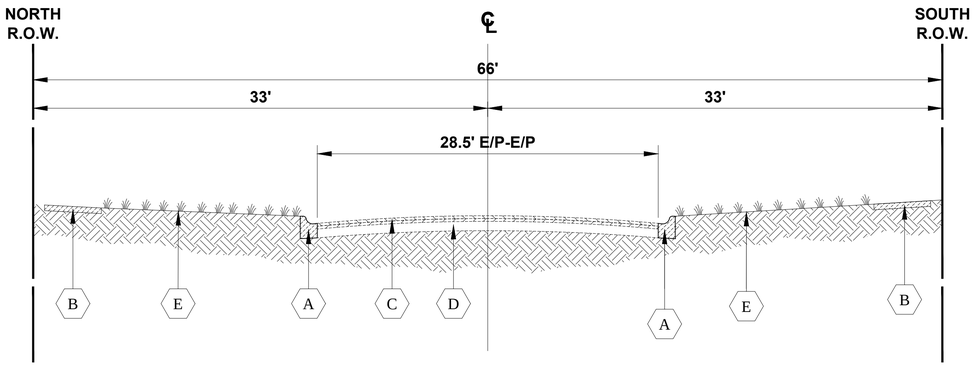
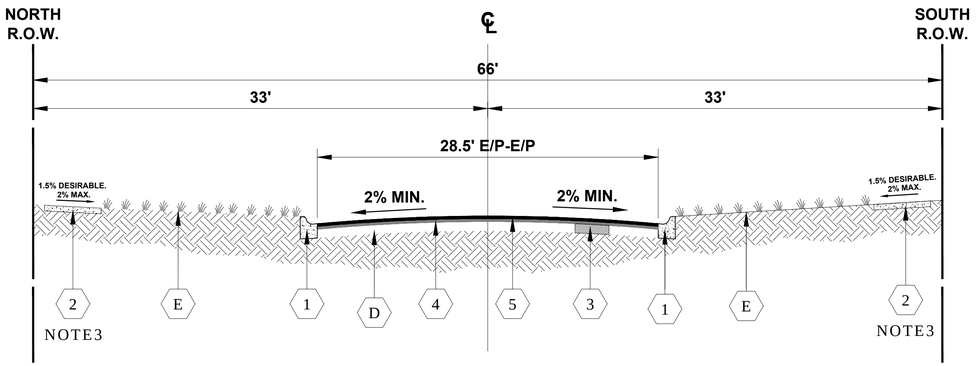


EXISTING TYPICAL SECTION

STA. 0+30 TO STA. 21+15, HARDING AVENUE



PROPOSED TYPICAL SECTION

STA. 0+30 TO STA. 21+15, HARDING AVENUE

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
B	SIDEWALK REMOVAL (REFER TO PLANS FOR LOCATIONS)
C	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
D	EXISTING CONCRETE AND AGGREGATE BASE COURSE, THICKNESS VARIES, 4-12"
E	EXISTING LANDSCAPED PARKWAY
1	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.18
2	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
3	PROPOSED CLASS C AND CLASS D PATCHES, 6" (AS LOCATED IN FIELD)
4	PROPOSED LEVELING BINDER (MACHINE METHOD), N50, ¾"
5	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
Resurfacing	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL - 9.5 mm), 2"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), IL 9.5, N50, 3/4"	4% @ 50 GYR.
Patching	
CLASS D PATCHES (HMA BINDER IL-19mm), 6" (2 LIFTS)	4% @ 70 GYR.
Driveways	
INCIDENTAL HOT-MIX ASPHALT SURFACING(HMA SURFACE, 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" FORPOLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZEDHMA THE "AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATRIALS SEE SPECIAL PROVISIONS.

NOTE

1. CONTRACTOR SHALL MILL BEFORE PATCHING
2. FILL CRACKS USING MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
3. SIDEWALK LIMITS AS SHOWN ON PLANS.

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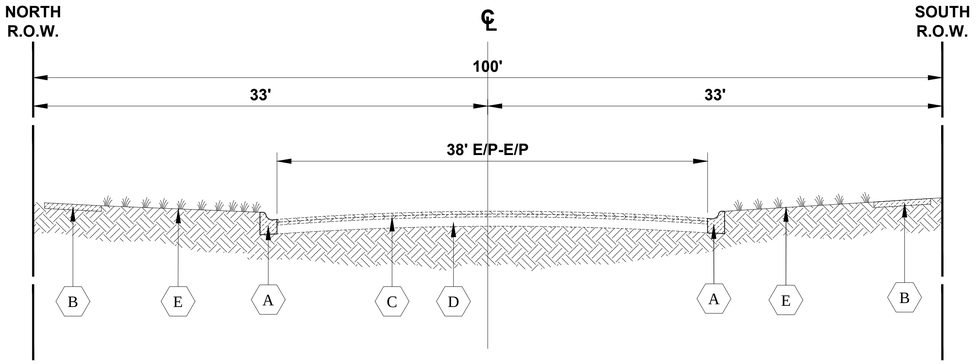
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED
TYPICAL CROSS SECTION

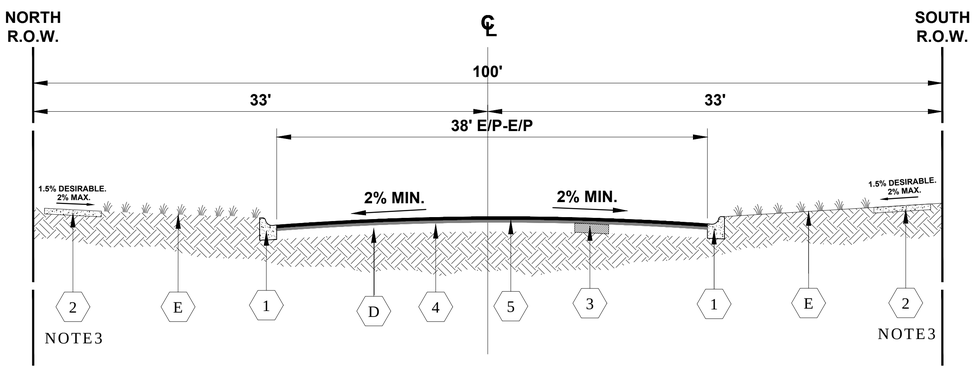
SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. - | TO STA. -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	7
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA. 21+50 TO STA. 51+80, HARDING AVENUE



PROPOSED TYPICAL SECTION

STA. 21+50 TO STA. 51+80, HARDING AVENUE

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	COMBINATION CONCRETE CURB AND GUTTER REMOVAL (REFER TO PLANS FOR LOCATIONS)
B	SIDEWALK REMOVAL (REFER TO PLANS FOR LOCATIONS)
C	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
D	EXISTING CONCRETE AND AGGREGATE BASE COURSE, THICKNESS VARIES, 4-12"
E	EXISTING LANDSCAPED PARKWAY
1	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, TYPE B-6.12
2	PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
3	PROPOSED CLASS C AND CLASS D PATCHES, 6" (AS LOCATED IN FIELD)
4	PROPOSED LEVELING BINDER (MACHINE METHOD), N50, ¾"
5	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 2"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
Resurfacing	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL - 9.5 mm), 2"	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), IL 9.5, N50, 3/4"	4% @ 50 GYR.
Patching	
CLASS D PATCHES (HMA BINDER IL-19mm), 6" (2 LIFTS)	4% @ 70 GYR.
Driveways	
INCIDENTAL HOT-MIX ASPHALT SURFACING(HMA SURFACE, 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" FORPOLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZEDHMA THE "AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATRIALS SEE SPECIAL PROVISIONS.

NOTE

1. CONTRACTOR SHALL MILL BEFORE PATCHING
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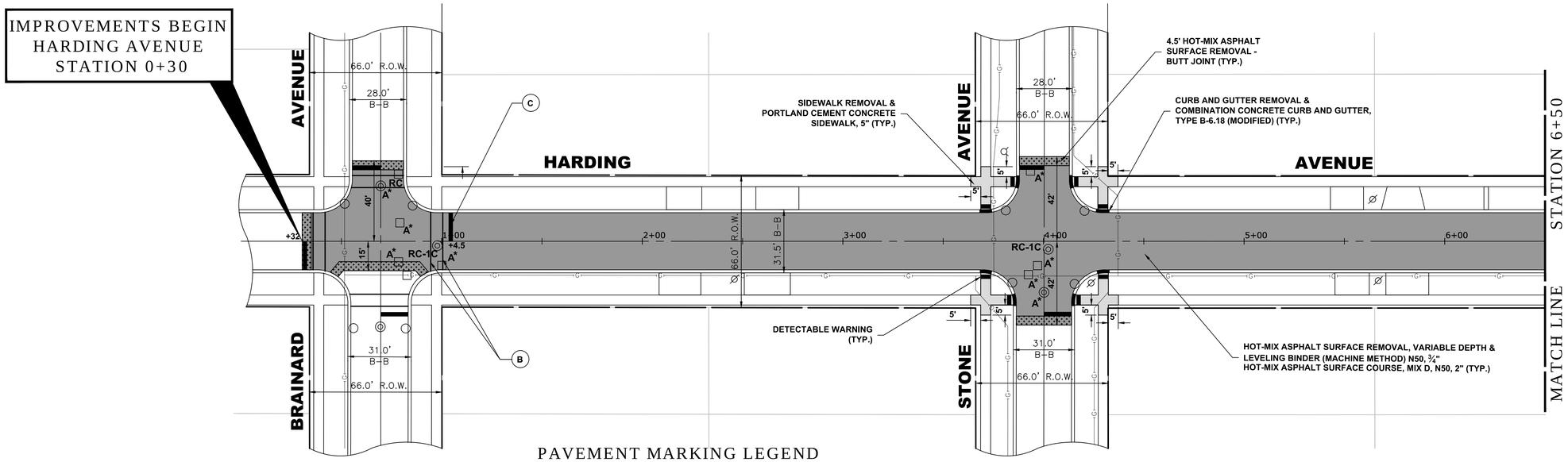
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED
TYPICAL CROSS SECTION

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

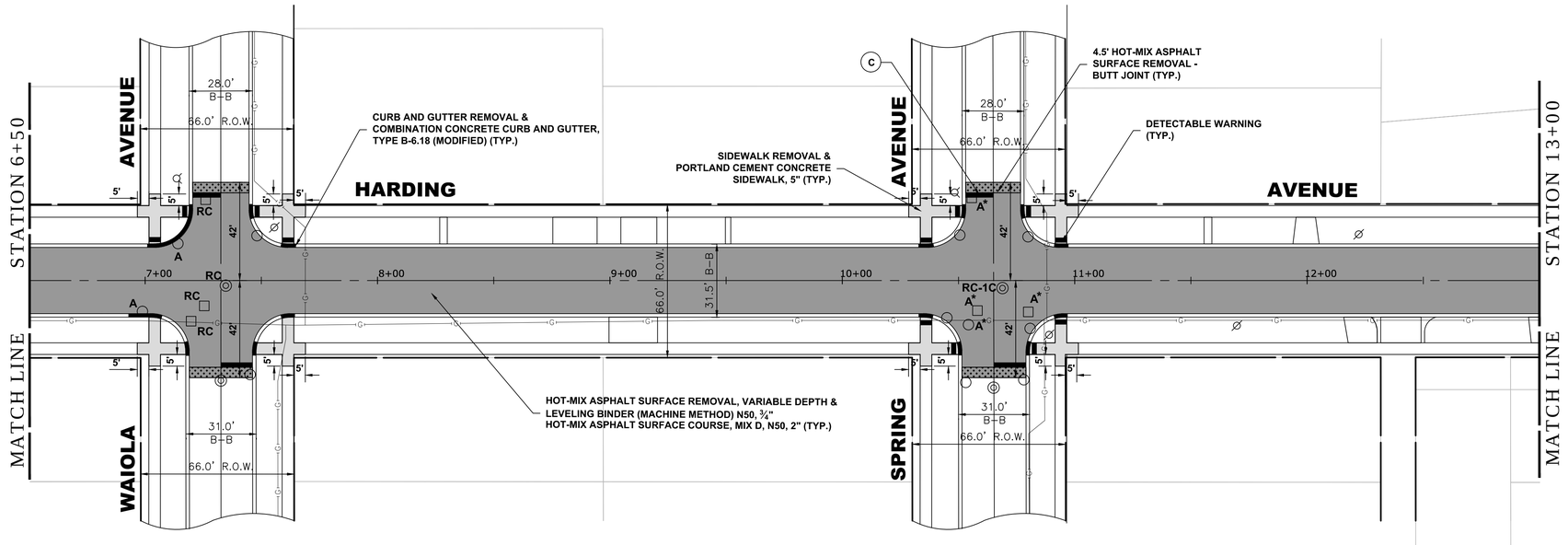
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	8
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PROPOSED IMPROVEMENT

PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	B
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	C
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	D
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	E
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	F
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	G
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, WHITE	H
THERMOPLASTIC PAVEMENT MARKING LINE 12", SCHOOL CROSS WALK, WHITE	I



