

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723/3724	15-00065-00-RS	COOK	109	1
ILLINOIS CONTRACT NO. 61E25				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

DESIGN SPEED

JFK BOULEVARD - 30 MPH
ELK GROVE BOULEVARD - 30 MPH

POSTED SPEED

JFK BOULEVARD - 25 MPH
ELK GROVE BOULEVARD - 25 MPH

FUNCTIONAL CLASSIFICATION

JFK BOULEVARD - MAJOR COLLECTOR (2016 ADT=11,700)
ELK GROVE BOULEVARD - MAJOR COLLECTOR (2016 ADT=8,300)

**F.A.U. ROUTE 3723 (JFK BOULEVARD / REV MORRISON BOULEVARD) -
ARLINGTON HEIGHTS ROAD TO ELK GROVE BOULEVARD
F.A.U. ROUTE 3724 (ELK GROVE BOULEVARD) -
ARLINGTON HEIGHTS ROAD TO VICTORIA LANE
RESURFACING, TRAFFIC SIGNALS, BRIDGE REHABILITATION
SECTION 15-00065-00-RS
PROJECT PT89(144)
VILLAGE OF ELK GROVE VILLAGE
COOK COUNTY
C-91-053-18**



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

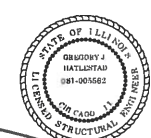
APPROVED October 4 20 17
[Signature]
ELK GROVE VILLAGE DIRECTOR OF PUBLIC WORKS

PASSED OCT 30 20 17
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW NOVEMBER 3 20 17
[Signature]
REGIONAL ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847) 705-4406 SCHAUMBURG, IL
CONSULTANT ENGINEER: DAVID J. KREGER, P.E. CIVILTECH ENGINEERING, INC.

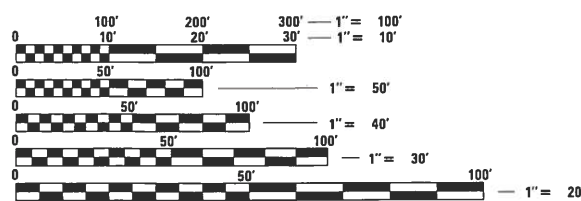


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REGISTERED P.E., STATE OF ILLINOIS
EXPIRES 11-30-2017
FOR DRAWINGS 1 TO 51 AND 92 TO 109

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REGISTERED P.E., STATE OF ILLINOIS
EXPIRES 11-30-2017
FOR DRAWINGS 52 TO 67

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REGISTERED P.E., STATE OF ILLINOIS
EXPIRES 11-30-2017
FOR DRAWING 68 TO 71

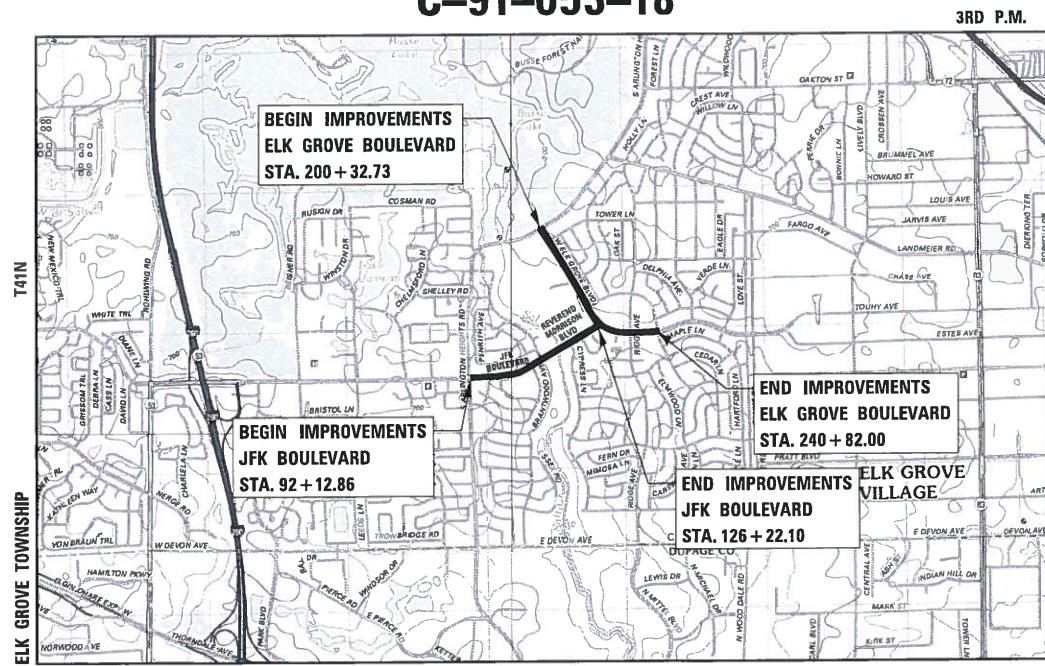
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REGISTERED S.E., STATE OF ILLINOIS
EXPIRES 11-30-2018
FOR DRAWINGS 72 TO 91



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

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

CONTRACT NO. 61E25



LOCATION MAP
(NOT TO SCALE)

GROSS AND NET LENGTHS
JFK BOULEVARD / REV MORRISON BOULEVARD = 3409.24 FT. (0.65 MILES)
ELK GROVE BOULEVARD = 4049.27 FT. (0.77 MILES)
TOTAL = 7458.51 FT. (1.41 MILES)

PLANS PREPARED BY:
CIVILTECH
450 E. Devon Ave, Suite 300 - Itasca, Illinois 60143
Tel: 630.773.3900 - Fax: 630.773.3975
www.civiltechinc.com

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2 - 4	INDEX, GENERAL NOTES, AND STANDARDS
5 - 11	SUMMARY OF QUANTITIES
12 - 13	TYPICAL SECTIONS
14 - 15	ALIGNMENT AND BENCHMARKS
16 - 24	RESURFACING PLAN
25 - 30	MAINTENANCE OF TRAFFIC PLAN
31 - 34	EROSION CONTROL AND LANDSCAPING PLAN
35 - 38	SIGNING AND STRIPING PLAN
39 - 45	ADA GRADING PLAN
46 - 51	MEDIAN MODIFICATION PLAN
52 - 67	TRAFFIC SIGNAL PLANS
68 - 71	LIGHTING PLAN
72 - 91	STRUCTURAL PLAN
92	WATERS OF THE US EXHIBIT
93 - 104	CONSTRUCTION DETAILS AND DISTRICT ONE DETAILS
105 - 109	CROSS SECTIONS

IDOT STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-03	CORNER PARALLEL CURB RAMPS FOR SIDEWALK
442201-03	CLASS C AND D PATCHES
604001-04	FRAMES AND LIDS TYPE 1
606001-07	CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB & GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONCRETE MEDIANS
630001-12	STEEL PLATE BEAM GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM EDGE OF PAVEMENT
701301-04	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS <= 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-07	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
780001-05	TYPICAL PAVEMENT MARKINGS
877006-06	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
878001-10	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
B.L.R. 23-4	TRAFFIC BARRIER TERMINAL TYPE 1

IDOT DISTRICT ONE STANDARDS

STANDARD NO.	DESCRIPTION
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-26	DRIVEWAY ENTRANCE SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2018; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" 2014, 7TH EDITION, THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED.
- THE ENGINEER AND ALL UTILITY COMPANIES, SCHOOL DISTRICTS, AND LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO AVOID DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES IN ACCORDANCE WITH ARTICLES 105.07, 107.20, AND 107.31. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.

LANDSCAPING

- LANDSCAPE RESTORATION ALONG SIDEWALK, DRIVEWAYS, AND CURB AND GUTTER THAT ARE REMOVED AND REPLACED SHALL CONSIST OF SODDING AND TOPSOIL FURNISH AND PLACE, 4". THE MAXIMUM WIDTH ALLOWED FOR PAYMENT SHALL BE 18".
- THE CONTRACTOR SHALL PROVIDE SPADE EDGES FOR THE SODDED AREA ABUTTING EXISTING TREES, LEAVING A 5' DIAMETER RING AROUND THE EXISTING TREES.

MISCELLANEOUS

- THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
- THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL CONTACT MWRD (JENNIFER WASIK) AT (708) 588-4063 PRIOR TO THE START OF CONSTRUCTION TO COORDINATE MWRD'S REMOVAL OF THE EXISTING GAUGE ON THE JFK BRIDGE.

STAKING

- ALIGNMENT, TIES AND BENCHMARKS ARE NOT PROVIDED IN THE PLANS DUE TO THE SCOPE OF THE WORK SHOWN ON THE PLANS. EXISTING TOPOGRAPHY IS SHOWN BASED ON AERIAL IMAGERY.
- AN EXISTING CENTERLINE HAS BEEN SHOWN FOR ALL ROADWAYS. IN GENERAL, THE CENTERLINE REPRESENTS THE CENTER OF ROADWAY. THE EXISTING CENTERLINE IS ONLY A BEST-FIT APPROXIMATION BASED ON AERIAL IMAGERY AND RECORD PLANS. ITS PURPOSE IS ONLY TO PROVIDE A GENERAL LENGTH OF ROADWAY IMPROVEMENTS.
- ALL DIMENSIONS SHOWN ON THE PLANS ARE APPROXIMATE BASED ON FIELD INVESTIGATIONS. FINAL LENGTHS AND AREAS OF PROPOSED WORK WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

PAVING, CURB & GUTTER AND SIDEWALK

- THE PAVEMENT PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATIONS BASED ON FIELD INVESTIGATIONS. THE ENGINEER SHALL MAKE THE FINAL DETERMINATION ON THE LOCATION OF PAVEMENT PATCHES AND CURB AND GUTTER REMOVAL AND REPLACEMENT IN THE FIELD.
- HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER, MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EXPOXY COATED, UNLESS NOTED ON THE PLAN.

TRAFFIC SIGNALS

- THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
- ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED.
- ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS, THE MAST ARM POLE AND SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER IS GREATER.
- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. THE COUNTY IS NOT PART OF JULIE FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT. CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL, AND LANDSCAPING DIVISION AT 312-603-1730.
- ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.
- THE CONTROLLER AND ALL CONTROL EQUIPMENT SHALL BE OF A MANUFACTURER THAT IS APPROVED BY COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS. THE MANUFACTURER OF ALL EQUIPMENT SHALL HAVE A REPRESENTATIVE AND SHOP LOCATED IN THE SIX (6) COUNTY CHICAGO AREAS. ALL EQUIPMENT INSTALLED IN THE CONTROLLER CABINET SHALL BE FROM A SINGLE SUPPLIER. THE SUPPLIER SHALL BE RESPONSIBLE FOR SERVICE AND SUPPORT FOR THIS EQUIPMENT.

FILE NAME =	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING INDEX, GENERAL NOTES, AND STANDARDS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\3003.Notes_01.dgn		DRAWN - KDC	REVISED -			3723	15-00065-00-R5	COOK	109	2
		PLOT SCALE = 20.0000' / in.	CHECKED - DJK			REVISED -	3724			CONTRACT NO. 61E25
#MODELNAME#		PLOT DATE = 11/8/2017	DATE - 11/10/2017			REVISED -	SHEET 1 OF 3 SHEETS	ILLINOIS FED. AID PROJECT		

UTILITIES

1. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
2. COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, PETROLEUM, SEWER AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATION IS REQUIRED).
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AS COORDINATED WITH THE UTILITY OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS/HER CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT THE RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.
5. ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST.
6. THE CONTRACTOR SHALL RECEIVE NO ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
7. STRUCTURE ADJUSTMENTS AND RECONSTRUCTIONS HAVE BEEN SHOWN BASED ON FIELD INVESTIGATIONS. THE FINAL DETERMINATION FOR WHETHER THE WORK TO BE PERFORMED IS AN ADJUSTMENT OR RECONSTRUCTION WILL BE MADE BY THE ENGINEER IN THE FIELD.
8. THE MAXIMUM HEIGHT OF ADJUSTING RINGS ON UTILITY STRUCTURES SHALL BE 8". CONCRETE ADJUSTMENT RINGS LESS THAN 4 INCHES SHALL NOT BE ALLOWED. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC RINGS AND RING WEDGES SHALL BE USED FOR ALL ADJUSTMENTS LESS THAN 4" OR IN COMBINATION WITH 4 INCH MINIMUM CONCRETE ADJUSTMENT RINGS. BRICKS SHALL NOT BE ALLOWED.

STORM & SANITARY SEWER

1. UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS.

DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.

EROSION CONTROL

1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
3. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
4. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
5. ALL SLOPES SHALL BE COVERED WITH SOD AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SOD SHALL BE THE LIMITS OF GRADING.
6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE CURB AND GUTTER AND SHOULDERS.
7. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
9. THE SURFACE OF ALL STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION WITH THE USE OF TEMPORARY EROSION CONTROL SEEDING. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.

FILE NAME = ... \3003_Notes_02.dgn	USER NAME = djc	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING INDEX, GENERAL NOTES, AND STANDARDS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - KDC	REVISED -			3723	15-00065-00-R5	COOK	109	3
		CHECKED - DJK	REVISED -			3724				CONTRACT NO. 61E25
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			SHEET 2 OF 3 SHEETS		ILLINOIS FED. AID PROJECT		

MWRD GENERAL NOTES

A. REFERENCED SPECIFICATIONS

- 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;
 - VILLAGE OF ELK GROVE VILLAGE 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

- 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).
- THE VILLAGE OF ELK GROVE VILLAGE ENGINEERING DEPARTMENT AND PUBLIC 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.
- 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

- ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
- 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.
- 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.
- 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.
- 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.
- MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
- THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
- ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
- 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

- THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
- 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.
- 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.
- ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
- ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
- ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
- 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

VITRIFIED CLAY PIPE
 REINFORCED CONCRETE SEWER PIPE
 CAST IRON SOIL PIPE
 DUCTILE IRON PIPE
 POLYVINYL CHLORIDE (PVC) PIPE
 6-INCH TO 15-INCH DIAMETER SDR 26
 18-INCH TO 27-INCH DIAMETER F/DY=46
 HIGH DENSITY POLYETHYLENE (HDPE)
 WATER MAIN QUALITY PVC
 4-INCH TO 36-INCH
 4-INCH TO 12-INCH
 14-INCH TO 48-INCH

PIPE SPECIFICATIONS

ASTM C-700
 ASTM C-76
 ASTM A-74
 ANSI A21.51
 ASTM D-3034
 ASTM F-679
 ASTM D-3350
 ASTM D-3035
 ASTM D-2241
 AWWA C900
 AWWA C905

JOINT SPECIFICATIONS

ASTM C-425
 ASTM C-443
 ASTM A-564
 ANSI A21.51
 ASTM D-3212
 ASTM D-3212
 ASTM D-3261, F-2620 (HEAT FUSION)
 ASTM D-212, F-477 (GASKETED)
 ASTM D-3139
 ASTM D-3139
 ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL

POLYPROPYLENE (PP) PIPE

12-INCH TO 24-INCH DOUBLE WALL
 30-INCH TO 60-INCH TRIPLE WALL

PIPE SPECIFICATIONS

ASTM F-2736
 ASTM F-2764

JOINT SPECIFICATIONS

D-3212, F-477
 D-3212, F-477

- 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-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
- NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
- ALL MANHOLES 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.
- 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 CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
 - REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
 - WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING COUPLINGS TO HOLD IT FIRMLY IN PLACE.
- 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 WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18 1/2 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 1/2 VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
- ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
- 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.
- 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.
- ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
- EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/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.
- 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

- THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
- EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
- ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.
 - 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.
- 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.
- 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.
- 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.
- MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
- 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.
- 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.
- ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
- VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
- 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.
- EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
- 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. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
- 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.
- ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
- 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.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
- 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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		DRAWN - KDC	REVISED -			3723	15-00065-00-R5	COOK	109	4
		CHECKED - DJK	REVISED -			3724				CONTRACT NO. 61E25
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			SHEET 3	OF 3 SHEETS	ILLINOIS FED. AID PROJECT		

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
	X	20100500	TREE REMOVAL, ACRES	ACRE	0.1	0.1				
	X	20101000	TEMPORARY FENCE	FOOT	320	320				
	X	X	20101200	TREE ROOT PRUNING	EACH	8	8			
	X	X	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	7	7			
	X	X	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1	1			
			20200100	EARTH EXCAVATION	CU YD	206	206			
			20400800	FURNISHED EXCAVATION	CU YD	25	25			
	X		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1660	1660			
	X		21101630	TOPSOIL FURNISH AND PLACE, 8"	SQ YD	321	321			
	X		25000310	SEEDING, CLASS 4	ACRE	0.1	0.1			
	X		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	21	21			
	X		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	21	21			
	X	X	25100630	EROSION CONTROL BLANKET	SQ YD	321	321			
	X		25200100	SODDING	SQ YD	1660	1660			
	X		25200200	SUPPLEMENTAL WATERING	UNIT	25	25			
			28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	123	123			
			28000400	PERIMETER EROSION BARRIER	FOOT	400	400			
			28000510	INLET FILTERS	EACH	95	95			
			28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1981	1981			
			28100107	STONE RIPRAP, CLASS A4	SQ YD	651		651		
			28200200	FILTER FABRIC	SQ YD	662		651		11
	X		30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	192	192			
			31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	872	838			34
			31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	112	112			

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 SUMMARY OF QUANTITIES**

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	5
3724	CONTRACT NO. 61E25			
ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
		31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	11					11
		35800100	PREPARATION OF BASE	SQ YD	274					274
		35800200	AGGREGATE BASE REPAIR	TON	21					21
		40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	18511	18511				
		40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	62	62				
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1406	1406				
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2521	2521				
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2109	2109				
		42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	161	161				
		42001300	PROTECTIVE COAT	SQ YD	1701	1424				277
		44000100	PAVEMENT REMOVAL	SQ YD	652	652				
		44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	41135	41135				
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2180	2180				
		44000600	SIDEWALK REMOVAL	SQ FT	7410	7410				
		44003100	MEDIAN REMOVAL	SQ FT	647	647				
		44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	203	203				
		44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	309	309				
		44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	808	808				
		44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	899	899				
		44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	570	570				
		50102400	CONCRETE REMOVAL	CU YD	73.7		73.7			
		50104000	BRIDGE RAIL REMOVAL	FOOT	301.0		301.0			
		50200100	STRUCTURE EXCAVATION	CU YD	37.5		37.5			
		50201101	COFFERDAM (TYPE I) (LOCATION - 1)	EACH	2		2			
		50300225	CONCRETE STRUCTURES	CU YD	48.6		41.7			6.9

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
SUMMARY OF QUANTITIES**

SCALE: SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	6
3724	CONTRACT NO. 61E25			
ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
		50300255	CONCRETE SUPERSTRUCTURE	CU YD	100.9		100.9			
		50300260	BRIDGE DECK GROOVING	SQ YD	342		342			
		50300285	FORM LINER TEXTURED SURFACE	SQ FT	128					128
		50300300	PROTECTIVE COAT	SQ YD	784		784			
		50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	183.8		183.8			
		50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	89130		88370			760
		50800515	BAR SPLICERS	EACH	608		608			
	X	50901750	PARAPET RAILING	FOOT	351.0		351.0			
		52000110	PREFORMED JOINT STRIP SEAL	FOOT	135.5		135.5			
		60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2				
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	4	4				
		60600605	CONCRETE CURB, TYPE B	FOOT	150	150				
X		60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	2038	2038				
		60624600	CORRUGATED MEDIAN	SQ FT	647	647				
	X	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	12.5	12.5				
	X	63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	125	125				
	X	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3				
	X	63200310	GUARDRAIL REMOVAL	FOOT	307	307				
		67100100	MOBILIZATION	LSUM	1	1				
X		70300100	SHORT TERM PAVEMENT MARKING	FOOT	10687	10687				
X		70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1781	1781				
X		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	36	36				
X		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5898	5898				
X		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	783	783				

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 SUMMARY OF QUANTITIES**

SCALE: SHEET 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	7
3724				CONTRACT NO. 61E25
ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
X		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	89	89				
X		70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	73	73				
X		70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	1392	1392				
X		70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	353	353				
X		70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	286	286				
		70400100	TEMPORARY CONCRETE BARRIER	FOOT	810	810				
		70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	4	4				
	X	72000100	SIGN PANEL - TYPE 1	SQ FT	2	2				
X		72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	86	86				
X		72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	7	7				
X		78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	256	256				
X		78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4505	4505				
X		78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	3962	3962				
X		78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	273	273				
X		78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	442	442				
X	X	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	41			41		
X	X	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	270				270	
X	X	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	83			83		
X	X	81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	130				130	
X		81200240	CONDUIT EMBEDDED IN STRUCTURE, 2 1/2" DIA., PVC	FOOT	48				48	
X		81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1153				1153	
X		84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	7				7	
X		84200804	REMOVAL OF POLE FOUNDATION	EACH	3				3	
X	X	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
SUMMARY OF QUANTITIES

SCALE: SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	8
3724				
CONTRACT NO. 61E25				
ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
X	X	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	174			174		
X	X	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	181			181		
X	X	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	775			775		
X	X	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	279			279		
X	X	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	500			500		
X	X	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	142			142		
X	X	87702192	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 16 FT. AND 38 FT.	EACH	1			1		
X	X	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8			8		
X	X	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	15			15		
	X	87900200	DRILL EXISTING HANDHOLE	EACH	3			3		
X	X	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3			3		
X	X	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1			1		
X	X	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4			4		
X	X	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4			4		
X	X	88600100	DETECTOR LOOP, TYPE I	FOOT	300			300		
X	X	88800100	PEDESTRIAN PUSH-BUTTON	EACH	4			4		
	X	89502200	MODIFY EXISTING CONTROLLER	EACH	1			1		
	X	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2604			831	1773	
	X	89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	94			94		
X	X	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1		
	X	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1			1		
	X	K0012990	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	1					1
X	X	LR631020	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	3	3				
X		X0326671	CONCRETE SURFACE COLOR TREATMENT	SQ FT	183					183
X	X	X0327018	DECORATIVE SIGN POST	EACH	142					142

FILE NAME =
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USER NAME = djk

DESIGNED - KDC
DRAWN - KDC

REVISED -
REVISED -

PLOT SCALE = 20.0000' / in.

CHECKED - DJK

REVISED -
REVISED -

PLOT DATE = 11/9/2017

DATE - 11/10/2017

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
SUMMARY OF QUANTITIES

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	9

3724 CONTRACT NO. 61E25

ILLINOIS FED. AID PROJECT

SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
X		X0327611	REMOVE AND REINSTALL BRICK PAVER	SO FT	594					594
X	X	X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	3					3
X		X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SO FT	562	562				
X		X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	59	59				
X	X	X1400201	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	1			1		
X	X	X1400210	LIGHT POLE, SPECIAL, 12'	EACH	7				7	
X	X	X1400238	LUMINAIRE, LED, SPECIAL	EACH	11				7	4
X		X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	100	100				
X		X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	2	2				
X		X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2	2				
X		X4023000	TEMPORARY ACCESS (ROAD)	EACH	5	5				
X		X4200409	PORTLAND CEMENT CONCRETE PAVEMENT 9", SPECIAL	SO YD	209					209
X		X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SO FT	7772	7772				
X		X4240800	DETECTABLE WARNINGS (SPECIAL)	SO FT	385	385				
X		X4405030	LONGITUDINAL PARTIAL DEPTH REMOVAL 3"	FOOT	14833	14833				
X		X4420900	LONGITUDINAL PARTIAL DEPTH PATCHING	TON	554	554				
X	X	X5060601	CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1			1		
X	X	X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	350.5					350.5
X		X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	6	6				
X		X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	9	9				
X		X6700405	ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED)	CAL MO	8	8				
X		X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1				
X		X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	540	540				
X		X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	3472	3472				

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USER NAME = djc
PLOT SCALE = 28.0000' / in.
PLOT DATE = 11/9/2017

DESIGNED - KDC
DRAWN - KDC
CHECKED - DJK
DATE - 11/10/2017

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.U.
RTE.
3723
3724

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15-00065-00-RS	COOK	109	10
CONTRACT NO. 61E25			



ILLINOIS FED. AID PROJECT

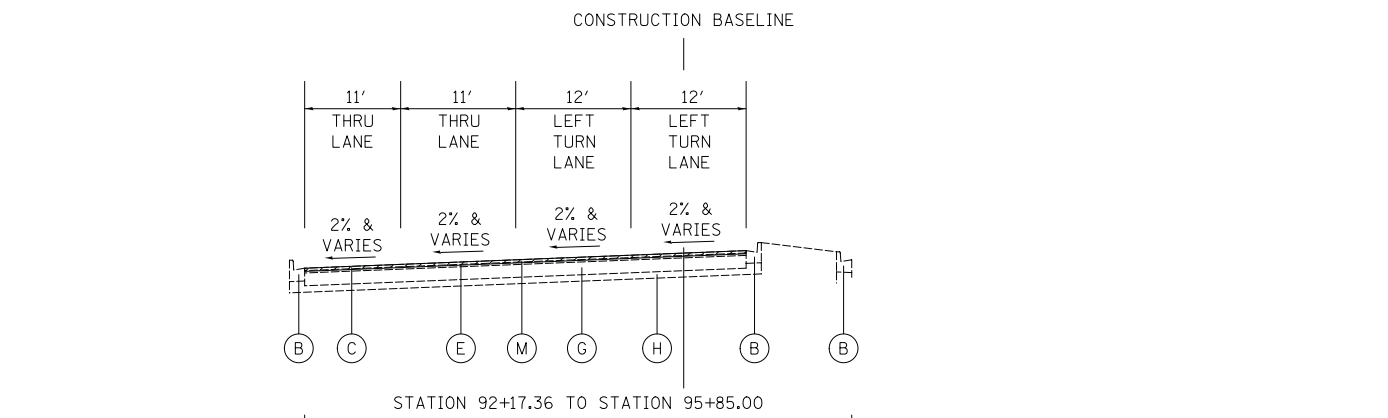
SPECIAL PROVISION	SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
						0005	0014	0021	0021	
						ROADWAY RESURFACING	BRIDGE REHABILITATION	SAFETY (TRAFFIC SIGNALS)	SAFETY (LIGHTING)	NON-PARTICIPATING
X	X	X7200065	SIGN PANEL BACKPLATE	SO FT	114					114
X	X	X7200105	SIGN PANEL - TYPE 1 (SPECIAL)	SO FT	1178					1178
X	X	X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	30				30	
X	X	X8300001	LIGHT POLE, SPECIAL	EACH	4					4
X	X	X8360120	LIGHT POLE FOUNDATION, SPECIAL	EACH	3				3	
X	X	X8760055	PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2			2		
X		XX001621	BRICK PAVER REMOVAL	SO FT	2417					2417
X		XX004467	BRICK PAVER SIDEWALK ON RIGID BASE	SO FT	213					213
X		XX005293	CONCRETE HEADER BAND	FOOT	71					71
X		XX006429	SIDEWALK, SPECIAL	SO FT	513					513
X	X	XX006826	REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM	FOOT	200	200				
X	X	XX008608	CABLE, SPECIAL	FOOT	591					591
X	X	XX008864	INSTALL SIGN	EACH	142					142
X		Z0004552	APPROACH SLAB REMOVAL	SO YD	268	268				
X	X	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1			
X		Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1				
X		Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	33	33				
X		Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	5	5				
X		Z0022800	FENCE REMOVAL	FOOT	231.0		231.0			
X		Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	200	200				
X	X	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8				8	
X		Z0062456	TEMPORARY PAVEMENT	SO FT	199	199				
X		Z0076600	TRAINEES	HOUR	500	500				
X		Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500				

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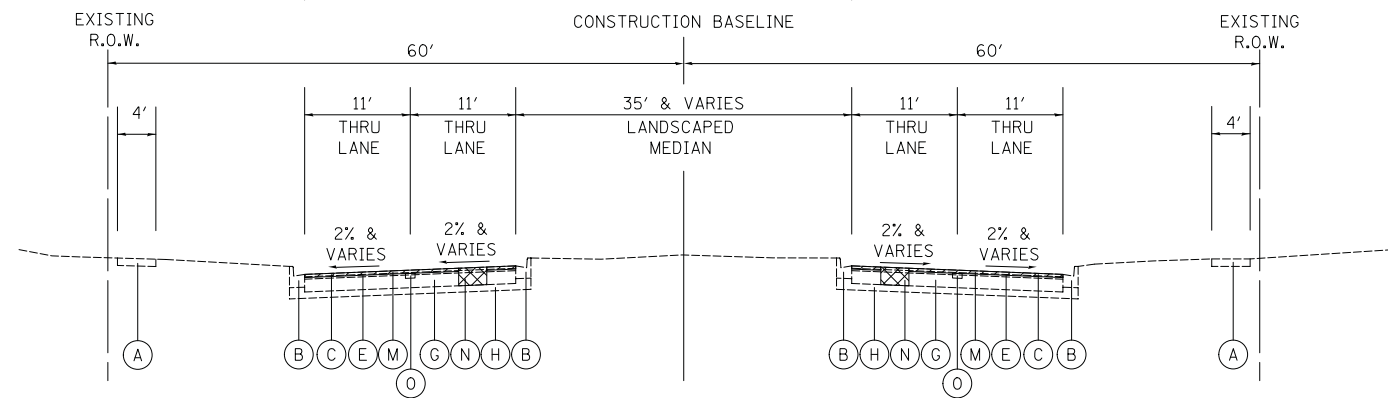
LEGEND

- (A) EXISTING CONCRETE SIDEWALK
REMOVE AND REPLACE AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER WITH:
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL (2% MAX CROSS SLOPE)
SUBBASE GRANULAR MATERIAL, TYPE B 2"
 - (B) EXISTING COMBINATION CONCRETE CURB
AND GUTTER, TYPE B-6.12
 - (C) EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
 - (D) EXISTING HOT-MIX ASPHALT SURFACE COURSE, 2"
 - (E) EXISTING HOT MIX ASPHALT BINDER COURSE, 1 1/2"
 - (F) EXISTING HOT-MIX ASPHALT BASE COURSE, 6"
 - (G) EXISTING HOT-MIX ASPHALT BASE COURSE, 8"
 - (H) EXISTING AGGREGATE BASE COURSE, 4"
 - (I) EXISTING AGGREGATE BASE COURSE, 10" & VARIES
 - (J) EXISTING LEVELING BINDER (VARIABLE DEPTH)
 - (K) EXISTING HMA PAVEMENT, 6" & VARIES
 - (L) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - (M) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
 - (N) PROPOSED CLASS D PATCH, 11"
(LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
 - (O) PROPOSED LONGITUDINAL PARTIAL DEPTH PATCH, 3"
(LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
-  HOT-MIX ASPHALT SURFACE REMOVAL, 2"
 CLASS D PATCH, 11"



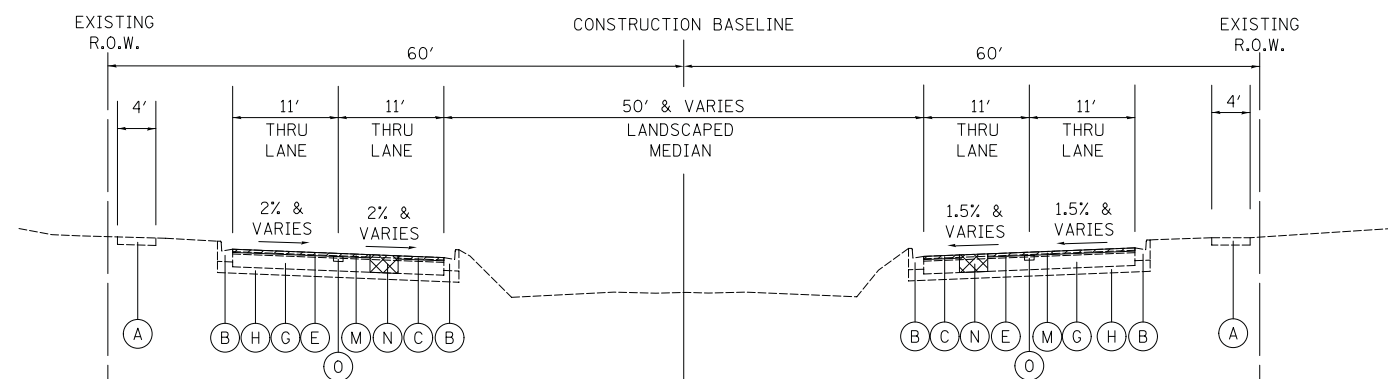
PROPOSED TYPICAL SECTION JOHN F. KENNEDY BOULEVARD

STATION 92+17.36 TO STATION 113+53.91
STATION 115+59.70 TO STATION 117+85.00



PROPOSED TYPICAL SECTION REV. MORRISON BOULEVARD

STATION 113+53.91 TO STATION 115+59.70
SN-016-6920 (BRIDGE OVER SALT CREEK)
SEE STRUCTURAL PLANS



PROPOSED TYPICAL SECTION REV. MORRISON BOULEVARD

STATION 117+85.00 TO STATION 126+22.10

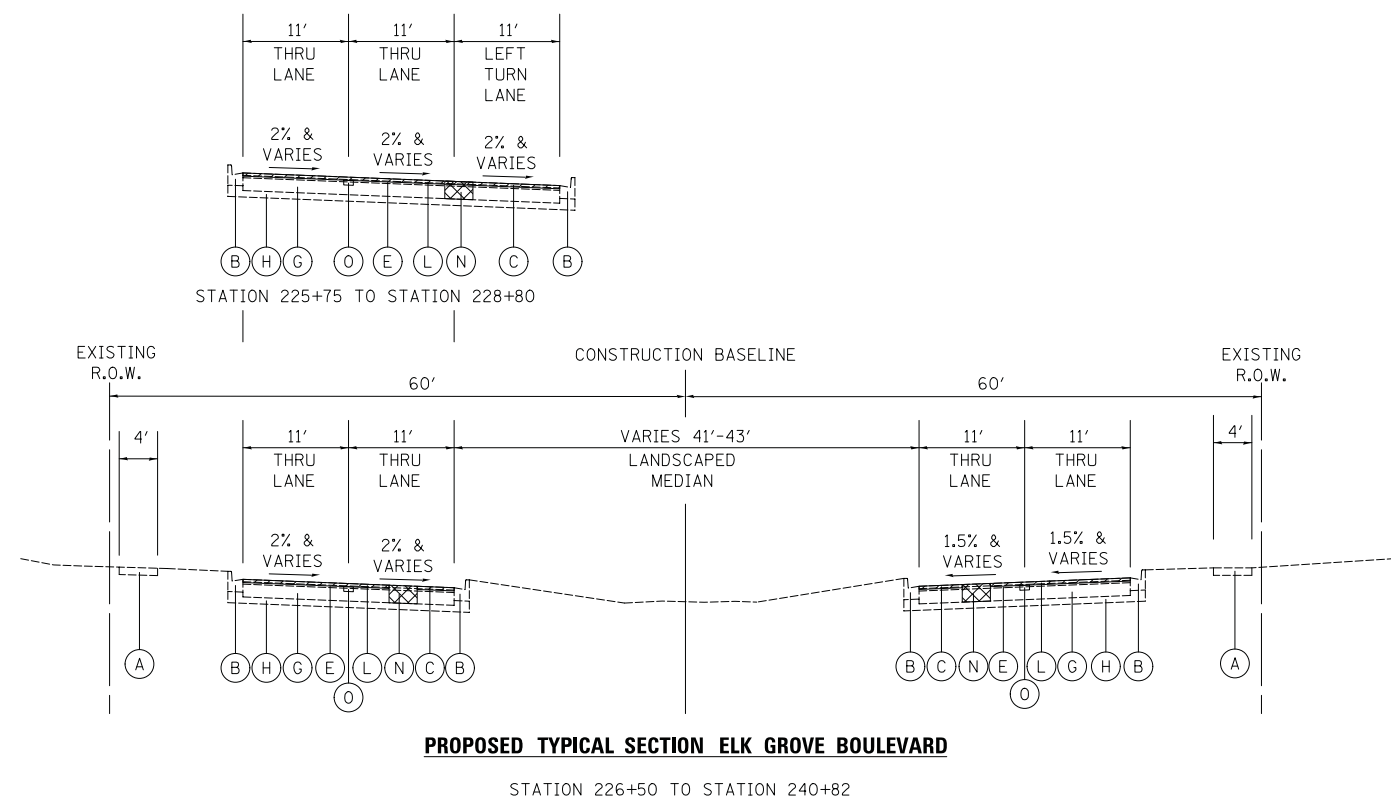
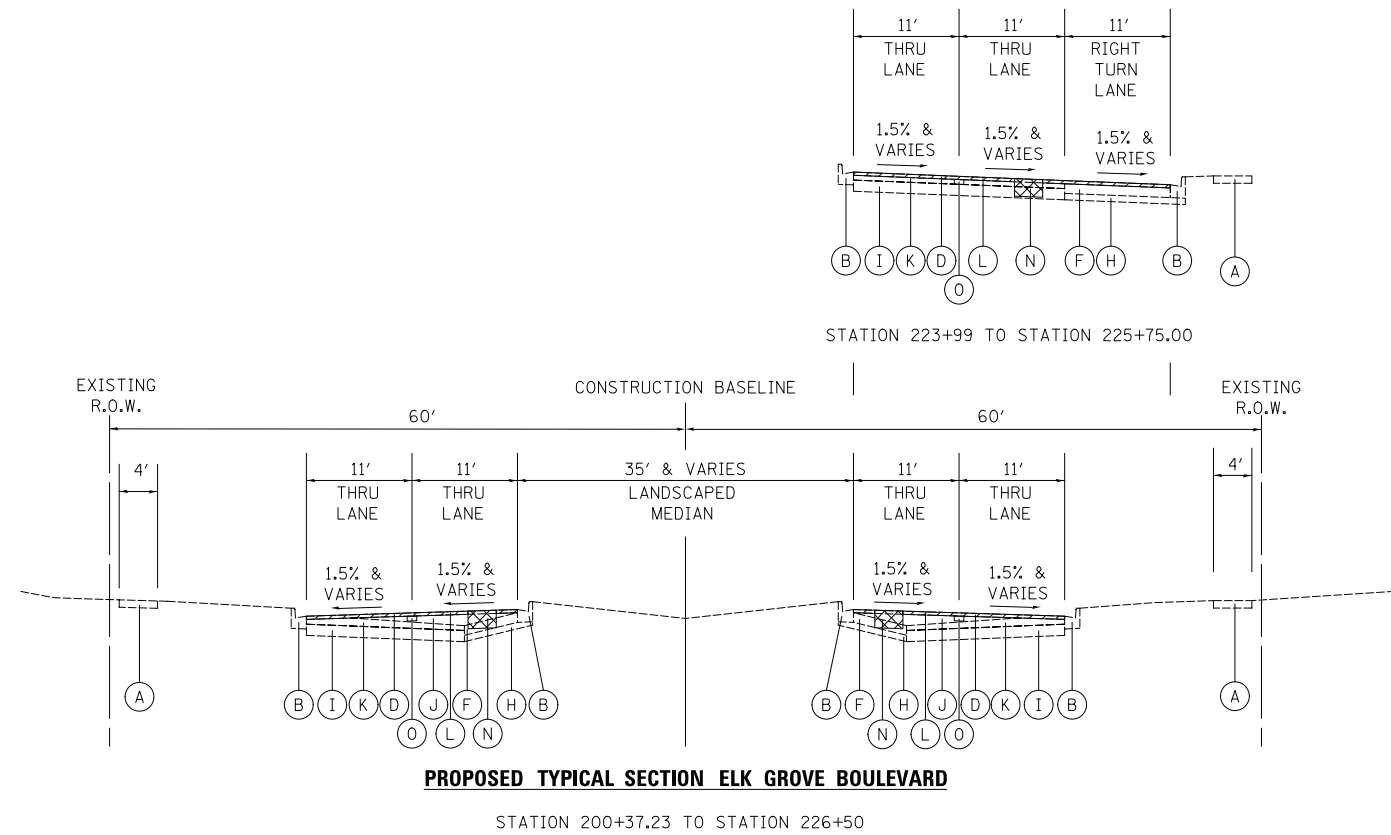
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PROPOSED RESURFACING (ELK GROVE BOULEVARD)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 2"	4% @ 50 GYR.
PROPOSED RESURFACING (JFK BOULEVARD/REV. MORRISON BOULEVARD)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 2"	4% @ 70 GYR.
LONGITUDINAL PARTIAL DEPTH PATCHING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm); 3"	4% @ 50 GYR.
CLASS D PATCH, 11"	
CLASS D PATCH (HMA BINDER IL-19MM); 11" (3 LIFTS)	4% @ 70 GYR.
PAVEMENT CONNECTOR FOR BRIDGE APPROACH SLAB	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; VARIES 9" TO 13" (SEE STANDARD 420406) (3 LIFTS)	4% @ 70 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (IL-9.5mm); 4" (1 LIFT)	4% @ 70 GYR.

- NOTES:
- THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-IN.
 - THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
 - PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS, PCC PAVEMENT 6" THICK. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

LEGEND

- (A) EXISTING CONCRETE SIDEWALK
REMOVE AND REPLACE AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER WITH:
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL (2% MAX CROSS SLOPE)
SUBBASE GRANULAR MATERIAL, TYPE B 2"
- (B) EXISTING COMBINATION CONCRETE CURB
AND GUTTER, TYPE B-6.12
- (C) EXISTING HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (D) EXISTING HOT-MIX ASPHALT SURFACE COURSE, 2"
- (E) EXISTING HOT MIX ASPHALT BINDER COURSE, 1 1/2"
- (F) EXISTING HOT-MIX ASPHALT BASE COURSE, 6"
- (G) EXISTING HOT-MIX ASPHALT BASE COURSE, 8"
- (H) EXISTING AGGREGATE BASE COURSE, 4"
- (I) EXISTING AGGREGATE BASE COURSE, 10" & VARIES
- (J) EXISTING LEVELING BINDER (VARIABLE DEPTH)
- (K) EXISTING HMA PAVEMENT, 6" & VARIES
- (L) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (M) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (N) PROPOSED CLASS D PATCH, 11"
(LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- (O) PROPOSED LONGITUDINAL PARTIAL DEPTH PATCH, 3"
(LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- CLASS D PATCH, 11"



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		DRAWN - KDC	REVISED -
	PLOT SCALE = 10.0000' / in.	CHECKED - DJK	REVISED -
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING TYPICAL SECTIONS			
SCALE: NTS	SHEET 2 OF 2 SHEETS	STA.	TO STA.

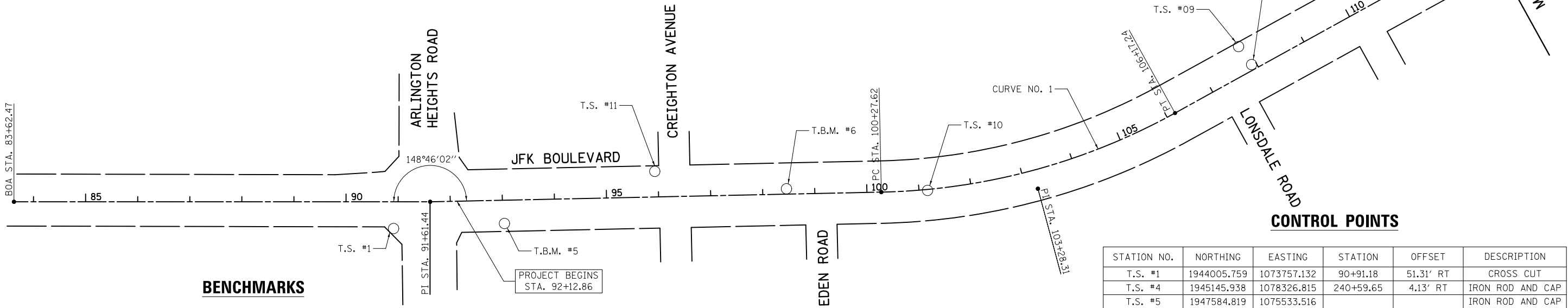
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	13
3724	CONTRACT NO. 61E25			
ILLINOIS FED. AID PROJECT				

JFK BLVD./REV. MORRISON BLVD. ALIGNMENT DATA

POINT	STATION	NORTHING	EASTING
BOA	83+62.47	1,944,031.520	1,073,027.075
PI	91+61.44	1,944,059.496	1,073,825.556
PC	100+27.62	1,944,108.445	1,074,690.350
PI	103+28.31	1,944,125.437	1,074,990.556
PT	106+17.24	1,944,279.988	1,075,248.482
EOA	126+22.10	1,945,310.478	1,076,968.235

ELK GROVE BOULEVARD ALIGNMENT DATA

POINT	STATION	NORTHING	EASTING
BOA	200+00.00	1,947,552.241	1,075,554.875
PC	223+13.38	1,945,566.301	1,076,741.379
PI	228+43.36	1,945,111.337	1,077,013.198
PT	232+75.03	1,945,118.235	1,077,543.133
PC	238+51.69	1,945,125.741	1,078,119.746
PI	240+49.23	1,945,128.312	1,078,317.267
PT	242+41.75	1,945,205.795	1,078,498.974
EOA	244+87.39	1,945,302.146	1,078,724.928



BENCHMARKS

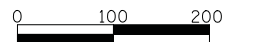
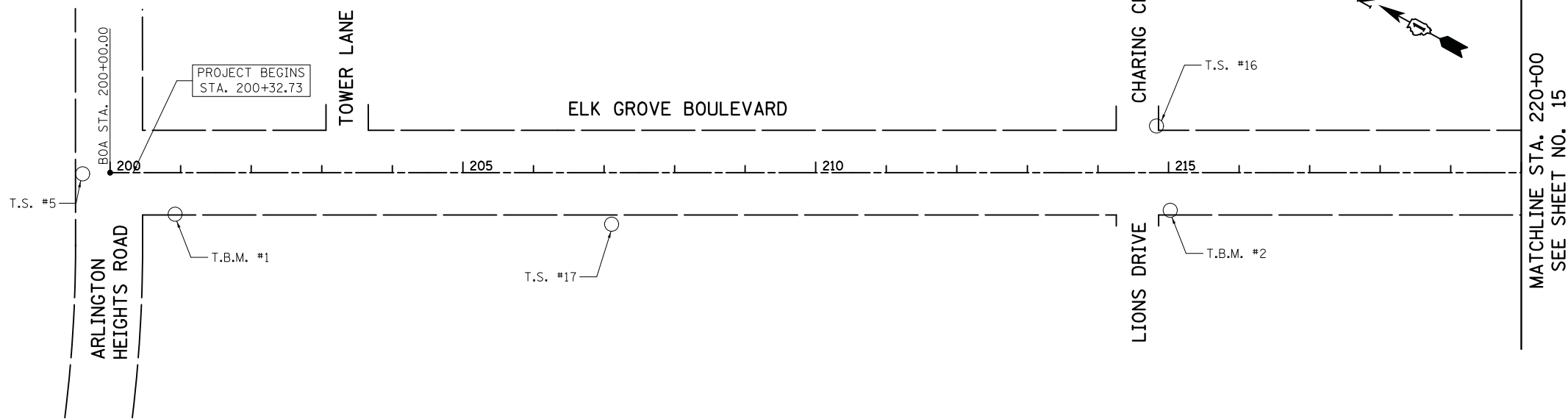
TBM NO.	LOCATION	ELEVATION	DESCRIPTION
01	STA. 200+92.1, 58.9' RT	700.70	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
02	STA. 215+02.4, 53.4' RT	689.21	FOUND CROSS CUT ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
03	STA. 125+51.8, 53.0' RT	685.19	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
04	STA. 239+87.1, 49.0' RT	685.56	FOUND CROSS CUT ON SOUTH FLANGE BOLT OF FIRE HYDRANT
05	STA. 93+03.1, 44.7' LT	698.28	CROSS CUT (SET) ON SOUTHEAST FLANGE BOLT OF FIRE HYDRANT
06	STA. 98+45.7, 10.3' LT	693.20	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
07	STA. 107+90.9, 10.4' LT	688.25	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
08	STA. 118+27.5, 53.1' RT	686.11	CROSS CUT (SET) ON SOUTHEAST FLANGE BOLT OF FIRE HYDRANT

CONTROL POINTS

STATION NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
T.S. #1	1944005.759	1073757.132	90+91.18	51.31' RT	CROSS CUT
T.S. #4	1945145.938	1078326.815	240+59.65	4.13' RT	IRON ROD AND CAP
T.S. #5	1947584.819	1075533.516			IRON ROD AND CAP
T.S. #8	1944871.380	1076356.865	118+71.98	62.41' RT	IRON ROD AND CAP
T.S. #9	1944411.844	1075365.893	107+85.75	52.79' LT	IRON ROD AND CAP
T.S. #10	1944114.770	1074778.945	101+16.37	1.92' RT	IRON ROD AND CAP
T.S. #11	1944133.010	1074254.424	95+93.78	49.16' LT	IRON ROD AND CAP
T.S. #14	1945179.594	1077379.916	231+02.64	48.22' LT	IRON ROD AND CAP
T.S. #15	1945471.180	1076729.015	223+83.99	62.29' RT	IRON ROD AND CAP
T.S. #16	1946313.102	1076372.298	214+82.99	66.18' LT	CROSS CUT
T.S. #17	1946904.647	1075856.715	207+10.74	73.03' RT	IRON ROD AND CAP

CURVE DATA

CURVE NO. 1	
P.I. STA =	103+28.31
Δ =	27° 41' 26.97" (LT)
D =	4° 41' 46.95"
R =	1220.00'
T =	300.69'
L =	589.62'
E =	36.51'
e =	N.C.
P.C. STA =	100+27.62
P.T. STA =	106+17.24



SCALE IN FEET

JFK BLVD./REV. MORRISON BLVD. ALIGNMENT DATA

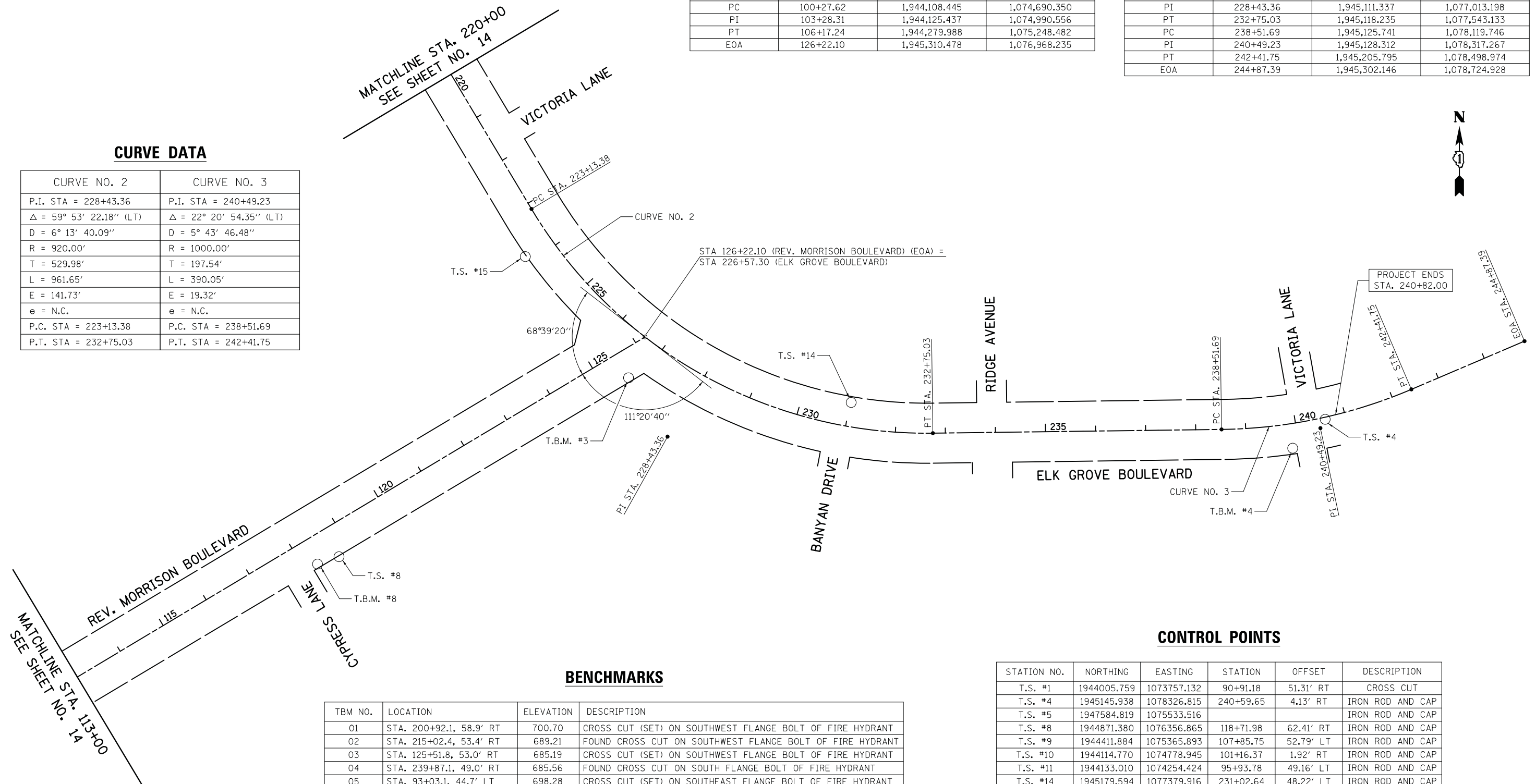
POINT	STATION	NORTHING	EASTING
BOA	83+62.47	1,944,031.520	1,073,027.075
PI	91+61.44	1,944,059.496	1,073,825.556
PC	100+27.62	1,944,108.445	1,074,690.350
PI	103+28.31	1,944,125.437	1,074,990.556
PT	106+17.24	1,944,279.988	1,075,248.482
EOA	126+22.10	1,945,310.478	1,076,968.235

ELK GROVE BOULEVARD ALIGNMENT DATA

POINT	STATION	NORTHING	EASTING
BOA	200+00.00	1,947,552.241	1,075,554.875
PC	223+13.38	1,945,566.301	1,076,741.379
PI	228+43.36	1,945,111.337	1,077,013.198
PT	232+75.03	1,945,118.235	1,077,543.133
PC	238+51.69	1,945,125.741	1,078,119.746
PI	240+49.23	1,945,128.312	1,078,317.267
PT	242+41.75	1,945,205.795	1,078,498.974
EOA	244+87.39	1,945,302.146	1,078,724.928

CURVE DATA

CURVE NO. 2	CURVE NO. 3
P.I. STA = 228+43.36	P.I. STA = 240+49.23
$\Delta = 59^\circ 53' 22.18''$ (LT)	$\Delta = 22^\circ 20' 54.35''$ (LT)
D = 6° 13' 40.09"	D = 5° 43' 46.48"
R = 920.00'	R = 1000.00'
T = 529.98'	T = 197.54'
L = 961.65'	L = 390.05'
E = 141.73'	E = 19.32'
e = N.C.	e = N.C.
P.C. STA = 223+13.38	P.C. STA = 238+51.69
P.T. STA = 232+75.03	P.T. STA = 242+41.75



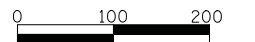
BENCHMARKS

TBM NO.	LOCATION	ELEVATION	DESCRIPTION
01	STA. 200+92.1, 58.9' RT	700.70	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
02	STA. 215+02.4, 53.4' RT	689.21	FOUND CROSS CUT ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
03	STA. 125+51.8, 53.0' RT	685.19	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
04	STA. 239+87.1, 49.0' RT	685.56	FOUND CROSS CUT ON SOUTH FLANGE BOLT OF FIRE HYDRANT
05	STA. 93+03.1, 44.7' LT	698.28	CROSS CUT (SET) ON SOUTHEAST FLANGE BOLT OF FIRE HYDRANT
06	STA. 98+45.7, 10.3' LT	693.20	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
07	STA. 107+90.9, 10.4' LT	688.25	CROSS CUT (SET) ON SOUTHWEST FLANGE BOLT OF FIRE HYDRANT
08	STA. 118+27.5, 53.1' RT	686.11	CROSS CUT (SET) ON SOUTHEAST FLANGE BOLT OF FIRE HYDRANT

DATUM IS NAVD88.

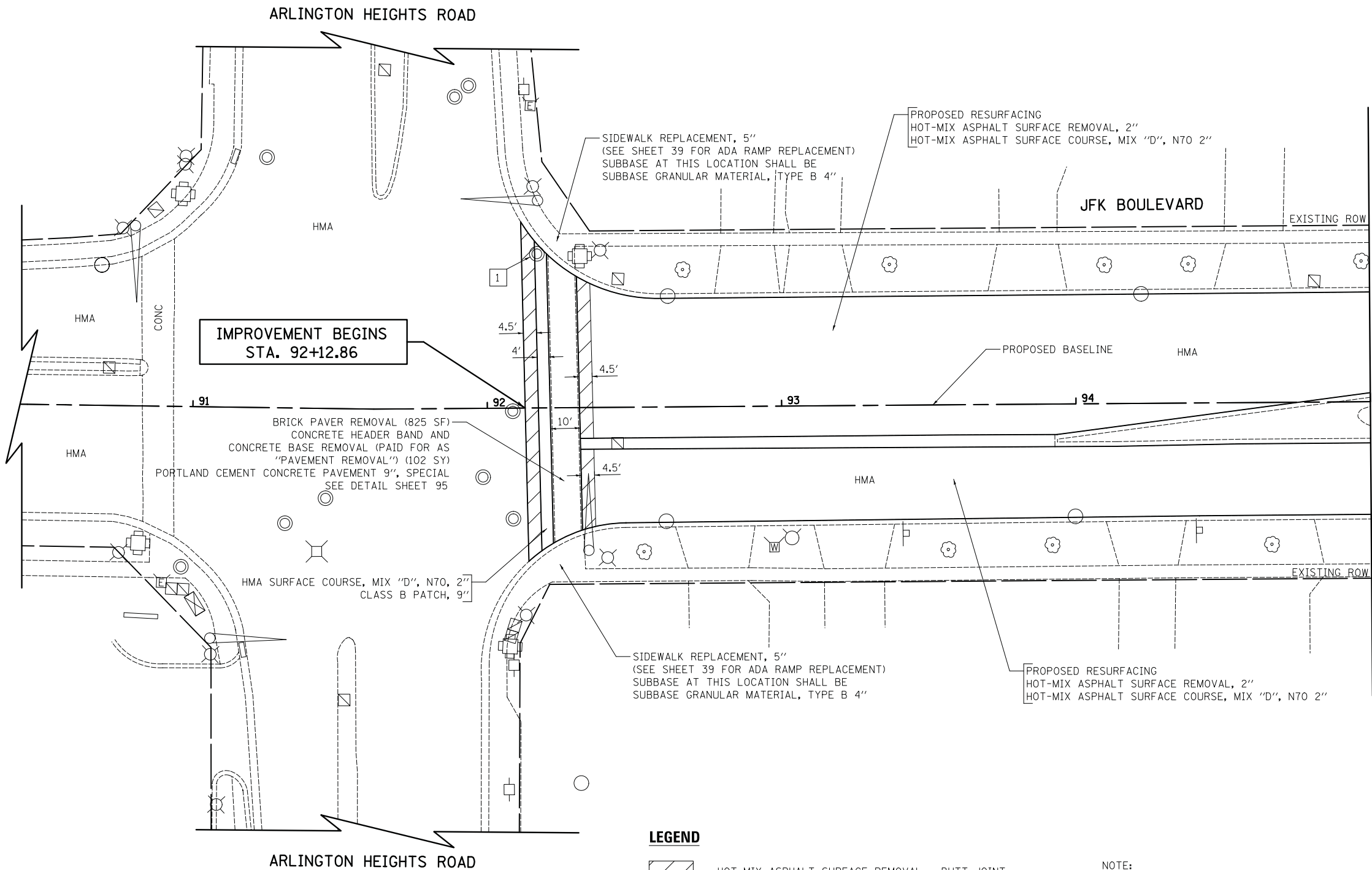
CONTROL POINTS

STATION NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
T.S. #1	1944005.759	1073757.132	90+91.18	51.31' RT	CROSS CUT
T.S. #4	1945145.938	1078326.815	240+59.65	4.13' RT	IRON ROD AND CAP
T.S. #5	1947584.819	1075533.516			IRON ROD AND CAP
T.S. #8	1944871.380	1076356.865	118+71.98	62.41' RT	IRON ROD AND CAP
T.S. #9	1944411.884	1075365.893	107+85.75	52.79' LT	IRON ROD AND CAP
T.S. #10	1944114.770	1074778.945	101+16.37	1.92' RT	IRON ROD AND CAP
T.S. #11	1944133.010	1074254.424	95+93.78	49.16' LT	IRON ROD AND CAP
T.S. #14	1945179.594	1077379.916	231+02.64	48.22' LT	IRON ROD AND CAP
T.S. #15	1945471.180	1076729.015	223+83.99	62.29' RT	IRON ROD AND CAP
T.S. #16	1946313.102	1076372.298	214+82.99	66.18' LT	CROSS CUT
T.S. #17	1946904.647	1075856.715	207+10.74	73.03' RT	IRON ROD AND CAP







SCALE IN FEET

1 SANITARY MANHOLE TO BE ADJUSTED



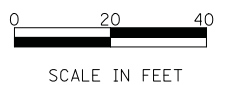
MATCHLINE STA. 95+00
SEE SHEET NO. 17

LEGEND

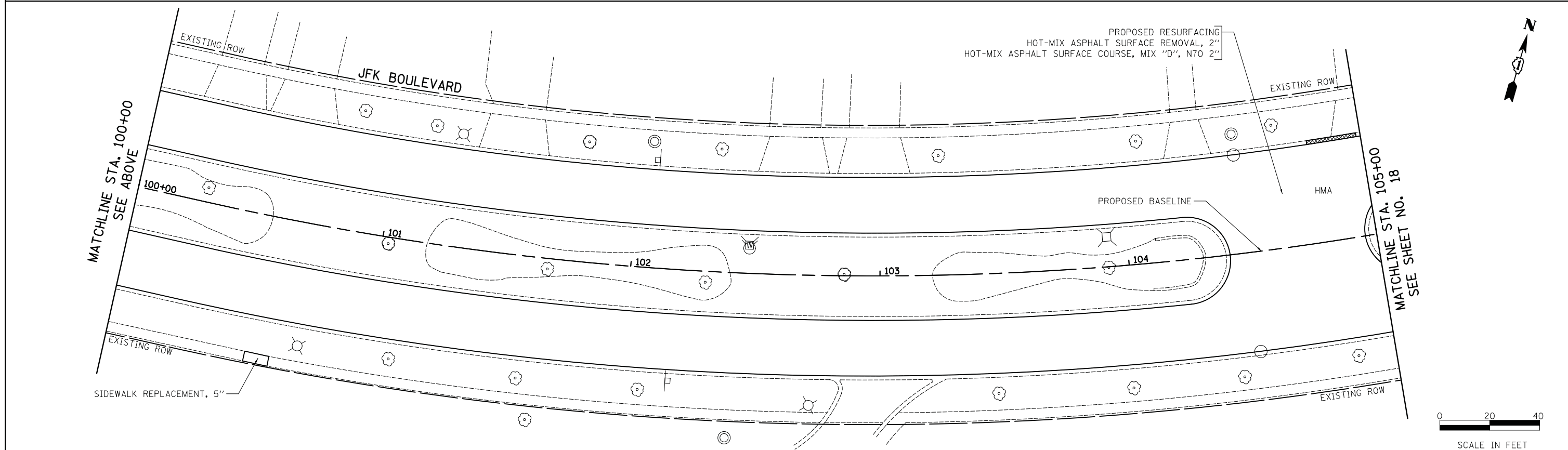
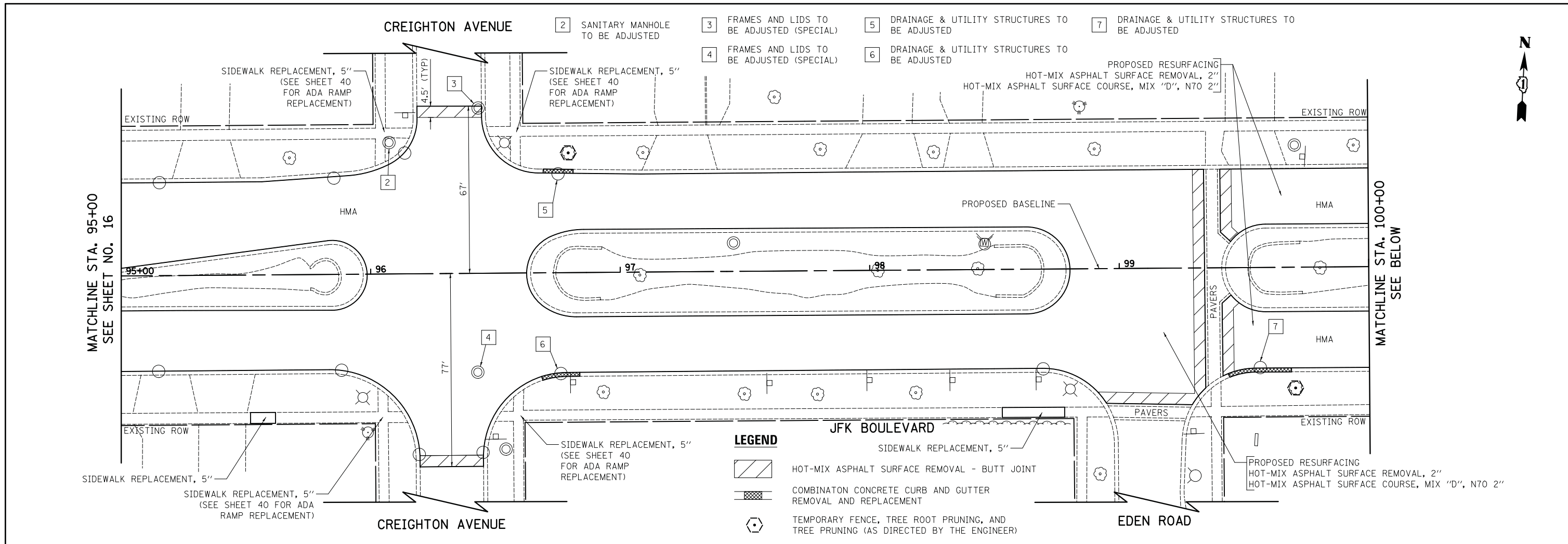
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  PAVEMENT REMOVAL
-  COMBINATON CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
-  TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)

NOTE:

SIDEWALK REPLACEMENT, 5" SHALL CONSIST OF THE FOLLOWING
 -SIDEWALK REMOVAL
 -PCC SIDEWALK 5 INCH, SPECIAL
 -SUBBASE GRANULAR MATERIAL, TYPE B 2" (UNLESS OTHERWISE NOTED)






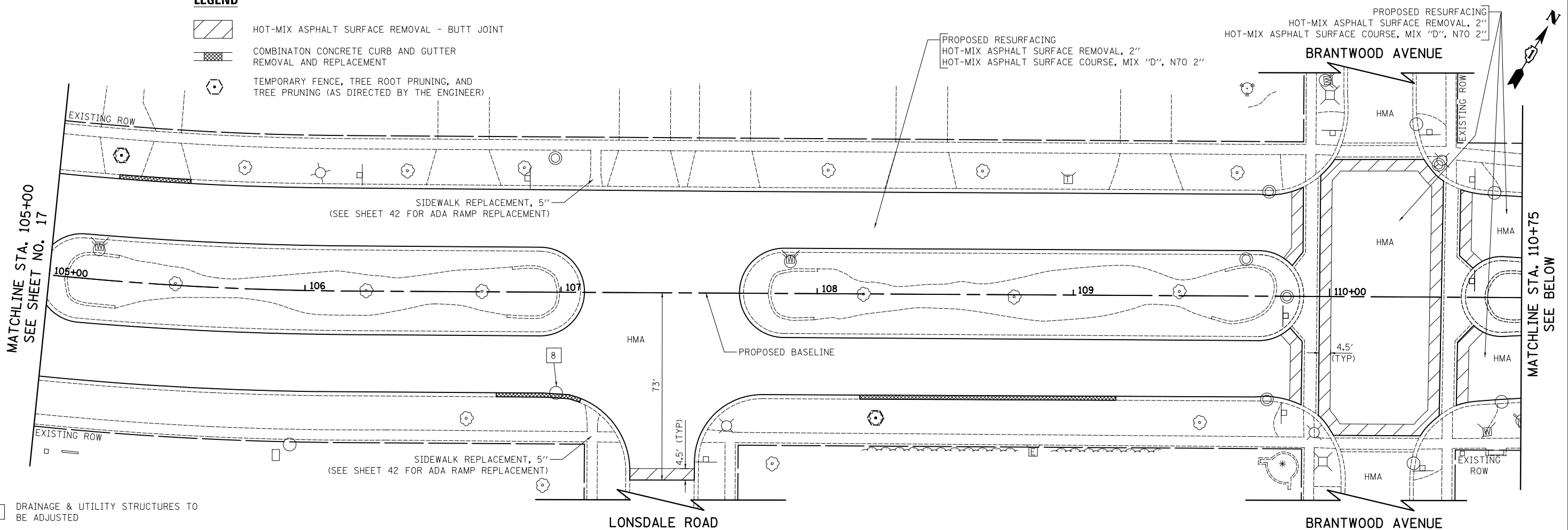
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#MODELNAME#	PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -		SCALE: 1" = 20'	SHEET 1 OF 9 SHEETS	STA. 92+12.86 TO STA. 95+00	3723	15-00065-00-R5	COOK	109	16	
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -					3724					CONTRACT NO. 61E25
													ILLINOIS FED. AID PROJECT



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#MODELNAME#	PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -		SCALE: 1" = 20'	SHEET 2 OF 9 SHEETS	STA. 95+00 TO STA. 105+00	3723	15-00065-00-R5	COOK	109	17	
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													ILLINOIS FED. AID PROJECT

LEGEND

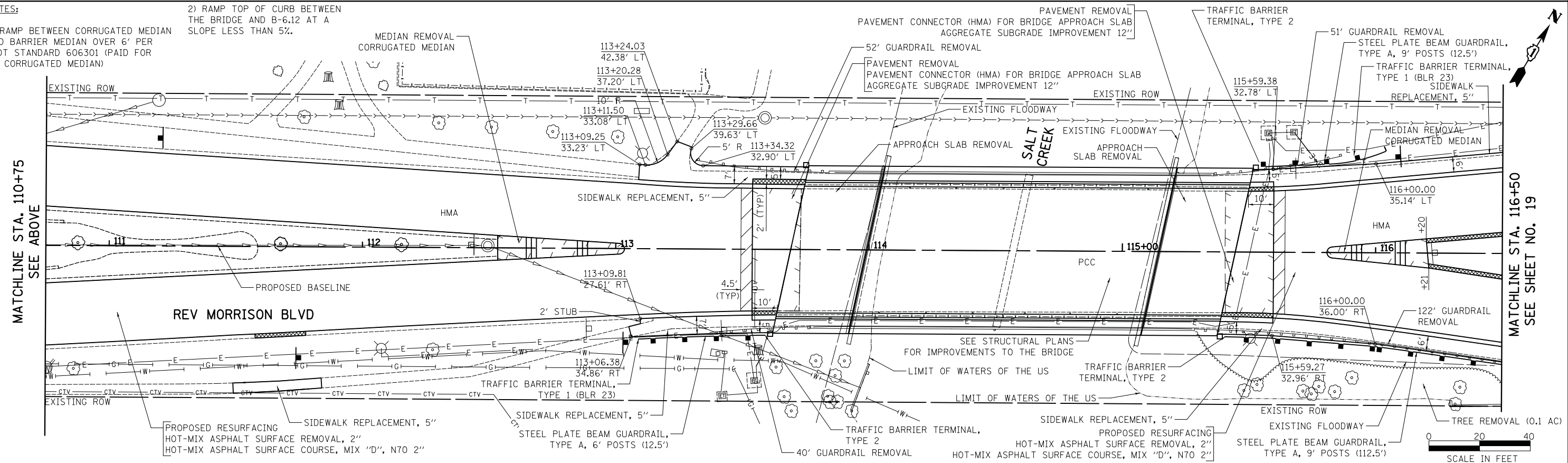
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  COMBINATON CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
-  TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)



8 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

NOTES:

- 1) RAMP BETWEEN CORRUGATED MEDIAN AND BARRIER MEDIAN OVER 6' PER IDOT STANDARD 606301 (PAID FOR AS CORRUGATED MEDIAN)
- 2) RAMP TOP OF CURB BETWEEN THE BRIDGE AND B-6.12 AT A SLOPE LESS THAN 5%.



