INDEX OF SHEETS FOR INDEX OF SHEETS, SEE SHEET NO. 2

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INDEX OF HIGHWAY STANDARDS FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

01-17-2025 LETTING ITEM 144

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

C-91-175-24

**FAU ROUTE 1346 (DEVON AVENUE)** AT FAU ROUTE 2626 (ARLINGTON HEIGHTS ROAD) **RESURFACING** SECTION 23-00079-00-RS PROJECT H7E7(827) VILLAGE OF ELK GROVE VILLAGE **COOK COUNTY AND DUPAGE COUNTY** 

DESIGN SPEED: DEVON AVENUE - 45 MPH ARLINGTON HEIGHTS ROAD - 40 MPH POSTED SPEED:

DEVON AVENUE (WEST LEG) - 45 MPH DEVON AVENUE (EAST LEG) - 40 MPH ARLINGTON HEIGHTS ROAD - 35 MPH

**DESIGN DESIGNATIONS:** 

DEVON AVENUE - 25,400 (2050) MINOR ARTERIAL ARLINGTON HEIGHTS ROAD - 18,500 (2050) MINOR ARTERIAL (NORTH LEG) MAJOR COLLECTOR (SOUTH LEG)

> PROJECT BEGINS STA, 55+32,61

DEVON AVENUE

PROJECT BEGINS

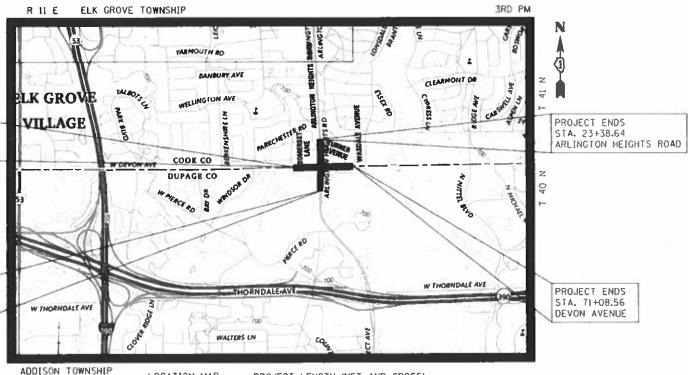
STA. 10+29.61

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

AID

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

CONTRACT NO. 61L08



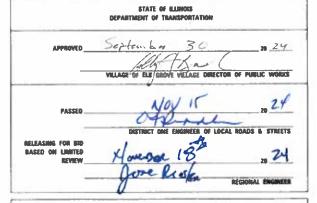
PROJECT LENGTH (NET AND GROSS): DEVON AVENUE - 1,575.95 FT. (0.298 MILE)

TOTAL - 2,884.98 FT. (0.546 MILE)

ARLINGTON HEIGHTS ROAD - 1.309.03 FT. (0.248 MILE)

SECTION 23-00079-00-RS COOK/DUPAGE 80 1 TILINOIS CONTRACT NO. 61LOS FED. ROAD DIST, NO. 1





## PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS





Two Pierce Ptace, Suite 1400 - Itasca, Illinois 60143 Tel: 630,773.3900 - Fax: 630.773.3975 www.civiltechinc.com

FOR DRAWINGS 52 TO 57

LOCATION MAP

NOT TO SCALE



DATE

EXPIRES 11-30-2025

## **INDEX OF SHEETS**

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12	TO	15	TYPICAL SECTIONS
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#### **HIGHWAY STANDARDS**

000001-08 280001-07 420701-03 424011-05 442101-09 606001-08 701101-05 701301-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS TEMPORARY EROSION CONTROL SYSTEMS PAVEMENT WELDED WIRE REINFORCEMENT CORNER PARALLEL CURB RAMPS FOR SIDEWALKS CLASS B PATCHES CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE LANE CLOSURE. 2L. 2W. SHORT TIME OPERATIONS
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >= 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS <= 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
878001-11	CONCRETE FOUNDATION DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

#### IDOT DISTRICT ONE STANDARDS

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

#### **GENERAL NOTES**

#### SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2025; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" EIGHTH EDITION, "AMERICAN STANDARDS FOR NURSERY STOCK, 2004 EDITION"; THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- THE ENGINEER AND ALL UTILITY COMPANIES, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE PROJECT LIMITS. ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE PROJECT SITE BY THE CONTRACTOR AND DEPOSITED AT LOCATIONS PROVIDED BY HIM/HER, OR DISPOSED OF WITHIN THE RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO THE APPROVAL OF THE ENGINEER.
- AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED, AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- 7. THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

#### PAVING, CURB & GUTTER AND SIDEWALK

- HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- 2. HOT-MIX ASPHALT SURFACE COURSE AND HOT-MIX ASPHALT BINDER COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION AND TOPSOIL PLACEMENT HAVE BEEN COMPLETED TO THE SATISFACTION
- 3. THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- 4. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER, MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- 5. CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, PATCHING, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE COLOR OF THE DETECTABLE WARNINGS SHALL BE DARK GREY AND SHALL BE APPROVED BY THE ENGINEER

#### UTILITIES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY.
- COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL SURFACE AND UNDERGROUND UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AS COORDINATED WITH THE UTILTY OWNER. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS/HER CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT THE RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.
- STRUCTURE ADJUSTMENTS AND RECONSTRUCTIONS HAVE BEEN SHOWN BASED ON FIELD INVESTIGATIONS. THE FINAL DETERMINATION FOR WHETHER THE WORK TO BE PERFORMED IS AN ADJUSTMENT OR RECONSTRUCTION WILL BE MADE BY THE ENGINEER IN THE FIELD.
- THE MAXIMUM HEIGHT OF ADJUSTING RINGS ON UTILITY STRUCTURES SHALL BE 8". CONCRETE ADJUSTMENT RINGS LESS THAN 4 INCHES SHALL NOT BE ALLOWED. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC RINGS AND RING WEDGES SHALL BE USED FOR ALL ADJUSTMENTS LESS THAN 4" OR IN COMBINATION WITH 4 INCH MINIMUM CONCRETE ADJUSTMENT RINGS. BRICKS SHALL NOT BE USED.



Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630,773,3900 Fax: 630,773,3975

DESIGNED -KDC REVISED DRAWN JFG REVISED CHECKED DJK REVISED DATE 9/30/2024 REVISED

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES 23-00079-00-RS COOK / DUPAGE 79 CONTRACT NO. 61L08 SHEET 1 OF 2 SHEETS

	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
B.M. NOTED		

#### STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE ENGINEER OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED
- 2. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- 3. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.
- 4. PAVEMENT GRADES: THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SIDEWALK, UNLESS OTHERWISE INDICATED
- 5. THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.

#### **EROSION CONTROL**

- ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION
- 2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT
- THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
- ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT. MUD AND SEDIMENT DEPOSITS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF EACH WORK DAY BY SHOVELING AND/OR SWEEPING.
- 5. ALL SLOPES SHALL BE COVERED WITH SOD AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SOD SHALL BE THE LIMITS OF GRADING. USE TEMPORARY EROSION CONTROL SEEDING WHEN THE SODDING TIME IS BEYOND THE PERMITTED CONDITIONS PER ARTICLE 252.04 OF THE STANDARD SPECIFICATIONS.
- 6. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS, AND MANHOLES WITH OPEN GRATES IN THE CURB AND GUTTER.
- 7. THE SURFACE OF ALL STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 14 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS THAT WILL REMAIN UNDISTURBED FOR MORE THAN 14 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION WITH THE USE OF TEMPORARY EROSION CONTROL SEEDING. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
- 8. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER.
- 9. SEE STANDARD 280001 FOR ADDITIONAL SOIL EROSION AND SEDIMENT CONTROL DETAILS AND REQUIREMENTS.
- 10. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

#### MISCELLANEOUS

- UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED
- 2. THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF ITASCA / DEPARTMENT OF PUBLIC WORKS 72 HOURS IN ADVANCE OF THE START OF WORK AND / OR SIGNIFICANT CHANGES IN THE CONSTRUCTION STAGING. CONTACT MR. MIKE SUBERS AT (630) 773-2455.
- 4. NO STOCKPILING OF MATERIAL WILL BE ALLOWED WITHIN THE EXISTING FLOODPLAIN (EAST LEG OF DEVON AVENUE, SOUTH OF THE CENTERLINE)
- THE CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT-OF-WAY. IF ANY DAMAGE OCCURES, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07.

#### COMMITMENTS

TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH SEPTEMBER 30TH OF ANY GIVEN YEAR.

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY **GENERAL NOTES AND COMMITMENTS** 23-00079-00-RS COOK / DUPAGE 79 CONTRACT NO. 61L08 SHEET 2 OF 2 SHEETS

						CONSTRUC		
SPECIALTY ITEM	CODE NO.	ITEM	UNIT	TOTAL	0005	0021	0021	0005
CIAI	COBE 110.	TIEM	0.41	QUANTITY	RESURFACING	TRAFFIC SIGNALS	LIGHTING	NON-PARTICIPATIN
SPE					75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	100% VILLAGE
	20101000	TEMPORARY FENCE	FOOT	80	80			
х	20101200	TREE ROOT PRUNING	EACH	2	2			
х	20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1	1			
х	20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1	1			
	20200100	EARTH EXCAVATION	CU YD	232	232			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	135	135			
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	150	150			
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	862	862			
	25200110	SODDING, SALT TOLERANT	SQ YD	788	788			
	25200200	SUPPLEMENTAL WATERING	UNIT	43	43			
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	16	16			
	28000400	PERIMETER EROSION BARRIER	FOOT	790	790			
	28000510	INLET FILTERS	EACH	51	51			
	28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	788	788			
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	50	50			
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1555	1555			

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEETS NO.

COOK / DUPAGE 79 4

CONTRACT NO. 61L08 SECTION SUMMARY OF QUANTITIES 23-00079-00-RS SHEET 1 OF 8 SHEETS

₩ ⊟ L CODE NO.	ITEM	UNIT	TOTAL	0005	0021	0021	0005
SPECIALTY CON adoption			QUANTITY	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	LIGHTING 75% FEDERAL / 25% VILLAGE	NON-PARTICIPATING  100% VILLAGE
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14773	14773			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	15229	15229			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	33	33			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	135	135			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	100	100			
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	21	21			
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	939	939			
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	842	842			
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	1303	1303			
42000060	WELDED WIRE REINFORCEMENT	SQ YD	254	254			
42001300	PROTECTIVE COAT	SQ YD	1815	1815			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	20459	20459			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	136	136			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	769	769			
44000600	SIDEWALK REMOVAL	SQ FT	10302	10302			
44002214	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/2"	SQ YD	512	512			

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEETS NO.

COOK / DUPAGE 79 5

CONTRACT NO. 61L08 SECTION SUMMARY OF QUANTITIES 23-00079-00-RS SHEET 2 OF 8 SHEETS

SPECIALTY ITEM			UNIT	TOTAL	0005	0021	0021	0005
CIAL	CODE NO.	ITEM		QUANTITY	RESURFACING	TRAFFIC SIGNALS	LIGHTING	NON-PARTICIPATING
SPE					75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	100% VILLAGE
	44200966	CLASS B PATCHES, TYPE I, 10 INCH	SQ YD	71	71			
	44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	163	163			
	44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	153	153			
	44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	100	100			
	44201299	DOWEL BARS 1 1/2"	EACH	1263	1263			
	44213200	SAW CUTS	FOOT	1263	1263			
	44213208	TIE BARS 1 1/4"	EACH	60	60			
		COMPINATION CONCRETE CURP AND CUTTED TWEE D.C. 12 (MODIFIED)	5007	21	2.1			
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	31	31			
	60605300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	FOOT	663	663			
	00003300	COMBINATION CONCRETE CORB AND GOTTER, TIPE B-0.24 (MODIFIED)	1001	003	003			
Х	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	215	215			
	00300200	NOW STEELINE WASTE DISTOSAL	CO 1D	213	213			
х	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1			
х	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1			
х	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1			
х	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	20	20			
	67100100	MOBILIZATION	L SUM	1	1			
	70102626	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1			
[								

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEETS NO.

COOK / DUPAGE 79 6

CONTRACT NO. 61L08 SECTION SUMMARY OF QUANTITIES 23-00079-00-RS SHEET 3 OF 8 SHEETS

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						CONSTRUC	TION CODE	
'ITEM					0005	0021	0021	0005
SPECIALTY	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	RESURFACING	TRAFFIC SIGNALS	LIGHTING	NON-PARTICIPATING
SPE					75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	100% VILLAGE
	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			
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	480	480			
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	25096	25096			
	70300100	SHORT TERM PAVEMENT MARKING	1001	25090	23030			
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	8282	8282			
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	2293	2293			
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	28606	28606			
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	8541	8541			
	70300241	TEMPORARI PAVEMENT MARRING - LINE 0 - PAINT	1001	0341	0341			
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	3588	3588			
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	678	678			
X	72000100	SIGN PANEL - TYPE 1	SQ FT	26	26			
	72400100	DEMOVE CICN DANIEL ACCEMBLY. TYPE A	FACU					
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	8	8			
	72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	5	5			
Х	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	114	114			
х	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	3	3			

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	Itasca, Illinois 60143	DRA
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DESIGNED	-	KDC	KEVISED _	
DRAWN	-	JFG	REVISED -	STATE OF ILLINOIS
CHECKED	-	DJK	REVISED -	DEPARTMENT OF TRANSPORTATION
DATE	-	9/30/2024	REVISED -	

	F.A.U. RTE.	SECTION	COUNTY	SHEETS NO
SUMMARY OF QUANTITIES	1346 /   2626	23-00079-00-RS	COOK / DUPAGE	79   7
			CONTRACT	NO. 61L08
SHEET 4 OF 8 SHEETS		l'ILLINOIS I'		

								+
TY ITEM	CODE NO	TTCM.	UNIT	TOTAL	0005	0021	0021	0005
SPECIALTY	CODE NO.	ITEM	UNIT	QUANTITY	RESURFACING	TRAFFIC SIGNALS	LIGHTING	NON-PARTICIPATING
SPE					75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	100% VILLAGE
х	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	255	255			
Х	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1220	1220			
Х	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	770	770			
Х	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	260	260			
х	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	58	58			
Х	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	510	510			
Х	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8316	8316			
Х	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2077	2077			
х	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	936	936			
х	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	168	168			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	166	166			
Х	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	142		142		
х	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	30			30	
Х	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	11		11		
Х	81400200	HEAVY-DUTY HANDHOLE	EACH	2		2		
Х	81603085	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	491			491	

DESIGNED - KDC REVISED -REVISED -DRAWN - JFG CHECKED - DJK REVISED -DATE 9/30/2024 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEETS NO.

COOK / DUPAGE 79 8

CONTRACT NO. 61L08 SECTION SUMMARY OF QUANTITIES 23-00079-00-RS SHEET 5 OF 8 SHEETS

0005 0005 0021 0021 TOTAL ITEM CODE NO. UNIT QUANTITY TRAFFIC SIGNALS RESURFACING LIGHTING NON-PARTICIPATING 75% FEDERAL / 25% VILLAGE 75% FEDERAL / 25% VILLAGE 75% FEDERAL / 25% VILLAGE 100% VILLAGE 83600200 LIGHT POLE FOUNDATION, 24" DIAMETER FOOT 10 10 84200804 REMOVAL OF POLE FOUNDATION EACH 3 3 84400105 RELOCATE EXISTING LIGHTING UNIT EACH 3 3 85000200 MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION EACH 1 87301305 ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR FOOT 5799 87301900 ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C FOOT 42 42 87800100 CONCRETE FOUNDATION, TYPE A FOOT DRILL EXISTING HANDHOLE 4 87900200 EACH 4 88102717 PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER EACH 1304 88600100 DETECTOR LOOP, TYPE I FOOT 1304 89500100 RELOCATE EXISTING SIGNAL HEAD EACH 2 2 Х 89501150 RELOCATE EXISTING TRAFFIC SIGNAL POST EACH 1 89502300 REMOVE ELECTRIC CABLE FROM CONDUIT FOOT 6323 5799 524 89502350 REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT FOOT 190 190 89502375 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT EACH 1 1 89502380 REMOVE EXISTING HANDHOLE EACH 2 2

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

	F.A.U. RTE.	SEC	TION	COUNTY	TOTAL SHEETS	SHEET NO.
SUMMARY OF QUANTITIES	1346 / 2626	23-000	79-00-RS	COOK / DUPAGE	79	9
				CONTRACT	NO. 6	1L08
SHEET 6 OF 8 SHEETS			ILLINOIS		-	

.636 SHRU	ITEM  MOVE EXISTING CONCRETE FOUNDATION  RUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED  RUB, VIBURNUM DENTATUM BLUE MUFFIN (BLUE MUFFIN ARROWHEAD), 3' HEIGHT, BALLED AND BURLAPPED	UNIT EACH	TOTAL QUANTITY	0005  RESURFACING  75% FEDERAL / 25% VILLAGE	0021 TRAFFIC SIGNALS 75% FEDERAL / 25% VILLAGE	0021  LIGHTING  75% FEDERAL / 25% VILLAGE	0005  NON-PARTICIPATING
.636 SHRU	MOVE EXISTING CONCRETE FOUNDATION  RUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED	EACH	QUANTITY	75% FEDERAL /	75% FEDERAL /		NON-PARTICIPATING
.636 SHRU	RUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED		2	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL /	
.636 SHRU	RUB, CORNUS SERICEA (REDOSIER DOGWOOD), 3' HEIGHT, BALLED AND BURLAPPED		2			25% VILLAGE	100% VILLAGE
.600 SHRU		EACH			2		
.600 SHRU		EACH				-	
	RUB, VIBURNUM DENTATUM BLUE MUFFIN (BLUE MUFFIN ARROWHEAD), 3' HEIGHT, BALLED AND BURLAPPED		6	6			
990 PERE		EACH	6	6			
990 PERE							
	RENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	1.0				1.0
5850 PERE	RENNIAL PLANT CARE	SQ YD	75				75
378 PEDE	DESTRIAN SIGNAL POST, 5 FT.	EACH	1		1		
0010 EXPL	PLORATION TRENCH, SPECIAL	FOOT	100	100			
2000 TEMP	MPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2	2			
1900 BORT	DTI AND CEMENT CONCRETE DRIVEWAY DAVEMENT . 9 INCH (CRECIAL)	SO VD	120	120			
7000 FORT	KITAND CEMENT CONCRETE DRIVEWAY FAVEMENT, O INCT (SPECIAL)	30 10	129	129			
)430 PORT	RTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)	SQ FT	9604	9604			
)460 PORT	RTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)	SQ FT	3229	3229			
0800 DETE	TECTABLE WARNINGS (SPECIAL)	SQ FT	176	176			
198 HOT-	OT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	125	125			
2020 CONC	NCRETE MEDIAN SURFACE REMOVAL	SQ FT	12766	12766			
)102 RETA	TAINING WALL REMOVAL	FOOT	73	73			
	AMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1 0	^	1		1
);;	430 PO 460 PO 800 DE 198 HC 020 CC	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)  460 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)  800 DETECTABLE WARNINGS (SPECIAL)  198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  020 CONCRETE MEDIAN SURFACE REMOVAL	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)  SQ FT  460 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)  SQ FT  B00 DETECTABLE WARNINGS (SPECIAL)  SQ FT  198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  SQ YD  CONCRETE MEDIAN SURFACE REMOVAL  FOOT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)  SQ FT 9604  460 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)  SQ FT 3229  800 DETECTABLE WARNINGS (SPECIAL)  SQ FT 176  198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  SQ YD 125  020 CONCRETE MEDIAN SURFACE REMOVAL  SQ FT 12766	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)  SQ FT 9604 9604  460 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)  SQ FT 3229 3229  800 DETECTABLE WARNINGS (SPECIAL)  SQ FT 176 176  198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  SQ YD 125 125  020 CONCRETE MEDIAN SURFACE REMOVAL  FOOT 73 73	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)  SQ FT 9604 9604  460 PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)  SQ FT 3229 3229  800 DETECTABLE WARNINGS (SPECIAL)  SQ FT 176 176  198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH  SQ YD 125 125  020 CONCRETE MEDIAN SURFACE REMOVAL  RETAINING WALL REMOVAL  FOOT 73 73	A30   PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)   SQ FT   9604   9604

	DESIGNED	-	KDC	REVISED -
	DRAWN	-	JFG	REVISED -
5	CHECKED	-	DJK	REVISED -
	DATE	-	9/30/2024	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

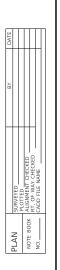
	F.A.U. SECTION COUNTY TOTAL SHEET NO.
SUMMARY OF QUANTITIES	1346 / 23-00079-00-RS COOK / DUPAGE 79 10
	CONTRACT NO. 61L08
SHEET 7 OF 8 SHEETS	ILLINOIS

ү ітем				TOTAL	0005	0021	0021	0005
SPECIALTY	CODE NO.	ITEM	UNIT	QUANTITY	RESURFACING	TRAFFIC SIGNALS	LIGHTING	NON-PARTICIPATING
SPE					75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	75% FEDERAL / 25% VILLAGE	100% VILLAGE
	X6060052	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	75	75			
Х	X7810301	RECESSED REFLECTIVE PAVEMENT MARKER (HMA)	EACH	204	204			
Х	X8140238	REBUILD EXISTING DOUBLE HANDHOLE	EACH	2		2		
X	X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	30			30	
				_			_	
X	X8360215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	24			24	
X	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8		8		
	X8700200	ACCESSIBLE FEDESTRIAN SIGNALS	EACH	0		0		
X	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4		4		
	XX006821	CONCRETE TRUCK WASHOUT	L SUM	1	1			
х	XX006826	REMOVE AND RELOCATE LAWN SPRINKLER SYSTEM	FOOT	500	500			
	XX008130	DRAINAGE STRUCTURES TO BE CLEANED AND GROUTED	EACH	5				5
X	XX008910	PAVEMENT MARKING (SPECIAL)	SQ FT	973				973
				_	_			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	70017400	DRAINAGE C LITHERY CTRUCTURES TO BE ADJUCTED	FACU	7	7			
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	7	7			
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	253	253			
Х	Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	5			5	
		•	1			1		

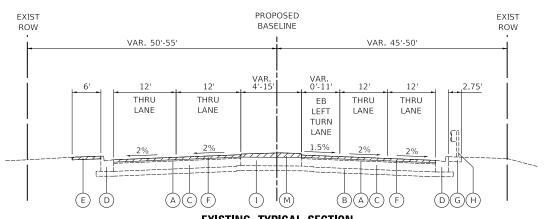
DESIGNED - KDC REVISED -REVISED -DRAWN - JFG CHECKED - DJK REVISED -9/30/2024 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

						F.A.U. RTE.	SEC	TION	COUNTY	TOTAL SHEETS	SHEET NO.
	SUN	ИΜΑ	RY	OF QU	ANTITIES	1346 / 2626	23-000	79-00-RS	COOK / DUPAGE	79	11
									CONTRACT	NO. 6	1L08
SHEET	8	OF	8	SHEETS				ILLINOIS			

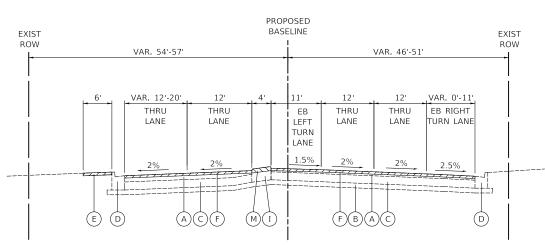






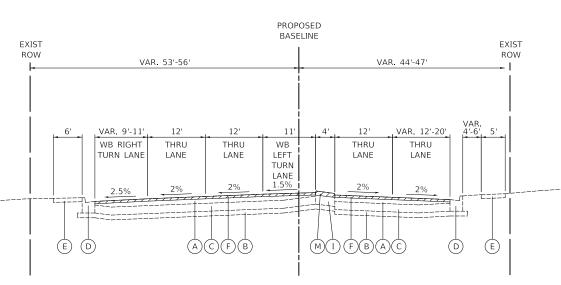
# **EXISTING TYPICAL SECTION**

DEVON AVENUE STA. 55+58.81 (LT), STA. 55+62.39 (RT) TO STA. 58+72



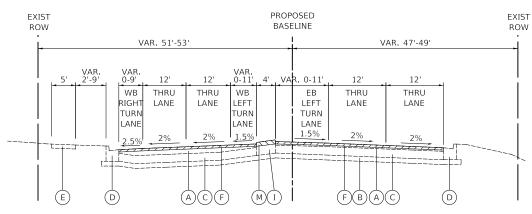
#### **EXISTING TYPICAL SECTION**

DEVON AVENUE STA. 58+72 TO STA. 62+43



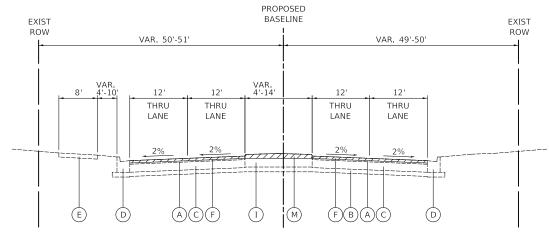
#### **EXISTING TYPICAL SECTION**

DEVON AVENUE STA. 62+43 TO STA. 66+11



#### **EXISTING TYPICAL SECTION**

DEVON AVENUE STA. 66+11 TO STA. 68+11



#### **EXISTING TYPICAL SECTION**

DEVON AVENUE

STA. 68+11 TO STA. 70+89.94 (RT), 70+91.67 (LT)

#### LEGEND

- EXISTING H.M.A. PAVEMENT (6" & VARIES)
- EXISTING AGGREGATE BASE (6" & VARIES) (B)
- (REMOVAL PAID FOR AS "EARTH EXCAVATION")
- (C) EXISTING P.C.C. PAVEMENT (10")
- EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (REMOVAL PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL")
- EXISTING P.C.C. SIDEWALK
- (REMOVAL PAID FOR AS "SIDEWALK REMOVAL")
- HOT-MIX ASPHALT SURFACE REMOVAL, 2½"
- G EXISTING H.M.A. SHOULDER
- (H)EXISTING GUARDRAIL
- EXISTING CORRUGATED P.C.C. MEDIAN
- EXISTING SEGMENTAL BLOCK RETAINING WALL
- (K)EXISTING P.C.C. BARRIER MEDIAN
- EXISTING MOUNTABLE HMA MEDIAN
- (M)CONCRETE MEDIAN SURFACE REMOVAL



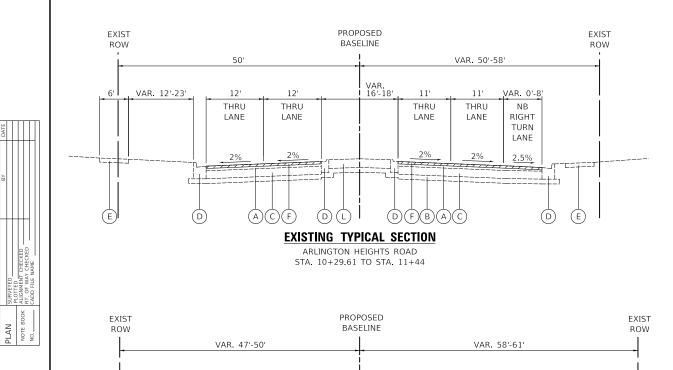


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DESIGNED	-	KDC	REVISED -
DRAWN	-	JFG	REVISED -
CHECKED	-	DJK	REVISED -
DATE	-	9/30/2024	REVISED -

STATI	E OF	ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

TUDIO AL OFOTIONIO	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL SECTIONS	1346 / 2626	23-00079-00-RS	COOK / DUPAGE	79	12
			CONTRACT	NO. 61	1L08
NOT TO SCALE   SHEET 1 OF 4 SHEETS		ILLINOIS			



#### **EXISTING TYPICAL SECTION**

VAR. 0-11 NR LEFT

TURN LANE

F B A C

THRII

LANE

NB

RIGHT

TURN

LANE

2.5%

THRU

LANE

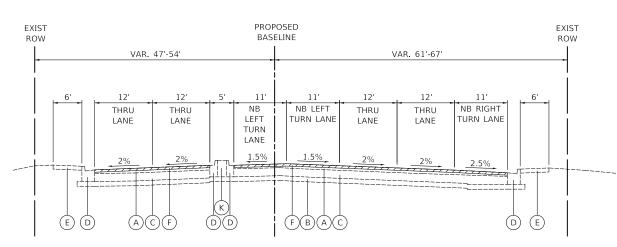
ARLINGTON HEIGHTS ROAD STA. 11+44 TO STA. 13+39

NB

LEFT

TURN

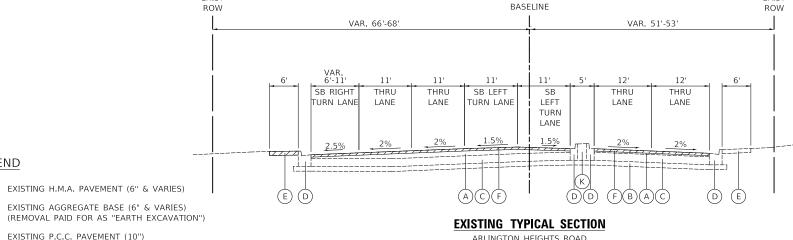
LANE



#### **EXISTING TYPICAL SECTION**

ARLINGTON HEIGHTS ROAD STA, 13+39 TO STA, 14+95

STA. 14+95 TO STA. 16+92 SEE DEVON AVENUE



STA. 16+92 TO STA. 19+67

PROPOSED

EXISTING P.C.C. PAVEMENT (10") ARLINGTON HEIGHTS ROAD EXISTING COMBINATION CONCRETE CURB AND GUTTER (REMOVAL PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL")

EXIST

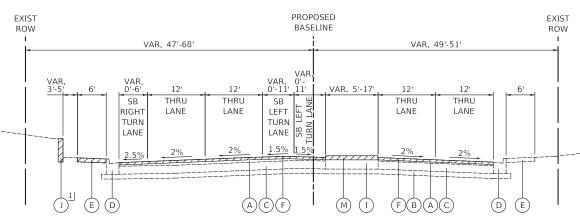
EXISTING P.C.C. SIDEWALK (REMOVAL PAID FOR AS "SIDEWALK REMOVAL") F HOT-MIX ASPHALT SURFACE REMOVAL, 2½" EXISTING H.M.A. SHOULDER (H)EXISTING GUARDRAIL EXISTING CORRUGATED P.C.C. MEDIAN EXISTING SEGMENTAL BLOCK RETAINING WALL K EXISTING P.C.C. BARRIER MEDIAN EXISTING MOUNTABLE HMA MEDIAN

CONCRETE MEDIAN SURFACE REMOVAL

REMOVAL

LEGEND

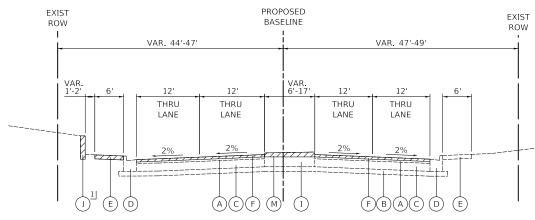
(C)



#### **EXISTING TYPICAL SECTION**

ARLINGTON HEIGHTS ROAD STA. 19+67 TO STA. 21+67 1 SEE SHEET 22 FOR REMOVAL LIMITS

EXIST



#### **EXISTING TYPICAL SECTION**

ARLINGTON HEIGHTS ROAD STA. 21+67 TO STA. 22+77.36 1 SEE SHEET 22 FOR REMOVAL LIMITS

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THRU

LANE

THRU

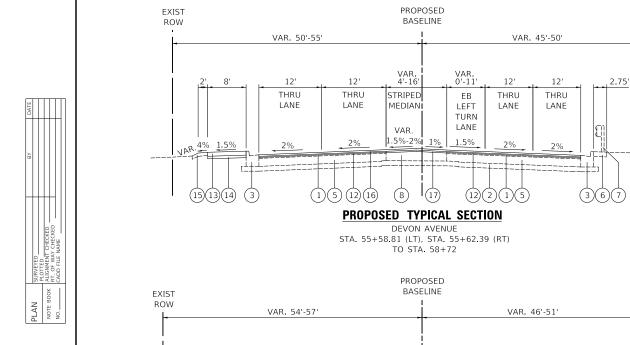
LANE

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DESIGNED -REVISED DRAWN JFG REVISED CHECKED REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY TYPICAL SECTIONS 23-00079-00-RS COOK / DUPAGE 79 13 CONTRACT NO. 61L08 NOT TO SCALE SHEET 2 OF 4 SHEETS



VAR. 12'-20'

LANE

VAR.4% 1.5%

(15)(13)(14)

THRU

LANE

(1)(5)(12)(16)(8)(17)

