02-28-14 LETTING ITEM 059

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	1
F.H.W.A. REG.	ILLINOIS	PROJECT	M-9003(727)	

CONTRACT NO. 61A08

INDEX OF SHEETS

INDEX OF DISTRICT 1 DETAILS

INDEX OF HIGHWAY STANDARDS

SEE SHEET 2

TRAFFIC DATA
ADT:
DESPLAINES AVENUE 12,800 (2015)

DESIGN DESIGNATION
COLLECTOR

POSTED SPEED
30 MPH (EXISTING)
30 MPH (PROPOSED)

DESIGN SPEED
30 MPH (EXISTING)
30 MPH (PROPOSED)

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. (847)705-4406 SCHAUMBURG, IL.

0 100' 200' 300'	1"=100' 1"=10'
0 50' 100'	1"=50'
0 50' 100'	1"=40'
0 50' 100'	1"=30'
0 50' 100'	1"=20'

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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
CALL 811

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

Frank Novotny & Associates, Inc.
Civil Engineers/ Municipal Consultants
825 Midway Drive ◆ Willowbrook, IL ◆ 60527 ◆ Telephone: (630) 887-8640 ◆ Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FNA PROJECT NO. 09072	DRAWN/DESIGNED JFP/AMS	CHECKED/APPROVED JEF/JEF

REVISIONS

NO.	BY	DATE	DESCRIPTION
1	JEF	12-4-13	PER I.D.O.T. REVIEW

CONTRACT NO. 61A08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

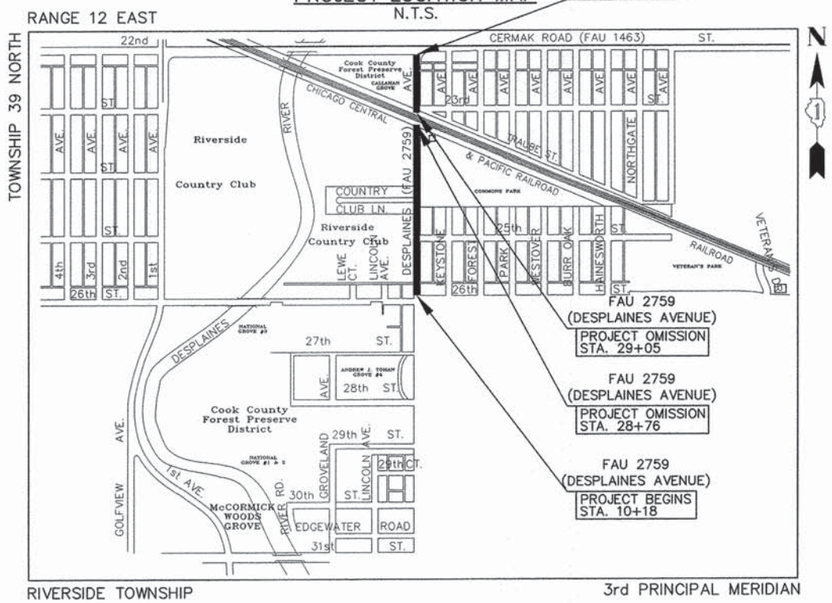
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 2759 (DESPLAINES AVENUE)
FAU 1459 (26TH STREET) TO FAU 1463 (CERMAK ROAD)
RESURFACING

SECTION 09-00083-00-RS
PROJECT M-9003(727)

VILLAGE OF NORTH RIVERSIDE
COOK COUNTY
C-91-135-11

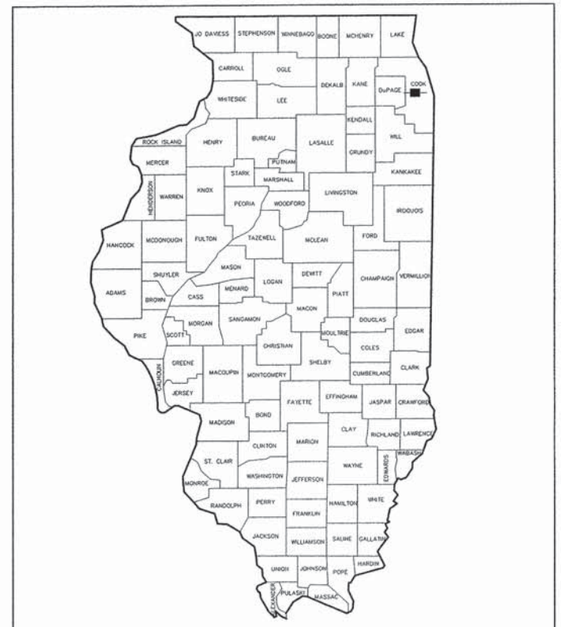
PROJECT LOCATION MAP
N.T.S.



DENOTES LOCATION OF IMPROVEMENT

LENGTH OF PROJECT

GROSS LENGTH OF PROJECT	2,547 FEET (0.48 MILES)
NET LENGTH OF PROJECT	2,518 FEET (0.48 MILES)



LOCATION OF SECTION INDICATED THUS: ■

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 12-5-13 2013
VILLAGE OF NORTH RIVERSIDE
HUBERT E. HERMANEK, JR., VILLAGE PRESIDENT

PASSED DECEMBER 17 2013
C.J. HOLT
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW December 17 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

JOHN E. FITZGERALD, P.E.
IL. P.E. NO. 062-048559
EXPIRES 11-30-2015
12/05/13
DATE

JOHN E. FITZGERALD 062-048559 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
SEAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GENERAL CONSTRUCTION NOTES
PAVING AND STORM SEWERS

SPECIFICATIONS

THE JANUARY 1, 2012 EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.I.E. AT 1-800-892-0123 OR 811, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THIS CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

SAWING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWED AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCLUDED IN THE COST OF TO THE PATCHING ITEM. EXISTING DRIVEWAY PAVEMENT AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAWCUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND THE EXISTING, AND SUCH COST SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN STAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

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

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

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

MISCELLANEOUS

SIDEWALKS SHALL BE INCREASED TO 7" THICKNESS AT ALL DRIVEWAYS.

MWRDGC NOTES

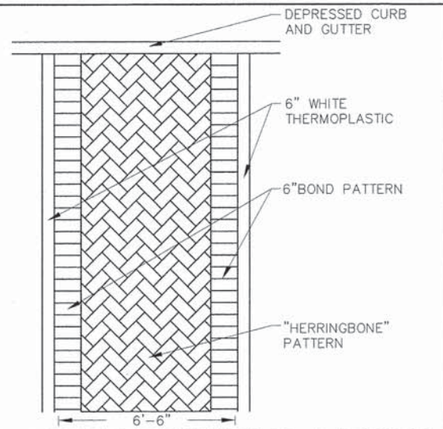
METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO
LOCAL SEWER SYSTEMS SECTION

TYPICAL GENERAL NOTES

1. The MWRD Local Sewer Systems Section Field Office must be notified at least two (2) working days prior to the commencement of any work (call 708/588-4055).
2. Elevation datum is U.S.G.S.
   Conversion equation is N/A
3. No floor drains
4. No footing drains/downspouts
5. All sanitary sewer pipe materials and joints (and storm sewer pipe materials and joints in a combined sewer area) shall conform to:

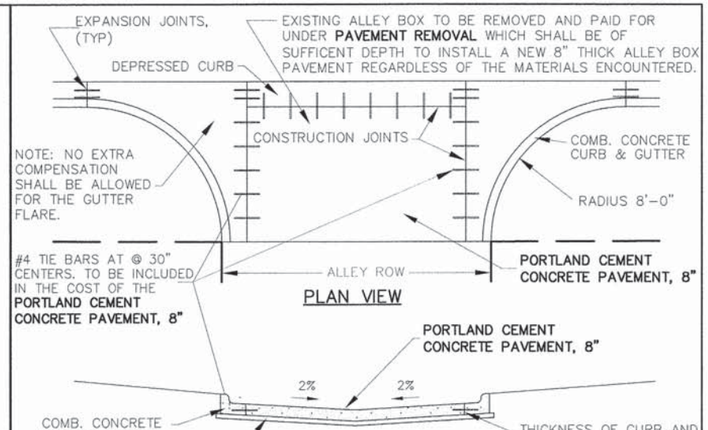
Pipe Material Spec.	Joint Spec.
Vitrified Clay Pipe	
VCP (C-700)	
VCP (No-Bel)(C-700)	C-425
Joint	
Collar	C-425
	D-1784
Concrete Pipe (C-14)	
RCP (C-76)	C-443
ACP (C-428)	C-443
	D-1869
ABS Sewer Pipe	
Solid Wall 6" dia. SDR 23.5	
ABS D-2751	
	D-2751
ABS Composite/Truss Pipe	
8" - 15" dia.	
ABS D-2680	
	D-2680
PVC Gravity Sewer Pipe	
6" - 15" dia. SDR 26	
D-2241	
AWWA-C-900	D-3139
	D-3139
18" - 27" dia. F/dy=46	
F-679	
	D-3212 or
	D-2855
CISP A-74	
DIP A-21.51	C-564
	A-21.11

   (Note: The District has approved less common pipe materials on a qualified basis in addition to those above. Please contact the District if considering using pipe not listed above.)
6. All sanitary sewer construction (and storm sewer construction in combined sewer areas), requires stone bedding with stone 1/4" to 1" in size, with minimum bedding thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches nor more than eight (8) inches. Materials shall be CA-11 or CA-13 and shall be extended at least 12" above the top of the pipe when using PVC.
7. Non-shear "Band-Seal" or similar flexible-type couplings shall be used in the connection of sewer pipe of dissimilar materials.
8. When connecting to an existing sewer main by means other than an existing wye, tee, or an existing manhole, one of the following methods shall be used:
   1. Circular saw-cut of sewer main by proper tools ("Shewer-Tap" machine or similar) and proper installation of hub-wye saddle or hub-tee saddle.
   2. Remove an entire section of pipe (breaking only the top of one bell) and replace with a wye or tee branch section.
   3. With pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using "Band-Seal" or similar couplings to hold it firmly in place.
9. Wherever a sanitary/combined sewer crosses under a water man, the minimum vertical distance from the top of the sewer to the bottom of the water man shall be 18 inches. Furthermore, a minimum horizontal distance of 10 feet between sanitary/combined sewers and water manS shall be maintained unless: the sewer is laid in a separate trench, keeping a minimum 18" vertical separation; or the sewer is laid in the same trench with a water main located at the opposite side on a bench of undisturbed earth, keeping a minimum 18" vertical separation. If either the vertical or horizontal distances described above cannot be maintained or the sewer crosses above the water main, the sewer shall be constructed to water main standards.
10. All existing septic systems shall be abandoned. Abandoned tanks shall be filled with granular material or removed.
11. All sanitary manholes, and also storm manholes in combined sewer areas, shall have a minimum inside diameter of 48 inches, and shall be cast-in-place or pre-cast reinforced concrete. Resilient connectors, conforming to ASTM C-923, shall be used between manhole and pipe(s) for all sanitary and combined sewer structures.



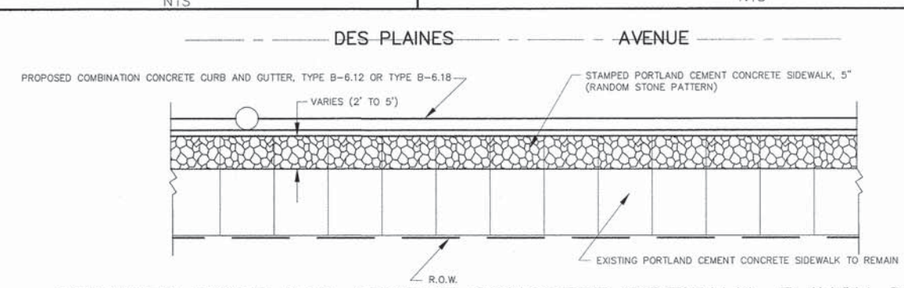
PAVEMENT TEXTURING PATTERN STAMPED CROSSWALK DETAIL

NTS



TYPICAL ALLEY RETURN DETAIL

NTS



STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH DETAIL

INDEX OF HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420701-02	PAVEMENT FABRIC
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-02	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRAIN CROSSINGS
442201-03	CLASS C AND D PATCHES
604001-03	FRAMES & LIDS-TYPE 1
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701427-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

SPECIAL PROJECT NOTES

1.) ALL SAWCUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS FOR WHICH THE WORK APPLIES.

2.) ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER), SHALL BE SALVAGED TO THE CONTRACTOR.

3.) ALL COMED HANDHOLES AND MWRDGC MANHOLES TO BE ADJUSTED (BY OTHERS).

4.) MEET EXISTING CURB AND FLOW LINE ELEVATIONS AT REPLACEMENT LIMITS.

5.) NEW CURB AND GUTTER SHALL BE BACKFILLED WITH SUITABLE MATERIAL AT LOCATIONS REQUIRING SOD RESTORATION AND SHALL BE CONSIDERED INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12", "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18" & "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24".

6.) "TOPSOIL FURNISH AND PLACE, 2 INCH" SHALL BE INSTALLED IN SOD RESTORATION AREAS DIRECTLY BACK OF NEW CURB AND GUTTER.

7.) IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CHICAGO CENTRAL & PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CHICAGO CENTRAL & PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.

STREET INFORMATION TABLE

STREET NAME	GROSS LENGTH (IN FEET)	NET LENGTH (IN FEET)	CURB TYPE	E-E DIMENSION (FT.)	ROW DIMENSION (FT.)
DESPLAINES AVENUE - STA. 10+18 TO STA. 14+50	432	432	B-6.12	40'-50'	66'
DESPLAINES AVENUE - STA. 14+50 TO STA. 25+80	1,130	1,130	B-6.18	40'-53'	66'-83'
DESPLAINES AVENUE - STA. 25+80 TO STA. 35+65	985	956	B-6.24	53'-66'	83'-93'
TOTAL	2,547	2,518			

BENCHMARKS

TOP OF NW BOLT ON FIRE HYDRANT AT NE CORNER OF DESPLAINES AVENUE AND 26th STREET
USGS DATUM: ELEV.=623.91

Frank Novotny & Associates, Inc.
Civil Engineers/Municipal Consultants
835 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-7640 • Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME: VILLAGE OF NORTH RIVERSIDE	USER NAME =	DESIGNED - AMS	REVISED - JEF 12-4-13
FAU 2759 (DESPLAINES AVENUE)		DRAWN - JEP-JFP	REVISED -
FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD)	PLOT SCALE =	CHECKED - JEF	REVISED -
09072 L.A.F.O. RESURFACING	PLOT DATE =	DATE - 10-18-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL CONSTRUCTION NOTES, DETAILS, MWRDGC NOTES, INDEX OF HIGHWAY STANDARDS, SPECIAL PROJECT NOTES, TYPICAL ALLEY RETURN AND DRIVEWAY DETAIL, STREET INFORMATION TABLE, BENCHMARKS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	2
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	

