STATE OF ILLINOIS

COOK 24 1 ILLINOIS CONTRACT NO.61F53

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DEPARTMENT OF TRANSPORTATION

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ILLINOIS STREET

POSTED SPEED LIMIT = 30 MPH **DESIGN SPEED LIMIT = 30 MPH** 2014 ADT = 1,250 VPD

DESIGN DESIGNATION

MINOR COLLECTOR

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 1719 (ILLINOIS STREET) ORCHARD DRIVE TO WESTERN AVENUE RESURFACING / CURB GUTTER SECTION: 16-00103-00-RS PROJECT: 7CSR(213) **VILLAGE OF PARK FOREST COOK COUNTY**

C-91-150-17



GROSS LENGTH = 3,443 FT. = 0.652 MILE

NET LENGTH = 3,443 FT. = 0.652 MILE

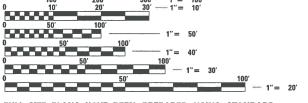
LOCATION OF SECTION INDICATED THUS: -

IMPROVEMENT ENDS STA 44+01.5

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION **APPROVED** DECEMBER 11,2018

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

IMPROVEMENT BEGINS STA 11+01.6



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. X2361822, X2361826



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:

CITY-TWNSHP. = PARK FOREST - RICH

SEC. & 1/4 SEC. NO. = 24 S 1/248 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61F53

B&W PROJECT NO.: 160680

DATE: 11/26/2018

2. THE LOCATIONS OF PUBLIC UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. PRIVATE UTILITIES ARE NOT SHOWN ON THE PLANS. 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 CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.

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.

THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR (CONTACT INFORMATION TO BE PROVIDED AT THE PRECONSTRUCTION MEETING) AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.

THE DAY'S PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT 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.

DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE COMPOSITE 24"X48" MINIMUM NOMINAL SIZE PANEL AS MANUFACTURED BY ARMOR-TILE, ADA SOLUTIONS, INC., OR TUFTILE. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE CONTRASTING PANEL COLOR SHALL BE SELECTED BY THE ENGINEER AS COORDINATED WITH THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

THE CONTRACTOR SHALL USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE $\frac{1}{2}$ 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.

TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE

10. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

11. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE

12. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.

13. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER.

14. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UPMOST IMPORTANCE TO THE VILLAGE OF PARK FOREST. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE VILLAGE OF PARK FOREST

15. PARKING OR MANEUVERING OF MACHINERY OR VEHICLES, STOCKPILING OF MATERIALS OR ANY OTHER USE WILL NOT BE ALLOWED UPON UNPAVED AREAS WITHIN THE PROJECT LIMITS

16. A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO PRUNING OR ROOT PRUNING THE CONTRACTOR SHALL CALL TODD CANN (VILLAGE OF PARK FOREST) AT 708,748,2005.

17. PRUNE TREE LIMBS THAT MAY BE DAMAGED BY FOUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS. QUANTITIES OF TREE PRUNING (1 TO 10 INCH DIAMETER) AND TREE PRUNING (OVER 10 INCH DIAMETER) HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY

18. EXISTING SIGNS; SIGN POST; FRAMES AND LIDS; AND FRAMES AND GRATES THAT ARE REPLACED AS PART OF THIS PROJECT SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS YARD AT 75

TRAFFIC CONTROL NOTES

THE CONTRACTOR SHALL NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO 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 AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM 12' CLEAR WIDTH ROADWAY FOR EACH DIRECTION. INGRESS AND EGRESS TO DRIVEWAYS AND SIDE STREETS SHALL BE MAINTAINED.

THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION

BARRICADES AND DRUMS SHALL BE EQUIPPED WITH MON-DIRECTIONAL STEADY BURN LIGHTS EXCEPT WHEN FLASHING LIGHTS ARE SPECIFIED BY THE HIGHWAY STANDARDS OR DETAIL DRAWINGS. BARRICADES AND DRUMS SHALL BE PLACED AT NO GREATER THAN 50' INTERVALS ALONG THE PROPOSED WORK ZONE AND 25' WITHIN TAPERED SECTIONS OR AS DIRECTED BY THE ENGINEER

THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY SIGNIFICANT CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES.

THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO DRIVEWAYS AND SIDE ROADS DURING CONSTRUCTION, UTILIZING PAY ITEMS TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) AND TEMPORARY ACCESS (ROAD)

ALL COMMERCIAL PROPERTIES SHALL BE PROVIDED AT LEAST ONE INGRESS AND ONE EGRESS EITHER ON THE MAINLINE OR A SIDE STREET AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DRIVEWAY CLOSURES/MODIFICATIONS WITH THE LOCAL BUSINESSES AND THE ENGINEER. COMMERCIAL DRIVEWAYS WHICH CANNOT BE CLOSED, AS DETERMINED BY THE ENGINEER, SHALL BE CONSTRUCTED IN STAGES OR WILL BE CONSTRUCTED WHEN BUSINESSES ARE NOT OPEN USING HIGH EARLY STRENGTH CONCRETE.

HIGHWAY STANDARDS

000001-07 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS 280001-07 TEMPORARY EROSION CONTROL SYSTEMS 424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS 424016-05 MID-BLOCK CURB RAMPS FOR SIDEWALKS 602001-02 CATCH BASIN TYPE A 602301-04 INLET - TYPE A 602601-06 PRECAST REINFORCED CONCRETE FLAT SLAB TOP 604001-04 FRAME AND LIDS TYPE 1 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION

701901-08 TRAFFIC CONTROL DEVICES 780001-05 TYPICAL PAVEMENT MARKINGS 886001-01 DETECTOR LOOP INSTALLATIONS

886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE

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1 COVER SHEET

COMMITMENTS

THERE ARE NO COMMITMENTS ON THIS PROJECT.

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17 - 18 LANDSCAPING SHEETS

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2 GENERAL NOTES, HIGHWAY STANDARDS AND INDEX OF SHEETS

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DISTRICT 1 DETAIL - PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)

23 DISTRICT 1 DETAIL - ARTERIAL ROAD INFORMATION SIGN (TC-22)

DISTRICT 1 DETAIL - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

COLINTY

/plot	CAL	Ncorp.
IL DESIGN FIRM	(ES 4/30/2019	5:33:01 PM
S - PROFESSIONA	4-001121 - EXPIR	11/21/2018
STATE OF ILLINO!	LICENSE NO 184-001121 - EXPIRES 4/30/2019	488cac

276 100					CONSTRUCTION CODE		
CODE ITEM						100% LOCAL	
URBAN URBA		ITEM	UNIT		STU 0005	LOCAL 0021	
20101200 TREE ROOT PRUNING							
20101300 TREE PRUNING (1 TO 10 INCH DIAMETER) 20101350 TREE PRUNING (OVER 10 INCH DIAMETER) 20201100 EARTH EXCAVATION CU YD 203 20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL CU YD 1.425 1.365 60 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SQ YD 4.389 4.203 186 22500200 SUPPLEMENTAL WATERING UNIT 73 70 3 28000510 INLET FILTERS EACH 28 28 20 30300001 AGGREGATE SUBGRADE IMPROVEMENT CU YD 1.393 1.334 59 35800100 PREPARATION OF BASE SQ YD 1.3925 1.3340 585 585 TON 1.1129 1.061 48 40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3.150 3.010 1.40	20101100	TREE TRUNK PROTECTION	EACH	72.	7.1	1	
20101350 TREE PRUNING IOVER 10 INCH DIAMETER) EACH 5 5 5 5 5 5 5 5 5	20101200	TREE ROOT PRUNING	EACH	72	71	1	
20101350 TREE PRUNING (OVER 10 INCH DIAMETER) EACH 5 5 5 20200100 EARTH EXCAVATION CU YD 293 288 5 20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL CU YD 1,425 1,365 60 21001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SQ YD 4,389 4.203 186 25200200 SUPPLEMENTAL WATERING UNIT 73 70 3 28000510 INLET FILTERS EACH 28 28 33300001 AGGREGATE SUBGRADE IMPROVEMENT CU YD 1,393 1,334 59 35101600 AGGREGATE BASE COURSE, TYPE B 4* 50 YD 2,100 2,047 53 35800200 AGGREGATE BASE REPAIR TON 1,129 1,081 48 40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3,150 3,010 140							
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35101600 AGGREGATE BASE COURSE, TYPE B 4" 5Q YD 2,100 2,047 53 35800100 PREPARATION OF BASE 5Q YD 13,925 13,340 585 35800200 AGGREGATE BASE REPAIR TON 1,129 1,081 48 40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3,150 3,010 140							
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35800200 AGGREGATE BASE REPAIR TON 1,129 1,081 48 40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3,150 3,010 140	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,100	2,047	53	
35800200 AGGREGATE BASE REPAIR TON 1,129 1,081 48							
40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3,150 3,010 140	35800100	PREPARATION OF BASE	SQ YD	13,925	13,340	585	
40600290 BITUMINOUS MATERIALS (TACK COAT) POUND 3,150 3,010 140	35800200	AGGREGATE RASE REDAIR	TON	1 120	1 021	48	
	33333200		, 010	A. A. C. J	2,001		
40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 TON 1,950 1,868 82	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUŅD	3,150	3,010	140	
40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 TON 1,950 1,868 82							
	40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,950	1,868	82	