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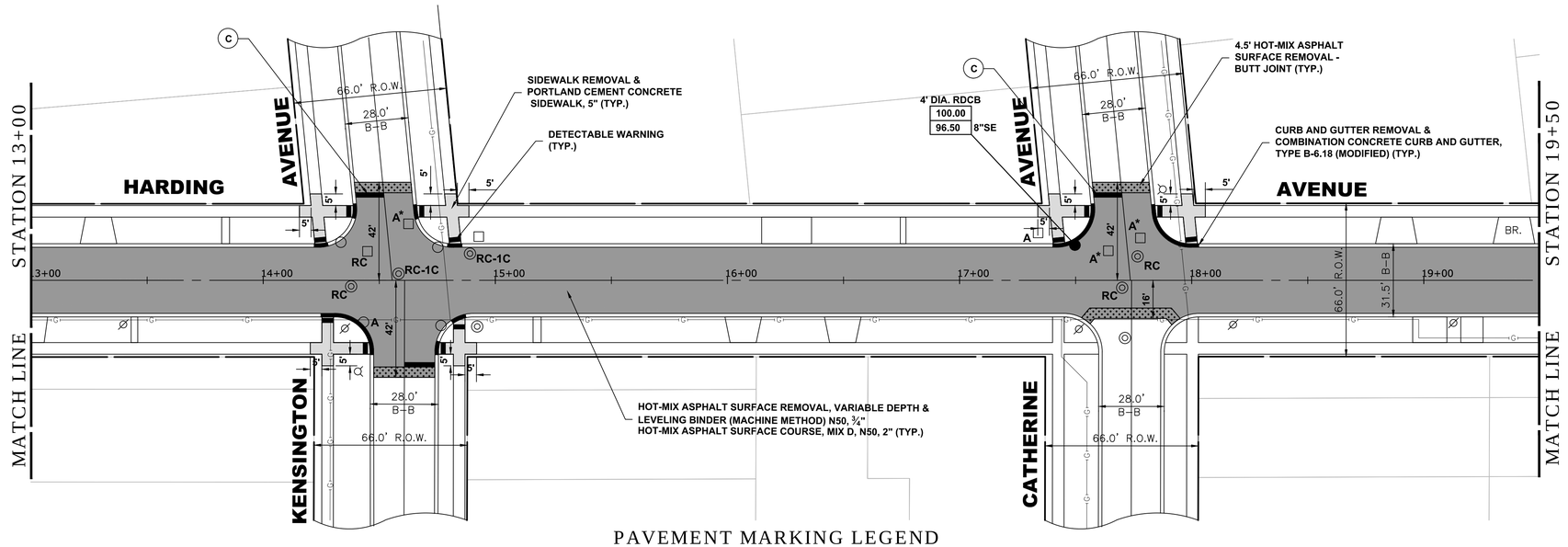
DRAWN –	MK & DMM	REVISED –	
CHECKED –	JG	REVISED –	
DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HARDING AVENUE
PAVING/PAVEMENT MARKING PLAN

SCALE: 1"=30' | SHEET NO. 1 OF 4 SHEETS | STA. 1+00 | TO STA. 13+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	9
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



N

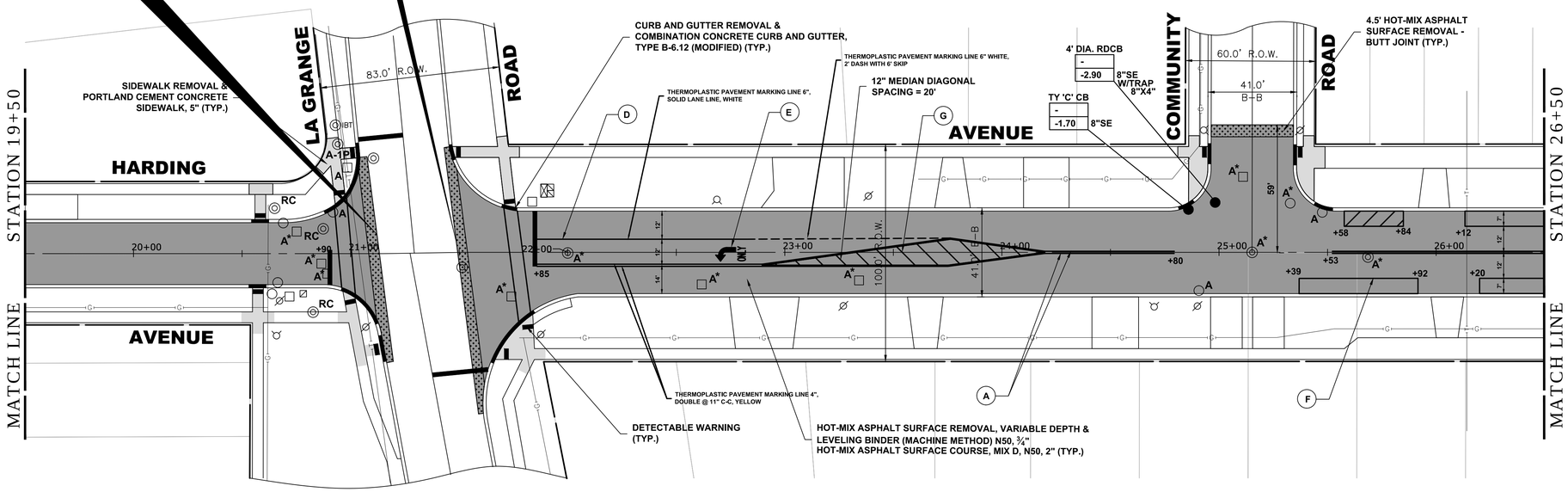
PROPOSED IMPROVEMENT

PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	B
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	C
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	D
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	E
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	F
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	G
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, WHITE	H
THERMOPLASTIC PAVEMENT MARKING LINE 12", SCHOOL CROSS WALK, WHITE	I

OMISSION BEGINS HARDING AVENUE STA 21+15

OMISSION ENDS HARDING AVENUE STA 21+50



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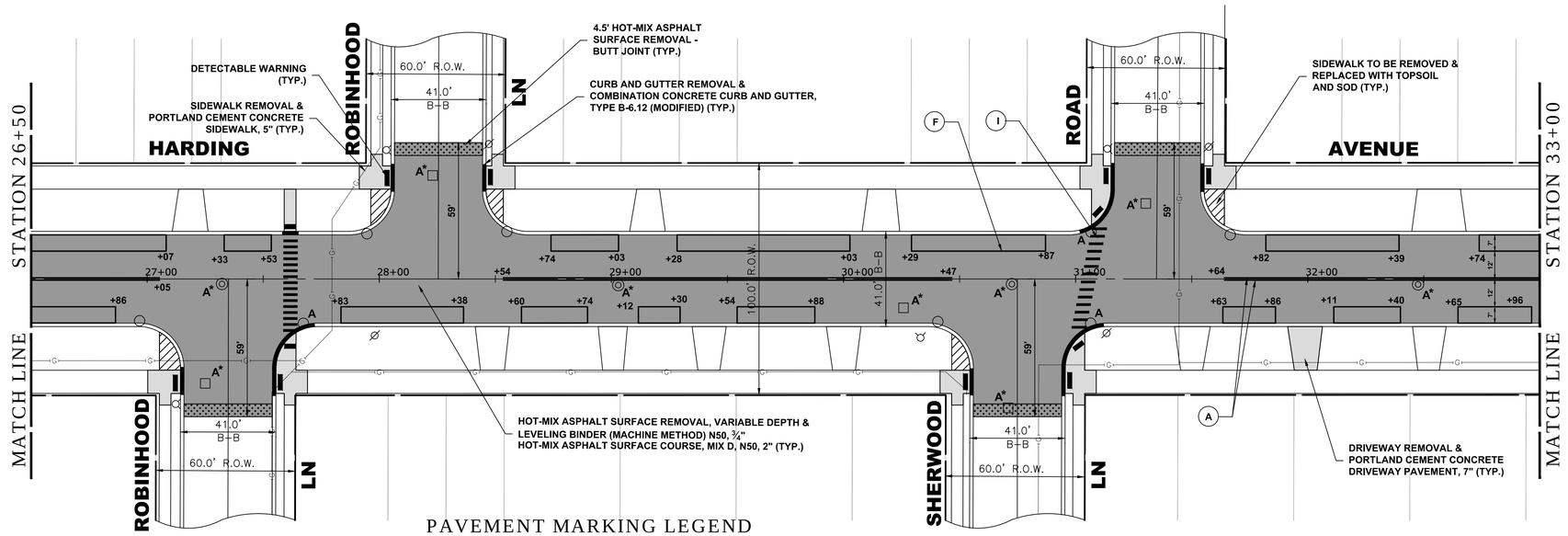
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HARDING AVENUE
PAVING/PAVEMENT MARKING PLAN

SCALE: 1"=30' | SHEET NO. 2 OF 4 SHEETS | STA. 13+00 | TO STA. 26+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	10
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

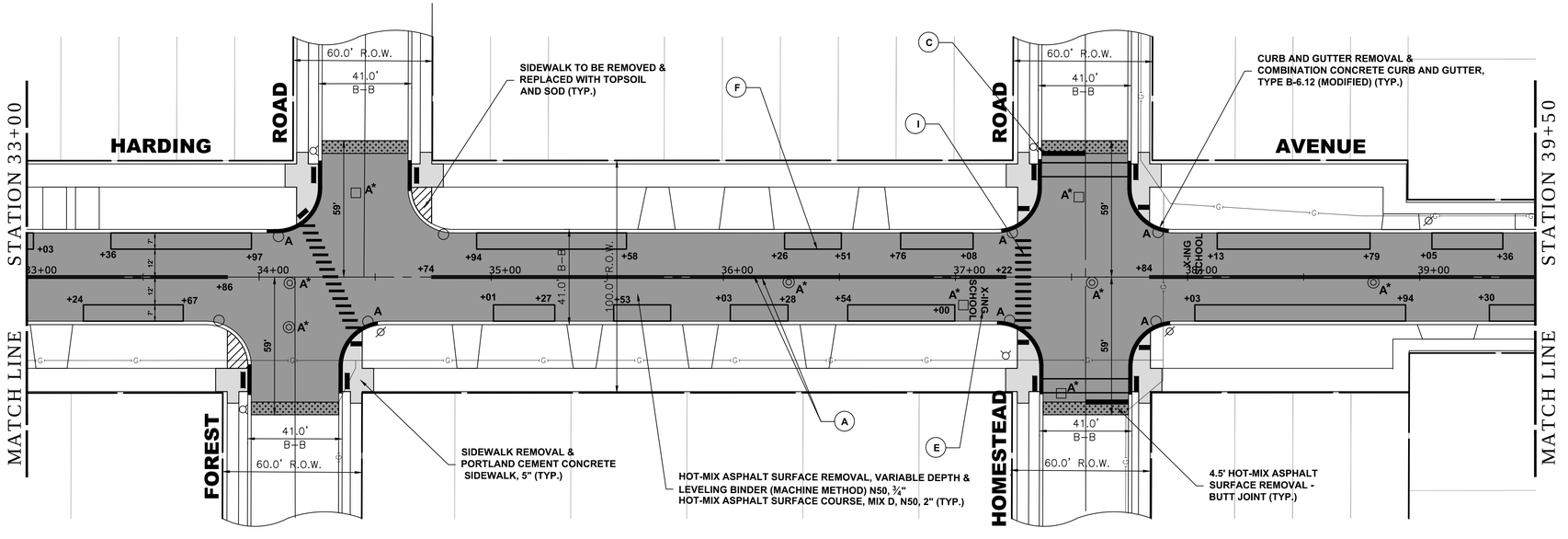


N

PROPOSED IMPROVEMENT

PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	(A)
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	(B)
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	(C)
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	(D)
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	(E)
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	(F)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	(G)
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, WHITE	(H)
THERMOPLASTIC PAVEMENT MARKING LINE 12", SCHOOL CROSS WALK, WHITE	(I)



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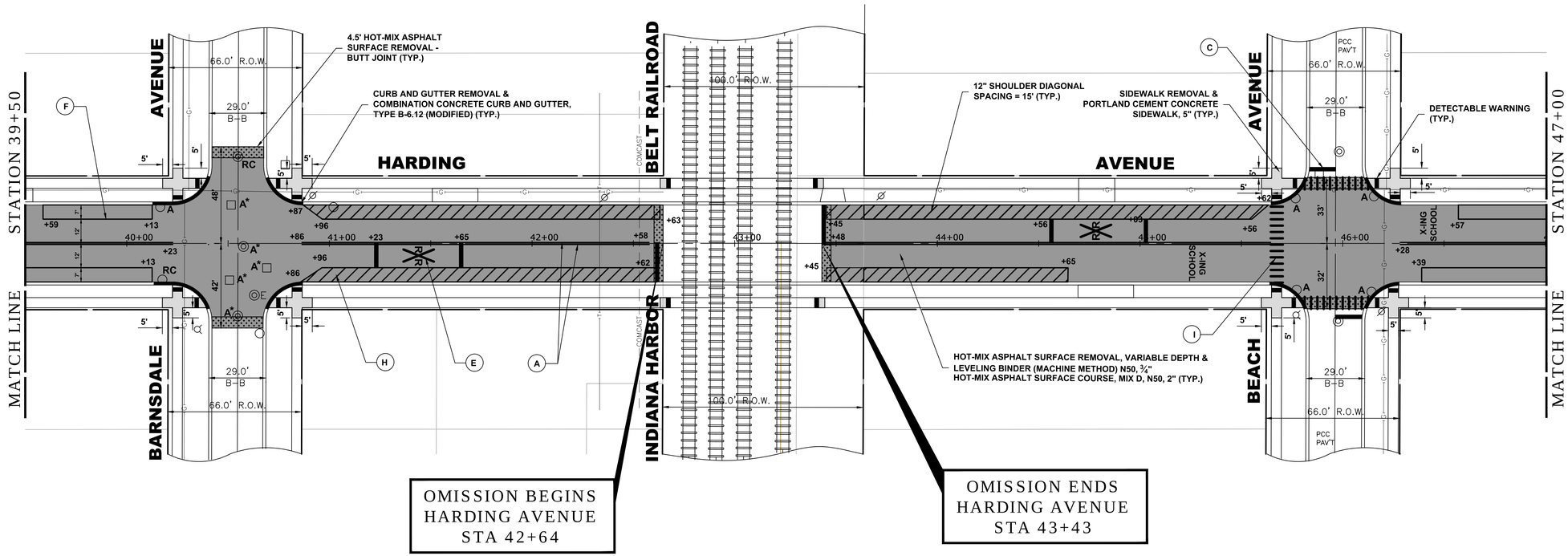
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