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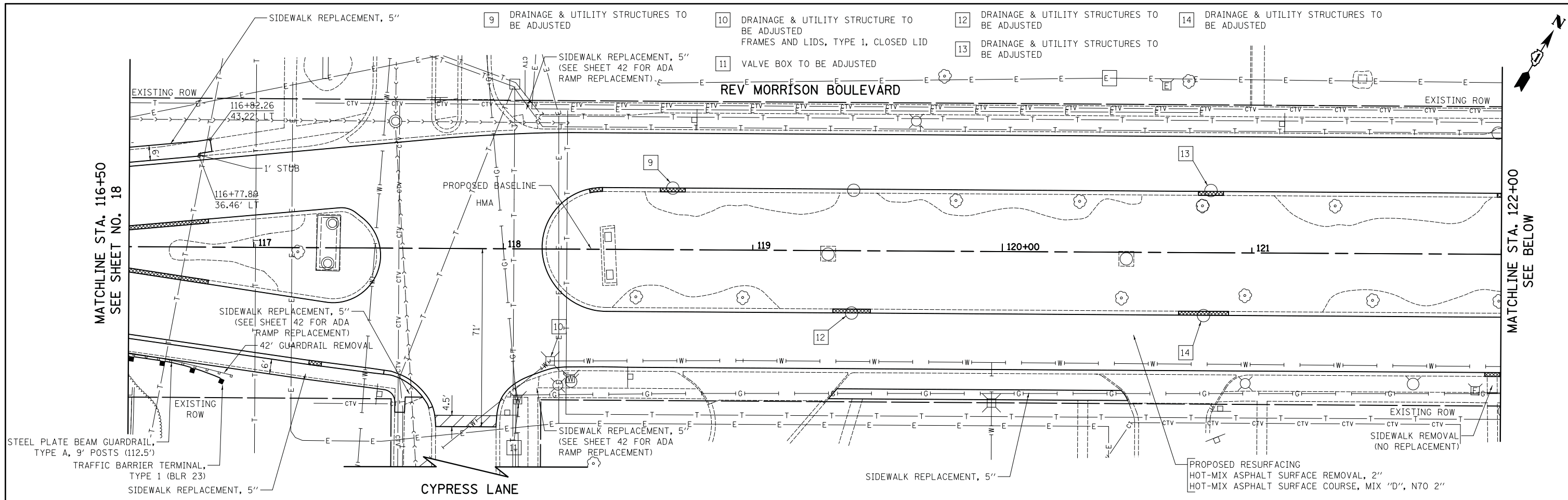
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

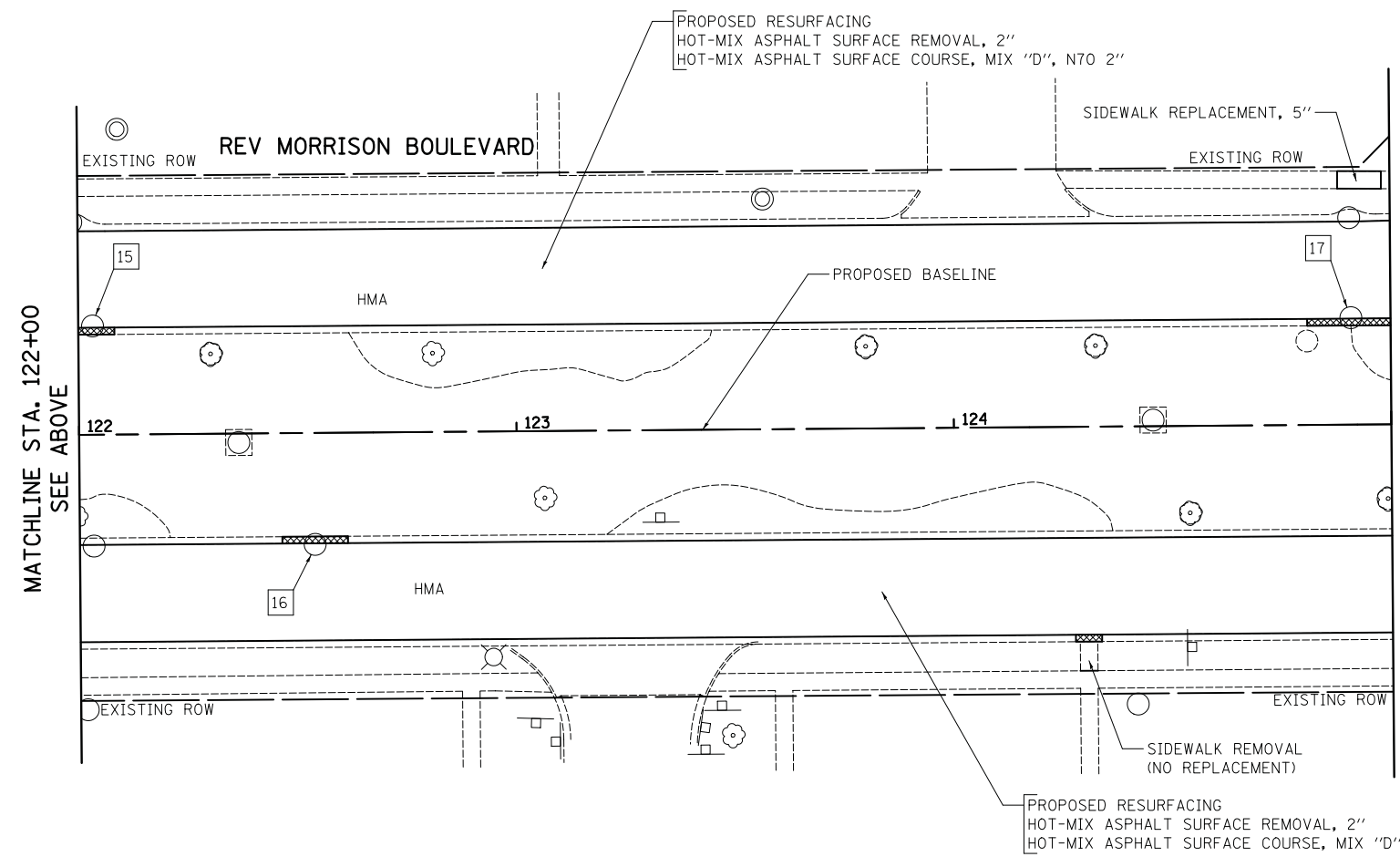
**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 RESURFACING PLAN**
 SCALE: 1" = 20' SHEET 3 OF 9 SHEETS STA. 105+00 TO STA. 116+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	18
3724	CONTRACT NO. 61E25			

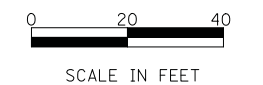
ILLINOIS FED. AID PROJECT



- LEGEND**
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
 - COMBINATON CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
 - TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)



- 15 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- 16 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- 17 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED



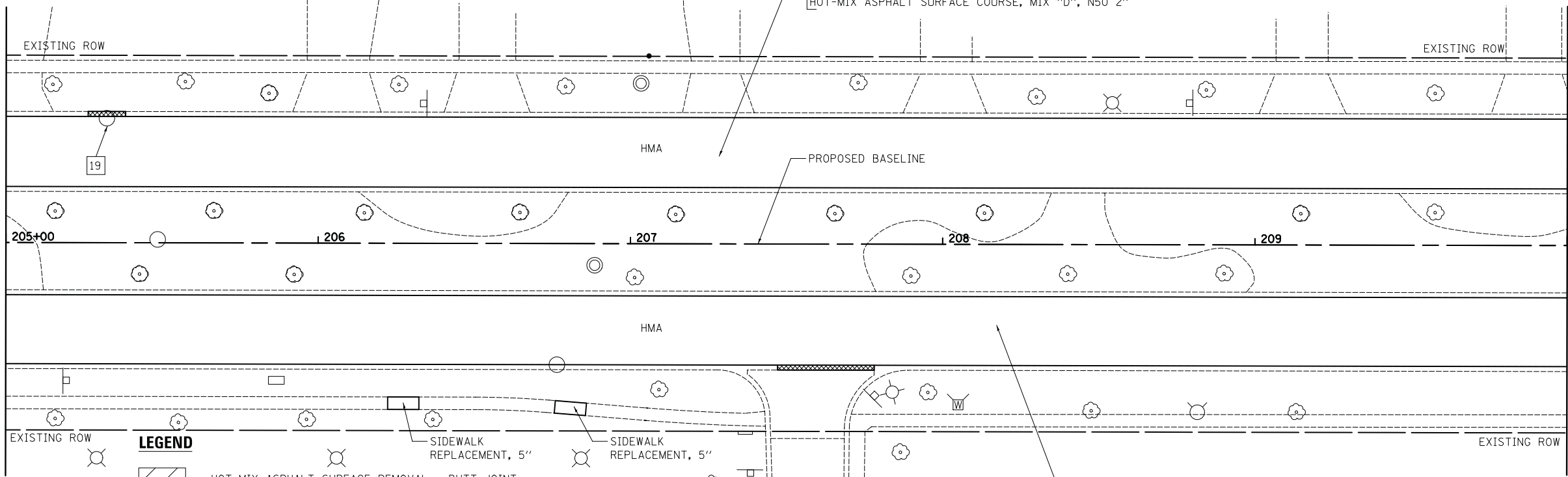
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#MODELNAME#	PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -			SCALE: 1" = 20'	SHEET 4 OF 9 SHEETS	STA. 116+50	TO STA. 125+00	CONTRACT NO. 61E25		
	PLOT DATE = 11/8/2017	DATE = 11/10/2017	REVISED -			ILLINOIS FED. AID PROJECT						

19 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

ELK GROVE BOULEVARD

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"

MATCHLINE STA. 205+00
SEE SHEET NO. 20



MATCHLINE STA. 210+00
SEE BELOW

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"

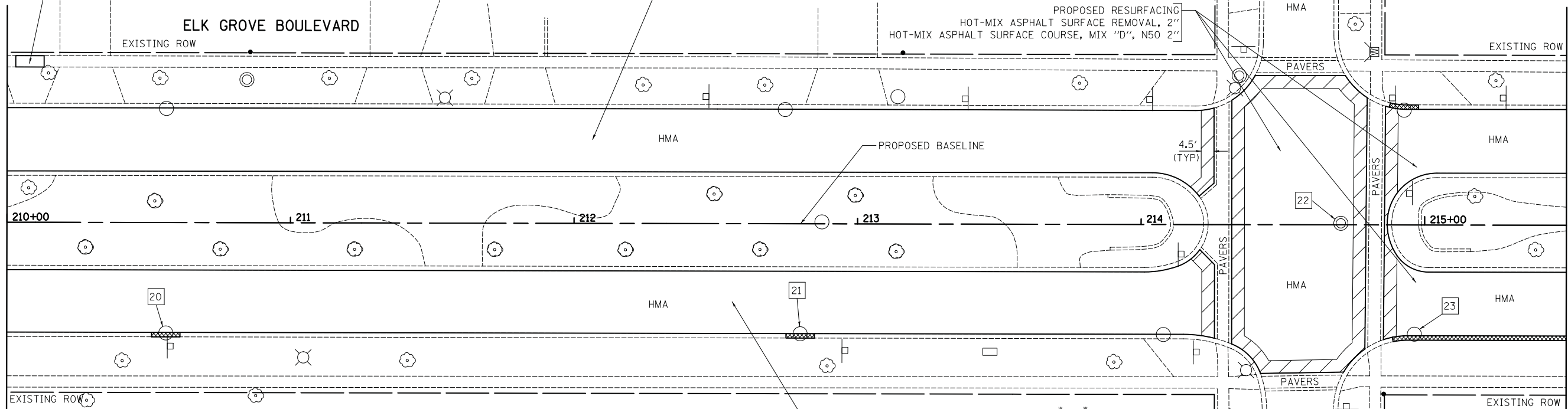
SIDEWALK REPLACEMENT, 5"

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"

ELK GROVE BOULEVARD

MATCHLINE STA. 210+00
SEE ABOVE



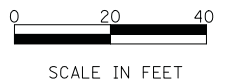
MATCHLINE STA. 215+50
SEE SHEET NO. 21

- 20 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- 21 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

- 22 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) FRAMES AND LIDS, TYPE 1, CLOSED LID
- 23 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"

LIONS DRIVE



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PLOT DATE = 11/8/2017

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DATE - 11/10/2017

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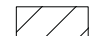


STATE OF ILLINOIS
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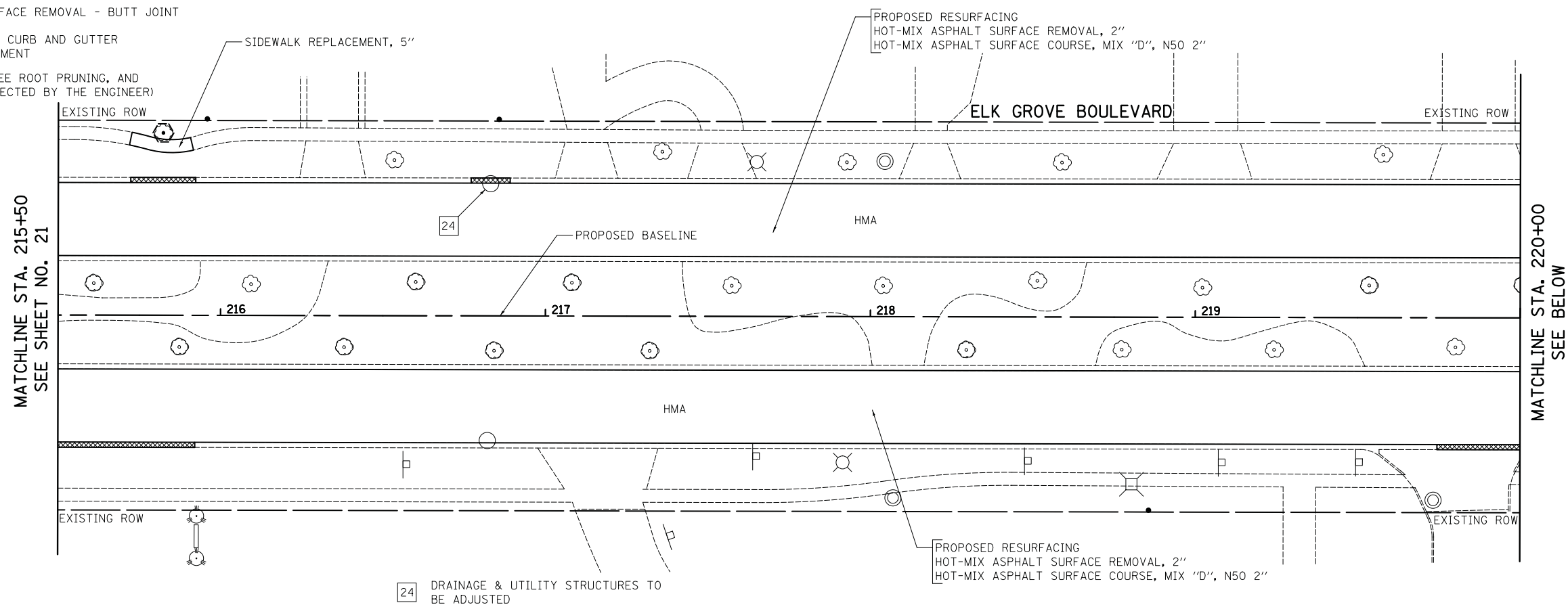
JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
RESURFACING PLAN

SCALE: 1" = 20' SHEET 6 OF 9 SHEETS STA. 205+00 TO STA. 215+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	21
3724	CONTRACT NO. 61E25			
ILLINOIS FED. AID PROJECT				

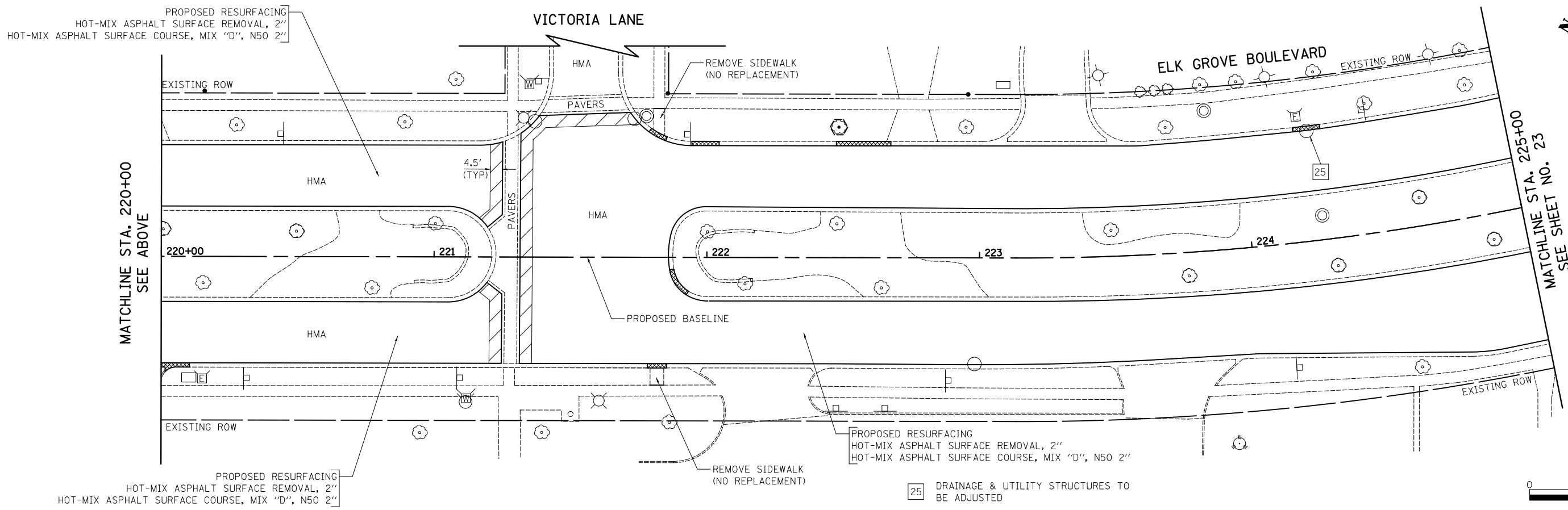
LEGEND

-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  COMBINATON CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
-  TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)



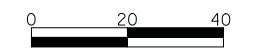
24 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"



25 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

PROPOSED RESURFACING
HOT-MIX ASPHALT SURFACE REMOVAL, 2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2"



SCALE IN FEET

FILE NAME = ...\\3004_Plan_13.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -
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


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

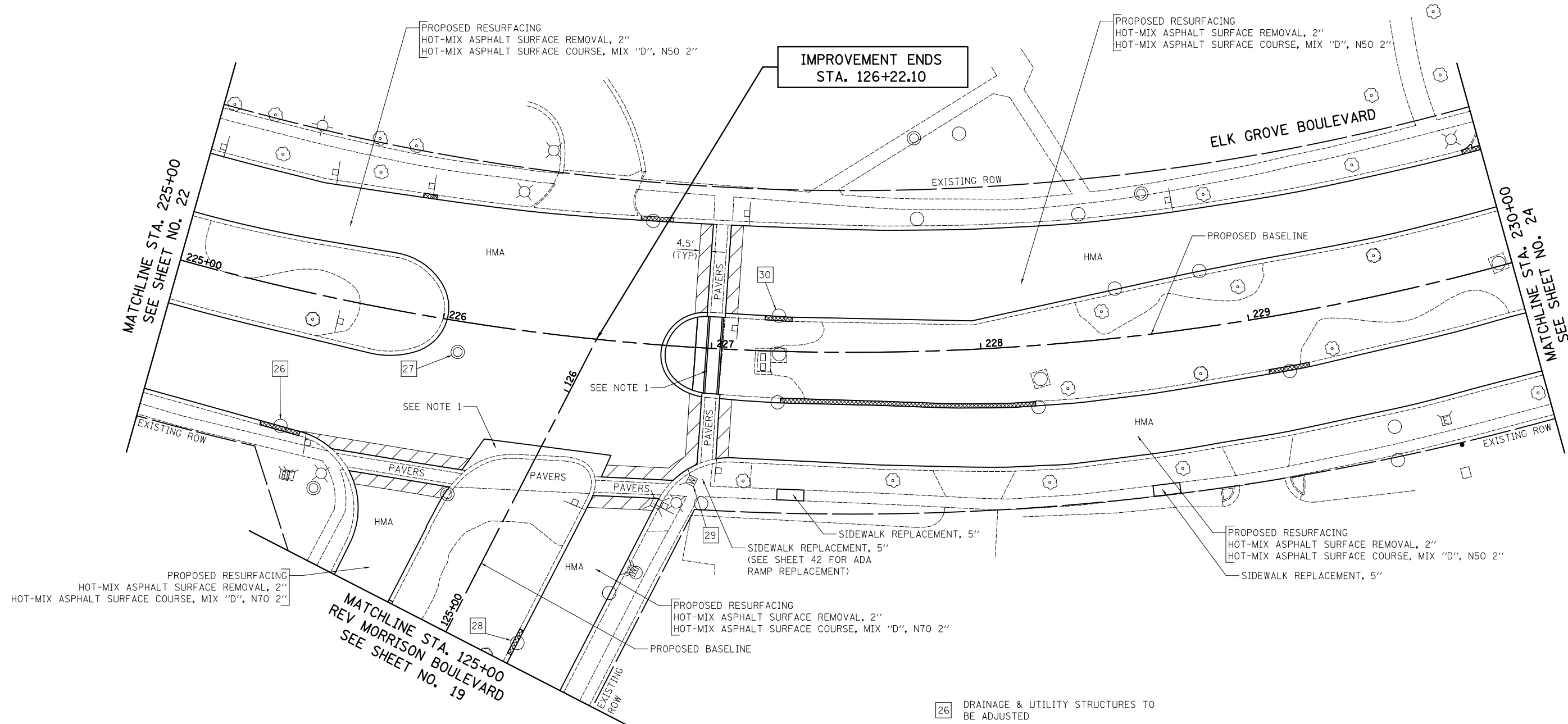
**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
RESURFACING PLAN**

SCALE: 1" = 20' SHEET 7 OF 9 SHEETS STA. 215+50 TO STA. 225+00

F.A.U. RTE. 3724	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 22
CONTRACT NO. 61E25				
ILLINOIS FED. AID PROJECT				

LEGEND

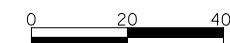
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  COMBINATON CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
-  TEMPORARY FENCE, TREE ROOT PRUNING, AND TREE PRUNING (AS DIRECTED BY THE ENGINEER)



- 26 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- 27 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
- 28 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
- 29 VALVE BOX TO BE ADJUSTED
- 30 DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

NOTES

1. SEE SHEET 46 AND 47 FOR PROPOSED MEDIAN IMPROVEMENTS.



SCALE IN FEET

FILE NAME = ...\\3004_Plan_14.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING RESURFACING PLAN	F.A.U. RTE. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 23		
	PLOT SCALE = 20.0000' / in.	CHECKED - DJK	REVISED -			SCALE: 1" = 20'	SHEET 8 OF 9 SHEETS	STA. 225+00	TO STA. 230+00	CONTRACT NO. 61E25		
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			ILLINOIS FED. AID PROJECT						

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
2. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. ALL CONSTRUCTION WARNING SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
6. ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND, UNLESS OTHERWISE NOTED. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
6. DRUMS WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE BARRICADES SHALL BE DRUMS, NON-METALLIC WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS. SPACING SHALL BE AS SHOWN ON THE HIGHWAY STANDARDS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
7. DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 20' CENTERS ALONG TAPERS, AND 10' CENTERS IN CURVES AND RADII.
8. DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE STANDARD SPECIFICATIONS.
9. TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
10. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
11. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED. ANY DAMAGE CAUSED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE EXPENSE OF THE CONTRACTOR.
12. THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
13. EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
14. EXCEPT FOR APPROVED CLOSURES AS DEPICTED ON THE MAINTENANCE OF TRAFFIC PLANS, ALL ROADS SHALL BE KEPT OPEN TO TRAFFIC DURING THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR MAY CLOSE ONE LANE OF TRAFFIC (DUE TO CONSTRUCTION) ONLY BETWEEN THE HOURS OF 9:00 AM AND 2:00 PM.
15. W21-1 "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
16. "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
17. FLASHING ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
18. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
19. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS. A CHANGEABLE MESSAGE SIGN SHALL ALSO BE INSTALLED FOR WESTBOUND TRAFFIC ON ELK GROVE BOULEVARD, WEST OF THE PROJECT LIMITS. THESE SIGNS SHALL REMAIN THROUGHOUT THE DURATION OF CONSTRUCTION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

SIDEWALK MAINTENANCE NOTE

1. THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. CONSTRUCTION STAGING SHALL BE COORDINATED WITH THE ENGINEER AND CONTRACTOR TO ENSURE ONE SIDEWALK REMAINS OPEN. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801. THE WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)."

CONSTRUCTION REQUIREMENTS

1. ALL WORK SHALL BE IN ACCORDANCE WITH IDOT'S SAFETY ENGINEERING POLICY MEMORANDUM, SAFETY 4-15, INCLUDING THE REQUIREMENT FOR USE OF TEMPORARY OR MILLED SLOPE EDGES (MIN OF 1:3). THIS MAY REQUIRE ADDITIONAL PASSES OF THE MILLING MACHINE OR THE USE OF A SECONDARY, SMALLER MILLING MACHINE TO CREATE THE REQUIRED EDGE. THE COST TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF "HOT-MIX ASPHALT SURFACE REMOVAL" OF THE THICKNESS SPECIFIED.
2. "UNEVEN LANE" SIGNS (W8-1-4848) SHALL BE PLACED AT THE INTERVALS REQUIRED BY THE ENGINEER WHEN TRAFFIC IS ADJACENT TO THE MILLED SURFACE. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".

COOK COUNTY NOTES – APPLY TO WORK WITHIN ARLINGTON HEIGHTS ROAD R.O.W.

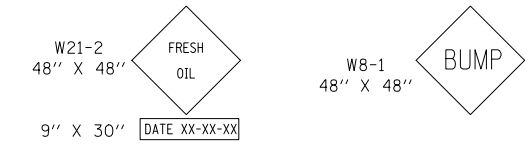
1. DURING CONSTRUCTION, NO PERMANENT LANE CLOSURES SHALL BE ALLOWED ON ARLINGTON HEIGHTS ROAD.
2. ANY SHORT TERM ACTIVITY THAT REQUIRES ENCROACHMENT TO THE LANE OPEN FOR TRAFFIC SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 AM TO 3:00 PM BY FOLLOWING IDOT TRAFFIC CONTROL STANDARDS.
3. THE REINSTALLATION OF PERMANENT PAVEMENT MARKING ALONG THE EAST APPROACH OF JFK BOULEVARD AND THE SOUTH APPROACH OF ELK GROVE BOULEVARD SHALL BE THE SAME AS EXISTING WITHOUT ANY CHANGE.

CONSTRUCTION SEQUENCE

THIS CONSTRUCTION SEQUENCE WAS DEVELOPED TO MINIMIZE IMPACTS TO PROPERTY OWNERS AND TO PROVIDE AN ADEQUATE METHOD OF INSPECTING THE CONDITION OF THE PAVEMENT BASE AND CURB AND GUTTER. THIS CONSTRUCTION SEQUENCE SHALL BE FOLLOWED UNLESS AN ALTERNATE SEQUENCE IS APPROVED BY THE ENGINEER.

1. SET UP APPLICABLE TRAFFIC CONTROL MEASURES USING IDOT HIGHWAY STANDARDS AND DISTRICT ONE DETAILS PROVIDED IN THE PLANS. DAILY LANE CLOSURES SHALL BE USED FOR ALL WORK DEPICTED IN THESE PLANS. PERMANENT LANE CLOSURES SHALL NOT BE ALLOWED UNLESS SHOWN ON THE PLANS OR OTHERWISE APPROVED BY THE ENGINEER.
2. SET UP EROSION AND SEDIMENT CONTROL MEASURES / TREE PRUNING.
3. BEGIN BRIDGE WORK.
4. CONSTRUCT DRAINAGE STRUCTURE ADJUSTMENTS.
5. REMOVE AND REPLACE CURB AND GUTTER AS DETERMINED BY THE ENGINEER.
6. INSTALL SIDEWALK AND DETECTABLE WARNINGS.
7. THE ENGINEER SHALL INSPECT THE CONDITION OF THE PAVEMENT AND MARK THE AREAS REQUIRING PAVEMENT PATCHING. UNDER NO CONDITION SHALL THE CONTRACTOR PROCEED WITH THIS WORK WITHOUT PRIOR CONSENT FROM THE ENGINEER. PERFORM PAVEMENT PATCHING.
8. LANDSCAPE RESTORATION.
9. REMOVE HOT-MIX ASPHALT PAVEMENT SURFACE. THIS WORK SHALL NOT BE ALLOWED TO BEGIN UNTIL THE BRIDGE APPROACH AND PAVEMENT CONNECTOR WORK IS COMPLETED.
10. CONSTRUCT LONGITUDINAL PARTIAL DEPTH PATCHING.
11. INSTALL HMA SURFACE.
12. INSTALL PERMANENT PAVEMENT MARKINGS.
13. REMOVE EROSION CONTROL AND TRAFFIC CONTROL.
14. REMOVE EXISTING SIGNING AND INSTALL NEW SIGNING USING DAILY LANE CLOSURES IN ACCORDANCE WITH THE APPLICABLE IDOT HIGHWAY STANDARDS.

CONSTRUCTION SIGNS



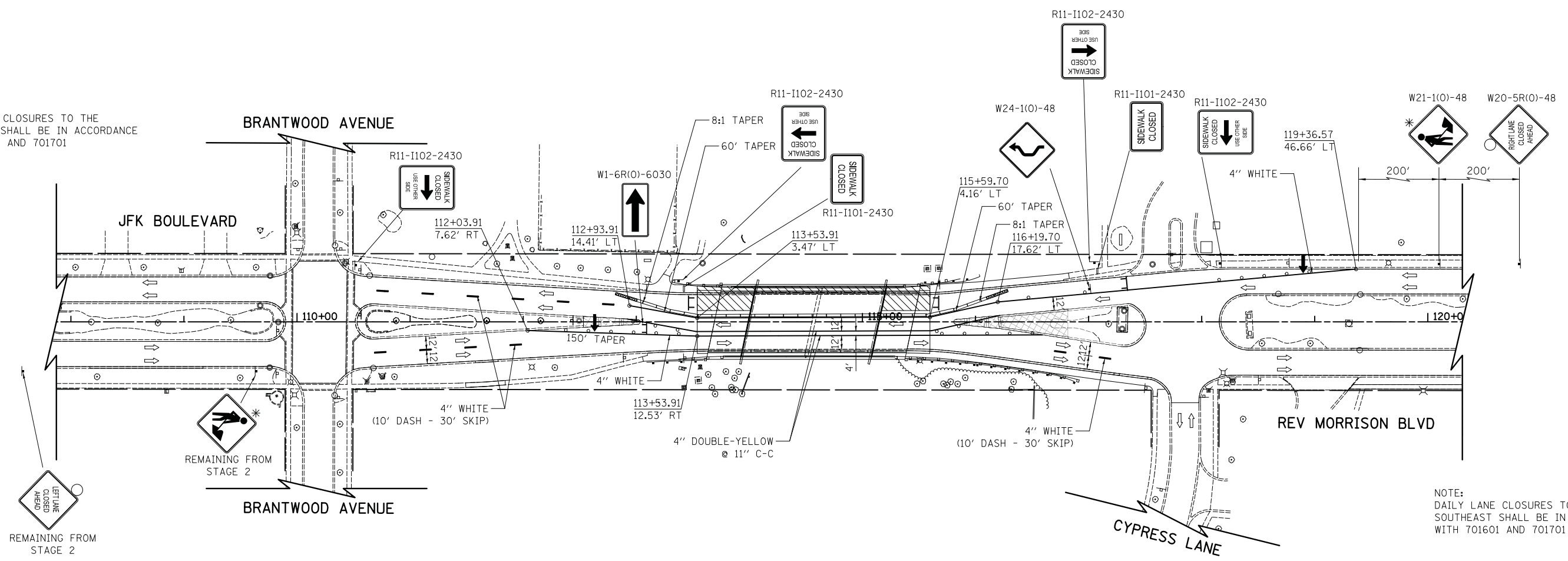
THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. W21-2 SHALL BE PLACED 48 HOURS PRIOR TO PRIMING. THE COST SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".

FILE NAME = ...\\08-MOT\3003_MOT_Notes.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING MAINTENANCE OF TRAFFIC – GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - KDC	REVISED -			3723	15-00065-00-R5	COOK	109	25	
		PLOT SCALE = 20.0000' / in.	CHECKED - DJK			REVISED -	3724	CONTRACT NO. 61E25			
#MODELNAME#		PLOT DATE = 11/8/2017	DATE - 11/10/2017			REVISED -	SHEET 1 OF 1 SHEETS		ILLINOIS FED. AID PROJECT		

* MUST BE REMOVED WHEN FLAGGERS/WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



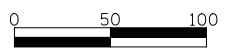
NOTE:
DAILY LANE CLOSURES TO THE
NORTHWEST SHALL BE IN ACCORDANCE
WITH 701601 AND 701701



NOTE:
DAILY LANE CLOSURES TO THE
SOUTHEAST SHALL BE IN ACCORDANCE
WITH 701601 AND 701701

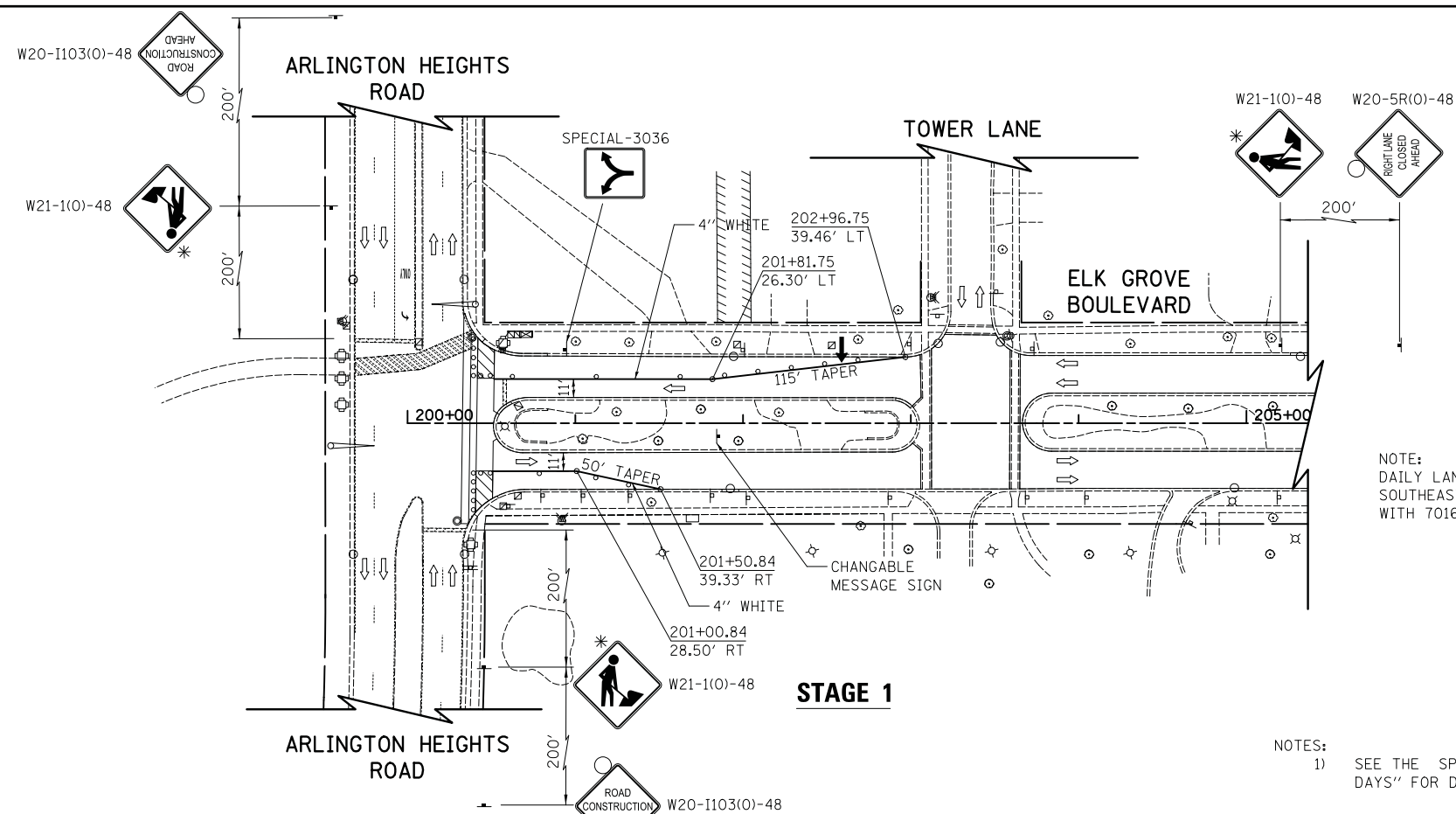
LEGEND

- WORK ZONE
- TYPE II DRUMS WITH MONO DIRECTIONAL STEADY BURN LIGHT
- TYPE III BARRICADE
- TRAFFIC DIRECTION
- TEMPORARY SIGN
- ARROW BOARD
- TEMPORARY PAVEMENT
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2



SCALE IN FEET

FILE NAME = ...\\08-MOT\3003_MOT_S3_02.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING MAINTENANCE OF TRAFFIC - STAGE 3	F.A.U. RTE. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 29		
MODELNAME						SCALE: 1" = 50'	SHEET 2 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 61E25		
PLOT DATE = 11/8/2017						DATE - 11/10/2017	ILLINOIS FED. AID PROJECT					

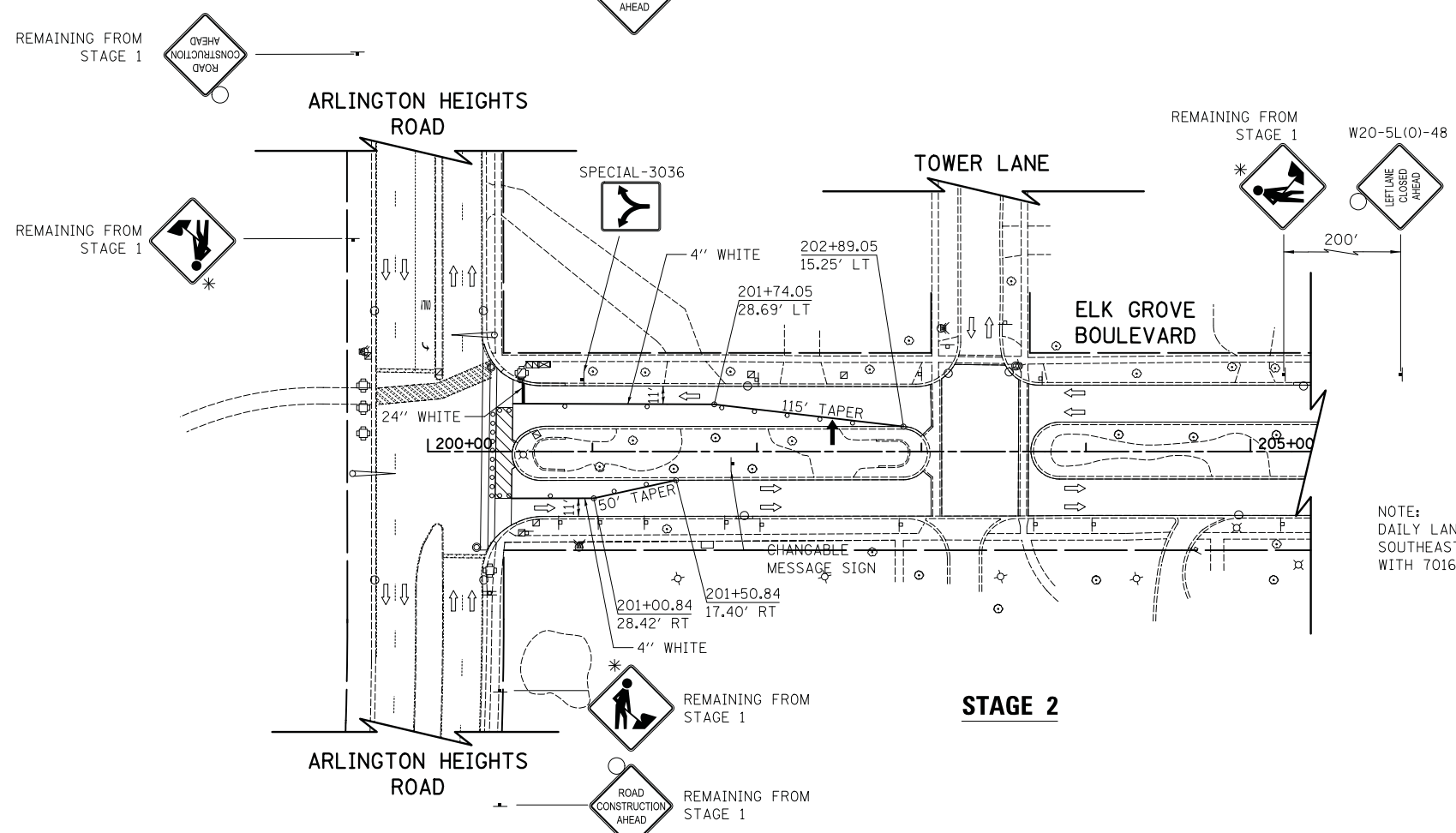


NOTE:
DAILY LANE CLOSURES TO THE
SOUTHEAST SHALL BE IN ACCORDANCE
WITH 701601 AND 701701

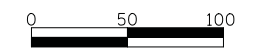
NOTES:
1) SEE THE SPECIAL PROVISION "COMPLETION DATE PLUS WORKING
DAYS" FOR DATE RESTRICTIONS FOR THE CROSSWALK CONSTRUCTION.

LEGEND

- WORK ZONE
- TYPE II DRUMS WITH MONO DIRECTIONAL STEADY BURN LIGHT
- TYPE III BARRICADE
- TRAFFIC DIRECTION
- TEMPORARY SIGN
- ARROW BOARD



NOTE:
DAILY LANE CLOSURES TO THE
SOUTHEAST SHALL BE IN ACCORDANCE
WITH 701601 AND 701701



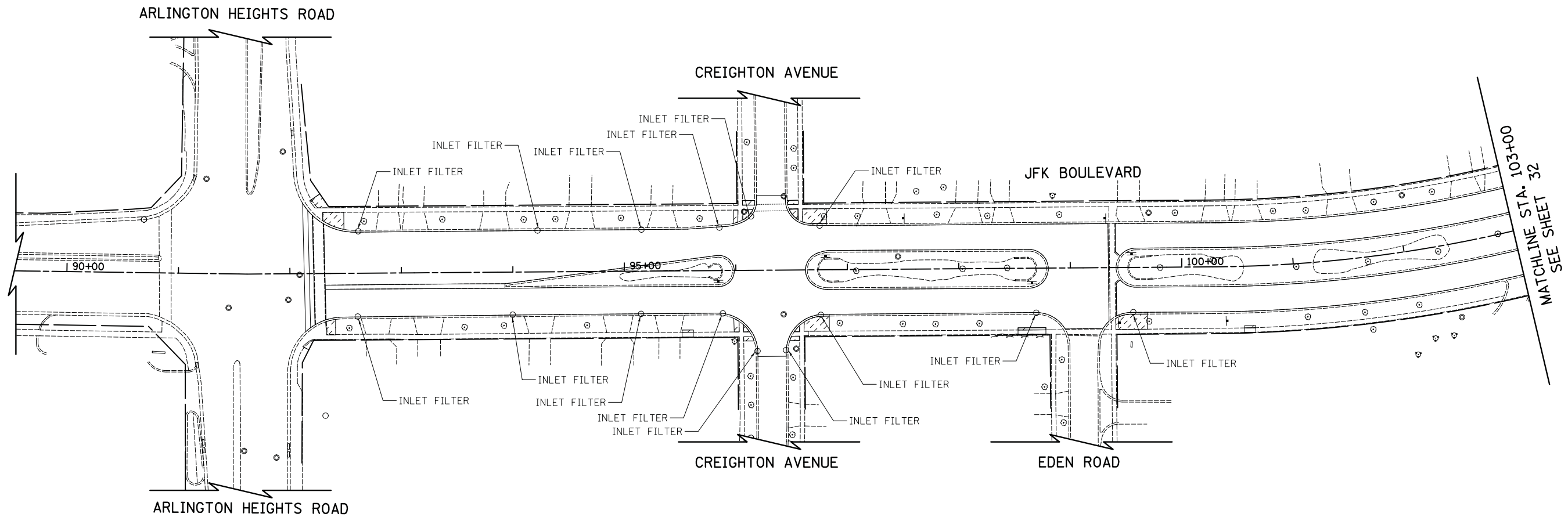
SCALE IN FEET

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#MODELNAME#	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -		SCALE: 1" = 50'	SHEET 1 OF 1 SHEETS	STA.	TO STA.	3723	15-00065-00-R5	COOK	109	30
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -						3724				CONTRACT NO. 61E25
													ILLINOIS FED. AID PROJECT



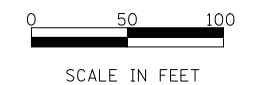
NOTES

- 1) PERENNIAL PLANTS, ORNAMENTAL TYPE, QUART POT SHALL CONSIST OF HEMEROCALLIS 'GOING BANANAS' (GOING BANANAS DAYLILY) SPACED 18" TO 24" APART

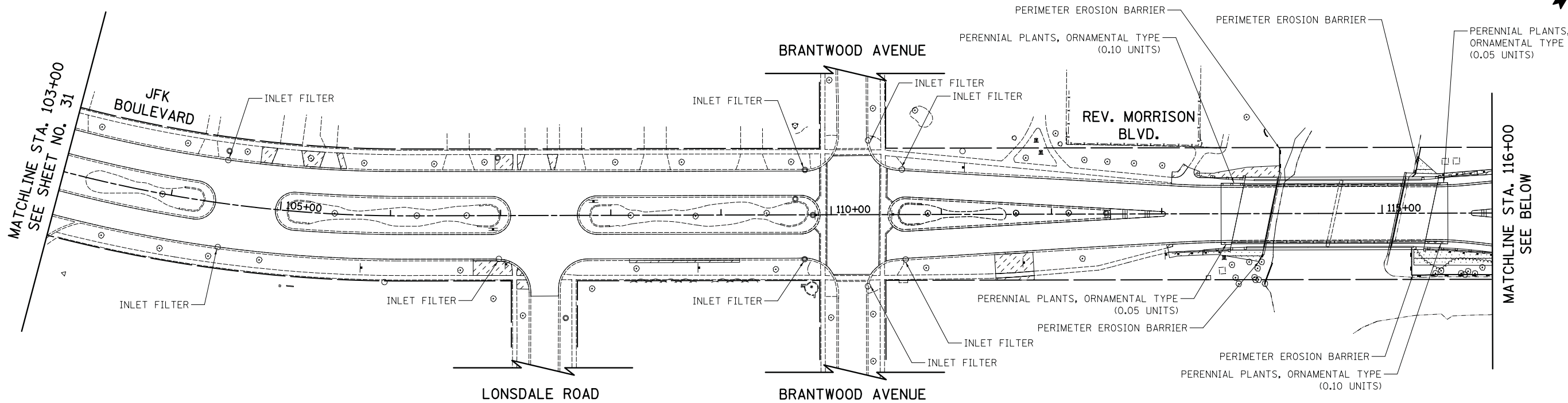


LEGEND

- SODDING
TOPSOIL FURNISH AND PLACE, 4"
- SEEDING, CLASS 4
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 8"
- PERENNIAL PLANTS, ORNAMENTAL TYPE
- PERIMETER EROSION BARRIER

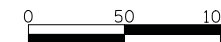
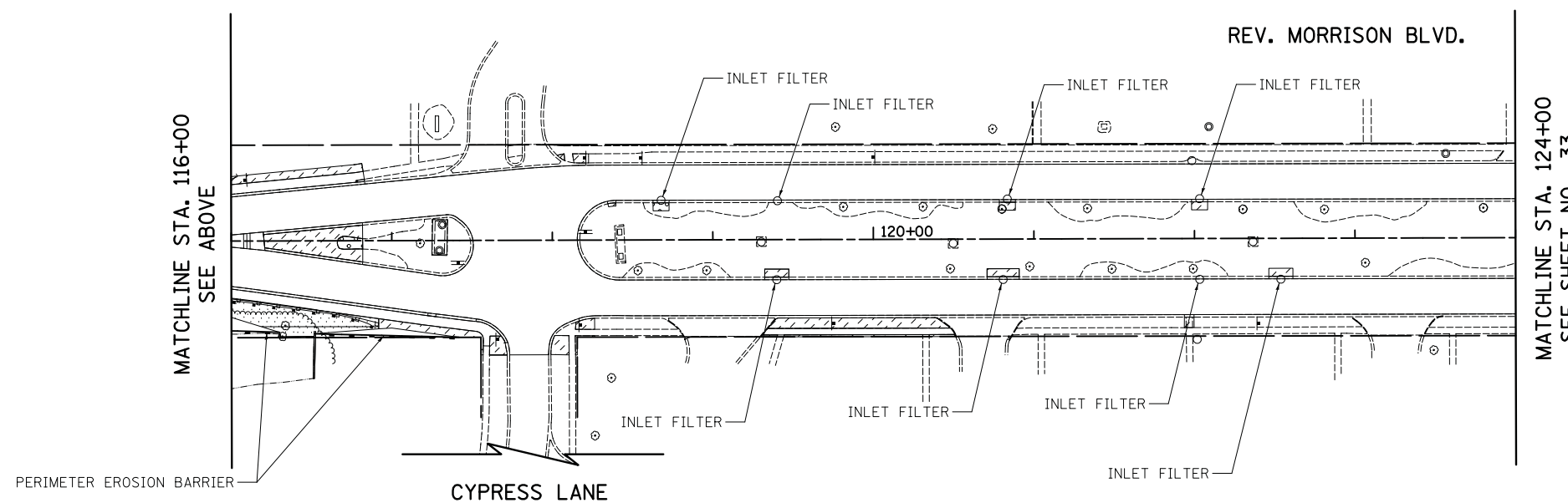


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#MODELNAME#	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -			SCALE: 1" = 50'	SHEET 1 OF 4 SHEETS	STA. 100+00	TO STA. 112+00	CONTRACT NO. 61E25		
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			ILLINOIS FED. AID PROJECT						



LEGEND

- SODDING
TOPSOIL FURNISH AND PLACE, 4"
- SEEDING, CLASS 4
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 8"
- PERENNIAL PLANTS, ORNAMENTAL TYPE
- PERIMETER EROSION BARRIER

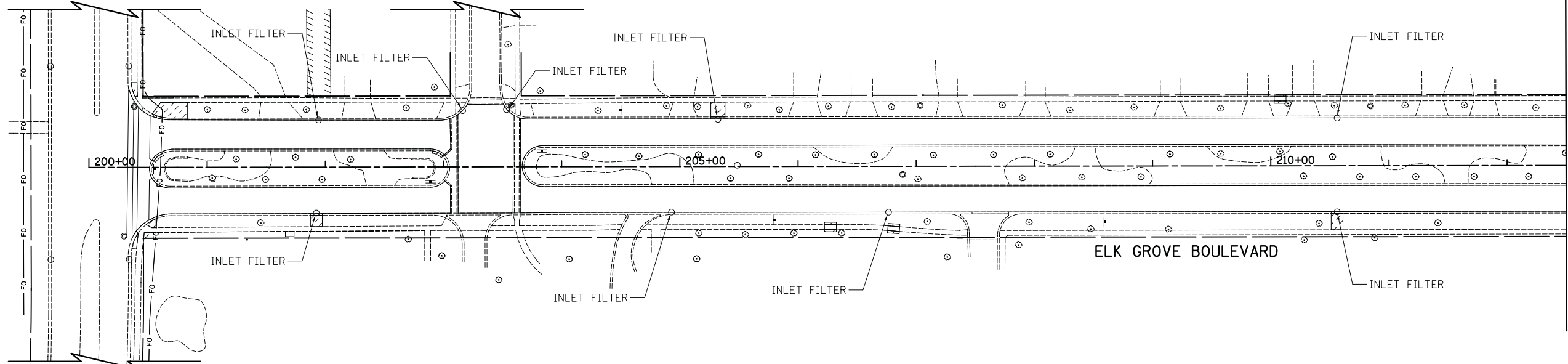


SCALE IN FEET

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PLOT SCALE = 50.0000' / in.						SCALE: 1" = 50' SHEET 2 OF 4 SHEETS STA. 112+00 TO STA. 133+00						
PLOT DATE = 11/8/2017						CONTRACT NO. 61E25						
DATE = 11/10/2017						ILLINOIS FED. AID PROJECT						

ARLINGTON HEIGHTS ROAD





TOWER LANE



ARLINGTON HEIGHTS ROAD

MATCHLINE STA. 212+50
SEE BELOW

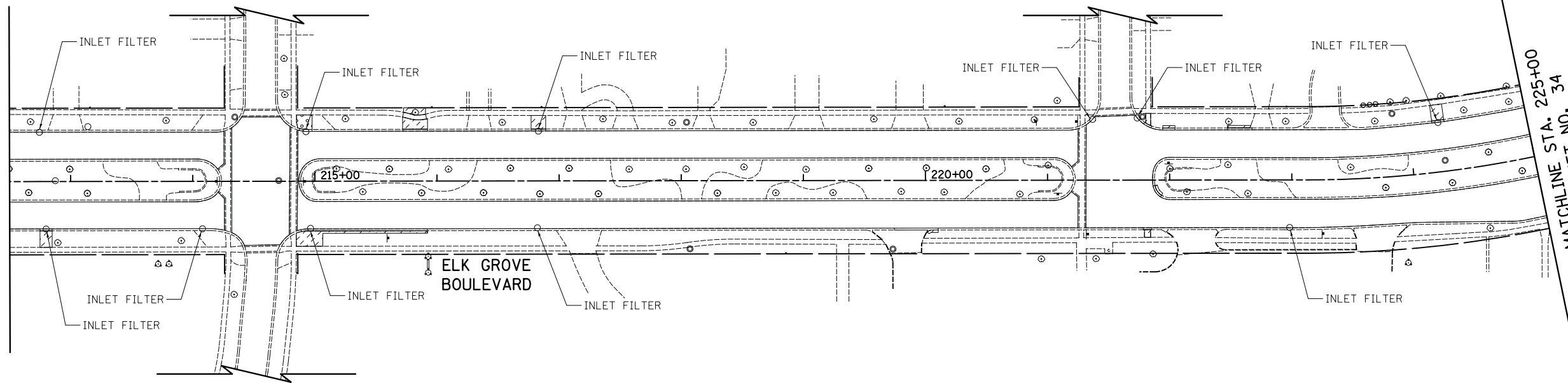
LEGEND

-  SODDING
TOPSOIL FURNISH AND PLACE, 4"
-  SEEDING, CLASS 4
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 8"
-  PERENNIAL PLANTS, ORNAMENTAL TYPE
-  PERIMETER EROSION BARRIER

CHARING CROSS ROAD

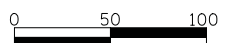
VICTORIA LANE

MATCHLINE STA. 212+50
SEE BELOW



MATCHLINE STA. 225+00
SEE SHEET NO. 34

LIONS DRIVE



SCALE IN FEET

FILE NAME =
... \3003_EC_05.dgn

#MODELNAME#

USER NAME = djk

PLOT SCALE = 50.0000' / in.

PLOT DATE = 11/8/2017

DESIGNED - KDC

DRAWN - KDC

CHECKED - DJK

DATE - 11/10/2017

REVISED -

REVISED -

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REVISED -

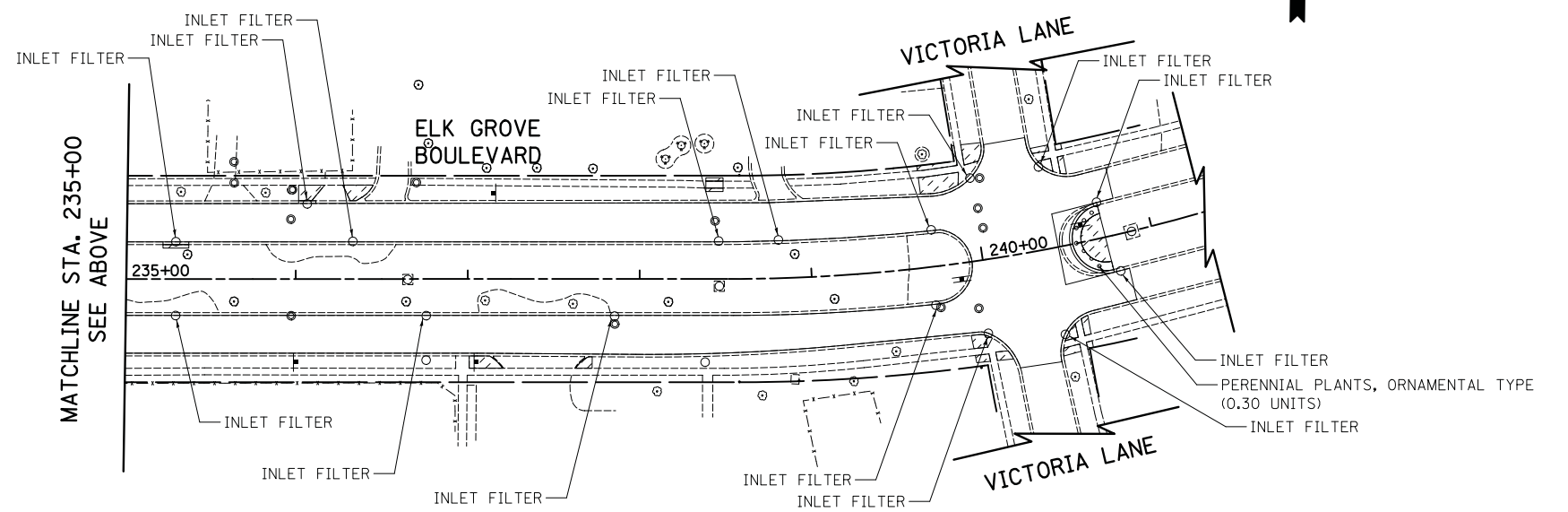
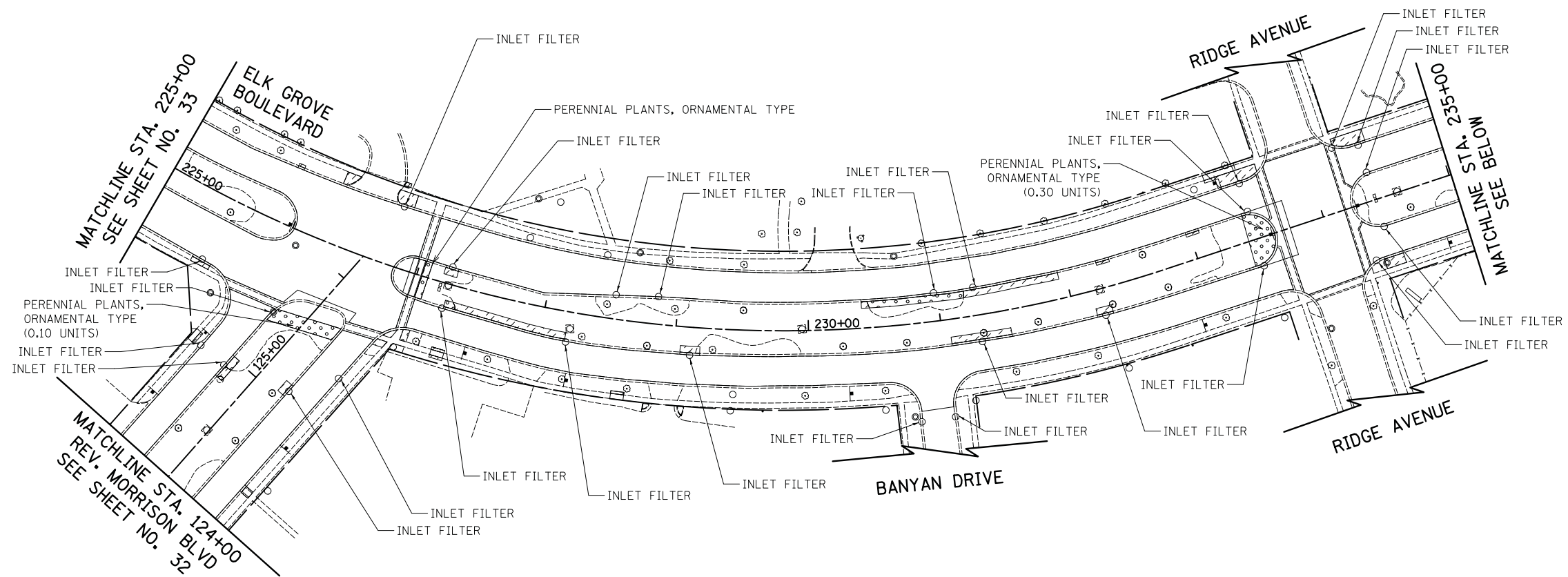
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
EROSION CONTROL AND LANDSCAPING PLAN

SCALE: 1" = 50' SHEET 3 OF 4 SHEETS STA. 200+00 TO STA. 225+00

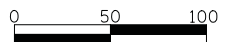
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	33
3724	CONTRACT NO. 61E25			

ILLINOIS FED. AID PROJECT



LEGEND

- SODDING
TOPSOIL FURNISH AND PLACE, 4"
- SEEDING, CLASS 4
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 8"
- PERENNIAL PLANTS, ORNAMENTAL TYPE
- PERIMETER EROSION BARRIER



SCALE IN FEET

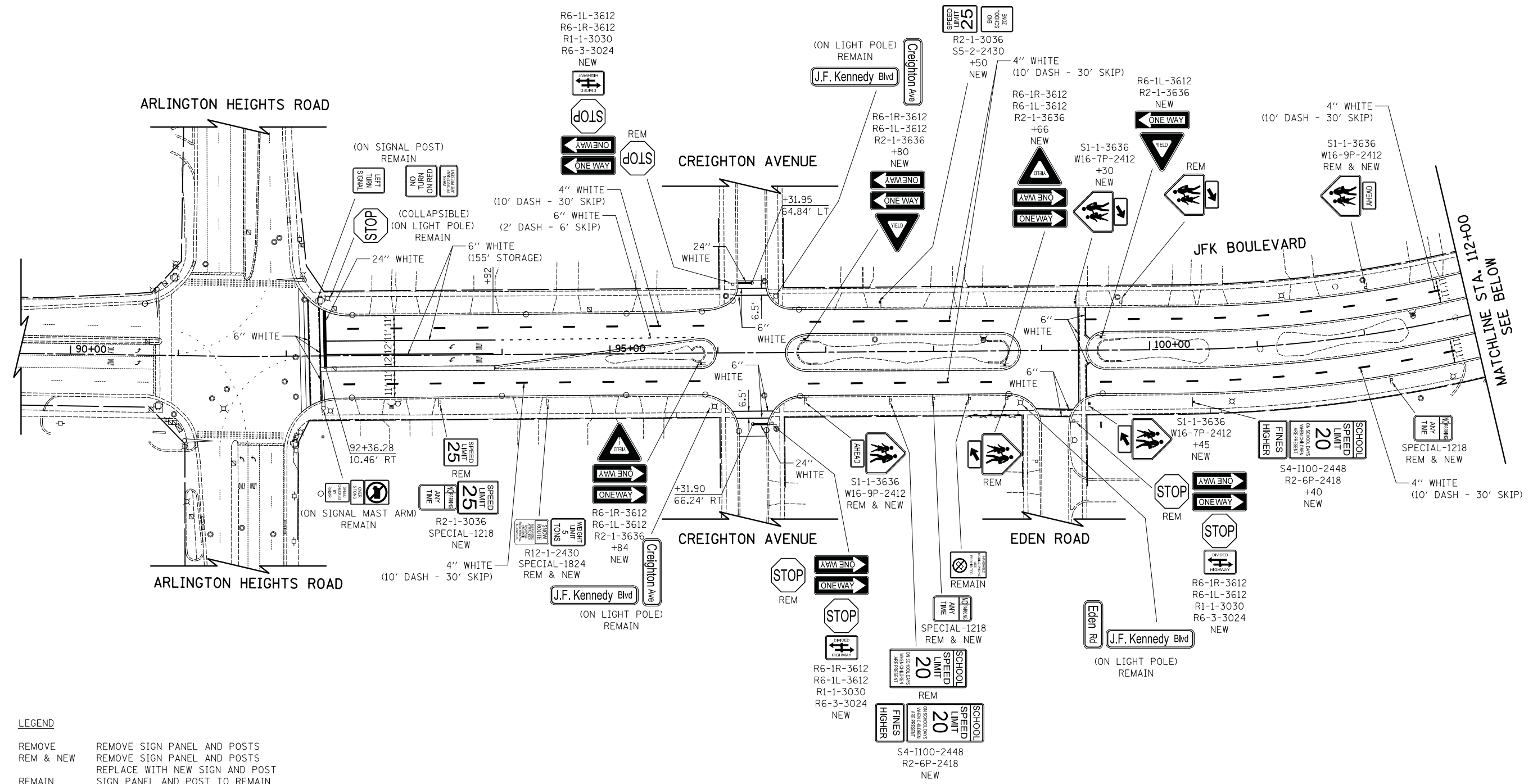
FILE NAME = ... \3003_EC_06.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING EROSION CONTROL AND LANDSCAPING PLAN	F.A.U. RTE. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 34		
	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -			SCALE: 1" = 50'	SHEET 4 OF 4 SHEETS	STA. 225+00	TO STA. 241+00	CONTRACT NO. 61E25		
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			ILLINOIS FED. AID PROJECT						



NOTES:

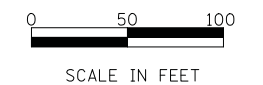
- 1) ALL PERMANENT PAVEMENT MARKINGS SHALL BE PAINT.
- 2) DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.
- 3) SEE IDOT STANDARD DETAIL TC-13 FOR ADDITIONAL INFORMATION.
- 4) ALL SIGNS AND DECORATIVE POSTS SHOWN TO BE REMOVED SHALL BE DELIVERED TO THE VILLAGE'S PUBLIC WORKS FACILITY AT 600 LANDMEIER ROAD. THIS WORK SHALL BE INCLUDED IN THE COST OF REMOVE SIGN PANEL ASSEMBLY, OF THE TYPE SPECIFIED.

- 5) ANY SIGNS OR SUPPORTS SHOWN TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE CONTRACT. THIS SHALL INCLUDE REPLACING THE SIGN OR SUPPORT WITH THE SAME DECORATIVE MATERIALS AS CURRENTLY EXISTS.
- 6) ALL SCHOOL AND PEDESTRIAN SIGNS SHALL BE FLUORESCENT YELLOW-GREEN.



