

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAU 3533 (FRANKLIN AVENUE)
EAST OF FAU 2685 (COUNTY LINE ROAD) TO FAU 1373 (WILLIAMS DR)
SECTION: 09-00072-00-PV
RESURFACING (3R)
PROJECT: M-9003(720)
VILLAGE OF FRANKLIN PARK
COOK COUNTY
C-91-131-11

| | | | | |
|-----------------------|------------------------|-----------------|-----------------|-------------|
| F.A.U. RTE. 3533 | SECTION 09-00072-00-PV | COUNTY COOK | TOTAL SHEETS 21 | SHEET NO. 1 |
| STA. 81+50 | | TO STA. 165+00 | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED AID PROJECT | | |

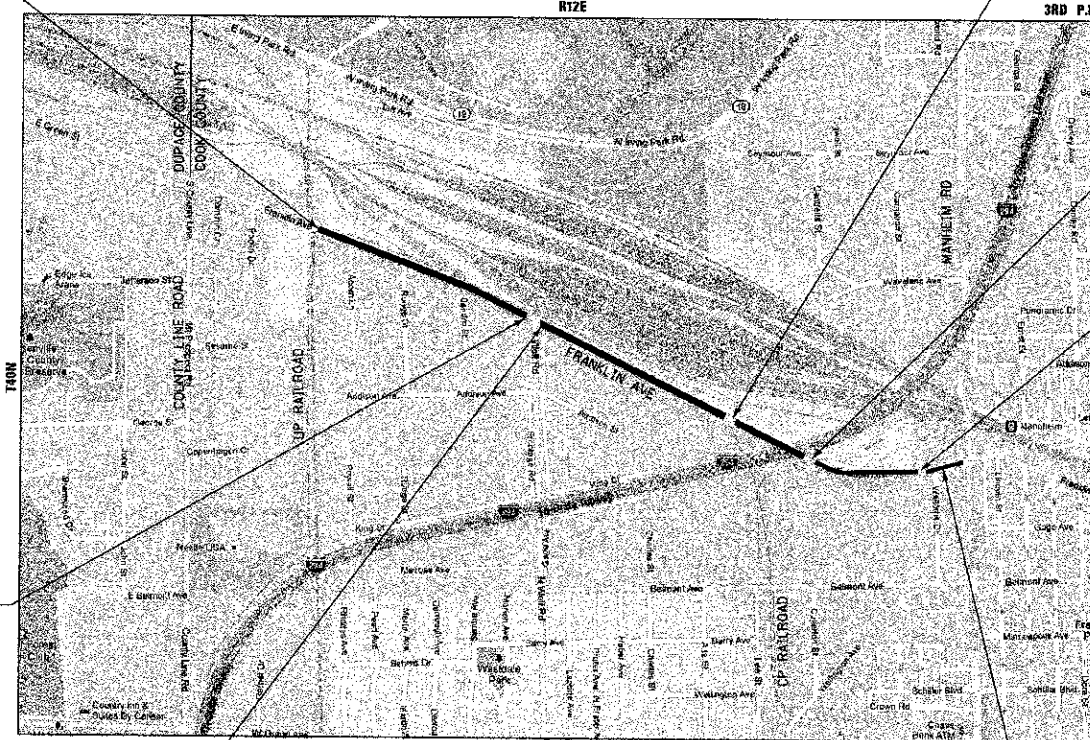
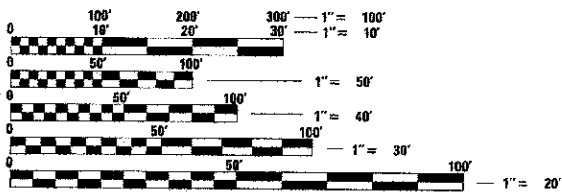
CONTRACT NO. 63811



PROJECT BEGINS
FAU 3533 FRANKLIN AVENUE
STA. 81 + 50

RAILROAD
PAVING OMISSION
STA. 142 + 63 TO
STA 147 + 77

TRAFFIC DATA
FRANKLIN AVENUE
POSTED SPEED LIMIT = 35 MPH
DESIGN SPEED LIMIT = 35 MPH
2011 ADT = 9,630 VPD
2040 ADT = 13,000 VPD
DESIGN DESIGNATION
FRANKLIN AVENUE = ARTERIAL



RAILROAD
PAVING OMISSION
STA. 147 + 75 TO
STA 147 + 89

RAILROAD
PAVING OMISSION
STA. 161 + 03 TO
STA 161 + 15

OMMISSION BEGINS
STA. 109 + 52

OMMISSION ENDS
STA. 110 + 77

PROJECT ENDS
FAU 3533 FRANKLIN AVENUE
STA. 165 + 00

LEYDEN TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 8,350 LF OR 1.581 MILES
NET LENGTH OF IMPROVEMENT = 8,187 LF OR 1.551 MILES

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

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. X2721754

Call Before You Dig
JULIE ILLINOIS NE-CAL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = COOK
CITY-TOWNSHIP = LEYDEN
SEC. & 1/4 SEC. NO. = 19E.20NW,20SW,20SE
48 HOURS (2 working days) BEFORE YOU DIG

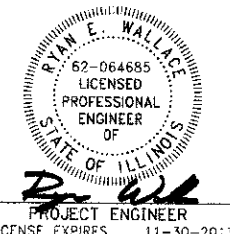
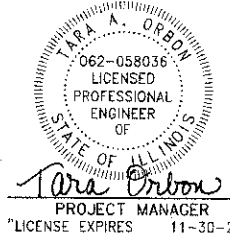
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED: [Signature] December 13, 2012
VILLAGE OF FRANKLIN PARK VILLAGE ENGINEER

PASSED: [Signature] DECEMBER 31, 2012
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW: [Signature] JANUARY 2, 2013
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



CONTRACT NO. 63811

B&W PROJECT NO.: 110413 DATE: 12-17-12

CONTRACT NO. 63811, PROJECT M-9003(720), SECTION 09-00072-00-PV, RESURFACING (3R), VILLAGE OF FRANKLIN PARK, COOK COUNTY, ILLINOIS. DRAWN BY: [Name], CHECKED BY: [Name], DATE: 12/17/12.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED UTILITY CONSTRUCTION.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC DIRECTOR OF WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
4. THE ENGINEER WILL BE THE MUNICIPALITY'S REPRESENTATIVE DURING THE CONSTRUCTION PERIOD. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE ENGINEER WILL NOT SUPERVISE, DIRECT, CONTROL OR HAVE AUTHORITY OVER OR BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OF CONSTRUCTION, OR THE SAFETY PRECAUTIONS AND PROGRAMS INCIDENT THERETO, OR FOR ANY FAILURE OF THE CONTRACTOR TO COMPLY WITH LAWS AND REGULATIONS APPLICABLE TO THE FURNISHING OR PERFORMANCE OF THE WORK. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO PERFORM OR FURNISH THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR OR ANY SUBCONTRACTOR, ANY SUPPLIER, OR OF ANY OTHER PERSON OR ORGANIZATION PERFORMING OR FURNISHING ANY OF THE WORK. THESE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY SET FORTH HEREIN SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS AND WILL BE PAID FOR AS TEMPORARY ACCESS (OF THE TYPE SPECIFIED). IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
8. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
9. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
10. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
12. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
13. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
14. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
15. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH ARTICLE 107.20 AND INCLUDE IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
16. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
17. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.
18. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
19. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
20. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
21. MATERIALS, STRUCTURES, OR MACHINES SHALL NOT BE STORED WHERE THEY WILL OBSTRUCT STREET CROSSINGS OR DRIVEWAY SIGHTLINES.
22. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
23. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC AND CANADIAN PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC AND CANADIAN PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLES 107.12 AND 109.05.
24. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN JUDGEMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
25. ALL AGGREGATE USED ON THE PROJECT SHALL BE CRUSHED MATERIAL.
26. THE DAYS SURFACE COURSE PAVING OPERATION SHOULD RESULT IN A SINGLE TRAVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.

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HIGHWAY STANDARDS

| STANDARD NO. | DESCRIPTION |
|--------------|--|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS |
| 442201-03 | CLASS C AND D PATCHES |
| 482011-03 | HMA SHLD. STRIPS/SHLDS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS |
| 606001-05 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606201-02 | TYPE B GUTTER (INLET, OUTLET & ENTRANCE) |
| 630001-10 | STEEL PLATE BEAM GUARDRAIL |
| 630301-06 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 63011-09 | TRAFFIC BARRIER TERMINAL, TYPE 2 |
| 635006-03 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-02 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 701301-04 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
| 701311-03 | LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY |
| 701427-01 | LANE CLOSURE, MULTILANE, INTERMETTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701606-08 | URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-08 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701901-02 | TRAFFIC CONTROL DEVICES |
| 720001-01 | SIGN PANEL MOUNTING DETAILS |
| 720006-03 | SIGN PANEL ERECTION DETAILS |
| 728001-01 | TELESCOPING STEEL SIGN SUPPORT |
| 780001-03 | TYPICAL PAVEMENT MARKINGS |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 886001-01 | DETECTOR LOOP INSTALLATION |
| 886006-01 | TYPICAL LAYOUT FOR DETECTOR LOOPS |

GENERAL NOTES

SCALE: STA. TO STA.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | |
|-----------------|----------------------------|
| DESIGNED - REW | REVISED - |
| DRAWN - BCD | REVISED - |
| CHECKED - YAO | REVISED - |
| DATE - 12/10/12 | FILE - 110413-GenNotes.sht |

| | | | | |
|--|----------------|--------|--------------|-----------|
| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3533 | 09-00072-DD-PV | COOK | 21 | 2 |
| CONTRACT NO. 63811 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT 14-900317201 | | | | |

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 1100 N. WASHINGTON ST., SUITE 400, CHICAGO, IL 60610
 TEL: 312.467.1000 FAX: 312.467.1001
 WWW.BAXTERANDBODMAN.COM
 12/08/2002

| SUMMARY OF QUANTITIES | | | CONSTRUCTION TYPE CODE 0005 |
|-----------------------|---|-------|--------------------------------|
| CODE NUMBER | DESCRIPTION | UNITS | TOTAL QUANTITY |
| 20101400 | NITROGEN FERTILIZER NUTRIENT | POUND | 17 |
| 20101500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 17 |
| 20101600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 17 |
| 20101700 | SUPPLEMENTAL WATERING | UNIT | 40 |
| 20200100 | EARTH EXCAVATION | CU YD | 471 |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 1,305 |
| 25200100 | SODDING | SQ YD | 1,305 |
| 35101800 | AGGREGATE BASE COURSE, TYPE B 6" | SQ YD | 3,840 |
| 35501316 | HOT-MIX ASPHALT BASE COURSE, 8" | SQ YD | 1,556 |
| 40800200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 27 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 123 |
| 40600400 | MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS | TON | 8 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 2 |
| 40600982 | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT | SQ YD | 697 |
| 40600985 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT | SQ YD | 813 |
| 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 350 |
| 40603148 | POLYMERIZED HOT-MIX ASPHALT BINDER, STONE MATRIX ASPHALT, N80 | TON | 3,123 |
| 40603153 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 | TON | 3,590 |
| 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 175 |
| 42001300 | PROTECTIVE COAT | SQ YD | 3,466 |
| 42300400 | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH | SQ YD | 2,285 |
| 44000157 | HOT-MIX ASPHALT SURFACE REMOVAL, 2" | SQ YD | 11,552 |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SQ YD | 4,026 |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 3,623 |
| 44002208 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2" | SQ YD | 3,123 |
| 44003100 | MEDIAN REMOVAL | SQ FT | 320 |
| # 44022029 | PARTIAL DEPTH REMOVAL 3" | SQ YD | 1,182 |
| 44201761 | CLASS D PATCHES, TYPE I, 10 INCH | SQ YD | 25 |
| 44201765 | CLASS D PATCHES, TYPE II, 10 INCH | SQ YD | 320 |
| 44201769 | CLASS D PATCHES, TYPE III, 10 INCH | SQ YD | 213 |

INDICATES ITEM COVERED BY SPECIAL PROVISION
 * INDICATES SPECIALTY ITEM
 \$ INDICATES CONSTRUCTION TYPE CODE 0042

| SUMMARY OF QUANTITIES | | | CONSTRUCTION TYPE CODE 0005 |
|-----------------------|--|-------|--------------------------------|
| CODE NUMBER | DESCRIPTION | UNITS | TOTAL QUANTITY |
| 44201771 | CLASS D PATCHES, TYPE IV, 10 INCH | SQ YD | 5,392 |
| 48101500 | AGGREGATE SHOULDERS, TYPE B 6" | SQ YD | 5,260 |
| 48102100 | AGGREGATE WEDGE SHOULDERS, TYPE B | TON | 1,050 |
| 48203021 | HOT-MIX ASPHALT SHOULDERS, 6" | SQ YD | 2,885 |
| 60250200 | CATCH BASINS TO BE ADJUSTED | EACH | 6 |
| 60280100 | INLETS TO BE ADJUSTED | EACH | 4 |
| 60600095 | CLASS SI CONCRETE (OUTLET) | CU YD | 10 |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 1,008.0 |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 2,763 |
| * 63000001 | STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS | FOOT | 262.5 |
| * 63100045 | TRAFFIC BARRIER TERMINAL, TYPE 2 | EACH | 4 |
| * 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT | EACH | 4 |
| 63200310 | GUARDRAIL REMOVAL | FOOT | 251 |
| 67100100 | MOBILIZATION | L SUM | 1 |
| 70102620 | TRAFFIC CONTROL AND PROTECTION STANDARD 701501 | L SUM | 1 |
| 70102625 | TRAFFIC CONTROL AND PROTECTION STANDARD 701606 | L SUM | 1 |
| 70102635 | TRAFFIC CONTROL AND PROTECTION STANDARD 701701 | L SUM | 1 |
| 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 2,842 |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 948 |
| 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 93 |
| 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 233 |
| * 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 687 |
| * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 21,247 |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 313 |
| * 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 90 |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 70 |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 384 |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 179 |
| * 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 16 |
| * 78201000 | TERMINAL MARKER-DIRECT APPLIED | EACH | 8 |

