

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-----------------------|--------|--------------------|-----------|
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 1 |
| ILLINOIS | | | CONTRACT NO. 60T16 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

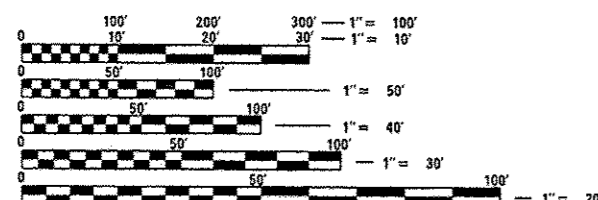
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 332: IL ROUTE 394
AT SAUK TRAIL
SECTION (0203B,0910-PT.1&10)N-3
INTERSECTION IMPROVEMENT
PROJECT: ACCM-0332(121)
COOK COUNTY

C-91-304-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE VILLAGE
OF SAUK VILLAGE

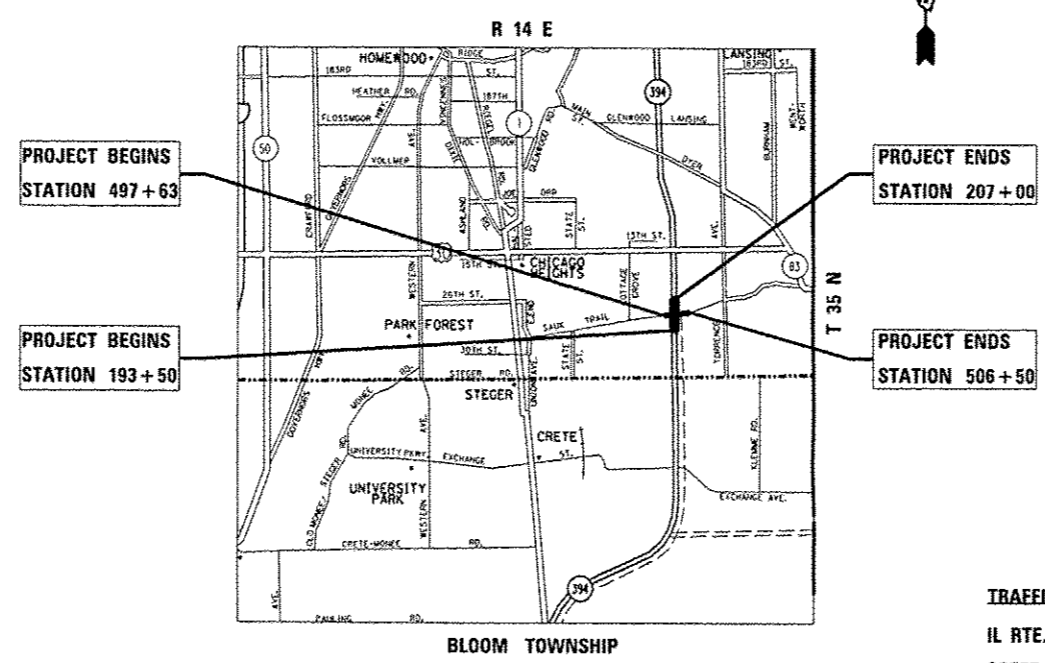


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60T16



IL RTE 394 - GROSS AND NET LENGTH = 1,350 FT. = 0.26 MILE
SAUK TRAIL - GROSS AND NET LENGTH = 887 FT. = 0.17 MILE

TRAFFIC DATA:
IL RTE. 394 2011 ADT = 36,000
SPEED LIMIT = 55 MPH
SAUK TRAIL 2010 ADT = 16,600
SPEED LIMIT = 35 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 15 20 14

John F. [Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 17 20 14
John D. Baranzoni, PE, PE
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 97 20 14
Chris Osman, PE, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

TRAFFIC DATA:
**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

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- 880001-04 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
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72.0006-04

| | | | | | | | | | | | |
|---|----------------------|------------|-----------|---|--|---------------------------|-------------------------|--------|--------------|-----------|--|
| FILE NAME * | USER NAME * | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | INDEX OF SHEETS AND HIGHWAY STANDARDS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| 07:\pe_work\spend\1\gennotes\01808141.P17 | 099-ans-gennotes-ngn | DRAWN - | REVISED - | | | 332 | 102038,0910-PT.1&10IN-3 | COOK | 110 | 2 | |
| | | CHECKED - | REVISED - | | | CONTRACT NO. 60T16 | | | | | |
| | | DATE | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | | | |

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF SAUK VILLAGE.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATION INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 (01/01/2012) AND THE IDOT SUBGRADE STABILITY MANUAL (05/01/2005). IF UNSTABLE AND/OR UNSUITABLE SOILS IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER, WITH THE TYPE SPECIFIED ON THE PLANS), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAMES AND LIDS UNLESS OTHERWISE SPECIFIED IN THE PLANS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER (OR TECHNICIAN), AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).

IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.

THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

| | | | | | | | | | | | | |
|--------------------------------------|-------------------------|------------|-----------|---|---------------------------|--|--|-------------------------|------------------------|--------|--------------|-------------------|
| FILE NAME * | USER NAME * | DESIGNED * | REVISED * | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES | | | F.A.P. RATE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 0120w_nork\p1005\qurshya\010001\1117 | 007-shriganota.dgn | DRAWN | REVISED | | | | | 332 | 0203B.0910-PT.1&10IN-3 | COOK | 110 | 3 |
| | PLOT SCALE * 1/8"=1'-0" | CHECKED | REVISED | | SCALE: NONE | | | SHEET NO. 1 OF 1 SHEETS | | STA. | TO STA. | CONTRACT NO. 6016 |
| | PLOT DATE * 5/14/2014 | DATE | REVISED | | ILLINOIS FED. AID PROJECT | | | | | | | |

80% FED. / 20% STATE

NP 3 80% F. 20% S.

80/20 FED/ST

80% F. 20% S.

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | |
|-----------------------|---|-------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|--|---------------------|---|-----------------|------------------------|--------------|-------------------------------|--------------------------------------|--|---------------------------------|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80% F. 20% S. SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80% F. 20% S. SAUK VILLAGE |
| | GRATING FOR CONCRETE FLARED END SECTION | EACH | 1 | 1 | | | | | | 25200110 | SODDING, SALT TOLERANT | 50 YD | 1900 | 1900 | | | | | |
| | 24" | | | | | | | | | 25200200 | SUPPLEMENTAL WATERING | UNIT | 31 | 31 | | | | | |
| 87702621 | STEEL MAST ARM ASSEMBLY & POLE WITH DUAL MAST ARMS, 40 FT. & 18 FT. | EACH | 1 | | 1 | | | | | 28000250 | TEMPORARY EROSION CONTROL SEEDING | POUND | 70 | 70 | | | | | |
| 87702652 | STEEL MAST ARM ASSEMBLY & POLE WITH DUAL MAST ARMS, 42 FT. & 20 FT. | EACH | 1 | | 1 | | | | | 28000400 | PERIMETER EROSION BARRIER | FOOT | 2012 | 2012 | | | | | |
| 20101100 | TREE TRUNK PROTECTION | EACH | 12 | 12 | | | | | | 28000510 | INLET FILTERS | EACH | 10 | 10 | | | | | |
| 20101350 | TREE PRUNING (OVER 10 INCH DIAMETER) | EACH | 12 | 12 | | | | | | 28100105 | STONE RIPRAP, CLASS A3 | 50 YD | 100 | 100 | | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 605 | 430 | | | | 175 | | 30300104 | AGGREGATE SUBGRADE IMPROVEMENT 4" | 50 YD | 700 | | | | | | 700 |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 1240 | 1065 | | | | 175 | | 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | 50 YD | 1850 | 1850 | | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 110 | 110 | | | | | | 40600827 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4, 75, N50 | TON | 936 | 936 | | | | | |
| 21400100 | GRADING AND SHAPING DITCHES | FOOT | 280 | 280 | | | | | | 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 | | | | | |
| 25000210 | SEEDING, CLASS 2A | ACRE | 0.4 | 0.4 | | | | | | 40601005 | HOT-MIX ASPHALT REPLACEMENT OVER PATCHES | TON | 24 | 24 | | | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 60 | 60 | | | | | | 40603080 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 | TON | 144 | | | | | | 144 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 60 | 60 | | | | | | 40603085 | HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 | TON | 1134 | 1134 | | | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 60 | 60 | | | | | | | | | | | | | | | |
| 25100630 | EROSION CONTROL BLANKET | 50 YD | 2852 | 2852 | | | | | | | | | | | | | | | |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

| | | | | | | | | | | | | | | | | | | | |
|-----------|-----------|----------|---------|-------|---------|------|---------|-------|-----------|----|--------|------|---------|-------------|-------------------------|--------|--------------|-----------|--------------|
| FILE NAME | USER NAME | DESIGNED | REVISED | SCALE | CHECKED | DATE | REVISED | SCALE | SHEET NO. | OF | SHEETS | STA. | TO STA. | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | CONTRACT NO. |
| | | | | | | | | | | | | | | 332 | 10203B,0910-PF.1&10IN-3 | COOK | 110 | 4 | 60T16 |

REV. 12-11-14

SPECIALITY ITEMS NP NON PARTICIPATING ITEMS

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | |
|-----------------------|--|-------|------------------|------------------------|--|---|---|--|--|--|------|------|------------------------|------|--|---|---|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 @ SAUK TRAIL SIGNAL | 0021 IL 394 @ SAUK TRAIL INTER- CONNECT | 0021 IL 394 @ SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 @ SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80% FED, 20% SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 @ SAUK TRAIL SIGNAL | 0021 IL 394 @ SAUK TRAIL INTER- CONNECT | 0021 IL 394 @ SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 @ SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80% FED, 20% SAUK VILLAGE |
| 40603335 | HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 | TON | 72 | | | | | 72 | 54213657 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" | EACH | 3 | 3 | | | | | | |
| 40603595 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 | TON | 2160 | 2160 | | | | | 54213669 | PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" | EACH | 1 | 1 | | | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO FT | 210 | 210 | | | | | 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12" | FOOT | 271 | 271 | | | | | | |
| 42400800 | DETECTABLE WARNINGS | SO FT | 96 | 96 | | | | | 550A0120 | STORM SEWERS, CLASS A, TYPE 1 24" | FOOT | 266 | 266 | | | | | | |
| 44000100 | PAVEMENT REMOVAL | SO YD | 80 | 80 | | | | | 55101200 | STORM SEWER REMOVAL 24" | FOOT | 200 | 200 | | | | | | |
| 44000159 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" | SO YD | 19984 | 19984 | | | | | 56400400 | FIRE HYDRANTS TO BE RELOCATED | EACH | 1 | | | | | | 1 | |
| 44000200 | DRIVEWAY PAVEMENT REMOVAL | SO YD | 25 | 25 | | | | | 60107600 | PIPE UNDERDRAINS 4" | FOOT | 680 | 680 | | | | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 2350 | 2350 | | | | | 60108100 | PIPE UNDERDRAINS 4" (SPECIAL) | FOOT | 30 | 30 | | | | | | |
| 44002216 | HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4" | SO YD | 104 | 104 | | | | | 60201340 | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE | EACH | 1 | 1 | | | | | | |
| 44004250 | PAVED SHOULDER REMOVAL | SO YD | 820 | 820 | | | | | 60208240 | CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE | EACH | 6 | 6 | | | | | | |
| 44201815 | CLASS D PATCHES, TYPE II, 14 INCH | SO YD | 12 | 12 | | | | | 60221700 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE B GRATE | EACH | 1 | 1 | | | | | | |
| 44201819 | CLASS D PATCHES, TYPE III, 14 INCH | SO YD | 38 | 38 | | | | | 60500040 | REMOVING MANHOLES | EACH | 1 | 1 | | | | | | |
| 44201821 | CLASS D PATCHES, TYPE IV, 14 INCH | SO YD | 44 | 44 | | | | | 60500050 | REMOVING CATCH BASINS | EACH | 1 | 1 | | | | | | |
| 48203027 | HOT-MIX ASPHALT SHOULDERS, 7 1/2" | SO YD | 650 | 650 | | | | | | | | | | | | | | | |

Rev. 12-11-14

80/20 FED/ST

80/F 2015

80/20 FED/ST

80/F 2015

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | |
|-----------------------|---|--------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|---|------------|---|-------|------------------------|------|-------------------------------|--------------------------------------|--|---------------------------------|---|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80/FED. 2015 SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80/FED. 2015 SAUK VILLAGE |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 | FOOT | 1690 | 1690 | | | | | | 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 3200 | 3200 | | | | | |
| 60608562 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 | FOOT | 735 | 735 | | | | | | 70300210 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS | SQ FT | 437 | 437 | | | | | |
| 60608582 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 | FOOT | 455 | 455 | | | | | | 70300220 | TEMPORARY PAVEMENT MARKING - LINE 4" | FOOT | 3540 | 3540 | | | | | |
| 60609200 | COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12 | FOOT | 700 | 700 | | | | | | 70300230 | TEMPORARY PAVEMENT MARKING - LINE 5" | FOOT | 310 | 310 | | | | | |
| 60618300 | CONCRETE MEDIAN SURFACE, 4 INCH | SQ FT | 2330 | 2330 | | | | | | 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6" | FOOT | 2225 | 2225 | | | | | |
| 60625600 | ISLAND PAVEMENT (6") | SQ YD | 540 | 540 | | | | | | 70300250 | TEMPORARY PAVEMENT MARKING - LINE 8" | FOOT | 1250 | 1250 | | | | | |
| 64200108 | SHOULDER RUMBLE STRIPS, 8 INCH | FOOT | 1300 | 1300 | | | | | | 70300260 | TEMPORARY PAVEMENT MARKING - LINE 12" | FOOT | 770 | 770 | | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 810 | 810 | | | | | | 70300280 | TEMPORARY PAVEMENT MARKING - LINE 24" | FOOT | 230 | 230 | | | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | 1 | | | | | | 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 4850 | 4850 | | | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 2 | 2 | | | | | | 70400100 | TEMPORARY CONCRETE BARRIER | FOOT | 1200 | 1200 | | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 3 | 3 | | | | | | 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER | FOOT | 1200 | 1200 | | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | | 70600250 | IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 | EACH | 2 | 2 | | | | | |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 55 | 55 | | | | | | * 72000100 | SIGN PANEL - TYPE 1 | SO FT | 90 | 90 | | | | | |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 2 | 2 | | | | | | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SO FT | 437 | 437 | | | | | |

* SPECIALITY ITEMS NP NON PARTICIPATING ITEMS

Rev. 12-11-14

Rev.

80/20 FED/ST 80% F. 20% S.

80/20 FED/ST 80% F. 20% S.

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | | |
|-----------------------|---|-------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|---|----------|---|------|------------------------|------|-------------------------------|--------------------------------------|--|---------------------------------|---|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE | |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 3540 | 3540 | | | | | | 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 1064 | | 1064 | | | | | |
| 78000300 | THERMOPLASTIC PAVEMENT MARKING - LINE 5" | FOOT | 310 | 310 | | | | | | 81028210 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA. | FOOT | 300 | | 240 | | | | 60 | |
| 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 2225 | 2225 | | | | | | 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 95 | | 95 | | | | | |
| 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 1250 | 1250 | | | | | | 81028240 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 885 | | 675 | | | | 210 | |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 770 | 770 | | | | | | 81400100 | HANDHOLE | EACH | 2 | | 2 | | | | | |
| 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 230 | 230 | | | | | | 81400200 | HEAVY-DUTY HANDHOLE | EACH | 6 | | 6 | | | | | |
| 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 120 | 120 | | | | | | 81400300 | DOUBLE HANDHOLE | EACH | 4 | | 4 | | | | | |
| 78200530 | BARRIER WALL MARKERS, TYPE C | EACH | 100 | 100 | | | | | | 81603090 | UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE | FOOT | 970 | | | | | | 970 | |
| 78300100 | PAVEMENT MARKING REMOVAL | 50 FT | 4850 | 4850 | | | | | | 81702440 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 1/0 | FOOT | 120 | 60 | | | | | 60 | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 120 | 120 | | | | | | 81800300 | AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE | FOOT | 1100 | | | | | | 1100 | |
| 80400200 | ELECTRIC UTILITY SERVICE CONNECTION | L SUM | 1 | 1 | | | | | | 82102400 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT | EACH | 1 | | | | | | 1 | |
| 80500020 | SERVICE INSTALLATION - POLE MOUNTED | EACH | 1 | 1 | | | | | | | | | | | | | | | | |

Rev. 12-11-14

80/20 FED/ST

80% F. 20% S.

80/20 FED/ST

80% F. 20% S.

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | |
|-----------------------|---|------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|---|----------|--|------|------------------------|------|-------------------------------|--------------------------------------|--|---------------------------------|---|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE |
| 82500350 | LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP | EACH | 1 | | | | | 1 | | 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 2827 | | 1750 | | 1077 | | |
| 83050810 | LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM | EACH | 1 | | | | | 1 | | 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 4271 | | 4271 | | | | |
| 83600200 | LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 29 | | | | | 29 | | 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 2001 | | 2001 | | | | |
| 83800205 | BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE | EACH | 3 | | | | | 3 | | 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 4961 | | 4961 | | | | |
| 84100110 | REMOVAL OF TEMPORARY LIGHTING UNIT | EACH | 3 | | | | | 3 | | 87301805 | ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C | FOOT | 191 | | 191 | | | | |
| 84200500 | REMOVAL OF LIGHTING UNIT, SALVAGE | EACH | 1 | | | | | 1 | | 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 1331 | | 1331 | | | | |
| 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 3 | | | | | 3 | | 87502440 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. | EACH | 2 | | 2 | | | | |
| 84400105 | RELOCATE EXISTING LIGHTING UNIT | EACH | 2 | | | | | 2 | | 87502480 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT. | EACH | 1 | | 1 | | | | |
| 84500110 | REMOVAL OF LIGHTING CONTROLLER | EACH | 1 | | | | | 1 | | 87502500 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 3 | | 3 | | | | |
| 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 1 | | | 1 | | | | 87700280 | STEEL MAST ARM ASSEMBLY AND POLE, 48 FT. | EACH | 2 | | 2 | | | | |
| 86400100 | TRANSCEIVER - FIBER OPTIC | EACH | 1 | | | 1 | | | | 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 28 | | 28 | | | | |
| 87300925 | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 6499 | | | 6499 | | | | | | | | | | | | | |
| 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C | FOOT | 1496 | | 1496 | | | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|-----------|-----------|----------|---------|--|--|---------------|--|---|------------------------|--------|--------------|-----------|
| FILE NAME | USER NAME | DESIGNED | REVISED | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | Rev. 12-11-14 | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN | REVISED | | | | | 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 8 |
| | | CHECKED | REVISED | | | | | CONTRACT NO. 60T16 | | | | |
| | | DATE | REVISED | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

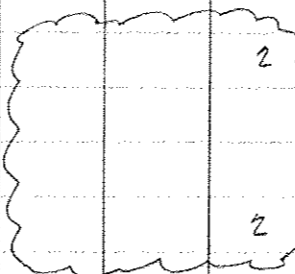
80/20 FED/ST

80% F
20% S

80/20 FED/ST

80% F
20% S

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | |
|-----------------------|---|------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|---|----------|--|-------|------------------------|------|-------------------------------|--------------------------------------|--|---------------------------------|---|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | 002B SHARE USE PATH 80% FED. 20% SAUK VILLAGE |
| 87800150 | CONCRETE FOUNDATION, TYPE C | FOOT | 4 | | 4 | | | | | 88600100 | DETECTOR LOOP, TYPE I | FOOT | 1410 | | 1410 | | | | |
| 87800415 | CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 54 | | 54 | | | | | 88800100 | PEDESTRIAN PUSH-BUTTON | EACH | 5 | | 5 | | | | |
| 88030020 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 11 | | 11 | | | | | 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | | 1 | | | | |
| 88030100 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 3 | | 3 | | | | | 89501400 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 3 | | | | 3 | | |
| 88030110 | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED | EACH | 5 | | 5 | | | | | 89501410 | RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT | EACH | 1 | | | | 1 | | |
| 88030210 | SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 1 | | 1 | | | | | 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 12401 | | | | 12401 | | |
| 88030240 | SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED | EACH | 1 | | 1 | | | | | 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | | 1 | | | | |
| 88102717 | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 2 | | | | | | | 89502380 | REMOVE EXISTING HANDHOLE | EACH | 14 | | 14 | | | | |
| 88102747 | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 2 | | | | | | | 89502382 | REMOVE EXISTING DOUBLE HANDHOLE | EACH | 1 | | 1 | | | | |
| 88200210 | TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM | EACH | 6 | | 6 | | | | | 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 8 | | 8 | | | | |
| 88500100 | INDUCTIVE LOOP DETECTOR | EACH | 17 | | 17 | | | | | X0322141 | REMOVE TEMPORARY WOOD POLE | EACH | 1 | | | | | | 1 |
| | | | | | | | | | | X0324085 | EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C | FOOT | 1077 | | | | 1077 | | |
| | | | | | | | | | | X0325942 | CONCRETE LANDING SLAB | SO FT | 64 | 64 | | | | | |



Rev 12-11-14

SPECIALITY ITEMS
NP NON PARTICIPATING ITEMS

80/20 FED/ST

80% F. 20% S.

80/20 FED/ST

80% F. 20% S.

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE

SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE

| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | | |
|----------|---|--------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|----------|---|--------|------------------|------------------------|-------------------------------|--------------------------------------|--|---------------------------------|------|
| | | | | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | | | | | 0004 | 0021 IL 394 SAUK TRAIL SIGNAL | 0021 IL 394 SAUK TRAIL INTER-CONNECT | 0021 IL 394 SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 SAUK TRAIL LIGHTING | |
| X0325969 | PORTABLE, VEHICLE MOUNTED, CHANGEABLE MESSAGE BOARD | CAL DA | 2 | 2 | | | | | X8570231 | FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL | EACH | 1 | | 1 | | | | |
| X0326148 | TEMPORARY WOOD POLE, 60 FT., CLASS 4, 15 FT. MAST ARM | EACH | 3 | | | | 3 | | X8600105 | MASTER CONTROLLER (SPECIAL) | EACH | 1 | | | 1 | | | |
| X0327004 | TEMPORARY WOOD POLE, 60 FT., CLASS 4 | EACH | 1 | | | | 1 | | X8620200 | UNINTERRUPTABLE POWER SUPPLY, SPECIAL | EACH | 1 | | 1 | | | | |
| X0327371 | PLUG EXISTING PIPE | CU YD | 12 | 12 | | | | | X8710024 | FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT | 6662 | | | 6662 | | | |
| X2800510 | INLET FILTER CLEANING | EACH | 10 | 10 | | | | | X8760055 | PEDESTRIAN PUSH-BUTTON POST, TYPE A | EACH | 1 | | 1 | | | | |
| X4060110 | BITUMINOUS MATERIALS (PRIME COAT) | POUND | 6350 | 6350 | | | | | X8820010 | TRAFFIC SIGNAL BACKPLATE, SPECIAL | EACH | 10 | | 10 | | | | |
| X4402800 | ISLAND PAVEMENT REMOVAL | SQ YD | 85 | 85 | | | | | X8880015 | PEDESTRIAN PUSH-BUTTON, NON-LATCHING | EACH | 2 | | | | | | 2 |
| X4403300 | CONCRETE MEDIAN REMOVAL | SQ FT | 950 | 950 | | | | | X8950090 | RELOCATE EXISTING LIGHTING CONTROLLER | EACH | 1 | | | | | | 1 |
| X4404000 | PARKING LOT PAVEMENT REMOVAL | SQ YD | 160 | 160 | | | | | X8951011 | REMOVE AERIAL CABLE | FOOT | 1100 | | | | | | 1100 |
| X6026630 | VALVE BOXES TO BE MOVED | EACH | 1 | 1 | | | | | Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | | | | |
| X7010216 | TRAFFIC CONTROL AND PROTECTION, (SPECIAL) | L SUM | 1 | 1 | | | | | Z0029604 | HEADWALL REMOVAL | EACH | 1 | 1 | | | | | |
| X7013820 | TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS | CAL DA | 55 | 55 | | | | | Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 110 | 110 | | | | | |
| X8210040 | TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT | EACH | 3 | | | | 3 | | Z0033020 | LUMINAIRE SAFETY CABLE ASSEMBLY | EACH | 3 | | | | | | 3 |
| | | | | | | | | | Z0033028 | MAINTENANCE OF LIGHTING SYSTEM | CAL MO | 2 | | | | | | 2 |

0028 SHARE USE PATH 80% FED. 20% SAUK VILLAGE

0028 SHARE USE PATH 80% FED. 20% SAUK VILLAGE

2

SPECIALITY ITEMS (100% ST) NP NON PARTICIPATING ITEMS

80/20 FED/ST

80% F.
20% S.

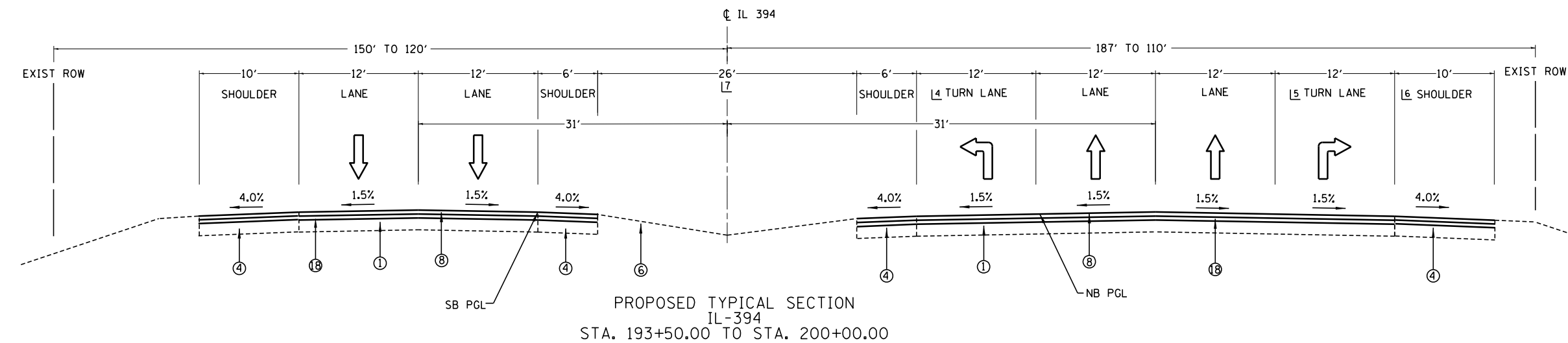
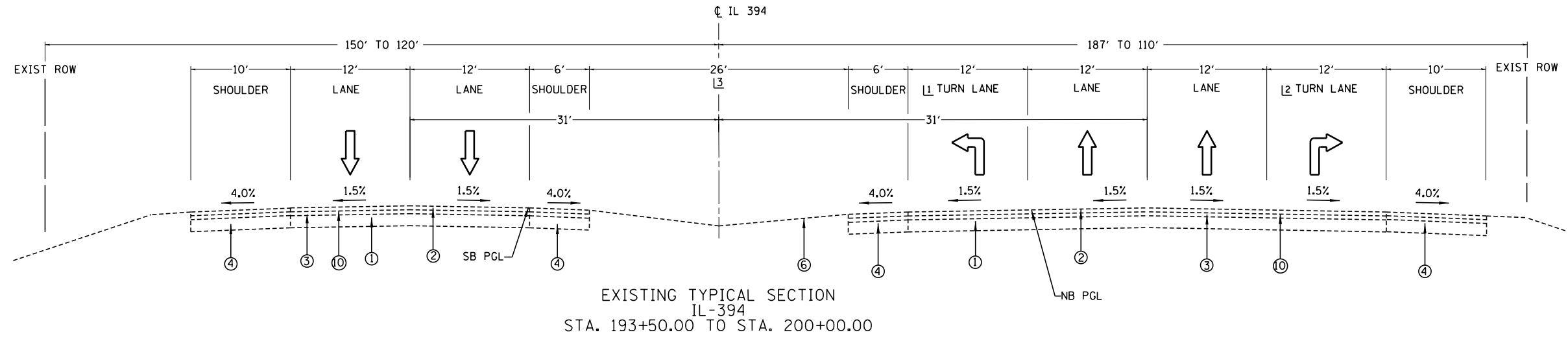
12

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | | |
|-----------------------|---|------|------------------|------------------------|--|---|---|--|--|---------|------|------|------------------------|--|--|--|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 0004 | 0021 IL 394 @ SAUK TRAIL SIGNAL | 0021 IL 394 @ SAUK TRAIL INTER- CONNECT | 0021 IL 394 @ SAUK TRAIL 100% SAUK VILLAGE | 0021 IL 394 @ SAUK TRAIL LIGHTING | 0028 SHARE USE PATH 80% FED, 20% SAUK VILLAGE | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | | | | | | | |
| Z0033044 | RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL I | EACH | 1 | | | 1 | | | | | | | | | | | | | | |
| Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 | | 1 | | | | | | | | | | | | | | | |

Rev. 12-11-14

Rev.

* SPECIALITY ITEMS
NP NON PARTICIPATING ITEMS



- L1 VARIES 0' TO 12' FROM 194+03 TO 197+01
12' FROM 197+01 TO 199+45
- L2 VARIES 0' TO 12' FROM 194+04 TO 196+64
12' FROM 196+64 TO 199+49
- L3 VARIES 26' TO 14' FROM 194+02.66 TO 197+00.98
- L4 VARIES 0' TO 12' FROM 194+14.92 TO 196+79.62
12' FROM 196+79.62 TO 199+44.92
- L5 VARIES 0' TO 12' FROM 194+25.92 TO 196+90.92
12' FROM 196+90.92 TO 199+56
- L6 4' WHEN ADJACENT TO AUXILIARY LANE
- L7 VARIES 26' TO 14' FROM 194+14.92 TO 196+79.92
14' TO 3 1/2' FROM 199+06.4 TO 199+47.8

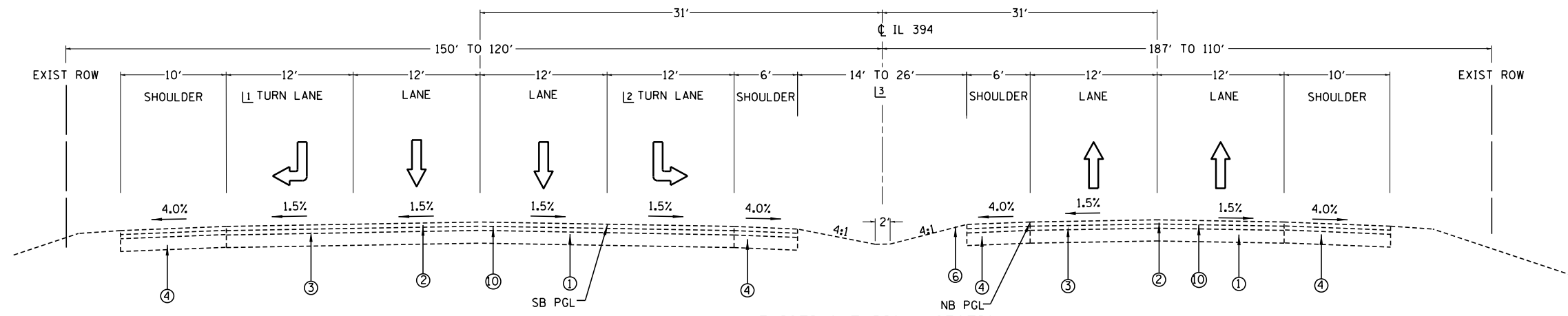
• FOR HMA MIX REQUIREMENTS SEE SCHEDULE OF QUANTITIES SHEET

LEGEND:

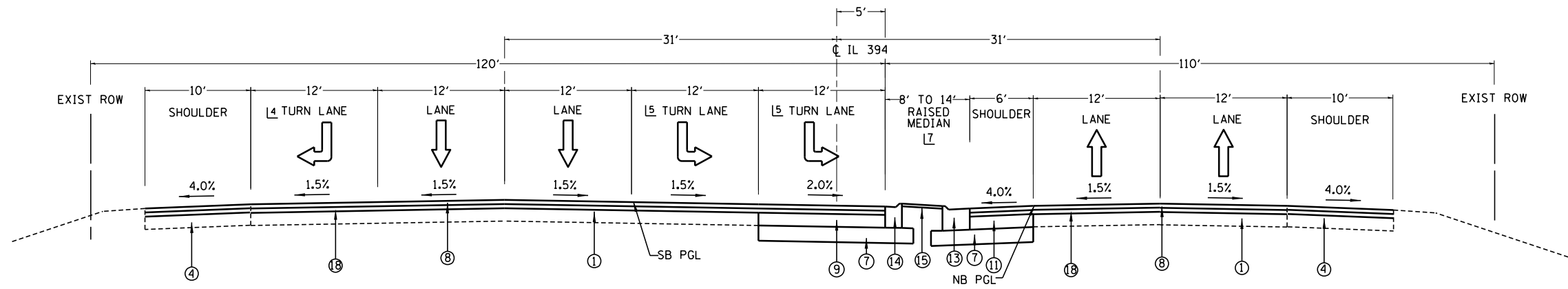
- 1 - EXISTING P.C.C. PAVEMENT, 10"
- 2 - EXISTING HMA SURFACE COURSE, SMA, 1 1/2"
- 3 - EXISTING HMA BINDER COURSE, 2 1/2"
- 4 - EXISTING HMA SHOULDER
- 5 - EXISTING CURB & GUTTER, B-6.24
- 6 - EXISTING GRASS MEDIAN
- 7 - PROPOSED 12" AGGREGATE SUBGRADE IMPROVEMENT
- 8 - PROPOSED 1 3/4" POLYMERIZED HMA SC MIX "F", N90
- 9 - PROPOSED 10 3/4" HMA BINDER COURSE, IL-19, N90
- 10 - PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- 11 - PROPOSED HMA SHOULDER
- 12 - PROPOSED COMB. CONC. CURB & GUTTER, TYPE B-6.24
- 13 - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.24
- 14 - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.12
- 15 - PROPOSED CONCRETE MEDIAN SURFACE
- 16 - PROPOSED SHARED PATH, 8'
- 17 - PROPOSED 4" AGGREGATE SUBGRADE IMPROVEMENT
- 18 - PROPOSED 3/4" POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

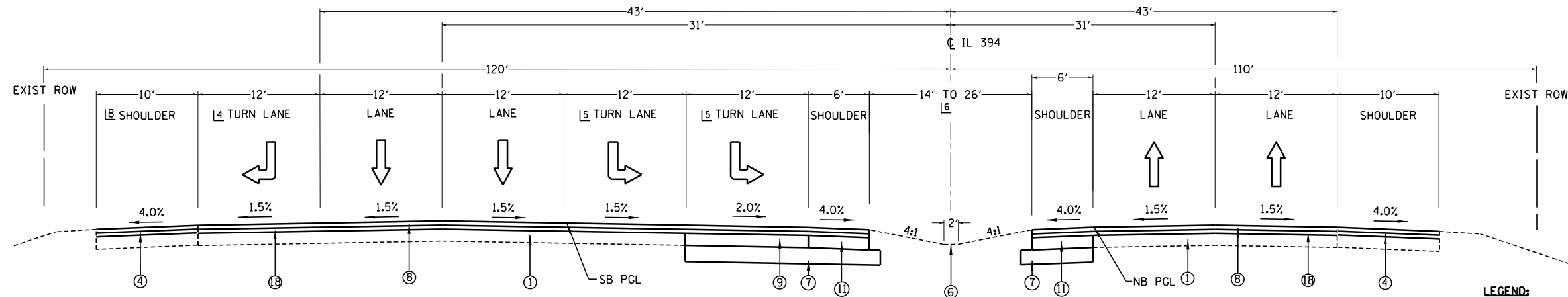
| | | | | | | | | | | | | | |
|-------------|---|------------|-----------|---|---|-------|----|--------|-------------------|-----------------------------------|---------------|---------------------------|---------------------------|
| FILE NAME = | USER NAME = qureshya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. = 332 | SECTION = (0203B,0910-PT.1&10N-3) | COUNTY = COOK | TOTAL SHEETS = 110 | SHEET NO. = 10 |
| Default | c:\pwork\pwork\qureshya\d0180814\17609-sh-typical.dgn | DRAWN - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. | CONTRACT NO. 60T16 | |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | | | | | | ILLINOIS FED. AID PROJECT |
| | PLOT DATE = 5/20/2014 | DATE - | REVISED - | | | | | | | | | | |



EXISTING TYPICAL SECTION
IL-394
STA. 200+00.00 TO STA. 207+00.00



PROPOSED TYPICAL SECTION
IL-394
STA. 200+00.00 TO STA. 205+26.51

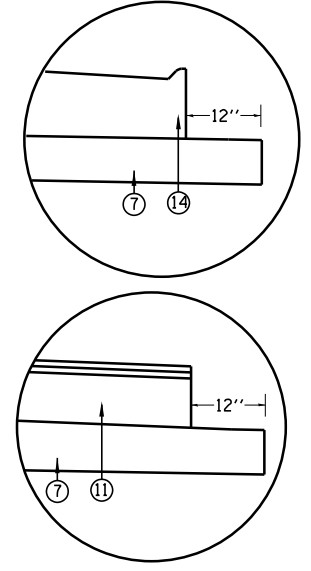


PROPOSED TYPICAL SECTION
IL-394
STA. 205+26.51 TO STA. 207+00.00

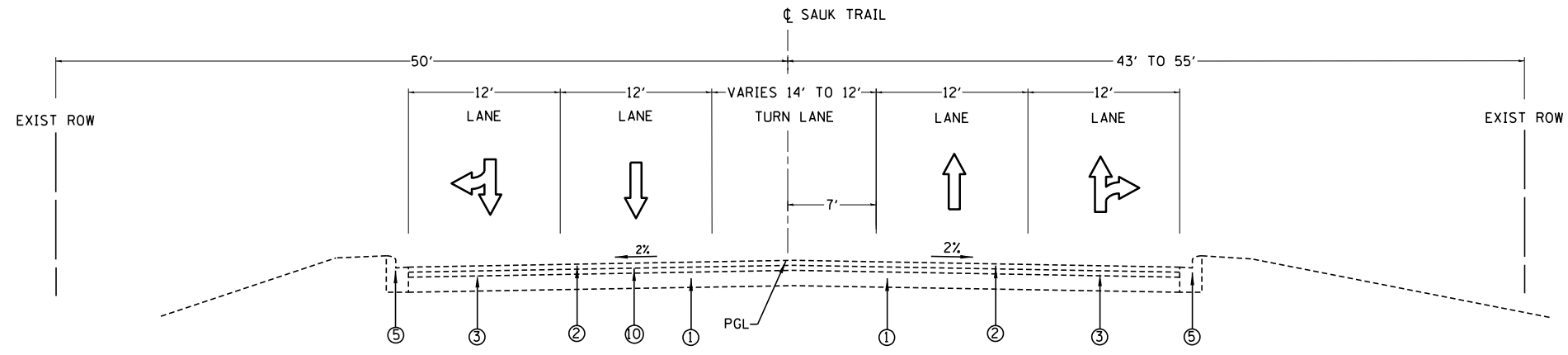
- L1 12' FROM 200+47 TO 203+34
VARIES 12' TO 0' FROM 203+34 TO 205+52
- L2 12' FROM 200+56 TO 204+33
VARIES 12' TO 0' FROM 204+33 TO 206+81
- L3 14' FROM 200+00 TO 204+32.98
VARIES 14' TO 26' FROM 204+32.98 TO 206+81.10
26' FROM 206+81.10 TO 207+00
- L4 12' FROM 200+48 TO 203+45.61
VARIES 12' TO 0' FROM 203+45.61 TO 205+80.61
- L5 VARIES 12' TO 0' FROM 203+76.52 TO 206+76.52
- L6 VARIES 14' TO 26' FROM 205+26.51 TO 206+76.52
26' FROM 206+76.52 TO 207+00
- L7 8' FROM STA. 200+76.52 TO STA. 204+16.76
VARIES 8' TO 14' FROM STA. 204+16.76 TO STA. 204+91.71
- L8 4' WHEN ADJACENT TO AUXILIARY LANE

• FOR HMA MIX REQUIREMENTS SEE
SCHEDULE OF QUANTITIES SHEET

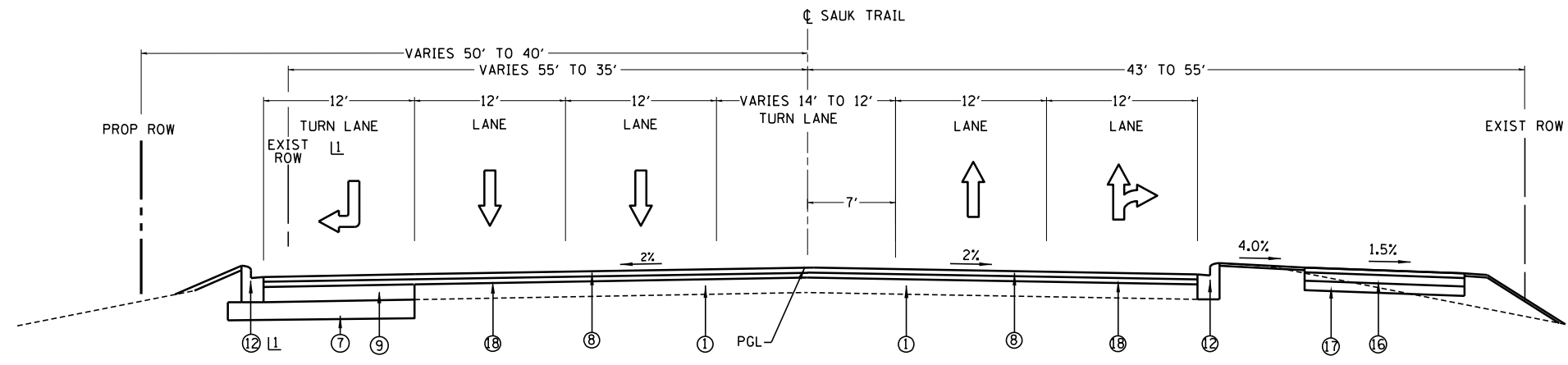
- LEGEND:**
- ① - EXISTING P.C.C. PAVEMENT, 10"
 - ② - EXISTING HMA SURFACE COURSE, SMA, 1 1/2"
 - ③ - EXISTING HMA BINDER COURSE, 2 1/2"
 - ④ - EXISTING HMA SHOULDER
 - ⑤ - EXISTING CURB & GUTTER, B-6.24
 - ⑥ - EXISTING GRASS MEDIAN
 - ⑦ - PROPOSED 12" AGGREGATE SUBGRADE IMPROVEMENT
 - ⑧ - PROPOSED 1 3/4" POLYMERIZED HMA SC MIX "F", N90
 - ⑨ - PROPOSED 10 3/4" HMA BINDER COURSE, IL-19, N90
 - ⑩ - PROPOSED HMA SURFACE REMOVAL, 2 1/2"
 - ⑪ - PROPOSED HMA SHOULDER
 - ⑫ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE B-6.24
 - ⑬ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.24
 - ⑭ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.12
 - ⑮ - PROPOSED CONCRETE MEDIAN SURFACE
 - ⑯ - PROPOSED SHARED PATH, 8'
 - ⑰ - PROPOSED 4" AGGREGATE SUBGRADE IMPROVEMENT
 - ⑱ - PROPOSED 3/4" POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50



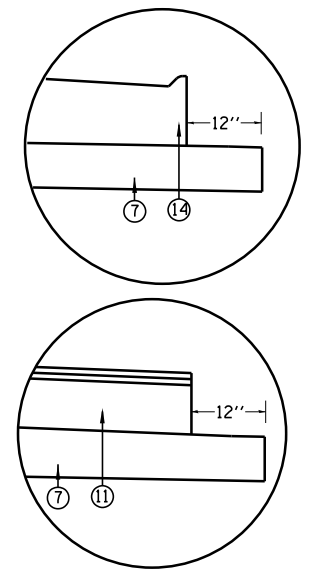
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|-------------|-----------------------|------------|-----------|---|---|-------|----|-------------|---------|--------|---------------------------|-----------|-----|----|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | |
| Default | Default | DRAWN - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. | 332 | 110 | 11 |
| | | CHECKED - | REVISED - | | | | | | | | CONTRACT NO. 60T16 | | | |
| | | DATE - | REVISED - | | | | | | | | ILLINOIS FED. AID PROJECT | | | |



EXISTING TYPICAL SECTION
SAUK TRAIL
STA. 498+50.00 TO STA. 504+38.47



PROPOSED TYPICAL SECTION
SAUK TRAIL
STA. 498+50 TO STA. 505+20.6

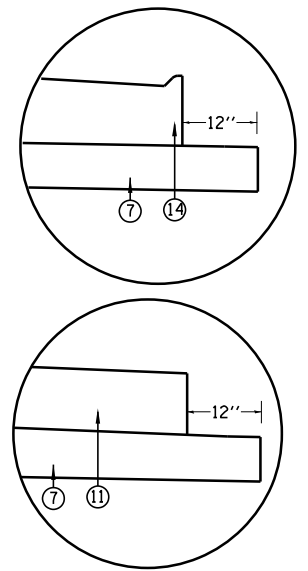
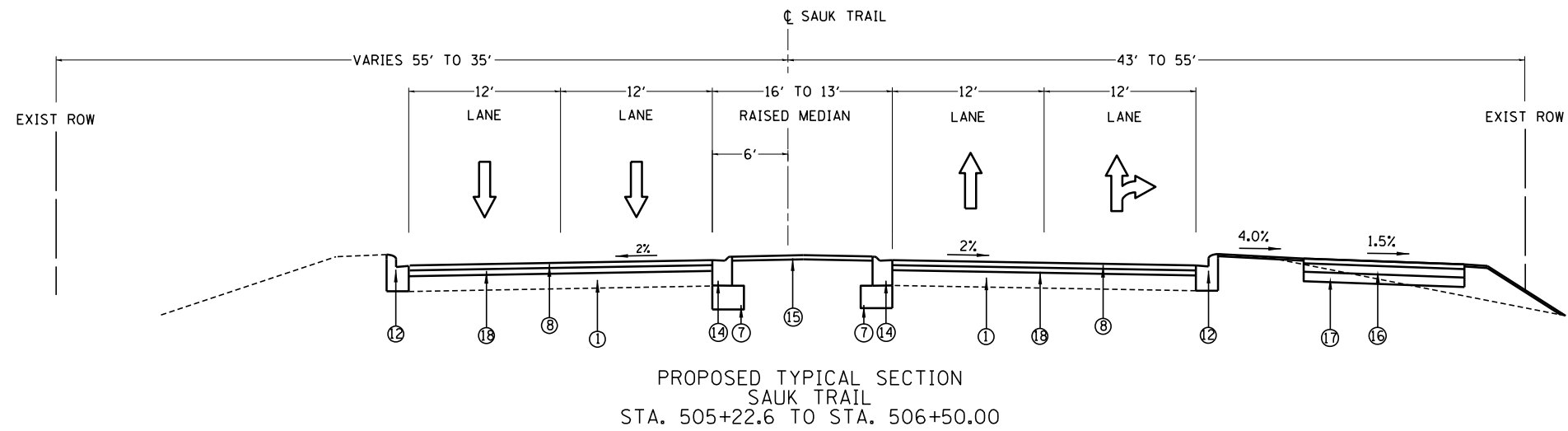
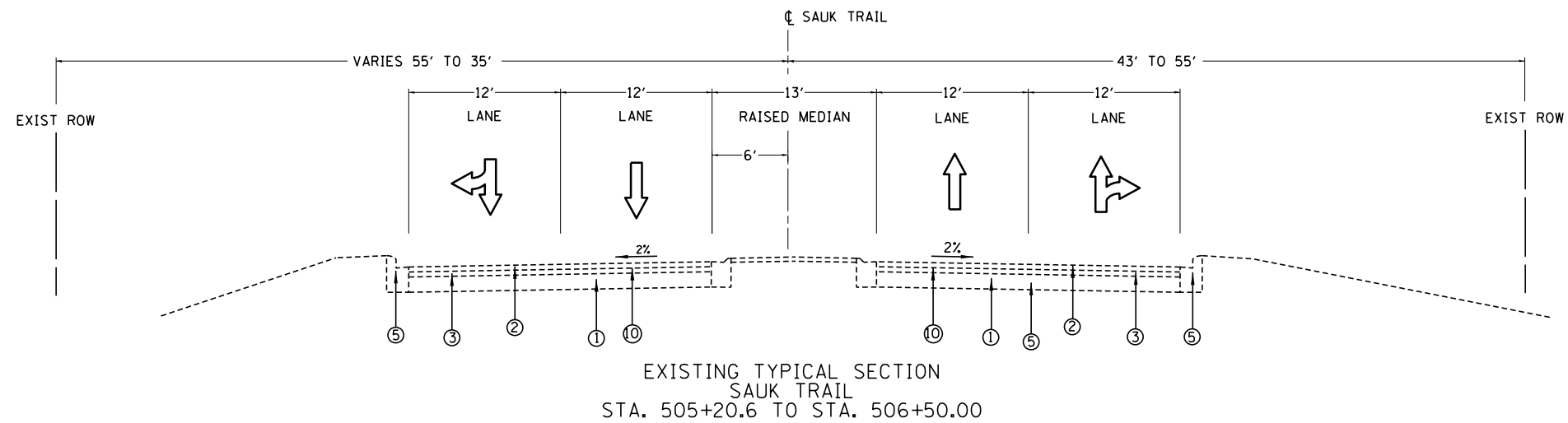


• FOR HMA MIX REQUIREMENTS SEE SCHEDULE OF QUANTITIES SHEET

LEGEND:

- ① - EXISTING P.C.C. PAVEMENT, 10"
- ② - EXISTING HMA SURFACE COURSE, SMA, 1 1/2"
- ③ - EXISTING HMA BINDER COURSE, 2 1/2"
- ④ - EXISTING HMA SHOULDER
- ⑤ - EXISTING CURB & GUTTER, B-6.24
- ⑥ - EXISTING GRASS MEDIAN
- ⑦ - PROPOSED 12" AGGREGATE SUBGRADE IMPROVEMENT
- ⑧ - PROPOSED 1 3/4" POLYMERIZED HMA SC MIX "F", N90
- ⑨ - PROPOSED 10 3/4" HMA BINDER COURSE, IL-19, N90
- ⑩ - PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑪ - PROPOSED HMA SHOULDER
- ⑫ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑬ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.24
- ⑭ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.12
- ⑮ - PROPOSED CONCRETE MEDIAN SURFACE
- ⑯ - PROPOSED SHARED PATH, 8'
- ⑰ - PROPOSED 4" AGGREGATE SUBGRADE IMPROVEMENT
- ⑱ - PROPOSED 3/4" POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50

| | | | | | | | | | | | | |
|-------------|------------------------------|------------|-----------|---|---|-------|-----------|-------------------|---------------------------------|---------------------------|------------------|--------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. = 332 | SECTION (0203B,0910-PT.1&10N-3) | COUNTY COOK | TOTAL SHEETS 110 | SHEET NO. 12 |
| Default | Plot Scale = 100.1798' / in. | DRAWN - | REVISED - | | SCALE: | SHEET | OF SHEETS | STA. | TO STA. | CONTRACT NO. 60T16 | | |
| | PLOT DATE = 5/20/2014 | CHECKED - | REVISED - | | | | | | | ILLINOIS FED. AID PROJECT | | |
| | | DATE - | REVISED - | | | | | | | | | |



• FOR HMA MIX REQUIREMENTS SEE SCHEDULE OF QUANTITIES SHEET

LEGEND:

- ① - EXISTING P.C.C. PAVEMENT, 10"
- ② - EXISTING HMA SURFACE COURSE, SMA, 1 1/2"
- ③ - EXISTING HMA BINDER COURSE, 2 1/2"
- ④ - EXISTING HMA SHOULDER
- ⑤ - EXISTING CURB & GUTTER, B-6.24
- ⑥ - EXISTING GRASS MEDIAN
- ⑦ - PROPOSED 12" AGGREGATE SUBGRADE IMPROVEMENT
- ⑧ - PROPOSED 1 3/4" POLYMERIZED HMA SC MIX "F", N90
- ⑨ - PROPOSED 10 3/4" HMA BINDER COURSE, IL-19, N90
- ⑩ - PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑪ - PROPOSED HMA SHOULDER
- ⑫ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE B-6.24
- ⑬ - PROPOSED COMB. CONC. CURB & GUTTER, TYPE M-4.24
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- ⑮ - PROPOSED CONCRETE MEDIAN SURFACE
- ⑯ - PROPOSED SHARED PATH, 8'
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- ⑱ - PROPOSED 3/4" POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50

| | | | |
|---|-------------------------------|------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - |
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| Default | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/20/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL. ROUTE 394 AT SAUK TRAIL

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 13 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

EARTHWORK SCHEDULE

| 1 LOCATION | 2 EARTH EXCAVATION CUBIC YARD | 3 EARTH EXCAVATION ADJUSTED FOR SHRINKAGE CUBIC YARD | 4 EMBANKMENT CUBIC YARD | 5 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) CUBIC YARD |
|---------------|--|--|-------------------------------|--|
| IL. ROUTE 394 | 390 | 331 | 130 | +201 |
| SAUK TRAIL | 215 | 183 | 205 | -20 |
| TOTAL | 605 | 514 | 335 | +179 |

COLUMNS 1, 2, & 4 LOCATION AND QUANTITIES FROM CROSS SECTIONS:
 CUT = EARTH EXCAVATION, FILL = EMBANKMENT

COLUMN 3 QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR SHRINKAGE FACTOR OF 15%.

COLUMN 5 EARTHWORK REQUIRED:
 (-) = QUANTITY OF FILL OR EMBANKMENT NEEDED (FURNISHED OR BORROW EXCAVATION)
 (+) = QUANTITY TO BE WASTED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

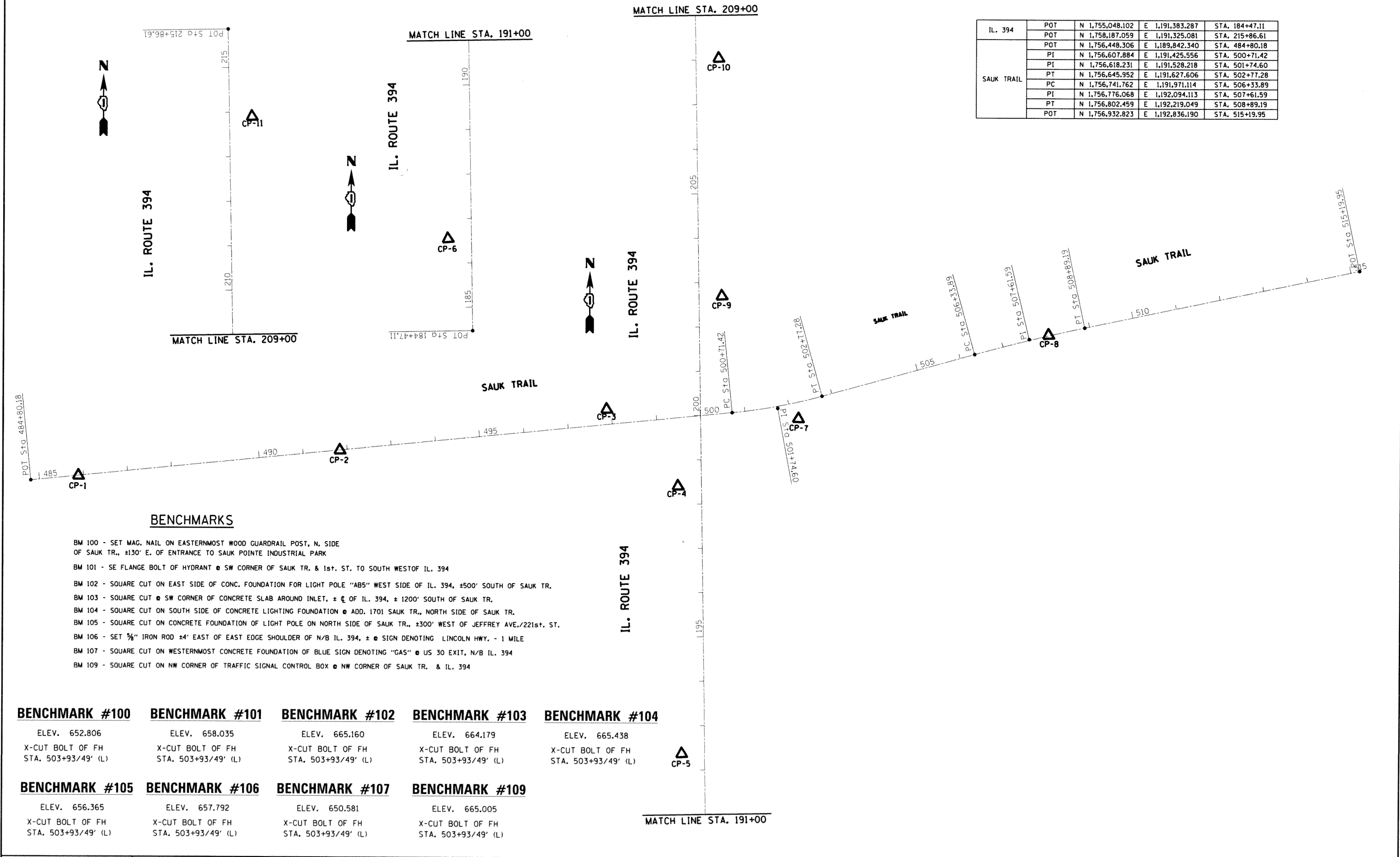
| MIXTURE TYPE | AIR VOIDS (%) @ Ndes | OMP |
|---|-------------------------|-------|
| WIDENING | | |
| POLY HMA SURFACE COURSE MIX "F", N90 (IL 9.5mm), 1 3/4" | 4% @ 90 GYR. | OC/OA |
| HMA POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4" | 3.5% @ 50 GYR. | OCP |
| HMA BASE COURSE, 10 3/4" (HMA BINDER IL-19.0, N70) | 4% @ 70 GYR. | OCP |
| RESURFACING | | |
| POLY HMA SURFACE COURSE MIX "F", N90 (IL 9.5mm), 1 3/4" | 4% @ 90 GYR. | OC/OA |
| HMA POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4" | 3.5% @ 50 GYR. | OCP |
| HOT-MIX ASPHALT PATCHING | | |
| CLASS D PATCHES (HMA BINDER IL-19 mm), 14" | 4% @ 70 GYR. | OC/OA |
| SHARED PATH | | |
| HMA SURFACE COURSE MIX "D", N50 (IL-9.5mm), 2" | 4% @ 50 GYR. | OC/OA |
| HMA BINDER COURSE IL-19.0, N50, 4" | 4% @ 50 GYR. | OC/OA |
| HOT-MIX ASPHALT SHOULDER | | |
| POLY HMA SURFACE COURSE MIX "F", N90 (IL 9.5mm), 1 3/4" | 4% @ 70 GYR. | OC/OA |
| HMA POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4" | 3.5% @ 50 GYR. | OCP |
| HMA SHOULDER, 7 1/2" (HMA BINDER IL-19.0, N70) | 4% @ 70 GYR. | OC/OA |
| OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA); | | |
| QUALITY CONTROL FOR PERFORMANCE (OCP) | | |

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECULATION THAT APPLIES TO THE HMA MIXTURE

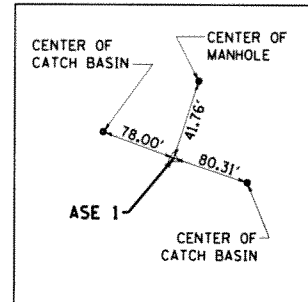


BENCHMARKS

- BM 100 - SET MAG. NAIL ON EASTERNMOST WOOD GUARDRAIL POST, N. SIDE OF SAUK TR., ±130' E. OF ENTRANCE TO SAUK POINTE INDUSTRIAL PARK
- BM 101 - SE FLANGE BOLT OF HYDRANT @ SW CORNER OF SAUK TR. & 1st. ST. TO SOUTH WEST OF IL. 394
- BM 102 - SQUARE CUT ON EAST SIDE OF CONC. FOUNDATION FOR LIGHT POLE "AB5" WEST SIDE OF IL. 394, ±500' SOUTH OF SAUK TR.
- BM 103 - SQUARE CUT @ SW CORNER OF CONCRETE SLAB AROUND INLET, ± C. OF IL. 394, ± 1200' SOUTH OF SAUK TR.
- BM 104 - SQUARE CUT ON SOUTH SIDE OF CONCRETE LIGHTING FOUNDATION @ ADD. 1701 SAUK TR., NORTH SIDE OF SAUK TR.
- BM 105 - SQUARE CUT ON CONCRETE FOUNDATION OF LIGHT POLE ON NORTH SIDE OF SAUK TR., ±300' WEST OF JEFFREY AVE./221st. ST.
- BM 106 - SET 3/8" IRON ROD ±4' EAST OF EAST EDGE SHOULDER OF N/B IL. 394, ± @ SIGN DENOTING LINCOLN HWY. - 1 MILE
- BM 107 - SQUARE CUT ON WESTERNMOST CONCRETE FOUNDATION OF BLUE SIGN DENOTING "GAS" @ US 30 EXIT, N/B IL. 394
- BM 109 - SQUARE CUT ON NW CORNER OF TRAFFIC SIGNAL CONTROL BOX @ NW CORNER OF SAUK TR. & IL. 394

| BENCHMARK #100 | BENCHMARK #101 | BENCHMARK #102 | BENCHMARK #103 | BENCHMARK #104 |
|---|---|---|---|---|
| ELEV. 652.806 | ELEV. 658.035 | ELEV. 665.160 | ELEV. 664.179 | ELEV. 665.438 |
| X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) |
| BENCHMARK #105 | BENCHMARK #106 | BENCHMARK #107 | BENCHMARK #109 | |
| ELEV. 656.365 | ELEV. 657.792 | ELEV. 650.581 | ELEV. 665.005 | |
| X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | X-CUT BOLT OF FH STA. 503+93/49' (L) | |

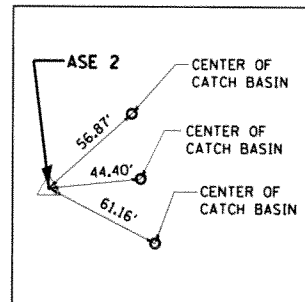
CONTROL POINT *ASE 1
SET NAIL ON PAVEMENT



CONTROL POINT #1

SET MAG. NAIL IN BIT, MEDIAN OF SAUK TR. ±100' WEST OF ENT. TO "SAUK POINTE" IND. PARK
STA. 485+88.16 R
N=1756458.251
E=1189949.867

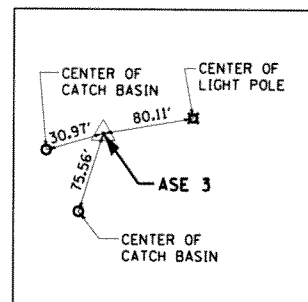
CONTROL POINT *ASE 2
SET NAIL ON PAVEMENT



CONTROL POINT #2

SET MAG. NAIL IN BIT, MEDIAN OF SAUK TR. ±CPP RES *1425
STA. 491+83.49 R
N=1756517.877
E=1190542.205

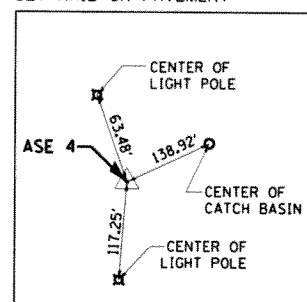
CONTROL POINT *ASE 3
SET REBAR



CONTROL POINT #3

SET 5/8" IRON ROD @ WEST SIDE OF EAST ENTR. TO "FRANKIE'S HOT DOGS", N. SIDE OF SAUK TRAIL
STA. 497+90.43 L
N=1756613.348
E=1191142.596

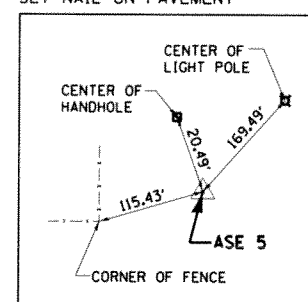
CONTROL POINT *ASE 4
SET NAIL ON PAVEMENT



CONTROL POINT #4

SET MAG. NAIL IN WEST SHLDR. OF S/B IL. 394, ±200' S. OF C OF SAUK TRAIL
STA. 198+40.82 L
N=1756440.578
E=1191304.044

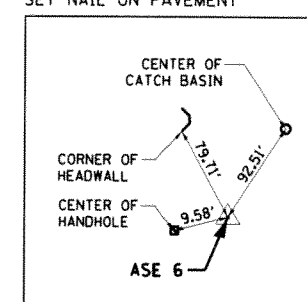
CONTROL POINT *ASE 5
SET NAIL ON PAVEMENT



CONTROL POINT #5

SET MAG. NAIL IN WEST SHLDR. OF S/B IL. 394, ±750' S. OF C OF SAUK TRAIL
STA. 192+36.86 L
N=1755836.749
E=1191316.307

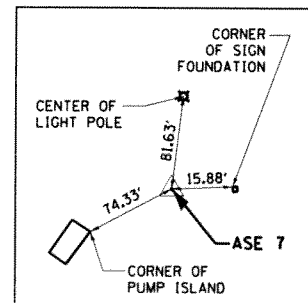
CONTROL POINT *ASE 6
SET NAIL ON PAVEMENT



CONTROL POINT #6

SET MAG. NAIL IN WEST SHLDR. OF S/B IL. 394, ± OPP. SOUTH SIDE OF SIGN "PACESETTER STEEL SERVICE", W. SIDE
STA. 186+54.68 L
N=1755254.663
E=1191326.766

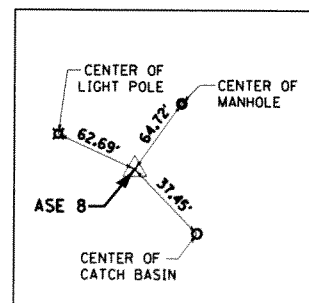
CONTROL POINT *ASE 7
SET REBAR



CONTROL POINT #7

SET 5/8" IRON ROD @ WEST CORNER OF "C. JAMES AUTO SALES," ±5' SOUTH OF SOUTH BACK OF CURB OF SAUK TRAIL.
STA. 502+14.53 R
N=1756594.442
E=1191574.853

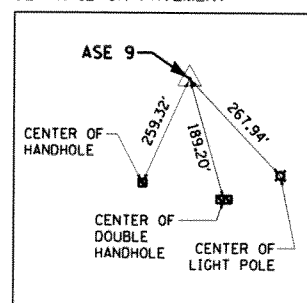
CONTROL POINT *ASE 8
SET NAIL ON PAVEMENT



CONTROL POINT #8

SET MAG. NAIL IN BIT, MEDIAN OF SAUK TRAIL, ± OPP. "CUTTING EDGE" BARBER SHOP
STA. 508+06.04 L
N=1756785.285
E=1192137.763

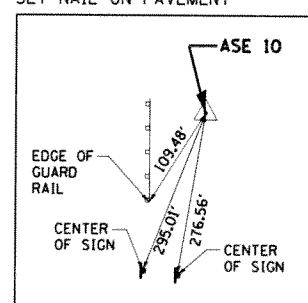
CONTROL POINT *ASE 9
SET NAIL ON PAVEMENT



CONTROL POINT #9

SET MAG. NAIL ±3' FROM EDGE OF SHOULDER @ SECOND LIGHT POLE (AD1) NORTH OF SAUK TR.-N/B IL. 394
STA. 202+68.70 R
N=1756870.329
E=1191400.922

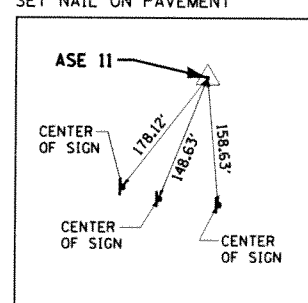
CONTROL POINT *ASE 10
SET NAIL ON PAVEMENT



