

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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

F.A.U. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-R5	COOK	33	1
		ILLINOIS	CONTRACT NO. 61F77	

**TRAFFIC DATA:**

**BURR RIDGE PARKWAY:**

MINOR COLLECTOR  
 DESIGN SPEED = 25 MPH  
 POSTED SPEED = 25 MPH  
 ADT (2018) = 19,745  
 ADT (2040) = 26,600

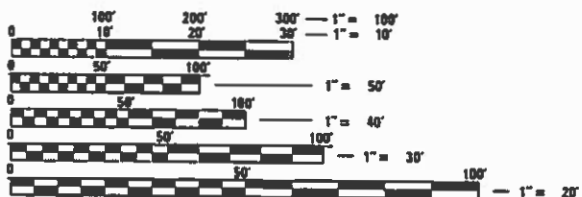
# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1028 (BURR RIDGE PARKWAY)  
 COUNTY LINE ROAD TO BRIDEWELL DRIVE  
 RESURFACING

SECTION: 18-00055-00-RS  
 PROJECT: VPM5(982)  
 VILLAGE OF BURR RIDGE  
 COOK COUNTY  
 C-91-295-19

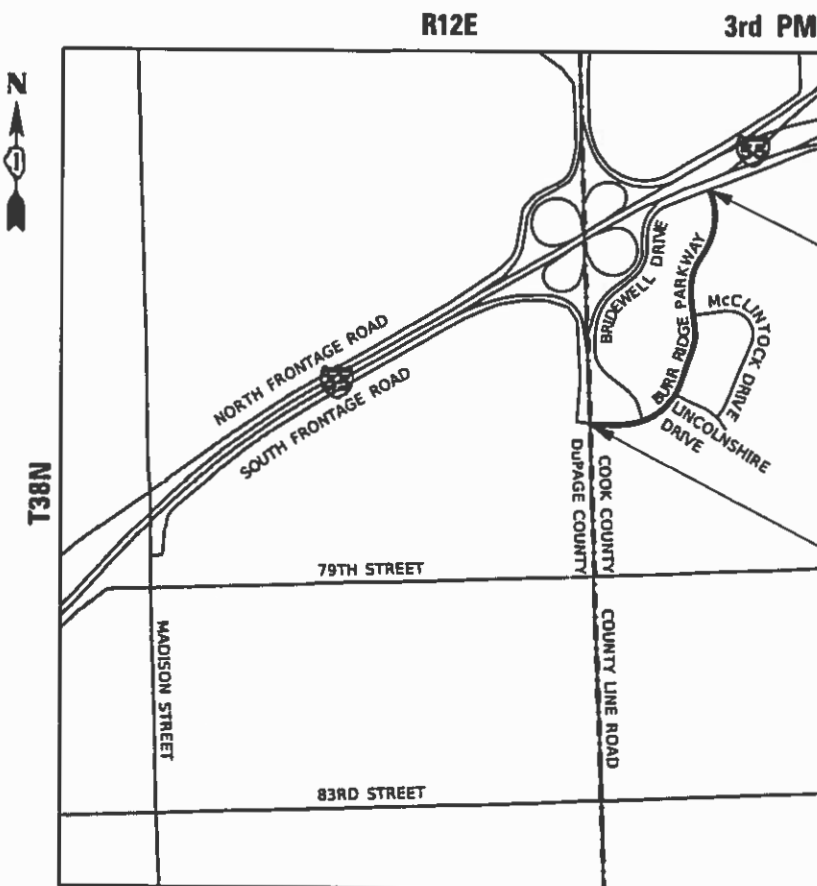


FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, SCHAUMBURG, IL



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

J.U.L.I.E.  
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
 1-800-892-0123  
 OR 811



END IMPROVEMENT  
 STA 136+22.09

BEGIN IMPROVEMENT  
 STA 100+32.27

JARROD J. CEBULSKI  
 082-050473  
 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

*Jarrold J. Cebulski*  
 JARROD J. CEBULSKI, P.E.  
 NO. 062-050473 EXP. DATE: 11/30/2019

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

APPROVED 01/11/2019  
*[Signature]*  
 VILLAGE OF BURR RIDGE, DIRECTOR OF PUBLIC WORKS

PASSED 2/4/19  
*[Signature]*  
 DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW  
 FEBRUARY 15, 2019  
*[Signature]*  
 REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

**PATRICK ENGINEERING**  
 PATRICK ENGINEERING INC.  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

**LOCATION MAP**  
 GROSS LENGTH = 3,800 FT. = 0.720 MILE  
 NET LENGTH = 3,800 FT. = 0.720 MILE

CONTRACT NO. 61F77

## GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITY FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- THE LOCATIONS OF EXISTING DITCHES, DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL VERIFY THE INVERTS OF ALL EXISTING AND PROPOSED DITCHES, CULVERTS, OR STORM SEWER PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR VILLAGE.
- WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE VILLAGE AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC ROW WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
- THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT-OF-WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS, AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 40 MPH (80 KM/HR) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80KM/HR). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- THE CONTRACTOR SHALL SCHEDULE THEIR WORK SUCH THAT ONLY ONE TEMPORARY LANE CLOSURE IN ONE DIRECTION IS IMPLEMENTED AT A TIME. A LANE CLOSURE WILL ONLY BE PERMITTED DURING CONSTRUCTION OPERATIONS, AND NOT OVERNIGHT. THE LANE CLOSURE MUST BE IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARDS. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES, INCLUDING FLAGGERS, REQUIRED TO MAINTAIN TRAFFIC FLOW.
- ALL PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED IN KIND.
- 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 REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.
- LIMITS OF PROPOSED CURB RAMP RECONSTRUCTION WILL BE CONFIRMED IN THE FIELD BY THE ENGINEER.
- THE MINIMUM THICKNESS OF THE PROPOSED GUTTER FLAG SHALL BE 10 INCHES UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH D1 DETAIL BD-32 (SHEET INCLUDED IN THE PLANS), UNLESS OTHERWISE SPECIFIED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- PRIOR TO APPLYING HOT-MIX ASPHALT TACK COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE MATERIALS. ALL CRACK FILL MATERIAL SHALL BE REMOVED IN ITS ENTIRETY ALONG THE CURB LINE.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

## GENERAL NOTES

- THE CONTRACTOR SHALL MAINTAIN THE SITE IN A CLEAN AND ORDERLY MANNER. DEBRIS AND SURPLUS MATERIAL SHALL BE REMOVED AND RESTORATION SHALL PROCEED AS THE WORK PROCEEDS. IF THE ENGINEER SO DIRECTS, THE CONTRACTOR SHALL STOP ALL OTHER WORK AND CONCENTRATE ON CLEAN-UP AND RESTORATION. DEBRIS AND SURPLUS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR OFF-SITE.
  - THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THE PROJECT.
  - THE CONTRACTOR SHALL CONTACT THE VILLAGE OF BURR RIDGE AT 630-654-8181 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
  - THE CONTRACTOR IS TO VERIFY THAT ALL CRACKS, JOINTS, AND FLANGWAYS ARE CLEAN AND DRY PRIOR TO PLACEMENT OF MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS.
  - THE CONTRACTOR WILL TAKE SPECIAL CARE TO CAUSE NO DAMAGE TO ANY DRIVEWAYS DURING MILLING OPERATIONS, ESPECIALLY DRIVEWAYS WITH ORNAMENTAL BRICK PAVERS. THE CONTRACTOR SHALL REPAIR ALL DAMAGE MADE TO DRIVEWAYS BY THEIR WORK.
  - ALL UTILITIES SHOWN IN PLANS ARE OF SUE QUALITY LEVEL D.
  - COOK COUNTY IS NOT PART OF JULIE FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT (312) 603-1730.
  - FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITIES, SEE COOK COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".
  - SEE ADDITIONAL COOK COUNTY TRAFFIC SIGNAL RELATED SPECIAL PROVISIONS "DETECTOR LOOP", "COILABLE NON-METALLIC CONDUIT", "MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION" AND "STANDARDS".
  - ACCESS AGREEMENT/ORDINANCE TO BE VERIFIED BY THE VILLAGE PRIOR TO START OF CONSTRUCTION.
  - ALL DISTURBED AREAS WITHIN COUNTY LINE ROAD R.O.W. ARE TO BE RESTORED WITH 4" TOPSOIL AND SOD.
  - FA-6 TRENCH BACKFILL IS REQUIRED FOR ANY OPEN TRANCHES WITHIN COUNTY LINE ROW.
- ## ADA RAMP NOTES
- PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS, RAMPS, OR SIDEWALKS THE CONTRACTOR SHALL VERIFY THAT LAYOUT OR DESIGN COMPLIES WITH THE REQUIREMENTS OF THE APPLICABLE HIGHWAY STANDARDS.
  - SIDEWALK SIDE CURB SHALL BE MEASURED FOR PAYMENT AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH.
  - THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:12, MEASURED AT ANY PORTION OF THE RAMP. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:50, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
  - THE MAXIMUM ALLOWABLE RAMP LANDING SLOPE IS 1:50, MEASURED AT ANY LOCATION AND IN ANY DIRECTION ON THE LANDING. THE RAMP LANDING WIDTH SHALL MATCH THE FULL WIDTH OF THE RAMP FOR A MINIMUM UNOBSTRUCTED DEPTH OF 4'-0". RAMP LANDINGS SHALL BE PROVIDED AT THE TOP AND/OR BOTTOM OF RAMPS WHERE TURNING IS REQUIRED.
  - RAMP SIDE FLARES SHALL BE INSTALLED AT ANY LOCATION WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS INTENDED FOR PEDESTRIAN USE. TRIPPING HAZARDS, INCLUDING STEPS, DROP-OFFS, OR CURBS SHALL NOT BE LOCATED WITHIN THE LIMITS OF THE SIDEWALK. RAMP SIDE FLARES ARE NOT REQUIRED WHERE THE SURFACE ADJACENT TO THE RAMP SURFACE IS LANDSCAPED OR IS OCCUPIED BY A BARRIER THAT BLOCKS PEDESTRIAN ACCESS. EXCEPTIONS TO THIS RULE MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
  - UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS. EXISTING UTILITY STRUCTURE LIDS MAY REMAIN WITHIN THE FLARE OR ON THE SURFACE OF THE RAMP AS LONG AS NO VERTICAL LEVEL DIFFERENCES BETWEEN SURFACES ARE GREATER THAN 1/4".
  - ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY TO EXISTING FACILITIES, SIDEWALKS LEADING TO EXISTING FACILITIES, OR DOOR OR GATE ACCESS POINTS TO FACILITIES. THE ELEVATION AT THE EXISTING PROPERTY LINE OR FACILITY ACCESS POINT SHALL BE MAINTAINED AT A MINIMUM. ANY ALTERATIONS ADJACENT TO OR AFFECTING A FACILITY ACCESS POINT SHALL RESULT IN IMPROVED ACCESS OR AT A MINIMUM A REPLICATION OF EXISTING CONDITIONS, INCLUDING SIDEWALK SLOPES AND SURFACE CONDITIONS. FACILITIES INCLUDE, BUT ARE NOT LIMITED TO PRIVATE BUSINESSES, PUBLIC BUILDINGS, RESIDENCES, BUS STOPS, PUBLIC BENCHES, PAY PHONES, AND PARKING METERS.
  - THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE STRIPES OF THE CROSSWALK (WHERE PROVIDED).
  - ANY REGRADING OUTSIDE OF PROPOSED SIDEWALKS NECESSARY TO ENSURE SIDEWALKS MEET ADA STANDARDS SHALL BE INCLUDED IN THE COST OF REMOVAL AND FURNISHED EXCAVATION. REGRADING SHALL BE PERFORMED AT A MAXIMUM SLOPE OF 1:4 UNTIL MEETS EXISTING GRADE.
  - ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS.

## LIST OF HIGHWAY STANDARDS

000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

## DISTRICT ONE DETAILS

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (A-C ONLY)
TS-07	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

## INDEX OF SHEETS

### SHEET NO. DESCRIPTION

1	COVER
2	GENERAL NOTES AND STANDARDS
3-5	SUMMARY OF QUANTITIES
6	TYPICAL SECTIONS
7-13	ROADWAY AND DRAINAGE PLAN
14-17	ADA DETAIL PLANS
18	DETECTOR LOOP REPLACEMENT PLANS
19-21	TRAFFIC SIGNAL DETAILS
22-33	IDOT DISTRICT ONE DETAILS

MODEL: Default  
 FILE NAME: P:\S\PLW\partick-int\HWY\_55A\Documents\BurrRidge\21877\_022112\_Design\112\_3\_CADD\SHEETS\1877-022-SHT-GENERAL



USER NAME = yradriguez	DESIGNED - YMR	REVISED -
	DRAWN - YMR	REVISED -
PLOT SCALE = 2,000' / in.	CHECKED - SRL	REVISED -
PLOT DATE = 2/11/2019	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE</b> <b>GENERAL NOTES AND STANDARDS</b>			
SCALE: NTS	SHEET IND-01 OF 1	SHEETS STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-R5	COOK	33	2
CONTRACT NO. 61F77			ILLINOIS FED. AID PROJ ECT	

SUMMARY OF QUANTITIES					RDWY 0005 80% FED 20% LOCAL
S.P.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
	20200100	EARTH EXCAVATION	CU YD	20	20
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	77	77
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2	2
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2	2
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2
	25200110	SODDING, SALT TOLERANT	SQ YD	84	84
	25200200	SUPPLEMENTAL WATERING	UNIT	3	3
	28000510	INLET FILTERS	EACH	4	4
	35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	5	5
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	17,235	17,235
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,054	1,054
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	187	187
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,860	2,860
	42001300	PROTECTIVE COAT	SQ YD	217	217
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,946	1,946
	42400800	DETECTABLE WARNINGS	SQ FT	140	140
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	25,528	25,528

# DENOTES SPECIALTY ITEM

MODEL: Default  
FILE NAME: s:\AL\SLP\W\patrick\inc\ch\HWY\_55\Documents\BurrRidge\21877\02112\_Design\12.3\_CADD\SHEETS\21877-022-SHT-500-001



PATRICK ENGINEERING INC.  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

USER NAME = yrod/iguez  
DESIGNED - YMR  
DRAWN - YMR  
CHECKED - SRL  
DATE - 2/11/2019

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
SUMMARY OF QUANTITIES

SCALE: NTS SHEET SOQ-01 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	3
CONTRACT NO. 61F77			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES					RDWY 0005 80% FED 20% LOCAL
S.P.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	666	666
	44000600	SIDEWALK REMOVAL	SQ FT	1,458	1,458
	44003100	MEDIAN REMOVAL	SQ FT	85	85
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	32	32
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	351	351
	60255500	MANHOLES TO BE ADJUSTED	EACH	3	3
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1
	60250100	INLETS TO BE ADJUSTED	EACH	16	16
	60252700	INLETS TO BE RECONSTRUCTED	EACH	1	1
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	638	638
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	27	27
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	48	48
	67100100	MOBILIZATION	LSUM	1	1
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	6,988	6,988

MODEL: Default  
 FILE NAME: \\S:\P\W\patrick\in\in\HWY\_554\Documents\BurrRidge\1877-02212\_Destm12.3\_CADD\SHEETS\1877-022-SHTS00-001



**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE**  
**SUMMARY OF QUANTITIES**

SCALE: NTS    SHEET SOQ-02 OF 3    SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	4
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					RDWY 0005 80% FED 20% LOCAL
S.P.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	780	780
#	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	548	548
#	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,533	7,533
#	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,472	1,472
#	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	270	270
#	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	928	928
#	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	269	269
#	* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2
#	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	981	981
#	88600100	DETECTOR LOOP, TYPE I	FOOT	472	472
#	89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	8	8
#	* 89502376	REBUILD EXISTING HANDHOLE	EACH	1	1
	* X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1
	* X0326864	BRICK SIDEWALK REMOVAL	SQ FT	413	413
	* X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	904	904
	* X4240800	DETECTABLE WARNINGS(SPECIAL)	SQ FT	10	10
	* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	129	129

MODEL Drawn: FILE NAME: D:\151\PM\varcity\c:\inetpub\wwwroot\wwwroot\1877-02112\_Draft\12\_2\_CADD\SI\ECT\1877-021-SHT-500-001

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 Lisle, IL 60532  
 patrickengineering.com

USER NAME = yrc#rguez	DESIGNED - YMR	REVISIONS -
PLOT SCALE = 100.0000' / in.	DRAWN - YMR	REVISIONS -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISIONS -
	DATE - 2/11/2019	REVISIONS -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
 SUMMARY OF QUANTITIES**

SCALE: NTS      SHEET SQ-03OF 3      SHEETS STA.      TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-R5	COOK	33	5
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					RDWY 0005 80% FED 20% LOCAL
S.P.	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	780	780
#	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	548	548
#	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,533	7,533
#	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,472	1,472
#	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	270	270
#	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	928	928
#	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	269	269
#	* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2
#	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	981	981
#	88600100	DETECTOR LOOP, TYPE I	FOOT	472	472
#	89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	8	8
#	* 89502376	REBUILD EXISTING HANDHOLE	EACH	1	1
	* X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1
	* X0326864	BRICK SIDEWALK REMOVAL	SQ FT	413	413
	* X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	904	904
	* X4240810	DETECTABLE WARNINGS (SPECIAL), CAST IRON	SQ FT	10	10
	* Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	129	129

MODEL: Default  
FILE NAME: D:\LISE\FW\Patrick\Illinois\BurrRidge\1877-02\12\_Design\12\_3\_CADD\SHEET\S2.1877-022-SIT-500-001

**PATRICK ENGINEERING**  
 PATRICK ENGINEERING INC.  
 4970 VARSITY DRIVE  
 Lisle, IL 60532  
 patrickengineering.com

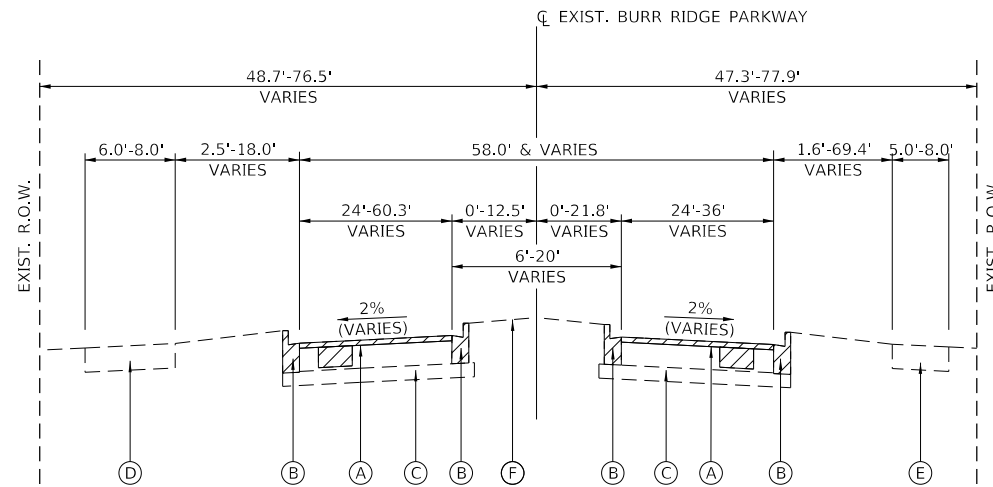
USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 100.0000 ' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE**  
**SUMMARY OF QUANTITIES**

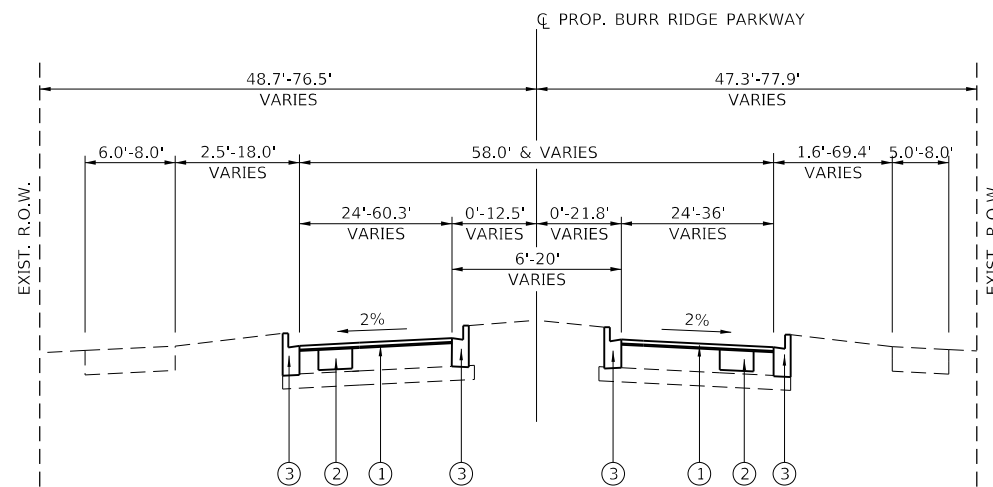
SCALE: NTS    SHEET SOQ-03 OF 3    SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	5
CONTRACT NO. 61F77			ILLINOIS FED. AID PROJECT	



**EXISTING TYPICAL SECTION**

BURR RIDGE PARKWAY  
 STA. 100+32.27 TO STA. 136+22.09  
 (D) - STA. 103+36.31 TO STA. 125+88.56 (SEE NOTES)



**PROPOSED TYPICAL SECTION**

BURR RIDGE PARKWAY  
 STA. 100+32.27 TO STA. 136+22.09

**LEGEND:**

- (A) - EXISTING 10-12" HMA PAVEMENT
- (B) - EXISTING B-6.12 CURB AND GUTTER
- (C) - EXISTING AGGREGATE BASE
- (D) - EXISTING PCC SIDEWALK
- (E) - EXISTING PCC/HMA SIDEWALK
- (F) - EXISTING LANDSCAPED MEDIAN
- (1) - HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4" (44000160) (SEE NOTE 1 AND 4)  
 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (40603340) (2") (SEE NOTE 4)  
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (40600827) (3/4")
- (2) - CLASS D PATCHES, TYPE II, 8 INCH (44201741) OR  
 CLASS D PATCHES, TYPE III, 8 INCH (44201745) OR  
 CLASS D PATCHES, TYPE IV, 8 INCH (44201747) (SEE NOTES 1 AND 2)
- (3) - COMBINATION CURB AND GUTTER REMOVAL (44000500) (SEE NOTES 2 AND 3)  
 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)  
 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (60605000)

- REMOVAL ITEM (SEE NOTES 1 AND 2)

**NOTES**

1. PAVEMENT MILLING TO BE DONE PRIOR TO PAVEMENT PATCHING.
2. COMBINATION CURB AND GUTTER REMOVAL AND PAVEMENT PATCHING TO BE DONE AT LOCATIONS AS SHOWN ON PLANS AND CONFIRMED BY THE ENGINEER.
3. COMBINATION CONCRETE CURB AND GUTTER SHALL BE REPLACED WITH SAME TYPE AS REMOVED.
4. PAVEMENT MILLING AND RESURFACING ALONG COMBINATION CURB AND GUTTER SHALL BE INSTALLED TO ENSURE FINISHED SURFACE IS 1/4" ABOVE GUTTER PER IDOT STANDARD 606001-07.
5. STATION 103+36.31 TO STATION 125+88.56, LIMITS OF SIDEWALK ON NORTH/EAST SIDE OF ROADWAY. NO PROPOSED IMPROVEMENTS TO SIDEWALK.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ NDES
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5 MM)	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 MM)	4% @ 70 GYR.
BASE COURSE	
HMA BASE COURSE WIDENING, 8 IN. (HMA BINDER IL-19 MM)	4% @ 70 GYR.

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

THE "AC TYPE" FOR ALL POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG64-22" UNLESS MODIFIED BY THE DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIAL, SEE SPECIAL PROVISIONS.