INDICATES ITEM COVERED BY SPECIAL PROVISION
 * INDICATES SPECIALTY ITEM
 \$ INDICATES CONSTRUCTION TYPE CODE 0042

CONTRACT NO. 09-00072-00-0V
 STATE OF ILLINOIS
 LICENSE NO. 181-00011-EXPRES-4/30/2013
 12/09/2012 2:07:29 PM
 \\sppp\p09000\09-00072-00-0V\Drawings\110413-S00.sht

| | |
|-----------------|-----------------------|
| DESIGNED - REW | REVISED - |
| DRAWN - BCD | REVISED - |
| CHECKED - TAO | REVISED - |
| DATE - 12/10/12 | FILE - 110413-S00.sht |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: STA. TO STA.

| | | | | |
|--------------------------------|----------------|--------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3533 | 09-00072-00-0V | COOK | 21 | 3 |
| FED. ROAD DIST. NO. 1 ILLINOIS | | | CONTRACT NO. 63811 | |
| FED. AID PROJECT M-00037201 | | | | |

| SUMMARY OF QUANTITIES | | | CONSTRUCTION TYPE CODE 0005 |
|-----------------------|---|-------|-----------------------------------|
| CODE NUMBER | DESCRIPTION | UNITS | TOTAL QUANTITY |
| * # 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 70 |
| # X2020110 | GRADING AND SHAPING SHOULDERS | UNIT | 12 |
| # X4022000 | TEMPORARY ACCESS (COMMERCIAL ENTRANCE) | EACH | 30 |
| # X4421000 | PARTIAL DEPTH PATCHING | TON | 199 |
| # X8030310 | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) | EACH | 8 |
| # X8140115 | HANDHOLE TO BE ADJUSTED | EACH | 2 |
| # Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 369 |
| # Z0034105 | MATERIAL TRANSFER DEVICE | TON | 6,713 |
| # Z0038114 | PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1/4" | SQ YD | 15,755 |
| # Z0048665 | RAILROAD PROTECTIVE LIABILITY INSURANCE | L SUM | 1 |
| \$ # Z0076600 | TRAINEES | HOUR | 500 |
| \$ # Z0076604 | TRAINEES TRAINING PROGRAM GRADUATE | HOUR | 500 |

INDICATES ITEM COVERED BY SPECIAL PROVISION
 * INDICATES SPECIALTY ITEM
 \$ INDICATES CONSTRUCTION TYPE CODE 0042

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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 010-00021 - EXPIRES 4/30/2013
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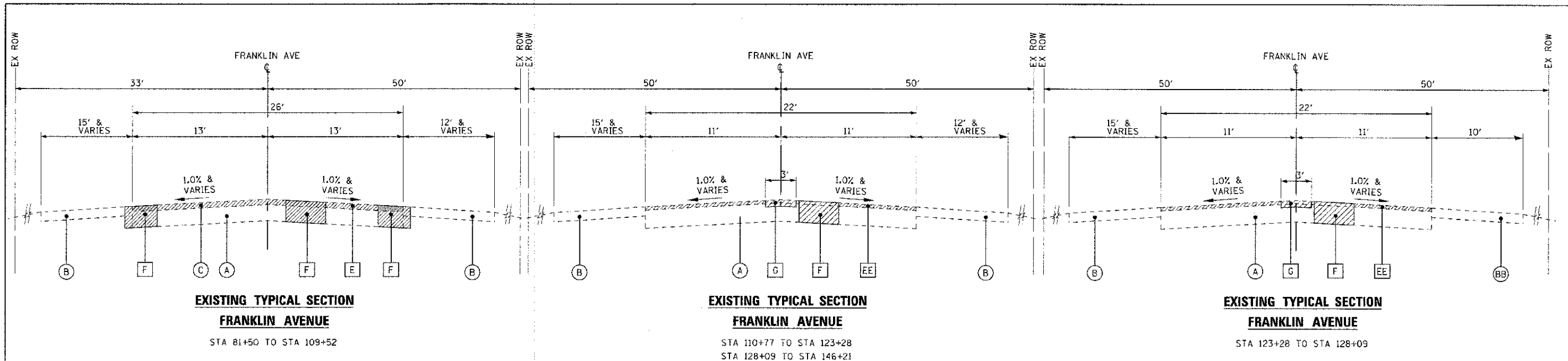
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| DESIGNED - REW | REVISED - |
| DRAWN - BCD | REVISED - |
| CHECKED - TAD | REVISED - |
| DATE - 12/10/12 | FILE 110413-S00.shd |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| | | | | |
|--|----------------|--------|-----------------|--------------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3633 | 09-00072-00-PV | COOK | 21 | 4 |
| CONTRACT NO. 63811 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT W-90037201 | | | | |

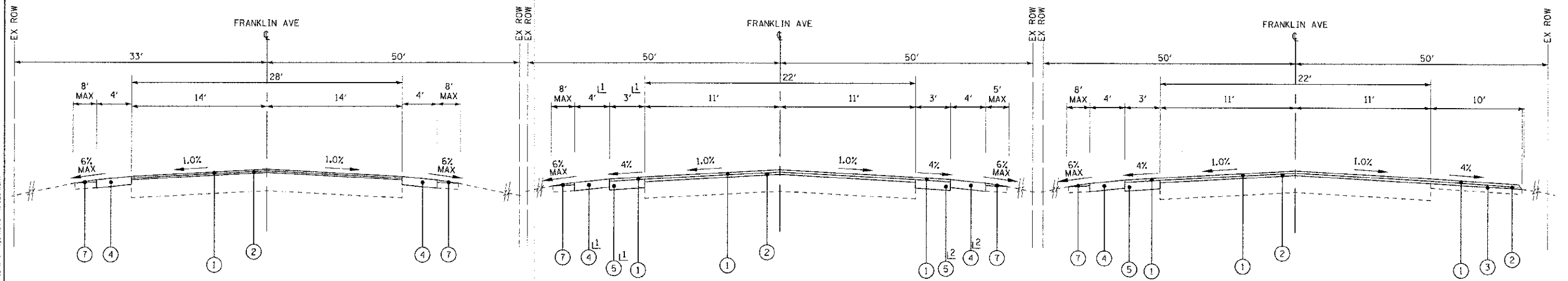
SCALE: STA. TO STA.



EXISTING TYPICAL SECTION
FRANKLIN AVENUE
STA 81+50 TO STA 109+52

EXISTING TYPICAL SECTION
FRANKLIN AVENUE
STA 110+77 TO STA 123+28
STA 128+09 TO STA 146+21

EXISTING TYPICAL SECTION
FRANKLIN AVENUE
STA 123+28 TO STA 128+09



PROPOSED TYPICAL SECTION
FRANKLIN AVENUE
STA 81+50 TO STA 109+52

PROPOSED TYPICAL SECTION
FRANKLIN AVENUE
STA 110+77 TO STA 123+28
STA 128+09 TO STA 146+21

PROPOSED TYPICAL SECTION
FRANKLIN AVENUE
STA 123+28 TO STA 128+09

L1 HMA SHOULDER = 12' &
AGG SHOULDER = 0'
FROM STA 130+60
TO STA 136+31

L2 COMB CONC C&G, TY B6.12
FROM STA 117+80 TO STA 122+30
INSTALL 3.5" ABOVE EX EOP

LEGEND

- (A) EXISTING PCC PAVEMENT, 10"±
- (B) EXISTING AGGREGATE SHOULDER
- (BB) EXISTING HMA SHOULDER
- (C) EXISTING HMA OVERLAY, 2"±
- (D) EXISTING CONCRETE CURB & GUTTER
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (EE) PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 1/4"
- (F) CLASS D PATCHES, 10"
- (G) PARTIAL DEPTH REMOVAL 3" AND PARTIAL DEPTH PATCHING
- [Hatched Box] ITEM TO BE REMOVED
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 - 2"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80 - 2" MIN
- (3) RESERVED
- (4) AGGREGATE SHOULDERS, TYPE B 6"
- (5) HOT-MIX ASPHALT SHOULDERS, 6"
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6,24
- (7) GRADING AND SHAPING SHOULDERS; AND AGGREGATE WEDGE SHOULDER, TYPE B

* MATERIALS EXCAVATED FOR THE CONSTRUCTION OF SHOULDERS SUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER, SHALL BE PLACED WITHIN THE EXISTING AGGREGATE SHOULDER OR THE FORESLOPE DIRECTLY ADJACENT THERETO. NO MATERIALS SHALL BE TAKEN OFF SITE WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

NOTES:
1. THE CONTRACTOR SHALL PATCH BEFORE MILLING

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | AIR VOIDS @ Ndes |
|--|--|------------------|
| RESURFACING | | |
| POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 - 2" | | 3.5% @ 80 Gyr. |
| POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80 - 2" | | 3.5% @ 80 Gyr. |
| SHOULDERS | | |
| HMA SHOULDER (HMA BINDER IL-19mm) - 6" | | 4% @ 50 Gyr. |
| PATCHING | | |
| CLASS D PATCHES (HMA BINDER IL-19mm) | | 4% @ 70 Gyr. |
| HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm) | | 4% @ 70 Gyr. |
| PARTIAL DEPTH PATCHING (HMA BINDER IL-19mm) | | 4% @ 70 Gyr. |
| DRIVEWAYS | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - 2" | | 4% @ 50 Gyr. |
| HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm) - 6" | | 4% @ 50 Gyr. |

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/ft.
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 THE DISTRICT ONE SPECIAL PROVISIONS.
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

CONTRACT NO. 09-C0072-00-PV
 DATE: 12/10/12
 CHECKED: TAO
 DRAWN: BCD
 DESIGNED: REW
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 PROJECT: FRANKLIN AVENUE
 SHEET NO. 5
 TOTAL SHEETS: 5

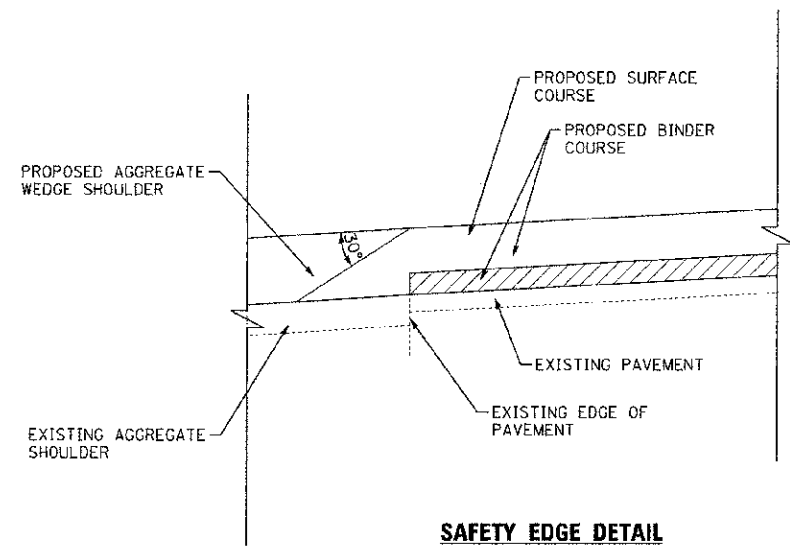
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|-----------------|----------------------------|
| DESIGNED - REW | REVISIONS - |
| DRAWN - BCD | REVISIONS - |
| CHECKED - TAO | REVISIONS - |
| DATE - 12/10/12 | FILE - 110413-TYPSEC-1.sht |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

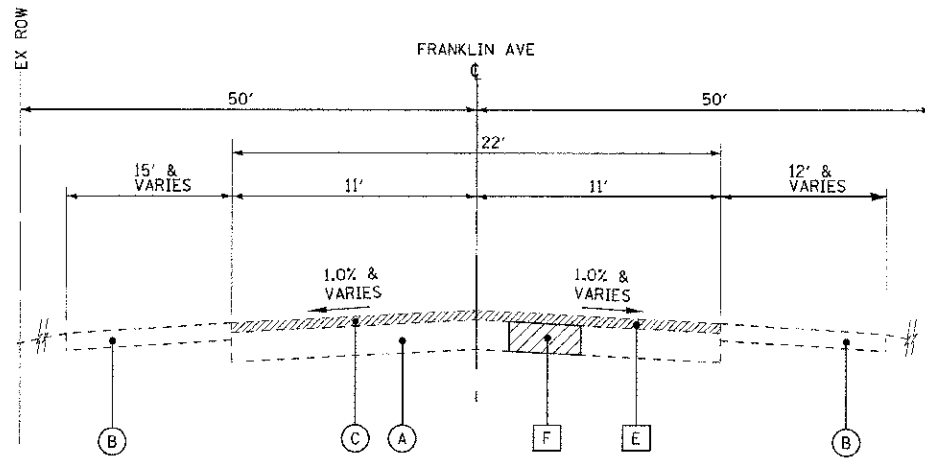
FRANKLIN AVENUE
TYPICAL SECTIONS

| | | | | |
|---|------------------------|-------------|--------------------|-------------|
| F.A.D. RTE. 3533 | SECTION 09-C0072-00-PV | COUNTY COOK | TOTAL SHEETS 21 | SHEET NO. 5 |
| SCALE: STA. TO STA. | | | CONTRACT NO. 63811 | |
| "ED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJ. NO. M-9009(720) | | | | |

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 www.baytesandhozman.com

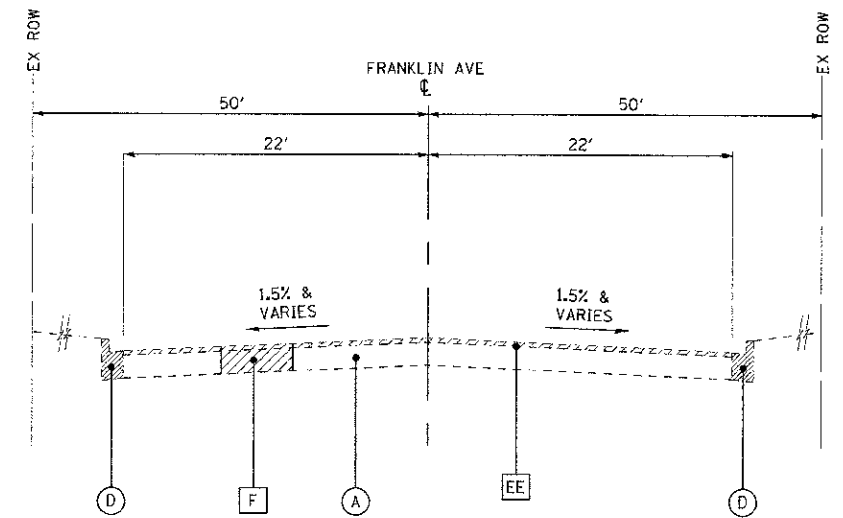


* MATERIALS EXCAVATED FOR THE CONSTRUCTION OF SHOULDERS SUITABLE FOR RESUE, AS DETERMINED BY THE ENGINEER, SHALL BE PLACED WITHIN THE EXISTING AGGREGATE SHOULDER OR THE FORESLOPE DIRECTLY ADJACENT THERETO. NO MATERIALS SHALL BE TAKEN OFF SITE WITHOUT PRIOR APPROVAL FROM THE ENGINEER.



