

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	1
F.H.W.A. REG.	ILLINOIS	PROJECT:	M-4003 (142)	
CONTRACT NO. 61B12				

# STATE OF ILLINOIS

## DEPARTMENT OF TRANSPORTATION

### DIVISION OF HIGHWAYS

# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**127TH STREET - PALOS AVENUE TO IL 43 (HARLEM AVENUE)**  
**IL 43 (HARLEM AVENUE) - 127TH STREET TO 126TH STREET**  
**IL 43 (HARLEM AVENUE) - 122ND STREET TO 120TH STREET**

## SIDEWALK IMPROVEMENTS

**SECTION NO.: 13-00050-00-SW**  
**PROJECT NO. M-4003 (142)**  
**CITY OF PALOS HEIGHTS**  
**COOK COUNTY**  
**JOB NO. G-91-157-13**  
 RANGE 12 EAST



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

APPROVED December 31 2014  
 \_\_\_\_\_ MAYOR, CITY OF PALOS HEIGHTS

PASSED January 6 2015  
Christopher Holt REGION #1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID  
 BASED ON LIMITED REVIEW January 7 2015  
John F. ... DEPUTY DIRECTOR OF HIGHWAYS, REGION #1 ENGINEER

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  - 22.) CROSS SECTIONS - HARLEM AVENUE - 29+05 TO 63+21
  - 23.) CROSS SECTIONS - HARLEM AVENUE - 63+54 TO 70+70
  - 24.) CROSS SECTIONS - HARLEM AVENUE - 70+88.15 TO 72+96

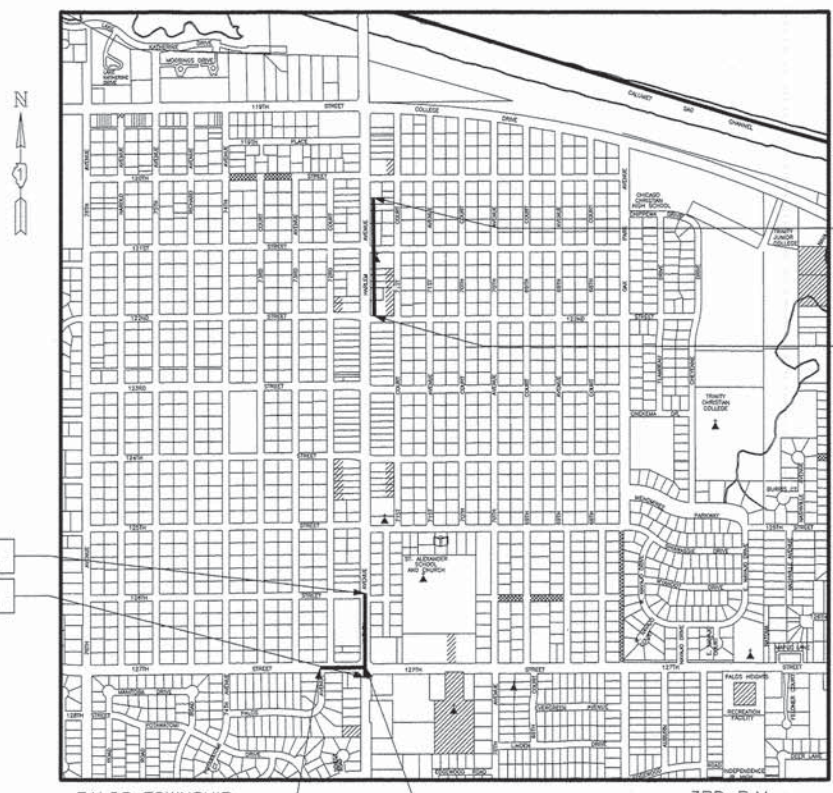
**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	CURB RAMPS FOR SIDEWALKS
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH.

**SCALES**

PLAN	1 INCH = 20 FEET
CROSS-SECTIONS HORIZ.	1 INCH = 10 FEET
CROSS-SECTIONS VERT.	1 INCH = 5 FEET

1"=20'



**LOCATION MAP**

- DENOTES PROJECT LOCATION

NET LENGTH OF PROJECT = 2122 LIN FT (0.40 MILE)  
 GROSS LENGTH OF PROJECT = 2122 LIN FT (0.40 MILE)

**ENGINEER'S CERTIFICATION**

STATE OF ILLINOIS) SS.  
 COUNTY OF DuPAGE)

I, SIGITAS P. VAZNELIS, A REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS, HEREBY CERTIFY THAT THESE PLANS WERE PREPARED BY MORRIS ENGINEERING, INC. 5100 S. LINCOLN AVENUE, SUITE 100, LISLE, ILLINOIS, 60532 UNDER MY PERSONAL DIRECTION. THIS TECHNICAL SUBMISSION IS INTENDED TO BE USED AS AN INTEGRAL PART OF AND IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS.

DATED THIS 30th DAY OF December, A.D. 2014

[Signature]  
 ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-044114  
 MY REGISTRATION EXPIRES ON NOVEMBER 30, 2015



FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E., PTOE, (847)705-4021  
 CONSULTANT: MORRIS ENGINEERING, INC. (630) 271-0770  
 PLOT DATE: Dec. 30, 2014  
 FILENAME: H:\14-PH\2007-PLANS-ENG\REV-014-PH-2007\_SIDEWALK\_PLANS-2014-10-17.dwg

**GENERAL NOTES**

- ALL EARTHWORK, GRADING, UTILITIES, AND STREET IMPROVEMENTS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, AND ALL REVISIONS THERETO.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SAFE AND HEALTHFUL WORKING CONDITIONS IN ACCORDANCE WITH SECTION 107 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION THROUGHOUT THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
- SOIL EROSION AND SEDIMENTATION CONTROL PRACTICES AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE URBAN COMMITTEE OF THE ASSOCIATION OF ILLINOIS SOIL AND WATER CONSERVATION DISTRICTS' PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL IN ILLINOIS AND ALL REVISIONS THERETO AND IN ACCORDANCE WITH THE DETAILS ON THE PLANS.
- THE CONTRACTOR SHALL BE AWARE OF POTENTIAL CONFLICTS WITH EXISTING UTILITIES AS INDICATED ON THE PLANS. THE CONTRACTOR SHALL EXCAVATE AROUND UTILITIES TO DETERMINE ELEVATIONS BEFORE BEGINNING CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING EACH OF THE UTILITY COMPANIES BEFORE ANY WORK COMMENCES. ALL UTILITIES SHALL BE STAKED PRIOR TO CONSTRUCTION.
- THE OWNER WILL FURNISH THE CONTRACTOR WITH LINES, GRADES AND ELEVATIONS NECESSARY TO THE PROPER PROSECUTION AND CONTROL OF THE WORK ONCE.
- THE CONTRACTOR SHALL GIVE THE ENGINEER AT LEAST SEVENTY-TWO (72) HOURS NOTICE FOR ANY STAKING TO BE DONE. EACH OF THE VARIOUS ITEMS OF WORK COVERED BY THIS CONTRACT WILL BE STAKED ONCE. ADDITIONAL STAKING REQUIRED DUE TO THE CONTRACTOR'S NEGLIGENCE IN PRESERVING THE STAKES SHALL BE PAID FOR BY THE CONTRACTOR AT THE CURRENT HOURLY RATE.
- THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE MUNICIPALITY AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.  
  
TELEPHONE NUMBERS: IDOT REGION ONE ENGINEER - (847) 705-4110  
CITY ENGINEER - (630) 271-0770  
CITY OF PALOS HEIGHTS - (708) 480-3033
- THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS (UNDERGROUND STRUCTURES AND CONDUITS) SHALL DISPOSE OF ALL SURPLUS EXCAVATED MATERIAL FROM TRENCHES OR STRUCTURE EXCAVATIONS AND SHALL DEPOSIT SAID SURPLUS MATERIALS ON THE SITE IN ACCORDANCE WITH THE GRADING PLAN OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT PLACE ANY EXCAVATED MATERIAL UPON ANY TOPSOIL. THE TOPSOIL SHALL BE REMOVED FROM ALL AREAS TO BE FILLED AND SHALL BE STOCKPILED IN AREAS AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT DISCHARGE INTO STREAMS, PONDS, WETLANDS OR ITS TRIBUTARIES ANY MOTOR OIL, TRANSMISSION FLUID, LUBRICANTS OR ANY OTHER PETROLEUM DISTILLATES. ANY PETROLEUM DISTILLATES DISCHARGED ON THE GROUND SURFACE SHALL BE PROMPTLY AND PROPERLY REMOVED PRIOR TO THE RESUMPTION OF ANY WORK ON THE PROJECT.
- THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING FIELD TILES. ANY FIELD TILES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE. INVESTIGATION SHALL BE MADE TO INSURE THAT FIELD TILES DO NOT CONVEY OFF SITE WATER. TILES THAT CONVEY OFF SITE WATER SHALL BE REROUTED THROUGH THE SITE. TILES THAT DO NOT CONVEY OFF SITE WATER SHALL BE ABANDONED IN AN APPROPRIATE MANNER APPROVED BY THE MUNICIPALITY. FIELD TILES WITHIN A RIGHT-OF-WAY SHALL BE REMOVED AND BACKFILLED WITH CA-6 COMPACTED IN EIGHT INCH LIFTS TO THE BOTTOM OF THE ROADWAY BASE. EXISTING FIELD TILES SHALL BE REMOVED BY SLIT TRENCHING.
- THE CONTRACTOR RESPONSIBLE FOR DRAINAGE IMPROVEMENTS SHALL BE RESPONSIBLE TO PLACE ALL FIRE HYDRANTS, FRAMES AND LIDS OR GRATES, AND ALL GRATES FOR MANHOLES, CATCH BASINS, INLETS AND VALVE VAULTS AT THE ELEVATIONS SHOWN AND SPECIFIED ON THE PLANS. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR SAID ADJUSTMENT AND THE COST OF SAID ADJUSTMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS DRAINAGE STRUCTURES MENTIONED ABOVE.
- THE CONTRACTOR SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, SHALL ON A DAILY BASIS CLEAN THE PAVEMENT OF SUCH DIRT AND DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL PROVIDE PIPE BEDDING IN ACCORDANCE WITH THE DETAIL ON THE PLANS. THE COST OF THE BEDDING SHALL BE INCLUDED IN THE UNIT PRICE PER LINEAL FOOT OF THE VARIOUS SIZES OF STORM SEWER. NO ADDITIONAL COMPENSATION WILL BE MADE FOR PIPE BEDDING.
- THE CONTRACTOR SHALL PLACE TOPSOIL AT A 4" MINIMUM DEPTH AND SEED OR SOD ALL AREAS DESIGNATED BY THE ENGINEER.
- THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL OVERFLOW POINT ELEVATIONS AND CROSS SECTIONS ARE CONSTRUCTED STRICTLY IN ACCORDANCE WITH THOSE SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK IN THE RIGHT OF WAY OR EASEMENTS TO LOCATE UTILITIES, AND CONTACT THE OWNER'S REPRESENTATIVE SHOULD PUBLIC UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
- CURB SHALL BE REMOVED IN A WAY TO PREVENT DAMAGE TO EXISTING PAVEMENT. NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR REPAIRS.

**EXCAVATION**

- ALL SITE CLEARING, EXCAVATION, GRADING, COMPACTION, SUBGRADE PREPARATION, BASE COURSE, SURFACE COURSE, PCC CURB AND GUTTER AND SIDEWALKS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS, LATEST EDITION.

- EARTHWORK UNDER THIS CONTRACT SHALL INCLUDE THE FOLLOWING:
  - REMOVAL OF EXISTING VEGETATION WITHIN CONSTRUCTION LIMITS FROM THE SITE.
  - PROTECTION OF CERTAIN TREES AS SHOWN ON PLANS.
  - STRIPPING OF ALL TOPSOIL AND OTHER UNSUITABLE MATERIALS FROM BUILDING AND/OR PAVEMENT AREAS AND REMOVAL FROM SITE OF ALL EXCESS.
  - COMPLETE REMOVAL AND DISPOSAL OF THE NATURAL GROUND TO THE PROPOSED SUB-GRADE ELEVATION OF NEW PAVEMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE REQUIREMENTS OF ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL ORDINANCES. THE COST OF ALL WORK NECESSARY TO MEET THESE REQUIREMENTS SHALL BE INCLUDED IN THE COST OF THE CONTRACTOR'S CONTRACT FOR PERIMETER EROSION BARRIER.

**TRAFFIC CONTROL AND PROTECTION**

- ALL WORK CONDUCTED WITHIN PUBLIC RIGHTS-OF-WAY SHALL BE GOVERNED BY THE FOLLOWING SPECIFICATION FOR TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTION 107 AND 700 OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, (HEREINAFTER STANDARD SPECIFICATIONS), THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS" AND SPECIAL DETAILS OF ILLINOIS HIGHWAY STANDARDS.
- THE FOLLOWING TRAFFIC CONTROL REQUIREMENTS ARE OF SPECIAL IMPORTANCE. CONFORMANCE TO THESE REQUIREMENTS, HOWEVER, SHALL NOT RELIEVE THE CONTRACTOR FROM CONFORMING TO ALL OTHER APPLICABLE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- SPECIAL ATTENTION IS CALLED TO ARTICLES 107.09 AND 107.14 OF THE STANDARD SPECIFICATIONS AND THE FOLLOWING HIGHWAY STANDARDS, DETAILS AND SUPPLEMENTAL SPECIFICATIONS AND PHOTOCOPIED SPECIAL PROVISIONS CONTAINED HEREIN, RELATING TO:  
  
701602-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE  
701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION  
701801-05 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- AT THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL FURNISH THE NAME OF THE INDIVIDUAL IN HIS DIRECT EMPLOY WHO IS TO BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TRAFFIC CONTROL FOR THIS PROJECT. IF THE ACTUAL INSTALLATION AND MAINTENANCE ARE TO BE ACCOMPLISHED BY A SUBCONTRACTOR, CONSENT SHALL BE REQUESTED OF THE ENGINEER AT THE TIME OF THE PRECONSTRUCTION MEETING IN ACCORDANCE WITH ARTICLE 108.01 OF THE STANDARD SPECIFICATIONS. THIS SHALL NOT RELIEVE THE CONTRACTOR OF THE FOREGOING REQUIREMENT FOR A RESPONSIBLE INDIVIDUAL IN HIS DIRECT EMPLOY TO SUPERVISE THIS WORK. THE CONTRACTOR WILL PROVIDE THE NAME OF ITS REPRESENTATIVE WHO WILL BE RESPONSIBLE FOR THE ADMINISTRATION OF THE TRAFFIC CONTROL PLAN.
- THIS ITEM OF WORK SHALL INCLUDE FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING ALL TRAFFIC CONTROL DEVICES USED FOR THE PURPOSE OF REGULATING, WARNING OR DIRECTING TRAFFIC DURING THE CONSTRUCTION OR MAINTENANCE OF THIS IMPROVEMENT.
- THE GOVERNING FACTOR IN THE EXECUTION AND STAGING OF WORK FOR THIS PROJECT IS TO PROVIDE THE MOTORING PUBLIC WITH THE SAFEST POSSIBLE TRAVEL CONDITIONS ALONG THE ROADWAY THROUGH THIS CONSTRUCTION ZONE. THE CONTRACTOR SHALL SO ARRANGE HIS OPERATION AS TO KEEP THE CLOSING OF ANY LANE OF THE ROADWAY TO A MINIMUM.
- ALL TRAFFIC CONTROL DEVICES USED ON THIS PROJECT SHALL CONFORM TO THE PLANS, SPECIAL PROVISIONS, TRAFFIC CONTROL STANDARDS, AND THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. NO MODIFICATION OF THESE REQUIREMENTS WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
- TRAFFIC CONTROL DEVICES INCLUDE: SIGNS AND THEIR SUPPORTS, SIGNALS, PAVEMENT MARKINGS, BARRICADES WITH SAND BAGS, CHANNELIZING DEVICES, WARNING LIGHTS, ARROWBOARDS, FLAGGERS, OR ANY OTHER DEVICE USED FOR THE PURPOSE OF REGULATING, WARNING OR GUIDING TRAFFIC THROUGH THE CONSTRUCTION ZONE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION, INSTALLATION, AND ARRANGEMENT OF ALL TRAFFIC CONTROL DEVICES. SPECIAL ATTENTION SHALL BE GIVEN TO ADVANCE WARNING SIGNS DURING CONSTRUCTION OPERATIONS IN ORDER TO KEEP LANE ASSIGNMENT CONSISTENT WITH BARRICADE PLACEMENT AT ALL TIMES. THE CONTRACTOR SHALL COVER ALL TRAFFIC CONTROL DEVICES WHICH ARE INCONSISTENT WITH DETOUR OR LANE ASSIGNMENT PATTERNS DURING THE TRANSITION FROM ONE CONSTRUCTION STAGE TO ANOTHER.
- CONSTRUCTION SIGNS REFERRING TO DAYTIME LANE CLOSURES DURING WORKING HOURS SHALL BE REMOVED OR COVERED DURING NON-WORKING HOURS.
- THE CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES INSTALLED BY HIM ARE OPERATIONAL 24 HOURS A DAY, INCLUDING SUNDAYS AND HOLIDAYS.
- THE CONTRACTOR SHALL PROVIDE A MANNED TELEPHONE ON A CONTINUOUS 24-HOUR-A-DAY BASIS TO RECEIVE NOTIFICATION OF ANY DEFICIENCIES REGARDING TRAFFIC CONTROL AND PROTECTION AND SHALL DISPATCH MEN, MATERIALS AND EQUIPMENT TO CORRECT ANY SUCH DEFICIENCIES. THE CONTRACTOR SHALL RESPOND TO ANY CALL FROM THE ENGINEER OR MUNICIPALITY CONCERNING ANY REQUEST FOR IMPROVING OR CORRECTING TRAFFIC CONTROL DEVICES AND BEGIN MAKING THE REQUESTED REPAIRS WITHIN TWO HOURS FROM THE TIME OF NOTIFICATIONS.
- WHEN TRAVELING IN LANES OPEN TO PUBLIC TRAFFIC, THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST OR ACROSS THE FLOW OF TRAFFIC. THESE VEHICLES SHALL ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO, OR WILL NOT INTERFERE WITH, TRAFFIC AND SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS. PERSONAL VEHICLES SHALL NOT PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.
- DELAYS TO THE CONTRACTOR CAUSED BY COMPLYING WITH THESE REQUIREMENTS WILL BE INCLUDED IN THE COST OF THE ITEM FOR TRAFFIC CONTROL AND PROTECTION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

**SOIL EROSION AND SEDIMENTATION CONTROL NOTES**

- THE FOLLOWING PRINCIPLES SHALL APPLY TO ALL MOVEMENT OF EARTH AND STORM DRAINAGE. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON SITE.
- THE SMALLEST PRACTICAL AREA OF LAND IS TO BE EXPOSED AT ANY GIVEN TIME DURING CONSTRUCTION. EXPOSURE SHALL BE KEPT TO AS SHORT A DURATION OF TIME AS IS PRACTICAL.
- STABILIZE AND PROTECT DISTURBED AREAS. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. MECHANICAL, STRUCTURAL, AND/OR VEGETATIVE CONTROL METHODS SHALL BE USED IN ORDER TO RETARD SOIL EROSION IF DIRECTED BY THE OWNER OR HIS AUTHORIZED REPRESENTATIVE.
- KEEP RUN-OFF VELOCITIES LOW WITH SHORT SLOPES AND LOW GRADIENTS. THE INSTALLATION OF NATURAL VEGETATIVE COVER HELPS TO KEEP STORM WATER VELOCITIES LOW, AND THUS LIMIT SOIL EROSION EFFECTS.
- PROTECT DISTURBED AREAS FROM STORM WATER RUN-OFF. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. PROTECTIVE MEASURES SHALL BE UTILIZED TO DIVERT RUN-OFF FROM DISTURBED AREAS.
- ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
- NATURAL PLANT COVER SHALL BE MAINTAINED AND PROTECTED AND ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR INSPECTION AND REPAIR DURING CONSTRUCTION.
- PROTECTION OF EXISTING FACILITIES AND UTILITIES - THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY FACILITIES FOR THE PROTECTION OF ALL EXISTING UTILITIES ON OR ADJACENT TO THE PROJECT. ALL STORM SEWER FACILITIES THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, FILTERED, OR OTHERWISE TREATED TO REMOVE SEDIMENT. FURTHERMORE, ANY DAMAGE DONE BY HIM, HIS AGENTS, OR ASSIGNS SHALL BE REPAIRED AT NO ADDITIONAL COMPENSATION.
- DIRT ON PAVEMENT - WHERE A CONTRACTOR'S EQUIPMENT IS OPERATED UPON AN EXISTING PAVEMENT USED BY TRAFFIC THE CONTRACTOR SHALL CLEAN THE PAVEMENT OF ALL DIRT AND DEBRIS AT THE END OF EACH DAY'S OPERATIONS AND AT OTHER TIMES AS DIRECTED BY THE OWNER, THE ENGINEER, OR THE GOVERNING MUNICIPALITY. THE CLEANING WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACTOR'S CONTRACT FOR EARTH EXCAVATION.
- DUST CONTROL - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF EXCESSIVE DUST DURING THE CONSTRUCTION PERIOD UNTIL PROPOSED IMPROVEMENTS COMPLETED. THE REQUIREMENT FOR DUST CONTROL SHALL BE AS DIRECTED BY THE LOCAL APPROVING AUTHORITIES OR THE ENGINEER, AND SUCH DUST CONTROL (IF REQUIRED) SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR CITY OF PALOS HEIGHTS.
- THE CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE USE OF HEAVY EQUIPMENT WITHIN THE DESIGNATED DRAINAGE FACILITIES.