CONTROL POINT #10

SET. MAG. NAIL ±3' FROM EDGE OF SHOULDER OF N/B IL. 394, ± OPP. 5TH LIGHTPOLE N. OF SAUK TR. (LT*AA3)
STA. 208+02.79 R
N=1757404.334
E=1191391.103

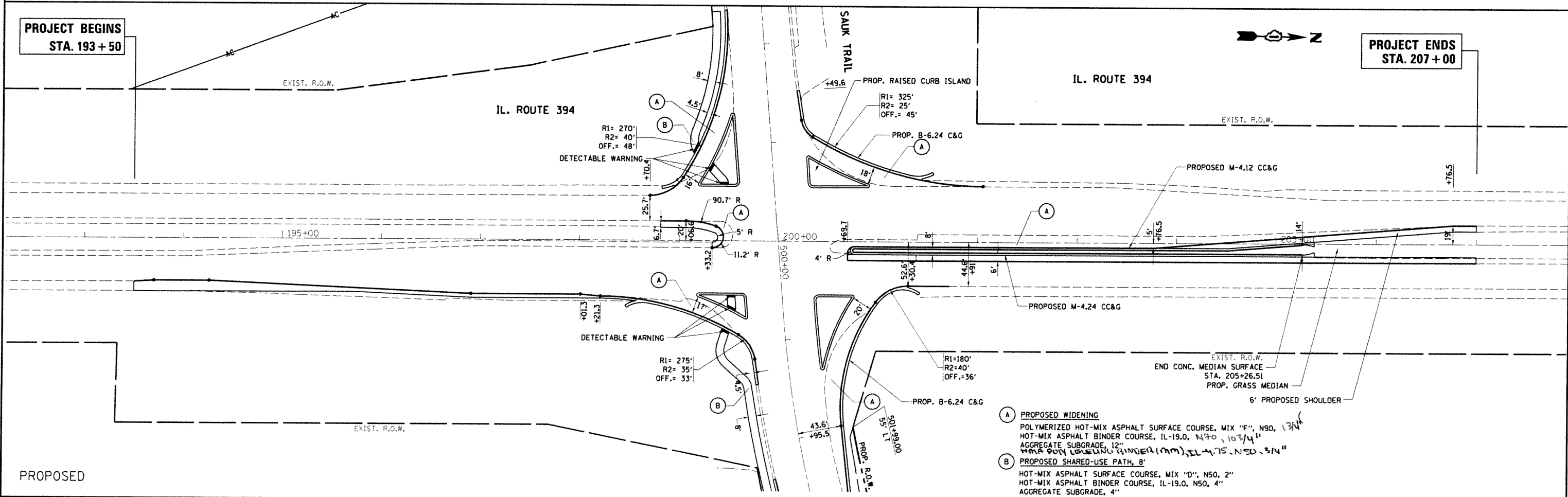
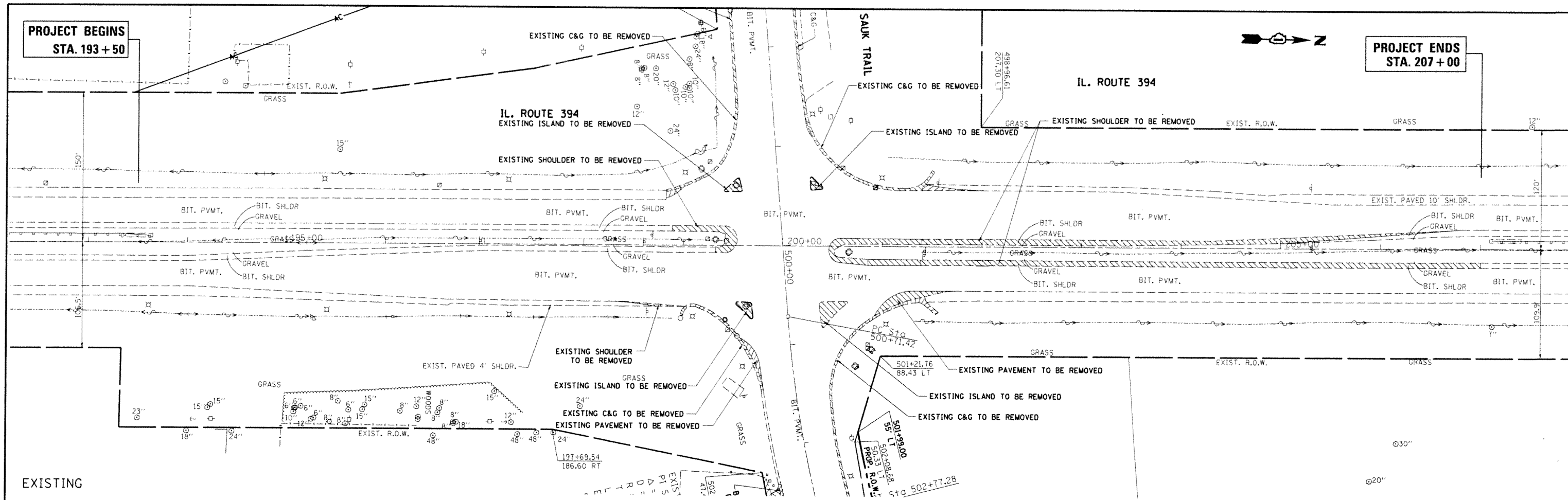
CONTROL POINT *ASE 11
SET NAIL ON PAVEMENT



CONTROL POINT #11

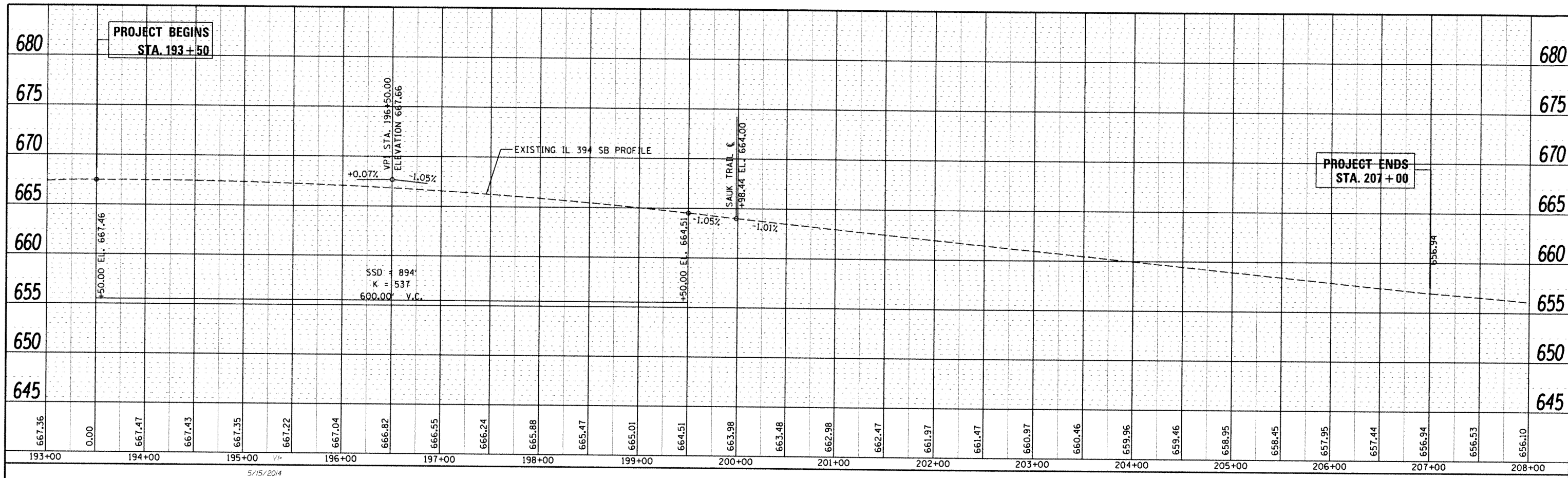
SET MAG. NAIL ±3' FROM EDGE OF SHOULDER ±65' NORTH OF LARGE BLUE SIGN, N/B SHOULDER OF IL. 394
STA. 213+89.43 R
N=1757990.856
E=1191379.579

| | | | | | | | | | | | |
|-------------|------------------------------|------------|-----------|---|--|---------------------------|------------------------|--------------|--------------|-----------|--|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT, TIES AND BENCHMARKS ILLINOIS ROUTE 394 AT SAUK TRAIL | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| Default | Plot Scale = 200,0000' / in. | DRAWN - | REVISED - | | | 332 | 0203B-C910-PT.1.2.10W3 | Cook | 110 | 16 | |
| | Plot Date = 5/15/2014 | CHECKED - | REVISED - | | | CONTRACT NO. 60116 | | | | | |
| | | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: 1"=100' | | SHEET OF SHEETS | | STA. TO STA. | | | |



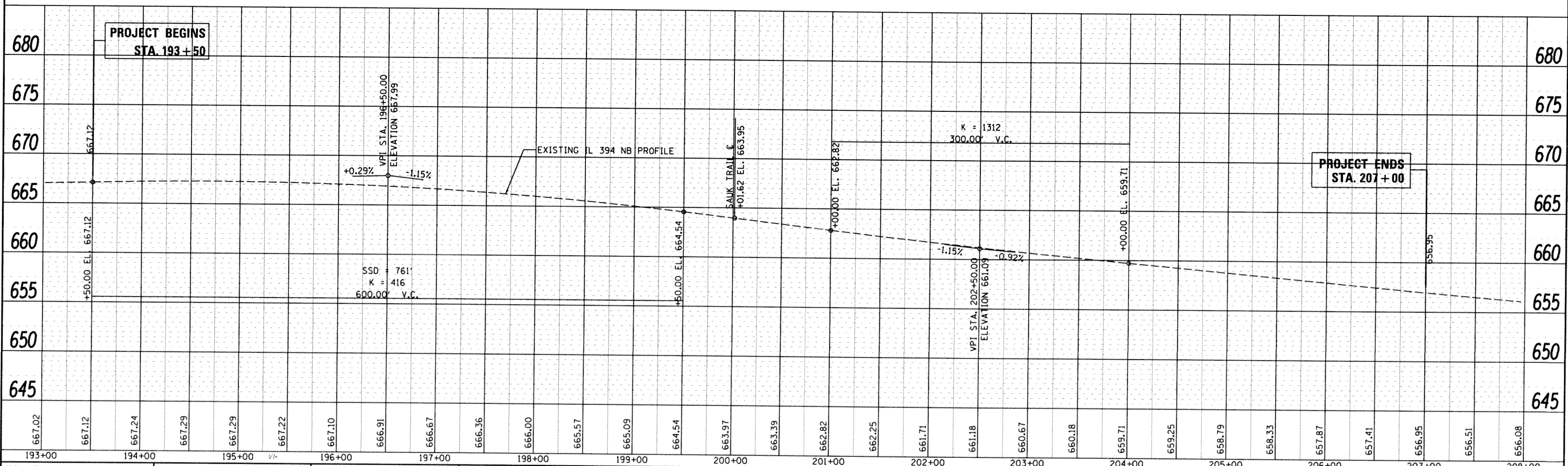
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|-------------|------------------------------|------------|-----------|---|---|---------------------------|--------------------------|------------------------------|--------------------|---------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN IL. ROUTE 394 AT SAUK TRAIL | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEET NO. | |
| Default | 609-shr-plnpr.f.dgn | DRAWN - | REVISED - | | | 332 | 102038, 0910-RT, 1210103 | CCOK | 110 | 17 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | SCALE: 1"=50' | | SHEET OF SHEETS STA. TO STA. | | CONTRACT NO. 100716 |
| | PLOT DATE = 5/15/2014 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |

PLAN
 SURVEYED BY: _____ DATE: _____
 ALIGNED BY: _____
 GRADES CHECKED BY: _____
 RTI OF WAY CHECKED BY: _____
 NOTE BOOK NO. _____
 PLOTTED BY: _____
 DATE: _____



5/15/2014
 c:\pw_work\p\idoh\qureshiya\d0180837\PI70609-sht-plnprf.dgn

PROFILE
 DESIGNED BY: _____ DATE: _____
 PLOTTED BY: _____
 GRADES CHECKED BY: _____
 RTI OF WAY CHECKED BY: _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS OK'D



| | | | |
|---|---------------------------------|------------|-----------|
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| | PLOT DATE = 5/15/2014 | DATE - | REVISED - |

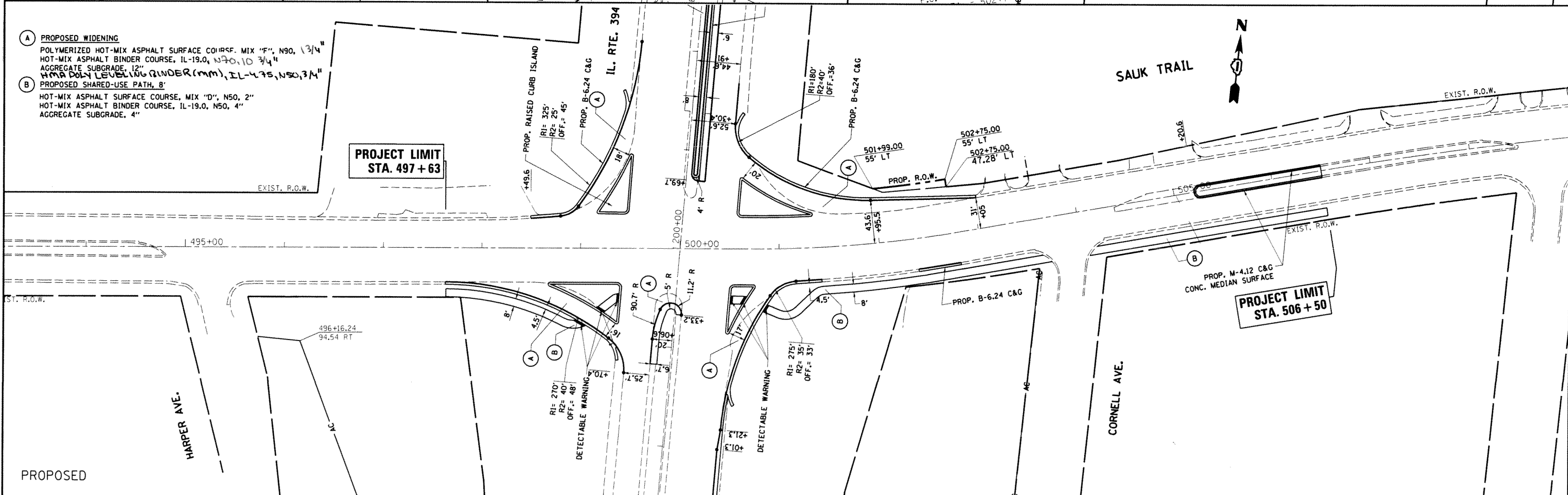
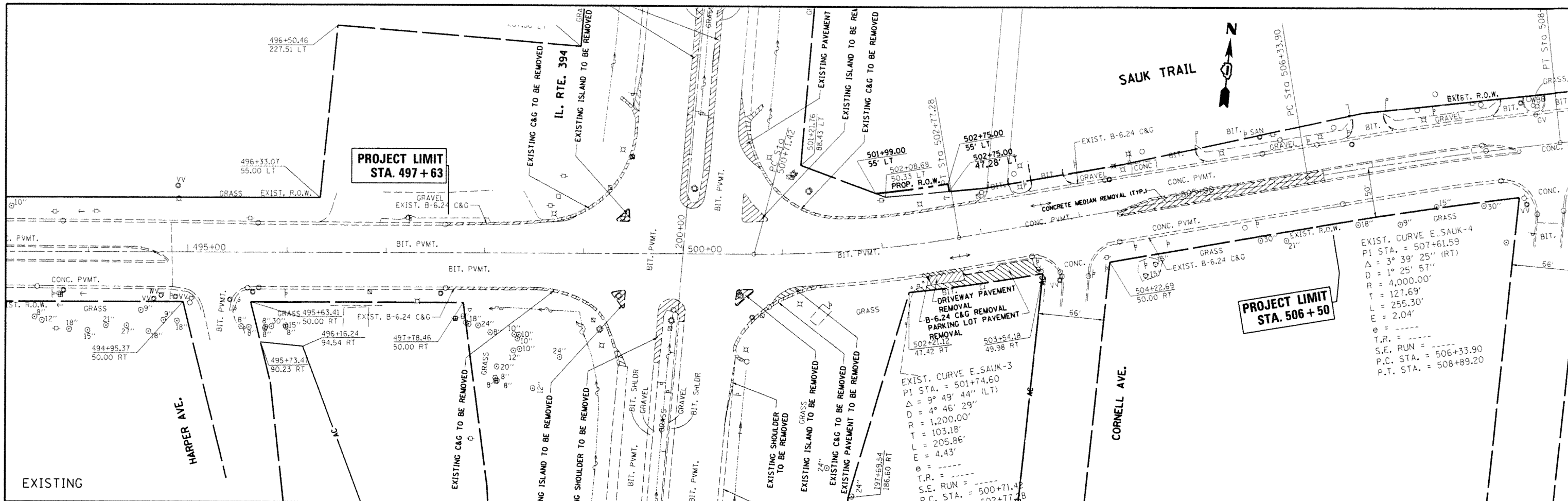
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SOUTHBOUND & NORTHBOUND PROFILE
 N.B AND S.B. IL ROUTE 394**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| | | | | |
|--------------|-----------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 10203B-CR10RT-1210N-3 | COOK | 110 | 18 |
| CONTRACT NO. | | | 60716 | |

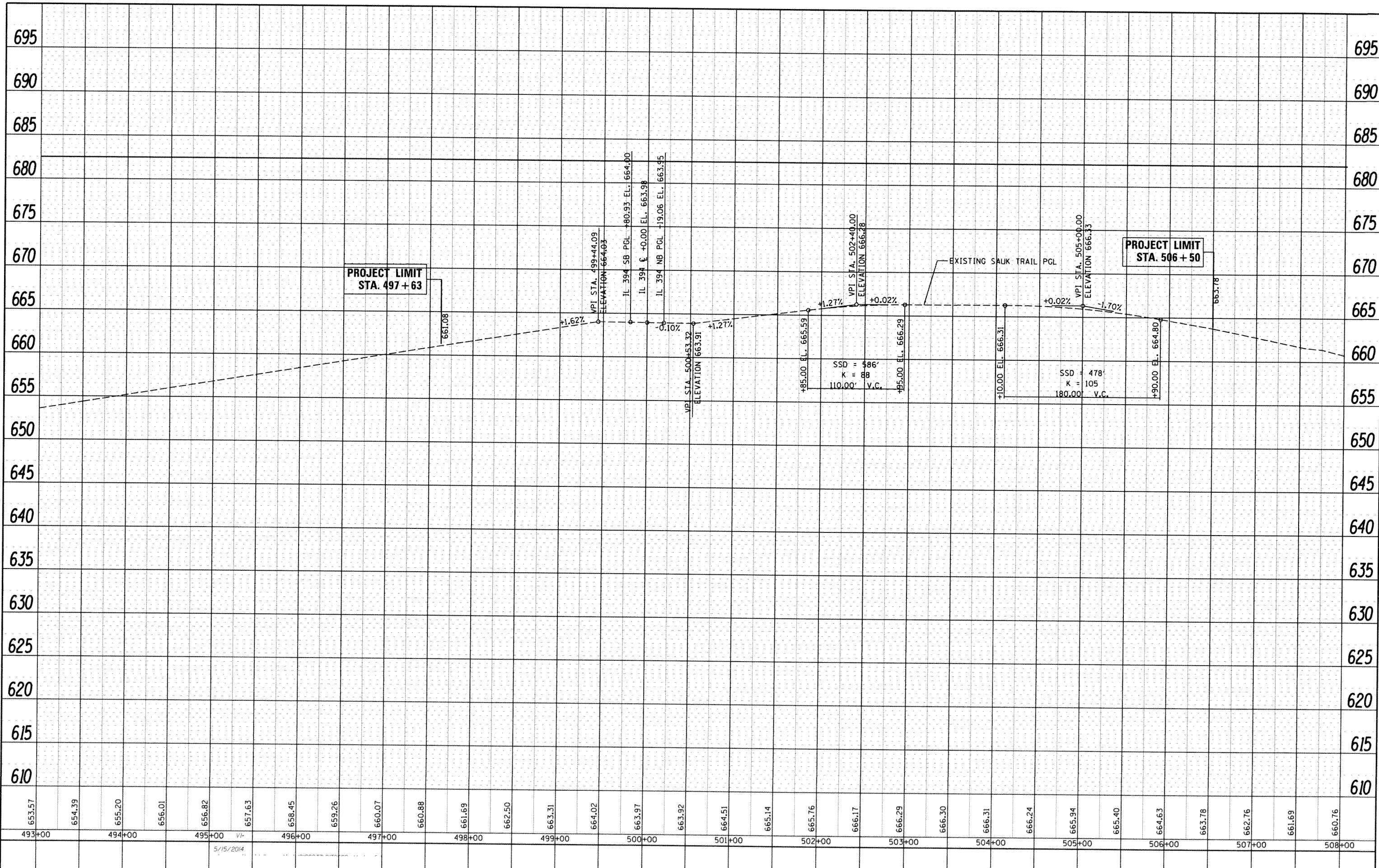
ILLINOIS FED. AID PROJECT



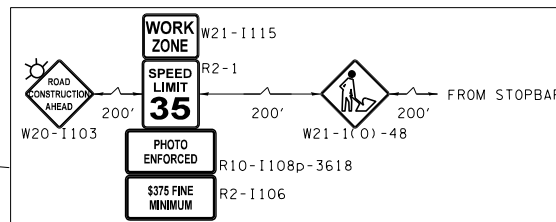
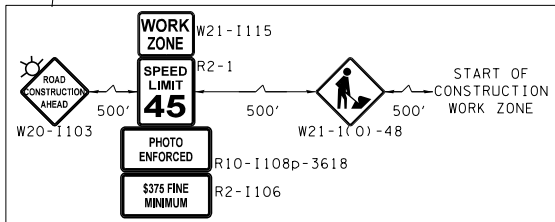
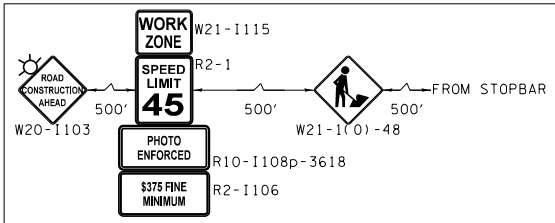
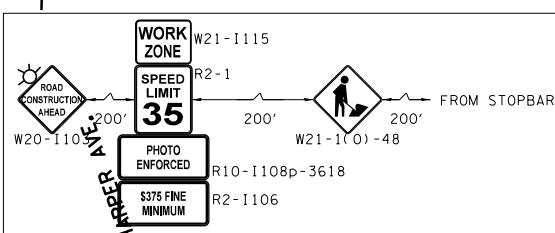
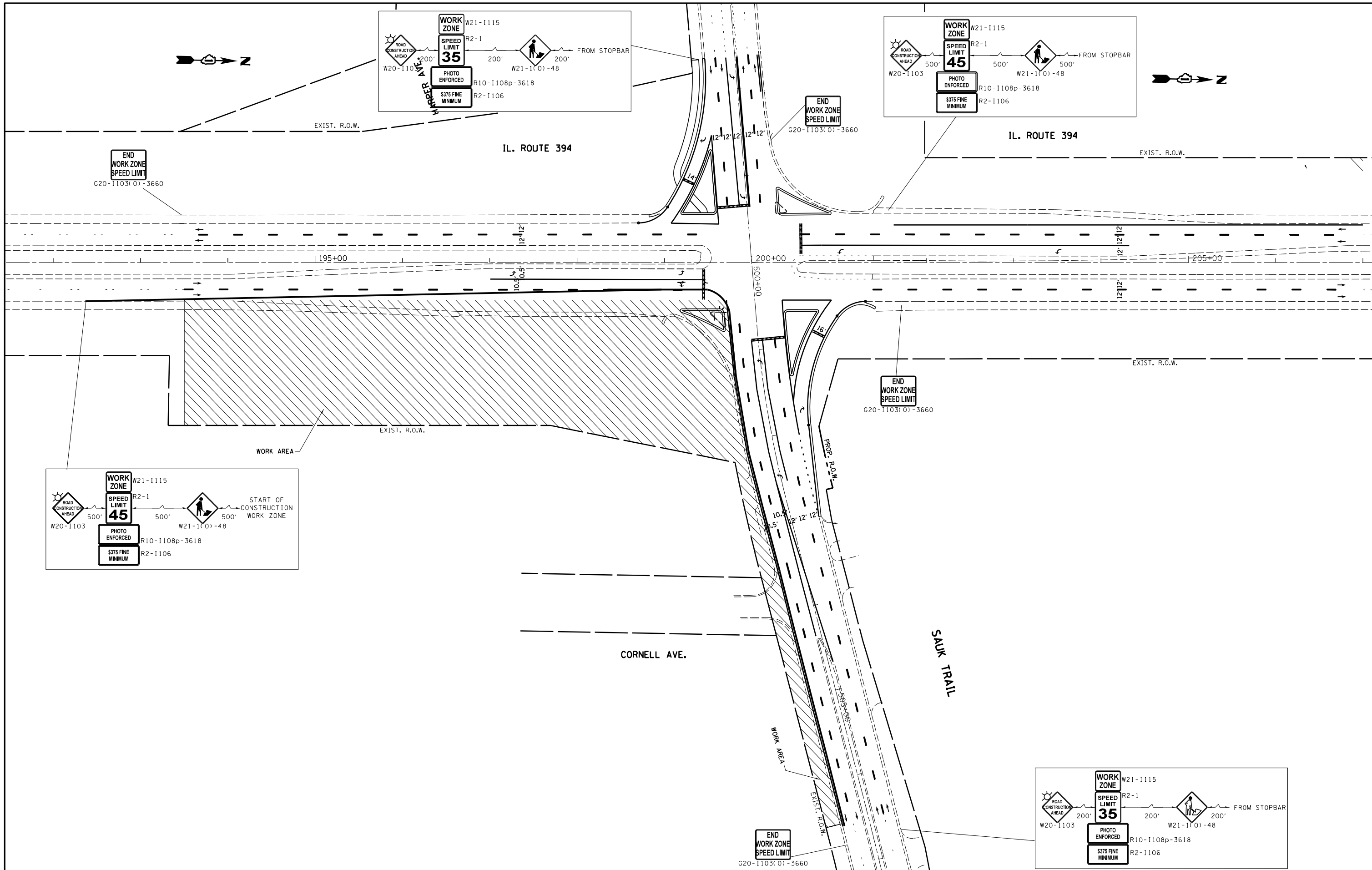
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN IL. ROUTE 394 AT SAUK TRAIL | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| as:\p\work\p\sdot\qureshiya\02100837\PI7 | 609-shr-p\pnr.f.dgn | DRAWN - | REVISED - | | | 332 | 102033.0910-PT. (S&N) | CCOK | 110 | 19 | |
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| | PLOT DATE = 5/15/2014 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |

PLAN SURVEYED BY DATE
 ALIGNMENT CHECKED
 RT. OF WAY CHECKED
 NO. CAD FILE NAME

PROFILE DESIGNED BY DATE
 PLOTTED
 GRADES CHECKED
 NO. NOTED
 NO. STRUCTURE NOTATIONS CHKD



| | | | | | | | | | | | | |
|-------------|-----------------------|------------|-----------|---|---------------------------------------|-------|-------------|---------|---------------------|--------------|---------------------------|-----|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ROADWAY PROFILE SAUK TRAIL | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
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| | | CHECKED - | REVISED - | | | | | | COOK | | 110 | 20 |
| | | DATE - | REVISED - | | | | | | CONTRACT NO. 605110 | | ILLINOIS FED. AID PROJECT | |



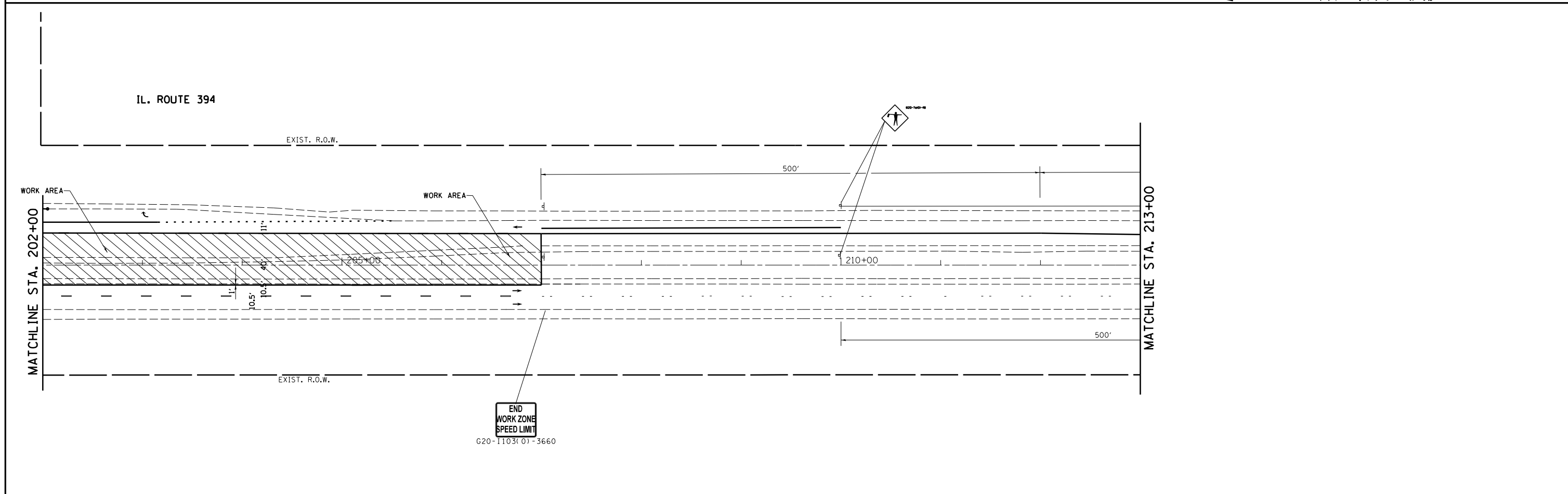
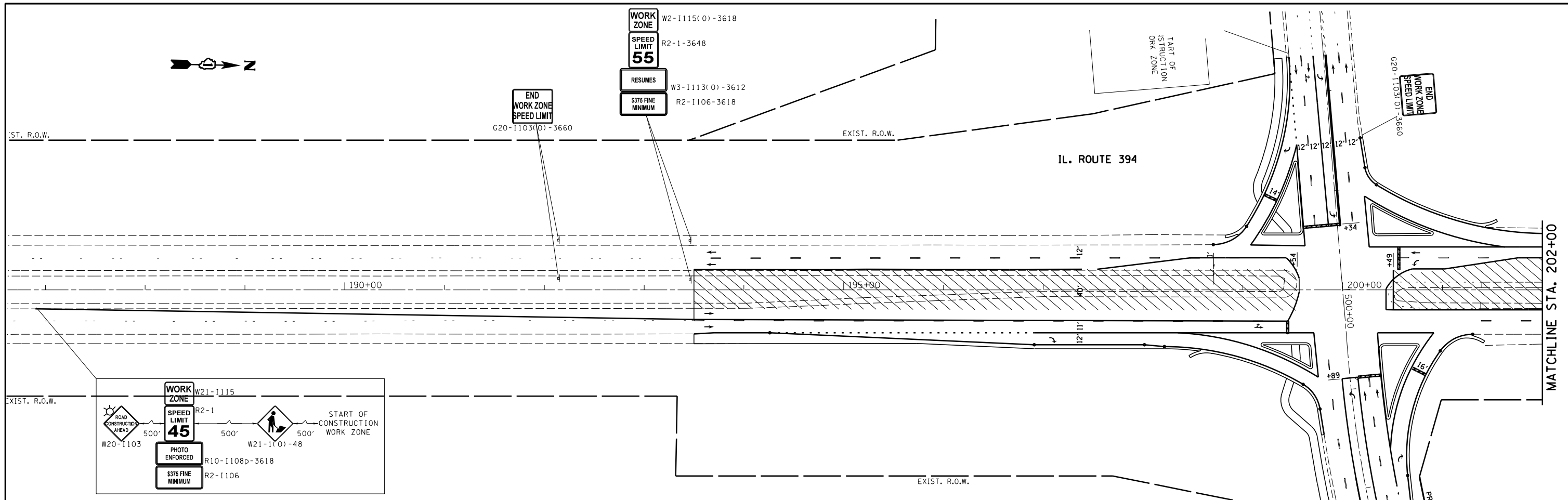
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

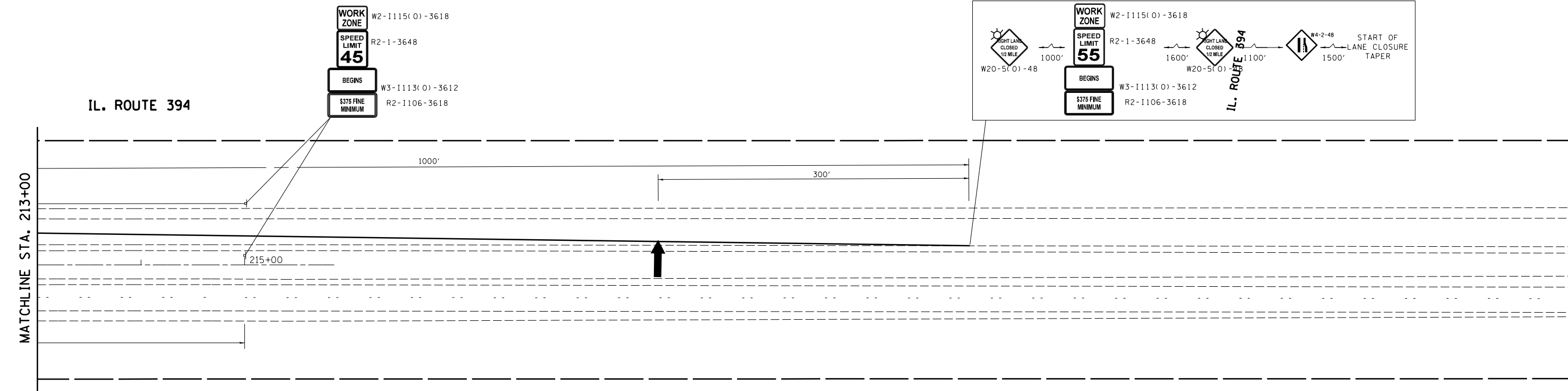
**STAGE I CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 21 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | | |
|-------------|------------------------------|------------|-----------|---|---|--|------------------------------|------------------------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGE II CONSTRUCTION PLAN IL. ROUTE 394 AT SAUK TRAIL | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | Plot Scale = 100.0000' / in. | DRAWN - | REVISED - | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 22 |
| | PLOT DATE = 5/14/2014 | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | | | |
| | | DATE - | REVISED - | | SCALE: 1"=50' | | SHEET OF SHEETS STA. TO STA. | | ILLINOIS FED. AID PROJECT | | |



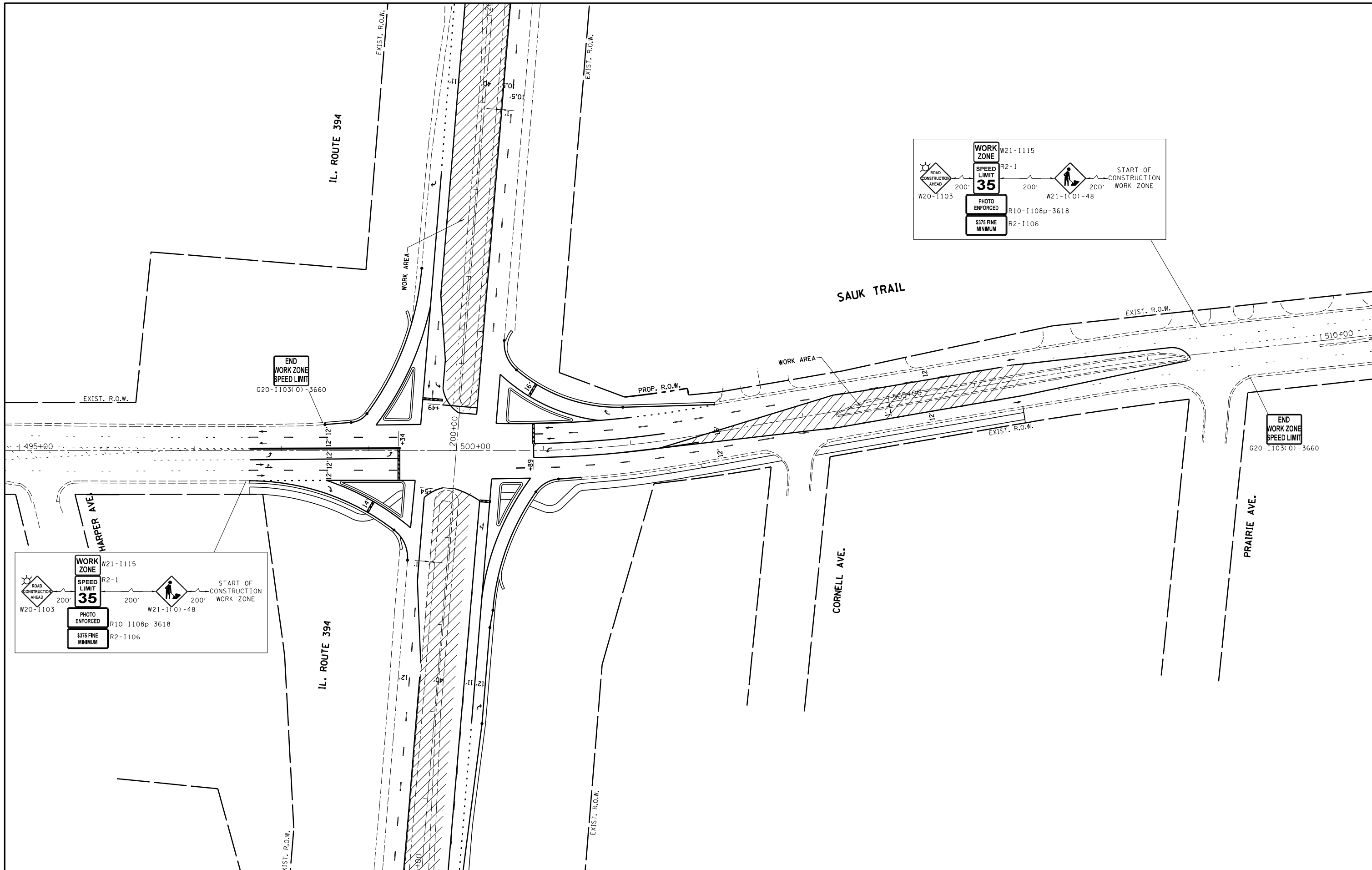
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE II CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------------------|--------|--------------|-----------|
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 23 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



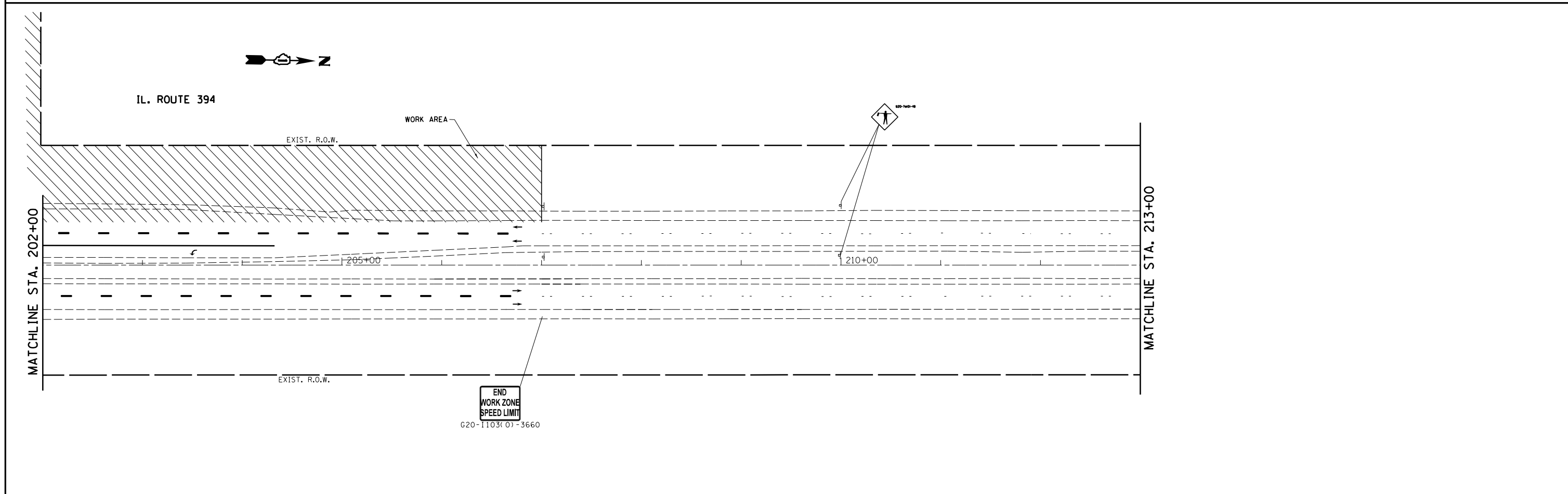
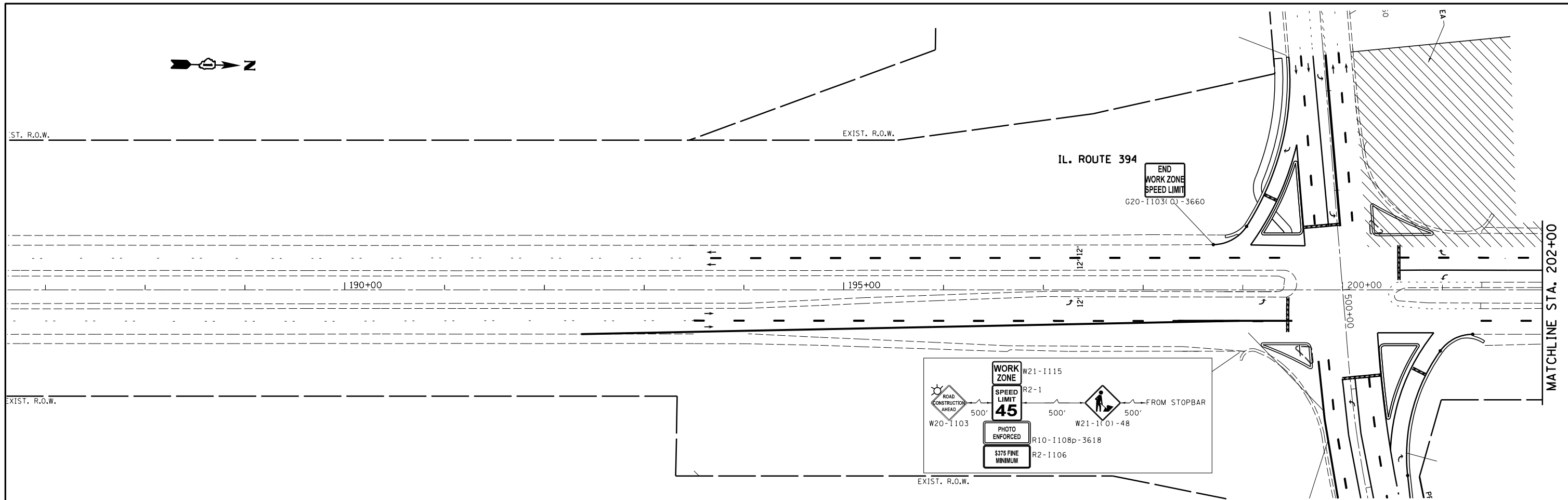
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

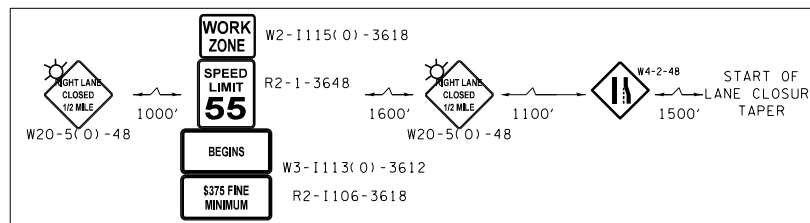
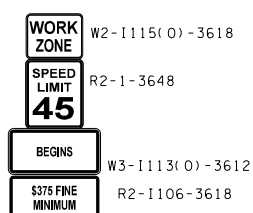
**STAGE II CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 24 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

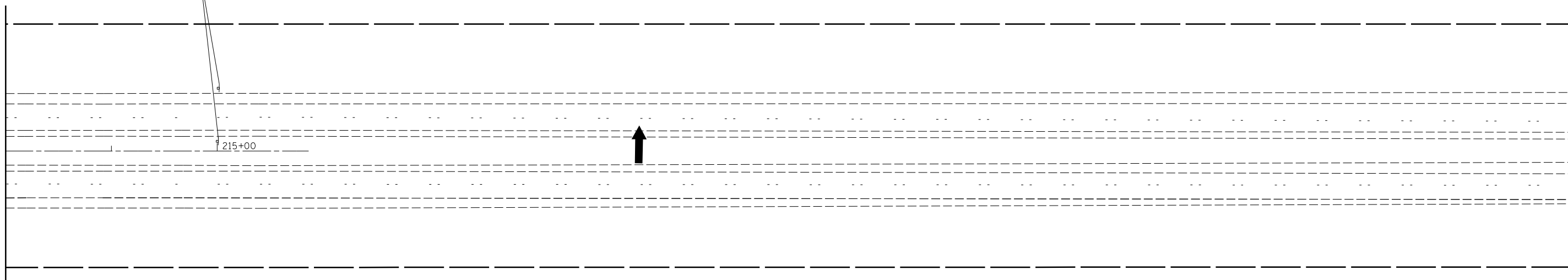


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| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: 1"=50' | SHEET | OF | SHEETS | STA. | TO | STA. | ILLINOIS FED. AID PROJECT |



IL. ROUTE 394

MATCHLINE STA. 213+00



215+00

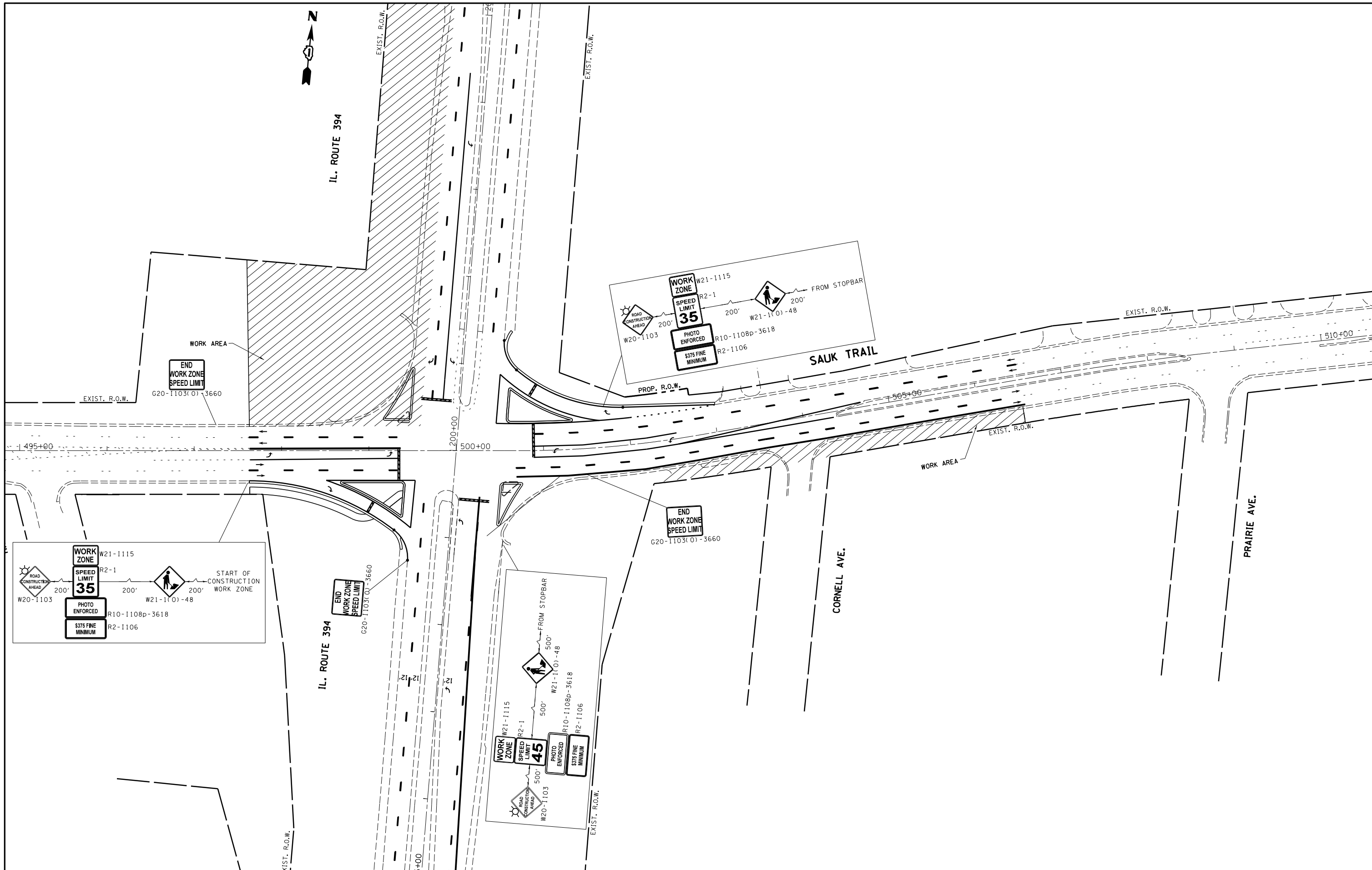
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| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE III CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------------------|--------|--------------|-----------|
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 26 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



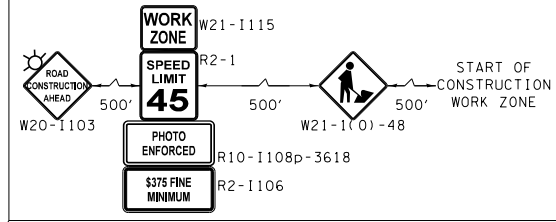
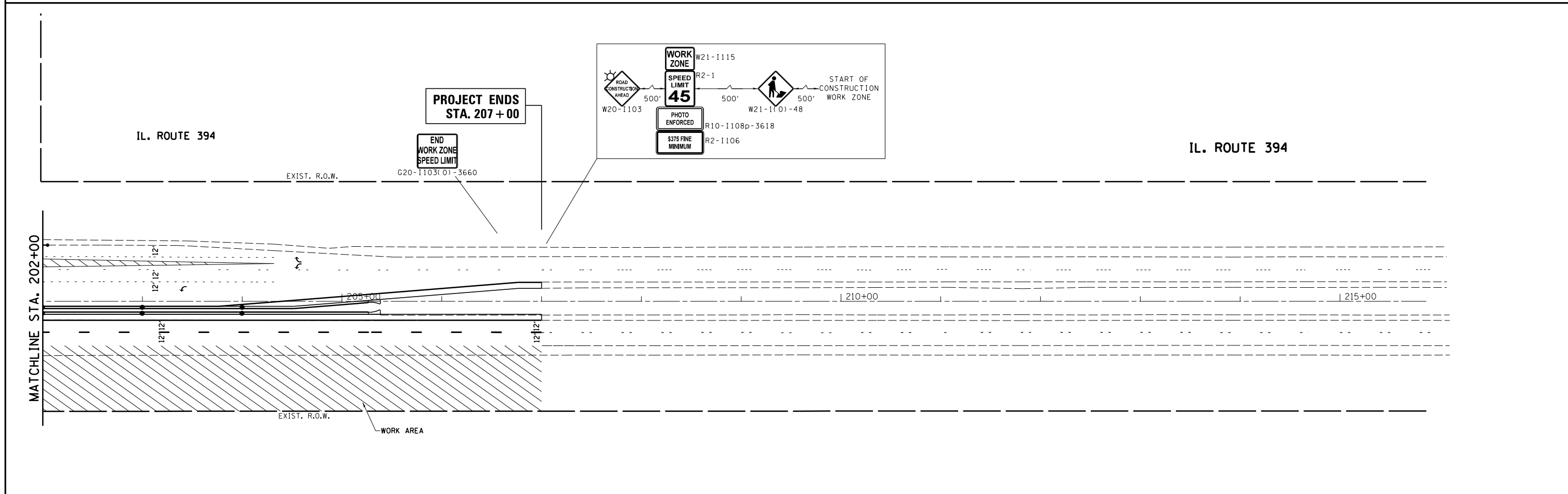
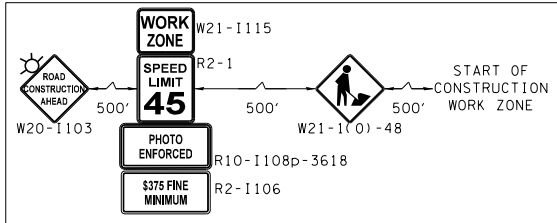
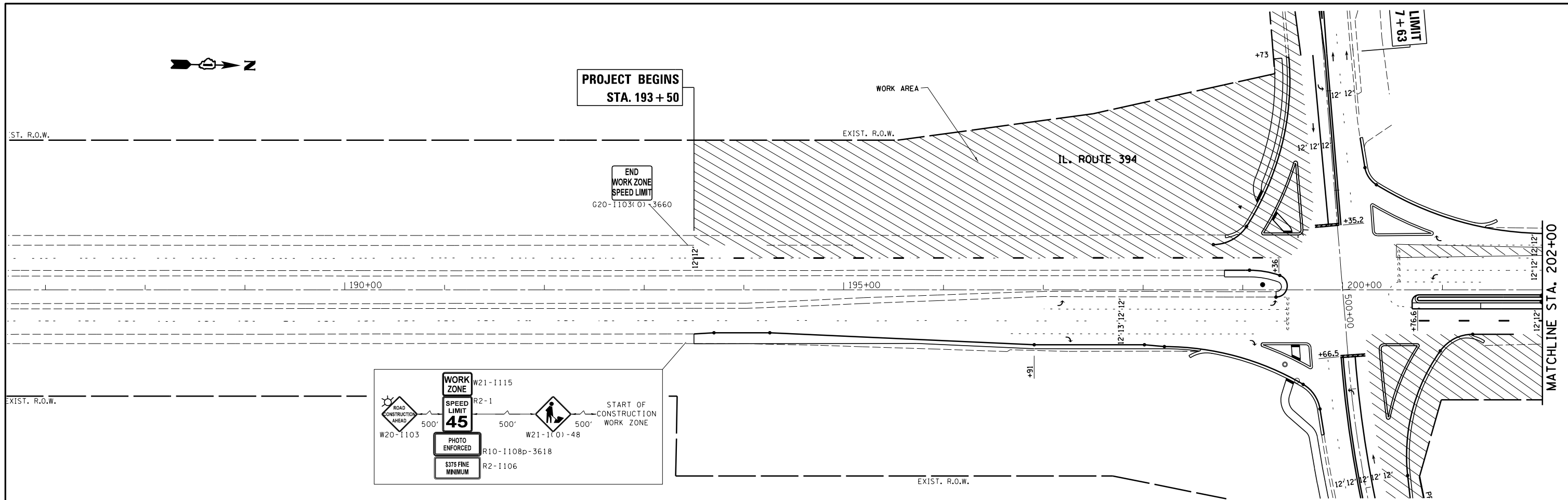
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| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE III CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 27 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



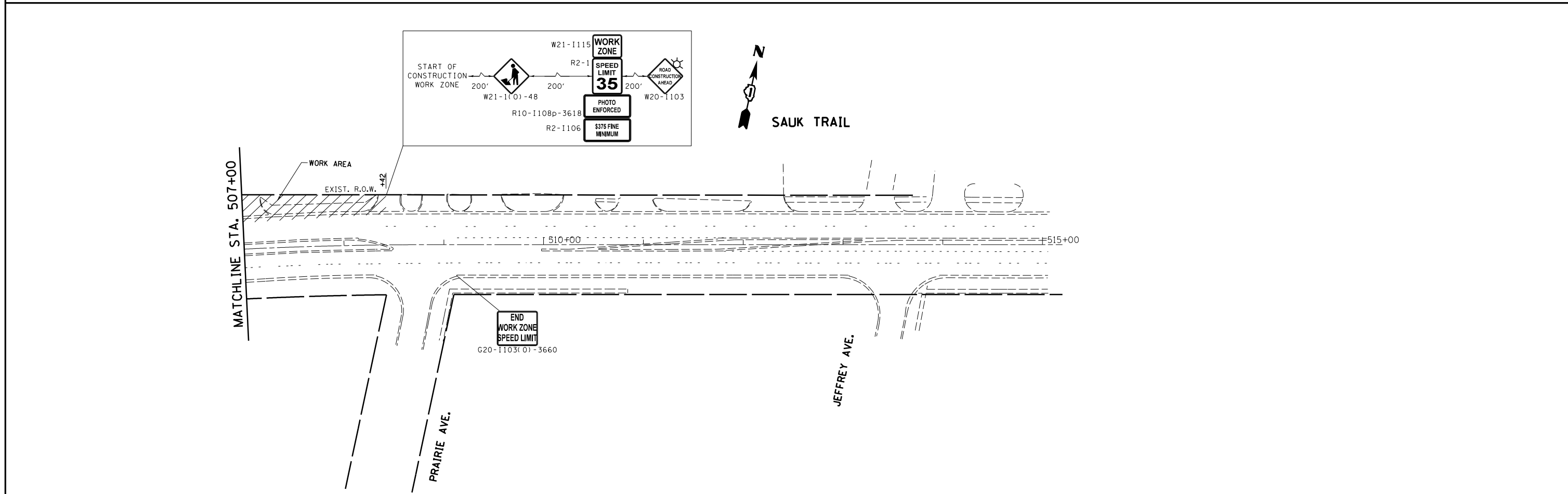
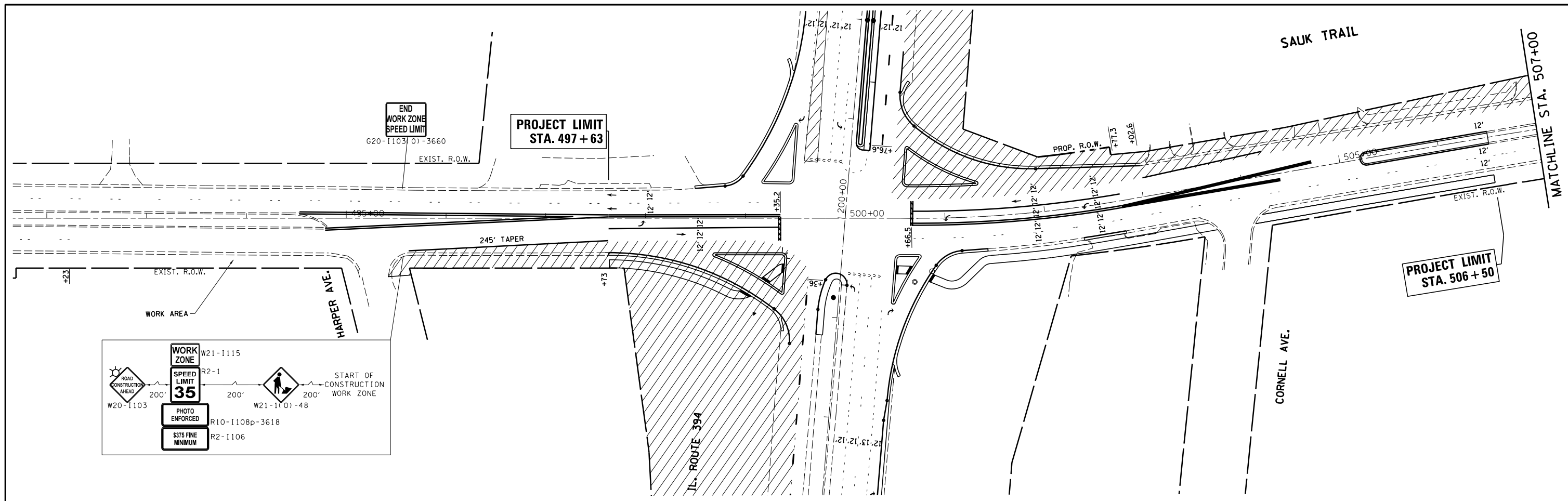
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| Default | Default | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE IV CONSTRUCTION PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 28 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



| | | | | | | | | | | | | | |
|-------------|------------------------------|------------|-----------|---|---|------------------------|------|--------|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | STAGE IV CONSTRUCTION PLAN IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | 609-sht-staging4.dgn | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 29 | | | | |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | ILLINOIS FED. AID PROJECT | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: 1"=50' | SHEET | OF | SHEETS | STA. | TO | STA. | | |

PROJECT BEGINS
STA. 193 + 50

PROJECT ENDS
STA. 207 + 00

PROJECT LIMIT
STA. 497 + 63

PROJECT LIMIT
STA. 506 + 50

IL. ROUTE 394

IL. ROUTE 394

CORNELL AVE.

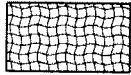


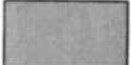

SAUK TRAIL



EROSION CONTROL GENERAL NOTES

1. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET AND OR PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.
3. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARD FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
4. PERIMETER EROSION BARRIER SHALL BE PLACED 12 INCHES FROM THE R.O.W. OR EASEMENT LINE AS DIRECTED BY THE ENGINEER.
5. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
6. DURING CONSTRUCTION AND WHEN ERODIBLE SOILS ARE EXPOSED, ALL DRAINAGE STRUCTURES NOT PROTECTED WITH INLET OR PIPE PROTECTION SHALL BE KEPT SEALED TO PREVENT ACCESS FROM EROSION. THIS WORK SHALL BE CONSIDERED AS PART OF THE COST OF THE VARIOUS DRAINAGE STRUCTURES.
7. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
8. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
9. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
10. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

EROSION CONTROL LEGEND

-  TEMPORARY EROSION CONTROL SEEDING
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  SODDING, SALT TOLERANT
-  RIPRAP

| | | | | | | | | | | | |
|---|-----------------------|-------------|------------|---|---|-----------------|---------------------------------|--------------|------------------|--------------|---|
| FILE NAME: c:\pwwork\spidoc\qureshiya\08180837\PI17 | USER NAME: qureshiya | DESIGNED: - | REVISED: - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EROSION CONTROL AND LANDSCAPING PLAN IL. ROUTE 394 AT SAUK TRAIL | F.A.P. RTE. 332 | SECTION 102090, 1910-01.1&2)N-3 | COUNTY COOK | TOTAL SHEETS 110 | SHEET NO. 30 | CONTRACT NO. 62510 ILLINOIS FED. AID PROJECT |
| PLOT SCALE = 100,0000 / 1 in. | PLOT DATE = 5/15/2014 | CHECKED: - | REVISED: - | | | SCALE: 1"=50' | SHEET OF SHEETS | STA. TO STA. | | | |
| DATE: - | REVISED: - | DATE: - | REVISED: - | | | | | | | | |
| | | | | | | | | | | | |

STRUCTURES:

1 MH, TY-A, 5 FT. DIA., W/ TY-8 GRATE
 STA. 198+41, 73.5 FT. (RT)
 T.G. 664.00
 INV. 660.82 N
 INV. 660.82 S

8 CB, TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 203+00, 12.0 FT. (RT)
 T.G. 660.41
 INV. 656.74 W

2 EXISTING MH,
 STA. 199+42, 74.8 FT. (RT)
 T.G. 663.80
 INV. 660.45 S
 INV. 660.36 W

9 INL., TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 203+00, 6.0 FT. (RT)
 T.G. 660.40
 INV. 656.70 E
 INV. 656.68 W

3 CB, TY-A, 4 FT. DIA., W/ TY-24 FR & GR
 STA. 199+34, 4.0 FT. (LT)
 T.G. 663.75
 INV. 659.45 W
 INV. 659.80 E

10 RCP FES, 1 FT. DIA.
 STA. 203+00, 75.00 FT. (LT)
 INV. 655.83 W

4 RCP FES, 2 FT. DIA. W/ GRATE
 STA. 199+03, 75 FT. (LT)
 INV. 659.00

11 CB, TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 204+00, 12.0 FT. (RT)
 T.G. 659.38
 INV. 655.59 W

5 CB, TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 202+00, 12.0 FT. (RT)
 T.G. 661.49
 INV. 657.32 W

12 INL., TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 204+00, 6.0 FT. (RT)
 T.G. 659.48
 INV. 655.55 E
 INV. 655.53 W

6 INL., TY-C, 2 FT. DIA., W/ TY-24 FR & GR
 STA. 202+00, 6.0 FT. (RT)
 T.G. 661.60
 INV. 657.28 E
 INV. 657.26 W

13 RCP FES, 1 FT. DIA.
 STA. 204+00, 75.00 FT. (LT)
 INV. 654.67 W

7 RCP FES, 1 FT. DIA.
 STA. 202+00, 75.0 FT. (LT)
 INV. 655.83 W

ALL OF THE ABOVE LISTED DRAINAGE STRUCTURES SHOULD INCLUDE FLAT SLAB TOP.

STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS:

- A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF THE PAVEMENT.
- B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE.

