

03-09-2012 LETTING ITEM 008

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	1
ILLINOIS		CONTRACT NO. 60P64		

81+2 = 83

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAU 2857 (ASHLAND AVE)  
SECTION 2011-054-1  
BROADWAY STREET TO THORNTON ROAD  
DRAINAGE AND SAFETY IMPROVEMENT

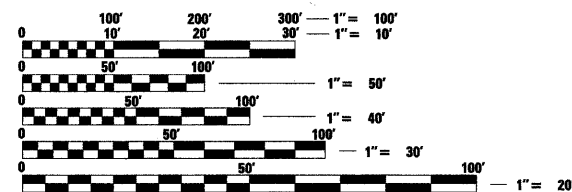
PROJECT: HSIP-2857(009)  
COOK COUNTY  
C-91-594-11

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

EXISTING ADT = 15,600 (2011)  
SPEED LIMIT = 40 MPH

THE IMPROVEMENT IS LOCATED  
WITHIN THE CITY OF BLUE ISLAND  
AND VILLAGES OF DIXMOOR  
AND RIVERDALE

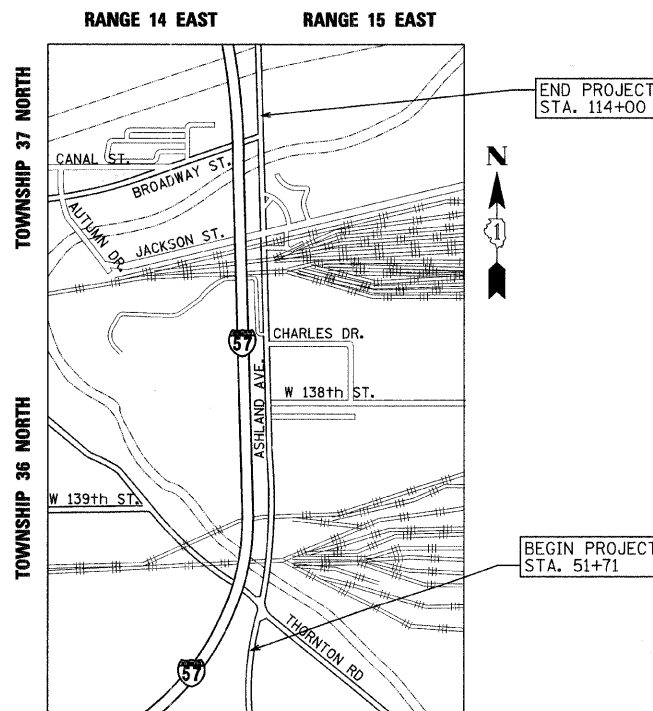


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811  
C.U.A.N.  
CHICAGO UTILITY ALERT NETWORK  
1-312-744-7000

PROJECT ENGINEER: PETER JOHNSTON (GRAEF) 773-399-0112  
PROJECT MANAGER: KEN ENG (IDOT) 847-705-4247

CONTRACT NO. 60P64



LAKE AND THORNTON TOWNSHIP  
GROSS AND NET LENGTH OF PROJECT = 6,329 FEET (1.20 MILES)



LICENSE EXPIRES 11-30-2013



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED DECEMBER 27, 20 11

*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 3 20 12  
*John D. Farnsworth* P.E.  
acting ENGINEER OF DESIGN AND ENVIRONMENT

February 3 20 12  
*William R. Freese*  
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