MODEL: Default  
 FILE: Name: P:\S\PL\W\parted-Int\CHHWY\_554\Documents\BurrRidge\21877.02212\_Design\12.3\_CADD\SHETS\21877.022-SHT-TYP-001

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 17.0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
 TYPICAL SECTIONS**

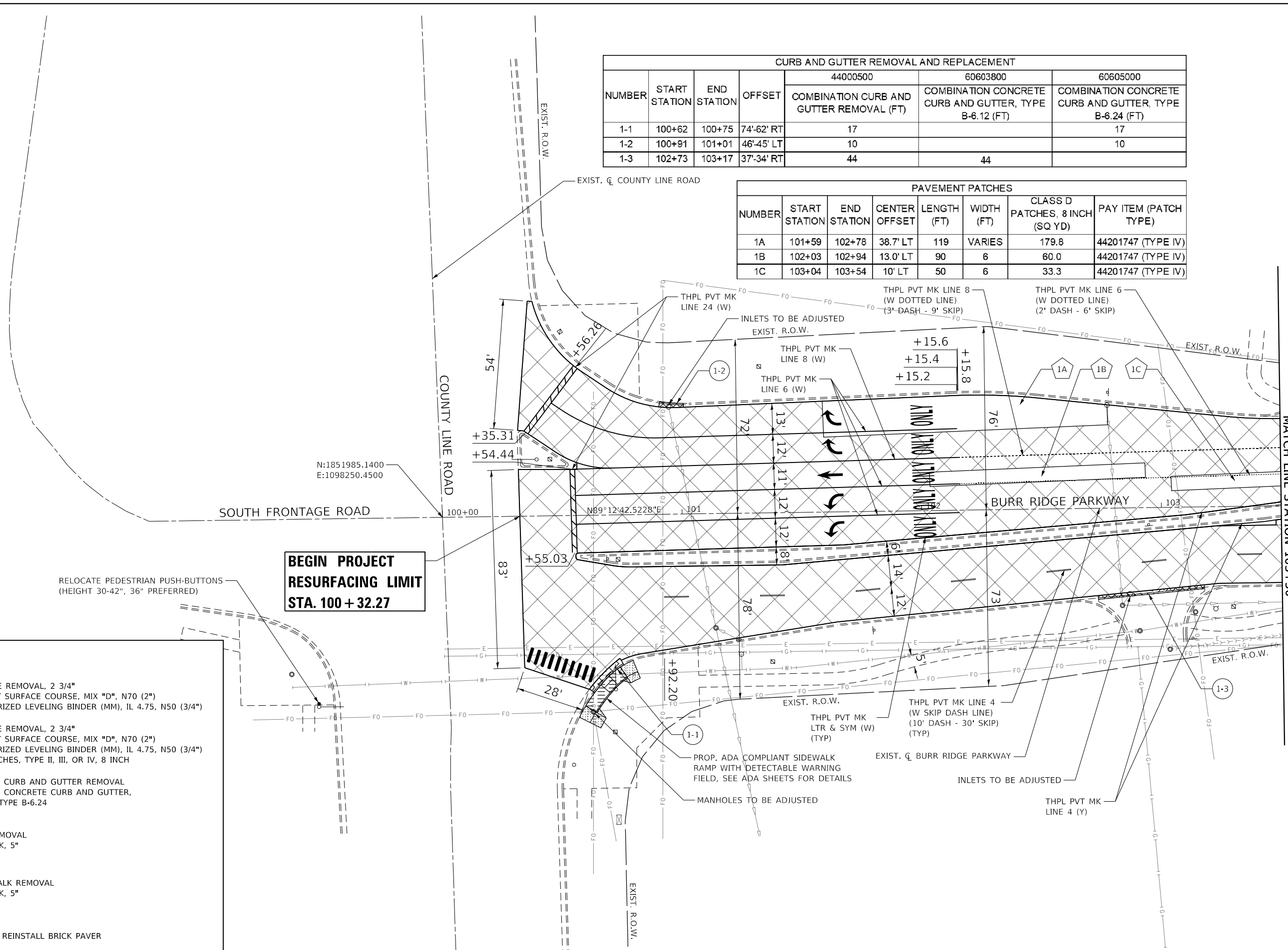
SCALE: N.T.S. SHEET TYP-01 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	6
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				



CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	60605000
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FT)
1-1	100+62	100+75	74'-62' RT	17		17
1-2	100+91	101+01	46'-45' LT	10		10
1-3	102+73	103+17	37'-34' RT	44	44	

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
1A	101+59	102+78	38.7' LT	119	VARIES	179.8	44201747 (TYPE IV)
1B	102+03	102+94	13.0' LT	90	6	60.0	44201747 (TYPE IV)
1C	103+04	103+54	10' LT	50	6	33.3	44201747 (TYPE IV)



**BEGIN PROJECT  
RESURFACING LIMIT  
STA. 100 + 32.27**

LEGEND	
	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
	REMOVE AND REINSTALL BRICK PAVER

MODEL: Default  
 FILE: Burr Ridge Parkway from County Line Road to Bridewell Drive.dwg  
 USER: yrodiguez  
 PLOT DATE: 2/11/2019  
 SHEET: 7 OF 7  
 CONTRACT NO. 61F77

 PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = yrodiguez	DESIGNED - YMR	REVISED -
	PLOT SCALE = 40,0000' / in.	CHECKED - SRL	REVISED -
	PLOT DATE = 2/11/2019	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
ROADWAY AND DRAINAGE PLAN**

F.A.U. RTE. 1028	SECTION 18-00055-00-RS	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 7
CONTRACT NO. 61F77				
SCALE: 1" = 20'		SHEET RP-01 OF 7 SHEETS	STA. 100+32.27 TO STA. 103+50.00	ILLINOIS FED. AID PROJECT





CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
2-1	103+63	103+68	38' LT	5	5	
2-2	103+88	103+93	38' LT	5	5	
2-3	104+21	104+27	38' LT	5	5	
2-4	104+63	104+67	37' LT	4	4	
2-5	104+91	104+95	5' LT	4	4	
2-6	105+85	106+13	37'-62' LT	38	38	
2-7	105+87	106+20	33'-55' RT	49	49	
2-8	106+65	106+92	56'-34' RT	43	43	

ACCESS GRANTED PERSUANT TO PRIOR AGREEMENT AND/OR ORDINANCE BETWEEN THE VILLAGE AND PARCEL OWNERS

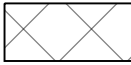
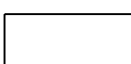




**RESURFACING LIMIT**  
70.5' LT

**RESURFACING LIMIT**  
65.8' LT

**RESURFACING LIMIT**  
64.7' RT

**RESURFACING LIMIT**  
84.6' RT

**LEGEND**

-  HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
-  HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
-  COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
-  SIDEWALK REMOVAL PCC SIDEWALK, 5"
-  BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
-  REMOVE AND REINSTALL BRICK PAVER

THPL PVT MK LINE 6 (W)  
THPL PVT MK LINE 4 (Y)  
THPL PVT MK LINE 24 (W)  
INLETS TO BE ADJUSTED  
MANHOLES TO BE ADJUSTED  
THPL PVT MK LINE 12 (W CROSSWALK MARKING) (2' SPACING) (TYP)  
MEDIAN REMOVAL  
HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2")  
HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")  
HMA BASE COURSE WIDENING, 8"  
CONCRETE MEDIAN, TYPE SB-6.12

REBUILD EXISTING HANDHOLE  
PROP. ADA COMPLIANT SIDEWALK RAMP WITH DETECTABLE WARNING FIELD, SEE ADA SHEETS FOR DETAILS (TYP.)  
THPL PVT MK LINE 24 (W)  
THPL PVT MK LINE 6 (W)  
THPL PVT MK LTR & SYM (W)

EXIST. CURVE 1  
PI STA. = 109+00.18  
Δ = 69° 22' 27" (LT)  
D = 7° 29' 23"  
R = 765.00'  
T = 529.46'  
L = 926.27'  
E = 165.35'  
P.C. STA. = 103+70.73  
P.T. STA. = 112+96.99

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
2A	104+05	104+27	35' LT	20	4	8.9	44201741 (TYPE II)
2B	105+86	106+35	30' RT	50	VARIES	47.1	44201747 (TYPE IV)
2C	108+09	108+15	29' LT	6	12	8.0	44201741 (TYPE II)

MODEL: Default FILE: \\s:\p\w\barfcl\hchhwy\_55a\Documents\BurrRidge\1877.02\12\_Design\12.3\_CADD\Sheets\1877.022-SHT-PA-A020

PATRICK ENGINEERING INC.  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

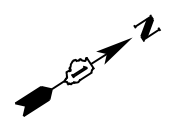
USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

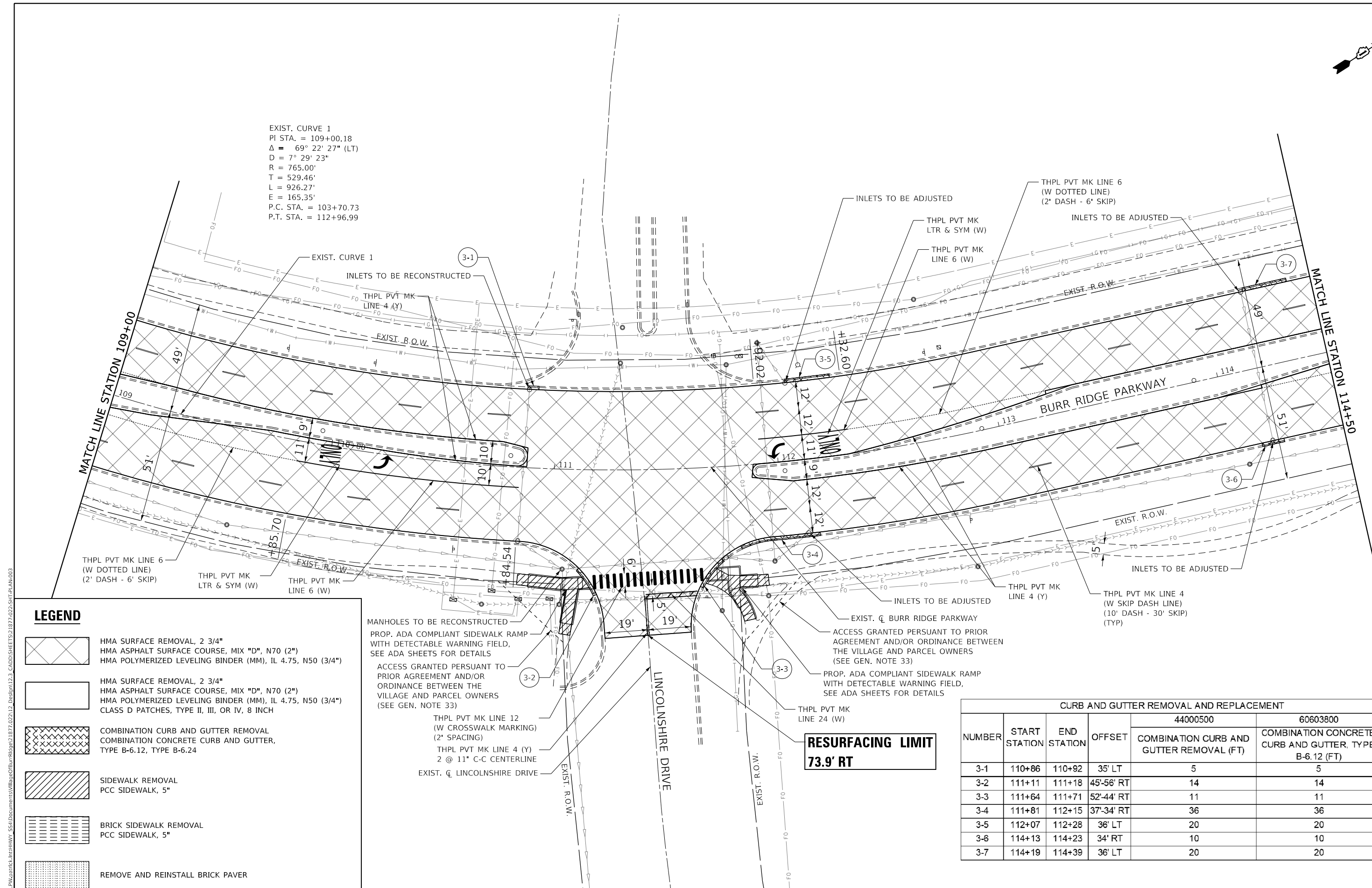
BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
ROADWAY AND DRAINAGE PLAN

SCALE: 1" = 20' SHEET RP-02 OF 7 SHEETS STA. 103+50.00 TO STA. 109+00.00


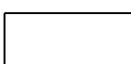
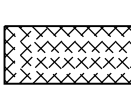
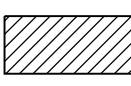
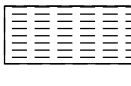
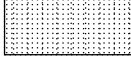
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	8
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE 1  
 PI STA. = 109+00.18  
 $\Delta = 69^\circ 22' 27''$  (LT)  
 $D = 7^\circ 29' 23''$   
 $R = 765.00'$   
 $T = 529.46'$   
 $L = 926.27'$   
 $E = 165.35'$   
 P.C. STA. = 103+70.73  
 P.T. STA. = 112+96.99



**LEGEND**

-  HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
-  HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
-  COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
-  SIDEWALK REMOVAL PCC SIDEWALK, 5"
-  BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
-  REMOVE AND REINSTALL BRICK PAVER

MANHOLES TO BE RECONSTRUCTED  
 PROP. ADA COMPLIANT SIDEWALK RAMP WITH DETECTABLE WARNING FIELD. SEE ADA SHEETS FOR DETAILS  
 ACCESS GRANTED PERSUANT TO PRIOR AGREEMENT AND/OR ORDINANCE BETWEEN THE VILLAGE AND PARCEL OWNERS (SEE GEN. NOTE 33)

THPL PVT MK LINE 12 (W CROSSWALK MARKING) (2' SPACING)  
 THPL PVT MK LINE 4 (Y) 2 @ 11" C-C CENTERLINE  
 EXIST. CL LINCOLNSHIRE DRIVE

**RESURFACING LIMIT**  
**73.9' RT**

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	COMBINATION CURB AND GUTTER REMOVAL (FT)		
				44000500	60603800	
3-1	110+86	110+92	35' LT	5	5	
3-2	111+11	111+18	45'-56' RT	14	14	
3-3	111+64	111+71	52'-44' RT	11	11	
3-4	111+81	112+15	37'-34' RT	36	36	
3-5	112+07	112+28	36' LT	20	20	
3-6	114+13	114+23	34' RT	10	10	
3-7	114+19	114+39	36' LT	20	20	

MODEL: Default  
 FILE: Burr Ridge Parkway - 551\Documents\Burr Ridge\Burr Ridge.dwg  
 CADD: SHEETS: 1877.0212.12, Design: 11.3, CADD: SHEETS: 1877.0223, SHEET: AN-003

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE**  
**ROADWAY AND DRAINAGE PLAN**  
 SCALE: 1" = 20' SHEET RP-03 OF 7 SHEETS STA. 109+00.00 TO STA. 114+50.00

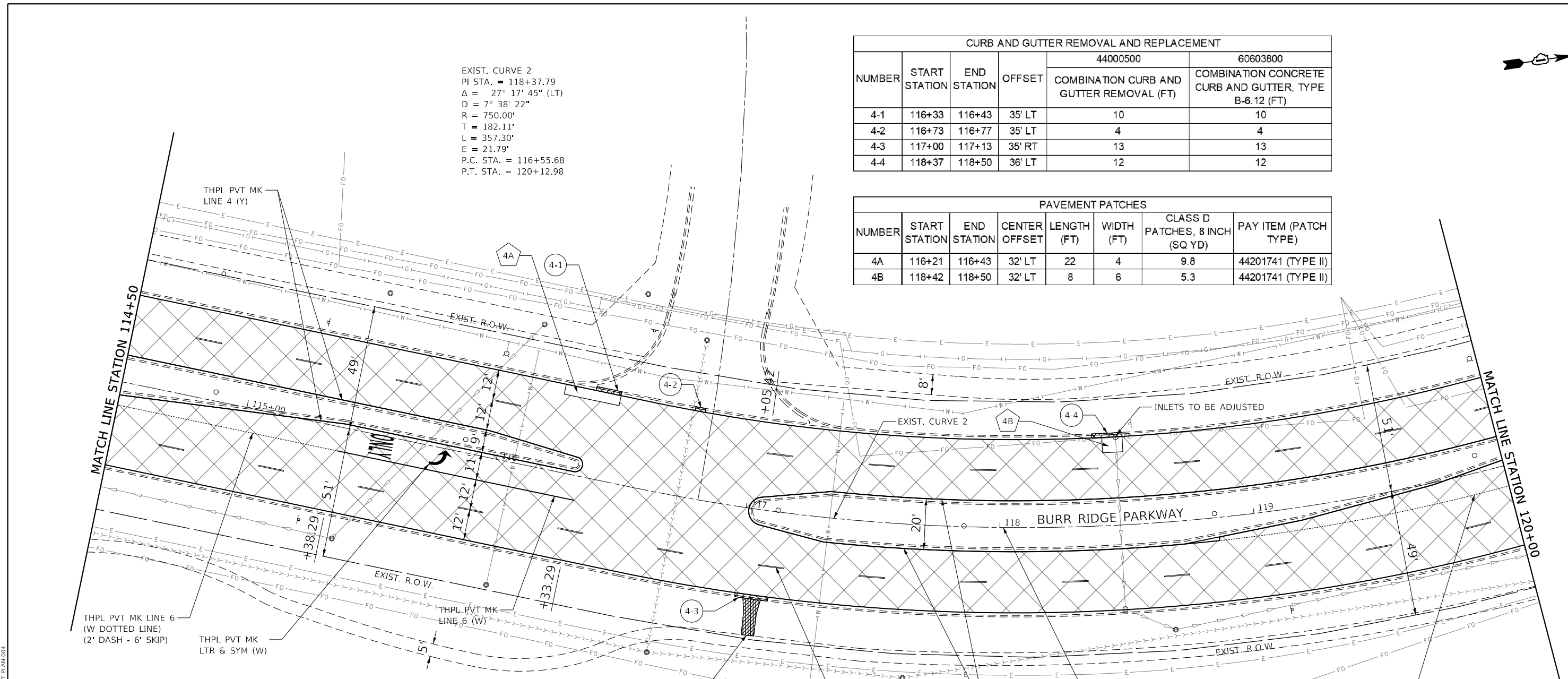
F.A.U. RTE. 1028	SECTION 18-00055-00-RS	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 9
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE 2  
 PI STA. = 118+37.79  
 $\Delta = 27^\circ 17' 45''$  (LT)  
 $D = 7^\circ 38' 22''$   
 $R = 750.00'$   
 $T = 182.11'$   
 $L = 357.30'$   
 $E = 21.79'$   
 P.C. STA. = 116+55.68  
 P.T. STA. = 120+12.98

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
4-1	116+33	116+43	35' LT	10	10	
4-2	116+73	116+77	35' LT	4	4	
4-3	117+00	117+13	35' RT	13	13	
4-4	118+37	118+50	36' LT	12	12	

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
4A	116+21	116+43	32' LT	22	4	9.8	44201741 (TYPE II)
4B	118+42	118+50	32' LT	8	6	5.3	44201741 (TYPE II)



LEGEND	
	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
	REMOVE AND REINSTALL BRICK PAVER

SIDEWALK REMOVAL (77.11 SF)  
 TOPSOIL FURNISH AND PLACE, 4" (8.57 SY)  
 SODDING, SALT TOLLERANT (9.42 SY)

MODEL: Default  
 FILE: \\patric-eng\p\proj\114\BurrRidge\114-Roadway-551\Documents\114\BurrRidge\114-Roadway-551\114-Roadway-551.dwg  
 CADD: SHEETS: 114-Roadway-551.dwg

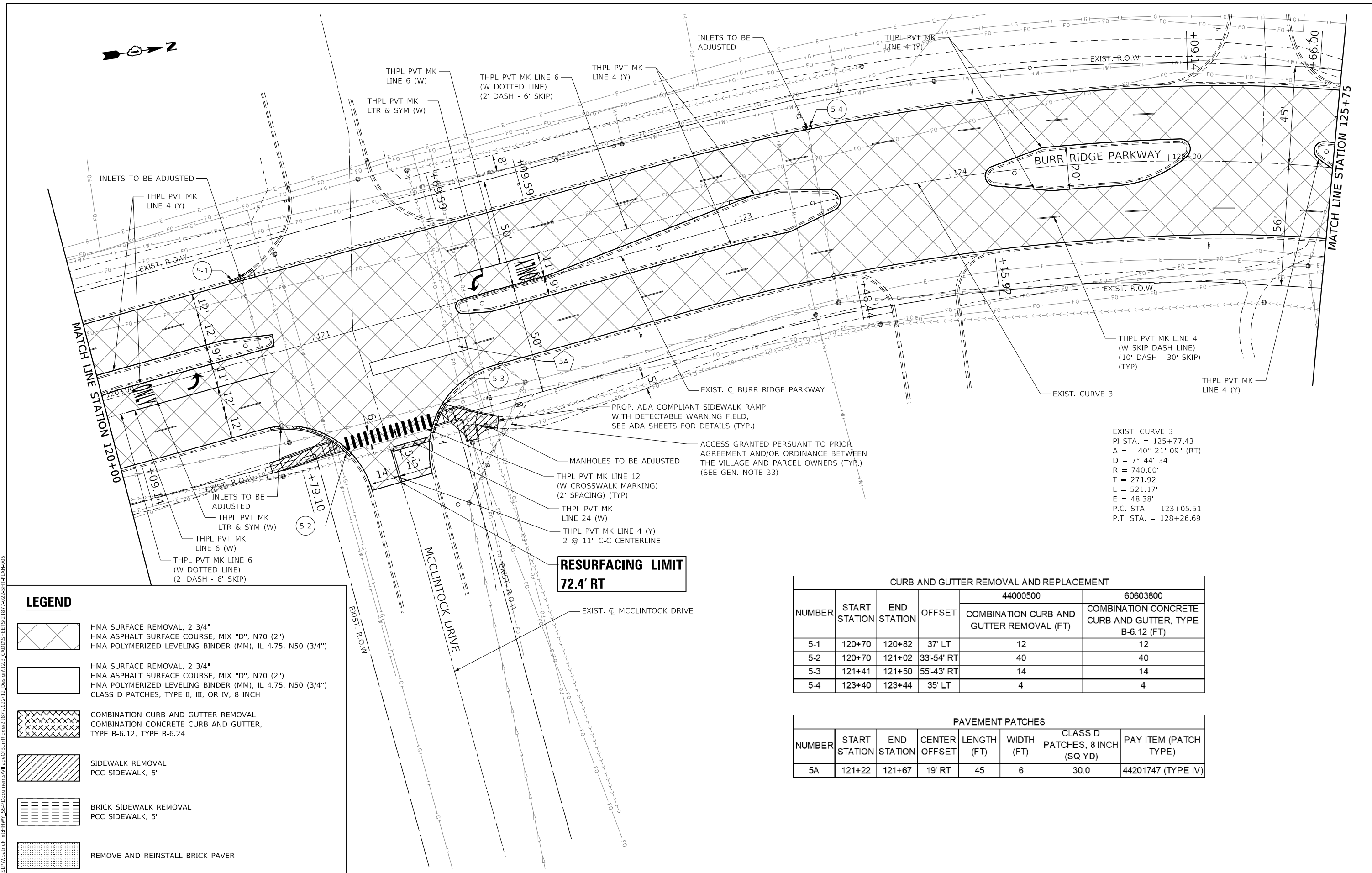
**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodiguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
 ROADWAY AND DRAINAGE PLAN**  
 SCALE: 1" = 20' SHEET RP-04 OF 7 SHEETS STA. 114+50.00 TO STA. 120+00.00

