

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITY FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.

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

THE CONTRACTOR SHALL VERIFY THE INVERTS OF ALL EXISTING AND PROPOSED DITCHES, CULVERTS, OR STORM SEWER PRIOR TO CONSTRUCTION.

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

WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE VILLAGE AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER.

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

THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

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 AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

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

THE CONTRACTOR SHALL SCHEDULE HIS WORK SUCH THAT ONLY ONE TEMPORARY LANE CLOSURE IN ONE DIRECTION IS IMPLEMENTED AT A TIME. A LANE CLOSURE WILL ONLY BE PERMITTED DURING CONSTRUCTION OPERATIONS, AND NOT OVERNIGHT. THE LANE CLOSURE MUST BE IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARDS. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES, INCLUDING FLAGGERS, REQUIRED TO MAINTAIN TRAFFIC FLOW.

ALL PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

LIMITS OF PROPOSED CURB RAMP RECONSTRUCTION WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.

THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10 INCHES UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAKE FULL DEPTH SAW CUTS AT THE EDGE OF PAVEMENT ADJACENT TO THE REMOVAL OF ALL COMBINATION CURB AND GUTTER. THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF CONCRETE CURB AND GUTTERS, SIDEWALKS, AND DRIVEWAYS, OR AS DIRECTED BY THE ENGINEER. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR REMOVAL OF THE SPECIFIED ITEM IN THE CONTRACT.

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

GENERAL NOTES (CONT'D)

PRIOR TO APPLYING HOT-MIX ASPHALT TACK COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE MATERIALS. ALL CRACK FILL MATERIAL SHALL BE REMOVED IN ITS ENTIRETY ALONG THE CURB LINE.

THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES.

THE CONTRACTOR SHALL CONTACT THE VILLAGE OF BURR RIDGE AT 630-654-8181 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

THE CONTRACTOR IS TO ENSURE THAT ALL CRACKS, JOINTS, AND FLANGWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS.

THE CONTRACTOR WILL TAKE SPECIAL CARE TO CAUSE NO DAMAGE TO ANY DRIVEWAYS DURING MILLING OPERATIONS, ESPECIALLY DRIVEWAYS WITH ORNAMENTAL BRICK PAVERS. THE CONTRACTOR WILL REPAIR ANY DAMAGE MADE TO DRIVEWAYS.

ALL UTILITIES SHOWN IN PLANS ARE OF SUE QUALITY LEVEL D.

ADA RAMP NOTES:

PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE APPLICABLE HIGHWAY STANDARDS.

SIDEWALK SIDE CURB SHALL BE MEASURED FOR PAYMENT AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH.

THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.

THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:64, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.

RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP AS LONG AS NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES ARE GREATER THAN 1/4".

ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.

THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).

ANY REGRADING OUTSIDE OF PROPOSED SIDEWALKS NECESSARY TO ENSURE SIDEWALKS MEET ADA STANDARDS SHALL BE INCLUDED IN THE COST OF REMOVAL AND FURNISHED EXCAVATION. REGRADING SHALL BE PERFORMED AT A MAXIMUM SLOPE OF 1:4 UNTIL MEETS EXISTING GRADE.

LIST OF HIGHWAY STANDARDS


000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424026-01	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-11	STEEL PLATE BEAM GUARDRAIL
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF ROAD MOVING OPERATIONS. 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701501-06	URBAN, LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-06	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
B.L.R. 23-4	TRAFFIC BARRIER TERMINAL TYPE 1

DISTRICT ONE DETAILS

BD-01	DRIVEWAY DETALS - DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
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-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEET 2)
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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2	GENERAL NOTES AND STANDARDS
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-15	RESURFACING AND PAVEMENT MARKING PLAN
16-19	SIDEWALK CURB RAMP DETAILS
20	INTERSECTION ELEVATION DETAIL
21-31	DISTRICT ONE DETAILS
32-33	REFERENCE SHEETS


 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwy_Lisle)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD GENERAL NOTES AND STANDARDS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG= PDF(Greg_Lorge).plt	DRAWN - MJV	REVISED -			1547	16-00053-00-RS	DU PAGE	33	2
PLOT SCALE = 1:500	CHECKED - MJP	REVISED -	DATE - 2/23/2017	SCALE: N/A	SHEET	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61D79

SUMMARY OF QUANTITIES				RDWY 0005 75% FED 25% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QTY	
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	9	9
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	9	9
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	9	9
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	171	171
21400100	GRADING AND SHAPING DITCHES	FOOT	228	228
25200110	SODDING, SALT TOLERANT	SQ YD	171	171
28000510	INLET FILTERS	EACH	3	3
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	3	3
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	16	16
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	12,652	12,652
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	28	28
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	826	826
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	166	166
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,100	2,100
42001300	PROTECTIVE COAT	SQ YD	270	270
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,937	1,937
42400800	DETECTABLE WARNINGS	SQ FT	120	120
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	18,733	18,733
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	16	16
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	308	308
44000600	SIDEWALK REMOVAL	SQ FT	1,937	1,937
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	32	32
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	17	17
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	532	532
60260100	INLETS TO BE ADJUSTED	EACH	1	1
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	274	274
60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	34	34
# 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	350	350
# 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2
# 63200310	GUARDRAIL REMOVAL	FOOT	491	491

DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

PENTABLE = #PENTBLA*


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	SCALE: N/A	SHEET NO.	STA.			TO STA.	CONTRACT NO. 61D79					

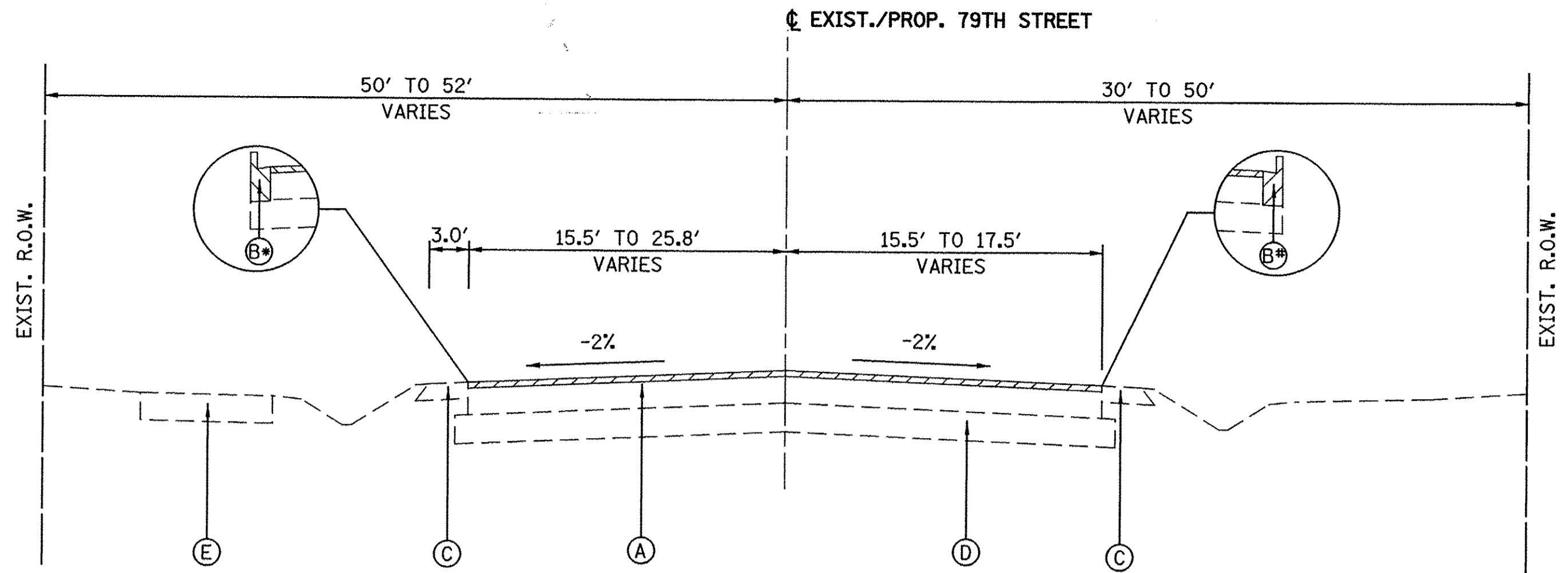
SUMMARY OF QUANTITIES				RDWY 0005 75% FED 25% LOCAL
CODE NO.	ITEM	UNIT	TOTAL QTY	
67100100	MOBILIZATION	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,428	1,428
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	476	476
# 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
# 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19,164	19,164
# 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	505	505
# 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	78	78
# 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	125	125
#* 88600100	DETECTOR LOOP, TYPE I	FOOT	30	30
* X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1	1
* Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1
* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52

DENOTES SPECIALTY ITEM

* DENOTES SPECIAL PROVISION

PENTABLE - #PENTBL#

 PATRICK ENGINEERING PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy_Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:50 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD SUMMARY OF QUANTITIES	F.A.U RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 4
	SCALE: N/A	SHEET NO.	STA.			TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 61D79	



EXISTING TYPICAL SECTION

79TH STREET
STA. 1+14 TO STA. 53+02

- ⓐ - STA. 1+14 TO STA. 1+57
- STA. 19+18 TO STA. 20+14
- STA. 51+97 TO STA. 53+02
- ⓑ - STA. 1+14 TO STA. 1+97
- STA. 14+51 TO STA. 20+91
- STA. 34+96 TO STA. 35+46

- LEGEND:**
- ⓐ - EXISTING 10-12" HMA PAVEMENT
 - ⓑ - EXISTING CURB AND GUTTER
 - ⓒ - EXISTING TURF / AGGREGATE SHOULDER
 - ⓓ - EXISTING AGGREGATE BASE
 - ⓔ - EXISTING PCC SIDEWALK
 - ① - HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4" (44000160) (SEE NOTE 1)
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (40603335) (2")
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (40600827) (3/4" AND VARIES)
 - ② - CLASS D PATCHES, TYPE II, 8 INCH (44201741) OR
CLASS D PATCHES, TYPE III, 8 INCH (44201745) OR
CLASS D PATCHES, TYPE IV, 8 INCH (44201747) (SEE NOTES 1 AND 2)
 - ③ - COMBINATION CURB AND GUTTER REMOVAL (44000500) (SEE NOTES 2 AND 3)
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-M6.12 (60609200)
 - ④ - GRADING AND SHAPING DITCHES (21400100) (SEE NOTE 2)
 - ⑤ - SIDEWALK REMOVAL (44000600) (SEE NOTE 2)
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)

▨ - REMOVAL ITEM (SEE NOTES 1 AND 2)

NOTES

1. PAVEMENT MILLING TO BE DONE PRIOR TO PAVEMENT PATCHING.
2. GRADING AND SHAPING DITCHES, COMBINATION CURB AND GUTTER REMOVAL, SIDEWALK REMOVAL, AND PAVEMENT PATCHING TO BE DONE AT LOCATIONS AS SHOWN ON PLANS AND CONFIRMED BY THE ENGINEER
3. COMBINATION CURB AND GUTTER SHALL BE REPLACED WITH SAME TYPE AS REMOVED.

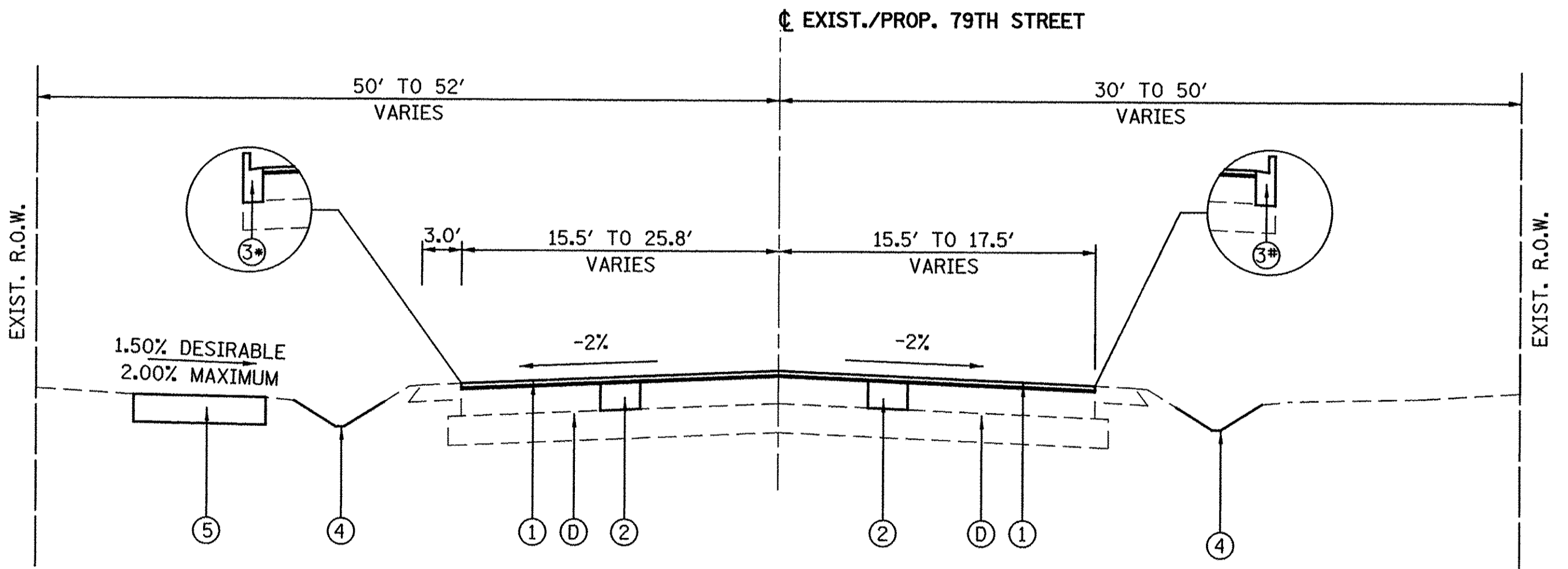
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.
PRIVATE ENTRANCE	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 MM)	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 MM); 6"	4% @ 50 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD / IN.

THE "AC TYPE" FOR ALL POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG64-22" UNLESS MODIFIED BY THE DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIAL, SEE SPECIAL PROVISIONS.



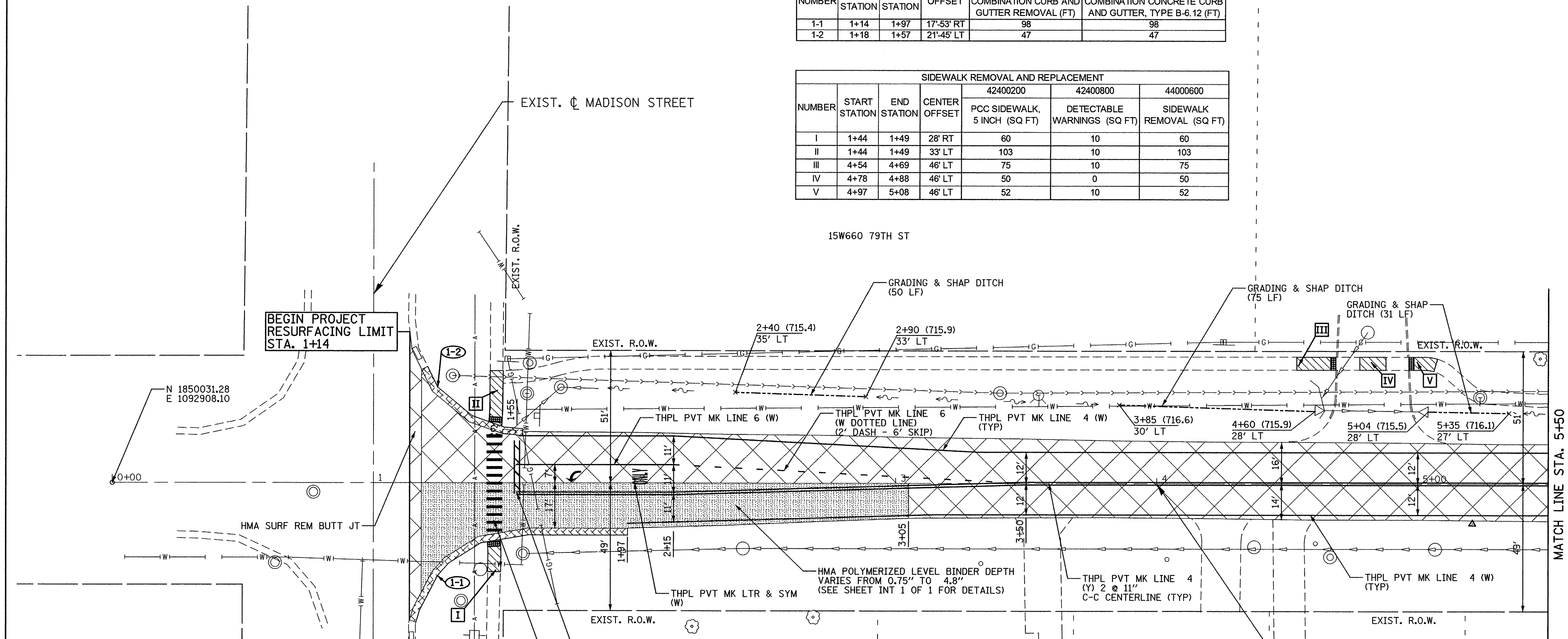
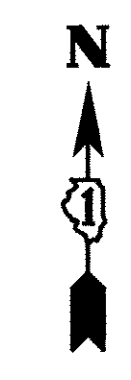
PROPOSED TYPICAL SECTION

79TH STREET
STA. 1+14 TO STA. 53+02

- ⓐ - STA. 1+14 TO STA. 1+57
- STA. 19+18 TO STA. 20+14
- STA. 51+97 TO STA. 53+02
- ⓑ - STA. 1+14 TO STA. 1+97
- STA. 14+51 TO STA. 20+91
- STA. 34+96 TO STA. 35+46

NUMBER	START STATION	END STATION	OFFSET	44000500	60603800
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)
1-1	1+14	1+97	17'-53" RT	98	98
1-2	1+18	1+57	21'-45" LT	47	47

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
I	1+44	1+49	28' RT	60	10	60
II	1+44	1+49	33' LT	103	10	103
III	4+54	4+69	46' LT	75	10	75
IV	4+78	4+88	46' LT	50	0	50
V	4+97	5+08	46' LT	52	10	52



BEGIN PROJECT
RESURFACING LIMIT
STA. 1+14

MATCH LINE STA. 5+50

LEGEND

- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
- COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE M-6.12
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
- GRADING AND SHAPING DITCHES

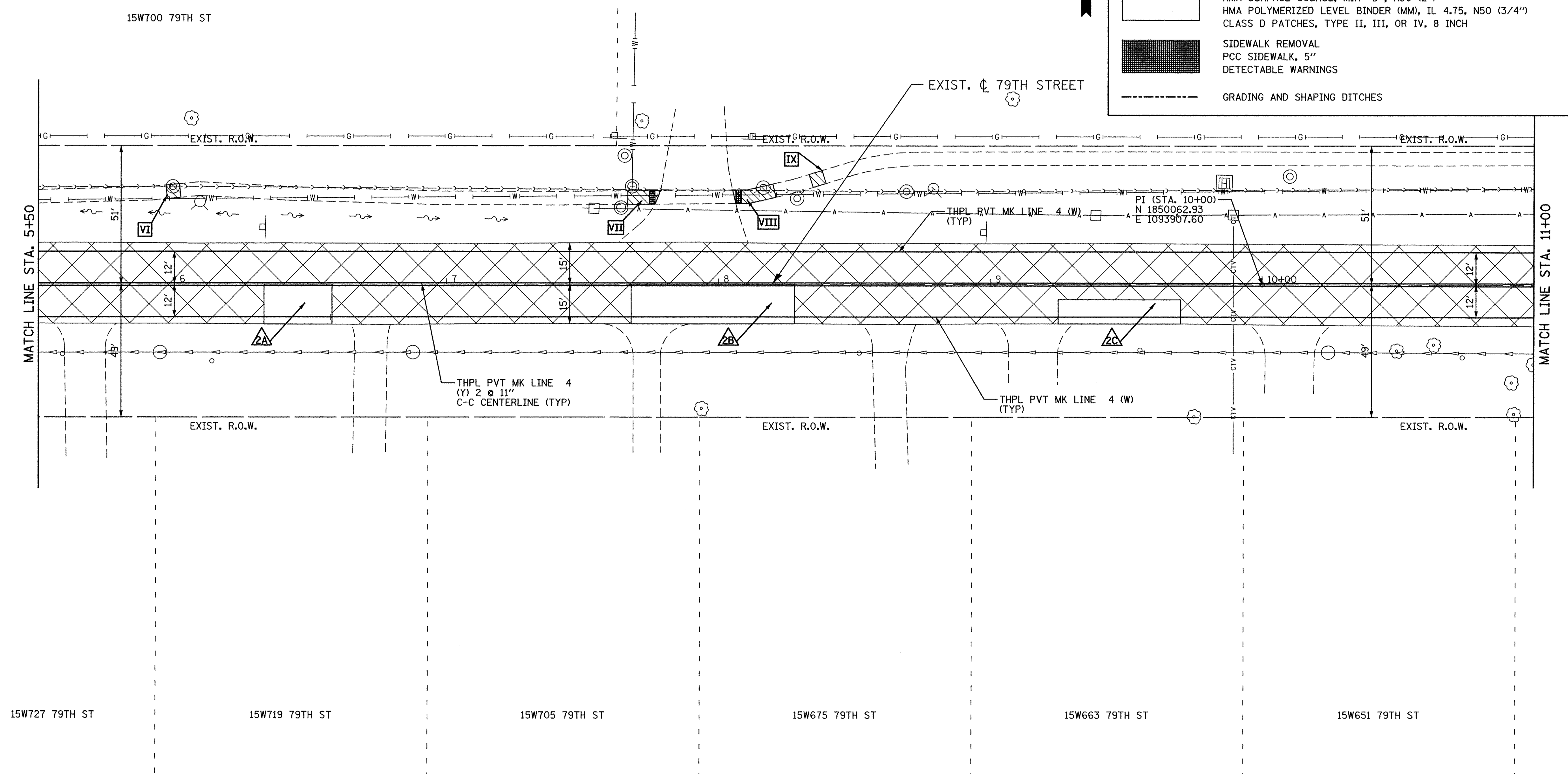
NOTE:
1. SEE SW 1 OF 4 FOR SIDEWALK CURB RAMP DETAILS.

	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy_Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJV DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 6
	SCALE: 1"=20' SHEET PLN 1 OF 10 STA. START TO STA. 5+50						CONTRACT NO. 61D79		ILLINOIS FED. AID PROJECT		

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
VI	5+97	6+02	34' LT	25	0	25
VII	7+67	7+79	32' LT	55	10	55
VIII	8+05	8+21	33' LT	75	10	75
IX	8+33	8+40	34' LT	25	0	25

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
2A	6+33	6+58	7.5' RT	25	15	40.9	44201747 (TYPE IV)
2B	7+68	8+28	7.5' RT	60	15	97.4	44201747 (TYPE IV)
2C	9+25	9+70	10' RT	45	9	45.0	44201747 (TYPE IV)

LEGEND	
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE M-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	GRADING AND SHAPING DITCHES



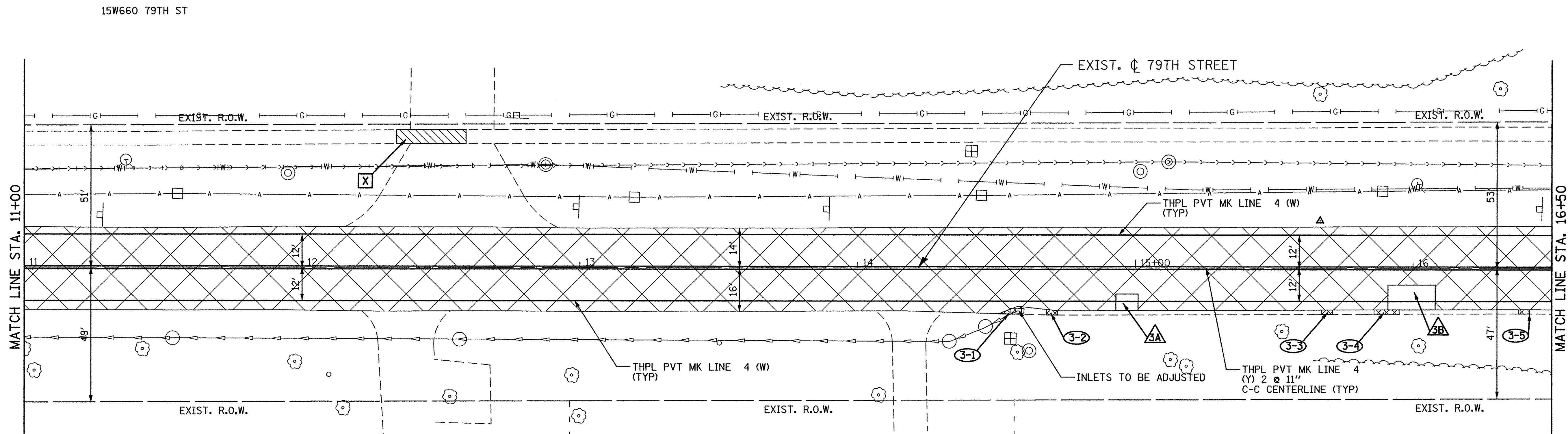
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CURB AND GUTTER REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)
3-1	14+51	14+59	17' RT	8	8
3-2	14+68	14+72	17' RT	4	4
3-3	15+67	15+71	17' RT	4	4
3-4	15+86	15+95	17' RT	9	9
3-5	16+38	16+42	17' RT	4	4

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
3A	14+93	15+01	12' RT	8	6	5.3	44201741 (TYPE II)
3B	15+91	16+08	10.5' RT	17	9	17.0	44201745 (TYPE III)

SIDEWALK REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	SIDEWALK REMOVAL (SQ FT)
X	12+34	12+59	47' LT	60	60



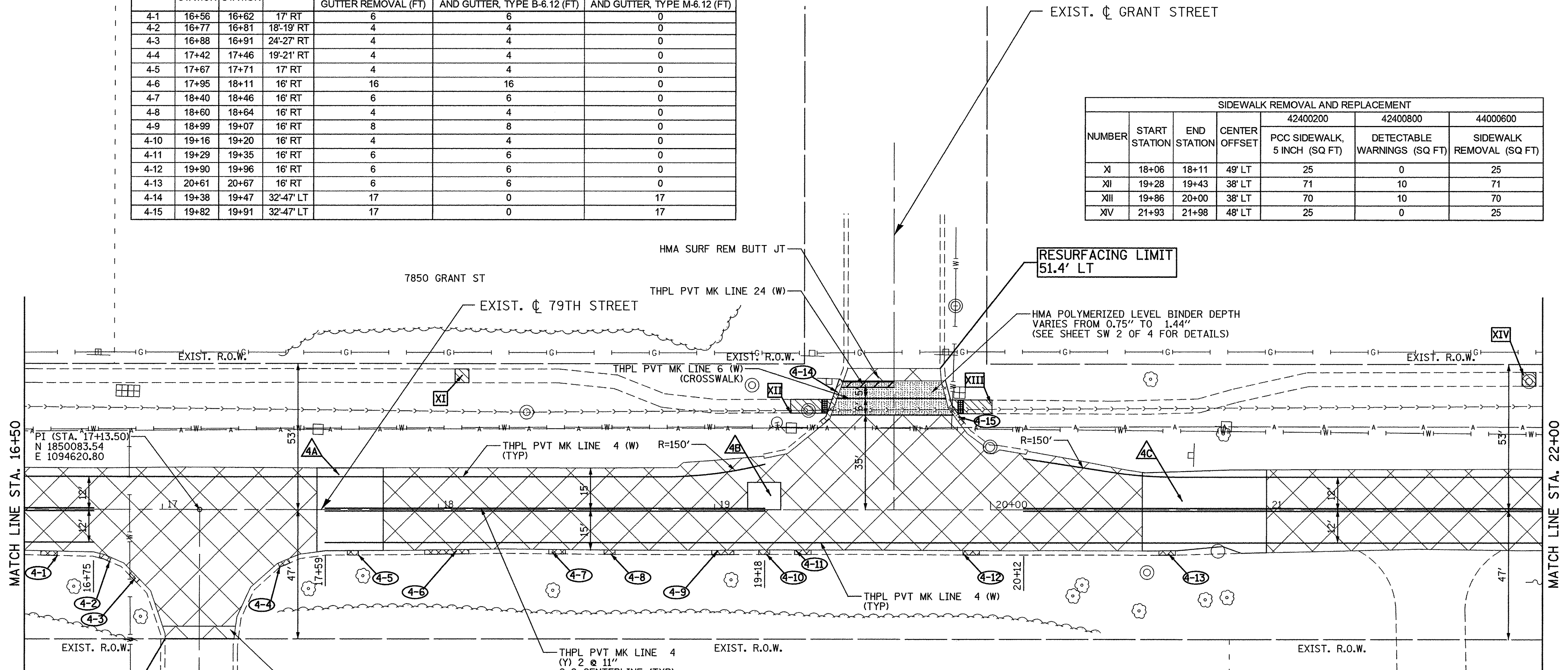
LEGEND

- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
- COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE M-6.12
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
- GRADING AND SHAPING DITCHES

	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwj-Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 1547 SECTION 16-00053-00-RS COUNTY DU PAGE TOTAL SHEETS 33 SHEET NO. 8	CONTRACT NO. 61D79 ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET PLN 3 OF 10 STA. 11+00 TO STA. 16+50							
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NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	60609200
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 (FT)
4-1	16+56	16+62	17' RT	6	6	0
4-2	16+77	16+81	18'-19' RT	4	4	0
4-3	16+88	16+91	24'-27' RT	4	4	0
4-4	17+42	17+46	19'-21' RT	4	4	0
4-5	17+67	17+71	17' RT	4	4	0
4-6	17+95	18+11	16' RT	16	16	0
4-7	18+40	18+46	16' RT	6	6	0
4-8	18+60	18+64	16' RT	4	4	0
4-9	18+99	19+07	16' RT	8	8	0
4-10	19+16	19+20	16' RT	4	4	0
4-11	19+29	19+35	16' RT	6	6	0
4-12	19+90	19+96	16' RT	6	6	0
4-13	20+61	20+67	16' RT	6	6	0
4-14	19+38	19+47	32'-47' LT	17	0	17
4-15	19+82	19+91	32'-47' LT	17	0	17

SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XI	18+06	18+11	49' LT	25	0	25
XII	19+28	19+43	38' LT	71	10	71
XIII	19+86	20+00	38' LT	70	10	70
XIV	21+93	21+98	48' LT	25	0	25



RESURFACING LIMIT
47' RT

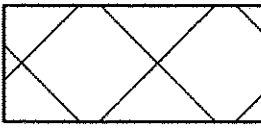
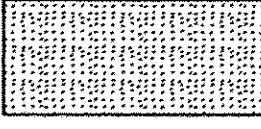

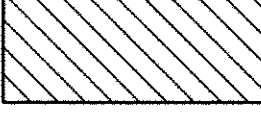
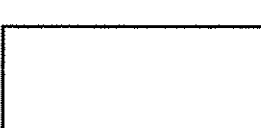


NOTE:
1. SEE SW 1 OF 4 FOR SIDEWALK CURB RAMP DETAILS.