**GRAEF** 8501 W. Higgins Road, Suite 280  
Chicago, Illinois 60631  
(773) 399-0112



SUMMARY OF QUANTITIES

URBAN

90% FED / 10% STATE

90% / 6-7 / 3-3 /

Fed / State / City

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0021 SAFETY	0021 SIGNAL AT THORNTON RD	0021 SIGNAL AT 138th ST	0021 SIGNAL AT BROADWAY ST
20100500	TREE REMOVAL, ACRES	ACRE	0.10	0.10			
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	8.56	8.56			
20800150	TRENCH BACKFILL	CU YD	4,454	4,454			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5,732	5,732			
21400100	GRADING AND SHAPING DITCHES	FOOT	3,567	3,567			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	71	71			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	71	71			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	71	71			
25200110	SODDING, SALT TOLERANT	SQ YD	5,732	5,732			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	9	9			
28000400	PERIMETER EROSION BARRIER	FOOT	425	425			
28100107	STONE RIPRAP, CLASS A4	SQ YD	41	41			
28200200	FILTER FABRIC	SQ YD	41	41			
35400520	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 12"	SQ YD	222	222			
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	107	107			
35600724	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	79	79			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	28	28			
40600300	AGGREGATE (PRIME COAT)	TON	138	138			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	52	52			
40600895	CONSTRUCTING TEST STRIP	EACH	2	2			
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,449	1,449			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	362	362			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	12	12			
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	2,897	2,897			
42001300	PROTECTIVE COAT	SQ YD	2223	2223			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3449	3449			
42400800	DETECTABLE WARNINGS	SQ FT	16	16			
44000100	PAVEMENT REMOVAL	SQ YD	326	326			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	34,189	34,189			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	107	107			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4489	4489			
44000600	SIDEWALK REMOVAL	SQ FT	3,833	3,833			
44003100	MEDIAN REMOVAL	SQ FT	1715	1715			
44201347	CLASS C PATCHES, TYPE IV, 9 INCH	SQ YD	57	57			
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	27	27			
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	82	82			
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	60	60			
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	1,881	1,881			
48101620	AGGREGATE SHOULDERS, TYPE B 10"	SQ YD	352	352			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	209	209			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	469	469			
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1			
5421A012	PIPE CULVERTS, CLASS A, TYPE 1 12" (TEMPORARY)	FOOT	20	20			
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	56	56			
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	2	2			
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2			
54215550	METAL END SECTIONS 15"	EACH	4	4			
54244405	FLUSH INLET BOX FOR MEDIAMETER, STANDARD 542546	EACH	3	3			
54247170	GRATING FOR CONCRETE FLARED END SECTION 36"	EACH	2	2			
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	1,307	1,307			

\* DENOTES SPECIALTY ITEM

FILE NAME =  
\*FILE\*

USER NAME = .USER.  
PLOT SCALE = 50' / IN.  
PLOT DATE = 12/28/2011

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
SUMMARY OF QUANTITIES

SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60P64	

SUMMARY OF QUANTITIES

URBAN

901.FED./10/STATE

901/67/133/

Fed./State/City

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0021 SAFETY	0021 SIGNAL AT THORNTON RD	0021 SIGNAL AT 138th ST	0021 SIGNAL AT BROADWAY ST
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	395	395			
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	66	66			
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	259	259			
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	633	633			
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	37	37			
550A0450	STORM SEWERS, CLASS A, TYPE 2 36"	FOOT	632	632			
550A0750	STORM SEWERS, CLASS A, TYPE 3 36"	FOOT	260	260			
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	4	4			
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	39	39			
60205040	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1			
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	2	2			
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	15	15			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9	9			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	28	28			
60500040	REMOVING MANHOLES	EACH	7	7			
60500050	REMOVING CATCH BASINS	EACH	17	17			
60500060	REMOVING INLETS	EACH	13	13			
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	26	26			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1586	1586			
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1247	1247			
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	227	227			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	775	775			
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	5	5			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	14	14			
63200310	GUARDRAIL REMOVAL	FOOT	199	199			
63700175	CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT	FOOT	1,451	1,451			
63700275	CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT	FOOT	267	267			
63700900	CONCRETE BARRIER BASE	FOOT	1,781	1,781			
64300240	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	5	5			
64300350	IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE), TEST LEVEL 2	EACH	1	1			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6			
67100100	MOBILIZATION	L SUM	1	1			
<del>70102630</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701601</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>			
<del>70102635</del>	<del>TRAFFIC CONTROL AND PROTECTION, STANDARD 701701</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>			
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1			
70106700	TEMPORARY RUMBLE STRIPS	EACH	9	9			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2,397	2,397			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	180	180			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	30,846	30,846			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	657	657			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	133	133			
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	248	248			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	189	189			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	12,755	12,755			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,208	2,208			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,976	1,976			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	362	280	35	6	35

\* DENOTES SPECIALTY ITEM

FILE NAME =  
#FILE#

USER NAME = .USER.  
PLOT SCALE = 50' / IN.  
PLOT DATE = 12/28/2011

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

REVISED -  
REVISED -  
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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INLAND AVE. (THORNTON RD. - BROADWAY ST.)  
SUMMARY OF QUANTITIES

SCALE: 1"=50'

SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. 2857	SECTION 2011-054-I	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 4
CONTRACT NO. 60P64			ILLINOIS FED. AID PROJECT	



