INDEX OF SHEETS ON SHEET NO. 2

4-24-09 Letting, Item 057

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
LOCAL AGENCY PAVEMENT PRESERVATION (LAPP)
FAU ROUTE 2763 (CANFIELD AVENUE)
LAWRENCE AVENUE TO FOSTER AVENUE
SECTION NO. 08-00055-00-RS
PROJECT M-9003 (088)
VILLAGE OF NORRIDGE
COOK COUNTY
JOB NO. C-91-012-09

LOCATION OF SECTION INDICATED THUS:

TRAFFIC DATA

2030 ADT = 6,600
POSTED SPEED LIMIT: 30 MPH
DESIGN SPEED 30 MPH

DESIGN DESIGNATION

COLLECTOR

PROJECT LOCATED IN THE VILLAGE OF NORRIDGE

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

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

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

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

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

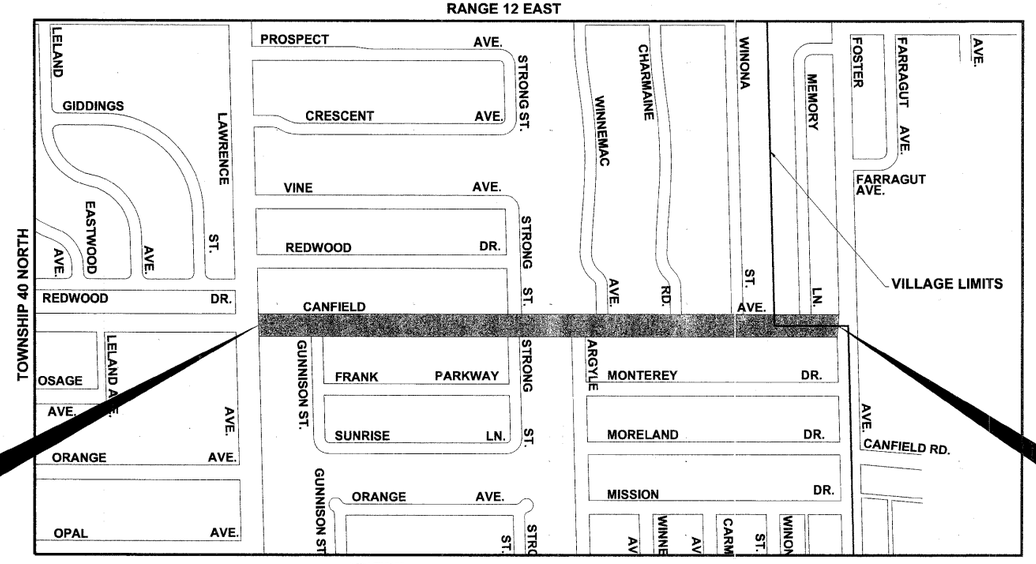
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 63120

LOCATION MAP

TOWNSHIP 40 NORTH, RANGE 12 EAST, SECTIONS 11 & 12
RANGE 12 EAST



PROJECT BEGINS STATION 0+85 CANFIELD AVENUE

PROJECT ENDS STATION 26+65 CANFIELD AVENUE

■ - AREA OF IMPROVEMENT

NOT TO SCALE

GROSS LENGTH OF IMPROVEMENT = 2,580 FT. = 0.489 MI.
NET LENGTH OF IMPROVEMENT = 2,580 FT. = 0.489 MI.

STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 01/14 2009
Sal J Fields
VILLAGE OF NORRIDGE, PRESIDENT

PASSED FEBRUARY 13, 2009
DISTRICT ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW FEBRUARY 13, 2009
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)

STEPHEN B. CLARK
62-055685
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

DATE SIGNED: 01/14/09

LICENSE EXPIRES: 11-30-09

FIELD ENGINEER: MARILIN SOLOMON, (847)705-4407

Drawing file: W:\Projects\61208192 - Canfield Ave LAPP\COVER.dwg Jan 14, 2009 - 1:04pm

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-8500
Fax: 708/865-3282

USER NAME – XX	DESIGNED – JGG	REVISED – XX
	DRAWN – MK	REVISED – XX
PLOT SCALE – XX	CHECKED – XX	REVISED – XX
PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

COVER SHEET, LOCATION MAP

SCALE: NONE | SHEET NO. 1 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	1
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

INDEX OF SHEETS

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C&D PATCHES
701501-05	URBAN LANE CLOSURE, 2-LANE, 2-WAY, UNDIVIDED
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-05)

SYMBOL	DESCRIPTION
B	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
	PROPOSED HOT-MIX ASPHALT BUTT JOINT
C	CONCRETE DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
	HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT
	SIDEWALK REMOVAL AND REPLACEMENT
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
	EXISTING HANDHOLE
"E"	EXISTING HEAVY DUTY HANDHOLE
	TRAFFIC SIGNAL CONTROLLER
	DOUBLE HANDHOLE
⊗	EXISTING WATER VALVE BOX
	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT

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USER NAME – XX	DESIGNED – JGG	REVISED – XX
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PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

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

SCALE: NONE | SHEET NO. 2 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	2
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

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GENERAL NOTES

1. THE CONTRACTOR SHALL SAW CUT ALL PCC SIDEWALKS WHERE PARTIAL REMOVAL IS SHOWN (INCIDENTAL).
2. THE CONTRACTOR SHALL SAW CUT ALL BUTT JOINTS TO ADJOINING PAVEMENTS NOT MORE THAN 24 HOURS PRIOR TO PLACING SURFACE COURSE.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO TAKE PRECAUTIONS SO AS NOT TO DAMAGE PARKWAYS AND CURB OUTSIDE THE PRESCRIBED LIMITS OF RESTORATION. NO PARKWAY OR CURB RESTORATION IS INCLUDED FOR PAYMENT EXCEPT AS NECESSARY FOR STRUCTURE ADJUSTMENTS AND REPLACEMENT, OR AS DIRECTED BY ENGINEER.

