

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

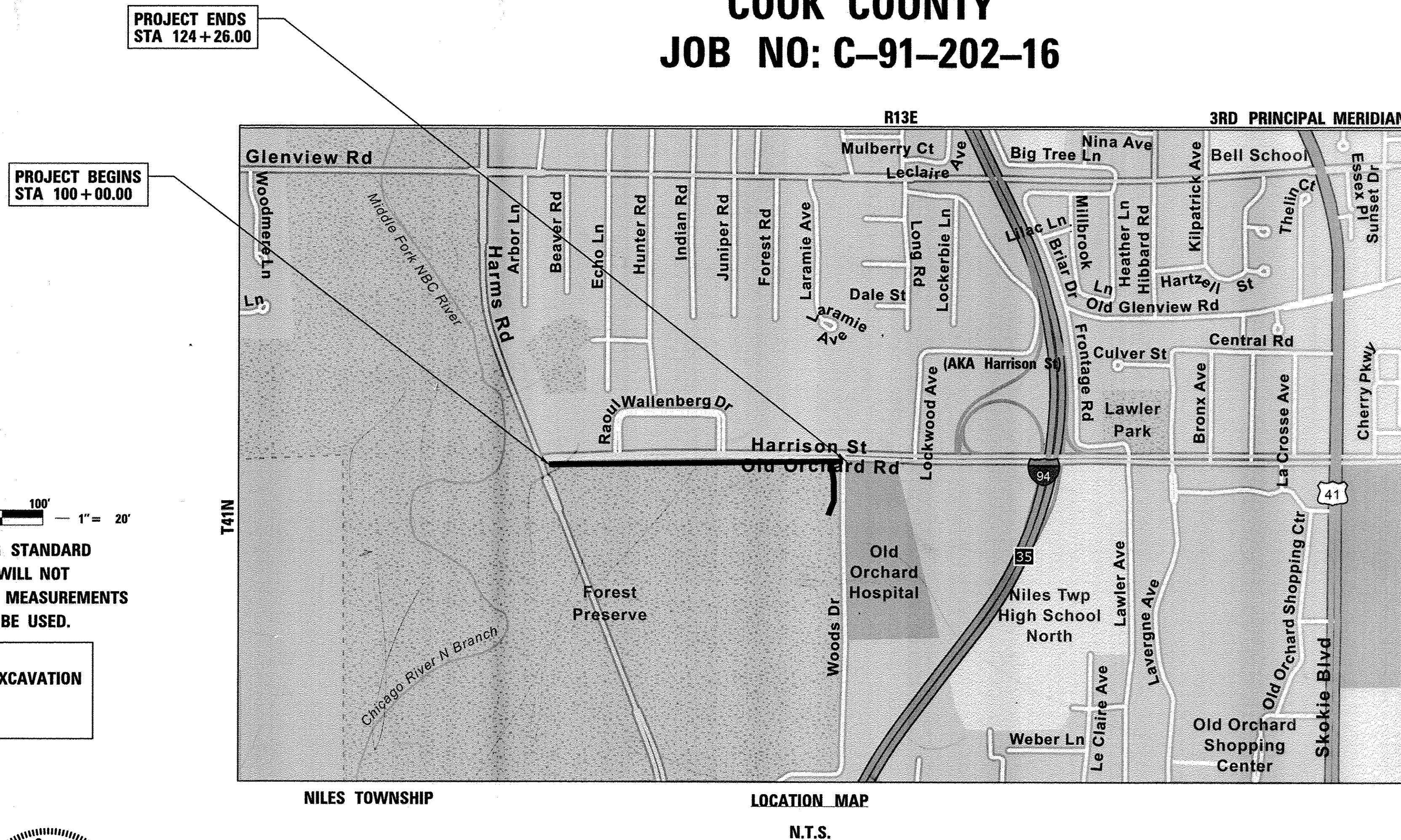
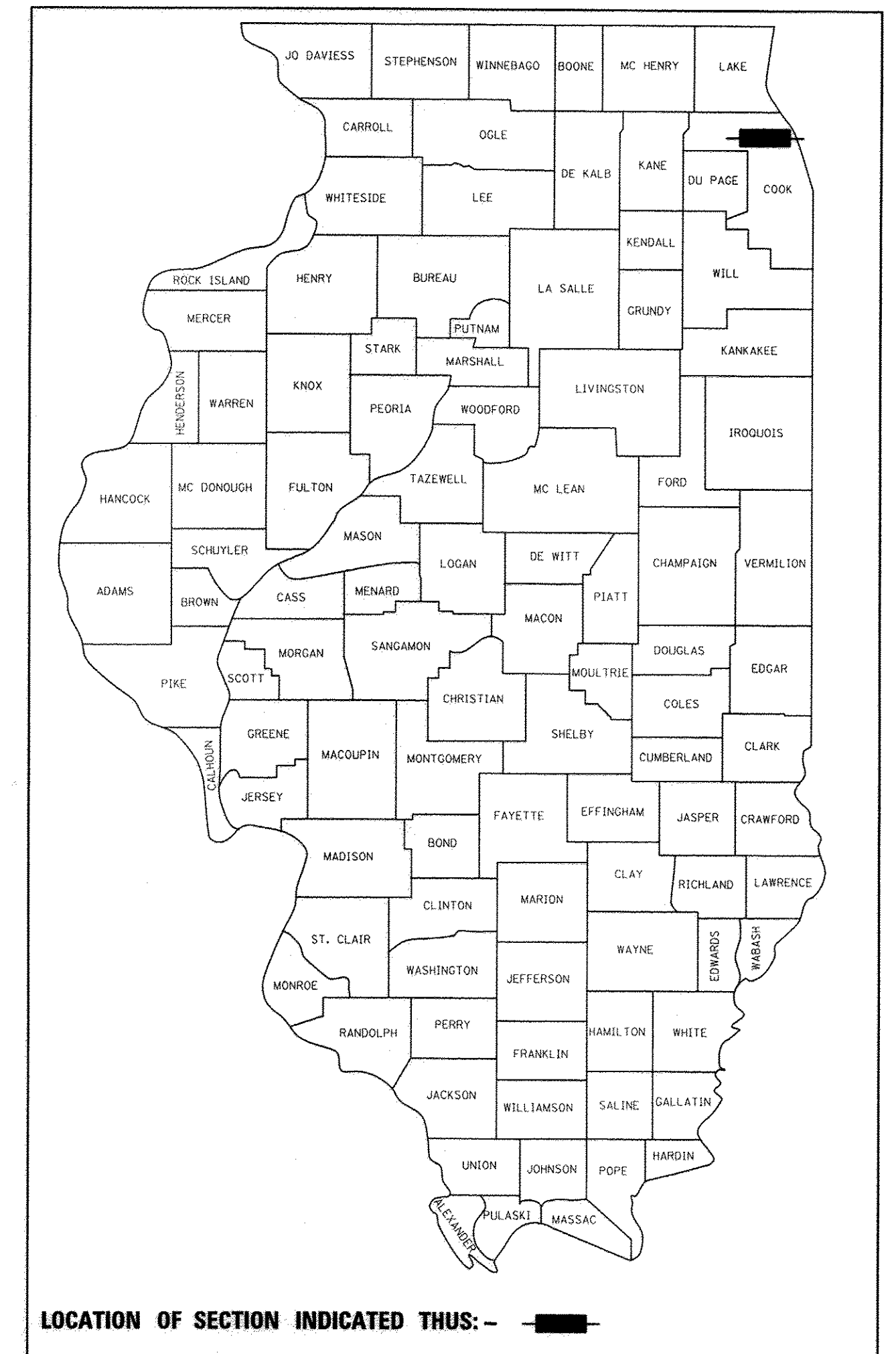
FAU 1310 (OLD ORCHARD ROAD)
HARMS ROAD TO WOODS DRIVE
BIKE / PEDESTRIAN PATH

SECTION 15-00302-00-BT
PROJECT NO: TE -01D1 (067)
VILLAGE OF SKOKIE
COOK COUNTY
JOB NO: C-91-202-16

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	1
		ILLINOIS	CONTRACT NO. 61D66	

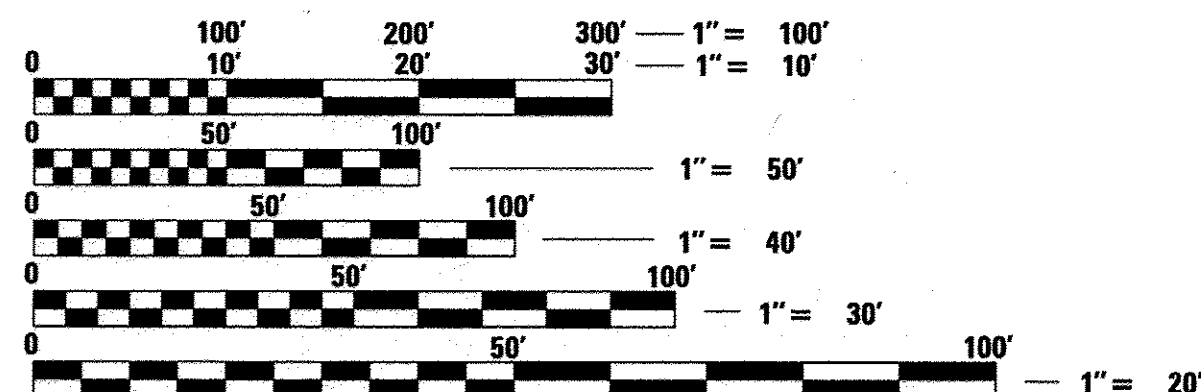
FOR INDEX OF SHEETS SEE SHEET 2

FOR LIST OF APPLICABLE HIGHWAY STANDARDS SEE SHEET 2



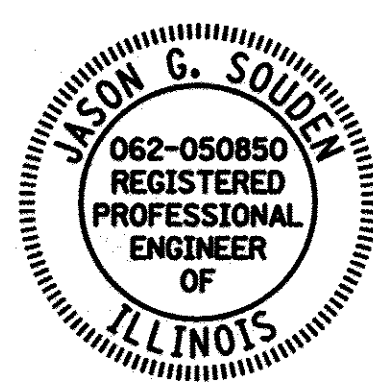
TRAFFIC DATA

OLD ORCHARD ROAD
DESIGN DESIGNATION: MINOR ARTERIAL
POSTED SPEED = 35 MPH
TRAFFIC = 19,700 ADT (2010)



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



12-5, 2016
Jason G. Souden
ILLINOIS REGISTRATION No. 062-050850
EXPIRATION DATE: 11/30/17

NET LENGTH = 2,750.00 FEET (0.52 MILES)
GROSS LENGTH = 2750.00 FEET (0.52 MILES)

CB CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: 04/30/17

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	<i>S.P. Cole</i> Eric P. Cole 12/16/16 VILLAGE OF SKOKIE DIRECTOR OF ENGINEERING
PASSED	DECEMBER 19, 2016 <i>Christopher Holt</i> CHRISTOPHER HOLT DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
RELEASED FOR BID BASED ON LIMITED REVIEW	December 14, 2016 <i>John F. ...</i> REGIONAL ENGINEER

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PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAMBURG, IL

CONTRACT NO. 61D66

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY, 2017; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD), THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI), "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, THE "NRCS ILLINOIS URBAN MANUAL" DEC 2002 EDITION, THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.
3. THE CONTRACTOR SHALL LIMIT HIS/HER CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL NOTIFY ERIK COOK, THE DIRECTOR OF ENGINEERING AT THE VILLAGE OF SKOKIE AT 847-933-8231 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK AND COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
5. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION. IF EXISTING SIGNS ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT PROCESS, THE SIGN SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR SHALL GIVE NOTICES AND COMPLY WITH APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ALL PUBLIC AUTHORITIES BEARING ON SAFETY OF PERSONS OR PROPERTY OR THEIR PROTECTION FROM DAMAGE, INJURY OR LOSS.
7. A QUANTITY OF AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAS BEEN PROVIDED FOR USE AT LOCATIONS OF UNSUITABLE OR UNSTABLE SOIL. THE NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF UNSUITABLE OR UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
8. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ANY OTHER ROADWAY PROJECTS WITHIN THE AREA THAT ARE UNDER CONSTRUCTION AT THE SAME TIME.
9. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. ANY SIGNAGE, PAVEMENT MARKINGS OR REFLECTORS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
11. **UTILITIES**
 - (A) ALL UNDERGROUND UTILITY LOCATIONS, INCLUDING BUT NOT LIMITED TO SANITARY AND STORM SEWERS, WATER MAINS AND THEIR RESPECTIVE SERVICE LINES, SHOWN ON THE PLANS ARE APPROXIMATE ONLY. UNDERGROUND FACILITIES REPRESENTS ONLY THE OPINION OF THE VILLAGE, AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL UTILITIES AS NECESSARY, PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. AT (800) 892-0123, AND ALL PUBLIC AND PRIVATE UTILITIES BEFORE STARTING CONSTRUCTION.
 - (B) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

- (C) COMED WIRES ARE NOT INSULATED AND EXTRA CAUTION AND VIGILANCE MUST BE ADHERED TO WHEN WORKING AROUND THEM. CONTRACTORS SHOULD ALWAYS USE CAUTION IN OPERATING EQUIPMENT NEAR OVERHEAD ELECTRICAL FACILITIES. THE OCCUPATIONAL HEALTH AND SAFETY ORGANIZATION (OSHA) RULES REQUIRE THAT WORKERS AND EQUIPMENT SHALL NOT APPROACH WITHIN TEN (10) FEET AWAY OF OVERHEAD ELECTRICAL EQUIPMENT WITHOUT APPROPRIATE SUPPLEMENTAL PROTECTION. PLEASE BE CERTAIN THAT ALL WORKERS ON THIS PROJECT HAVE BEEN FULLY TRAINED AND CONFORM TO OSHA RULES AND OTHER APPLICABLE GUIDELINES REGARDING WORKING SAFELY AROUND ELECTRICAL POWER LINES.
12. **MISCELLANEOUS**
 - (A) DURING CONSTRUCTION OF BIKE PATH, ROADWAY (OLD ORCHARD ROAD) SHALL BE OPEN FOR ALL TRAFFIC EXCEPT DURING CONSTRUCTION OPERATIONS. DURING CONSTRUCTION OPERATIONS, IF ANY ENCROACHMENT TO THE LANE OPEN FOR TRAFFIC ALONG OLD ORCHARD ROAD IS REQUIRED, IT SHALL FOLLOW APPLICABLE IDOT TRAFFIC CONTROL STANDARDS. THE LANE CLOSURE WILL BE ALLOWED ONLY DURING NON -PEAK HOURS I.E. BETWEEN 9:00 AM TO 3:30 PM. OVERNIGHT LANE CLOSURE ALONG OLD ORCHARD WILL NOT BE ALLOWED.
 - (B) THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASIS ON WHICH THEY ARE TO BE PLACED. PLAN THICKNESSES SHOULD BE CONSIDERED THE MINIMUM THICKNESS PERMITTED.
13. **STORM SEWER CONSTRUCTION**
 - (A) FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT OR RECONSTRUCTION COST.
 - (B) ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
14. **SOIL EROSION AND SEDIMENT CONTROL**
 - (A) SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
 - (B) UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
 - (C) THE EROSION AND SEDIMENT CONTROLS SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE VILLAGE OF SKOKIE OR THEIR AUTHORIZED REPRESENTATIVE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY.
 - (D) THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREAS AS THE PROJECT PROGRESSES, AND INSTALL TEMPORARY OR PERMANENT EROSION PROTECTION TO CONTROL SOIL EROSION, OR INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE TRACK-OUT MATERIAL.
 - (E) ACCESS TO THE WORK AREA WILL ONLY BE ALLOWED FROM STABILIZED CONSTRUCTION ENTRANCES. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAYS MUST BE REMOVED IMMEDIATELY.

- (F) DURING DE-WATERING/PUMPING OPERATIONS, ONLY UNCONTAMINATED WATER SHOULD BE ALLOWED TO DISCHARGE TO PROTECTED NATURAL AREAS, WATERS OF THE STATE, OR TO A STORM SEWER SYSTEM (IN ACCORDANCE WITH LOCAL PERMITS). INLET HOSES SHOULD BE FLOATED AT THE SURFACE OF THE WATER IN ORDER TO LIMIT THE AMOUNT OF SEDIMENT INTAKE. PUMPING OPERATIONS MAY BE DISCHARGED TO A STABILIZED AREA THAT CONSISTS OF AN ENERGY DISSIPATING DEVICE (E.G., STONE), SEDIMENT FILTER BAG, OR BOTH. ADEQUATE EROSION AND SEDIMENT CONTROLS SHOULD BE USED DURING DE-WATERING OPERATIONS AS NECESSARY. DEWATERING SEDIMENT LADEN WATER DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE US" IS PROHIBITED.
- (G) CONSTRUCTION ACTIVITIES MUST BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND UNPROTECTED. IN NO CASE WILL THE EXISTING VEGETATION BE DESTROYED, REMOVED, OR DISTURBED MORE THAN FOURTEEN (14) DAYS PRIOR TO THE INITIATION OF IMPROVEMENTS.
- (H) ALL DISTURBED SOILS ARE TO BE STABILIZED, TEMPORARILY OR PERMANENTLY, WITHIN SEVEN (7) DAYS OF CONSTRUCTION ACTIVITY HAVING CEASED IF THE SOIL IS TO REMAIN UNDISTURBED FOR MORE THAN FOURTEEN (14) DAYS.
- (I) CONTRACTOR MUST INSTALL PERIMETER EROSION BARRIER AT ANY LOCATION IN WHICH SHEET FLOWS MAY RESULT IN SEDIMENT RUNOFF OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR MAY USE OTHER METHODS TO CONTROL RUNOFF, INCLUDING, BUT NOT LIMITED TO, TEMPORARY SEDIMENT TRAPS, SHAPED DITCHES TO CONVEY WATER, ETC.
- (J) VILLAGE OF SKOKIE, OR THEIR AUTHORIZED REPRESENTATIVE, MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING: 1) DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED, 2) STRUCTURAL CONTROL MEASURES (SILT FENCES, ETC), AND 3) LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE WITHIN TWENTY-FOUR (24) HOURS OF A 0.5-INCH OR GREATER RAINFALL OR EQUIVALENT SNOWFALL.
- (K) THE ROADWAY GEOTECHNICAL REPORT IS AVAILABLE FOR BIDDERS TO INSPECT AND COPY BY MAKING ARRANGEMENTS WITH THE FOLLOWING CONTACT:

MR. JOSH SITRICK, EIT
CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. HIGGINS ROAD, SUITE 600
ROSEMONT, IL 60018
jsitrick@cbbel.com
PH: (847) 823-0500
15. **COOK COUNTY FOREST PRESERVE NOTES**
 - (A) ALL CONSTRUCTION, WITH THE EXCEPTION OF TREE REMOVALS, MUST START AFTER JUNE 1ST 2017
 - (B) EQUIPMENT USED FOR TREE REMOVAL SHALL LEAVE MINIMAL IMPACTS / DISTURBANCE TO SURROUNDING AREAS, BE KEPT TO THE NORTH EDGE OF THE PROJECT, AND WHEN POSSIBLE WORK FROM OLD ORCHARD ROAD.
 - (C) STOCKPILE OF MATERIALS SHALL BE LIMITED TO THE CONSTRUCTION ZONE SHOWN IN THE PLANS AND KEPT AWAY FROM ANY TREES TO REMAIN.
 - (D) THE CONTRACTOR OR SUBCONTRACTORS SHALL BE SUBJECT TO A FINE FOR ANY TREES DAMAGED DURING CONSTRUCTION WHICH ARE NOT TO BE REMOVED AS SHOWN IN THE PLANS. THE FINE SHALL BE DETERMINED BY THE FOREST PRESERVES TREE MITIGATION PLAN.
 - (E) REMOVAL OF HAZARD TREES OUTSIDE OF THE CONSTRUCTION MAY REQUIRE SPECIAL (HAND CUTTING) METHODS IN ORDER TO AVOID DAMAGE TO ADJACENT TREES.

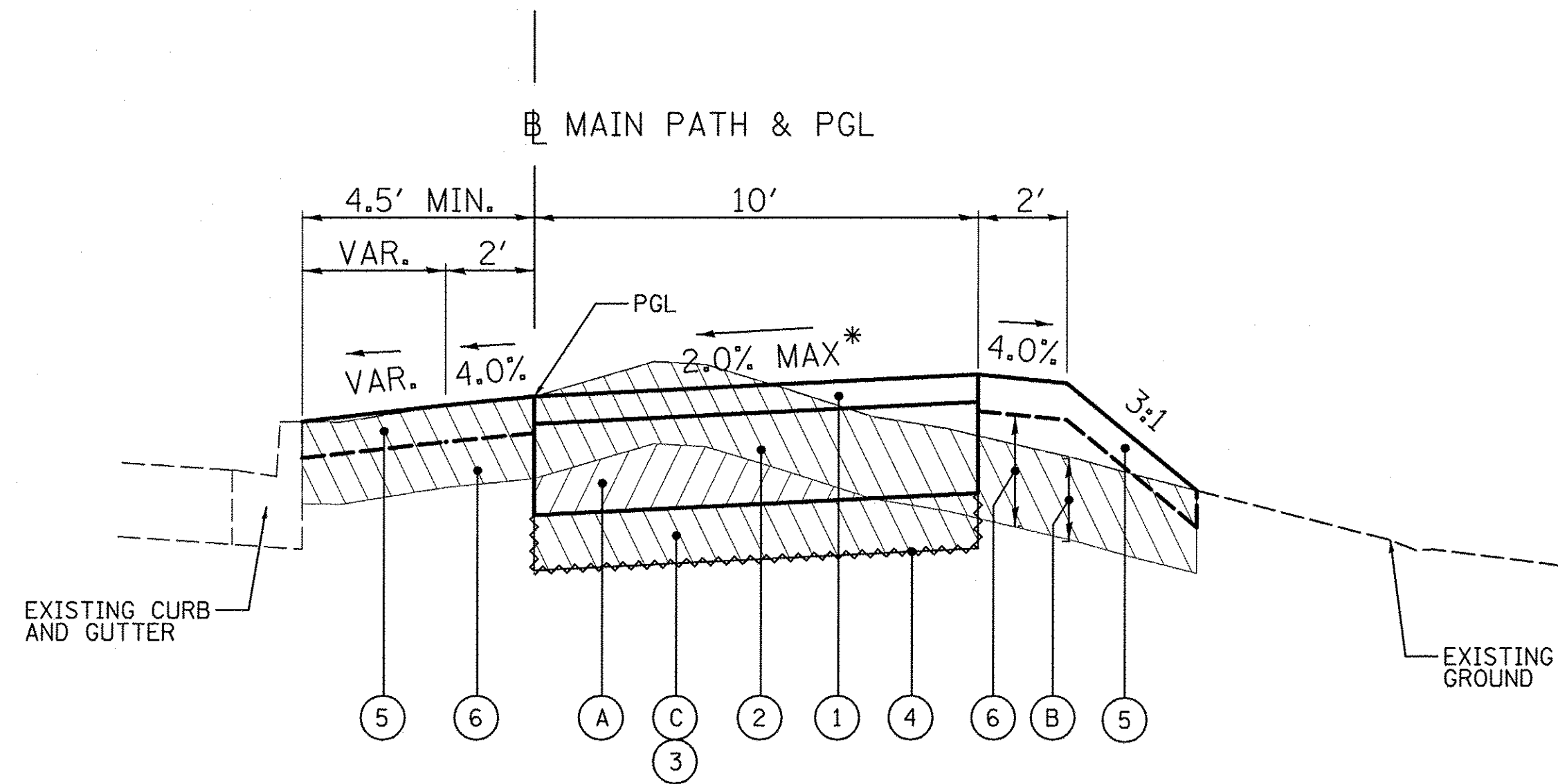
HIGHWAY STANDARDS

000001 - 06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001 - 09	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016 - 03	MID-BLOCK CURB RAMPS FOR SIDEWALKS
602001 - 02	CATCH BASIN, TYPE A
602011 - 02	CATCH BASIN, TYPE C
602601 - 04	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001 - 04	FRAME AND LIDS, TYPE 1
604036 - 03	GRATE, TYPE 8
606001 - 06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006 - 05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011 - 04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101 - 05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106 - 02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301 - 04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311 - 03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427 - 05	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER. , FOR SPEEDS < 40 MPH
701501 - 06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606 - 10	URBAN SINGLE LANE CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701 - 10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801 - 06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901 - 06	TRAFFIC CONTROL DEVICES
720001 - 01	SIGN PANEL MOUNTING DETAILS
720006 - 04	SIGN PANEL ERECTION DETAILS
720011 - 01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
720021 - 02	SIGN PANELS, EXTRUDED ALUMINUM TYPE
729001 - 01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
857001 - 01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001 - 02	TRAFFIC SIGNAL GROUNDING & BONDING
878001 - 10	CONCRETE FOUNDATION DETAILS
880006 - 01	DETECTOR LOOP INSTALLATIONS
886006 - 01	TYPICAL LAYOUTS FOR DETECTION LOOPS

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES, INDEX, AND LISTING OF HIGHWAY STANDARDS
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15 - 20	PROPOSED PLAN AND PROFILE
21	SIDEWALK RAMP DETAILS
23 - 32	TRAFFIC SIGNAL PLANS
33 - 34	CONSTRUCTION DETAILS
35 - 43	CROSS SECTIONS

FILE NAME = N:\Skokie\160010\Civil\NOT_160010_01.SHT	USER NAME = jsitrick	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES OLD ORCHARD ROAD MULTI-USE PATH			F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 2
	PLOT SCALE = 1"	DRAWN -	REVISED -		SCALE: NONE			SHEET 1	OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT
	PLOT DATE = 12/29/2016	CHECKED -	REVISED -		SHEET 1 OF 1 SHEETS			STA. N/A	TO STA. N/A	CONTRACT NO. 61D66		
Default		DATE -	REVISED -		SCALE: NONE			SHEET 1	OF 1 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 61D66



EXISTING AND PROPOSED TYPICAL SECTION
STA. 100+00 TO STA. 102+00, OLD ORCHARD ROAD
STA. 107+00 TO STA. 112+00, OLD ORCHARD ROAD
STA. 113+50 TO STA. 119+50, OLD ORCHARD ROAD
STA. 122+00 TO STA. 122+96, OLD ORCHARD ROAD

LEGEND

- (A) EARTH EXCAVATION (20200100)
- (B) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (FOR TOPSOIL STRIP; 9" NOMINAL) (20201200)
- (C) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (FOR UNDERCUTS) (20201200) **
- REMOVAL ITEMS
- (1) 3" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (40603335)
- (2) AGGREGATE BASE COURSE, TYPE B, 10" (35102200) [1]
- (3) AGGREGATE SUBGRADE IMPROVEMENT (30300001) [1] **
- (4) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (21001000) **
- (5) TOPSOIL FURNISH AND PLACE, 4" (21101615)
- (6) EMBANKMENT (INCLUDED IN COST OF EARTH EXCAVATION - 20200100 OR PAID FOR AS FURNISHED EXCAVATION - 20400800)
- (7) AGGREGATE SURFACE COURSE, TYPE B 3" (SPECIAL) (XX008310)

* REVERSE CROSS SLOPE (2% MAX) AT LOCATIONS SHOWN IN THE CROSS SECTIONS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @NDES
SHARED USE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3" IN 2 LIFTS	4% @ 50 GYR.

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

THE "AC TYPE" FOR NON-POLYMERIZED HMA MIXES SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR "PERCENT OF RAP". SEE SPECIAL PROVISIONS.

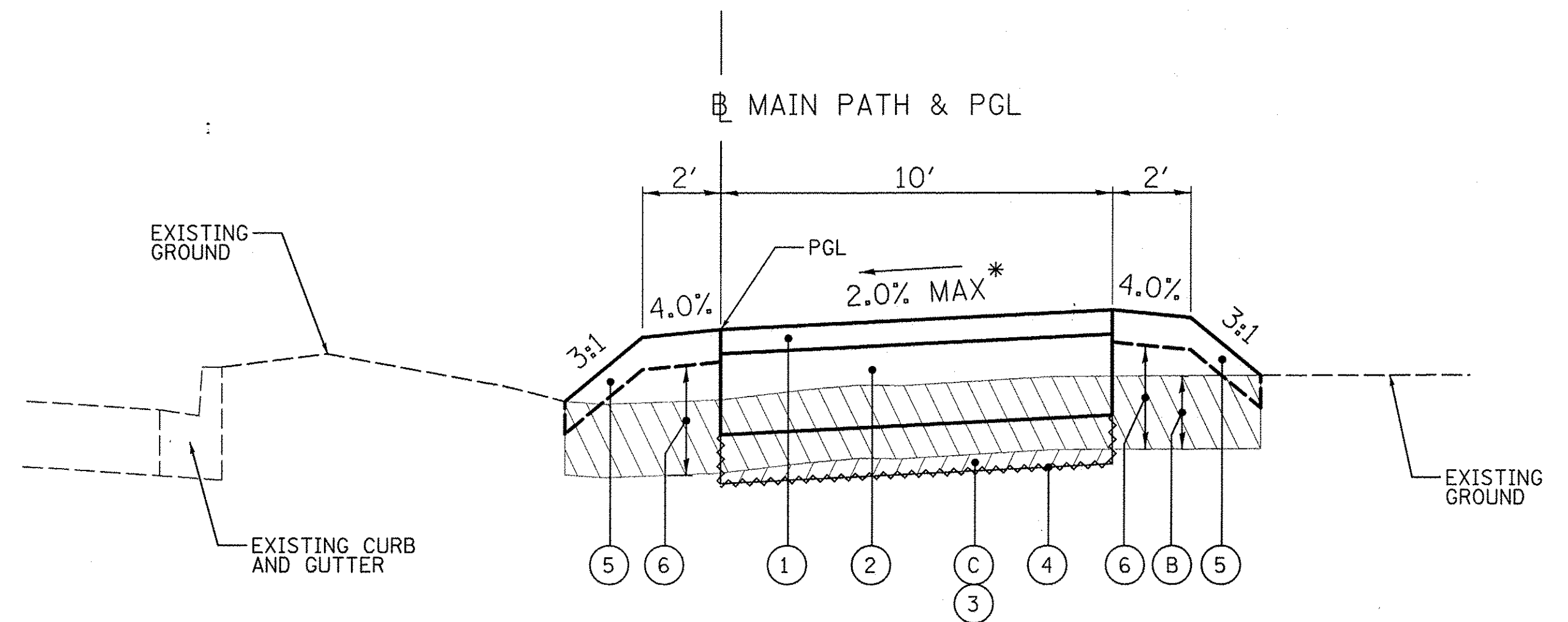
* BIKE PATH TO BE REVERSE PITCHED AND SLOPED DOWNWARD AT 2% (MAX) AWAY FROM THE PGL AT THE FOLLOWING STATION RANGES:

- STA. 100+60 TO STA. 101+50
- STA. 106+50 TO STA. 107+50
- STA. 112+00 TO STA. 113+00
- STA. 120+00 TO STA. 121+50
- (SEE CROSS SECTIONS)

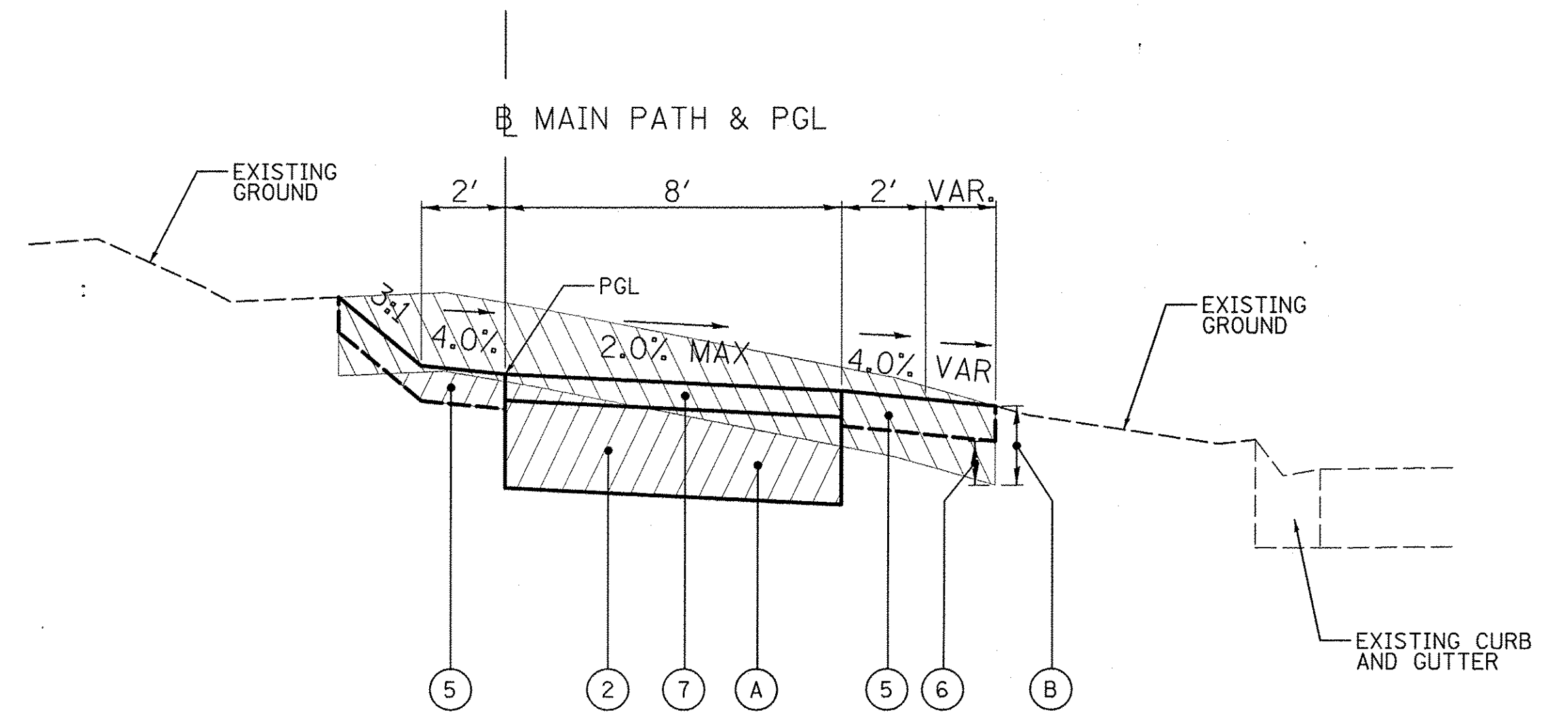
ALL CROSS SLOPE TRANSITIONS SHALL OCCUR OVER 60' SUCH AS: STA. 100+00 TO STA. 100+60 AND STA. 101+50 TO STA. 102+10

** AS DIRECTED BY THE ENGINEER

[1] TO PREVENT CHANGES IN SOIL PH, THE USE OF LIMESTONE BASED AGGREGATES WILL NOT BE ALLOWED IN THESE PAY ITEMS. SEE "COARSE AGGREGATES" SPECIAL PROVISION FOR MORE INFORMATION.



EXISTING AND PROPOSED TYPICAL SECTION
STA. 102+00 TO STA. 107+00, OLD ORCHARD ROAD
STA. 112+00 TO STA. 113+50, OLD ORCHARD ROAD
STA. 119+50 TO STA. 122+00, OLD ORCHARD ROAD



EXISTING AND PROPOSED TYPICAL SECTION
STA. 200+00 TO STA. 202+53, WOODS DRIVE

FILE NAME =	USER NAME = jstrick	DESIGNED -	REVISED -
N:\Skokie\160010\Civil\TYP_160010_01.SHT		DRAWN -	REVISED -
	PLOT SCALE = 5"	CHECKED -	REVISED -
Default	PLOT DATE = 12/29/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN AND PROFILE
OLD ORCHARD ROAD MULTI-USE PATH

SCALE: NONE SHEET 1 OF 1 SHEETS STA. 100+00 TO STA. 202+53

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	4
			CONTRACT NO. 61D66	
ILLINOIS FED. AID PROJECT				

	TOPSOIL STRIPPING (SQ FT)	CUT (EXCLUSIVE OF T/S STRIPPING, PAV'T REMOVAL, C&G REMOVAL, DRIVEWAY REMOVAL) (SQ FT)	FILL (SQ FT)	PROPOSED TOPSOIL (SQ FT)	TOPSOIL STRIPPING (CU YD)	CUT VOLUME (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE (15% SHRINKAGE FACTOR) (CU YD)	FILL (CU YD)	EARTHWORK BALANCE ("+" = WASTE, "-" = SHORTAGE) (CU YD)	TOPSOIL FURNISH AND PLACE (CU YD)
SUBTOTALS					1,339	186	158	832	-674	309
MAIN PATH										
100+00	8.9	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
100+50	18.2	0.0	22.1	4.8	25.1	0.0	0.0	20.5	-20.5	5.1
101+00	17.2	0.0	35.0	4.3	32.8	0.0	0.0	52.9	-52.9	8.4
101+50	19.0	0.0	17.4	5.3	33.5	0.0	0.0	48.5	-48.5	8.9
102+00	21.3	0.0	17.6	6.1	37.3	0.0	0.0	32.4	-32.4	10.6
102+50	12.7	0.0	8.3	2.3	31.5	0.0	0.0	24.0	-24.0	7.8
103+00	13.3	0.0	12.3	2.6	24.1	0.0	0.0	19.1	-19.1	4.5
103+50	12.8	0.0	7.7	2.4	24.2	0.0	0.0	18.5	-18.5	4.6
104+00	12.0	0.0	5.5	2.0	23.0	0.0	0.0	12.2	-12.2	4.1
104+50	13.6	0.0	13.2	2.7	23.7	0.0	0.0	17.3	-17.3	4.4
105+00	13.9	0.0	16.2	2.8	25.5	0.0	0.0	27.2	-27.2	5.1
105+50	13.6	0.0	12.9	2.7	25.5	0.0	0.0	26.9	-26.9	5.1
106+00	13.3	0.0	10.7	2.6	24.9	0.0	0.0	21.9	-21.9	4.9
106+50	13.1	0.0	14.0	2.5	24.4	0.0	0.0	22.9	-22.9	4.7
107+00	14.5	0.0	15.1	3.1	25.6	0.0	0.0	26.9	-26.9	5.2
107+50	17.8	4.3	10.1	4.6	29.9	4.0	3.4	23.3	-19.9	7.1
108+00	15.1	7.4	3.6	3.4	30.5	10.8	9.2	12.7	-3.5	7.4
108+50	15.8	9.2	4.3	3.7	28.6	15.4	13.1	7.3	5.8	6.6
109+00	16.5	7.5	5.8	4.0	29.9	15.5	13.1	9.4	3.8	7.1
109+50	19.3	6.7	4.8	5.2	33.1	13.1	11.2	9.8	1.4	8.5
110+00	18.1	5.3	7.2	4.7	34.6	11.1	9.4	11.1	-1.7	9.2
110+50	18.0	5.5	8.8	4.7	33.4	10.0	8.5	14.8	-6.3	8.7
111+00	17.6	3.0	9.2	4.5	33.0	7.9	6.7	16.7	-10.0	8.5
111+50	17.2	2.7	8.2	4.3	32.2	5.3	4.5	16.1	-11.6	8.1
112+00	15.7	2.9	4.7	3.6	30.5	5.2	4.4	11.9	-7.5	7.3
112+50	15.3	0.0	16.1	3.5	28.7	2.7	2.3	19.3	-17.0	6.6
113+00	14.2	0.1	8.9	3.0	27.3	0.1	0.1	23.1	-23.1	6.0
113+50	17.6	6.7	4.7	4.5	29.4	6.3	5.4	12.6	-7.2	6.9
114+00	16.8	7.4	4.0	4.1	31.9	13.1	11.1	8.1	3.0	8.0
114+50	16.9	6.8	4.1	4.2	31.2	13.1	11.2	7.5	3.7	7.7
115+00	13.4	4.5	3.5	2.6	28.1	10.5	8.9	7.0	1.9	6.3
115+50	16.5	5.0	5.6	4.0	27.7	8.8	7.5	8.4	-0.9	6.1
116+00	14.2	2.3	5.3	3.0	28.4	6.8	5.7	10.1	-4.3	6.5
116+50	14.3	0.1	7.1	3.0	26.4	2.2	1.9	11.5	-9.6	5.6
117+00	15.1	0.4	7.8	3.4	27.2	0.5	0.4	13.8	-13.4	5.9
117+50	15.3	0.1	8.1	3.5	28.1	0.5	0.4	14.7	-14.3	6.4
118+00	17.2	0.1	10.1	4.3	30.1	0.2	0.2	16.9	-16.7	7.2
118+50	13.7	0.0	6.6	2.7	28.6	0.1	0.1	15.5	-15.4	6.5
119+00	13.8	1.4	4.8	2.8	25.5	1.3	1.1	10.6	-9.5	5.1
119+50	18.2	2.0	11.8	4.8	29.6	3.1	2.7	15.4	-12.7	7.0
120+00	12.7	0.0	9.3	2.3	28.6	1.9	1.6	19.5	-18.0	6.6
120+50	13.6	0.0	10.2	2.7	24.4	0.0	0.0	18.1	-18.1	4.6
121+00	13.4	0.0	12.3	2.6	25.0	0.0	0.0	20.8	-20.8	4.9
121+50	12.8	1.6	5.3	2.3	24.3	1.5	1.3	16.3	-15.0	4.5
122+00	18.8	0.0	14.1	5.0	29.3	1.5	1.3	18.0	-16.7	6.8
122+50	19.9	0.1	11.8	5.5	35.8	0.1	0.1	24.0	-23.9	9.7
123+00	30.4	13.9	5.5	7.4	46.6	13.0	11.0	16.0	-5.0	11.9
SUBTOTALS					105	35	30	22	9	22
SIDE PATH										
200+00	9.0	2.7	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0
200+50	8.9	2.6	1.7	1.1	16.6	4.9	4.2	3.1	1.0	2.2
201+00	10.0	2.2	2.7	1.8	17.5	4.4	3.8	4.1	-0.3	2.7
201+50	10.8	3.3	2.6	2.1	19.3	5.1	4.3	4.9	-0.6	3.6
202+00	13.8	6.8	2.2	3.5	22.8	9.4	7.9	4.4	3.5	5.2
202+50	17.0	5.3	2.8	4.9	28.5	11.2	9.5	4.6	4.9	7.8

EARTHWORK SUMMARY							
	TOPSOIL STRIPPING (CU YD)	UNDERCUTS (CU YD)	CUT VOLUME (EARTH EXCAVATION) (CU YD)	EXCAVATION AVAILABLE FOR EMBANKMENTS ADJUSTED BY 15% SHRINKAGE FACTOR (CU YD)	EMBANKMENT (FILL) (CU YD)	EARTHWORK BALANCE ("+" = WASTE, "-" = SHORTAGE) (CU YD)	TOPSOIL PLACEMENT (CU YD)
MAIN PATH	1,339	60	186	158	832	-674	309.0
SIDE PATH	105	5	35	30	22	9	22.0
PROJECT TOTALS	1,444	65	221	188	854	-665	331

UNDERCUTS ASSUMED TO BE 5% OF PATH AREA (INCLUDING TURF SHOULDERS) AND 12" DEEP

TOTAL REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL = 1,444 CU YD FROM TOPSOIL STRIP + 65 CU YD FROM UNDERCUT = 1509 CU YD

TOPSOIL FURNISH AND PLACE = 331 CU YD / (1/3 YD) = 993 SQ YD (1' THICK) 993 SQ YD (1' THICK) / (4/12) = 2979 SQ YD (4" THICK)

EARTH EXCAVATION (20200100)	221 CU YD
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (20201200)	1509 CU YD
FURNISHED EXCAVATION (20400800)	665 CU YD
TOPSOIL FURNISH AND PLACE 4" (21101615)	2979 CU YD
AGGREGATE SUBGRADE IMPROVEMENT (30300001)	65 CU YD

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Default

USER NAME = jsitrick
PLOT SCALE = 1"
PLOT DATE = 12/29/2016

DESIGNED -
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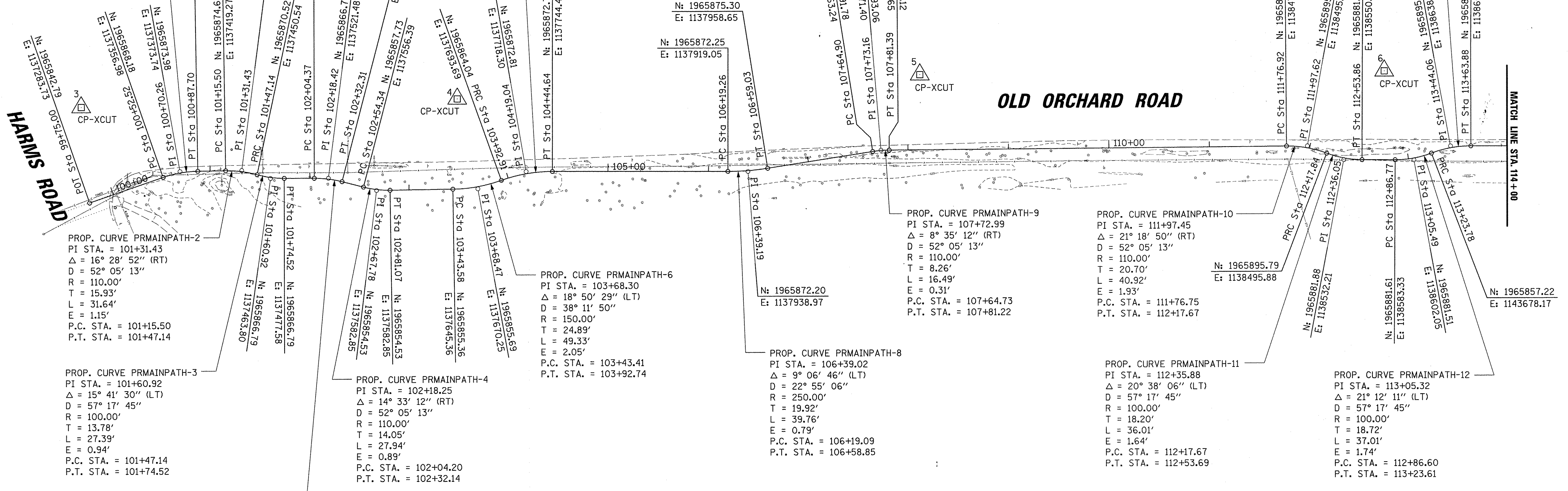
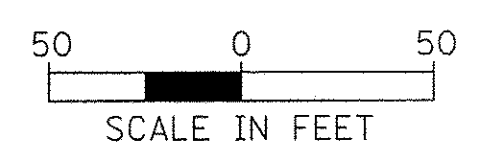
EARTHWORK SCHEDULE
OLD ORCHARD ROAD MULTI-USE PATH
SCALE: NONE SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	5
			CONTRACT NO. 61D66	
ILLINOIS FED. AID PROJECT				