LEGEND

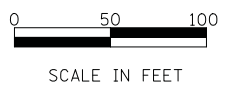
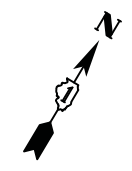
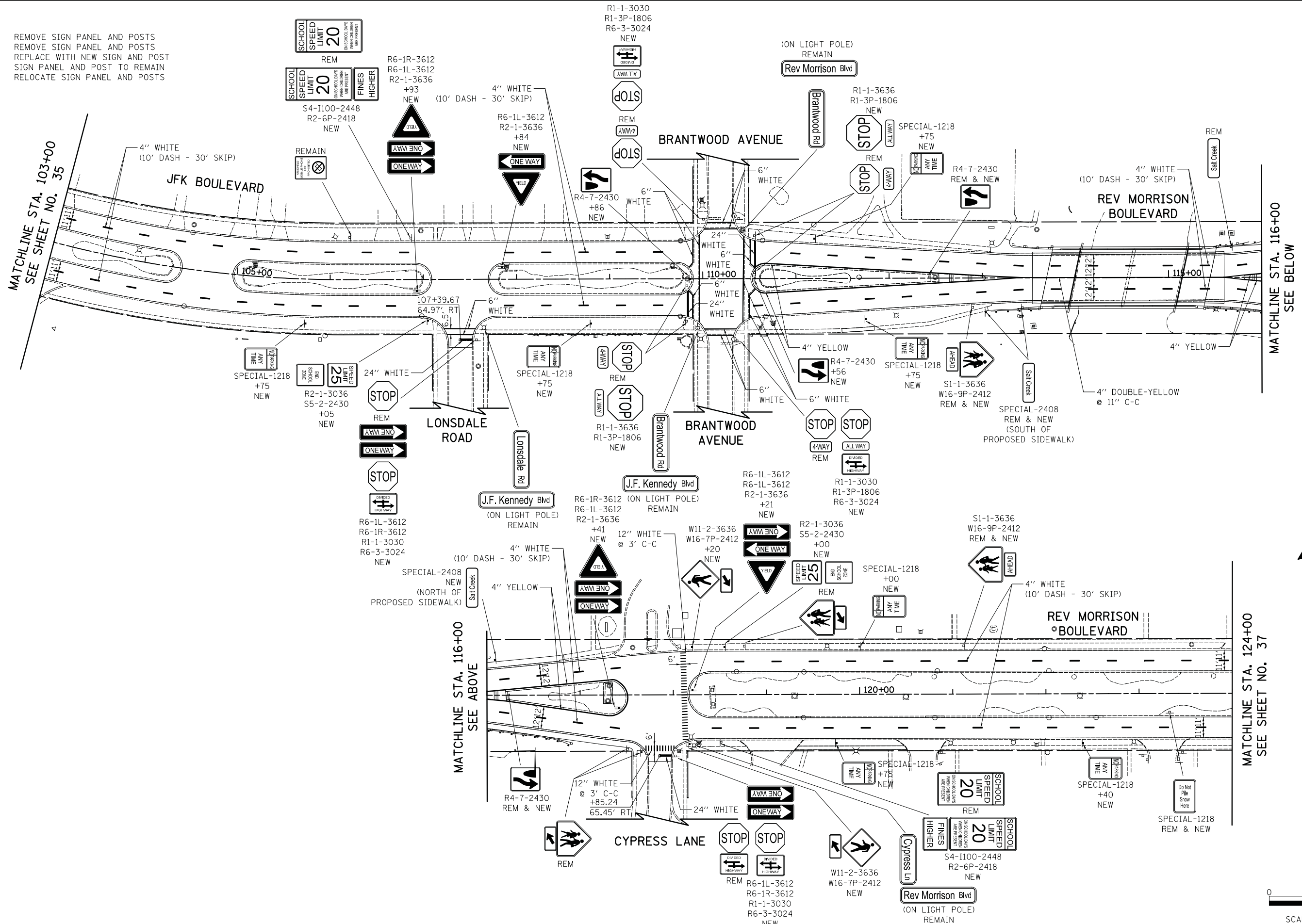
- | | |
|-----------|---|
| REMOVE | REMOVE SIGN PANEL AND POSTS |
| REM & NEW | REMOVE SIGN PANEL AND POSTS
REPLACE WITH NEW SIGN AND POST |
| REMAIN | SIGN PANEL AND POST TO REMAIN |
| RELOCATE | RELOCATE SIGN PANEL AND POSTS |



FILE NAME = ... \3003.PMK_03.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING SIGNING AND STRIPING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -			3723	15-00065-00-R5	COOK	109	35
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			SCALE: 1" = 50' SHEET 1 OF 4 SHEETS STA. 100+00 TO STA. 112+00		CONTRACT NO. 61E25 ILLINOIS FED. AID PROJECT		

LEGEND

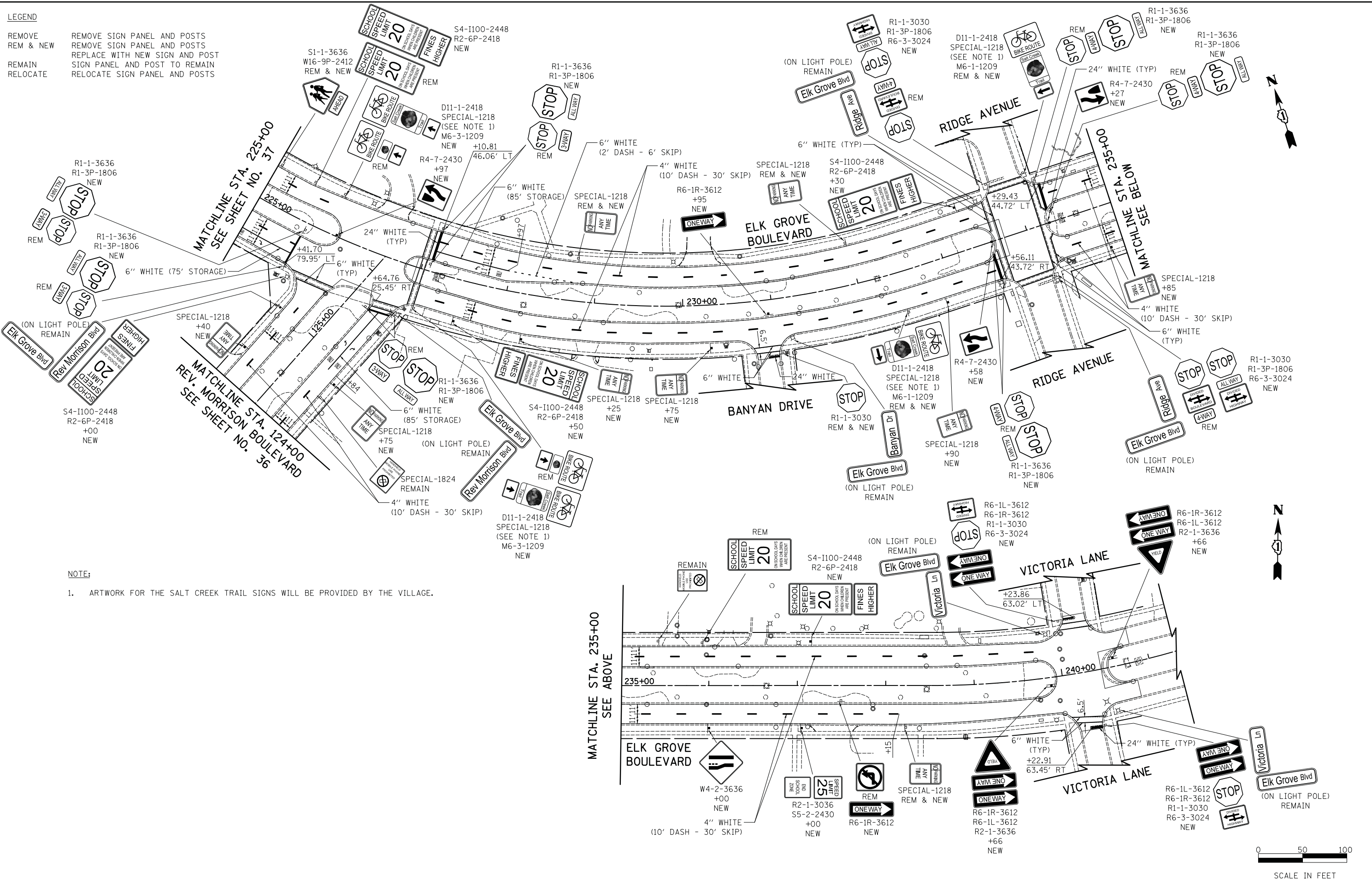
REMOVE	REMOVE SIGN PANEL AND POSTS
REM & NEW	REMOVE SIGN PANEL AND POSTS REPLACE WITH NEW SIGN AND POST
REMAIN	SIGN PANEL AND POST TO REMAIN
RELOCATE	RELOCATE SIGN PANEL AND POSTS



FILE NAME = ... \3003.PMK_04.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING SIGNING AND STRIPING PLAN			F.A.U. R.T.E. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 36
#MODELNAME#	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -		SCALE: 1" = 50'	SHEET 2 OF 4 SHEETS	STA. 112+00 TO STA. 133+00	CONTRACT NO. 61E25		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -									

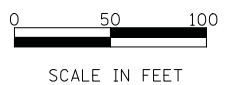
LEGEND

REMOVE	REMOVE SIGN PANEL AND POSTS
REM & NEW	REMOVE SIGN PANEL AND POSTS
REPLACE WITH NEW SIGN AND POST	
REMAIN	REPLACE WITH NEW SIGN AND POST
RELOCATE	SIGN PANEL AND POST TO REMAIN
	RELOCATE SIGN PANEL AND POSTS

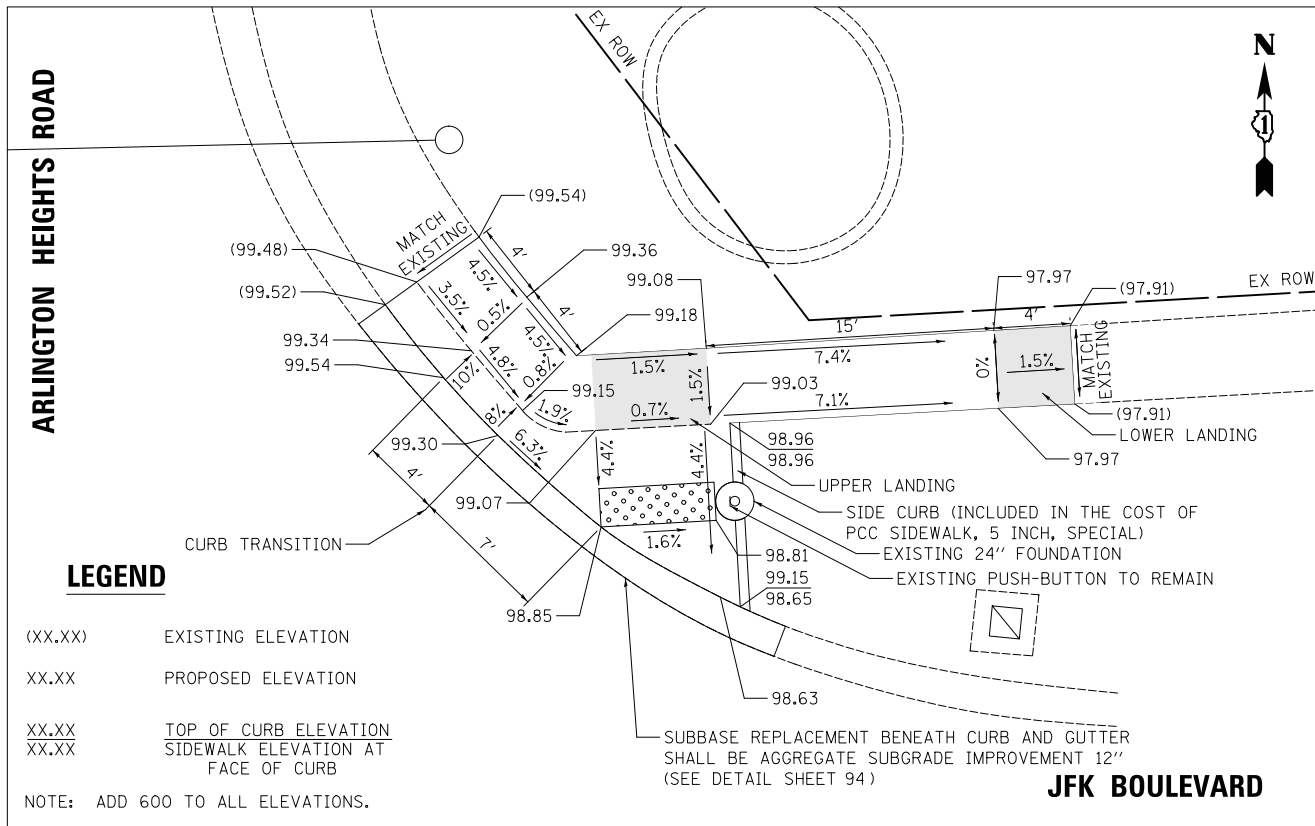


NOTE:

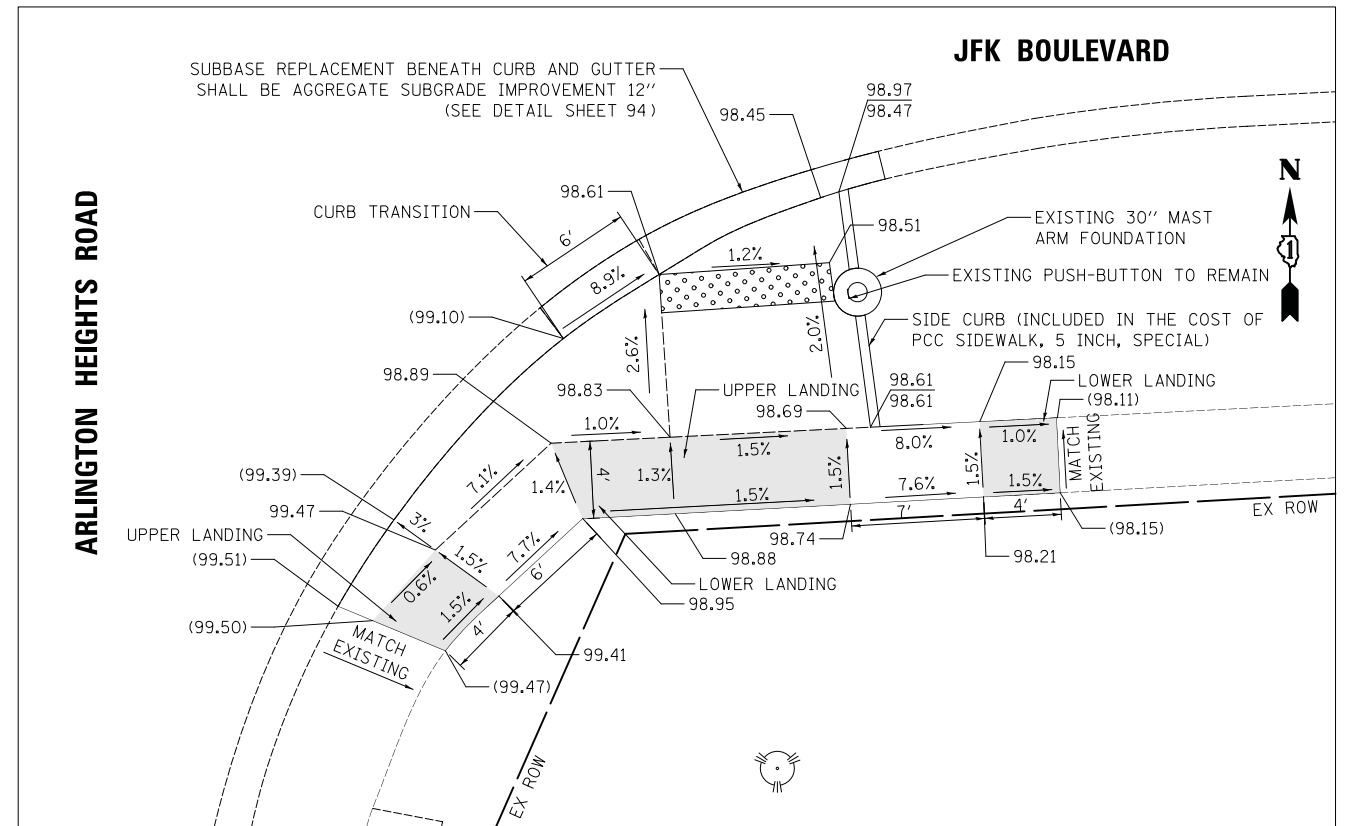
- ARTWORK FOR THE SALT CREEK TRAIL SIGNS WILL BE PROVIDED BY THE VILLAGE.



FILE NAME = ... \3003.PMK_06.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING SIGNING AND STRIPING PLAN			F.A.U. RTE. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 38
#MODELNAME#	PLOT SCALE = 50.0000' / in.	CHECKED - DJK	REVISED -		SCALE: 1" = 50'	SHEET 4 OF 4 SHEETS	STA. 225+00 TO STA. 241+00	CONTRACT NO. 61E25		ILLINOIS FED. AID PROJECT		
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -									

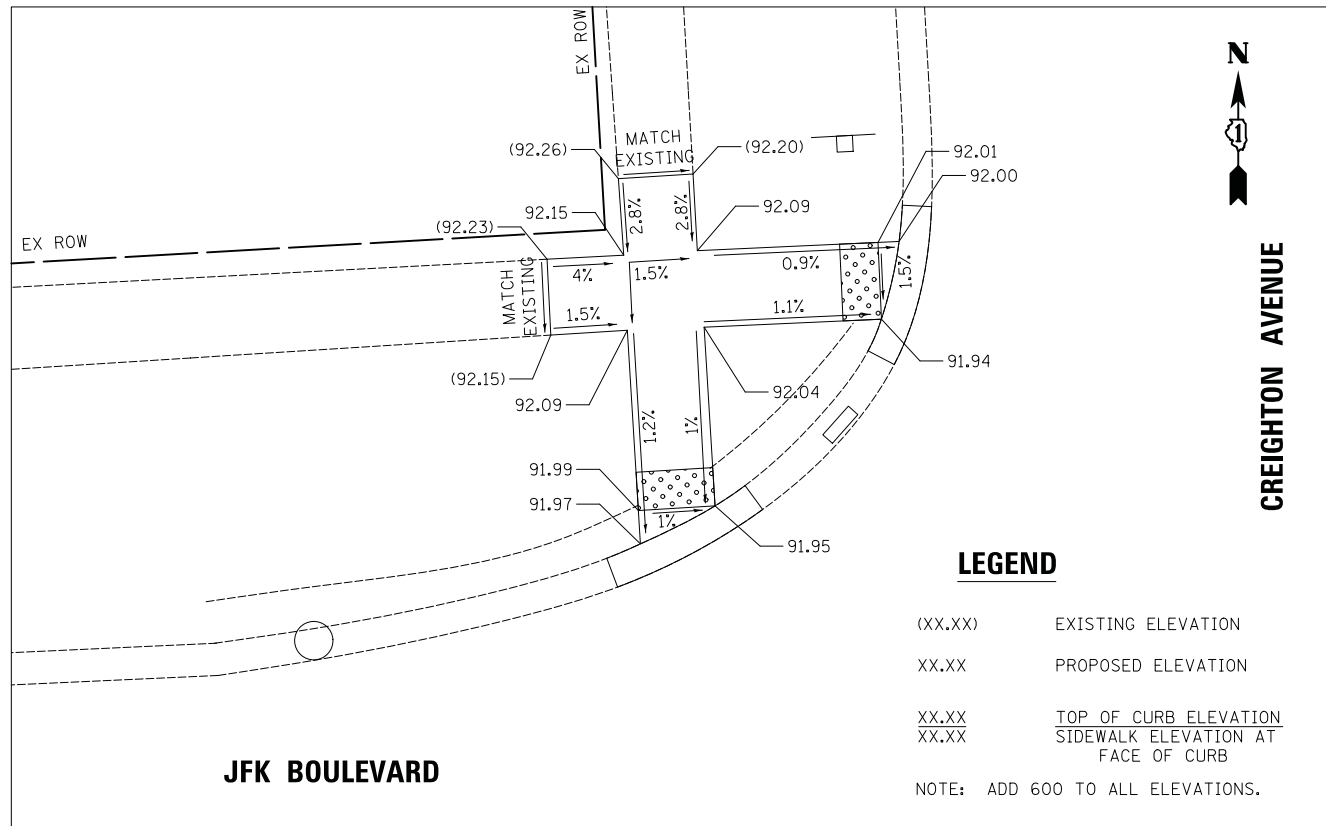


NORTHEAST CORNER OF JFK BOULEVARD AND ARLINGTON HEIGHTS ROAD

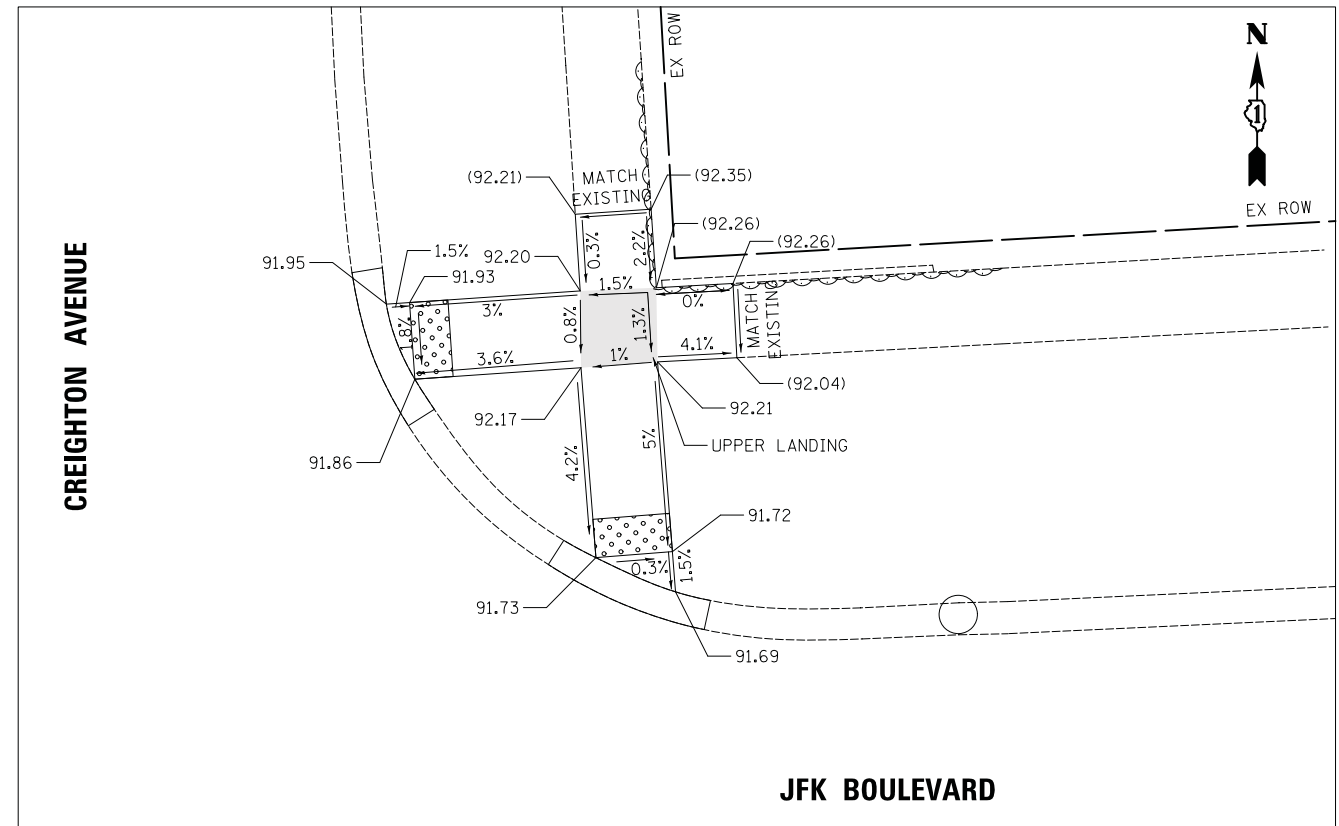


SOUTHEAST CORNER OF JFK BOULEVARD AND ARLINGTON HEIGHTS ROAD

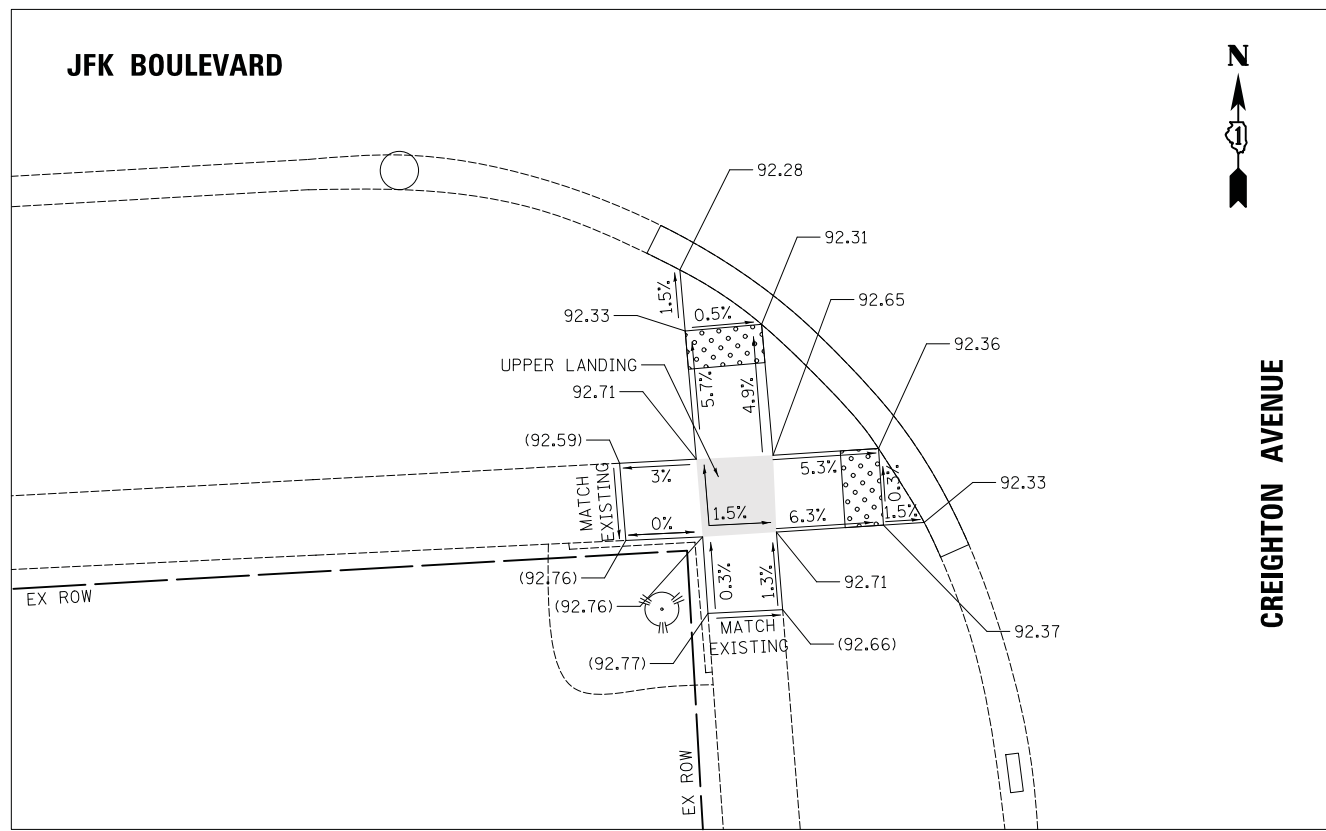
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PLOT SCALE = 5.0000' / in.	CHECKED - DJK	REVISIED -	3723			15-00065-00-R5	COOK	109	39	
PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISIED -	3724			CONTRACT NO. 61E25				
						ILLINOIS FED. AID PROJECT				



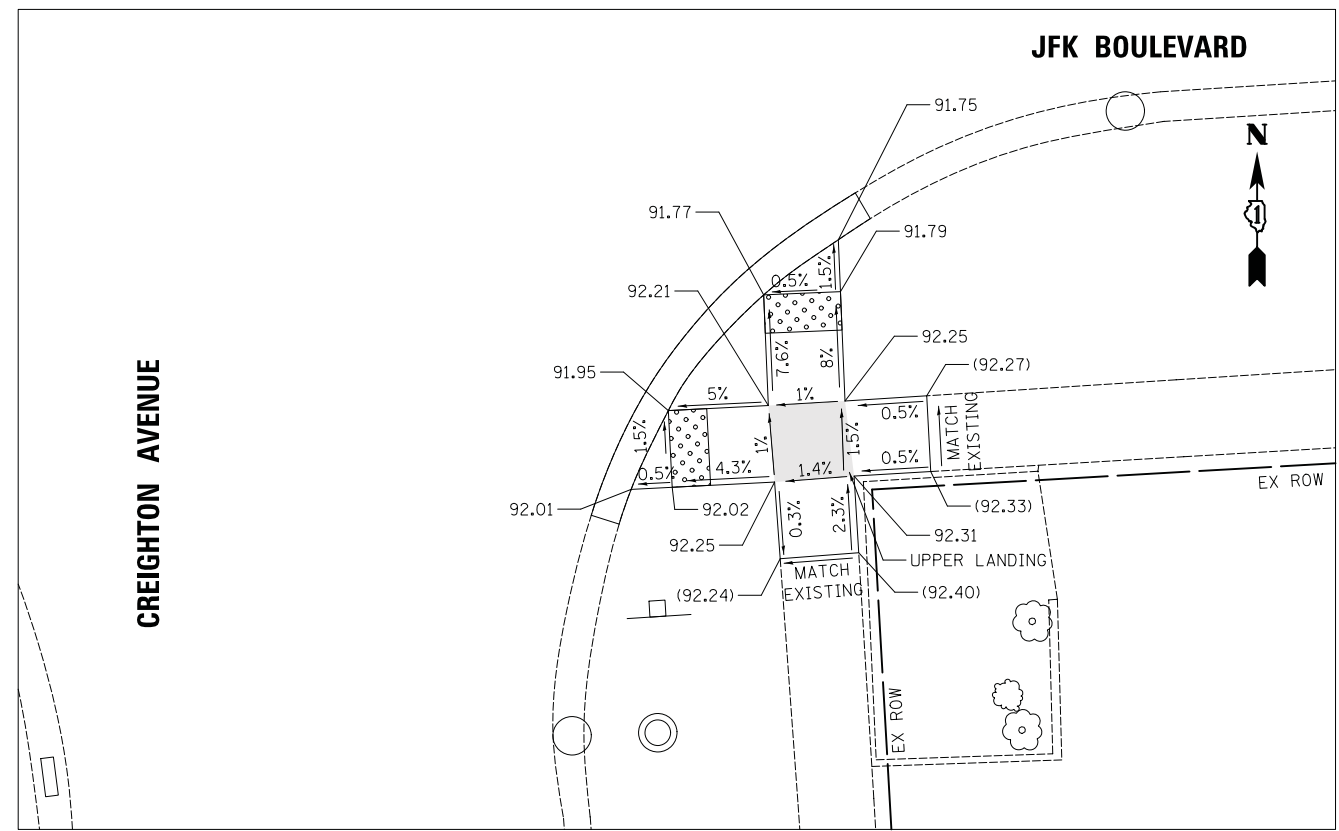
NORTHWEST CORNER OF JFK BOULEVARD AND CREIGHTON AVENUE



NORTHEAST CORNER OF JFK BOULEVARD AND CREIGHTON AVENUE



SOUTHWEST CORNER OF JFK BOULEVARD AND CREIGHTON AVENUE



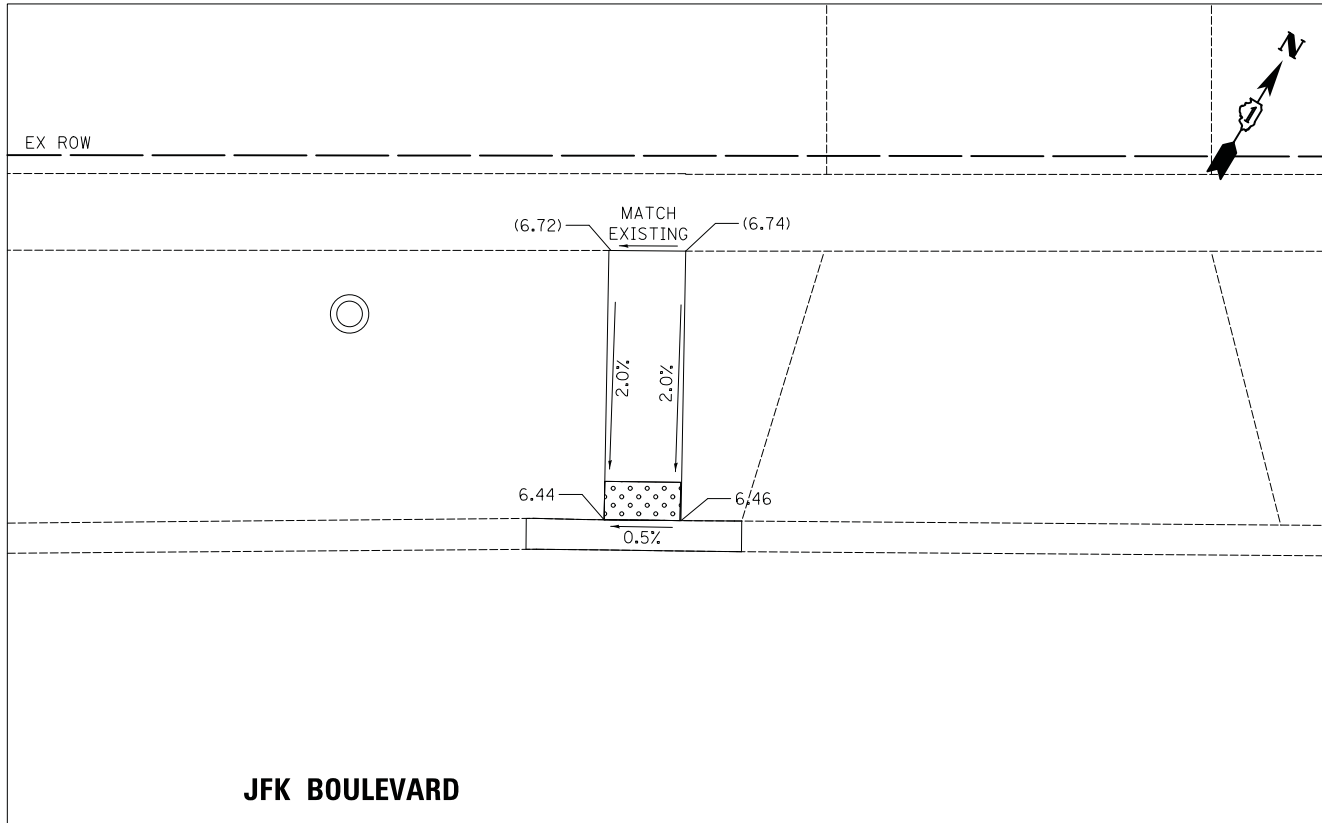
SOUTHEAST CORNER OF JFK BOULEVARD AND CREIGHTON AVENUE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

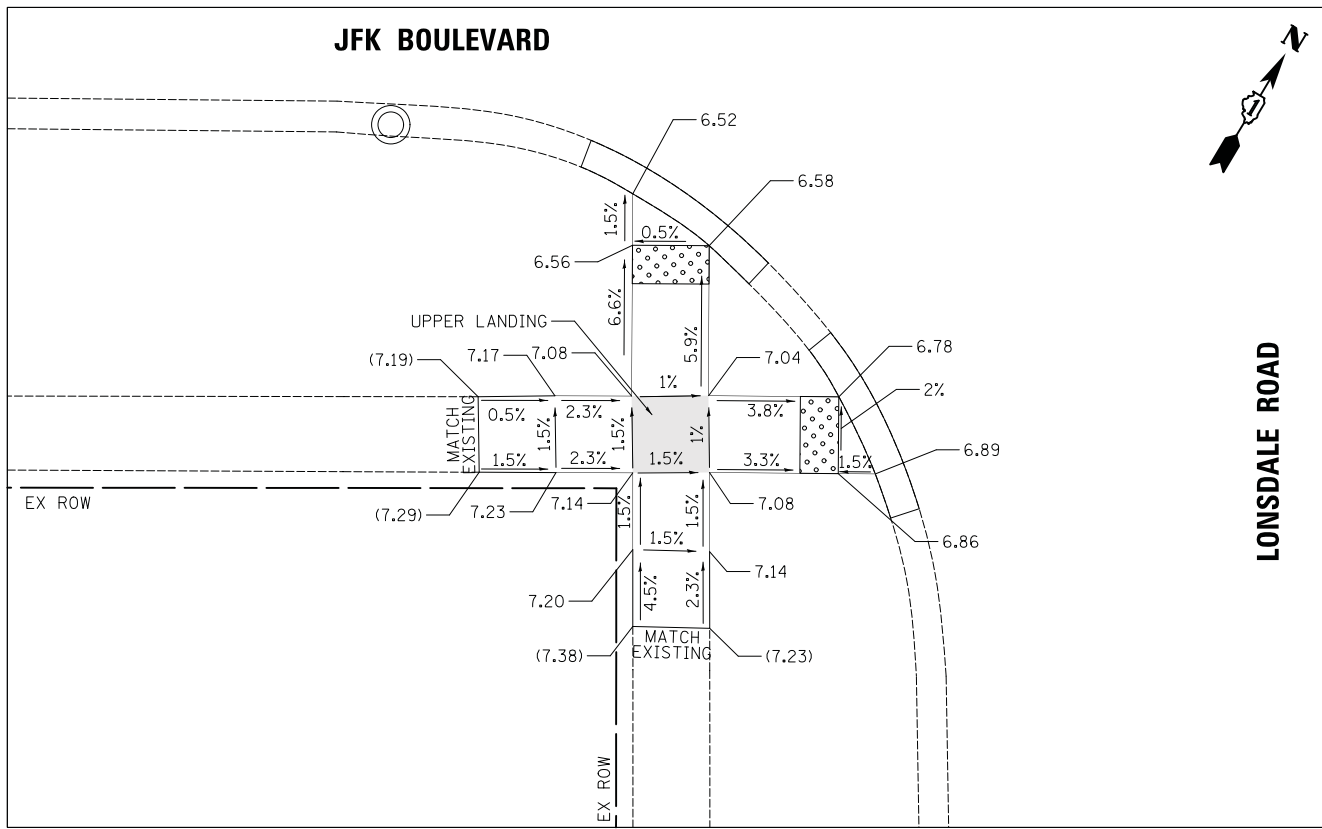
JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING ADA GRADING PLAN			
SCALE: 1" = 5'	SHEET 2	OF 7 SHEETS	STA. TO STA.

F.A.U. RTE. 3723	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 40
			CONTRACT NO. 61E25	
ILLINOIS FED. AID PROJECT				



JFK BOULEVARD

NORTHWEST SIDE OF JFK BOULEVARD AND LONSDALE ROAD



JFK BOULEVARD

SOUTHWEST CORNER OF JFK BOULEVARD AND LONSDALE ROAD

LONSDALE ROAD

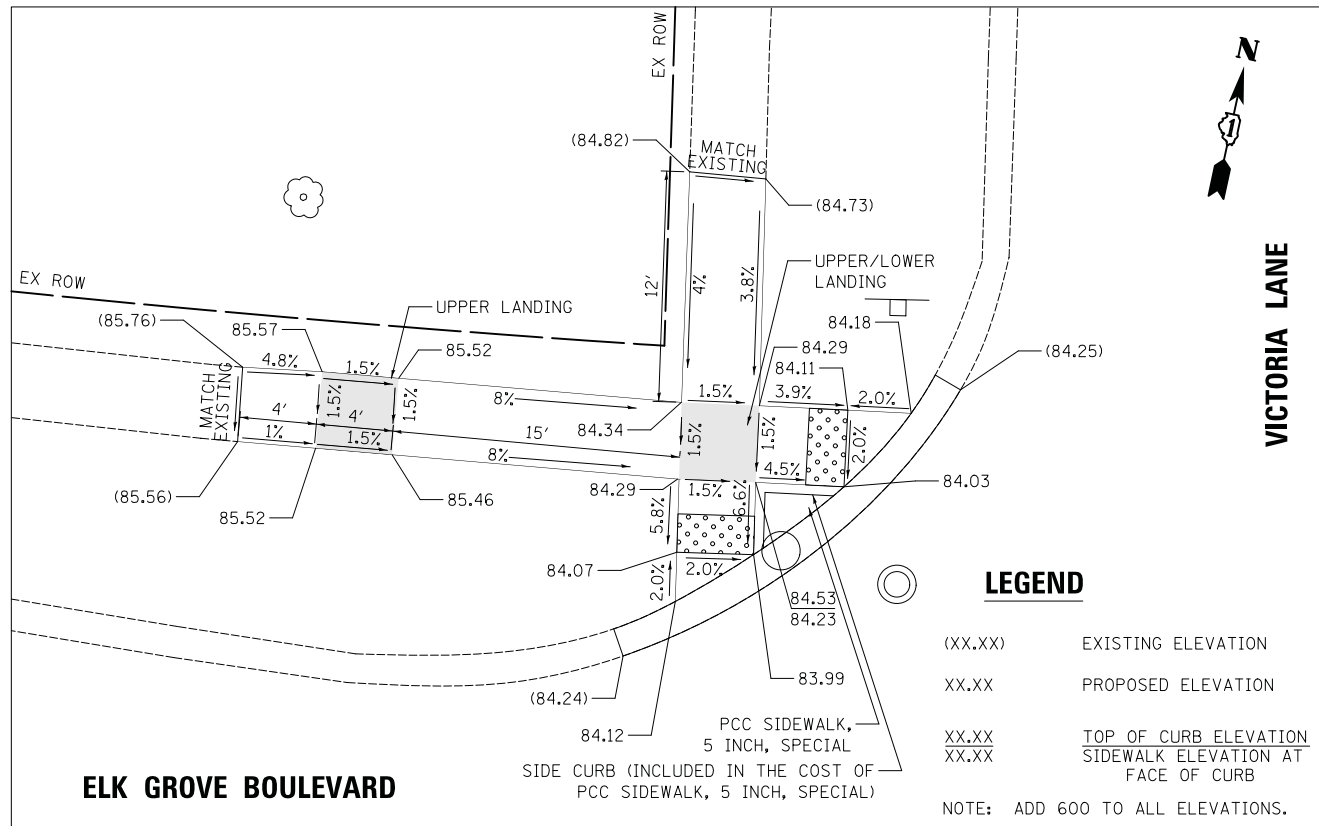
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

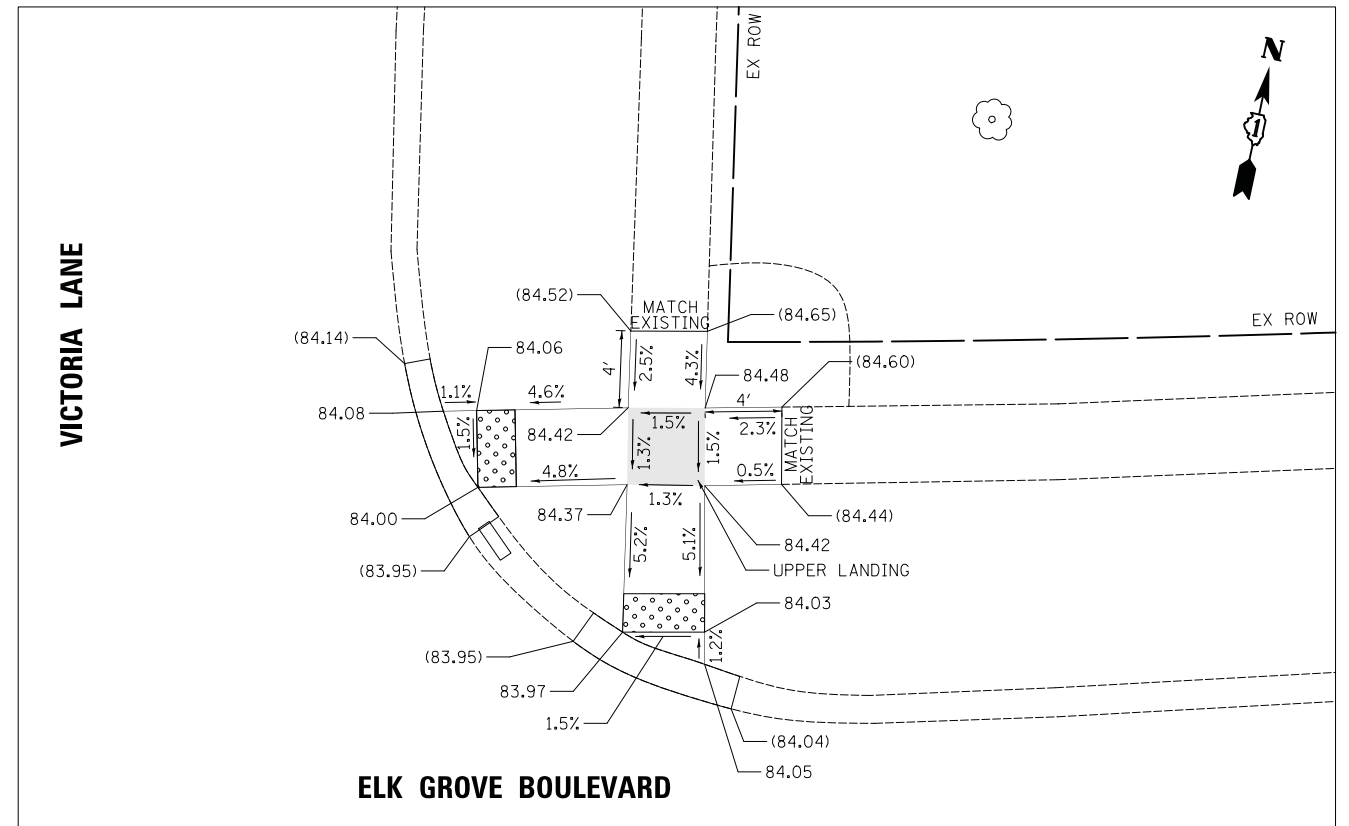
**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
ADA GRADING PLAN**

SCALE: 1" = 5' SHEET 3 OF 7 SHEETS STA. TO STA.

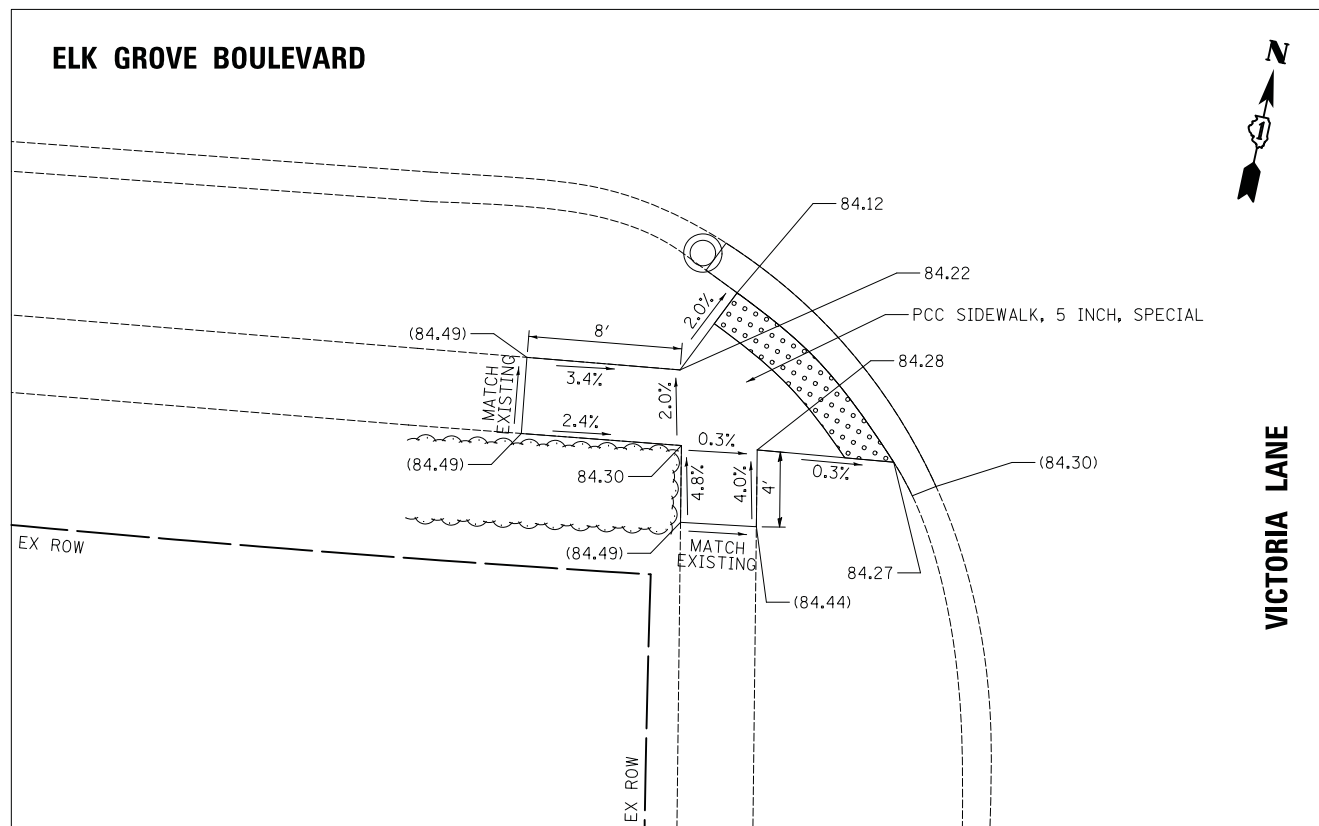
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	41
3724			CONTRACT NO. 61E25	
ILLINOIS FED. AID PROJECT				



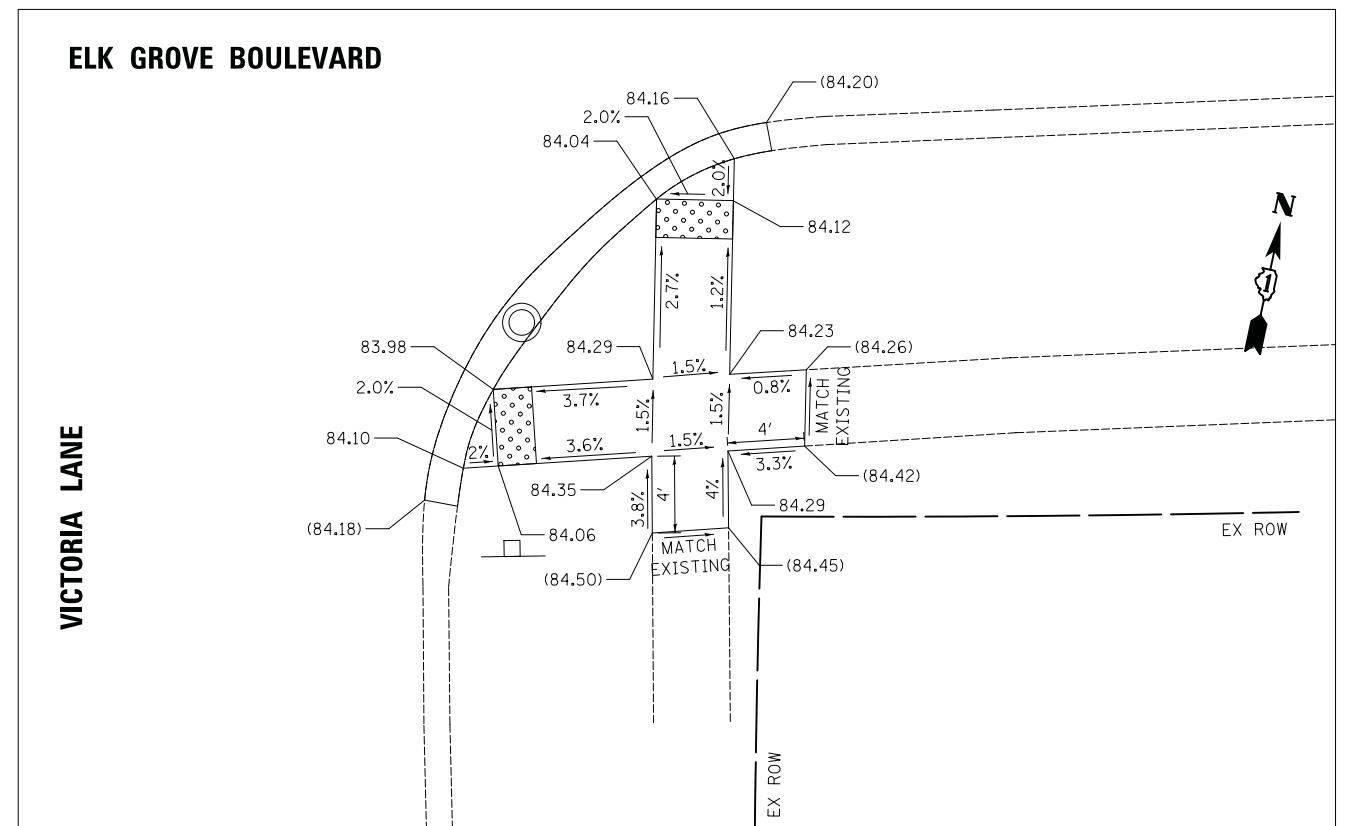
NORTHWEST CORNER OF ELK GROVE BOULEVARD AND VICTORIA LANE



NORTHEAST CORNER OF ELK GROVE BOULEVARD AND VICTORIA LANE



SOUTHWEST CORNER OF ELK GROVE BOULEVARD AND VICTORIA LANE



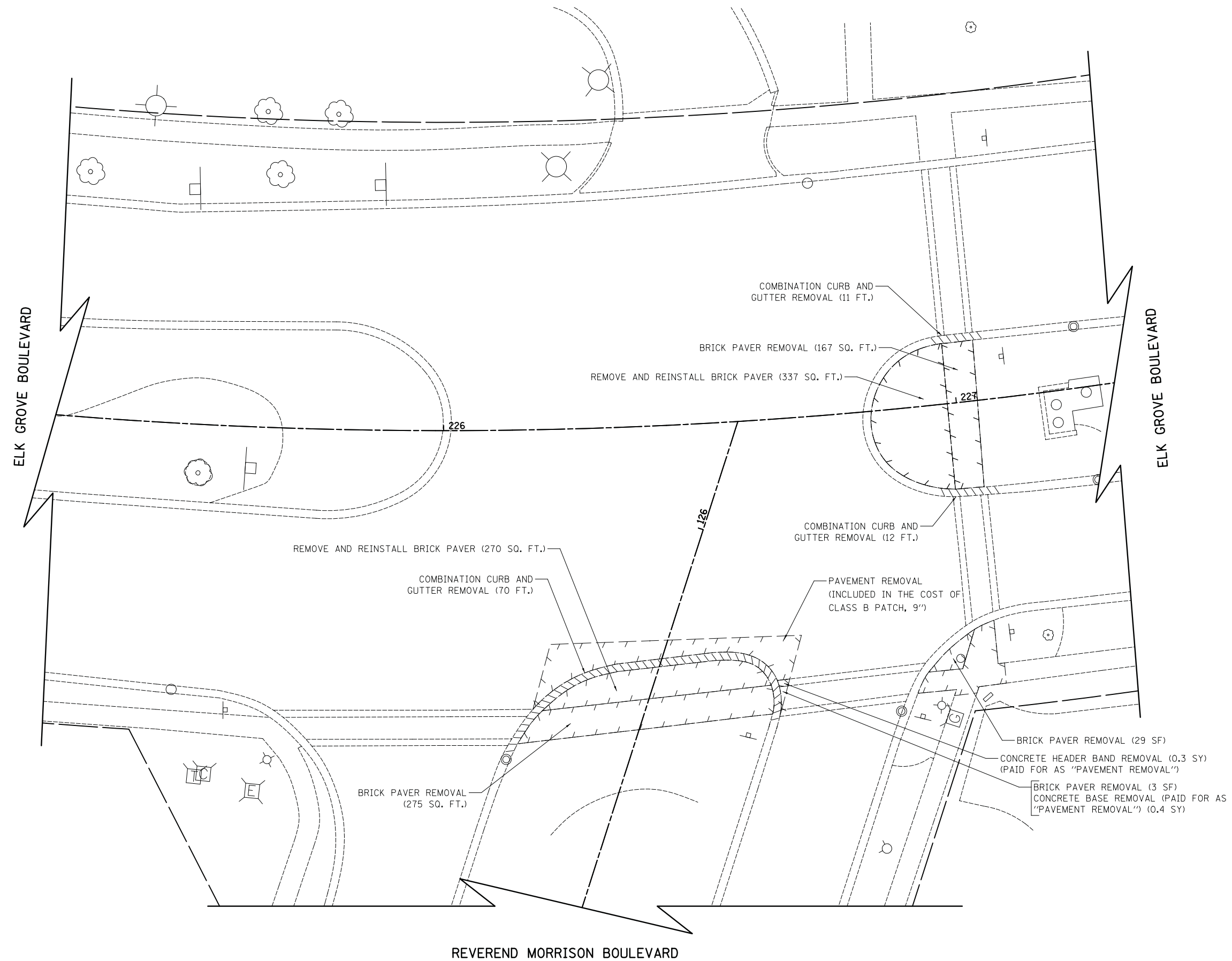
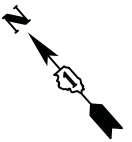
SOUTHEAST CORNER OF ELK GROVE BOULEVARD AND VICTORIA LANE

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING ADA GRADING PLAN			
SCALE: 1" = 5'	SHEET 7 OF 7 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	45
3724	CONTRACT NO. 61E25			
ILLINOIS FED. AID PROJECT				



REVEREND MORRISON BOULEVARD

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 PLOT DATE = 11/8/2017

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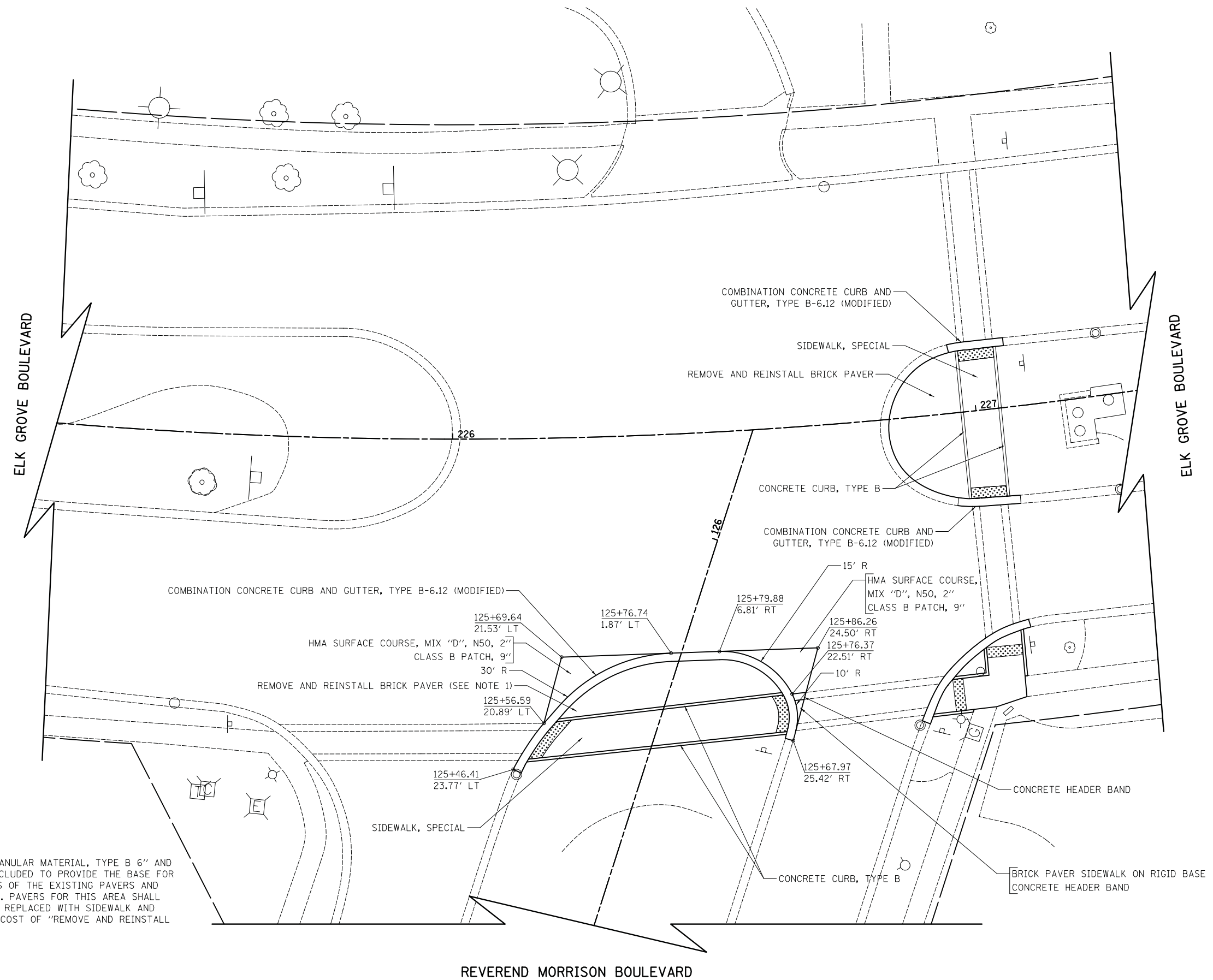
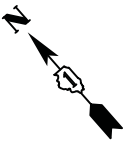
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 MEDIAN MODIFICATIONS - ELK GROVE BLVD AND REV MORRISON BLVD**

SCALE: 1" = 10' SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	46
3724			CONTRACT NO. 61E25	

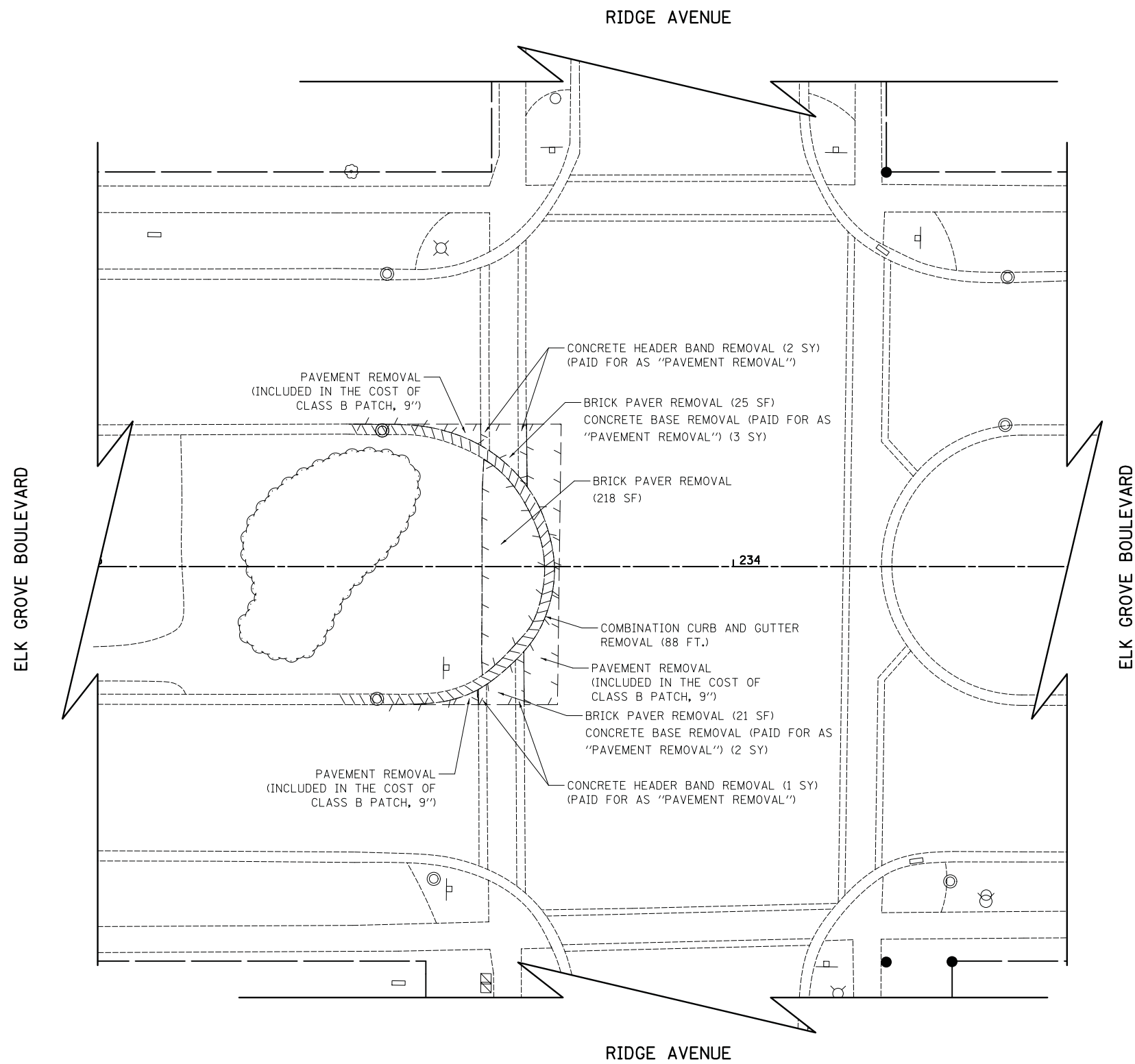
ILLINOIS FED. AID PROJECT



NOTE:
 1) A QUANTITY OF SUBBASE GRANULAR MATERIAL, TYPE B 6" AND FILTER FABRIC HAS BEEN INCLUDED TO PROVIDE THE BASE FOR PAVERS BETWEEN THE LIMITS OF THE EXISTING PAVERS AND PROPOSED CURB AND GUTTER. PAVERS FOR THIS AREA SHALL COME FROM THE AREA BEING REPLACED WITH SIDEWALK AND SHALL BE INCLUDED IN THE COST OF "REMOVE AND REINSTALL BRICK PAVER".

REVEREND MORRISON BOULEVARD

FILE NAME = ...\\17-Detail\3003_Medians_01.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING MEDIAN MODIFICATIONS - ELK GROVE BLVD AND REV MORRISON BLVD	F.A.U. RTE. 3723	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 47		
#MODELNAME#	PLOT SCALE = 10.0000' / in.	CHECKED - DJK	REVISED -			SCALE: 1" = 10'	SHEET 2 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 61E25			
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -			ILLINOIS FED. AID PROJECT						



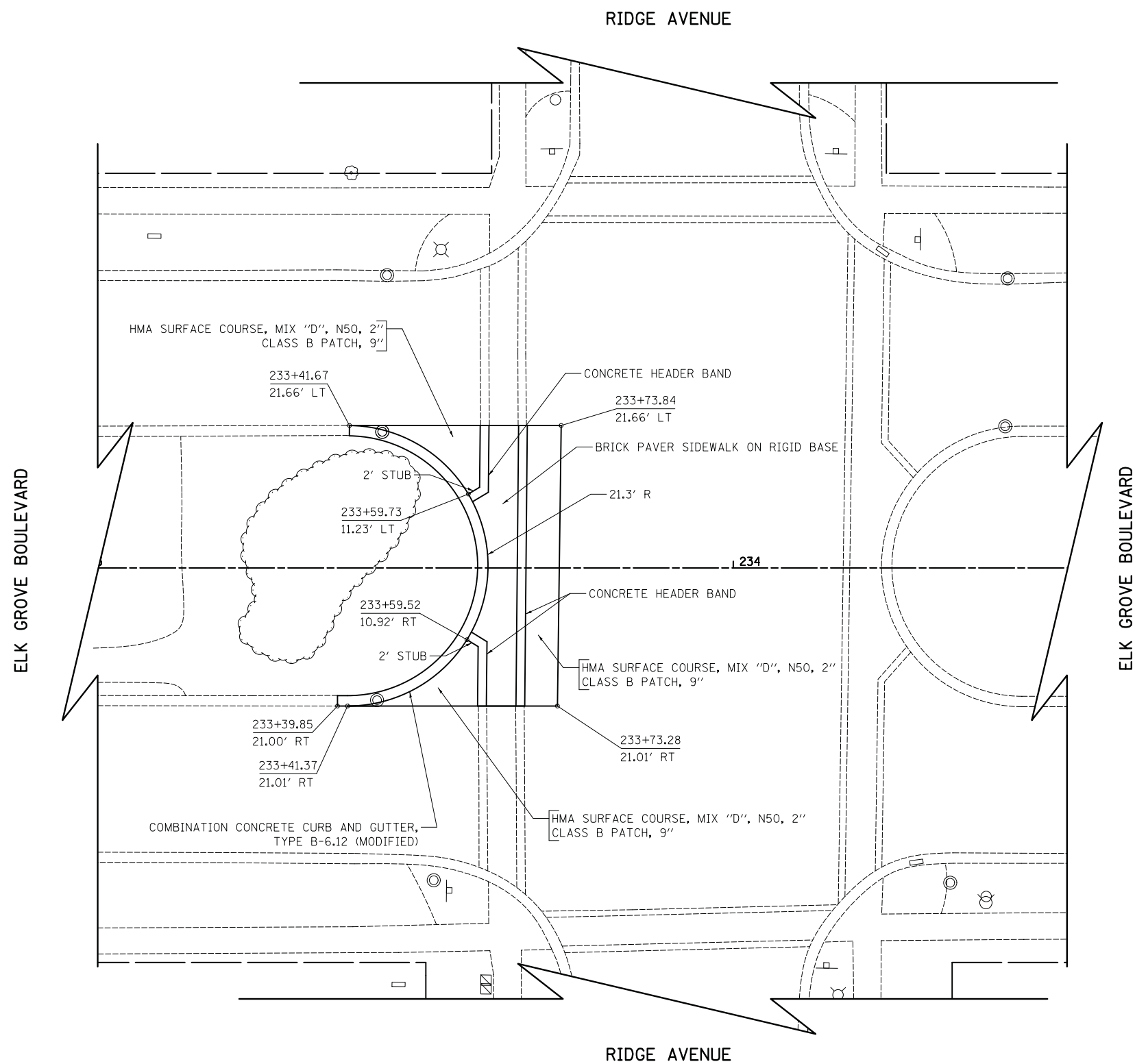
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
MEDIAN MODIFICATIONS - ELK GROVE BLVD AND RIDGE AVENUE**

SCALE: 1" = 10' SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	48
3724			CONTRACT NO. 61E25	
ILLINOIS FED. AID PROJECT				



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 DATE - 11/10/2017

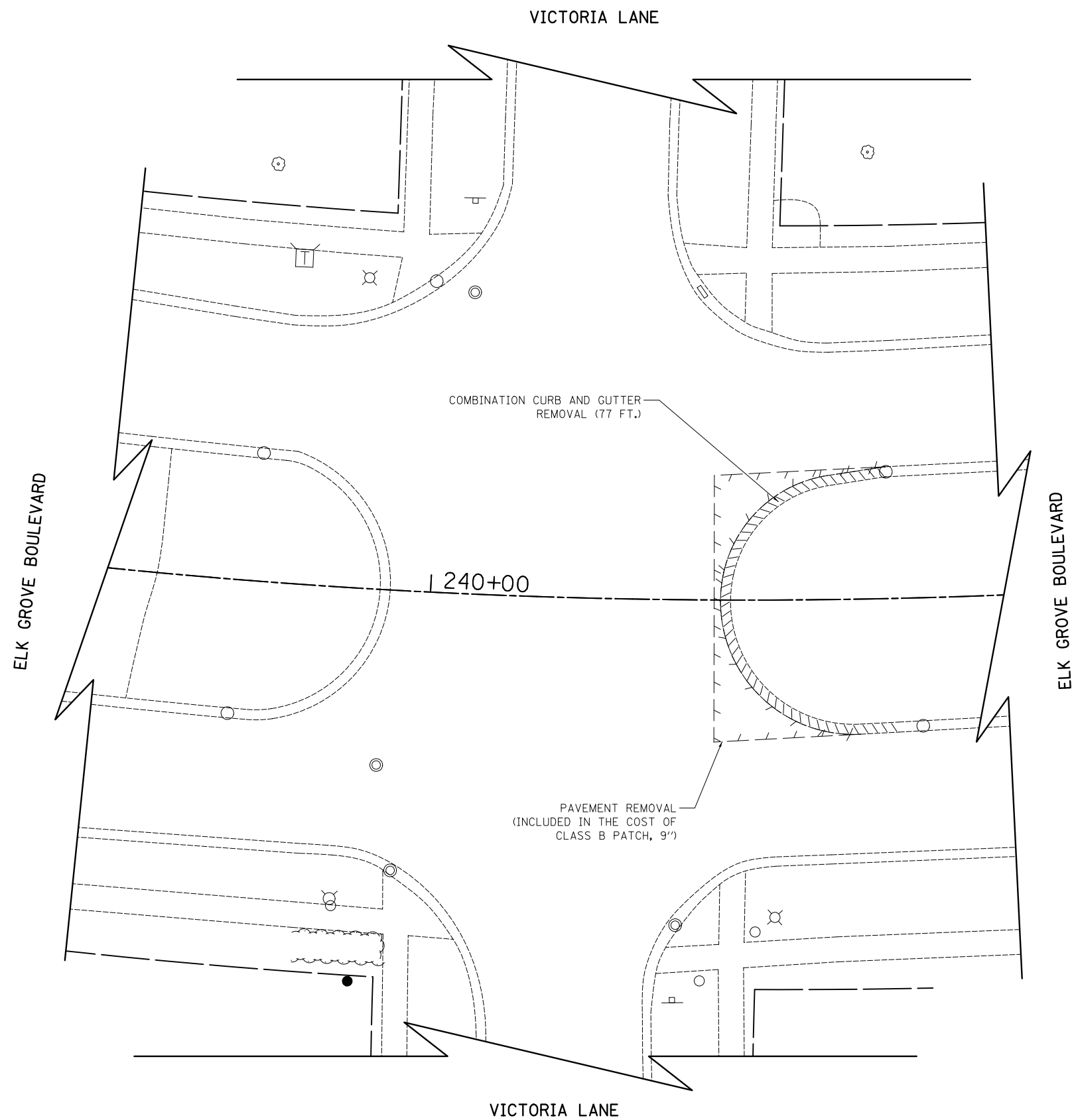
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 MEDIAN MODIFICATIONS - ELK GROVE BLVD AND RIDGE AVENUE**

SCALE: 1" = 10' SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	49
3724			CONTRACT NO. 61E25	
ILLINOIS FED. AID PROJECT				



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
MEDIAN MODIFICATIONS - ELK GROVE BLVD AND VICTORIA LANE**

SCALE: 1" = 10' SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	50

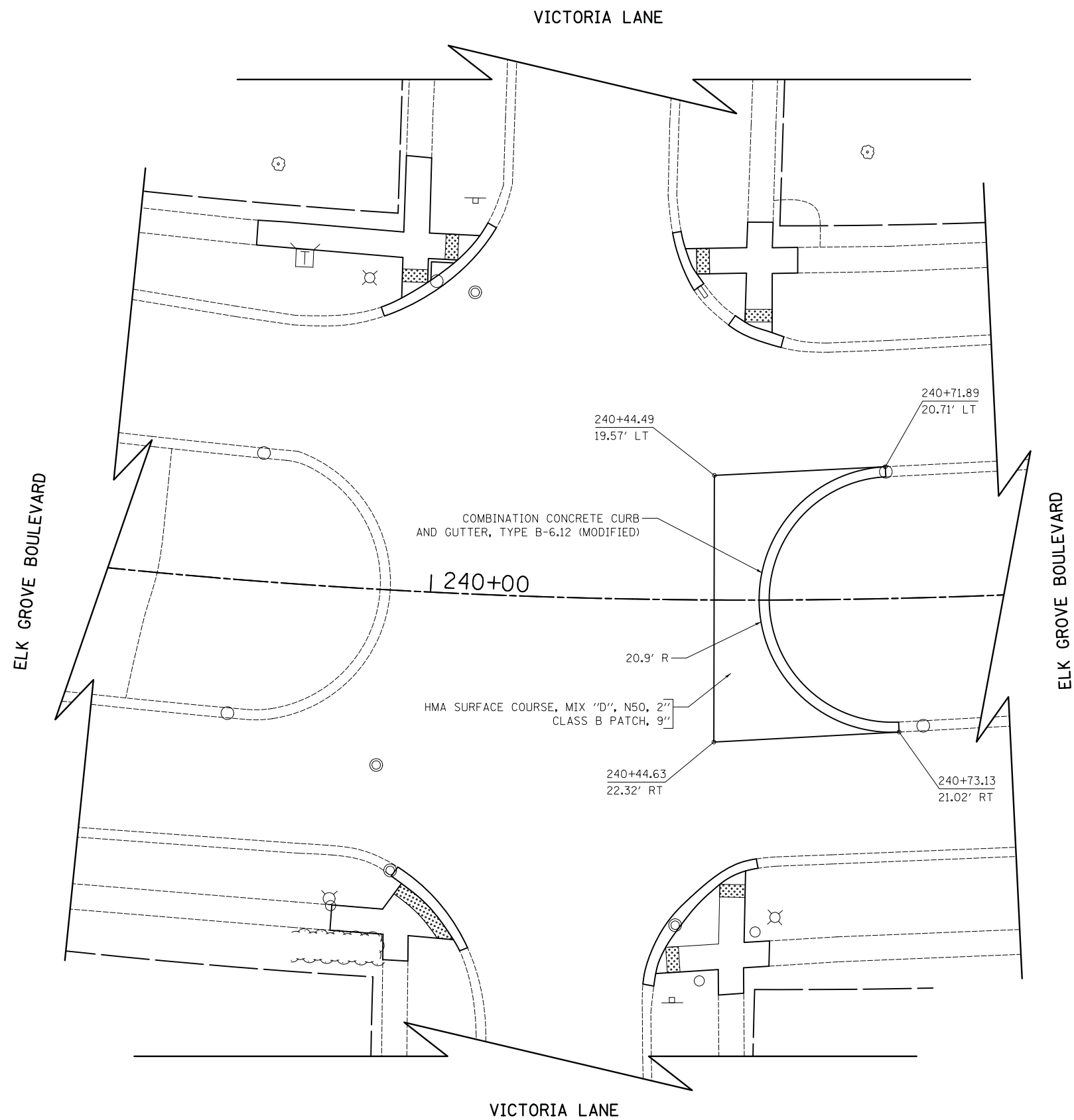
3724 CONTRACT NO. 61E25

ILLINOIS FED. AID PROJECT

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DATE - 11/10/2017



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 CHECKED - DJK
 DATE - 11/10/2017

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
 MEDIAN MODIFICATIONS - ELK GROVE BLVD AND VICTORIA LANE**

SCALE: 1" = 10' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	51
3724	CONTRACT NO. 61E25			

ILLINOIS FED. AID PROJECT

TRAFFIC SIGNAL LEGEND

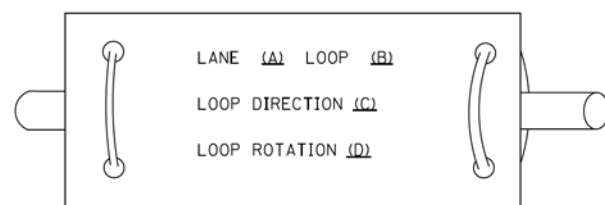
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP			
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

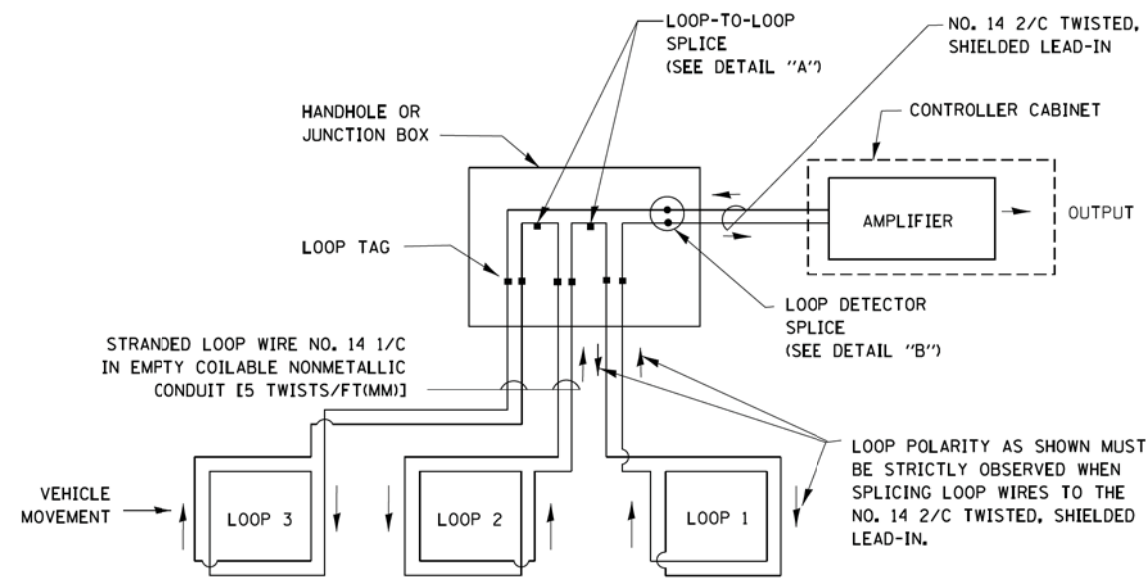
LOOP DETECTOR NOTES

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

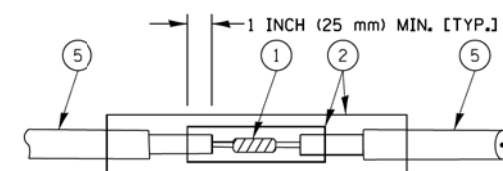


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

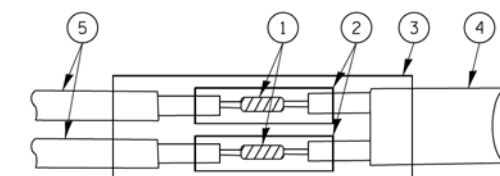


DETECTOR LOOP WIRING SCHEMATIC

- 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.