PIPES:

1 24" DIA., STORM SEWER CLASS A, TY-1, 98 FT.
 TBF = 11.4 CY

6 12" DIA., STORM SEWER CLASS A, TY-1, 5 FT.
 TBF = 1.4 CY

2 24" DIA., STORM SEWER CLASS A, TY-1, 78 FT.
 TBF = 10.2 CY

7 12" DIA., STORM SEWER CLASS A, TY-1, 84 FT.
 TBF = 13.7 CY

3 24" DIA., STORM SEWER CLASS A, TY-1, 90 FT.
 TBF = 25.1 CY

8 12" DIA., STORM SEWER CLASS A, TY-1, 5 FT.
 TBF = 1.5 CY

4 12" DIA., STORM SEWER CLASS A, TY-1, 5 FT.
 TBF = 1.8 CY

9 12" DIA., STORM SEWER CLASS A, TY-1, 84 FT.
 TBF = 18.1 CY

5 12" DIA., STORM SEWER CLASS A, TY-1, 88 FT.
 TBF = 21.7 CY

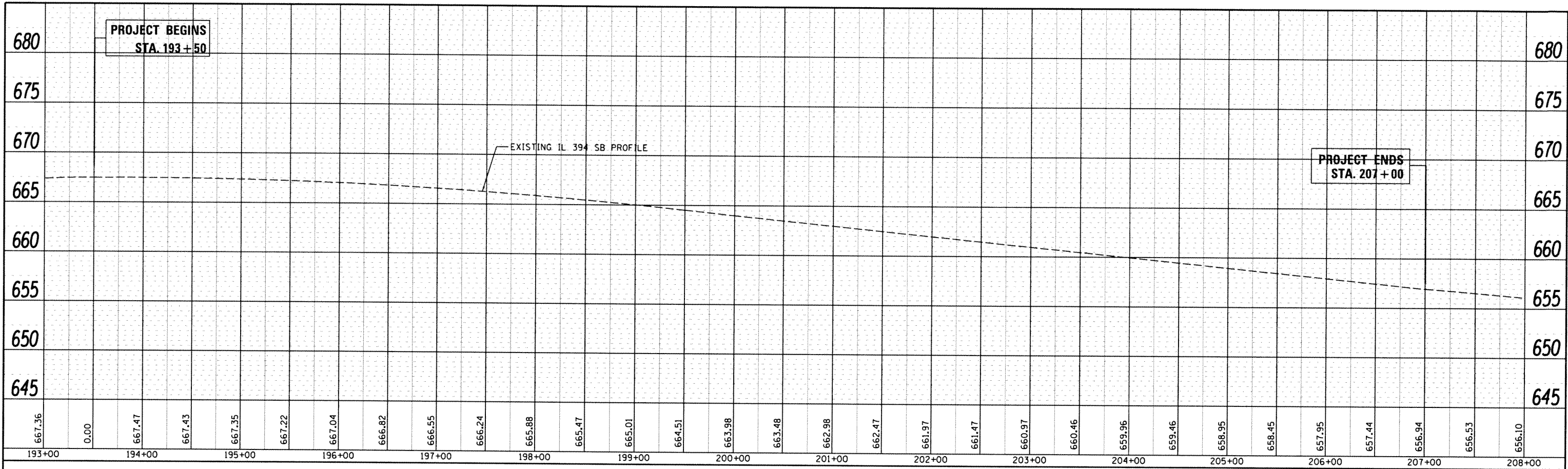
| LONGITUDINAL PIPE UNDERDRAIN TABLE | | | | |
|------------------------------------|-------------------|--------------------|---------------|-------------|
| LOCATION | STATION - STATION | O/S (FT) | DIAMETER (IN) | LENGTH (FT) |
| IL 394 | 201+00 - 204+50 | 6.0 RT | 4 | 350 |
| SAUK TRAIL | 500+50 - 503+00 | 31.0 LT 80.0 LT | 4 | 275 |

PIPE UNDERDRAIN NOTES:

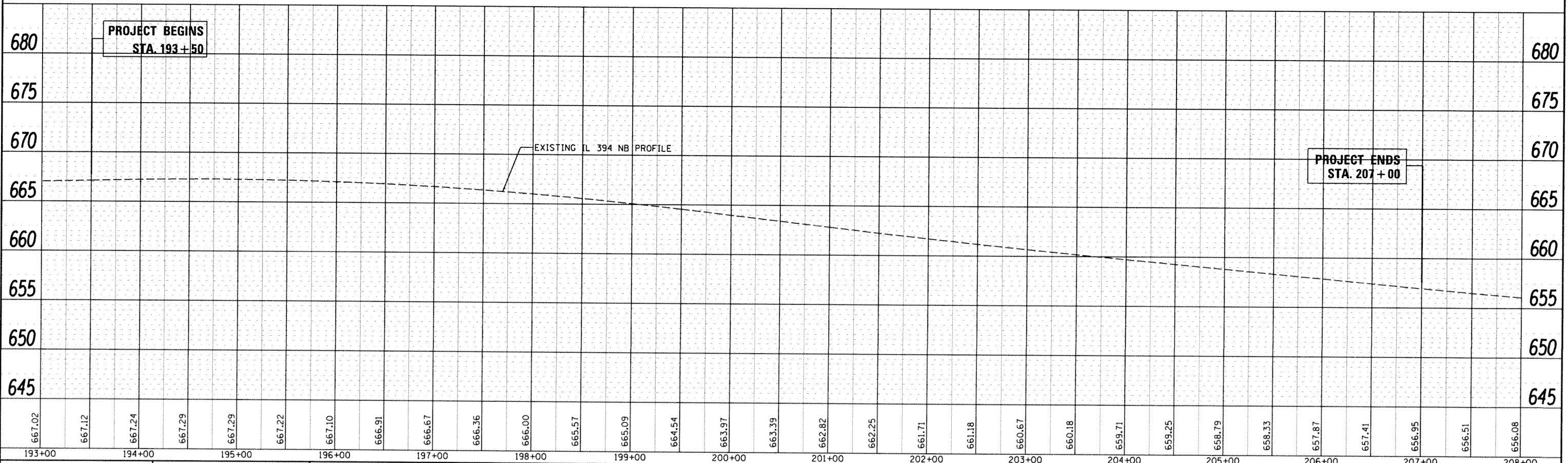
ALL PIPE UNDERDRAINS SHALL BE PLACED AT A DEPTH OF 30 INCHES BELOW THE TOP OF THE PROPOSED PAVEMENT OR AS DEEP AS POSSIBLE AND IN ACCORDANCE WITH CHECK SHEET #19 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS ITEM.

| | | | | | | | | | | | | |
|--|-----------------------|------------|---|---|---|--|--|------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PROPOSED PIPE AND STRUCTURES TABLE | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pw\work\p\midot\qureshiya\d0180814\PI7609-sht-genote.dgn | DRAWN - | REVISED - | 332 | | | | | I0203B,0910-PT.1&10N-3 | COOK | 110 | 31 | |
| PLOT SCALE = 100.0000' / 1" = | CHECKED - | REVISED - | CONTRACT NO. 60T16 | | | | | | | | | |
| PLOT DATE = 5/16/2014 | DATE - | REVISED - | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | | | |

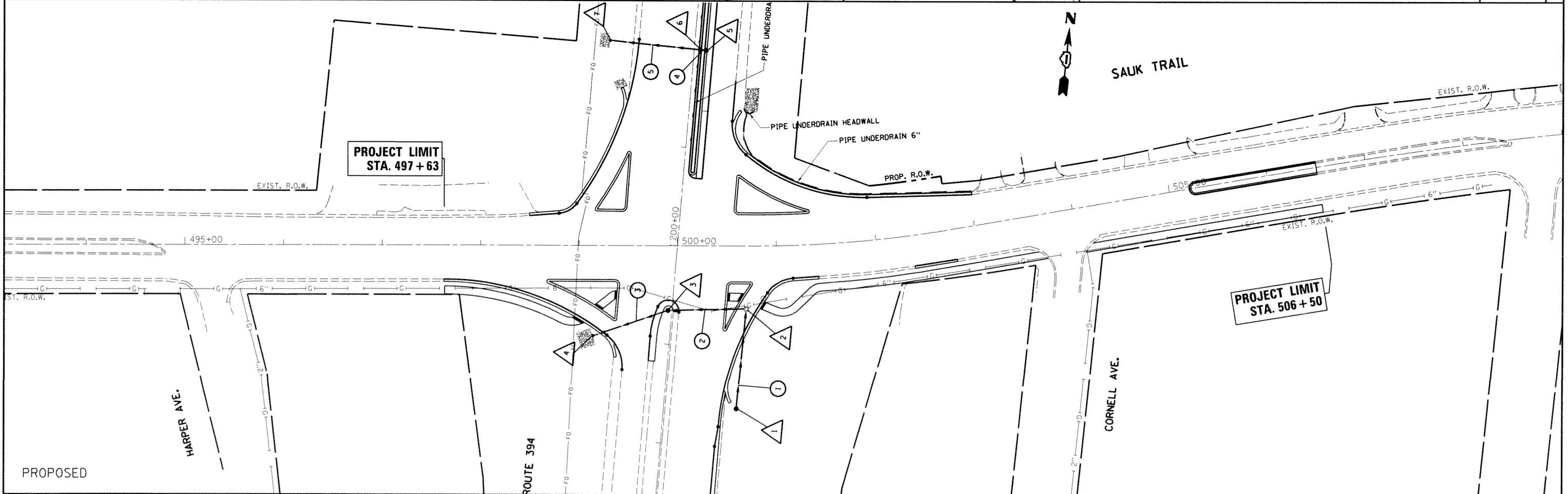
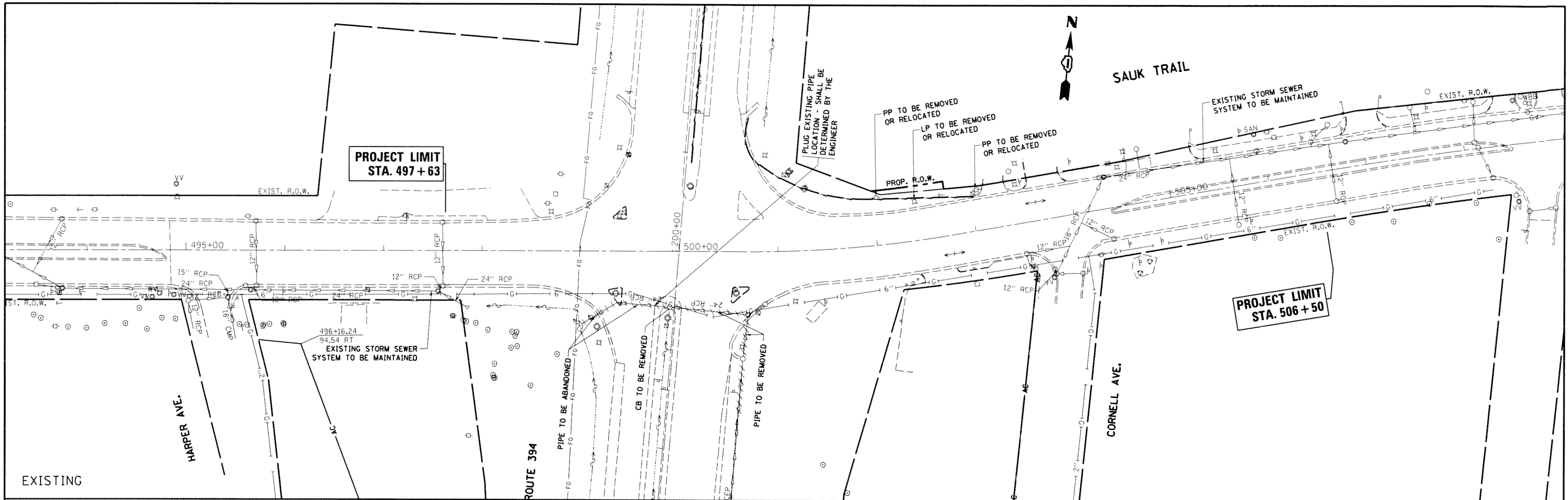
| | | | |
|---------------|--------------------|----|------|
| PLAN | SURVEYED | BY | DATE |
| NOTE BOOK NO. | PLOTTED | | |
| | CHECKED | | |
| | RT. OF WAY CHECKED | | |
| | CADD FILE NAME | | |



| | | | |
|---------------|-----------------------------|----|------|
| PROFILE | SURVEYED | BY | DATE |
| NOTE BOOK NO. | GRADES CHECKED | | |
| | STRUCTURE NOTATIONS CHECKED | | |



| | | | | | | | | | | | |
|---|-----------|----------|---------|---|--|---------------------|--------------------------|---------------------------|--------------|-----------|----|
| FILE NAME | USER NAME | DESIGNED | REVISED | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DRAINAGE PROFILE N.B AND S.B. IL. ROUTE 394 | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| ct:\p\work\p\dot\qureshiya\0180937\p1706299\shd\drain.dgn | qureshiya | DRAWN | REVISED | | | 332 | 102038, 0910-PT. 1, 2, 3 | COOK | 110 | 33 | |
| Default | | CHECKED | REVISED | | | CONTRACT NO. 605116 | | ILLINOIS FED. AID PROJECT | | | |
| | | DATE | REVISED | | | SCALE: 1"=50' | SHEET | OF | SHEETS | STA. | TO |



FILE NAME =
 USER NAME = qureshiya
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 5/15/2014

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED DRAINAGE & UTILITY PLAN
 IL. ROUTE 394 AT SAUK TRAIL

SCALE: 1"=50'
 SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|-----------------------------|--------|--------------|---------------------------|
| 332 | 102038, 0910-PT. 1, 10) N-3 | CCOK | 110 | 34 |
| CONTRACT NO. 600716 | | | | ILLINOIS FED. AID PROJECT |

PART OF SECTION 25, TOWNSHIP 35 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

| PARCEL NO. | OWNER | TOTAL HOLDING | PART TAKEN | REMAINDER | PREVIOUS DEDICATION | EASEMENT | EASEMENT PURPOSE | TAX NUMBER(S) | ACQUIRED BY |
|------------|---|------------------|------------------|------------------|---------------------|------------------|------------------|---------------|-------------|
| | | (ACRES) SQ. FEET | (ACRES) SQ. FEET | (ACRES) SQ. FEET | (ACRES) SQ. FEET | (ACRES) SQ. FEET | | | |
| OJC0001 | Chicago Title Land Trust Company as successor to LaSalle National Bank, N.A. as Trustee under Trust Agreement dated November 22, 1991 known as Trust No. 116769 | (1.230) | (0.009) 396 | (1.221) | N/A | N/A | N/A | 32-25-300-003 | |

| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING |
|--------------|----------------|-------------|--------------|--------------|
| 5100 | STA.=501+99.00 | 55.00' LEFT | 1756681.2250 | 1191540.2880 |
| 5101 | STA.=502+75.00 | 85.00' LEFT | 1756698.3469 | 1191610.7380 |
| 5102 | STA.=502+75.00 | 47.28' LEFT | 1756690.9126 | 1191612.7969 |

| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING |
|--------------|------------------|-------------|--------------|--------------|
| 5000 | STA.=495+00.00 | 0.00' RIGHT | 1756550.5788 | 1190857.0188 |
| 5001 | STA.=500+00.00 | 0.00' RIGHT | 1756600.7214 | 1191354.4966 |
| 5001 | STA.=200+00.00 * | 0.00' RIGHT | 1756600.7214 | 1191354.4966 |
| 5002 | STA.=500+71.42 | 0.00' RIGHT | 1756607.8837 | 1191425.5561 |
| 5003 | STA.=502+77.28 | 0.00' RIGHT | 1756645.9523 | 1191627.6064 |
| 5004 | STA.=505+00.00 | 0.00' RIGHT | 1756705.7896 | 1191842.1422 |

* - DENOTES STATIONING FOR ILLINOIS ROUTE 394

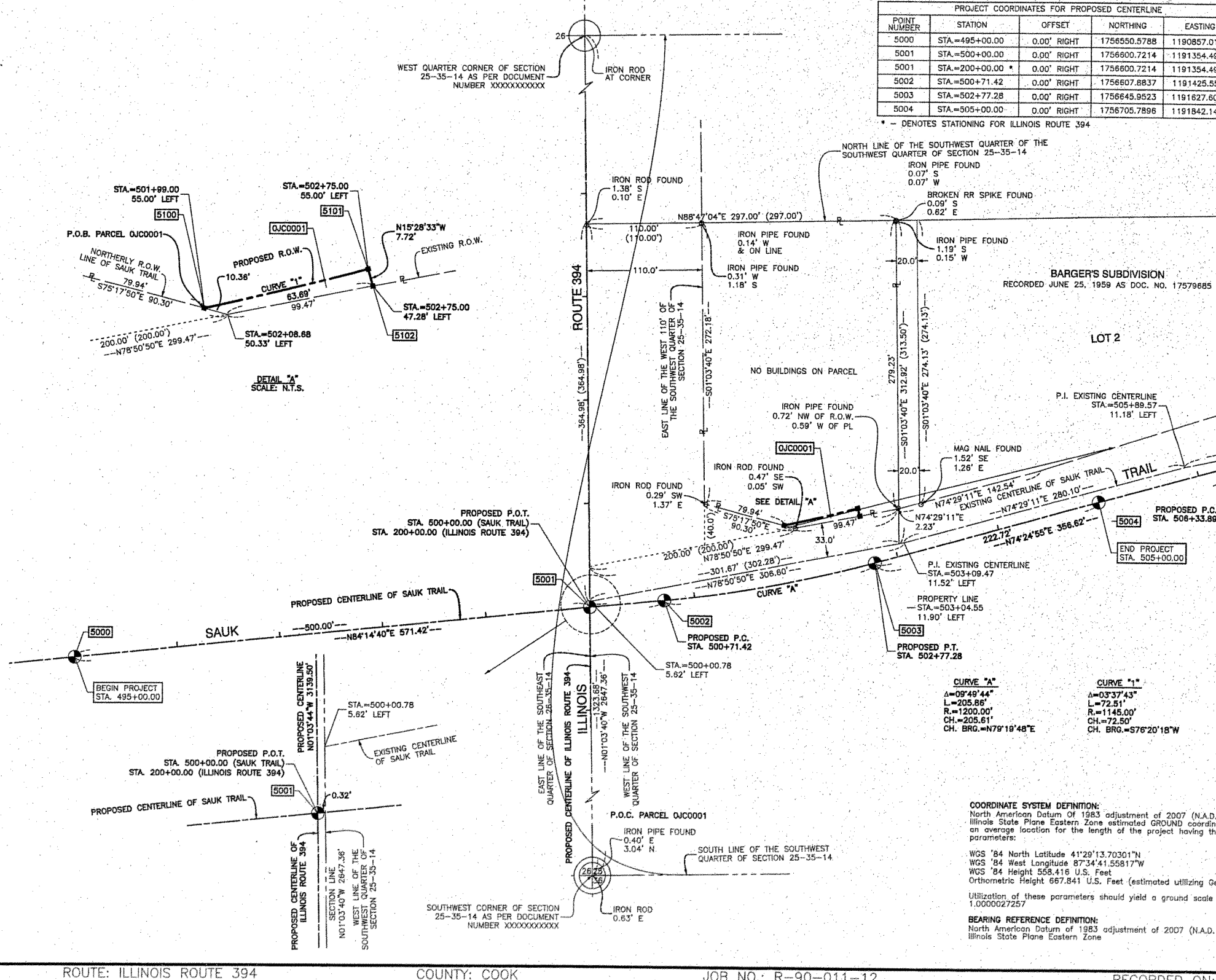
LEGEND

SECTION CORNER
QUARTER SECTION CORNER

SECTION LINE
QUARTER SECTION LINE
QUARTER, QUARTER SECTION LINE
PLATTED LOT LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
CENTER LINE
EXISTING RIGHT OF WAY LINE
PROPOSED CENTER LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT
MEASURED DIMENSION
COMPUTED DIMENSION
RECORD DATA

EXISTING BUILDING

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
3/4" IRON PIPE SET
T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION: SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY T2 T3 COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION: BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE T2 T3 FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
M STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET.



| DATE | BY | REVISION |
|------|----|----------|
| | | |
| | | |
| | | |

STATE OF ILLINOIS }
COUNTY OF COOK } SS

THIS IS TO CERTIFY THAT I, RANDALL E. GANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 25, TOWNSHIP 35 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT SOUTH-HOLLAND, ILLINOIS THIS 8TH DAY OF OCTOBER, 2012 A.D.

Randall E. Gann
ILLINOIS REGISTERED LAND SURVEYOR NO. 035-003241
EXPIRATION DATE: NOVEMBER 30, 2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



RECEIVED
APR 23 2013
PLATS & LEGALS

Robinson ENGINEERING
17000 SOUTH PARK AVENUE
SOUTH HOLLAND, IL 60473
(708) 331-6700

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 394
AT SAUK TRAIL

SECTION COOK COUNTY
PROJECT JOB NO. R-90-011-12
STATION 495+00.00 TO STATION: 505+00.00
SCALE: 1"=50' SHEET 02 OF 03

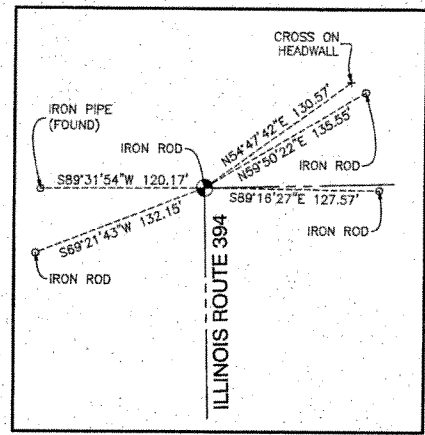
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

AS DOCUMENT NO.

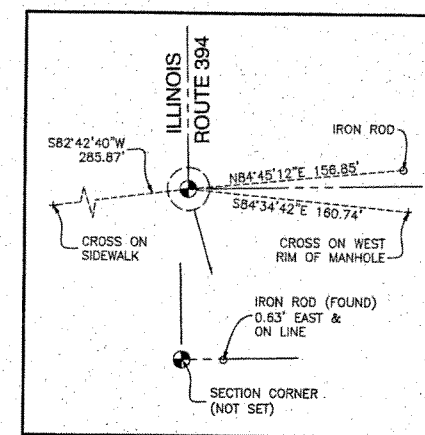
COORDINATE SYSTEM DEFINITION:
North American Datum of 1983 adjustment of 2007 (N.A.D. '83 (2007))
Illinois State Plane Eastern Zone estimated GROUND coordinates based upon an average location for the length of the project having the following parameters:
WGS '84 North Latitude 41°29'13.70301"N
WGS '84 West Longitude 87°34'41.55817"W
WGS '84 Height 558,416 U.S. Feet
Orthometric Height 667.841 U.S. Feet (estimated utilizing Geoid '03)
Utilization of these parameters should yield a ground scale factor of 1.0000027257

BEARING REFERENCE DEFINITION:
North American Datum of 1983 adjustment of 2007 (N.A.D. '83 (2007))
Illinois State Plane Eastern Zone

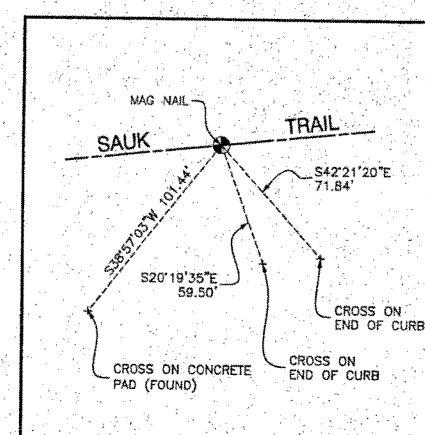
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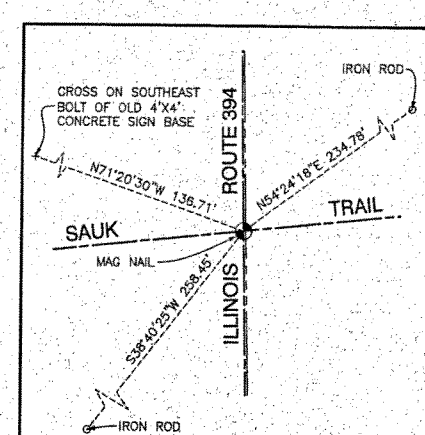
WEST QUARTER CORNER OF SECTION 25-35-14
RECORDED 04/11/2013 AS DOC. NO. 1310119031
NORTHING: 1758294.7850 EASTING: 1191323.4430



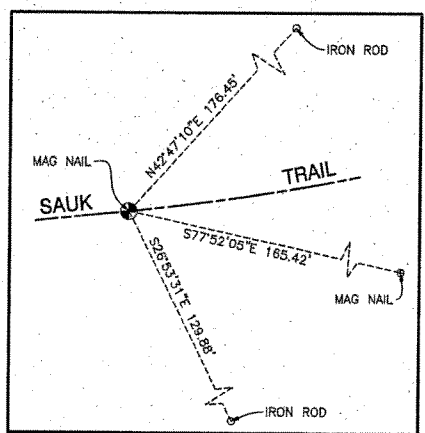
SOUTHWEST CORNER OF SECTION 25-35-14
RECORDED 04/11/2013 AS DOC. NO. 1310119032
NORTHING: 175847.8620 EASTING: 1191372.4640



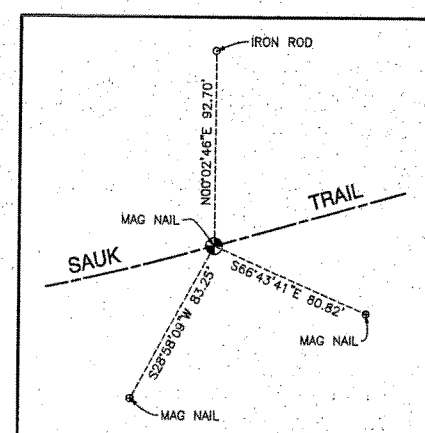
POINT NUMBER 5000
STATION: 495+00.00 OFFSET: 0.00' RIGHT
NORTHING: 1758550.5788 EASTING: 1190857.0188



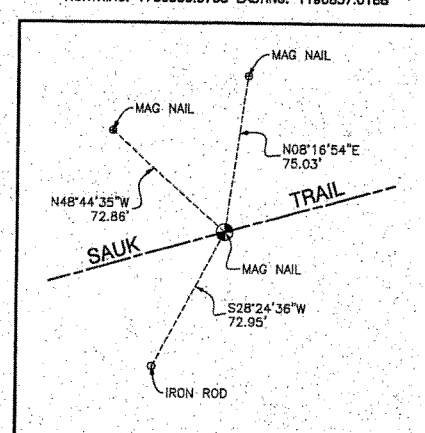
POINT NUMBER 5001
STATION: 500+00.00 OFFSET: 0.00' RIGHT (SAUK TRAIL)
STATION: 200+00.00 OFFSET: 0.00' RIGHT (ILLINOIS ROUTE 394)
NORTHING: 1758600.7214 EASTING: 1191354.4966



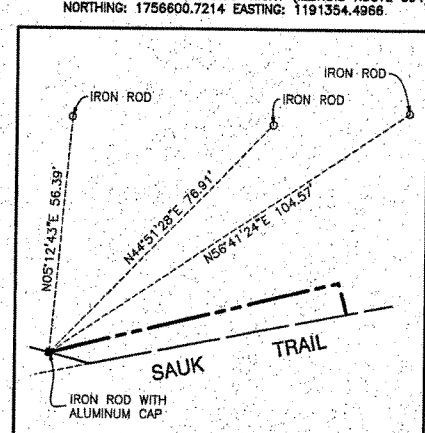
POINT NUMBER 5002
STATION: 500+71.42 OFFSET: 0.00' RIGHT
NORTHING: 1758607.8837 EASTING: 1191425.5661



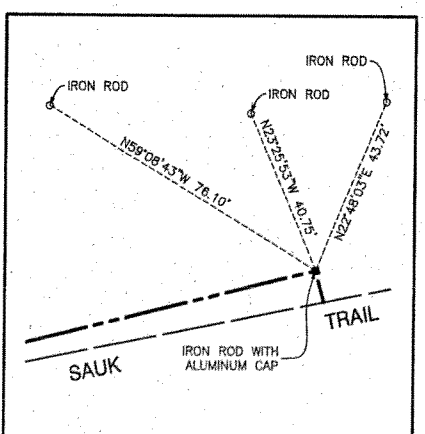
POINT NUMBER 5003
STATION: 502+77.28 OFFSET: 0.00' RIGHT
NORTHING: 1758645.9523 EASTING: 1191627.9064



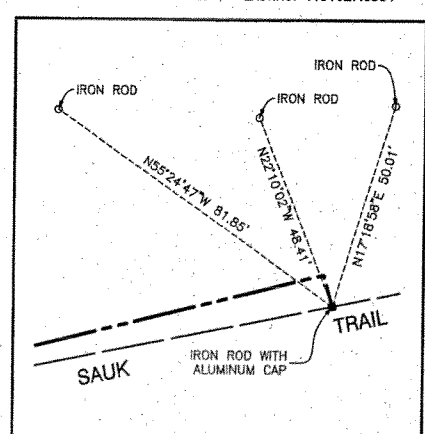
POINT NUMBER 5004
STATION: 505+00.00 OFFSET: 0.00' RIGHT
NORTHING: 1758705.7885 EASTING: 1191842.1381



POINT NUMBER 5100
STATION: 501+99.00 OFFSET: 55.00' LEFT
NORTHING: 1758681.2250 EASTING: 1191540.2880



POINT NUMBER 5101
STATION: 502+75.00 OFFSET: 55.00' LEFT
NORTHING: 1758698.3489 EASTING: 1191610.7380



POINT NUMBER 5102
STATION: 502+75.00 OFFSET: 47.28' LEFT
NORTHING: 1758690.9126 EASTING: 1191612.7969

LEGEND

| | | | |
|--|----------------------------|--|------------------------|
| | SECTION CORNER | | QUARTER SECTION CORNER |
| | SECTION LINE | | QUARTER SECTION LINE |
| | PLATTED LOT LINE | | PROPERTY (DEED) LINE |
| | APPARENT PROPERTY LINE | | CENTER LINE |
| | EXISTING RIGHT OF WAY LINE | | PROPOSED CENTER LINE |
| | PROPOSED RIGHT OF WAY LINE | | PROPOSED EASEMENT |
| | MEASURED DIMENSION | | COMPUTED DIMENSION |
| | RECORD DATA | | EXISTING BUILDING |

| | | | |
|---|------------------------|---|-----------------|
| ○ | IRON PIPE OR ROD FOUND | ● | "MAG" NAIL SET |
| + | CUT CROSS FOUND OR SET | ● | 5/8" REBAR SET |
| ○ | 3/4" IRON PIPE SET | ○ | "P.K." NAIL SET |

○ T1 THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

○ BT1 THESE STAKES, IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO THE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

■ M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.

⊙ PERMANENT SURVEY MARKER, I.D.O.T. STD 2135 (TO BE SET BY OTHERS)

□ RIGHT OF WAY STAKING PROPOSED TO BE SET.



STATE OF ILLINOIS }
COUNTY OF COOK } SS

THIS IS TO CERTIFY THAT I, RANDELL E. GANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 25, TOWNSHIP 35 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT SOUTH HOLLAND, ILLINOIS THIS 6TH DAY OF OCTOBER, 2012 A.D.

Randell E. Gann
ILLINOIS REGISTERED LAND SURVEYOR NO. 035-003241
EXPIRATION DATE: NOVEMBER 30, 2014

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
APR 23 2013
PLATS & LEGALS

Robinson ENGINEERING
17000 SOUTH PARK AVENUE
SOUTH HOLLAND, IL 60473
(708) 331-6700

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILLINOIS ROUTE 394
AT SAUK TRAIL

| | |
|--|---------------------|
| SECTION | COOK COUNTY |
| PROJECT | JOB NO. R-90-011-12 |
| SECTION CORNER, PROPOSED R.O.W. & PROPOSED CL POINTS | SCALE: N.T.S. |
| | SHEET 03 OF 03 |

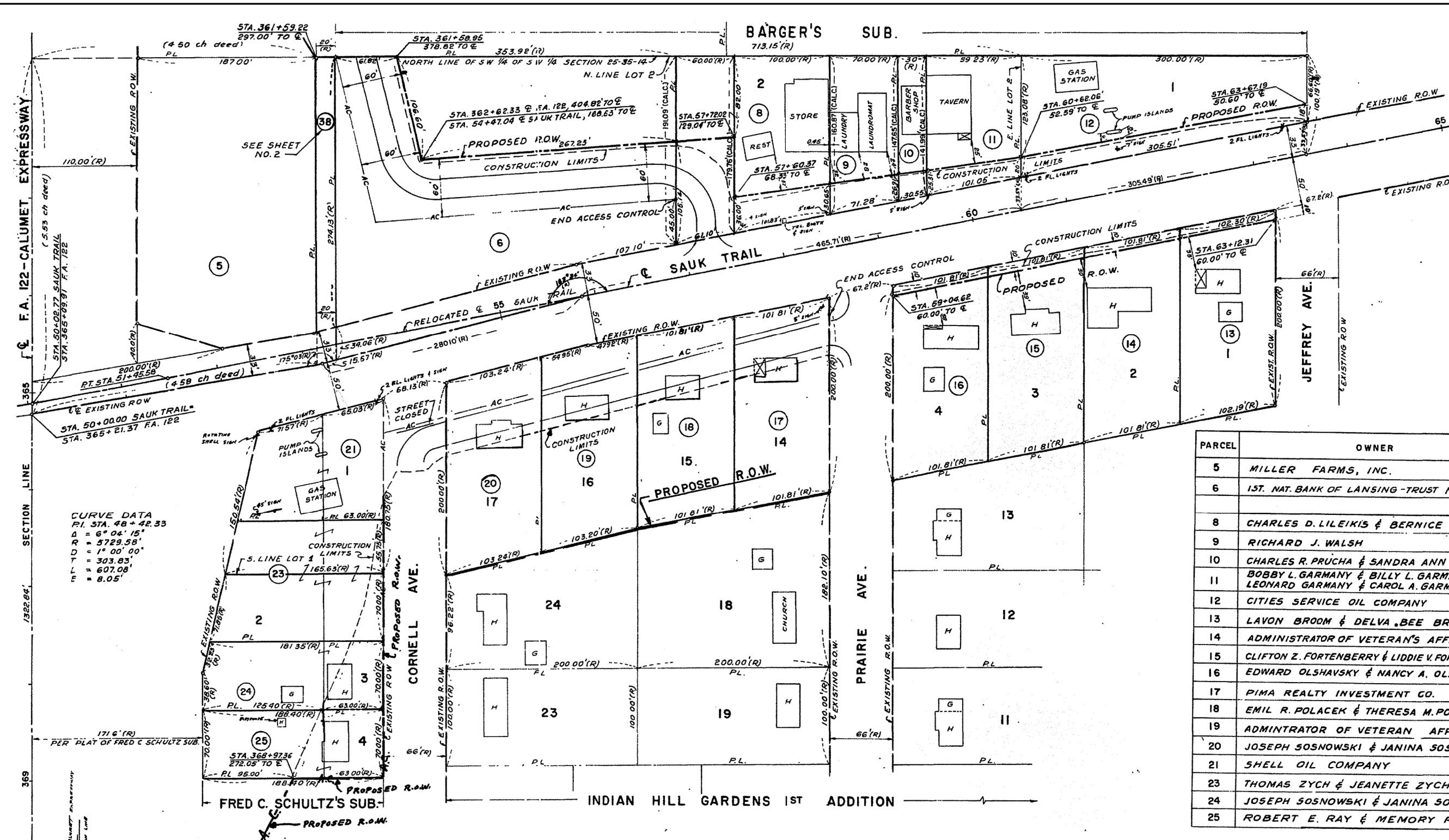
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

AS DOCUMENT NO.

ROUTE: ILLINOIS ROUTE 394 COUNTY: COOK JOB NO.: R-90-011-12 RECORDED ON:

| | | | | | | | | | | | | | | | | |
|---|------------------------|------------|-----------|---|------------------|--------|-------|----|--------|------|---------|---------------------------|-------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = bigataoao | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PLAT OF HIGHWAYS | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. | F.A.P R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\p\work\psidot\bigataoao\0180814\PI7 | 609-ah-gannote.dgn | DRAWN - | REVISED - | | | | | | | | | 332 | 102038,0910-PT.1&10IN-3 | COOK | 110 | 37 |
| PLAT SCALE = 2.1168 / in. | PLLOT DATE = 2/19/2014 | CHECKED - | REVISED - | | | | | | | | | CONTRACT NO. 60116 | | | | |
| DeFault | | DATE - | REVISED - | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | |

| | | | | | | | | | |
|-----------|--------|---------|--------|--------------|-------|-----------|-----|--------------|----|
| ROUTE NO. | 122 | SECTION | 0910 | COUNTY | COOK | SHEET NO. | 110 | TOTAL SHEETS | 38 |
| STA. | 362+00 | TO STA. | 369+00 | CONTRACT NO. | 60T16 | | | | |



| PARCEL | OWNER | AREA TAKEN ACRES | AREA REMAINING ACRES |
|--------|---|------------------|----------------------|
| 5 | MILLER FARMS, INC. | 1.224 | 0.000 |
| 6 | 1ST. NAT. BANK OF LANSING - TRUST NO. 2024 | 1.262 | 0.611 |
| 8 | CHARLES D. LILEIKIS & BERNICE LILEIKIS | 0.216 | 0.430 |
| 9 | RICHARD J. WALSH | 0.046 | 0.202 |
| 10 | CHARLES R. PRUCHA & SANDRA ANN PRUCHA | 0.018 | 0.082 |
| 11 | BOBBY L. GARMANY & BILLY L. GARMANY - 1/2 LEONARD GARMANY & CAROL A. GARMANY - 1/2 | 0.052 | 0.250 |
| 12 | CITIES SERVICE OIL COMPANY | 0.131 | 0.523 |
| 13 | LAVON BROOM & DELVA BEE BROOM | 0.024 | 0.437 |
| 14 | ADMINISTRATOR OF VETERAN'S AFFAIRS | 0.023 | 0.436 |
| 15 | CLIFTON Z. FORTENBERRY & LIDDIE V. FORTENBERRY | 0.023 | 0.436 |
| 16 | EDWARD OLSHAVSKY & NANCY A. OLSHAVSKY | 0.023 | 0.436 |
| 17 | PIMA REALTY INVESTMENT CO. | 0.459 | 0.000 |
| 18 | EMIL R. POLACEK & THERESA M. POLACEK | 0.459 | 0.000 |
| 19 | ADMINISTRATOR OF VETERAN AFFAIRS | 0.463 | 0.000 |
| 20 | JOSEPH SOSNOWSKI & JANINA SOSNOWSKI | 0.462 | 0.000 |
| 21 | SHELL OIL COMPANY | 0.350 | 0.000 |
| 23 | THOMAS ZYCH & JEANETTE ZYCH | 0.482 | 0.000 |
| 24 | JOSEPH SOSNOWSKI & JANINA SOSNOWSKI | 0.300 | 0.000 |
| 25 | ROBERT E. RAY & MEMORY RAY | 0.303 | 0.000 |

(R) INDICATES RECORD. COMPUTED BEARINGS BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE

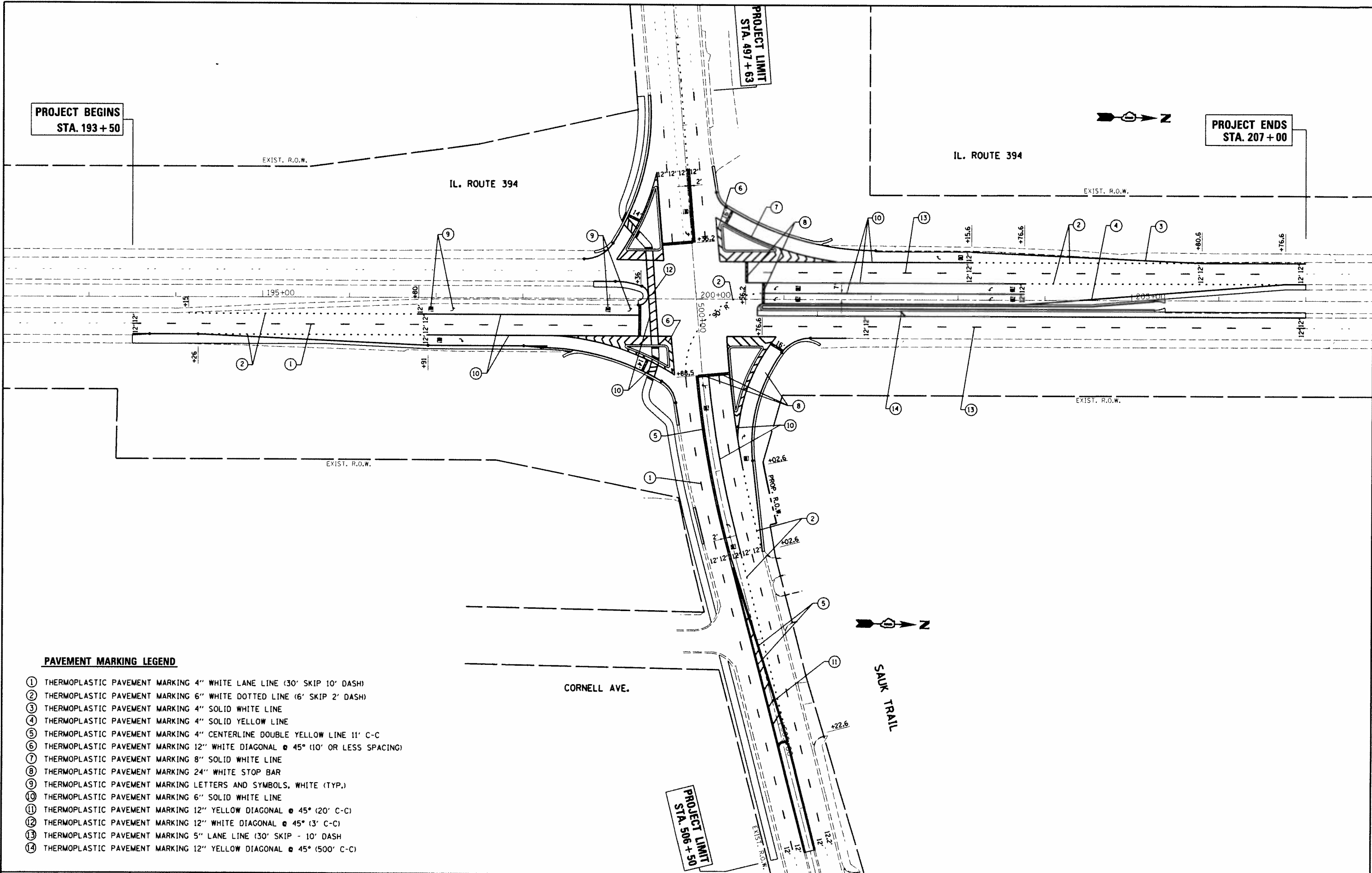
ILLINOIS DIVISION OF HIGHWAYS
 F.A. 122 CALUMET EXPRESSWAY
 SECTION 0910

R.O.W. ACQUISITION PLANS
 STA. 362+00 TO STA. 369+00
 SAUK TRAIL STA. 50+00 TO STA. 65+00
 SCALE: 1" = 50'
 DATE: FEB. 9, 1971
 DRAWN BY: M. J.
 CHECKED BY: L. M. K.

| REVISIONS | |
|---|----------|
| NAME | DATE |
| L.M.K. | 4-9-71 |
| R.C.P. | 4-22-71 |
| PARCELS 2, 5, 19, 20, 21, 23, 24, 25 REVISOR TO FULL PLAN | 10-9-71 |
| PARCELS 17, 18, 19, 20, 21, 23, 24, 25 REVISOR TO FULL PLAN | 10-12-71 |

PROJECT BEGINS
STA. 193 + 50

PROJECT ENDS
STA. 207 + 00



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE (30' SKIP 10' DASH)
- ② THERMOPLASTIC PAVEMENT MARKING 6" WHITE DOTTED LINE (6' SKIP 2' DASH)
- ③ THERMOPLASTIC PAVEMENT MARKING 4" SOLID WHITE LINE
- ④ THERMOPLASTIC PAVEMENT MARKING 4" SOLID YELLOW LINE
- ⑤ THERMOPLASTIC PAVEMENT MARKING 4" CENTERLINE DOUBLE YELLOW LINE 11' C-C
- ⑥ THERMOPLASTIC PAVEMENT MARKING 12" WHITE DIAGONAL @ 45° (10' OR LESS SPACING)
- ⑦ THERMOPLASTIC PAVEMENT MARKING 8" SOLID WHITE LINE
- ⑧ THERMOPLASTIC PAVEMENT MARKING 24" WHITE STOP BAR
- ⑨ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING 6" SOLID WHITE LINE
- ⑪ THERMOPLASTIC PAVEMENT MARKING 12" YELLOW DIAGONAL @ 45° (20' C-C)
- ⑫ THERMOPLASTIC PAVEMENT MARKING 12" WHITE DIAGONAL @ 45° (3' C-C)
- ⑬ THERMOPLASTIC PAVEMENT MARKING 5" LANE LINE (30' SKIP - 10' DASH)
- ⑭ THERMOPLASTIC PAVEMENT MARKING 12" YELLOW DIAGONAL @ 45° (500' C-C)

| | |
|--|-----------------------|
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| PLOT SCALE = 100.0000' / 1" = | |
| PLOT DATE = 5/15/2014 | |

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| DESIGNED - | REVISED - |
| DRAWN - | REVISED - |
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| DATE - | REVISED - |

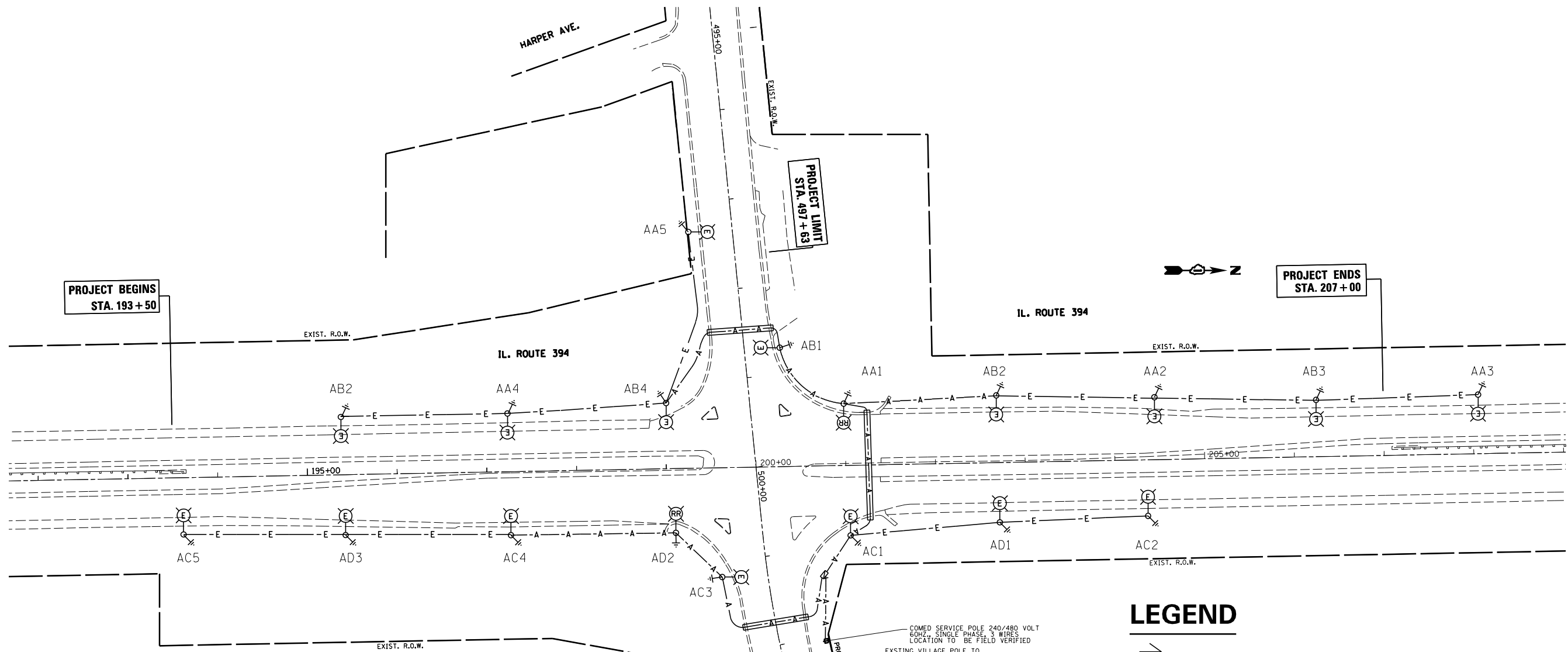
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
IL. ROUTE 394 AT SAUK TRAIL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-------------------------------|--------|--------------|-----------|
| 332 | 102032 0910-PT. 1, 2, 3, 4, 5 | COOK | 110 | 39 |
| CONTRACT NO. 60116 | | | | |

ILLINOIS FED. AID PROJECT



GENERAL ELECTRICAL NOTES

1. THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK. LIGHTING OR OTHER, BEGINS. THE CONTRACTOR SHALL CONTACT THE ELECTRICAL MAINTENANCE AT (708)-860-3570
2. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK
3. TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE LIGHT POLES, THE LIGHT POLES SHALL NOT BE ERECTED AND/OR LEFT TO STAND WITHOUT LUMINAIRES. NOTE THAT THE LIGHT POLES WILL NOT BE PAID FOR UNTIL THE POLES ARE FULLY APPROVED AND THE LUMINAIRES ARE REINSTALLED.
4. THE CONTRACTOR SHALL VERIFY ALL THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN THE EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SOME ITEMS AND UNIT PRICE ITEMS.
6. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION)
7. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPERATE PAYMENT WILL NOT BE MADE.
8. CONDUIT AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH ELECTRICAL DETAILS AND THE ENGINEER
9. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITTING PRIOR TO EXCAVATION, THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTION AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM

LEGEND

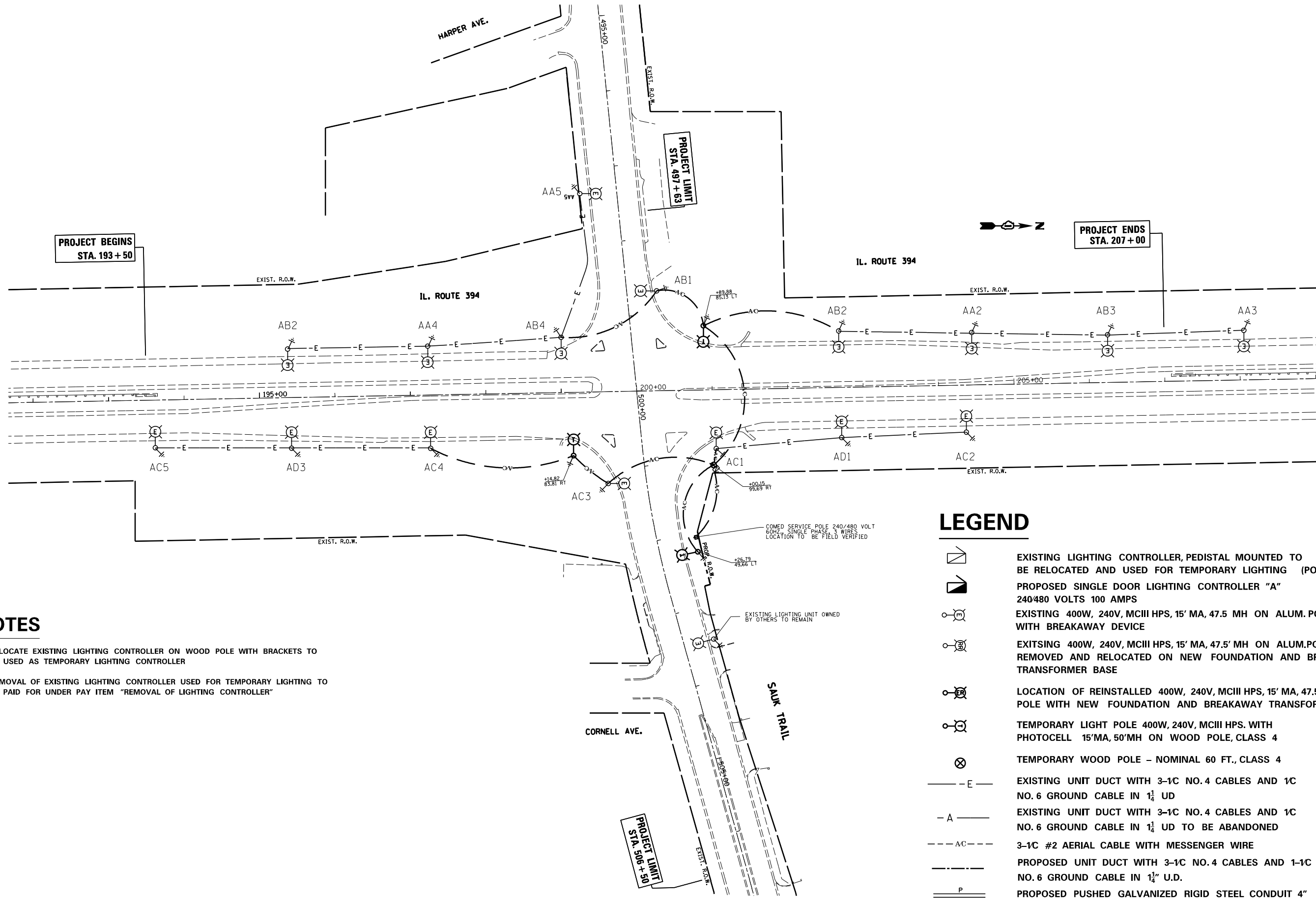
- EXISTING LIGHTING CONTROLLER, PEDISTAL MOUNTED TO BE REMOVED AND USED FOR TEMPORARY LIGHTING (POLE MOUNTED)
- PROPOSED SINGLE DOOR LIGHTING CONTROLLER "A" 240/480 VOLTS 100 AMPS
- EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE WITH BREAKAWAY DEVICE
- EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5' MH ON ALUM. POLE TO BE REMOVED AND RELOCATED ON NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
- LOCATION OF REINSTALLED 400W, 240V, MCIII HPS, 15' MA, 47.5' MH ON ALUM. POLE WITH NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
- TEMPORARY LIGHT POLE 400W, 240V, MCIII HPS. WITH PHOTOCELL 15' MA, 50' MH ON WOOD POLE, CLASS 4
- TEMPORARY WOOD POLE - NOMINAL 60 FT., CLASS 4
- EXISTING UNIT DUCT WITH 3-1C NO.4 CABLES AND 1C NO.6 GROUND CABLE IN 1 1/4 U.D.
- EXISTING UNIT DUCT WITH 3-1C NO.4 CABLES AND 1C NO.6 GROUND CABLE IN 1 1/4 U.D. TO BE ABANDONED
- 3-1C #2 AERIAL CABLE WITH MESSENGER WIRE
- PROPOSED UNIT DUCT WITH 3-1C NO.4 CABLES AND 1-1C NO.6 GROUND CABLE IN 1 1/4 U.D.
- PROPOSED PUSHED GALVANIZED RIGID STEEL CONDUIT 4"
- GROUND ROD, 5/8" DIA. 10' LONG

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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - |
| ca:\pw_work\p1dot\qureshiya\0379737\170609-light.dgn | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/16/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | |
|------------------------|------------------------------|
| EXISTING LIGHTING PLAN | |
| SCALE: | SHEET OF SHEETS STA. TO STA. |

| | | | | |
|---------------------------|------------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 40 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |
















**PROJECT BEGINS
STA. 193 + 50**

**PROJECT ENDS
STA. 207 + 00**

**PROJECT LIMIT
STA. 497 + 63**

**PROJECT LIMIT
STA. 506 + 50**

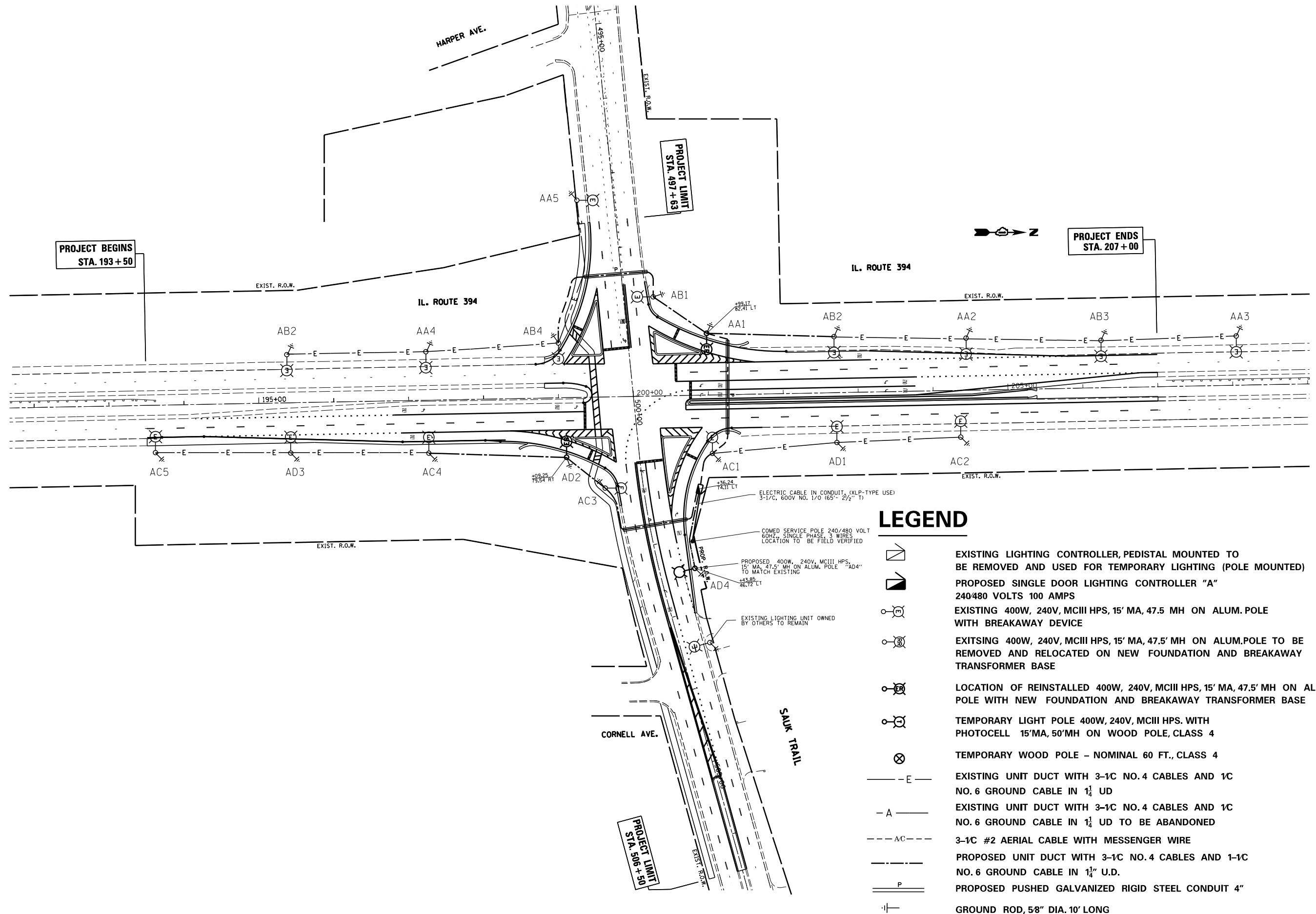
LEGEND

-  EXISTING LIGHTING CONTROLLER, PEDISTAL MOUNTED TO BE RELOCATED AND USED FOR TEMPORARY LIGHTING (POLE MOUNTED)
-  PROPOSED SINGLE DOOR LIGHTING CONTROLLER "A" 240/480 VOLTS 100 AMPS
-  EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE WITH BREAKAWAY DEVICE
-  EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE TO BE REMOVED AND RELOCATED ON NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
-  LOCATION OF REINSTALLED 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE WITH NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
-  TEMPORARY LIGHT POLE 400W, 240V, MCIII HPS. WITH PHOTOCELL 15' MA, 50' MH ON WOOD POLE, CLASS 4
-  TEMPORARY WOOD POLE - NOMINAL 60 FT., CLASS 4
-  EXISTING UNIT DUCT WITH 3-1C NO. 4 CABLES AND 1C NO. 6 GROUND CABLE IN 1 1/4" UD
-  EXISTING UNIT DUCT WITH 3-1C NO. 4 CABLES AND 1C NO. 6 GROUND CABLE IN 1 1/4" UD TO BE ABANDONED
-  3-1C #2 AERIAL CABLE WITH MESSENGER WIRE
-  PROPOSED UNIT DUCT WITH 3-1C NO. 4 CABLES AND 1-1C NO. 6 GROUND CABLE IN 1 1/4" U.D.
-  PROPOSED PUSHED GALVANIZED RIGID STEEL CONDUIT 4"
-  GROUND ROD, 5/8" DIA. 10' LONG

NOTES

1. RELOCATE EXISTING LIGHTING CONTROLLER ON WOOD POLE WITH BRACKETS TO BE USED AS TEMPORARY LIGHTING CONTROLLER
2. REMOVAL OF EXISTING LIGHTING CONTROLLER USED FOR TEMPORARY LIGHTING TO BE PAID FOR UNDER PAY ITEM "REMOVAL OF LIGHTING CONTROLLER"

| | | | | | | | | | | | |
|-------------|--|------------|-----------|---|--------------------------------|---------------------------|------------------------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY LIGHTING PLAN | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| Default | ca:\pw_work\p1dot\qureshiya\0379737\170609-11ght.dgn | DRAWN - | REVISED - | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 41 | |
| | PLOT SCALE = 100.0000' / 1". | CHECKED - | REVISED - | | | CONTRACT NO. 60T16 | | | | | |
| | PLOT DATE = 5/16/2014 | DATE - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |



LEGEND

- EXISTING LIGHTING CONTROLLER, PEDISTAL MOUNTED TO BE REMOVED AND USED FOR TEMPORARY LIGHTING (POLE MOUNTED)
- PROPOSED SINGLE DOOR LIGHTING CONTROLLER "A" 240/480 VOLTS 100 AMPS
- EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE WITH BREAKAWAY DEVICE
- EXISTING 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE TO BE REMOVED AND RELOCATED ON NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
- LOCATION OF REINSTALLED 400W, 240V, MCIII HPS, 15' MA, 47.5 MH ON ALUM. POLE WITH NEW FOUNDATION AND BREAKAWAY TRANSFORMER BASE
- TEMPORARY LIGHT POLE 400W, 240V, MCIII HPS. WITH PHOTOCELL 15' MA, 50' MH ON WOOD POLE, CLASS 4
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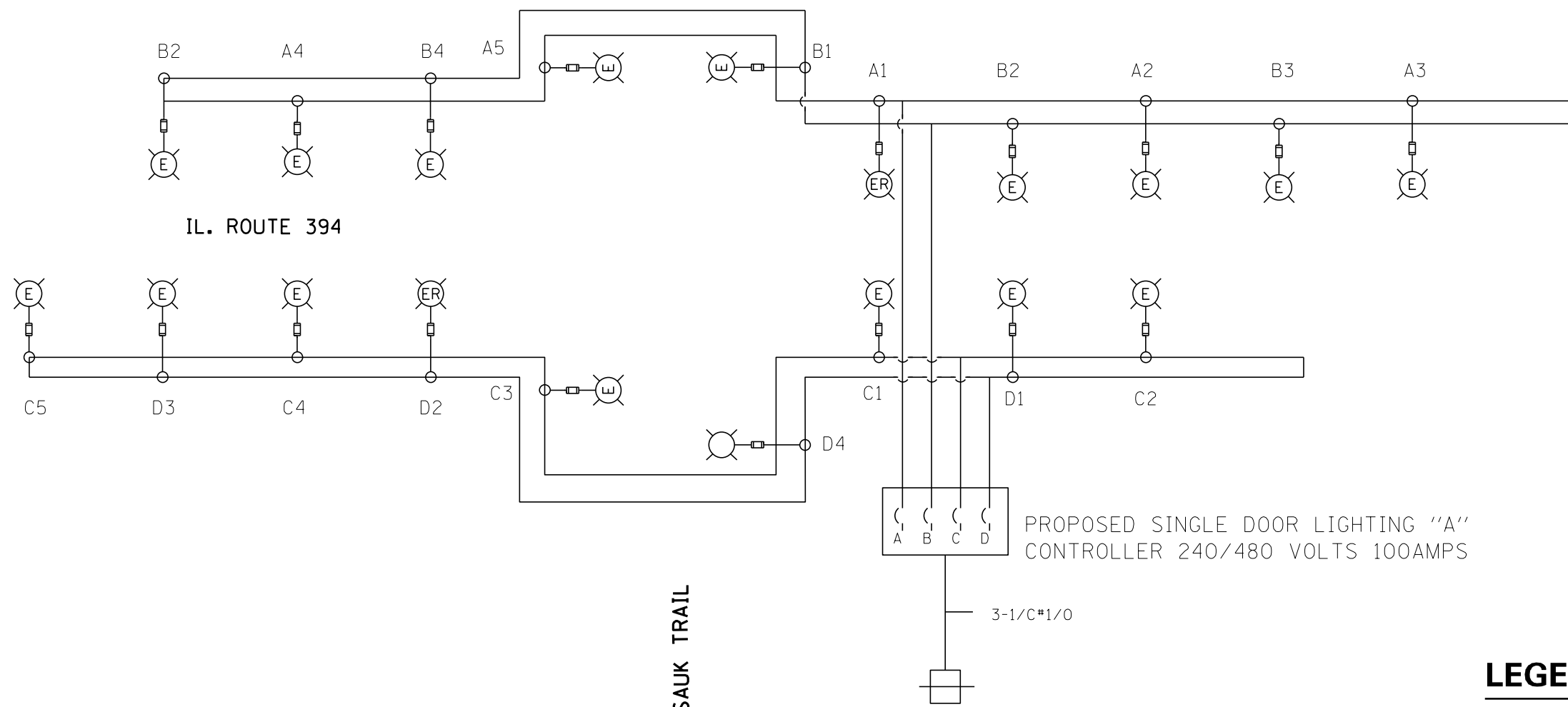
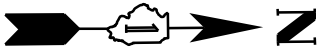
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| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/16/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED LIGHTING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 42 |
| CONTRACT NO. 60716 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



IL. ROUTE 394

SAUK TRAIL

NTS

LEGEND

- 400 W HPS LUMINAIRE ON 47.5' ALUM POLE WITH 15' MA TO BE RELOCATED/REINSTALLED
- EXISTING 400 W. HPS LUMINAIRE ON 47.5' ALUM POLE WITH 15' MA
- PROPOSED 400W, 240V, MCIII HPS, 15' MA, 47.5' MH ON ALUM.
- EXISTING COMED SERVICE POLE 240/480 VOLT 60HZ, SINGLE PHASE 3 WIRE.
- IN-LINE FUSE 6 AMP

| | | | | | | | | | | | | | |
|-------------|---|------------|-----------|---|----------------------------|------------------------|------|--------|-------------|---------|--------|---------------------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SINGLE LINE DIAGRAM | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | et:\pw\work\p\idot\qureshiya\d0379737\PI70609-light.dgn | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 43 | | | | |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | | | | | |
| | PLOT DATE = 5/16/2014 | DATE - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. | TO | STA. | ILLINOIS FED. AID PROJECT | |

TRAFFIC SIGNAL LEGEND

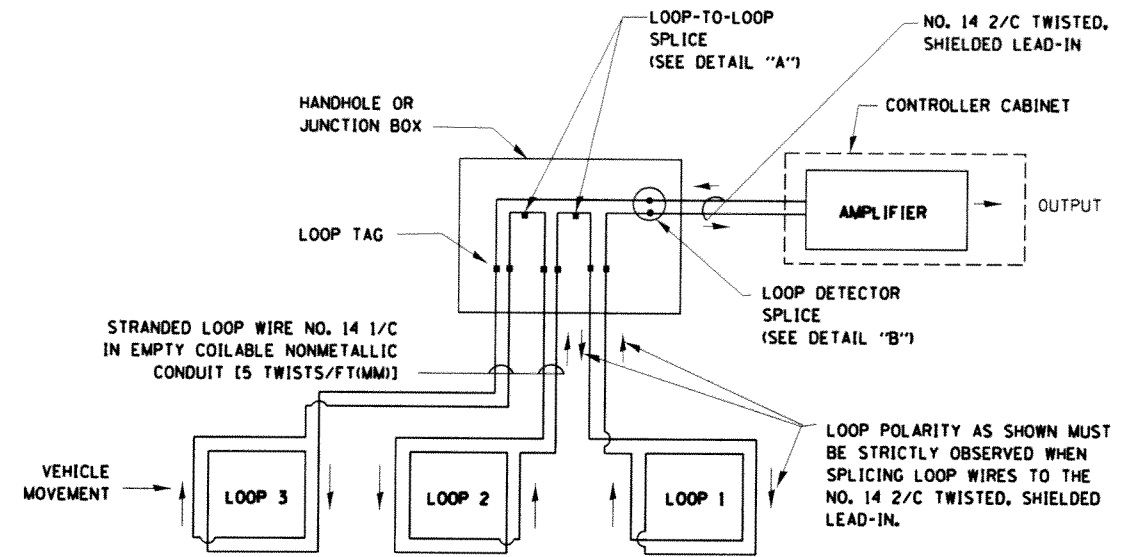
| ITEM | REMOVAL | EXISTING | PROPOSED | ITEM | REMOVAL | EXISTING | PROPOSED | ITEM | REMOVAL | EXISTING | PROPOSED |
|---|---------|----------|----------|---|---------|----------|----------|--|---------|----------|----------|
| CONTROLLER CABINET | | | | EMERGENCY VEHICLE LIGHT DETECTOR | | | | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE | | | |
| RAILROAD CONTROL CABINET | | | | CONFIRMATION BEACON | | | | COAXIAL CABLE | | | |
| COMMUNICATIONS CABINET | | | | HANDHOLE | | | | VENDOR CABLE FOR CAMERA | | | |
| MASTER CONTROLLER | | | | HEAVY DUTY HANDHOLE | | | | COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED | | | |
| MASTER MASTER CONTROLLER | | | | DOUBLE HANDHOLE | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F | | | |
| UNINTERRUPTABLE POWER SUPPLY | | | | JUNCTION BOX | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F | | | |
| SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT | | | | UNDERGROUND CONDUIT, GALVANIZED STEEL (UC) | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F | | | |
| TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT | | | | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F | | | |
| STEEL MAST ARM ASSEMBLY AND POLE | | | | COMMON TRENCH | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F | | | |
| ALUMINUM MAST ARM ASSEMBLY AND POLE | | | | COILABLE NONMETALLIC CONDUIT (EMPTY) | | | | GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE | | | |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE | | | | SYSTEM ITEM | | S | S | CONTROLLER CABINET AND FOUNDATION TO BE REMOVED | | | |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA | | | | INTERSECTION ITEM | | I | IP | STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED | | | |
| SIGNAL POST | | | | REMOVE ITEM | R | | | ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED | | | |
| TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM | | | | RELOCATE ITEM | RL | | | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED | | | |
| GUY WIRE | | | | ABANDON ITEM | A | | | SIGNAL POST AND FOUNDATION TO BE REMOVED | | | |
| SIGNAL HEAD | | | | 12" (300mm) TRAFFIC SIGNAL SECTION | | | | INTERSECTION & SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE) | | | | 12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE | | | | SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD WITH BACKPLATE | | | | SIGNAL FACE | | | | QUEUE DETECTOR | | | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | | | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD | | | | PREFORMED QUEUE DETECTOR | | | |
| FLASHER INSTALLATION (S DENOTES SOLAR POWER) | | | | "RB" INDICATES REFLECTIVE BACKPLATE | | | | PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR | | | |
| PEDESTRIAN SIGNAL HEAD | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL | | | | PREFORMED SAMPLING (SYSTEM) DETECTOR | | | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED | | | | | | | |
| ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID | | | | | | | |
| ILLUMINATED SIGN "NO LEFT TURN" | | | | PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER | | | | | | | |
| ILLUMINATED SIGN "NO RIGHT TURN" | | | | RADIO INTERCONNECT | | | | | | | |
| DETECTOR LOOP, TYPE I | | | | RADIO REPEATER | | | | | | | |
| PREFORMED DETECTOR LOOP | | | | DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED | | | | | | | |
| MICROWAVE VEHICLE SENSOR | | | | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) | | | | | | | |
| VIDEO DETECTION CAMERA | | | | | | | | | | | |
| VIDEO DETECTION ZONE | | | | | | | | | | | |
| PAN, TILT, ZOOM CAMERA | | | | | | | | | | | |
| WIRELESS DETECTOR SENSOR | | | | | | | | | | | |
| WIRELESS ACCESS POINT | | | | | | | | | | | |

RAILROAD SYMBOLS

| | EXISTING | PROPOSED |
|------------------------------|----------|----------|
| RAILROAD CONTROL CABINET | | |
| RAILROAD CANTILEVER MAST ARM | | |
| FLASHING SIGNAL | | |
| CROSSING GATE | | |
| CROSSBUCK | | |

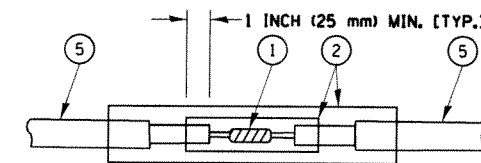
LOOP DETECTOR NOTES

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 DIVESHOLES 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.