F.A.U. RTE. 1028	SECTION 18-00055-00-RS	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 10
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				



EXIST. CURVE 3  
 PI STA. = 125+77.43  
 $\Delta = 40^\circ 21' 09''$  (RT)  
 $D = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $T = 271.92'$   
 $L = 521.17'$   
 $E = 48.38'$   
 P.C. STA. = 123+05.51  
 P.T. STA. = 128+26.69

**LEGEND**

- HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
- SIDEWALK REMOVAL PCC SIDEWALK, 5"
- BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
- REMOVE AND REINSTALL BRICK PAVER

CURB AND GUTTER REMOVAL AND REPLACEMENT							
NUMBER	START STATION	END STATION	OFFSET	COMBINATION CURB AND GUTTER REMOVAL (FT)		COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
				44000500	60603800	COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)
5-1	120+70	120+82	37' LT	12	12	12	12
5-2	120+70	121+02	33'-54' RT	40	40	40	40
5-3	121+41	121+50	55'-43' RT	14	14	14	14
5-4	123+40	123+44	35' LT	4	4	4	4

PAVEMENT PATCHES							
NUMBER	START STATION	END STATION	CENTER OFFSET	LENGTH (FT)	WIDTH (FT)	CLASS D PATCHES, 8 INCH (SQ YD)	PAY ITEM (PATCH TYPE)
5A	121+22	121+67	19' RT	45	6	30.0	44201747 (TYPE IV)

**RESURFACING LIMIT**  
**72.4' RT**

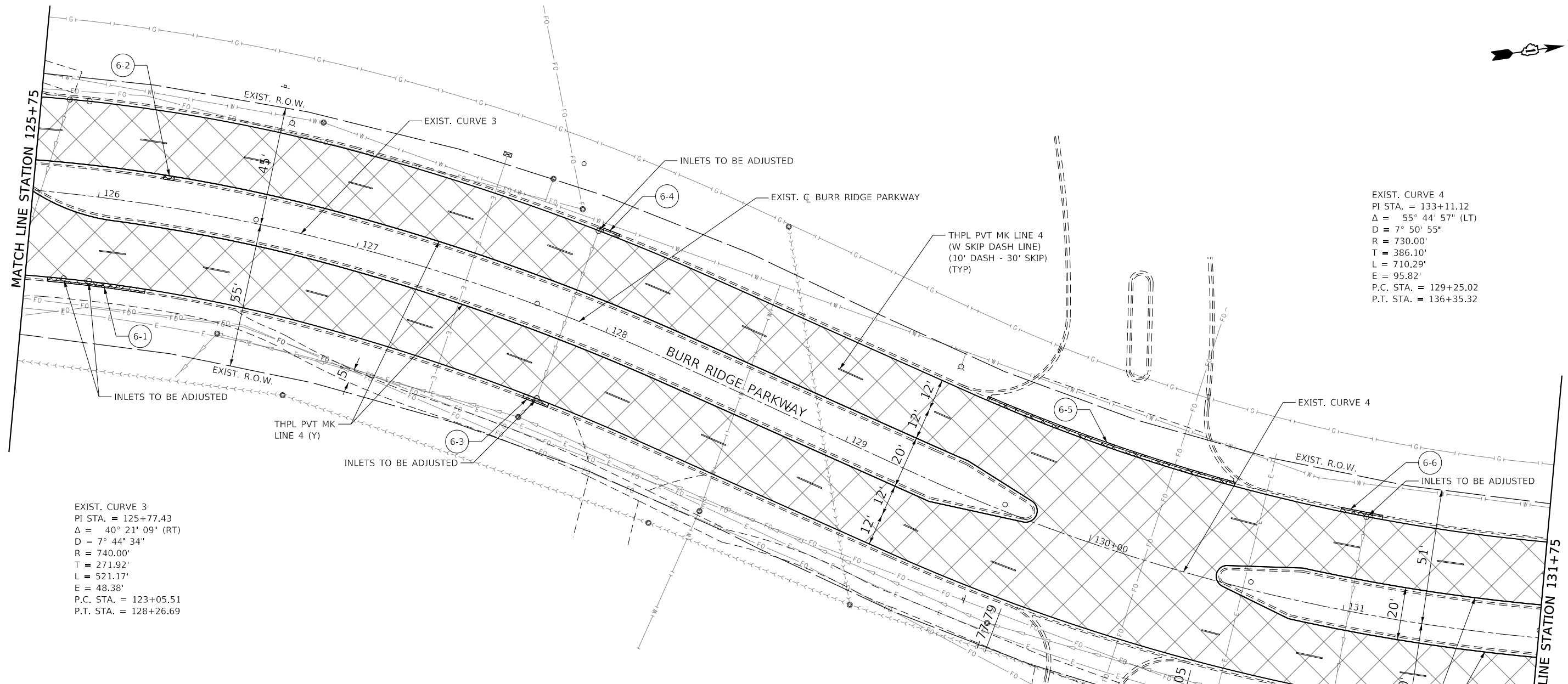
MODEL: Default FILE: Model: Burr Ridge Parkway - 5541\Documents\Burr Ridge\1877.02212\_3\_CADD\SHEETS\1877.02212\_SHT-PL-AN-05

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
	PLOT SCALE = 40.0000 ' / in.	DRAWN - YMR	REVISED -
	PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
		DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDWELL DRIVE**  
**ROADWAY AND DRAINAGE PLAN**  
 SCALE: 1" = 20' SHEET RP-05 OF 7 SHEETS STA. 120+00.00 TO STA. 125+75.00

F.A.U. RTE. 1028	SECTION 18-00055-00-RS	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F77	



EXIST. CURVE 4  
 PI STA. = 133+11.12  
 $\Delta = 55^\circ 44' 57''$  (LT)  
 $D = 7^\circ 50' 55''$   
 $R = 730.00'$   
 $T = 386.10'$   
 $L = 710.29'$   
 $E = 95.82'$   
 P.C. STA. = 129+25.02  
 P.T. STA. = 136+35.32

EXIST. CURVE 3  
 PI STA. = 125+77.43  
 $\Delta = 40^\circ 21' 09''$  (RT)  
 $D = 7^\circ 44' 34''$   
 $R = 740.00'$   
 $T = 271.92'$   
 $L = 521.17'$   
 $E = 48.38'$   
 P.C. STA. = 123+05.51  
 P.T. STA. = 128+26.69

**LEGEND**

- HMA SURFACE REMOVAL, 2 3/4"  
HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2")  
HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
- HMA SURFACE REMOVAL, 2 3/4"  
HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2")  
HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")  
CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
- COMBINATION CURB AND GUTTER REMOVAL  
COMBINATION CONCRETE CURB AND GUTTER,  
TYPE B-6.12, TYPE B-6.24
- SIDEWALK REMOVAL  
PCC SIDEWALK, 5"
- BRICK SIDEWALK REMOVAL  
PCC SIDEWALK, 5"
- REMOVE AND REINSTALL BRICK PAVER

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500		60603800
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
6-1	125+84	126+23	33' RT	38		38
6-2	126+23	126+27	11' LT	4		4
6-3	127+80	127+90	34' RT	10		10
6-4	127+83	127+91	38' LT	8		8
6-5	129+43	130+48	38' LT	100		100
6-6	130+92	131+08	38' LT	16		16

MODEL: Default  
 FILE: \\patricke\p\work\barfed\bruridge\1877.02\21.12\_Design\12.3\_CADD\SHETS\1877.022-SHT-PL-AN-06

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodiguez  
 DESIGNED - YMR  
 DRAWN - YMR  
 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 2/11/2019

CHECKED - SRL  
 DATE - 2/11/2019

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE  
 ROADWAY AND DRAINAGE PLAN**

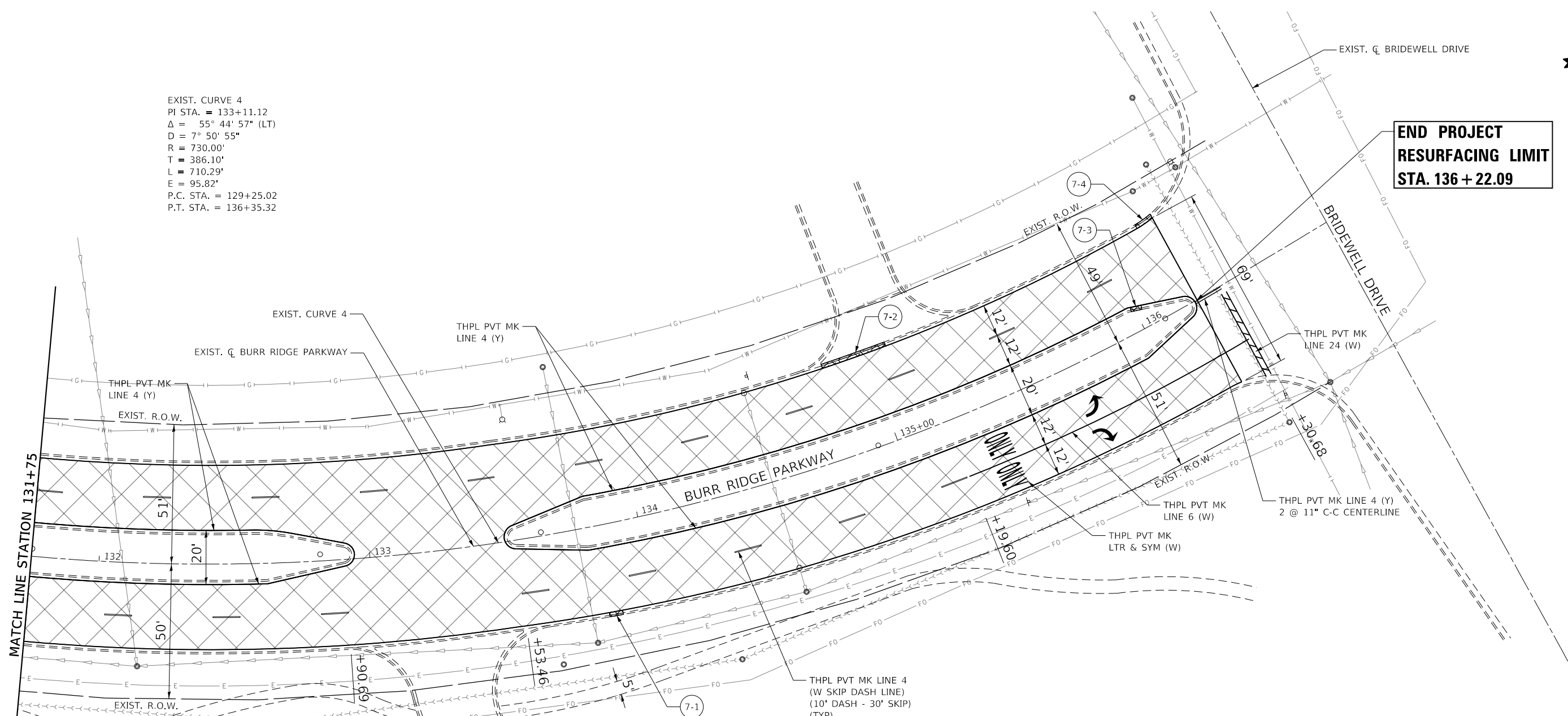
SCALE: 1" = 20'    SHEET RP-06 OF 7 SHEETS    STA. 125+75.00 TO STA. 131+75.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	12
CONTRACT NO. 61F77				
		ILLINOIS	FED. AID PROJECT	



EXIST. CURVE 4  
 PI STA. = 133+11.12  
 $\Delta = 55^\circ 44' 57''$  (LT)  
 $D = 7^\circ 50' 55''$   
 $R = 730.00'$   
 $T = 386.10'$   
 $L = 710.29'$   
 $E = 95.82'$   
 P.C. STA. = 129+25.02  
 P.T. STA. = 136+35.32

**END PROJECT  
 RESURFACING LIMIT  
 STA. 136+22.09**



**LEGEND**

	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4")
	HMA SURFACE REMOVAL, 2 3/4" HMA ASPHALT SURFACE COURSE, MIX "D", N70 (2") HMA POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50 (3/4") CLASS D PATCHES, TYPE II, III, OR IV, 8 INCH
	COMBINATION CURB AND GUTTER REMOVAL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.24
	SIDEWALK REMOVAL PCC SIDEWALK, 5"
	BRICK SIDEWALK REMOVAL PCC SIDEWALK, 5"
	REMOVE AND REINSTALL BRICK PAVER

CURB AND GUTTER REMOVAL AND REPLACEMENT						
NUMBER	START STATION	END STATION	OFFSET	44000500	60603800	
				COMBINATION CURB AND GUTTER REMOVAL (FT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (FT)	
7-1	133+83	133+87	34' RT	5	5	
7-2	134+82	135+08	35' LT	25	25	
7-3	135+99	136+03	8'-7' LT	4	4	
7-4	136+16	136+23	34'-35' LT	7	7	

MODEL: Default  
 FILE: \\patric...  
 USER: yrodriguez  
 DESIGNED: YMR  
 DRAWN: YMR  
 CHECKED: SRL  
 DATE: 2/11/2019



USER NAME = yrodriguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

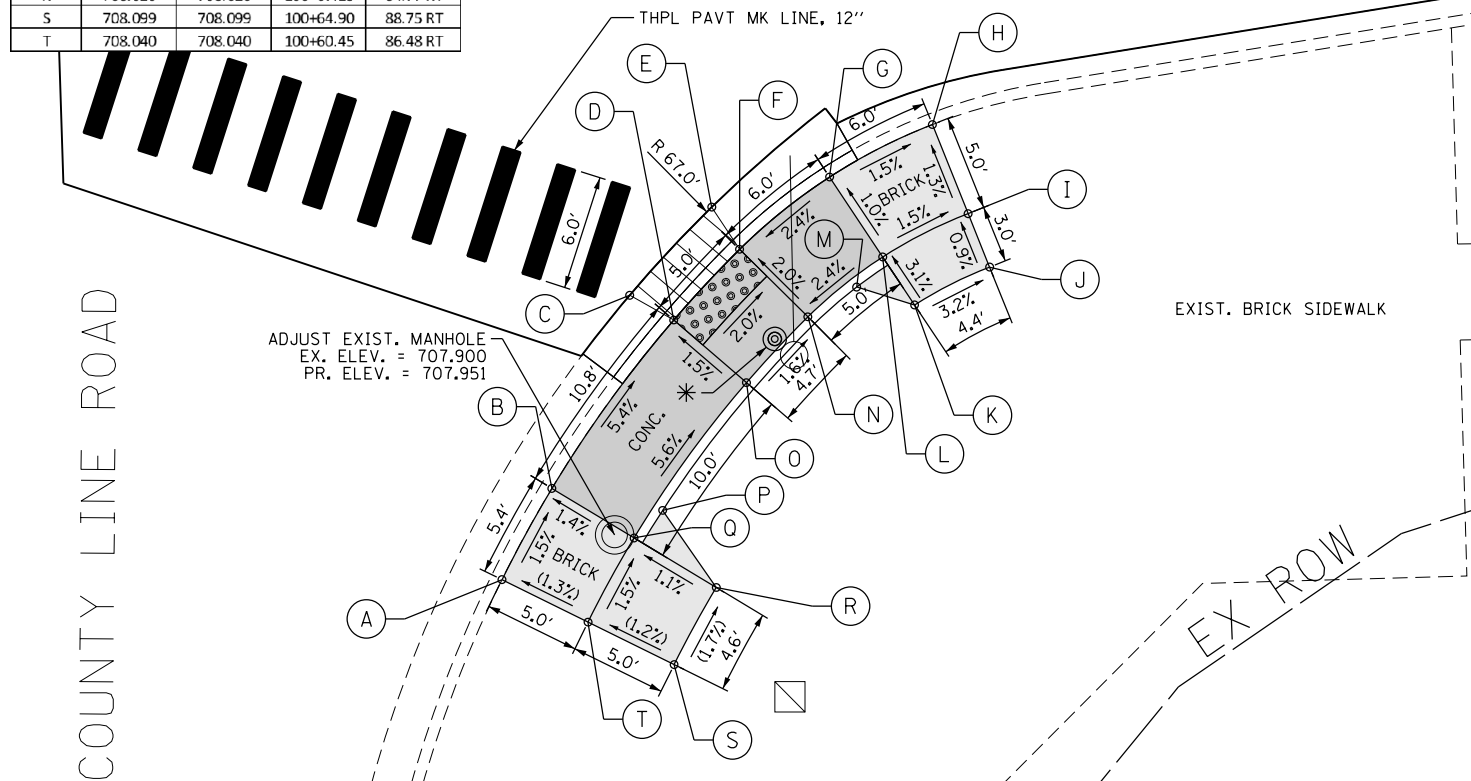
**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDWELL DRIVE  
 ROADWAY AND DRAINAGE PLAN**  
 SCALE: 1" = 20' SHEET RP-07 OF 7 SHEETS STA. 131+75.00 TO STA. 136+22.09

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	13
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
A	707.974	707.974	100+55.99	84.21 RT
B	707.862	707.893	100+58.66	79.49 RT
C	707.373	707.373	100+62.85	69.48 RT
D	707.578	707.315	100+65.13	70.80 RT
E	707.226	707.226	100+67.19	64.95 RT
F	707.311	707.215	100+68.61	67.17 RT
G	707.464	707.381	100+73.35	63.47 RT
H	707.291	707.291	100+78.74	60.81 RT
I	707.358	707.358	100+80.54	65.47 RT
J	707.386	707.386	100+81.62	68.27 RT
K	707.526	707.526	100+77.69	70.19 RT
L	707.491	707.433	100+76.06	67.67 RT
M	707.550	707.550	100+74.68	69.22 RT
N	707.550	707.315	100+72.12	70.73 RT
O	707.722	707.390	100+68.87	74.12 RT
P	707.930	707.930	100+64.41	80.71 RT
Q	707.929	707.955	100+62.91	82.13 RT
R	708.020	708.020	100+67.15	84.77 RT
S	708.099	708.099	100+64.90	88.75 RT
T	708.040	708.040	100+60.45	86.48 RT

\* — RELOCATE PEDESTRIAN PUSH-BUTTONS  
(HEIGHT 30-42", 36" PREFERRED)

BURR RIDGE PARKWAY



ADJUST EXIST. MANHOLE  
EX. ELEV. = 707.900  
PR. ELEV. = 707.951

EXIST. BRICK SIDEWALK

COUNTY LINE ROAD NOTE:  
1. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730 BEFORE CONSTRUCTION.

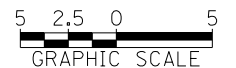
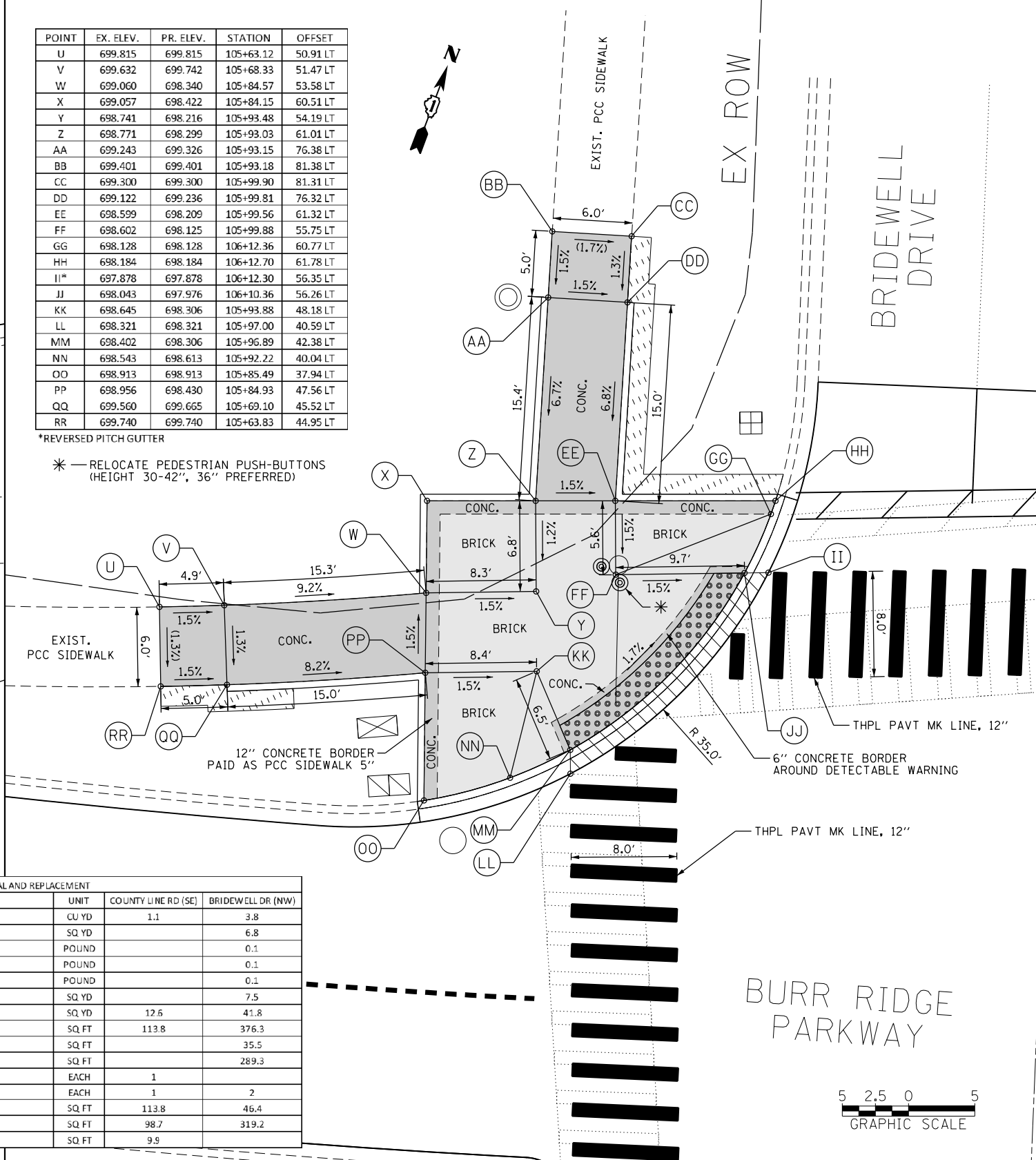
SIDEWALK REMOVAL AND REPLACEMENT					
CODE NO.	ITEM	UNIT	COUNTY LINE RD (SE)	BRIDEWELL DR (NW)	
20200100	EARTH EXCAVATION	CU YD	1.1	3.8	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD		6.8	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND		0.1	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND		0.1	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND		0.1	
25200110	SODDING, SALT TOLERANT	SQ YD		7.5	
42001300	PROTECTIVE COAT	SQ YD	12.6	41.8	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	113.8	376.3	
42400800	DETECTABLE WARNINGS	SQ FT		35.5	
44000600	SIDEWALK REMOVAL	SQ FT		289.3	
60255500	MANHOLES TO BE ADJUSTED	EACH	1		
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	1	2	
X0326864	BRICK SIDEWALK REMOVAL	SQ FT	113.8	46.4	
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	98.7	319.2	
X4240810	DETECTABLE WARNINGS (SPECIAL), CAST IRON	SQ FT	9.9		

**LEGEND**

- DETECTABLE WARNINGS
- SODDING
- PROPOSED SIDEWALK (CONCRETE/BRICK)
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
U	699.815	699.815	105+63.12	50.91 LT
V	699.632	699.742	105+68.33	51.47 LT
W	699.060	698.340	105+84.57	53.58 LT
X	699.057	698.422	105+84.15	60.51 LT
Y	698.741	698.216	105+93.48	54.19 LT
Z	698.771	698.299	105+93.03	61.01 LT
AA	699.243	699.326	105+93.15	76.38 LT
BB	699.401	699.401	105+93.18	81.38 LT
CC	699.300	699.300	105+99.90	81.31 LT
DD	699.122	699.236	105+99.81	76.32 LT
EE	698.599	698.209	105+99.56	61.32 LT
FF	698.602	698.125	105+99.88	55.75 LT
GG	698.128	698.128	106+12.36	60.77 LT
HH	698.184	698.184	106+12.70	61.78 LT
II*	697.878	697.878	106+12.30	56.35 LT
JJ	698.043	697.976	106+10.36	56.26 LT
KK	698.645	698.306	105+93.88	48.18 LT
LL	698.321	698.321	105+97.00	40.59 LT
MM	698.402	698.306	105+96.89	42.38 LT
NN	698.543	698.613	105+92.22	40.04 LT
OO	698.913	698.913	105+85.49	37.94 LT
PP	698.956	698.430	105+84.93	47.56 LT
QQ	699.560	699.665	105+69.10	45.52 LT
RR	699.740	699.740	105+63.83	44.95 LT

\* REVERSED PITCH GUTTER  
\* — RELOCATE PEDESTRIAN PUSH-BUTTONS  
(HEIGHT 30-42", 36" PREFERRED)



CONTROL POINT ELEV 000.00

CONTROL POINT :

LOCATION :  
(N: 0000000.000, E: 0000000.000)

CONTROL POINT ELEV 000.00

CONTROL POINT :

LOCATION :  
(N: 0000000.000, E: 0000000.000)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ADA DETAIL PLANS  
BURR RIDGE PARKWAY AT COUNTY LINE ROAD

SCALE: 1" = 5' SHEET ADA-01 OF 4 SHEETS STA. TO STA.