PROP. CURVE PRMAINPATH-1
 PI STA. = 100+70.26
 $\Delta = 18^\circ 19' 21''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 17.74'$
 $L = 35.18'$
 $E = 1.42'$
 P.C. STA. = 100+52.52
 P.T. STA. = 100+87.70

PROP. CURVE PRMAINPATH-7
 PI STA. = 104+18.87
 $\Delta = 19^\circ 45' 37''$ (RT)
 $D = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 26.13'$
 $L = 51.73'$
 $E = 2.26'$
 P.C. STA. = 103+92.74
 P.T. STA. = 104+44.47

PROP. CURVE PRMAINPATH-13
 PI STA. = 113+43.88
 $\Delta = 20^\circ 53' 12''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 20.27'$
 $L = 40.10'$
 $E = 1.85'$
 P.C. STA. = 113+23.61
 P.T. STA. = 113+63.71



PROP. CURVE PRMAINPATH-2
 PI STA. = 101+31.43
 $\Delta = 16^\circ 28' 52''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 15.93'$
 $L = 31.64'$
 $E = 1.15'$
 P.C. STA. = 101+15.50
 P.T. STA. = 101+47.14

PROP. CURVE PRMAINPATH-6
 PI STA. = 103+68.30
 $\Delta = 18^\circ 50' 29''$ (LT)
 $D = 38^\circ 11' 50''$
 $R = 150.00'$
 $T = 24.89'$
 $L = 49.33'$
 $E = 2.05'$
 P.C. STA. = 103+43.41
 P.T. STA. = 103+92.74

PROP. CURVE PRMAINPATH-9
 PI STA. = 107+72.99
 $\Delta = 8^\circ 35' 12''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 8.26'$
 $L = 16.49'$
 $E = 0.31'$
 P.C. STA. = 107+64.73
 P.T. STA. = 107+81.22

PROP. CURVE PRMAINPATH-10
 PI STA. = 111+97.45
 $\Delta = 21^\circ 18' 50''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 20.70'$
 $L = 40.92'$
 $E = 1.93'$
 P.C. STA. = 111+76.75
 P.T. STA. = 112+17.67

PROP. CURVE PRMAINPATH-8
 PI STA. = 106+39.02
 $\Delta = 9^\circ 06' 46''$ (LT)
 $D = 22^\circ 55' 06''$
 $R = 250.00'$
 $T = 19.92'$
 $L = 39.76'$
 $E = 0.79'$
 P.C. STA. = 106+19.09
 P.T. STA. = 106+58.85

PROP. CURVE PRMAINPATH-11
 PI STA. = 112+35.88
 $\Delta = 20^\circ 38' 06''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 18.20'$
 $L = 36.01'$
 $E = 1.64'$
 P.C. STA. = 112+17.67
 P.T. STA. = 112+53.69

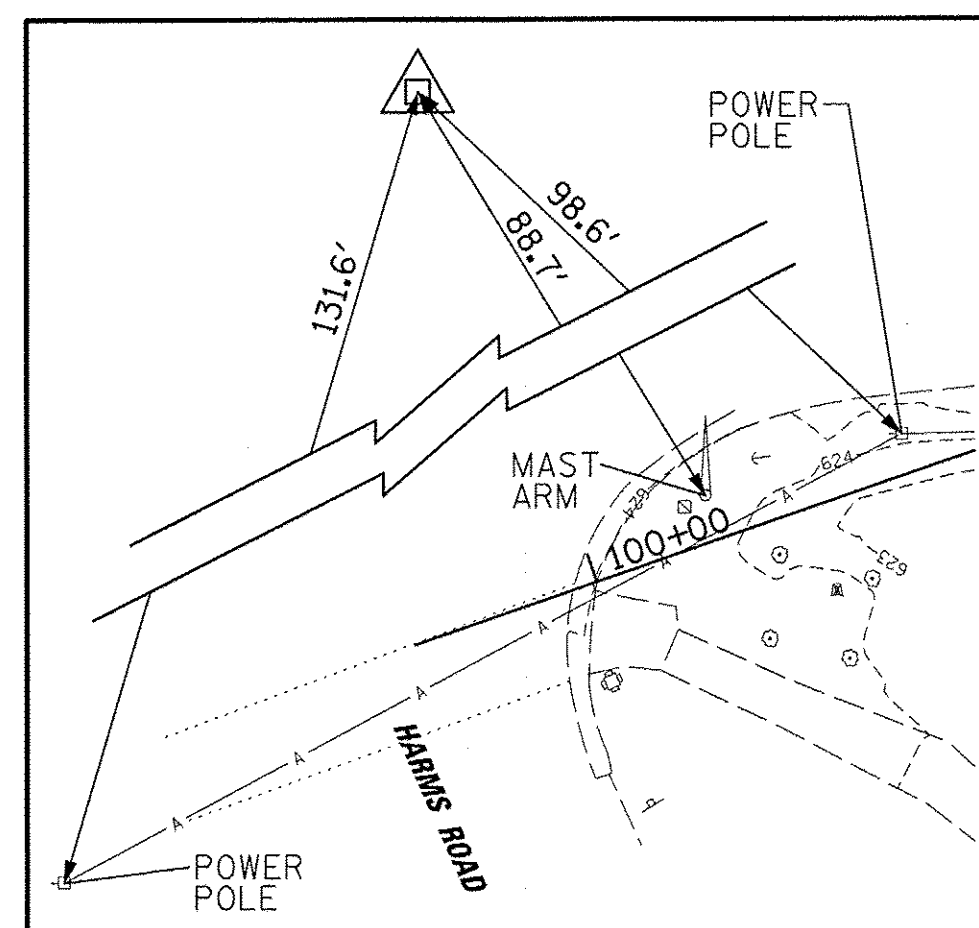
PROP. CURVE PRMAINPATH-12
 PI STA. = 113+05.32
 $\Delta = 21^\circ 12' 11''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 18.72'$
 $L = 37.01'$
 $E = 1.74'$
 P.C. STA. = 112+86.60
 P.T. STA. = 113+23.61

PROP. CURVE PRMAINPATH-3
 PI STA. = 101+60.92
 $\Delta = 15^\circ 41' 30''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 13.78'$
 $L = 27.39'$
 $E = 0.94'$
 P.C. STA. = 101+47.14
 P.T. STA. = 101+74.52

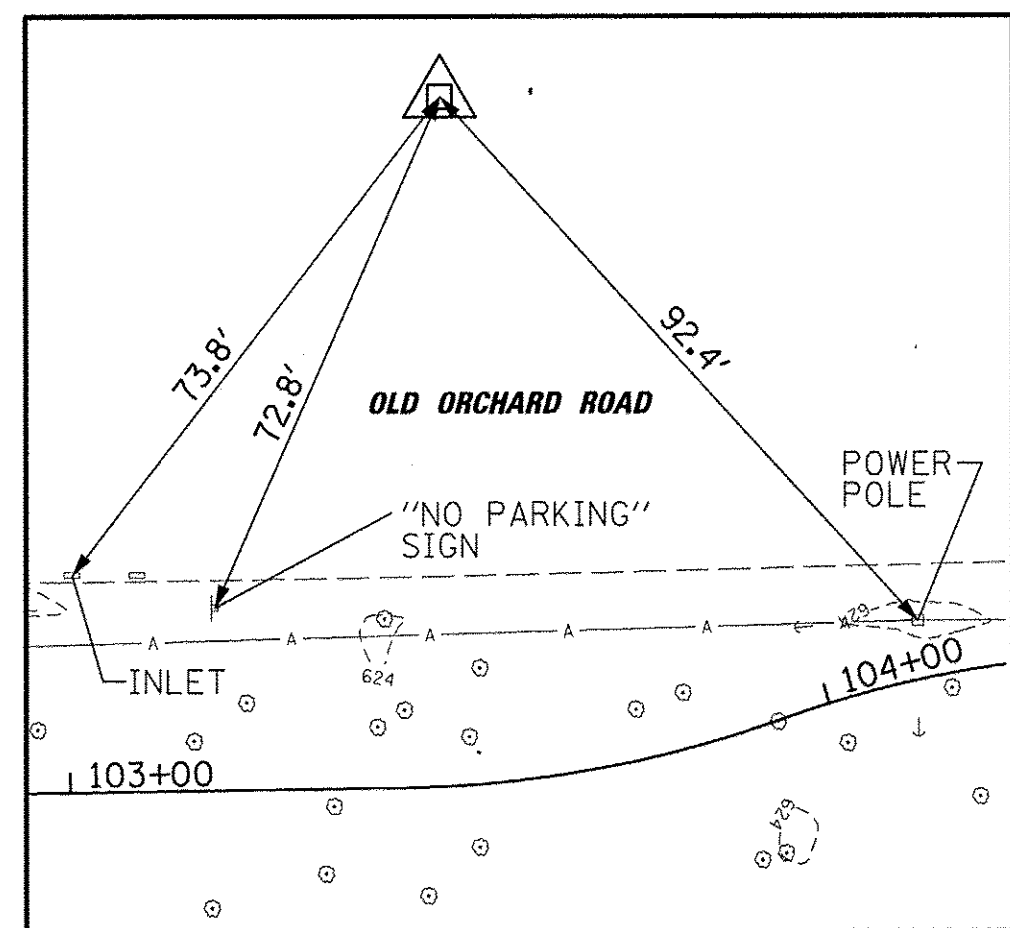
PROP. CURVE PRMAINPATH-4
 PI STA. = 102+18.25
 $\Delta = 14^\circ 33' 12''$ (RT)
 $D = 52^\circ 05' 13''$
 $R = 110.00'$
 $T = 14.05'$
 $L = 27.94'$
 $E = 0.89'$
 P.C. STA. = 102+04.20
 P.T. STA. = 102+32.14

PROP. CURVE PRMAINPATH-5
 PI STA. = 101+60.92
 $\Delta = 15^\circ 41' 30''$ (LT)
 $D = 57^\circ 17' 45''$
 $R = 100.00'$
 $T = 13.78'$
 $L = 27.39'$
 $E = 0.94'$
 P.C. STA. = 101+47.14
 P.T. STA. = 101+74.52

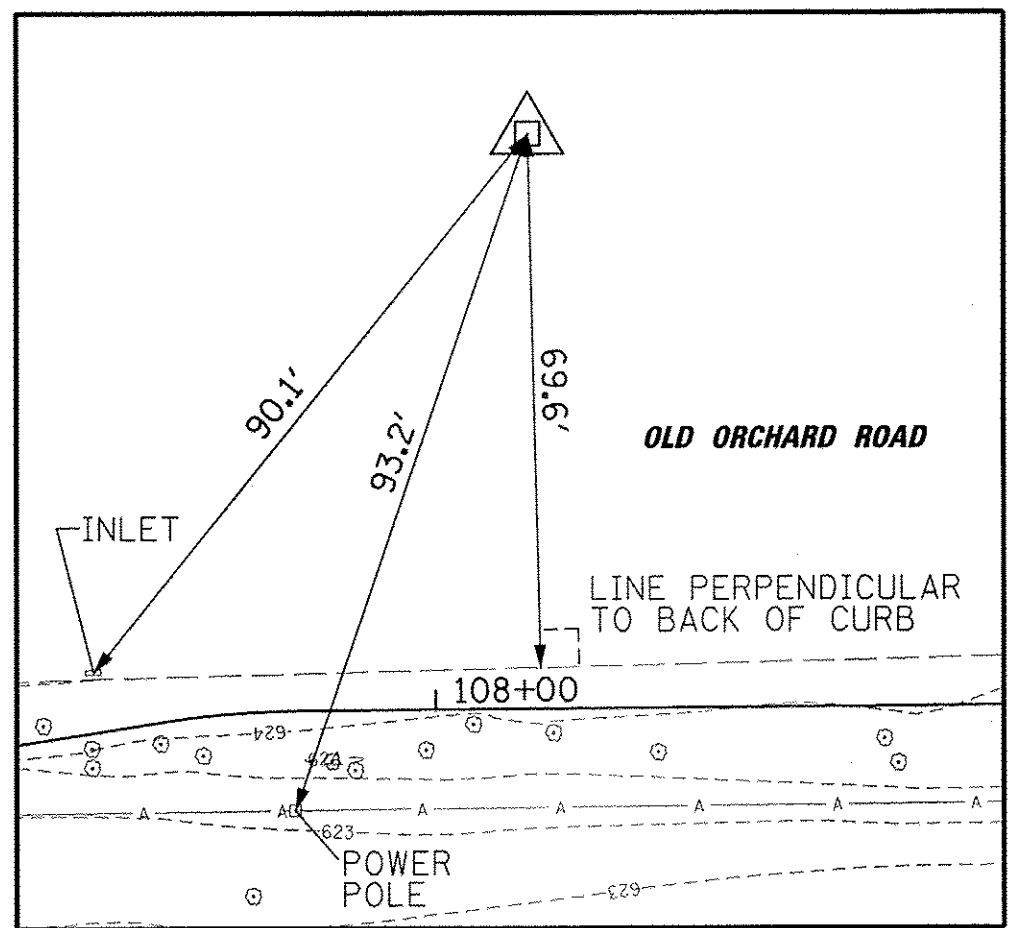
ELEVATION BENCHMARKS DATUM: NAVD 1988 (GPS OBSERVED)		
NO.	DESCRIPTION	ELEV.
SK007	DISK IN PARKWAY ON EAST SIDE OF MAINTENANCE ENTRANCE TO COURT HOUSE	622.68
OSBM 16-1	SQUARE CUT ON LIGHT POLE BASE AT WEST DRIVE TO #5420 OLD ORCHARD RD.	627.21
OSBM 16-2	SQUARE CUT ON NE CORNER OF TRAFFIC CONTROL BOX AT NW CORNER OF HARMS RD AND OLD ORCHARD RD.	624.75



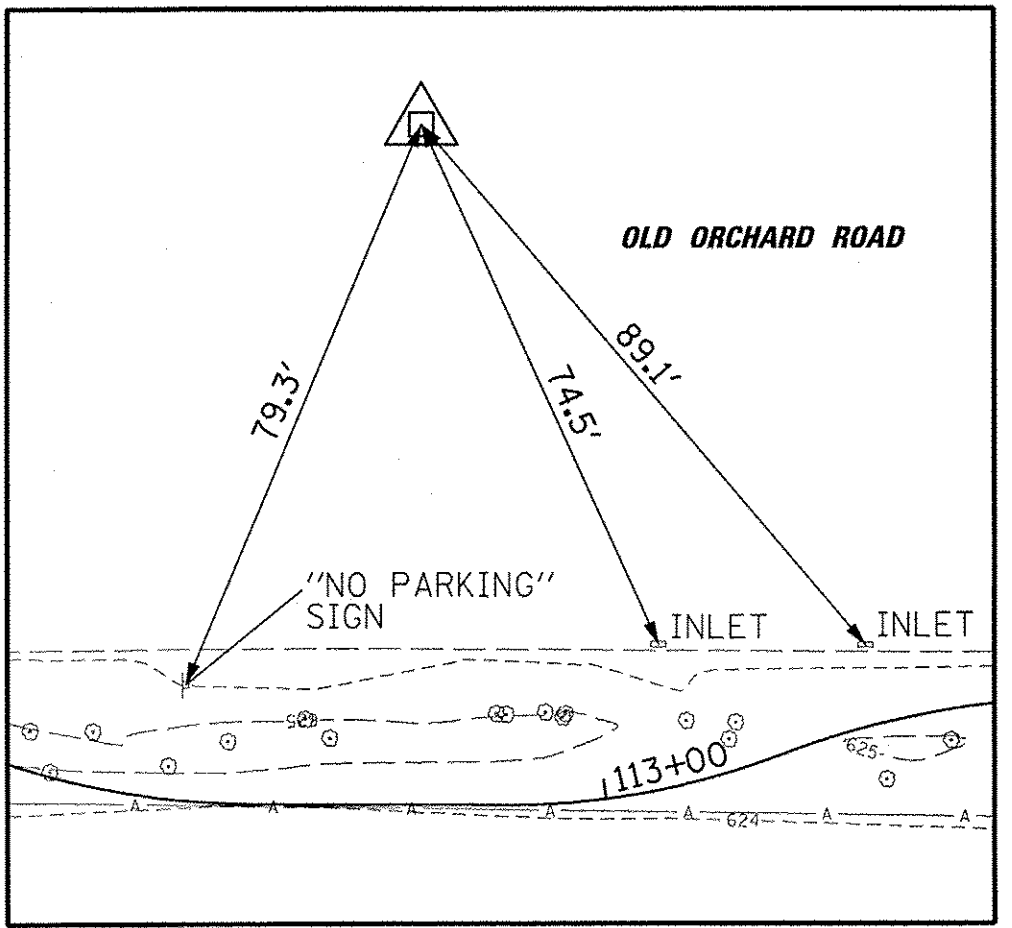
CP 3 - XCUT
 STA. 99+98.45, 92.75' LT
 N 1965938.11
 E 1137275.52



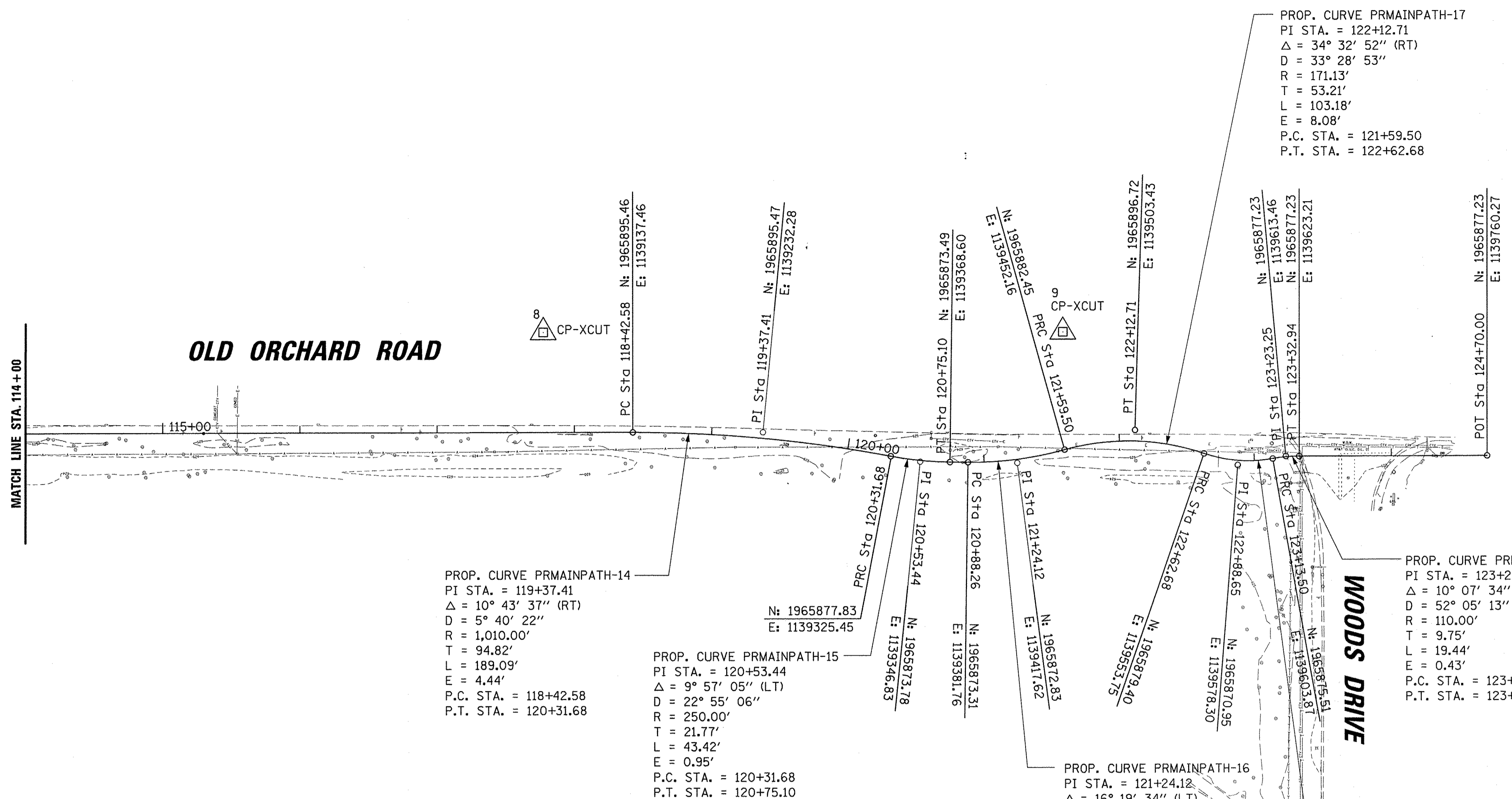
CP 4 - XCUT
 STA. 103+57.83, 89.73' LT
 N 1965945.43
 E 1137649.88



CP 5 - XCUT
 STA. 108+12.44, 74.96' LT
 N 1965968.27
 E 1138110.23



CP 6 - XCUT
 STA. 112+75.64, 88.68' LT
 N 1965970.35
 E 1138572.68



PROP. CURVE PRMAINPATH-17
 PI STA. = 122+12.71
 $\Delta = 34^\circ 32' 52''$ (RT)
 D = 33° 28' 53"
 R = 171.13'
 T = 53.21'
 L = 103.18'
 E = 8.08'
 P.C. STA. = 121+59.50
 P.T. STA. = 122+62.68

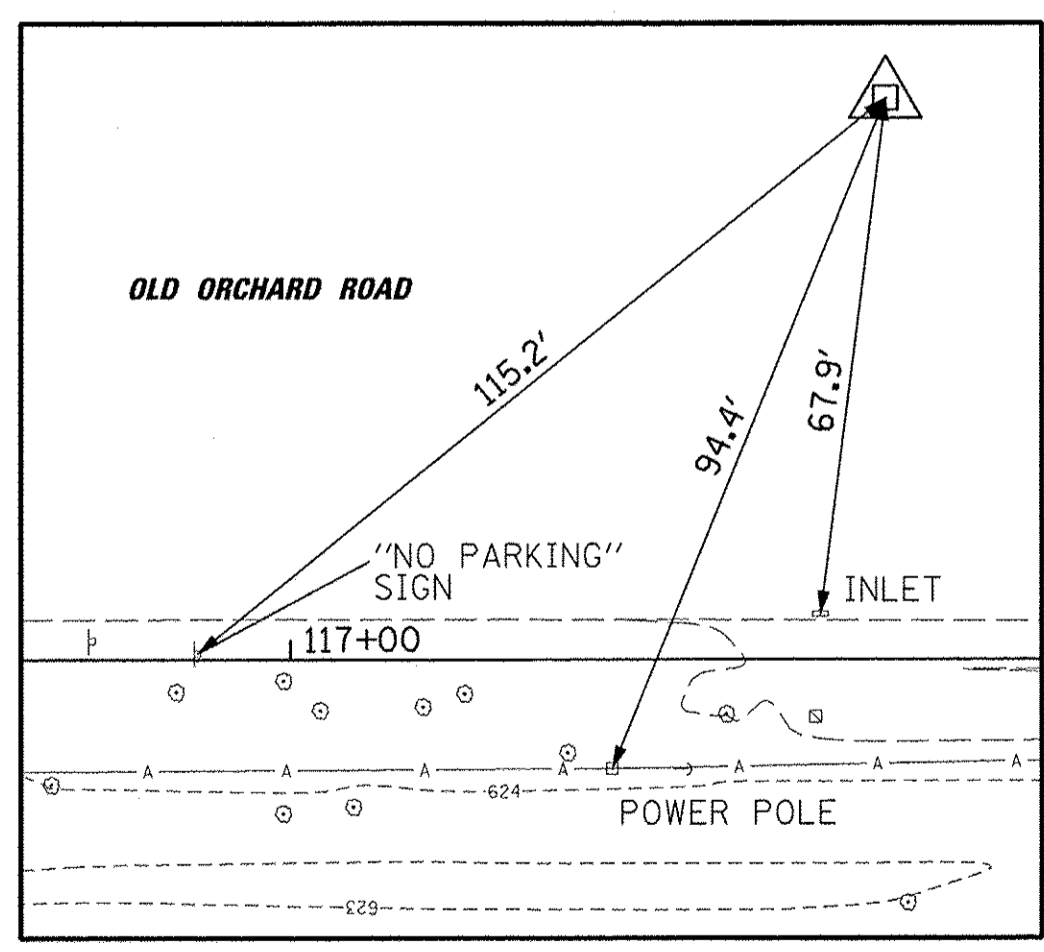
PROP. CURVE PRMAINPATH-14
 PI STA. = 119+37.41
 $\Delta = 10^\circ 43' 37''$ (RT)
 D = 5° 40' 22"
 R = 1,010.00'
 T = 94.82'
 L = 189.09'
 E = 4.44'
 P.C. STA. = 118+42.58
 P.T. STA. = 120+31.68

PROP. CURVE PRMAINPATH-15
 PI STA. = 120+53.44
 $\Delta = 9^\circ 57' 05''$ (LT)
 D = 22° 55' 06"
 R = 250.00'
 T = 21.77'
 L = 43.42'
 E = 0.95'
 P.C. STA. = 120+31.68
 P.T. STA. = 120+75.10

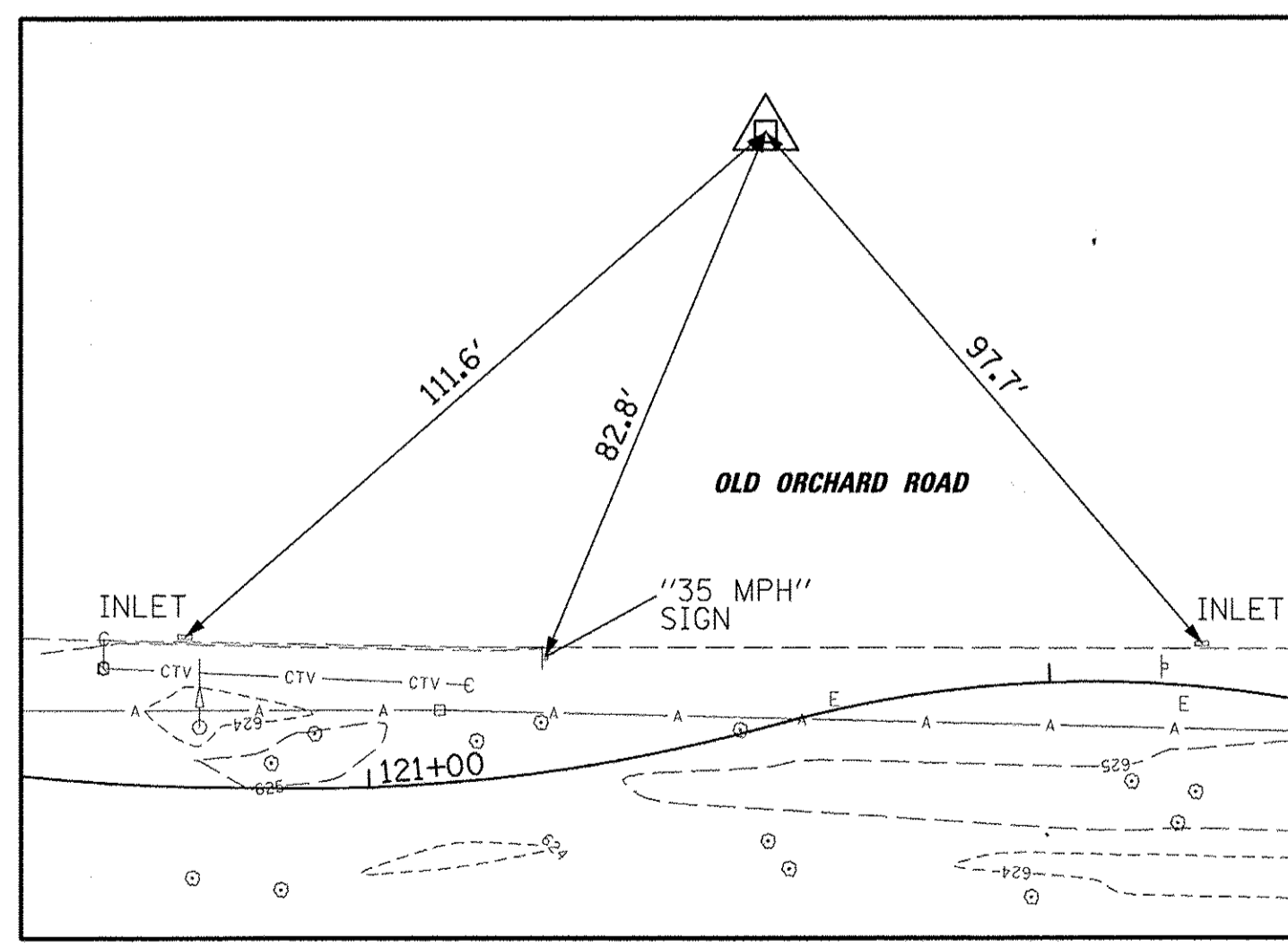
PROP. CURVE PRMAINPATH-16
 PI STA. = 121+24.12
 $\Delta = 16^\circ 19' 34''$ (LT)
 D = 22° 55' 06"
 R = 250.00'
 T = 35.86'
 L = 71.24'
 E = 2.56'
 P.C. STA. = 120+88.26
 P.T. STA. = 121+59.50

PROP. CURVE PRMAINPATH-19
 PI STA. = 123+23.25
 $\Delta = 10^\circ 07' 34''$ (RT)
 D = 52° 05' 13"
 R = 110.00'
 T = 9.75'
 L = 19.44'
 E = 0.43'
 P.C. STA. = 123+13.50
 P.T. STA. = 123+32.94

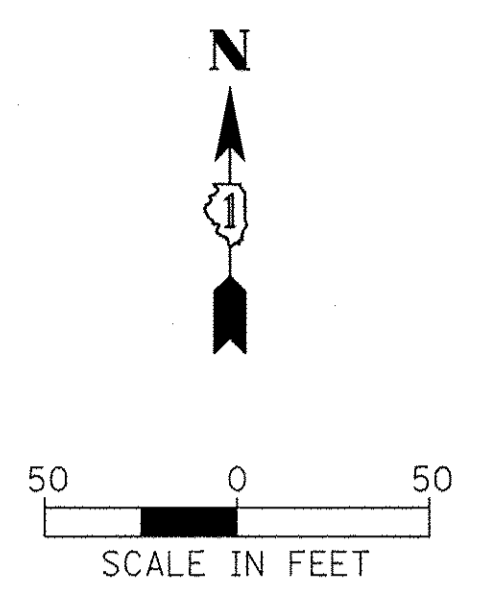
PROP. CURVE PRMAINPATH-18
 PI STA. = 122+88.65
 $\Delta = 29^\circ 07' 04''$ (LT)
 D = 57° 17' 45"
 R = 100.00'
 T = 25.97'
 L = 50.82'
 E = 3.32'
 P.C. STA. = 122+62.68
 P.T. STA. = 123+13.50



CP 8 - Xcut
 STA. 117+77.39, 73.30' LT
 N 1965968.76
 E 1139072.26



CP 9 - Xcut
 STA. 121+74.22, 84.33' LT
 N 1965968.67
 E 1139450.95



FILE NAME = N:\Skokie\160010\Civil\BNH\160010_02.SHT
 USER NAME = jstrick
 PLOT SCALE = 50'
 PLOT DATE = 12/29/2016

DESIGNED -
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 DEPARTMENT OF TRANSPORTATION

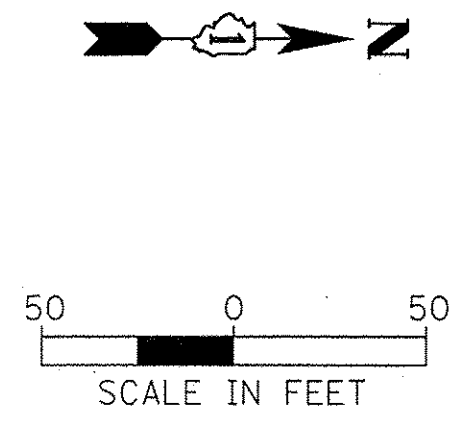
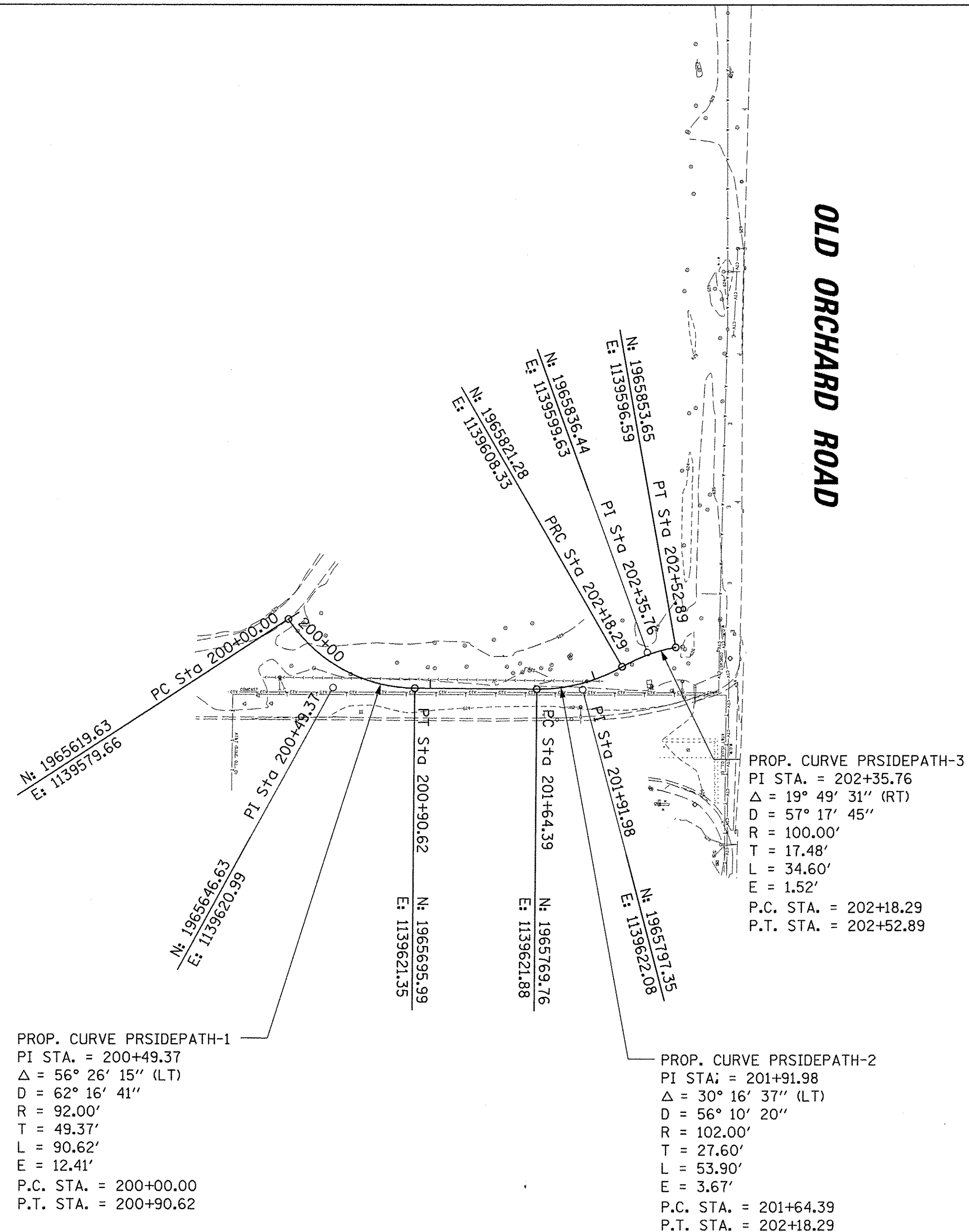
ALIGNMENT AND TIES
 OLD ORCHARD ROAD MULTI-USE PATH

SCALE: 50 SHEET 2 OF 3 SHEETS STA. 114+00 TO STA. 124+70

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	7
CONTRACT NO. 61D66				
ILLINOIS FED. AID PROJECT				

WOODS DRIVE

OLD ORCHARD ROAD



PROP. CURVE PRSIDEPATH-1
 PI STA. = 200+49.37
 $\Delta = 56^\circ 26' 15''$ (LT)
 D = 62' 16' 41"
 R = 92.00'
 T = 49.37'
 L = 90.62'
 E = 12.41'
 P.C. STA. = 200+00.00
 P.T. STA. = 200+90.62

PROP. CURVE PRSIDEPATH-2
 PI STA. = 201+91.98
 $\Delta = 30^\circ 16' 37''$ (LT)
 D = 56' 10' 20"
 R = 102.00'
 T = 27.60'
 L = 53.90'
 E = 3.67'
 P.C. STA. = 201+64.39
 P.T. STA. = 202+18.29

PROP. CURVE PRSIDEPATH-3
 PI STA. = 202+35.76
 $\Delta = 19^\circ 49' 31''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 17.48'
 L = 34.60'
 E = 1.52'
 P.C. STA. = 202+18.29
 P.T. STA. = 202+52.89

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT AND TIES
 OLD ORCHARD ROAD MULTI-USE PATH**

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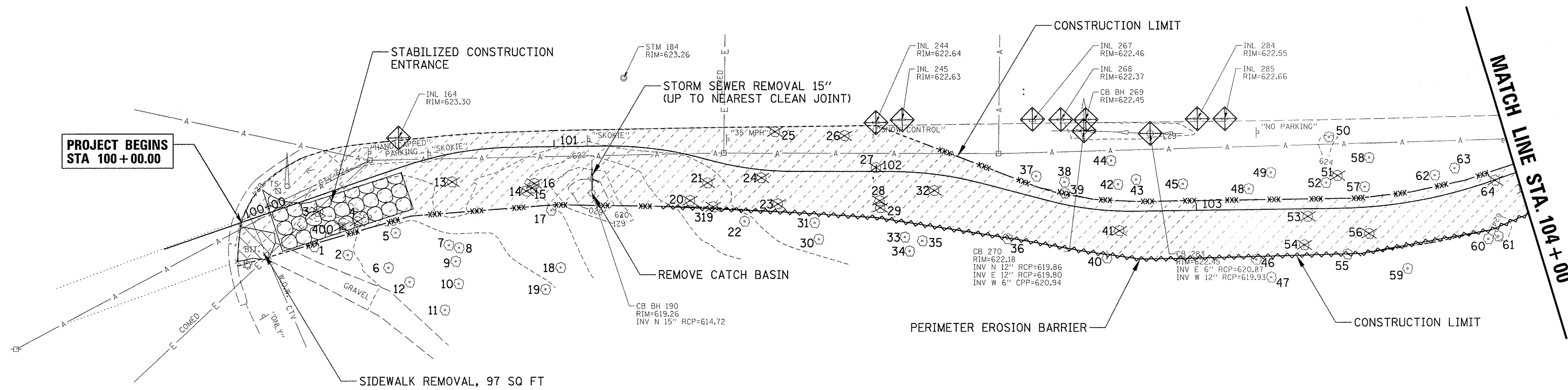
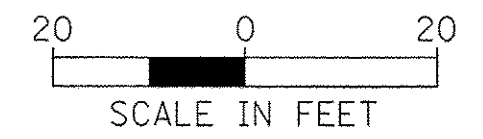
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 PLOT SCALE = 50'
 PLOT DATE = 12/29/2016

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

SCALE: 50 SHEET 3 OF 3 SHEETS STA. 200+00 TO STA. 202+52.98

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	8
			CONTRACT NO. 61D66	
ILLINOIS FED. AID PROJECT				

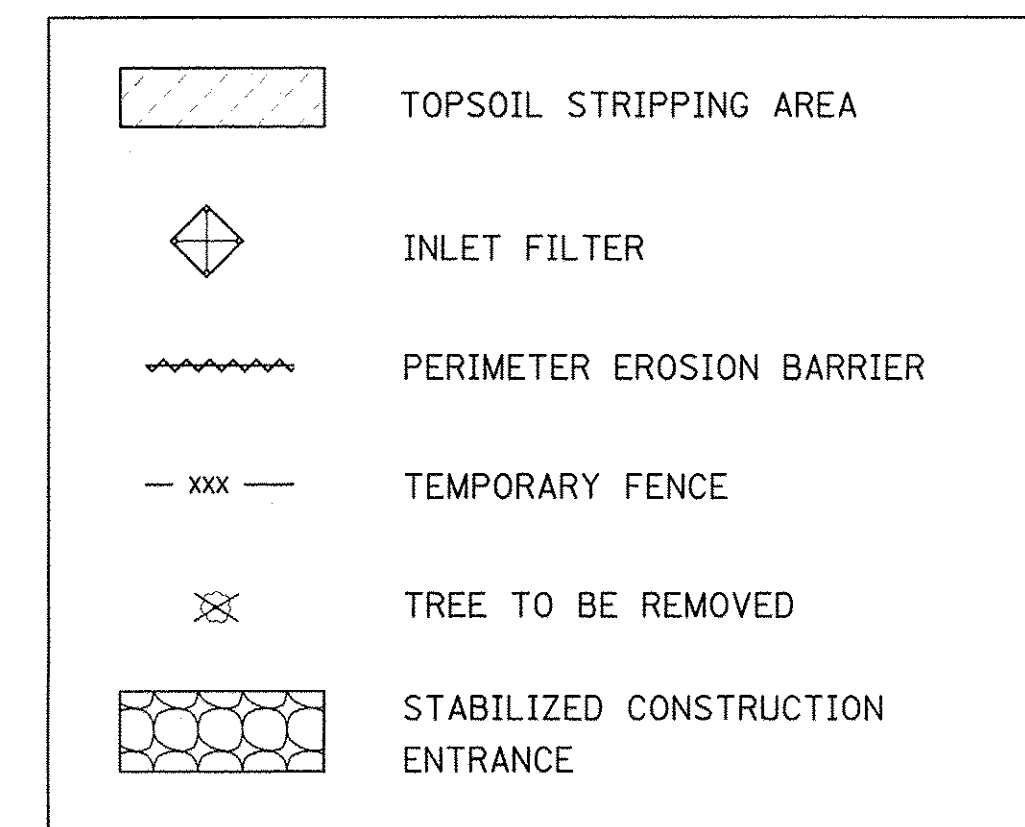
OLD ORCHARD ROAD

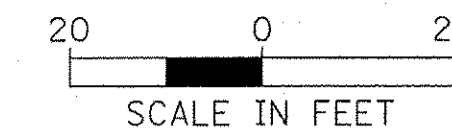


TREE PRESERVATION AND REMOVAL SCHEDULE STATION 100+00 TO 104+00								
Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Notes	
1	13	American elm	Poor - 2		X	X		
2	7	Sugar maple	Poor - 2					
3	6	Sugar maple	Poor - 2	X				
4	7	Sugar maple	Poor - 2	X				
5	13	Red oak	Poor - 2					
6	6	Ironwood	Poor - 2					
7	26	Red oak	Poor - 2					
8	6	Sugar maple	Poor - 2					
9	7	Sugar maple	Poor - 2					
10	6	Sugar maple	Poor - 2					
11	8	Sugar maple	Fair - 3					
12	6	Sugar maple	Poor - 2					
13	6	Sugar maple	Poor - 2	X				
14	7	Basswood	Poor - 2	X				
15	17	Basswood	Poor - 2	X				
16	6	Basswood	Fair - 3	X				Lean
17	9	Basswood	Poor - 2		X			
18	6	Ironwood	Poor - 2					
19	30	Sugar maple	Poor - 2					
20	18	Basswood	Poor - 2					
21	10	Sugar maple	Good - 4	X				Deadwood
22	6	Sugar maple	Poor - 2			X		
23	13	Sugar maple	Poor - 2	X				
24	17	Red oak	Fair - 3	X				
25		Dead		X				
26		Dead		X				
27	7,6	Sugar maple	Fair - 3	X				2 stem
28	6	Black cherry	Fair - 3	X				
29	6	Sugar maple	Poor - 2	X				
30	25	Red oak	Poor - 2					
31	9	Sugar maple	Poor - 2			X		
32	7	Sugar maple	Poor - 2	X				
33	11	Sugar maple	Poor - 2					

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
34	30	Red oak	Poor - 2				
35	26	Red oak	Poor - 2				Lean
36	32	Red oak	Poor - 2		X	X	
37	23	Red oak	Poor - 2		X		
38	6	Sugar maple	Poor - 2				
39	6	Red oak	Poor - 2		X	X	
40	16	Basswood	Fair - 3		X	X	
41		Dead		X			
42	9	Black cherry	Fair - 3				
43	15	Red oak	Fair - 3				
44	6	Sugar maple	Good - 4				Topped
45	19	Red oak	Poor - 2				
46	7	Sugar maple	Poor - 2		X	X	
47	11	Red oak	Fair - 3				Lean
48	11	Sugar maple	Poor - 2				
49	22	Red oak	Poor - 2				
50	16	Basswood	Poor - 2				
51		Dead		X			
52	24	Red oak	Poor - 2				
53	10	Sugar maple	Poor - 2	X			
54	9	Sugar maple	Poor - 2	X			
55	6	Ironwood	Poor - 2		X	X	
56	17	Basswood	Poor - 2	X			
57	13	Sugar maple	Poor - 2				
58	6	American elm	Fair - 3				
59	23	Black cherry	Fair - 3				
60	10	Sugar maple	Poor - 2				
61	43	Bur oak	Poor - 2				
62	7	Sugar maple	Poor - 2				
63	6	Sugar maple	Poor - 2				
64	13	Sugar maple	Poor - 2				
65	13	Sugar maple	Poor - 2	X			
319	10	Sugar maple	Poor - 2				
400	48	Stump					