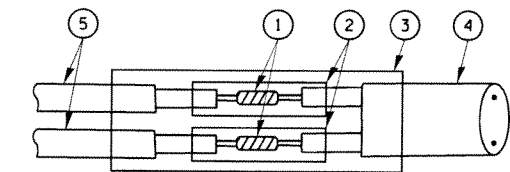


DETECTOR LOOP WIRING SCHEMATIC

- 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.

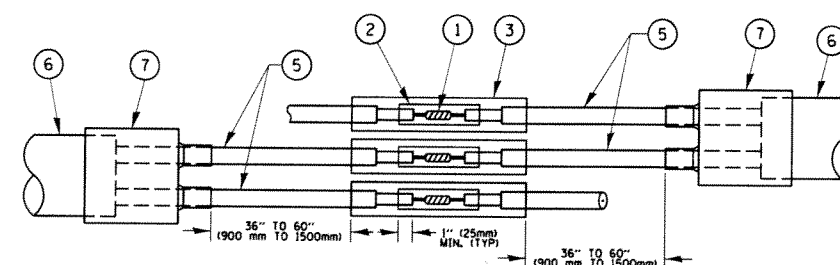


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

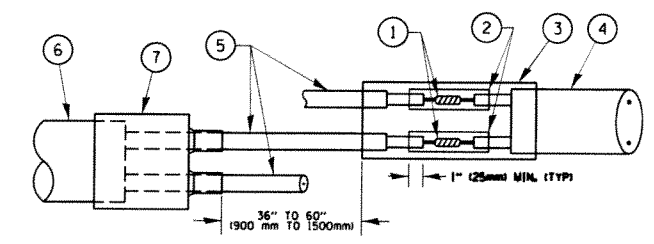


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



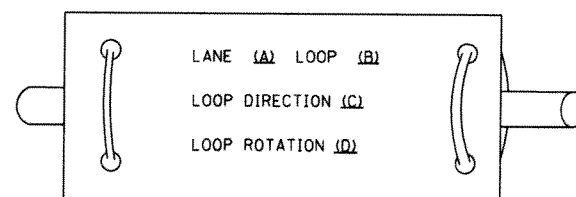
**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

PRE-FORMED 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 PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

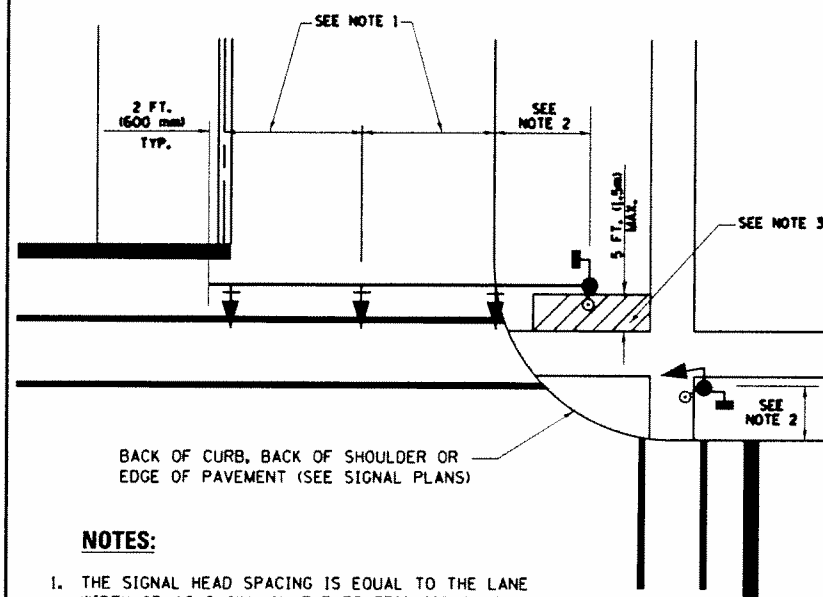
LOOP LEAD-IN CABLE TAG



- 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.

| | | | | | | | | | | | | |
|------------------------|-----------------------|-----------------|----------------------|---|--|--------------------|---------------------------------|--------------|---|--------------|--|--|
| FILE NAME = | USER NAME = pcciechel | DESIGNED - DAD | REVISED - DAG 1-1-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS | F.A.P. RTE. 332 | SECTION (0203B,0910-PT.1&10)N-3 | COUNTY COOK | TOTAL SHEETS 110 | SHEET NO. 45 | | |
| PLT SCALE = 1/8"=1'-0" | CHECKED - DAD | DATE - 10-28-09 | REVISED - | | | SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |
| PLT DATE = 2/13/2014 | DATE - 10-28-09 | REVISED - | REVISED - | | | CONTRACT NO. 60T16 | | | | | | |
| | | | | | | | | | | | | |

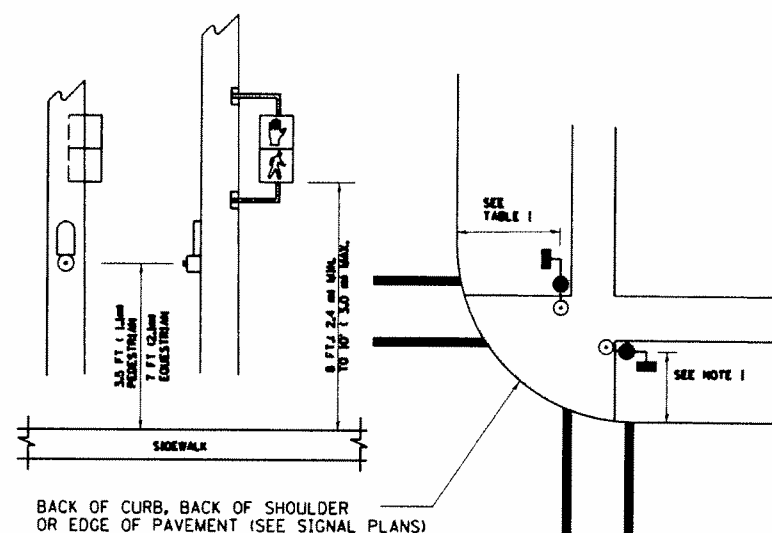
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

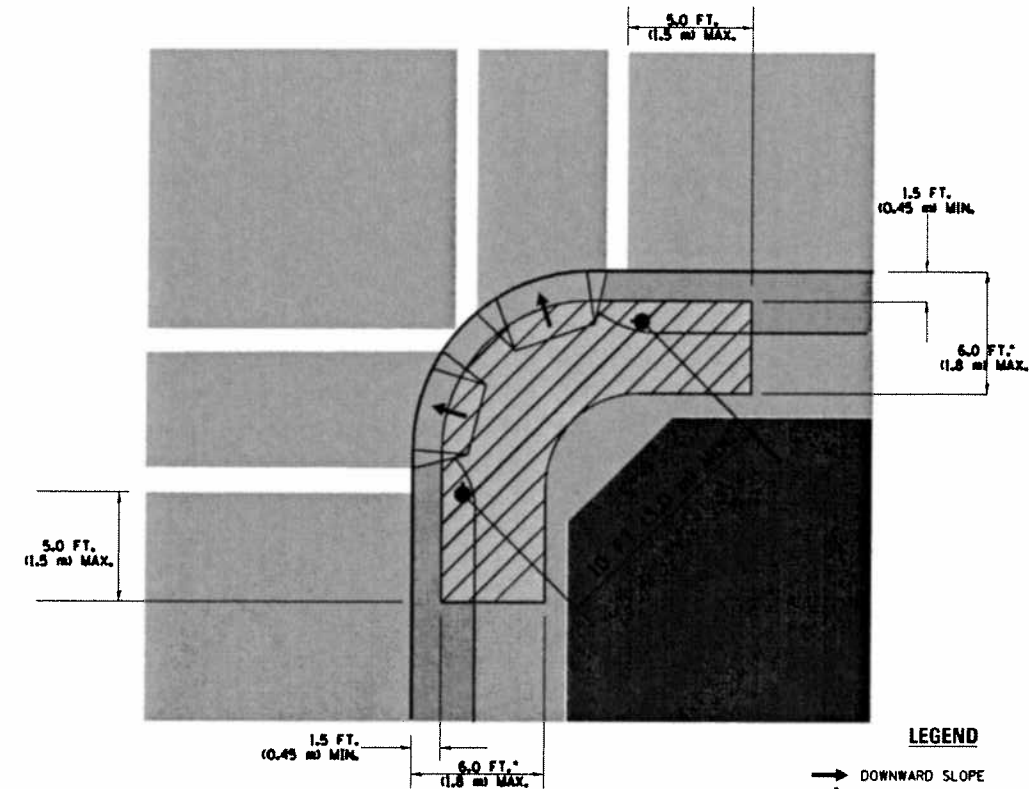
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



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



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

NOTES:

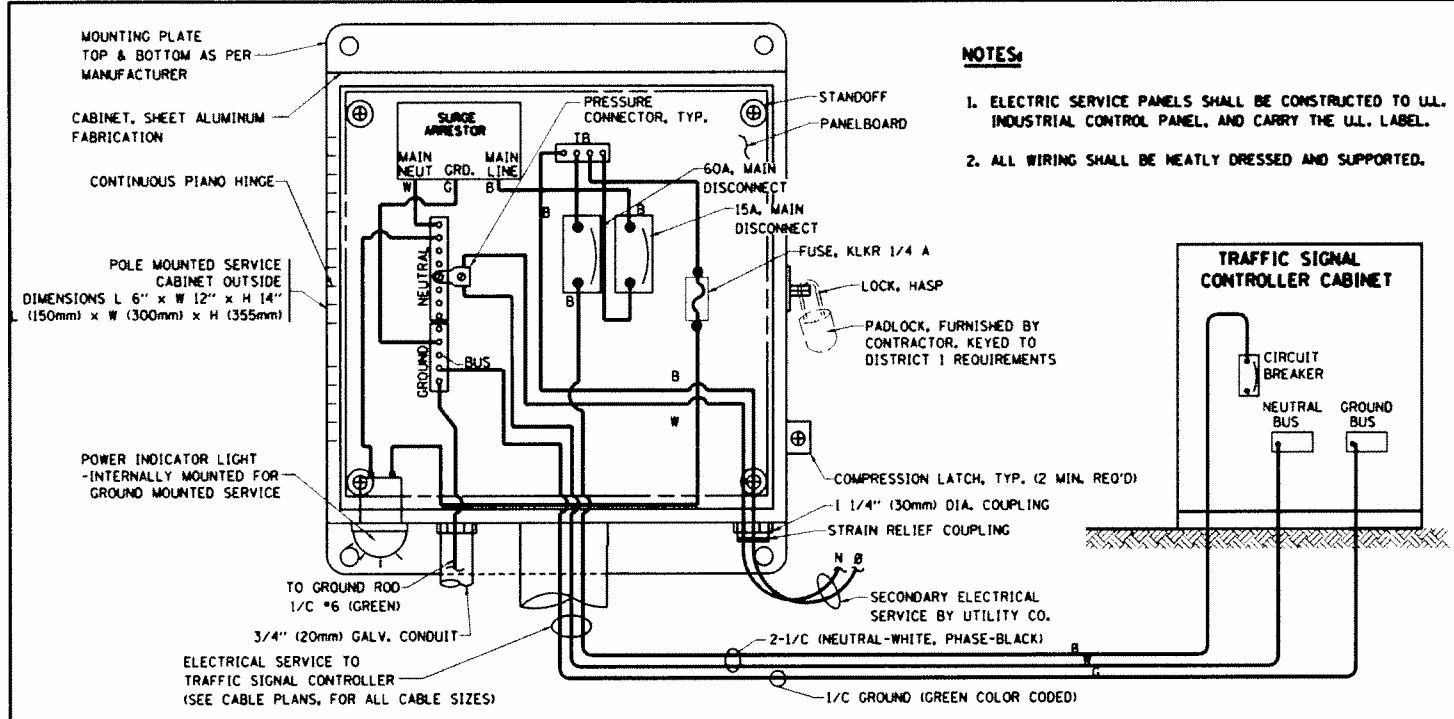
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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

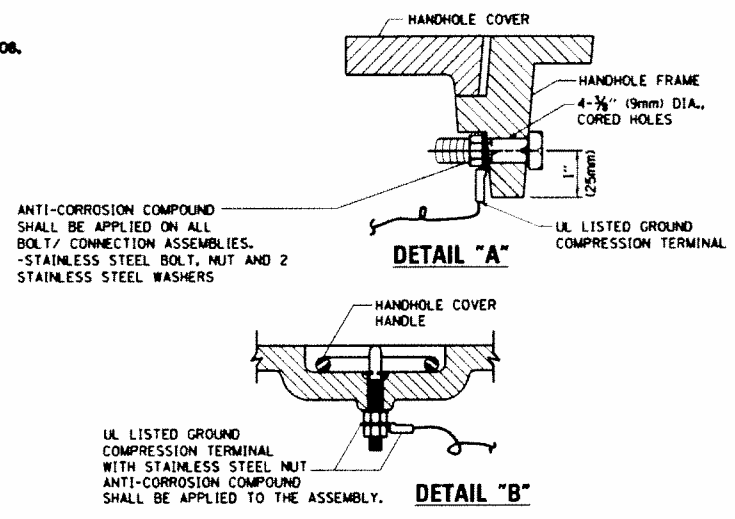
| TRAFFIC SIGNAL EQUIPMENT | COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION) | SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION) |
|------------------------------------|---|---|
| TRAFFIC SIGNAL MAST ARM 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:

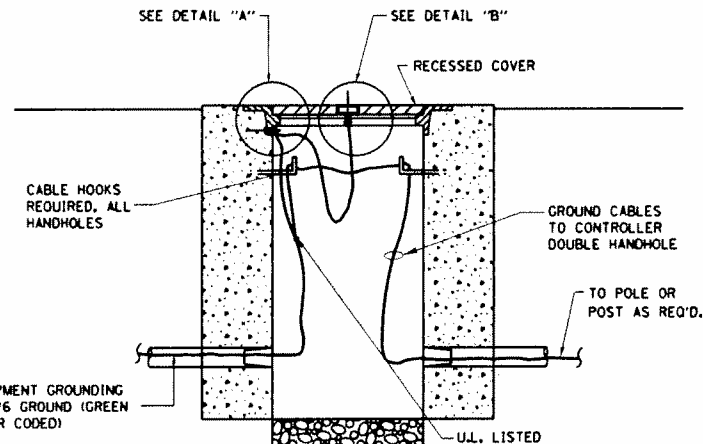
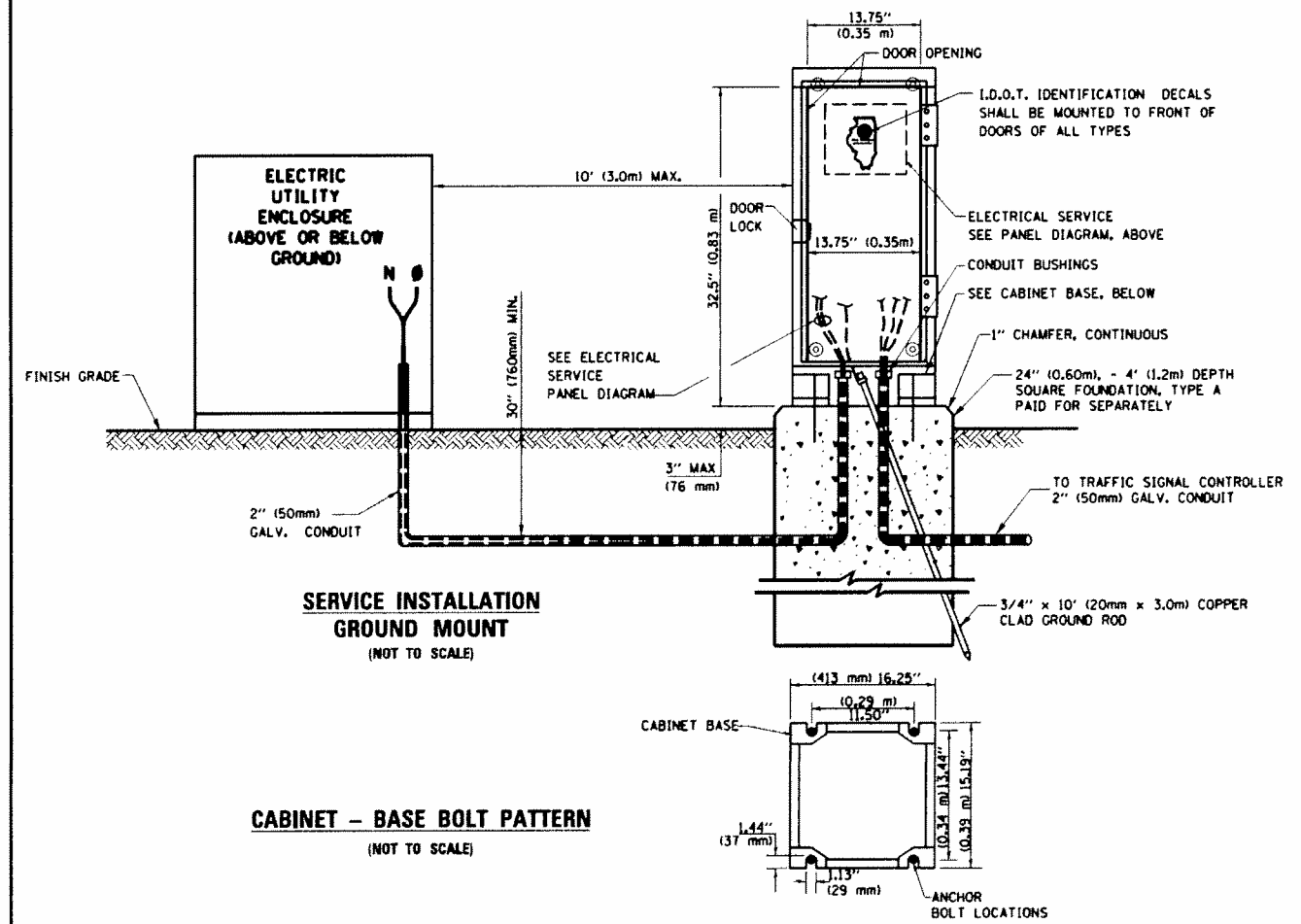
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM 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.



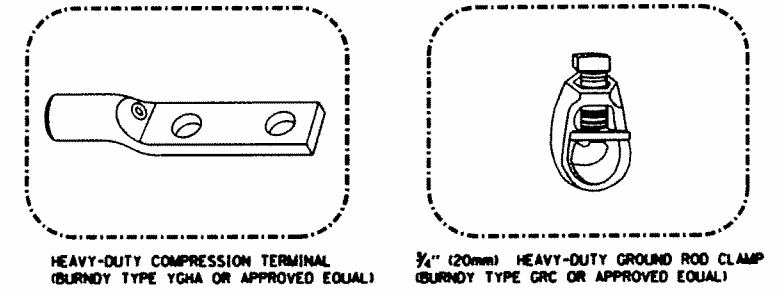
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



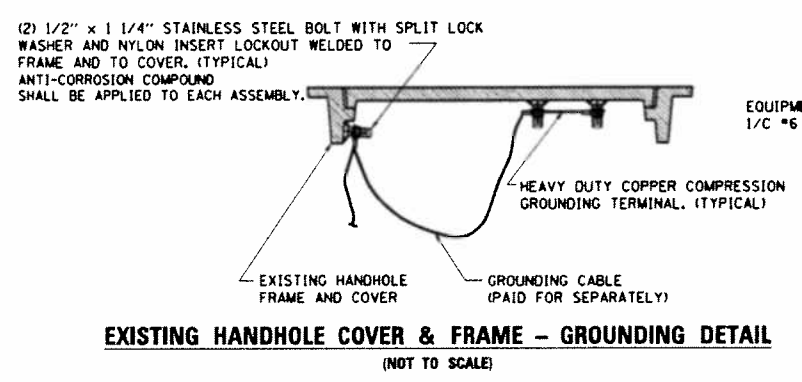
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE HANDHOLE, POST, MAST ARM, CONTROLLER, ETC. GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



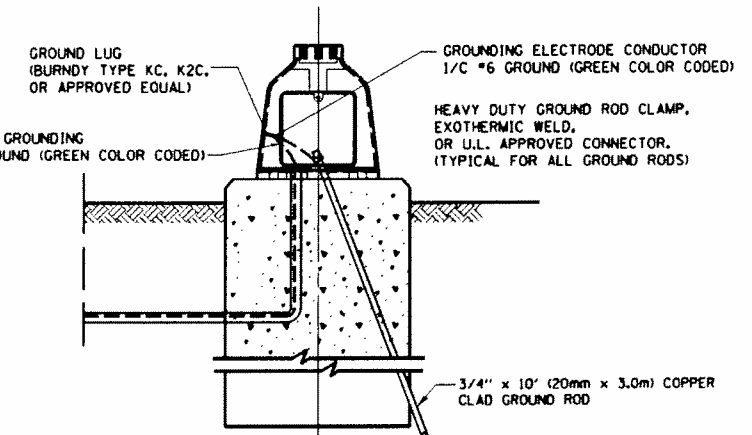
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

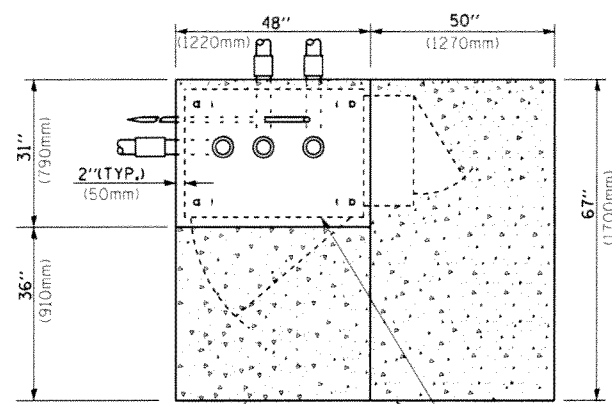


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



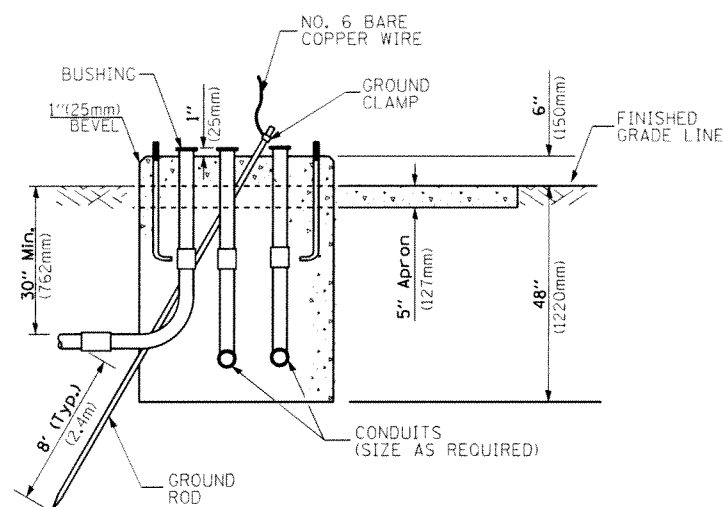
MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

| | | | | | | | | | | | | |
|----------------------|-----------------------|-----------------|----------------------|---|--|-------------------------|--------------|-----------------|--------------------------------|---------------------------|---------------------------|--------------|
| FILE NAME = | USER NAME = pocietech | DESIGNED - DAD | REVISED - DAG 1-1-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS | | | F.A.P. RTE. 332 | SECTION 10203B,0910-PT.1&10M-3 | COUNTY COOK | TOTAL SHEETS 110 | SHEET NO. 47 |
| PLT SCALE = 100.0000 | PLOT DATE = 2/13/2014 | DRAWN - BCK | REVISED - | | SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. TO STA. | TS-05 | | CONTRACT NO. 60T16 | | |
| | | CHECKED - DAD | REVISED - | | | | | | FED. ROAD DIST. NO. 1 | | ILLINOIS FED. AID PROJECT | |
| | | DATE - 10-28-09 | REVISED - | | | | | | | | | |

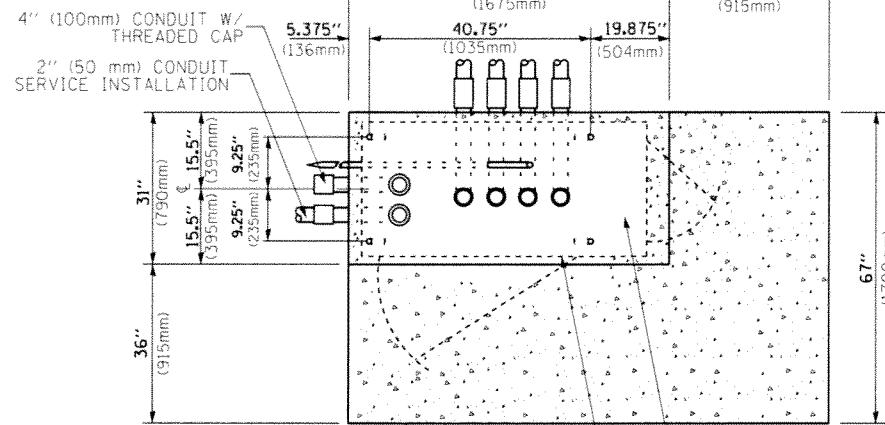


TOP VIEW

EXISTING APRON
CONTROLLER CABINET BASE
PROPOSED APRON



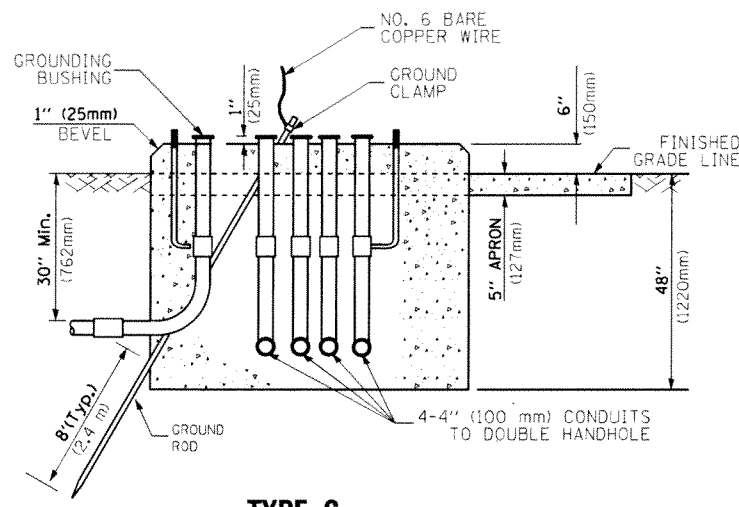
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



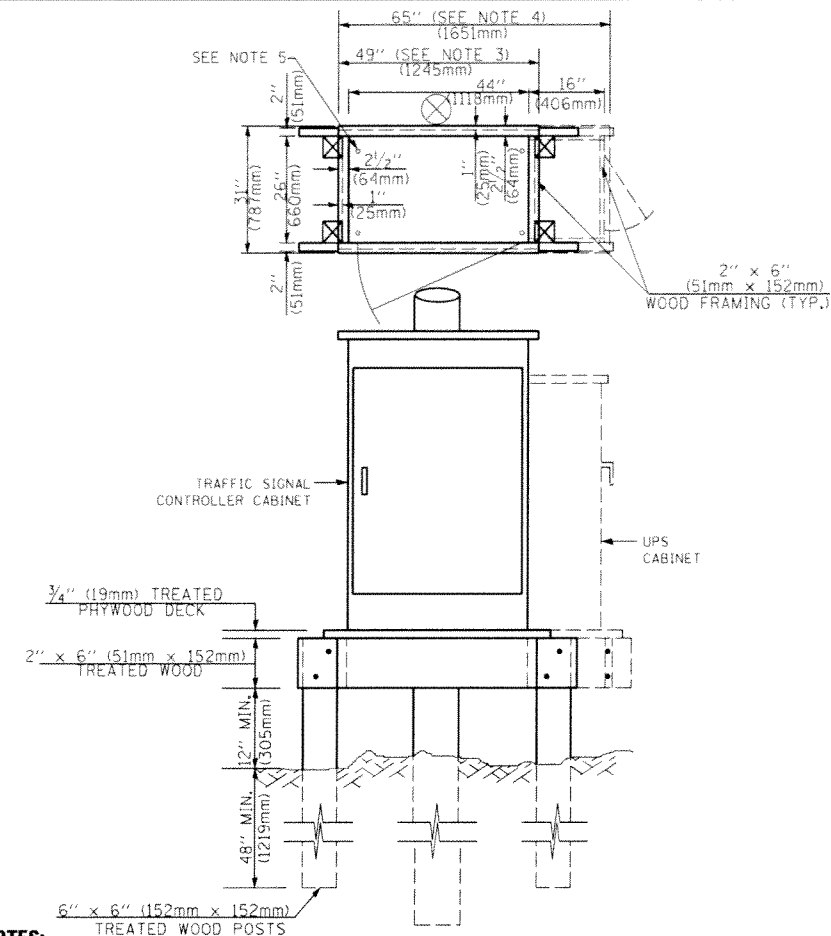
TOP VIEW

4" (100mm) CONDUIT W/
THREADED CAP
2" (50 mm) CONDUIT
SERVICE INSTALLATION
APRON
CONTROLLER CABINET BASE
UPS BATTERY COMPARTMENT

NOTE:
TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

| CABLE SLACK LENGTH | FEET | METER |
|---|------|-------|
| HANDHOLE | 6.5 | 2.0 |
| DOUBLE HANDHOLE | 13.0 | 4.0 |
| SIGNAL POST | 2.0 | 0.6 |
| MAST ARM | 2.0 | 0.6 |
| CONTROLLER CABINET | 1.5 | 0.5 |
| FIBER OPTIC AT CABINET | 13.0 | 4.0 |
| ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION) | 1.5 | 0.5 |
| GROUND CABLE (SIGNAL POST, MAST ARM, CABINET) | 1.5 | 0.5 |
| GROUND CABLE (BETWEEN FRAME AND COVER) | 5.0 | 1.6 |

CABLE SLACK

| VERTICAL CABLE LENGTH | FEET | METER |
|--|--------|-------|
| MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM) | 20.0+L | 6.0+L |
| BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE) | 13.0 | 4.0 |
| PEDESTRIAN PUSH BUTTON | 6.0 | 2.0 |
| SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP | 13.5 | 4.1 |
| SERVICE INSTALLATION POLE MOUNT TO GROUND | 13.5 | 4.1 |
| SERVICE INSTALLATION GROUND MOUNT | 6.0 | 2.0 |
| FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT) | 3.0 | 1.0 |

VERTICAL CABLE LENGTH

| FOUNDATION | DEPTH |
|---|--------------|
| TYPE A - Signal Post | 4'-0" (1.2m) |
| TYPE C - CONTROLLER W/ UPS | 4'-0" (1.2m) |
| TYPE D - CONTROLLER | 4'-0" (1.2m) |
| SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE | 4'-0" (1.2m) |

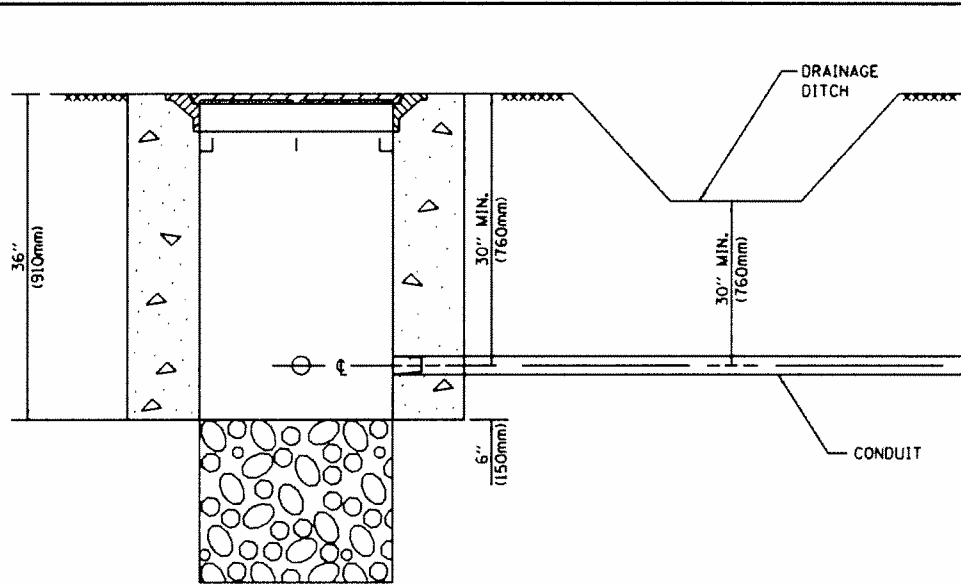
DEPTH OF FOUNDATION

| Mast Arm Length | ① Foundation Depth | Foundation Diameter | Spiral Diameter | Quantity of Rebars | Size of Rebars |
|--|--------------------|---------------------|-----------------|--------------------|----------------|
| Less than 30' (9.1 m) | 10'-0" (3.0 m) | 30" (750mm) | 24" (600mm) | 8 | 6(19) |
| Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m) | 13'-6" (4.1 m) | 30" (750mm) | 24" (600mm) | 8 | 6(19) |
| Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m) | 11'-0" (3.4 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m) | 13'-0" (4.0 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m) | 15'-0" (4.6 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m) | 21'-0" (6.4 m) | 42" (1060mm) | 36" (900mm) | 16 | 8(25) |
| Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m) | 25'-0" (7.6 m) | 42" (1060mm) | 36" (900mm) | 16 | 8(25) |

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (0u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

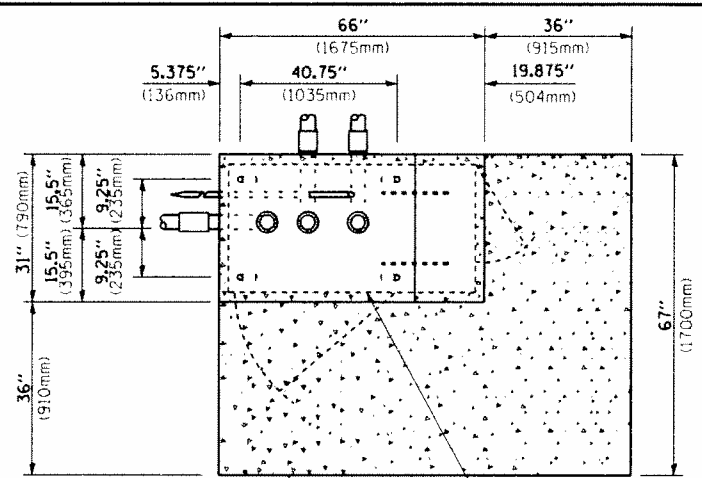
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



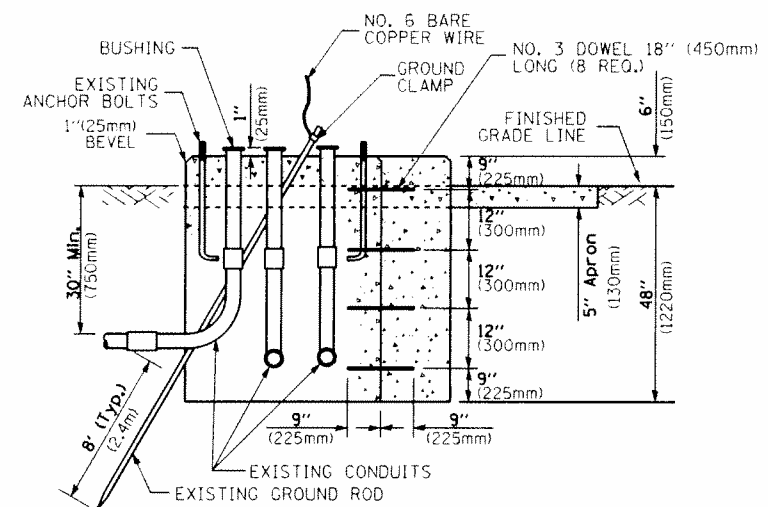
NOTES:

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

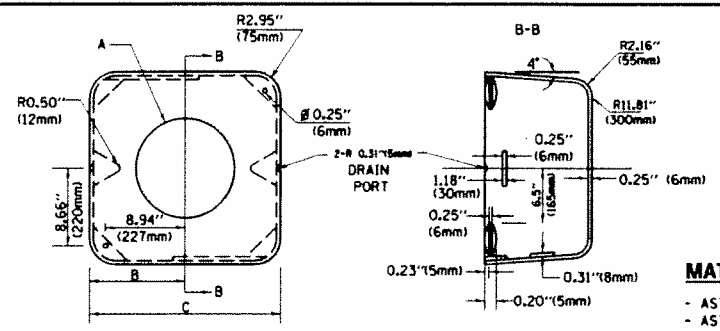
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

| | A | B | C | HEIGHT | WEIGHT |
|--------|----------------|---------------|--------------------------|-----------------|--------|
| VARIES | 9.5" (241mm) | 19" (483mm) | 7" (178mm) - 12" (300mm) | 53 lbs (24kg) | |
| VARIES | 10.75" (273mm) | 21.5" (546mm) | 7" (178mm) - 12" (300mm) | 68 lbs (31 kg) | |
| VARIES | 13.0" (330mm) | 26" (660mm) | 7" (178mm) - 12" (300mm) | 81 lbs (37 kg) | |
| VARIES | 18.5" (470mm) | 37" (940mm) | 7" (178mm) - 12" (300mm) | 126 lbs (57 kg) | |

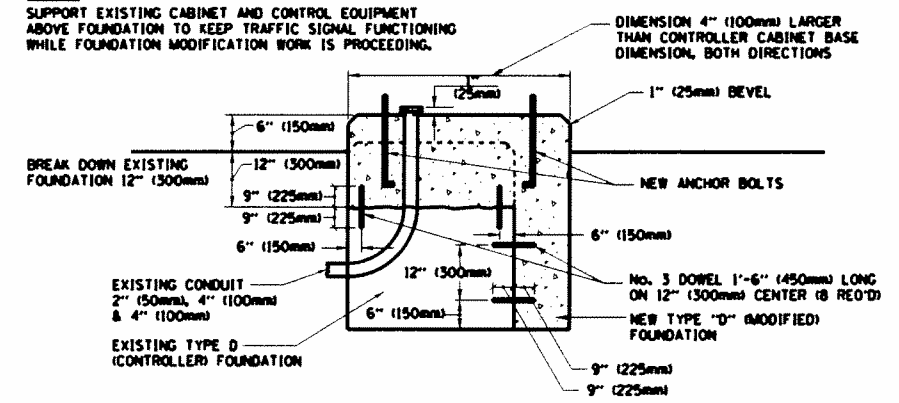
SHROUD

NOTES:

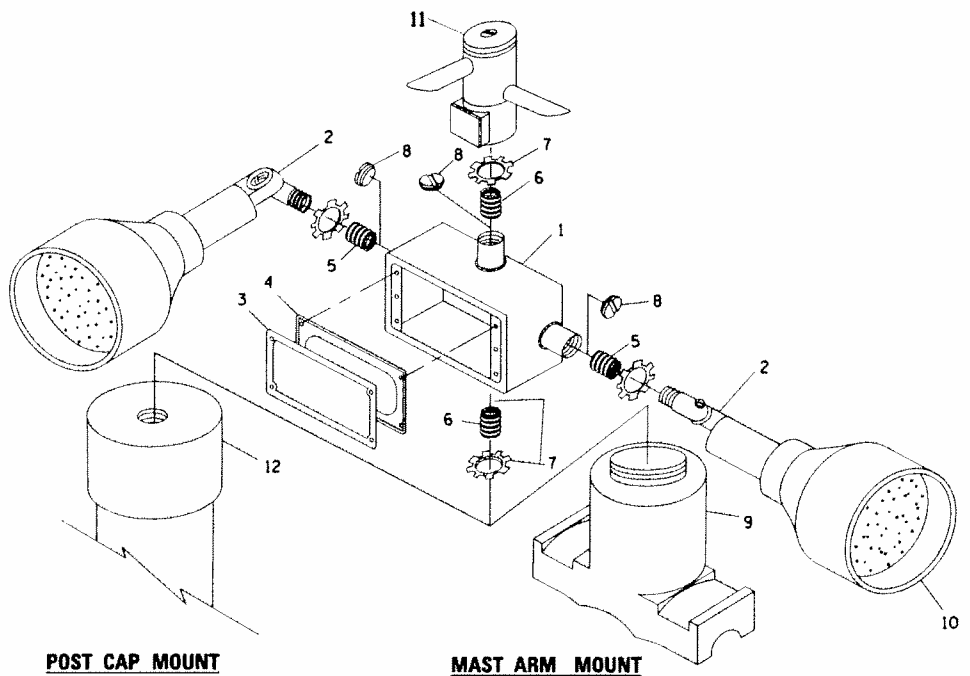
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



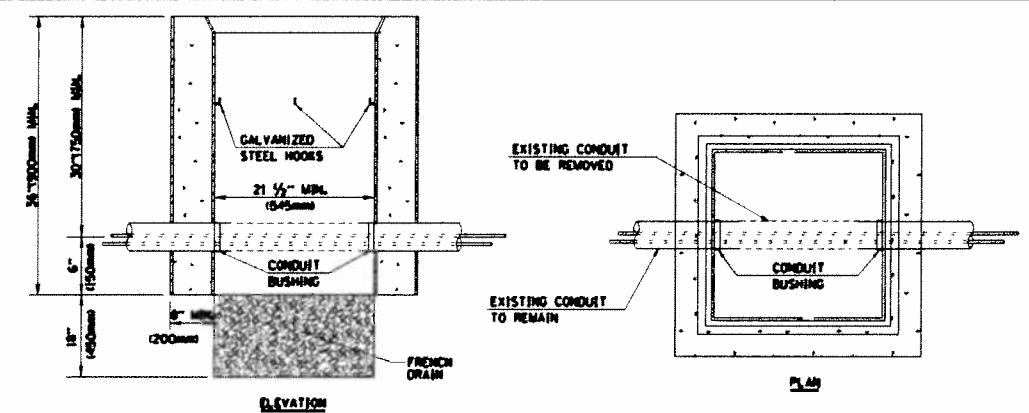
POST CAP MOUNT MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

| ITEM NO. | IDENTIFICATION |
|----------|---|
| 1 | OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU-M) |
| 2 | LAMP HOLDER AND COVER |
| 3 | OUTLET BOX COVER |
| 4 | RUBBER COVER GASKET |
| 5 | REDUCING BUSHING |
| 6 | 3/4" (19 mm) CLOSE NIPPLE |
| 7 | 3/4" (19 mm) LOCKNUT |
| 8 | 3/4" (19 mm) HOLE PLUG |
| 9 | SADDLE BRACKET - GALV. |
| 10 | 6 WATT PAR 38 LED FLOOD LAMP |
| 11 | DETECTOR UNIT |
| 12 | POST CAP [18 FT. (5.4 m) POST MIN.] |

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

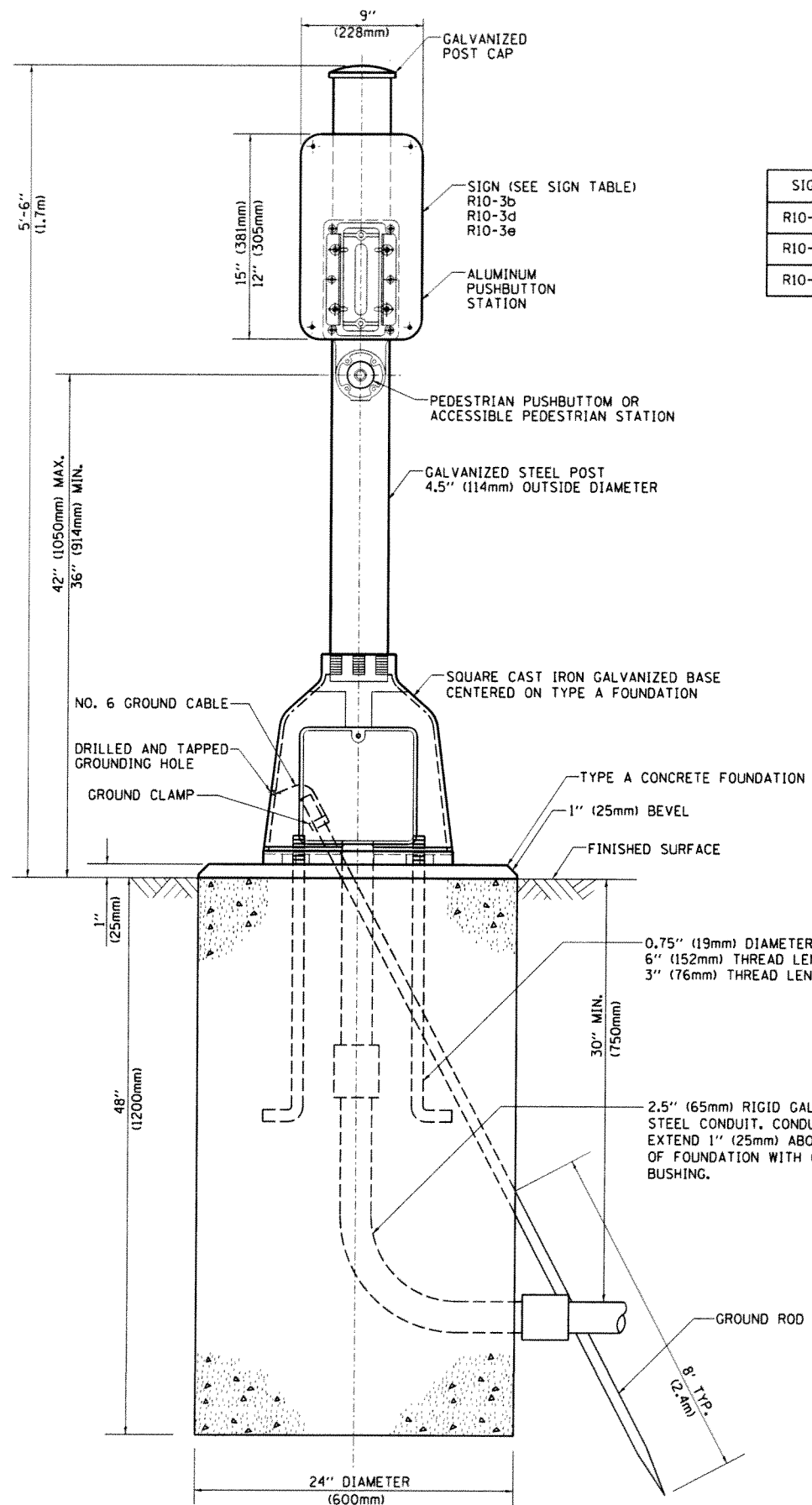
HANDHOLE TO INTERCEPT EXISTING CONDUIT

| | | | |
|---|------------------------|----------------|----------------------|
| FILE NAME = | USER NAME = pocriechal | DESIGNED - DAD | REVISED - DAG 1-1-14 |
| CONTRACT WORK \pocriechal\08180829\PI18681-shs-TS.dgn | DATE = 10-28-09 | DRAWN - BCK | REVISED - |
| PLOT SCALE = 1/8" = 1'-0" | DATE = 10-28-09 | CHECKED - DAD | REVISED - |
| PLOT DATE = 2/13/2014 | | | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

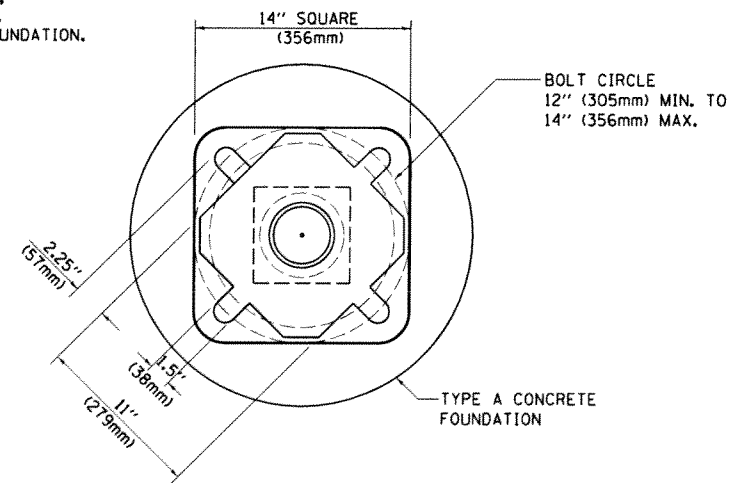
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS
SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------------------|--------------------|--------------|-----------|
| 332 | 10203B.0910-PT.1&10W-3 | COOK | 110 | 49 |
| TS-05 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



SIGN TABLE

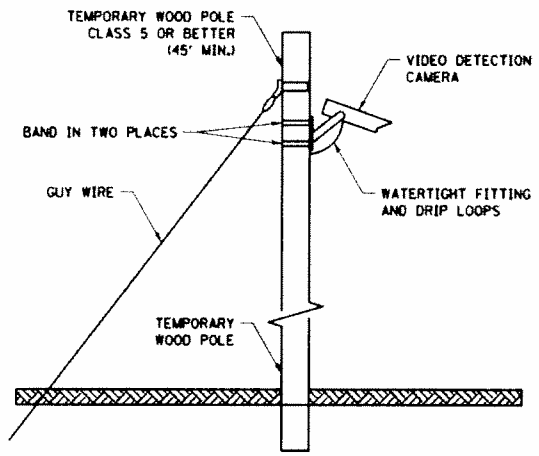
| SIGN | DIMENSIONS |
|--------|--------------------------|
| R10-3b | 9" (228mm) X 12" (305mm) |
| R10-3d | 9" (228mm) X 12" (305mm) |
| R10-3e | 9" (228mm) X 15" (381mm) |



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

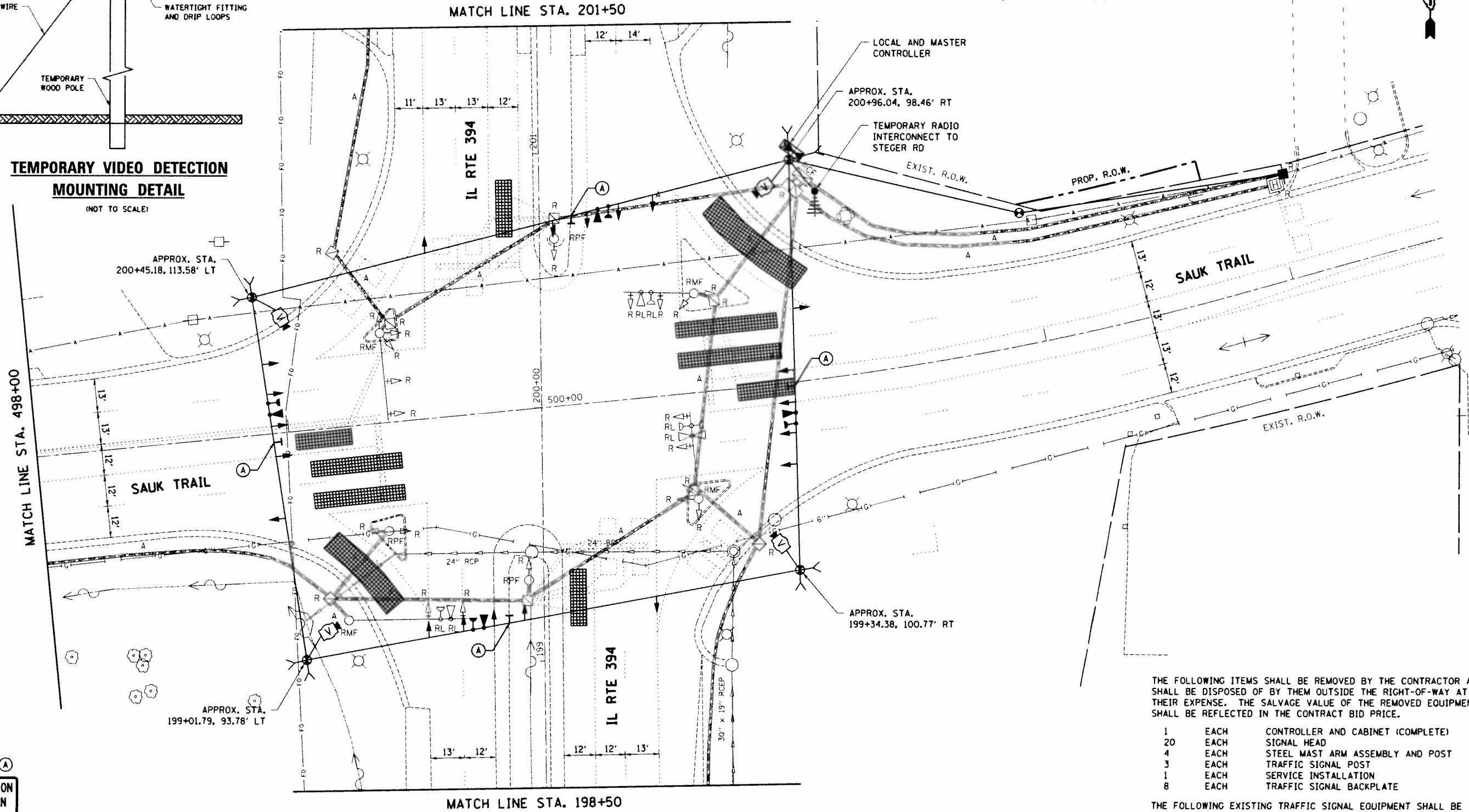
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|---------------------------|-----------------------|----------------|----------------------|---|--|---|------------------------|--------------------|--------------|-----------|--|
| FILE NAME = | USER NAME = pccjcheal | DESIGNED - DAG | REVISED - DAG 1-1-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| DRAWN - GND | CHECKED - DAD | REVISIED - | REVISIED - | | | 332 | 10203B.0910-PT.1&10W-3 | COOK | 110 | 50 | |
| PLOT SCALE = 1/8" = 1'-0" | DATE - 10/1/2012 | REVISIED - | REVISIED - | | | TS-05 | | CONTRACT NO. 60116 | | | |
| PLOT DATE = 2/13/2014 | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | |
| | | | | SCALE: NONE | | SHEET NO. 7 OF 7 SHEETS | | STA. | | TO STA. | |



TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

CONSTRUCTION NOTES

1. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH TRAFFIC SIGNAL MODERNIZATION AT IL RTE 394 AND RICHTON RD, CONTRACT # 60X89.



R10-5
30" x 36"
(4 EACH)

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

| | | |
|----|------|-----------------------------------|
| 1 | EACH | CONTROLLER AND CABINET (COMPLETE) |
| 20 | EACH | SIGNAL HEAD |
| 4 | EACH | STEEL MAST ARM ASSEMBLY AND POST |
| 3 | EACH | TRAFFIC SIGNAL POST |
| 1 | EACH | SERVICE INSTALLATION |
| 8 | EACH | TRAFFIC SIGNAL BACKPLATE |

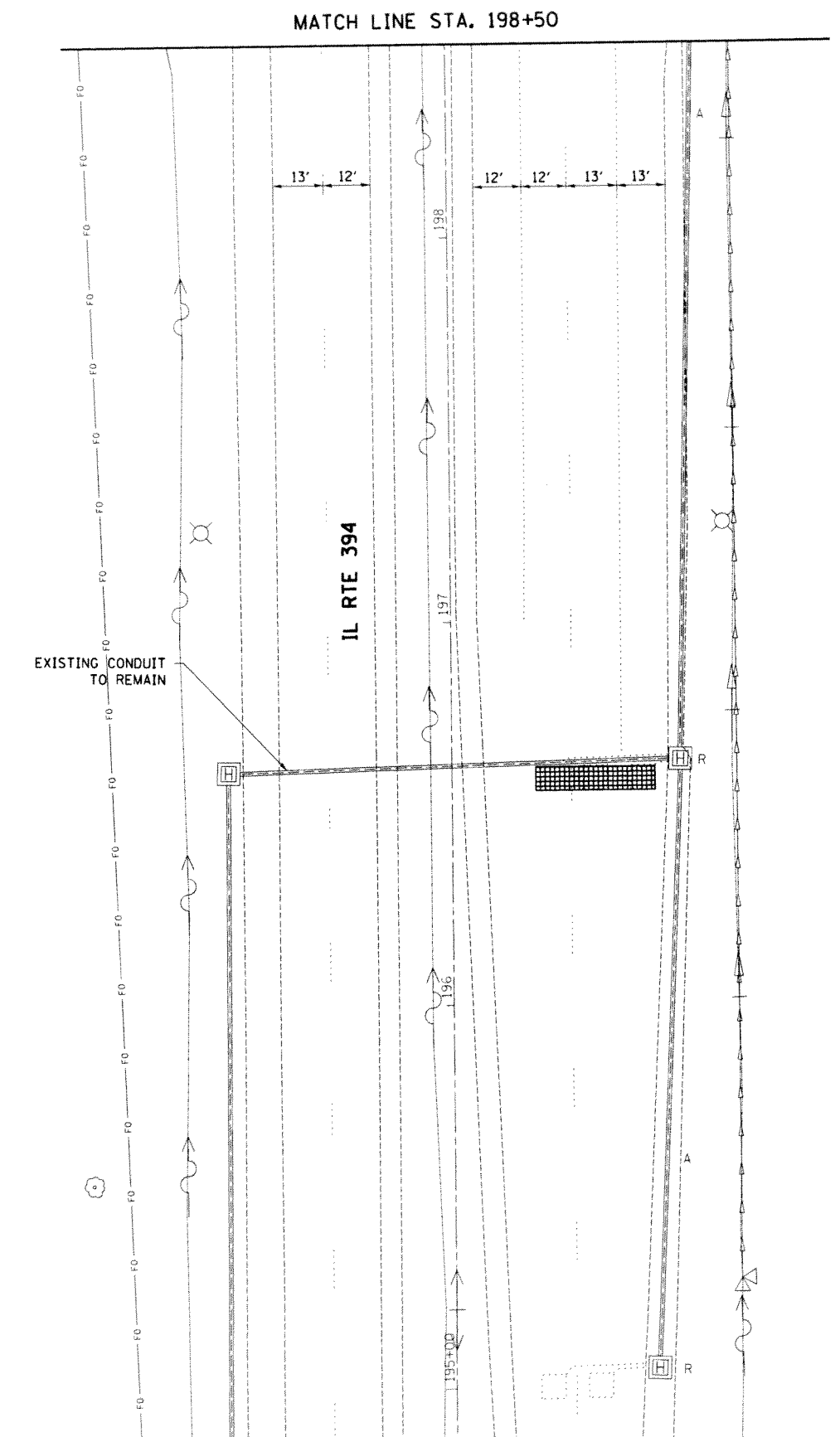
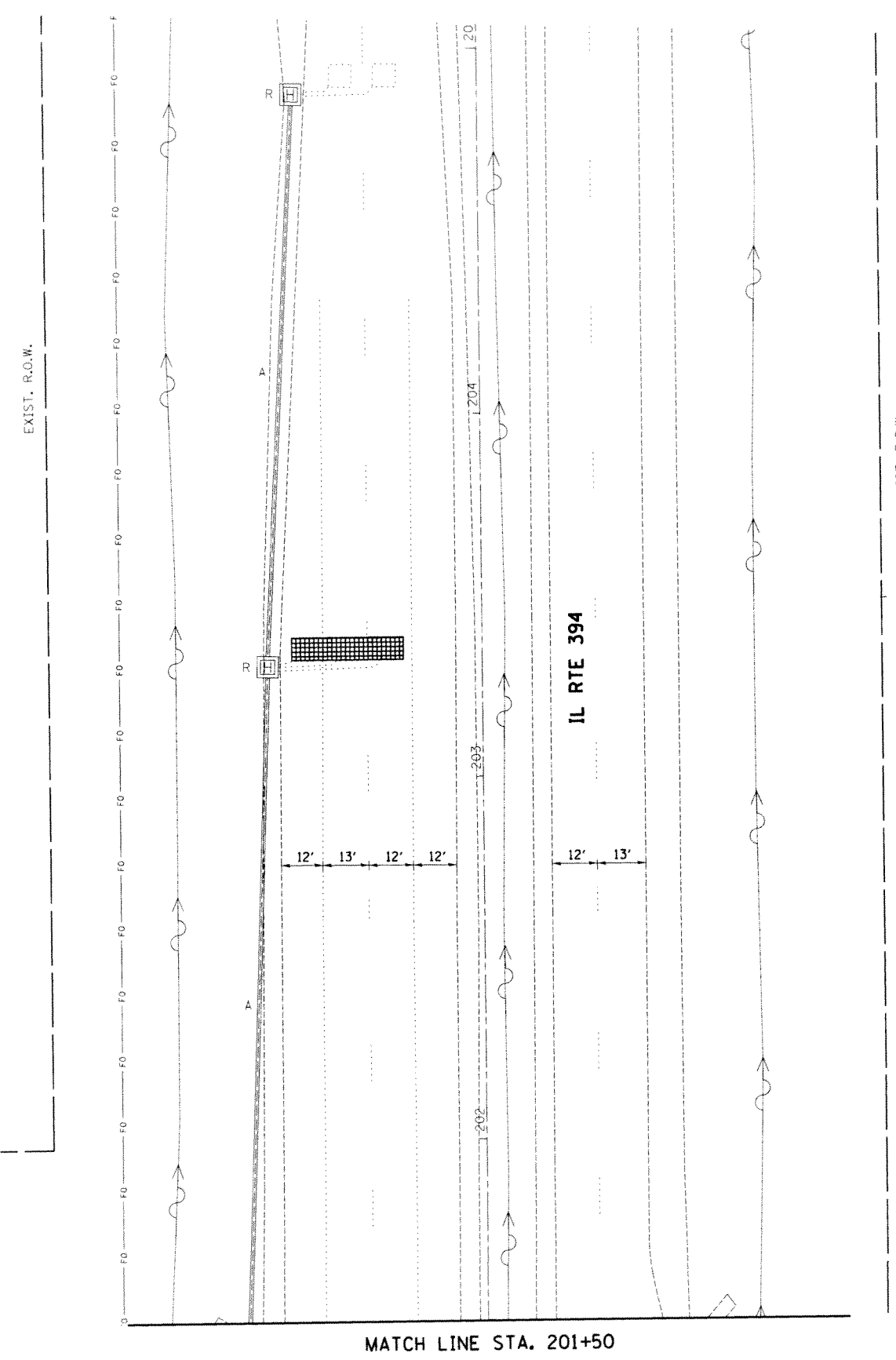
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE NEW MAST ARMS AND TRAFFIC SIGNAL CONTROLLER.

| | | |
|---|------|--------------------------|
| 3 | EACH | CONFIRMATION BEACON |
| 3 | EACH | LIGHT DETECTOR |
| 1 | EACH | LIGHT DETECTOR AMPLIFIER |

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

TS#11745

| | | | | | | | | | | |
|---|-----------------------|-----------------|-----------|---|--|---------------------------|------------------------|--------|-----------------|----|
| FILE NAME * | USER NAME * pccrachel | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL RTE 394 AT SAUK TRAIL | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEET NO. | |
| c:\pwork\pccrachel\20100829\172609-sh1-TS.dgn | 2609-sh1-TS.dgn | DRAWN - LP | REVISED - | | | 332 | 10203B,0910-PT.1&10M-3 | COOK | 110 | 51 |
| PLOT SCALE = 48.0000' / in. | | CHECKED - SM | REVISED - | | | CONTRACT NO. 60T16 | | | | |
| Default | PLOT DATE * 4/29/2014 | DATE - 04/29/14 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |



| | | | |
|---|------------------------------|-----------------|-----------|
| FILE NAME = | USER NAME = pccrechal | DESIGNED - LP | REVISED - |
| c:\pwork\pwork\pccrechal\180829\179609-shr-TS.dgn | | DRAWN - LP | REVISED - |
| Default | PLOT SCALE = 40.0000' / 1" = | CHECKED - SM | REVISED - |
| | PLOT DATE = 4/29/2014 | DATE - 04/29/14 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
IL RTE 394 AT SAUK TRAIL**