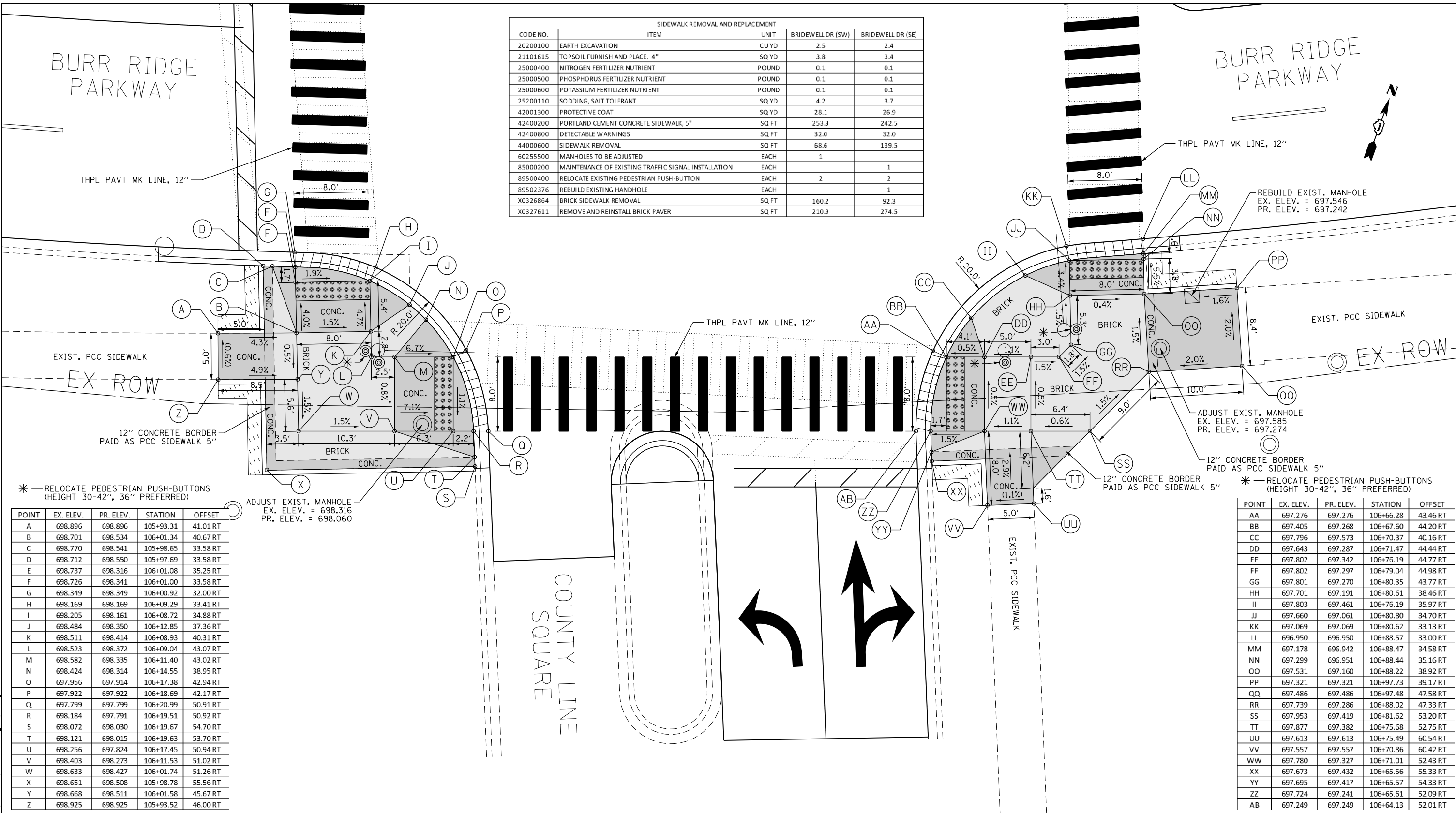
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	14

CONTRACT NO. 61F77  
ILLINOIS FED. AID PROJECT

BURR RIDGE PARKWAY

BURR RIDGE PARKWAY

SIDEWALK REMOVAL AND REPLACEMENT				
CODE NO.	ITEM	UNIT	BRIDEWELL DR (SW)	BRIDEWELL DR (SE)
20200100	EARTH EXCAVATION	CU YD	2.5	2.4
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	3.8	3.4
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.1	0.1
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.1	0.1
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.1	0.1
25200110	SODDING, SALT TOLERANT	SQ YD	4.2	3.7
42001300	PROTECTIVE COAT	SQ YD	28.1	26.9
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	253.3	242.5
42400800	DETECTABLE WARNINGS	SQ FT	32.0	32.0
44000600	SIDEWALK REMOVAL	SQ FT	68.6	139.5
60255500	MANHOLES TO BE ADJUSTED	EACH	1	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH		1
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	2	2
89502376	REBUILD EXISTING HANDHOLE	EACH		1
X0326864	BRICK SIDEWALK REMOVAL	SQ FT	160.2	92.3
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	210.9	274.5



\* —RELOCATE PEDESTRIAN PUSH-BUTTONS (HEIGHT 30-42", 36" PREFERRED)

ADJUST EXIST. MANHOLE  
EX. ELEV. = 698.316  
PR. ELEV. = 698.060

\* —RELOCATE PEDESTRIAN PUSH-BUTTONS (HEIGHT 30-42", 36" PREFERRED)

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
A	698.896	698.896	105+93.31	41.01 RT
B	698.701	698.534	106+01.34	40.67 RT
C	698.770	698.541	105+98.65	33.58 RT
D	698.712	698.550	105+97.69	33.58 RT
E	698.737	698.316	106+01.08	35.25 RT
F	698.726	698.341	106+01.00	33.58 RT
G	698.349	698.349	106+00.92	32.00 RT
H	698.169	698.169	106+09.29	33.41 RT
I	698.205	698.161	106+08.72	34.88 RT
J	698.484	698.350	106+12.85	37.36 RT
K	698.511	698.414	106+08.93	40.31 RT
L	698.523	698.372	106+09.04	43.07 RT
M	698.582	698.335	106+11.40	43.02 RT
N	698.424	698.314	106+14.55	38.95 RT
O	697.956	697.914	106+17.38	42.94 RT
P	697.922	697.922	106+18.69	42.17 RT
Q	697.799	697.799	106+20.99	50.91 RT
R	698.184	697.791	106+19.51	50.92 RT
S	698.072	698.030	106+19.67	54.70 RT
T	698.121	698.015	106+19.63	53.70 RT
U	698.256	697.824	106+17.45	50.94 RT
V	698.403	698.273	106+11.53	51.02 RT
W	698.633	698.427	106+01.74	51.26 RT
X	698.651	698.508	105+98.78	55.56 RT
Y	698.668	698.511	106+01.58	45.67 RT
Z	698.925	698.925	105+93.52	46.00 RT

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
AA	697.276	697.276	106+66.28	43.46 RT
BB	697.405	697.268	106+67.60	44.20 RT
CC	697.796	697.573	106+70.37	40.16 RT
DD	697.643	697.287	106+71.47	44.44 RT
EE	697.802	697.342	106+76.19	44.77 RT
FF	697.802	697.297	106+79.04	44.98 RT
GG	697.801	697.270	106+80.35	43.77 RT
HH	697.701	697.191	106+80.61	38.46 RT
II	697.803	697.461	106+76.19	35.97 RT
JJ	697.660	697.061	106+80.80	34.70 RT
KK	697.069	697.069	106+80.62	33.13 RT
LL	696.950	696.950	106+88.57	33.00 RT
MM	697.178	696.942	106+88.47	34.58 RT
NN	697.299	696.951	106+88.44	35.16 RT
OO	697.531	697.160	106+88.22	38.92 RT
PP	697.321	697.321	106+97.73	39.17 RT
QQ	697.486	697.486	106+97.48	47.58 RT
RR	697.739	697.286	106+88.02	47.33 RT
SS	697.953	697.419	106+81.62	53.20 RT
TT	697.877	697.382	106+75.68	52.75 RT
UU	697.613	697.613	106+75.49	60.54 RT
VV	697.557	697.557	106+70.86	60.42 RT
WW	697.780	697.327	106+71.01	52.43 RT
XX	697.673	697.432	106+65.56	55.33 RT
YY	697.695	697.417	106+65.57	54.33 RT
ZZ	697.724	697.241	106+65.61	52.09 RT
AB	697.249	697.249	106+64.13	52.01 RT

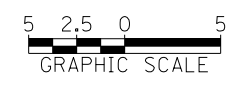
CONTROL POINT ELEV 000.00

CONTROL POINT :

LOCATION :  
(N: 0000000.000, E: 000000.000)

LEGEND

- DETECTABLE WARNINGS
- DEPRESSED CURB AND GUTTER
- SODDING
- PROPOSED SIDE CURB
- PROPOSED SIDEWALK (CONCRETE/BRICK)
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB



MODEL: Default FILE: Model: Burr Ridge Parkway ADA Detail Plans - 11/11/2019 11:30:00 AM

PATRICK ENGINEERING INC.  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

USER NAME = yrodiguez  
PLOT SCALE = 10.0000 "/in.  
PLOT DATE = 2/11/2019

DESIGNED - AMD  
DRAWN - AMD  
CHECKED - YMR  
DATE - 2/11/2019

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ADA DETAIL PLANS  
BURR RIDGE PARKWAY AT BRIDEWELL DRIVE

SCALE: 1" = 5' SHEET ADA-02 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	15
CONTRACT NO. 61F77				

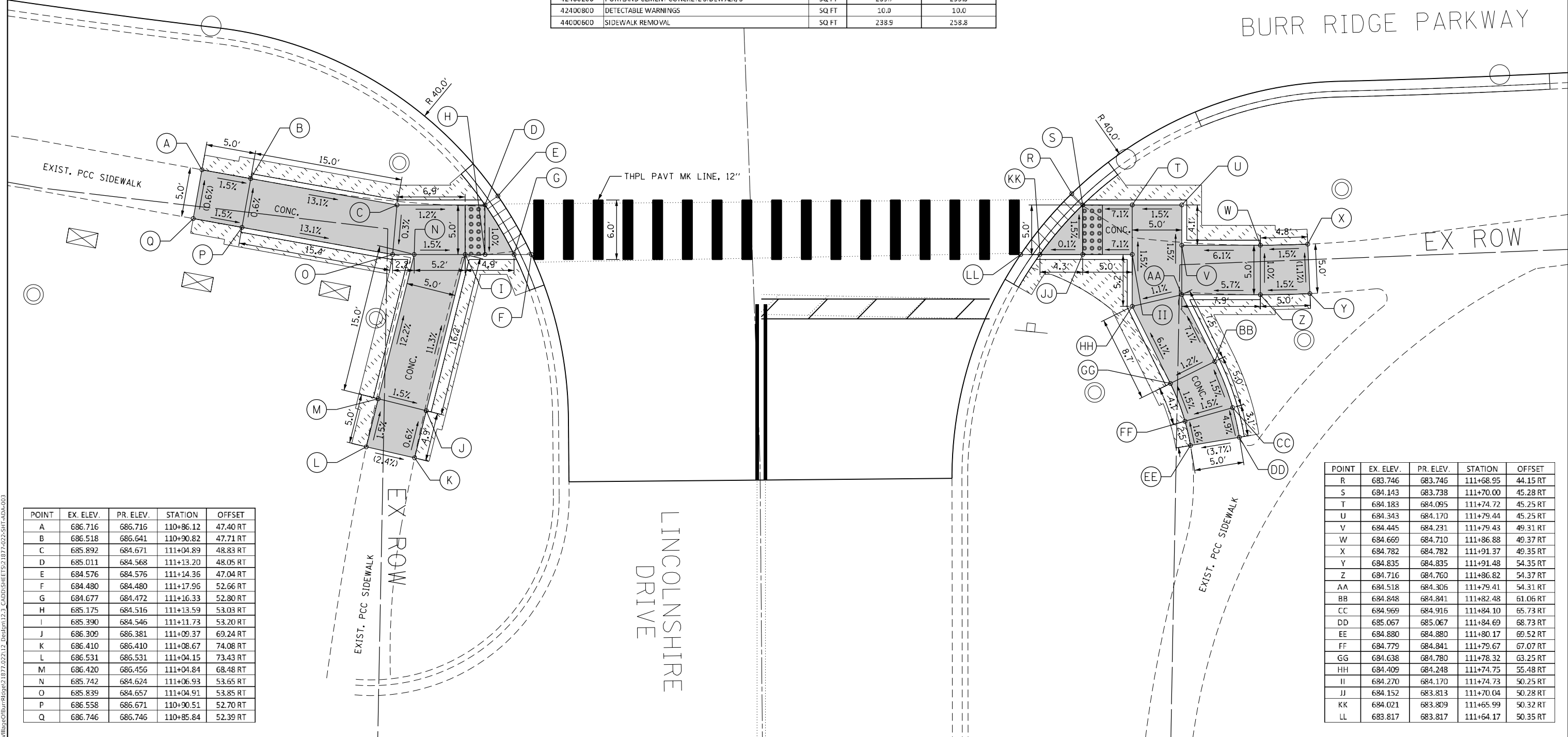
ILLINOIS FED. AID PROJECT



BURR RIDGE PARKWAY

BURR RIDGE PARKWAY

SIDEWALK REMOVAL AND REPLACEMENT				
CODE NO.	ITEM	UNIT	LINCOLNSHIRE DR (NE)	LINCOLNSHIRE DR (SE)
20200100	EARTH EXCAVATION	CU YD	2.6	3.0
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	14.9	16.2
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.3	0.3
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.3	0.3
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.3	0.3
25200110	SODDING, SALT TOLERANT	SQ YD	16.4	17.8
42001300	PROTECTIVE COAT	SQ YD	28.9	32.8
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	259.7	295.5
42400800	DETECTABLE WARNINGS	SQ FT	10.0	10.0
44000600	SIDEWALK REMOVAL	SQ FT	238.9	258.8



POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
A	686.716	686.716	110+86.12	47.40 RT
B	686.518	686.641	110+90.82	47.71 RT
C	685.892	684.671	111+04.89	48.83 RT
D	685.011	684.568	111+13.20	48.05 RT
E	684.576	684.576	111+14.36	47.04 RT
F	684.480	684.480	111+17.96	52.66 RT
G	684.677	684.472	111+16.33	52.80 RT
H	685.175	684.516	111+13.59	53.03 RT
I	685.390	684.546	111+11.73	53.20 RT
J	686.309	686.381	111+09.37	69.24 RT
K	686.410	686.410	111+08.67	74.08 RT
L	686.531	686.531	111+04.15	73.43 RT
M	686.420	686.456	111+04.84	68.48 RT
N	685.742	684.624	111+06.93	53.65 RT
O	685.839	684.657	111+04.91	53.85 RT
P	686.558	686.671	110+90.51	52.70 RT
Q	686.746	686.746	110+85.84	52.39 RT

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
R	683.746	683.746	111+68.95	44.15 RT
S	684.143	683.738	111+70.00	45.28 RT
T	684.183	684.095	111+74.72	45.25 RT
U	684.343	684.170	111+79.44	45.25 RT
V	684.445	684.231	111+79.43	49.31 RT
W	684.669	684.710	111+86.88	49.37 RT
X	684.782	684.782	111+91.37	49.35 RT
Y	684.835	684.835	111+91.48	54.35 RT
Z	684.716	684.760	111+86.82	54.37 RT
AA	684.518	684.306	111+79.41	54.31 RT
BB	684.848	684.841	111+82.48	61.06 RT
CC	684.969	684.916	111+84.10	65.73 RT
DD	685.067	685.067	111+84.69	68.73 RT
EE	684.880	684.880	111+80.17	69.52 RT
FF	684.779	684.841	111+79.67	67.07 RT
GG	684.638	684.780	111+78.32	63.25 RT
HH	684.409	684.248	111+74.75	55.48 RT
II	684.270	684.170	111+74.73	50.25 RT
JJ	684.152	683.813	111+70.04	50.28 RT
KK	684.021	683.809	111+65.99	50.32 RT
LL	683.817	683.817	111+64.17	50.35 RT

CONTROL POINT ELEV 000.00  
 CONTROL POINT :  
 LOCATION :  
 (N: 0000000.000, E: 000000.000)

**LEGEND**

- DETECTABLE WARNINGS
- DEPRESSED CURB AND GUTTER
- SODDING
- PROPOSED SIDEWALK (CONCRETE/BRICK)
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB



MODEL: Default  
 FILE: Model: Burr Ridge Parkway ADA Detail - In-Highway - 551/Documents/VillageOfBurrRidge/21877.02/212\_Design/112.3\_CADD/SHEETS/21877.022-SHT-ADA-003

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodiguez	DESIGNED - AMD	REVISED -
PLOT SCALE = 10.0000 "/in.	DRAWN - AMD	REVISED -
PLOT DATE = 2/11/2019	CHECKED - YMR	REVISED -
	DATE - 2/11/2019	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ADA DETAIL PLANS  
 BURR RIDGE PARKWAY AT LINCOLNSHIRE DRIVE**

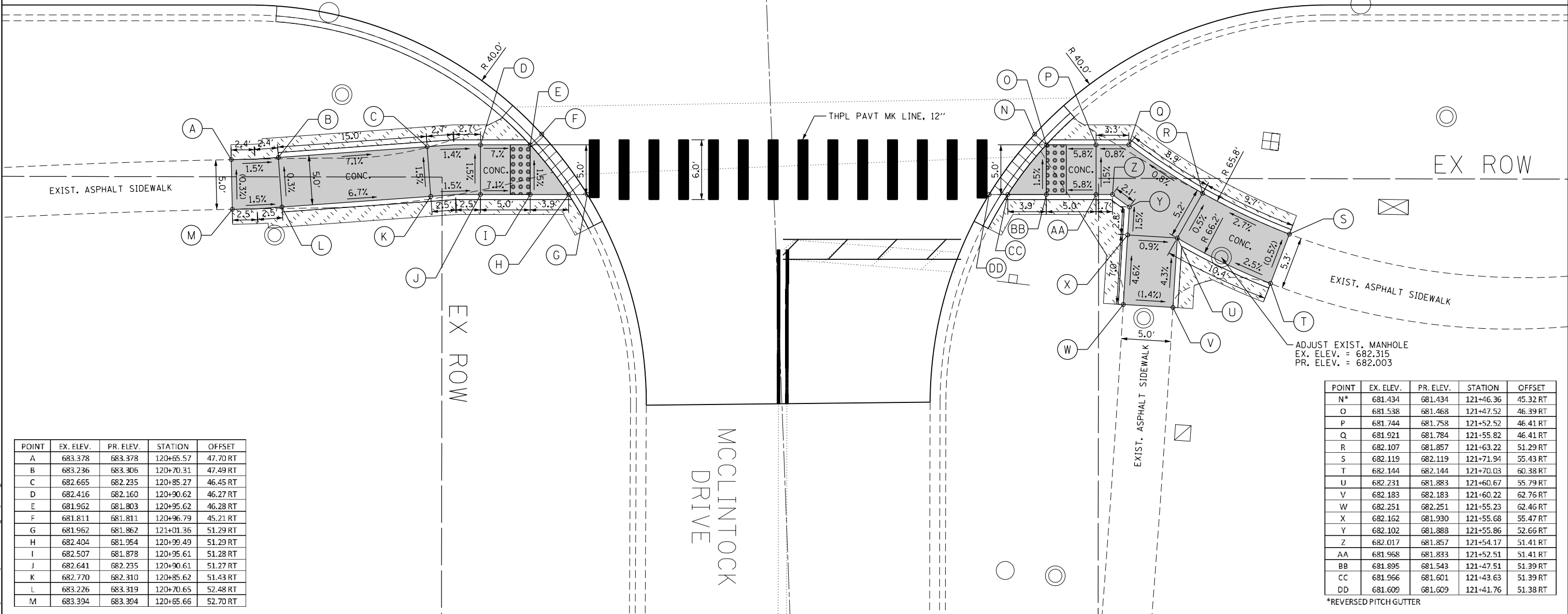
SCALE: 1" = 5' SHEET ADA-03 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	16
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				

SIDEWALK REMOVAL AND REPLACEMENT					
CODE NO.	ITEM	UNIT	McCLINTOCK DR (NE)	McCLINTOCK DR (SE)	
20200100	EARTH EXCAVATION	CU YD	2.2	1.9	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	11.3	11.2	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.2	0.2	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.2	0.2	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.2	0.2	
25200110	SODDING, SALT TOLERANT	SQ YD	12.4	12.3	
42001300	PROTECTIVE COAT	SQ YD	24	21	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQ FT	217.4	187.6	
42400800	DETECTABLE WARNINGS	SQ FT	10.6	10.0	
44000500	SIDEWALK REMOVAL	SQ FT	224.1	161.0	
60255500	MANHOLES TO BE ADJUSTED	EACH	1		

BURR RIDGE PARKWAY

BURR RIDGE PARKWAY



POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
A	683.378	683.378	120+65.57	47.70 RT
B	683.236	683.306	120+70.31	47.49 RT
C	682.665	682.235	120+85.27	46.45 RT
D	682.416	682.160	120+90.62	46.27 RT
E	681.962	681.803	120+95.62	46.28 RT
F	681.811	681.811	120+96.79	45.21 RT
G	681.962	681.862	121+01.36	51.29 RT
H	682.404	681.954	120+99.49	51.29 RT
I	682.507	681.878	120+95.61	51.28 RT
J	682.641	682.235	120+90.61	51.27 RT
K	682.770	682.310	120+85.62	51.43 RT
L	683.226	683.319	120+70.65	52.48 RT
M	683.394	683.394	120+65.66	52.70 RT