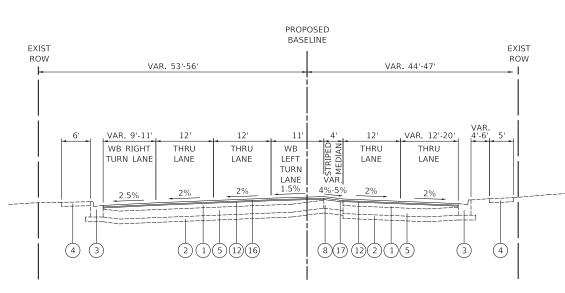
#### PROPOSED TYPICAL SECTION

EΒ

LEFT

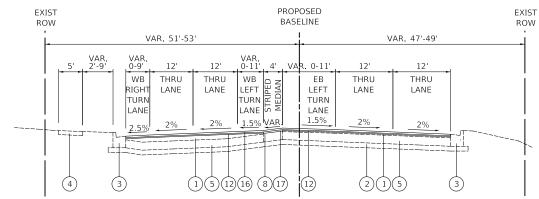
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DEVON AVENUE STA. 58+72 TO STA. 62+43



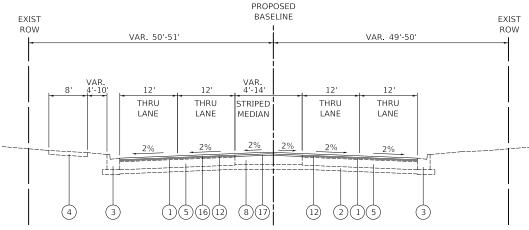
#### PROPOSED TYPICAL SECTION

DEVON AVENUE STA. 62+43 TO STA. 66+11



#### PROPOSED TYPICAL SECTION

**DEVON AVENUE** STA. 66+11 TO STA. 68+11



#### PROPOSED TYPICAL SECTION

DEVON AVENUE

STA. 68+11 TO STA. 70+89.94 (RT), 70+91.67 (LT) HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE MIXTURE TYPE AIR VOIDS @ Ndes QMP PROPOSED RESURFACING (DEVON AVENUE) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 3.5% @ 80 GYR. LR 1030-2 9.5, MIX "F", N80, 1¾" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4" LR 1030-2 3.5% @ 50 GYR. PROPOSED RESURFACING (ARLINGTON HEIGHTS ROAD) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1¾' 4% @ 70 GYR. LR 1030-2 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4 3.5% @ 50 GYR. LR 1030-2 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, DEPTH VARIES 1½"-2" 4% @ 70 GYR. LR 1030-2 PROPOSED MEDIAN RESURFACING (DEVON AVENUE) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 3.5% @ 80 GYR. LR 1030-2 9.5, MIX "F", N80, 1¾" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1" 3.5% @ 50 GYR. LR 1030-2 PROPOSED MEDIAN RESURFACING (ARLINGTON HEIGHTS ROAD) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1¾1 4% @ 70 GYR. LR 1030-2 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1 3.5% @ 50 GYR LR 1030-2 PATCHING HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm) 4% @ 70 GYR. LR 1030-2 QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2

#### **LEGEND**

**EXIST** 

ROW

**EXIST** 

12'

THRU

LANE

2%

THRU

LANE

VAR. 0'-11'

EB RIGHT

URN LANE

2.5%

- EXISTING H.M.A. PAVEMENT (4" & VARIES)
- 2 EXISTING AGGREGATE BASE
- EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (4) EXISTING P.C.C. SIDEWALK
- (5) EXISTING P.C.C. PAVEMENT
- (6) EXISTING H.M.A. SHOULDER
- (7) EXISTING GUARDRAIL
- (8) EXISTING P.C.C. MEDIAN
- (9) EXISTING P.C.C. BARRIER MEDIAN
- (10) EXISTING MOUNTABLE HMA MEDIAN
- (11) HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1¾"
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 12 IL-4.75, N50, ¾"
- PCC SIDEWALK 5 INCH (SPECIAL)
- 14) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- TOPSOIL, FURNISH AND PLACE 4" (15) SODDING, SALT TOLERANT
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE (16)
- STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, (17) IL-4.75, N50, 1"
- 18 EXISTING RETAINING WALL

#### NOTES:

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LB/SY-IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
- 3. APPLY THE LONGITUDINAL JOINT SEALANT ON THE TOP OF THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50.
- 4. THE CONTRACTOR SHALL MILL THE PAVEMENT BEFORE PATCHING

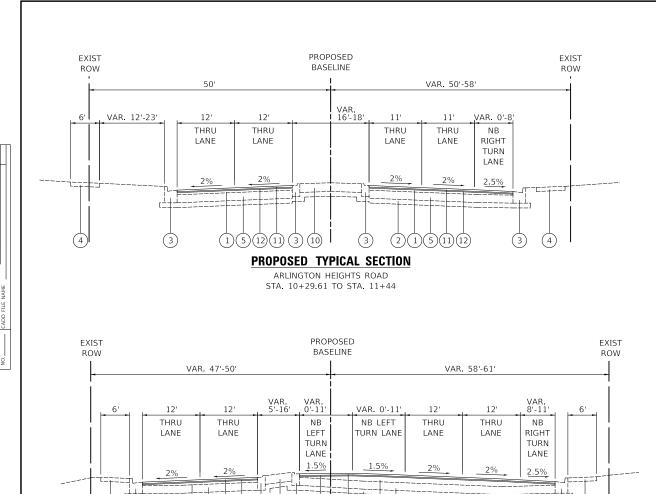


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DESIGNED -KDC REVISED DRAWN JFG REVISED CHECKED 9/30/2024 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

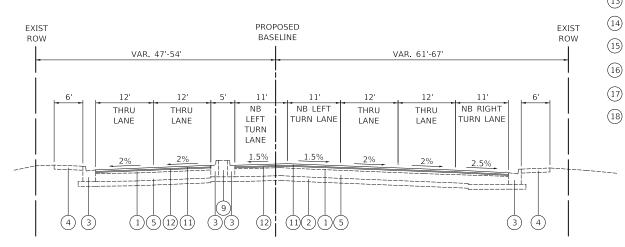
SECTION COUNTY TYPICAL SECTIONS 23-00079-00-RS COOK / DUPAGE 79 14 CONTRACT NO. 61L08 NOT TO SCALE SHEET 3 OF 4 SHEETS



#### PROPOSED TYPICAL SECTION

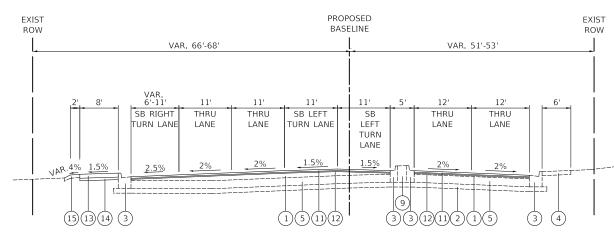
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ARLINGTON HEIGHTS ROAD STA. 11+44 TO STA. 13+39



#### PROPOSED TYPICAL SECTION

ARLINGTON HEIGHTS ROAD STA. 13+39 TO STA. 15+14

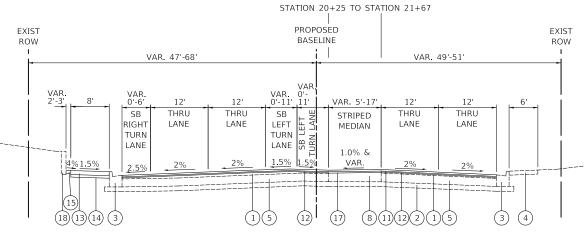


#### PROPOSED TYPICAL SECTION

ARLINGTON HEIGHTS ROAD STA. 16+82 TO STA. 19+67

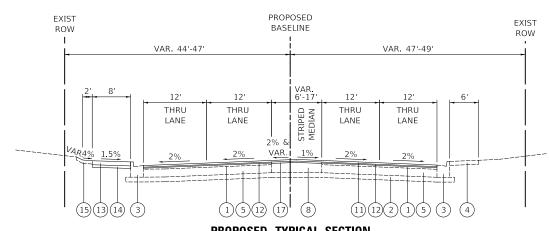


- EXISTING P.C.C. SIDEWALK
- (5) EXISTING P.C.C. PAVEMENT
- EXISTING H.M.A. SHOULDER
- EXISTING GUARDRAIL
- 8 EXISTING P.C.C. MEDIAN
- 9 EXISTING P.C.C. BARRIER MEDIAN
- 10 EXISTING MOUNTABLE HMA MEDIAN
- 11 HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1¾"
- 12 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾"
- 13) PCC SIDEWALK 5 INCH (SPECIAL)
- SUBBASE GRANULAR MATERIAL, TYPE B 4"
- TOPSOIL, FURNISH AND PLACE 4"
- SODDING, SALT TOLERANT
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 17) IL-4.75, N50, 1"
  - EXISTING RETAINING WALL



#### PROPOSED TYPICAL SECTION

ARLINGTON HEIGHTS ROAD STA. 19+67 TO STA. 21+67



#### PROPOSED TYPICAL SECTION

ARLINGTON HEIGHTS ROAD STA. 21+67 TO STA. 22+77.36



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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

(4)

SECTION COUNTY TYPICAL SECTIONS COOK / DUPAGE 79 15 23-00079-00-RS CONTRACT NO. 61L08 NOT TO SCALE SHEET 4 OF 4 SHEETS

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BY					
	SURVEYED	PLOTTED	GRADES CHECKED	STRUCTURE NOTATINS CHIKD	
	PROFILE SURVEYED		NOTE BOOK	NO	

SCHEDULE OF EARTHWORK								
DEVON AVENUE								
STATION	DISTANCE	CUT	TOSPOIL STRIPPING	EMBANKMENT REQUIRED	CUT	TOSPOIL STRIPPING	EMBANKMENT REQUIRED	
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)	
55+52.23	(,,	1.8	0.7	0.0	(33.13.)	(55.15.)	(001.101)	
	48				4.5	2.5	0.8	
56+00.		3.3	2.2	0.9				
	50				5.5	4.7	3.5	
56+50.		2.6	3.0	2.9				
	50				4.9	5.3	4.9	
57+00.		2.7	2.8	2.4				
	50				4.5	4.2	2.9	
57+50.		2.2	1.8	0.8				
	50				4.8	2.3	0.7	
58+00.		3.0	0.7	0.0				
	50				5.4	1.8	0.0	
58+50.		2.8	1.3	0.0				
	50				5.9	3.0	0.0	
59+00.		3.6	1.9	0.0				
	50				5.9	3.0	0.1	
59+50.		2.8	1.3	0.1				
	50				5.6	2.5	0.1	
60+00.		3.3	1.4	0.0				
	50				5.8	2.7	0.3	
60+50.		3.0	1.5	0.4				
	50				5.5	2.8	0.5	
61+00.		3.0	1.5	0.1				
	50				5.9	2.8	0.2	
61+50.		3.6	1.7	0.2				
				DEVON AVENUE	64.4	37.7	14.1	

			ARLINGTO	N HEIGHTS ROAD			
STATION	DISTANCE	CUT	TOSPOIL STRIPPING	EMBANKMENT REQUIRED	CUT	TOSPOIL STRIPPING	EMBANKMEN REQUIRED
(XX+XX)	(FT.)	(SQ. FT.)	(SQ. FT.)	(SQ. FT.)	(CU. YD.)	(CU. YD.)	(CU. YD.)
16+92.		1.7	1.8	0.7	, ,		
	8				0.4	0.5	0.2
17+00.		1.2	1.3	0.8			
	50				3.8	2.7	1.1
17+50.		2.9	1.6	0.3			
	50				5.4	3.4	1.0
18+00.		2.9	2.0	0.7			
	50				4.9	3.9	1.7
18+50.		2.5	2.2	1.1			
	50				5.2	3.5	1.1
19+00.		3.1	1.5	0.1			
10 - 50	50	2.0	1.5	0.0	5.5	2.8	0.0
19+50.	50	2.9	1.5	0.0	7.4	4.1	0.0
20+00.	30	5.1	3.0	0.0	7.4	4.1	0.0
20100.	50	5.1	3.0	0.0	17.5	2.8	0.0
20+50.	30	13.8	0.0	0.0	17.5	2.0	0.0
	50			0.0	15.6	1.4	0.3
21+00.		3.0	1.6	0.4			
	50				6.7	3.2	2.8
21+50.		4.2	1.8	2.6			
	50				7.1	3.0	4.2
22+00.		3.5	1.4	1.9			
	50				7.2	3.2	1.8
22+50.		4.3	2.1	0.0			
	50				9.0	4.4	0.0
23+00.		5.5	2.6	0.0			
	50				11.1	5.1	0.0
23+50.		6.5	2.9	0.0			
	34				6.0	2.8	0.0
23+84.1		3.0	1.6	0.0			

	EARTHWORK SUMMARY	DEVON	AVENUE	ARLINGTON H	EIGHTS ROAD	TOTAL
LINE		SY	CY	SY	CY	CY
1	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (UNDERCUTS)		25		25	50
2	TOPSOIL STRIPPING (PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL)		38		47	85
3	TOTAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (LINE 1 PLUS LINE 2)		63		72	135
4	EXCAVATION (ROADWAY)		64		113	177
5	EXCAVATION (ADA IMPROVEMENTS)		42		13	55
6	TOTAL EARTH EXCAVATION (LINE 4 PLUS LINE 5)		106		126	232
7	EARTH EXCAVATION AVAILABLE FOR EMBANKMENT ((1 - SHRINKAGE FACTOR) TIMES (LINE 6))		90		107	197
8	EMBANKMENT REQUIRED		14		14	28
9	FURNISHED EXCAVATION (LINE 8 MINUS LINE 7)		-76		<b>-</b> 93	-169

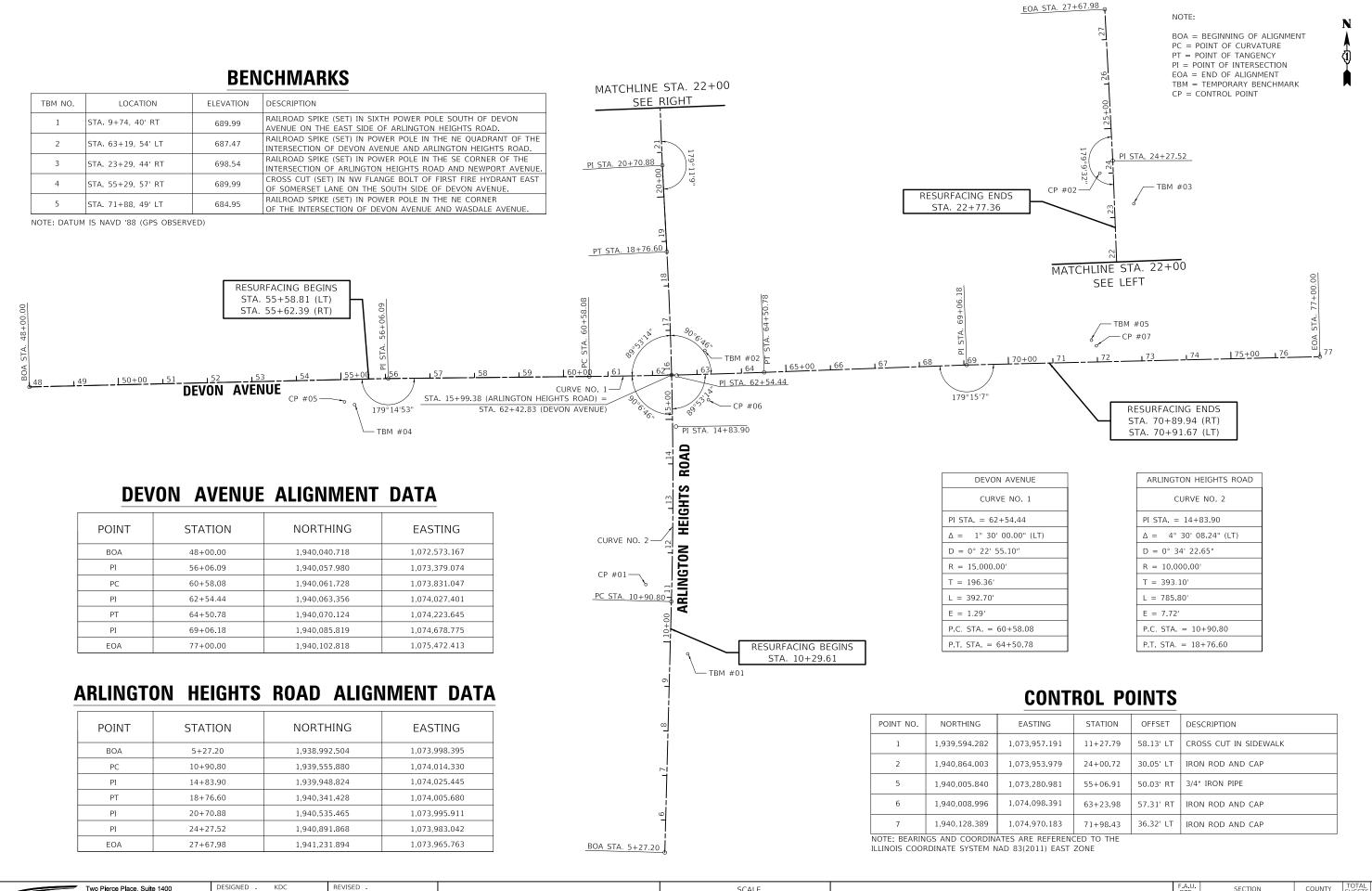
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Tel: 630.773.3900 Fax: 630.773.3975
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DESIGNED	-	KDC	REVISED -
DRAWN	-	JFG	REVISED -
CHECKED	-	DJK	REVISED -
DATE	-	9/30/2024	REVISED -

STATI	E OF	ILLINOIS
EPARTMENT	<b>OF</b>	TRANSPORTATION

	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCHEDULE OF EARTHWORK	1346 / 2626	23-00079-00-RS	COOK / DUPAGE	79	16
			CONTRACT	NO. 6	1L08
SHEET 1 OF 1 SHEETS		TILINOIS			

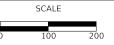




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DRAWN JFG REVISED CHECKED DJK REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 



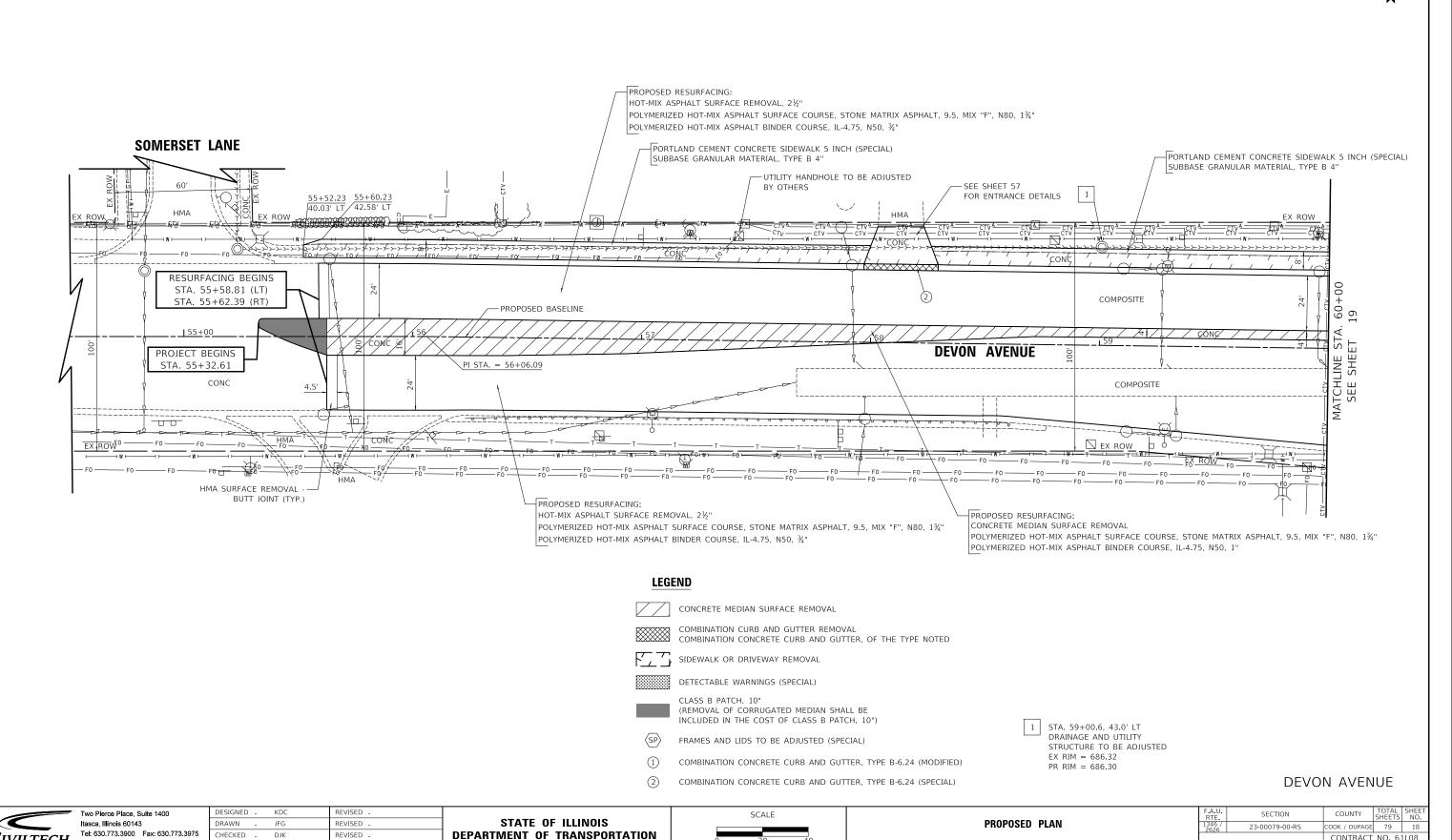
ALIGNMENT, TIES, AND BENCHMARKS SHEET 1 OF 1 SHEETS STA. 48+00.00 TO STA. 77+00.00

SECTION 23-00079-00-RS COOK / DUPAGE 79 17 CONTRACT NO. 61L08

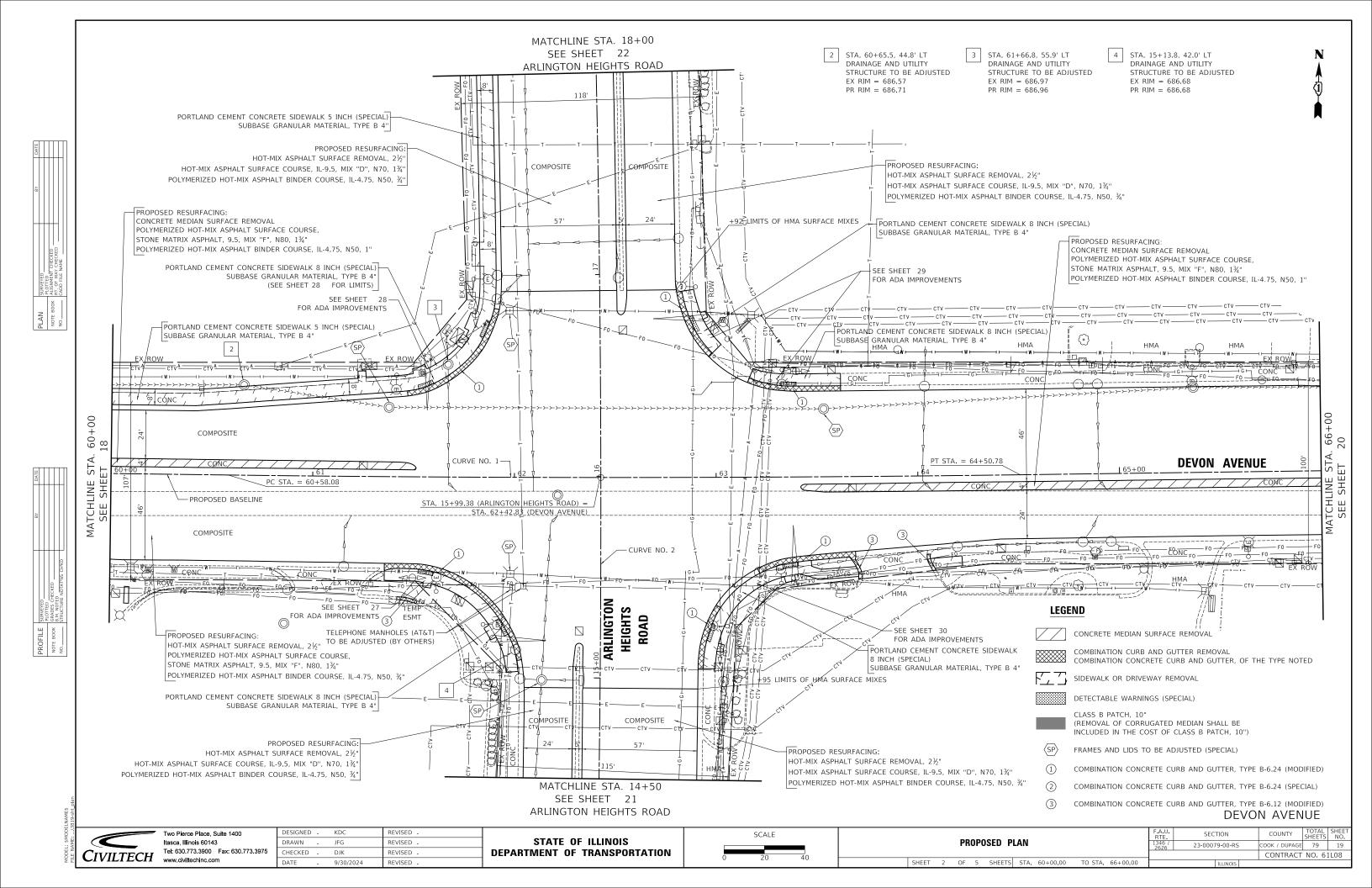
THE PROPOSED SIDEWALK CROSS SLOPE TRANSITIONS FROM 1.26% TO -1.50% BETWEEN STA. 55+52.23 AND STA. 56+00.00.

SHEET 1 OF 5 SHEETS STA. 55+58.81 TO STA. 60+00.00

CONTRACT NO. 61L08



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PROPOSED RESURFACING: HOT-MIX ASPHALT SURFACE REMOVAL, 2½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾" -HMA SURFACE REMOVAL - BUTT JOINT POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4" **TURNER AVENUE** PROPOSED RESURFACING: CONCRETE MEDIAN SURFACE REMOVAL POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾" PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1" SUBBASE GRANULAR MATERIAL, TYPE B 4" **WASDALE AVENUE** CTV — FOR ADA IMPROVEMENTS HMA HWY 4--стv <del>| [8]</del>§т +00  $\langle SP \rangle$ .99 16 RESURFACING ENDS COMPOSITE STA. 70+89.94 (RT) STA. STA. 70+91.67 (LT) MATCHLINE SEE SHEE **DEVON AVENUE** -PROPOSED BASELINE PI STA. = 69+06.18 PROJECT ENDS COMPOSITE STA. 71+08.56 — F0 — — F0 – -HMA SURFACE REMOVAL EX ROW BUTT JOINT (TYP.) PROPOSED RESURFACING: CONCRETE MEDIAN SURFACE REMOVAL POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80,  $1\frac{3}{4}$ " POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1" LEGEND CONCRETE MEDIAN SURFACE REMOVAL COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE NOTED SIDEWALK OR DRIVEWAY REMOVAL DETECTABLE WARNINGS (SPECIAL) CLASS B PATCH, 10" (REMOVAL OF CORRUGATED MEDIAN SHALL BE INCLUDED IN THE COST OF CLASS B PATCH, 10") FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) **DEVON AVENUE** DESIGNED -KDC REVISED Two Pierce Place, Suite 1400 SECTION COUNTY SHEETS NO.

COOK / DUPAGE 79 20

PROPOSED PLAN

SHEET 3 OF 5 SHEETS STA. 66+00.00 TO STA. 70+91.67

23-00079-00-RS

CONTRACT NO. 61L08

STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

Itasca, Illinois 60143

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DRAWN

JFG

REVISED

PROPOSED RESURFACING: RESURFACING BEGINS HOT-MIX ASPHALT SURFACE REMOVAL, 2½" STA. 10+29.61 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1¾" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾" HMA SURFACE REMOVAL COMPOSITE  $\PC STA. = 10+90.80$ **ARLINGTON HEIGHTS ROAD** CURVE NO. 2 COMPOSITE ACONT PIN E^HMA EX ROW FO FO G A PROPOSED RESURFACING: HOT-MIX ASPHALT SURFACE REMOVAL, 2½" HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1%" LEGEND POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, ¾" CONCRETE MEDIAN SURFACE REMOVAL COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE NOTED SIDEWALK OR DRIVEWAY REMOVAL DETECTABLE WARNINGS (SPECIAL) CLASS B PATCH, 10" (REMOVAL OF CORRUGATED MEDIAN SHALL BE INCLUDED IN THE COST OF CLASS B PATCH, 10") FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

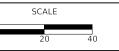
#### ARLINGTON HEIGHTS ROAD



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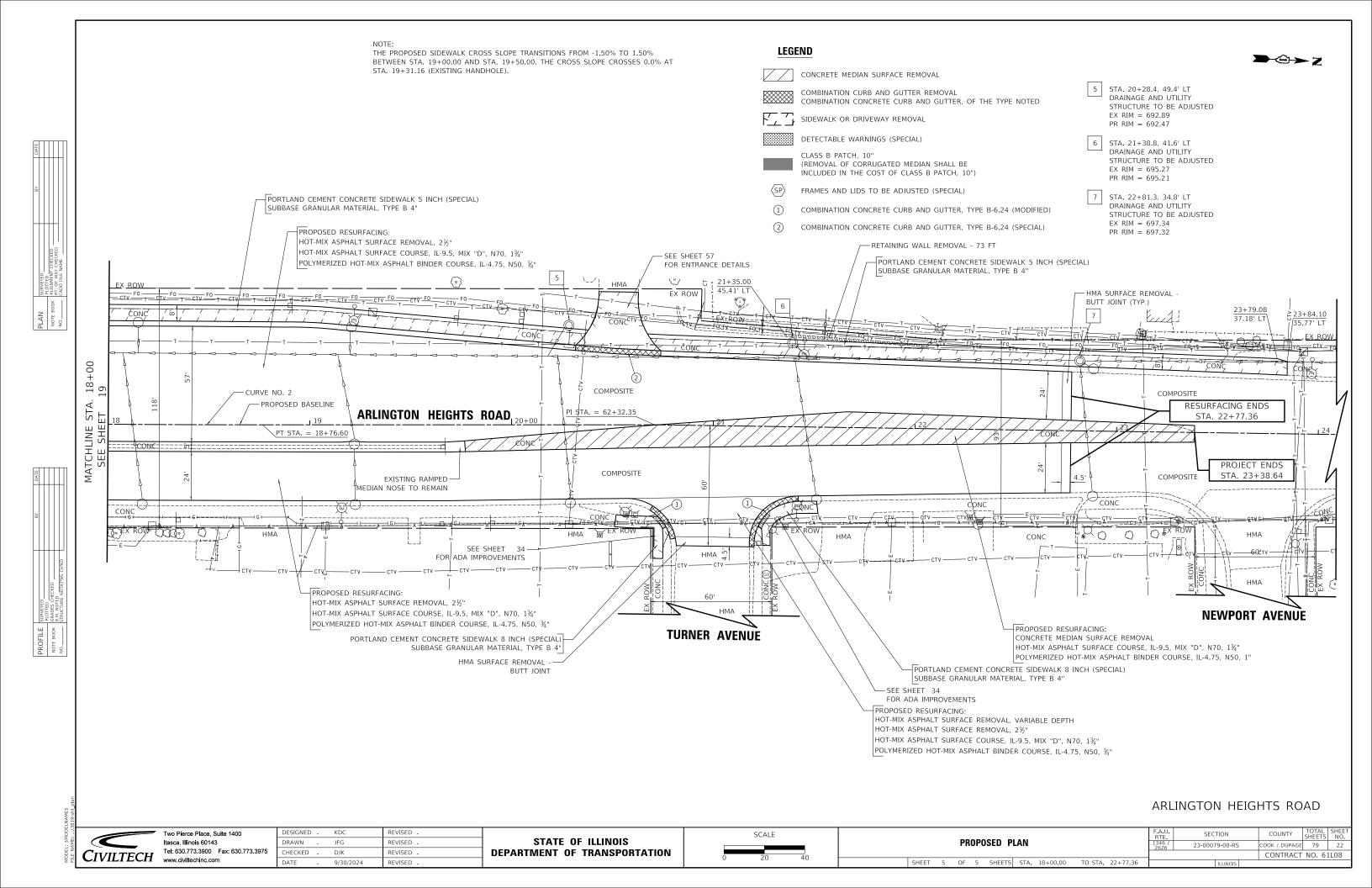
PROPOSED PLAN SHEET 4 OF 5 SHEETS STA. 10+29.61 TO STA. 14+50.00

SECTION 23-00079-00-RS

COUNTY SHEETS NO.
COOK / DUPAGE 79 21 CONTRACT NO. 61L08

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)



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#### MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION WARNING SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND, UNLESS OTHERWISE NOTED. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- DRUMS WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE BARRICADES SHALL BE NON-METALLIC DRUMS SPACING SHALL BE AS SHOWN ON THE HIGHWAY STANDARDS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.
- DRUMS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 20' CENTERS ALONG TAPERS, AND 10' CENTERS IN CURVES AND RADII,
- 7. TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT
- EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED. ANY DAMAGE CAUSED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- THE FIRST TWO WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. ANY DAMAGE CAUSED BY HIS/HER WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- 11. W21-1(O) "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGN MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- 12 "FRESH OIL" SIGNS (W21-2(O)-4848) WITH DATE SIGNS SHALL BE FRECTED 48 HOURS PRIOR TO TACKING. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION PAY ITEM BEING USED AT THE TIME THE SIGNS ARE REQUIRED.
- 13. FLASHING ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE TRAFFIC CONTROL AND PROTECTION PAY ITEM BEING USED AT THE
- 14. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.
- PAY ITEMS FOR "TEMPORARY PAVEMENT MARKING PAINT" HAVE BEEN INCLUDED TO PROVIDE TEMPORARY MARKINGS ON THE MILLED SURFACE AND THE POLYMERIZED BINDER SURFACE, AS DIRECTED BY THE ENGINEER. TEMPORARY PAINT PAVEMENT MARKINGS SHALL NOT BE ALLOWED ON THE FINAL PAVEMENT SURFACE.