LEGEND

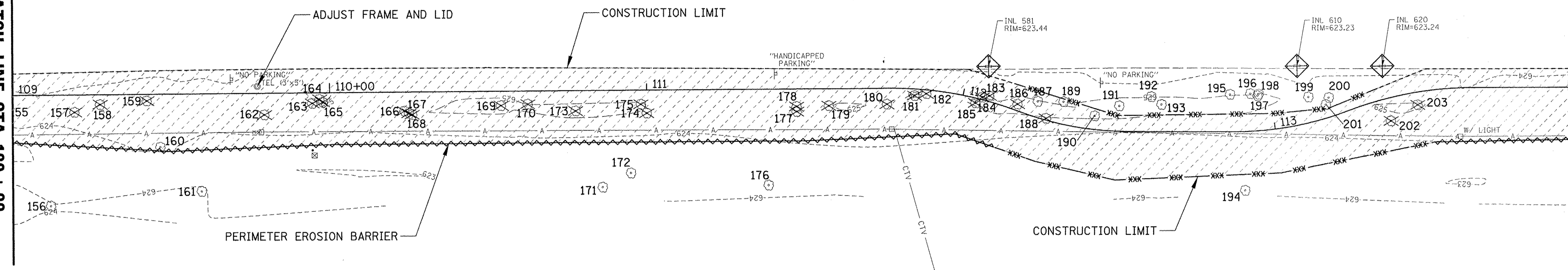




OLD ORCHARD ROAD

MATCH LINE STA. 109+00

MATCH LINE STA. 114+00

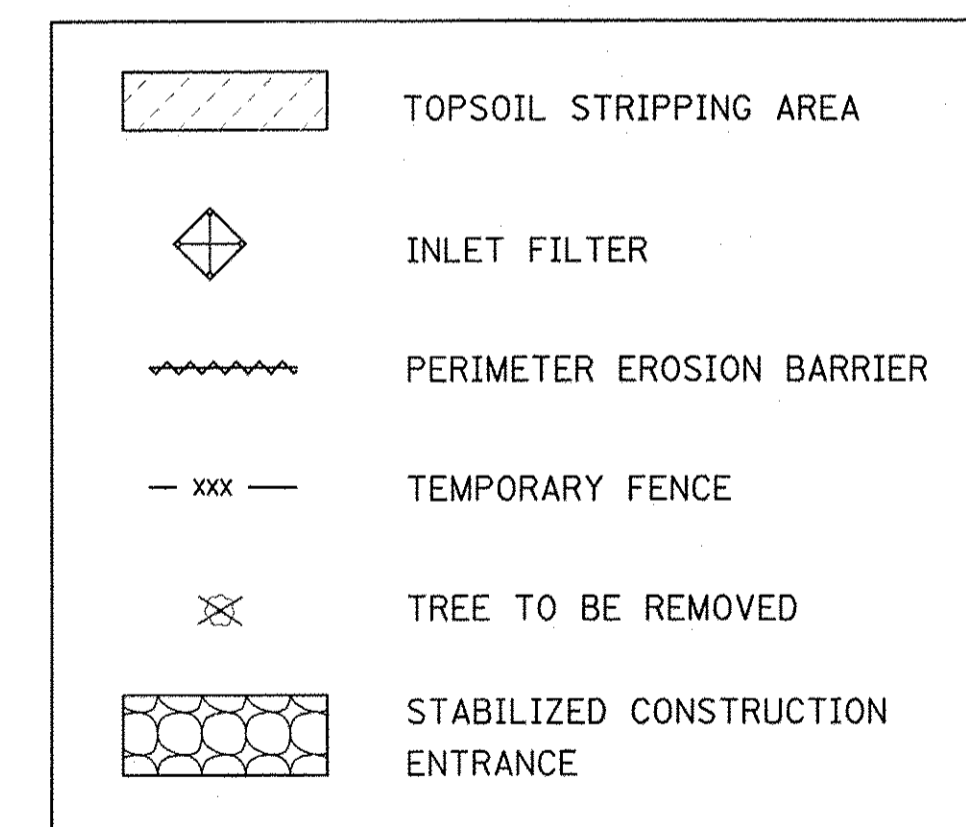


**TREE PRESERVATION AND REMOVAL SCHEDULE
STATION 109+00 TO 114+00**

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
156	6	Common buckthorn	Fair - 3				
157	15	Basswood	Fair - 3	X			
158	8	Basswood	Poor - 2	X			
159	18	Basswood	Fair - 3	X			
160	14	American elm	Fair - 3		X		
161	7	Shagbark hickory	Poor - 2				
162	6	Basswood	Poor - 2	X			
163	8	Basswood	Fair - 3	X			Lean
164	13	Basswood	Fair - 3	X			
165	6	Basswood	Fair - 3	X			
166	11	Basswood	Poor - 2	X			
167	6	Basswood	Poor - 2	X			
168	11	Black cherry	Fair - 3	X			
169	6	American elm	Fair - 3	X			
170		Dead		X			
171	10	Basswood	Fair - 3				
172	6	Green ash	Fair - 3				
173	14	Basswood	Poor - 2	X			
174	12	Basswood	Fair - 3	X			
175	12	American elm	Fair - 3	X			
176	20	Red oak	Poor - 2				
177	14	Basswood	Poor - 2	X			
178	6	Basswood	Fair - 3	X			
179	7	Basswood	Poor - 2	X			

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
180	7	Basswood	Poor - 2	X			
181	8	Basswood	Fair - 3	X			
182	12	Basswood	Fair - 3	X			
183	9	American elm	Fair - 3	X			
184	7	Basswood	Fair - 3	X			
185	7	Basswood	Fair - 3	X			
186	7	Basswood	Fair - 3	X			
187	6	American elm	Fair - 3		X	X	
188	6	Basswood	Fair - 3	X			
189	12	Basswood	Fair - 3		X		Lean
190	13	American elm	Good - 4		X	X	Deadwood
191	18	Basswood	Poor - 2				
192	7	American elm	Fair - 3				
193	7	American elm	Fair - 3				
194	10	Shagbark hickory	Poor - 2				
195		Dead					
196	7	Basswood	Fair - 3				Lean
197	7	Basswood	Fair - 3				Lean
198	6	Basswood	Fair - 3				Lean
199	8, 7	American elm	Fair - 3				
200	9	Basswood	Poor - 2		X		
201	9	American elm	Fair - 3		X	X	
202	13	American elm	Fair - 3	X			
203	6	Common buckthorn	Fair - 3	X			

LEGEND



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PLOT DATE = 12/29/2016

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DATE -

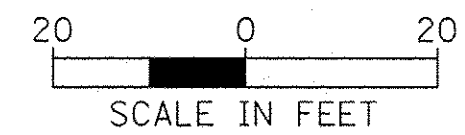
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REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITION AND REMOVAL PLAN
OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: 20 SHEET 3 OF 6 SHEETS STA. 109+00 TO STA. 114+00

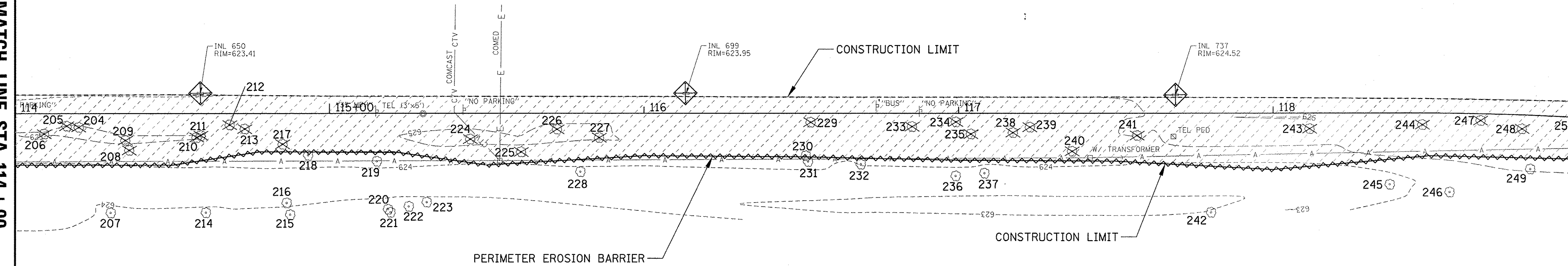
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	11
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	



OLD ORCHARD ROAD

MATCH LINE STA. 114+00

MATCH LINE STA. 119+00

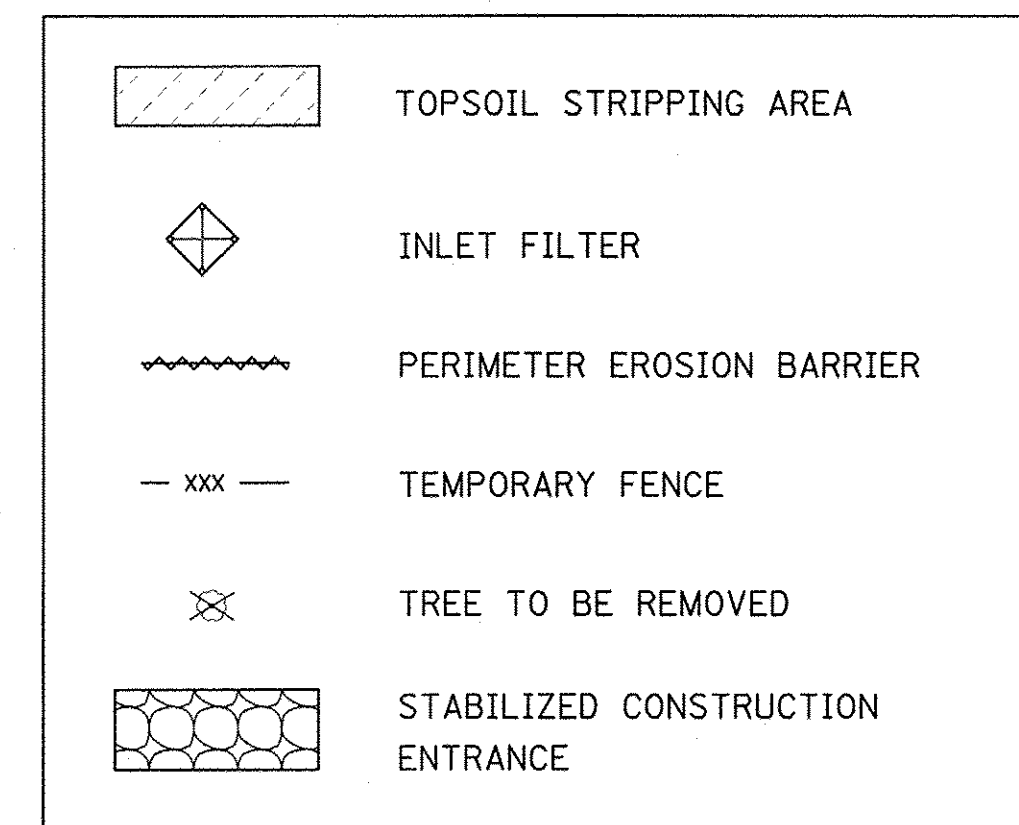


TREE PRESERVATION AND REMOVAL SCHEDULE
STATION 114+00 to 119+00

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
204	8	American elm	Fair - 3	X			
205	14	American elm	Fair - 3	X			
206	7	American elm	Fair - 3	X			
207	14	Basswood	Poor - 2				
208	6	Basswood	Poor - 2	X			
209	7	Basswood	Fair - 3	X			
210	6	Basswood	Fair - 3	X			
211	6	Common buckthorn	Fair - 3	X			
212	14	Basswood	Fair - 3	X			
213	6	American elm	Good - 4	X			Topped
214	25	Red oak	Poor - 2				
215	19	Red oak	Poor - 2				
216	7	Common buckthorn	Fair - 3				
217	6	Basswood	Fair - 3	X			Lean
218	6	Red oak	Poor - 2		X	X	
219	7	Basswood	Fair - 3		X	X	Topped
220	14	Red oak	Poor - 2				
221	6	Shagbark hickory	Fair - 3				
222	8	Common buckthorn	Fair - 3				
223	6	Shagbark hickory	Poor - 2				
224	6	Basswood	Fair - 3	X			
225	6	Basswood	Poor - 2	X			
226	8	American elm	Fair - 3	X			

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
227	6	Basswood	Poor - 2	X			
228	6	American elm	Poor - 2				
229	12	American elm	Fair - 3	X			
230	6	Basswood	Poor - 2		X	X	
231	6	Basswood	Poor - 2		X		
232	6	Basswood	Poor - 2		X		
233	8	American elm	Fair - 3	X			Deadwood
234	11	American elm	Fair - 3	X			
235	6	Basswood	Poor - 2	X			
236	6	Black walnut	Poor - 2				
237	6	Black walnut	Poor - 2				
238		Dead		X			
239	13	American elm	Fair - 3	X			
240	6	Basswood	Poor - 2	X			
241	6	Basswood	Poor - 2	X			
242	14	Red oak	Poor - 2				
243	11	American elm	Fair - 3	X			Topped
244	13	Black cherry	Fair - 3	X			
245	6	Basswood	Fair - 3				Lean
246	8	Bur oak	Poor - 2				
247	6	Hawthorn	Fair - 3	X			
248	10	American elm	Fair - 3	X			Lean
249	21	American elm	Poor - 2				
250	6	Hawthorn	Fair - 3	X			

LEGEND



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Default	PLOT DATE = 12/29/2016	CHECKED -	REVISED -
		DATE -	REVISED -

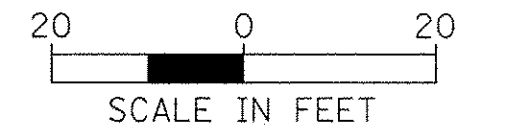
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITION AND REMOVAL PLAN
OLD ORCHARD ROAD MULTI-USE PATH

SCALE: 20 SHEET 4 OF 6 SHEETS STA. 114+00 TO STA. 119+00

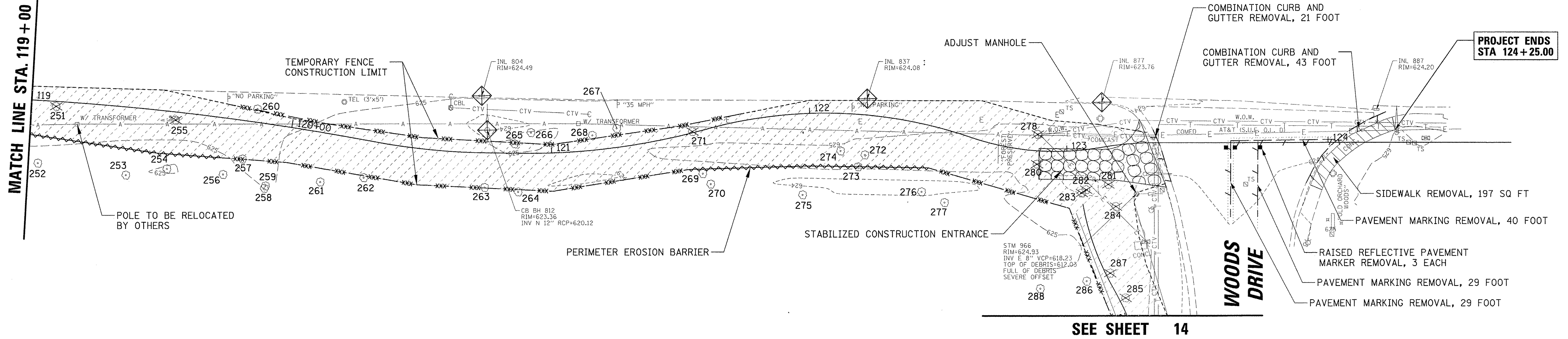
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D66	

OLD ORCHARD ROAD



MATCH LINE STA. 119+00

PROJECT ENDS
STA 124+25.00



SEE SHEET 14

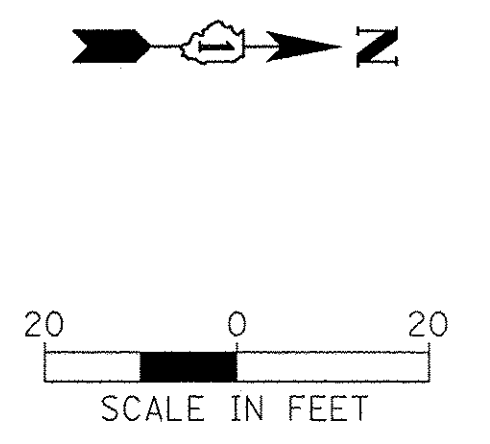
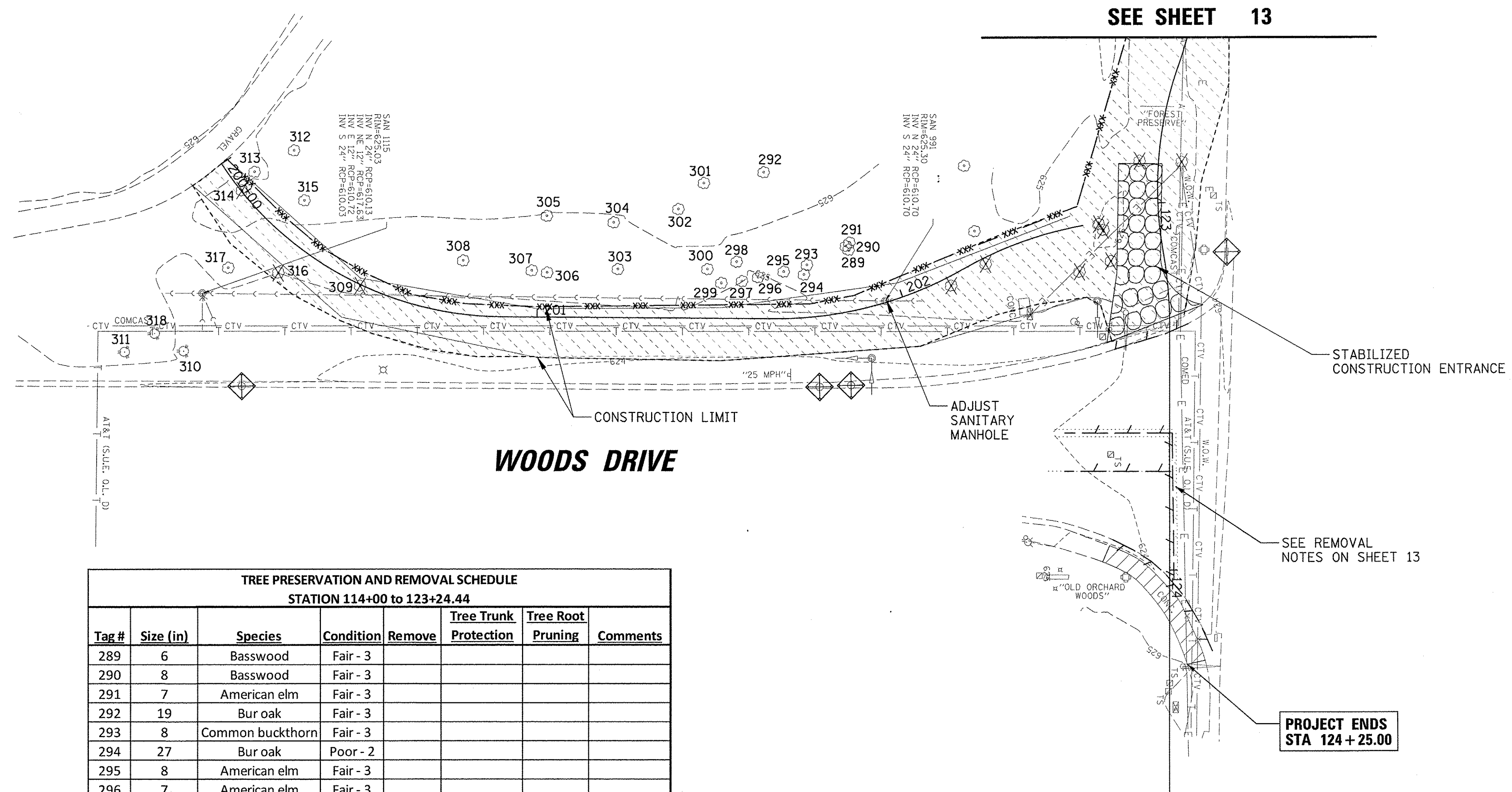
TREE PRESERVATION AND REMOVAL SCHEDULE							
STATION 114+00 TO 123+24.44							
Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
251	15	American elm	Fair - 3	X			
252	23	Red oak	Poor - 2				
253	10	Shagbark hickory	Poor - 2				
254	17	Bur oak	Poor - 2				
255	6	Common buckthorn	Fair - 3	X			
256	6	American elm	Fair - 3				
257	27	Red oak	Poor - 2		X	X	
258	7, 11	Basswood	Fair - 3				Lean
259	9	Bur oak	Fair - 3				
260	8, 9	American elm	Fair - 3				
261	14, 15	Red oak	Poor - 2				
262	24	Red oak	Poor - 2		X		
263	6	Common buckthorn	Fair - 3		X	X	
264	6	Common buckthorn	Fair - 3		X	X	
265	6	Black locust	Good - 4		X	X	Topped
266	7	Black locust	Good - 4		X		Topped
267	6	Black walnut	Fair - 3		X		
268	6	Black locust	Good - 4		X	X	Topped
269	29	Cottonwood	Poor - 2		X	X	

Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
270	8	Common buckthorn	Fair - 3				
271	7	American elm	Fair - 3	X			
272	7	Black locust	Fair - 3		X	X	
273	6	Black locust	Poor - 2		X		
274	6	American elm	Fair - 3		X	X	
275	11	Shagbark hickory	Poor - 2				
276	6	Common buckthorn	Fair - 3				
277	20	Red oak	Poor - 2				
278	6	American elm	Good - 4	X			Topped
279							NOT USED
280	6, 7	Black walnut	Fair - 3	X			
281	14	American elm	Fair - 3	X			
282	26, 26, 14	Basswood	Fair - 3	X			
283	8	Black cherry	Fair - 3	X			
284	12	Common buckthorn	Fair - 3	X			
285	28	Cottonwood	Poor - 2	X			
286	13	American elm	Poor - 2				
287	12	American elm	Poor - 2	X			
288	32	Red oak	Poor - 1				

LEGEND

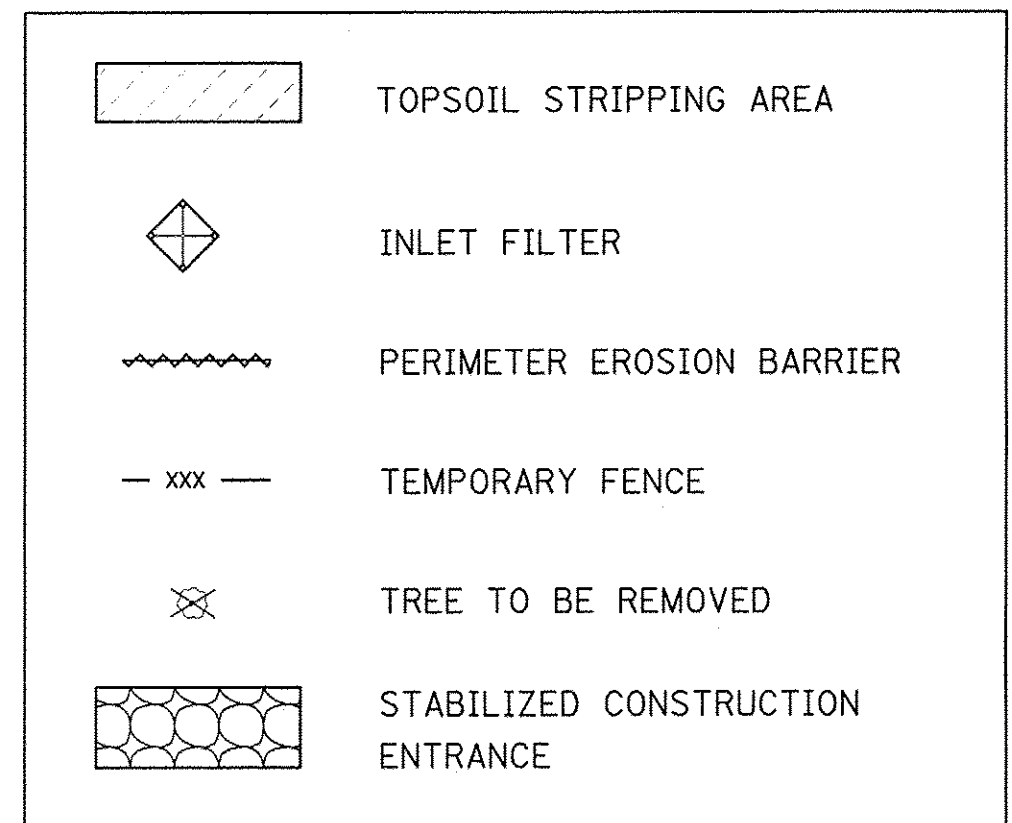
	TOPSOIL STRIPPING AREA
	INLET FILTER
	PERIMETER EROSION BARRIER
	TEMPORARY FENCE
	TREE TO BE REMOVED
	STABILIZED CONSTRUCTION ENTRANCE

SEE SHEET 13



TREE PRESERVATION AND REMOVAL SCHEDULE STATION 114+00 to 123+24.44							
Tag #	Size (in)	Species	Condition	Remove	Tree Trunk Protection	Tree Root Pruning	Comments
289	6	Basswood	Fair - 3				
290	8	Basswood	Fair - 3				
291	7	American elm	Fair - 3				
292	19	Bur oak	Fair - 3				
293	8	Common buckthorn	Fair - 3				
294	27	Bur oak	Poor - 2				
295	8	American elm	Fair - 3				
296	7	American elm	Fair - 3				
297	7	Red oak	Poor - 2				
298	6	Basswood	Fair - 3				
299	30	Cottonwood	Poor - 2				
300	15	Bur oak	Poor - 2				
301		Dead					
302	9	Basswood	Poor - 2				
303	28	Bur oak	Poor - 2				
304	9	American elm	Poor - 2				
305	11	Sugar maple	Poor - 2				
306	17	Bur oak	Poor - 2				
307		Dead					
308	28	Bur oak	Fair - 3				Deadwood
309	6	Common buckthorn	Fair - 3	X			
310	9	Austrian pine	Fair - 3				
311	12	Austrian pine	Fair - 3				
312	8	Silver maple	Poor - 2				
313	16	American elm	Poor - 2				
314	7	Silver maple	Poor - 2	X			
315	9	Silver maple	Poor - 2				
316	6	White mulberry	Fair - 3	X			
317	18	Black walnut	Poor - 2				
318	6	Austrian pine	Good - 4				Deadwood

LEGEND



PROJECT ENDS
STA 124 + 25.00

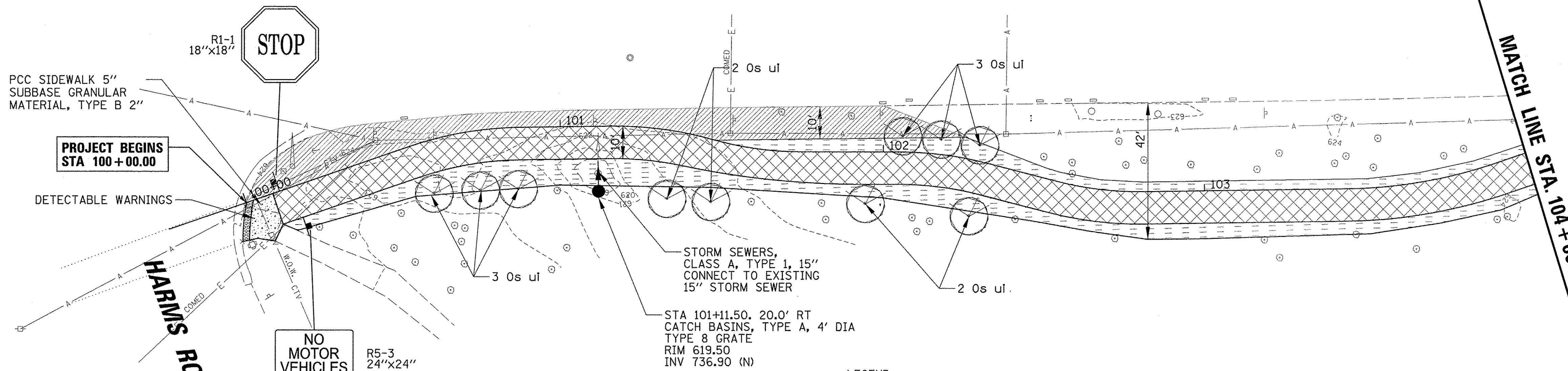
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITION AND REMOVAL PLAN OLD ORCHARD ROAD MULTI-USE PATH			
SCALE: 20	SHEET 6 OF 6 SHEETS	STA. 200+00 TO STA. 202+82.86	

F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 14
CONTRACT NO. 61D66				ILLINOIS FED. AID PROJECT

OLD ORCHARD ROAD

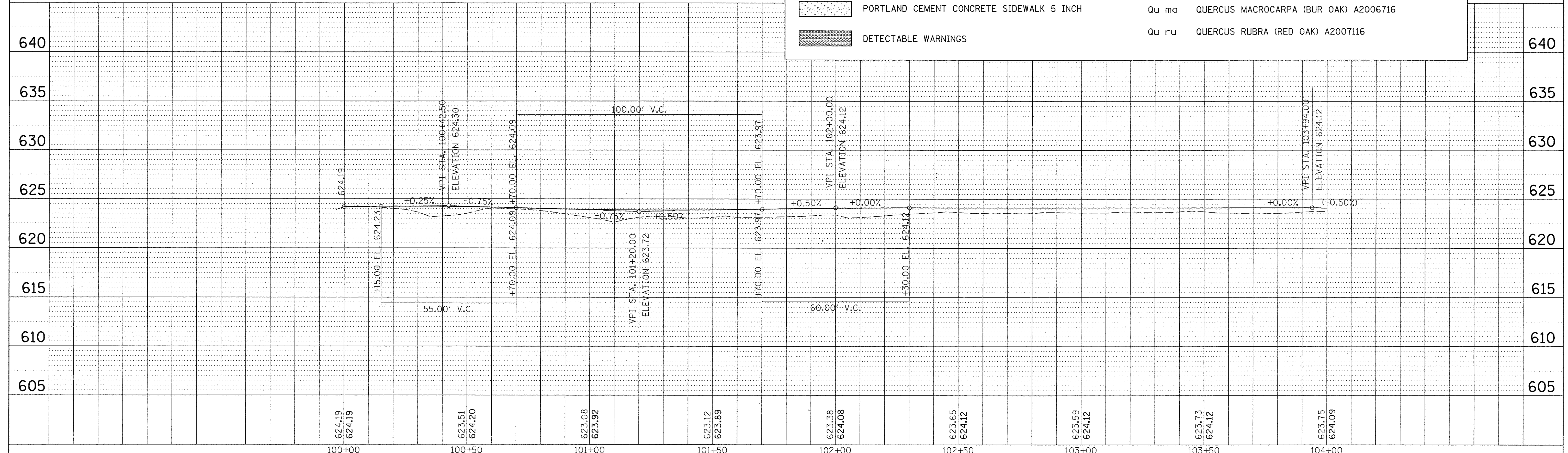


LEGEND

	SEEDING CLASS 1A (SALT TOLERANT LAWN MIXTURE)	Ac sa	ACER SACCHARUM (SUGAR MAPLE) A2001716
	SEEDING CLASS 4A (LOW PROFILE NATIVE GRASS)	Os ul	OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM) A2005614
	PROPOSED HOT-MIX ASPHALT MULTI-USE PATH	Qu al	QUERCUS ALBA (WHITE OAK) A2006416
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	Qu bi	QUERCUS BICOLOR (SWAMP WHITE OAK) A2006516
	DETECTABLE WARNINGS	Qu ma	QUERCUS MACROCARPA (BUR OAK) A2006716
		Qu ru	QUERCUS RUBRA (RED OAK) A2007116

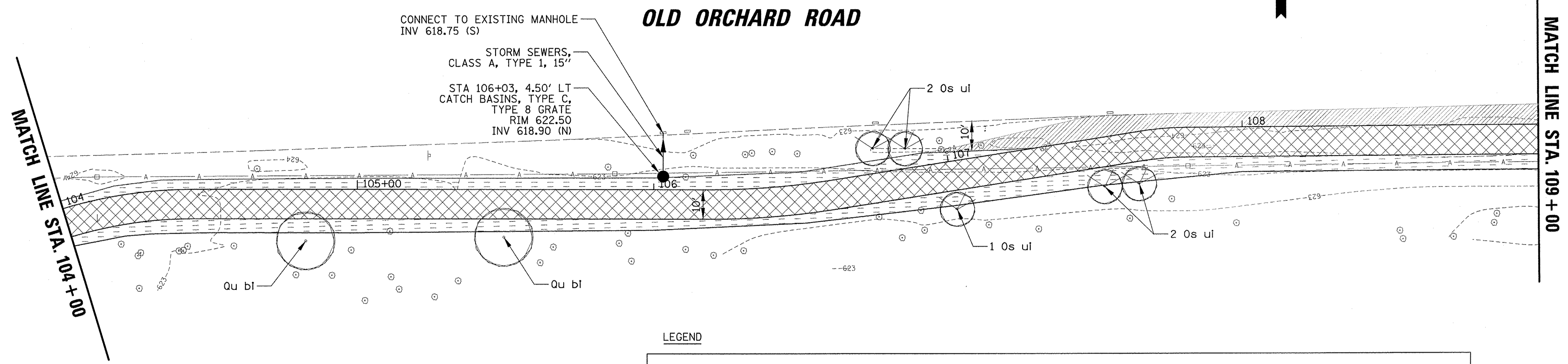
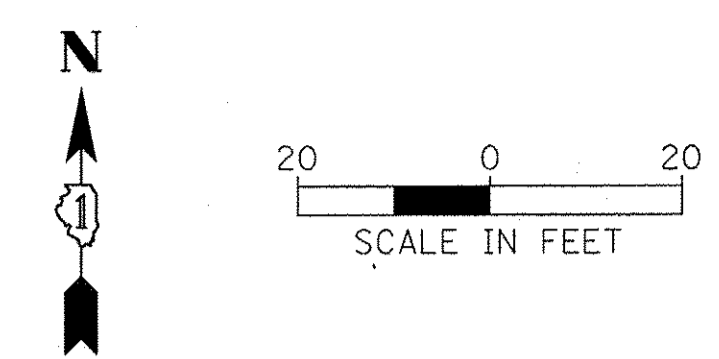
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	CADD FILE NAME	

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	NOTE BOOK	
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	STRUCTURE NOTATIONS CHK'D	



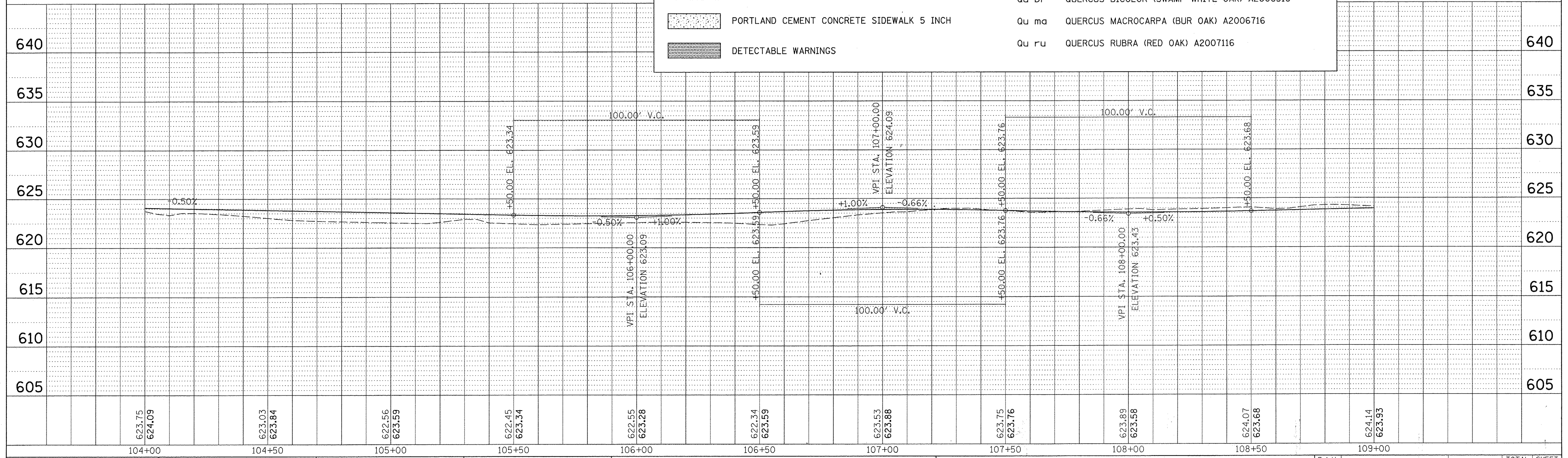
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LEGEND

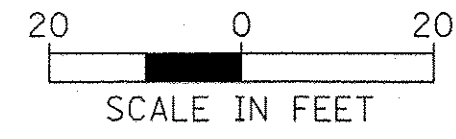
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	SEEDING CLASS 4A (LOW PROFILE NATIVE GRASS)	Os ul	OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM) A2005614
	PROPOSED HOT-MIX ASPHALT MULTI-USE PATH	Qu al	QUERCUS ALBA (WHITE OAK) A2006416
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	Qu bi	QUERCUS BICOLOR (SWAMP WHITE OAK) A2006516
	DETECTABLE WARNINGS	Qu ma	QUERCUS MACROCARPA (BUR OAK) A2006716
		Qu ru	QUERCUS RUBRA (RED OAK) A2007116



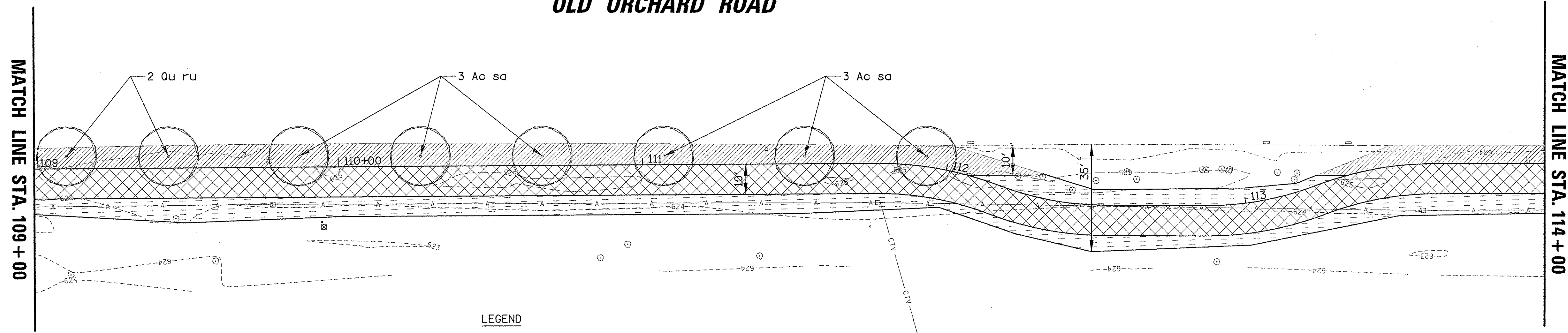
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Default	PLOT SCALE = 20'	DRAWN -	REVISED -		SCALE: 20H 5V	SHEET 2 OF 6 SHEETS	STA. 104+00 TO STA. 109+00	CONTRACT NO. 61D66		ILLINOIS FED. AID PROJECT		
Default	PLOT DATE = 12/29/2016	CHECKED -	REVISED -									
		DATE -	REVISED -									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
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	FILE NAME		

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	NOTATIONS		

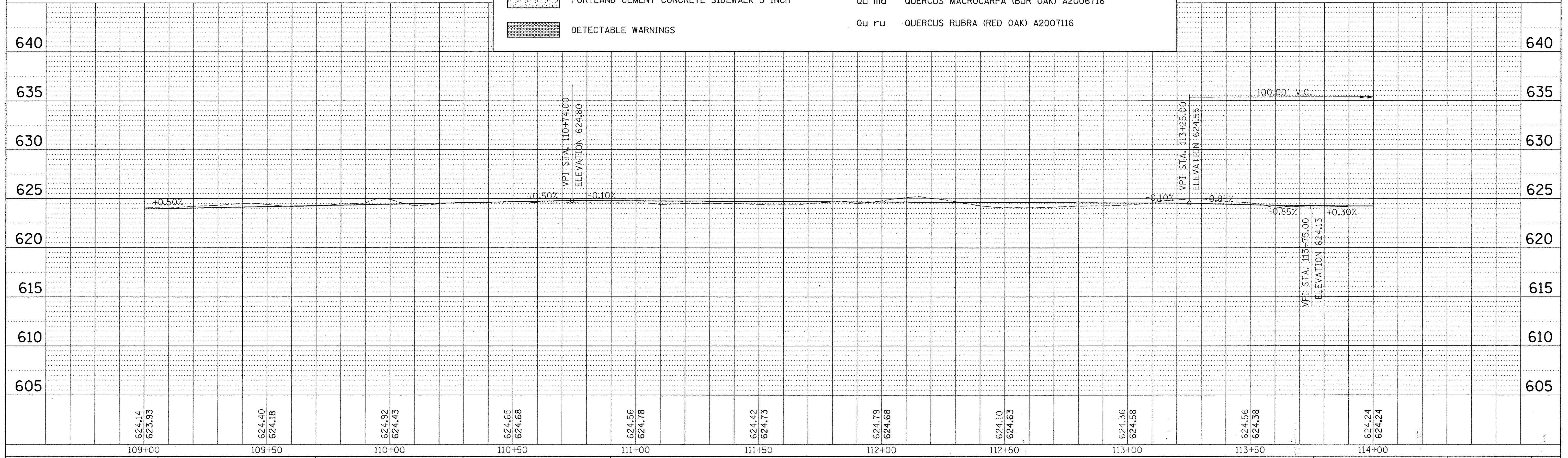


OLD ORCHARD ROAD

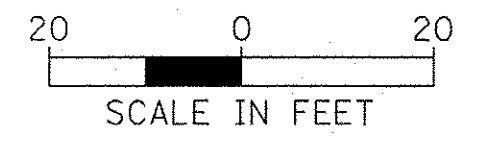


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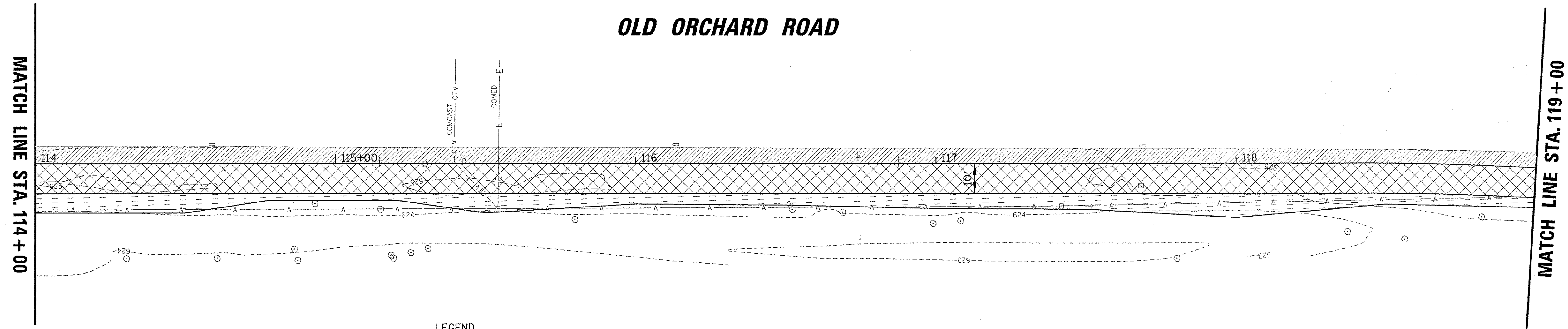
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	SEEDING CLASS 4A (LOW PROFILE NATIVE GRASS)	Os ul	OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM) A2005614
	PROPOSED HOT-MIX ASPHALT MULTI-USE PATH	Qu al	QUERCUS ALBA (WHITE OAK) A2006416
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	Qu bl	QUERCUS BICOLOR (SWAMP WHITE OAK) A2006516
	DETECTABLE WARNINGS	Qu ma	QUERCUS MACROCARPA (BUR OAK) A2006716
		Qu ru	QUERCUS RUBRA (RED OAK) A2007116



FILE NAME = N:\Skokie\160010\Civil\RPP-160010_03.SHT	USER NAME = jsitrick	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PLAN AND PROFILE OLD ORCHARD ROAD MULTI-USE PATH	F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 17
Default	PLOT SCALE = 20'	DRAWN -	REVISED -			CONTRACT NO. 61D66	ILLINOIS FED. AID PROJECT			
Default	PLOT DATE = 12/29/2016	CHECKED -	REVISED -			SCALE: 20H 5V	SHEET 3 OF 6 SHEETS	STA. 109+00 TO STA. 114+00		
		DATE -	REVISED -							



