

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

F.A.U. 1620 (THORNTON-LANSING RD.)
 SECTION 43 N
 AT STONY ISLAND AVE.
 INTERSECTION RECONSTRUCTION
 PROJECT: ACM-1620(100)
 COOK COUNTY
 C-91-147-04

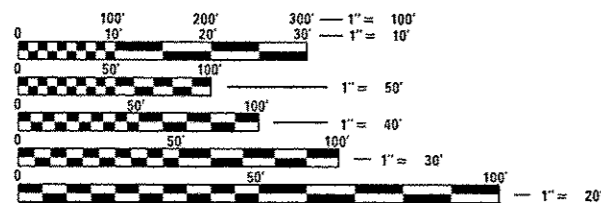
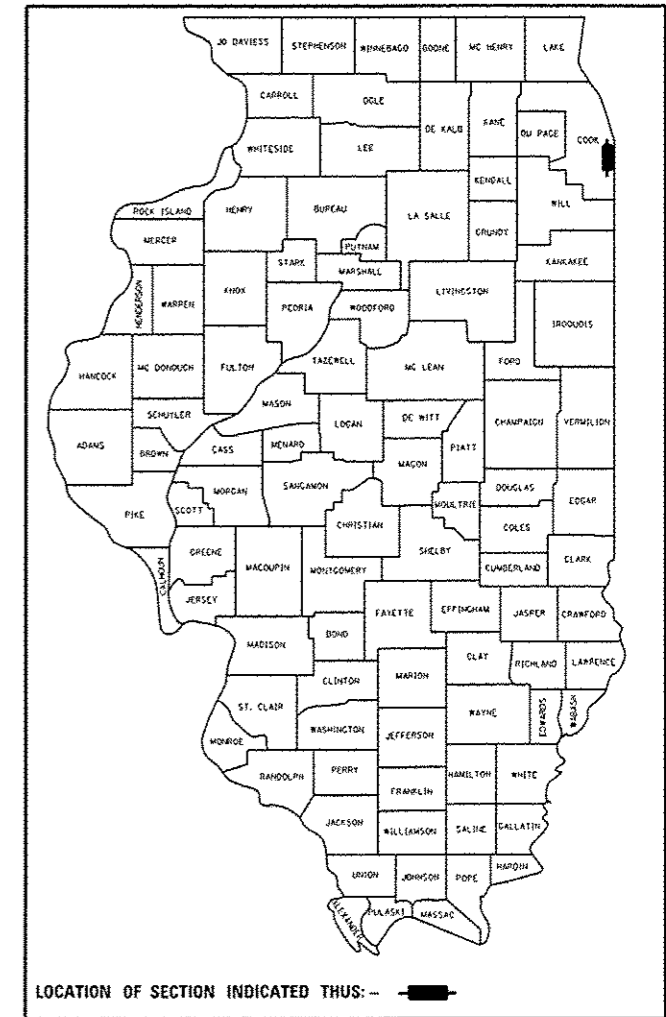
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED
 WITHIN THE VILLAGE OF LANSING

F.A.U. RTE. 1620	SECTION 43 N	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 62721	

* 82+3 = 85 TOTAL SHEETS

D-91-147-04

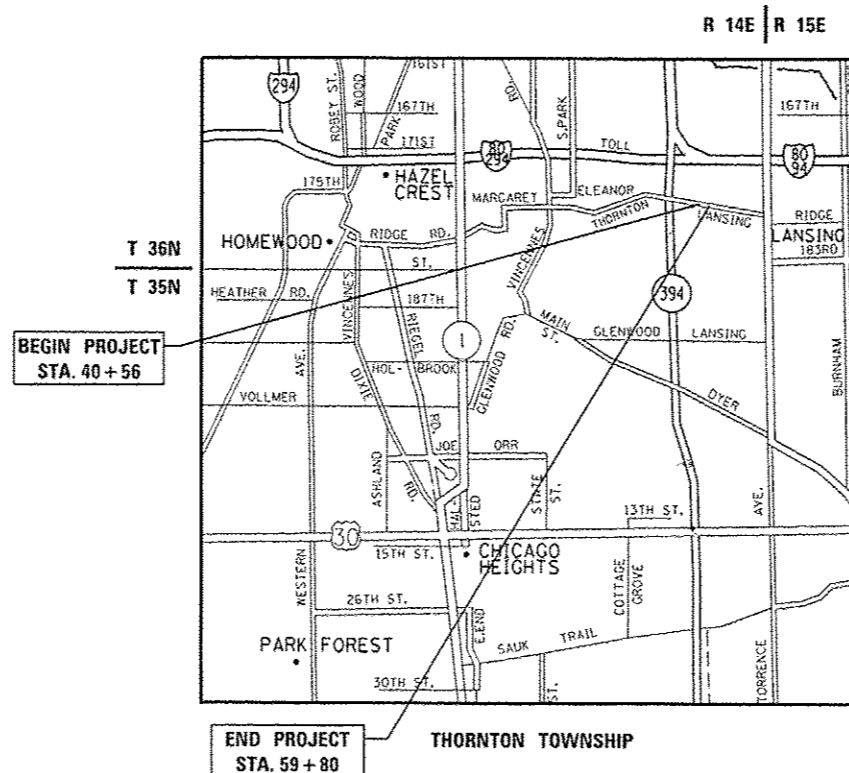


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
 PROJECT MANAGER: KEN ENG (847) 702-4247

CONTRACT NO. 62721



GROSS AND NET LENGTH OF PROJECT = 1,930 FT = 0.36 MI.

TRAFFIC DATA

THORNTON-LANSING ROAD
 2010 ADT - 7,200
 POSTED SPEED LIMIT - 45 MPH
 DESIGN SPEED LIMIT - 55 MPH

STONY ISLAND AVENUE
 2010 ADT - 3,850
 POSTED SPEED LIMIT - 45 MPH
 DESIGN SPEED LIMIT - 55 MPH

VOLBRECHT ROAD
 2010 ADT - 3,850
 POSTED SPEED LIMIT - 30 MPH
 DESIGN SPEED LIMIT - 40 MPH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *December 15, 2015*

John F. Adams, Jr.
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Jan 29, 2016
Mahmud M. Addis, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

Jan 29, 2016
Omer Osman, P.E.
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\qureshiya\0293343-010	293-shr-cover.dgn	DRAWN -	REVISED -			1620	43 N	COOK	82	2	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	SCALE:			SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 62721		
PLOT DATE = 1/19/2016	DATE -	REVISED -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT								

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)

10 FEET (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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

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

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF THE EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF THE EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENT OF SECTION 201 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTORS OWN EXPENSE.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS DETAIL."

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OFF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OR RESURFACING.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A FIELD LABORATORY FOR USE FOR ANY ON SITE TESTING BY THE ENVIRONMENTAL FIRM. NO TESTING OF ANY KIND, CONTAMINATED OR NON-CONTAMINATED FLUID OR SOLID SHALL BE PERMITTED IN THE ENGINEER'S FIELD OFFICE.

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

PATCHING WILL ALSO BE PERFORMED DURING STAGING. NO EXTRA COMPENSATION WILL BE ALLOWED.

THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8422 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES

THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.0.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF LANSING. IT WILL BE THE RESPONSIBILITY OF THE CONTRACT TO ARRANGE TREE PROTECTION WITH THE ROADSIDE DEVELOPMENT UNIT (847.705.4171) PRIOR TO SCHEDULING TREE REMOVAL. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ROADSIDE DEVELOPMENT UNIT.

THE CONTRACTOR SHALL INSTALL TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL TREE PROTECTION UNTIL CONSTRUCTION IS COMPLETED.

EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIAL ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.

ALL PLANT MATERIAL SHALL BE MARKED IN THE FIELD, CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171 A MINIMUM OF 72 HOURS PRIOR TO LANDSCAPING WORK.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC DAMAGE TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

PRUNE TREE LIMBS THAT MIGHT BE DAMAGED BY EQUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS.

SUPPLEMENTAL WATERING IS SPECIFIED FOR TREES AND SHRUBS THAT WILL BE DISTURBED BY CONSTRUCTION BUT WILL REMAIN. NOTE THAT WATERING SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING, TOP PRUNING OR OTHER CONSTRUCTION DISTURBANCE.

THE ENGINEER WILL CONTACT FABIOLA QUIROZ OF THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4596. AT LEAST 7 DAYS PRIOR TO PLANTING OF THE SEEDING, TREES, PERENIALS, AND BULBS.

FILE NAME: c:\pwwork\pda\qurshija\0293043\PI02927-shit-cover.dgn		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS			F.A.U. RTE. 1620	SECTION 43 N	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 2A	
PLOT SCALE: 1/8"=1'-0"		DRAWN -	REVISED -					CONTRACT NO. 62721					
PLOT DATE: 1/15/2019		CHECKED -	REVISED -		SCALE: _____			SHEET NO. 2 OF 2 SHEETS			STA. _____ TO STA. _____		
		DATE -	REVISED -		FED. ROAD DIST. NO. _____			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043			CODE NO	ITEM		UNIT	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	44	44					*25200110	SODDING, SALT TOLERANT	SO YD	2300	2300					
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	309	309					*25200200	SUPPLEMENTAL WATERING	UNIT	31	31					
20101000	TEMPORARY FENCE	FOOT	300	300					28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	70	70					
									28000400	PERIMETER EROSION BARRIER	FOOT	1,524	1524					
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2	2					28000510	INLET FILTERS	EACH	18	18					
20200100	EARTH EXCAVATION	CU YD	5172	5172					28100105	STONE RIPRAP, CLASS A3	SO YD	15	15					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2937	2937					30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	6336	6336					
20800150	TRENCH BACKFILL	CU YD	170	170					35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SO YD	107	107					
21101645	TOPSOIL FURNISH AND PLACE, 12"	SO YD	2000	2000					35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	637	637					
21101685	TOPSOIL FURNISH AND PLACE, 24"	SO YD	690	690					35501325	HOT-MIX ASPHALT BASE COURSE, 10 1/4"	SO YD	1955	1955					
21400100	GRADING AND SHAPING DITCHES	FOOT	2175	2175					35501328	HOT-MIX ASPHALT BASE COURSE, 11"	SO YD	1925	1925					
* 25000210	SEEDING, CLASS 2A	ACRE	0.5	0.5					40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	9266	9266					
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	60	60					40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	5	5					
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	60	60					40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	625	625					
25000750	MOWING	ACRE	5	5					21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	1800	1800					
*25100630	EROSION CONTROL BLANKET	SO YD	2852	2852														

* SPECIALITY ITEMS
NP NON-PARTICIPATING ITEMS

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043			CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	40	40						550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	515	515						
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	84	84						550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	130	130						
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	1450	1450						550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	875	875						
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	10502	10502						550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	1882	1882						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2200	2200						55101200	STORM SEWER REMOVAL 24"	FOOT	200	200						
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	175	175						*56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	2						2	
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	15	15						60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	14	14						
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	50	50						60221700	MANHOLES, TYPE A, 5'-DIAMETER, TYPE B GRATE	EACH	11	11						
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SQ YD	75	75						60500040	REMOVING MANHOLES	EACH	2	2						
48101600	AGGREGATE SHOULDERS, TYPE B 8"	SQ YD	2169	2169						60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	467	467						
48203019	HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ YD	2169	2169						* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	835	835						
50105220	PIPE CULVERT REMOVAL	FOOT	565	565						* 66900400	SPECIAL WASTE GROUNDWATER DISPOSAL	GALLON	250	250						
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	252	252						* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1						
										* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2						

* SPECIALITY ITEMS
NP NON-PARTICIPATING ITEMS

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043	
67100100	MOBILIZATION	LSUM	1	1				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	3042	3042				* SPECIALITY ITEMS NP - NON PARTICIPATING ITEMS
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	328	328				
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9442	9442				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1710	1710				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	675	675				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	154	154				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1014	1014				
* B200500	TREE, MALUS SHOTIZAM (SHOWTIME CRABAPPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	12	12				
*70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2				
72000100	SIGN PANEL - TYPE 1	SO FT	46.5		46.5			
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	328	328				

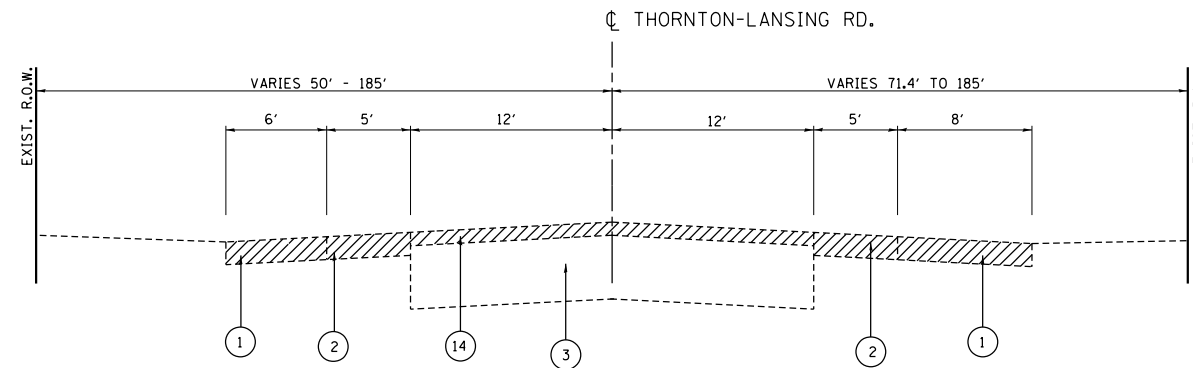
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
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*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9442	9442				
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1710	1710				
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	675	675				
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	154	154				
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	249	249				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	150	150				
*80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1			
*81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	738		738			
*81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	52		52			
*81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	53		53			
*81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	362		362			

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 0004 20%-STATE 80%-FED	SIGNAL 0021 10%-STATE 80%-FED 10%-VILL	100% VILLAGE 0021	100% VILLAGE 0043		
#81400100	HANDHOLE	EACH	3		3			#87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1		1				
#81400200	HEAVY-DUTY HANDHOLE	EACH	6		6			#87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1		1				
#81400300	DOUBLE HANDHOLE	EACH	1		1			#87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1		1				
#85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1			#87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1		1				
#87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	302			302		#87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16		16				
#87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	641		641			#87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4				
#87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1697		1697			#87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	13.5		13.5				
#87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2012		2012			#87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	36		36				
#87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	62		62			#88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3		3				
#87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	689		689			#88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5		5				
#87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4		4			#88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5		5				

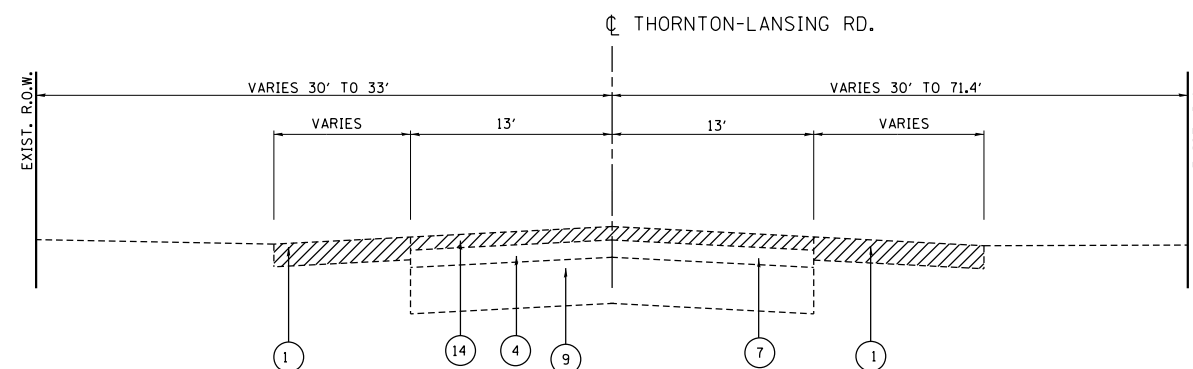
* SPECIALITY ITEMS
NP - NON PARTICIPATING ITEMS

LEGEND:

- ① EXISTING AGG SHOULDERS
 - ② EXISTING HMA SHOULDER
 - ③ EXISTING HMA PAVEMENT, ±14 1/4"
 - ④ EXISTING HMA PAVEMENT, ±6"
 - ⑤ EXISTING HMA PAVEMENT, ±10"
 - ⑥ EXISTING HMA PAVEMENT, ±11"
 - ⑦ EXISTING HMA PAVEMENT, 1 1/2"
 - ⑧ EXISTING HMA PAVEMENT, ±5"
 - ⑨ EXISTING P.C.C. BASE COURSE, 9"
 - ⑩ EXISTING P.C.C. BASE COURSE, ±7 3/4"
 - ⑪ EXISTING P.C.C. BASE COURSE, 8 3/4"
 - ⑫ EXISTING P.C.C. BASE COURSE, 8 1/4"
 - ⑬ EXISTING P.C.C. BASE COURSE, ±10"
 - ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 - ⑮ PROPOSED AGG SHOULDER, 8"
 - ⑯ PROPOSED HMA SHOULDER, 8"
 - ⑰ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2" (WIDENING ONLY)
 - ⑱ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 1" (WIDENING ONLY)
 - ⑲ PROPOSED AGGREGATE SUBGRADE, 12"
 - ⑳ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
 - ㉑ PROPOSED HMA BASE COURSE, 11"
 - ㉒ PROPOSED COMB. CONC. CURB AND GUTTER, TYPE B-6.12
 - ㉓ PROPOSED COVERED STORM SEWER
 - ㉔ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 2 1/2" (EXISTING SURFACE)
 - ㉕ PROPOSED HMA BASE COURSE, 10 1/4", N70
- ▨ ITEMS TO BE REMOVED



EXISTING TYPICAL SECTION
STA. 40+56 TO 46+91.5



EXISTING TYPICAL SECTION
STA. 46+91.5 TO 59+80

MIXTURE REQUIREMENTS

MIXTURE PURPOSE	MIXTURE USE	DESIGN AIR VOIDS	OMP
PATCHING	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19MM)	4% @ 70	QC/OA
PATCHING	CLASS "D" PATCHES, (HMA BINDER IL-19MM)	4% @ 70	QC/OA
RESURFACING/WIDENING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, IL-9.5MM	4% @ 70	OCP
RESURFACING/WIDENING	LEVELING BINDER (MACHINE METHOD), IL-4.75, N70	4% @ 70	QC/OA
WIDENING	HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM); 11"	4% @ 50	OCP
WIDENING	HOT-MIX ASPHALT BASE COURSE ; 10 1/4", N70	4% @ 50	QC/OA
DRIVEWAYS	HOT-MIX ASPHALT BASE COURSE, PE - 6" & CE - 8", (HMA BINDER IL-19MM)	4% @ 50	QC/OA

OMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (OCP); PAY FOR PERFORMANCE (PFP)

NOTE:

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

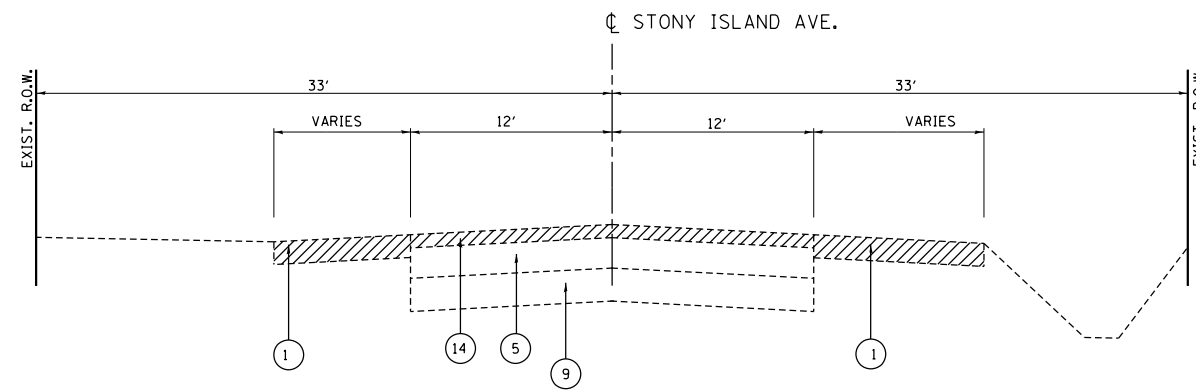
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS

FOR THE USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

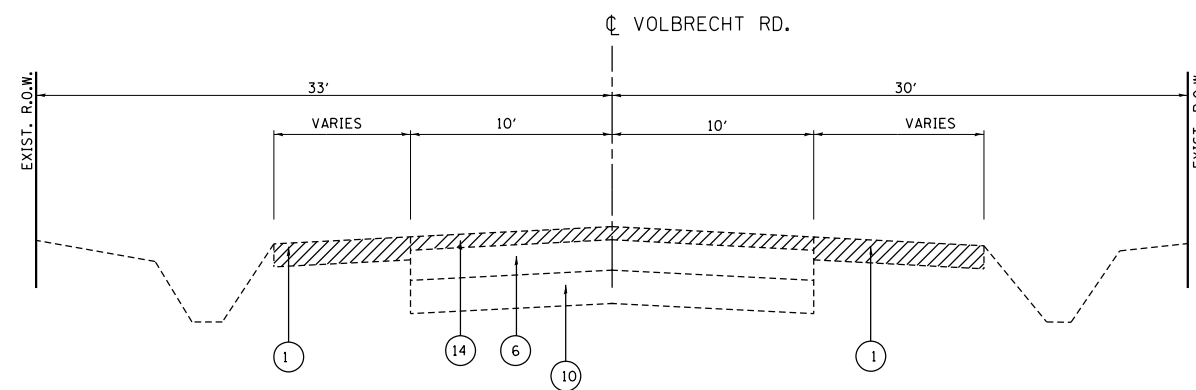
QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

PATCH FIRST BEFORE MILLING

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\qureshiya\d0293343\106297-sht-cover.dgn	DRAWN -	REVISED -	1620			43 N	COOK	82	8	
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 62721							
PLOT DATE = 12/28/2015	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



EXISTING TYPICAL SECTION
STA. 92+00 TO 100+00



EXISTING TYPICAL SECTION
STA. 100+00 TO 104+18

LEGEND:

- ① EXISTING AGG SHOULDERS
- ② EXISTING HMA SHOULDER
- ③ EXISTING HMA PAVEMENT, ±14 1/4"
- ④ EXISTING HMA PAVEMENT, ±6"
- ⑤ EXISTING HMA PAVEMENT, ±10"
- ⑥ EXISTING HMA PAVEMENT, ±11"
- ⑦ EXISTING HMA PAVEMENT, 1 1/2"
- ⑧ EXISTING HMA PAVEMENT, ±5"
- ⑨ EXISTING P.C.C. BASE COURSE, 9"
- ⑩ EXISTING P.C.C. BASE COURSE, ±7 3/4"
- ⑪ EXISTING P.C.C. BASE COURSE, 8 3/4"
- ⑫ EXISTING P.C.C. BASE COURSE, 8 1/4"
- ⑬ EXISTING P.C.C. BASE COURSE, ±10"
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED AGG SHOULDER, 8"
- ⑯ PROPOSED HMA SHOULDER, 5 1/2"
- ⑰ PROPOSED POLY. HMA SURFACE COURSE, MIX "E", N70, 1 3/4"
- ⑱ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑲ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑳ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ㉑ PROPOSED HMA BASE COURSE, 11"
- ㉒ PROPOSED COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ㉓ PROPOSED COVERED STORM SEWER
- ㉔ PROPOSED HMA BASE COURSE, 10 1/4"

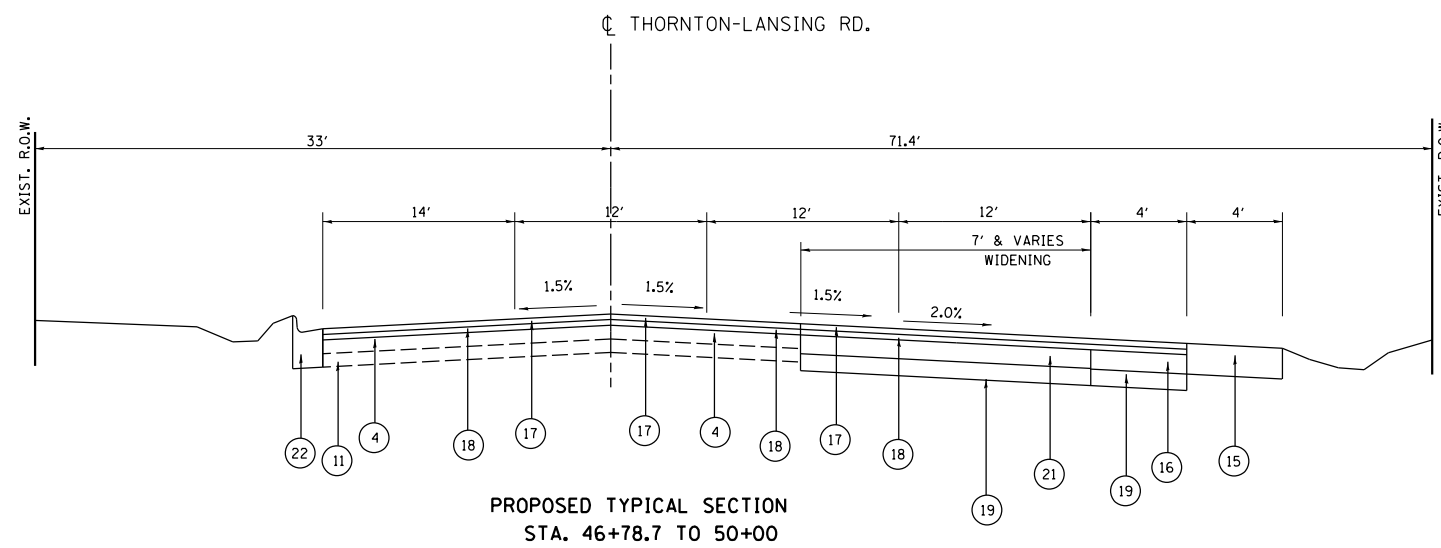
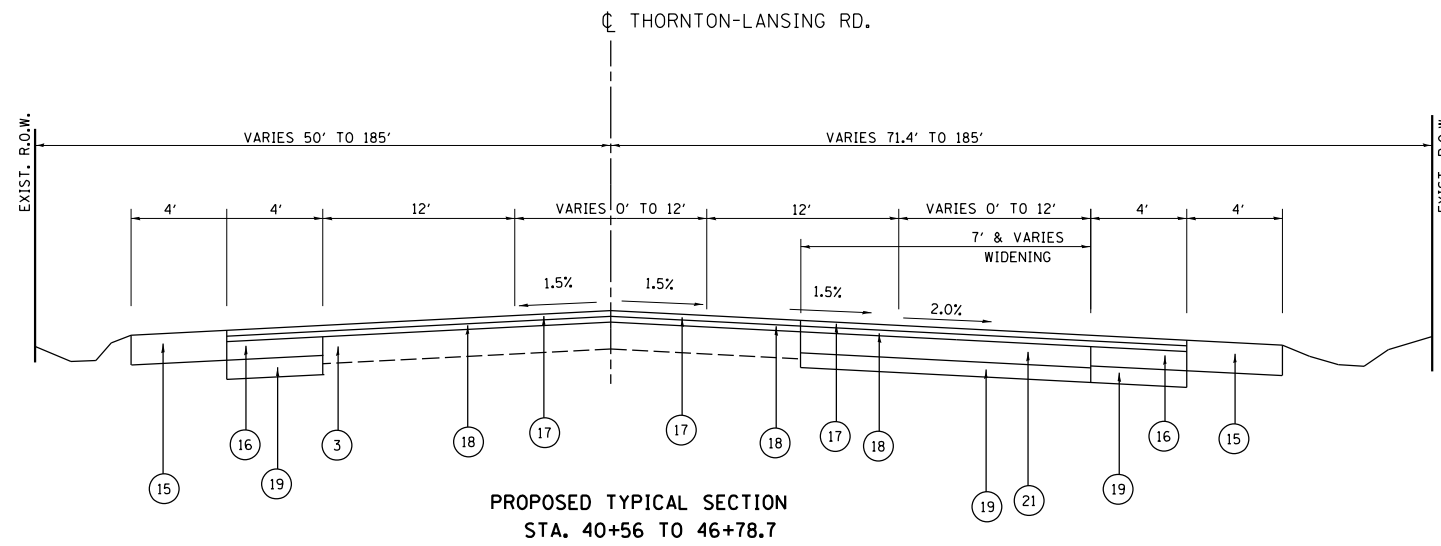
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PLOT SCALE = 100.0000' / 1in.		CHECKED -	REVISED -
PLOT DATE = 1/15/2016		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTIONS

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43 N	COOK	82	9
CONTRACT NO. 62721				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				



LEGEND:

- ① EXISTING AGG SHOULDERS
- ② EXISTING HMA SHOULDER
- ③ EXISTING HMA PAVEMENT, ±14 1/4"
- ④ EXISTING HMA PAVEMENT, ±6"
- ⑤ EXISTING HMA PAVEMENT, ±10"
- ⑥ EXISTING HMA PAVEMENT, ±11"
- ⑦ EXISTING HMA PAVEMENT, 1 1/2"
- ⑧ EXISTING HMA PAVEMENT, ±5"
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- ⑩ EXISTING P.C.C. BASE COURSE, ±7 3/4"
- ⑪ EXISTING P.C.C. BASE COURSE, 8 3/4"
- ⑫ EXISTING P.C.C. BASE COURSE, 8 1/4"
- ⑬ EXISTING P.C.C. BASE COURSE, ±10"
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED AGG SHOULDER, 8"
- ⑯ PROPOSED HMA SHOULDER, 5 1/2"
- ⑰ PROPOSED POLY. HMA SURFACE COURSE, MIX "E", N70, 1 3/4"
- ⑱ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑲ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑳ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ㉑ PROPOSED HMA BASE COURSE, 11"
- ㉒ PROPOSED COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ㉓ PROPOSED COVERED STORM SEWER
- ㉔ PROPOSED HMA BASE COURSE, 10 1/4"

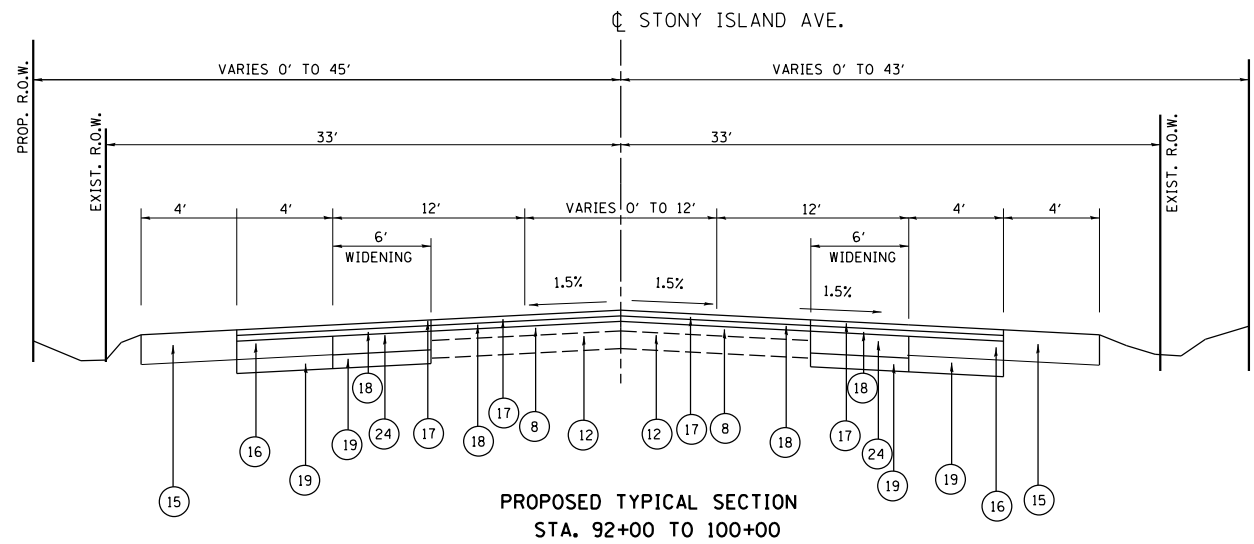
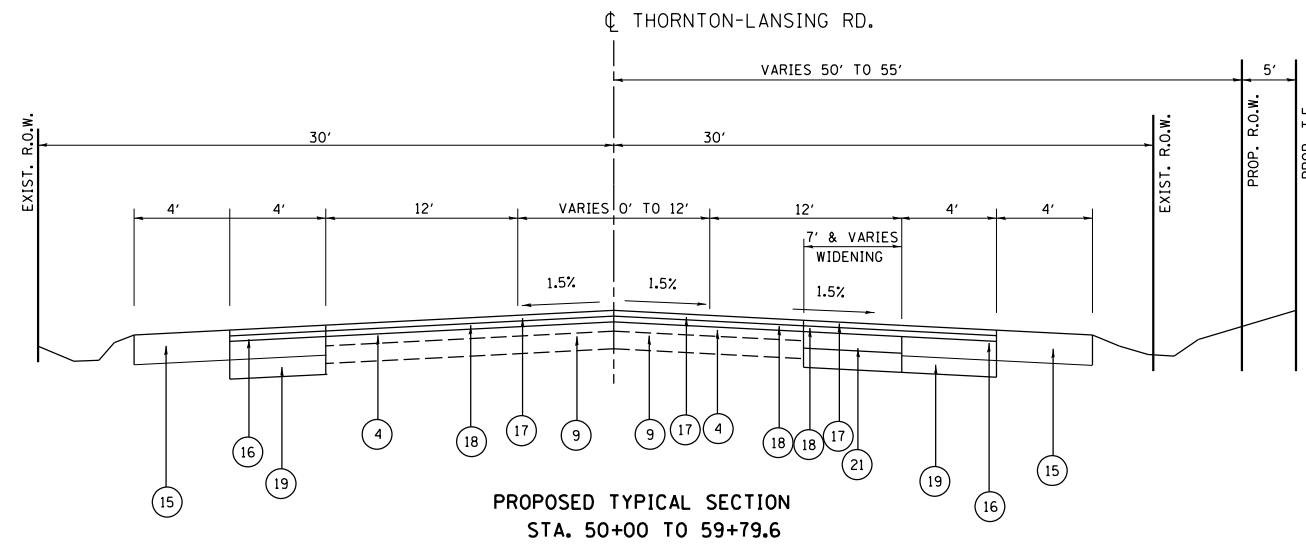
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PLOT DATE = 1/15/2016		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS

SCALE: _____ SHEET NO. ____ OF ____ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43 N	COOK	82	10
CONTRACT NO. 62721				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				



LEGEND:

- ① EXISTING AGG SHOULDERS
- ② EXISTING HMA SHOULDER
- ③ EXISTING HMA PAVEMENT, ±14 1/4"
- ④ EXISTING HMA PAVEMENT, ±6"
- ⑤ EXISTING HMA PAVEMENT, ±10"
- ⑥ EXISTING HMA PAVEMENT, ±11"
- ⑦ EXISTING HMA PAVEMENT, 1 1/2"
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- ⑨ EXISTING P.C.C. BASE COURSE, 9"
- ⑩ EXISTING P.C.C. BASE COURSE, ±7 3/4"
- ⑪ EXISTING P.C.C. BASE COURSE, 8 3/4"
- ⑫ EXISTING P.C.C. BASE COURSE, 8 1/4"
- ⑬ EXISTING P.C.C. BASE COURSE, ±10"
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED AGG SHOULDER, 8"
- ⑯ PROPOSED HMA SHOULDER, 5 1/2"
- ⑰ PROPOSED POLY. HMA SURFACE COURSE, MIX "E", N70, 1 3/4"
- ⑱ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑲ PROPOSED AGGREGATE SUBGRADE, 12"
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- ㉑ PROPOSED HMA BASE COURSE, 11"
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- ㉓ PROPOSED COVERED STORM SEWER
- ㉔ PROPOSED HMA BASE COURSE, 10 1/4"

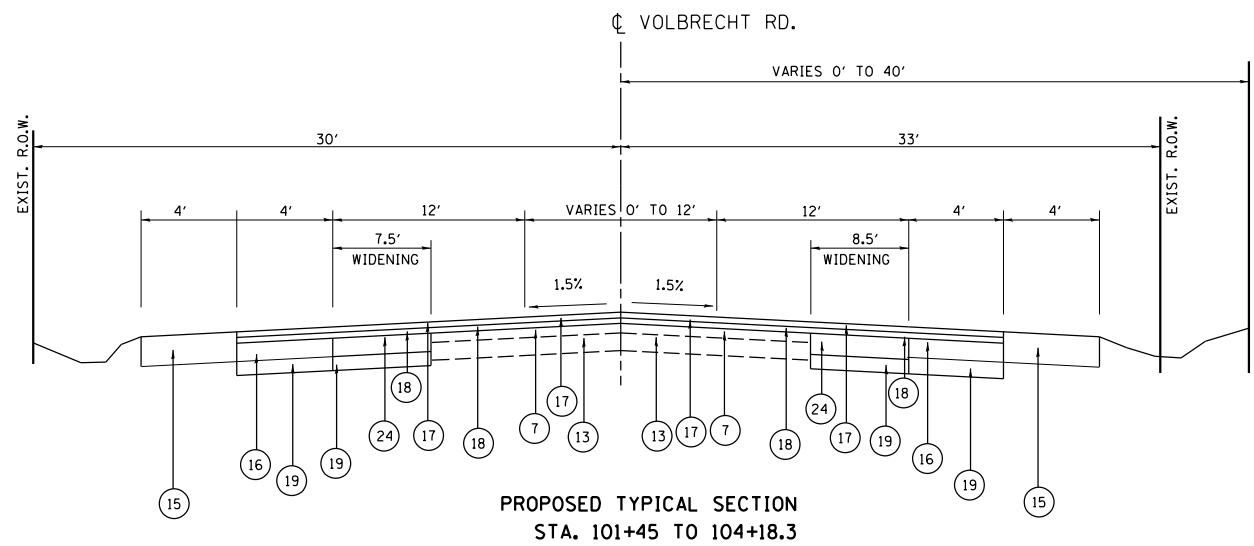
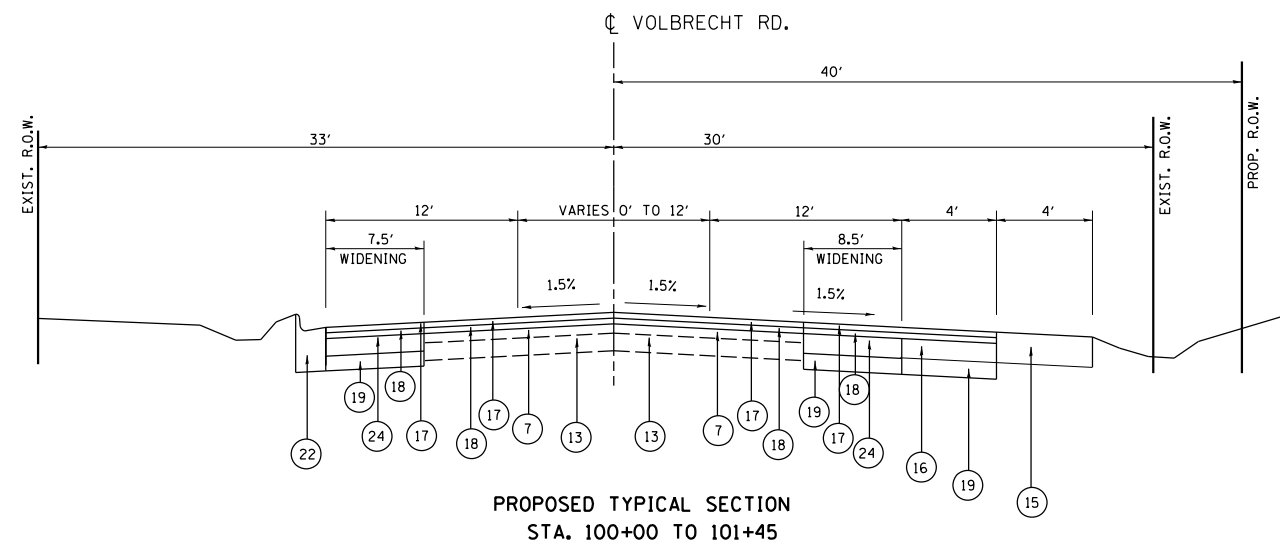
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PLOT DATE = 1/15/2016		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43 N	COOK	82	11
CONTRACT NO. 62721				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				



LEGEND:

- ① EXISTING AGG SHOULDERS
- ② EXISTING HMA SHOULDER
- ③ EXISTING HMA PAVEMENT, ±14 1/4"
- ④ EXISTING HMA PAVEMENT, ±6"
- ⑤ EXISTING HMA PAVEMENT, ±10"
- ⑥ EXISTING HMA PAVEMENT, ±11"
- ⑦ EXISTING HMA PAVEMENT, 1 1/2"
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- ⑩ EXISTING P.C.C. BASE COURSE, ±7 3/4"
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- ⑬ EXISTING P.C.C. BASE COURSE, ±10"
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑮ PROPOSED AGG SHOULDER, 8"
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- ⑱ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
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- ㉓ PROPOSED COVERED STORM SEWER
- ㉔ PROPOSED HMA BASE COURSE, 10 1/4"

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PLOT DATE = 1/15/2016		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTIONS

SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43 N	COOK	82	12
CONTRACT NO. 62721				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

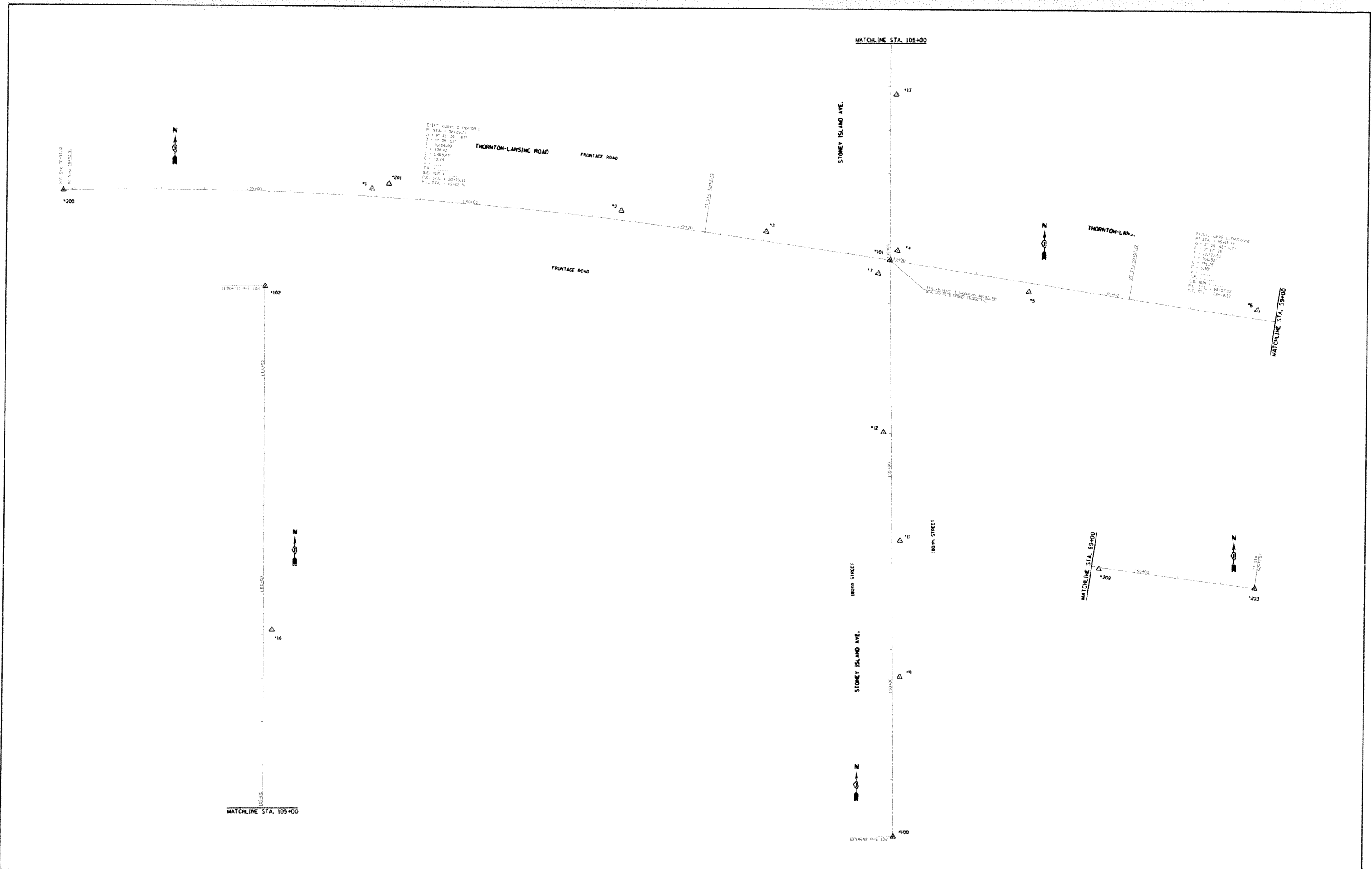
SCHEDULE OF QUANTITIES (EARTHWORK)						
1	2	3	4	5	6	7
THORNTON-LANSING RD. AT STONY ISLAND AVE.	EARTH EXCAVATION (CU YD)	UNSUITABLE MATERIAL (CU YD)	EMBANKMENT (CU YD)	ADJUSTMENT FOR SHRINKAGE (CU YD)	FURNISHED EXCAVATION (CU YD)	TOP SOIL FURNISH AND PLACE (SQ YD)
THORNTON-LANSING - STA. 40+56 TO 59+80	4,037	1,248	393	605	212	2,500
STONY ISLAND AVE. - STA. 92+00 TO 104+18	1,135	1,689	2,756	170	-2,586	1,990
TOTAL	5,172	2,937	3,149	775	-2,374	4,490
COLUMN 1: LOCATION FROM PLANS		COLUMN 5: EARTH EXCAVATION THAT IS TO BE USED AS FILL		MATERIAL IN THE EMBANKMENT, SHRINKAGE FACTOR		
COLUMN 2: CUT QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED		COLUMN 6: COLUMN 5 - COLUMN 4, POSITIVE QUANTITY=		FURNISHED EXCAVATION, NEGATIVE QUANTITY=		
COLUMN 3: MATERIAL THAT IS DETERMINED TO BE EITHER		COLUMN 7: TOPSOIL FURNISH AND PLACE= AREA OF SODDING				
UNSTABLE OR UNSUITABLE FOR USE IN EMBANKMENT						
(TOP SOIL EXCAVATED AT 6" (150 MM) AVERAGE DEPTH)						
COLUMN 4: FILL QUANTITIES AFTER UNSUITABLE MATERIAL IS REMOVED						

NOTE: THE TOP 6" OF TOPSOIL IS TO BE REMOVED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

TREES TO AVOID				
STATION	OFFSET/SIDE (FEET)	TYPE	6 TO 15 UNIT DIAMETER	OVER 15 UNIT DIAMETER
THORNTON-LANSING RD. LEFT SIDE				
43+45	74	OAK		20
43+52	65	OAK		20
43+75	80	OAK		20
STONY ISLAND AVE. LEFT SIDE				
97+50	40			42

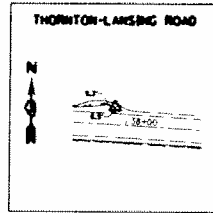
NOTE: STATION AND OFFSETS ARE BASED UPON EXISTING CENTERLINE

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	THORNTON-LANSING RD. AT STONY ISLAND AVE. SCHEDULE OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p106297\p106297-sht-cover.dgn	PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -			1620	43 N	COOK	82	13	
	PLOT DATE = 1/15/2016	CHECKED -	REVISED -			SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____		CONTRACT NO. 62721			
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



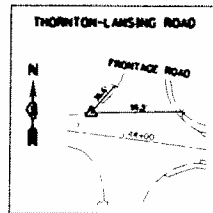
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Default		CHECKED -	REVISED -		SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 62721	
		DATE -	REVISED -								ILLINOIS FED. AID PROJECT	

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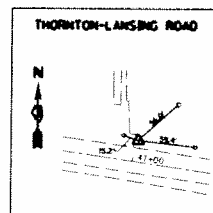
CONTROL POINT #1

SET MAG NAIL
 STA. 37+87.77
 N=1786986.6123
 E=1189677.2253



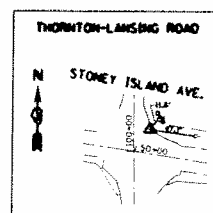
CONTROL POINT #2

SET MAG NAIL
 STA. 43+63.90
 N=1786939.2976
 E=1190252.6558



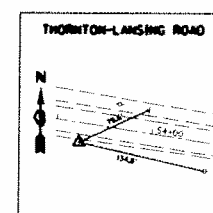
CONTROL POINT #3

SET MAG NAIL
 STA. 46+03.19
 N=1786893.1932
 E=1190589.2820



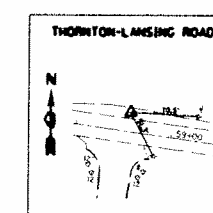
CONTROL POINT #4

SET MAG NAIL
 STA. 50+11.25
 N=1786851.4042
 E=1190894.7962



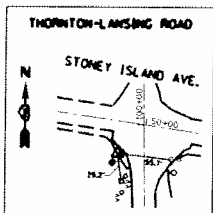
CONTROL POINT #5

SET IRON ROD W/CAP
 STA. 53+26.50
 N=1786757.4507
 E=1191199.1561



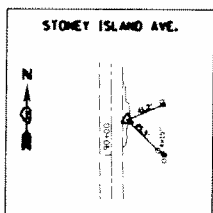
CONTROL POINT #6

SET IRON ROD W/CAP
 STA. 58+54.89
 N=1786718.1573
 E=1191727.5297



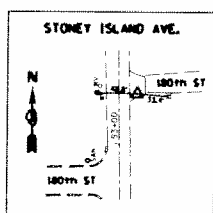
CONTROL POINT #7

SET MAG NAIL
 STA. 49+75.58
 N=1786798.6245
 E=1190850.8059



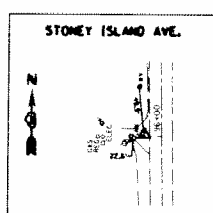
CONTROL POINT #9

SET MAG NAIL
 STA. 90+36.33
 N=1785865.5822
 E=1190909.5682



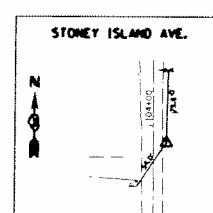
CONTROL POINT #11

SET MAG NAIL
 STA. 93+51.53
 N=1786180.7898
 E=1190907.3048



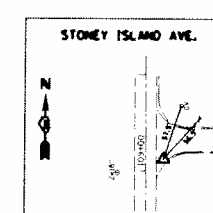
CONTROL POINT #12

SET MAG NAIL
 STA. 96+02.46
 N=1786431.0968
 E=1190866.0139



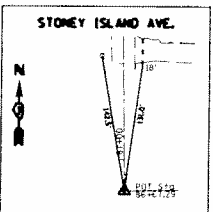
CONTROL POINT #13

SET IRON ROD W/CAP
 STA. 103+81.86
 N=1787210.7963
 E=1190889.0186



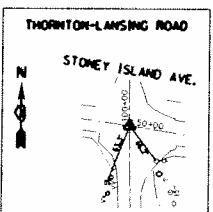
CONTROL POINT #16

SET MAG NAIL
 STA. 109+12.10
 N=1787741.0730
 E=1190891.0254



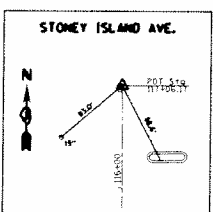
CONTROL POINT #100

SET MAG NAIL
 STA. 86+67.29
 N=1785496.3300
 E=1190898.8500



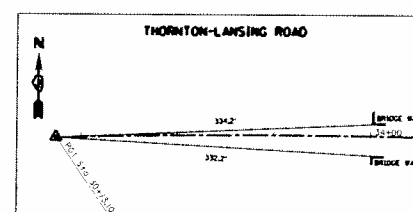
CONTROL POINT #101

SET MAG NAIL
 STA. 49+98.03
 N=1786828.8800
 E=1190877.8800



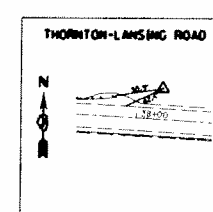
CONTROL POINT #102

SET MAG NAIL
 STA. 117+06.17
 N=1788535.0100
 E=1190867.3800



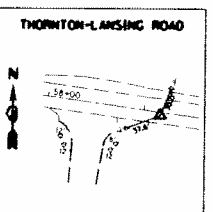
CONTROL POINT #200

SET MAG NAIL
 STA. 30+73.10
 N=1786979.6500
 E=1188961.8500



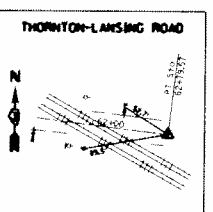
CONTROL POINT #201

SET IRON ROD W/CAP
 STA. 38+25.88
 N=1786996.9800
 E=1189718.2900



CONTROL POINT #202

SET MAG NAIL
 STA. 59+17.49
 N=1786686.2500
 E=1191786.2500



CONTROL POINT #203

SET MAG NAIL
 STA. 62+79.57
 N=1786643.1600
 E=1192145.8000

BENCHMARK #1

ELEV. = 626.56

"X"-CUT IN S.E. BOLT OF FIRE HYDRANT IN THE S.E. CORNER OF THORNTON-LANSING RD. & FRONTAGE RD. ±550' W. OF STONEY ISLAND AVE.