POINT	EX. ELEV.	PR. ELEV.	STATION	OFFSET
N*	681.434	681.434	121+46.36	45.32 RT
O	681.538	681.468	121+47.52	46.39 RT
P	681.744	681.758	121+52.52	46.41 RT
Q	681.921	681.784	121+55.82	46.41 RT
R	682.107	681.857	121+63.22	51.29 RT
S	682.119	682.119	121+71.94	55.43 RT
T	682.144	682.144	121+70.03	60.38 RT
U	682.231	681.883	121+60.67	55.79 RT
V	682.183	682.183	121+60.22	62.76 RT
W	682.251	682.251	121+55.23	62.46 RT
X	682.162	681.930	121+55.68	55.47 RT
Y	682.102	681.888	121+55.86	52.66 RT
Z	682.017	681.857	121+54.17	51.41 RT
AA	681.968	681.833	121+52.51	51.41 RT
BB	681.895	681.543	121+47.51	51.39 RT
CC	681.966	681.601	121+43.63	51.39 RT
DD	681.609	681.609	121+41.76	51.38 RT

\*REVERSED PITCH GUTTER

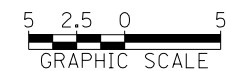
CONTROL POINT ELEV 000.00

CONTROL POINT :

LOCATION :  
(N: 0000000.000, E: 0000000.000)

LEGEND

- DETECTABLE WARNINGS
- SODDING
- PROPOSED SIDEWALK (CONCRETE/BRICK)
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB



MODEL: Default FILE: \\patricke\p\work\burrridge\SSA\Documents\Burrridge\SSA\Drawings\12.3\_CADD\SSHEETS\1877-02212\_Design\12.3\_CADD\SSHEETS\1877-02212-SHT-ADA-004

**PATRICK ENGINEERING INC.**  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

USER NAME = yrodiguez  
DESIGNED - AMD  
DRAWN - AMD  
CHECKED - YMR  
DATE - 2/11/2019

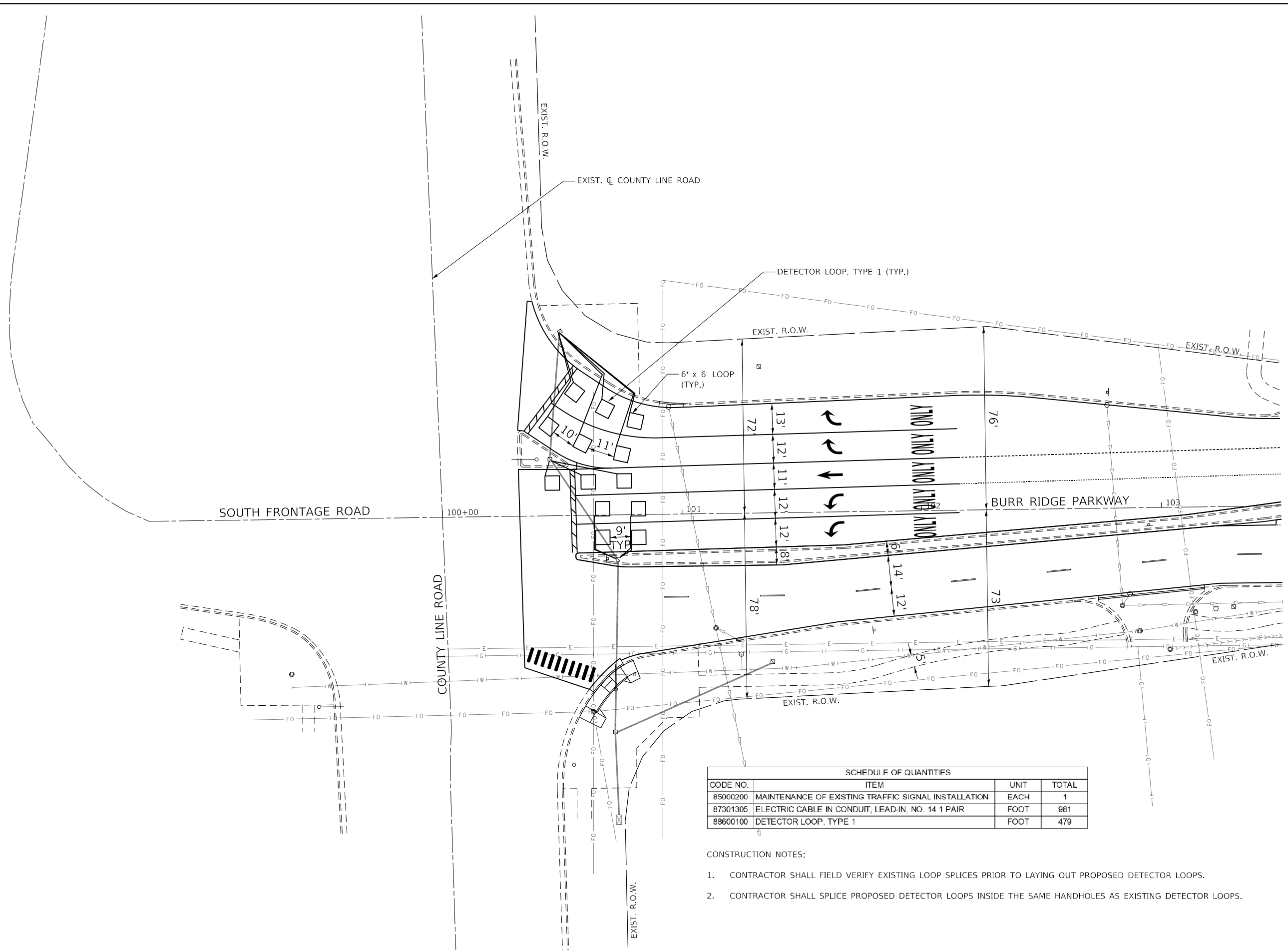
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADA DETAIL PLANS  
BURR RIDGE PARKWAY AT MCCLINTOCK DRIVE**

SCALE: 1" = 5' SHEET ADA-04 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	17
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				



SCHEDULE OF QUANTITIES			
CODE NO.	ITEM	UNIT	TOTAL
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	981
88600100	DETECTOR LOOP, TYPE 1	FOOT	479

- CONSTRUCTION NOTES:
- CONTRACTOR SHALL FIELD VERIFY EXISTING LOOP SPLICES PRIOR TO LAYING OUT PROPOSED DETECTOR LOOPS.
  - CONTRACTOR SHALL SPLICE PROPOSED DETECTOR LOOPS INSIDE THE SAME HANDHOLES AS EXISTING DETECTOR LOOPS.

MODEL: Default  
 FILE: \\patric...  
 S:\Documents\Burr Ridge\Burr Ridge\12.3\_CADD\SHEETS\1877-02212\_Design\12.3\_CADD\SHEETS\1877-022-SHT-SIGNAL-001

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodiguez  
 PLOT SCALE = 40.0000' / in.  
 PLOT DATE = 2/11/2019

DESIGNED - AY  
 DRAWN - AY  
 CHECKED - SRL  
 DATE - 2/11/2019

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE**  
**DETECTOR LOOP REPLACEMENT**  
 SCALE: 1" = 20'    SHEET TS-01 OF 1    SHEETS    STA. 100+32.27    TO STA. 103+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-R5	COOK	33	18
CONTRACT NO. 61F77				
ILLINOIS FED. AID PROJECT				

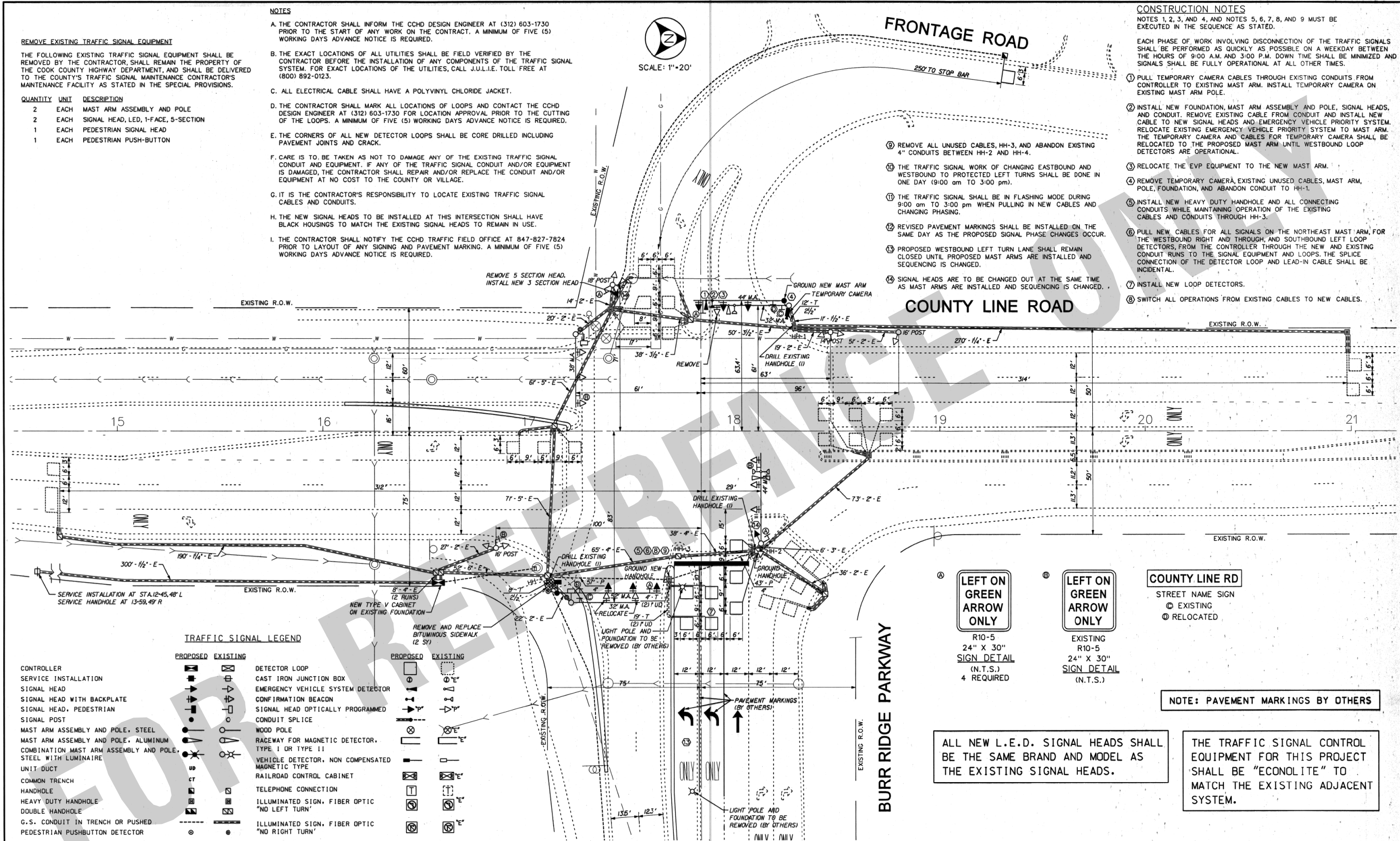
**REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE COOK COUNTY HIGHWAY DEPARTMENT, AND SHALL BE DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAINTENANCE FACILITY AS STATED IN THE SPECIAL PROVISIONS.

QUANTITY	UNIT	DESCRIPTION
2	EACH	MAST ARM ASSEMBLY AND POLE
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION
1	EACH	PEDESTRIAN SIGNAL HEAD
1	EACH	PEDESTRIAN PUSH-BUTTON

**NOTES**

- A. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
- B. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR EXACT LOCATIONS OF THE UTILITIES, CALL J.U.L.I.E. TOLL FREE AT (800) 892-0123.
- C. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.
- D. THE CONTRACTOR SHALL MARK ALL LOCATIONS OF LOOPS AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
- E. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACK.
- F. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR VILLAGE.
- G. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
- H. THE NEW SIGNAL HEADS TO BE INSTALLED AT THIS INTERSECTION SHALL HAVE BLACK HOUSINGS TO MATCH THE EXISTING SIGNAL HEADS TO REMAIN IN USE.
- I. THE CONTRACTOR SHALL NOTIFY THE CCHD TRAFFIC FIELD OFFICE AT 847-827-7824 PRIOR TO LAYOUT OF ANY SIGNING AND PAVEMENT MARKING. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.



**FRONTAGE ROAD**

250' TO STOP BAR

**COUNTY LINE ROAD**

**BURR RIDGE PARKWAY**

- CONSTRUCTION NOTES**
- NOTES 1, 2, 3, AND 4, AND NOTES 5, 6, 7, 8, AND 9 MUST BE EXECUTED IN THE SEQUENCE AS STATED.
- EACH PHASE OF WORK INVOLVING DISCONNECTION OF THE TRAFFIC SIGNALS SHALL BE PERFORMED AS QUICKLY AS POSSIBLE ON A WEEKDAY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. DOWN TIME SHALL BE MINIMIZED AND SIGNALS SHALL BE FULLY OPERATIONAL AT ALL OTHER TIMES.
1. PULL TEMPORARY CAMERA CABLES THROUGH EXISTING CONDUITS FROM CONTROLLER TO EXISTING MAST ARM. INSTALL TEMPORARY CAMERA ON EXISTING MAST ARM POLE.
  2. INSTALL NEW FOUNDATION, MAST ARM ASSEMBLY AND POLE, SIGNAL HEADS, AND CONDUIT. REMOVE EXISTING CABLE FROM CONDUIT AND INSTALL NEW CABLE TO NEW SIGNAL HEADS AND EMERGENCY VEHICLE PRIORITY SYSTEM. RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM TO MAST ARM. THE TEMPORARY CAMERA AND CABLES FOR TEMPORARY CAMERA SHALL BE RELOCATED TO THE PROPOSED MAST ARM UNTIL WESTBOUND LOOP DETECTORS ARE OPERATIONAL.
  3. RELOCATE THE EVP EQUIPMENT TO THE NEW MAST ARM.
  4. REMOVE TEMPORARY CAMERA, EXISTING UNUSED CABLES, MAST ARM, POLE, FOUNDATION, AND ABANDON CONDUIT TO HH-1.
  5. INSTALL NEW HEAVY DUTY HANDHOLE AND ALL CONNECTING CONDUITS WHILE MAINTAINING OPERATION OF THE EXISTING CABLES AND CONDUITS THROUGH HH-3.
  6. PULL NEW CABLES FOR ALL SIGNALS ON THE NORTHEAST MAST ARM, FOR THE WESTBOUND RIGHT AND THROUGH, AND SOUTHBOUND LEFT LOOP DETECTORS, FROM THE CONTROLLER THROUGH THE NEW AND EXISTING CONDUIT RUNS TO THE SIGNAL EQUIPMENT AND LOOPS. THE SPLICE CONNECTION OF THE DETECTOR LOOP AND LEAD-IN CABLE SHALL BE INCIDENTAL.
  7. INSTALL NEW LOOP DETECTORS.
  8. SWITCH ALL OPERATIONS FROM EXISTING CABLES TO NEW CABLES.

9. REMOVE ALL UNUSED CABLES, HH-3, AND ABANDON EXISTING 4" CONDUITS BETWEEN HH-2 AND HH-4.
10. THE TRAFFIC SIGNAL WORK OF CHANGING EASTBOUND AND WESTBOUND TO PROTECTED LEFT TURNS SHALL BE DONE IN ONE DAY (9:00 am TO 3:00 pm).
11. THE TRAFFIC SIGNAL SHALL BE IN FLASHING MODE DURING 9:00 am TO 3:00 pm WHEN PULLING IN NEW CABLES AND CHANGING PHASING.
12. REVISED PAVEMENT MARKINGS SHALL BE INSTALLED ON THE SAME DAY AS THE PROPOSED SIGNAL PHASE CHANGES OCCUR.
13. PROPOSED WESTBOUND LEFT TURN LANE SHALL REMAIN CLOSED UNTIL PROPOSED MAST ARMS ARE INSTALLED AND SEQUENCING IS CHANGED.
14. SIGNAL HEADS ARE TO BE CHANGED OUT AT THE SAME TIME AS MAST ARMS ARE INSTALLED AND SEQUENCING IS CHANGED.

**TRAFFIC SIGNAL LEGEND**

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLER
[Symbol]	[Symbol]	SERVICE INSTALLATION
[Symbol]	[Symbol]	SIGNAL HEAD
[Symbol]	[Symbol]	SIGNAL HEAD WITH BACKPLATE
[Symbol]	[Symbol]	SIGNAL HEAD, PEDESTRIAN
[Symbol]	[Symbol]	SIGNAL POST
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, STEEL
[Symbol]	[Symbol]	MAST ARM ASSEMBLY AND POLE, ALUMINUM
[Symbol]	[Symbol]	COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
[Symbol]	[Symbol]	UNIT DUCT
[Symbol]	[Symbol]	COMMON TRENCH
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN TRENCH OR PUSHED
[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON DETECTOR
[Symbol]	[Symbol]	DETECTOR LOOP
[Symbol]	[Symbol]	CAST IRON JUNCTION BOX
[Symbol]	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	SIGNAL HEAD OPTICALLY PROGRAMMED
[Symbol]	[Symbol]	CONDUIT SPLICE
[Symbol]	[Symbol]	WOOD POLE
[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
[Symbol]	[Symbol]	RAILROAD CONTROL CABINET
[Symbol]	[Symbol]	TELEPHONE CONNECTION
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"

**LEFT ON GREEN ARROW ONLY**

R10-5  
24" X 30"  
SIGN DETAIL  
(N.T.S.)  
4 REQUIRED

**LEFT ON GREEN ARROW ONLY**

EXISTING  
R10-5  
24" X 30"  
SIGN DETAIL  
(N.T.S.)

**COUNTY LINE RD**

STREET NAME SIGN  
● EXISTING  
◎ RELOCATED

**NOTE: PAVEMENT MARKINGS BY OTHERS**

ALL NEW L.E.D. SIGNAL HEADS SHALL BE THE SAME BRAND AND MODEL AS THE EXISTING SIGNAL HEADS.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



**METRO TRANSPORTATION GROUP, INC.**  
TRAFFIC ENGINEERING, TRANSPORTATION PLANNING  
AND SIGNAL SYSTEMS/DESIGN  
3100 W. HIGGINS ROAD, HOFFMAN ESTATES, IL 60169 PH# 630 213-1000

**REVISIONS**

NO.	DATE	DESCRIPTION

**TRAFFIC SIGNAL MODIFICATION PLAN**

**COUNTY LINE ROAD at BURR RIDGE PARKWAY**  
BURR RIDGE, ILLINOIS

FILE NAME: 09_sp.dgn	SHEET NO.:
DATE: SEPT. 19, 2007	<b>6</b>
PROJECT NO.:	OF 10
H0704-01	

PATRICK ENGINEERING INC.  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

USER NAME = yrodiguez	DESIGNED - YMR	REVISED -
PLOT SCALE = 2,000' / in.	DRAWN - YMR	REVISED -
PLOT DATE = 2/11/2019	CHECKED - SRL	REVISED -
	DATE - 2/11/2019	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDWELL DRIVE**  
TRAFFIC SIGNAL DETAILS

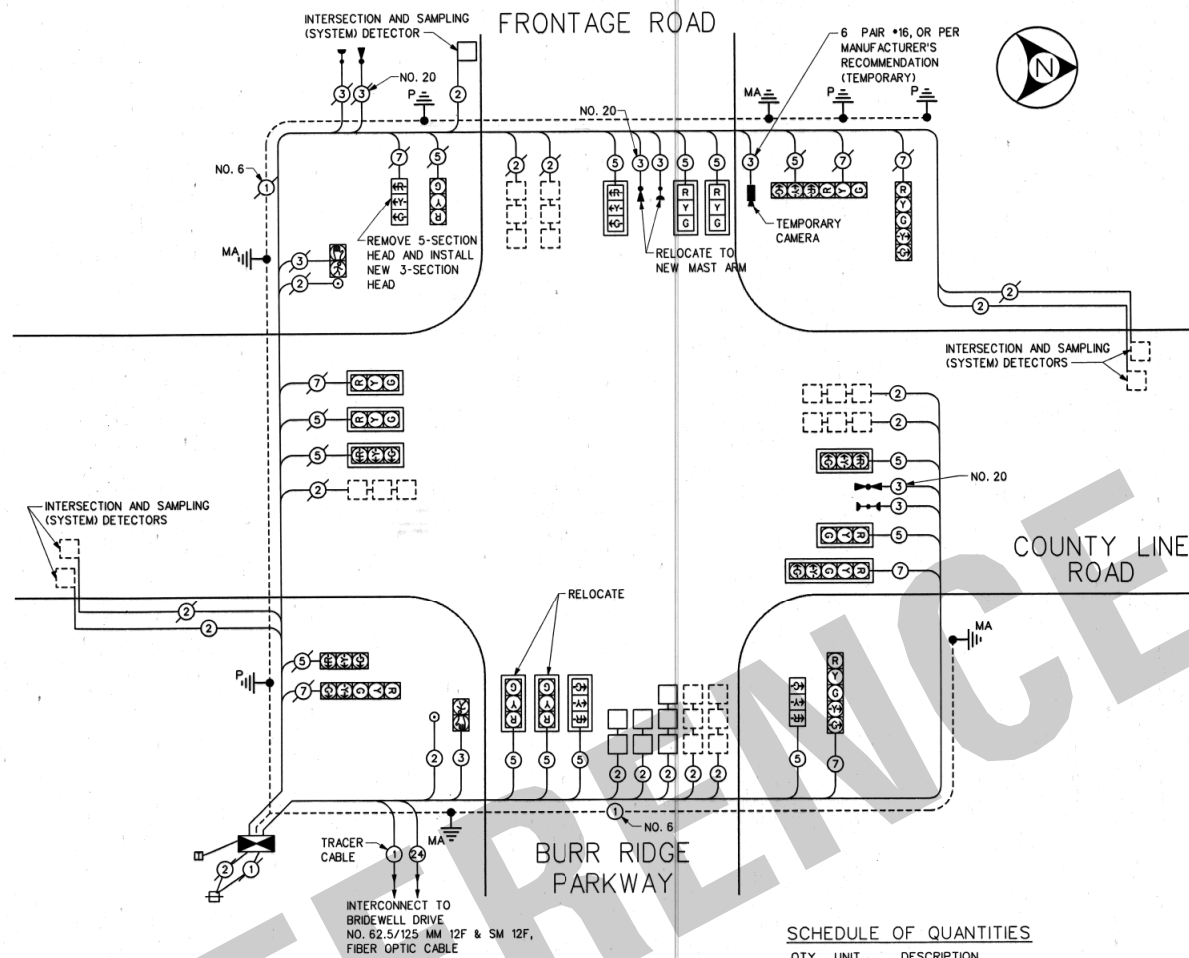
SCALE: NTS SHEET TSD-01 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	19
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61777	

**CABLE PLAN LEGEND**

- | EXISTING | PROPOSED |   |
|----------|----------|---|
|          |          | 8" (200MM) TRAFFIC SIGNAL SECTION   |
|          |          | 12" (300MM) TRAFFIC SIGNAL SECTION  |
|          |          | 12" (300MM) PEDESTRIAN SIGNAL SECTION   |
|          |          | 12" (300MM) PEDESTRIAN SIGNAL SECTION   |
|          |          | CONTROLLER CABINET  |
|          |          | SERVICE INSTALLATION  |
|          |          | VEHICLE DETECTOR, INDUCTION LOOP  |
|          |          | MAGNETIC DETECTOR   |
|          |          | EMERGENCY VEHICLE LIGHT DETECTOR  |
|          |          | CONFIRMATION BEACON   |
|          |          | PUSHBUTTON DETECTOR   |
|          |          | DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
|          |          | SIGNAL FACE WITH BACKPLATE<br>"P" INDICATES PROGRAMMED HEAD   |
|          |          | GROUND ROD AT HANDHOLE OR CONTROLLER  |
|          |          | GROUND ROD AT POST OR MAST ARM POLE   |
|          |          | GROUND ROD AT ELECTRIC SERVICE INSTALLATION   |
|          |          | GROUND ROD EXISTING TO BE REUSED  |
|          |          | GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)   |
|          |          | NO. 62.5/125 MM 12F & SM 12F, FIBER OPTIC CABLE   |
|          |          | NO. 14 IC TRACER CABLE  |
|          |          | VIDEO DETECTION CAMERA  |
|          |          | LUMINAIRE, SODIUM VAPOR, HORIZ. MOUNT<br>PHOTO CELL CONT., 310 W, 120 V BALLAST                             |
|          |          | TELEPHONE SERVICE CONNECTION  |
- NOTE: ALL NEW GROUND RODS SHALL BE 3/4" X 10'-0" LONG COPPER CLAD. THE COST SHALL BE INCIDENTAL TO THE COST OF INSTALLATION.