#### SIDEWALK MAINTENANCE NOTE

- 1. THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. CONSTRUCTION STAGING SHALL BE COORDINATED WITH THE ENGINEER AND CONTRACTOR TO ENSURE ONE SIDE REMAINS OPEN. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801. THE WORK REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701801".
- 2. REPLACEMENT OF THE CURB AND GUTTER, ADA RAMP, AND SIDEWALK SHALL ONLY BE ALLOWED AT ONE CORNER AT A TIME, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

#### **CONSTRUCTION SIGNS**





BLACK 6" LETTERS ON ORANGE RETROREFLECTIVE BACKGROUND

> THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. W21-2(O) SHALL BE PLACED 48 HOURS PRIOR TO TACKING. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

#### **CONSTRUCTION REQUIREMENTS**

1 DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT TO A MINIMUM PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROPOFFS GREATER THAN OR EQUAL TO 12" AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE SHALL BE BACKFILLED IN ACCORDANCE WITH TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE REQUIREMENTS FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.

### **CONSTRUCTION SEQUENCE**

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

- SET UP APPLICABLE TRAFFIC CONTROL MEASURES USING IDOT HIGHWAY STANDARDS AND DISTRICT ONE DETAILS PROVIDED IN THE PLANS. DAILY LANE CLOSURES SHALL BE USED FOR ALL WORK DEPICTED IN THESE PLANS. PERMANENT LANE CLOSURES SHALL NOT BE ALLOWED UNLESS SHOWN ON THE PLANS OR OTHERWISE APPROVED BY THE ENGINEER.
- 2. SET UP TREE PROTECTION AND EROSION AND SEDIMENT CONTROL MEASURES.
- REMOVE AND REPLACE CURB AND GUTTER AND ADJUST DRAINAGE STRUCTURES AS DETERMINED BY THE ENGINEER.
- RELOCATE LIGHT POLES AND INSTALL TRAFFIC SIGNAL EQUIPMENT.
- REMOVE AND INSTALL SIDEWALK AND DETECTABLE WARNINGS.
- LANDSCAPE RESTORATION.
- 7 REMOVE HMA PAVEMENT SURFACE
- THE ENGINEER SHALL INSPECT THE CONDITION OF THE PAVEMENT AND MARK THE AREAS REQUIRING PAVEMENT PATCHING. UNDER NO CONDITION SHALL THE CONTRACTOR PROCEED WITH THIS WORK WITHOUT PRIOR CONSENT FROM THE ENGINEER. PERFORM PAVEMENT PATCHING.
- 9. INSTALL BINDER AND HMA SURFACE.
- 10. INSTALL PERMANENT PAVEMENT MARKINGS AND SIGNING.
- 11. REMOVE EROSION CONTROL AND TRAFFIC CONTROL.

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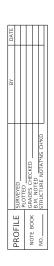
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

AINTENANCE	0F	TRAFFIC	GENERAL	NOTES	

SHEET 1 OF 1 SHEETS

F.A.U. RTE	SECTION		COUNTY	TOTAL SHEETS	SHE
1346 / 2626	23-00079-00-RS		COOK / DUPAGE	79	2
			CONTRACT	NO. 63	1L08





# STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS**

# **PLAT OF HIGHWAYS**

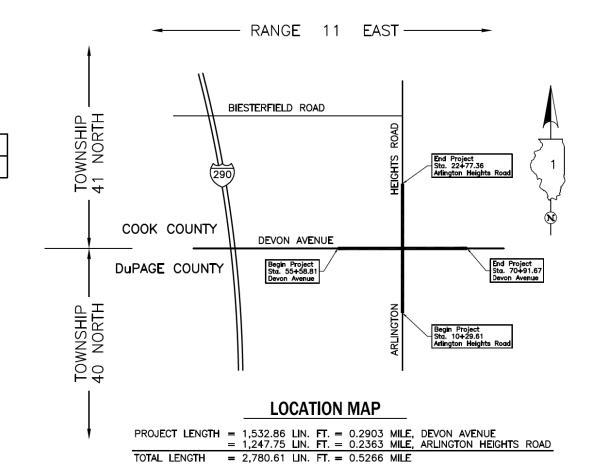
ROUTE: F.A.U. 2626 (ARLINGTON HEIGHTS ROAD) F.A.U. 1346 (DEVON AVENUE)

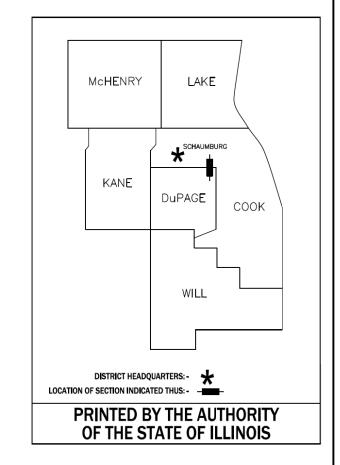
SECTION: 23-00079-00-RS **COUNTY: COOK & DuPAGE** 

LIMITS:

PROPERTY ACQUIRED BY

JOB NO.: R-55-001-97





IDOT USE ONLY

CIVILTECH

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PARCEL NUMBER

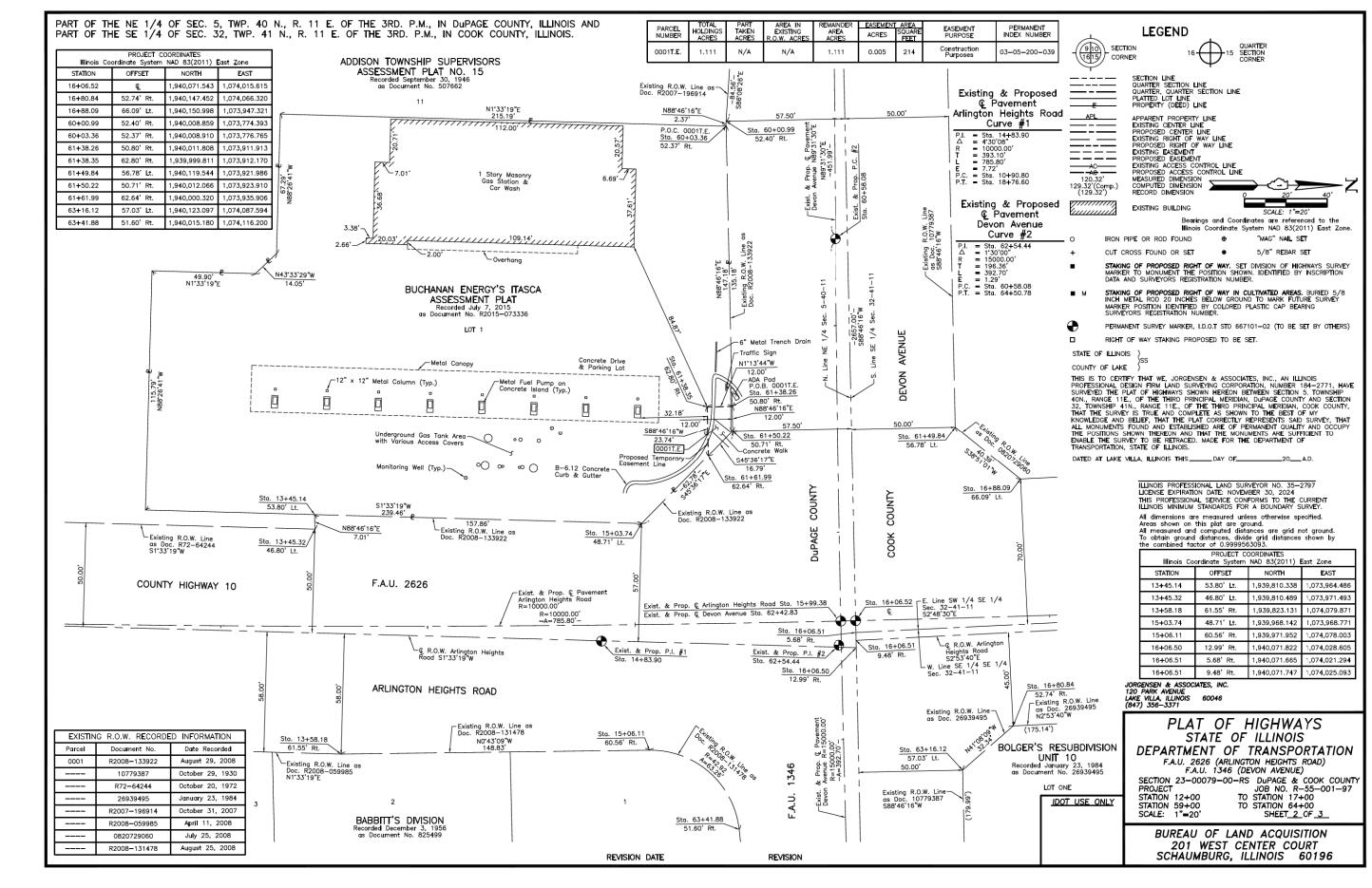
Casey's Retail Company, an lowa corporation

REVISED DRAWN -REVISED CHECKED REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

**PLAT OF HIGHWAYS** SHEET 1 OF 3 SHEETS

SECTION 23-00079-00-RS COOK / DUPAGE 79 24 CONTRACT NO. 61L08



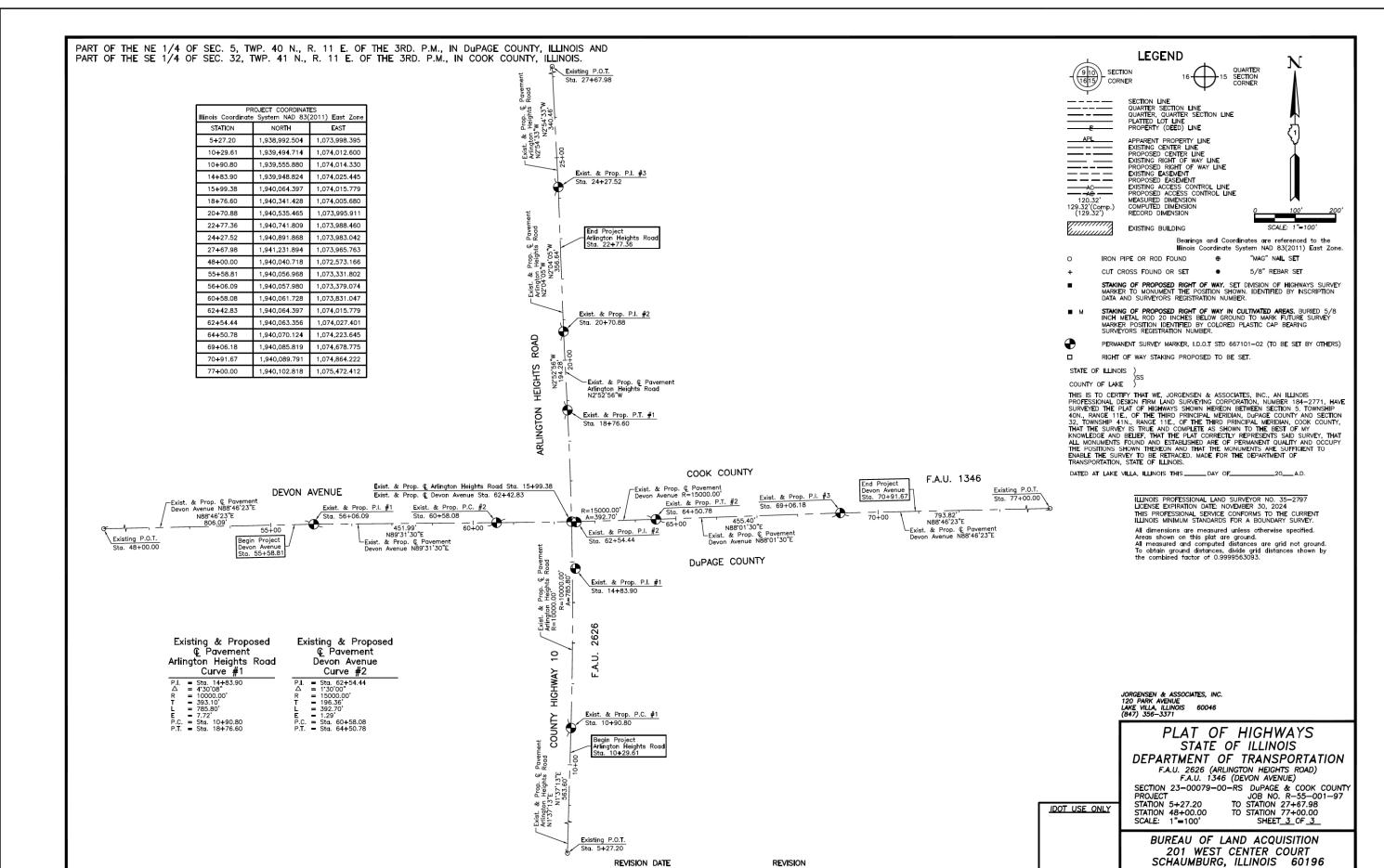
CIVILTECH www.civiltechinc.com

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630,773,3900 Fax: 630,773,3975

DESIGNED -KDC REVISED DRAWN JFG REVISED CHECKED DJK REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY **PLAT OF HIGHWAYS** 23-00079-00-RS COOK / DUPAGE 79 25 CONTRACT NO. 61L08 SHEET 2 OF 3 SHEETS



CIVILTECH WWW.civiltechinc.com

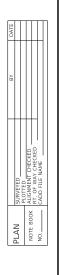
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

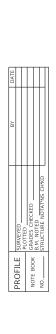
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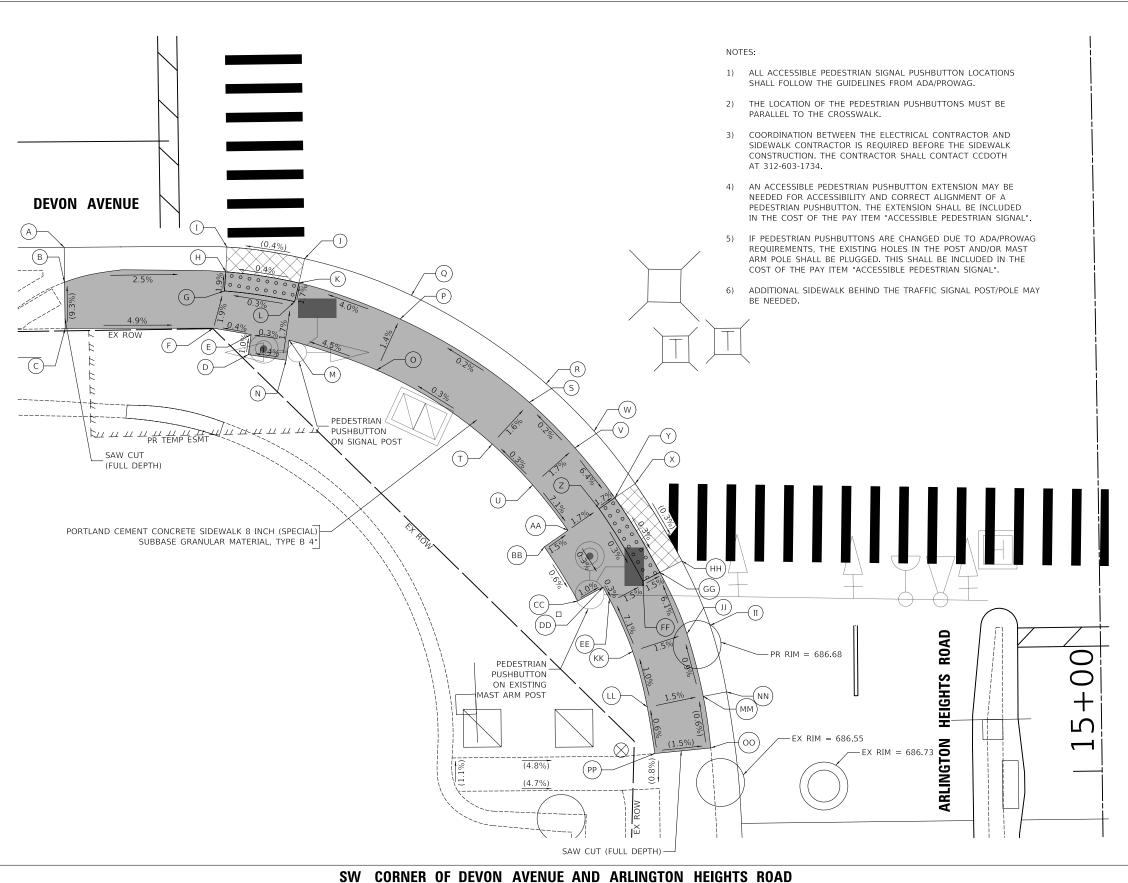
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION COUNTY **PLAT OF HIGHWAYS** 23-00079-00-RS COOK / DUPAGE 79 26 CONTRACT NO. 61L08

SHEET 3 OF 3 SHEETS







STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

#### SW CORNER OF DEVON AVENUE AND ARLINGTON HEIGHTS ROAD STATION OFFSET FLEVATION 61+35.83 42.98' RT (686.57) 61+35.81 46.61 RT (686.99)61+35.82 51.44'RT (687.43) D 61+54.78 54.43' RT 686.71 686.79 52.34'RT 61+55.1151.61'RT 686.67 61+51.19 61+52.40 47.76 RT 686.60 G 61+52.59 45.77'RT 686.56 61+52 74 43 19'RT (686.62) 61+60.79 44.52 RT (686.65)686.59 K 47.04 RT 61+60.1761+59.68 48.98 RT 686.62 M 61+59.05 52.97' RT 686.70 Ν 61+58.72 55.06' RT 686.73 0 61+68.09 56.23' RT 687.12 61+70.61 50.96' RT 687.04 Q 61+71.82 48.50' RT 686.66 15+41.31 57.33'LT (686.68) 15+39.39 59.11'LT 687.06 15+35.09 63.07 LT 687.15 U 15 + 30.7458.92 LT 687.17 V 15 + 34.5554.44 LT 687.07 15 + 36.2752.43 LT (686.69)Χ 15 + 30.7048.23'LT (686.71) Υ 15+29.26 50.37'LT 686.65 Z 15+28 13 52.03 LT 686 68 686.75 AΑ 15 + 25.9255.31'LT BB 15 + 24.2357.80 LT 686 79 686.76 CC 15 + 18.5154.39'LT DD | 15+19.92 51.74 LT 686.73 EE 15+18.69 686.72 51.11 LT FF 15 + 20.4847.59 LT 686 66 GG 15+21.37 45.80'LT 686.63 HH 15+22.54 43.49 LT (686.69)15 + 15.7440.65'LT (686.68)15+14.92 43.07 LT 687.06 KK 48.76 LT 687.15 15 + 13.14LL 15+07.30 47.31'LT 687.21 MM 15+08 33 41 46'I T (687 12) NN (686.67) 15 + 08.7839.03 LT

15+02.93 | 40.76 LT

15+02.42 46.59'LT

#### **LEGEND**

00

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"

(687.09)

(687.18)

LIMITS OF ADA DEPRESSED CURB

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION



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DESIGNED -DRAWN CHECKED DATE

KDC REVISED JFG REVISED DJK REVISED REVISED 9/30/2024



**ADA GRADING PLAN** SHEET 1 OF 8 SHEETS

SECTION COUNTY 23-00079-00-RS COOK / DUPAGE 79 27 CONTRACT NO. 61L08

FLEVATION

(686.74)

686 86

687.00

(686.62)

(686.64)

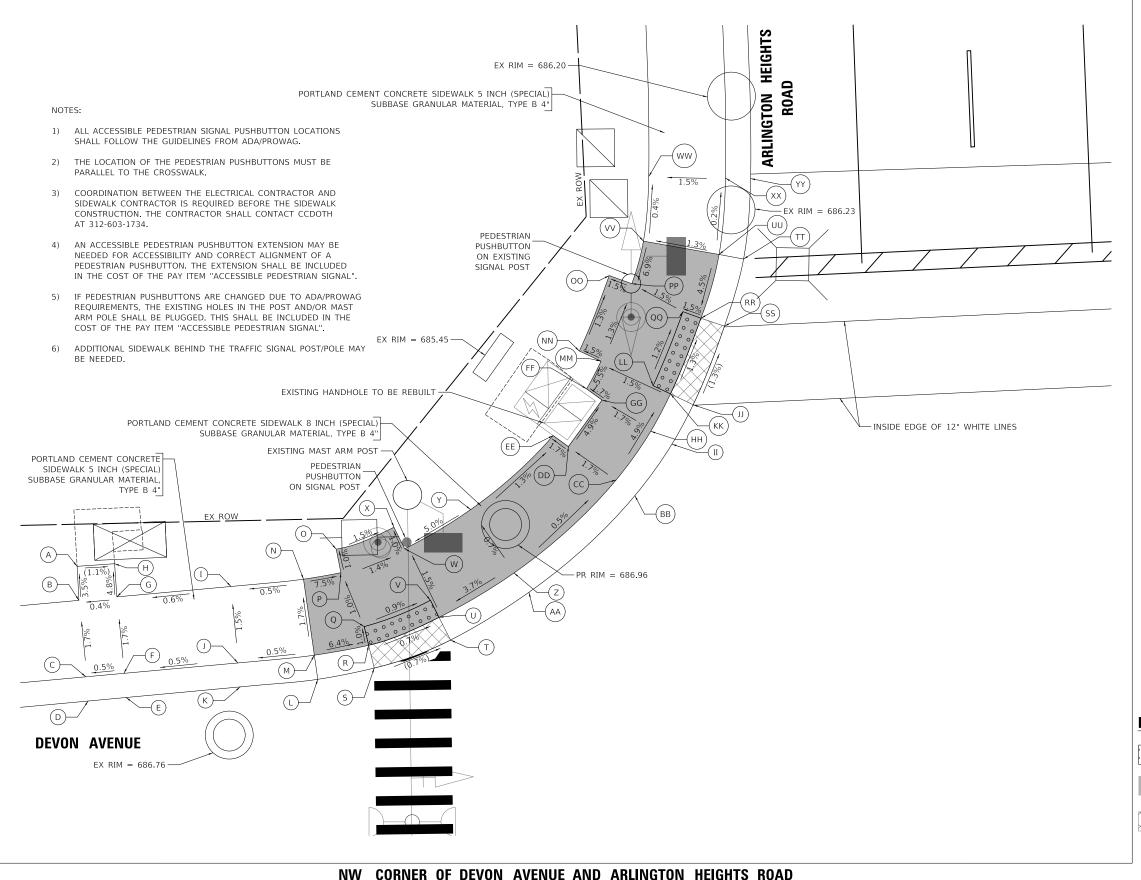
687.02

686.88

(686.69)







61+38.03 49 86'I T 686 96 61+38.65 687.08 (686.69)61+38.85 39.39 LT 61+46.96 (686.74) М 61+46.64 42.58 LT 687.12 61+45.62 50.52 LT 686.98 61+49.08 53.59'LT 686.66 61+49.54 51.13 LT 686.69 Q 61+51.90 45.49 LT 686.75 61+52.33 43.53'LT 686.76 61+52.88 41.15'LT (686.83)61+60.89 43.95 LT (686.77) U 61+59.73 46.33'LT 686.71 61 + 58.8648.13 LT 686.68 61+56.24 686.59 Χ 61+55.15 55.79'LT 686.57 Υ 61+63.20 57.51'LT 686.99 Z 61+67 64 50.84 LT 687.05 AA 61+69.16 48.80 LT (686.67)BB 16+58.69 61 89'I T (686 59) CC 686.97 16+60.39 63.80'LT DD 16+64.02 68.67 LT 686.87 EE 16+65.23 686.84 70.23 LT FF 16 + 70.0266.59'LT 686 54 GG 16+68.80 65.02 LT 686.58 HH 16+65.39 60.05'LT 686.68 16+63.97 57.88'LT (686.56) (686.54) KK 57.88 LT 686.48 16+69.24 16+70.15 59.66 LT 686.45 686 36 MM 16+72 88 65 01'LT NN 16+74.02 686.32 686.22 00 16+81.83 63.88 LT

61.56'LT

56.33'I T

52.04 LT

49.84 LT

52.38'LT

60.21 LT

59.45'LT

51.46'LT

NW CORNER OF DEVON AVENUE AND ARLINGTON HEIGHTS ROAD

52.17'LT

48.62 LT

40.65 LT

38.12 LT

38.44 LT

48.93'LT

52.39'LT

STATION OFFSET

61+21.97

61+22.11

61+22.74

61+26.91

61+26.71

61+26.09

61+25.89

D 61+22.94

#### **LEGEND**

PP

QQ

RR

SS

TT

UU

VV

WW

XX

16+80.91

16+77.82

16 + 77.07

16 + 76.17

16+83.13

16+83.69

16+85.33

16+92.08

16+91.67

YY 16+91.52 48.84'LT

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"

686.25

686.35 686.37

(686.43)

(686.30)

686.68 686.57

686.55

686.67

(686.29)

LIMITS OF ADA DEPRESSED CURB

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

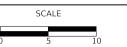
(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

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Itasca, Illinois 60143 Tel: 630,773,3900 Fax: 630,773,3975 CIVILTECH www.civiltechinc.com

DESIGNED -KDC REVISED DRAWN JFG REVISED CHECKED 9/30/2024

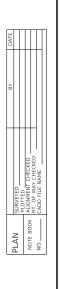


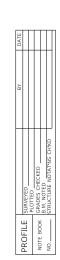


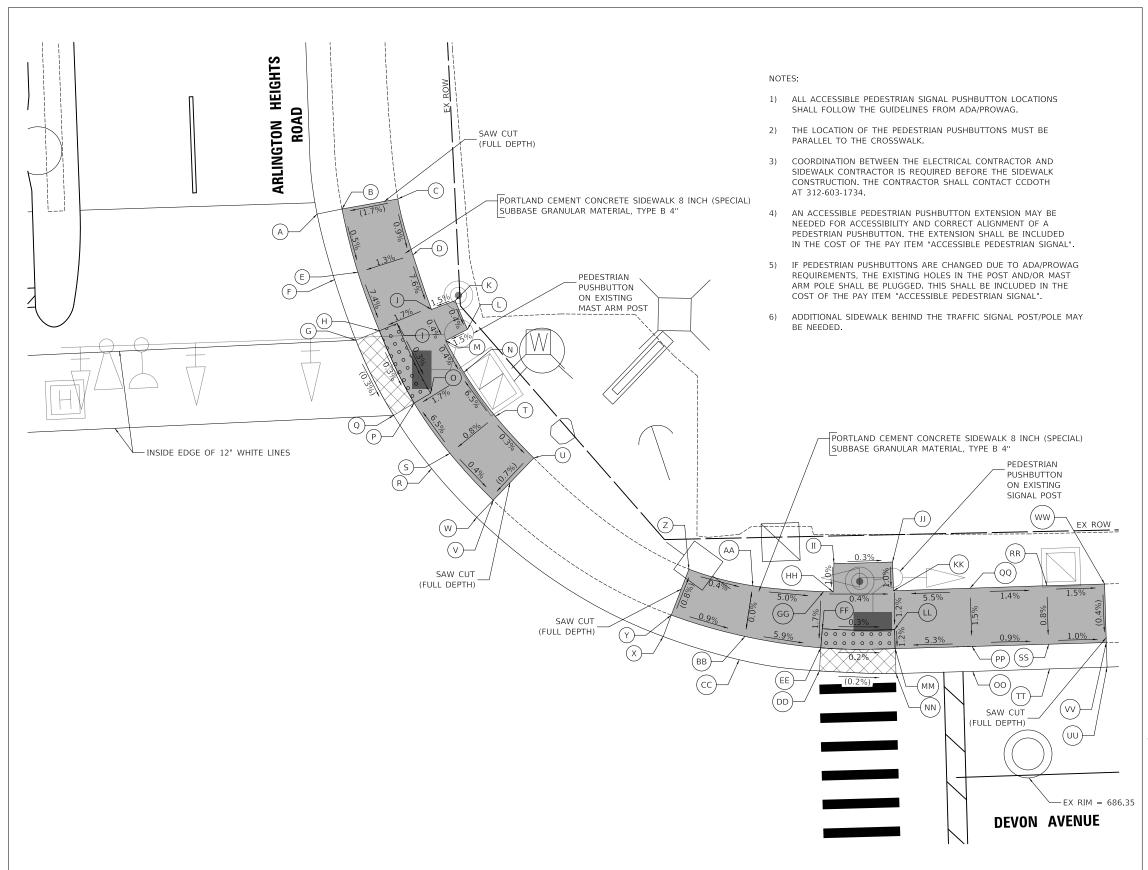


F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS
1346 / 2626	23-00079-00-RS	COOK / DUPAGE	79
		CONTRACT	NO. 6

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 







ARLINGTON HEIGHTS ROAD STATION OFFSET FLEVATION 16+90.82 38.12 RT (686.63) 16+91.26 40.73 RT (686.98)16+92.12 46.57'RT (687.08) D 16+86.27 47.96 RT 687.01 42.17'RT 686.95 16+84.65 (686.57)G 41.74 RT 16+77.61 (686.53)16+78.51 44.22 RT 686.47 16+79 21 46 09'RT 686 50 686.57 686.61 Κ 52.21'RT 16+81.40 16+78.39 53.41 RT 686.60 М 16 + 77.2951.10 RT 686.56 Ν 16+73.93 52.89' RT 686.55 0 16+71.8849.37 RT 686.48 16+70.91 47.62 RT 686.45 Q 16+69.70 45.44 RT (686.51)16+64.06 49.24 RT (686.49)16+65.59 686.87 16+69.29 56.04 RT 686.92 U 16+64.85 59.91'RT (686.90)16+60.61 55.56 RT (686.85) 16+58.88 Χ 63 + 15.7346.93'LT (686.33) Y 63+16.62 49.15 LT (686.74) Z 63+18 60 53 88'I T (686.70) AA 686.67 63+25.23 BB 63 + 24.2746 73'I T 686 67 CC 63+23.61 44.31 LT (686.29) DD | 63+31.96 42.92 LT (686.26) EE 63+32.16 45.33 LT 686.20 FF 63+32.38 47.32'LT 686 23 GG 63+32.61 51.18'LT 686.30 HH 63+33.61 51.12'LT 686.29 63+33.77 686.32 54.12 LT 63+39.90 54.07'LT 686.30 686.27 KK 63+39.92 51.07 LT LL 63+39.92 47.04 LT 686.21 45 04'I T MM 63+39 94 686 19 NN 63+39.94 (686.25) (686.23) 00 63+47.96 42.45 LT PP 63+47.96 686.61 45.05'LT QQ 63+47.96 51.12 LT 686.71 686.59 63+55.99 51.16 LT

NE CORNER OF DEVON AVENUE AND

#### **LEGEND**

SS

TT

VV

63+55.99

63+55.99

63+62.00

WW 63+62.00 51.16'LT

UU 63+62.00

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)

SUBBASE GRANULAR MATERIAL, TYPE B 4"

686.55

(686.17)

(686.11)

(686.49)

(686.51)

LIMITS OF ADA DEPRESSED CURB

45.06 LT

42.48 LT

42.50'LT

45.06 LT

X% / XXX.XX PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

#### NE CORNER OF DEVON AVENUE AND ARLINGTON HEIGHTS ROAD



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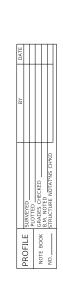
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