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2007, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2009, THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS," "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, AND THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

UNDERGROUND UTILITIES

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

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF NORRIDGE.

MAINTENANCE OF SEWER FLOWS

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

MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

SAW CUTTING

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

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

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

PRIME COAT

PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.

BARRICADES

THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE (1) WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL

BUTT JOINTS

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

MILLED PAVEMENT OPEN TO TRAFFIC

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)

PAVING OPERATIONS

CONTRACTOR MUST PAVE CANFIELD AVENUE IN A MAXIMUM OF 2 PASSES. IF THE CONTRACTOR IS NOT ABLE TO COMPLETE ALL PAVING ONE (1) DAY, THE CENTERLINE JOINT SHALL BE SEALED.

PAVEMENT PATCHING

EXACT LOCATIONS OF CLASS D PATCHES WILL BE DETERMINED IN FIELD BY ENGINEER.

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0200
Fax: 708/865-0202

USER NAME – XX	DESIGNED – JGG	REVISED – XX
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PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

GENERAL NOTES

SCALE: NONE | SHEET NO. 3 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	3
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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CODE	PAY ITEM	UNIT	TOTAL QUANTITIY	I000 80% FEDERAL 20% VILLAGE
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	10	10
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	10	10
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	10	10
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQYD	600	600
25200100	SODDING	SQYD	600	600
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	950	950
40600300	AGGREGATE (PRIME COAT)	TON	20	20
40600895	CONSTRUCTING TEST STRIP	EACH	2	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	215	215
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50	TON	820	820
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQYD	150	150
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQFT	6,010	6,010
42400800	DETECTABLE WARNINGS	SQFT	90	90
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQYD	8,900	8,900
44000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	255	255
44000600	SIDEWALK REMOVAL	SQFT	6,150	6,150
44001700	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	185	185
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQYD	100	100
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQYD	50	50
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6
67100100	MOBILIZATION	L SUM	1	1
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2,500	2,500
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETERS AND SYMBOLS	SQFT	40	40
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,500	1,500
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	900	900
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	340	340
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	150	150
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	80	80
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	425	425
XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQYD	225	225

DENOTES SPECIALTY ITEM

HANCOCK ENGINEERING
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9933 Roosevelt Road
Westchester, Illinois 60154-2780
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Fax: 708/865-1212

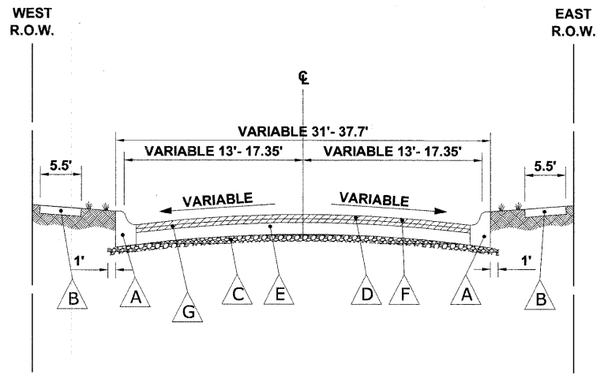
USER NAME – XX	DESIGNED – JGG	REVISED – XX
	DRAWN – MK	REVISED – XX
PLOT SCALE – XX	CHECKED – XX	REVISED – XX
PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 4 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	4
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL CROSS SECTION
CANFIELD AVENUE

LEGEND OF SYMBOLS

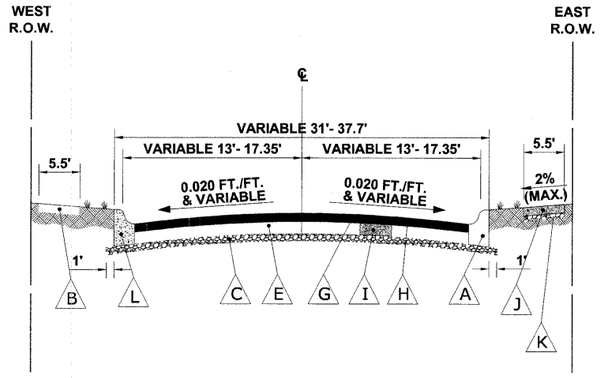
SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
C	EXISTING SUB-BASE GRANULAR MATERIAL, 4"
D	EXISTING HOT-MIX ASPHALT SURFACE COURSES, 1½"
E	EXISTING 8" HOT-MIX ASPHALT BASE COURSE
F	PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
G	EXISTING HOT-MIX ASPHALT BINDER COURSE, 1½"

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

ITEM DESCRIPTION	AC TYPE	AIR VOIDS
RESURFACING		
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 1-1/2"	PG 64 - 22	4% @ 50 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL -4.75, N50, 3/4" min & Varies	SBS/SBR PG 76-28/22	4% @ 50 Gyr.
DRIVEWAY		
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm), 2"	PG 64 - 22	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER COURSE, IL-19 mm), 2"	PG 64 - 22 *	4% @ 50 Gyr.
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19 mm), 8"	PG 64 - 22 *	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58 -22



PROPOSED TYPICAL CROSS SECTION
CANFIELD AVENUE

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
B	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK , 5"
C	EXISTING SUB-BASE GRANULAR MATERIAL, 4"
E	EXISTING CONCRETE BASE COURSE, 8"
G	PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, MINIMUM 3/4"
H	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1-1/2"
I	PROPOSED CLASS D PATCH, 8"
J	PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
K	AGGREGATE BASE COURSE, TYPE B, 2" (COST INCLUDED IN PORTLAND CEMENT CONCRETE SIDEWALK, 5")
L	PROPOSED INTERMITTENT COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT

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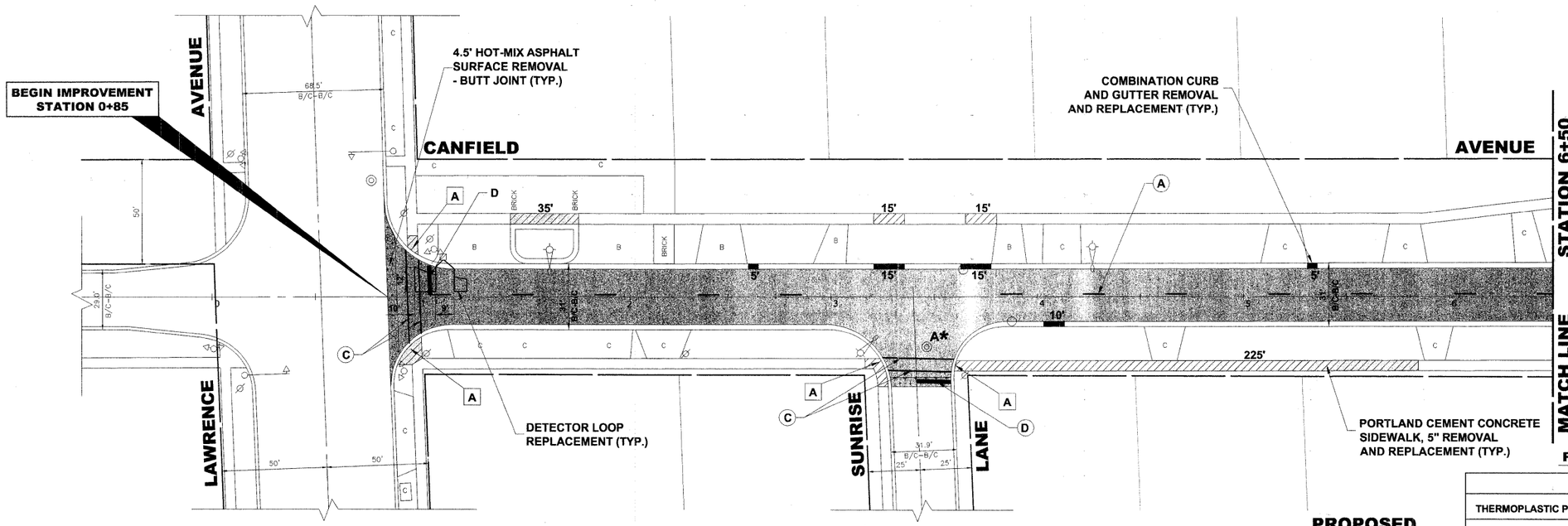
	DRAWN – MK	REVISED – XX	
PLOT SCALE – XX	CHECKED – XX	REVISED – XX	
PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX	

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 5 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	5
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			



PROPOSED IMPROVEMENTS

PAVEMENT MARKINGS LEGENDS

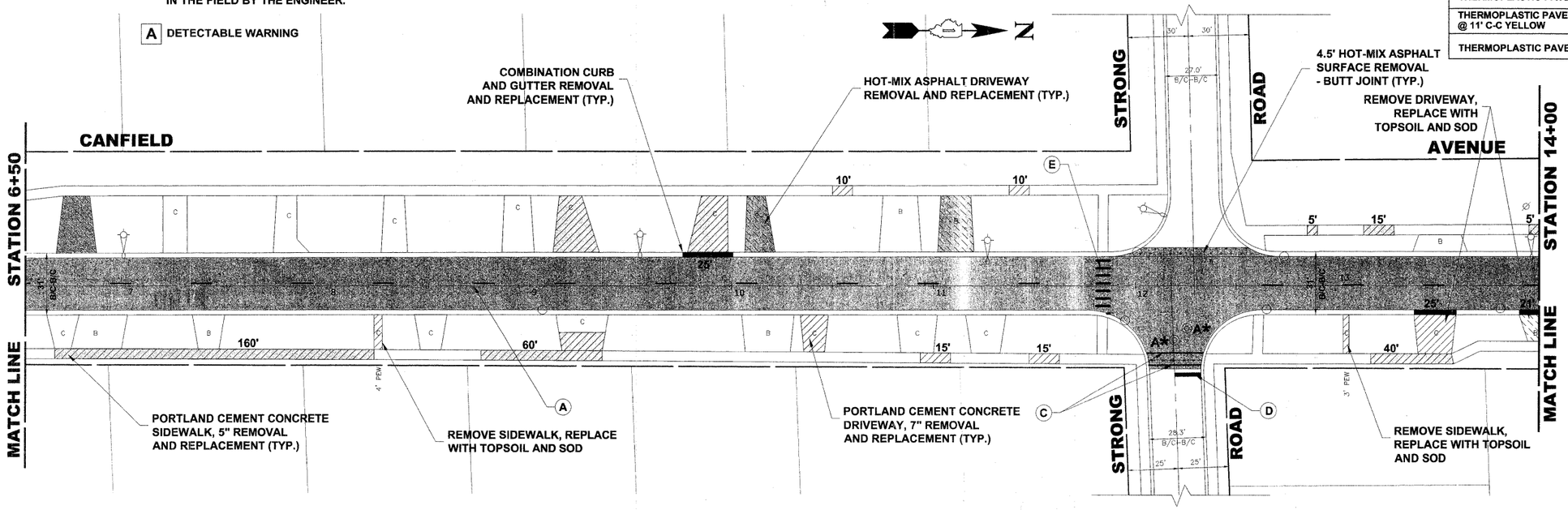
ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PVMT. MARKING LINE 4", 30' SKIP 10' DASH, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING, LINE 4", DOUBLE @ 11" C-C YELLOW	B
THERMOPLASTIC PVMT. MARKING LINE 6", CROSS WALK, WHITE	C
THERMOPLASTIC PVMT. MARKING LINE 24", STOP BAR, WHITE	D
THERMOPLASTIC PVMT. MARKING LINE 12", SCHOOL CROSSWALK @ 36" C-C, WHITE	E
THERMOPLASTIC PAVEMENT MARKING, LINE 6", TURN LANE WHITE	F
THERMOPLASTIC PAVEMENT MARKING, LINE 12", MEDIAN DIAGONAL @ 11' C-C YELLOW	G
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS	H

NOTE :