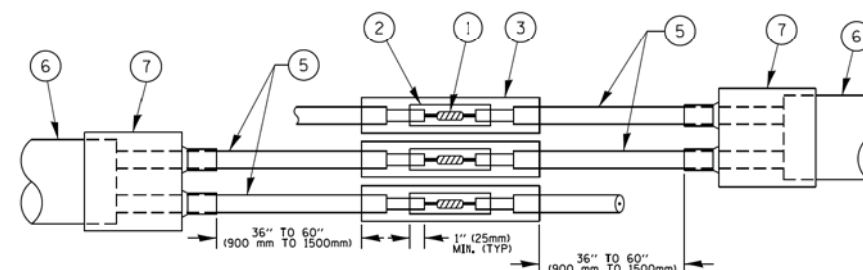


DETAIL "A"
LOOP-TO-LOOP SPLICE

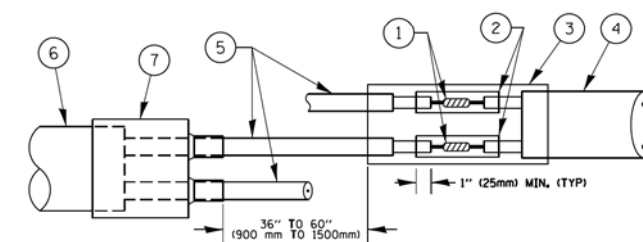


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

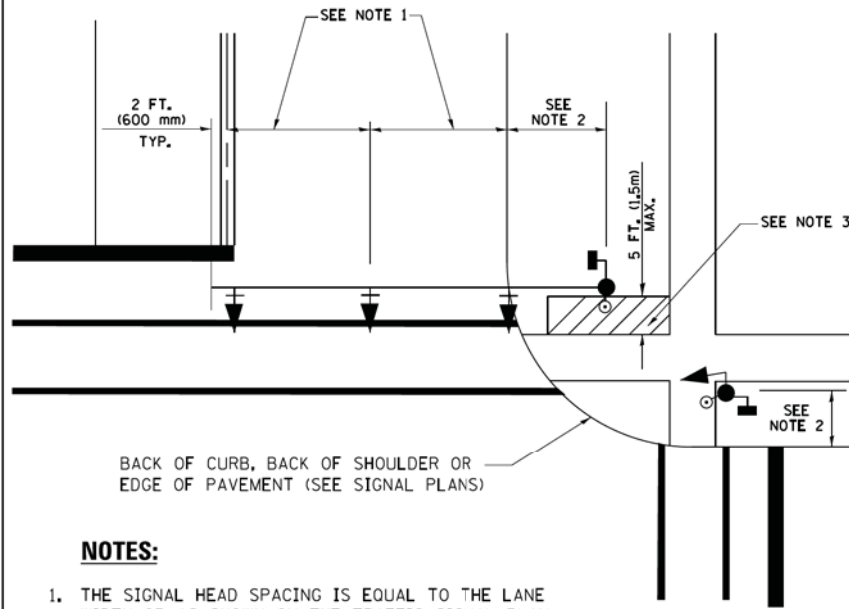
PREFORMED LOOP

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT			

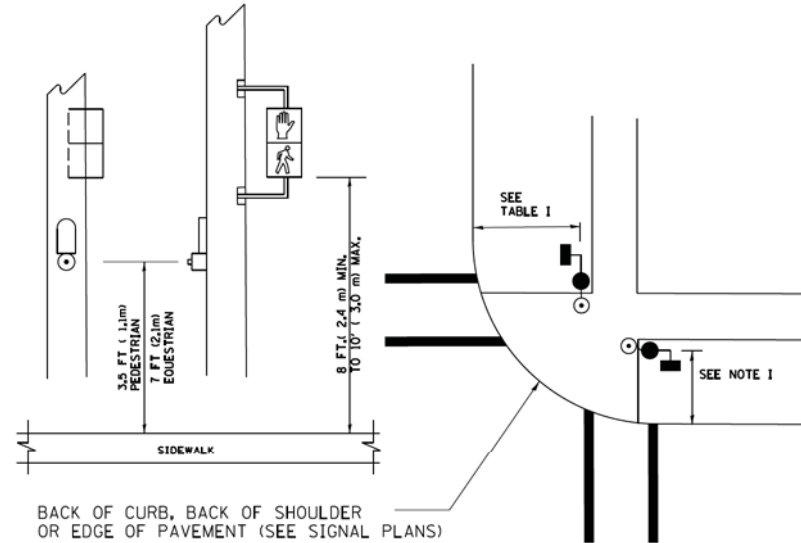
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

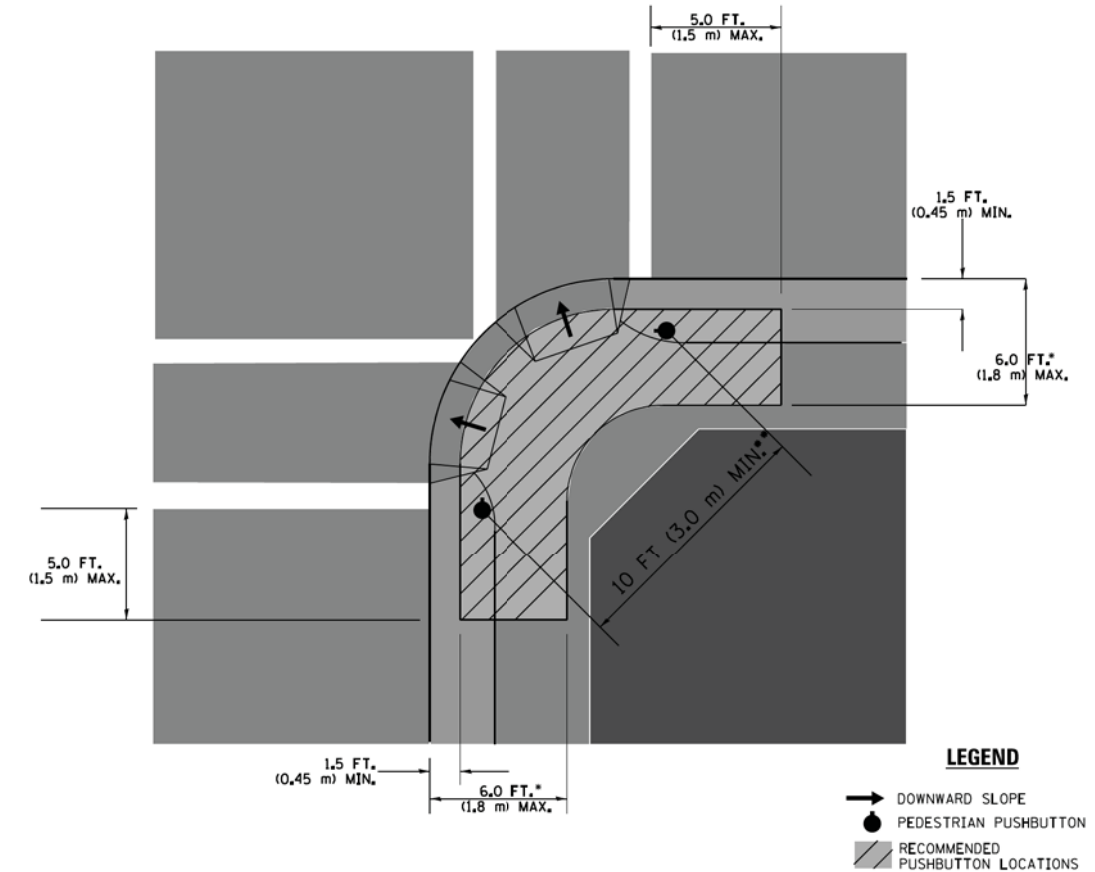
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

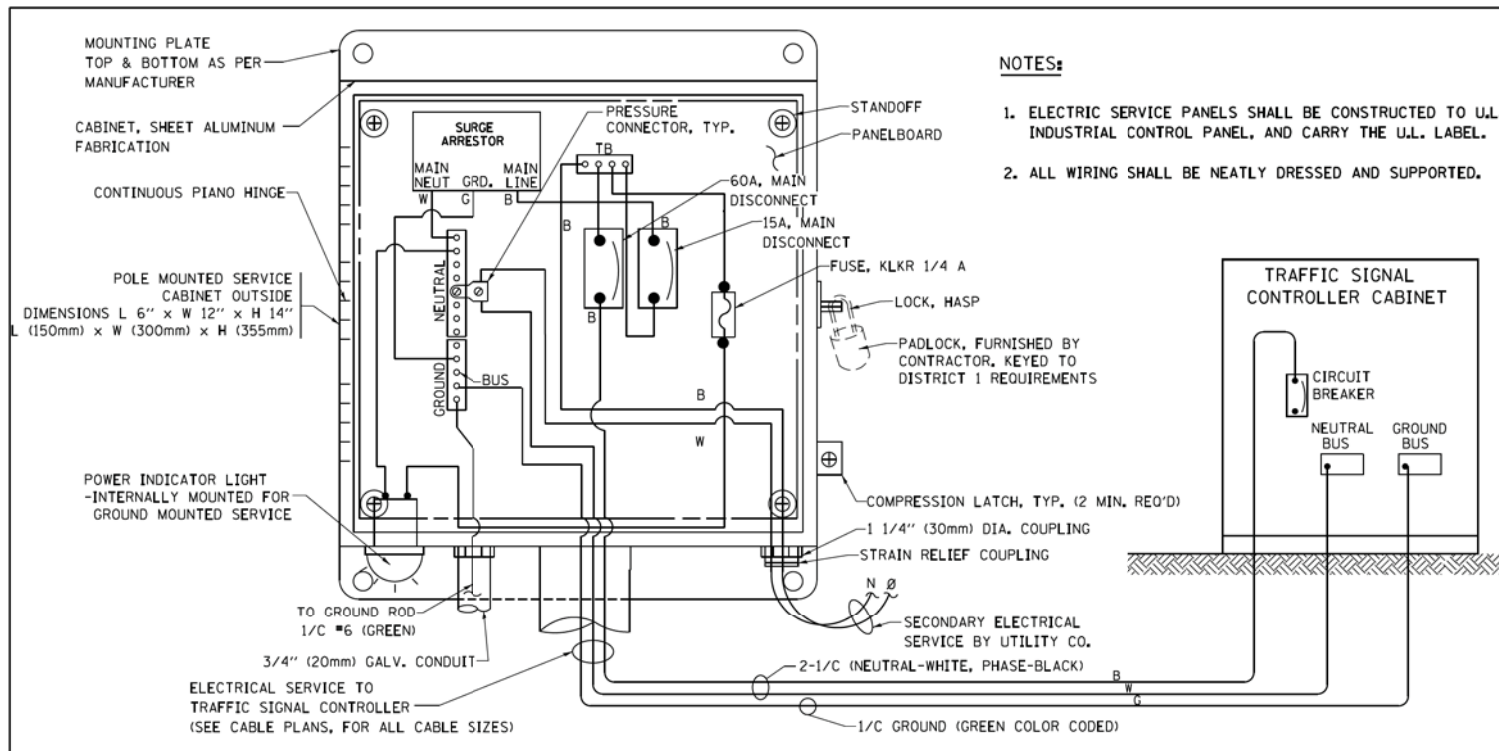
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

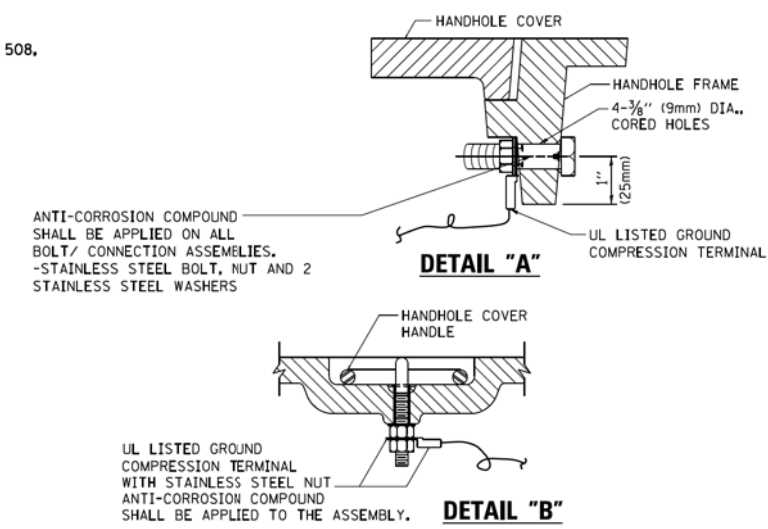
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

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

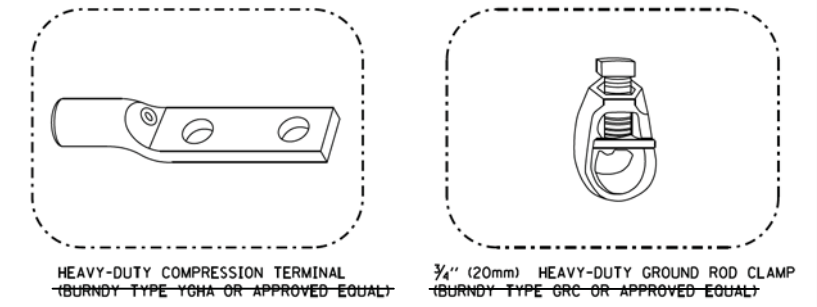
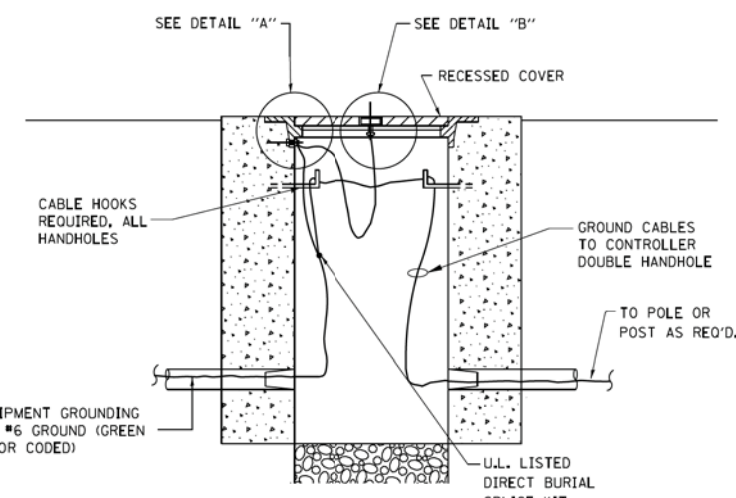


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

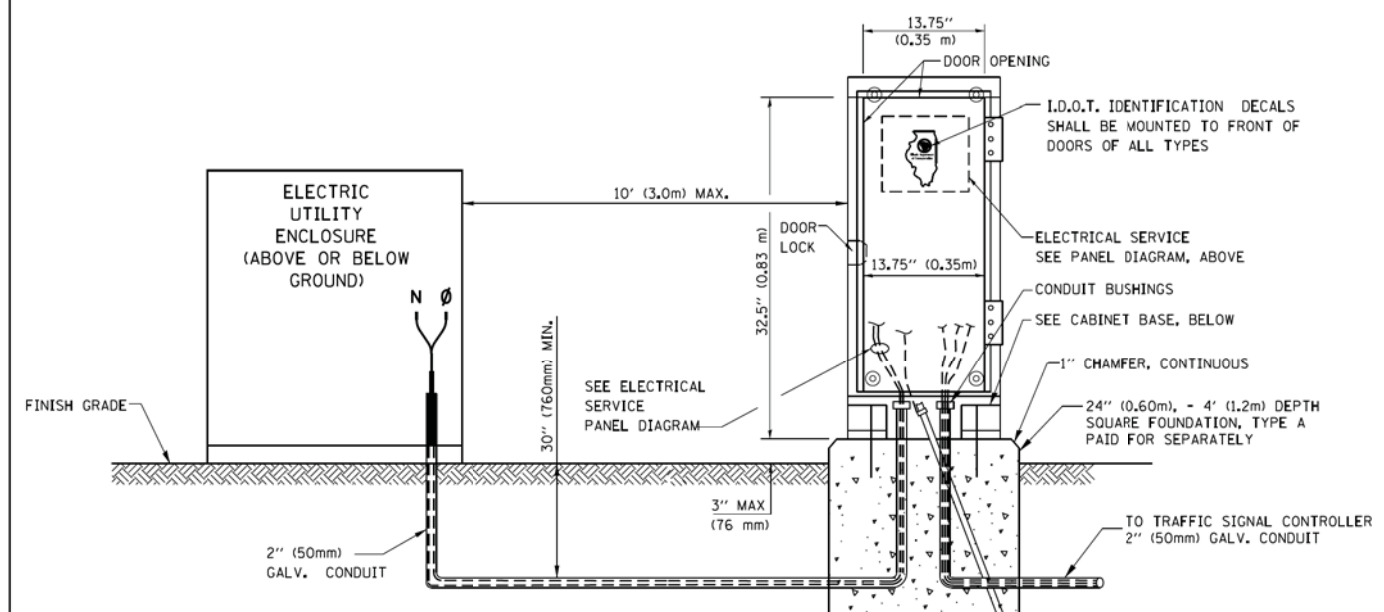
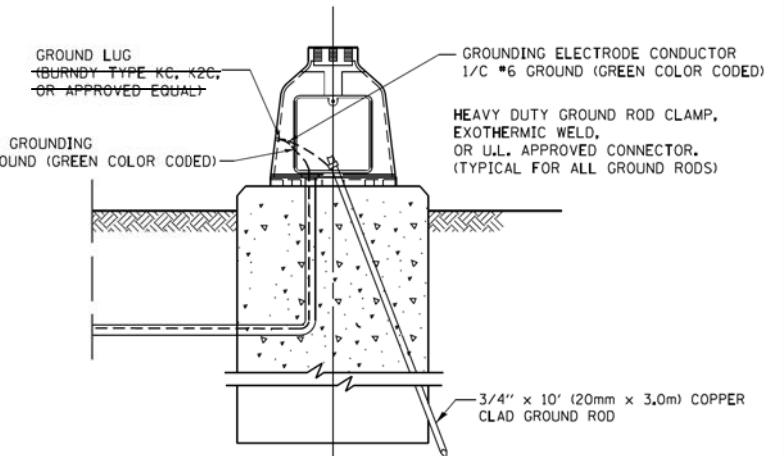
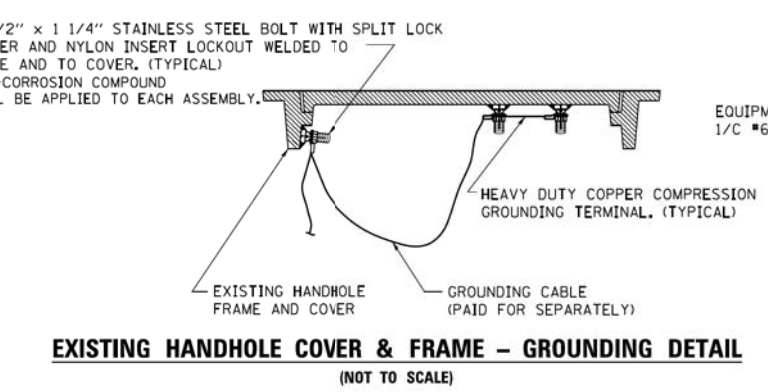


**NOTES:
GROUNDING SYSTEM**

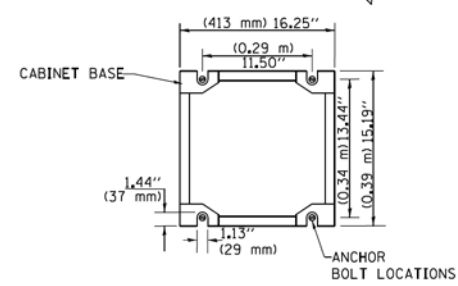
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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



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

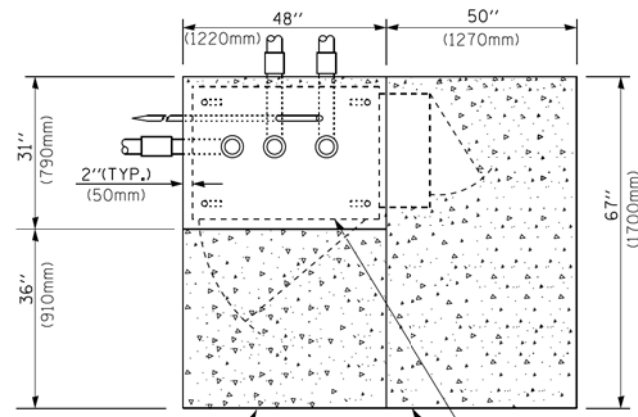


**SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)**

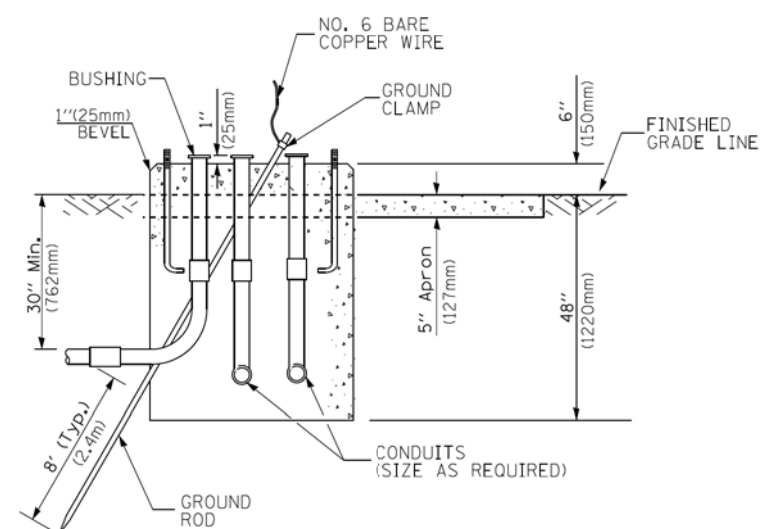


**CABINET - BASE BOLT PATTERN
(NOT TO SCALE)**

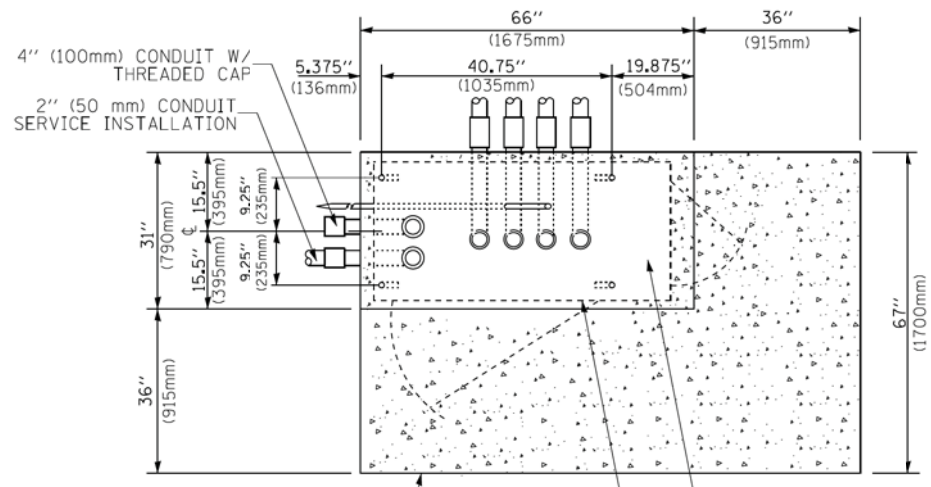
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PLOT SCALE = 50.0000 / 1 in.	DATE - 10-28-09	REVISOR -	REVISOR -		SCALE: NONE	SHEET NO. 4	OF 7 SHEETS	STA.	TO STA.	TS-05		CONTRACT NO. 61E25
PLOT DATE = 1/13/2014								FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TOP VIEW

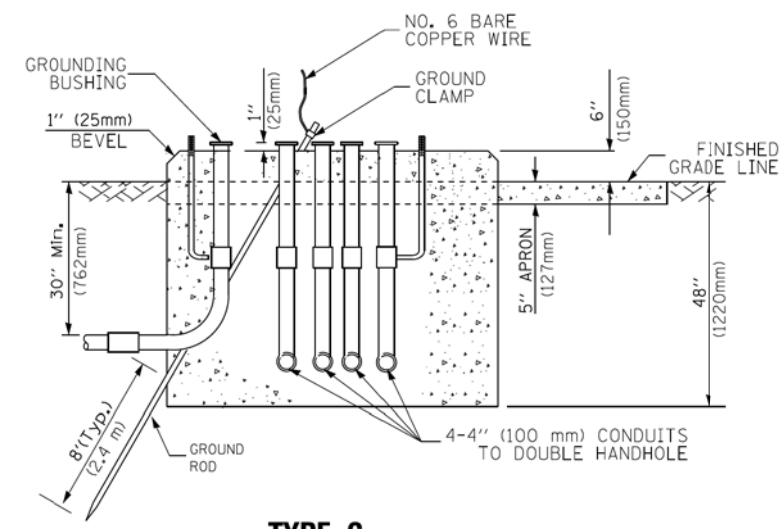


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

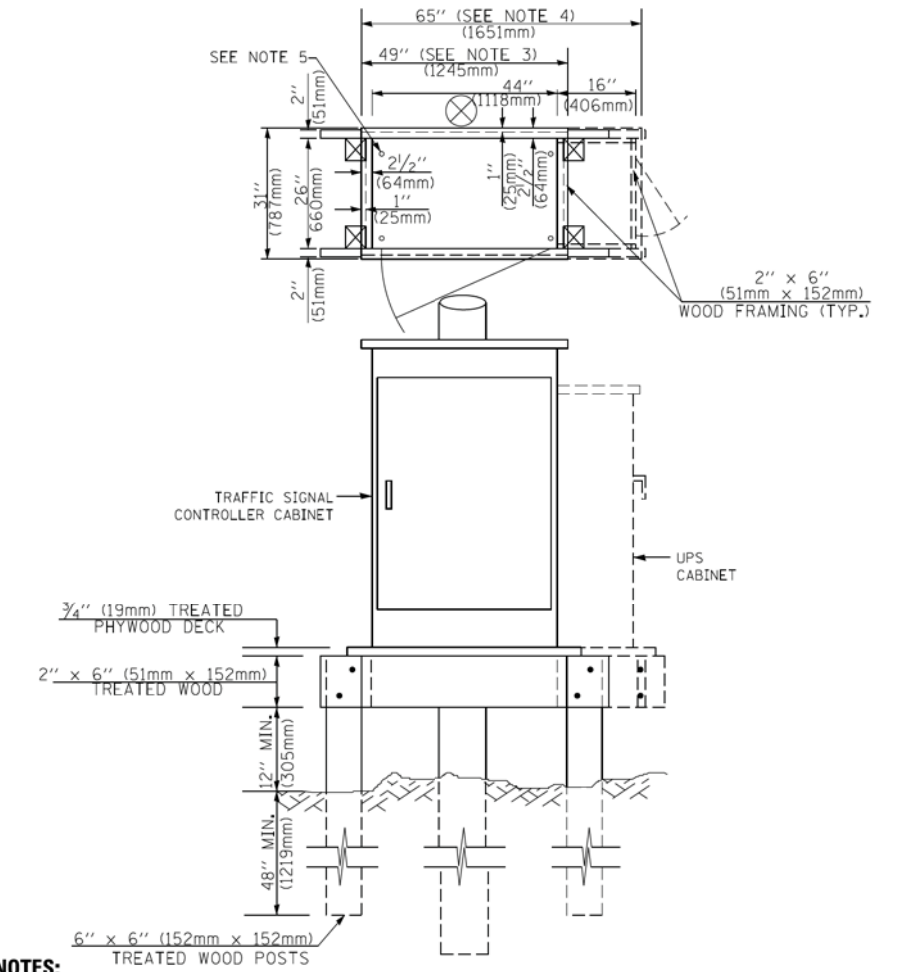


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

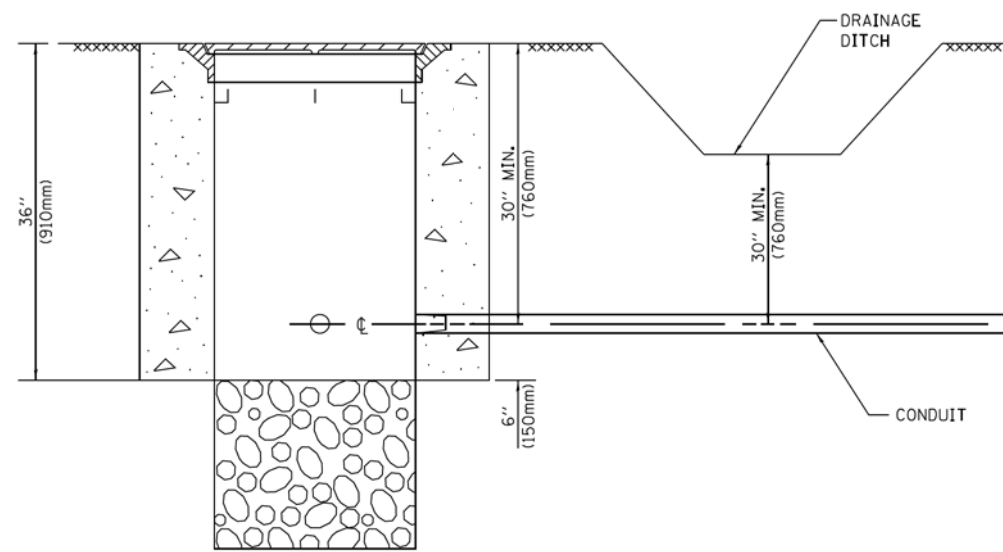
DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

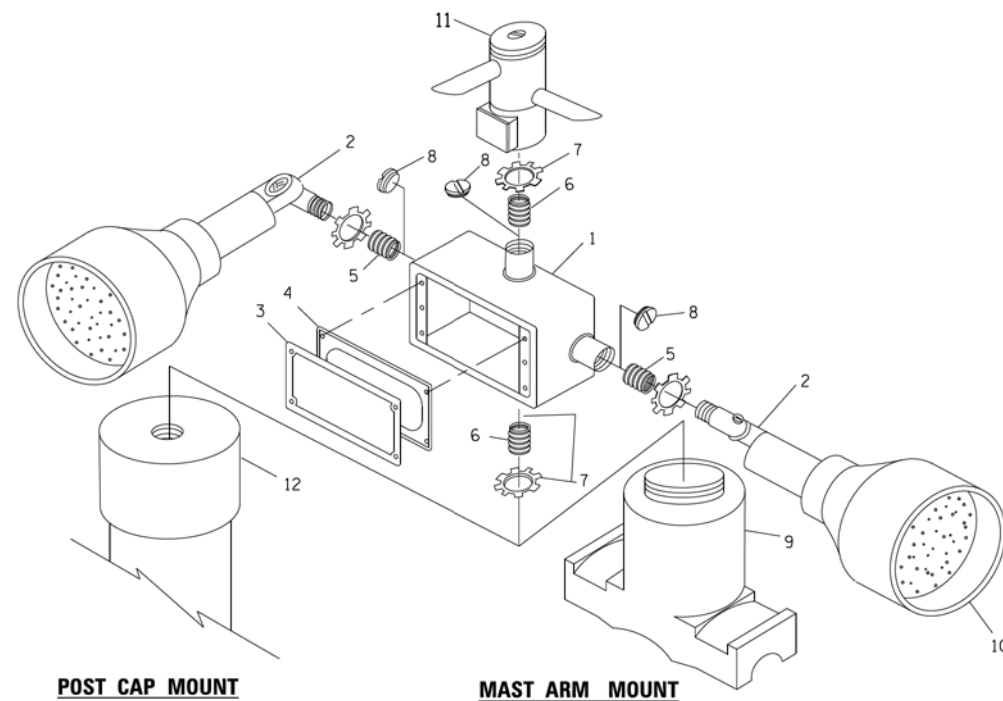
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



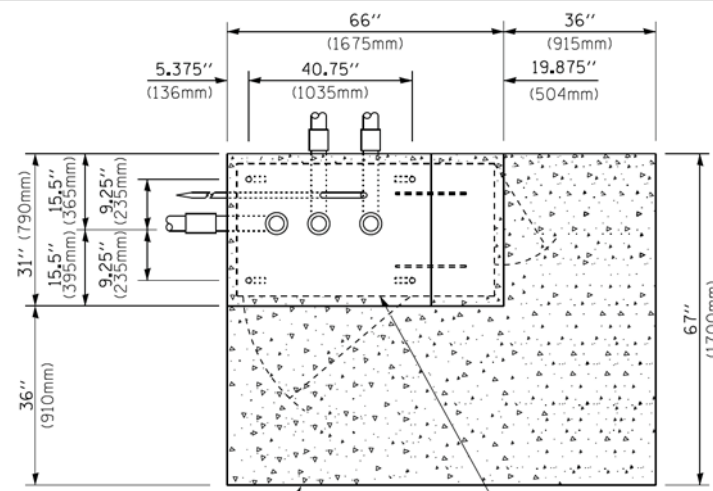
NOTES:

- CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

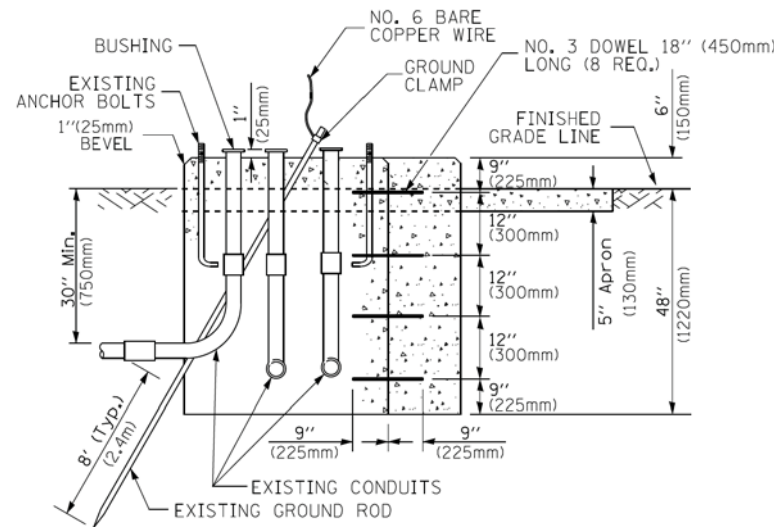
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

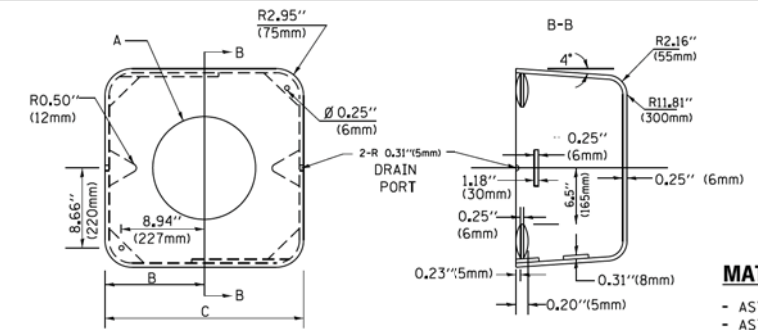


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1 - OZ/GEDNEY FSX 1-50 OR EQUIVALENT
ITEM #2 - MULBERRY CON-O SHADE LAMP SHIELD OR EQUIVALENT
ITEM #3 - BAND-IT SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



MATERIAL:

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

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

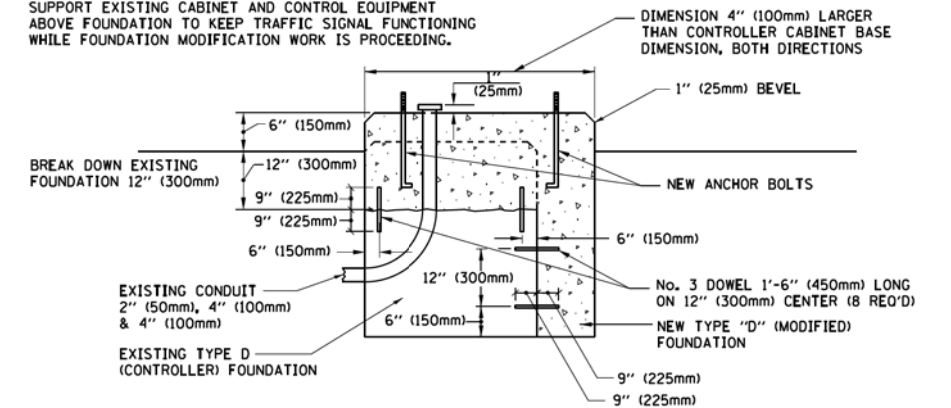
SHROUD

NOTES:

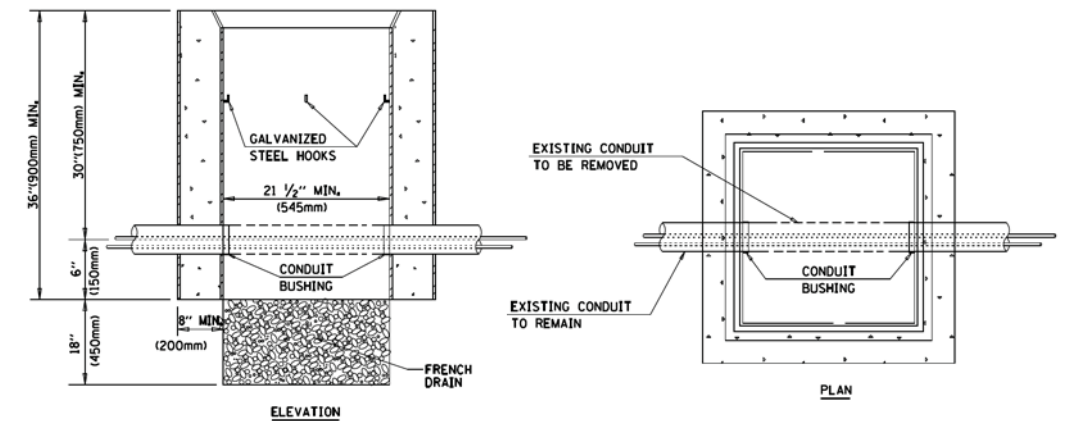
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

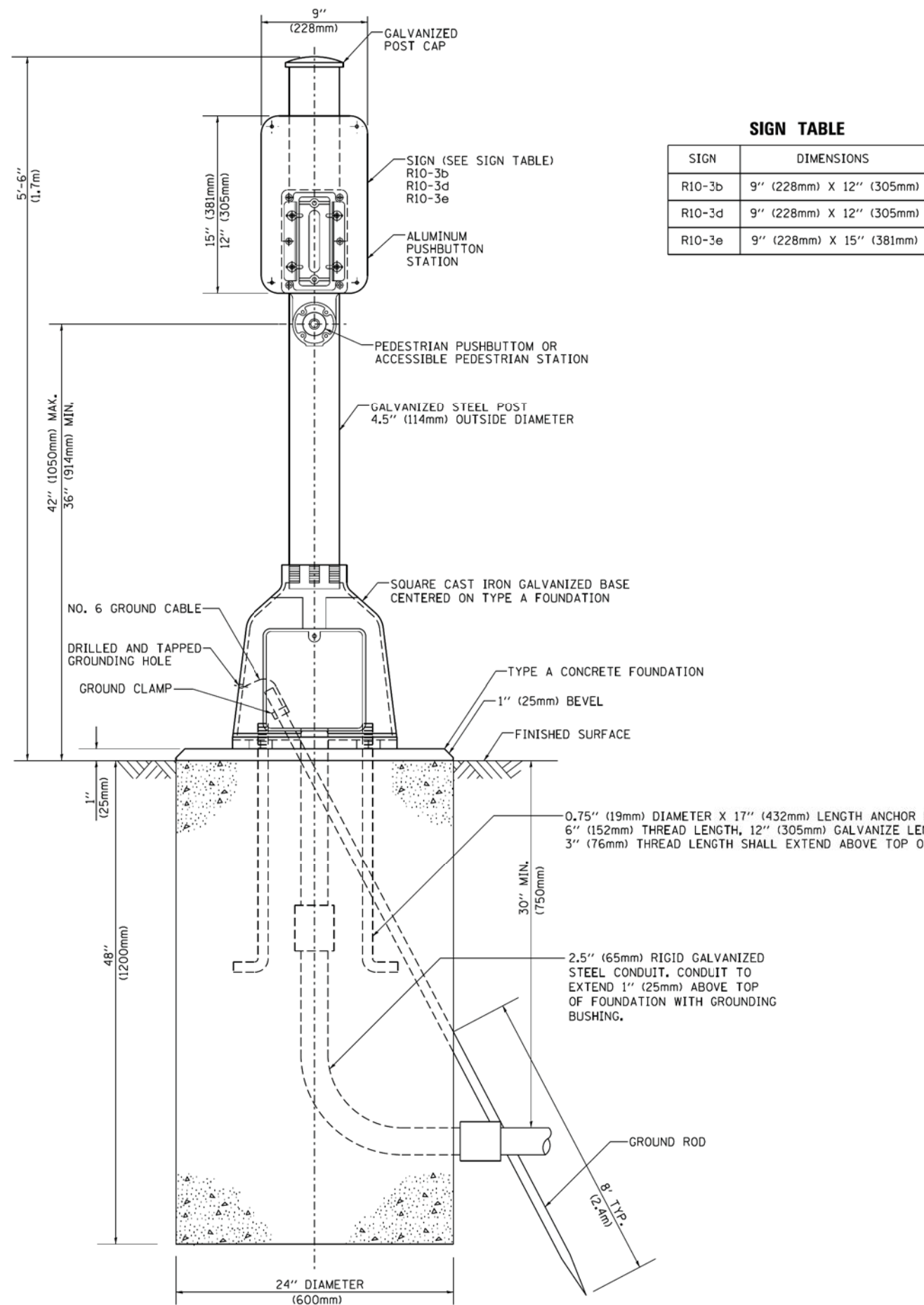
HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

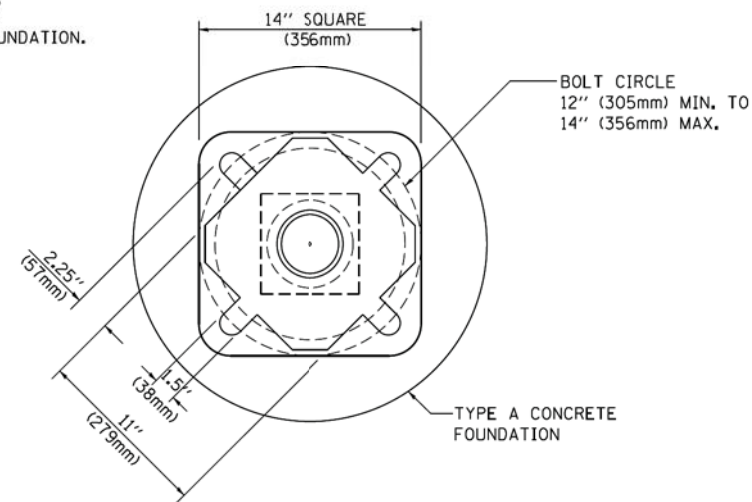
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE	SHEET NO. 6 OF 7 SHEETS	STA. TO STA.	F.A.U. RTE. 3723/3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 57
			TS-05		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

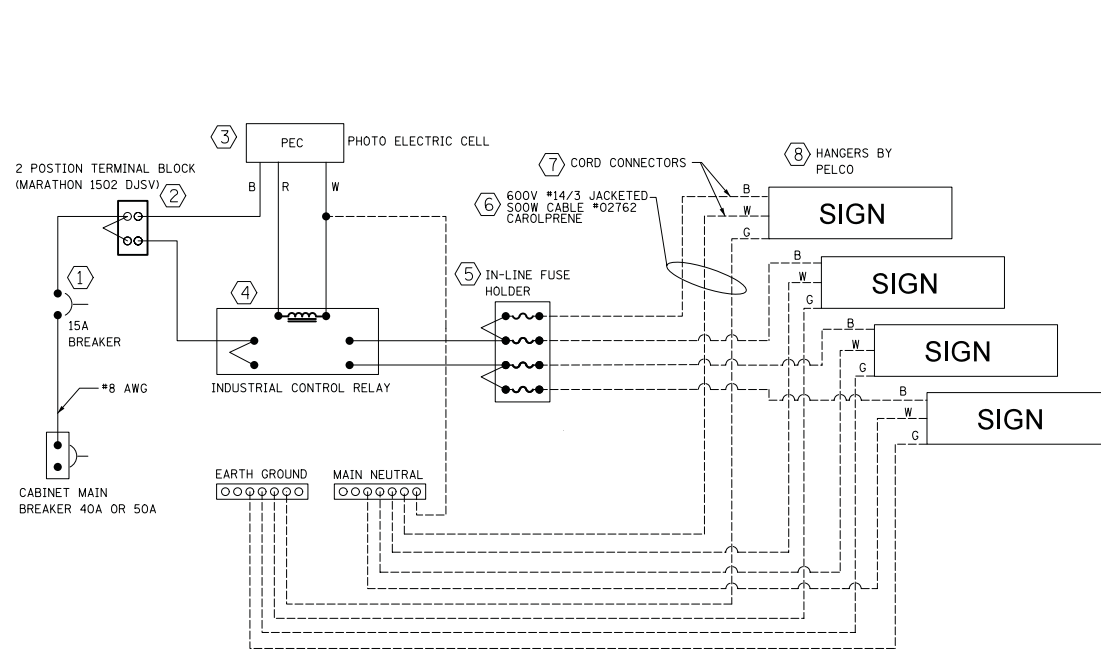
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PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

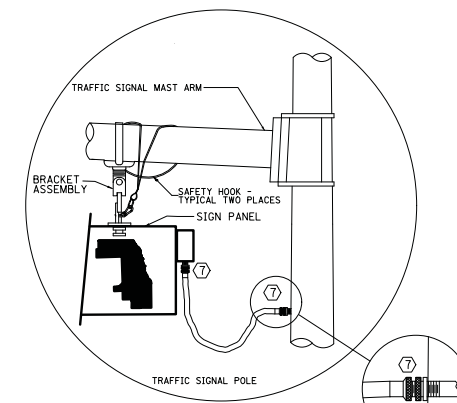
SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723/3724	15-00065-00-RS	COOK	109	58
TS-05		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



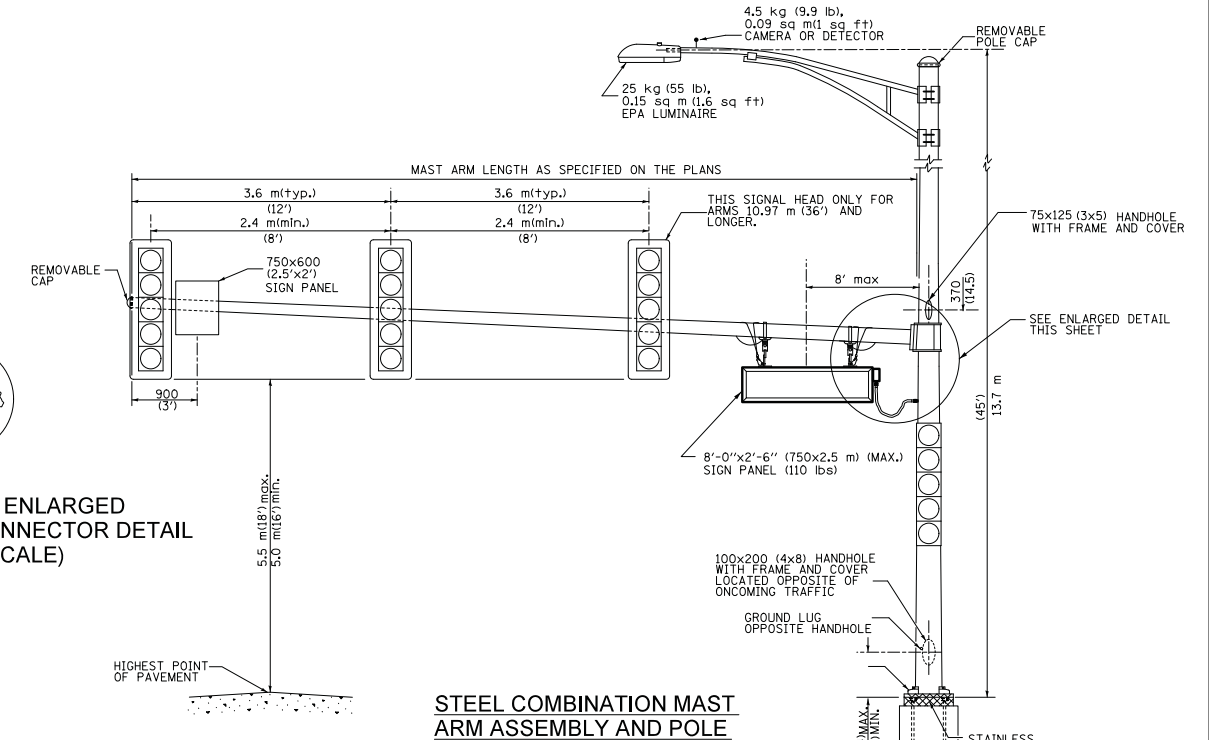
LED SIGN WIRING DETAIL

DESCRIPTION	MANUFACTURER	MODEL	NOTES
1. CIRCUIT BREAKER		15 AMPERE	
2. TERMINAL BLOCK	MARATHON	1502 DJSV	
3. PHOTO ELECTRIC CONTROL	FISHER PIERCE	B124-1.5-07762	
4. CONTRACTOR (INDUSTRIAL CONTROL RELAY)	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
5. IN-LINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMANN	S-8000 BK/S-8-3-4-R	
6. ELECTRIC CABLE, No. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE /SOOW	02762	
7. CORD/CABLE CONNECTOR	APPLETON	CG5050S (STEEL)	
8. SIGN MOUNTING HARDWARE	PELCO	SE-5015	

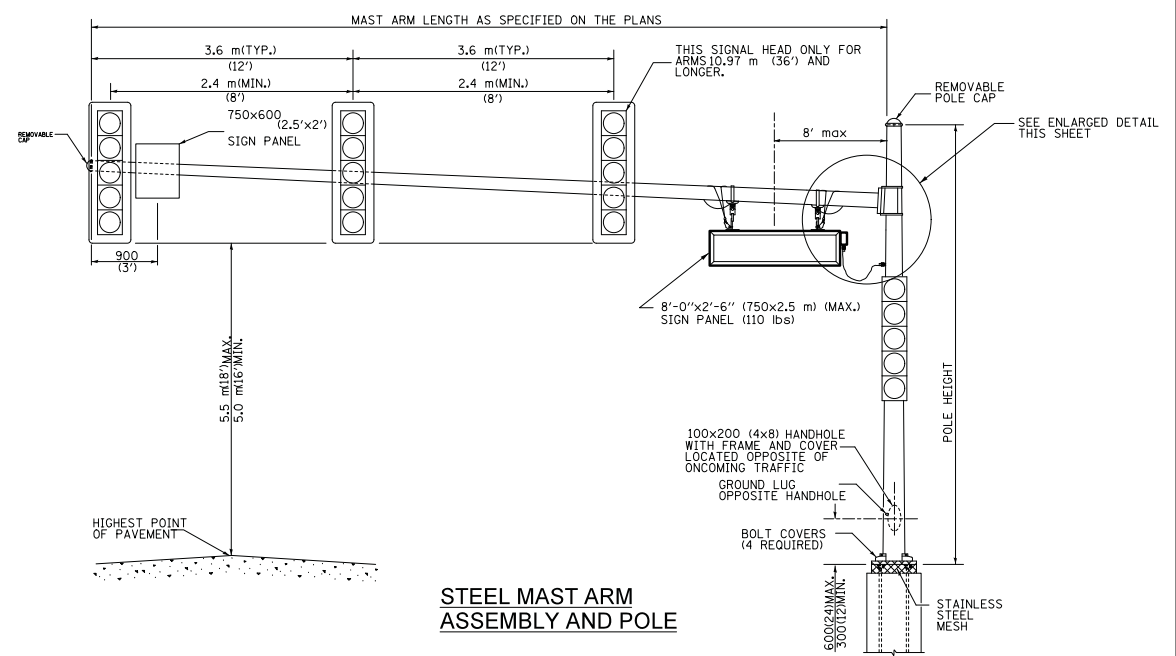


LED SIGN ENLARGED CABLE CONNECTOR DETAIL (NOT TO SCALE)

LED SIGN ENLARGED CABLE CONNECTOR DETAIL (NOT TO SCALE)

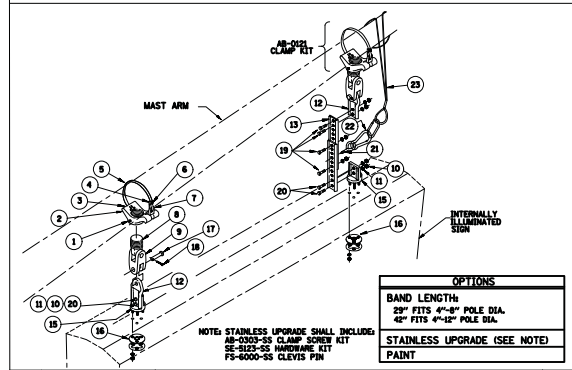


STEEL COMBINATION MAST ARM ASSEMBLY AND POLE



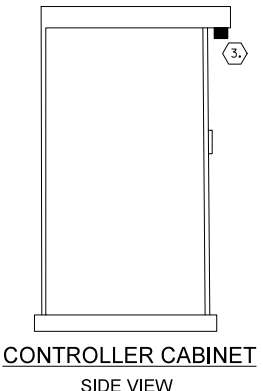
STEEL MAST ARM ASSEMBLY AND POLE

TITLE: BRACKET, FREE-SWINGING MAST ARM SIGN W/BAND MOUNT MINI-BRAC



ITEM	PART NO.	DESCRIPTION	QTY
1	FS-3205-SS	SCREW, SET SQ HD 1/4"-20 X 5/8", STAINLESS	2
2	AB-0266-MI	CLAMP, MINI-BRAC BAND MOUNT, 1/2" NPS, ALUM	2
3	FS-6201-ZNI	PIN, GROOVE 3/16" x 1 1/4", ZINCL	2
4	AB-0244-SS	CLAMP, BAND 5/8", STAINLESS	2
5	AB-0243-L	BAND, 5/8", STAINLESS	2
6	FS-3202-SS	SCREW, SET SOC HD 5/16"-18, STAINLESS	2
7	AB-0303-GLV	KIT, CLAMP SCREW FOR MINI-BRAC, GALV	2
8	SE-0371-MI	ADAPTER, SPAN WIRE, DIE CAST ALUM W/ SS INSERT	2
9	SE-0464-M2	CLEVIS-CLEVIS, 1/4" x 1/4", ALUM W/ STAINLESS BUSHINGS	2
10	FS-1001-SS	NUT, HEX HD 5/16", STAINLESS	8
11	FS-4201-SS	WASHER, SPLIT LOCK, 5/16", STAINLESS	8
12	SE-0508-M2	EXTENDER CONNECTOR HANGER, ALUM W/ STAINLESS BUSHINGS	2
13	SE-0507-I1	EXTENDER, 11"	2
14	SE-0512-MI	HANGER, TRI-STUD, ALUM	2
15	SE-5048-SS	HARDWARE KIT W/ GASKET, 5/16" - 18, STAINLESS	2
16	FS-6000-GLV	PIN, CLEVIS, 5/8" x 2 1/4" EL, GALV	4
17	FS-6100-SS	PIN, COTTER HUMPED, 5/32" x 1.775" 304 STAINLESS	4
18	FS-2006-SS	BOLT, HEX HD, 5/16" - 18 x 1", STAINLESS	4
19	FS-2019-SS	BOLT, HEX HD, 5/16" - 18 x 1 1/4", STAINLESS	4
20		EYE HOOK, STAINLESS STEEL (RATED FOR APPROPRIATE LOAD)	2
21		CARABINER HOOK, STAINLESS STEEL (RATED FOR APPROPRIATE LOAD)	2
22		CABLE, SAFETY, FOR SIGN HANGERS, STAINLESS	2
23	SH-1867-L	SLEEVE, COMPRESSION, OVAL, STAINLESS	4
	FS-9054-SS	WIRE ROPE, 3/16" x 7 x 19, AIRCRAFT, TYPE 304 STAINLESS	2
	FS-5101-SS	CONNECTOR, THREADED, 3/16" x 1-1/2", STAINLESS	2
	FS-6516-SS	INSTRUCTIONS, SAFETY CABLE FOR SIGN HANGERS	2
	Z-2042		

LED SIGN BRACKET DETAIL

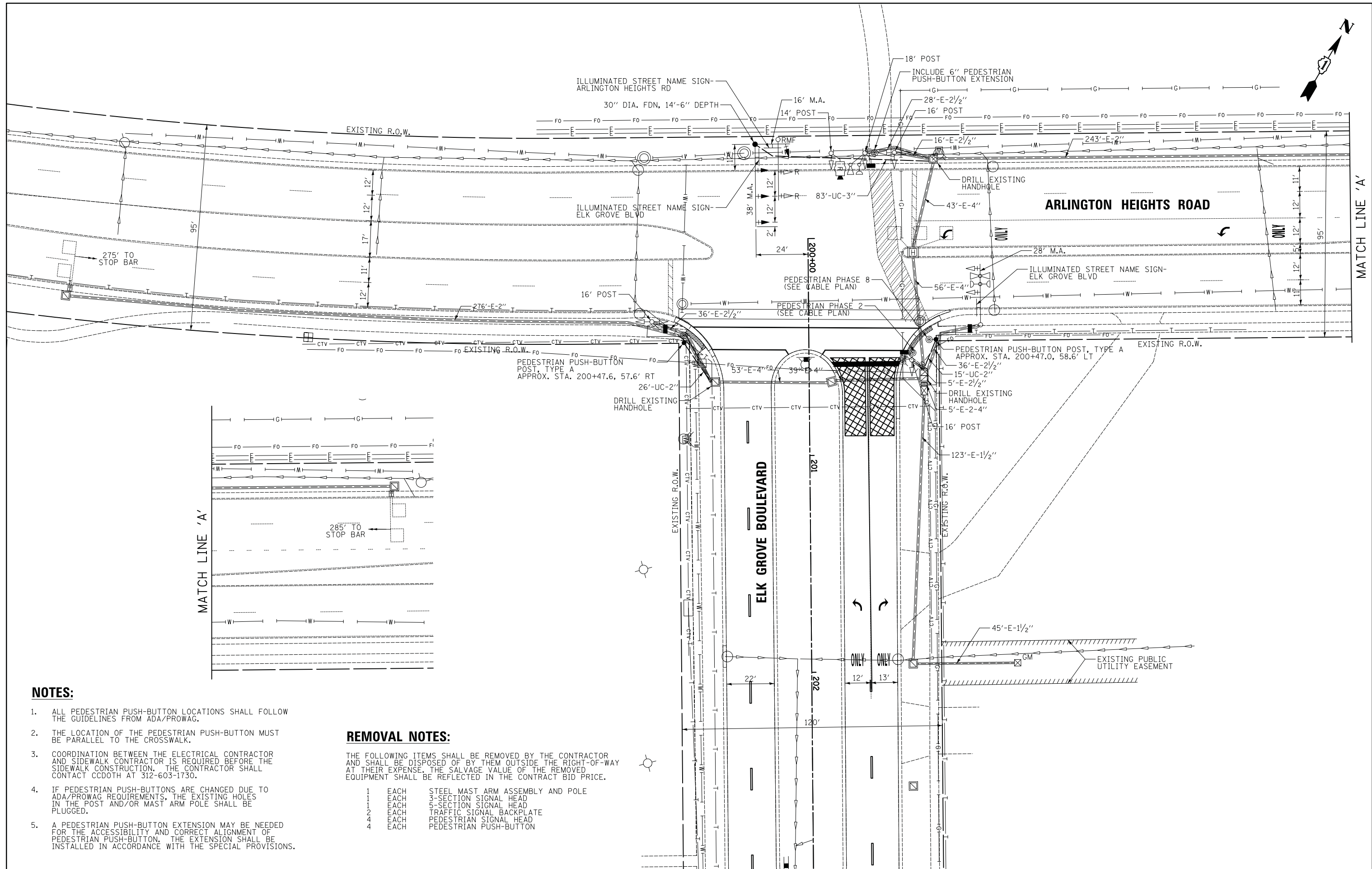


CONTROLLER CABINET SIDE VIEW

GENERAL NOTE:

- SIGNAL HEADS, SIGN PANELS, AND OTHER ATTACHMENT ARE SHOWN FOR MINIMUM DESIGN LOADING PURPOSES ONLY. EACH SIGNAL HEAD SHALL WEIGH 36 Kg (80 lb) AND HAVE A PROJECTED AREA OF 1.37 sq. m (14.7 sq ft.).
- PHOTO ELECTRIC CELL IS TO BE MOUNTED ABOVE CABINET DOOR.
- THE SIGN SHALL BE LOCATED AT A MAXIMUM OF 8' FROM CENTER OF SIGN TO POLE.
- SIGN IS TO BE MOUNTED A MINIMUM OF 16' ABOVE PAVEMENT.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL 120 VOLT SYSTEM AND CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN

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



NOTES:

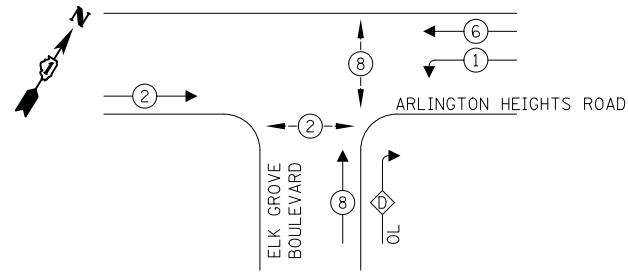
1. ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL FOLLOW THE GUIDELINES FROM ADA/PROWAG.
2. THE LOCATION OF THE PEDESTRIAN PUSH-BUTTON MUST BE PARALLEL TO THE CROSSWALK.
3. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
4. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED.
5. A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

REMOVAL NOTES:

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

1	EACH	STEEL MAST ARM ASSEMBLY AND POLE
1	EACH	3-SECTION SIGNAL HEAD
1	EACH	5-SECTION SIGNAL HEAD
2	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	PEDESTRIAN SIGNAL HEAD
4	EACH	PEDESTRIAN PUSH-BUTTON

EXISTING AND PROPOSED CONTROLLER SEQUENCE

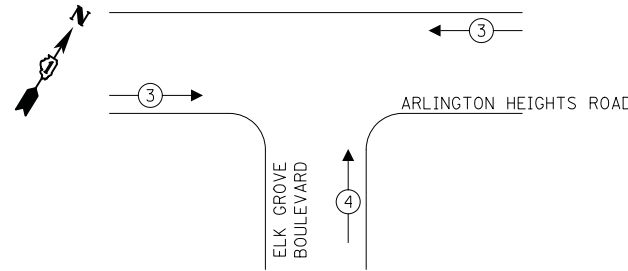


PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
D	= 8	+ 1

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



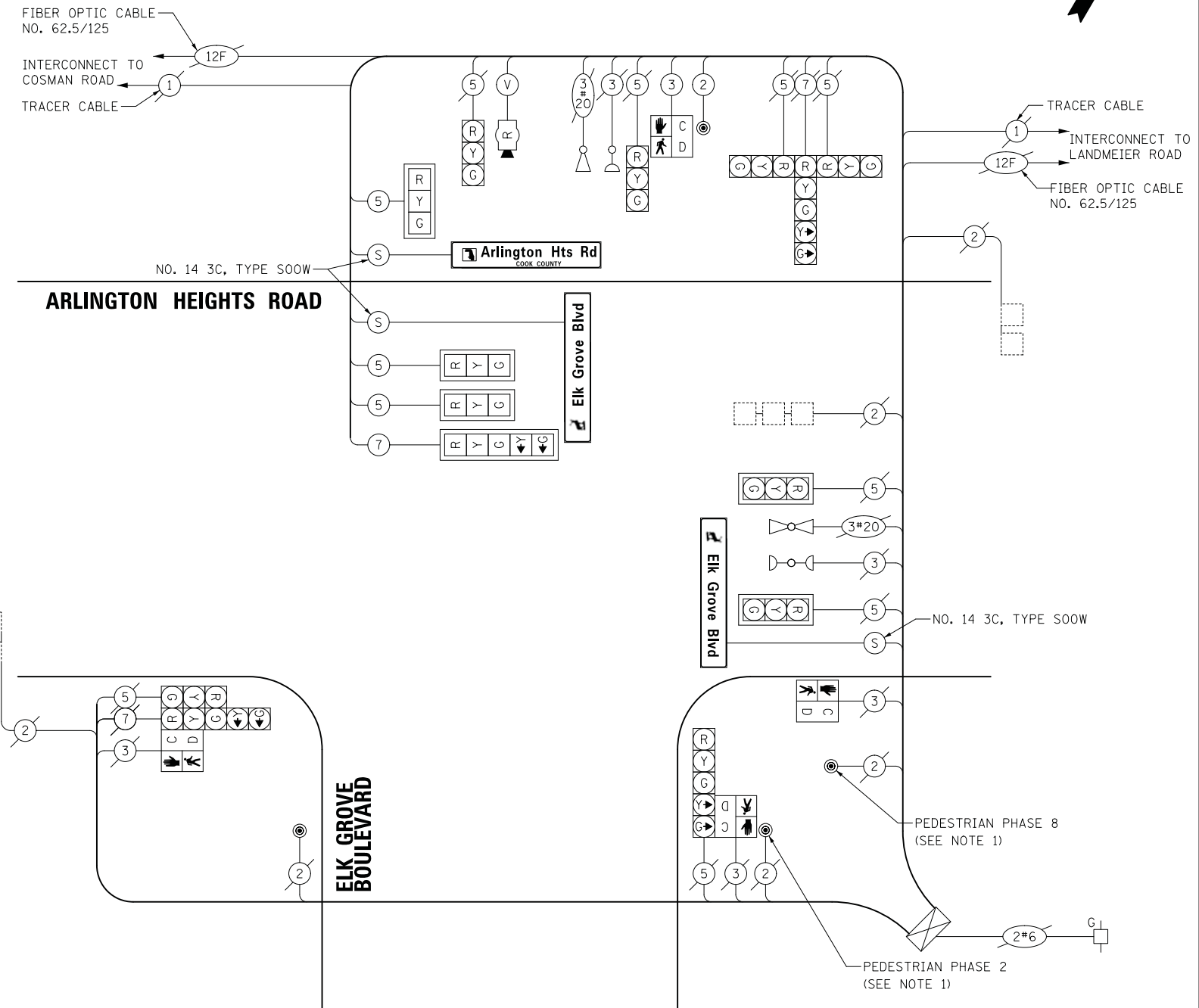
EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↔	↑

LEGEND:

- ← ⊙ → DUAL ENTRY PHASE
- ← ⊙ SINGLE ENTRY PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL OVERLAP

CABLE PLAN NOTES

1. THE PEDESTRIAN PUSH-BUTTONS SHALL PLACE A CALL TO THE PHASE AS NOTED ON THE PLANS. THIS WORK SHALL BE PAID FOR AS "MODIFY EXISTING CONTROLLER".



LOCATION: ARLINGTON HEIGHTS ROAD AT ELK GROVE BOULEVARD
COOK COUNTY
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	3	5	1.00	15.00
PED. SIGNAL	4	25	1.00	100.00
12" SIGNAL (RED)	14	17	0.50	119.00
(YELLOW)	14	25	0.05	17.50
(GREEN)	14	15	0.45	94.50
(ARROW)	4	12	0.10	4.80
ILLUMINATED LED STREET NAME 8"	3	144	0.40	172.80
RADAR DETECTOR	1	12	1.00	12.00
TOTAL =				635.60

ENERGY COSTS TO: COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 6007166025
SUPPLEMENT NO. NC150367

ENERGY COST SHARE: COOK COUNTY: 67%

VILLAGE OF ELK GROVE VILLAGE
901 WELLINGTON AVENUE
ELK GROVE VILLAGE, IL 60007

ELK GROVE: 33%

ENERGY SUPPLY CONTACT: ComEd
Phone: (866) 639-3532
Company: ComEd

EFFECTIVE DATE: TO BE DETERMINED

FILE NAME =	USER NAME = djk	DESIGNED - LEP	REVISED -
...\\10.3003.Cable plan Ar-lington Hts Rd	Elk Grove Blvd.dgn	DRAWN - LEP	REVISED -
	PLOT SCALE = 20.0000' / in.	CHECKED - JJE	REVISED -
MODELNAME	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN
ARLINGTON HEIGHTS ROAD AT ELK GROVE BOULEVARD**

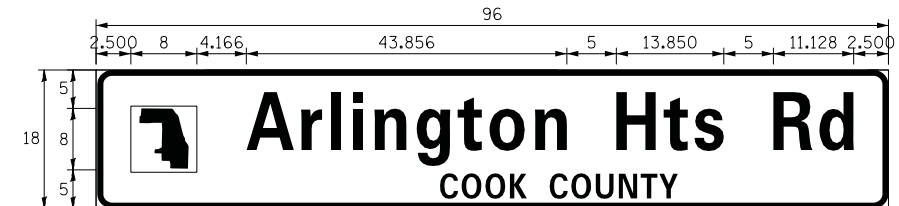
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	61
3724	CONTRACT NO. 61E25			

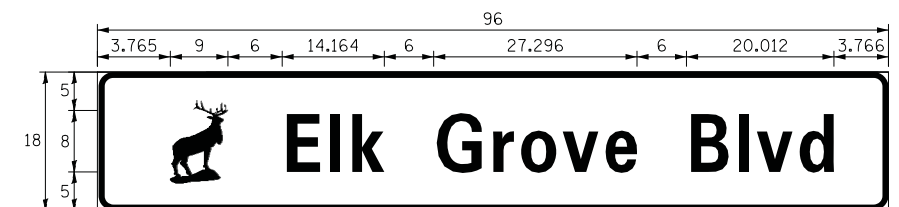
ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	41
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	83
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	174
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	181
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	775
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	279
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	142
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 16 FT. AND 38 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	15
DRILL EXISTING HANDHOLE	EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
PEDESTRIAN PUSH-BUTTON	EACH	4
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	831
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	94
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	3
RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2
CABLE, SPECIAL	FOOT	591



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12	2	ZZ	1 (SINGLE-SIDED)



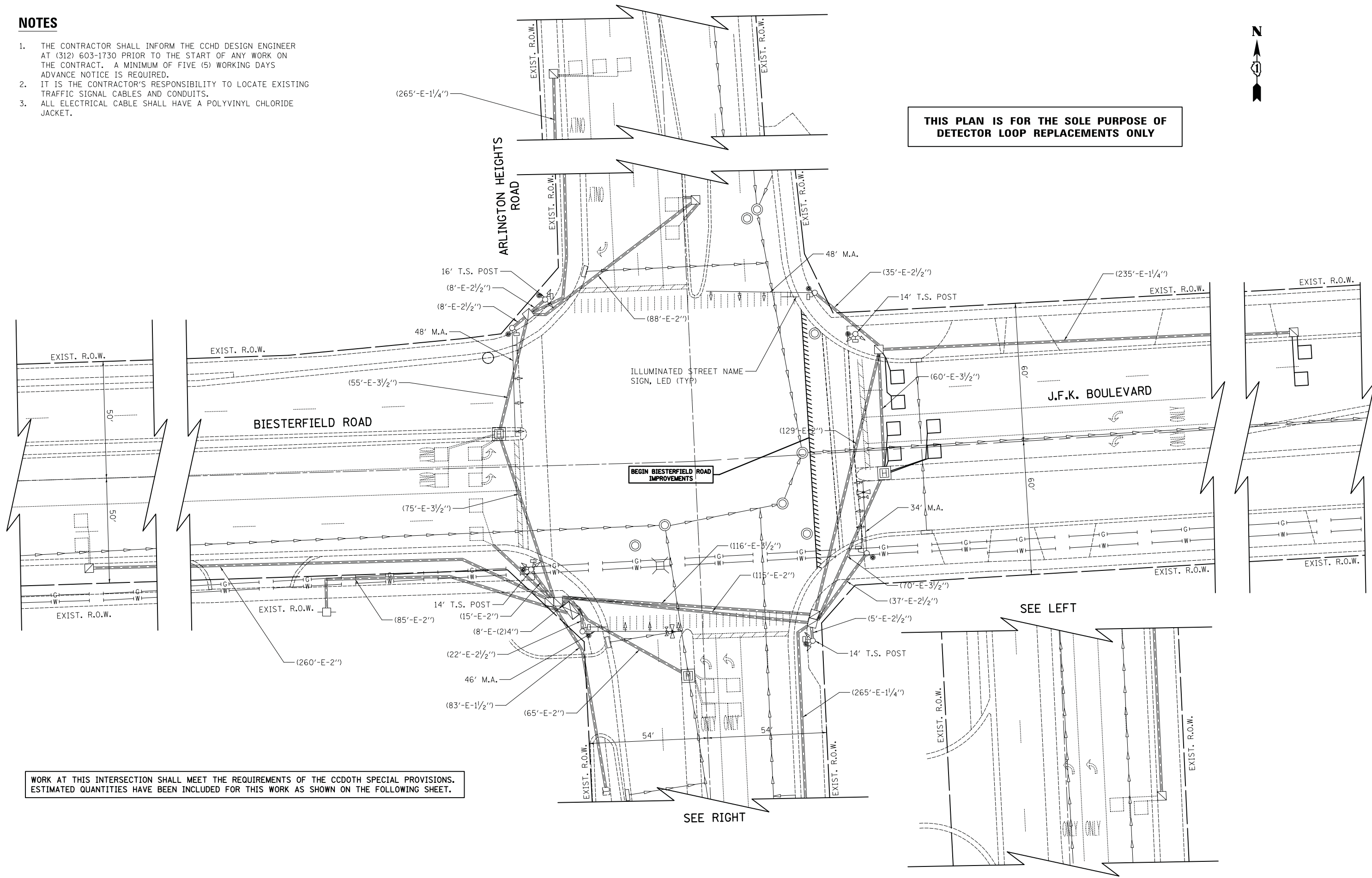
DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12	2	ZZ	2 (DOUBLE-SIDED)

NOTES

1. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
3. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.