LEGEND

- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
- COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE M-6.12
- SIDEWALK REMOVAL PCC SIDEWALK, 5"
- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
- GRADING AND SHAPING DITCHES

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
4A	17+56	17+80	RT/LT	24	30	80.5	44201747 (TYPE IV)
4B	19+12	19+24	5' LT	12	10	13.3	44201741 (TYPE II)
4C	20+55	21+00	RT/LT	45	30	144.6	44201747 (TYPE IV)

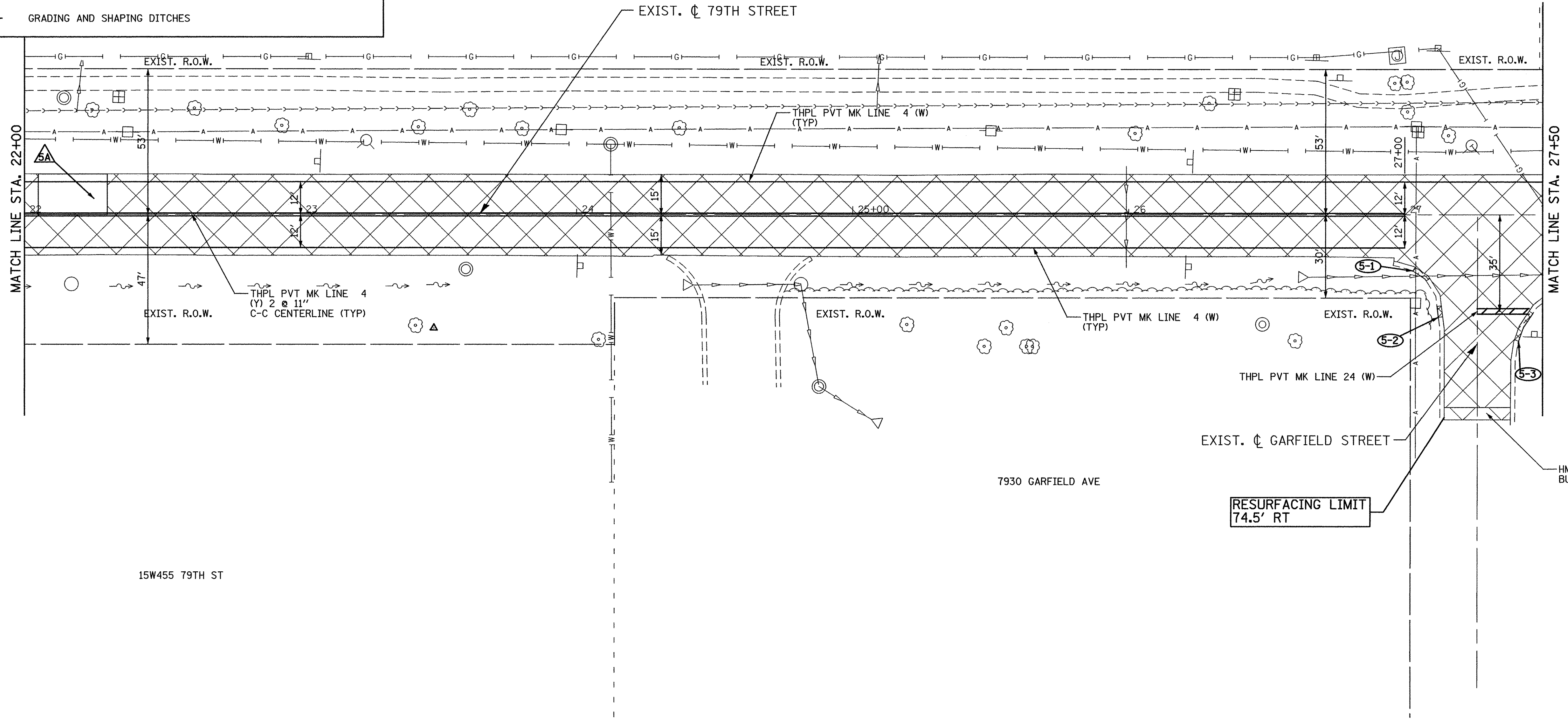
LEGEND


-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE M-6.12
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
-  GRADING AND SHAPING DITCHES

CURB AND GUTTER REMOVAL AND REPLACEMENT							
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800		
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)		
5-1	27+03	27+08	20'-24' RT	6	6		
5-2	27+12	27+12	33'-37' RT	4	4		
5-3	27+41	27+46	36'-46' RT	12	12		

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
5A	22+05	22+30	7.5' LT	25	15	41.1	44201747 (TYPE IV)

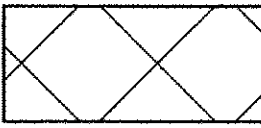
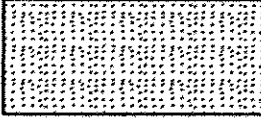

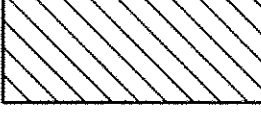
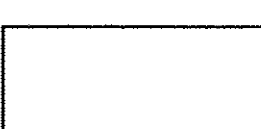


412 ROCKWELL CT



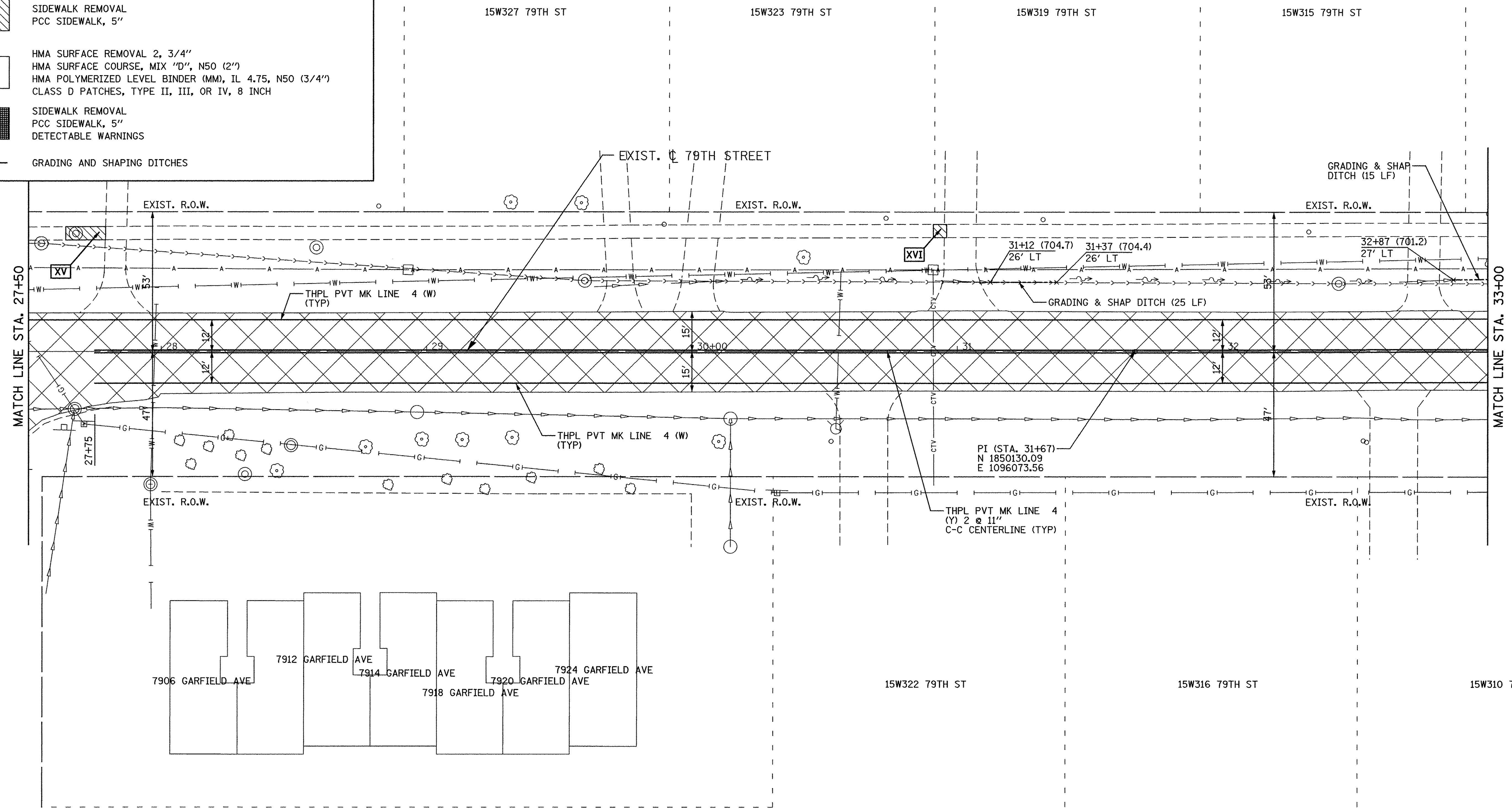
	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvosak(Rdwy-Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 1547 SECTION 16-00053-00-RS COUNTY DU PAGE TOTAL SHEETS 33 SHEET NO. 10 CONTRACT NO. 61D79	ILLINOIS FED. AID PROJECT		
	SCALE: 1"=20' SHEET PLN 5 OF 10 STA. 22+00 TO STA. 27+50									
	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN									
	ILLINOIS FED. AID PROJECT									


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LEGEND

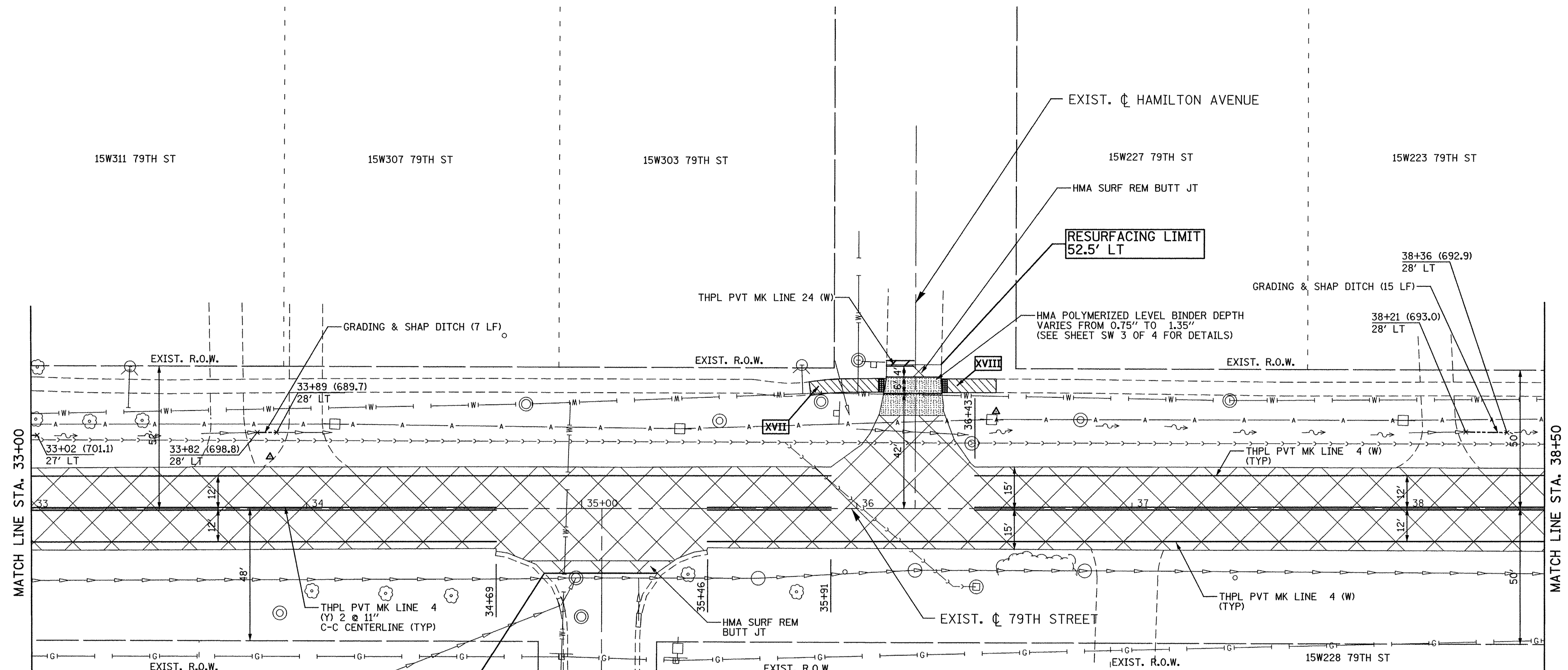
-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
-  COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE M-6.12
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
-  HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
-  SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
-  GRADING AND SHAPING DITCHES

SIDEWALK REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XV	27+64	27+79	45' LT	75	75
XVI	30+91	30+96	46' LT	25	25



	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwj-Lisle) PLOT CONFIG = PDF(Grey-Large).plt PLOT SCALE = 1:200 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 1547 SECTION 16-00053-00-RS COUNTY DU PAGE TOTAL SHEETS 33 SHEET NO. 11	CONTRACT NO. 61D79 ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET PLN 6 OF 10 STA. 27+50 TO STA. 33+00							
	MATCH LINE STA. 27+50 MATCH LINE STA. 33+00							
	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD							

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SIDEWALK REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XVII	35+83	36+11	45' LT	137	10	137
XVIII	36+31	36+51	45' LT	100	10	100

LEGEND

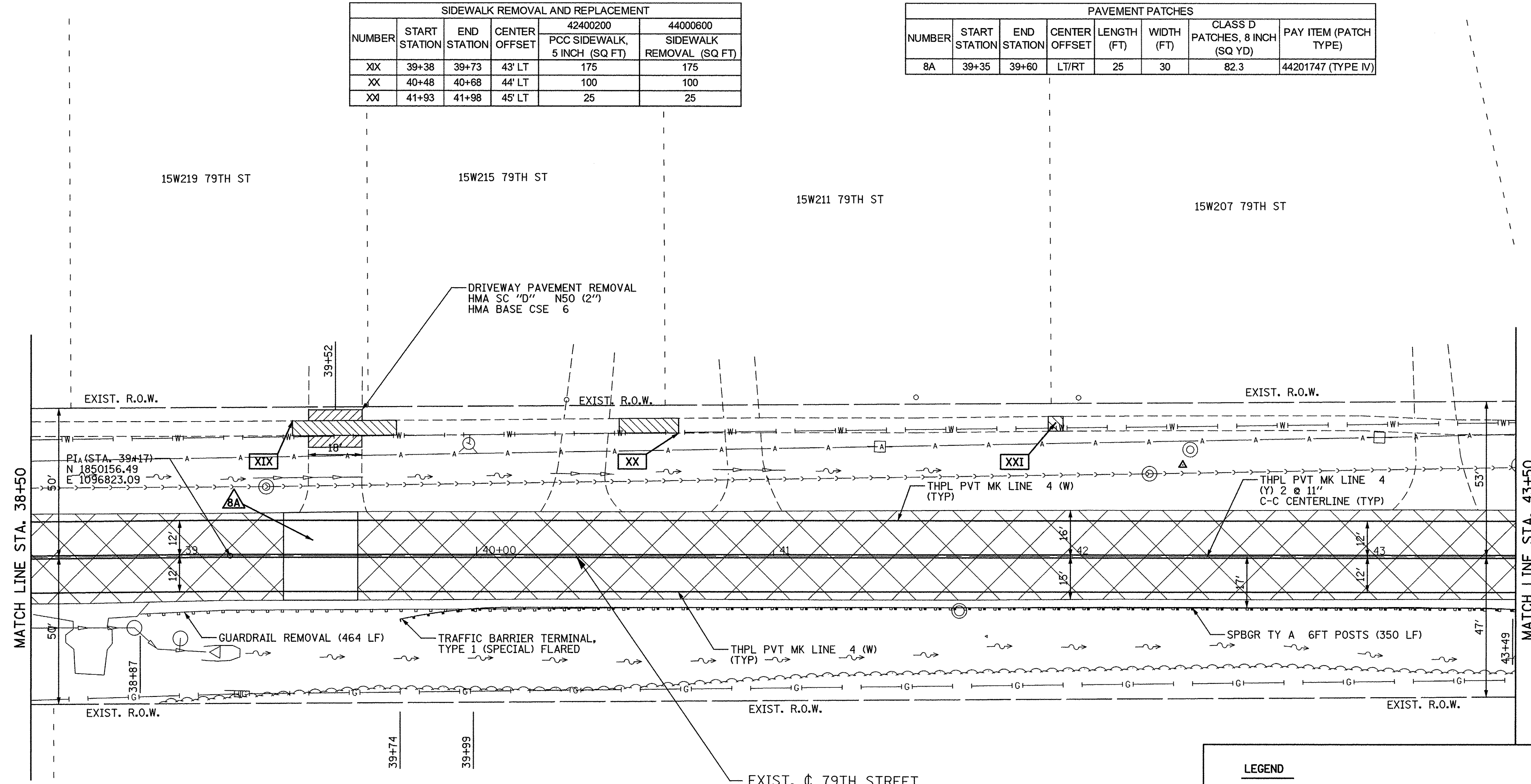
- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
- COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE M-6.12
- SIDEWALK REMOVAL PCC SIDEWALK, 5"
- HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
- GRADING AND SHAPING DITCHES

NOTE:
1. SEE SW 3 OF 4 FOR SIDEWALK CURB RAMP DETAILS.

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SIDEWALK REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XIX	39+38	39+73	43' LT	175	175
XX	40+48	40+68	44' LT	100	100
XXI	41+93	41+98	45' LT	25	25

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
8A	39+35	39+60	LT/RT	25	30	82.3	44201747 (TYPE IV)



LEGEND	
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE M-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	GRADING AND SHAPING DITCHES

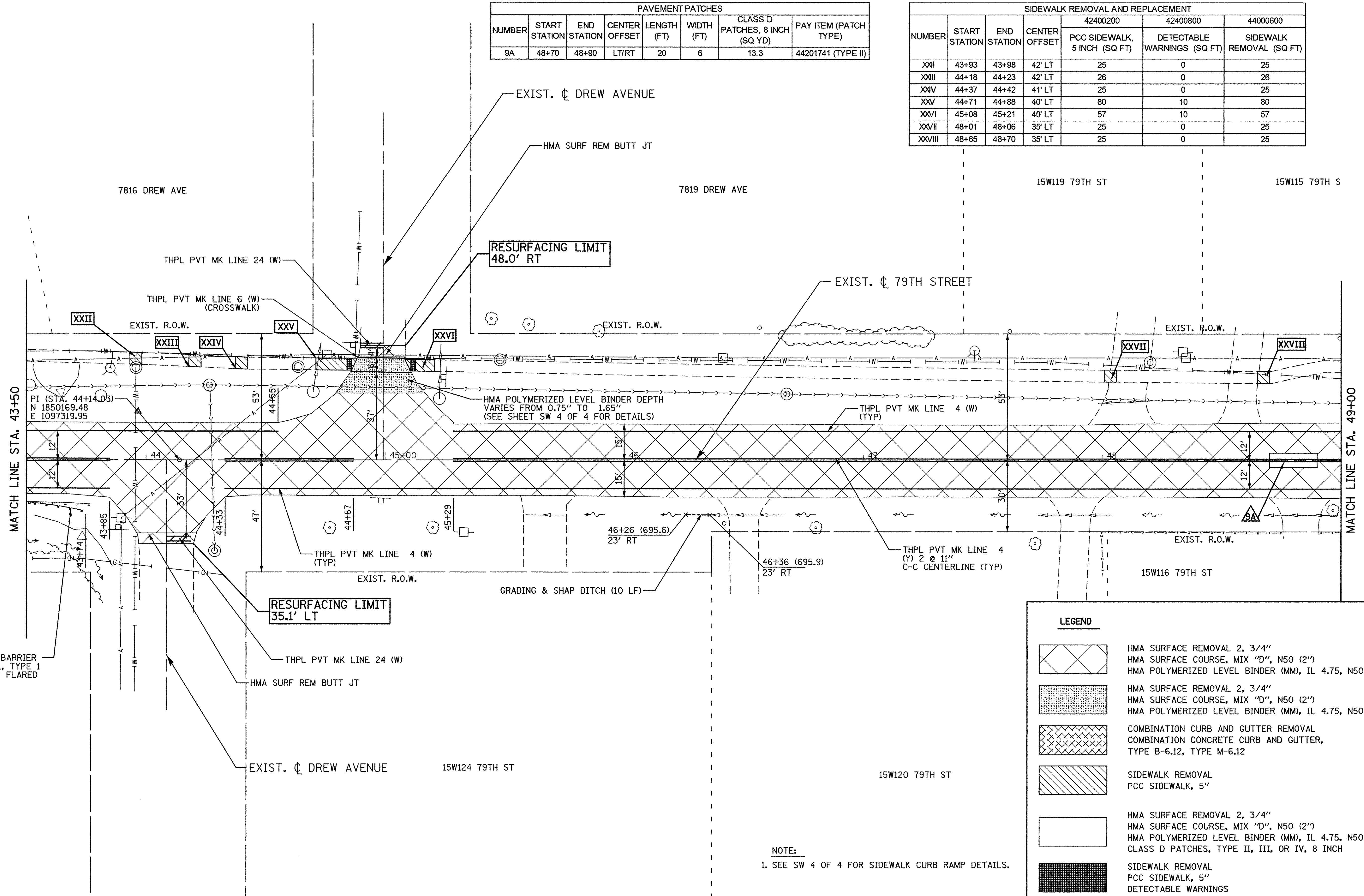
PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwy-Lisle)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG = PDF(Grey_Lorgel.plt)	DRAWN - MJV	REVISED -			1547	16-00053-00-RS	DU PAGE	33	13
	PLOT SCALE = 1:20	CHECKED - MJP	REVISED -			CONTRACT NO. 61D79				
	PLOT DATE = 2/24/2017	DATE - 2/23/2017	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET PLN 8 OF 10 STA. 38+50 TO STA. 43+50

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PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
9A	48+70	48+90	LT/RT	20	6	13.3	44201741 (TYPE II)

SIDEWALK REMOVAL AND REPLACEMENT							
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	42400800	44000600	
				PCC SIDEWALK, 5 INCH (SQ FT)	DETECTABLE WARNINGS (SQ FT)	SIDEWALK REMOVAL (SQ FT)	
XXII	43+93	43+98	42' LT	25	0	25	
XXIII	44+18	44+23	42' LT	26	0	26	
XXIV	44+37	44+42	41' LT	25	0	25	
XXV	44+71	44+88	40' LT	80	10	80	
XXVI	45+08	45+21	40' LT	57	10	57	
XXVII	48+01	48+06	35' LT	25	0	25	
XXVIII	48+65	48+70	35' LT	25	0	25	



RESURFACING LIMIT
35.1' LT

RESURFACING LIMIT
48.0' RT

LEGEND	
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE M-6.12
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	HMA SURFACE REMOVAL 2, 3/4" HMA SURFACE COURSE, MIX "D", N50 (2") HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	SIDEWALK REMOVAL PCC SIDEWALK, 5" DETECTABLE WARNINGS
	GRADING AND SHAPING DITCHES

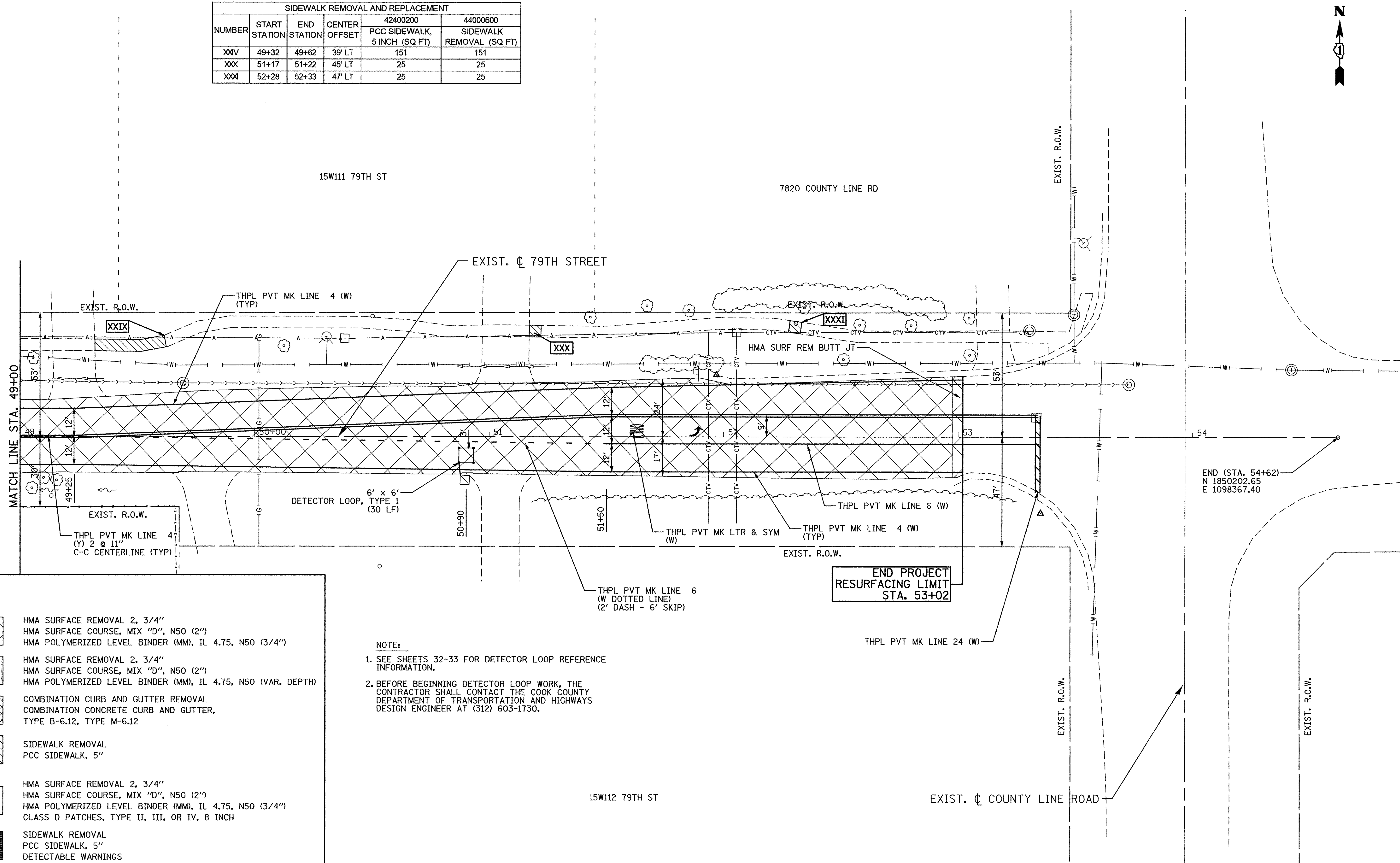
NOTE:
1. SEE SW 4 OF 4 FOR SIDEWALK CURB RAMP DETAILS.