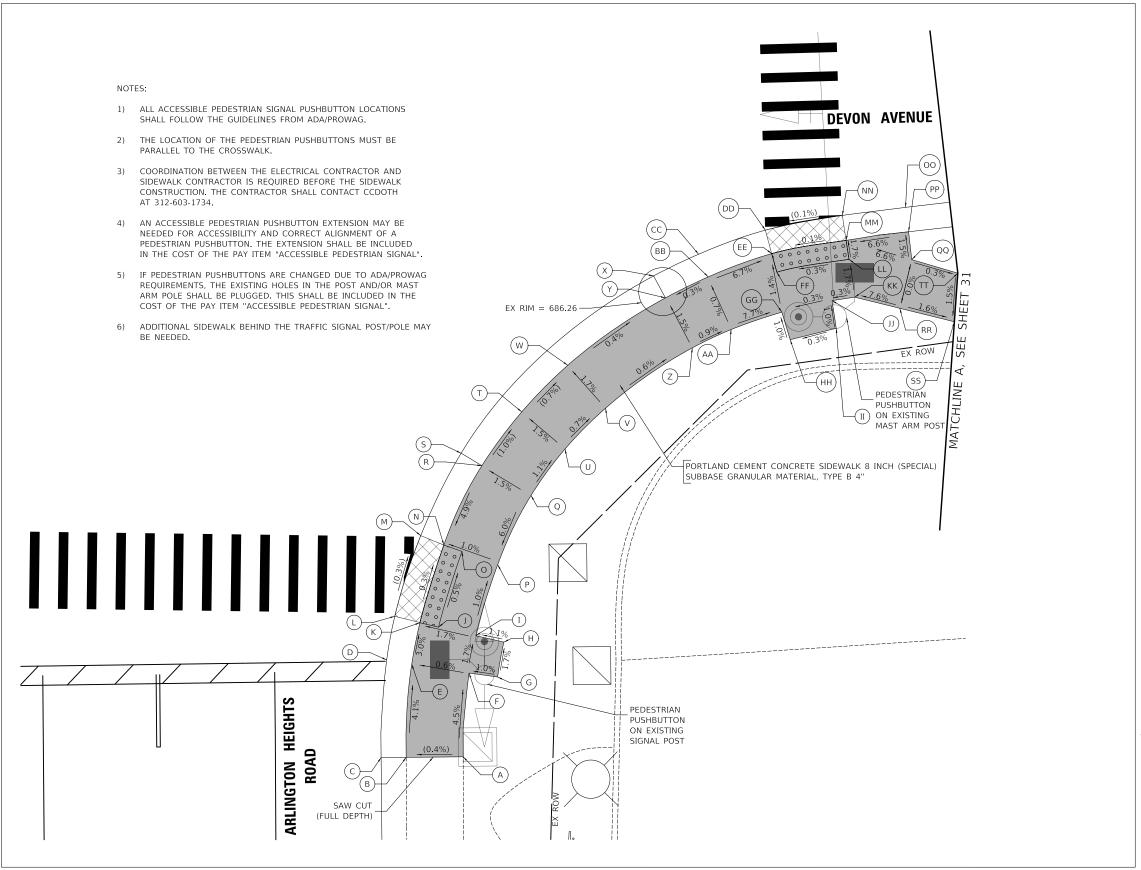


**ADA GRADING PLAN** SHEET 3 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
1346 / 2626	23-00079-00-RS	COOK / DUPAGE	79	29
		CONTRACT	NO. 6	1L08







15+05.03 48.51'RT (686.44) 49.23'RT D 15 + 15.15(686.42) 15+14.68 51.83' RT 686.49 57 80'RT 15 + 13.68686 52 60.76' RT 686.55 61.46 RT 686.49 Н 15 + 16.8615 + 17.5358.55' RT 686.46 15 + 18.4754.68 RT 686.39 15 + 18.9652.75'RT 686.36 15 + 19.6650.13 RT (686.42)15+27.98 52.97 RT (686.39) Ν 15 + 26.9755.36'RT 686.33 0 15 + 26.2857.23'RT 686.35 15 + 24.8660.94' RT 686.39 Q 15 + 31.9764.52 RT 686.86 R 15 + 35.1059.45 RT (686.78)15 + 36.4457.35 RT (686.34) 15 + 40.6363.70' RT (686.71)15 + 36.7268.14' RT 686.80 V 15+40.87 72.43'RT 686.76 W 1 + 54 3868 58' RT (686 66) 63 + 20.2745.31'RT (686.26)63+21.4447.63 RT (686.61) 63+24.09 52.91'RT 686.73 AA 63 + 28.1751.11 RT 686.65 BB 63+25.94 45.56' RT 686.62 CC 63+25.01 43.17'RT (686.24)DD 63+32.01 40.85'RT (686.20) EE 63 + 32.6043.31 RT 686.14 FF 63+33.08 686.17 45.25 RT GG 49.43' RT 686.23 52.33 RT НН 686.26 63+34.28 II 63+39.09 51.27'RT 686.27 63 + 38.7348 37'RT 686 24 JJ 686.25 ΚK 63+41.09 48.08' RT LL 63+40.61 44.12 RT 686 19 MM 63+40.36 42.14'RT 686.15 NN 63+40.04 39.53 RT (686.21)00 63+46.63 38.87 RT (686.19)63+46.88 41.42 RT 686.57 QQ 63+47.13 44.33' RT 686.62 RR 63+45.74 49.36'RT 686.62 SS 50.92'RT 686.52 63+51.37 TT 63+51.87 45.87'RT 686.60

SE CORNER OF DEVON AVENUE AND ARLINGTON HEIGHTS ROAD

51.12 RT

ELEVATION

(686.92)

(686.89)

STATION OFFSET

15+04.99 57.06'RT

15+05.02

#### **LEGEND**

DETECTABLE WARNINGS (SPECIAL) PORTLAND CEMENT CONCRETE



SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"



LIMITS OF ADA DEPRESSED CURB

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

## SE CORNER OF DEVON AVENUE AND ARLINGTON HEIGHTS ROAD



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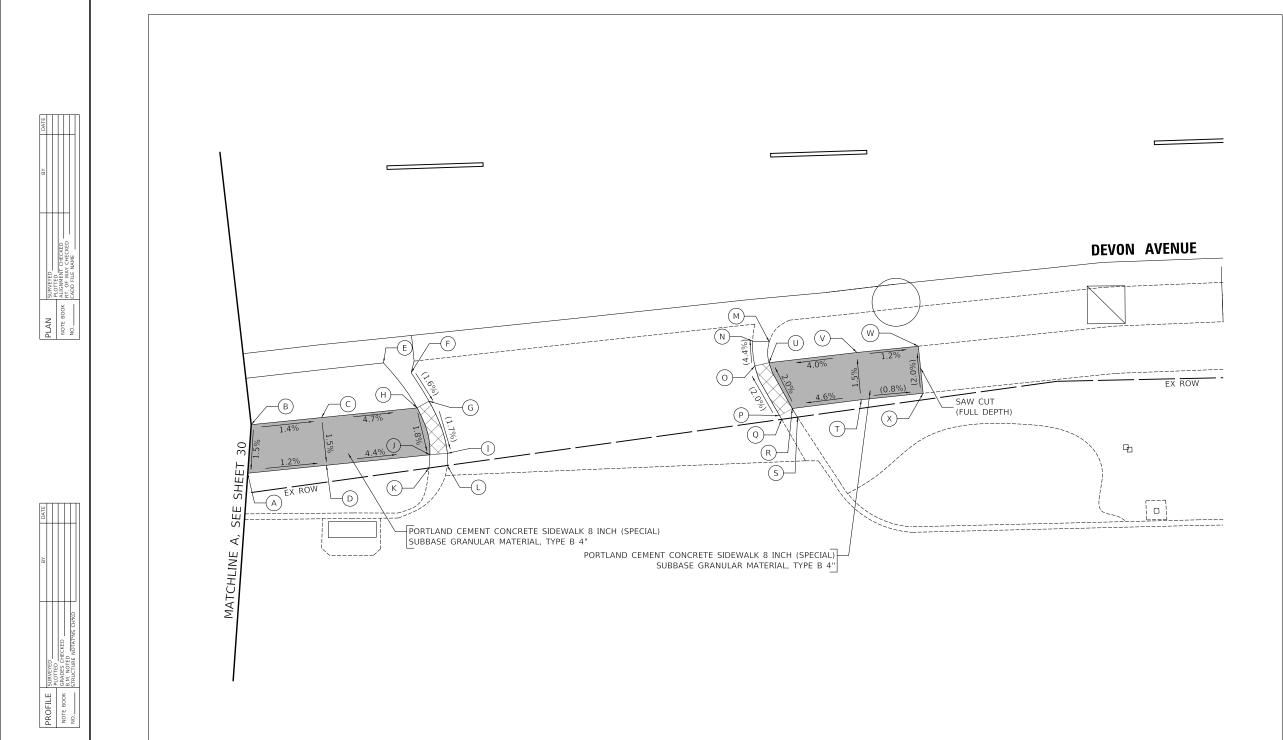
DESIGNED	-	KDC	REVISED -
DRAWN	-	JFG	REVISED -
CHECKED	-	DJK	REVISED -
DATE	-	9/30/2024	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

	SCALE	
0	5	10

			ADA	GF	ADING	PLAN	
Ī	SHEET	4	OF	8	SHEETS		

F.A.U. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
1346 / 2626	23-00079-00-RS		COOK / DUPAGE	79	30
			CONTRACT	NO. 6	L08
	ILLINOIS				



SPEEDWAY (WESTERN NORTH ENTRANCE)					
	STATION	OFFSET	ELEVATION		
Α	63+51.37	50.92'RT	686.52		
В	63+51.87	45.87' RT	686.60		
С	63+59.20	45.34'RT	686.50		
D	63+59.56	50.32'RT	686.45		
Е	63+65.79	39.83' RT	686.44		
F	63+68.63	40.93' RT	(686.10)		
G	63+70.40	43.95' RT	(686.05)		
Н	63+69.14	44.62 RT	686.04		
I	63+72.15	49.44 RT	(685.96)		
J	63+70.33	49.54' RT	685.95		
K	63+70.19	50.91 RT	(686.27)		
L	63+72.11	50.71 RT	(685.93)		
М	64+05.93	38.85' RT	(686.24)		
N	64+04.20	38.73' RT	(686.15)		
0	64+04.35	41.31 RT	(686.27)		
Р	64+06.76	46.58 RT	(686.39)		
Q	64+06.96	46.96 RT	(686.39)		
R	64+08.10	45.87' RT	686.38		
S	64+08.61	46.78' RT	(686.65)		
Т	64+15.30	45.18' RT	(686.71)		
U	64+05.84	41.02 RT	686.26		
V	64+15.00	40.25 RT	686.63		
W	64+21.40	39.80'RT	(686.56)		
X	64+21.74	44.72' RT	(686.66)		

## **LEGEND**

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"



LIMITS OF ADA DEPRESSED CURB

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

# **SPEEDWAY (WESTERN NORTH ENTRANCE)**



Two Pierce Place, Suite 1400 CIVILTECH Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civitechinc.com

DESIGNED -KDC DRAWN -JFG DJK

REVISED -REVISED -REVISED -



ADA GRADING PLAN SHEET 5 OF 8 SHEETS

4.U. TE.	SECTION	COUNTY	TOT SHE
46 / 526	23-00079-00-RS	COOK / DUPAGE	71
		CONTRACT	NO

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SPEEDWAY (EASTERN NORTH ENTRANCE) STATION OFFSET ELEVATION 65+04.37 39.90'RT (686.17) B 65+04.33 44.82 RT C 65+11.80 39.96 RT (686.11) (685.94) D 65+13.77 44.63 RT (685.90)

**DEVON AVENUE** 1) NO WORK TO BE PERFORMED. SHOWN FOR PERMITTING PURPOSES (3.1%)

## **LEGEND**

DETECTABLE WARNINGS (SPECIAL)

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

SPEEDWAY (EASTERN NORTH ENTRANCE)



Two Pierce Place, Suite 1400 CIVILTECH Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
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REVISED -DRAWN -REVISED -CHECKED -REVISED -

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

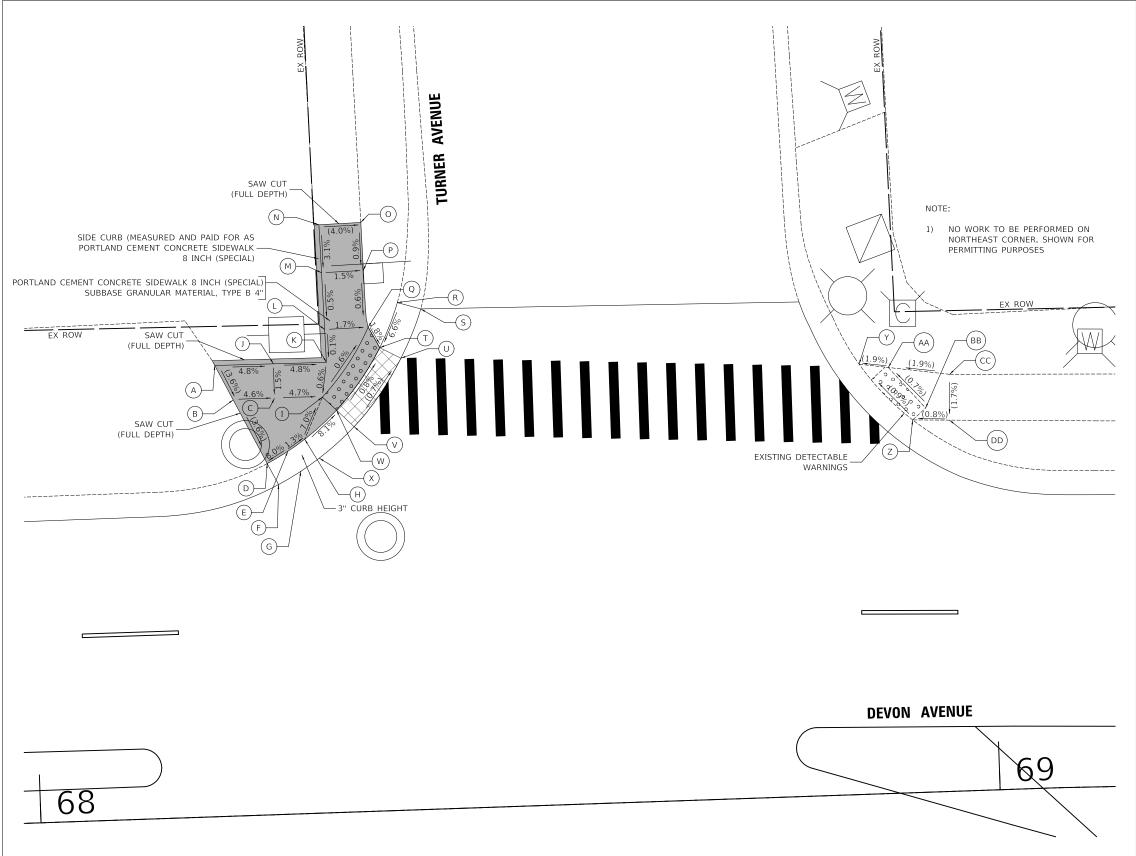


ADA GRADING PLAN

SECTION 23-00079-00-RS COOK / DUPAGE 79 32 CONTRACT NO. 61L08

SHEET 6 OF 8 SHEETS





**DEVON AVENUE AND TURNER AVENUE** 

D	EVON AVENUE	TOP OF CURB		
	STATION	OFFSET	ELEVATION	
Α	68+19.74	47.00'LT	(685.94)	(685.94)
В	68+21.53	43.35' LT	(685.77)	
С	68+25.83	43.37'LT	685.57	
D	68+24.85	36.60'LT	(685.50)	
Е	68+27.04	37.80'LT	685.70	
F	68+25.95	34.37' LT	(685.48)	
G	68+28.33	35.68' LT	(685.45)	
Н	68+28.83	39.00'LT	685.67	
I	68+30.83	43.32'LT	685.34	
J	68+25.85	46.96' LT	685.62	(685.71)
K	68+31.38	46.93' LT	685.36	(685.56)
L	68+31.31	50.36'LT	685.36	(685.56)
М	68+31.19	56.28' LT	685.39	(685.56)
N	68+31.09	61.28'LT	(685.57)	(685.57)
0	68+35.46	61.37'LT	(685.37)	
Р	68+35.55	56.37'LT	685.32	
Q	68+35.85	50.45'LT	685.29	
R	68+38.97	52.90'LT	(685.57)	
S	68+41.39	52.15'LT	(685.25)	
Т	68+36.98	48.27' LT	685.24	
U	68+39.15	47.09 LT	(685.30)	
V	68+34.03	40.13'LT	(685.36)	
W	68+32.25	41.92 LT	685.30	
Х	68+30.28	36.98' LT	(685.42)	
Υ	68+86.84	44.82 LT	(685.13)	
Z	68+92.22	38.82'LT	(685.20)	
AA	68+89.86	44.38' LT	(685.19)	
BB	68+93.61	40.02'LT	(685.23)	
CC	68+96.23	43.44 LT	(685.31)	
DD	68+96.04	38.67'LT	(685.23)	

## **LEGEND**

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"

LIMITS OF ADA DEPRESSED CURB

X% / XXX.XX

PROPOSED SLOPE / ELEVATION

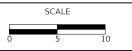
(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

CIVILTECH WWW.civiltechinc.com

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DESIGNED -REVISED -DRAWN

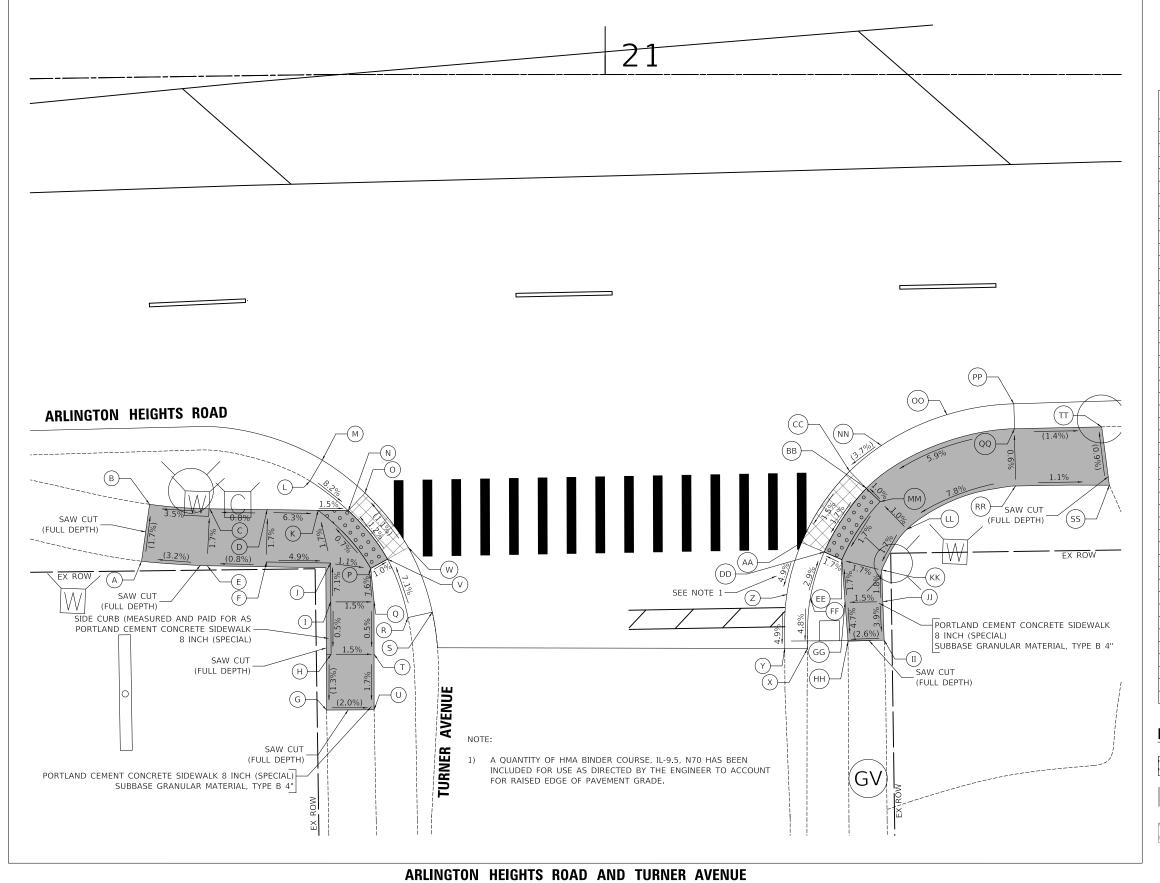
STATE OF ILLINOIS REVISED **DEPARTMENT OF TRANSPORTATION** 



ADA GRADING PLAN SHEET 7 OF 8 SHEETS

A.U. TE	SECTION	COUNTY	TOTAL SHEETS	SHI
46 / 626	23-00079-00-RS	COOK / DUPAGE	79	3
		CONTRACT	NO. 6	1L0
	II LINIOIS			

TOP OF CURB



ARLINGTON HEIGHTS ROAD AND TURNER AVENUE **ELEVATION** ELEVATION 20+50.98 50.43 RT (683.34) 45.07 RT 683.46 20+58.1620+64.14 (683.56) 20+57.8151 00' RT 20+63.99 (683.61)(683.61)20 + 70.0366 21 RT (683.54) 20+71.44 60.41 RT 20+71.41 54.91' RT (683.61) 683.27 (683.65) 20+71.3950.90 RT 20+69.45 20+68.64 42.33 RT (683.54) 20+69.95 40.17' RT (683.16)683.13 20+73.23 45.45 RT 20 + 75.5751.46 RT 683.23 56 58' RT (683 66) 20 + 79.46(683.25) 20+81.99 20 + 75.9260.38 RT 683.46 (683.36) 20 + 77.3250.50' RT 683.21 20+79.49 49.28' RT (683.27) 21+21.08 59.82' RT (683.99)21+18.72 59.80' RT (683.60) 21+18.93 683.88 21+20.4848.76 RT 684.17 43.11 RT 684.24 21+25.48 41.34 RT (684.30) DD 21+22.83 49.75' RT 684.11 21+24 66 50 55' RT 684 14 684.26 684.21 21 + 25.0054.98 RT 21+25.30 (684.02) 21 + 29.0758.94 RT (684.12) 21+28.93 684.27 21+28.82 51 61 RT 684.21 21+31.45 47.38 RT 684.30 MM 21+28.65 44.50 RT 684.26 NN 21+28.79 (684.46) 38.66 RT 21+35.61 35.44' RT (684.71) 21+42.58 34.31 RT (684.90) QQ 21+42.66 36.90' RT (685.24)685.37 21+42.76 42.88' RT 21+52.54 42.79' RT (685.17)TT 21+51.74 36.71 RT (685.11)

#### **LEGEND**

DETECTABLE WARNINGS (SPECIAL)

PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL) SUBBASE GRANULAR MATERIAL, TYPE B 4"

LIMITS OF ADA DEPRESSED CURB

PROPOSED SLOPE / ELEVATION X% / XXX.XX

(X%) / (XXX.XX) EXISTING SLOPE / ELEVATION

CIVILTECH www.civiltechinc.com

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

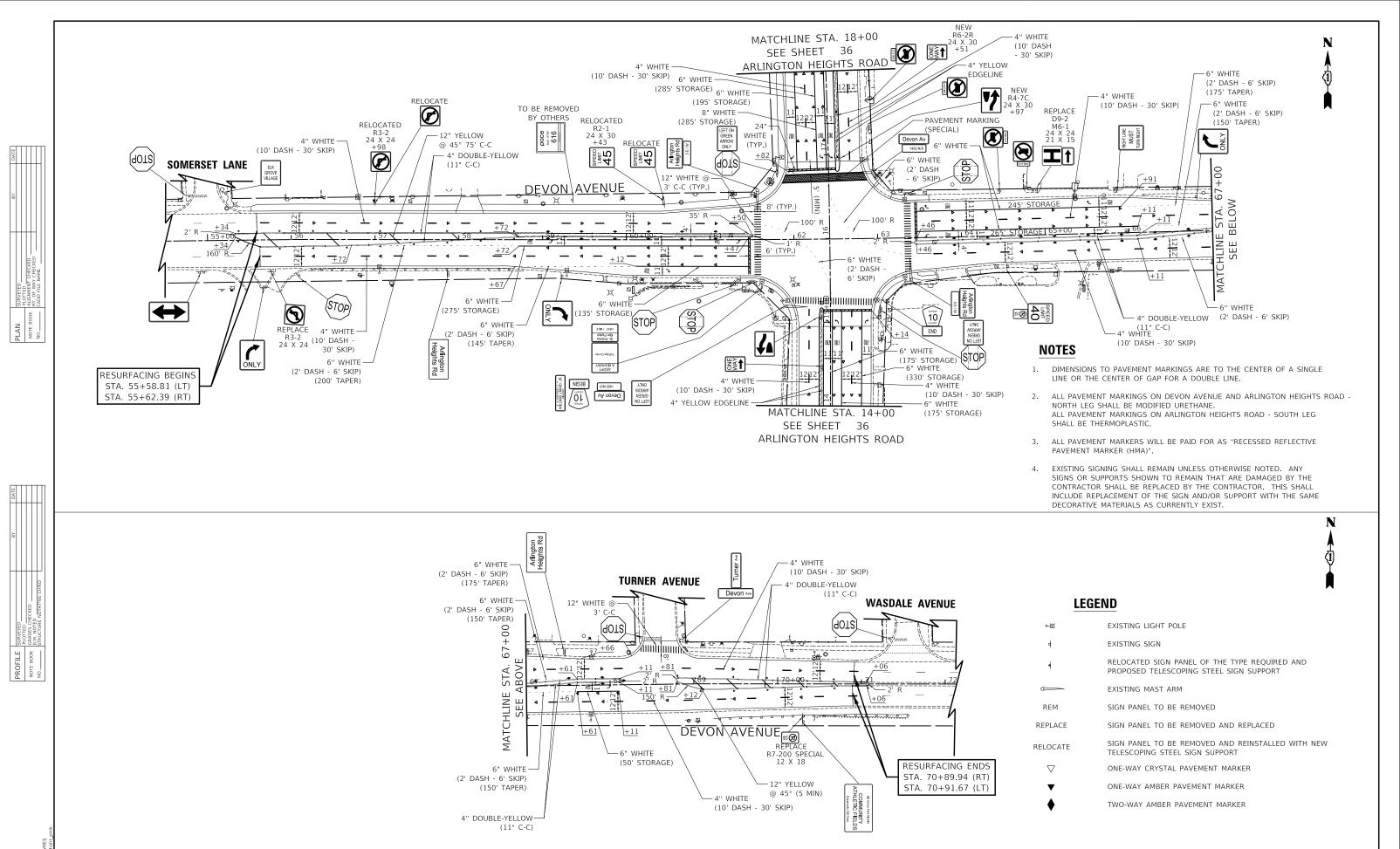
REVISED DRAWN REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 



ADA GRADING PLAN SHEET 8 OF 8 SHEETS

23-00079-00-RS COOK / DUPAGE 79 34 CONTRACT NO. 61L08



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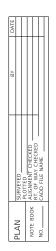
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

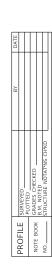
DESIGNED -KDC REVISED STATE OF ILLINOIS DRAWN JFG REVISED REVISED **DEPARTMENT OF TRANSPORTATION** 9/30/2024

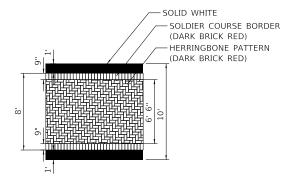


PAVEMENT MARKING AND SIGNING PLAN SHEET 1 OF 2 SHEETS

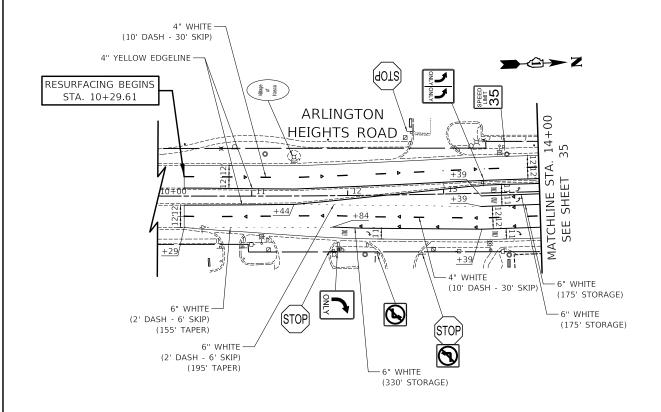
SECTION 23-00079-00-RS COOK / DUPAGE 79 CONTRACT NO. 61L08

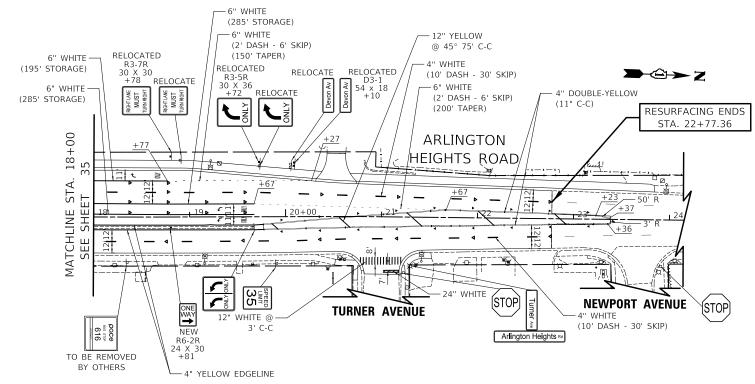






## **PAVEMENT MARKING (SPECIAL) DETAIL**





#### **LEGEND**

EXISTING LIGHT POLE

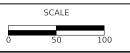
		þ	EXISTING SIGN
DIMENSIONS TO PAVEMENT MARKINGS ARE TO THE CENTER OF A SINGLE LINE OR THE CENTER OF GAP FOR A DOUBLE LINE.	FER OF A SINGLE	4	RELOCATED SIGN PANEL OF THE TYPE REQUIRED AND PROPOSED TELESCOPING STEEL SIGN SUPPORT
	ER OF A SINGLE	0	EXISTING MAST ARM
ALL PAVEMENT MARKINGS ON DEVON AVENUE AND ARLING NORTH LEG SHALL BE MODIFIED URETHANE.	NGTON HEIGHTS ROAD -	REM	SIGN PANEL TO BE REMOVED
ALL PAVEMENT MARKINGS ON ARLINGTON HEIGHTS ROAD SHALL BE THERMOPLASTIC.	) - SOUTH LEG	REPLACE	SIGN PANEL TO BE REMOVED AND REPLACED
ALL PAVEMENT MARKERS WILL BE PAID FOR AS "RECESSI PAVEMENT MARKER (HMA)".	ED REFLECTIVE	RELOCATE	SIGN PANEL TO BE REMOVED AND REINSTALLED WITH NEW TELESCOPING STEEL SIGN SUPPORT
EXISTING SIGNING SHALL REMAIN UNLESS OTHERWIS	OTED ANY	$\nabla$	ONE-WAY CRYSTAL PAVEMENT MARKER
SIGNS OR SUPPORTS SHOWN TO REMAIN THAT ARE DAM CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR	AGED BY THE	▼	ONE-WAY AMBER PAVEMENT MARKER
INCLUDE REPLACEMENT OF THE SIGN AND/OR SUPPORT N DECORATIVE MATERIALS AS CURRENTLY EXIST.		<b>♦</b>	TWO-WAY AMBER PAVEMENT MARKER