BAXTER WOODMAN

				CONSTRUCTION CODE		
		<u> </u>		80% STATE 20% LOCAL STU	100% LOCAL LOCAL	
CODE NO.	ПЕМ	UNIT	TOTAL QUANTITY	0005 URBAN	0021 URBAN	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,561	1,495	66	
42001300	PROTECTIVE COAT	SQ YD	3,685	3,544	141	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1,500	1,457	43	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	267	267		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,900	2,900		
42400800	DETECTABLE WARNINGS	SQ FT	430	430		
44000100	PAVEMENT REMOVAL	SQ YD	13,925	13,340	585	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,495	1,453	42	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	7,176	6,736	440	
44000600	SIDEWALK REMOVAL	SQ FT	3,410	3,410		
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	2	2		
60238800	INLETS, TYPE A	EACH	15	15		
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2		
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2		
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2		

SCALE: NONE

_	USER NAME ≈ 488cac	DESIGNED -	LJF	REVISED -
		DRAWN -	MAC	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	BNP	REVISED -
	PLOT DATE = 11/21/2018	DATE -	11/26/2018	FILE - 160680-sht SOO.dan

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHAMANNAN				RTE. SECTION		COUNTY SHEETS		NO.			
	SUMMARY OF QUANTITIES				1719	16-00103-00-RS	COOK	24	3		
									CONTRAC	T NO. 6	F53
SHEET	1	OF	3	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

^{*} INDICATES SPECIALTY ITEM S INDICATES CONSTRUCTION CODE 0042 TRAINEES

INDICATES SPECIALTY ITEM
S INDICATES CONSTRUCTION CODE 0042 TRAINEES

CONSTRUCTION CODE

				80% STATE 20% LOCAL	100% LOCA
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	STU 0005 URBAN	LOCAL 0021 URBAN
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	3	
60260100	INLETS TO BE ADJUSTED	EACH	8	8	
60406400	FRAMES AND LIDS, TYPE 15	EACH	5	5	
			_		-
60500060	REMOVING INLETS	EACH	15	15	
60608562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	7,176	6,736	440
67100100	MOBILIZATION	LSUM	1.00	0.95	0.05
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.00	0.95	0.05
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
			-	*	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.00	0.95	0.05
70300100	SHORT TERM PAVEMENT MARKING	FOOT	572	572	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	190	190	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	33	33	
78000200	THERMOPLASTIC PAVEMENT MARKING . LINE 4"	FOOT	794	794	
		1001	, , , ,	, , , , ,	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,402	1,402	
	PECIALTY ITEM				

				80% STATE 20% LOCAL	100% LOCAL
CODE NO.	ITEM	TIMU	TOTAL QUANTITY	STU 0005 URBAN	LOCAL 0021 URBAN
73000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	504	504	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	91	91	
88600100	DETECTOR LOOP, TYPE I	FOOT	61	61	
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	61	61	
X2800510	INLET FILTER CLEANING	EACH	56	56	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	57	53	4
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6	
X4023000	TEMPORARY ACCESS (ROAD)	EACH	11	11	
X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	14	13	1
X6026057	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.00	0.95	0.05
Z0019600	DUST CONTROL WATERING	UNIT	20	20	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
XX006821	CONCRETE TRUCK WASHOUT	LSUM	1	1	
XX007278	PARKWAY RESTORATION	SQ YD	4.775	4,627	148

CONSTRUCTION CODE

s INDICATES CONSTRUCTION CODE 0042 TRAINEES

BAXTER WOODMAN

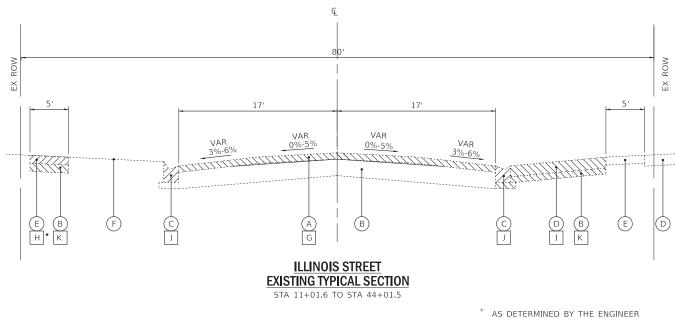
USER NAME = 488cac	DESIGNED - LJF	REVISED -
	DRAWN - MAC	REVISED -
PLOT SCALE = 10,0000 ' / in.	CHECKED - BNP	REVISED -
PLOT DATE = 11/21/2018	DATE - 11/26/2018	FILE - 160680-sht SOQ.dgn

							RTE.	SECTION	COUNTY	SHEETS	NO.			
	SUMMARY OF QUANTITIES						1719	16-00103-00-R5	COOK	24	4			
									CONTRAC	T NO. 6	1F53			
ALE:	NONE	SHEET	2	OF	3	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					

INDICATES SPECIALTY ITEM

\$ INDICATES CONSTRUCTION CODE 0042 TRAINEES





5'-15'* VARIES SEE DETAIL A VARIES** VARIES ** 2% - 4% 1.5% (7)(3)(9)(11) (10) 4 6 3 8 **ILLINOIS STREET** * AS DETERMINED BY THE ENGINEER PROPOSED TYPICAL SECTION ** SEE CROSS SLOPE TABLE

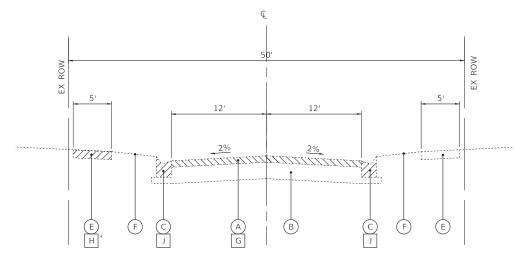
STA 11+01.6 TO STA 44+01.5

EXISTING LEGEND PROPOSED LEGEND

- HOT-MIX ASPHALT PAVEMENT (3.5" 4.75") AGGREGATE BASE COURSE
- MOUNTABLE CURB AND GUTTER
- D DRIVEWAY
- (E) PCC SIDEWALK (F) GROUND SURFACE
- PAVEMENT REMOVAL (FULL DEPTH)
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL COMBINATION CURB AND GUTTER REMOVAL
- EARTH EXCAVATION
- ITEM TO BE REMOVED

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50, 2"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2.5"
- AGGREGATE BASE COURSE, TYPE B 4"
- AGGREGATE BASE REPAIR
- (5) PREPARATION OF BASE
- COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.12
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT
- 9 PARKWAY RESTORATION
- REMOVAL OF UNSUITABLE MATERIAL AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (11) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

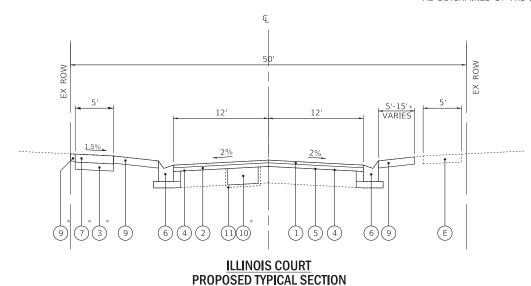
 AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTALBE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASI AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.



ILLINOIS COURT EXISTING TYPICAL SECTION

STA 50+17 TO STA 50+96

* AS DETERMINED BY THE ENGINEER



* AS DETERMINED BY THE ENGINEER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

STA 50+17 TO STA 50+96

MIXTURE TVDE	AIR VOIDS		
MIXTURE TYPE	@ Ndes		
FULL DEPTH PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	4% @ 50 Gyr.		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/2"	4% @ 50 Gyr.		
NOTES			

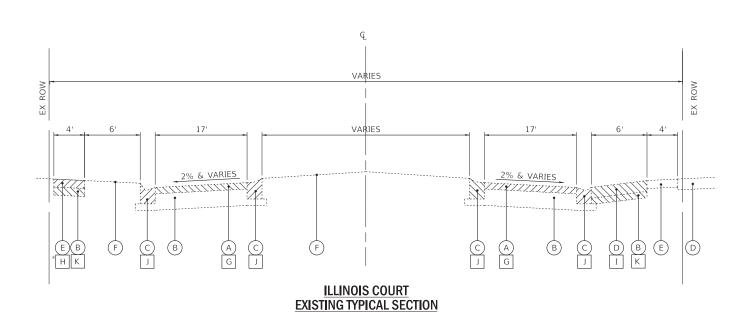
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