BENCHMARK #2

ELEV. = 627.04

"X"-CUT IN WEST BOLT OF FIRE HYDRANT IN S.W. CORNER OF THORNTON-LANSING RD. & STONEY ISLAND AVE.

BENCHMARK #3

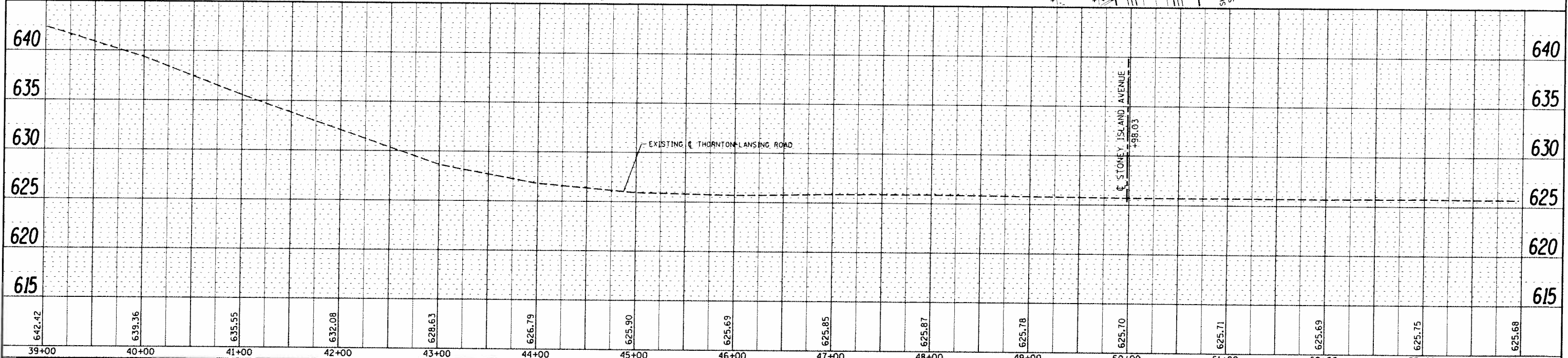
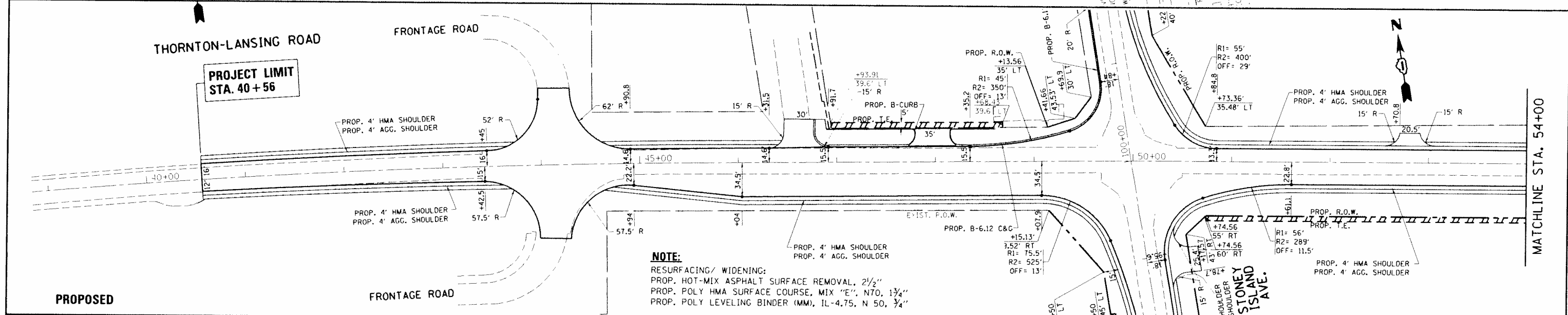
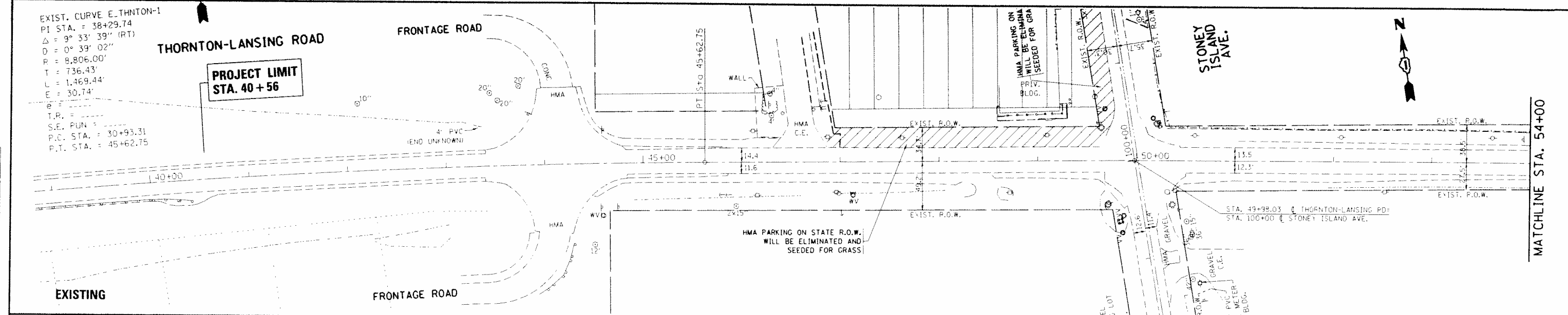
ELEV. = 625.885

"X"-CUT IN WEST BOLT OF FIRE HYDRANT ON THE WEST SIDE OF STONEY ISLAND AVE. ±1200' SOUTH OF THORNTON-LANSING RD.

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALIGNMENTS, TIES AND BENCHMARKS THORNTON-LANSING ROAD AT STONEY ISLAND AVENUE			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
ct:\pw\work\p\do\qureshiya\d0293342\1\17-shit-ATB.dgn	17-shit-ATB.dgn	DRAWN -	REVISED -		SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.	1620	43N	COOK	92	16
Default	PLT SCALE = 208.0000' / in.	CHECKED -	REVISED -												
	PLT DATE = 3/15/2016	DATE -	REVISED -												
											ILLINOIS FED. AID PROJECT			CONTRACT NO. 62721	

PLAN	FORWARDED	DATE
	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO.	

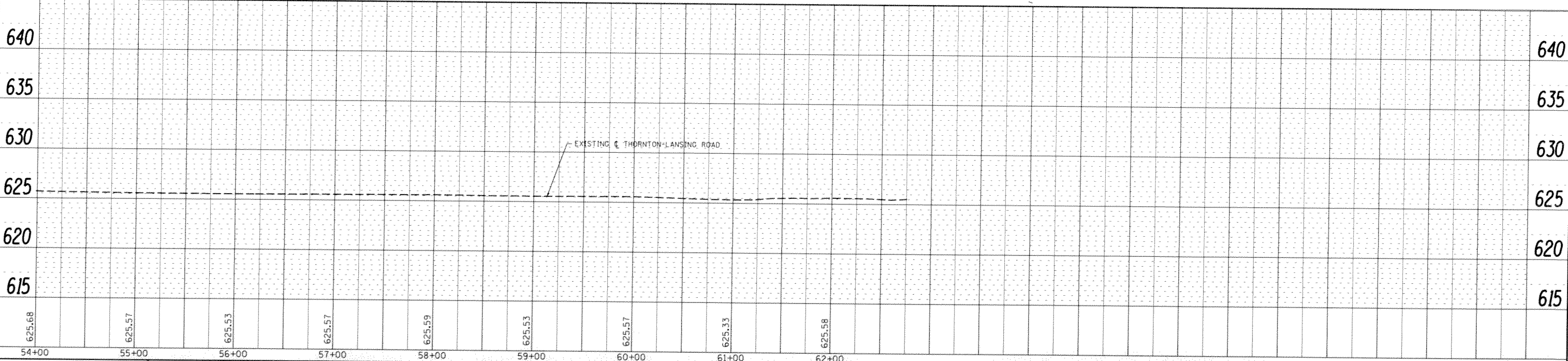
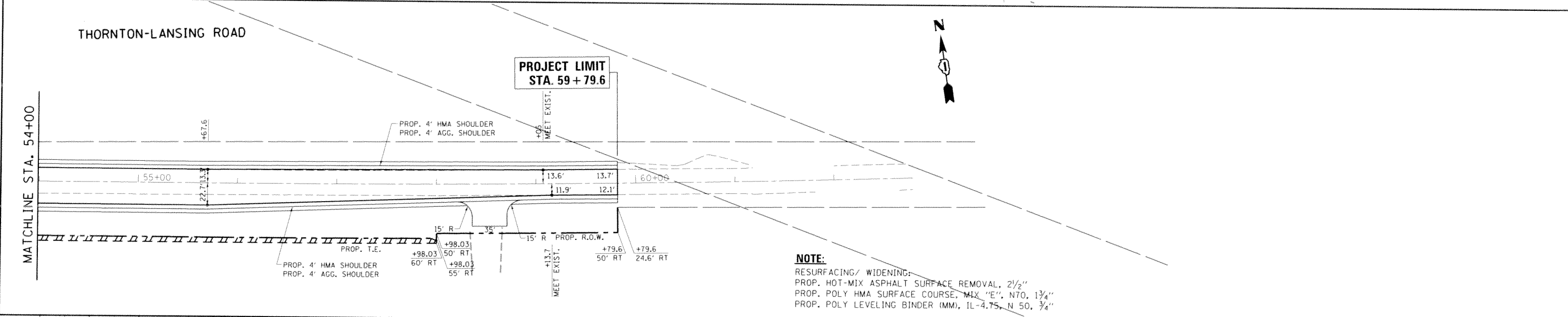
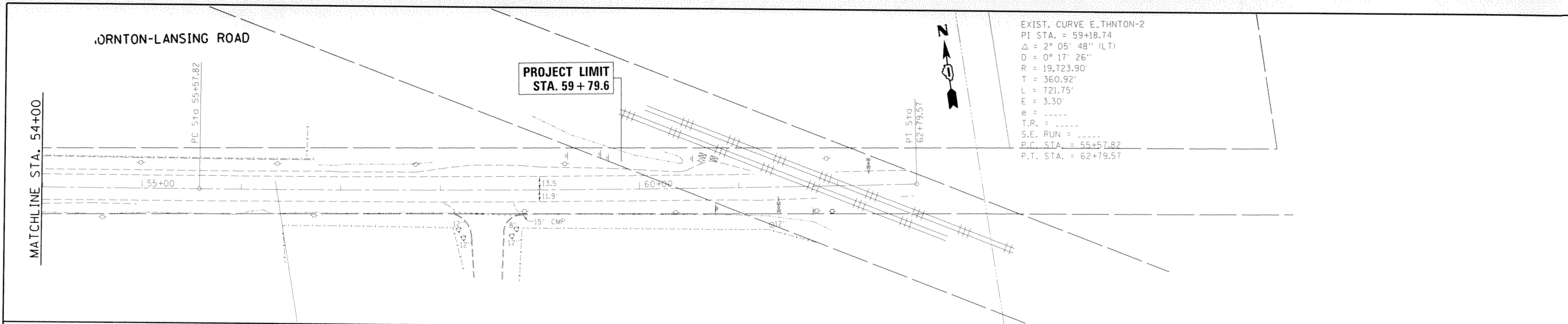
PROFILE	SURVEYED	DATE
	DETAILS CHECKED	
	NO. NOTED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



FILE NAME =	USER NAME = gureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN AND PROFILE THORNTON-LANSING ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
as:\pwork\pindot\gureshiya\08293342\1\	17-sh1-p1npr.f.dgn	DRAWN -	REVISED -			1620	43N	COOK	17		
Default	PLOT SCALE = 100.0000 // in.	CHECKED -	REVISED -			SCALE: 1"=50'		SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 62721	
	PLOT DATE = 1/15/2016	DATE -	REVISED -							ILLINOIS FED. AID PROJECT	

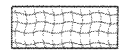



PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	BY
	RT. OF WAY CHECKED	
	UTILITY CHECKED	
	FIELD FILE NAME	

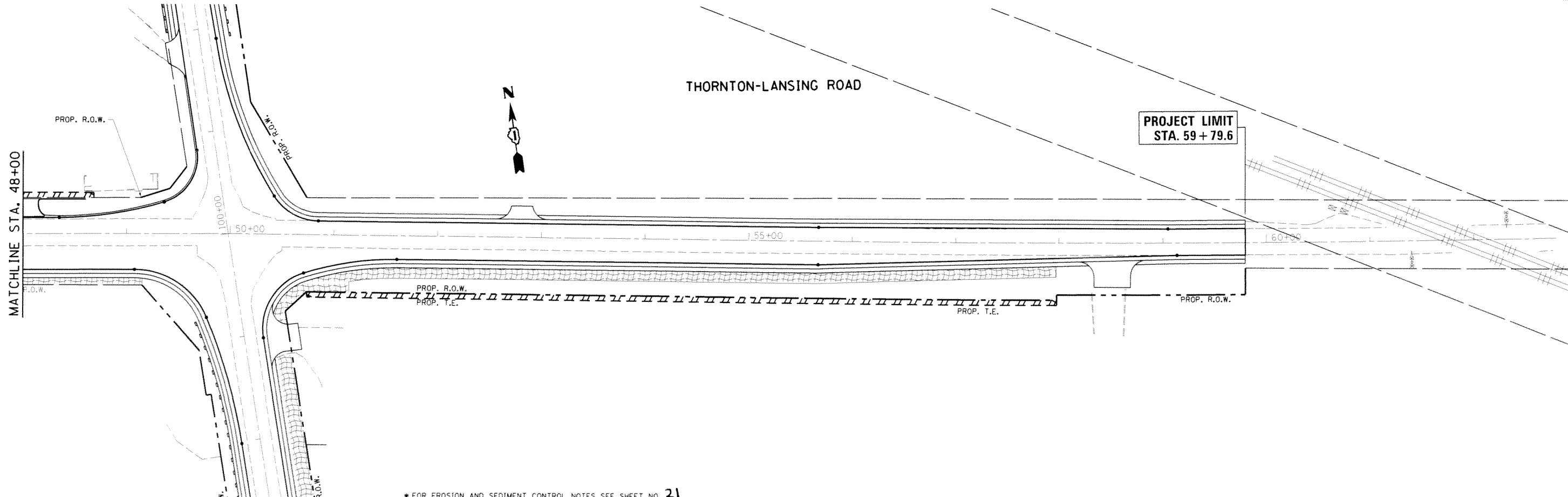
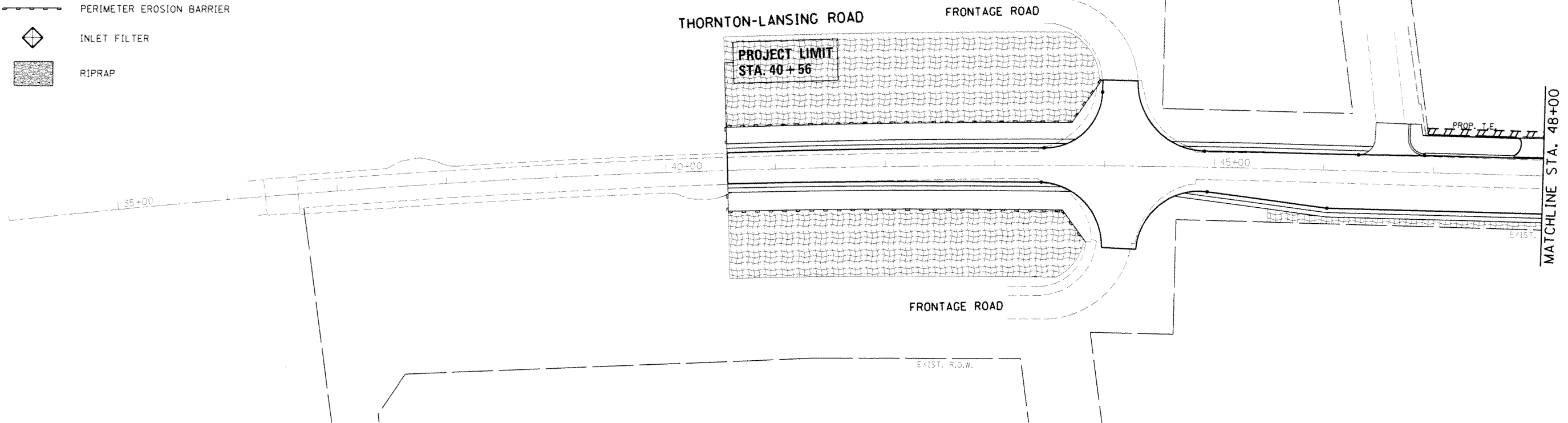
PROFILE	GRADES CHECKED	DATE
NOTE BOOK NO.	STRUCTURE NOTATIONS	BY
	VERTICAL	



FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN AND PROFILE THORNTON-LANSING ROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ci:\pw_work\p10dot\qureshiya\20293342\PI06577-sh1-plnprf.dgn	PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED -				1620	43N	COOK	52	18		
Default	PLOT DATE = 1/15/2016	DATE -	REVISED -				SCALE: 1"=50'		SHEET OF SHEETS		STA. TO STA.	CONTRACT NO. 62721	
							ILLINOIS FED. AID PROJECT						

LEGEND

-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER
-  INLET FILTER
-  RIPRAP



* FOR EROSION AND SEDIMENT CONTROL NOTES SEE SHEET NO. 21

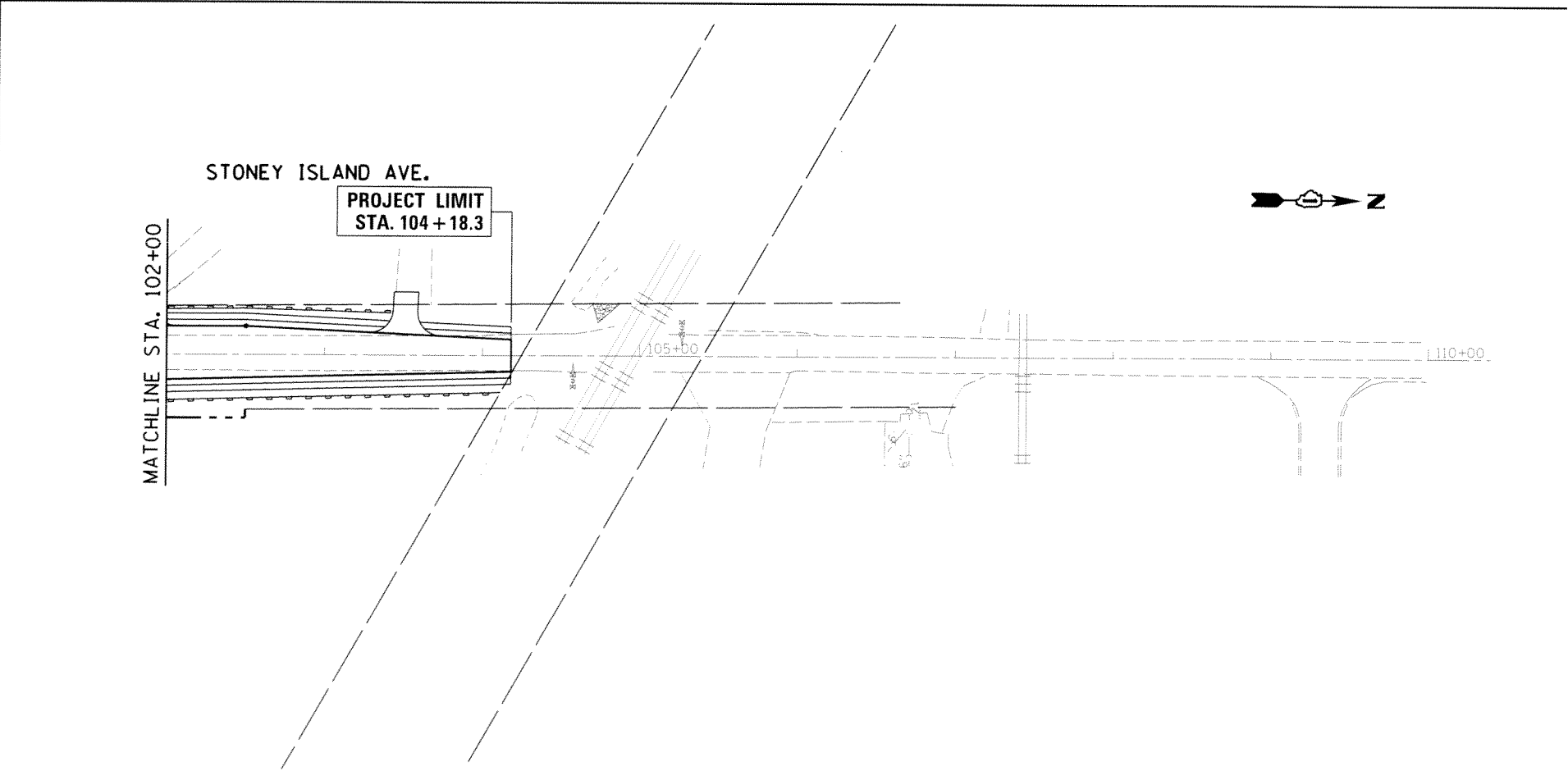
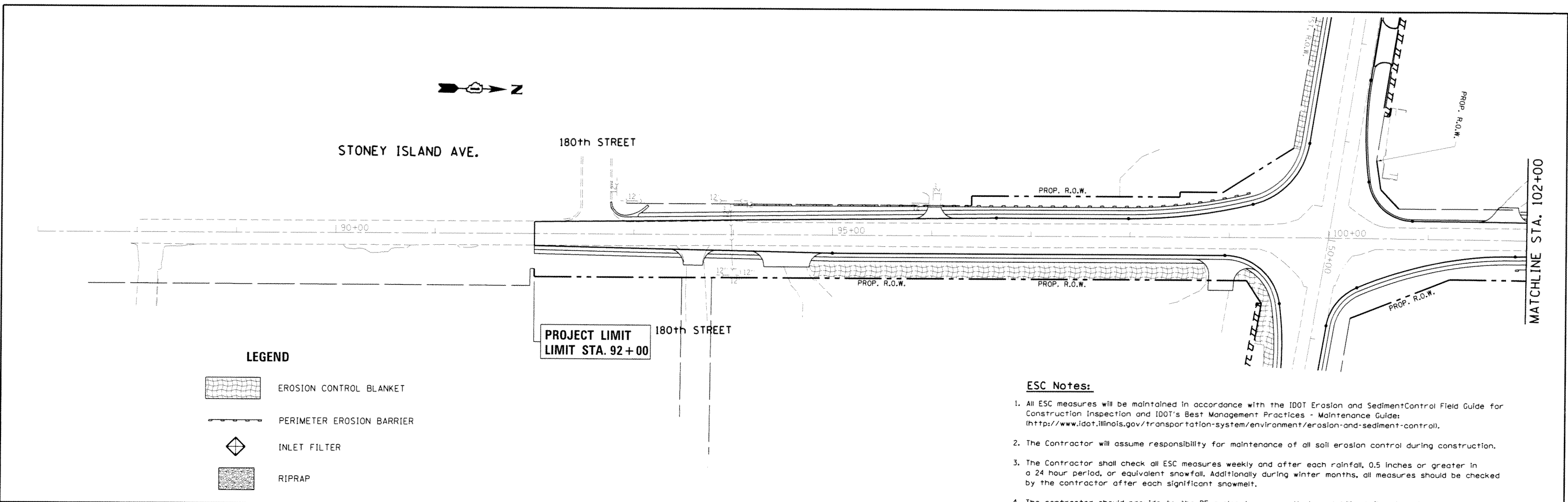
FILE NAME =	USER NAME = bauerj	DESIGNED -	REVISED -
\\l084EB10\INTEG\Illinois.gov\PK1001\Documents\DOT Ofices\District 1\Projects\P10622\Drawings\CD\Sheets\P10622\sh1-eros.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.0000' = 1" = 100'		CHECKED -	REVISED -
PLOT DATE = 1/19/2016		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL PLAN
THORNTON-LANSING ROAD AND STONEY ISLAND AVENUE**

SCALE: 1" = 50' SHEET OF SHEETS STA. 40+56 TO STA. 48+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43N	COOK	82	20
CONTRACT NO. 62721				
ILLINOIS FED. AID PROJECT				



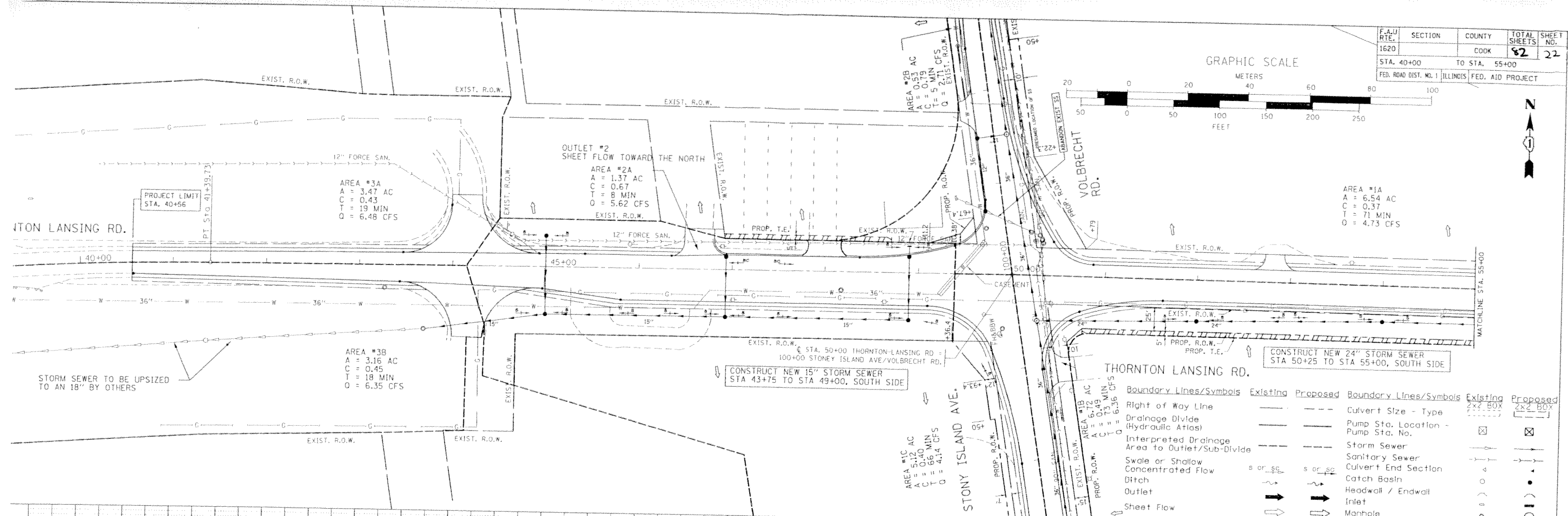
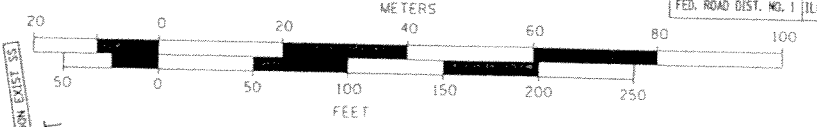
ESC Notes:

1. All ESC measures will be maintained in accordance with the IDOT Erosion and Sediment Control Field Guide for Construction Inspection and IDOT's Best Management Practices - Maintenance Guide: (<http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control>).
2. The Contractor will assume responsibility for maintenance of all soil erosion control during construction.
3. The Contractor shall check all ESC measures weekly and after each rainfall, 0.5 inches or greater in a 24 hour period, or equivalent snowfall. Additionally during winter months, all measures should be checked by the contractor after each significant snowmelt.
4. The contractor should provide to the RE a plan to ensure that a stabilized flow line will be provided during storm sewer construction. The use of a stabilized flow line between installed storm sewer and open disturbance will reduce the potential for the offsite discharge of sediment-bearing waters, especially when rain is forecasted, so that flow will not erode. Lack of approved plan or failure to comply will result in an ESC Deficiency deduction.
5. Any loose material deposited in the flow line of drainage structures, which obstructs the natural flow of water, shall be removed at the close of each working day. Prior to acceptance of the improvement, all drainage structures shall be free of dirt and debris. This work will not be paid for separately but shall be considered as incidental.
6. Temporary or permanent stabilization shall be initiated immediately upon completion of disturbance or if the work area is to be left undisturbed for 14 days or more.
7. Under no circumstances shall the contractor prolong final grading and shaping so that the entire project can be permanently seeded at one time.
8. Erosion control items are considered to be a high priority on this contract. The Contractor is responsible for installation of any additional erosion control measures necessary to prevent erosion and sedimentation as determined by the RE.
9. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS.
10. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET AND OR PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.
11. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARD FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
12. PERIMETER EROSION BARRIER SHALL BE PLACED 12 INCHES FROM THE R.O.W. OR EASEMENT LINE AS DIRECTED BY THE ENGINEER.
13. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
14. DURING CONSTRUCTION AND WHEN ERODIBLE SOILS ARE EXPOSED, ALL DRAINAGE STRUCTURES NOT PROTECTED WITH INLET OR PIPE PROTECTION SHALL BE KEPT SEALED TO PREVENT ACCESS FROM EROSION. THIS WORK SHALL BE CONSIDERED AS PART OF THE COST OF THE VARIOUS DRAINAGE STRUCTURES.
15. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
16. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
17. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
18. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

FILE NAME =	USER NAME = bauerd1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
\\bl084EBID\INTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\FID02		DRAWN	REVISED		THORNTON-LANSING ROAD AND STONEY ISLAND AVENUE		1620	43N	COOK	82	21	
		CHECKED	REVISED		SCALE: 1" = 50'		SHEET OF SHEETS		STA. 92+00 TO STA. 102+00		CONTRACT NO. 62721	
		DATE	REVISED		ILLINOIS FED. AID PROJECT							

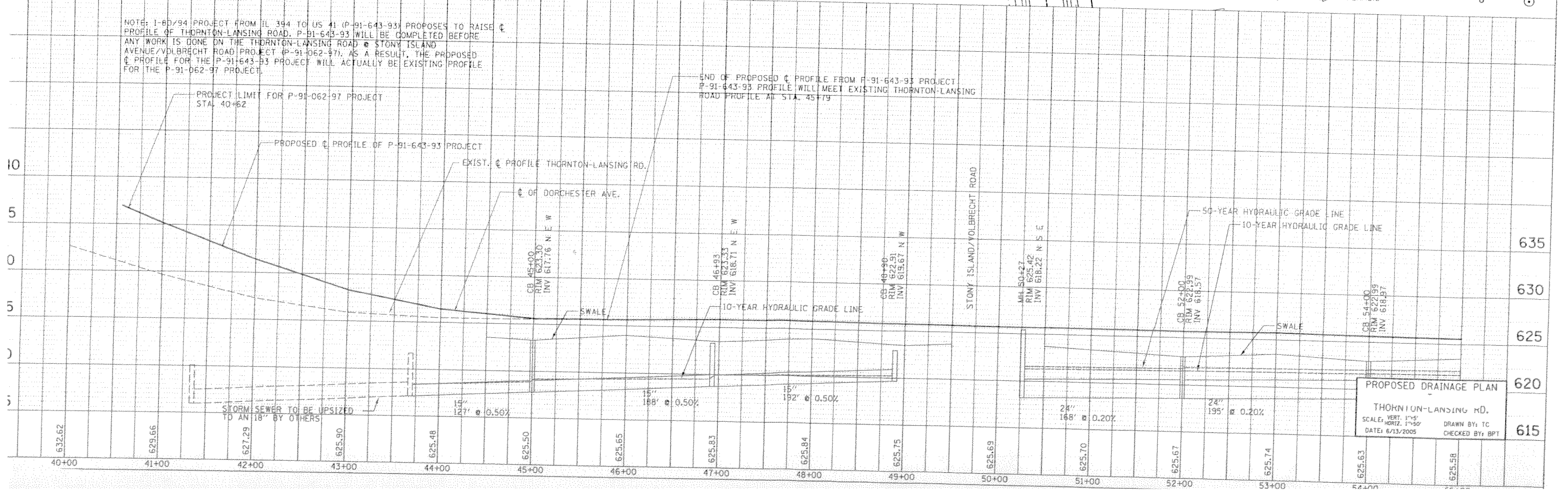
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620		COOK	82	22
STA. 40+00		TO STA. 55+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

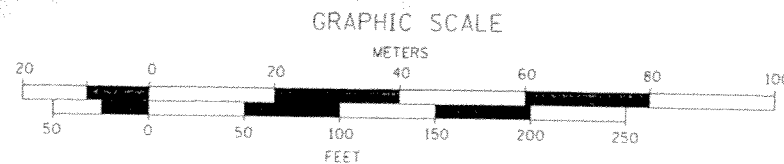
GRAPHIC SCALE



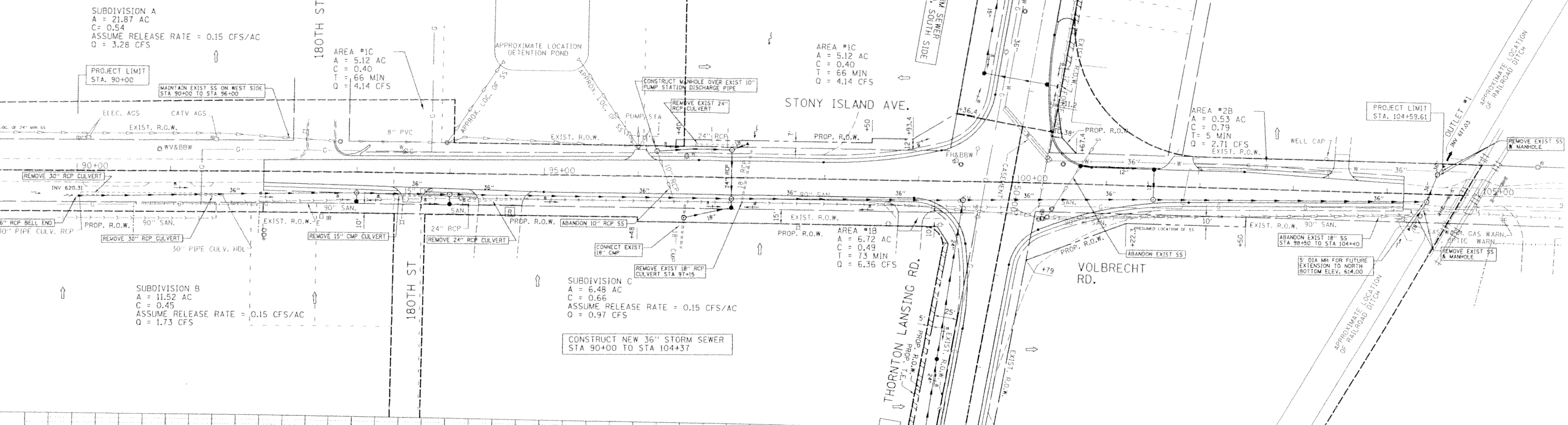
NOTE: 1-60/94 PROJECT FROM IL 394 TO US 41 (P-91-643-93) PROPOSES TO RAISE PROFILE OF THORNTON-LANSING ROAD. P-91-643-93 WILL BE COMPLETED BEFORE ANY WORK IS DONE ON THE THORNTON-LANSING ROAD @ STONEY ISLAND AVENUE/VOLBRECHT ROAD PROJECT (P-91-062-97). AS A RESULT, THE PROPOSED PROFILE FOR THE P-91-643-93 PROJECT WILL ACTUALLY BE EXISTING PROFILE FOR THE P-91-062-97 PROJECT.

END OF PROPOSED PROFILE FROM P-91-643-93 PROJECT P-91-643-93 PROFILE WILL MEET EXISTING THORNTON-LANSING ROAD PROFILE AT STA. 45+79



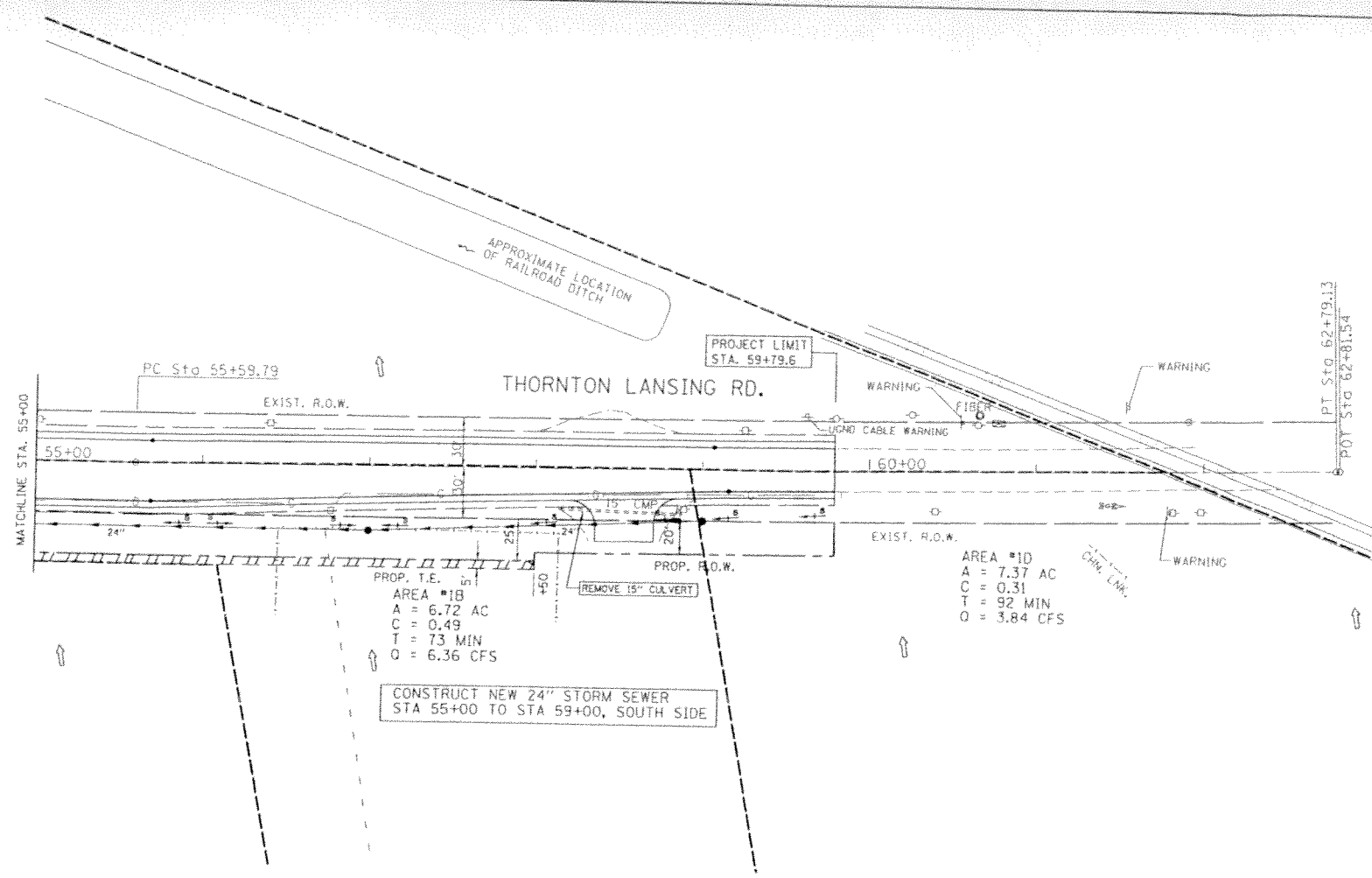
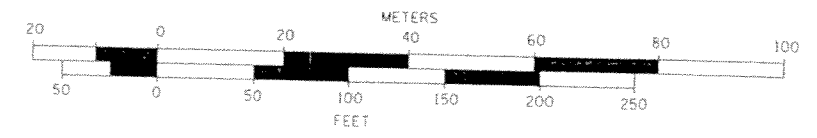


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620		COOK	82	23
STA. 90+00		TO STA. 105+50		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620		COOK	82	24
STA. 55+00		TO STA. 59+79.6		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

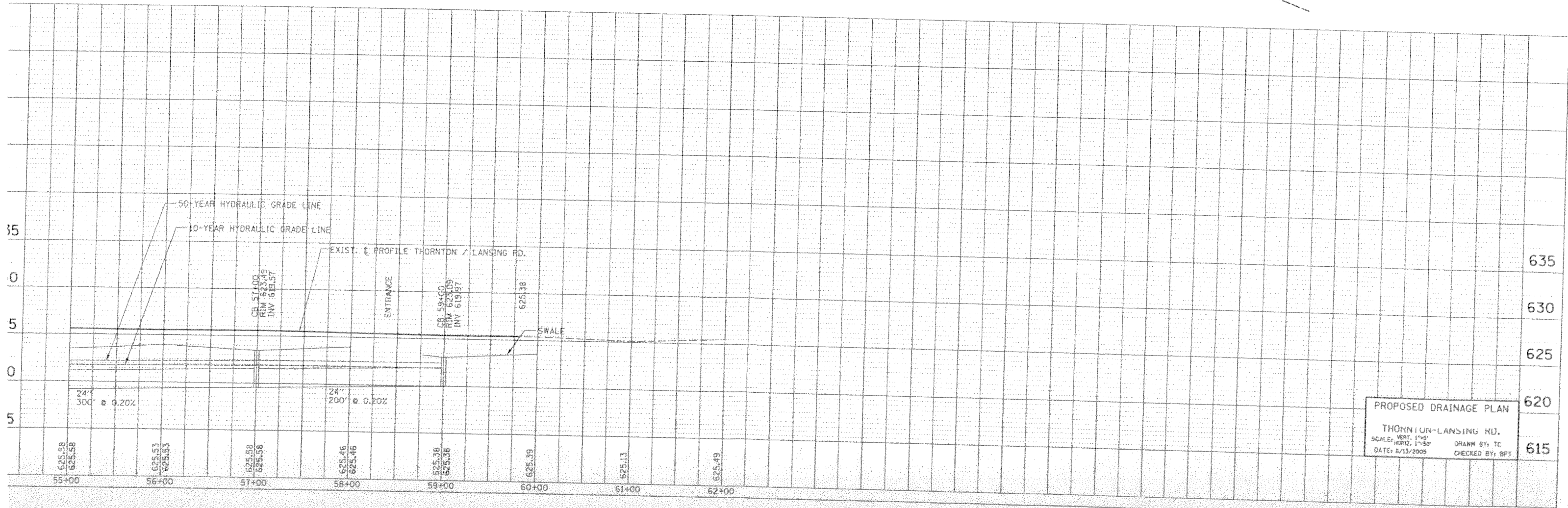
GRAPHIC SCALE



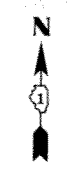
PROP. T.E. 5'
 AREA #1B
 A = 6.72 AC
 C = 0.49
 T = 73 MIN
 Q = 6.36 CFS

AREA #1D
 A = 7.37 AC
 C = 0.31
 T = 92 MIN
 Q = 3.84 CFS

CONSTRUCT NEW 24" STORM SEWER
 STA 55+00 TO STA 59+00, SOUTH SIDE



PROPOSED DRAINAGE PLAN
 THORNTON-LANSING RD.
 SCALE: VERT. 1"=5'
 HORIZ. 1"=50'
 DATE: 6/13/2005
 DRAWN BY: TC
 CHECKED BY: BPT



----- A ----- A -----	AERIAL
----- O -----	UNKNOWN
----- O -----	OIL
----- CTV ----- CTV ----- CTV	CABLE TV
----- T ----- T -----	TELEPHONE
----- G -----	GAS
----- E ----- E -----	ELECTRIC
----- W ----- W -----	WATER
----- FO ----- FO ----- FO	FIBER OPTIC
⊙	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
CITY OF CHICAGO HEIGHTS -	WATER
CENTURY LINK -	FIBER OPTIC
COMCAST -	FIBER OPTIC
MCI -	FIBER OPTIC
NICOR -	GAS
ROGERS TELECOM -	FIBER OPTIC
UNKNOWN -	FIBER OPTIC
UNKNOWN -	UNKNOWN
US SIGNAL -	FIBER OPTIC
VILLAGE OF LANSING -	WATER

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 9/22/14 through 10/10/14. Changes to utilities after 10/10/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B"
UNLESS NOTED OTHERWISE.