**THIS PLAN IS FOR THE SOLE PURPOSE OF
DETECTOR LOOP REPLACEMENTS ONLY**

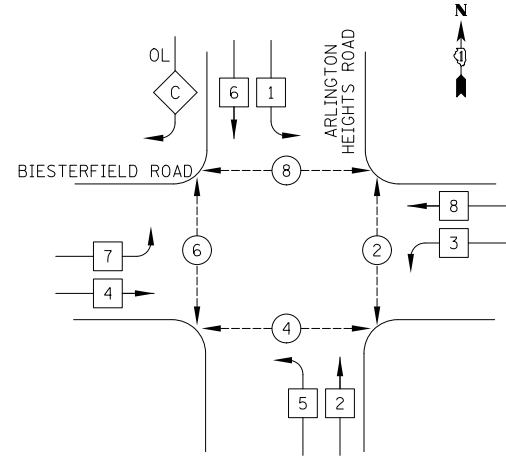


WORK AT THIS INTERSECTION SHALL MEET THE REQUIREMENTS OF THE CCHD SPECIAL PROVISIONS. ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR THIS WORK AS SHOWN ON THE FOLLOWING SHEET.

FILE NAME = ...\\12.3003.Ar1Hts-JFK Signal Plan.dgn	USER NAME = djk	DESIGNED - LEP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN BIESTERFIELD ROAD AT ARLINGTON HEIGHTS ROAD	F.A.U. RTE. 3723	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 63		
PLOT SCALE = 20.0000' / in.	CHECKED - JJE	REVISIED -	REVISIED -			3724	CONTRACT NO. 61E25		ILLINOIS FED. AID PROJECT			
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISIED -			SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS	STA. TO STA.				

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENTS ONLY

EXISTING AND PROPOSED CONTROLLER SEQUENCE



LEGEND

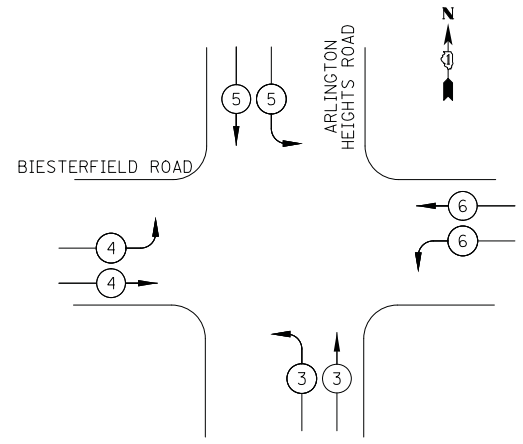
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

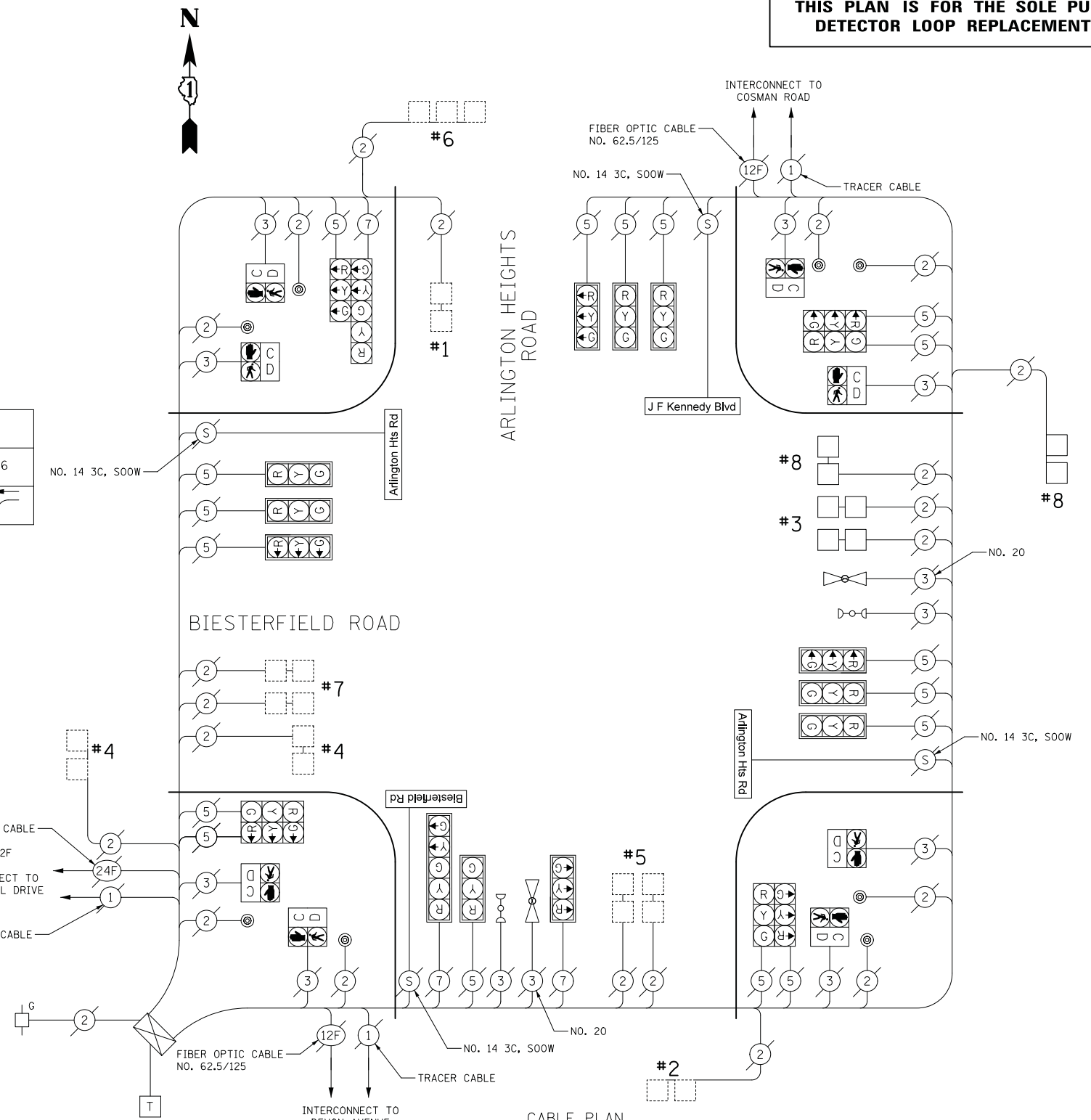
RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
C	= 6	+ 7

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT				



SCHEDULE OF QUANTITIES

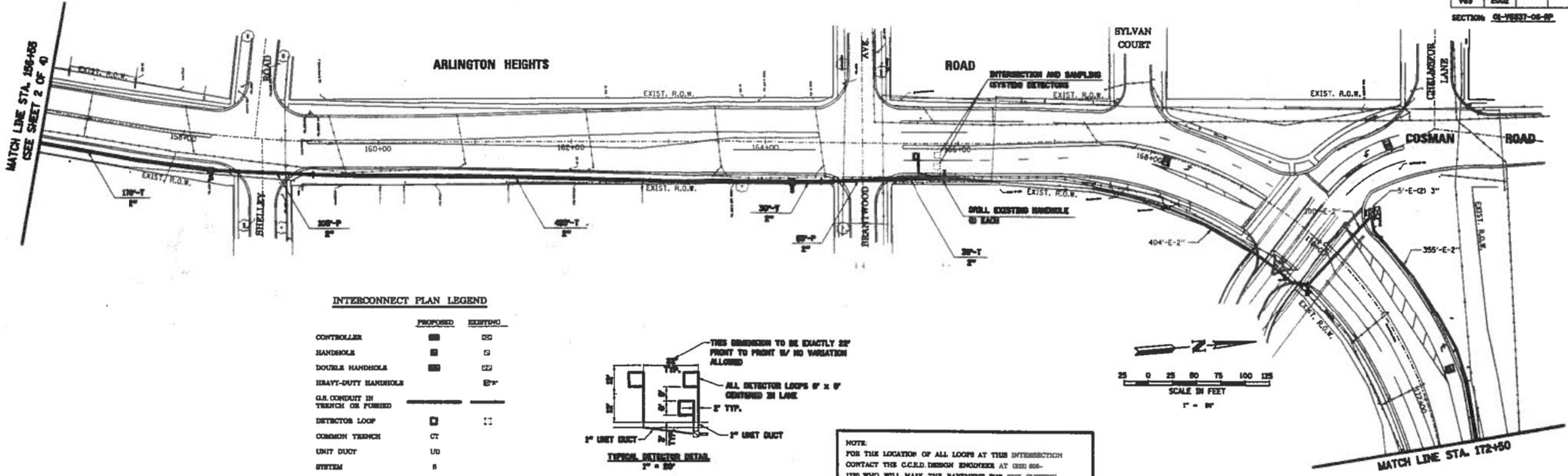
PAY ITEM	UNIT	QNTY.
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	500
DETECTOR LOOP, TYPE I	FOOT	300

WORK AT THIS INTERSECTION SHALL MEET THE REQUIREMENTS OF THE CCDOTH SPECIAL PROVISIONS. ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR THIS WORK AS SHOWN ABOVE.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	20		17	0.50	170
(YELLOW)	20		25	0.25	125
(GREEN)	20		15	0.25	75
ARROW	4		12	0.10	5
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
LED STREET NAME SIGNS	4		66	0.50	132
FLASHER				0.50	
TOTAL =					807

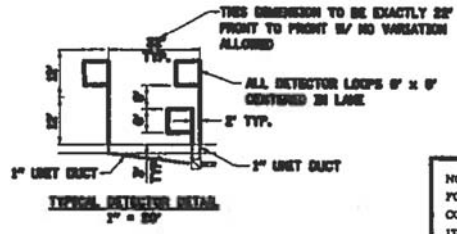
ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: (866) 639-3532
COMPANY: COM ED

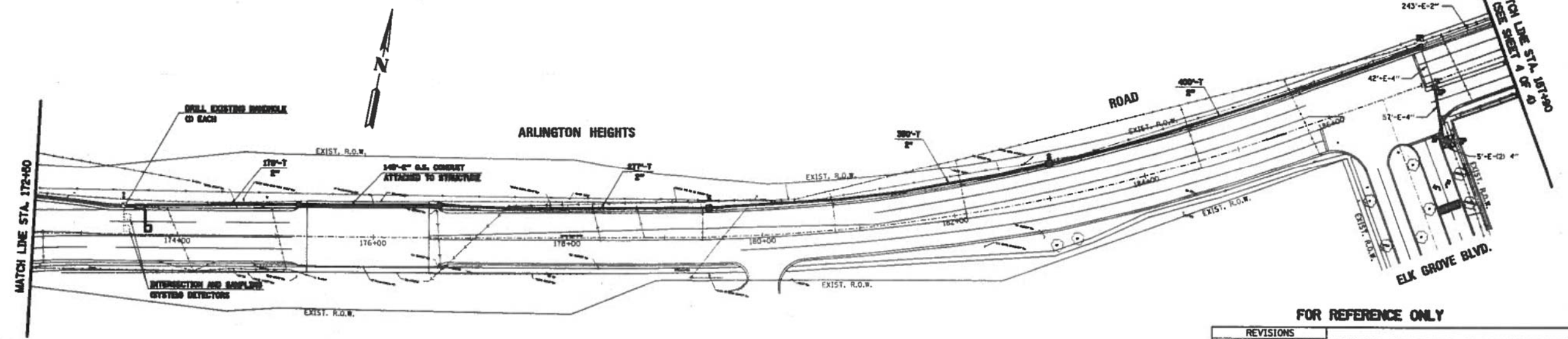


INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☐	☐
HANDHOLE	⊞	⊞
DOUBLE HANDHOLE	⊞	⊞
HEAVY-DUTY HANDHOLE	⊞	⊞
G.E. CONDUIT IN TRENCH OR PAVED	—	—
DETECTOR LOOP	⊞	⊞
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I
JUNCTION BOX	⊙	



NOTE:
FOR THE LOCATION OF ALL LOOPS AT THE INTERSECTION CONTACT THE C.C.L.D. DESIGN ENGINEER AT CHS 806-1780 WHO WILL MAKE THE PAYMENT FOR THE CUTTING OF THE LOOPS.



FOR REFERENCE ONLY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION INTERCONNECT PLAN ARLINGTON HEIGHTS ROAD COOK COUNTY, ILLINOIS SHEET 3 OF 4
NAME	DATE	
		SCALE 1" = 80' DATE 2-20-08 DRAWN BY PFB CHECKED BY ABR / BMS

THIS PLAN IS FOR INTERCONNECT REFERENCE ONLY

FILE NAME = ...\\15.3003.CCDOH Record Int Plan 02.dgn
#MODELNAME#

USER NAME = djk
PLOT SCALE = 50.0000' / in.
PLOT DATE = 11/8/2017

DESIGNED - LEP
DRAWN - LEP
CHECKED - JJE
DATE - 11/10/2017

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

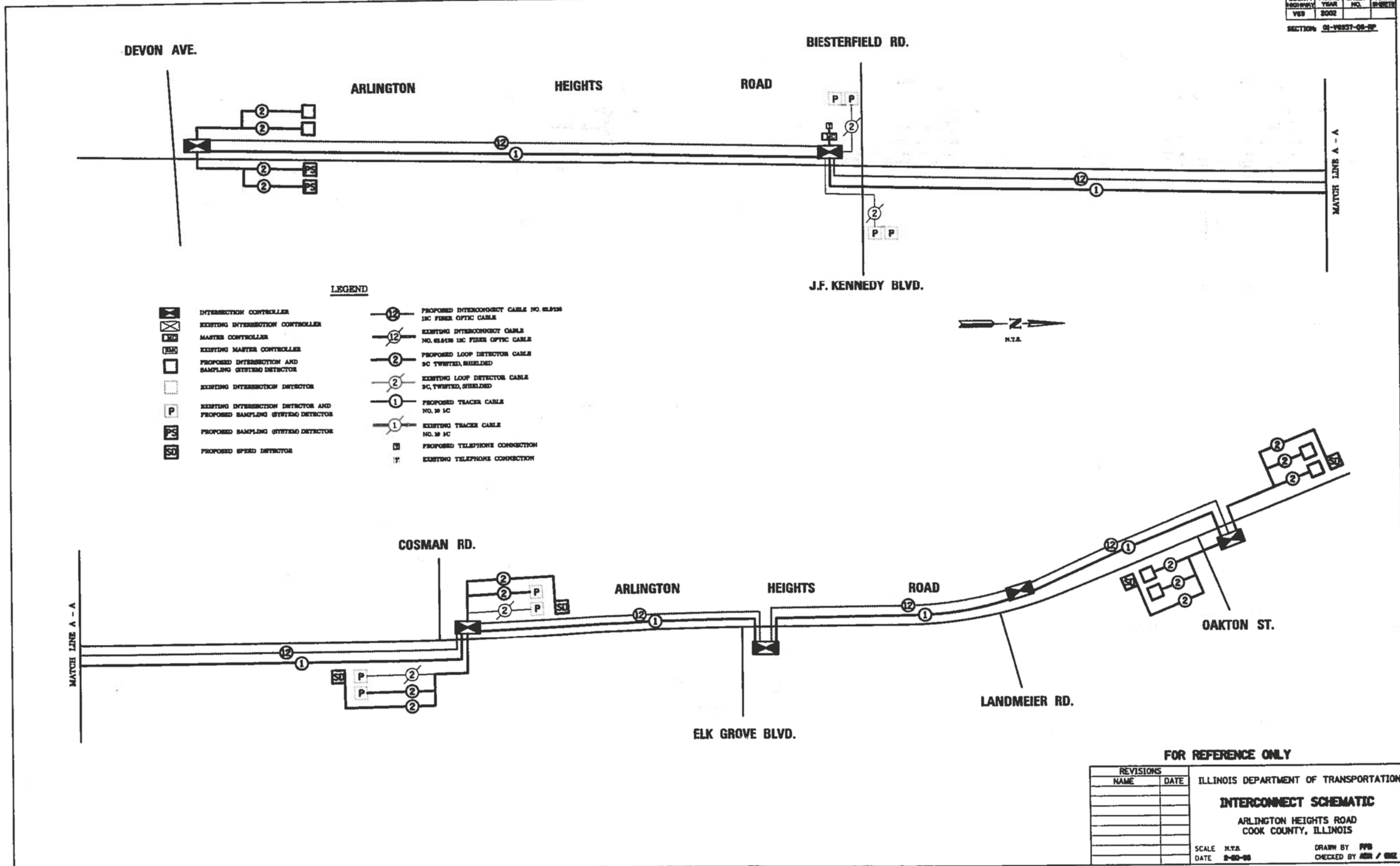
**INTERCONNECT PLAN
ARLINGTON HEIGHTS ROAD**
SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3724	15-00065-00-R5	COOK	109	66
3724	CONTRACT NO. 61E25			

ILLINOIS FED. AID PROJECT

COUNTY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
VEB	2002		

SECTION 01-VEB07-00-01



- LEGEND**
- INTERSECTION CONTROLLER
 - EXISTING INTERSECTION CONTROLLER
 - MASTER CONTROLLER
 - EXISTING MASTER CONTROLLER
 - PROPOSED INTERSECTION AND SAMPLING SYSTEM DETECTOR
 - EXISTING INTERSECTION DETECTOR
 - EXISTING INTERSECTION DETECTOR AND PROPOSED SAMPLING SYSTEM DETECTOR
 - PROPOSED SAMPLING SYSTEM DETECTOR
 - PROPOSED SPEED DETECTOR
 - PROPOSED INTERCONNECT CABLE NO. 62/100 1K FIBER OPTIC CABLE
 - EXISTING INTERCONNECT CABLE NO. 62/100 1K FIBER OPTIC CABLE
 - PROPOSED LOOP DETECTOR CABLE 3C TWISTED, SHIELDED
 - EXISTING LOOP DETECTOR CABLE 3C TWISTED, SHIELDED
 - PROPOSED TRACER CABLE NO. 10 1K
 - EXISTING TRACER CABLE NO. 10 1K
 - PROPOSED TELEPHONE CONNECTION
 - EXISTING TELEPHONE CONNECTION



FOR REFERENCE ONLY









REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT SCHEMATIC
 ARLINGTON HEIGHTS ROAD
 COOK COUNTY, ILLINOIS

SCALE: N.T.A.
 DATE: 2-20-08
 DRAWN BY: PFB
 CHECKED BY: JJE / JJE

THIS PLAN IS FOR INTERCONNECT REFERENCE ONLY

LEGEND

-  EXISTING LIGHTING UNIT
-12' POST MOUNTED HPS ACORN FIXTURE
-  PROPOSED LIGHTING UNIT
-LUMINAIRE, LED, SPECIAL
-LIGHT POLE, SPECIAL, 12'
-LIGHT POLE FOUNDATION, SPECIAL
-  REMOVAL OF LIGHTING UNIT, SALVAGE
REMOVAL OF POLE FOUNDATION
-  REMOVE AND REPLACE LIGHTING UNIT ON EXISTING METAL FOUNDATION
-REMOVAL OF LIGHTING UNIT, SALVAGE
-LUMINAIRE, LED, SPECIAL
-LIGHT POLE, SPECIAL, 12'
-  PROPOSED LIGHTING UNIT MOUNTED ON STRUCTURE
-LUMINAIRE, LED, SPECIAL
-LIGHT POLE, SPECIAL
-  UNIT DUCT, 600V, 2-1C NO.6,
1/C NO. 8 GROUND, (XLP-TYPE USE),
1 1/4" DIA. POLYETHYLENE
-  EXISTING UNIT DUCT
-  REMOVE ELECTRIC CABLE FROM CONDUIT

GENERAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
2. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, ANY WORK IS NOT REQUIRED, THAT ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION WITH THE RESIDENT ENGINEER AT THE CONSTRUCTION INSPECTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF FOUNDATIONS HEIGHTS AND THE LIGHT SHALL REMAIN WITH THE CONTRACTOR.
5. CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICTS WITH TREES, BUSHES, DRAINS, OTHER UTILITIES AND LANDSCAPING.
6. REMOVED LIGHTING UNITS AND METAL FOUNDATIONS SHALL BE DELIVERED TO:

VILLAGE OF ELK GROVE VILLAGE PUBLIC WORKS
600 LANDMEIER ROAD
ELK GROVE VILLAGE, IL 60007
847-734-8800

CODED PAY ITEM NO.	PAY ITEM	UNIT	TOTAL QUANTITIES
31101180	SUBBASE GRANULAR MATERIAL, TYPE B 2"	SQ YD	14
42001300	PROTECTIVE COAT	SQ YD	14
44000600	SIDEWALK REMOVAL	SQ FT	125
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	270
81028360	UNDERGROUND CONDUIT, PVC, 2 1/2" DIA.	FOOT	130
81200240	CONDUIT EMBEDDED IN STRUCTURE, 2 1/2" DIA., PVC	FOOT	48
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1153
84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	7
84200804	REMOVAL OF POLE FOUNDATION	EACH	3
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1773
X1400210	LIGHT POLE, SPECIAL, 12'	EACH	7
X1400238	LUMINAIRE, LED, SPECIAL	EACH	11
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	125
X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	30
X8300001	LIGHT POLE, SPECIAL	EACH	4
X8360120	LIGHT POLE FOUNDATION, SPECIAL	EACH	3
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	8

Benchmark: T.B.M. #8 Cross cut (set) in easterly flange bolt of fire hydrant in the southeast quadrant of the intersection of Rev. Morrison Boulevard & Cypress Lane. Sta. 118+27.47, Offset 53.06' Rt. Elev. 686.11

Existing Structure: SN 016-6920 was originally constructed in 1961. The superstructure is two spans comprised of continuous steel WF beams and a reinforced concrete deck. The substructure consists of reinforced concrete closed abutments and a modified hammerhead pier, all of which are founded on spread footings. In 1991, the bridge was widened in-kind and the bridge deck replaced as Section 91-00033-00-BR. The out-to-out width of the superstructure measures 62'-0" (at right L's), and the structure length is 117'-6" measured back-to-back of abutments along the centerline of the bridge.

Maintenance of Traffic: Two - 10'-0" lanes of traffic (one in each direction) are to be maintained on J. F. Kennedy Blvd. using staged construction.

WATERWAY INFORMATION

Drainage Area = 51.2 sq. mi.		Low Grade Elev. 688.70 @ Sta. 113+72.89							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
	2	971	665	665	682.99	0.00	0.00	682.99	682.99
	10	1,653	822	822	684.37	0.01	0.01	684.38	684.38
Design	30	2,192	913	913	685.17	0.02	0.02	685.19	685.19
	50	2,300	929	929	685.31	0.04	0.04	685.35	685.35
Base	100	2,590	940	940	685.70	0.08	0.08	685.78	685.78
Max. Calc.	500	3,350	940	940	686.54	0.14	0.15	686.68	686.69

10-Year Velocity through Existing Structure = 2.01 ft/sec
 10-Year Velocity through Proposed Structure = 2.01 ft/sec

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)				Item 113
	W. Abut.	Pier	E. Abut.		
Q100	679.75	672.06	679.38		8
Q200	679.40	672.01	674.23		
Design	664.00	664.00	664.00		

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Ed.

LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

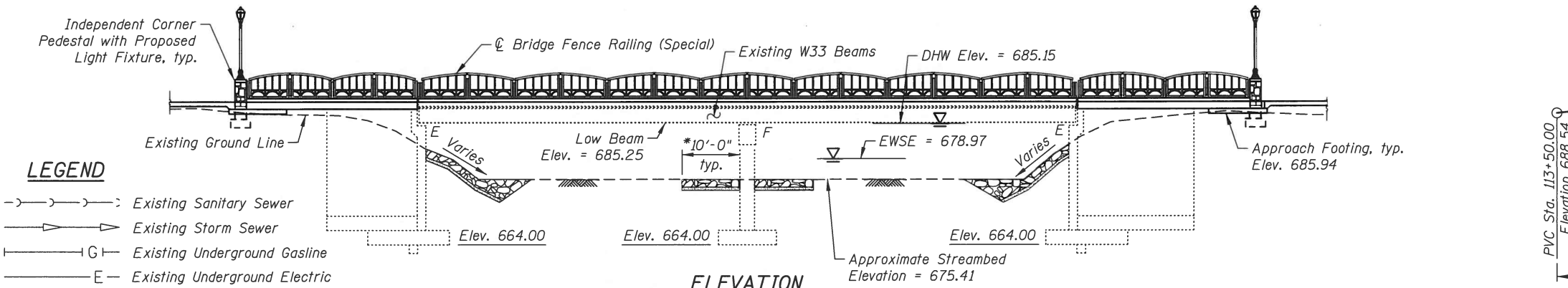
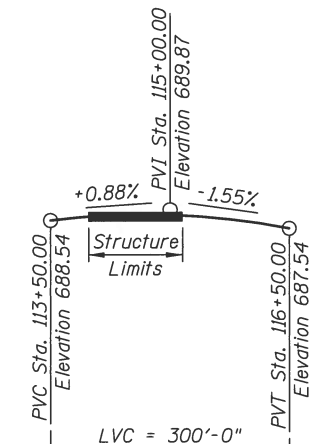
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.084g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.148g
 Soil Site Class = D

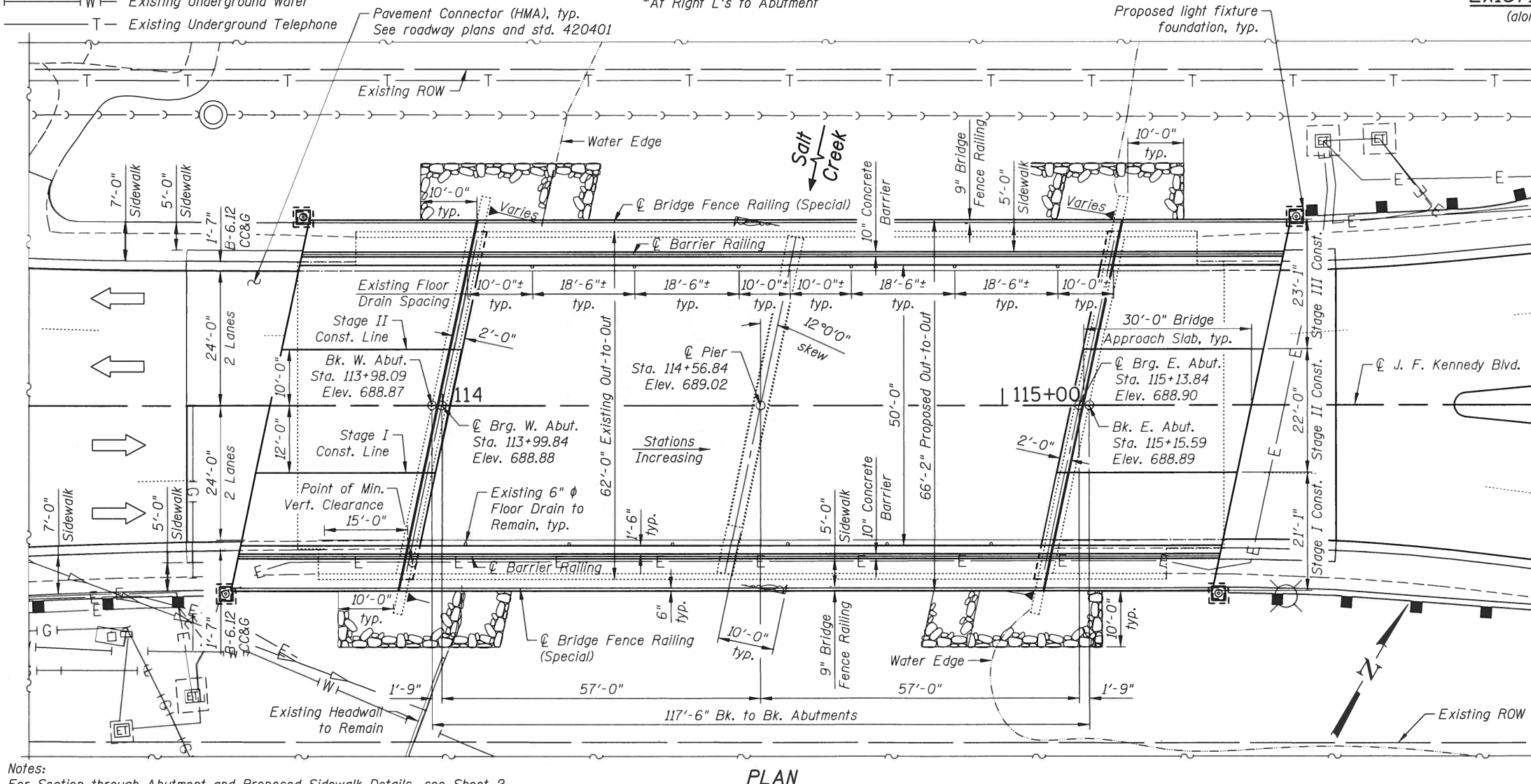
DESIGN STRESSES

FIELD UNITS - NEW
 f'_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
FIELD UNITS - EXISTING
 f'_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
 f_y = 36,000 psi (Structural Steel)

EXISTING PROFILE GRADE
 (along ϕ J. F. Kennedy Blvd.)



- LEGEND**
- Existing Sanitary Sewer
 - Existing Storm Sewer
 - Existing Underground Gasline
 - Existing Underground Electric
 - Existing Underground Water
 - Existing Underground Telephone



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 GREGORY J. HATLESTAD, S.E.

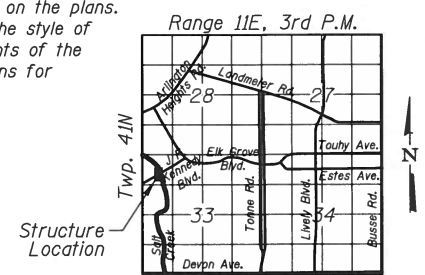


GREGORY J. HATLESTAD, S.E.
 # 081-005562

EXP 11/30/2018

DATE 10/6/17

I certify that to the best of knowledge, information, and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges.



GENERAL PLAN & ELEVATION
J. F. KENNEDY BOULEVARD OVER SALT CREEK
F.A.U. ROUTE 3723 - SECTION 15-00065-00-RS
COOK COUNTY
STA. 114+56.84
STRUCTURE NO. 016-6920

Notes:
 For Section through Abutment and Proposed Sidewalk Details, see Sheet 2.
 For Stage Construction Details, see Sheet 3.

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 Itasca, Illinois 60143
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DRAWN - J. Schroeder	REVISED -
DESIGNED - K. Kompore	REVISED -
CHECKED - G. Hatlestad	REVISED -
DATE - October 6, 2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
 SHEET NO. 51 OF 520 SHEETS

F.A.U. RTE. 3723	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 72
CONTRACT NO. 61E25			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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GENERAL NOTES

- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that can not be removed by grinding 1/4 in. deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings, and other structural steel within 5 ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15. All remaining structural steel shall be cleaned per Power Tool Cleaning - Modified SSPC-SP3.

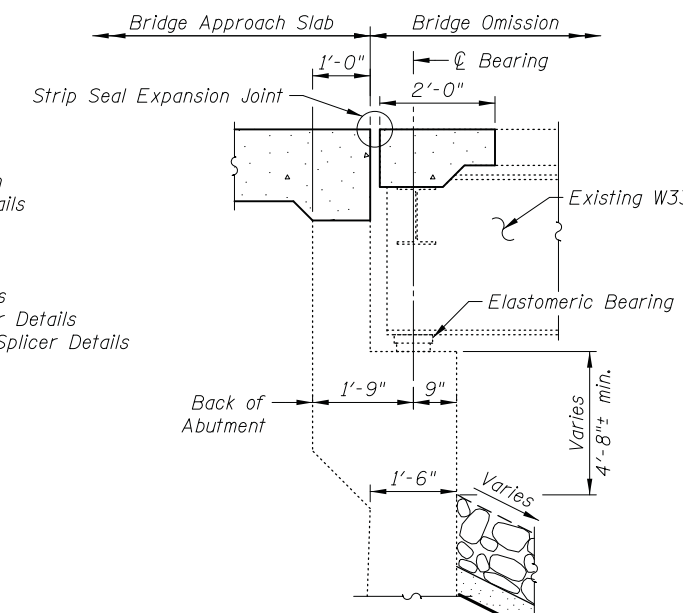
The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1 - OZ/E/U. The designated areas cleaned per Power Tool Cleaning - Modified SSPC-SP3 shall be painted according to the requirements of Paint System 2 - PS/EM/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No 2.5YR 3/4.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	651	651
Filter Fabric	Sq. Yd.	-	651	651
Concrete Removal	Cu. Yd.	56.7	17.0	73.7
Bridge Rail Removal	Foot	301.0	-	301.0
Cofferdam, Type 1 (Location 1)	Each	-	2	2
Structure Excavation	Cu. Yd.	-	37.5	37.5
Concrete Structures	Cu. Yd.	-	48.6	48.6
Concrete Superstructure	Cu. Yd.	100.9	-	100.9
Bridge Deck Grooving	Sq. Yd.	342	-	342
Form Liner Textured Surface	Sq. Ft.	128	-	128
Protective Coat	Sq. Yd.	784	-	784
Concrete Superstructure (Approach Slab)	Cu. Yd.	183.8	-	183.8
Reinforcement Bars, Epoxy Coated	Pound	81,880	7,250	89,130
Bar Splicers	Each	448	160	608
Parapet Railing	Foot	351.0	-	351.0
Preformed Joint Strip Seal	Foot	135.5	-	135.5
Concrete Surface Color Treatment	Sq. Ft.	-	183	183
Containment and Disposal of Non-Lead Paint Cleaning Residues No. 1	L. Sum	1	-	1
Bridge Fence Railing (Special)	Foot	350.5	-	350.5
Cleaning and Painting Steel Bridge, No. 1	L. Sum	1	-	1
Fence Removal	Foot	231.0	-	231.0

INDEX OF SHEETS

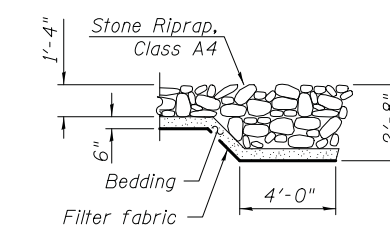
- S1 General Plan & Elevation
- S2 General Data
- S3 Stage Construction Details
- S4 Removal Details
- S5 Top of Approach Slab Elevations
- S6 Joint Reconstruction & Sidewalk Plan
- S7 Joint Reconstruction & Sidewalk Details
- S8 Preformed Joint Strip Seal
- S9 Bridge Approach Slab
- S10 Bridge Approach Slab Details
- S11 Bridge Fence Railing (Special) Details
- S12 Parapet Railing and Concrete Barrier Details
- S13 Bar Splicer Assembly & Mechanical Splicer Details
- S14 Light Fixture Foundation
- S15 Existing Plans I
- S16 Existing Plans II
- S17 Existing Plans III
- S18 Existing Plans IV
- S19 Existing Plans V
- S20 Existing Plans VI



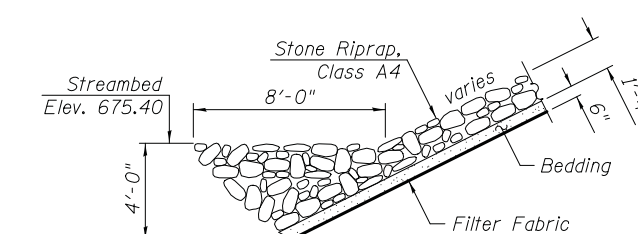
SECTION THRU EXISTING ABUTMENT
(Horizontal dimensions at right L's)

LEGEND

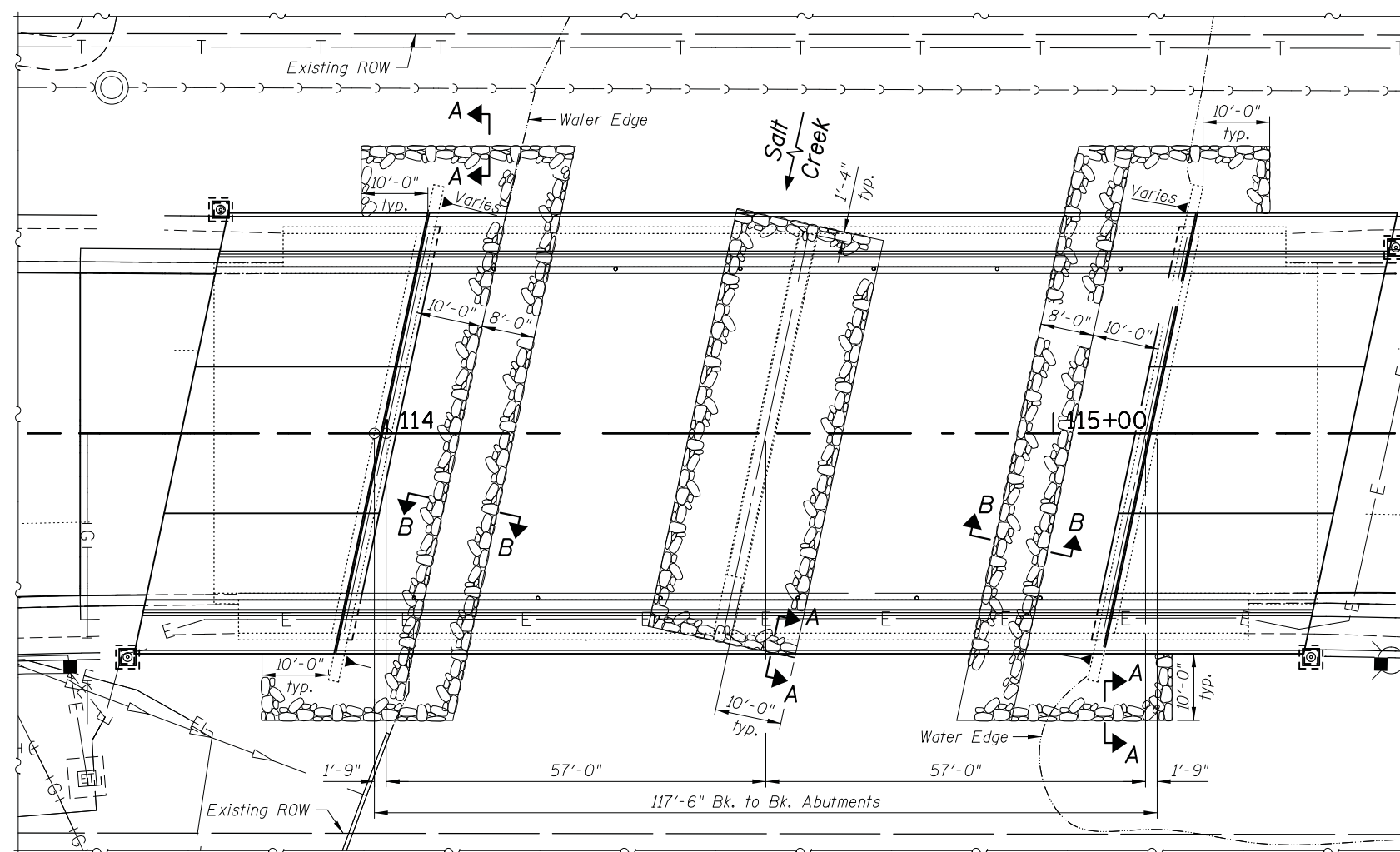
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- - - - - Existing Storm Sewer
- - - - - Existing Underground Gasline
- - - - - Existing Underground Electric
- - - - - Existing Underground Water
- - - - - Existing Underground Telephone



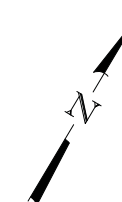
SECTION A-A



SECTION B-B



RIPRAP PLAN



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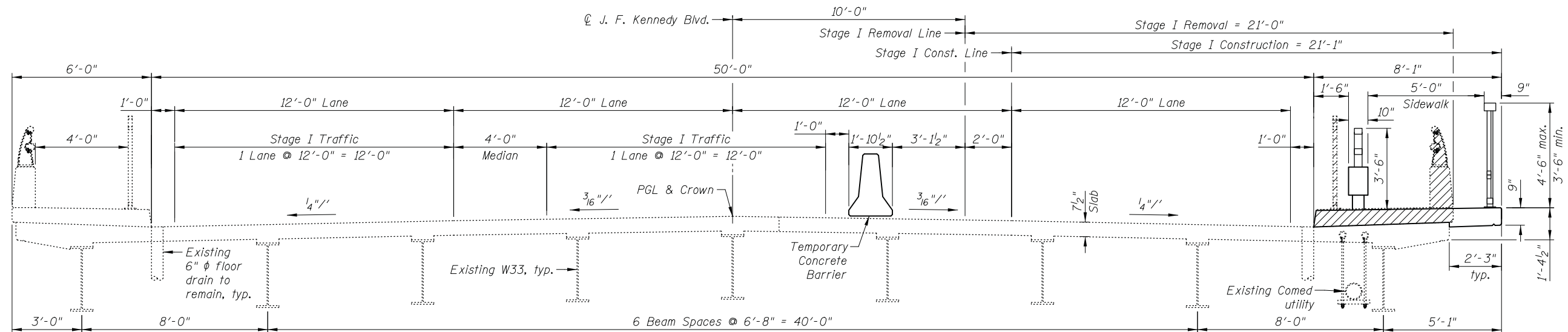

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DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

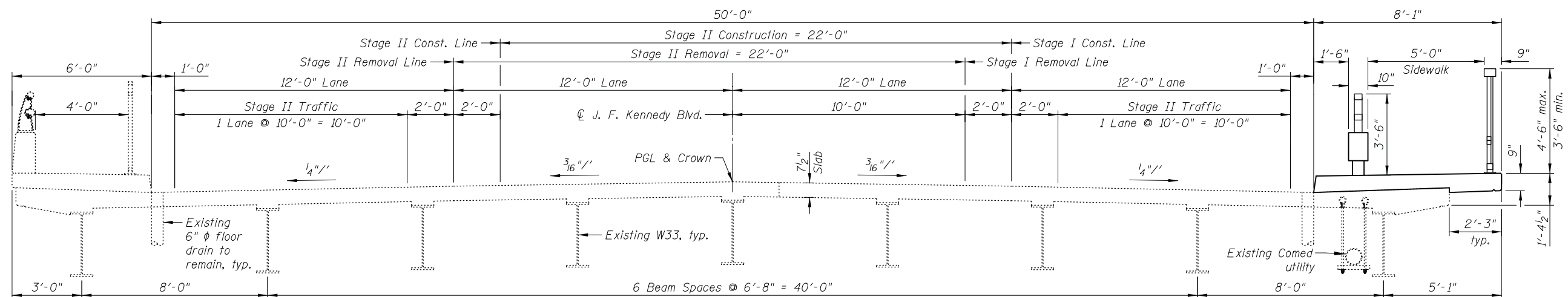
GENERAL DATA
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
 SHEET NO. S2 OF S20 SHEETS

F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	



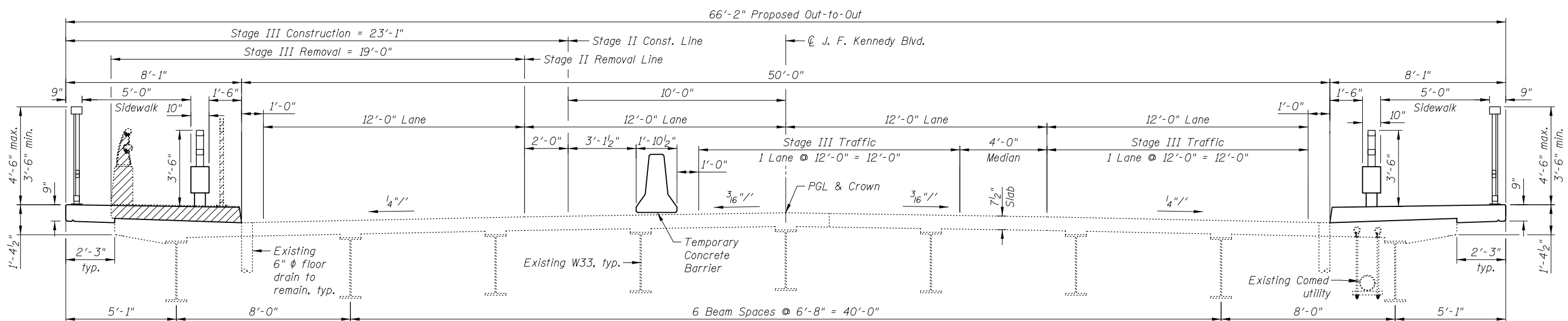
STAGE I REMOVAL AND CONSTRUCTION

(Looking East)



STAGE II REMOVAL AND CONSTRUCTION

(Looking East)



STAGE III REMOVAL AND CONSTRUCTION / PROPOSED CROSS SECTION

(Looking East)

Note: Restraining pins for Temporary Concrete Barrier are not required.

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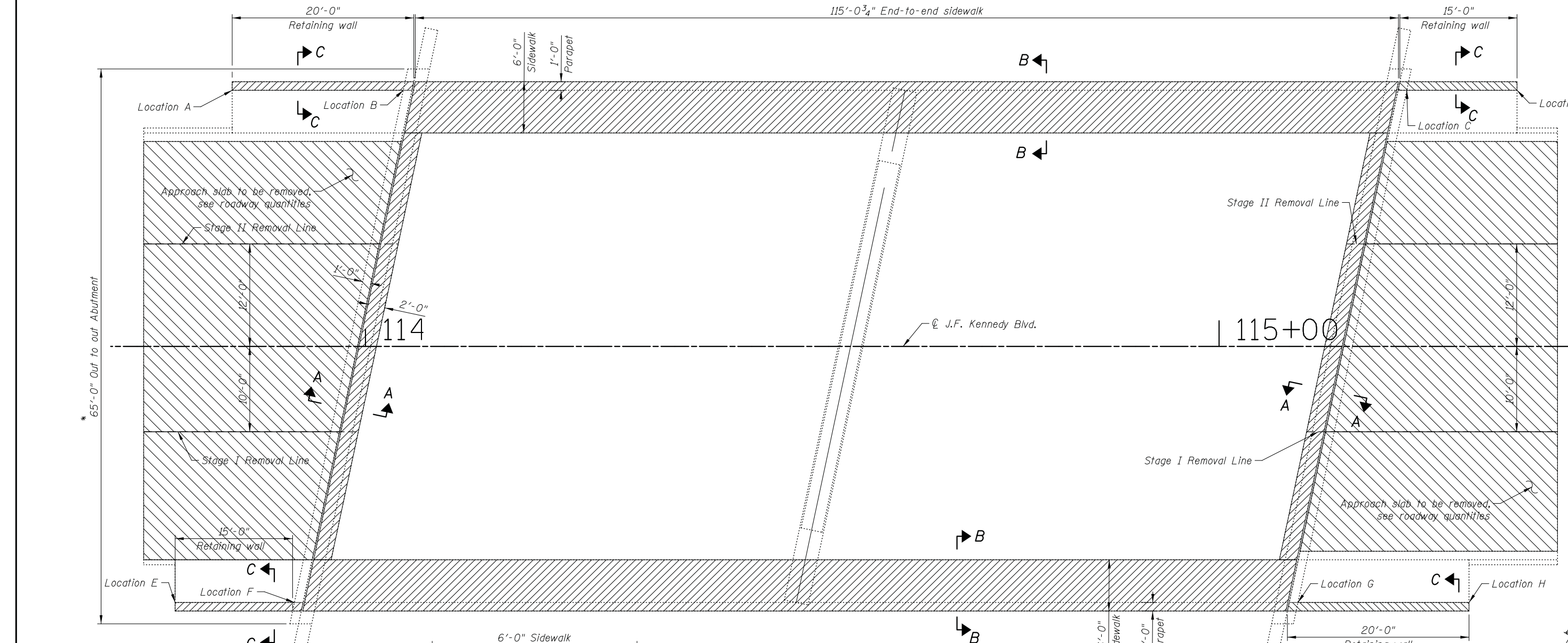
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

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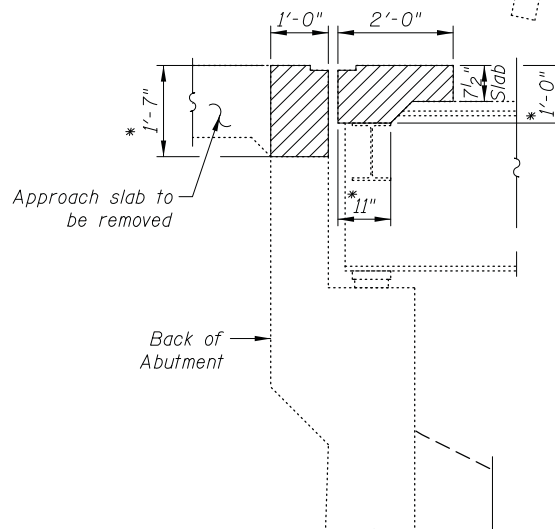
**STAGE CONSTRUCTION DETAILS
 J. F. KENNEDY BOULEVARD OVER SALT CREEK
 STRUCTURE NO. 016-6920**

SHEET NO. S3 OF S20 SHEETS

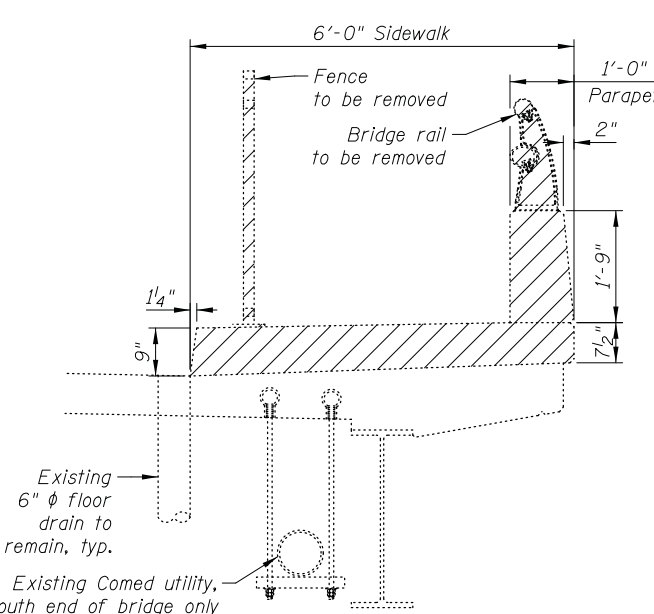
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	



PLAN



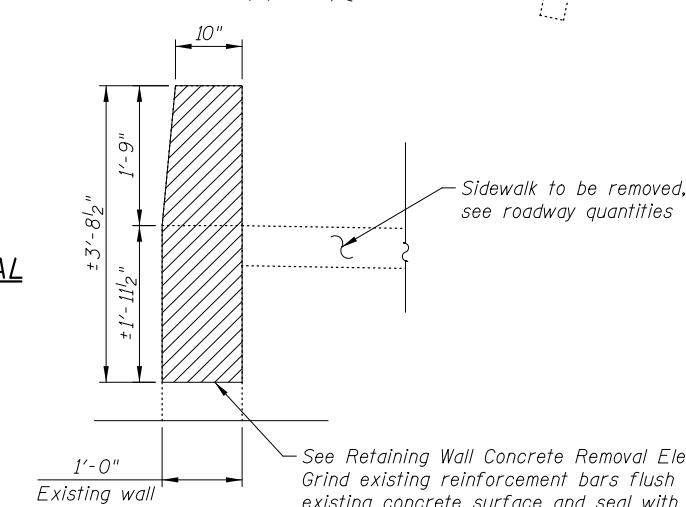
SECTION A-A
(Horizontal dimensions at right L's)



SECTION B-B

RETAINING WALL CONCRETE REMOVAL ELEVATION TABLE

LOCATION	STA.	OFFSET	ELEV.
A	113+84.38	30.00 Lt.	688.41
B	114+04.42	30.00 Lt.	688.52
C	115+22.00	30.00 Lt.	688.48
D	115+34.92	30.00 Lt.	688.41
E	113+77.69	30.00 Rt.	688.37
F	113+91.67	30.00 Rt.	688.46
G	115+09.25	30.00 Rt.	688.54
H	115+29.29	30.00 Rt.	688.44



SECTION C-C

LEGEND

- Concrete Removal
- Approach Slab Removal
See roadway quantities.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu Yd.	73.7
Bridge Rail Removal	Foot	301.0
Fence Removal	Foot	231.0

* Verify dimension in field

Note: Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Concrete Removal.

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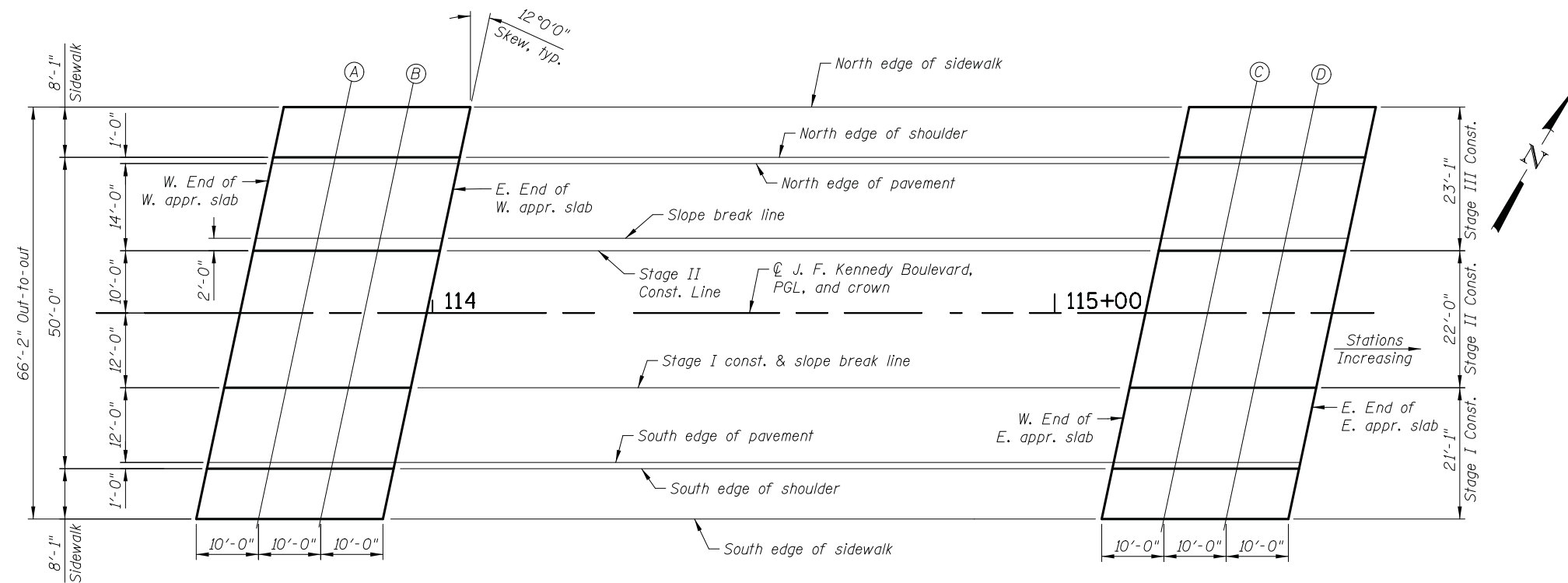
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REMOVAL DETAILS
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
 SHEET NO. S4 OF S20 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	75

CONTRACT NO. 61E25
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



PLAN

NORTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+76.10	-33.08	688.41
A	113+86.10	-33.08	688.47
B	113+96.10	-33.08	688.53
E. End W. Appr.	114+06.10	-33.08	688.57
W. End E. Appr.	115+21.63	-33.08	688.53
C	115+31.63	-33.08	688.47
D	115+41.63	-33.08	688.41
E. End E. Appr.	115+51.63	-33.08	688.34

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+74.38	-25.00	688.27
A	113+84.38	-25.00	688.34
B	113+94.38	-25.00	688.39
E. End W. Appr.	114+04.38	-25.00	688.44
W. End E. Appr.	115+19.92	-25.00	688.41
C	115+29.92	-25.00	688.36
D	115+39.92	-25.00	688.30
E. End E. Appr.	115+49.92	-25.00	688.23

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+74.17	-24.00	688.29
A	113+84.17	-24.00	688.36
B	113+94.17	-24.00	688.41
E. End W. Appr.	114+04.17	-24.00	688.46
W. End E. Appr.	115+19.70	-24.00	688.43
C	115+29.70	-24.00	688.38
D	115+39.70	-24.00	688.32
E. End E. Appr.	115+49.70	-24.00	688.25

SLOPE BREAK LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+71.62	-12.00	688.52
A	113+81.62	-12.00	688.59
B	113+91.62	-12.00	688.65
E. End W. Appr.	114+01.62	-12.00	688.70
W. End E. Appr.	115+17.15	-12.00	688.70
C	115+27.15	-12.00	688.65
D	115+37.15	-12.00	688.59
E. End E. Appr.	115+47.15	-12.00	688.52

STAGE II CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+71.19	-10.00	688.55
A	113+81.19	-10.00	688.62
B	113+91.19	-10.00	688.68
E. End W. Appr.	114+01.19	-10.00	688.73
W. End E. Appr.	115+16.73	-10.00	688.73
C	115+26.73	-10.00	688.68
D	115+36.73	-10.00	688.62
E. End E. Appr.	115+46.73	-10.00	688.55

☉ J.F. KENNEDY BLVD., PGL, & CROWN STAGE I CONST. & SLOPE BREAK LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+69.07	00.00	688.69
A	113+79.07	00.00	688.76
B	113+89.07	00.00	688.82
E. End W. Appr.	114+99.07	00.00	688.88
W. End E. Appr.	115+14.60	00.00	688.90
C	115+24.60	00.00	688.85
D	115+34.60	00.00	688.79
E. End E. Appr.	115+44.60	00.00	688.72

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+66.52	+12.00	688.49
A	113+76.52	+12.00	688.56
B	113+86.52	+12.00	688.62
E. End W. Appr.	113+96.52	+12.00	688.68
W. End E. Appr.	115+12.05	+12.00	688.72
C	115+22.05	+12.00	688.67
D	115+32.05	+12.00	688.62
E. End E. Appr.	115+42.05	+12.00	688.55

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+63.97	+24.00	688.22
A	113+73.97	+24.00	688.29
B	113+83.97	+24.00	688.36
E. End W. Appr.	113+93.97	+24.00	688.41
W. End E. Appr.	115+09.50	+24.00	688.48
C	115+19.50	+24.00	688.44
D	115+29.50	+24.00	688.38
E. End E. Appr.	115+39.50	+24.00	688.32

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+63.75	+25.00	688.20
A	113+73.75	+25.00	688.27
B	113+83.75	+25.00	688.33
E. End W. Appr.	113+93.75	+25.00	688.39
W. End E. Appr.	115+09.29	+25.00	688.46
C	115+19.29	+25.00	688.42
D	115+29.29	+25.00	688.36
E. End E. Appr.	115+39.29	+25.00	688.30

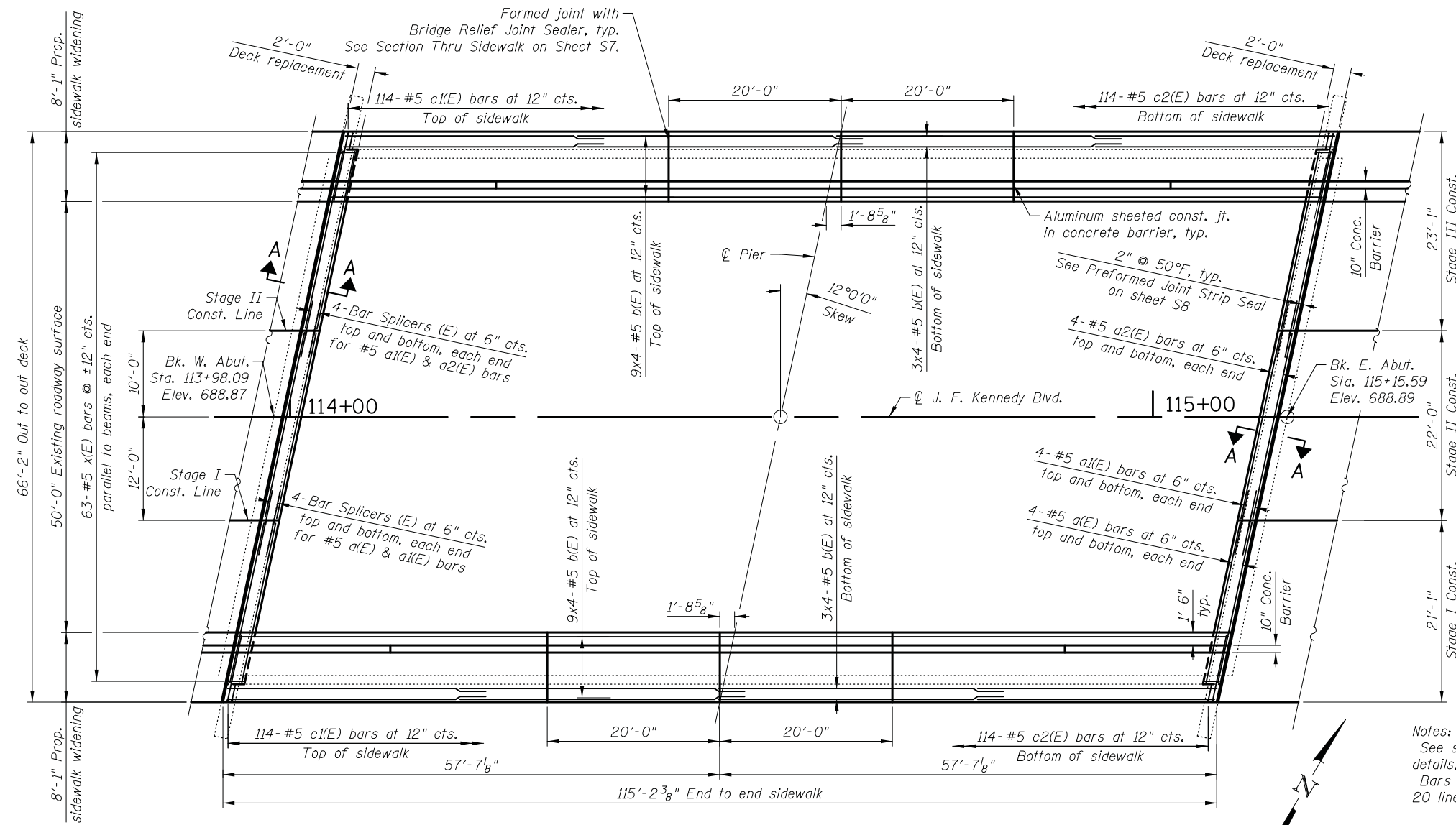
SOUTH EDGE OF SIDEWALK

Location	Station	Offset	Theoretical Grade Elevations
W. End W. Appr.	113+62.04	+33.08	688.31
A	113+72.04	+33.08	688.38
B	113+82.04	+33.08	688.45
E. End W. Appr.	113+92.04	+33.08	688.51
W. End E. Appr.	115+07.57	+33.08	688.59
C	115+17.57	+33.08	688.55
D	115+27.57	+33.08	688.50
E. End E. Appr.	115+37.57	+33.08	688.44

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MINIMUM LAP

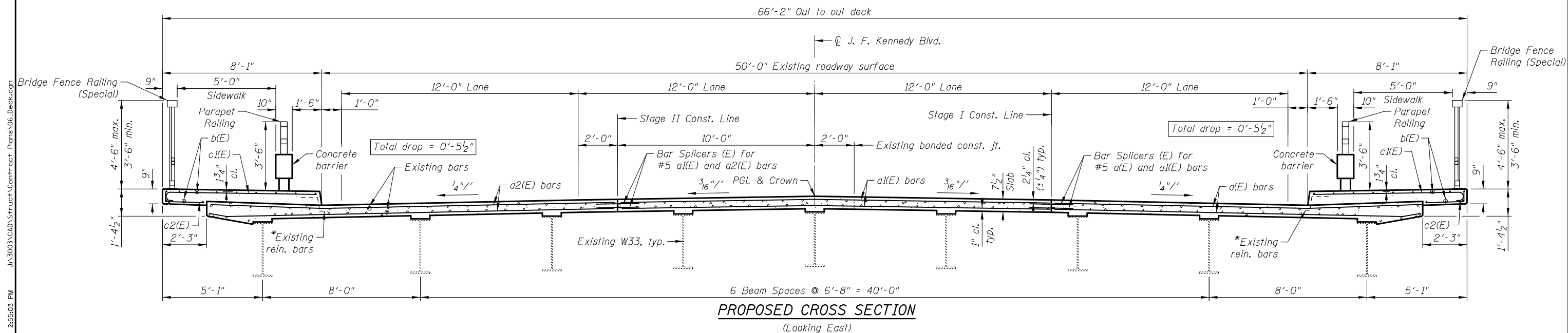
#4 bar = 2'-8"
#5 bar = 3'-6"



PLAN

Notes:
See sheet S7 for Section A-A, superstructure details, reinforcement in concrete barrier, and Bill of Material. Bars indicated thus 20 x 3-#5 indicates 20 lines of bars with 3 lengths per line.

* Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Concrete Removal.



PROPOSED CROSS SECTION
(Looking East)

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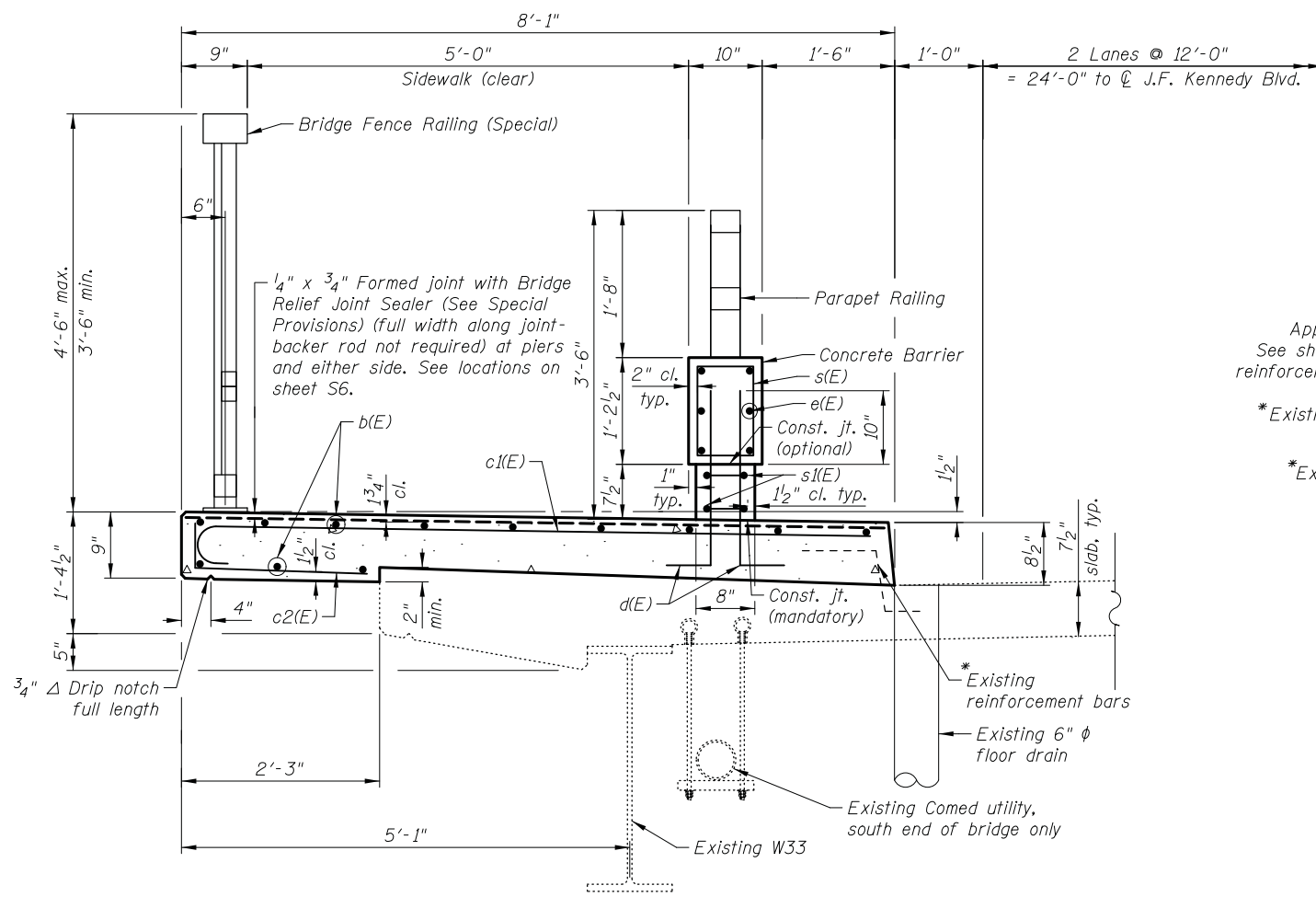
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION & SIDEWALK PLAN
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	77
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	

SHEET NO. 56 OF 520 SHEETS

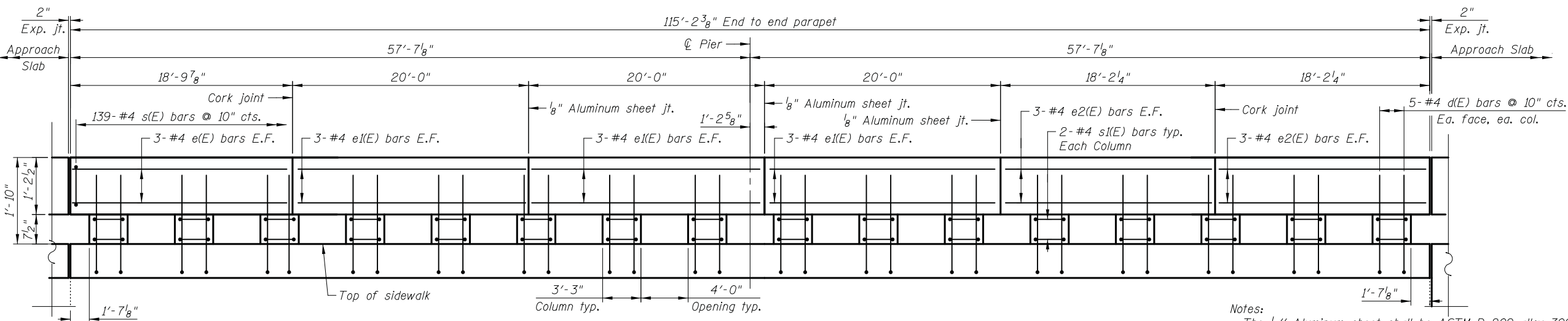


SECTION THRU SIDEWALK

* Existing reinforcement bars shown are to be cleaned and incorporated into new construction. Cost included with Concrete Removal.