<p>PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com</p>	USER NAME = mvosak(Rdwy.Lis1e)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - MJV	REVISED -			1547	16-00053-00-RS	DU PAGE	33	14
	PLOT SCALE = 1:200	CHECKED - MJP	REVISED -			CONTRACT NO. 61D79				
	PLOT DATE = 2/24/2017	DATE - 2/23/2017	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET PLN 9 OF 10 STA. 43+50 TO STA. 49+00

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SIDEWALK REMOVAL AND REPLACEMENT					
NUMBER	START STATION	END STATION	CENTER OFFSET	42400200	44000600
				PCC SIDEWALK, 5 INCH (SQ FT)	SIDEWALK REMOVAL (SQ FT)
XXIV	49+32	49+62	39' LT	151	151
XXX	51+17	51+22	45' LT	25	25
XXXI	52+28	52+33	47' LT	25	25



LEGEND

- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (VAR. DEPTH)
- COMBINATION CURB AND GUTTER REMOVAL
COMBINATION CONCRETE CURB AND GUTTER,
TYPE B-6.12, TYPE M-6.12
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
- HMA SURFACE REMOVAL 2, 3/4"
HMA SURFACE COURSE, MIX "D", N50 (2")
HMA POLYMERIZED LEVEL BINDER (MM), IL 4.75, N50 (3/4")
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- SIDEWALK REMOVAL
PCC SIDEWALK, 5"
DETECTABLE WARNINGS
- GRADING AND SHAPING DITCHES

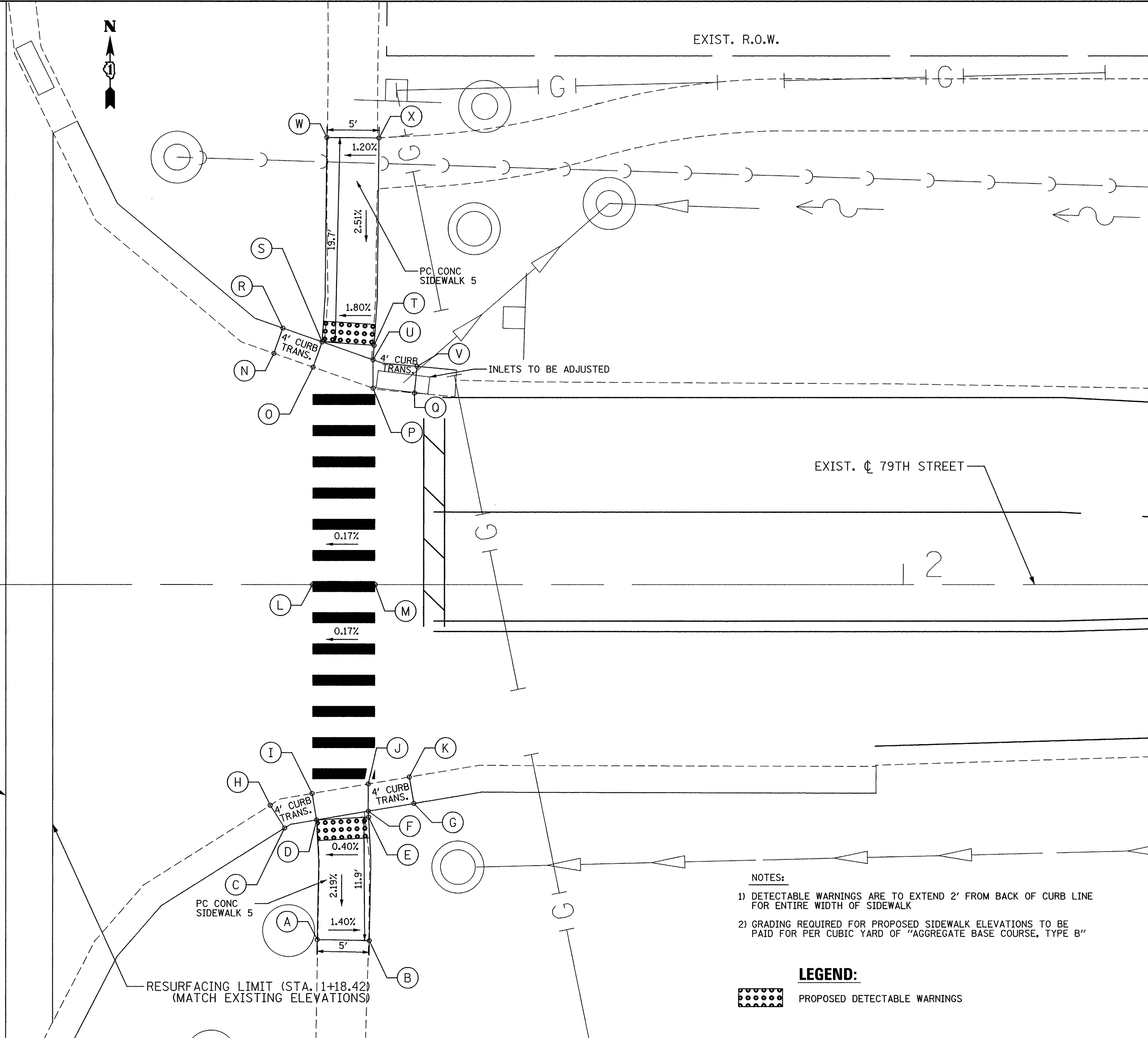
NOTE:

1. SEE SHEETS 32-33 FOR DETECTOR LOOP REFERENCE INFORMATION.
2. BEFORE BEGINNING DETECTOR LOOP WORK, THE CONTRACTOR SHALL CONTACT THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS DESIGN ENGINEER AT (312) 603-1730.

END PROJECT RESURFACING LIMIT STA. 53+02


	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy-Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:20 PLOT DATE = 2/24/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 2/23/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET FROM MADISON STREET TO COUNTY LINE ROAD RESURFACING AND PAVEMENT MARKING PLAN	F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 15	CONTRACT NO. 61D79 <small>ILLINOIS FED. AID PROJECT</small>
	SCALE: 1"=20' SHEET PLN 10 OF 10 STA. 49+00 TO STA. END											
	<small>Q:\Burr_Ridge\21677_033_79th Street LAF0\12_Design\12.1_Drugs\Sh\15_79TH.PP.18.dgn</small>											

	STATION	OFFSET	LT/RT	ELEVATION
A	1+43.80	34.15	RT	716.37
B	1+48.80	34.24	RT	716.30
C	1+40.66	23.41	RT	716.96
D	1+43.73	22.64	RT	716.54
E	1+48.72	22.37	RT	716.56
F	1+48.69	21.80	RT	716.56
G	1+53.07	21.05	RT	717.02
H	1+39.29	21.23	RT	716.52
I	1+43.30	20.09	RT	716.54
J	1+48.69	19.18	RT	716.56
K	1+52.63	18.51	RT	716.58
L	1+43.34	0.00	LT/RT	716.72
M	1+49.34	0.00	LT/RT	716.73
N	1+39.60	22.27	LT	716.25
O	1+43.37	20.94	LT	716.30
P	1+49.13	18.90	LT	716.39
Q	1+53.10	18.44	LT	716.33
R	1+40.46	24.70	LT	716.69
S	1+44.23	23.37	LT	716.30
T	1+49.22	23.04	LT	716.39
U	1+49.13	21.64	LT	716.39
V	1+53.34	21.01	LT	716.77
W	1+44.68	43.03	LT	716.78
X	1+49.68	42.98	LT	716.84

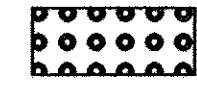


- NOTES:**
- 1) DETECTABLE WARNINGS ARE TO EXTEND 2' FROM BACK OF CURB LINE FOR ENTIRE WIDTH OF SIDEWALK
 - 2) GRADING REQUIRED FOR PROPOSED SIDEWALK ELEVATIONS TO BE PAID FOR PER CUBIC YARD OF "AGGREGATE BASE COURSE, TYPE B"

LEGEND:

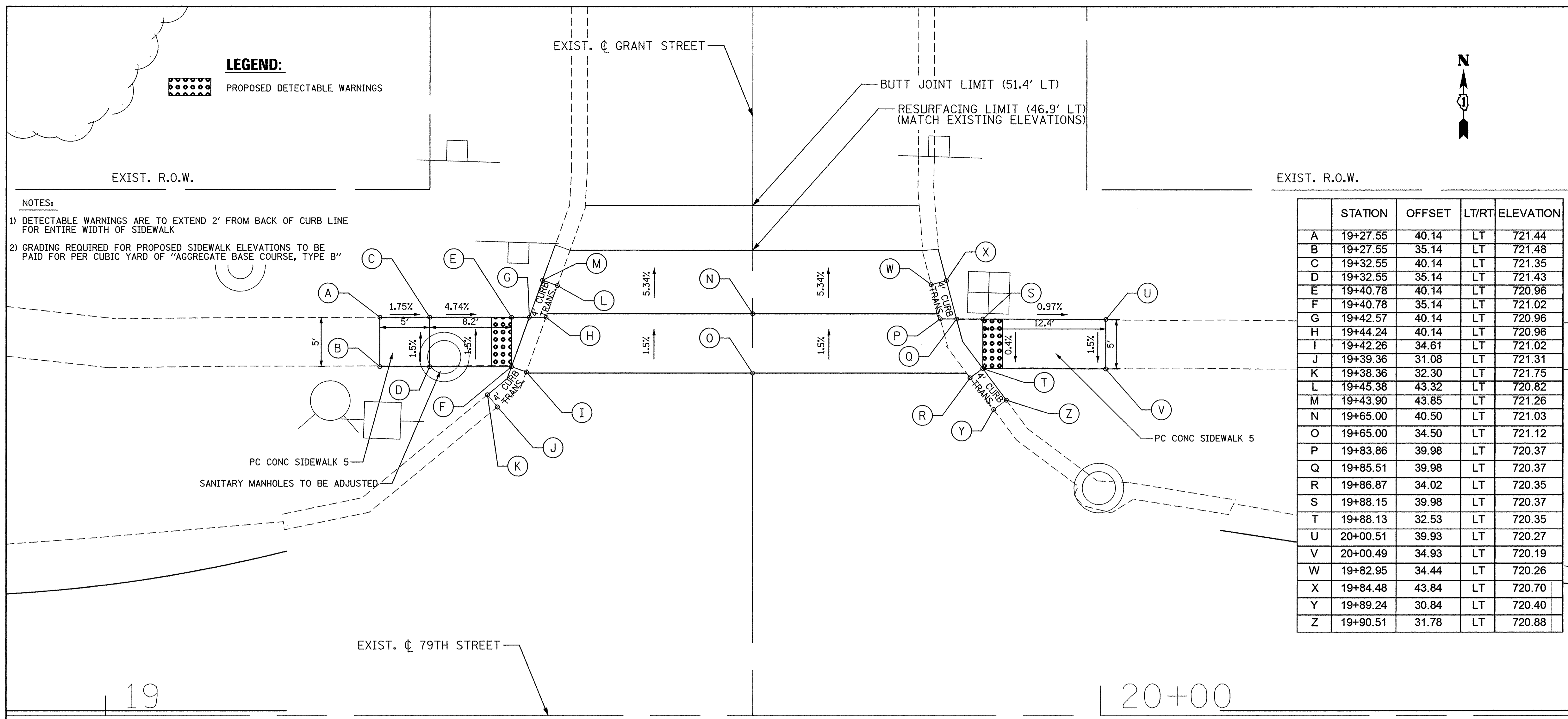
 PROPOSED DETECTABLE WARNINGS

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LEGEND:
 PROPOSED DETECTABLE WARNINGS



- NOTES:**
- 1) DETECTABLE WARNINGS ARE TO EXTEND 2' FROM BACK OF CURB LINE FOR ENTIRE WIDTH OF SIDEWALK
 - 2) GRADING REQUIRED FOR PROPOSED SIDEWALK ELEVATIONS TO BE PAID FOR PER CUBIC YARD OF "AGGREGATE BASE COURSE, TYPE B"



	STATION	OFFSET	LT/RT	ELEVATION
A	19+27.55	40.14	LT	721.44
B	19+27.55	35.14	LT	721.48
C	19+32.55	40.14	LT	721.35
D	19+32.55	35.14	LT	721.43
E	19+40.78	40.14	LT	720.96
F	19+40.78	35.14	LT	721.02
G	19+42.57	40.14	LT	720.96
H	19+44.24	40.14	LT	720.96
I	19+42.26	34.61	LT	721.02
J	19+39.36	31.08	LT	721.31
K	19+38.36	32.30	LT	721.75
L	19+45.38	43.32	LT	720.82
M	19+43.90	43.85	LT	721.26
N	19+65.00	40.50	LT	721.03
O	19+65.00	34.50	LT	721.12
P	19+83.86	39.98	LT	720.37
Q	19+85.51	39.98	LT	720.37
R	19+86.87	34.02	LT	720.35
S	19+88.15	39.98	LT	720.37
T	19+88.13	32.53	LT	720.35
U	20+00.51	39.93	LT	720.27
V	20+00.49	34.93	LT	720.19
W	19+82.95	34.44	LT	720.26
X	19+84.48	43.84	LT	720.70
Y	19+89.24	30.84	LT	720.40
Z	19+90.51	31.78	LT	720.88

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwy_L1sle)	DESIGNED - MJV	REVISED -
	PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - MJV	REVISED -
	PLOT SCALE = 1:5	CHECKED - MJP	REVISED -
	PLOT DATE = 1/31/2017	DATE - 1/30/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

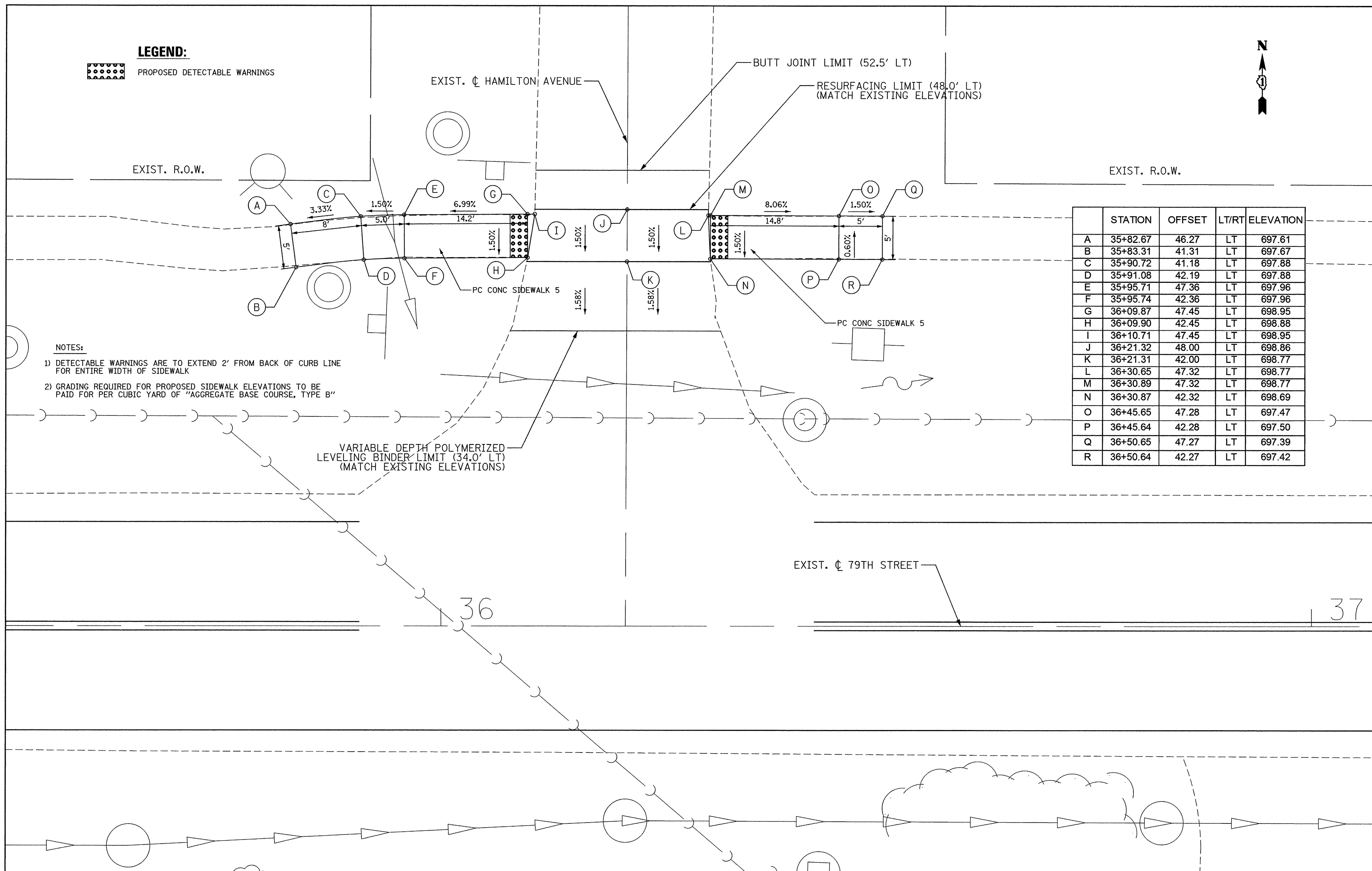
**79TH STREET AT GRANT STREET
 SIDEWALK CURB RAMP AND INTERSECTION DETAILS**

SCALE: 1"=5' SHEET SW-02 OF 4 STA. 18+90.00 TO STA. 20+47.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61D79	

LEGEND:

 PROPOSED DETECTABLE WARNINGS



NOTES:

- 1) DETECTABLE WARNINGS ARE TO EXTEND 2' FROM BACK OF CURB LINE FOR ENTIRE WIDTH OF SIDEWALK
- 2) GRADING REQUIRED FOR PROPOSED SIDEWALK ELEVATIONS TO BE PAID FOR PER CUBIC YARD OF "AGGREGATE BASE COURSE, TYPE B"


	STATION	OFFSET	LT/RT	ELEVATION
A	35+82.67	46.27	LT	697.61
B	35+83.31	41.31	LT	697.67
C	35+90.72	41.18	LT	697.88
D	35+91.08	42.19	LT	697.88
E	35+95.71	47.36	LT	697.96
F	35+95.74	42.36	LT	697.96
G	36+09.87	47.45	LT	698.95
H	36+09.90	42.45	LT	698.88
I	36+10.71	47.45	LT	698.95
J	36+21.32	48.00	LT	698.86
K	36+21.31	42.00	LT	698.77
L	36+30.65	47.32	LT	698.77
M	36+30.89	47.32	LT	698.77
N	36+30.87	42.32	LT	698.69
O	36+45.65	47.28	LT	697.47
P	36+45.64	42.28	LT	697.50
Q	36+50.65	47.27	LT	697.39
R	36+50.64	42.27	LT	697.42

VARIABLE DEPTH POLYMERIZED LEVELING BINDER LIMIT (34.0' LT) (MATCH EXISTING ELEVATIONS)

EXIST. 79TH STREET

36

37

	PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy_Lisle) PLOT CONFIG = PDF(Grey_Large).plt PLOT SCALE = 1:5 PLOT DATE = 1/31/2017	DESIGNED - MJV DRAWN - MJV CHECKED - MJP DATE - 1/30/2017	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET AT HAMILTON AVENUE SIDEWALK CURB RAMP DETAILS	F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY	TOTAL SHEETS 33	SHEET NO. 18
	SCALE: 1"=5' SHEET SW-03 OF 4 STA. 35+50.00 TO STA. 37+07.50						FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT CONTRACT NO. 61D79				

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LEGEND:

 PROPOSED DETECTABLE WARNINGS

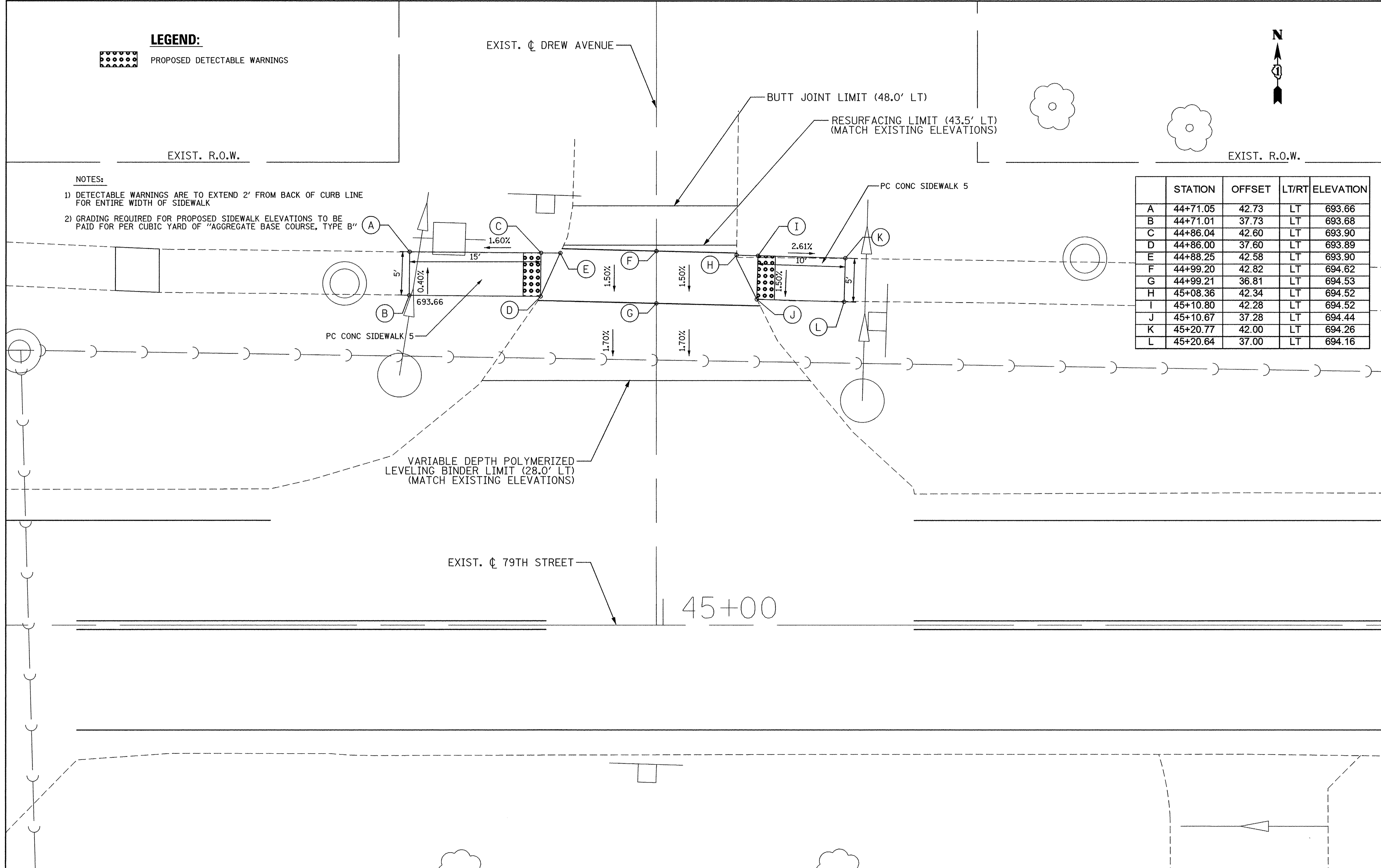


EXIST. R.O.W.

EXIST. R.O.W.

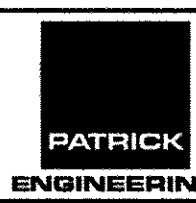
NOTES:

- 1) DETECTABLE WARNINGS ARE TO EXTEND 2' FROM BACK OF CURB LINE FOR ENTIRE WIDTH OF SIDEWALK
- 2) GRADING REQUIRED FOR PROPOSED SIDEWALK ELEVATIONS TO BE PAID FOR PER CUBIC YARD OF "AGGREGATE BASE COURSE, TYPE B"



	STATION	OFFSET	LT/RT	ELEVATION
A	44+71.05	42.73	LT	693.66
B	44+71.01	37.73	LT	693.68
C	44+86.04	42.60	LT	693.90
D	44+86.00	37.60	LT	693.89
E	44+88.25	42.58	LT	693.90
F	44+99.20	42.82	LT	694.62
G	44+99.21	36.81	LT	694.53
H	45+08.36	42.34	LT	694.52
I	45+10.80	42.28	LT	694.52
J	45+10.67	37.28	LT	694.44
K	45+20.77	42.00	LT	694.26
L	45+20.64	37.00	LT	694.16

45+00

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasek(Rdwy_Lisle)	DESIGNED - MJV	REVISED -
	PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - MJV	REVISED -
	PLOT SCALE = 1:5	CHECKED - MJP	REVISED -
	PLOT DATE = 1/31/2017	DATE - 1/30/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

79TH STREET AT DREW AVENUE
SIDEWALK CURB RAMP DETAILS

SCALE: 1"=5' SHEET SW-04 OF 4 STA. 44+25.00 TO STA. 45+82.50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	19
CONTRACT NO. 61D79				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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EXIST. CL MADISON STREET

EXIST. R.O.W.

EXIST. R.O.W.

EXIST. CL 79TH STREET

0+00

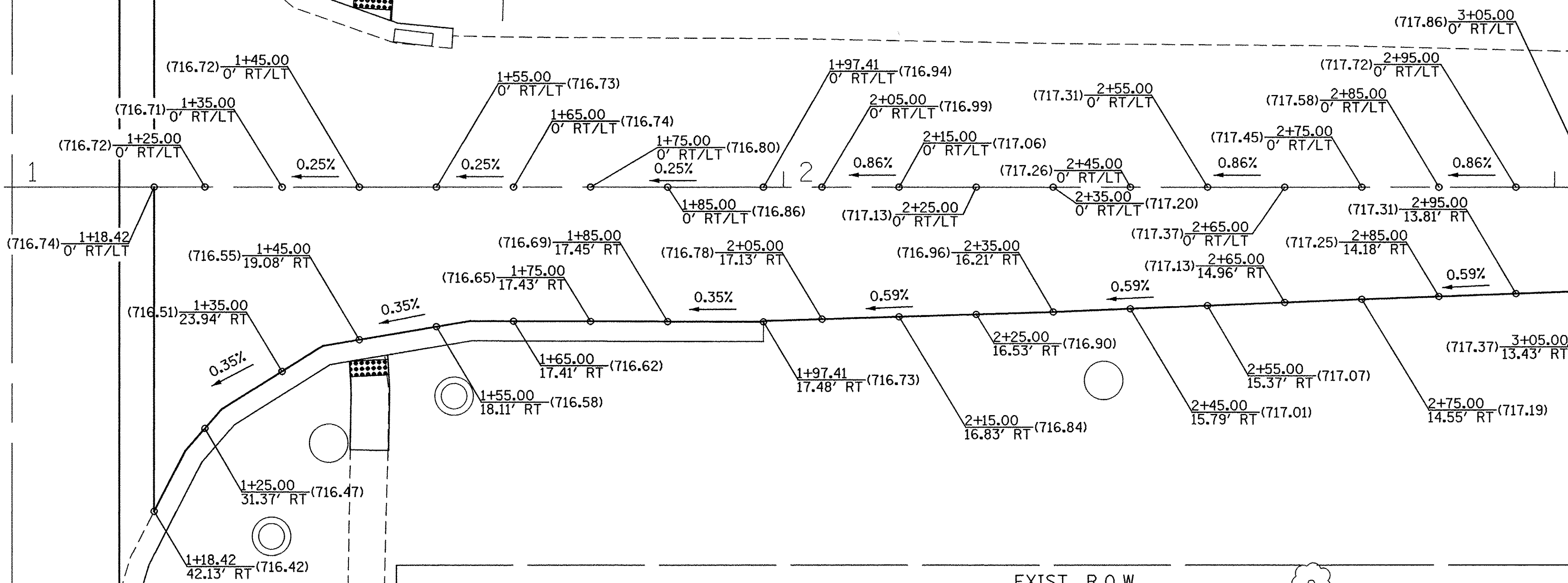
1

2

3

EXIST. R.O.W.