TBE Job No. IL09510625
SUE Plan Page: Cover

Utility Quality Level "A" : Visually Verified Test Hole	DESIGNED JP	REVISED
Utility Quality Level "B" : Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C" : Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D" : Records Research	DATE 10/13/14	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

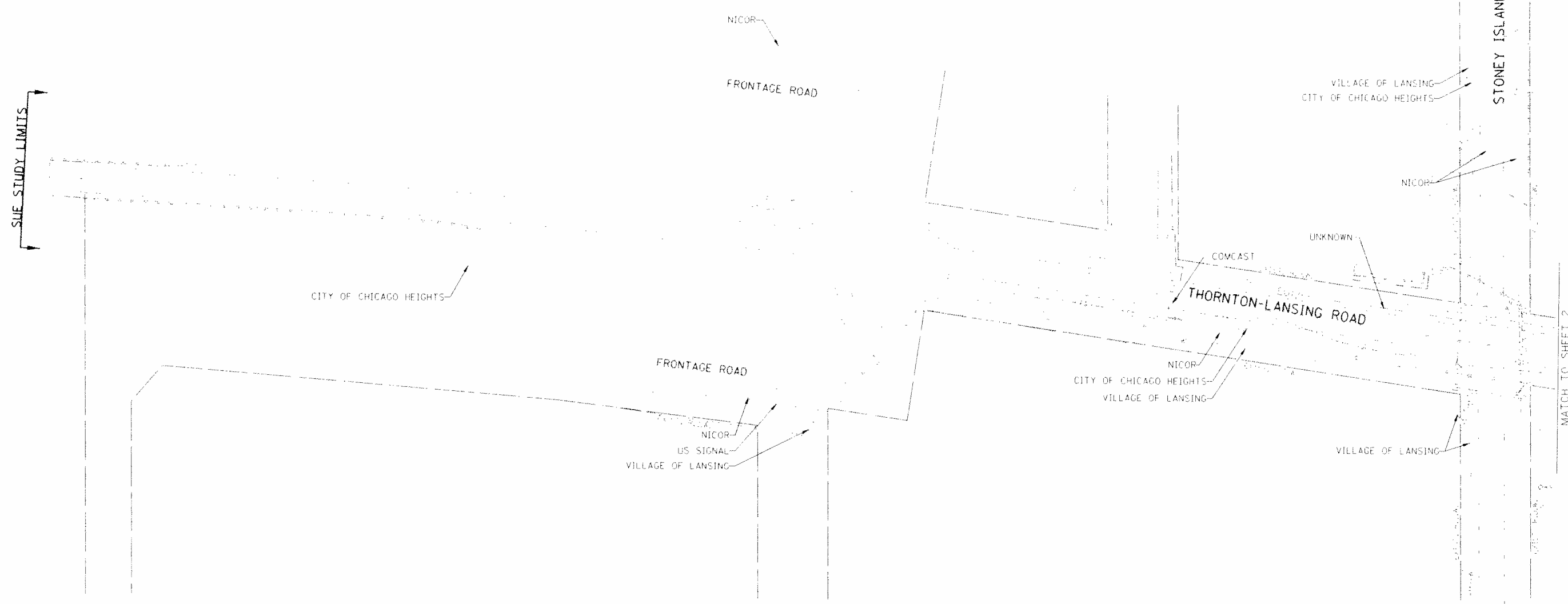
Thornton Lansing Rd. and Stony Island
Lansing, Illinois

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	62	27
FED. ROAD DIST. NO. ILLINOIS IDOT Project No.			Contract No. 62721	

- NOTES:
- 1.) THE ROGERS TELECOM LINE IS 10' TO 12' FROM THE SOUTHEASTERN RAIL OF THE SOUTHEASTERN RAILROAD TRACK PER ROGERS TELECOM LOCATOR MARCIANO CHAVEZ.
 - 2.) THE CENTURY LINK LINE EXISTS SOMEWHERE WITHIN THE RR ROW. THE CENTURY LINK STAFF MEMBER, GEORGE McELVAIN WE INTERACTED WITH REFUSED TO GIVE ANY DETAILS OR PROVIDE RECORD DRAWINGS.
 - 3.) ZAYD MAY EXIST SOMEWHERE IN THE PROJECT AREA PER DESIGN TICKET. RECORDS WERE NOT PROVIDED DESPITE REPEATED REQUESTS TO HENRY KLOBUCHAR WITH ZAYD / PNA 560.
 - 4.) PVP FIBER / US XCHANGE MARKER POST FOUND WITHIN RR ROW. LEFT MULTIPLE MESSAGES WITH REPRESENTATIVE CHRIS LENTINE AT NUMBER LISTED ON DESIGN TICKET WITH NO RESPONSE.
 - 5.) SPRINT FIBER IS 3' TO 5' NORTH OF MCI LINE WITHIN THE SAME TRENCH PER JAMES BURTON OF SPRINT.

SUE STUDY LIMITS

SUE STUDY LIMITS



---	AERIAL
---	UNKNOWN
---	OIL
---	CABLE TV
---	TELEPHONE
---	GAS
---	ELECTRIC
---	WATER
---	FIBER OPTIC
+	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
CITY OF CHICAGO HEIGHTS - WATER	
CENTURY LINK - FIBER OPTIC	
COMCAST - FIBER OPTIC	
MCI - FIBER OPTIC	
NICOR - GAS	
ROGERS TELECOM - FIBER OPTIC	
UNKNOWN - FIBER OPTIC	
UNKNOWN - UNKNOWN	
US SIGNAL - FIBER OPTIC	
VILLAGE OF LANSING - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 9/22/14 through 10/10/14. Changes to utilities after 10/10/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



Utility Quality Level "A": Visually Verified Test Hole	DESIGNED JP	REVISED
Utility Quality Level "B": Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C": Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D": Records Research	DATE 10/13/14	REVISED

DESIGNED JP	REVISED
DRAWN SRK	REVISED
CHECKED MGR	REVISED
DATE 10/13/14	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Thornton Lansing Rd. and Stony Island
Lansing, Illinois

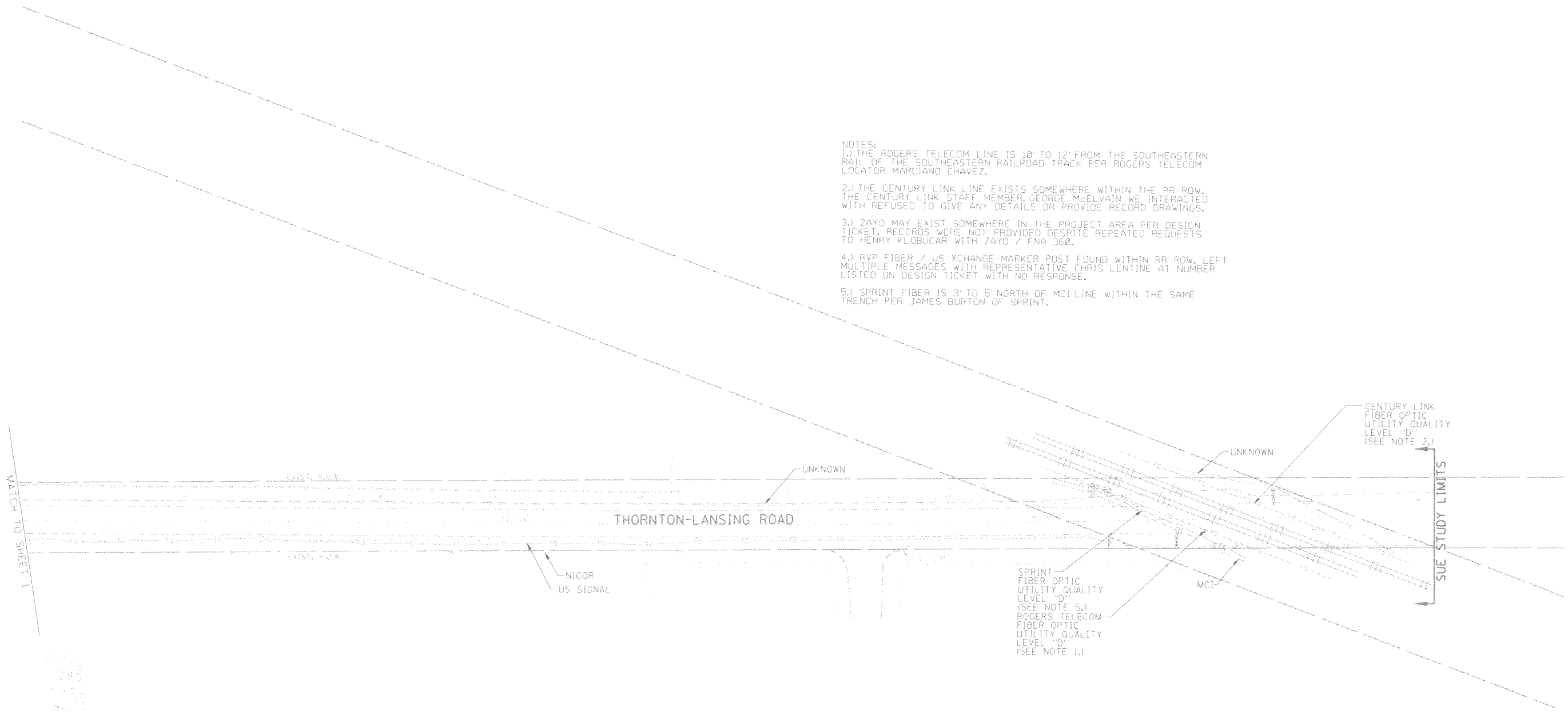
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	82	20
FED. ROAD DIST. NO.			Contract No. 62721	

MATCH TO SHEET 2

MATCH TO SHEET 3



- NOTES:
- 1.) THE ROGERS TELECOM LINE IS 10' TO 12' FROM THE SOUTHEASTERN RAIL OF THE SOUTHEASTERN RAILROAD TRACK PER ROGERS TELECOM LOCATOR MARCIANO EHAVEZ.
 - 2.) THE CENTURY LINK LINE EXISTS SOMEWHERE WITHIN THE RR ROW. THE CENTURY LINK STAFF MEMBER, GEORGE McELVAIN WE INTERACTED WITH REFUSED TO GIVE ANY DETAILS OR PROVIDE RECORD DRAWINGS.
 - 3.) ZAYO MAY EXIST SOMEWHERE IN THE PROJECT AREA PER DESIGN TICKET. RECORDS WERE NOT PROVIDED DESPITE REPEATED REQUESTS TO HENRY KLOBUCAR WITH ZAYO / FNA 360.
 - 4.) RVP FIBER / US XCHANGE MARKER POST FOUND WITHIN RR ROW. LEFT MULTIPLE MESSAGES WITH REPRESENTATIVE CHRIS LENTINE AT NUMBER LISTED ON DESIGN TICKET WITH NO RESPONSE.
 - 5.) SPRINT FIBER IS 3' TO 5' NORTH OF MCI LINE WITHIN THE SAME TRENCH PER JAMES BURTON OF SPRINT.



-----A-----A-----	AERIAL
-----B-----B-----	UNKNOWN
-----C-----C-----	OIL
-----D-----D-----	CABLE TV
-----E-----E-----	TELEPHONE
-----F-----F-----	GAS
-----G-----G-----	ELECTRIC
-----H-----H-----	WATER
-----I-----I-----	FIBER OPTIC
-----J-----J-----	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
CITY OF CHICAGO HEIGHTS - WATER	
CENTURY LINK - FIBER OPTIC	
COMCAST - FIBER OPTIC	
MCI - FIBER OPTIC	
NICOR - GAS	
ROGERS TELECOM - FIBER OPTIC	
UNKNOWN - FIBER OPTIC	
UNKNOWN - UNKNOWN	
US SIGNAL - FIBER OPTIC	
VILLAGE OF LANSING - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 9/22/14 through 10/10/14. Changes to utilities after 10/10/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



Utility Quality Level "A" : Visually Verified Test Hole	DESIGNED JP	REVISED
Utility Quality Level "B" : Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C" : Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D" : Records Research	DATE 10/13/14	REVISED

DESIGNED JP	REVISED
DRAWN SRK	REVISED
CHECKED MGR	REVISED
DATE 10/13/14	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**Thornton Lansing Rd. and Stony Island
Lansing, Illinois**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	82	29
Contract No. 62721				
FED. ROAD DIST. NO. ILLINOIS IDOT Project No.				

TBE Job No. 1109510625
SUE Plan Page: 2 of 3

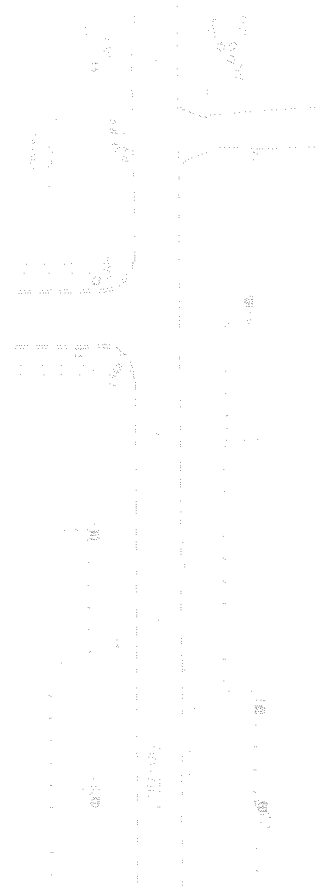


MATCH TO SHEET 1

VILLAGE OF LANSING

STONEY ISLAND AVE.

SUE STUDY LIMITS



----- & ----- & -----	AERIAL
----- 0 ----- 0 -----	UNKNOWN
----- 0 ----- 0 -----	OIL
----- 0 ----- 0 -----	CABLE TV
----- ----- -----	TELEPHONE
----- E ----- E -----	GAS
----- E ----- E -----	ELECTRIC
----- W ----- W -----	WATER
----- FG ----- FG -----	FIBER OPTIC
◆	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
CITY OF CHICAGO HEIGHTS - WATER	
CENTURY LINK - FIBER OPTIC	
COMCAST - FIBER OPTIC	
MCI - FIBER OPTIC	
NICOR - GAS	
ROGERS TELECOM - FIBER OPTIC	
UNKNOWN - FIBER OPTIC	
UNKNOWN - UNKNOWN	
US SIGNAL - FIBER OPTIC	
VILLAGE OF LANSING - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 9/22/14 through 10/10/14. Changes to utilities after 10/10/14 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



TBE Job No. IL09510625
SUE Plan Page: 3 of 3

Utility Quality Level "A" : Visually Verified Test Hole	DESIGNED JP	REVISED
Utility Quality Level "B" : Designating/non Visually Verified Test Hole	DRAWN SRK	REVISED
Utility Quality Level "C" : Research with Survey	CHECKED MGR	REVISED
Utility Quality Level "D" : Records Research	DATE 10/13/14	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Thornton Lansing Rd. and Stony Island
Lansing, Illinois

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	N/A	Cook	82	30
Contract No. 62721				
FED. ROAD DIST. NO.		ILLINOIS IDOT Project No.		

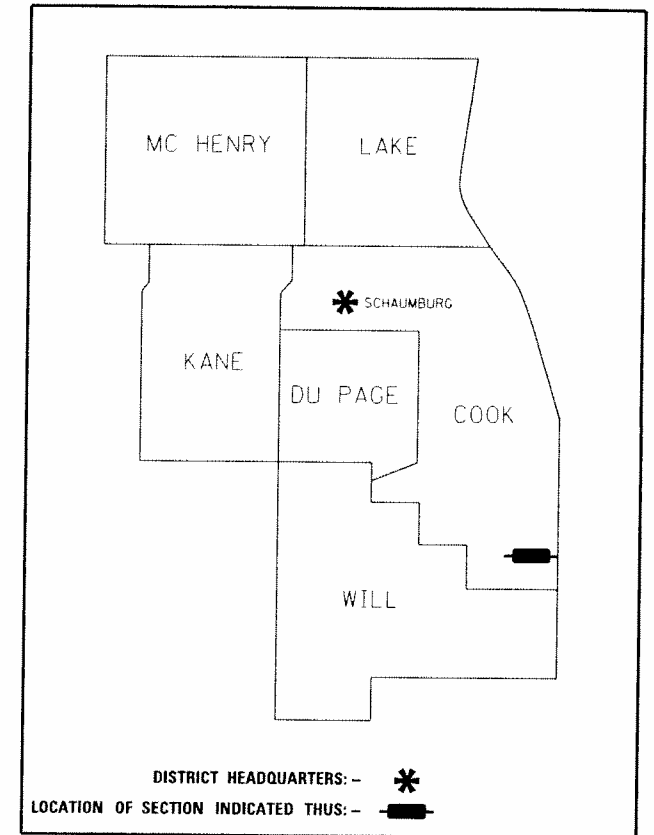
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

ROUTE THORNTON LANSING ROAD SECTION AT STONY ISLAND AVE. COOK COUNTY LIMITS

R-90-005-04

PARCEL NUMBER	OWNER	SHEET NUMBER	PROPERTY ACQUIRED BY
QJX0001	THORNTON HOLDINGS, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	2	
QJX0002	WILD SKYY, L.L.C., AN INDIANA LIMITED LIABILITY COMPANY	3	
QJX0003	ROBERT E. PIEKARSKI AND KIMBERLY L. PIEKARSKI, HUSBAND AND WIFE, AS JOINT TENANTS	2	
QJX0004	VILLAGE OF LANSING, AN ILLINOIS MUNICIPAL CORPORATION	3, 4 AND 5	
QJX0005	CHICAGO TITLE LAND TRUST COMPANY AS SUCCESSOR TO SOUTH HOLLAND TRUST & SAVINGS BANK AS TRUSTEE UNDER TRUST AGREEMENT DATED NOVEMBER 7, 1995 KNOWN AS TRUST NO. 11237	4	



**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**



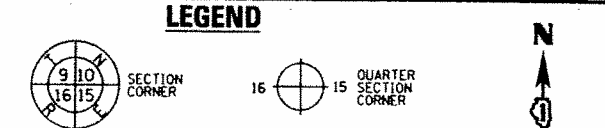
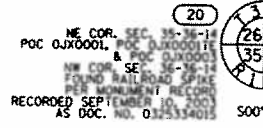
LOCATION MAP

GROSS LENGTH = 3145.88 FT. = 0.596 MILE
THORNTON LANSING ROAD NET LENGTH = 1923.60 FT. = 0.364 MILE
STONY ISLAND AVENUE NET LENGTH = 1222.28 FT. = 0.232 MILE

IDOT USE ONLY

PART OF THE NE 1/4 OF SECTION 35 AND PART OF THE NW 1/4 OF SECTION 36, IN TWP. 36 N., R. 14 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES		EASEMENT AREA		PARCEL INDEX NUMBER
				ACRES	SQUARE FEET	ACRES	SQUARE FEET	
0JX0001	0.885	0.012	N/A	0.873			0.021	29-35-202-015
29-35-202-016								
29-35-202-017								
29-35-202-018								
29-35-202-019								
0JX0003	4.888	0.288	0.222	4.600				29-36-100-002

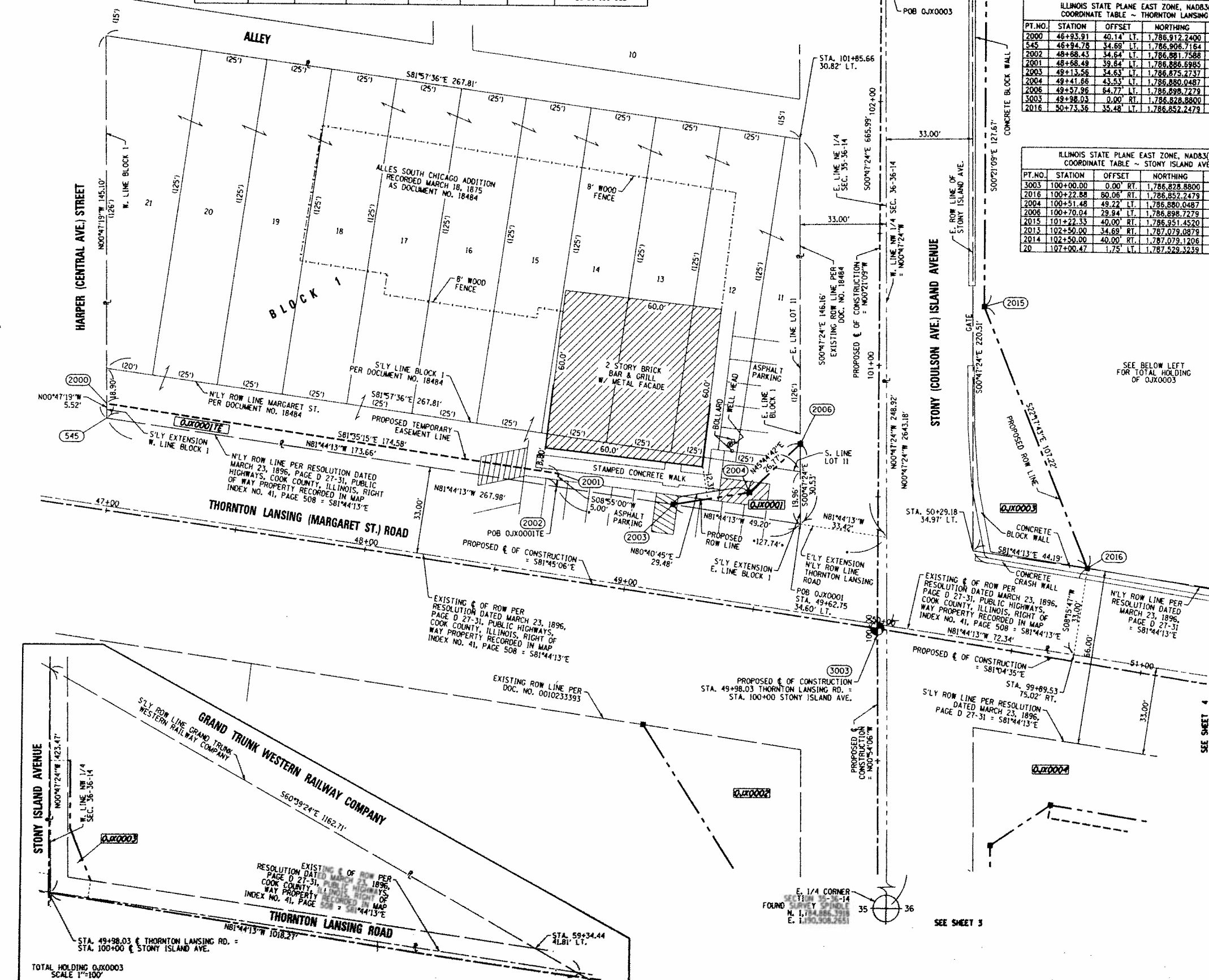


ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
COORDINATE TABLE - THORNTON LANSING ROAD

PT. NO.	STATION	OFFSET	NORTHING	EASTING
2000	46+93.91	40.14' LT.	1,786,912.2400	1,190,917.7995
545	46+94.78	34.69' LT.	1,786,906.7164	1,190,917.7995
2002	48+66.43	34.64' LT.	1,786,881.7588	1,190,917.7995
2003	48+66.48	39.84' LT.	1,786,886.6985	1,190,917.7995
2004	49+13.56	34.63' LT.	1,786,875.2737	1,190,917.7995
2006	49+41.66	43.53' LT.	1,786,888.9487	1,190,917.7995
2008	49+57.96	54.77' LT.	1,786,898.7279	1,190,847.5131
3003	49+98.03	0.00' RT.	1,786,828.8800	1,190,877.8800
2016	50+73.36	35.48' LT.	1,786,852.2479	1,190,957.7999

ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
COORDINATE TABLE - STONY ISLAND AVENUE

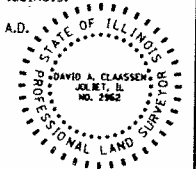
PT. NO.	STATION	OFFSET	NORTHING	EASTING
3003	100+00.00	0.00' RT.	1,786,828.8800	1,190,777.8800
2016	100+22.88	80.06' RT.	1,786,852.2479	1,190,917.7995
2004	100+51.48	49.22' LT.	1,786,880.0487	1,190,828.3411
2006	100+70.04	29.94' LT.	1,786,898.7279	1,190,847.5131
2015	101+22.33	40.00' RT.	1,786,951.4520	1,190,917.1228
2013	102+50.00	34.69' RT.	1,787,079.0879	1,190,911.0323
2014	102+50.00	40.00' RT.	1,787,079.1206	1,190,916.3373
20	107+00.47	1.75' LT.	1,787,529.3239	1,190,871.8207



NOTES:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
COORDINATES, BEARINGS & DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID" BASED ON PUBLISHED NOS VALUES FOR CORN STATION CCMK (PID DNT484) AND NOS MONUMENTS CO06 38 (PID AJ2770) AND LANSPORT (PID ME3311).
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 1.000004.
AREA SHOWN ON THIS PLAT ARE GROUND.

STATE OF ILLINOIS)
COUNTY OF WILL)
THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 36 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2014 A.D.
PRELIMINARY _____ VICE PRESIDENT
DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



CWA SURVEY
CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431
(815) 744-3720 claassenwhite@cwasurevey.com
CWA JOB #5976

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
THORNTON LANSING ROAD

LIMITS: AT STONY ISLAND AVENUE COUNTY: COOK
SECTION: _____ JOB NO.: R-90-005-04
STA. _____ TO STA. _____
SCALE: 1" = 20' SHEET 2 OF 5 SHEETS
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

RECEIVED
NOV 19 2014
PLATS & LEGALS

PRINTING DATE: NOVEMBER 20, 2014 AM /MicroStation/5916 SMTZ.dgn

REVISION DATE: / / REVISION MADE BY:

PART OF THE E. HALF OF SECTION 35 AND PART OF THE W. HALF OF SECTION 36, IN TWP. 36 N., R. 14 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

LEGEND

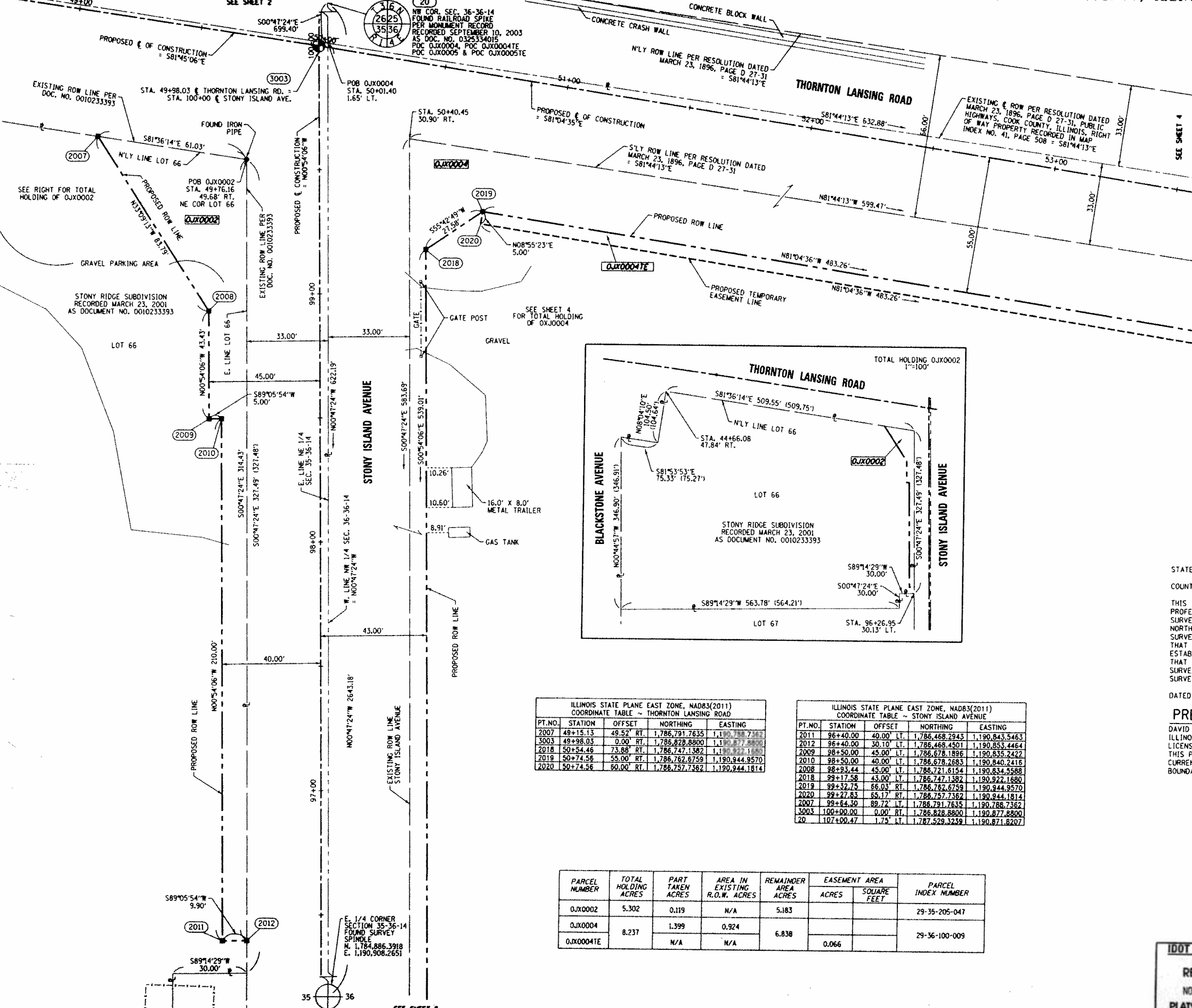
SECTION / QUARTER SECTION LINE
 PLATTED LOT LINES
 PROPERTY (DEED) LINE
 APPARENT PROPERTY LINE
 EXISTING CENTERLINE
 PROPOSED CENTERLINE
 EXISTING RIGHT OF WAY LINE
 PROPOSED RIGHT OF WAY LINE
 EXISTING EASEMENT
 PROPOSED EASEMENT
 EXISTING ACCESS CONTROL LINE
 PROPOSED ACCESS CONTROL LINE
 MEASURED DIMENSION
 COMPUTED DIMENSION
 RECORDED DIMENSION
 EXISTING BUILDING

129.32'
 129.32' (COMP)
 129.32'

○ IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
 + CUT CROSS FOUND OR SET ● 5/8" REBAR SET

■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
 ■ STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
 ⊙ PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:
 ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
 COORDINATES, BEARINGS & DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID" BASED ON PUBLISHED NGS VALUES FOR CORS STATION CCMK (PID DNT484) AND NGS MONUMENTS C006 38 (PID AJ2770) AND LANSPORT (PID M3311).
 ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 1.000004.
 AREA SHOWN ON THIS PLAT ARE GROUND.



ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
 COORDINATE TABLE - THORNTON LANSING ROAD

PT. NO.	STATION	OFFSET	NORTHING	EASTING
2007	49+15.13	49.52' RT.	1,786,791.7635	1,190,789.7393
3003	49+98.03	0.00' RT.	1,786,828.8800	1,190,811.8800
2018	50+54.46	73.88' RT.	1,786,747.1382	1,190,927.1382
2019	50+74.56	55.00' RT.	1,786,762.6759	1,190,944.9570
2020	50+74.56	60.00' RT.	1,786,757.7362	1,190,944.1814

ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
 COORDINATE TABLE - STONY ISLAND AVENUE

PT. NO.	STATION	OFFSET	NORTHING	EASTING
2011	86+40.00	40.00' LT.	1,786,468.2943	1,190,843.5463
2012	86+40.00	30.10' LT.	1,786,468.4501	1,190,853.4464
2009	88+50.00	45.60' LT.	1,786,678.1896	1,190,835.2422
2010	88+50.00	40.00' LT.	1,786,678.2883	1,190,840.2416
2008	88+93.44	45.00' LT.	1,786,721.8154	1,190,834.3588
2018	89+17.58	43.00' LT.	1,786,747.1382	1,190,927.1680
2019	89+32.75	66.03' RT.	1,786,762.6759	1,190,944.9570
2020	89+27.83	65.17' RT.	1,786,757.7362	1,190,944.1814
2007	89+64.30	89.72' LT.	1,786,791.7635	1,190,788.7362
3003	190+00.00	0.00' RT.	1,786,828.8800	1,190,877.8800
20	107+00.47	1.75' LT.	1,787,529.3259	1,190,871.8207

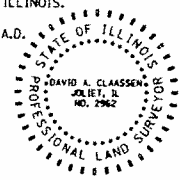
PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
OJX0002	5.302	0.119	N/A	5.183			29-35-205-047
OJX0004	8.237	1.399	0.924	6.838			29-36-100-009
OJX0004E		N/A	N/A		0.066		

STATE OF ILLINOIS)
) SS
 COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 35 AND 36, TOWNSHIP 36 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS ____ DAY OF _____, 2014 A.D.

PRELIMINARY _____ VICE PRESIDENT
 DAVID A. CLAASSEN
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
 LICENSE EXPIRES NOVEMBER 30, 2014
 THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



CWA
 CLAASSEN, WHITE & ASSOCIATES, P.C.
 LAND SURVEYORS
 121 AIRPORT DRIVE, UNIT L, JOLIET, ILLINOIS 60431
 (815) 744-3720 claassenwhite@cwalandsurvey.com
 CWA Job #5976

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 THORNTON LANSING ROAD

LIMITS: AT STONY ISLAND AVENUE COUNTY: COOK
 SECTION: JOB NO.: R-90-005-04
 STA. TO STA.
 SCALE: 1" = 20' SHEET 3 OF 5 SHEETS

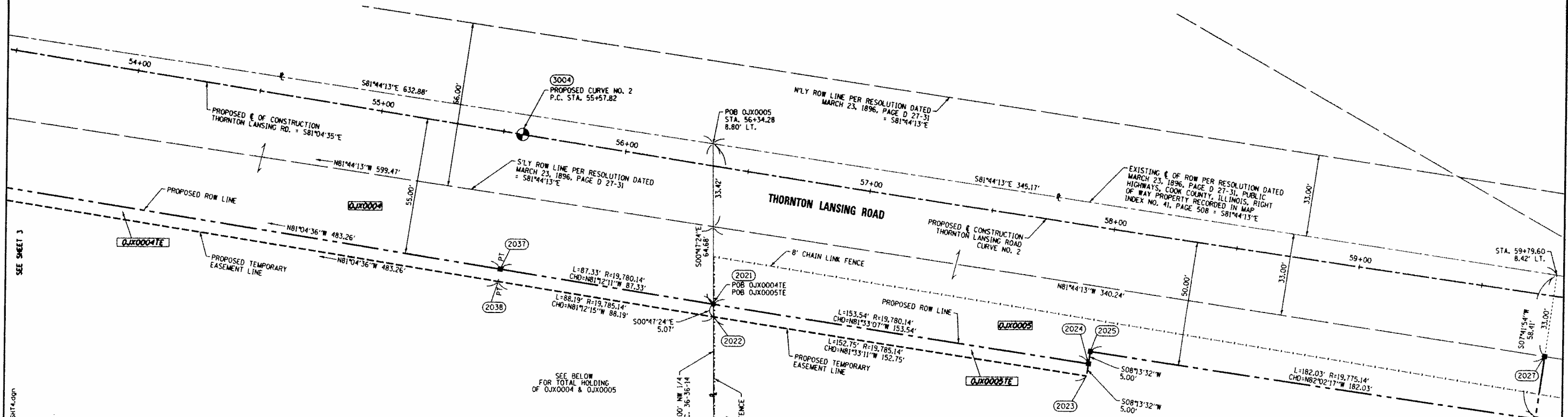
BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196

RECEIVED
 NOV 19 2014
 PLATS & LEGALS

REVISION DATE: / / REVISION MADE BY:

PRINTING DATE: NOVEMBER 19, 2014 JMW /MicroStation/5976 SH13.00P

PART OF THE W. HALF OF SECTION 36, IN TWP. 36 N., R. 14 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
COORDINATE TABLE - THORNTON LANSING ROAD

PT. NO.	STATION	OFFSET	NORTHING	EASTING
3004	55+57.82	0.00 RT.	1,786,742.0471	1,191,430.8939
2037	55+57.82	55.00 RT.	1,786,687.7156	1,191,422.3643
2038	55+57.82	60.00 RT.	1,786,682.7761	1,191,421.5887
2021	56+44.91	55.00 RT.	1,786,674.3596	1,191,508.6695
2022	56+45.74	60.00 RT.	1,786,669.3111	1,191,508.7394
2023	57+98.03	60.00 RT.	1,786,648.8339	1,191,659.8309
2024	57+98.03	55.00 RT.	1,786,651.8027	1,191,660.5463
2025	57+98.03	50.00 RT.	1,786,656.7507	1,191,661.2617
2026	59+79.60	50.00 RT.	1,786,631.5363	1,191,841.5396
2027	59+79.60	24.58 RT.	1,786,658.7191	1,191,844.9437

PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	SQUARE FEET	PARCEL INDEX NUMBER
OJX0004	6.237	1.399	0.924	6.838			29-36-100-009
OJX0004TE		N/A	N/A		0.066		
OJX0005	1.109	0.480	0.260	6.629			29-36-100-010
OJX0005TE		N/A	N/A		0.018		

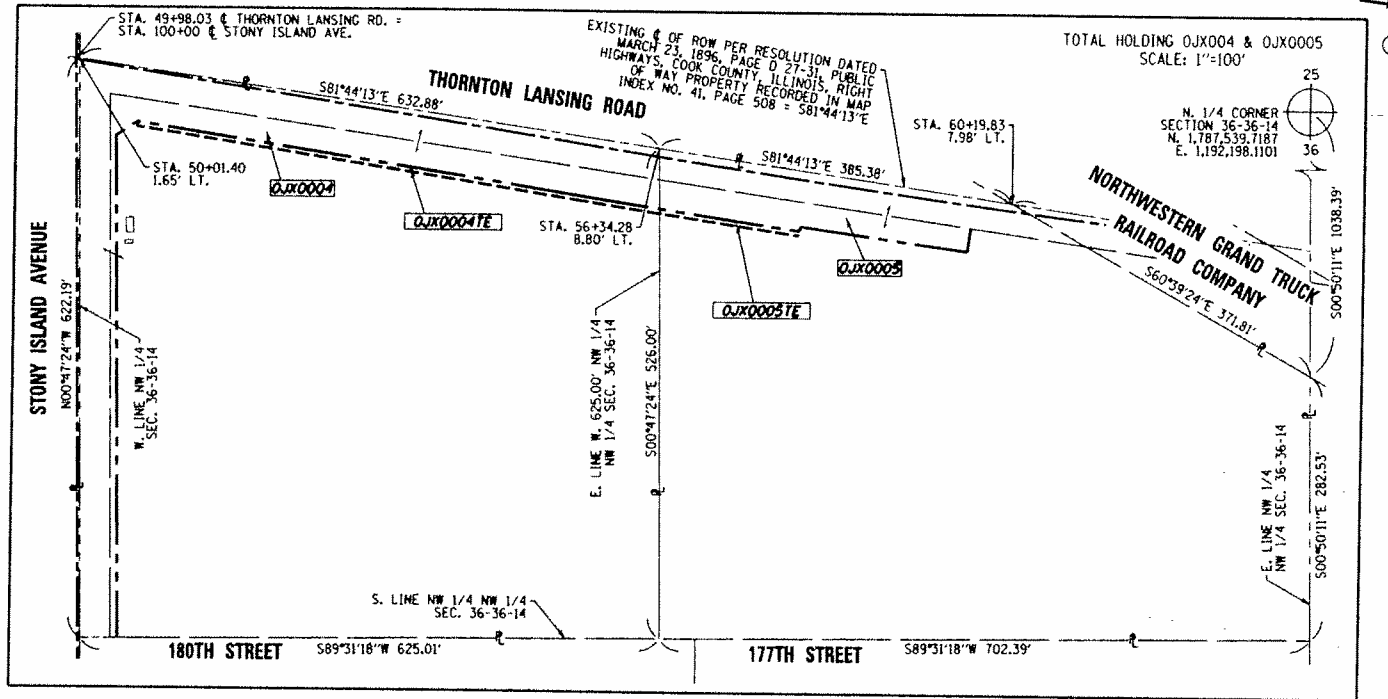
CURVE DATA
PROPOSED CENTERLINE CONSTRUCTION
CURVE NO. 2
THORNTON-LANSING ROAD

Δ = 02°05'48"
D = 00°17'26"
R = 19723.50'
L = 721.75'
T = 360.92'
E = 3.30'

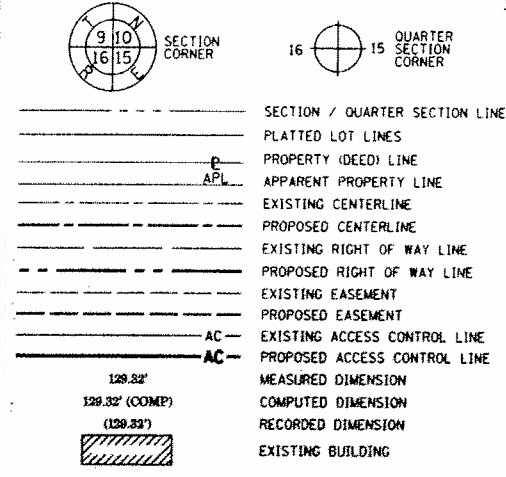
3004 PC STA. 55+57.82
N. 1,786,742.0471 E. 1,191,430.8939

PI STA. 59+18.74
N. 1,786,686.0628 E. 1,191,787.4422

3006 PT STA. 62+79.57
N. 1,786,643.1602 E. 1,192,145.8000



PRINTING DATE: NOVEMBER 19, 2014 AM / MicroStation/9916 SHI.dgn



LEGEND

- IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
- ⊕ PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET.

NOTES:
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

COORDINATES, BEARINGS & DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID" BASED ON PUBLISHED NGS VALUES FOR CORRS STATION CANS (PID DNT484) AND NGS MONUMENTS CO06 3B (PID AJ2770) AND LANSFORD (PID ME3311).

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 1.000004

AREA SHOWN ON THIS PLAT ARE GROUND.

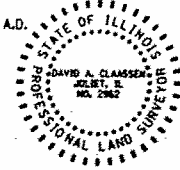
STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT WE, CLAASSEN, WHITE & ASSOCIATES, P.C., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION NUMBER 184-004039, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 36, TOWNSHIP 36 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, 2014 A.D.

PRELIMINARY _____ VICE PRESIDENT
DAVID A. CLAASSEN
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-002962
LICENSE EXPIRES NOVEMBER 30, 2014
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: / / REVISION MADE BY:



IDOT USE ONLY
RECEIVED
NOV 19 2014
PLATS & LEGALS

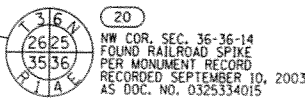
CWA CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT L, JOLIET, ILLINOIS 60431
18151 744-3720 cwaosurvey.com
CWA Job #5976

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
THORNTON LANSING ROAD

LIMITS: AT STONY ISLAND AVENUE COUNTY: COOK
SECTION: TO STA. JOB NO.: R-90-005-04
STA. TO STA. SCALE: 1" = 20' SHEET 4 OF 5 SHEETS

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

PART OF THE NW 1/4 OF SECTION 36,
IN TWP. 36 N., R. 14 E. OF THE 3RD. P.M.,
IN COOK COUNTY, ILLINOIS.



NW COR. SEC. 36-36-14
FOUND RAILROAD SPIKE
PER MONUMENT RECORD
RECORDED SEPTEMBER 10, 2003
AS DOC. NO. 0325334015

ILLINOIS STATE PLANE EAST ZONE, NAD83(2011)
COORDINATE TABLE - STONY ISLAND AVENUE

PT. NO.	STATION	OFFSET	NORTHING	EASTING
2017	93+78.57	43.00' RT.	1,786,208.1969	1,190,930.6501
20	107+00.47	1.75' LT.	1,787,529.3239	1,190,871.8207

PARCEL NUMBER	TOTAL HOLDING ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
OJX0004	8.237	1.399	0.924	6.838			29-36-100-009
OJX0004TE		N/A	N/A		0.066		

SEE SHEET 4

- LEGEND**
- SECTION / QUARTER SECTION LINE
 - PLATTED LOT LINES
 - PROPERTY (DEED) LINE
 - APPL APPARENT PROPERTY LINE
 - EXISTING CENTERLINE
 - PROPOSED CENTERLINE
 - EXISTING RIGHT OF WAY LINE
 - PROPOSED RIGHT OF WAY LINE
 - EXISTING EASEMENT
 - PROPOSED EASEMENT
 - AC EXISTING ACCESS CONTROL LINE
 - PROPOSED ACCESS CONTROL LINE
 - MEASURED DIMENSION
 - COMPUTED DIMENSION
 - RECORDED DIMENSION
 - EXISTING BUILDING
- IRON PIPE OR ROD FOUND
 - ⊕ "MAG" NAIL SET
 - + CUT CROSS FOUND OR SET
 - 5/8" REBAR SET
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
 - M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.
 - ⊙ PERMANENT SURVEY MARKER, IDOT STD. 2135 (TO BE SET BY OTHERS)
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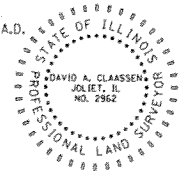
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CWA CLAASSEN, WHITE & ASSOCIATES, P.C.
LAND SURVEYORS
121 AIRPORT DRIVE, UNIT 1, JOLIET, ILLINOIS 60431
(815) 744-3120 claassenwhitecwsurvey.com
CWA Job #5976

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
THORNTON LANSING ROAD

LIMITS: AT STONY ISLAND AVENUE COUNTY: COOK
SECTION: TO STA. JOB NO.: R-90-005-04
SCALE: 1" = 20' SHEET 5 OF 5 SHEETS

BUREAU OF LAND ACQUISITION
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SCHAUMBURG, ILLINOIS 60196

IDOT USE ONLY
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NOV 19 2014
PLATS & LEGALS

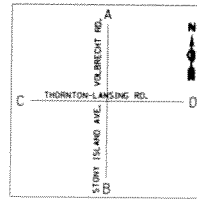
W. 1/4 CORNER
SECTION 36-36-14
FOUND SURVEY SPINDLE
N. 1,784,886.3918
E. 1,190,908.2651

REVISION DATE: / / REVISION MADE BY:

PRINTING DATE: NOVEMBER 19, 2014 JMH /Microstation/5976 SH15.dgn

**SIGNALIZED INTERSECTION
CAPACITY ANALYSIS**

HIGHWAY CAPACITY SOFTWARE
PROGRAM NAME HCS 2000
VERSION 4.1c



BASIC CONDITIONS
AREA: CBD
PHF 0.95
ARRIVAL TYPE 3

C = SIGNAL CYCLE = 90 SEC.
ΣA/C 18 / 90 = 0.20

PHASE	PHASE	PHASE	PHASE
G/C=0.067 G = 6.0 Sec.	3.0 G/C=0.278 G = 25.0 Sec.	6.0 G/C=0.089 G = 8.0 Sec.	3.0 G/C=0.366 G = 33.0 Sec.
AMBER	AMBER	AMBER	AMBER
G/C=0.111 G = 10.0 Sec.	3.0 G/C=0.389 G = 35.0 Sec.	6.0 G/C=0.156 G = 14.0 Sec.	3.0 G/C=1.144 G = 13.0 Sec.

