03-11-2022 LETTING ITEM 103

THIS PROJECT IS LOCATED IN THE CITY OF BERWYN AND TOWN OF CICERO

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

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

FINAL

2021-029-RS COOK 42 1 ILLINOIS CONTRACT NO. 62N78

D-91-128-21



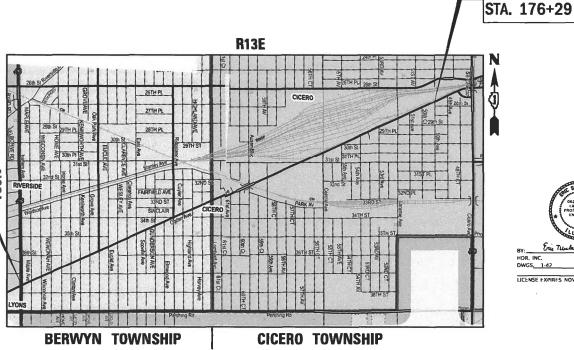
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 311 (OGDEN AVENUE) IL 43 (HARLEM AVENUE) TO 50TH AVENUE **SECTION 2021–029–RS** PROJECT NHPP-V2I7(559)

SMART OVERLAY AND ADA IMPROVEMENTS COOK COUNTY

C-91-151-21



END IMPROVEMENTS

OGDEN AVE

LOCATION MAP

PROJECT LENGTH (GROSS/NET) = 16,052 FT (3.04 MILES)

Chicago, IL 60018

DESIGN FIRM REGISTRATION NUMBER 184.001070

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DESIGN DESIGNATION

OGDEN AVENUE OTHER PRINCIPAL ARTERIAL

> 2018 ADT = 27,800 (HARLEM AVE TO OAK PARK AVE) 26,000 (OAK PARK AVE TO RIDGELAND AVE) 20,400 (RIDGELAND AVE TO CENTRAL AVE) 23,200 (CENTRAL AVE TO 50TH AVE)

POSTED AND DESIGN SPEED LIMIT = 30 MPH (HARLEM AVE TO 59TH AVE) 40 MPH (59TH AVE TO 50TH AVE)

BEGIN IMPROVEMENTS OGDEN AVE STA. 15+77

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

J.U.L.I.E JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123

PROJECT ENGINEER: LUKASZ POCIECHA, PE (847) 705-4255 PROJECT MANAGER: FAWAD AQUEEL, PE, PTOE (847) 705-4211

CONTRACT NO. 62N78

0

INDEX OF SHEETS

SHEET NO	DESCRIPTION	STANDARD NO.	DESCRIPTION	
1	COVER SHEET	000001-08	STANDARD SYMBOL, ABBREVIATIONS AND PATTERNS	
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES	424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS	
3-4	SUMMARY OF QUANTITIES	424021-06	DEPRESSED CORNER FOR SIDEWALKS	
5-7	EXISTING AND PROPOSED TYPICAL SECTIONS	442201-03	CLASS C AND D PATCHES	
8-13	ROADWAY AND PAVEMENT MARKING PLAN	604001-05	FRAMES AND LIDS TYPE 1	
14	SCHEDULE OF QUANTITIES FOR CURB RAMPS	604051-04	FRAME AND GRATE, TYPE 11	
15-21	ADA RAMP DETAILS	606001-08	CONCRETE CURB TYPE B AND COMBINATION	
22-29	DETECTOR LOOP REPLACEMENT PLAN		CONCRETE CURB AND GUTTER	
30	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)	606301-04	PC CONCRETE ISLANDS AND MEDIANS	
31	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE	
32	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701011-04	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 151	
33	BUTT JOINT AND HMA TAPER DETAILS (BD-32)		(4.5m) AWAY	
34	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE	
35	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS	701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS	
	(SNOW-PLOW RESISTANT) (TC-11)	701306-04	LANE CLOSURE 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >=45	
36	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701311-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED	
37	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR	
38	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701127 05	MOVING OPERATION, FOR SPEEDS ≤ 40 MPH	
39	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN	
40	DRIVEWAY ENTRANCE SIGNING (TC-26)	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH	
41	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05B, SHEET 2 OF 7)		BIDIRECTIONAL LEFT TURN LANE	
42	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)	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	
		701901-08	TRAFFIC CONTROL DEVICES	
		780001-05	TYPICAL PAVAMENT MARKINGS	
		006001.01	DETECTOR LOOR MICTALLATIONS	

GENERAL NOTES

886001-01

886006-01

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022: THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS "INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISON SHALL BE INTERPRETED AS THE LASTEST IDOT STANDARD. SHOULD A REVISED STANDARD EXIST THAT SUPERSEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR SEEKING CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE ORDERING OF MATERIALS, SCHEDULING OF PERSONNEL, PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE CORRECT STARNDARD BEFORE PREFORMING WORK.

DETECTOR LOOP INSTALLATIONS

TYPICAL LAYOUT FOR DETECTION LOOPS

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC. TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF BERWYN AND TOWN OF CICERO.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE

HIGHWAY STANDARDS

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

GENERAL NOTES

- 6. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 7. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, STRUCTURE FRAME REPLACEMENTS, STRUCTURE ADJUSTMENTS, AND STRUCTURE/STORM SEWER TO BE CLEANED, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONTRUCTION OF THIS PROJECT.
- 9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 10. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED
- 11. 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 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS OVER 40 MPH, WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- 12. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR FOR ATERIALS AT KALPANA.KANNA-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 13. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 14. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- 15. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE REMOVAL OF PAVEMENT MARKING TAPE. TYPE III SHALL BE PAID FOR AS SHORT TERM PAVEMENT MARKING REMOVAL
- 16 BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS. UNLESS OTHERWISE SPECIFIED.
- 17. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING
- 18. 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 19. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE "TYPICAL APPLICATIONS RAISED RELECTIVE PAVEMENT MARKERS (TC-11)" STANDARD DETAIL.
- 20. PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER
- 21. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 22. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

GENERAL NOTES

- 23 FRAMES AND GRATES ADJUSTMENT OF PRIVATE LITILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 24. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY OR ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPANSE TO THE SATIFACTION OF ENGINEER.
- 25. IDOT FACILITIES ARE NOT LOCATED BY JULIE OR DIGGER. IDOT ELECTRICAL FACILITIES INCLUDING ROADWAY LIGHTING, FIBER OPTIC, ITS EQUIPMENT, TRAFFIC SIGNAL AND PUMP STATION FACILITIES ARE LOCATED BY THE DEPARTMENT'S ELECTRICAL MAINTENANCE CONTRACTOR, AS OF THE LETTING DATE, CONTACT THE MEADE ELECTRIC COMPANY AT 773-287-7672
- 27. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 28. QUANTITIES FOR PATCHING SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF QUANTITIES UNLESS APPROVED BY THE ENGINEER. THE ENGINEER WILL MARK PATCH LOCATIONS IN THE FIELD.
- 29. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER EMAD ALHUSSEINI AT EMAD ALHUSSEINI@ILLINOIS GOV TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 30 THE CONTRACTOR SHALL USE 2 CHANGEABLE MESSAGE SIGNS AT LOCATIONS TO BE DETERMINED BY THE ENGINEER FOR A PERIOD FROM ONE WEEK PRIOR TO THE START OF CONSTRUCTION TO THE CONCLUSION
- 31. INLET FILTERS SHALL BE USED ON ALL OPEN GRATE DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS. THE QUANTITIES IN THE PLANS REFLECTS THIS.
- 32 ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF INLET FILTERS.
- 33 THE CONTRACTOR MUST USE EXTREME CARE AND CAUTION WHEN MILLING AND PAVING THE PAVEMENT UNDER THE RAILROAD BRIDGE SO AS TO AVOID ACCIDENTLY HITTING THE BRIDGE WITH DUMP TRUCKS OR MILLING MACHINES, IT IS RECOMMENDED THAT MILLING UNDER THE RAILROAD STRUCTURE BE DONE USING A GRINDER MOUNTED ON A SKID-STEER/BOBCAT LOADER.
- 34. MILLING AND RESURFACING UNDER THE RAILROAD STRUCTURE MUST NOT CHANGE OR NEGATIVELY IMPACT THE MINIMUM VERTICAL CLEARANCE UNDER THE STRUCTURE
- 35. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF BOLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- 36. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM 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 OUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE
- 37. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- 38. THE SUMMARY OF QUANTITIES INCLUDES PATCHING QUANTITIES FOR 2 FEET OF CLASS D PATCHES ADJACENT TO CURB AND GUTTER RECONSTRUCTION AT ADA CURB RAMPS

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018

USER NAME = MMICZEK	DESIGNED - MM	REVISED -
	DRAWN - HL	REVISED -
PLOT SCALE = 200.0000 / in.	CHECKED - EN	REVISED -
PLOT DATE = 10/1/2021	DATE - 12/10/2021	REVISED -

F.A.P RTE	SECTION			COUNTY	TOTAL SHEETS	SHEE
311	2021-029-R	s	соок	42	2	
		CONTRACT	NO. 62	2N78		
	ILLIN	D PROJECT				

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CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0005 80% FED 20% STATE	0005 100% STATE
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	89	89	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	23	23	
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1	1	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	49	49	
20200100	EARTH EXCAVATION	CU YD	175.0	175.0	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	19	19	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	90	90	
25000750	MOWING	ACRE	0.2	0.2	
25003210	INTERSEEDING, CLASS 2A	ACRE	0.2	0.2	
25005210	INTERSEEDING, CLASS ZA	I ACITE	0.2	0.2	
25200110	CODDING CALL TOLEDANT	SO YD	90	90	
25200110	SODDING, SALT TOLERANT	30 10	90	90	
		l <u>-</u>	_	_	
25200200	SUPPLEMENTAL WATERING	UNIT	1	1	
28000510	INLET FILTERS	EACH	110	110	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	18	18	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	137	137	
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	308	308	
35400425	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 9 1/4"	SQ YD	137	137	
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	307	307	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	51,502	51,502	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	47,714	47,714	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	64	64	
				•	
40600083	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	924	924	
40000962	HOT-MIX ASPRACE SURFACE REMOVAL - BOTT JOINT	30 10	924	924	
	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,		44.405	44.405	
	IL-9.5, MIX "E", N70	TON	11,196	11,196	
42001300	PROTECTIVE COAT	SQ YD	394	394	
	DODTI AND CEMENT CONCRETE DRIVEY ON THE TOTAL				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	86	86	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,361	3,361	
				·	

LEGEND

* - DENOTES SPECIALTY ITEM

USER NAME = MMICZEK	DESIGNED	-	мм	REVISED	-
	DRAWN	-	HL	REVISED	-
PLOT SCALE = 200.0000 ' / in.	CHECKED	-	EN	REVISED	-
PLOT DATE = 10/1/2021	DATE	-	12/10/2021	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES												
OGDEN AVE IL 43 (HARLEM AVE. TO 50TH AVE.)												
SCALE: N.T.S.	SHEET	1	OF	2	SHEETS	STA.	TO STA.					

CODE NO.

42400800 DETECTABLE WARNINGS

44000200 DRIVEWAY PAVEMENT REMOVAL

44000600 SIDEWALK REMOVAL

44000156 HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"

44000500 COMBINATION CURB AND GUTTER REMOVAL

44201761 CLASS D PATCHES, TYPE I, 10 INCH

44201765 CLASS D PATCHES, TYPE II, 10 INCH

44201769 CLASS D PATCHES, TYPE III, 10 INCH

44201771 CLASS D PATCHES, TYPE IV, 10 INCH

60252800 CATCH BASINS TO BE RECONSTRUCTED

60262700 INLETS TO BE RECONSTRUCTED

60404800 FRAMES AND GRATES, TYPE 11

★ 66900200 NON-SPECIAL WASTE DISPOSAL

* 66900530 SOIL DISPOSAL ANALYSIS

67100100 MOBILIZATION

60300305 FRAMES AND LIDS TO BE ADJUSTED

60406000 FRAMES AND LIDS, TYPE 1, OPEN LID

60406100 FRAMES AND LIDS, TYPE 1, CLOSED LID

★ 66901001 REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN

★ 66901006 REGULATED SUBSTANCES MONITORING

★ 66901003 REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT

70102625 TRAFFIC CONTROL AND PROTECTION, STANDARD 701606

70102630 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601

70102632 TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 L SUM

60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 FOOT

DESCRIPTION

F.A.P RTE.	SECT	COUNTY	TOTAL SHEETS	SHEE NO.		
311	2021-0)29-RS		соок	42	3
				CONTRACT	NO. 6	2N78
		ILLINOIS	FED. AI	ID PROJECT		

0005

80% FED 20% STATE

267

113,939

76

1,755

3,338

662

352

12

2

30

2

7

10

1,755

185

5

30

1

0005 100% STATE

TOTAL

QUANTITY

267

113,939

76

1,755

3,338

5

1,507

662

352

12

2

30

2

7

10

1,755

185

5

30

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UNIT

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	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY URBAN	0005 80% FED 20% STATE	0005 100% STATE
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	68,706	68,706	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	52,437	52,437	
	70306100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE III TAPE	SQ FT	293	293	
	70306120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE	FOOT	57,522	57,522	
	70306130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE III TAPE	FOOT	3,752	3,752	
	70306160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE III TAPE	FOOT	4,918	4,918	
	70300100	TENTOWANT PAYENTINI MANAGE - LINE 12 - TITE III PAFE	1001	4,910	4,310	
	70306210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE III TAPE	FOOT	1,637	1,637	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	310	310	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	57,522	57,522	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,752	3,752	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4,860	4,860	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1,637	1,637	
*	78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	62	62	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,284	1,284	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,284	1,284	
			50 FT			
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	29,533	29,533	
	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	9	9	
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	2,858	2,858	
*	89502376	REBUILD EXISTING HANDHOLE	EACH	12	12	
	K0026700	TREE CARE	EACH	33	33	
	K0026810	SHRUB CARE	EACH	9	9	
	K0029618	WEED CONTROL, BROADLEAF IN TURF	GALLON	2.5	2.5	

LEGEND

* - DENOTES SPECIALTY ITEM

USER NAME = MMICZEK	DESIGNED	-	MM	REVISED	-
	DRAWN	-	HL	REVISED	-
PLOT SCALE = 200.0000 ' / in.	CHECKED	-	EN	REVISED	-
PLOT DATE = 10/1/2021	DATE	-	09/15/2021	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

OGDE						ANTITIES AVE. TO	50TH	AVE.)
SCALE: N.T.S.	SHEET	2	OF	2	SHEETS	STA.		TO STA.

CODE NO.

DESCRIPTION

K1004595 PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE

X0320050 CONSTRUCTION LAYOUT (SPECIAL)

X0327611 REMOVE AND REINSTALL BRICK PAVER

X5537800 STORM SEWERS TO BE CLEANED 12"

X5537900 STORM SEWERS TO BE CLEANED 15"

X6060500 CORRUGATED MEDIAN REMOVAL

X6700407 ENGINEER'S FIELD OFFICE, TYPE A (D1)

X8140238 REBUILD EXISTING DOUBLE HANDHOLE

Z0018500 DRAINAGE STRUCTURES TO BE CLEANED

Z0048665 RAILROAD PROTECTIVE LIABILITY INSURANCE

Z0030850 TEMPORARY INFORMATION SIGNING

Z00766004 TRAINEES - TRAINING PROGRAM GRADUATE

Z0076600 TRAINEES

X6030310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

X2010400 STUMP REMOVAL ONLY

						0042	
F.A.P RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.	
311	2021-0	029-RS		соок	42	4	
CONTR							
		ILLINOIS	FED. A	ID PROJECT			

SUMMARY OF QUANTITIES	F.A.P RTE.	SECTION	COUNTY	TOTAL S SHEETS	٠
EN AVE. – IL 43 (HARLEM AVE. TO 50TH AVE.)	311	2021-029-RS	COOK CONTRAC	42 T NO 631	_
SHEET 2 OF 2 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT	1 110. 021	_
·	•			REV-	

0005 80% FED 20% STATE

1,874

86

170

1,228

12

500

500

0005 1**00% S**TATE

550

50

120

TOTAL

QUANTITY

1,874

86

550

50

170

1,228

12

1

120

51.4

500

500

UNIT

L SUM

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SQ FT

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FOOT

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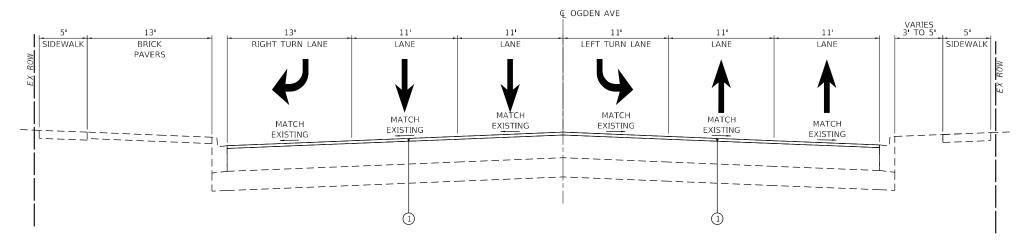
EXISTING TYPICAL SECTION

STA. 15+77 TO STA. 19+00

EXISTING LEGEND

- EXISTING HOT-MIX ASPHALT SURFACE COURSE
- EXISTING HOT-MIX ASPHALT BINDER/BASE COURSE
- 0 HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- (D) EXISTING SUBBASE GRANULAR MATERIAL, TYPE B
- E EXISTING CONCRETE CURB & GUTTER
- EXISTING BRICK PAVERS

- EXISTING PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- EXISTING HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH
- EXISTING CORRUGATED MEDIAN



PROPOSED TYPICAL SECTION

STA. 15+77 TO STA. 19+00

PROPOSED LEGEND

- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 (1.75")
- HMA BASE COURSE WIDENING, 9.25"
- AGGREGATE SUBGRADE IMPROVEMENT, 12"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS												
MIXTURE TYPE AIR VOIDS @ NDES QMF												
PAVEMENT RESURFACING (SMART)												
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 GYR.	PFP										
PAVEMENT WIDENING												
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 GYR.	PFP										
HMA BASE COURSE WIDENING, 9.25" (HMA BINDER IL-19.0)	4% @ 90 GYR.	QC/Q										
PAVEMENT PATCHING												
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR.	QC/Q										
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTRO	L FOR PERFORMANCE	(QCP										
PAY FOR PERFORMANCE (PFP)												

SCALE: N.T.S.