SUMMARY OF QUANTITIES

URBAN

901.FED/101.STATE

901/6.7/33/

Fed./State/City

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0021 SAFETY	0021 SIGNAL AT THORNTON RD	0021 SIGNAL AT 138th ST	0021 SIGNAL AT BROADWAY ST
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	28	28			
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	84	84			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	364	364			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	402	402			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22.786	22.786			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1190	1190			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	389	389			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	386	386			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	319	319			
* 78008300	POLYUREA PAVEMENT MARKING TYPE II - LETTERS AND SYMBOLS	SQ FT	36	36			
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	3317	3317			
* 78008330	POLYUREA PAVEMENT MARKING TYPE II - LINE 6"	FOOT	114	114			
* 78008350	POLYUREA PAVEMENT MARKING TYPE II - LINE 12"	FOOT	314	314			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	235	235			
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	235	235			
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	9	9			
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	25	25			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	14	14			
* 80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1		
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	609		609		
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	149		53	65	31
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	167		102	12	53
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	626		368		258
* 81400100	HANDHOLE	EACH	4		4		
* 81400200	HEAVY-DUTY HANDHOLE	EACH	5		5		
* 81400300	DOUBLE HANDHOLE	EACH	2		1		1
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1			1	
* 85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	2		1		1
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4,772		2,240	612	1,920
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,788		1,694	94	
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,479		1,659		820
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	46		46		
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,039		527	101	411
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	7		1	3	3
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		1	1	
* 87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1		1		
* 87700120	STEEL MAST ARM ASSEMBLY AND POLE, 16 FT.	EACH	1				1
* 87700160	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.	EACH	2				2
* 87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1				1
* 87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1		1		
* 87700190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1		1		
* 87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	2		1	1	
* 87700400	STEEL MAST ARM ASSEMBLY AND POLE, 60 FT.	EACH	1		1		
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	32		12	8	12
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8		4		4
* 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	91		37	14	40
* 87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21		21		
* 87900200	DRILL EXISTING HANDHOLE	EACH	17			3	14
* 88000105	FLASHING BEACON INSTALLATION	EACH	2	2			
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	17		5	4	8

\* DENOTES SPECIALTY ITEM

FILE NAME =  
#FILE#

USER NAME = .USER	DESIGNED - EF	REVISED -
PLOT SCALE = 50' / IN.	DRAWN - EF	REVISED -
PLOT DATE = 12/28/2011	CHECKED - RS	REVISED -
	DATE - 12-28-2011	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ASH AND AVE. (THORNTON RD. - BROADWAY ST.)  
SUMMARY OF QUANTITIES

SCALE: 1"=50'

SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-I	COOK	81	5
			CONTRACT NO. 60P64	
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