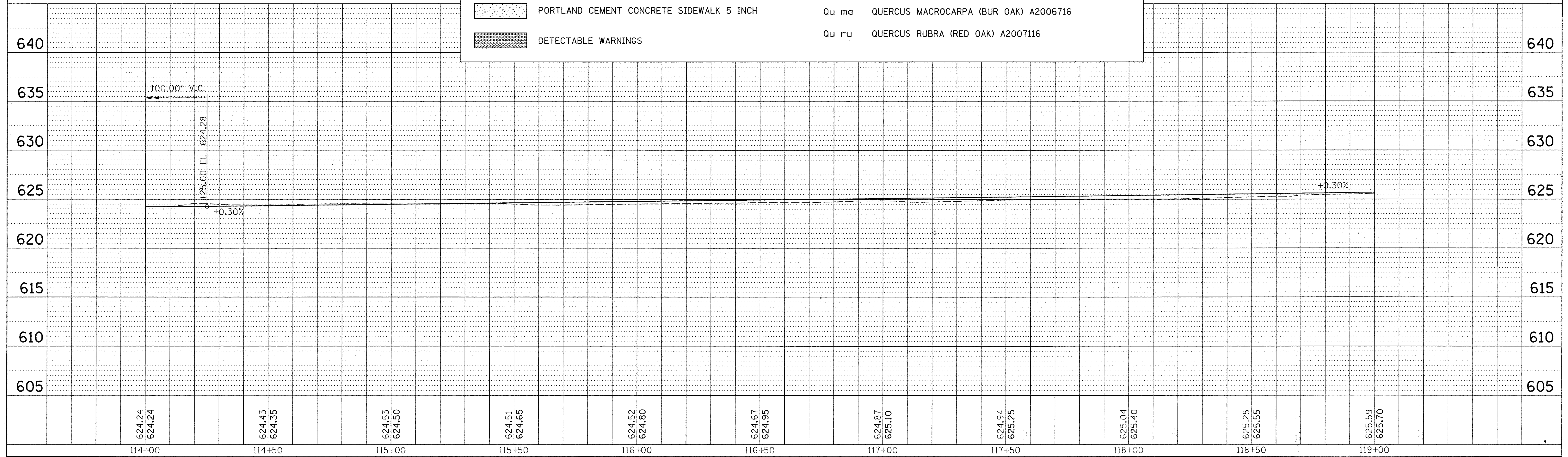
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	PLOTTED		
	CHECKED		
	DATE		
	BY		
	FILE NAME		



LEGEND

	SEEDING CLASS 1A (SALT TOLERANT LAWN MIXTURE)	Ac sa	ACER SACCHARUM (SUGAR MAPLE) A2001716
	SEEDING CLASS 4A (LOW PROFILE NATIVE GRASS)	Os ul	OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM) A2005614
	PROPOSED HOT-MIX ASPHALT MULTI-USE PATH	Qu al	QUERCUS ALBA (WHITE OAK) A2006416
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	Qu bi	QUERCUS BICOLOR (SWAMP WHITE OAK) A2006516
	DETECTABLE WARNINGS	Qu ma	QUERCUS MACROCARPA (BUR OAK) A2006716
		Qu ru	QUERCUS RUBRA (RED OAK) A2007116

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	DATE		
	BY		
	FILE NAME		



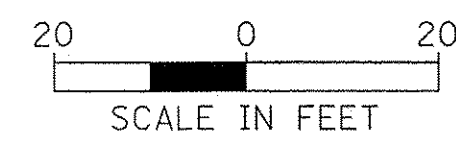
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Default	PLOT SCALE = 20'	CHECKED -	REVISED -		SCALE: 20H 5V	SHEET 4 OF 6 SHEETS	STA. 114+00	TO STA. 119+00	CONTRACT NO. 61D66		ILLINOIS FED. AID PROJECT		
Default	PLOT DATE = 12/29/2016	DATE -	REVISED -										

OLD ORCHARD ROAD

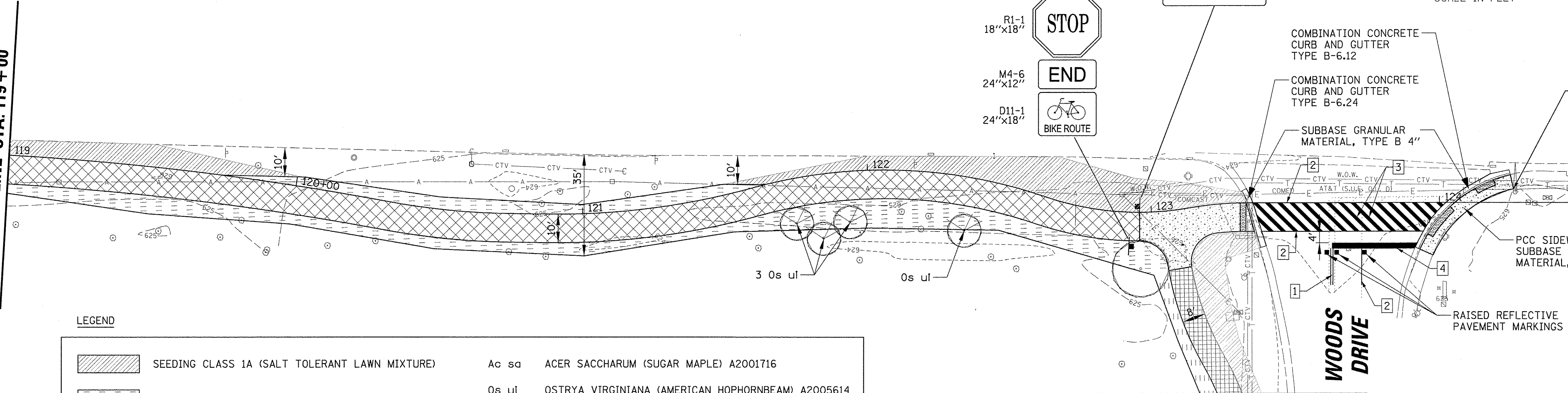
MATCH LINE STA. 119+00

NO
MOTOR
VEHICLES

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18"x18"
- M4-6
24"x12"
- D11-1
24"x18"



PROJECT ENDS
STA 124+25.00



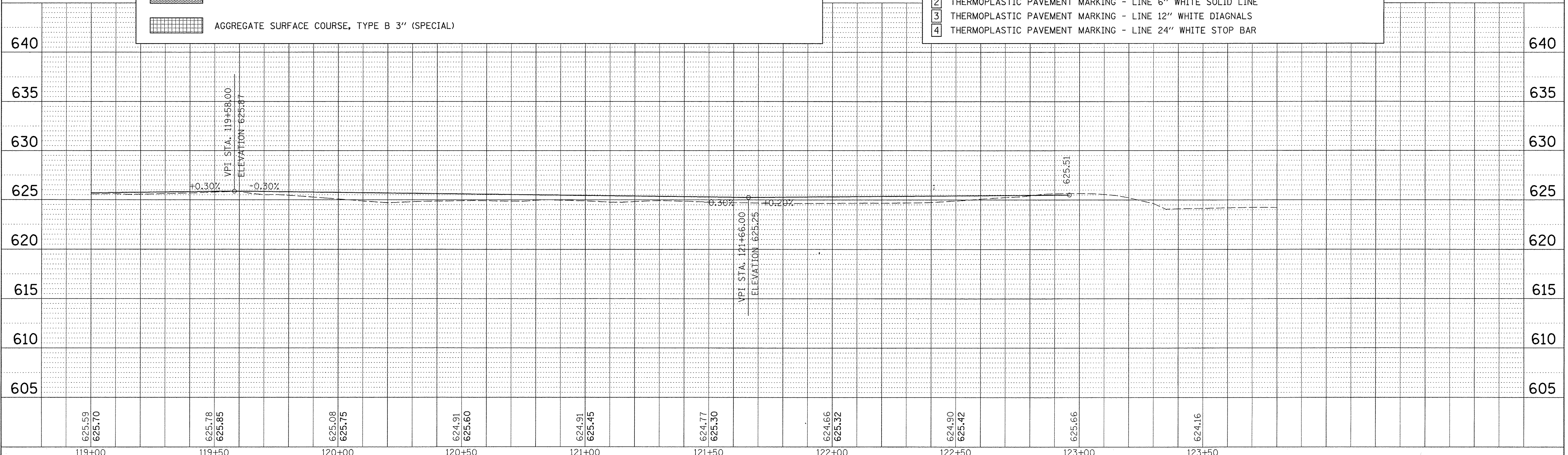
SEE SHEET 20

LEGEND

	SEEDING CLASS 1A (SALT TOLERANT LAWN MIXTURE)	$A_c s_a$	ACER SACCHARUM (SUGAR MAPLE) A2001716
	SEEDING CLASS 4A (LOW PROFILE NATIVE GRASS)	$O_s u_l$	OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM) A2005614
	PROPOSED HOT-MIX ASPHALT MULTI-USE PATH	$Q_u a_l$	QUERCUS ALBA (WHITE OAK) A2006416
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	$Q_u b_l$	QUERCUS BICOLOR (SWAMP WHITE OAK) A2006516
	DETECTABLE WARNINGS	$Q_u m_a$	QUERCUS MACROCARPA (BUR OAK) A2006716
	AGGREGATE SURFACE COURSE, TYPE B 3" (SPECIAL)	$Q_u r_u$	QUERCUS RUBRA (RED OAK) A2007116

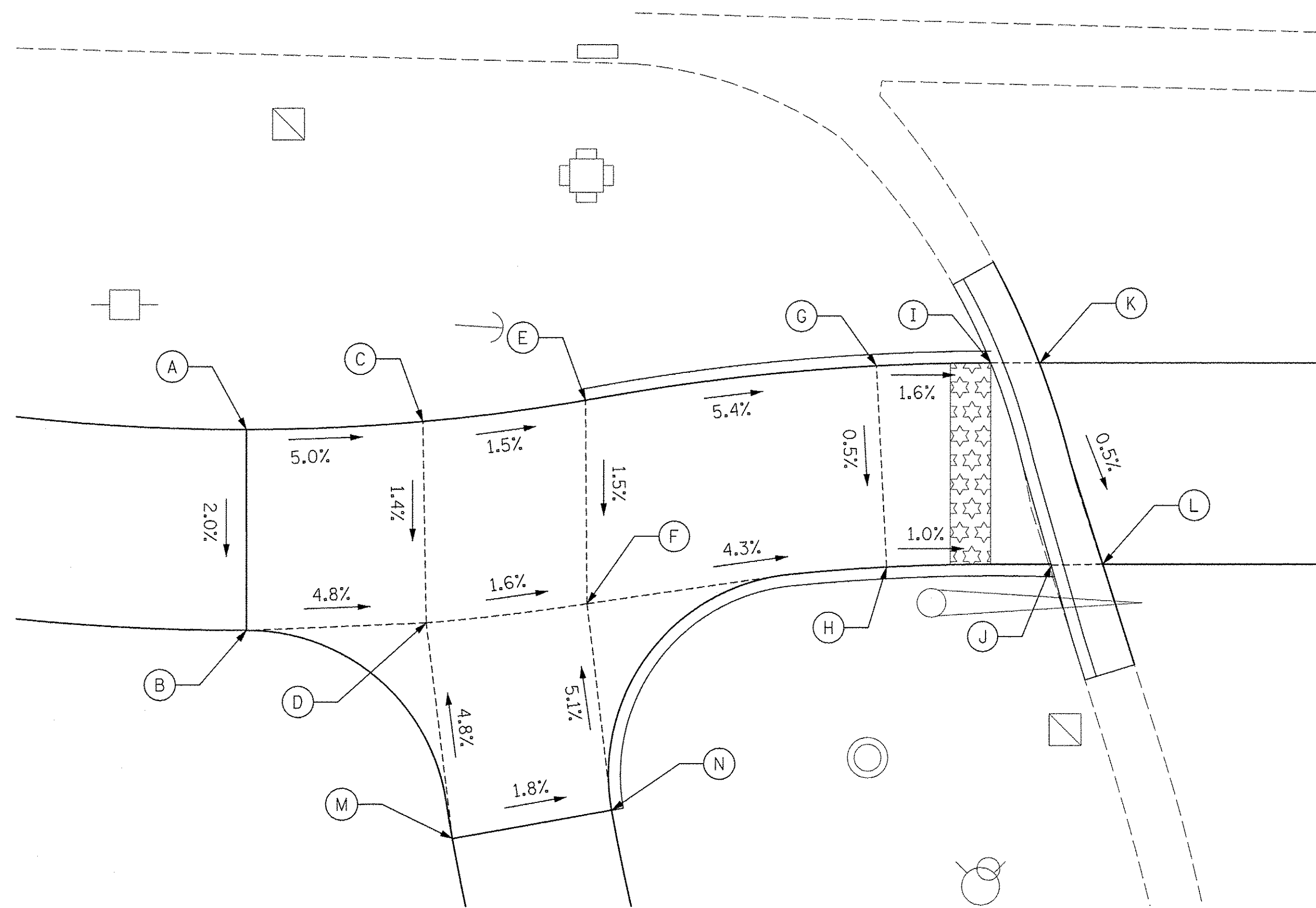
PAVEMENT MARKING LEGEND

1	THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW DOUBLE SOLID LINE (2 @ 11" C-C)
2	THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE SOLID LINE
3	THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE DIAGNALS
4	THERMOPLASTIC PAVEMENT MARKING - LINE 24" WHITE STOP BAR



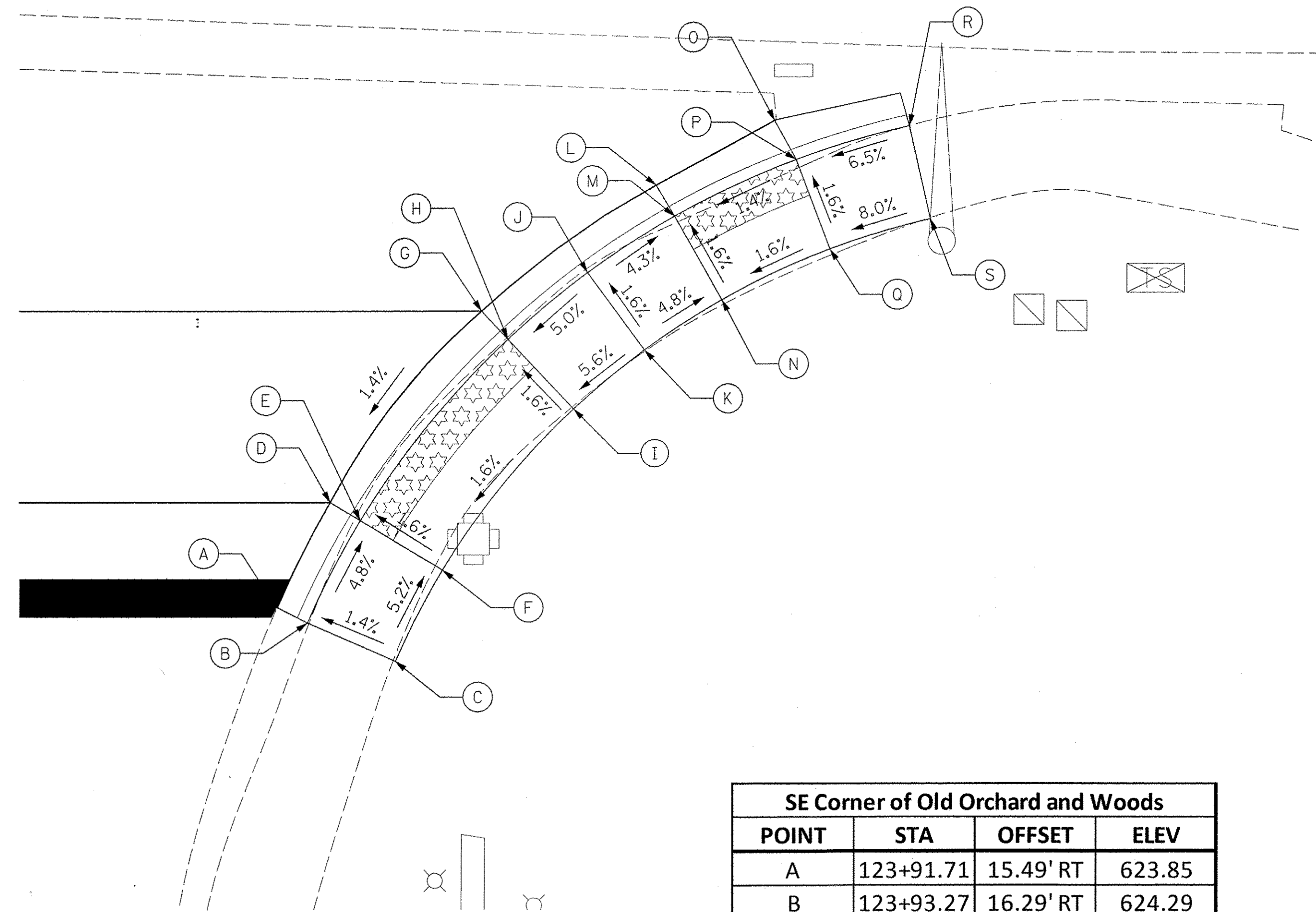
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PROFILE	SURVEYED	BY	DATE
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	STRUCTURE NOTATIONS		
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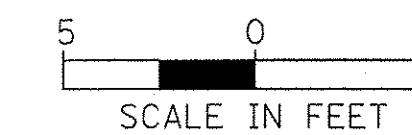


SW Corner of Old Orchard and Woods			
POINT	STA	OFFSET	ELEV
A	122+95.92	0.00'	625.51
B	122+95.92	10.00' RT	625.31
C	123+04.66	0.00'	625.07
D	123+04.01	10.00' RT	624.94
E	123+12.78	0.00'	624.95
F	123+11.30	10.00' RT	624.81
G	123+27.28	0.00'	624.17
H	123+27.28	10.00' RT	624.12
I	123+32.94	0.00'	624.08
J	123+35.93	10.00' RT	624.03
K	123+35.37	0.00'	624.08
L	123+38.49	10.00' RT	624.03
M	123+04.37	20.75' RT	625.46
N	123+10.99	20.29' RT	625.32

NOTE: EXISTING TRAFFIC SIGNAL CONDUITS ARE ABOUT 30" BELOW EXISTING GRADE. PRIOR TO RAMP CONSTRUCTION, THE CONTRACTOR SHALL HAND DIG TO LOCATE CONDUITS. ALL CONDUITS SHALL BE PROTECTED THROUGHOUT CONSTRUCTION. THIS WORK IS INCLUDED IN THE COST OF PCC SIDEWALK 5".



SE Corner of Old Orchard and Woods			
POINT	STA	OFFSET	ELEV
A	123+91.71	15.49' RT	623.85
B	123+93.27	16.29' RT	624.29
C	123+97.85	18.28' RT	624.36
D	123+94.44	10.00' RT	623.94
E	123+96.03	10.95' RT	624.00
F	124+00.31	13.54' RT	624.08
G	124+02.34	0.00'	624.11
H	124+03.71	1.45' RT	624.17
I	124+07.13	5.10' RT	624.25
J	124+07.86	2.01' LT	624.44
K	124+10.82	2.02' RT	624.52
L	124+11.45	6.56' LT	624.15
M	124+12.40	4.94' LT	624.21
N	124+14.86	0.59' LT	624.29
O	124+17.62	9.94' LT	624.25
P	124+18.74	7.90' LT	624.31
Q	124+20.49	3.22' LT	624.39
R	124+24.64	9.66' LT	624.71
S	124+25.74	4.78' LT	624.83



TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

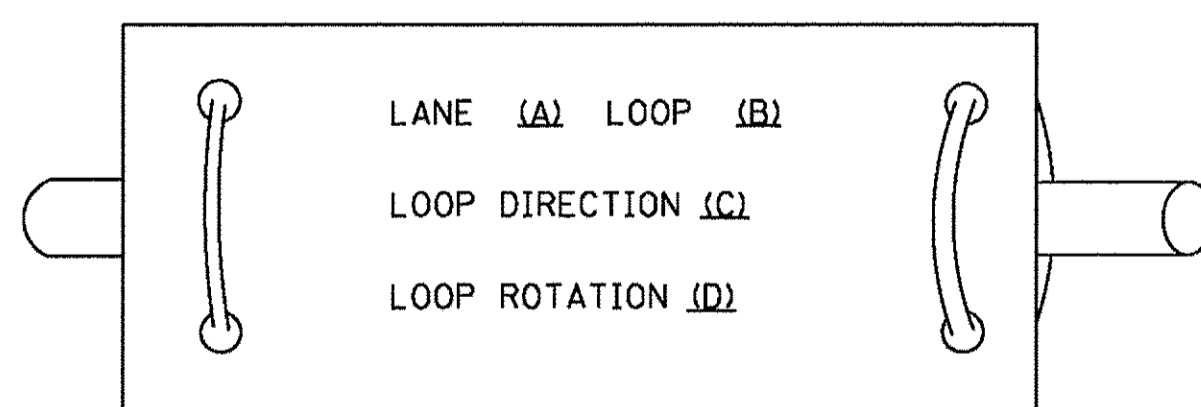
TS SHT NO. 1

FILE NAME =	USER NAME = p15000001	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.I. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 22
	PLOT SCALE = 1/8" = 100' / 1" PL	DRAWN - LP	REVISED -		SCALE: NONE	SHEET 1 OF 7 SHEETS	TS-05		CONTRACT NO. 61D66	
Default	PLOT DATE = 6/18/2016	CHECKED - LP	REVISED -		STA. TO STA.	ILLINOIS FED. AID PROJECT				
		DATE - 6/8/2016	REVISED -							

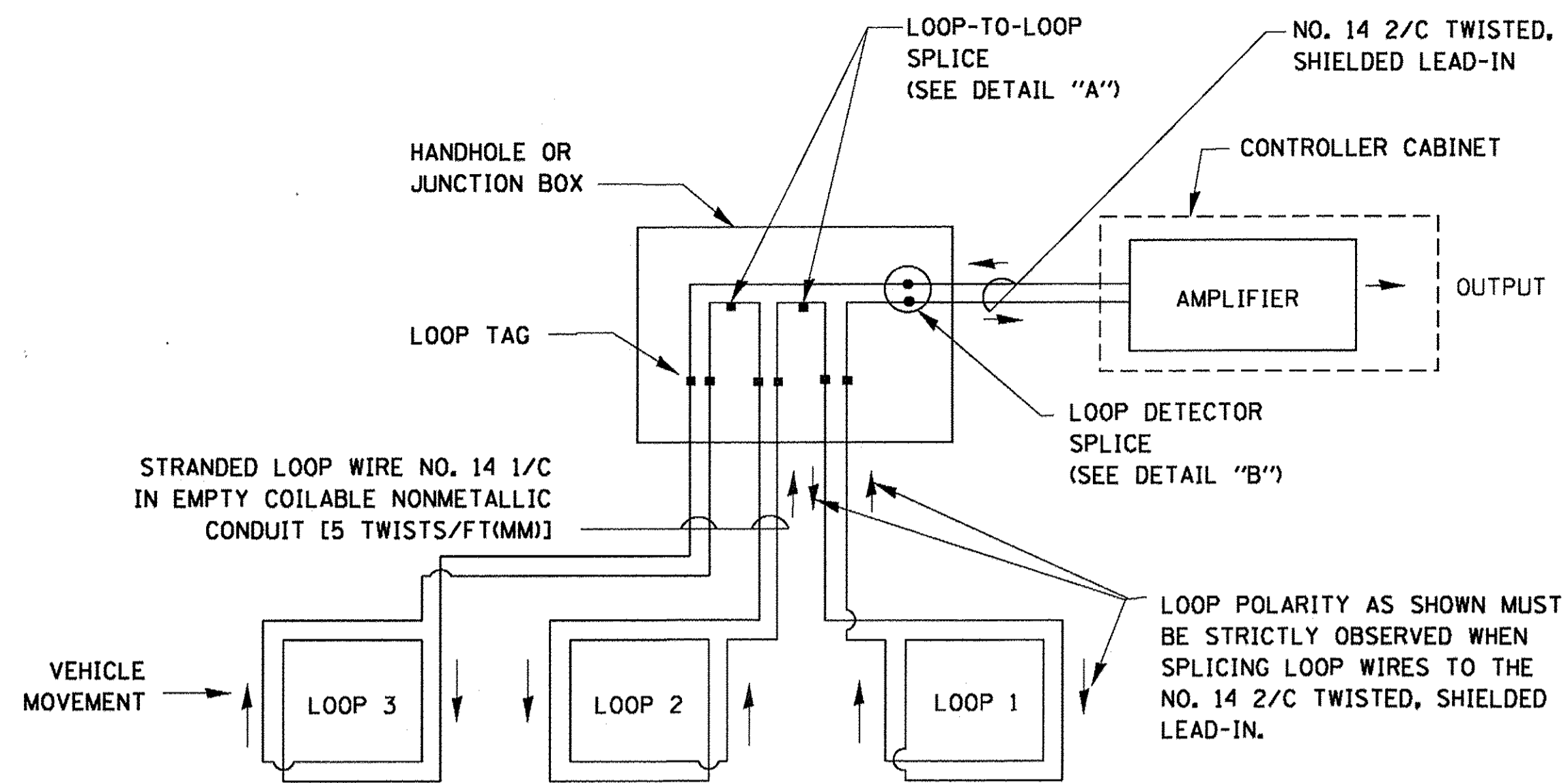
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

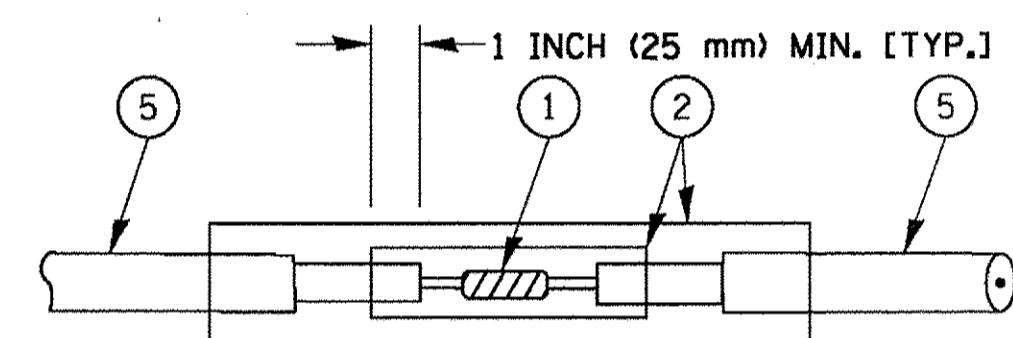


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

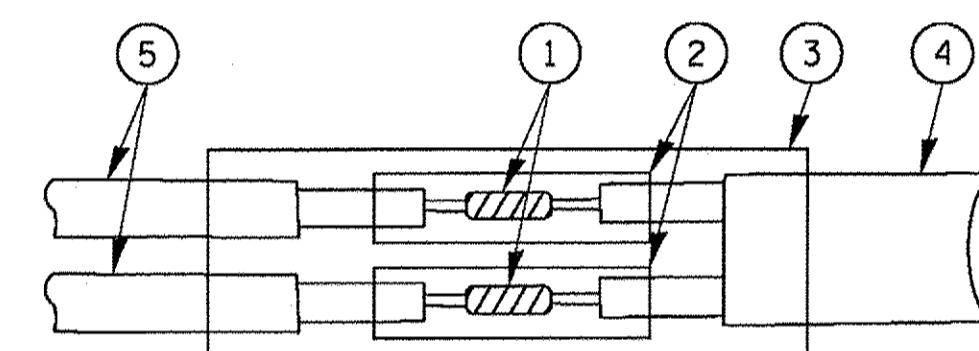


DETECTOR LOOP WIRING SCHEMATIC

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

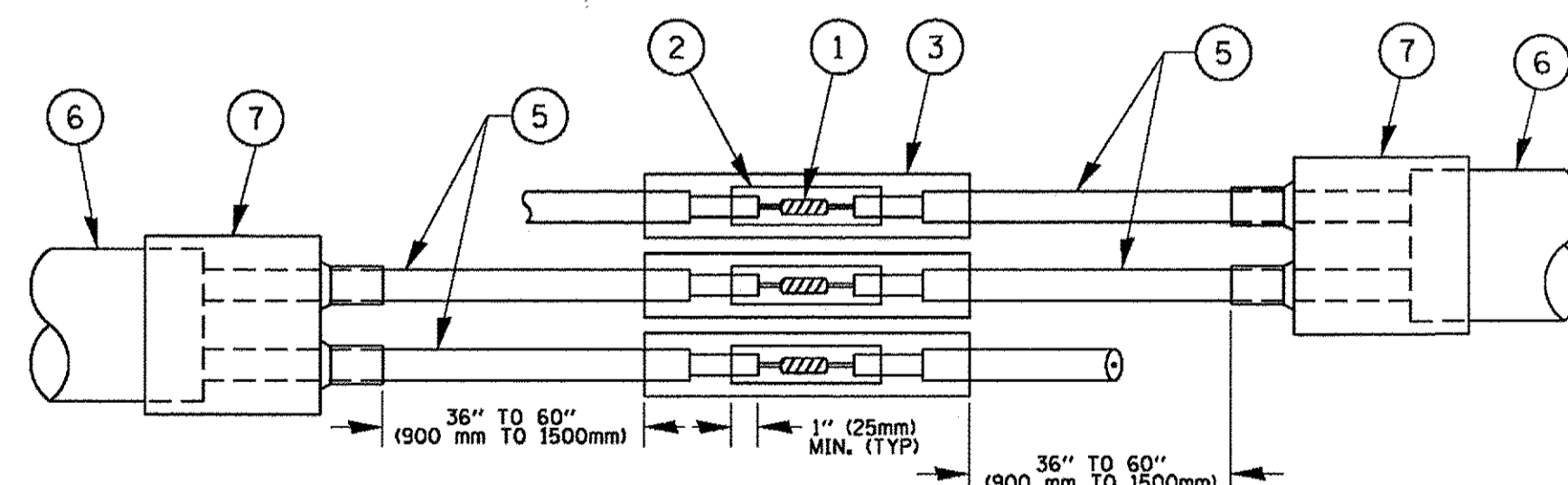


DETAIL "A"
LOOP-TO-LOOP SPLICE

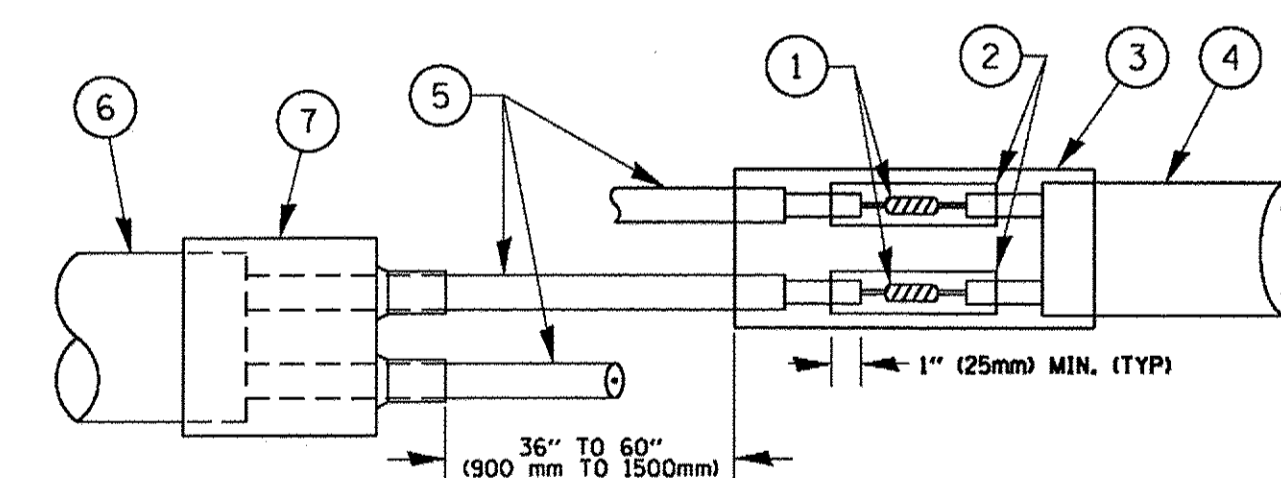


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

TS SHT NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

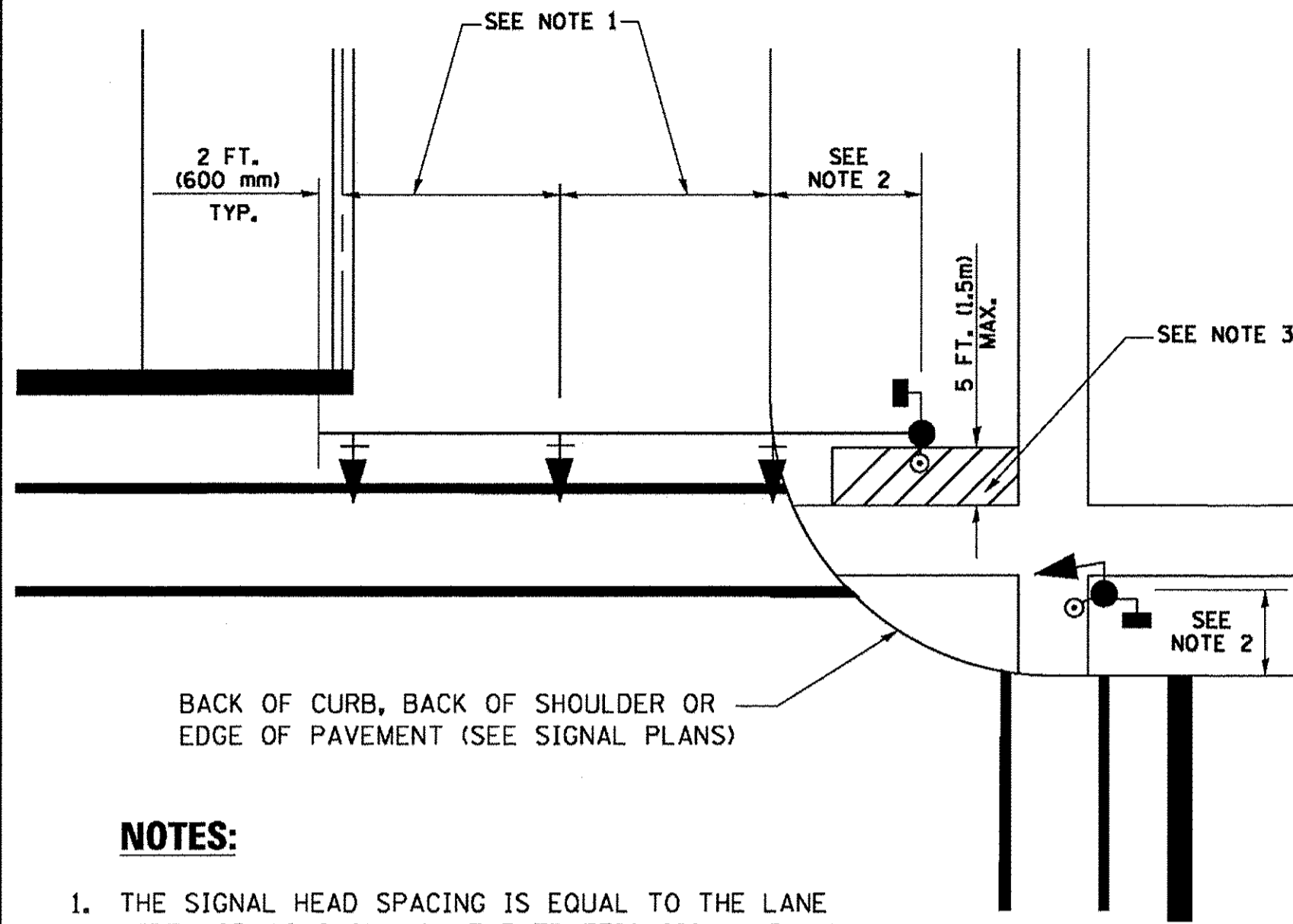
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	23
TS-05		CONTRACT NO.	61D66	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
ca\pw_work\pwidot\footemj\0108315\ts05.dgn		DRAWN - BCK	REVISED -
PLOT SCALE = 50.0000' / in.		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

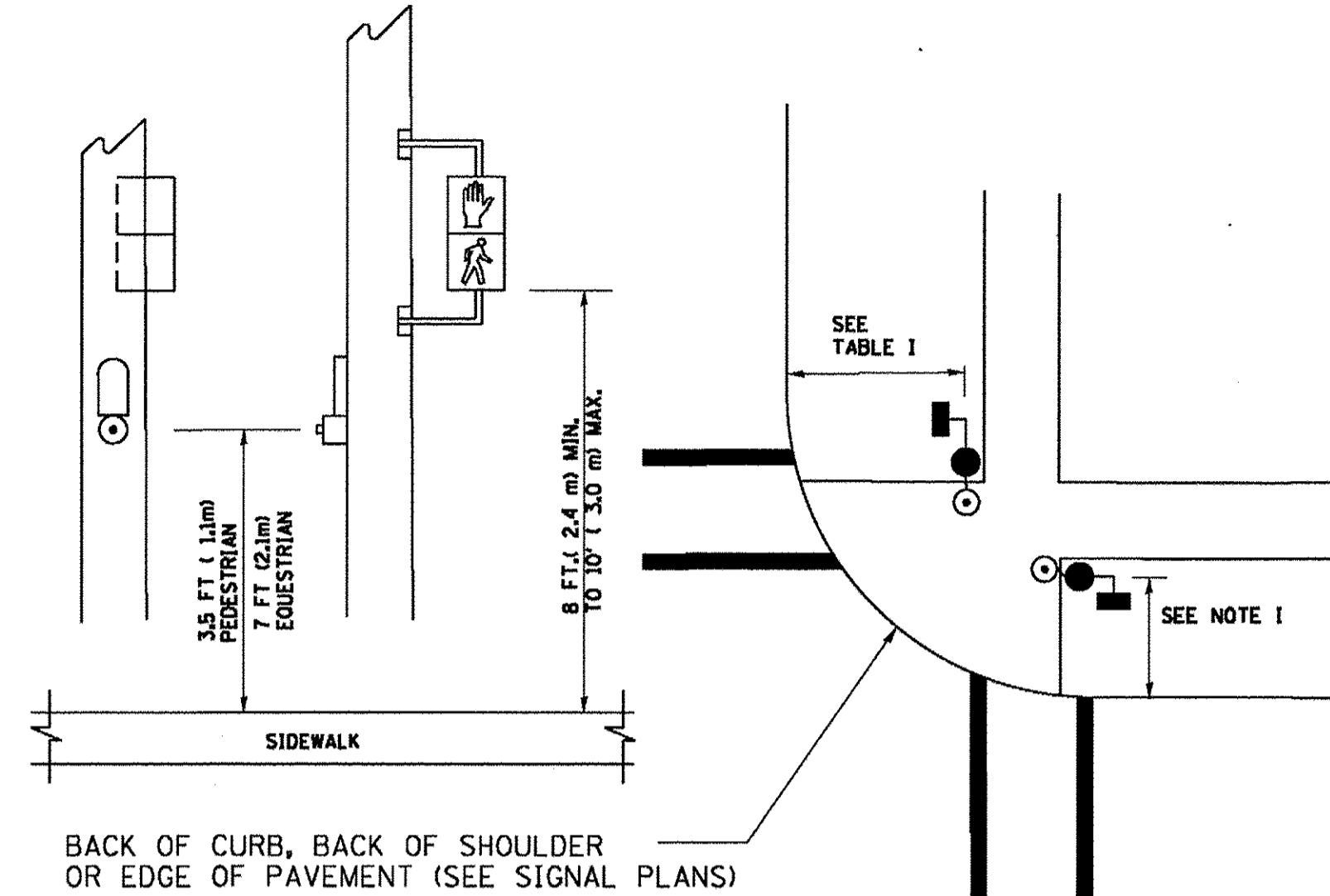
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

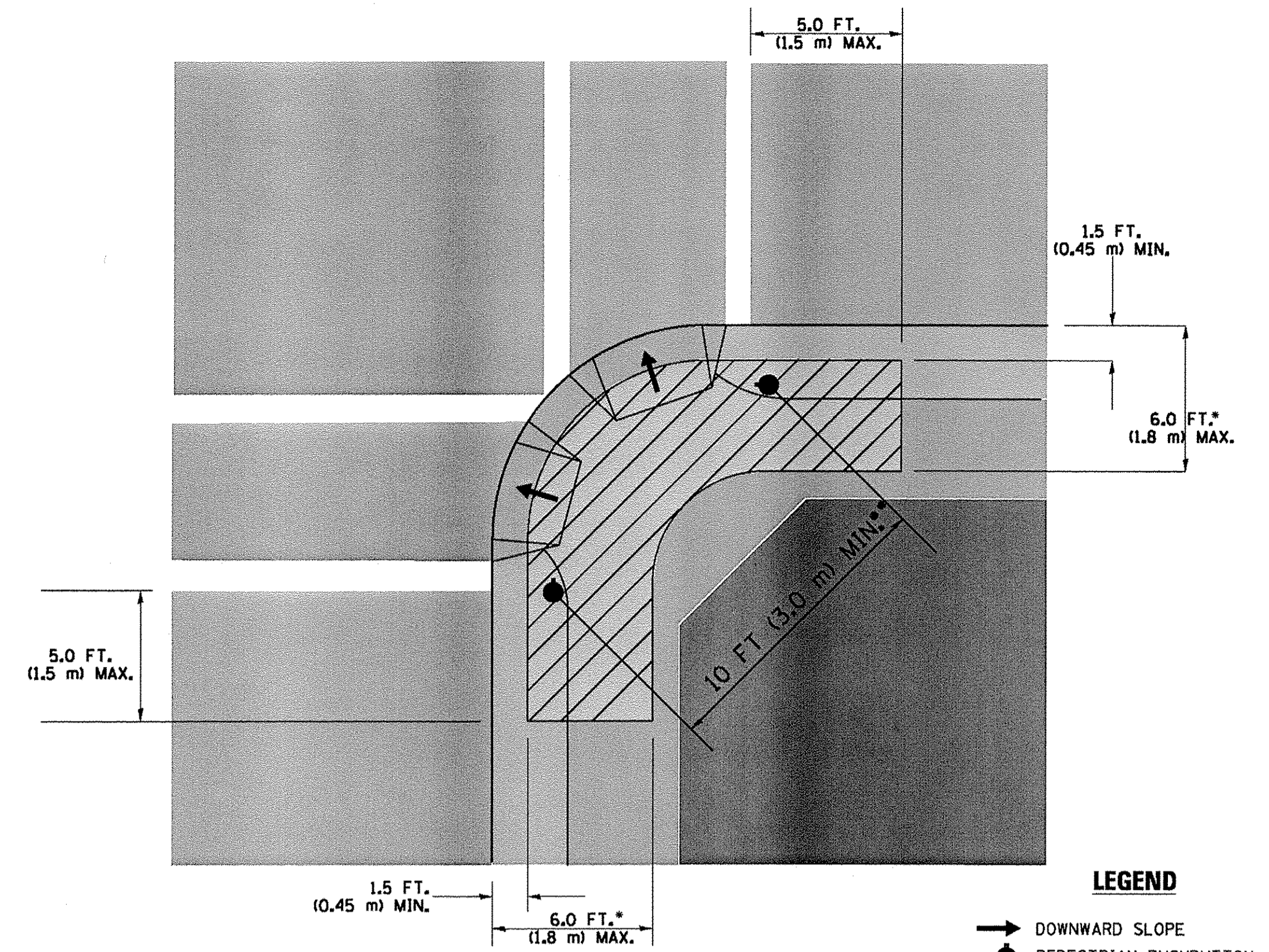
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