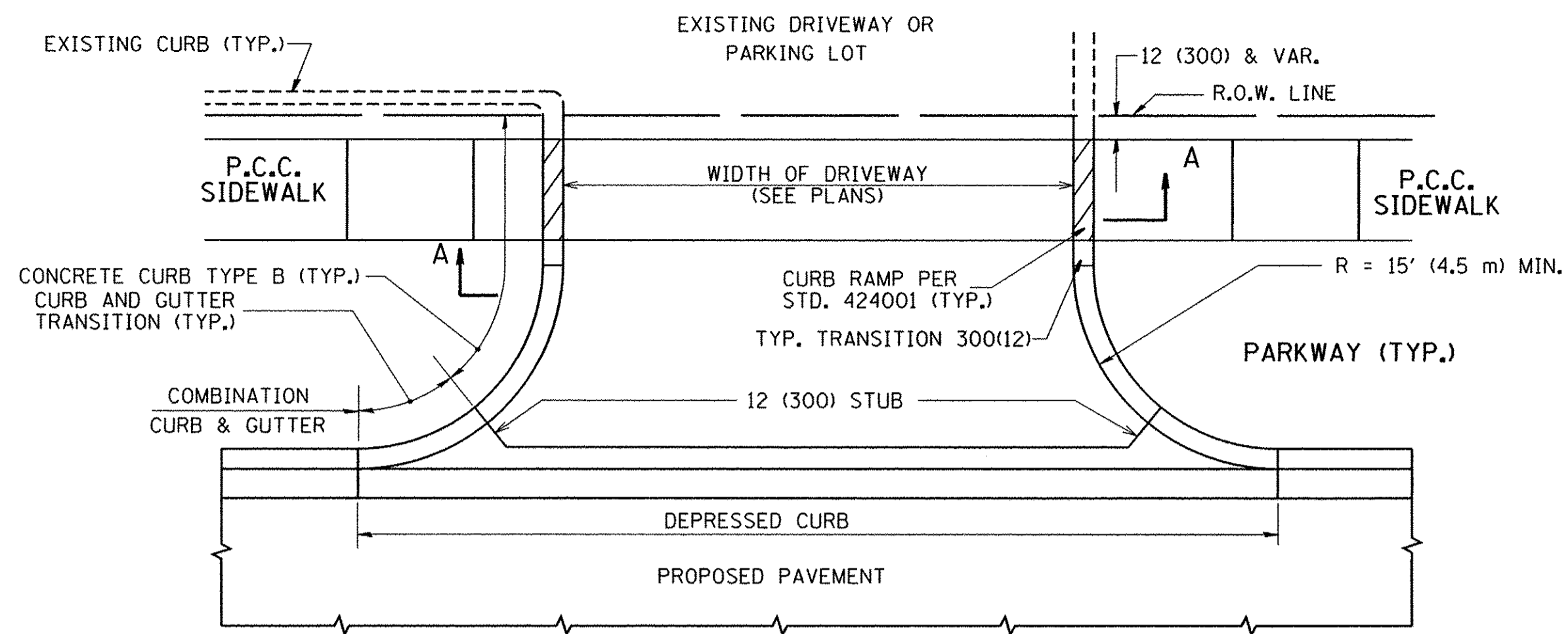
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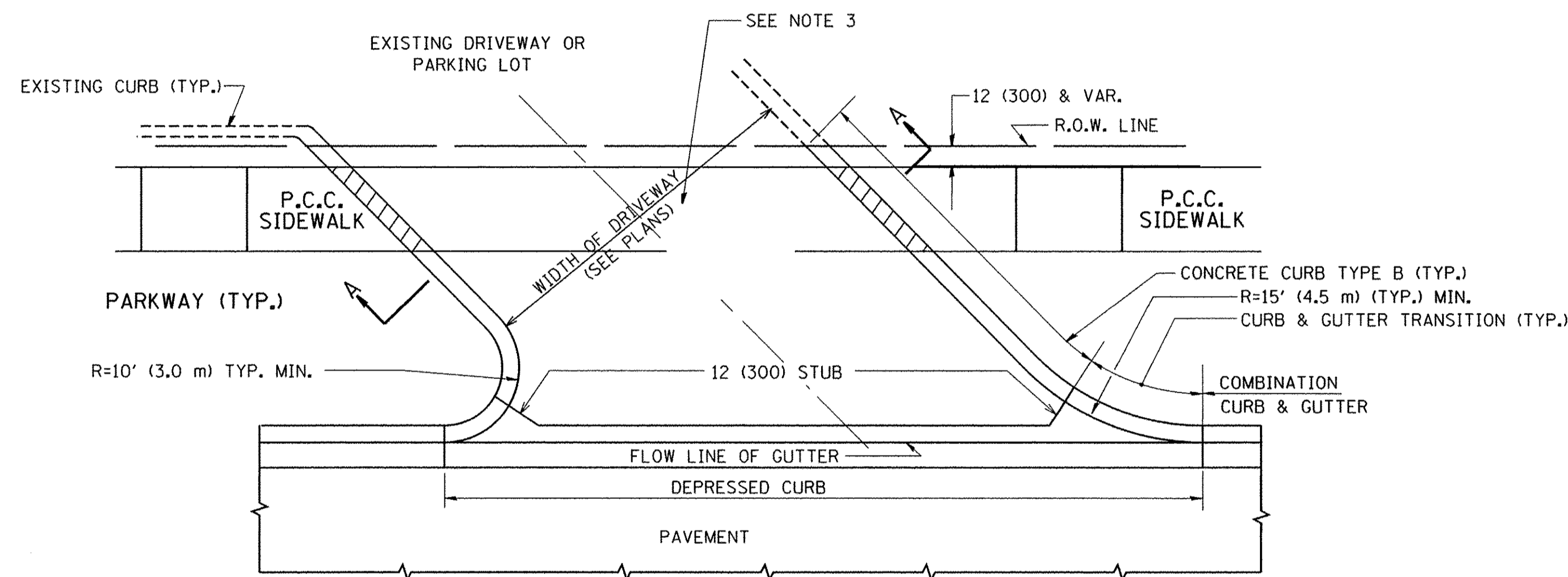
NOTES:

- 1) CENTERLINE ELEVATIONS MATCH EXISTING. ANY OTHER ELEVATIONS THAT ARE NOT SHOWN SHALL MATCH EXISTING.
- 2) GRADING REQUIRED FOR PROPOSED CURB ELEVATIONS TO BE PAID FOR PER CUBIC YARD OF "AGGREGATE BASE COURSE, TYPE B"

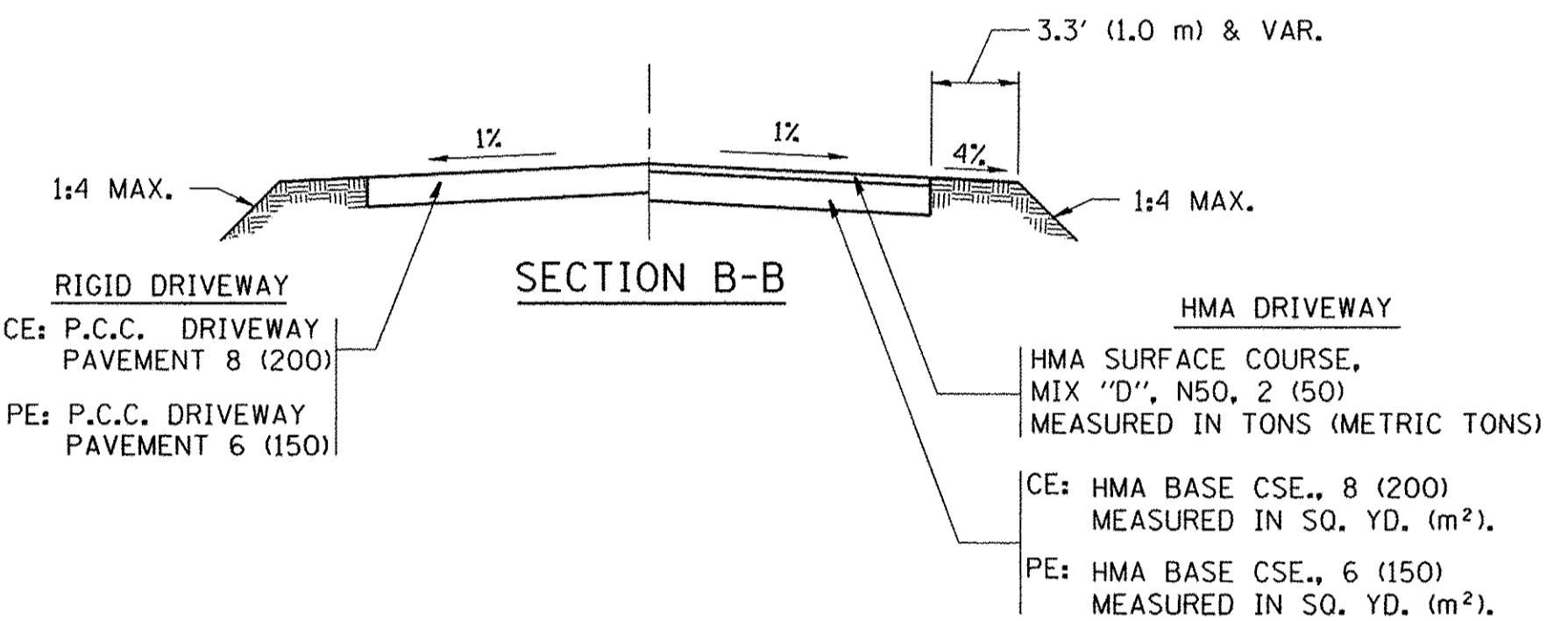
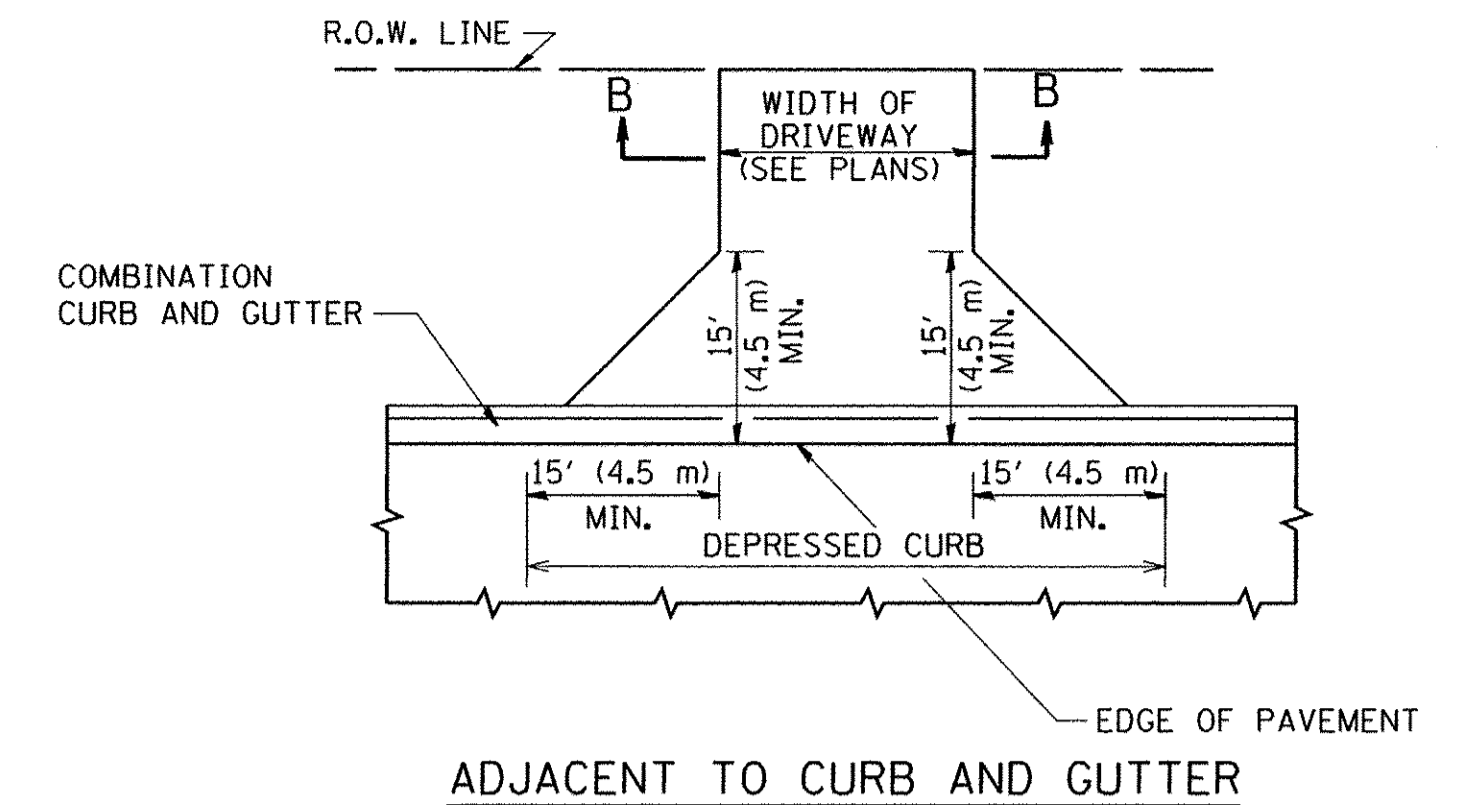
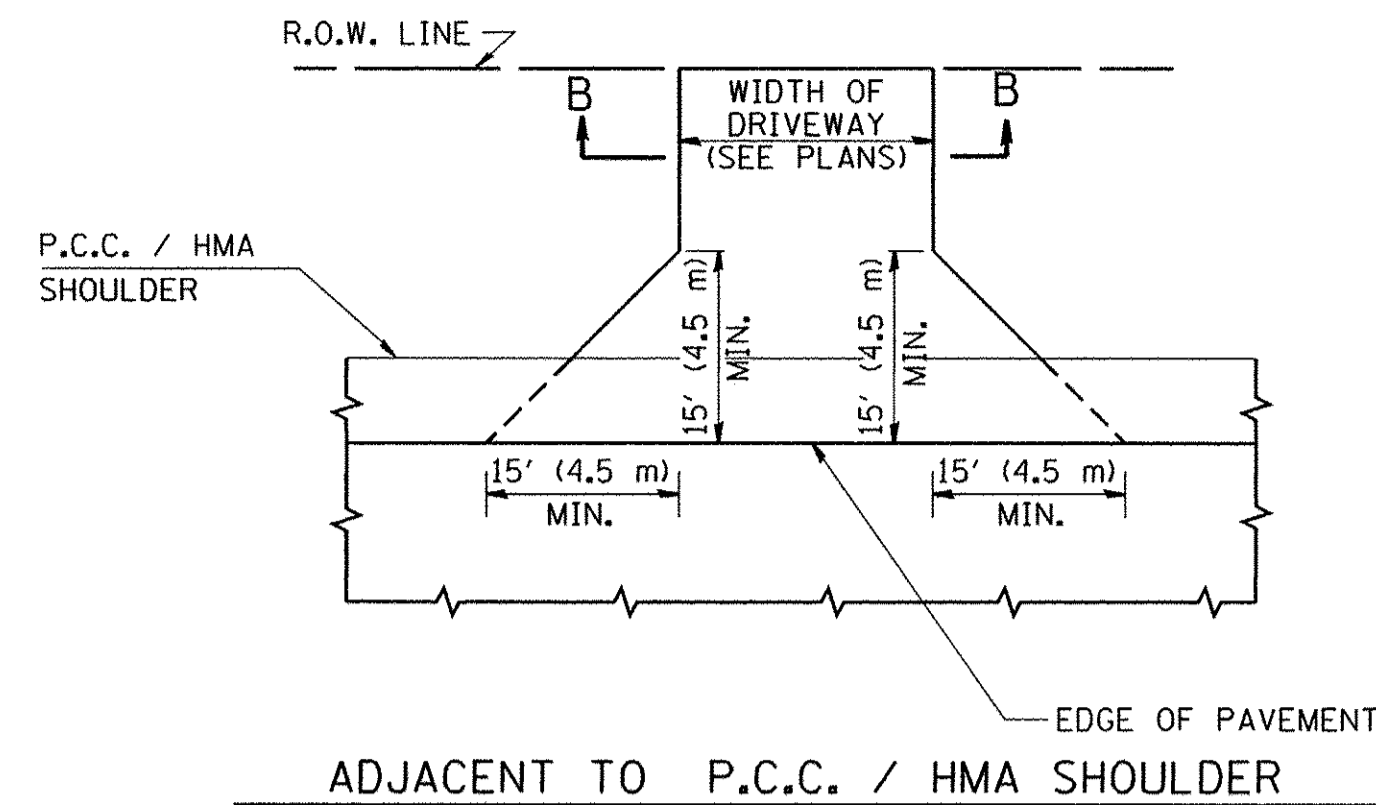
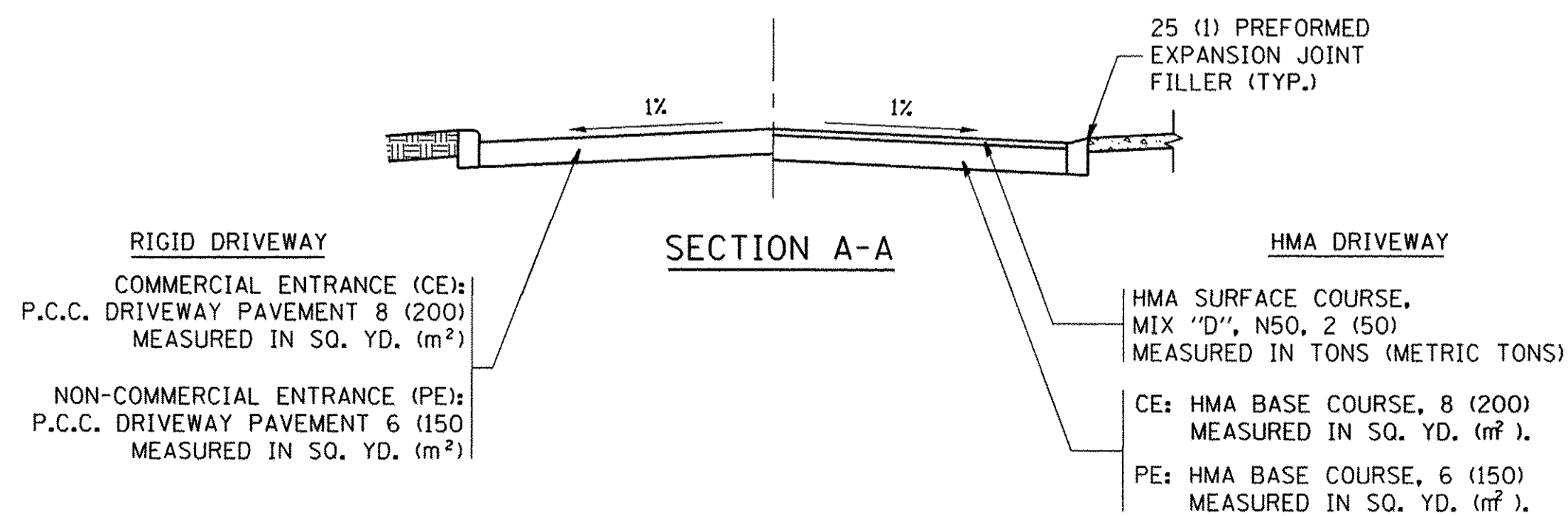
PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = mvasak(Rdwy_Lisle)	DESIGNED - MJV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	79TH STREET AT MADISON STREET INTERSECTION ELEVATION DETAIL		F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 20
	PLOT CONFIG = PDF(Grey_Large).plt	DRAWN - MJV	REVISED -		SCALE: 1"=10'	SHEET INT-01 OF 1	STA. 0+00 TO STA. 3+15	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT	CONTRACT NO. 61D79	
	PLOT SCALE = 1:10	CHECKED - MJP	REVISED -								
	PLOT DATE = 1/31/2017	DATE - 1/30/2017	REVISED -								



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

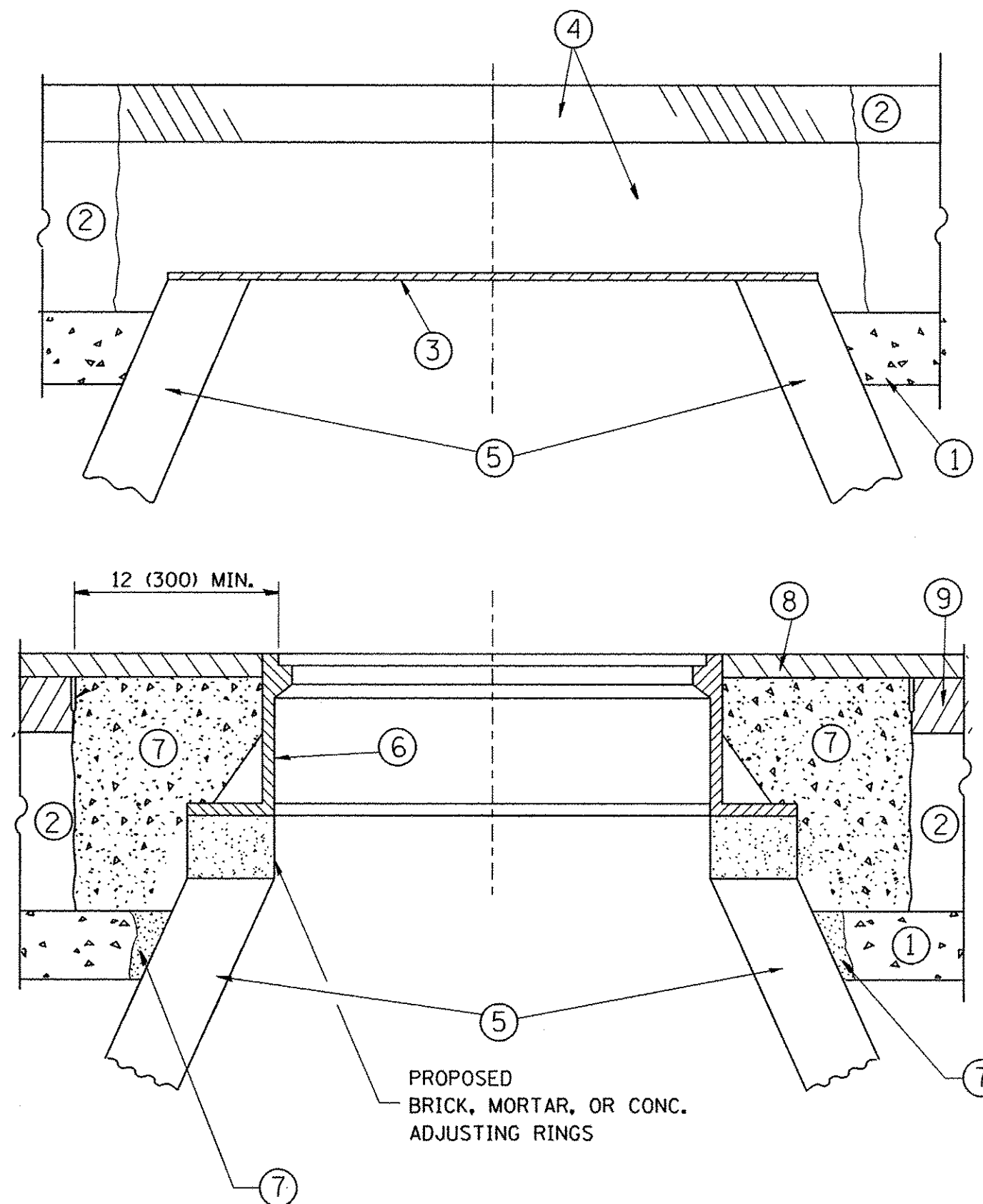
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	21
BD0156-07 (BD-01)			CONTRACT NO. 61D79	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = leyso	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
cs:\pr_work\pwwork\leyso\d0108315\bd01.dwg		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11



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.

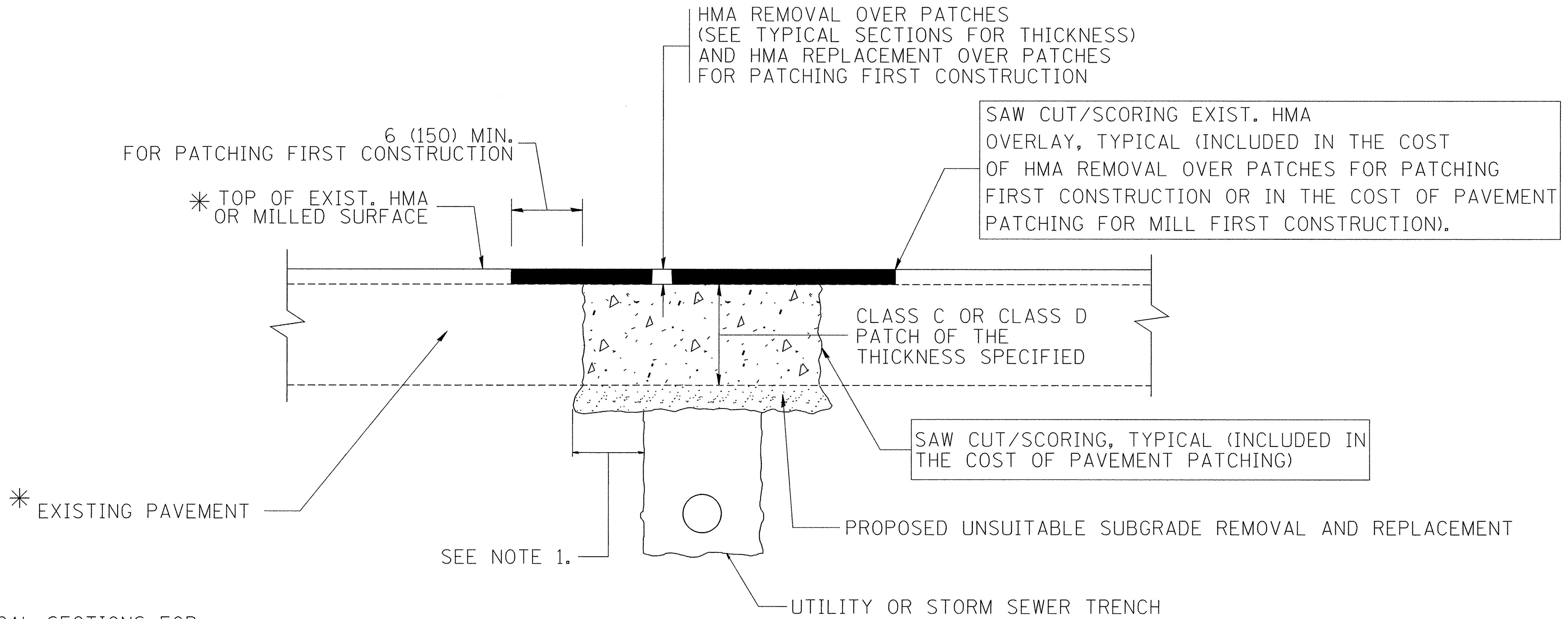
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY	TOTAL SHEETS 33	SHEET NO. 22
ca:\pwwork\pwwork\baerd\108315\ba08.dgn		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	DU PAGE	CONTRACT NO. 61D79		
		CHECKED -	REVISED - R. BORO 03-09-11									
		DATE - 10-25-94	REVISED - R. BORO 12-06-11									



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

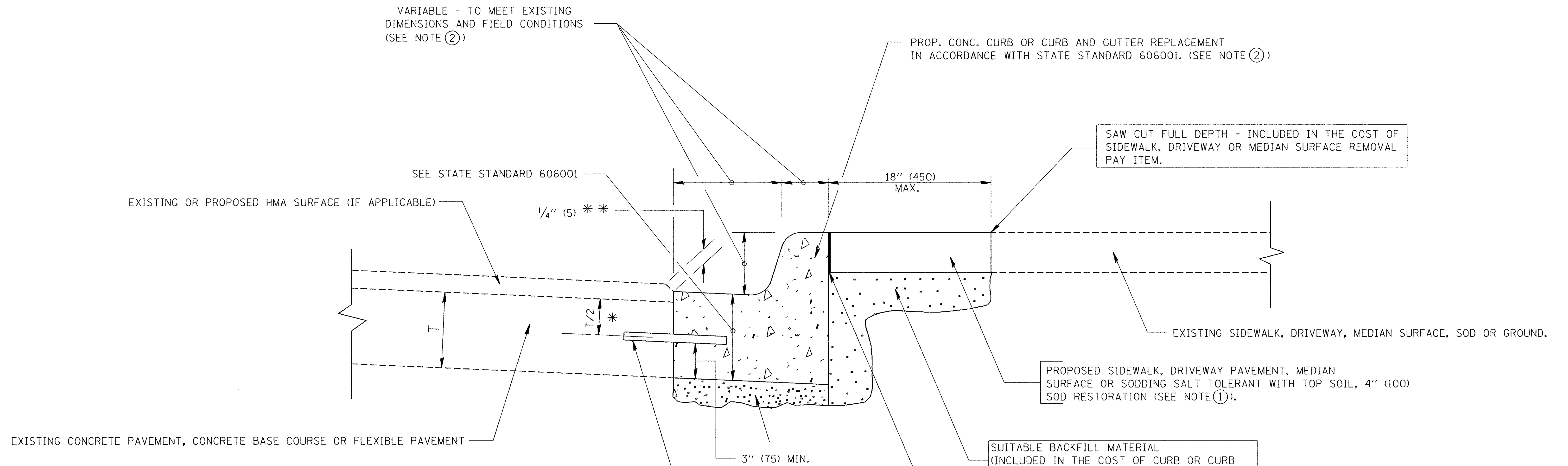
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07				1547	16-00053-00-RS	DU PAGE	33	23
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
							BD400-04 (BD-22) CONTRACT NO. 61D79				