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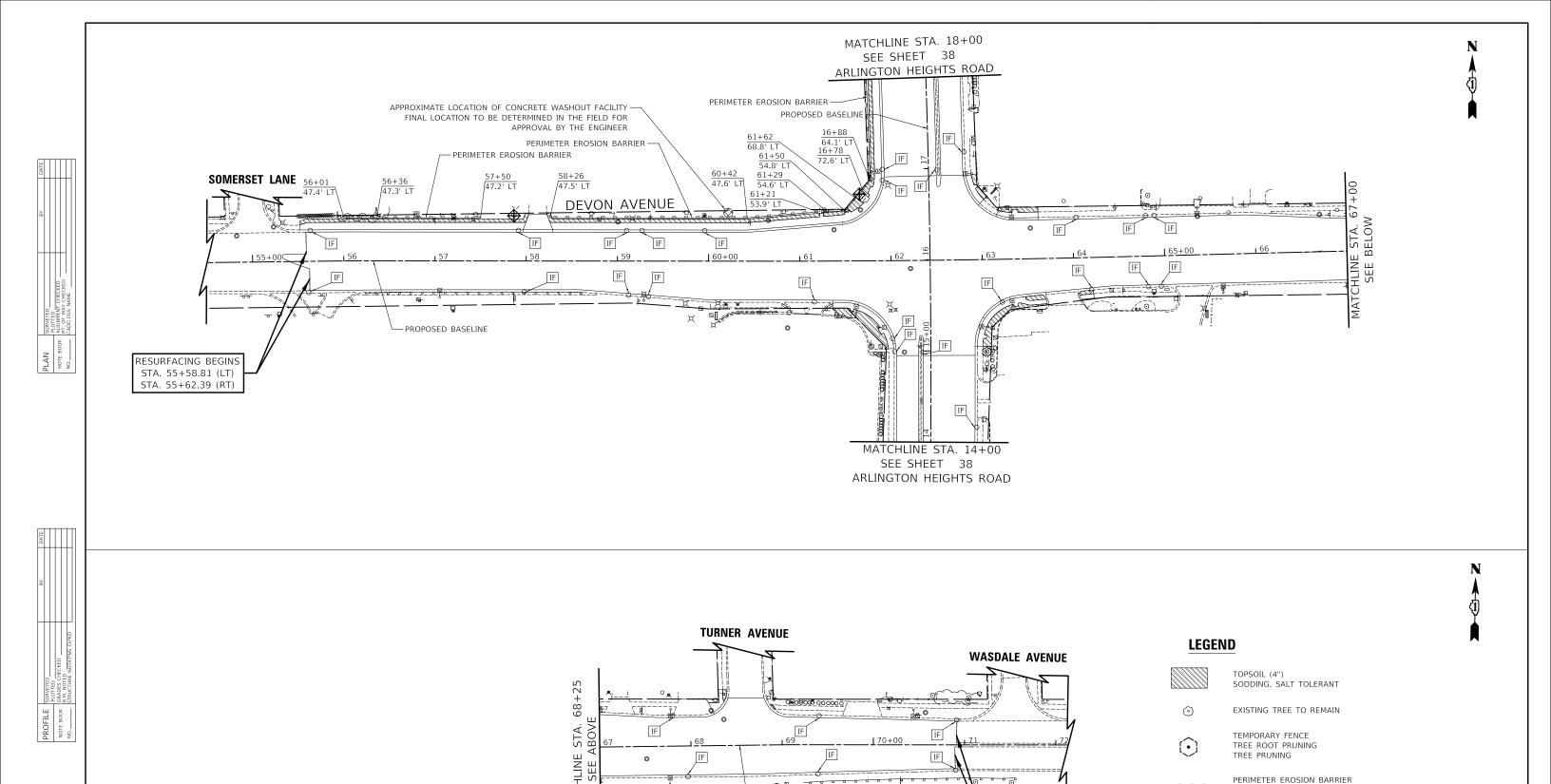
KDC DESIGNED -REVISED DRAWN JFG REVISED CHECKED -REVISED REVISED . 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 



PAVEMENT MARKING AND SIGNING PLAN SHEET 2 OF 2 SHEETS

SECTION COUNTY 23-00079-00-RS COOK / DUPAGE 79 36 CONTRACT NO. 61L08



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KDC DESIGNED -REVISED -DRAWN JFG REVISED CHECKED -REVISED REVISED . 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**  SCALE

PROPOSED BASELINE

DEVON AVENUE

**EROSION CONTROL AND LANDSCAPING PLAN** 

RESURFACING ENDS

STA. 70+89.94 (RT)

STA. 70+91.67 (LT)

IF

SECTION 23-00079-00-RS COOK / DUPAGE 79 37 CONTRACT NO. 61L08

SHEET 1 OF 2 SHEETS

INLET FILTER

(UNLESS OTHERWISE NOTED)

ABOVE GRADE INLET PROTECTION (PAID FOR AS

16' PERIMETER EROSION BARRIER, SEE STANDARD 280001)



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IVILTECH	www.civittechinc.com

DESIGNED	-	KDC	REVISED -	
DRAWN	-	JFG	REVISED -	
CHECKED	-	DJK	REVISED -	DE
DATE	-	9/30/2024	REVISED -	

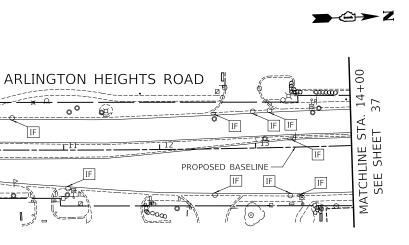
STATE OF ILLINOIS **EPARTMENT OF TRANSPORTATION**  SCALE

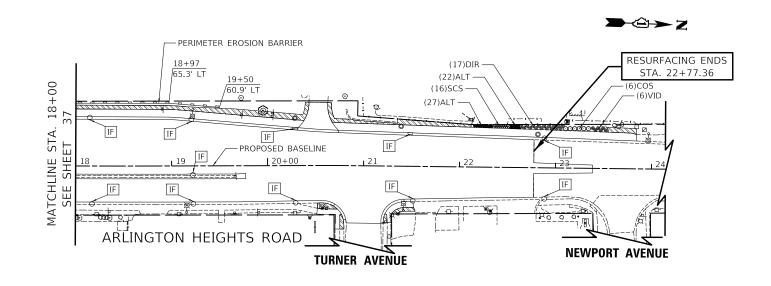
**EROSION CONTROL AND LANDSCAPING PLAN** 

SECTION 23-00079-00-RS COOK / DUPAGE 79 38 CONTRACT NO. 61L08

NOTE: THE DATE OF INSPECTION NOTED WITHIN THE SPECIAL PROVISION FOR "PERENNIAL PLANT CARE" SHALL BE SEPTEMBER 10, 2025.

QTY	CODE	LATIN NAME	COMMON NAME	SIZE	COMMENTS
			SHRUBS		
6	cos	CORNUS SERICEA	REDOSIER DOGWOOD	36" HEIGHT	
6	VID	VIBURNUM DENTATUM	BLUE MUFFIN ARROWHEAD	36" HEIGHT	
			PERENNIALS		
49	ALT	ALLIUM TANGUTICUM	SUMMER BEAUTY CHIVES	1 GAL	18" O.C.
17	DIR	DIERVILLA LONICERA	KODIAK RED HONEYSUCKLE	1 GAL	42" O.C.
16	SCS	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	1 GAL	24" O.C.





#### **LEGEND**

TOPSOIL (4") SODDING, SALT TOLERANT

 $\odot$ 

EXISTING TREE TO REMAIN

TEMPORARY FENCE TREE ROOT PRUNING TREE PRUNING

PERIMETER EROSION BARRIER (UNLESS OTHERWISE NOTED)

IF

INLET FILTER

ABOVE GRADE INLET PROTECTION (PAID FOR AS 16' PERIMETER EROSION BARRIER, SEE STANDARD 280001)

RESURFACING BEGINS

STA. 10+29.61

SHEET 2 OF 2 SHEETS

# TRAFFIC SIGNAL LEGEND

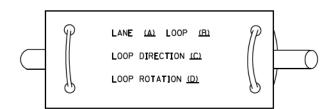
(NOT TO SCALE)

ПЕМ	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET	$\boxtimes$		HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		R R Y
COMMUNICATION CABINET	ECC	СС	HEAVY DUTY HANDHOLE				<b>(12000</b>	G G 4Y 4Y 4G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND	H (1)	⊞ 19			<b>e</b> G <b>e</b> G P
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE	N	<b>XX</b>	SIGNAL HEAD WITH BACKPLATE		
UNINTERRUPTABLE POWER SUPPLY	<b> ₹</b>	<b>2</b>	JUNCTION BOX		•	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		Y Y Y
SERVICE INSTALLATION -(P) POLE MOUNTED	- <del></del> P	- <b>-</b> P	RAILROAD CANTILEVER MAST ARM	<del>₹0₹ - ₹</del> ₹	I <del>ti I</del>			4Y 4Y 4G 4G
SERVICE INSTALLATION	6 64	6 64	RAILROAD FLASHING SIGNAL	X <del>o</del> X	X•X		P RB	P RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^G \boxtimes^{GM}$	<b>⊠</b> <sup>G</sup> <b>⊠</b> <sup>GM</sup>	RAILROAD CROSSING GATE	X <del>oX</del> > ~	<b>1+1</b> -	PEDESTRIAN SIGNAL HEAD	<b>©</b>	<u>•</u>
TELEPHONE CONNECTION	ET	Т	RAILROAD CROSSBUCK	¥ ₽	*	AT RAILROAD INTERSECTIONS		*
STEEL MAST ARM ASSEMBLY AND POLE	0	•——	RAILROAD CONTROLLER CABINET	<b>⊠</b>	<b>≯</b> ∢	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	<b>(</b> €) c ( <b>5</b> €) D	<b>₽</b> C <b>★</b> D
ALUMINUM MAST ARM ASSEMBLY AND POLE	0		UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			ILLIMINATED SIGN		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	ο;α—	• <del>×</del>	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			"NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	o	<ul> <li>◆ BM</li> </ul>	SYSTEM ITEM INTERSECTION ITEM	S I	SP IP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	8	Θ	REMOVE ITEM		R	GROUND CABLE IN CONDUIT,		
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN)  ELECTRIC CABLE IN CONDUIT, TRACER	~	_
SIGNAL HEAD	>	-	ABANDON ITEM		Α	NO. 14 1/C	(1)	_1_
SIGNAL HEAD WITH BACKPLATE	+1>	+-	CONTROLLER CABINET AND		RCF	COAXIAL CABLE	<u> </u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED	> <sup>p</sup> +-> <sup>p</sup>	→ P + → P	FOUNDATION TO BE REMOVED  MAST ARM POLE AND		RMF	VENDOR CABLE		<del>-</del> V-
FLASHER INSTALLATION -(FS) SOLAR POWERED	o⊳ <sup>F</sup> o⊳ <sup>FS</sup>	•► FS	FOUNDATION TO BE REMOVED		KMF	COPPER INTERCONNECT CABLE,	,	
	or⊳ er⊳ <sub>ES</sub>	₽⇒ <sup>F</sup> ₽⇒ <sup>FS</sup>	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	NO. 18, 3 PAIR TWISTED, SHIELDED	(6#18)	<u>—(6#18)</u>
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F		——(12F)—
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			PREFORMED DETECTOR LOOP	P P	P P	-NO. 62.5/125, MM12F SM24F		—
RADAR DETECTION SENSOR	R	R ■	SAMPLING (SYSTEM) DETECTOR	s s	s s			—36F)—
VIDEO DETECTION CAMERA		<b>V</b>	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS (IS)	IS (IS)			
RADAR/VIDEO DETECTION ZONE	<b>III</b>		QUEUE AND SAMPLING (SYSTEM) DETECTOR	os (s)	os os	GROUND ROD -(C) CONTROLLER -(M) MAST ARM	+ + + + + + + + + + + + + + + + + + +	T T T T
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	WIRELESS DETECTOR SENSOR	<u> </u>	<u> </u>	-(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	$\boxtimes$	<b>◄</b>	WIRELESS ACCESS POINT		-			
CONFIMATION BEACON	<b>~</b> <	<b>H</b>						
WIRELESS INTERCONNECT	<u> </u>	• <del>••   </del>						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						
USER NAME ■ footem	DESIGNED -	IP REVISED -	1		<u> </u>	DICTRICT CALE	F.A.U. SECTION	ON COUNTY TOTAL SHEETS N
	DRAWN -	IP REVISED -		STATE OF ILLINOIS	ATS.	DISTRICT ONE NDARD TRAFFIC SIGNAL DESIGN DETAILS	1346/ 2646 23-00079-	00-RS COOK / DUPAGE 79
PLOT SCALE = 50.0000  PLOT DATE = 3/4/2019		LP REVISED - 9/29/2016 REVISED -		MENT OF TRANSPORTATION		HEET 1 OF 7 SHEETS	TS-05	LINOIS FED. AID PROJECT

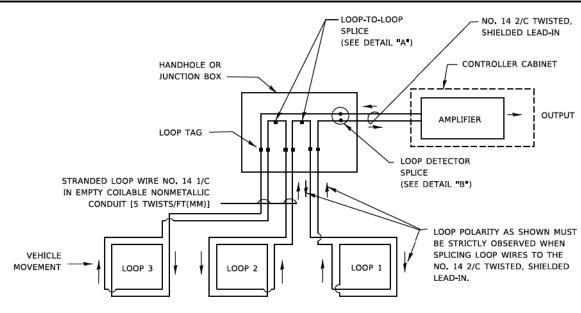
#### LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER.
  ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT
  FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE
  DETECTION.
- 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.
- 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

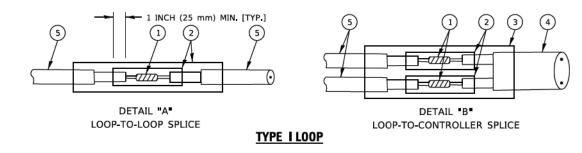


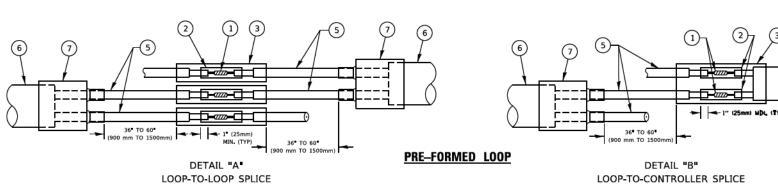
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



#### **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.





#### LOOP DETECTOR SPLICE

- (1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3 (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

SCALE: NONE

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

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

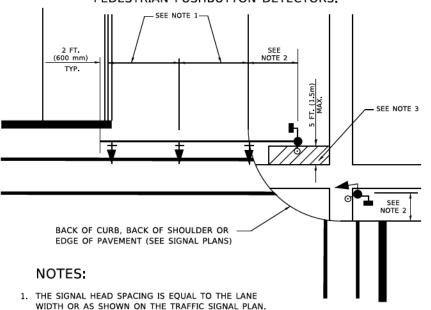
CONTRACT NO. 61L08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

#### TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

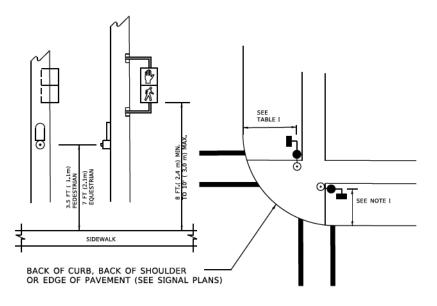
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



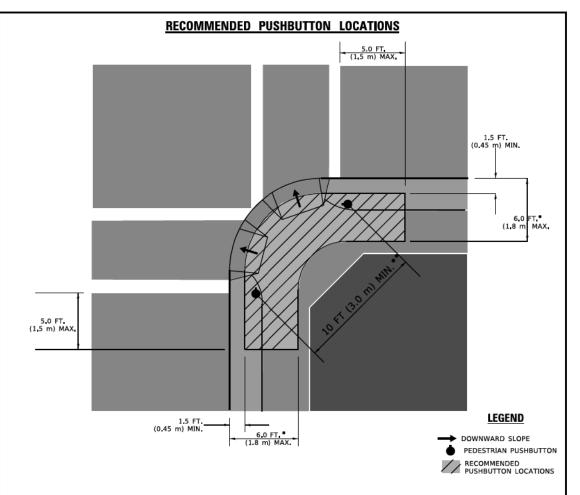
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK 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.
- 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.
- 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."



- \* 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:

- 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 TOTHE 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.

SCALE: NONE

USER NAME - footemj	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

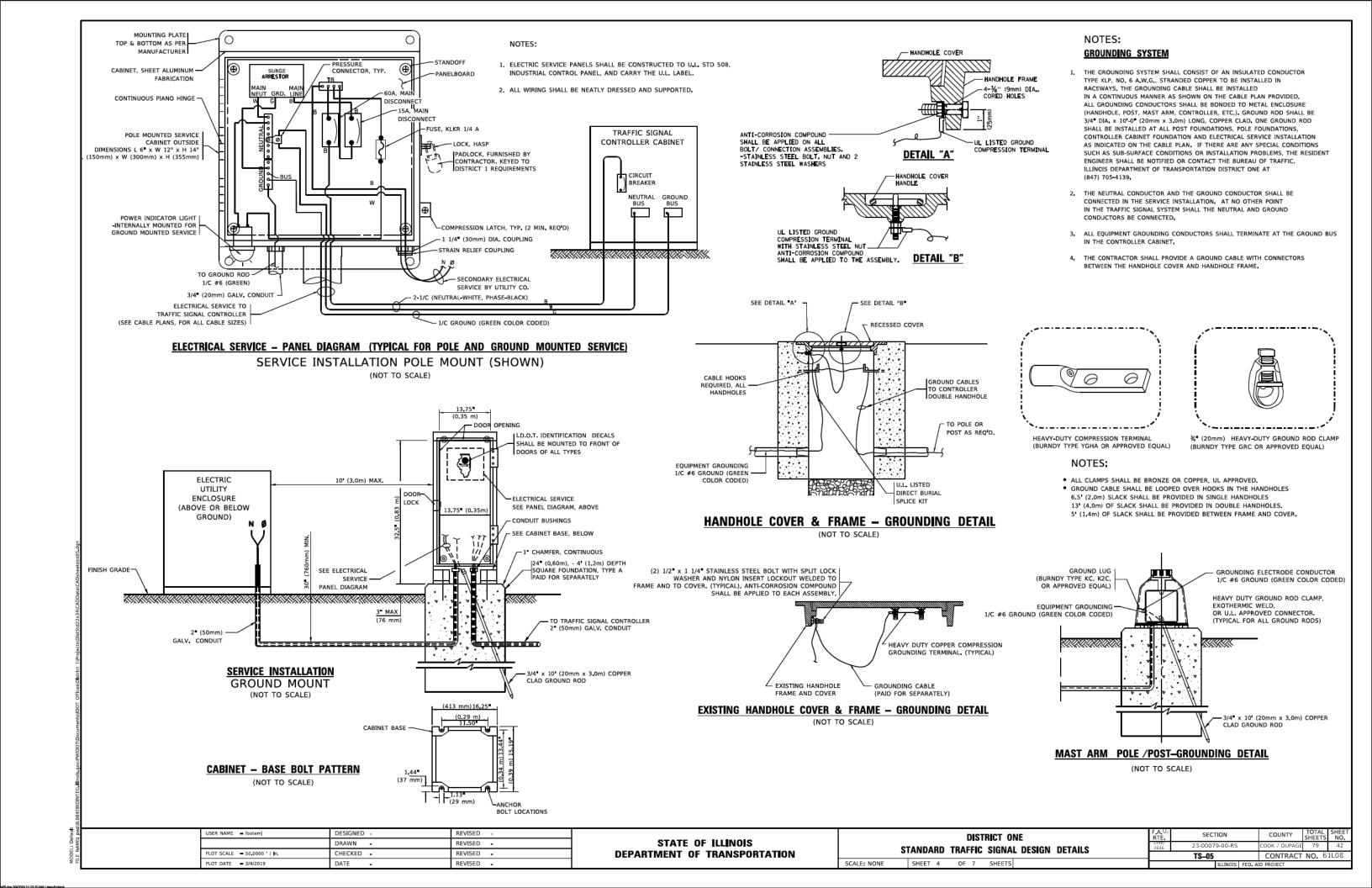
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

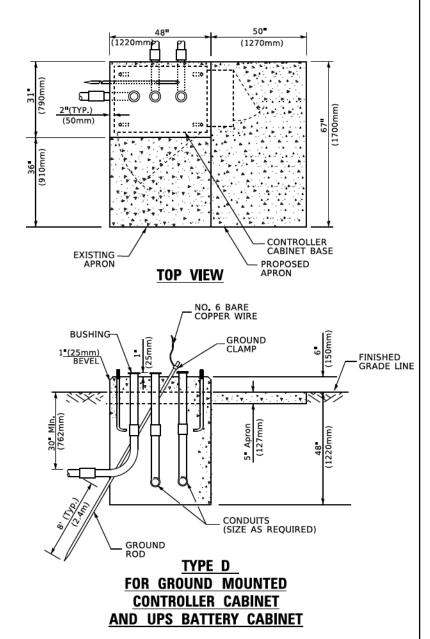
DISTRICT ONE

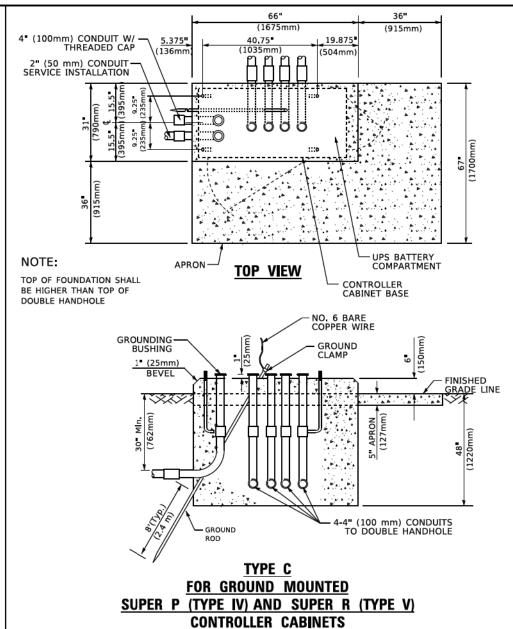
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

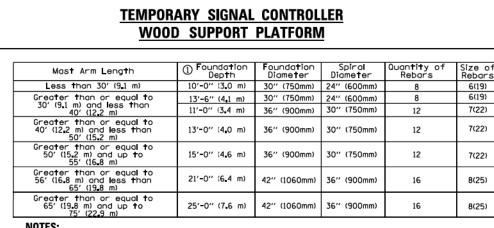
F.A.U. RTE. SECTION COUNTY TOTAL SHEETS NC 1990 23-00079-00-RS COOK / DUPAGE 79 4:

TS-05 CONTRACT NO, 61L08









49" (SEE NOTE 3) (1245mm)

2" x 6" (51mm x 152mm) WOOD FRAMING (TYP.)

SEE NOTE 5-

TRAFFIC SIGNAL

CONTROLLER CABINET

¾" (19mm) TREATED PHYWOOD DECK

2" x 6" (51mm x 152mm) TREATED WOOD

6" x 6" (152mm x 152mm) TREATED WOOD POSTS

3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.

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

4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.

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.

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.

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

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

#### **CABLE SLACK**

JSER NAME - footemi

LOT SCALE = 50,0000 / In.

DESIGNED DRAWN CHECKED -

VERTICAL	CABLE	LENGTH

#### **DEPTH OF FOUNDATION**

TYPE A - Signal Post

TYPE D - CONTROLLER

SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE

TYPE C - CONTROLLER W/ UPS

	NOTES:
1	l. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) alonç
	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 Engine
	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 most arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
- 4. For most arm assemblies with dual arms refer to state standard 878001.

## DEPTH OF MAST ARM FOUNDATIONS, TYPE E

REVISED -		DISTRICT ONE	F.A.U SECTION	COUNTY TOTAL SHEET NO.
REVISED -	STATE OF ILLINOIS		1346/ 2646 23-00079-00-RS	COOK / DUPAGE 79 43
REVISED -	DEPARTMENT OF TRANSPORTATION	STANDARD TRAFFIC SIGNAL DESIGN DETAILS	TS-05	CONTRACT NO. 61L08
REVISED -		SCALE: NONE SHEET 5 OF 7 SHEETS	ILLINOIS	FED. AID PROJECT

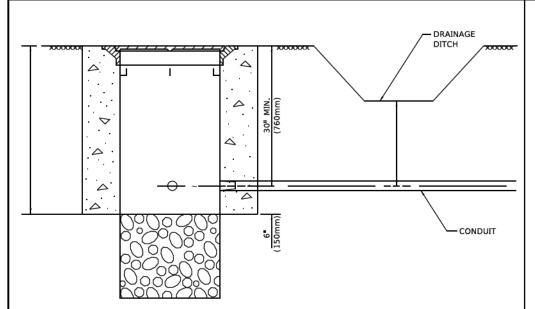
DEPTH

4'-0" (1.2m)

4'-0" (1.2m)

4'-0" (1.2m)

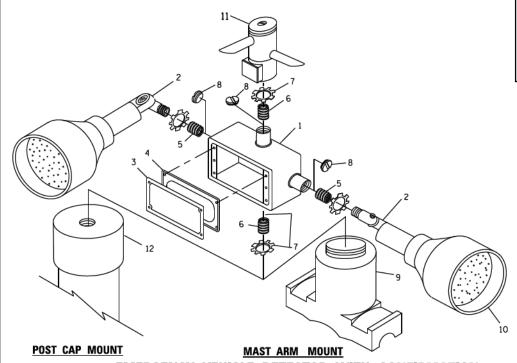
4'-0" (1.2m



#### NOTES:

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

# HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL

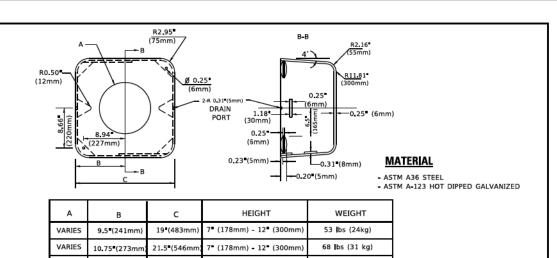
USER NAME = footem)	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

(915mm) (1035mm) CONTROLLER CABINET BASE PROPOSED-**TOP VIEW** APRON NO. 3 DOWEL 18" (450mm NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING-GROUND CLAMP EXISTING ANCHOR BOLTS GRADE LINE BEVEL (300 mm)(225mm) -EXISTING CONDUITS EXISTING GROUND ROD MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION (NOT TO SCALE)

ITEM	NO. IDENTIFICATION
1	OUTLET BOX- GALV, 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	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:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #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 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



81 lbs (37 kg)

126 lbs (57 kg)

#### **SHROUD**

7" (178mm) - 12" (300

7" (178mm) - 12" (300m

#### NOTES:

VARIES

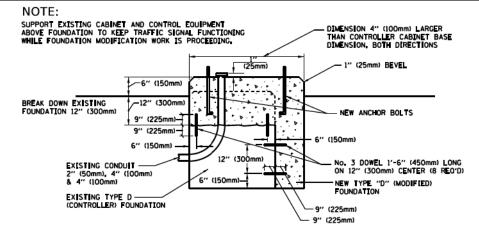
VARIES

18.5 (470m

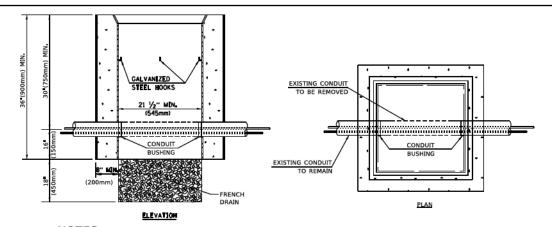
DIMENSION A IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD.
THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.

37 (940m

- 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.



#### MODIFY EXISTING TYPE "D" FOUNDATION

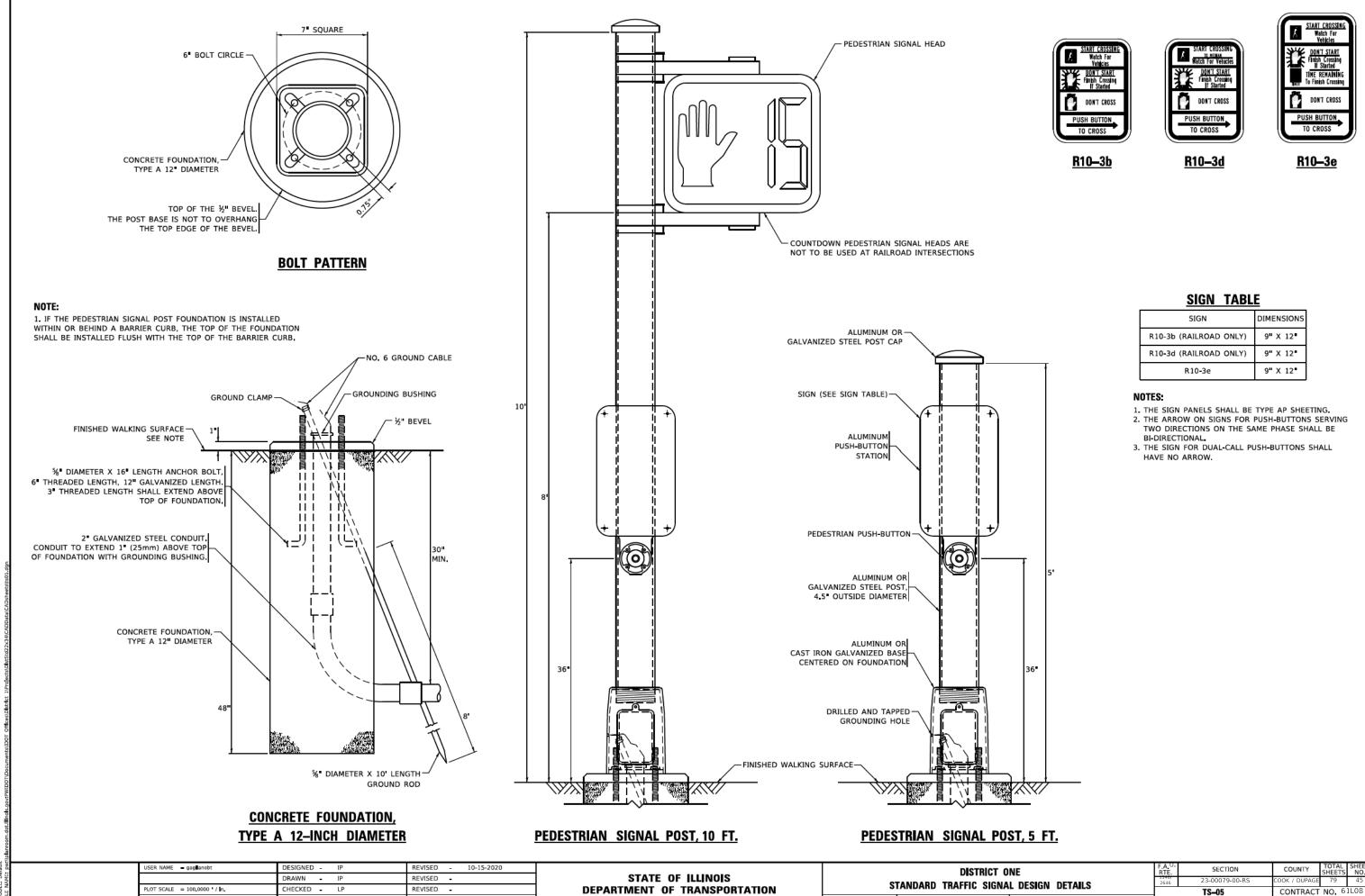


#### NOTES:

- 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 INCLUDED WITH THE COST OF THE HANDHOLE.

#### HANDHOLE TO INTERCEPT EXISTING CONDUIT

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



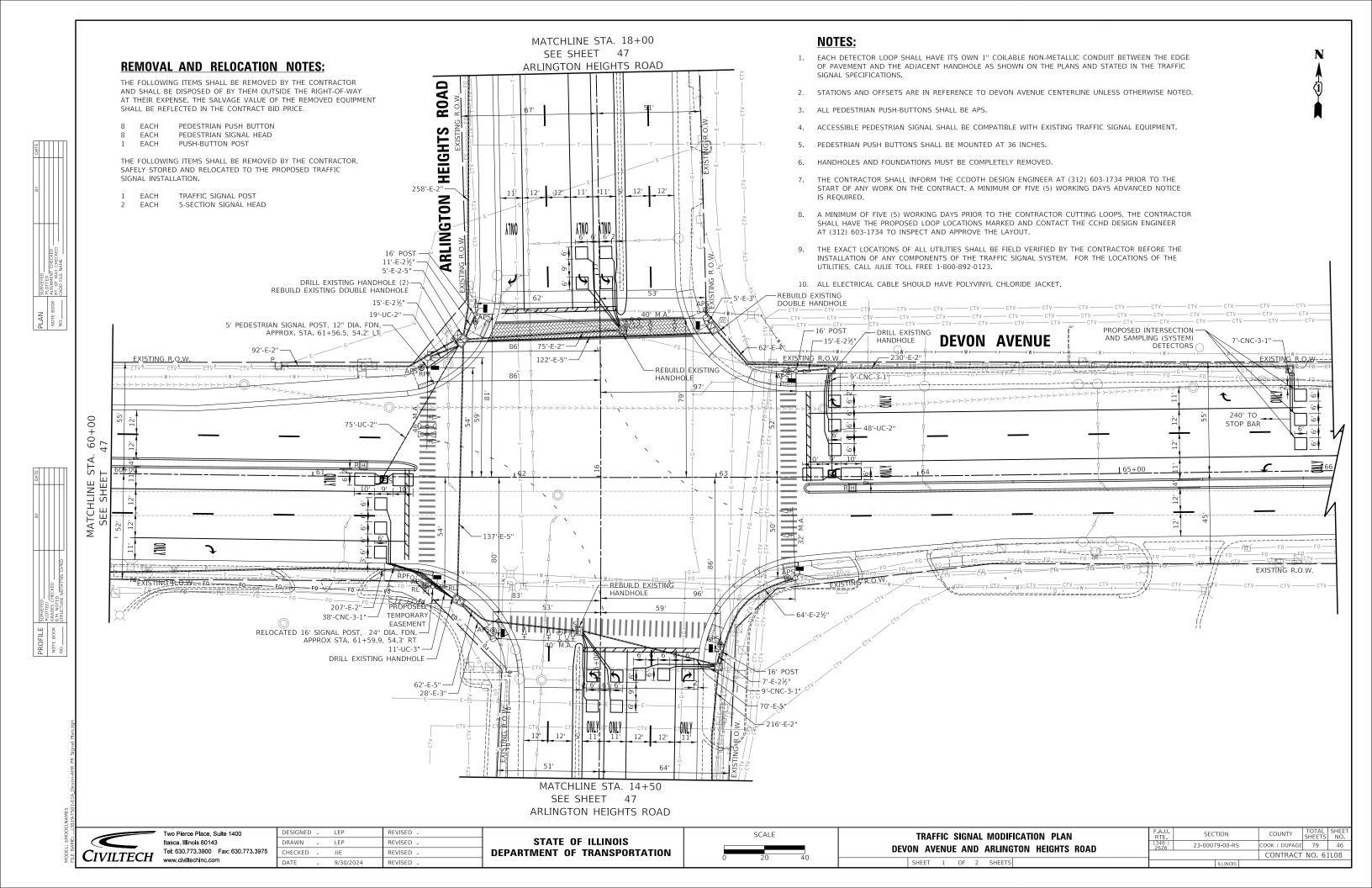
SHEET 7 OF 7 SHEETS STA.