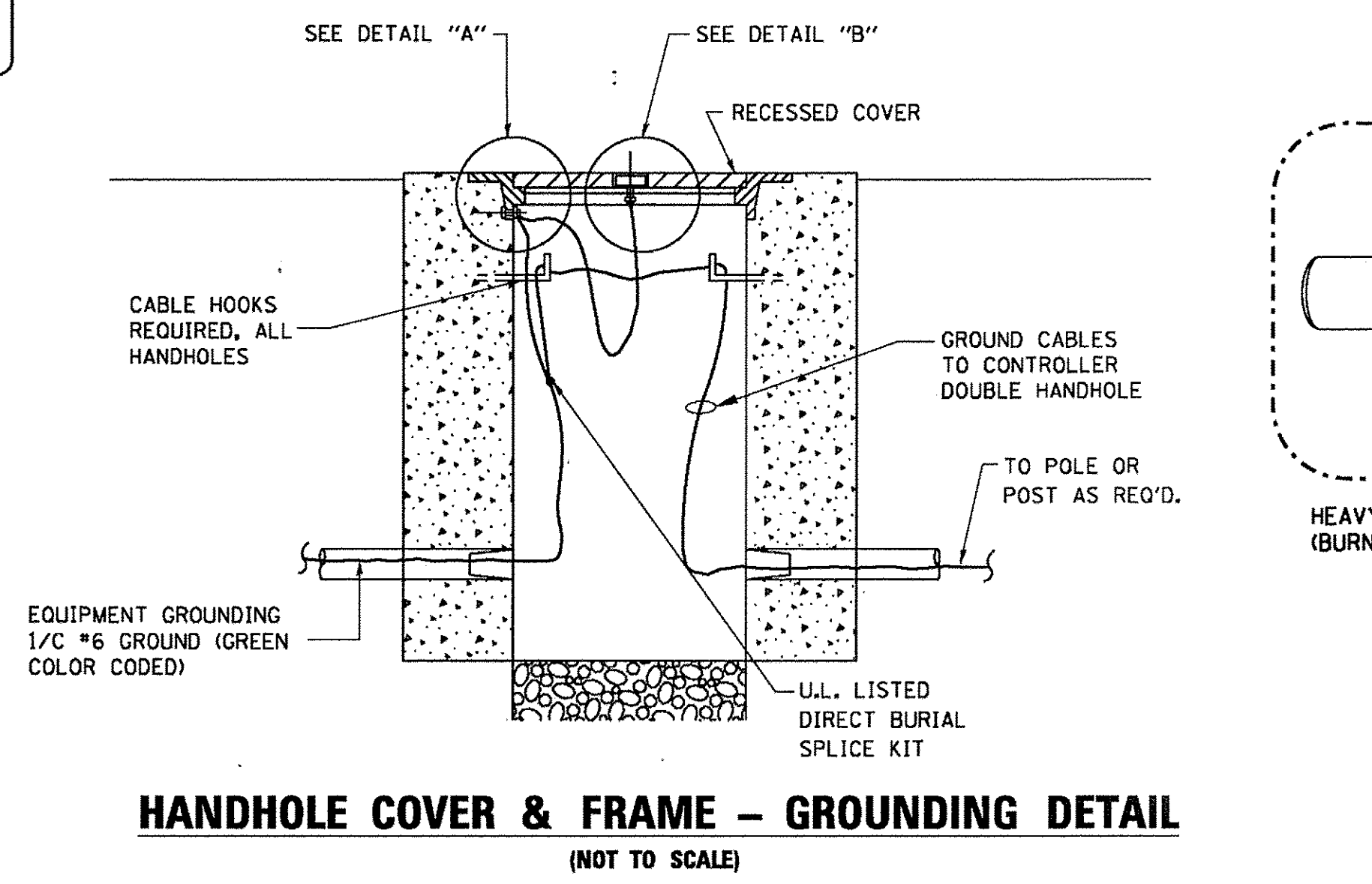
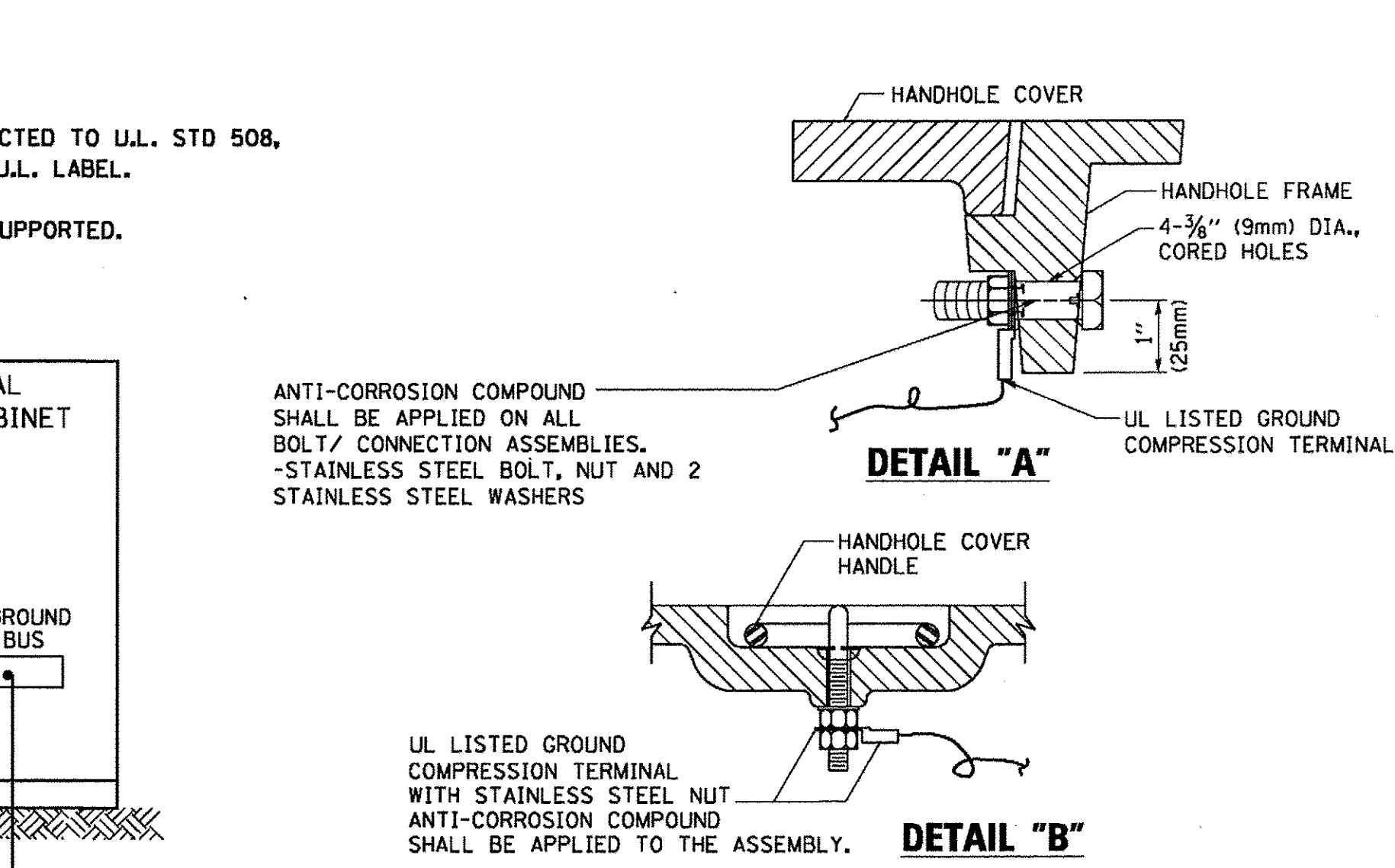
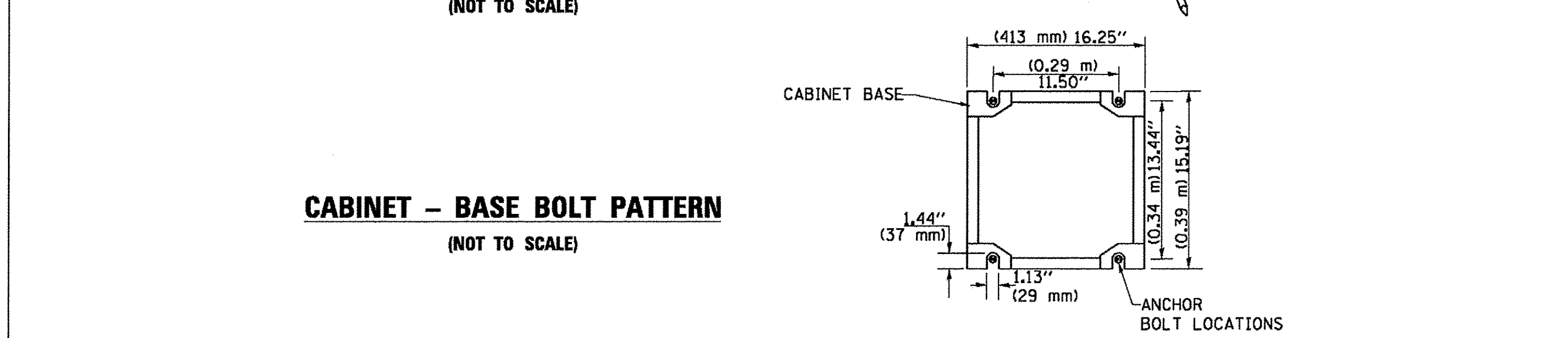
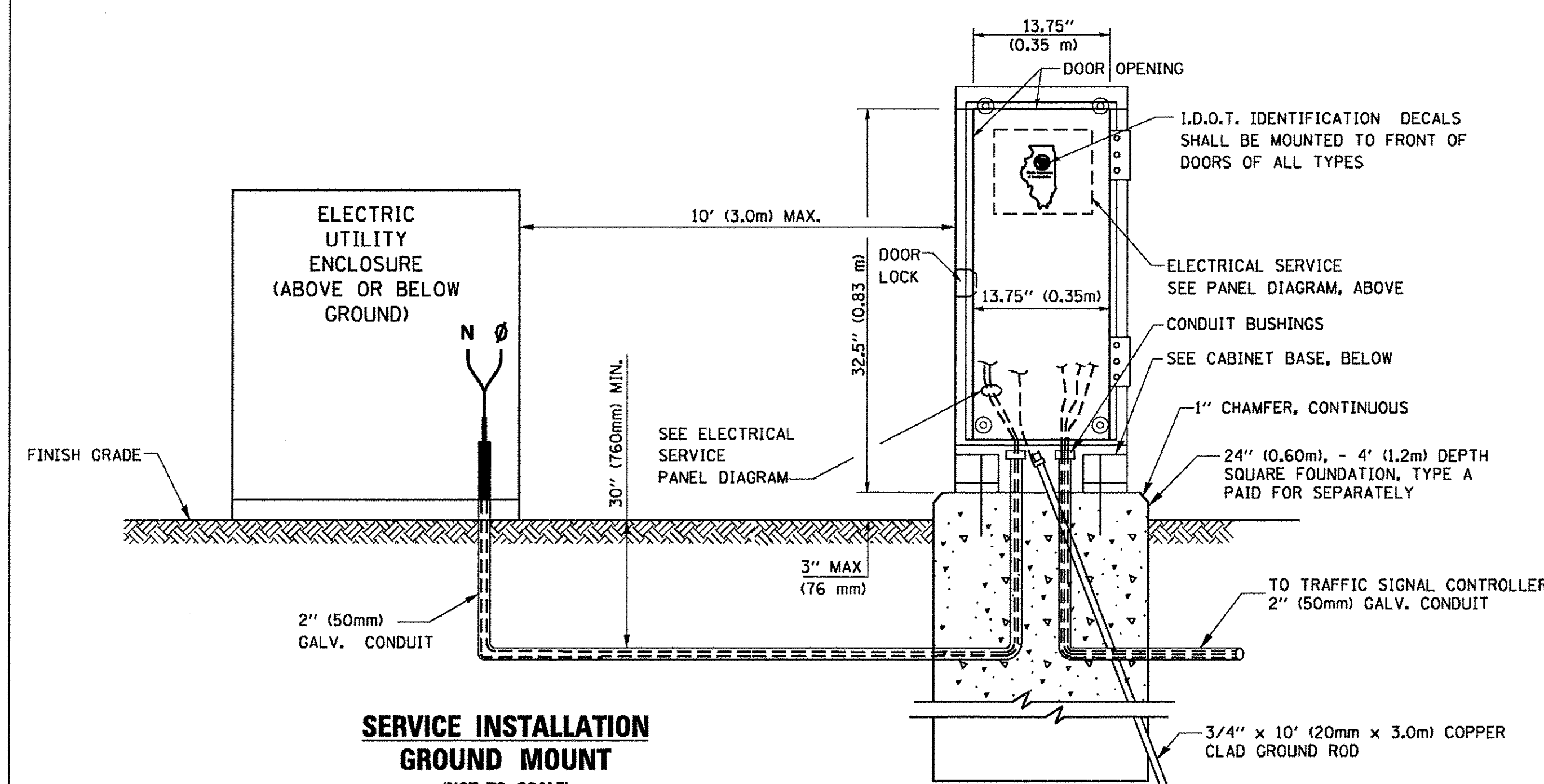
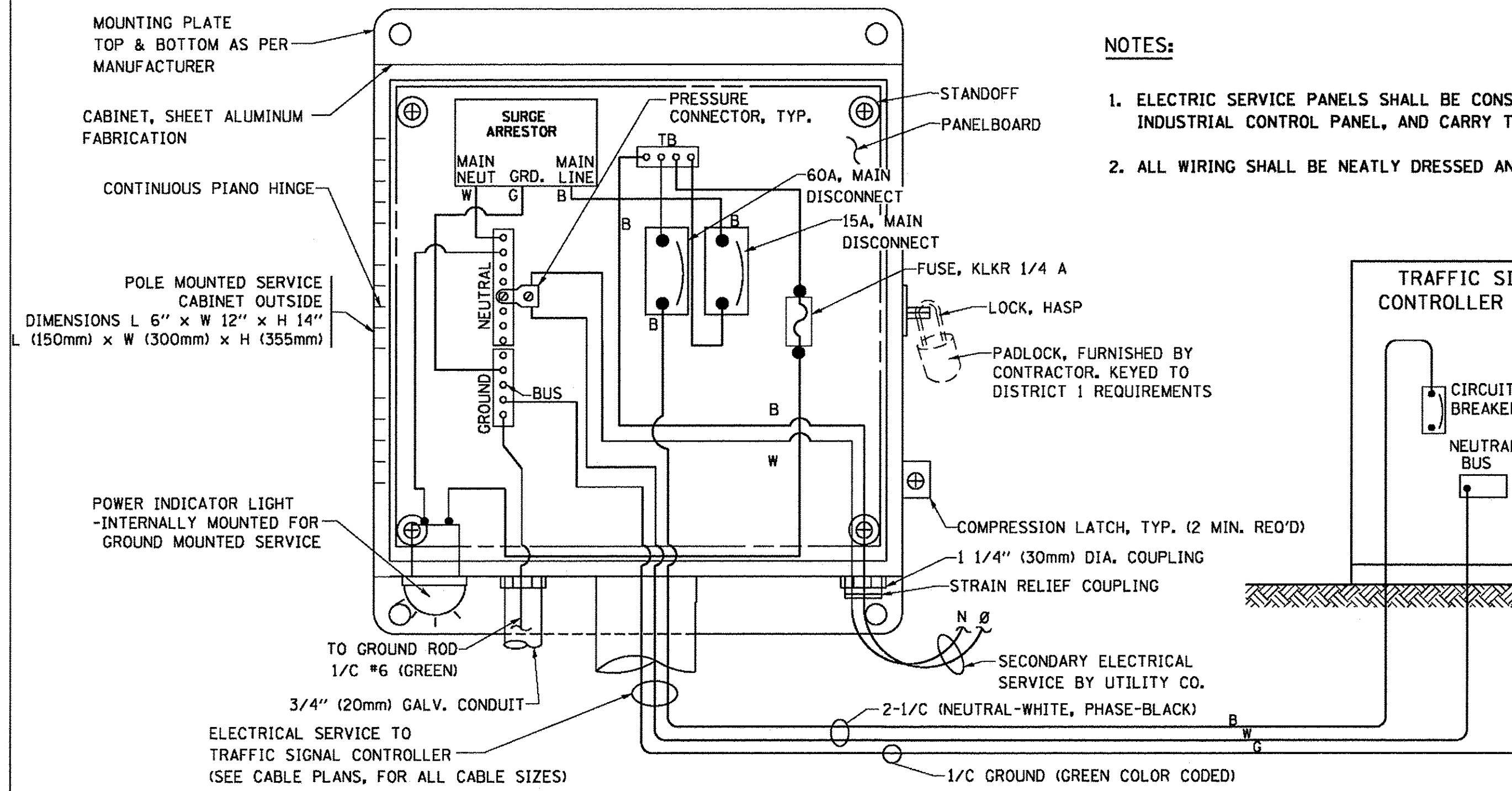
TRAFFIC SIGNAL EQUIPMENT OFFSET

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.

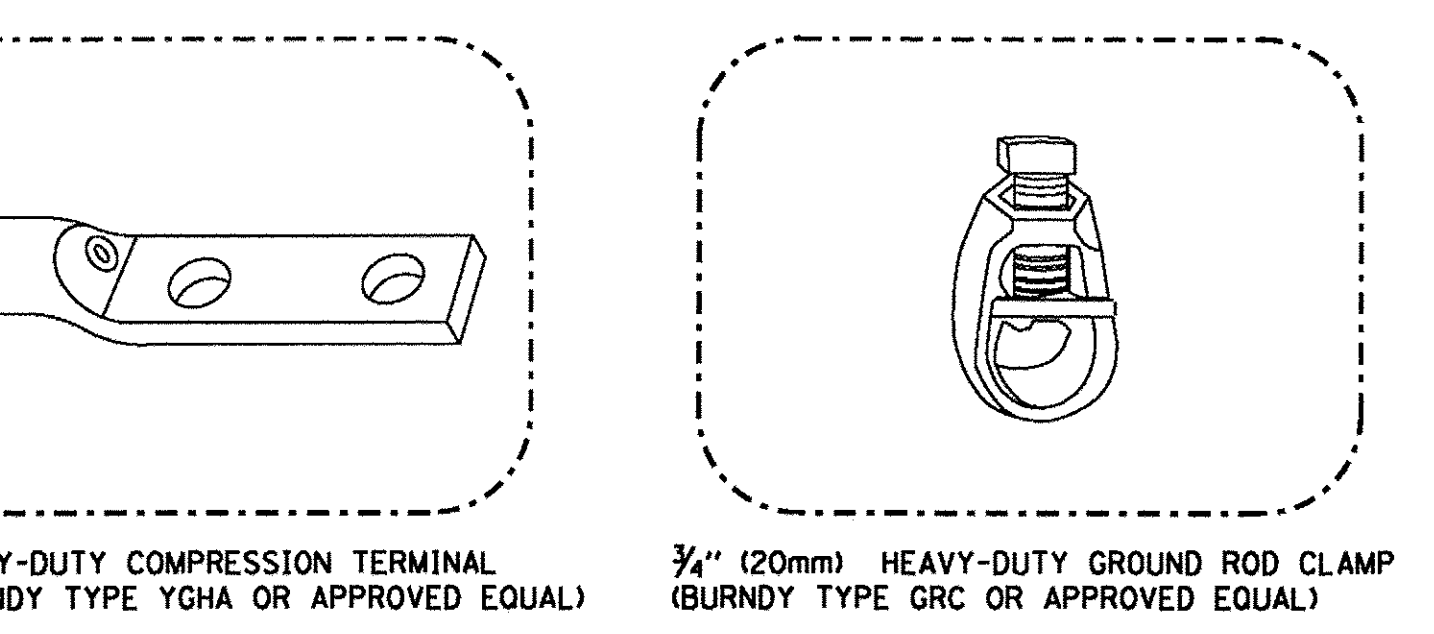
TS SHT NO. 3



NOTES:

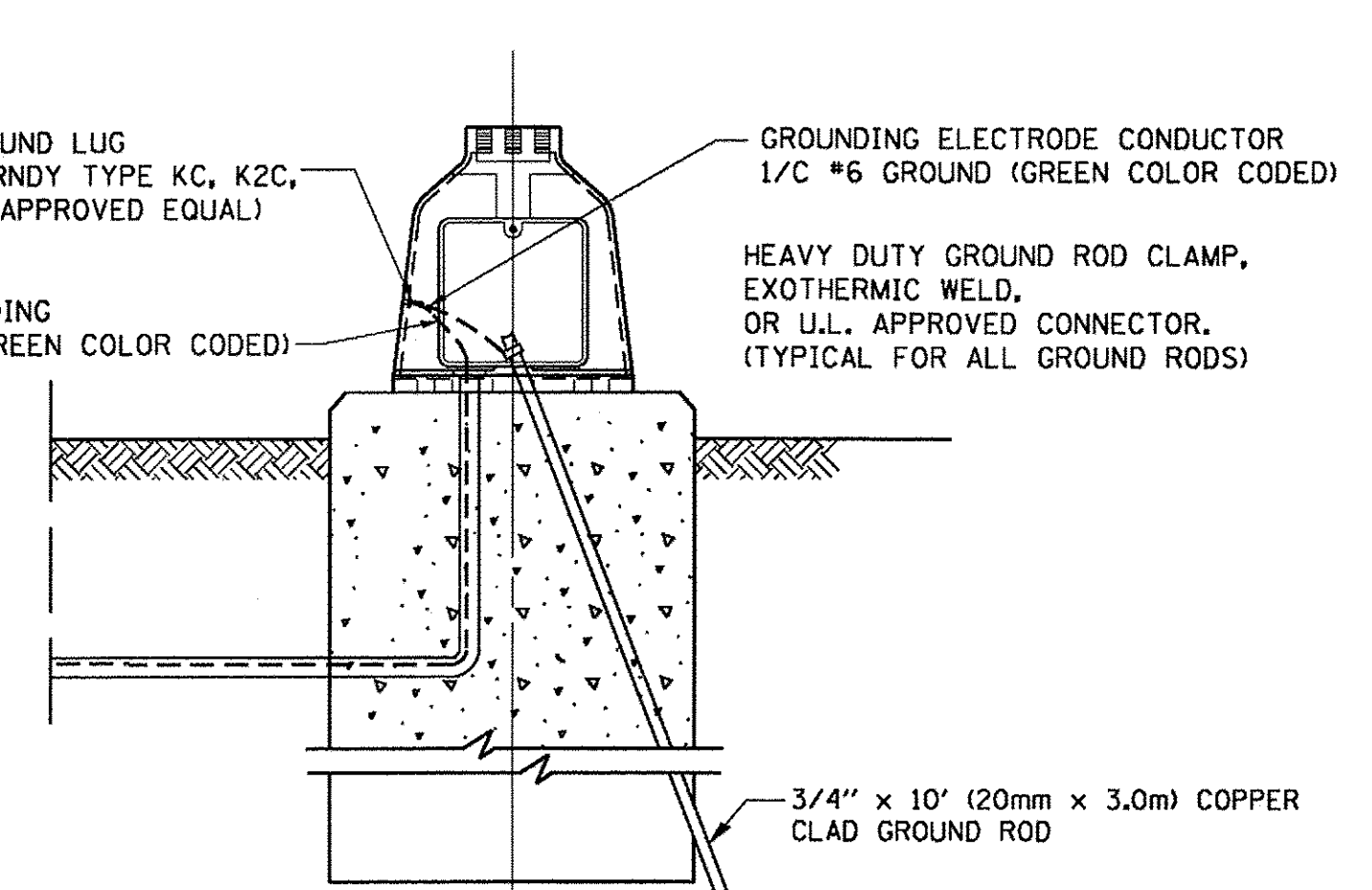
GROUNDING SYSTEM

- 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.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



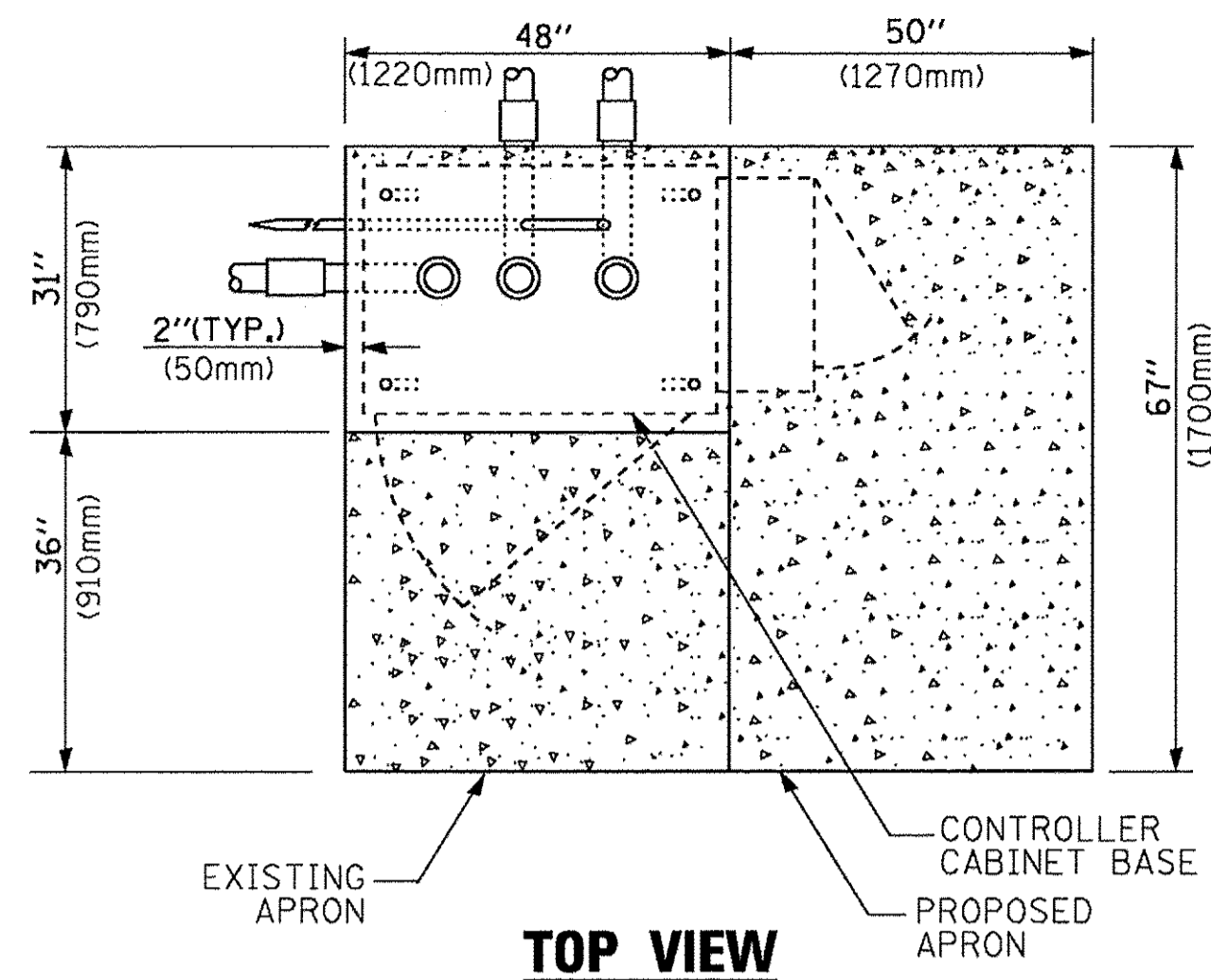
NOTES:

- 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.

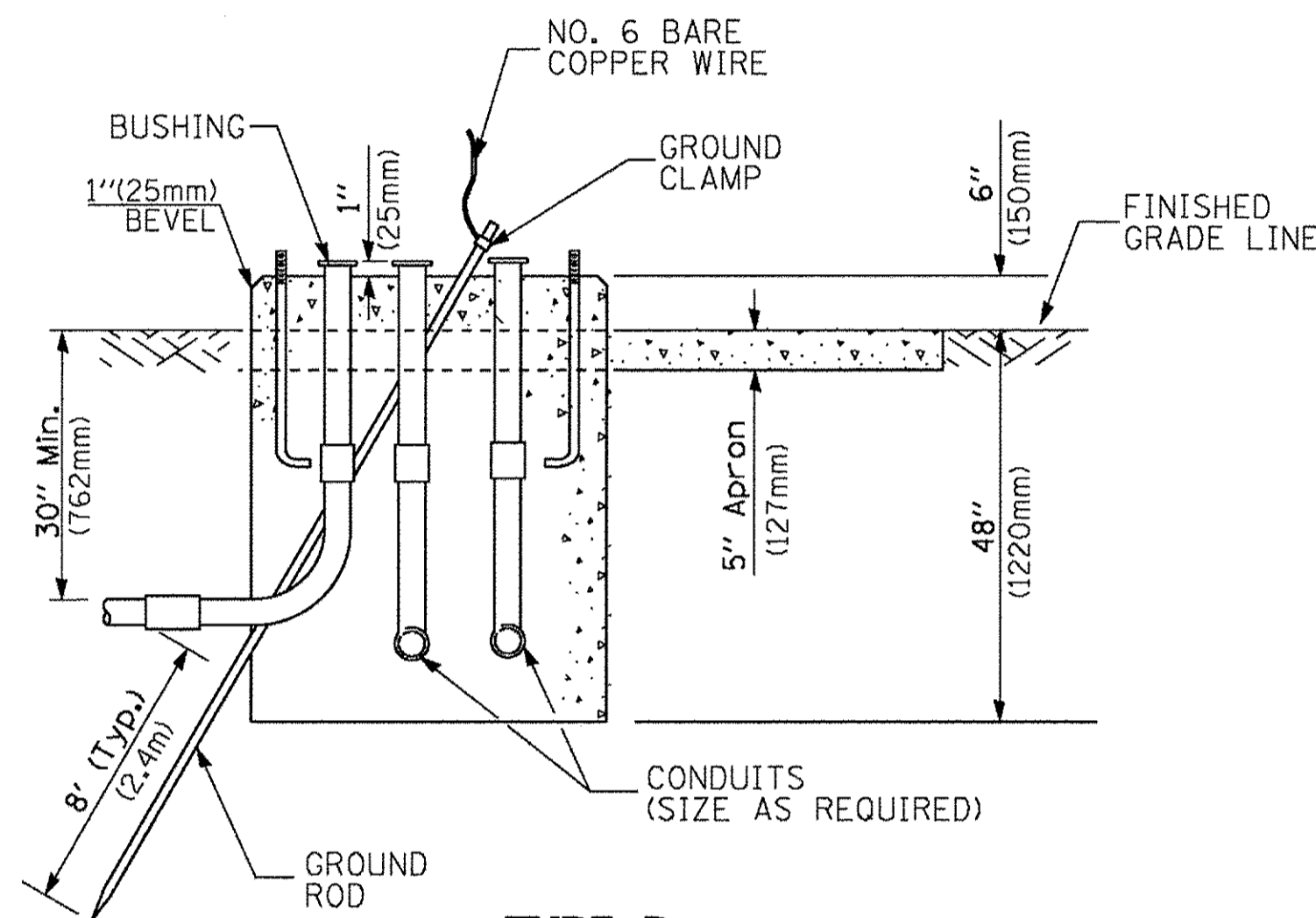


TS SHT NO. 4

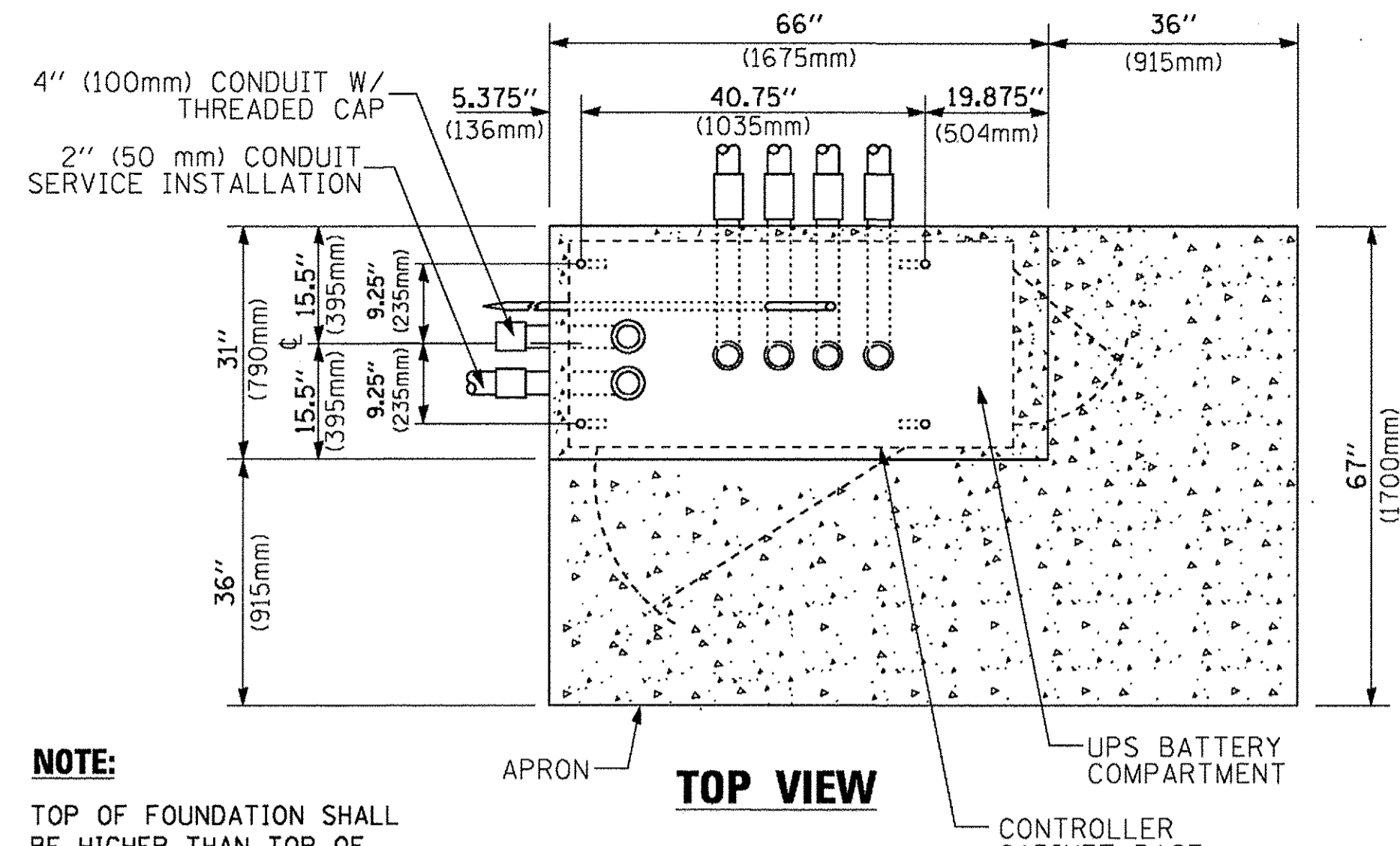
FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw_work\p1s\d01\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.	1310	15-00302-00-BT	COOK	43	25
PLOT SCALE = 50,0000' / in.		CHECKED - DAD	REVISED -					TS-05			CONTRACT NO. 61D66		
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



TOP VIEW



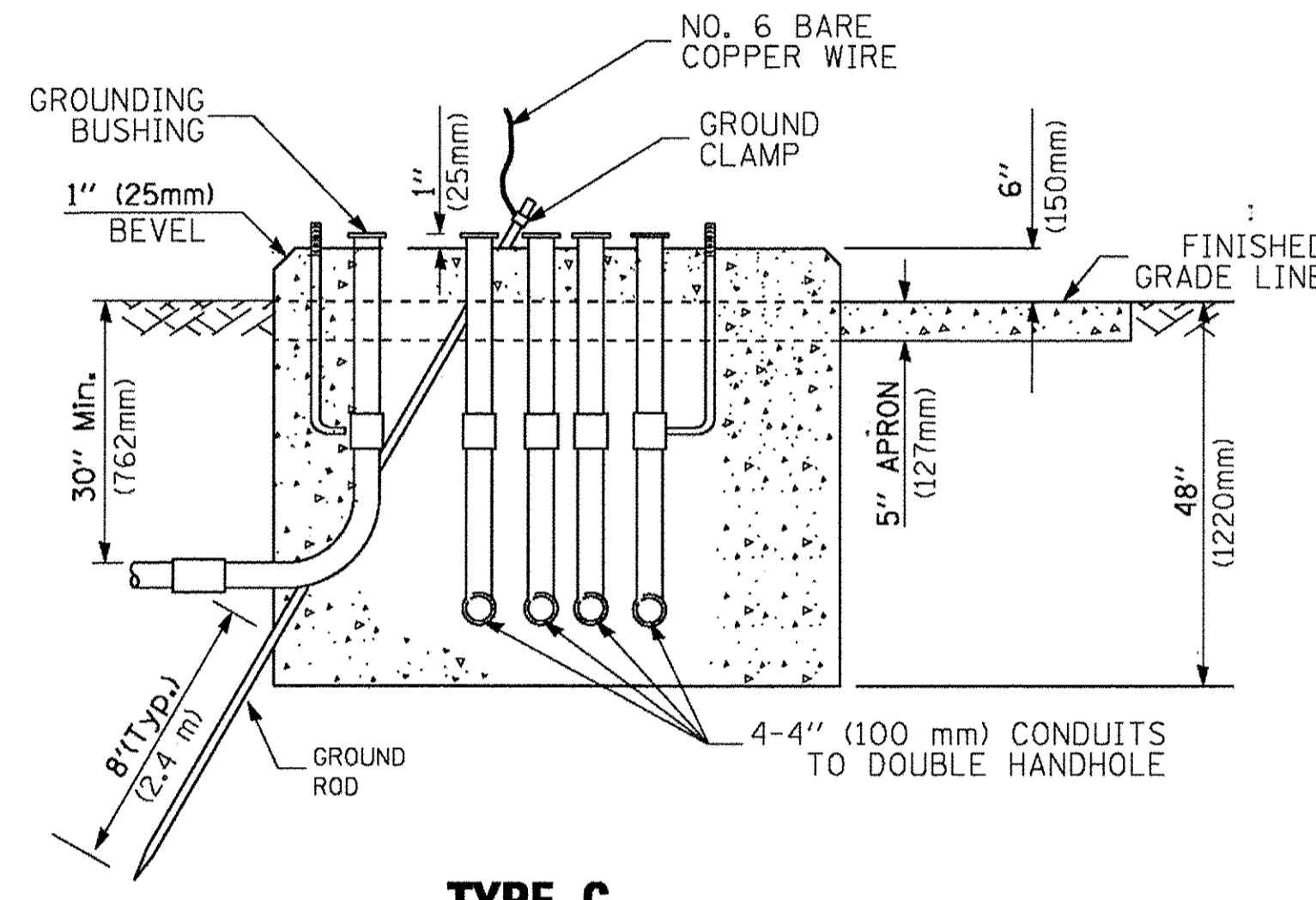
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



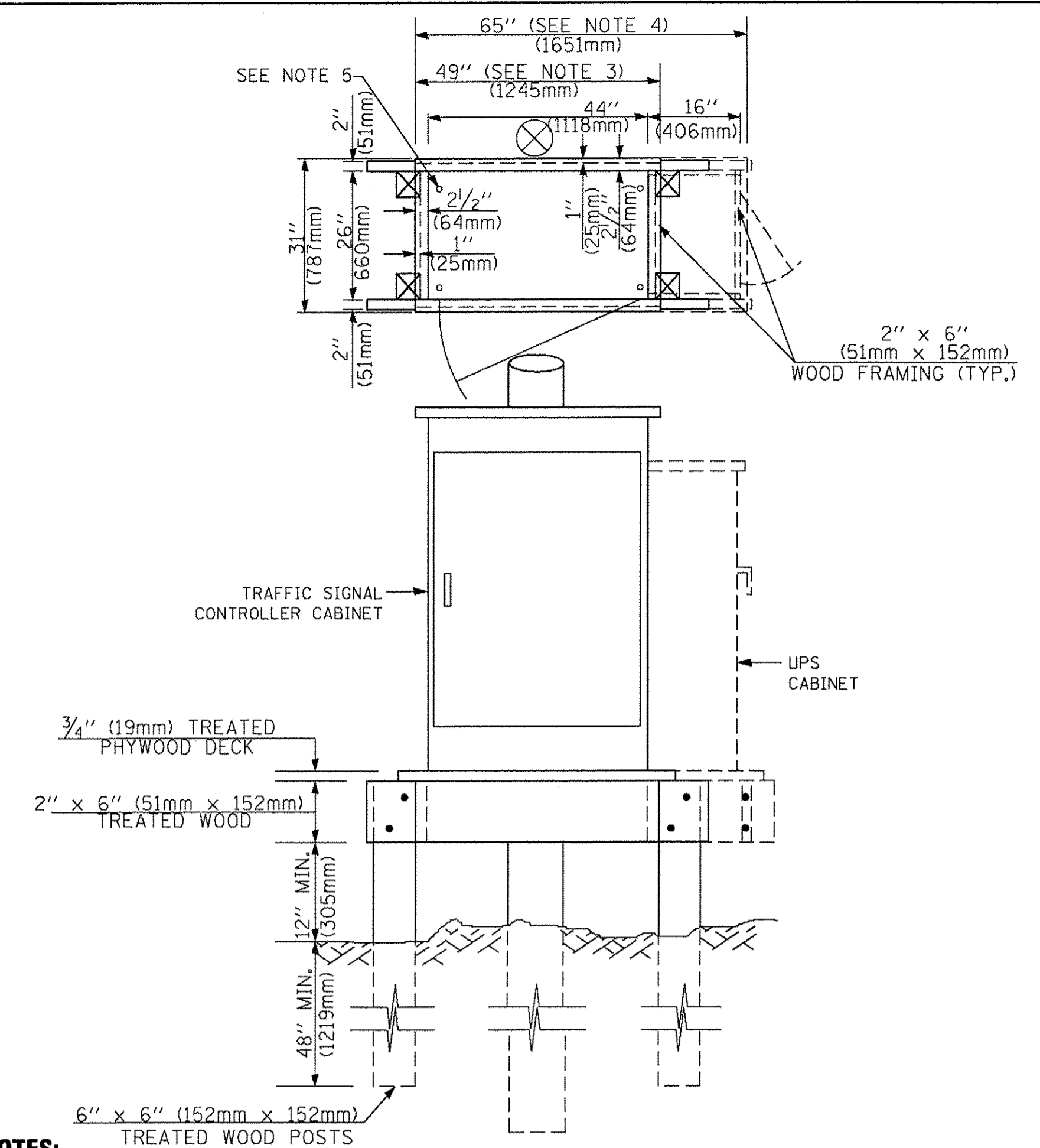
TOP VIEW

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:

- 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.
- 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.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 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.
- 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

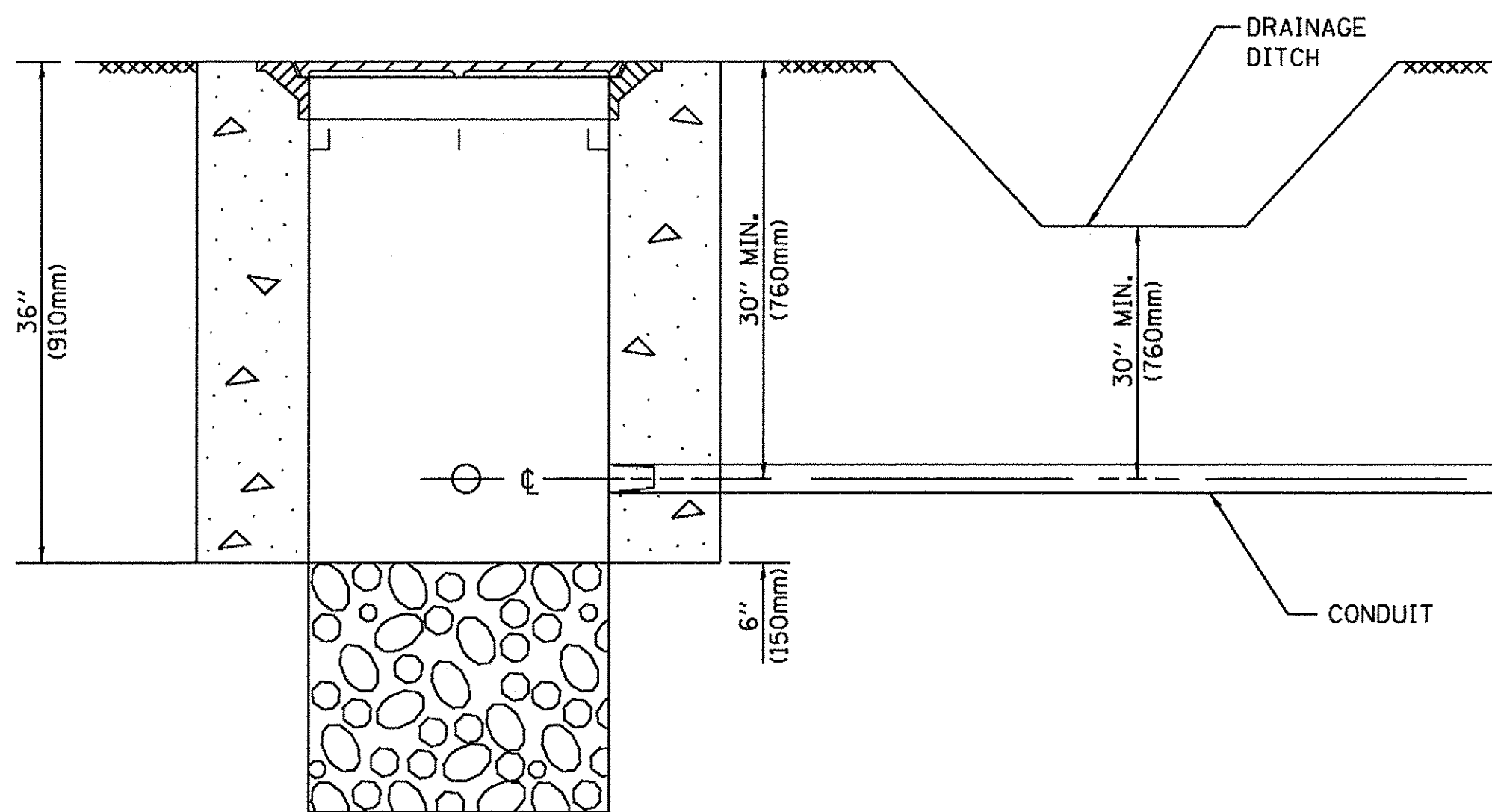
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or 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 up to 56' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- 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 (Qu) > 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.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

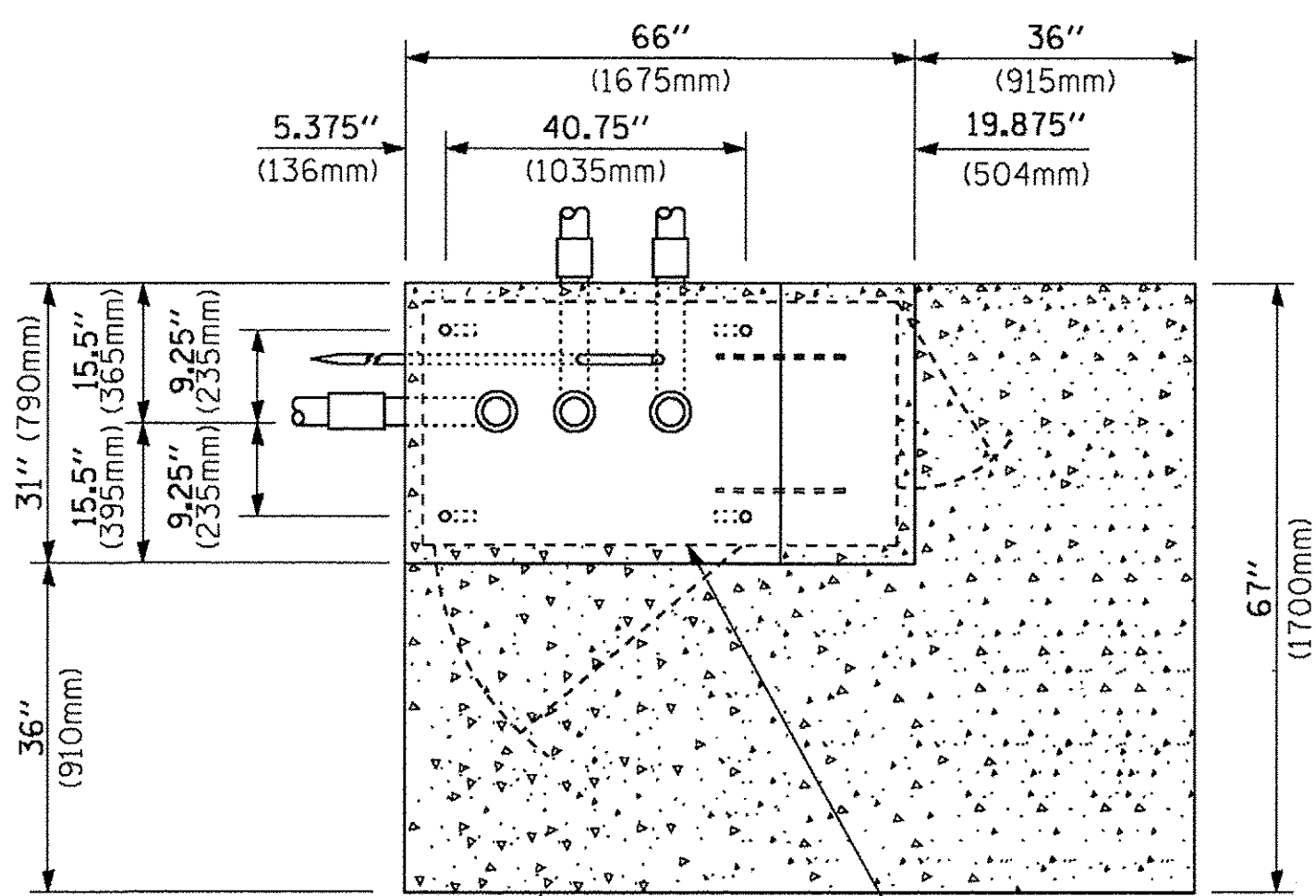
TS SHT NO. 5



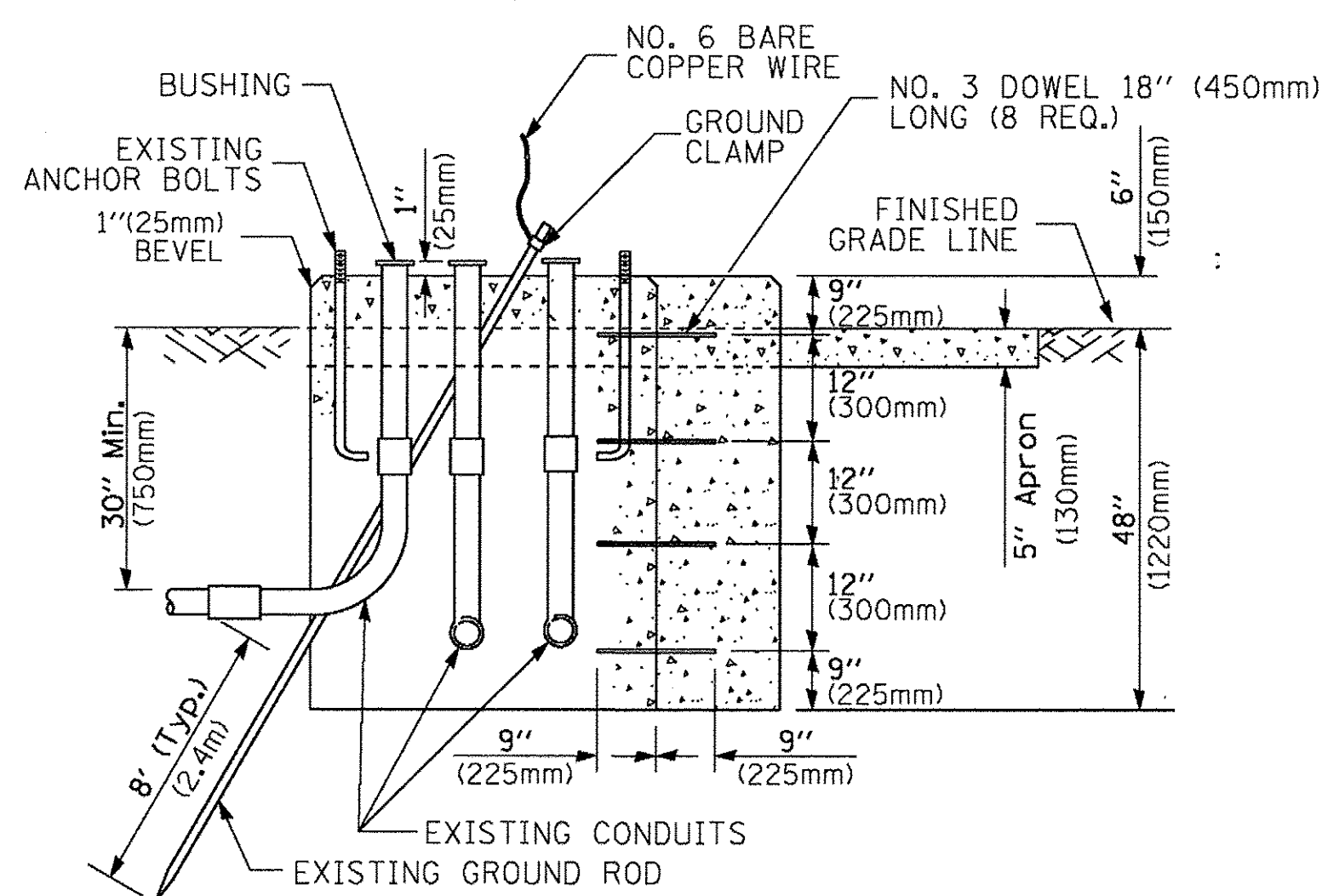
NOTES:

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.