- NOTES FOR HMA MIXTURE REQUIREMENTS:

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

 2. 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.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE SURFACE OVER WHICH THE SURFACE MIX WILL BE PLACED.
- FOR THE EXISTING HMA SURFACE, THE CONTRACTOR SHALL DO PAVEMENT MILLING FIRST, THEN PAVEMENT PATCHING PER BD-22 DETAIL.

	US
LTT HDR	
PJ 450 W. BRYN MAWR AVE. ROSEMONT, IL 60018	PL
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	PLOT DATE = 10/1/2021	DATE - 12/10/2021	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

									F.A.P RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.	
nche								311	2021-029-RS			соок	42	5		
OUDL	JUDEN AVE IL-43 (HARLEIN AVE. 10 JUIN AVE.)												CONTRAC*	Γ NO. 62I	N78	
	SHEET	1	OF	3	SHEETS	STA.		TO STA.				TITINOIS	FED. AI	D PROJECT		

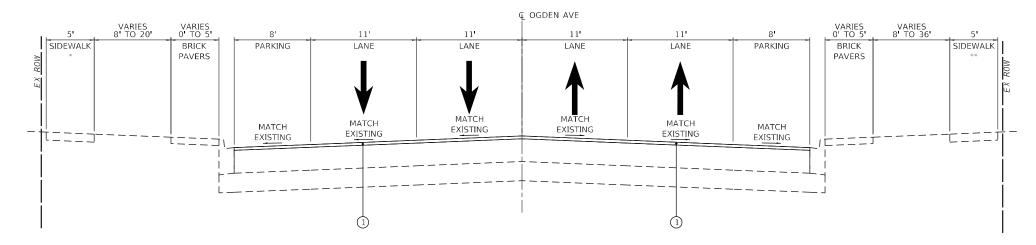
EXISTING TYPICAL SECTION

STA. 19+00 TO STA. 97+25 STA. 109+25 TO STA. 176+29

EXISTING LEGEND

- A EXISTING HOT-MIX ASPHALT SURFACE COURSE
- EXISTING HOT-MIX ASPHALT BINDER/BASE COURSE
- C HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- D EXISTING SUBBASE GRANULAR MATERIAL, TYPE B
- (E) EXISTING CONCRETE CURB & GUTTER
- F) EXISTING BRICK PAVERS

- EXISTING PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- H) EXISTING HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH
- (I) EXISTING CORRUGATED MEDIAN



PROPOSED TYPICAL SECTION

STA. 19+00 TO STA. 97+25 STA. 109+25 TO STA. 176+29

PROPOSED LEGEND

- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 (1.75")
- 2) HMA BASE COURSE WIDENING, 9.25"
- 3) AGGREGATE SUBGRADE IMPROVEMENT, 12"

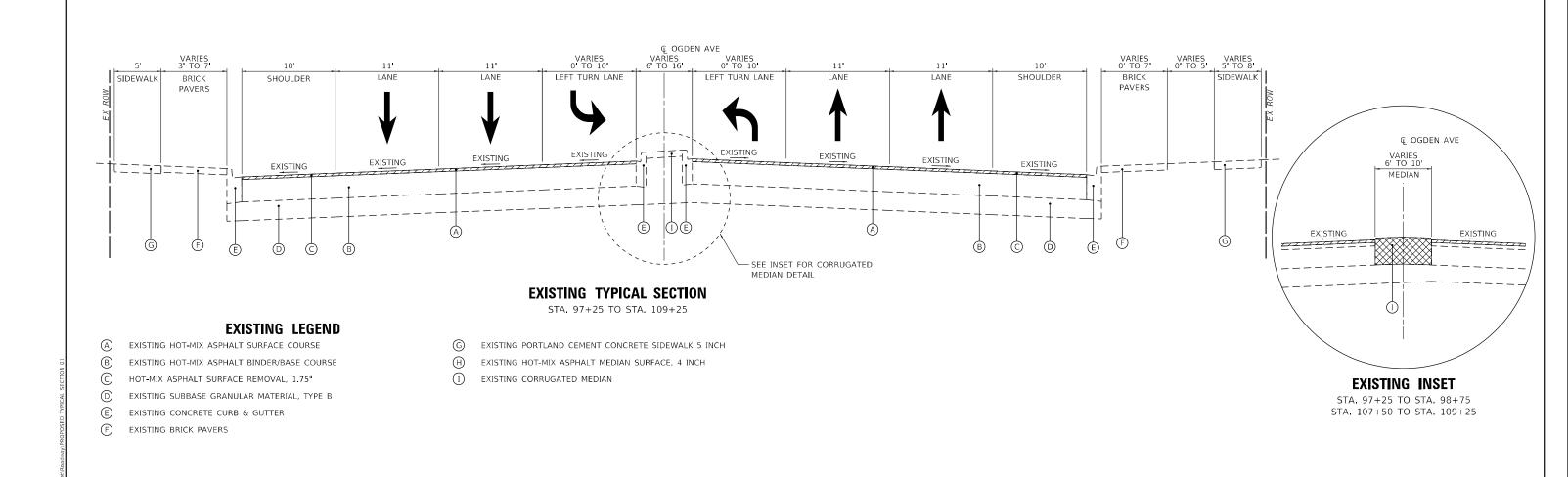
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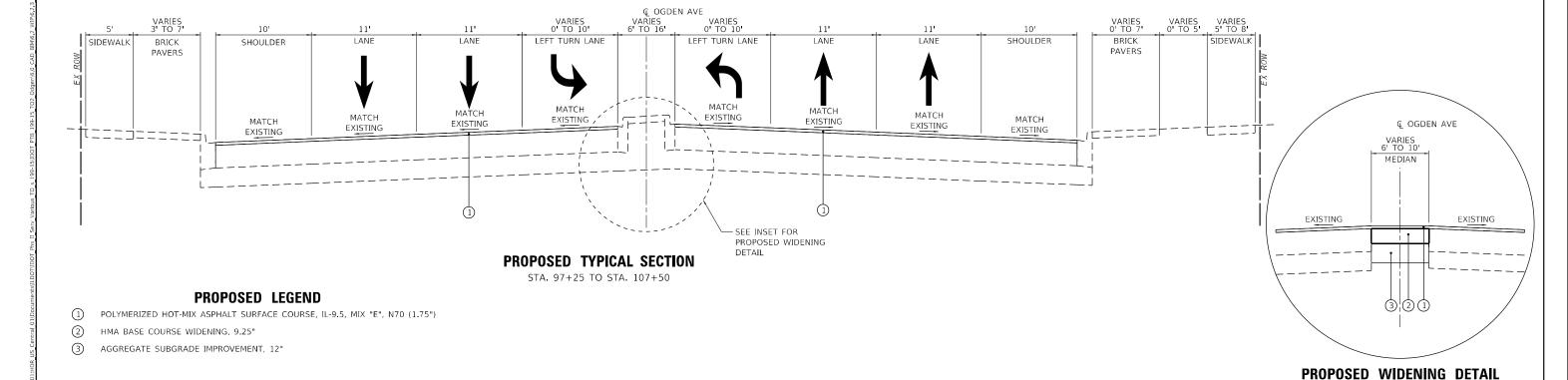
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	PLOT DATE = 10/1/2021	DATE - 09/01/2021	REVISED -
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STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SCALE: N.T.S.

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OGDEN AVE. – IL–43 (HARLEM AVE, TO 50TH AVE.)						311						42	6					
UGDL	IV AVE.		IL-73	,,,,	MILLEIVI	AVL. IU	30111	AVL.)							CONTRAC	T NO. 621	N78	
.5.	SHEET	2	OF	2	SHEETS	STA.		TO STA.				ILI	INOIS	FED. AI	D PROJECT			





STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

STA, 97+25 TO STA, 98+75 STA, 107+50 TO STA, 109+25

соок

CONTRACT NO. 62N78

42

SECTION

TYPICAL SECTIONS

OGDEN AVE. - IL-43 (HARLEM AVE. TO 50TH AVE.)

SHEET 3 OF 3 SHEETS STA.

HDR 9450 W. BRYN MAWR AVE. ROSEMONT, IL 60018

DESIGNED - MSM

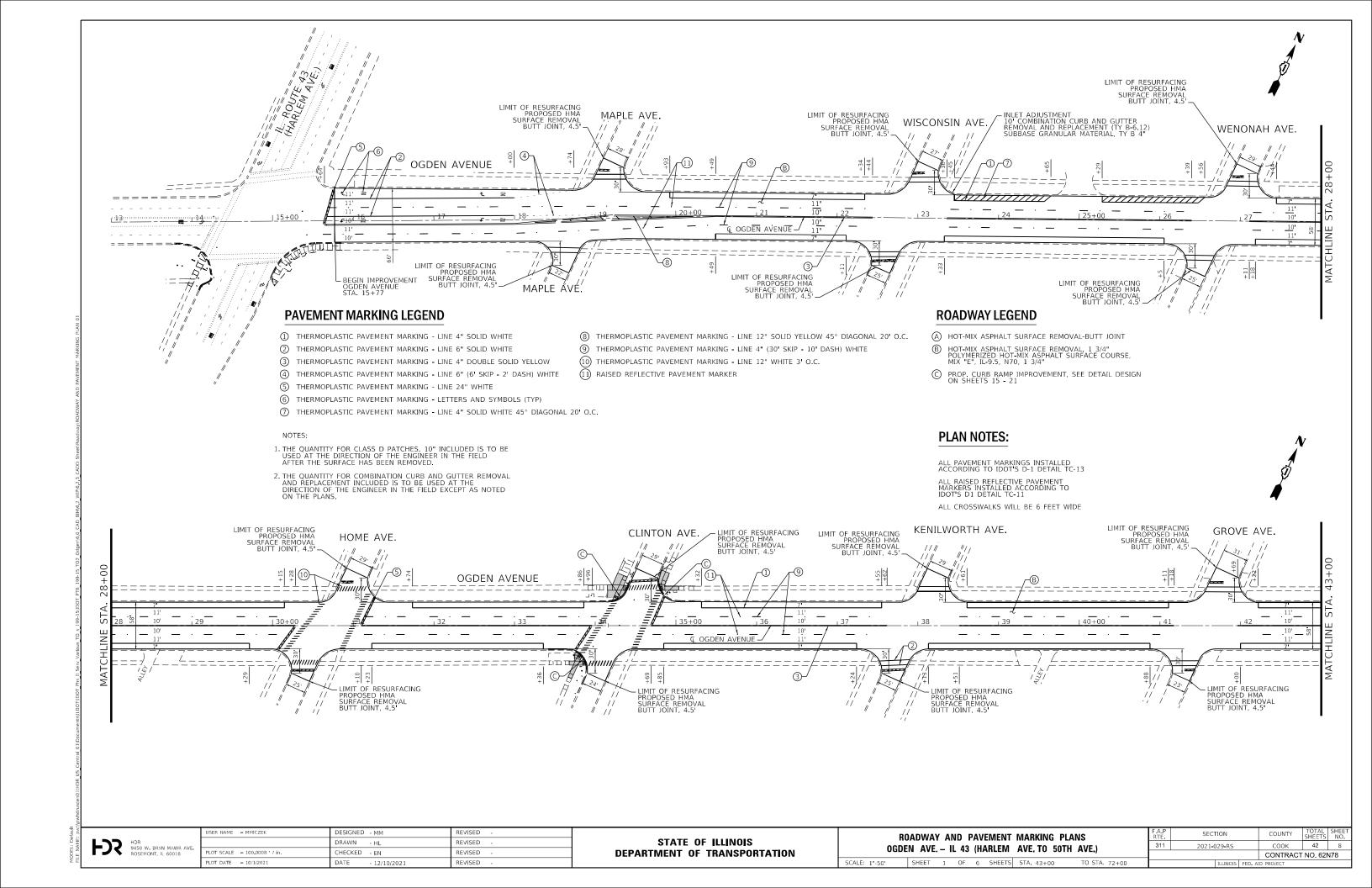
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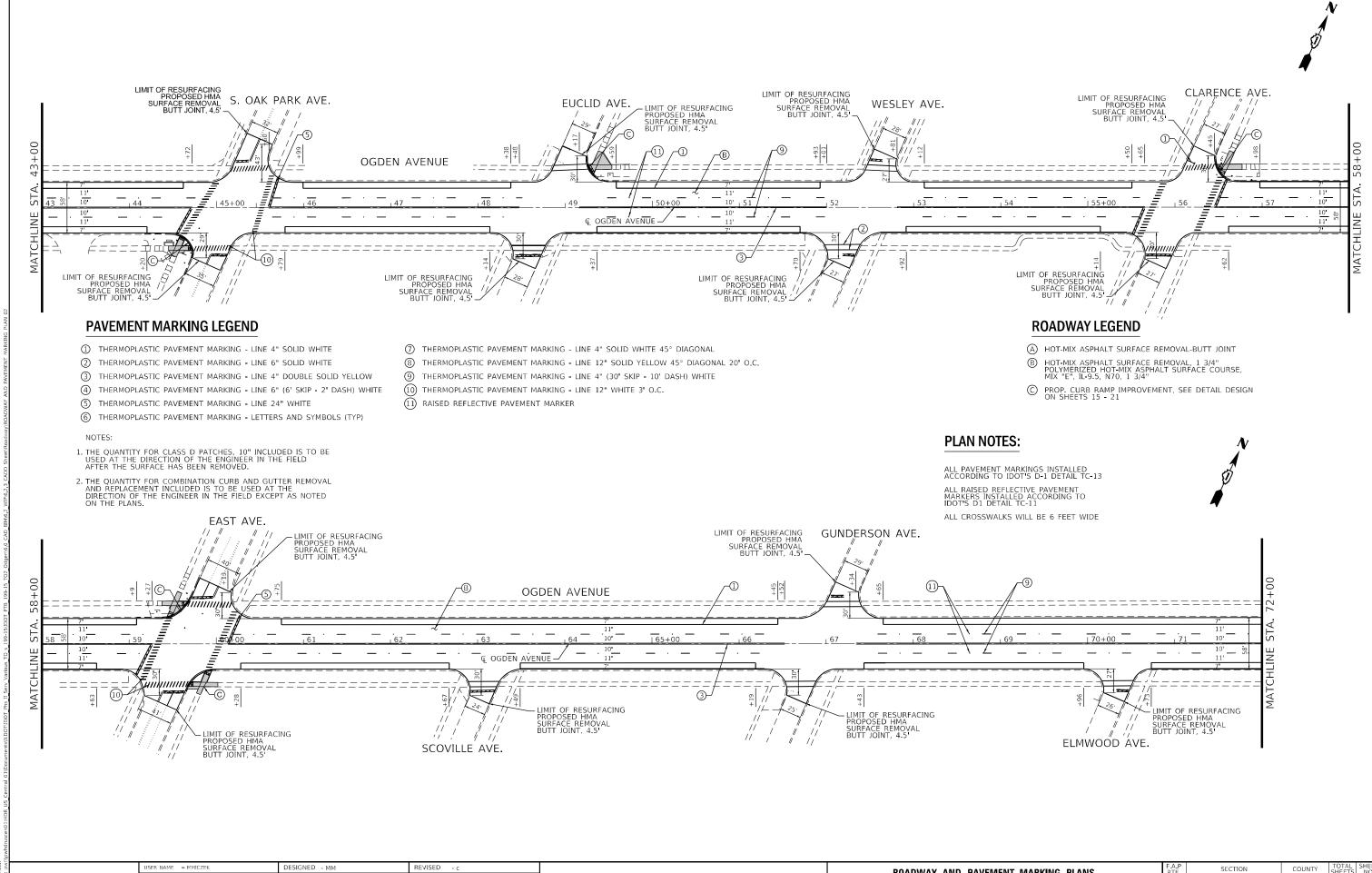
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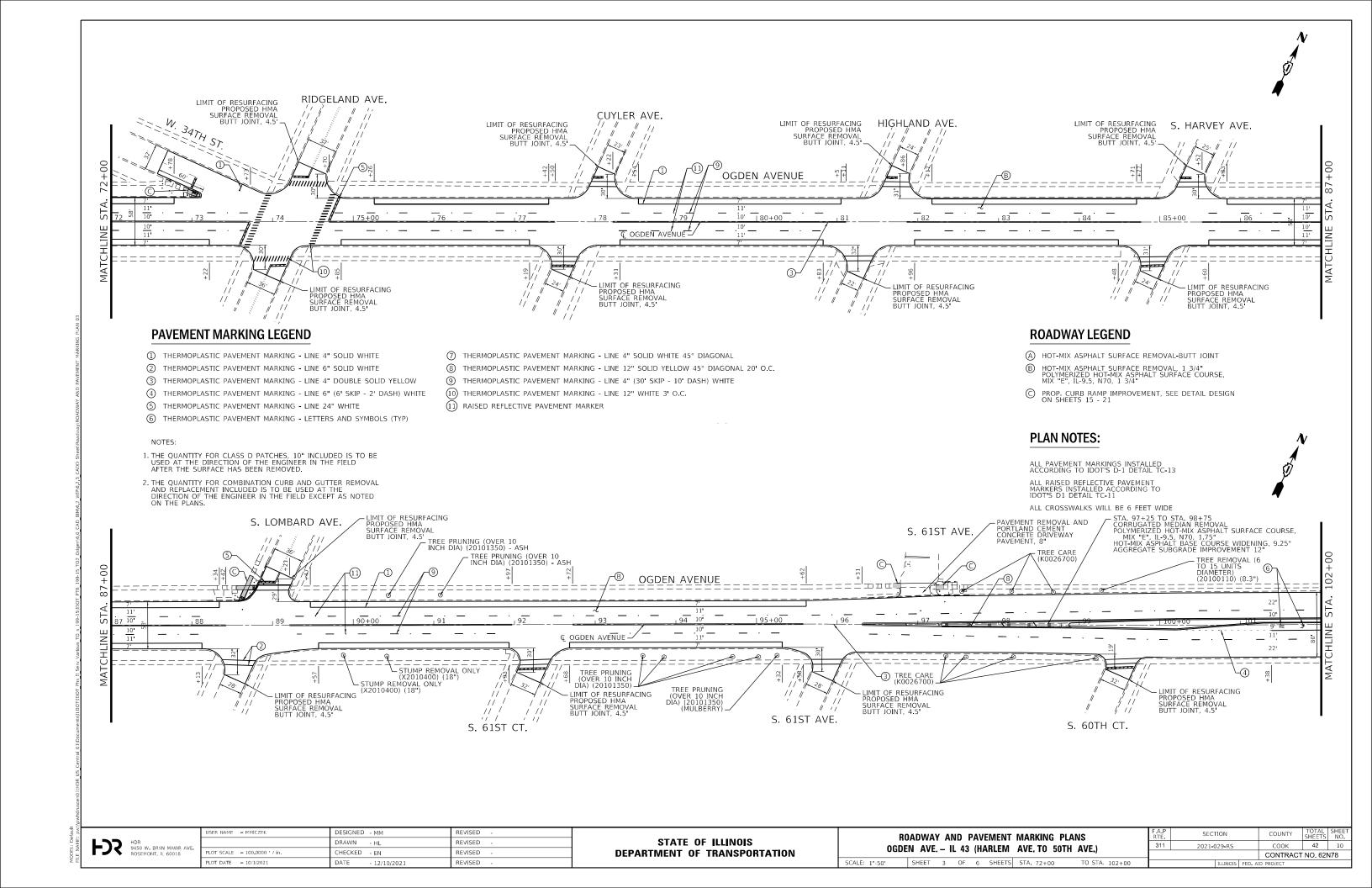