SUMMARY OF QUANTITIES

Specialty Item	Special Provision	Code No	Description	Unit	Total Quantity	Construction Code Type 0005
		20200100	EARTH EXCAVATION	CU YD	60	60
		20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	80	80
		20800150	TRENCH BACKFILL	CU YD	5	5
		21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	600	600
		25000400	NITROGEN FERTILIZER NUTRIENT	POUND	5	5
		25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	5	5
		25200110	SODDING, SALT TOLERANT	SQ YD	600	600
		25200200	SUPPLEMENTAL WATERING	UNIT	15	15
		28000510	INLET FILTERS	EACH	30	30
	SP	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	80	80
		35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	390	390
		40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	100
		40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1400	1400
		40600300	AGGREGATE (PRIME COAT)	TON	60	60
		40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	820	820
		40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	175	175
		40601005	HOT MIX ASPHALT REPLACEMENT OVER PATCHES	TON	260	260
		40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1600	1600
		42000300	PORTLAND CEMENT CONCRETE PAVEMENT 8"	SQ YD	130	130
		42001200	PAVEMENT FABRIC	SQ YD	530	530
		42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	270	270
		42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	4000	4000
		42400800	DETECTABLE WARNINGS	SQ FT	340	340
		44000100	PAVEMENT REMOVAL	SQ YD	630	630
		44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	13800	13800
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	270	270
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4235	4235
		44000600	SIDEWALK REMOVAL	SQ FT	4000	4000
		44002216	HOT-MIX REMOVAL OVER PATCHES, 4"	SQ YD	1150	1150
		44201337	CLASS C PATCHES, TYPE I, 9 INCH	SQ YD	50	50
		44201341	CLASS C PATCHES, TYPE II, 9 INCH	SQ YD	600	600
		44201345	CLASS C PATCHES, TYPE III, 9 INCH	SQ YD	300	300
		44201347	CLASS C PATCHES, TYPE IV, 9 INCH	SQ YD	400	400
		44213204	TIE BARS 3/4"	EACH	300	300
		44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	13800	13800
*	SP	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	10	10
		60234200	INLETS , TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1
		60250200	CATCH BASINS TO BE ADJUSTED	EACH	19	19
		60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	9	9
		60255500	MANHOLES TO BE ADJUSTED	EACH	1	1
		60257900	MANHOLES TO BE RECONSTRUCTED	EACH	7	7
		60260100	INLETS TO BE ADJUSTED	EACH	1	1
*		60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1
*		60266100	VALVE VAULTS TO BE RECONSTRUCTED	EACH	5	5
*		60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	5
		60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	10	10
		60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	17	17
		60500060	REMOVING INLETS	EACH	1	1
		60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	650	650
		60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	3400	3400
		60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	635	635
		67100100	MOBILIZATION	L SUM	1	1
		70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1
		70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1
		70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
		70300100	SHORT TERM PAVEMENT MARKING	FOOT	2400	2400
		70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	400	400
		70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6400	6400
		70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2425	2425
		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	415	415
		70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	475	475
		70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	600	600
*		78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	400	400
*		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6400	6400
*		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2000	2000
*		78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	415	415
*		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	475	475
*		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	260	260
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	260	260
*	SP	88600600	DETECTOR LOOP REPLACEMENT	FOOT	800	800
	SP	X0322916	PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER	EACH	1	1
	SP	X0795800	COARSE AGGREGATE	TON	220	220
	SP	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	11	11
*	SP	X8140115	HANDHOLE TO BE ADJUSTED	EACH	1	1
*	SP	X8140215	HEAVY DUTY HANDHOLE TO BE ADJUSTED	EACH	1	1
	SP	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
	SP	Z0056604	STORM SEWER (WATER MAIN REQUIREMENTS) 8 INCH	FOOT	5	5
	SP △	Z0076600	TRAINEES	HOUR	500	500
	SP △	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500
	SP	XX001621	BRICK PAVER REMOVAL	SQ FT	6000	6000
*	SP	XX006591	PAVEMENT TEXTURING	SQ FT	2000	2000
	SP	XX007724	SOD STRIPPING, 2" DEPTH	SQ YD	300	300
	SP	XX008257	STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	6000	6000

△ 0042

Frank Novotny & Associates, Inc.
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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000628

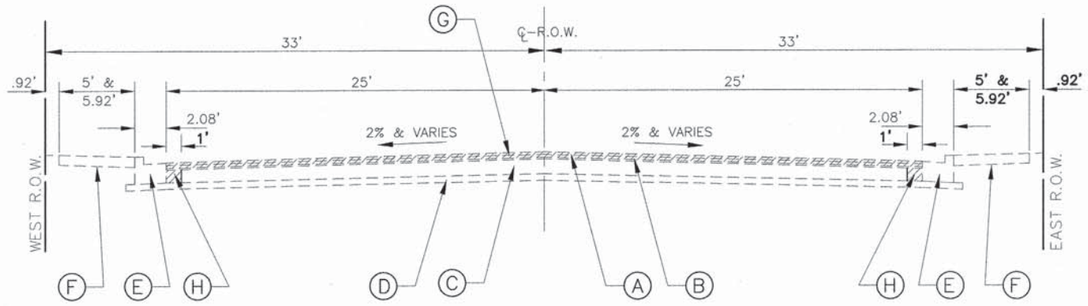
FILE NAME VILLAGE OF NORTH RIVERSIDE FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD) 09072 L.A.F.O. RESURFACING	USER NAME =	DESIGNED – AMS DRAWN – JEP–JFP CHECKED – JEF DATE – 10–18–13	REVISED – JEF 12–4–13 REVISED – JEF 12–13–13 REVISED – REVISED –
	PLOT SCALE =		
	PLOT DATE =		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09–00083–00–RS	COOK	25	3
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M–9003(727)	



EXISTING TYPICAL SECTION

STA. 10+18 TO STA. 12+45, DEPLAINES AVENUE

EXISTING LEGEND

- (A) HOT–MIX ASPHALT SURFACE COURSE, 1 1/2"
- (B) HOT–MIX ASPHALT BINDER COURSE, 2"
- (C) PORTLAND CEMENT CONCRETE BASE TO REMAIN
- (D) SUBBASE GRANULAR MATERIAL, TYPE B, 4" TO REMAIN
- (E) COMBINATION CONCRETE CURB & GUTTER TYPE B–6.12 TO BE REMOVED
- (F) PORTLAND CEMENT CONCRETE DRIVEWAY, ALLEY RETURN, BRICK PAVERS, AND SIDEWALK
- (G) PROPOSED **"HOT–MIX ASPHALT SURFACE REMOVAL, 3 INCH",** (FULL WIDTH)
- (H) PROPOSED **"PAVEMENT REMOVAL"**

▨ **INDICATES REMOVAL ITEM**

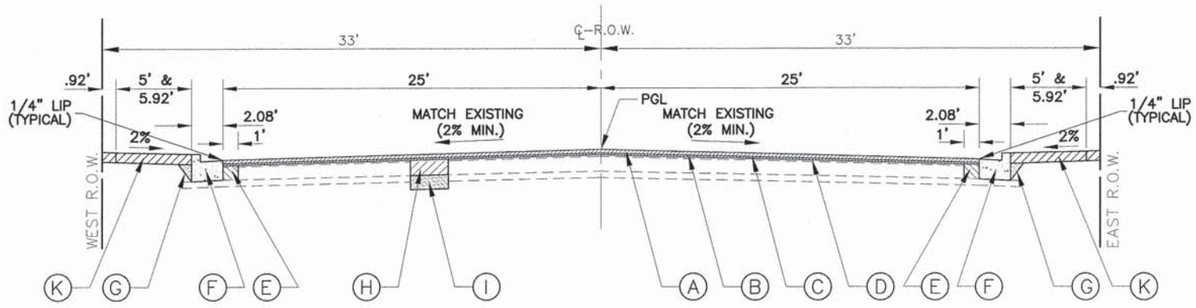
HOT–MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
PAVEMENT RESURFACING	
HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL–9.5mm), 2"	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70, (IL–9.5mm), 1"	4% @ 70 GYR
PATCHING	
HOT–MIX ASPHALT OVER PATCHES, (HMA BINDER IL–19 mm), 4"	4% @ 70 GYR

THE UNIT WEIGHT TO CALCULATE ALL HOT–MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

"THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76–22" AND FOR NON–POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64–22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS"

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS



NOTE:
ALL "AREA REFLECTIVE CRACK CONTROL TREATMENT" SHALL HAVE A WEIGHT OF 6 OZ. PER SQUARE YARD.

PROPOSED TYPICAL SECTION

STA. 10+18 TO STA. 12+45, DEPLAINES AVENUE

DEPLAINES AVENUE

PROPOSED LEGEND

- (A) **"HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N70",** 2 INCH
- (B) **"AREA REFLECTIVE CRACK CONTROL TREATMENT"** (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE
- (C) **"LEVELING BINDER (MACHINE METHOD), N70,"** 1 INCH
- (D) **"AGGREGATE (PRIME COAT)"** AT A RATE OF 2 LBS/SY OVER **"BITUMINOUS MATERIALS (PRIME COAT)"** AT 0.10 GAL/S.Y.
- (E) **"PORTLAND CEMENT BASE COURSE, 8 INCH"**
- (F) **"COMBINATION CURB AND GUTTER REMOVAL"** AND **"COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12"**
- (G) **"COARSE AGGREGATE"** BACKFILL BENEATH SIDEWALK
- (H) **"CLASS C PATCHES, TYPE I–IV, 9 INCH", "HOT–MIX ASPHALT REMOVAL OVER PATCHES"** AND **"HOT–MIX REPLACEMENT OVER PATCHES, 4 INCH"** AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (I) **"AGGREGATE SUBGRADE IMPROVEMENT"** AND **"REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"**– AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (J) RESERVED

AS APPLICABLE

- (K) **"SIDEWALK REMOVAL", "BRICK PAVER REMOVAL",** AND **"PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH", "STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH"** OR **"DRIVEWAY PAVEMENT REMOVAL"** AND REPLACEMENT WITH **"PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH"** OR **"PAVEMENT REMOVAL"** AND **"PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH"** AS SHOWN ON PLANS

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

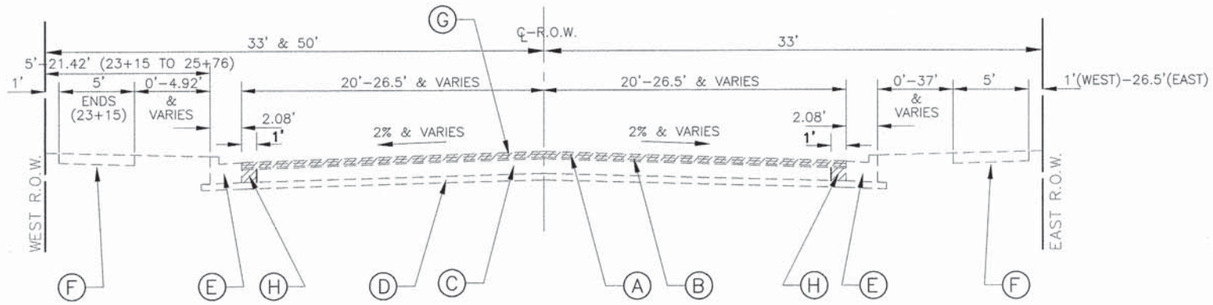
FILE NAME: VILLAGE OF NORTH RIVERSIDE FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD) 09072 L.A.F.O. RESURFACING	USER NAME =	DESIGNED – AMS	REVISED – JEF 12–4–13
		DRAWN – JEP–JFP	REVISED – JEF 12–13–13
	PLOT SCALE =	CHECKED – JEF	REVISED –
	PLOT DATE =	DATE – 10–18–13	REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS & HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09–00083–00–RS	COOK	25	4
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M–9003(727)	



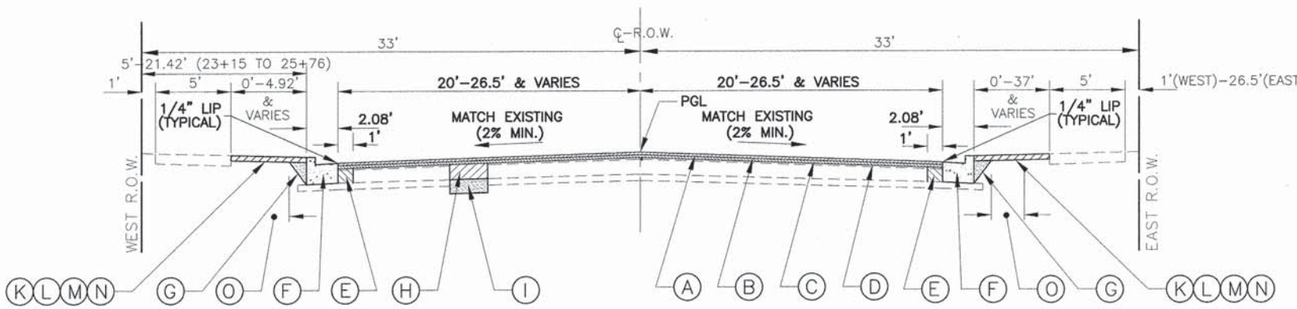
EXISTING TYPICAL SECTION

STA. 12+45 TO STA. 25+76, DEPLAINES AVENUE

EXISTING LEGEND

- (A) HOT–MIX ASPHALT SURFACE COURSE, 1 1/2"
- (B) HOT–MIX ASPHALT BINDER COURSE, 2"
- (C) PORTLAND CEMENT CONCRETE BASE TO REMAIN
- (D) SUBBASE GRANULAR MATERIAL, TYPE B, 4" TO REMAIN
- (E) COMBINATION CONCRETE CURB & GUTTER TYPE B–6.12 AND TYPE B–6.18 TO BE REMOVED
- (F) PORTLAND CEMENT CONCRETE DRIVEWAY, SIDEWALK, BRICK PAVERS, AND GRASS PARKWAY
- (G) PROPOSED **"HOT–MIX ASPHALT SURFACE REMOVAL, 3 INCH"**, (FULL WIDTH)
- (H) PROPOSED **"PAVEMENT REMOVAL"**

▨ **INDICATES REMOVAL ITEM**



NOTE:
ALL "AREA REFLECTIVE CRACK CONTROL TREATMENT" SHALL HAVE A WEIGHT OF 6 OZ. PER SQUARE YARD.

PROPOSED TYPICAL SECTION

STA. 12+45 TO STA. 25+76, DEPLAINES AVENUE

DEPLAINES AVENUE

PROPOSED LEGEND

- (A) **"HOT–MIX ASPHALT SURFACE COURSE, MIX "D", N70"**, 2 INCH
- (B) **"AREA REFLECTIVE CRACK CONTROL TREATMENT"** (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE
- (C) **"LEVELING BINDER (MACHINE METHOD), N70,"** 1 INCH
- (D) **"AGGREGATE (PRIME COAT)"** AT A RATE OF 2 LBS/SY OVER **"BITUMINOUS MATERIALS (PRIME COAT)"** AT 0.10 GAL/S.Y.
- (E) **"PORTLAND CEMENT BASE COURSE, 8 INCH"**
- (F) **"COMBINATION CURB AND GUTTER REMOVAL"** AND **"COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12"** OR **"COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.18"**
- (G) **"COARSE AGGREGATE"** BACKFILL BENEATH SIDEWALK
- (H) **"CLASS C PATCHES, TYPE I–IV, 9 INCH"**, **"HOT–MIX ASPHALT REMOVAL OVER PATCHES"** AND **"HOT–MIX REPLACEMENT OVER PATCHES, 4 INCH"** AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (I) **"AGGREGATE SUBGRADE IMPROVEMENT"** AND **"REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"**– AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (J) RESERVED

AS APPLICABLE

- (K) **"SIDEWALK REMOVAL", "BRICK PAVER REMOVAL",** AND **"PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH", "STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH"**
  OR
- (L) **"DRIVEWAY PAVEMENT REMOVAL"** AND REPLACEMENT WITH **"PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH"**
  OR
- (M) **"PAVEMENT REMOVAL"** AND **"PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH"** AS SHOWN ON PLANS
- (N) **"SODDING, SALT TOLERANT"** AND **"TOPSOIL FURNISH AND PLACE, 4 INCH"** (2' WIDTH MAX.)
- (O) **"SOD STRIPPING, 2 INCH DEPTH"** (1.5' WIDTH MAX.)