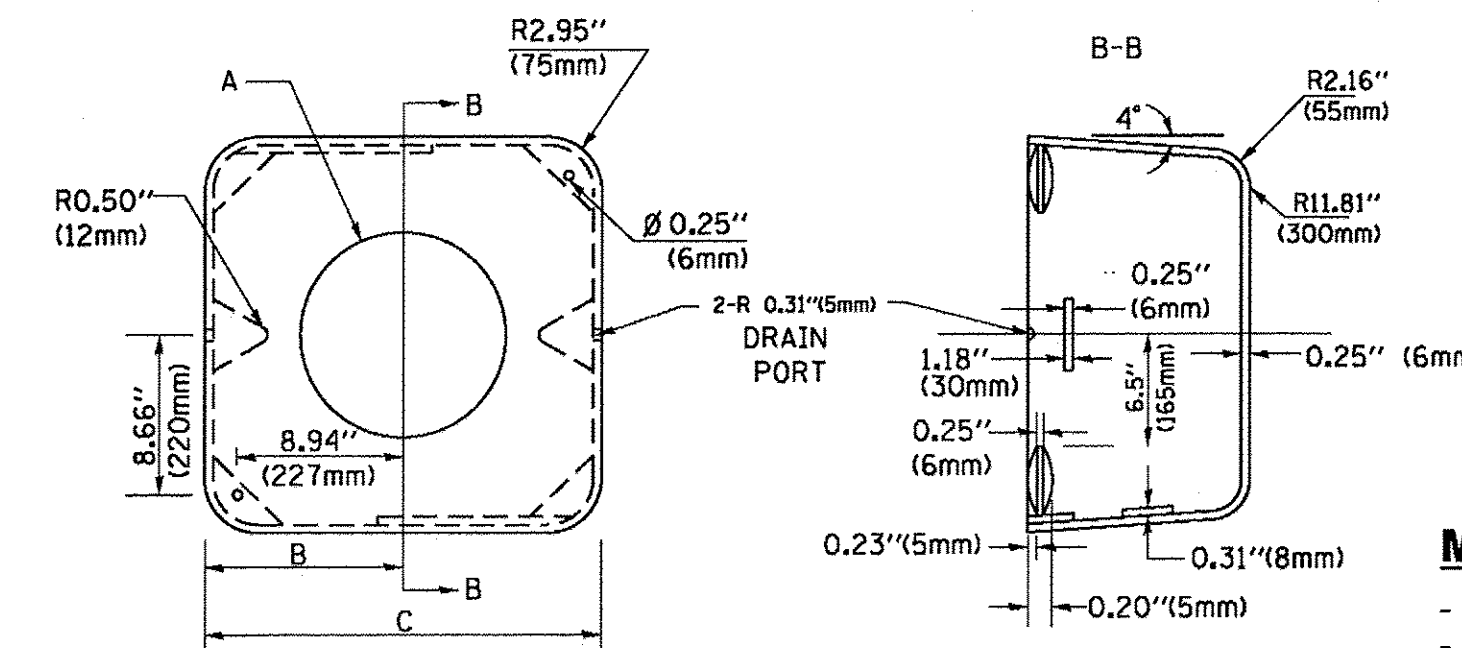
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



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)

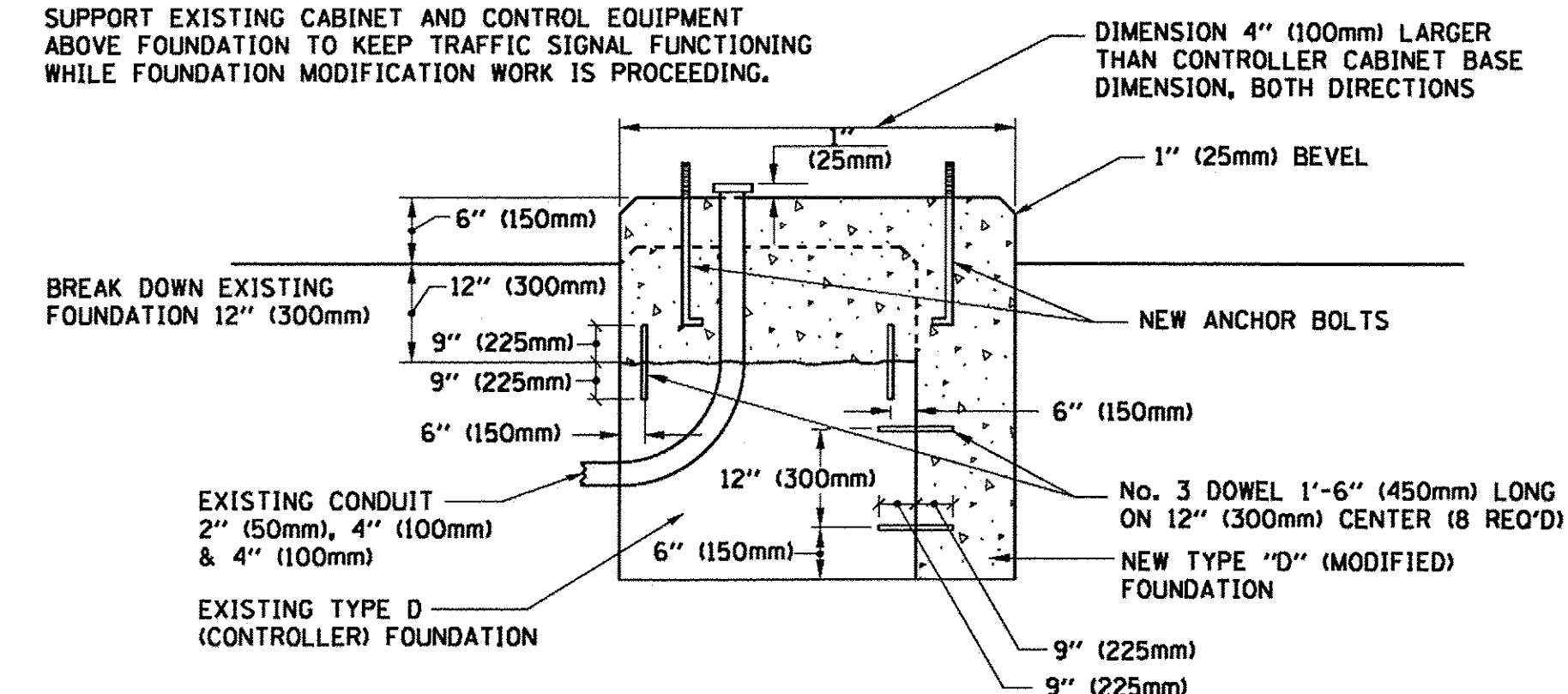
SHROUD

NOTES:

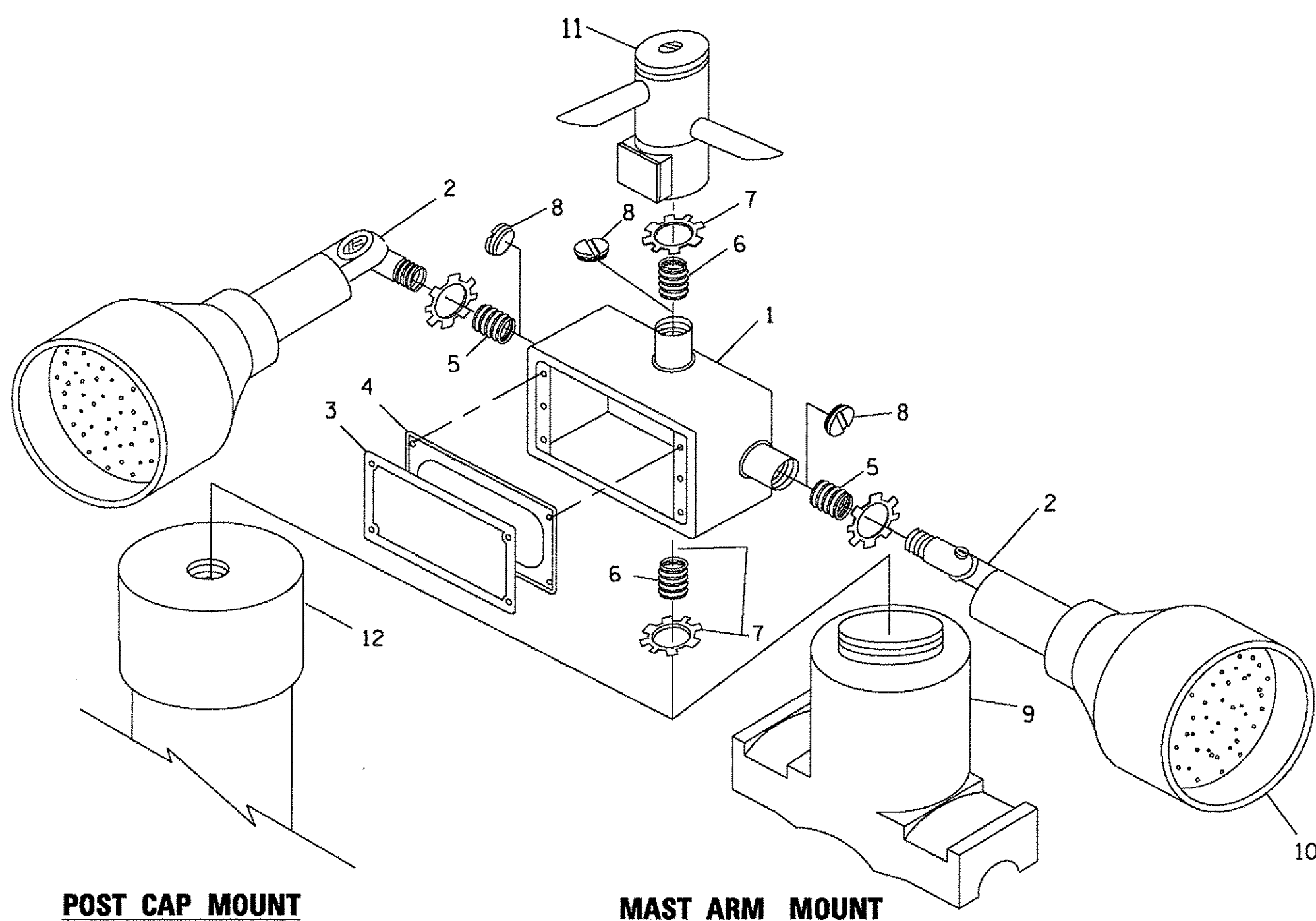
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



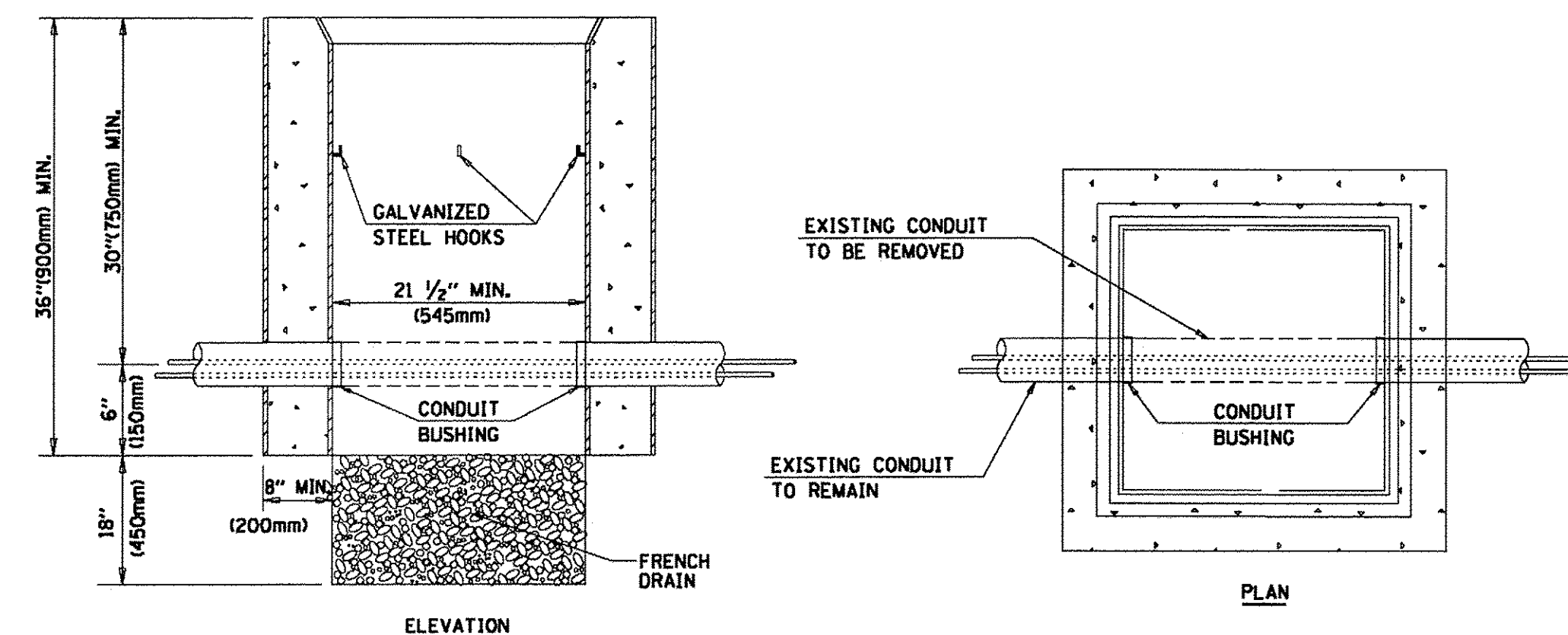
MODIFY EXISTING TYPE "D" FOUNDATION



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.

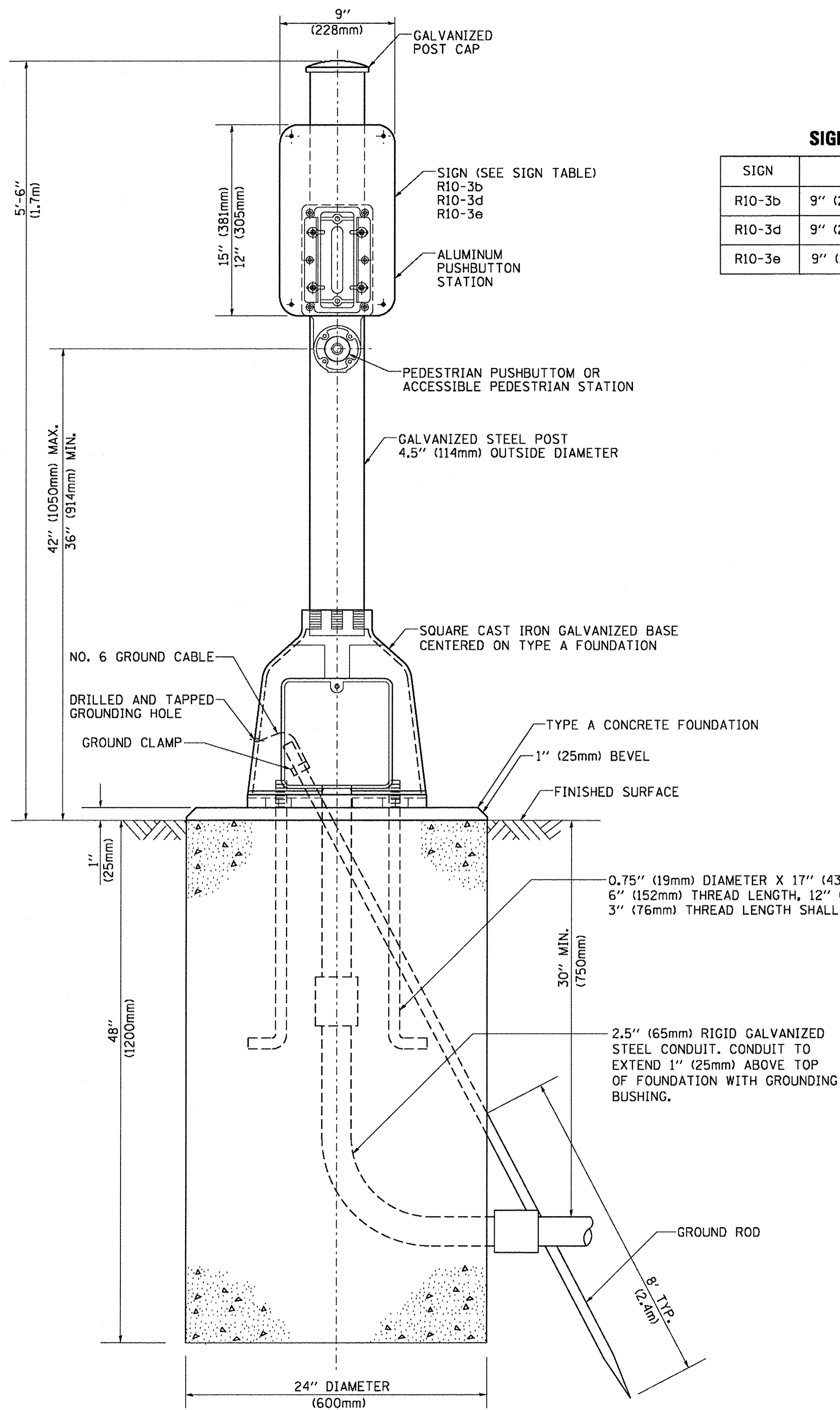


NOTES:

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.

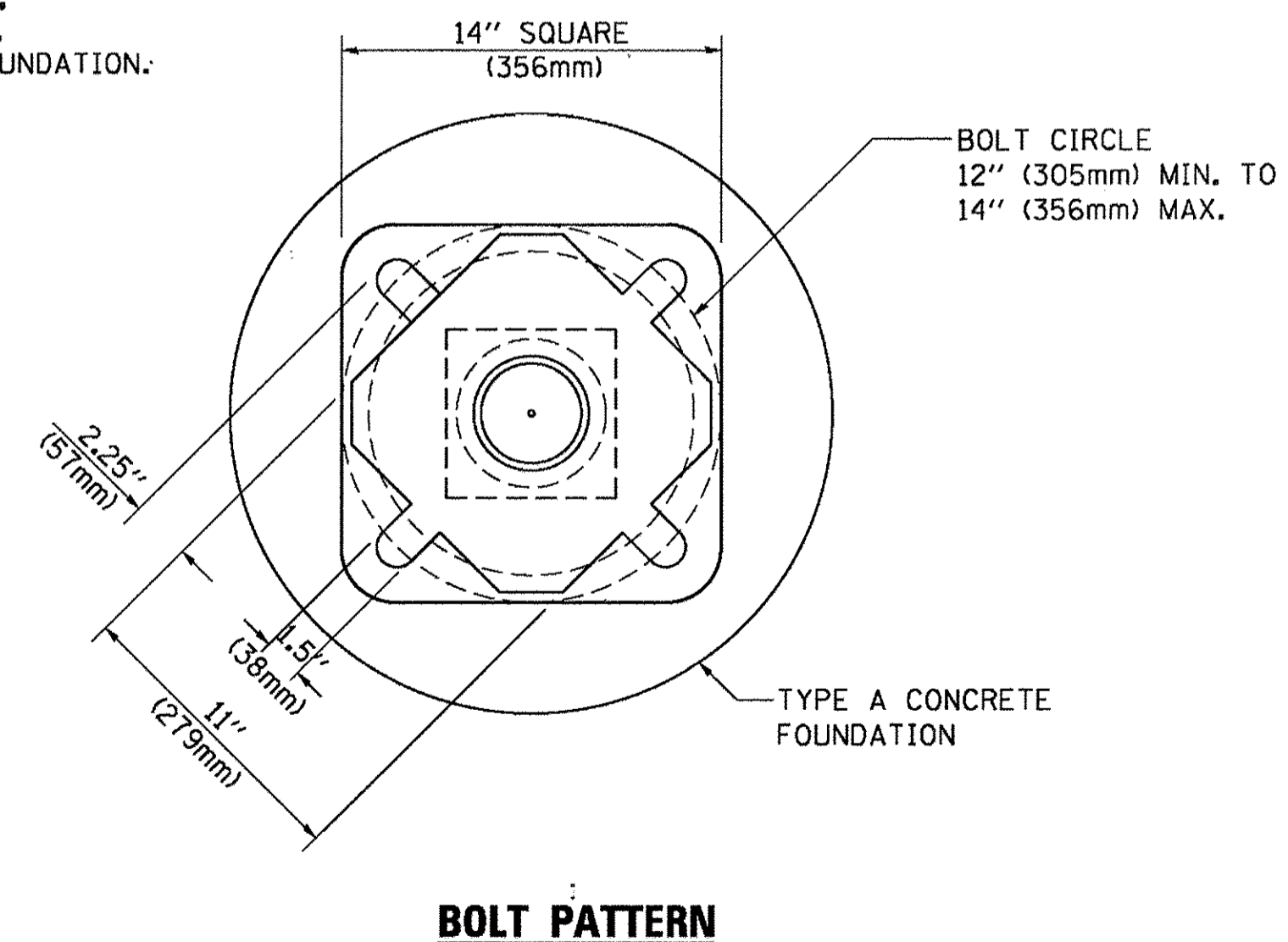
HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 6



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

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
al\pw_work\pwsdot\Footemj\d0108315\ts05.dgn		DRAWN - GND	REVISED -
PLOT SCALE = 50.0000' / 1"		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	28
TS-05			CONTRACT NO. 61D66	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

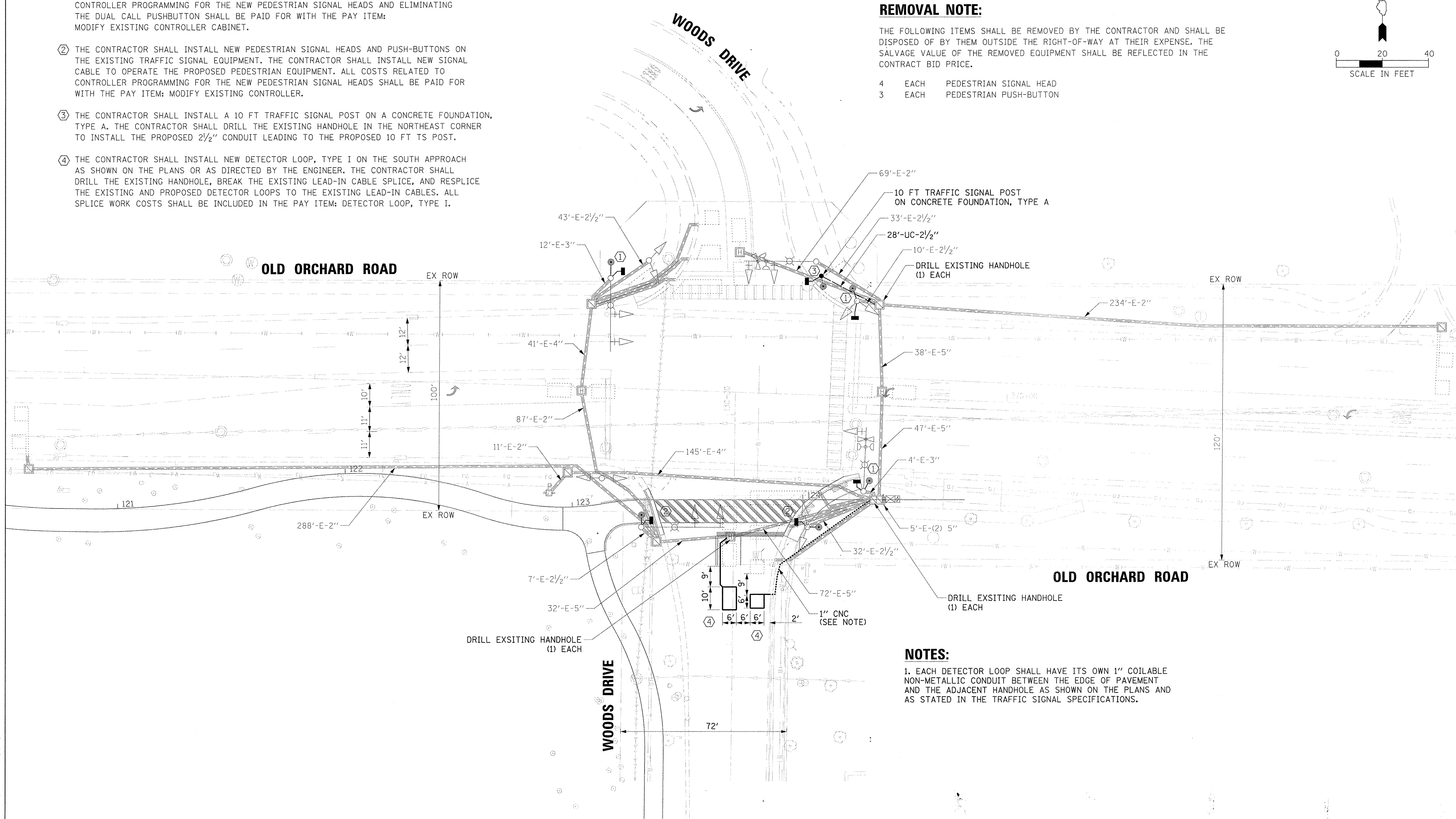
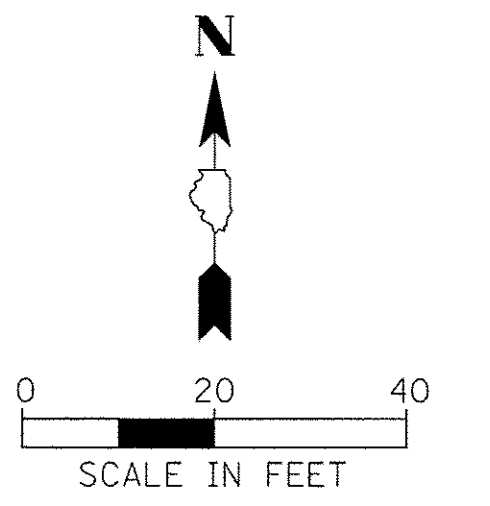
CONSTRUCTION NOTE:

- ① THE CONTRACTOR SHALL REMOVE AND SALVAGE THE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS ACCORDING TO THE REMOVAL NOTE. THE CONTRACTOR SHALL THEN INSTALL THE PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS USING THE EXISTING CABLE. THE EXISTING NORTHEAST PUSH-BUTTON SHALL BE REPROGRAMMED FROM THE EXISTING DUAL CALL ENTRY TO SERVICE PEDESTRIAN PHASE 8. ALL COSTS RELATED TO CONTROLLER PROGRAMMING FOR THE NEW PEDESTRIAN SIGNAL HEADS AND ELIMINATING THE DUAL CALL PUSHBUTTON SHALL BE PAID FOR WITH THE PAY ITEM: MODIFY EXISTING CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL INSTALL NEW PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS ON THE EXISTING TRAFFIC SIGNAL EQUIPMENT. THE CONTRACTOR SHALL INSTALL NEW SIGNAL CABLE TO OPERATE THE PROPOSED PEDESTRIAN EQUIPMENT. ALL COSTS RELATED TO CONTROLLER PROGRAMMING FOR THE NEW PEDESTRIAN SIGNAL HEADS SHALL BE PAID FOR WITH THE PAY ITEM: MODIFY EXISTING CONTROLLER.
- ③ THE CONTRACTOR SHALL INSTALL A 10 FT TRAFFIC SIGNAL POST ON A CONCRETE FOUNDATION, TYPE A. THE CONTRACTOR SHALL DRILL THE EXISTING HANDHOLE IN THE NORTHEAST CORNER TO INSTALL THE PROPOSED 2½" CONDUIT LEADING TO THE PROPOSED 10 FT TS POST.
- ④ THE CONTRACTOR SHALL INSTALL NEW DETECTOR LOOP, TYPE I ON THE SOUTH APPROACH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL DRILL THE EXISTING HANDHOLE, BREAK THE EXISTING LEAD-IN CABLE SPLICE, AND RESPLICE THE EXISTING AND PROPOSED DETECTOR LOOPS TO THE EXISTING LEAD-IN CABLES. ALL SPLICE WORK COSTS SHALL BE INCLUDED IN THE PAY ITEM: DETECTOR LOOP, TYPE I.

REMOVAL NOTE:

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.

- 4 EACH PEDESTRIAN SIGNAL HEAD
- 3 EACH PEDESTRIAN PUSH-BUTTON



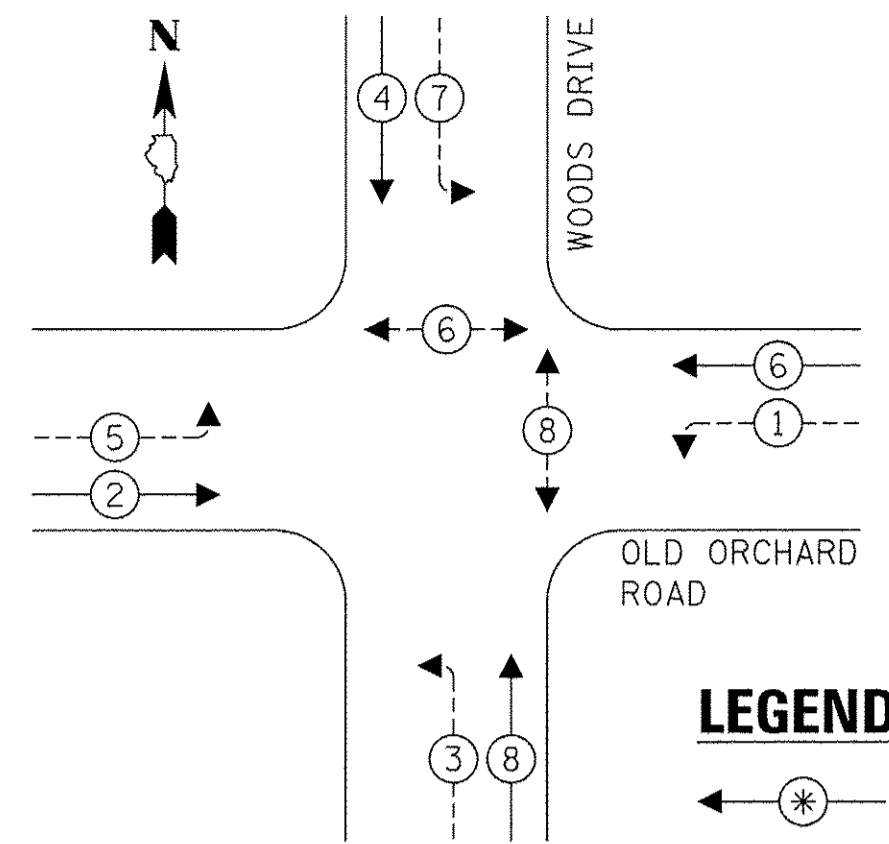
NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 8

FILE NAME = N:\Skokie\160010\Traffic\TS08_Orchard-Woods_MDD.dgn	USER NAME = jstrick	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN OLD ORCHARD ROAD AND WOODS DRIVE	F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 29		
PLOT SCALE = 20'	PLOT DATE = 12/29/2016	DRAWN -	REVISED -			SCALE: 1" = 20'	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 61066			
default		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

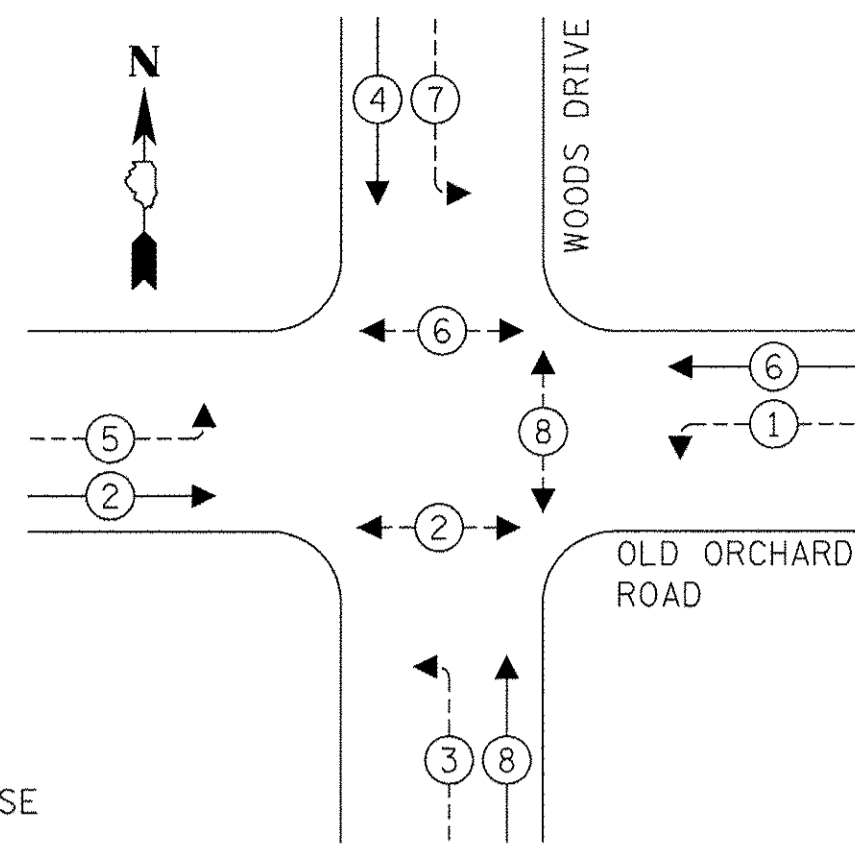
EXISTING CONTROLLER SEQUENCE



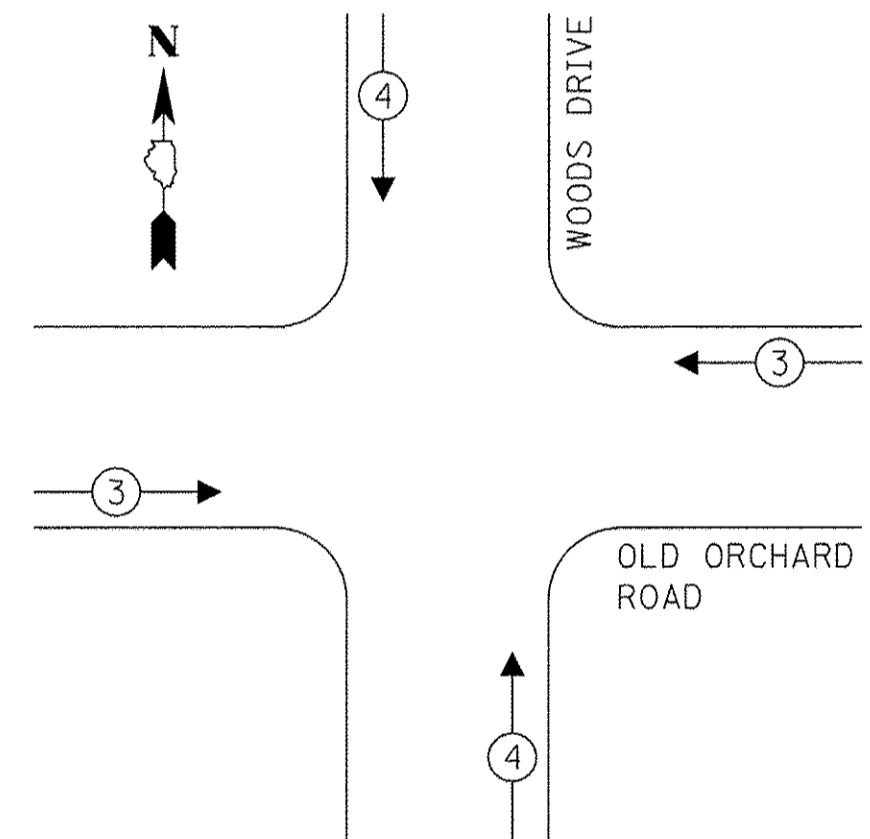
LEGEND:

- ← ⊛ ← PROTECTED PHASE
- ← ⊛ - - - PROTECTED/PERMITTED PHASE
- ← ⊛ → PEDESTRIAN PHASE
- ← ⊛ OL OVERLAP

PROPOSED CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88.0
(YELLOW)	16	20	5	16.0
(GREEN)	16	12	45	86.4
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	6	20	100	120.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				451.4

ENERGY COSTS TO:
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
 69 W. WASHINGTON STREET
 CHICAGO, IL 60602

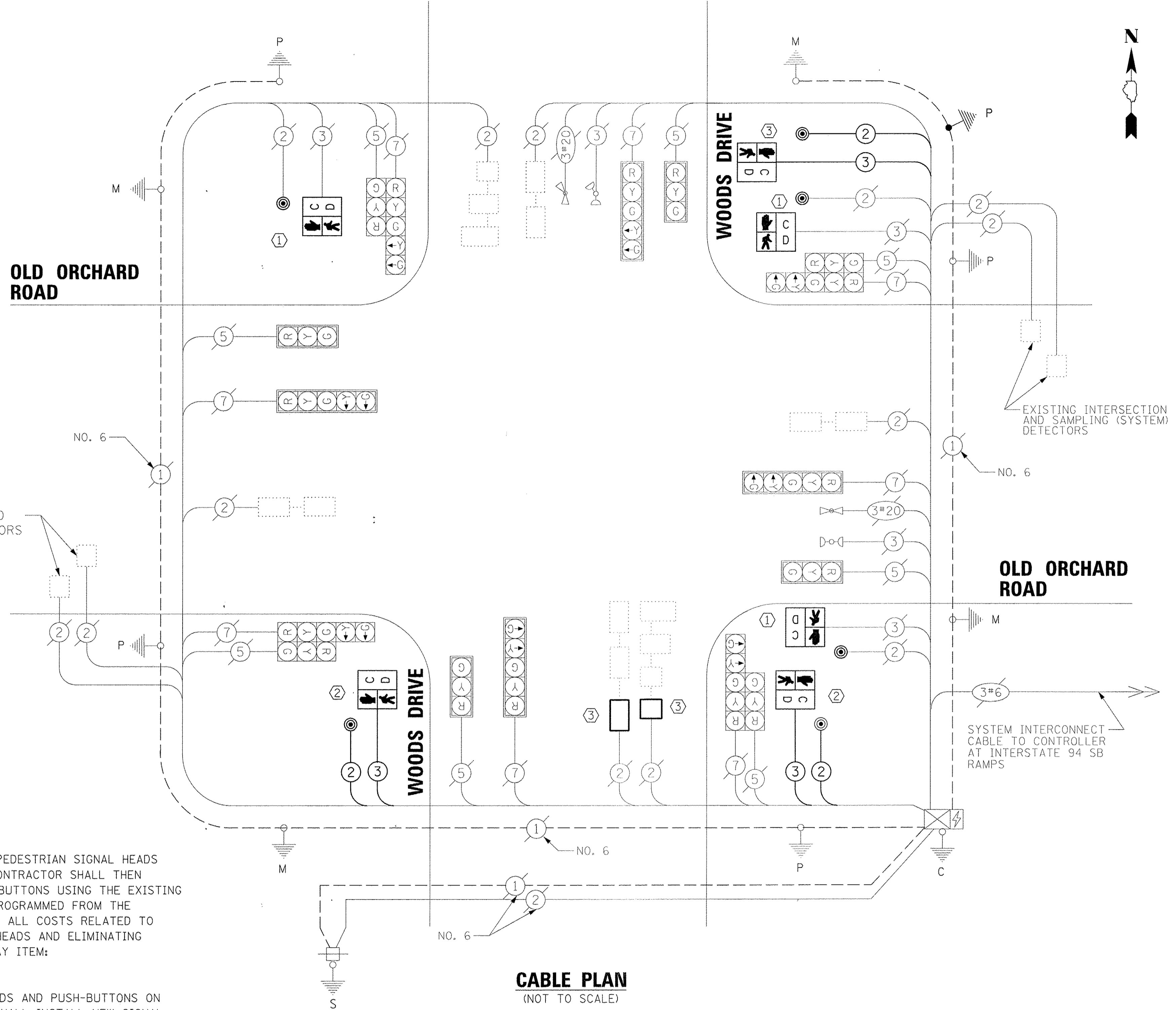
ENERGY SUPPLY: CONTACT: LARRY SHANK
 PHONE: (847) 816-5465
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---

CONSTRUCTION NOTE:

- ① THE CONTRACTOR SHALL REMOVE AND SALVAGE THE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS ACCORDING TO THE REMOVAL NOTE. THE CONTRACTOR SHALL THEN INSTALL THE PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS USING THE EXISTING CABLE. THE EXISTING NORTHEAST PUSH-BUTTON SHALL BE REPROGRAMMED FROM THE EXISTING DUAL CALL ENTRY TO SERVICE PEDESTRIAN PHASE 8. ALL COSTS RELATED TO CONTROLLER PROGRAMMING FOR THE NEW PEDESTRIAN SIGNAL HEADS AND ELIMINATING THE DUAL CALL PUSHBUTTON SHALL BE PAID FOR WITH THE PAY ITEM: MODIFY EXISTING CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL INSTALL NEW PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS ON THE EXISTING TRAFFIC SIGNAL EQUIPMENT. THE CONTRACTOR SHALL INSTALL NEW SIGNAL CABLE TO OPERATE THE PROPOSED PEDESTRIAN EQUIPMENT. ALL COSTS RELATED TO CONTROLLER PROGRAMMING FOR THE NEW PEDESTRIAN SIGNAL HEADS SHALL BE PAID FOR WITH THE PAY ITEM: MODIFY EXISTING CONTROLLER.
- ③ THE CONTRACTOR SHALL INSTALL A 10 FT TRAFFIC SIGNAL POST ON A CONCRETE FOUNDATION, TYPE A. THE CONTRACTOR SHALL DRILL THE EXISTING HANDHOLE IN THE NORTHEAST CORNER TO INSTALL THE PROPOSED 2 1/2 " CONDUIT LEADING TO THE PROPOSED 10 FT TS POST.
- ④ THE CONTRACTOR SHALL INSTALL NEW DETECTOR LOOP, TYPE I ON THE SOUTH APPROACH AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL DRILL THE EXISTING HANDHOLE, BREAK THE EXISTING LEAD-IN CABLE SPLICE, AND RESPLICE THE EXISTING AND PROPOSED DETECTOR LOOPS TO THE EXISTING LEAD-IN CABLES. ALL SPLICE WORK COSTS SHALL BE INCLUDED IN THE PAY ITEM: DETECTOR LOOP, TYPE I.