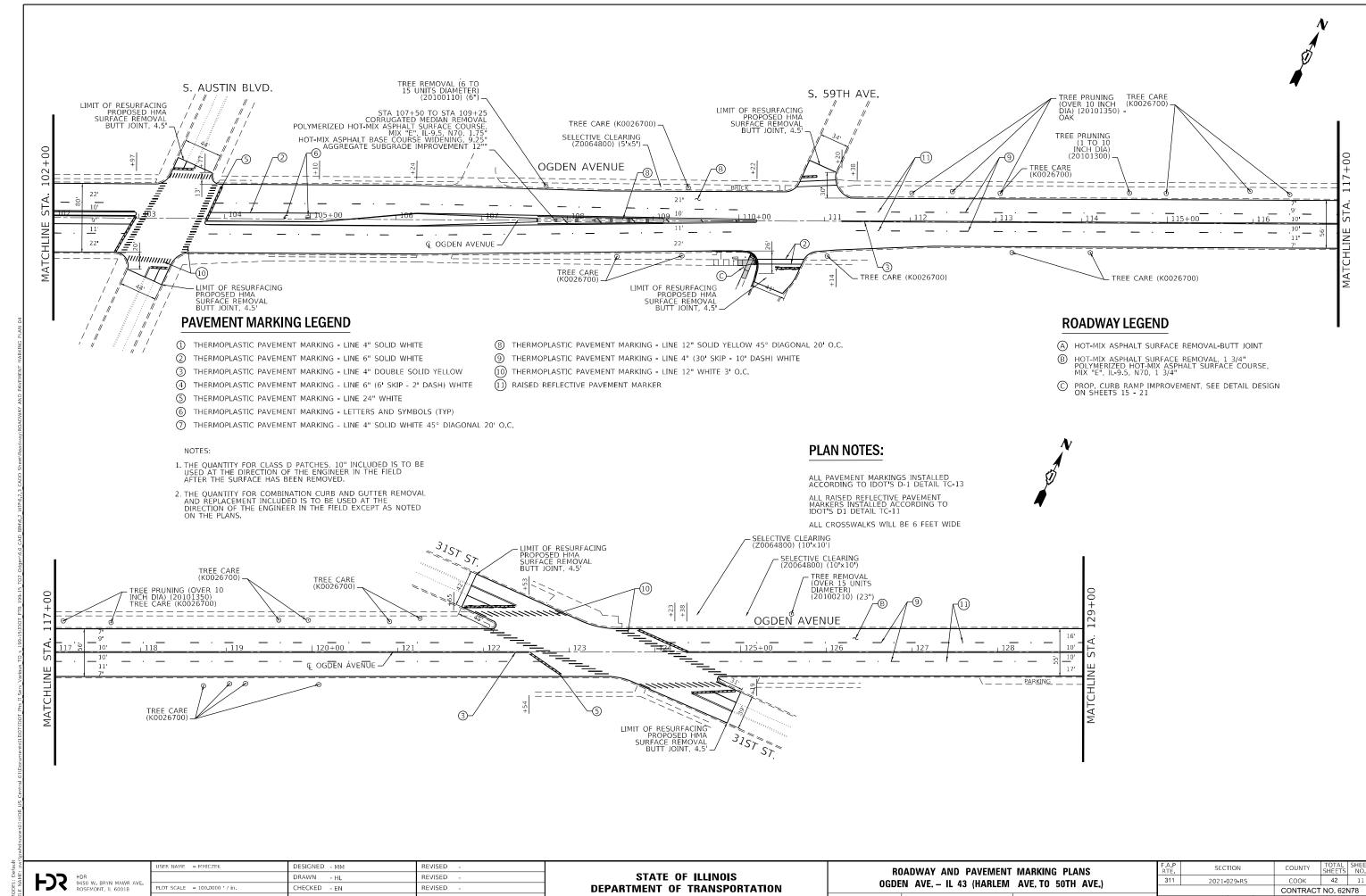
HDR
9450 W. BRYN MAWR AVE.
ROSEMONT, IL 60018

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS
OGDEN AVE. – IL 43 (HARLEM AVE. TO 50TH AVE.)

SHEET 2 OF 6 SHEETS STA. 43+00 TO STA. 72+



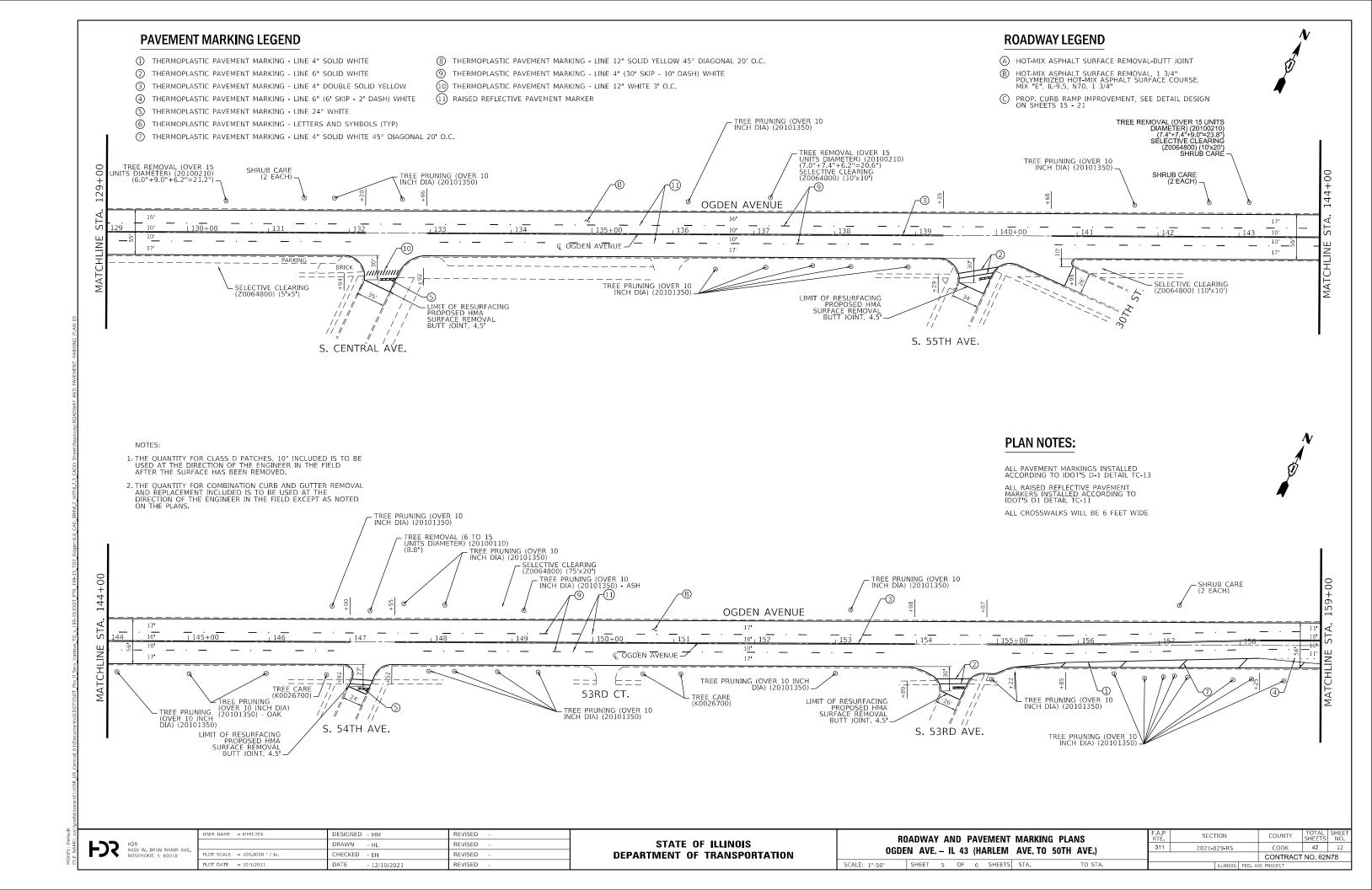


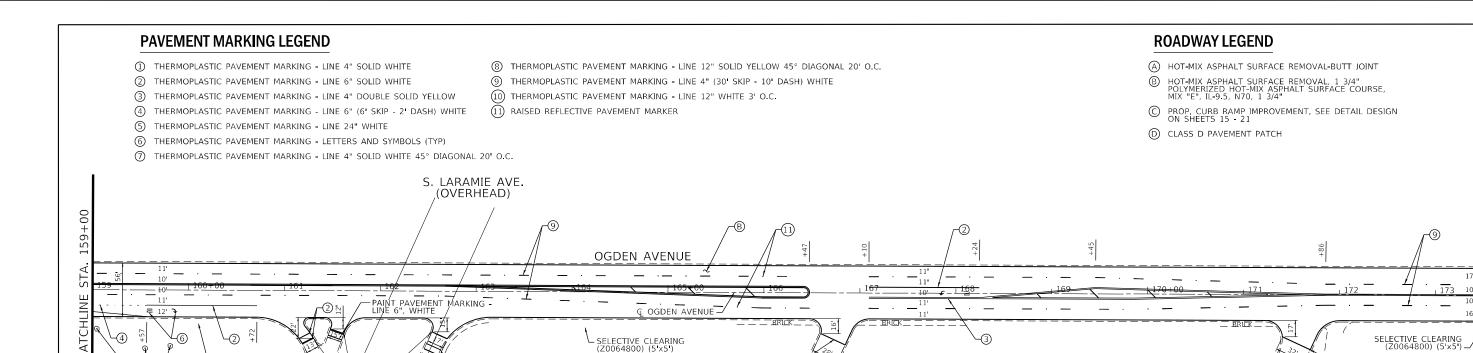
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DEPARTMENT OF TRANSPORTATION

SHEET 4 OF 6 SHEETS STA. 102+00

CONTRACT NO. 62N78





LIMIT OF RESURFACING PROPOSED HMA SURFACE REMOVAL BUTT JOINT, 4.5'-

1. THE QUANTITY FOR CLASS D PATCHES, 10" INCLUDED IS TO BE USED AT THE DIRECTION OF THE ENGINEER IN THE FIELD AFTER THE SURFACE HAS BEEN REMOVED EXCEPT AS NOTED ON THE PLANS.

SELECTIVE CLEARING (Z0064800) (15'x30')

TREE PRUNING (OVER 10 INCH DIA) (20101350) TREE CARE (K0026700)

2. THE QUANTITY FOR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT INCLUDED IS TO BE USED AT THE DIRECTION OF THE ENGINEER IN THE FIELD EXCEPT AS NOTED

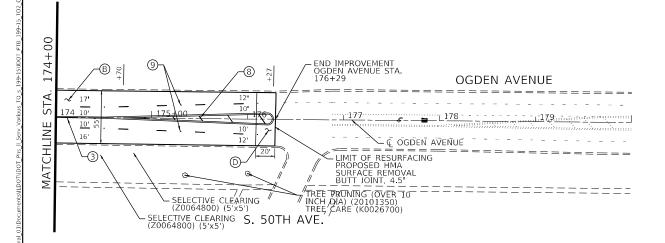
PLAN NOTES:

ALL PAVEMENT MARKINGS INSTALLED ACCORDING TO IDOT'S D-1 DETAIL TC-13

-PAINT PAVEMENT MARKING -LINE 6", WHITE

ALL RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED ACCORDING TO IDOT'S D1 DETAIL TC-11

ALL CROSSWALKS WILL BE 6 FEET WIDE



JSER NAME = MMICZEK DESIGNED - MM REVISED DRAWN - HI REVISED CHECKED - EN REVISED REVISED DATE - 12/10/2021

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKING PLANS OGDEN AVE. - IL 43 (HARLEM AVE. TO 50TH AVE.) SHEET 6 OF 6 SHEETS STA. 159+00

SECTION COUNTY COOK 42 13 2021-029-RS CONTRACT NO. 62N78

LIMIT OF RESURFACING PROPOSED HMA SURFACE REMOVAL BUTT JOINT, 4.5'

50TH CT.

SCHEDULE OF QUANTITIES - CURB RAMPS

				EARTH EXCAVATION 20200100	TOPSOIL FURNISH AND PLACE, 4" 21101615	SODDING, SALT TOLERANT 25200110	SUPPLEMENTAL WATERING 25200200	PROTECTIVE COAT 42001300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH 42300400	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS 42400800	DRIVEWAY PAVEMENT REMOVAL 44000200	COMBINATION CURB AND GUTTER REMOVAL 44000500	SIDEWALK REMOVAL 44000600	CLASS D PATCHES, TYPE I, 10 INCH 44201761	CLASS D PATCHES, TYPE II, 10 INCH 44201765	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 60603800	REMOVE AND REINSTALL BRICK PAVERS X0327611
	LOCATION			CU YD	SQ YD	SQ YD	UNIT	SQ YD	SQ YD	SQ FT	SQ FT	SQ YD	FOOT	SQ FT	SQ YD	SQ YD	FOOT	SQ FT
OGDEN AVE	CLINTON AVE	SW		3.0	15	15	0.2	98	0	253	30	0	27	254	0	6	27	0
OGDEN AVE	CLINTON AVE	NW		3.0	8	8	0.1	143	0	511	22	0	33	511	0	8	33	0
OGDEN AVE	CLINTON AVE	NE		2.5	0	0	0.0	82	0	273	16	0	20	273	5	0	20	41
OGDEN AVE	OAK PARK AVE	SW		3.0	10	10	0.2	123	0	286	22	0	35	286	0	8	35	37
OGDEN AVE	EUCLID AVE	NE		2.5	10	10	0.1	105	0	360	21	0	25	360	0	6	25	0
OGDEN AVE	CLARENCE AVE	NE		2.5	11	11	0.2	106	0	295	24	0	28	296	0	7	28	0
OGDEN AVE	EAST AVE	NW		3.0	9	9	0.1	146	0	329	20	0	42	324	0	10	42	0
OGDEN AVE	EAST AVE	SE		1.5	13	13	0.2	155	0	342	20	0	45	309	0	10	45	10
OGDEN AVE	34THST	NW		1.5	1	1	0.0	84	0	76	12	0	29	77	0	7	29	0
OGDEN AVE	LOMBARD AVE	NW		3.0	10	10	0.2	139	0	274	30	0	42	259	0	10	42	12
OGDEN AVE	61ST AVE	NW		1.5	2	2	0.0	92	86	47	10	76	0	43	0	0	0	0
OGDEN AVE	61ST AVE	NE		1.5	0	0	0.0	6	0	49	10	0	0	87	0	0	0	21
OGDEN AVE	59TH AVE	SW		1.5	0	0	0.0	136	0	265	30	0	41	259	0	10	41	37
			TOTAL	30.0	90	90	1.4	1415	86	3361	267	76	367	3338	5	82	367	158