SCALE: NONE

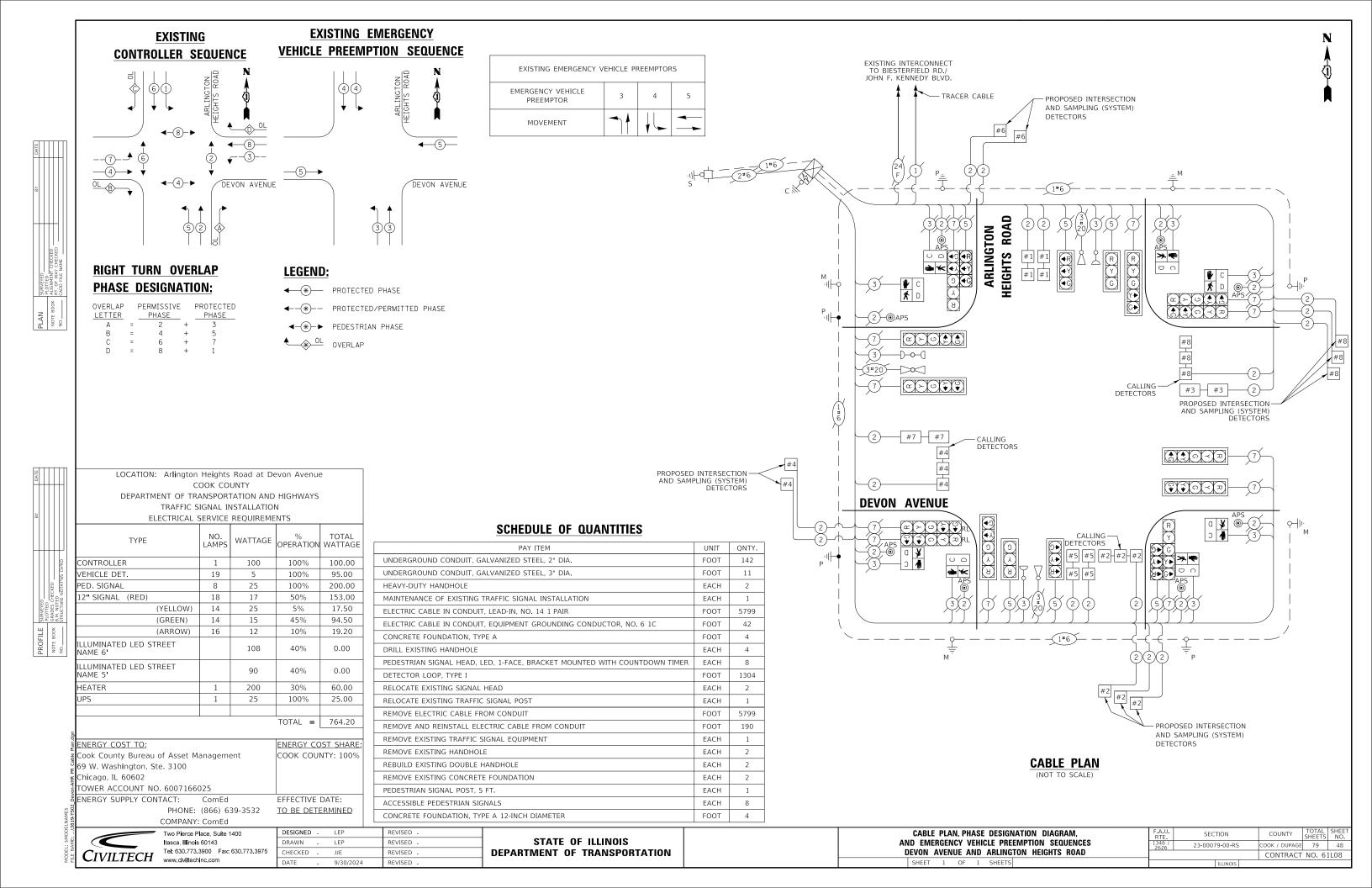
# God : Indeed

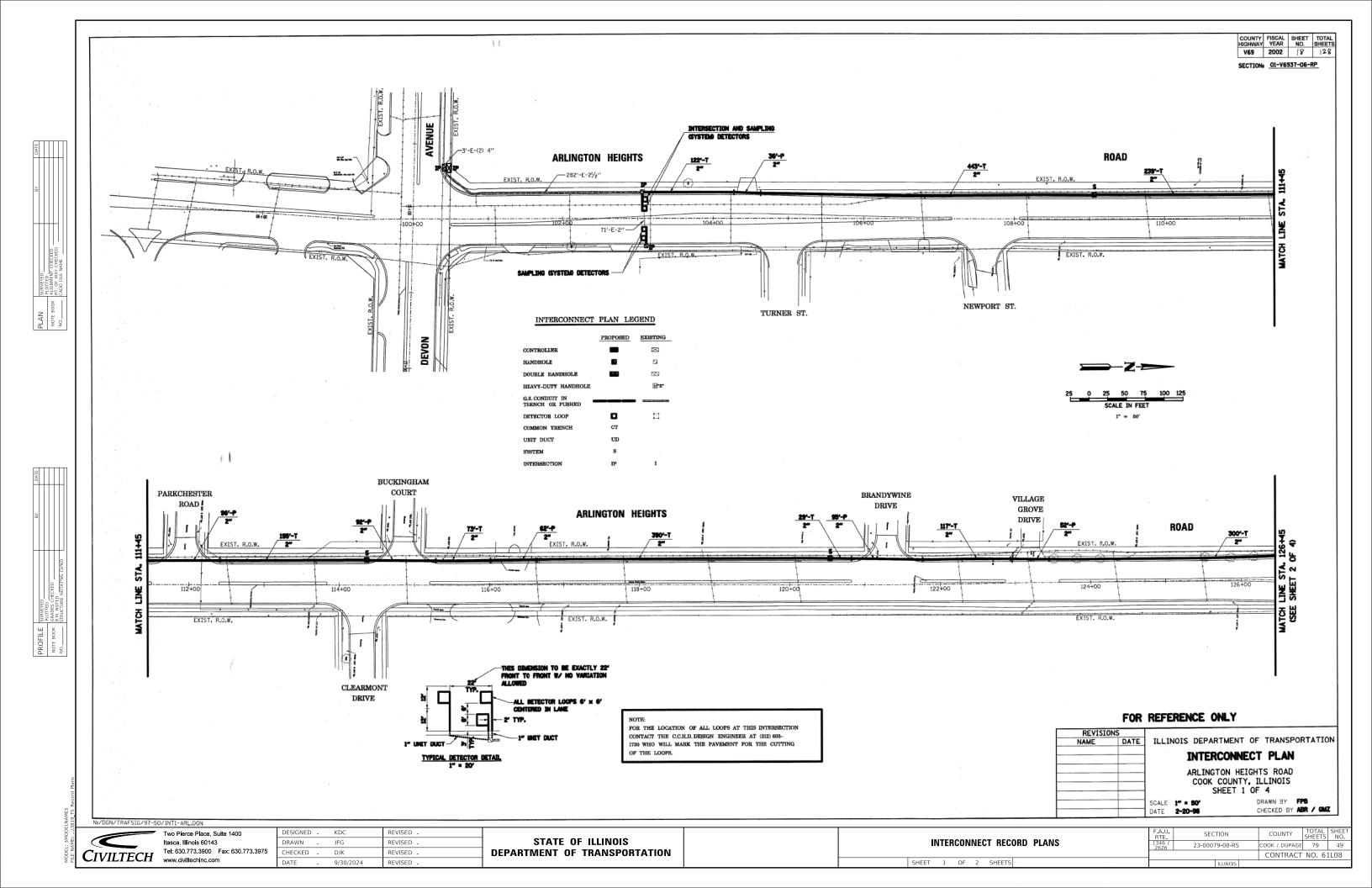
10-15-2018

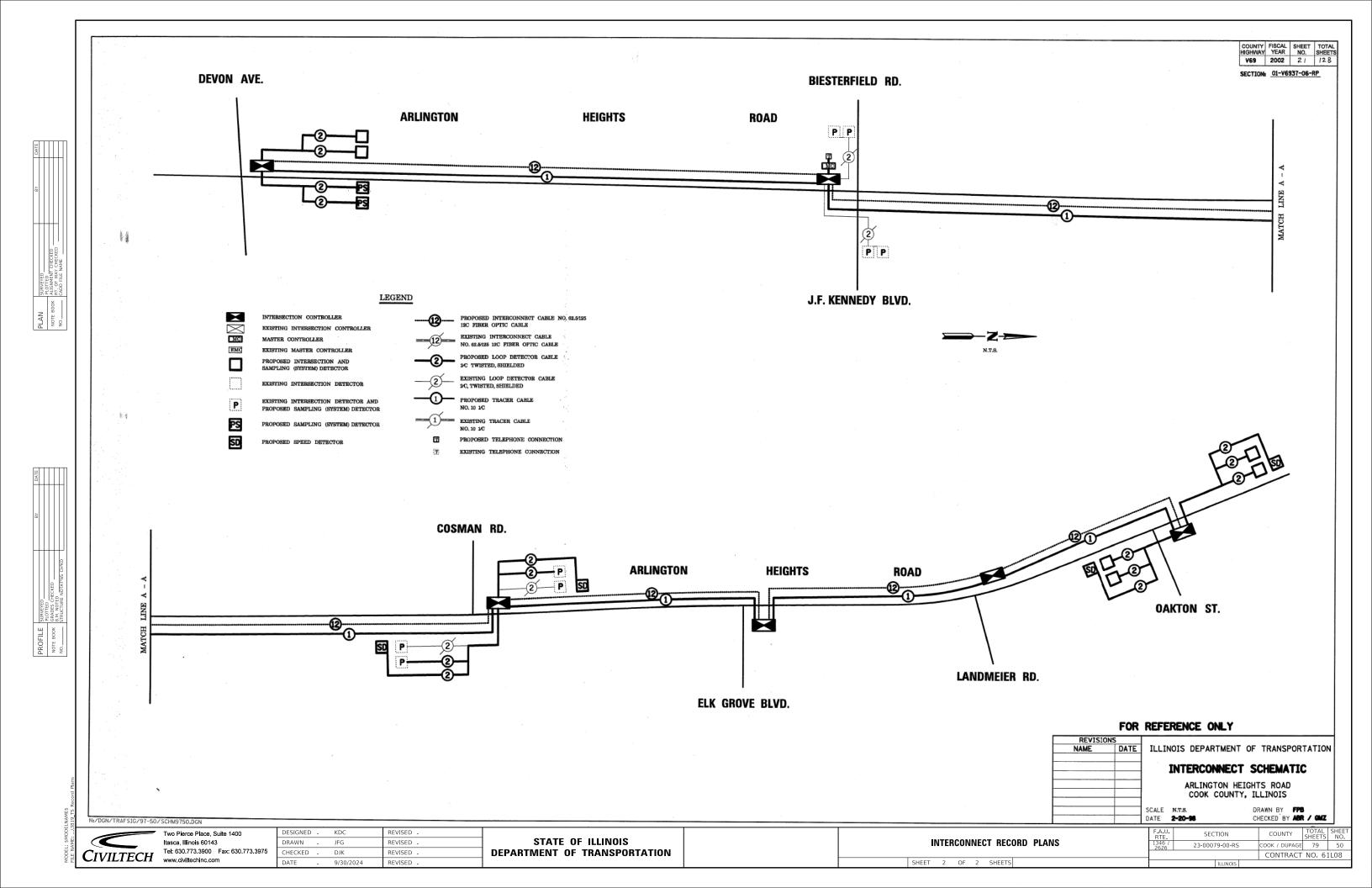
REVISED



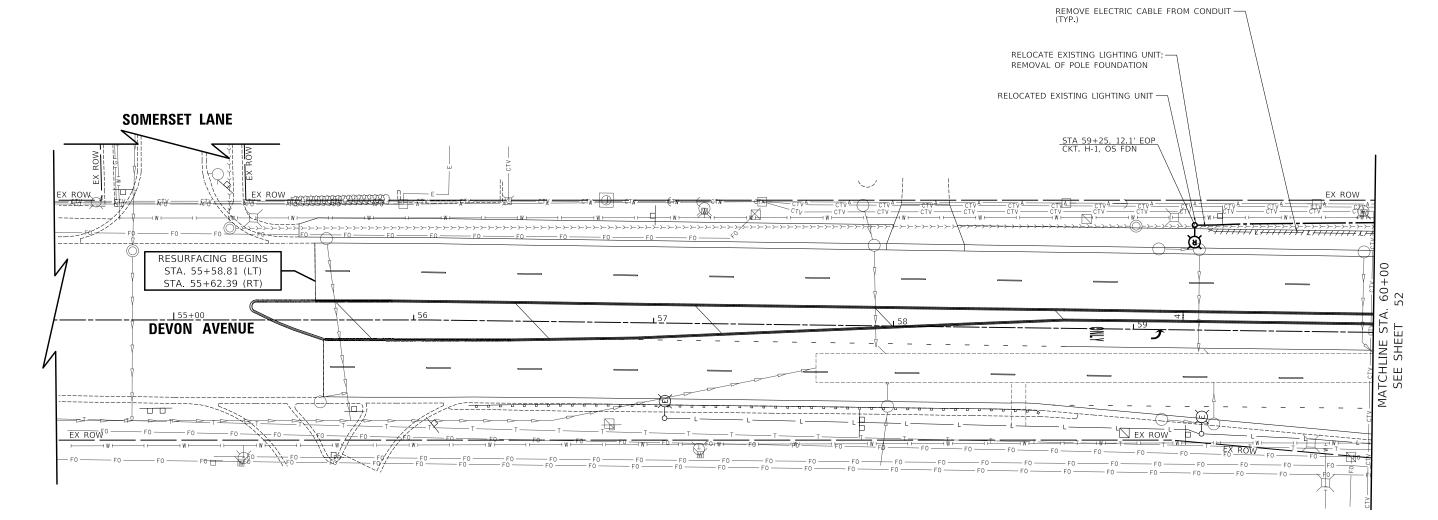
MATCHLINE STA. 14+50 SEE SHEET 46 HEIGHTS ROAD 63' **ARLINGTON** OŅLY ONLY - PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS ONTA ONTA PROPOSED INTERSECTION AND SAMPLING (SYSTEM)
DETECTORS 9'-CNC-2-1" **DEVON AVENUE** EXISTING R.O.W. **ROAD** 250' TO STOP BAR HEIGHTS 60-46 MATCHLINE STA. ( SEE SHEET 4 **ARLINGTON** ATNO PROOPSED INTERSECTION -AND SAMPLING (SYSTEM) 250' TO STOP BAR MATCHLINE STA. 18+00 SEE SHEET 46 DESIGNED -REVISED -Two Pierce Place, Suite 1400 SCALE SECTION TRAFFIC SIGNAL MODIFICATION PLAN COOK / DUPAGE 79 47 STATE OF ILLINOIS CIVILTECH Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civitechinc.com DRAWN LEP REVISED 23-00079-00-RS DEVON AVENUE AND ARLINGTON HEIGHTS ROAD **DEPARTMENT OF TRANSPORTATION** CHECKED -REVISED -CONTRACT NO. 61L08 SHEET 2 OF 2 SHEETS 9/30/2024











#### **LEGEND**

O-E

EXISTING LIGHTING UNIT

EXISTING LIGHTING CABLES

45 FT MOUNTING HEIGHT 10 FT MAST ARM, 400 WATT HPS

**⊶**⊠

EXISTING LIGHTING UNIT RELOCATED

+/ $\forall$ +/+/+/// $\forall$ +/-

REMOVE ELECTRIC CABLE FROM CONDUIT

 $\boxtimes$ 

EXISTING LIGHTING CONTROLLER 200 AMP, 240/480 VOLT

PROPOSED UNIT DUCT

UNIT DUCT, 600V, 3-1/C NO.4, 1/C NO.4 GROUND,

(XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE

PROPOSED UNDERGROUND CONDUIT, GALVANIZED STEEL SIZE AS SPECIFIED IN PLANS

- 1. EXISTING LIGHTING WILL REMAIN OPERATIONAL UNTIL EXISTING LIGHTING UNIT IS RELOCATED. RELOCATION OF EXISTING LIGHTING UNIT WILL BE COORDINATED AND COMPLETED ON THE SAME DAY WITHOUT ANY INTERRUPTION OF OPERATION FOR THAT SAME EVENING.
- 2. THE EXISTING AERIAL LINES ALONG DEVON AVENUE AND ARLINGTON HEIGHTS ROAD WILL NOT BE RELOCATED OR DE-ENERGIZED AS PART OF THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL WORK ASSOCIATED WITH THE RELOCATION OF THE LIGHT POLES IS PERFORMED IN ACCORDANCE WITH COMED AND OSHA REQUIREMENTS.

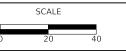
#### **DEVON AVENUE**



Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DESIGNED -KDC REVISED DRAWN REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

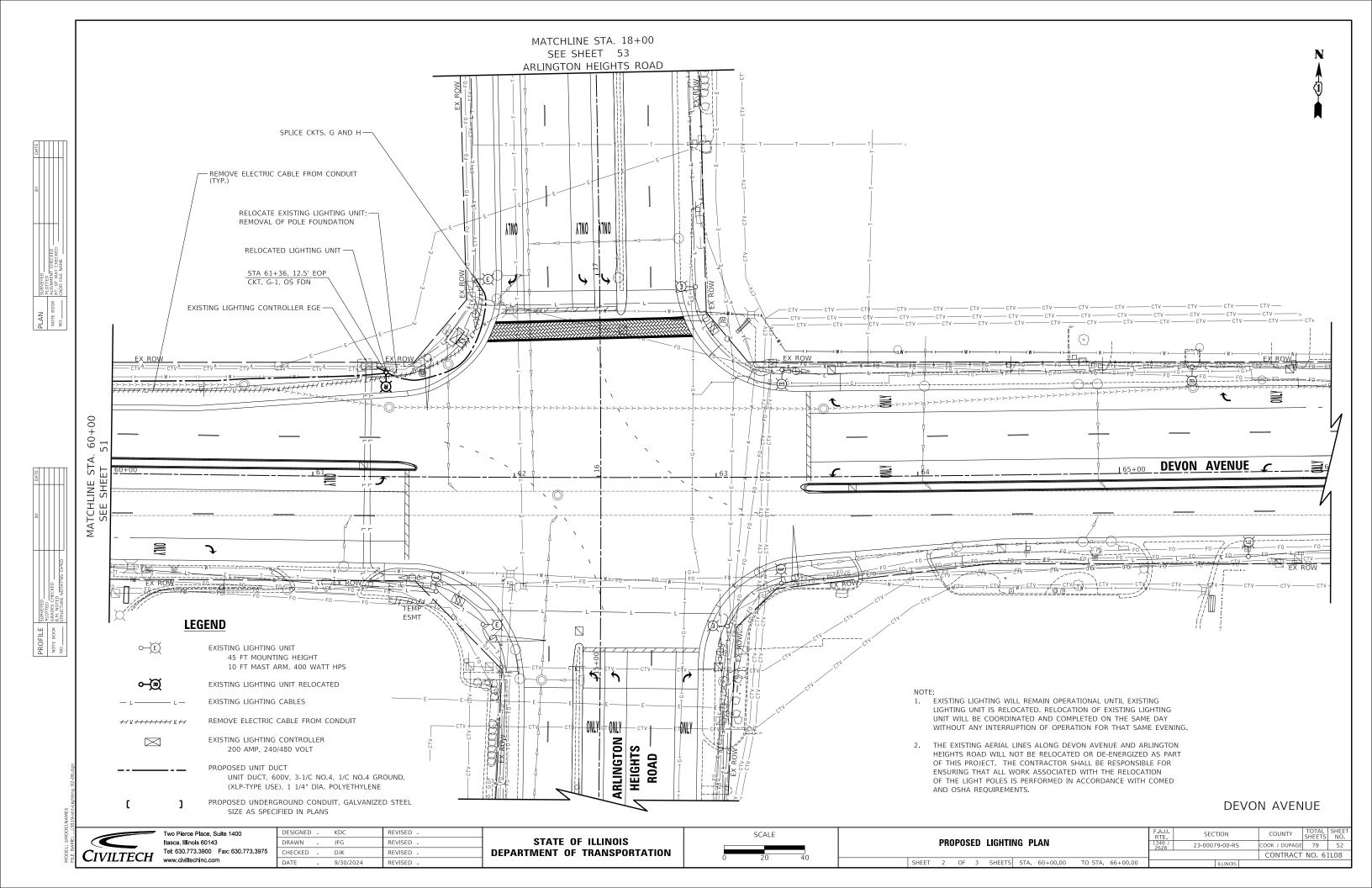


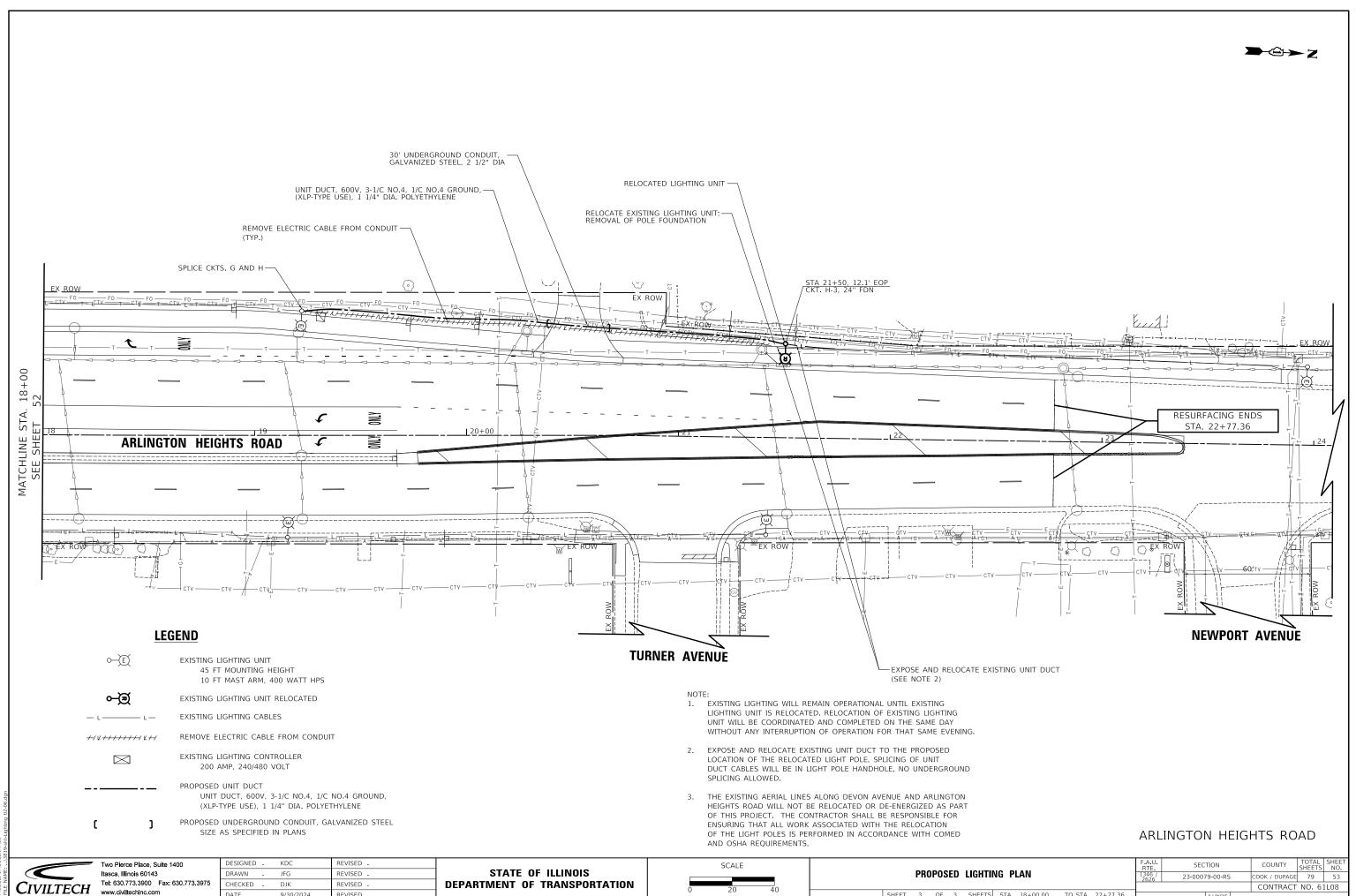
PROPOSED LIGHTING PLAN SHEET 1 OF 3 SHEETS STA. 55+58.81 TO STA. 60+00.00

SECTION 23-00079-00-RS

COUNTY SHEETS NO.

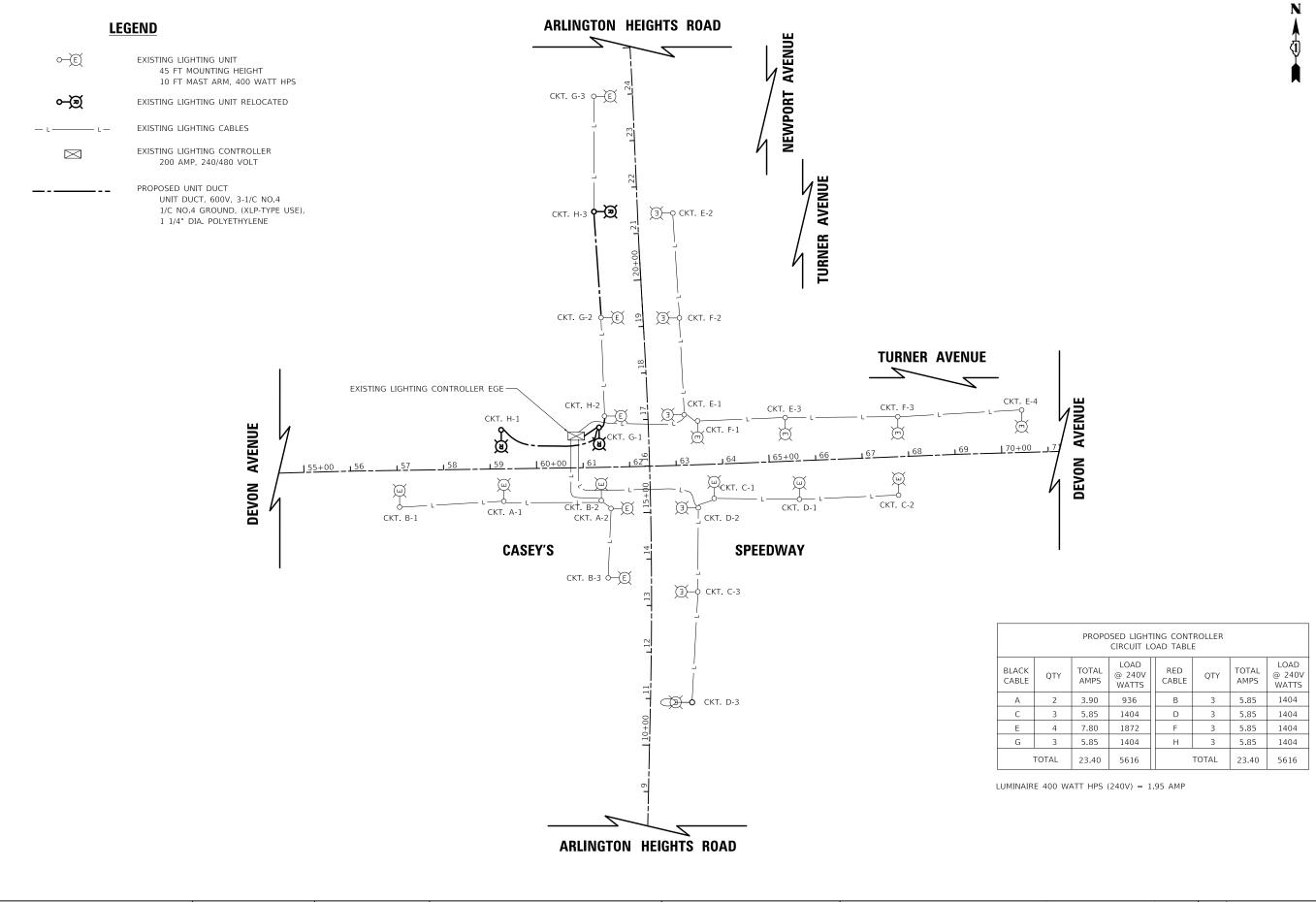
COOK / DUPAGE 79 51 CONTRACT NO. 61L08





CONTRACT NO. 61L08

SHEET 3 OF 3 SHEETS STA. 18+00.00 TO STA. 22+77.36



CIVILTECH WWW.civittechinc.com

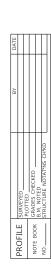
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

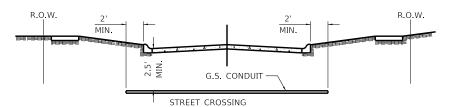
DESIGNED -KDC REVISED -DRAWN JFG REVISED CHECKED -DJK REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SECTION LIGHTING WIRING DIAGRAM 23-00079-00-RS SHEET 1 OF 1 SHEETS

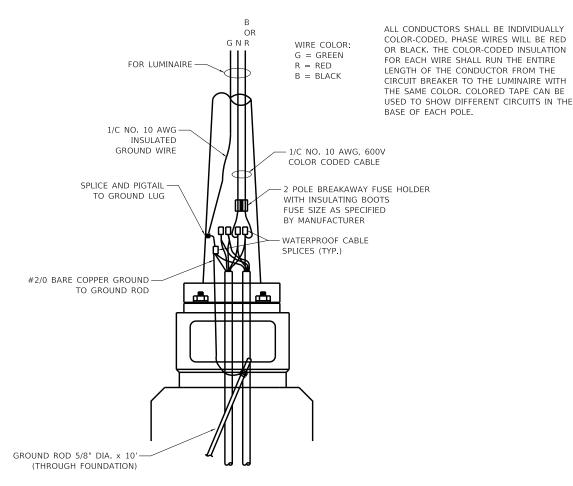
COOK / DUPAGE 79 54 CONTRACT NO. 61L08





- ① CONDUIT SHALL BE HEAVY WALL RIGID G.S. CONDUIT
- (2) CONDUIT SHALL EXTEND A MINIMUM OF 2 FT. BEYOND BACK OF CURB
- 3 CONDUIT SHALL BE A MINIMUM OF 2.5 FT. BELOW FINISHED GRADE

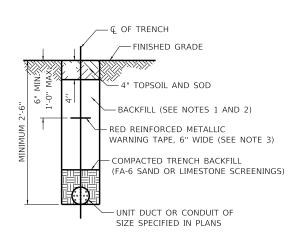
#### ELECTRICAL CONDUIT UNDER PAVEMENT



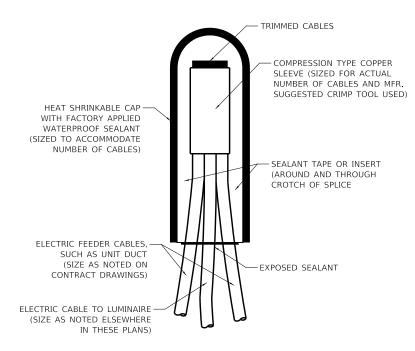
#### LIGHT POLE HANDHOLE WIRING DIAGRAM

#### NOTES:

- 1. IN GRASS COVERED AREAS, THE BACKFILL MAY BE COMPACTED EARTH.
- TRENCHES WITHIN 2' OF PROPOSED OR EXISTING STREETS, DRIVEWAYS, OR SIDEWALKS WILL BE BACKFILLED WITH COMPACTED FA-6 SAND OR LIMESTONE SCREENINGS.
- 3. WARNING TAPE WILL BE RED WITH BLACK LETTERING TO READ "CAUTION -ELECTRIC LINE BURIED BELOW".
- 4. ALL GRASS COVERED AREAS DISTURBED DURING CONSTRUCTION WILL BE RESTORED WITH 4" OF TOPSOIL AND SOD.