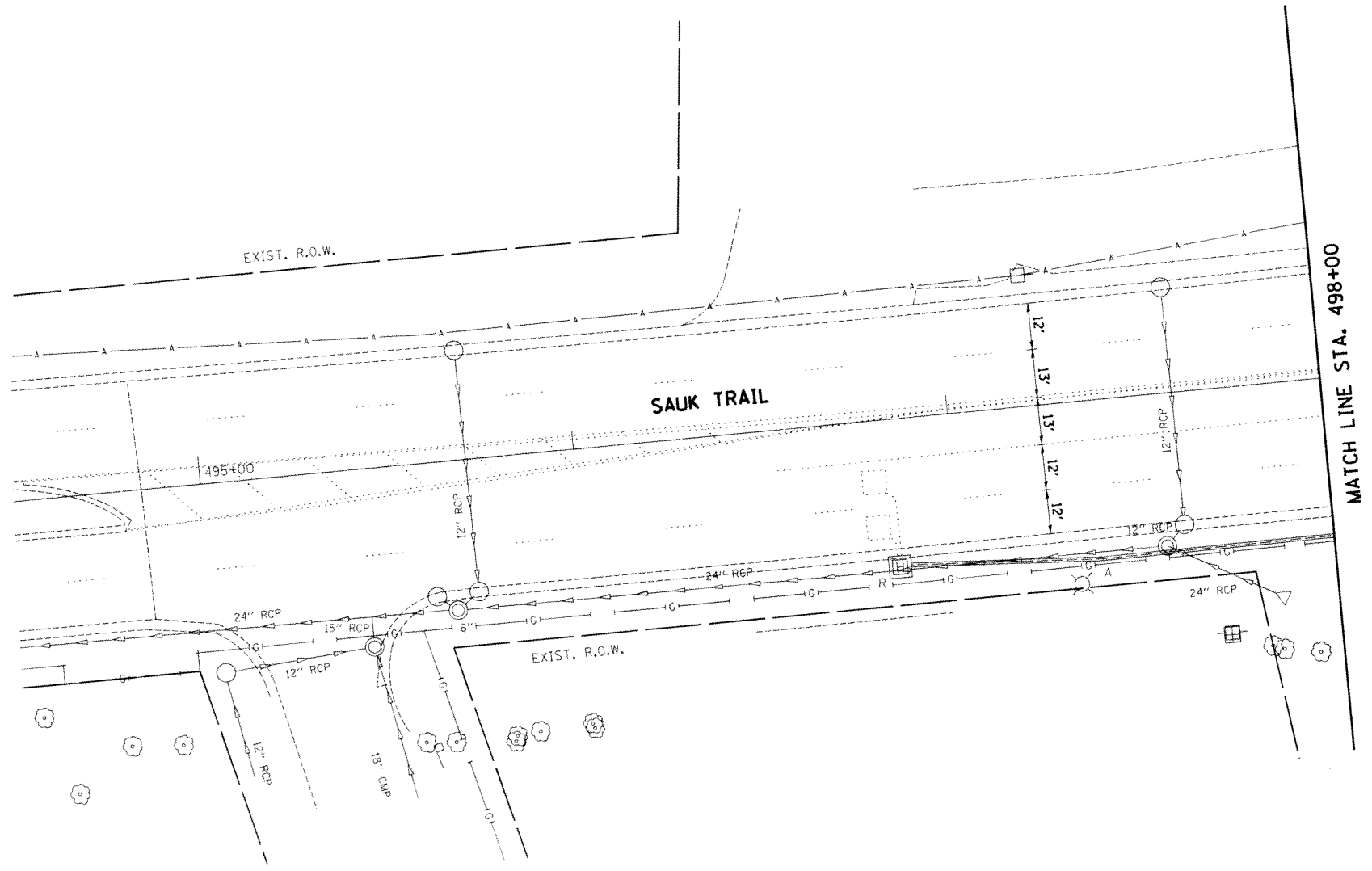
SCALE: 1"=20' SHEET 2 OF 3 SHEETS STA. TO STA.

| | | | | |
|---------------------------|------------------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 52 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

TS#11745

NOTES FOR TEMPORARY TRAFFIC SIGNALS

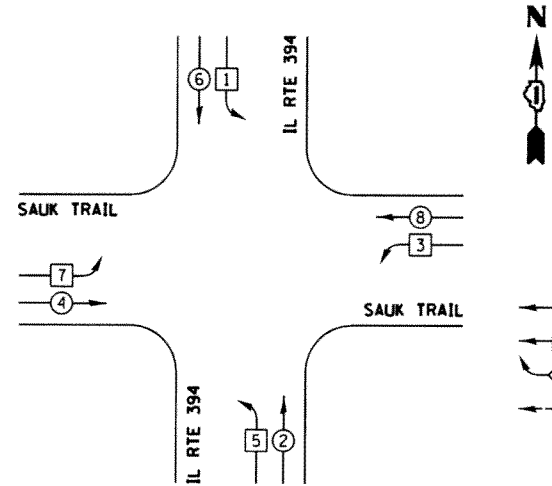
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



| | | | | | | | | | | | | |
|-------------|----------------------------|-----------------|-----------|---|--|---------------------------|-----------------------------------|----------------|---------------------|--------------------|--|--|
| FILE NAME = | USER NAME = pccjochal | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN IL RTE 394 AT SAUK TRAIL | F.A.P. RTE. 332 | SECTION 0203B,0910-PT.1&10IN-3 | COUNTY COOK | TOTAL SHEETS 110 | SHEET NO. 53 | | |
| Default | PLOT SCALE = 40,0000' / 1" | DRAWN - LP | REVISED - | | | SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. | TO STA. | CONTRACT NO. 60T16 | | |
| | PLOT DATE = 4/29/2014 | CHECKED - SM | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | | |
| | | DATE - 04/29/14 | REVISED - | | | | | | | | | |

TS#11745

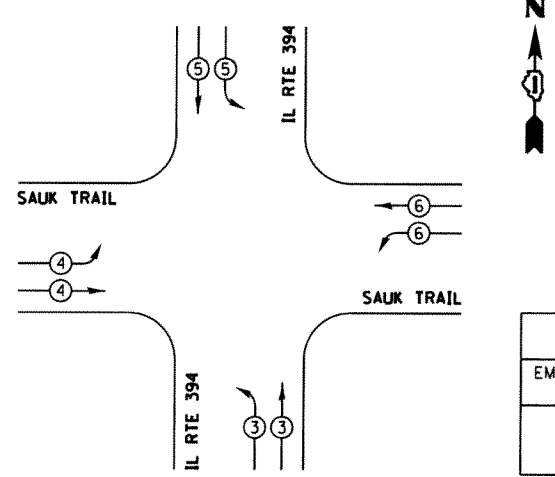
TEMPORARY CONTROLLER SEQUENCE



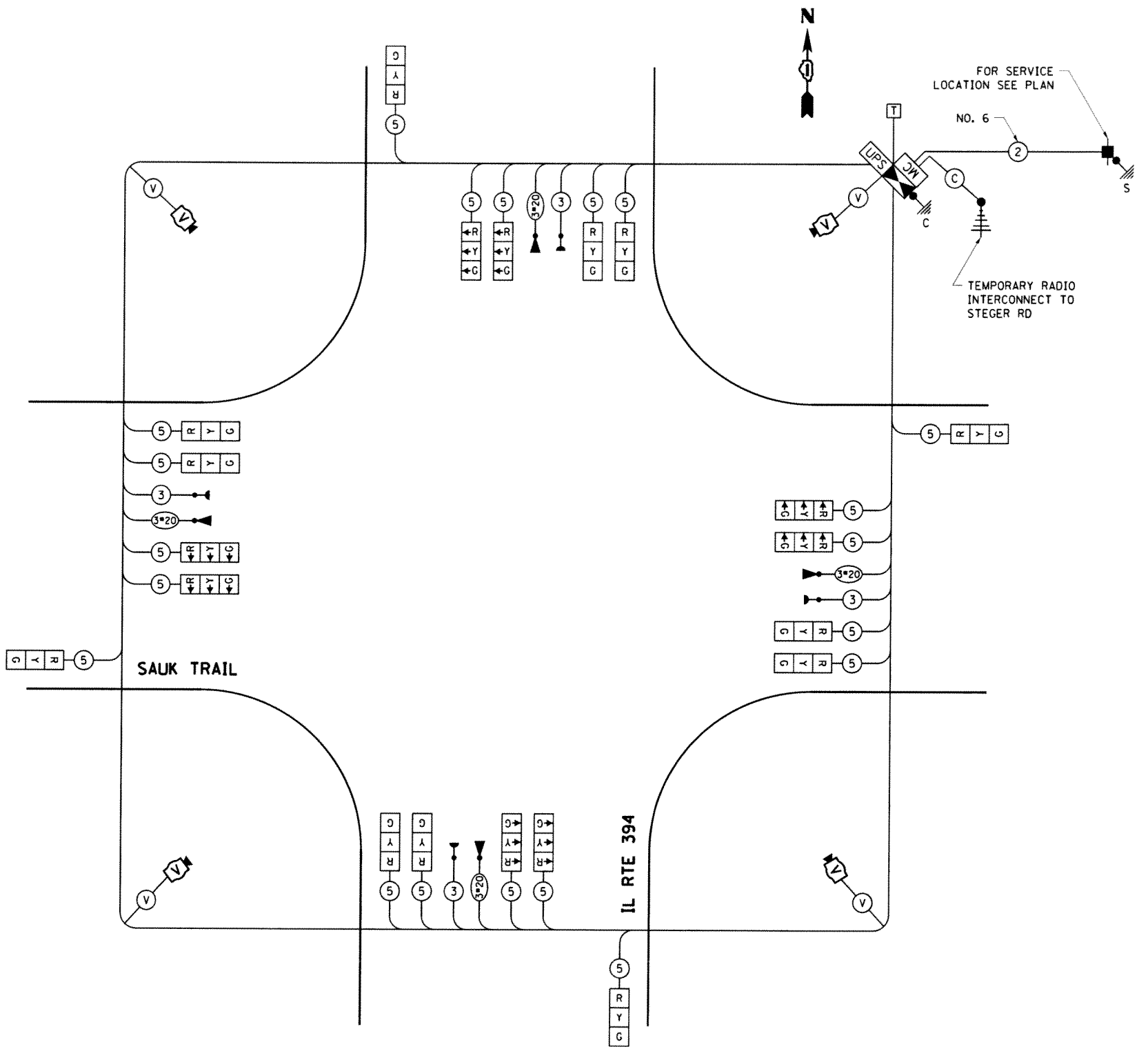
- LEGEND**
- ⊕ DUAL ENTRY PHASE
 - ⊖ SINGLE ENTRY PHASE
 - ⊕ OVERLAP
 - ⊕ PEDESTRAIN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



| EMERGENCY VEHICLE PREEMPTORS | | | | |
|------------------------------|---|---|---|---|
| EMERGENCY VEHICLE PREEMPTOR | 3 | 4 | 5 | 6 |
| MOVEMENT | | | | |



TEMPORARY CABLE PLAN

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS | | | | | TOTAL WATTAGE |
|--|--------------|---------|-----|-------------|---------------|
| TYPE | NO. OF LAMPS | INCAND. | LED | % OPERATION | |
| SIGNAL (RED) | 20 | | 17 | 0.50 | 170.00 |
| (YELLOW) | 20 | | 25 | 0.25 | 125.00 |
| (GREEN) | 20 | | 15 | 0.25 | 75.00 |
| ARROW | - | | 12 | 0.10 | - |
| PED. SIGNAL | - | | 25 | 1.00 | - |
| CONTROLLER | 1 | | 100 | 1.00 | 100.00 |
| ILLUM. SIGN | - | | 25 | 0.05 | - |
| VIDEO SYSTEM | 1 | | 150 | 1.00 | 150.00 |
| FLASHER | | | | 0.50 | |
| ENERGY COSTS TO: | | | | TOTAL = | 620.00 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: ILYAS MOHIUDDIN
 PHONE: (708) 235-2692
 COMPANY: COMED

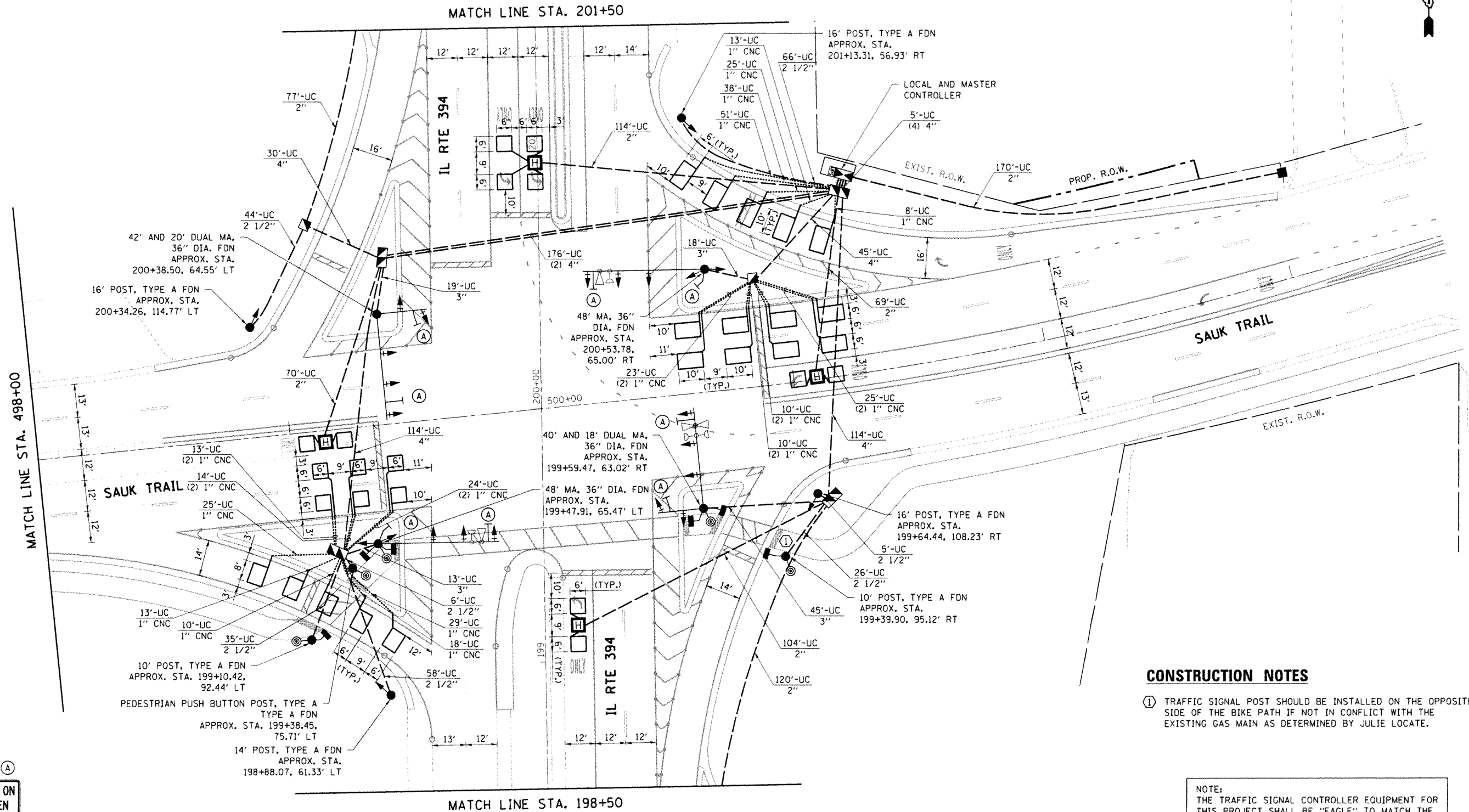
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| FILE NAME = | USER NAME = pccsachal | DESIGNED - LP | REVISED - |
| c:\pe_work\p\dot\pccsachal\48198829\172689-sh-t-T5.dgn | | DRAWN - LP | REVISED - |
| | | CHECKED - SM | REVISED - |
| | | DATE - 04/29/14 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 IL RTE 394 AT SAUK TRAIL
 SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| | | | | |
|---------------------------|-------------------------|--------|--------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 10203B,0910-PT.1&10IN-3 | COOK | 110 | 54 |
| | | | | CONTRACT NO. 60T16 |
| ILLINOIS FED. AID PROJECT | | | | |

TS#11745



MATCH LINE STA. 498+00

MATCH LINE STA. 201+50

MATCH LINE STA. 198+50

CONSTRUCTION NOTES

- ① TRAFFIC SIGNAL POST SHOULD BE INSTALLED ON THE OPPOSITE SIDE OF THE BIKE PATH IF NOT IN CONFLICT WITH THE EXISTING GAS MAIN AS DETERMINED BY JULIE LOCATE.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

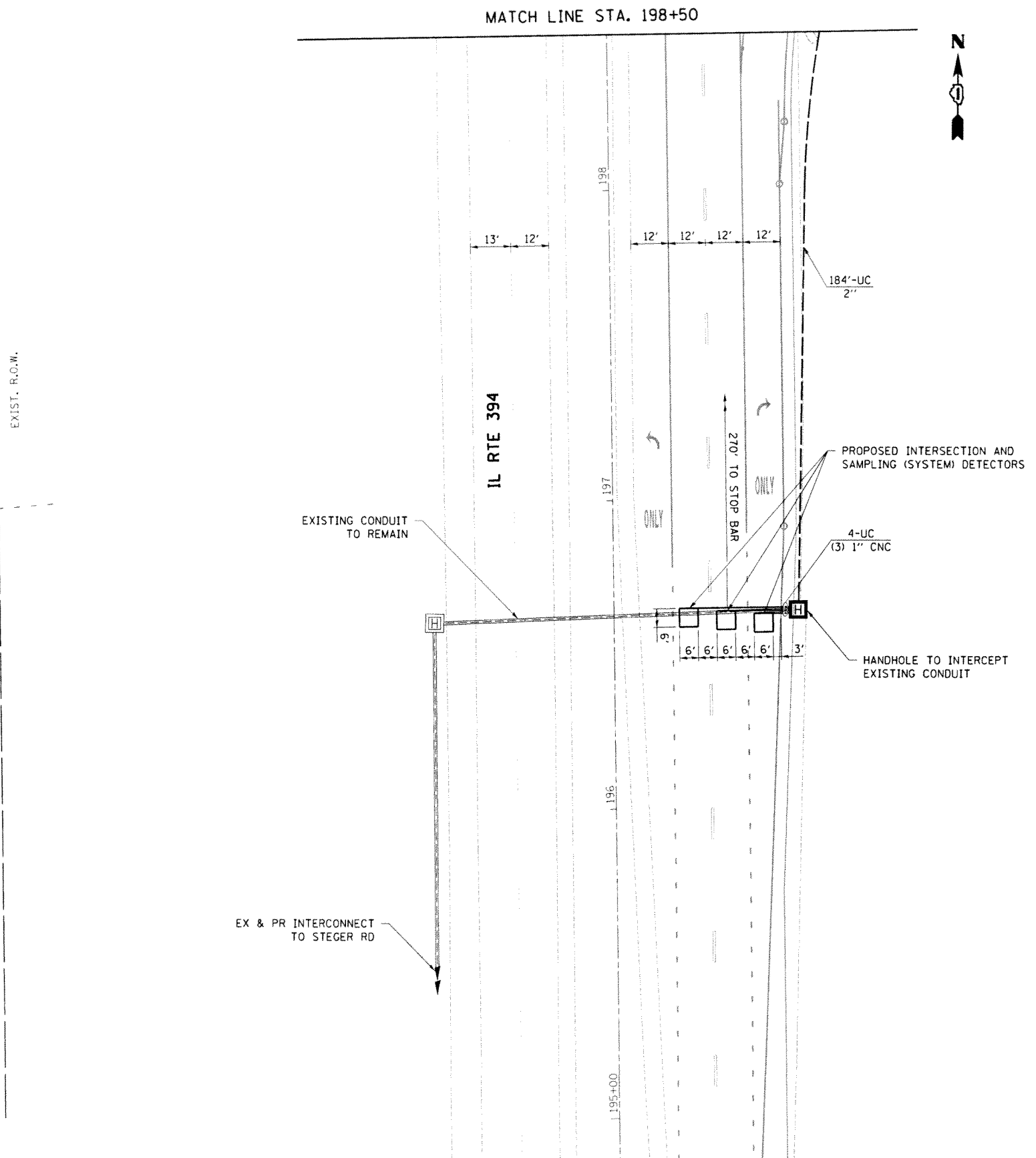
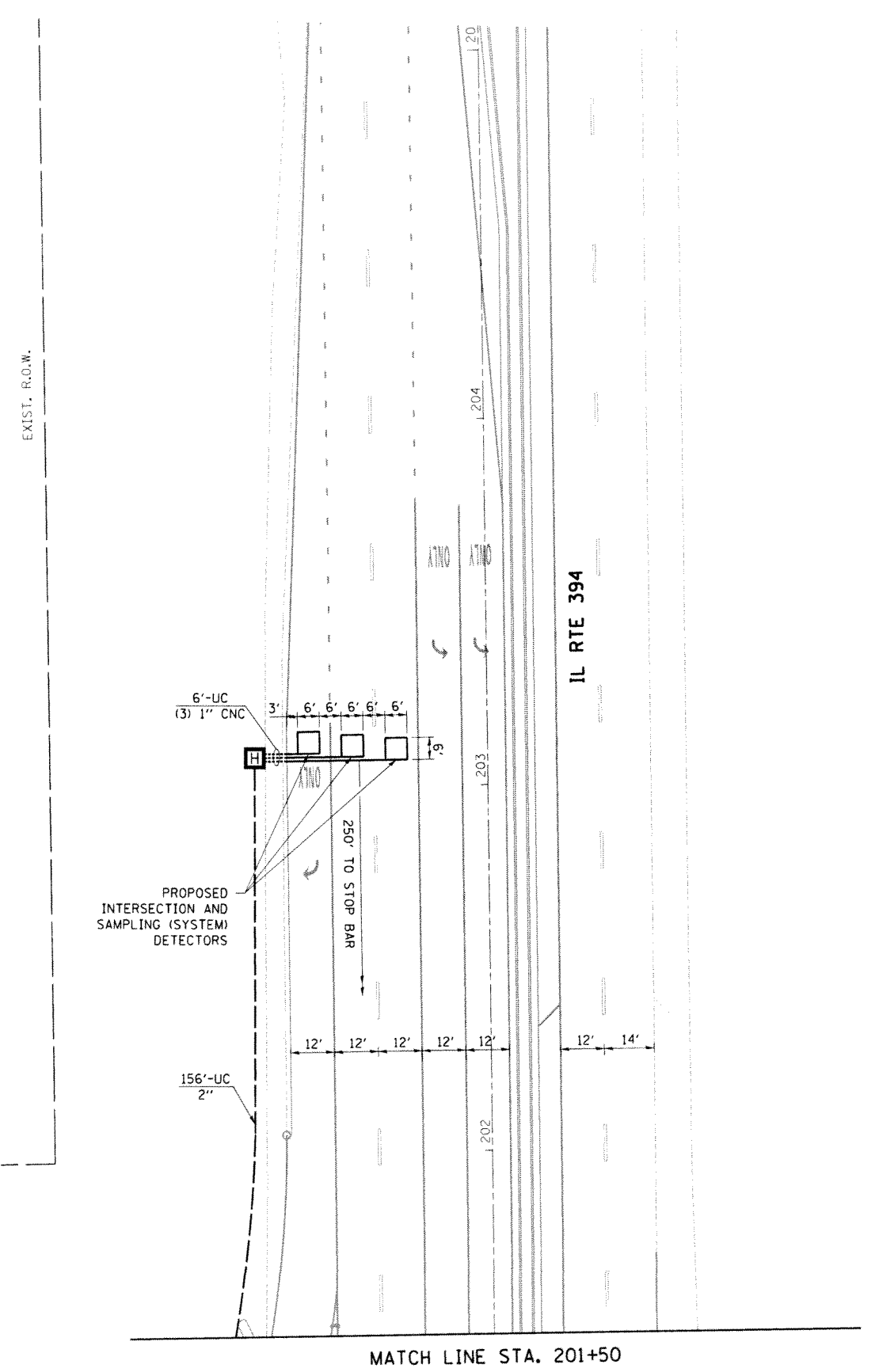
SIGN (A)



R10-5
30"x36"
(8 EACH)

TS#11745

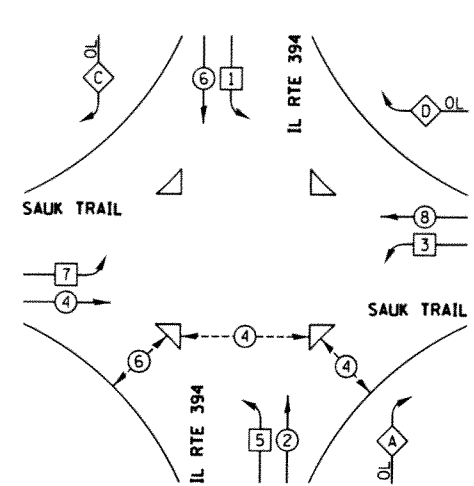
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|-------------|--------------------|-----------------|-----------|---|---|-------|----|-------------|---------|---------|--------------------|------------------------|---------------------------|-----|----|
| FILE NAME = | USER NAME = #USER# | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC SIGNAL MODERNIZATION PLAN IL RTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | | | |
| #FILE# | | DRAWN - LP | REVISED - | | SCALE: 1"=20' | SHEET | OF | SHEETS | STA. | TO STA. | 332 | (0203B,0910-PT.1&10N-3 | COOK | 110 | 55 |
| Default | | CHECKED - SM | REVISED - | | | | | | | | | | | | |
| | | DATE - 04/29/14 | REVISED - | | | | | | | | | | | | |
| | | | | | | | | | | | CONTRACT NO. 60T16 | | ILLINOIS FED. AID PROJECT | | |



| | | | | | | | | | | | | |
|-------------|--------------------|-----------------|-----------|---|---|------------------------|------|--------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = #USER# | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC SIGNAL MODERNIZATION PLAN IL RTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | | DRAWN - LP | REVISED - | | 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 56 | | | |
| Default | | CHECKED - SM | REVISED - | | SCALE: 1"=20' SHEET OF SHEETS STA. TO STA. | | | CONTRACT NO. 60T16 | | | | |
| | | DATE - 04/29/14 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

TS#11745

PROPOSED CONTROLLER SEQUENCE



RIGHT TURN OVERLAP PHASE DESIGNATION

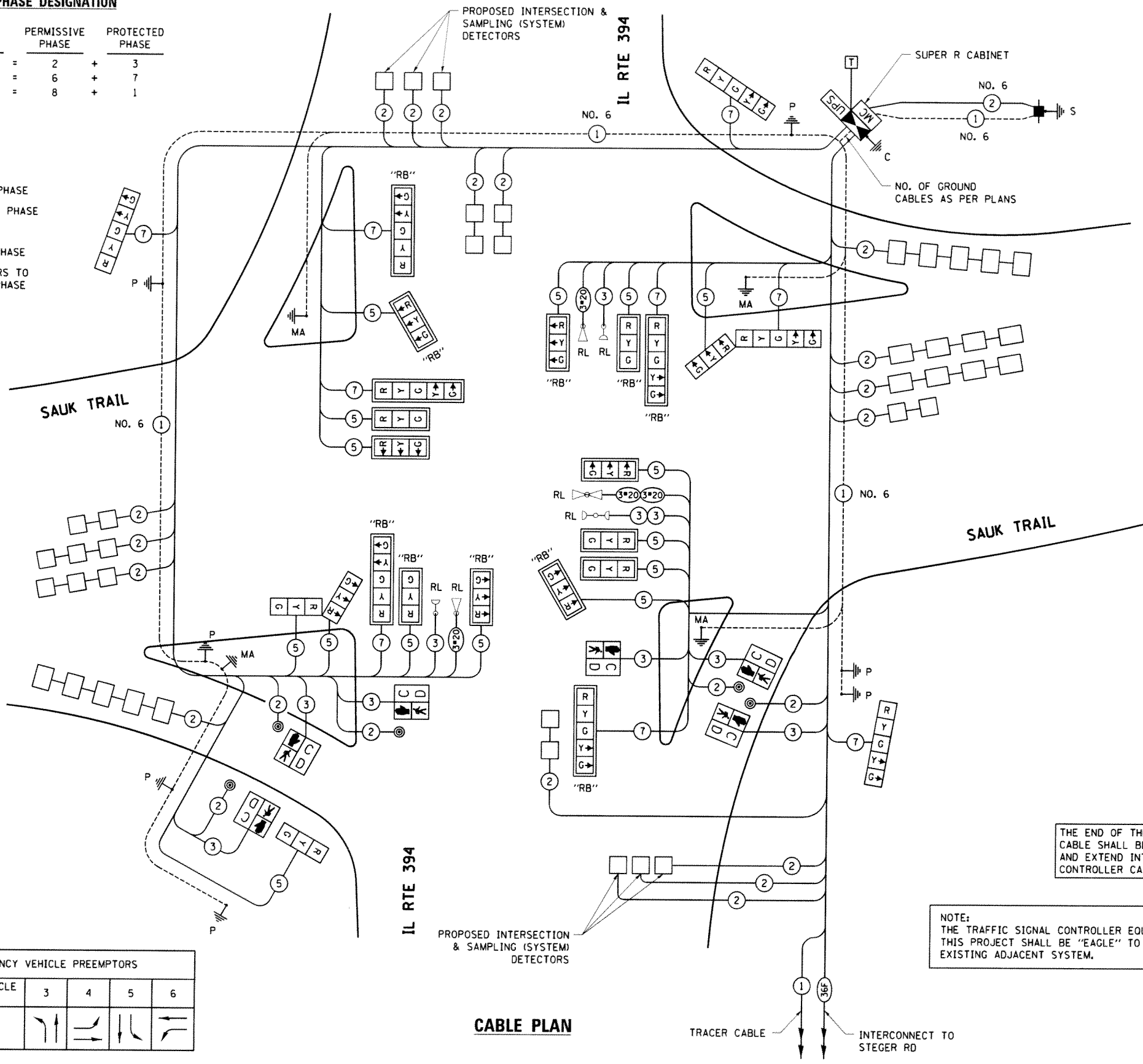
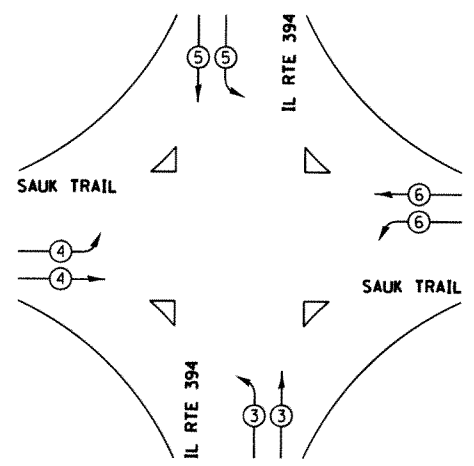
| OVERLAP LETTER | PERMISSIVE PHASE | PROTECTED PHASE |
|----------------|------------------|-----------------|
| A | = 2 | + 3 |
| C | = 6 | + 7 |
| D | = 8 | + 1 |

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PROPOSED PHASE DESIGNATION DIAGRAM

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS | | | | TOTAL WATTAGE |
|--|--------------|--------------------------------------|---------|---------------|
| TYPE | NO. OF LAMPS | WATTAGE INCAND. LED x % OPERATION | | |
| SIGNAL (RED) | 24 | 17 | 0.50 | 204.00 |
| (YELLOW) | 24 | 25 | 0.25 | 150.00 |
| (GREEN) | 24 | 15 | 0.25 | 90.00 |
| ARROW | 18 | 12 | 0.10 | 21.60 |
| PED. SIGNAL | 6 | 25 | 1.00 | 150.00 |
| CONTROLLER | 1 | 100 | 1.00 | 100.00 |
| ILLUM. SIGN | - | 25 | 0.05 | - |
| VIDEO SYSTEM | - | 150 | 1.00 | - |
| FLASHER | | | 0.50 | |
| ENERGY COSTS TO: | | | TOTAL = | 715.6 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY CONTACT: ILYAS MOHIUDDIN
 PHONE: (708) 235-2692
 COMPANY: COMED

| EMERGENCY VEHICLE PREEMPTORS | | | | |
|------------------------------|---|---|---|---|
| EMERGENCY VEHICLE PREEMPTOR | 3 | 4 | 5 | 6 |
| MOVEMENT | | | | |

CABLE PLAN

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

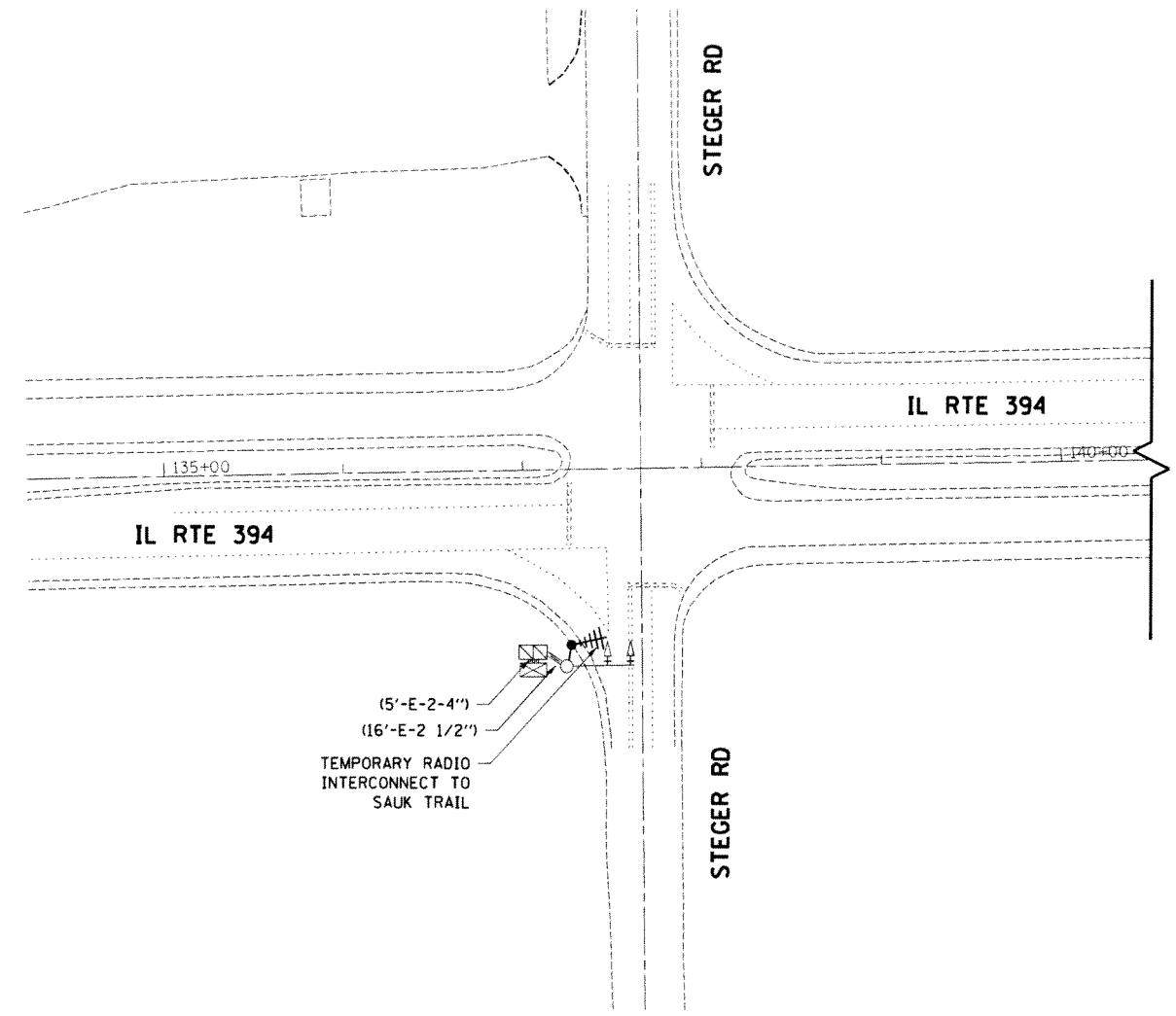
SCHEDULE OF QUANTITIES

| ITEM DESCRIPTION | UNITS | TOTAL QTY. |
|---|-------|------------|
| SIGN PANEL - TYPE 1 | SQ FT | 90 |
| SERVICE INSTALLATION - POLE MOUNTED | EACH | 1 |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 1,064 |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA. | FOOT | 240 |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 95 |
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA. | FOOT | 675 |
| HANDHOLE | EACH | 2 |
| HEAVY-DUTY HANDHOLE | EACH | 6 |
| DOUBLE HANDHOLE | EACH | 4 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C | FOOT | 1,496 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 2,827 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 4,271 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 2,001 |
| ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 4,961 |
| ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C | FOOT | 191 |
| ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 1,331 |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. | EACH | 2 |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT. | EACH | 1 |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 3 |
| STEEL MAST ARM ASSEMBLY AND POLE, 48 FT. | EACH | 2 |
| CONCRETE FOUNDATION, TYPE A | FOOT | 28 |
| CONCRETE FOUNDATION, TYPE C | FOOT | 4 |
| CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER | FOOT | 54 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED | EACH | 11 |
| SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED | EACH | 3 |
| SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED | EACH | 5 |
| SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 1 |
| SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED | EACH | 1 |
| PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 2 |
| PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 2 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM | EACH | 6 |
| INDUCTIVE LOOP DETECTOR | EACH | 17 |
| DETECTOR LOOP, TYPE I | FOOT | 1,410 |
| PEDESTRIAN PUSH-BUTTON | EACH | 5 |
| TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 |
| * RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT | EACH | 3 |
| * RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT | EACH | 1 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| REMOVE EXISTING HANDHOLE | EACH | 14 |
| REMOVE EXISTING DOUBLE HANDHOLE | EACH | 1 |
| REMOVE EXISTING CONCRETE FOUNDATION | EACH | 8 |
| * EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C | FOOT | 1,077 |
| ** FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL | EACH | 1 |
| UNINTERRUPTABLE POWER SUPPLY, SPECIAL | EACH | 1 |
| PEDESTRIAN PUSH-BUTTON POST, TYPE A | EACH | 1 |
| TRAFFIC SIGNAL BACKPLATE, SPECIAL | EACH | 10 |
| TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 |
| STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 40 FT. AND 18 FT. | EACH | 1 |
| STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 42 FT. AND 20 FT. | EACH | 1 |

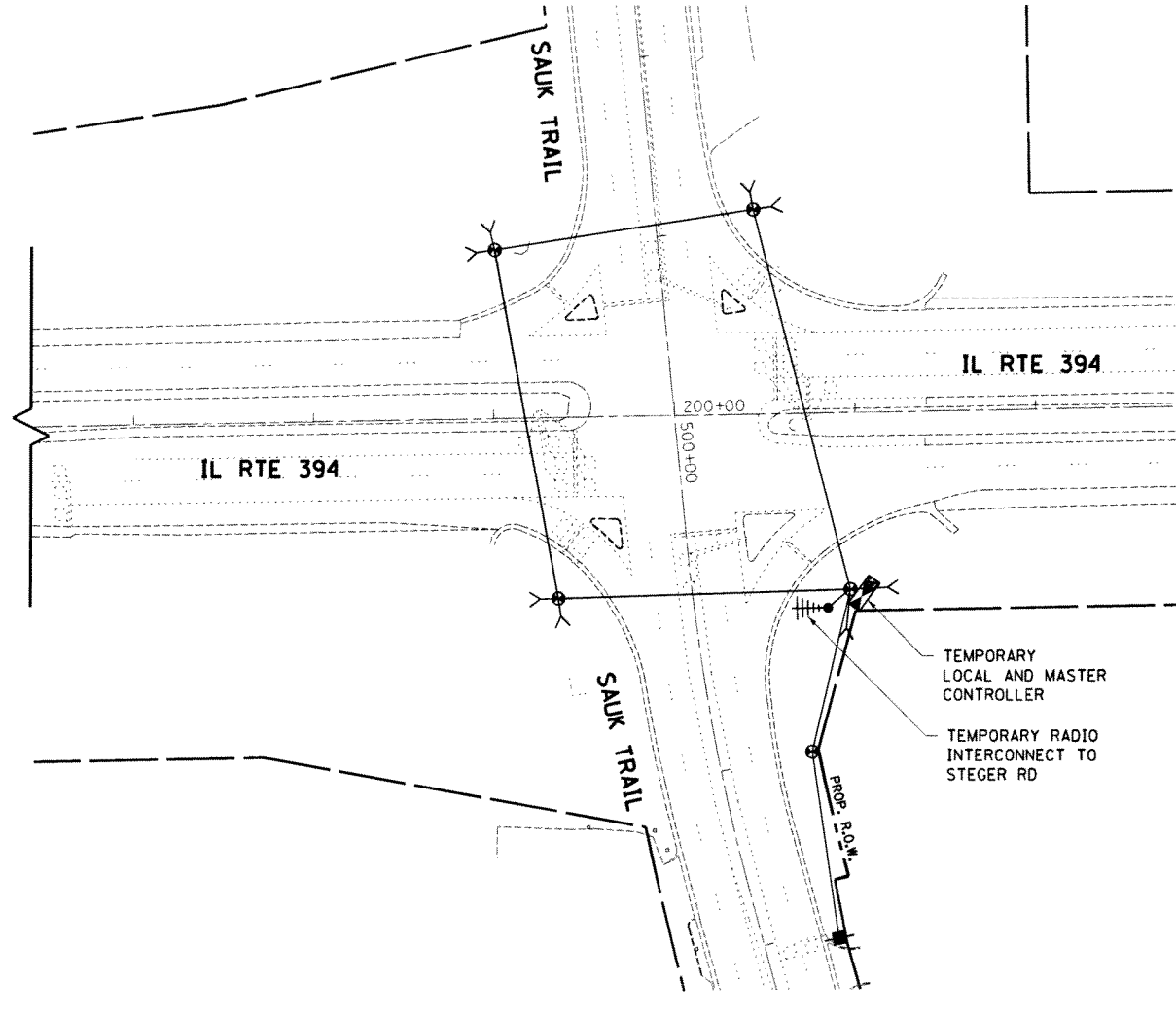
- * 100% COST TO THE SAUK VILLAGE
- ** SUPER R CABINET

| | | | | | | | | | | | |
|---|-----------------------------|-----------------|-----------|---|--|--------------------|-------------------------|--------|--------------|-----------|---------|
| FILE NAME = | USER NAME = pccrachel | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES IL RTE 394 AT SAUK TRAIL | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pe_work\pccrachel\18018829\178609-shr-TS.dgn | PLOT SCALE = 40,0000' / in. | DRAWN - LP | REVISED - | | | 332 | 10203B,0910-PT.1&10IN-3 | COOK | 110 | 58 | |
| Default | PLOT DATE = 4/29/2014 | CHECKED - SM | REVISED - | | | CONTRACT NO. 60T16 | | | | | |
| | | DATE - 04/29/14 | REVISED - | | | SCALE: NONE | SHEET | OF | SHEETS | STA. | TO STA. |

TS#11745



(5'-E-2-4")
 (16'-E-2 1/2")
 TEMPORARY RADIO
 INTERCONNECT TO
 SAUK TRAIL



TEMPORARY
 LOCAL AND MASTER
 CONTROLLER
 TEMPORARY RADIO
 INTERCONNECT TO
 STEGER RD

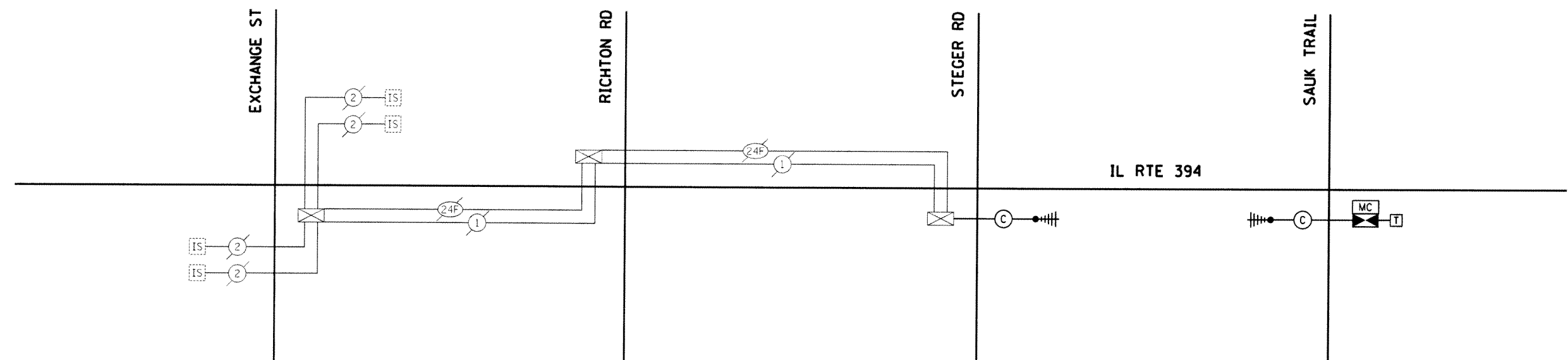
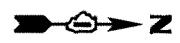
CONSTRUCTION NOTES

1. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH TRAFFIC SIGNAL MODERNIZATION AT IL RTE 394 AND RICHTON RD, CONTRACT # 60X89.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

EAGLE 6F

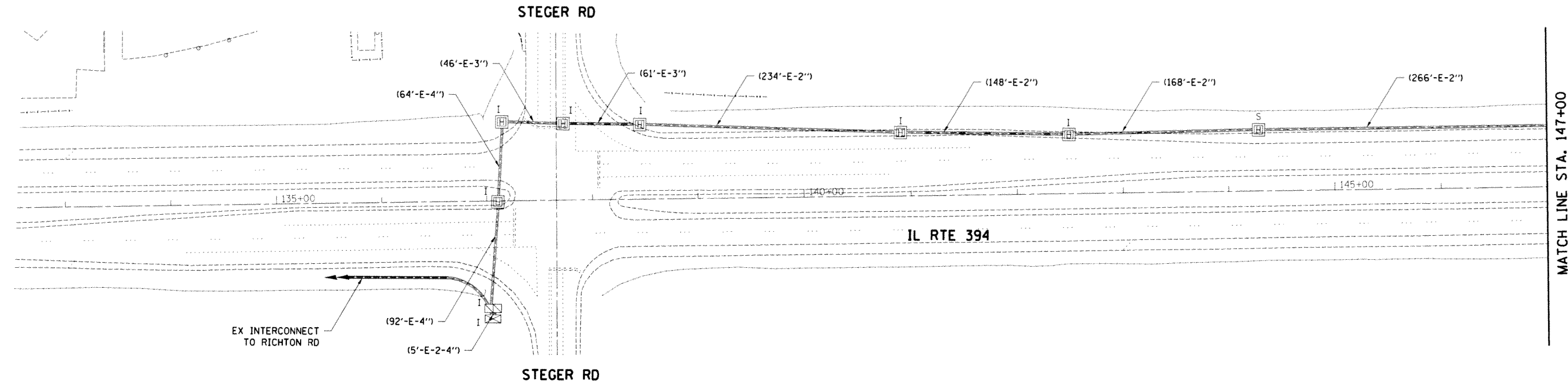
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| FILE NAME = | USER NAME = jpcuechal | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY INTERCONNECT PLAN IL RTE 394 (EXCHANGE ST TO SAUK TRAIL) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\jpcuechal\0180829\PL178607-shc-TS.dgn | | DRAWN - LP | REVISED - | | 332 | 10203B,0910-PT.1&10IN-3 | COOK/WILL | 110 | 59 | | | |
| PLOT SCALE = 100.0000 1/ in. | | CHECKED - SM | REVISED - | | SCALE: 1"=50' SHEET OF SHEETS STA. TO STA. | | | CONTRACT NO. 60T16 | | | | |
| Default | | DATE - 04/29/14 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

EAGLE 6F

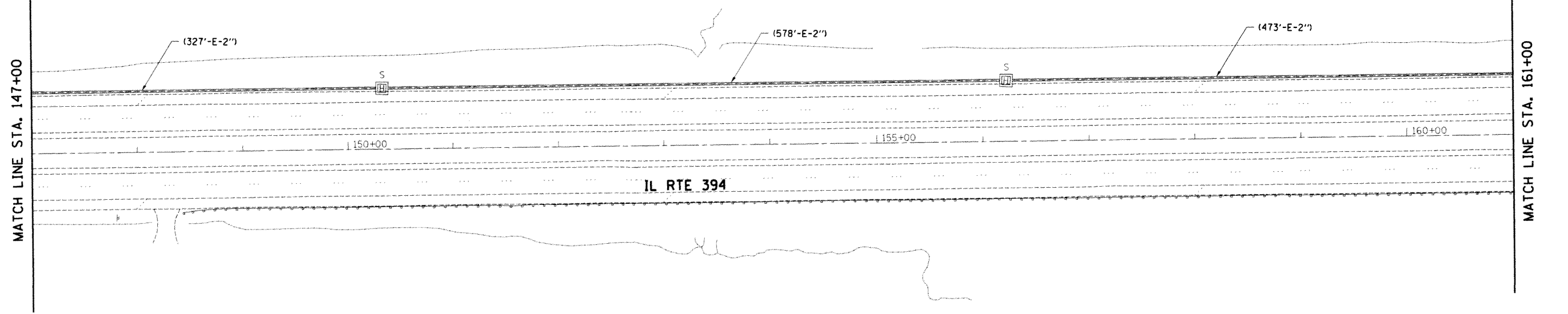
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| c:\pe_work\pwidot\pccrtechal\id180829\p170609\ght-TS.dgn | DRAWN - LP | REVISED - | 332 | | | 0203B,0910-PT,1&10IN-3 | COOK/WILL | 110 | 60 | |
| Default | CHECKED - SM | REVISED - | CONTRACT NO. 60T16 | | | ILLINOIS FED. AID PROJECT | | | | |
| PLOT SCALE = 100.0000' / in. | DATE - 04/29/14 | REVISED - | SCALE: NONE | | | SHEET OF SHEETS | STA. TO STA. | | | |
| Default | PLOT DATE = 4/29/2014 | | | | | | | | | |



MATCH LINE STA. 147+00



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

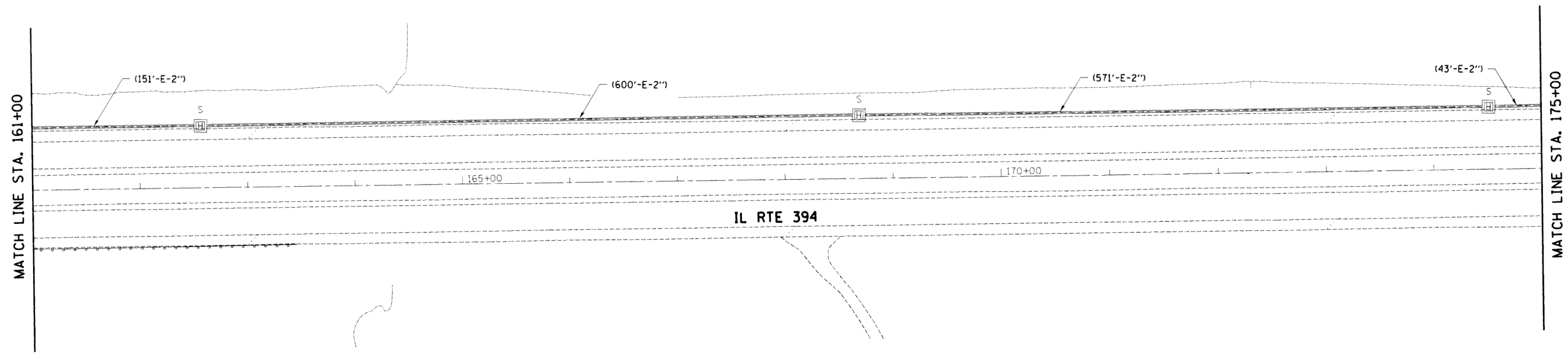


MATCH LINE STA. 161+00

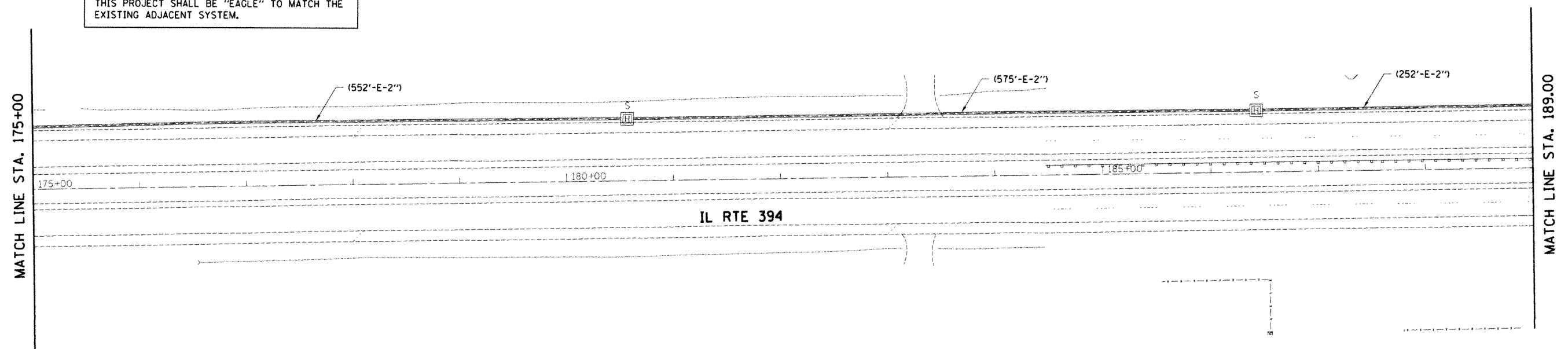
EAGLE 6F

| | | | | | | | | | | | | |
|---|-----------------------|-----------------|-----------|---|---|------------------------|-----------|------------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = pccrechal | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | INTERCONNECT PLANS (1 OF 3) IL RTE 394 (EXCHANGE ST TO SAUK TRAIL) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\pccrechal\0198629\PI7687\sh-t-T5.dgn | | DRAWN - LP | REVISED - | | 332 | 0203B,0910-PT.1&10IN-3 | COOK/WILL | 110 | 61 | | | |
| PLOT SCALE = 100.0000' / in. | | CHECKED - SM | REVISED - | | | | | CONTRACT NO. 60T16 | | | | |
| Default | | DATE - 04/29/14 | REVISED - | | SCALE: NONE | | | SHEET OF SHEETS STA. TO STA. | | | | |

ILLINOIS FED. AID PROJECT

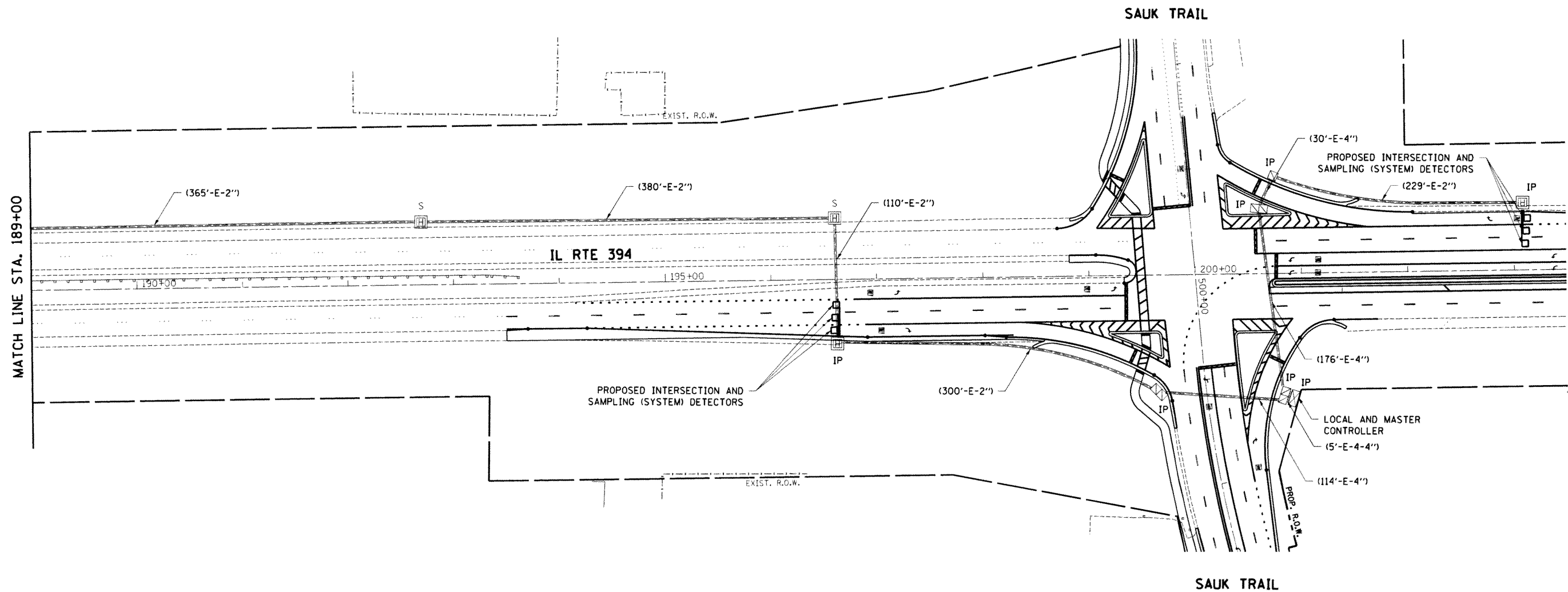


NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR
THIS PROJECT SHALL BE "EAGLE" TO MATCH THE
EXISTING ADJACENT SYSTEM.



EAGLE 6F

| | | | | | | | | | | | |
|--|------------------------------|-----------------|-----------|---|---|------------------------|--------------|---------------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = pccrechal | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | INTERCONNECT PLANS (2 OF 3) IL RTE 394 (EXCHANGE ST TO SAUK TRAIL) | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\pccrechal\08188829\175609-sh+TS.dgn | PLOT SCALE = 100.0000' / in. | DRAWN - LP | REVISED - | | 332 | 0203B,0910-PT,1&10IN-3 | COOK/WILL | 110 | 62 | | |
| Default | PLOT DATE = 4/29/2014 | CHECKED - SM | REVISED - | | SCALE: NONE | SHEET OF SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | | |
| | | DATE - 04/29/14 | REVISED - | | | | | | | | |

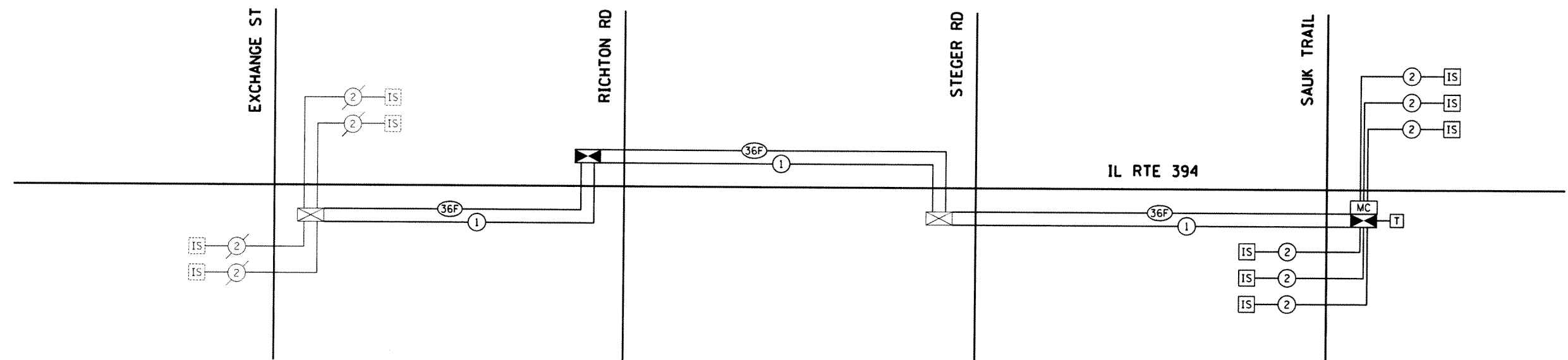


NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

EAGLE 6F

| | | | | | | | | | | | | |
|---|------------------------------|-----------------|-----------|---|---|-------------------------|-----------|--------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = pccrecha | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | INTERCONNECT PLANS (3 OF 3) IL RTE 394 (EXCHANGE ST TO SAUK TRAIL) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\pccrecha\140180829\178689-shr-TS.dgn | PLOT SCALE = 100.0000' / in. | DRAWN - LP | REVISED - | | 332 | 10203B,0910-PT.1&10IN-3 | COOK/WILL | 110 | 63 | | | |
| Default | PLOT DATE = 4/29/2014 | CHECKED - SM | REVISED - | | SCALE: NONE SHEET OF SHEETS STA. TO STA. | | | CONTRACT NO. 60T16 | | | | |
| | | DATE - 04/29/14 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

← TO BE INSTALLED UNDER CONTRACT # 60X89



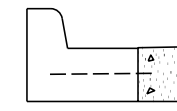
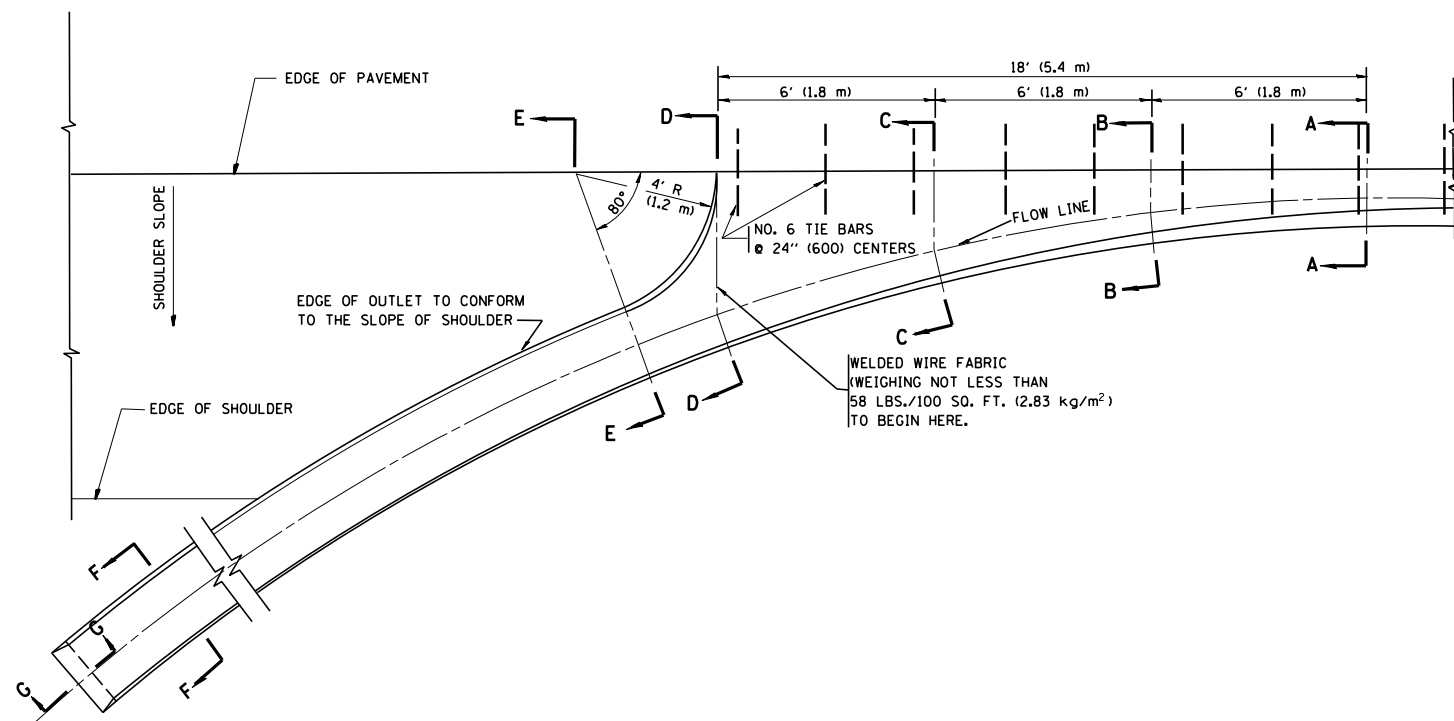
SCHEDULE OF QUANTITIES

| ITEM DESCRIPTION | UNITS | TOTAL QTY. |
|---|-------|------------|
| MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 1 |
| TRANSCEIVER - FIBER OPTIC | EACH | 1 |
| ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C | FOOT | 6,499 |
| REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 12,401 |
| MASTER CONTROLLER (SPECIAL) | EACH | 1 |
| FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F | FOOT | 6,662 |
| RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1 | EACH | 1 |

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

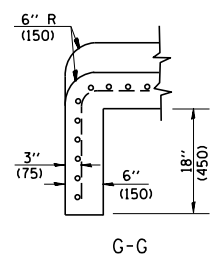
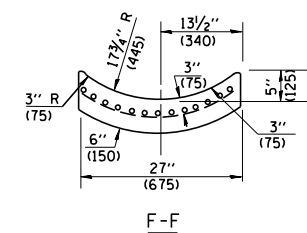
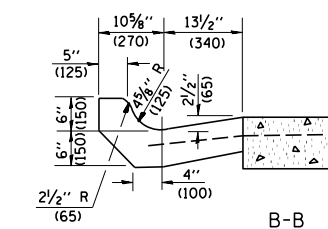
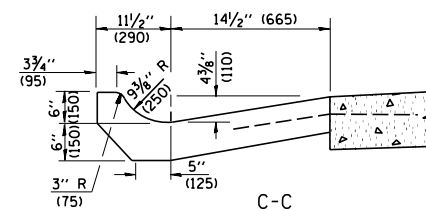
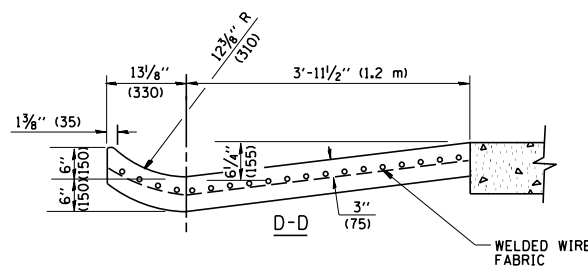
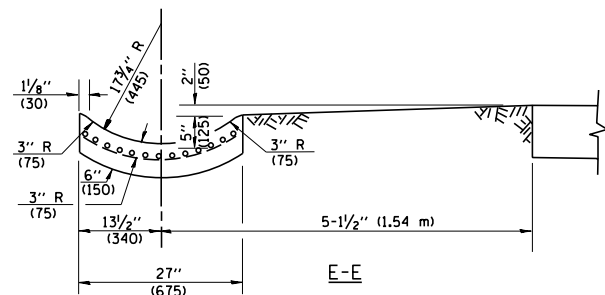
EAGLE 6F

| | | | | | | | | | | | |
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| FILE NAME = | USER NAME = pcciechal | DESIGNED - LP | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | INTERCONNECT SCHEMATIC IL RTE 394 (EXCHANGE ST TO SAUK TRAIL) | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| Default | PLT SCALE = 100.0000' / in. | CHECKED - SM | REVISED - | | | 332 | (0203B,0910-PT.1&10)N-3 | COOK/WILL | 110 | 64 | |
| | PLT DATE = 4/29/2014 | DATE - 04/29/14 | REVISED - | | | SCALE: NONE | SHEET OF SHEETS | STA. TO STA. | ILLINOIS FED. AID PROJECT | | |
| | | | | | | CONTRACT NO. 60T16 | | | | | |



A-A *

* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24\"/>

IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6\"/>

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL =
 1.25 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 9\"/>