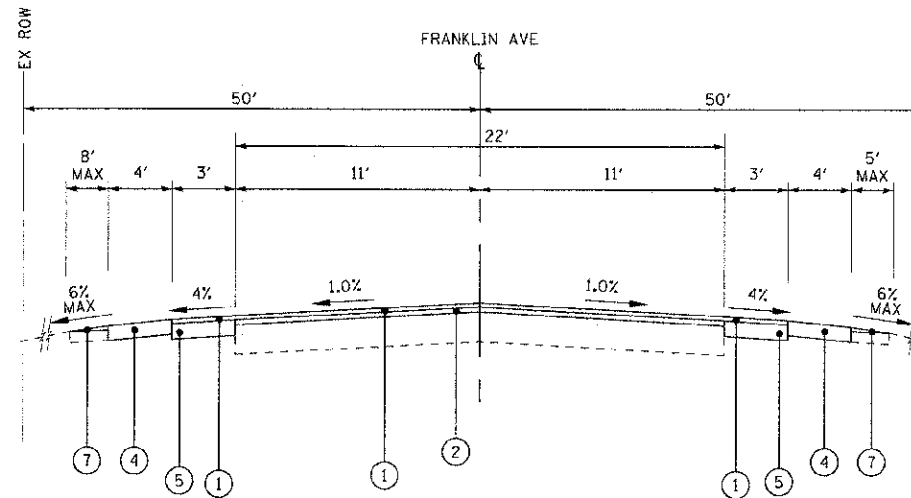
EXISTING TYPICAL SECTION
FRANKLIN AVENUE

STA 146+21 TO STA 152+42



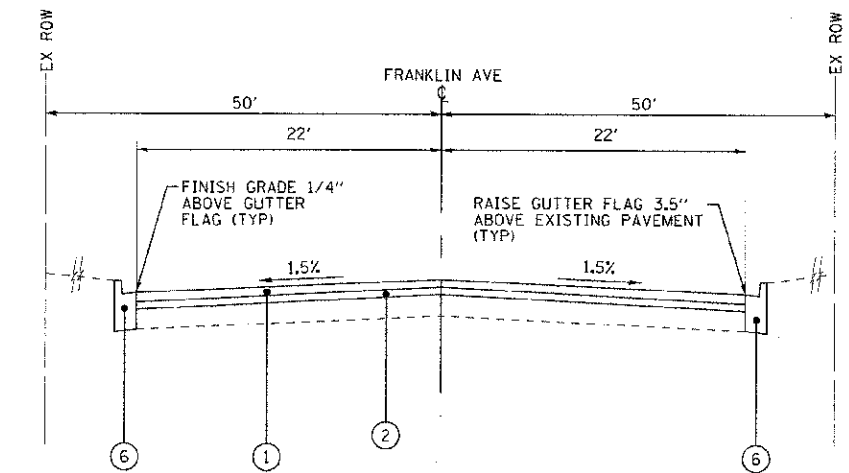
EXISTING TYPICAL SECTION
FRANKLIN AVENUE

STA 152+42 TO STA 165+00



PROPOSED TYPICAL SECTION
FRANKLIN AVENUE

STA 146+21 TO STA 152+42



PROPOSED TYPICAL SECTION
FRANKLIN AVENUE

STA 152+42 TO STA 165+00

LEGEND

- (A) EXISTING PCC PAVEMENT, 10"±
- (B) EXISTING AGGREGATE SHOULDER
- (BB) EXISTING HMA SHOULDER
- (C) EXISTING HMA OVERLAY, 2"±
- (D) EXISTING CONCRETE CURB & GUTTER
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (EE) PORTLAND CEMENT CONCRETE SURFACE REMOVAL, 1/4"
- (F) CLASS D PATCHES, 10"
- (G) PARTIAL DEPTH REMOVAL 3" AND PARTIAL DEPTH PATCHING
- (Hatched) ITEM TO BE REMOVED
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 - 2"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80 - 2" MIN RESERVED
- (3) RESERVED
- (4) AGGREGATE SHOULDERS, TYPE B 6"
- (5) HOT-MIX ASPHALT SHOULDERS, 6"
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- (7) GRADING AND SHAPING SHOULDERS; AND AGGREGATE WEDGE SHOULDER, TYPE B

| | |
|-----------------|----------------------------|
| DESIGNED - REW | REVISED - |
| DRAWN - BCD | REVISED |
| CHECKED - TAO | REVISED - |
| DATE - 12/10/12 | FILE - 110413-1YPSEC-2.sht |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRANKLIN AVENUE
TYPICAL SECTIONS

SCALE: NONE

STA. TO STA.

| | | | | |
|--------------------|----------------|--------|---|-----------|
| PLAN RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3833 | 09-00072-00-PV | COOK | 21 | 6 |
| CONTRACT NO. 63811 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(720) | |

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

| LOCATION | DESCRIPTION | AREA (SQ. FT) |
|-----------|----------------------|---------------|
| 108+69 RT | ONLY | 41.6 |
| 108+91 RT | RIGHT ARROW | 15.6 |
| 108+91 RT | THRU ARROW | 11.5 |
| 111+51 LT | ONLY | 41.6 |
| 111+29 LT | LEFT ARROW | 15.6 |
| 111+29 LT | THRU ARROW | 11.5 |
| 141+29 RT | RAILROAD CROSSING | 61.2 |
| 143+95 LT | RAILROAD CROSSING | 61.2 |
| 146+57 RT | RAILROAD CROSSING | 61.2 |
| 149+12 LT | RAILROAD CROSSING | 61.2 |
| 159+80 RT | RAILROAD CROSSING | 61.2 |
| 162+39 LT | RAILROAD CROSSING | 61.2 |
| 164+74 LT | ONLY | 41.6 |
| 164+52 LT | LEFT ARROW | 15.6 |
| 155+02 LT | LANE REDUCTION ARROW | 41.5 |
| 155+87 LT | LANE REDUCTION ARROW | 41.5 |
| 156+72 LT | LANE REDUCTION ARROW | 41.5 |
| TOTAL: | | 687 |

STRUCTURE ADJUSTMENTS

| STATION | LT/RT | DESCRIPTION |
|---------|-------|--|
| 104+70 | RT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 154+40 | LT | INLET TO BE ADJUSTED |
| 154+40 | RT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 154+41 | RT | CATCH BASIN TO BE ADJUSTED |
| 157+03 | RT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 157+06 | RT | CATCH BASIN TO BE ADJUSTED |
| 158+39 | RT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 158+40 | RT | INLET TO BE ADJUSTED |
| 158+41 | LT | CATCH BASIN TO BE ADJUSTED |
| 160+19 | RT | INLET TO BE ADJUSTED |
| 160+20 | RT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 160+21 | LT | CATCH BASIN TO BE ADJUSTED |
| 160+38 | LT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 162+14 | RT | CATCH BASIN TO BE ADJUSTED |
| 162+20 | LT | CATCH BASIN TO BE ADJUSTED |
| 162+20 | LT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 163+16 | LT | FRAME AND LID TO BE ADJUSTED (SPECIAL) |
| 163+18 | LT | INLET TO BE ADJUSTED |

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

| STATION | LOCATION | DESCRIPTION | LENGTH (FT) |
|-----------|-----------|-------------------|-------------|
| 85+93 RT | ACORN LN | STOP BAR | 15 |
| 92+88 RT | RUNGE ST | STOP BAR | 12 |
| 100+83 RT | SANDRA ST | STOP BAR | 12 |
| 141+29 RT | | RAILROAD CROSSING | 33 |
| 143+95 LT | | RAILROAD CROSSING | 33 |
| 146+57 RT | | RAILROAD CROSSING | 33 |
| 149+12 LT | | RAILROAD CROSSING | 33 |
| 159+80 RT | | RAILROAD CROSSING | 66 |
| 162+39 LT | | RAILROAD CROSSING | 66 |
| 162+51 RT | | STOP BAR | 26 |
| 163+35 RT | | STOP BAR | 22 |
| 163+82 LT | | STOP BAR | 33 |
| TOTAL: | | | 384 |

PAVING ITEMS

| STATION TO STATION | POLYMERIZED HMA BINDER, STONE MATRIX ASPHALT, N 80 (TON) | POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N 80 (TON) |
|-----------------------|--|--|
| 81+50 TO 109+52 | 1,112 | 1,112 |
| 110+77 TO 146+21 | 1,062 | 1,062 |
| 146+21 TO 152+42 | 182 | 182 |
| 152+42 TO 165+00 | 767 | 767 |
| PROPOSED HMA SHOULDER | | 323 |
| SAFETY EDGE | | 144 |
| TOTALS | 3,123 | 3,590 |

CURB REMOVAL AND REPLACEMENT

| STATION | TO STATION | LT/RT | REMOVAL (FT) | B-6.12 (FT) | B-6.24 (FT) |
|----------------|------------|-------|--------------|-------------|-------------|
| ACORN LANE | | LT | 68 | 50 | |
| ACORN LANE | | RT | 57 | 12 | |
| RUNGE STREET | | LT | 50 | 17 | |
| RUNGE STREET | | RT | 31 | 12 | |
| SANDRA STREET | | LT | 74 | 58 | |
| SANDRA STREET | | RT | 65 | 12 | |
| DRIVE @ 101+41 | | | | 51 | |
| DRIVE @ 117+26 | | RT | | 106 | |
| 117+87 | 122+23 | RT | 436 | 436 | |
| DRIVE @ 123+85 | | RT | | 94 | |
| 150+06 | 150+55 | LT | 38 | | |
| 151+90 | 152+30 | LT | 41 | | |
| 150+06 | 161+00 | LT | 1,094 | | 1,094 |
| 152+43 | 160+83 | RT | 840 | | 840 |
| DRIVE @ 153+54 | | RT | | 89 | |
| 161+30 | 165+00 | LT | 370 | | 370 |
| 160+98 | 163+02 | RT | 254 | | 254 |
| DRIVE @ 161+27 | | RT | | 71 | |
| 163+46 | 165+00 | RT | 205 | | 205 |
| TOTALS | | | 3,623 | 1,008 | 2,763 |

SURFACE REMOVAL - BUTT JOINT

| LOCATION | LENGTH (FT) | WIDTH (FT) | HMA AREA (SQ YD) | PCC AREA (SQ YD) |
|----------------|-------------|------------|------------------|------------------|
| 81+50 | 30 | 28 | 94 | |
| ACORN LANE | 30 | 22 | 74 | |
| RUNGE STREET | 30 | 22 | 74 | |
| SANDRA STREET | 30 | 22 | | 74 |
| 109+52 | 30 | 47 | 157 | |
| 110+77 | 30 | 45 | 150 | |
| 142+63 | 30 | 22 | | 74 |
| 142+77 | 30 | 22 | | 74 |
| 147+75 | 30 | 22 | 74 | |
| 147+89 | 30 | 22 | 74 | |
| 161+03 | 30 | 44 | | 147 |
| 161+15 | 30 | 44 | | 147 |
| 165+00 | 30 | 44 | | 147 |
| Williams Drive | 30 | 45 | | 150 |
| TOTAL | | | 697 | 813 |

SURFACE REMOVAL ITEMS

| STATION TO STATION | HMA SURFACE REMOVAL, 2" (SQ YD) | PCC SURFACE REMOVAL, 1/4" (SQ YD) |
|--------------------|---------------------------------|-----------------------------------|
| 81+50 TO 109+52 | 9,929 | |
| 110+77 TO 146+21 | | 8,907 |
| 146+21 TO 152+42 | 1,623 | |
| 152+42 TO 165+00 | | 6,848 |
| TOTALS | 11,552 | 15,755 |

DRIVEWAY ITEMS

| STATION | LT/RT | EXISTING MATERIAL | DRIVEWAY PAVEMENT REMOVAL (SQ YD) | PCC DRIVEWAY PAVEMENT 8 INCH (SQ YD) | HMA BASE COURSE, 8 INCH (SQ YD) | HMA SURFACE COURSE, MIX "D", NSO (TON) | AGGREGATE BASE COURSE, TYPE B 6" (SQ YD) |
|---------|-------|-------------------|-----------------------------------|--------------------------------------|---------------------------------|--|--|
| 82+09 | RT | PCC | 217.6 | 207.6 | | | 207.6 |
| 88+08 | LT | HMA | 134.0 | | 118.0 | 13.3 | 118.0 |
| 90+08 | RT | PCC | 108.2 | 120.5 | | | 120.5 |
| 97+06 | RT | PCC | 145.5 | 138.2 | | | 138.2 |
| 99+33 | RT | PCC | 127.9 | 132.5 | | | 132.5 |
| 102+23 | RT | HMA | 263.7 | | 248.5 | 27.9 | 248.5 |
| 103+41 | LT | HMA | 243.7 | | 220.6 | 24.8 | 220.6 |
| 104+74 | RT | PCC | 113.2 | 128.4 | | | 128.4 |
| 105+70 | RT | PCC | 82.9 | 86.3 | | | 86.3 |
| 105+94 | RT | HMA | 83.8 | | 86.2 | 9.7 | 86.2 |
| 107+71 | RT | HMA | 53.7 | | 66.4 | 7.5 | 66.4 |
| 107+94 | RT | PCC | 94.5 | 103.5 | | | 103.5 |
| 109+09 | RT | HMA | 58.2 | | | | 58.5 |
| 112+88 | RT | PCC | 179.8 | 189.4 | | 6.6 | 189.4 |
| 114+40 | RT | PCC | 99.5 | 97.7 | | | 97.7 |
| 115+08 | RT | PCC | 80.5 | 61.2 | | | 61.2 |
| 116+02 | RT | PCC | 95.9 | 94.9 | | | 94.9 |
| 116+25 | RT | HMA | 82.1 | | 64.0 | 7.2 | 64.0 |
| 117+26 | RT | PCC | 258.5 | 258.5 | | | 258.5 |
| 122+85 | RT | PCC | 219.4 | 188.5 | | | 188.5 |
| 123+52 | RT | HMA | 58.7 | | 73.2 | 8.2 | 73.2 |
| 125+38 | RT | HMA | 97.9 | | 92.3 | 10.4 | 92.3 |
| 127+25 | RT | HMA | 66.9 | | 80.6 | 9.1 | 80.6 |
| 127+80 | RT | HMA | 108.2 | | 106.1 | 11.9 | 106.1 |
| 130+97 | LT | HMA | 337.7 | | 185.1 | 20.8 | 185.1 |
| 133+55 | RT | PCC | 83.2 | 126.1 | | | 126.1 |
| 136+12 | RT | PCC | 148.1 | 124.9 | | | 124.9 |
| 153+54 | RT | PCC | 146.4 | 146.1 | | | 146.1 |
| 156+22 | RT | PCC | 79.8 | 80.1 | | | 80.1 |
| 161+27 | RT | HMA | 156.0 | | 156.0 | 17.5 | 156.0 |
| TOTALS: | | | 4,026 | 2,285 | 1,556 | 175 | 3,840 |