APPR. A GR=1.00% A.M. T=1.57% R=83.3% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR
P.M. T=2.7% R=40% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	%RED-TIME QUEUE
AB+AC	1/12	30	31	1661	0.02	0.37	609	0.05	18.4	B	17.5	B	27.5	2.5
AD	1/12	5	5	1805	0.00	0.49	564	0.01	12.0	B				
AB+AC	1/12	79	79	1785	0.04	0.14	258	0.31	35.1	D	31.5	C	97.5	
AD	1/12	26	26	1805	0.01	0.33	424	0.06	20.6	C			25	

APPR. B GR=0.45% A.M. T=19.5% R=88.2% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR
P.M. T=16.6% R=87.0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	%RED-TIME QUEUE
BA+BD	1/12	170	179	1648	0.11	0.37	604	0.30	20.5	C	18.8	B	170	
BC	1/12	325	342	1465	0.13	0.49	627	0.55	18.0	B			265	
BA+BD	1/12	115	121	1653	0.07	0.14	239	0.51	37.3	D	29.2	C	155	
BC	1/12	140	147	1805	0.08	0.33	430	0.34	22.5	C			142.5	

APPR. C GR=0.12% A.M. T=7.8% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR
P.M. T=8.1% R=0% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	%RED-TIME QUEUE
CA	1/12	5	5	1805	0.00	0.38	281	0.02	18.7	B	24.6	C	242.5	5.5
CD	1/12	215	226	1900	0.12	0.28	528	0.43	27.2	C			47.5	
CB	1/12	55	58	1615	0.04	0.43	700	0.08	15.0	B			40	
CA	1/12	55	58	1805	0.03	0.111	201	0.29	11.3	B	18.5	B	577.5	
CD	1/12	510	537	1900	0.28	0.39	739	0.73	27.0	C			392.5	
CB	1/12	500	526	1615	0.33	0.61	987	0.53	10.7	B				

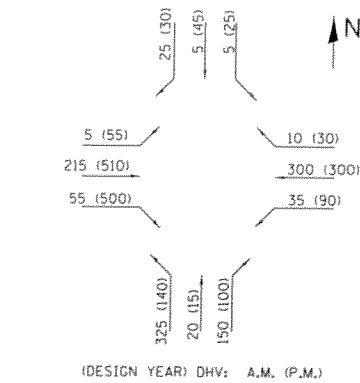
APPR. D GR=0% A.M. T=9.3% R=3.22% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR
P.M. T=8.2% R=9.1% L=0% PKG 0 (MNV/HR) BUS 0 (STOP/HR) PDS/HR 0 BIKES/HR

MOVEMENT	L/W	DHV	PHF	BASE SAT.	V/S	USED G/C	CAP C	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	95TH QUEUE	%RED-TIME QUEUE
DC+DA	1/12	310	327	1890	0.17	0.28	525	0.62	30.7	C	29.4	C	370	
DB	1/12	35	37	1805	0.02	0.38	363	0.10	18.4	B			32.5	
DC+DA	1/12	330	348	1874	0.19	0.39	729	0.48	21.1	C	19.6	B	335	
DB	1/12	90	95	1805	0.05	0.53	344	0.28	14.2	B			72.5	

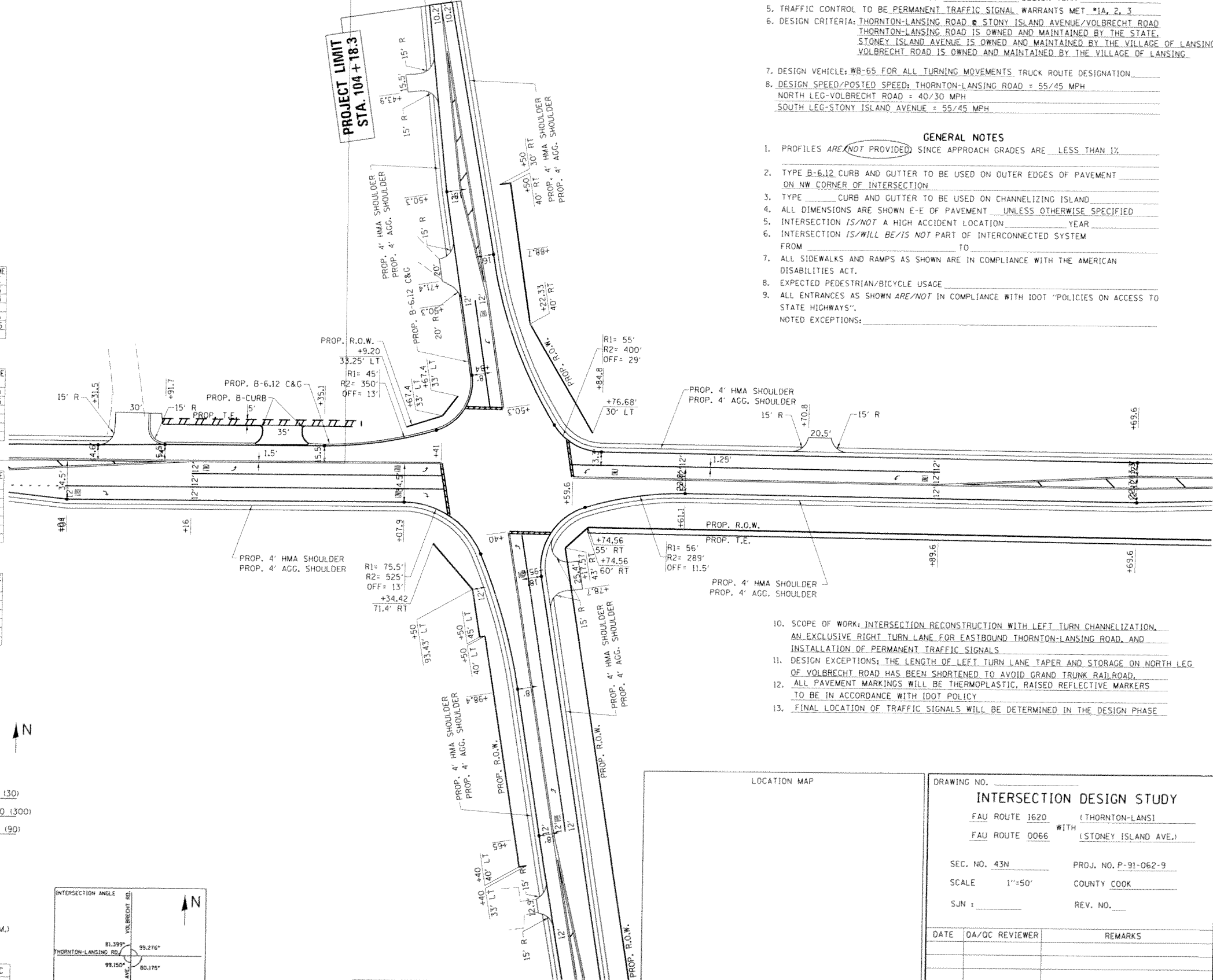
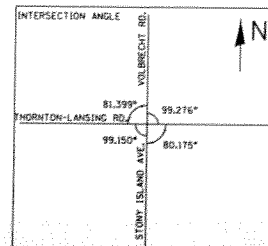
INTERSECTION DELAY 23.4 (A.M.), 21.2 (P.M.)
INTERSECTION LOS C (A.M.), C (P.M.)

TRAFFIC DATA

MOVEMENT	YEAR 2003 PEAK HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN PEAK HOUR A.M. (P.M.)	ESTIMATED PERCENT INCREASE BY 20	YEAR 20 DESIGN PEAK HOUR TRAFFIC	
	A.M.	P.M.			A.M.	P.M.
AB	3	23	5.0		5	45
AD	3	11	0.5		5	25
AC	11	16	1.1		25	30
BA	15	12	6.1		20	15
BC	261	114	28.9		325	140
BD	117	81	1.0		150	100
CD	162	382	7.5		215	510
CA	0	39	0.9		5	55
CB	41	361	9.6		55	500
DC	255	255	11.3		300	300
DB	29	79	0.8		35	90
DA	7	25	0.3		10	30
TOTAL A	39	126			70	200
TOTAL B	466	670			590	890
TOTAL C	730	1167			925	1535
TOTAL D	573	833			715	1055



APPROACH	8TH MAX. HOUR TRAFFIC
A	39
B	309
C	519
D	593



ELEMENTS CONTROLLING DESIGN

- HIGHWAY DESIGN CLASSIFICATION THORNTON-LANSING ROAD = COLLECTOR
NORTH LEG-VOLBRECHT ROAD = LOCAL STREET
SOUTH LEG-STONY ISLAND AVENUE = COLLECTOR
- AVERAGE DAILY TRAFFIC (ADT) DATA: EXISTING _____ DESIGN _____
- THORNTON-LANSING ROAD IS THE PREFERENCE ROUTE
- ANTICIPATED YEAR OF CONSTRUCTION NP _____ DESIGN YEAR _____
- TRAFFIC CONTROL TO BE PERMANENT TRAFFIC SIGNAL WARRANTS MET #1A, 2, 3
- DESIGN CRITERIA: THORNTON-LANSING ROAD & STONY ISLAND AVENUE/VOLBRECHT ROAD
NORTH LEG-VOLBRECHT ROAD IS OWNED AND MAINTAINED BY THE STATE.
STONY ISLAND AVENUE IS OWNED AND MAINTAINED BY THE VILLAGE OF LANSING.
VOLBRECHT ROAD IS OWNED AND MAINTAINED BY THE VILLAGE OF LANSING.
- DESIGN VEHICLE: WB-65 FOR ALL TURNING MOVEMENTS TRUCK ROUTE DESIGNATION _____
- DESIGN SPEED/POSTED SPEED: THORNTON-LANSING ROAD = 55/45 MPH
NORTH LEG-VOLBRECHT ROAD = 40/30 MPH
SOUTH LEG-STONY ISLAND AVENUE = 55/45 MPH

GENERAL NOTES

- PROFILES ARE NOT PROVIDED SINCE APPROACH GRADES ARE LESS THAN 1%
- TYPE B-6.12 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT ON NW CORNER OF INTERSECTION
- TYPE _____ CURB AND GUTTER TO BE USED ON CHANNELIZING ISLAND
- ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE SPECIFIED
- INTERSECTION IS/NOT A HIGH ACCIDENT LOCATION _____ YEAR _____
- INTERSECTION IS/WILL BE/IS NOT PART OF INTERCONNECTED SYSTEM FROM _____ TO _____
- ALL SIDEWALKS AND RAMPS AS SHOWN ARE IN COMPLIANCE WITH THE AMERICAN DISABILITIES ACT.
- EXPECTED PEDESTRIAN/BICYCLE USAGE _____
- ALL ENTRANCES AS SHOWN ARE/NOT IN COMPLIANCE WITH IDOT "POLICIES ON ACCESS TO STATE HIGHWAYS".
NOTED EXCEPTIONS: _____

- SCOPE OF WORK: INTERSECTION RECONSTRUCTION WITH LEFT TURN CHANNELIZATION, AN EXCLUSIVE RIGHT TURN LANE FOR EASTBOUND THORNTON-LANSING ROAD, AND INSTALLATION OF PERMANENT TRAFFIC SIGNALS
- DESIGN EXCEPTIONS: THE LENGTH OF LEFT TURN LANE TAPER AND STORAGE ON NORTH LEG OF VOLBRECHT ROAD HAS BEEN SHORTENED TO AVOID GRAND TRUNK RAILROAD.
- ALL PAVEMENT MARKINGS WILL BE THERMOPLASTIC, RAISED REFLECTIVE MARKERS TO BE IN ACCORDANCE WITH IDOT POLICY
- FINAL LOCATION OF TRAFFIC SIGNALS WILL BE DETERMINED IN THE DESIGN PHASE

LOCATION MAP

DRAWING NO. _____
INTERSECTION DESIGN STUDY
FAU ROUTE 1620 (THORNTON-LANSI)
FAU ROUTE 0066 WITH (STONY ISLAND AVE.)

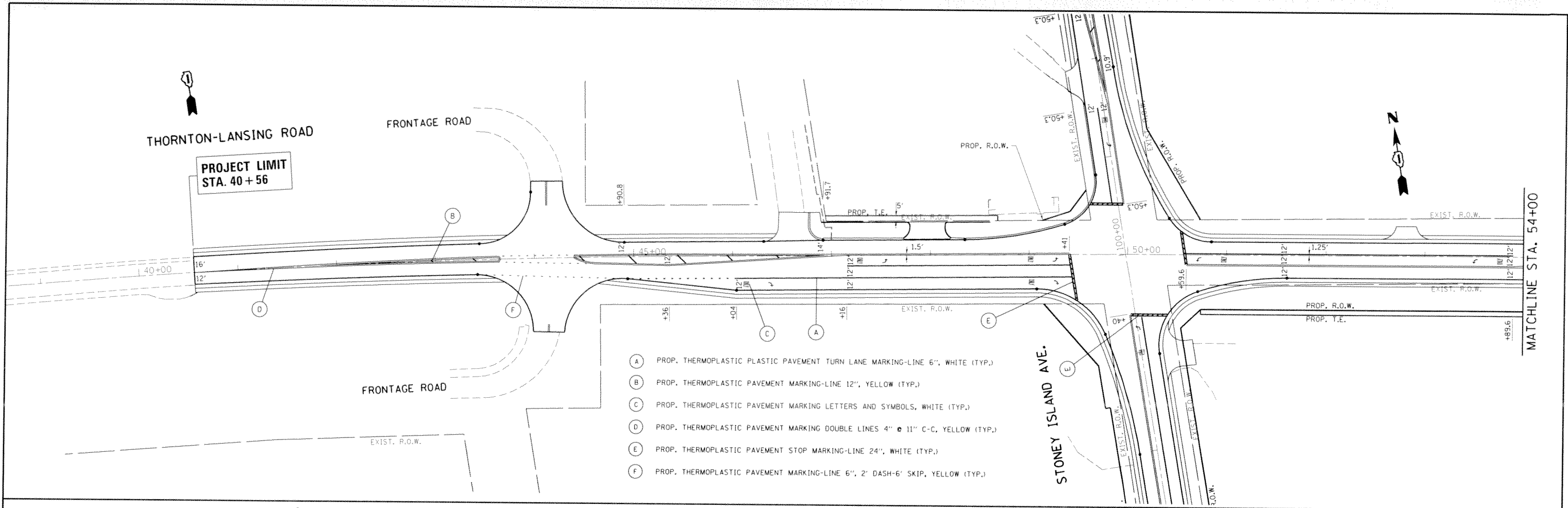
SEC. NO. 43N PROJ. NO. P-91-062-9
SCALE 1"=50' COUNTY COOK
S.J.N. : _____ REV. NO. _____

DATE	QA/QC REVIEWER	REMARKS

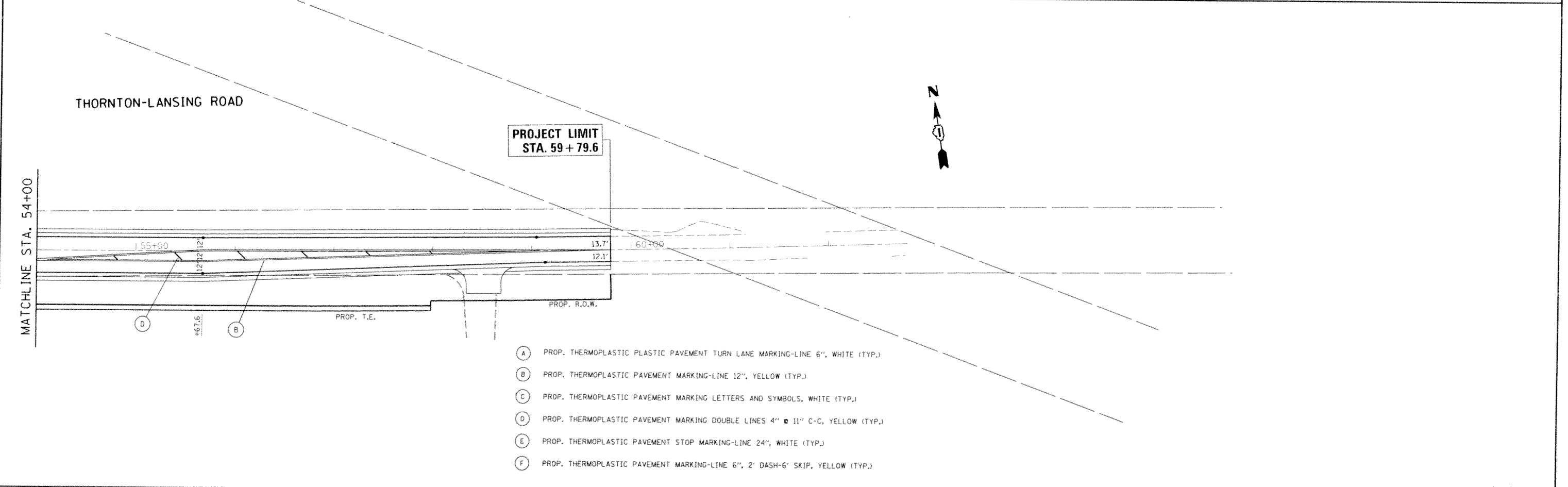
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REF FILE NAME P106297-topo.dgn, lds01
REF FILE NAME P106297-cadd.dgn, lds02 I.D.S. SHEET 1 OF _____

PREPARED BY: _____
PROJ. MGR. _____ PROJ. ENG. _____

PLOT DATE = 1/13/2016
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PLOT SCALE = 1/80,000
USER NAME = qureshiya



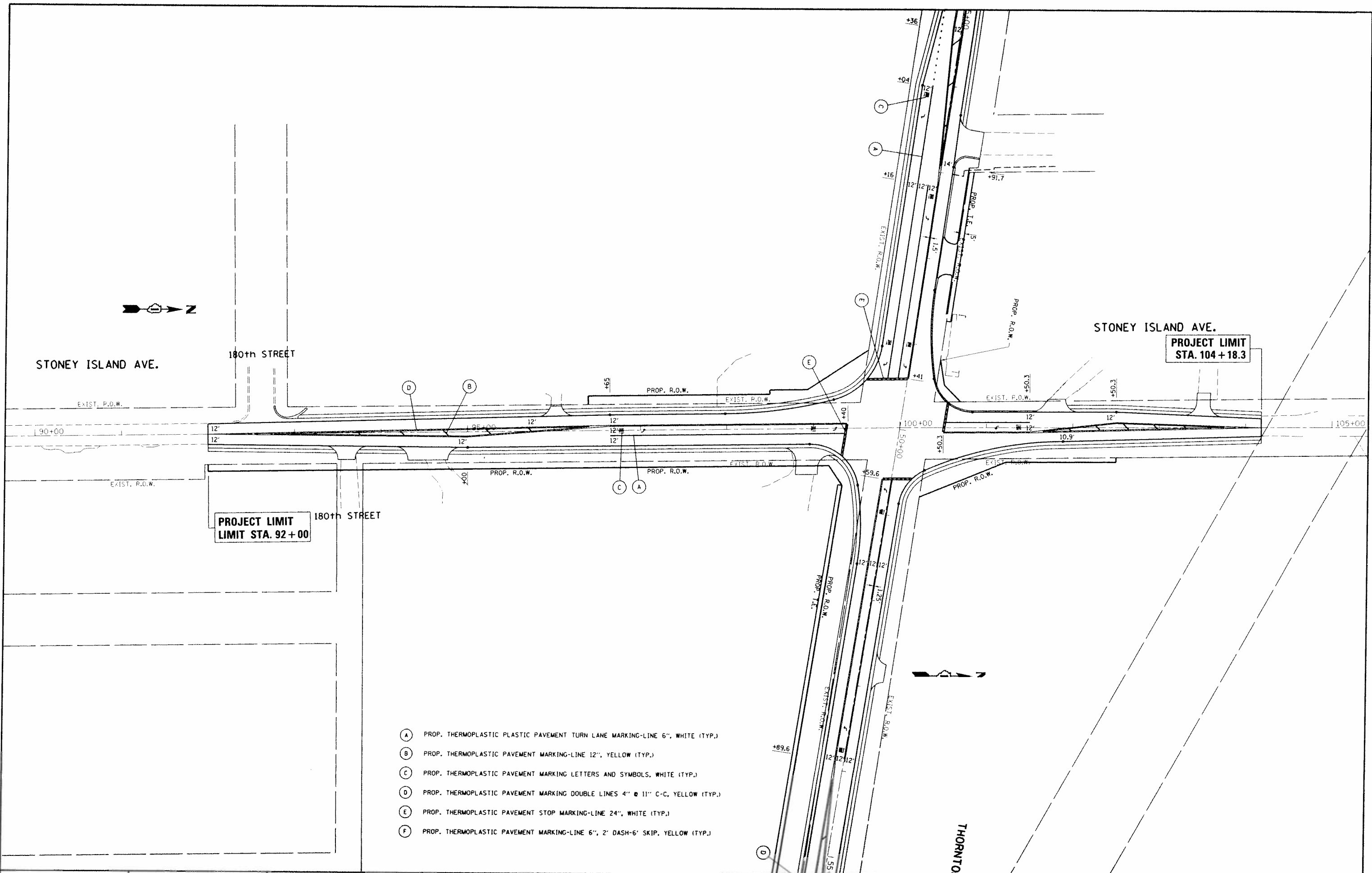
- (A) PROP. THERMOPLASTIC PLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
- (C) PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
- (D) PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4" @ 11" C-C, YELLOW (TYP.)
- (E) PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2' DASH-6' SKIP, YELLOW (TYP.)



- (A) PROP. THERMOPLASTIC PLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
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- (F) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2' DASH-6' SKIP, YELLOW (TYP.)

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN THORNTON-LANSING ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\p_w\work\p\dot\qureshiya\d0293342\1182297-sht-pmk.dgn	1182297-sht-pmk.dgn	DRAWN -	REVISED -		1620	43N	COOK	82	37			
Default	PLOT SCALE = 100.0000 / 10.	CHECKED -	REVISED -		SCALE: 1"=50'			SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 62721		
	PLOT DATE = 1/13/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

1106297-sht-pmk.dgn 1/13/2016 1:22:18 PM User=qureshiya



- (A) PROP. THERMOPLASTIC PLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- (B) PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12", YELLOW (TYP.)
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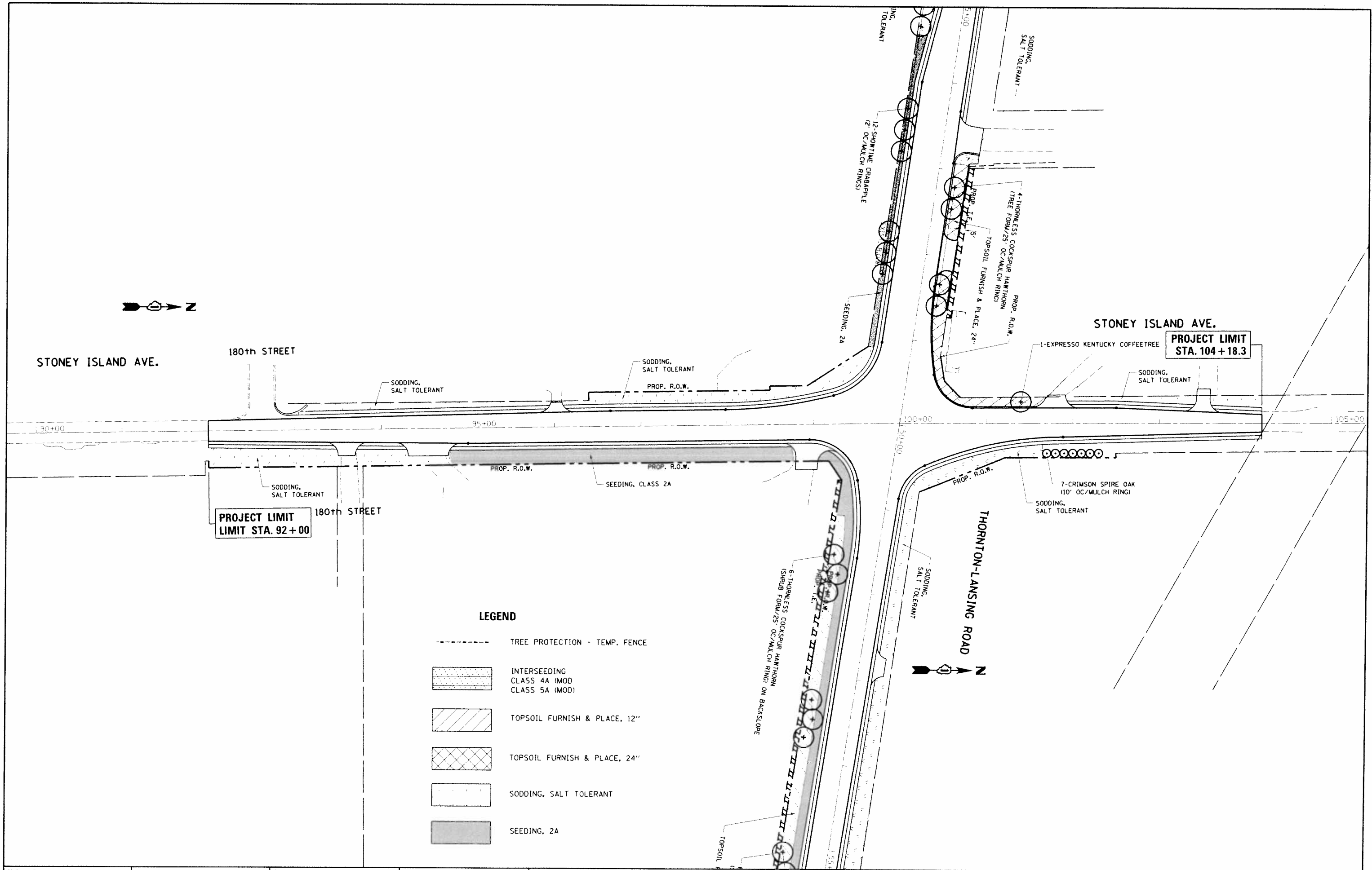
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Default	PLDT DATE = 1/13/2016

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

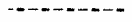
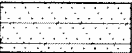
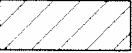



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN STONY ISLAND AVENUE	
SCALE: 1"=50'	SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43N	COOK	82	33
CONTRACT NO. 62721				



LEGEND

-  TREE PROTECTION - TEMP. FENCE
-  INTERSEEDING CLASS 4A (MOD) CLASS 5A (MOD)
-  TOPSOIL FURNISH & PLACE, 12"
-  TOPSOIL FURNISH & PLACE, 24"
-  SODDING, SALT TOLERANT
-  SEEDING, 2A

FILE NAME =	USER NAME = beural	DESIGNED =	REVISED =
Path: \\LUB-EBIC\INTEC\illinois.gov\PW\DOT Documents\DOT Offices\District 1\Projects\PI09297\shl-lansing	PROJECT =	CHECKED =	REVISED =
Default	PLOT SCALE = 100.0000 in.	DATE =	REVISED =
	PLOT DATE = 11/19/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPING PLAN	
STONEY ISLAND AVE.	
SCALE: 1"=50'	SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43N	COOK	62	40
CONTRACT NO. 62721				
ILLINOIS FED. AID PROJECT				



STONEY ISLAND AVE.

180th STREET

SODDING,
SALT TOLERANT
PROP. R.O.W.

SODDING,
SALT TOLERANT

SEEDING, 2A

12-SHOWTIME CRABAPPLE
(2' OC/MULCH RINGS)

SODDING,
SALT TOLERANT

STONEY ISLAND AVE.

PROJECT LIMIT
STA. 104 + 18.3

1-EXPRESSO KENTUCKY COFFEETREE

SODDING,
SALT TOLERANT

90+00

95+00

100+00

105+00

SODDING,
SALT TOLERANT

PROJECT LIMIT
LIMIT STA. 92 + 00

180th STREET

PROP. R.O.W.

PROP. R.O.W.

SEEDING, CLASS 2A

PROP. R.O.W.

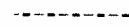
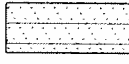
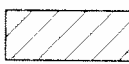

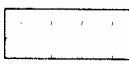
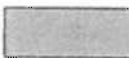
7-CRIMSON SPIRE OAK
(10' OC/MULCH RING)
SODDING,
SALT TOLERANT

THORNTON-LANSING ROAD

SODDING,
SALT TOLERANT



LEGEND

-  TREE PROTECTION - TEMP. FENCE
-  INTERSEEDING
CLASS 4A (MOD)
CLASS 5A (MOD)
-  TOPSOIL FURNISH & PLACE, 12"
-  TOPSOIL FURNISH & PLACE, 24"
-  SODDING, SALT TOLERANT
-  SEEDING, 2A

6-THORNLESS COCKSPUR HANTHORN
(SHRUB FORM/25' OC/MULCH RING) ON BACKSLOPE

TOPSOIL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
STONEY ISLAND AVE.

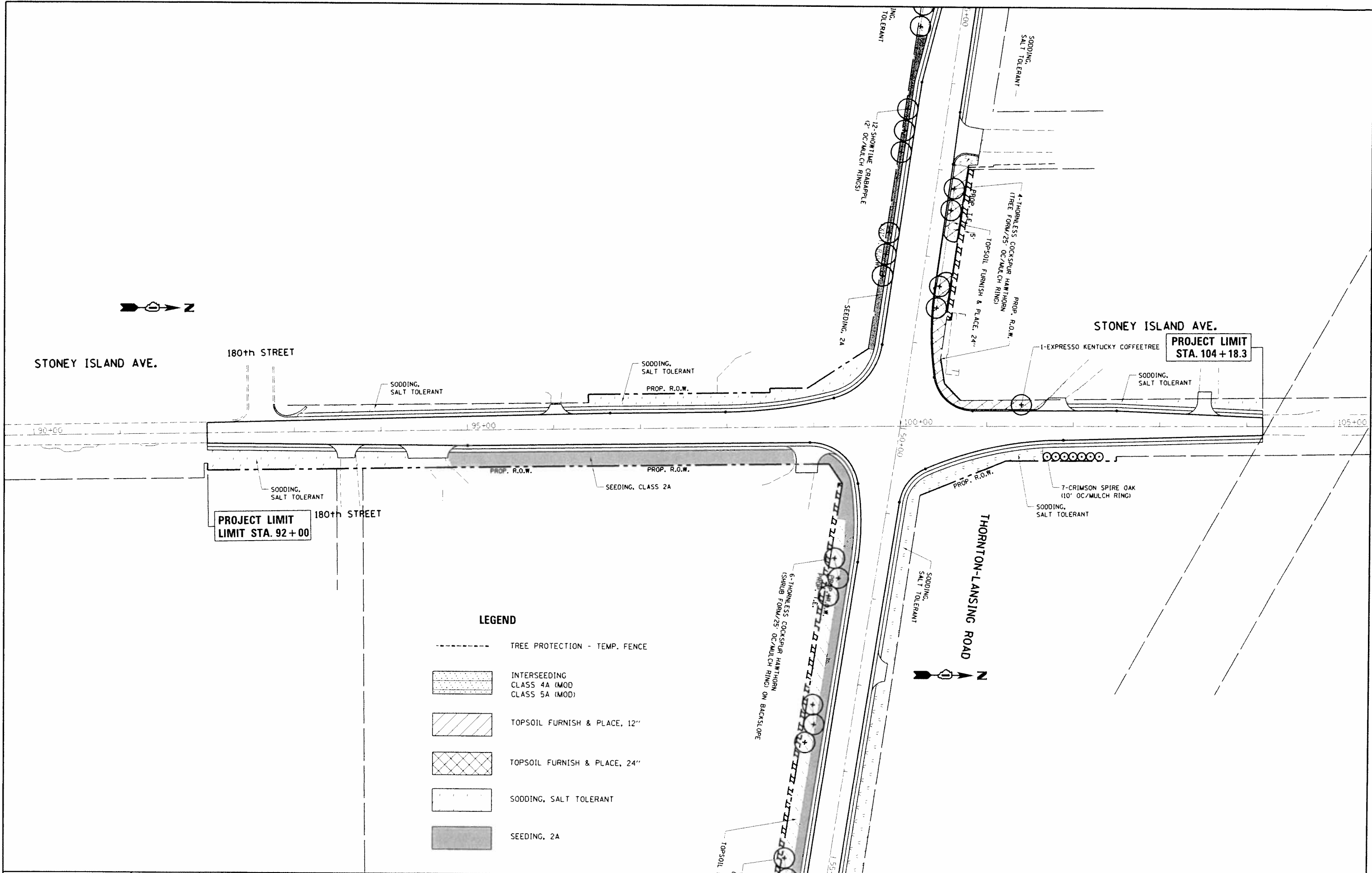
SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43N	COOK	62	41
CONTRACT NO. 62721				


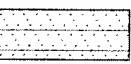
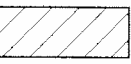

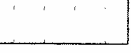
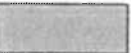
ILLINOIS FED. AID PROJECT

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 USER NAME: bauerl
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 DRAWN: ...
 CHECKED: ...
 DATE: ...
 PLOT SCALE: 1"=100.0000
 PLOT DATE: 1/19/2016

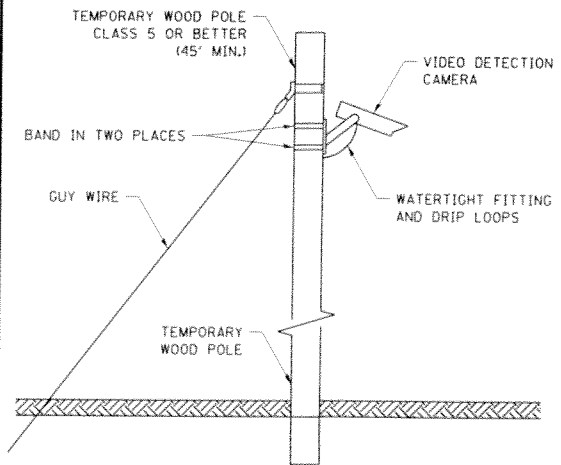
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 REVISIONS:
 REVISION NO. DATE BY



LEGEND

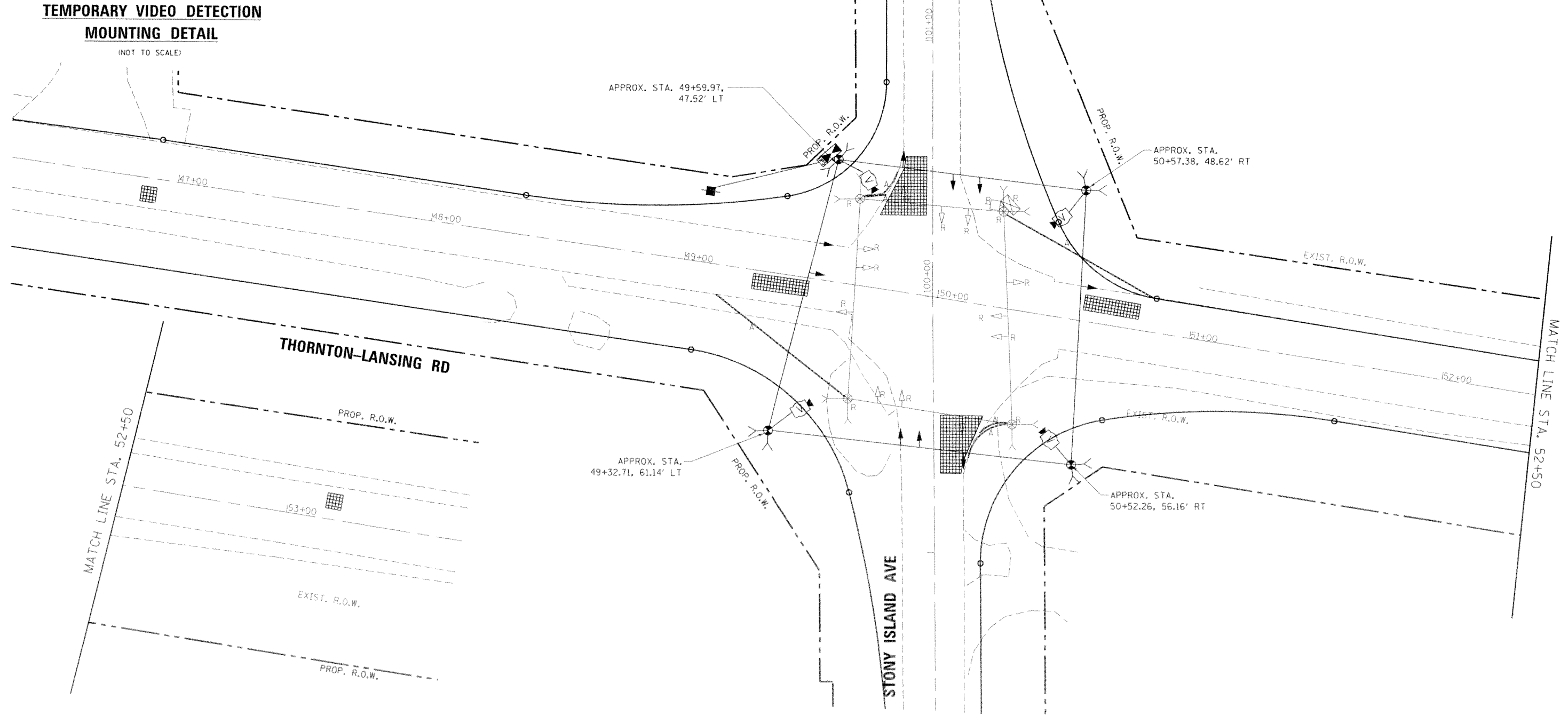
-  TREE PROTECTION - TEMP. FENCE
-  INTERSEEDING CLASS 4A (MOD) CLASS 5A (MOD)
-  TOPSOIL FURNISH & PLACE, 12"
-  TOPSOIL FURNISH & PLACE, 24"
-  SODDING, SALT TOLERANT
-  SEEDING, 2A

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDSCAPING PLAN STONY ISLAND AVE.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1620	43N	COOK			82	42			
	SCALE: 1"=50'		SHEET OF SHEETS			STA. TO STA.	CONTRACT NO. 62721			
	ILLINOIS FED. AID PROJECT									



REMOVAL AND RELOCATION NOTES:

- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
 - 12 EACH SIGNAL HEAD
 - 1 L SUM SPAN WIRE AND TETHER WIRE
 - 1 L SUM ELECTRIC CABLE AERIAL SUSPENDED
 - 4 EACH WOOD POLE
 - 1 EACH SERVICE INSTALLATION

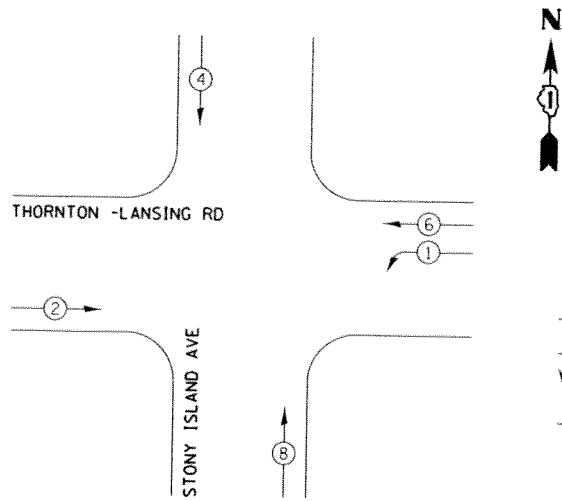


TS 3519

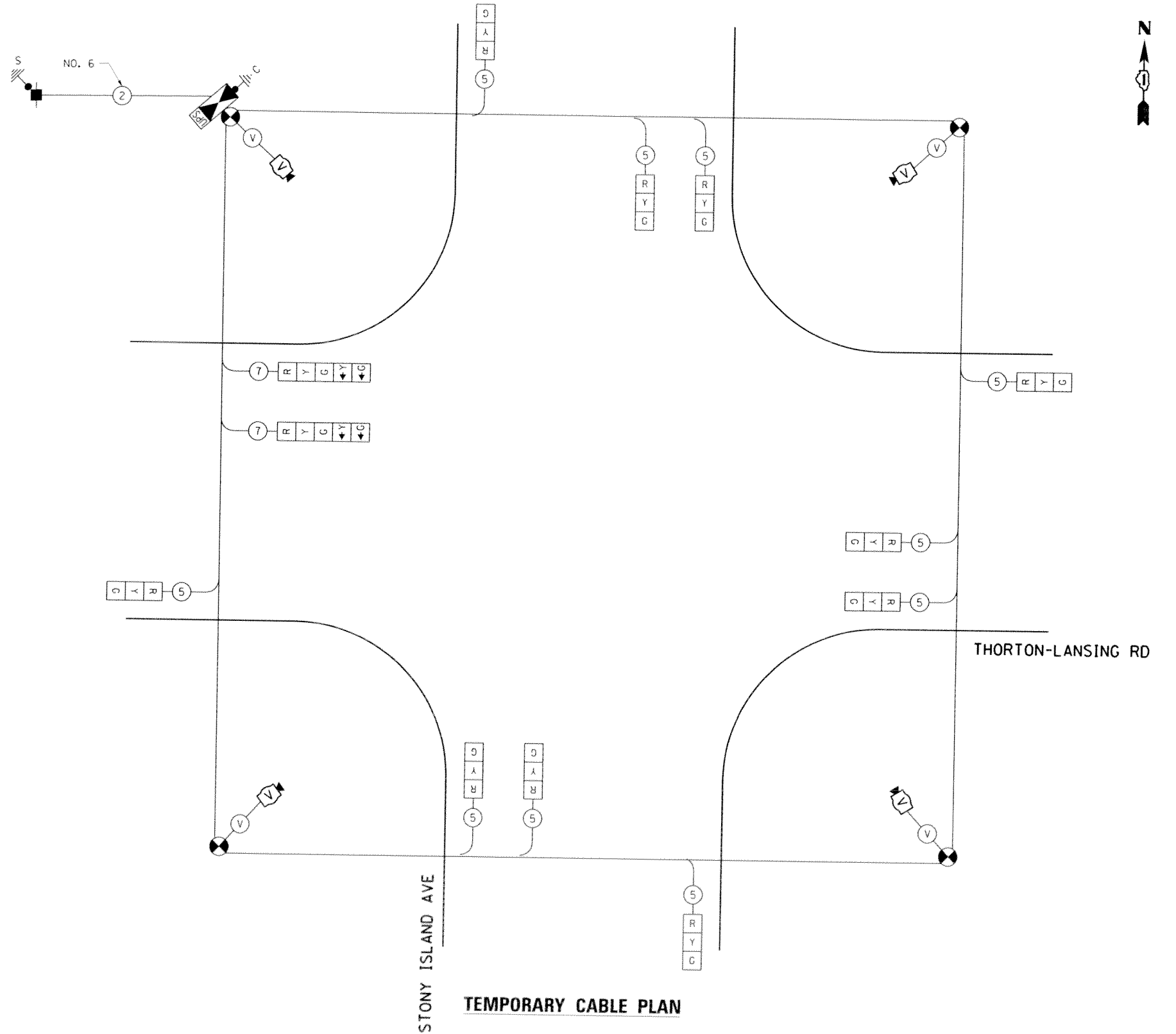
FILE NAME = c:\pwwork\p\do\q\qreshiya\d0408196\18297-shi-TS.dgn	USER NAME = qreshiya	DESIGNED - JC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION & SPAN WIRE REMOVAL PLAN		F.A.U. RTE. 1620	SECTION 43 N	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 43	
PLT SCALE = 40,0000 1" = 40'	PLT DATE = 12/29/2015	CHECKED - SS	REVISED -		SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 62721 ILLINOIS FED. AID PROJECT	
DATE -	REVISED -											

1106297-shi-TS.dgn 12/28/2015 11:13:51 AM User:qreshiya

TEMPORARY CONTROLLER SEQUENCE



- LEGEND**
- ⊙ DUAL ENTRY PHASE
 - ⊠ SINGLE ENTRY PHASE
 - ⊙ OL OVERLAP
 - ⊙ PEDESTRAIN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	4		12	0.10	5.00
PED. SIGNAL	-		25	1.00	-
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	1		150	1.00	150.00
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 477.00

VILLAGE OF LANSING
3141 RIDGE RD/LANSING, ILLINOIS 60438

ENERGY SUPPLY: CONTACT: ILYAS MOHIUDDIN
PHONE: (708) 235-2692
COMPANY: COMED

FILE NAME =	USER NAME = qureshiya	DESIGNED - JC	REVISED -
Default	Default	DRAWN - JC	REVISED -
	PLOT SCALE = 48.0000 / in.	CHECKED - SS	REVISED -
	PLOT DATE = 12/28/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

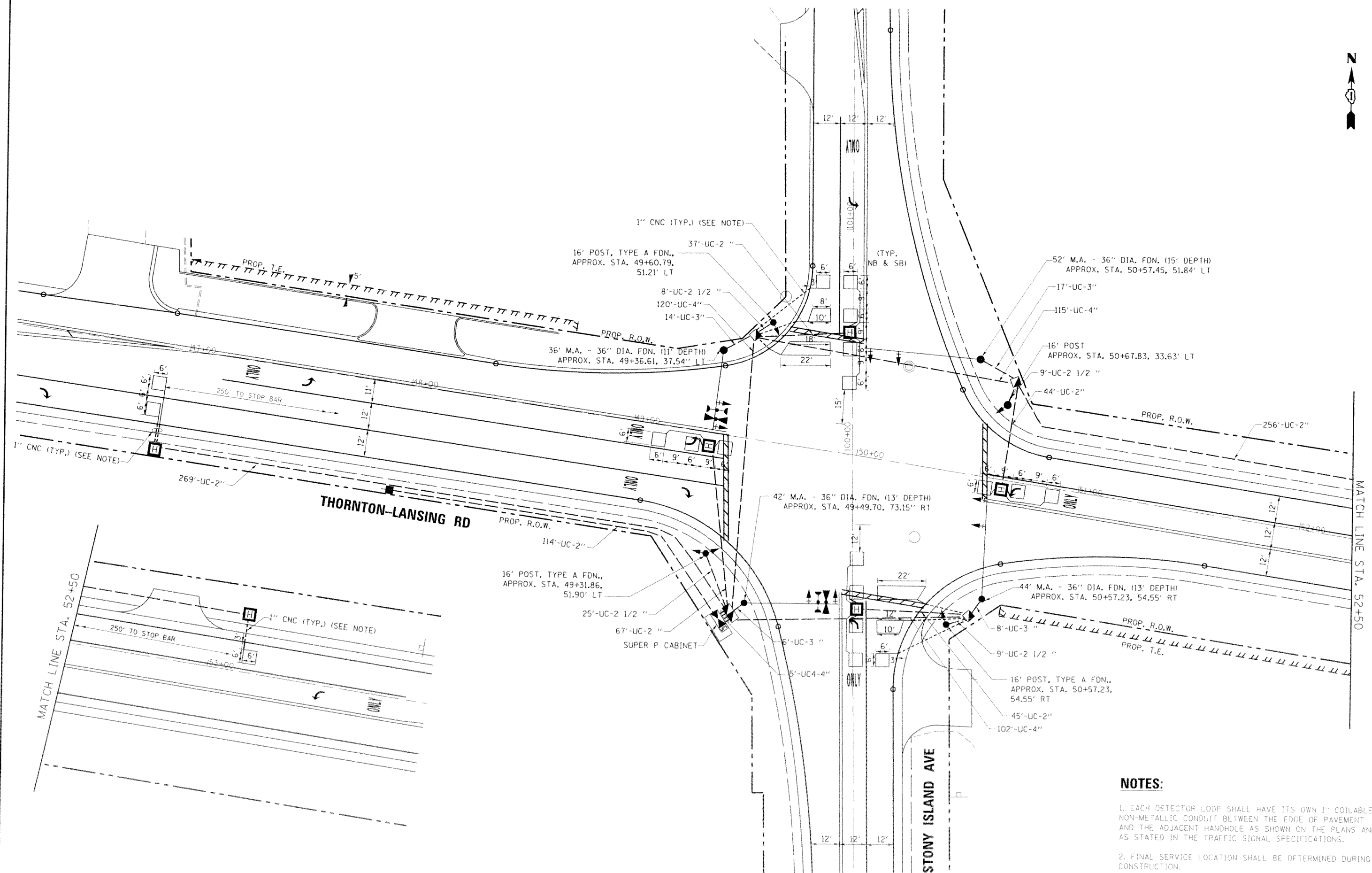
**THORNTON-LANSING RD AT STONY ISLAND AVE
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U RTE. 1620	SECTION 43 N	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 49
CONTRACT NO. 62721				ILLINOIS FED. AID PROJECT

TS 3519

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NOTES:

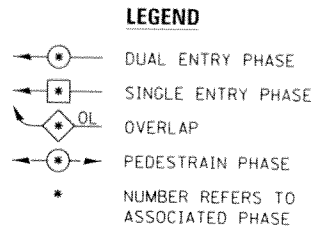
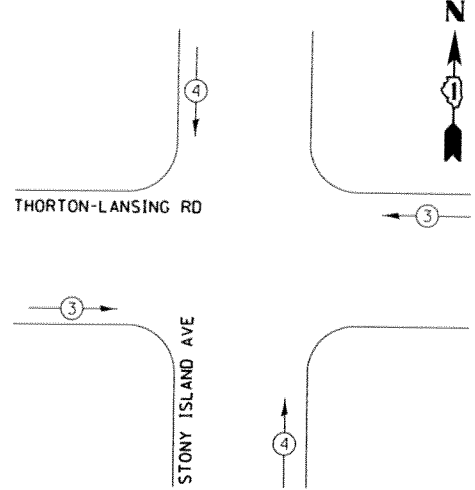
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1\"/>
2. FINAL SERVICE LOCATION SHALL BE DETERMINED DURING CONSTRUCTION.