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

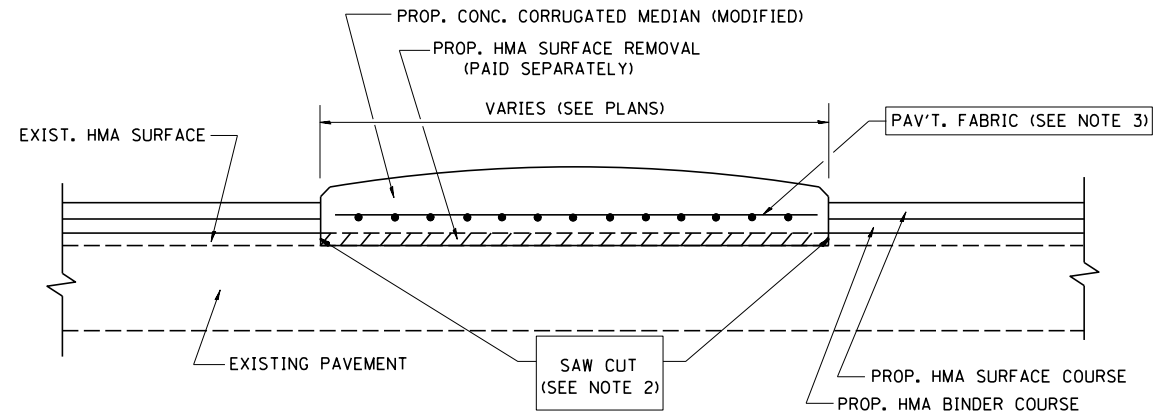
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - M. DE YONG | REVISED - R. SHAH 09-09-94 |
| ca:\pwwork\pwwork\qureshiya\0180814\Dis\Std.dgn | | DRAWN - | REVISED - R. SHAH 10-25-94 |
| | PLOT SCALE = 100.0000' / 1\"/> | | |
| | DATE = 08-04-86 | CHECKED - | REVISED - E. GOMEZ 12-21-00 |
| | | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OUTLET FOR CONCRETE
CURB AND GUTTER**

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

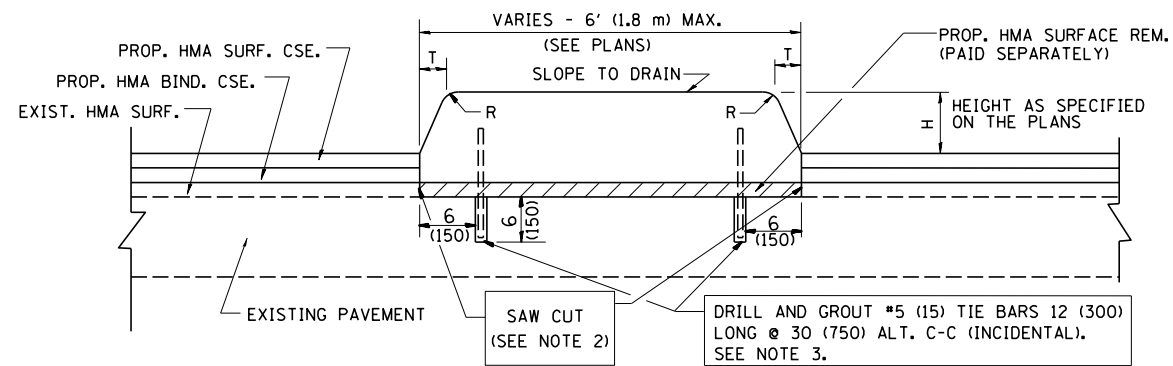
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|---|-------------------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | (0203B,0910-PT.1&10)N-3 | COOK | 110 | 66 |
| BD600-01 (BD-03) | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT | | | | |



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
 3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
 3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

DETAILS FOR CONCRETE MEDIAN

TYPE SB (DOWELLED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

| H | R | T |
|--------|-------|-------|
| 6(150) | 1(25) | 1(25) |
| 9(225) | 1(25) | 2(50) |

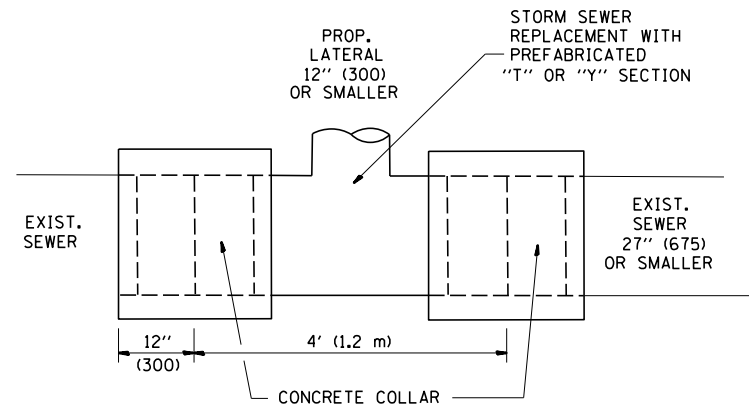
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

| | | | |
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - M. DE YONG | REVISED - R. SHAH 09-09-94 |
| ca:\pw\work\p1dot\qureshiya\d0180814\Dis\Std.dgn | | DRAWN - | REVISED - R. SHAH 10-25-94 |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - E. GOMEZ 08-28-00 |
| | PLOT DATE = 5/14/2014 | DATE - 05-14-90 | REVISED - R. BORO 01-01-07 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

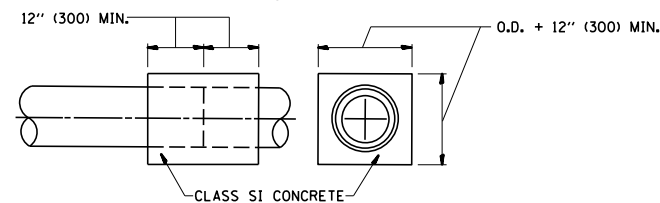
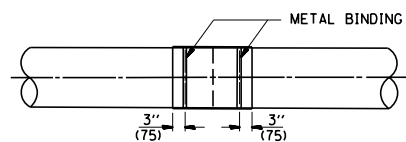
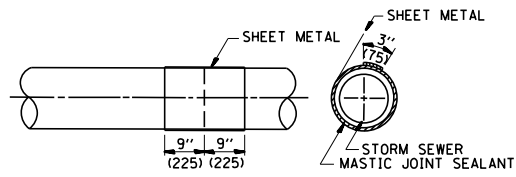
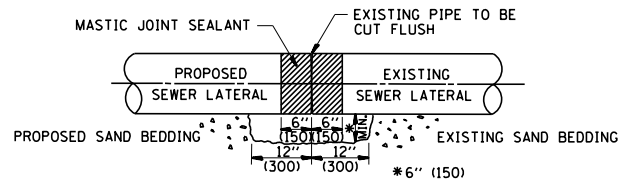
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|--|-------------------------|------|---------|
| DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) | | | |
| CORRUGATED MEDIAN (MODIFIED) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-------------------------|--------------------|--------------|-----------|
| 332 | (0203B,0910-PT.1&10)N-3 | COOK | 110 | 67 |
| BD600-02 (BD-5) | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER



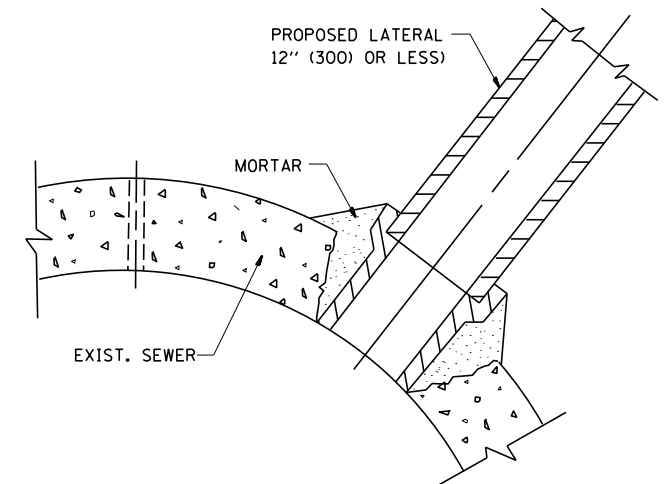
DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

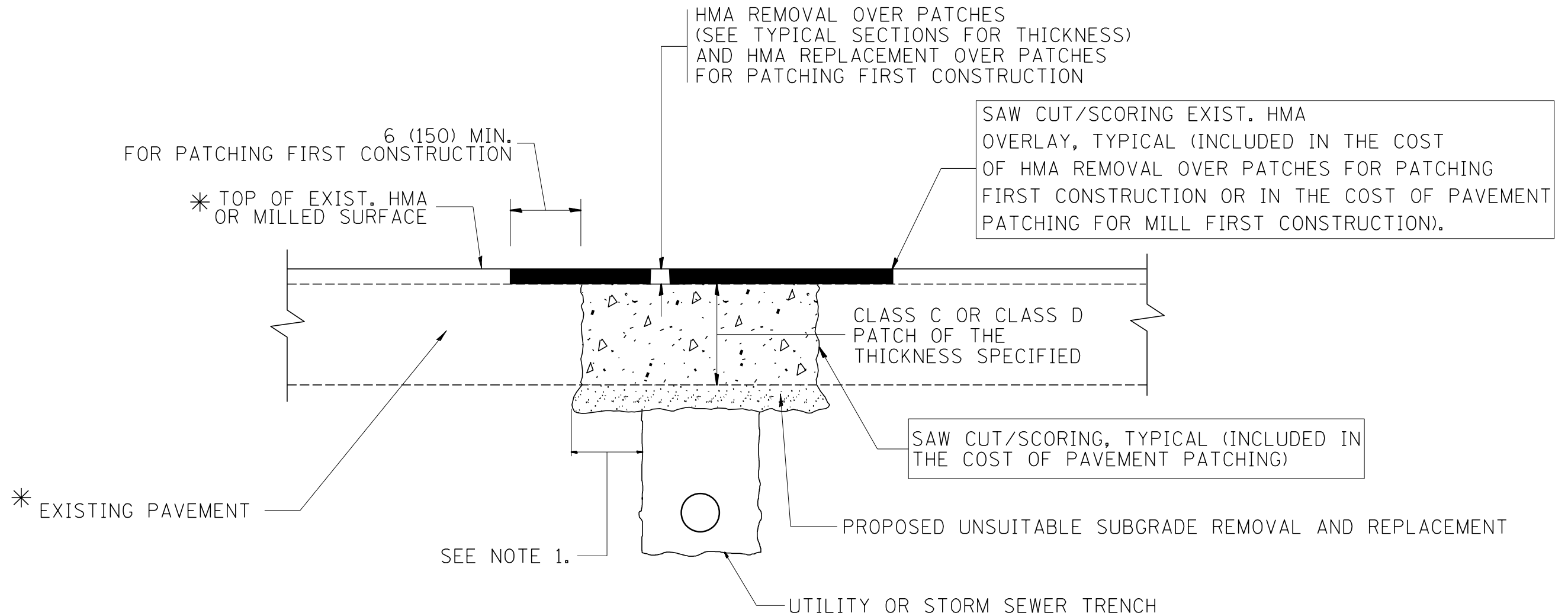
CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

| | | | |
|--|-----------------------------|-----------------------|-------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - M. DE YONG | REVISED - M. DE YONG 05-08-92 |
| ca:\pw\work\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - R. SHAH 09-09-94 |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - R. SHAH 10-25-94 |
| | PLOT DATE = 5/14/2014 | DATE - 07-25-90 | REVISED - R. SHAH 06-12-96 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---|-------------------------|------|---------|
| DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|------------------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 10203B,0910-PT.1&10N-3 | COOK | 110 | 68 |
| BD500-01 (BD-7) | | CONTRACT NO. 60T16 | | |
| 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 = | USER NAME = qureshiye | DESIGNED - R. SHAH | REVISED - A. ABBAS 04-27-98 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pw_work\p\dot\qureshiye\0180814\Dis | Std.dgn | DRAWN - | REVISED - R. BORO 01-01-07 | | 332 | (0203B,0910-PT.1&10)N-3 | COOK | 110 | 69 | | | |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - R. BORO 09-04-07 | | BD400-04 (BD-22) | | | CONTRACT NO. 60T16 | | | | |
| | PLOT DATE = 5/14/2014 | DATE - 10-25-94 | REVISED - K. ENG 10-27-08 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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.

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.

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.

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

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.

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

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

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).

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.

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".

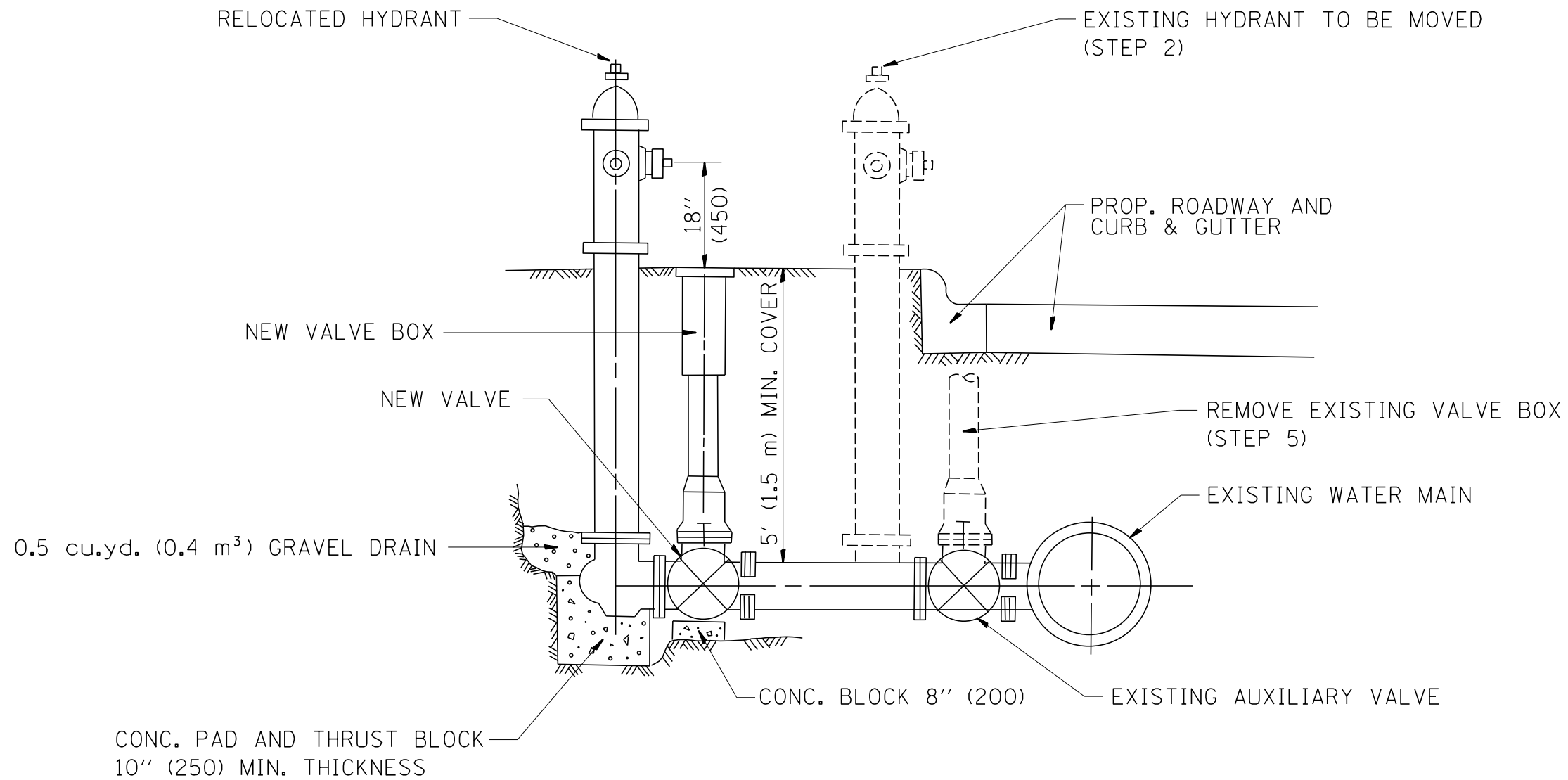
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

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.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

| | | | | | | | | | | | | |
|---------------------------------------|-----------------------|-----------------------------|-----------------------------|---|--|-------------------------|--------------|---|-----------------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pwork\pwork\qureshiya\0180814\Dis | Std.dgn | DRAWN - | REVISED - A. ABBAS 03-21-97 | | | | | 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 70 |
| PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - M. GOMEZ 01-22-01 | REVISED - R. BORO 12-15-09 | | BD600-06 (BD-24) | | | CONTRACT NO. 60T16 | | | | |
| PLOT DATE = 5/14/2014 | DATE - 03-11-94 | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



SEQUENCE OF CONSTRUCTION:

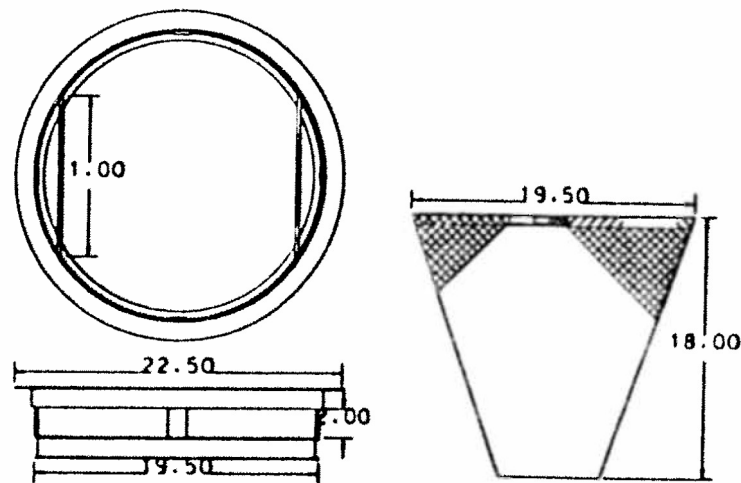
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

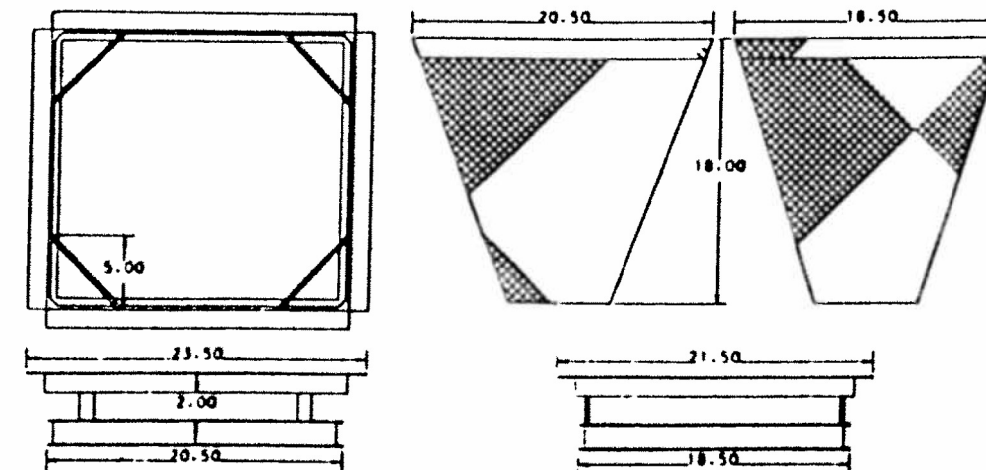
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|---|-----------------------|------------|----------------------------|---|---------------------------------|-------------------------|--------------------|-------------|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - R. SHAH 09-09-94 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FIRE HYDRANT TO BE MOVED | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pwork\pwork\qureshiya\0180814\Dis\Std.dgn | | DRAWN - | REVISED - R. SHAH 10-25-94 | | 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 70A | | | |
| PLOT SCALE = 100.0000' / 1" = | | CHECKED - | REVISED - | | BD-36 | | CONTRACT NO. 60T16 | | | | | |
| PLOT DATE = 5/20/2014 | | DATE - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |



TYPE I INLET FILTER

NOTE:

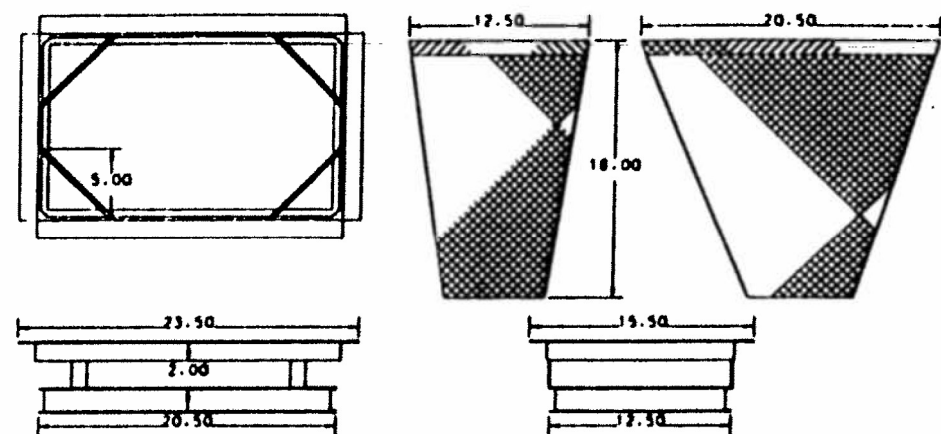
FRAME: TOP RING SHALL BE FABRICATED FROM 1-1/4" x 1-1/4" x 1/8" ANGLE.
 BASE RING SHALL BE FABRICATED FROM 1-1/2" x 1/2" x 1/8" CHANNEL. HANDLES
 AND SUSPENSION BRACKETS SHALL BE FABRICATED FROM 1-1/4" x 1/4" FLAT STOCK.



TYPE 24 INLET FILTER

NOTE:

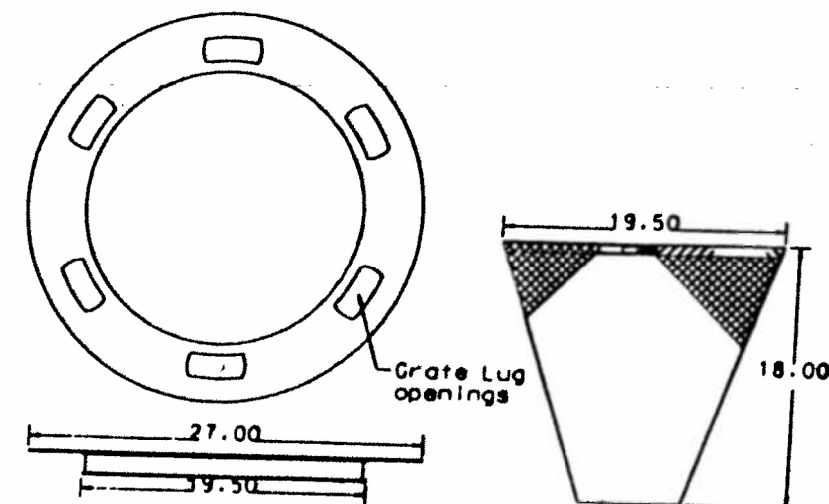
FRAME: TOP PIECE SHALL BE FABRICATED FROM 1-1/4" x 1-1/4" x 1/8" ANGLE.
 BASE PIECE SHALL BE FABRICATED FROM 1-1/2" x 1-1/2" x 1/8" CHANNEL.
 HANDLES AND SUSPENSION BRACKETS SHALL BE FABRICATED FROM 1-1/4" x 1/4" FLAT STOCK.



TYPE 23 INLET FILTER

NOTE:

FRAME: TOP PIECE SHALL BE FABRICATED FROM 1-1/4" x 1-1/4" x 1/8" ANGLE.
 BASE PIECE SHALL BE FABRICATED FROM 1-1/2" x 1/2" x 1/8" CHANNEL. HANDLES
 AND SUSPENSION BRACKETS SHALL BE FABRICATED FROM 1-1/4" x 1/4" FLAT STOCK.



TYPE 8 INLET FILTER

NOTE:

FRAME: FLANGE SHALL BE FABRICATED FROM 1/8" FLAT STOCK.
 BASE RING SHALL BE FABRICATED FROM 1-1/2" x 1/2" x 1/8" CHANNEL.

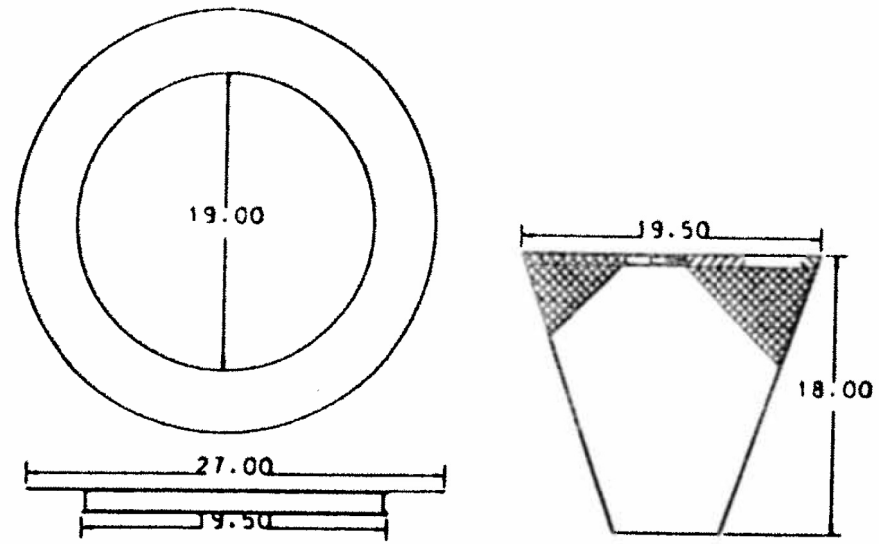
| | | | |
|--|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - |
| ca:\pw\work\p1\dot\qureshiya\d0180814\PI7609-sht-gennote.dgn | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INLET FILTER DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 71 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



CATCH BASIN & INLET FILTER
 (TO BE INSTALLED ON BURIED STRUCTURES WHILE PAVING)

NOTE:

FRAME: FLANGE SHALL BE FABRICATED FROM 1/8" FLAT STOCK.
 BASE RING SHALL BE FABRICATED FROM 1-1/2" x 1/2" x 1/8"
 CHANNEL.

| | | | |
|--|-------------------------------|------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - |
| ca:\pw\work\p\pidot\qureshiya\d0180814\PI17609-sht-gennote.dgn | | DRAWN - | REVISED - |
| Default | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

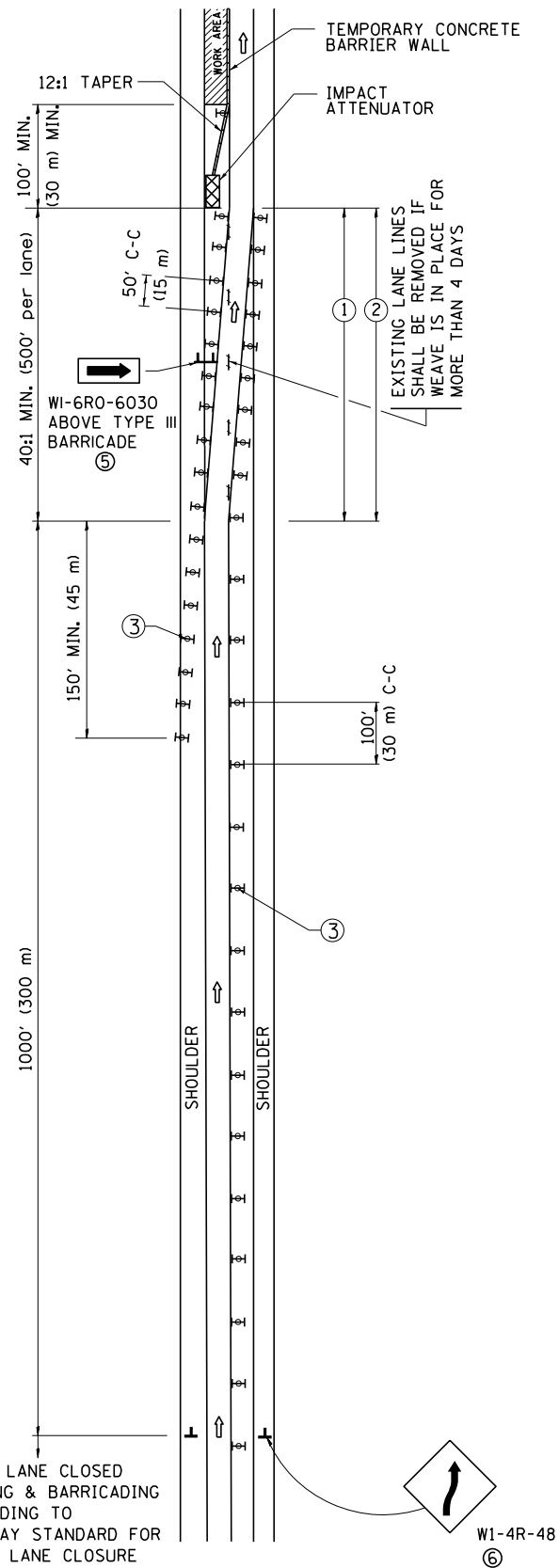
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INLET FILTER DETAILS

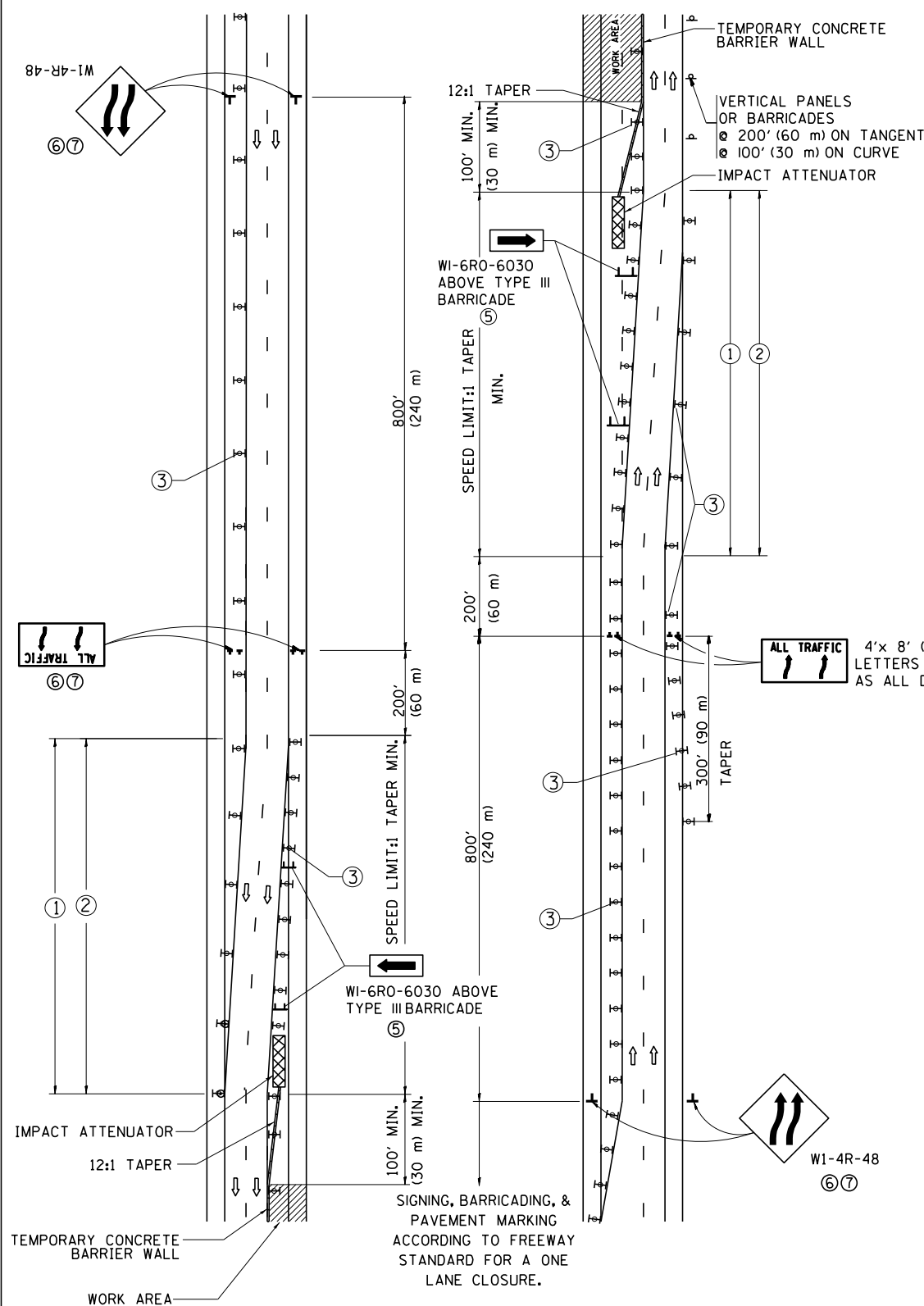
SCALE: SHEET OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|-----------------------|--------|--------------|---------------------------|
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 72 |
| | | | | CONTRACT NO. 60T16 |
| ILLINOIS FED. AID PROJECT | | | | |

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

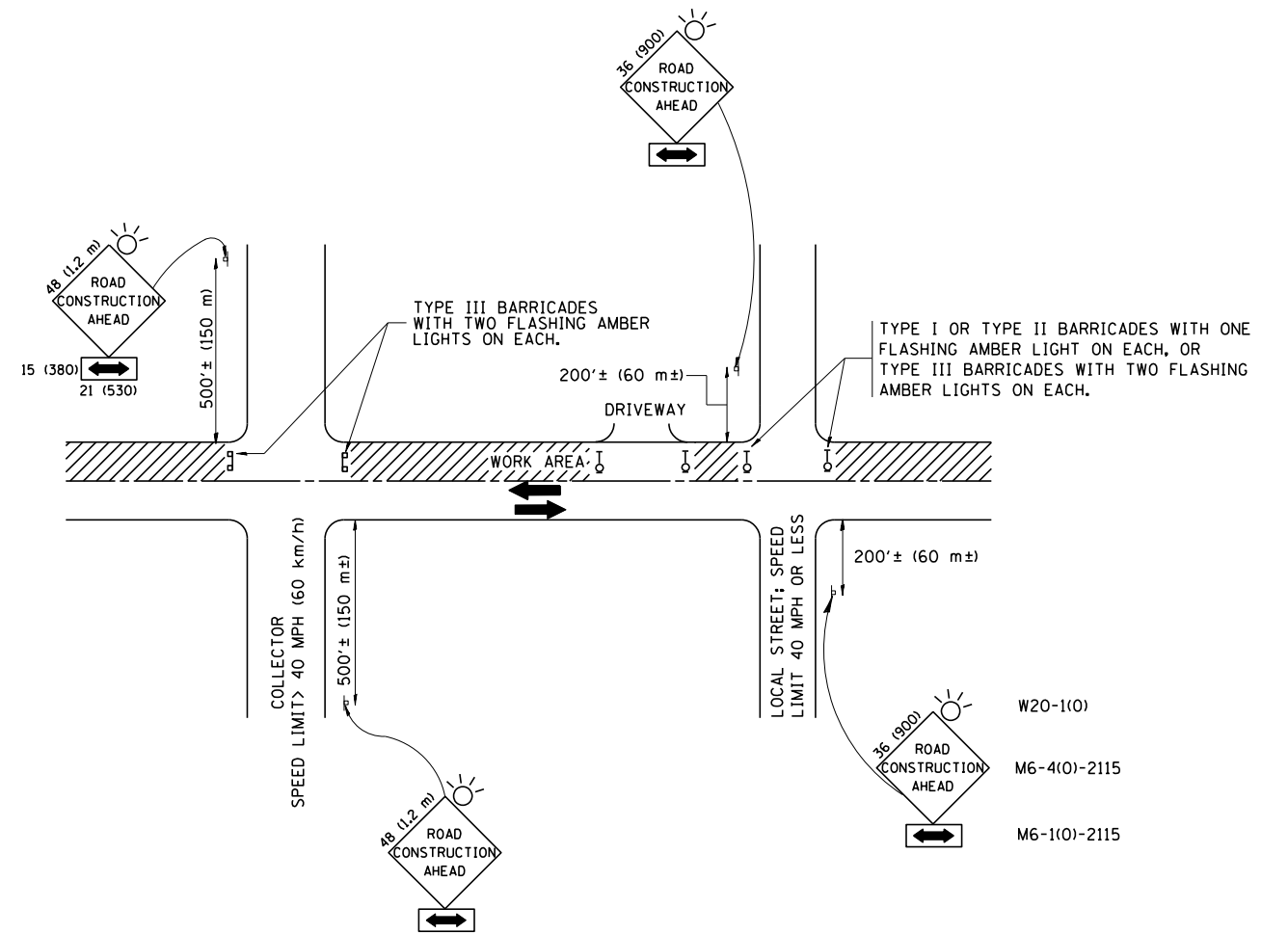
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48 (6, 7)
- W24-1-48 (7)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | | | | | | | | | | |
|---|-----------------------|---------------------|---------------------|---|--|-------------------------|---------------------------|---|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - DWS | REVISED - JAF 02-06 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pw\work\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - SPB 01-07 | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 73 | | | |
| PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - SPB 12-09 | | | TC-09 | | CONTRACT NO. 60T16 | | | | | |
| PLOT DATE = 5/14/2014 | DATE - 02-87 | REVISED - MD 06-13 | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 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 AND FLAG 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. 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).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

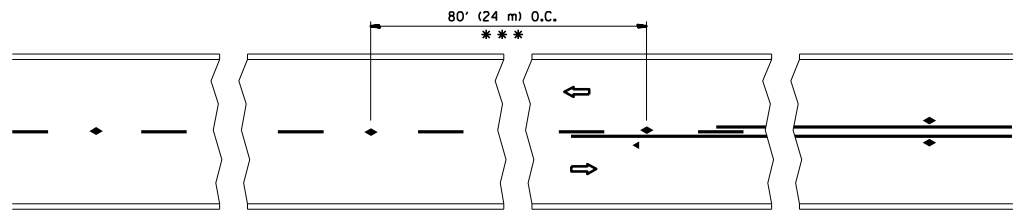
| | | | |
|--|------------------------------|----------------|---------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - LHA | REVISED - J. OBERLE 10-18-95 |
| ca:\pw\work\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - A. HOUSEH 03-06-96 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | PLOT DATE = 5/14/2014 | DATE - 06-89 | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

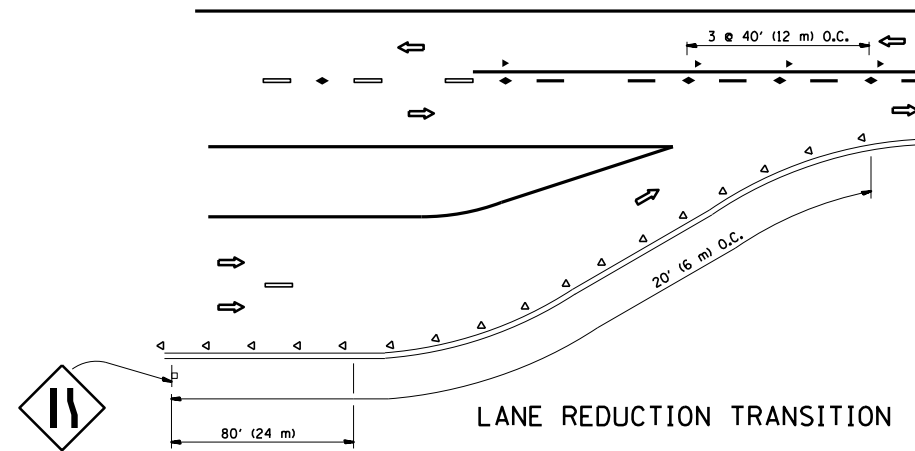
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------------------|--------|--------------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 74 |
| TC-10 | | | CONTRACT NO. 60T16 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

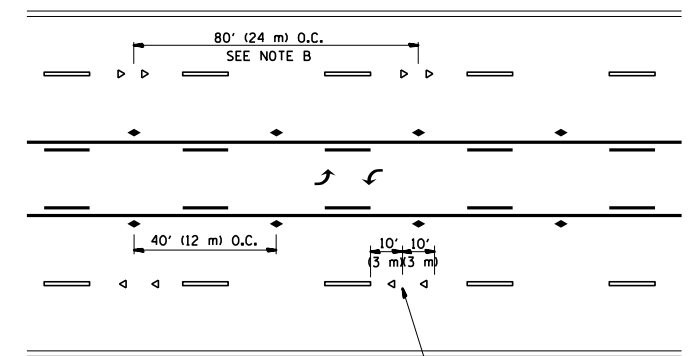


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

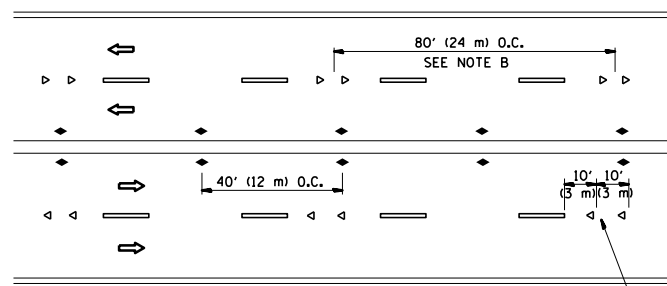
TWO-LANE/TWO-WAY



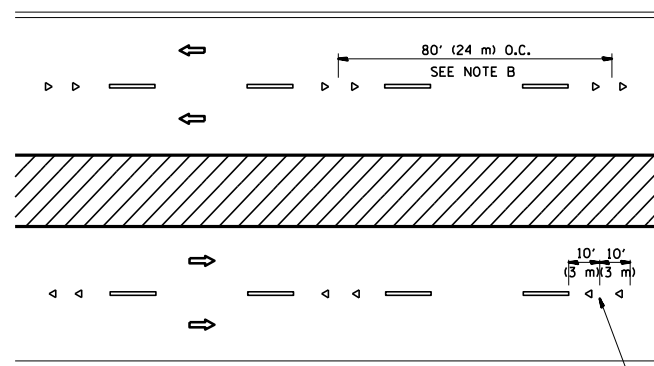
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

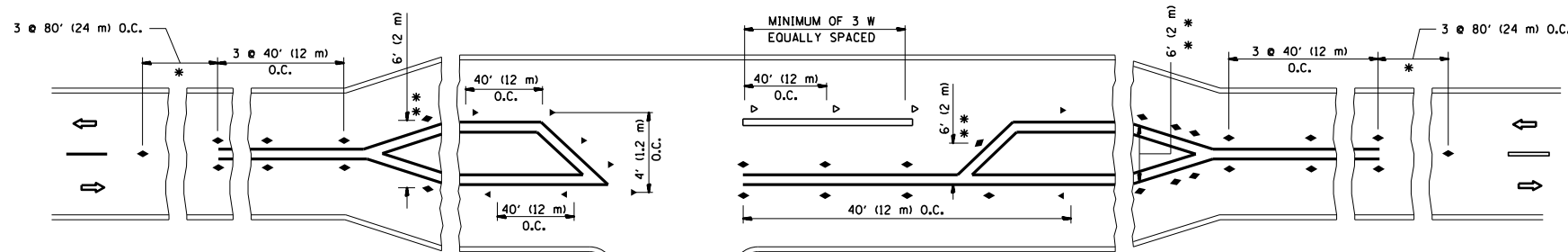
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

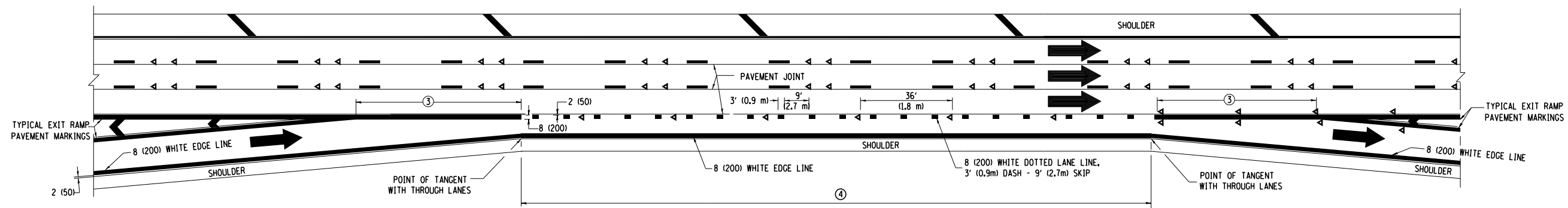
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | |
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - T. RAMMACHER 09-19-94 |
| ca:\pwork\pwork\qureshiya\0180814\Dis\Std.dgn | | DRAWN - | REVISED - T. RAMMACHER 03-12-99 |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - T. RAMMACHER 01-06-00 |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - C. JUCIUS 09-09-09 |

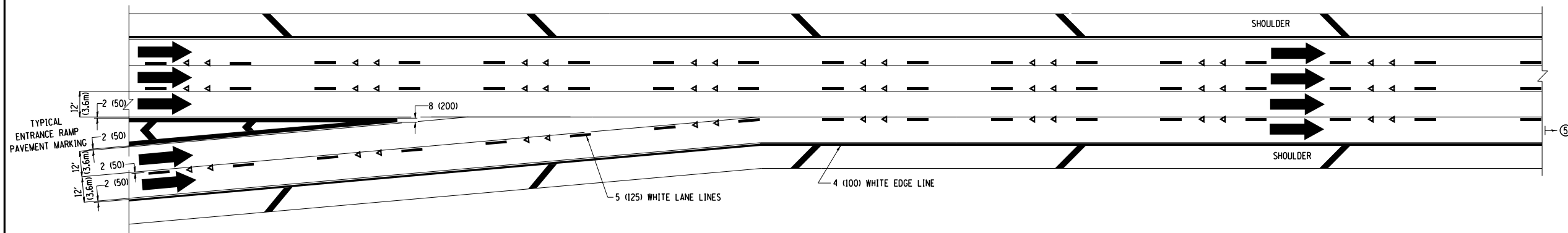
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| TYPICAL APPLICATIONS | | | |
|--|-------------------------|------|---------|
| RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

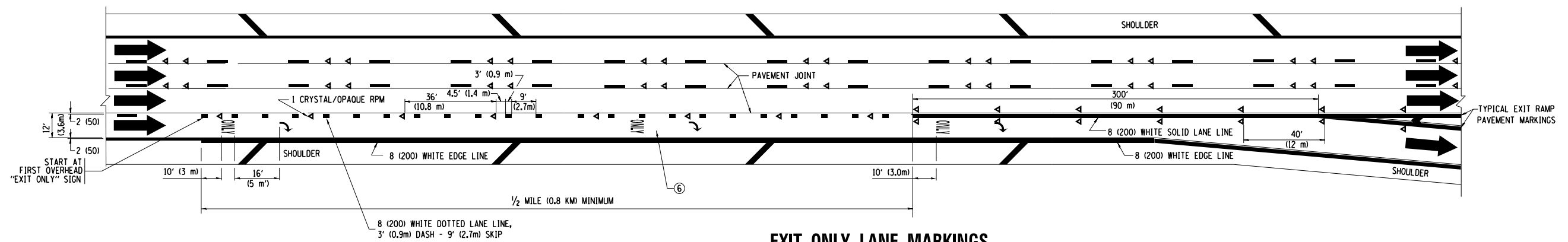
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-------------------------|--------------------|--------------|-----------|
| 332 | I0203B,0910-PT.1&10/N-3 | COOK | 110 | 75 |
| TC-11 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



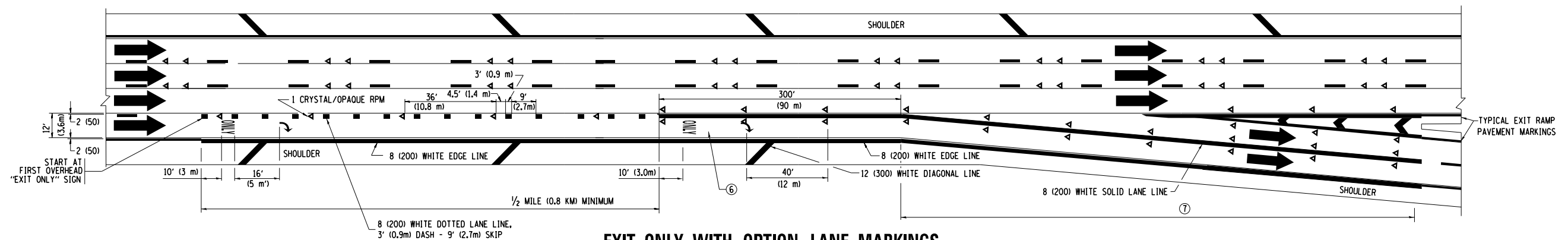
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

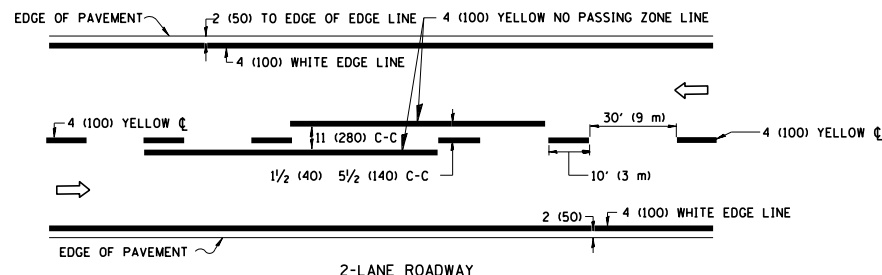
- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

| | | | |
|--|------------------------------|-------------------|------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - D.W.S. | REVISED - D.W.S. 07-96 |
| ca:\pwork\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - J.A.F. 02-06 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - S.P.B. 01-07 |
| | PLOT DATE = 5/14/2014 | DATE - 01-90 | REVISED - S.P.B. 01-10 |

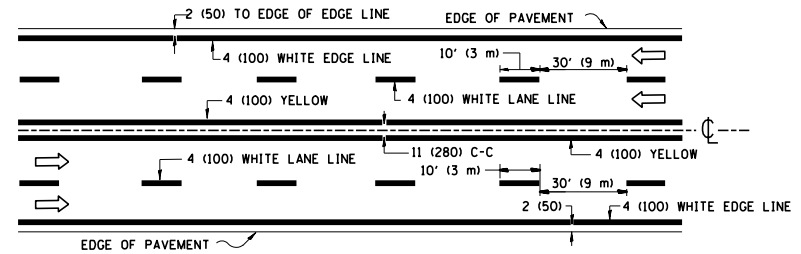
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------------------|------|---------|
| MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS | | | |
| SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA. |

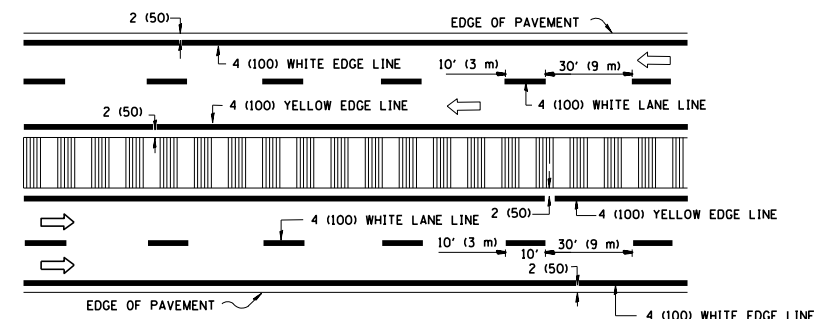
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|---|------------------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 77 |
| TC-12 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



2-LANE ROADWAY



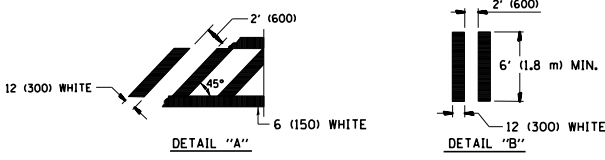
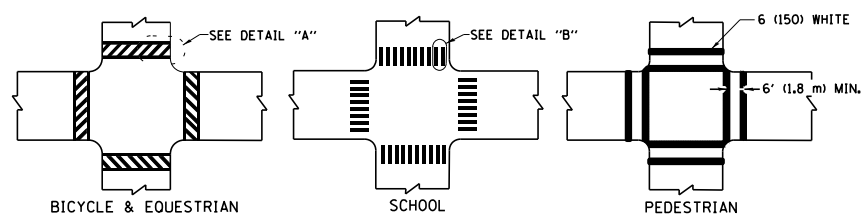
MULTI-LANE UNDIVIDED



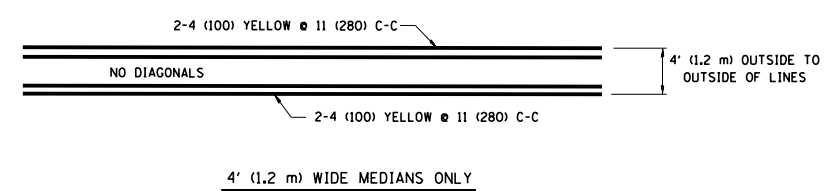
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

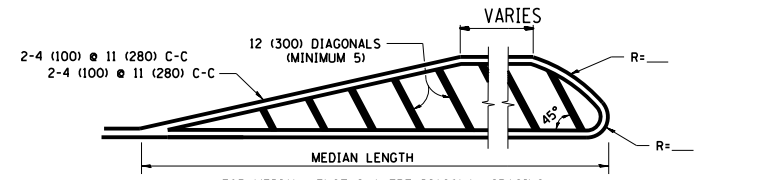
TYPICAL LANE AND EDGE LINE MARKING



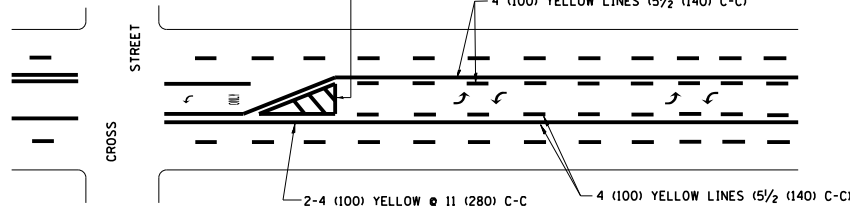
TYPICAL CROSSWALK MARKING



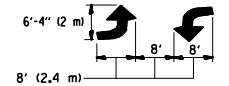
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

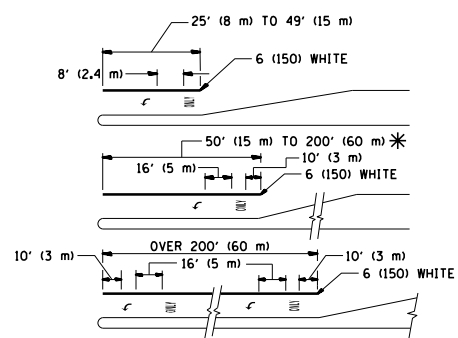


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

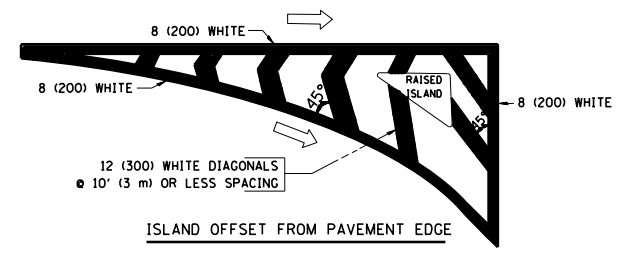


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

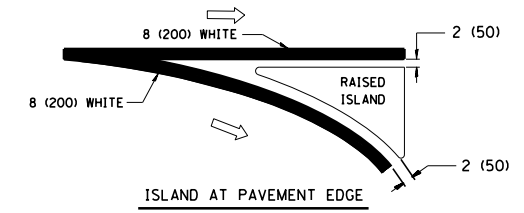
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION | 4 (100) | SOLID | YELLOW | 5/2 (140) C-C FROM SKIP-DASH CENTERLINE |
| NO PASSING ZONE LINES: FOR BOTH DIRECTIONS | 2 @ 4 (100) | SOLID | YELLOW | 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 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; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE AREA OF: "RR" 15' (4.5 m) MIN. LETTERS: 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m ²) EACH "X": 54.0 SQ. FT. (5.0 m ²) EACH |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h)) |

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

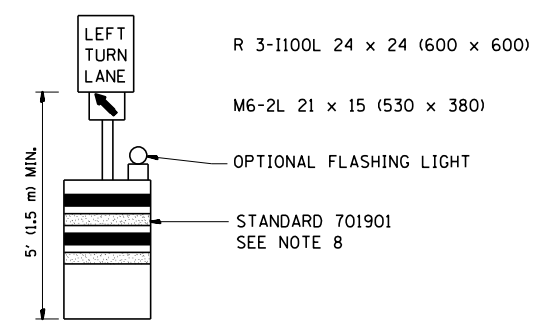
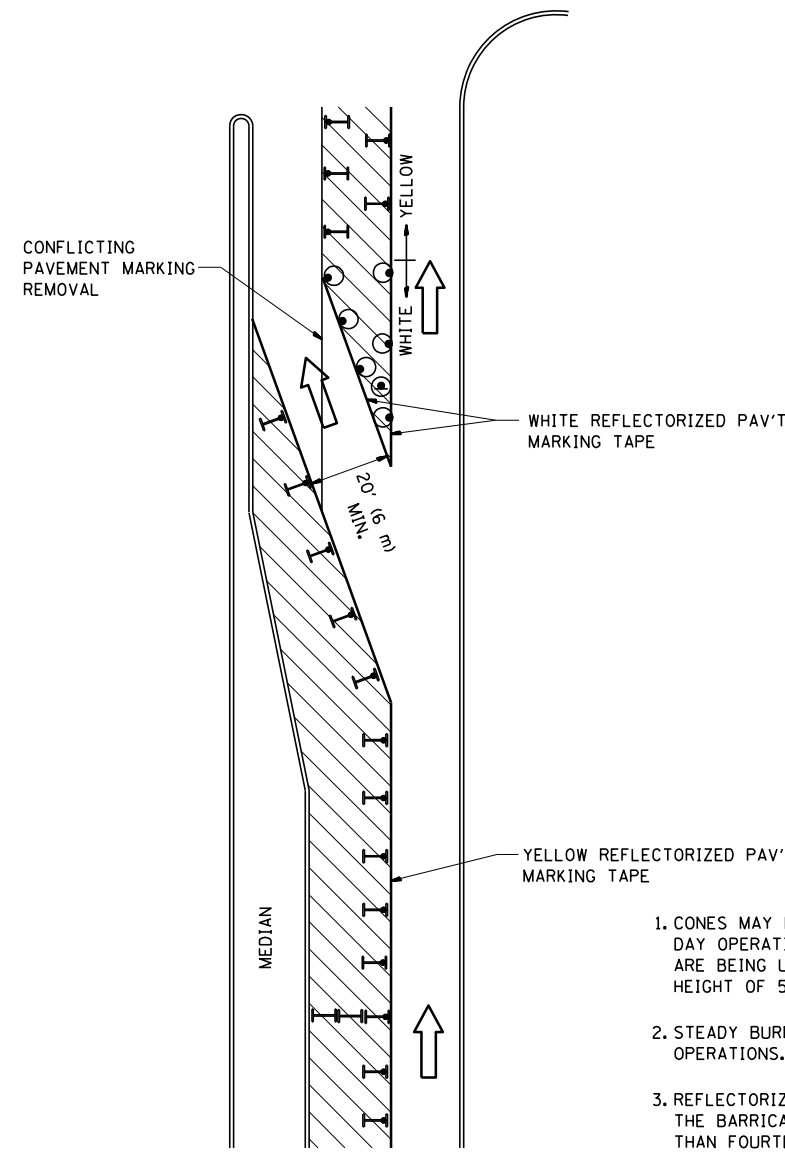
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | |
|---|------------------------------|------------------|---------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - EVERS | REVISED - T. RAMMACHER 10-27-94 |
| ca:\pw_work\p1dot\qureshiya\0180814\Dis\Std.dgn | | DRAWN - | REVISED - C. JUCIUS 09-09-09 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - 03-19-90 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------|-------------------------|------|---------|
| DISTRICT ONE | | | |
| TYPICAL PAVEMENT MARKINGS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|------------------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | I02038,0910-PT.1&10N-3 | COOK | 110 | 78 |
| TC-13 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |









GENERAL NOTES

1. 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. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

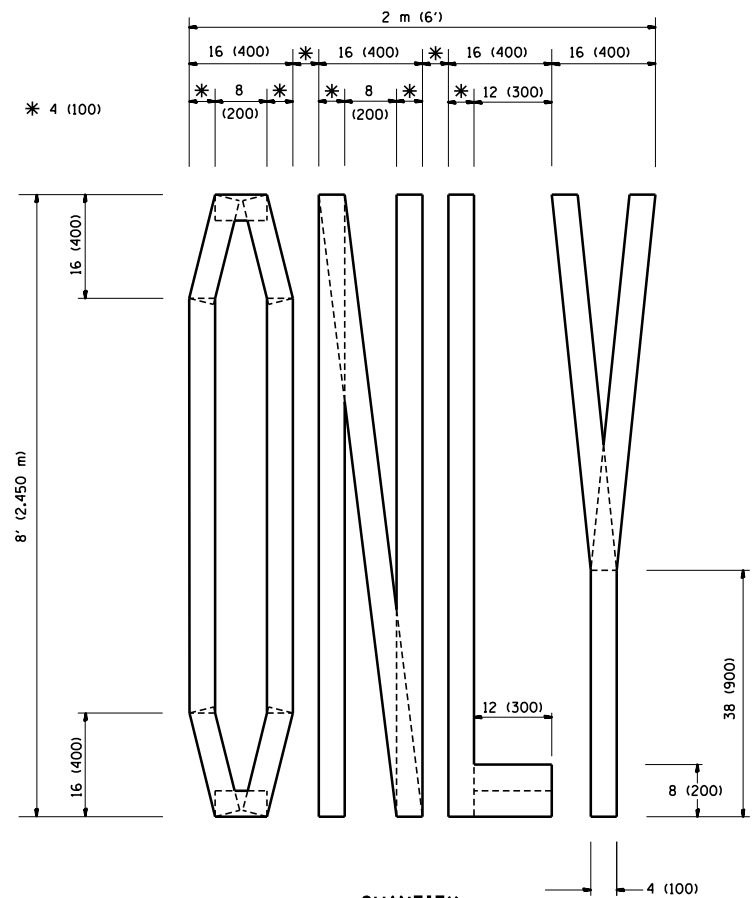
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

| | | | |
|---|-------------------------------|--------------------------------|----------------------------|
| FILE NAME = | USER NAME = qureshiya | REVISED -T. RAMMACHER 09-08-94 | REVISED - R. BORO 09-14-09 |
| ca:\pw\work\p1dot\qureshiya\0180814\Dis\Std.dgn | | REVISED - A. HOUSEH 11-07-95 | REVISED - |
| | PLOT SCALE = 100.0000' / 1in. | REVISED - A. HOUSEH 10-12-96 | REVISED - |
| | PLOT DATE = 5/14/2014 | REVISED -T. RAMMACHER 01-06-00 | REVISED - |

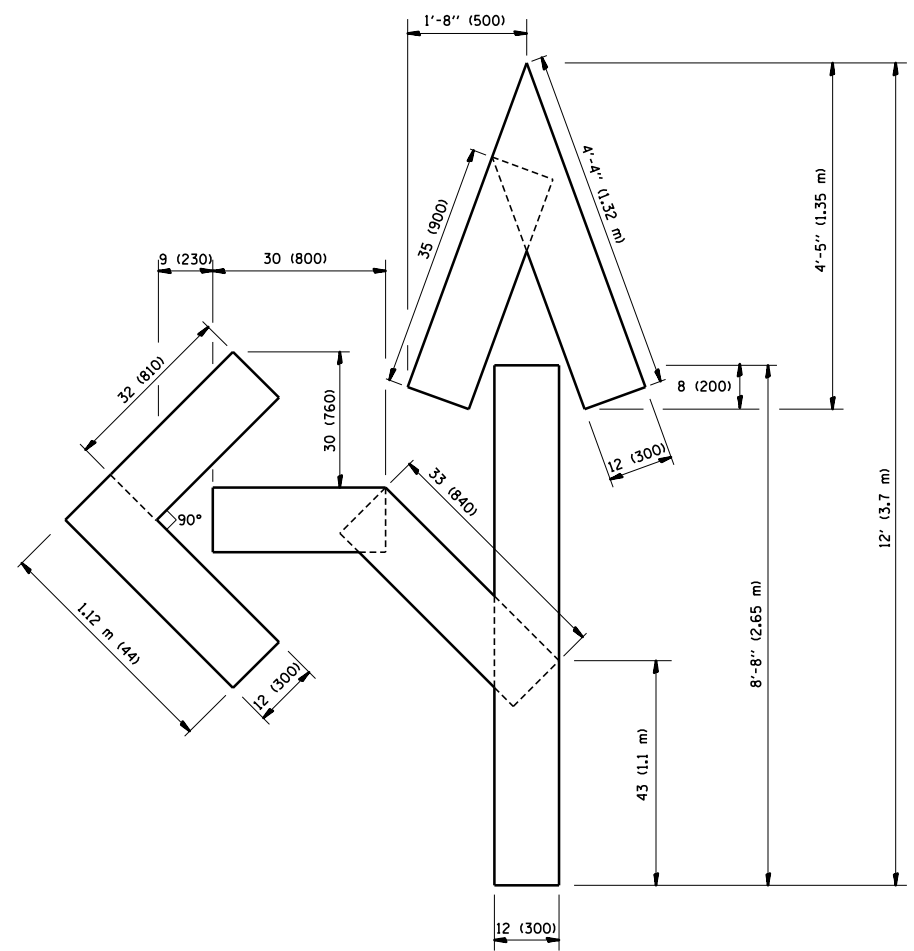
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-------------------------|------|---------|
| TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

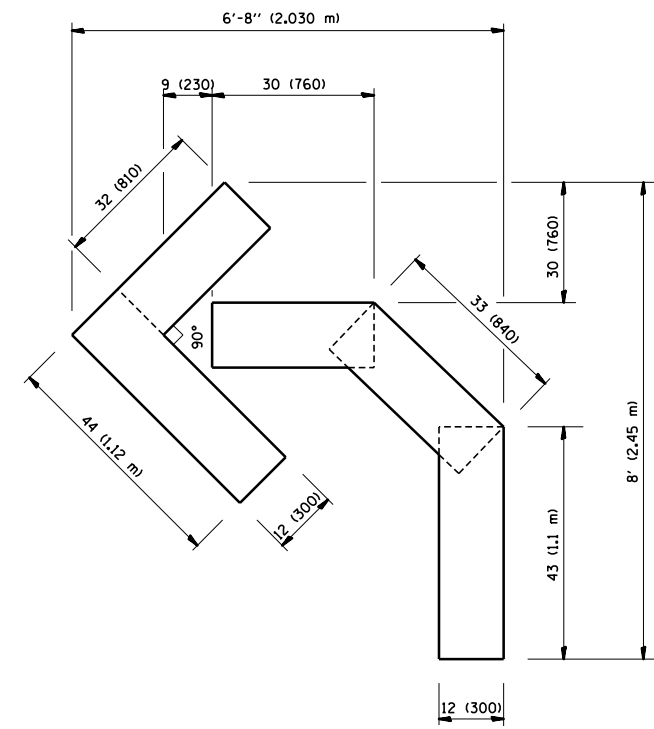
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 102038,0910-PT.1&10N-3 | COOK | 110 | 79 |
| TC-14 | | | CONTRACT NO. 60T16 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



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



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



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

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

| | | | |
|--|-----------------------------|-----------------|--------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED -T. RAMMACHER 06-05-96 |
| ca:\pw_work\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED -T. RAMMACHER 11-04-97 |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED -T. RAMMACHER 03-02-98 |
| | PLOT DATE = 5/14/2014 | DATE - 09-18-94 | REVISED -E. GOMEZ 08-28-00 |

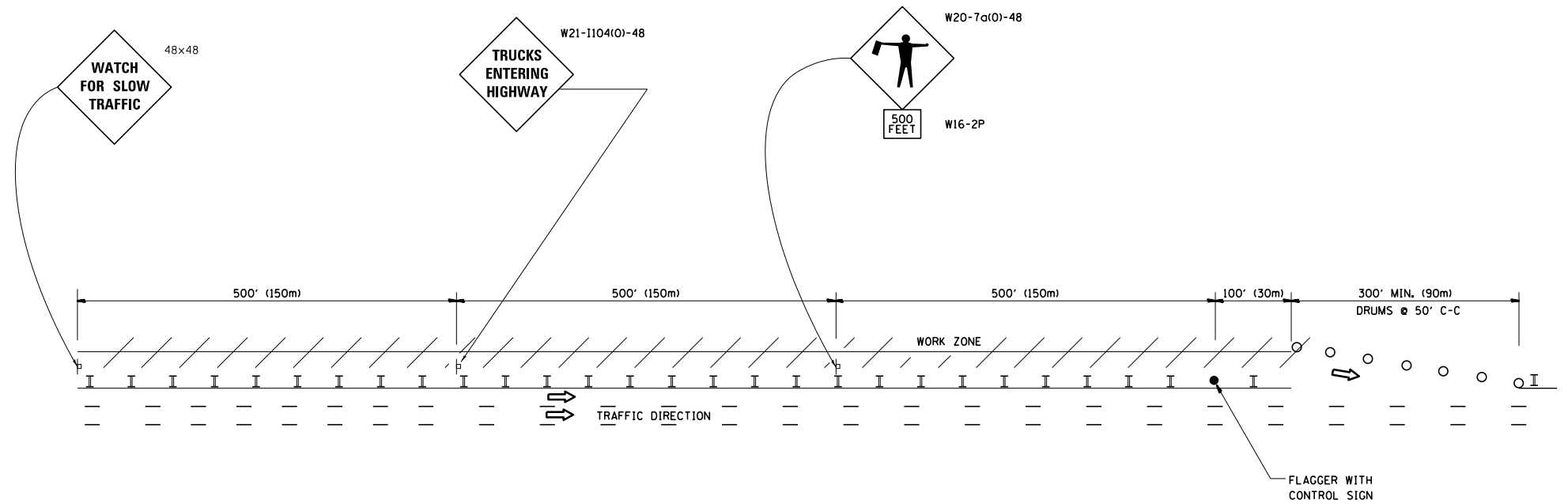
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

| PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING | | | |
|---|-------------------------|------|---------|
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

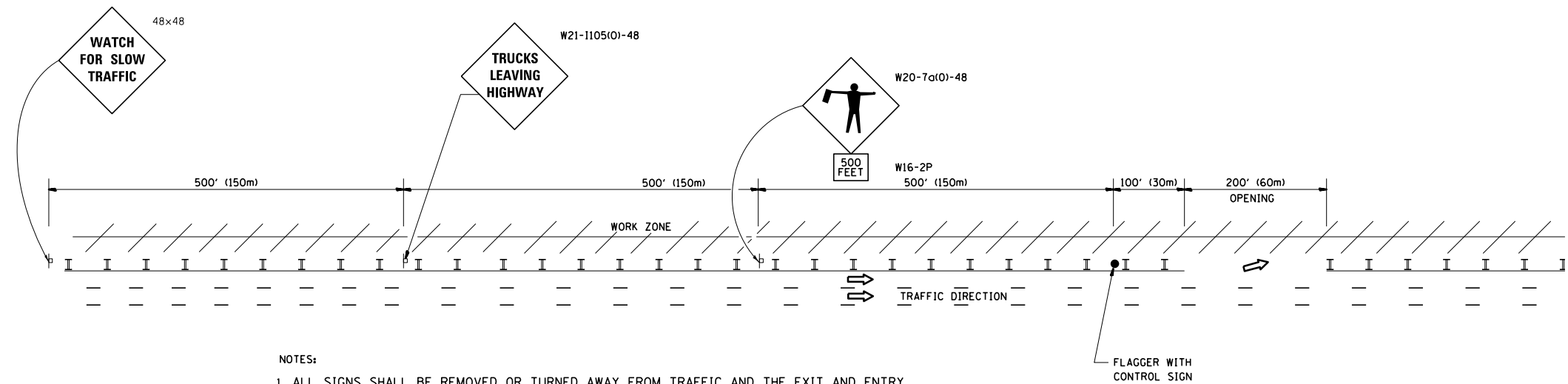
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------------------|--------|--------------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 80 |
| TC-16 | | | CONTRACT NO. 60T16 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING

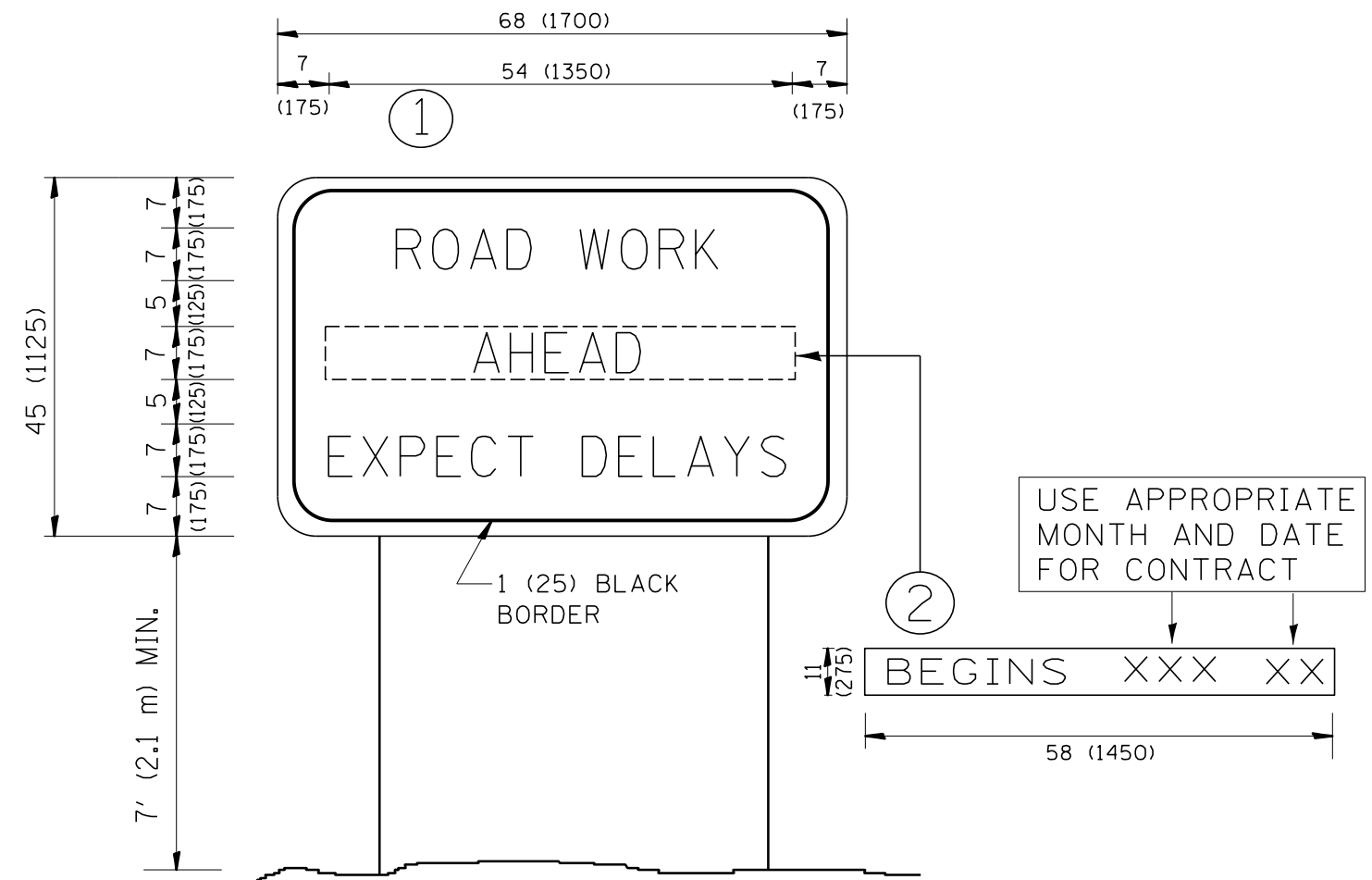


NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMP.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | | | | | | | | | |
|---------------------------------------|-------------------------------|------------|------------------------|---|---|--------------|-------------------------|---------------------------|--------------|-----------|---|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - J.A.F. 02-06 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwork\pwork\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - S.P.B. 01-07 | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 81 | |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - S.P.B. 12-09 | | | TC-18 | | CONTRACT NO. 60T16 | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - M.D. 06-13 | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | 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.