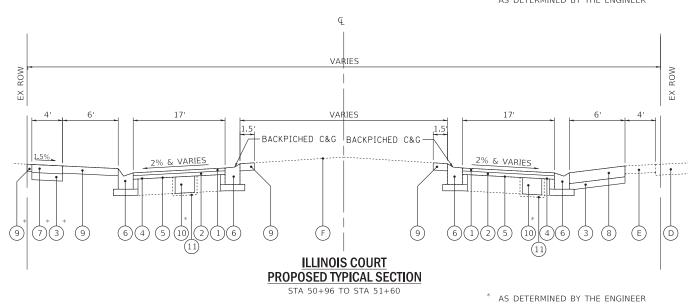
BAXTER WOODMAN

USER NAME = 488cac	DESIGNED -	LJF	REVISED -
	DRAWN -	MAC	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	BNP	REVISED -
PLOT DATE = 11/21/2018	DATE -	11/26/2018	FILE - 160680-sht_TypSec.dgn

TYPICAL SECTIONS AND	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	1719	16-00103-00-RS	COOK	24	5
·			CONTRACT	NO. 6	1F53
SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.		ILLINOIS FED. AI	D PROJECT		



* AS DETERMINED BY THE ENGINEER



STA 50+96 TO STA 51+60

EXISTING LEGEND

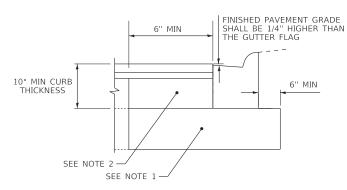
A	HOT-MIX ASPHALT PAVEMENT	(3.5" - 4.75")
(P)	AGGREGATE BASE COURSE	

- MOUNTABLE CURB AND GUTTER
- (D) DRIVEWAY
- (E) PCC SIDEWALK
- GROUND SURFACE
- PAVEMENT REMOVAL (FULL DEPTH)
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- EARTH EXCAVATION
- ITEM TO BE REMOVED

PROPOSED LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50, 2"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2.5"
- AGGREGATE BASE COURSE, TYPE B 4"
- AGGREGATE BASE REPAIR
- (5) PREPARATION OF BASE
- COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.12
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT
- 9 PARKWAY RESTORATION
- REMOVAL OF UNSUITABLE MATERIAL AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (11) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

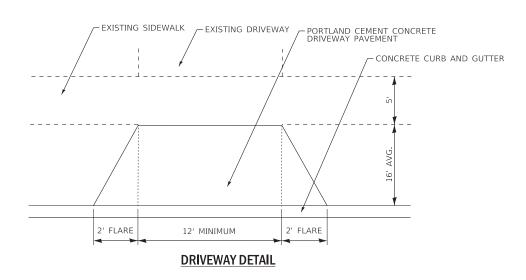
1. **AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTALBE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASIAND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.



DETAIL A NOTES:

- WHERE THE EXISTING AGGREGATE BASE IS LESS THAN 4", AGGREGATE BASE COURSE, TYPE B 4" SHALL BE
- 2. FILL GAP WITH CLASS SI CONCRETE TO BOTTOM OF BINDER COURSE.
- ALL WORK, EQUIPMENT AND MATERIALS (INCLUDING EXCAVATION, AGGREGATE BASE COURSE, AND CLASS SI CONCRETE) SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB & GUTTER TYPE M-4.12.

DETAIL A



PAVEMENT CORE DATA									
CORE	ADDRESS	LOCATION	HMA	BASE					
C-1	335 ILLINOIS STREET	12' SOUTH OF CENTERLINE	3.75"	8.25"					
C-2	318 ILLINOIS STREET	3' NORTH OF CENTERLINE	4"	11.5"					
C-3	302 ILLINOIS STREET	12' SOUTH OF CENTERLINE	3.75"	9.5"					
C-4	224 ILLINOIS STREET	13' NORTH OF CENTERLINE	4"	9.5"					
C-5	207 ILLINOIS STREET	3' SOUTH OF CENTERLINE	4.75"	9.25"					
C-6	133 ILLINOIS STREET	10' NORTH OF CENTERLINE	3.75"	10.25"					
C-7	119 ILLINOIS STREET	18' SOUTH OF CENTERLINE	3.5"	10"					
C-8	ILLINOIS STREET 90' EAST OF	10' NORTH OF CENTERLINE	3.75"	16.75"					
C-8	TODD STREET	TO NORTH OF CENTERLINE	3.75	10.75					
C 0	ILLINOIS COURT 87' SOUTH	ON CENTERLINE	4 5"	3.25"					
C-9	OF ILLINOIS STREET	ON CENTERLINE	4.5"	3.25					

_	USER NAME = 488cac	DESIGNED - LJF	REVISED -
BAXTER WOODMAN		DRAWN - MAC	REVISED -
Consulting Engineers	PLOT SCALE = 10.0000 ' / in.	CHECKED - BNP	REVISED -
_	PLOT DATE = 11/21/2018	DATE - 11/26/2018	FILE - 160680-sht TypSec.dgn

TYPICAL SECTIONS AND	F.A.U. RTE	SECT	ΠΟΝ	COUN	TY TOTAL SHEET	
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	1719	16-0010	3-00-RS	COO	K 24	6
HOT-WIN ASPHALI WINTONE REQUIREMENTS				CONT	RACT NO. 6	31F53
SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.			ILLINOIS F	ED. AID PROJECT		

	USER NAME = 488cac	DESIGNED -	LJF	REVISED -
RAYTER WOODMAN		DRAWN -	MAC	REVISED -
BAXTER WOODMAN Consulting Engineers	PLOT SCALE = 10.0000 ' / in.	CHECKED -	BNP	REVISED -
_	PLOT DATE = 11/21/2018	DATE -	11/26/2018	FILE - 160680-sht_TypSec.dgn

CROSS SLOPE TABLE CENTERLINE CONTROL LEFT SIDE RIGHT SIDE EDGE ELEVATION EDGE ELEVATION PROFILE GRADE STATION CROSS SLOPE CROSS SLOPE WIDTH WIDTH 703.76 -0.02 17.0 11+02 704.10 17.0 -0.02 703.76 707.51 -0.02 17.0 16+00 707.85 17.0 -0.02 707.51 707.69 -0.03 17.0 16 + 50708.20 17.0 -0.03 707.69 708.22 -0.03 17.0 17 + 25708.73 17.0 -0.03 708.22 708.56 -0.02 17.0 17+50 708.90 17.0 -0.02 708.56 712.54 -0.02 17.0 27+75 712.88 17.0 -0.02 712.54 711.95 -0.03 17.0 28+00712.46 17.0 -0.03 711.95 34+00 703.95 -0.03 17.0 704.46 17.0 -0.03 703.95 703.49 -0.04 17.0 34+50 704.17 17.0 -0.03 703.66 703.19 -0.04 17.0 35+00 703.87 17.0 -0.03 703.36 702.99 -0.04 17.0 35 + 50703.67 17.0 -0.04 702.99 701.93 -0.04 17.0 37+00 702.61 17.0 -0.04 701.93 701.67 -0.03 17.0 37+50 702.18 17.0 -0.04 701.50 701.24 -0.03 17.0 38+00 701.75 17.0 -0.04 701.07 701.08 -0.03 17.0 38+50 701.59 17.0 -0.03 701.08 -0.03 701.83 701.32 701.32 17.0 40+50 17.0 -0.03 17.0 40+75 701.95 701.61 -0.02 17.0 -0.02 701.61 702.69 -0.02 17.0 42 + 75703.03 17.0 -0.02 702.69 702.60 -0.03 17.0 43+00 703.11 17.0 -0.02 702.77 -0.03 703.27 702.76 17.0 43 + 5017.0 -0.02 702.93 702.76 -0.04 17.0 703.44 -0.02 703.10 44 + 0217.0

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

								F.A.U. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SLOPE DETAILS						1719	16-0010	3-00-RS		COOK	24	7		
												CONTRACT	NO. 6	1F53
SCALE:	SHEET	1	OF	1	SHEETS	STA.	TO STA.			ILLINOIS	FED. AI	D PROJECT		