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000828

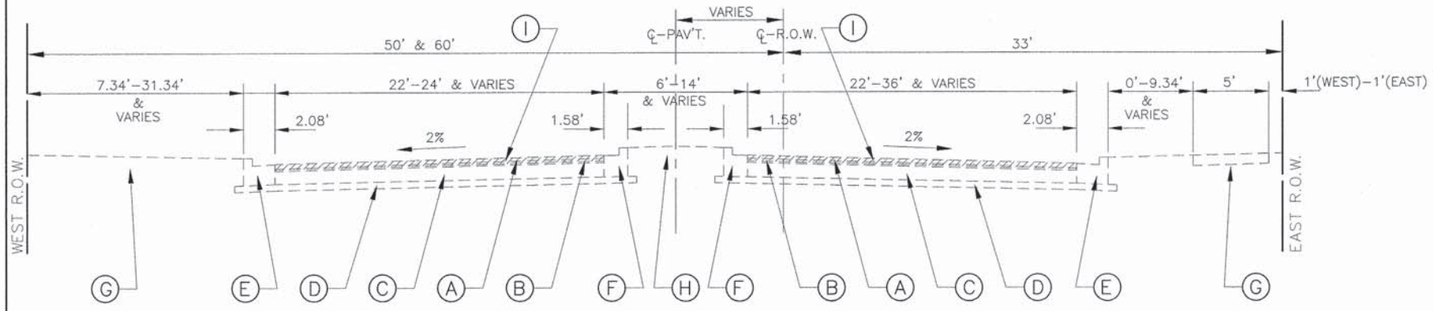
FILE NAME VILLAGE OF NORTH RIVERSIDE FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD) 09072 L.A.F.O. RESURFACING	USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED – AMS DRAWN – JEP–JFP CHECKED – JEF DATE – 10–18–13	REVISED – JEF 12–4–13 REVISED – REVISED – REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09–00083–00–RS	COOK	25	5
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M–9003(727)	



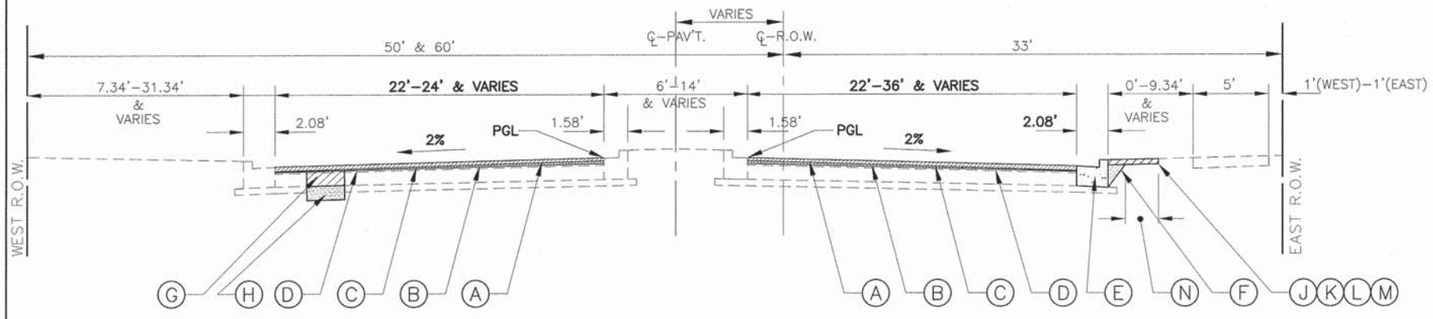
EXISTING TYPICAL SECTION

STA. 25+80 TO STA. 35+65, DEPLAINES AVENUE

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (B) HOT-MIX ASPHALT BINDER COURSE, 2"
- (C) PORTLAND CEMENT CONCRETE BASE TO REMAIN
- (D) SUBBASE GRANULAR MATERIAL, TYPE B, 4" TO REMAIN
- (E) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.24 TO BE REMOVED AS DIRECTED
- (F) COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 TO REMAIN
- (G) PORTLAND CEMENT CONCRETE DRIVEWAY, SIDEWALK, ALLEY RETURN, AND GRASS PARKWAY
- (H) MOUNTABLE PORTLAND CEMENT CONCRETE MEDIAN (STA. 25+76 TO STA. 26+26), RAISED CURBED MEDIAN WITH GRASS ISLAND (STA. 26+26 TO STA. 35+59) TO REMAIN
- (I) PROPOSED **"HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH",** (FULL WIDTH)

▨ **INDICATES REMOVAL ITEM**



NOTE:
ALL "AREA REFLECTIVE CRACK CONTROL TREATMENT" SHALL HAVE A WEIGHT OF 6 OZ. PER SQUARE YARD.

PROPOSED TYPICAL SECTION

STA. 25+80 TO STA. 35+65, DEPLAINES AVENUE

DEPLAINES AVENUE

PROPOSED LEGEND

- (A) **"HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70",** 2 INCH
- (B) **"AREA REFLECTIVE CRACK CONTROL TREATMENT"** (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE
- (C) **"LEVELING BINDER (MACHINE METHOD), N70,"** 1 INCH
- (D) **"AGGREGATE (PRIME COAT)"** AT A RATE OF 2 LBS/SY OVER **"BITUMINOUS MATERIALS (PRIME COAT)"** AT 0.10 GAL/S.Y.
- (E) **"COMBINATION CURB AND GUTTER REMOVAL"** AND **"COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24"** AS SHOWN ON PLANS AND CONSTRUCTED ADJACENT TO EXISTING PORTLAND CEMENT CONCRETE BASE
- (F) **"COARSE AGGREGATE"** BACKFILL BENEATH SIDEWALK
- (G) **"CLASS C PATCHES, TYPE I-IV, 9 INCH", "HOT-MIX ASPHALT REMOVAL OVER PATCHES"** AND **"HOT-MIX REPLACEMENT OVER PATCHES, 4 INCH"** AS DIRECTED AT LOCATIONS BY THE ENGINEER
- (H) **"AGGREGATE SUBGRADE IMPROVEMENT"** AND **"REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL"-** AS DIRECTED AT LOCATIONS BY THE ENGINEER

AS APPLICABLE

- (J) **"SIDEWALK REMOVAL"** AND **"PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH"**

OR

- (K) **"DRIVEWAY PAVEMENT REMOVAL"** AND REPLACEMENT WITH **"PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH"**

OR

- (L) **"PAVEMENT REMOVAL"** AND **"PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH"** AS SHOWN ON PLANS

OR

- (M) **"SODDING, SALT TOLERANT"** AND **"TOPSOIL FURNISH AND PLACE, 4 INCH"** (2' WIDTH MAX.)
- (N) **"SOD STRIPPING, 2 INCH DEPTH"** (1.5' WIDTH MAX.)

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000898

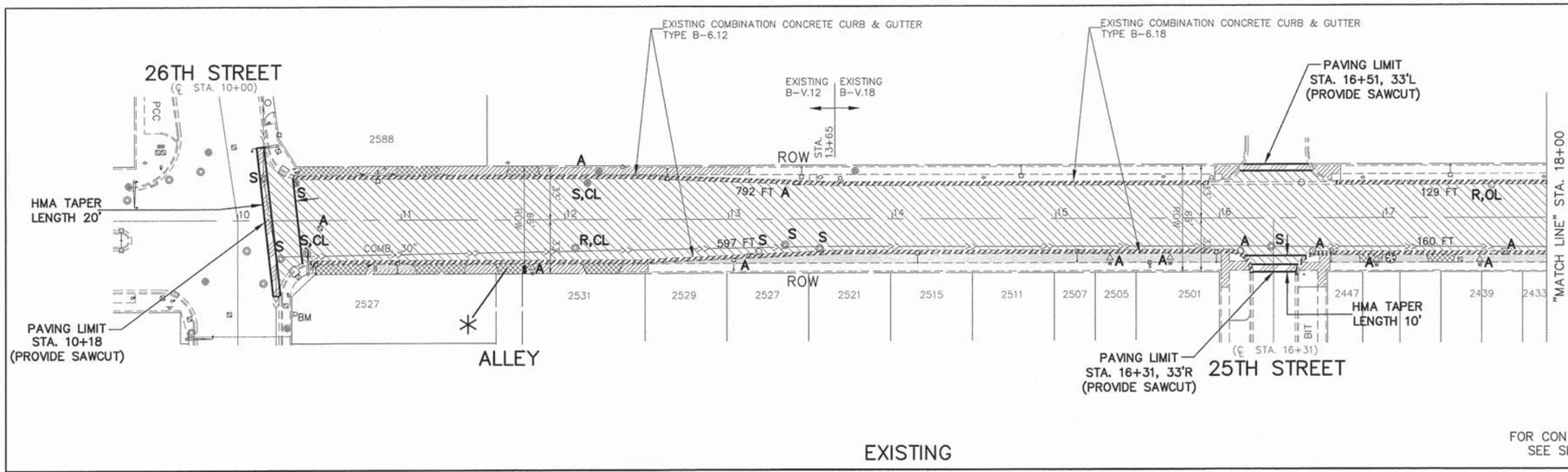
FILE NAME VILLAGE OF NORTH RIVERSIDE	USER NAME =	DESIGNED - AMS	REVISED - JEF 12-4-13
FAU 2759 (DESPLAINES AVENUE)		DRAWN - JEP-JFP	REVISED -
FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD)	PLOT SCALE =	CHECKED - JEF	REVISED -
09072 L.A.F.O. RESURFACING	PLOT DATE =	DATE - 10-18-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

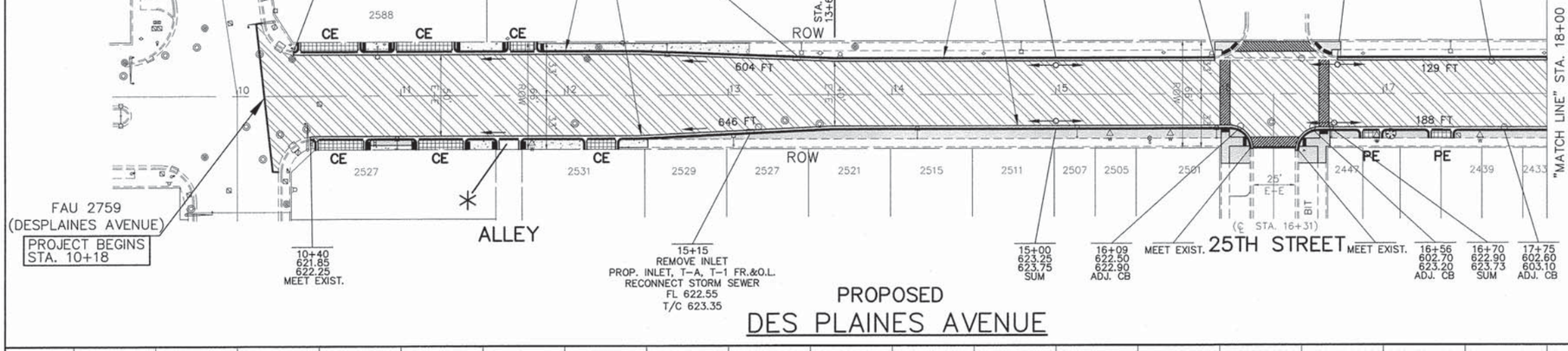
SCALE: 1"=5' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	6
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-9003(727)		



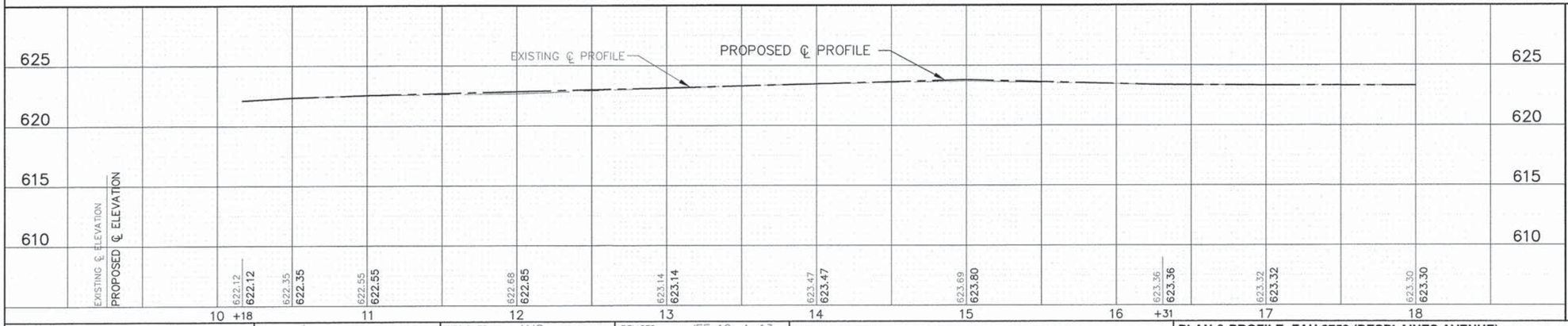
EXISTING

FOR CONTINUATION SEE SHEET 8



PROPOSED

DES PLAINES AVENUE



REMOVAL LEGEND

- DENOTES **HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT**
- DENOTES **HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH**
- DENOTES **BRICK PAVER REMOVAL**
- DENOTES **DRIVEWAY PAVEMENT REMOVAL**
- DENOTES **SIDEWALK REMOVAL**
- 8 FT — DENOTES **COMBINATION CURB AND GUTTER REMOVAL** (SEE STREET INFORMATION TABLE ON SHEET 2 FOR TYPE)
- "A" — DENOTES EXISTING **VALVE VAULTS, VALVE BOXES, HANDHOLES, INLETS, CATCH BASINS AND MANHOLES TO BE ADJUSTED**
- "BO" — DENOTES EXISTING TO BE ADJUSTED (BY OTHERS)
- "S" — DENOTES EXISTING **FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)**
- "OL" — DENOTES NEW **FRAMES AND LIDS, TYPE I, OPEN LID**
- "CL" — DENOTES NEW **FRAMES AND LIDS, TYPE I, CLOSED LID**
- "R" — DENOTES EXISTING **MANHOLES, CATCH BASINS, AND VALVE VAULTS TO BE RECONSTRUCTED.**
- ✳ — DENOTES ALLEY RETURN OR DRIVEWAY TO BE REMOVED WITH **PAVEMENT REMOVAL**

N

1"=40'

GRAPHIC SCALE IN FEET
40 0 40 80

PROPOSED PAVEMENT LEGEND

- DENOTES **LEVELING BINDER (MACHINE METHOD), N70,"** 1 INCH AND **AREA REFLECTIVE CRACK CONTROL TREATMENT** (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE AND, **HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70,** 2 INCH, CLASS C PATCHES, 9 INCH. SEE TYPICAL SECTIONS
- DENOTES **STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**
- DENOTES **PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH**
- DENOTES **PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**
- DENOTES **PAVEMENT TEXTURING PATTERN STAMPED CROSSWALK** SEE DETAIL ON SHEET 2
- 8 FT — DENOTES **COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12** AND **COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18**
- DENOTES **PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH** WITH **DETECTABLE WARNINGS** PER I.D.O.T. STANDARDS FOR HANDICAP RAMPS (WHERE APPLICABLE) SEE CONSTRUCTION HIGHWAY STANDARDS
- PE — DENOTES PRIVATE ENTRANCE
- CE — DENOTES COMMERCIAL ENTRANCE
- ✳ — DENOTES **PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH**

ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK SEE SHEET 4 & 5

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

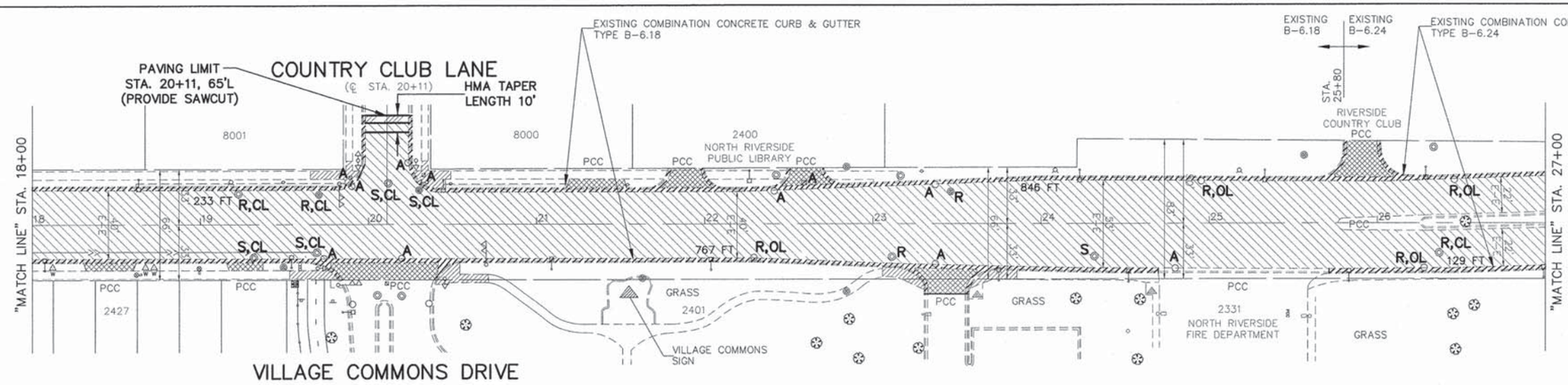
FILE NAME VILLAGE OF NORTH RIVERSIDE	USER NAME =	DESIGNED - AMS	REVISED - JEF 12-4-13
FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD)		DRAWN - JEP-JFP	REVISED -
	PLOT SCALE =	CHECKED - JEF	REVISED -
09072 L.A.F.O. RESURFACING	PLOT DATE =	DATE - 10-18-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: FAU 2759 (DESPLAINES AVENUE) - FAU RTE. 1459 (26TH STREET) TO STA. 18+00 (RESURFACING)

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	7
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	



FOR CONTINUATION SEE SHEET 7

FOR CONTINUATION SEE SHEET 9

EXISTING

N

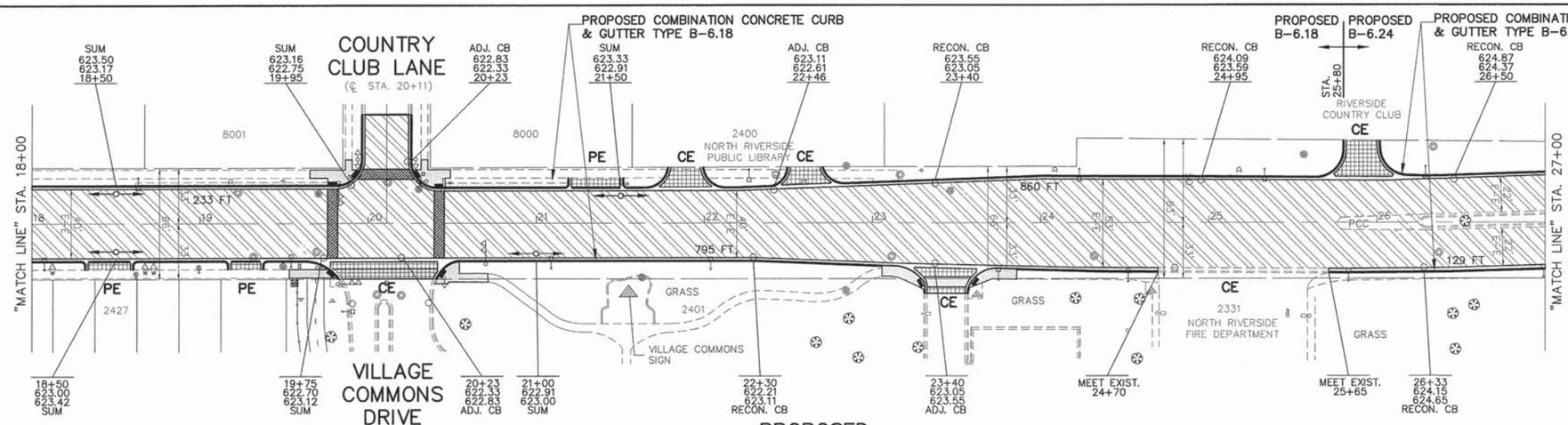
1"=40'

GRAPHIC SCALE IN FEET

40 0 40 80

REMOVAL LEGEND

- DENOTES **HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT**
- DENOTES **HOT-MIX ASPHALT SURFACE REMOVAL, 3 INCH**
- DENOTES **BRICK PAVER REMOVAL**
- DENOTES **DRIVEWAY PAVEMENT REMOVAL**
- DENOTES **SIDEWALK REMOVAL**
- 8 FT — DENOTES **COMBINATION CURB AND GUTTER REMOVAL** (SEE STREET INFORMATION TABLE ON SHEET 2 FOR TYPE)
- "A" — DENOTES EXISTING **VALVE VAULTS, VALVE BOXES, HANDHOLES, INLETS, CATCH BASINS AND MANHOLES TO BE ADJUSTED**
- "BO" — DENOTES EXISTING TO BE ADJUSTED (BY OTHERS)
- "S" — DENOTES EXISTING **FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)**
- "OL" — DENOTES NEW **FRAMES AND LIDS, TYPE I, OPEN LID**
- "CL" — DENOTES NEW **FRAMES AND LIDS, TYPE I, CLOSED LID**
- "R" — DENOTES EXISTING **MANHOLES, CATCH BASINS, AND VALVE VAULTS TO BE RECONSTRUCTED.**
- ✳ — DENOTES ALLEY RETURN OR DRIVEWAY TO BE REMOVED WITH **PAVEMENT REMOVAL**

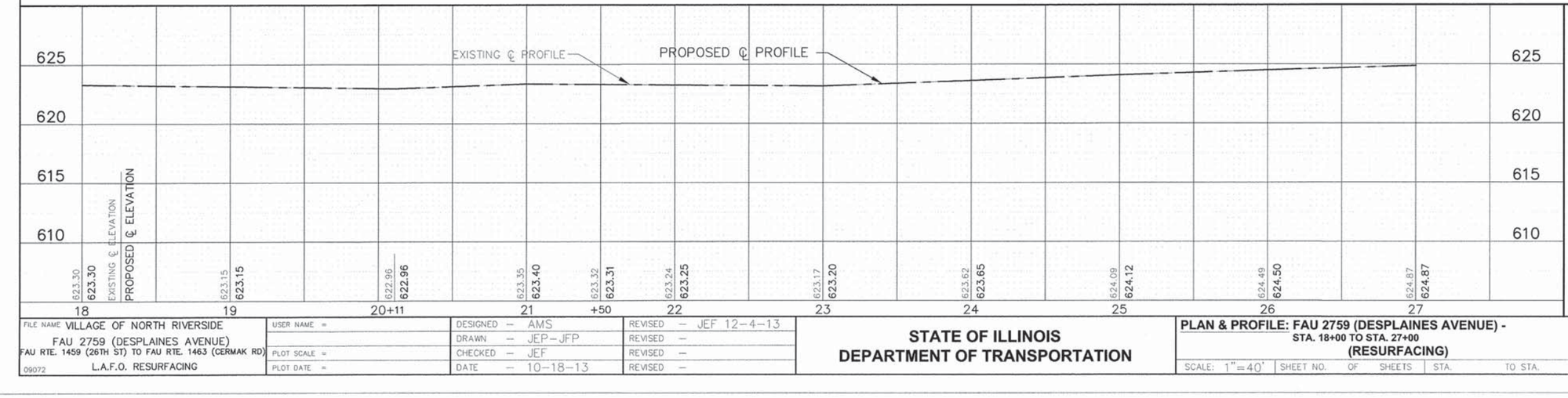


PROPOSED

DES PLAINES AVENUE

PROPOSED PAVEMENT LEGEND

- DENOTES **LEVELING BINDER (MACHINE METHOD), N70,"** 1 INCH AND **AREA REFLECTIVE CRACK CONTROL TREATMENT** (6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE AND, **HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70,** 2 INCH, CLASS C PATCHES, 9 INCH. SEE TYPICAL SECTIONS
- DENOTES **STAMPED PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**
- DENOTES **PAVEMENT TEXTURING PATTERN STAMPED CROSSWALK** SEE DETAIL ON SHEET 2
- DENOTES **PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH** (PE)
- 8 FT — DENOTES **COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.8 (SPECIAL)**
- DENOTES **PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH** WITH **DETECTABLE WARNINGS** PER I.D.O.T. STANDARDS FOR HANDICAP RAMPS (WHERE APPLICABLE) SEE CONSTRUCTION HIGHWAY STANDARDS
- PE — DENOTES PRIVATE ENTRANCE
- CE — DENOTES COMMERCIAL ENTRANCE
- ✳ — DENOTES **PORTLAND CEMENT CONCRETE PAVEMENT, 8 INCH**



ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK SEE SHEET 5 & 6

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

Frank Novotny & Associates, Inc.
Civil Engineers' Municipal Consultants
825 Midway Drive • Willowbrook, IL • 60527 • Telephone: (630) 887-8640 • Fax: (630) 887-0132
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

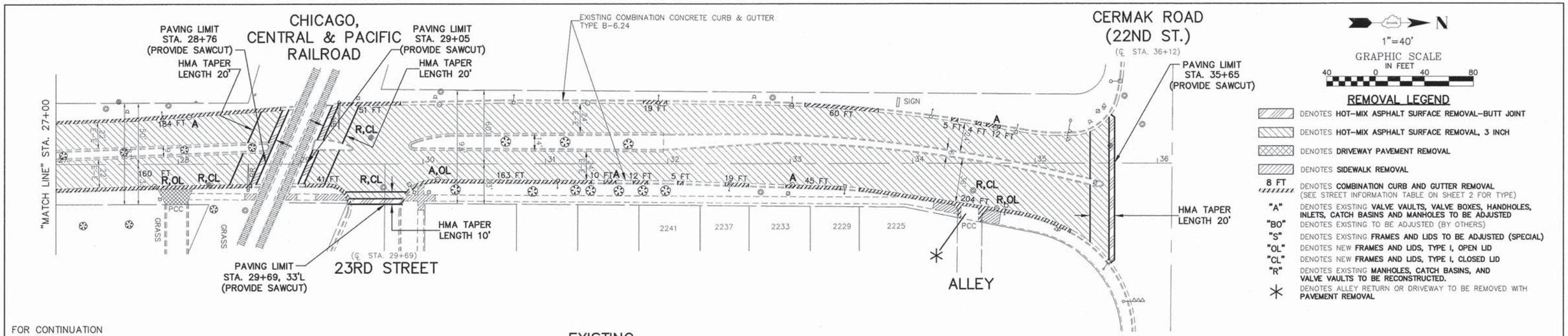
FILE NAME: VILLAGE OF NORTH RIVERSIDE	USER NAME =	DESIGNED - AMS	REVISED - JEF 12-4-13
FAU 2759 (DESPLAINES AVENUE)		DRAWN - JEP-JFP	REVISED -
FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD)	PLOT SCALE =	CHECKED - JEF	REVISED -
09072 L.A.F.O. RESURFACING	PLOT DATE =	DATE - 10-18-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: FAU 2759 (DESPLAINES AVENUE) -
STA. 18+00 TO STA. 27+00
(RESURFACING)

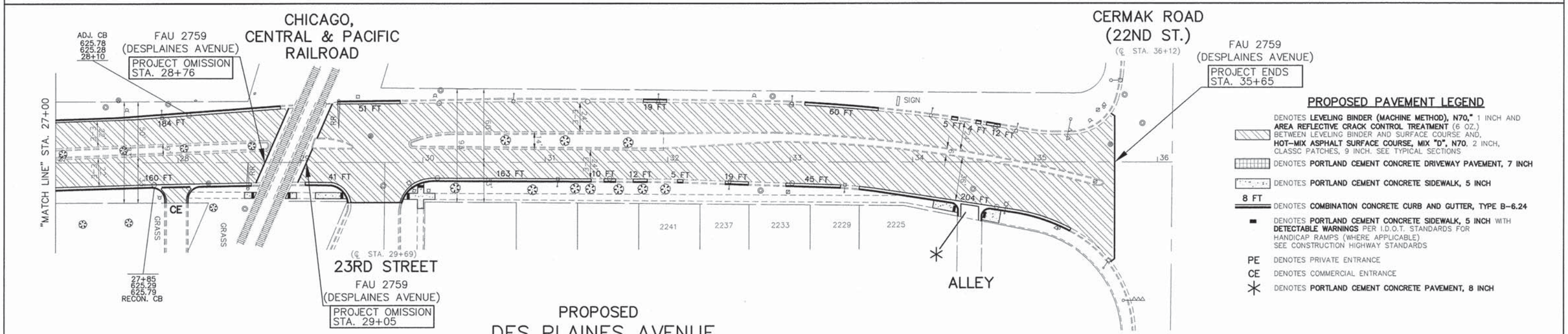
SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	8
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	



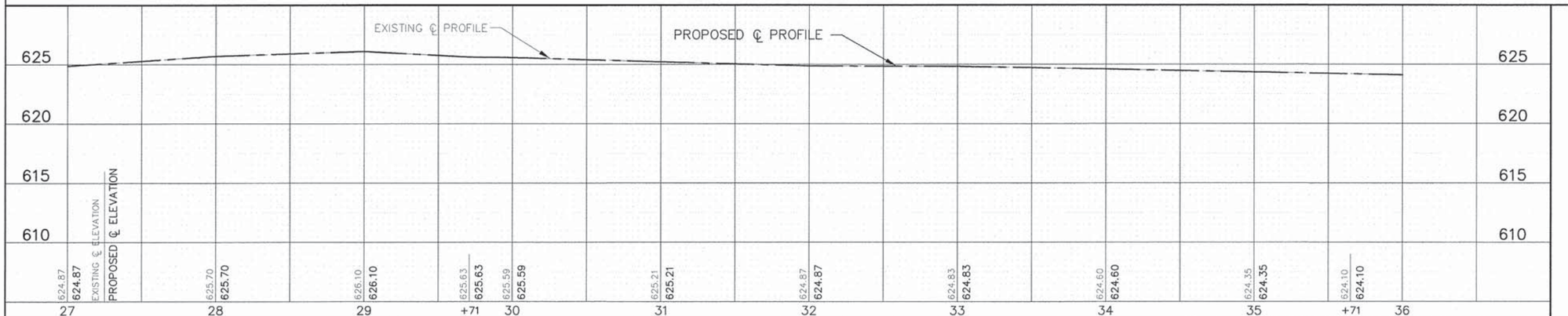
FOR CONTINUATION SEE SHEET 8

EXISTING



PROPOSED

DES PLAINES AVENUE



ALL SAW CUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

FOR TYPICAL SECTIONS OF NEW PAVEMENT WORK SEE SHEET 6

IMPORTANT!