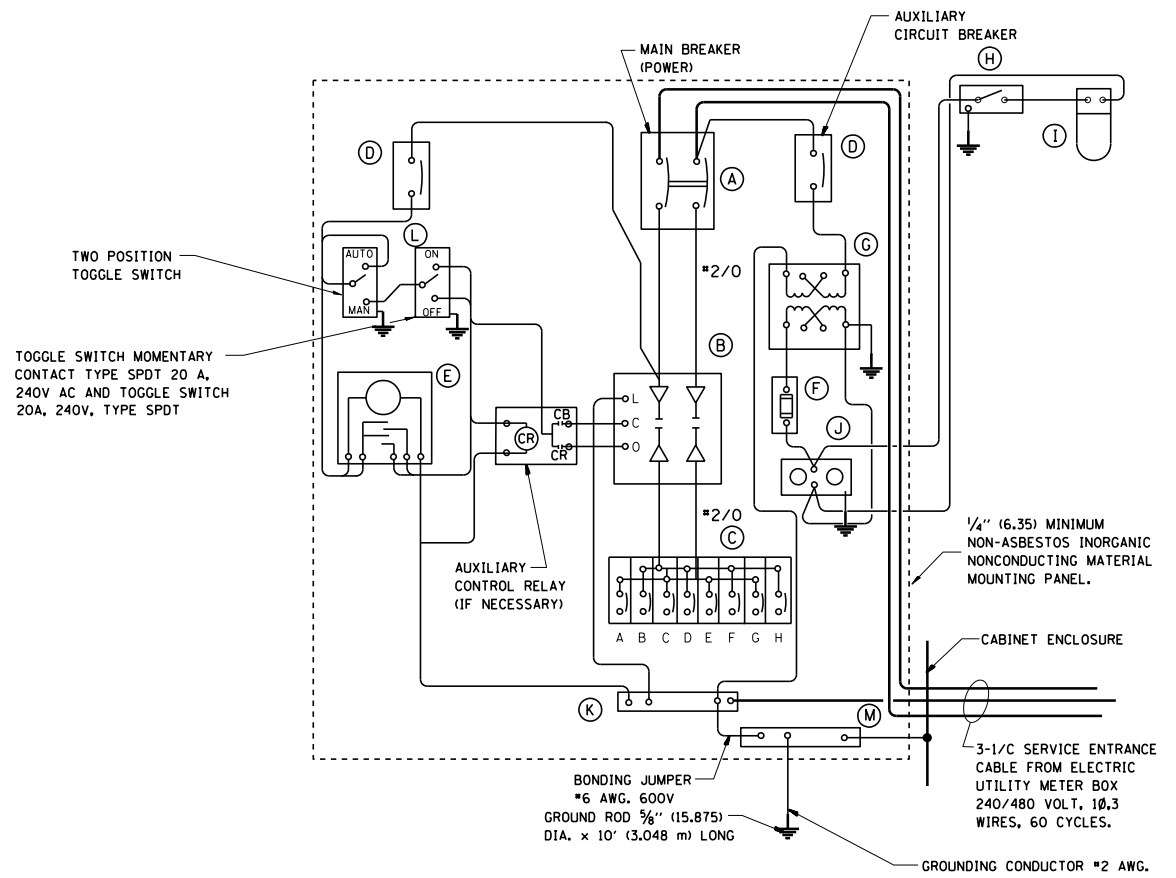
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|--|-------------------------------|------------|---------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - R. MIRS 09-15-97 |
| ca:\pw_work\p1dot\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - R. MIRS 12-11-97 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - C. JUCIUS 01-31-07 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------------------|--------|--------------------|-----------|
| 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 82 |
| TC-22 | | | CONTRACT NO. 60T16 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



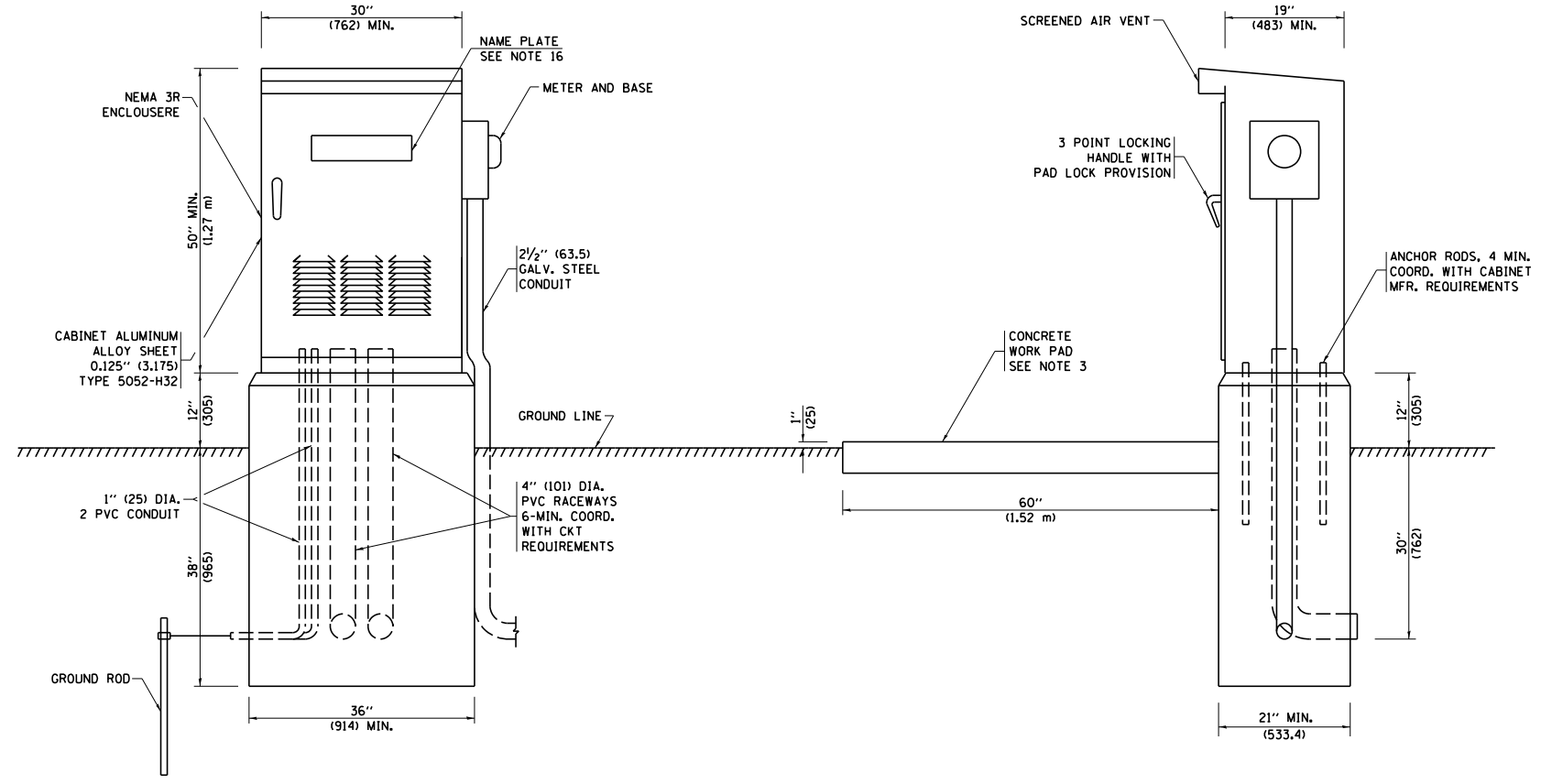
PANEL WIRING DIAGRAM

PANEL EQUIPMENT

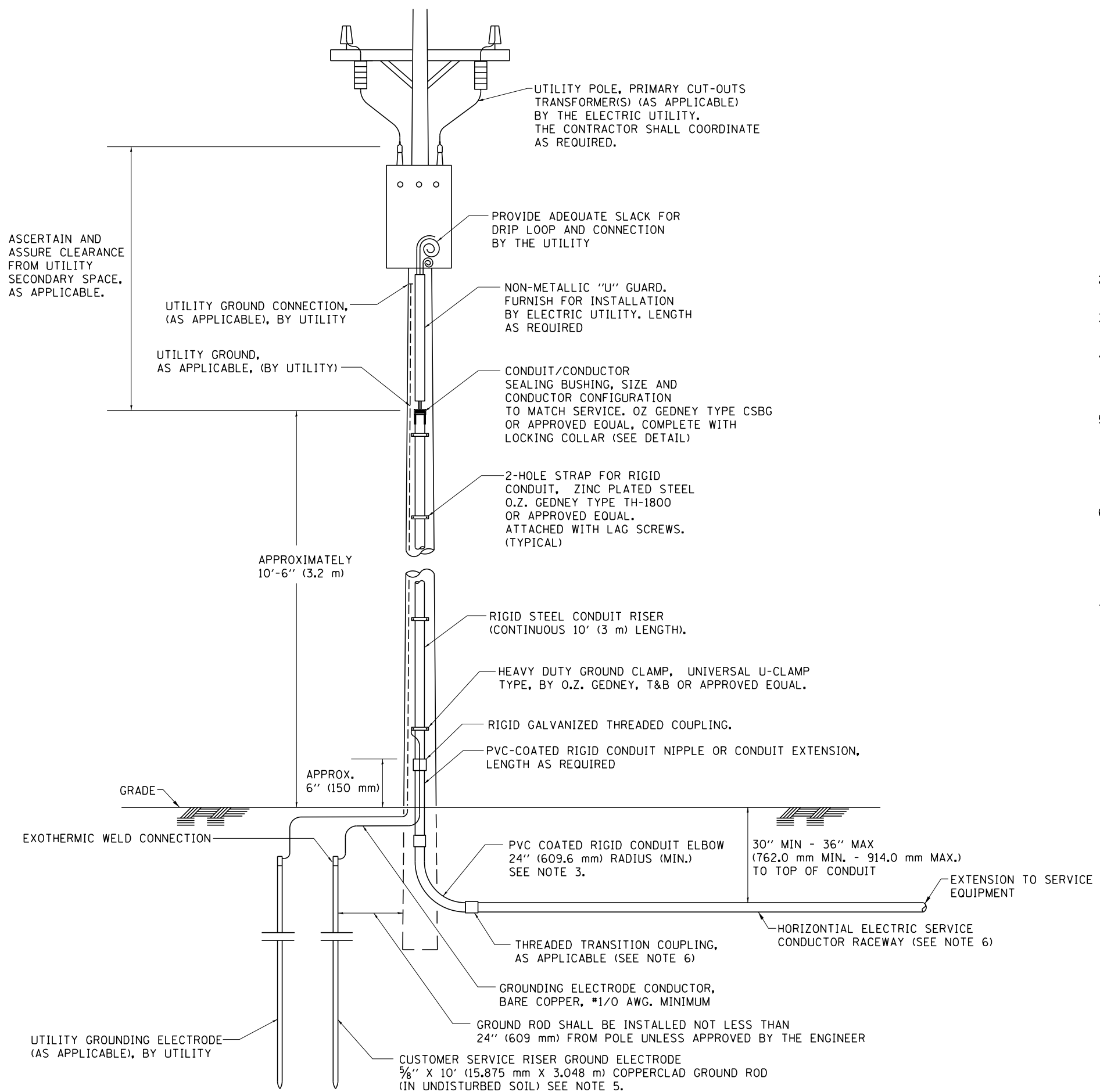
| BILL OF MATERIAL | | |
|------------------|----------|--|
| ITEM | QUANTITY | DESCRIPTION |
| A | 1 | MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100 AMP. FRAME, 100 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT. |
| B | 1 | REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT. |
| C | 8 | CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME, 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V. |
| D | 2 | CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100 AMP. FRAME, 15 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V. |
| E | 1 | ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER (TIME SWITCH). |
| F | 1 | 20 A., 120 V. FUSE. |
| G | 1 | 1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz. |
| H | 1 | SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN. |
| I | 1 | INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP. |
| J | 1 | 20 A., 120 V., DUPLEX RECEPTACLE, GFCI. |
| K | 1 | COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS |
| L | 1 | TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX. |
| M | 1 | COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS |

NOTES:

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
- IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) x 60" (18,288 m) x 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
- DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
- DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
- DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
- ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
- CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
- METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
- CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED.
- THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
- 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.



ASCERTAIN AND ASSURE CLEARANCE FROM UTILITY SECONDARY SPACE, AS APPLICABLE.

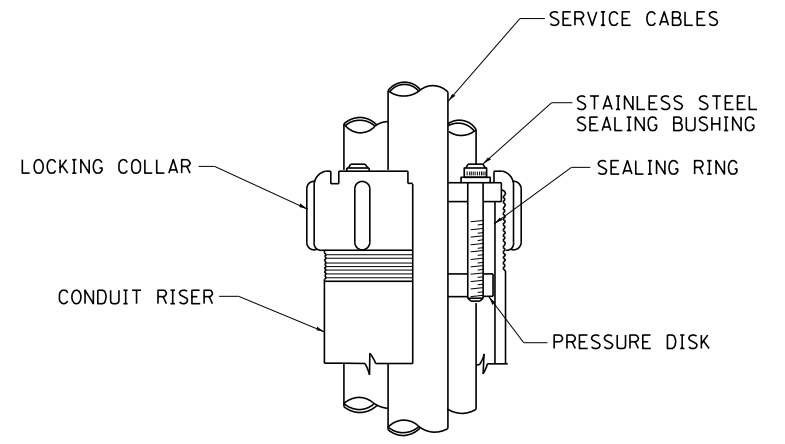


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

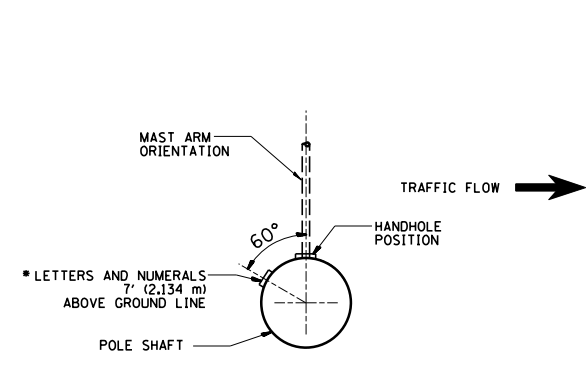
NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

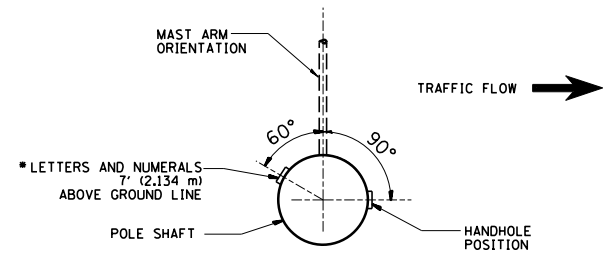


SEALING BUSHING DETAIL

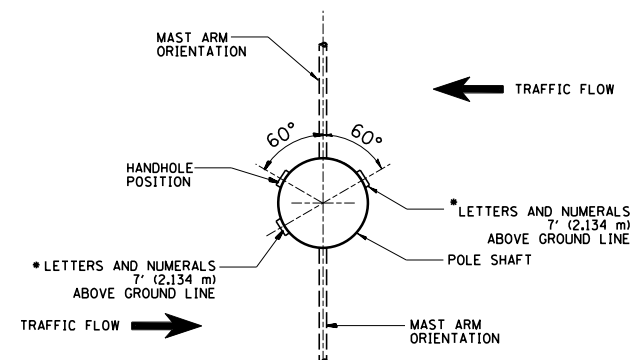
| | | | | | | | | | | | | | |
|---|-----------------------|---------------|--------------------|---|--|-------------------------|------|---------------|---------|---------------------------|--------------|-----------|----|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - 03-03-06 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pwork\pwork\pwork\qureshiya\0180814\DisStd.dgn | | DRAWN - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 84 |
| | | CHECKED - MEA | REVISED - | | | | | BE-220 | | CONTRACT NO. 60T16 | | | |
| | | DATE - | REVISED - | | <small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small> | | | | | | | | |



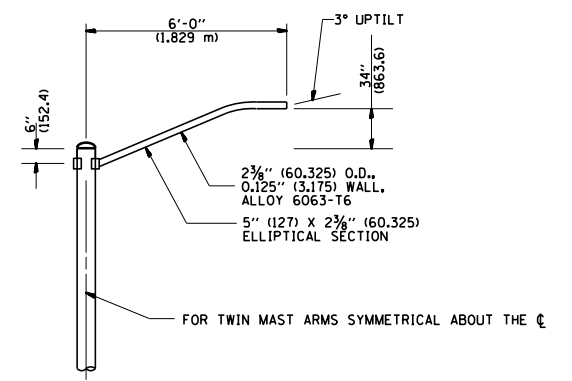
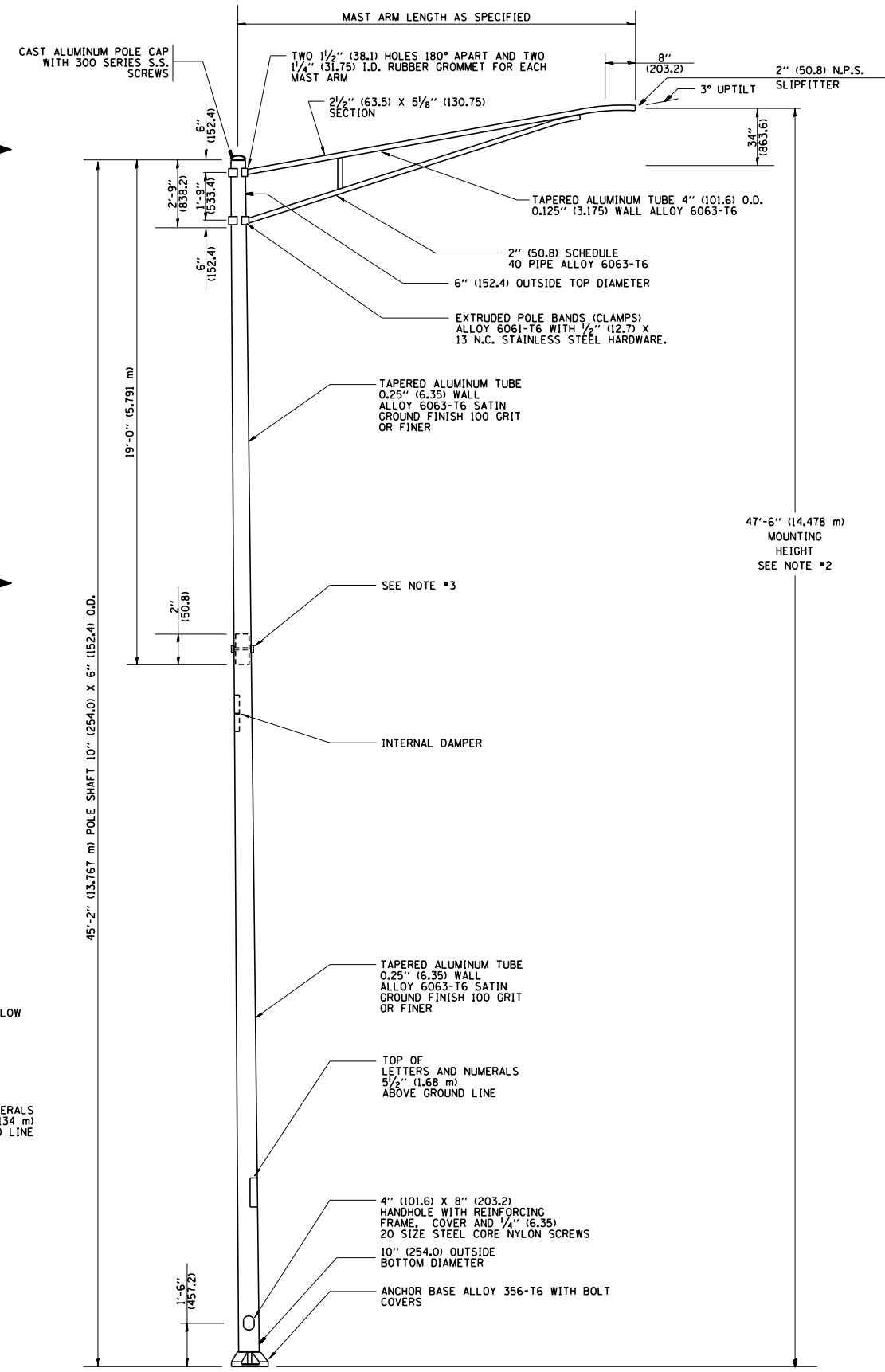
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

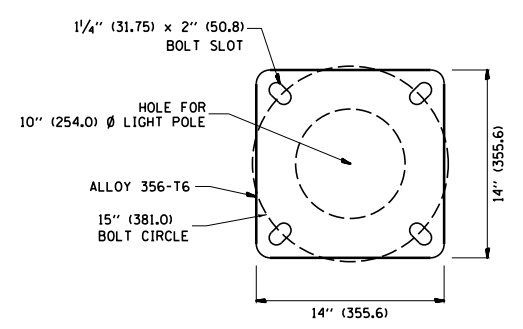


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

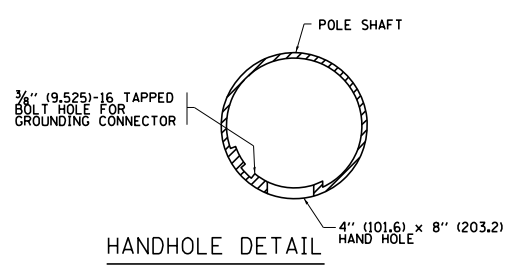


6' (1.8 m) SINGLE MEMBER MAST ARM (N.T.S.)

- NOTES:
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
 4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL
15 INCH (381.0) BOLT CIRCLE



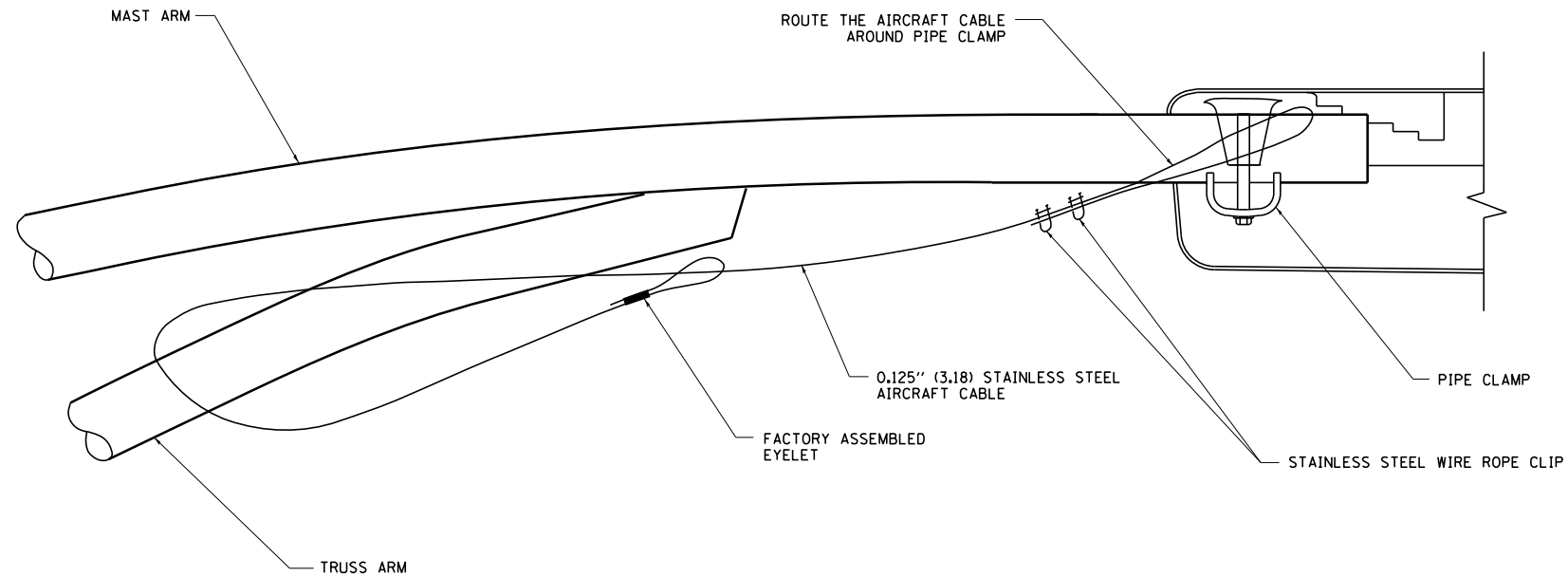
HANDHOLE DETAIL (N.T.S.)

| | | | |
|--|-------------------------------|------------|-------------------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - R. TOMSONS 09-06-00 |
| ca:\pwork\work\pwork\qureshiya\0180814\Dis\Std.dgn | | DRAWN - | REVISED - R. TOMSONS 09-03-03 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

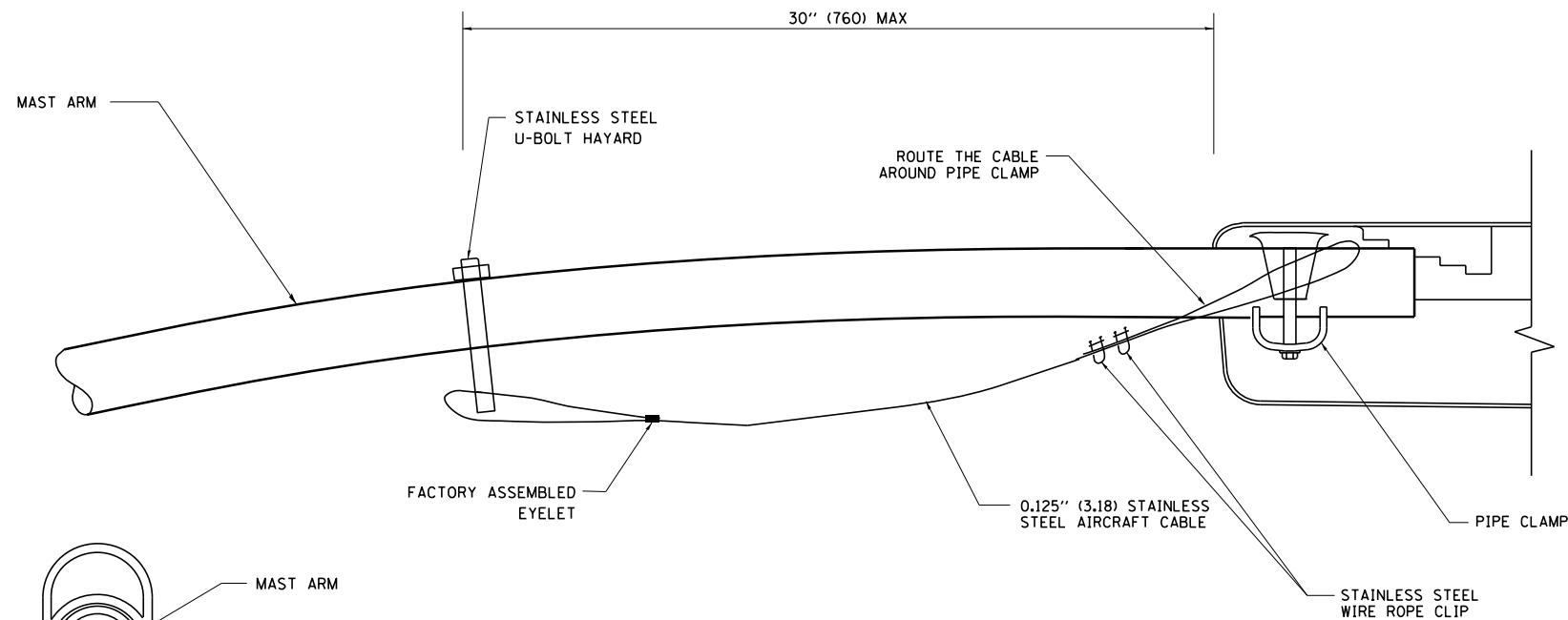
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|-----------------------------------|-------------------------|------|---------|
| ALUMINUM LIGHT POLE | | | |
| 47'-6" (14.478 m) MOUNTING HEIGHT | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

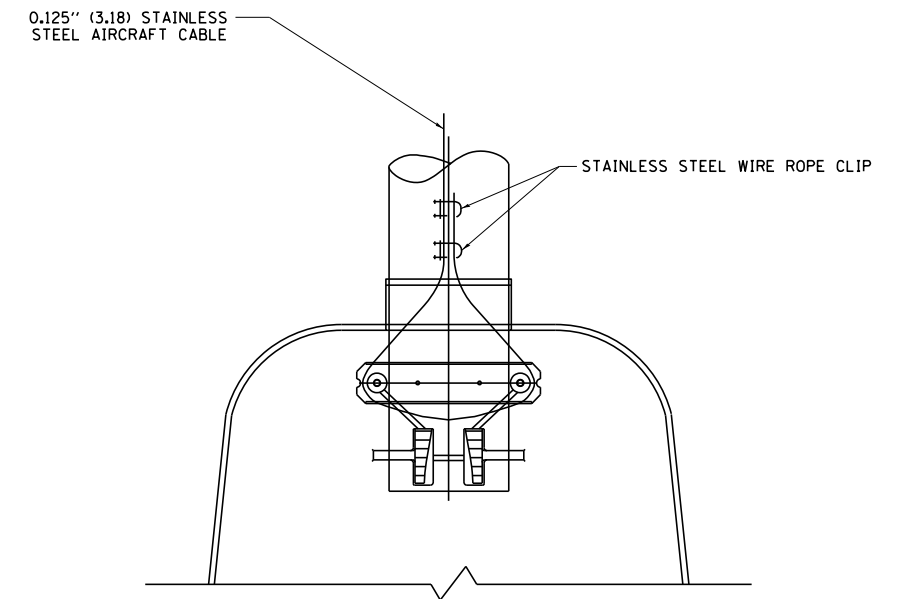
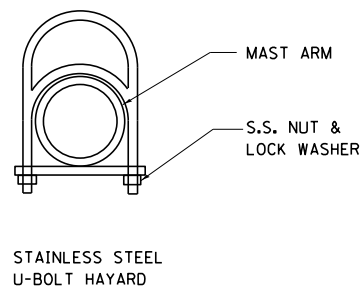
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|---|------------------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | I02038,0910-PT.1&10N-3 | COOK | 110 | 86 |
| BE-400 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



SIDE VIEW (TRUSS ARM)
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.

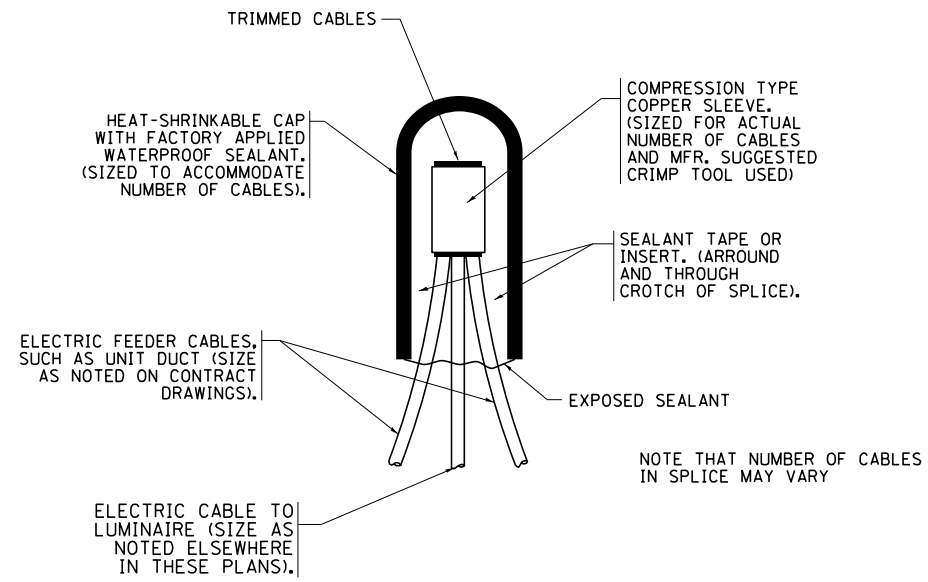


BOTTOM VIEW
N.T.S.

NOTES:

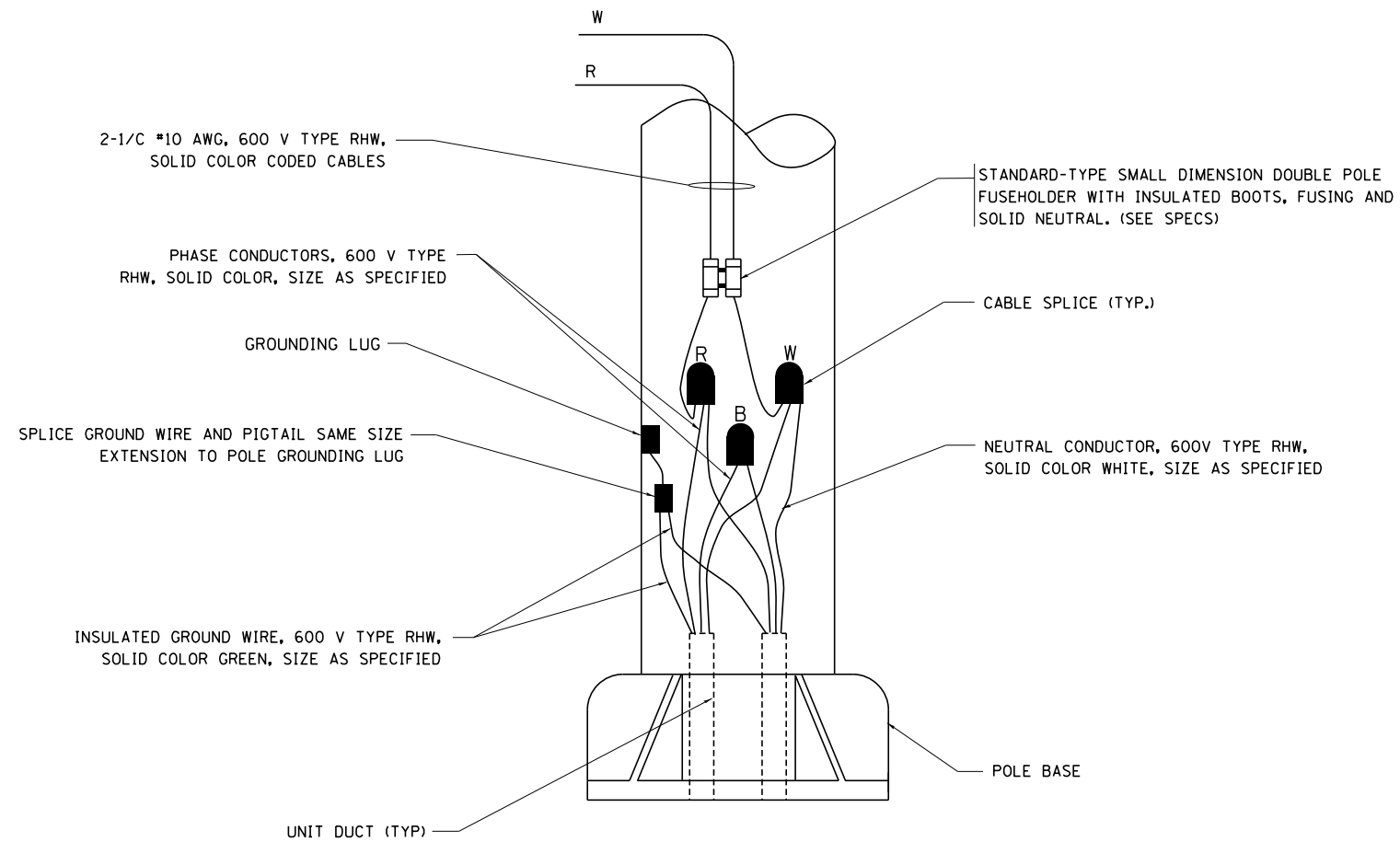
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

| | | | | | | | | | | | | |
|--------------------------------------|-------------------------------|------------|--------------------|---|--|-------------------------|------|---------------------------|-----------------------|---|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - 08-08-03 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | LUMINAIRE SAFETY CABLE ASSEMBLY | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwork\pwork\qureshiya\0180814\Dis | Std.dgn | DRAWN - | REVISED - | | | | | 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 87 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | | BE-701 | | | CONTRACT NO. 60T16 | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |



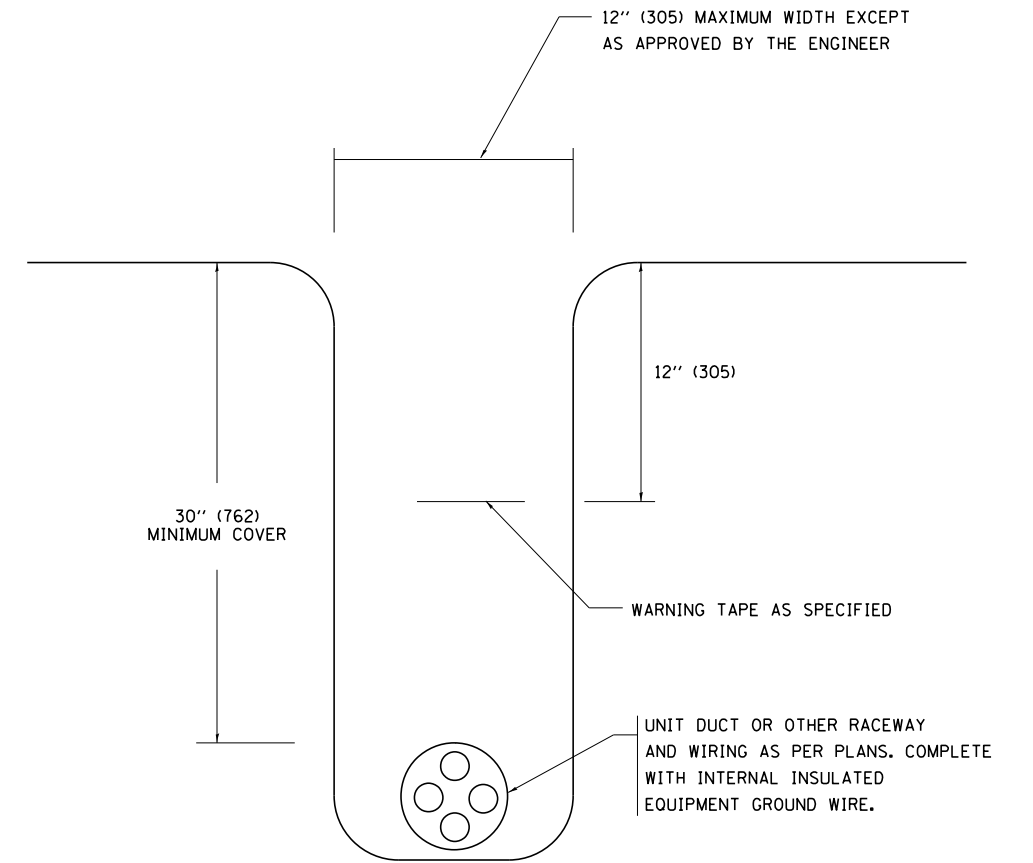
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

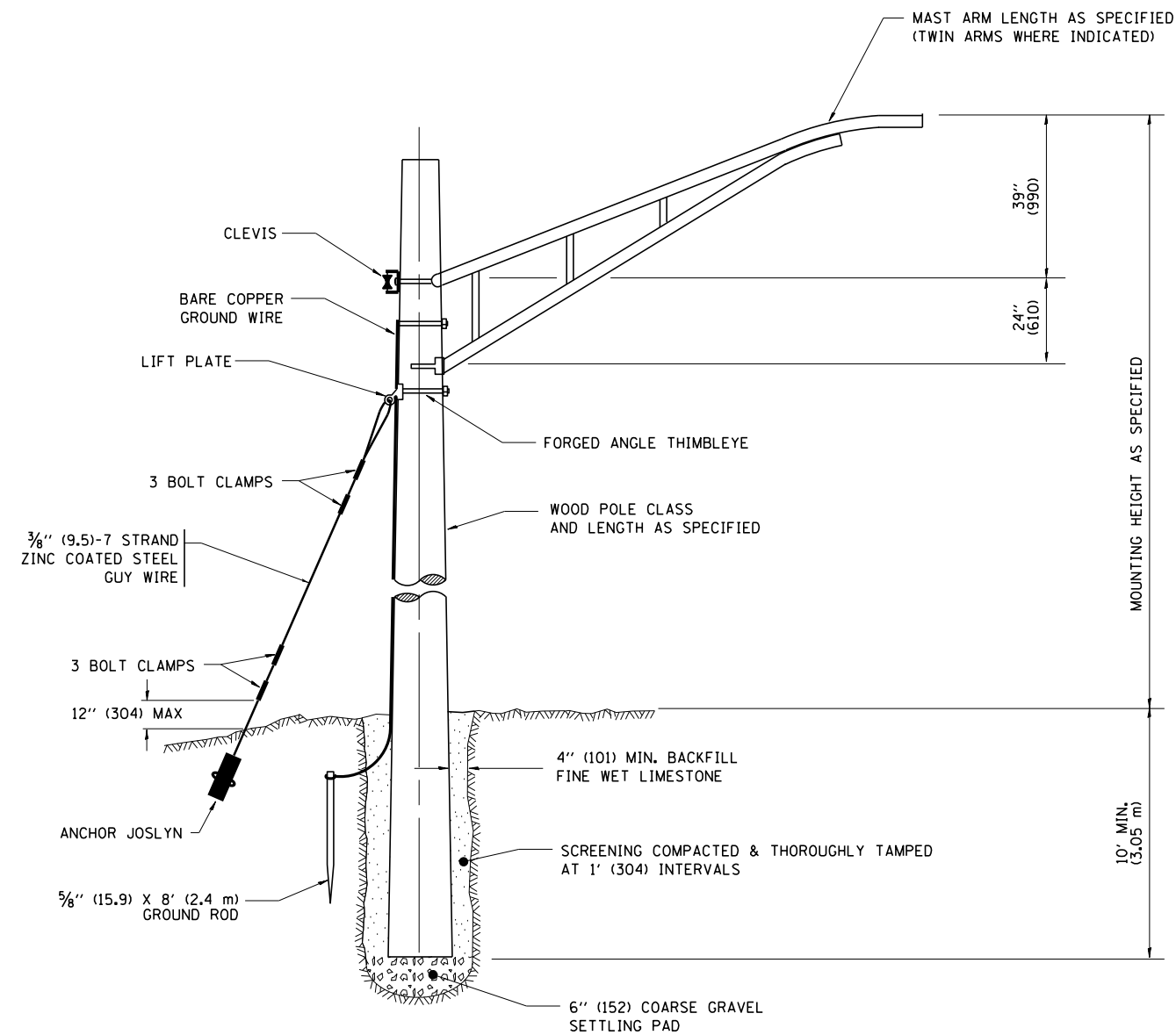
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - 08-08-03 |
| ca:\pwwork\pwwork\qureshiya\d0180814\Dis | Std.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

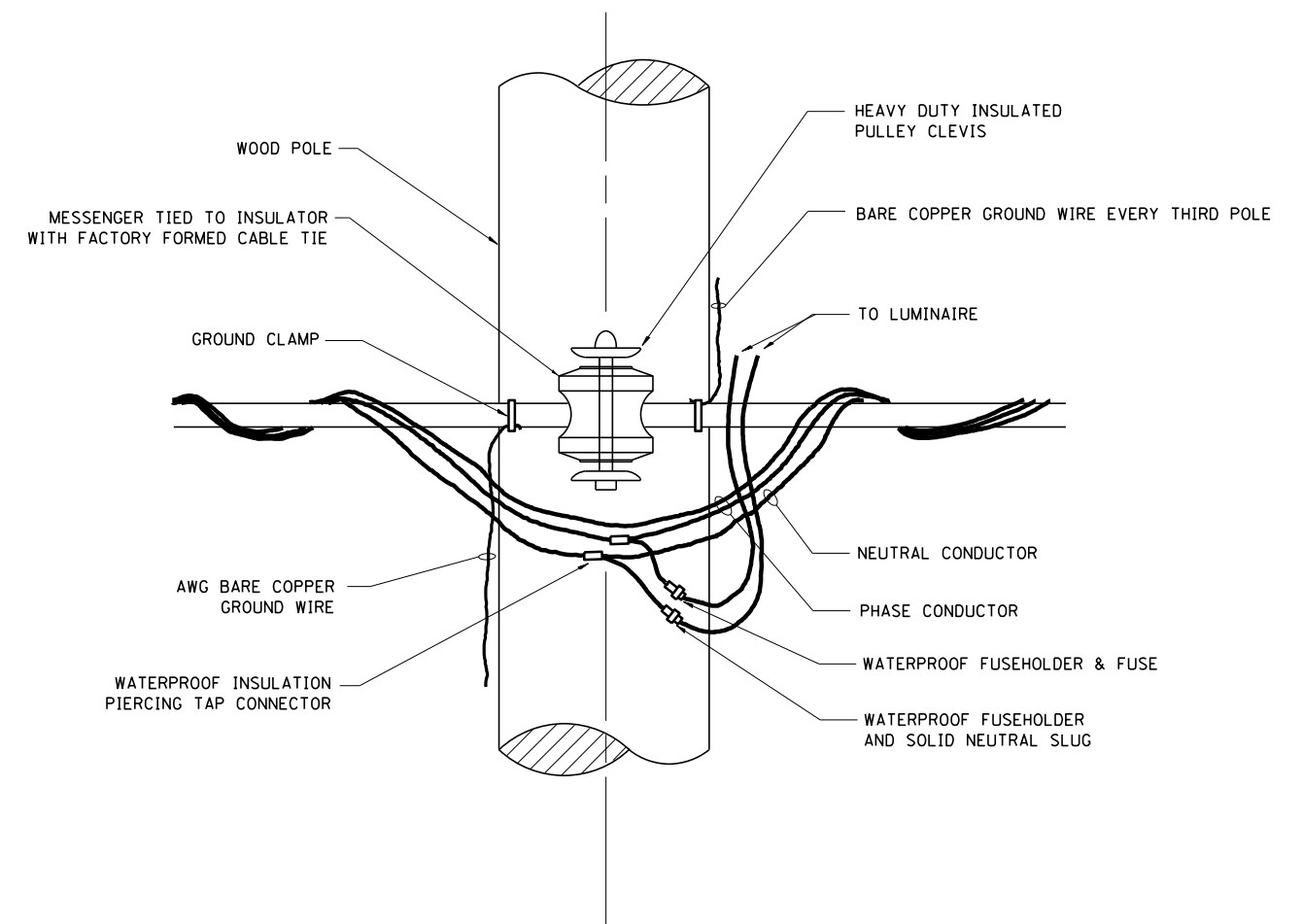
**MISC. ELECTRICAL DETAILS
SHEET A**

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

| | | | | |
|---|-----------------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 88 |
| BE-702 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



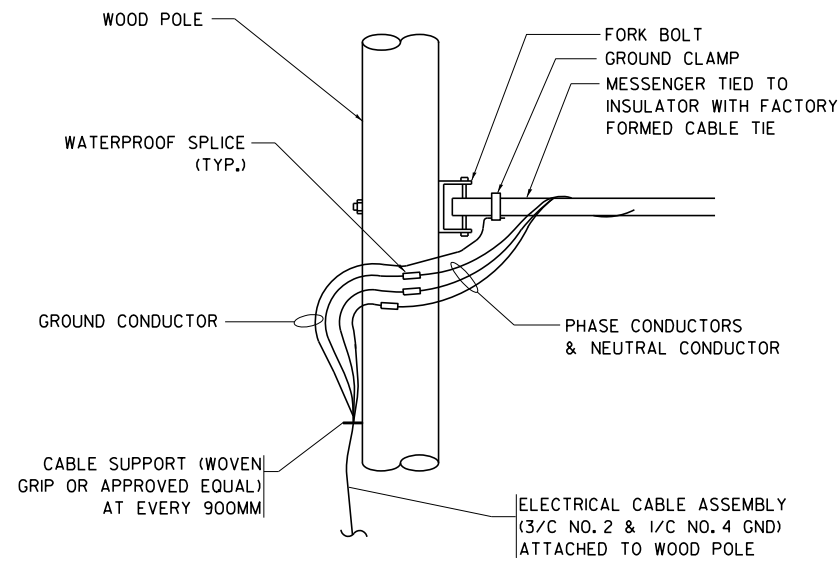
TEMPORARY LIGHT POLE DETAIL



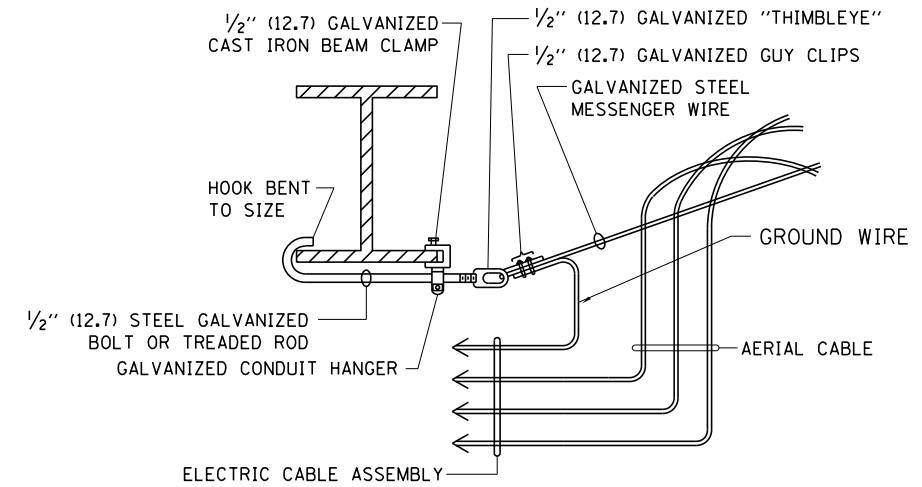
TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:
 1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

| | | | | | | | | | | | | |
|---|-----------------------------|------------|--------------------|---|-------------------------------------|-------------------------|------|---------------------------|---------|---|--------------|-----------|
| FILE NAME = | USER NAME = qureshiye | DESIGNED - | REVISED - 08-08-03 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY LIGHT POLE DETAILS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pw\work\p\id\dot\qureshiye\d0180814\Dis | Std.dgn | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 89 | | | |
| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - | | BE-800 | | | CONTRACT NO. 60T16 | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |



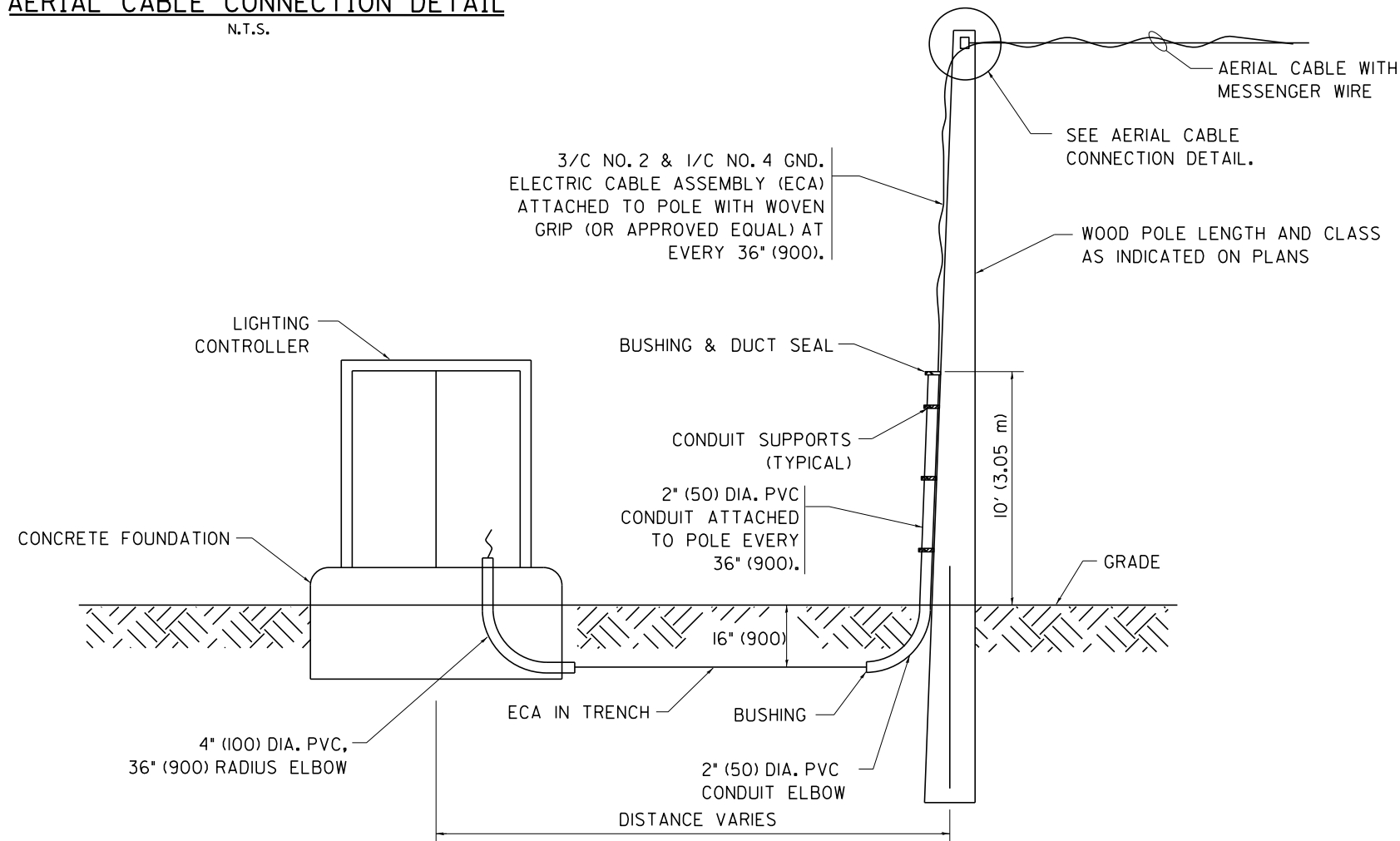
AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

| | | | |
|---|-------------------------------|------------|--------------------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - 08-08-03 |
| ca:\pw\work\p1dot\qureshiya\0180814\Dis | Std.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

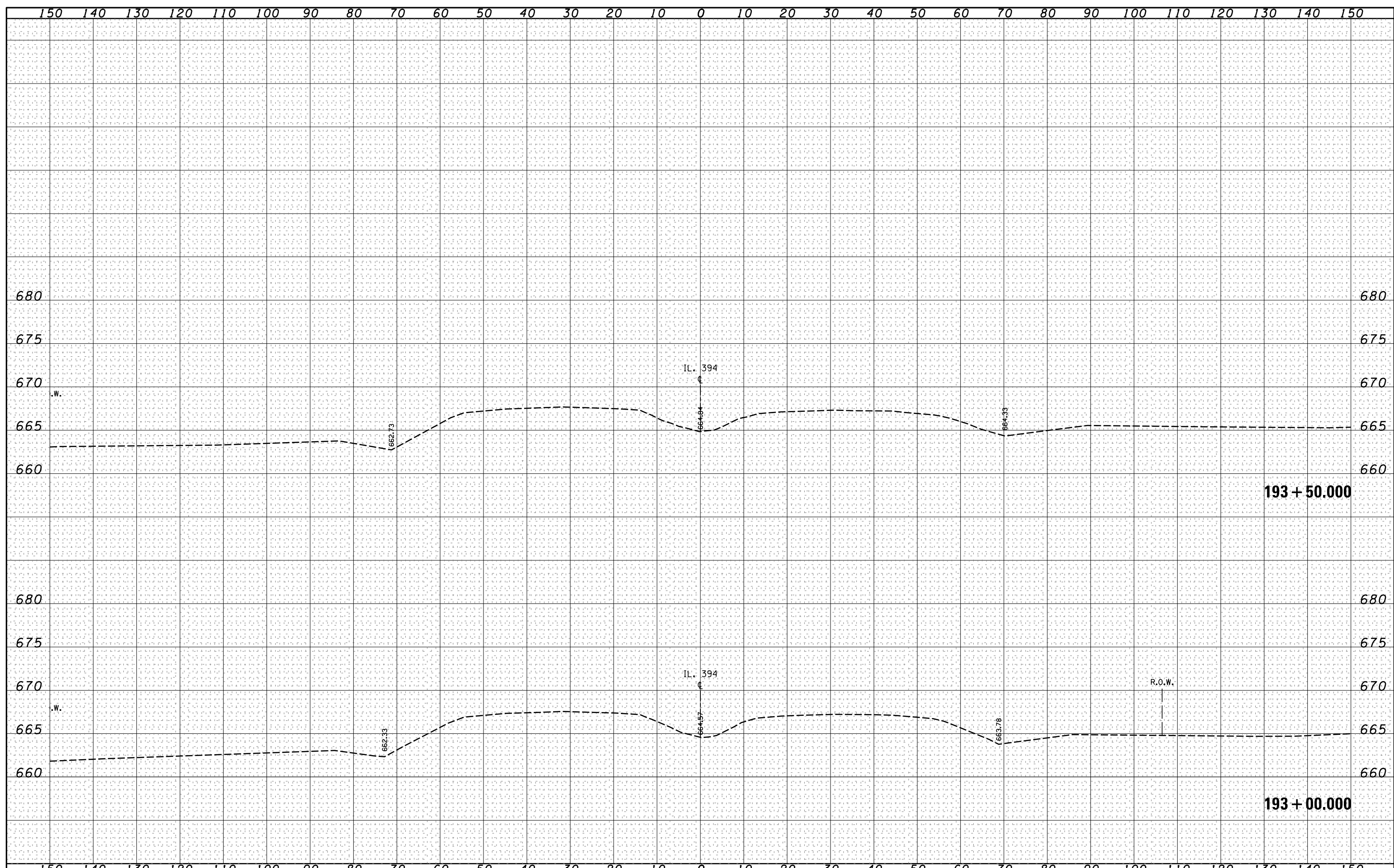
TEMPORARY AERIAL CABLE INSTALLATION

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|-----------------------|--------------------|--------------|-----------|
| 332 | 0203B,0910-PT.1&10N-3 | COOK | 110 | 90 |
| BE-801 | | CONTRACT NO. 60T16 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

| | |
|--------------------|--|
| DATE | |
| BY | |
| FINAL SURVEY NO. | |
| SURVEYED PLOTTED | |
| NOTE BOOK TEMPLATE | |
| AREAS CHECKED | |