HOT-MIX MIXTURE REQUIREMENTS	
MIXTURE TYPE	VOIDS
<b>DRIVEWAYS</b>	
HMA SURFACE COURSE, MIX D, N 50 (IL 9.5 mm); 2"	4% @ 50 Gyr
HMA BASE COURSE (HMA BINDER IL-19 mm); PE -6", CE - 8"	4% @ 50 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE 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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

PLOT DATE: Dec 30, 2014  
FILENAME: H:\13-PRN\3007\PLANS-ENGINEERING\014-PH-3007\_SIDEWALK\_PLANS-2014-10-17.dwg

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	DRAWN - DJB	REVISED -
PLOT SCALE * NONE	CHECKED - AS	REVISED -
PLOT DATE * Dec 30, 2014	DATE -	REVISED -

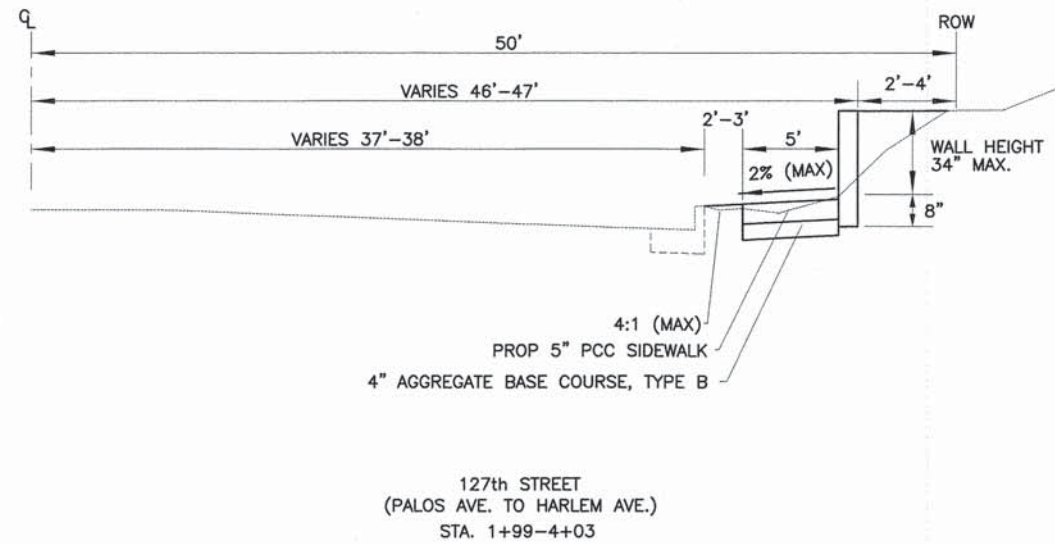
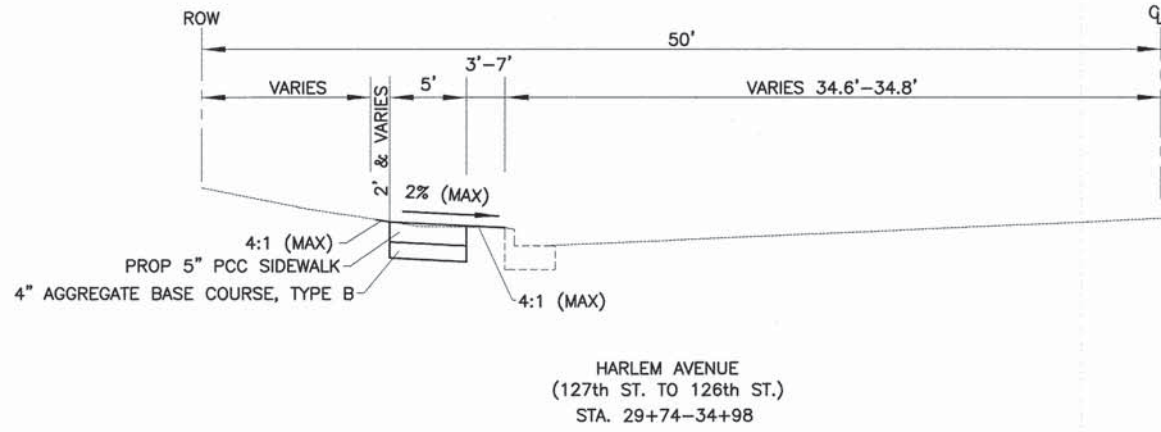
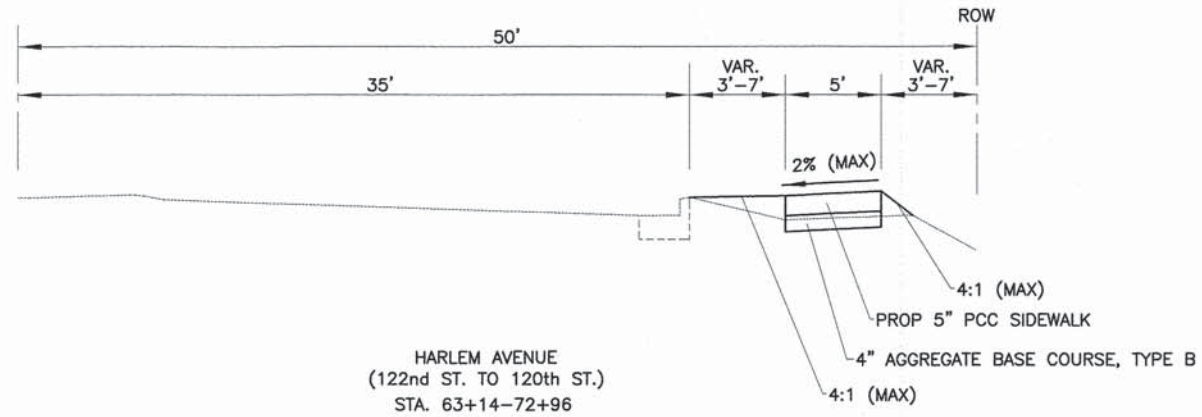
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
GENERAL NOTES & STANDARDS

SCALE: NONE SHEET NO. 2 OF 24 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	2
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61B12	





PLOT DATE: Dec 15, 2014  
 FILENAME: I:\13-PALOS\13-00050\13-00050-SW\13-00050-SW-004-10-17.dwg

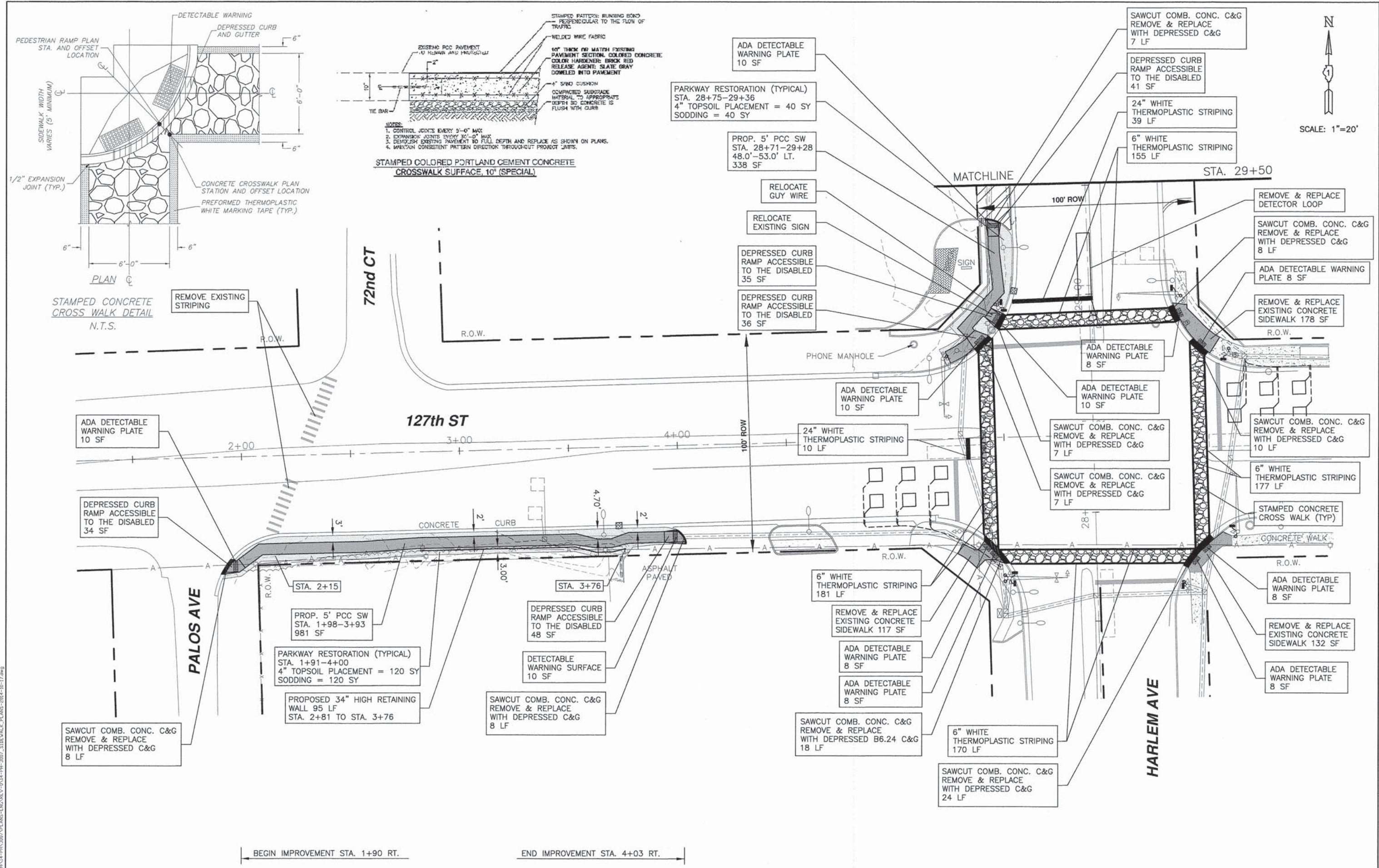
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	DRAWN - DJB	REVISED -
PLOT SCALE * 1"=20'	CHECKED - AS	REVISED -
PLOT DATE * Dec 15, 2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

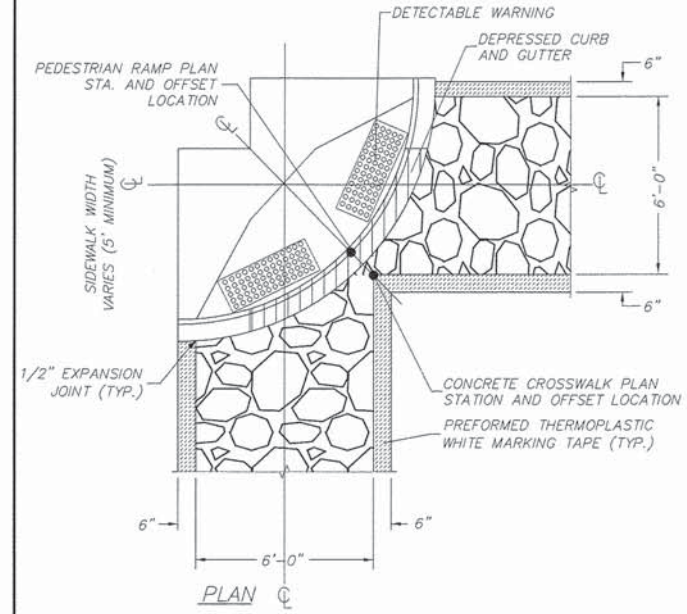
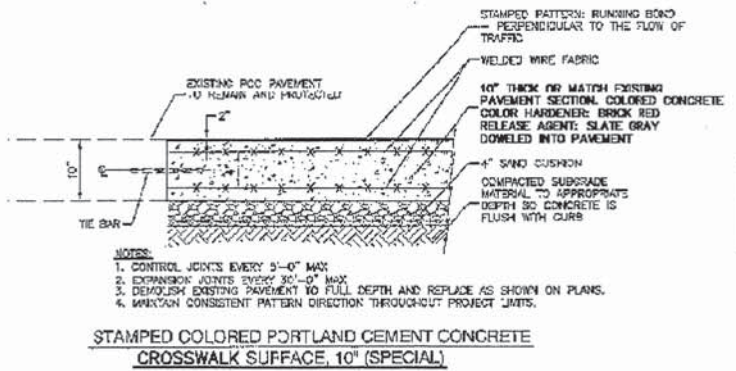
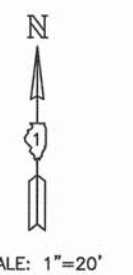
CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
TYPICAL SECTIONS

SCALE: N.A. SHEET NO. 4 OF 24 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	4
CONTRACT NO. 61B12				
ILLINOIS FED. AID PROJECT				



PLOT DATE: Dec 15, 2014  
 FILENAME: \\S:\P\3027\PLANS-ENG\SEV-0414-PH-2007\_SIDEWALK\_PLANS-2014-10-17.dwg



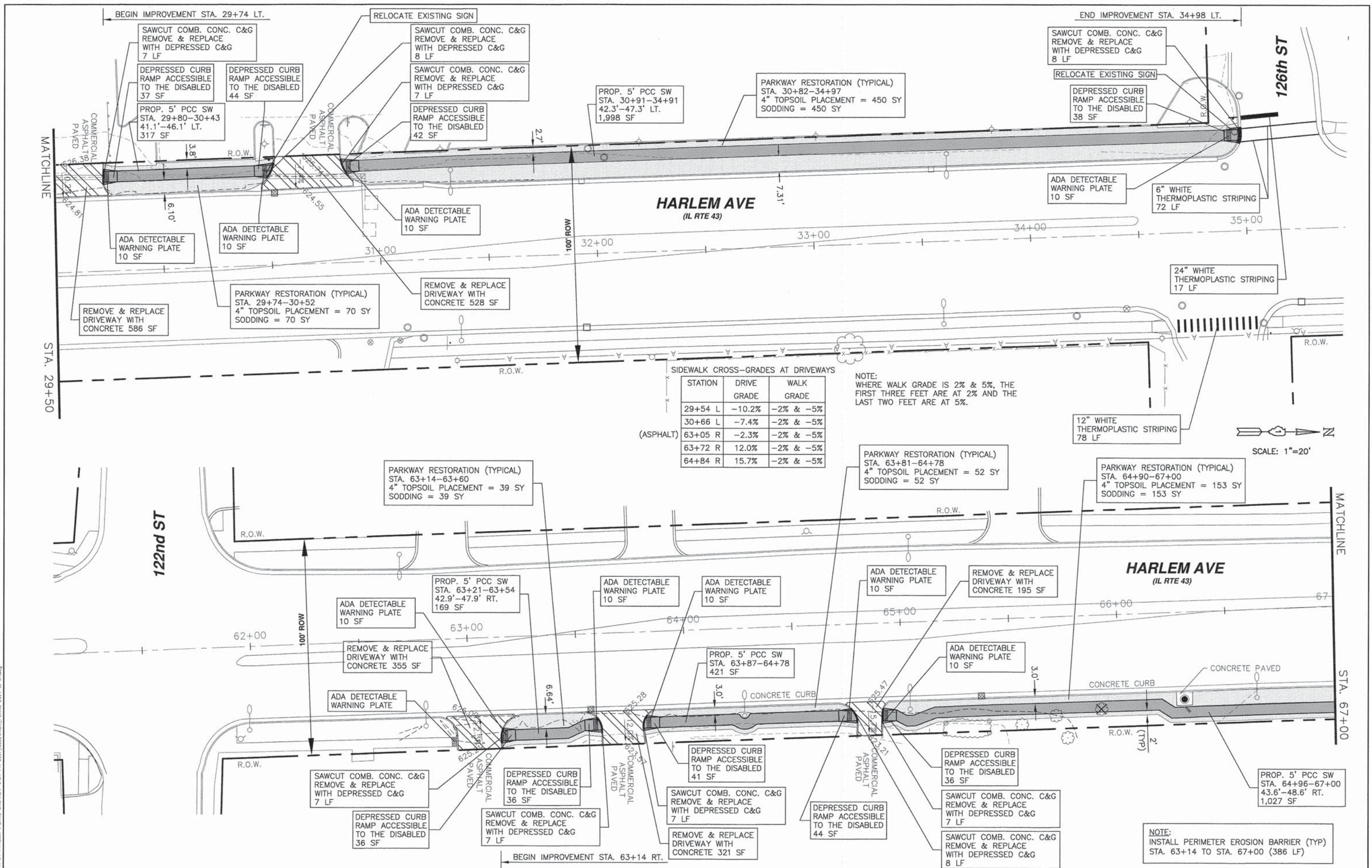
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PLOT DATE = Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

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

**CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS**  
**127TH STREET & HARLEM AVENUE**

SCALE: 1"=20'    SHEET NO. 5 OF 24 SHEETS    STA. 1+00    TO STA. 5+91

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	5
				CONTRACT NO. 61B12
ILLINOIS FED. AID PROJECT				



SIDEWALK CROSS-GRADES AT DRIVEWAYS

STATION	DRIVE GRADE	WALK GRADE
29+54 L	-10.2%	-2% & -5%
30+66 L	-7.4%	-2% & -5%
63+05 R	-2.3%	-2% & -5%
63+72 R	12.0%	-2% & -5%
64+84 R	15.7%	-2% & -5%

(ASPHALT)

NOTE:  
WHERE WALK GRADE IS 2% & 5%, THE FIRST THREE FEET ARE AT 2% AND THE LAST TWO FEET ARE AT 5%.

NOTE:  
INSTALL PERIMETER EROSION BARRIER (TYP) STA. 63+14 TO STA. 67+00 (386 LF)

PLOT DATE: Dec 15, 2014  
 FILENAME: H:\14-PH\3007\PLANS-ENGR\REV-014-PH-3007-SIDEWALK\_PLANS-2014-10-17.dwg

USER NAME = \$USER\$	DESIGNED - AS	REVISED -
PLOT SCALE = 1"=20'	DRAWN - DJB	REVISED -
PLOT DATE = Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

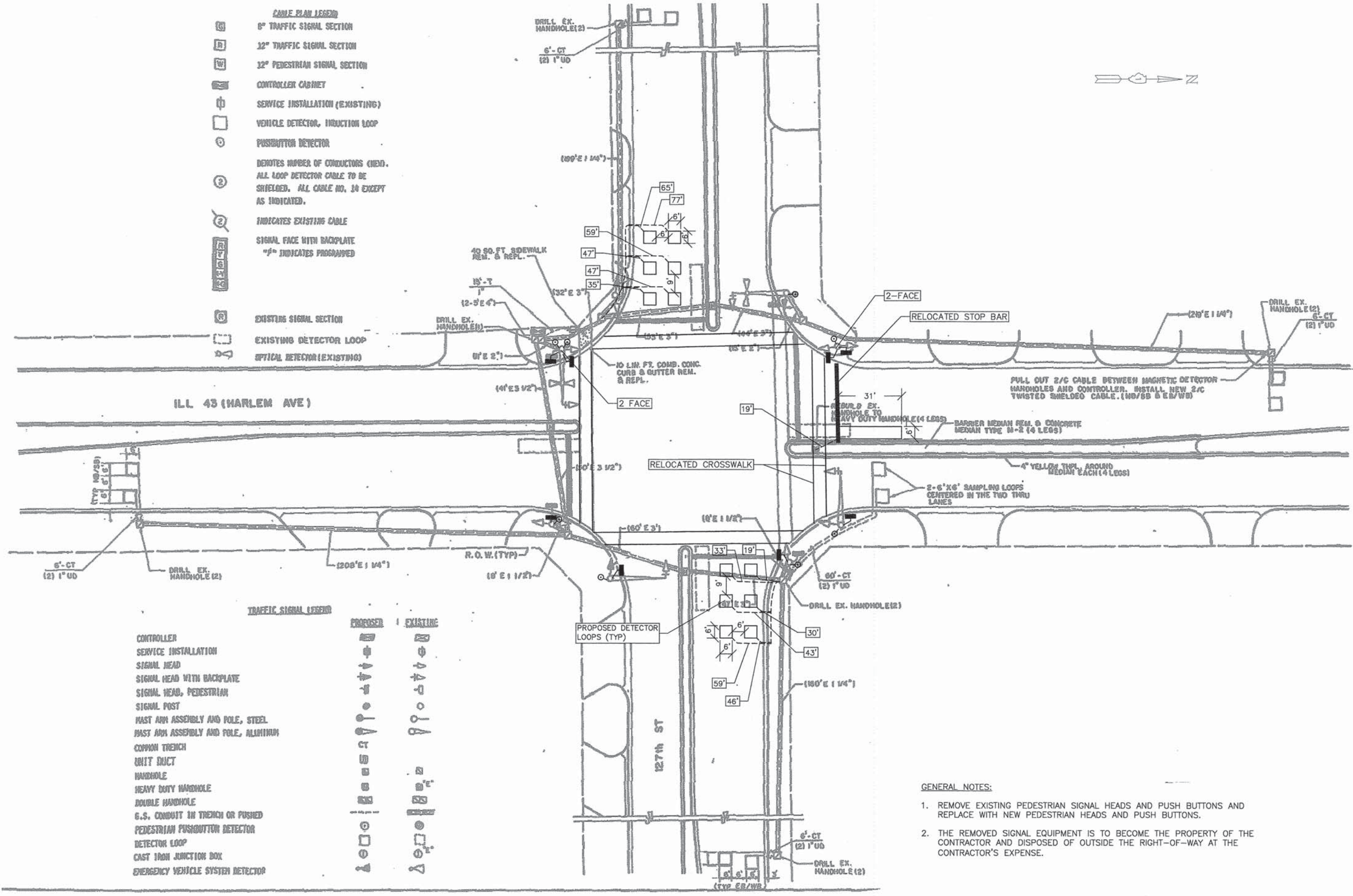
CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
HARLEM AVENUE

SCALE: 1"=20' SHEET NO. 6 OF 24 SHEETS STA. 29+50 TO STA. 67+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	6
CONTRACT NO. 61B12			ILLINOIS FED. AID PROJECT	



- CABLE PLAN LEGEND**
- Ⓞ 6" TRAFFIC SIGNAL SECTION
  - Ⓛ 12" TRAFFIC SIGNAL SECTION
  - Ⓜ 12" PEDESTRIAN SIGNAL SECTION
  - Ⓝ CONTROLLER CABINET
  - Ⓢ SERVICE INSTALLATION (EXISTING)
  - Ⓟ VEHICLE DETECTOR, INDUCTION LOOP
  - Ⓠ PUSHBUTTON DETECTOR
- DENOTES NUMBER OF CONDUCTORS (NEW). ALL LOOP DETECTOR CABLE TO BE SHIELDED. ALL CABLE NO. 10 EXCEPT AS INDICATED.
- ② INDICATES EXISTING CABLE
  - Ⓡ SIGNAL FACE WITH BACKPLATE
  - Ⓡ# INDICATES PROGRAMMED
- Ⓡ EXISTING SIGNAL SECTION
  - Ⓡ EXISTING DETECTOR LOOP
  - Ⓡ OPTICAL DETECTOR (EXISTING)



- TRAFFIC SIGNAL LEGEND**
- |                                      |          |          |
|--------------------------------------|----------|----------|
| CONTROLLER                           | PROPOSED | EXISTING |
| SERVICE INSTALLATION                 | Ⓢ        | Ⓢ        |
| SIGNAL HEAD                          | Ⓡ        | Ⓡ        |
| SIGNAL HEAD WITH BACKPLATE           | Ⓡ#       | Ⓡ#       |
| SIGNAL HEAD, PEDESTRIAN              | Ⓠ        | Ⓠ        |
| SIGNAL POST                          | Ⓝ        | Ⓝ        |
| MAST ARM ASSEMBLY AND POLE, STEEL    | Ⓟ        | Ⓟ        |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM | Ⓟ        | Ⓟ        |
| COMMON TRENCH                        | Ⓡ        | Ⓡ        |
| URIT DUCT                            | Ⓡ        | Ⓡ        |
| HANDHOLE                             | Ⓡ        | Ⓡ        |
| HEAVY DUTY HANDHOLE                  | Ⓡ        | Ⓡ        |
| DOUBLE HANDHOLE                      | Ⓡ        | Ⓡ        |
| G.S. CONDUIT IN TRENCH OR PUSHED     | Ⓡ        | Ⓡ        |
| PEDESTRIAN PUSHBUTTON DETECTOR       | Ⓠ        | Ⓠ        |
| DETECTOR LOOP                        | Ⓡ        | Ⓡ        |
| CAST IRON JUNCTION BOX               | Ⓡ        | Ⓡ        |
| EMERGENCY VEHICLE SYSTEM DETECTOR    | Ⓡ        | Ⓡ        |

- GENERAL NOTES:**
- REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS AND REPLACE WITH NEW PEDESTRIAN HEADS AND PUSH BUTTONS.
  - THE REMOVED SIGNAL EQUIPMENT IS TO BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF OUTSIDE THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.