* DENOTES FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

THE LOCATION FOR CLASS "D" PATCHING TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

A DETECTABLE WARNING



PROPOSED IMPROVEMENTS

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◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-8500
Fax: 708/865-1313

USER NAME – XX	DESIGNED – JGG	REVISED – XX
	DRAWN – MK	REVISED – XX
PLOT SCALE – XX	CHECKED – XX	REVISED – XX
PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

PAVING PLAN

SCALE: 1"=30' | SHEET NO. 6 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	6
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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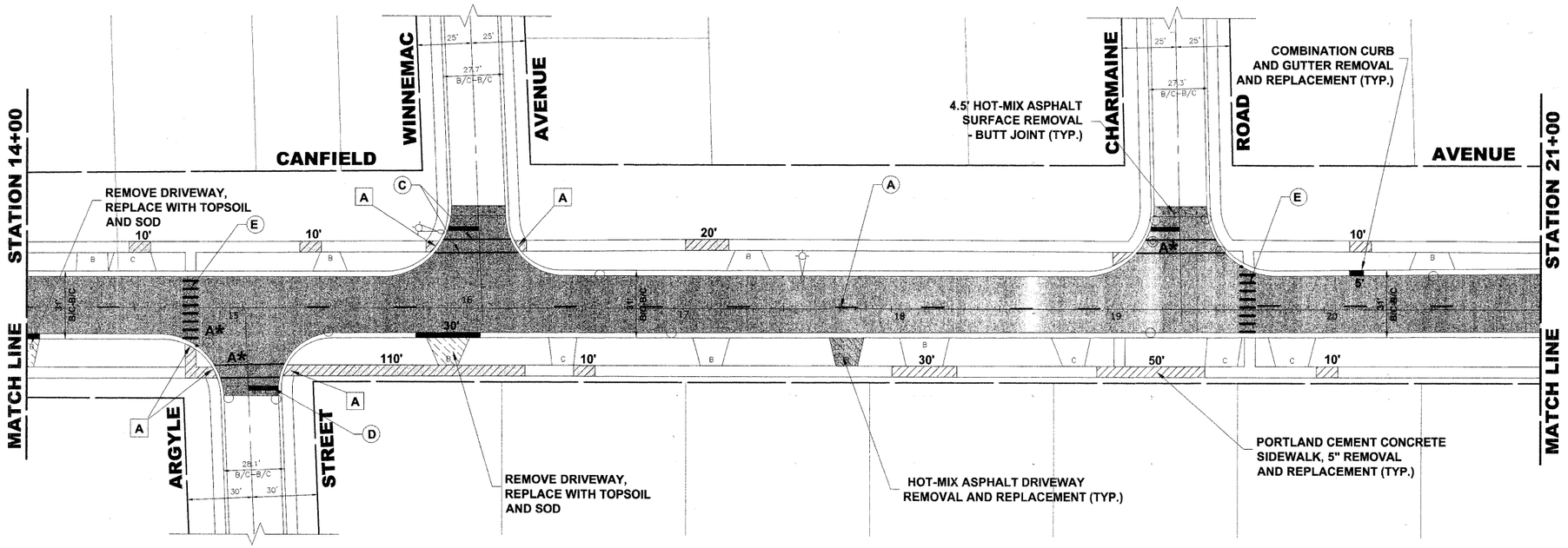


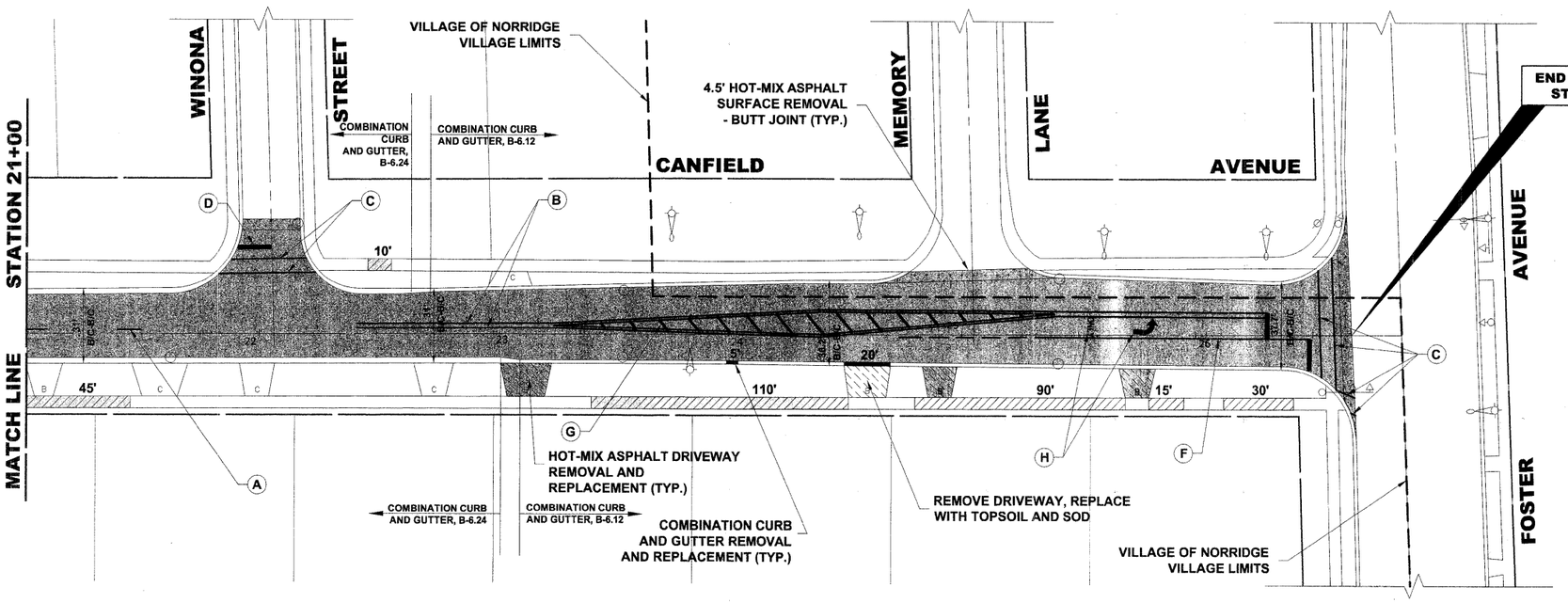
NOTE :