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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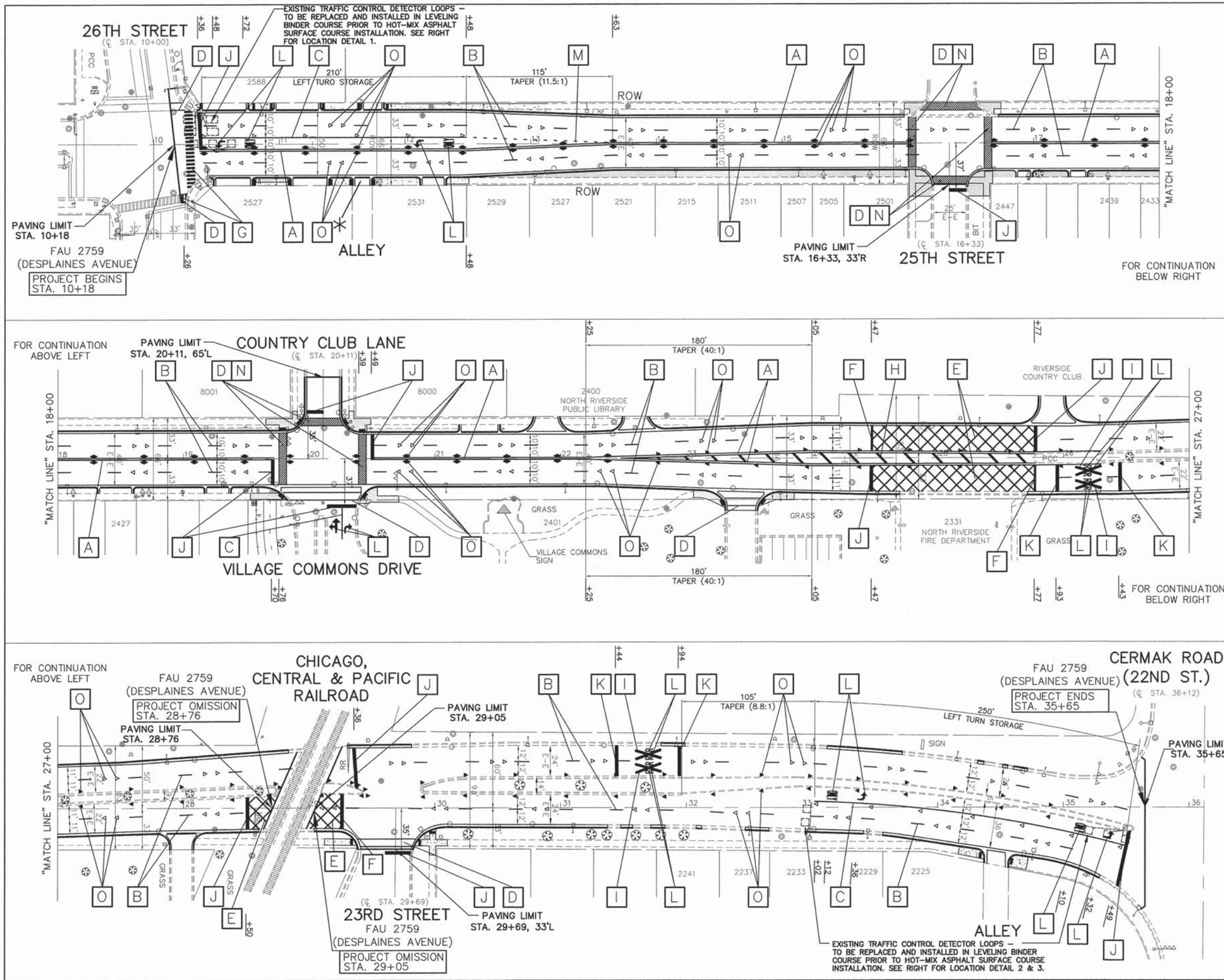
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

FILE NAME VILLAGE OF NORTH RIVERSIDE FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD) 09072 L.A.F.O. RESURFACING	USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED – AMS DRAWN – JEP-JFP CHECKED – JEF DATE – 10-18-13	REVISED – JEF 12-4-13 REVISED – JEF 12-13-13 REVISED – REVISED –	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**

PLAN & PROFILE: FAU 2759 (DESPLAINES AVENUE) -
STA. 27+00 TO FAU RTE. 1463 (CERMAK ROAD)
(RESURFACING)

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	9
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	



N

1"=40'

GRAPHIC SCALE IN FEET

40 0 40 80

THERMOPLASTIC PAVEMENT MARKING CODE

- A CENTERLINE – SOLID DOUBLE YELLOW PREFORMED PLASTIC PAVEMENT MARKING – LINE 4", 11"O/C
- B LANE LINE – DASHED WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 4", 10' DASH, 30' SKIP
- C TURN AND LANE LINE – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6"
- D PEDESTRIAN CROSSWALK LINE – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6"
- E NO STOPPING AREA – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6" CROSS HATCH 6" LINES @ 96" CENTERS
- F WARNING BAR – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 12"
- G SCHOOL CROSSWALK LINE – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 12", 90°
- H CHANNELIZATION DIAGONAL LINE – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 12", 45°
- I RAILROAD "X" – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 16"
- J STOP BAR – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 24"
- K RAILROAD WARNING BAR – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 24"
- L LETTERS AND SYMBOLS – SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- M TURN LANE TAPER LINE – DASHED WHITE THERMOPLASTIC PAVEMENT MARKING – LINE 6", 2' DASH, 6' SKIP

PAVEMENT TEXTURING PATTERN STAMPED CROSSWALK

- M PROPOSED PATTERN STAMPED CROSSWALK – SEE DETAIL ON SHEET 2

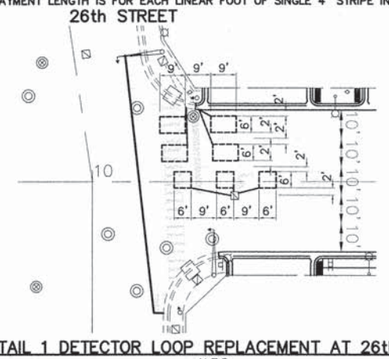
REFLECTIVE PAVEMENT MARKERS

- N PROPOSED RECESSED REFLECTIVE PAVEMENT MARKERS – 80' O/C OR AS SHOWN
  - ◆ TWO–WAY AMBER MARKER
  - ▶ ONE–WAY AMBER MARKER
  - ▷ ONE–WAY CRYSTAL MARKER

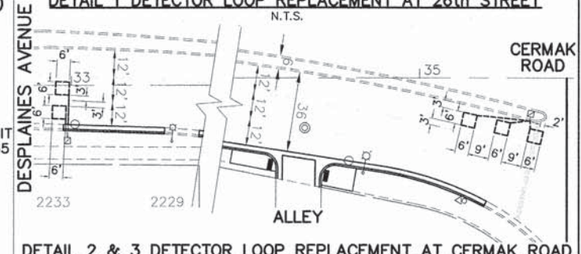
NOTE:
SHORT–TERM PAVEMENT MARKING IS PROPOSED ON THE MILLED PAVEMENT, NEW BINDER AND ON THE NEW SURFACE. SEE ARTICLE 703.04 OF THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

NOTE:
ALL "ARROWS" AND "ONLYS" SHALL BE 8' IN HEIGHT.

NOTE:
PROPOSED CENTERLINE – DOUBLE SOLID YELLOW THERMOPLASTIC PAVEMENT MARKING – 4", 11"O/C (NOTE: A) IS MEASURED PER LINE. TOTAL QUANTITY AND PAYMENT LENGTH IS FOR EACH LINEAR FOOT OF SINGLE 4" STRIPE INSTALLED.



DETAIL 1 DETECTOR LOOP REPLACEMENT AT 26th STREET



DETAIL 2 & 3 DETECTOR LOOP REPLACEMENT AT CERMAK ROAD

FOR PAVEMENT MARKING DETAILS SEE SHEET 16
FOR DISTRICT DETAIL TC–13

IMPORTANT!
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES INDICATED IN TITLE BLOCK.

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ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184-000928

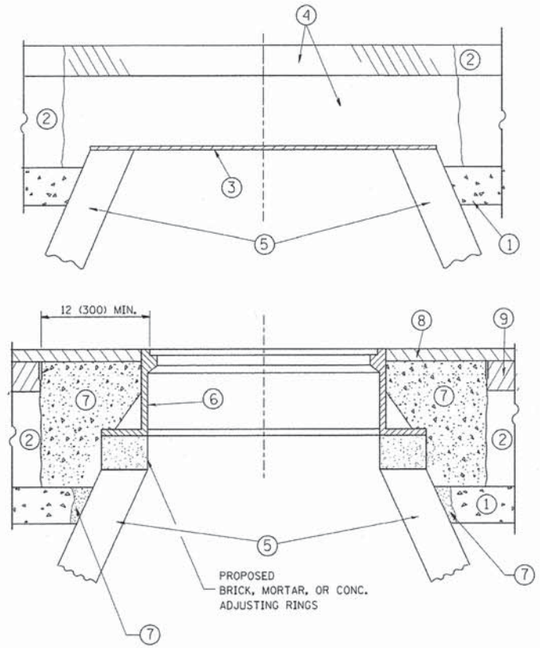
FILE NAME: VILLAGE OF NORTH RIVERSIDE FAU 2759 (DESPLAINES AVENUE) FAU RTE. 1459 (26TH ST) TO FAU RTE. 1463 (CERMAK RD) 09072 L.A.F.O. RESURFACING	USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED – AMS DRAWN – JEP–JFP CHECKED – JEF DATE – 10–18–13	REVISED – JEF 12–4–13 REVISED – JEF 12–13–13 REVISED – REVISED –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE: FAU 2759 (DESPLAINES AVENUE) -
FAU RTE. 1459 (26TH STREET) TO FAU RTE. 1463 (CERMAK ROAD)
(RESURFACING AND RECONSTRUCTION)

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09–00083–00–RS	COOK	25	10
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M–9003(727)	



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0188315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

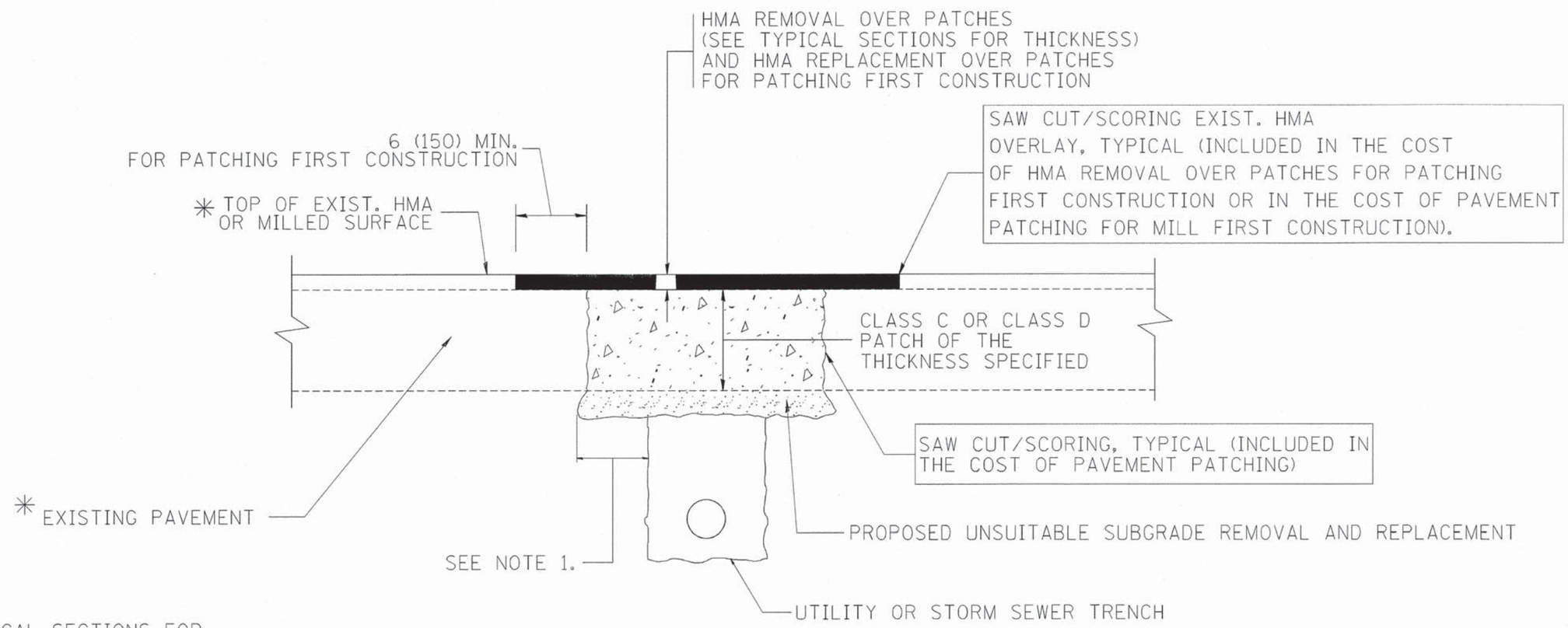
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	11
	BD600-03 (BD-8)	CONTRACT NO. **61A08**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	

bd08.dgn 12/6/2011 10:53:17 AM User: bauerdl



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

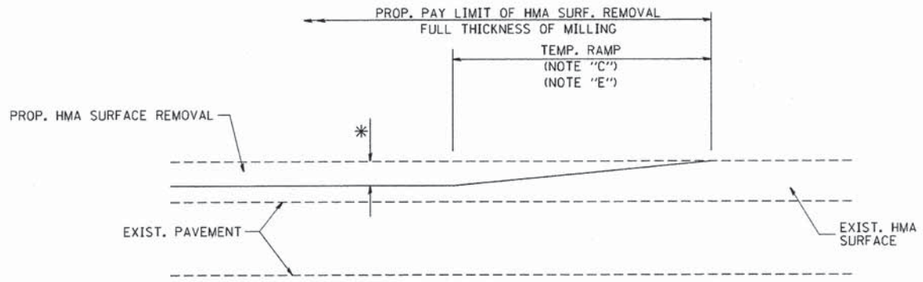
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

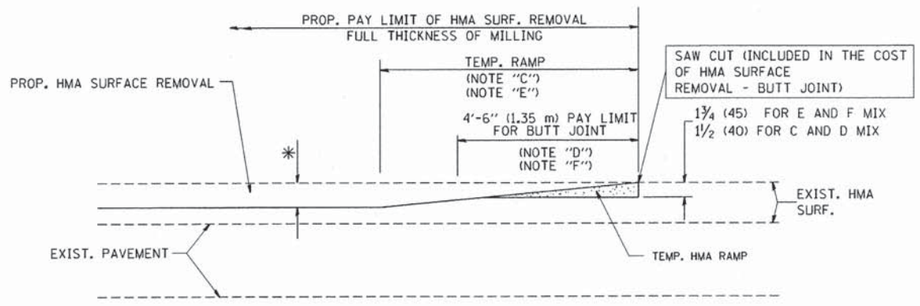
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07			2759	09-00083-00-RS	COOK	25	12
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07				BD400-04 (BD-22)	CONTRACT NO. 61A08		
	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	M-9003(727)	