PLOT DATE: Dec 15, 2014  
 FILENAME: I:\14-PH-3007\PLANS-ENG\REV-9\14-PH-3007\_SIDELINK\_FLANS-2014-10-17.dwg

USER NAME * \$USER\$	DESIGNED - AS	REVISED -
PLOT SCALE * NONE	DRAWN - DJB	REVISED -
PLOT DATE * Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

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

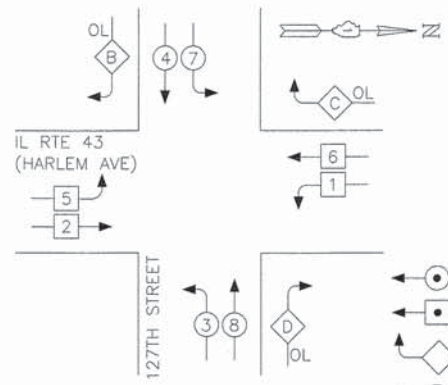
**IL. RTE. 43 (HARLEM AVE.) & 127TH ST.**  
**TRAFFIC SIGNAL MODIFICATIONS**

SCALE: NA SHEET NO. 8 OF 24 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	8
CONTRACT NO. 61B12			ILLINOIS FED. AID PROJECT	



PHASE DESIGNATION DIAGRAM



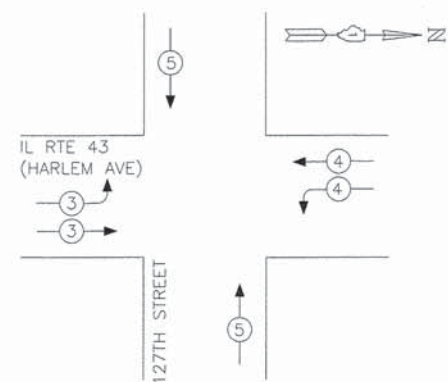
LEGEND

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

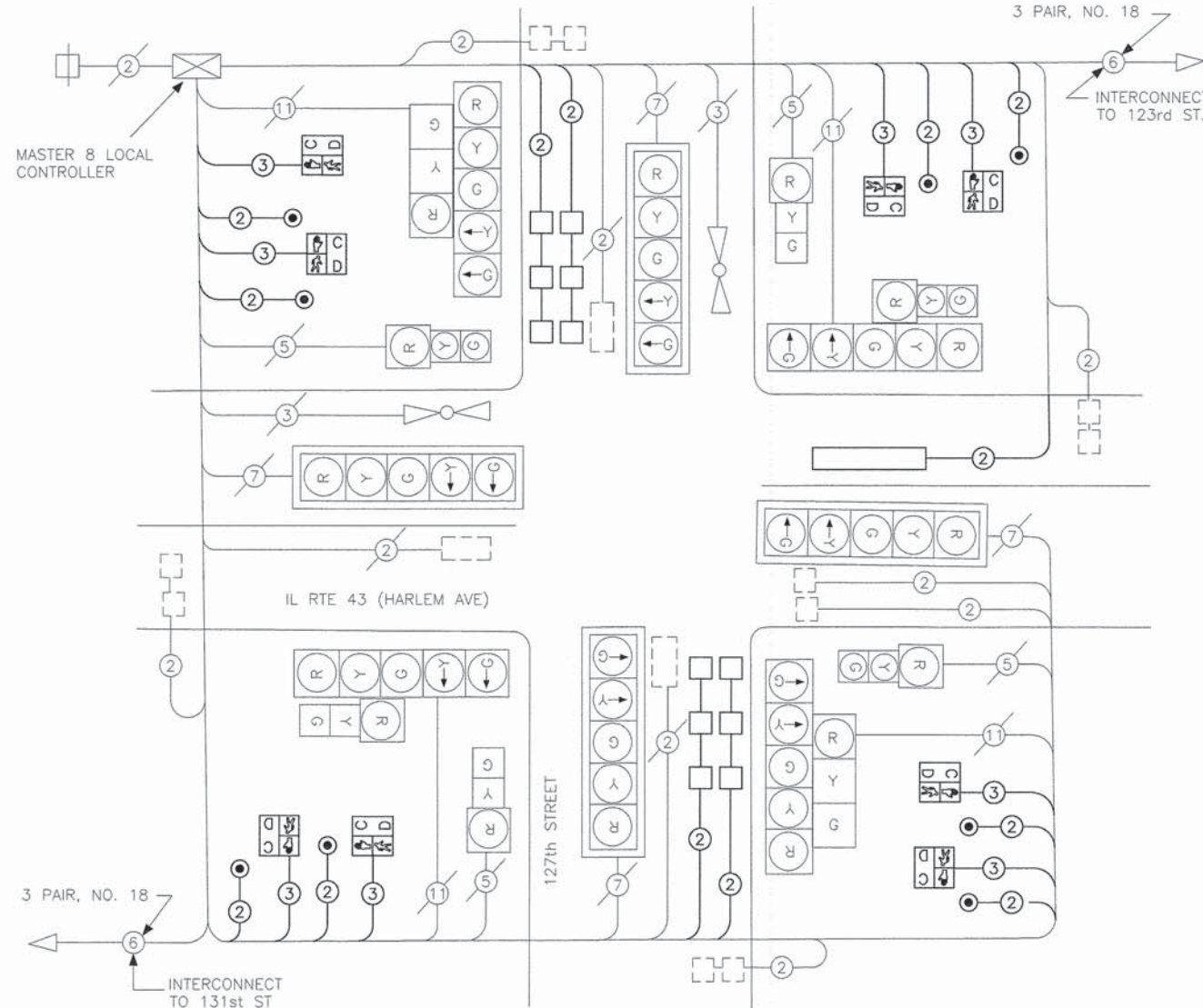
CONTROLLER SEQUENCE

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B =	4 +	5
C =	6 +	7
D =	8 +	1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT			



CABLE PLAN LEGEND

- 8" (200mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- CONTROLLER CABINET
- UNINTERRUPTABLE POWER SUPPLY (UPS)
- SERVICE INSTALLATION
- TELEPHONE CONNECTION
- VEHICLE DETECTOR, INDUCTION LOOP
- MAGNETIC DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PUSHBUTTON DETECTOR
- DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
- GROUND CABLE IN CONDUIT
- FIBER OPTIC CABLE IN CONDUIT
- SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
- RAILROAD CONTROL CABINET
- ILLUMINATED SIGN "NO LEFT TURN"
- ILLUMINATED SIGN "NO RIGHT TURN"
- GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
- GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
- GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- VIDEO VEHICLE SENSOR

SCHEDULE OF QUANTITIES

QTY UNIT ITEM DESCRIPTION

861	FOOT	THERMOPLASTIC PAVEMENT MARKING—LINE 6"
148	FOOT	THERMOPLASTIC PAVEMENT MARKING—LINE 12"
84	FOOT	THERMOPLASTIC PAVEMENT MARKING—LINE 24"
250	SQ. FT.	THERMOPLASTIC PAVEMENT MARKING REMOVAL
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1220	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1257	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
4	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
2	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	MODIFY EXISTING CONTROLLER
817	FOOT	DETECTOR LOOP REPLACEMENT

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	%OPERATION
SIGNAL (RED)				
SIGNAL (YELLOW)				
SIGNAL (GREEN)				
ARROW				
PED. SIGNAL	8			
CONTROLLER				
ILLUM. SIGN				
FLASHER				
ENERGY COSTS TO:				TOTAL =
ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096				712.5
ENERGY SUPPLY CONTACT:				
PHONE:				
COMPANY:				

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20+L-2=
E - M. ARM POLE		SIGNAL POST	2 (1.0)		(6m+L-0.6m)=
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

USER NAME + \$USER\$	DESIGNED - AS	REVISED -
	DRAWN - DJB	REVISED -
PLOT SCALE - NONE	CHECKED - AS	REVISED -
PLOT DATE + Dec 15, 2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL. RTE. 43 (HARLEM AVE.) & 127TH ST.  
CABLE PLAN / SCHEDULE OF QUANTITIES

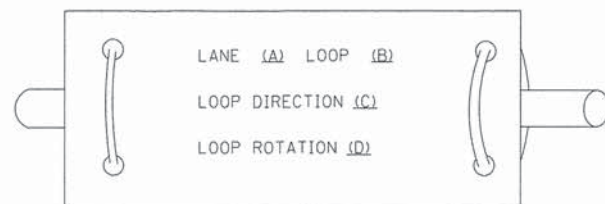
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	9
				CONTRACT NO. 61B12
ILLINOIS FED. AID PROJECT				

SCALE: NA SHEET NO. 9 OF 24 SHEETS STA. TO STA.

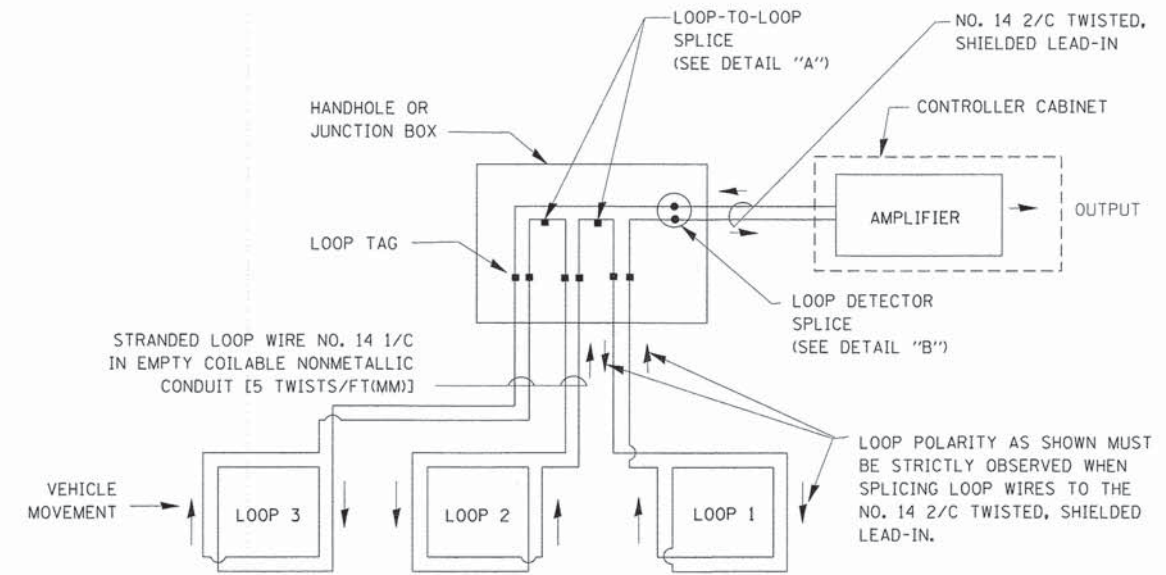
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

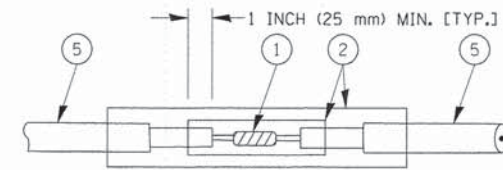


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

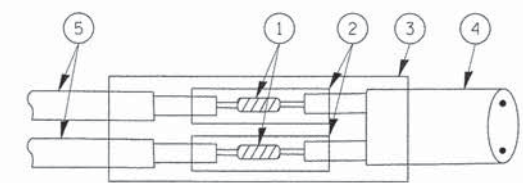


**DETECTOR LOOP WIRING SCHEMATIC**

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

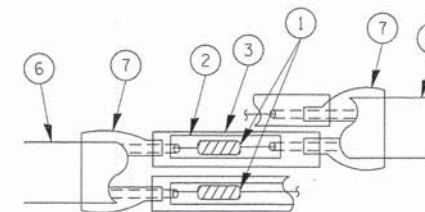


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

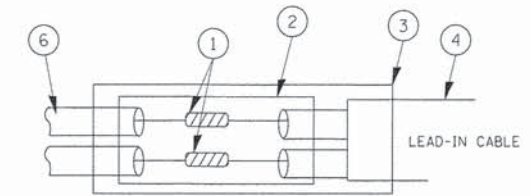


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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



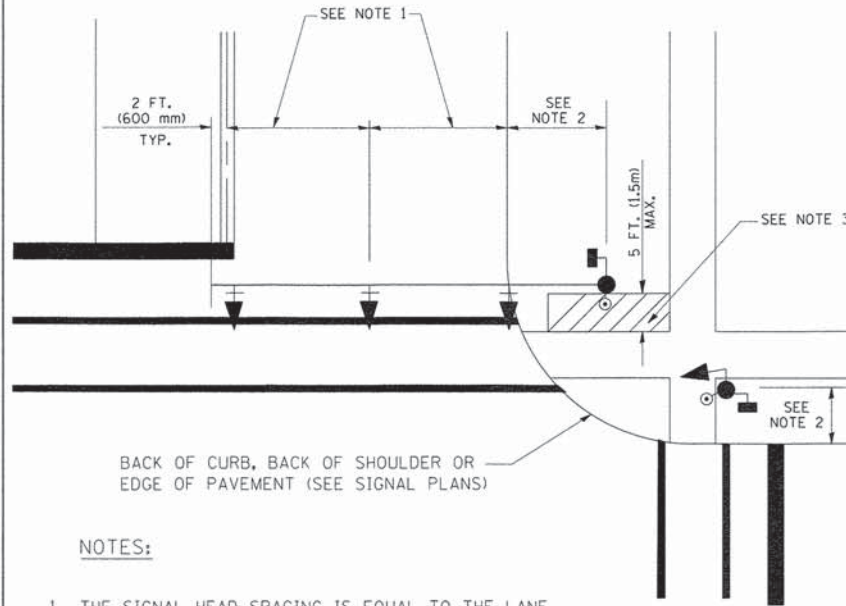
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

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

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

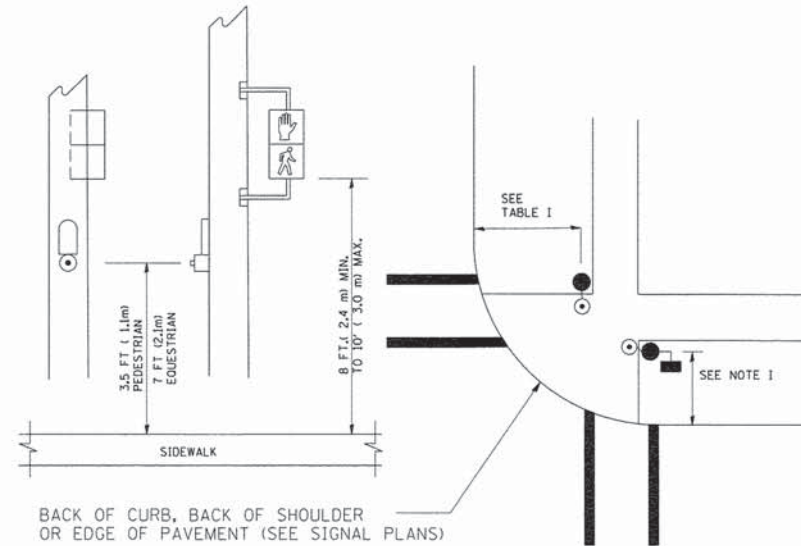
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

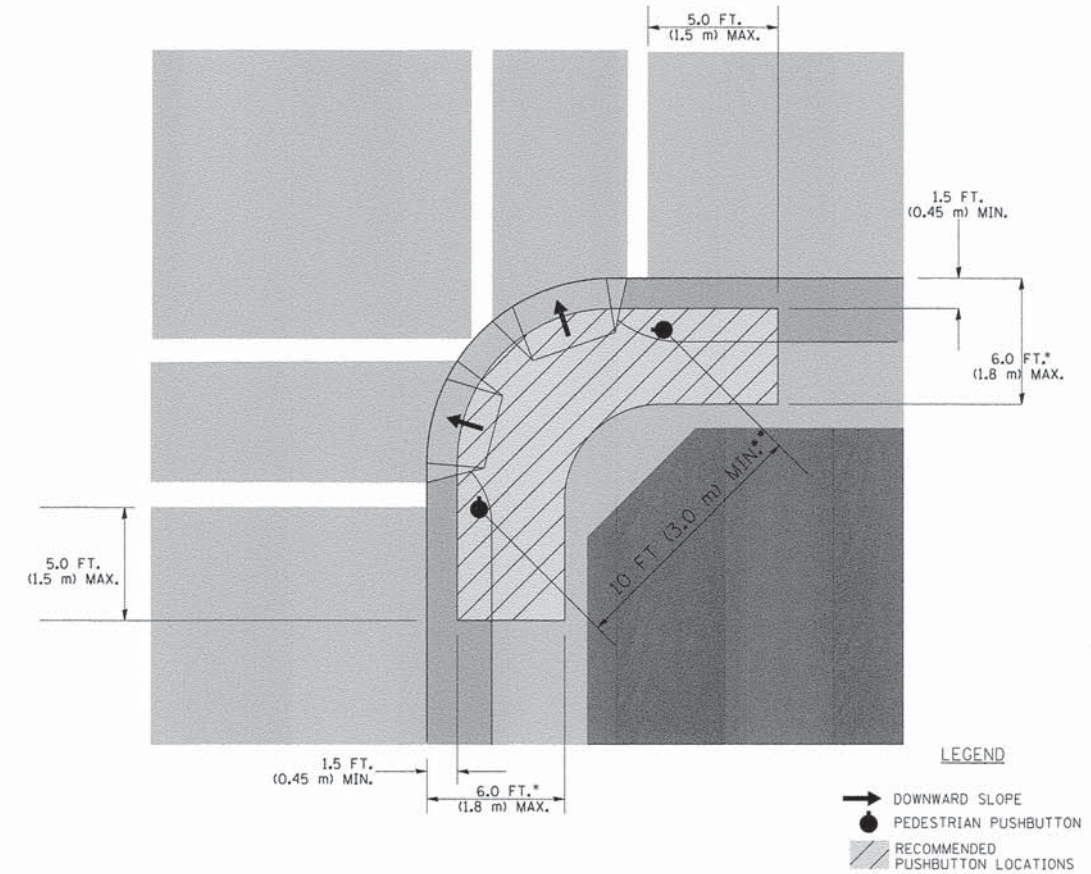
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

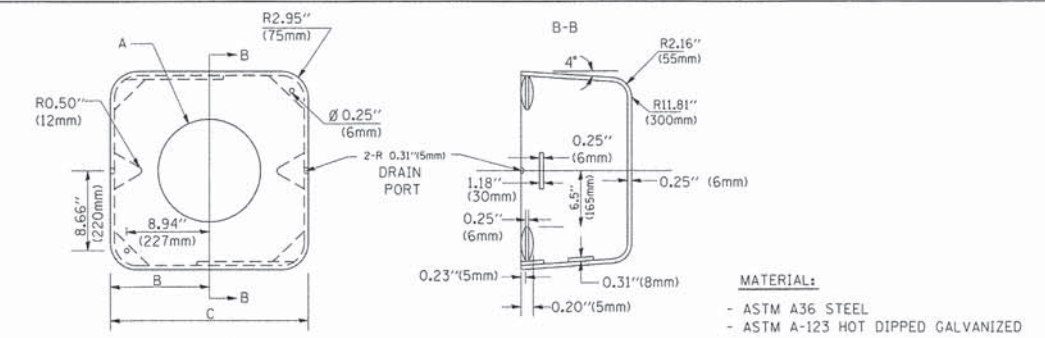
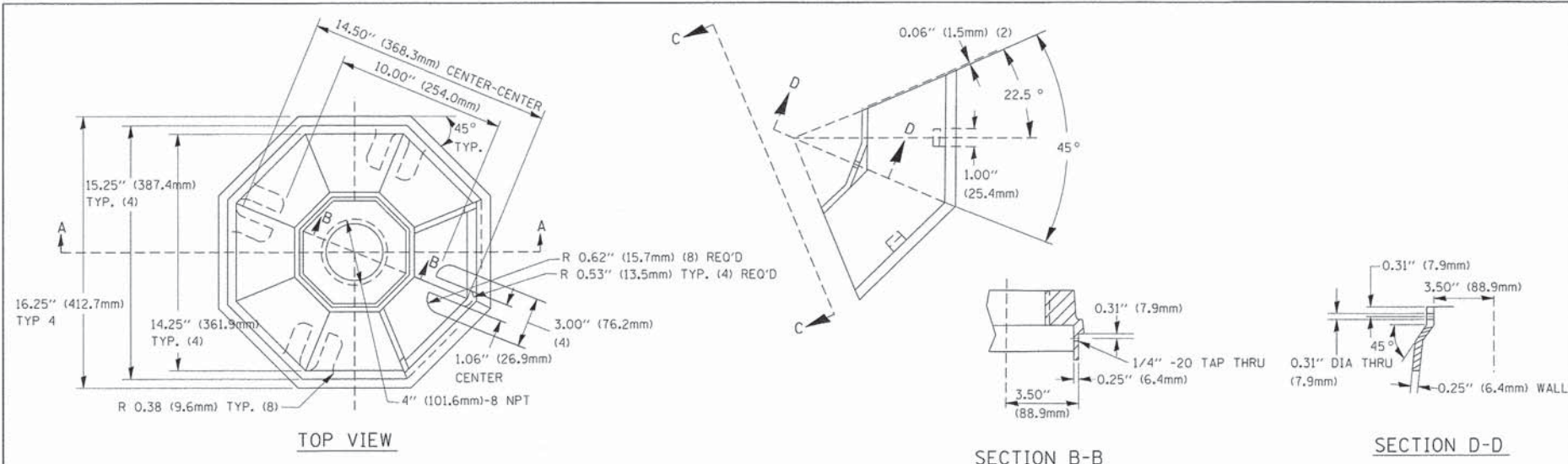
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