**EXISTING AND PROPOSED CABLE PLAN**



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE LIGHT DETECTORS AND LIGHT DETECTOR AMPLIFIER FOR THIS PROJECT SHALL BE "OPTICOM" TO MEET LOCAL FIRE DEPARTMENT REQUIREMENTS.

**SCHEDULE OF QUANTITIES**

QTY	UNIT	DESCRIPTION
2	50 YD	REMOVE AND REPLACE BITUMINOUS SIDEWALK
1	L SUM	TRAFFIC CONTROL AND PROTECTION
20	50 FT	SIGN PANEL - TYPE 1
20	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA, GALVANIZED STEEL
100	FOOT	CONDUIT PUSHED, 4" DIA, GALVANIZED STEEL
1	EACH	HEAVY-DUTY HANDHOLE
20	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	CONTROLLER CABINET, TYPE V
155	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
100	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
696	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
2123	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
467	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2365	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
590	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.
30	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
4	EACH	DRILL EXISTING HANDHOLE
4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
1	EACH	INDUCTIVE LOOP DETECTOR
325	FOOT	DETECTOR LOOP, TYPE I
1	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	VIDEO DETECTION SYSTEM FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION
2	EACH	RELOCATE EXISTING SIGNAL HEAD
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, COMPLETE
1	EACH	MODIFY EXISTING CONTROLLER
4690	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	REMOVE EXISTING HANDHOLE
2	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	L SUM	CONSTRUCTION LAYOUT

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	INCAND	LED	XX OPERATIONS	
SIGNAL (RED)	11	135	17	0.50	93.50
(YELLOW)	11	135	25	0.25	68.75
(GREEN)	11	135	15	0.25	41.25
ARROW	32	135	12	0.10	38.40
PED. SIGNAL	2	90	25	1.00	50.00
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		84	25	0.50	
FLASHER					0.50
TOTAL =					391.90

ENERGY COSTS TO: VILLAGE OF BURR RIDGE  
451 COMMERCE STREET  
BURR RIDGE, ILLINOIS 60527

ENERGY SUPPLY - CONTACT: BOB SHIVELY  
PHONE: (847) 816-5489  
COMPANY: COMED

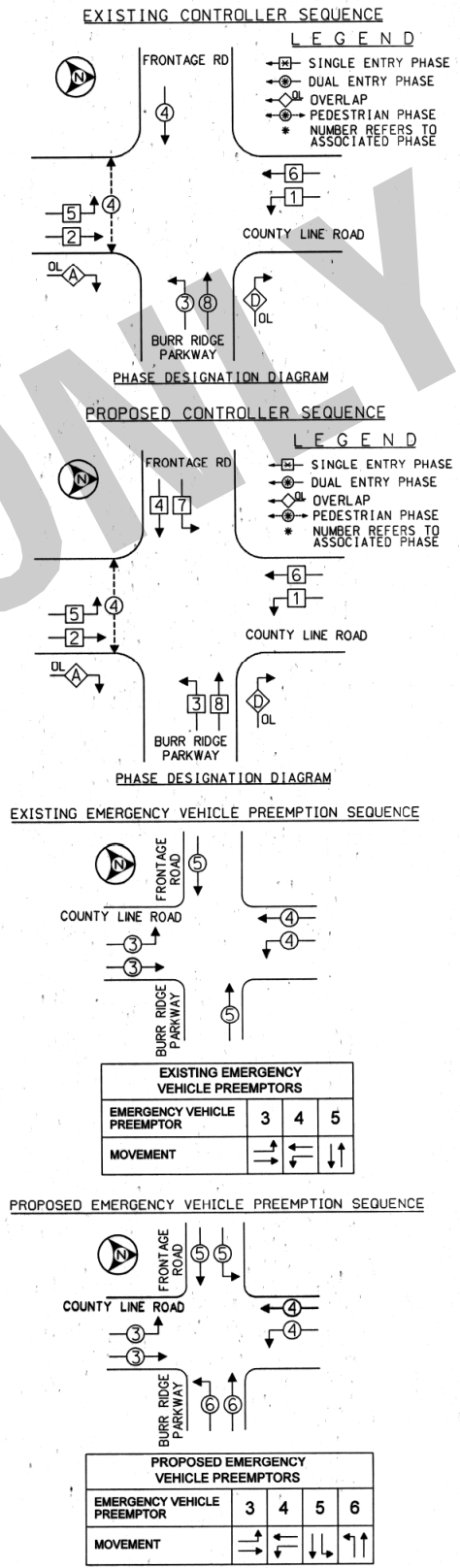
FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.1)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' ± 2" =
E - M ARM POLE		SIGNAL POST	2 (1.0)		(6.1 ± 1.0) =
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.3)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.3)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.3)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	4 (1.2)

REVISIONS		
NO.	DATE	DESCRIPTION

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND SCHEDULE OF QUANTITIES**

**COUNTY LINE ROAD at BURR RIDGE PARKWAY**  
BURR RIDGE, ILLINOIS

FILE NAME: 10\_cp.dgn  
DATE: SEPT. 19, 2007  
PROJECT NO.: H0704-01  
SHEET NO.: 7 OF 10



MODEL: Default  
FILE: Model.dwg  
PROJECT: Burr Ridge Parkway  
SHEET: 7 OF 10  
DATE: 2/11/2019

PATRICK ENGINEERING INC.  
4970 VARSITY DRIVE  
LISLE, IL 60532  
patrickengineering.com

USER NAME = yrodiguez  
DESIGNED - YMR  
DRAWN - YMR  
CHECKED - SRL  
DATE - 2/11/2019

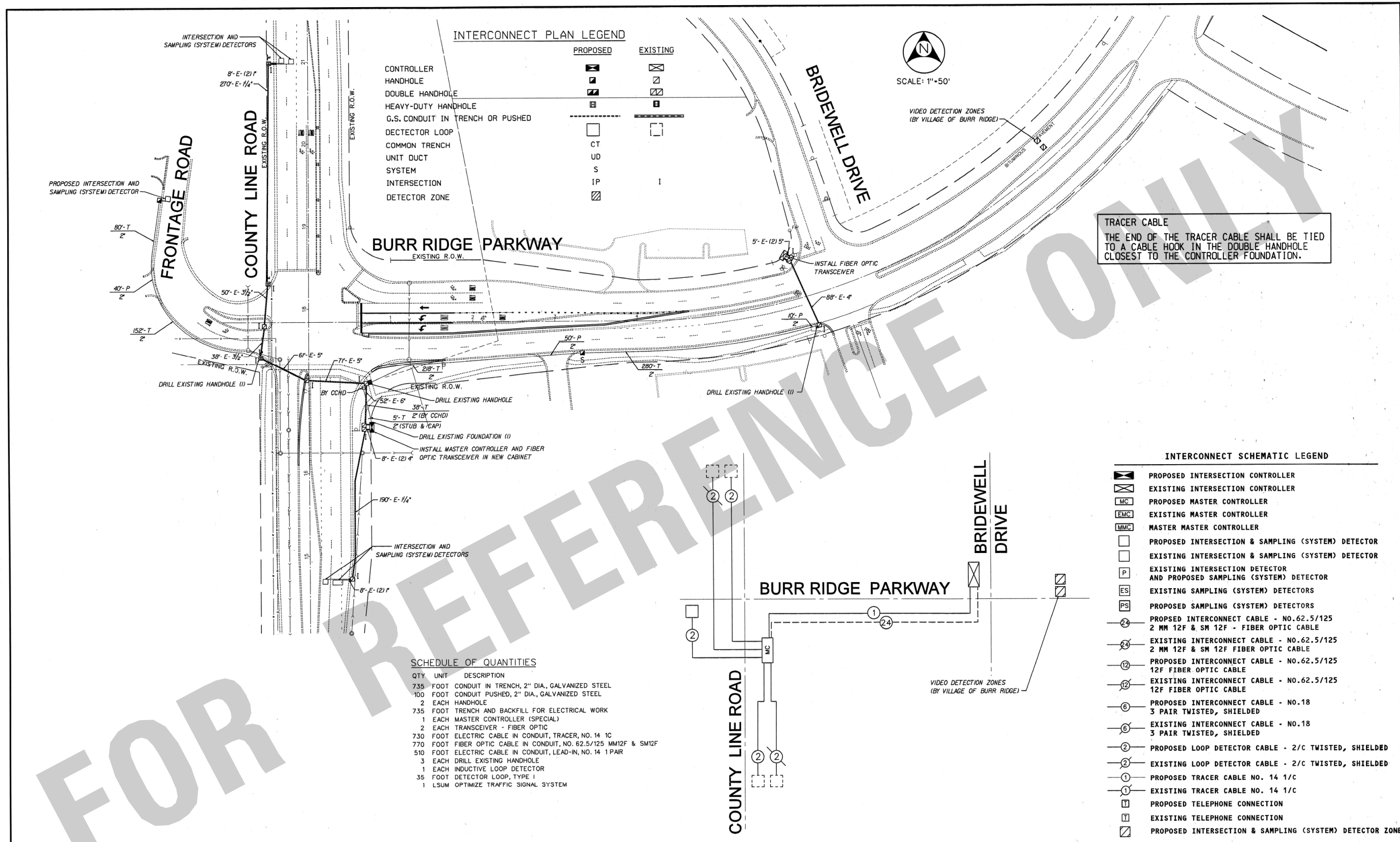
REVISOR -  
REVISOR -  
REVISOR -  
REVISOR -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDWELL DRIVE  
TRAFFIC SIGNAL DETAILS

SCALE: NTS SHEET TSD-02 OF 3 SHEETS STA. TO STA.

F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
1028 18-00055-00-RS COOK 33 20  
ILLINOIS FED. AID PROJECT CONTRACT NO. 61F77



**METRO TRANSPORTATION GROUP, INC.**  
 TRAFFIC ENGINEERING, TRANSPORTATION PLANNING  
 AND SIGNAL SYSTEMS/DESIGN  
 3100 W. HIGGINS ROAD, HOFFMAN ESTATES, IL 60169 PH# 630 213-1000

REVISIONS		
NO.	DATE	DESCRIPTION

**TRAFFIC SIGNAL INTERCONNECT PLAN AND SCHEMATIC**  
**COUNTY LINE ROAD at BURR RIDGE PARKWAY**  
**BURR RIDGE, ILLINOIS**

FILE NAME: 09_1c.dgn	SHEET NO.:
DATE: SEPT. 19, 2007	<b>8</b>
PROJECT NO.:	OF 10
H0704-01	

MODEL: Default  
 FILE: Metro\_E:\Projects\BurrRidge\BurrRidge.dwg  
 USER: yrodiguez  
 PLOT DATE: 2/11/2019  
 PATRICK ENGINEERING INC.  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

**PATRICK ENGINEERING INC.**  
 4970 VARSITY DRIVE  
 LISLE, IL 60532  
 patrickengineering.com

USER NAME = yrodiguez  
 DESIGNED - YMR  
 DRAWN - YMR  
 CHECKED - SRL  
 DATE - 2/11/2019

DESIGNED - YMR  
 DRAWN - YMR  
 CHECKED - SRL  
 DATE - 2/11/2019

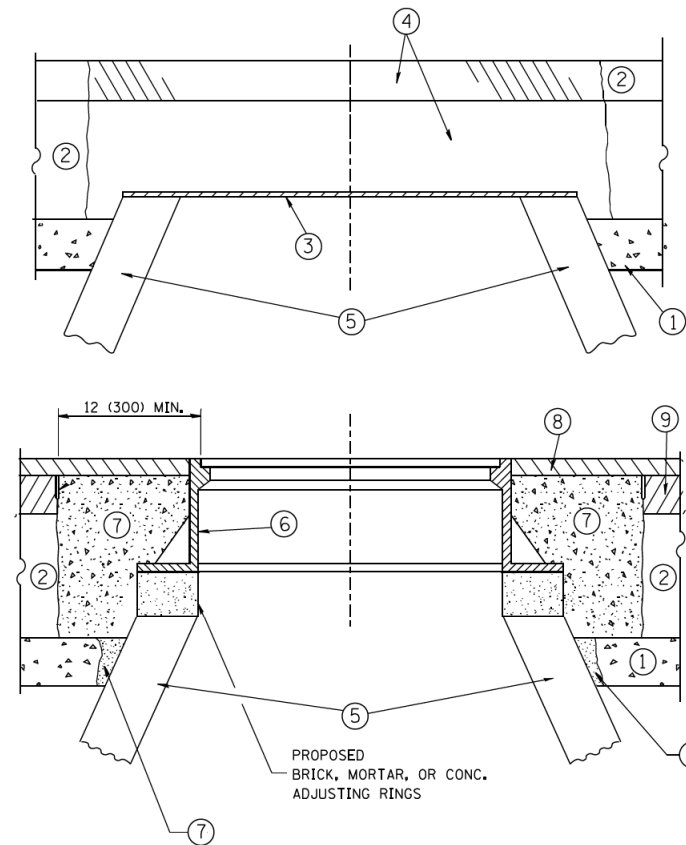
REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**BURR RIDGE PARKWAY FROM COUNTY LINE ROAD TO BRIDEWELL DRIVE**  
**TRAFFIC SIGNAL DETAILS**

SCALE: NTS SHEET TSD-03 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	21
ILLINOIS FED. AID PROJECT				CONTRACT NO. 61F77



**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 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

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

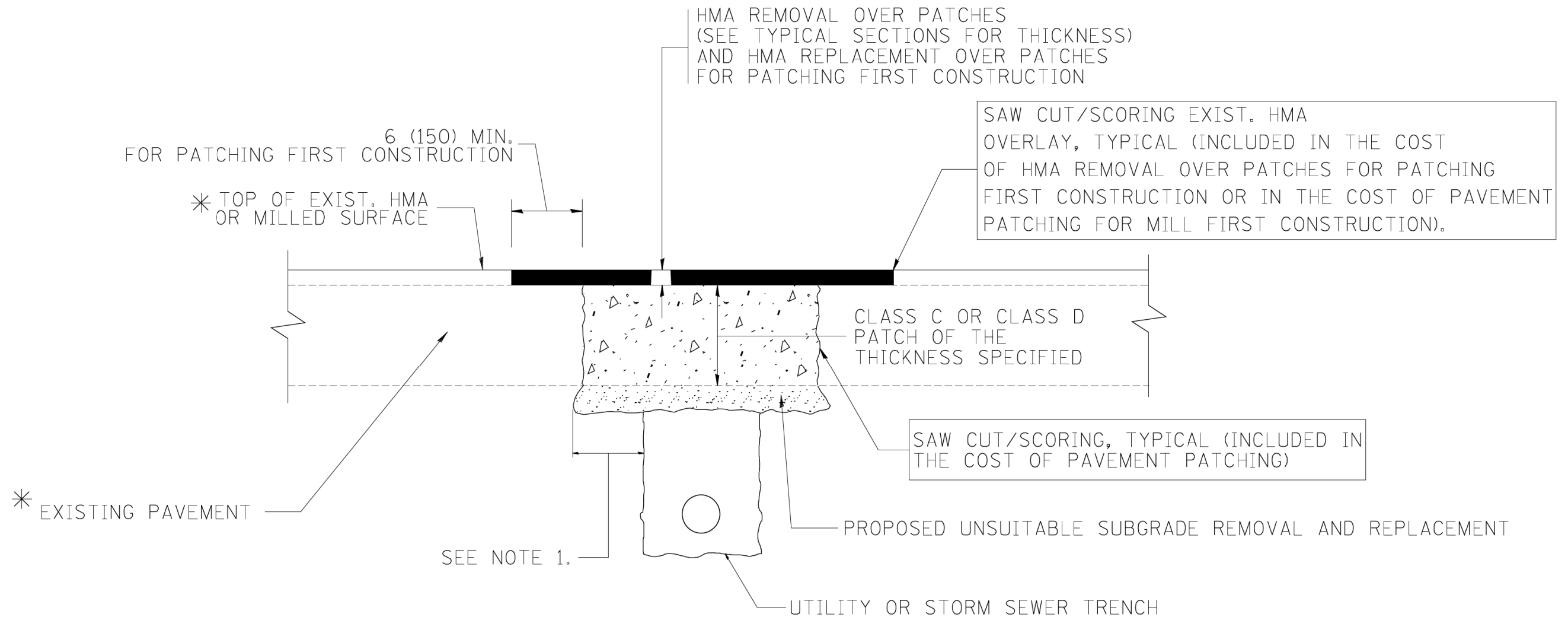
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
ca:\pwork\pwork\baulerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	22
<b>BD600-03 (BD-8)</b>		CONTRACT NO. 61F77		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR  
THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 09-04-07
		DATE - 10-25-94	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	23
<b>BD400-04 (BD-22)</b>		CONTRACT NO. 61F77		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 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.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

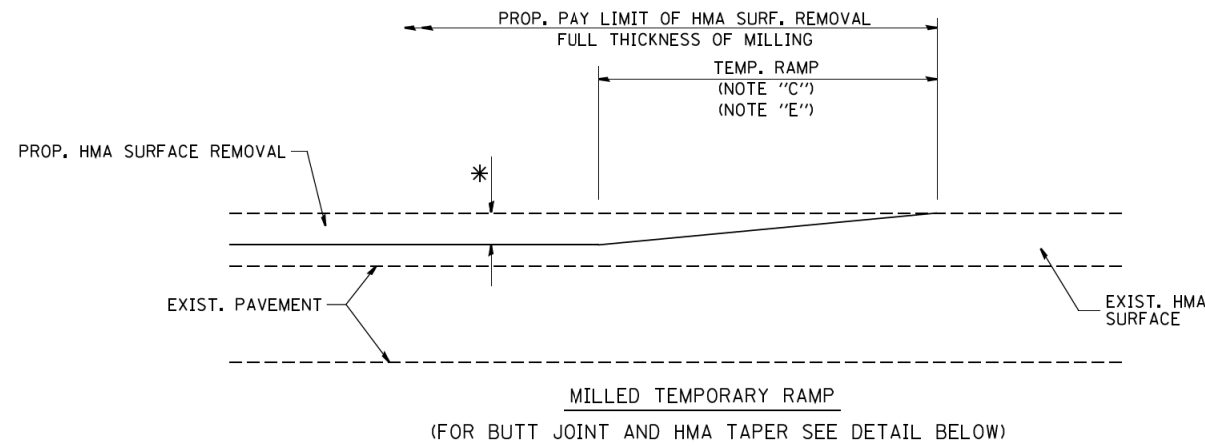
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

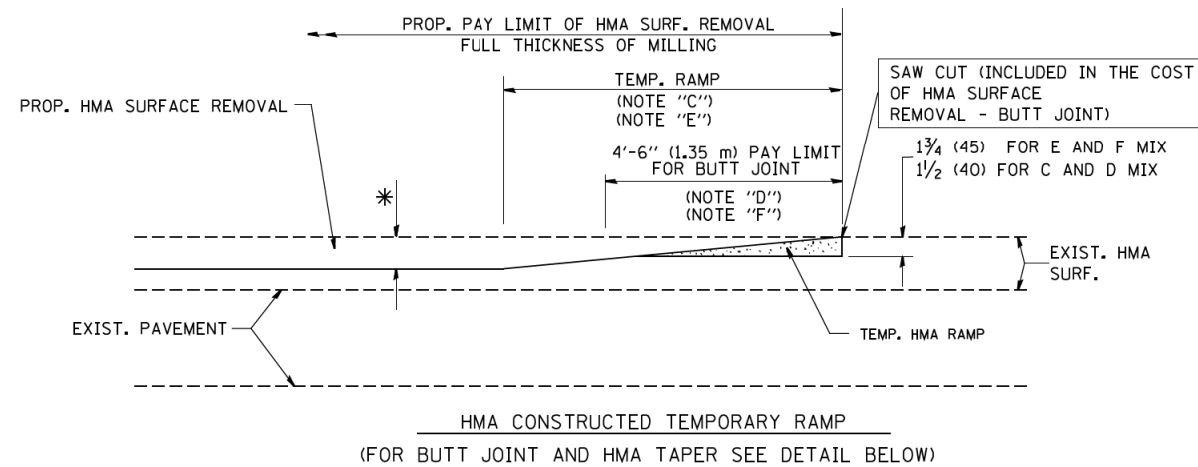
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\drivakosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			1028	18-00055-00-RS	COOK	33	24	
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09				<b>BD600-06 (BD-24)</b>		CONTRACT NO. 61F77			
PLOT DATE = 12/15/2009	DATE - 03-11-94					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT			

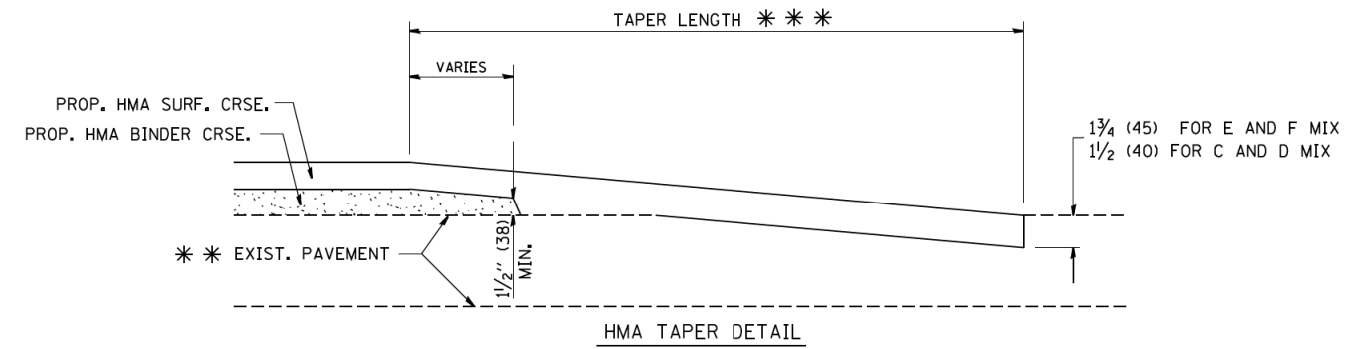
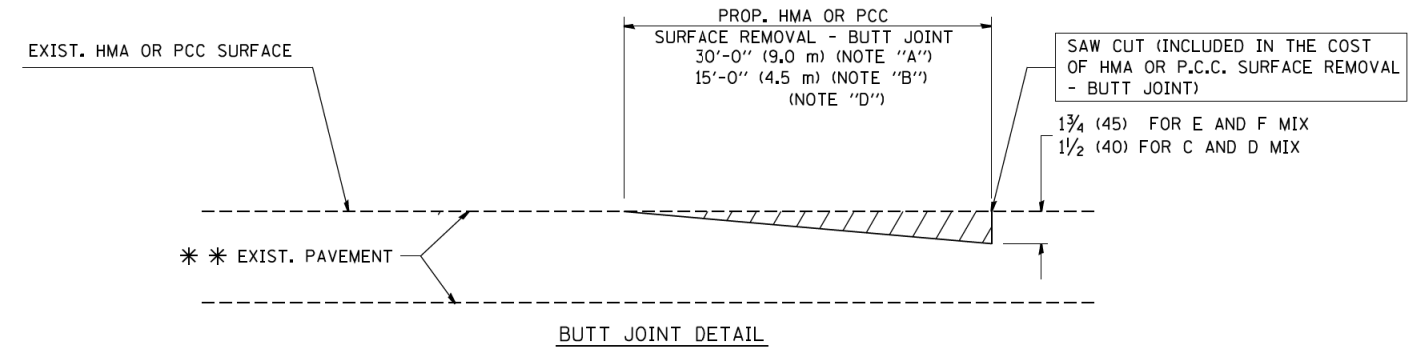