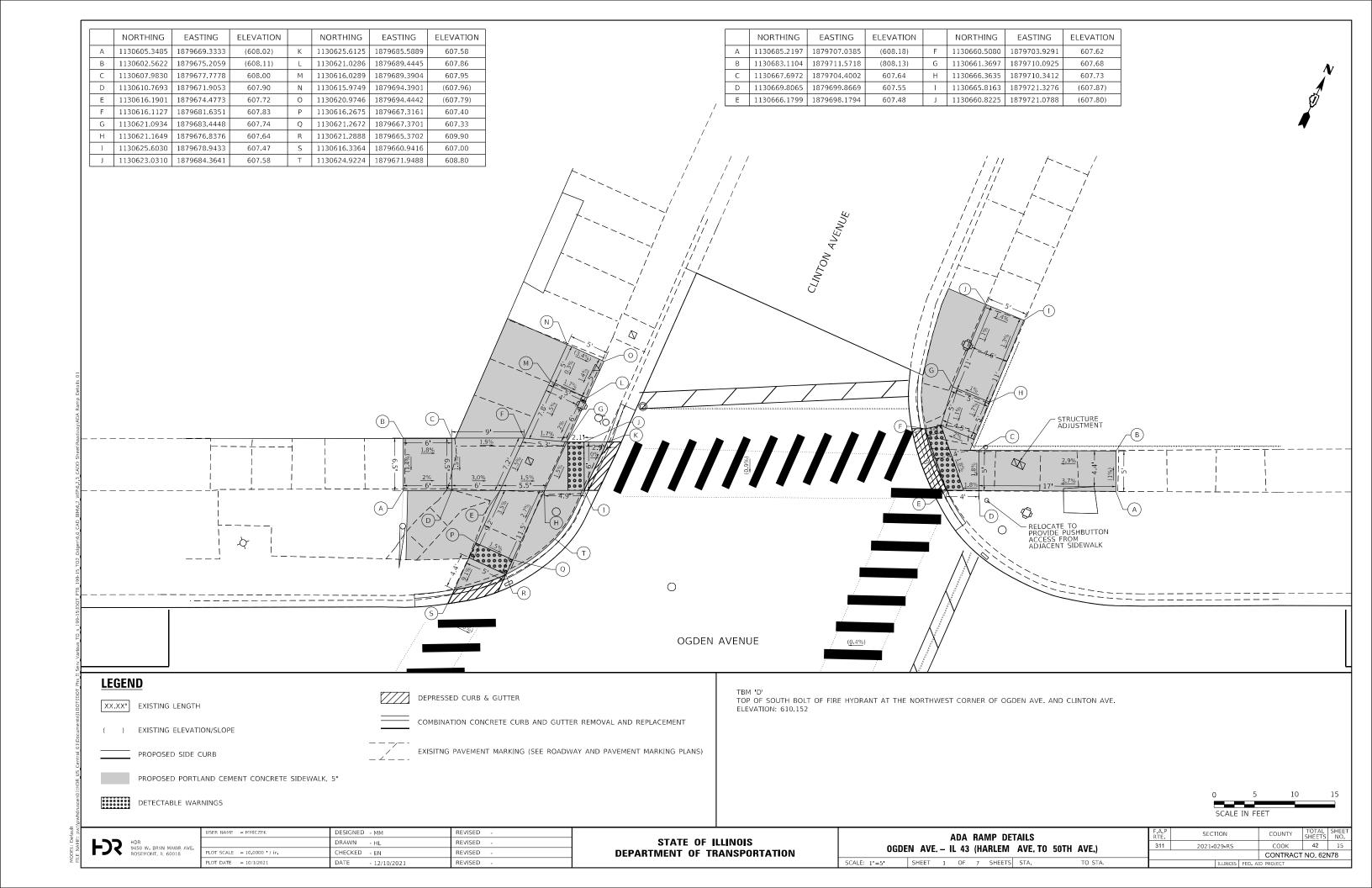
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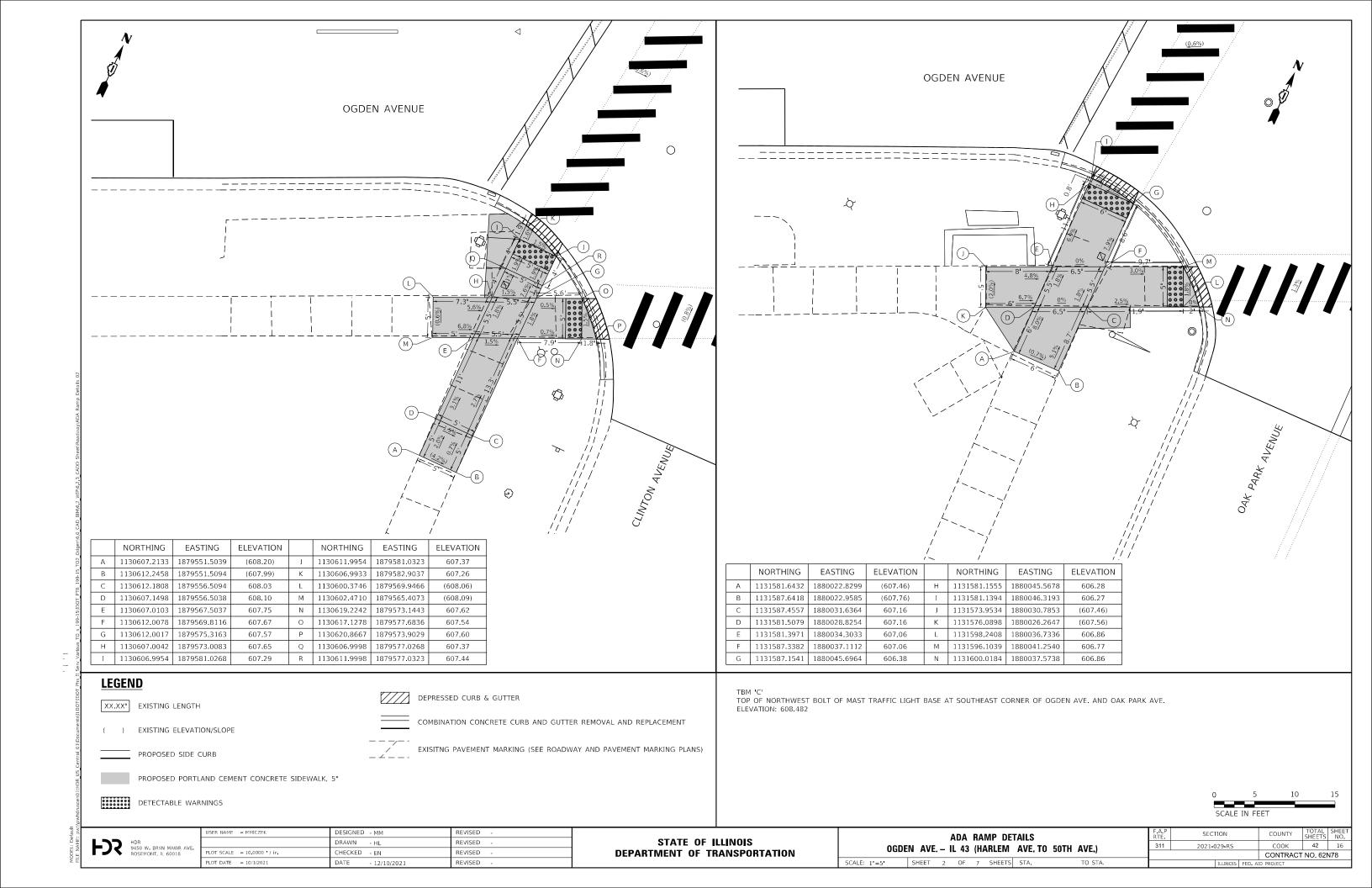
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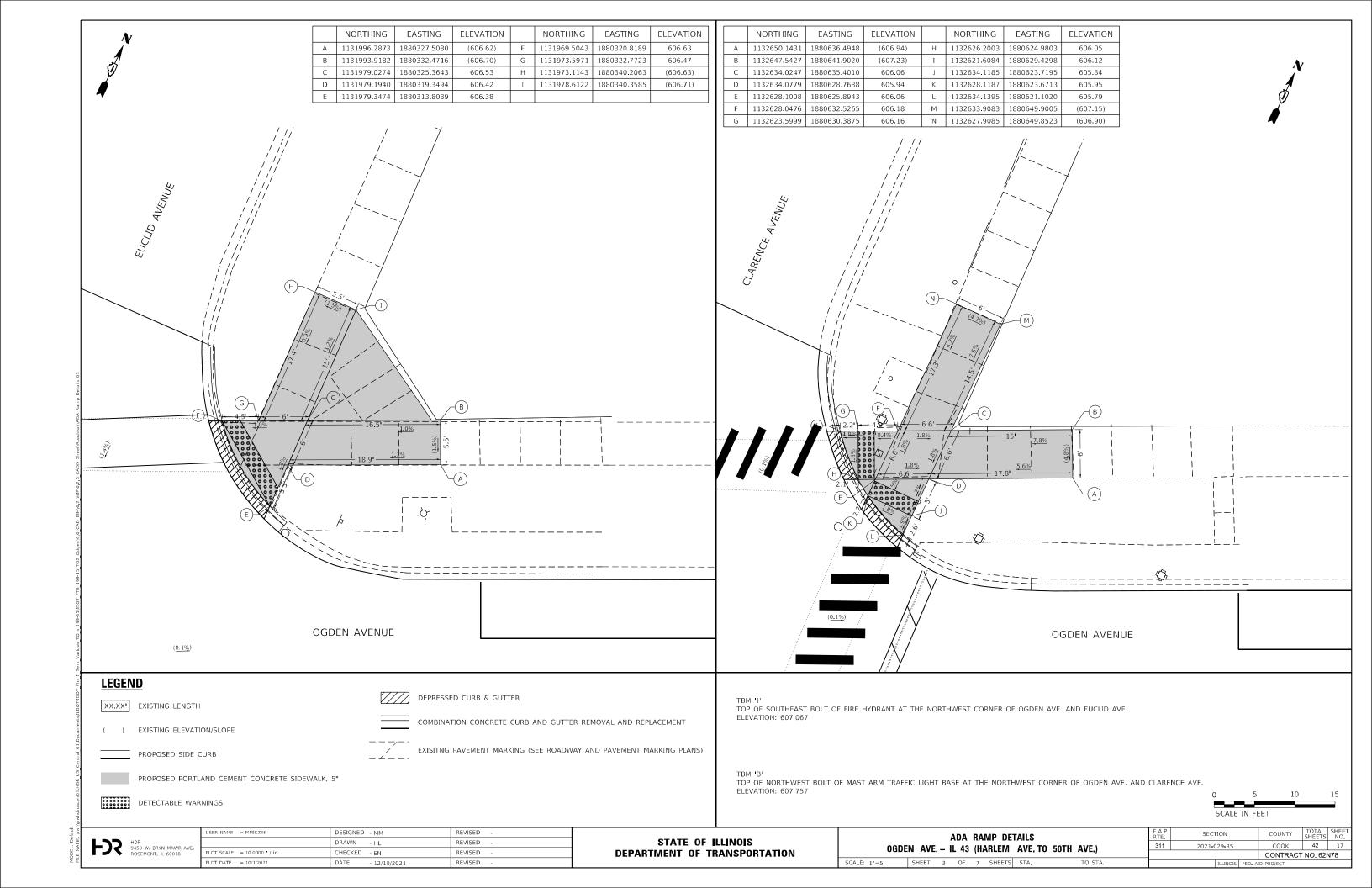
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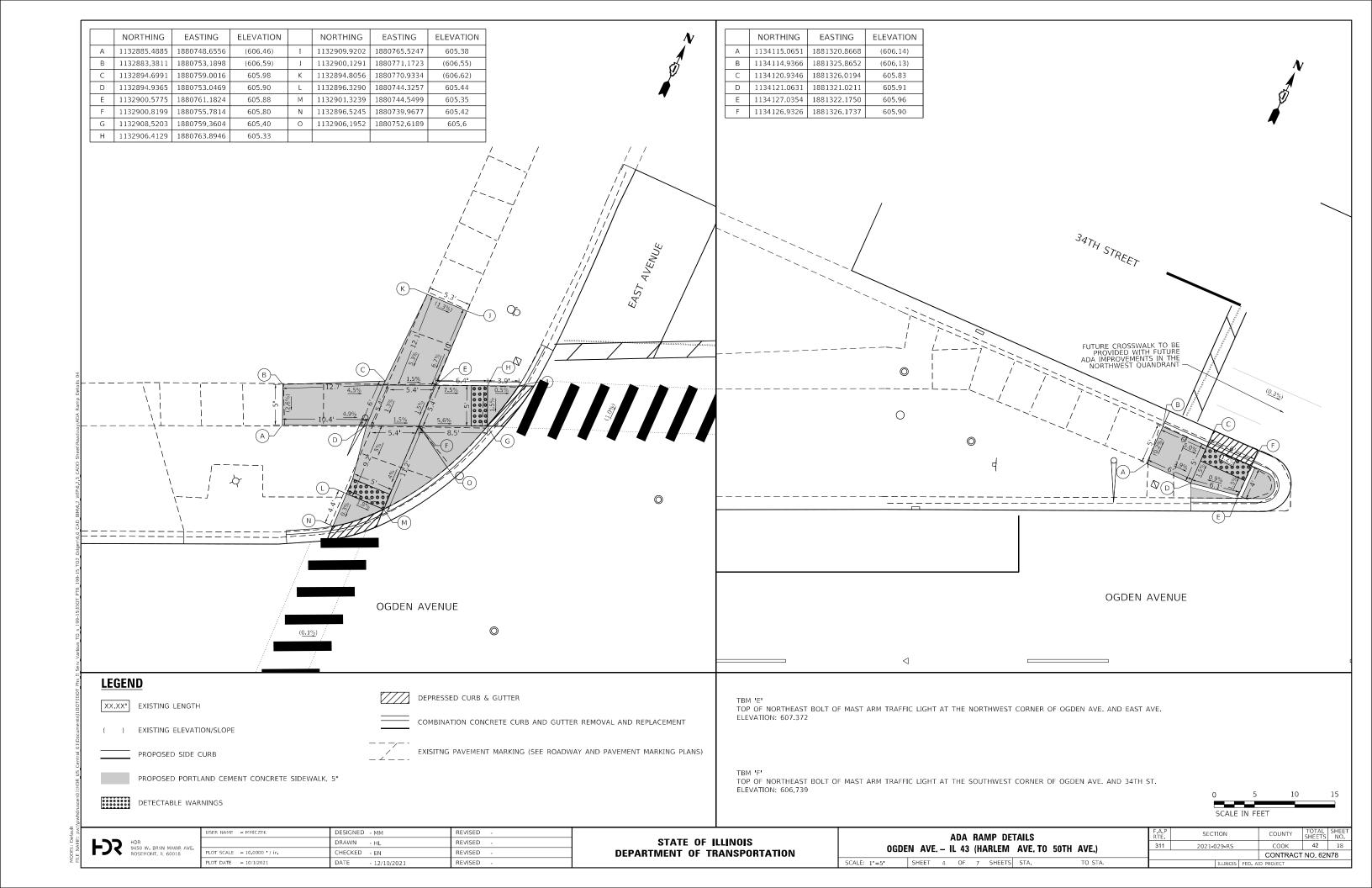
			NTITIES F (HARLEM		B RAMPS 50TH AVE.)
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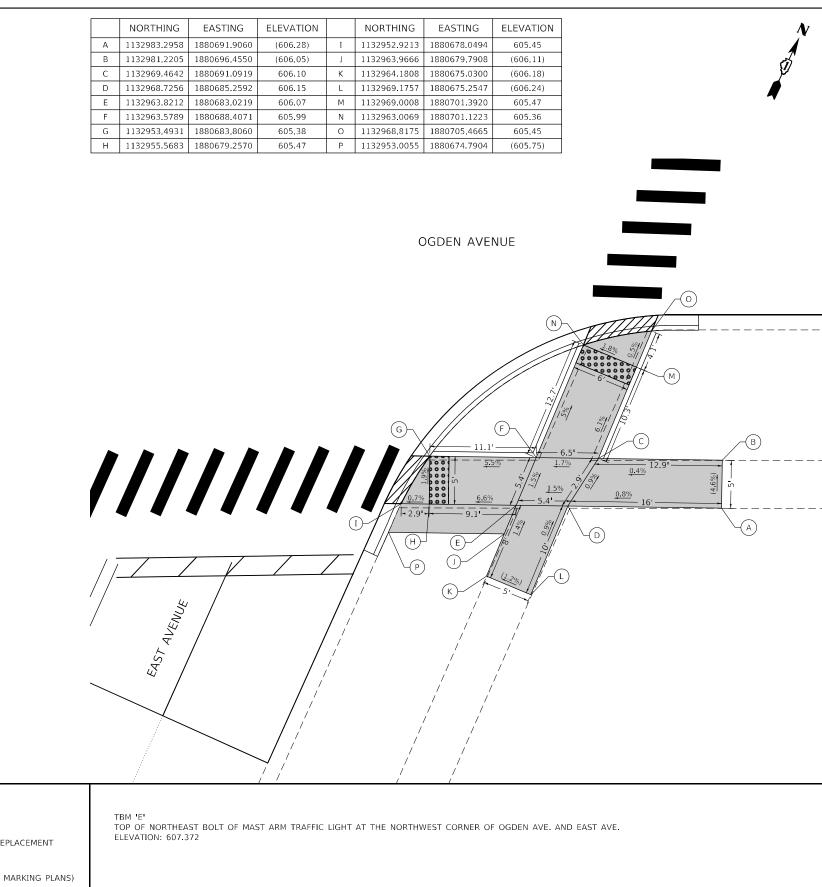
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311	2021-0)29 - RS		соок	42	14
			CONTRACT NO. 62N78			
		FED. A	ID PROJECT			













EXISTING ELEVATION/SLOPE

PROPOSED SIDE CURB

PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"

DEPRESSED CURB & GUTTER

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

EXISITNG PAVEMENT MARKING (SEE ROADWAY AND PAVEMENT MARKING PLANS)