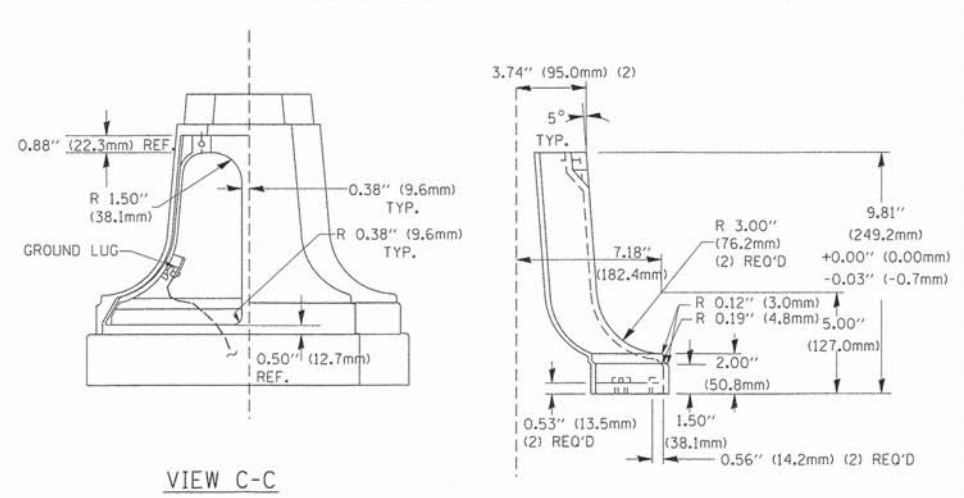
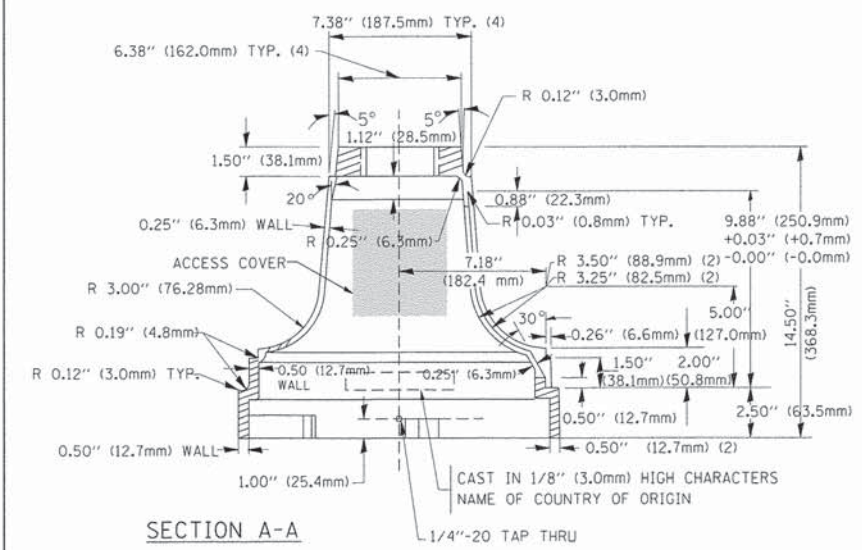


A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\" (178mm) - 12\" (300mm)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

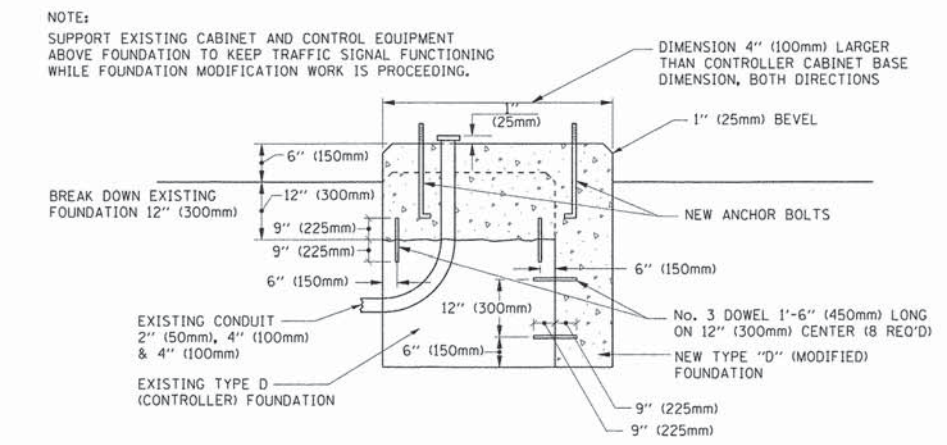
**SHROUD**

**NOTES:**

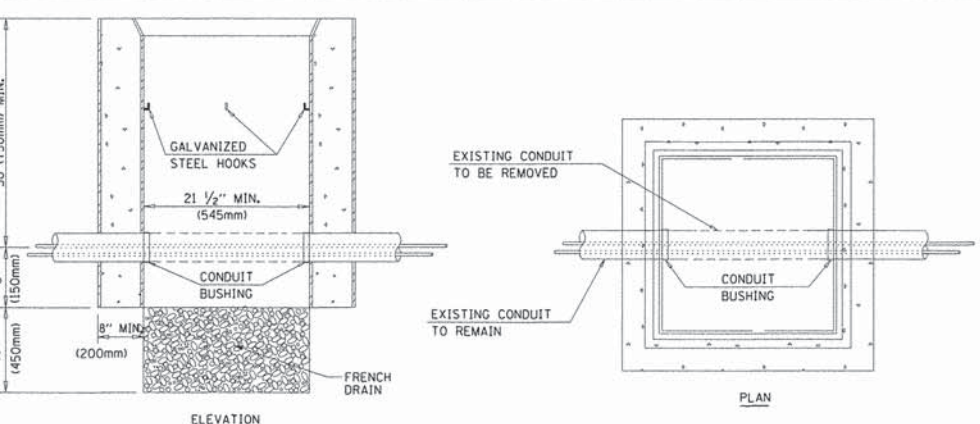
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**



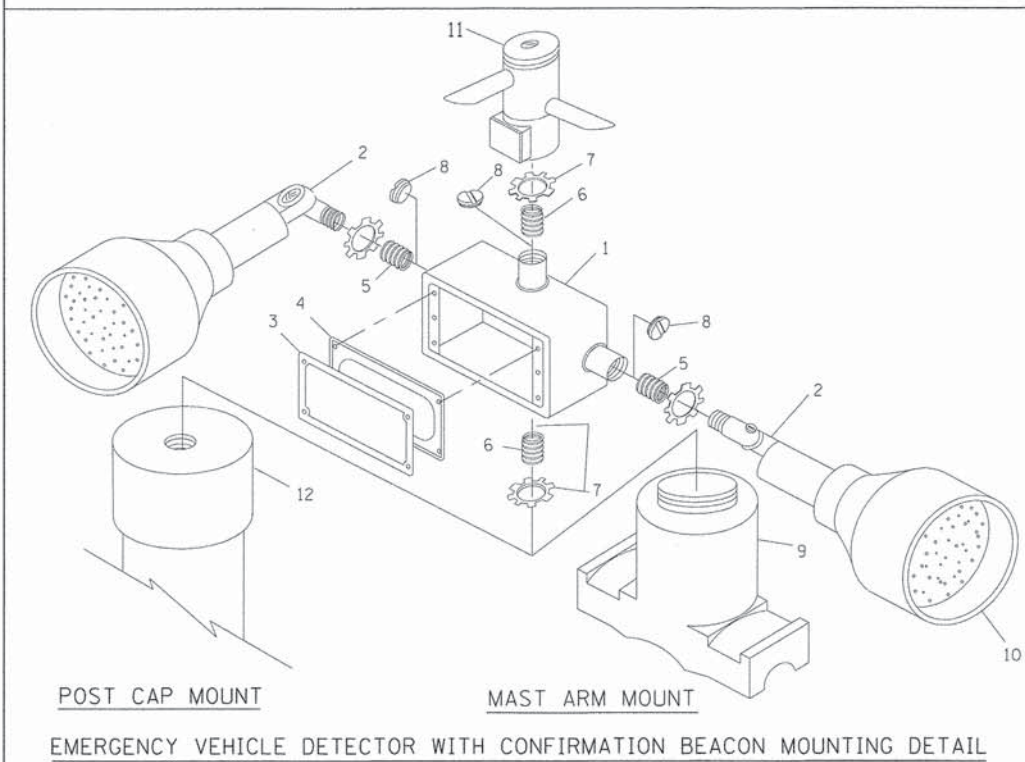
**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**



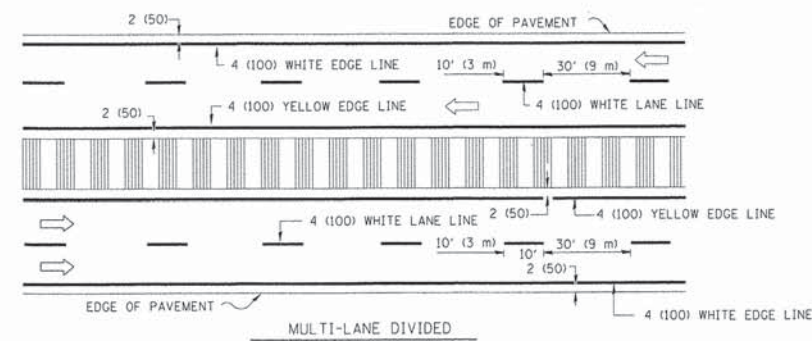
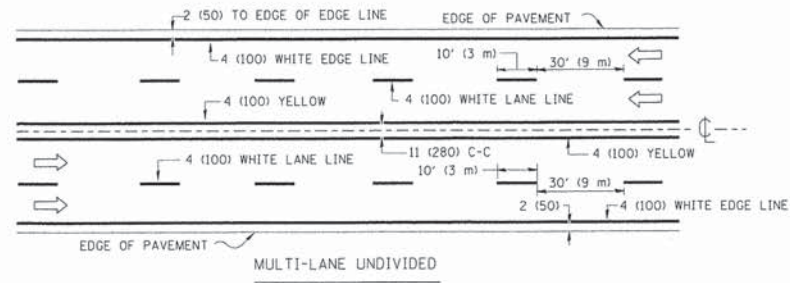
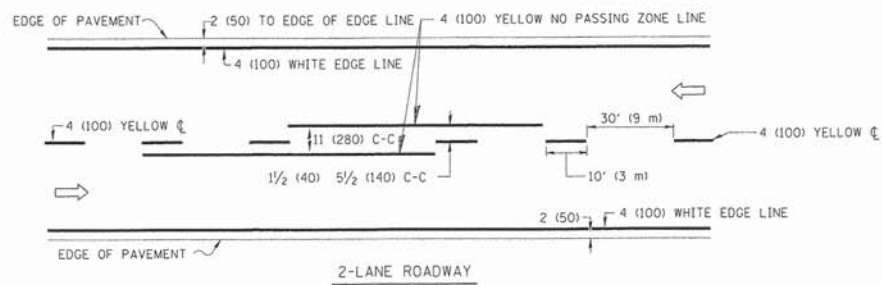
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

**NOTES:**

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- 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.

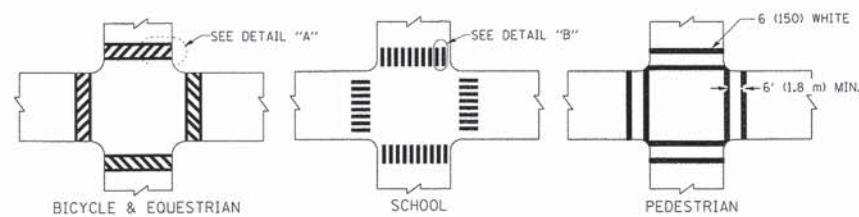
# TRAFFIC SIGNAL LEGEND

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															
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F															
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)															
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE															
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED															
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED															
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED															
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED															
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR															
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR															
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED SAMPLING (SYSTEM) DETECTOR															
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				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 SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT																			
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																			
MICROWAVE VEHICLE SENSOR																							
VIDEO DETECTION CAMERA																							
VIDEO DETECTION ZONE																							
PAN, TILT, ZOOM CAMERA																							
WIRELESS DETECTOR SENSOR																							
WIRELESS ACCESS POINT																							

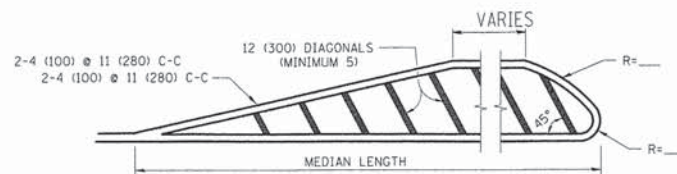
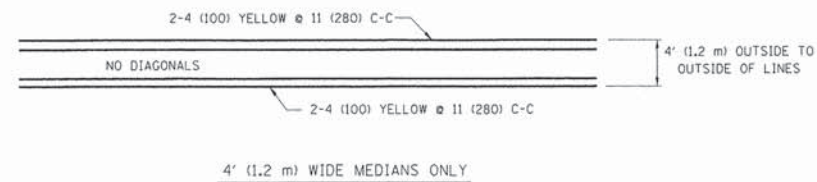


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

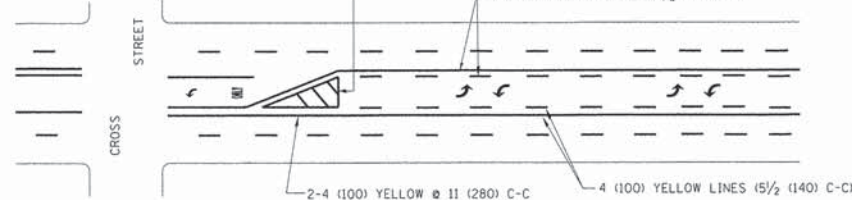


TYPICAL CROSSWALK MARKING



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

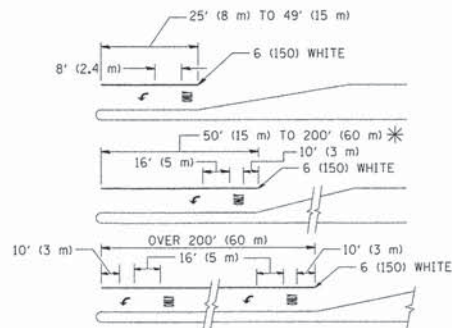


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

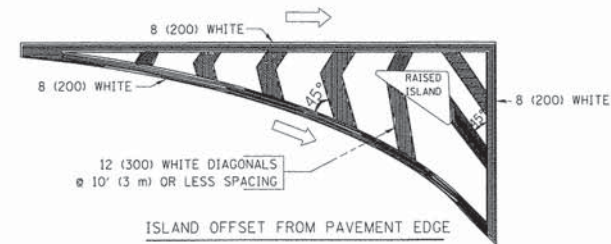


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

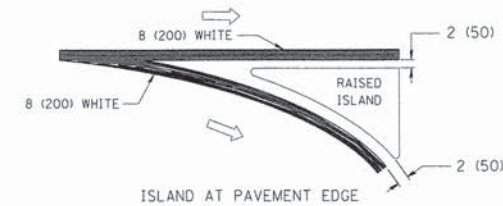
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



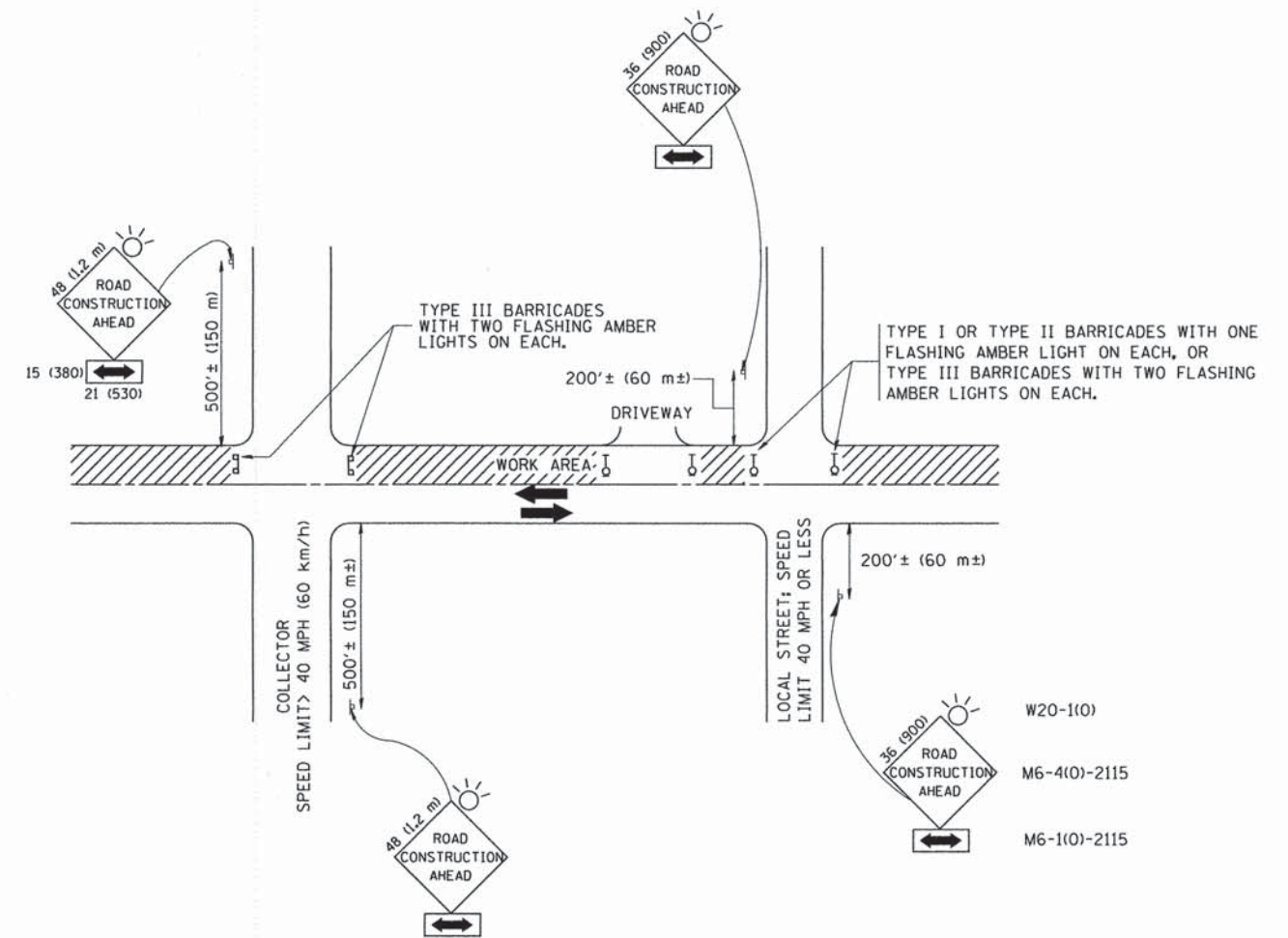
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 8' (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- 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:
    - 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.
    - 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.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - 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.
    - 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.
  - 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.