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

| STATION | TO STATION | DESCRIPTION | LENGTH (FT) |
|-----------|------------|-------------|-------------|
| 108+59 RT | 109+52 RT | LANE LINE | 93 |
| 110+77 LT | 111+61 LT | LANE LINE | 84 |
| 111+61 LT | 112+37 LT | WHITE 2/6 | 19 |
| 163+83 LT | 165+00 LT | LANE LINE | 117 |
| TOTAL: | | | 313 |

RAISED REFLECTIVE PAVEMENT MARKERS

| STATION | TO STATION | DESCRIPTION | QTY (EACH) | |
|---------|------------|-------------|------------------|-----|
| 81+50 | CL | 85+29 CL | YELLOW SKIP DASH | 5 |
| 86+40 | CL | 92+23 CL | YELLOW SKIP DASH | 8 |
| 93+35 | CL | 100+15 CL | YELLOW SKIP DASH | 9 |
| 101+27 | CL | 105+93 CL | YELLOW SKIP DASH | 6 |
| 112+59 | CL | 141+53 CL | YELLOW SKIP DASH | 37 |
| 105+93 | CL | 109+52 CL | DOUBLE YELLOW | 18 |
| 110+77 | CL | 112+59 CL | DOUBLE YELLOW | 10 |
| 141+53 | CL | 142+63 CL | DOUBLE YELLOW | 2 |
| 142+77 | CL | 147+75 CL | DOUBLE YELLOW | 7 |
| 147+89 | CL | 161+03 CL | DOUBLE YELLOW | 17 |
| 161+15 | CL | 162+92 CL | DOUBLE YELLOW | 10 |
| 163+82 | CL | 165+00 CL | DOUBLE YELLOW | 6 |
| 154+55 | LT | 161+12 LT | WHITE SKIP DASH | 9 |
| 154+55 | RT | 160+72 RT | WHITE SKIP DASH | 8 |
| 161+24 | LT | 162+92 LT | WHITE SKIP DASH | 3 |
| 161+06 | RT | 162+51 RT | WHITE SKIP DASH | 2 |
| 163+82 | LT | 165+00 LT | WHITE SKIP DASH | 2 |
| 163+82 | RT | 165+00 RT | WHITE SKIP DASH | 2 |
| 108+59 | RT | 109+52 RT | LANE LINE | 6 |
| 110+77 | LT | 111+61 LT | LANE LINE | 6 |
| 163+83 | LT | 165+00 LT | LANE LINE | 6 |
| TOTAL: | | | | 179 |

THERMOPLASTIC PAVEMENT MARKING - LINE 8"

| STATION | TO STATION | DESCRIPTION | LENGTH (FT) |
|-----------|------------|----------------|-------------|
| 163+00 RT | | PAINTED MEDIAN | 90 |
| TOTAL: | | | 90 |

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

| STATION | TO STATION | DESCRIPTION | LENGTH (FT) |
|-----------|------------|------------------|-------------|
| 161+15 CL | 162+92 CL | YELLOW DIAGONALS | 20 |
| 163+00 RT | | WHITE DIAGONALS | 50 |
| TOTAL: | | | 70 |

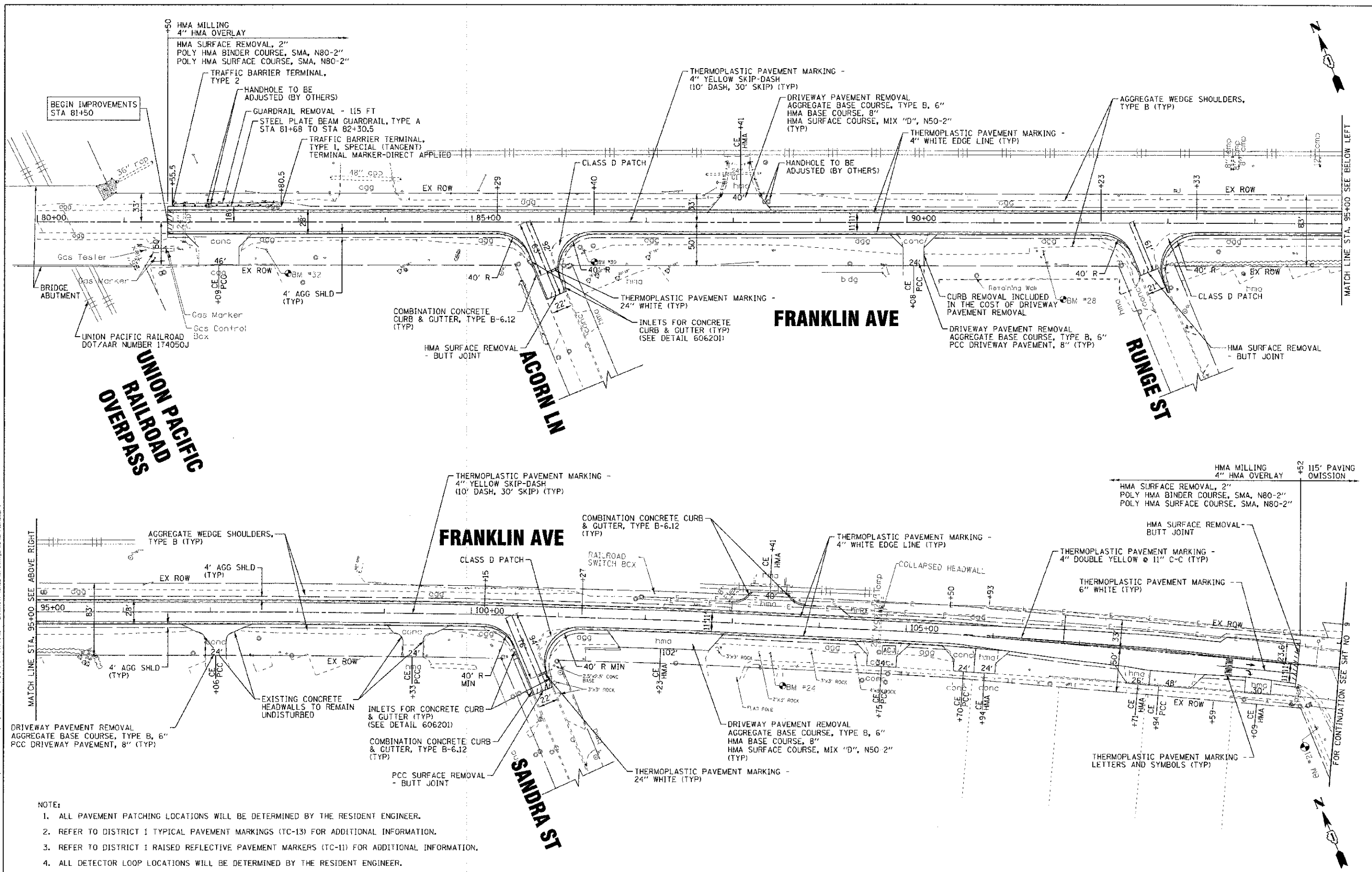
DRAWN BY: BAYLON & BODWELL, INC.
 CHECKED BY: TAD
 DATE: 12/16/12
 FILE: 110413-SCHOLE-DTY.shp

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

| F.A.E. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--|----------------|--------|--------------|-----------|
| 3533 | 09-00072-00-PV | COOK | 21 | 7 |
| CONTRACT NO. 63811 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT W-90037201 | | | | |

SCALE: NONE STA. TO STA.



BEGIN IMPROVEMENTS
STA 81+50

**UNION PACIFIC
RAILROAD
OVERPASS**

FRANKLIN AVE

ACORN LN

RUNGE ST

FRANKLIN AVE

SANDRA ST

- NOTE:
1. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.
 2. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
 3. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.
 4. ALL DETECTOR LOOP LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.

PROJECT: PAV. BY BRUNER & NICHOLS, INC. PROJECT NO. 09-0072-GO-PV
 STATE OF ILLINOIS PROFESSIONAL ENGINEER LICENSE NO. 014-00277, EXPIRES 6/30/2013
 500 N. LAKE ST., SUITE 200, CHICAGO, IL 60610-3202
 TEL: 312.587.8800 FAX: 312.587.8801
 www.brn.com

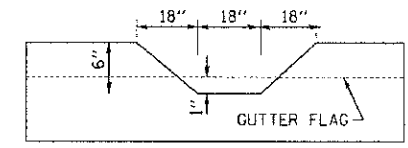
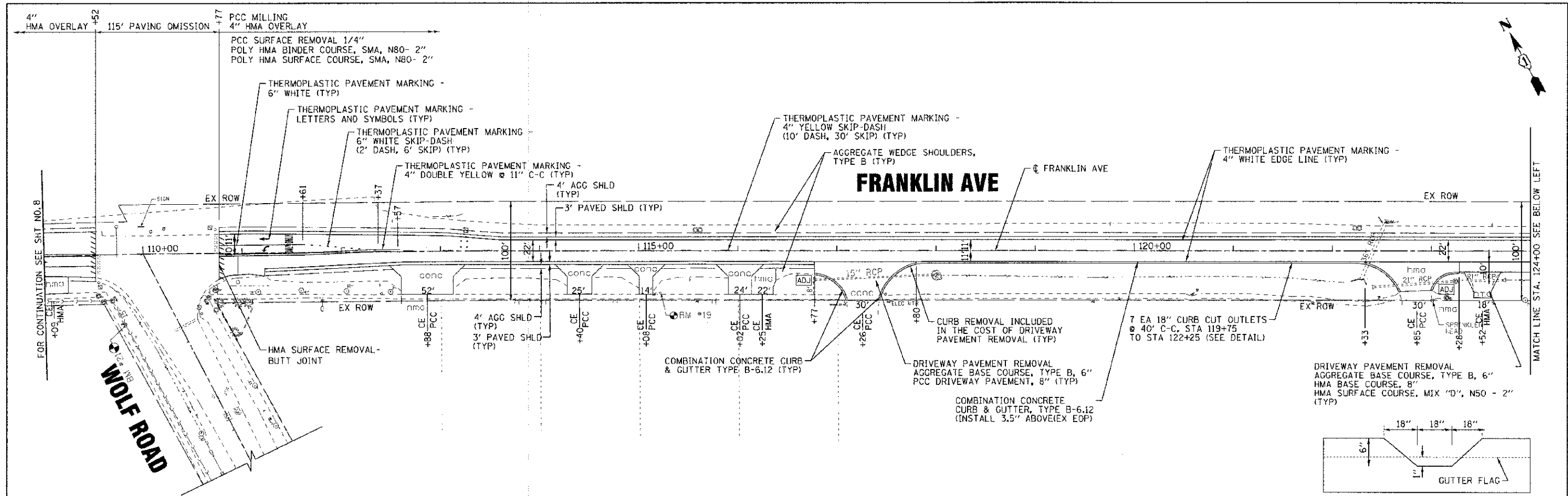
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| DESIGNED - REW | REVISED - |
| DRAWN - BCD | REVISED - |
| CHECKED - TAO | REVISED - |
| DATE - 12/10/12 | FILE - H0413-Plan01.sht |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

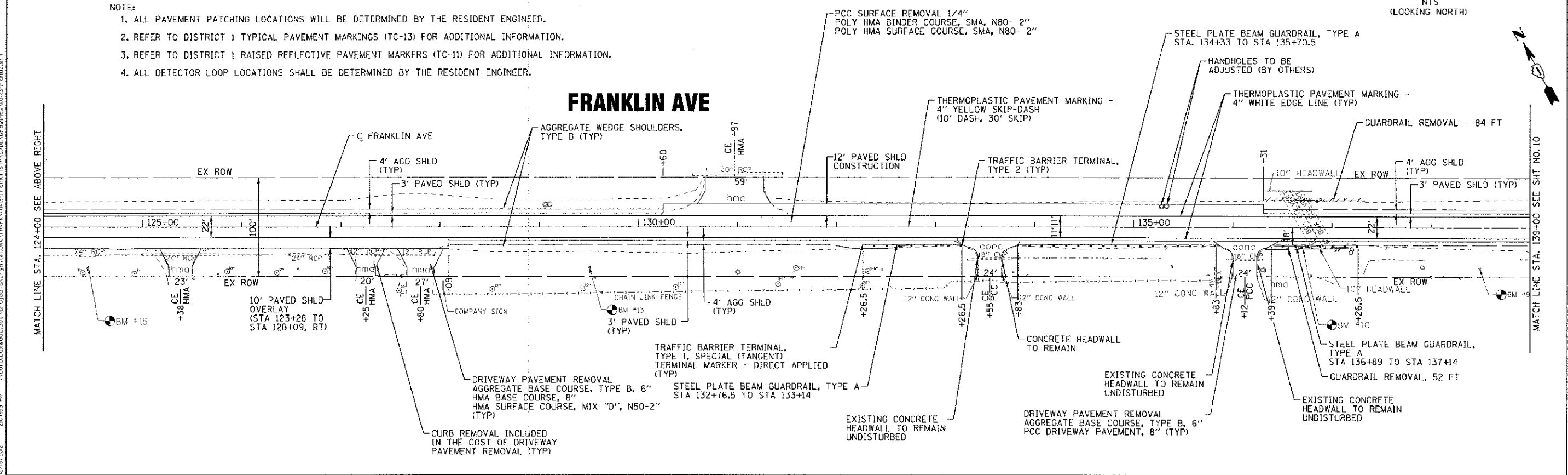
**FRANKLIN AVENUE
PLAN**

SCALE: 1"=50'
STA. 81+50 TO STA. 105+00

| | | | | |
|--------------------|---------------|--------|--|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 3533 | 09-0072-GO-PV | COOK | 21 | 6 |
| CONTRACT NO. 63811 | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-90037201 | |



- NOTE:
1. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.
 2. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
 3. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.
 4. ALL DETECTOR LOOP LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.