**OPTION 1**



**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

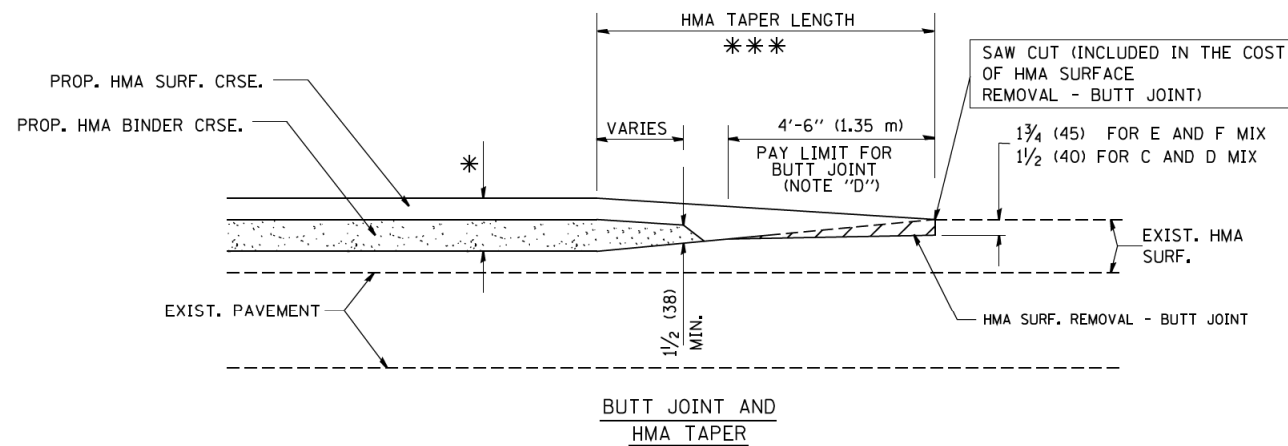
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



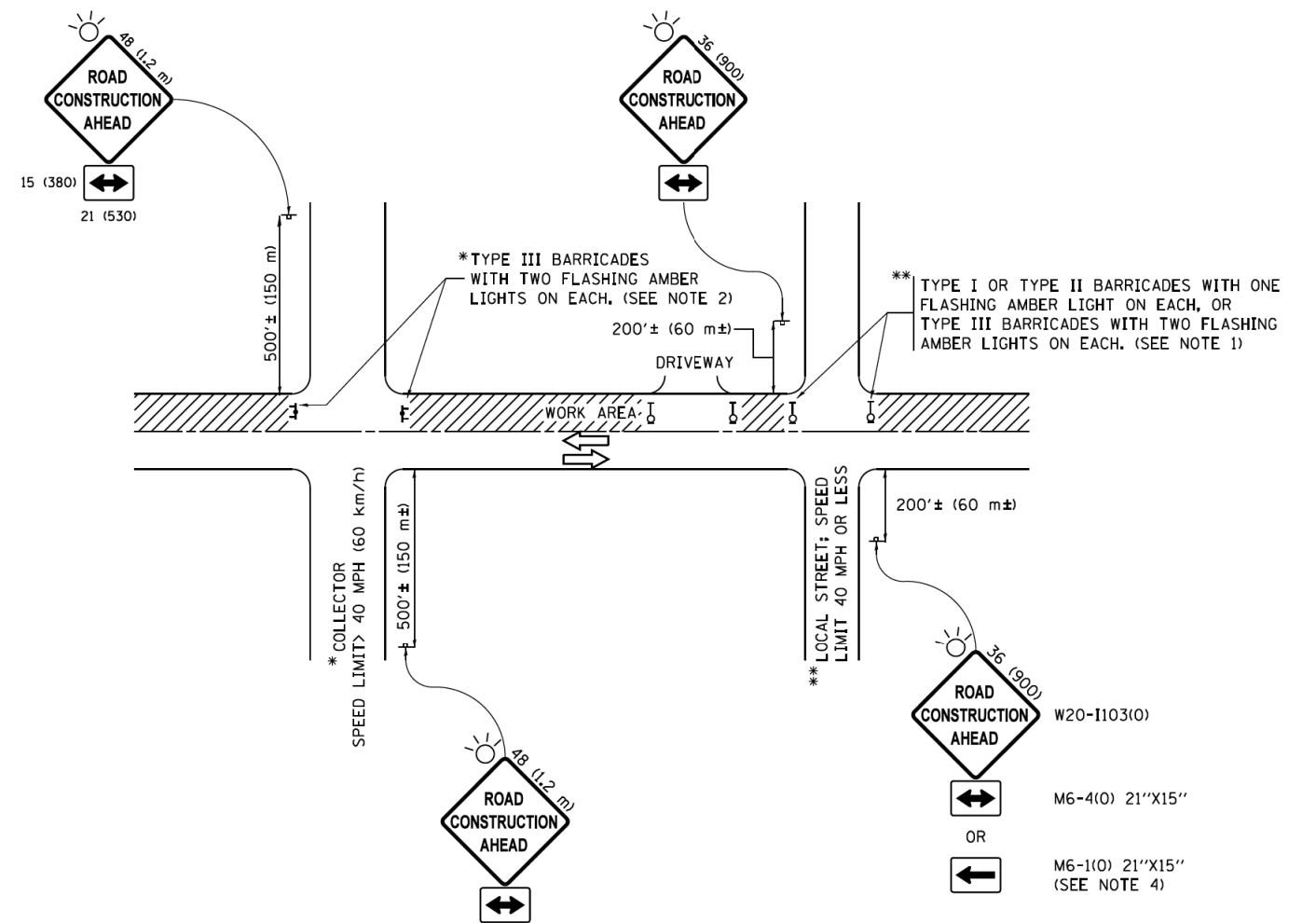
**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	25
<b>BD400-05 BD32</b>		<b>CONTRACT NO. 61F77</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**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 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
  - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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).
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.

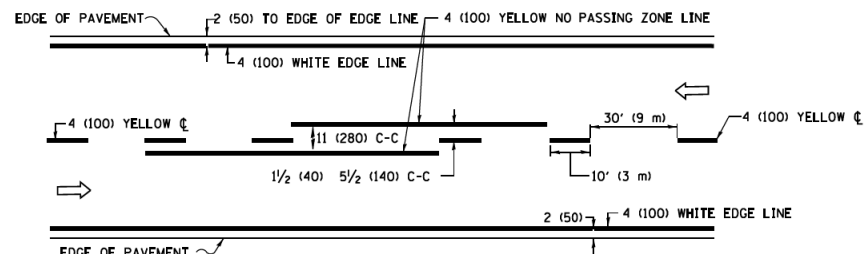
FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
pw\l\084E8IDINTEG\illinois.gov\FWIDOT\Documents\IDOT Offices\District 1\Projects\Dist	DRAWN	CADDData\CADsheets\ct18.dgn	REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50,000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

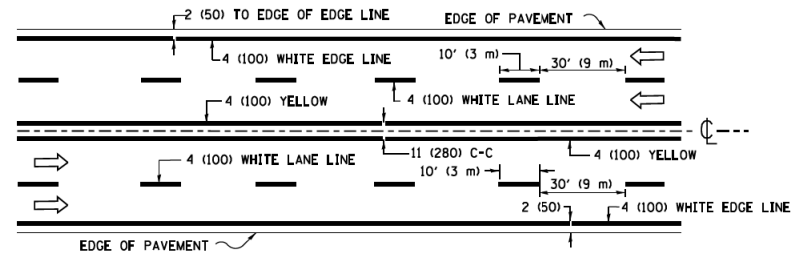
**TRAFFIC CONTROL AND PROTECTION FOR  
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

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

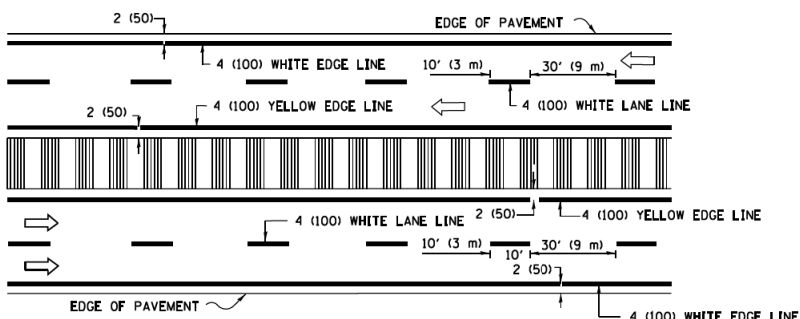
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	26
<b>TC-10</b>			<b>CONTRACT NO. 61F77</b>	
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

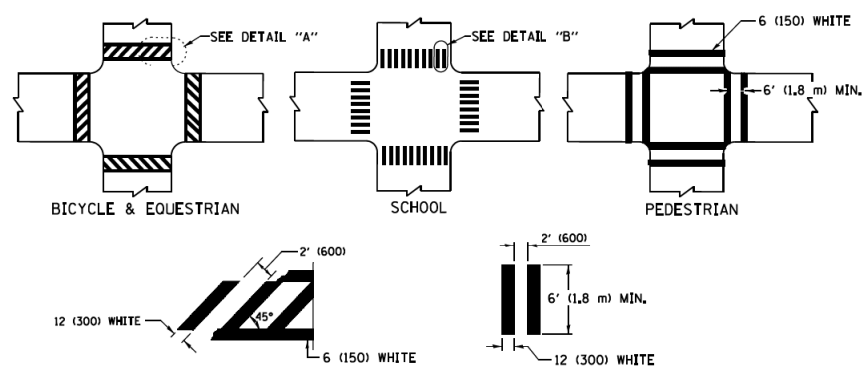


**MULTI-LANE UNDIVIDED**



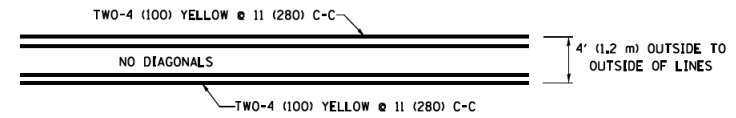
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

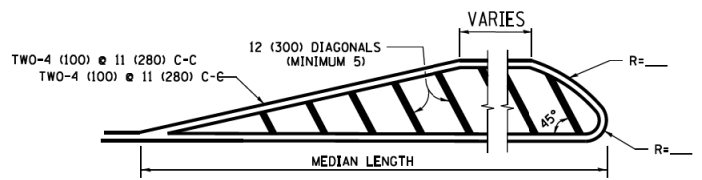


**TYPICAL CROSSWALK MARKING**

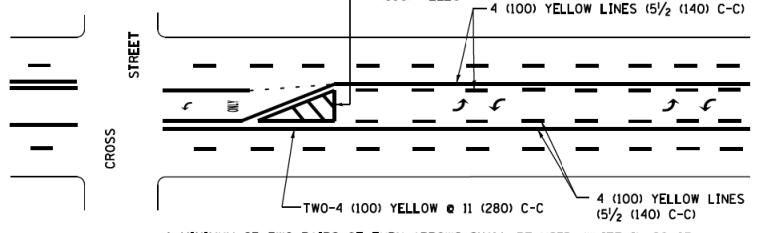
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



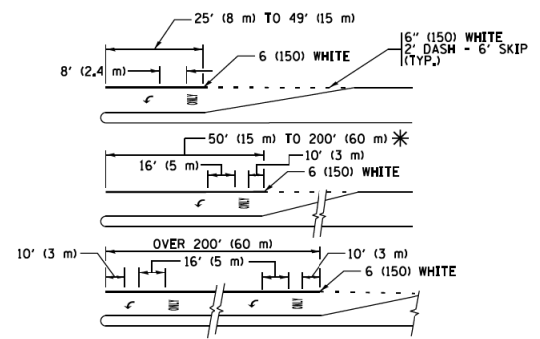
**4' (1.2 m) WIDE MEDIANS ONLY**



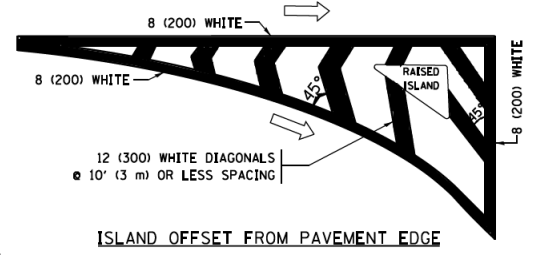
**MEDIANS OVER 4' (1.2 m) WIDE**



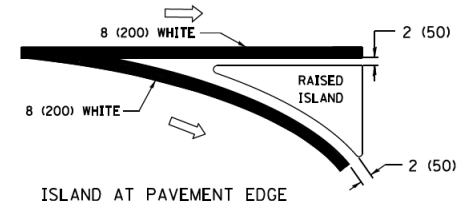
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**



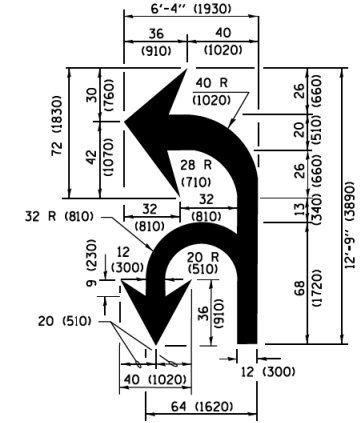
**TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING**



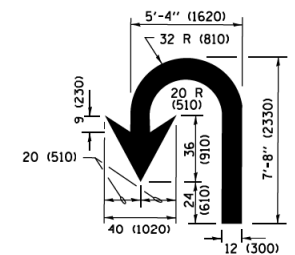
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

**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 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW WHITE	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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' (22.5 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 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

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

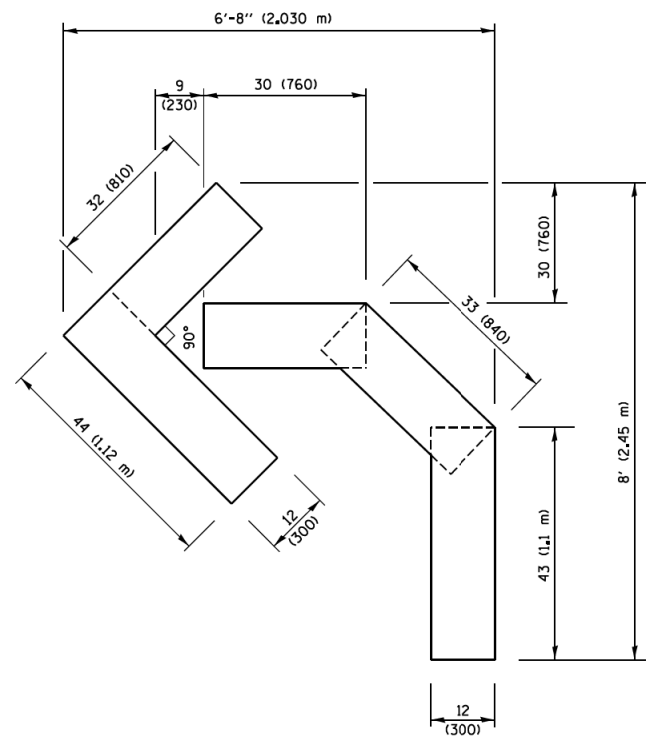
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = W:\dststd\22x34\1013.dgn	USER NAME = luyee	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
Default	PLOT SCALE = 50,000 / 1"	DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

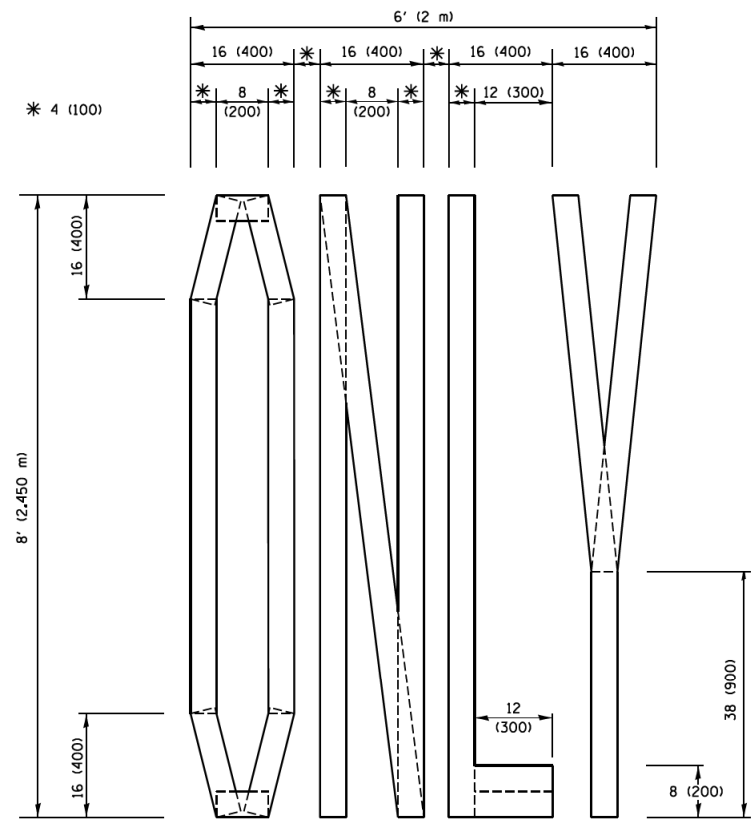
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

<b>DISTRICT ONE</b>			
<b>TYPICAL PAVEMENT MARKINGS</b>			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

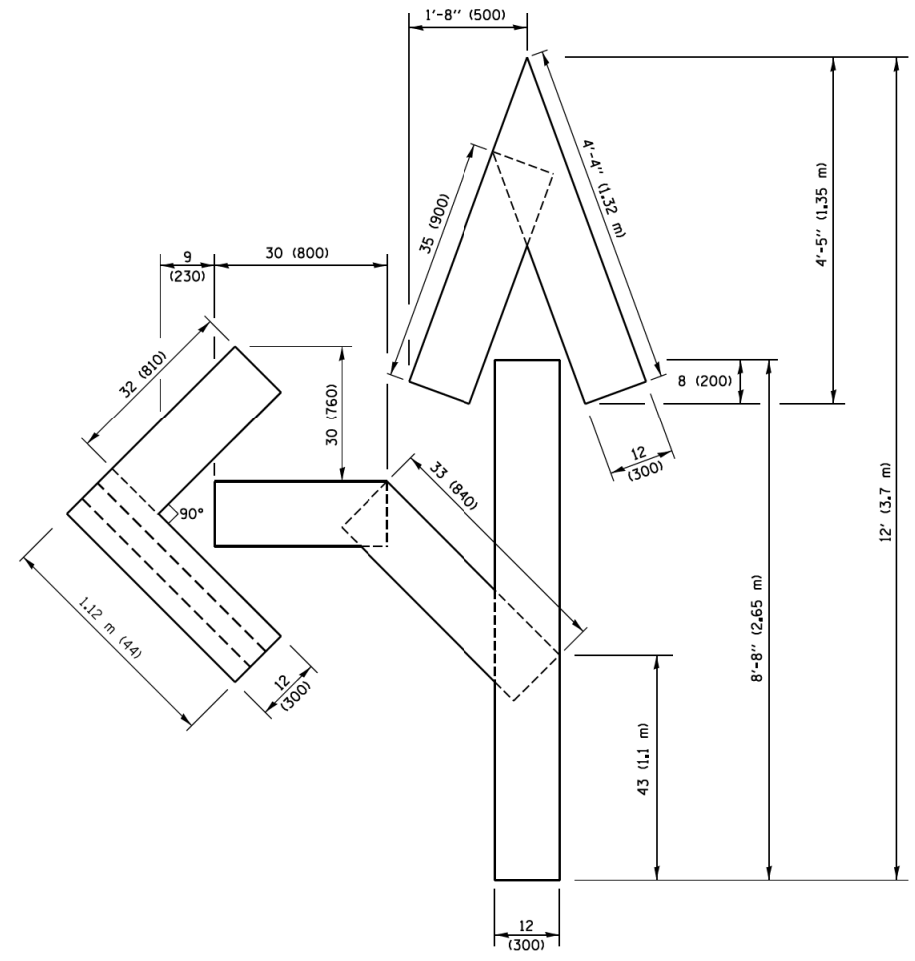
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	27
<b>TC-13</b>		<b>CONTRACT NO. 61F77</b>		
ILLINOIS FED. AID PROJECT				