SCHEDULE OF QUANTITIES

					DRIVEWAY				
				44000200	423200	42300400	35101600	X4021000	X4022000
				DRIVEWAY PAVEMENT REMOVAL	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT,6 INCH	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT,8 INCH	AGGREGATE BASE COURSE, TYPE B, 4"	TEMPORARY ACCESS (PRIVATE ENTRANCE)	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)
STATION	OFFSET	TYPE	ADDRESS	SQ YD	SQ YD	SQ YD	SQ YD	EACH	EACH
11+37	LT	PE	336	19	25		25	1	
11+40	RT	PE	335	38	39		39	1	
12+04	LT	PE	334	37	39		39	1	
12+23	RT	PE	333	20	25		25	1	
14+48	LT	PE	324	9	25		25	1	
14+87	RT	PE	325	19	24		24	1	
15+05 15+40	LT RT	PE PE	322	19	25		25 25	1	
15+60	LT	PE	323 320	23 19	25 25		25	1	
16+16	LT	PE	318	18	25		25	1	
16+71	LT	PE	316	18	25		25	1	
17+28	LT	PE	314	19	25		25	1	
17+84	LT	PE	312	18	25		25	1	
18+38	RT	PE	315	40	42		42	1	
18+46	LT	PE	310	30	25		25	1	
19+13	RT	CE	305	60		60	60		1
19+17	LT	PE	308	20	25		25	1	
19+78	LT	PE	306	20	25		25	1	
20+38	LT	PE	304	18	25		25	1	
20+93	RT	CE	301	58		57	57		1
21+00	LT	PE	302	22	48		48	1	
21+50	RT	CE	301	57		56	56		1
23+49	RT	PE	229	18	29		29	1	
23+65	LT	PE	228	35	35		35	1	
24+50	RT	PE	227	26	28		28	1	
24+68	RT	PE	225	20	28		28	1	
24+75	LT	PE	226	20	25		25	1	
25+13	LT	PE	224	33	35		35	1	
25+38	RT	PE	223	20	25		25	1	
26+02	RT	PE	221	19	25		25	1	
26+04	LT	PE	222	31	32		32	1	
26+53	LT	CE	210	59	0.5	55	55		1
26+62	RT	PE PE	219	19 19	25 25		25 25	1	
27+37 27+97	RT RT	PE	217 215	19	25		25	1	
28+57	RT	PE	213	20	25		25	1	
28+80	LT	CE	210	23	26		26	ſ	1
29+17	RT	PE	211	20	25		25	1	
29+77	RT	PE	209	19	24		24	1	
30+37	RT	PE	207	20	24		24	1	
30+97	RT	PE	205	21	24		24	1	
31+55	LT	CE	210	39		39	39		1
31+56	RT	PE	203	19	25	1	25	1	
32+37	RT	PE	201	20	25		25	1	
34+41	RT	PE	133	20	25		25	1	
34+91	LT	PE	130	19	24		24	1	
35+26	RT	PE	131	20	28		28	1	
35+43	RT	PE	129	22	21		21	1	
35+55	LT	PE	128	25	25		25	1	
36+03	RT	PE	127	19	25		25	1	
37+11	RT	PE	125	18	25		25	1	
37+72	RT	PE	123	19	24		24	1	
38+01	RT	PE	121	24	24		24	1	
38+21	LT	PE	120	33	36		36	1	
38+52	RT	PE	119	19	24		24	1	
39+11	RT	PE	117	19	24		24	1	
40+19	RT	PE	115	18	24		24	1	
40+37	RT	PE	113	18	26		26	1	
40+92	LT	PE	112	20	25		25	1	
SUB	TOTAL ILLIN	IOIS STR	PEET	1453	1457	267	1724	53	6
E4 : 40	DT 1	D-	<u> </u>	4.4	144	<u> </u>	44		
51+43	RT	PE	4	11	11		11	1	
51+43	LT	PE	3	11	11		11	1	
51+60 51+60	RT LT	PE PE	6 5	10 10	11		11 10	1	
	TOTAL ILLII			42	43		43	4	
300	. VIAL ILLII	.0,0 000	J111	74	70		75	7	
							1		

TREE SCHEDULE									
	_		20101100	20101200					
			TREE TRUNK PROTECTION	TREE ROOT PRUNING					
STATION	SIDE	SIZE	EACH	EACH					
11+56	RT	24	1	1					
12+23	LT	18	1	1					
12+52	LT	12	1	1					
12+60	RT	18	1	1					
12+75	LT	12	1	1					
13+48	LT	12	1	1					
13+66	LT	10	1	1					
13+70 13+84	RT LT	16 12	1	1					
14+00	RT	20	1	<u>1</u> 1					
14+00	RT	14	1	1					
14+54	RT	12	1	1					
14+68	RT	28	1	1					
14+72	LT	15	1	1					
15+26	LT	22	1	1					
15+69	LT	18	1	1					
15+77	RT	24	1	1					
15+90	LT	10	1	1					
15+91	RT	18	1	1					
16+28	RT	17	1	1					
16+47	RT	26	1	1					
16+90	LT	4	1	1					
17+59	LT	6	1	1					
18+06	RT	26	1	1					
18+22	LT	16	1	1					
18+89	LT	21	1	1					
18+91	LT	20	1	1					
21+25	LT	12	1	1					
21+55	LT	16	1	1					
21+86	LT	20	1	1					
23+88	LT	26	1	1					
24+31	RT	6	1	1					
25+36	LT	28	1	1					
25+59	LT	8	1	1					
26+75	RT	12	1	1					
26+97	LT	18	1	1					
27+49	LT	32	1	1					
27+89	LT	36	1	1					
28+52	LT	32	1	1					
29+33	LT	27	1	1					
30+10	LT	15	1	1					
30+41	LT	21	1	11					
30+53 30+56	RT	20	1	1					
	LT	26	1	1					
30+98 31+12	LT RT	14	1	<u>1</u> 1					
31+75	RT	22	1	1					
31+75	RT	22	1	1					
32+62	RT	12	1	1					
34+06	RT	3	1	1					
34+31	LT	10	1	1					
34+62	LT	10	1	1					
34+87	RT	4	1	1					
35+05	LT	13	1	1					
35+29	LT	13	1	1					
35+85	RT	14	1	1					
37+27	RT	14	1	1					
37+55	RT	18	1	1					
37+80	LT	4	1	1					
38+15	RT	18	1	1					
38+70	RT	14	1	1					
38+93	RT	12	1	1					
39+30	RT	20	1	1					
39+54	RT	10	1	1					
40+05	RT	14	1	1					
40+26	LT	16	1	1					
40+66	LT	14	1	1					
40+74	RT	4	1	1					
40+96	RT	14	1	1					
41+35	RT	9	1	1					
41+80	RT	26	1	1					
SUB TO			71	71					
50+97	RT	17	1	1					
SUB TO			1	1					
TOTA	LS		72	72					

BAXTER WOODMA	
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OSEN NAME = 400CBC	DESIGNED	-	LJI	NLVISLD -
	DRAWN	-	MAC	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED	-	BNP	REVISED -
PLOT DATE = 11/21/2018	DATE	-	11/26/2018	FILE - 160680-sht_Schedules.dgn

								F.A.U. RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
SCHEDULE OF QUANTITIES							1719 16-00103-00-RS		COOK	24	8			
												CONTRACT	NO. 6	1F53
SCALE: NONE	CALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.						ILLINOIS	FED. A	ID PROJECT					

DRAINAGE STRUCTURES

				28000510	X6026057	X6026057	60260100	60255500		60257900	60258200	60204505	60500060	60238800
									MANHOLES					
					SANITARY	SANITARY		1	TO BE		MANHOLES TO BE			
					MANHOLES TO BE		INLETS TO	MANHOLES	ADJUSTED	İ	RECONSTRUCTED	CATCH BASINS,		
				INLET FILTERS		RECONSTRUCTED	BE	TO BE		MANHOLES TO BE	WITH NEW TYPE 1	TYPE A, 5'-	REMOVING INLETS	INLETS, TYPE A
					NEW TYPE 1	WITH NEW TYPE 1	ADJUSTED	ADJUSTED	TYPE 1 FRAME,	RECONSTRUCTED	FRAME, CLOSED	DIAMETER, TYPE 8 GRATE		
					FRAME, CLOSED LID	FRAME, CLOSED LID			CLOSED	İ	LID	GRATE		
									LID	İ				
STATION	SIDE	TYPE	SIZE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
10+34	LT	STORM MH	5'	1										-
10+41	RT	STORM MH	5'	1										
12+94	LT	INLET	2'	1			1							
12+97	LT	SAN MH	4'		1									
13+03	RT	INLET	2'	1			1							
13+19 13+30	RT LT	STORM MH INLET	4' 2'	1				1		<u> </u>			1	1
13+39	RT	INLET	2'	1			1						'	
14+94	RT	STORM MH	4'				'			1				
15+23	LT	SAN MH	4'		1									
16+77	RT	INLET	2'	1			1							
16+97	RT	STORM MH	4'								1			
17+10	LT	INLET	2'	1			1							
17+13	LT	SAN MH	4'		1				\vdash		<u> </u>		 	
17+17	RT	INLET	2'	1	4		1			<u> </u>	<u> </u>		 	
18+02 20+87	LT LT	SAN MH SAN MH	4' 4'		1								 	
22+03	RT	STORM MH	4'		1			<u> </u>		1			-	
22+03	RT	INLET	2'	1			1			<u> </u>	 		 	
22+44	LT	INLET	2'	1			'				 		1	1
22+58	RT	INLET	2'	1			1						· ·	· · · · · · · · · · · · · · · · · · ·
24+19	RT	SAN MH	4'		1									-
25+99	RT	SAN MH	4'		1									
28+52	RT	SAN MH	4'		1									
29+41	RT	INLET	2'	1									1	1
29+46	LT	INLET	2'	1									1	1
30+92	RT	SAN MH	4'	4		1								
33+03 33+17	LT RT	INLET	2' 2'	1						<u> </u>			1 1	1 1
33+17	RT	SAN MH	4'	'		1					-		'	
33+56	RT	INLET	2'	1		'							1	1
34+74	LT	STORM MH	5'					1						
35+92	LT	STORM CB	5'	1								1		
36+30	RT	SAN MH	4'		1									
36+30	LT	INLET	2'	1									1	1
36+44	LT	STORM MH	4'								1			
36+50	RT	INLET	2'	1									1	1
37+28 37+85	LT RT	STORM CB SAN MH	5' 4'	1	1							1		
37+85	LT	STORM MH	5'		l				1		-		 	
39+42	RT	SAN MH	4'		1				'		 		 	
39+48	LT	INLET	2'	1	'						 		1	1
39+65	RT	INLET	2'	1									1	1
39+67	LT	STORM MH	4'						1					
39+86	LT	INLET	2'	1									1	1
41+22	RT	SAN MH	4'		1				\sqcup		ļ			
42+31	RT	INLET	2'	1					\vdash			-	1	1
42+34 42+51	RT RT	SAN MH STORM MH	4' 4'		1						1		 	
42+51	RT	INLET	2'	1							 		1	1
42+70	LT	INLET	2'	1							 		1	1
44+33	RT	INLET	2'	1									<u> </u>	
		<u>'</u>					'					<u> </u>		
SUB TO	TAL													
ILLINOIS ST	TREET			28	13	2	8	2	2	2	3	2	15	15
51+54	LT	SAN MH	4'		1									
SUB TOT				0	,			_		_				^
ILLINOIS C					1	0	0	0	0	0	0	0	0	0
	OURT			U	,		l		<u> </u>	<u> </u>		<u> </u>		
TOTAL				28	14	2	8	2	2	2	3	2	15	15