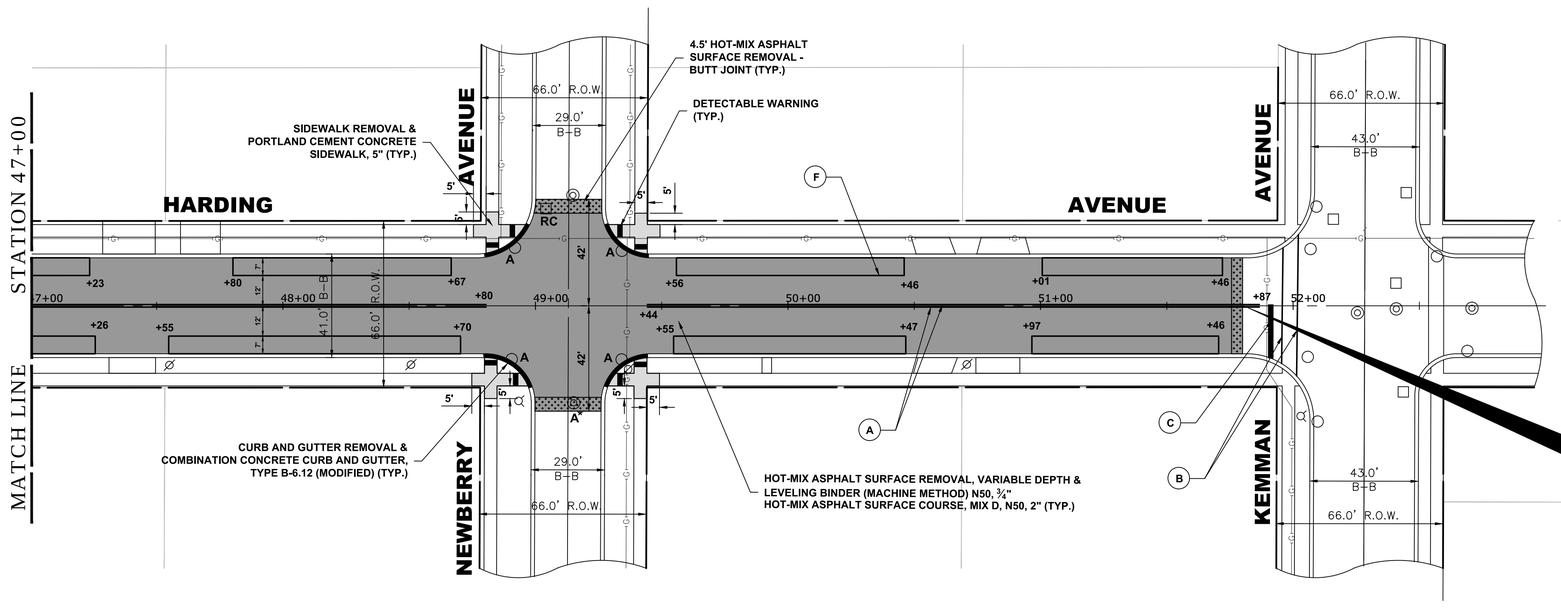
HARDING AVENUE
PAVING/PAVEMENT MARKING PLAN

SCALE: 1"=30' | SHEET NO. 3 OF 4 SHEETS | STA. 26+50 | TO STA. 39+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	11
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PROPOSED IMPROVEMENT



PAVEMENT MARKING LEGEND

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PAVEMENT MARKING LINE 4", DOUBLE @ 11" C-C, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING LINE 6", CROSS WALK, WHITE	B
THERMOPLASTIC PAVEMENT MARKING LINE 24", STOP BAR, WHITE	C
THERMOPLASTIC PAVEMENT MARKING LINE 6", TURN LANE LINE, WHITE	D
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE, SMALL SIZE	E
THERMOPLASTIC PAVEMENT MARKING LINE 4", PARALLEL PARKING LINE, WHITE	F
THERMOPLASTIC PAVEMENT MARKING LINE 12", MEDIAN DIAGONALS @ 45°, YELLOW	G
THERMOPLASTIC PAVEMENT MARKING LINE 12", SHOULDER DIAGONALS @ 45°, WHITE	H
THERMOPLASTIC PAVEMENT MARKING LINE 12", SCHOOL CROSS WALK, WHITE	I

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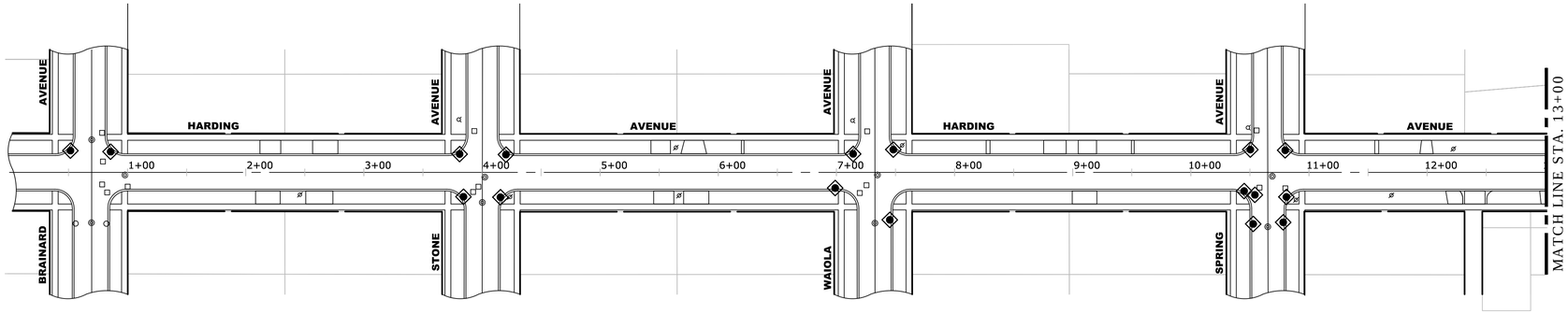
DATE	8-4-17	REVISED	–

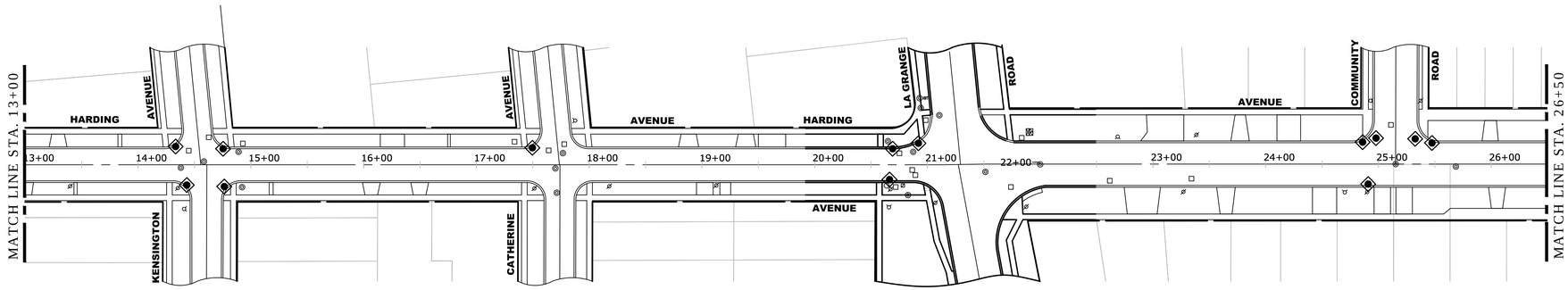
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

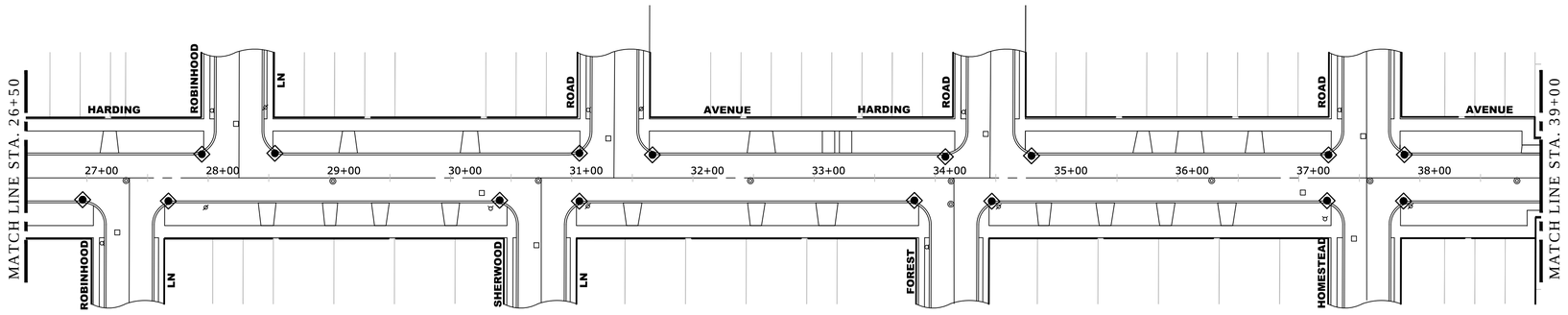
HARDING AVENUE
PAVING/PAVEMENT MARKING PLAN

SCALE: 1"=30' | SHEET NO. 4 OF 4 SHEETS | STA. 39+50 | TO STA. 52+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	12
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





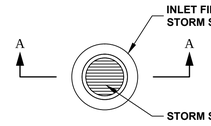


LEGEND

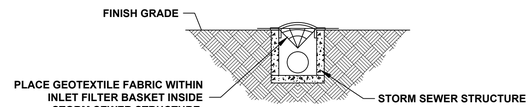
SYMBOL	DESCRIPTION
◈	INLET FILTER
▣	CONCRETE WASHOUT

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. THE COST OF ABOVE WORK WILL BE INCLUDED IN COST OF THE ITEM FOR INLET FILTERS.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.

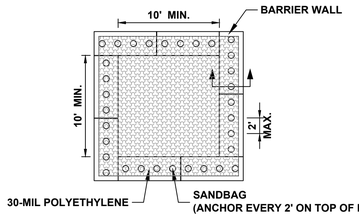


PLAN VIEW

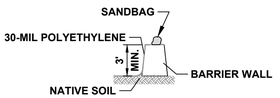


SECTION A-A

INLET FILTER



PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

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

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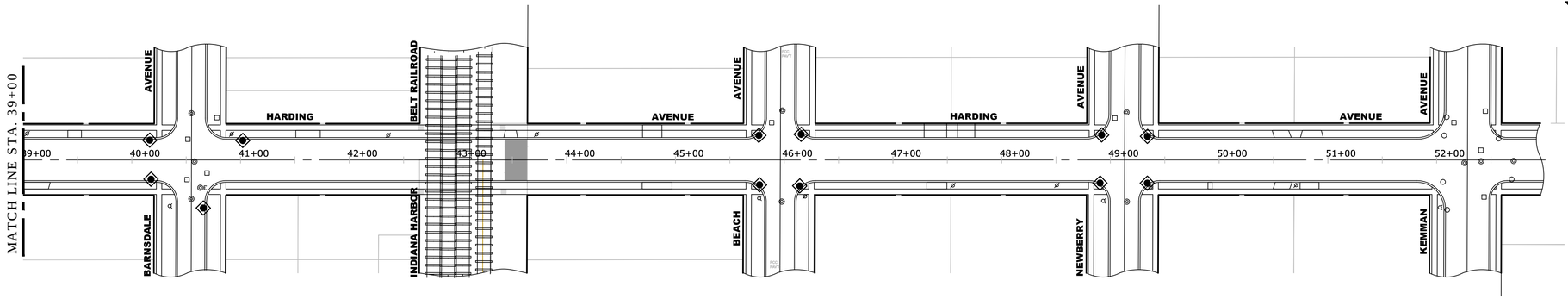
DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

SCALE: 1"=60' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	13
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



N

LEGEND

SYMBOL	DESCRIPTION
◆	INLET FILTER
■	CONCRETE WASHOUT

NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
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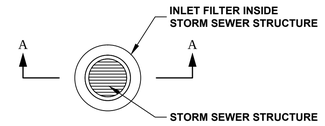
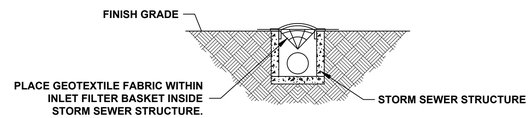
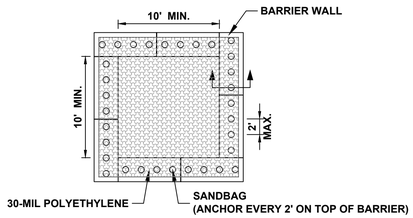