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 STATE OF ILLINOIS - 300 EAST MONROE STREET, CHICAGO, IL 60601
 CONTRACT NO. 09-30072-00-PV
 SHEET NO. 21 OF 21

| | | | |
|----------|----------|---------|-------------------|
| DESIGNED | REW | REVISED | |
| DRAWN | BCD | REVISED | |
| CHECKED | TAD | REVISED | |
| DATE | 12/10/12 | F.B.E. | 110413-Plan02.sht |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | |
|-----------------------------|----------------------------|
| FRANKLIN AVENUE PLAN | |
| SCALE: 1"=50' | STA. 109+00 TO STA. 134+00 |

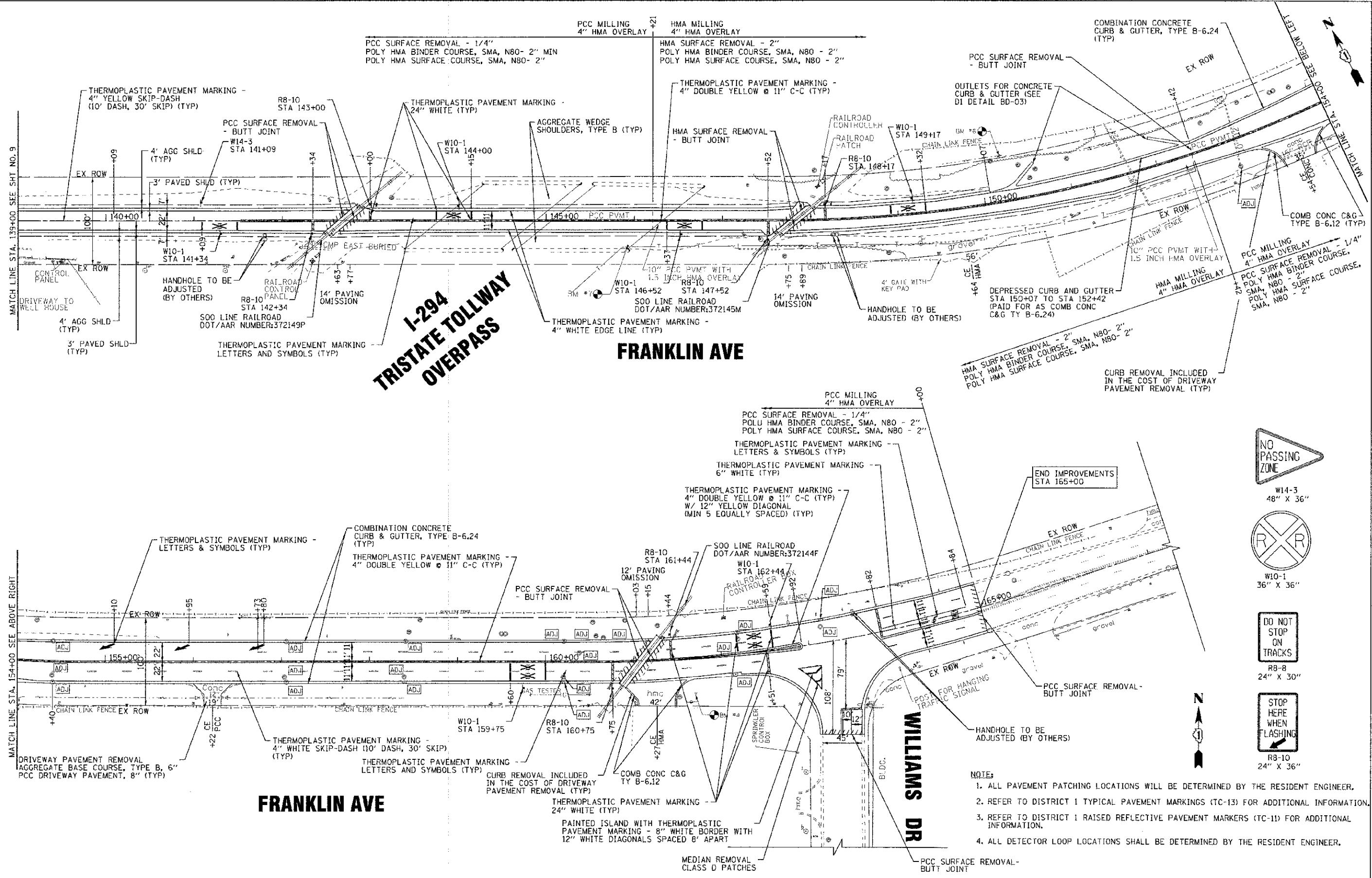
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| F.A.L. RTE.: | SECTION: | COUNTY: | TOTAL SHEETS: | SHEET NO.: |
| 3633 | 09-30072-00-PV | CODK | 21 | 9 |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | CONTRACT NO. 63811 | |
| | | M-900317201 | | |

I-294 TRISTATE TOLLWAY OVERPASS

FRANKLIN AVE

FRANKLIN AVE

WILLIAMS DR



- NOTE:**
1. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED BY THE RESIDENT ENGINEER.
 2. REFER TO DISTRICT 1 TYPICAL PAVEMENT MARKINGS (TC-13) FOR ADDITIONAL INFORMATION.
 3. REFER TO DISTRICT 1 RAISED REFLECTIVE PAVEMENT MARKERS (TC-11) FOR ADDITIONAL INFORMATION.
 4. ALL DETECTOR LOOP LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.

| | | | |
|----------|----------|---------|-------------------|
| DESIGNED | REW | REVISED | |
| DRAWN | BCD | REVISED | |
| CHECKED | IAO | REVISED | |
| DATE | 12/10/12 | FILE | 110413-Plan03.sht |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

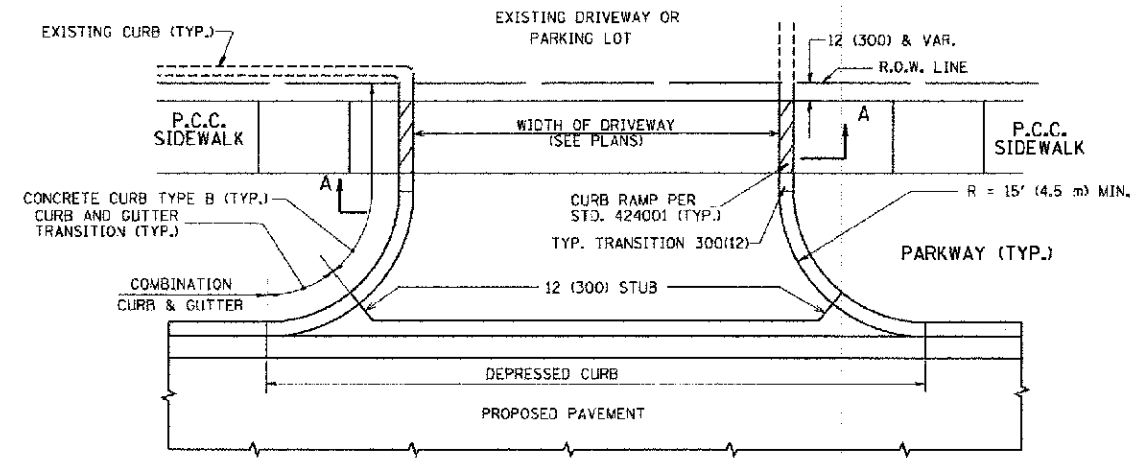
FRANKLIN AVENUE
PLAN

SCALE: 1"=50'

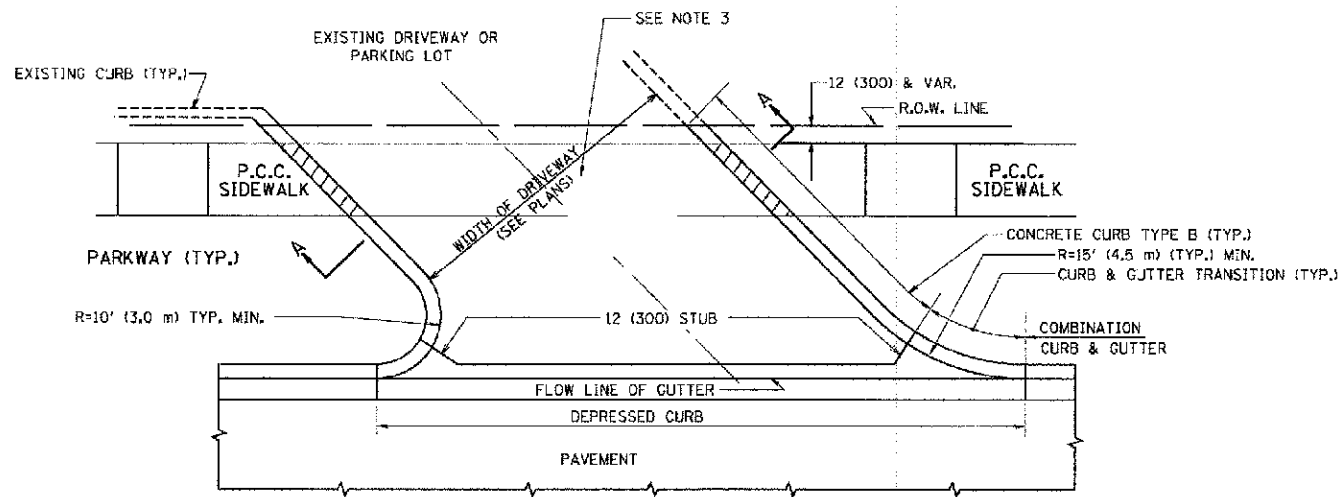
STA. 139+00 TO STA. 165+00

| | | | |
|--------------------------------|----------------|--------|--------------|
| F.A.D. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 3553 | 09-00072-00-PV | COOK | 21 |
| CONTRACT NO. 63811 | | | NO. |
| FED. ROAD DIST. NO. 1 ILLINOIS | | | M-9003720 |

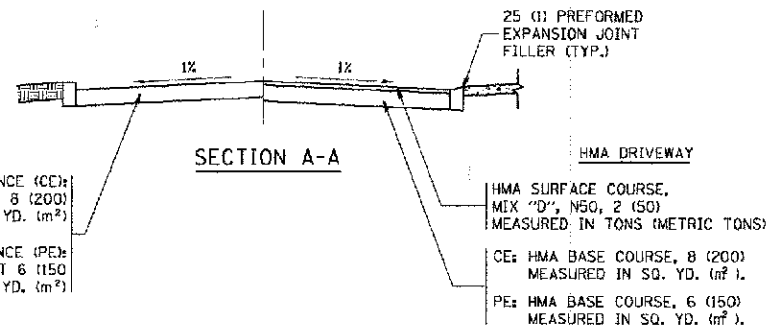
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 2218 W. 103RD STREET, SUITE 200, MOKENA, IL 60459
 708.485.1100 FAX 708.485.1101



WITH CONCRETE CURB, TYPE B

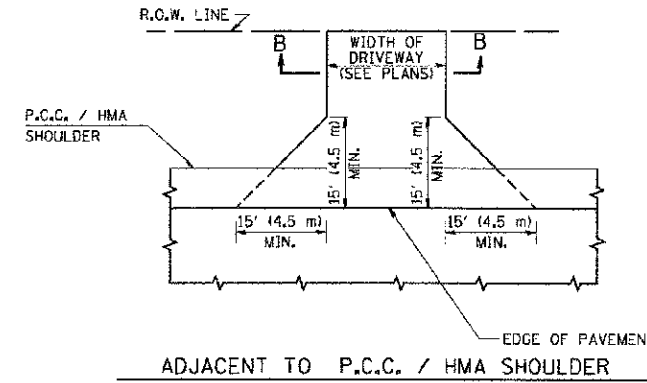


WITH CONCRETE CURB, TYPE B

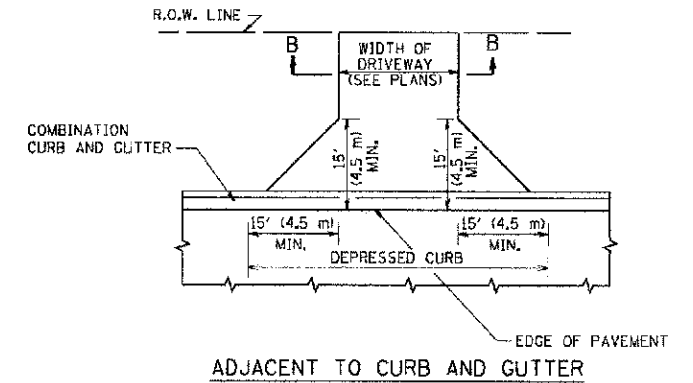


RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 8 (200)
 MEASURED IN SQ. YD. (m²)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 6 (150)
 MEASURED IN SQ. YD. (m²)

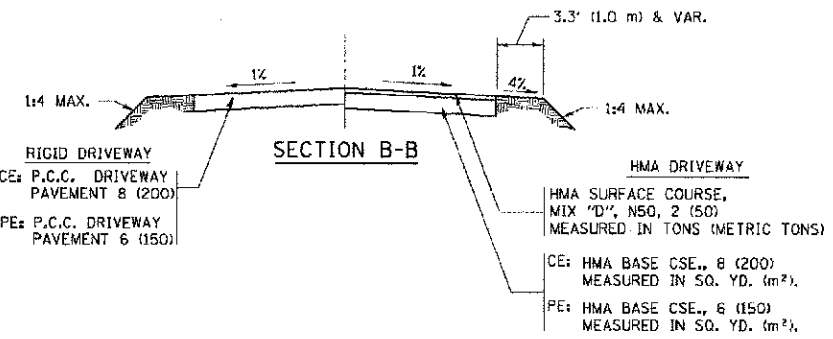
HMA DRIVEWAY
 HMA SURFACE COURSE,
 MIX "D", N50, 2 (50)
 MEASURED IN TONS (METRIC TONS)
 CE: HMA BASE COURSE, 8 (200)
 MEASURED IN SQ. YD. (m²)
 PE: HMA BASE COURSE, 6 (150)
 MEASURED IN SQ. YD. (m²)