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	THORNTON-LANSING RD AT STONY ISLAND AVE PROPOSED TRAFFIC SIGNAL INSTALLATION SHEET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default		DRAWN :	REVISED :			1620	43N	COOK	62	45	
		CHECKED :	REVISED :			CONTRACT NO. 62721					
		DATE :	REVISED :			ILLINOIS FED. AID PROJECT					

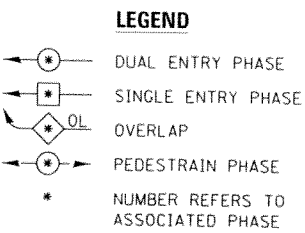
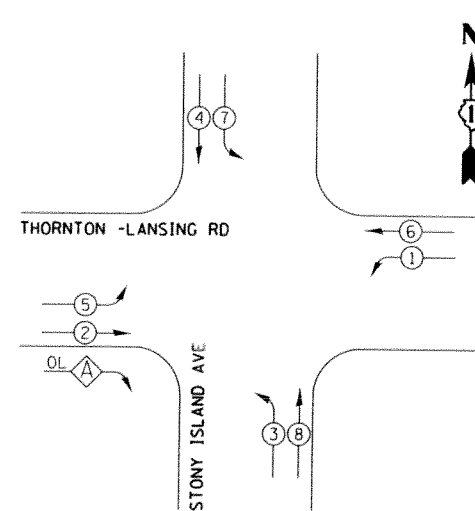
TS 3519

106297-sht-TS.dgn 12/28/2015 11:14:12 AM User:qureshiya

**PROPOSED EMERGENCY VEHICLE
PREEMPTION SEQUENCE**



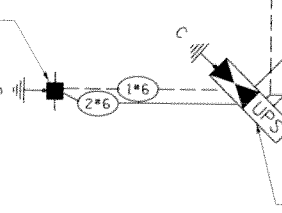
PROPOSED CONTROLLER SEQUENCE



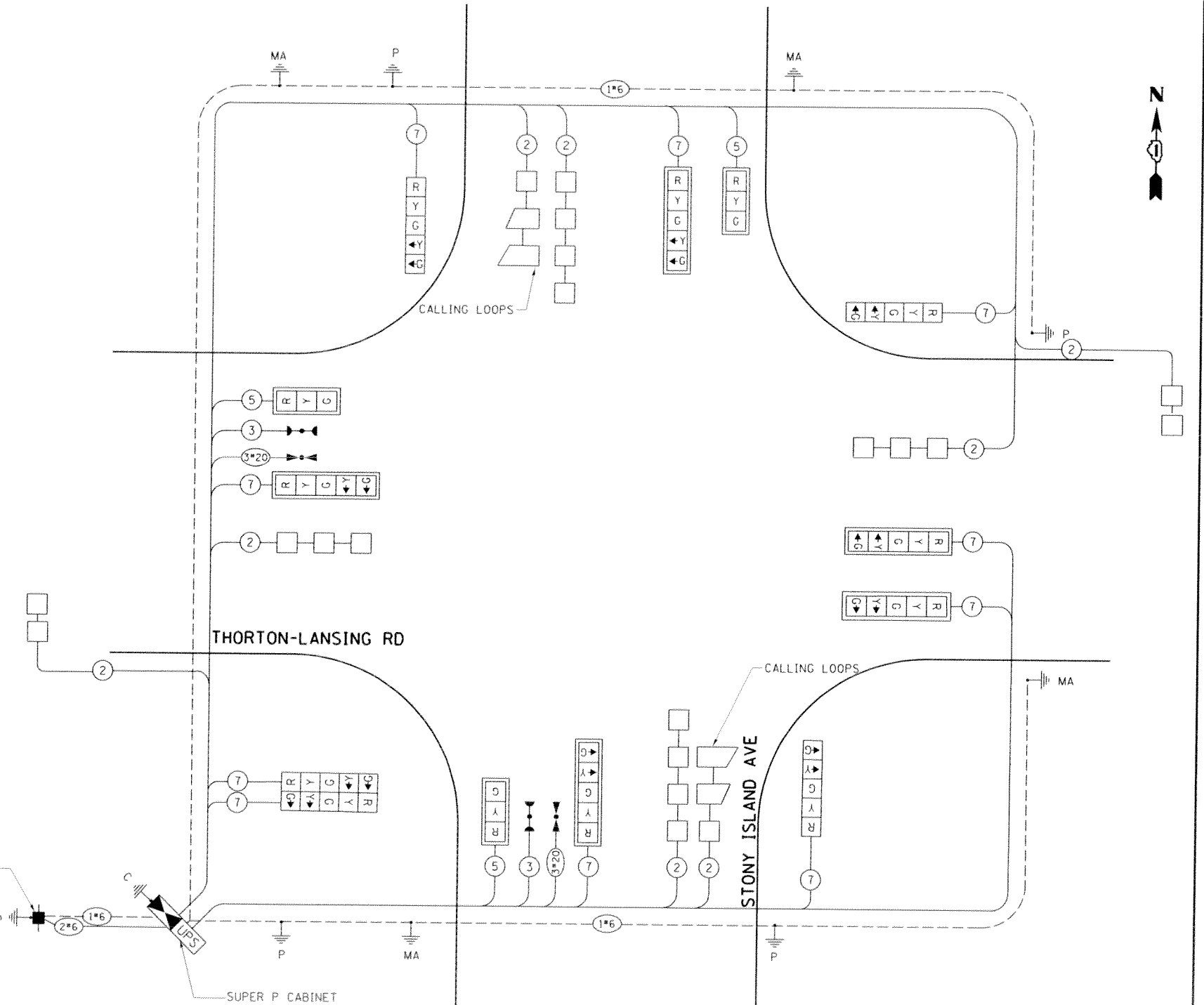
**RIGHT TURN OVERLAP
PHASE DESIGNATION**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3

POLE MOUNTED
NON-METERED SERVICE INSTALLATION



SUPER P CABINET



CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE X INCAND. LED	X % OPERATION	
SIGNAL (RED)	13	17	0.50	110.50
(YELLOW)	13	25	0.25	81.25
(GREEN)	13	15	0.25	48.75
ARROW	18	12	0.10	21.60
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100.00
ILLUM. SIGN	-	25	0.05	-
VIDEO SYSTEM	-	150	1.00	-
FLASHER			0.50	
ENERGY COSTS TO:				TOTAL = 362.10

VILLAGE OF LANSING
3141 RIDGE RD/LANSING, ILLINOIS 60438

ENERGY SUPPLY: CONTACT: ILYAS MOHIUDDIN
PHONE: (708) 235-2692
COMPANY: COMED

FILE NAME =	USER NAME = qureshiya	DESIGNED - JC	REVISED -
\\pr-work\p\dot\qureshiya\0488196-118297-akt-TS.dgn		DRAWN - JC	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

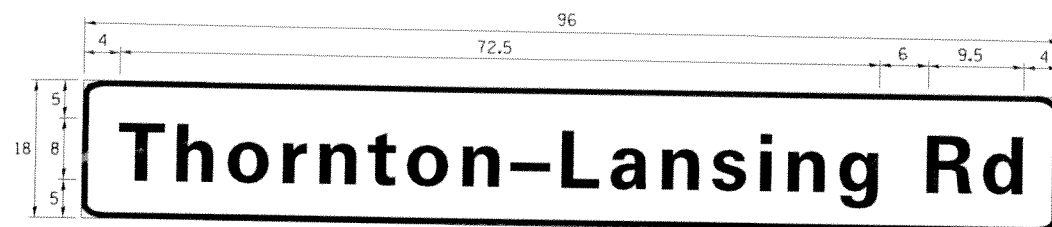
**THORNTON-LANSING RD AT STONY ISLAND AVE
CABLE PLAN, PHASE DESIGNATION DIAGRAM, PREEMPTION SEQUENCE**

SCALE: SHEET OF SHEETS STA. TO STA.

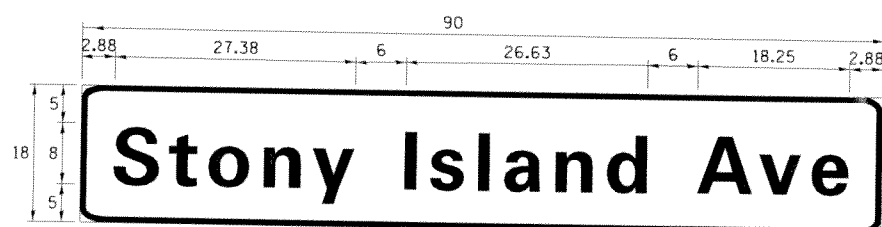
F.A.U. RTE. 1620	SECTION 43 N	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 46
CONTRACT NO. 62721				TS 3519

ILLINOIS FED. AID PROJECT

SIGN PANEL – TYPE 1



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
C	12	2	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	11.25	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 2	SQ FT	46.5
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	832
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	52
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	45
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	357
HANDHOLE	EACH	3
HEAVY-DUTY HANDHOLE	EACH	6
DOUBLE HANDHOLE	EACH	1
* ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	316
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	832
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1886
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2189
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	139
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	902
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	820
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	316
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

* 100% COST TO THE VILLAGE OF LANSING

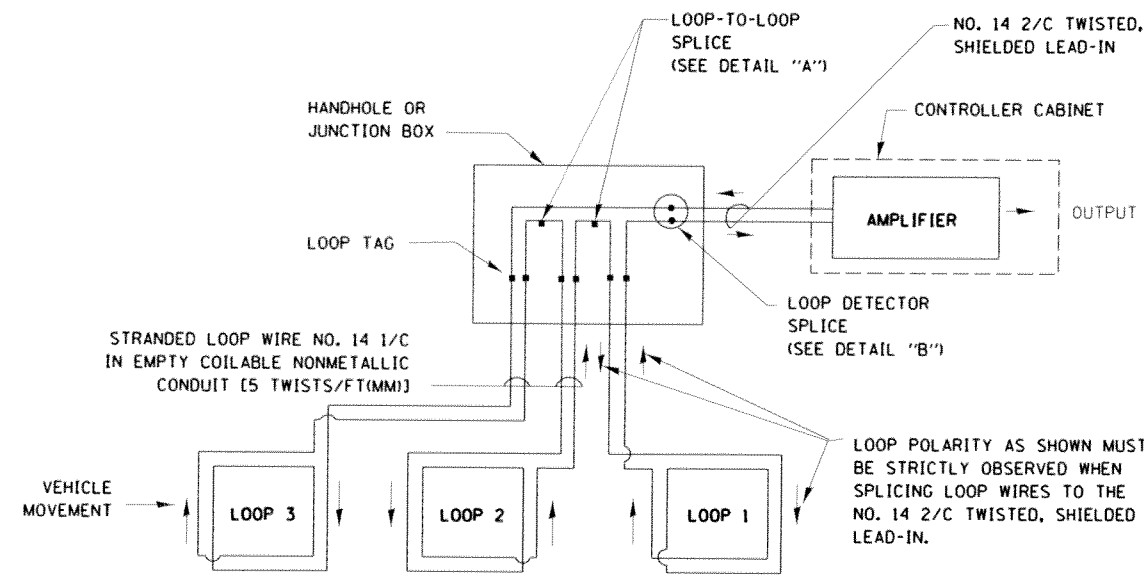
TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED												
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE															
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE															
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA															
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED															
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F															
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F															
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F															
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F															
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE															
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S		STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I		ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED															
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED															
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED															
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				QUEUE DETECTOR															
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED QUEUE DETECTOR															
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED SAMPLING (SYSTEM) DETECTOR															
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">EXISTING</th> <th style="width: 50%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>				EXISTING	PROPOSED										
EXISTING	PROPOSED																						
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																			
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT																			
DETECTOR LOOP, TYPE I				RADIO REPEATER																			
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																			
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																			
VIDEO DETECTION CAMERA																							
VIDEO DETECTION ZONE																							
PAN, TILT, ZOOM CAMERA																							
WIRELESS DETECTOR SENSOR																							
WIRELESS ACCESS POINT																							

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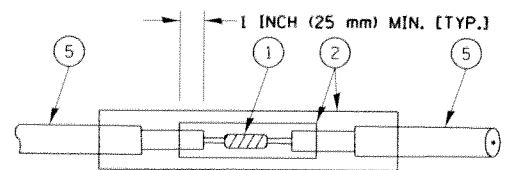
LOOP DETECTOR NOTES

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

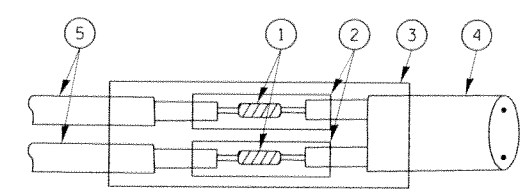


DETECTOR LOOP WIRING SCHEMATIC

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

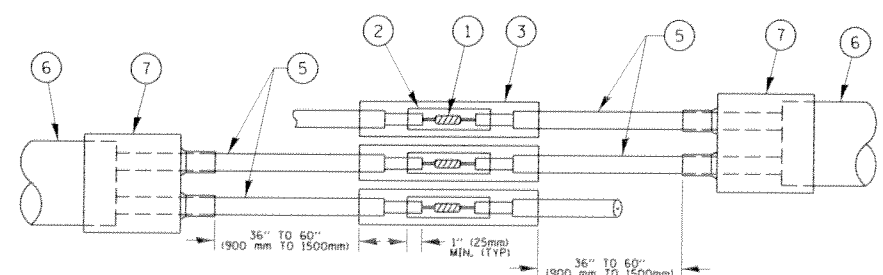


DETAIL "A" LOOP-TO-LOOP SPLICE

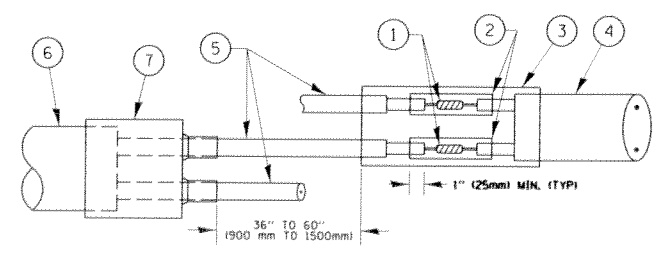


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



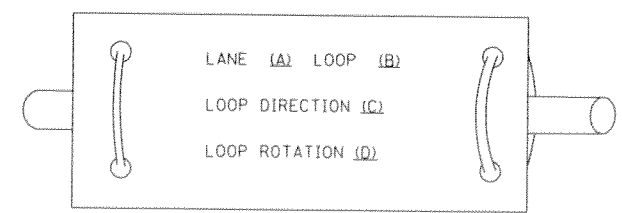
DETAIL "B" LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

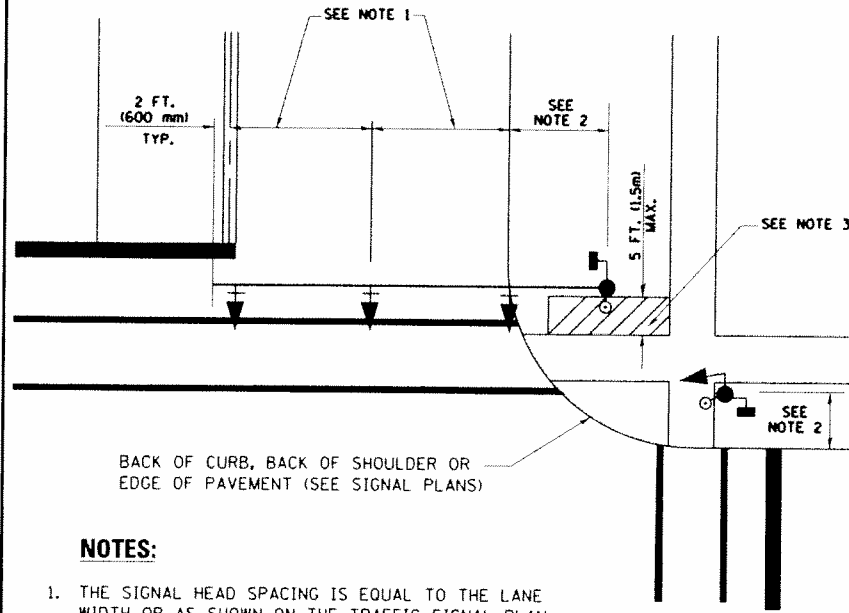
LOOP LEAD-IN CABLE TAG



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

FILE NAME : c:\pwork\p\idat\qureshiya\0408196\PI0297-shi-TS.dgn	USER NAME : qureshiya	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS 82	SHEET NO. 49
PLOT SCALE = 1000.0000 / 1 in.	CHECKED - DAD	DATE - 10-28-09	SCALE: NONE		SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	TS-05		CONTRACT NO.	
PLOT DATE = 12/28/2015						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

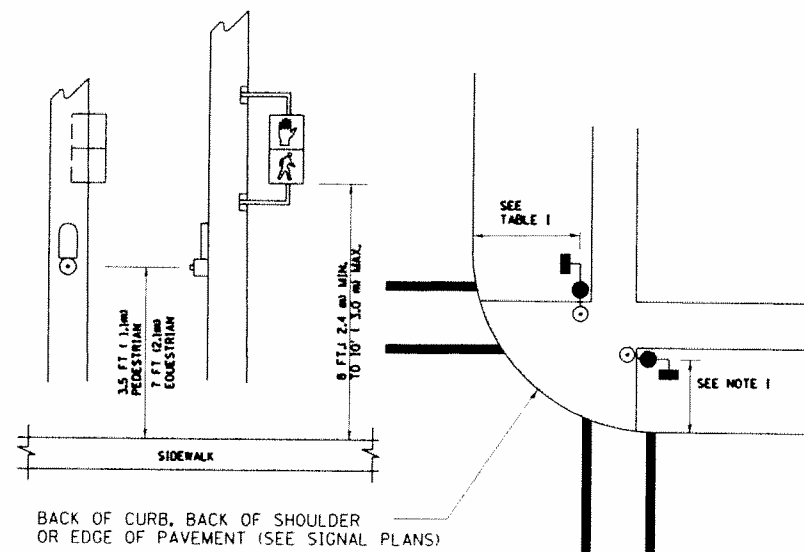
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

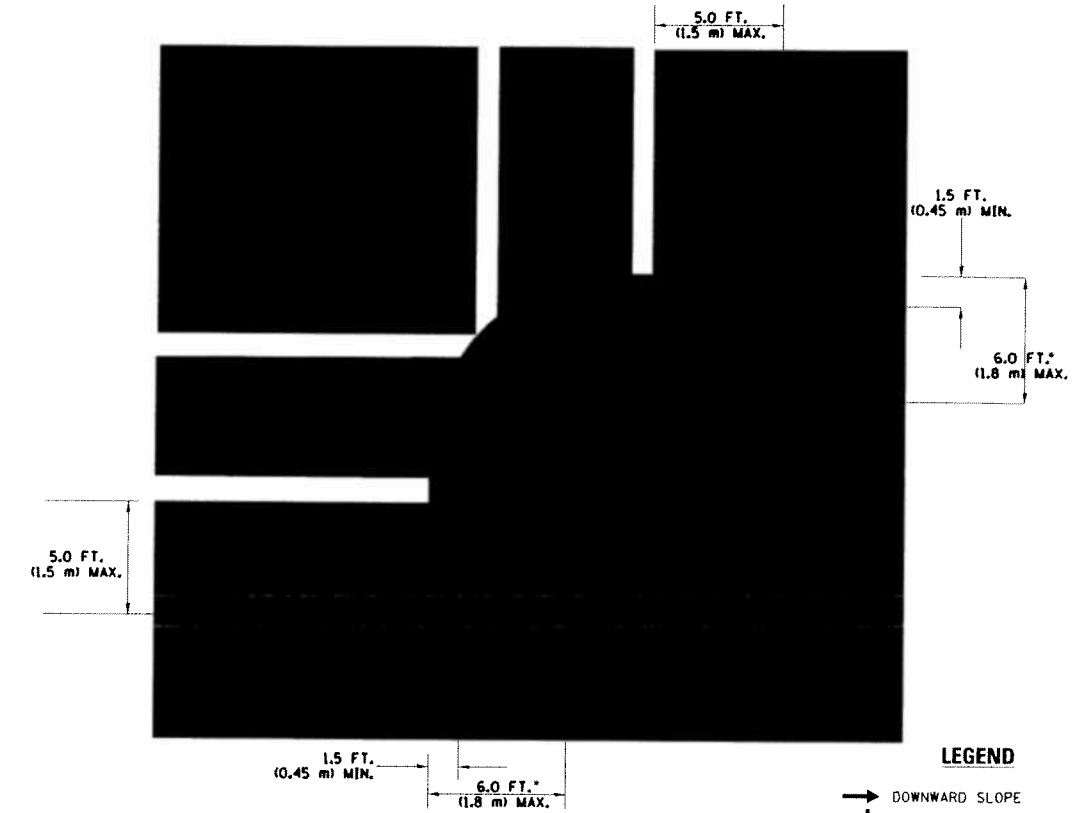
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

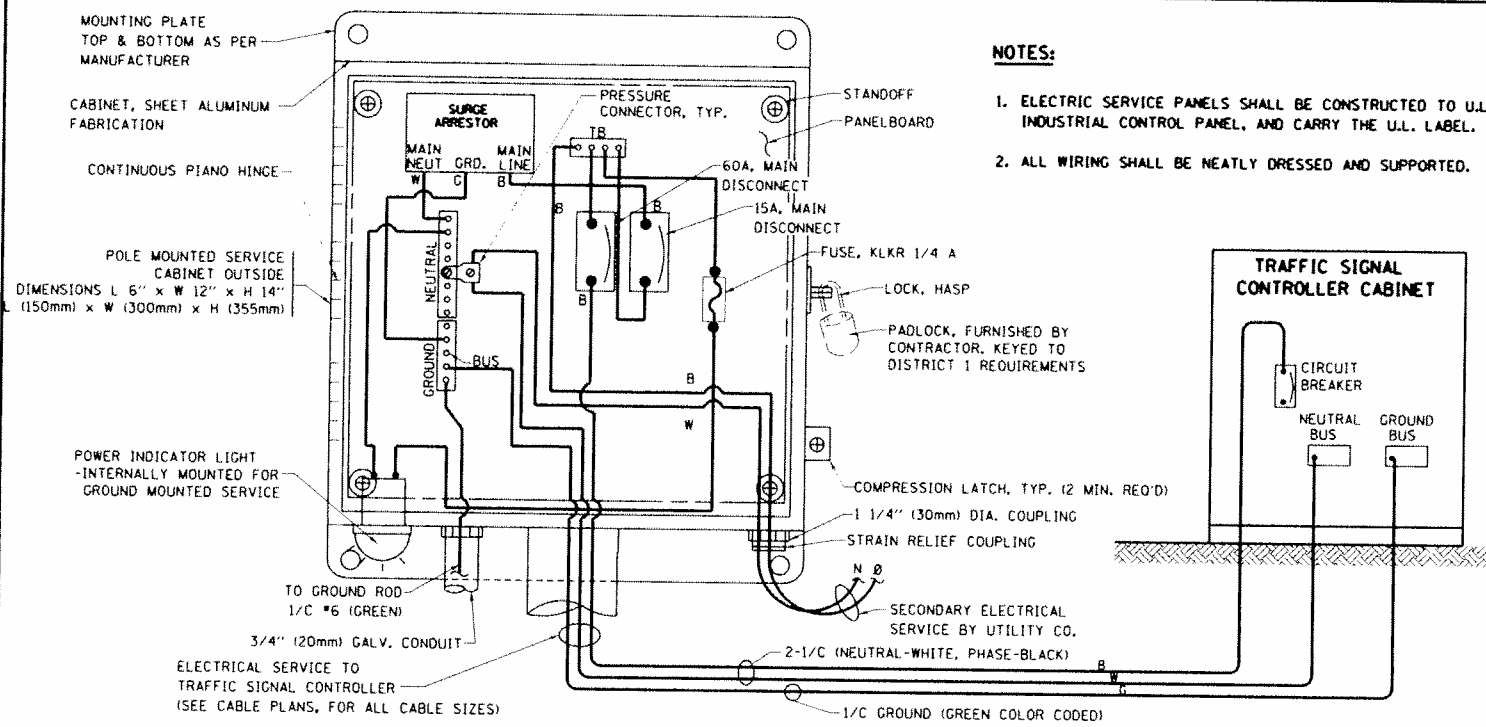
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

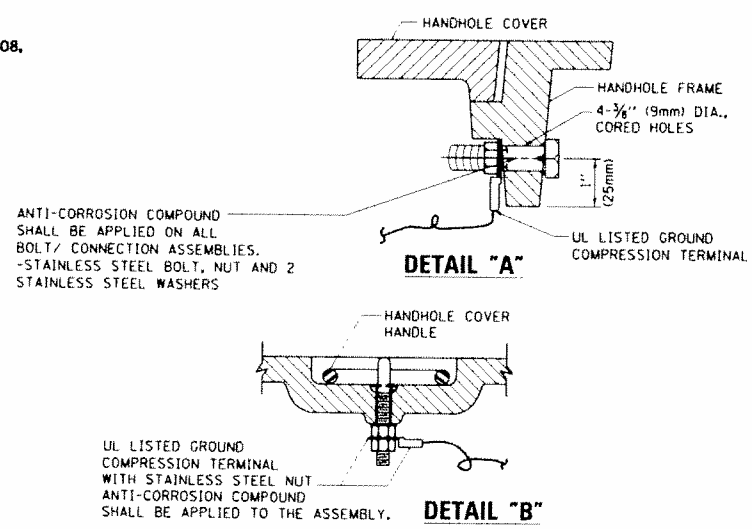
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

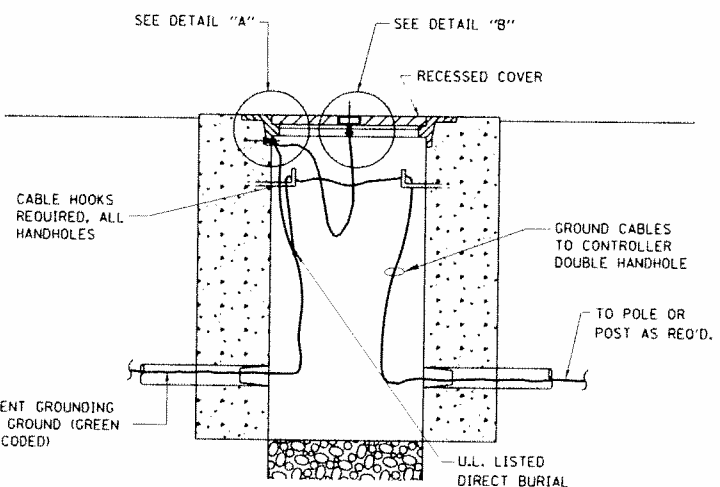
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



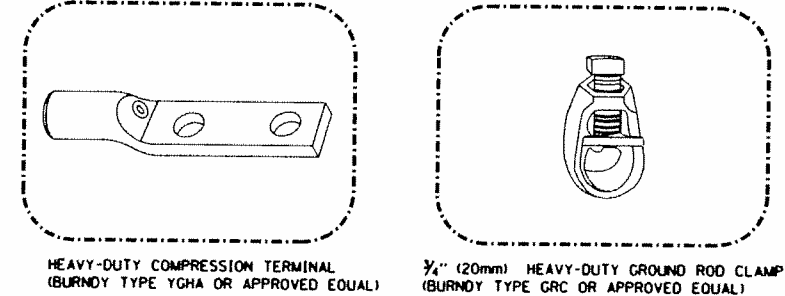
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



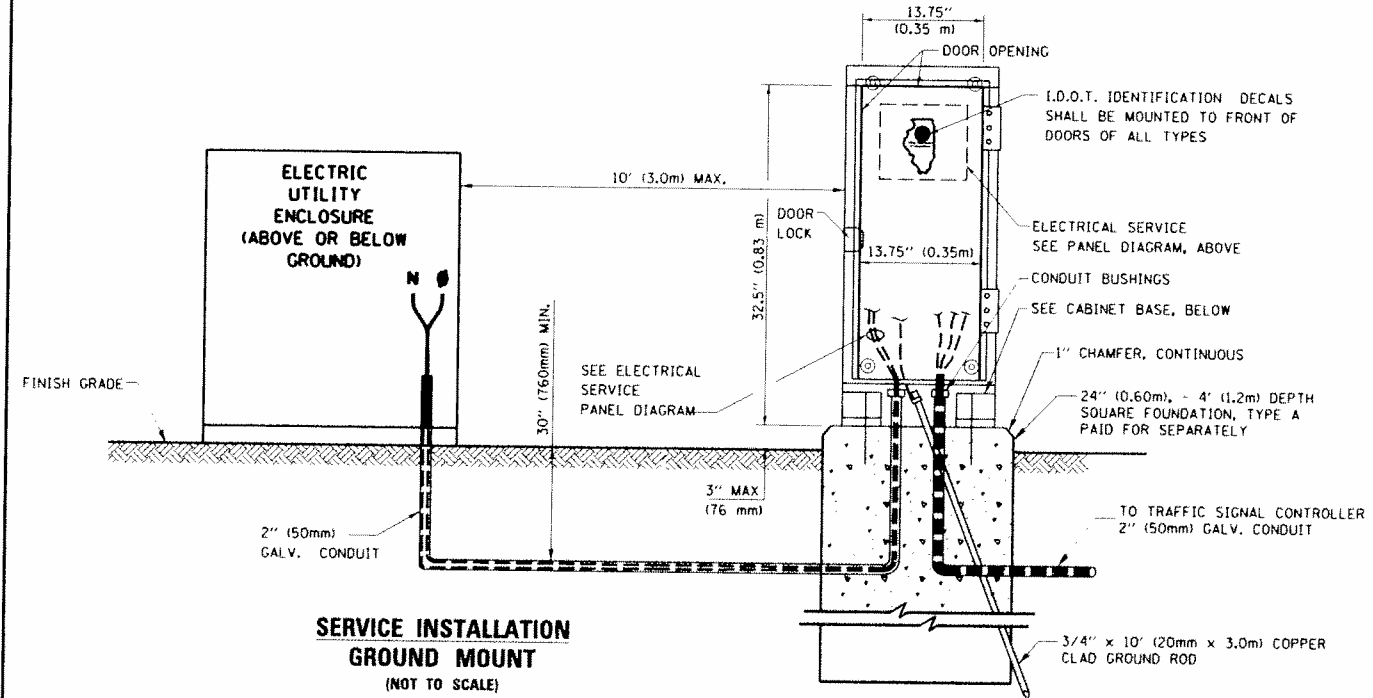
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED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



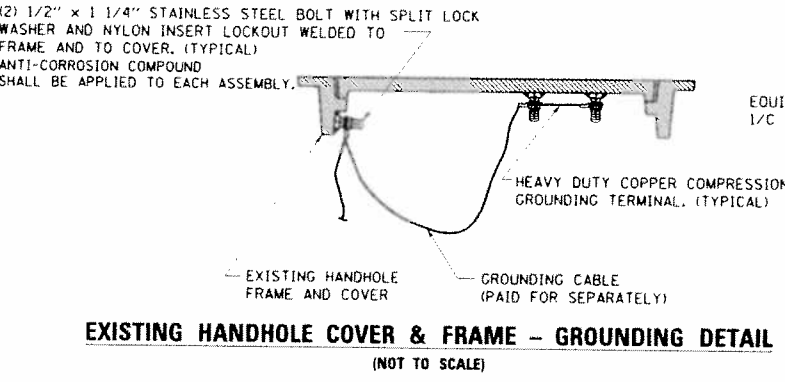
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



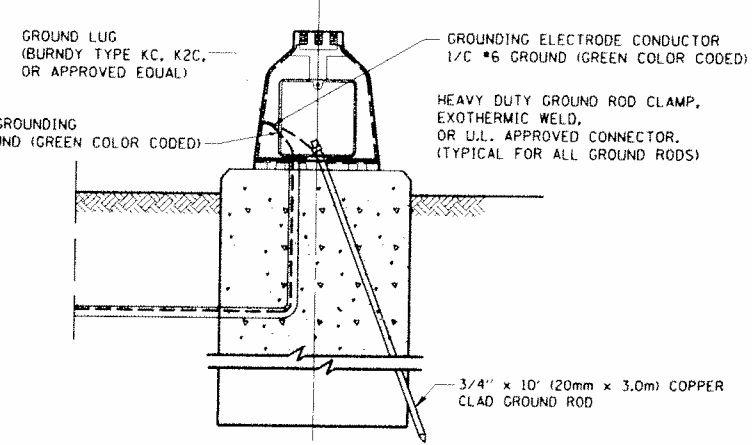
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

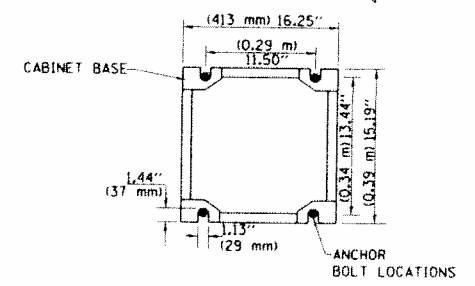


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



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

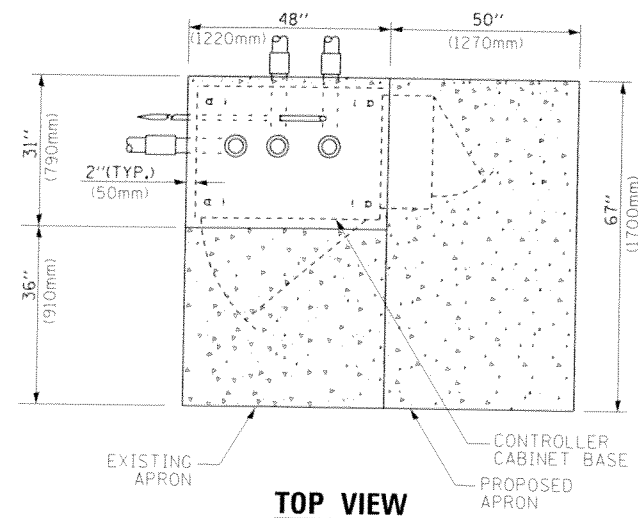
CABINET - BASE BOLT PATTERN (NOT TO SCALE)



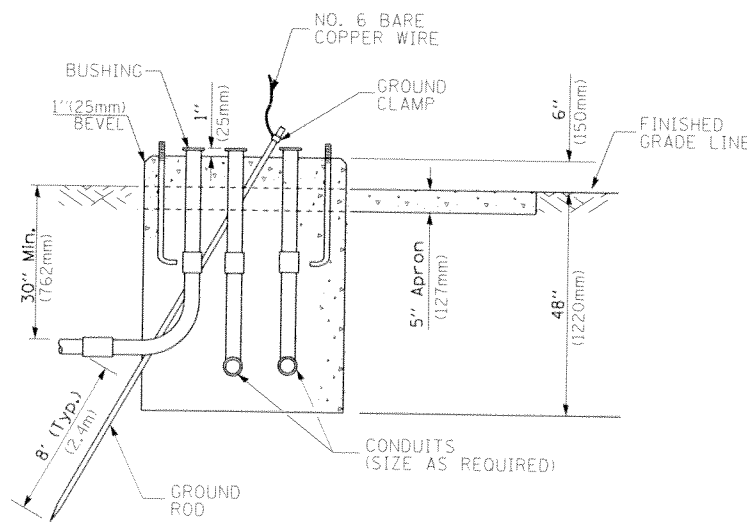
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

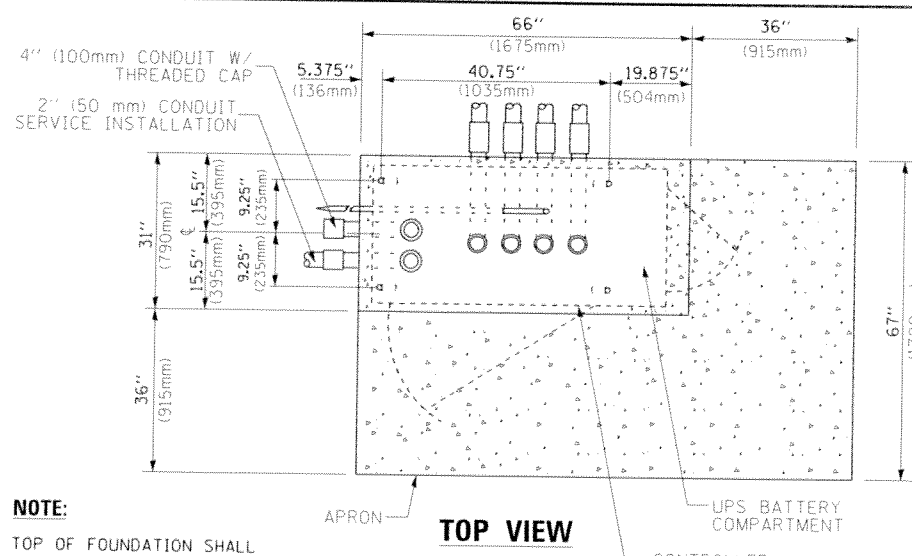
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			82	51
TS-05		CONTRACT NO.		



TOP VIEW



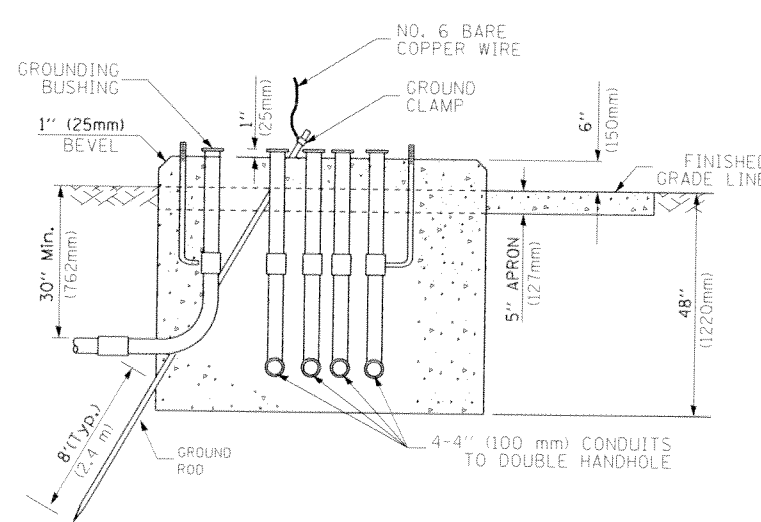
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



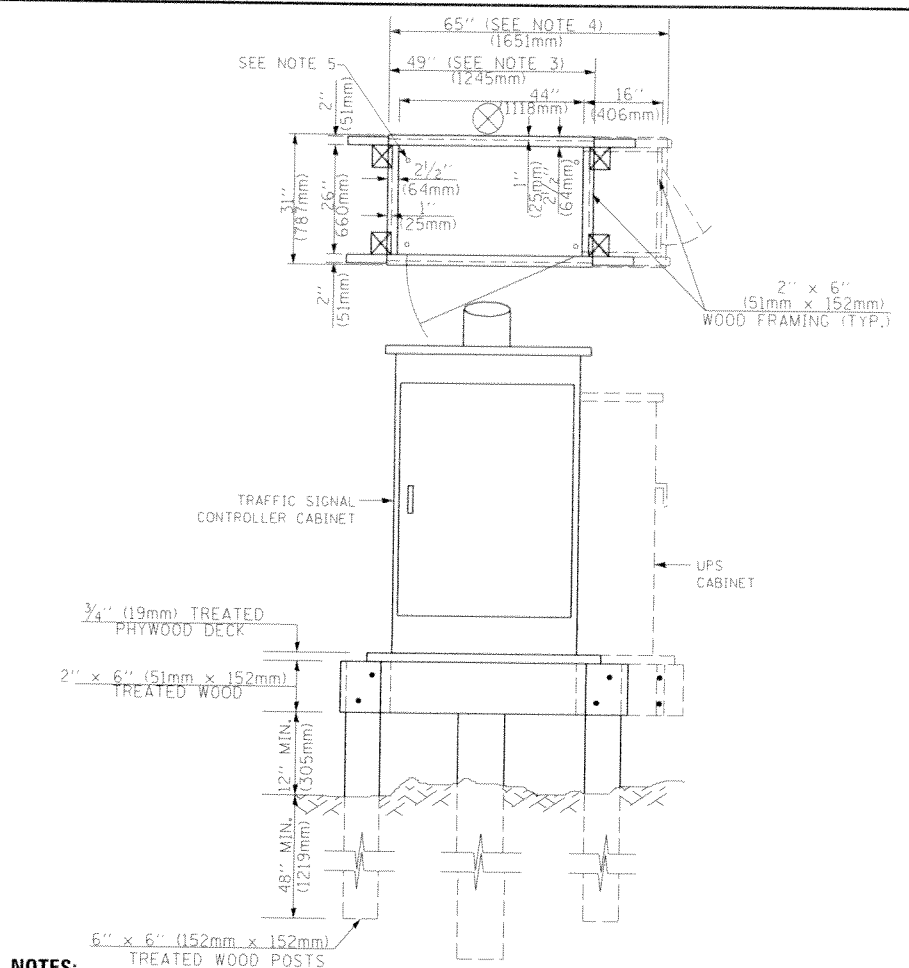
TOP VIEW

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:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

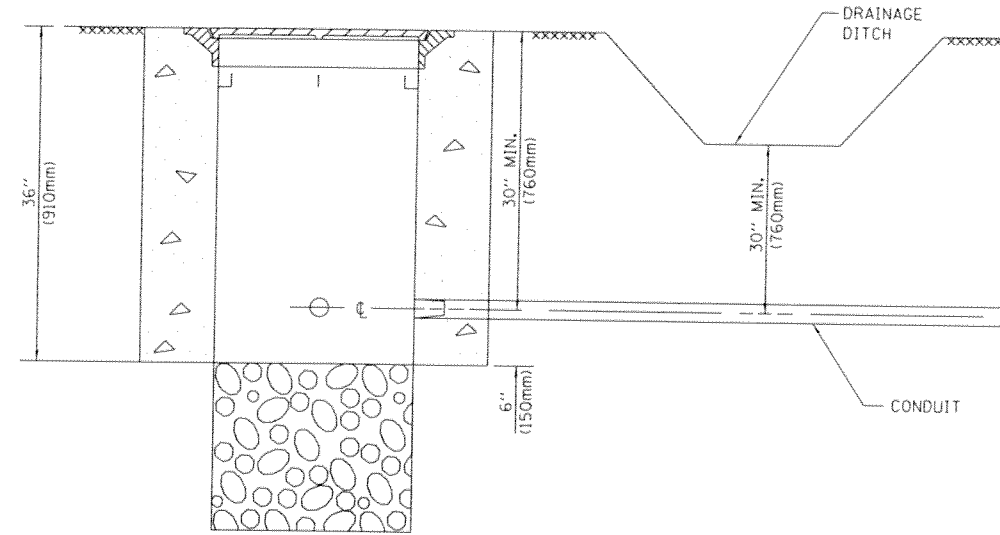
MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

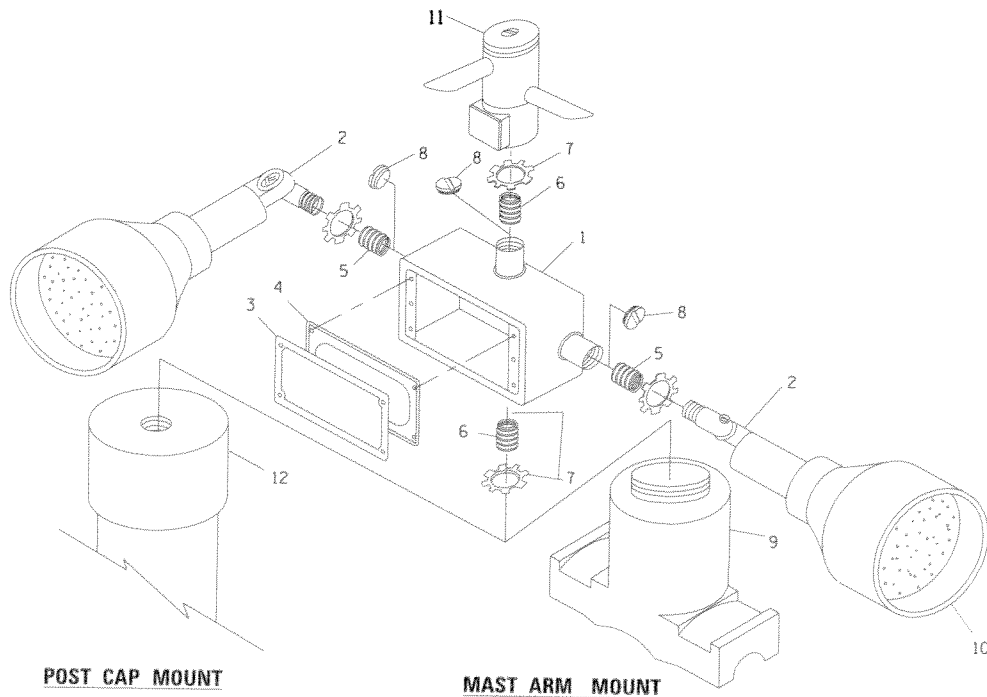
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c:\pw\work\pdxidat\qureshiya\04080196\PI0	297-shr-TS.dgn	DRAWN - BCK	REVISED -	SCALE: NONE		SHEET NO. 5 OF 7 SHEETS		STA.	TO STA.	TS-05	52	52
	PLOT SCALE = 100.3571 / in.	CHECKED - DAD	REVISED -	DATE = 10-28-09		FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	CONTRACT NO.		



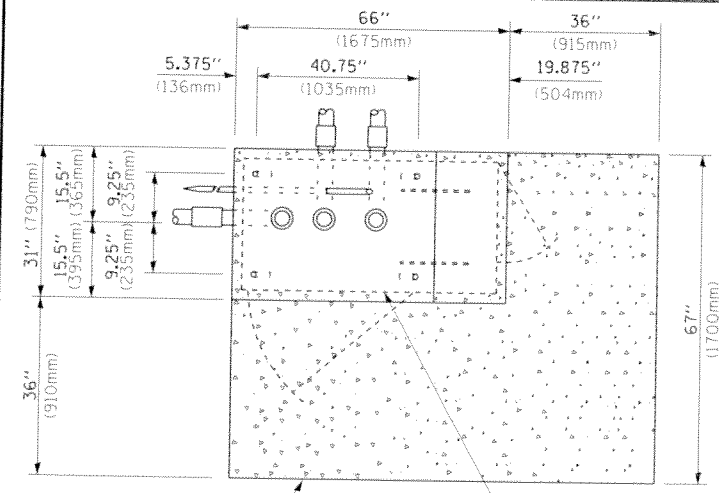
NOTES:

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.

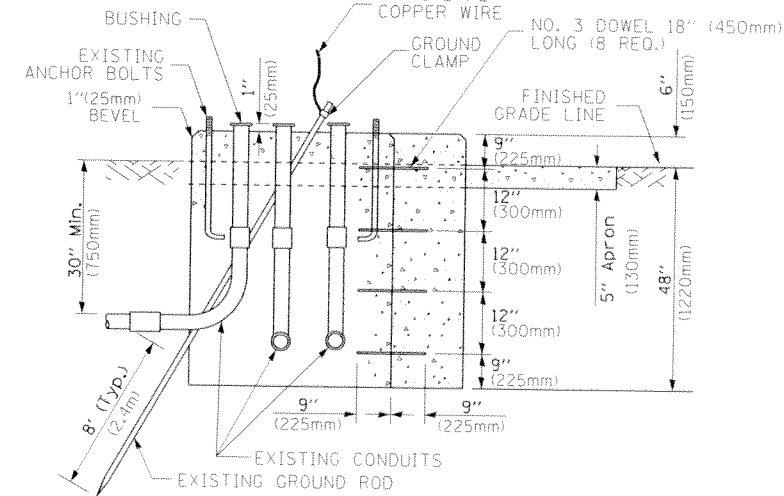
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

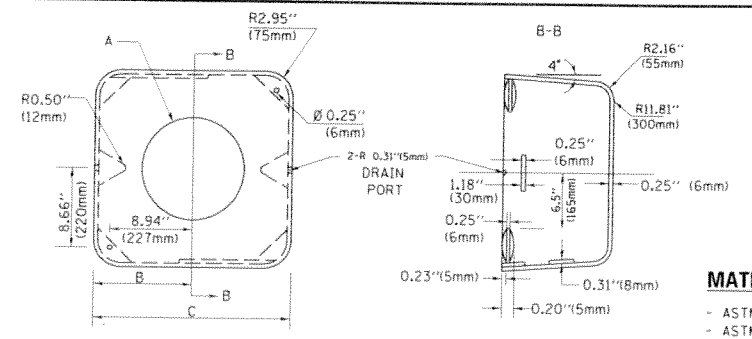


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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.