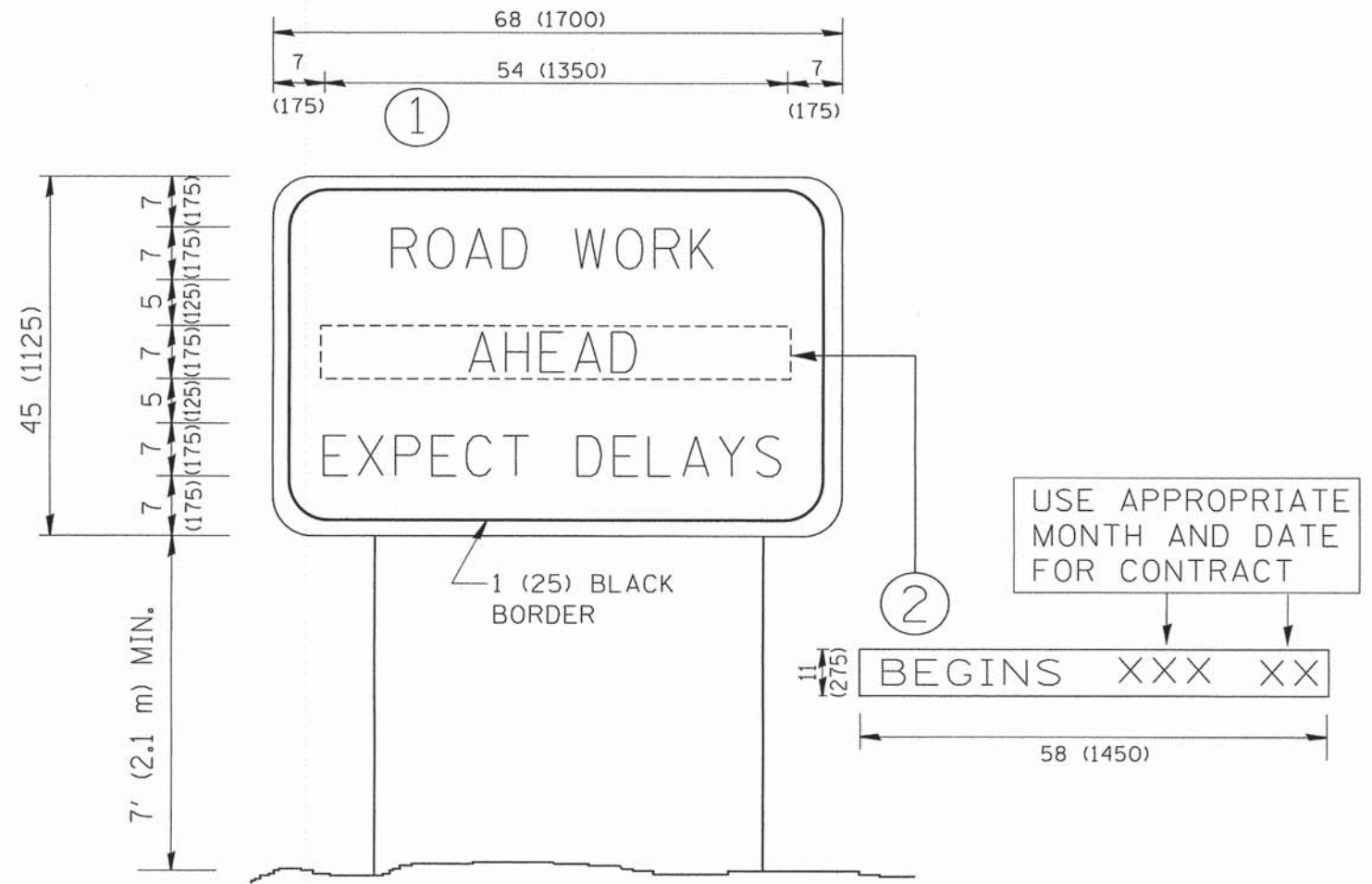
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE. 348	SECTION 13-00050-00-SW	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 14A
TC-10			CONTRACT NO. 61B12	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

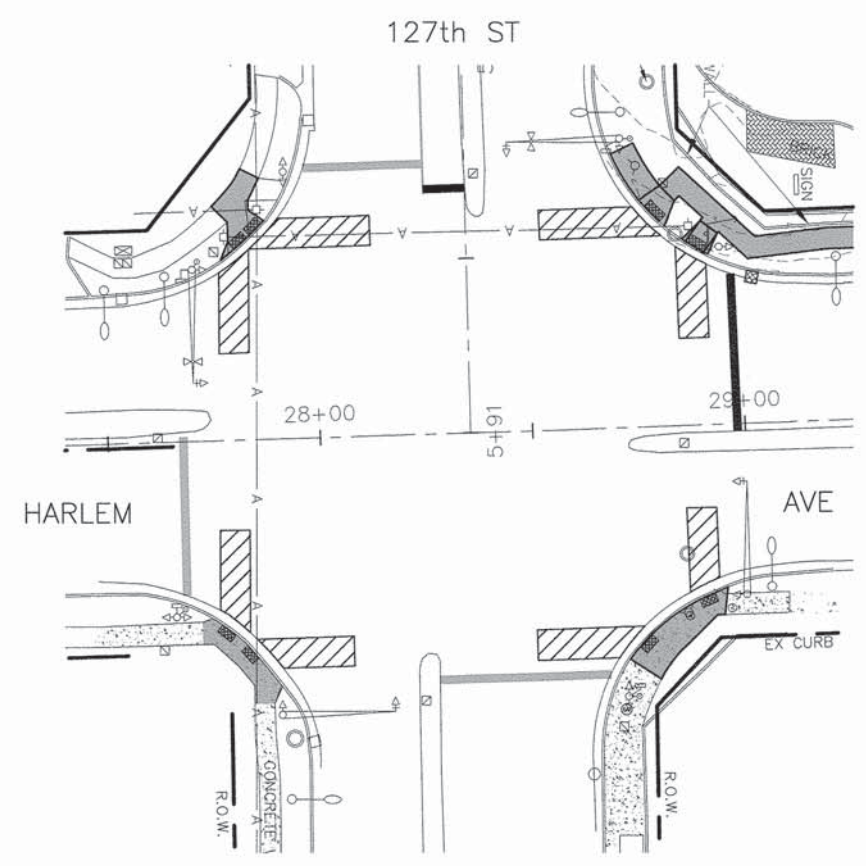
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

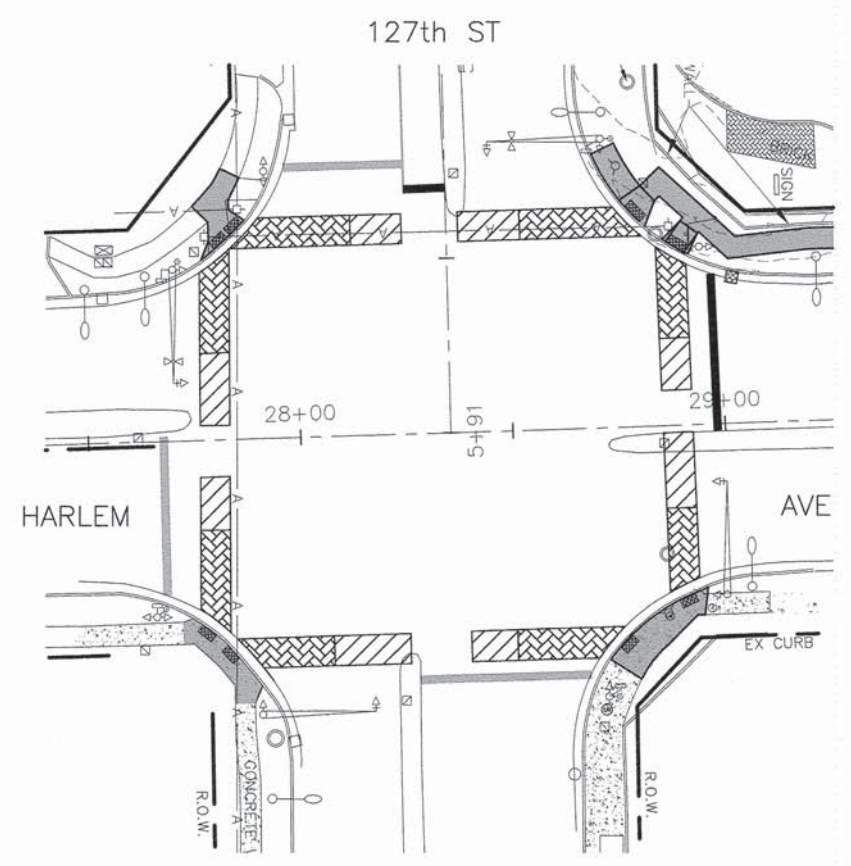
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	14B
<b>TC-22</b>		<b>CONTRACT NO. 61B12</b>		
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				





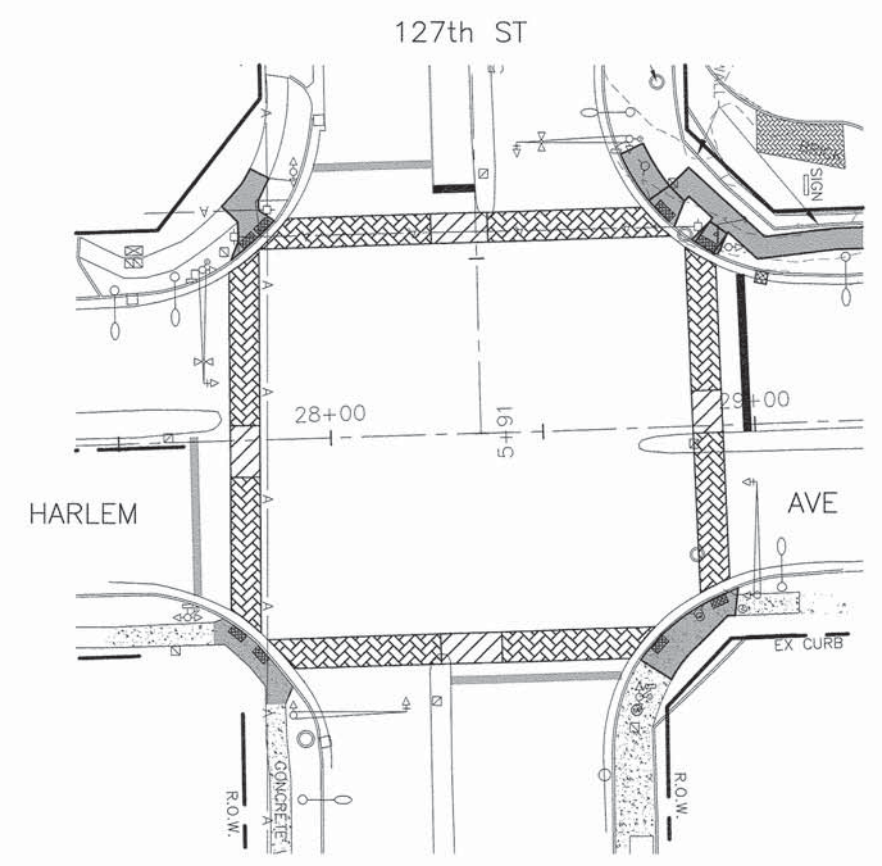
**STAGE 1**

1. CLOSE OUTSIDE LANES FOR ALL LEGS USING STANDARD 701701-09.



**STAGE 2**

1. CLOSE INSIDE LANES AS SHOWN USING STANDARD 701602-07.
2. 127th ST AND HARLEM AVE LEFT TURN LANES TO BE MAINTAINED PER DISTRICT DETAIL TC-14.



**STAGE 3**

1. 127th ST LANES TO BE CLOSED PER STANDARD 701701-09.
2. HARLEM AVE LEFT TURN LANES TO BE CLOSED PER STANDARD 701701-09.

**TRAFFIC NOTES**

NOTIFICATION OF INTENT TO WORK.  
 BEFORE CONSTRUCTING CONCRETE OR STAMPED CROSSWALKS ALONG HARLEM AVENUE OR 127th STREET, IN THOSE LANES THAT WILL AFFECT THE SIGNAL OPERATION, E.G. DETECTOR LOOPS, THE CONTRACTOR SHALL NOTIFY:

TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER AT (847) 705-4424.  
 IDOT ELECTRICAL MAINTENANCE CONTRACTOR AT (773) 287-7800.

FOR THE PURPOSE OF SETTING THE SIGNAL CONTROLLER TO ITS AUTOMATIC TIMINGS.

**LEGEND**

- PROPOSED WORK AREA
- STAMPED CONCRETE

**INTERSECTION OF 127th STREET AND HARLEM AVENUE**

1. STAMPED CROSSWALK SHALL BE INSTALLED USING SINGLE LANE CLOSURES.
2. OUTSIDE LANES SHALL USE STANDARD 701701-09.
3. INSIDE LANES SHALL USE STANDARD 701602-07.
4. LEFT TURN LANES SHALL USE 701701-09.

PLOT DATE: Dec 15, 2014  
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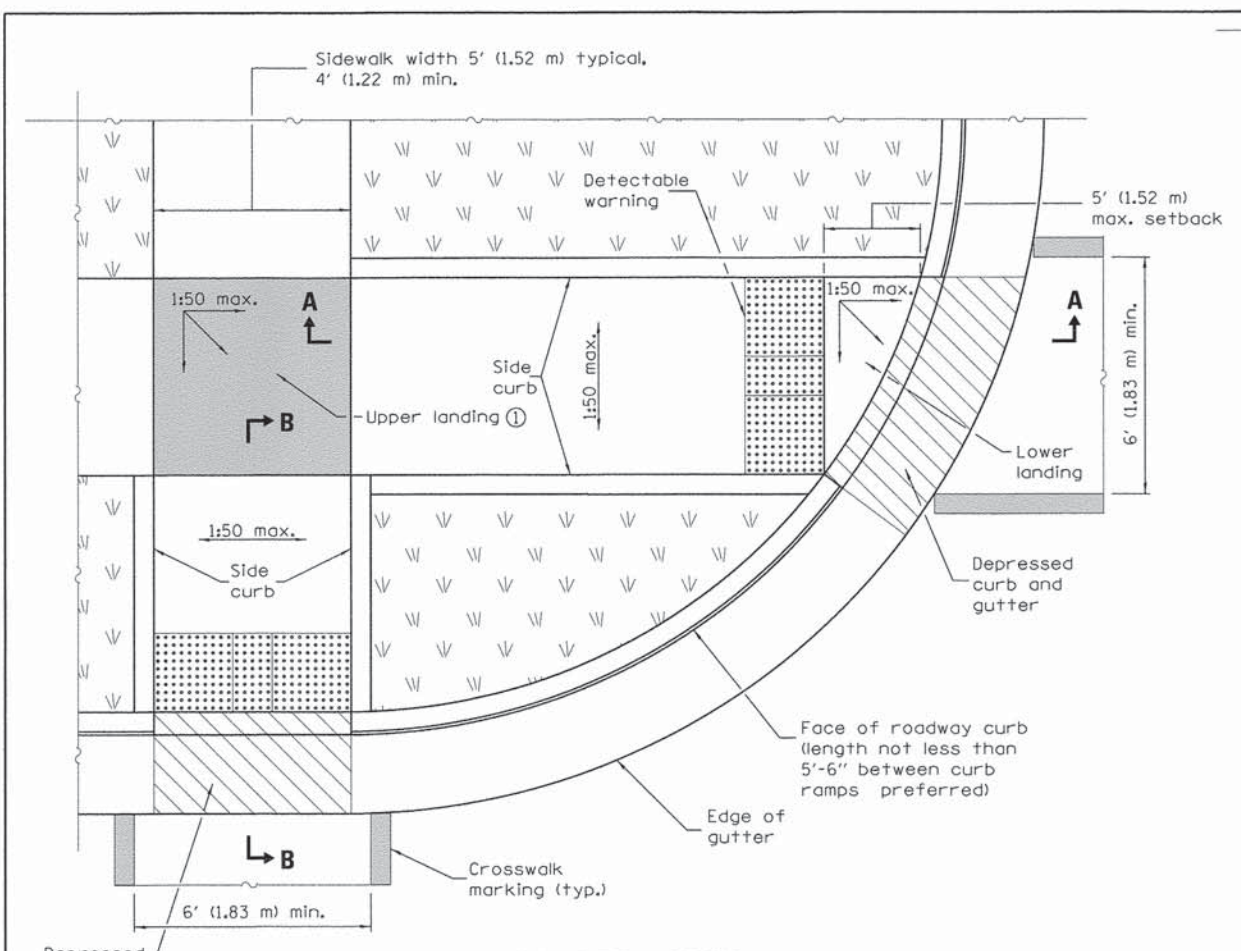
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	DRAWN - DJB	REVISED -
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

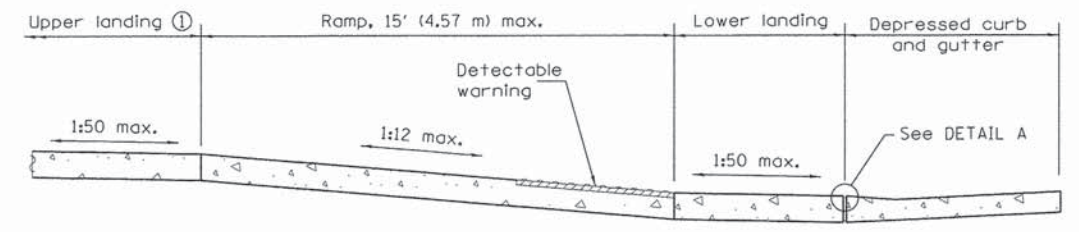
**IL. RTE. 43 (HARLEM AVE.) & 127TH ST.  
 CONSTRUCTION STAGING**

SCALE: NA SHEET NO. 15 OF 24 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	15
CONTRACT NO. 61B12			ILLINOIS FED. AID PROJECT	

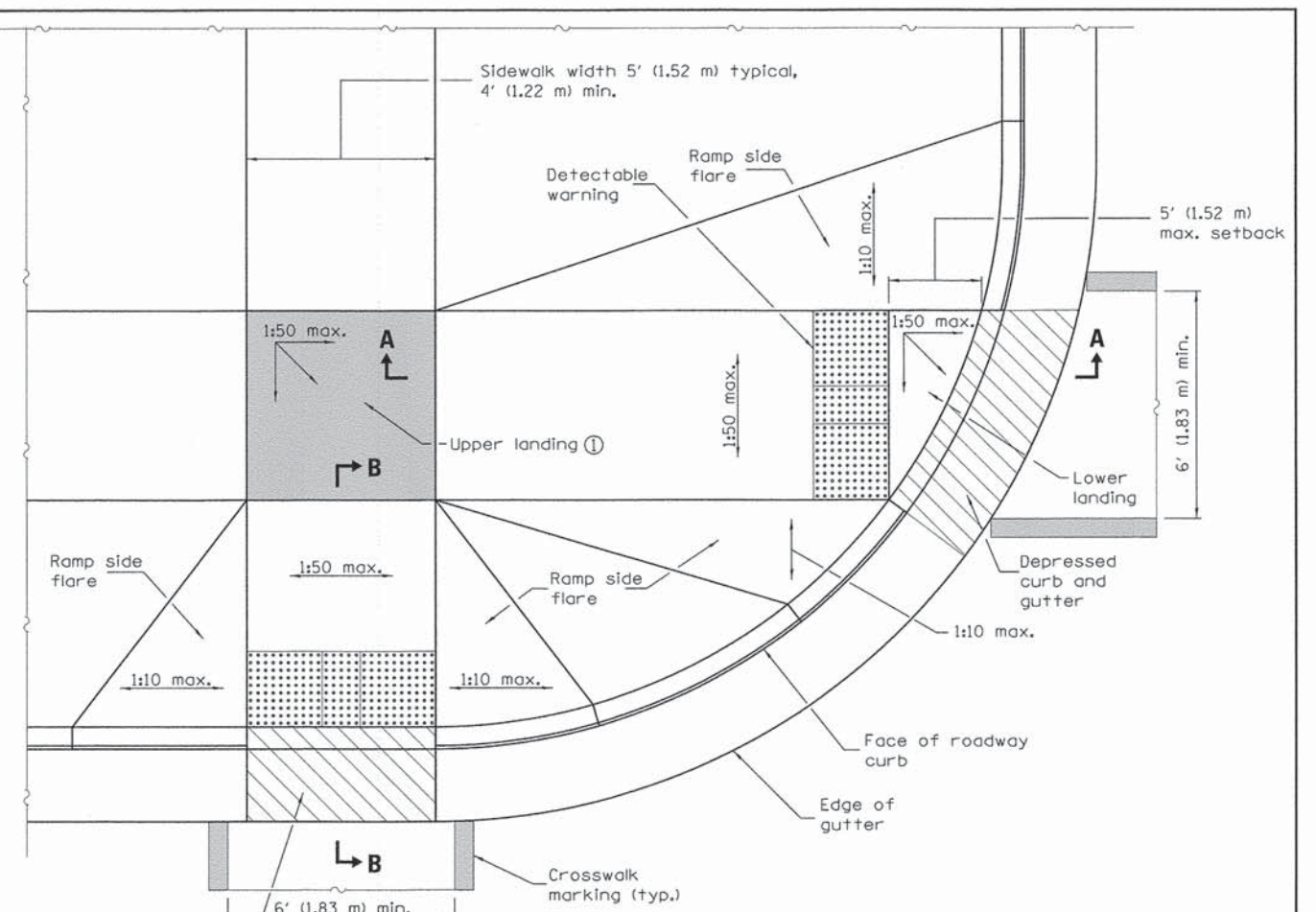


**RAMPS IN LANDSCAPED AREA**  
**SETBACK ≤ 5'**

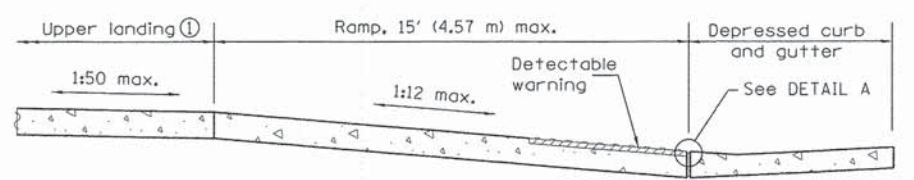


**SECTION A-A**

① Upper landing not required for ramp slopes flatter than 1:20.



**RAMPS IN PAVED AREA**  
**SETBACK ≤ 5'**

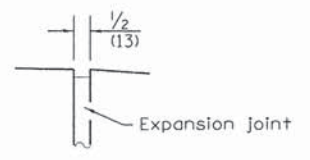


**SECTION B-B**

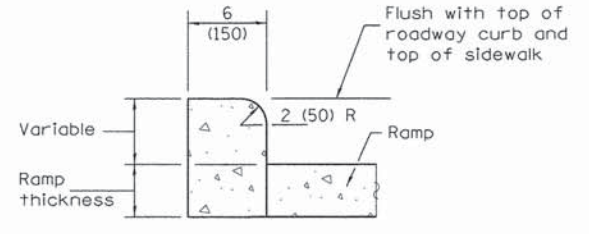
① Upper landing not required for ramp slopes flatter than 1:20.

**GENERAL NOTES**

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).  
Where 1:50 maximum slope is shown, 1:64 is preferred.  
See Standard 606001 for details of depressed curb adjacent to curb ramp.  
All dimensions are in inches (millimeters) unless otherwise shown.