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

GENERAL NOTES:

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

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

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

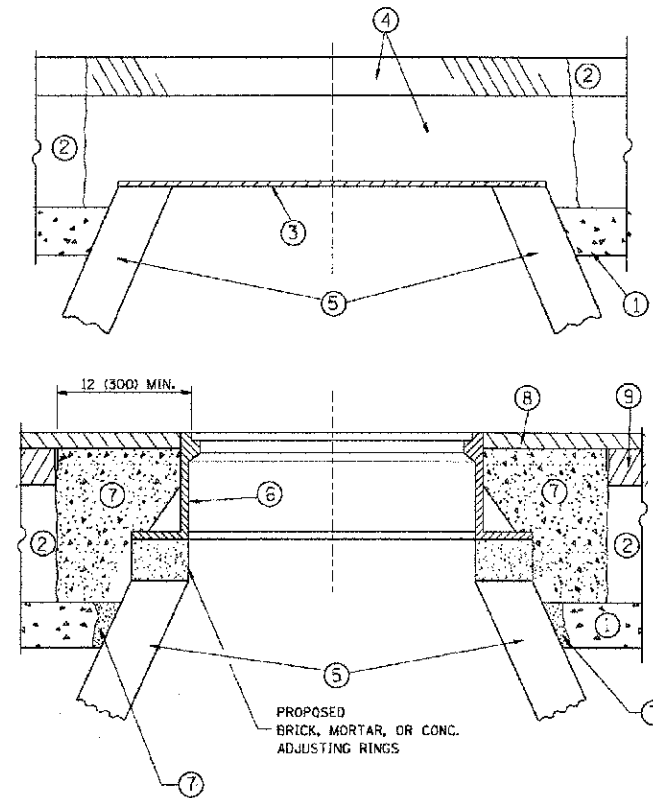
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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

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

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 505 E. OF ILLINOIS PRO. 5550001.DWG (REV. 04/11)
 5550001.DWG - 11/04/95 - 04/15/03 - 09/06/11
 5550001.DWG - 11/04/95 - 04/15/03 - 09/06/11

| | | | | | | | | | | |
|---|-------------------|--------------------|-------------------------------|---|---|--|----------------|--------|---|-----------|
| FILE NAME = | USER NAME = jeyee | DESIGNED - R. SHAH | REVISED - P. LOFLUER 04-15-03 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m) | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| cs:\pw\p\k\y\p\001\1e\p\01\18315\bd81.dwg | | DRAWN - | REVISED - R. BORD 01-01-07 | | | 3533 | 09-00072-00-PV | COOK | 21 | 11 |
| PLOT SCALE = 5/8"=200' | | CHECKED - | REVISED - R. BORD 06-11-08 | | | BD0158-07 (BD-01) | | | CONTRACT NO. 63811 | |
| PLOT DATE = 9/6/2011 | | DATE - 11-04-95 | REVISED - R. BORD 09-06-11 | | | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. | | | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | |



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

CONTRACT: © 2006 BY BAKER & BIRDMAN, INC. 11/20/05 12:17:20.2
 USER: R. WIEDEMAN 11/20/05 12:17:20.2
 PROJECT: 09-00072-00-PV 11/20/05 12:17:20.2
 SHEET: 21 OF 13 11/20/05 12:17:20.2

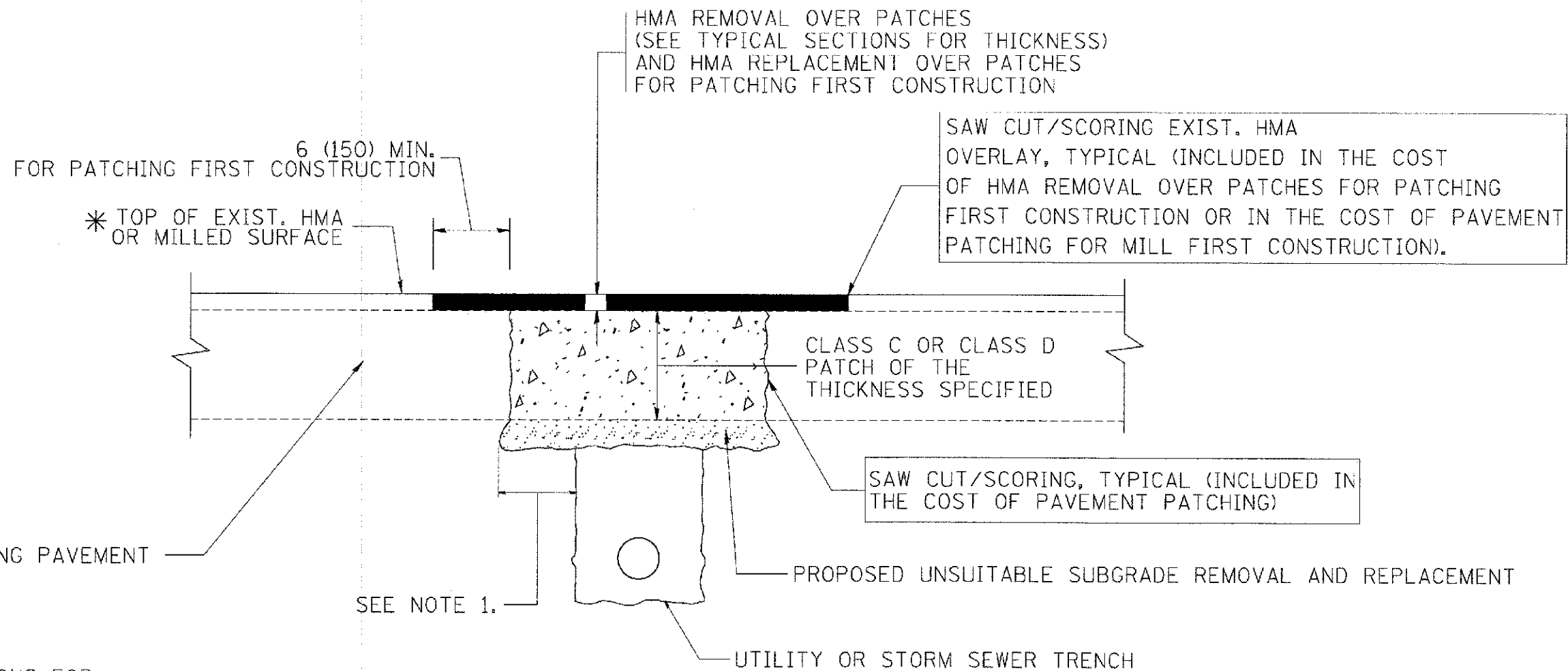
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|-------------|-------------|------------|----------|-----------|----------------------|
| FILE NAME = | USER NAME = | DESIGNED - | R. SHAH | REVISED - | R. WIEDEMAN 05-14-04 |
| PLT SCALE = | 1" = 8'-0" | DRAWN - | | REVISED - | R. BORO 01-01-07 |
| PLT DATE = | 12/18/2011 | CHECKED - | | REVISED - | R. BORO 03-09-11 |
| | | DATE - | 10-25-94 | REVISED - | R. BORO 12-06-11 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

| | | | |
|---|----------------|--------|--------------------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 3533 | 09-00072-00-PV | COOK | 21 OF 13 |
| BD600-03 (BD-8) | | | CONTRACT NO. 63611 |
| FEB. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

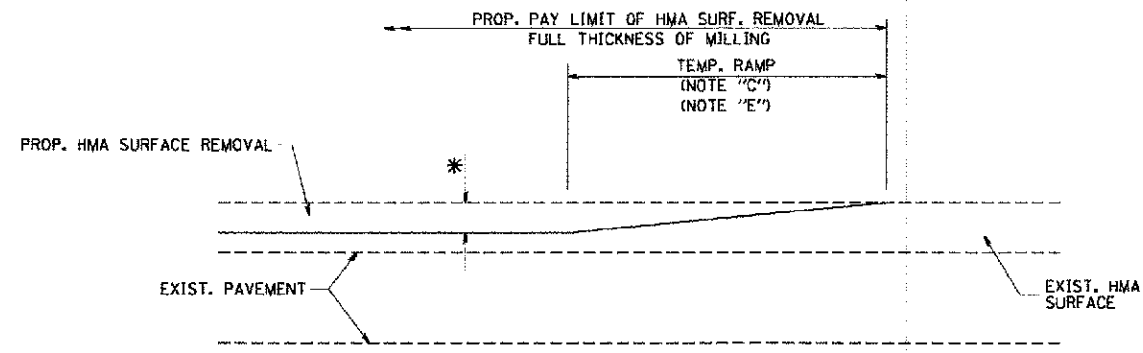
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

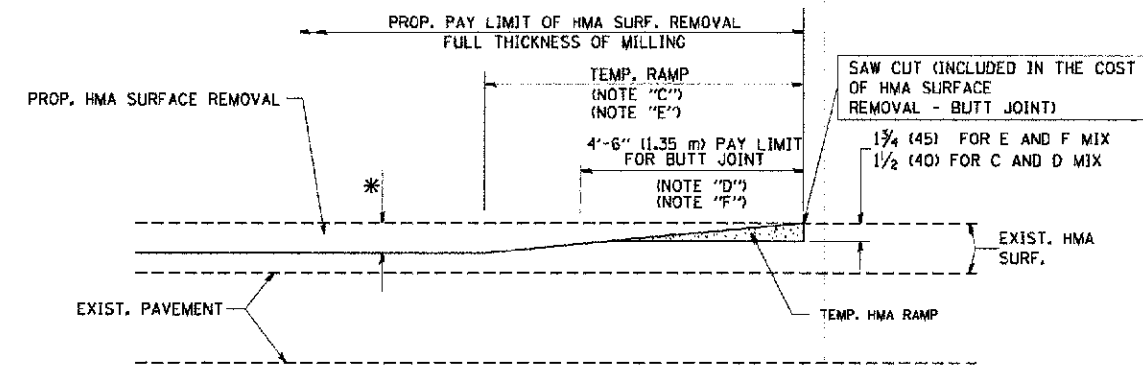
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| FILE NAME = | USER NAME = bbornd | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT | F.A.M. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| o:\proj\cts\ad\staid22\34\ba22.dgn | DRAWN - | REVISD - R. BORO 01-01-07 | 3533 | | | 09-00072-00-PV | COOK | 21 | 14 | |
| PLOT SCALE = 50.000 1/4 IN. | CHECKED - | REVISD - R. BORO 09-04-07 | BD400-04 (BD-22) | | | CONTRACT NO. 63811 | | | | |
| PLOT DATE = 10/27/2008 | DATE - 10-25-94 | REVISD - K. ENG 10-27-08 | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



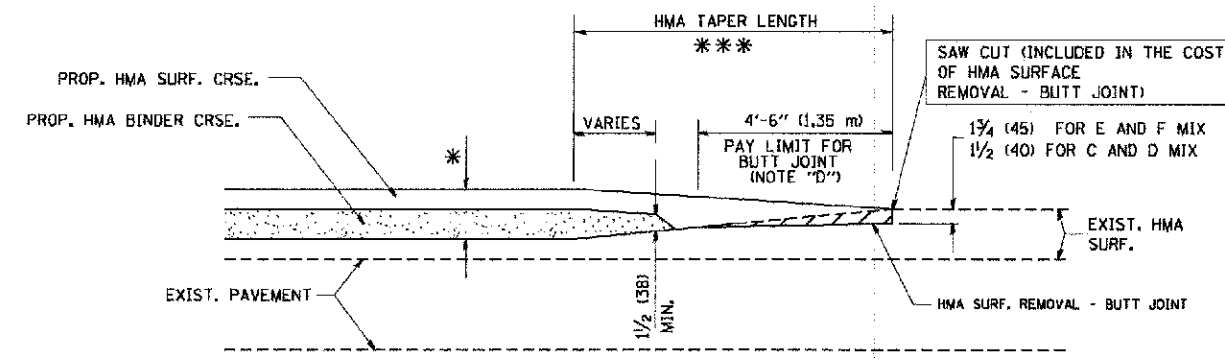
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



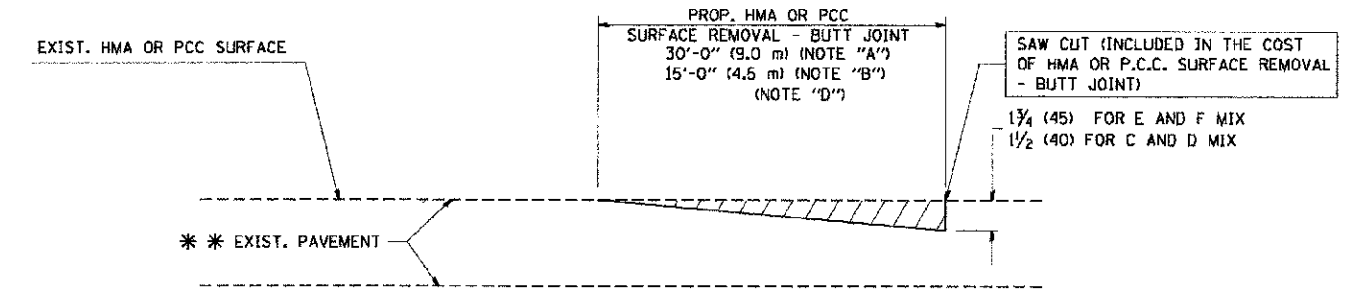
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