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

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

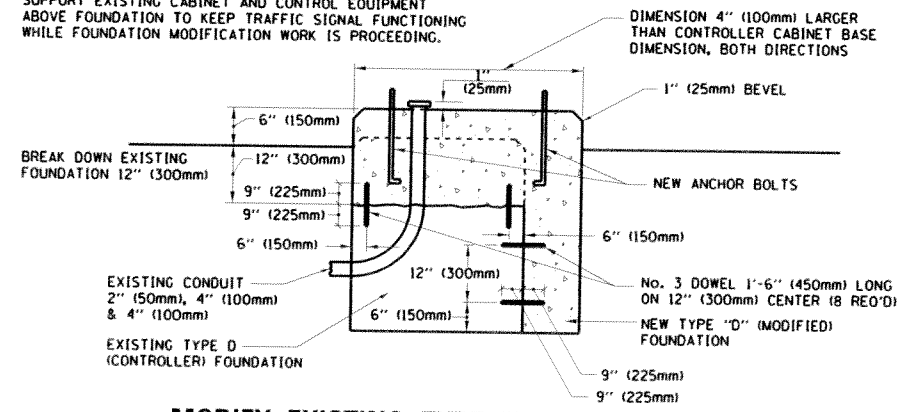
SHROUD

NOTES:

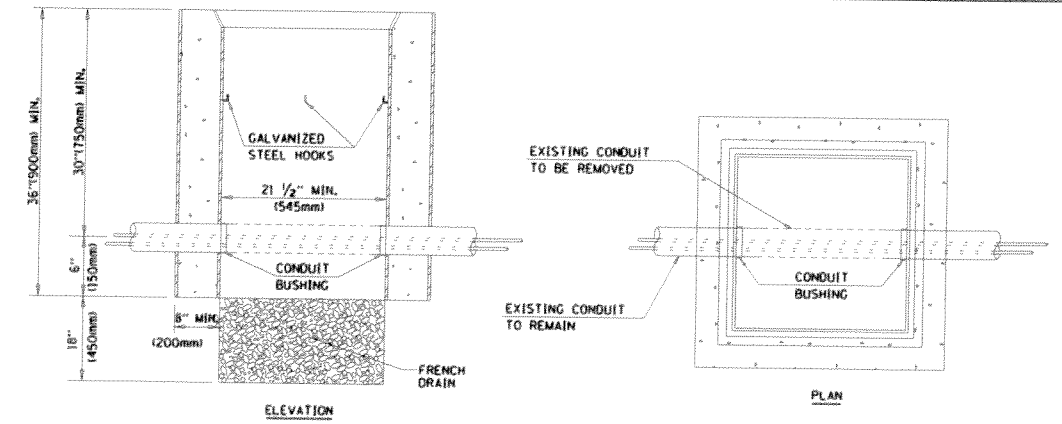
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD B14001.
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.

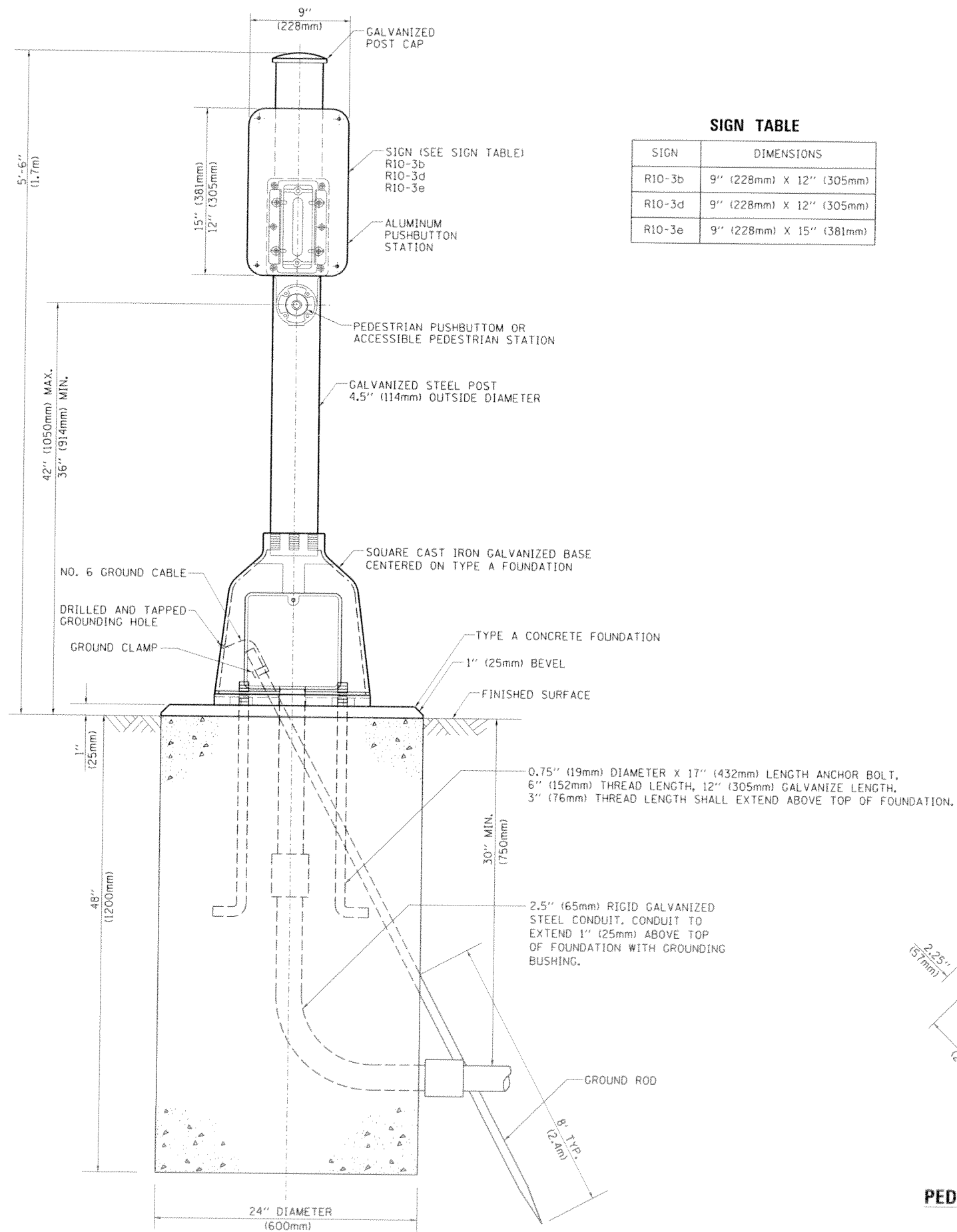
HANDHOLE TO INTERCEPT EXISTING CONDUIT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

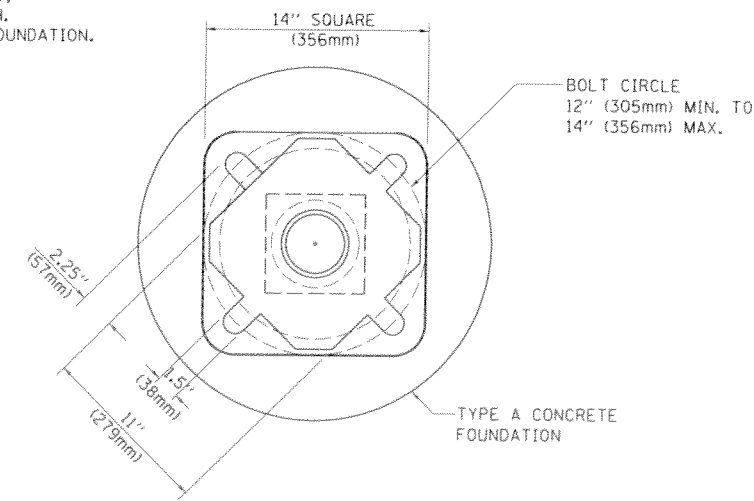
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			82	53

FILE NAME :	USER NAME : qureshiya	DESIGNED - DAD	REVISED - DAG 1-1-14
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PLDT SCALE = 100.4410		CHECKED - DAD	REVISED -
PLDT DATE = 12/28/2015		DATE - 10-28-09	REVISED -



SIGN TABLE

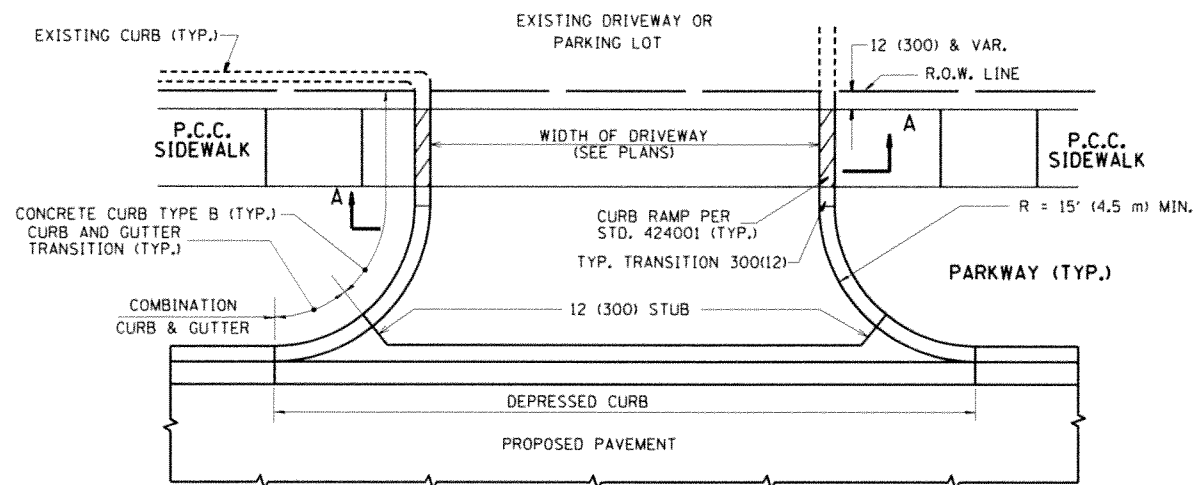
SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



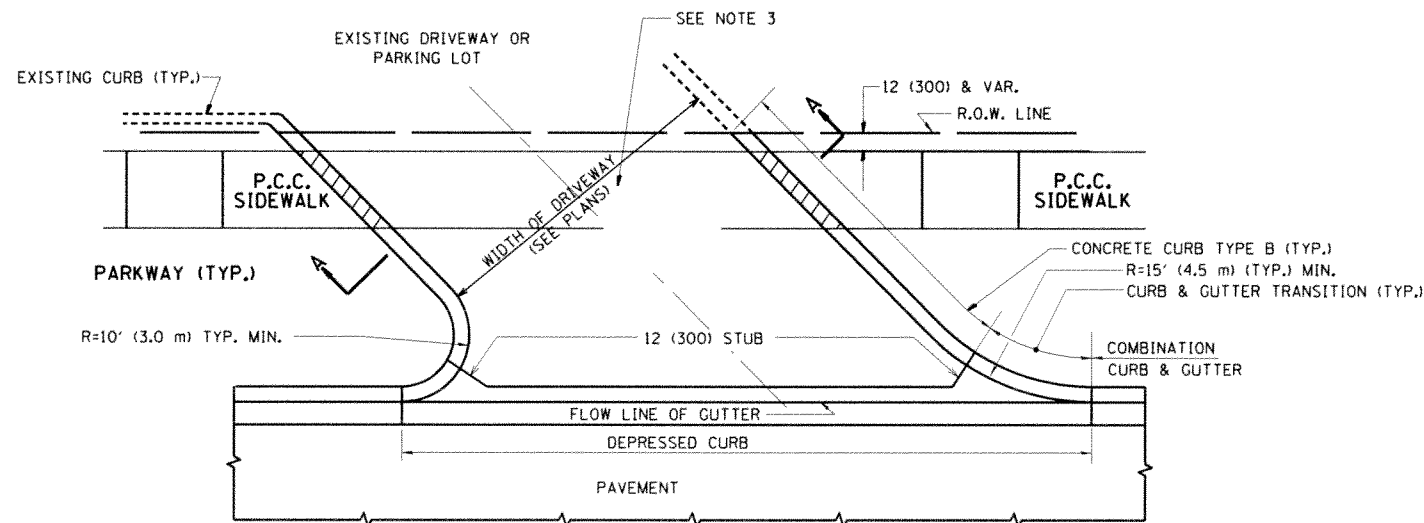
BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

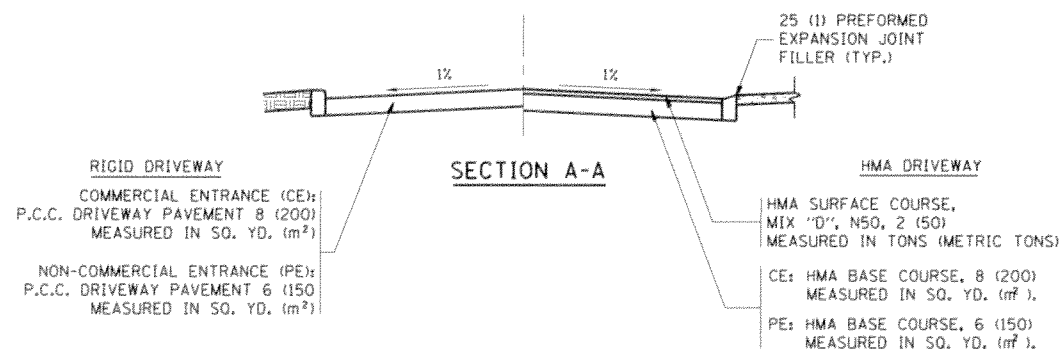
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	PLLOT DATE = 12/28/2015	CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 10/1/2012	REVISED -									



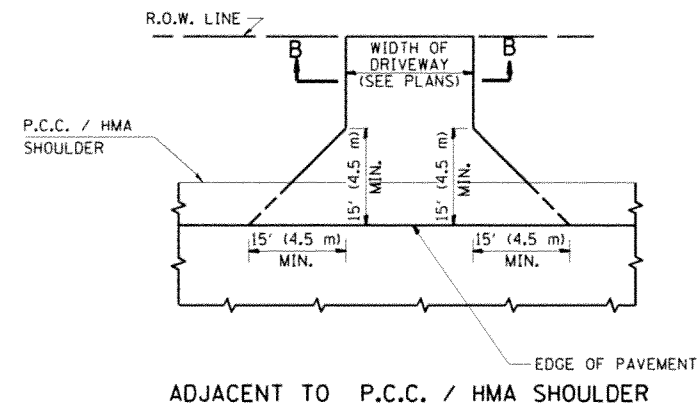
WITH CONCRETE CURB, TYPE B



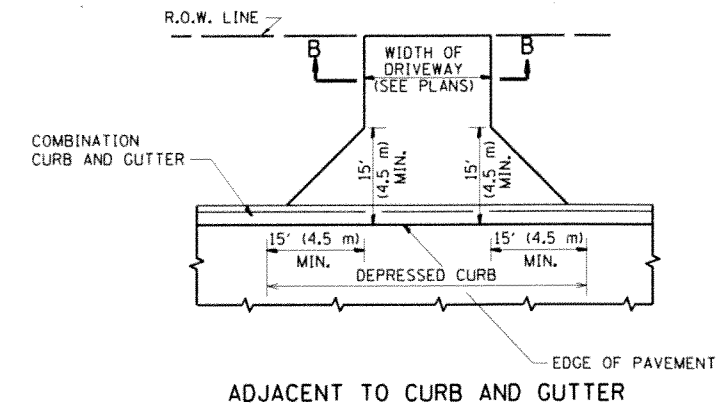
WITH CONCRETE CURB, TYPE B



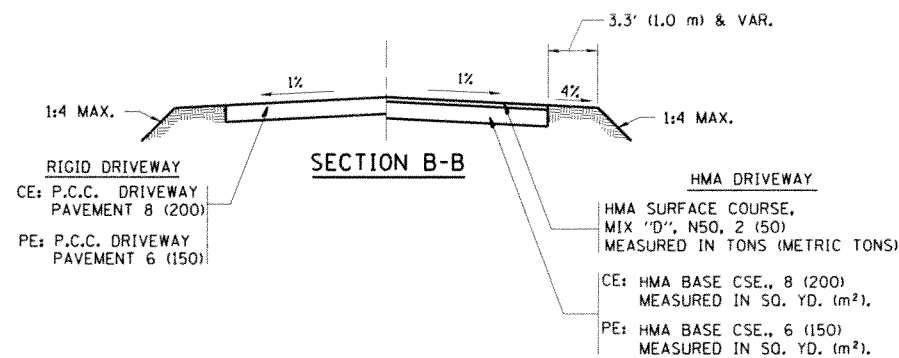
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

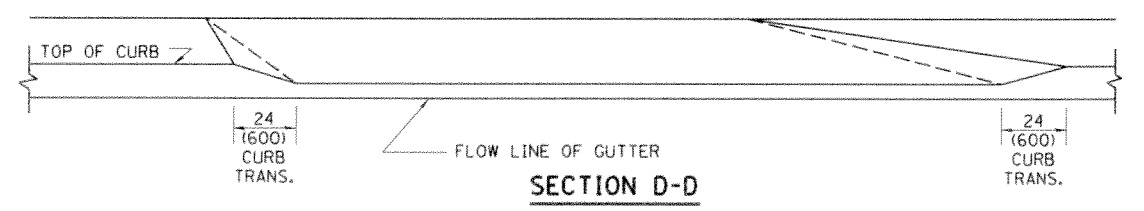
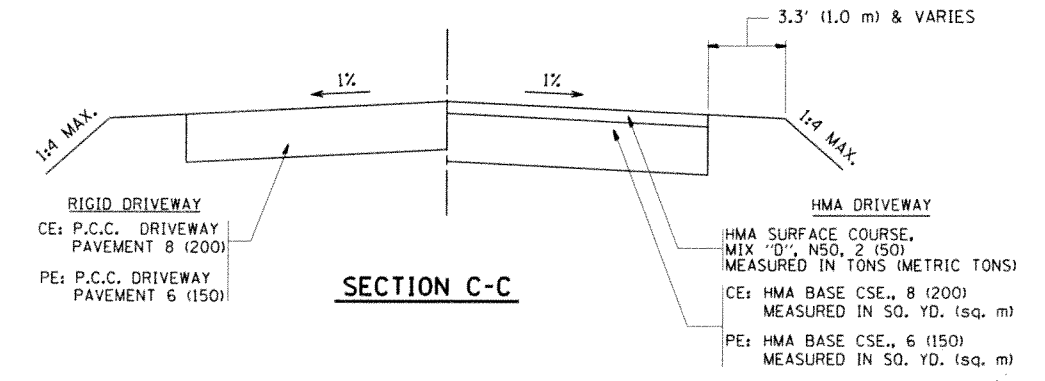
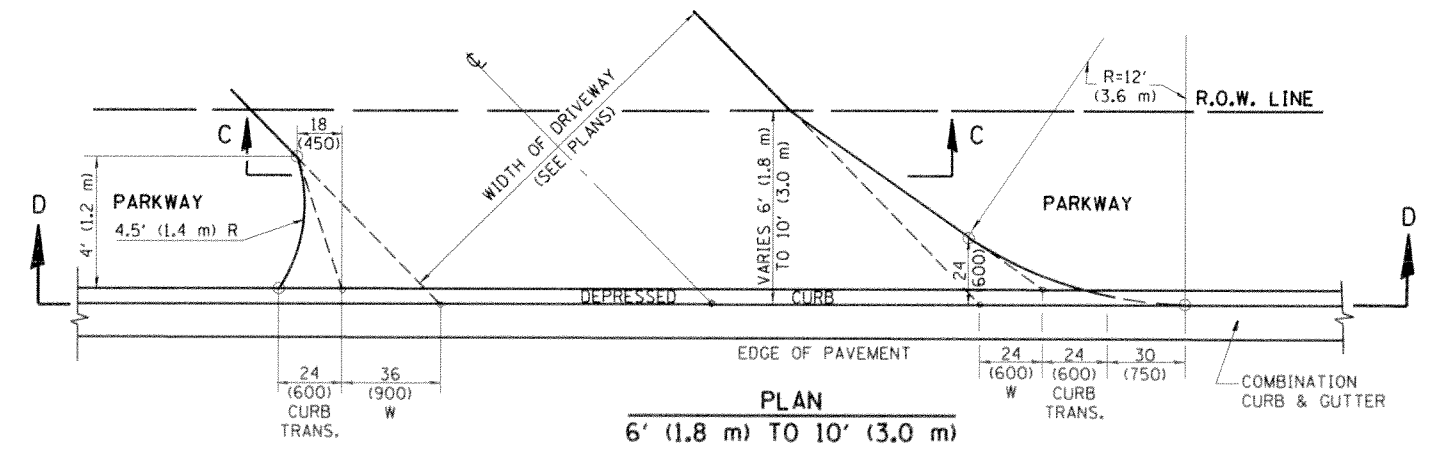
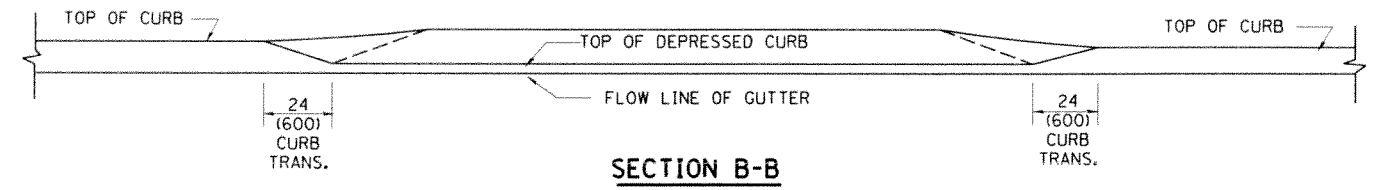
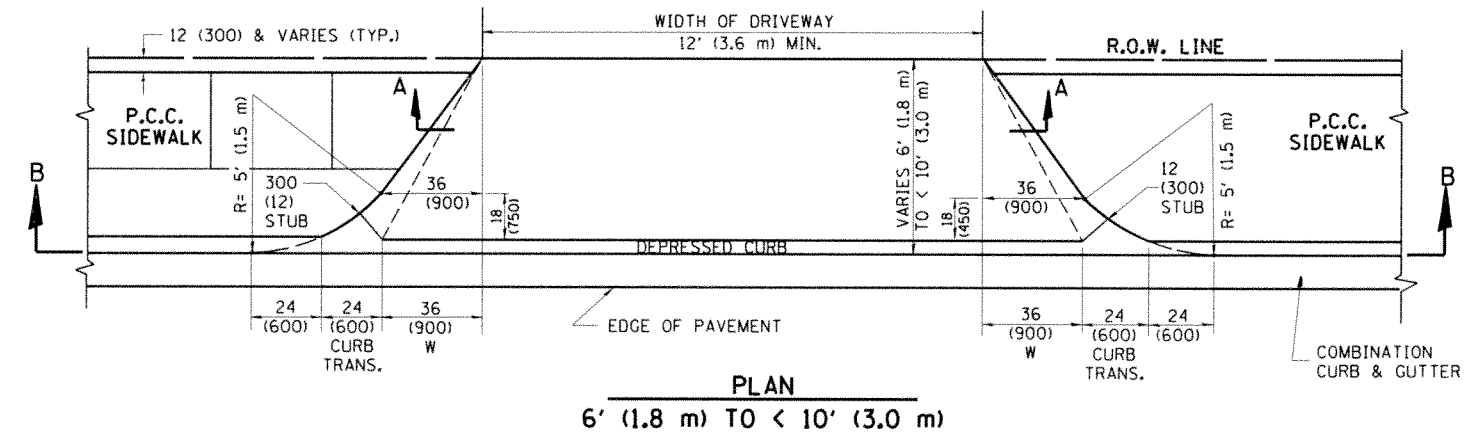
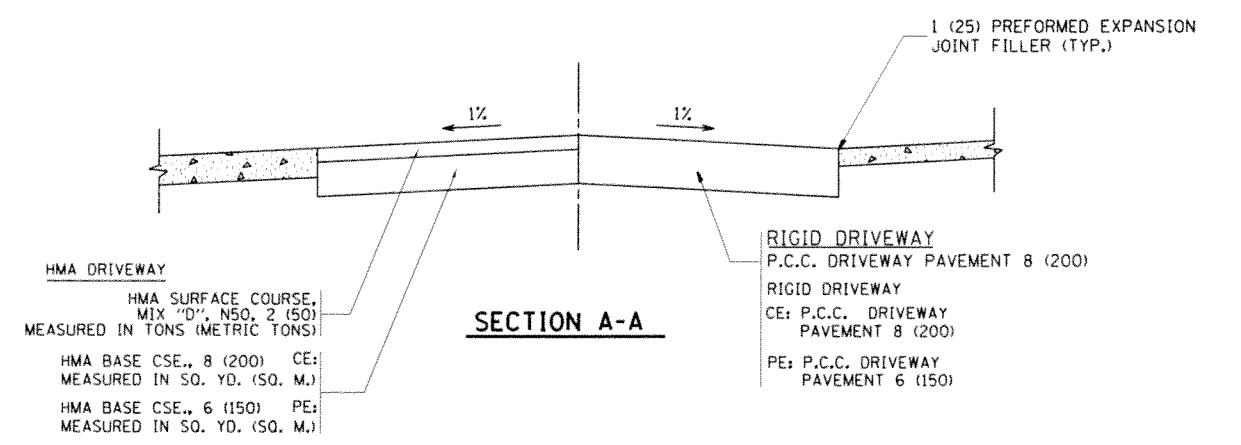
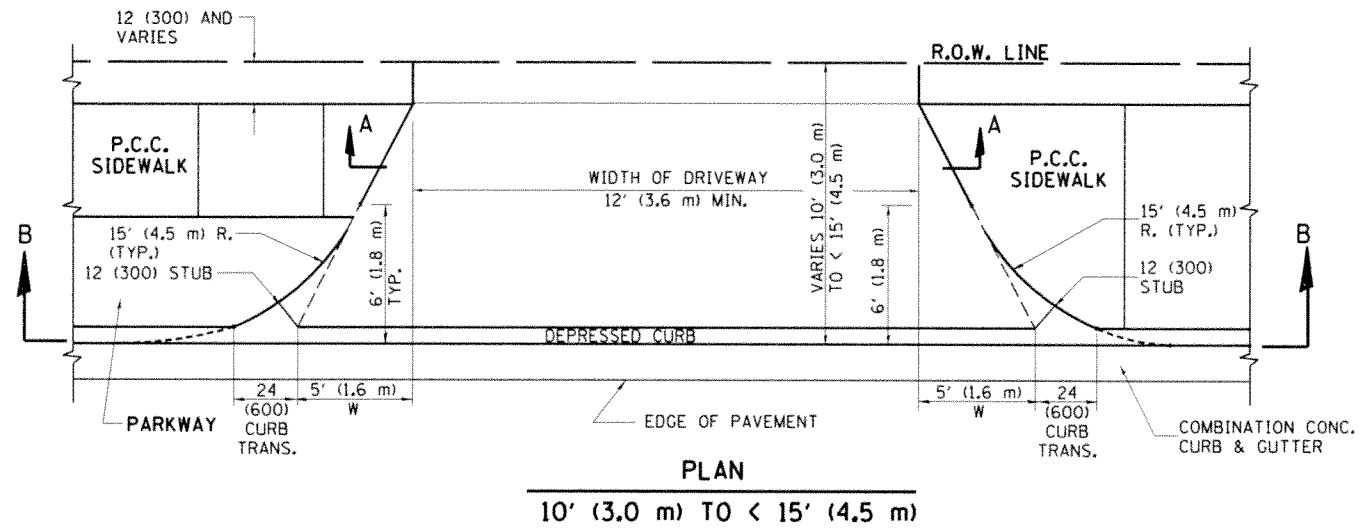
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME * c:\pwork\pwork\qureshiya\d0408196\Dis	USER NAME * qureshiya Std.dgn	DESIGNED - R. SHAH	REVISED - P. LoFLUER 04-15-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE * 100.0002' / in.	DRAWN -	REVISED - R. BORO 01-01-07								
	PLOT DATE * 4/28/2015	CHECKED -	REVISED - R. BORO 06-11-08			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		
		DATE - 11-04-95	REVISED - R. BORO 09-06-11								
						BD0156-07 (BD-01)		CONTRACT NO.			
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

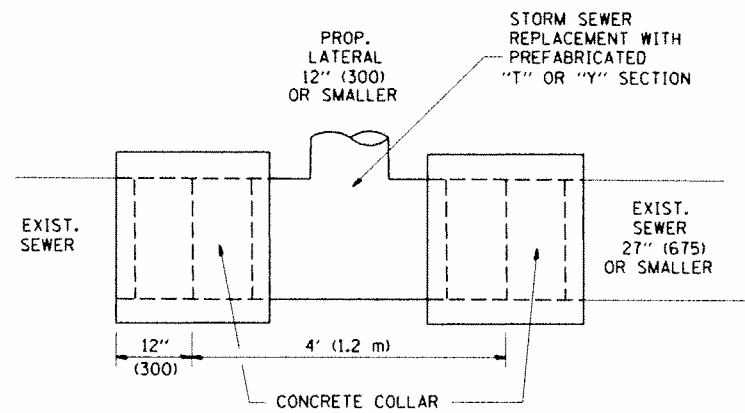
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

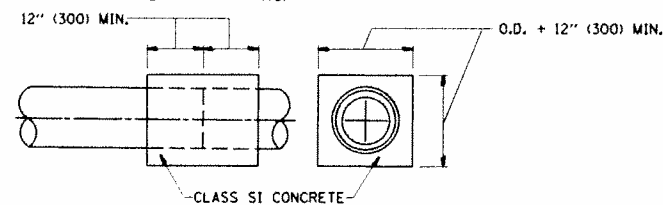
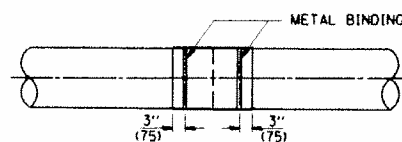
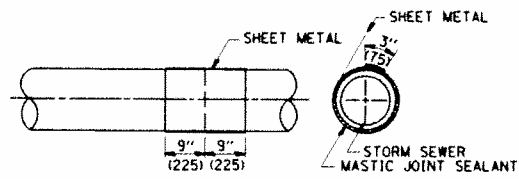
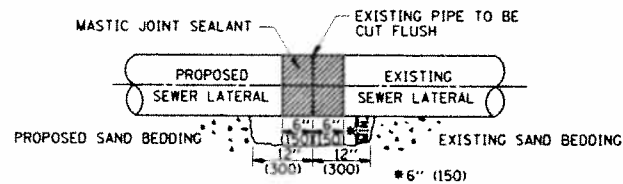
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME: c:\pwork\pwork\qureshiya\0408196\Dis	USER NAME: qureshiya	DESIGNED: R. SHAH	REVISED: M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLT SCALE: 100.0000 1/16"	DRAWN: Std.dgn	REVISED: P. LAFLEUR 04-15-03		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)							
	PLT DATE: 4/20/2015	CHECKED:	REVISED: R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-02 (BD-02)		CONTRACT NO.	
		DATE: 11-06-95	REVISED: R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



DETAIL "A"

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



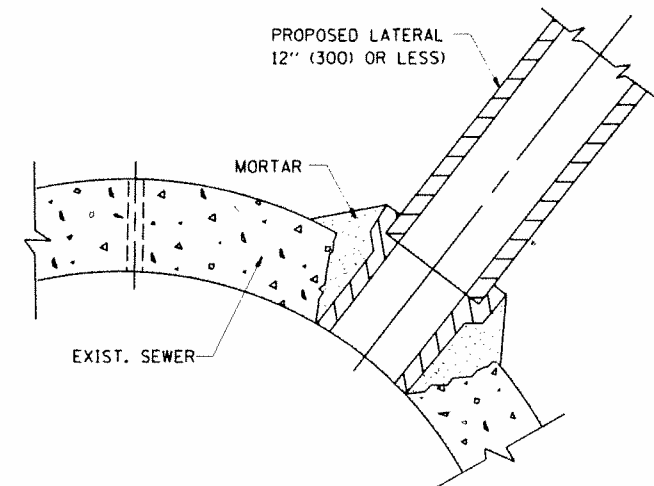
DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

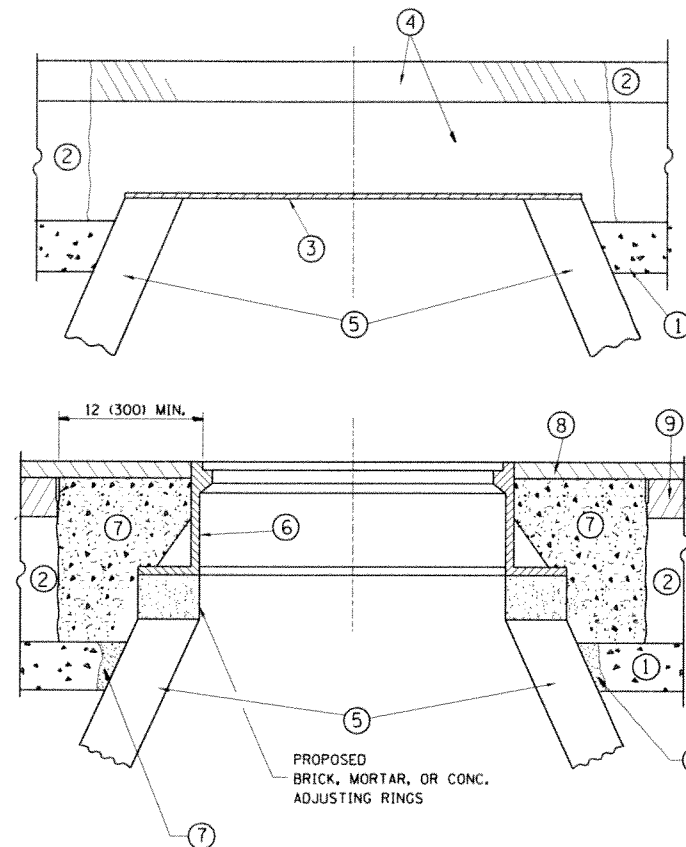
TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING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

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

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

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

FILE NAME : c:\pwork\pwwork\qureshiya\0409196\0	USER NAME : qureshiya	DESIGNED : M. DE YONG	REVISED : M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	Std.dgn	DRAWN :	REVISED : R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD500-01 (BD-7)	CONTRACT NO.	62	56
	PLOT SCALE = 1/8"=1'-0"	CHECKED :	REVISED : R. SHAH 10-25-94		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE : 4/20/2015	DATE : 07-25-90	REVISED : R. SHAH 06-12-96									



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

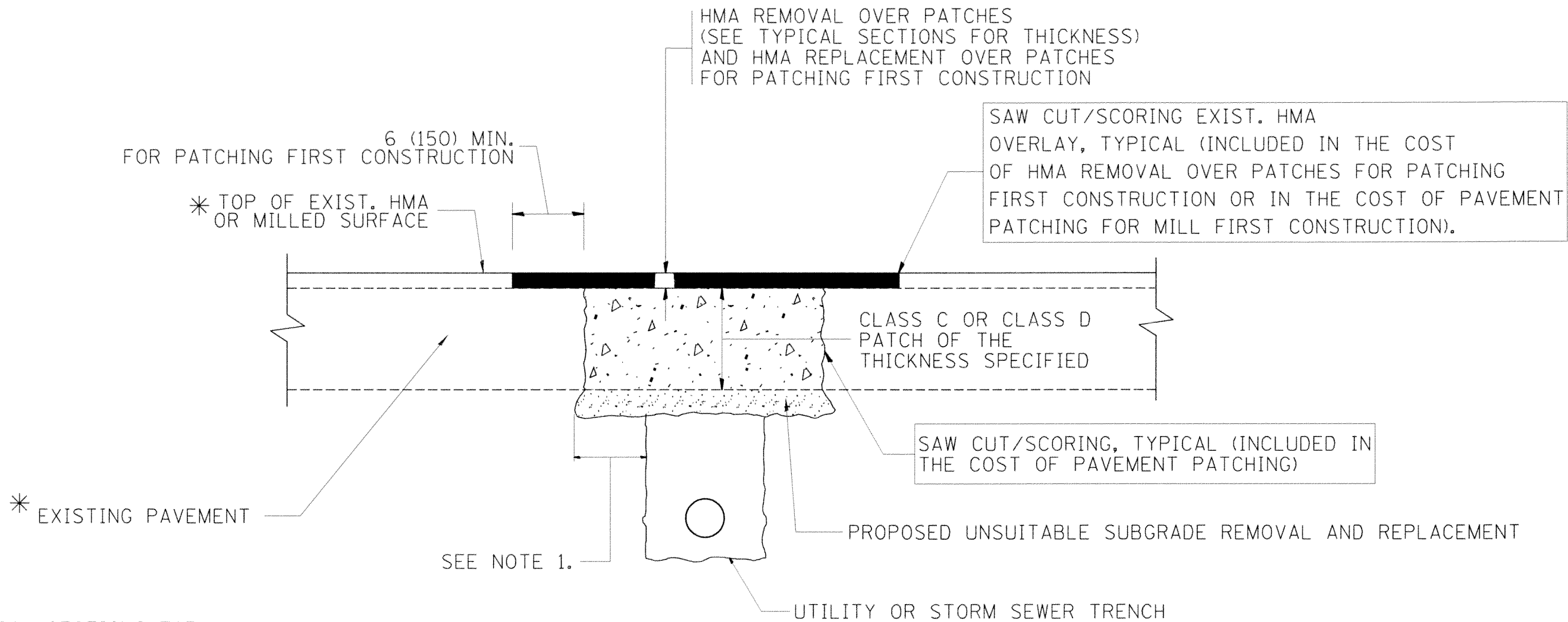
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME *	USER NAME * qureshiya	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
c:\pw_work\pwsdot\qureshiya\0408196\01s	Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE * 100.0000 * / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE 4/20/2015	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-03 (BD-8)		82	82
CONTRACT NO.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

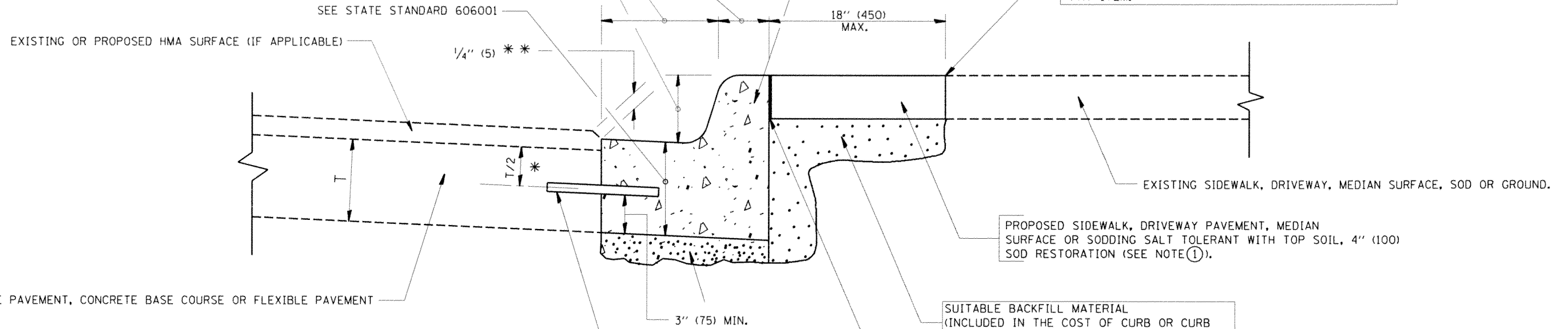
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = qureshiya	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pe_work\pwidot\qureshiya\d0408196\Dis	Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07								82	58
	PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22) CONTRACT NO.		
	PLOT DATE = 4/28/2015	DATE - 10-25-94	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

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

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

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



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

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

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

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

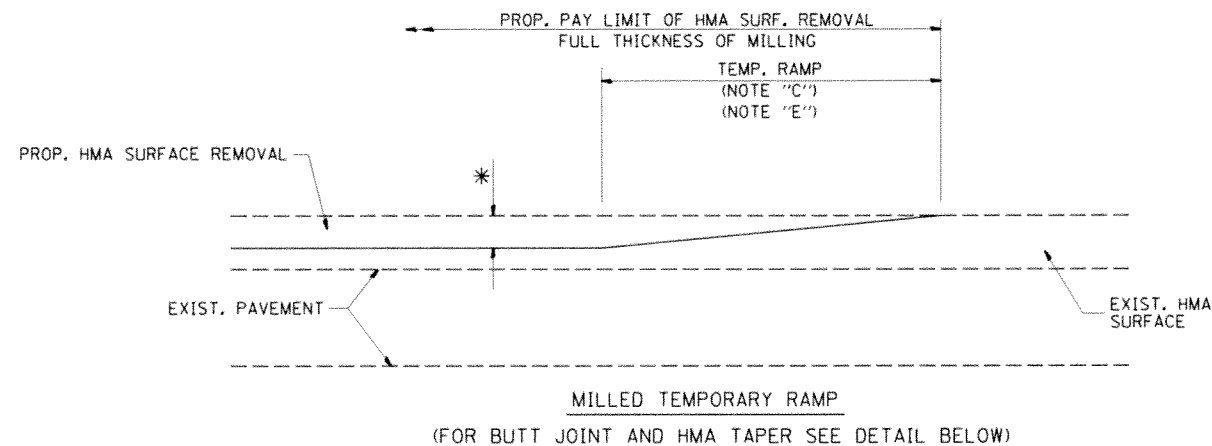
BASIS OF PAYMENT:

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

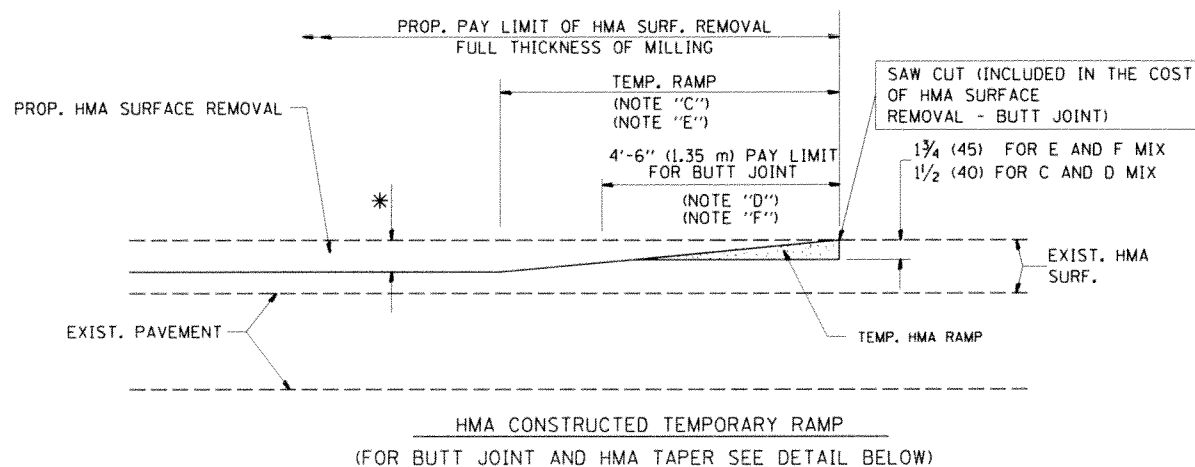
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = qureshiya	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw_work\pwidot\qureshiya\d0408196\01	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97			82	59			
PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24) CONTRACT NO.							
PLOT DATE = 4/28/2015	DATE - 03-11-94	REVISED - R. BORO 12-15-09	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
SCALE: NONE						SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		

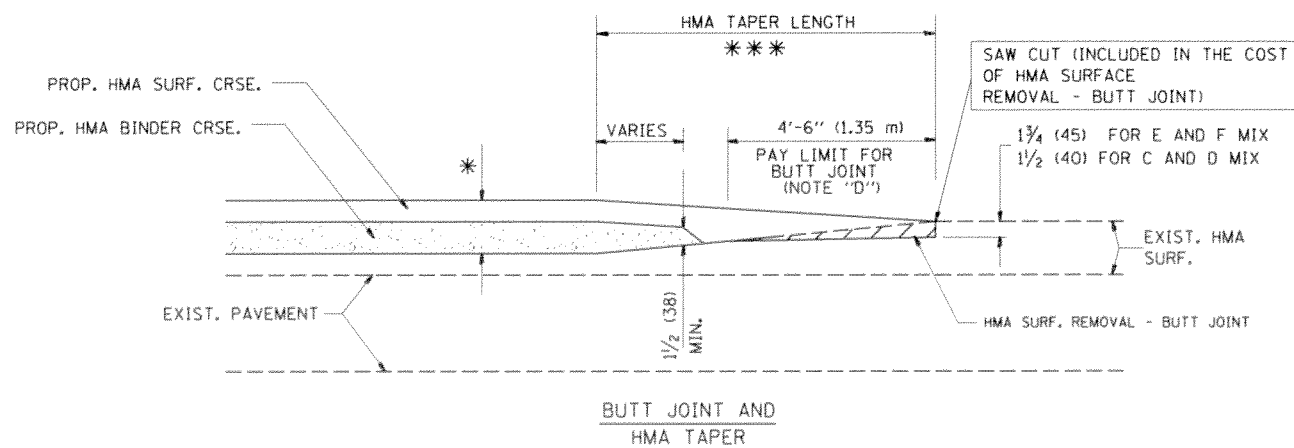


OPTION 1

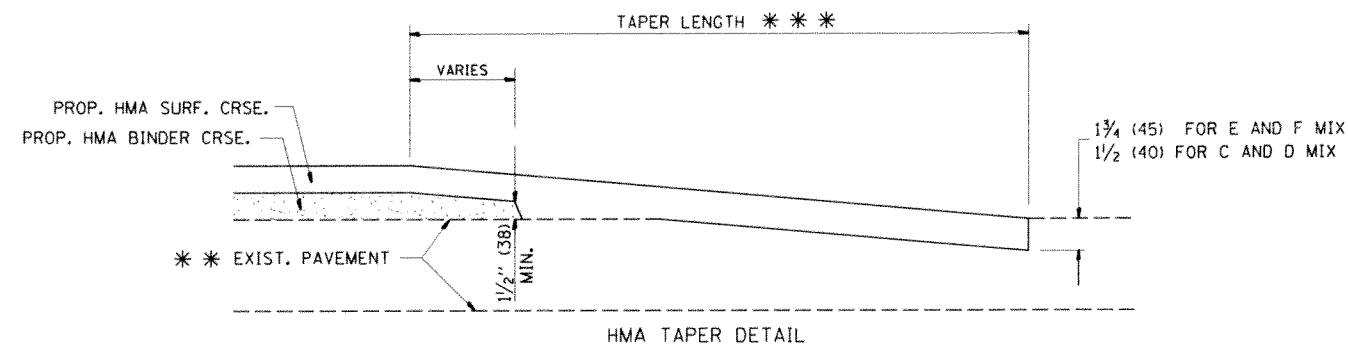
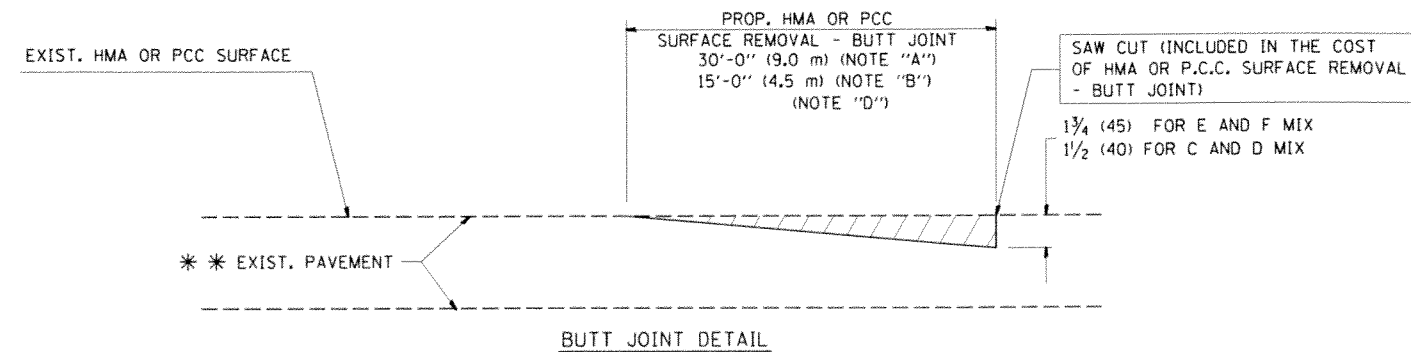