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

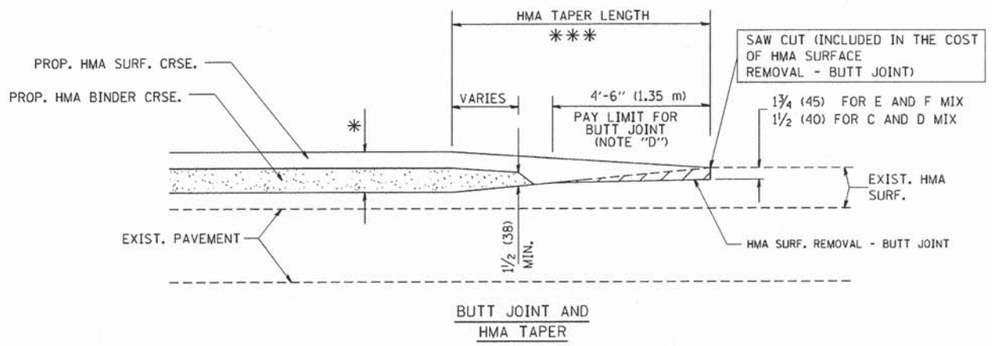


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

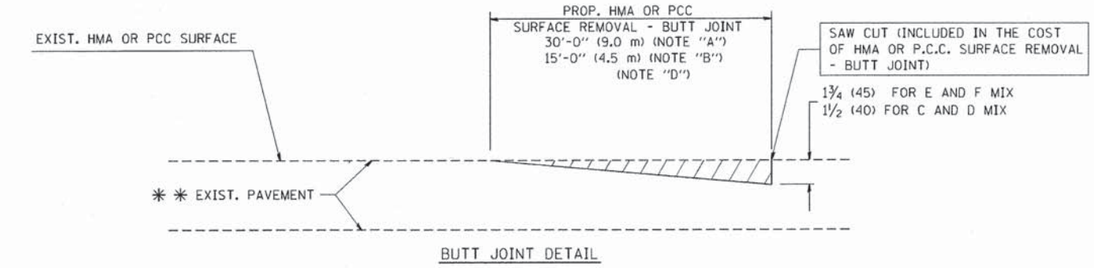
OPTION 2

TYPICAL TEMPORARY RAMP

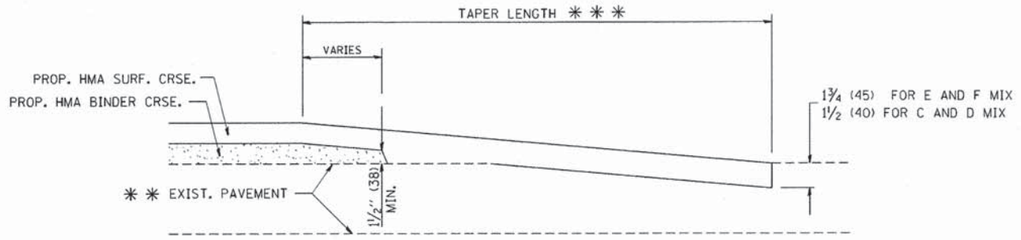


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

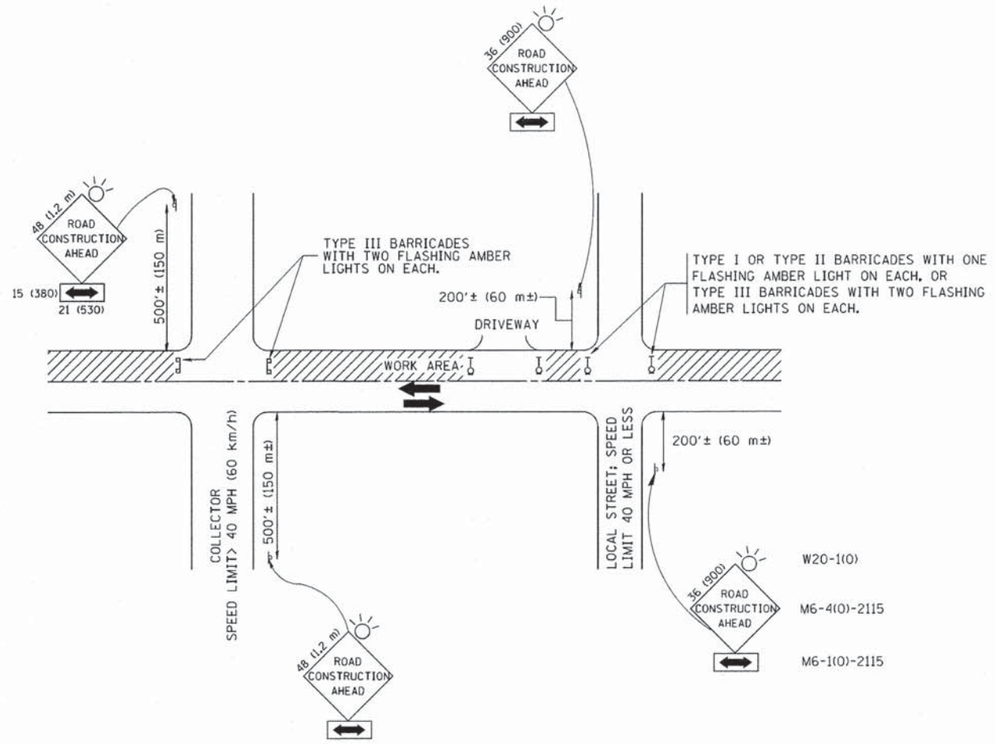
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	13
	BD400-05 BD32	CONTRACT NO. 61A08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

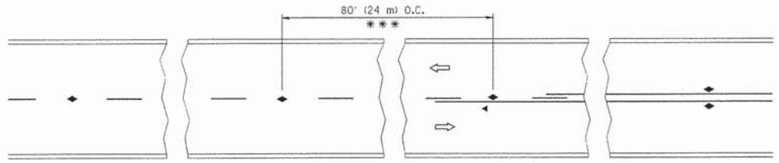
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglionobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

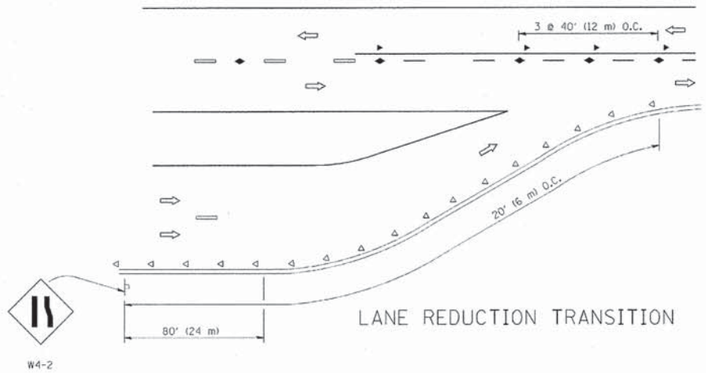
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	14
	TC-10	CONTRACT NO.	**61A08**	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	

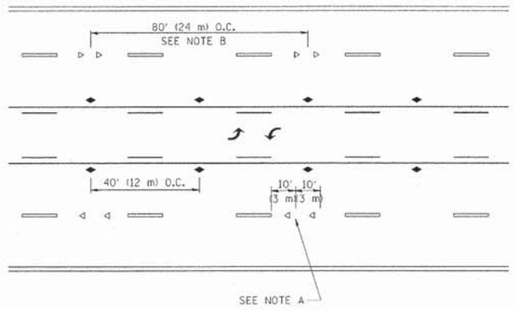


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

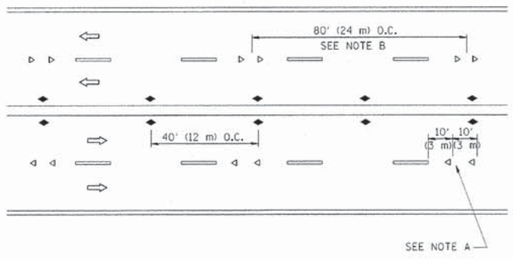
TWO-LANE/TWO-WAY



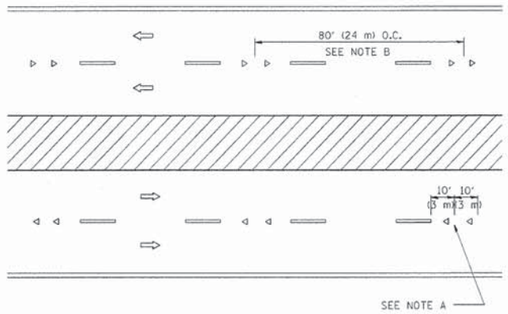
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

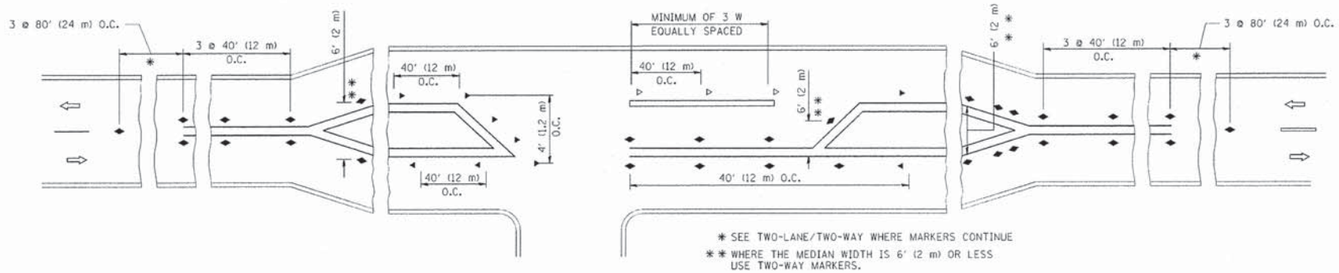
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

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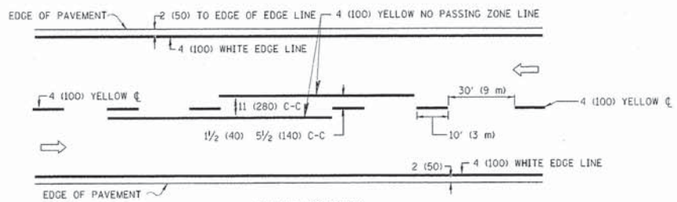
		DRAWN -	REVISED -T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

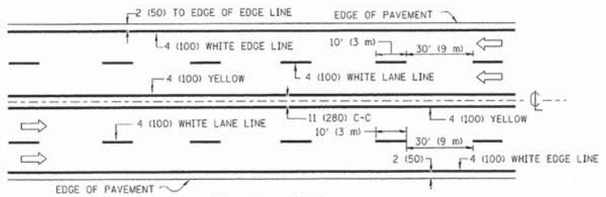
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

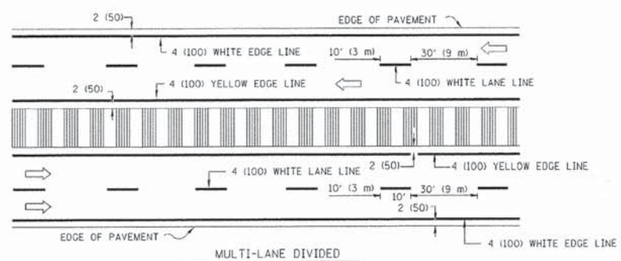
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	15
	TC-11	CONTRACT NO. 61A08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	



2-LANE ROADWAY



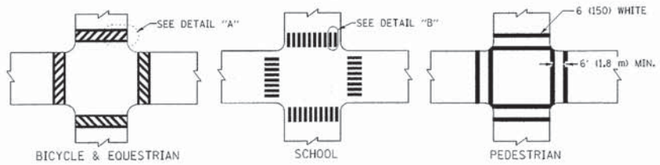
MULTI-LANE UNDIVIDED

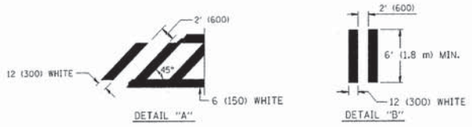


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

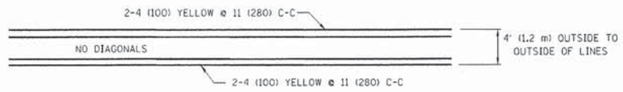
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

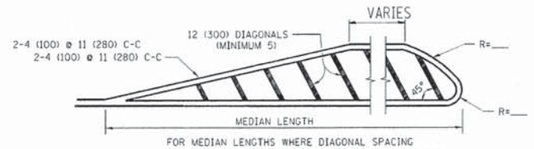




TYPICAL CROSSWALK MARKING



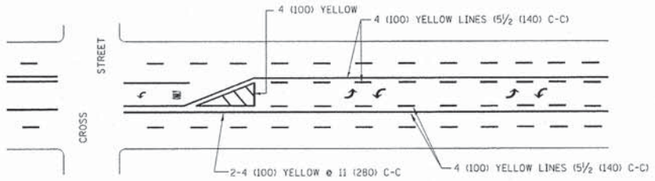
4' (1.2 m) WIDE MEDIANS ONLY



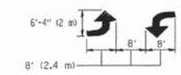
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

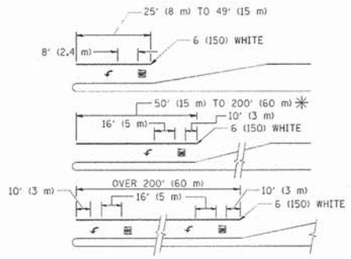


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

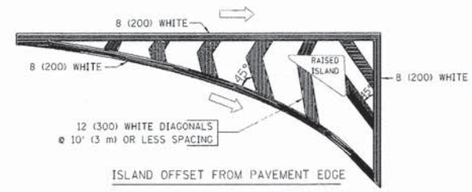


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

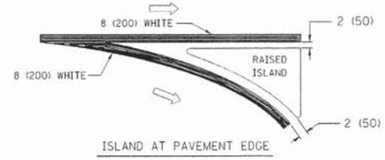
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

	LARGE SIZE	SMALL SIZE
THROUGH ARROW	1.07 (11.5)	0.60 (6.5)
LEFT OR RIGHT ARROW	1.47 (15.6)	0.60 (6.5)
COMBINATION LEFT (RIGHT) AND THROUGH ARROW	2.42 (26.0)	1.37 (14.7)
RAILROAD "R" 1.8m (6ft.)	0.33 (3.6)	—
RAILROAD "X" 6.1m (20ft.)	5.02(54.0)	—
HANDICAPPED SYMBOL	0.43 (4.6)	—

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

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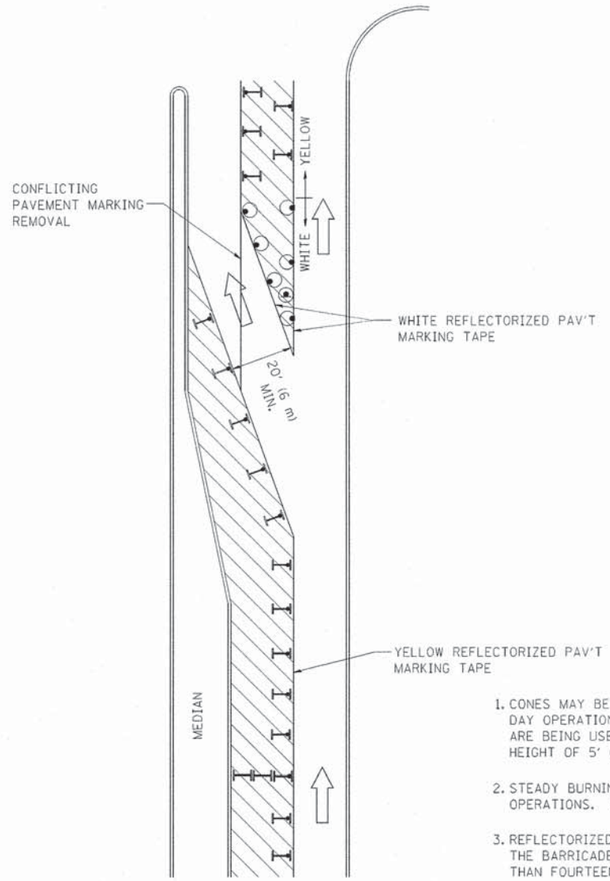
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

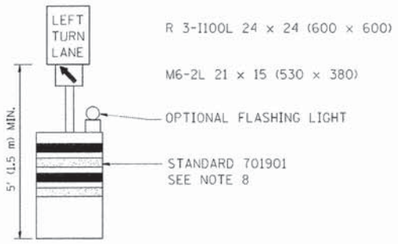
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	16
	TC-13	CONTRACT NO. 61A08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	





GENERAL NOTES

1. 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 CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

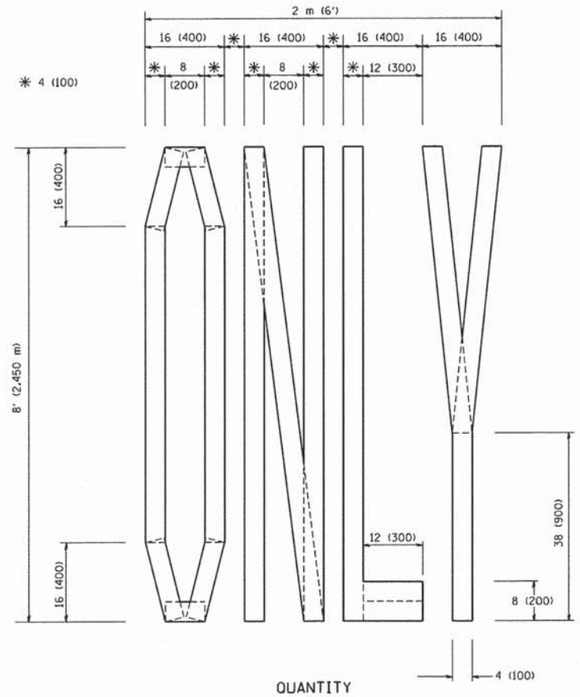
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0100315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