**DETAIL A**



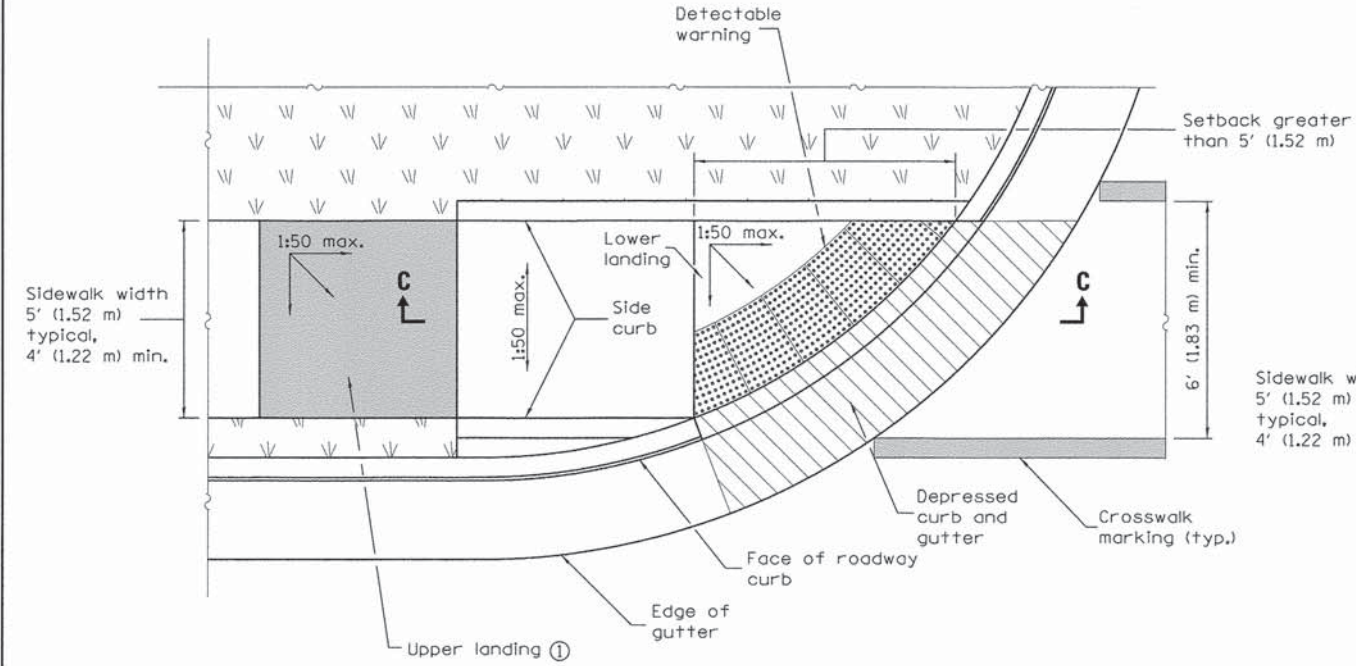
**SIDE CURB DETAIL**

Illinois Department of Transportation  
PASSED January 1, 2013  
Michael Beard  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2013  
ENGINEER OF DESIGN AND ENVIRONMENT

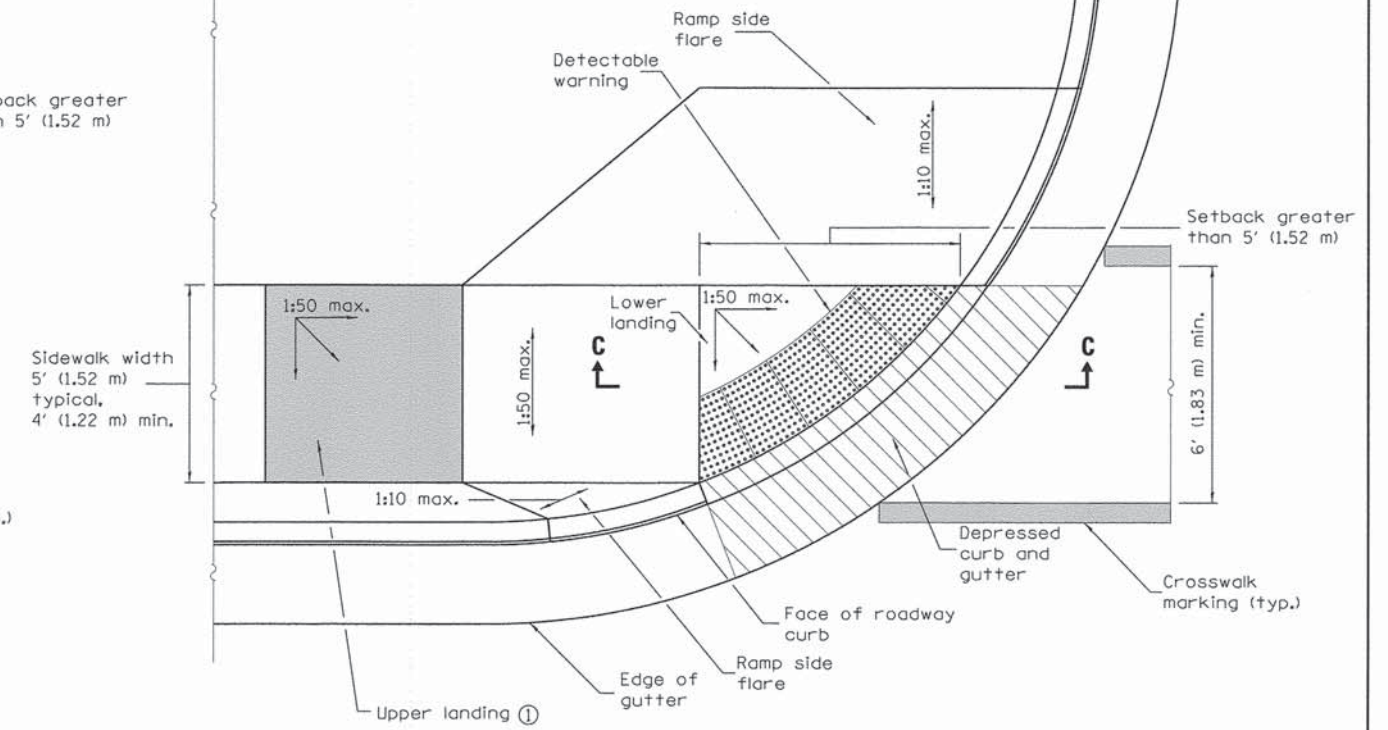
DATE	REVISIONS
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.
1-1-12	Completely revised and renamed standard.

**PERPENDICULAR CURB RAMPS FOR SIDEWALKS**  
(Sheet 1 of 2)  
**STANDARD 424001-07**

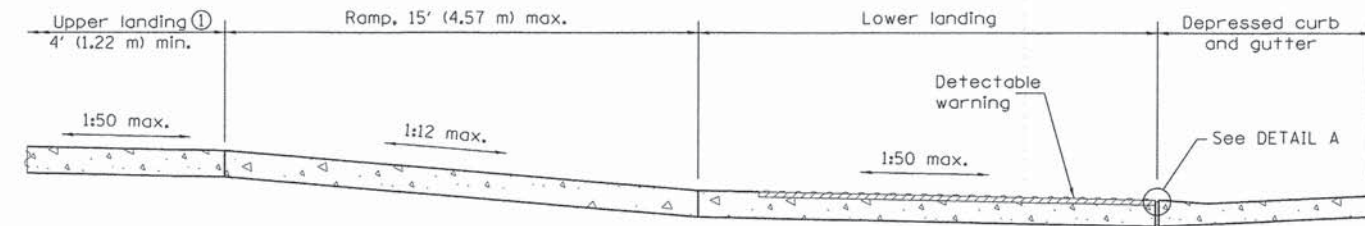
PLOT DATE: Dec 15, 2014; FILENAME: I:\14-PH-SIDWALK\_PLANS-ENG\REV-014-PH-3007\_SIDWALK\_PLANS-2014-10-17.dwg



**RAMP IN LANDSCAPED AREA  
SETBACK > 5'**



**RAMP IN PAVED AREA  
SETBACK > 5'**



**SECTION C-C**

① Upper landing not required for ramp slopes flatter than 1:20.

Illinois Department of Transportation	
PASSED	January 1, 2013
Michael Brand ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2013
 ENGINEER OF DESIGN AND ENVIRONMENT	
ISSUED	1-1-13

**PERPENDICULAR CURB RAMPS  
FOR SIDEWALKS**

(Sheet 2 of 2)

**STANDARD 424001-07**

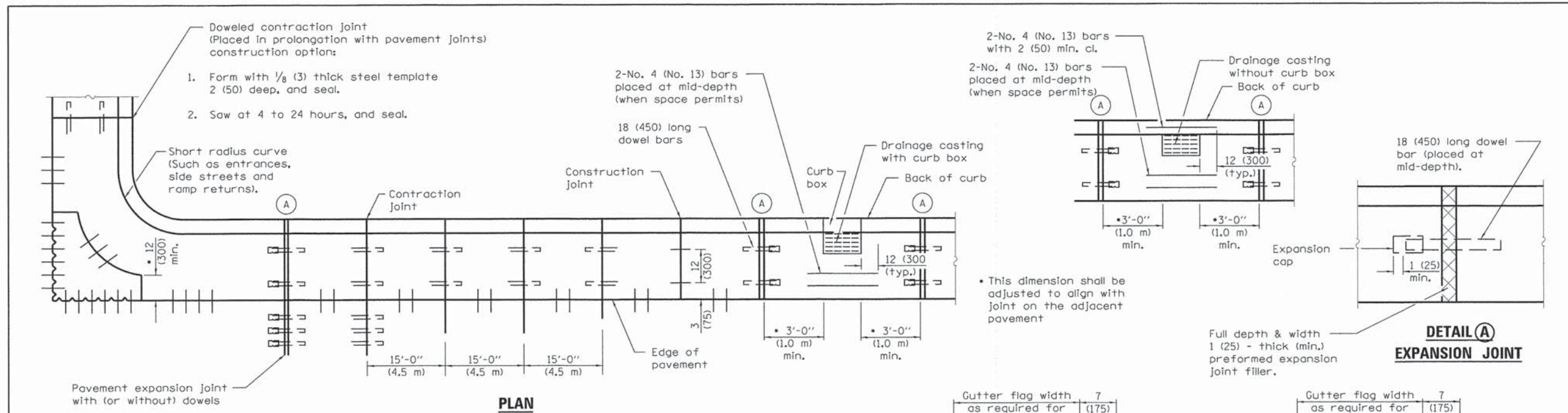
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PLOT SCALE * NONE	DRAWN - DJB	REVISED -
PLOT DATE * Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

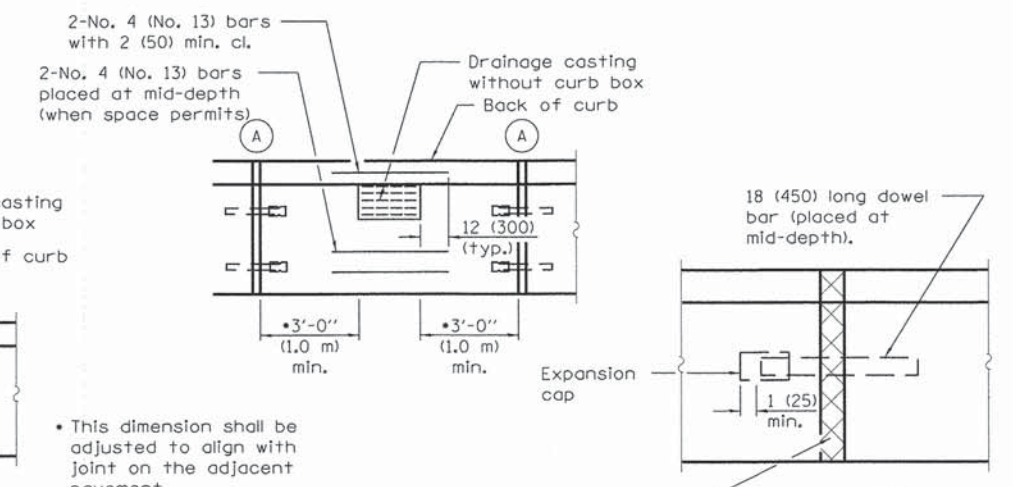
**CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
DETAILS**

SCALE: NA SHEET NO. 17 OF 24 SHEETS STA. TO STA.

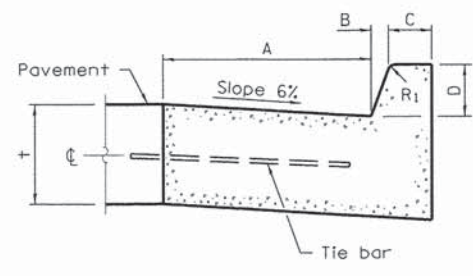
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	17
CONTRACT NO. 61B12			ILLINOIS FED. AID PROJECT	



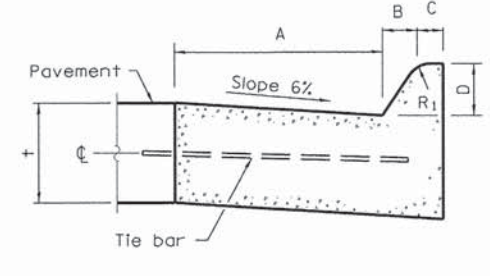
**PLAN**  
**ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE**



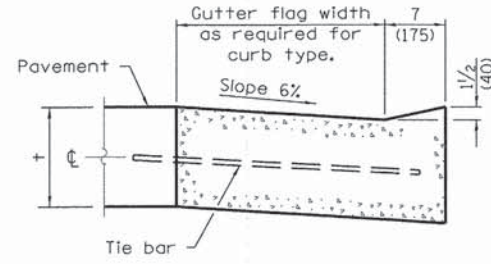
**DETAIL A**  
**EXPANSION JOINT**



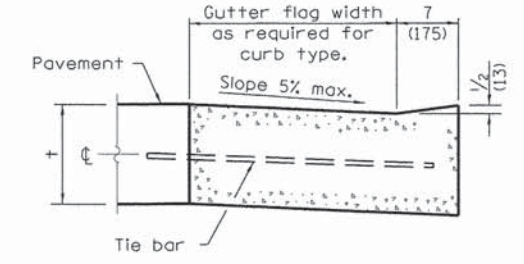
**BARRIER CURB**



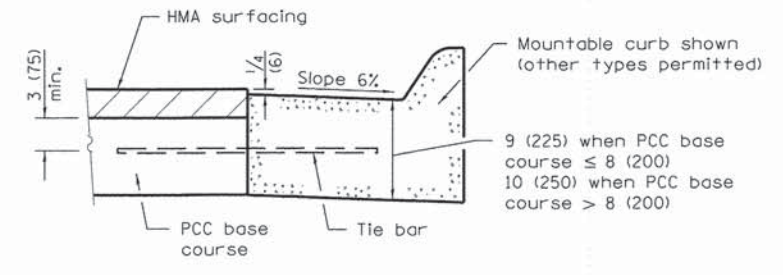
**MOUNTABLE CURB**



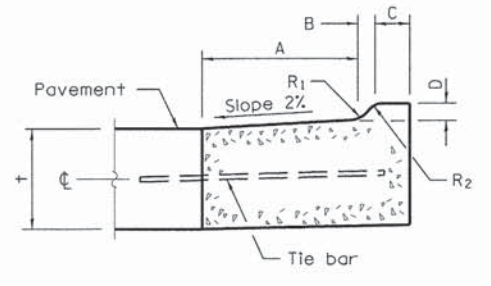
**DEPRESSED CURB (TYPICAL)**



**DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED**



**ADJACENT TO PCC BASE COURSE WITH HMA SURFACING**



**M-2.06 (M-5.15) and M-2.12 (M-5.30)**

**GENERAL NOTES**

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

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

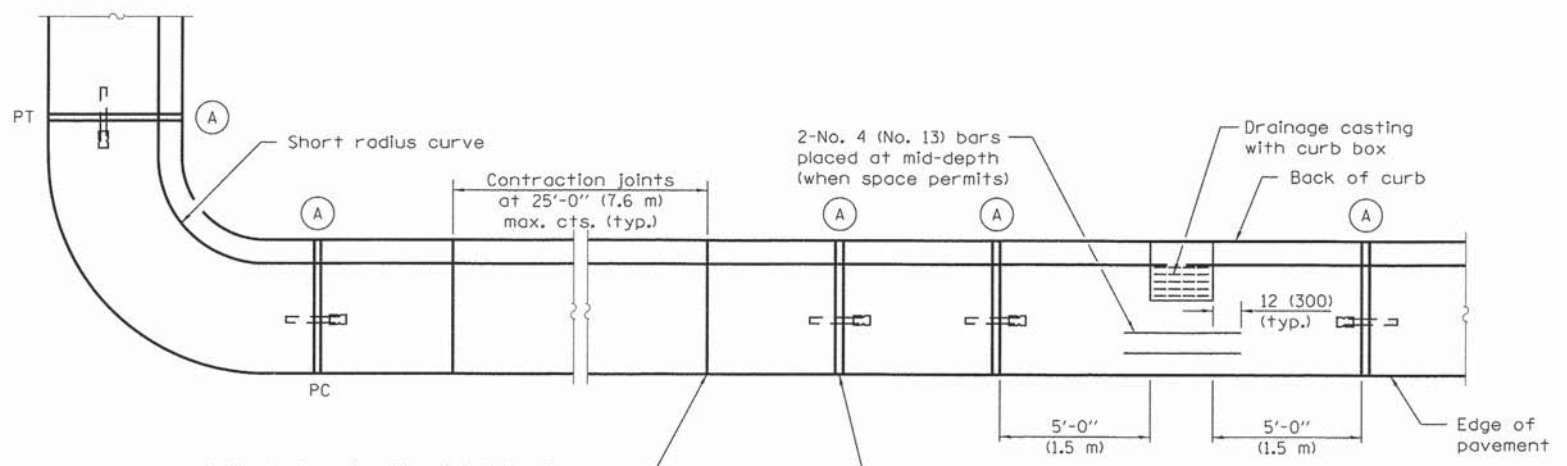
TYPE	A	B	C	D	R <sub>1</sub>
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

TYPE	A	B	C	D	R <sub>1</sub>	R <sub>2</sub>
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA

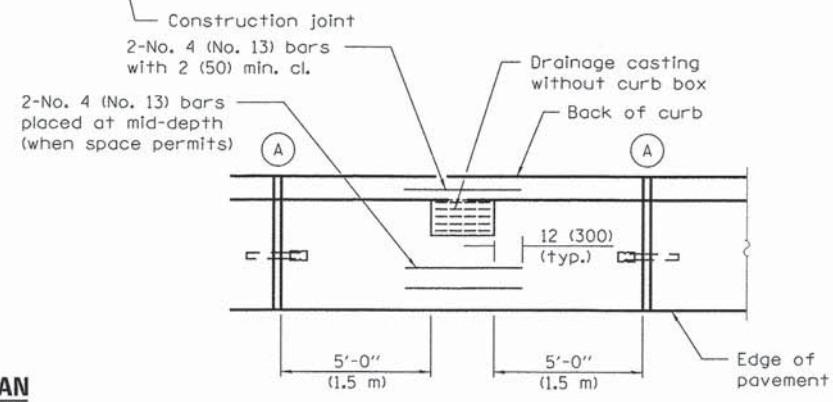
Illinois Department of Transportation  
 PASSED January 1, 2013  
 Michael Brand  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED January 1, 2013  
 ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-13	Added general note regarding requirement for dowel bars.
1-1-09	Switched units to English (metric).

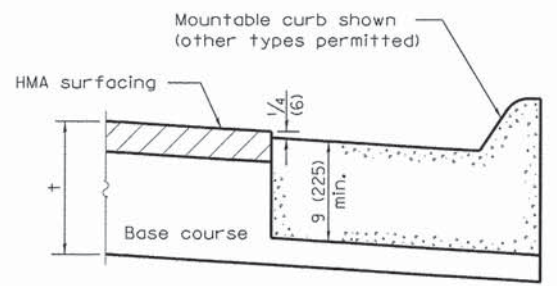
**CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER**  
 (Sheet 1 of 2)  
**STANDARD 606001-05**



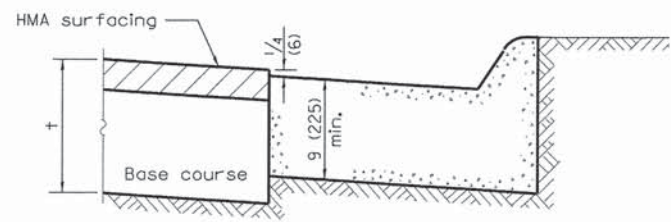
- Undoweled contraction joint (typ.) construction options:
1. Form with 1/8 (3) thick steel template 2 (50) deep, and seal.
  2. Saw 2 (50) deep at 4 to 24 hours, and seal.
  3. Insert 3/4 (20) thick preformed joint filler full depth and width.



**PLAN**

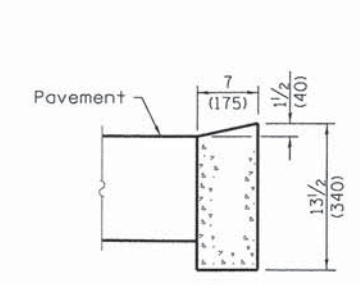


**ON DISTURBED SUBGRADE**

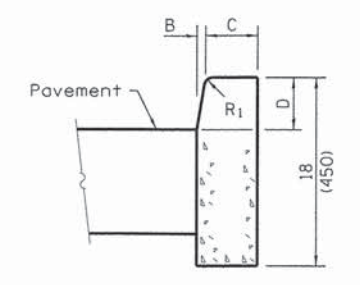


**ON UNDISTURBED SUBGRADE**

**ADJACENT TO FLEXIBLE PAVEMENT**

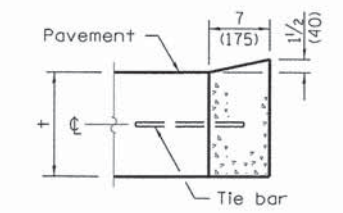


**DEPRESSED CURB**

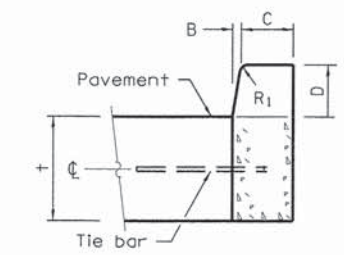


**BARRIER CURB**

**ADJACENT TO FLEXIBLE PAVEMENT**



**DEPRESSED CURB**



**BARRIER CURB**

**ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE**

**CONCRETE CURB TYPE B**

**CONCRETE CURB TYPE B  
AND COMBINATION  
CONCRETE CURB AND GUTTER**  
(Sheet 2 of 2)  
**STANDARD 606001-05**

Illinois Department of Transportation  
PASSED January 1, 2013  
Michael Brand  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED January 1, 2013  
ENGINEER OF DESIGN AND ENVIRONMENT

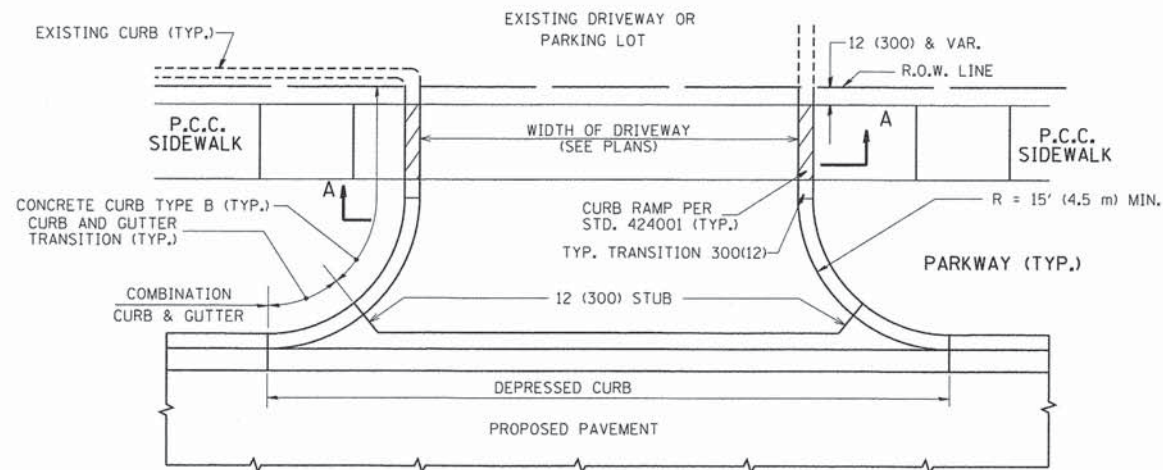
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	DRAWN - DJB	REVISED -
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PLOT DATE = Dec 15, 2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