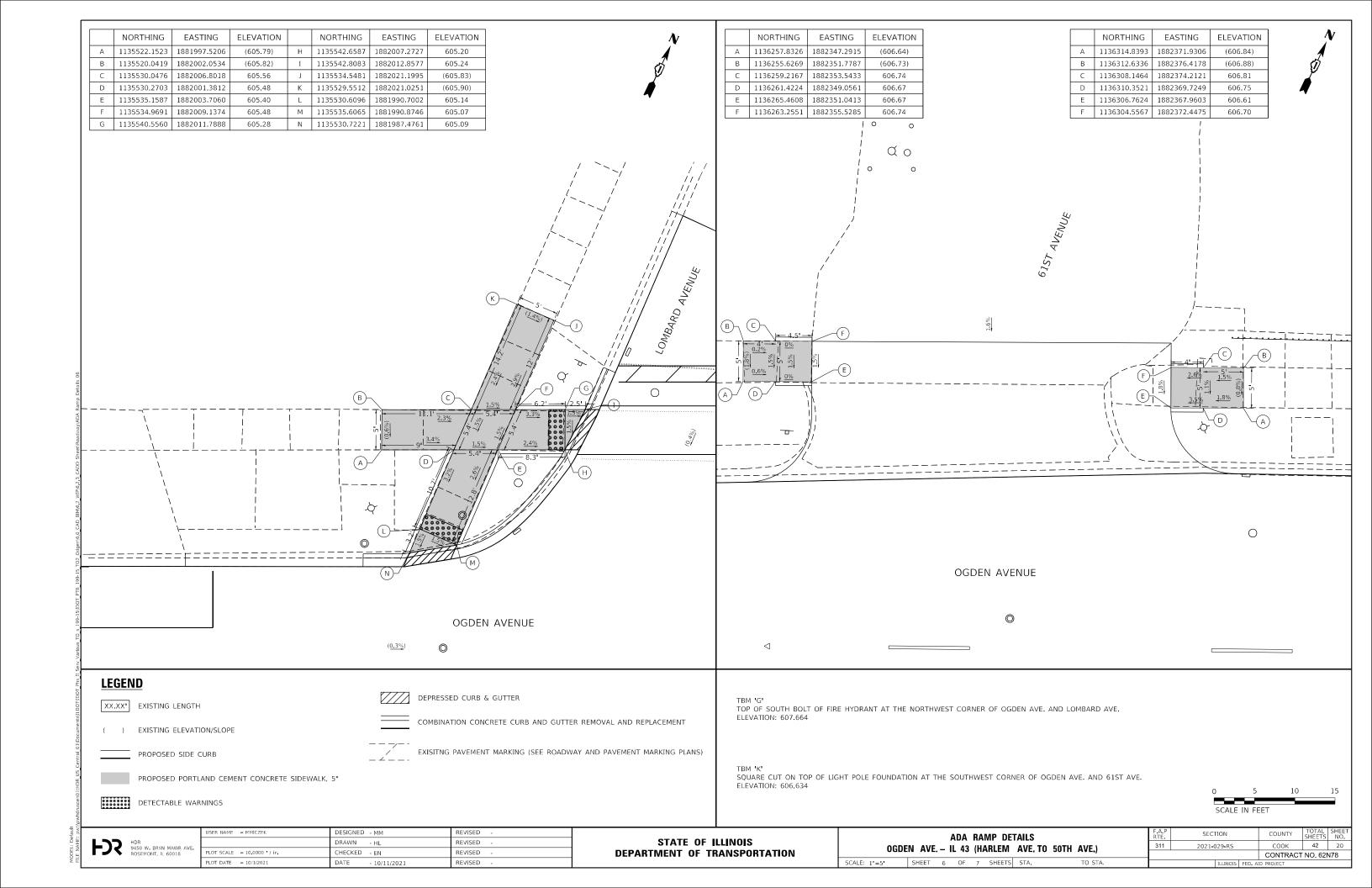
DETECTABLE WARNINGS

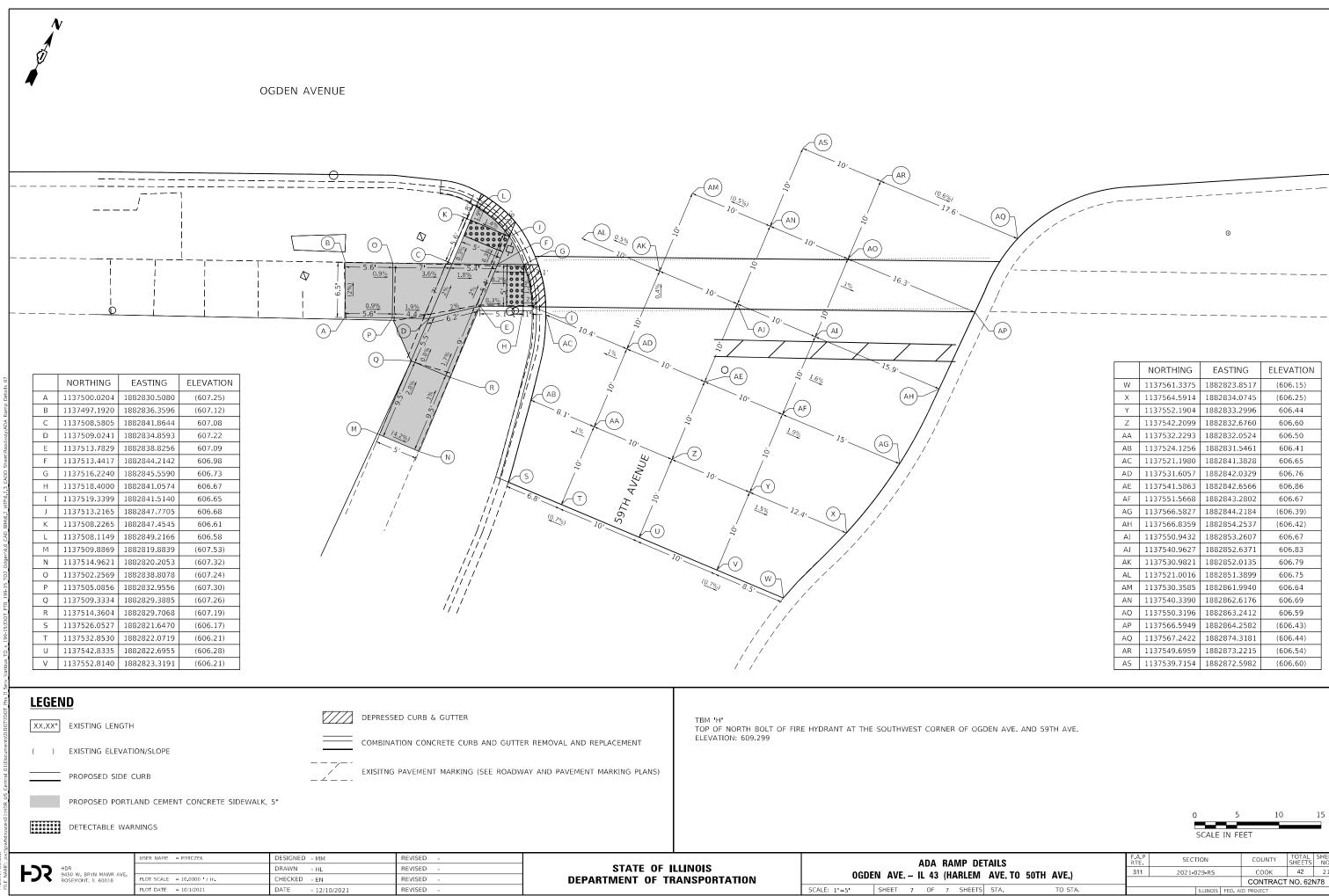
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	PLOT DATE = 10/1/2021	DATE - 12/10/2021	REVISED -

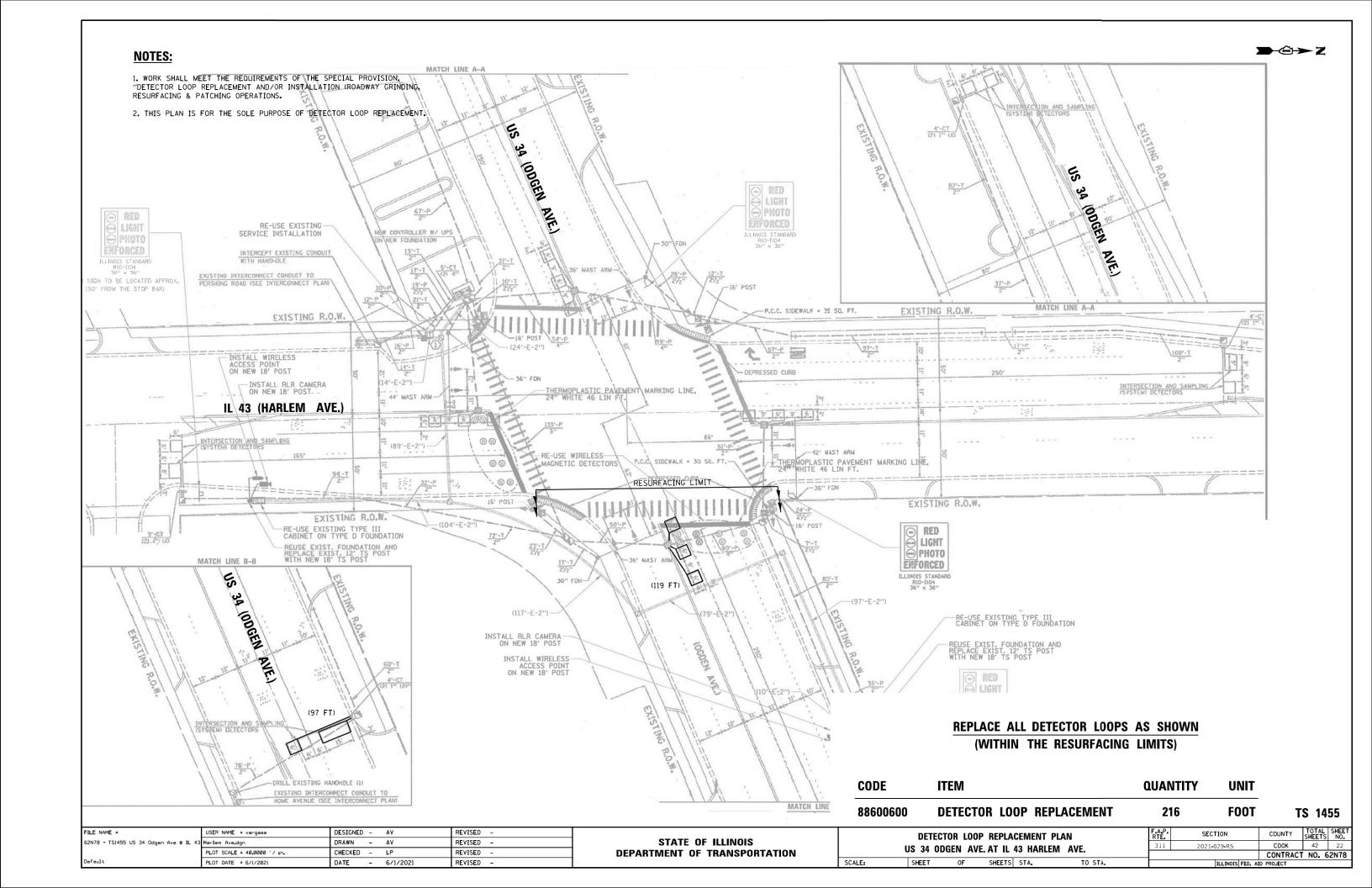
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

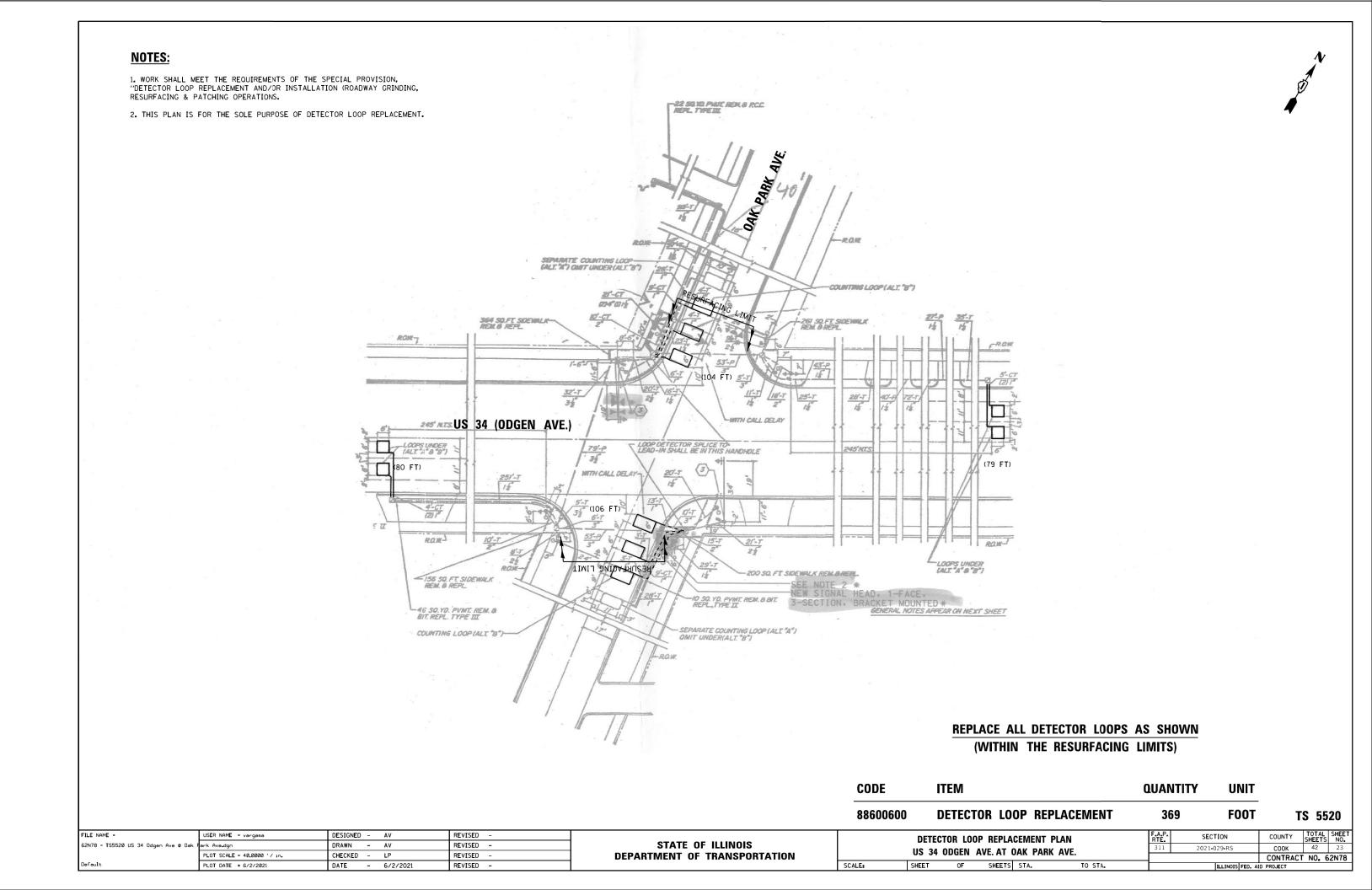
ADA RAMP DETAILS											
OGDE	N AVE.	-	IL 43	(H <i>I</i>	ARLEM	AVE. TO	50TH	AVE.)			
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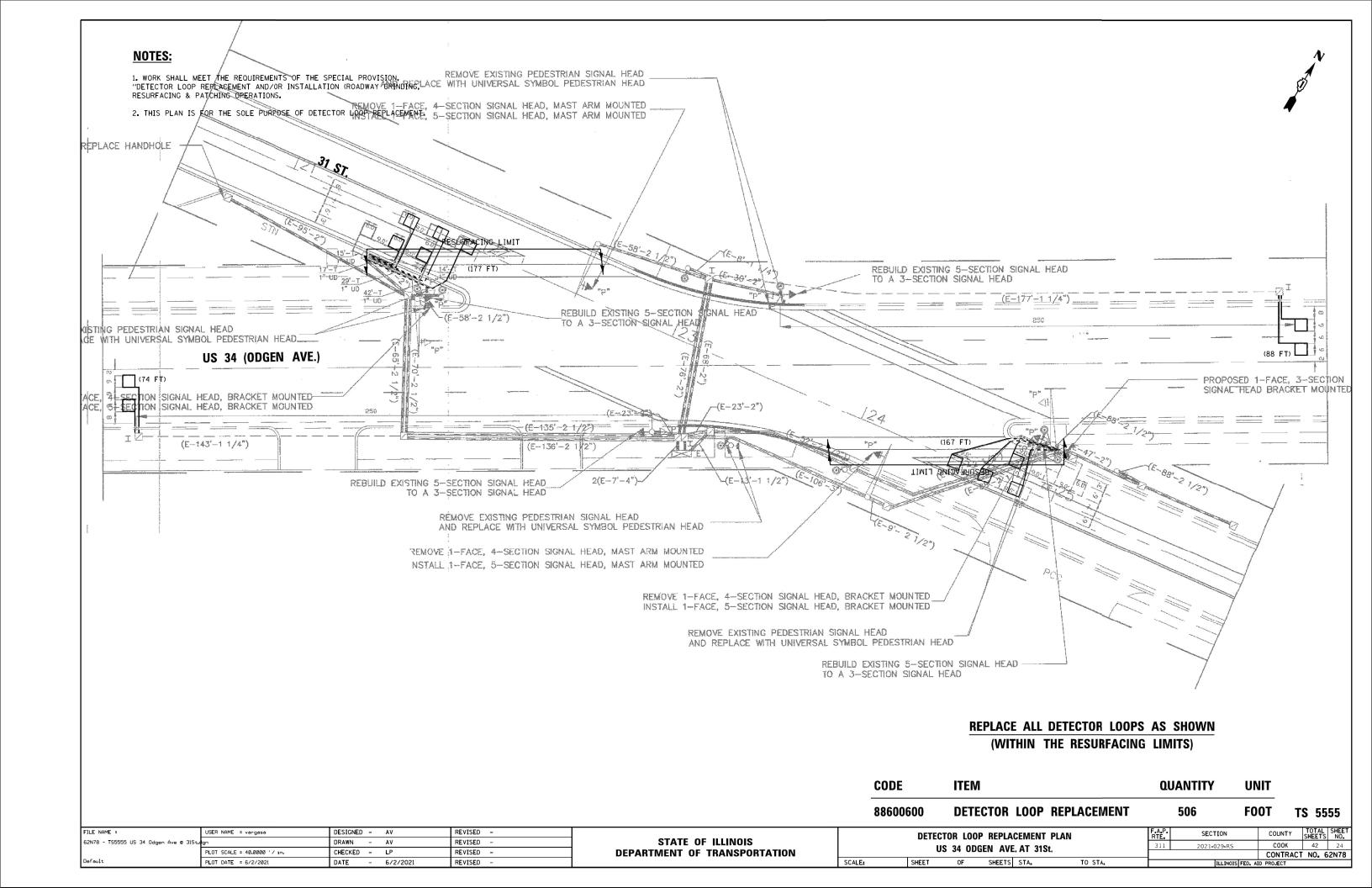
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	2021-029-RS		соок	42	19
		CONTRACT	NO. 621	N78	
	ILLINOIS	ID PROJECT			