PLAN VIEW

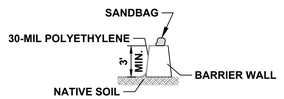


SECTION A-A

INLET FILTER



PLAN VIEW



SANDBAG ANCHOR

BARRIER WALL ANCHOR SECTION

NOTES

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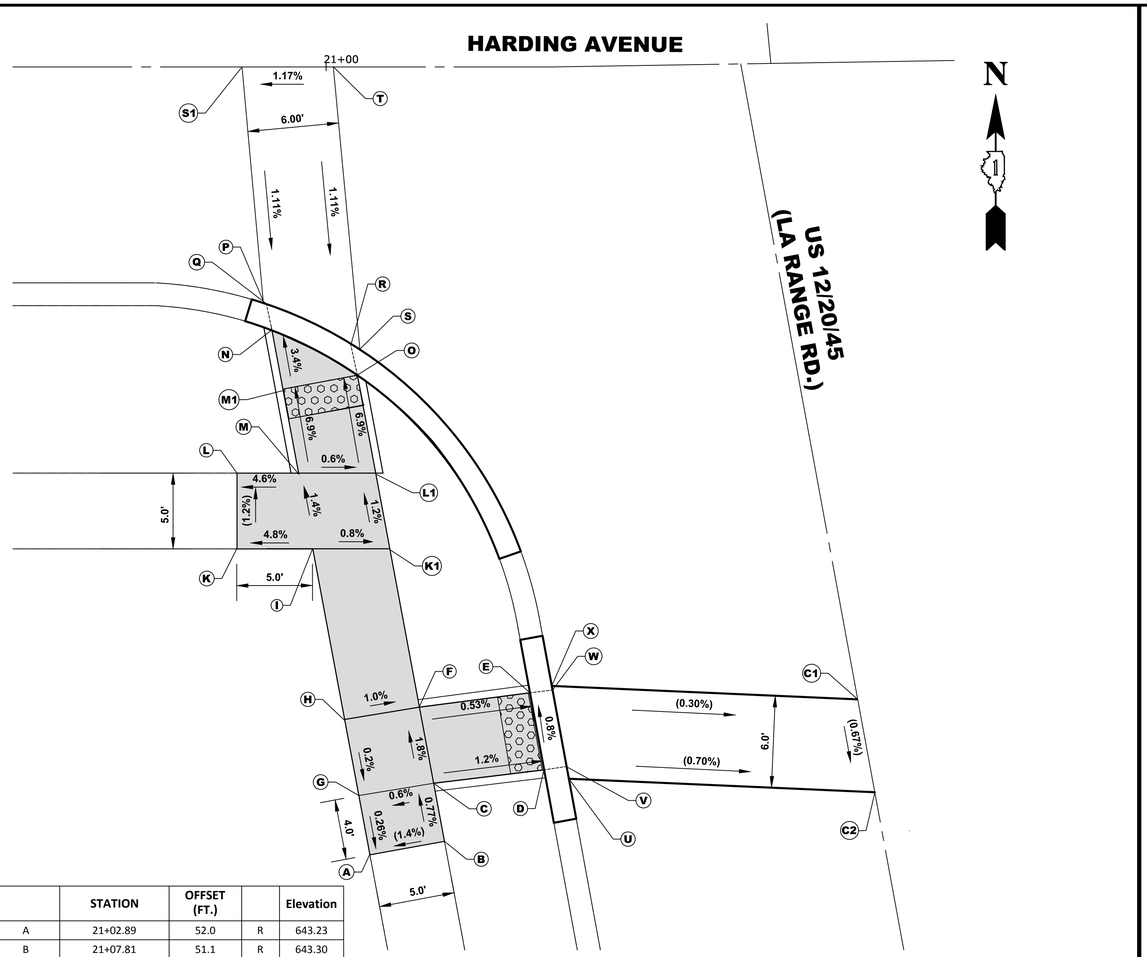
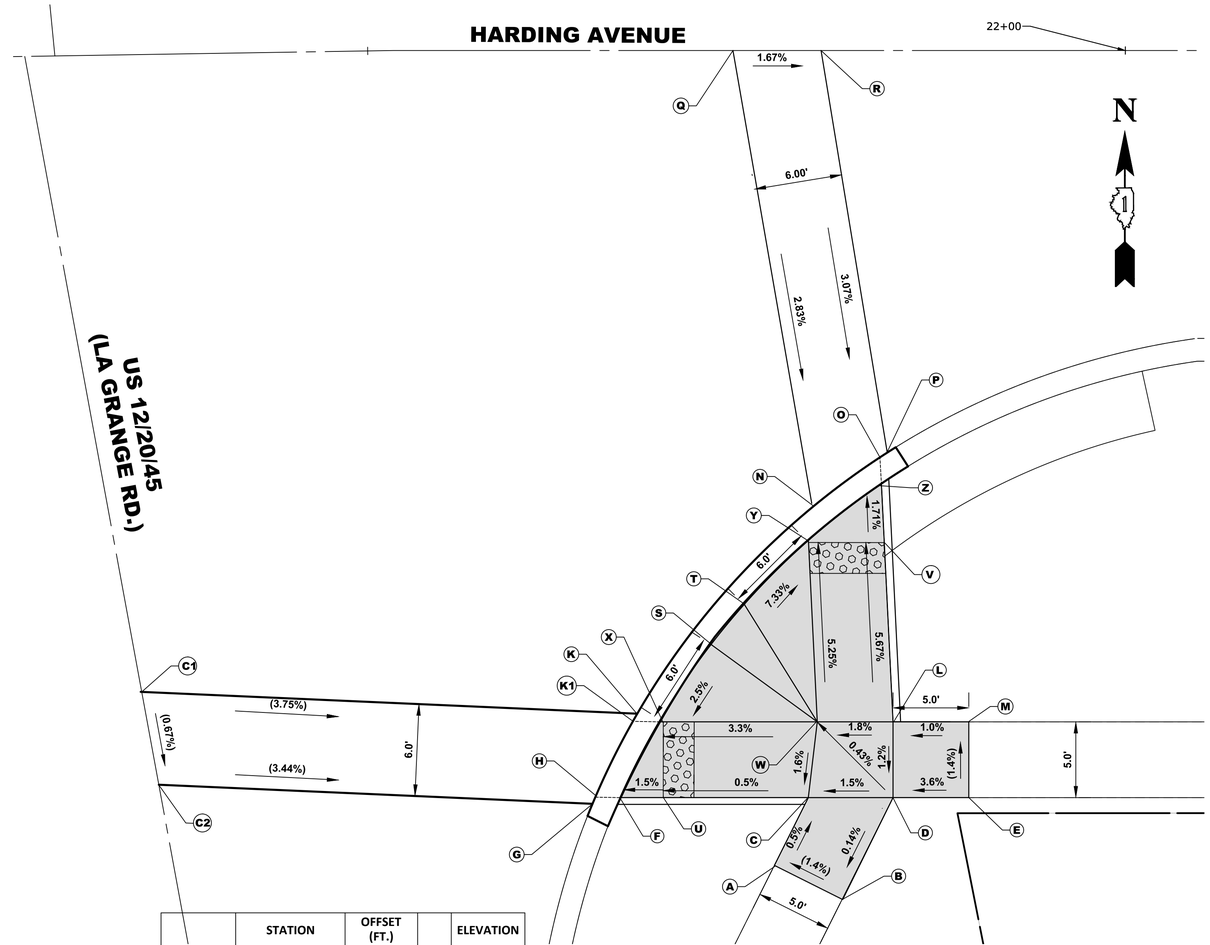
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1"=60' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	14
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



	STATION	OFFSET (FT.)		Elevation
A	21+02.89	52.0	R	643.23
B	21+07.81	51.1	R	643.30
C	21+07.10	47.3	R	643.27
D	21+15.21	46.4	R	643.20
E	21+13.34	41.3	R	643.16
F	21+06.15	42.2	R	643.20
G	21+02.18	48.2	R	643.24
H	21+01.24	43.1	R	643.25
I	20+99.11	31.8	R	643.20
K	20+94.12	31.8	R	642.96
K1	21+04.21	31.8	R	643.16
L1	20+94.12	26.8	R	643.10
L	21+03.27	26.8	R	642.90
M	20+98.19	26.8	R	643.13
M1	20+97.3	21.8	R	642.75
N	20+96.45	17.5	R	642.63
O	21+02.11	20.6	R	642.65
P	20+95.85	15.4	R	642.57
Q	20+96.11	15.8	R	643.32
R	21+01.68	18.6	R	642.59
S1	20+94.45	0.0	R	642.74
S	21+02.22	18.5	R	642.61
T	21+00.48	0.0	R	642.81
U	21+14.99	46.2	R	643.12
V	21+15.35	46.5	R	643.14
W	21+14.80	41.1	R	643.10
X	21+15.0	40.6	R	643.08
Y	21+34.82	44.5	R	643.31
Z	21+33.82	38.5	R	643.26
C1	21+35.1	41.7	R	(643.02)
C2	21+36.2	47.9	R	(642.98)



	STATION	OFFSET (FT.)		ELEVATION
A	21+76.84	53.8	R	642.13
B	21+81.35	56.0	R	642.20
C	21+79.06	49.3	R	642.10
D	21+84.67	49.3	R	642.21
E	21+89.67	49.3	R	642.39
F	21+66.88	49.3	R	642.02
G	21+64.66	49.8	R	642.00
H	21+65.21	49.3	R	641.96
I	21+35.73	49.5	R	643.31
J	21+34.78	43.5	R	643.26
K	21+67.63	43.8	R	641.81
K1	21+67.77	44.3	R	641.79
L	21+84.69	44.3	R	642.27
M	21+89.67	44.3	R	642.32
N	21+79.40	30.1	R	641.50
O	21+83.82	27.1	R	641.48
P	21+84.28	26.5	R	641.42
Q	21+74.11	0.0	R	642.35
R	21+79.92	0.0	R	642.25
S	21+72.74	39.2	R	642.00
T	21+74.92	36.6	R	642.00
U	21+71.58	49.3	R	642.05
V	21+84.26	32.5	R	641.60
W	21+79.73	44.3	R	642.18
X	21+69.54	44.3	R	641.85
Y	21+79.18	32.5	R	641.56
Z	21+83.91	28.8	R	641.54
C1	21+35.1	41.7	R	(643.02)
C2	21+36.2	47.9	R	(642.98)

LEGENDS:

	PPROPOSED SIDEWALK
	DETECTABLE WARNINGS
	PROPOSED SIDE CURB
XXX.XX'	PROPOSED LENGTH/ELEVATION
(XXX.XX')	EXISTING LENGTH/ELEVATION
XX%	PROPOSED SLOPE
(XX%)	EXISTING SLOPE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS AT HARDING AVE/LA GRANGE INTERSECTION

SCALE: 1"=5' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	15
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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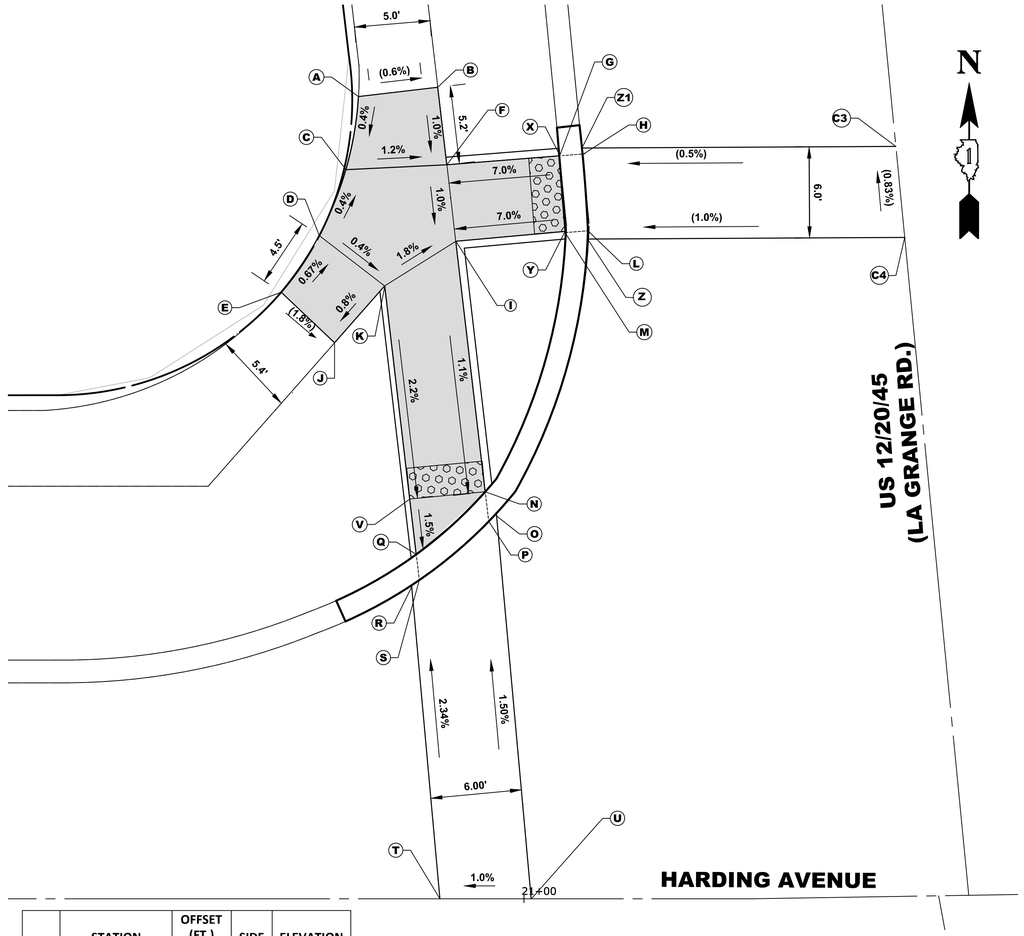

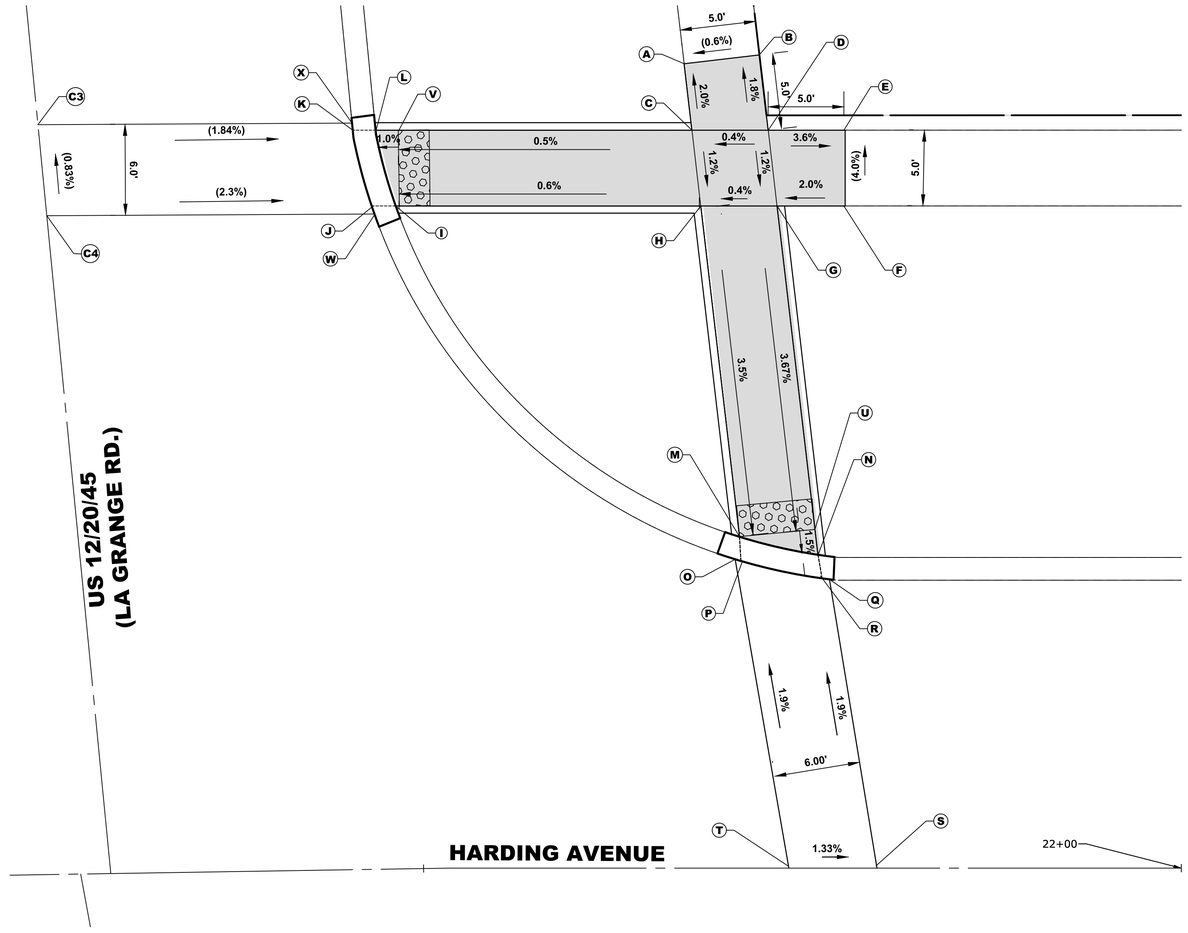

	STATION	OFFSET (FT.)	SIDE	ELEVATION
A	20+89.08	52.9	L	642.60
B	20+94.31	53.5	L	642.57
C	20+88.25	48.1	L	642.58
D	20+86.0	43.7	L	642.60
E	20+83.98	40.0	L	642.63
F	20+94.91	48.4	L	642.52
G	21+02.35	49.0	L	643.00
H	21+03.85	49.1	L	642.94
I	20+95.51	43.4	L	642.47
J	20+87.50	36.7	L	642.54
K	20+90.81	40.4	L	642.58
L	21+04.05	44.1	L	642.89
M	21+02.55	44.0	L	642.95
N	20+97.42	27.0	L	642.28
O	20+98.19	25.3	L	642.33
P	20+97.66	25.0	L	642.22
Q	20+92.86	23.0	L	642.23
R	20+93.0	20.9	L	642.16
S	20+93.07	21.3	L	642.17
T	20+94.4	0.0	L	642.65
U	21+00.46	0.0	L	642.71
V	20+92.4	26.8	L	642.29
X	21+01.6	48.9	L	643.01
Y	21+02.0	43.9	L	642.96
Z	21+04.00	43.6	L	642.88
Z1	21+03.85	49.6	L	642.95
C3	21+24.5	49.6	L	(643.05)
C4	21+25.1	43.6	L	(643.10)