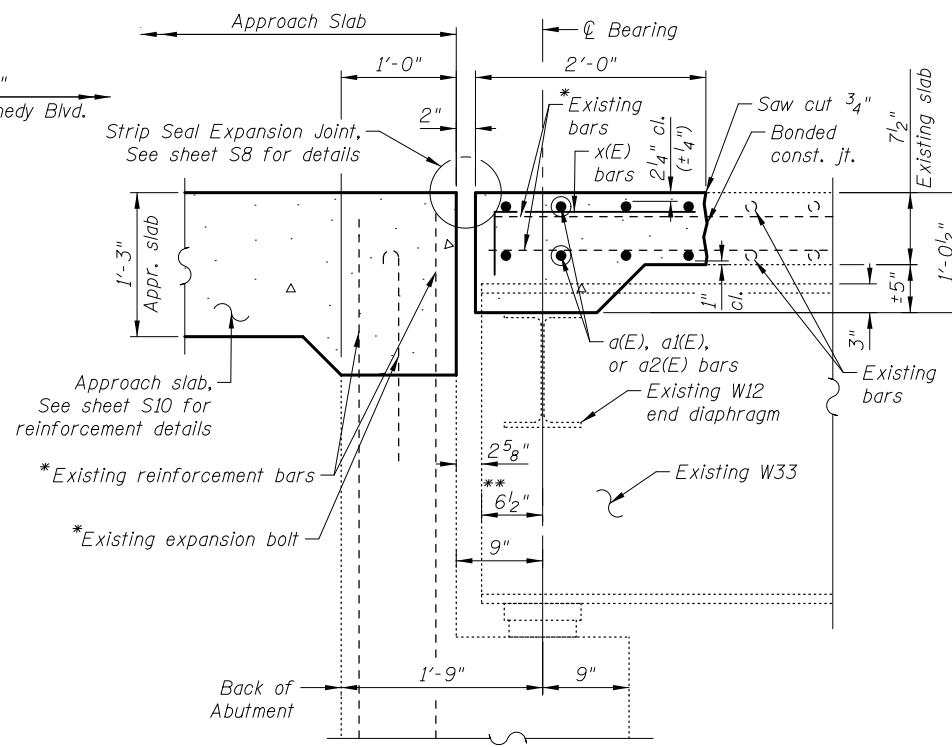
MINIMUM LAP

#4 bar = 2'-8"



INSIDE ELEVATION OF CONCRETE BARRIER

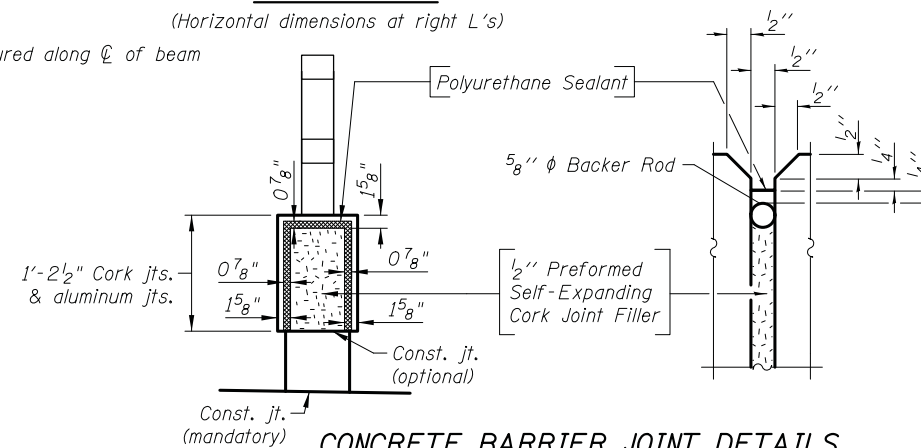
(Sidewalk face of North barrier shown, south barrier is opposite hand)
(See sheet S12 for full elevation, post spacing, and column spacing)



SECTION A-A

(Horizontal dimensions at right L's)

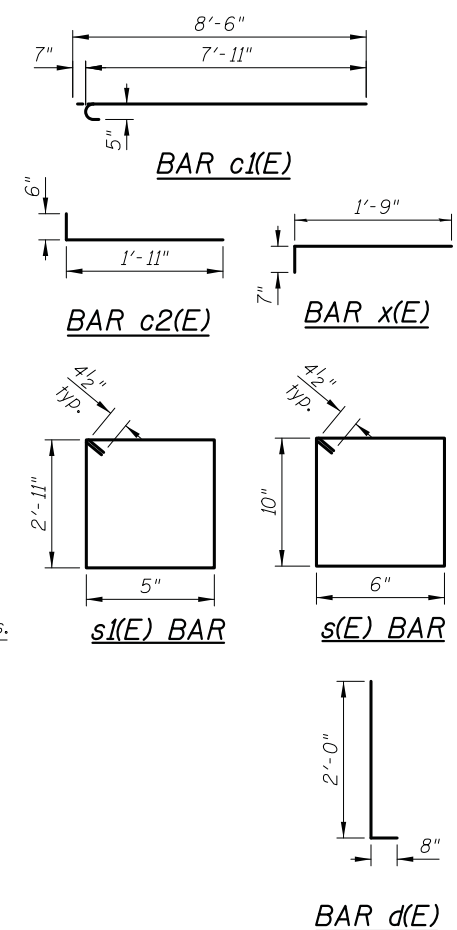
** Measured along centerline of beam



CONCRETE BARRIER JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

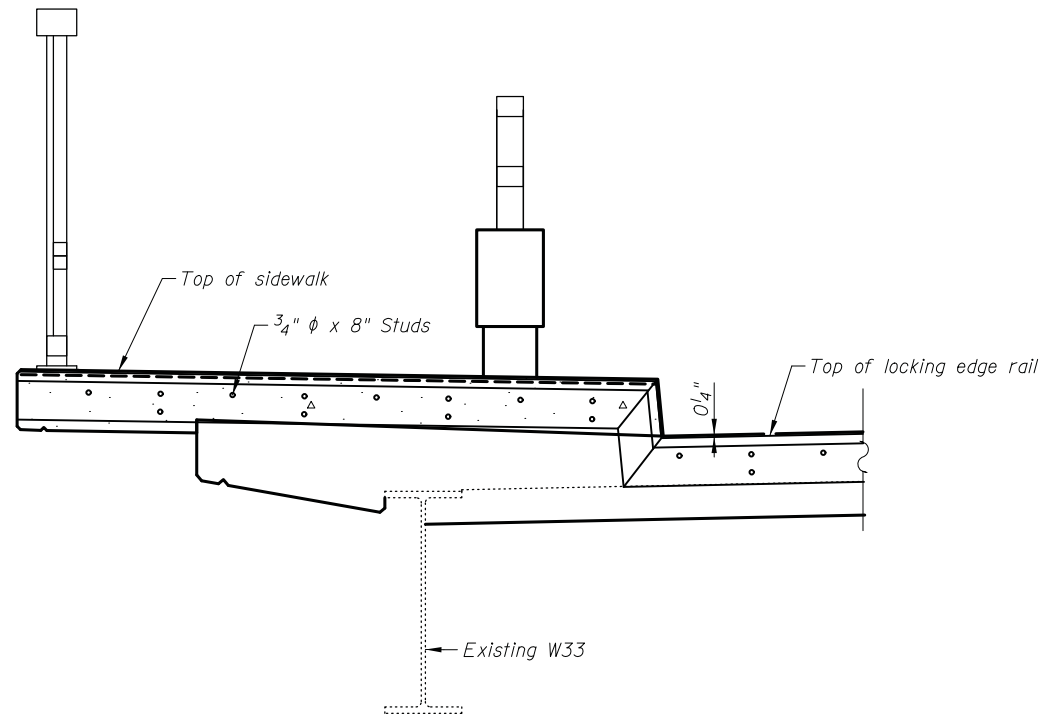
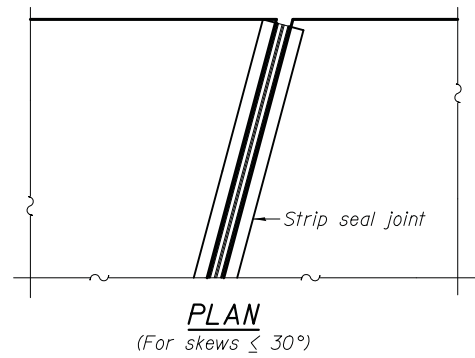
Bar	No.	Size	Length	Shape
a(E)	16	#5	19'-1"	—
a1(E)	16	#5	22'-2"	—
a2(E)	16	#5	21'-1"	—
b(E)	96	#5	31'-4"	—
c1(E)	228	#5	8'-4"	U
c2(E)	228	#5	2'-5"	L
d(E)	320	#4	2'-8"	L
e(E)	12	#4	18'-6"	—
e1(E)	36	#4	19'-8"	—
e2(E)	24	#4	17'-10"	—
s(E)	278	#4	3'-5"	□
s1(E)	64	#4	7'-5"	□
x(E)	126	#5	2'-4"	L
Item		Unit	Quantity	
Concrete Superstructure		Cu. Yd.	70.4	
Bridge Deck Grooving		Sq. Yd.	22	
Protective Coat		Sq. Yd.	306	
Reinforcement Bars, Epoxy Coated		Pound	9,470	
Bar Splicers		Each	32	



Notes:

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.
The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.

1/8/2017 2:55:04 PM I:\3003\CAD\Struct\Contract Plans\07_Superstructure_Details.dgn



**TYPICAL END TREATMENT
AT SIDEWALK OR MEDIAN**

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

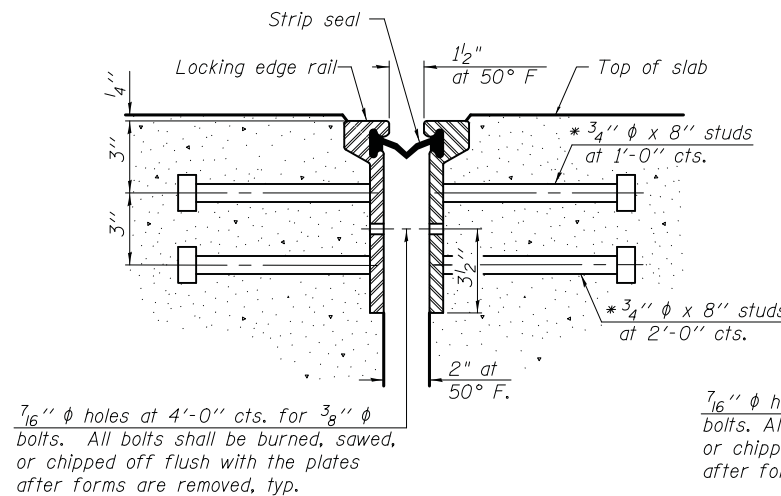
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet.

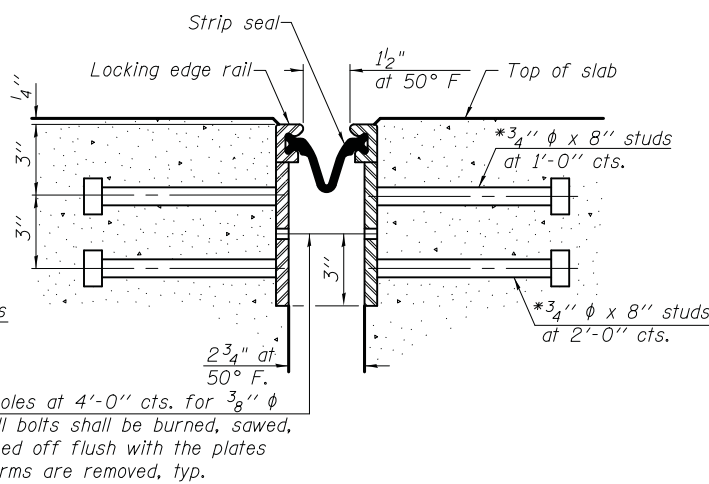
Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

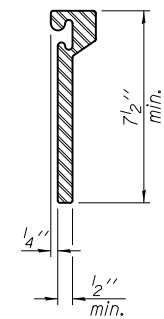


**SECTION THRU
ROLLED RAIL JOINT**

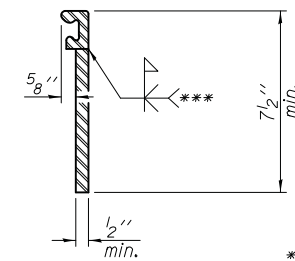


**SECTION THRU
WELDED RAIL JOINT**

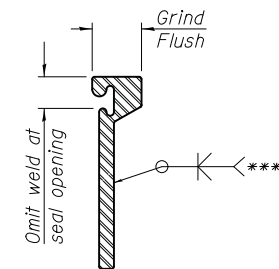
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED
EXTRUDED RAIL**



WELDED RAIL



**LOCKING EDGE
RAIL SPLICE**

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAILS

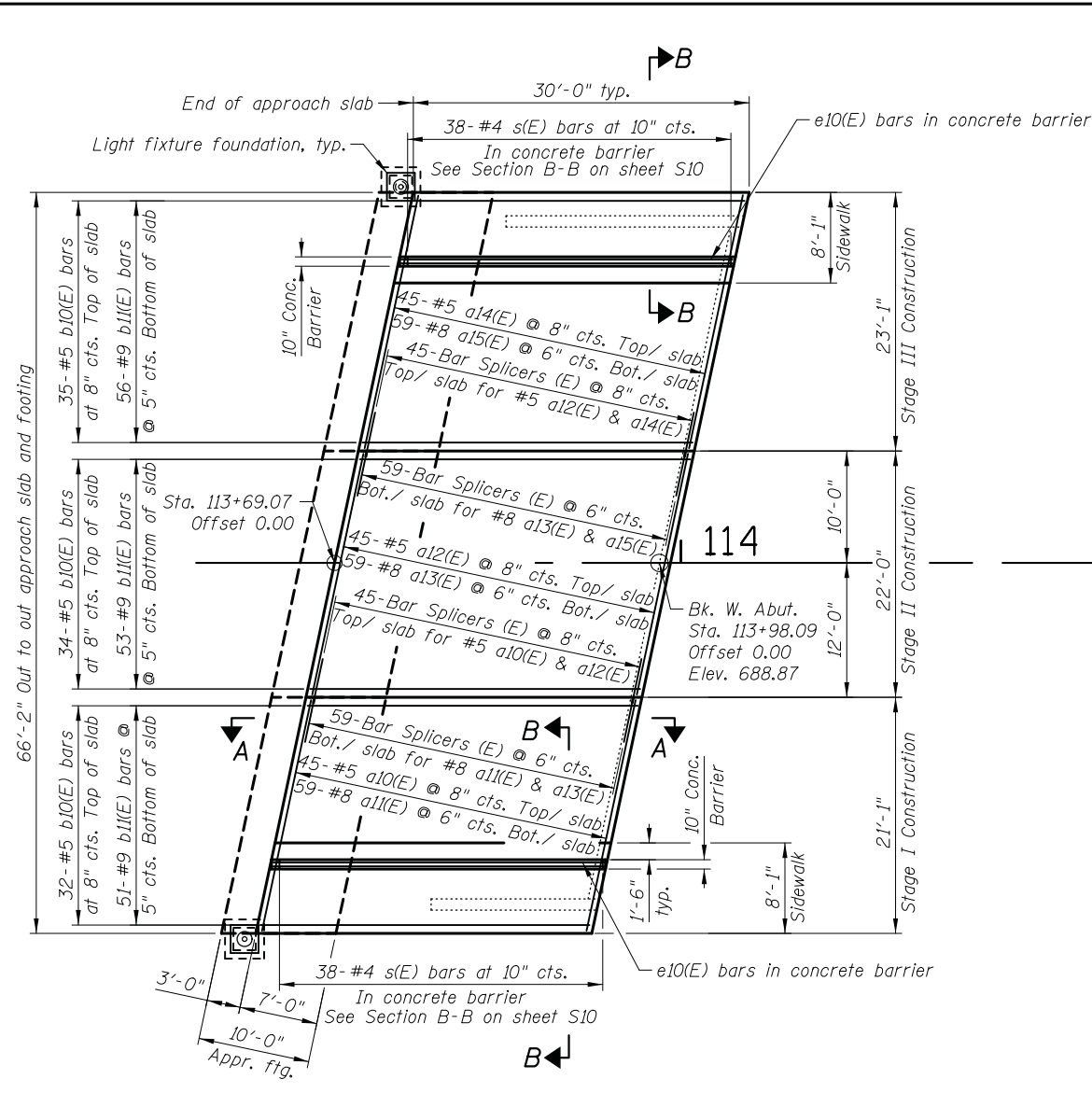
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	135.5

1/18/2017 2:55:05 PM I:\3003\CAD\Struct\Contract Plans\8_Prefomed Joint Strip Seal.dgn

DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

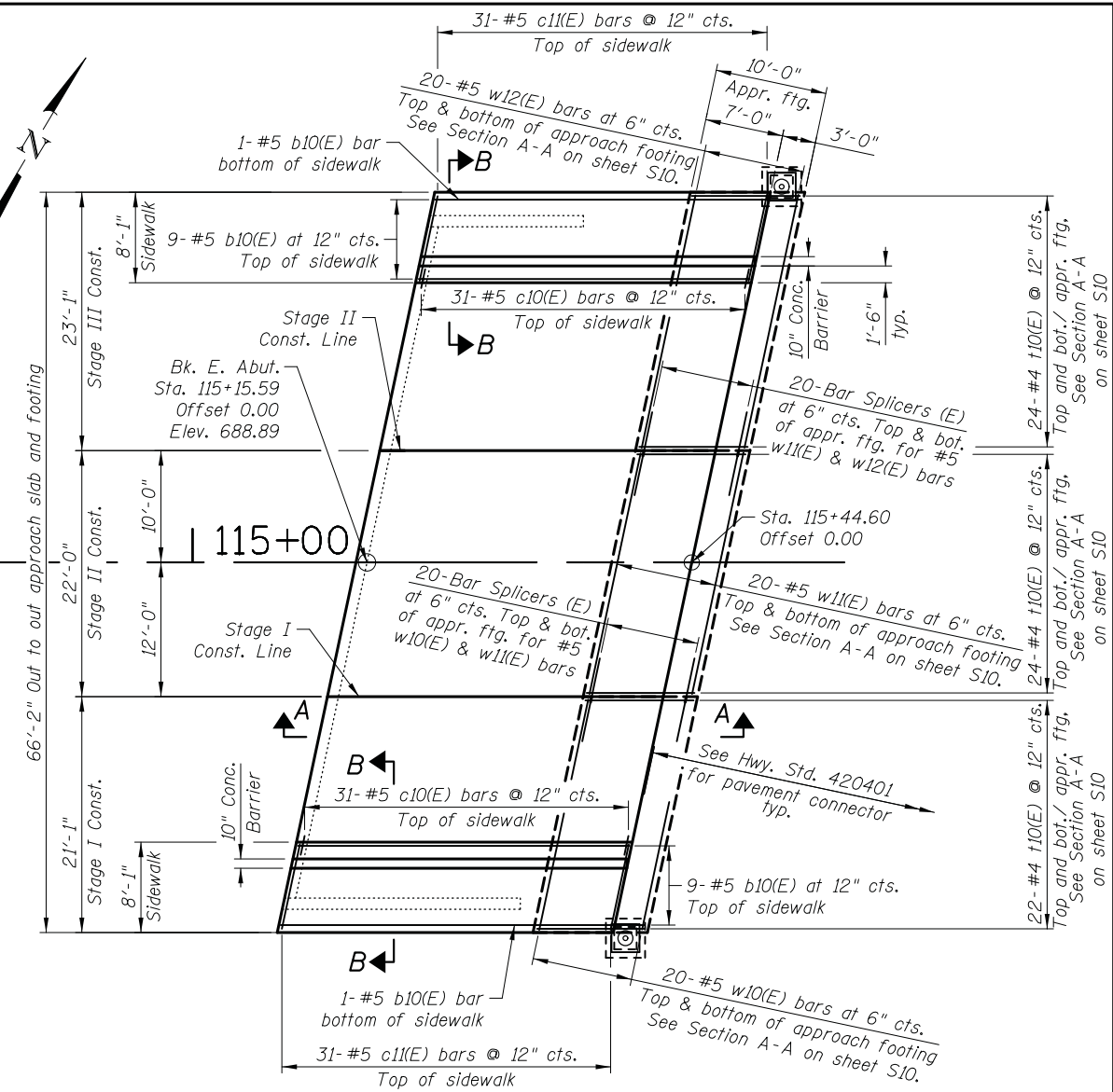
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	79
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	



WEST APPROACH

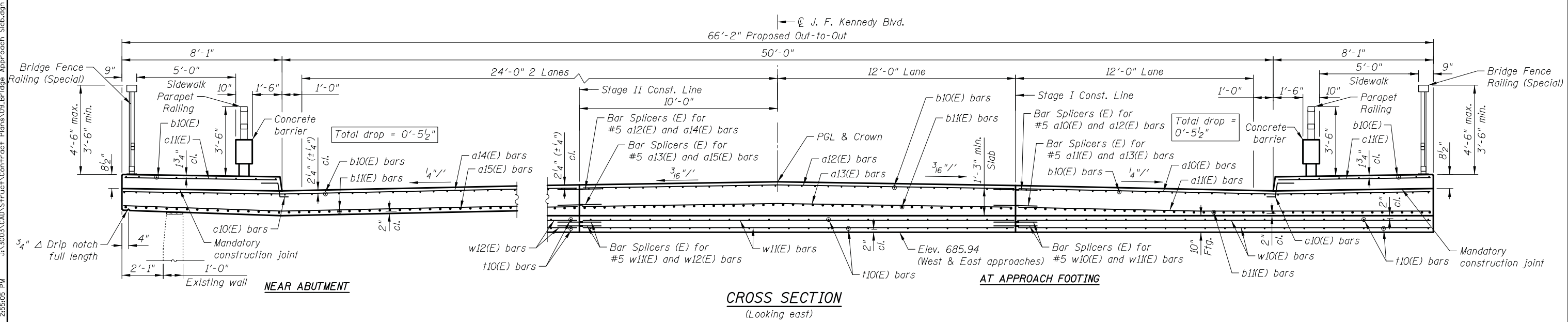
(Showing reinforcement in approach slab & concrete barrier, East approach is similar)

PLAN



EAST APPROACH

(Showing reinforcement in footing & sidewalks, West Approach is similar)



CROSS SECTION
(Looking east)

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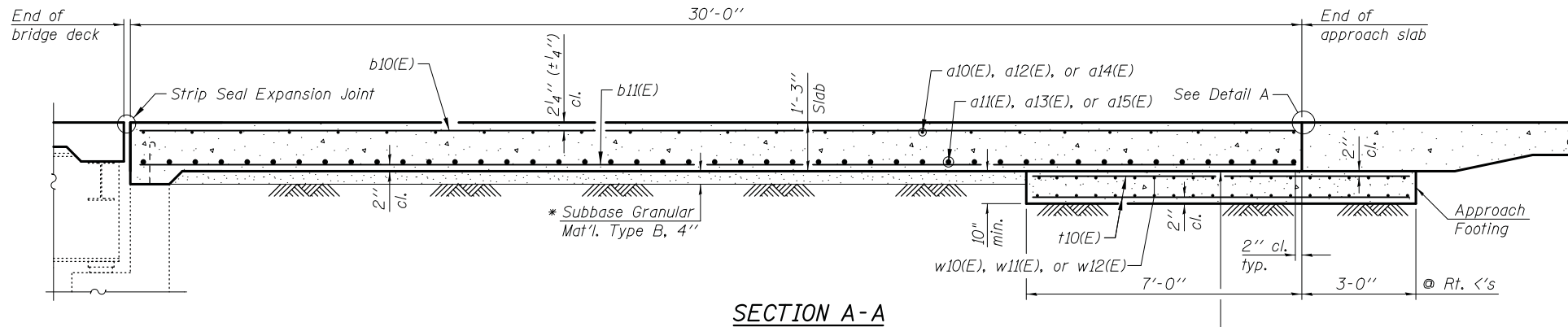
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DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

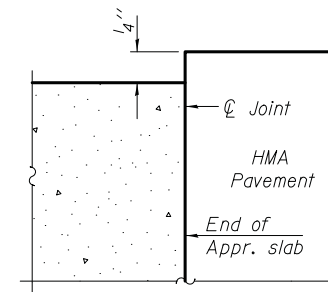
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
 SHEET NO. 59 OF 520 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	80
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	

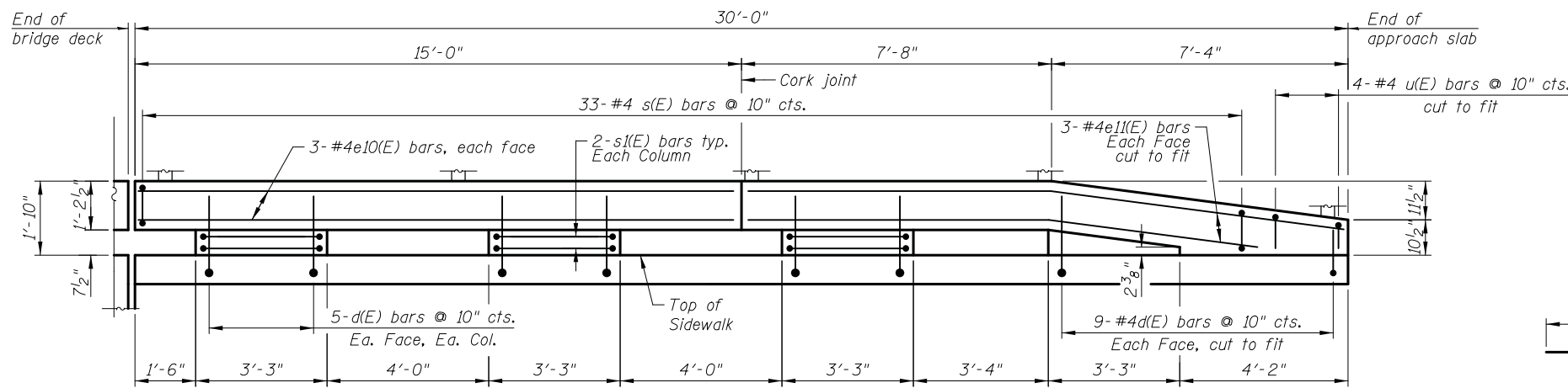


SECTION A-A

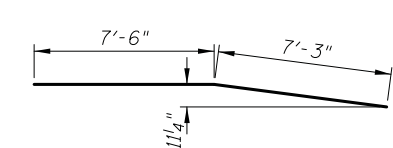


DETAIL A

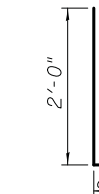
MINIMUM LAP
#4 bar = 2'-8"



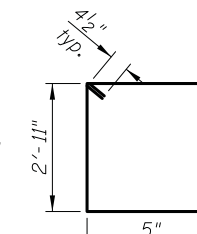
CONCRETE BARRIER ELEVATION



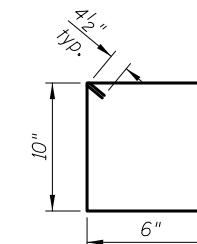
e11(E) BAR



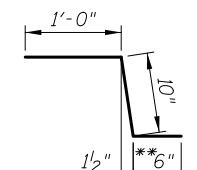
BAR d(E)



s1(E) BAR

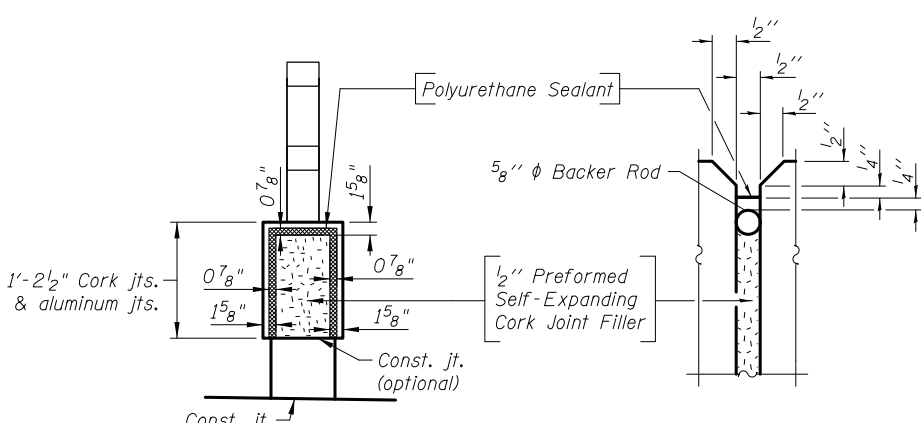


s(E) BAR

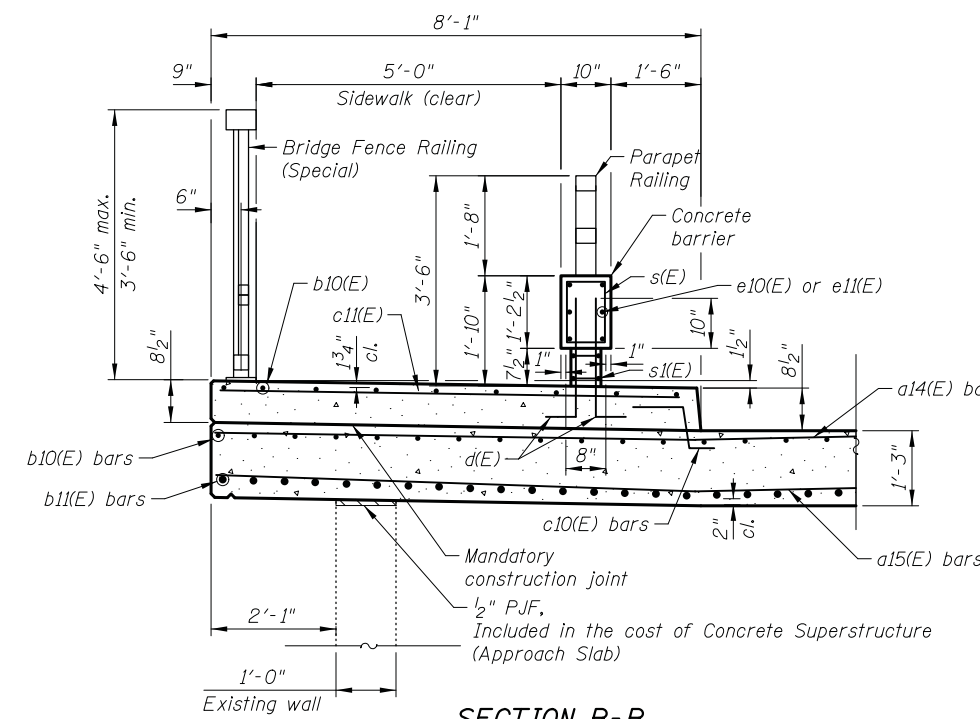


BAR c10(E)

** In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".



CONCRETE BARRIER JOINT DETAILS



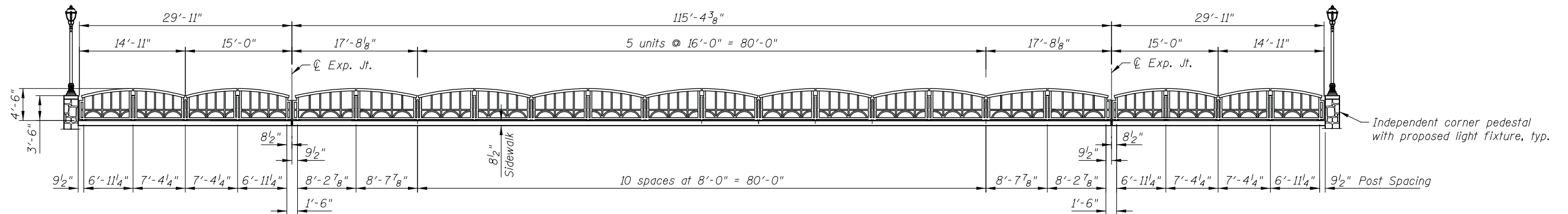
SECTION B-B

Notes:
The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications.
Sidewalk concrete & concrete barrier shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.

TWO APPROACHES
BILL OF MATERIAL

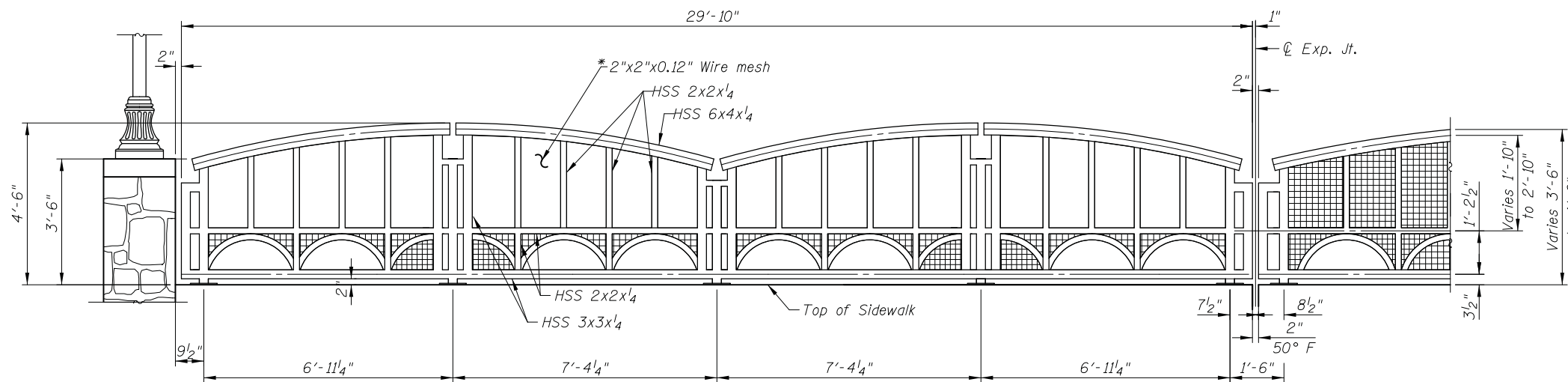
Bar	No.	Size	Length	Shape
a10(E)	90	#5	21'-3"	—
a11(E)	118	#8	21'-3"	—
a12(E)	90	#5	22'-2"	—
a13(E)	118	#8	22'-2"	—
a14(E)	90	#5	23'-3"	—
a15(E)	118	#8	23'-3"	—
b10(E)	242	#5	29'-8"	—
b11(E)	320	#9	29'-8"	—
c10(E)	124	#5	2'-4"	⌒
c11(E)	124	#5	29'-8"	—
d(E)	192	#4	2'-8"	⌒
e10(E)	24	#4	14'-8"	—
e11(E)	24	#4	14'-9"	—
s(E)	152	#4	3'-5"	□
s1(E)	16	#4	7'-5"	□
t10(E)	140	#4	9'-11"	—
w10(E)	80	#5	21'-3"	—
w11(E)	80	#5	22'-2"	—
w12(E)	80	#5	23'-3"	—
Concrete Superstructure		Cu. Yd.	30.6	
Bridge Deck Grooving		Sq. Yd.	320	
Protective Coat		Sq. Yd.	478	
Concrete Superstructure (Approach Slab)		Cu. Yd.	183.8	
Concrete Structures		Cu. Yd.	41.8	
Reinforcement Bars, Epoxy Coated		Pound	78,900	
Bar Splicers		Each	576	

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ELEVATION

(South elevation is shown; North elevation is opposite hand)



PARTIAL ELEVATION

BRIDGE FENCE RAILING (SPECIAL) NOTES

All structural tubing shall be ASTM A500, Grade B.

All plates and angles shall be ASTM A36.

All welds shall be E70XX.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for the painting of new structural steel in the fence including the handrail. The entire system shall be shop applied, with the exception of masked off connection surfaces, field installed fasteners, and damaged areas shall be touched up in the field. The color shall be Matte Black.

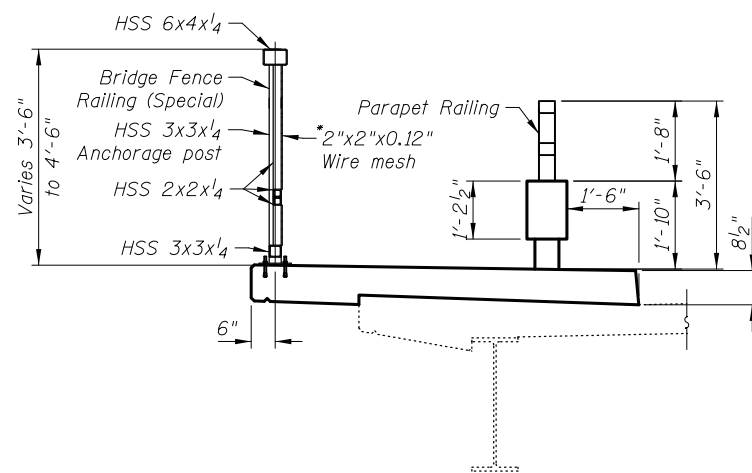
Only the shim PL's shall be galvanized according to Article 509.05 of the Standard Specifications.

Anchor bolts shall be HS galvanized expansion bolts of the size and embedment drawn on the Plans. Anchor bolts shall be field painted after installation.

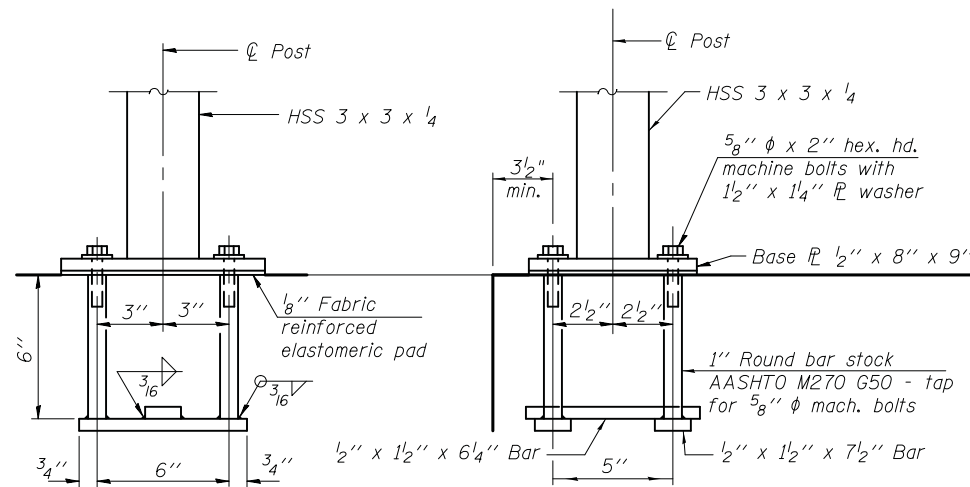
Notes:

The layout of the North fence shall be the same but opposite hand. The position and/or orientations of the lap splices and types of base plates for the North fence shall be adjusted accordingly.

* Continuous wire mesh shall be applied to the pedestrian side of the railing.

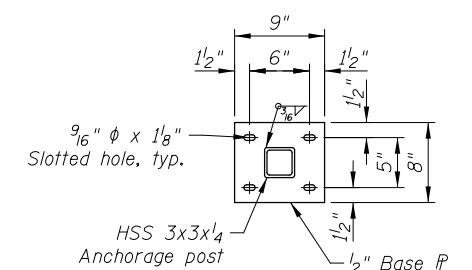


SECTION THRU SIDEWALK



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE PLATE

BILL OF MATERIAL

Item	Unit	Total
Bridge Fence Railing (Special)	Foot	350.5

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DRAWN - J. Schroeder
DESIGNED - K. Kompare
CHECKED - G. Hatlestad
DATE - October 6, 2017

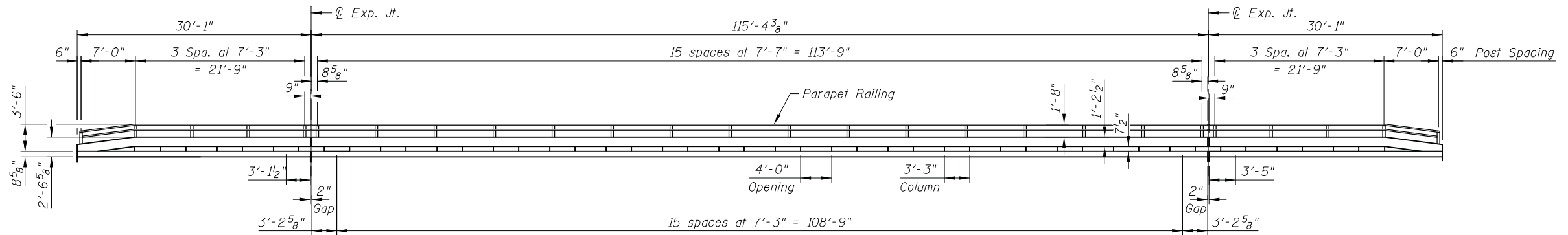
REVISED -
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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BRIDGE FENCE RAILING (SPECIAL) DETAILS
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920**

SHEET NO. S11 OF S20 SHEETS

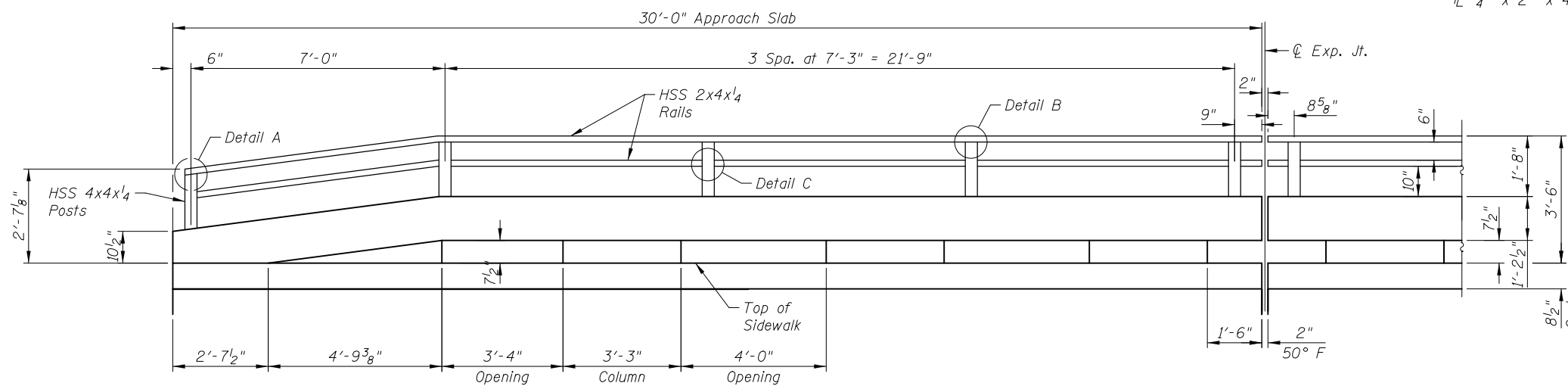
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	82
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	



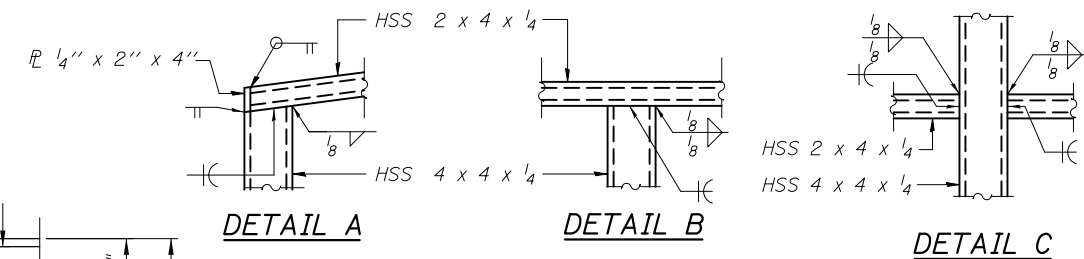
ELEVATION

(South elevation is shown; North elevation is opposite hand)

Notes:
 The layout of the North fence shall be the same but opposite hand.
 The position and/or orientations of the lap splices and types of base plates for the North fence shall be adjusted accordingly.



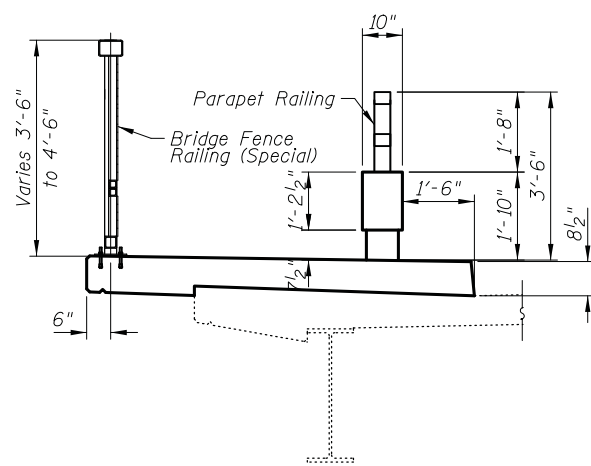
PARTIAL ELEVATION



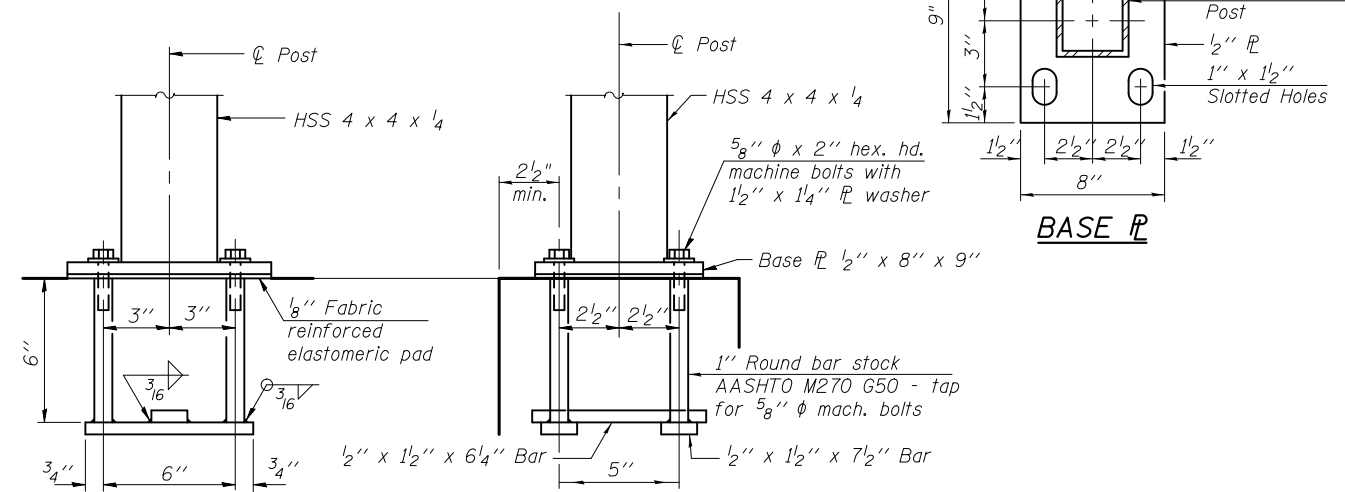
PARAPET RAILING NOTES

All structural tubing shall be ASTM A500, Grade B.
 All plates and angles shall be ASTM A36.
 All welds shall be E70XX.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for the painting of new structural steel in the fence including the handrail. The entire system shall be shop applied, with the exception of masked off connection surfaces, field installed fasteners, and damaged areas shall be touched up in the field. The color shall be Matte Black.



SECTION THRU SIDEWALK



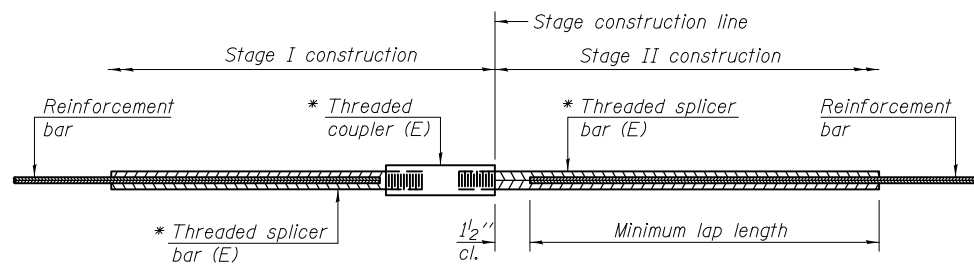
ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" phi anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

BILL OF MATERIAL

Item	Unit	Total
Parapet Railing	Foot	351.0

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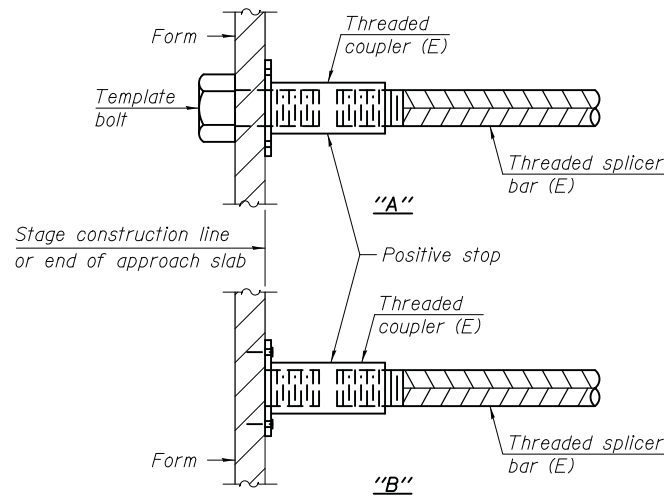


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + 1/2" + thread length

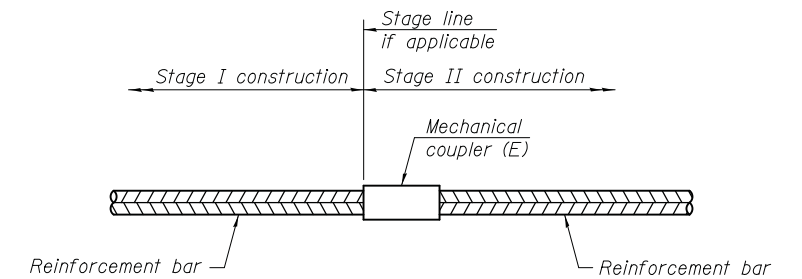
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Stage I const. line Joint Replacement	#5	16	3'-6"
Stage II const. line Joint Replacement	#5	16	3'-6"
Stage I const. line approach footing	#5	80	3'-4"
Stage II const. line approach footing	#5	80	3'-4"
Stage I const. line, Top/ approach slab	#5	90	3'-4"
Stage II const. line, Top/ approach slab	#5	90	3'-4"
Stage I const. line, Bot./ approach slab	#8	118	4'-9"
Stage II const. line, Bot./ approach slab	#8	118	4'-9"



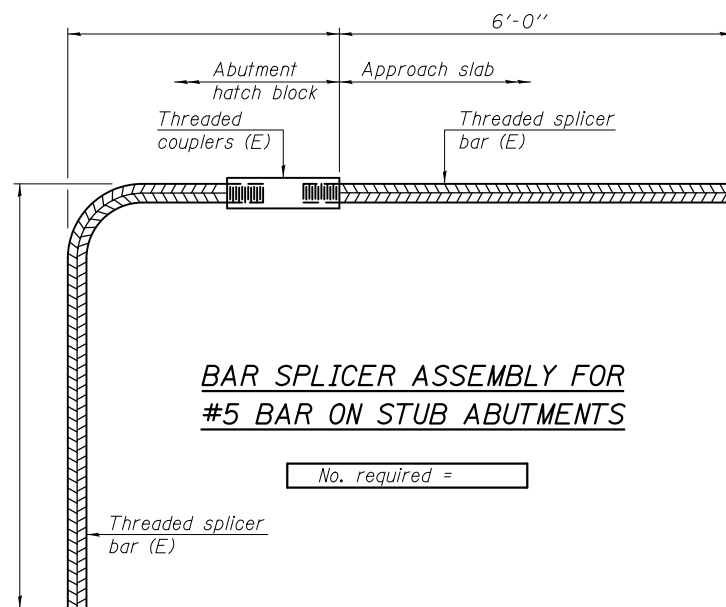
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

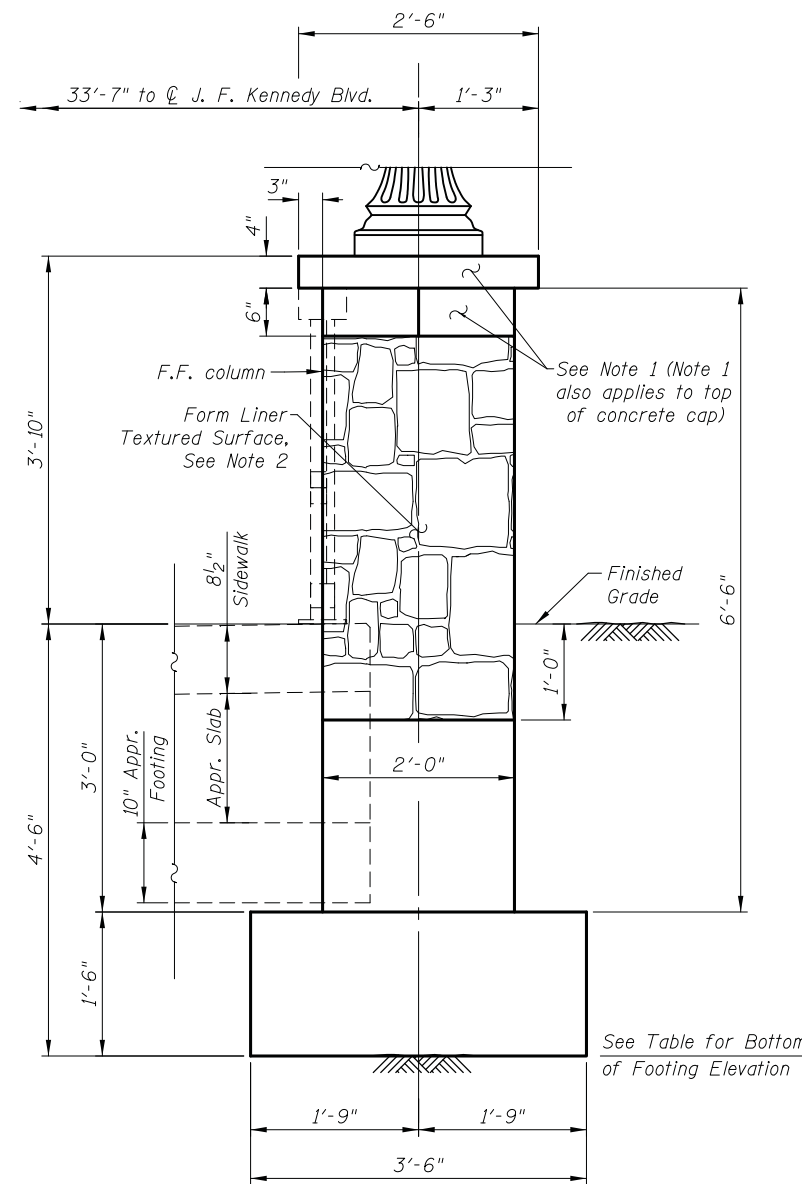
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 J.F. KENNEDY BOULEVARD OVER SALT CREEK
 STRUCTURE NO. 016-6920**

SHEET NO. S13 OF S20 SHEETS

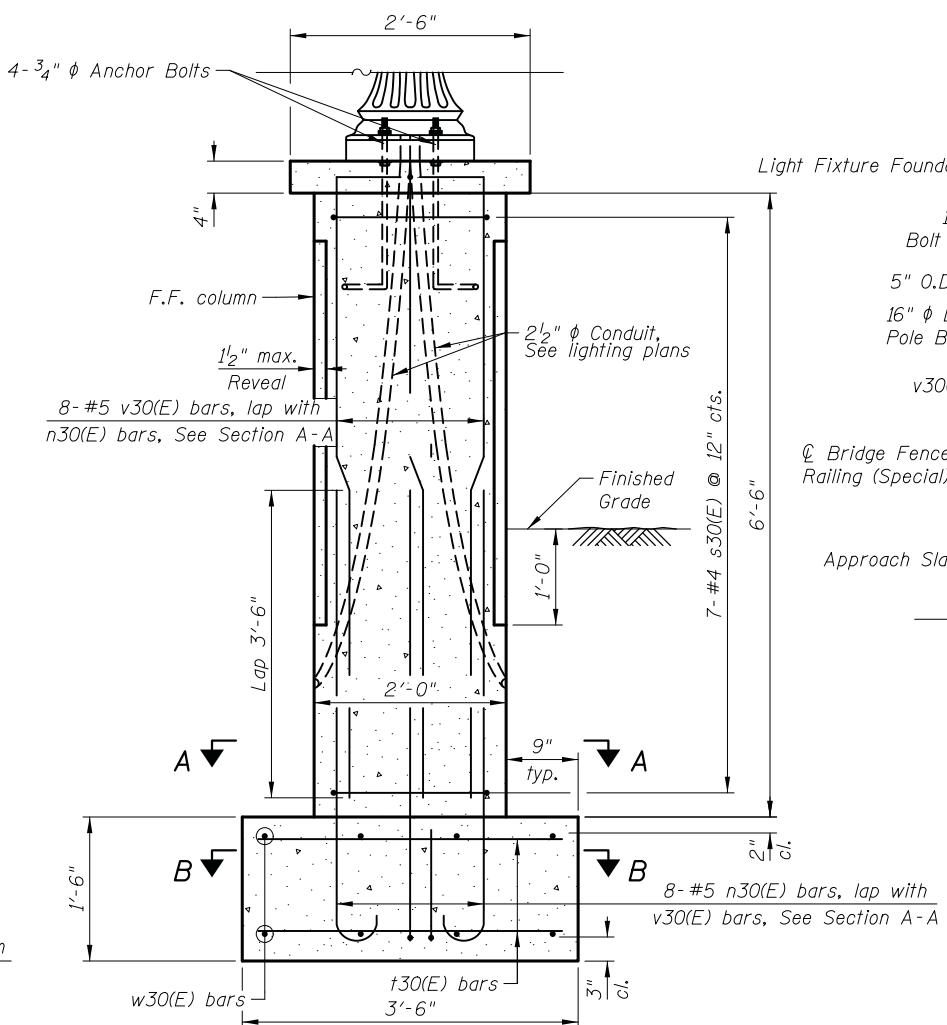
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	84
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
CONTRACT NO.			61E25	

**FOUR FOUNDATIONS
BILL OF MATERIAL**

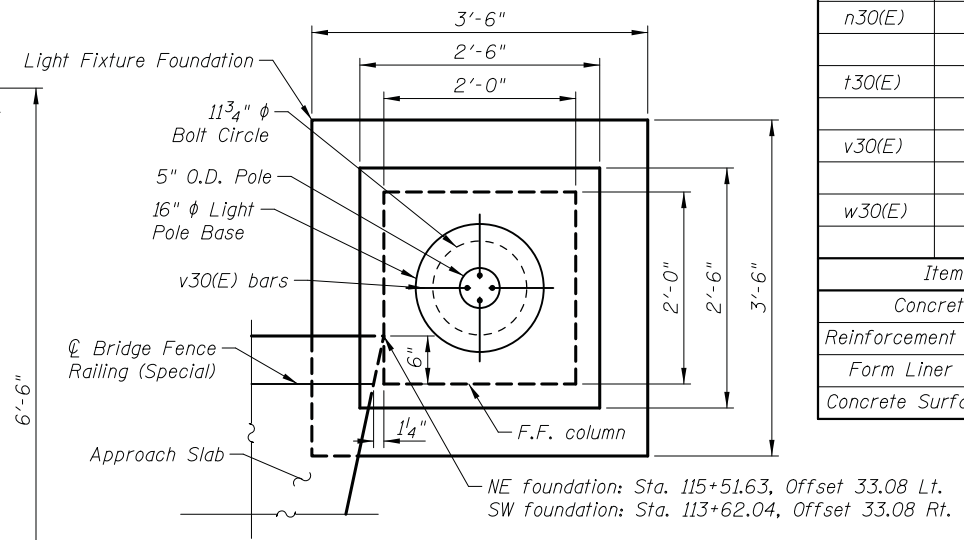
Bar	No.	Size	Length	Shape
s30(E)	28	#4	7'-5"	
n30(E)	32	#5	5'-1"	
t30(E)	32	#5	3'-2"	
v30(E)	32	#5	7'-2"	
w30(E)	32	#5	3'-2"	
Item	Unit	Quantity		
Concrete Structures	Cu. Yd.	6.9		
Reinforcement Bars, Epoxy Coated	Pound	760		
Form Liner Textured Surface	Sq. Ft.	128		
Concrete Surface Color Treatment	Sq. Ft.	183		



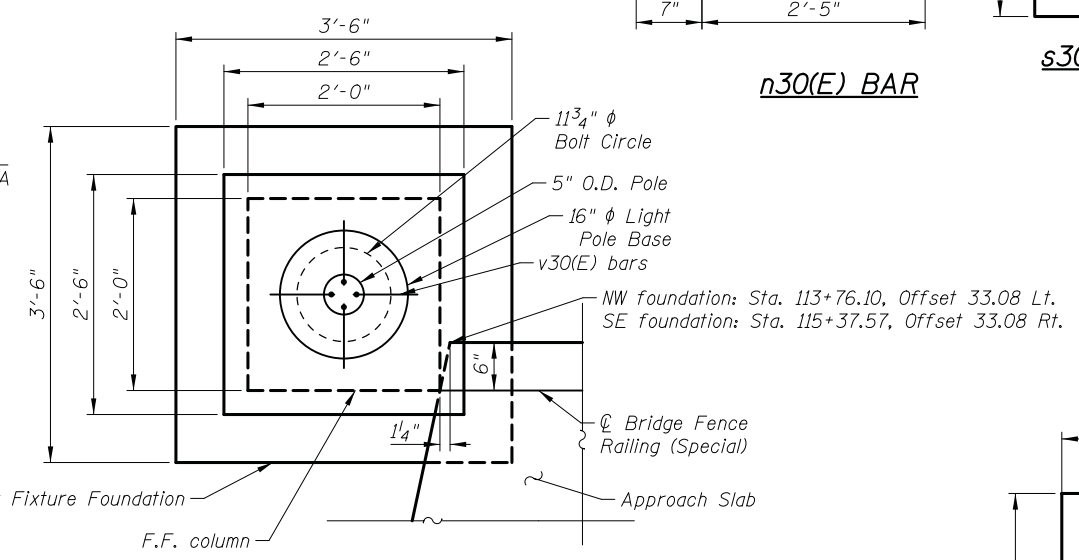
ELEVATION
(Showing aesthetics)



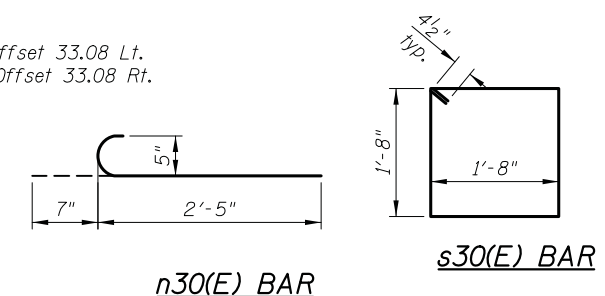
ELEVATION
(Showing reinforcement)



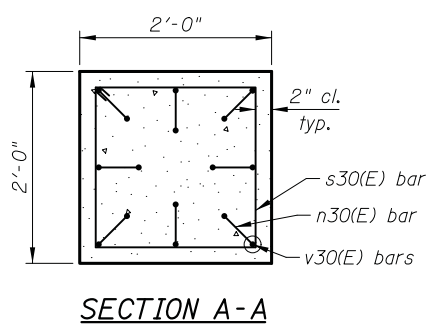
PLAN
(NE foundation shown, SW foundation is similar)



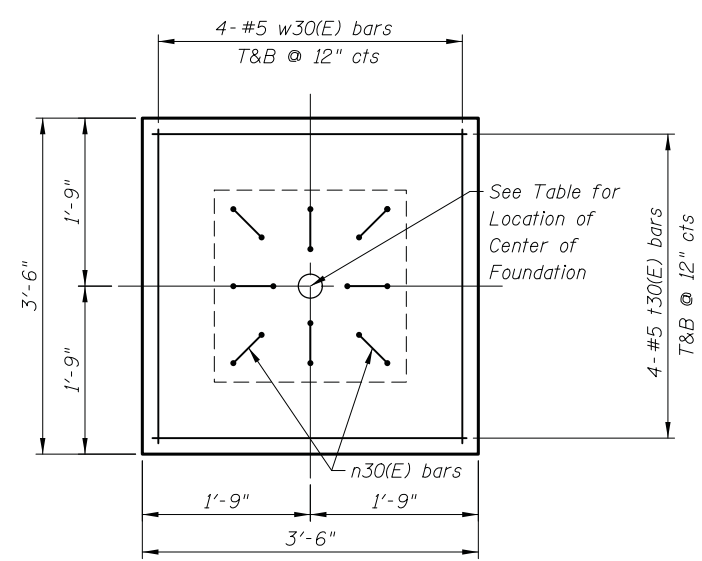
PLAN
(NW foundation shown, SE foundation is similar)



MINIMUM BAR LAP
#5 bar = 3'-6"



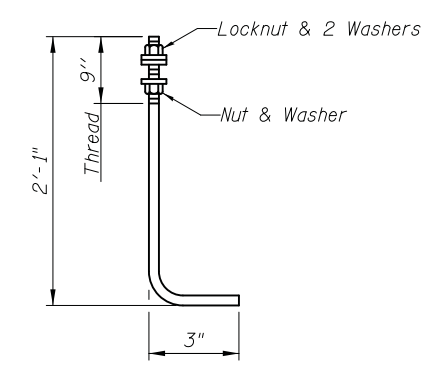
SECTION A-A



FOOTING PLAN

LIGHT FIXTURE FOUNDATION LOCATION TABLE

Foundation	Station	Offset	Bottom Footing Elevation
NW	113+74.99	33.58' LT	684.62
NE	115+52.63	33.58' RT	684.55
SE	115+38.68	33.58' RT	684.65
SW	113+61.04	33.58' LT	684.52



3/4" ANCHOR BOLT
(ASTM F 1554 Grade 105)

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- Notes:
- Architectural Smooth Finish, Color: Neutral balance Tan Hc 125
Manufacturer: H&C Solid Color Stains and Sealers
 - Style: Florida Ashlar Pattern 1700 1/2 size
Manufacturer: Fitzgerald Formliners
Color: Cedarwood Brown HC 103.
Manufacturer: H&C Solid Color Stains and Sealers
 - Coloring of concrete surfaces shall be paid for according to the Special Provision for Concrete Surface Color Treatment.
 - Light fixture foundations shall be constructed prior to approach slab footings.

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DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

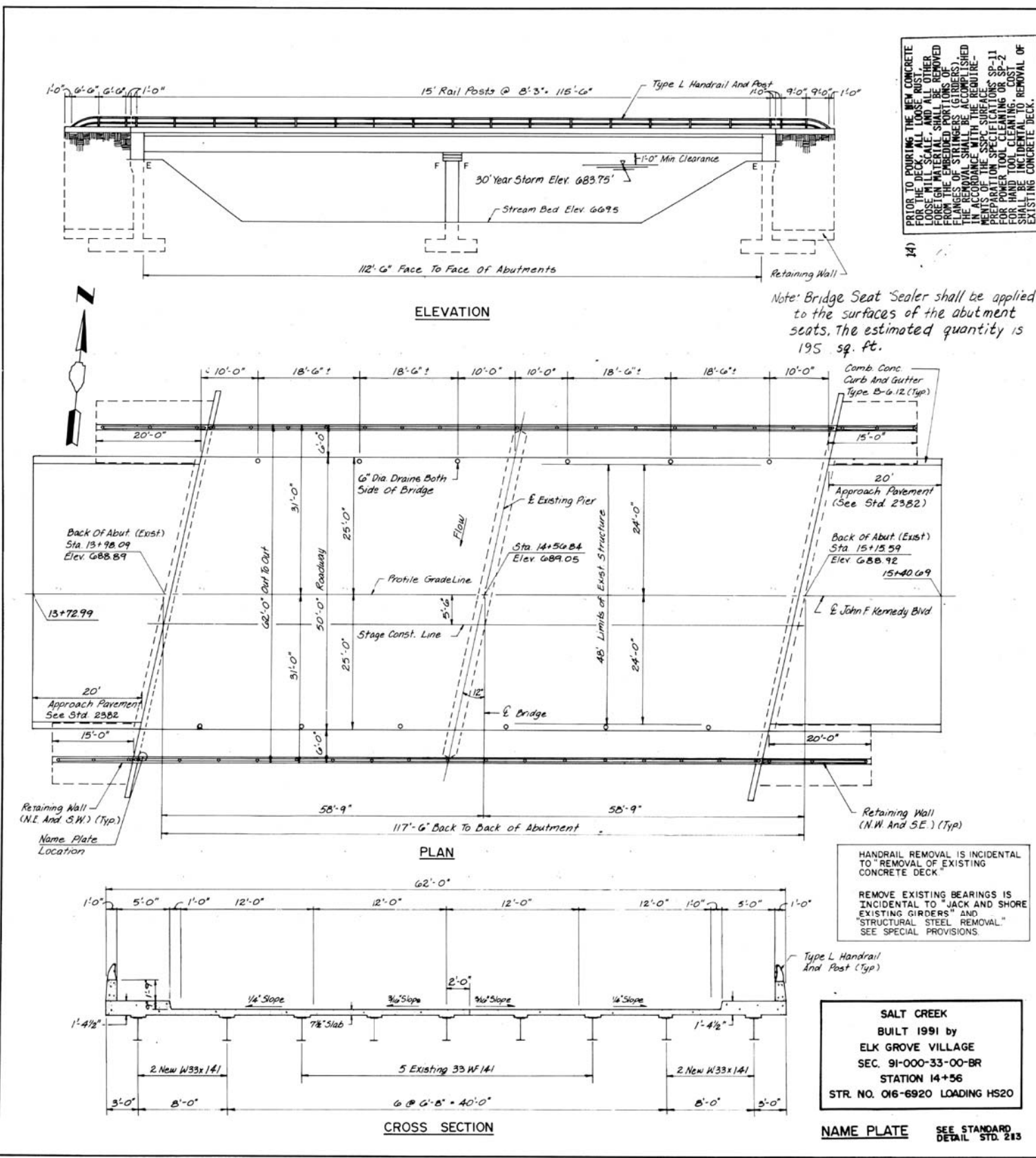
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LIGHT FIXTURE FOUNDATION
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	85
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	

SHEET NO. S14 OF S20 SHEETS

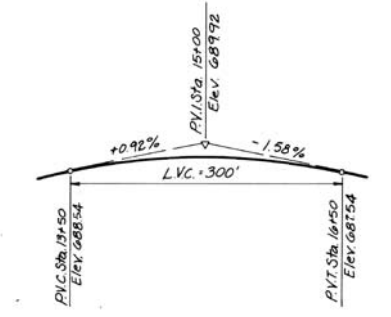
RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	COOK	35	9
STA. 13+98.09		TO STA. 15+15.59		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT: BR-05-DI254
* 91-00033-00-BR				



14) PRIOR TO POURING THE NEW CONCRETE FOR THE DECK, ALL LOOSE RUSTY, CORRODED, OR WEAKENED MATERIAL SHALL BE REMOVED FROM THE EMBEDDED PORTIONS OF FLANGES OF STRINGERS (GIRDERS). THE REMOVAL SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PREPARATION SPECIFICATIONS SP-11 FOR POWER TOOL CLEANING OR SP-2 FOR HAND TOOL CLEANING. COST SHALL BE INCIDENTAL TO REMOVAL OF EXISTING CONCRETE DECK.

GENERAL NOTES

- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BIDD FOR THE WORK.
 - REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. M-31, M-42, OR M-53 GRADE 60.
 - NO CONSTRUCTION JOINT, EXCEPT THOSE SHOWN ON THE PLANS, WILL BE ALLOWED UNLESS APPROVED IN WRITING BY THE ENGINEER.
 - THE CONTRACTOR WILL BE REQUIRED TO MARK ON TOP OF THE CONCRETE DECK THE LOCATIONS OF THE TOP FLANGE OF ALL THE STEEL BEAMS OR GIRDERS. PRIOR TO ANY REMOVAL OF THE BRIDGE CONCRETE DECK, SAW CUTTING DIRECTLY OVER THE TOP OF THE BEAM OR GIRDER FLANGES IS NOT PERMITTED.
 - CALCULATED WEIGHT OF STRUCTURAL STEEL - 71,660 LBS.
 - THE MAIN LOAD CARRYING MEMBER COMPONENTS SUBJECT TO TENSILE STRESS SHALL CONFORM TO THE SUPPLEMENTAL REQUIREMENTS FOR NOTCH TOUGHNESS ZONE 2. THESE COMPONENTS ARE THE WIDE FLANGE BEAMS AND ALL SPLICE PLATE MATERIAL EXCEPT FILL PLATES.
 - BEARING SEAT SURFACES SHALL BE CONSTRUCTED OR ADJUSTED TO THE DESIGNATED ELEVATIONS WITHIN A TOLERANCE OF 1/8" ADJUSTMENT SHALL BE MADE EITHER BY GRINDING THE SURFACE OR BY SHIMMING THE BEARING. TWO 1/8" ADJUSTING SHIMS, OF THE DIMENSIONS OF THE BOTTOM BEARING PLATE, SHALL BE PROVIDED FOR EACH BEARING IN ADDITION TO ALL OTHER PLATES OR SHIMS.
 - ANY EXISTING REINFORCEMENT TO BE LAPPED, SPLICED OR OTHERWISE INCORPORATED INTO NEW CONSTRUCTION, IF DAMAGED BY THE CONTRACTOR'S OPERATIONS, SHALL BE SUPPLEMENTED WITH ADDITIONAL REINFORCEMENT OR EXPANSION ANCHORS AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE FIRST TWO COATS OF THE LEAD AND CHROMATE FREE ALKYO PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL. THE COLOR OF THE FINAL FINISH COAT SHALL BE REDDISH BROWN. ALL CONTACT SURFACE AREAS OF NEW AND EXISTING STRUCTURAL STEEL SHALL BE FREE OF PAINT OR LACQUER.
- Prior to pouring the new concrete for the deck, all loose rust, loose mill scale, and all other foreign material shall be removed from the embedded portions of flanges of stringers (girders). The removal shall be accomplished in accordance with the requirements of the SSPC Surface Preparation Specifications SP-11 for power tool cleaning or SP-2 for hand tool cleaning. Cost shall be incidental to concrete removal.
 - FIELD WELDING OF CONSTRUCTION ACCESSORIES WILL NOT BE PERMITTED TO THE BOTTOM FLANGE OF BEAMS OR GIRDERS NOR TO THE TOP FLANGE FOR A DISTANCE EQUAL TO ONE-FOURTH THE SPAN LENGTH EACH WAY FROM THE PIER SUPPORTS. FIELD WELDING IN OTHER AREAS WILL BE PERMITTED ONLY WHEN APPROVED BY THE ENGINEER.
 - FASTENERS SHALL BE HIGH STRENGTH BOLTS. BOLTS 3/4" Ø, OPEN HOLES 15/16" Ø, UNLESS OTHERWISE NOTED.
 - Structural steel shall only be cleaned and painted as required by the special provision "Cleaning and Painting New Steel and Adjacent Areas of Existing Steel Structures". Cost is incidental to furnishing & erecting Structural Steel.