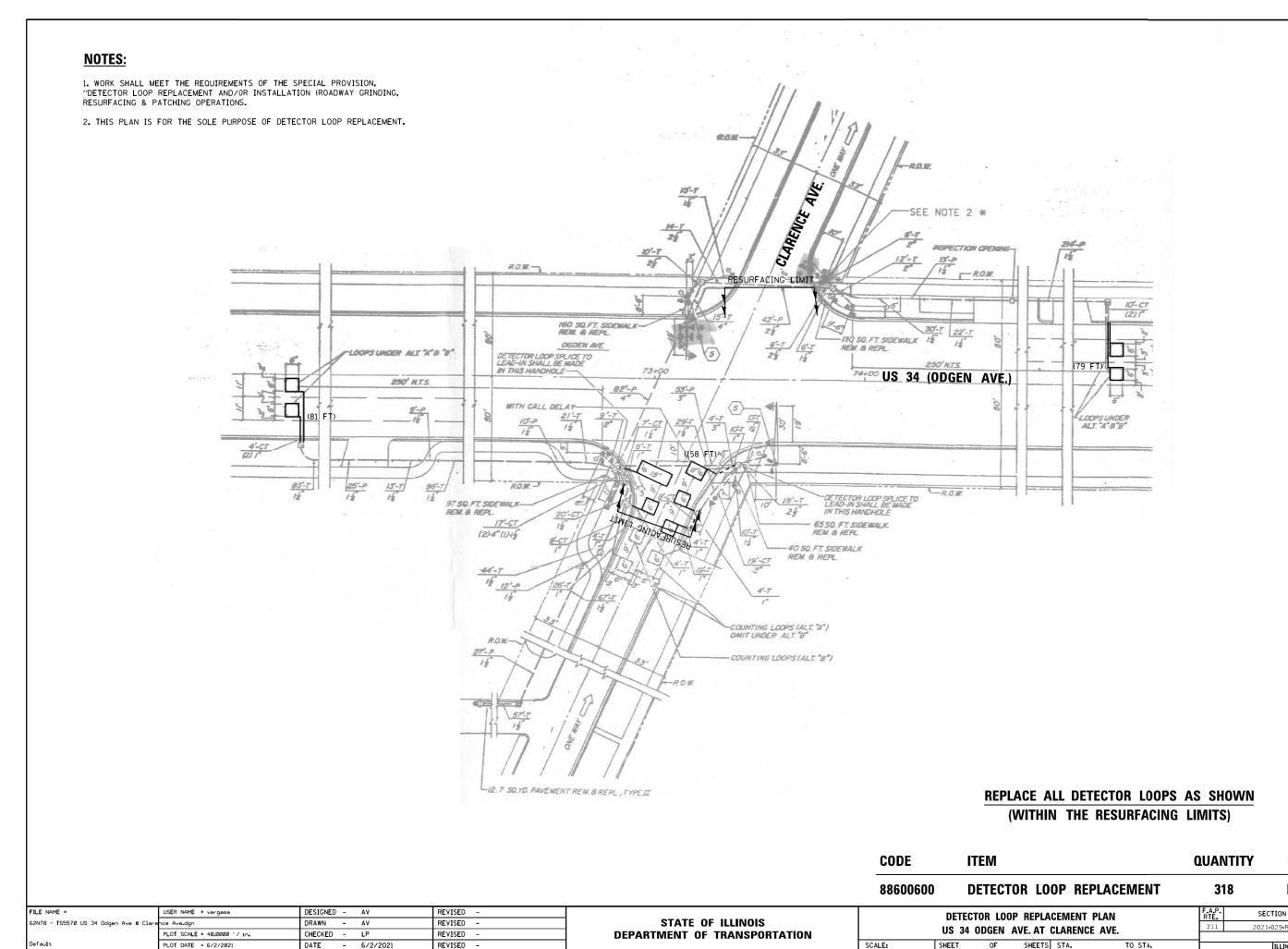












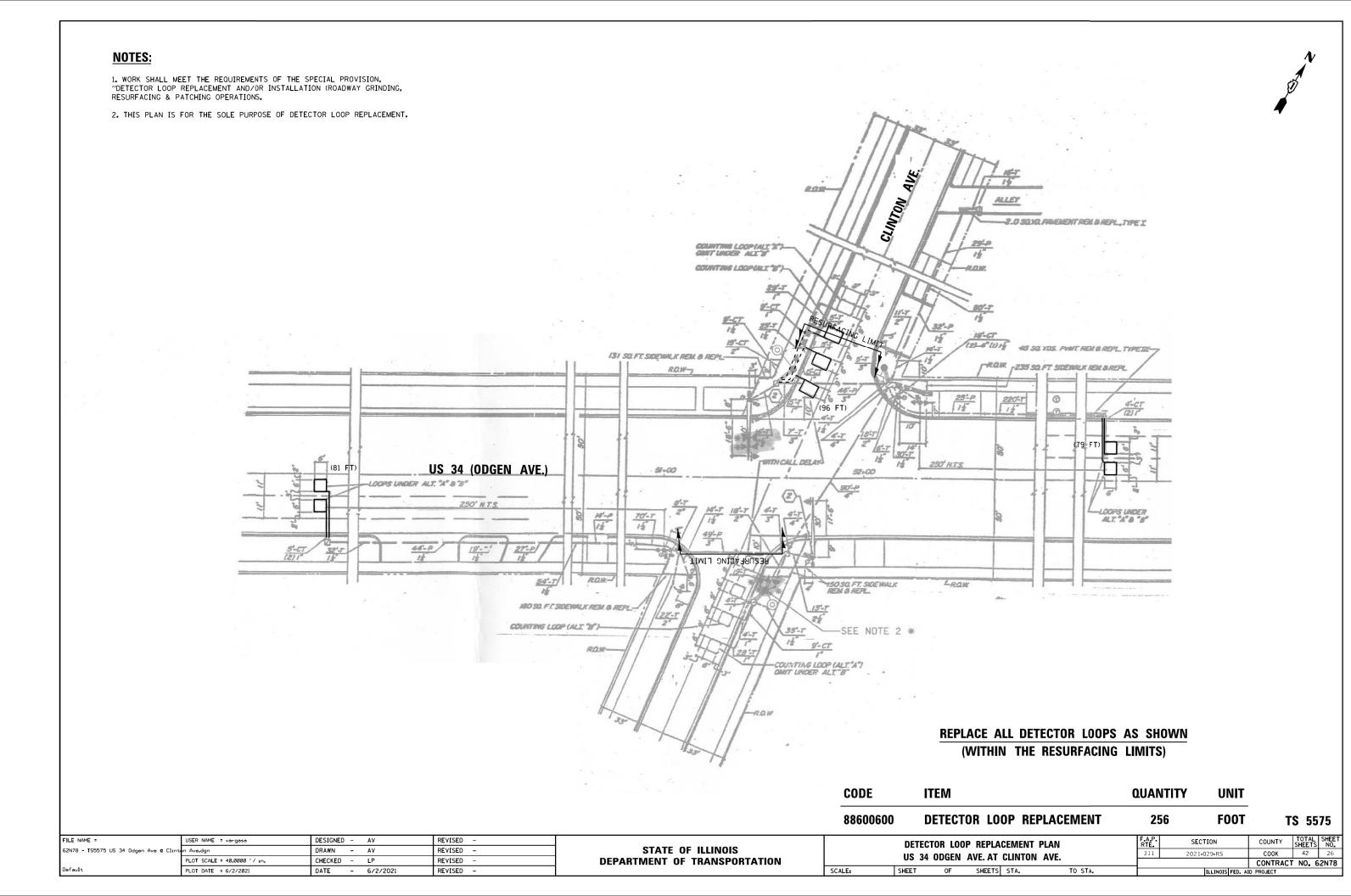
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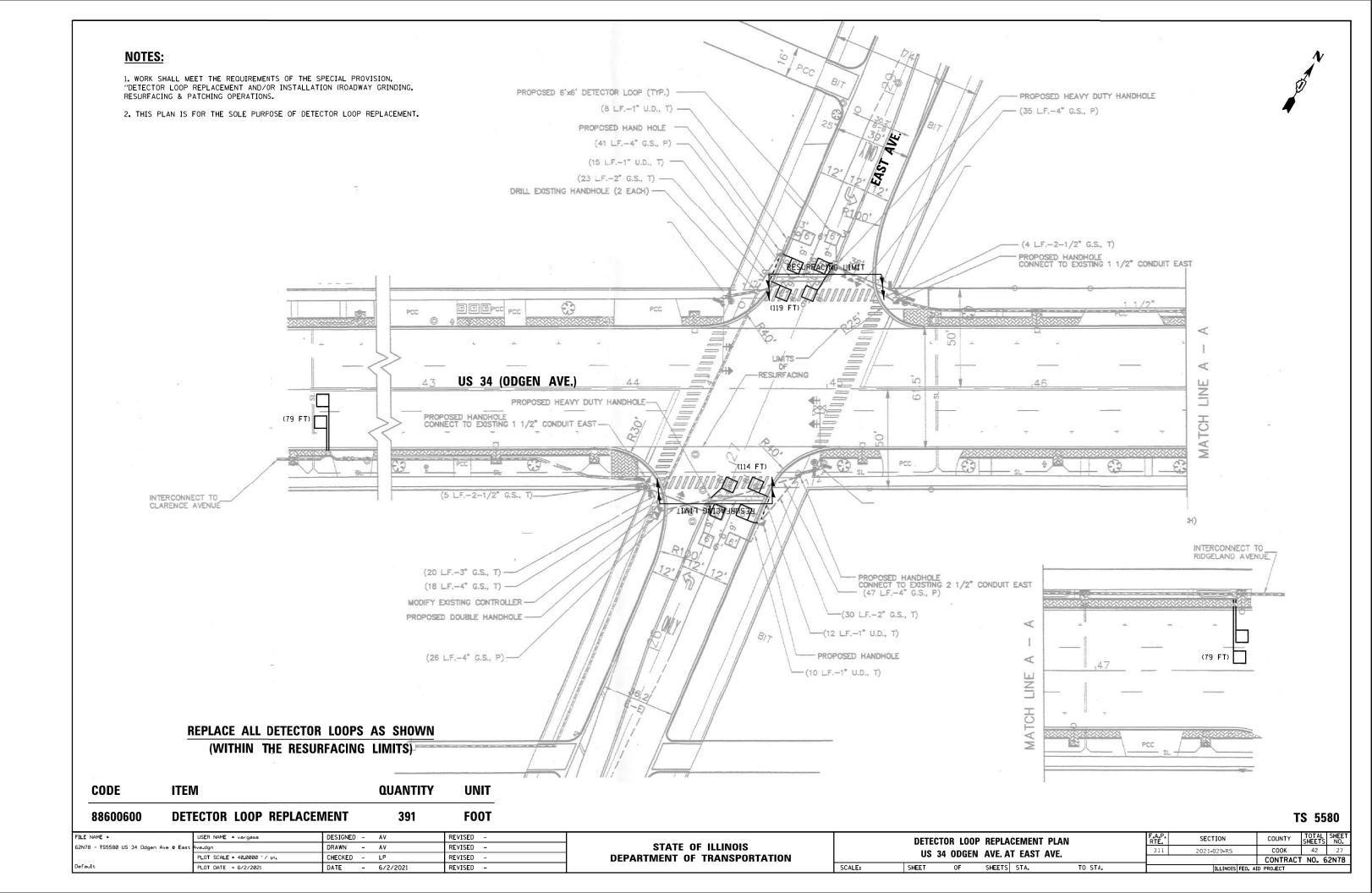
COUNTY | TOTAL SHEET NO. COOK 42 25

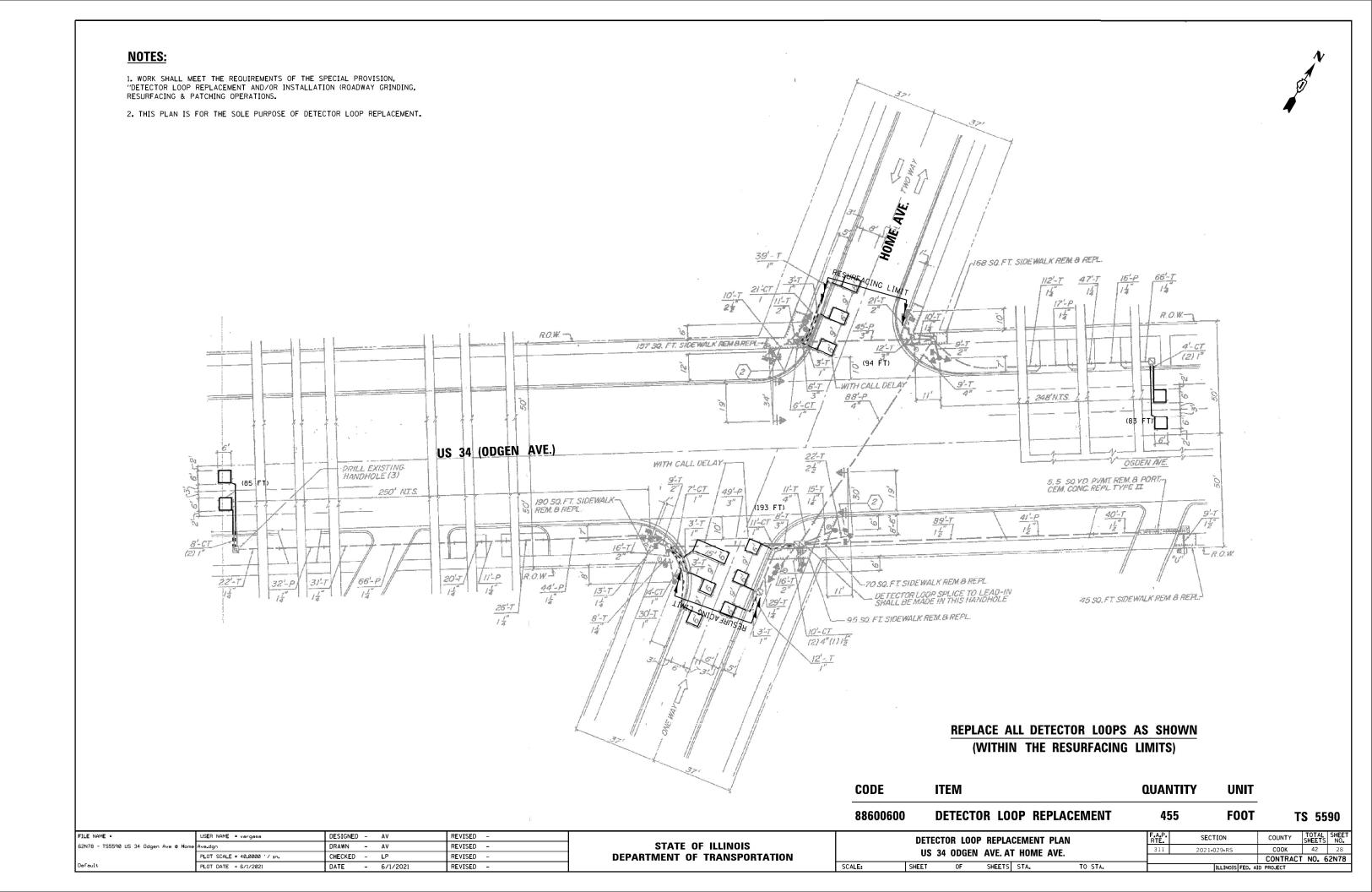
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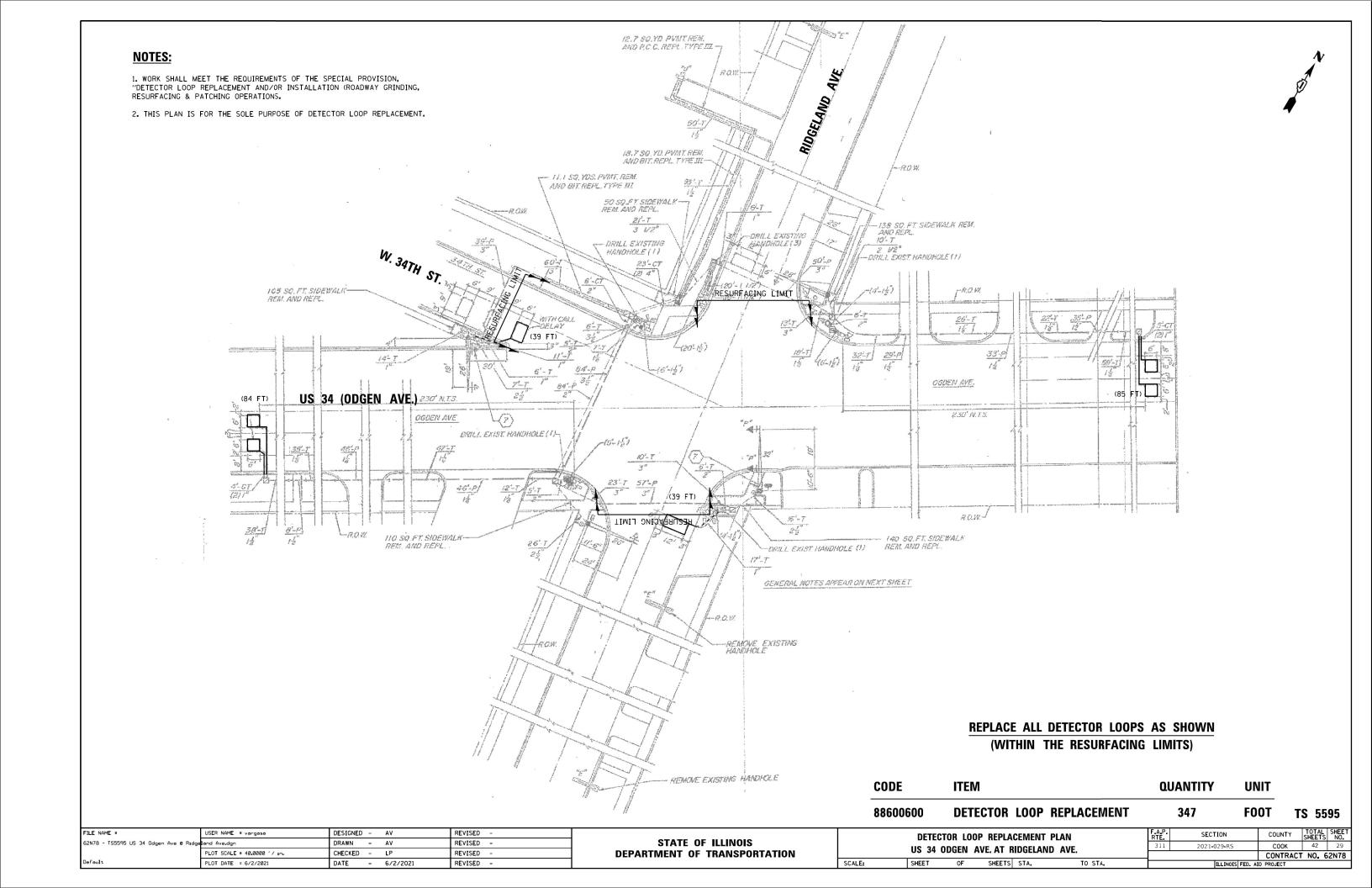
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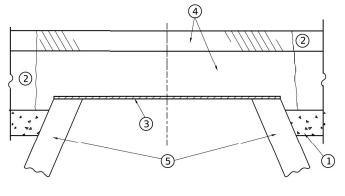
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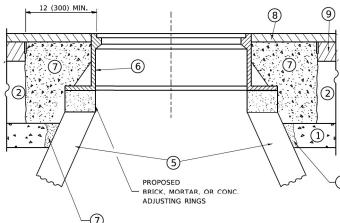