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

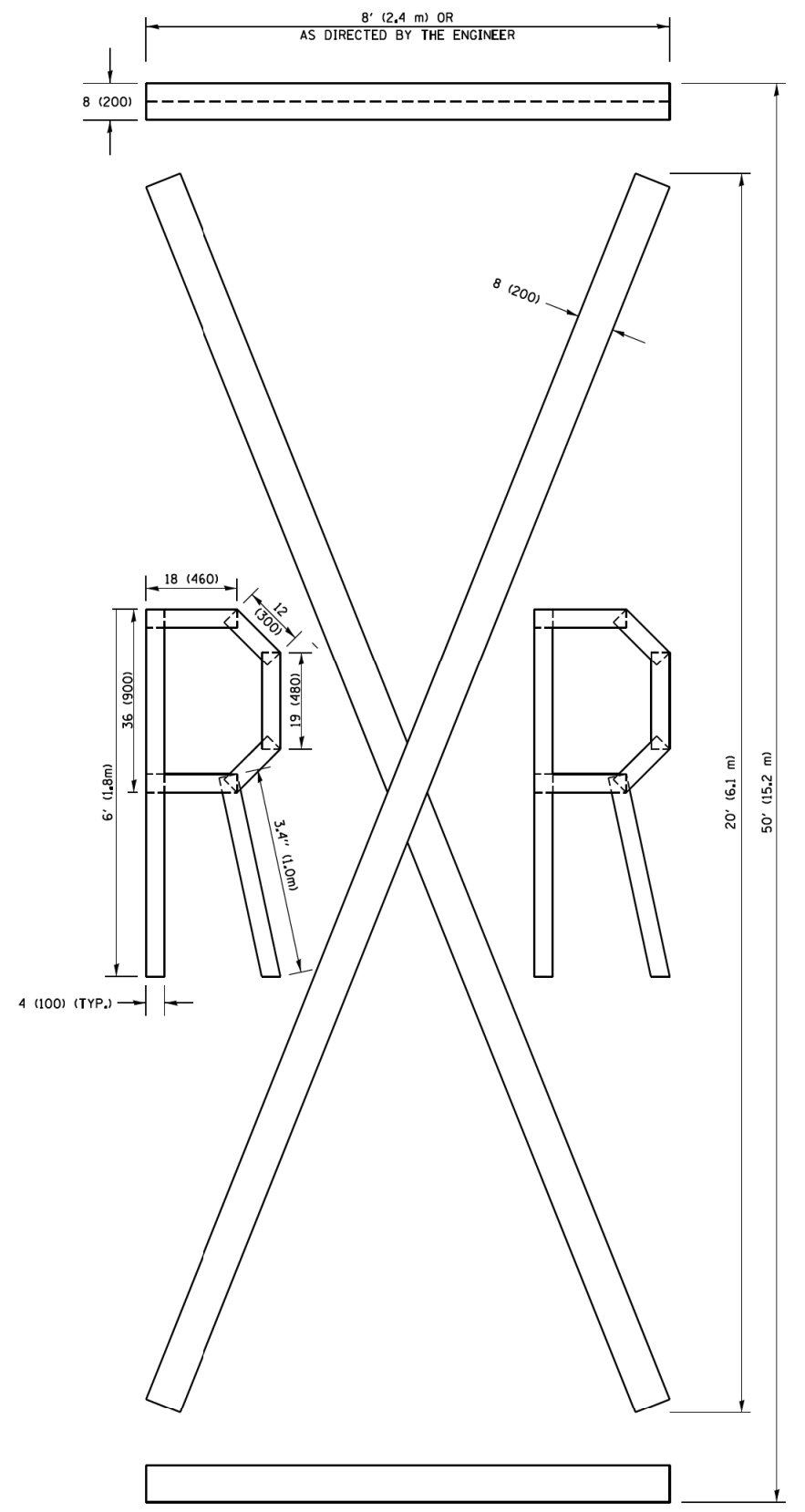


**QUANTITY**  
 4 (100) LINE = 64.1 ft. (19.5 m)  
 21.4 sq. ft. (1.99 sq. m)



**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.



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

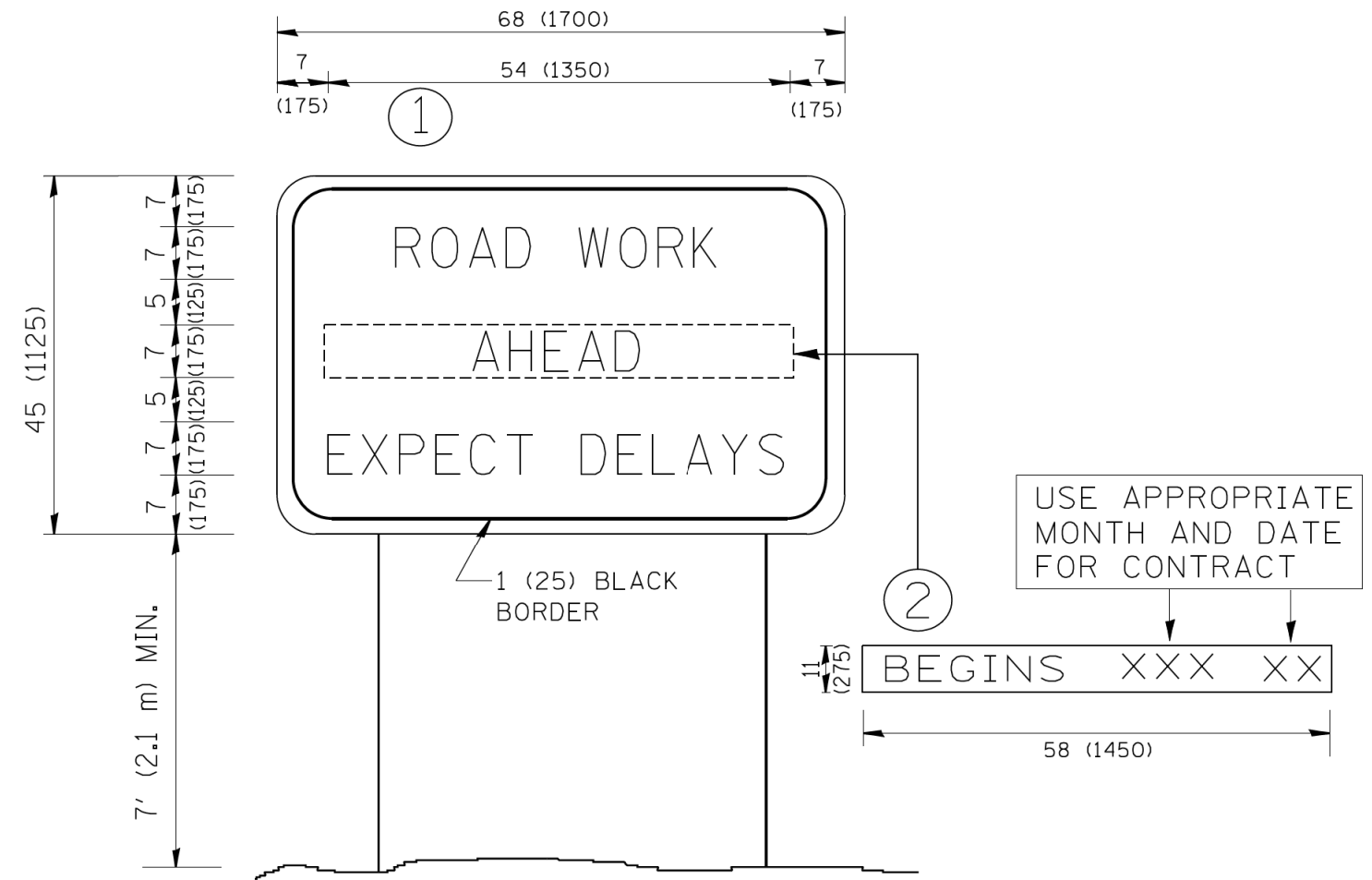
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
p:\l\084E8ID\INTEG\illinois.gov\FW\DOT\Documents\DOT Offices\District 1\Projects\Dist 1\Projects\DOT\CAD\CAD\Sheets\to16.dgn		CHECKED -	REVISED -E. GOMEZ 08-28-00
		DATE -	REVISED -E. GOMEZ 08-28-00
			REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	28
<b>TC-16</b>		<b>CONTRACT NO. 61F77</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID 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.

FILE NAME = W:\dststd\22x34\tc22.dgn	USER NAME = gegl:enobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	1028	18-00055-00-RS	COOK	33 29
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07						<b>TC-22</b>		<b>CONTRACT NO. 61F77</b>	
					<small>FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT</small>							

# TRAFFIC SIGNAL LEGEND

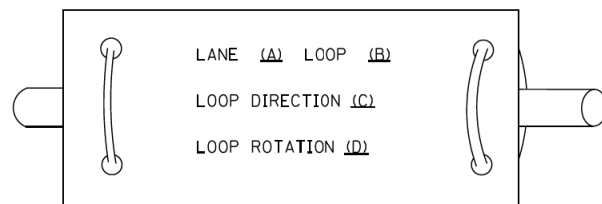
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

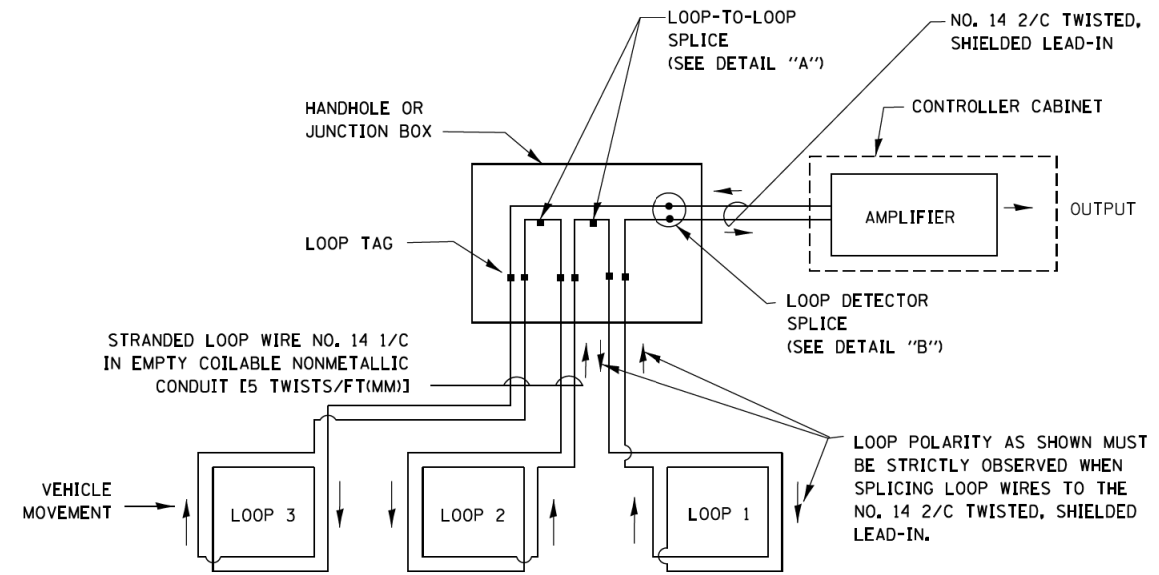
**LOOP DETECTOR NOTES**

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

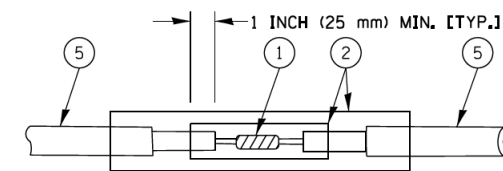


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

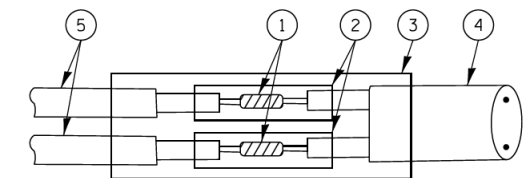


**DETECTOR LOOP WIRING SCHEMATIC**

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

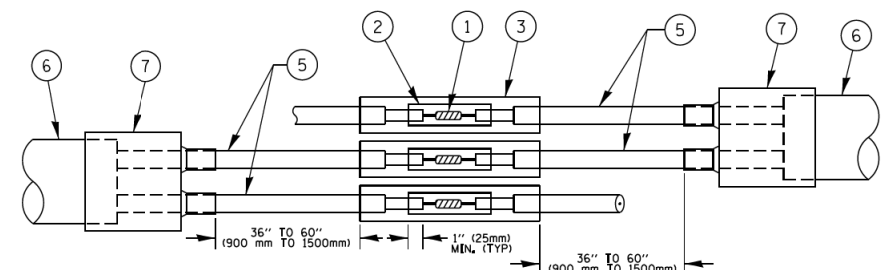


DETAIL "A"  
LOOP-TO-LOOP SPLICE

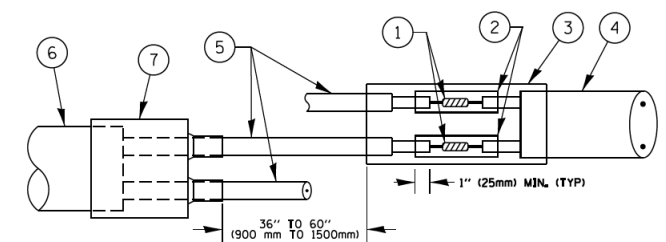


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PREFORMED LOOP**

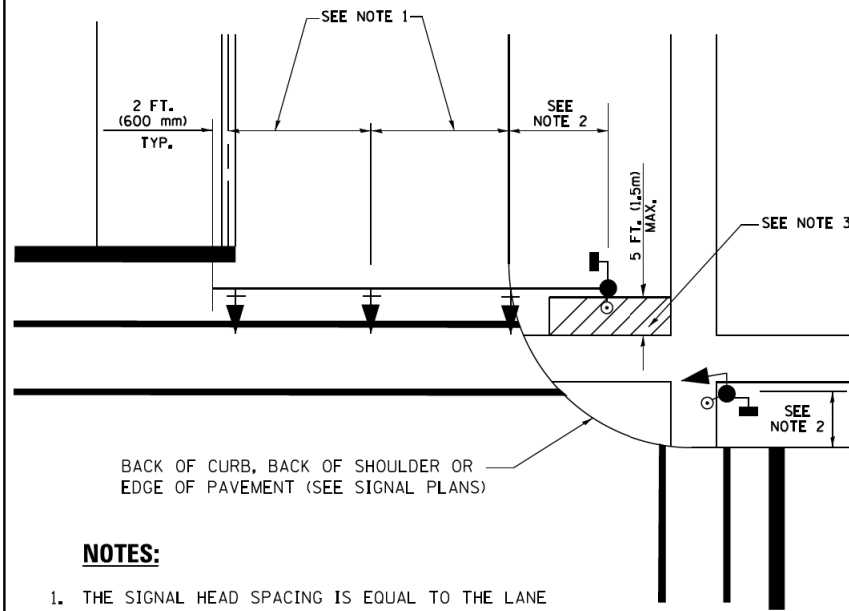
**LOOP DETECTOR SPLICE**

- 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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TFCO-CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\pwork\footemj\00108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	1028	18-00055-00-RS	COOK	33	31
		CHECKED - DAD	REVISED -						<b>TS-05</b>		CONTRACT NO. 61F77		
		DATE - 10-28-09	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



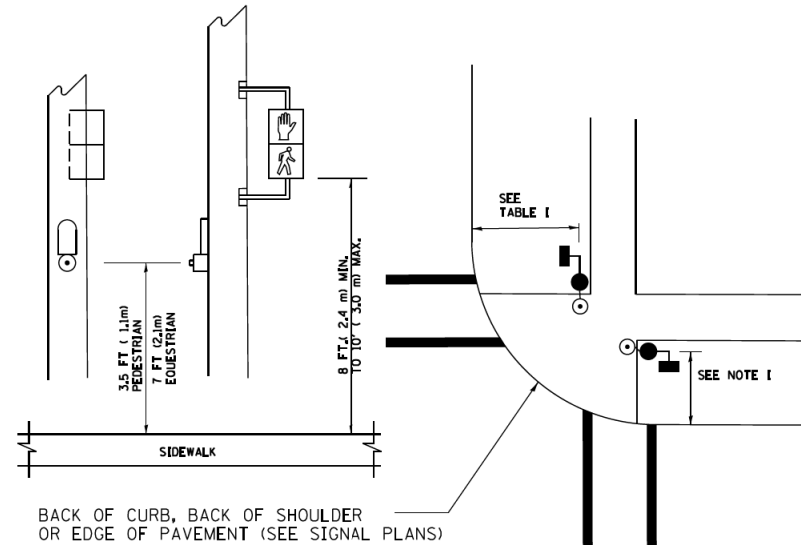
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

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

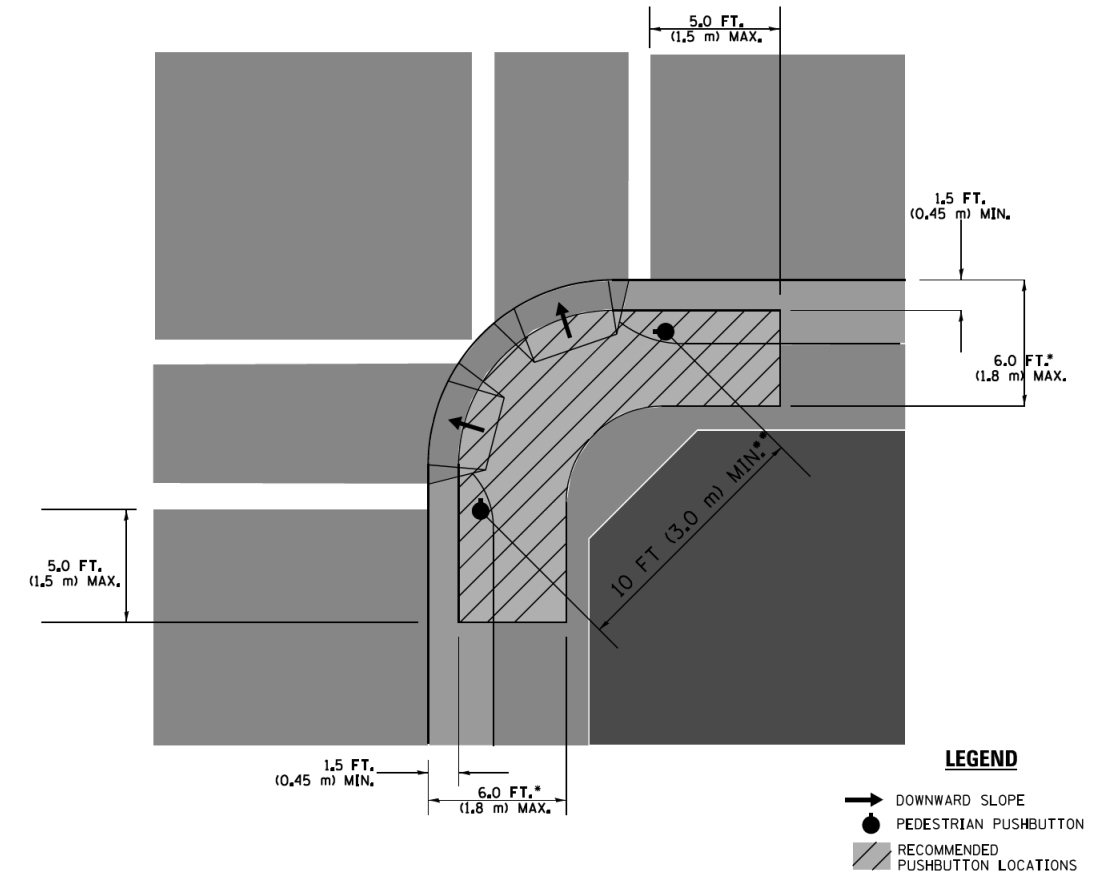
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

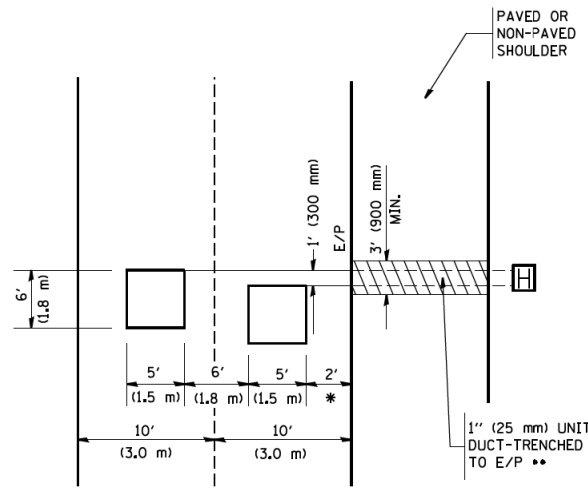
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

**NOTES:**

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

**LOOPS NEXT TO SHOULDERS**

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



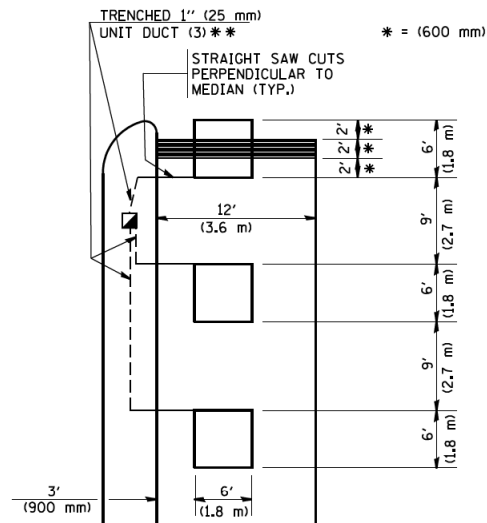
\* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



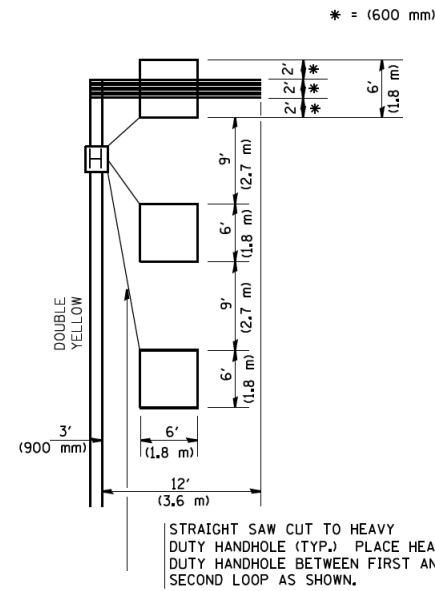
\* = (600 mm)

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

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



\* = (600 mm)

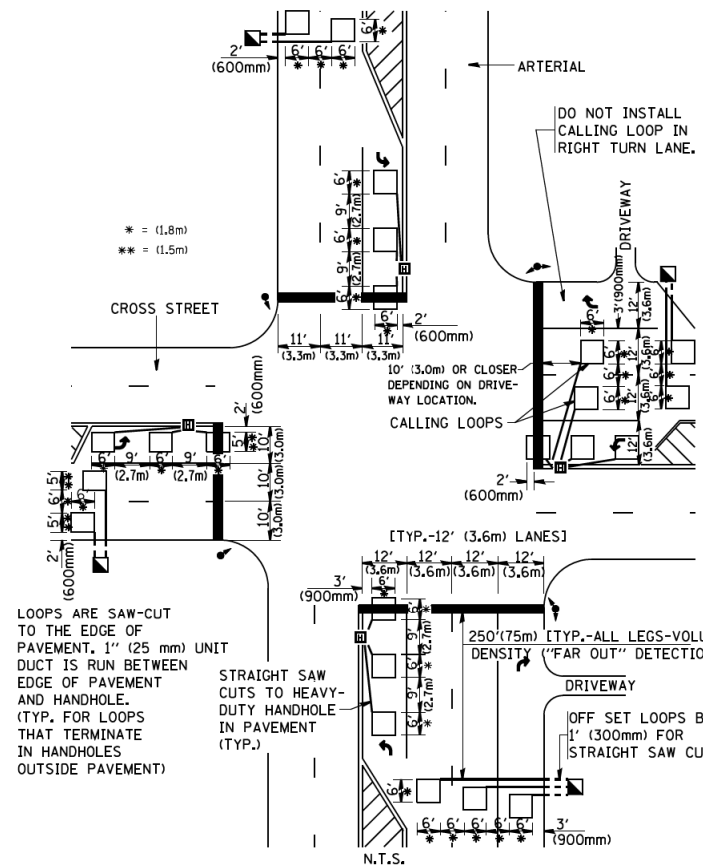
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**NOTES:**

**VEHICLES LOOP DETECTORS**

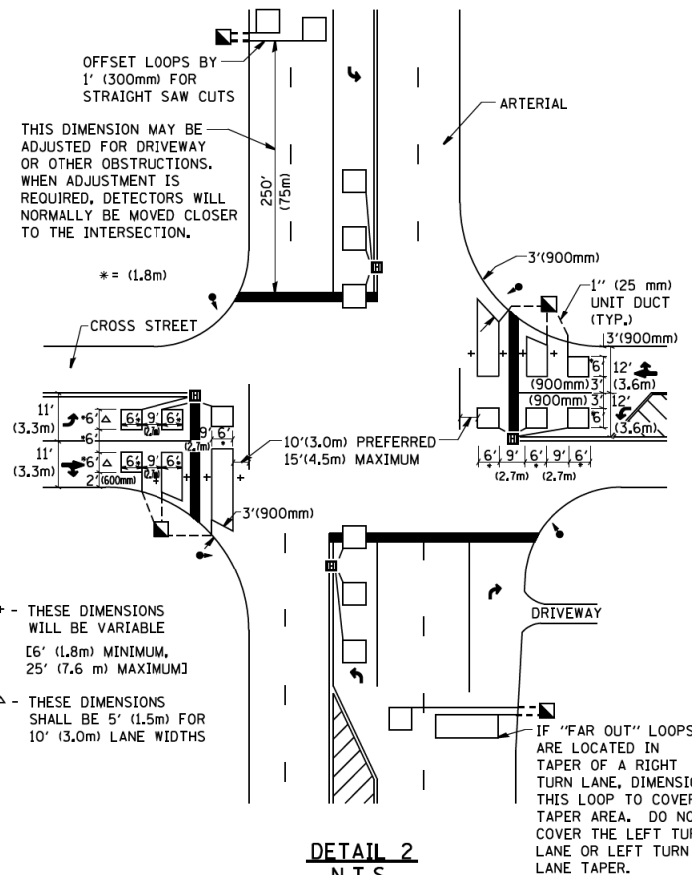
- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE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

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



**DETAIL 1**  
N.T.S.

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



**DETAIL 2**  
N.T.S.

**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.

FILE NAME = W:\dststd\22x34\ts07.dgn

USER NAME = gaglianobt  
PLOT SCALE = 50.0000' / IN.  
PLOT DATE = 1/4/2008

DESIGNED -  
DRAWN -  
CHECKED - R.K.F.  
DATE -

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1028	18-00055-00-RS	COOK	33	33
TS-07		CONTRACT NO. 61F77		
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				