BRIDGE BILL OF MATERIAL

ITEM	UNIT	SUB-STRUCTURE	SUPER-STRUCTURE	TOTAL
Class X Concrete Superstructure	CY	-	218	218
Class X Concrete	CY	191	-	191
Reinforcement Bars, Epoxy Coat.	Pound	17655	51320	68975
Reinforcement Bars	Pound	4120	-	4120
Furnishing & Erecting Struct St	Lump	1	-	1
Epoxy Crack Sealing	LF	82	-	82
Epoxy Mortar Repair	CF	14	-	14
Name Plate	Each	-	1	1
Floor Drains	Each	-	12	12
Neoprene Expansion Joint	LF	-	121	121
Elastomeric Expansion Brq. Tyl	Each	18	-	18
Bridge Seat Sealer	Lump	-	1	1
Removal Of Existing Conc. Deck	Lump	-	1	1
Concrete Removal	CY	266	-	266
Protective Coat	SY	-	1725	1725
Aluminum Railing, Type L	LF	-	268	268
Bridge Approach Pavement	Sy	-	268	268
Jack & Shore Existing Girders	Each	5	-	5
Stud Shear Connectors	Each	-	3024	3024
Expansion Bolts, 3/4" Dia.	Each	118	-	118
Structure Excavation	CY	820	-	820
Structural Steel Removal	Pound	34548	-	34548
Temporary Sheet Piling	SF	5600	-	5600

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Adams
Engineer of Bridges and Structures

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi (REIN)
fy = 36,000 psi (STRUCT)



DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

J. F. KENNEDY BOULEVARD OVER SALT CREEK

STATION 13+98.09 TO STATION 15+15.59

DATE 4/25/91

SCALE: NONE

CHECKED BY B.H.

SALT CREEK BUILT 1991 by ELK GROVE VILLAGE SEC. 91-000-33-00-BR STATION 14+56 STR. NO. 016-6920 LOADING HS20

NAME PLATE SEE STANDARD DETAIL STD. 213

EXP. DATE 11/30/92

REVISIONS

NAME	DATE

Revised 6-13-91

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DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

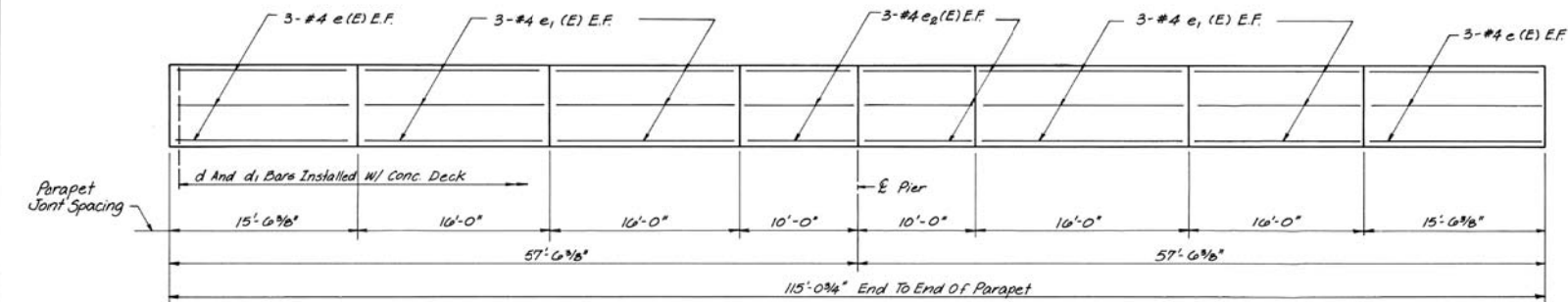
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS I
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920

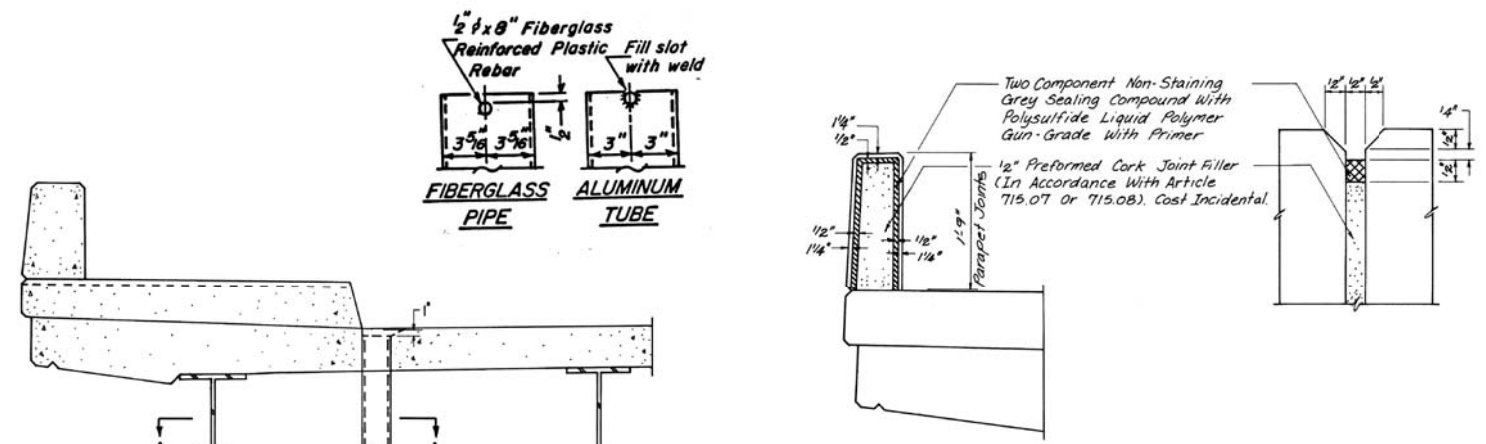
SHEET NO. S15 OF S20 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	86
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	

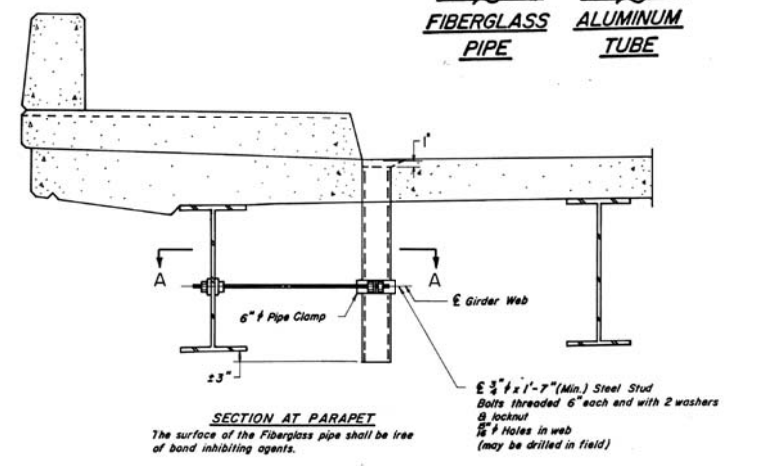
RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	COOK	35	14
STA. 13+98.09		TO STA. 15+15.59		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-BR-OS-D(254)	
* 91-00033-00-BR				



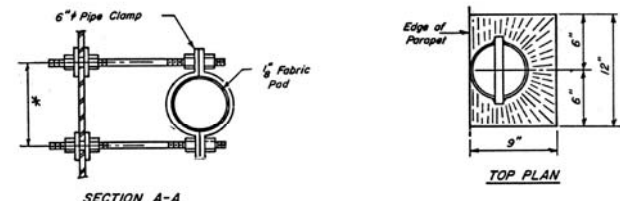
PARAPET ELEVATIONS



PARAPET JOINT DETAILS

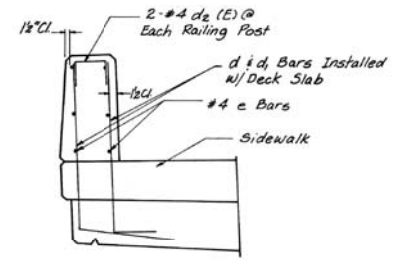


SECTION AT PARAPET



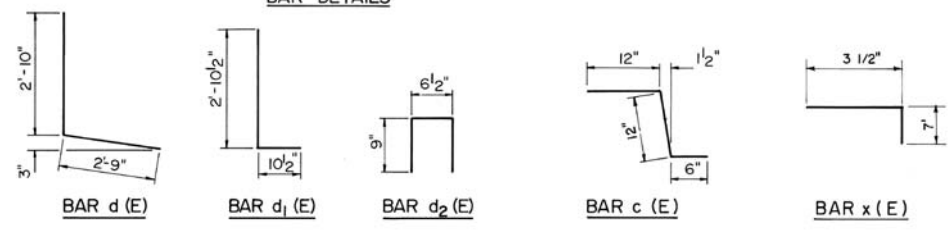
SECTION A-A

TOP PLAN



SECTION THRU PARAPET

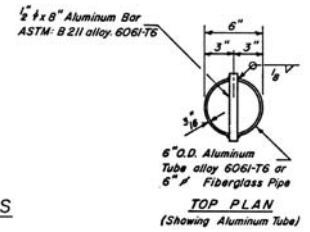
BAR DETAILS



NOTE: Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.

The exterior surfaces of the Floor Drain shall be painted with the vinyl enamel coat painting specified for Structural Steel. The exterior surfaces of the Aluminum tube shall be cleaned and given a washcoat pretreatment in accordance with Steel Structures Painting Council's Spec. SSPC-SPI 8 SSPC-Paint 27 prior to painting. Fiberglass to have prewash as per MIL-P-15328.

FLOOR DRAIN DETAILS



TOP PLAN (Showing Aluminum Tube)

SUPERSTRUCTURE AND PARAPET BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	228	#5	28'-9"	—
a1(E)	172	#5	26'-9"	—
a2(E)	228	#5	32'-9"	—
a3(E)	172	#5	30'-9"	—
a4(E)	8	#5	29'-3"	—
a5(E)	8	#5	33'-6"	—
b(E)	552	#5	30'-3"	—
b1(E)	62	#6	30'-0"	—
c(E)	230	#5	2'-6"	—
c1(E)	230	#5	5'-9"	—
d(E)	230	#4	5'-7"	—
d1(E)	230	#6	3'-9"	L
d2(E)	84	#4	2'-0 1/2"	—
e(E)	24	#4	15'-3"	—
e1(E)	48	#4	15'-9"	—
e2(E)	24	#4	9'-9"	—
x(E)	126	#5	3'-9"	—
REMOVAL OF EXISTING CONCRETE DECK		1	LUMP	
REINFORCEMENT BARS EPOXY COATED		51,320	LBS.	
CLASS X CONCRETE SUPERSTRUCTURE		218	CU. YD.	

REVISIONS	
NAME	DATE

DEPARTMENT OF TRANSPORTATION
PARAPET ELEVATIONS AND DETAILS
 J. F. KENNEDY BOULEVARD, OVER SALT CREEK
 STATION 13+98.09 TO STATION 15+15.59
 DATE 4/25/91
 CHECKED BY B.H.

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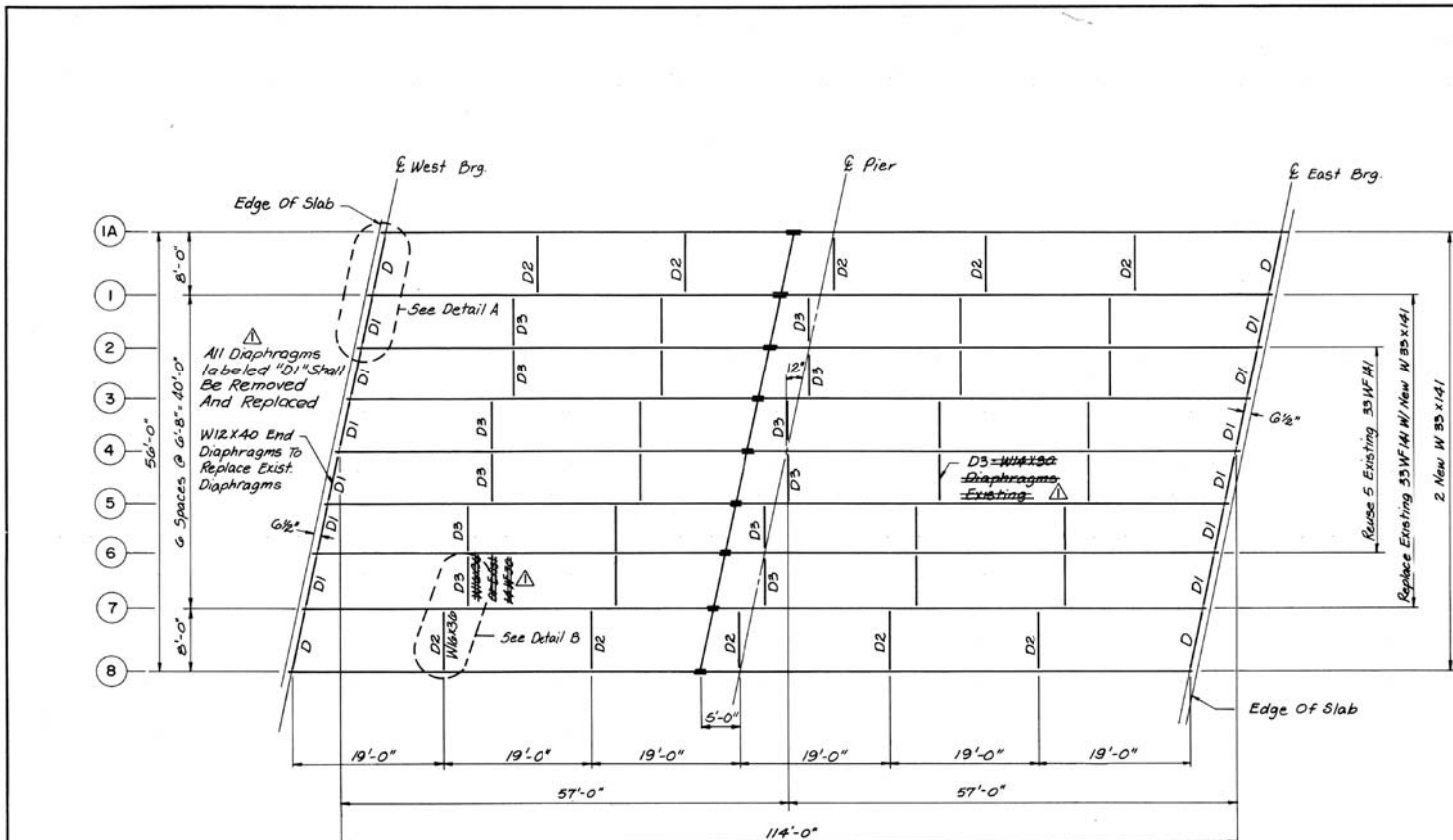
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS II
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
 SHEET NO. S16 OF S20 SHEETS

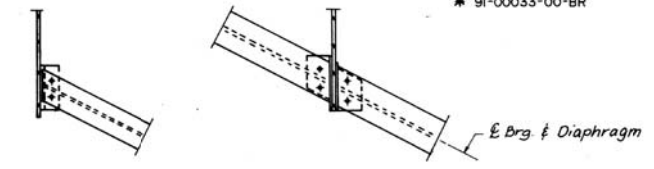
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	87
CONTRACT NO. 61E25				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	W	COOK	35	16
STA. 13+98.09		TO STA. 15+15.59		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT BR-OS-D(254)
* 91-00033-00-BR				



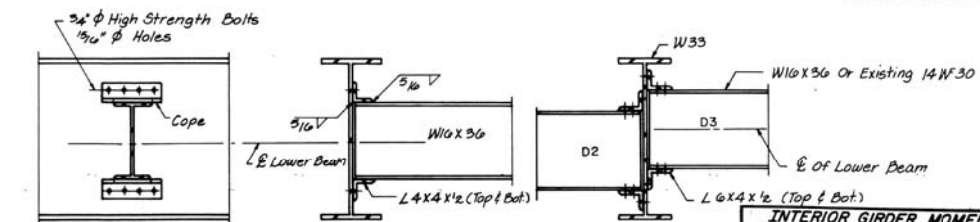
STEEL FRAMING PLAN

Two Hardened Washers Shall Be Required Over All 1 1/2" Holes In Diaphragm Connections.



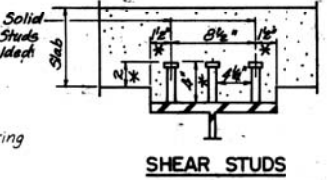
DETAIL A
END DIAPHRAGM - D & D1

NOTE - Existing 14W30 Diaphragms That Have Deteriorated Beyond Use Shall Be Replaced With New W12x36 Diaphragms.

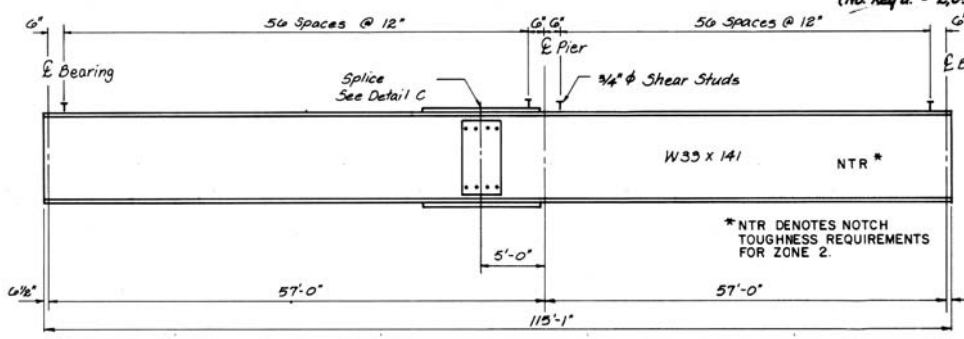


DETAIL B
INTERIOR DIAPHRAGM - D2 & D3

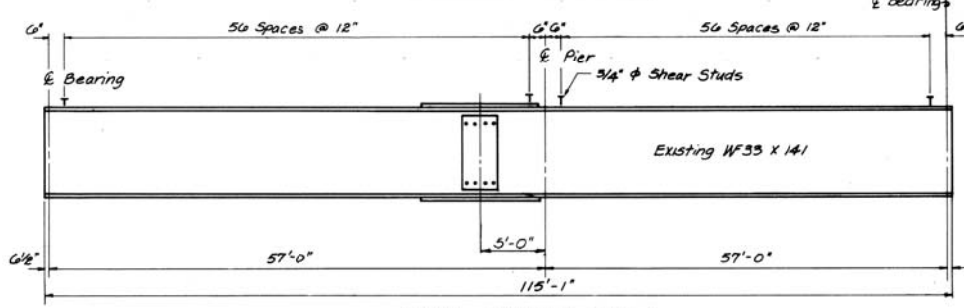
INTERIOR GIRDER MOMENT TABLE		O.4 Sp. I	Pier
I_x (in ⁴)	7442	7442	
I_c (in ⁴)	18391	9968	
S_x (in ³)	447	447	
S_c (in ³)	629	506	
Z (in ³)	-	-	
R (K/1)	791	791	
M (K)	180	320	
R (K/1)	331	331	
M_s (K)	85	110	
M_t (K)	382	226	
M imp. (K)	105	62	
S_y (in ³)	812	480	
M_a (K)	1400	1517	
M_u (K)	2466	-	
f_s non-comp (ksi)	4.8	8.6	
f_s (comp) (ksi)	1.6	2.6	
f_s (E+I) (ksi)	15.5	11.4	
f_s (Overload) (ksi)	21.9	22.6	
f_s (Total) (ksi)	-	29.4	
VR (K)	48.9	-	



SHEAR STUDS

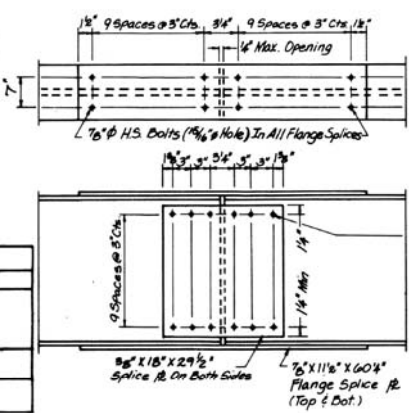


DETAIL BEAMS IA, 1, 7 & 8



DETAIL BEAMS 2 THRU 6

BILL OF MATERIALS		
ITEM	UNIT	QUANTITY
FURNISHING AND ERECTING STRUCTURAL STEEL	LUMP SUM	1
STUD SHEAR CONNECTORS	EACH	3,324
STRUCTURAL STEEL REMOVAL	POUND	34,548



DETAIL C
FIELD SPLICE DETAIL

LOCATION	TOP OF BEAM ELEVATIONS								
	GIRDER NUMBER								
€ BRG. WEST ABUT.	687.71	687.88	688.03	688.15	688.26	688.17	688.05	687.93	687.77
€ SPLICE	687.78	687.96	688.09	688.21	688.31	688.21	688.09	687.96	687.79
€ PIER	687.79	687.96	688.09	688.21	688.31	688.21	688.09	687.96	687.79
€ BRG. EAST ABUT.	687.73	687.89	688.02	688.14	688.23	688.12	687.99	687.86	687.67

REVISIONS	
NAME	DATE
Δ, C.J.S.	6-10-91

DEPARTMENT OF TRANSPORTATION
STEEL FRAMING PLAN AND DETAILS
 J. F. KENNEDY BOULEVARD OVER SALT CREEK
 STATION 13+98.09 TO STATION 15+15.59
 DATE 4/25/91
 CHECKED BY B.H.

Revised 6-13-91

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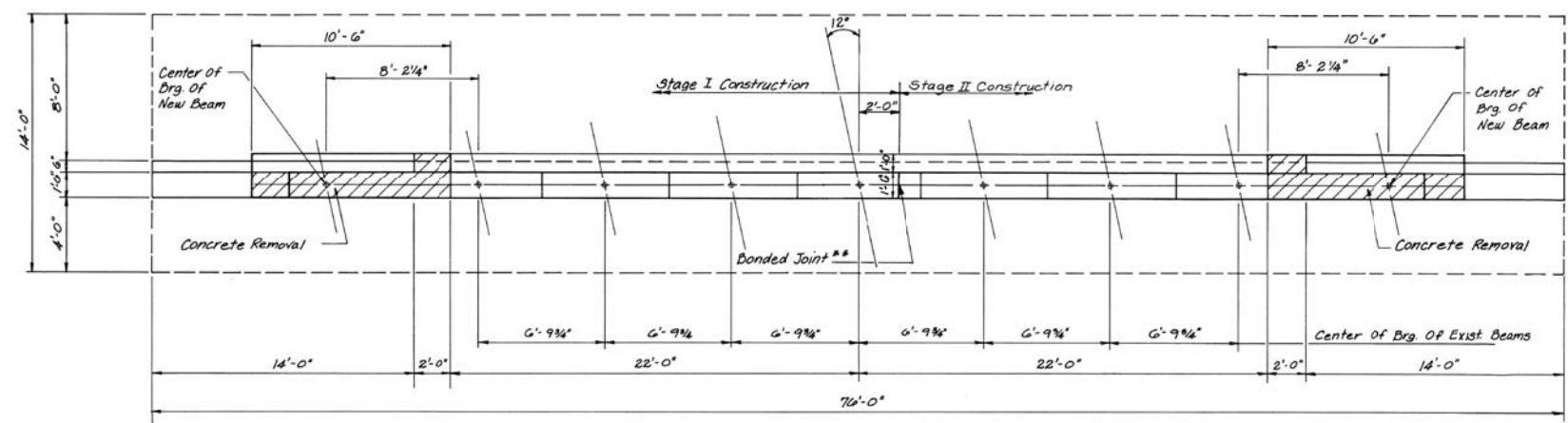
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING PLANS III
J. F. KENNEDY BOULEVARD OVER SALT CREEK
 STRUCTURE NO. 016-6920
 SHEET NO. S17 OF S20 SHEETS

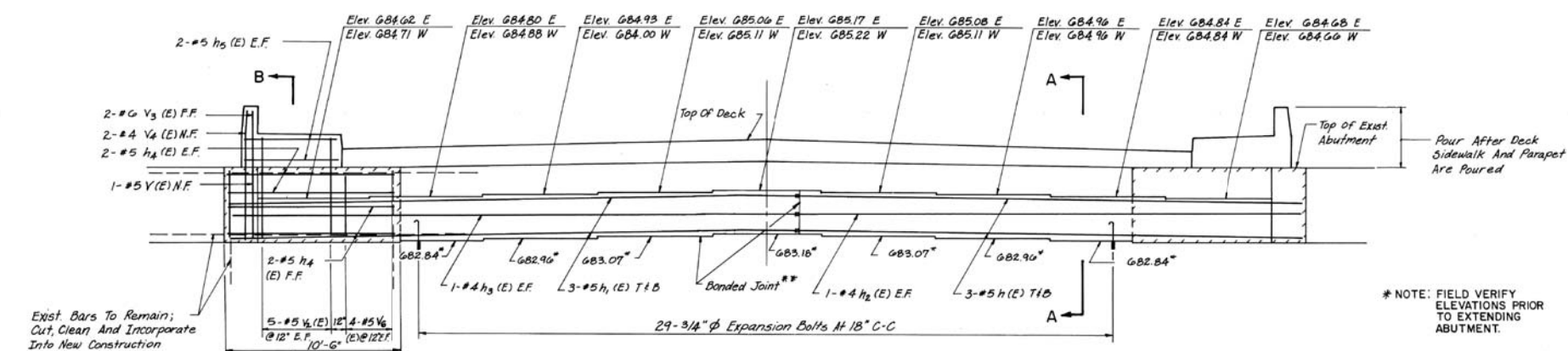
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	88
CONTRACT NO. 61E25				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	*	COOK	35	17
STA. 13+98.09		TO STA. 15+15.59		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT BR-05-D(254)	
* 91-00033-00-BR				

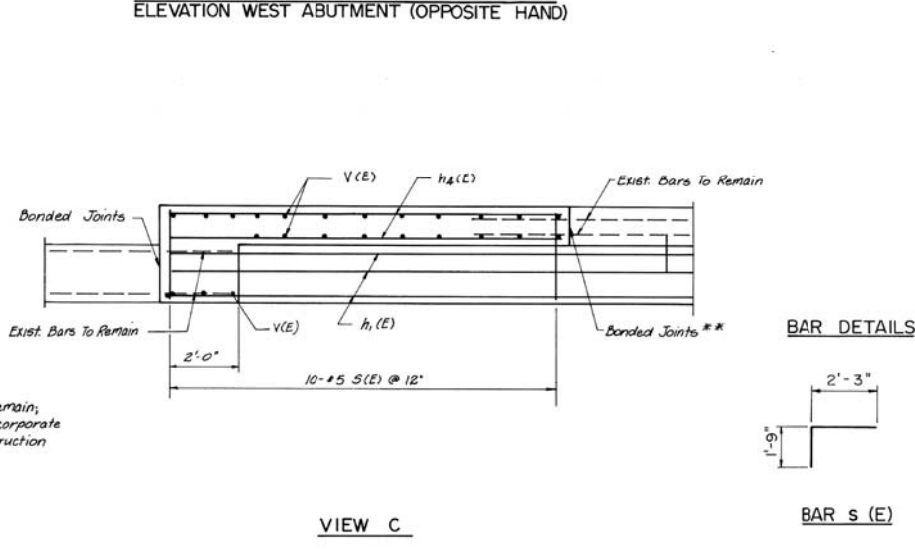
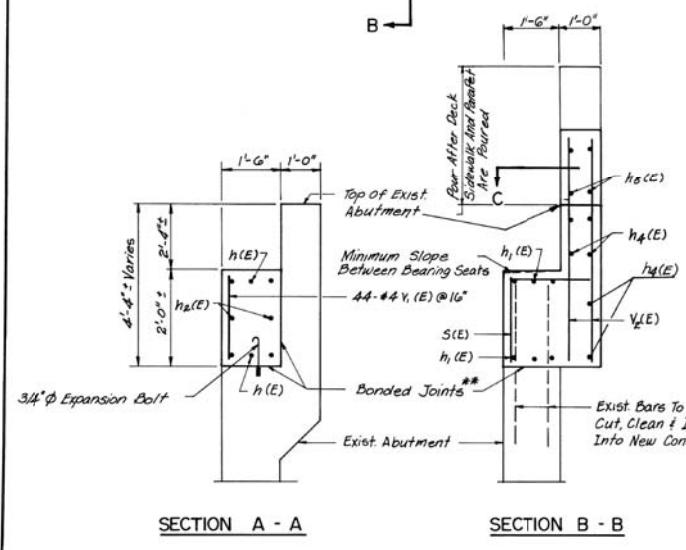


EAST ABUTMENT PLAN
WEST ABUTMENT PLAN (OPPOSITE HAND)

ABUTMENT BILL OF MATERIAL				
BAR	NO.	SIZE	LENGTH	SHAPE
h1(E)	12	#5	36'-3"	---
h1(E)	12	#5	30'-3"	---
h2(E)	4	#4	36'-3"	---
h3(E)	4	#4	30'-3"	---
h4(E)	24	#5	10'-3"	---
h5(E)	16	#5	5'-9"	---
V(E)	96	#5	4'-0"	---
V1(E)	88	#4	1'-9"	---
V2(E)	40	#5	6'-0"	---
V3(E)	8	#6	8'-0"	---
V4(E)	8	#4	8'-0"	---
V5(E)	32	#5	1'-9"	---
S(E)	40	#5	4'-0"	---
EXPANSION BOLTS 3/4"Ø 58 EACH				
CONCRETE REMOVAL 12 CU. YDS.				
CLASS X CONCRETE 16 CU. YDS.				
REINFORCEMENT BARS 2485 LBS.				
EPOXY COATED				



ELEVATION EAST ABUTMENT
ELEVATION WEST ABUTMENT (OPPOSITE HAND)



BAR DETAILS

BAR S (E)

REVISIONS	
NAME	DATE

DEPARTMENT OF TRANSPORTATION
**ABUTMENT PLAN,
ELEVATION AND DETAILS**
J. F. KENNEDY BOULEVARD
OVER SALT CREEK
STATION 13+98.09 TO STATION 15+15.59
DATE 4/25/91
CHECKED BY B.H.

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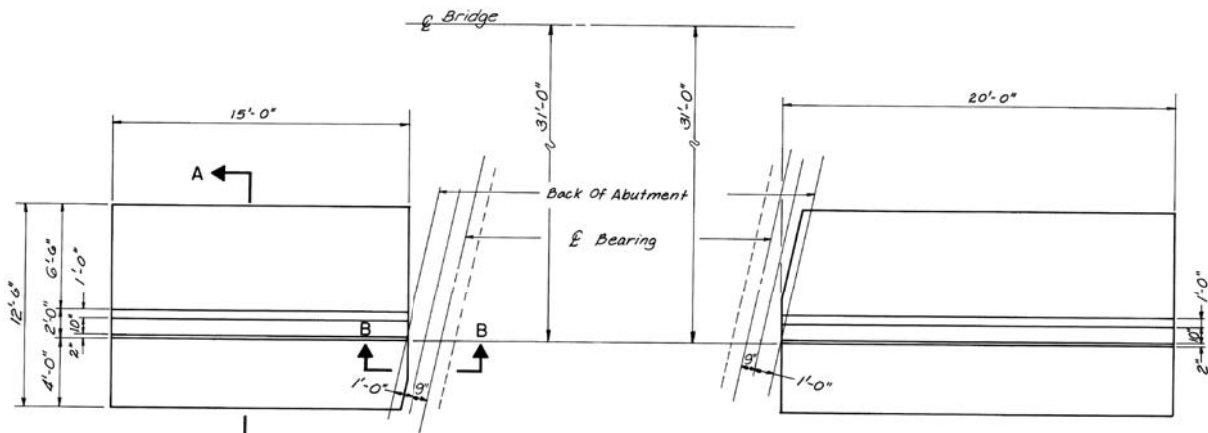
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

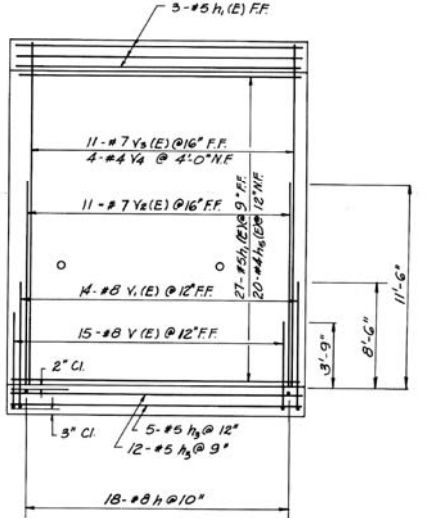
EXISTING PLANS IV
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
SHEET NO. S18 OF S20 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	89
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	

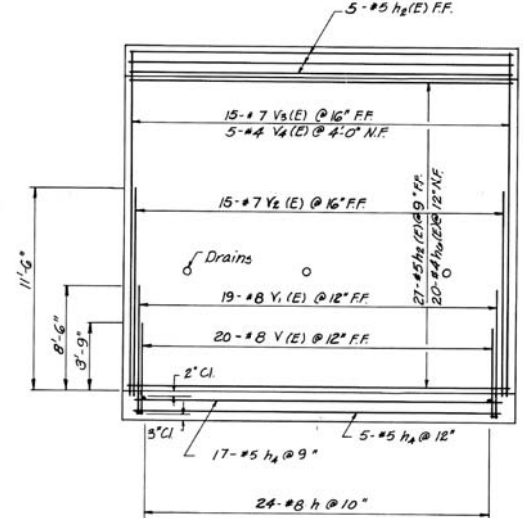
RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	13	COOK	35	20
STA. 13+98.09		TO STA. 15+15.59		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT BR-05-DK254				
* 91-00033-00-BR				



RETAINING WALL PLAN (NORTHEAST AND SOUTHWEST)

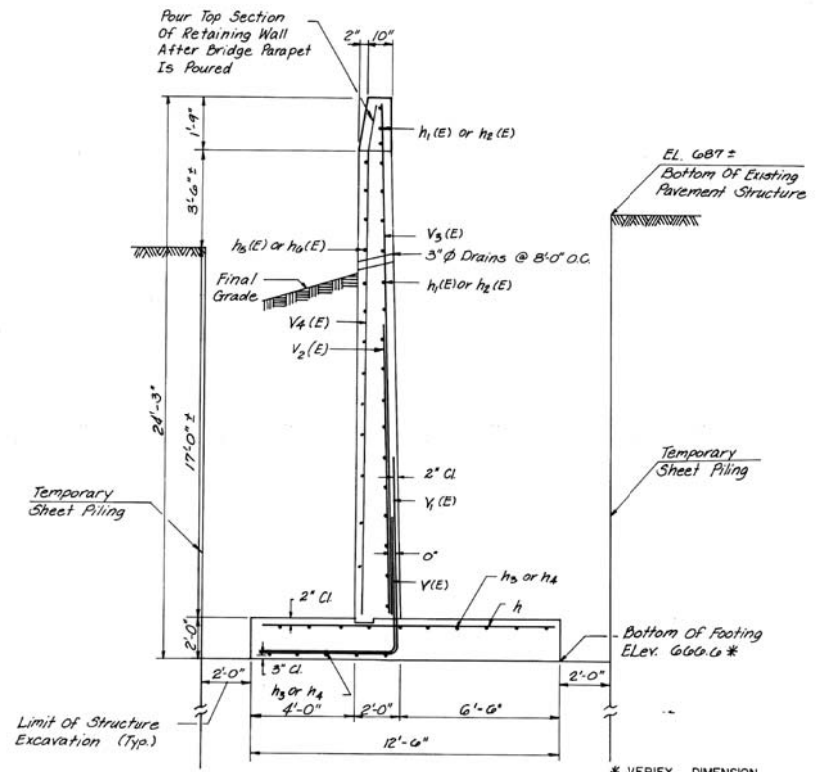


RETAINING WALL ELEVATION (NORTHEAST AND SOUTHWEST)



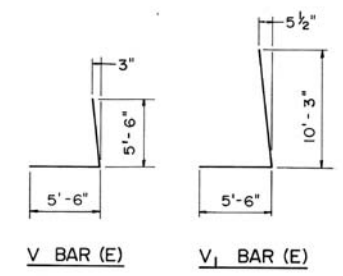
RETAINING WALL ELEVATIONS (NORTHWEST AND SOUTHEAST)

NOTE: THE INFORMATION SHOWN FOR THE TEMPORARY SHEET PILING IS ESTIMATED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A DESIGN OF THE TEMPORARY SHEET PILING AND ASSOCIATED MEMBERS, AS REQUIRED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

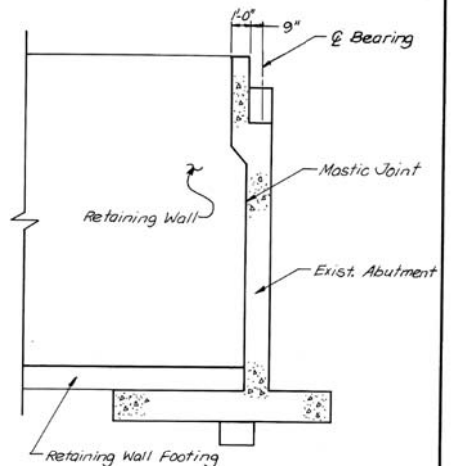


RETAINING WALL SECTION A-A

BAR DETAILS



RETAINING WALL BILL OF MATERIAL				
BAR	NO.	SIZE	LENGTH	SHAPE
h	84	#8	12'-0"	---
h ₁ (E)	60	#5	14'-9"	---
h ₂ (E)	64	#5	19'-9"	---
h ₃	34	#5	14'-9"	---
h ₄	44	#5	19'-9"	---
h ₅ (E)	40	#4	14'-9"	---
h ₆ (E)	40	#4	19'-9"	---
V(E)	70	#8	11'-0"	└┘
V ₁ (E)	66	#8	15'-9"	└┘
V ₂ (E)	52	#7	11'-6"	---
V ₃ (E)	52	#7	20'-3"	---
V ₄ (E)	18	#4	20'-3"	---
STRUCTURE EXCAVATION	820	CU. YDS.		
CLASS X CONCRETE	149	CU. YDS.		
REINFORCEMENT BARS	4120	LBS.		
REINFORCEMENT BARS	11610	LBS.		
EPOXY COATED				
TEMPORARY SHEET PILING	5600	SQ. FT.		



REVISIONS	
NAME	DATE

DEPARTMENT OF TRANSPORTATION

RETAINING WALL PLAN, ELEVATION AND DETAILS

J. F. KENNEDY BOULEVARD OVER SALT CREEK

STATION 13+98.09 TO STATION 15+15.59

DATE 4/25/91

CHECKED BY B.H.

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DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

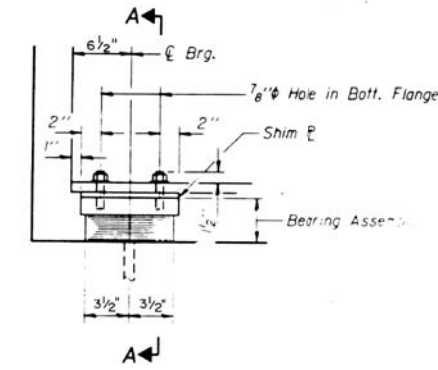
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS V
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920
SHEET NO. S19 OF S20 SHEETS

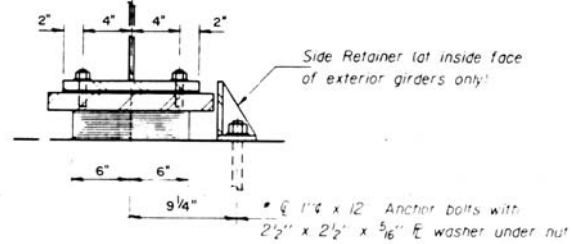
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	90
CONTRACT NO.				61E25
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

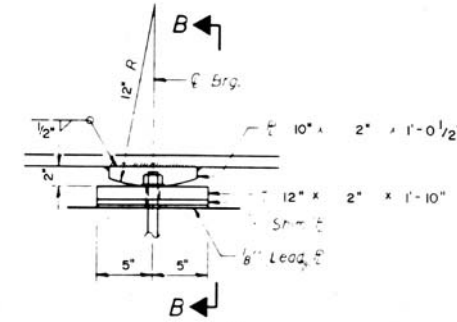
PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
91-00033-00-BR		COOK	35	25
SHEETS				



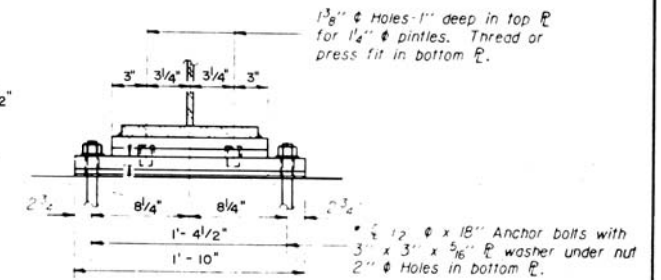
ELEVATION AT ABUT.



SECTION A-A

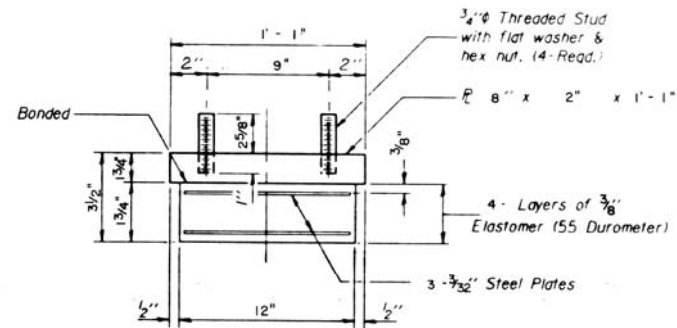


ELEVATION AT PIER



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

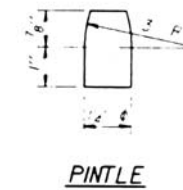


BEARING ASSEMBLY

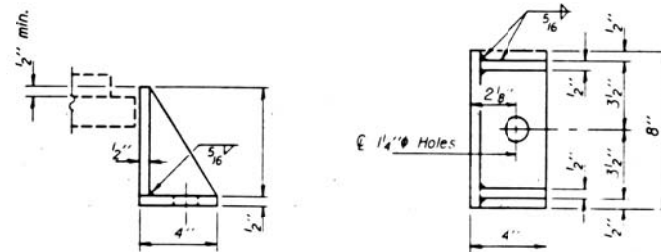
Note: Shim plates shall not be placed under Bearing Assembly.

* Notes: Anchor bolts at fixed bearings may be built into the masonry.
See sheet #21 for Anchor Bolt installation.

FIXED BEARING



PINTLE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED
CHECKED
DRAWN
CHECKED

I-2-EI 12-1-83

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18

TYPE I ELASTOMERIC EXPANSION BEARING AND DETAILS

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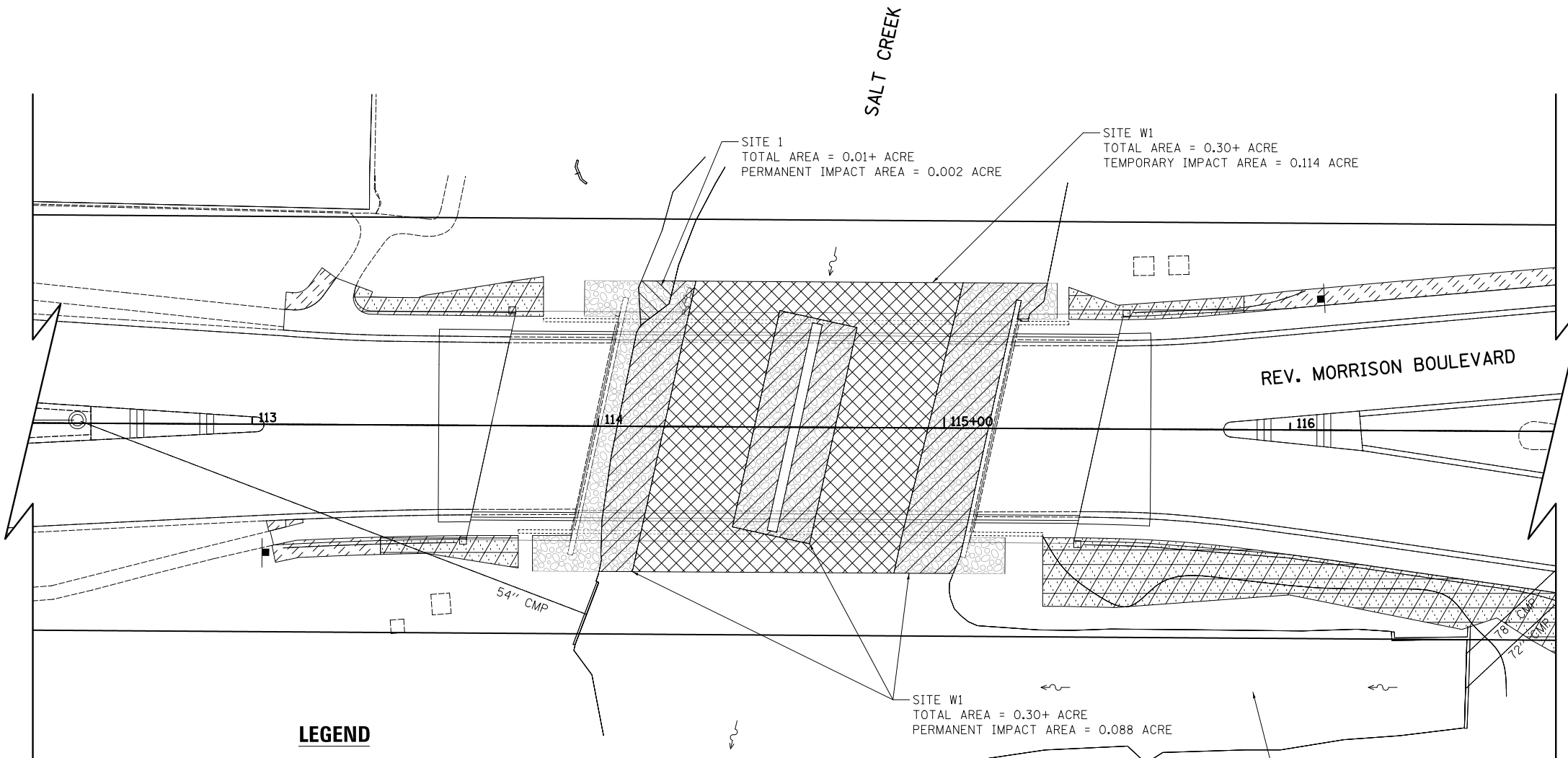
DRAWN	- J. Schroeder	REVISED	-
DESIGNED	- K. Kompare	REVISED	-
CHECKED	- G. Hatlestad	REVISED	-
DATE	- October 6, 2017	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION










EXISTING PLANS VI
J. F. KENNEDY BOULEVARD OVER SALT CREEK
STRUCTURE NO. 016-6920

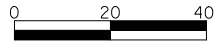
SHEET NO. S20 OF S20 SHEETS

F.A.U. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	91
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61E25	



LEGEND

-  SODDING
TOPSOIL FURNISH AND PLACE, 4"
-  SEEDING, CLASS 4
EROSION CONTROL BLANKET
TOPSOIL FURNISH AND PLACE, 4"
-  STONE RIPRAP, CLASS A4
-  EXISTING TREE TO REMAIN
-  WETLAND AND WOUS LIMITS
-  WETLAND LIMITS
-  PERMANENT WOUS IMPACT AREA
-  PERMANENT WETLAND IMPACT AREA
-  TEMPORARY WOUS IMPACT AREA



SCALE IN FEET

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...\\3003_creek_USACE_01.dgn
#MODELNAME#

USER NAME = djc
PLOT SCALE = 20.0000' / in.
PLOT DATE = 11/8/2017

DESIGNED - KDC
DRAWN - KDC
CHECKED - DJK
DATE - 11/10/2017

REVISED -
REVISED -
REVISED -
REVISED -

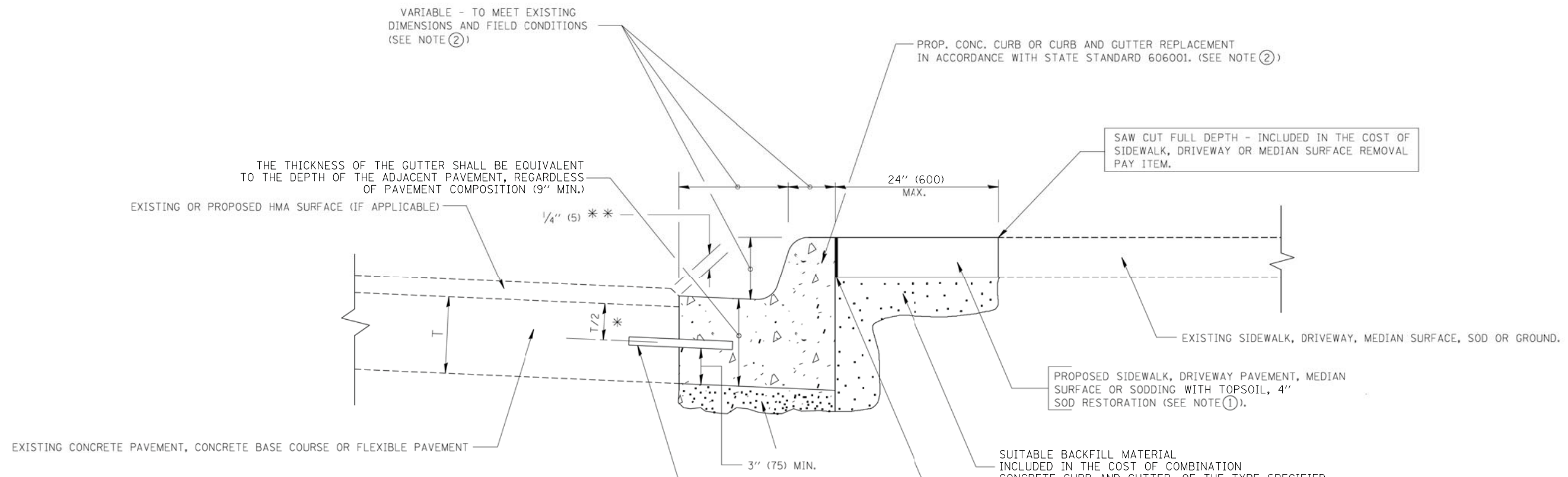
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
WATERS OF THE US IMPACT EXHIBIT**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-R5	COOK	109	92
3724				CONTRACT NO. 61E25

ILLINOIS FED. AID PROJECT



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
 SODDING AND TOPSOIL FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY

- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.
- ⑨ AT LOCATIONS SHOWN ON THE PLANS, THE EXISTING MATERIAL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT, 12". THIS WORK SHALL BE PAID FOR SEPARATELY AS "EARTH EXCAVATION" AND "AGGREGATE SUBGRADE IMPROVEMENT, 12"."

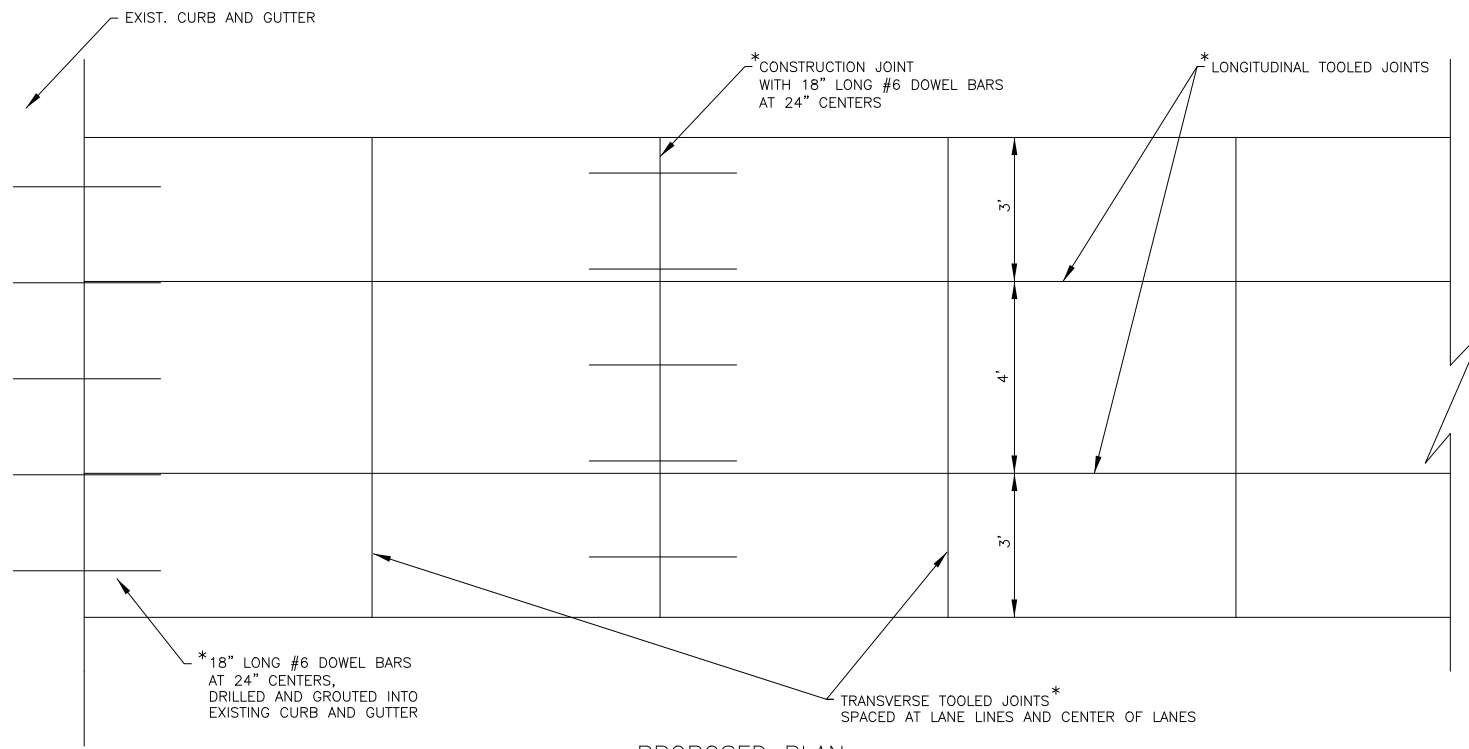
UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
 REMOVAL AND REPLACEMENT 4" OR LESS IS INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED. (SEE NOTE 9)
 REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

WHERE EXISTING CURB AND GUTTER IS TO BE REMOVED AND REPLACED ADJACENT TO EXISTING CONCRETE PAVEMENT REMAINING IN PLACE, THE CONTRACTOR SHALL PERFORM THE REMOVAL SO THAT THE EXISTING TIE BARS CAN BE USED IN TYING THE NEW CURB AND GUTTER TO THE EXISTING PAVEMENT. ANY TIE BARS WHICH ARE DAMAGED OR MISSING SHALL BE REPLACED WITH NO. 6 TIE BARS, 24 INCHES LONG, EMBEDDED 8 INCHES AT 24 IN. CENTERS IN ACCORDANCE WITH THE ARTICLE 420.05 (B) OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

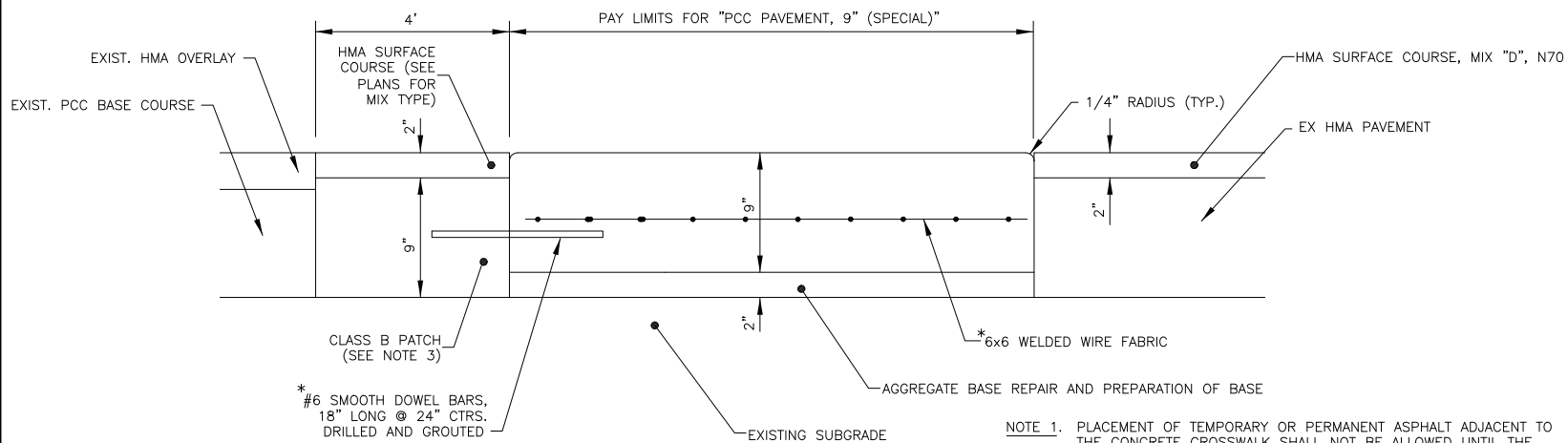
CURB AND GUTTER REMOVAL AND REPLACEMENT DETAIL

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

FILE NAME = ...\\17-Details\3003_Details.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING CONSTRUCTION DETAILS			F.A.U. RTE. 3723 3724	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 94
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	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -		ILLINOIS FED. AID PROJECT							



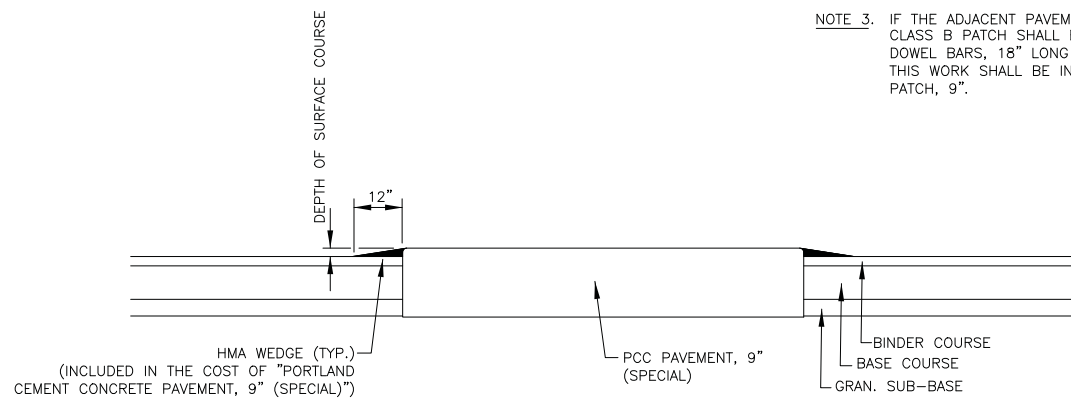
PROPOSED PLAN



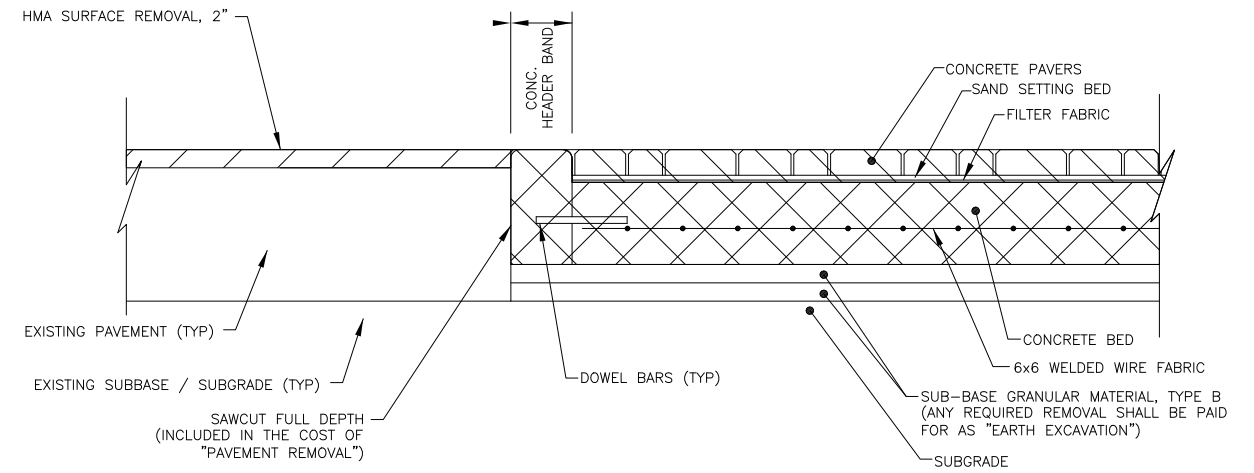
SECTION

*INCLUDED IN COST OF "PORTLAND CEMENT CONCRETE PAVEMENT, 9" (SPECIAL)

- NOTE 1. PLACEMENT OF TEMPORARY OR PERMANENT ASPHALT ADJACENT TO THE CONCRETE CROSSWALK SHALL NOT BE ALLOWED UNTIL THE CONCRETE HAS CURED TO THE SATISFACTION OF THE ENGINEER.
- NOTE 2. THE CONTRACTOR SHALL PLACE A CRACK SEALANT APPROVED BY THE ENGINEER AT THE JOINT BETWEEN THE CONCRETE CROSSWALK AND THE ASPHALT SURFACE AND BETWEEN THE EXISTING AND NEW ASPHALT SURFACES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF "PCC PAVEMENT, 9" (SPECIAL)".
- NOTE 3. IF THE ADJACENT PAVEMENT HAS A CONCRETE BASE COURSE, THE CLASS B PATCH SHALL BE TIED TO THE BASE WITH #6 SMOOTH DOWEL BARS, 18" LONG @ 24" CENTERS, DRILLED AND GROUTED. THIS WORK SHALL BE INCLUDED IN THE COST OF "CLASS B PATCH, 9".

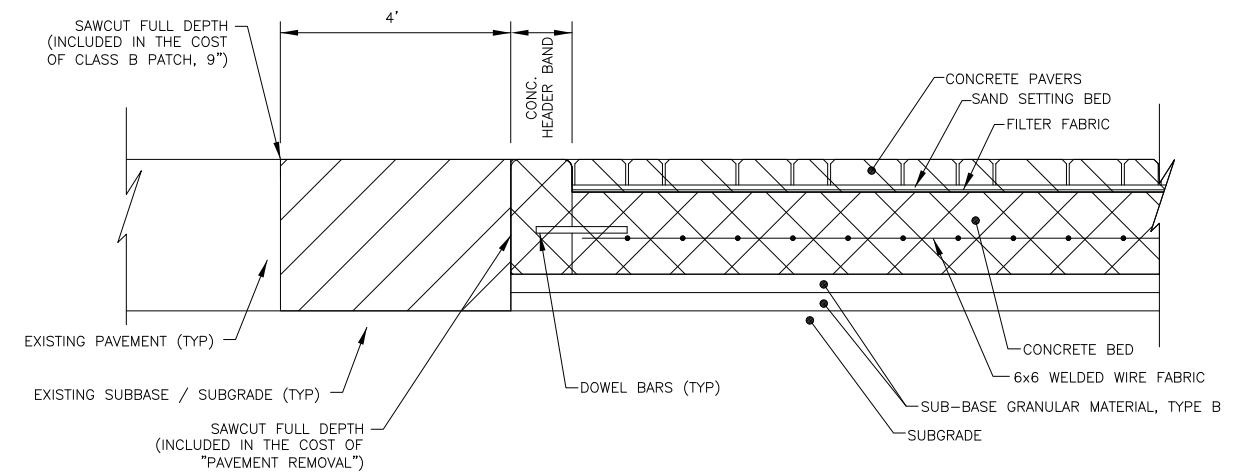


TEMPORARY CONSTRUCTION
(PRIOR TO PLACEMENT OF SURFACE COURSE)



EXISTING SECTION ALONG RESURFACING SIDE OF CROSSWALK

- ITEMS TO BE REMOVED (PAID FOR AS "PAVEMENT REMOVAL")
- HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ITEMS TO BE REMOVED (PAID FOR AS "BRICK PAVER REMOVAL")



EXISTING SECTION ALONG PATCHING SIDE OF CROSSWALK

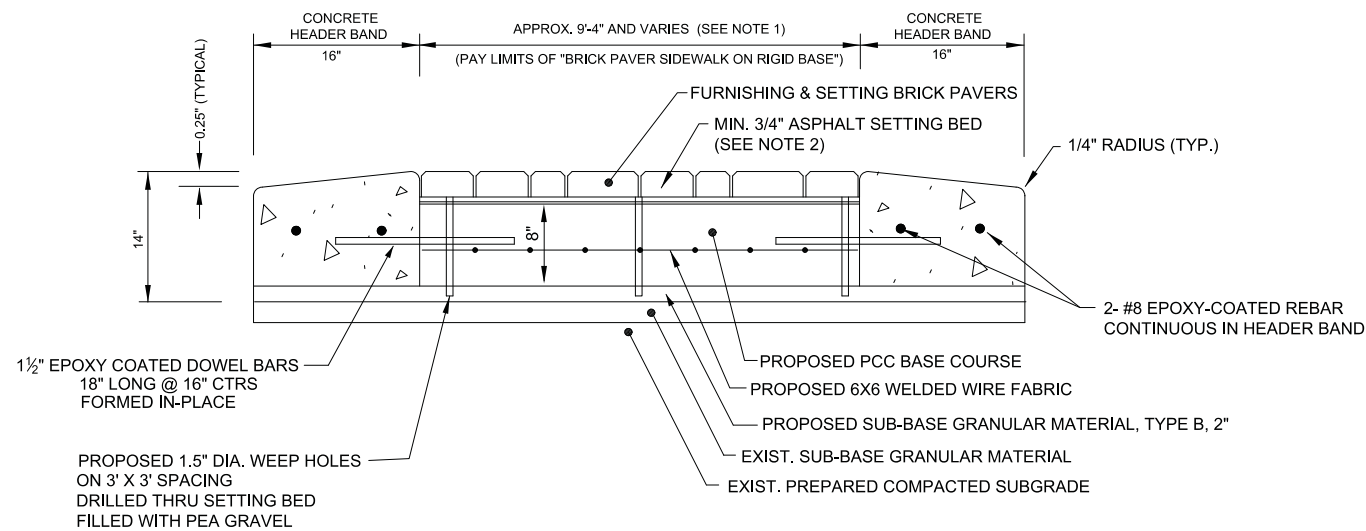
- ITEMS TO BE REMOVED (PAID FOR AS "PAVEMENT REMOVAL")
- PAVEMENT REMOVAL (INCLUDED IN THE COST OF CLASS B PATCH, 9")
- ITEMS TO BE REMOVED (PAID FOR AS "BRICK PAVER REMOVAL")

FILE NAME = ...\\17-Details\3003-Details.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -
		DRAWN - KDC	REVISED -
		CHECKED - DJK	REVISED -
#MODELNAME#	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -

STATE OF ILLINOIS
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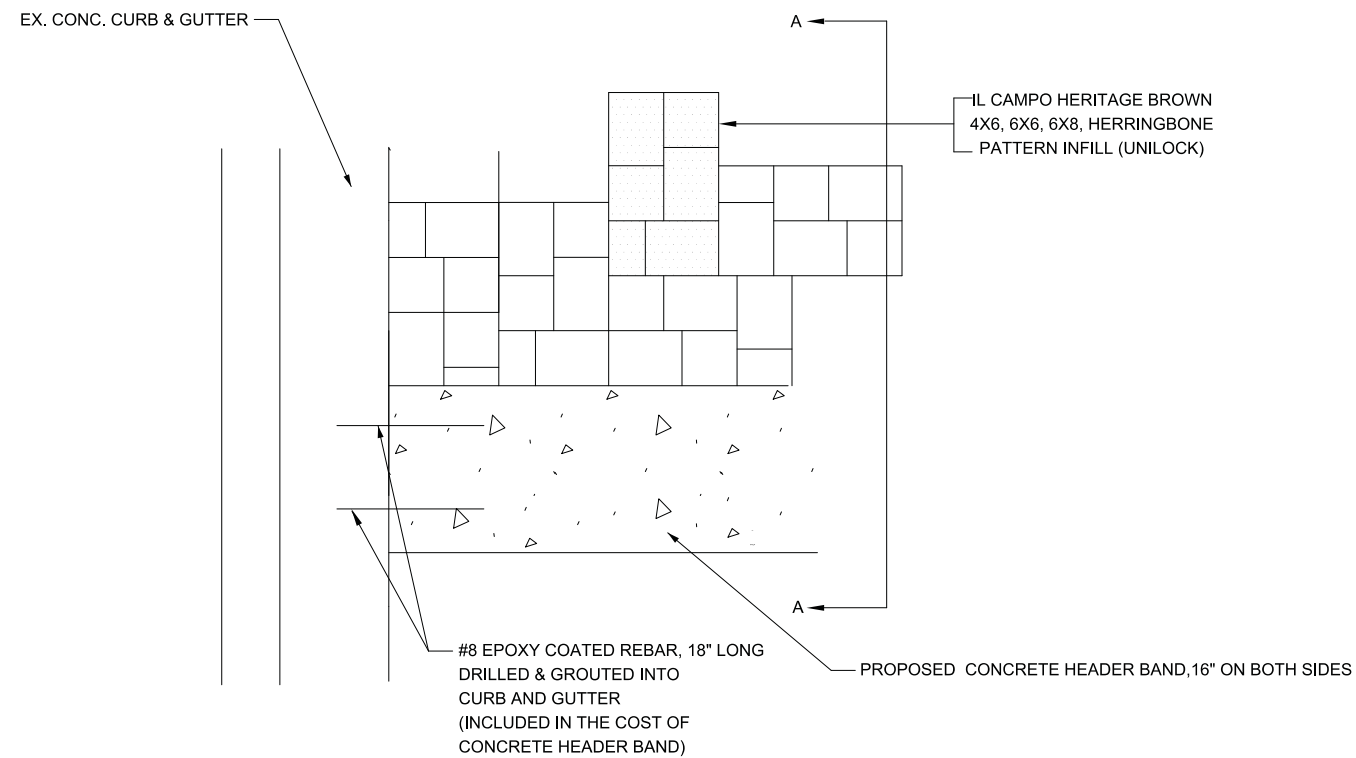
JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING			
CONSTRUCTION DETAILS			
SCALE: NTS	SHEET 3 OF 4 SHEETS	STA.	TO STA.

F.A.U. RTE. 3724	SECTION 15-00065-00-R5	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 95
CONTRACT NO. 61E25				
ILLINOIS FED. AID PROJECT				



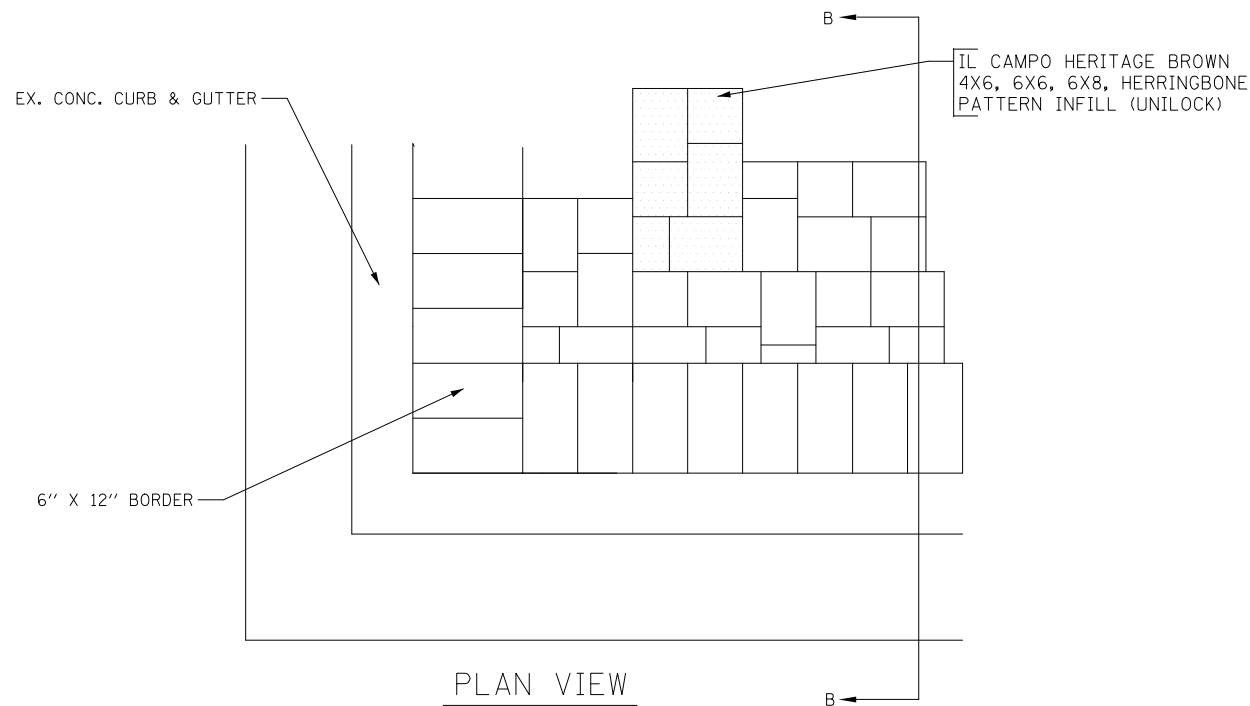
SECTION A-A

- NOTE 1. WIDTH DIMENSION AND TOLERANCE SHALL MATCH PAVER FIELD SPECIFICATION TO MINIMIZE CUT PAVER BRICKS ADJACENT TO CONCRETE HEADER BAND.
2. ASPHALT SETTING BED COMPACTED SHALL BE SUFFICIENT THICKNESS FOR BRICK PAVERS FINISHED SURFACE TO BE EVEN WITH CONCRETE HEADER BAND.
3. IF HEADER BANDS ARE CONSTRUCTED WITH A CONSTRUCTION JOINT, 2 - #8 EPOXY COATED TIE BARS ARE NEEDED TO TIE TOGETHER.
4. SAW CUT JOINTS IN HEADER BANDS, PER ENGINEER'S DIRECTION.