* DENOTES FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

THE LOCATION FOR CLASS "D" PATCHING TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

A DETECTABLE WARNING

PROPOSED IMPROVEMENTS



PAVEMENT MARKINGS LEGENDS

ITEM DESCRIPTION	SYMBOL
THERMOPLASTIC PVMT. MARKING LINE 4", 30' SKIP 10' DASH, YELLOW	A
THERMOPLASTIC PAVEMENT MARKING, LINE 4", DOUBLE @ 11" C-C YELLOW	B
THERMOPLASTIC PVMT. MARKING LINE 6", CROSS WALK, WHITE	C
THERMOPLASTIC PVMT. MARKING LINE 24", STOP BAR, WHITE	D
THERMOPLASTIC PVMT. MARKING LINE 12", SCHOOL CROSSWALK @ 36" C-C, WHITE	E
THERMOPLASTIC PAVEMENT MARKING, LINE 6", TURN LANE WHITE	F
THERMOPLASTIC PAVEMENT MARKING, LINE 12", MEDIAN DIAGONAL @ 11' C-C YELLOW	G
THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS	H

PROPOSED IMPROVEMENTS

HANCOCK ENGINEERING
◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911
9933 Roosevelt Road
Westchester, Illinois 60154-2700
Phone: 708/865-8200
Fax: 708/865-3114

USER NAME – XX	DESIGNED – JGG	REVISED – XX
	DRAWN – MK	REVISED – XX
PLOT SCALE – XX	CHECKED – XX	REVISED – XX
PLOT DATE – XX	DATE – 01-02-2009	REVISED – XX

CANFIELD AVENUE IMPROVEMENT (LAPP)
VILLAGE OF NORRIDGE, ILLINOIS

PAVING PLAN

SCALE: 1"=30' | SHEET NO. 7 OF 13 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	7
		CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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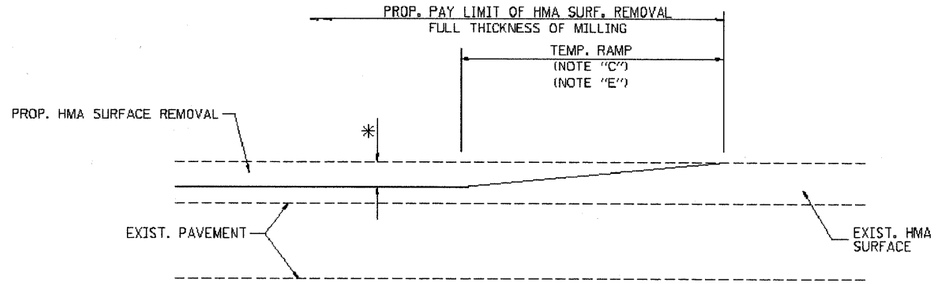
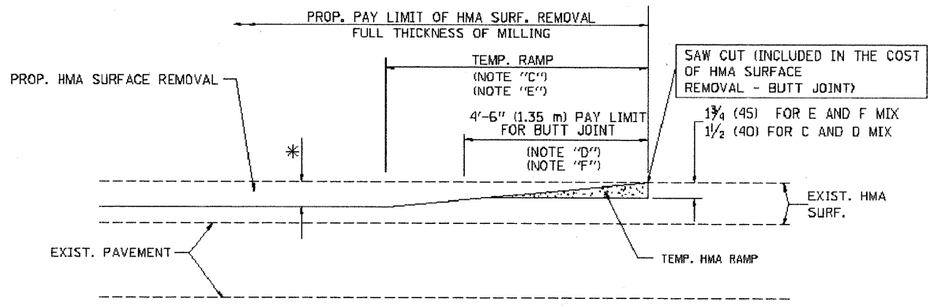