URBAN

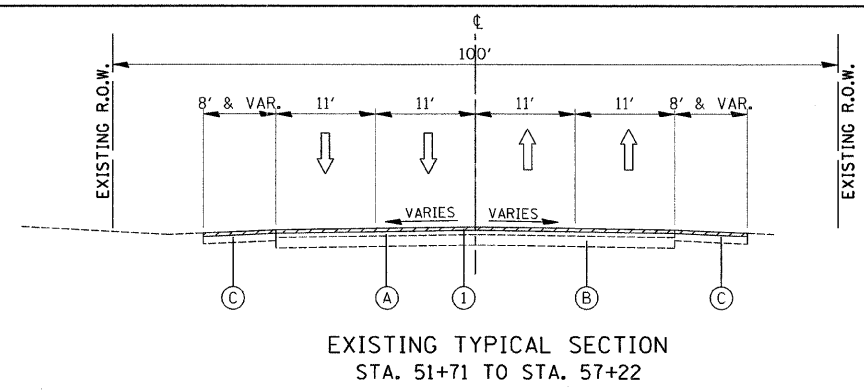
90% FED. / 10% STATE

90/6.7/3.3/

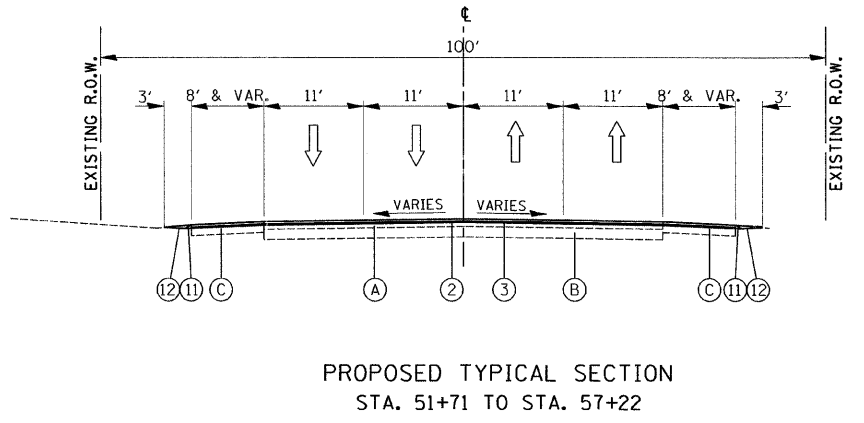
Fed/State/City

PAY ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	0021 SAFETY	0021 SIGNAL AT THORNTON RD	0021 SIGNAL AT 138th ST	0021 SIGNAL AT BROADWAY ST
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	8		1	3	4
* 88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1		1		
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1	
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3		2	1	
* 88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1			1	
* 88030230	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED	EACH	2		2		
* 88055160	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	1		1		
* 88055170	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1		1		
* 88055190	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1		1		
* 88060180	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-5 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED	EACH	1		1		
* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	23		10	5	8
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	2103		1,468	210	425
	89000050	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	2		1	1
	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3		1	1
	89502380	REMOVE EXISTING HANDHOLE	EACH	7		6	1
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	21		9	3
	89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	2	2		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	4	4		
	Z0030340	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 2	EACH	4	4		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	257	257		
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
	Z0062456	TEMPORARY PAVEMENT	SQ YD	360	360		
	Z0064800	SELECTIVE CLEARING	UNIT	1	1		
	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2		1	1
	X0322054	REMOVAL OF PRECAST FLARED END SECTION	EACH	1	1		
	X0327353	STORMWATER TREATMENT SYSTEM LOCATION NO. 1	L SUM	1	1		
	<del>X0327354</del>	<del>STORMWATER TREATMENT SYSTEM LOCATION NO. 2</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>		
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	34	34		
	X6370250	CONCRETE BARRIER, VARIABLE CROSS-SECTION 42" HEIGHT	FOOT	63	63		
	X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	2,777	2,777		
	X7030050	WET REFLECTIVE TEMPORARY TAPE TYPE III, 12 INCH	FOOT	56	56		
* X8620200	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	2		1		1

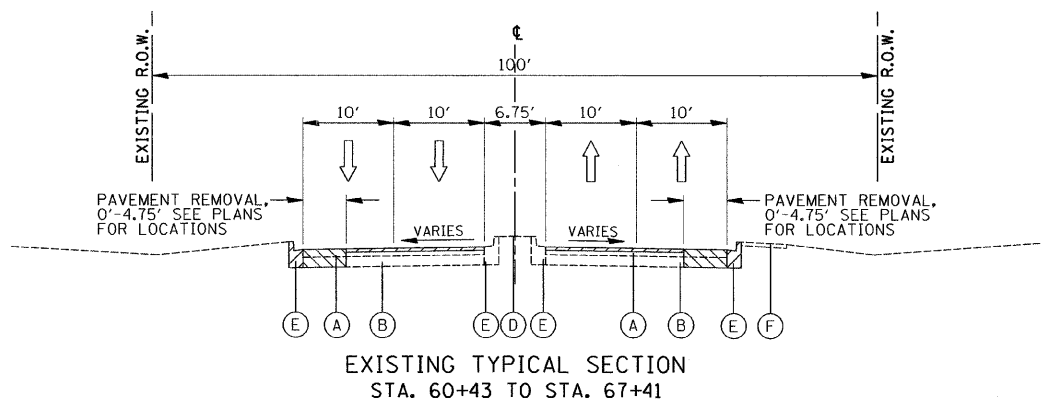
<del>28000305</del>	<del>TEMPORARY DITCH CHECKS</del>	<del>FOOT</del>	<del>40</del>	<del>40</del>
28000510	INLET FILTERS	EACH	69	69
60100915	PIPE DRAINS 6"	FOOT	362	362
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE I FRAME, OPEN LID	EACH	2	2
60260100	INLET TO BE ADJUSTED	EACH	1	1
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1