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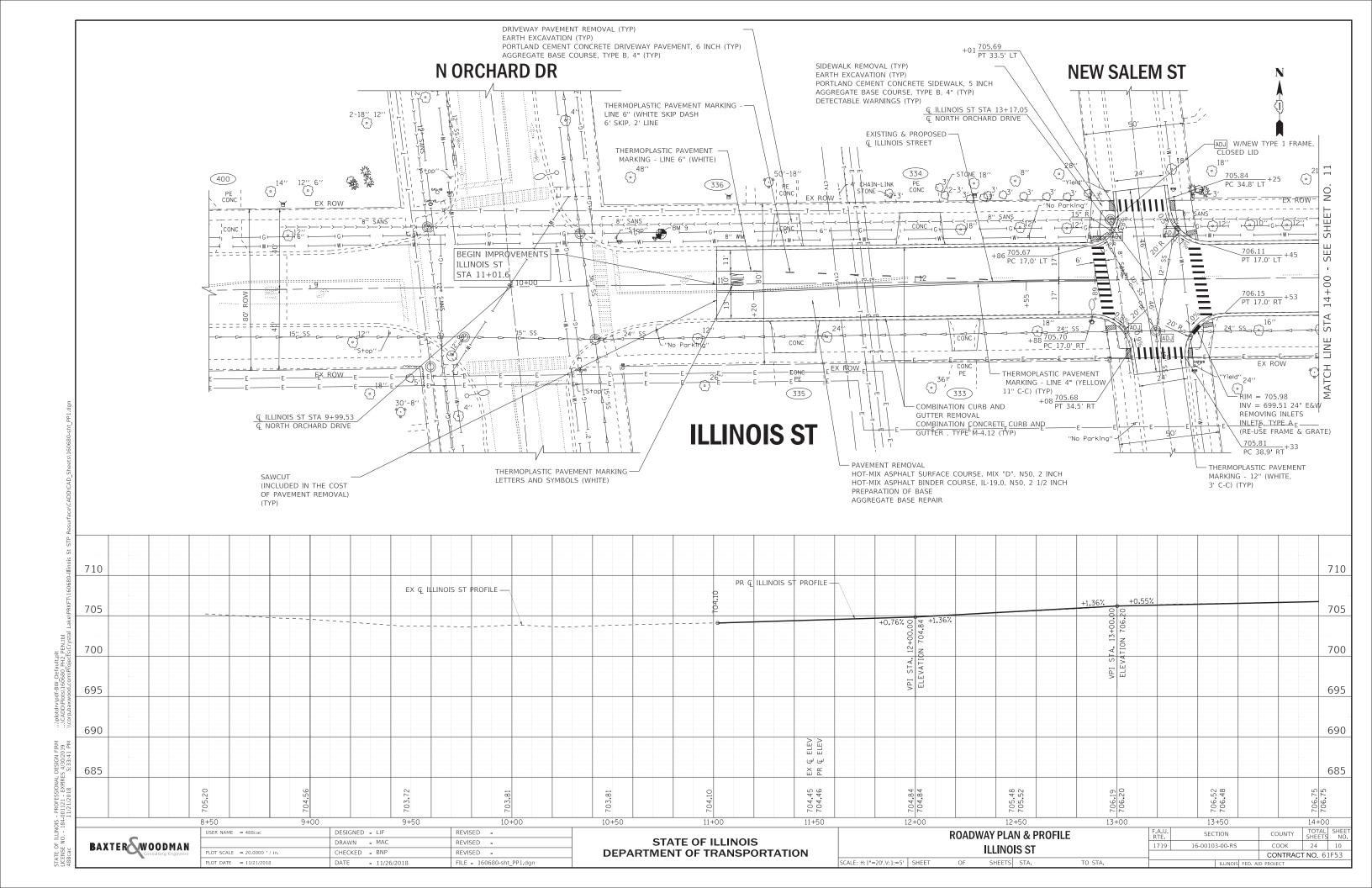
BAXTER WOODMAN Consulting Engineers