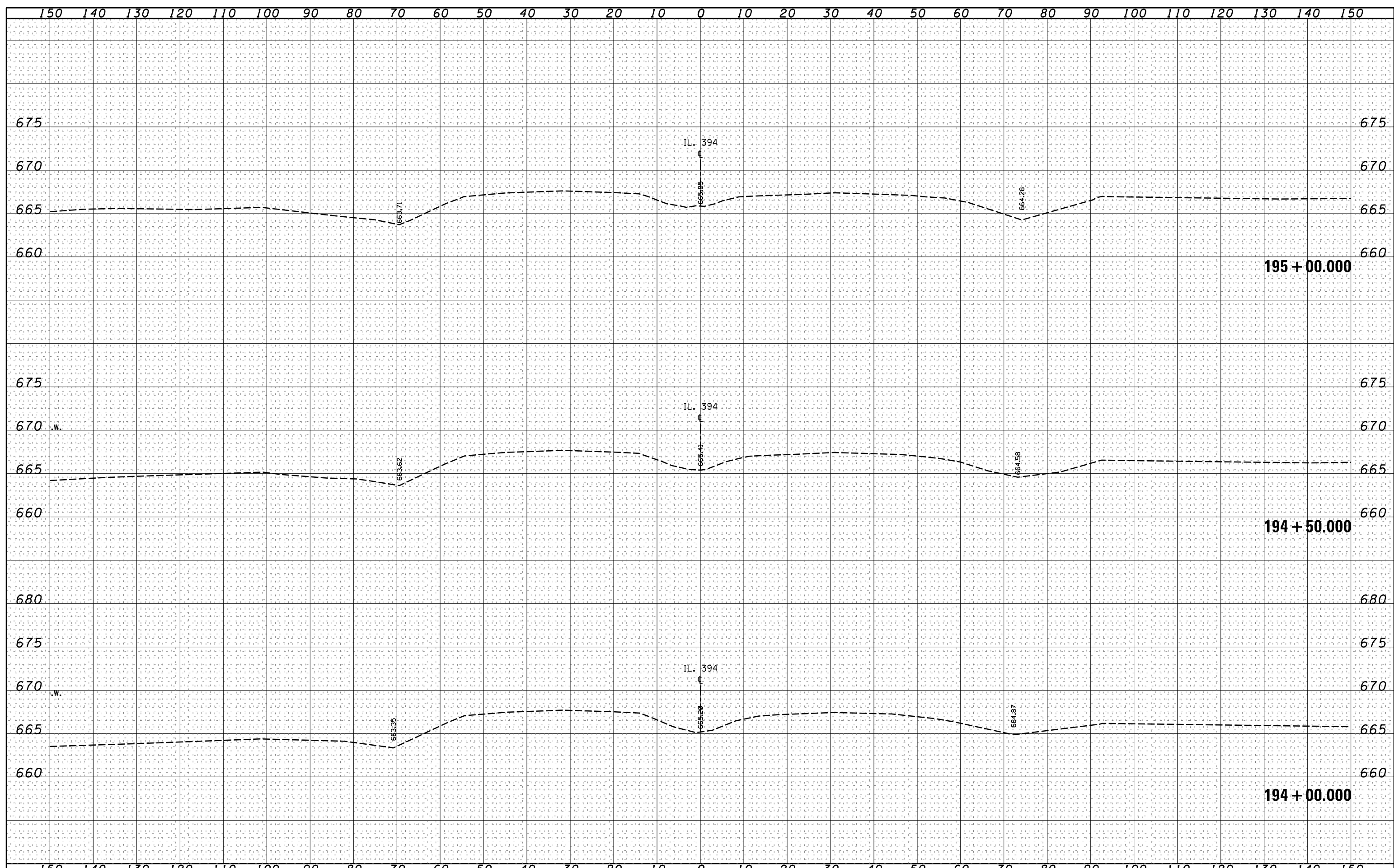
| | |
|---------------------|--|
| DATE | |
| BY | |
| ORIGINAL SURVEY NO. | |
| SURVEYED PLOTTED | |
| NOTE BOOK TEMPLATE | |
| AREAS CHECKED | |



| | | | | | | | | | | | | |
|-------------|--|------------|-----------|---|---|------------------------|------|-------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 91 | | | |
| | | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | | | | |
| | | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

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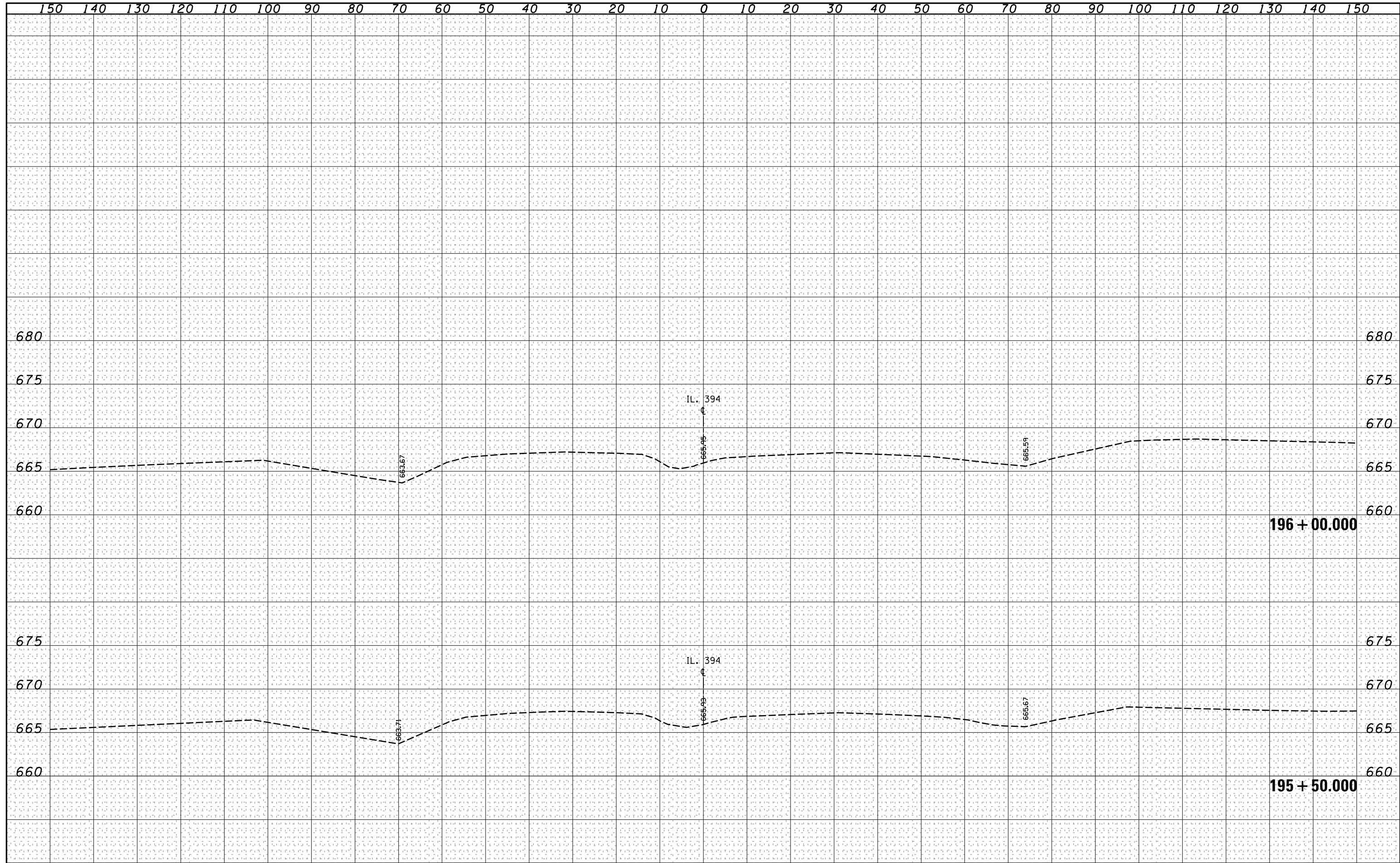
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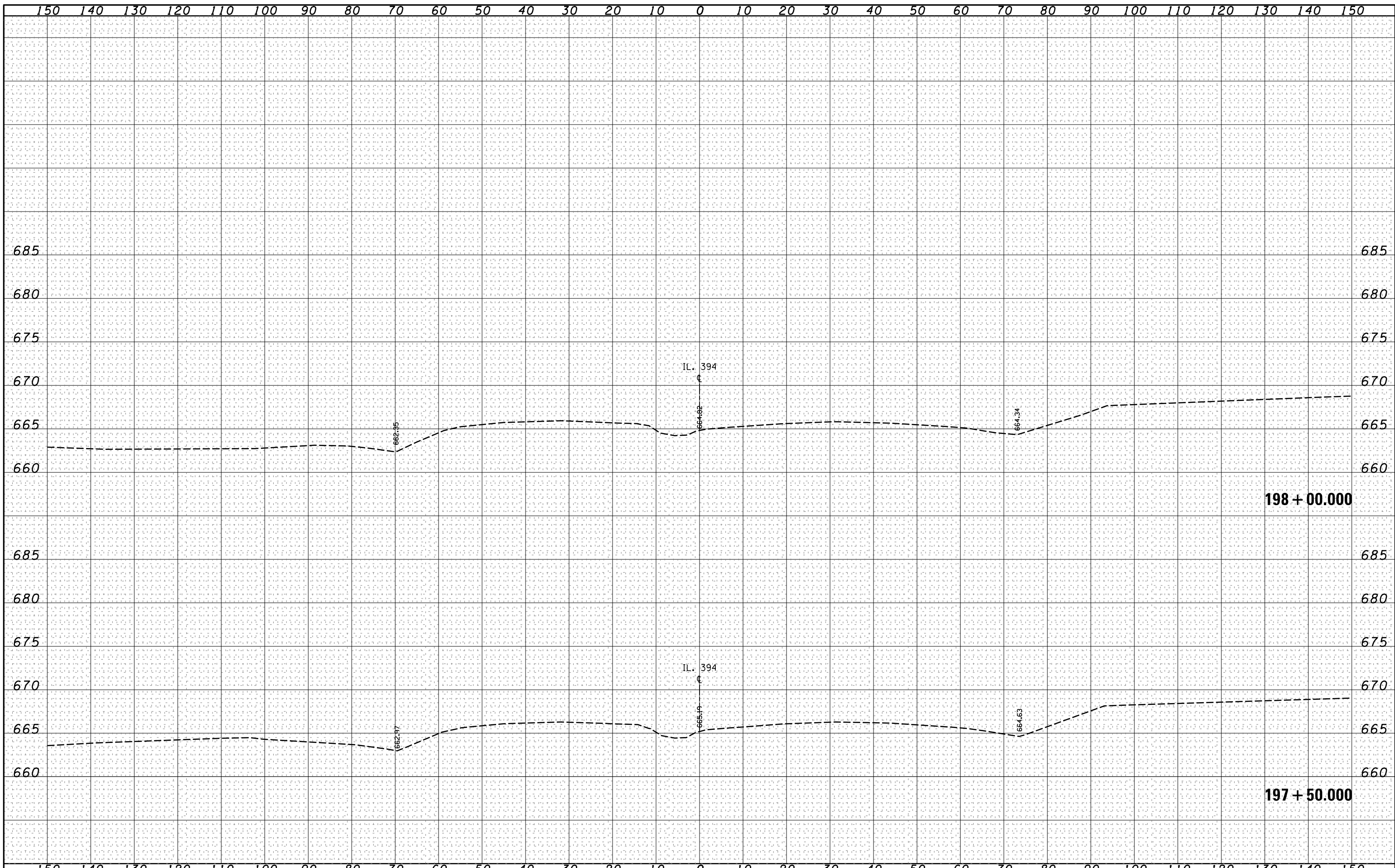
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | c:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 92 |
| | PLOT SCALE = 20.0000' / in. | CHECKED - | REVISED - | | SCALE: SHEET OF SHEETS STA. 194+00.000 TO STA. 195+00.000 | | | | CONTRACT NO. 60T16 | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISIED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 93 | | | |
| | | CHECKED - | REVISIED - | | IL. ROUTE 394 AT SAUK TRAIL | | | | CONTRACT NO. 60T16 | | | |
| | | DATE - | REVISIED - | | SCALE: | SHEET | OF | SHEETS | STA. 195+50.000 | TO STA. 196+00.000 | ILLINOIS FED. AID PROJECT | |



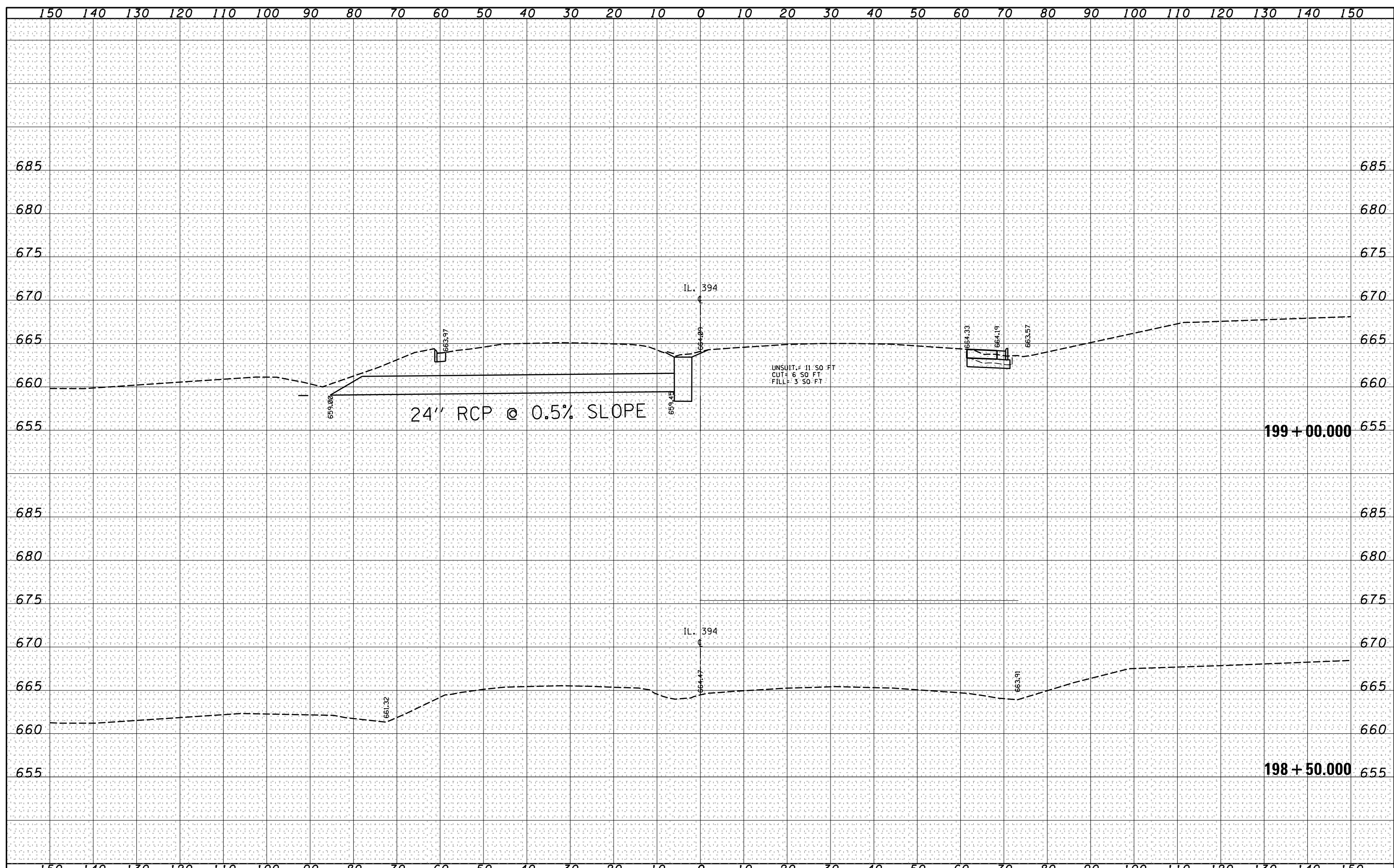
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISIED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 95 | | | |
| | | PLOT SCALE = 20.0000' / in. | REVISIED - | | SCALE: SHEET OF SHEETS STA. 197+50.000 TO STA. 198+00.000 | | | | CONTRACT NO. 60T16 | | | |
| | | PLOT DATE = 5/14/2014 | REVISIED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

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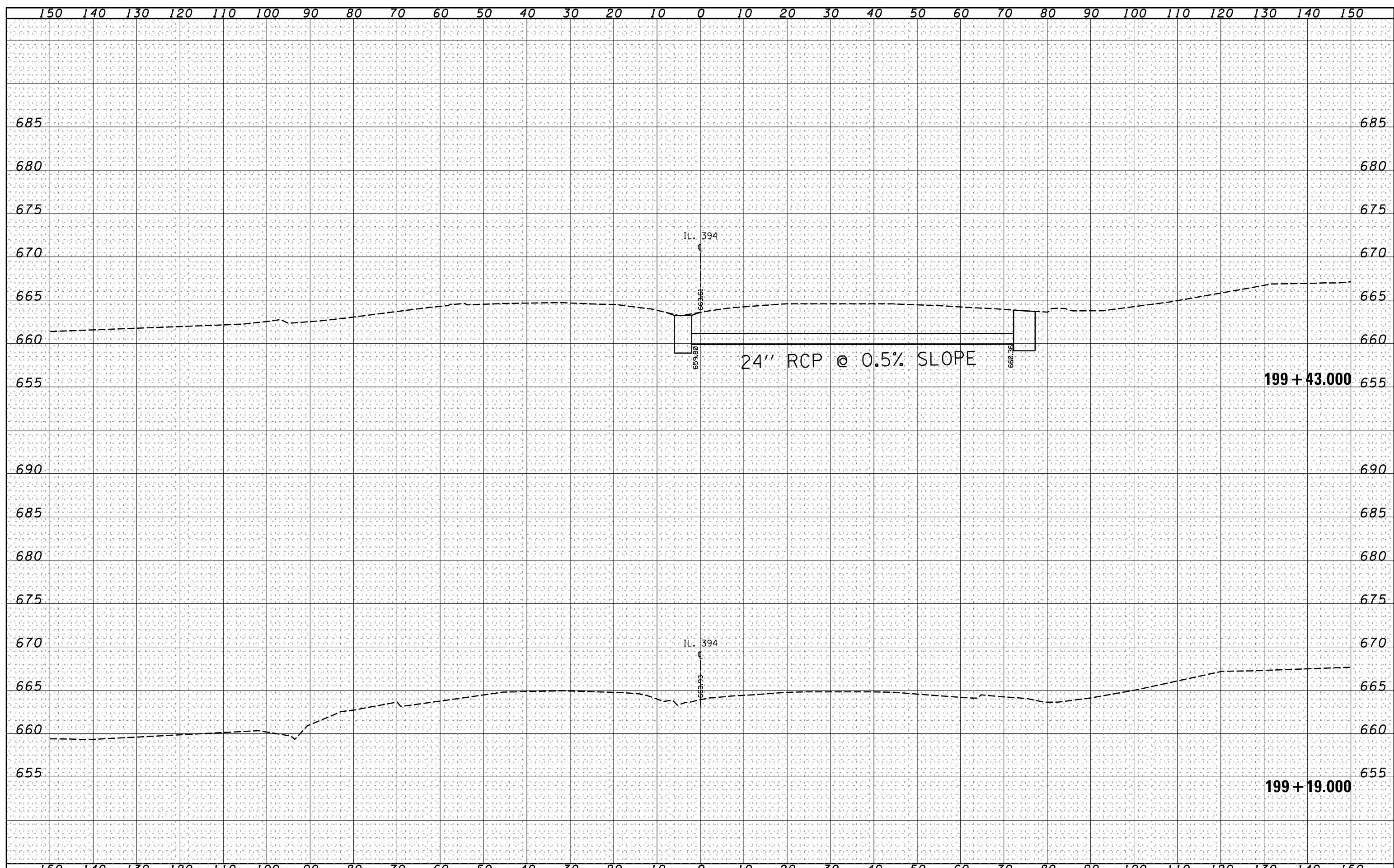
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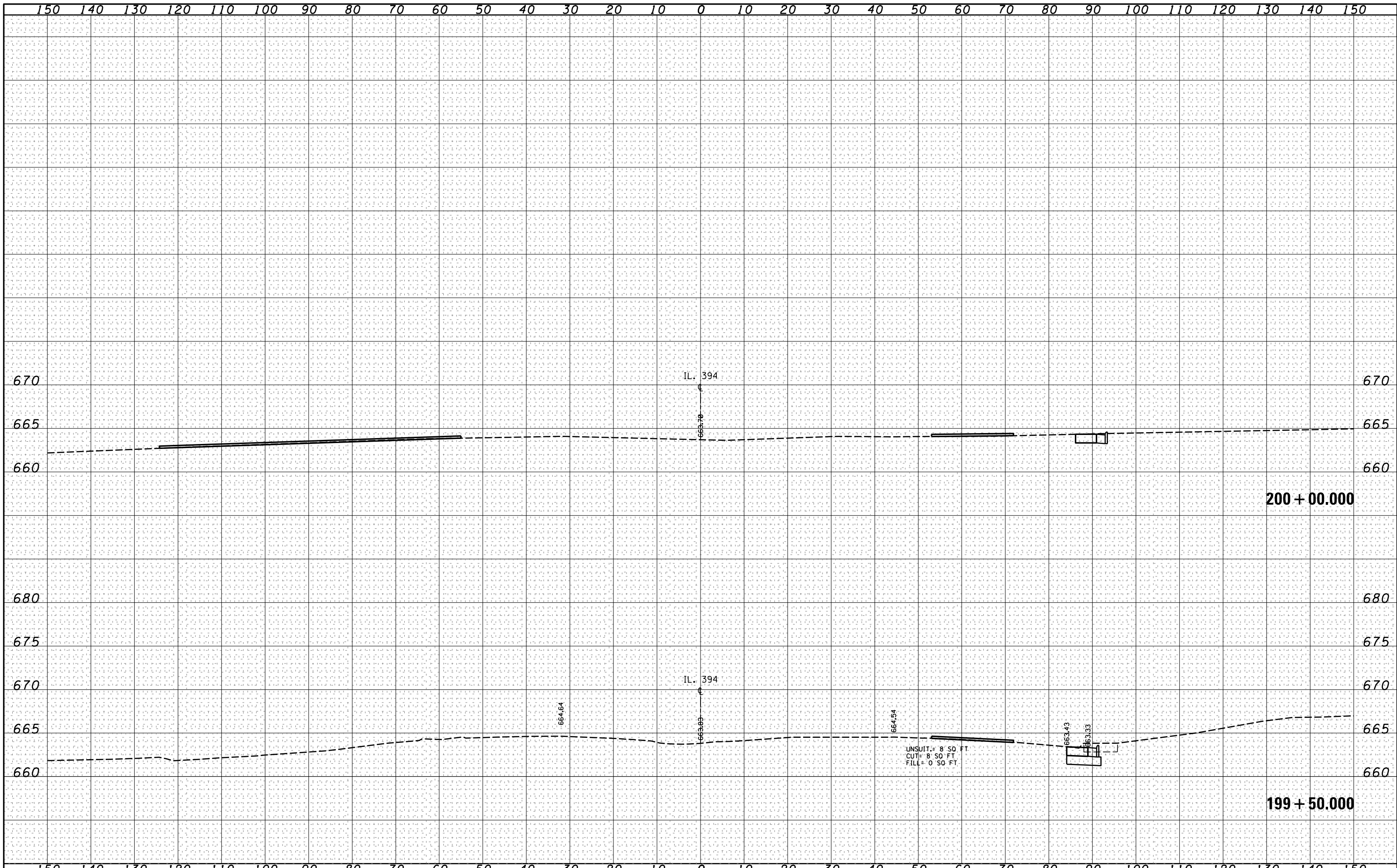
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| Default | c:\pw_work\pwt\dot\qureshiya\d0180814\PI70609-sh | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 96 | | | |
| | | CHECKED - | REVISED - | | IL. ROUTE 394 AT SAUK TRAIL | | | | CONTRACT NO. 60T16 | | | |
| | | DATE - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. 198+50.000 | TO STA. 199+00.000 | ILLINOIS FED. AID PROJECT | |

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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | c:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 97 |
| | | PLOT SCALE = 20.0000' / in. | CHECKED - | | REVISED - | CONTRACT NO. 60T16 | | | | | | | |
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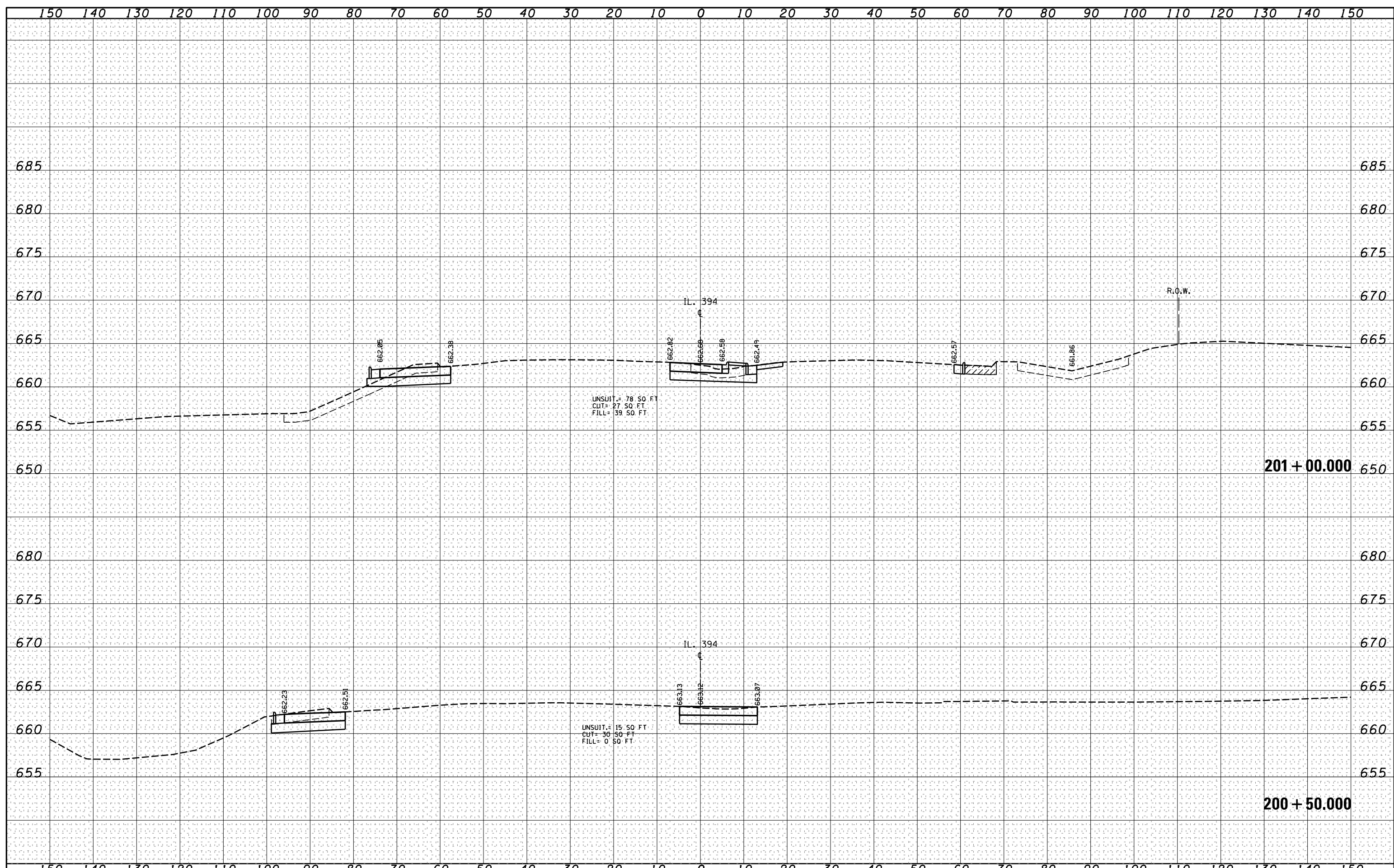
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| Default | os:\pw_work\p1dot\qureshiya\d0180814\PI70609-sh | DRAWN - | REVISED - | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 98 | | | |
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: | SHEET | OF | SHEETS | STA. 199+50.000 | TO STA. 200+00.000 | ILLINOIS FED. AID PROJECT | |

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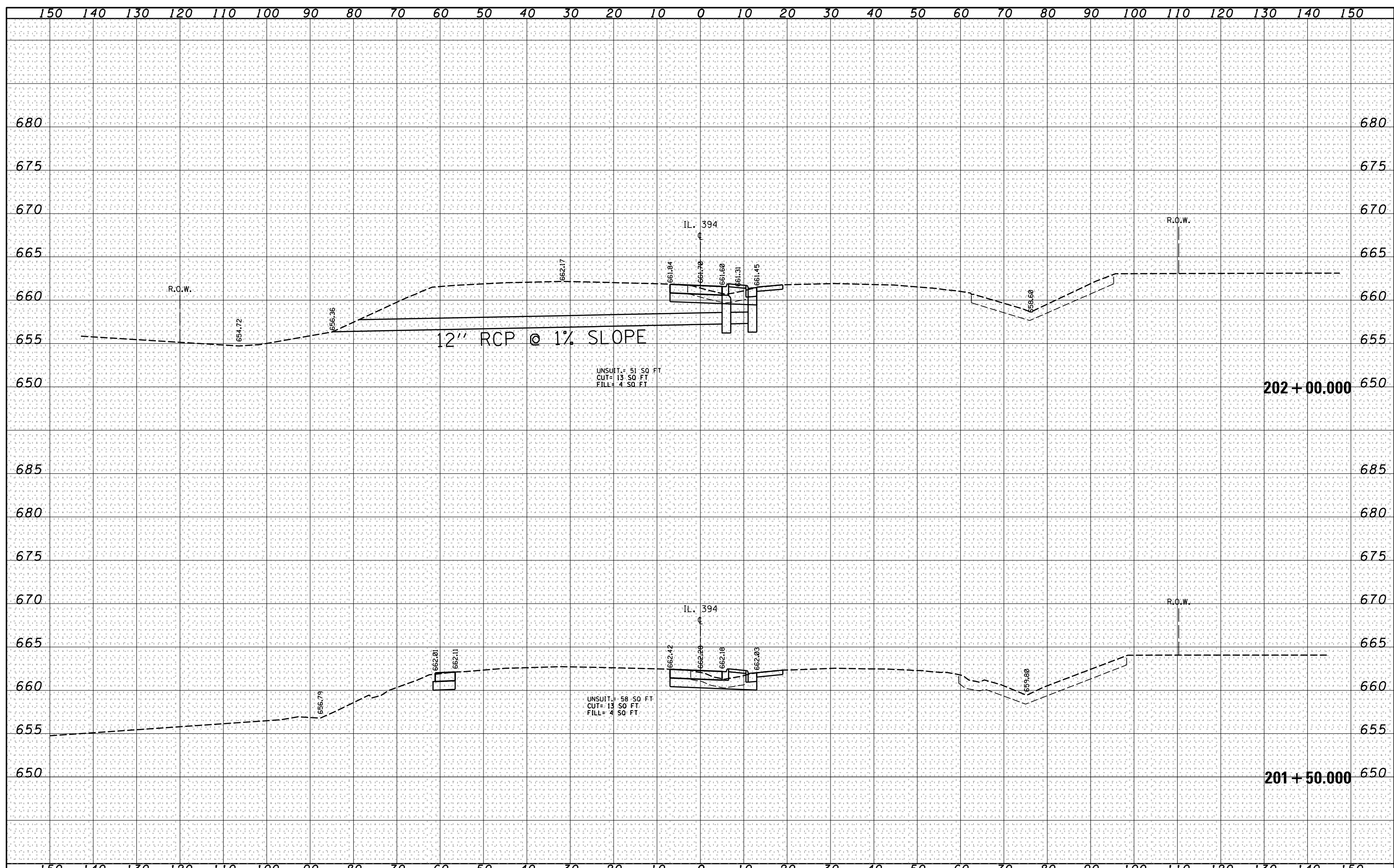
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\pwt\dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 99 |
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |

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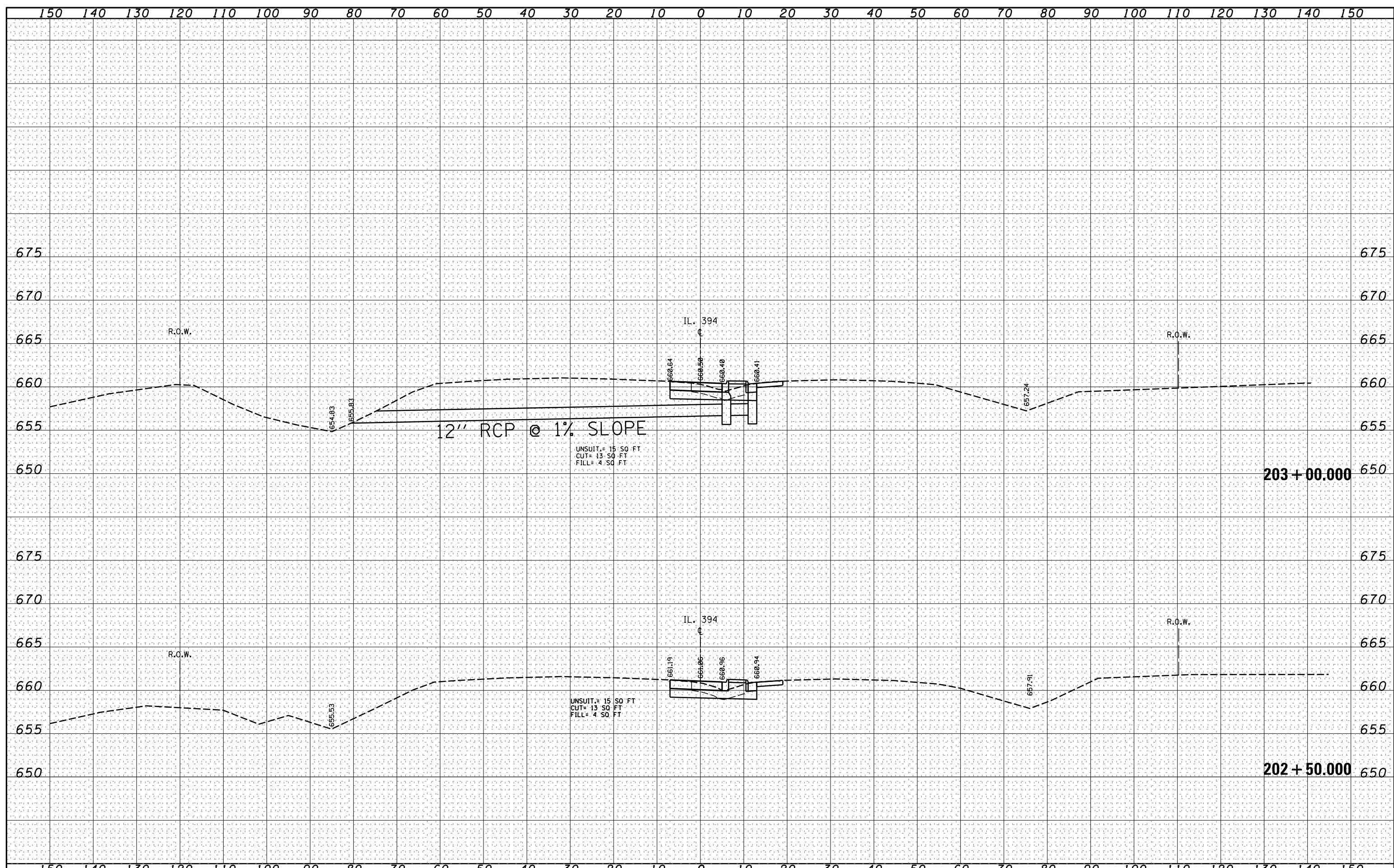
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ca:\pw_work\pwt\dot\qureshiya\d0180814\PI170609-sh | -xsht-IL394.dgn | DRAWN - | REVISED - | | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 100 |
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | | | |

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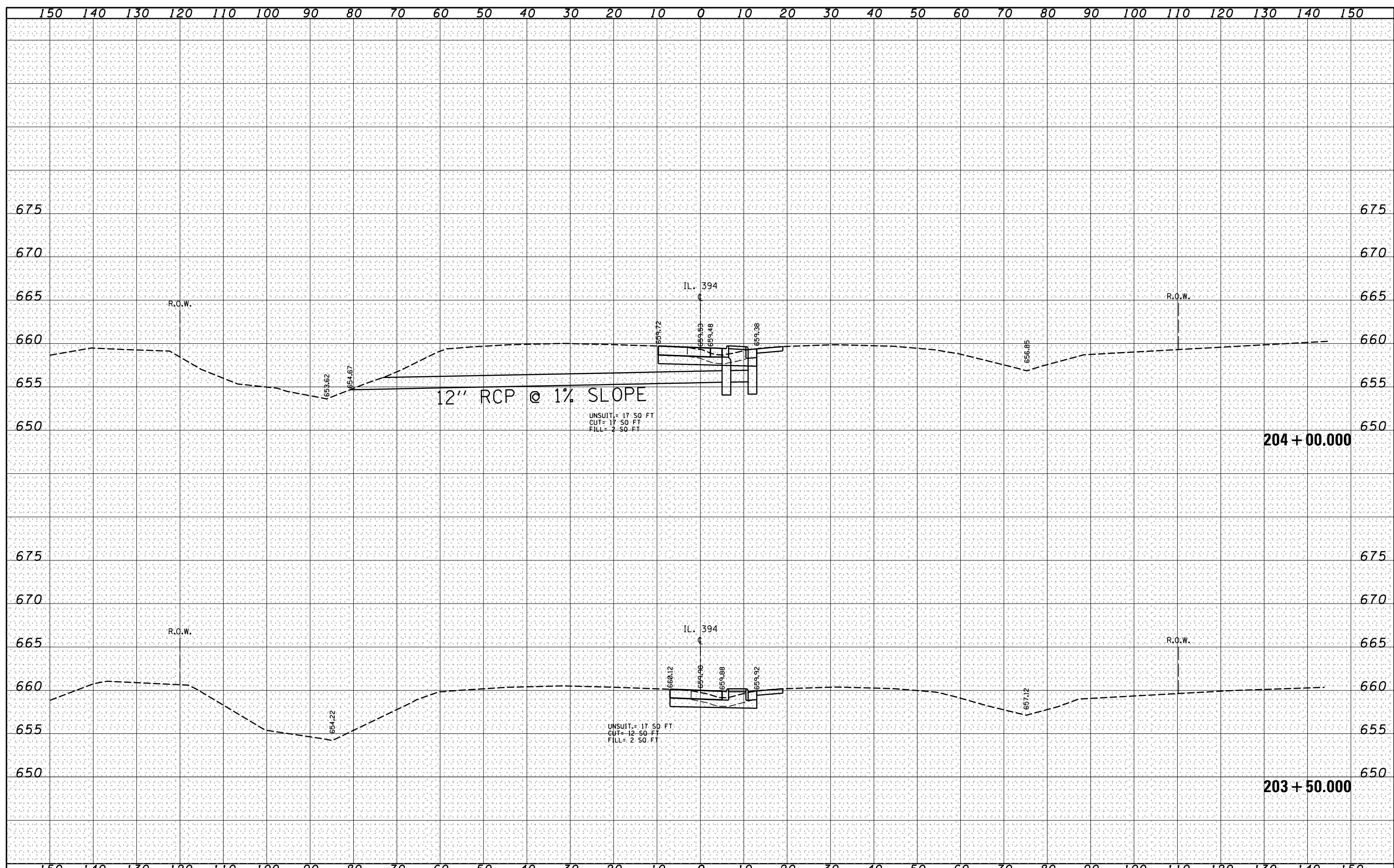
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| FILE NAME = | USER NAME = qureshiye | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\p1dot\qureshiye\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 101 |
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | SCALE: SHEET OF SHEETS STA. 202+50.000 TO STA. 203+00.000 | | | ILLINOIS FED. AID PROJECT | | | | |

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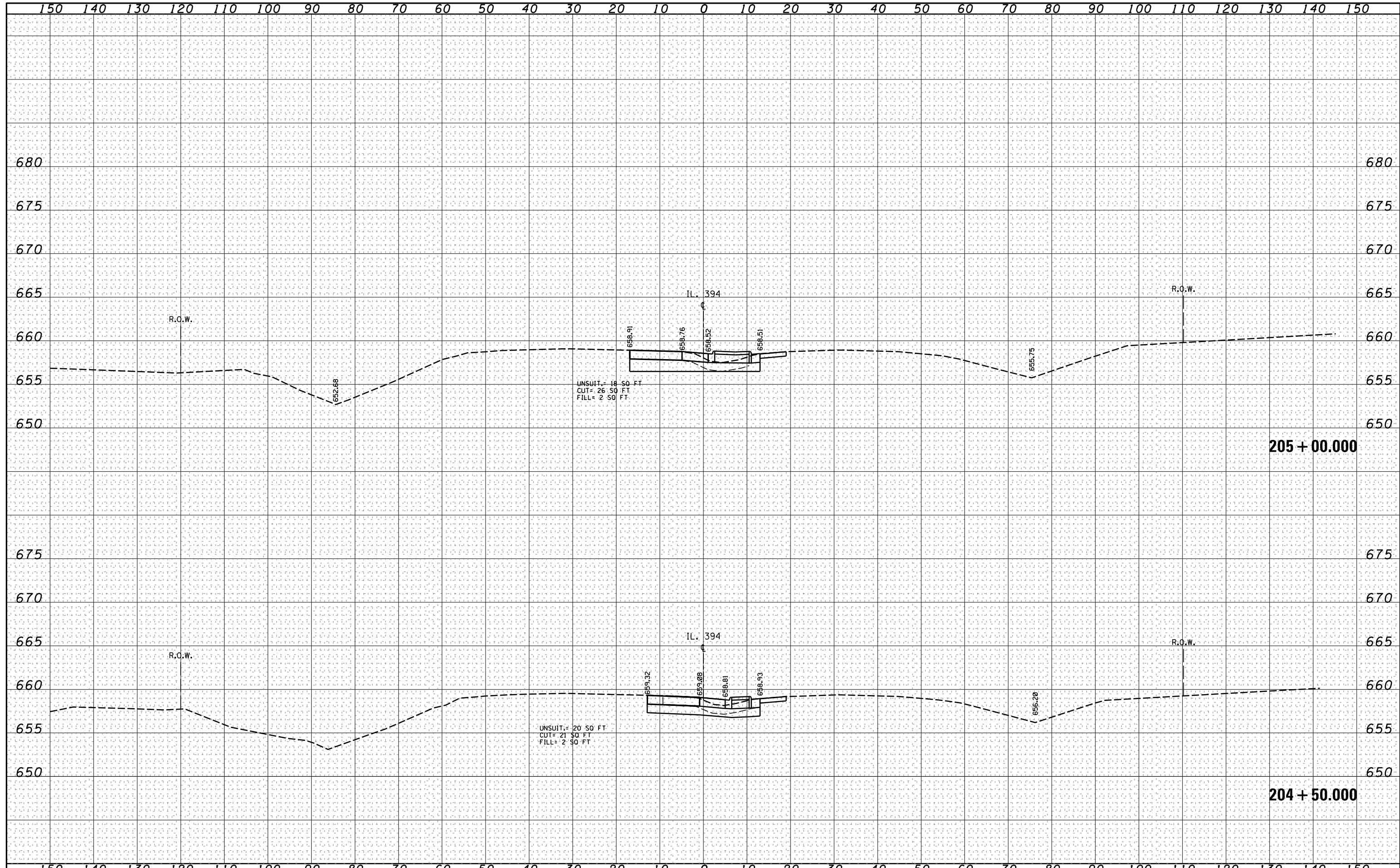
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | c:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 102 |
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| | | PLOT DATE = 5/14/2014 | DATE - | | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | |

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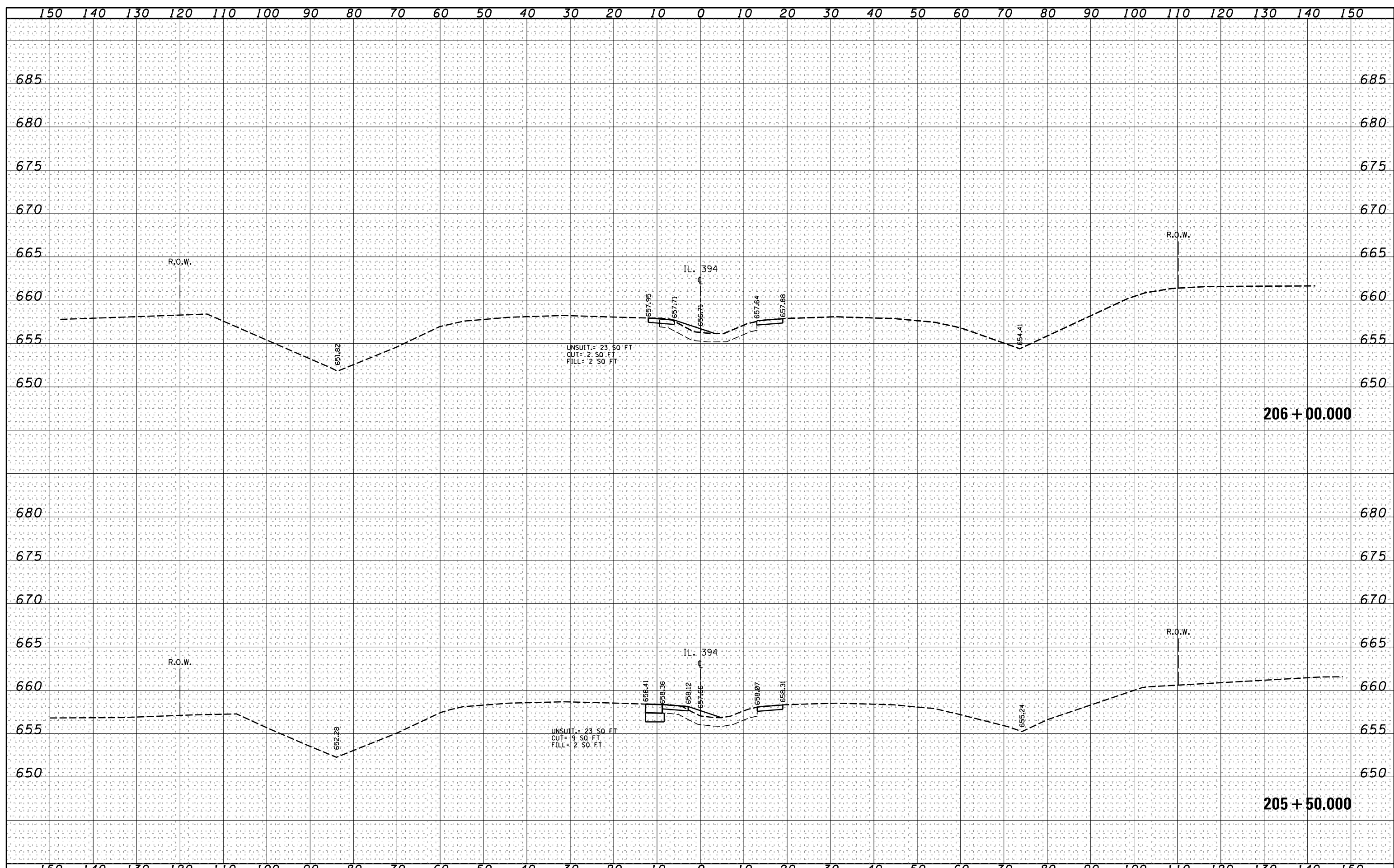
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| os:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | -xsht-IL394.dgn | DRAWN - | REVISED - | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 103 |
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| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | | | | | | | | |

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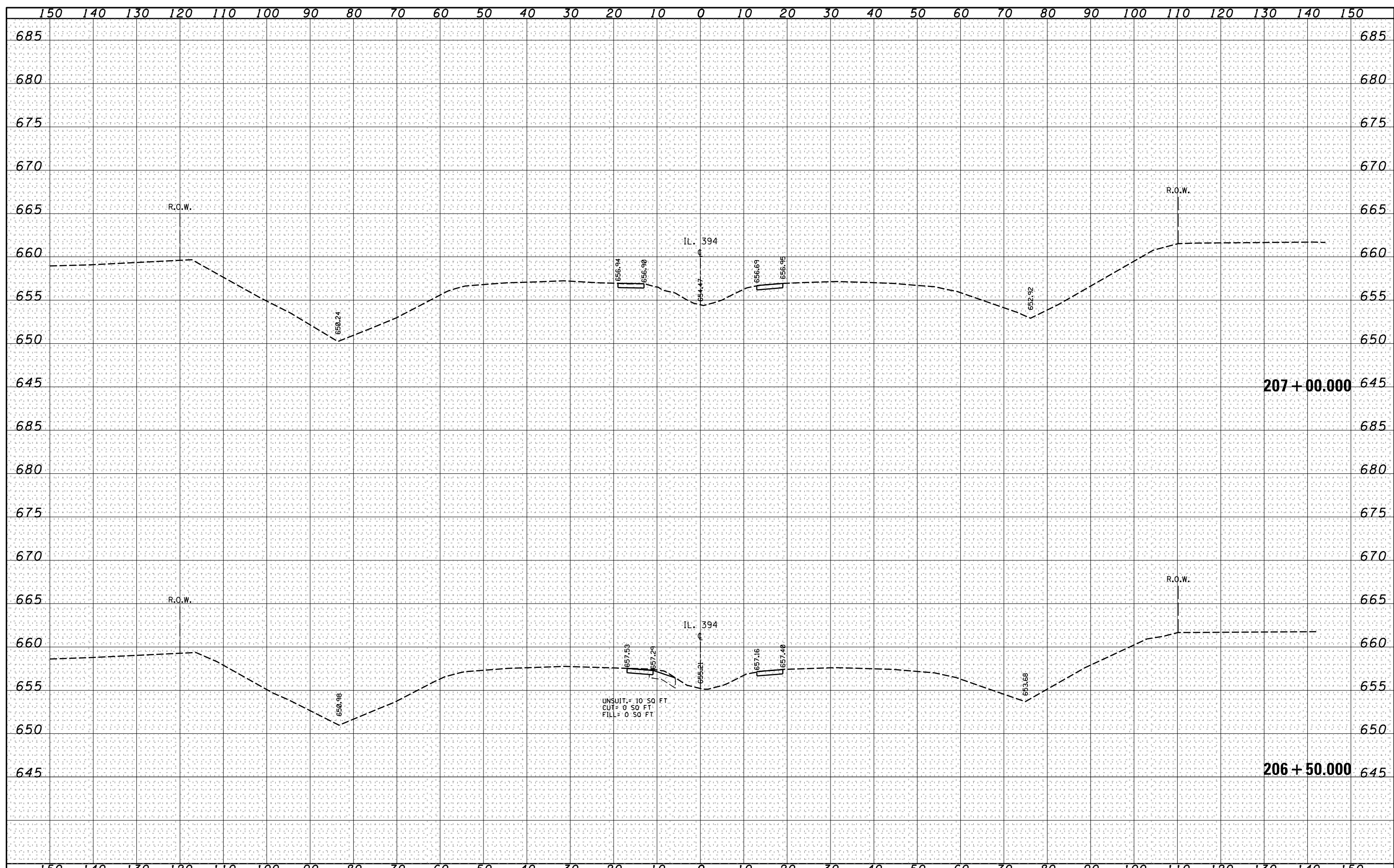
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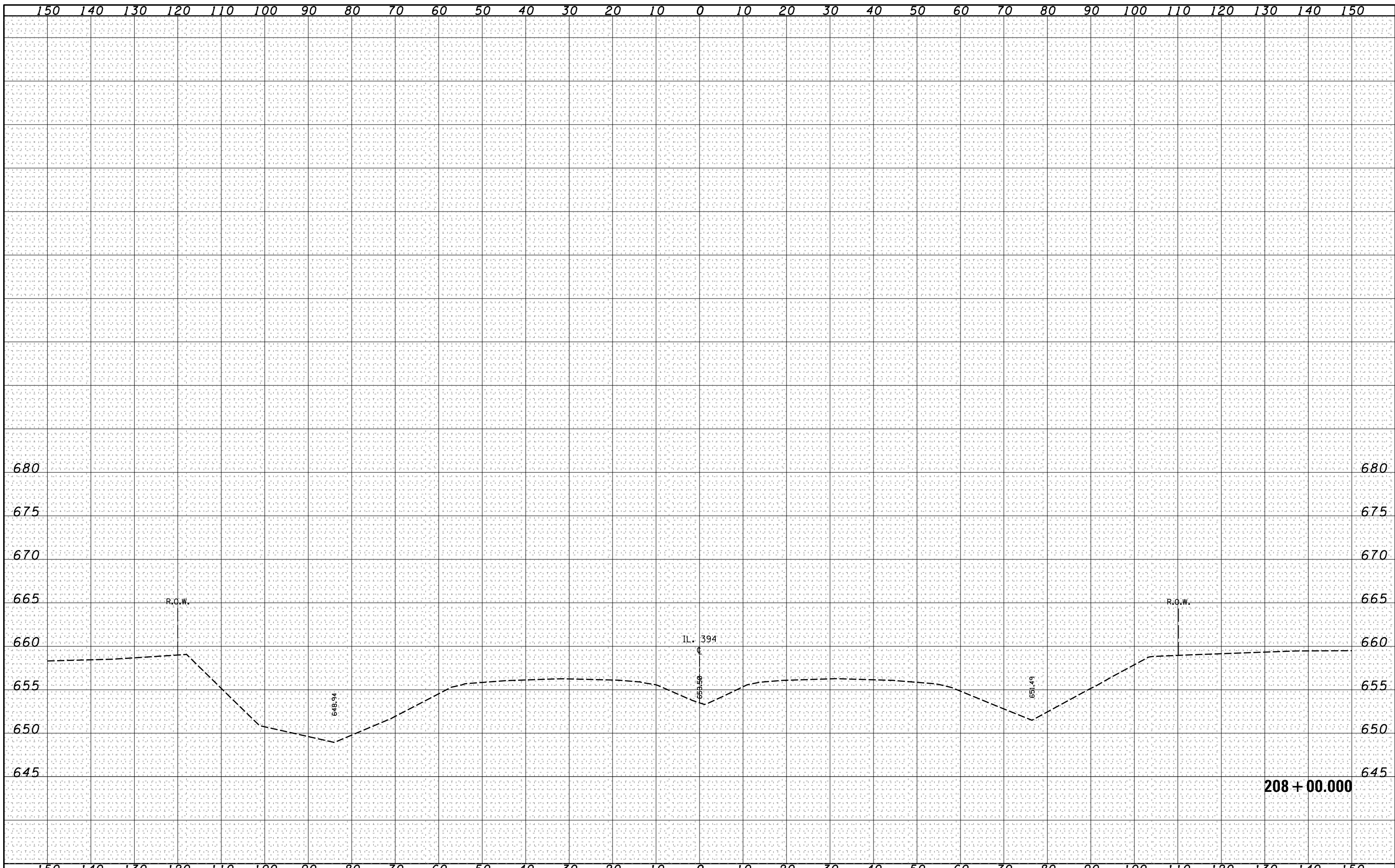
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| Default | c:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISED - | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 104 |
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| | | PLLOT DATE = 5/14/2014 | DATE - | | REVISED - | SCALE: | SHEET | OF | SHEETS | STA. 205+50.000 TO STA. 206+00.000 | ILLINOIS FED. AID PROJECT | |

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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISIED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| Default | os:\pw_work\p1dot\qureshiya\d0180814\PI170609-sh | DRAWN - | REVISIED - | | | | | 332 | I0203B,0910-PT.1&10N-3 | COOK | 110 | 105 |
| | | CHECKED - | REVISIED - | | CONTRACT NO. 60T16 | | | | | | | |
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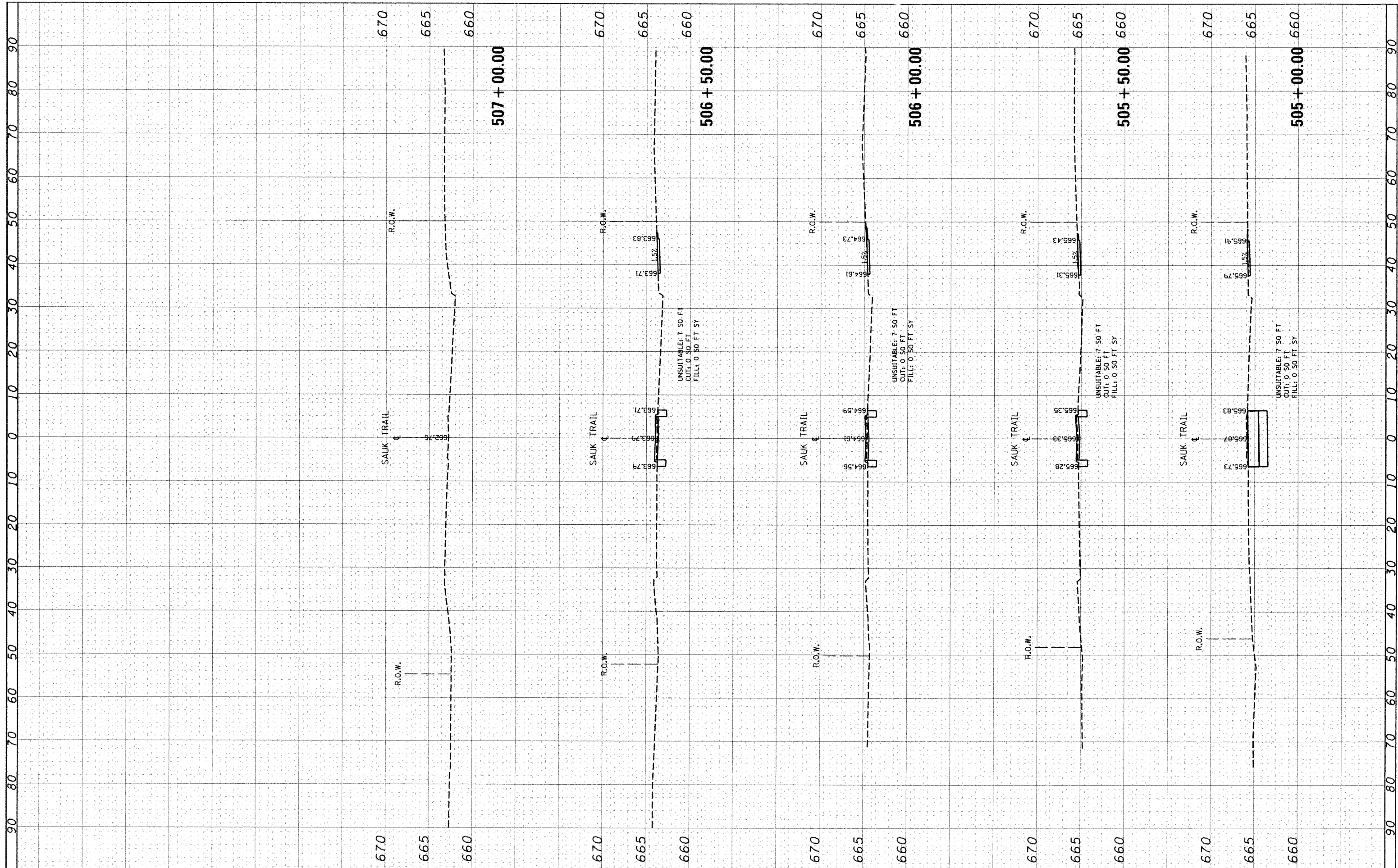
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| FILE NAME = | USER NAME = qureshiya | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CROSS SECTIONS IL. ROUTE 394 AT SAUK TRAIL | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| Default | PLOT SCALE = 20.0009' / in. | CHECKED - | REVISED - | | CONTRACT NO. 60T16 | | | | | | | |
| | PLOT DATE = 5/14/2014 | DATE - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

SCALE: SHEET OF SHEETS STA. 208+00.000 TO STA. 208+00.000

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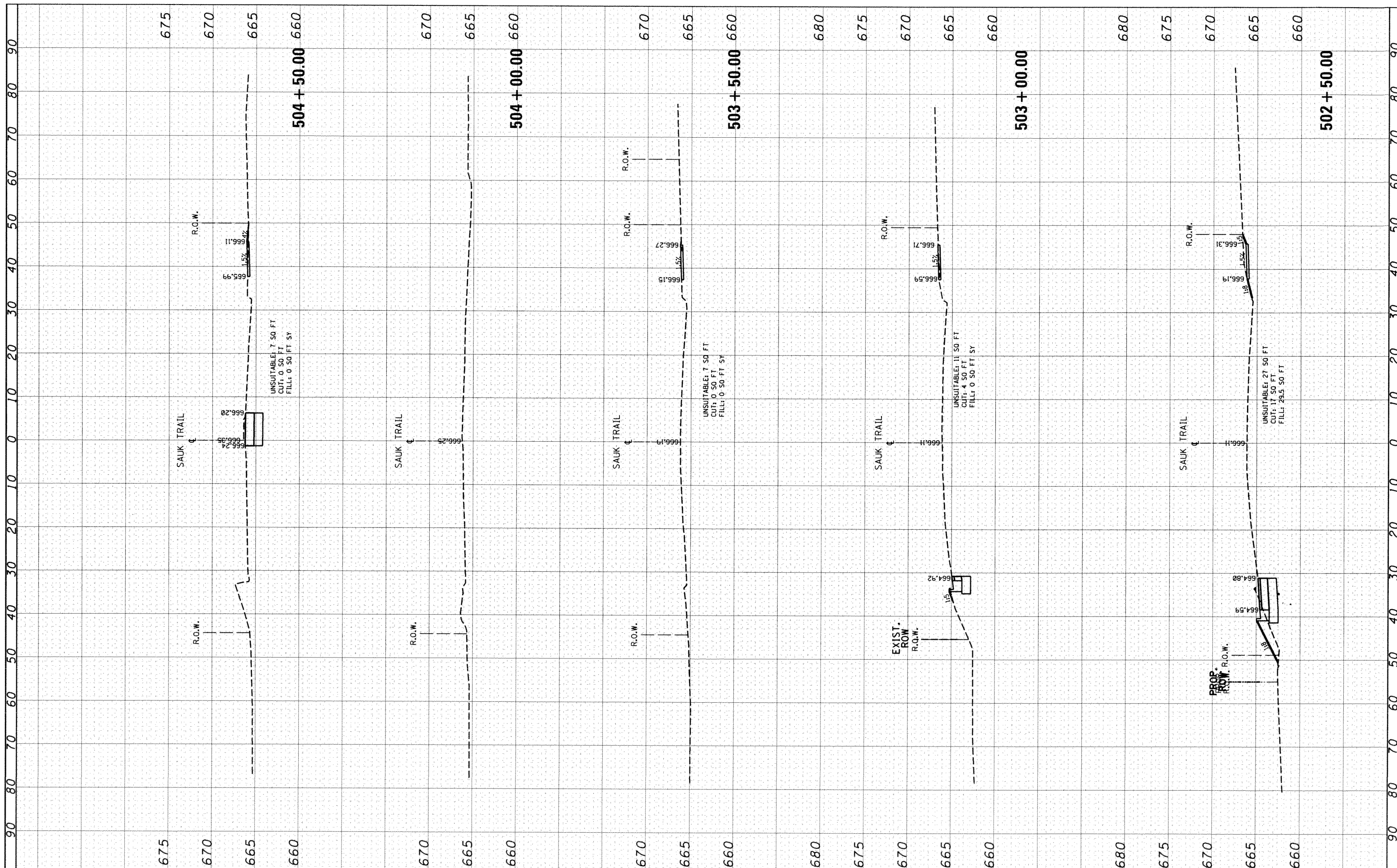
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 IL ROUTE 394 AT SAUK TRAIL
 SCALE: SHEET OF SHEETS STA. 505+00.00 TO STA. 507+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 332 | 102038,0910-PT.1&10IN-3 | COOK | 110 | 10+ |
| CONTRACT NO. 60116 | | | | |
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

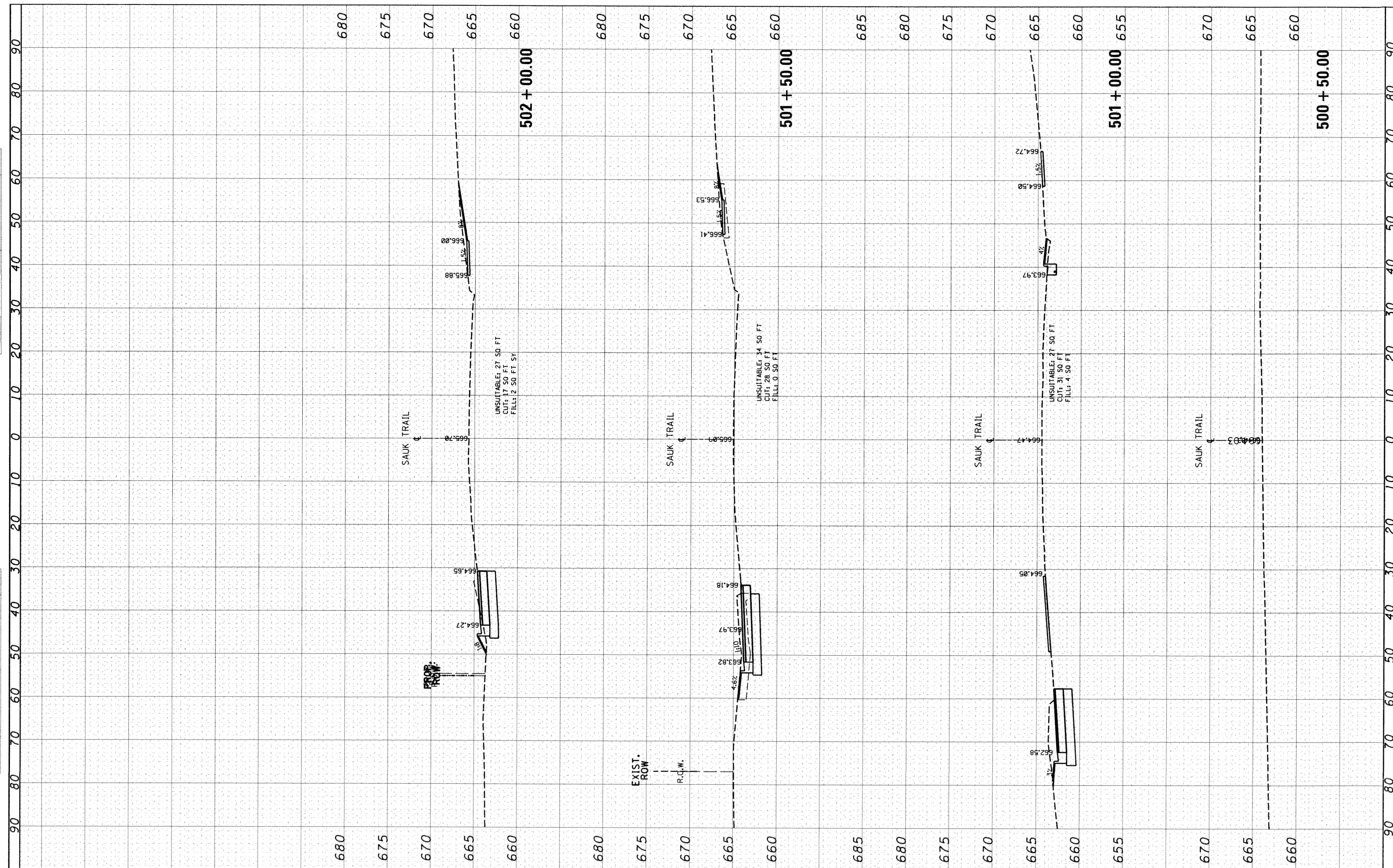
**CROSS SECTIONS
 IL. ROUTE 394 AT SAUK TRAIL**
 SCALE: SHEET OF SHEETS STA. 502+50.00 TO STA. 504+50.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|-------------------------|--------|--------------|-----------|
| 332 | 10203B,0910-PT.1&10IN-3 | COOK | 110 | 108 |

CONTRACT NO. 60T16
 ILLINOIS FED. AID PROJECT

FINAL SURVEY
 SURVEYED AREAS
 CHECKED AREAS
 NOTE BOOK NO.

ORIGINAL SURVEY
 SURVEYED AREAS
 CHECKED AREAS
 NOTE BOOK NO.



FILE NAME =
 USER NAME = bigataoao
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / 1" =
 PLOT DATE 2/19/2014

REVISIONS
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 IL. ROUTE 394 AT SAUK TRAIL
 SCALE: SHEET OF SHEETS STA. 500+50.00 TO STA. 502+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------------------|--------|--------------|-----------|
| 332 | 0203B,0910-PT.1&10IN-3 | COOK | 110 | 111 |
| CONTRACT NO. 60T16 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