#### TYPICAL TRENCH CROSS SECTION



NOTE: NUMBER OF CABLES IN SPLICE MAY VARY

SPLICING ELECTRIC CABLES BASIC MATERIALS AND METHODS



Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

DESIGNED -KDC REVISED DRAWN JFG REVISED REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

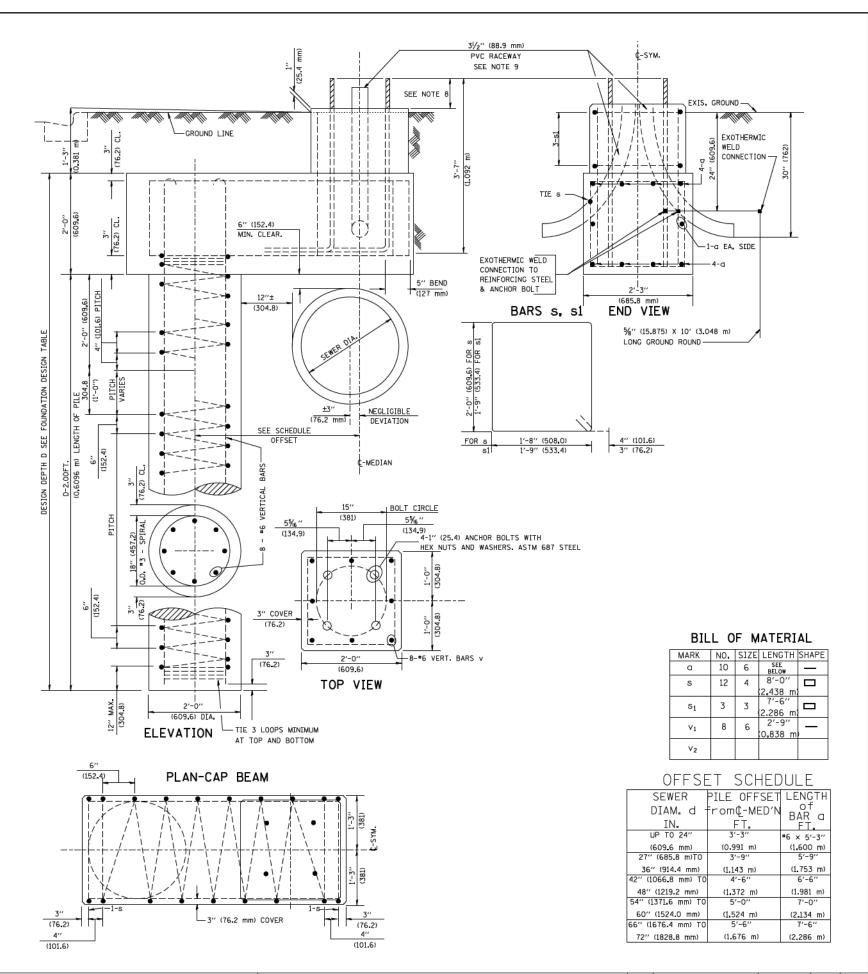
SECTION COUNTY LIGHTING DETAILS COOK / DUPAGE 79 55 23-00079-00-RS CONTRACT NO. 61L08 SHEET 1 OF 1 SHEETS STA. TO STA.

#### FOUNDATION DESIGN TABLE

	DESIGN DEPTH (	OF FOUNDATION	REINFORCEMENT IN FOUNDATION				
TYPE OF SOIL	SINGLE ARM	TWIN ARM	SINGLE	ARM	TWIN ARM		
	D	D	VERT BARS	SPIRAL	VERT BARS	SPIRAL	
SOFT CLAY	13'-0'' (3.962 m)	15′-0′′ (4.572 m)	8-#6X12'-6'' (3.810 m)	#3X122′ (37.186 m)	8-#6X14'-3'' (4.343 m)	#3X141′ (42.977 m)	
MEDIUM CLAY	9′-6″ (2.896 m)	10′-9″ (3.277 m)	8-#6X9'-0'' (2.743 m)	#3X90′ (27.432 m)	8-#6X10'-0'' (3.048 m)	#3X100′ (30.480 m)	
STIFF CLAY	7′-0′′ (2.134 m)	8′-0′′ (2.438 m)	8-#6X6′-6′′ (1.981 m)	#3X66′ (20.112 m)	8-#6X7'-6'' (2.286 m)	#3X76′ (23 <b>.</b> 165 m)	
LOOSE SAND	9′-0′′ (2.743 m)	10'-0'' (3.048 m)	8-#6X8'-6'' (2.591 m)	#3X85′ (25.908 m)	8-#6X9'-6'' (2.896 m)	#3X94' (28.651 m)	
MEDIUM SAND	8'-3'' (2.515 m)	9'-0'' (2.743 m)	8-#6X8'-0'' (2.438 m)	#3X78′ (23.774 m)	8-#6X8'-6'' (2.591 m)	#3X85′ (25.908 m)	
DENSE SAND	n I '	9'-0'' (2.743 m)	8-#6X7'-6'' (2.286 m)	#3X73′ (22.250 m)	8-#6X8'-6'' (2.591 m)	#3X85′ (25.908 m)	
ROCK OR SOLIDIFIED SLAG	5′-0′′ (1.524 m)	5′-0′′ (1.524 m)	NONE	NONE	NONE	NONE	

#### NOTES

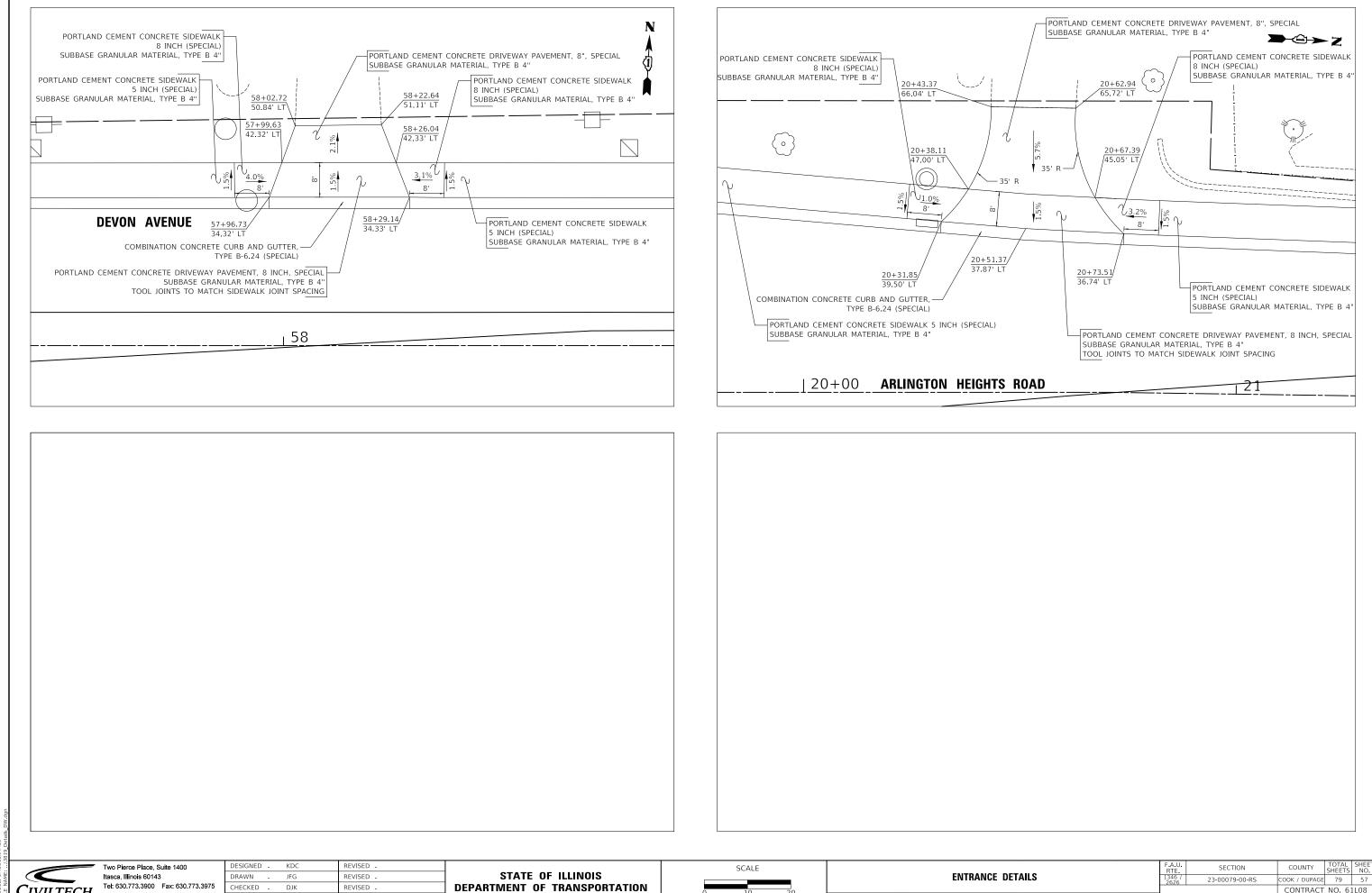
- 1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
- 3. EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" (609.6 mm) OR 30" (762.0 mm) IN DIAMETER.
- 4. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- 5. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
- 6. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- 7. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2¾4′ (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
- 8. RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
- THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.



FILE NAME =	USER NAME = beuerdl	DESIGNED -	REVISED - 06-16-08 R. TOWSONS
Kı\dıststd22x34\be310.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -
	PLOT DATE = 6/16/2008	DATE -	REVISED -

SCALE:

LIGHT POLE FOUNDATION OFFSET	RTE	SECTION	COUNTY	TOTAL	SHEE NO.	
40' (12.192 m) TO 47 1/2 ' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE	1346/2646	23-00079-00-RS	COOK/DUPAGE	79	56	
10 (661 mm) DOL1 GINGLE		_	BE-310	CONTRACT	NO. 61	LL08
SHEET NO. 1 OF 1 SHEETS STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		



CONTRACT NO. 61L08

SHEET 1 OF 1 SHEETS

CIVILTECH 1ei: 630.7/3.3900 F www.civiltechinc.com

CHECKED -

DATE

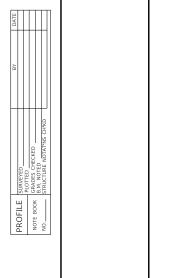
DJK

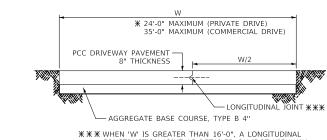
9/30/2024

REVISED

REVISED .

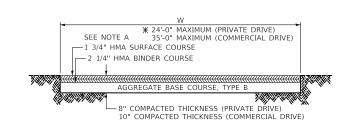




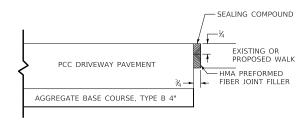


CONSTRUCTION JOINT AS DETAILED ON IDOT HIGHWAY STANDARD 420001 SHALL BE USED AS SHOWN.

#### SECTION A-A PCC DRIVEWAY

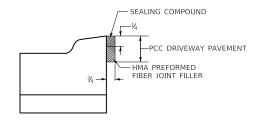


#### SECTION A-A HMA DRIVEWAY



#### SECTION B-B

THE EXPANSION JOINT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OR PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE DRIVEWAY.



#### SECTION C-C GUIDE FOR DRIVEWAY LENGTH

- MEET EXISTING WALK (USE JOINT FOR PCC PAVEMENT SECTION B-B)
- IF THERE IS NO EXISTING OR PROPOSED WALK, EXTEND TO RIGHT OF WAY LINE
  IF THERE IS NO EXISTING WALK BUT A PROPOSED WALK IS REQUIRED, CONSTRUCT 8
  INCH WALK FOR FULL DRIVEWAY WIDTH (SECTION B-B)
- IF THERE IS A WALK ADJUSTMENT, CONSTRUCT 8" WALK FOR FULL DRIVEWAY WIDTH AND 5" WALK BEYOND.

QUANTITIES SHALL BE COMPUTED ON THE BASIS OF THE DRIVES EXTENDING TO SIDEWALK OR RIGHT OF WAY LINE AS SHOWN ON THE PLANS. HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE FIELD ENGINEER TO DETERMINE THE ACTUAL LIMITS OF EACH INSTANCE.

#### CHART

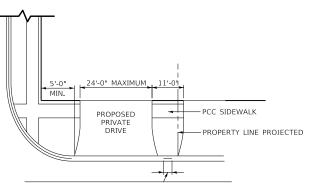
FOR DRIVEWAY WIDTH - W ** (FT)	X (FT)	Y (FT)
12	6.0	4.2
14 - 16	4.9	3.4
17 - 18	4.0	2.9
OVER 18	3.2	2.3

\* PRIVATE DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM

COMMERCIAL DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM FOR 1-WAY OPERATION 24'-0" MINIMUM, 35'-0" MAXIMUM FOR 2-WAY OPERATION

#### MAXIMUM DRIVEWAY SLOPE

PROPERTY	URBAN	RURAL	RURAL (PERMIT WORK ONLY)
COMMERCIAL	6%	6%	10%
NON-COMMERCIAL	8%	8%	12%



DESIRABLE DISTANCE OF FULL CURB HEIGHT BETWEEN ADJACENT DRIVES SHALL BE 6'-0". IT IS DESIRABLE THAT THE DRIVE RETURNS TERMINATE WITHIN THE PROPERTY LINE AS PROJECTED.

#### LIMITATIONS UPON PRIVATE DRIVES

AT STREET INTERSECTIONS MAXIMUM WIDTH & MINIMUM DISTANCE BETWEEN DRIVES

#### NOTE A

FOR HMA DRIVEWAYS: AS AN ALTERNATE TO THE 1 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5, N70, AND THE 2 1/4" HOT-MIX ASPHALT CONCRETE BINDER COURSE, IL-19, N70 4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 MAY BE USED. IN THE EVENT THE CONTRACTOR ELECTS TO USE THIS ALTERNATE, THE ADDITIONAL 2 1/4" OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT BINDER COURSE, IL-19, N70

#### GENERAL NOTE:

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

PRIVATE AND COMMERCIAL DRIVE DETAIL COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARD C-002

^cd02 NOT TO SCALE SHEETS cd

MUNICIPALITY, IL	COUNTY HIG	HWAY:	xxx	(00°)	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPLITED	VVV	REVISIONS	DATE
MONICIFALITY, IL					COUNTY OF COOK	COMPUTED:	XXX	GENERAL	1/1/2
MUNICIPALITY, IL	FISCAL YEAR	₹:	XXXX	(( 🚅 🖫 )		DRAWN:	XXX		
NAME TOWNSHIP	CECTION	VV VV	VVV VV VV		DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	CHECKED:	XXX		
	SECTION:	XX-XX/	XXX-XX-XX	((Tee)					

Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975 CIVILTECH www.civiltechinc.com

RIGHT OF WAY -

EXISTING WALK OR PROPOSED 5 IN SIDEWALK

\*\* WHEN CRUSHED STONE SHOULDER IS USED, "L" IS THE

\* \* CRUSHED STONE TYPE B OR HMA

MEASURED AND
CONSTRUCTED
LENGTH OF THE
DRIVE TO THE EDGE
OF PAVEMENT.

EDGE OF -SHOULDER

-EDGE OF PAVEMENT

SECTION WITHOUT

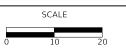
CURB & GUTTER

| PAVEMENT | PAVEMENT

EXPANSION JOINT

DESIGNED -KDC REVISED DRAWN JFG REVISED CHECKED DJK REVISED DATE 9/30/2024 REVISED





CONSTRUCTION DETAILS

SECTION COUNTY 23-00079-00-RS COOK / DUPAGE 79 58 CONTRACT NO. 61L08

SHEET 1 OF 6 SHEETS

- EXISTING DRIVEWAY

24'-0" MAXIMUM (PRIVATE DRIVE) EXISTING WALK OR PROPOSED

8 IN SIDEWALK

DEPRESSED CURB

€ PAVEMENT -

STATION

DETAIL OF PRIVATE DRIVE

SUMMARY OF DRIVEWAY PAVEMENT

SECTION WITH

CURB & GUTTER -

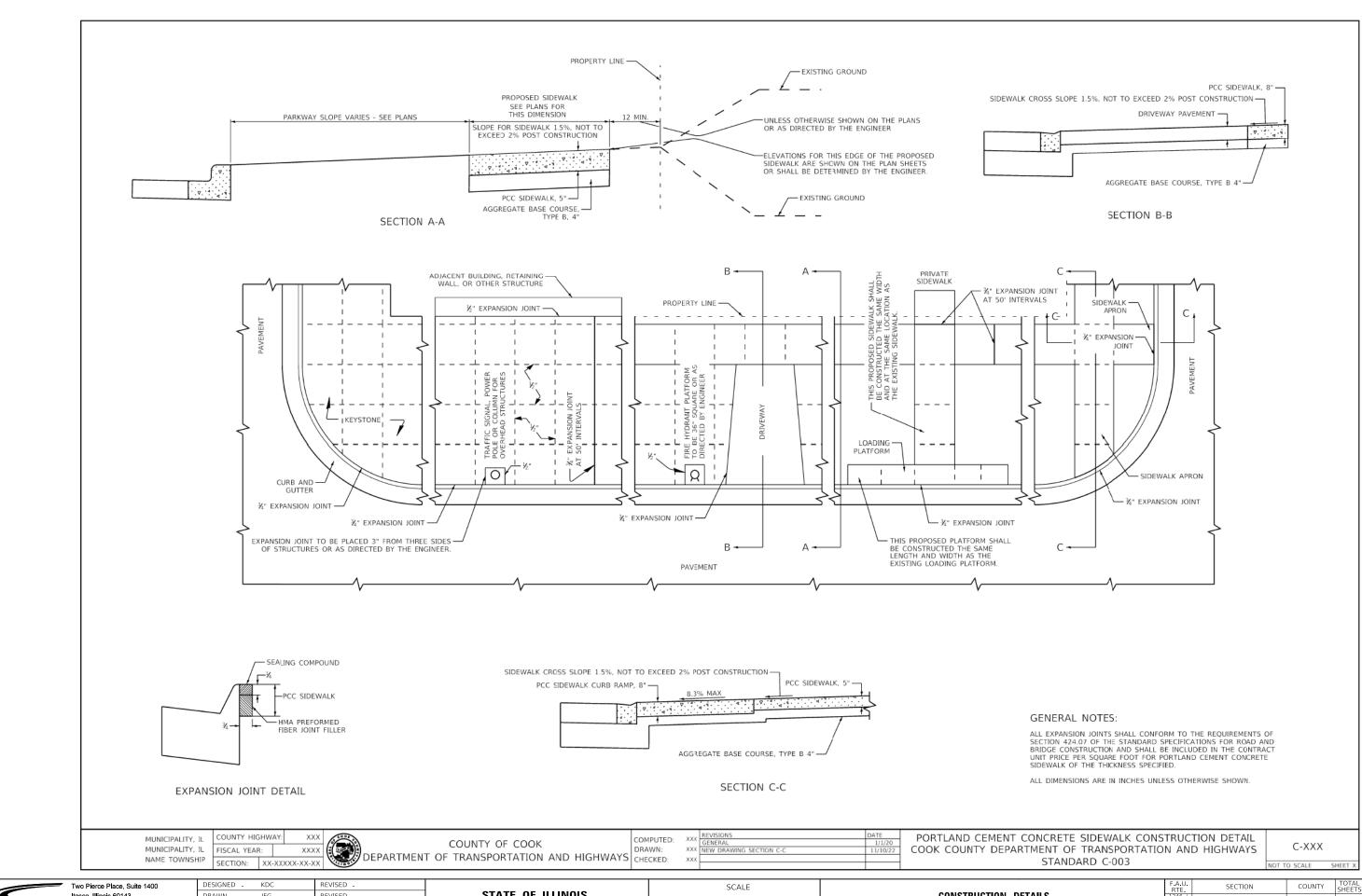
- SIDEWALK ADJUSTMENT WHEN REQUIRED FOR EXISTING WALK

- CURB & GUTTER

PAVEMENT | PAVEMENT

- EXISTING WALK OR PROPOSED

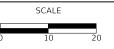
5 IN SIDEWALK



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DRAWN JFG REVISED 9/30/2024

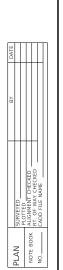
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

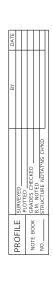


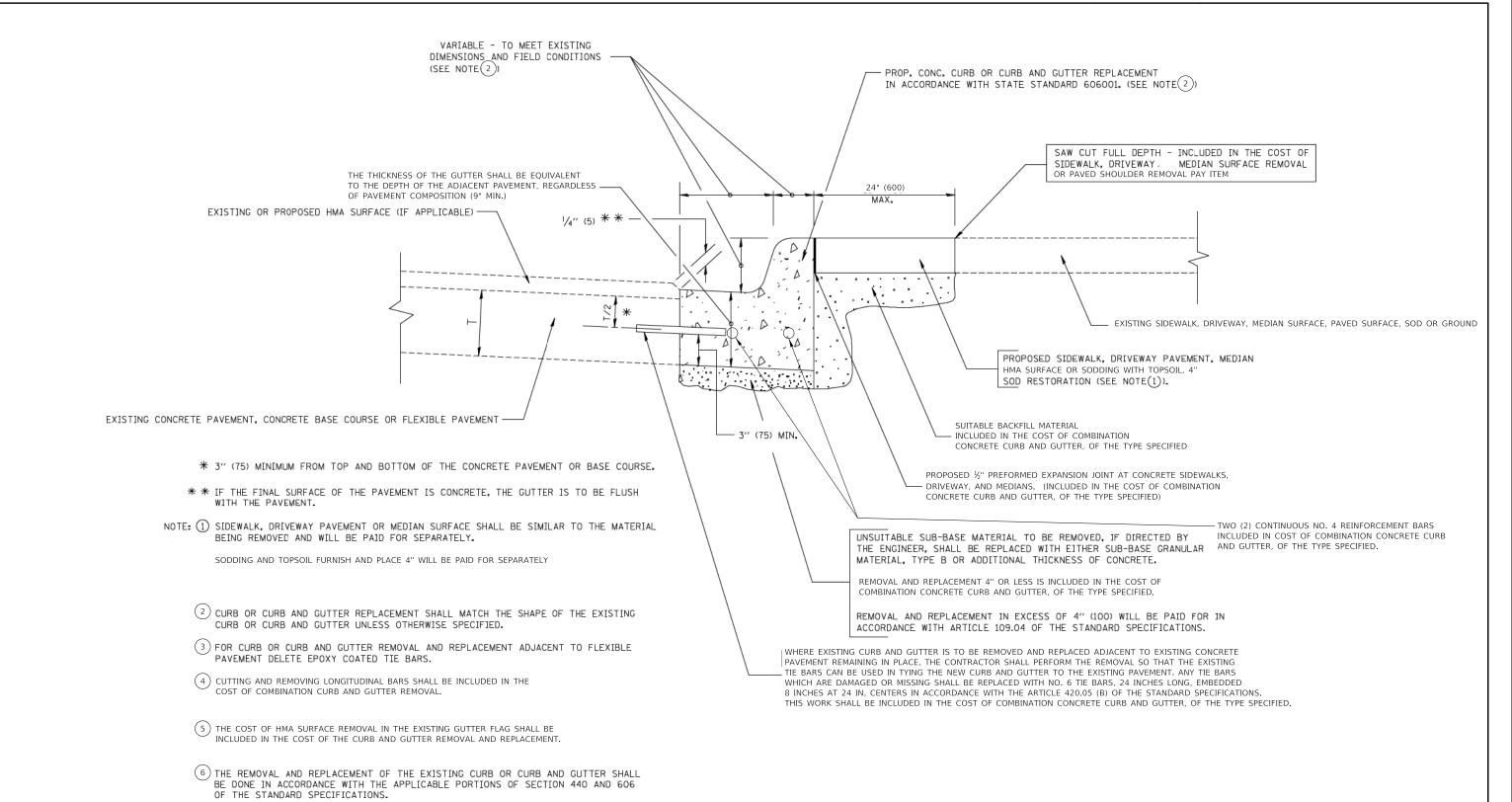
CONSTRUCTION DETAILS

COOK / DUPAGE 79 59 23-00079-00-RS CONTRACT NO. 61L08

SHEET 2 OF 6 SHEETS







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

#### **CURB AND GUTTER REMOVAL AND REPLACEMENT DETAIL**



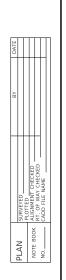
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

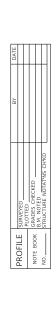
KDC DESIGNED -REVISED DRAWN JFG REVISED 9/30/2024

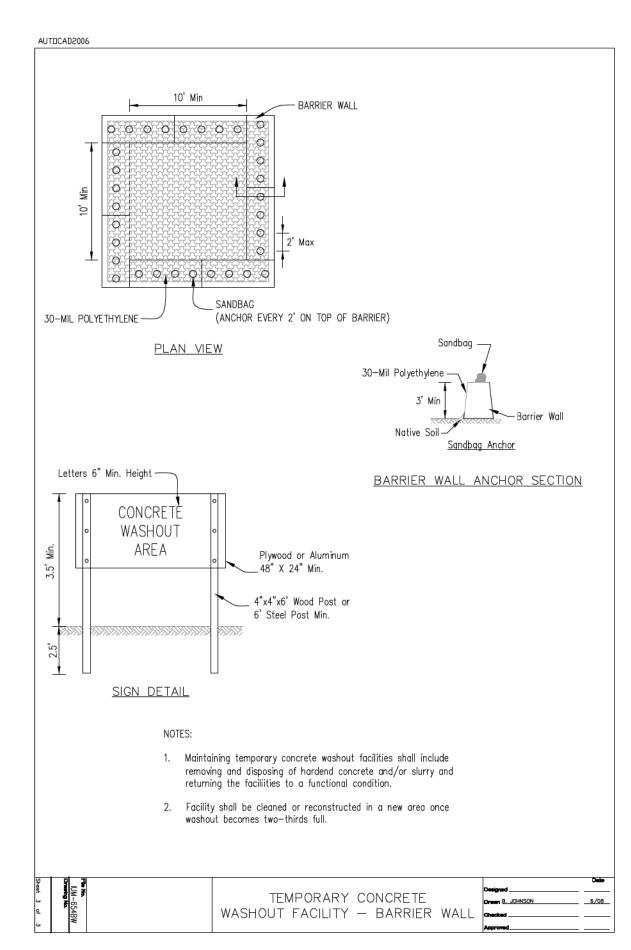
(7) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

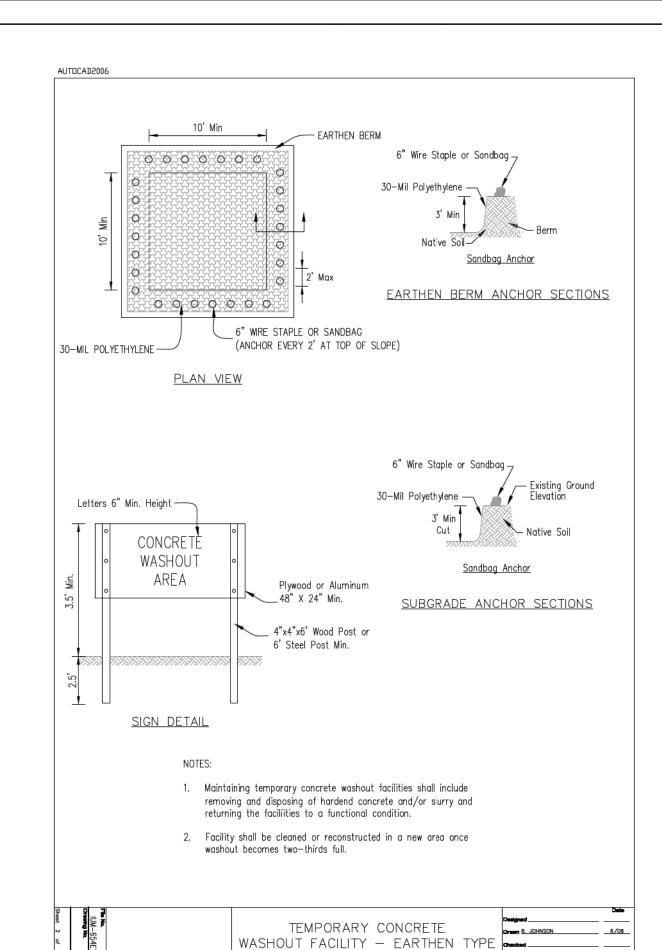
> STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION COUNTY 23-00079-00-RS COOK / DUPAGE 79 60 CONTRACT NO. 61L08









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DESIGNED - KDC REVISED -DRAWN -JFG REVISED -CHECKED -DJK REVISED 9/30/2024 REVISED . DATE

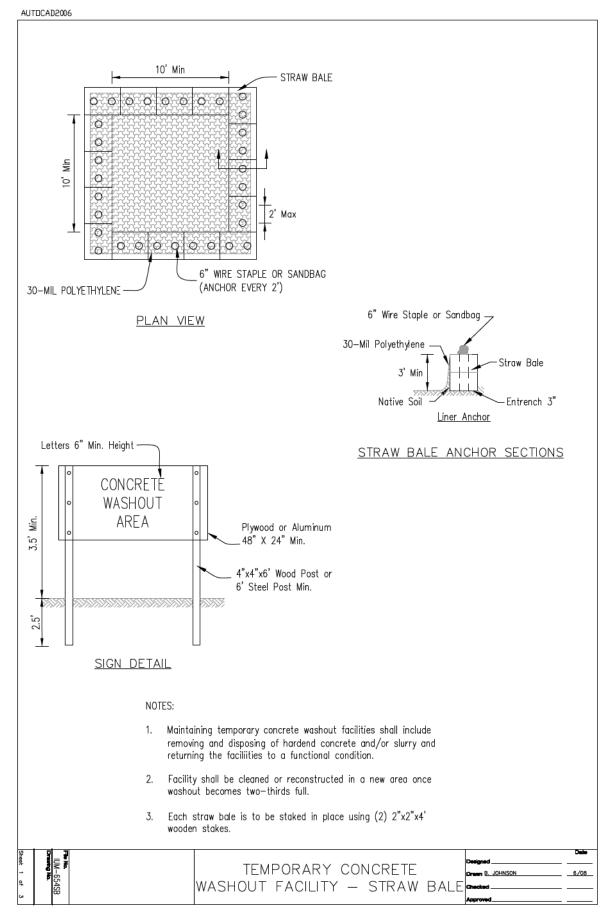
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

**CONSTRUCTION DETAILS** SHEET 4 OF 6 SHEETS

SECTION COUNTY 23-00079-00-RS COOK / DUPAGE 79 61 CONTRACT NO. 61L08







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DESIGNED -KDC REVISED -DRAWN -JFG REVISED -CHECKED -REVISED -9/30/2024 REVISED .