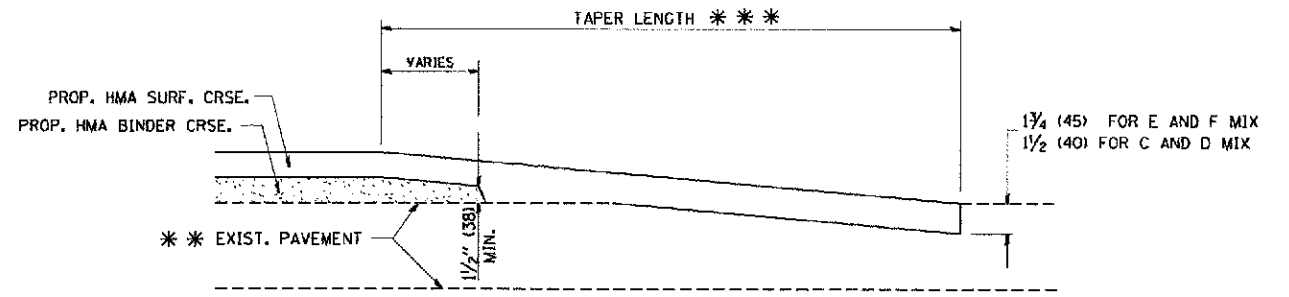


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

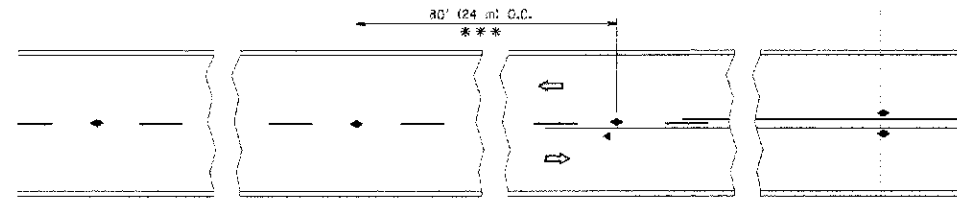
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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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| PLOT SCALE = 5/8"=20' 1" / IN. | CHECKED - | DRAWN - | REVISED - A. ABBAS 03-21-97 |
| PLOT DATE = 1/4/2008 | DATE - 06-13-90 | CHECKED - | REVISED - M. GOMEZ 04-06-01 |
| | | | REVISED - R. BORO 01-01-07 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

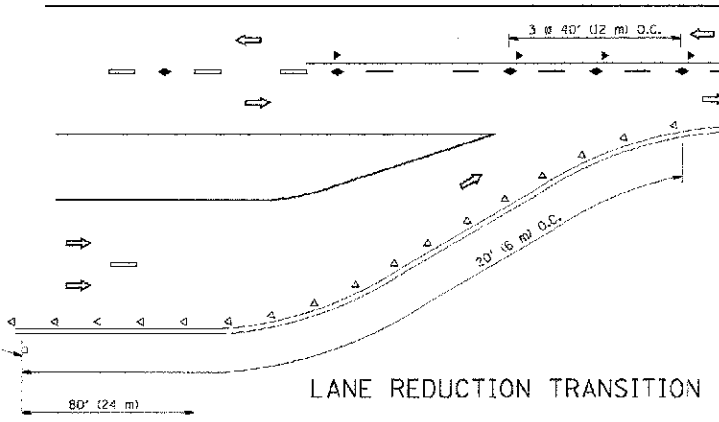
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|---|-------------|------|---------------------|
| BUTT JOINT AND HMA TAPER DETAILS | | | |
| SCALE: NONE | SHEET NO. 1 | OF 1 | SHEETS STA. TO STA. |

| | | | | |
|---|---------------------------|----------------|---------------------------|-----------------|
| F.A.D. RTE. 3533 | SECTION 09-00072-00-PV | COUNTY COOK | TOTAL SHEETS 21 | SHEET NO. 15 |
| BD400-05 B032 | | | CONTRACT NO. 63811 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

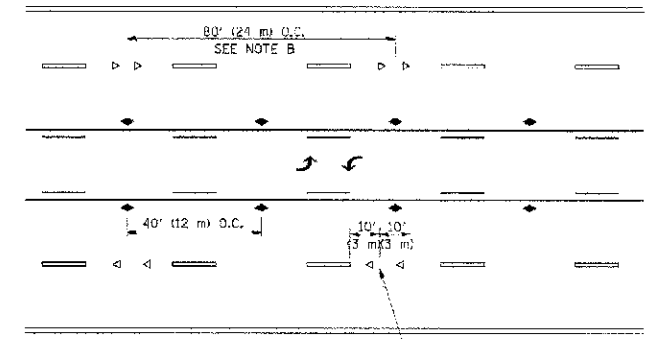


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

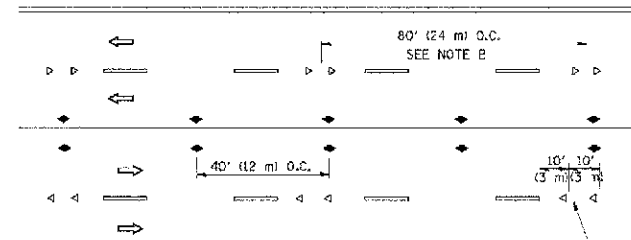
TWO-LANE/TWO-WAY



LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

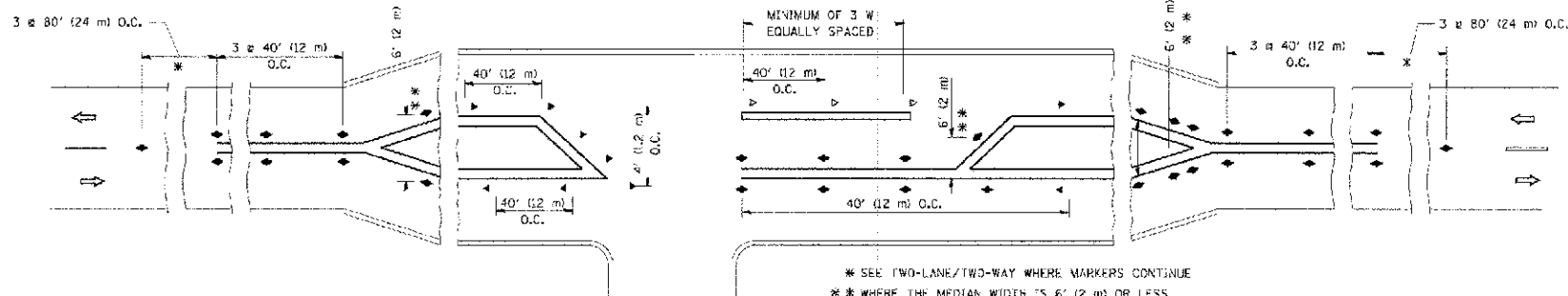
- YELLOW STRIPE
- WHITE STRIPE
- ▲ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (16 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

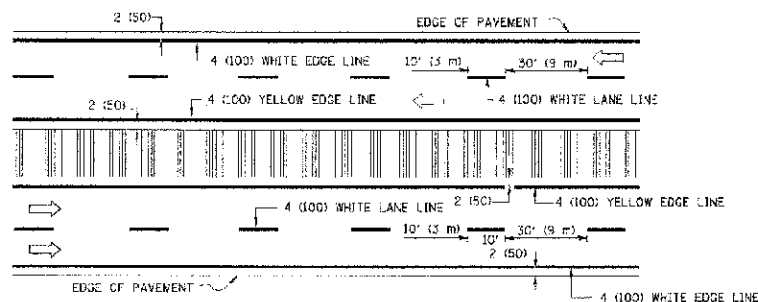
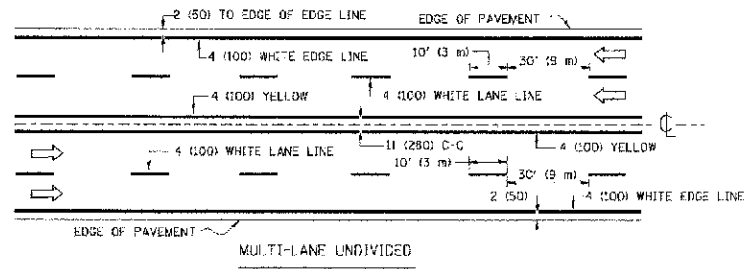
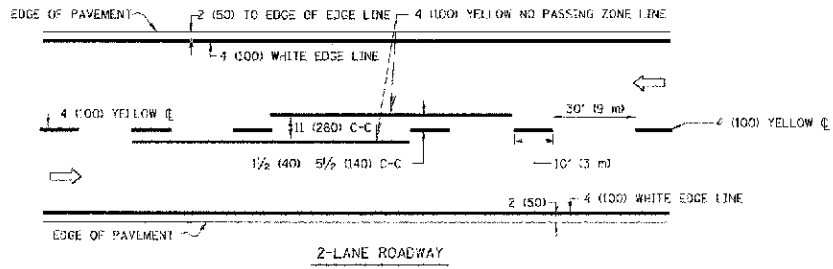


LEFT TURN

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 5460 Sycamore Road, Skokie, IL 60077-1000
 847.471.7000
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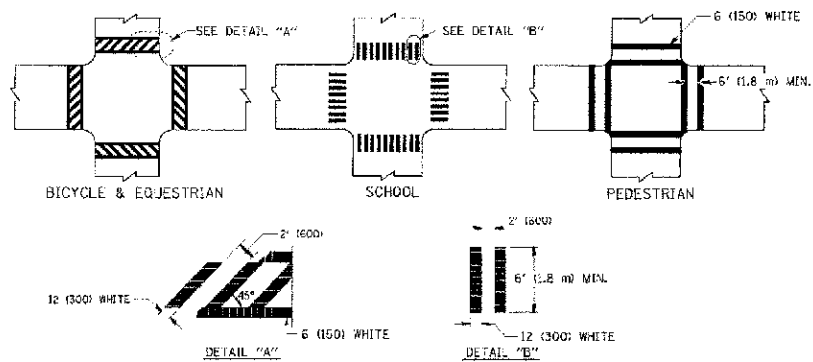
| | | | | | | | | | |
|---|--|---|---|--|--|--|---|--|-----------------------------------|
| USER NAME = driskrign PLOT SCALE = 80.000 / 1"=40' PLOT DATE = 09/20/09 | DESIGNED - DRAWN - CHECKED - DATE - | REVISED - T. RAMMACHER 09-19-04 REVISED - T. RAMMACHER 03-12-09 REVISED - T. RAMMACHER 01-06-09 REVISED - C. JUCIUS 09-09-09 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | F.A.R. SITE: 3533 SECTION: 09-00072-00-PV COUNTY: COOK CONTRACT NO.: 63811 | | TOTAL SHEETS: 21 SHEET NO.: 17 |
| SCALE: NONE | | | SHEET NO. 1 OF 1 SHEETS | | STA. TO STA. | | FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | |

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

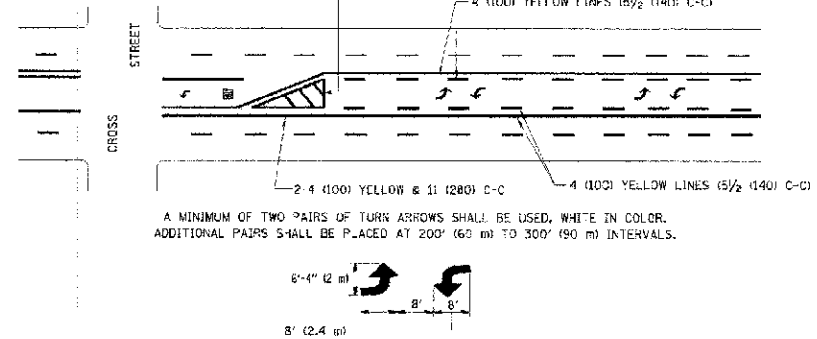
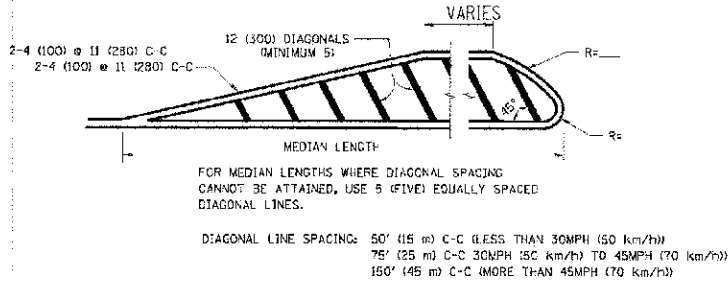
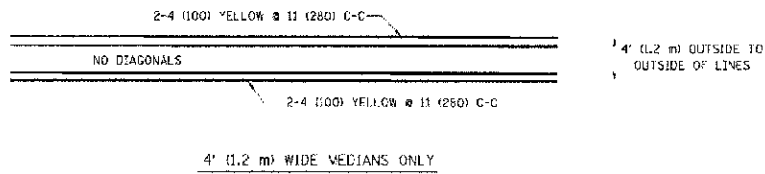


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

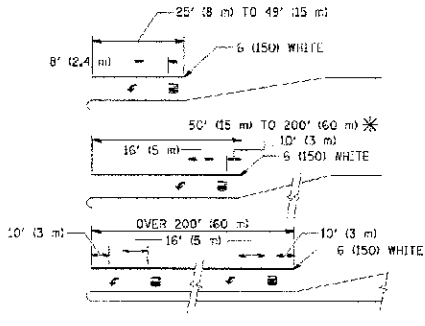
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



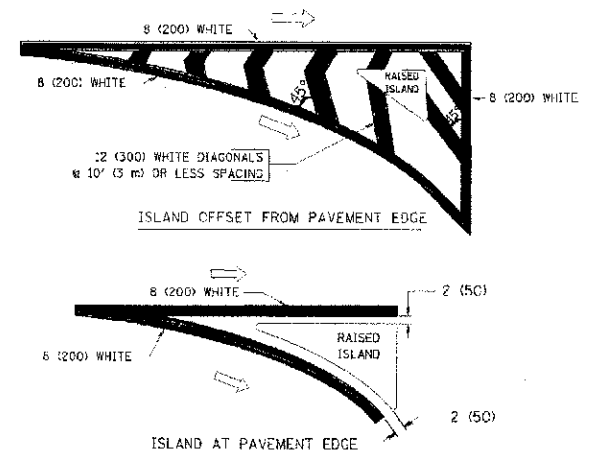
TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.

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

TYPICAL TURN LANE MARKING



| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|-------------------------|---|---|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 5/8 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 8' (1.8 m) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION | SKIP-DASH AND SOLID | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/8 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| | 8" (2.4m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6" (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4" (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DRIVER'S STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 78000 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 78000.