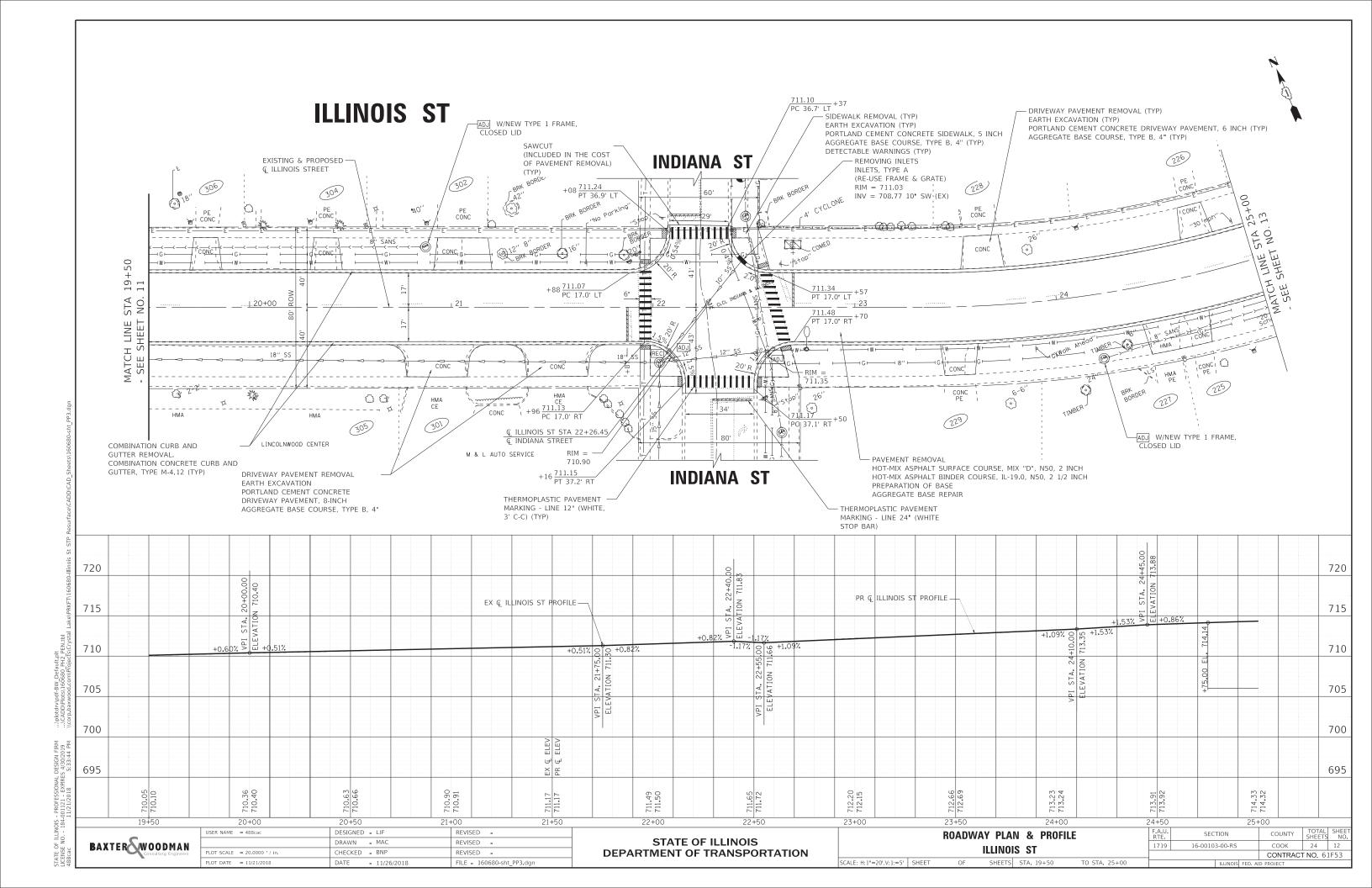
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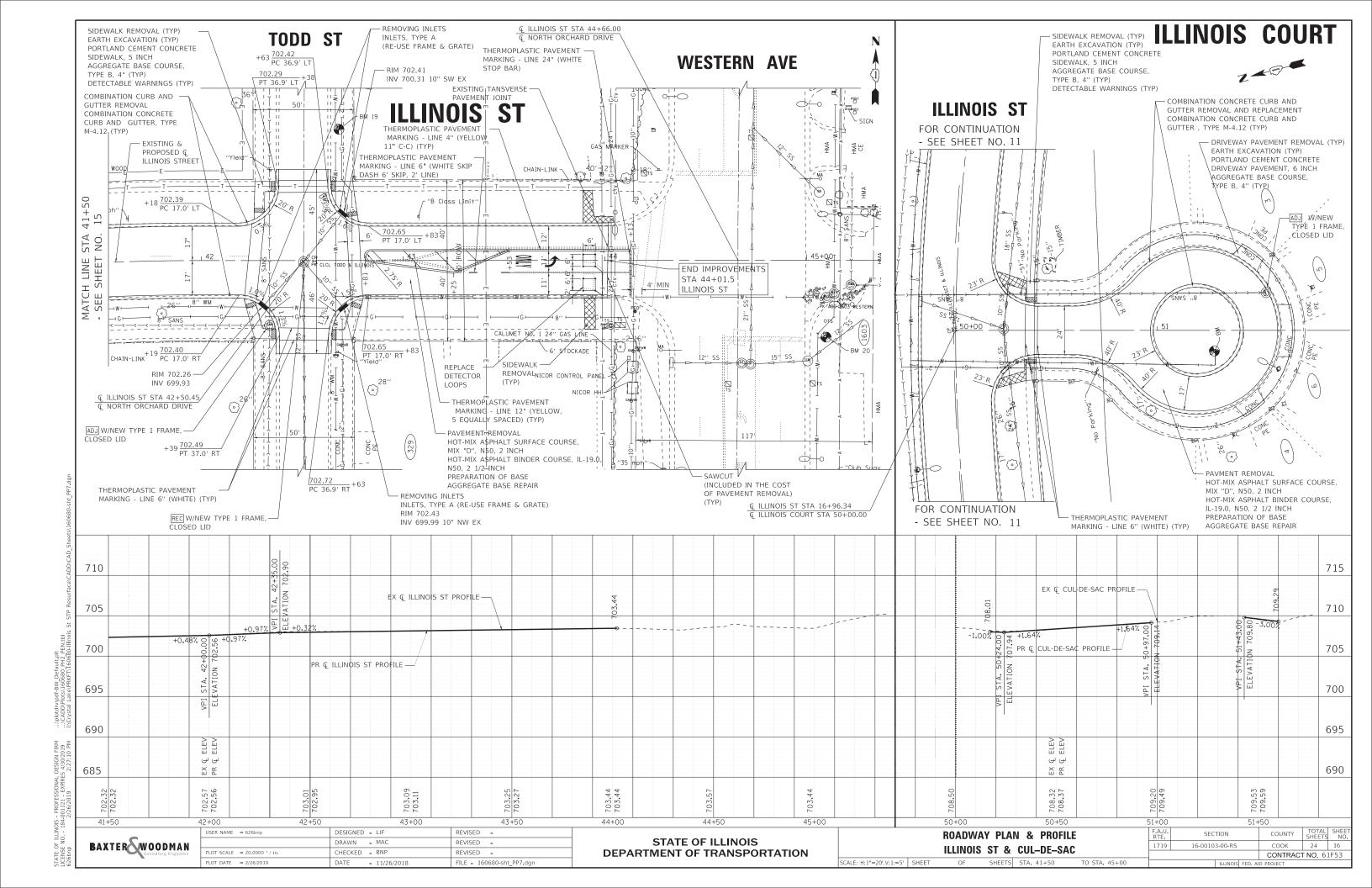
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

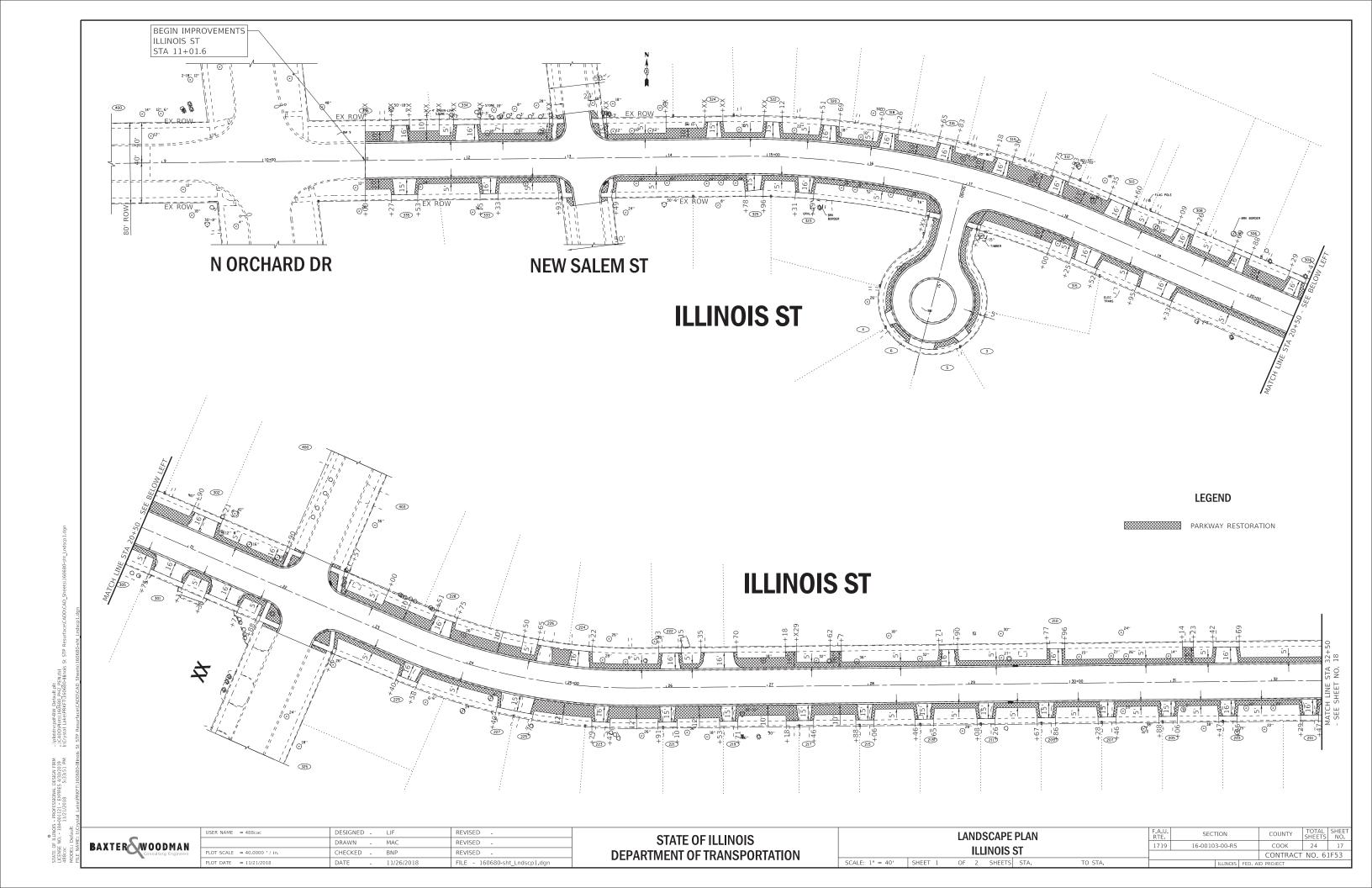
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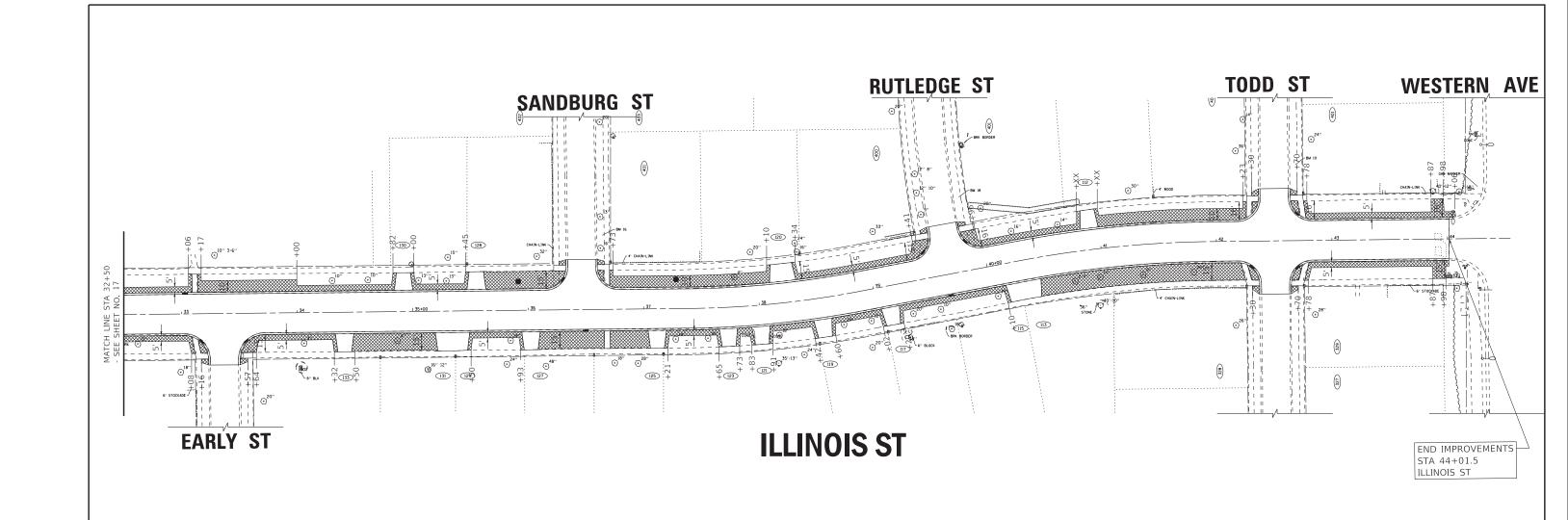
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		00.			o. qu	,	•	1719	16-00103-00-RS			COOK	24	9
												CONTRACT	NO. 6	1F53
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LEGEND