OLD ORCHARD ROAD

WOODS DRIVE



CABLE PLAN
(NOT TO SCALE)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	383
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	404
TRAFFIC SIGNAL POST, 10 FT.	EACH	1
DRILL EXISTING HANDHOLE	EACH	3
CONCRETE FOUNDATION, TYPE A	FOOT	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
DETECTOR LOOP, TYPE I	FOOT	82
PEDESTRIAN PUSH-BUTTON	EACH	6
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	149
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

TS SHT NO. 9

FILE NAME =	USER NAME = jstrock
N:\Skokje\160010\Traffic\1509_Orchard-Woods_CAB.dgn	
defaukt	PLOT SCALE = 20'
	PLOT DATE = 12/29/2016

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

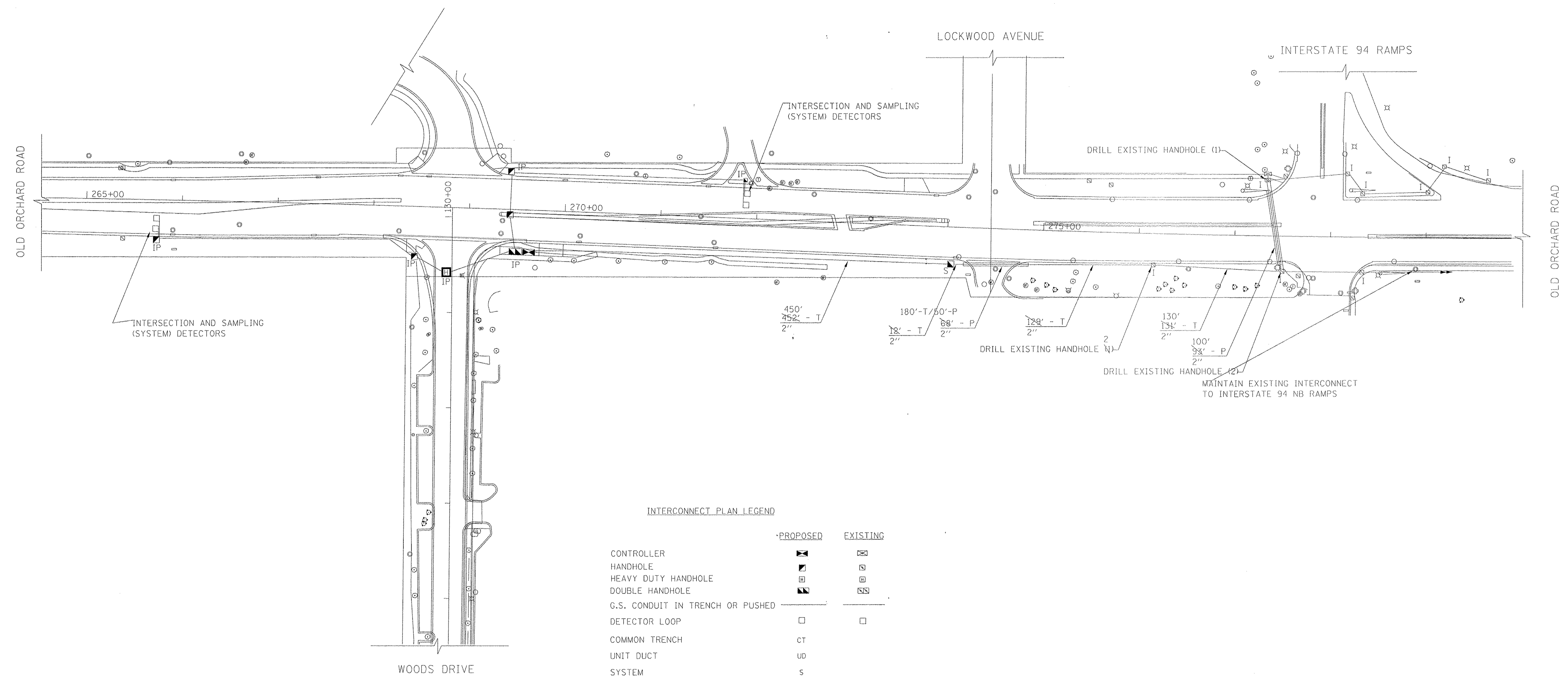
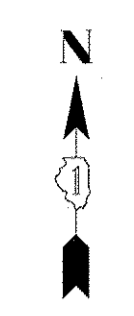
**SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
OLD ORCHARD ROAD AND WOODS DRIVE**

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 30
			CONTRACT NO. 61D66	
ILLINOIS FED. AID PROJECT				

CONTRACT NO.				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	31
STA. _____ TO STA. _____				

FOR INFORMATION ONLY



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☒	☒
HANDHOLE	☒	☒
HEAVY DUTY HANDHOLE	☒	☒
DOUBLE HANDHOLE	☒	☒
G.S. CONDUIT IN TRENCH OR PUSHED	—	—
DETECTOR LOOP	□	□
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I

TRANS SYSTEMS CORPORATION
 1051 Perimeter Drive, Suite 1025
 Schaumburg, Illinois 60173
 (847) 605-3600
 PLOT DATE = 12/29/2016
 PLOT SCALE = 60'
 USER NAME = jstrick

REVISIONS	
NAME	DATE

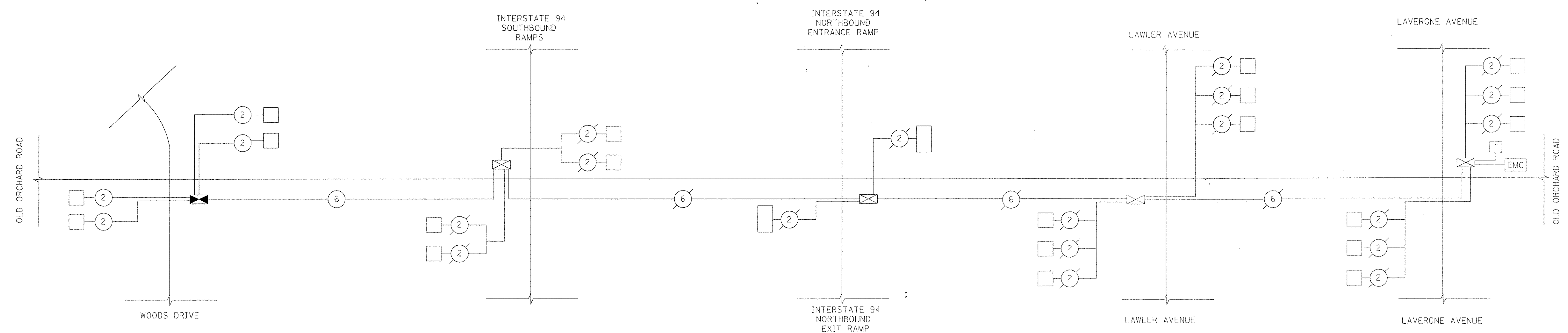
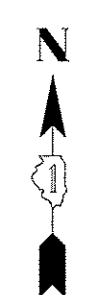
VILLAGE OF SKOKIE
 COOK COUNTY
 WOODS DRIVE AT OLD ORCHARD ROAD
 PROPOSED SYSTEM
 INTERCONNECT PLAN
 SCALE: 1"=50'
 DATE: *DATE
 DRAWN BY: GLR
 CHECKED BY: SRS

TS SHT NO.

F.A.U. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310		WOODS DRIVE	COOK	43	32
STA.		TO STA.			

CONTRACT NO. 61D66

FOR INFORMATION ONLY



INTERCONNECT SCHEMATIC LEGEND

- | | |
|---|--|
| INTERSECTION CONTROLLER | EXISTING INTERSECTION CONTROLLER |
| PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS |
| INTERCONNECT CABLE - NO. 18, 3 PAIR TWISTED, SHIELDED | EXISTING INTERCONNECT CABLE - NO. 18, 3 PAIR TWISTED, SHIELDED |
| LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED | EXISTING LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED |
| TELEPHONE CONNECTION | EXISTING TELEPHONE CONNECTION |
| PROPOSED TRACER CABLE NO. 14 1/C | EXISTING TRACER CABLE 1/C |
| | EXISTING MASTER CONTROLLER |

REVISIONS	
NAME	DATE

VILLAGE OF SKOKIE
COOK COUNTY
WOODS DRIVE AT OLD ORCHARD ROAD
INTERCONNECT SCHEMATIC

SCALE: NONE
DATE: \$DATE

DRAWN BY: GLR
CHECKED BY: SRS

TRANS SYSTEMS CORPORATION
1051 Penfielder Drive, Suite 1025
Schaumburg, Illinois 60173
(847) 605-9600
PLOT DATE = 12/29/2016
FILE NAME = N:\Skokie\16000101\Traffic\TS11_Plan_Sheet_SCH.dgn
USER NAME = jsitrick

TS SHT NO.

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default	PLOT SCALE = 60'	CHECKED -	REVISED -
	PLOT DATE = 12/29/2016	DATE -	REVISED -

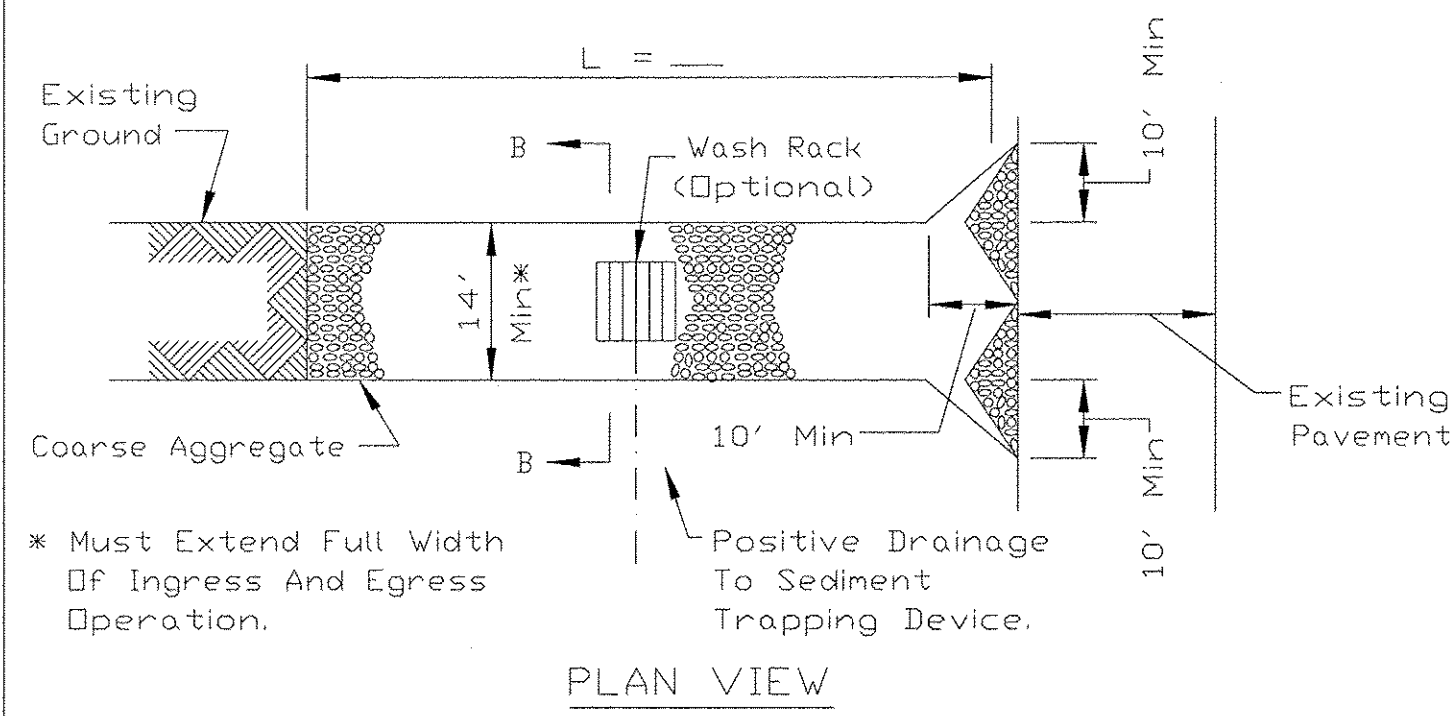
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INFORMATION ONLY
INTERCONNECT SCHEMATIC

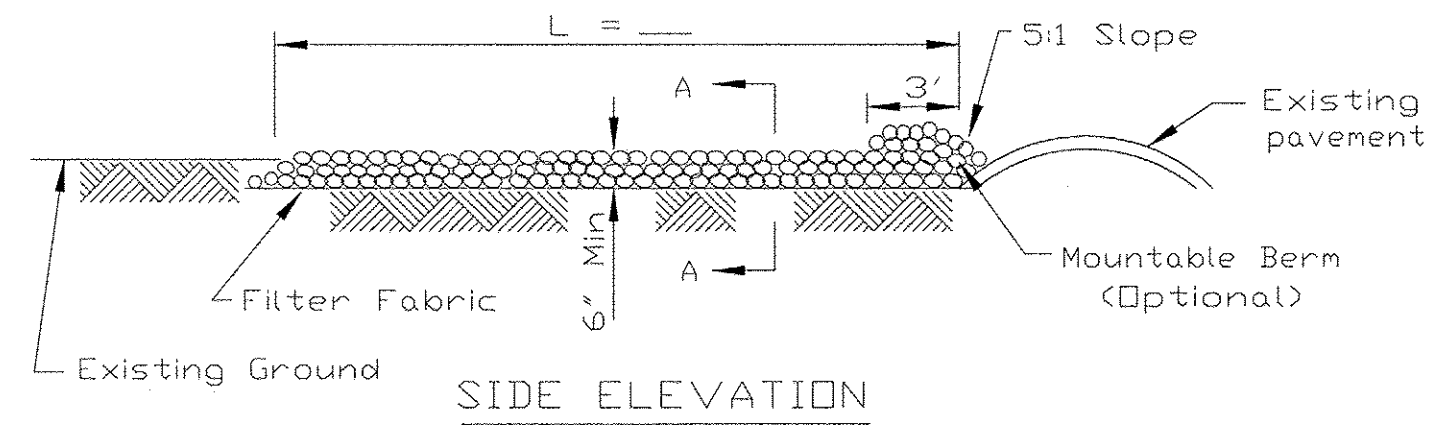
SCALE: 1" = 60' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	32
CONTRACT NO. 61D66				
[ILLINOIS] FED. AID PROJECT				

STABILIZED CONSTRUCTION ENTRANCE PLAN



PLAN VIEW



SIDE ELEVATION

- NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
 2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
 3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
 4. If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____



STANDARD DWG. NO. IL-630
SHEET 1 OF 2
DATE 8-18-94

REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____



STANDARD DWG. NO. IL-630
SHEET 2 OF 2
DATE 8-18-94

REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____



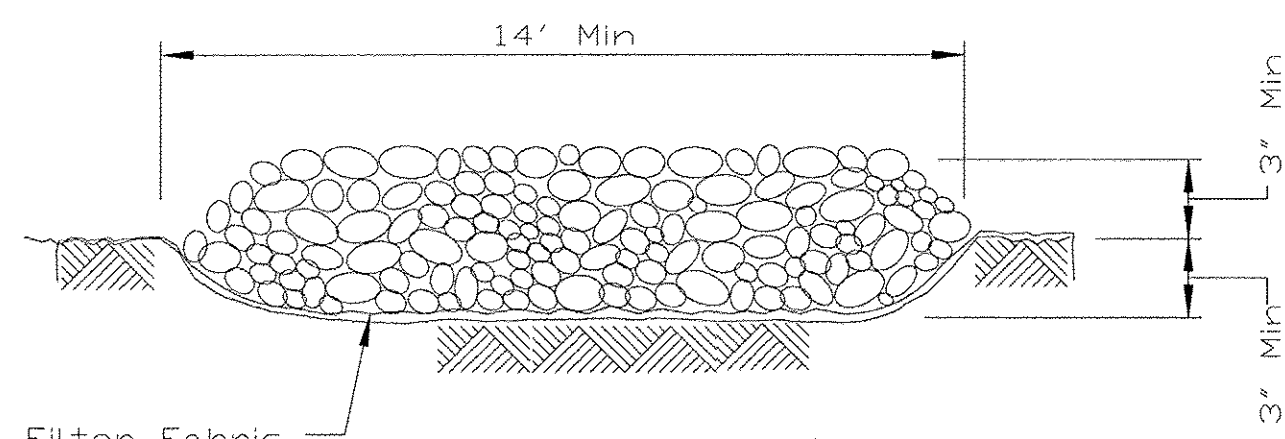
STANDARD DWG. NO. IL-530
SHEET 1 OF 2
DATE 5-24-94

REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____

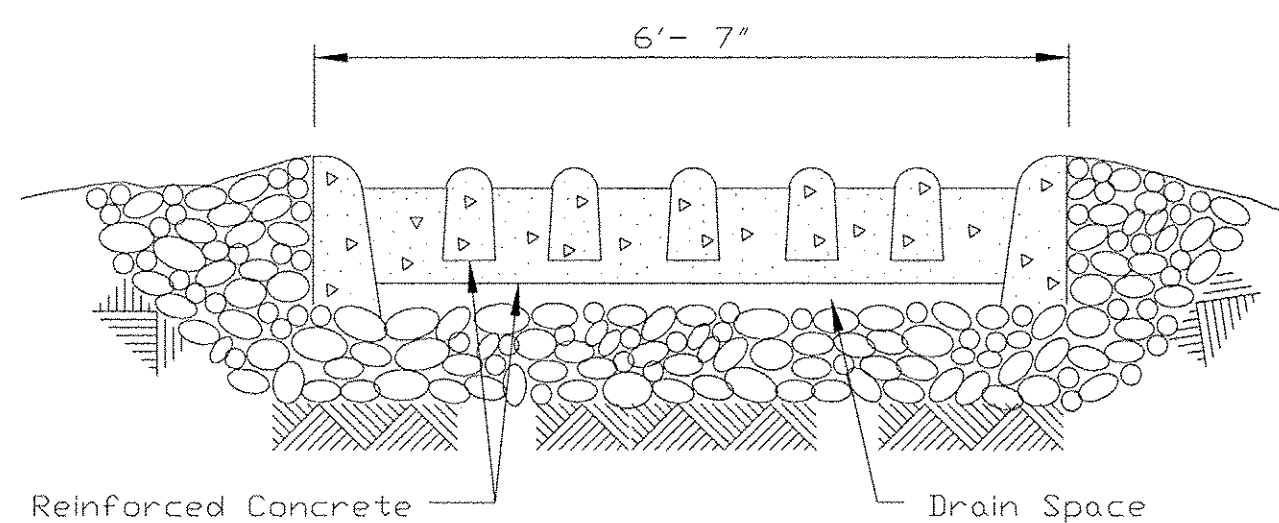


STANDARD DWG. NO. IL-530
SHEET 2 OF 2
DATE 3-1-95

STABILIZED CONSTRUCTION ENTRANCE PLAN

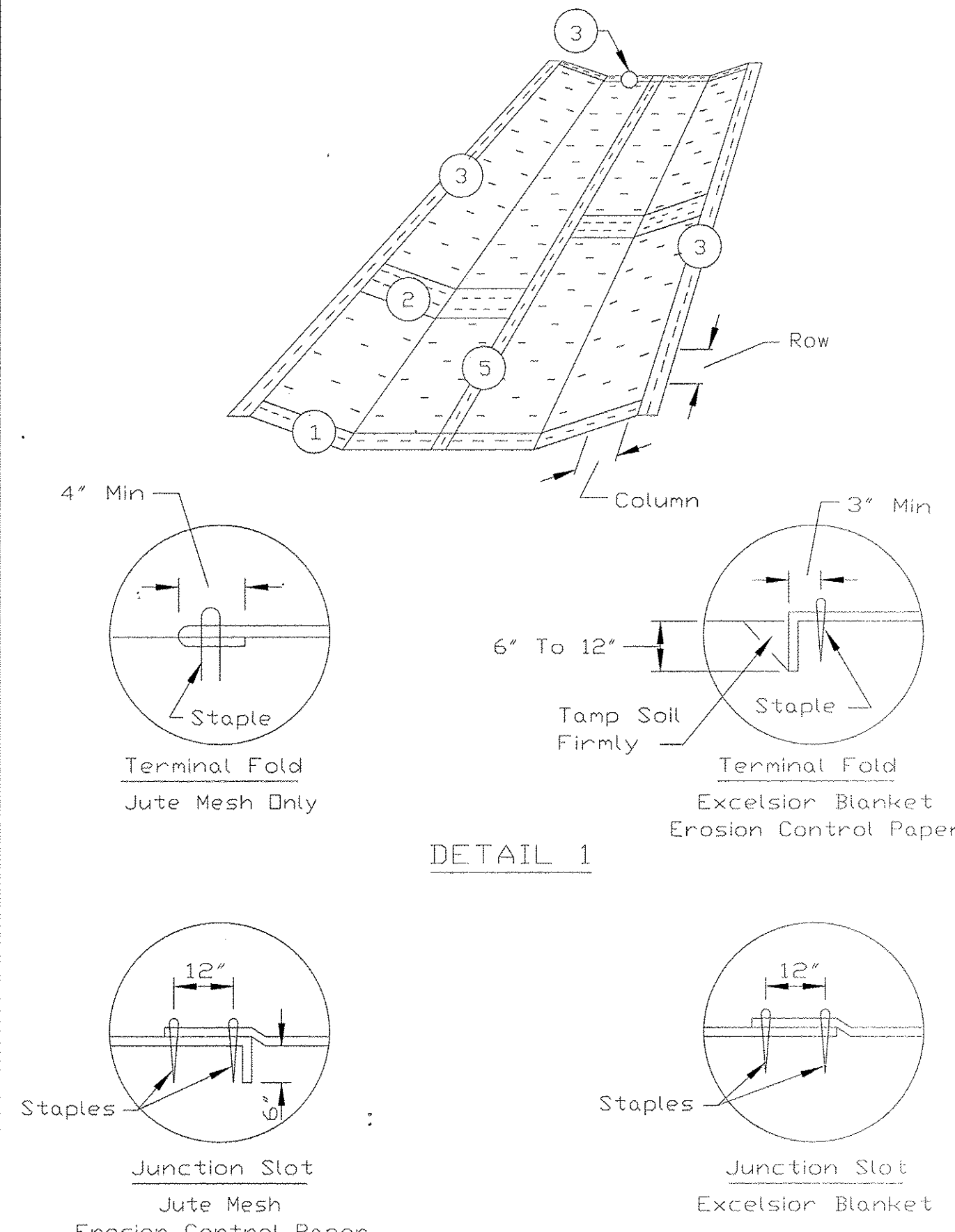


SECTION A-A



SECTION B-B

EROSION BLANKET PLAN



DETAIL 1, DETAIL 2, DETAIL 3, DETAIL 4, DETAIL 5

REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____



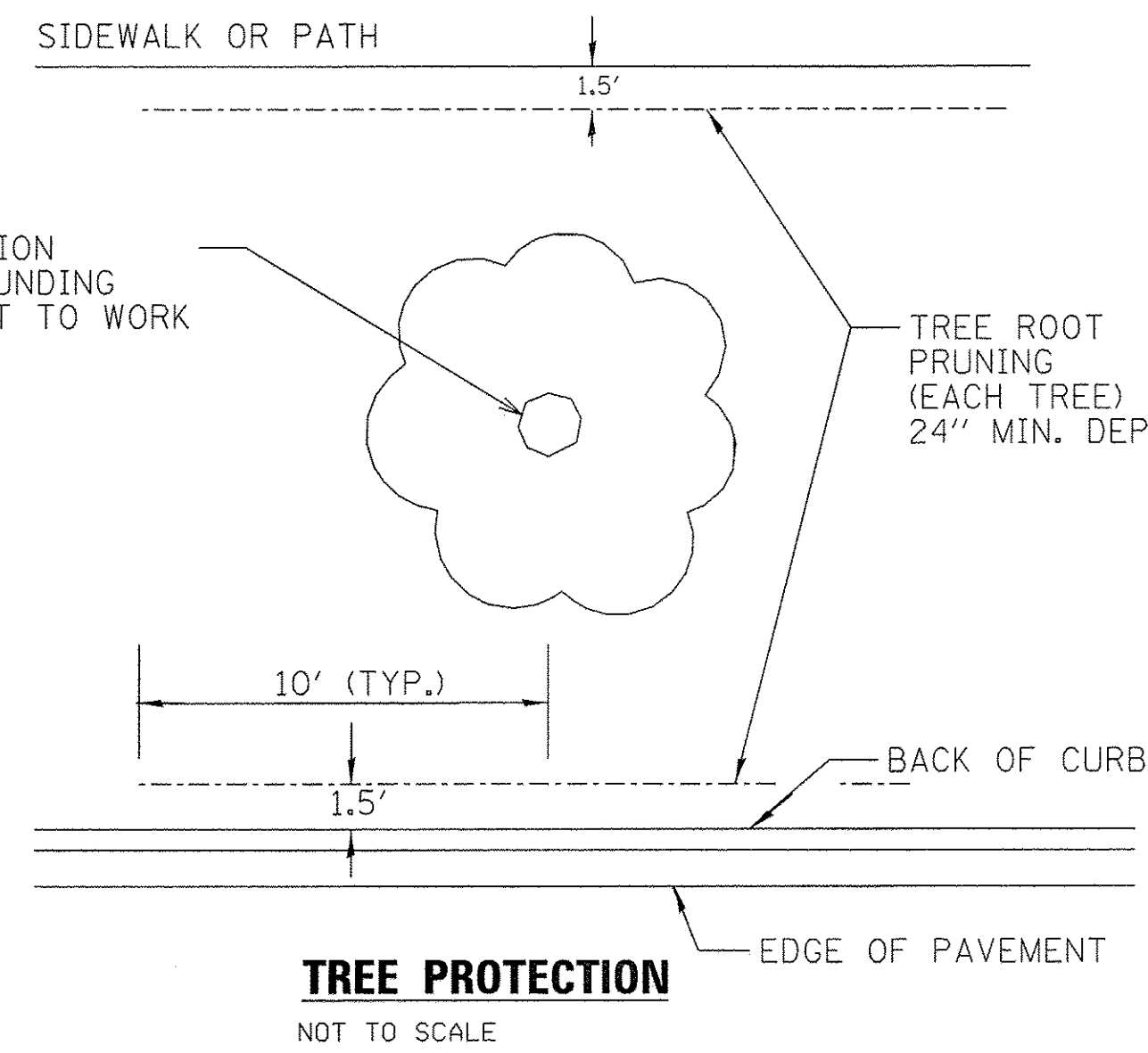
STANDARD DWG. NO. IL-530
SHEET 1 OF 2
DATE 5-24-94

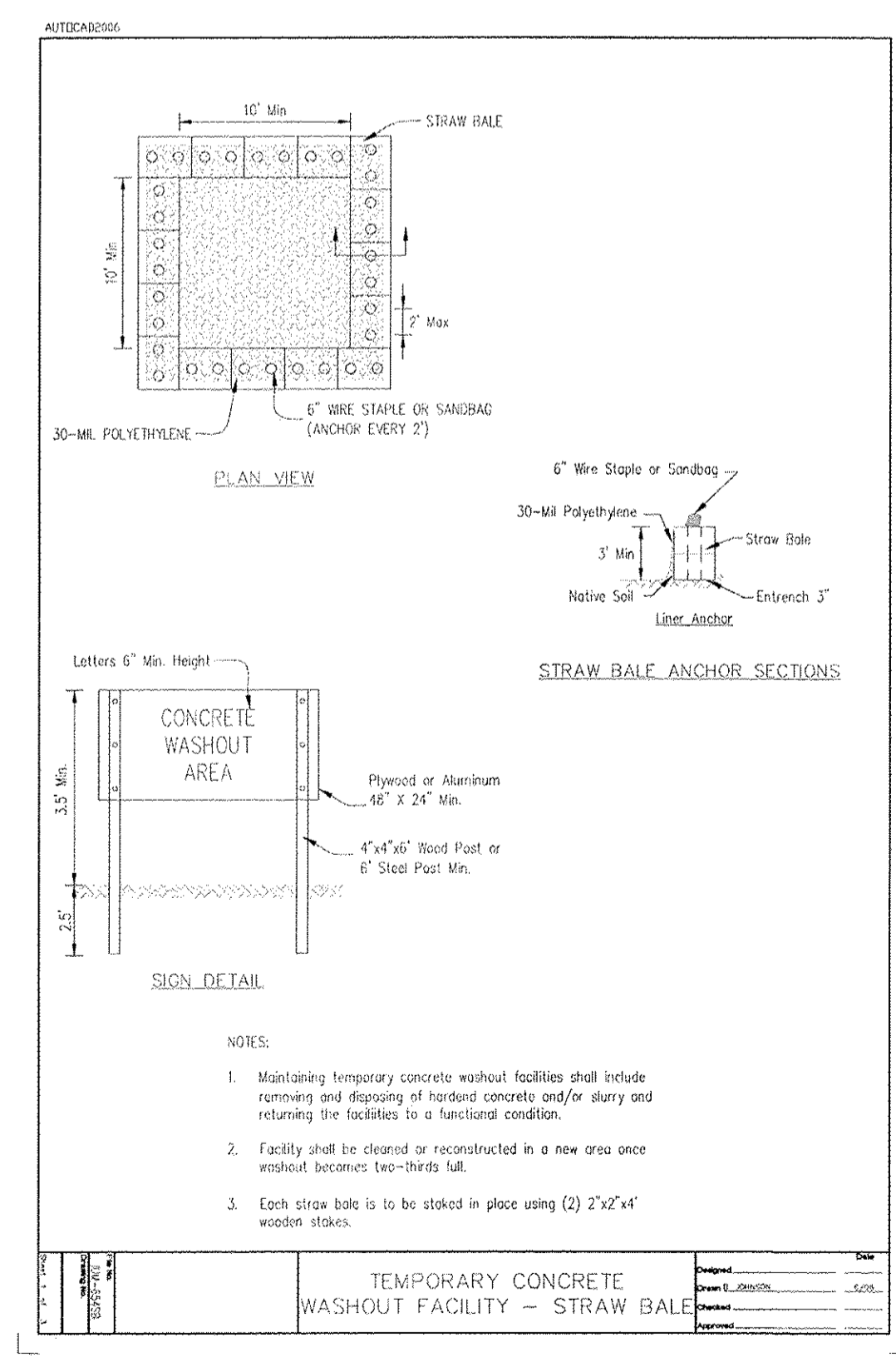
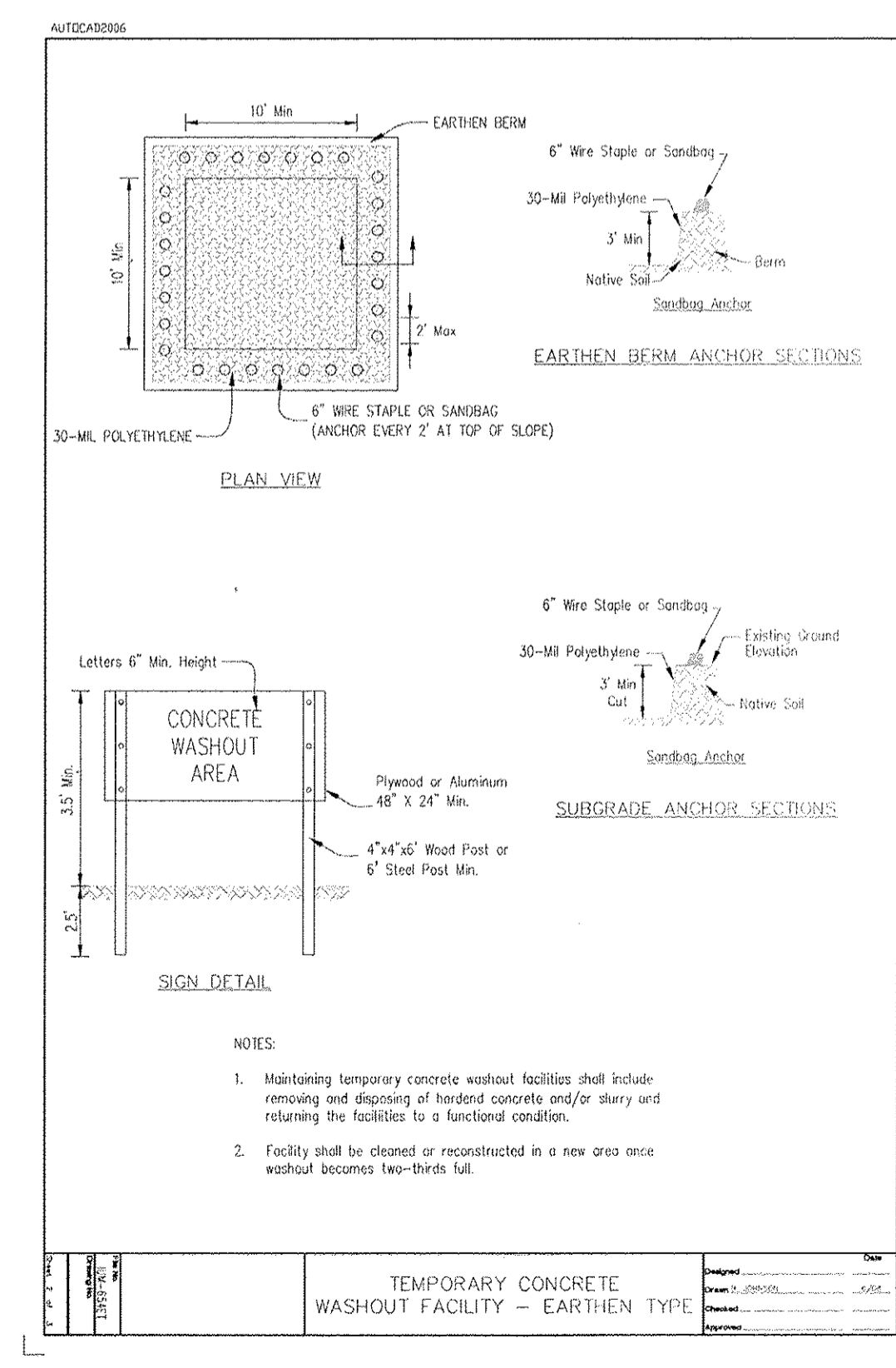
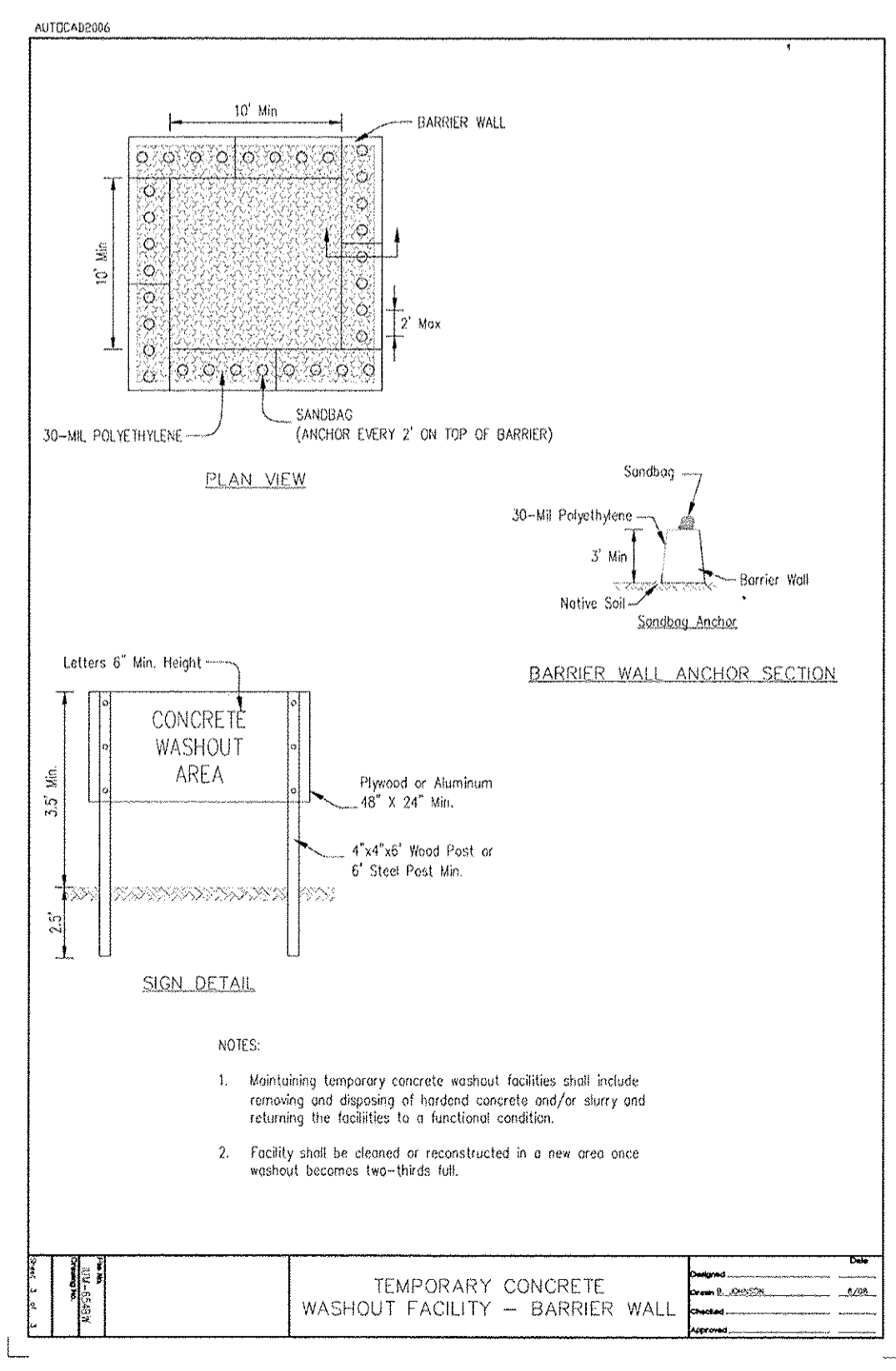
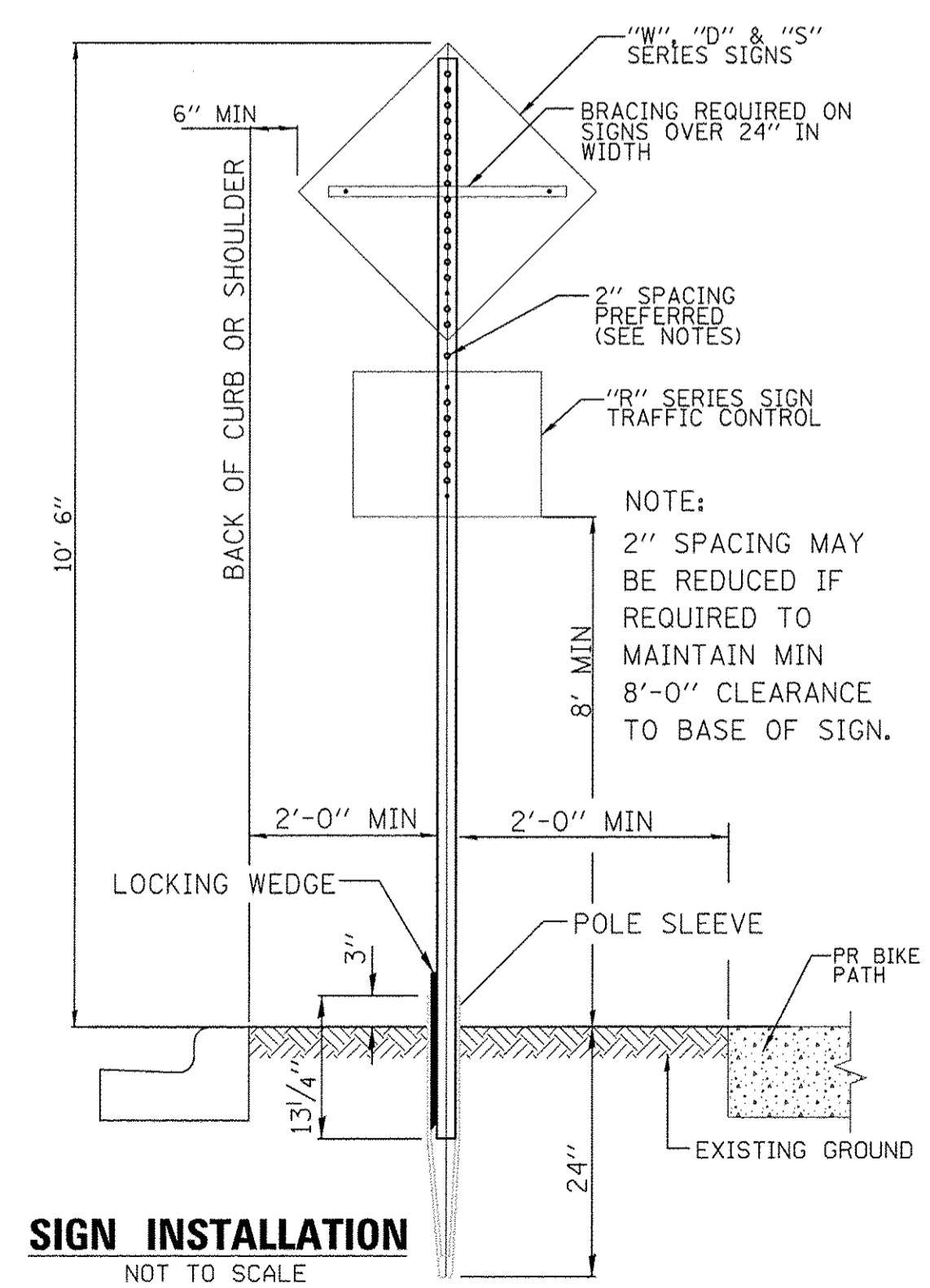
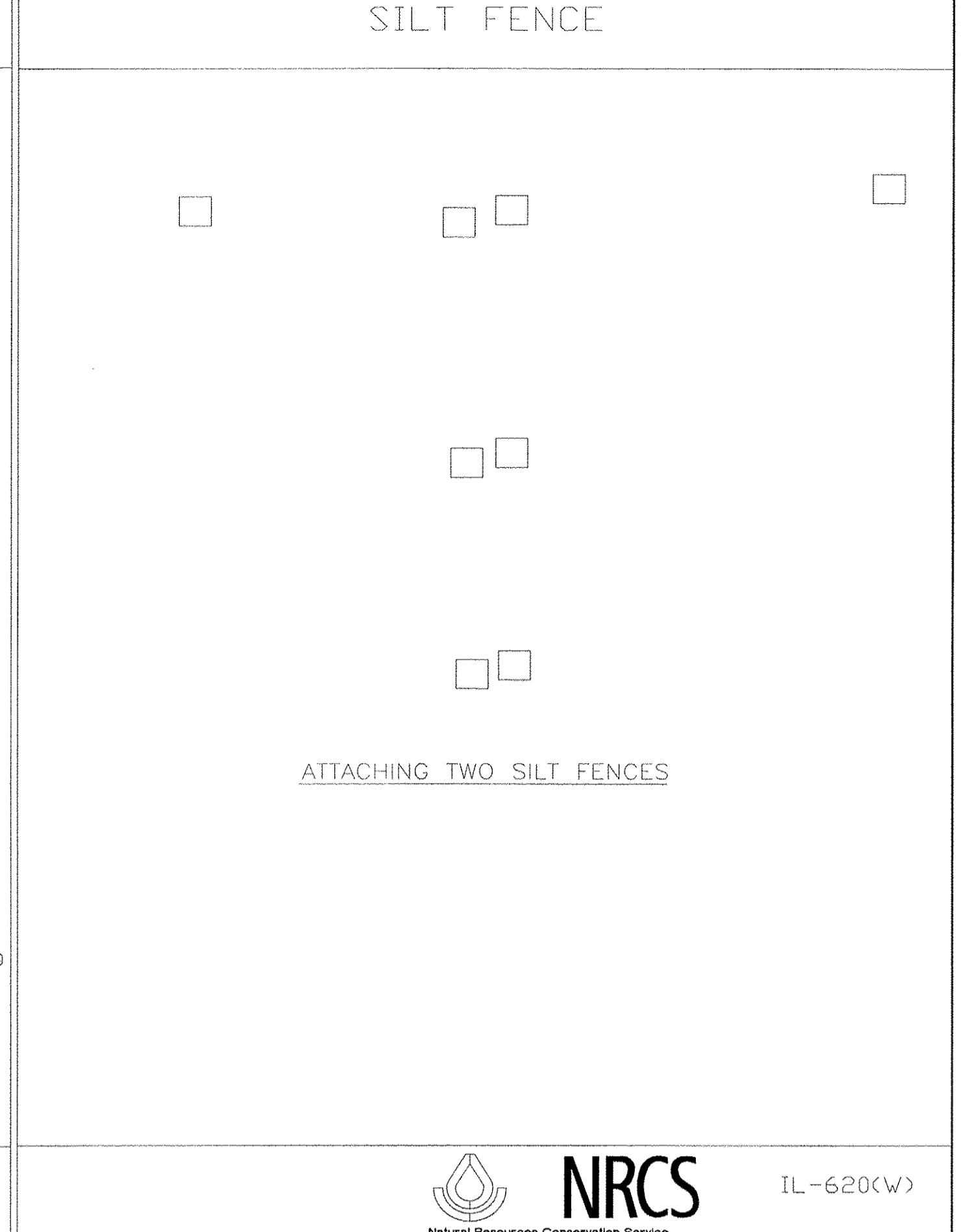
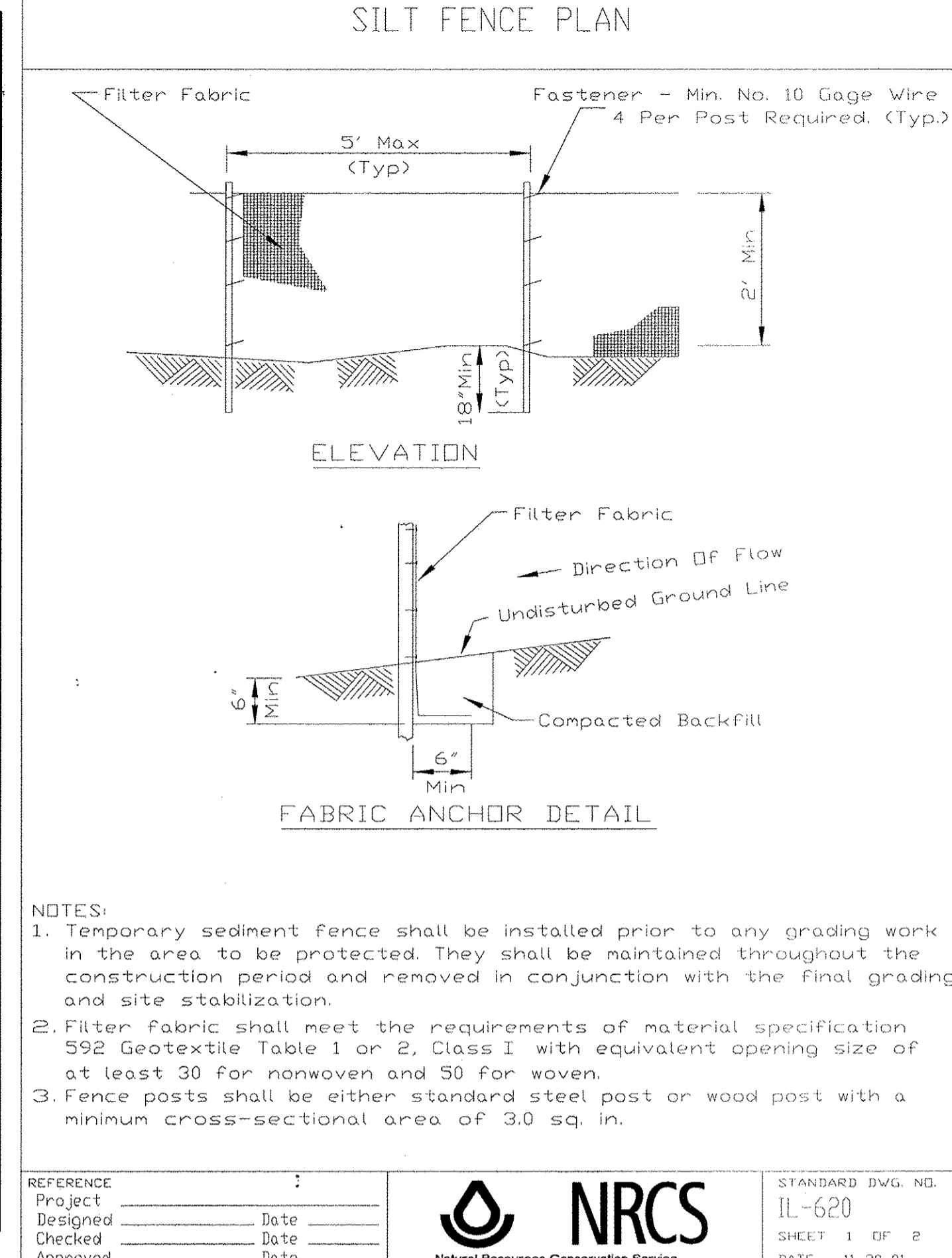
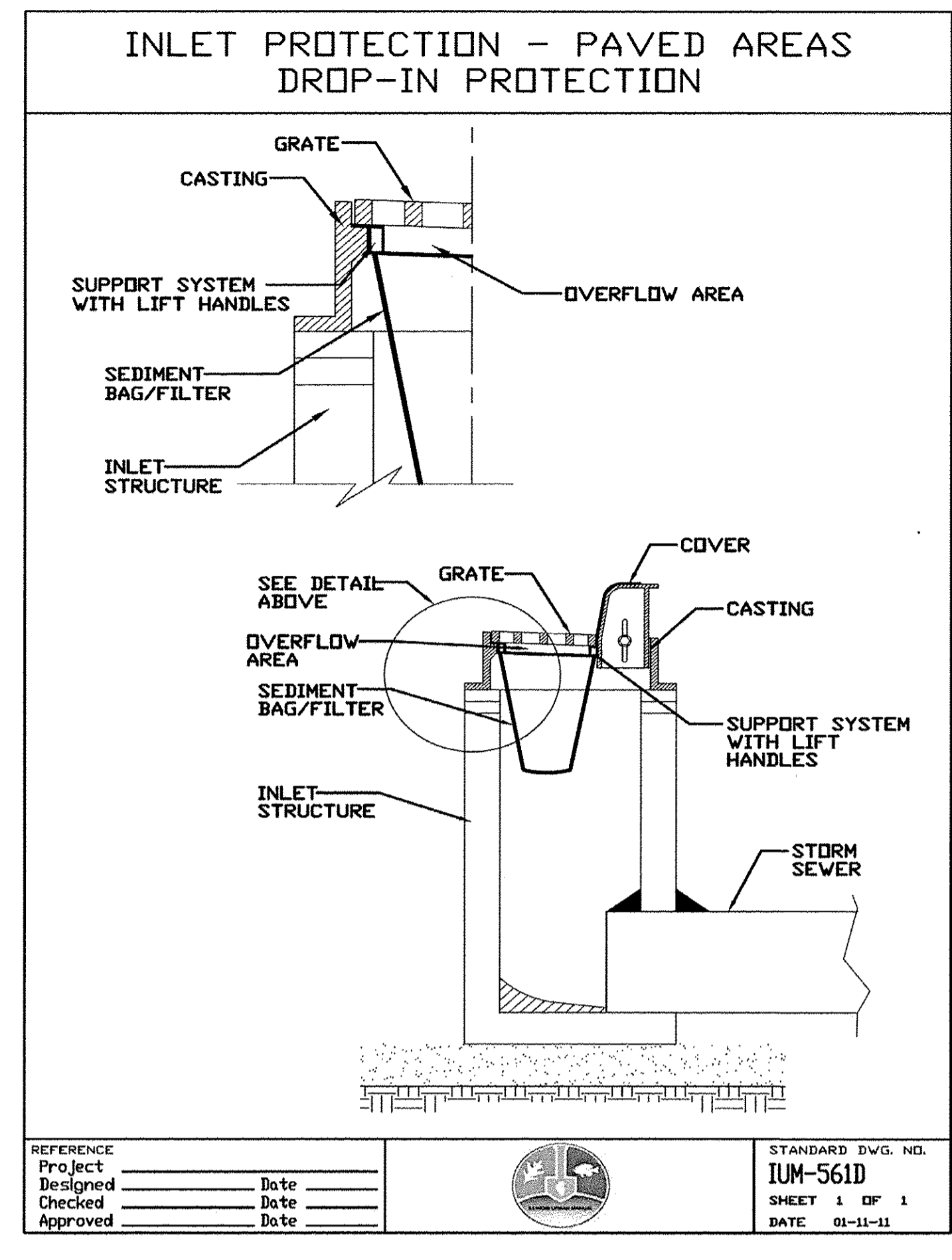
REFERENCE Project	Designed _____ Date _____
Checked _____ Date _____	Approved _____ Date _____