	STATION	OFFSET (FT.)	SIDE	ELEVATION
A	21+67.23	53.1	L	642.72
B	21+72.22	53.6	L	642.75
C	21+67.71	48.7	L	642.82
D	21+72.83	48.7	L	642.84
E	21+77.74	48.7	L	642.66
F	21+77.73	43.7	L	642.89
G	21+73.33	43.7	L	642.78
H	21+68.29	43.7	L	642.76
I	21+49.04	43.7	L	642.64
J	21+47.34	43.6	L	642.58
K	21+46.20	48.8	L	642.64
L	21+47.85	48.8	L	642.70
M	21+70.84	22.0	L	641.95
N	21+76.01	20.8	L	641.90
O	21+70.59	20.2	L	641.90
P	21+71.01	20.4	L	641.89
Q	21+76.78	19.1	L	641.83
R	21+76.19	19.3	L	641.84
S	21+80.0	0.0	L	642.20
T	21+74.1	0.0	L	642.28
U	21+75.7	22.5	L	641.93
V	21+49.1	48.7	L	642.72
W	21+48.00	43.1	L	642.57
X	21+46.20	48.9	L	642.65
C3	21+24.5	49.6	L	(643.05)
C4	21+25.1	43.6	L	(643.10)

LEGENDS:

	PPROPOSED SIDEWALK
	DETECTABLE WARNINGS
	PROPOSED SIDE CURB
XXX.XX'	PROPOSED LENGTH/ELEVATION
(XXX.XX')	EXISTING LENGTH/ELEVATION
X.X%	PROPOSED SLOPE
(X.X)%	EXISTING SLOPE

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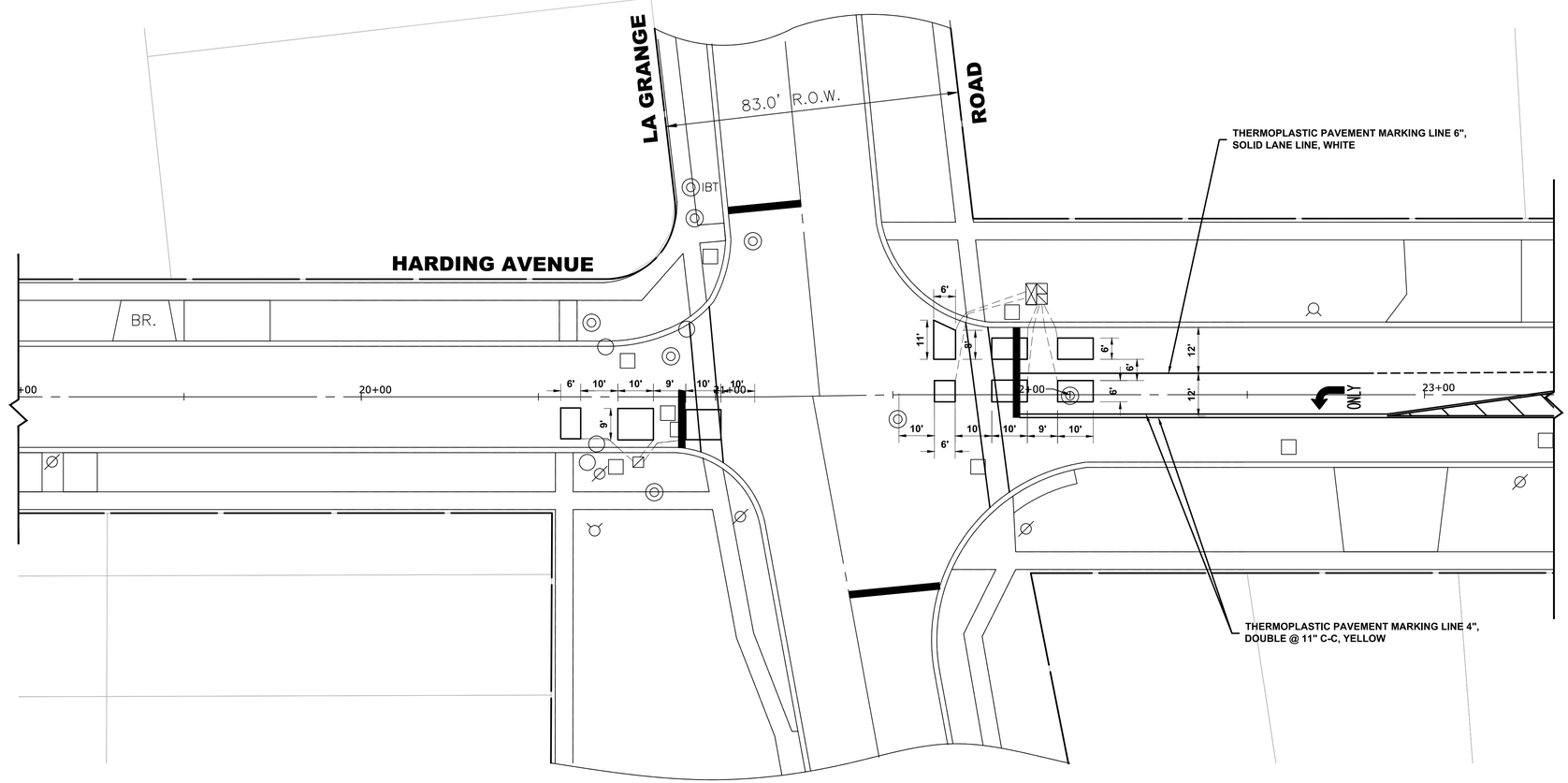
DESIGNED	JG	REVISED	–
DRAWN	MK & DMM	REVISED	–
CHECKED	JG	REVISED	–
DATE	8-4-17	REVISED	–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS AT HARDING AVE/LA GRANGE INTERSECTION

SCALE: 1"=5' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	16
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



N

LEGEND

SYMBOL	DESCRIPTION
☐	DETECTOR LOOP

PROPOSED IMPROVEMENT

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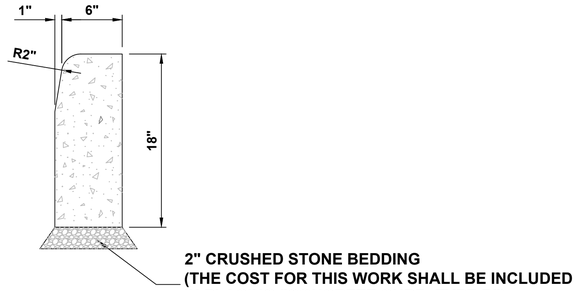
DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

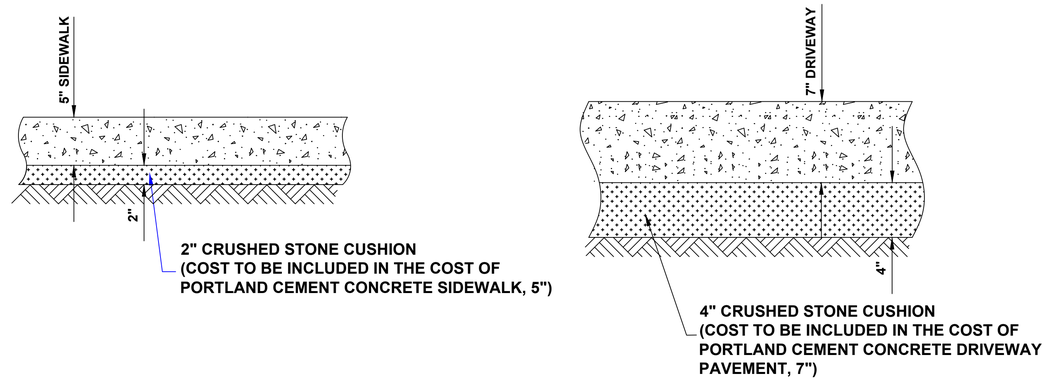
DETECTOR LOOP REPLACEMENT PLAN
AT HARDING AVE/LA GRANGE INTERSECTION

SCALE: 1"=20' | SHEET NO. 2 OF 4 SHEETS | STA. 13+00 | TO STA. 26+50

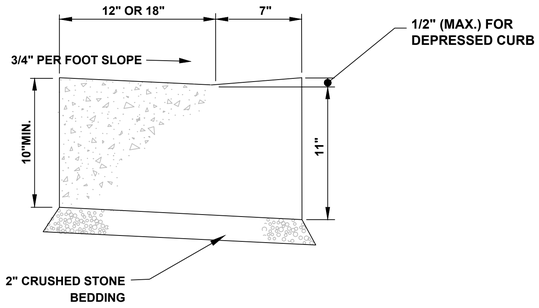
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	17
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



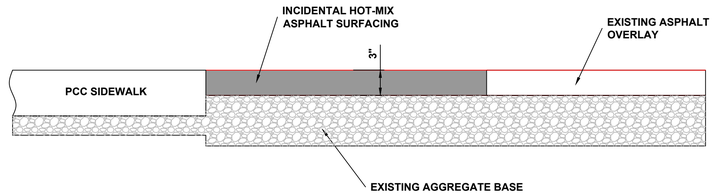
CONCRETE CURB, TYPE B



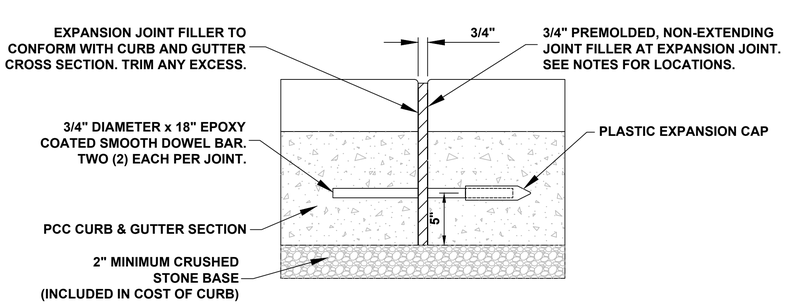
TYPICAL P.C.C. SIDEWALK & DRIVEWAY



CURB AND GUTTER AT A.D.A. RAMPS



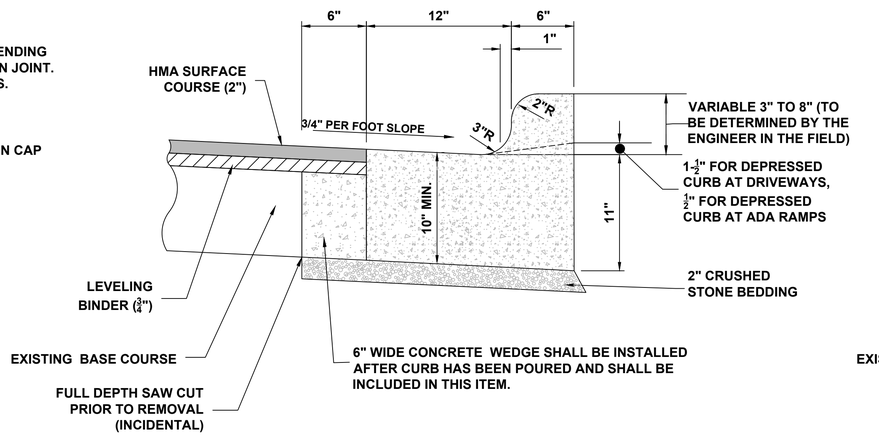
INCIDENTAL HOT-MIX ASPHALT SURFACE DETAIL



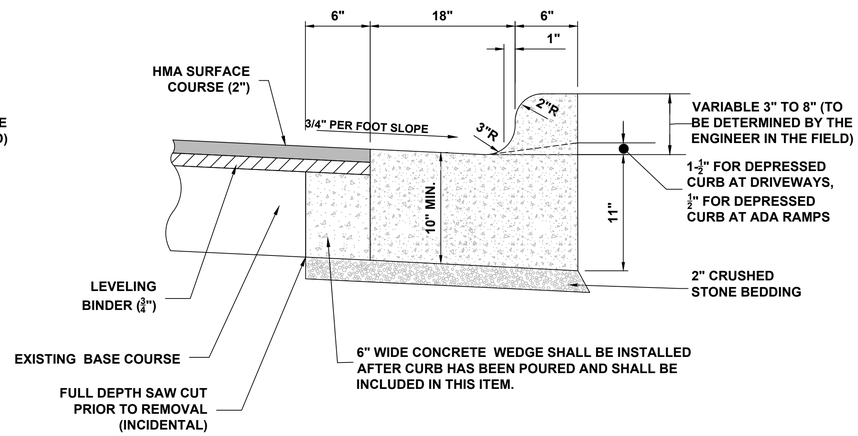
NOTE:

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

TYPICAL CURB AND GUTTER EXPANSION JOINT



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



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.18 (MODIFIED)

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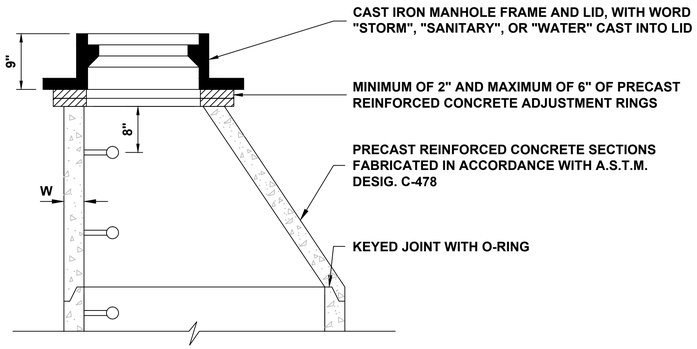
CHECKED –	JG	REVISED –	
DATE –	8-4-17	REVISED –	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

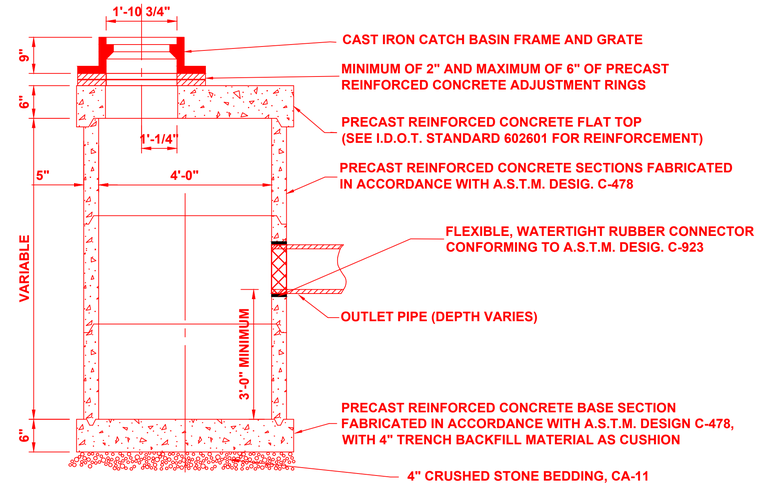
DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	18
		CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



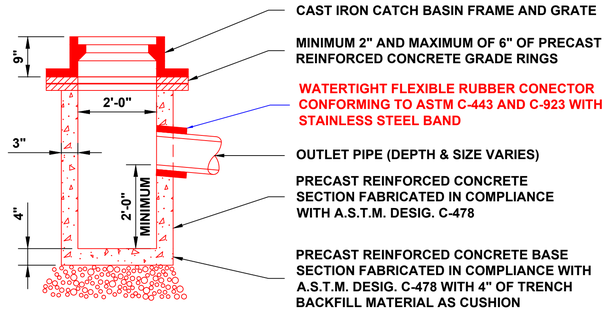
STRUCTURE RECONSTRUCTION



RESTRICTED DEPTH CATCH BASIN

NOTE:

A WATERTIGHT RESILIENT CONNECTOR (ASTM C-923 AND ASTM C-943) SHALL BE USED FOR ALL NEW STRUCTURES AND CORED OPENINGS IN EXISTING STRUCTURES BETWEEN STRUCTURE WALL AND SEWER PIPE.



CATCH BASIN, TYPE C

NOTE:

A WATERTIGHT RESILIENT CONNECTOR (ASTM C-923 AND ASTM C-943) SHALL BE USED FOR ALL NEW STRUCTURES AND CORED OPENINGS IN EXISTING STRUCTURES BETWEEN STRUCTURE WALL AND SEWER PIPE.

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DRAWN	MK & DMM	REVISED	–
CHECKED	JG	REVISED	–
DATE	8-4-17	REVISED	–

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	19
		CONTRACT NO. 61D87		
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.

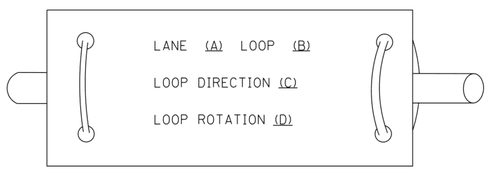
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

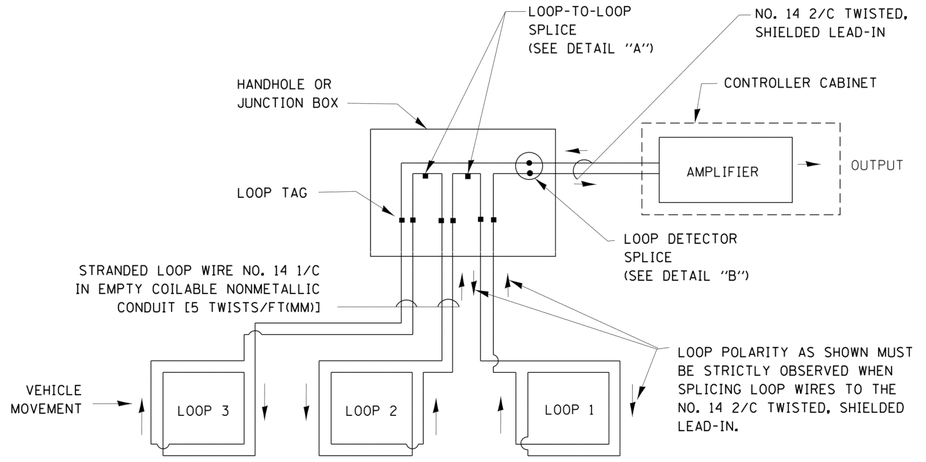


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

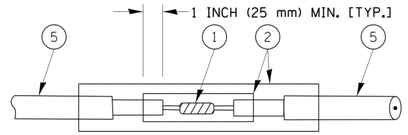
C. LABEL LOOP CABLE ''IN'' OR LOOP CABLE ''OUT''.

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

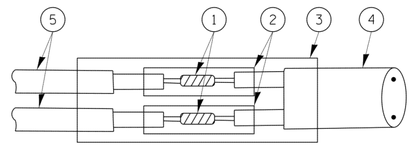


DETECTOR LOOP WIRING SCHEMATIC

- 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.

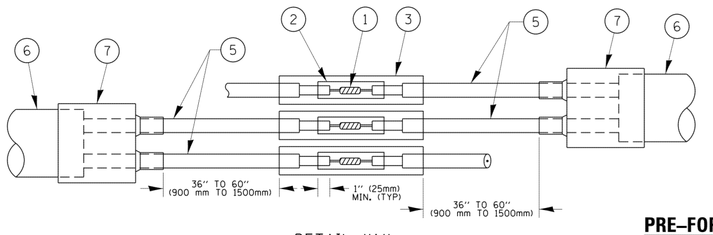


DETAIL ''A''
LOOP-TO-LOOP SPLICE



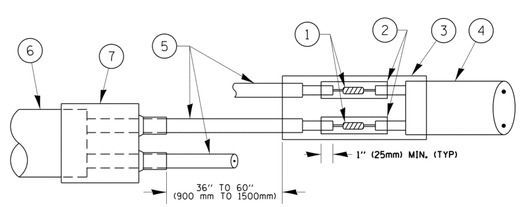
DETAIL ''B''
LOOP-TO-CONTROLLER SPLICE

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 = ct\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

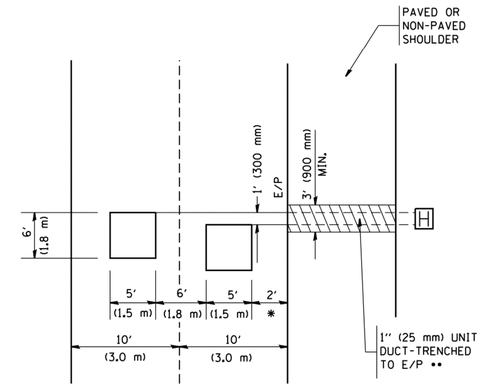
SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	20
	TS-05	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-16-17601

LOOPS NEXT TO SHOULDERS

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

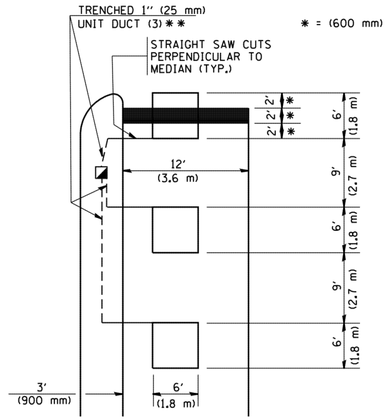


* = (600 mm)

** 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)

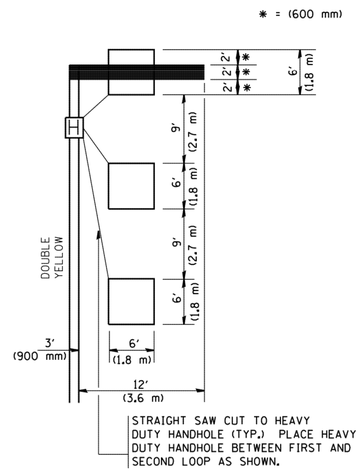
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

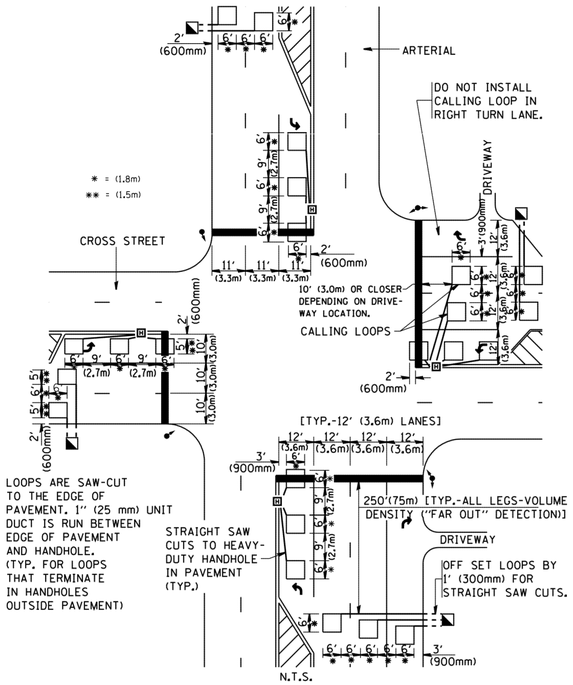
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



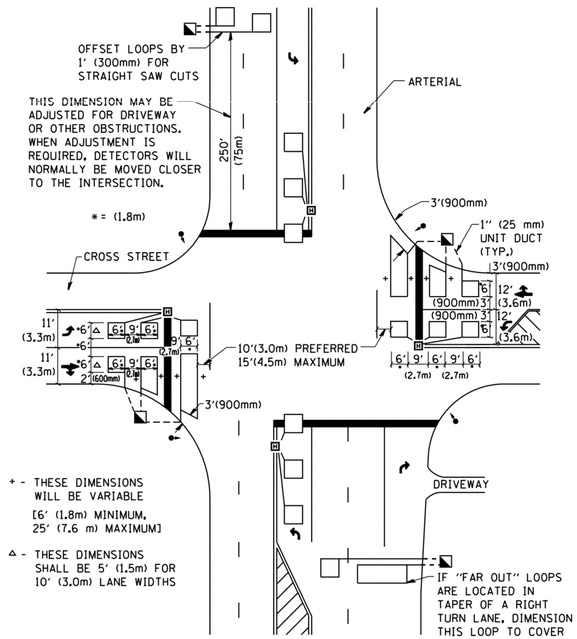
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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		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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	21
	TS-07	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-16-17601

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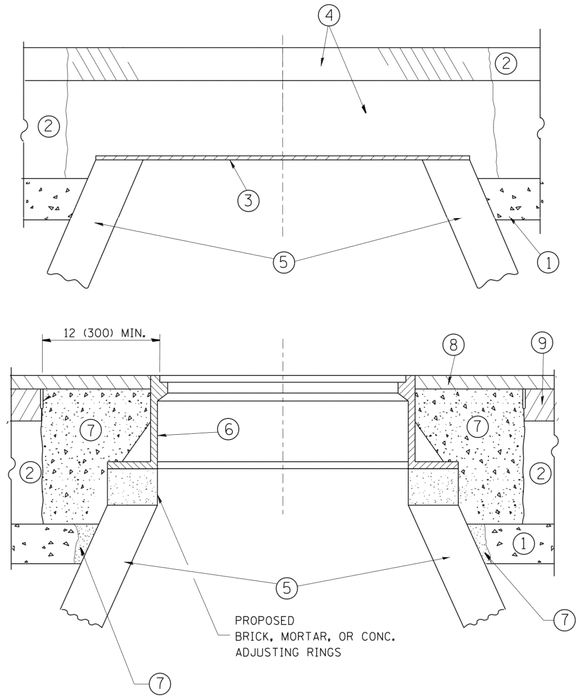

CONSTRUCTION PROCEDURES

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

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		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	22
	BD600-03 (BD-8)	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-16-17601