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

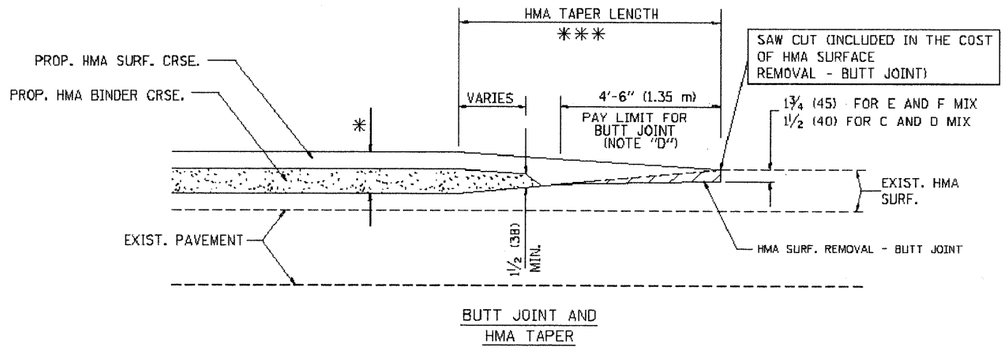


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

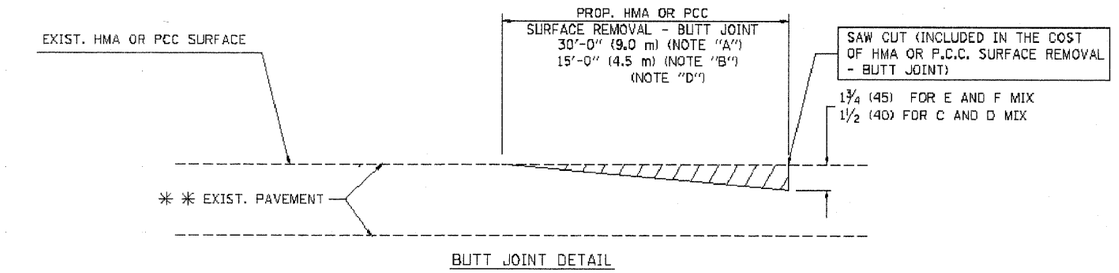
OPTION 2

TYPICAL TEMPORARY RAMP

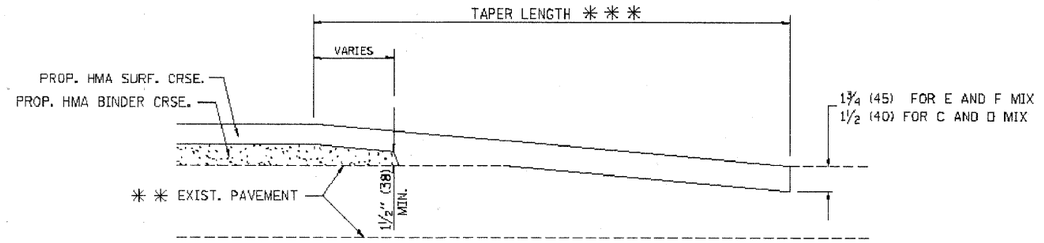


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\cbstatd\22c34\bd32.dgn	USER NAME = geglenobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	8
	BD400-05 BD32	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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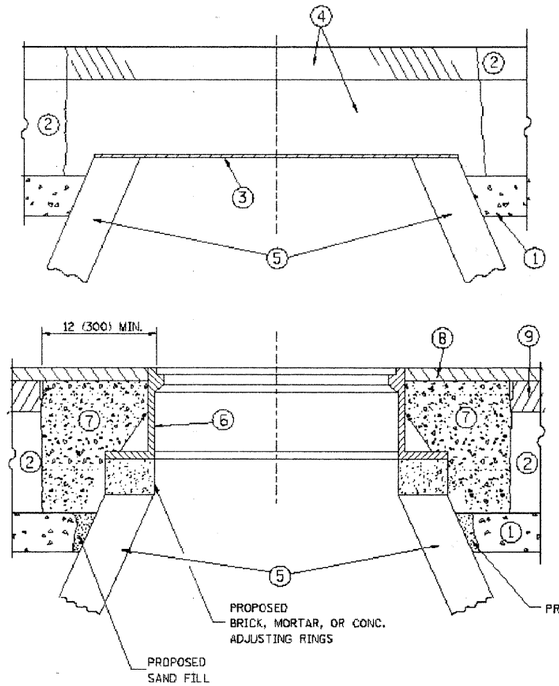

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

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 SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\diststd\22x34\bd88.dgn	USER NAME = gagiamobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	9
	BD888-03 (BD-9)	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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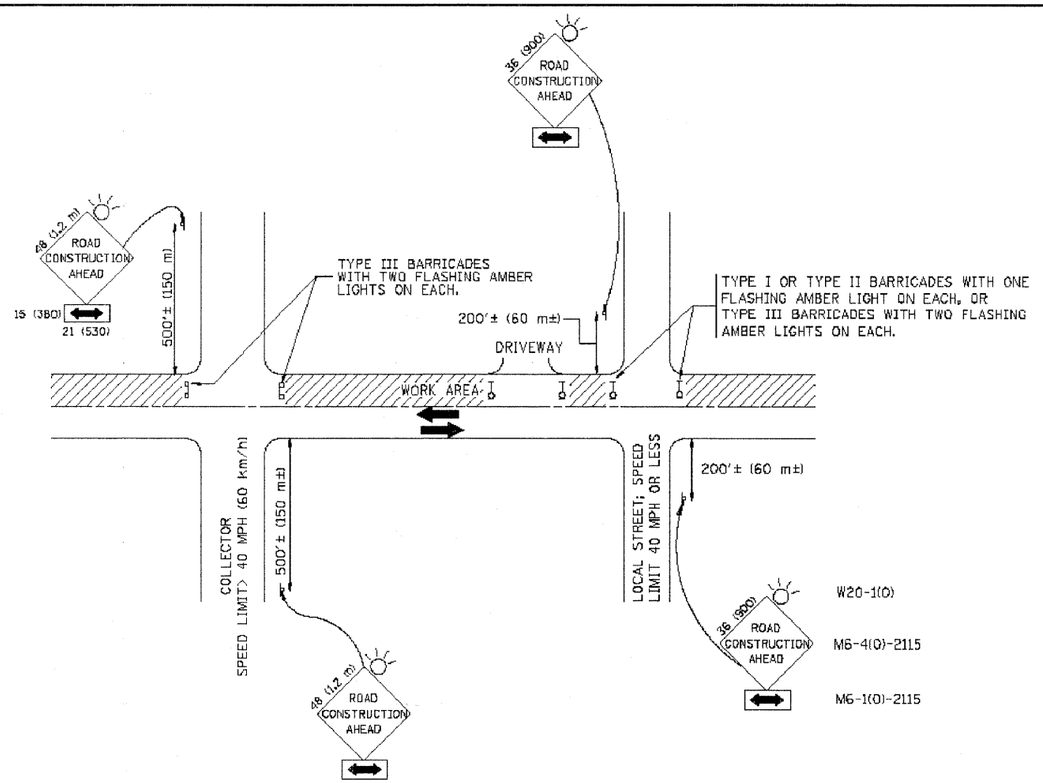