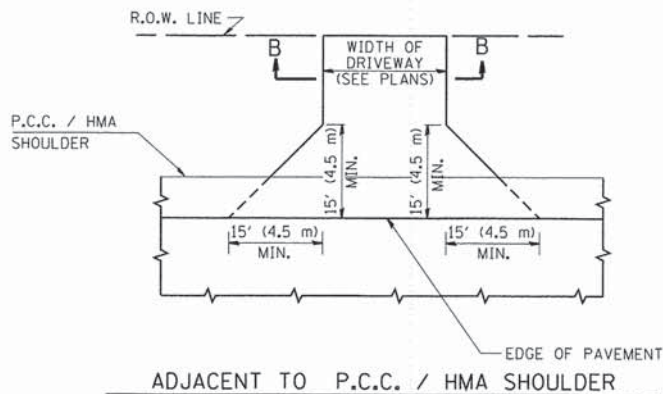
CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
DETAILS

F.A.P. RTE. 348	SECTION 13-00050-00-SW	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 19
SCALE: NA				SHEET NO. 19 OF 24 SHEETS
STA. TO STA.		CONTRACT NO. 61B12		
ILLINOIS FED. AID PROJECT				

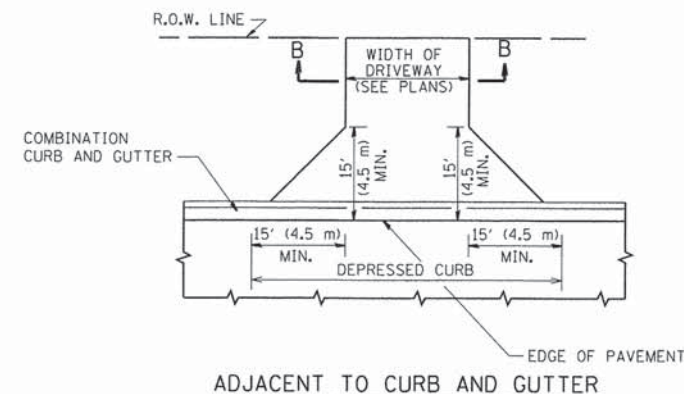
PLOT DATE: Dec 15, 2014  
FILE NAME: I:\14-PH-3007\PLANS-ENVS\REV-014-PH-3007\_SIDEWALK\_PLANS-2014-10-17.dwg



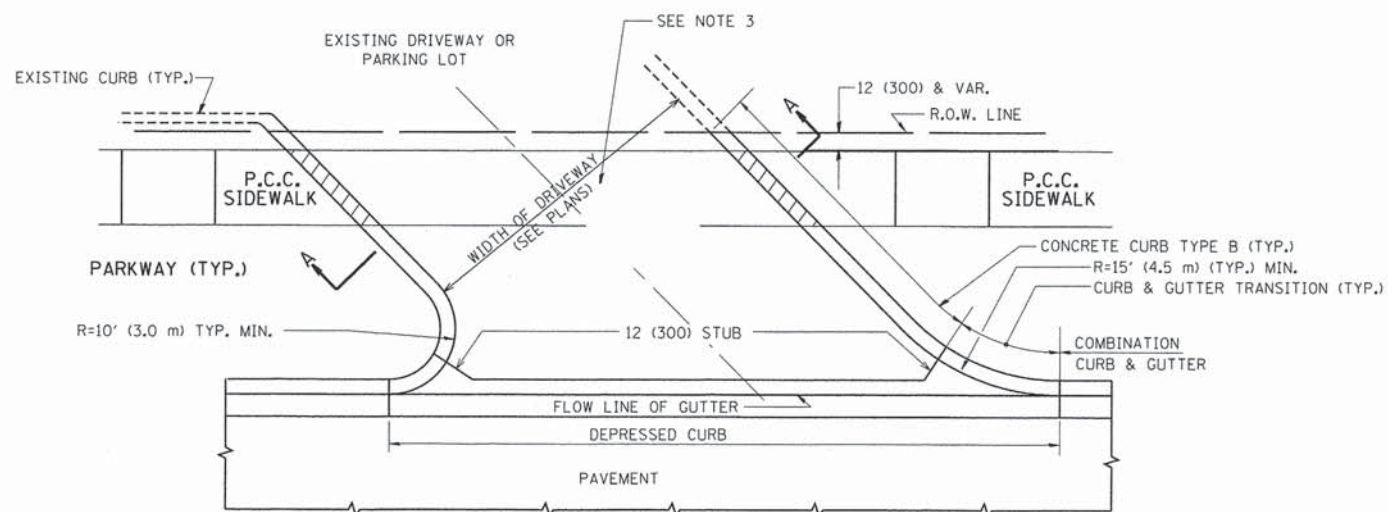
WITH CONCRETE CURB, TYPE B



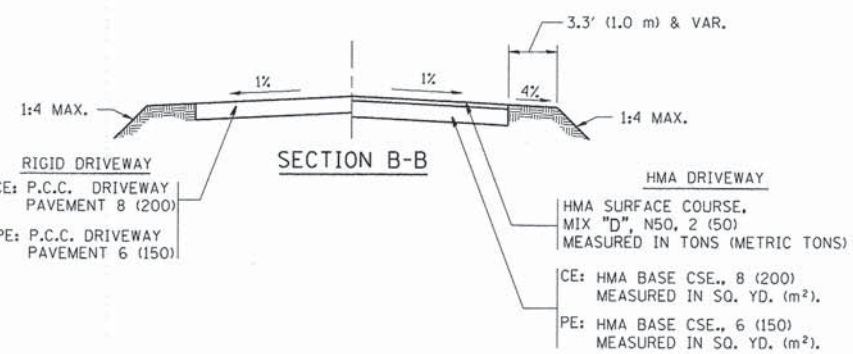
ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B



**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.

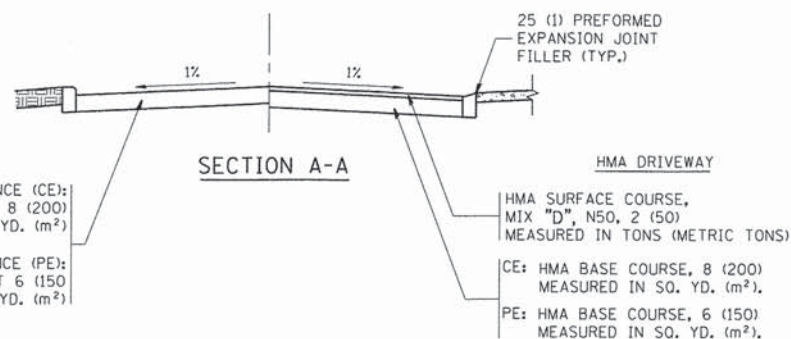
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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.

**RURAL FIELD ENTRANCE (FE)**  
 HMA SURFACE COURSE,  
 MIX "C", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE CSE., 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).  
 PE: HMA BASE CSE., 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).



SECTION A-A

**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "D", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LofLEUR	04-15-03
R. BORO	01-01-07
R. BORO	06-11-08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRIVEWAY DETAILS**  
 DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

SCALE: VERT. NONE  
 HORIZ. DRAWN BY  
 CHECKED BY

BDO156-07 (BD-01)

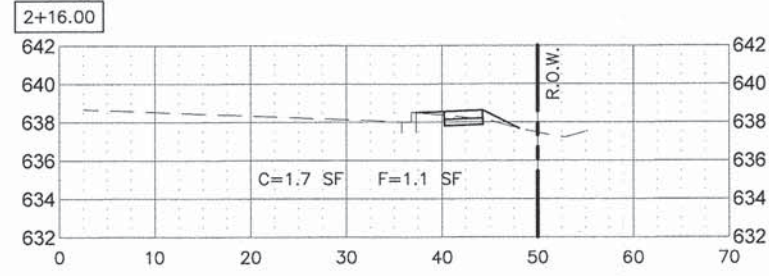
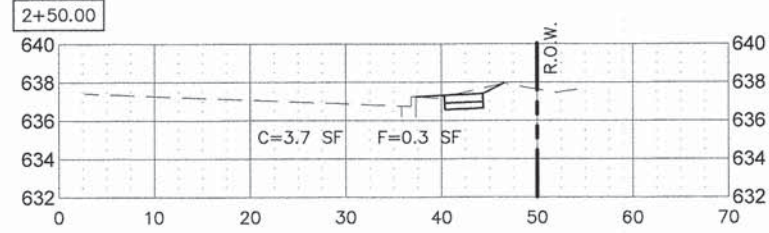
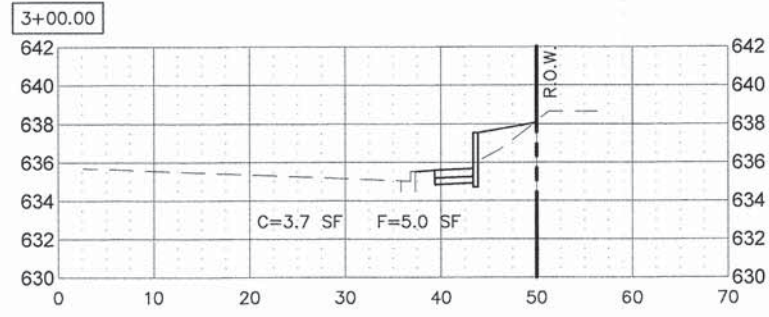
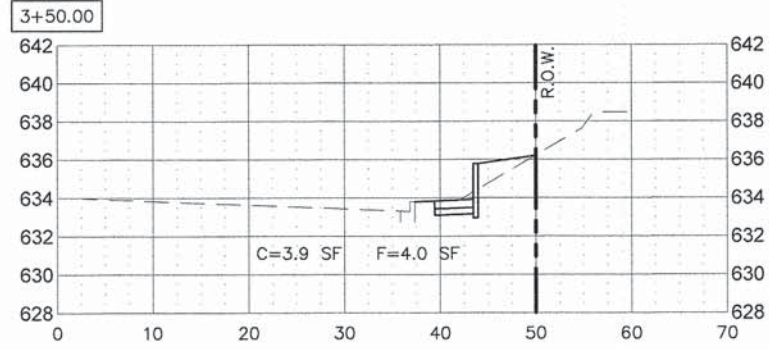
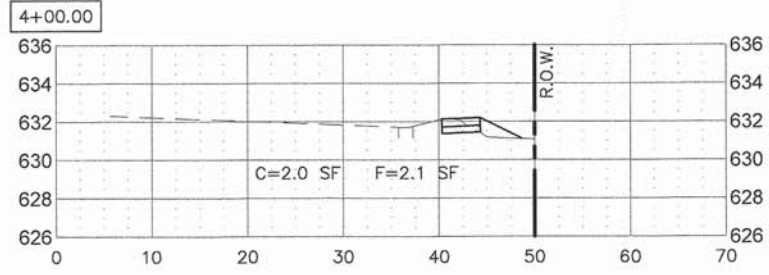
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PLOT SCALE = NONE	DRAWN - DJB	REVISED -
PLOT DATE = Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS  
 DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	20
CONTRACT NO. 61B12				
ILLINOIS FED. AID PROJECT				

SCALE: NA SHEET NO. 20 OF 24 SHEETS STA. TO STA.



PLOT DATE: Dec 15, 2014  
 FILENAME: H:\14-PH-3007-SIDEWALK\_PLANS-2014-10-17.dwg

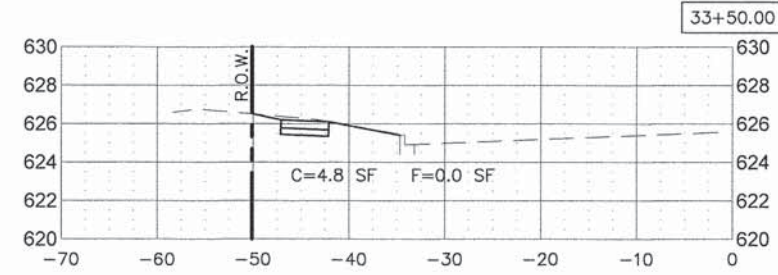
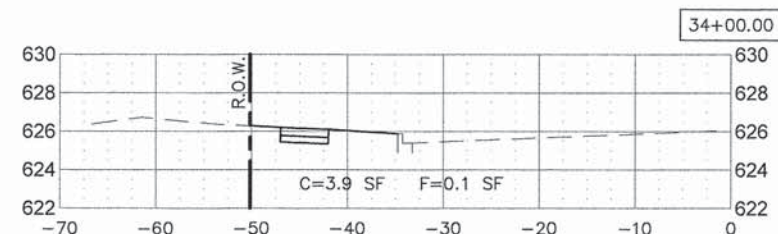
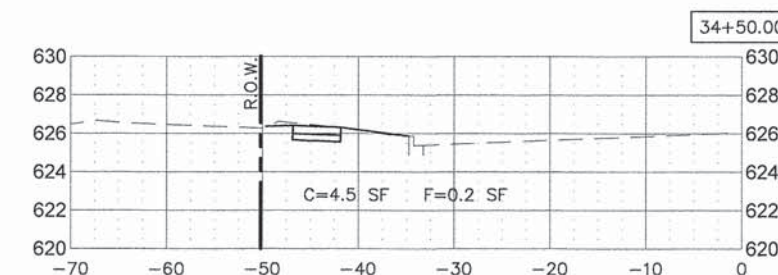
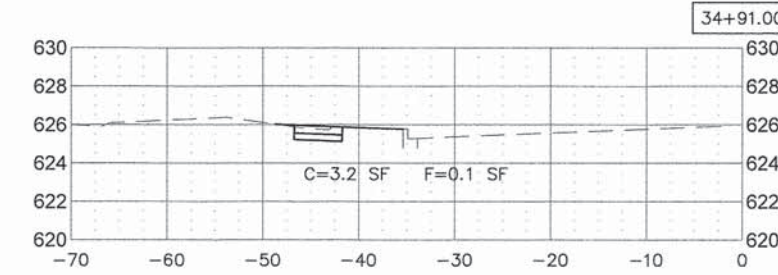
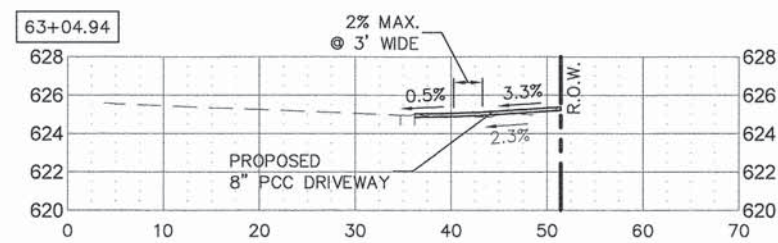
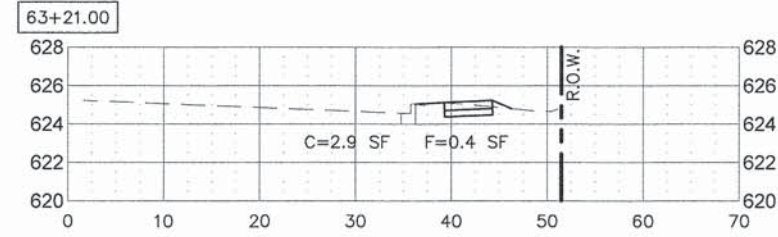
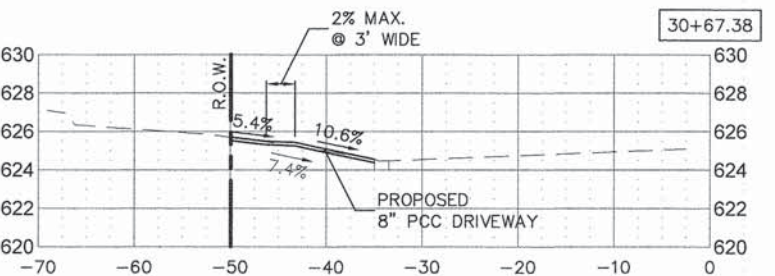
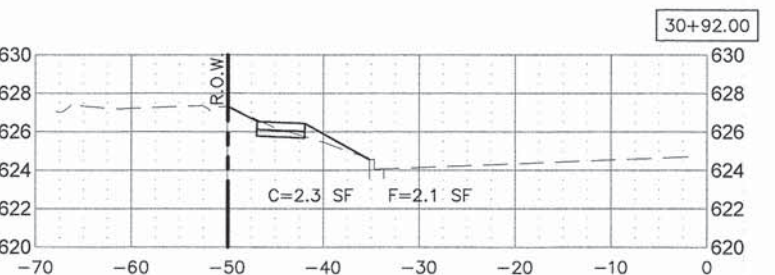
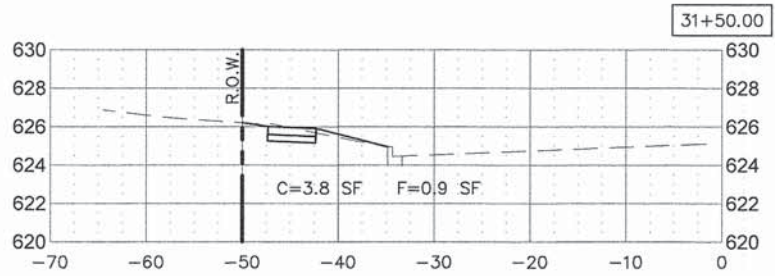
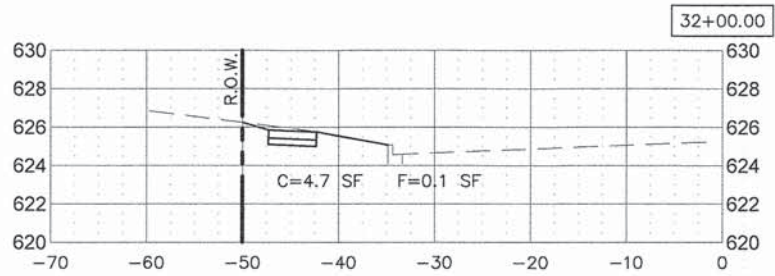
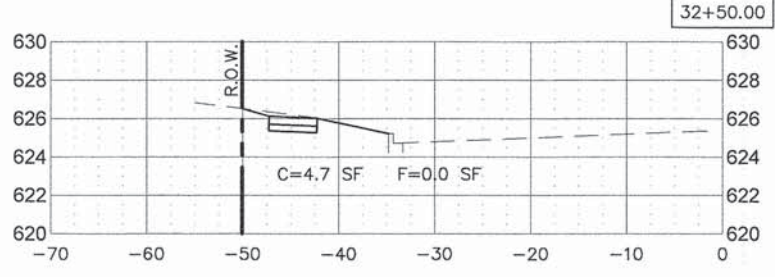
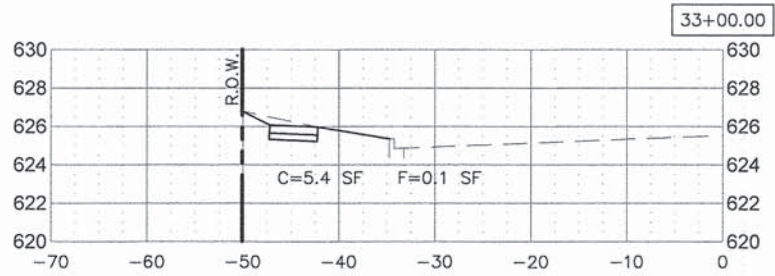
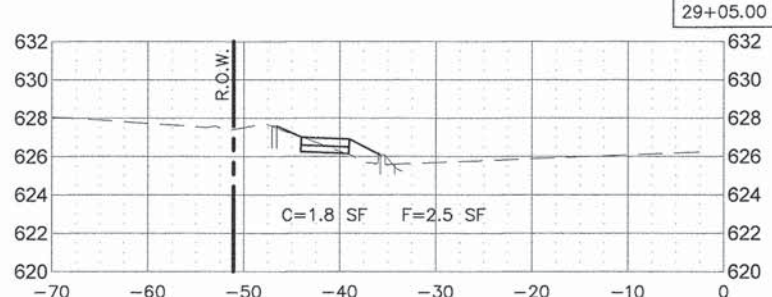
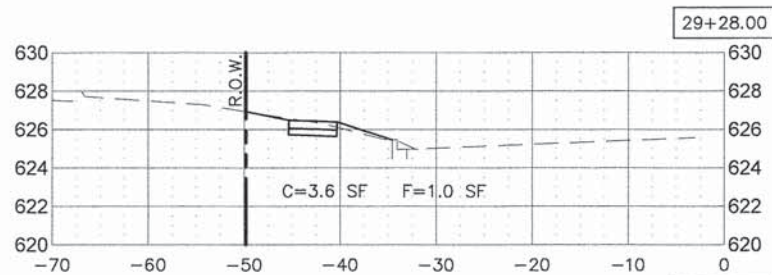
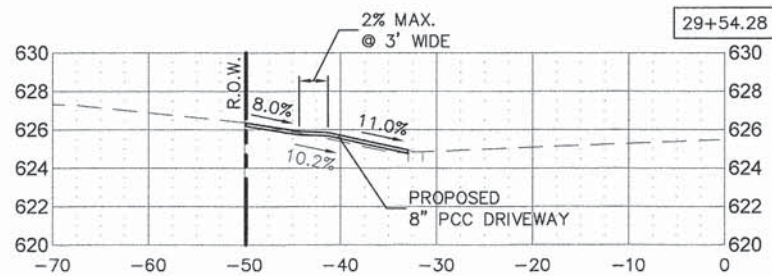
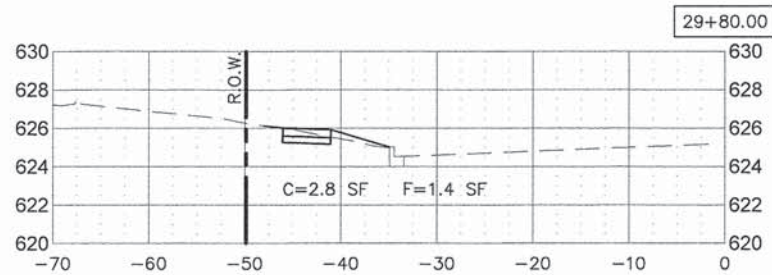
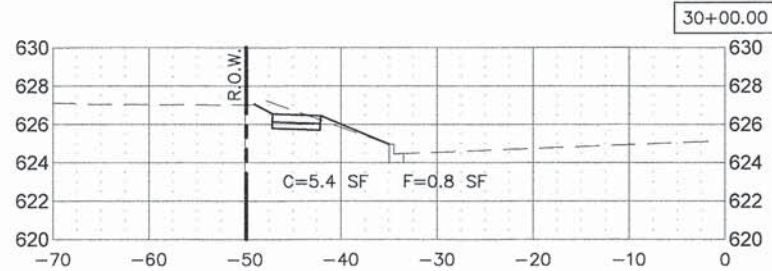
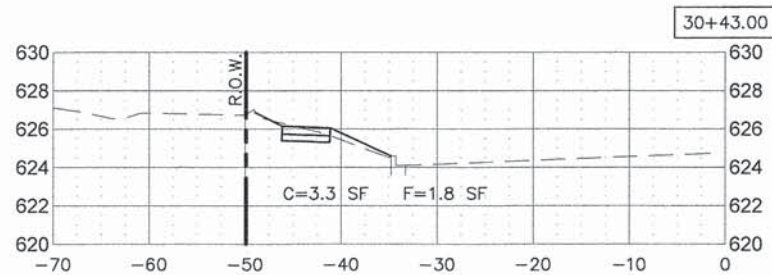
USER NAME * \$USER\$	DESIGNED - AS	REVISED -
	DRAWN - DJB	REVISED -
PLOT SCALE *	CHECKED - AS	REVISED -
PLOT DATE * Dec 15, 2014	DATE -	REVISED -