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

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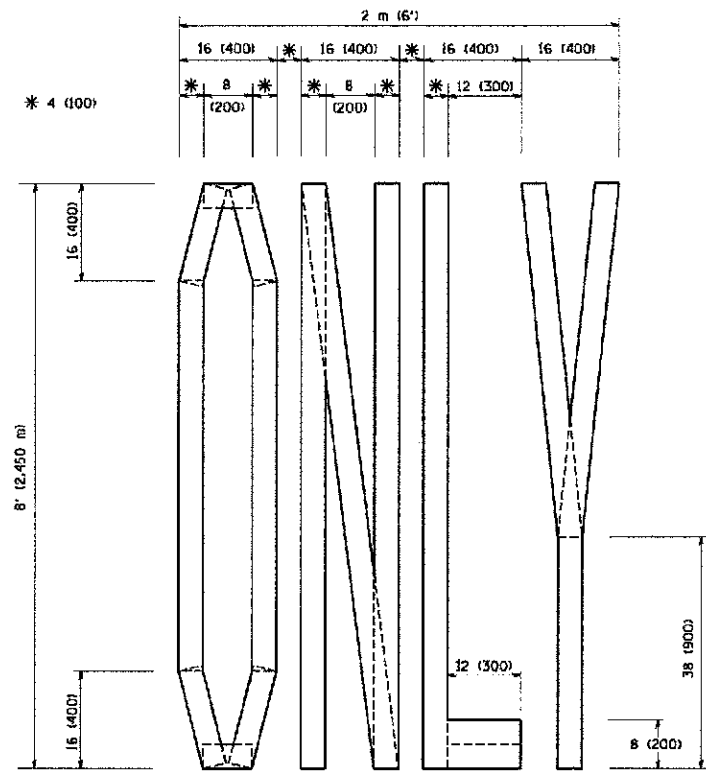
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|------------------|---------------------------------|
| DESIGNED - EVERS | REVISOR - T. RAMMACHER 10-27-94 |
| DRAWN | REVISOR - C. JUXTUS 09-09-09 |
| CHECKED | REVISOR - |
| DATE 03-19-90 | REVISOR - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

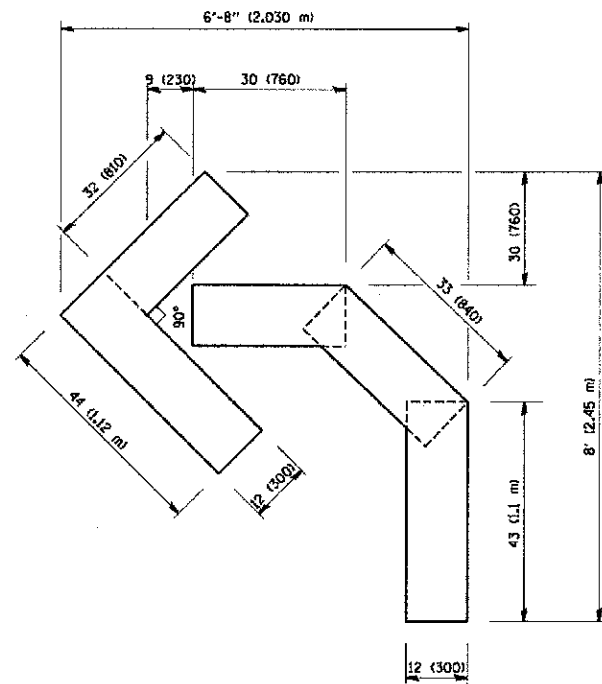
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

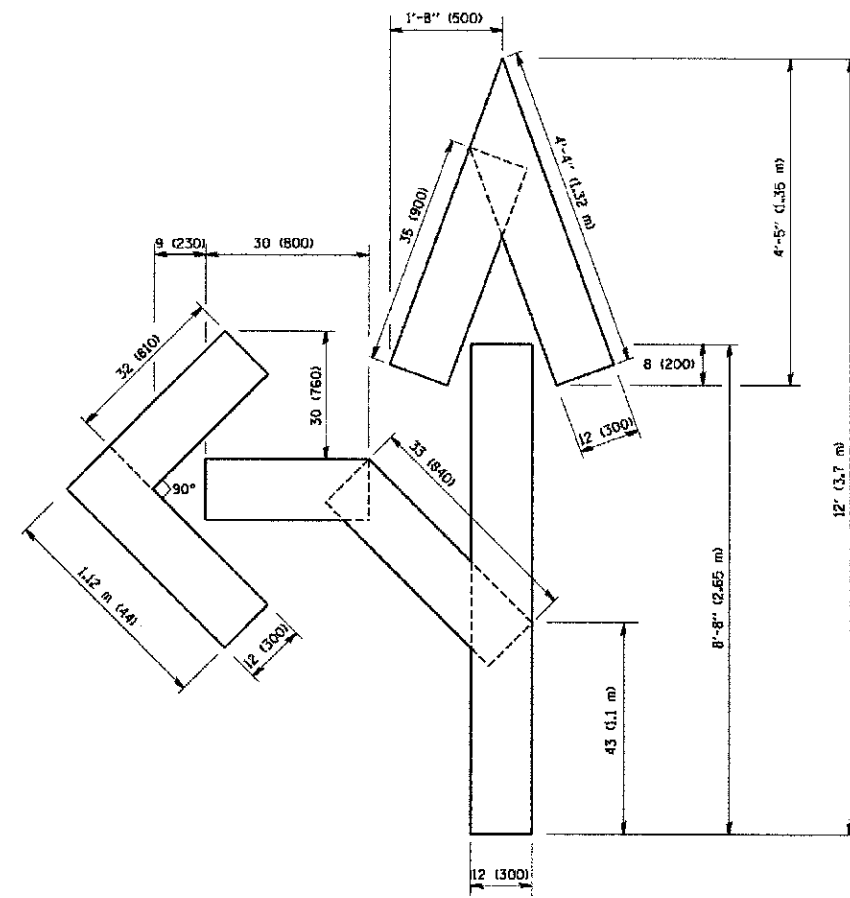
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| FED. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 3553 | 09-00072-00-PV | COOK | 21 18 |
| TC-13 | | CONTRACT NO. 63811 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |



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



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



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

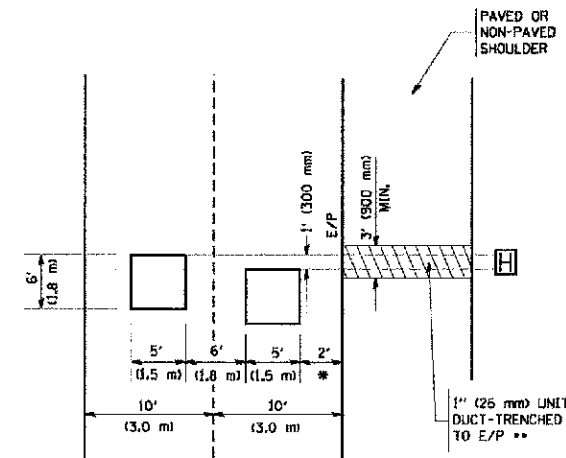
All dimensions are in inches (millimeters) unless otherwise shown.

COMPANY & JOB BY: BRYAN A. WOODMAN, INC. 12/27/2003
 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - BR-00127 - EXPIRES 4/30/2008
 1727/2003
 ADDRESS: 22x34\1616.cgn
 USER NAME: gje1amobt
 DESIGNED -
 DRAWN -
 PLOT SCALE = 50.0020 1/16
 PLOT DATE = 1/4/2008
 REVISED -T. RAMWACHER 06-05-96
 REVISED -T. RAMWACHER 11-04-97
 CHECKED -
 REVISED -T. RAMWACHER 03-02-98
 DATE - 09-18-94
 REVISED -E. GOMEZ 08-28-00

| | | | | | | | | | | | | |
|--|-----------------------|-----------------|--------------------------------|---|---|-------------------------|--------------|--------------------|--------------------------|---------------------------|-------------------|----------------|
| FILE NAME = H:\roads\22x34\1616.cgn | USER NAME = gje1amobt | DESIGNED - | REVISED -T. RAMWACHER 06-05-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING | | | F.A.I. RTE. = 3533 | SECTION = 09-00072-00-PV | COUNTY = COOK | TOTAL SHEETS = 21 | SHEET NO. = 19 |
| | | DRAWN - | REVISED -T. RAMWACHER 11-04-97 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | TC-16 | | CONTRACT NO. 63811 | | |
| | | CHECKED - | REVISED -T. RAMWACHER 03-02-98 | | | | | | | | | |
| | | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | |

LOOPS NEXT TO SHOULDERS

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



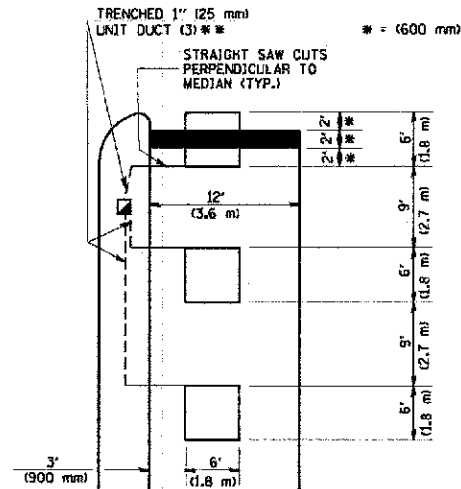
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

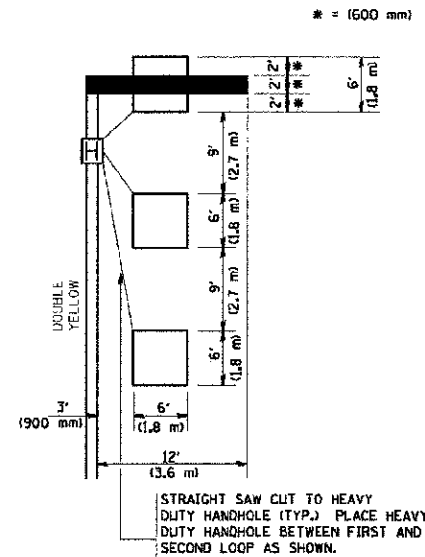


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

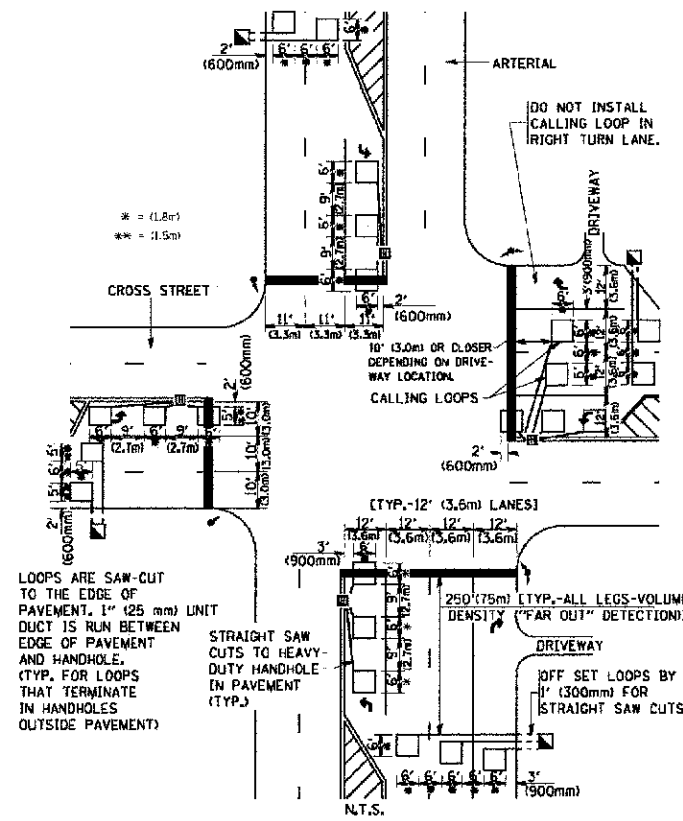
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



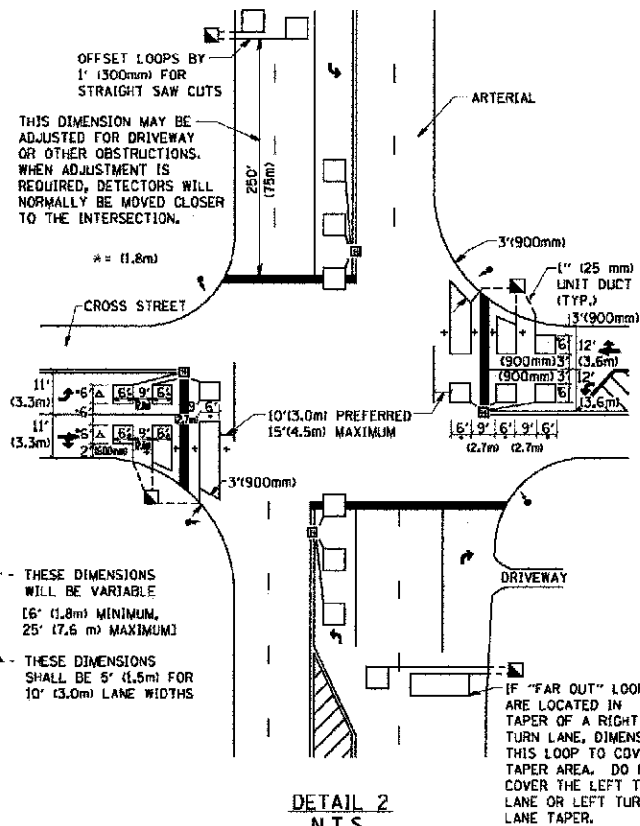
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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 2/7/2012

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|--|-----------------------|------------------|-----------|---|--|-------------------------|------------------------|----------------------------|----------------|--------------------|---|
| FILE NAME = M:\distatcl\22x34\tsd\7.dgn | USER NAME = gajlvn06t | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING | | F.A. RTE. = 3533 | SECTION 09-100072-00-PV | COUNTY COOK | TOTAL SHEETS 21 | SHEET NO. 21 |
| FLOT SCALE = 50.0000' / IN. | FLOT DATE = 1/4/2008 | DRAWN - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | TS-07 | | CONTRACT NO. 63811 | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |
| | | CHECKED - R.K.F. | REVISED - | | | | | | | | |
| | | DATE - | REVISED - | | | | | | | | |