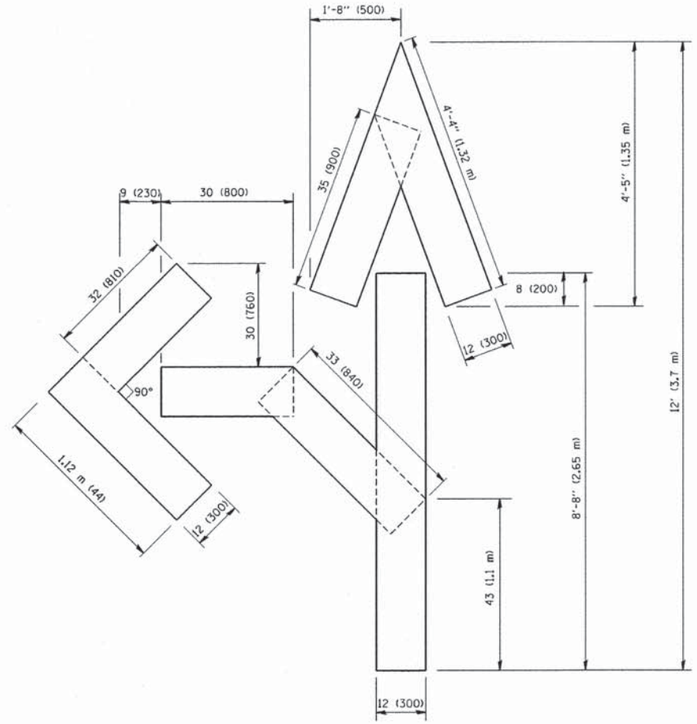
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

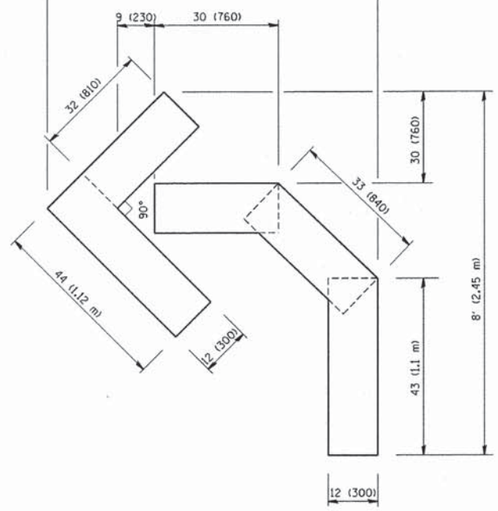
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	17
	TC-14	CONTRACT NO. 61A08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-9003(727)		



QUANTITY
4 (100) LINE = 64.1 ft. (19.7 m)
21.1 sq. ft. (1.97 sq. m)



QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	18
	TC-16	CONTRACT NO. **61A08**		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	

LOOP DETECTOR NOTES

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

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

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

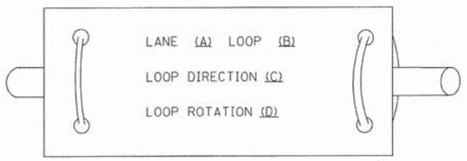
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

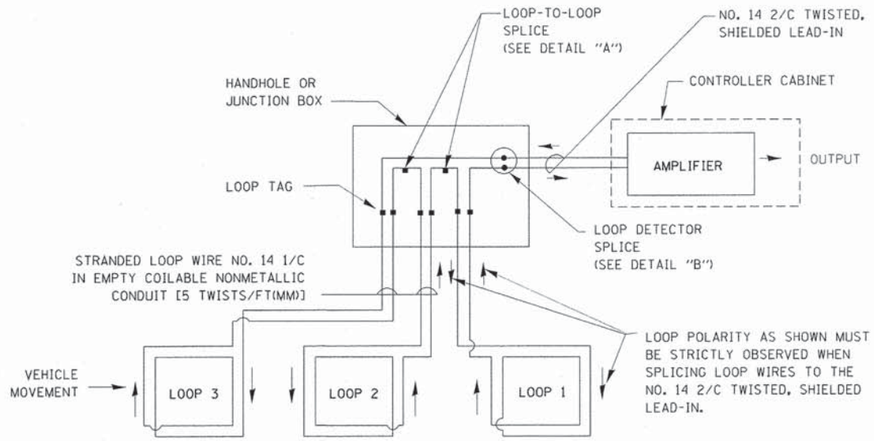


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

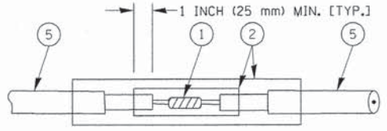
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

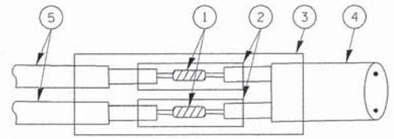


DETECTOR LOOP WIRING SCHEMATIC

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

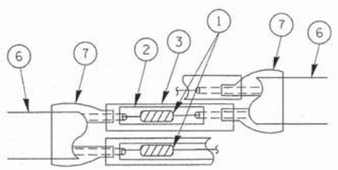


DETAIL "A"
LOOP-TO-LOOP SPLICE



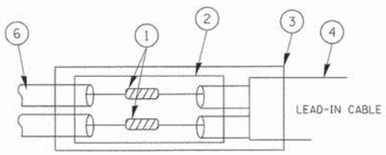
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

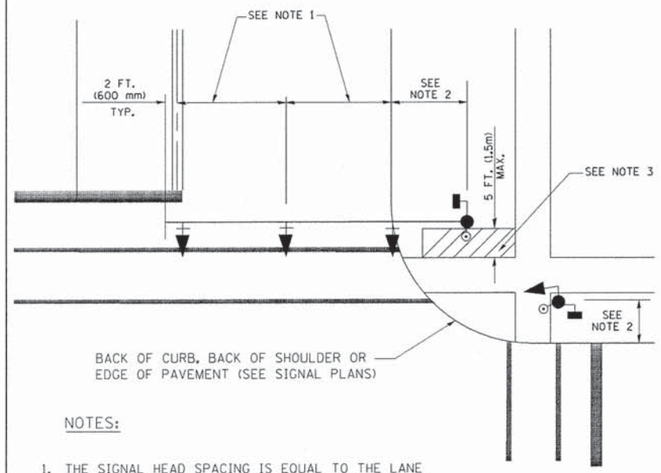
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	19
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

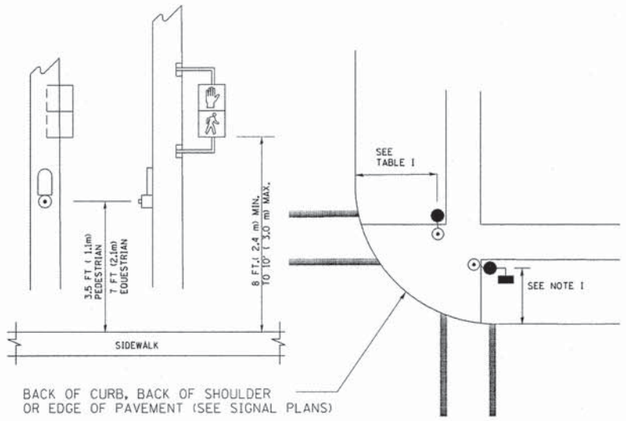
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

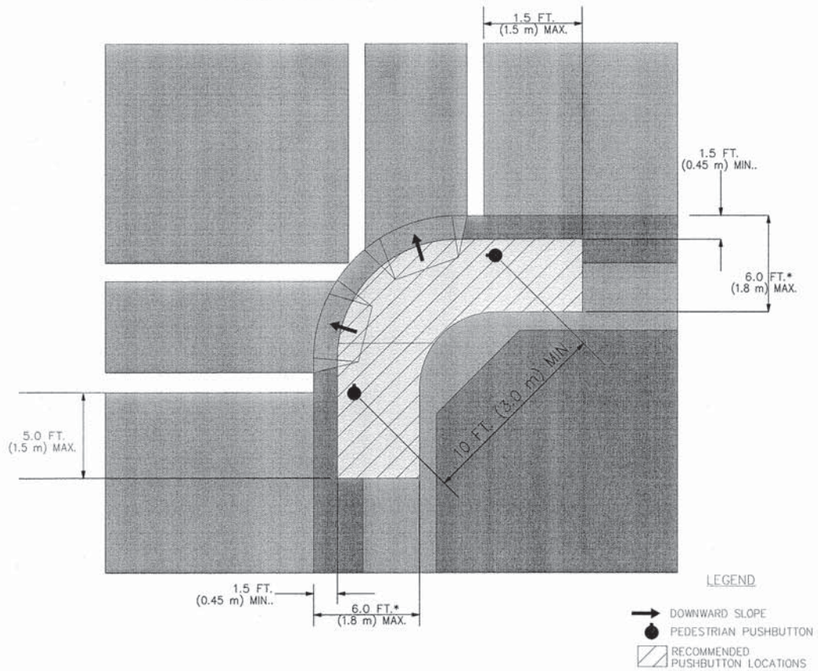
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

•• WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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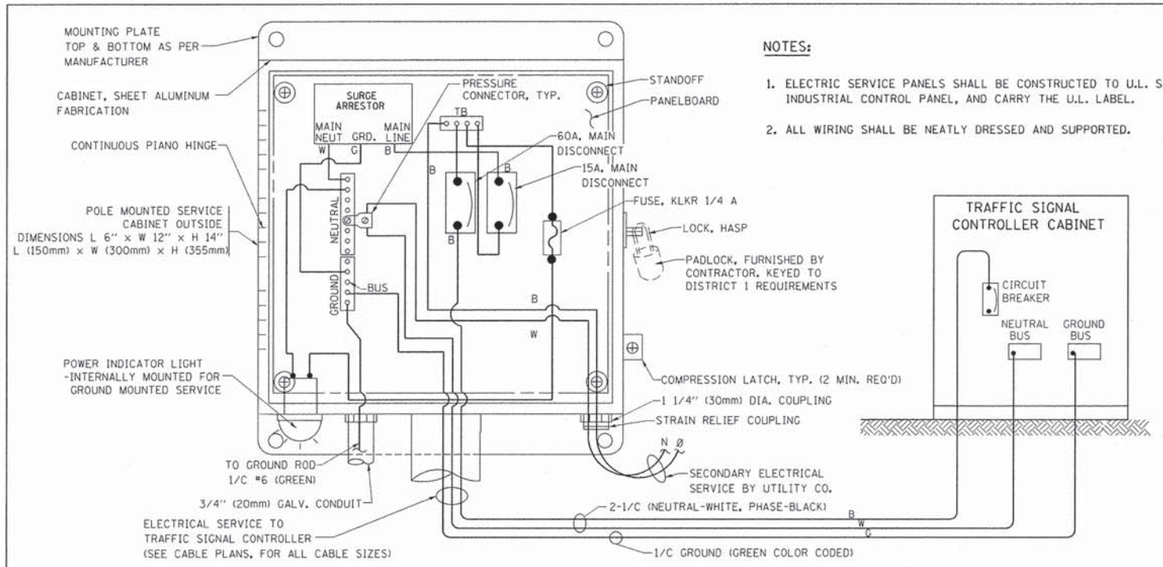
	PLOT DATE = 10/6/2009	CHECKED - DAD	REVISED -
		DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	20
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	



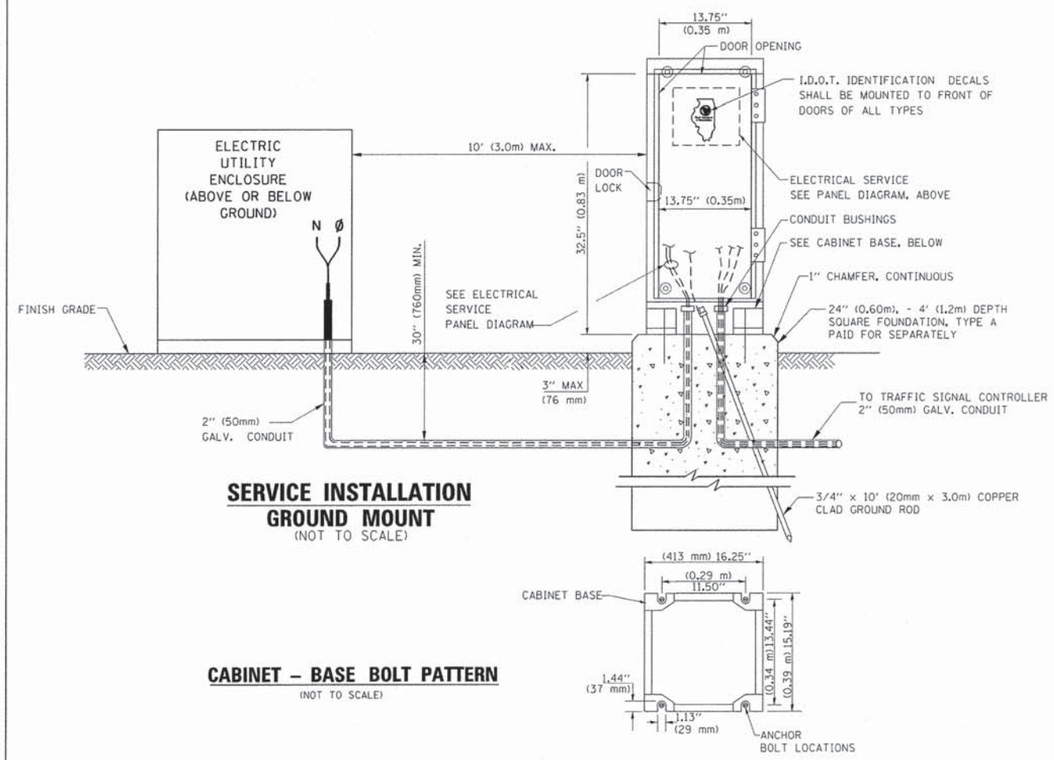
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

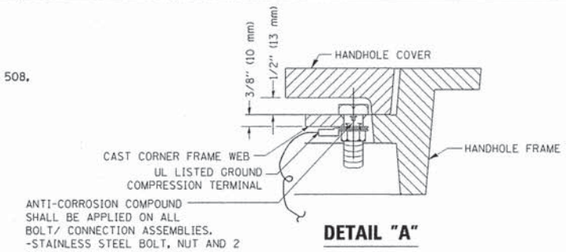


SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



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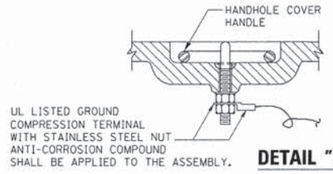

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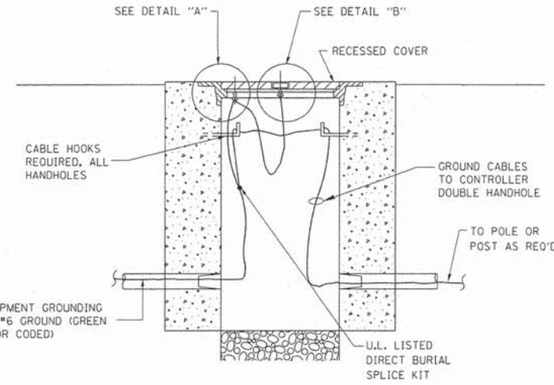
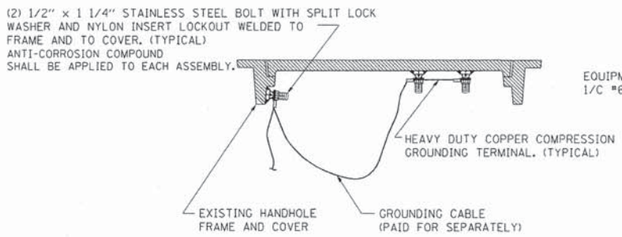


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



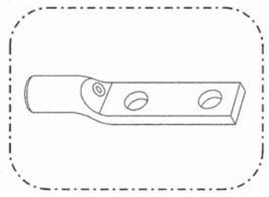
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