PARKWAY RESTORATION

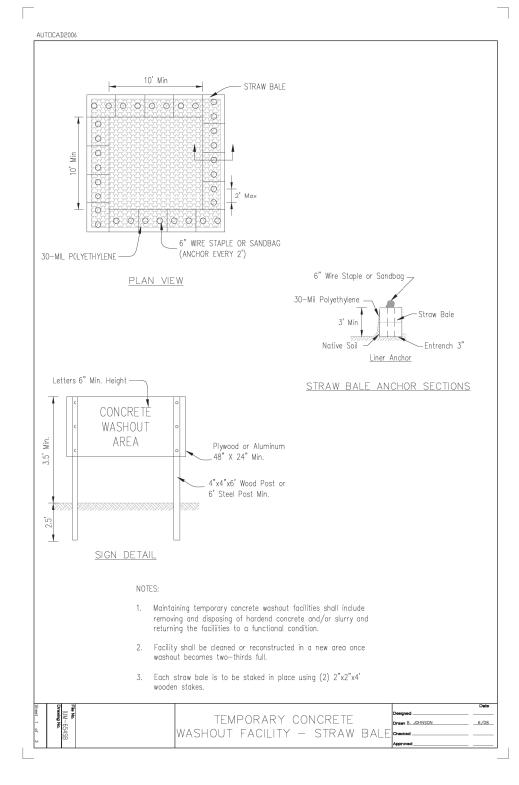
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** LANDSCAPE PLAN **ILLINOIS ST**

SECTION COOK 24 18 CONTRACT NO. 61F53 16-00103-00-RS

- FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE
- APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING
- IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING



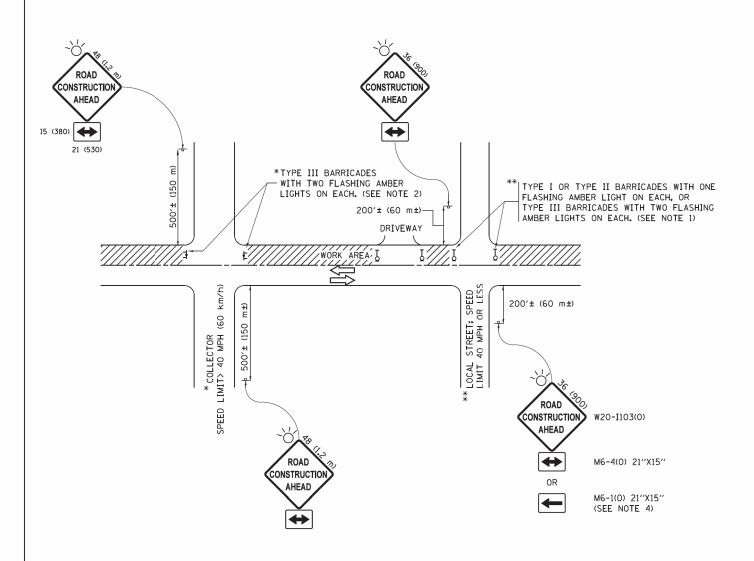
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: NONE

SECTION COUNTY **EROSION CONTROL NOTES AND DETAILS** 16-00103-00-RS COOK 24 19 CONTRACT NO. 61F53 SHEETS STA



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER 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 \times 48 (1.2 m \times 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500" (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED FORTION.
- 3. 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.
- 4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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.
- 6. 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.

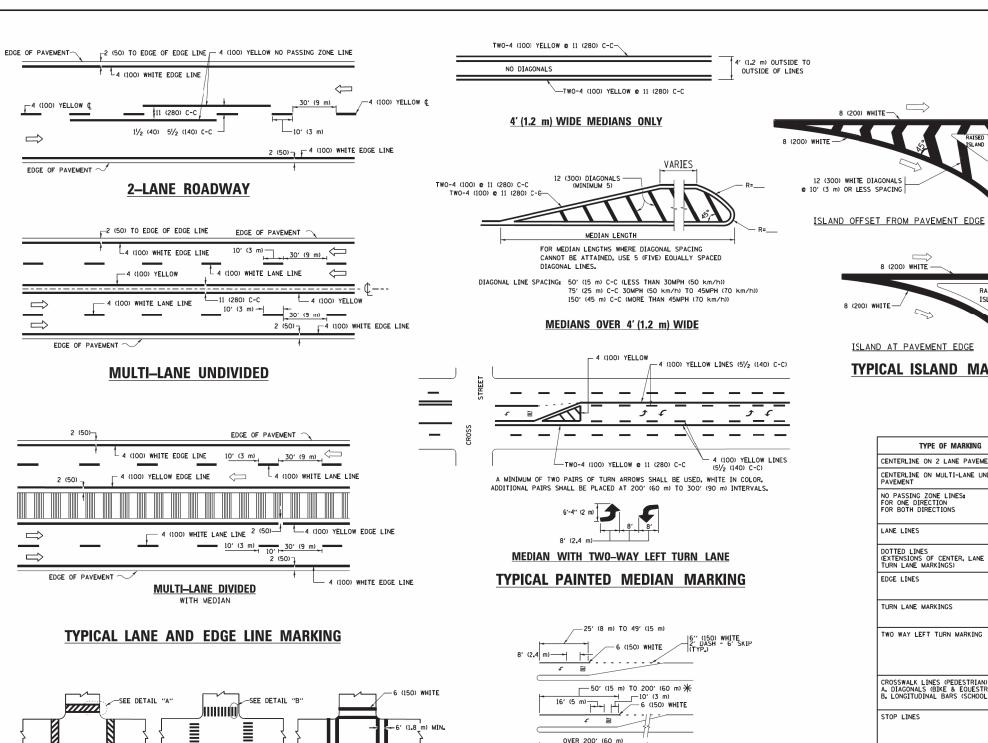
All dimensions are in inches (millimeters) unless otherwise shown.

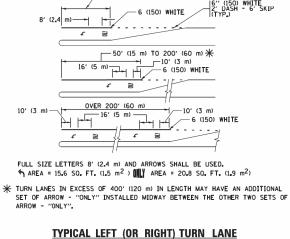
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	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED	- A. SCHUETZE 07-01-13
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED	- A. SCHUETZE 09-15-16

STATI	OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

	TRAFFIC CONTROL AND PROTECTION FOR									
SI	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS									
31										
	SHEET 1	OF	1	SHEETS	STA.	TO STA.				