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

**CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS**  
**CROSS SECTIONS - 127TH STREET**

SCALE: 1"=5' V 1"=10' H SHEET NO. 21 OF 24 SHEETS STA. 2+16 TO STA. 4+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	21
			CONTRACT NO. 61B12	
ILLINOIS FED. AID PROJECT				



PLOT DATE: Dec 15, 2014  
 FILENAME: I:\15-PH-3007\PLANS-ENG\29+05-63+21-SIDEWALK\_P1.MXD-2014-10-17.dwg

USER NAME * \$USER\$	DESIGNED - AS	REVISED -
PLOT SCALE *	DRAWN - DJB	REVISED -
PLOT DATE * Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

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

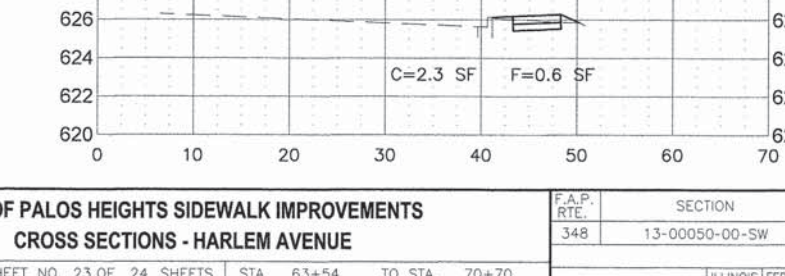
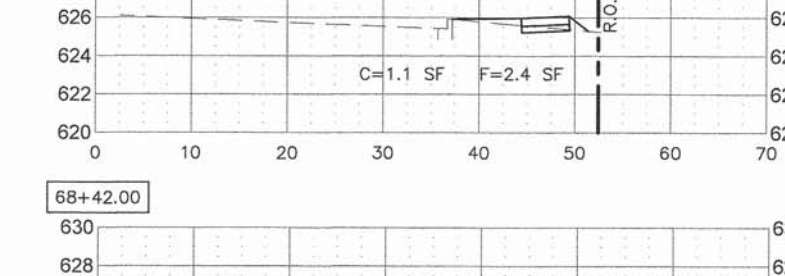
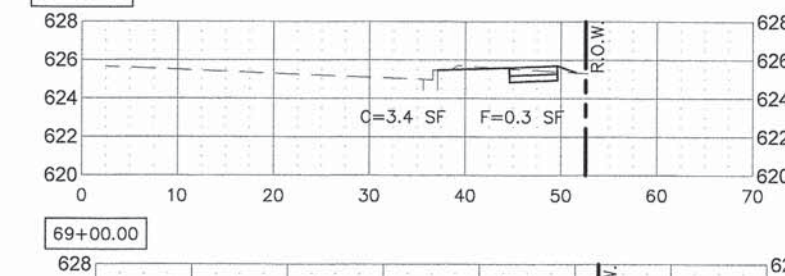
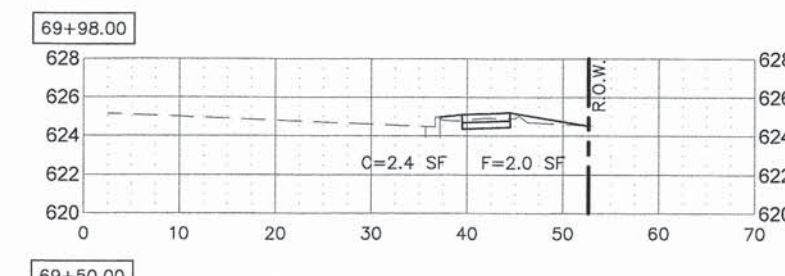
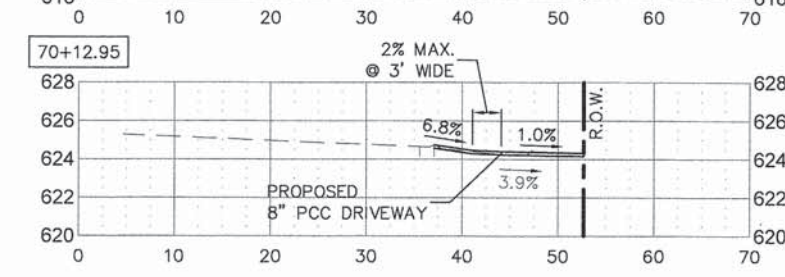
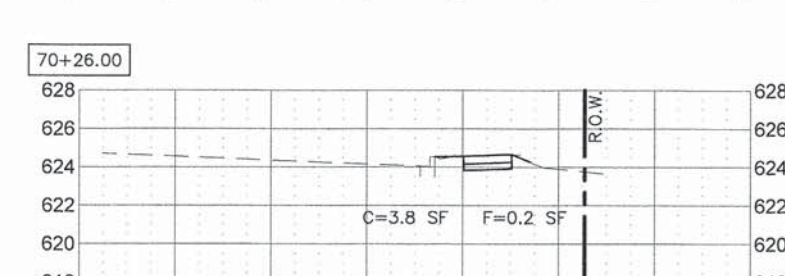
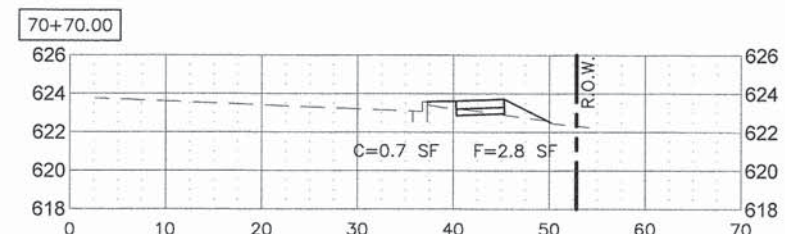
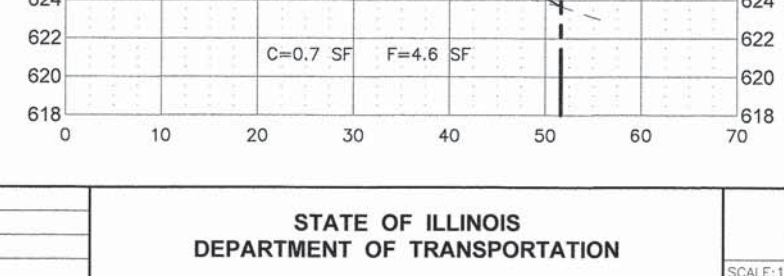
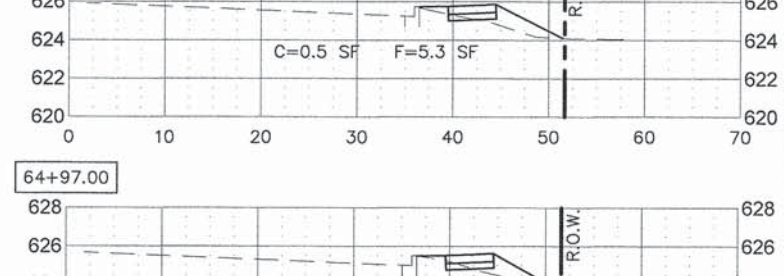
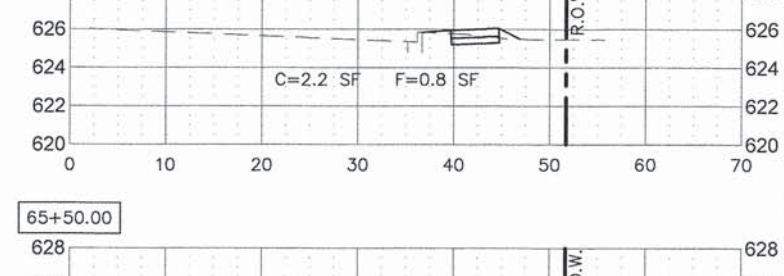
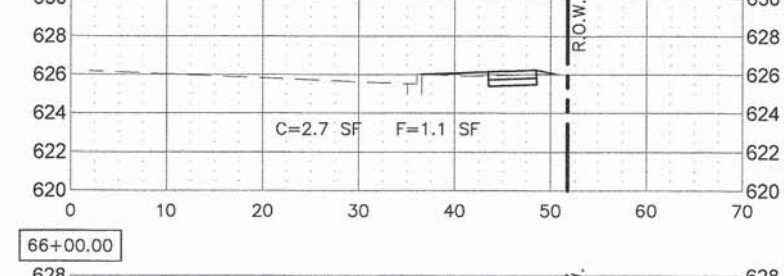
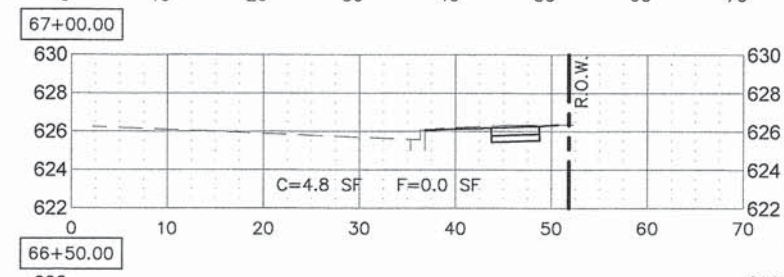
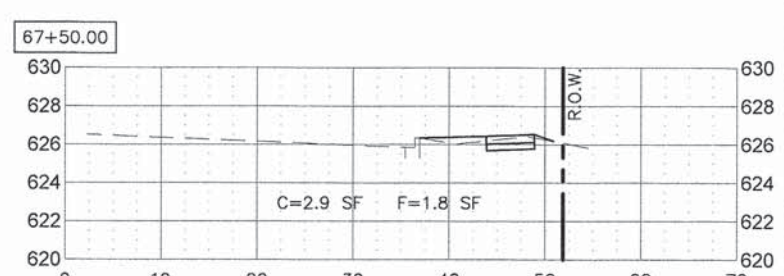
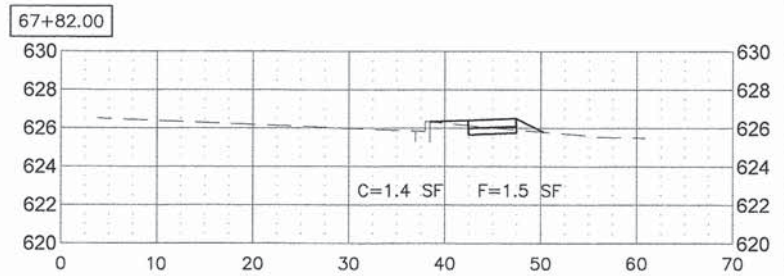
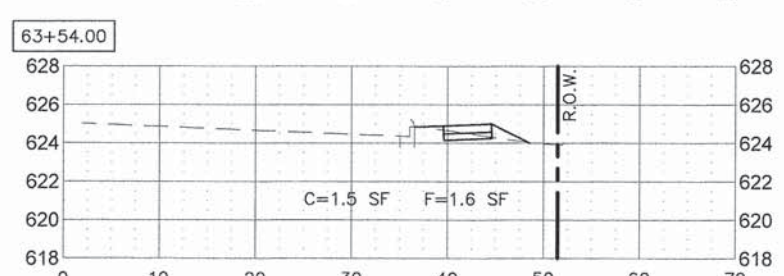
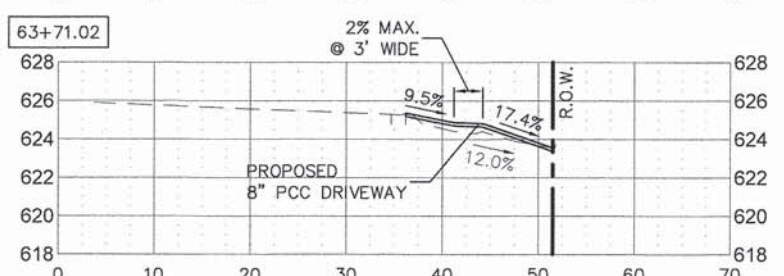
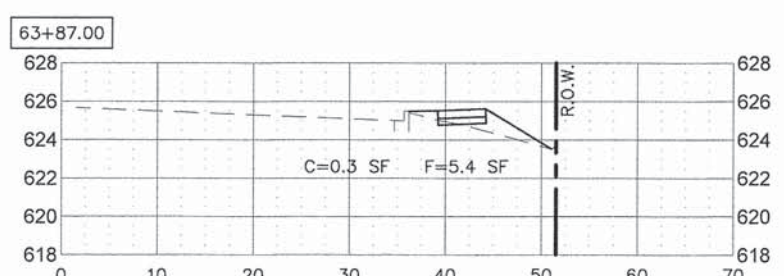
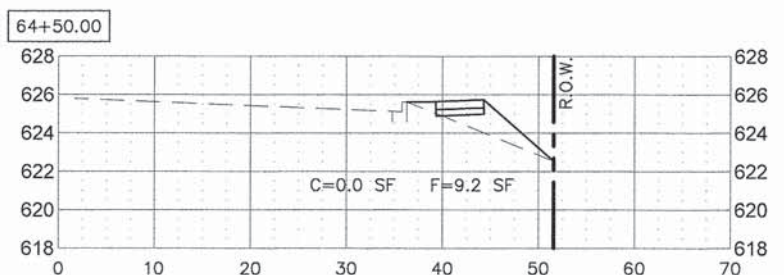
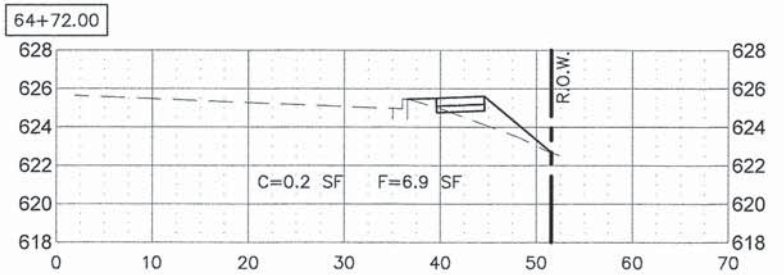
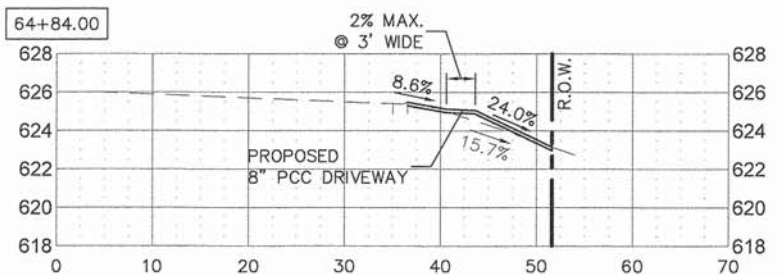
**CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS**  
**CROSS SECTIONS - HARLEM AVENUE**

SCALE: 1"=5' V 1"=10' H SHEET NO. 22 OF 24 SHEETS STA. 29+05 TO STA. 63+21

F.A.P. RTE. 34B	SECTION 13-00050-00-SW	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 22
CONTRACT NO. 61B12			ILLINOIS FED. AID PROJECT	



PLOT DATE: Dec 15, 2014  
 FILENAME: I:\P\130050\13-00050-00-SW-2007\_SIDWALK\_PLANS-2014-10-17.dwg



USER NAME = \$USER\$	DESIGNED - AS	REVISED -
PLOT SCALE =	DRAWN - DJB	REVISED -
PLOT DATE = Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

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

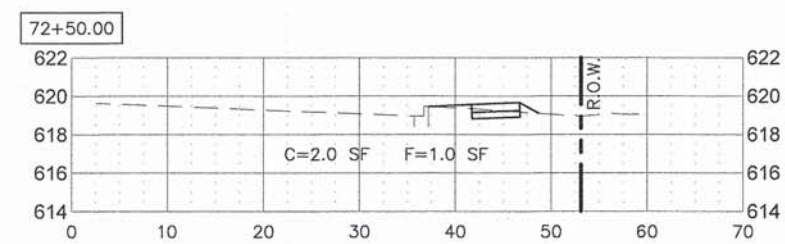
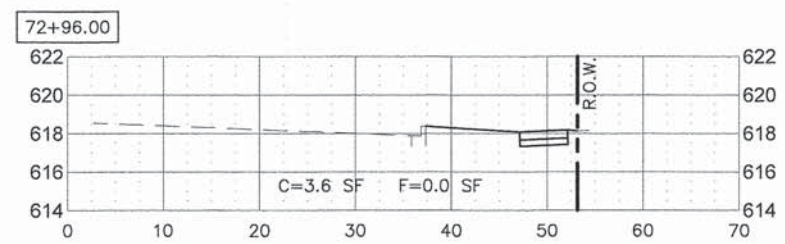
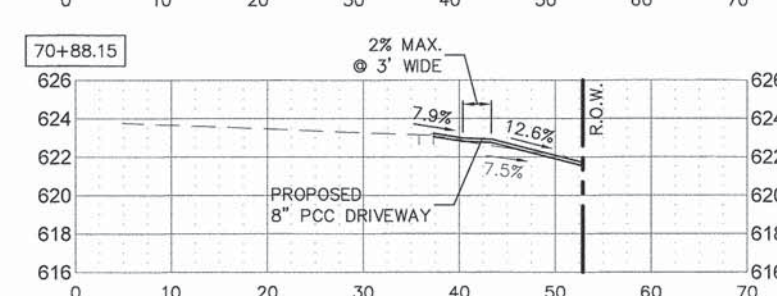
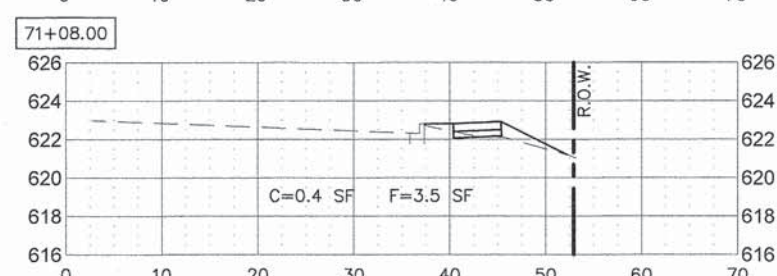
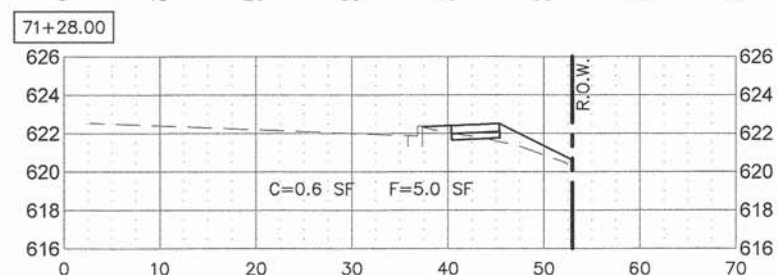
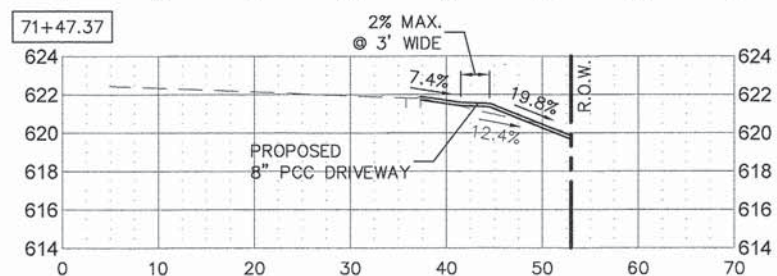
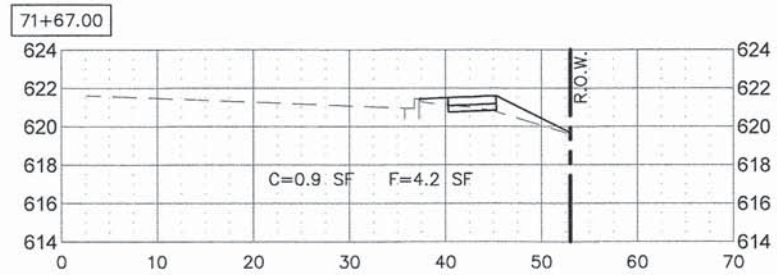
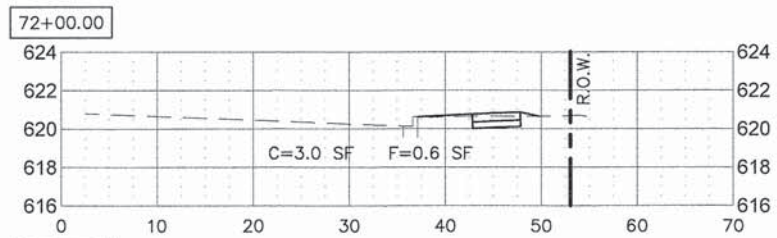
**CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS**  
**CROSS SECTIONS - HARLEM AVENUE**

SCALE: 1"=5' V 1"=10' H SHEET NO. 23 OF 24 SHEETS STA. 63+54 TO STA. 70+70

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	13-00050-00-SW	COOK	24	23
CONTRACT NO. 61B12				

ILLINOIS FED. AID PROJECT

PLOT DATE: Dec 15, 2014  
 FILENAME: H:\314-PH-3007\PLANS-ENGINEERING\314-PH-3007\_SIDEWALK\_PLANS-2014-10-17.dwg



USER NAME * \$USER\$	DESIGNED - AS	REVISED -
PLOT SCALE *	DRAWN - DJB	REVISED -
PLOT DATE * Dec 15, 2014	CHECKED - AS	REVISED -
	DATE -	REVISED -

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

<b>CITY OF PALOS HEIGHTS SIDEWALK IMPROVEMENTS</b> <b>CROSS SECTIONS - HARLEM AVENUE</b>	
SCALE: 1"=5' V 1"=10' H	SHEET NO. 24 OF 24 SHEETS
STA. 70+88.15 TO STA. 72+96	

F.A.P. RTE. 348	SECTION 13-00050-00-SW	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 24
			CONTRACT NO. 61B12	
ILLINOIS FED. AID PROJECT				