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	10
	TC-10	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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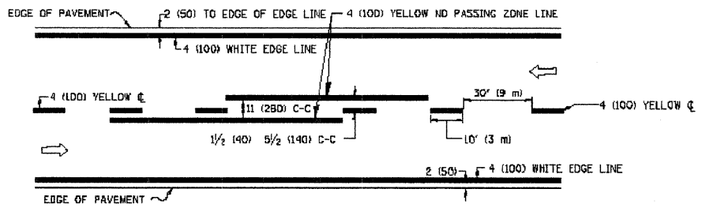
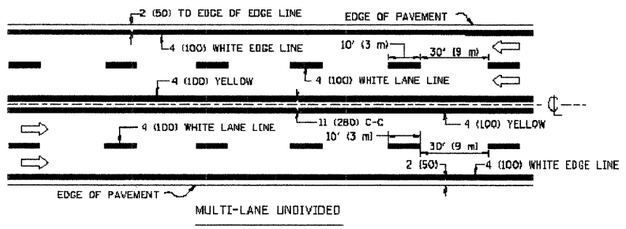
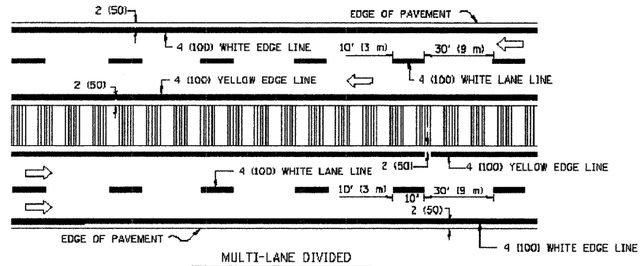


2-LANE ROADWAY



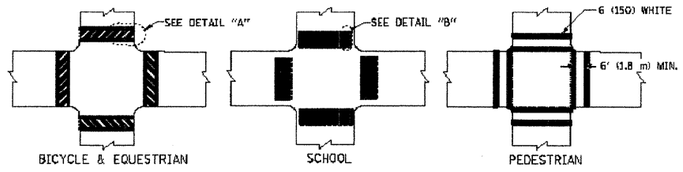
MULTI-LANE UNDIVIDED

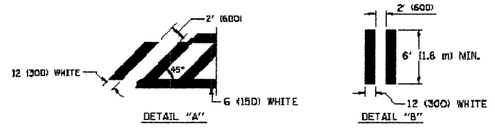


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

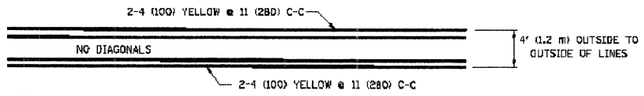
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

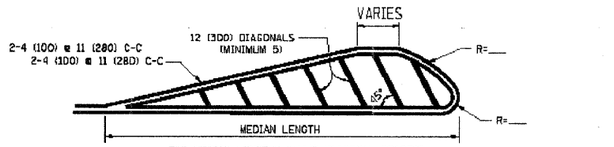




TYPICAL CROSSWALK MARKING



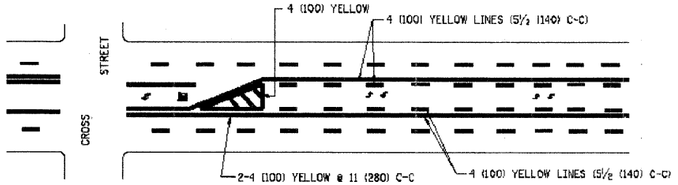
4' (1.2 m) WIDE MEDIANS ONLY



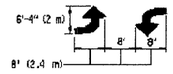
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

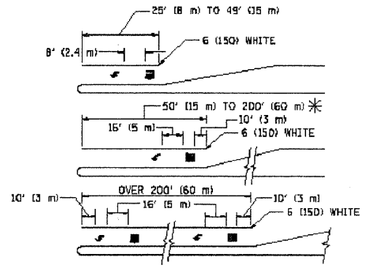


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

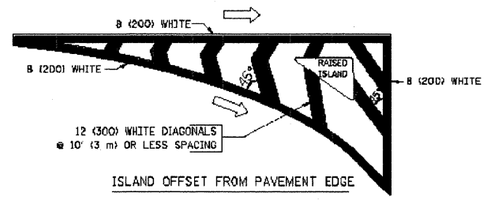


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

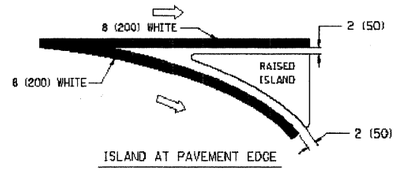
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVEDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

Drawing file: W:\Projects\61208192 - Canfield Ave LAPP MARKINGS.dwg Jan 05, 2009 - 11:28am

FILE NAME = W:\dist6d\22x34\to13.dgn	USER NAME = gaglenobt	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -A. HOUSEH 10-09-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -A. HOUSEH 10-17-96
	PLOT DATE = 1/4/2008	DATE - 03-19-90	REVISED -T. RAMMACHER 01-08-00

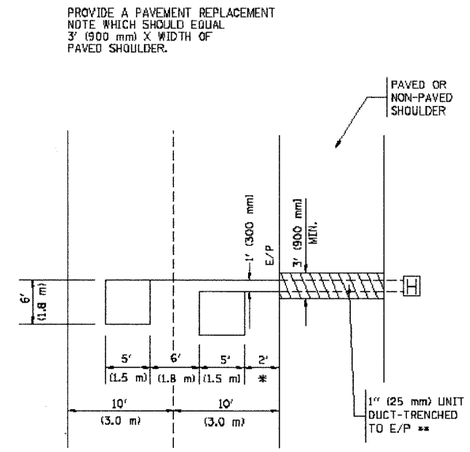
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	11
	TC-13	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

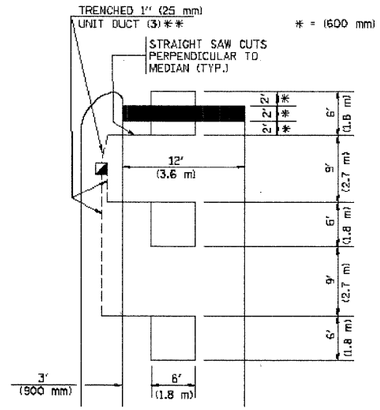


* = (600 mm)