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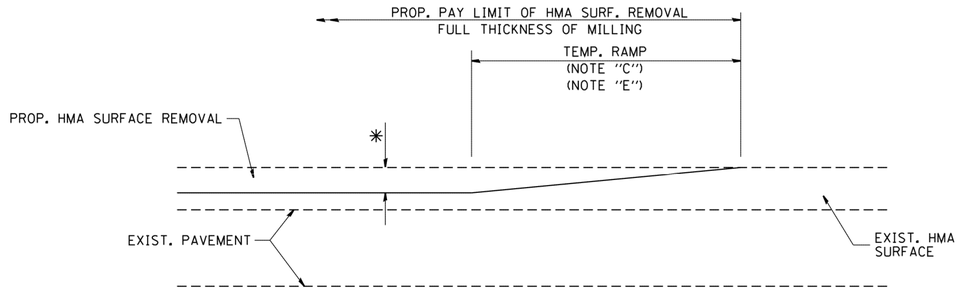
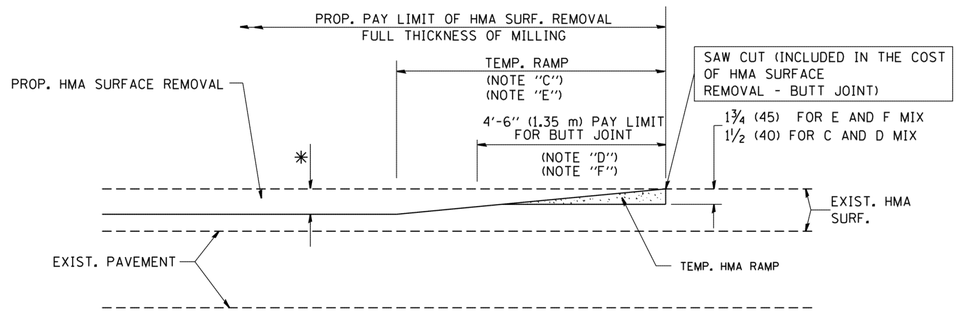


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

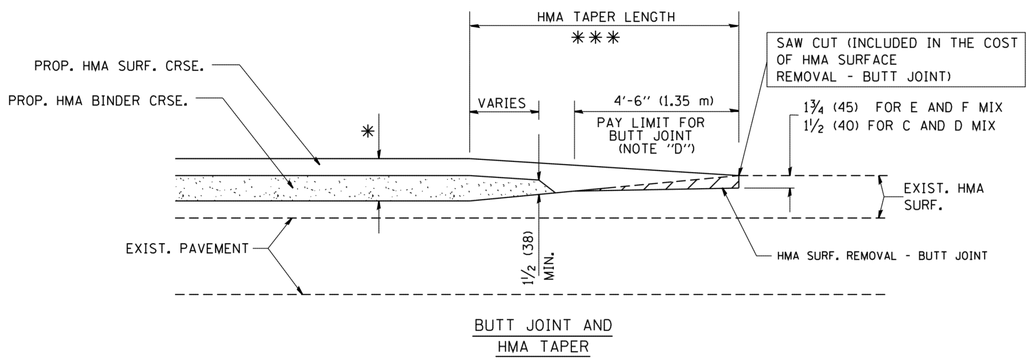


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

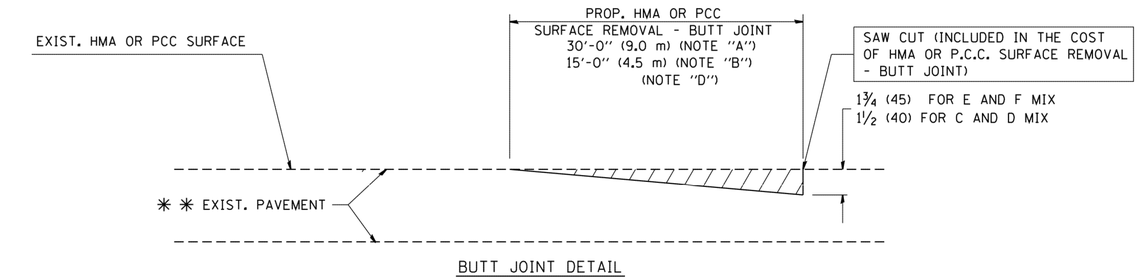
OPTION 2

TYPICAL TEMPORARY RAMP

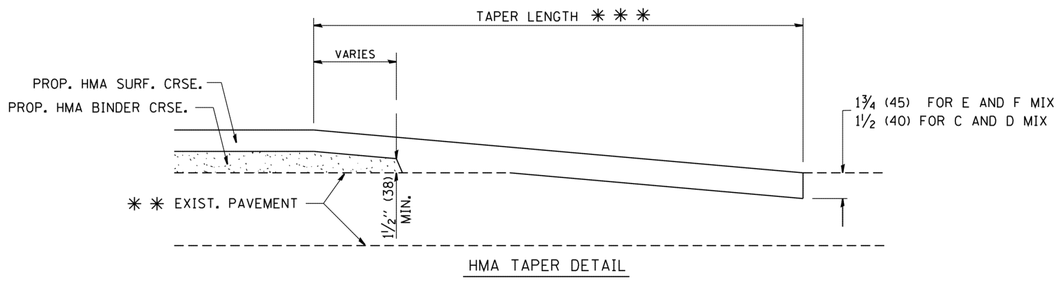


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	23
	BD400-05 BD32	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-16-17601

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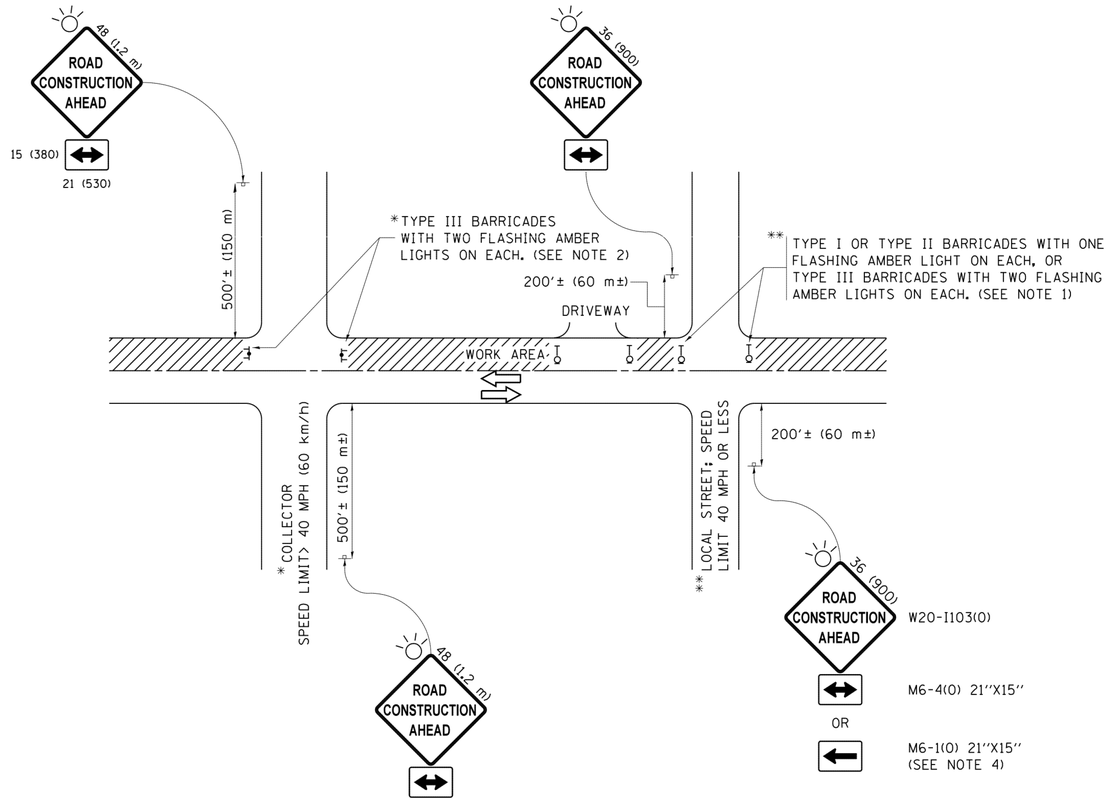

NOTES:

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.

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Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

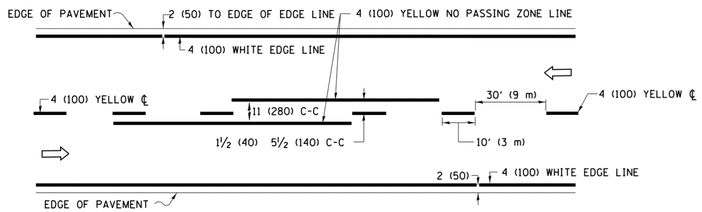
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

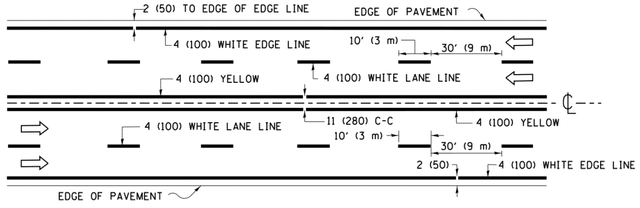
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	24
	TC-10	CONTRACT NO. 61D87		
	ILLINOIS	FED. AID PROJECT		

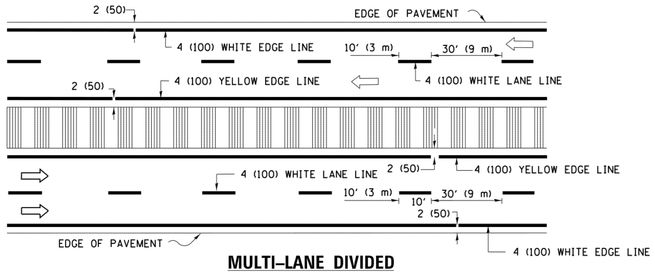
E.H.E. PROJECT NO. 520-16-17601



2–LANE ROADWAY

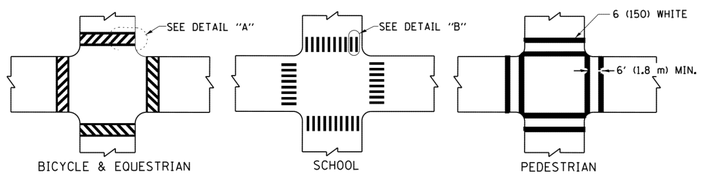


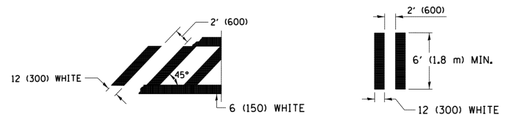
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

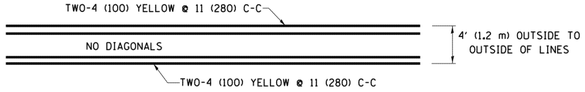




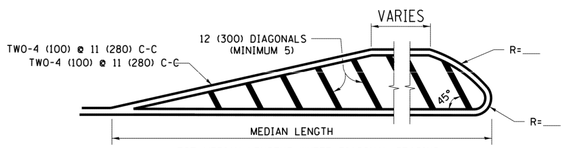
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



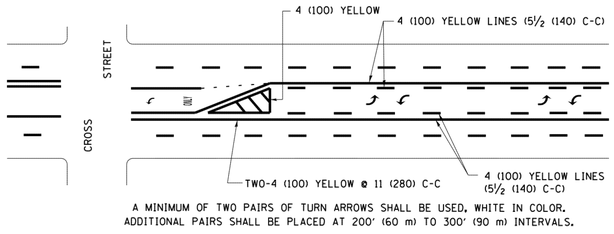
4' (1.2 m) WIDE MEDIANS ONLY



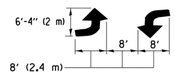
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

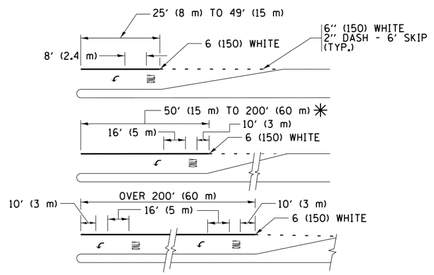


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

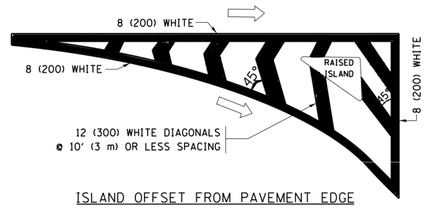


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

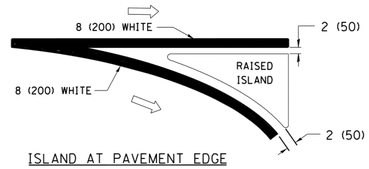
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

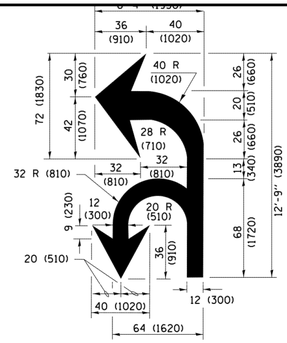


ISLAND OFFSET FROM PAVEMENT EDGE

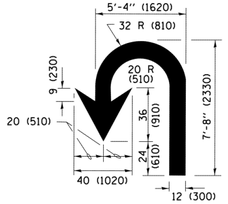


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

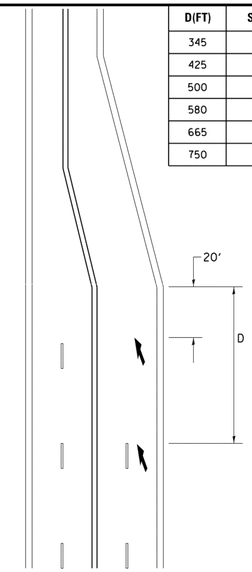


COMBINATION LEFT AND U–TURN



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 ⊠ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊠ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊠ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

Drawing file: C:\Users\jmmartin\appdata\local\temp\AcPublish_5768\Harding Ave_IDOT Std.dwg Aug 29, 2017 - 11:32am

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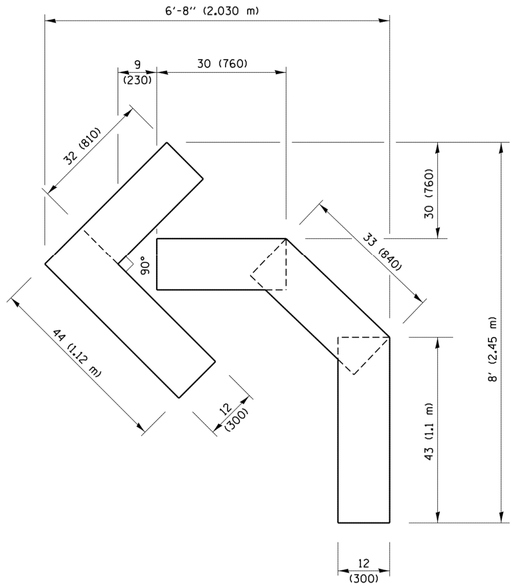
	PLOT SCALE = 50.000 ' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13	
Default	PLOT DATE = 4/13/2016	CHECKED -	REVISED - C. JUCIUS 12-21-15	
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