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

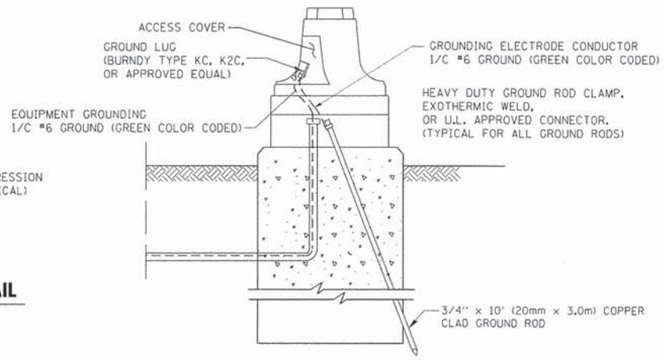


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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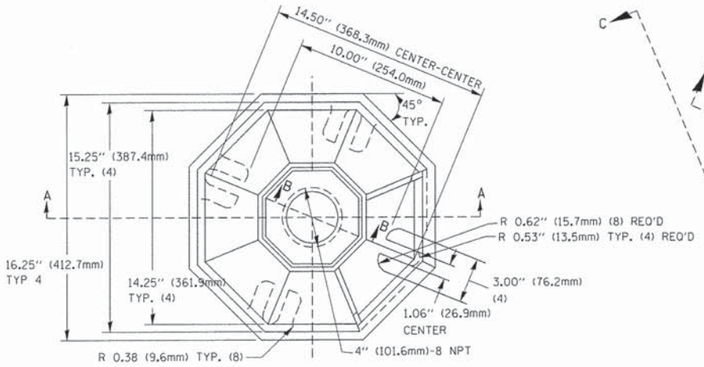
	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

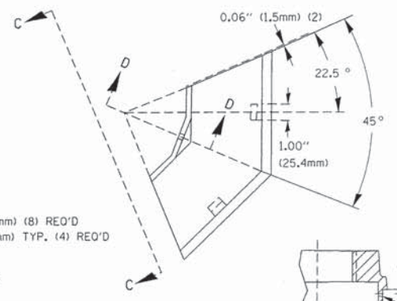
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

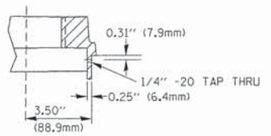
SCALE: | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	21
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	

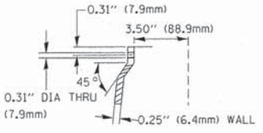


TOP VIEW





SECTION B-B



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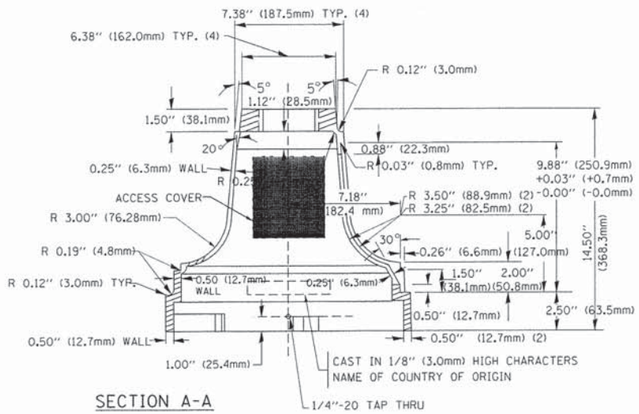
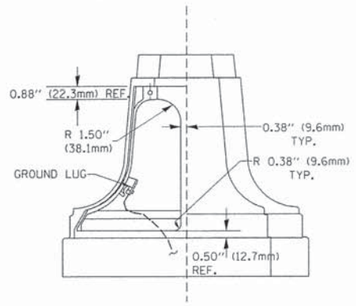
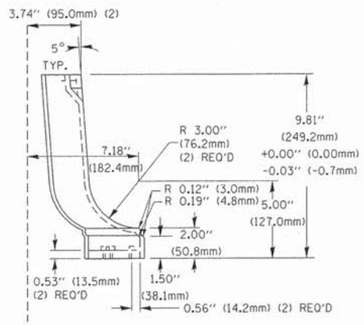


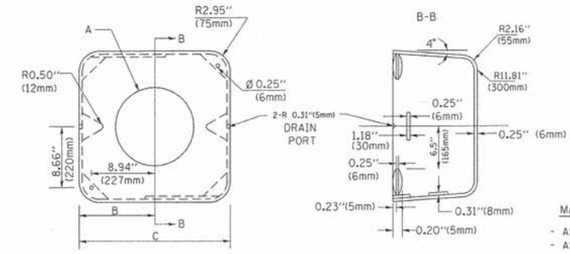
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



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

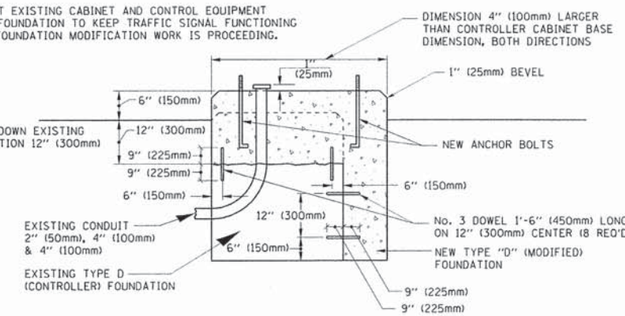
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

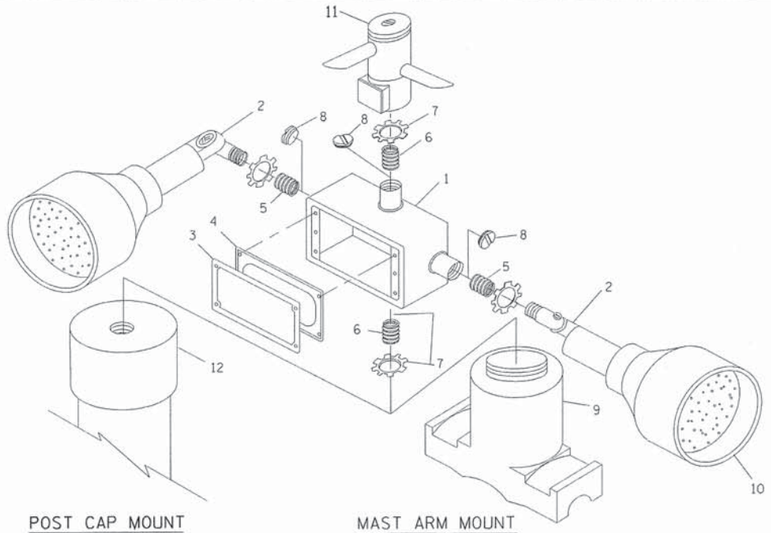
NOTES:

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

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



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

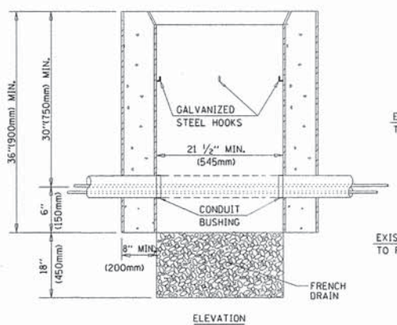
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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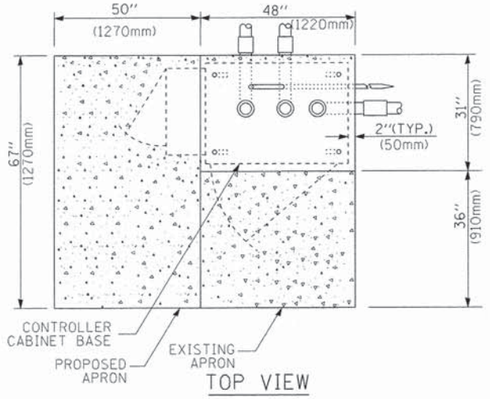
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

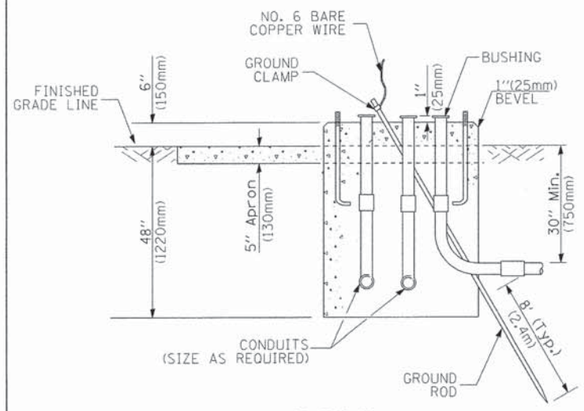
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

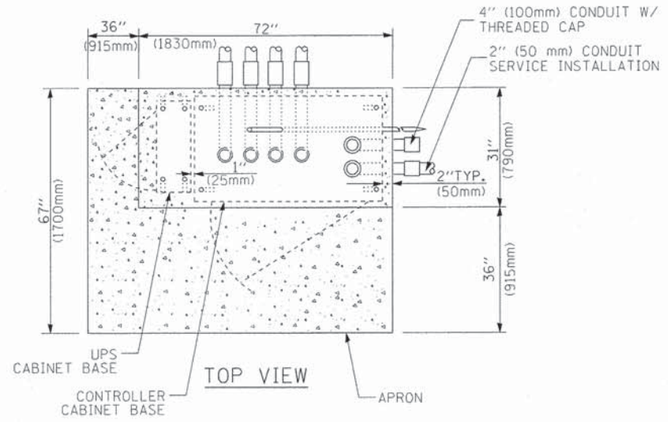
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	22
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	



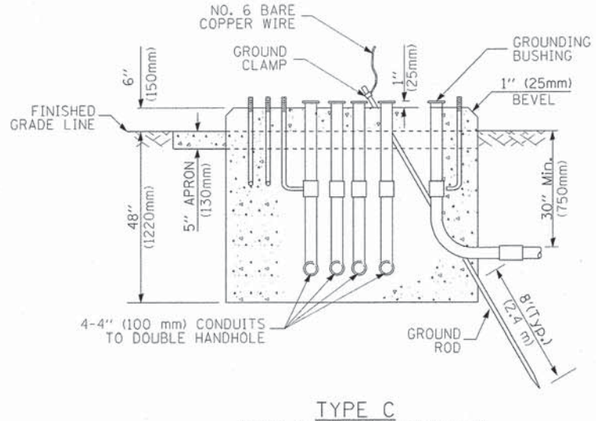
TOP VIEW



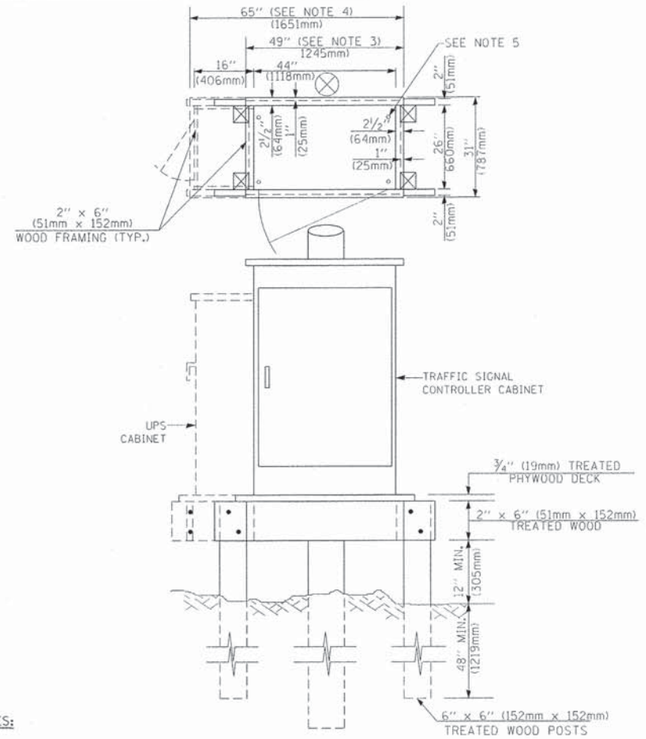
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	23
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET	R CC	CC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

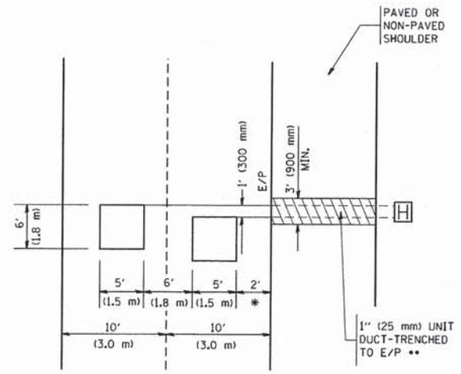
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 6 OF 6 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	24
		CONTRACT NO. 61A08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	M-9003(727)	

LOOPS NEXT TO SHOULDERS

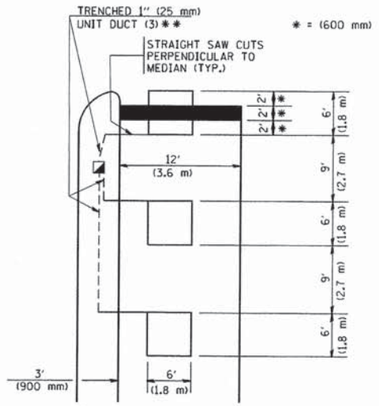


* = (600 mm)

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

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

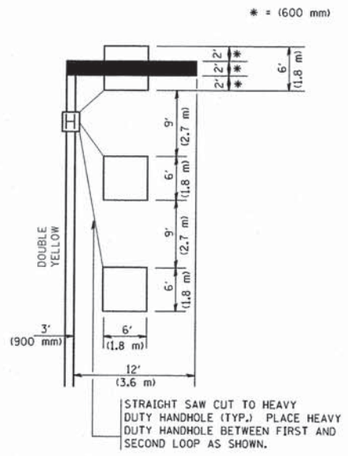
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

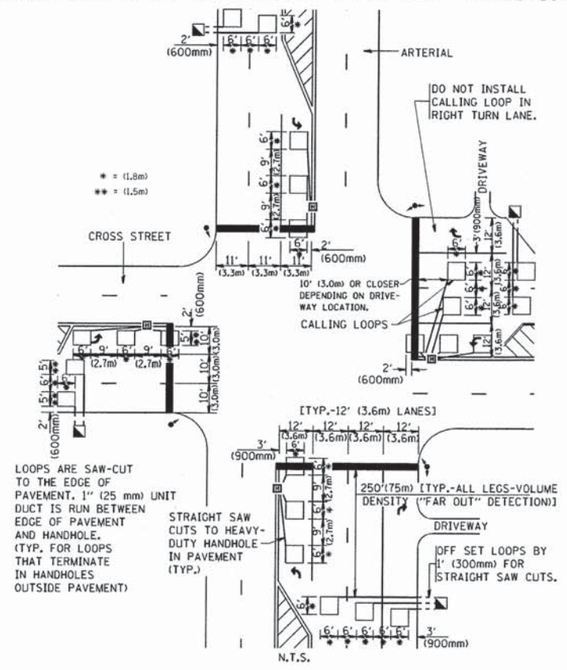
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

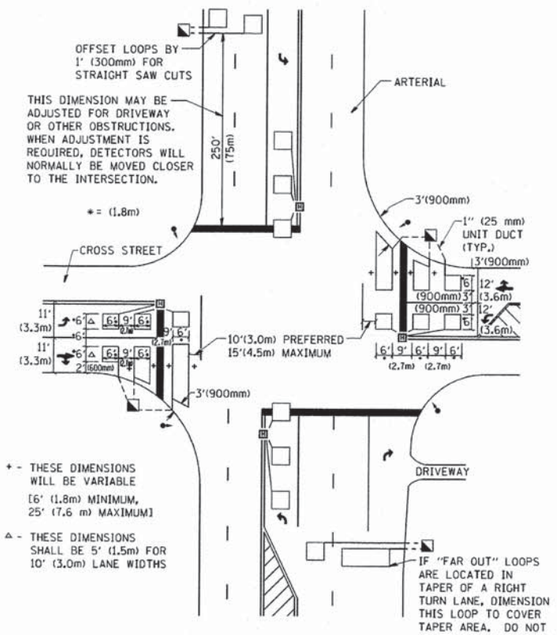
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - JEF 12-4-13
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2759	09-00083-00-RS	COOK	25	25
	TS-07	CONTRACT NO. 61A08		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	M-9003(727)	