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

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

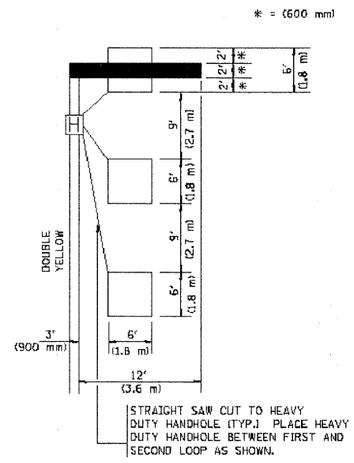
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

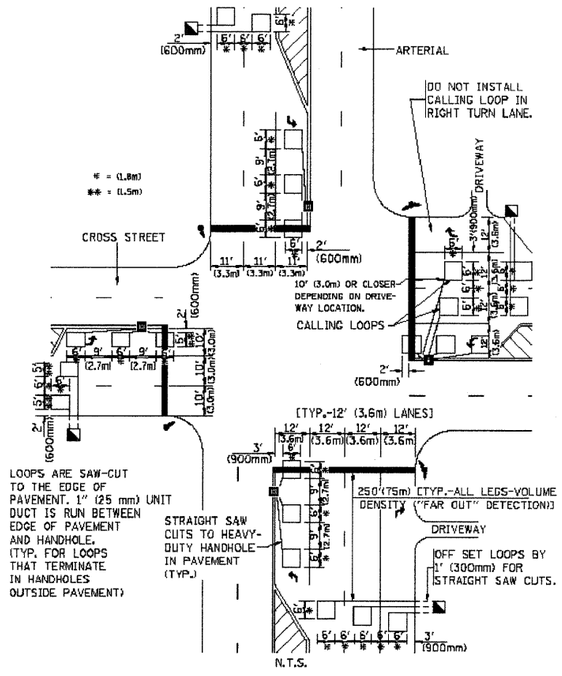
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



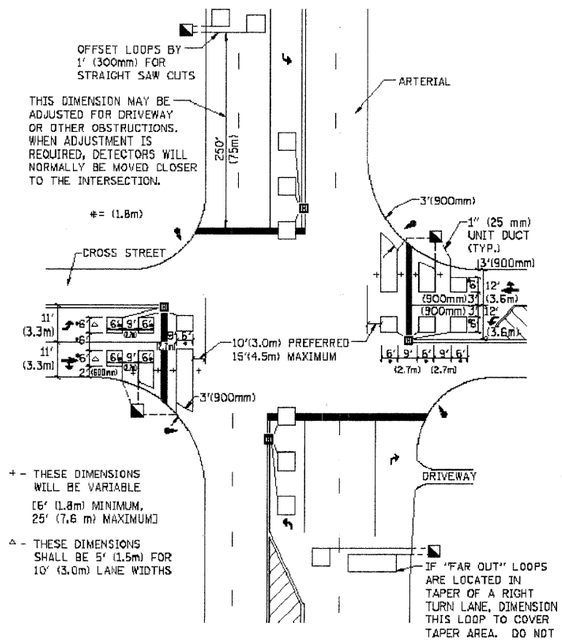
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	12
	TS-07	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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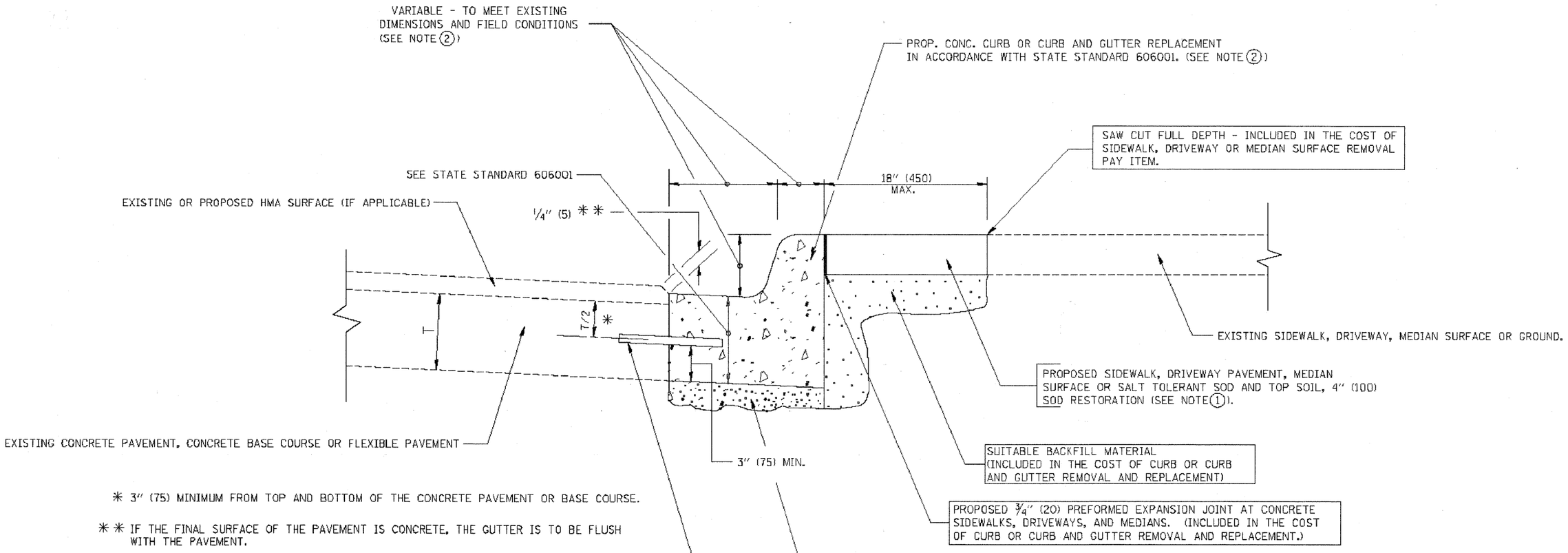

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * 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.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2763	08-00055-00-RS	COOK	13	13
	BD600-06 (BD-24)	CONTRACT NO. 63120		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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