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

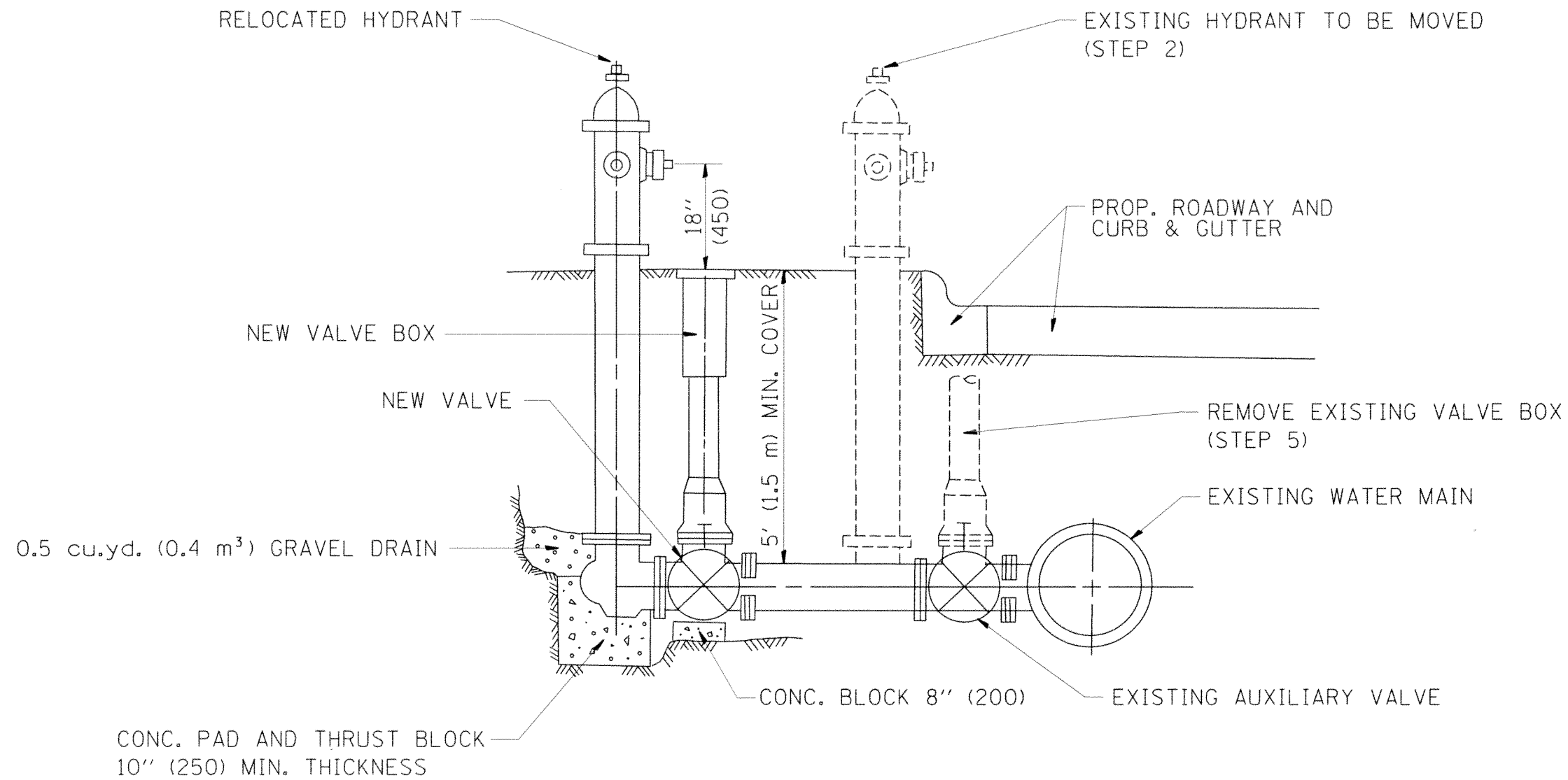
FILE NAME :	USER NAME : qureshiya	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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PLOT SCALE = 100.0000 1/ in.		CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 4/28/2015		DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD32		82	60
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



SEQUENCE OF CONSTRUCTION:

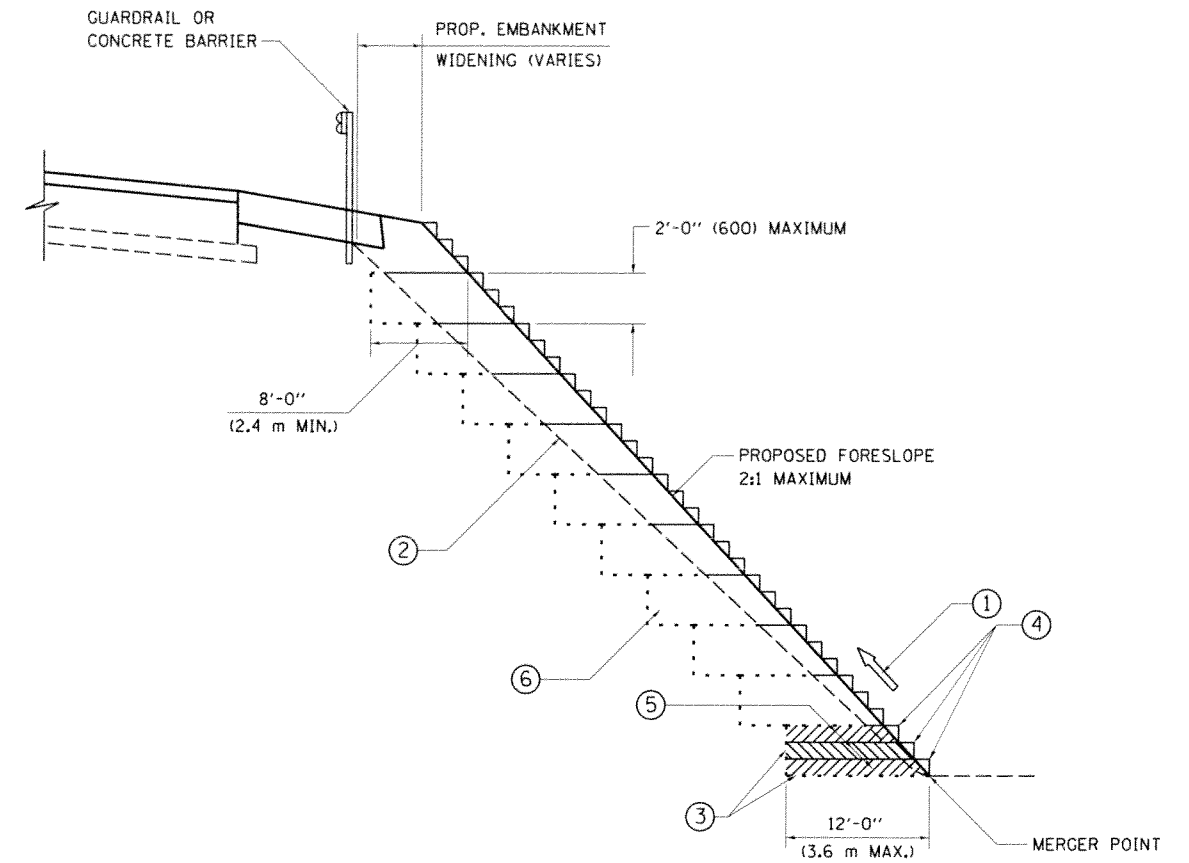
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

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

FIRE HYDRANT TO BE MOVED

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

FILE NAME *	USER NAME * qureshiya	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwwork\qureshiya\d0408196\Dis	Std.dgn	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD-36	CONTRACT NO.	82	53
	PLOT SCALE * 100.0000 / in.	CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE * 4/28/2015	DATE -	REVISED -									



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

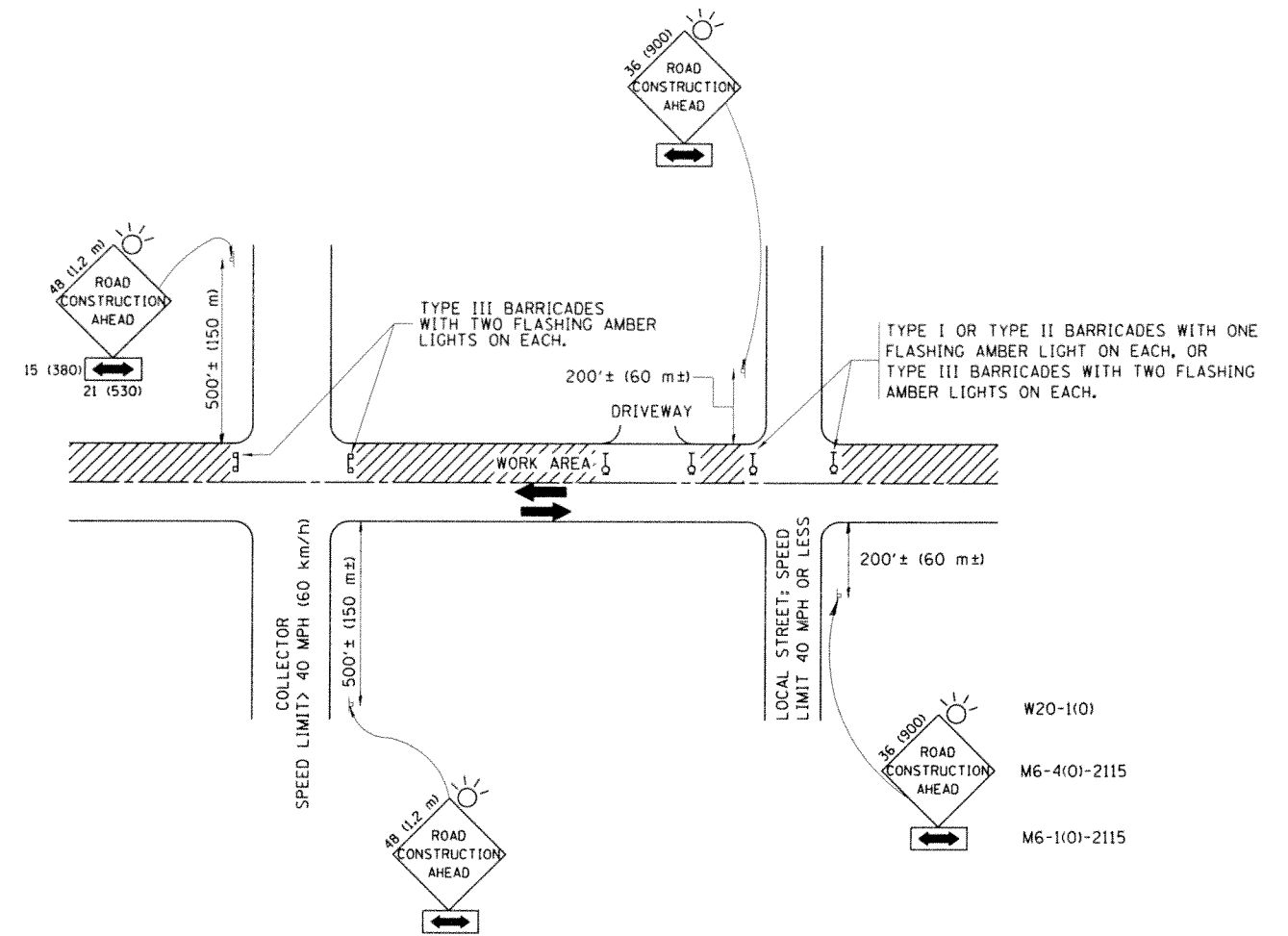
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

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c:\pw_work\pwtidot\qureshiya\0408196\Dis	Std.dgn	DRAWN - CADD	REVISED -
Default	PLOT SCALE * 100.00000 1 / in.	CHECKED - S.E.B.	REVISED -
	PLOT DATE * 4/20/2015	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHING DETAIL FOR EMBANKMENT WIDENING			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD-51		82	62
ILLINOIS FED. AID PROJECT			CONTRACT NO.	



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

NOTES:

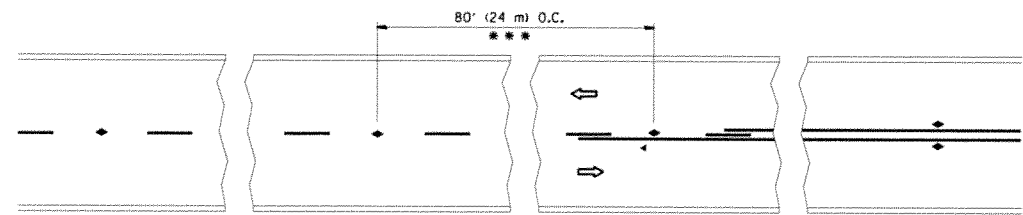
- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

 - C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
 - D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

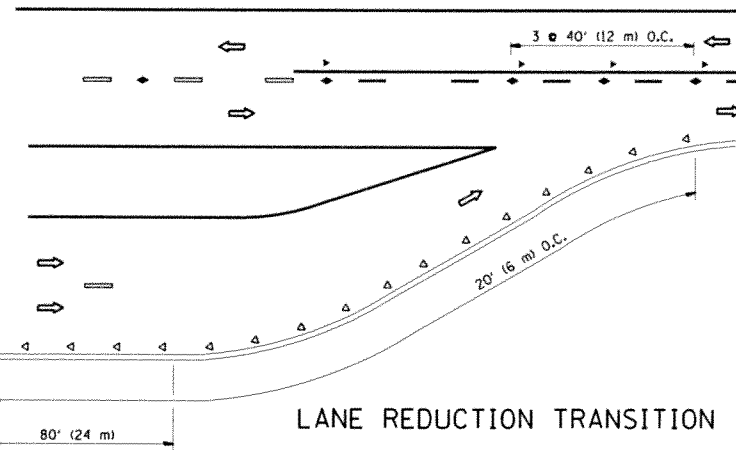
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME *	USER NAME * qureshiya	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\qureshiya\d0400196\Dis	Std.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-10	CONTRACT NO.	82	68
	PLOT SCALE = 100.0000 1 / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96									
	PLOT DATE 4/20/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00									
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												

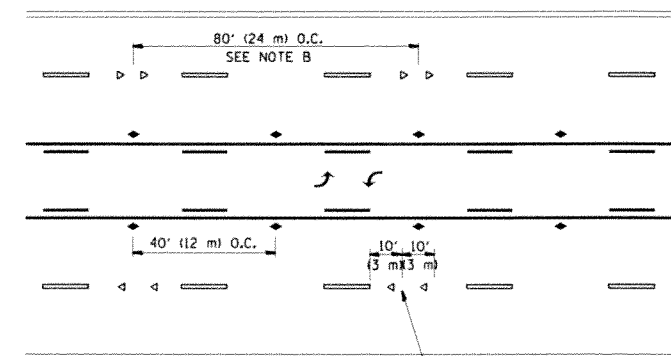


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

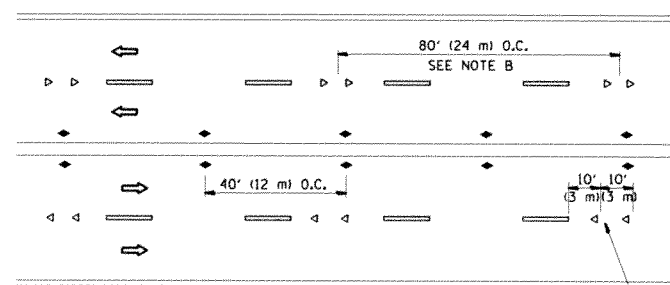
TWO-LANE/TWO-WAY



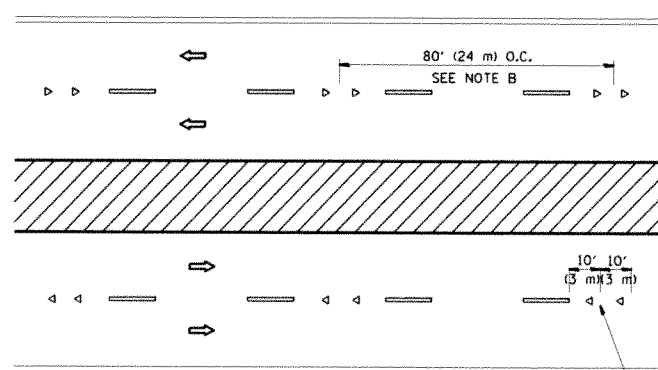
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

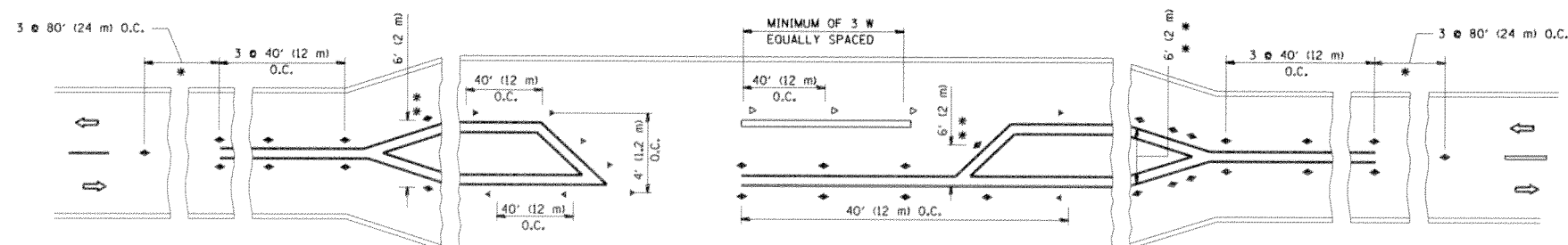
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

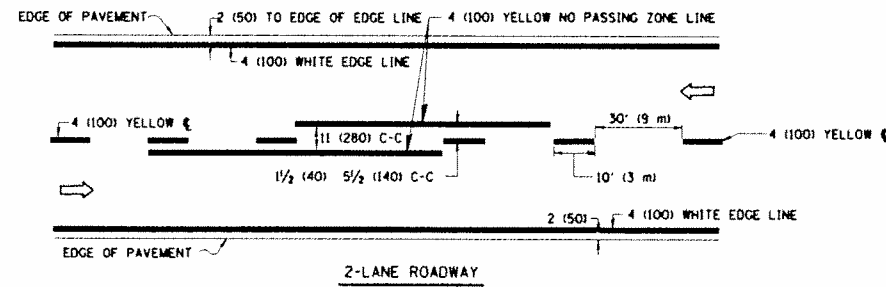


LEFT TURN

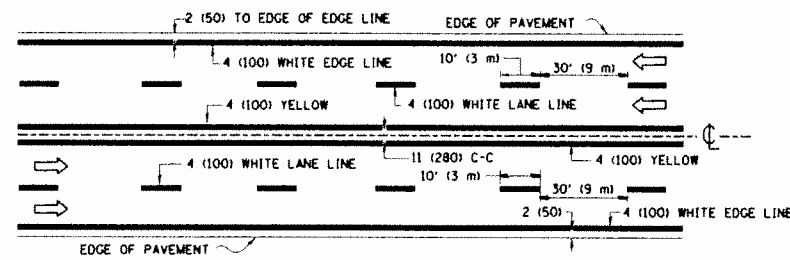
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

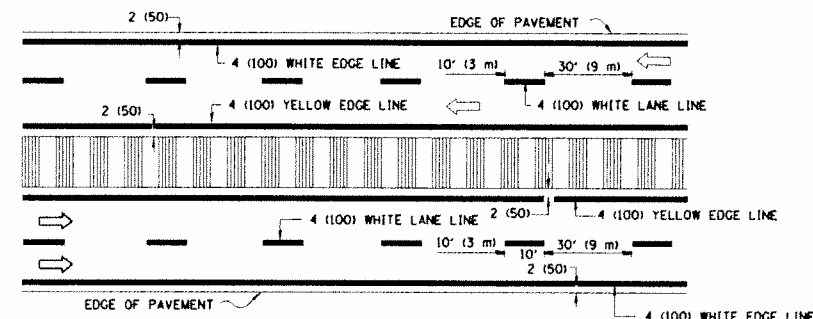
FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
az:\pawork\paw\d01\qureshiya\00408196\01s	5td.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)						52	4
	PLOT SCALE = 100.0000 / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-11 CONTRACT NO.			
	PLOT DATE = 4/20/2015	DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



2-LANE ROADWAY



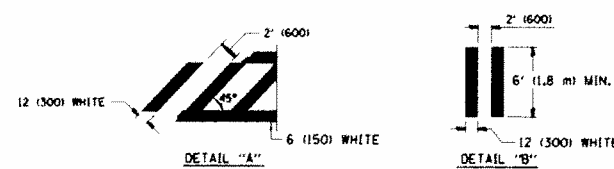
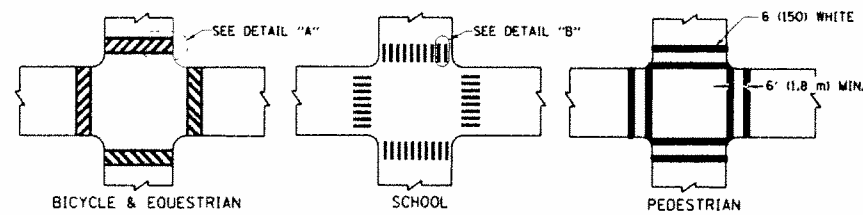
MULTI-LANE UNDIVIDED



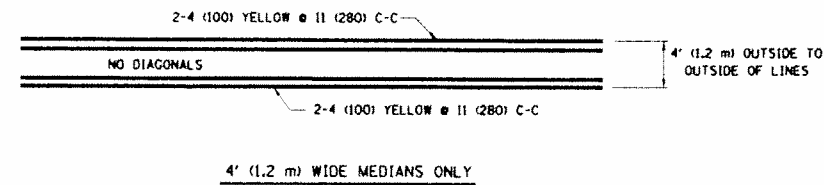
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

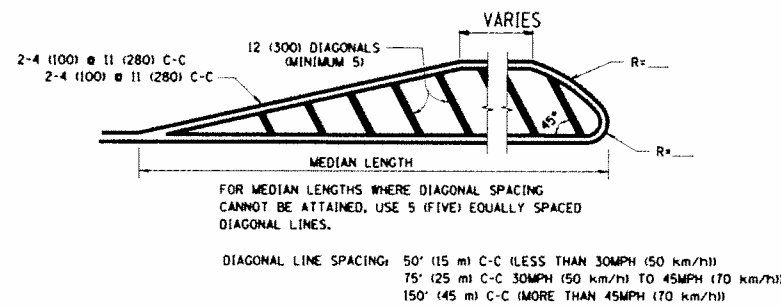
TYPICAL LANE AND EDGE LINE MARKING



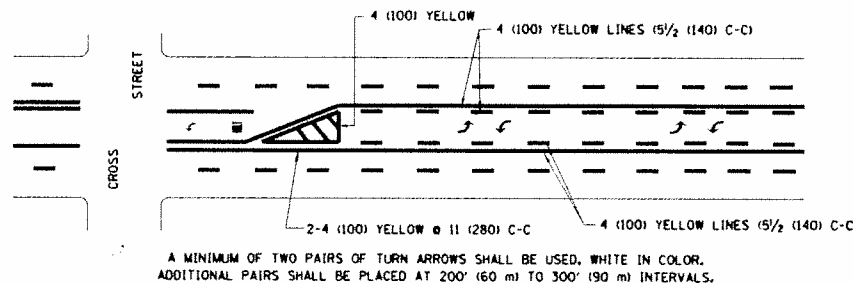
TYPICAL CROSSWALK MARKING



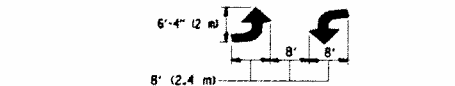
4' (1.2 m) WIDE MEDIANS ONLY



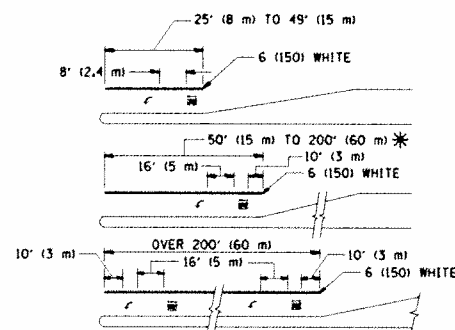
MEDIANS OVER 4' (1.2 m) WIDE



TYPICAL PAINTED MEDIAN MARKING

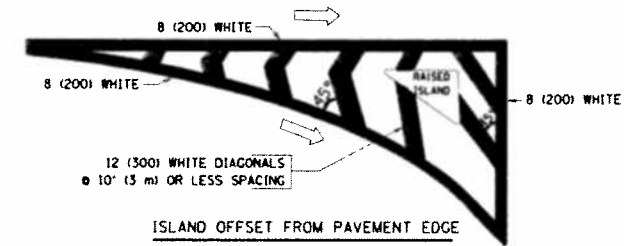


MEDIAN WITH TWO-WAY LEFT TURN LANE

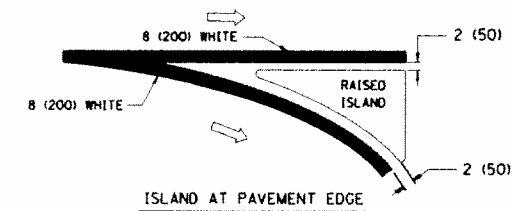


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT; OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD T80001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

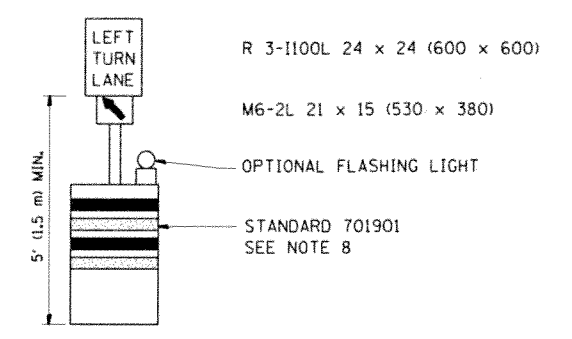
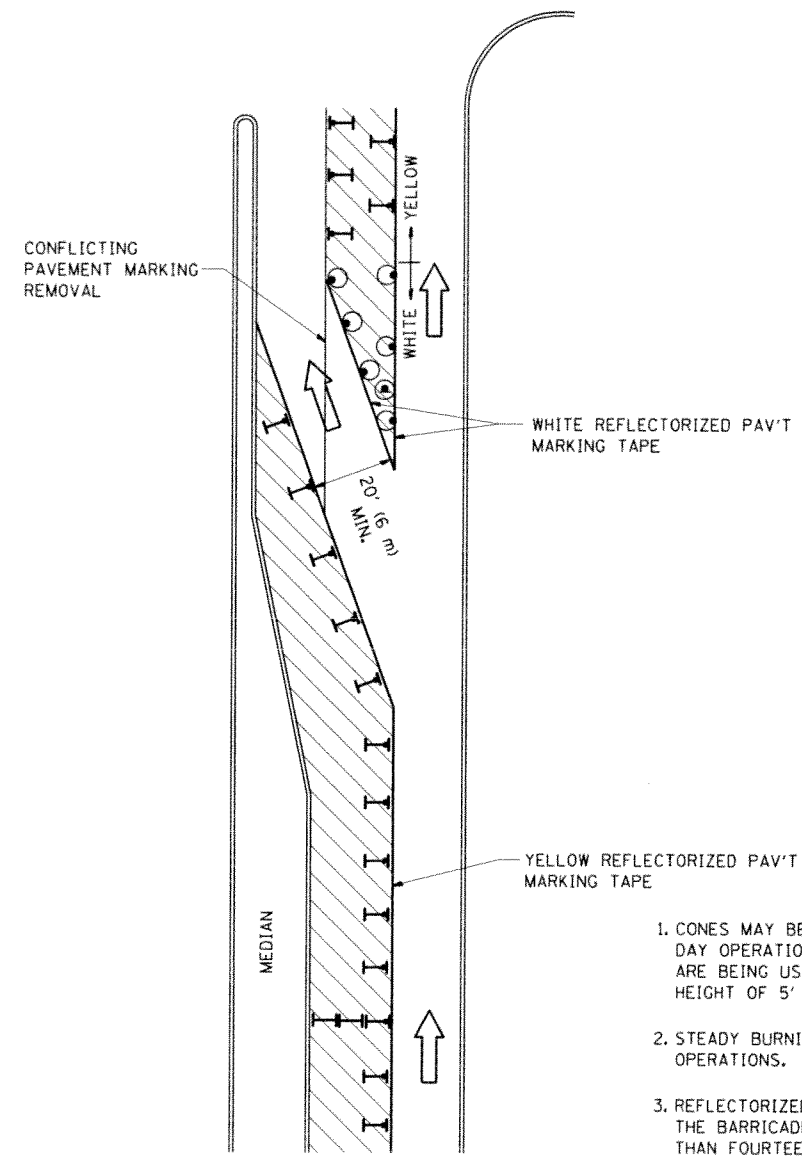
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD T80001.

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

FILE NAME: c:\p\work\pavdot\qureshiya\0428136.Dwg	USER NAME: qureshiya	DESIGNED: EVERS	REVISED: T. RAMMACHER 10-27-94
		DRAWN:	REVISED: C. JUCIUS 09-09-09
	PLOT SCALE: 1/8"=1'-0"	CHECKED:	REVISED:
	PLOT DATE: 4/28/2015	DATE: 03-19-90	REVISED:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS					62	65
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		CONTRACT NO.	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						



GENERAL NOTES

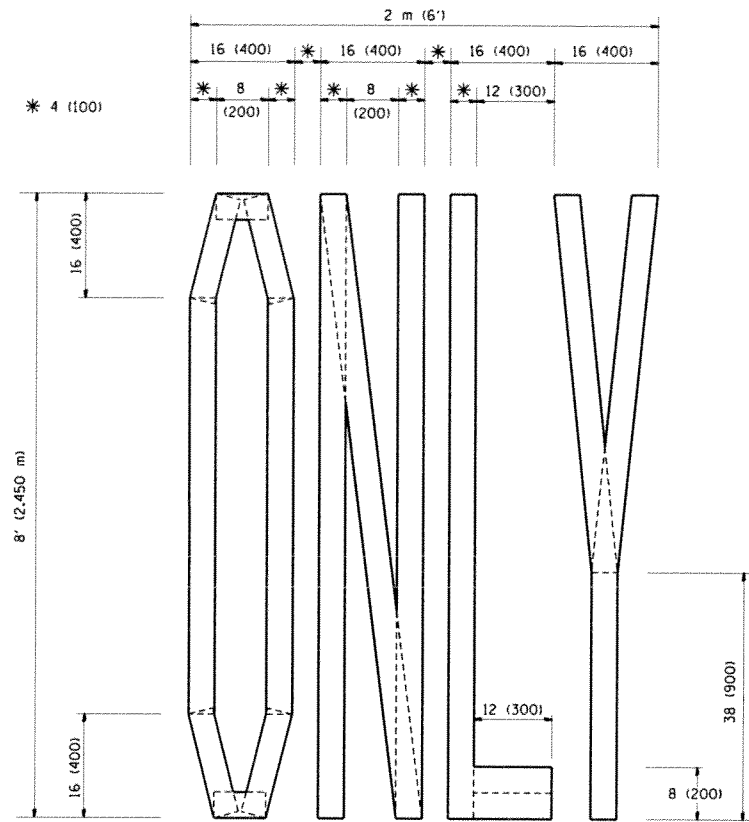
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

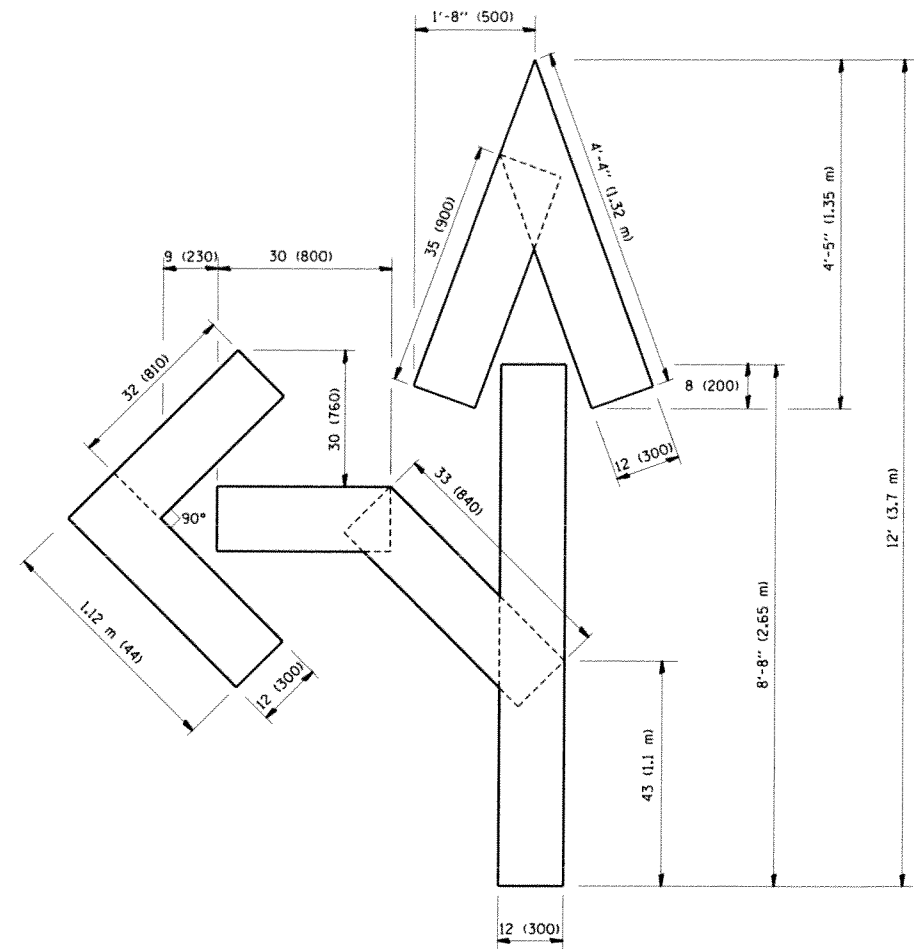
LEGEND

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

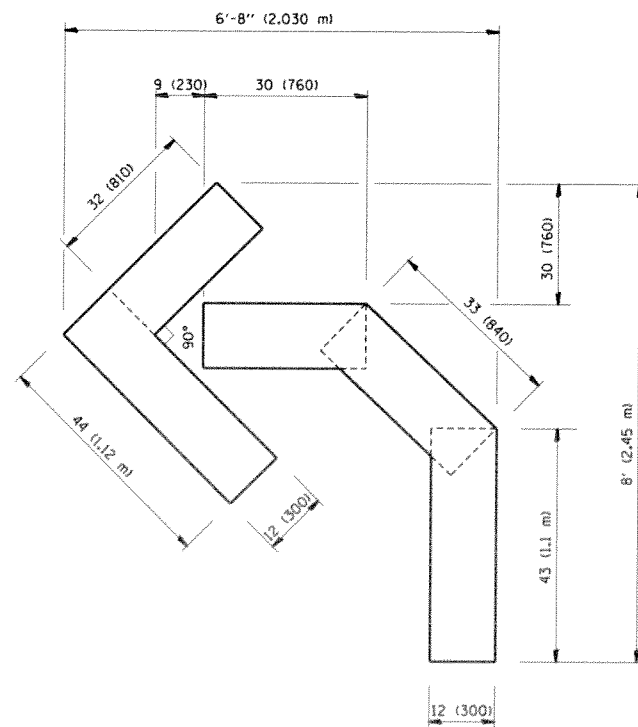
FILE NAME =	USER NAME = qureshiya	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\qureshiya\00408196\015	Std.dgn	REVISED - A. HOUSEH 11-07-95	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-14	CONTRACT NO.	82	6%
	PLOT SCALE = 100.0000 1/ in.	REVISED - A. HOUSEH 10-12-96	REVISED -									
	PLOT DATE = 4/20/2015	REVISED - T. RAMMACHER 01-06-00	REVISED -						FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		



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



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



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

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

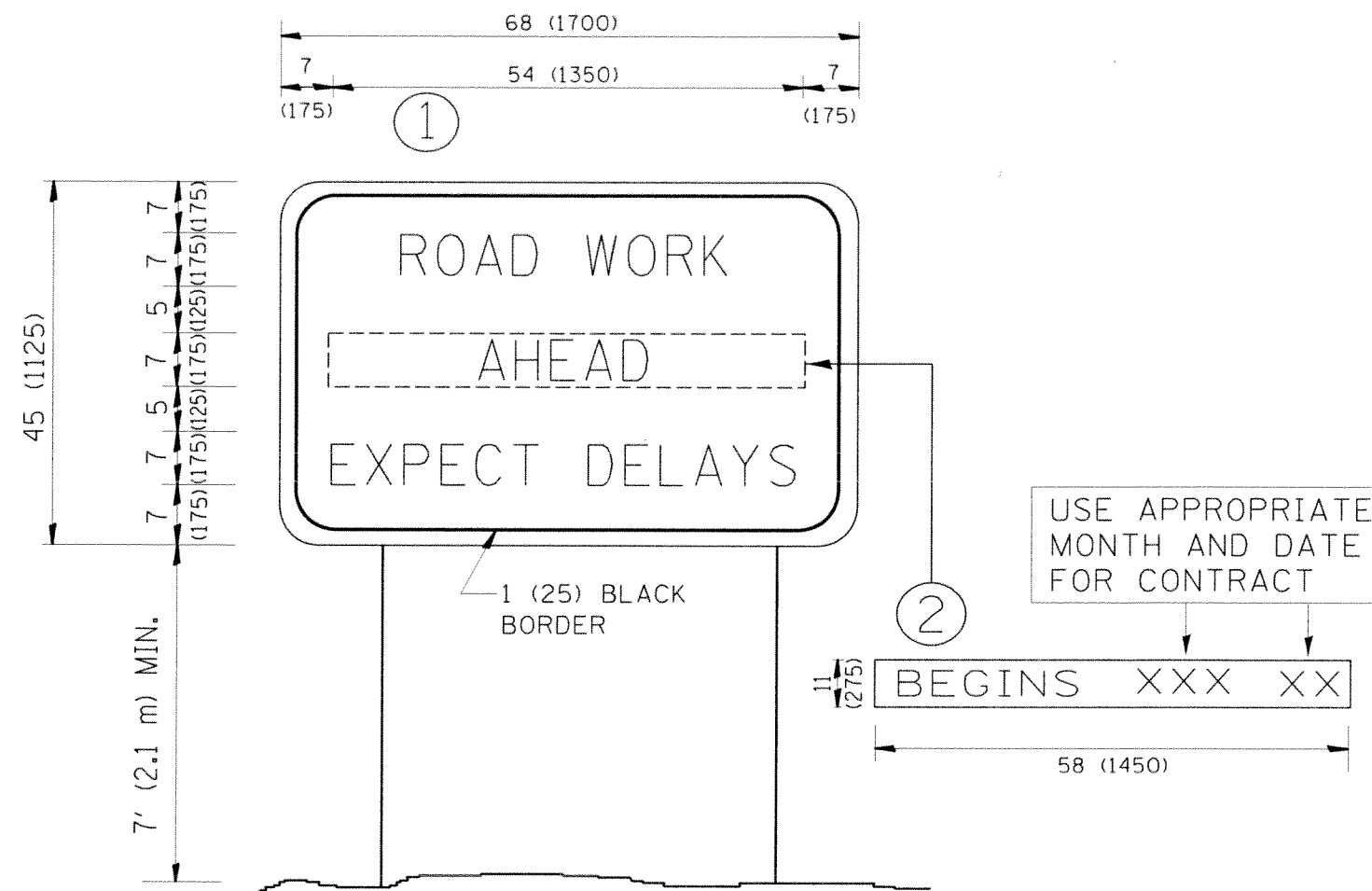
FILE NAME :	USER NAME : qureshiya	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
os:\pawork\paw\dots\qureshiya\d0489196\015	Std.dgn	DRAWN -	REVISED - T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000 1" = 10'	CHECKED -	REVISED - T. RAMMACHER 03-02-98
	PLOT DATE = 4/20/2015	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			82	10
TC-16		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

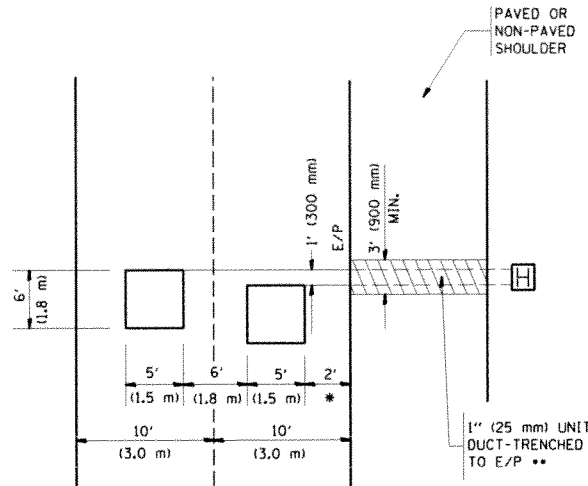
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

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

FILE NAME :	USER NAME : qureshiya	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\pws\d01\qureshiya\d0408196\Di	Std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TC-22	CONTRACT NO.	82	68
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99								
	PLOT DATE : 4/20/2015	DATE -	REVISED - C. JUCIUS 01-31-07					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

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

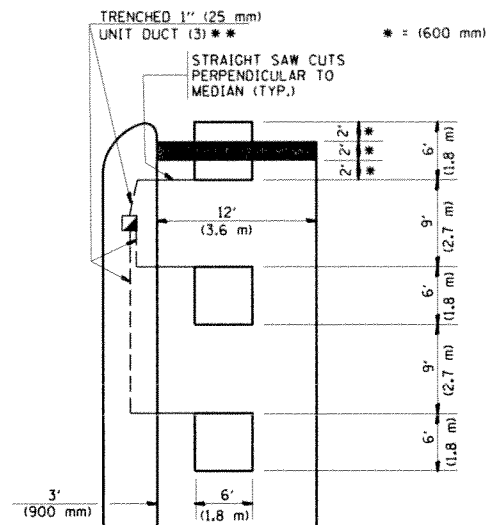


* = (600 mm)

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

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

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



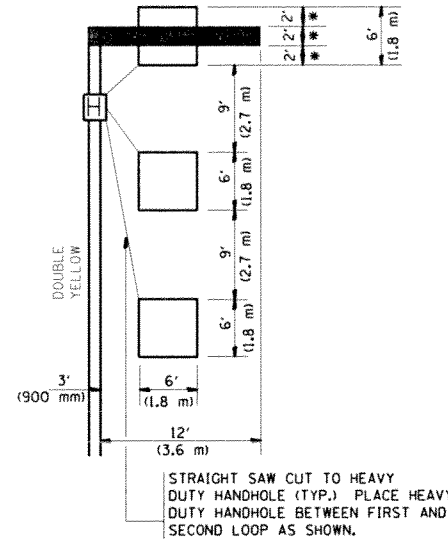
* = (600 mm)

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

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

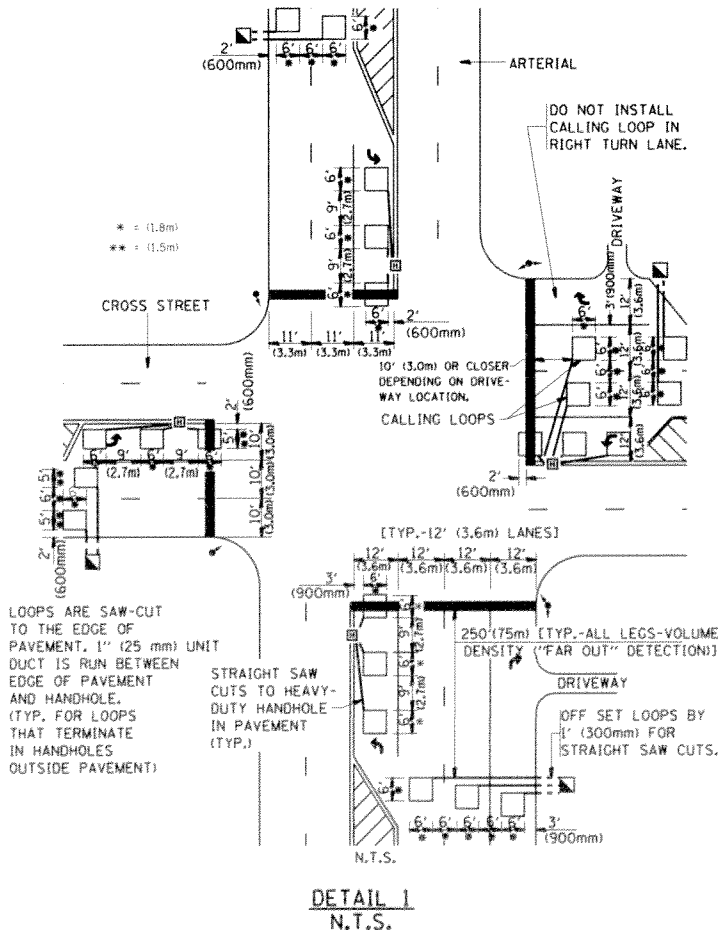
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

* = (600 mm)



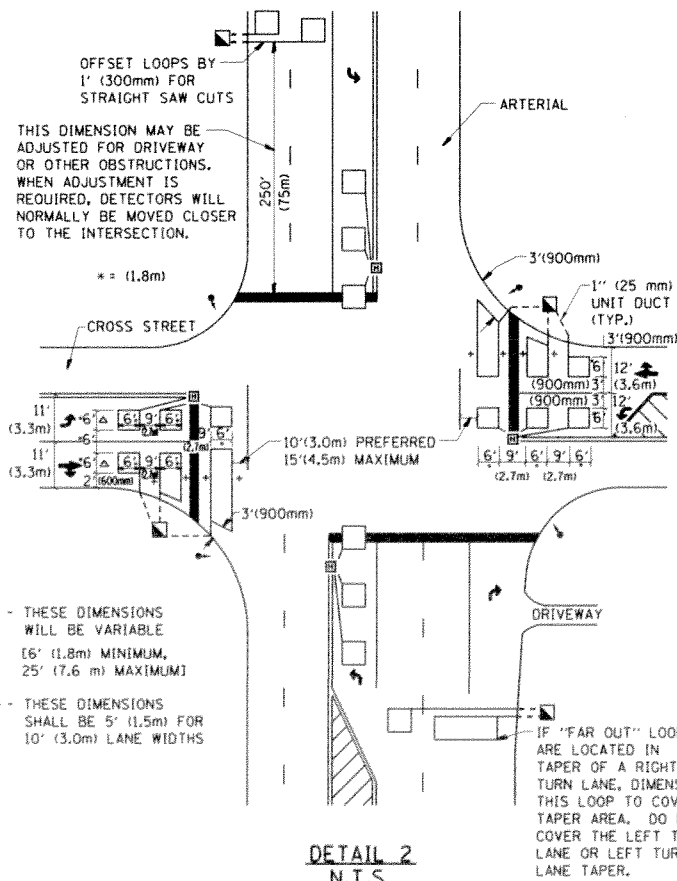
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