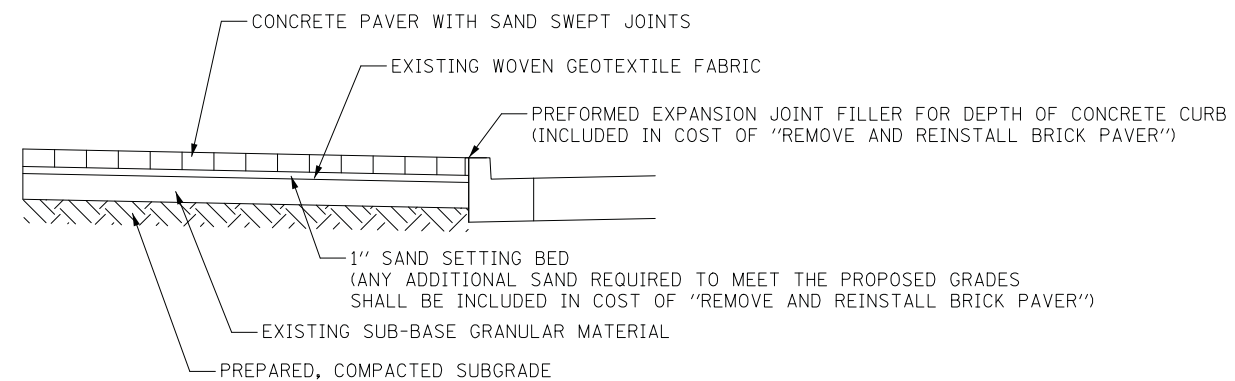


PLAN VIEW

BRICK PAVER SIDEWALK ON RIGID BASE DETAIL



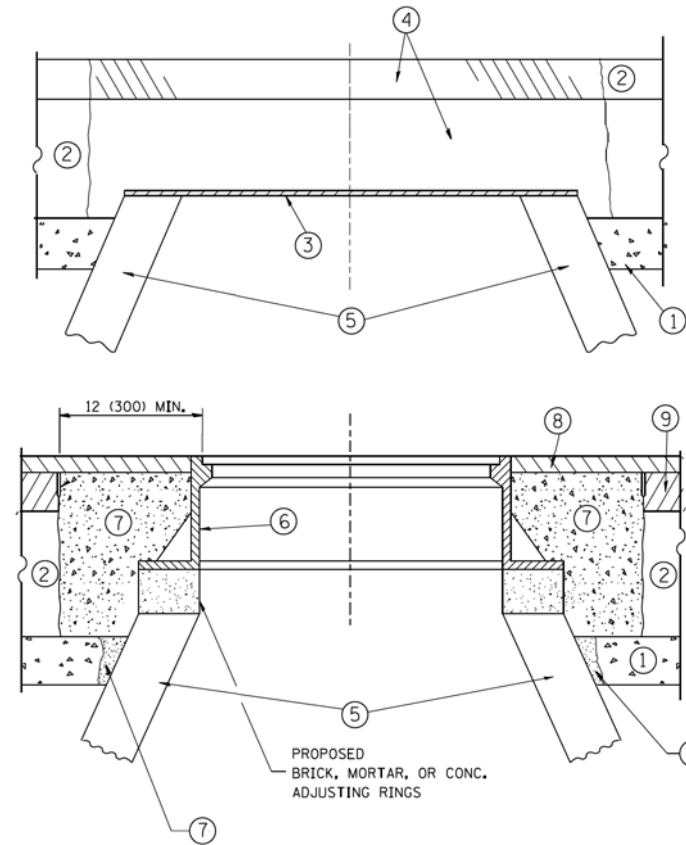
PLAN VIEW



SECTION B-B

BRICK PAVER SIDEWALK / MEDIAN DETAIL FOR AREAS OUTSIDE CROSSWALKS

FILE NAME = ...\\17-Details\3003_Details.dgn	USER NAME = djk	DESIGNED - KDC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING CONSTRUCTION DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#MODELNAME#	PLOT SCALE = 1.0000' / 1in.	CHECKED - DJK	REVISED -					3723	15-00065-00-R5	COOK	109	96
	PLOT DATE = 11/8/2017	DATE - 11/10/2017	REVISED -		SCALE: NTS	SHEET 4 OF 4 SHEETS	STA.	TO STA.	CONTRACT NO. 61E25			
								ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

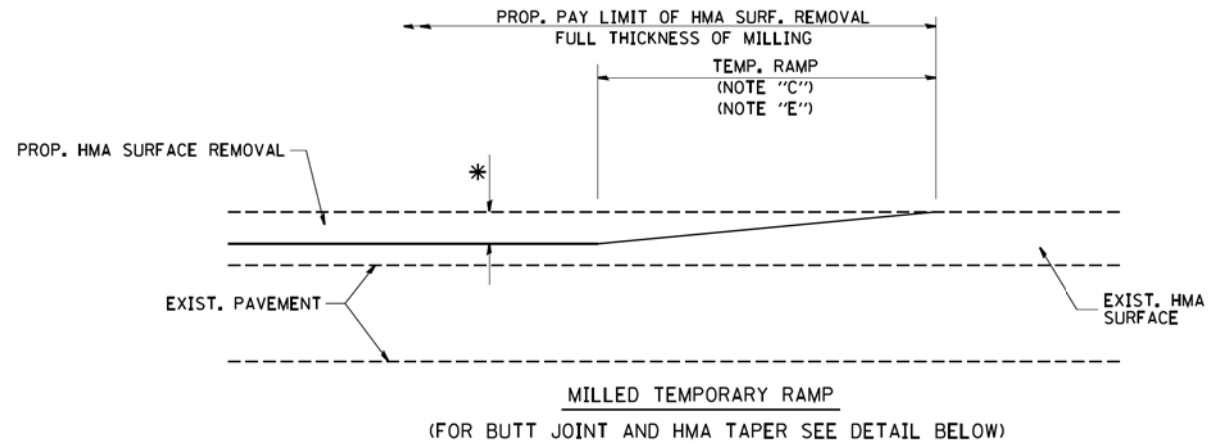
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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	PLOT SCALE = 1/68.5000 "/ 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**

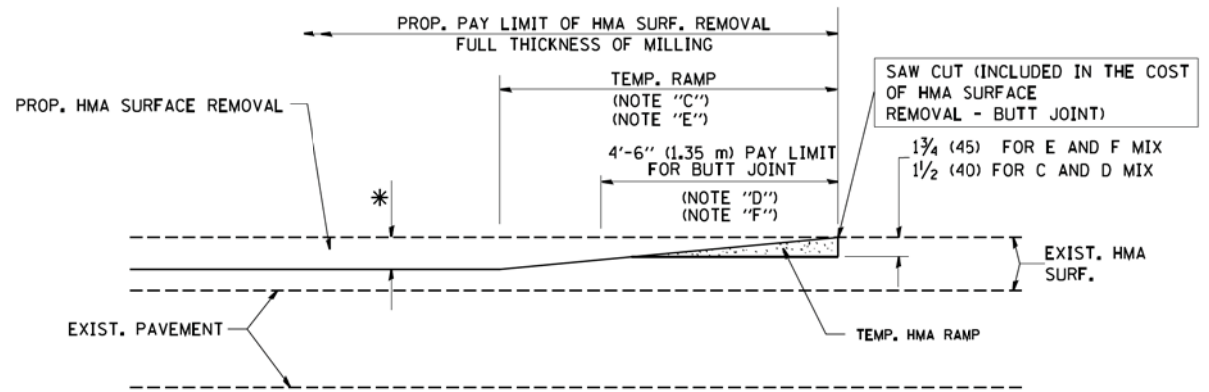
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723/3724	15-00065-00-RS	COOK	109	97
BD600-03 (BD-8)		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



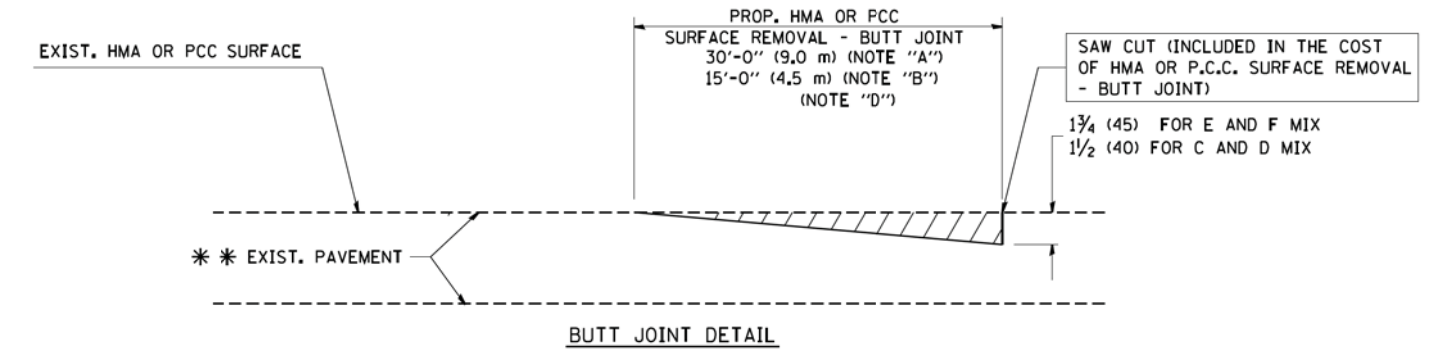
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

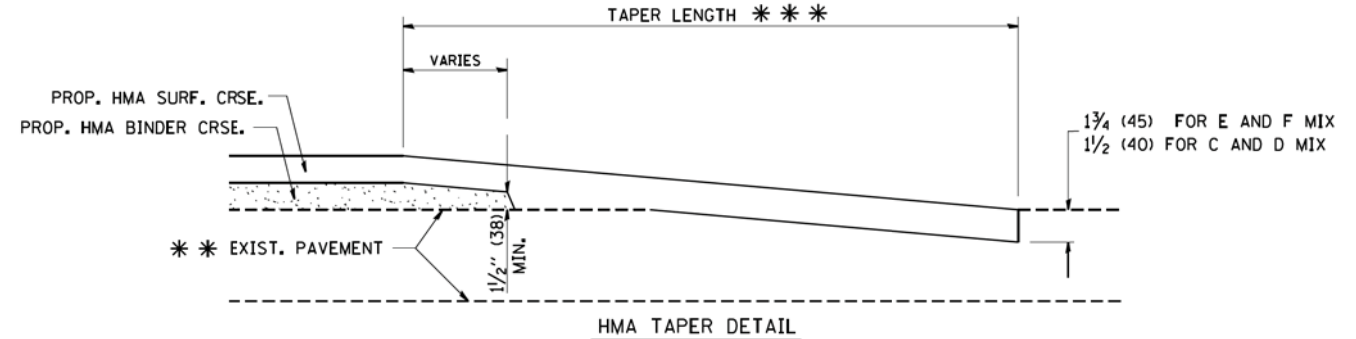


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

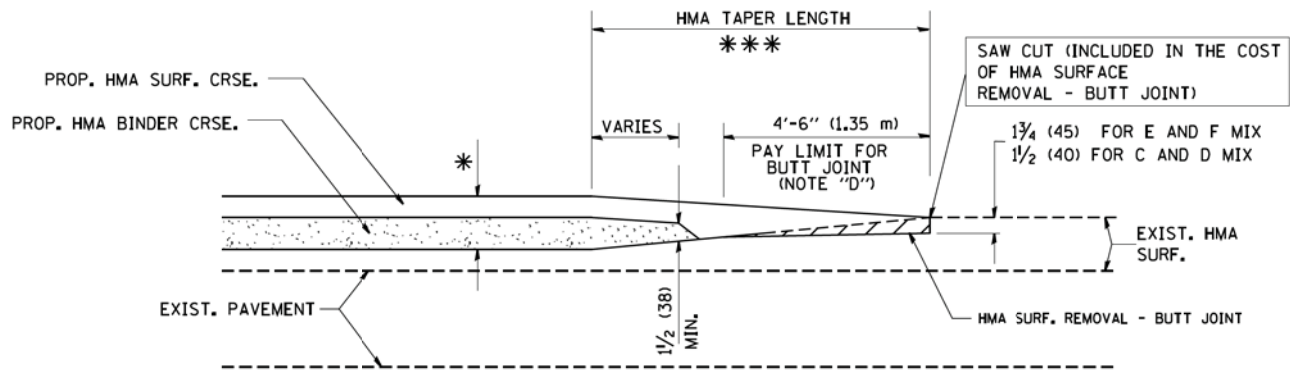
NOTES

- 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.



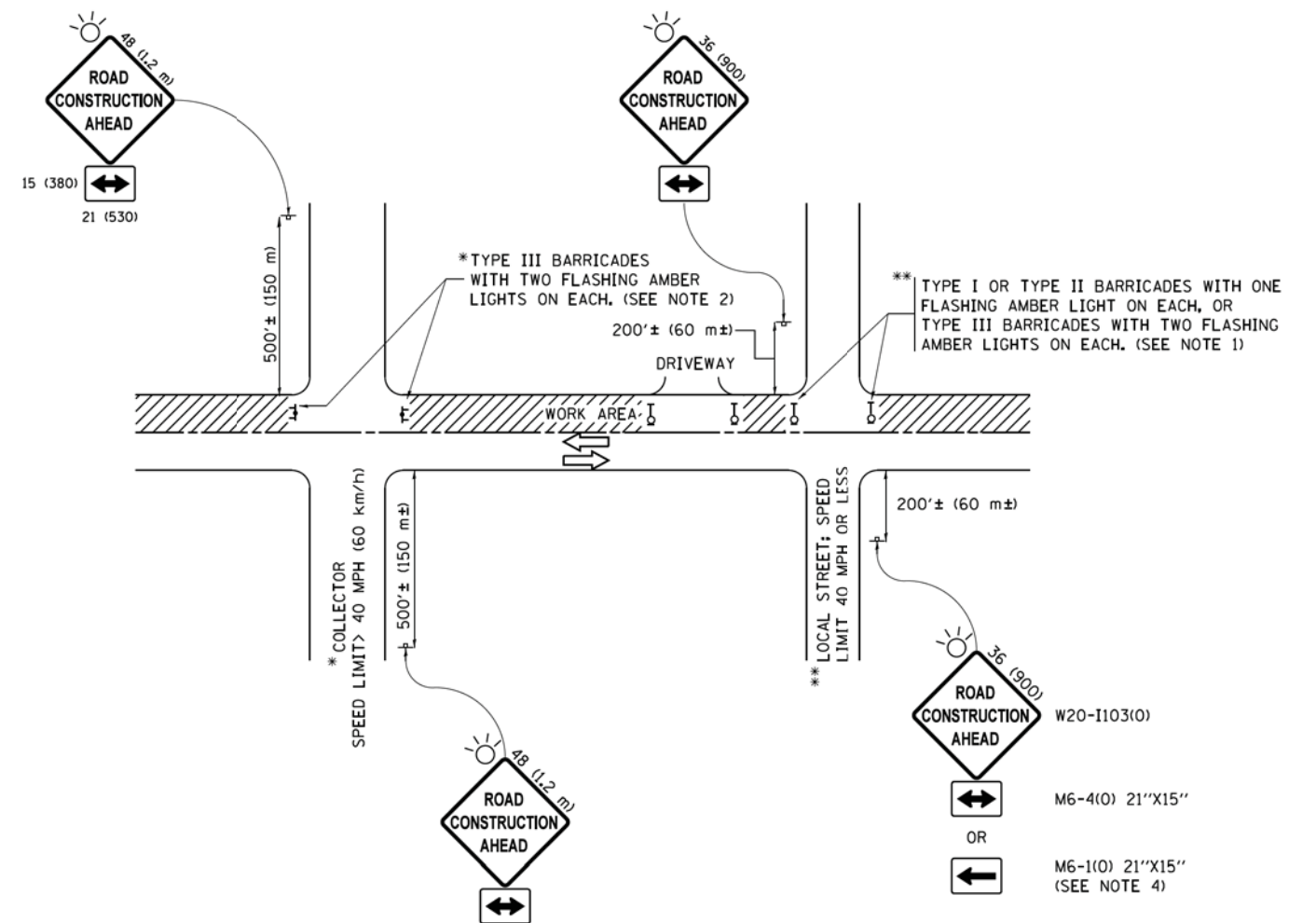
BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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F.A.U. RTE. 3723/ 3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 98
BD400-05 BD32		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

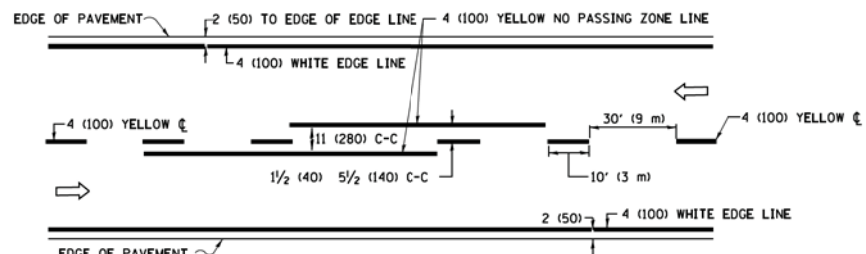
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Default	PLOT SCALE = 50,000' / 1" =	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

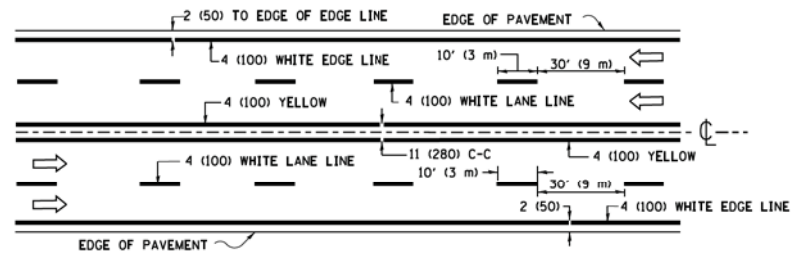
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

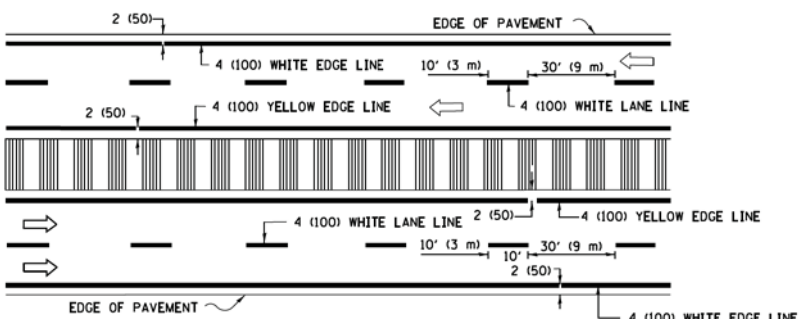
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3723/3724	15-00065-00-RS	COOK	109	99
TC-10			CONTRACT NO. 61E25	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

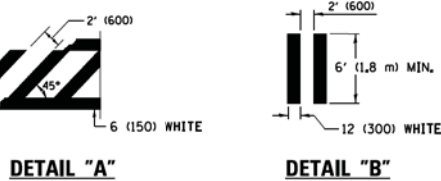
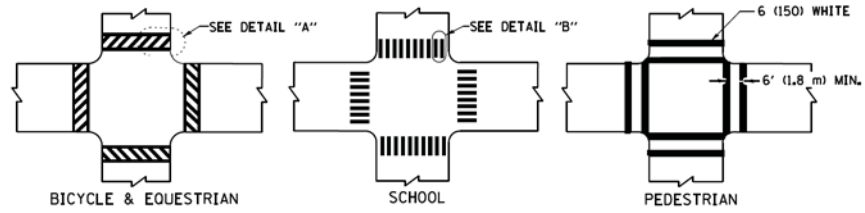


MULTI-LANE UNDIVIDED



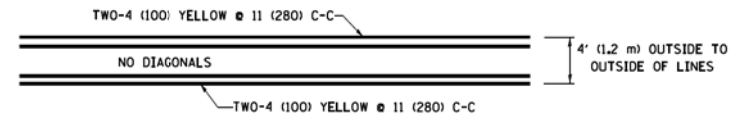
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

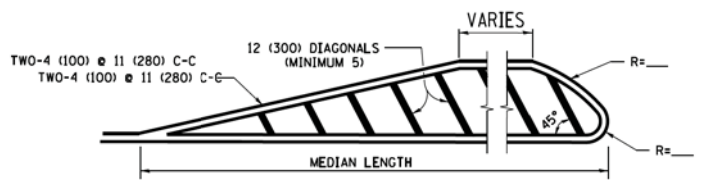


TYPICAL CROSSWALK MARKING

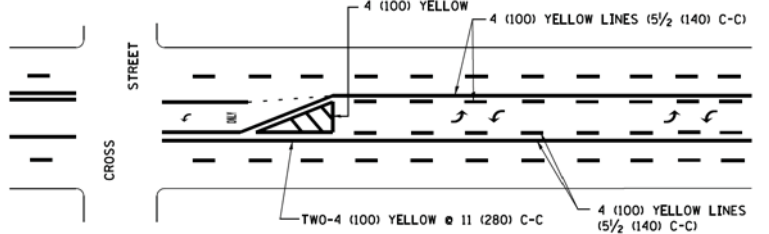
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



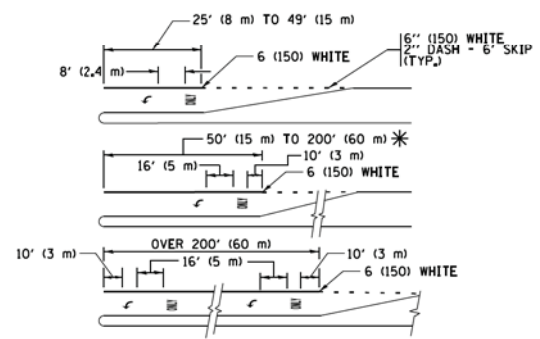
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

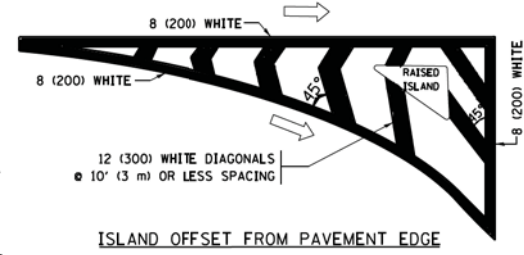


**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

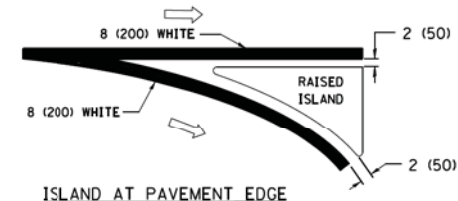


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

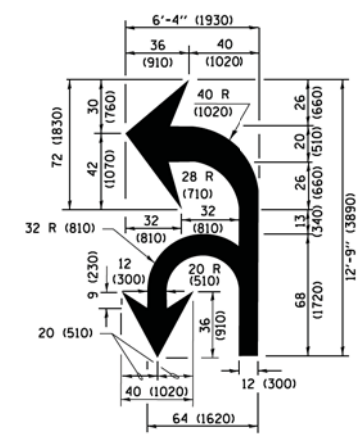
**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**



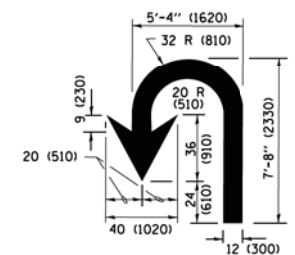
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (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 "X" = 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.

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\l\084EBID\INTEG\all\ross.gov\PIWIDT\Documents\DOT Offices\District 1\Projects\Dis\DRAWN\CADData\CADsheets\tol3.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50,000' / in	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE		F.A.U. RTE. 3723/3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 100
TYPICAL PAVEMENT MARKINGS		TC-13		CONTRACT NO. 61E25		
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

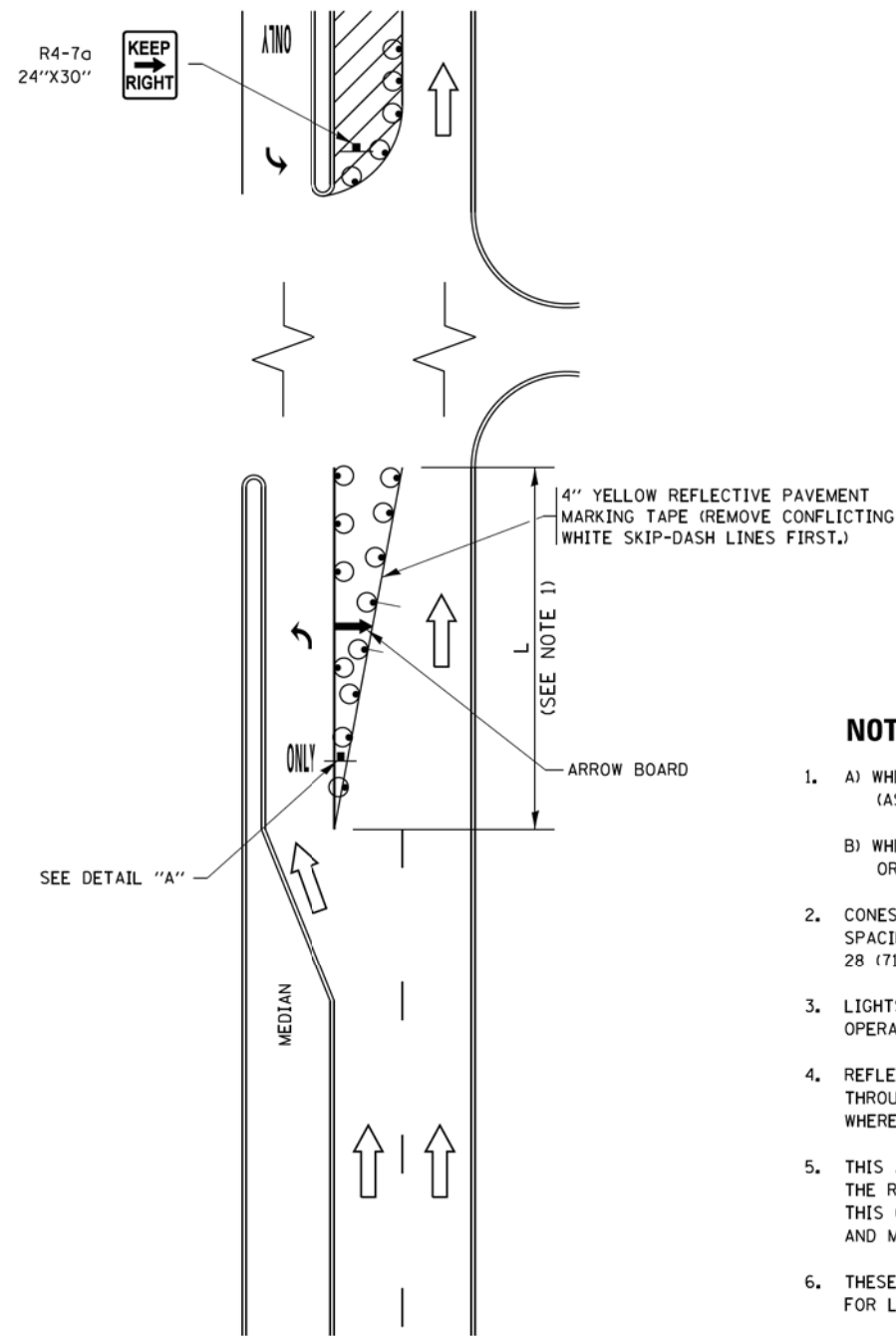


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

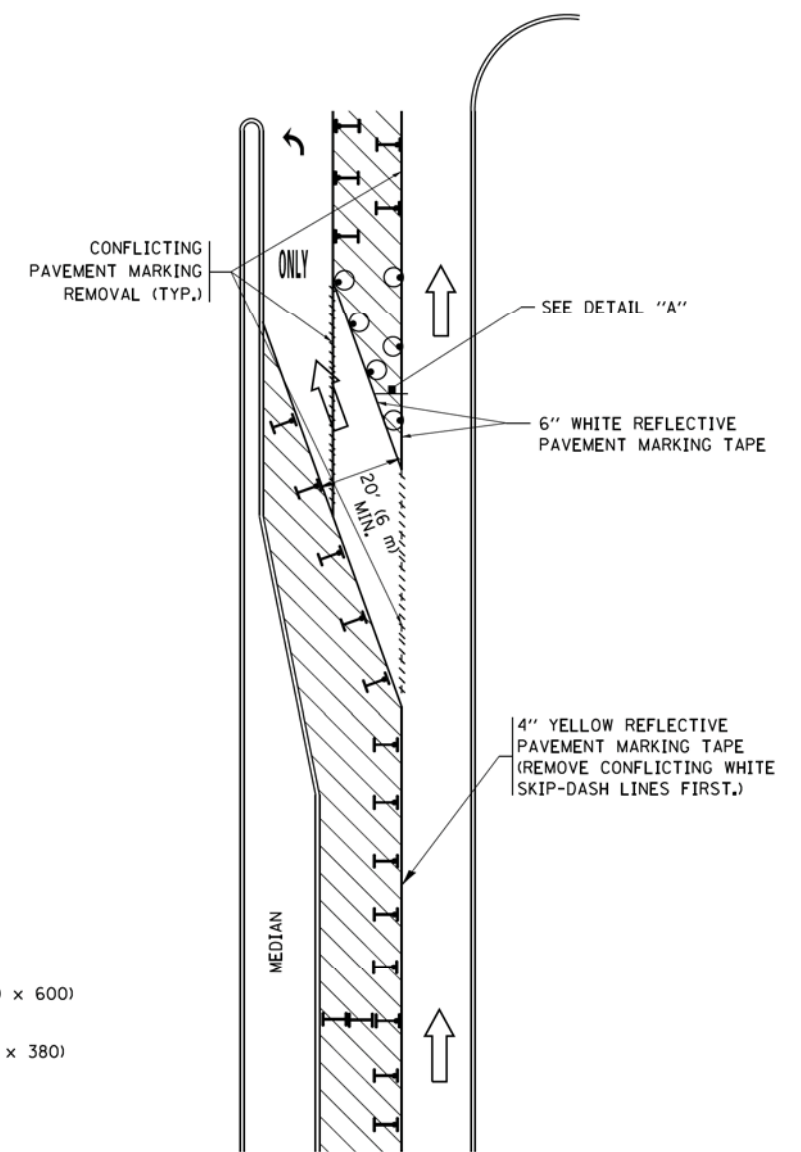


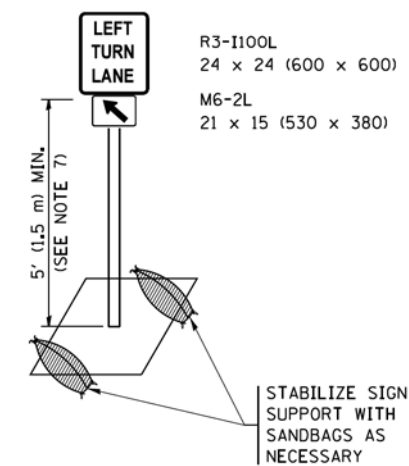
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

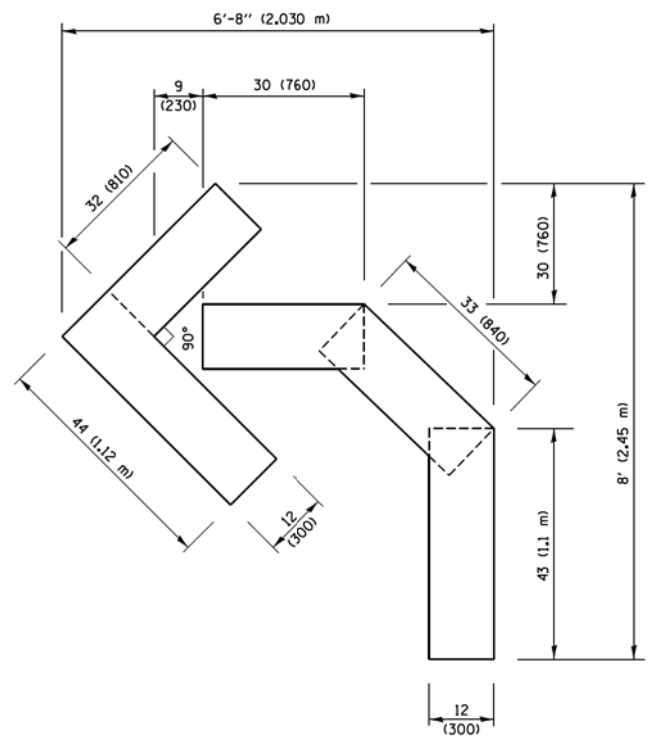
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



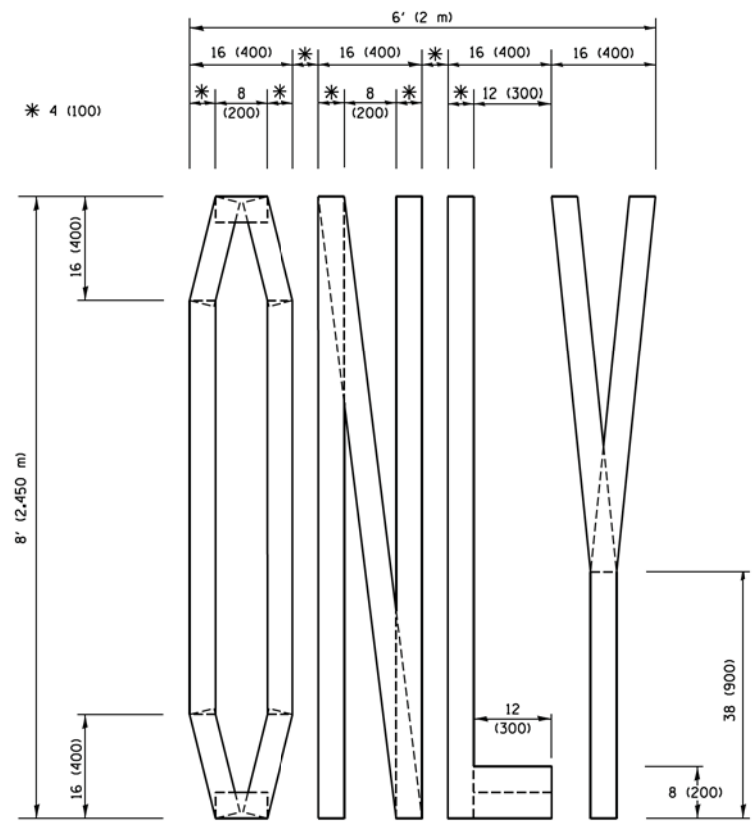
DETAIL A

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

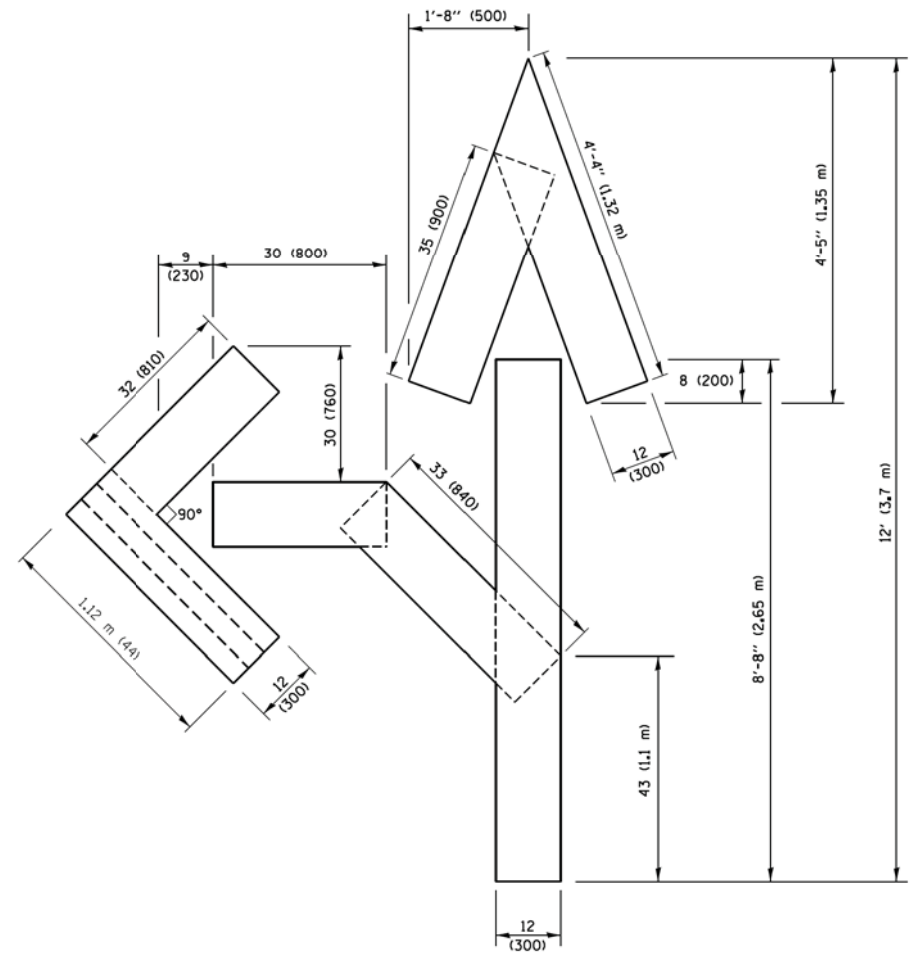
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Default	Default	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13					3723/3724	15-00065-00-RS	COOK	109	101
	PLOT SCALE = 50,0000' / 1in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE		SHEET 1	OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -					CONTRACT NO. 61E25				



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

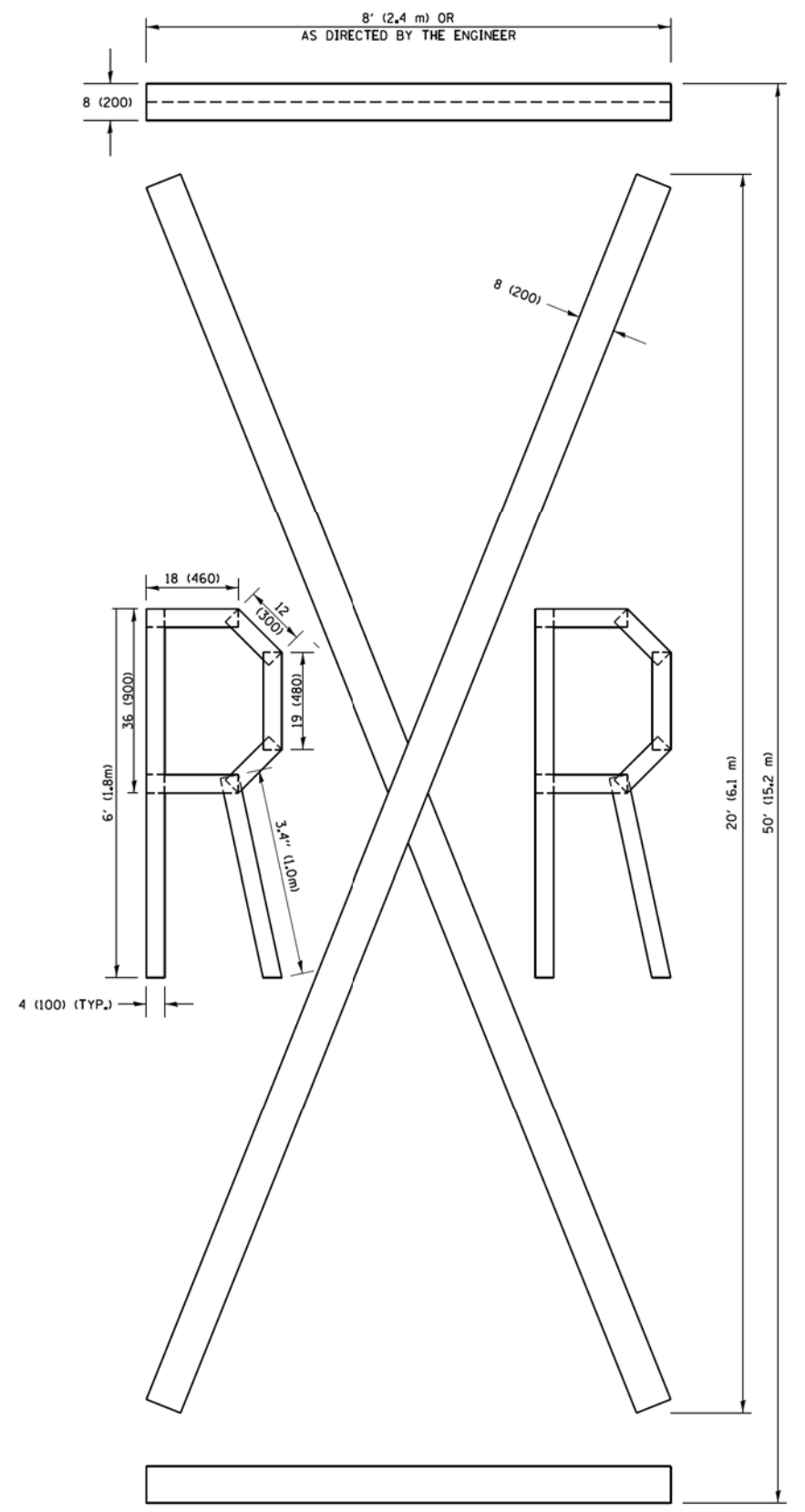


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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)

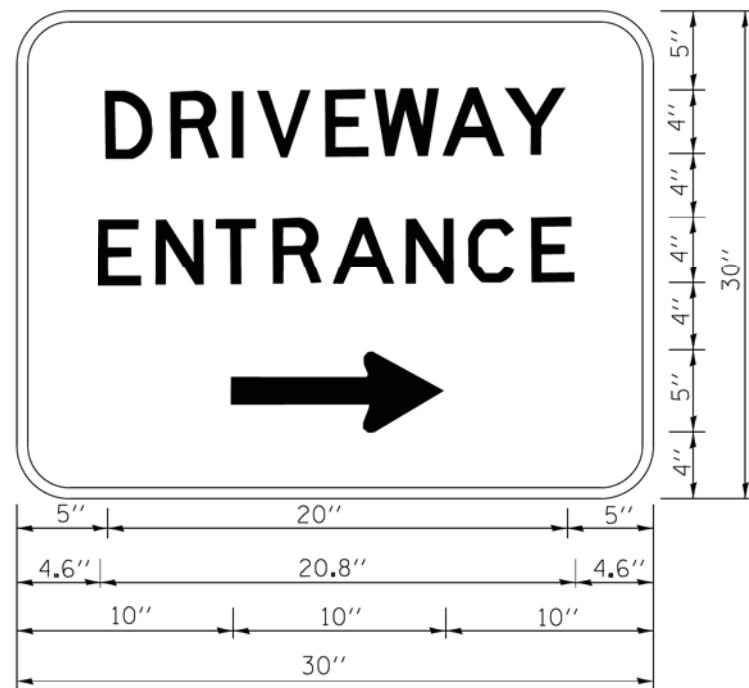
All dimensions are in inches (millimeters) unless otherwise shown.

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pw\l\084EBID\INTEG\Illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CAD\Drawings\CA0\Drawings\to16.dgn		DRAWN -	REVISED - E. GOMEZ 08-28-00
		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE -	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.U. RTE. 3723/3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 102
TC-16		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME =	USER NAME = gegl1anob1	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ct\pw_work\p1dot\gagl1anob1\d0108315\to26.dgn		DRAWN -	REVISED -
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	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

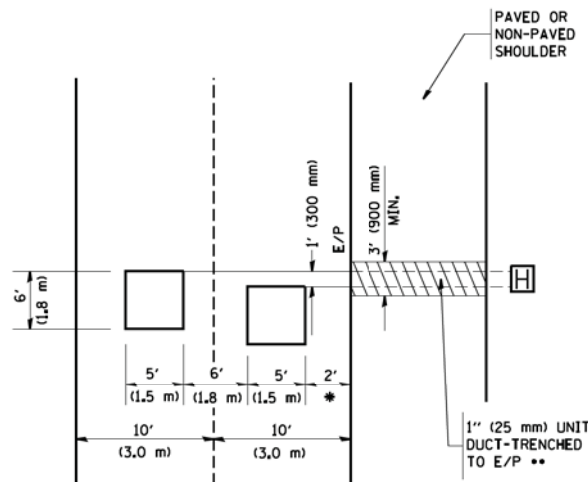
DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE. 3723/ 3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 103
TC-26		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



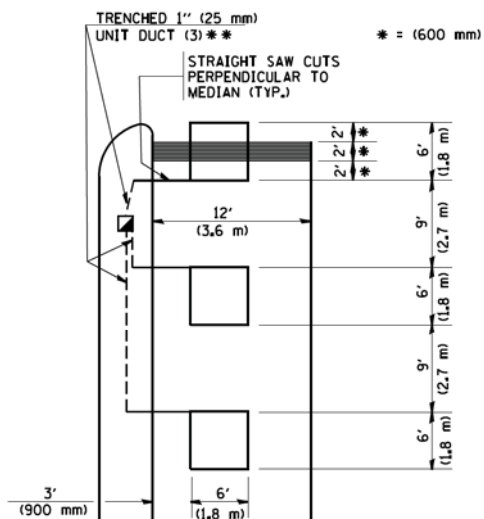
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

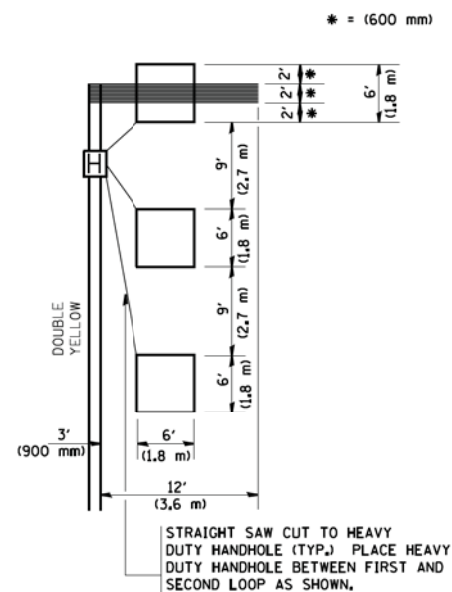


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

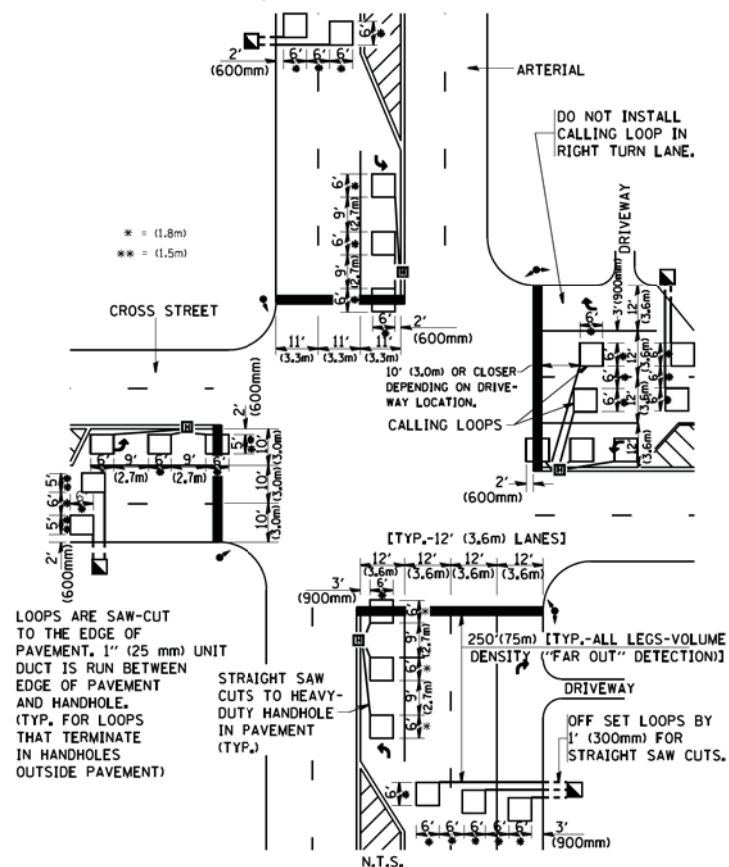
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



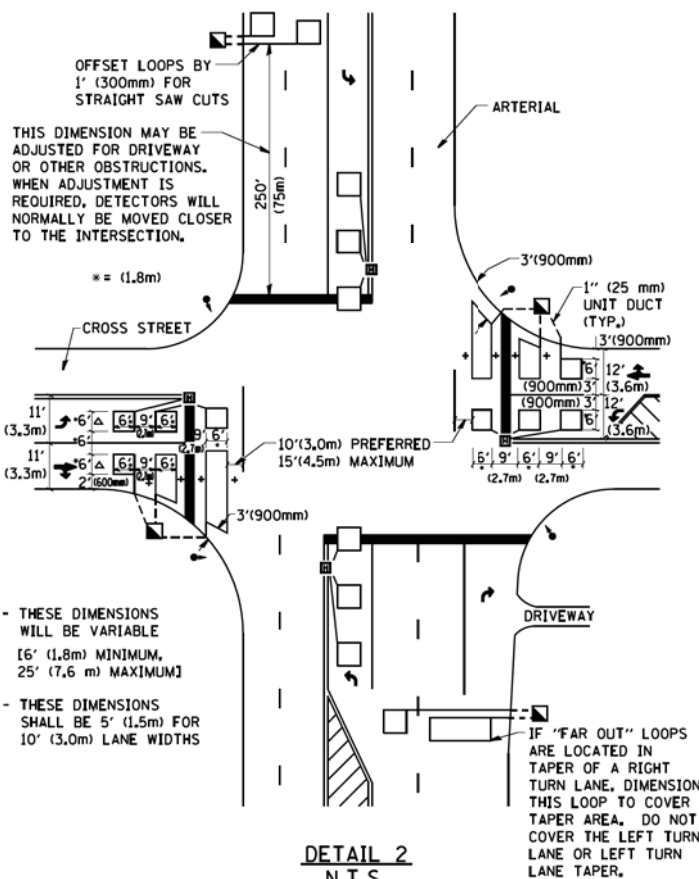
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**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 SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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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PLOT DATE = 1/4/2008

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

REVISED -
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REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

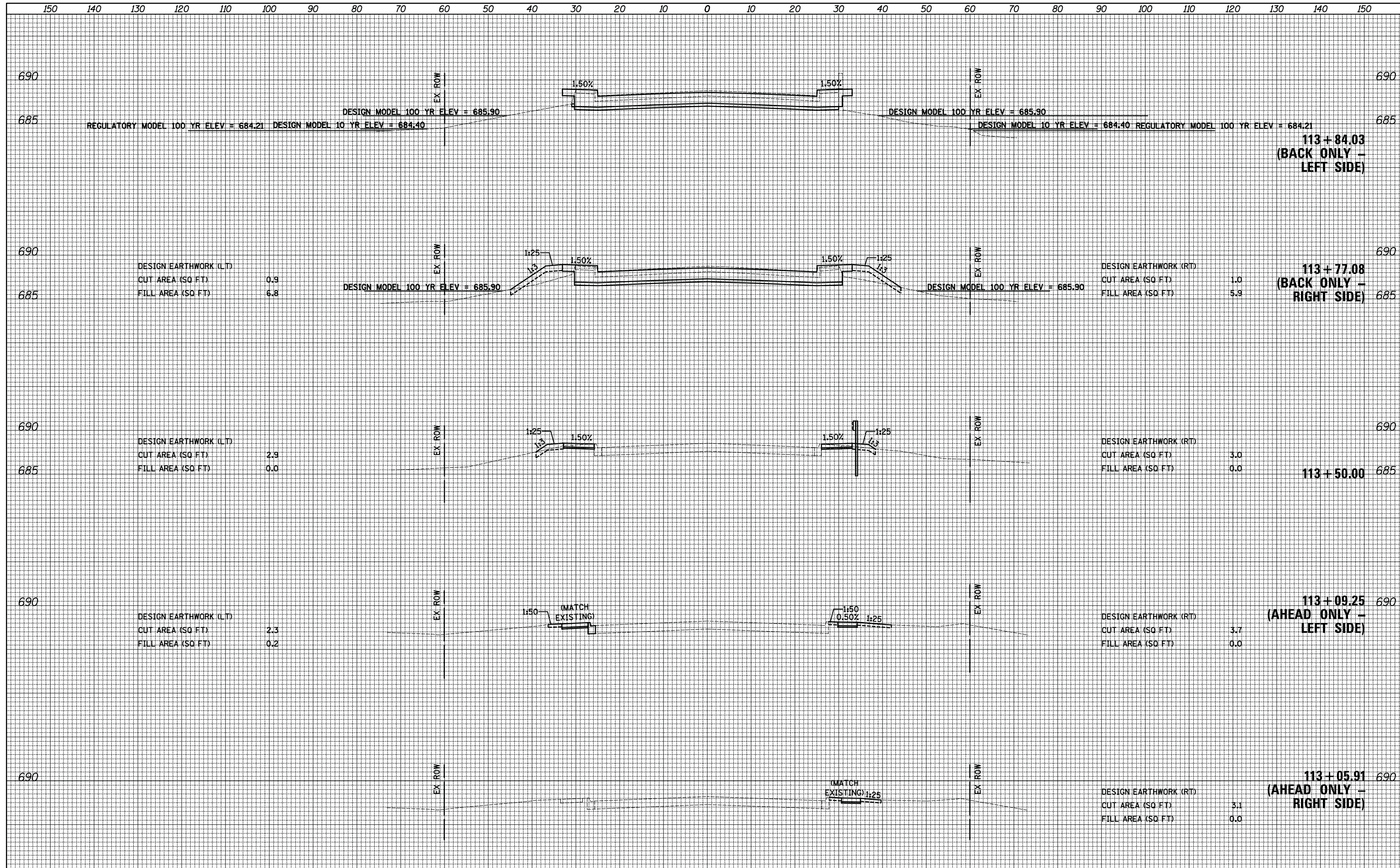
**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE. 3723/3724	SECTION 15-00065-00-RS	COUNTY COOK	TOTAL SHEETS 109	SHEET NO. 104
TS-07		CONTRACT NO. 61E25		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DATE	
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AREAS	
CHECKED	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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NO.	



DESIGN EARTHWORK (LT)
 CUT AREA (SQ. FT.) 0.9
 FILL AREA (SQ. FT.) 6.8

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 1.0
 FILL AREA (SQ. FT.) 5.9

DESIGN EARTHWORK (LT)
 CUT AREA (SQ. FT.) 2.9
 FILL AREA (SQ. FT.) 0.0

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 3.0
 FILL AREA (SQ. FT.) 0.0

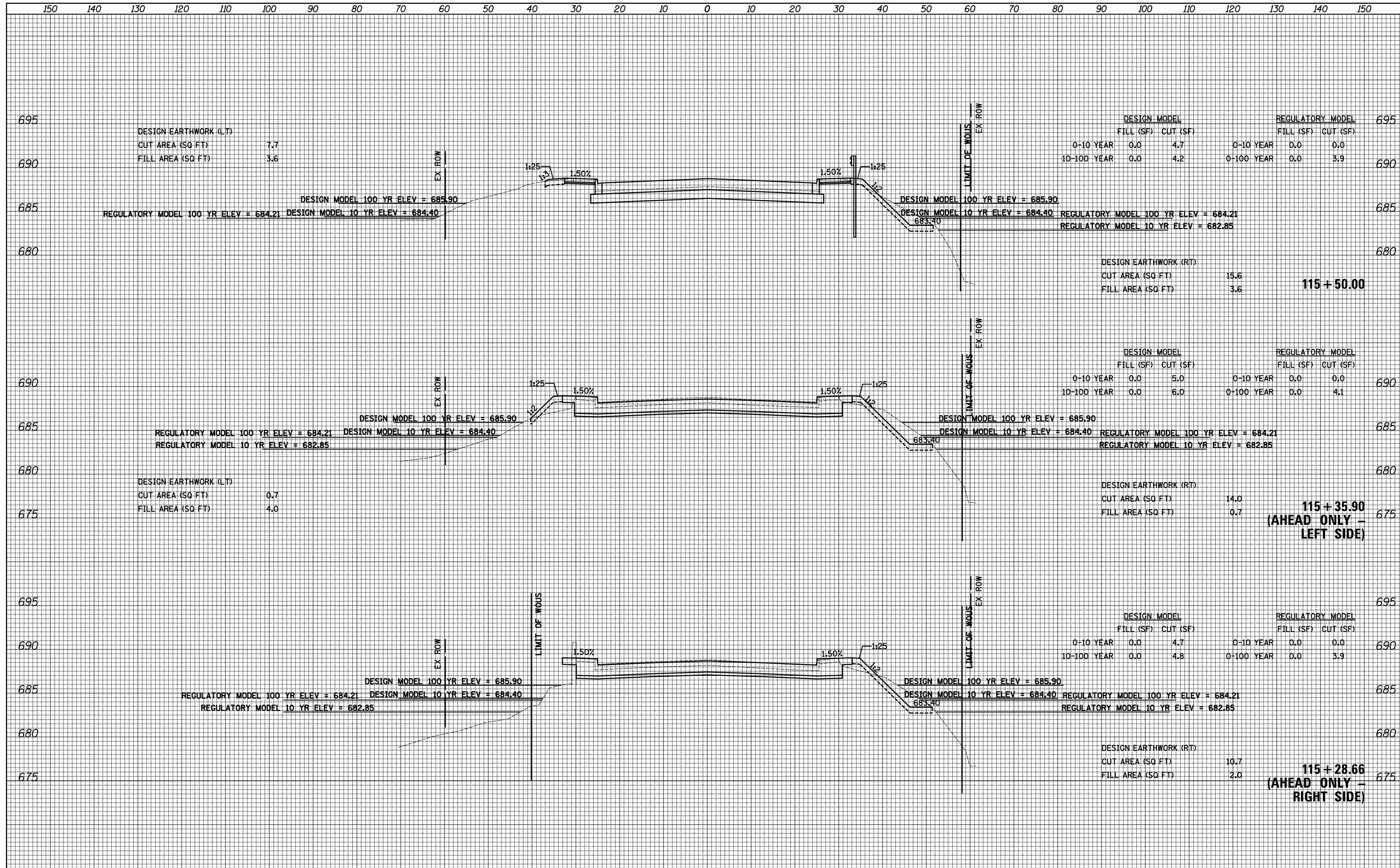
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 CUT AREA (SQ. FT.) 2.3
 FILL AREA (SQ. FT.) 0.2

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 3.7
 FILL AREA (SQ. FT.) 0.0

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 3.1
 FILL AREA (SQ. FT.) 0.0

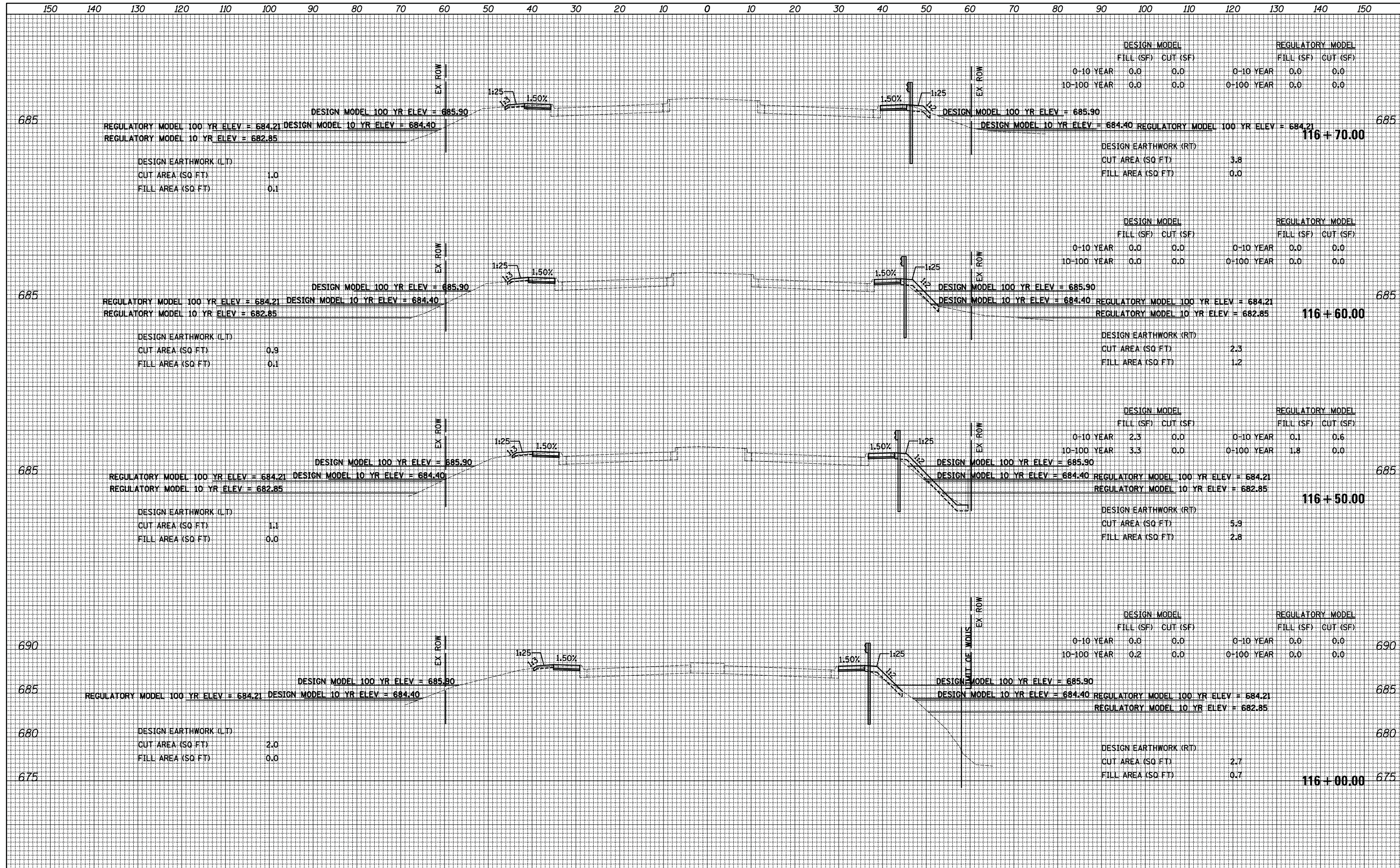
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DATE	
BY	
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PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
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DATE	
BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



685
 DESIGN MODEL 100 YR ELEV = 685.90
 REGULATORY MODEL 100 YR ELEV = 684.21 DESIGN MODEL 10 YR ELEV = 684.40
 REGULATORY MODEL 10 YR ELEV = 682.85

DESIGN EARTHWORK (LT)	
CUT AREA (SQ FT)	1.0
FILL AREA (SQ FT)	0.1

DESIGN MODEL		REGULATORY MODEL	
FILL (SF)	CUT (SF)	FILL (SF)	CUT (SF)
0-10 YEAR	0.0	0-10 YEAR	0.0
10-100 YEAR	0.0	0-100 YEAR	0.0

DESIGN EARTHWORK (RT)
 CUT AREA (SQ FT) 3.8
 FILL AREA (SQ FT) 0.0

685
 DESIGN MODEL 100 YR ELEV = 685.90
 REGULATORY MODEL 100 YR ELEV = 684.21 DESIGN MODEL 10 YR ELEV = 684.40
 REGULATORY MODEL 10 YR ELEV = 682.85

DESIGN EARTHWORK (LT)	
CUT AREA (SQ FT)	0.9
FILL AREA (SQ FT)	0.1

DESIGN MODEL		REGULATORY MODEL	
FILL (SF)	CUT (SF)	FILL (SF)	CUT (SF)
0-10 YEAR	0.0	0-10 YEAR	0.0
10-100 YEAR	0.0	0-100 YEAR	0.0

DESIGN EARTHWORK (RT)
 CUT AREA (SQ FT) 2.3
 FILL AREA (SQ FT) 1.2

685
 DESIGN MODEL 100 YR ELEV = 685.90
 REGULATORY MODEL 100 YR ELEV = 684.21 DESIGN MODEL 10 YR ELEV = 684.40
 REGULATORY MODEL 10 YR ELEV = 682.85

DESIGN EARTHWORK (LT)	
CUT AREA (SQ FT)	1.1
FILL AREA (SQ FT)	0.0

DESIGN MODEL		REGULATORY MODEL	
FILL (SF)	CUT (SF)	FILL (SF)	CUT (SF)
0-10 YEAR	2.3	0-10 YEAR	0.1
10-100 YEAR	3.3	0-100 YEAR	1.8

DESIGN EARTHWORK (RT)
 CUT AREA (SQ FT) 5.9
 FILL AREA (SQ FT) 2.8

685
 DESIGN MODEL 100 YR ELEV = 685.90
 REGULATORY MODEL 100 YR ELEV = 684.21 DESIGN MODEL 10 YR ELEV = 684.40
 REGULATORY MODEL 10 YR ELEV = 682.85

DESIGN EARTHWORK (LT)	
CUT AREA (SQ FT)	2.0
FILL AREA (SQ FT)	0.0

DESIGN MODEL		REGULATORY MODEL	
FILL (SF)	CUT (SF)	FILL (SF)	CUT (SF)
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10-100 YEAR	0.2	0-100 YEAR	0.0

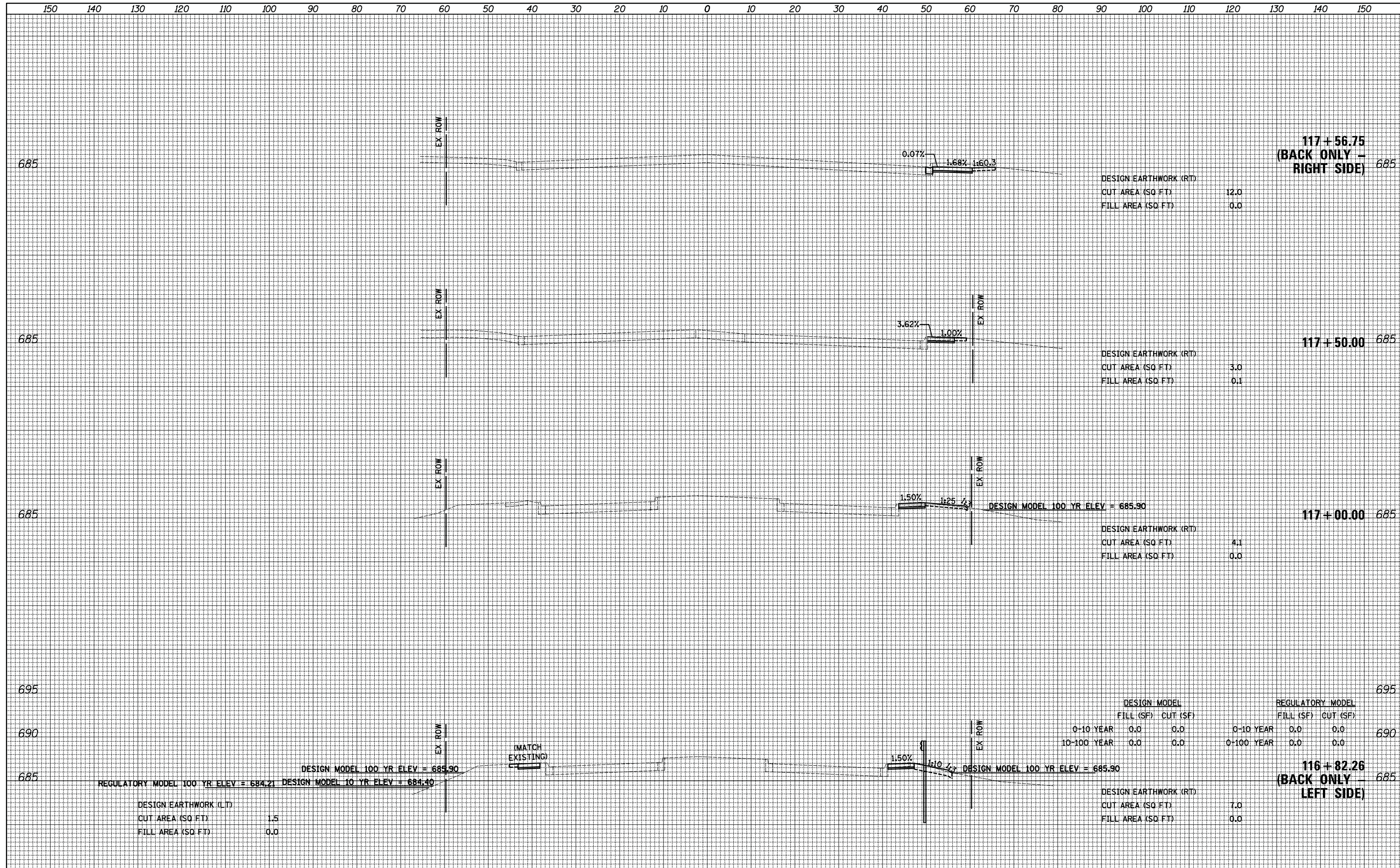
DESIGN EARTHWORK (RT)
 CUT AREA (SQ FT) 2.7
 FILL AREA (SQ FT) 0.7

675
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 REGULATORY MODEL 100 YR ELEV = 684.21 DESIGN MODEL 10 YR ELEV = 684.40
 REGULATORY MODEL 10 YR ELEV = 682.85

116 + 00.00 675

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 12.0
 FILL AREA (SQ. FT.) 0.0

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 3.0
 FILL AREA (SQ. FT.) 0.1

DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 4.1
 FILL AREA (SQ. FT.) 0.0

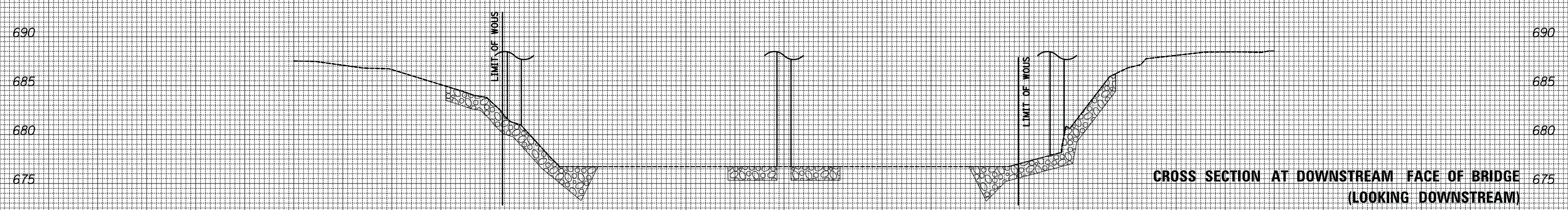
DESIGN MODEL		REGULATORY MODEL	
FILL (SF)	CUT (SF)	FILL (SF)	CUT (SF)
0-10 YEAR	0.0	0.0	0.0
10-100 YEAR	0.0	0.0	0.0

DESIGN EARTHWORK (LT)
 CUT AREA (SQ. FT.) 1.5
 FILL AREA (SQ. FT.) 0.0

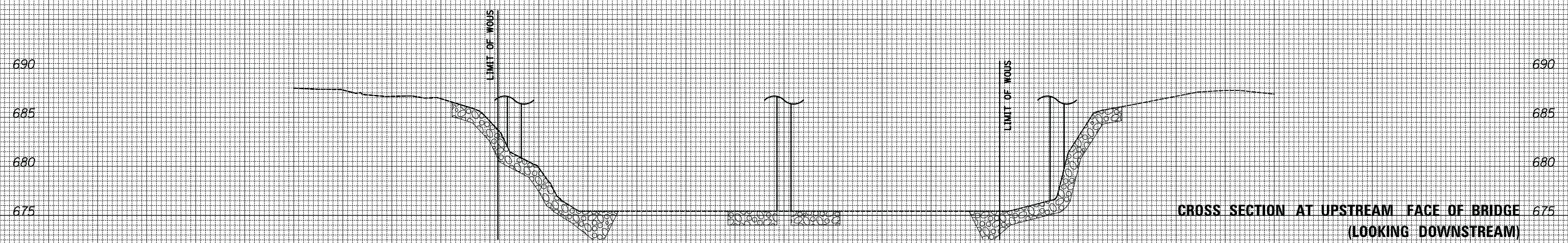
DESIGN EARTHWORK (RT)
 CUT AREA (SQ. FT.) 7.0
 FILL AREA (SQ. FT.) 0.0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
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BY	DATE
ORIGINAL SURVEY	SURVEYED
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DRAWN - KDC
CHECKED - DJK
DATE - 11/10/2017

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JFK BLVD / REV MORRISON BLVD / ELK GROVE BLVD RESURFACING
CROSS SECTIONS - SALT CREEK**

SCALE: 1"=5'-V/10'-H SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3723	15-00065-00-RS	COOK	109	109
3724				CONTRACT NO. 61E25

ILLINOIS FED. AID PROJECT