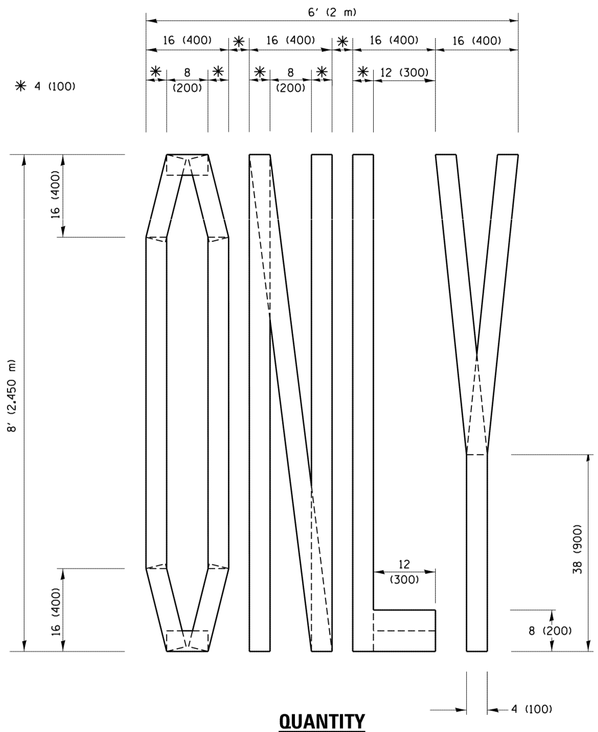
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	25
	TC–13	CONTRACT NO. 61D87		
	ILLINOIS FED. AID PROJECT			

E.H.E. PROJECT NO. 520-16-17601



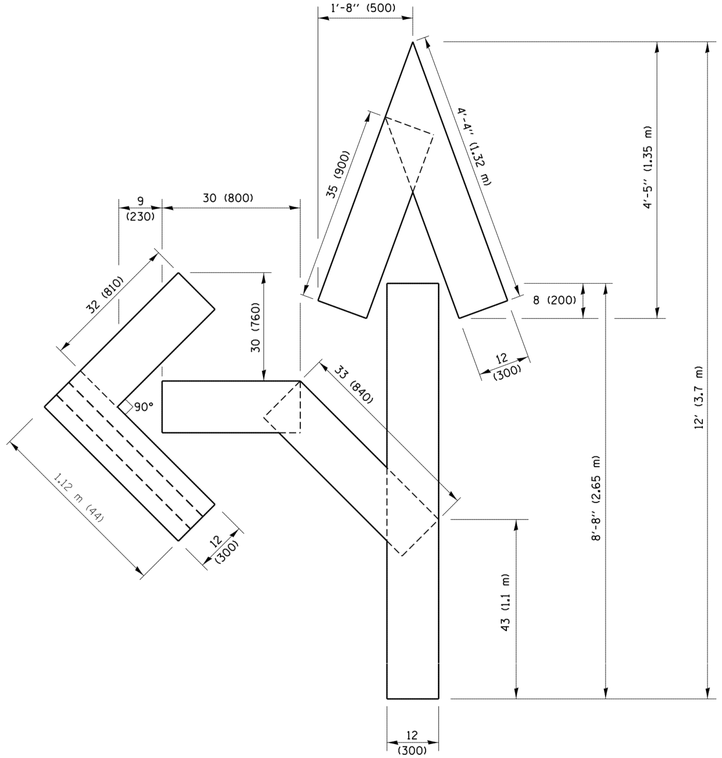
QUANTITY

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)

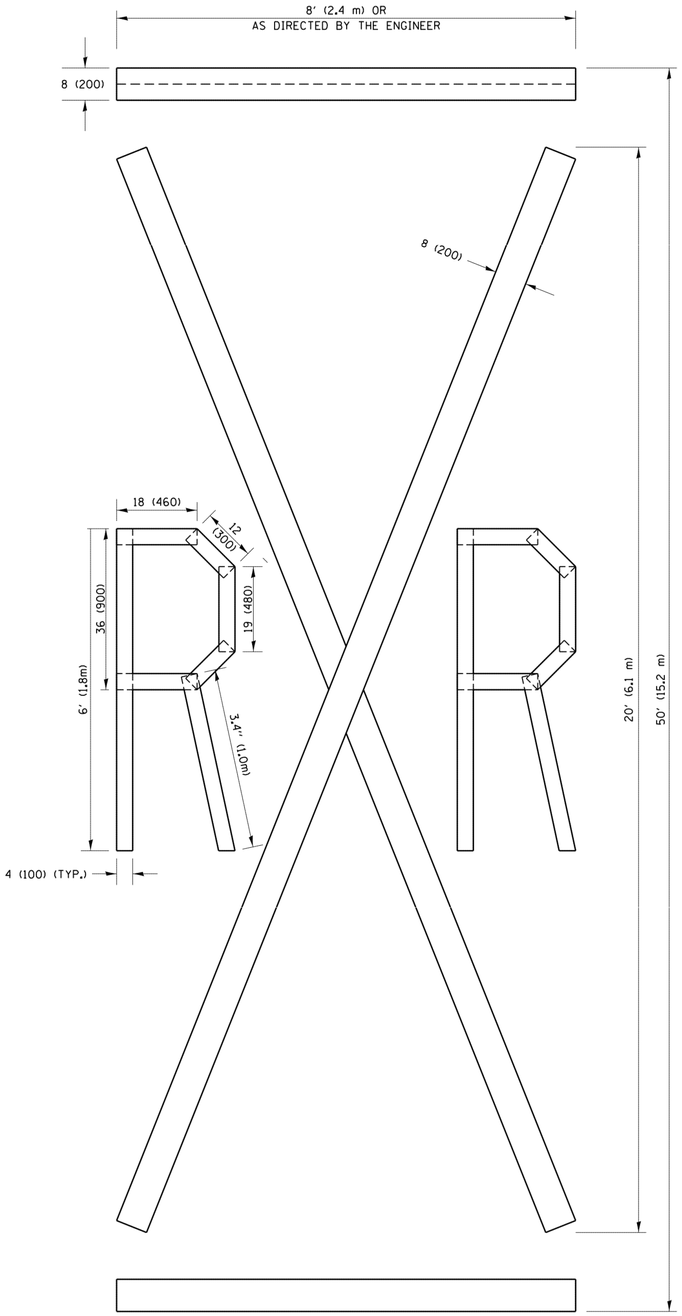


QUANTITY

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.

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		DRAWN	REVISED -E. GOMEZ 08-28-00
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -E. GOMEZ 08-28-00
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED -A. SCHUETZE 09-15-16

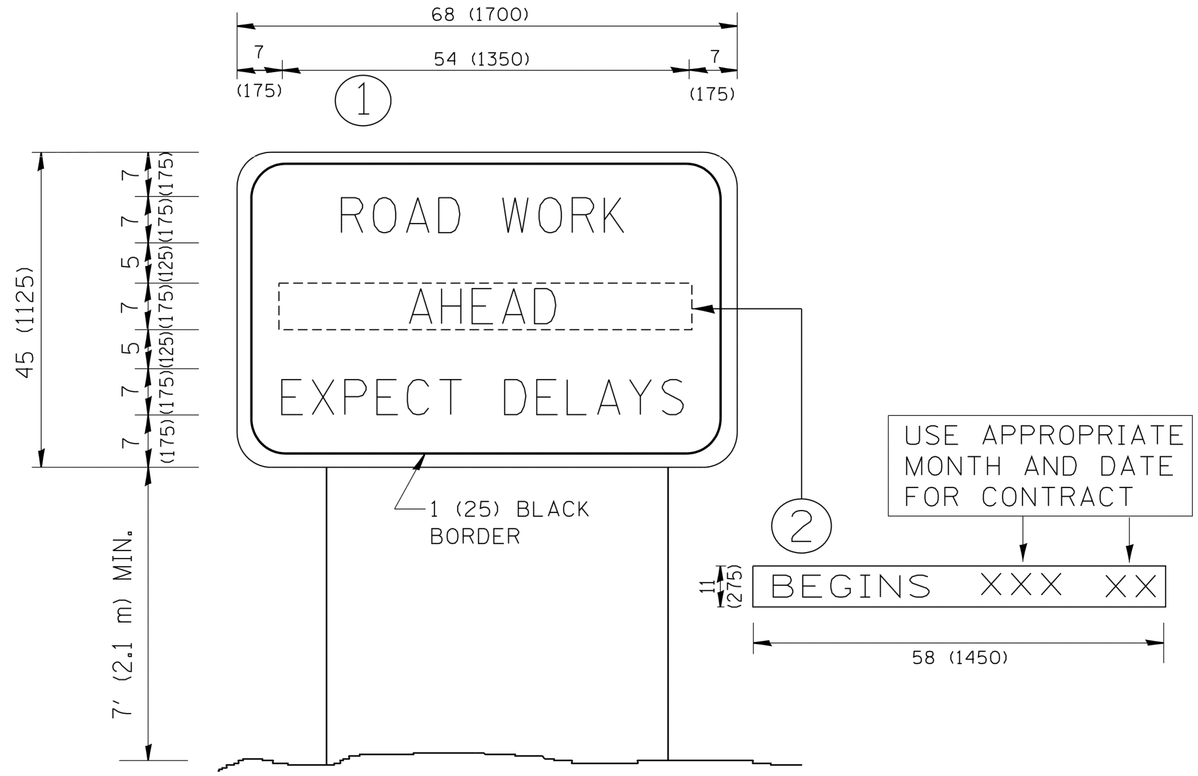
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	26
	TC-16	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

F.H.E. PROJECT NO. 520-16-17601



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 = gaglianobt	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 = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

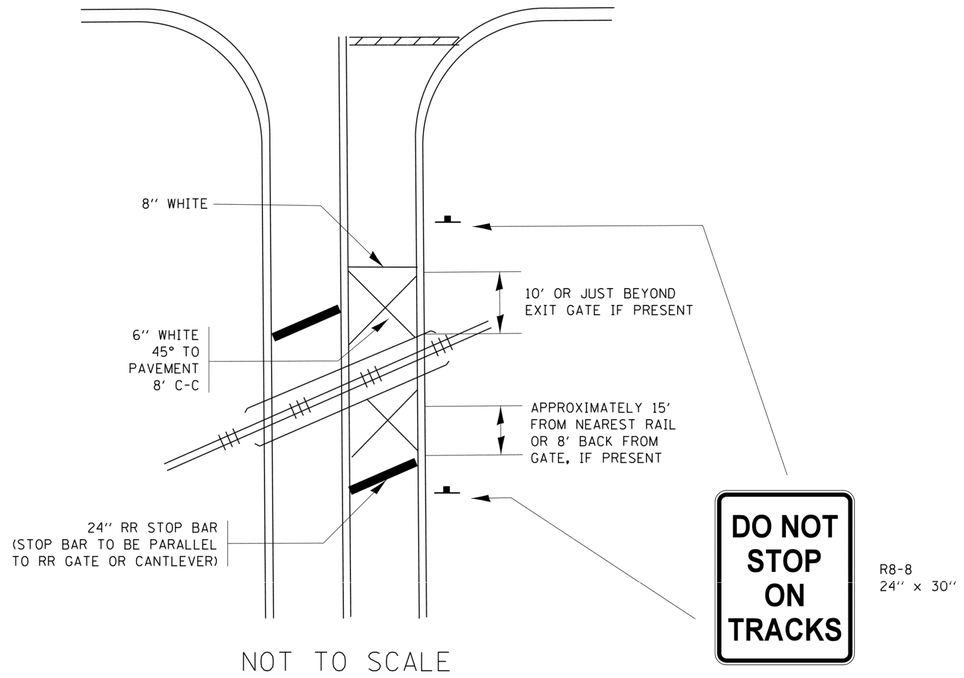
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	27
	TC-22	CONTRACT NO. 61D87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

E.H.E. PROJECT NO. 520-16-17601

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

WITH SIGNALIZED INTERSECTION



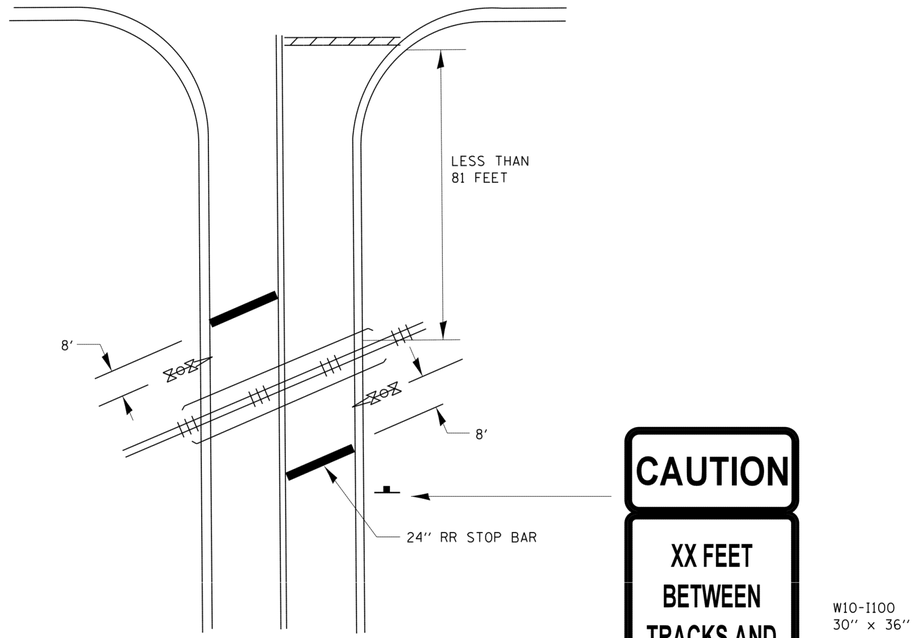
NOT TO SCALE

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.

2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON–SIGNALIZED INTERSECTION
81' OR LESS TO CLOSEST RAIL



NOTE:

1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.

2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

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		DRAWN -	REVISED - 04-26-12
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Default	PLOT DATE = 1/3/2017	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1472	16-00077-00-RS	COOK	28	28
	TC-23	CONTRACT NO. 61D87		
	ILLINOIS FED. AID PROJECT			

F.H.E. PROJECT NO. 530-16-17604

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