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

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

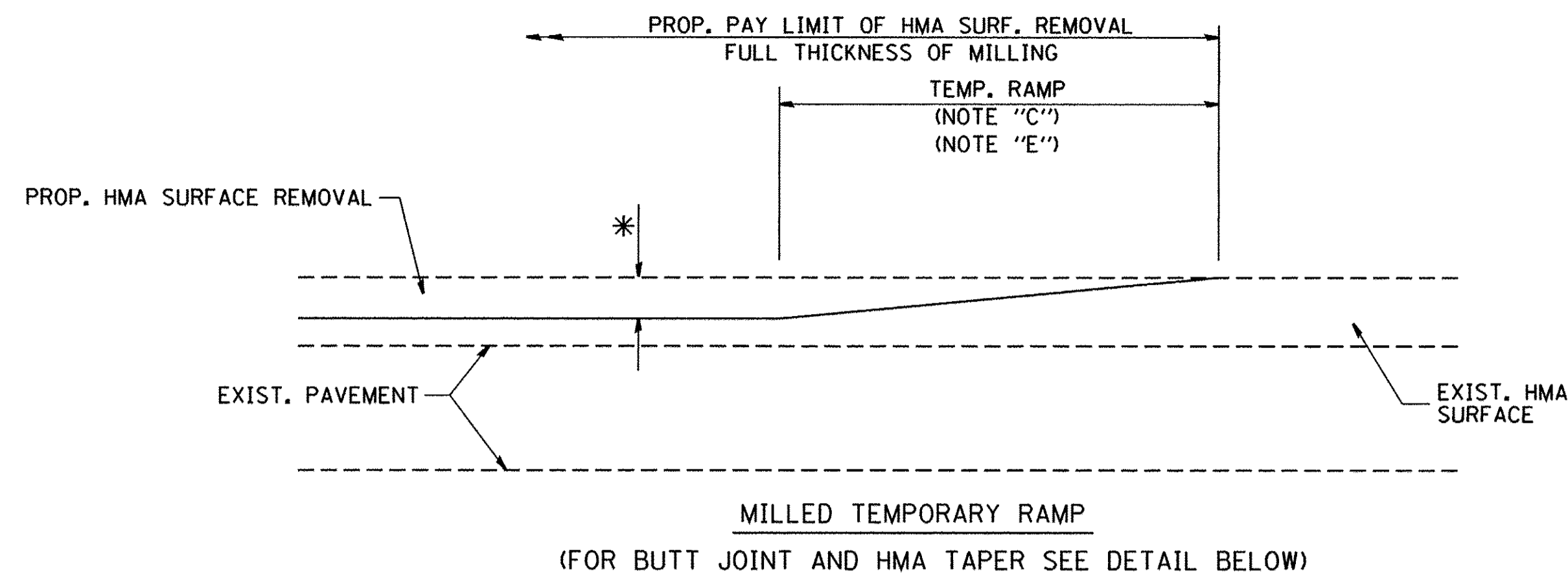
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

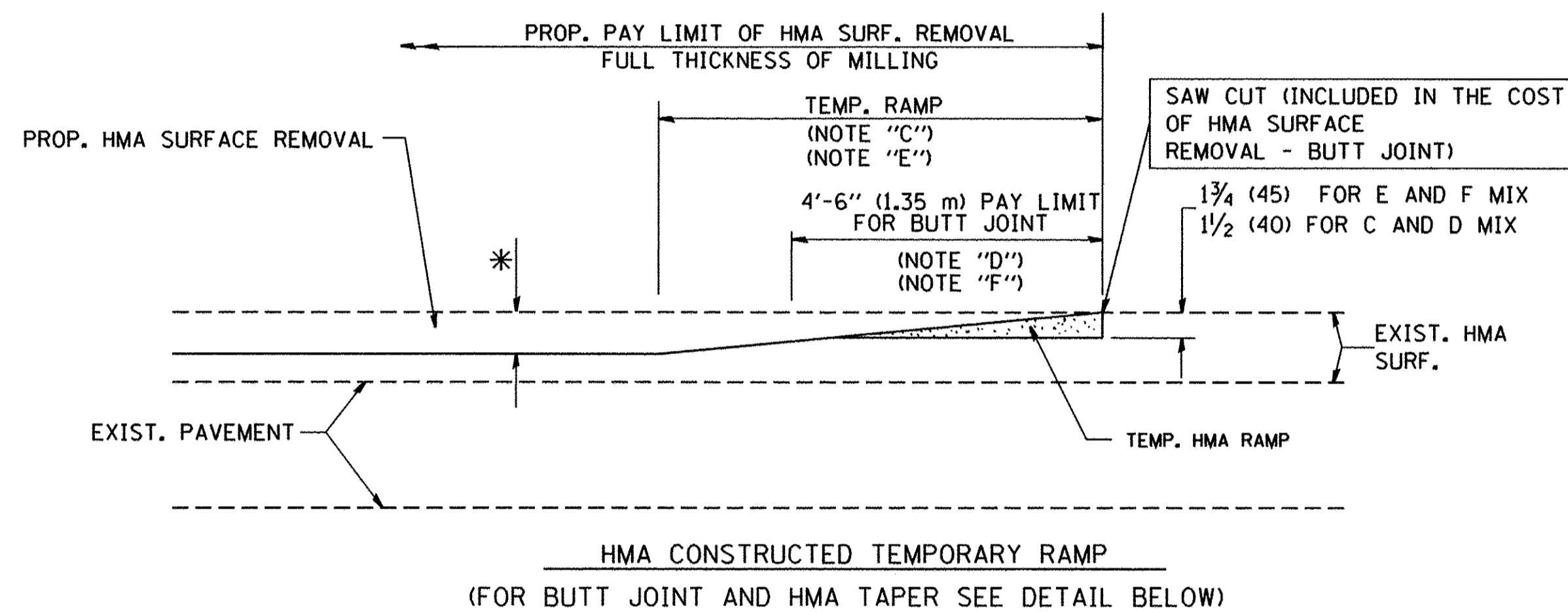
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

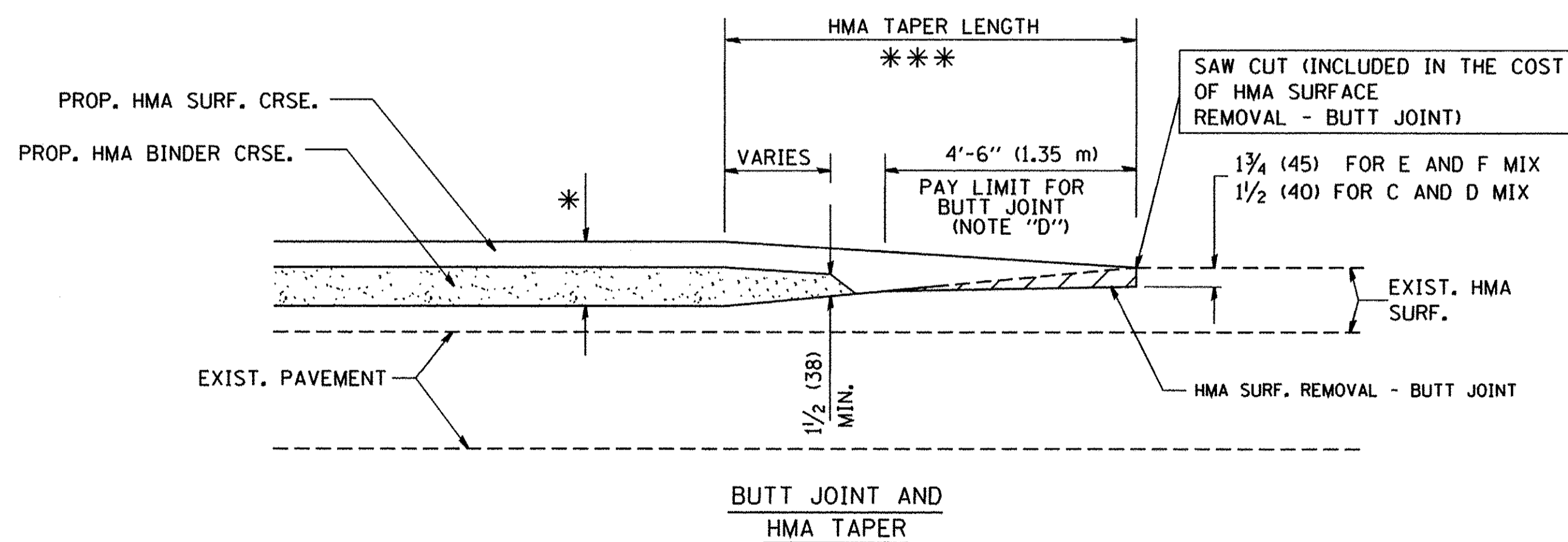
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PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 61D79				
PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		



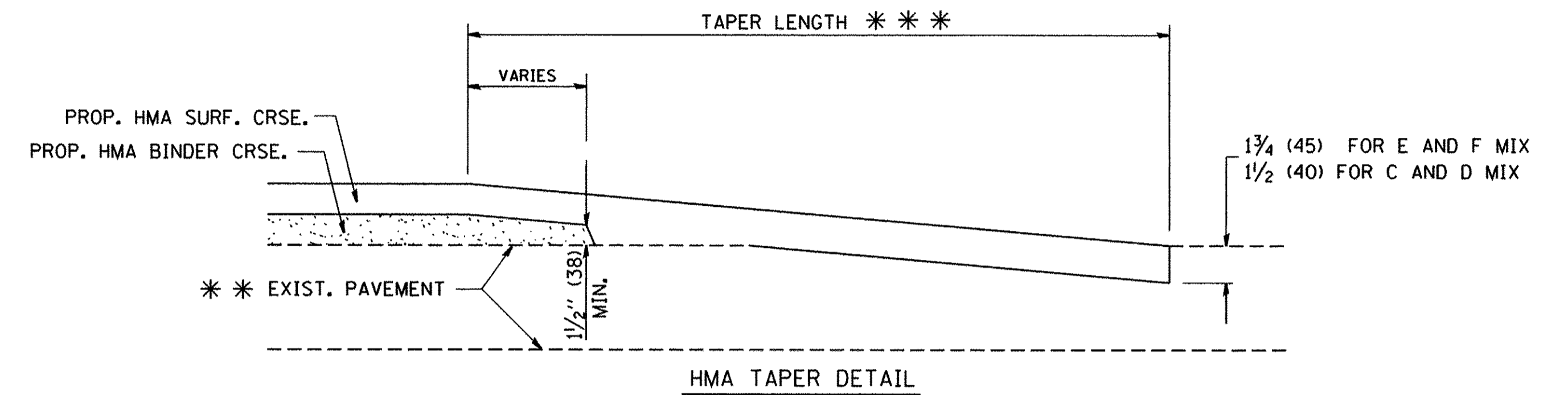
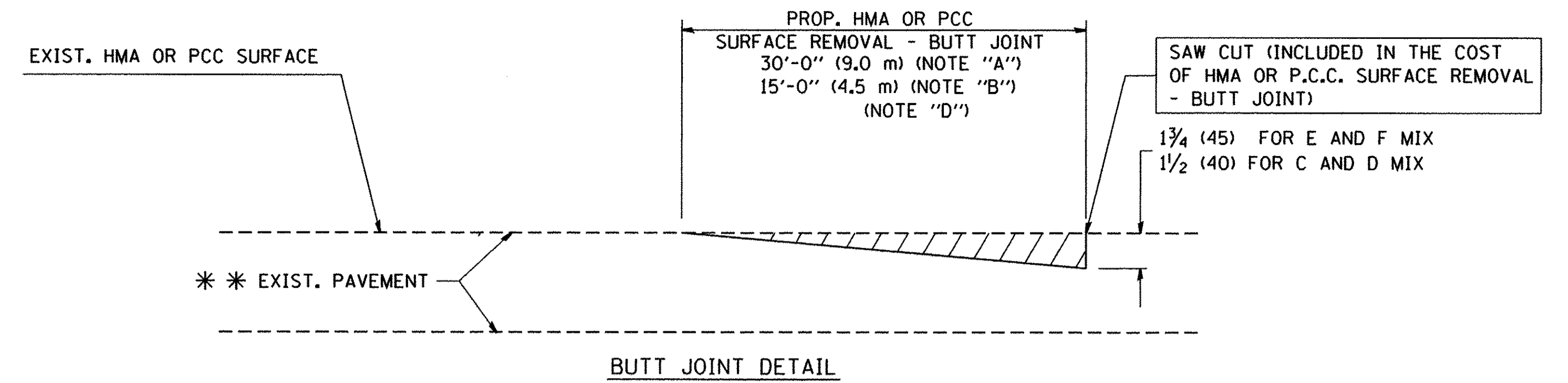
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



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



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

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

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

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

USER NAME = geglianobt
PLOT SCALE = 50.0000 / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

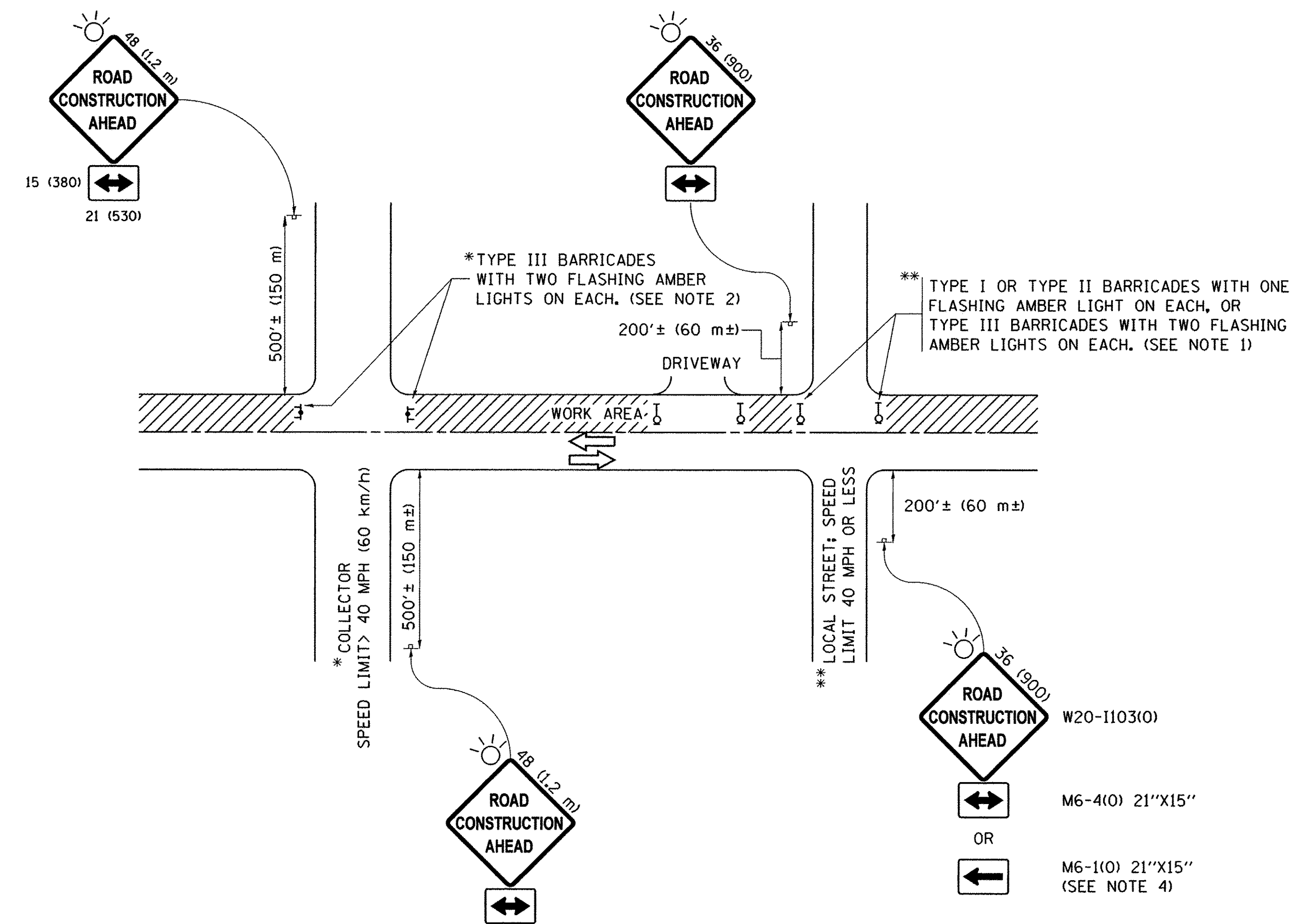
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	25
BD400-05 BD32			CONTRACT NO. 61D79	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

- 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:
 - 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.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- 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.
- 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).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

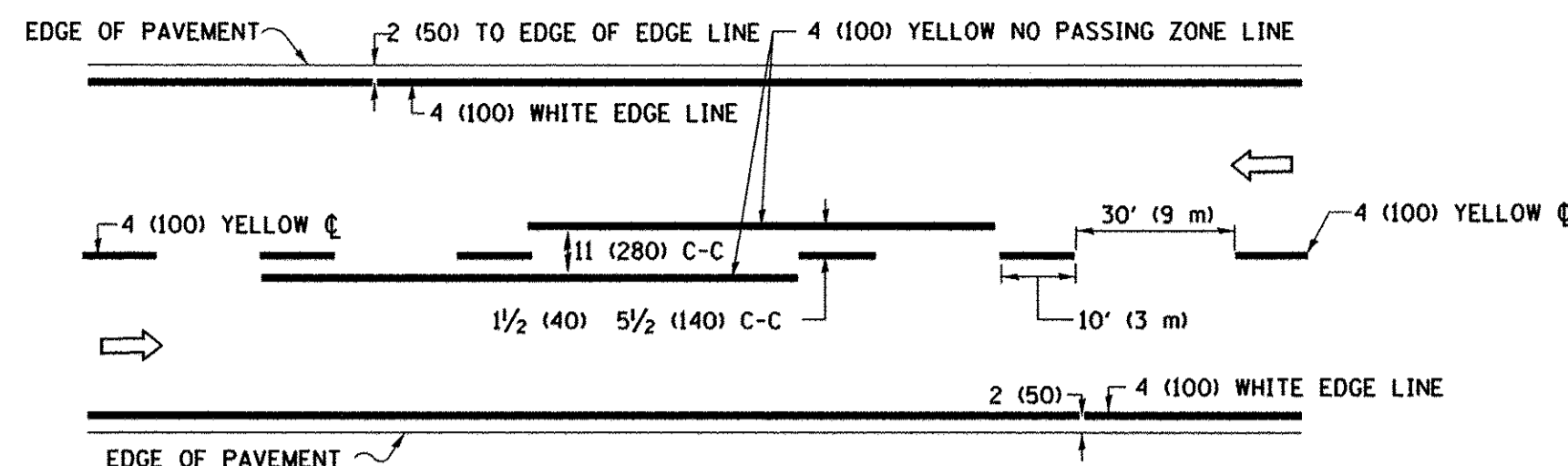
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
p:\il\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\cadd\CADsheets\tcl0.dgn	DRAWN	CHECKED -	REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

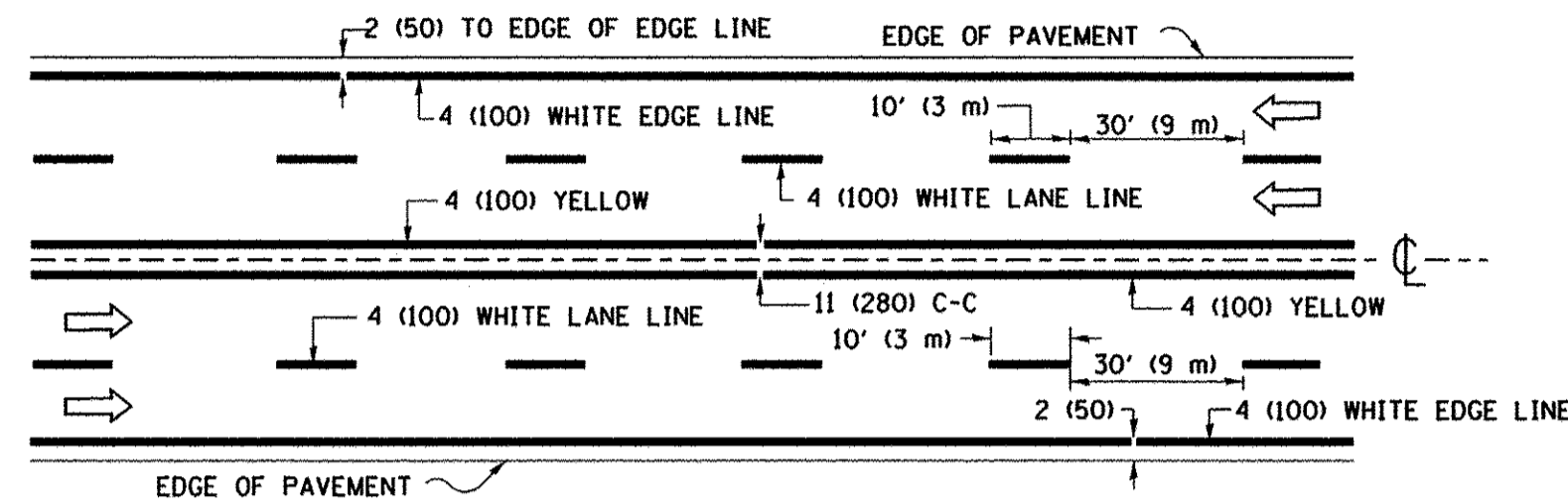
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

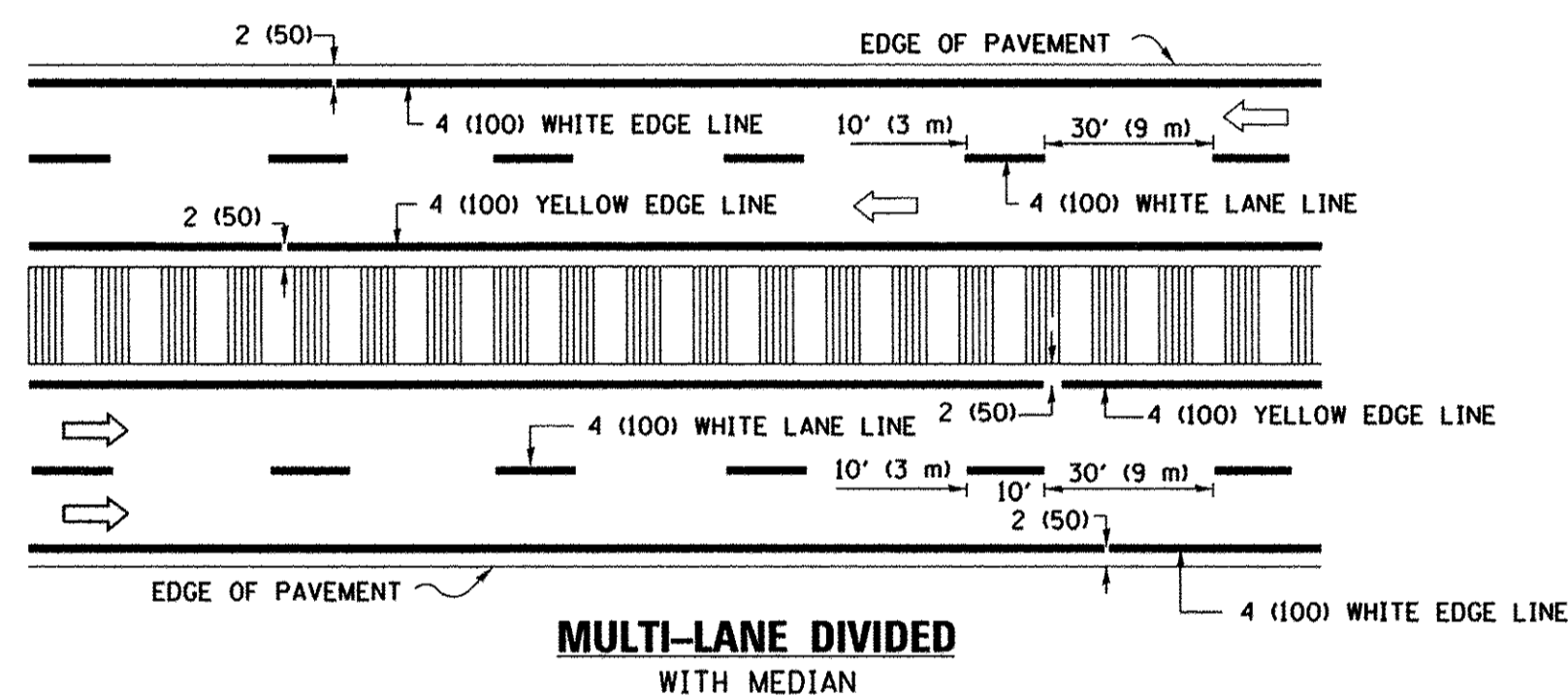
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TC-10			CONTRACT NO. 61D79	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

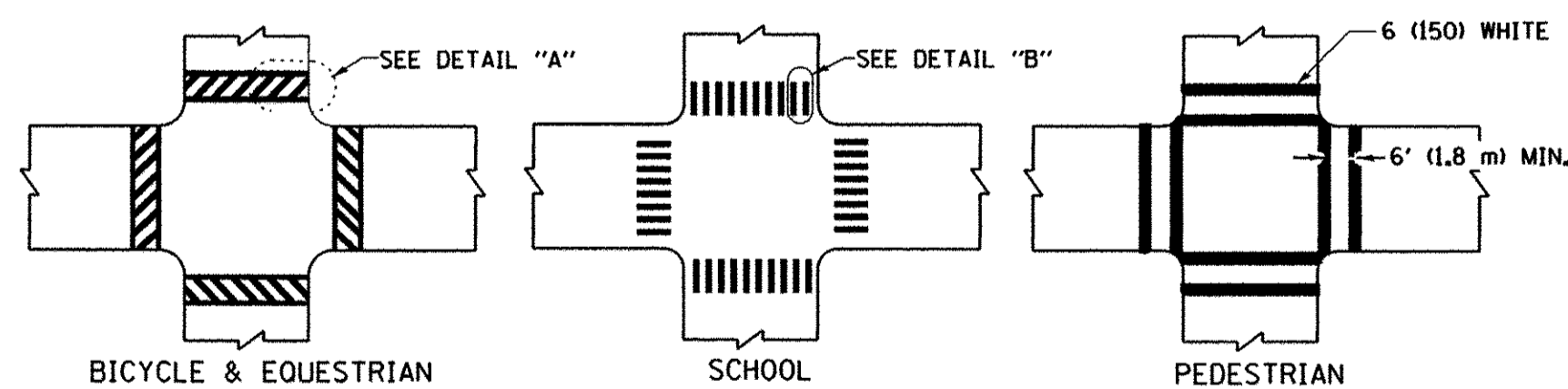


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

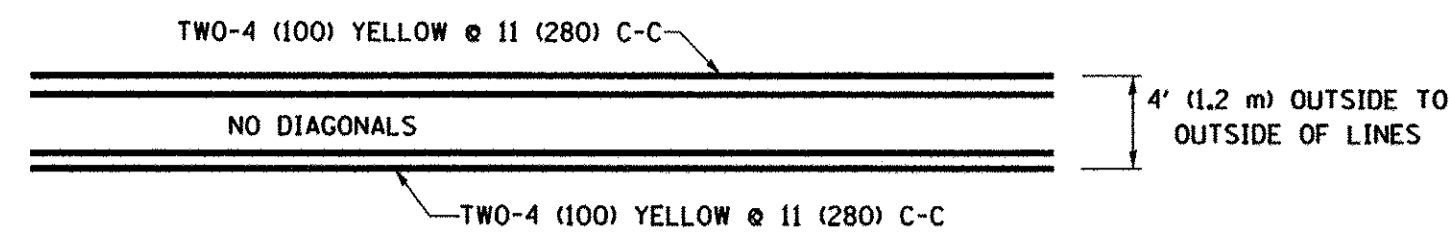


DETAIL "A"

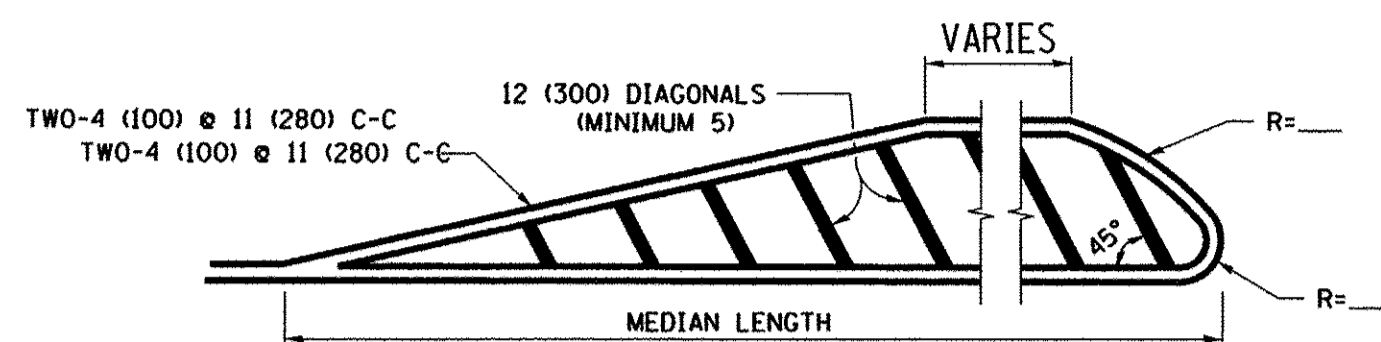
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