NOTES

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.

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 $1\frac{1}{2}$ (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

- SUB-BASE GRANULAR MATERIAL
- 6 FRAME AND LID (SEE NOTES)
- 2 EXISTING PAVEMENT

5 EXISTING STRUCTURE

- 7 CLASS PP-1 *CONCRETE
- 3 36 (900) DIAMETER METAL PLATE
- 8) PROPOSED HMA SURFACE COURSE
- PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- (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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = footemj DESIGNED - R. SHAH REVISED - R. WEDEMAN 05-14-04

DRAWN - REVISED - R. BORO 01-01-07

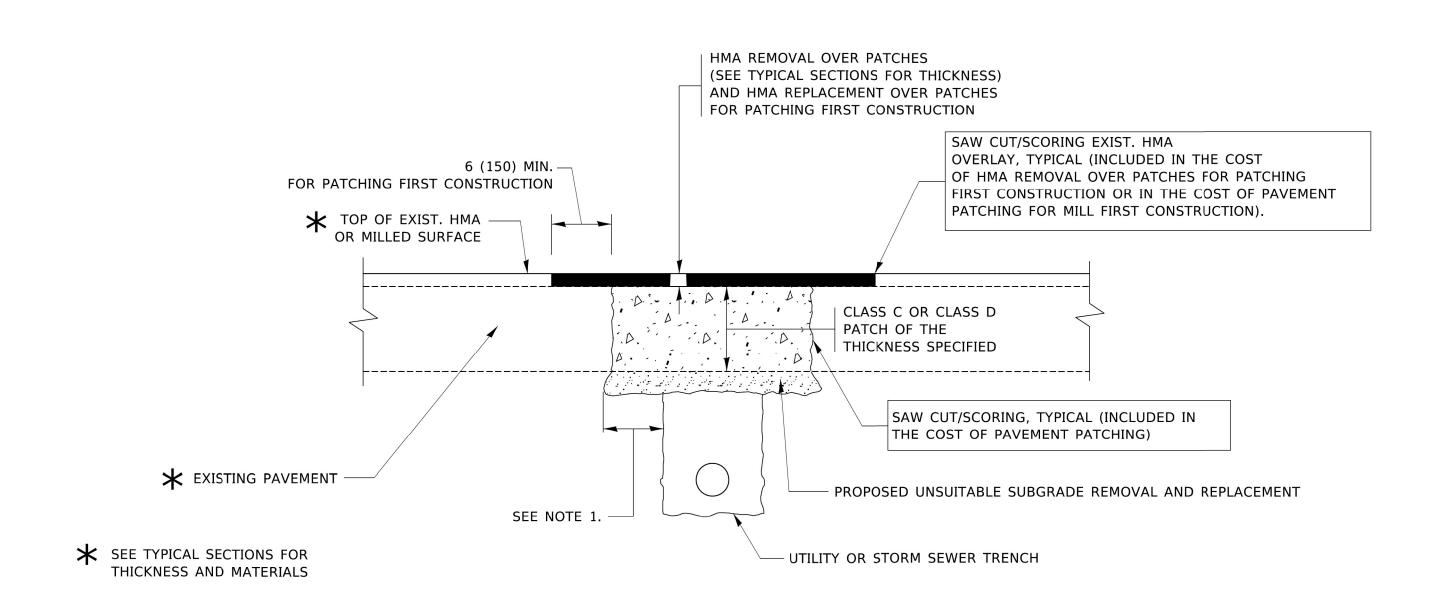
PLOT SCALE = 50,0000 ' / in. CHECKED - REVISED - R. BORO 03-09-11

PLOT DATE = 3/27/2019 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 1 OF 1 SHEETS STA. TO STA.



NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

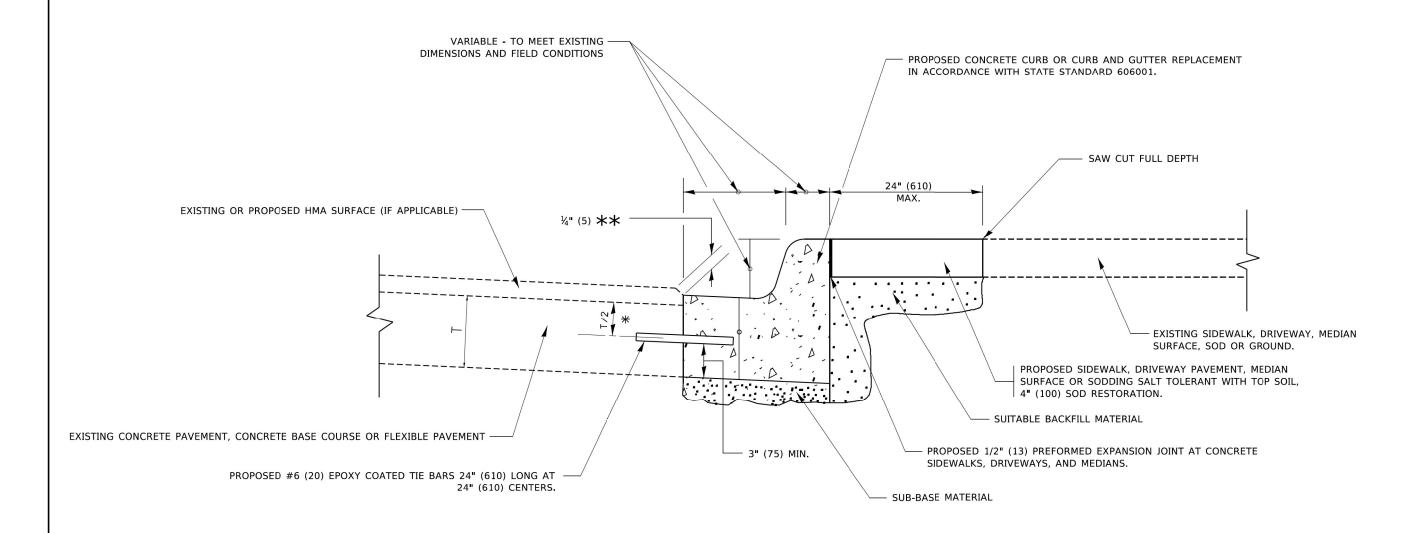
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

CONTRACT NO. 62N78

USER NAME = footemj	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98			PAVEMENT PATCHING FOR		RTF	SECTION
	DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS				311	2021-029-RS
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07	DEPARTMENT OF TRANSPORTATION		HMA SURFACED PAVEMENT			BD400-04 (BD-22)
PLOT DATE = 3/27/2019	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET 1 OF 1 SHEETS STA.	TO STA.		ILLINOIS

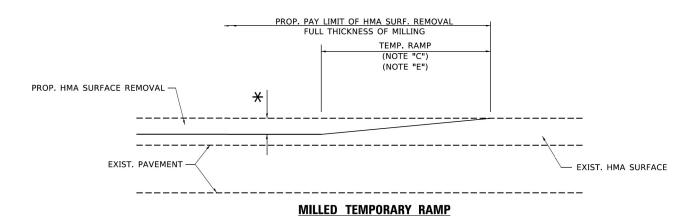


- ★ 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

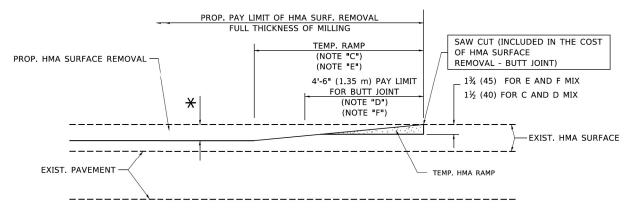
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER	F.A. P	SECTION	COUNTY	TOTAL	SHEE
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS		311	2021-029-RS	соок	42	32
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT		BD600-06 (BD-24)	CONTRACT	NO. 6	2N78
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED	AID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

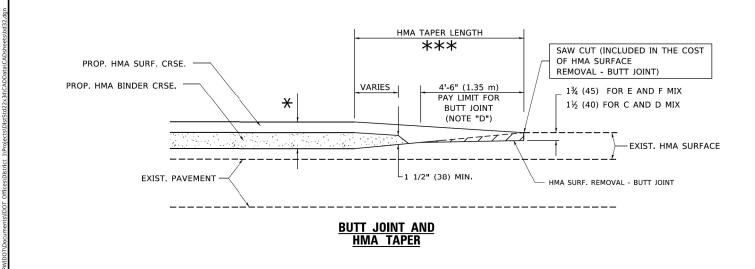


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



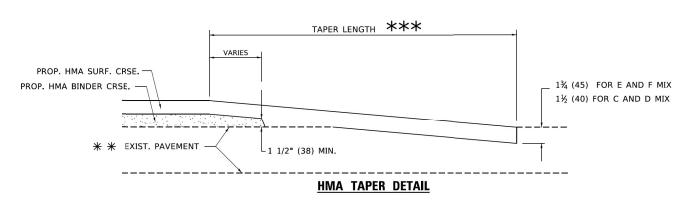
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

USER NAME = footemj DESIGNED - M. DE YONG REVISED - R. SHAH 10-25-94 DRAWN REVISED - A. ABBAS 03-21-97 PLOT SCALE = 50.0000 ' / in. CHECKED -REVISED -M. GOMEZ 04-06-01 REVISED - R BORO 01-01-07 PLOT DATE = 3/27/2019 DATE - 06-13-90

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS SHEET 1 OF 1 SHEETS STA.

PROP. HMA OR PCC SURFACE REMOVAL - BUTT JOINT SAW CUT (INCLUDED IN THE COST 30'-0" (9.0 m) (NOTE "A") EXIST. HMA OR PCC SURFACE -OF HMA OR P.C.C. SURFACE REMOVAL 15'-0" (4.5 m) (NOTE "B") - BUTT JOINT) (NOTE "D") 1¾ (45) FOR E AND F MIX 1½ (40) FOR C AND D MIX * * EXIST. PAVEMENT **BUTT JOINT 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. * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

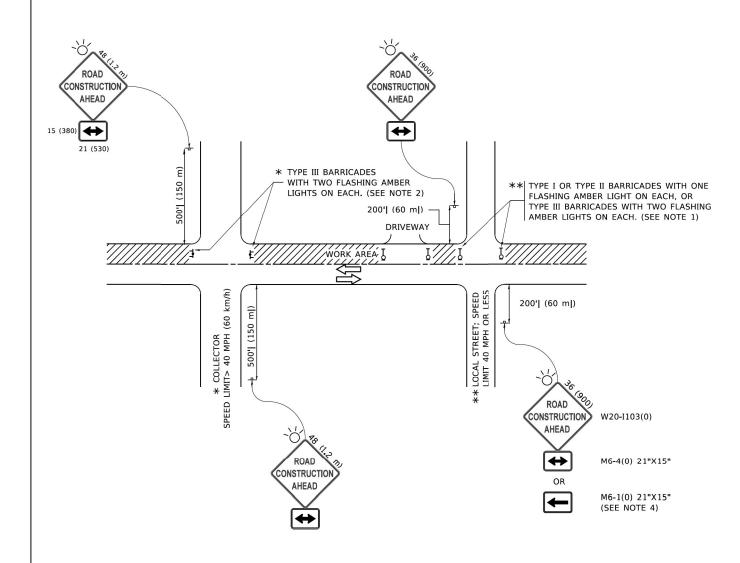
BASIS OF PAYMENT

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".

SCALE: NONE

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

SECTION COUNTY СООК 42 33 BD400-05 BD32 CONTRACT NO. 62N78 TO STA



NOTES:

- 1. SIDE ROAD WITH A SPFFD 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.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- 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.
- 3. 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

- 5. 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.
- 7. 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.

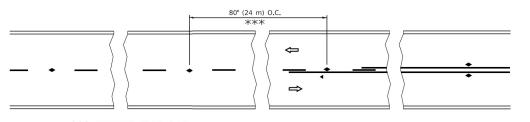
COUNTY

COOK 42 34
CONTRACT NO. 62N78

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE	OF ILLINOIS
DEPARTMENT (OF TRANSPORTATION

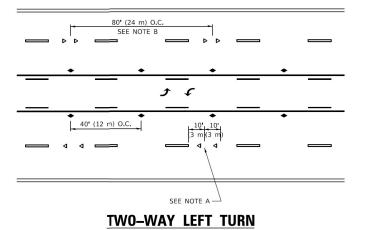
	TRAFF	IC	CONT	CTION FOR	F.A. P RTE.	SECT	TION			
СI	DE RO	۸n	311 2021-029-RS							
JI	DL NO	ישר	TC-10							
	SHEET	1	OF	1	SHEETS	STA.	TO STA.			ILLINO



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

LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



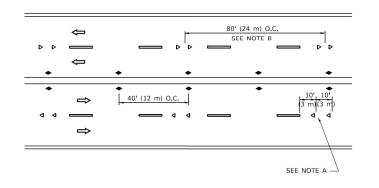
SYMBOLS

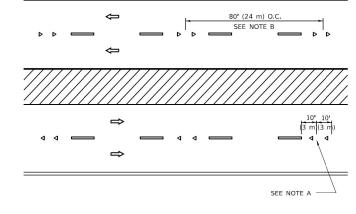
■ ONE-WAY CRYSTAL MARKER (W/O)■ TWO-WAY AMBER MARKER

YELLOW STRIPE

■ WHITE STRIPE

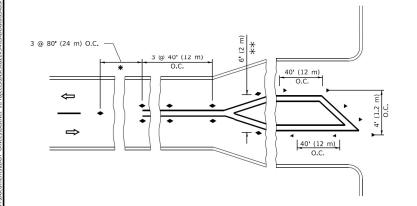
TWO-LANE/TWO-WAY

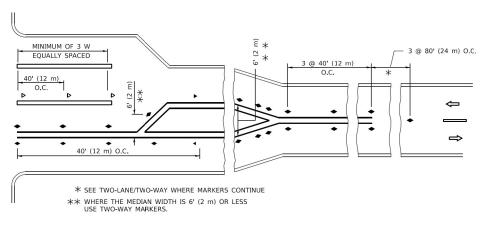




MULTI-LANE/UNDIVIDED







TURN LANES

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.
- 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

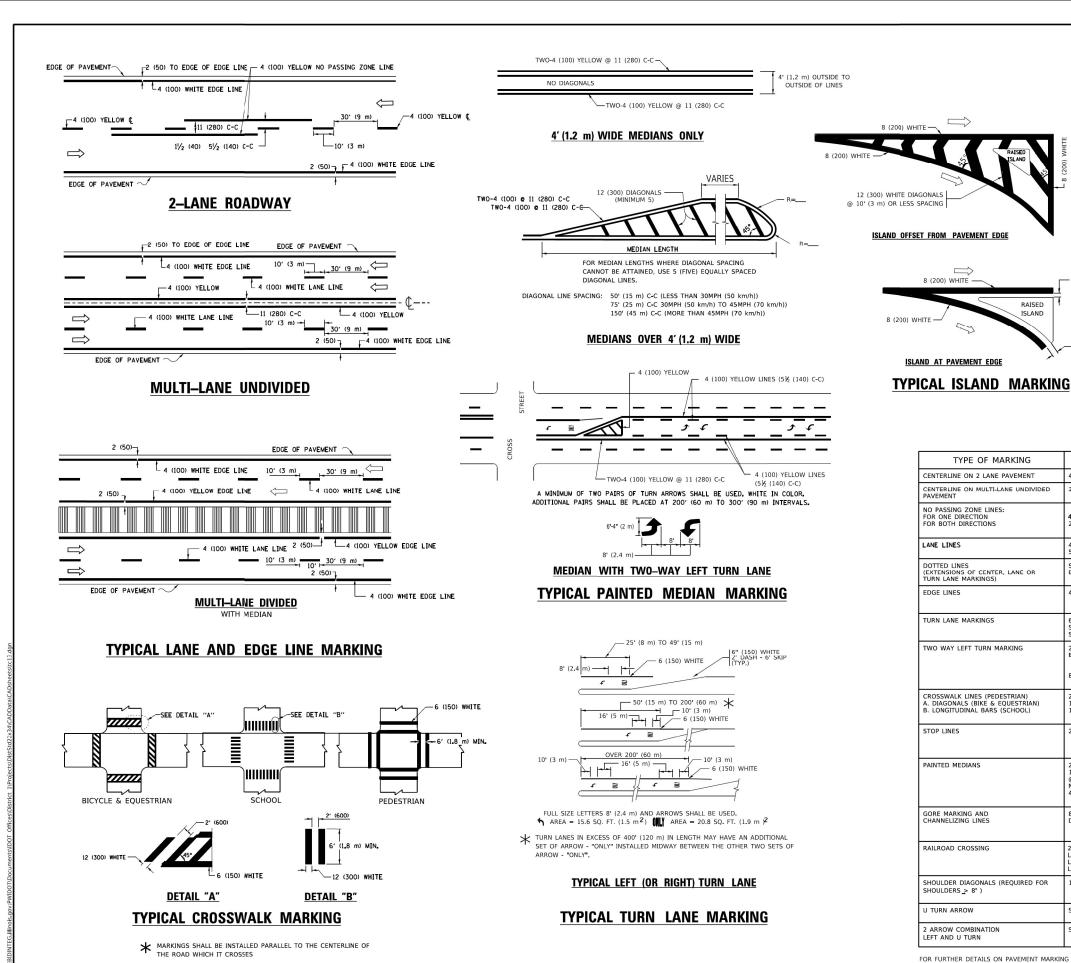
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

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.
- 3. 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.