STANDARD DWG. NO. IL-530
SHEET 2 OF 2
DATE 3-1-95

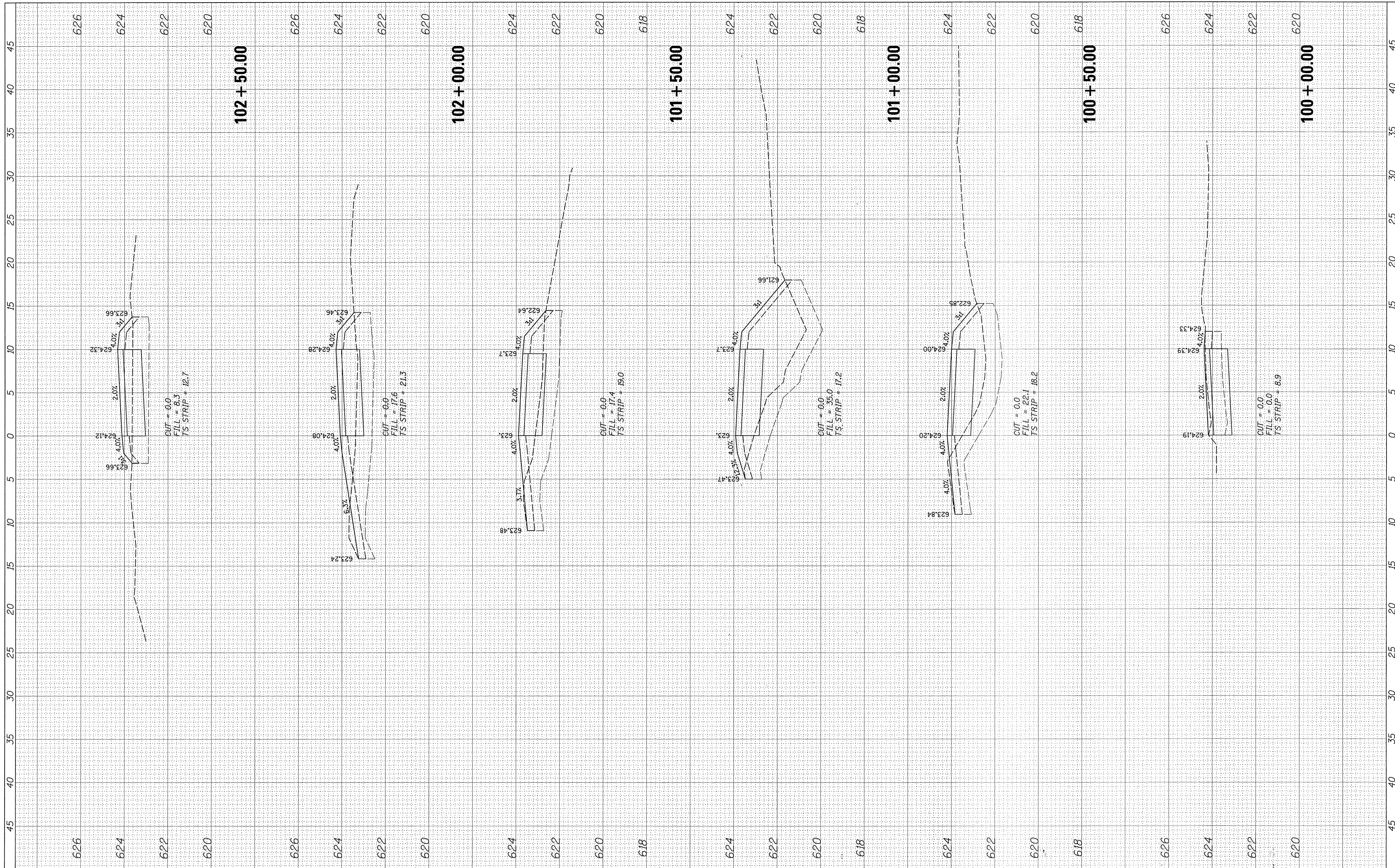
- NOTES:
1. On erosion control paper, check slots, in ditch channel shall be spaced so that one occurs within each 50' on slopes of more than 4% and less than 6%. On slopes of 6% or more, they shall be spaced so that one occurs within each 25'.
 2. Staples are to be placed alternately, in columns approximately 2' apart and in rows approximately 3' apart. Approximately 175 staples are required per 4'x 225' roll of material and 125 staples are required per 4'x 150' roll of material.
 3. Erosion control material shall be placed loosely over ground surface. Do not stretch.
 4. All terminal ends and transverse laps shall be stapled at approximately 12' intervals.





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

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



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USER NAME = jstrick
 PLOT SCALE = 5'
 PLOT DATE = 12/29/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
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 REVISED -

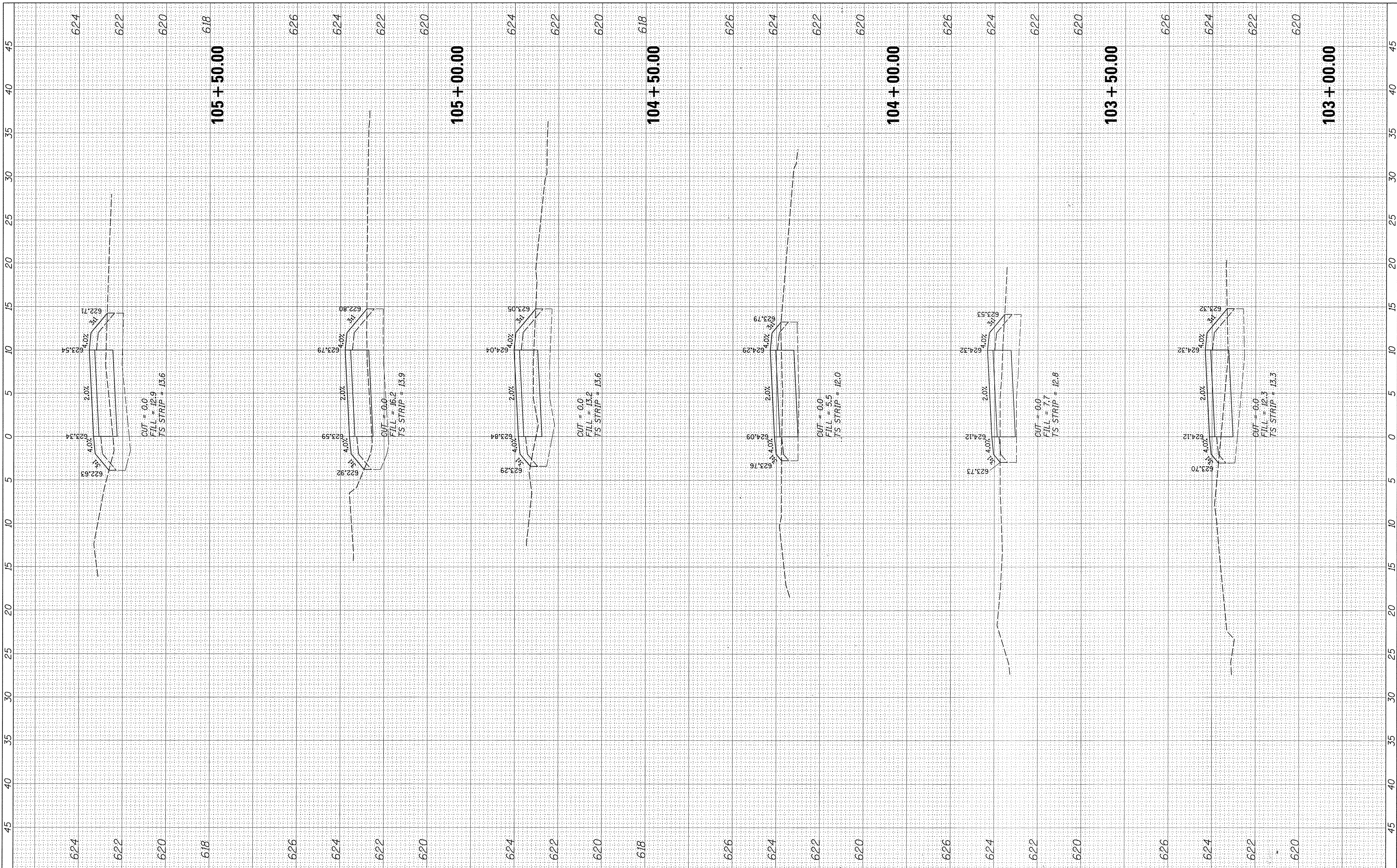
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**
 SCALE: SHEET 1 OF 8 SHEETS STA. 100+00.00 TO STA. 102+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	35
CONTRACT NO.				61D66
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
NO.		



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USER NAME = jstrick
 PLOT SCALE = 5'
 PLOT DATE = 12/29/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

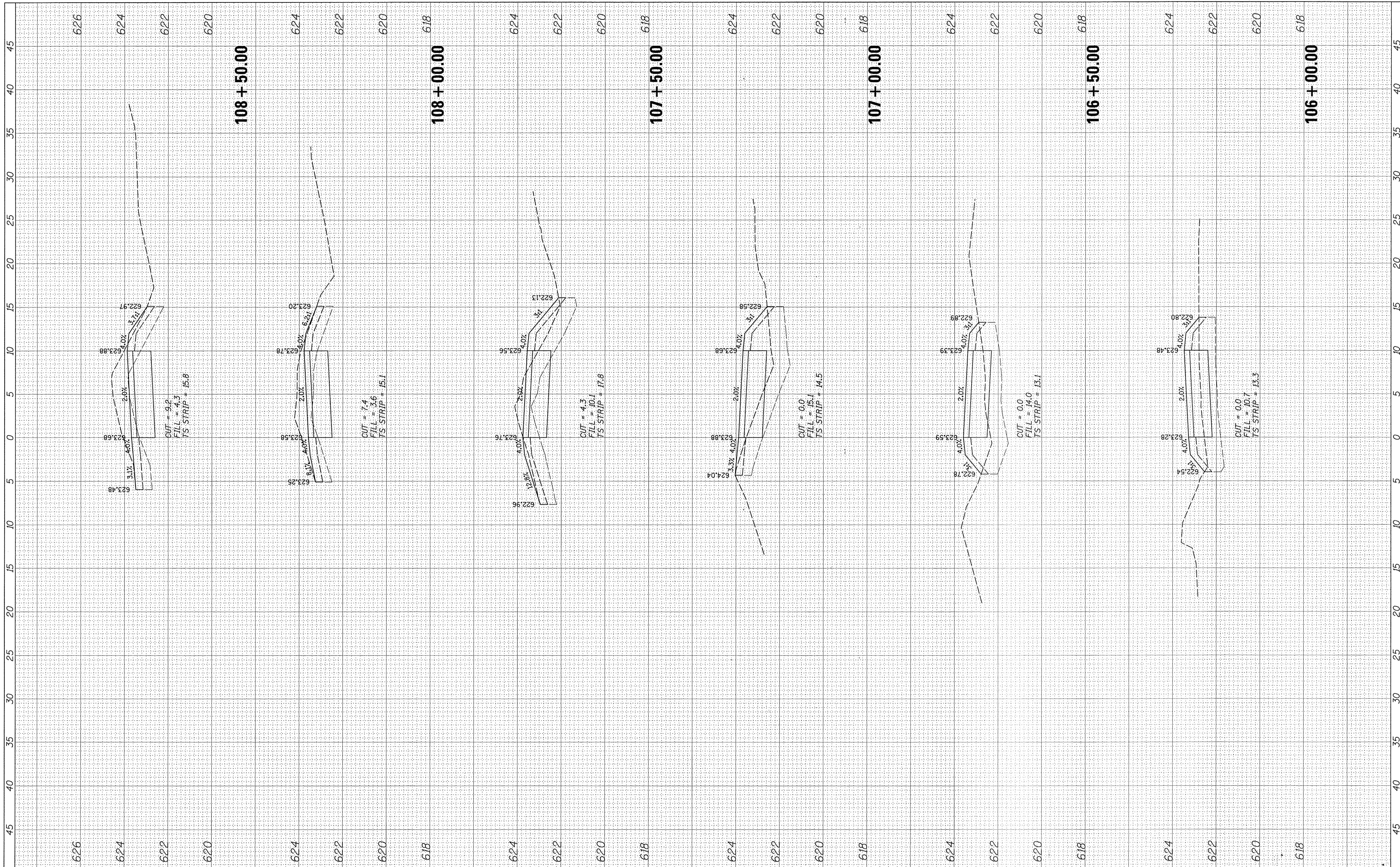
SCALE: SHEET 2 OF 8 SHEETS STA. 103+00.00 TO STA. 105+50.00

**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	36
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

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

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



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 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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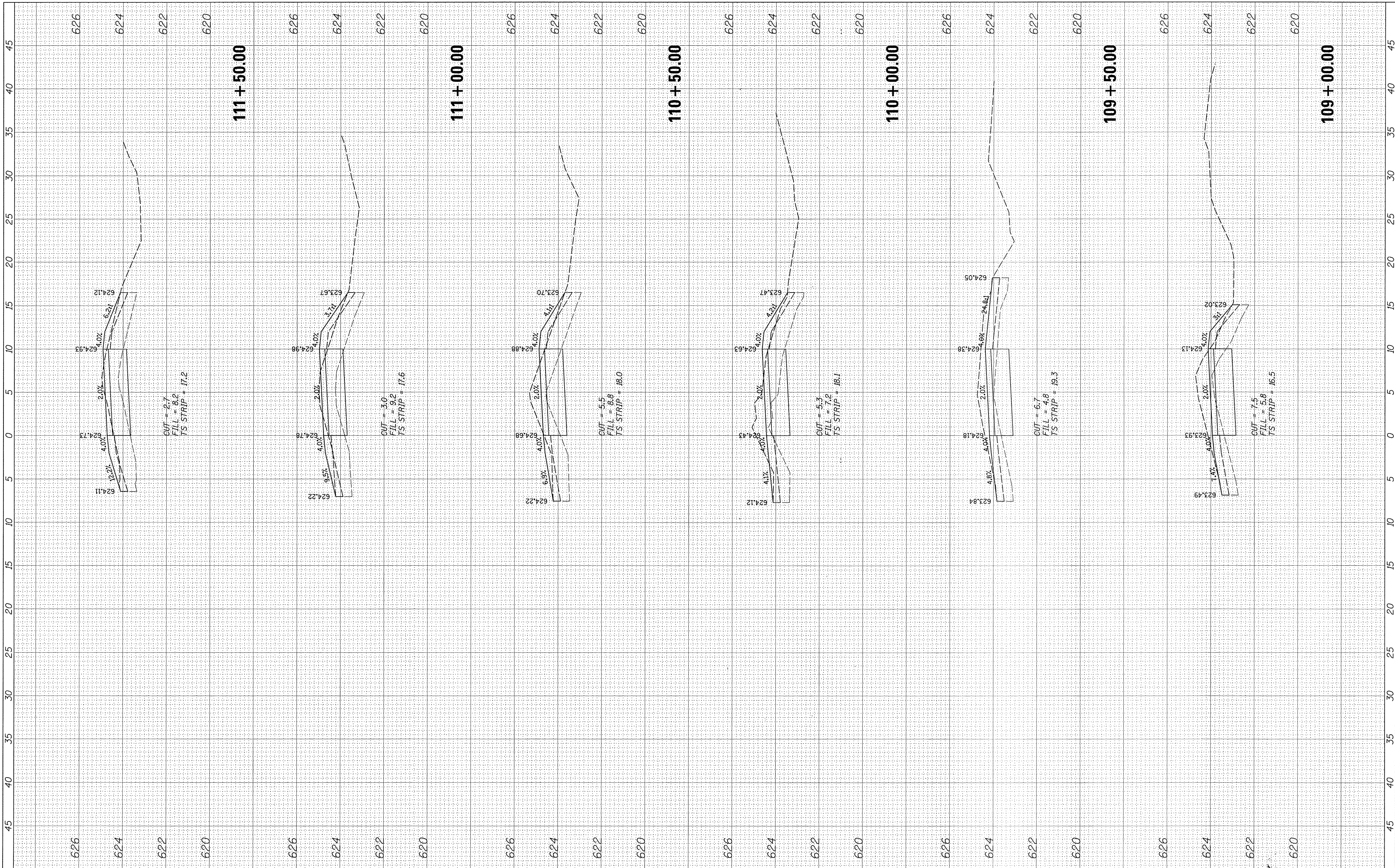
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**
 SCALE: SHEET 3 OF 8 SHEETS STA. 106+00.00 TO STA. 108+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	37
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

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

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



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 PLOT SCALE = 5'
 PLOT DATE = 12/29/2016

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DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

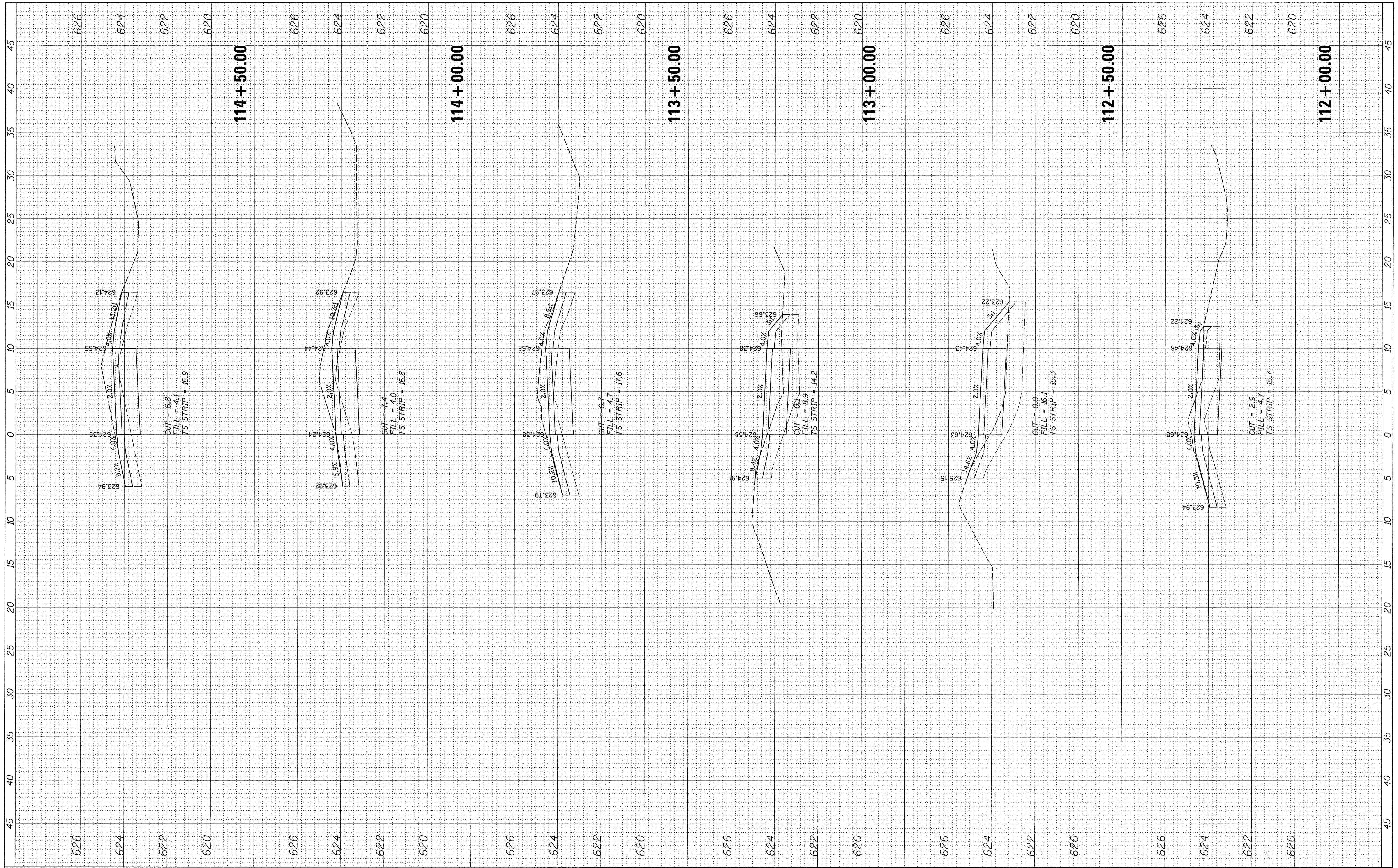
**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: SHEET 4 OF 8 SHEETS STA. 109+00.00 TO STA. 111+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	38
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

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

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



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 PLOT SCALE = 5'
 PLOT DATE = 12/29/2016

DESIGNED -
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 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

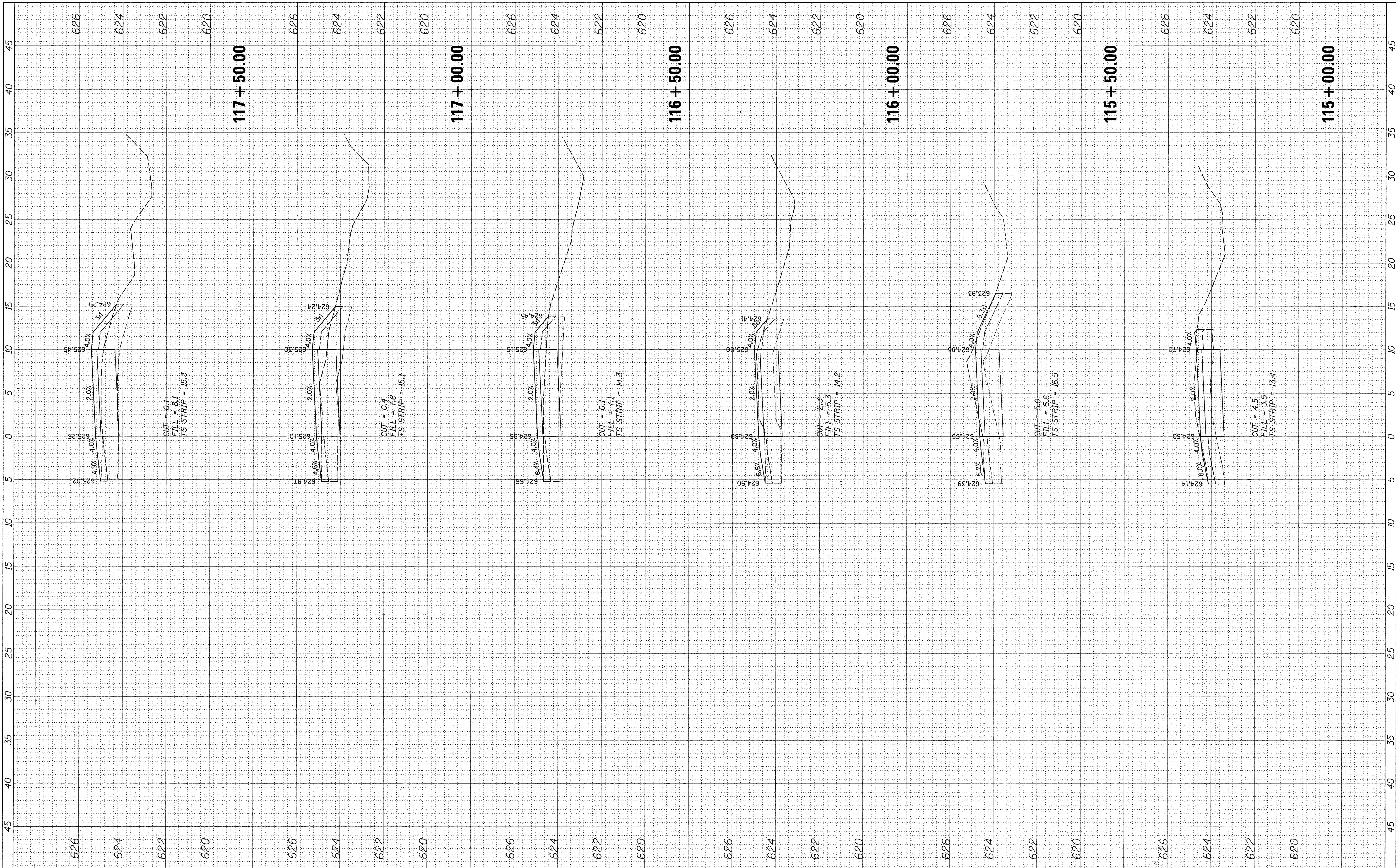
**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: SHEET 5 OF 8 SHEETS STA. 112+00.00 TO STA. 114+50.00

F.A.U. RTE.	SECTION #	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	39
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D66	

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

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
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 DESIGNED -
 DRAWN -
 CHECKED -
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REVISIONS:
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

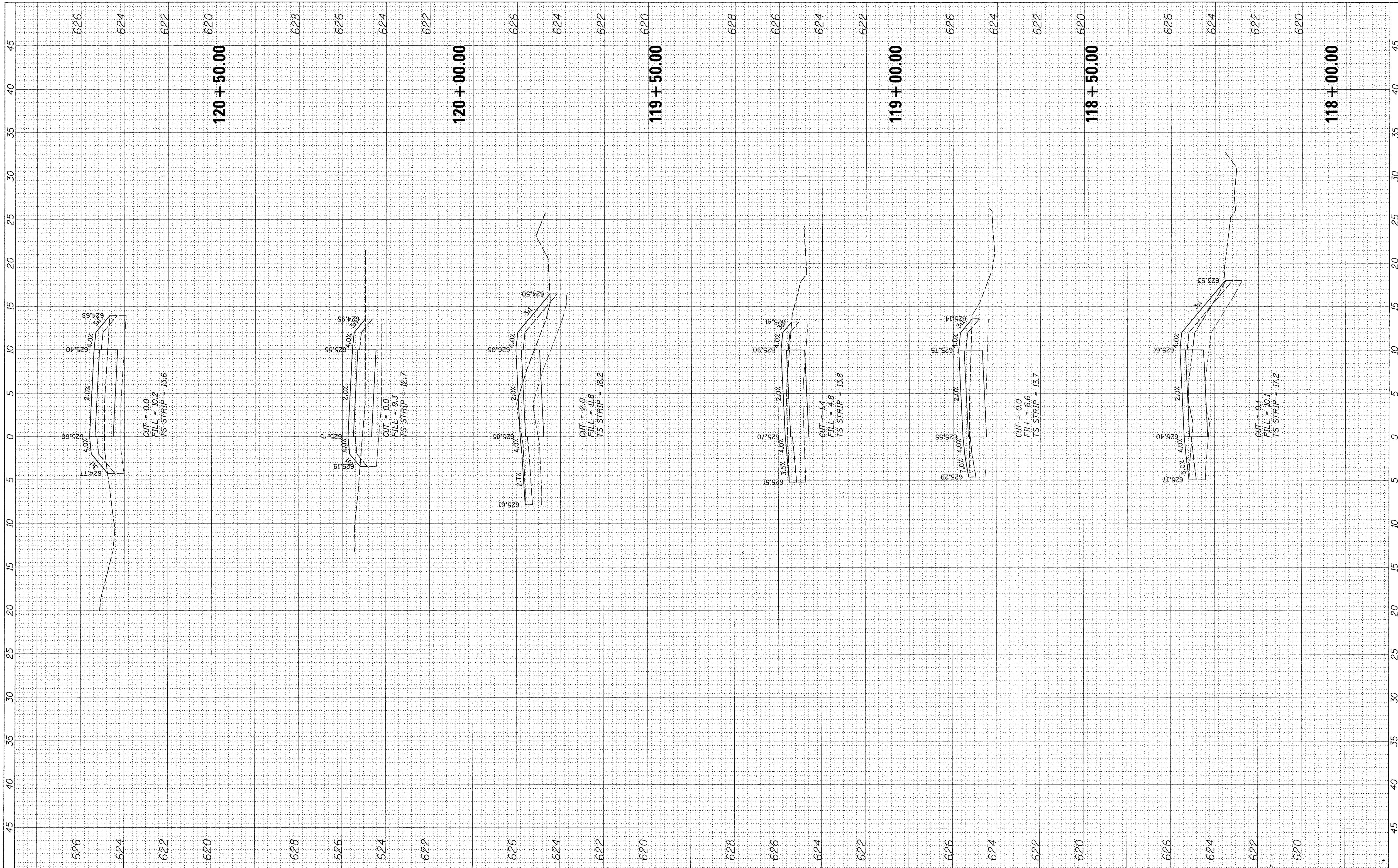
**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: SHEET 6 OF 8 SHEETS STA. 115+00.00 TO STA. 117+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	40
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

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



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PLOT SCALE = 5"
 PLOT DATE = 12/29/2016

DESIGNED -
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 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

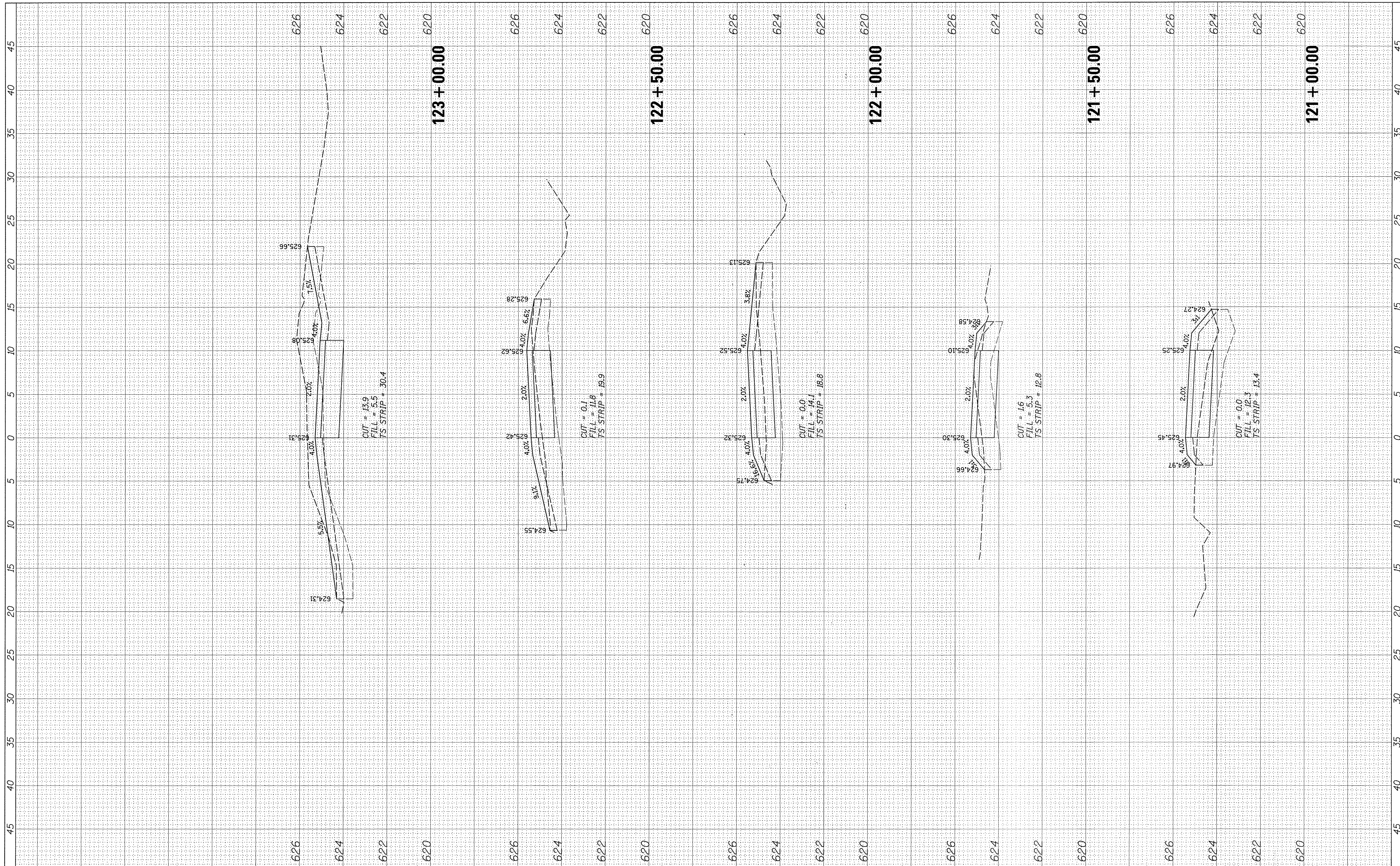
**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: SHEET 7 OF 8 SHEETS STA. 118+00.00 TO STA. 120+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	41
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

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

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



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 PLOT DATE = 12/29/2016

DESIGNED -	REVISED -
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CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

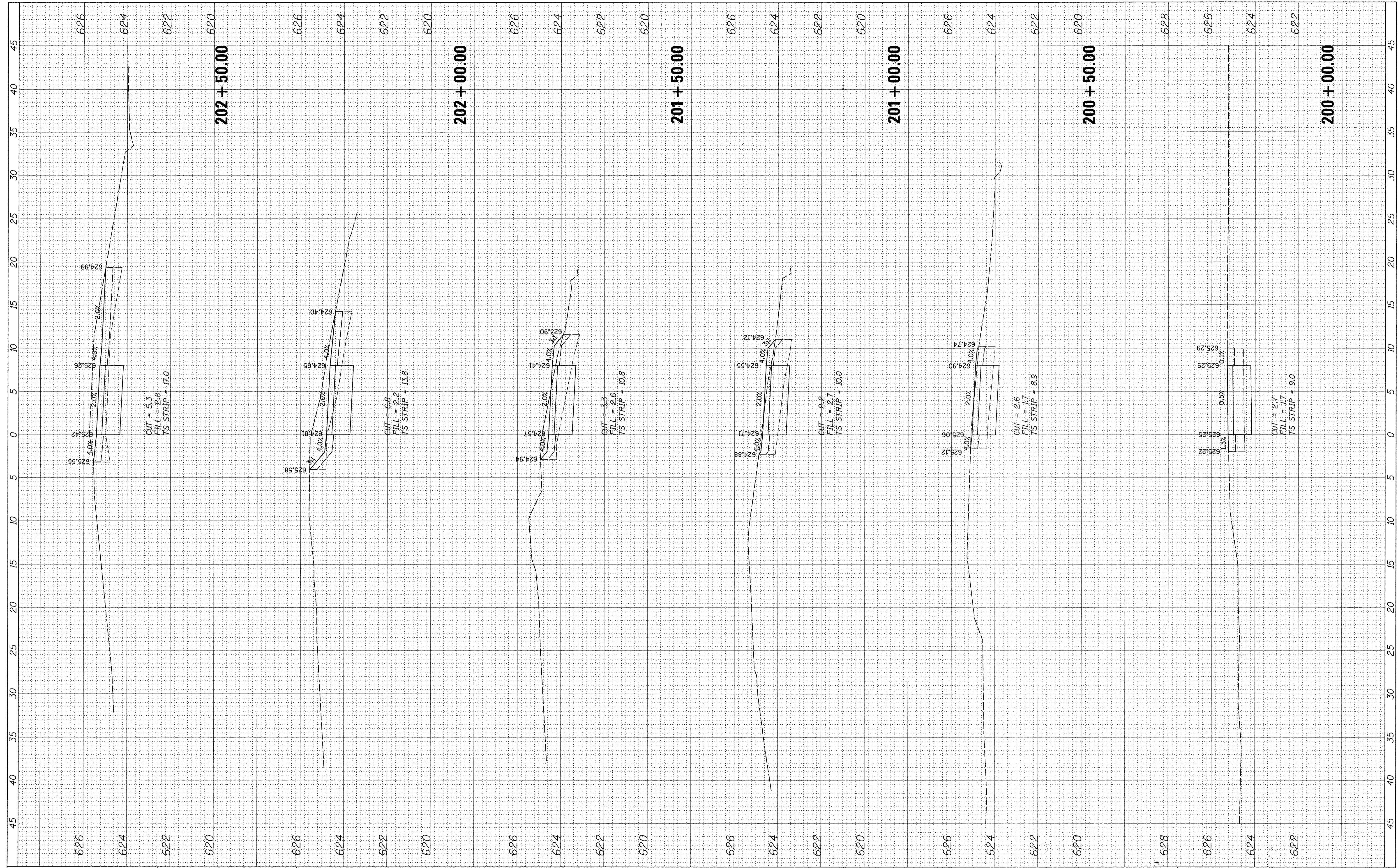
SCALE: SHEET 8 OF 8 SHEETS STA. 121+00.00 TO STA. 123+00.00

**MAIN PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1310	15-00302-00-BT	COOK	43	42
CONTRACT NO. 61D66			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SUPERVIEWED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY NO.	SUPERVIEWED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



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 PLOT SCALE = 5'
 PLOT DATE = 12/29/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIDE PATH CROSS SECTIONS
 OLD ORCHARD ROAD MULTI-USE PATH**

SCALE: SHEET 1 OF 1 SHEETS STA. 200+00.00 TO STA. 202+50.00

F.A.U. RTE. 1310	SECTION 15-00302-00-BT	COUNTY COOK	TOTAL SHEETS 43	SHEET NO. 43
CONTRACT NO. 61066			ILLINOIS FED. AID PROJECT	