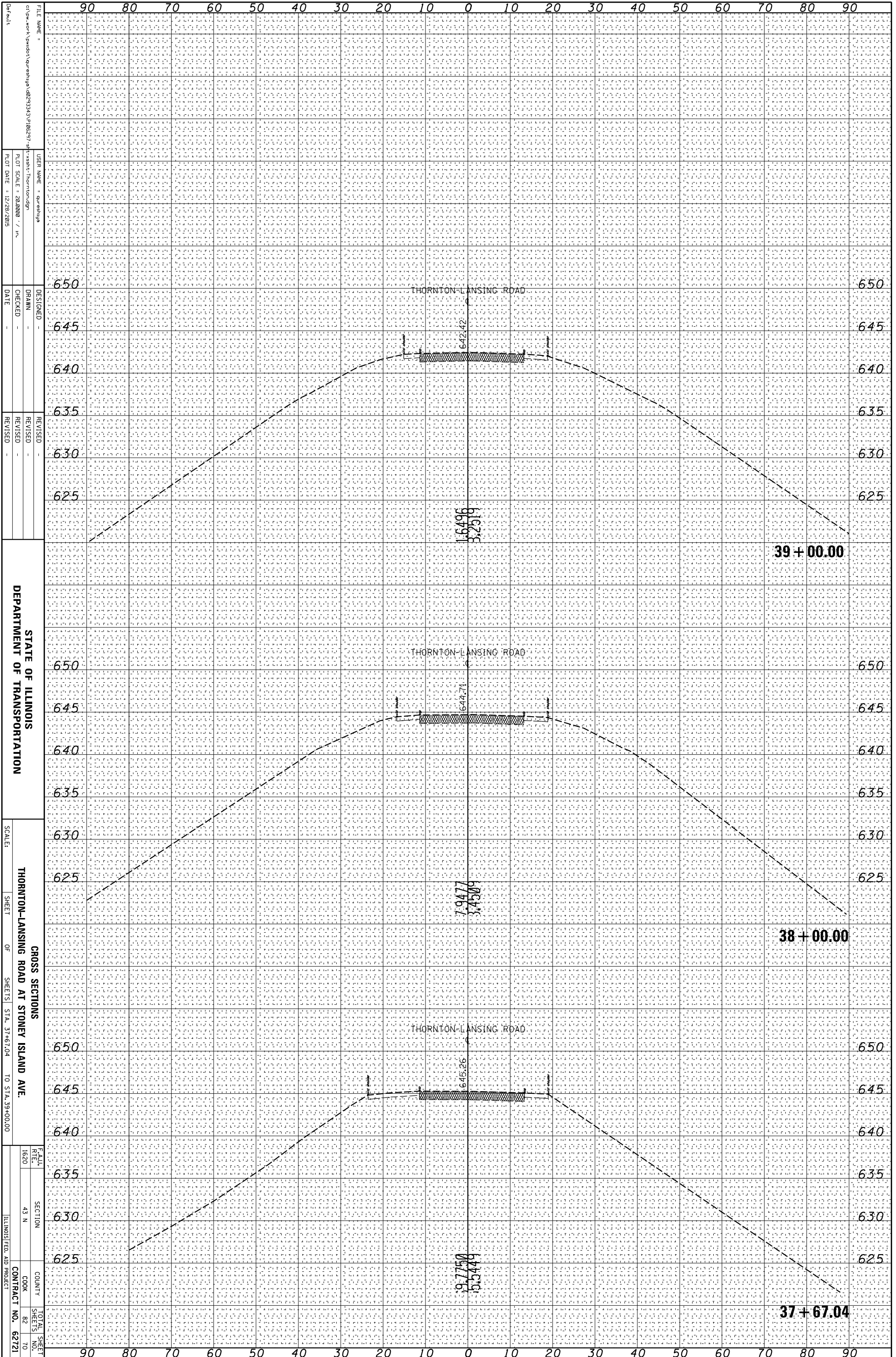
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME :	USER NAME : qureshiya	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pedit\qureshiya\0408196\015	Std.dgn	DRAWN :	REVISED :							62	10
	PLOT SCALE : 100.0000 1" = 10'	CHECKED : R.K.F.	REVISED :								
	PLOT DATE : 4/20/2015	DATE :	REVISED :								
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



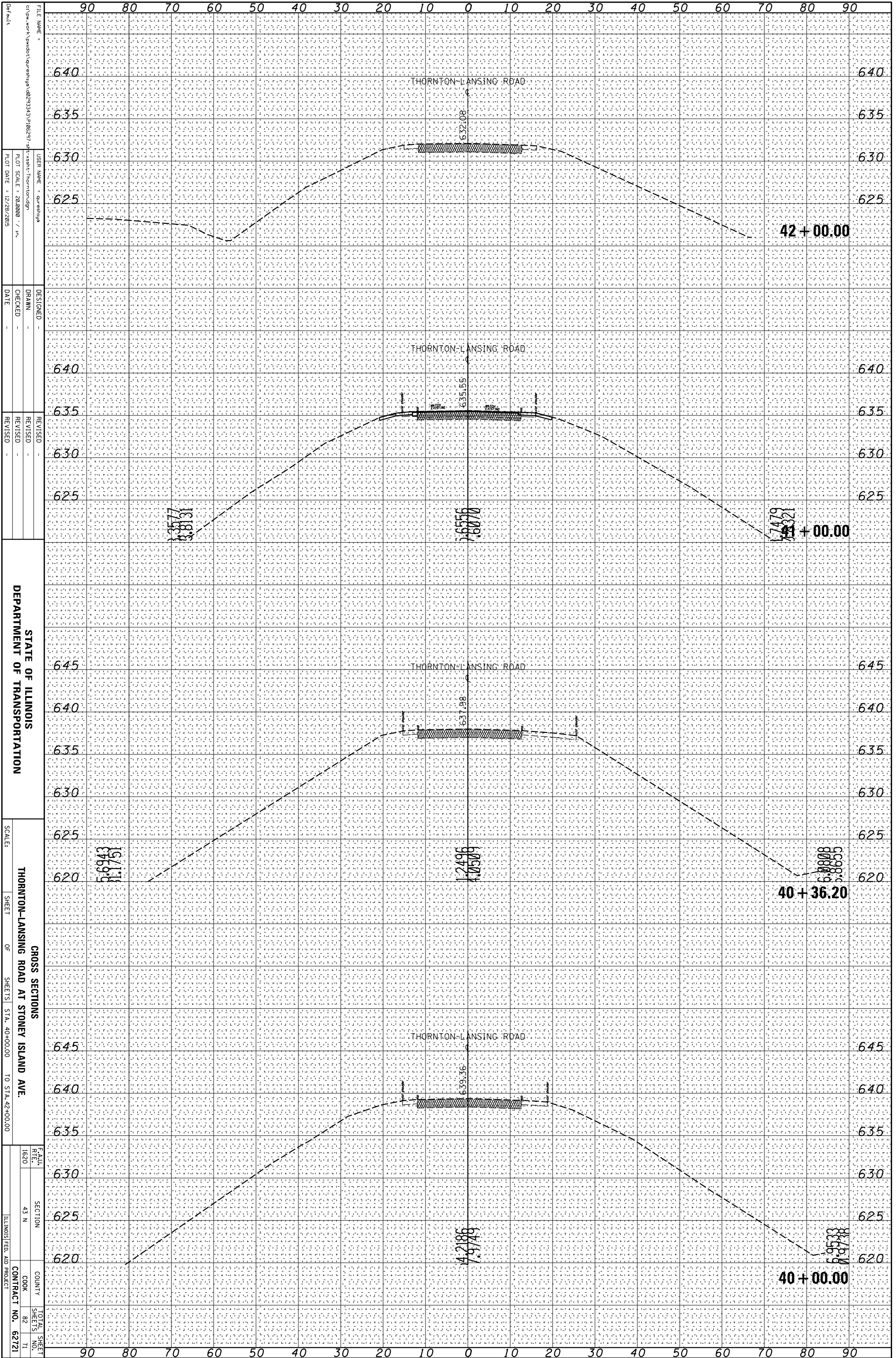
FILE NAME:
 USER NAME:
 PLOT SCALE:
 PLOT DATE:
 DESIGNED:
 DRAWN:
 CHECKED:
 DATE:
 REVISED:
 REVISED:
 REVISED:

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 THORNTON-LANSING ROAD AT STONEY ISLAND AVE.
 CROSS SECTIONS
 SHEET OF SHEETS
 STA. 37+67.04 TO STA. 39+00.00

SCALE:
 SHEET NO.
 SECTION
 COUNTY
 TOTAL SHEET NO.
 CONTRACT NO.
 ILLINOIS FED. AID PROJECT

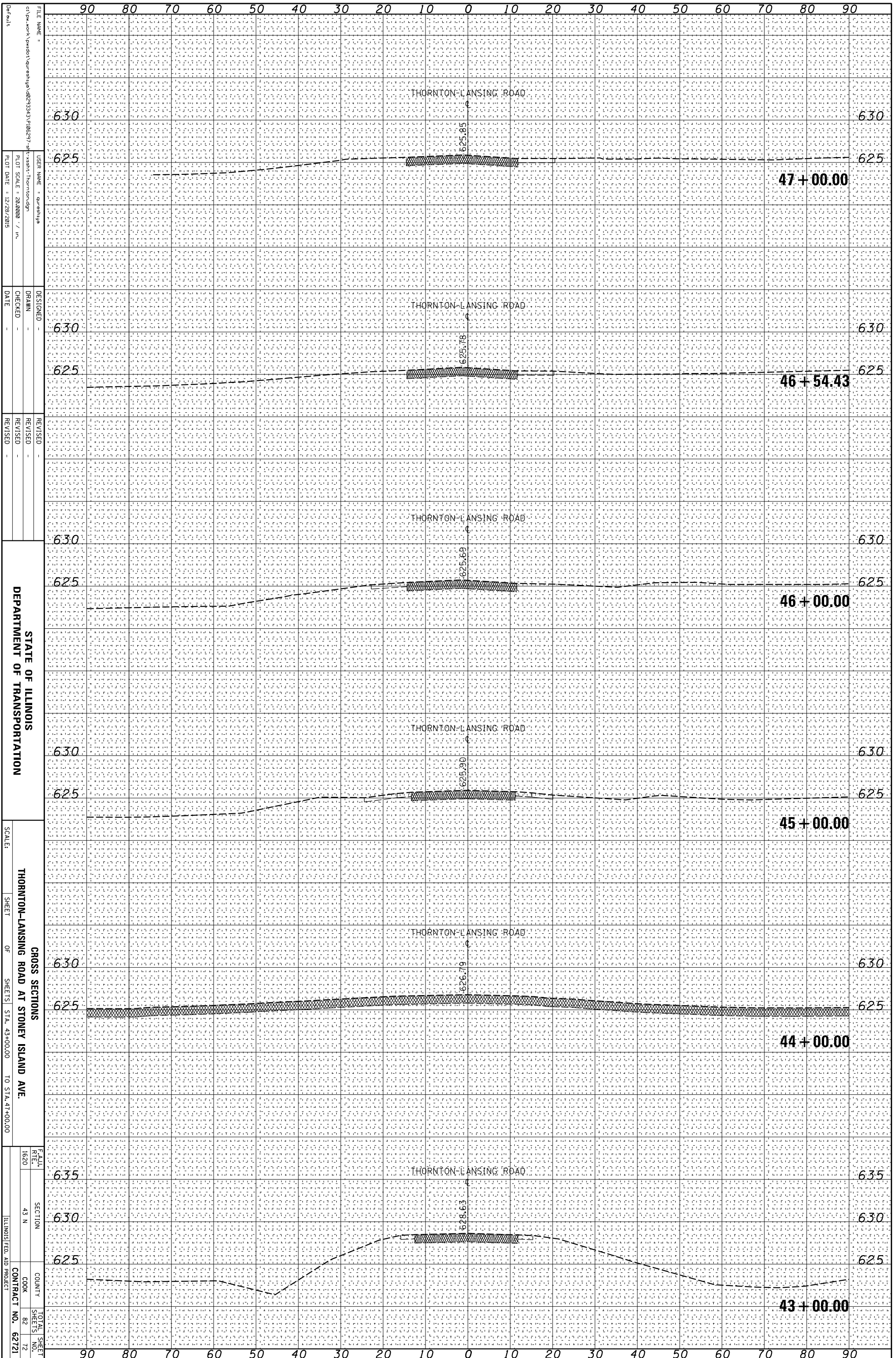
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	AREAS		
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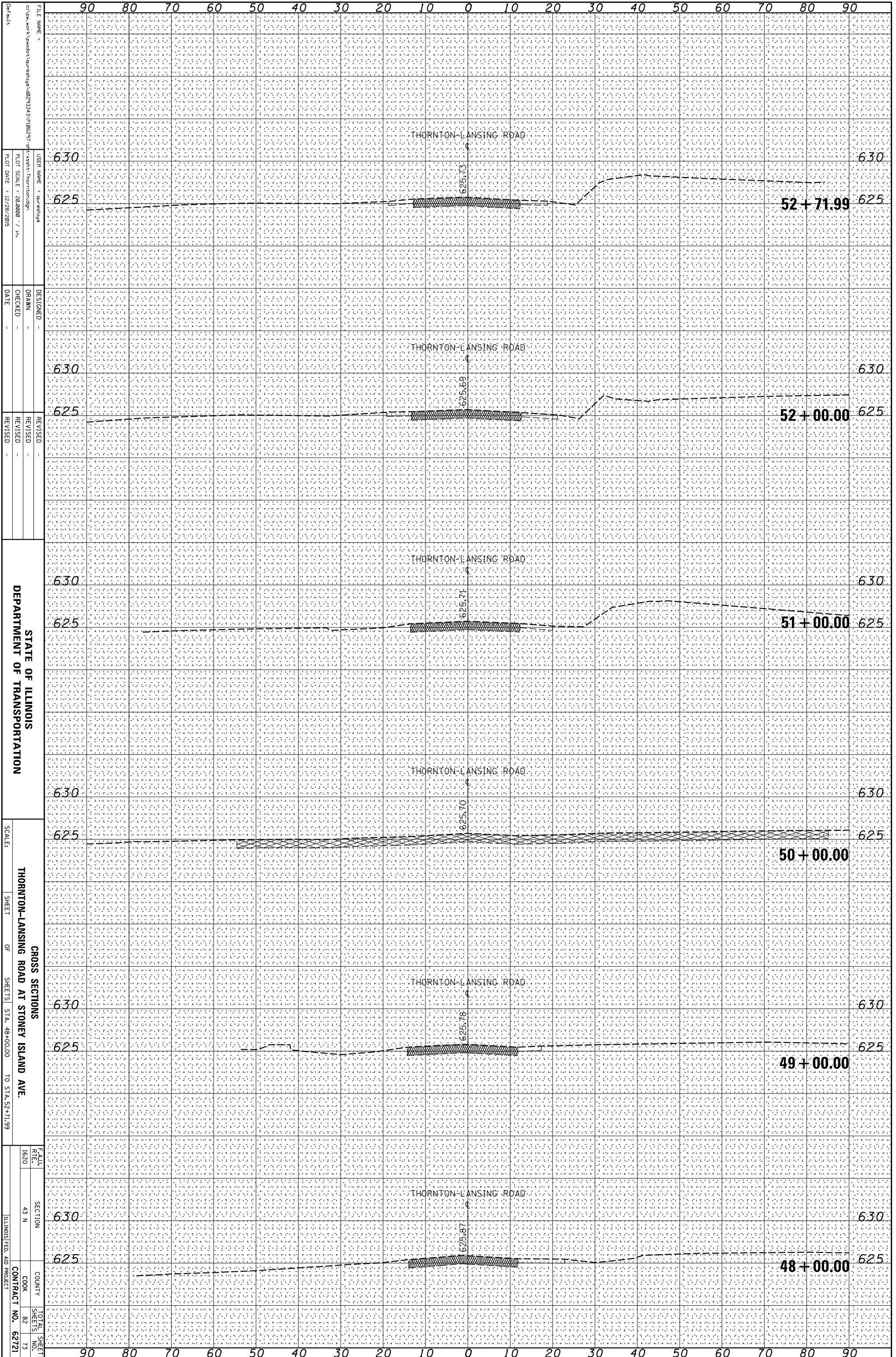
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
THORNTON-LANSING ROAD AT STONEY ISLAND AVE.
SHEET 43 N OF 82 SHEETS STA. 43+00.00 TO STA. 47+00.00

FILE NAME	USER NAME	DESIGNED	REVISOR
DATE	DATE	DATE	DATE
SCALE	SCALE	SCALE	SCALE
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.	CONTRACT NO.	CONTRACT NO.	CONTRACT NO.

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



FILE NAME:
 USER NAME:
 DESIGNER:
 DRAWN:
 CHECKED:
 DATE:
 PLOT SCALE:
 PLOT DATE:
 REVISIONS:

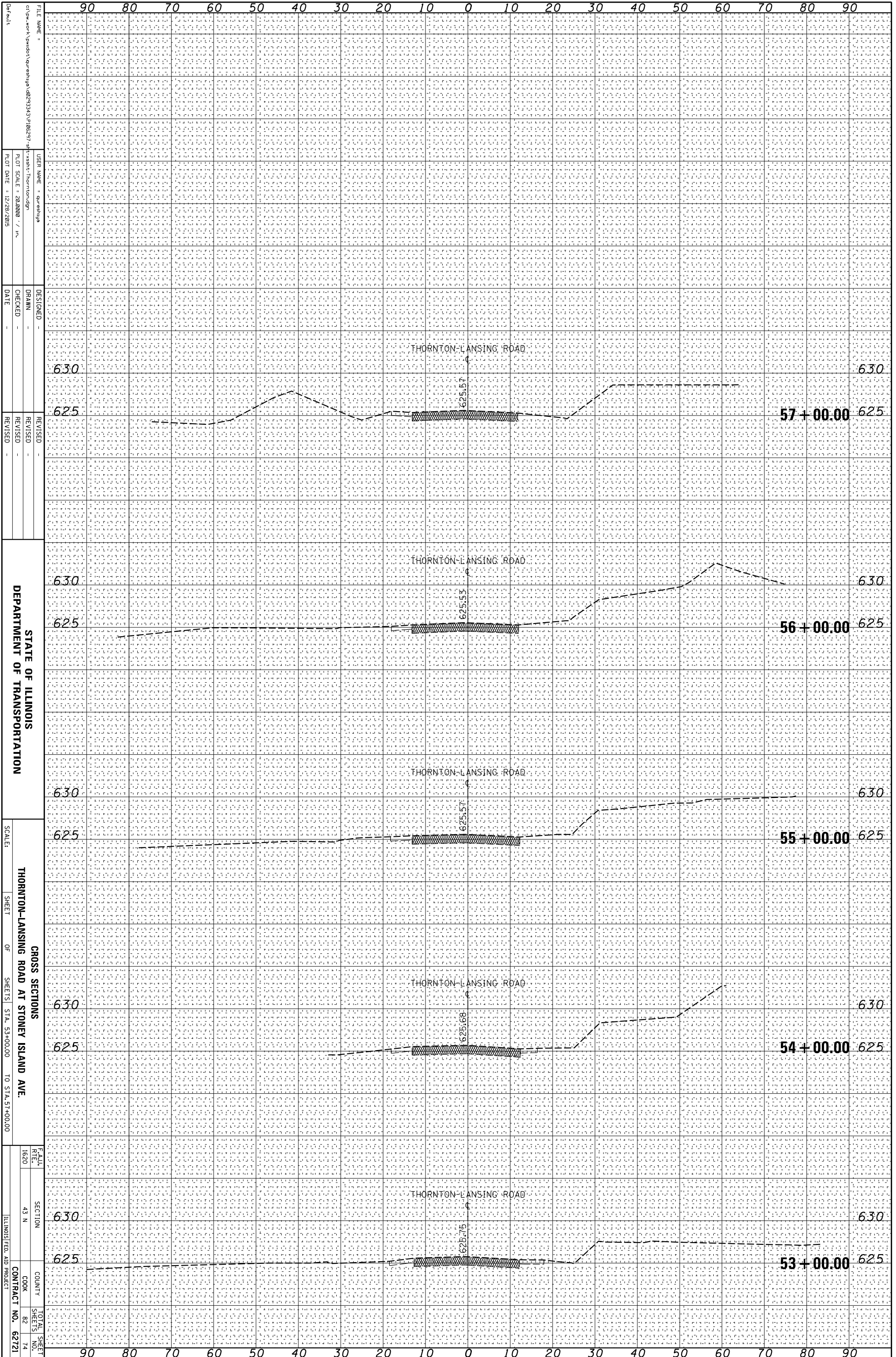
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 THORNTON-LANSING ROAD AT STONEY ISLAND AVE.
 SCALE:
 SHEET OF SHEETS STA. 48+00.00 TO STA. 52+71.99

SECTION 43 N
 COUNTY COOK
 CONTRACT NO. 62121
 TOTAL SHEET NO. 73

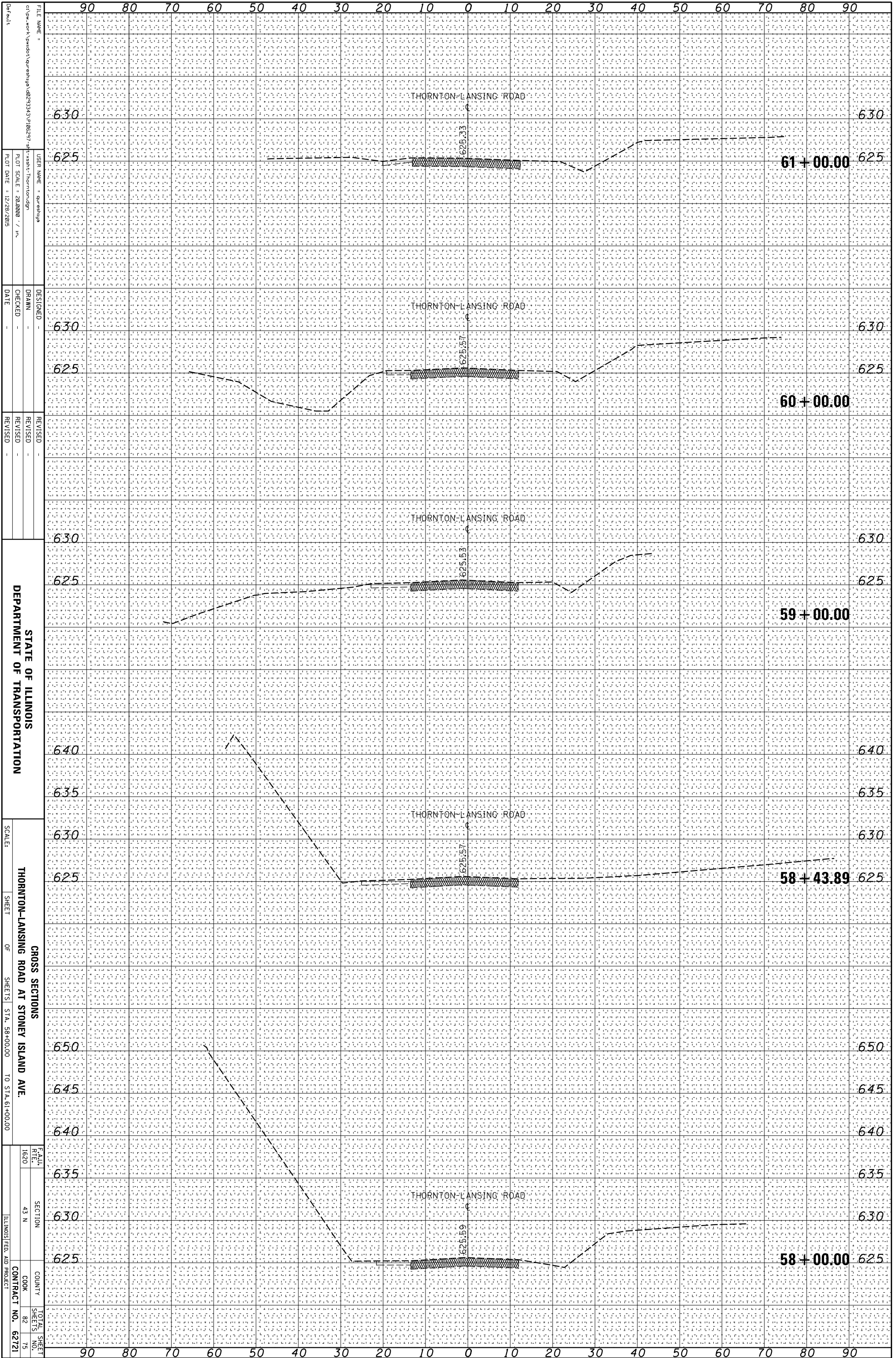
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NOTE BOOK	PLOTTED		
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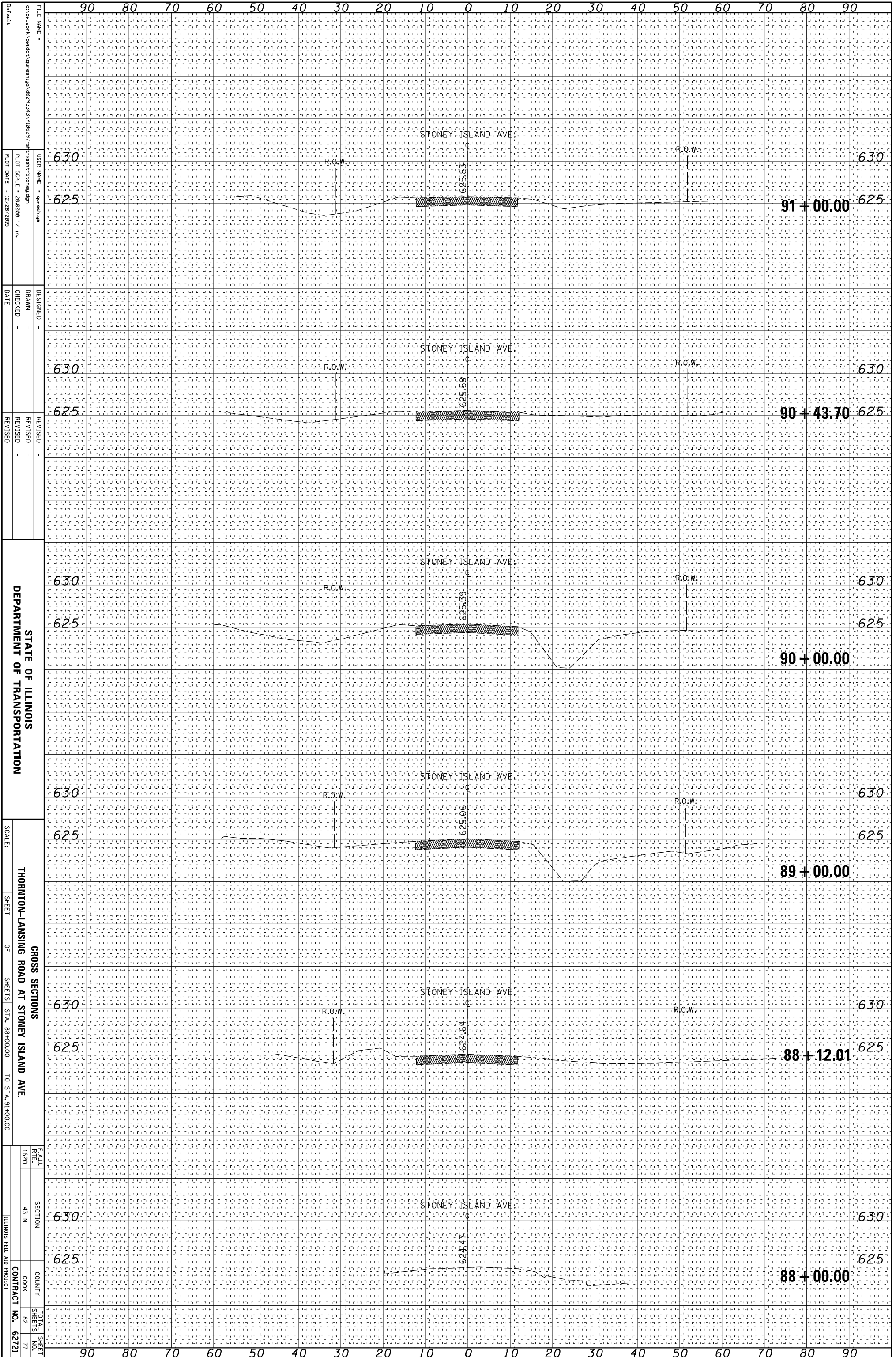
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NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	AREAS		
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
THORNTON-LANSING ROAD AT STONEY ISLAND AVE

SCALE: SHEET OF SHEETS STA. 88+00.00 TO STA. 91+00.00
SECTION 43 N
COUNTY COOK
CONTRACT NO. 62721

FILE NAME:
USER NAME:
DESIGNED:
DRAWN:
CHECKED:
DATE:
REVISIONS:
REVISOR:
REVISION DATE:

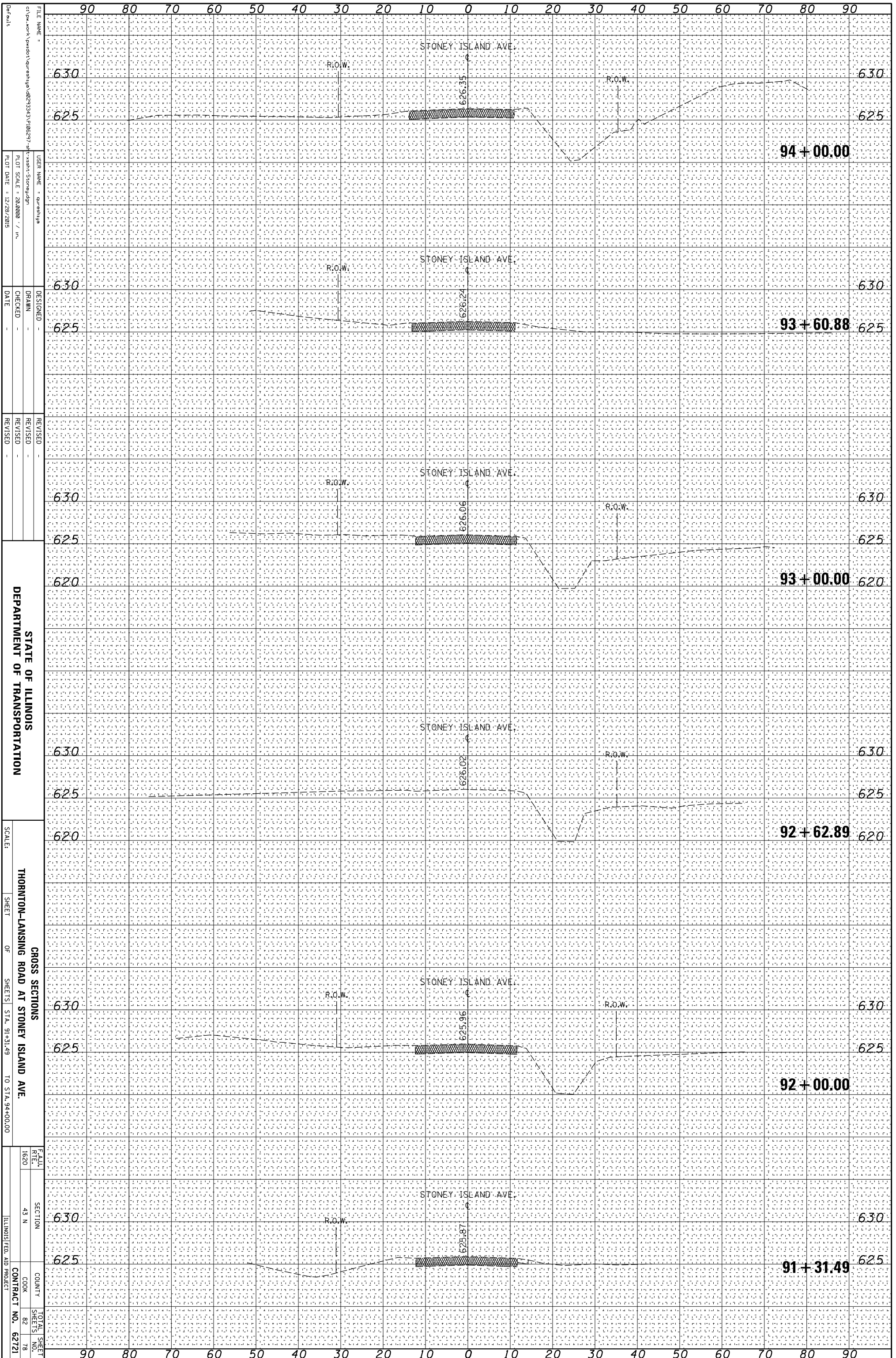
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DRAWN:
CHECKED:
DATE:

REVISIONS:
REVISOR:
REVISION DATE:

FILE NAME:
USER NAME:
DESIGNED:
DRAWN:
CHECKED:
DATE:
REVISIONS:
REVISOR:
REVISION DATE:

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



FILE NAME:
 USER NAME:
 PLOT SCALE: 24,000 / in.
 PLOT DATE: 12/28/2015

DESIGNED:
 DRAWN:
 CHECKED:
 DATE:

REVISED:
 REVISED:
 REVISED:

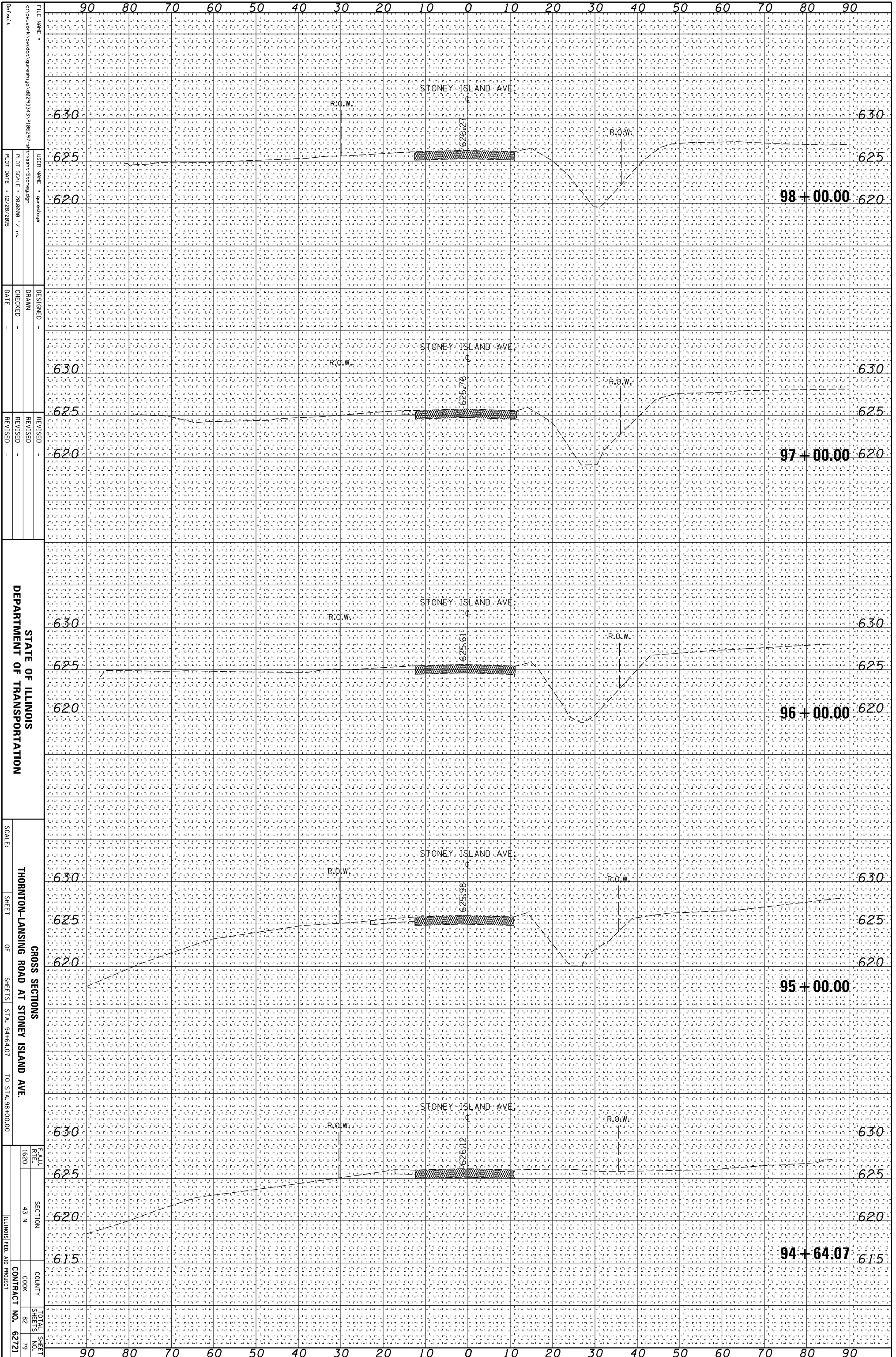
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:
 SHEET OF SHEETS STA. 91+31.49 TO STA. 94+00.00

CROSS SECTIONS
 SECTION 43 N
 COUNTY COOK
 TOTAL SHEET NO. 82
 SHEETS 78
 CONTRACT NO. 62721
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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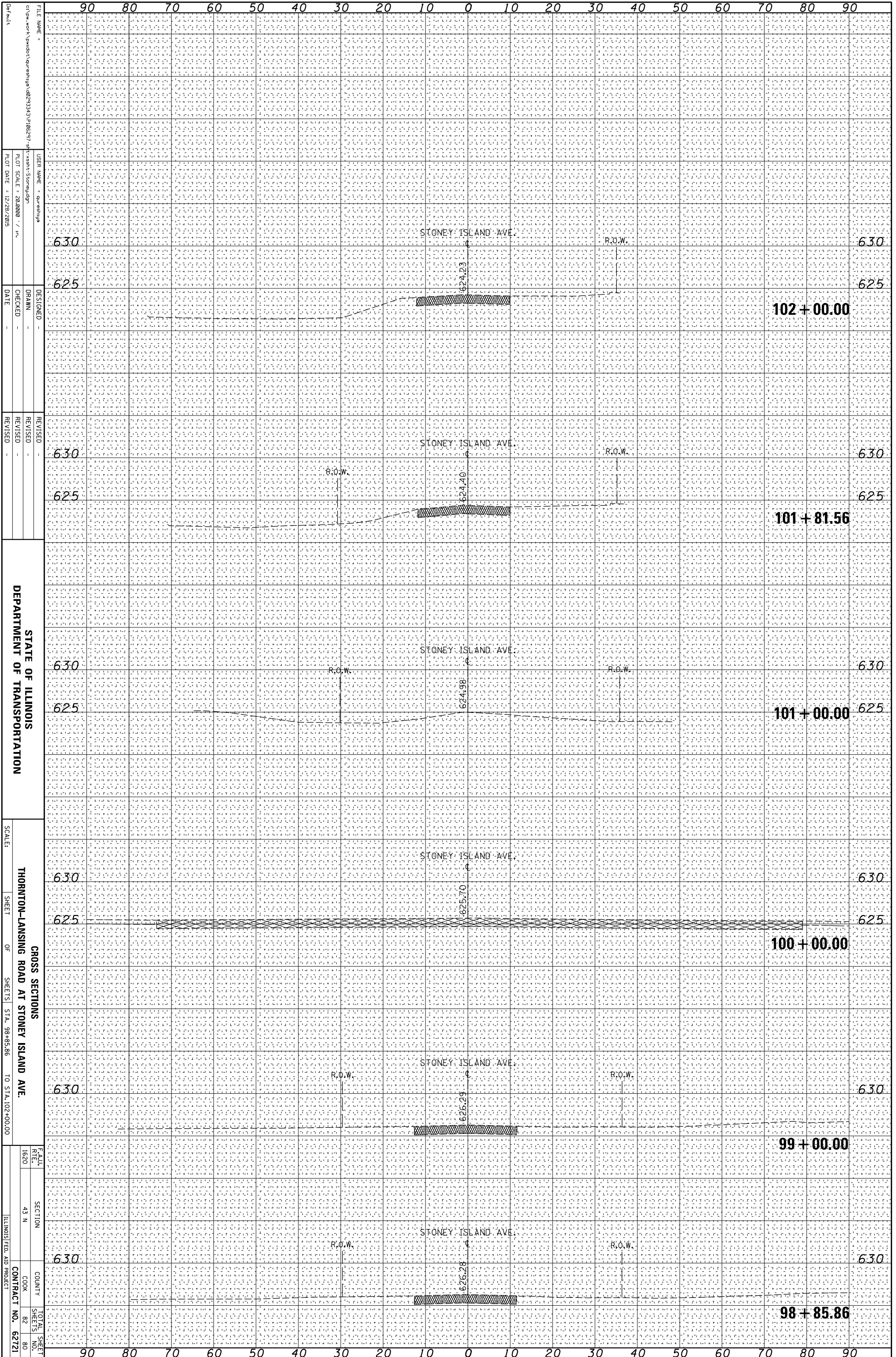
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
THORNTON-LANSING ROAD AT STONEY ISLAND AVE.
SCALE: SHEET OF SHEETS STA. 94+64.07 TO STA. 98+00.00

FILE NAME:
USER NAME:
DESIGNED:
DRAWN:
CHECKED:
DATE:
REVISIONS:
REVISOR:
REVISION DATE:
SECTION: 43 N
COUNTY: COOK
CONTRACT NO.: 62721
TOTAL SHEET NO.: 82
SHEET NO.: 79

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



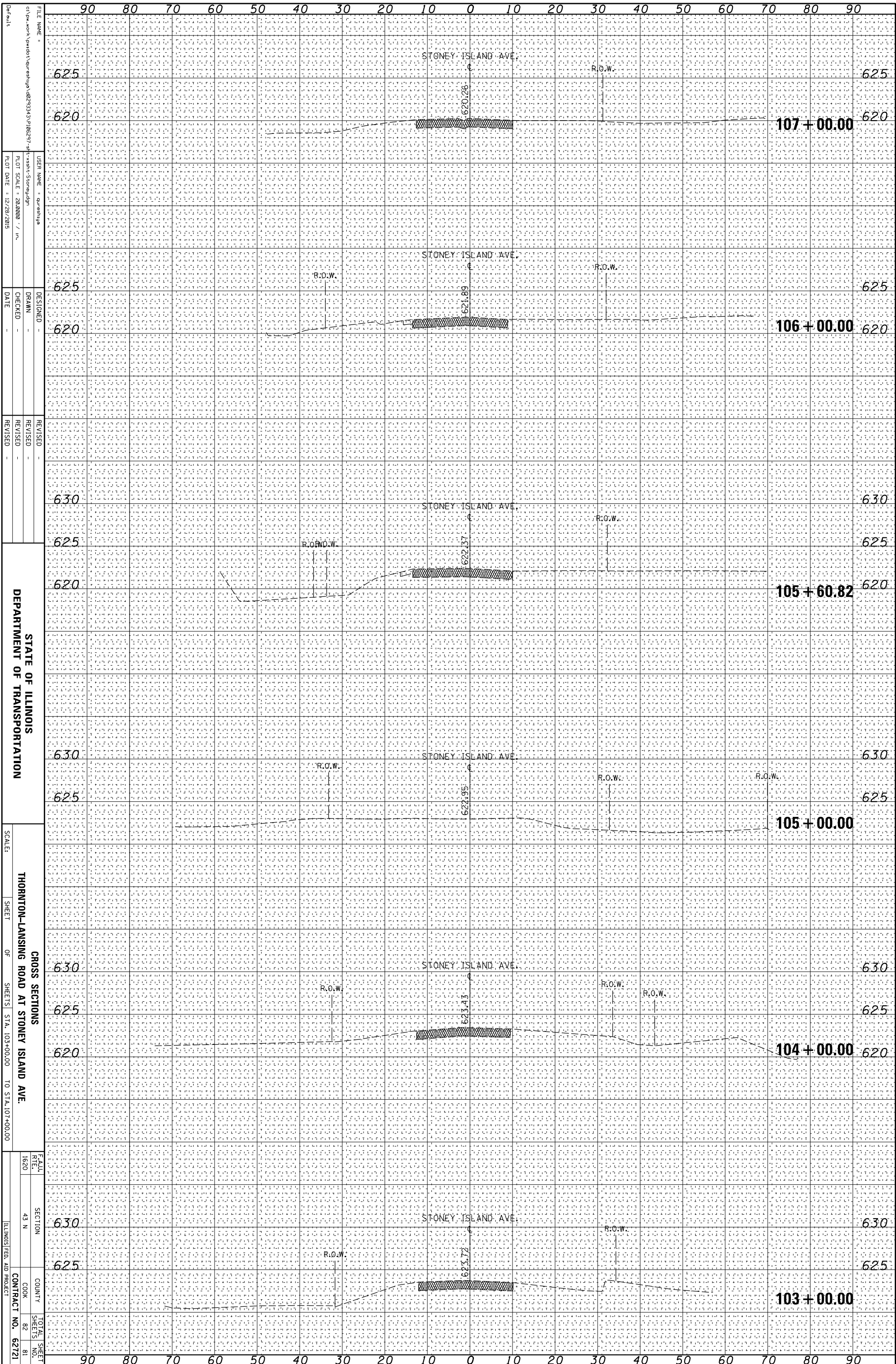
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
THORNTON-LANSING ROAD AT STONEY ISLAND AVE.

SCALE: SHEET OF SHEETS STA. 98+85.86 TO STA. 102+00.00
SECTION 43 N
COUNTY COOK
TOTAL SHEET NO. 82
CONTRACT NO. 62721

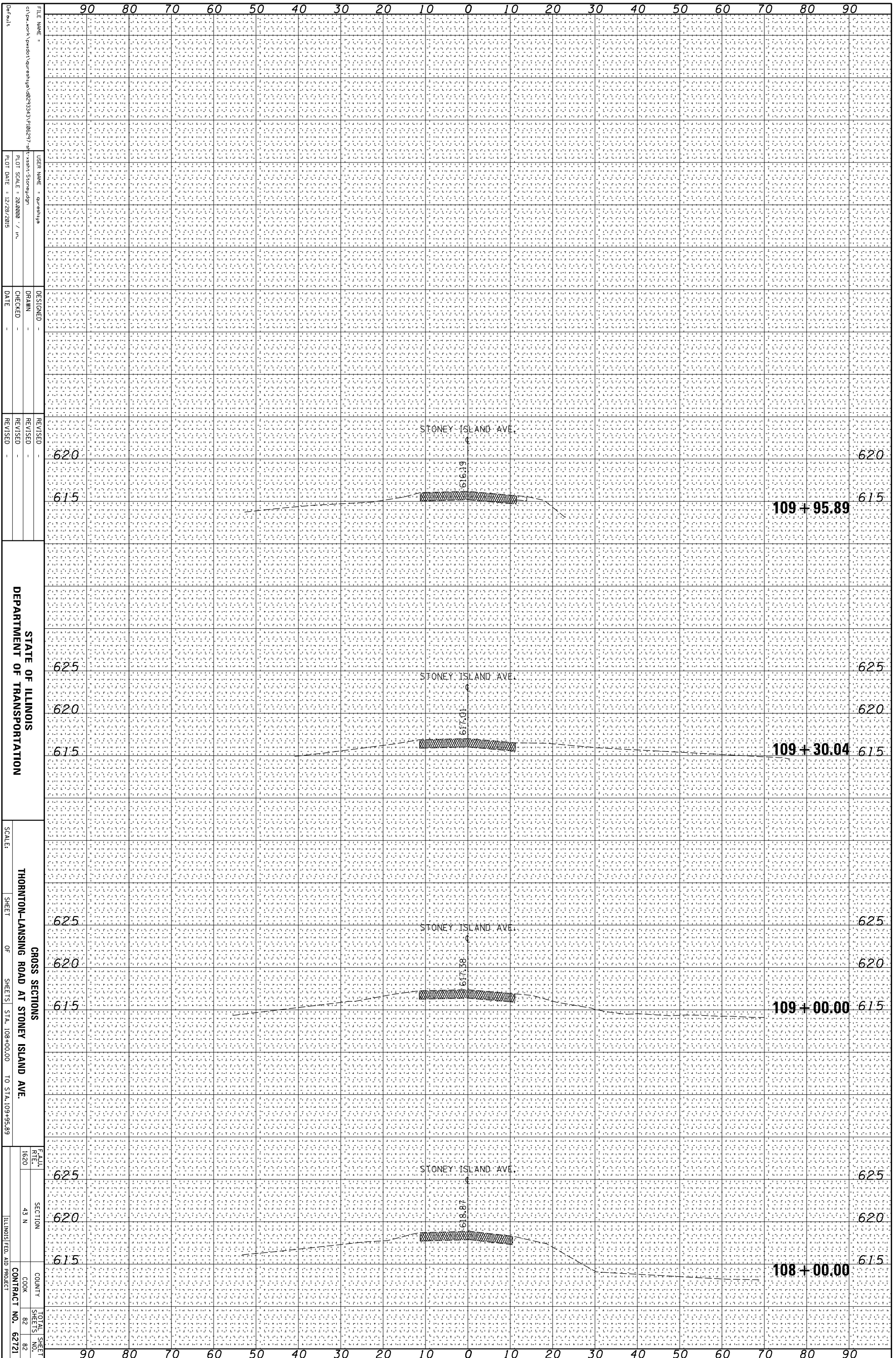
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NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



FILE NAME :
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 USER NAME : qurqeshiya
 PLOT SCALE : 28.0000' / in.
 PLOT DATE : 12/28/2015

DESIGNED :
 DRAWN :
 CHECKED :
 DATE :

REVISID :
 REVISID :
 REVISID :
 DATE :

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE :
 SHEET
 OF SHEETS
 STA. 108+00.00 TO STA. 109+95.89

CROSS SECTIONS
 THORNTON-LANSING ROAD AT STONEY ISLAND AVE.
 FALL RTE. 1620
 SECTION 43 N
 COUNTY COOK
 TOTAL SHEET NO. 82
 SHEETS 82
 CONTRACT NO. 62721
 ILLINOIS FED. AID PROJECT