F.A.U RTE.	SECTION		COUNTY	TOTAL SHEETS	SHI N
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TYPICAL TURN LANE MARKING

6'-4" (1930) D(FT) SPEED LIMIT 580 665 50 750 55 40 (1020) 64 (1620) **COMBINATION** LEFT AND U-TURN 5'-4" (1620) √ 32 R (810)

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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 e 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EOUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART 5' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA 0F1 "R"23.6 SO. FT. (0.33 m²) EACH "X"254.0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h 150' (45 m) C-C (0VER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16 _* 3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

U-TURN

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

SCALE: NONE

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

8 (200) WHITE-

RAISED

2 (50)

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

DESIGNED - EVERS FILE NAME = USER NAME = leysa REVISED - C. JUCIUS 09-09-09 :\diststd\22x34\tc13.dgr DRAWN REVISED -C. JUCIUS 07-01-13 CHECKED REVISED -C. JUCIUS 12-21-15 PLOT SCALE = 50.000 '/ in. PLOT DATE = 6/23/2017 DATE 03-19-90 REVISED -C- JUCTUS 04-12-16

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

2' (600)

DETAIL "B"

-12 (300) WHITE

SCHOOL

6 (150) WHITE

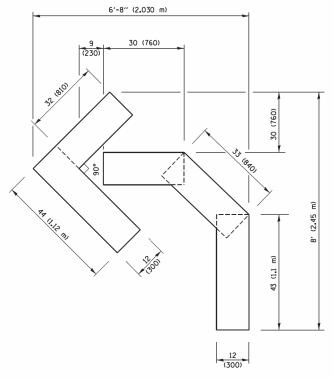
THE ROAD WHICH IT CROSSES

DETAIL "A"

PEDESTRIAN

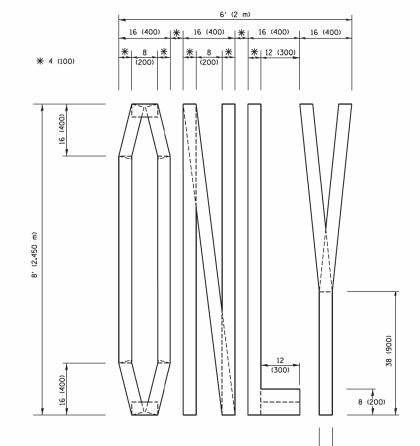
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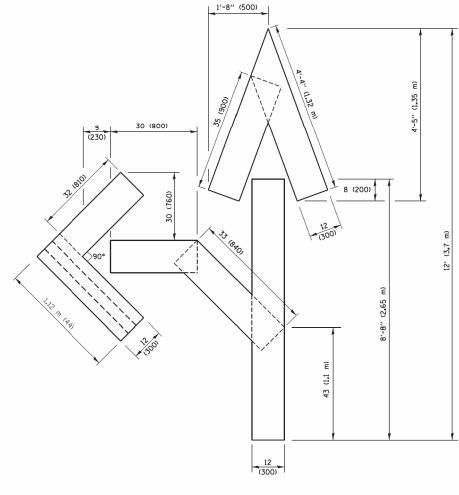


QUANTITY

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)

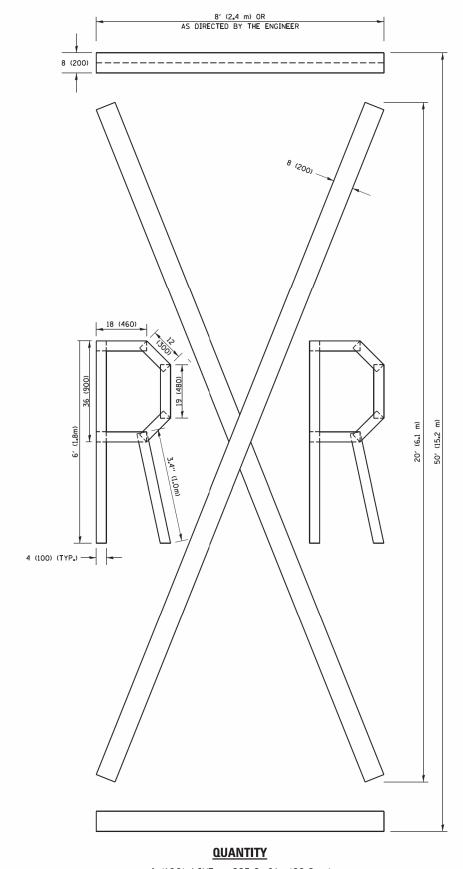


QUANTITY

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.



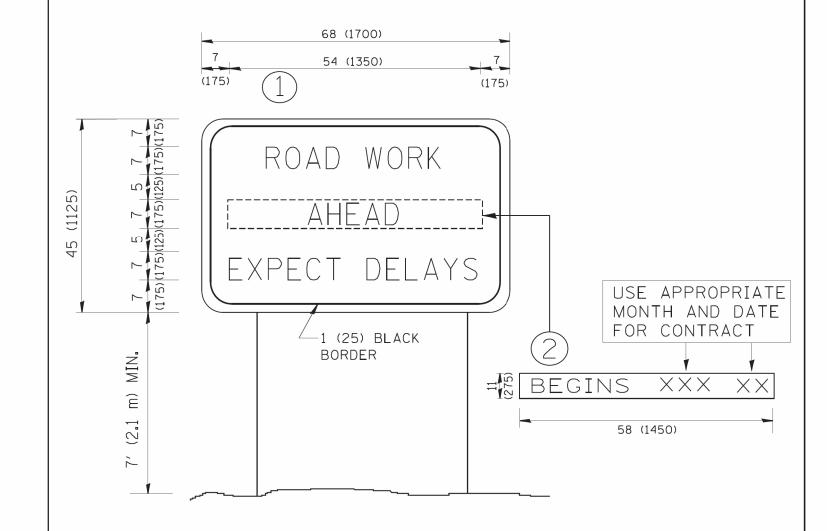
4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

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

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18		PLOT SCALE = 50.00000 '/ in.	CHECKED -	REVISED	-E. GOMEZ 08-28-00
88		PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED	- A. SCHUFTZF 09-15-16

QUANTITY

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS					F.A.U. RTE.	SECTION	COUNTY	
SHORT	TERM PAVEMENT I	1719	16-00103-00-RS	COOK				
	ı					TC-16	CONTRAC	
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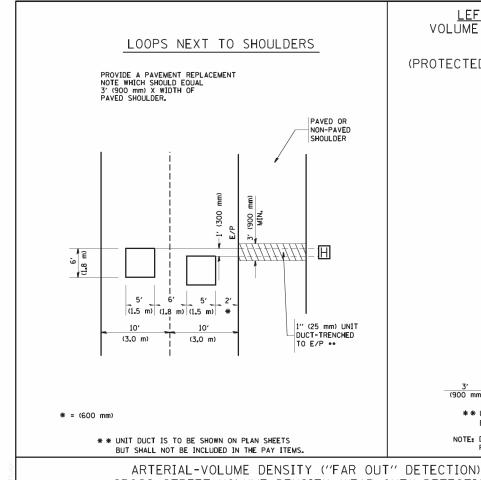


NOTES:

- 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 () 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.

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		PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN	TC-22	CONTRACT NO. 61F53
		PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. A	



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 EMSURE THAT HANDHOLE FITS IN MEDIAN. TRENCHED 1" (25 mm) UNIT DUCT (3) ** * * = (600 mm) STRAIGHT SAW CUTS PERPENDICULAR TO MEDIAN (TYP.) 12' (3.6 m) * * | 0 mm) WEDIAN (TYP.) * 0 mm) * 12' (3.6 m) * 0 mm) * 12' (3.6 m)
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

VOLUME DENSITY ("FAR OUT" DETECTION)

ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

* = (600 mm)

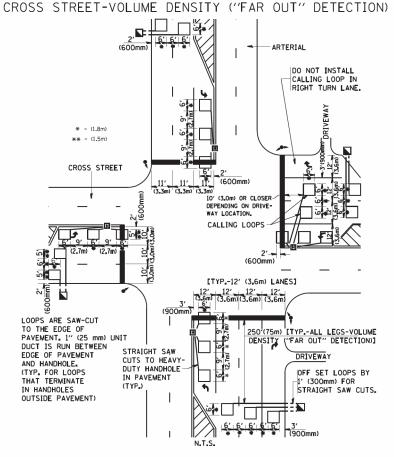
* = (600 mm)

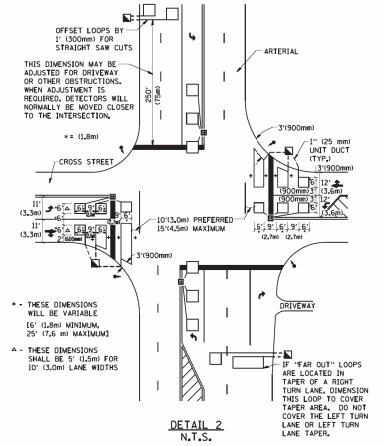
* = (600 mm)

STRAIGHT SAW CUT TO HEAVY DUTY HANDHOLE (TYP.) PLACE HEAVY DUTY HANDHOLE BETWEEN FIRST AND SECOND LOOP AS SHOWN.

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

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





SCALE: NONE

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON 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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		PLOT SCALE = 50.0000 '/ IN.	CHECKED - R.K.F.	REVISED -	
		PLOT DATE = 1/4/2008	DATE -	REVISED -	

DETAIL 1

DISTRICT 1 – DETECTOR LOOP INSTALLATION	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DETAILS FOR ROADWAY RESURFACING	1719	16-00103-00-RS	COOK	24	24
DETAILS FOR NUMBERAL RESURFACING	TS-07		CONTRACT NO. 61F53		
SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			