USER NAME = footemj DESIGNED -REVISED - T. RAMMACHER 03-12-99 SECTION TYPICAL APPLICATIONS STATE OF ILLINOIS DRAWN REVISED - T. RAMMACHER 01-06-00 COOK 42 35 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) PLOT SCALE = 50.0000 ' / in. CHECKED -REVISED - C. JUCIUS 09-09-09 **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62N78 SHEET 1 OF 1 SHEETS STA. REVISED - C JUCIUS 07-01-13 PLOT DATE = 3/4/2019 DATE



COMBINATION LEFT AND U-TURN 5'-4" (1620) 2 (50) LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS. **U-TURN** WIDTH OF LINE PATTERN COLOR SPACING / REMARKS YELLOW 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 4 (100) 2 @ 4 (100) SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE (125) ON FREEWAYS SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING 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 SEE TYPICAL TURN LANE MARKING DETAIL YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE FOR KIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL 3' (2.4m) LEFT ARROW NOT LESS THAN 6' (1.8 m) 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 SOLID WHITE SOLID 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS 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))

32 R (810)

2 (50)

4 (100)

24 (600)

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

12 (300) @ 45°

OF 2 SHEETS STA.

SEE DETAIL

SOLID

SOLID

SOLID

WHITE

WHITE

WHITE - RIGHT YELLOW - LEFT

RAISED

TYPE OF MARKING

CENTERLINE ON 2 LANE PAVEMENT

URN LANE MARKINGS)

URN LANE MARKINGS

WO WAY LEFT TURN MARKING

D(FT)

425

750

SPEED LIMIT

55

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

SHEET 1

SCALE: NONE

SECTION DISTRICT ONE СООК 42 36 TYPICAL PAVEMENT MARKINGS TC-13 CONTRACT NO. 62N78

30.4 SF

SEE STATE STANDARD 780001

unless otherwise shown.

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))

REVISED - C. JUCIUS 07-01-13 REVISED - C. JUCIUS 12-21-15

REVISED - C. JUCIUS 09-09-09

REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

USER NAME = footemj

PLOT SCALE = 50.0000 ' / in.

DESIGNED -

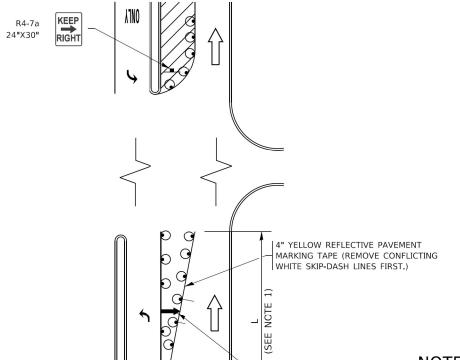
DRAWN

DATE

CHECKED

EVERS

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



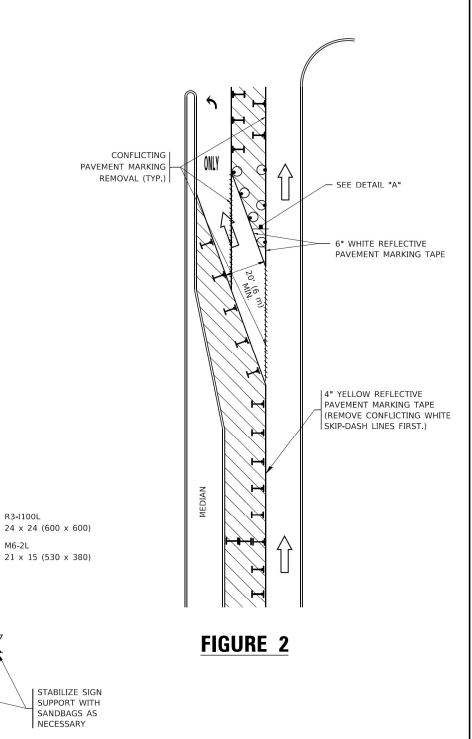
- ARROW BOARD

LEGEND 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:

- 1. A) WHEN "L" IS \leq 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.
- 4. 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" R3-1100R 24 \times 24 (600 \times 600) AND M6-2R 21 \times 15 (530 \times 380) SHALL BE USED.
- 6. 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 PREOLIBEMENTS.
- 8. 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.

FIGURE 1

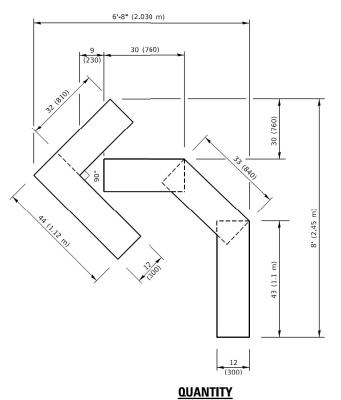
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

 TRAFFIC CONTROL AND (TO REMAIN OPEN TO TRAFFIC)
 PROTECTION AT TURN BAYS (RTE. 311)
 F.A. P RTE. 312
 SECTION RETE. 311

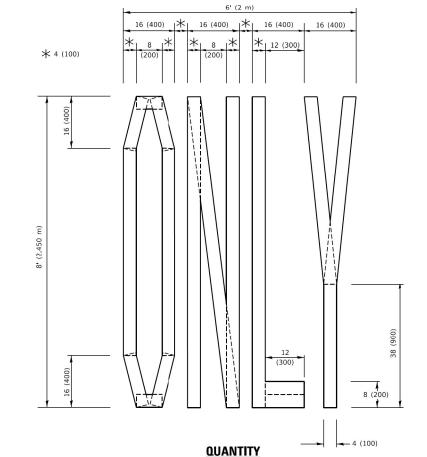
 SCALE: NONE
 SHEET 1 OF 1 SHEETS STA. TO STA. 1 ILLU

SEE DETAIL "A"

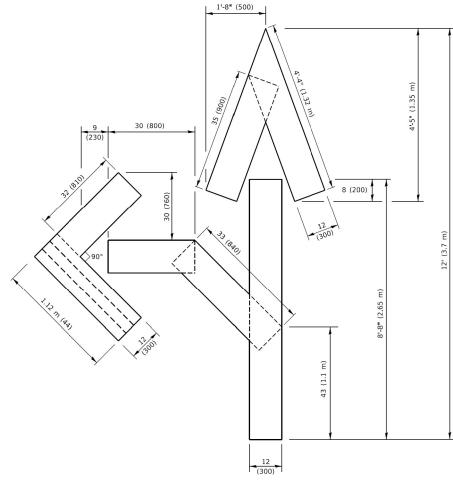
ALO84EBIDINTEG-Illinois-aov:PWIDOT\Documents\IDOT



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)

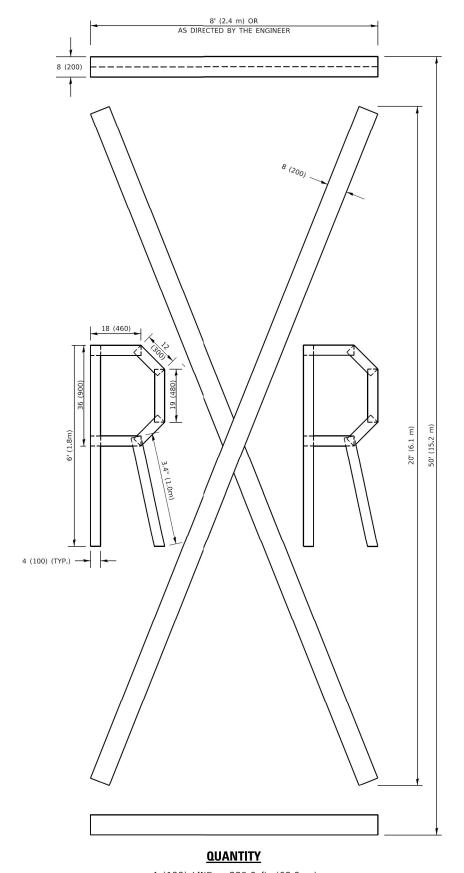


QUANTITY

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.

 USER NAME
 = footemj
 DESIGNED
 REVISED
 - T. RAMMACHER 03-02-98

 DRAWN
 REVISED
 - E. GOMEZ 08-28-00

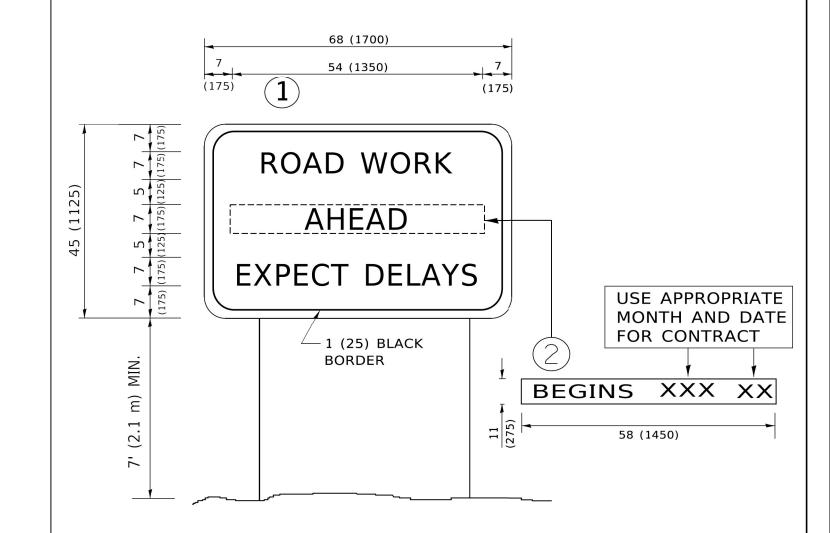
 PLOT SCALE
 = 50.0068 ' / in.
 CHECKED
 REVISED
 - E. GOMEZ 08-28-00

 PLOT DATE
 = 3/4/2019
 DATE
 09-18-94
 REVISED
 - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	SHORT	TERM	PA	VEMEN	Γ	MARKING	LETTERS	AND	SYMBOL	S
SCALE:	NONE	SHE	ET 1	OF	1	SHEETS	STA.		TO STA.	

F.A. P RTE.	SECTION			COUNTY	TOTAL SHEETS	SHEET NO.
311	2021-0)29 - RS		COOK	42	38
	TC-16			CONTRACT NO. 62N78		
		ILLINOIS	FED. A	ID PROJECT		

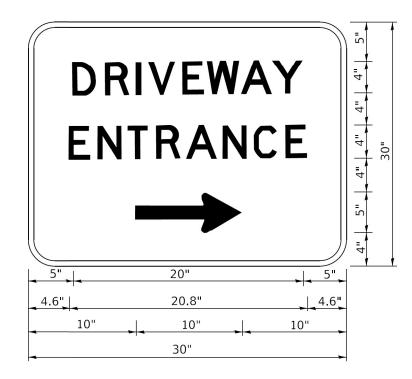


NOTES:

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

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

USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD	F.A. P	SECTION	COUNTY TOTAL SHEET
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS		311	2021-029-RS	COOK 42 39
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	O2-99 DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN		TC-22	CONTRACT NO. 62N78
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.			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".

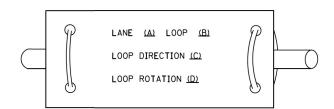
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SCALE: NONE

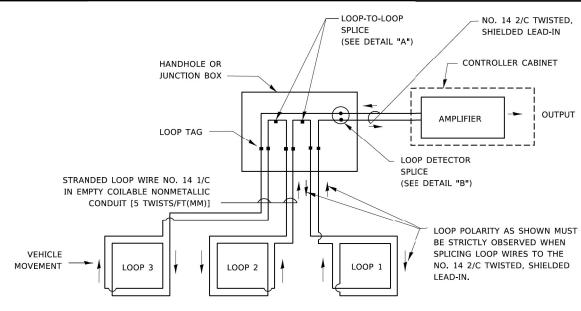
LOOP DETECTOR NOTES

- 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

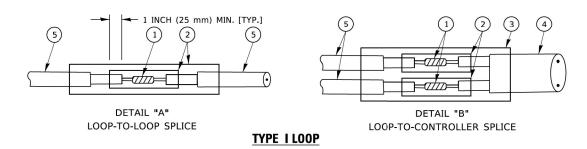


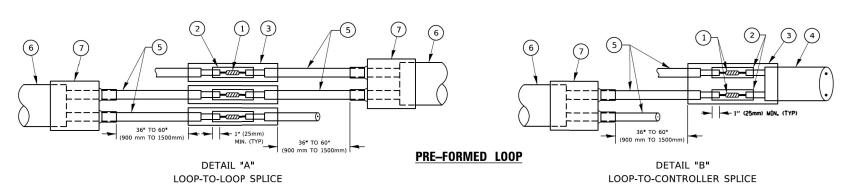
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.
- 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

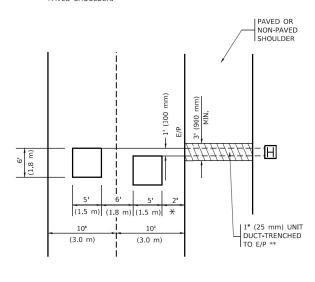
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PLOT DATE = 3/4/2019	DATE -	REVISED -

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LOOPS NEXT TO SHOULDERS

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

* = (600 mm)



 \star \star Unit duct is to be shown on plan sheets

OUTSIDE PAVEMENT

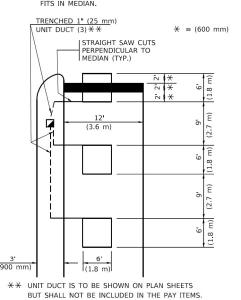
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

LEFT TURN LANES WITH MEDIANS

HANDHOLF 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



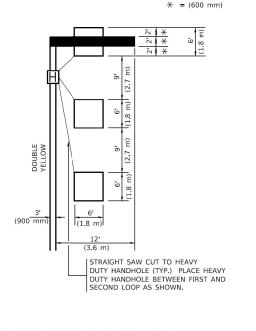
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

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

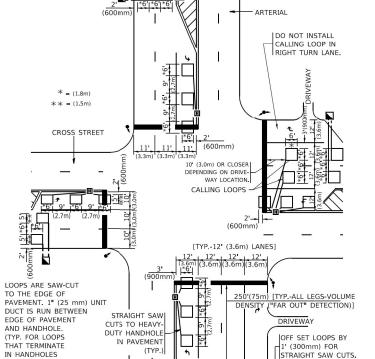
(PROTECTED / PERMITTED LEFT TURN PHASING)



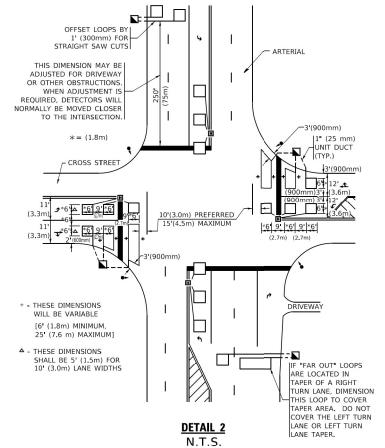
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE: NONE

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



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

PLACEMENT OF DETECTORS

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

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

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

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.

		ILLINOIS	FED. A	ID PROJECT		
	TS-07		CONTRACT NO. 62N78			2N78
311	311 2021-029-RS			COOK	42	42
RTE.	SECT	TION		COUNTY	SHEETS	NO.

JSER NAME = footemj DESIGNED -REVISED DRAWN REVISED -REVISED CHECKED -R.K.F. PLOT SCALE = 50.0000 / in. PLOT DATE = 3/4/2019 REVISED -

DETAIL 1

N.T.S.

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