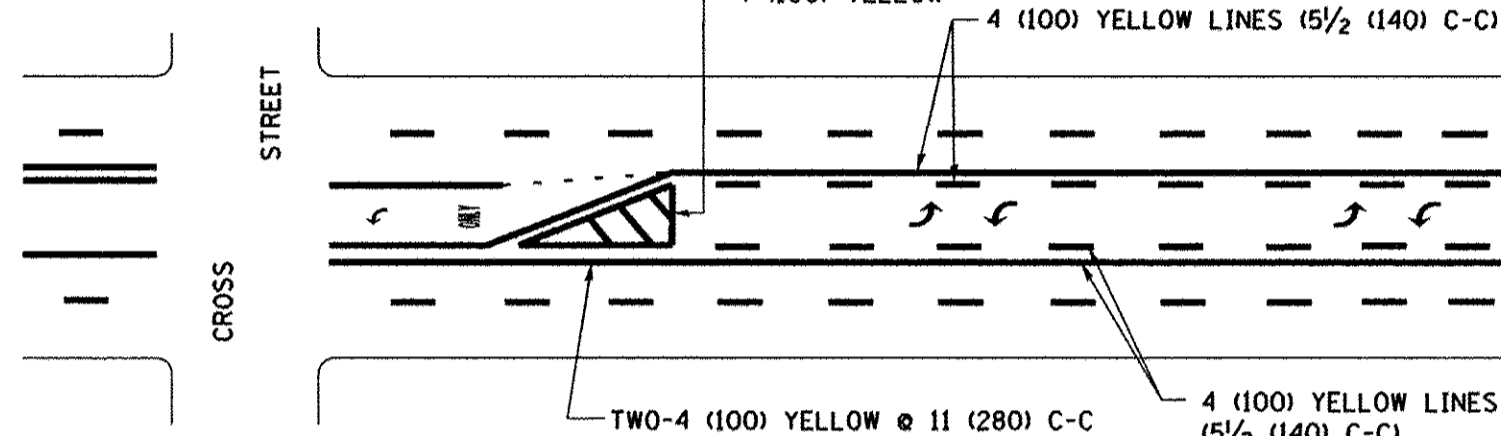


4' (1.2 m) WIDE MEDIANS ONLY



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))

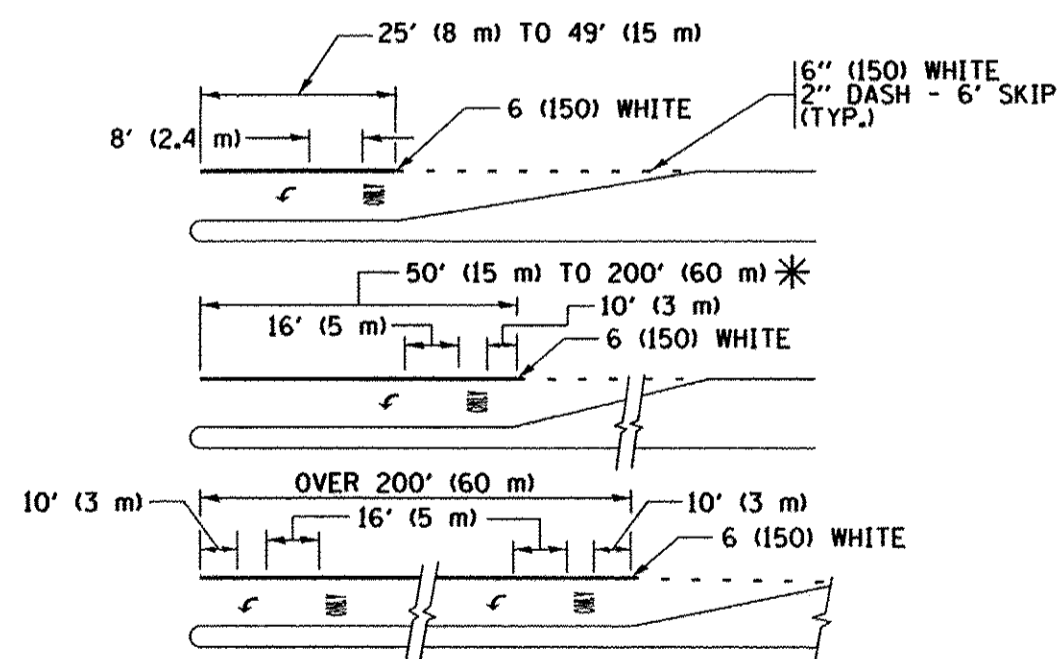
MEDIANS OVER 4' (1.2 m) WIDE



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

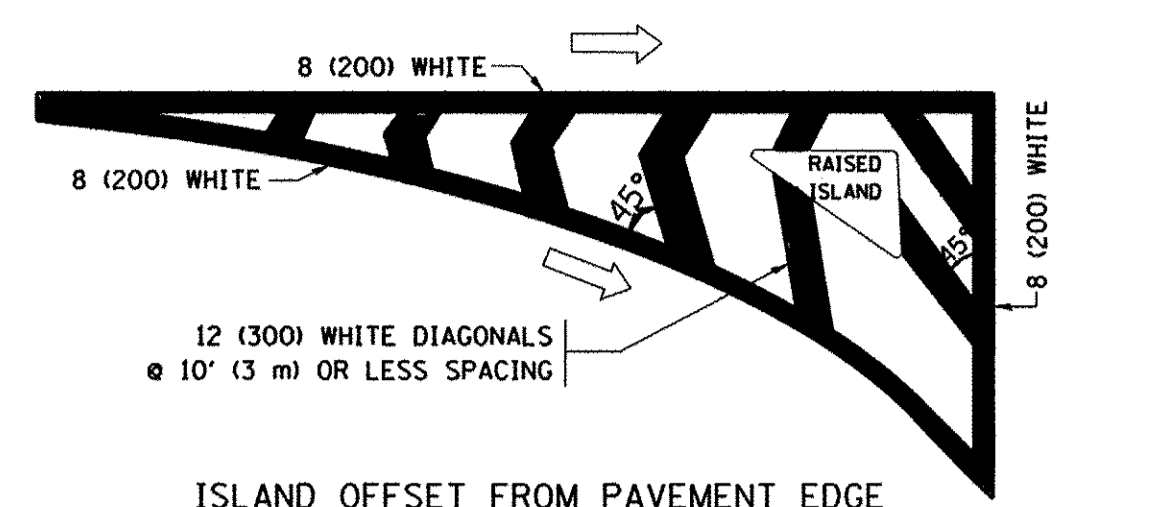
TYPICAL PAINTED MEDIAN MARKING



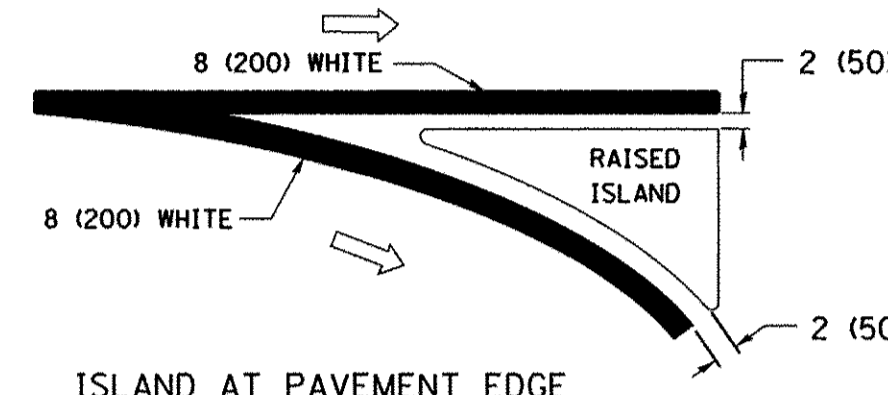
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

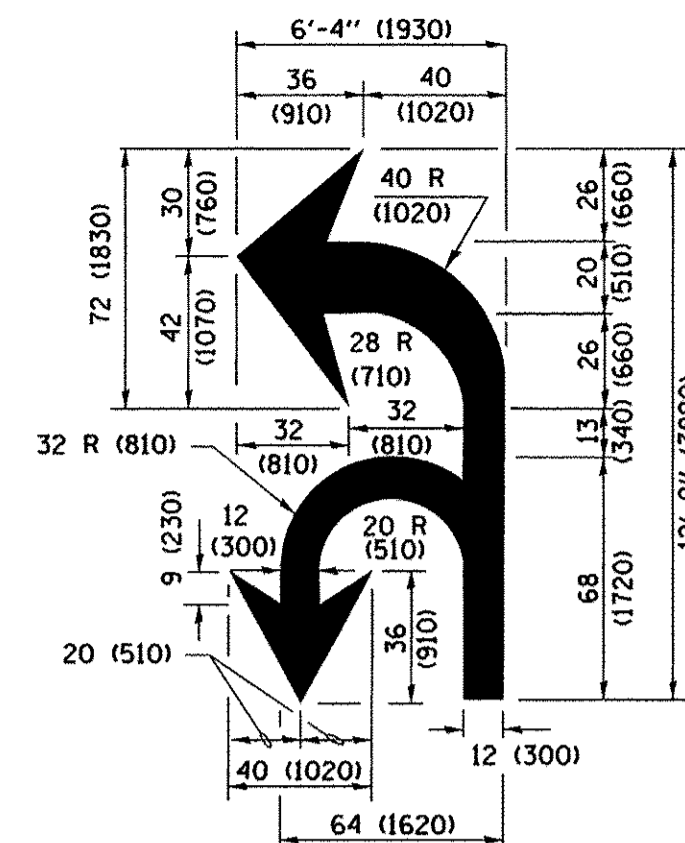


ISLAND OFFSET FROM PAVEMENT EDGE

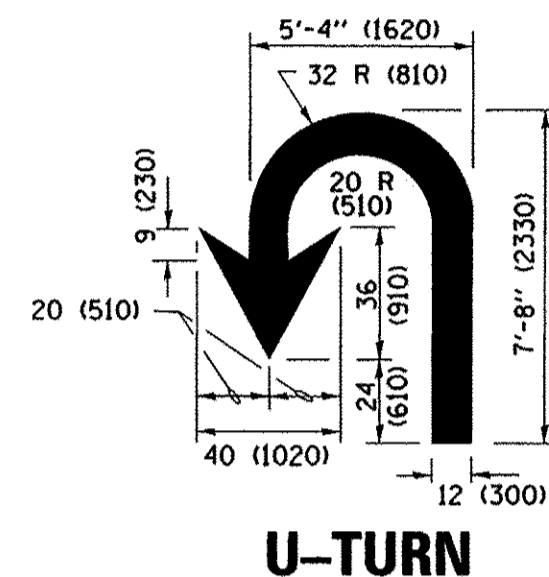


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



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	5/2 (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; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES, "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "RR"=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.

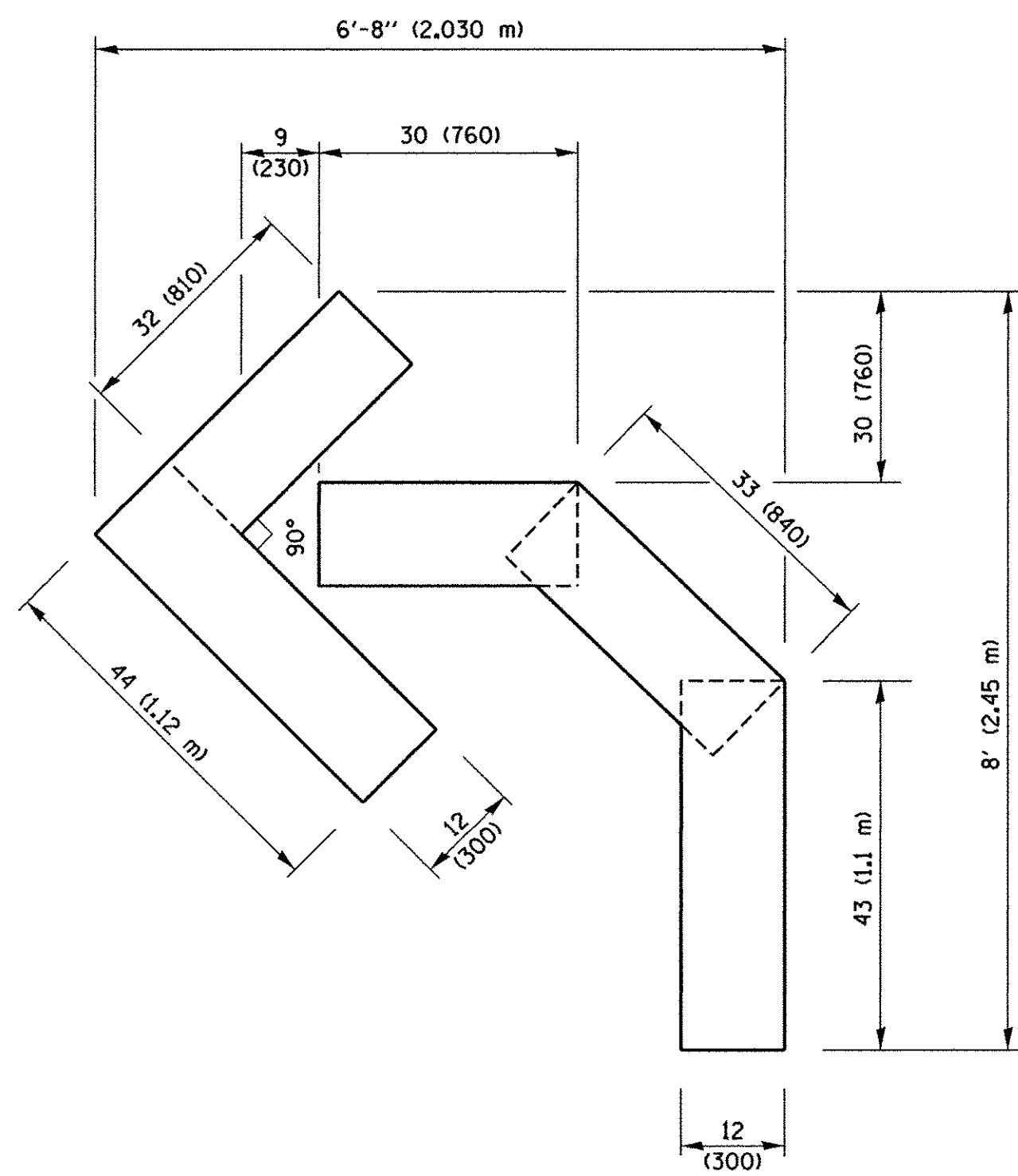
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

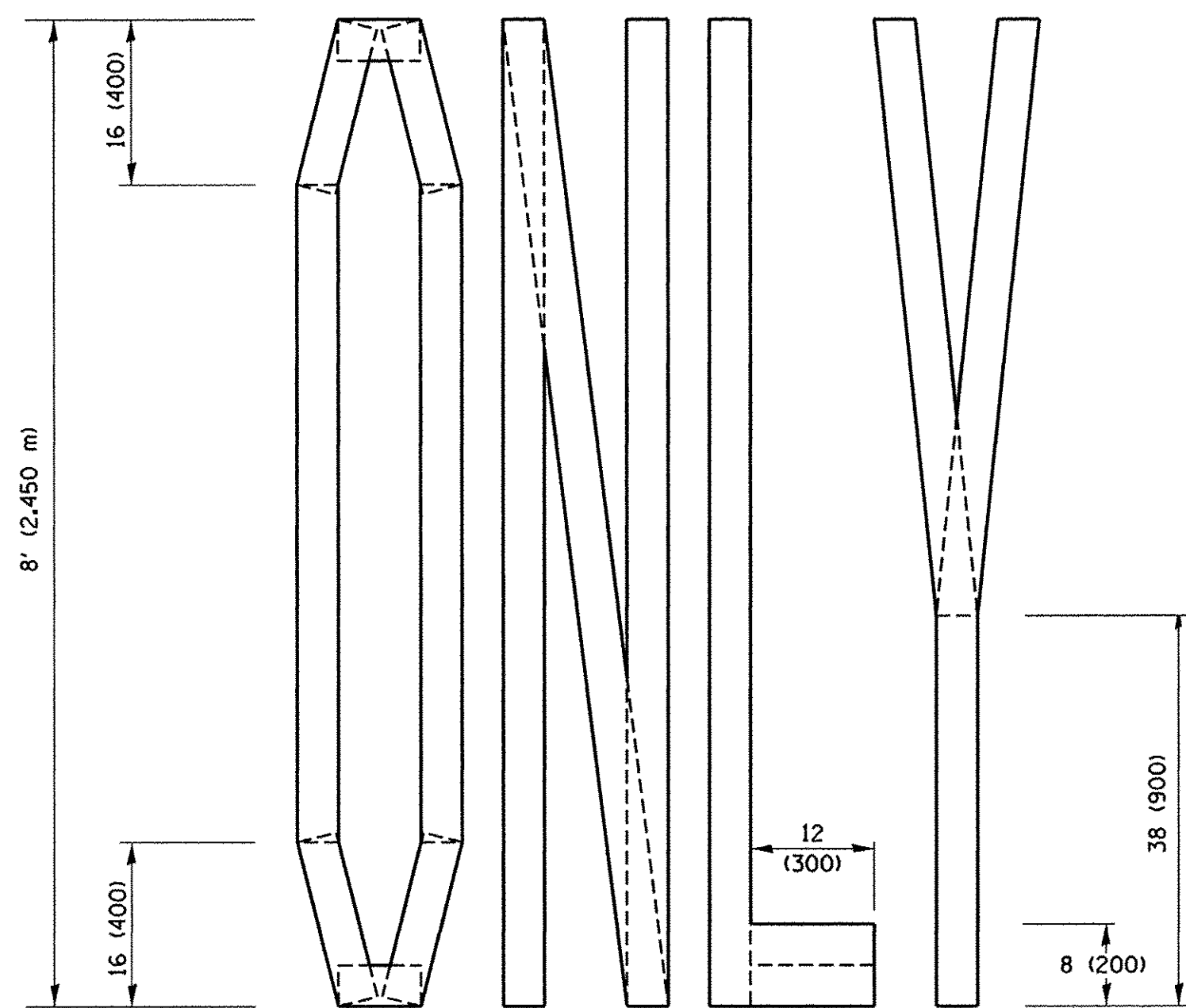
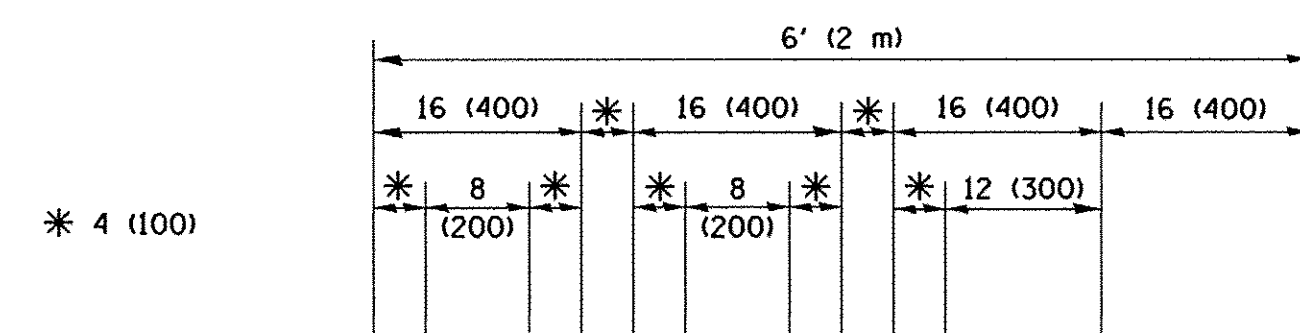
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Default	PLOT SCALE = 50.000' / 1in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 27
				TC-13		CONTRACT NO. 61D79	
ILLINOIS FED. AID PROJECT							



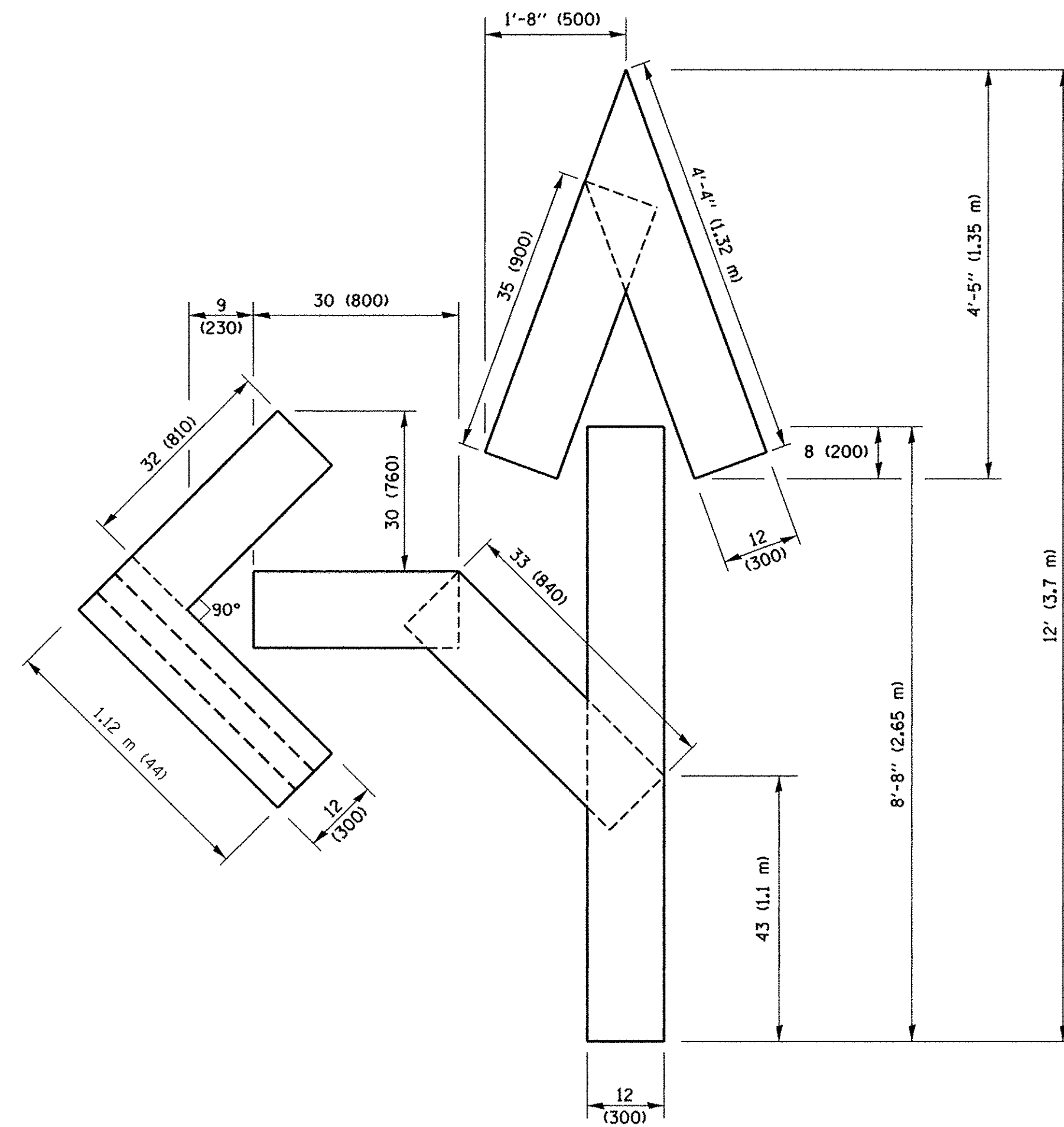
QUANTITY

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



QUANTITY

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

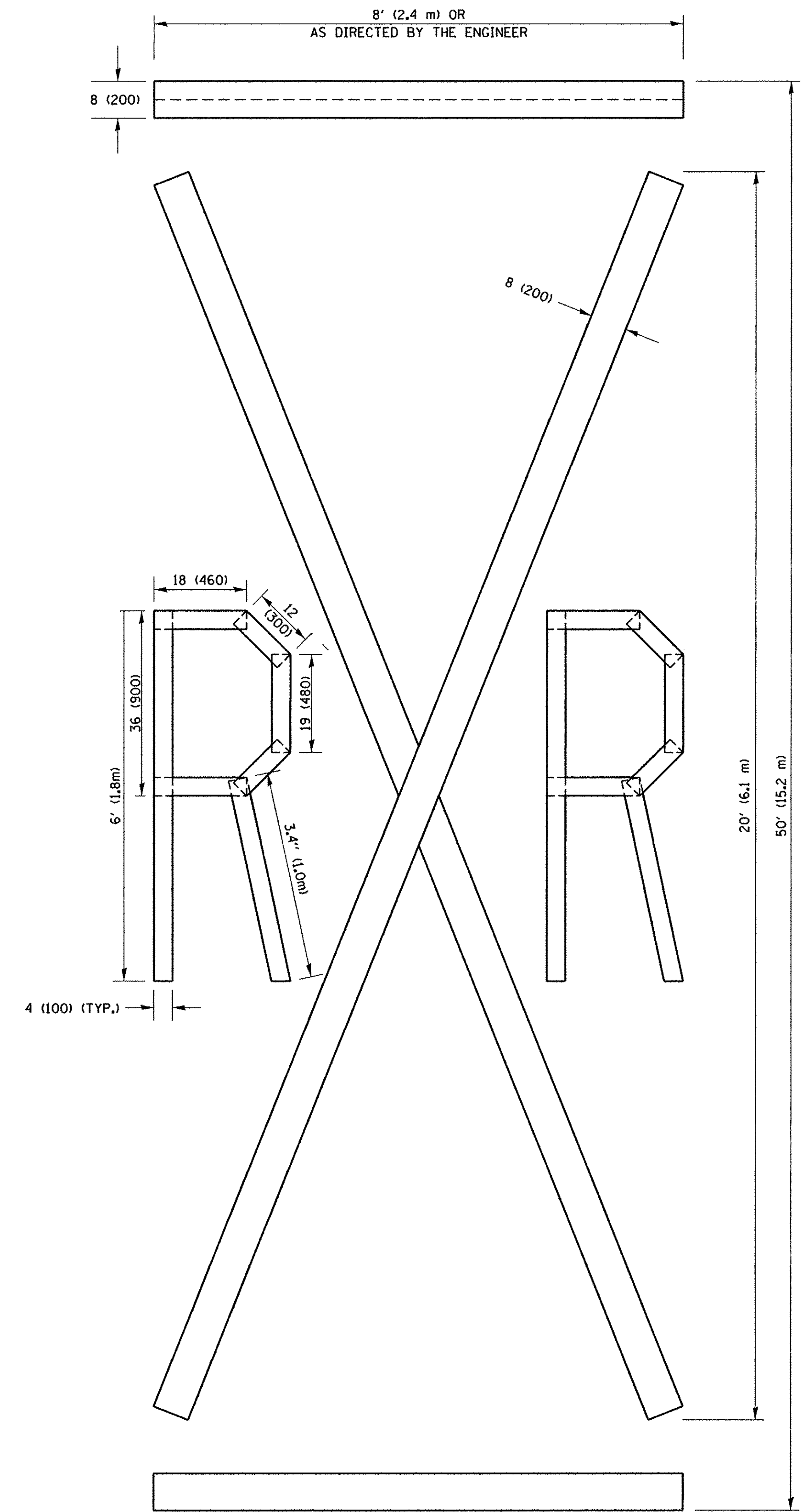


QUANTITY

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

NOTE:

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



QUANTITY

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

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

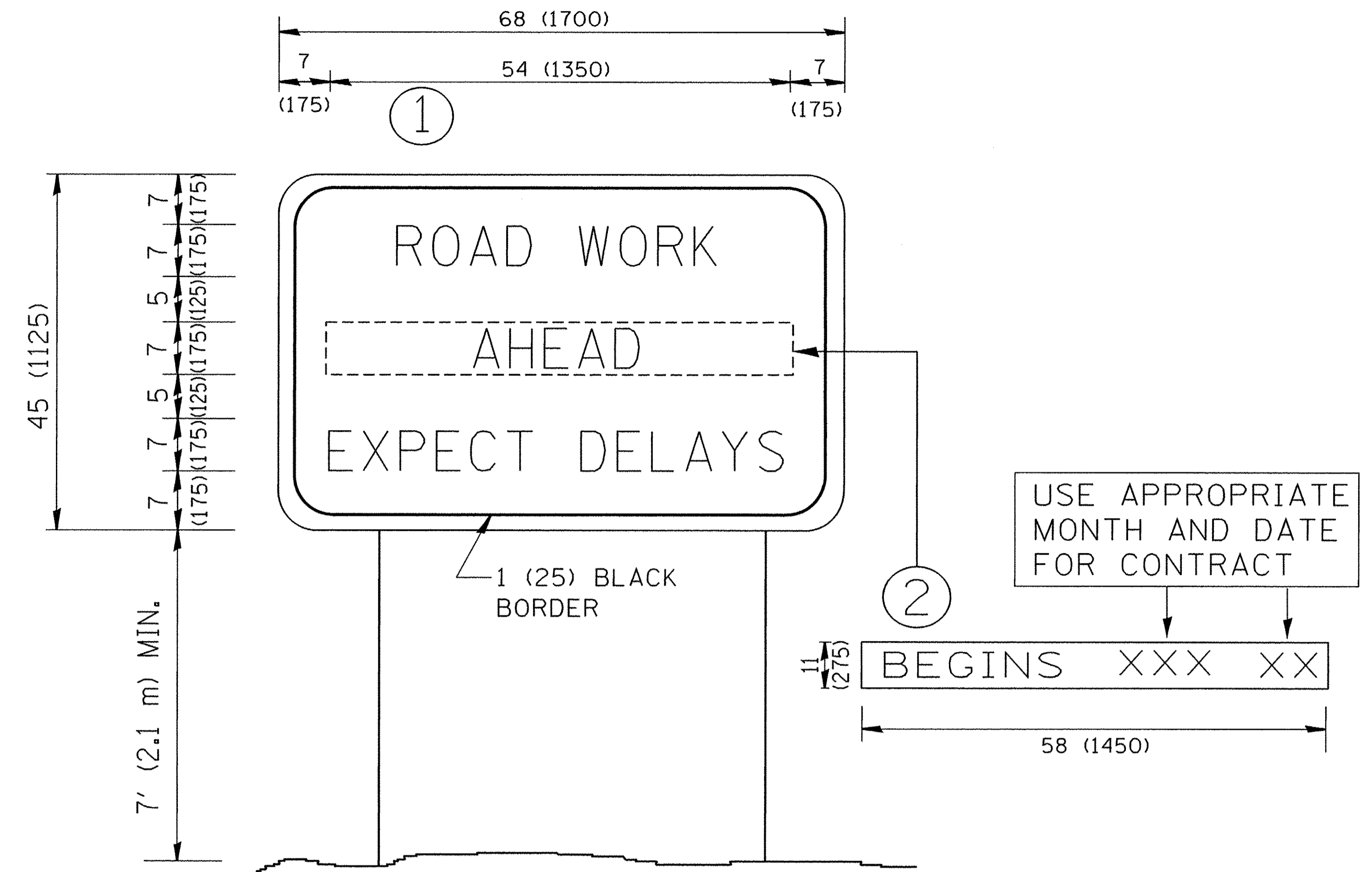
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p:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\CAD\CADData\CADsheets\tc16.dgn		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	28
TC-16			CONTRACT NO. 61D79	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = geglianobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. MIRS 12-11-97
	PLOT DATE = 1/4/2008	DATE -	REVISED - T. RAMMACHER 02-02-99
			REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

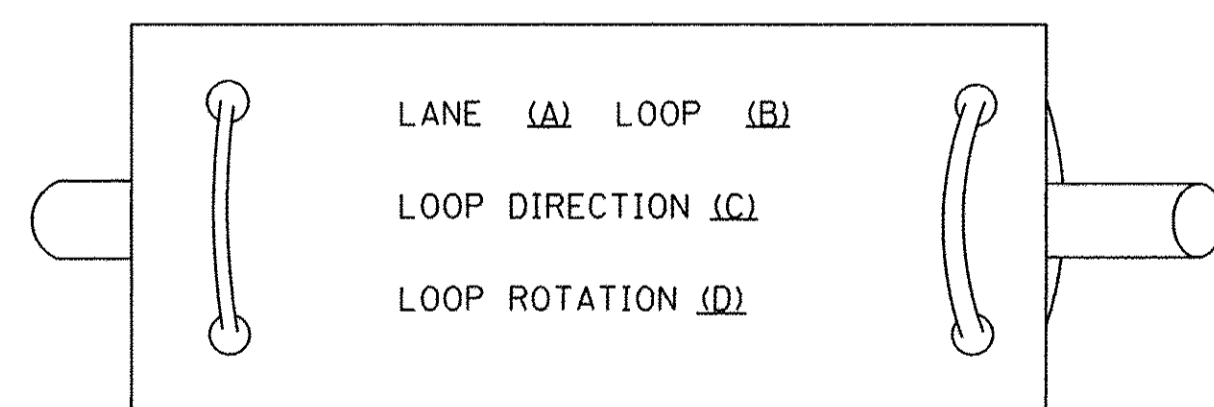
ARTERIAL ROAD INFORMATION SIGN		
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.U. RTE. 1547	SECTION 16-00053-00-RS	COUNTY DU PAGE	TOTAL SHEETS 33	SHEET NO. 29
TC-22			CONTRACT NO. 61D79	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

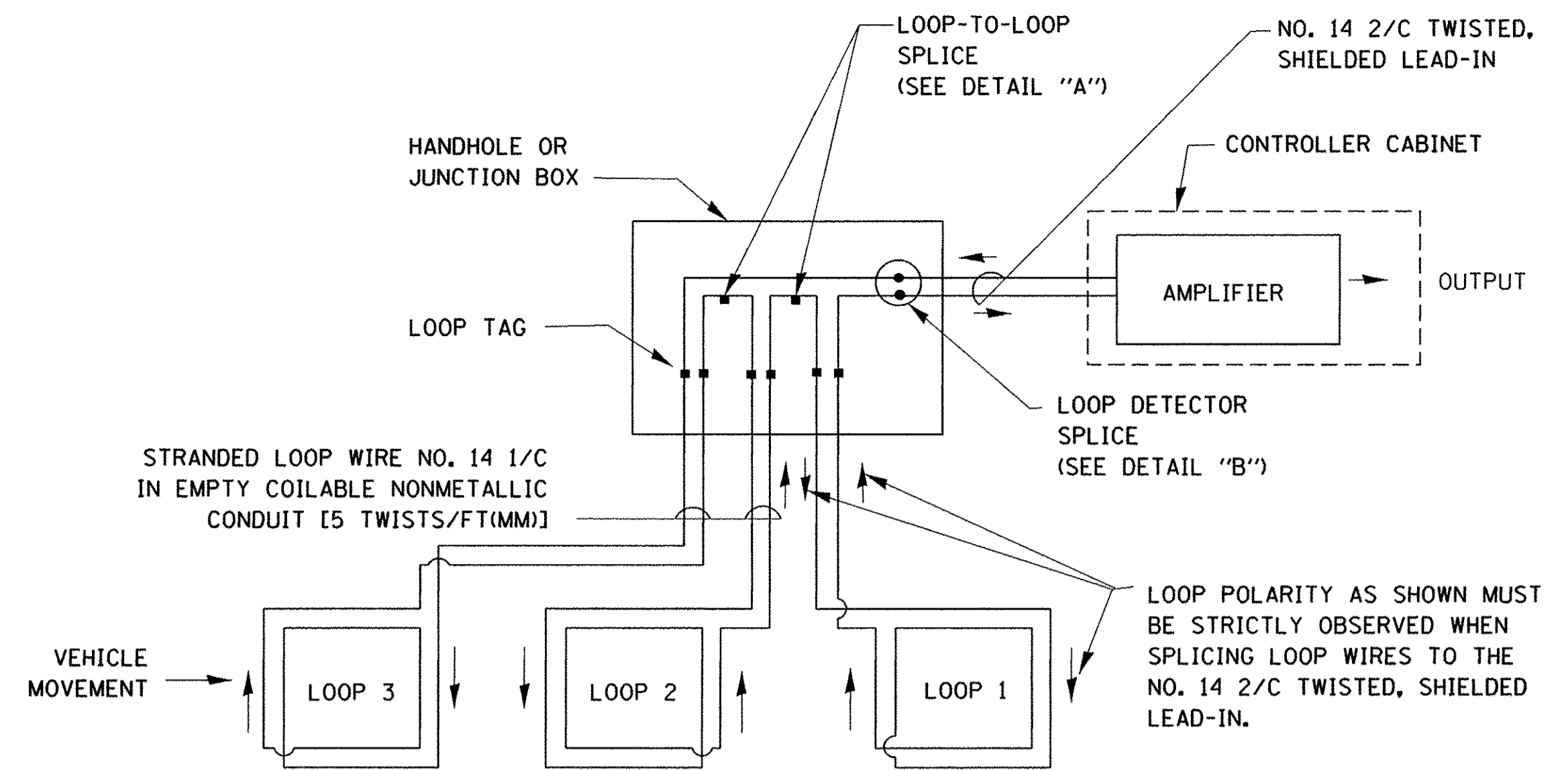
LOOP DETECTOR NOTES

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

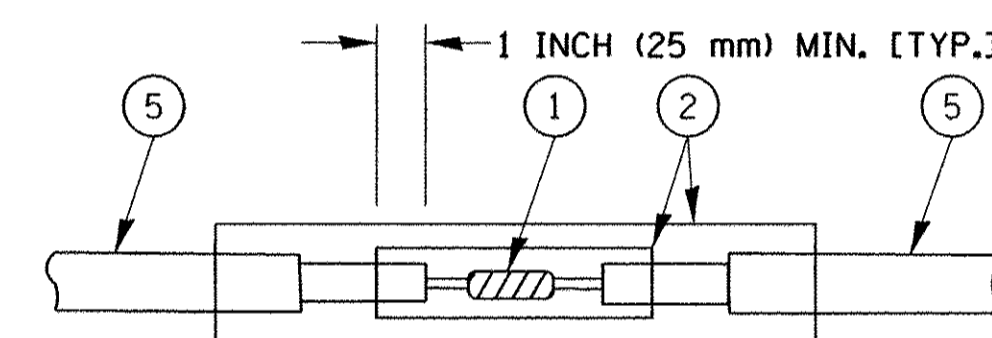


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

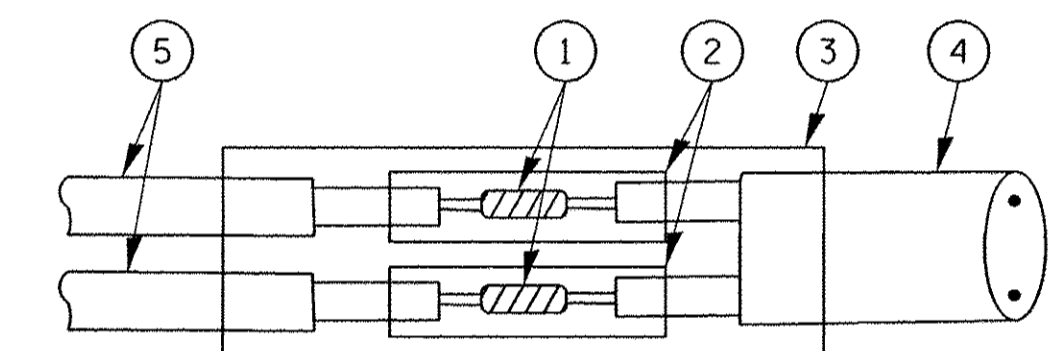


DETECTOR LOOP WIRING SCHEMATIC

- 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.

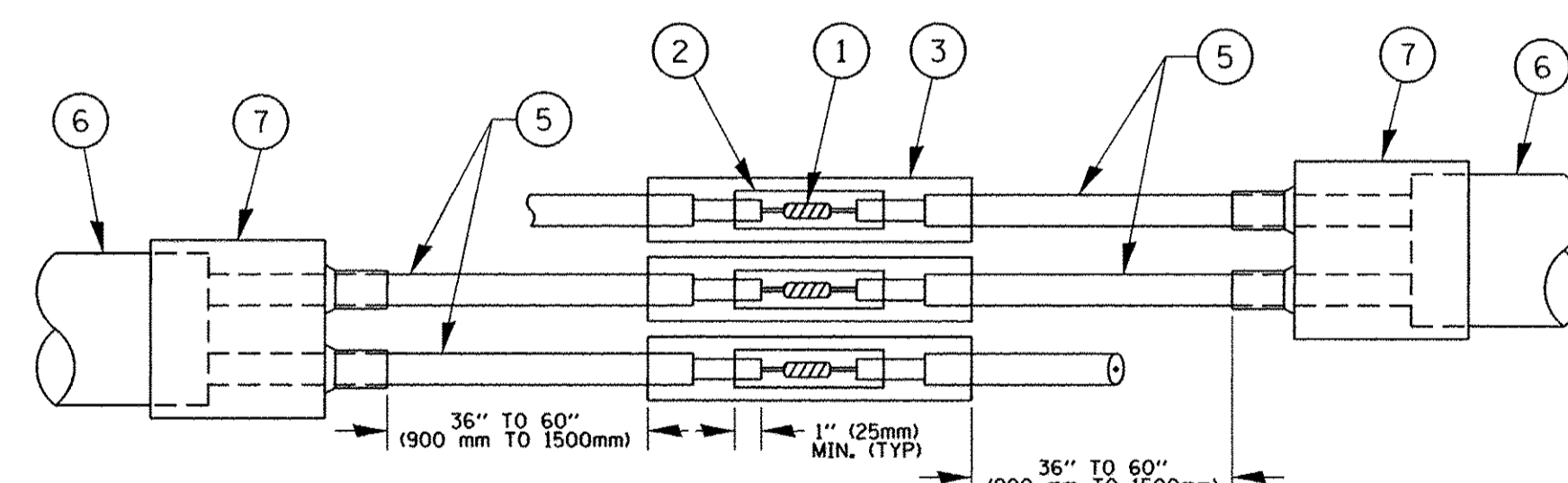


DETAIL "A"
LOOP-TO-LOOP SPLICE

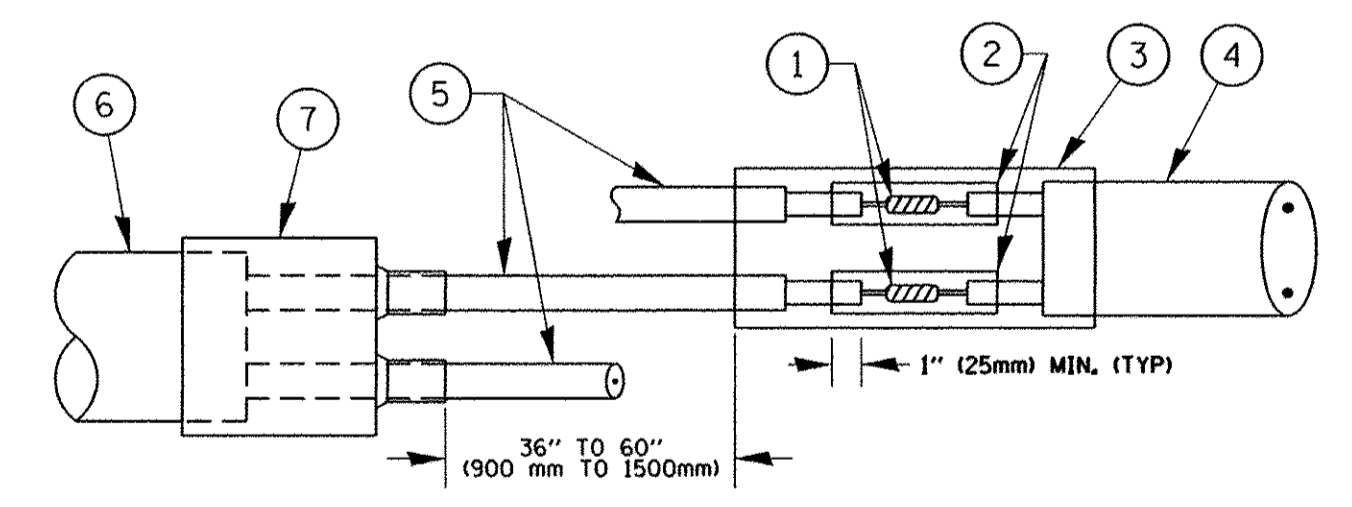


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



PREFORMED LOOP

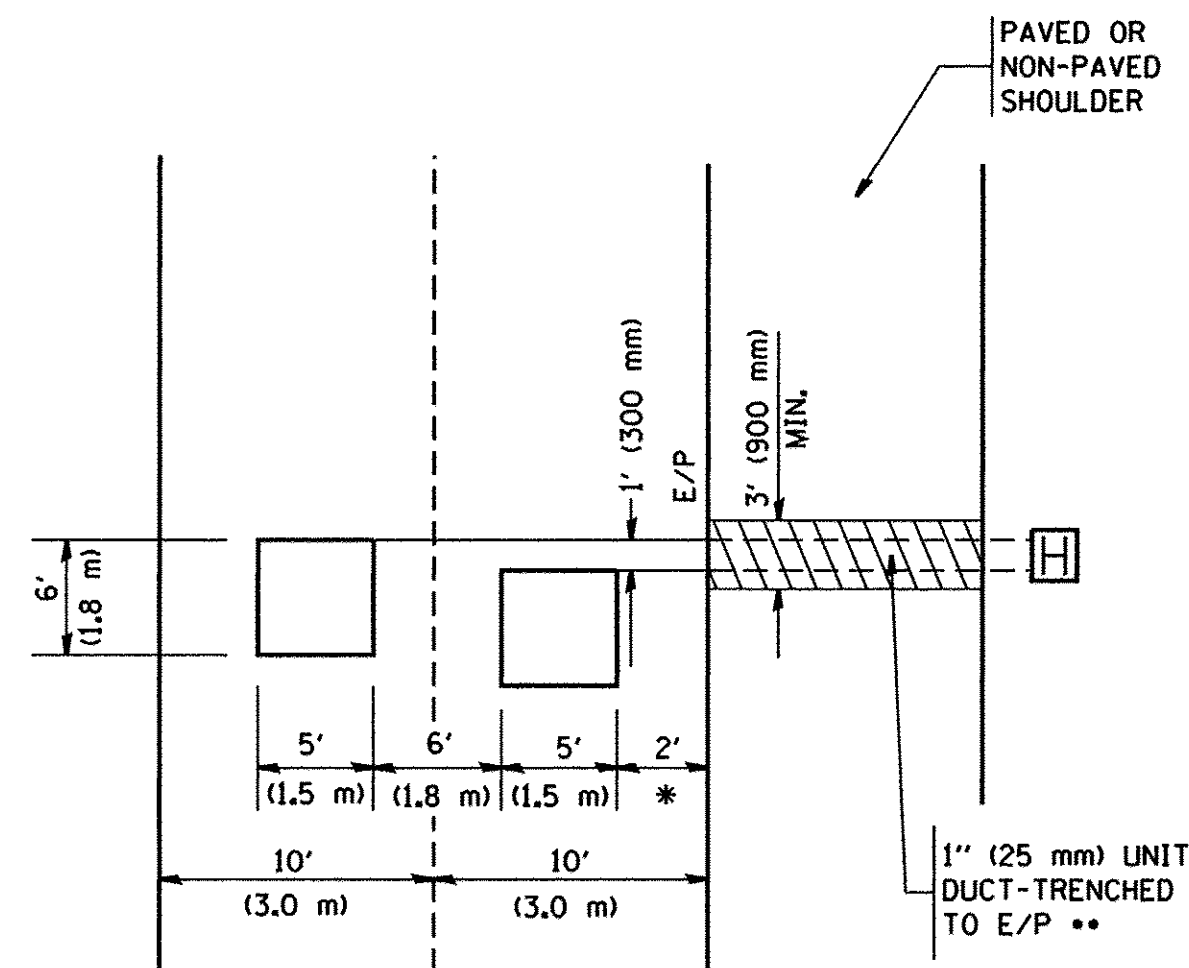
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

LOOPS NEXT TO SHOULDERS

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



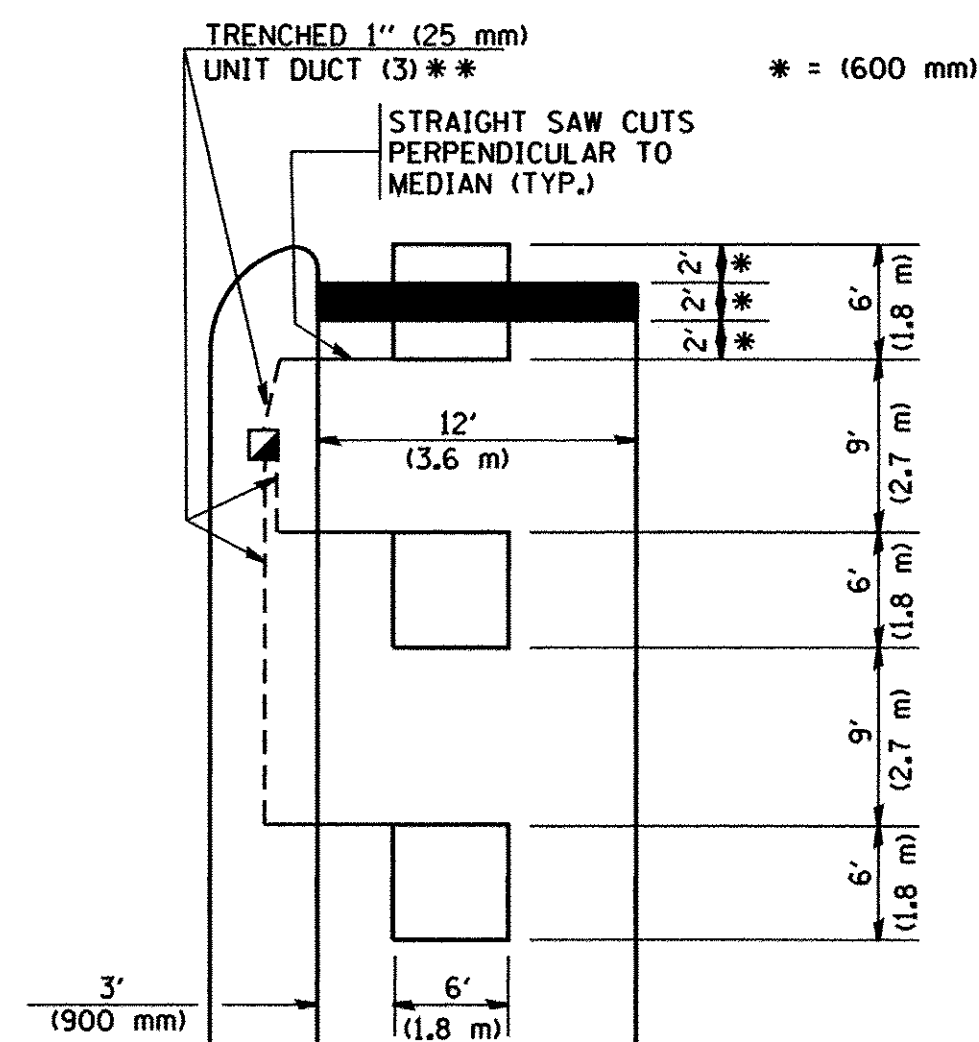
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



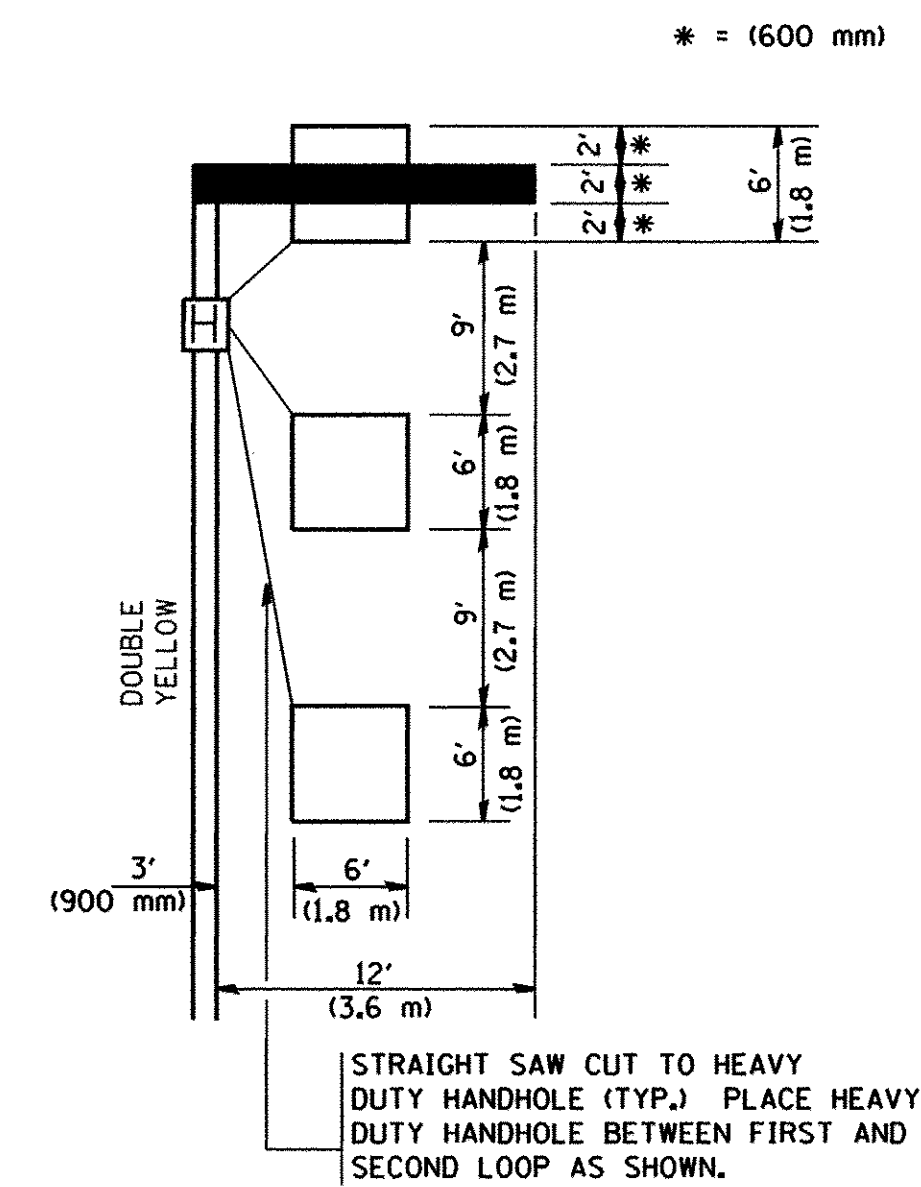
* = (600 mm)

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

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

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

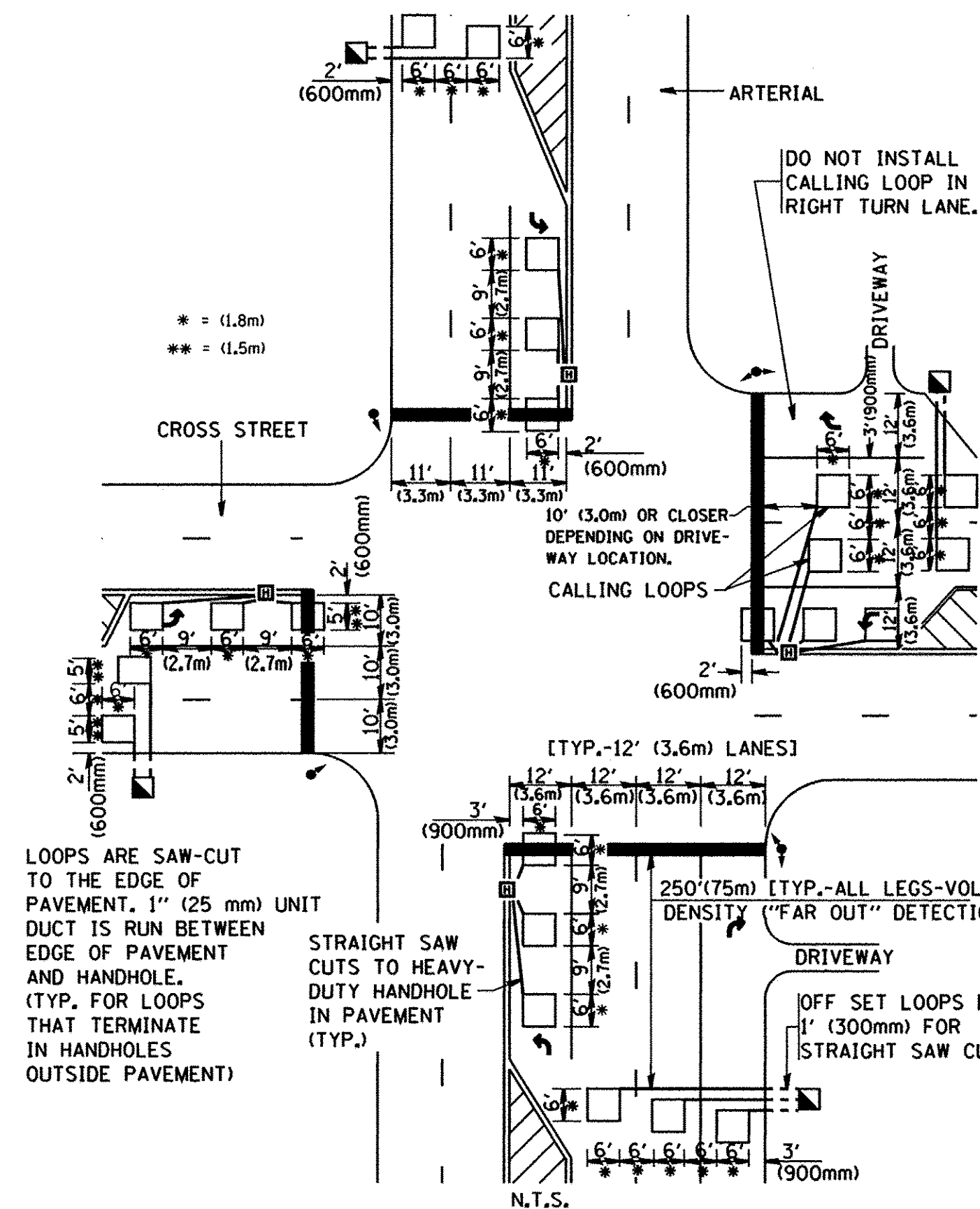
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

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

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

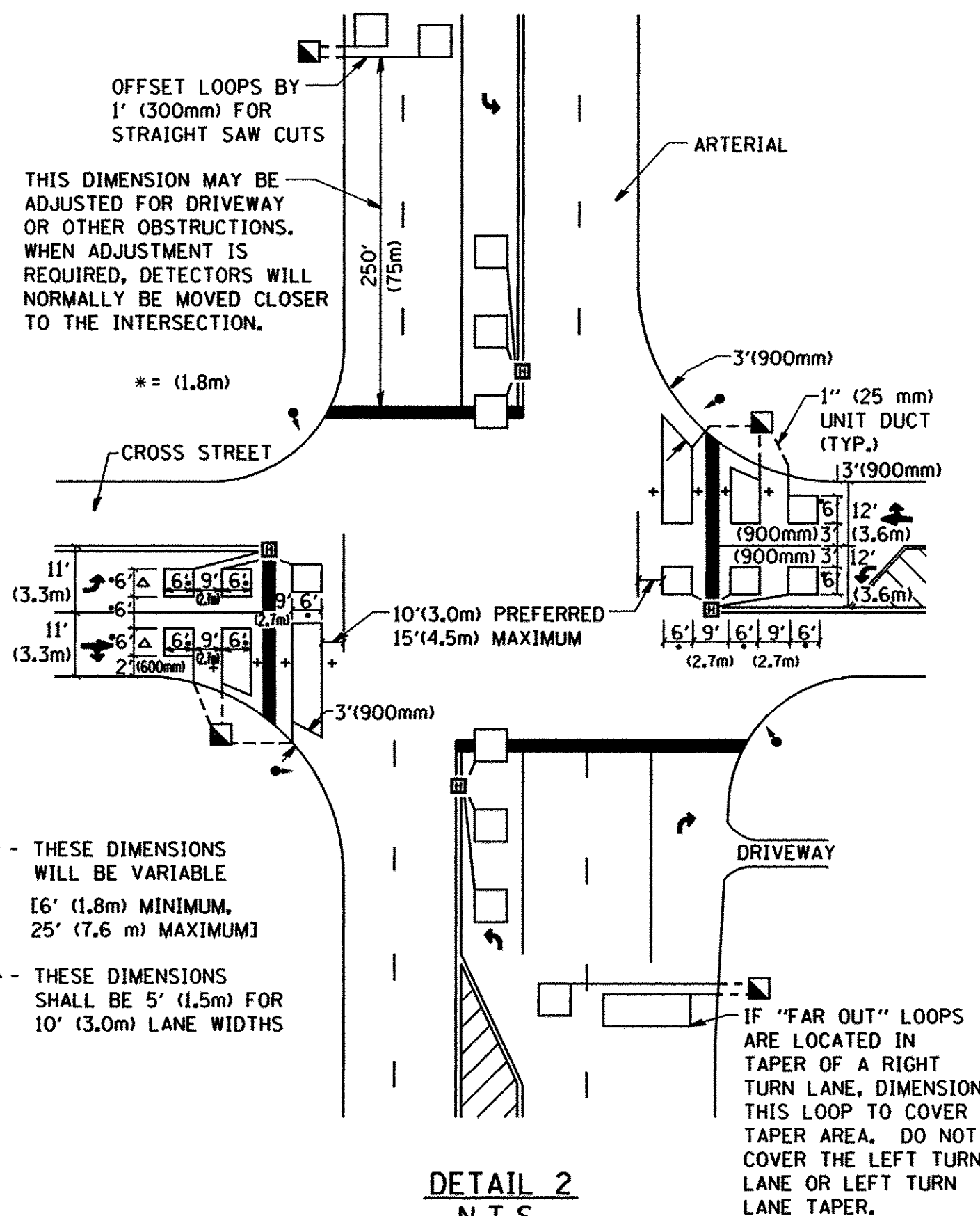


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE
6' (1.8m) MINIMUM,
25' (7.6 m) MAXIMUM

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

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

DETAIL 2
N.T.S.