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

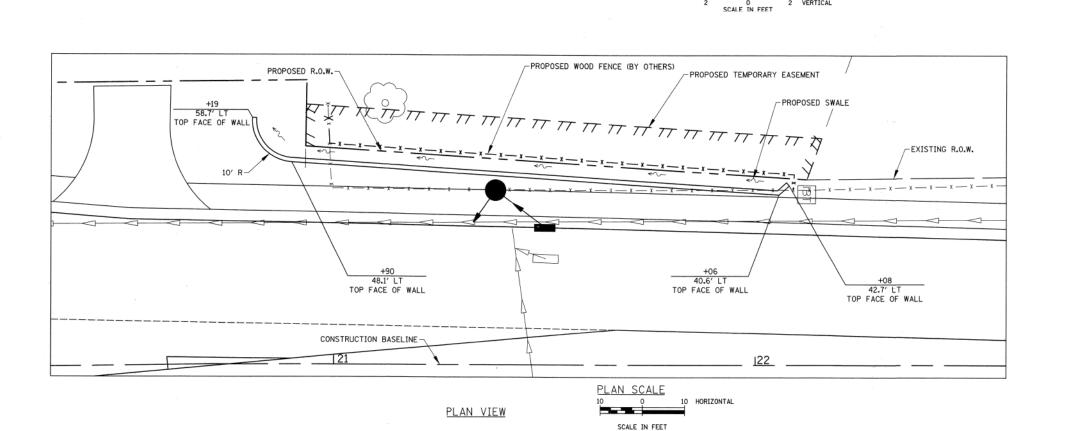
SECTION COUNTY **CONSTRUCTION DETAILS** 23-00079-00-RS COOK / DUPAGE 79 62 CONTRACT NO. 61L08 SHEET 5 OF 6 SHEETS



CONTRACT NO. 63055
COUNTY TOTAL SHEET SHEETS NO. | F.A.U. | SECTION | COUNTY | TOTAL SHEETS | NO. | 1346 & 05-00050-00-CH | COOK/DUPAGE | 94 | 80 NOTE: RETAINING WALL PLAN & ELEVATION SEE CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION. FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT M-8003(569) **RECORD DRAWINGS** FENCE PROP. (BY ONE CAPPING BLOCK IS DRAWN EQUAL TO:-ONE STANDARD UNIT IN HEIGHT (3'') FOUR STANDARD UNITS IN WIDTH (32'') R.O.W. OTHERS) ESMT. 700 700 PROPOSED GROUND ELEVATION-AT TOP OF WALL TOP OF WALL ELEV = 697.68 TOP OF WALL ELEV = 696.68-3/4" SETBACK→ HEIGH MAX.) PER LEVEL TOPSOIL, FURNISH 696 AND PLACE, 4" IMPERMEABLE TOP OF COMPACTED GRANULAR MATERIAL BASE ELEV = 695.93 ONE BLOCK IS DRAWN EQUAL TO:— ONE STANDARD UNIT IN HEIGHT (6") FOUR STANDARD UNITS IN WIDTH (32") -PROPOSED GROUND ELEVATION AT BASE OF WALL PIPE UNDERDRAIN, 6" TOP OF COMPACTED GRANULAR— BASE ELEV = 694.93 INVERT OF 6" PIPE INVERT OF 6" PIPE THROUGH WALL = 695.13 THROUGH WALL = 695.78 INVERT OF 6" PIPE THROUGH WALL = 694.35 -PIPE UNDERDRAIN, 6" -COMPACTED GRANULAR BASE 21+00 21+25 21+50 22+00 TYPICAL SECTION

**ELEVATION SCALE** 

10 HORIZONTAL



PROFILE VIEW (FACING WEST)

ILLINOIS DEPARTMENT OF TRANSPORTATION RETAINING WALL PLAN & ELEVATION ARLINGTON HEIGHTS ROAD

DATE: 5/27/08 DESIGNED BY: KRK CHECKED BY: DJK

CIVILTECH vww.civitechinc.com

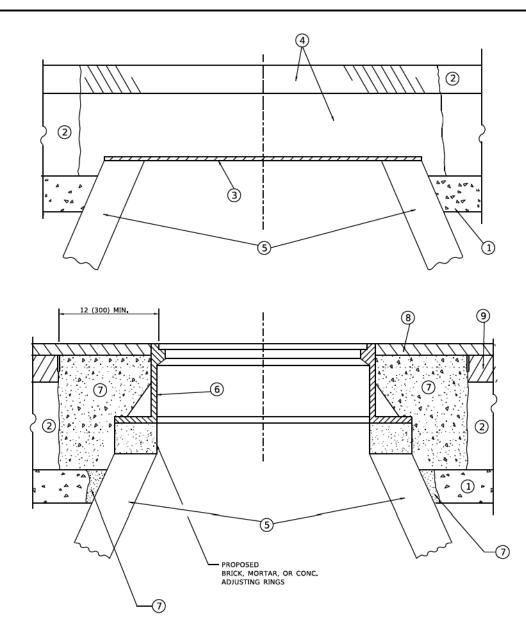
Two Pierce Place, Suite 1400 Itasca, Illinois 60143 Tel: 630.773.3900 Fax: 630.773.3975

KDC DESIGNED -REVISED DRAWN JFG REVISED CHECKED REVISED 9/30/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**  CONSTRUCTION DETAILS

SHEET 6 OF 6 SHEETS

SECTION COOK / DUPAGE 79 63 23-00079-00-RS CONTRACT NO. 61L08



#### DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

#### **NOTES**

- 1. 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.
- 2. 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.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 5, THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

#### STAGE 1 (BEFORE PAVEMENT MILLING)

CONSTRUCTION PROCEDURES

- 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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

#### 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-2\* 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** 

# SUB-BASE GRANULAR MATERIAL

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

#### LOCATION OF STRUCTURES

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

#### BASIS OF PAYMENT

- 1. 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).
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. 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.

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

SER NAME - Lawrence.DeManche DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 REVISED - R. BORO 12-06-11 DRAWN -CHECKED -LOT SCALE = 100,0000 ' / In. DATE REVISED - K. SM[TH 09-15-23 10-25-94

DEPARTMENT OF TRANSPORTATION

**DETAILS FOR** FRAMES AND LIDS ADJUSTMENT WITH MILLING

SHEET 1 OF 1 SHEETS STA.

SCALE: NONE

CONTRACT NO. 61L08 BD600-03 (BD-08)

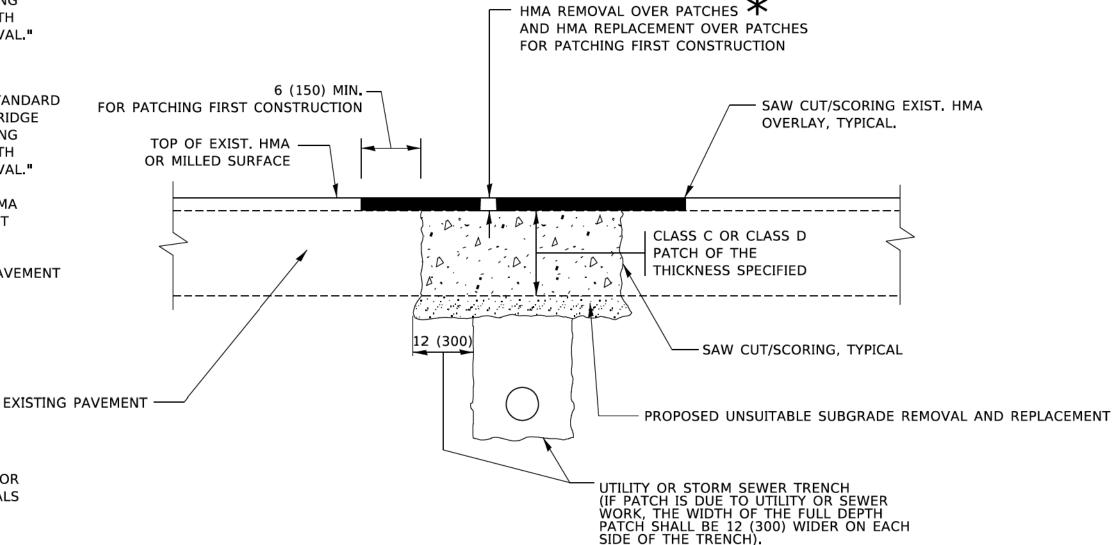
STATE OF ILLINOIS REVISED - K. SMITH 11-18-22

#### METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

#### **BASIS OF PAYMENT**

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- 2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



## SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

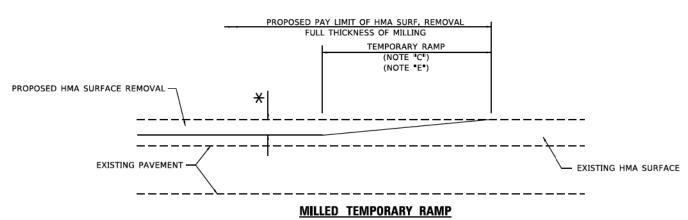
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH,
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

## 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.

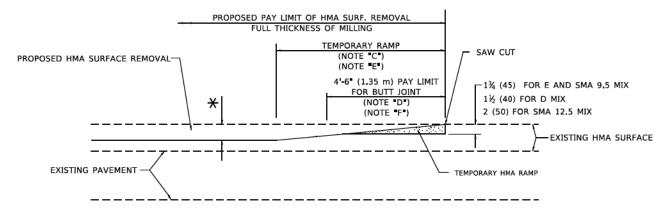
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07			PAVEMENT PATCHING FOR	RTF	SECTION	COUNTY TOTAL SHEET
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS			1346 / 2646	23-00079-00-RS	COOK / DUPAGE 79 65
PLOT SCALE = 100,0000 ' / In.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION		HMA SURFACED PAVEMENT	ВГ	0400-04 (BD-22)	CONTRACT NO. 61L08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.	<del></del>	ILLINOIS FED. A	ID PROJECT



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 1

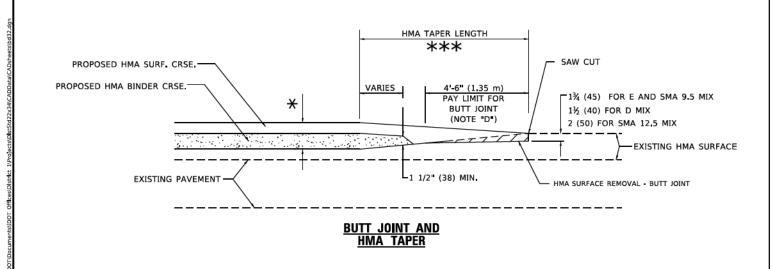


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 2

## TYPICAL TEMPORARY RAMP



# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

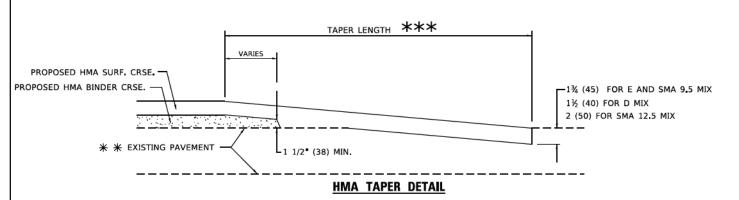
JSER NAME = Lawrence, DeManche DESIGNED - M. DE YONG REVISED - A. ABBAS 03-21-97 DRAWN -REVISED - M. GOMEZ 04-06-01 PLOT SCALE = 100,0000 ' / In. CHECKED -REVISED R. BORO 01-01-07 LOT DATE = 11/18/2022 DATE REVISED -K. SMITH 11-18-22

**DEPARTMENT OF TRANSPORTATION** 

BUTT JOINT AND HMA TAPER DETAILS

SECTION COUNTY SHEETS NO. CONTRACT NO. 61L08

PROPOSED HMA OR PCC SURFACE REMOVAL - BUTT JOINT 30'-0" (9.0 m) (NOTE "A") EXISTING HMA OR PCC SURFACE -- SAW CUT 15'-0" (4.5 m) (NOTE "B") (NOTE "D") 40'-0" (12.0M) (NOTE "A1") -1¾ (45) FOR E AND SMA 9.5 MIX 1½ (40) FOR D MIX 2 (50) FOR SMA 12.5 MIX \* EXISTING PAVEMENT **BUTT JOINT DETAIL** 



# TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

#### **GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- 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' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
  - \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- $\star\star$

#### **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".
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

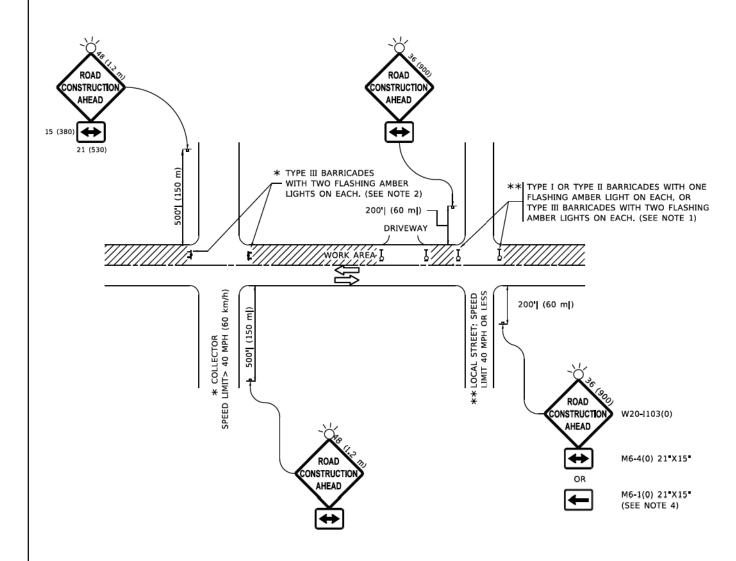
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

STATE OF ILLINOIS

BD400-05 BD-32 TO STA.

SCALE: NONE

SHEET 1 OF 1 SHEETS STA.



#### NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
  b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
  OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
  4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
  BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

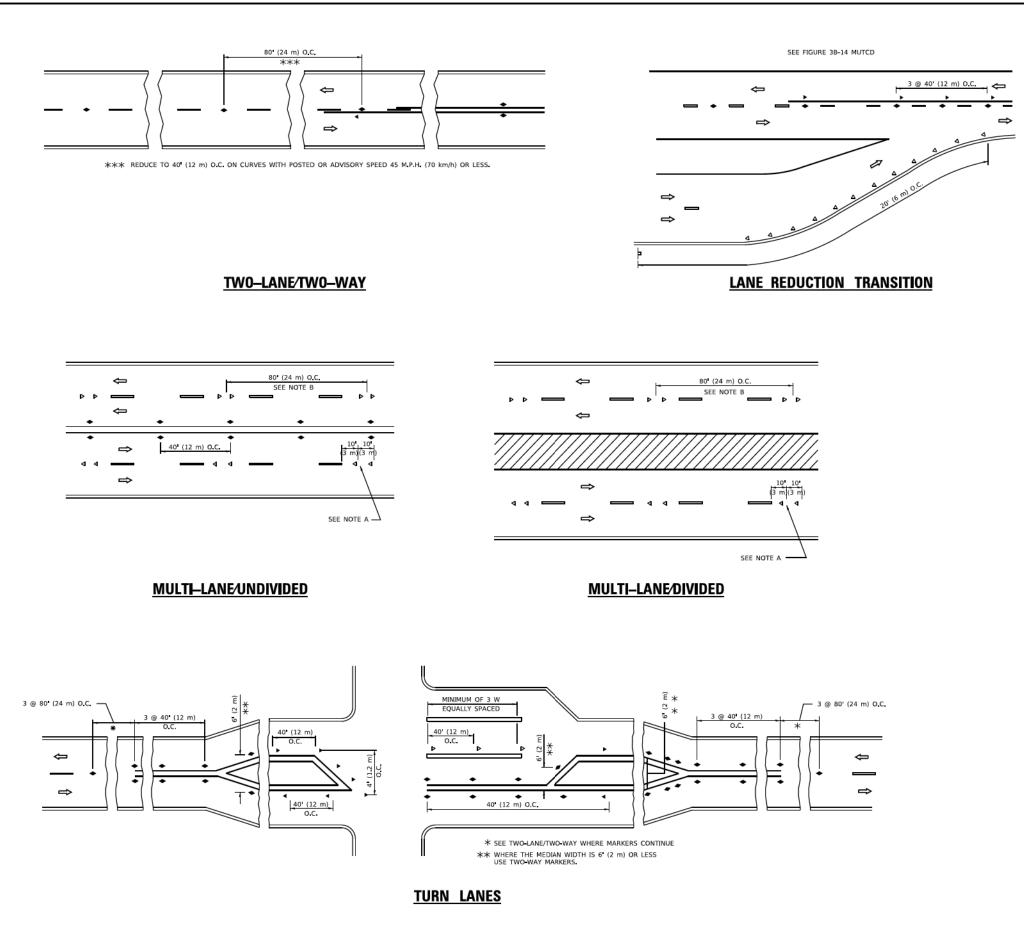
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME - Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000 ' / In.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STAT	E OI	F ILLINOIS
DEPARTMENT	OF	TRANSPORTATION

TR	AFFIC	CONT	ROL	AND I	PROTEC	TION	FOR	
		•			S, AND			

	ILLINOIS	ID PROJECT		
	TC-10	CONTRACT	NO. 61	L08
2646	23-00079-00-RS	COOK / DUPAGE	79	67
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE



PLOT SCALE

80' (24 m) O.C.

SEE NOTE B

40' (12 m) O.C.

10' 10'
3 m(3 m)

SEE NOTE A

TWO—WAY LEFT TURN

**SYMBOLS** 

ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

■ ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

WHITE STRIPE

#### **GENERAL NOTES**

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

#### LANE MARKER NOTES

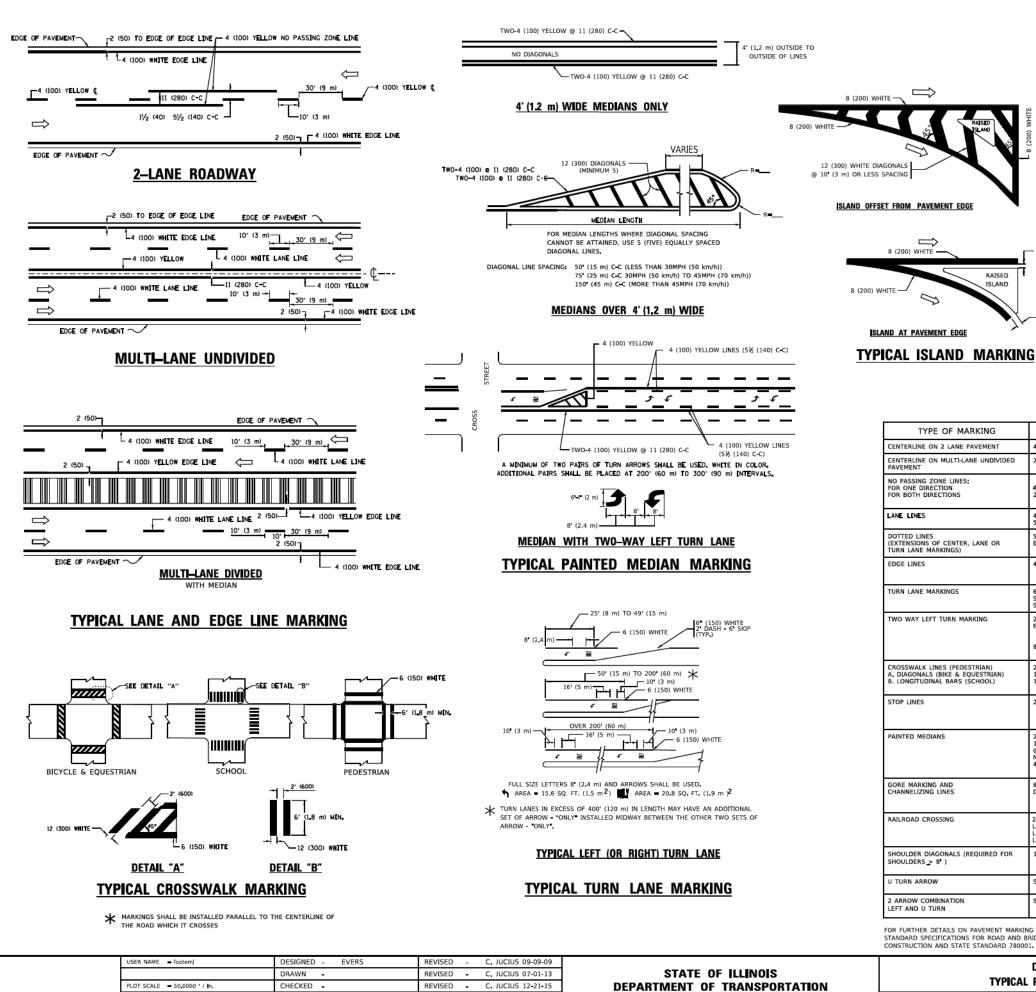
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

#### **DESIGN NOTES**

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

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

E = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-12-99		TYPICAL APPLICATIONS	P.A.	SECTION	COUNTY SHEETS NO	1
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS		1346 /	23-00079-00-RS	COOK / DUPAGE 79 68	1
.E = 50,0000 / In	CHECKED -	REVISED - C. JUCIUS 09-09-09	DEPARTMENT OF TRANSPORTATION	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	2040	TC-11	CONTRACT NO. 61L08	1
= 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13		SCALE: NONE SHEET 1 OF 1 SHEETS		ILLINOIS FED	AID PROJECT	1



DATE

T 32 R (810) 2 (50) LANE REDUCTION TRANSITION \* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OF GREATER OR WHEN SPECIFIED IN PLANS. **U-TURN** WIDTH OF LINE PATTERN COLOR SPACING / REMARKS 10" (3 m) LINE WITH 30' (9 m) SPACE 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE (125) ON FREEWAYS SAME AS LINE BEING EXTENDED KIP-DASH SAME AS LINE BEING EXTENDED 2 (600) LINE WITH 6 (1.8 m) SPACE SOLID YELLOW-LEFT WHITE-RIGHT OUTLINE MEDIANS IN YELLOW 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8 (2.4m)) SOLID WHITE SEE TYPICAL TURN LANE MARKING DETAIL 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID YELLOW LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL NOT LESS THAN 6 (1.8 m) APART 2 (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. 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 24 (600) SOLID 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN 8 (200) WITH 12 (300) DIAGONALS @ 45° SOLID 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))

COMBINATION

LEFT AND U-TURN

— 2 (50)

RAISED

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

SCALE: NONE

24 (600) TRANSVERSE LINES; "RR" IS 6 (1.8 m) LETTERS; 16 (400) LINE FOR "X"

12 (300) @ 45°

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

SHEET 1 OF 2 SHEETS

SEE DETAIL

SOL1D

SOLID

WHITE - RIGHT YELLOW - LEFT

WH[TE

CONTRACT NO. 61L08

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))

SEE STATE STANDARD 780001

unless otherwise shown.

TC-13

30.4 SF

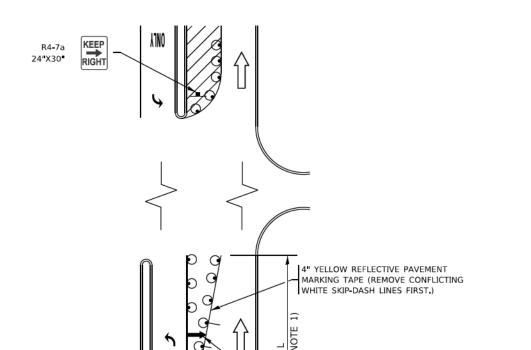
D(FT)

750

SPEED LIMIT

55

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



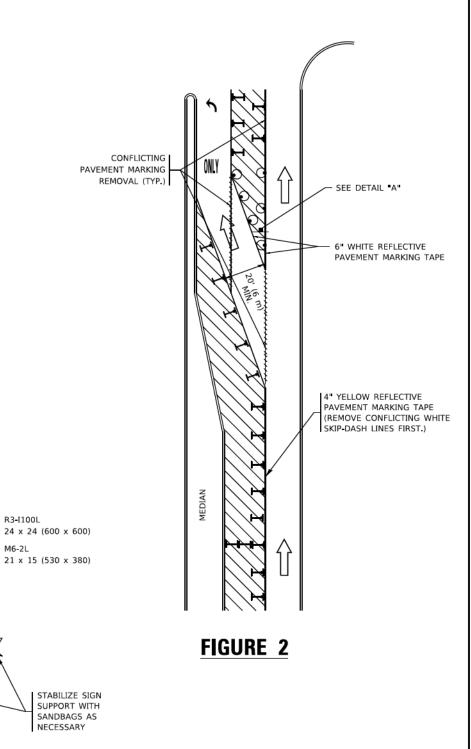
- ARROW BOARD

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

## NOTES:

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

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



# **DETAIL A**

TURN

LANE

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

USER NAME - footemj	DESIGNED	-T.	RAMMACHER 09-08	-94 REVISED	-	R. BORO 09-14-09
	DRAWN	-	A. HOUSEH 11-07-	95 REVISED	- A.	SCHUETZE 07-01-13
PLOT SCALE = 50.0000 / In.	CHECKED	-	A. HOUSEH 10-12-	96 REVISED	- A	SCHUETZE 09-15-16
PLOT DATE = 3/4/2019	DATE	-T.	RAMMACHER 01-06	00 REVISED	-	·

FIGURE 1

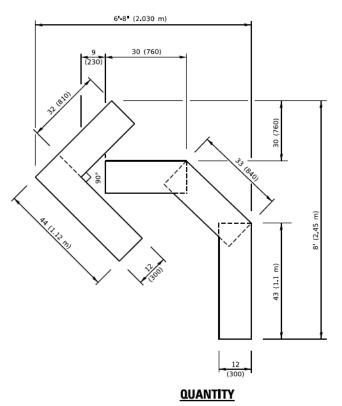
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFF	TRAFFIC CONTROL AND (TO REMAIN				YS		
SCALE: NONE	SHEET	1	OF	1	SHEETS		

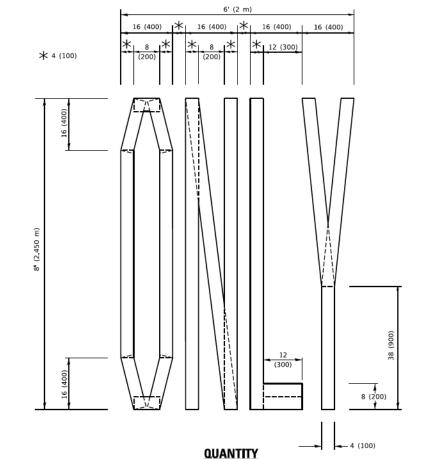
VIDOT/Documents\IDOT Offices\District 1\Pro

SEE DETAIL "A"

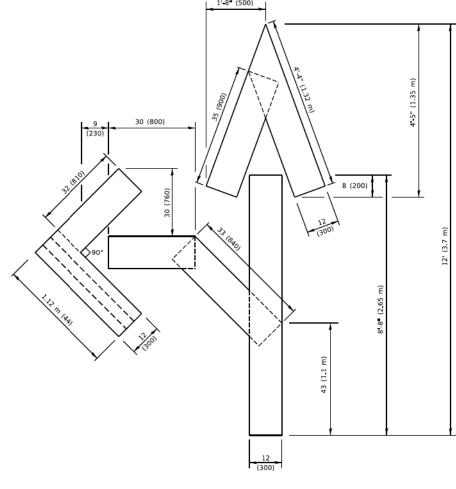
MODEL: Default



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



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

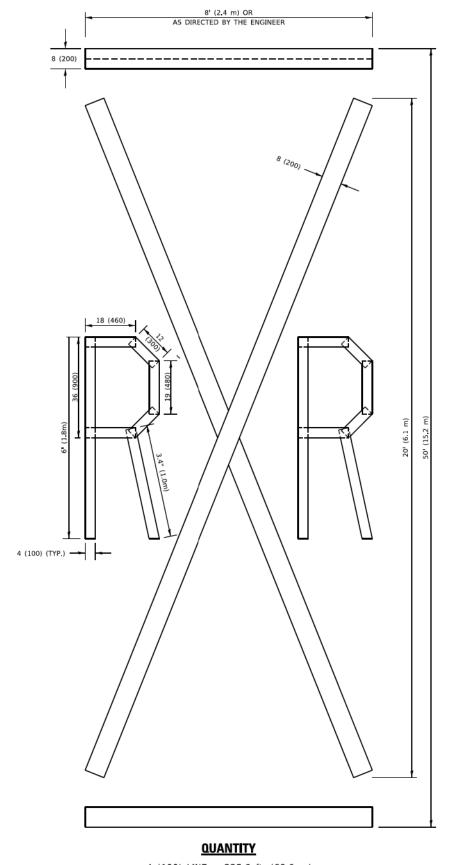


#### QUANTITY

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

#### NOTE:

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



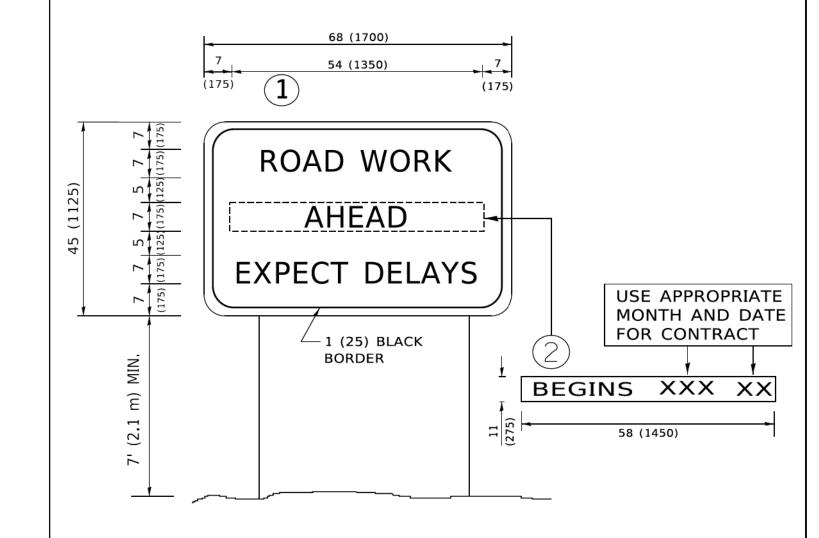
4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS



## NOTES:

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

SCALE: NONE

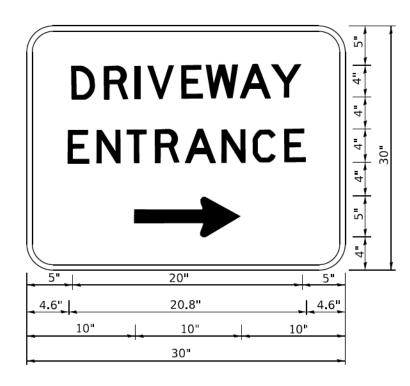
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = footemj	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED	-T.	RAMMACHER 02-02-9
PLOT DATE = 3/4/2019	DATE -	REVISED		C IUCIUS 01-31-07

STATI	E OI	F ILL <b>i</b> nois
DEPARTMENT	OF	TRANSPORTATION

ARTERIAL ROAD								
INFORMATION SIGN								
1	OF	1	SHEETS					

RTE.	SECT	ION		COUNTY	SHEETS	NO.
1346 / 2646	23-0007	9-00-RS		COOK / DUPAGE	79	72
	TC-22		CONTRACT	NO. 61	L08	
		ILLINOIS	FED. A	ID PROJECT		



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

#### NOTES:

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

 USER NAME
 leysa
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 DRAWN
 REVISED

 PLOT SCALE
 - \$0,0000 ' / In.
 CHECKED
 REVISED

 PLOT DATE
 - 8/6/2021
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

| F.A.U. | RTE. | SECTION | COUNTY | SHEETS | NO. | 1340 / 23-00079-00-RS | COOK / DUPAGE | 79 | 73 | COOK / DUPAGE | 79 | 73 | COOK / DUPAGE | 79 | 74 | COOK / DUPAGE | 79 | 75 | COOK / DUPAGE | 79 | COOK / DUPAGE | 79 | 75 | COOK / DUPAGE | 79 | COOK / D

# 

\* \* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

JSER NAME = footemi

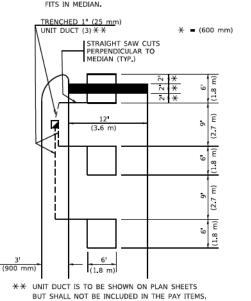
PLOT SCALE = 50,0000 ' / In.

#### 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
TETS IN MEDIAN.



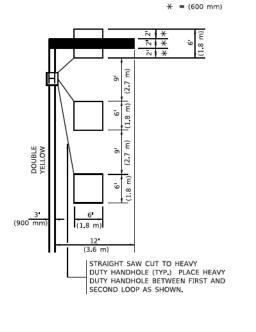
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

#### LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

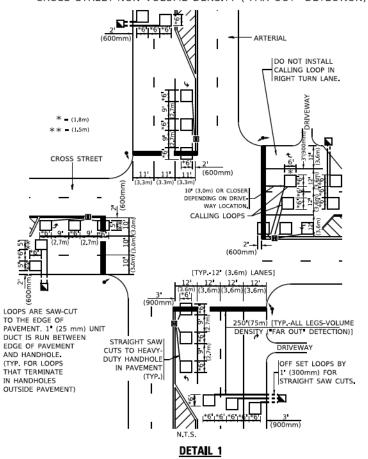
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

SCALE: NONE

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



N.T.S.

DESIGNED

DRAWN

CHECKED R.K.F.

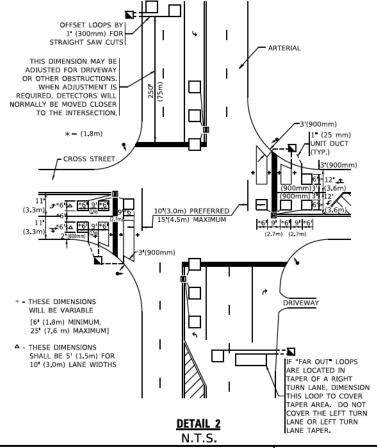
REVISED

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REVISED

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



#### 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 <u>ALL</u> 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  $\underline{\mathsf{ALL}}$  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.

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D	ISTRIC	T 1	– DE	TECT	TOR.	LOC	)P	INSTALLATION	
	DETA	ILS	FOR	RO/	\DW/	AY	RE	SURFACING	
	CHEET				CHEC				_

	TS-07	ILLINOIS	AID PROJECT				
2646	23-0007	9-00-RS		COOK / DUPA	_	79	74
RTE.	SEC	COUNTY	:	SHEETS	NO.		