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 DIMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

NOTE:

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

NOTE:

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

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

FILE NAME =
W:\diststd\22x34\ts07.dgn

USER NAME = geglienobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

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

REVISED -
REVISED -
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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1547	16-00053-00-RS	DU PAGE	33	31
TS-07			CONTRACT NO. 61D79	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
015			

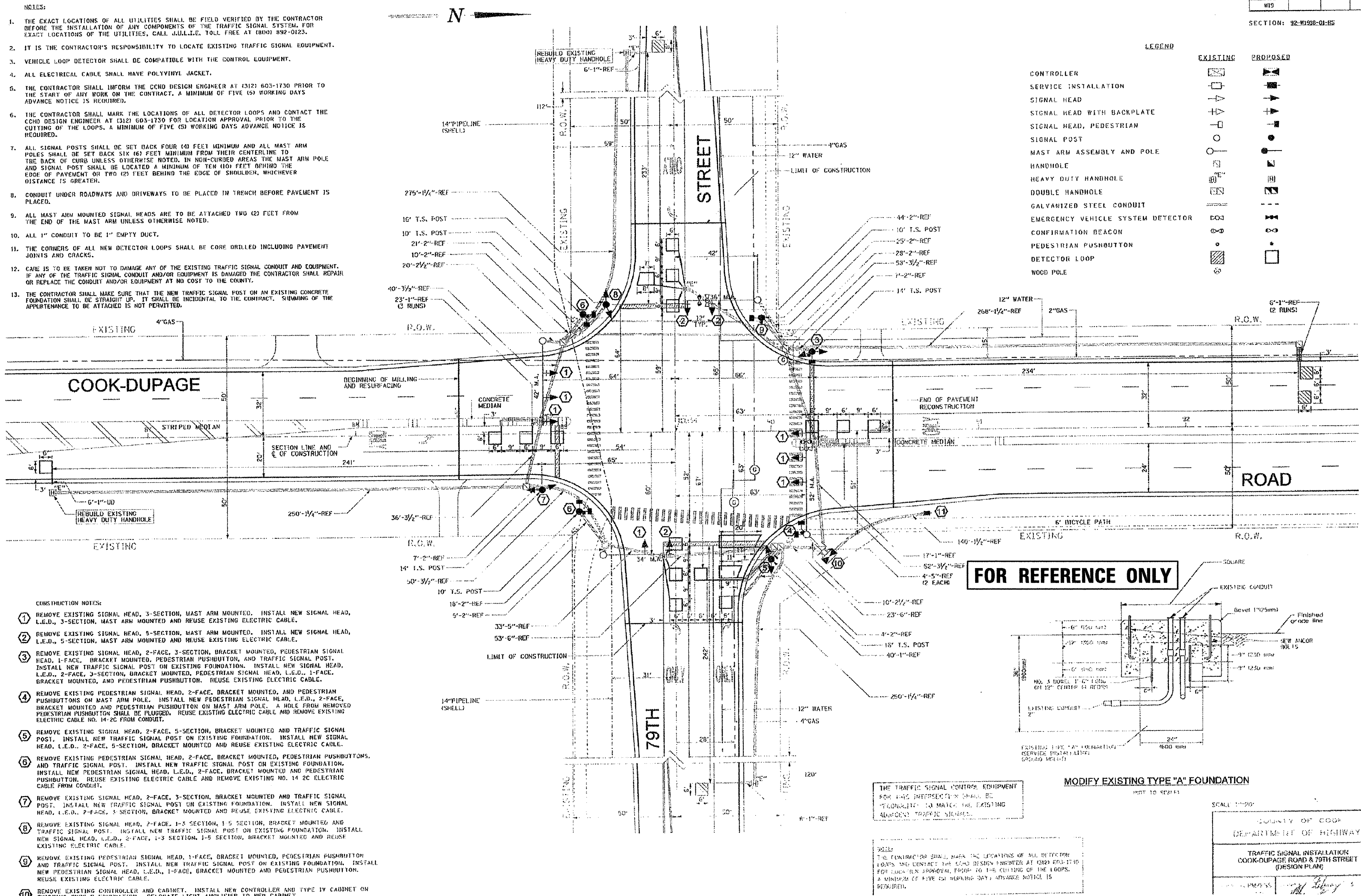
SECTION: 92-0008-01-RS

NOTES:

- THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR EXACT LOCATIONS OF THE UTILITIES, CALL ILL. TOLL FREE AT (800) 892-0123.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT.
- VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
- ALL ELECTRICAL CABLE SHALL HAVE POLYETHYLENE JACKET.
- THE CONTRACTOR SHALL INFORM THE CDD 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.
- THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE CDD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
- ALL SIGNAL POSTS SHALL BE SET BACK FOUR (4) FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK SIX (6) FEET MINIMUM FROM THEIR CENTERLINE 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 TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
- CONDUIT UNDER ROADWAYS AND DRIVEWAYS TO BE PLACED IN TRENCH BEFORE PAVEMENT IS PLACED.
- ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED TWO (2) FEET FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED.
- ALL 1" CONDUIT TO BE 1" EMPTY DUCT.
- THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.
- CARE IS TO BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY.
- THE CONTRACTOR SHALL MAKE SURE THAT THE NEW TRAFFIC SIGNAL POST ON AN EXISTING CONCRETE FOUNDATION SHALL BE STRAIGHT UP. IT SHALL BE INCIDENTAL TO THE CONTRACT. SIGNING OF THE APPROPRIATE TO BE ATTACHED IS NOT PERMITTED.

LEGEND

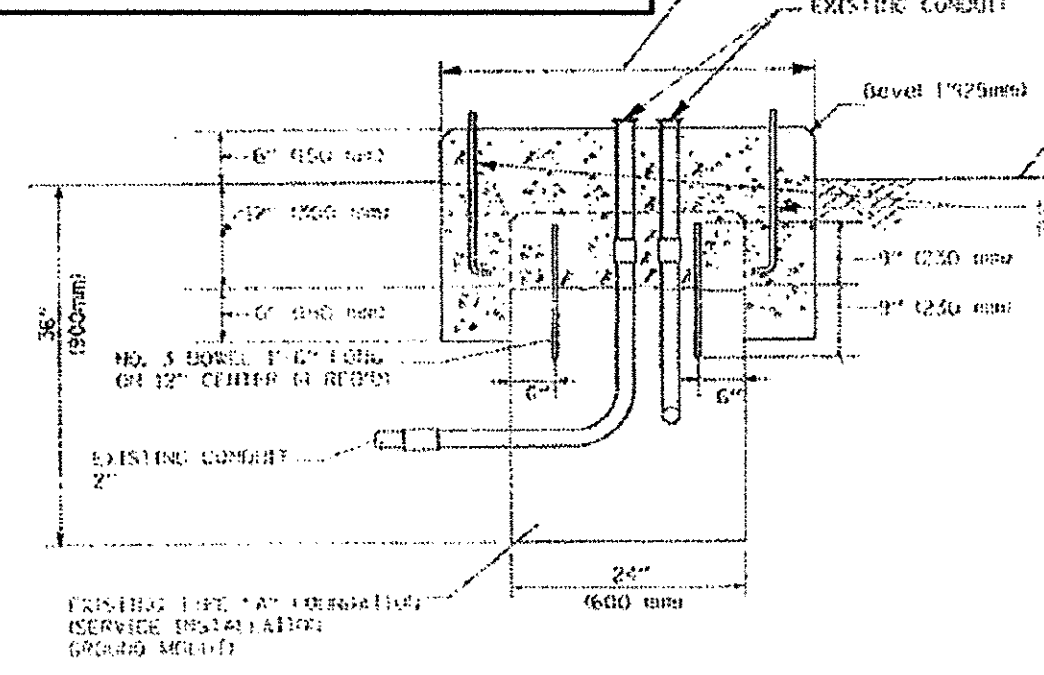
	EXISTING	PROPOSED
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
GALVANIZED STEEL CONDUIT	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
WOOD POLE	[Symbol]	[Symbol]



CONSTRUCTION NOTES:

- REMOVE EXISTING SIGNAL HEAD, 3-SECTION, MAST ARM MOUNTED. INSTALL NEW SIGNAL HEAD, L.E.D., 3-SECTION, MAST ARM MOUNTED AND REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING SIGNAL HEAD, 5-SECTION, MAST ARM MOUNTED. INSTALL NEW SIGNAL HEAD, L.E.D., 5-SECTION, MAST ARM MOUNTED AND REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED, PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED, PEDESTRIAN PUSHBUTTON, AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED, PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED, AND PEDESTRIAN PUSHBUTTON. REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED, AND PEDESTRIAN PUSHBUTTONS ON MAST ARM POLE. INSTALL NEW PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED AND PEDESTRIAN PUSHBUTTON ON MAST ARM POLE. A HOLE FROM REMOVED PEDESTRIAN PUSHBUTTON SHALL BE PLUGGED. REUSE EXISTING ELECTRIC CABLE AND REMOVE EXISTING ELECTRIC CABLE NO. 14-2C FROM CONDUIT.
- REMOVE EXISTING SIGNAL HEAD, 2-FACE, 5-SECTION, BRACKET MOUNTED AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED AND REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED, PEDESTRIAN PUSHBUTTONS, AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED AND PEDESTRIAN PUSHBUTTON. REUSE EXISTING ELECTRIC CABLE AND REMOVE EXISTING NO. 14 2C ELECTRIC CABLE FROM CONDUIT.
- REMOVE EXISTING SIGNAL HEAD, 2-FACE, 3-SECTION, BRACKET MOUNTED AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED AND REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED AND REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED, PEDESTRIAN PUSHBUTTON AND TRAFFIC SIGNAL POST. INSTALL NEW TRAFFIC SIGNAL POST ON EXISTING FOUNDATION. INSTALL NEW PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED AND PEDESTRIAN PUSHBUTTON. REUSE EXISTING ELECTRIC CABLE.
- REMOVE EXISTING CONTROLLER AND CABINET. INSTALL NEW CONTROLLER AND TYPE IV CABINET ON EXISTING FOUNDATION. REUSE EXISTING FOUNDATION AND REUSE EXISTING ELECTRIC CABLE.

FOR REFERENCE ONLY



MODIFY EXISTING TYPE "A" FOUNDATION

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS INTERSECTION SHALL BE IDENTICAL TO MATCH THE EXISTING NEAREST TRAFFIC SIGNAL.

NOTES:
THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE CDD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

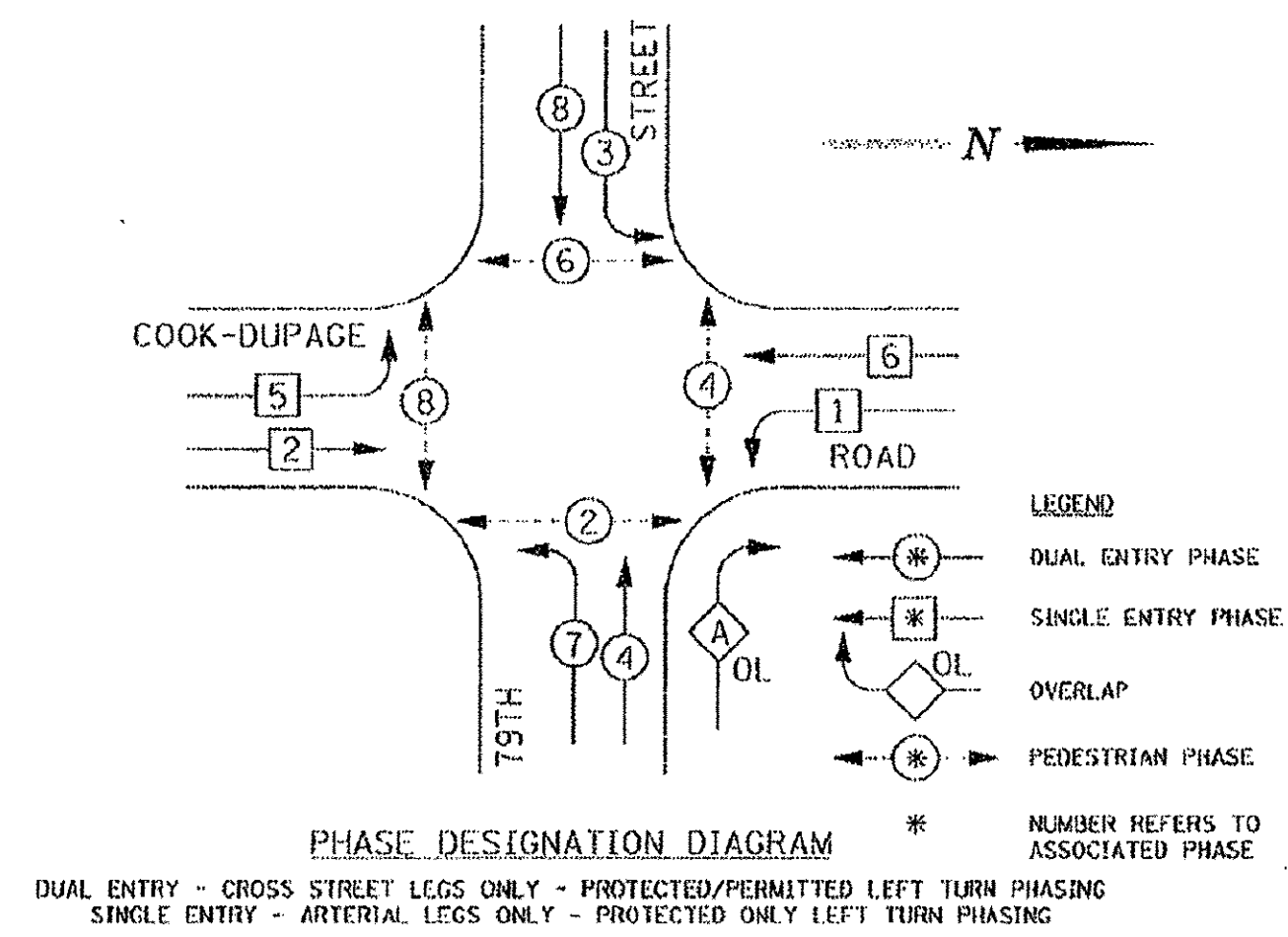
COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
TRAFFIC SIGNAL INSTALLATION COOK-DUPAGE ROAD & 79TH STREET (DESIGN PLAN)	
DATE: 1/25/2017	DESIGNED BY: M.J.V.

G:\Burr_Ridge\21677_033_79th Street LAF012_Design\12.1_Drws\Sh't'S.79TH.Reference.dgn

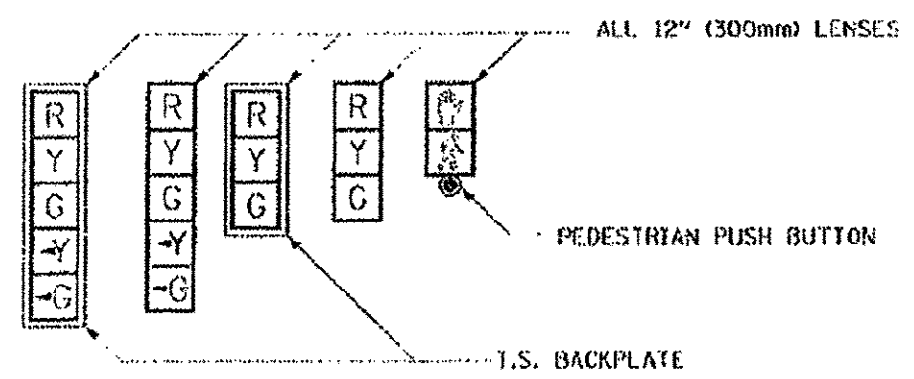
COUNTY HIGHWAY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
W9			

SECTION: 92-11316-01-RS

EXISTING/PROPOSED CONTROLLER SEQUENCE



SIGNAL FACES



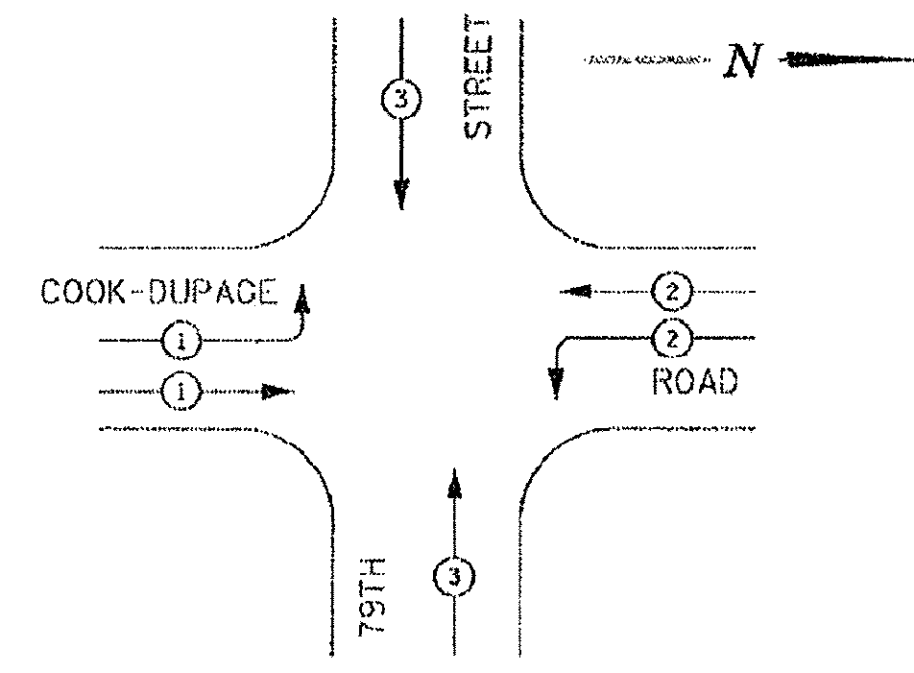
SIGNAL LENSES

- R RED
- Y YELLOW
- G GREEN
- Y YELLOW TURN INDICATOR
- G GREEN TURN INDICATOR

CABLE PLAN LEGEND

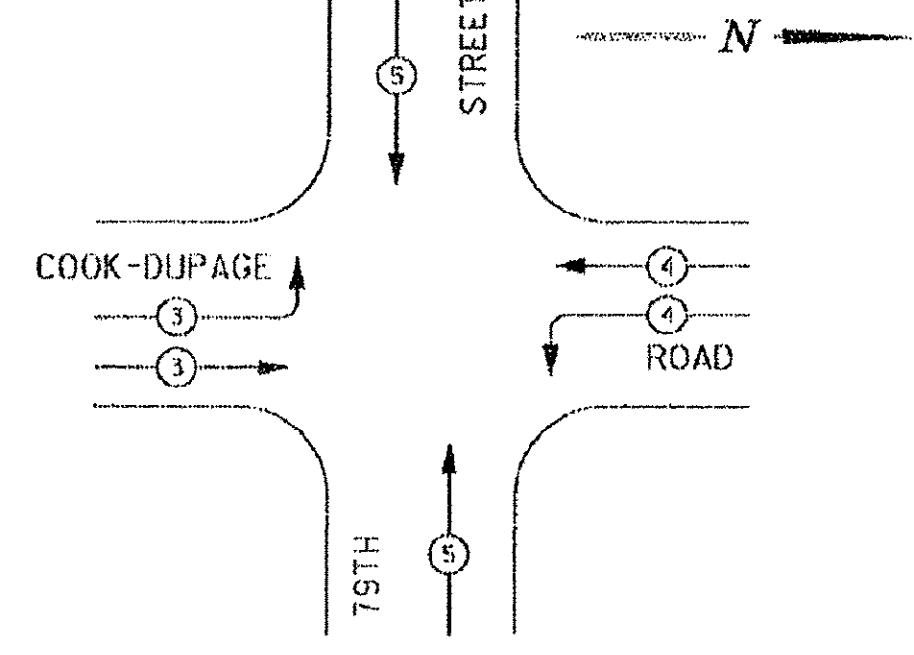
	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION		
12" TRAFFIC SIGNAL SECTION (L.F.D.)		
2 DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE TWISTED AND SHIELDED.		
VEHICLE DETECTOR, INDUCTION LOOP		
SHIELDED & TWISTED		
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
OPTICOM CABLE		
300mm PEDESTRIAN SIGNAL HEAD		
PUSHBUTTON DETECTOR		
GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).		
GROUND ROD AT POST (P), OR MAST ARM POLE (MA).		
GROUND ROD AT ELECTRIC SERVICE INSTALLATION		

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR	1	2	3
MOVEMENT			

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			

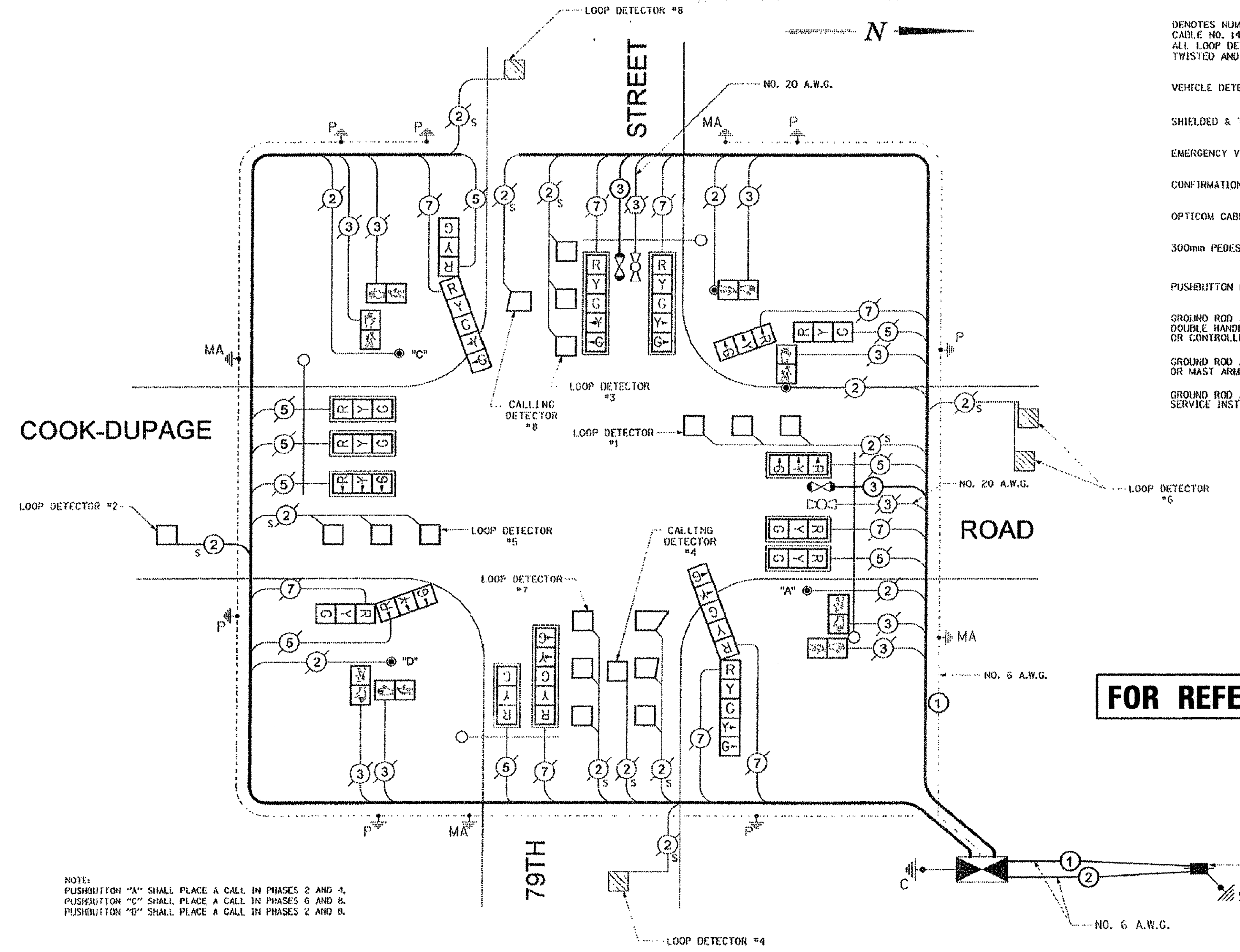
COOK-DUPAGE

LOOP DETECTOR #2

STREET

79TH

ROAD



NOTE:
PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4.
PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.
PUSHBUTTON "E" SHALL PLACE A CALL IN PHASES 2 AND 8.

NOTE:
1. THIS IS A SYSTEM GROUND THAT SHALL INTERCONNECT ALL GROUND RODS WITH NO. 6 IC SOLID COPPER AWG.
2. THE NEUTRAL AND GROUND SHALL BE TIED AT THE SERVICE INSTALLATION, BUT SHALL BE SEPARATED AT THE TRAFFIC SIGNAL CABINET.

FOR REFERENCE ONLY

CABLE PLAN
NOT TO SCALE

COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
TRAFFIC SIGNAL INSTALLATION COOK-DUPAGE ROAD & 79TH STREET (CABLE PLAN)	
DESIGNED BY: PM/LMP	APPROVED BY: [Signature] 5. 20 17