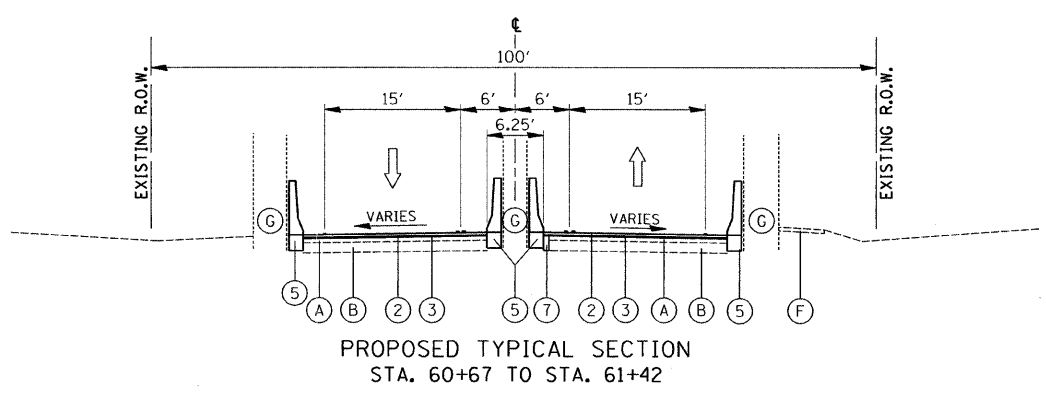
EXISTING TYPICAL SECTION  
STA. 51+71 TO STA. 57+22



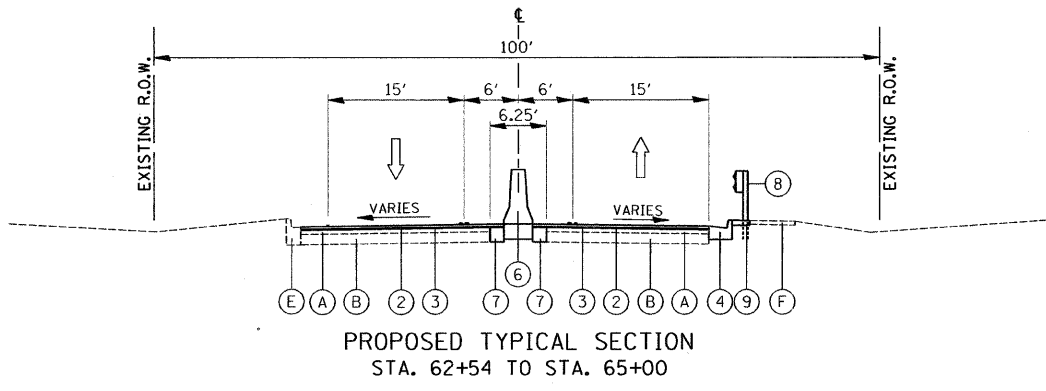
PROPOSED TYPICAL SECTION  
STA. 51+71 TO STA. 57+22



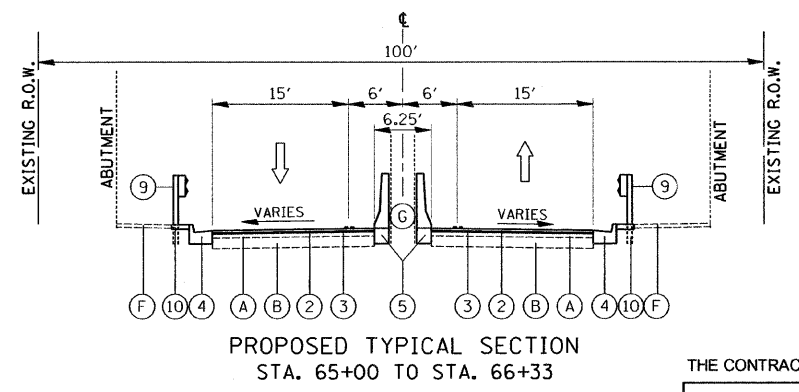
EXISTING TYPICAL SECTION  
STA. 60+43 TO STA. 67+41



PROPOSED TYPICAL SECTION  
STA. 60+67 TO STA. 61+42

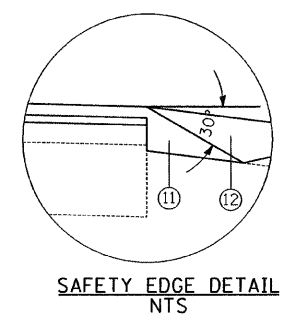


PROPOSED TYPICAL SECTION  
STA. 62+54 TO STA. 65+00



PROPOSED TYPICAL SECTION  
STA. 65+00 TO STA. 66+33

NOTES:  
CONTINUE CURB & GUTTER AND PAVEMENT REMOVAL AND NEW CURB & GUTTER AND STEEL PLATE BEAM GUARDRAIL TO STA. 68+18 RT. AND 69+01 LT.



SAFETY EDGE DETAIL  
NTS

**EXISTING CONDITIONS LEGEND**

- (A) HMA SURFACE COURSE, 6" & VAR
- (B) PCC BASE COURSE, 8"
- (C) HMA SHOULDER, 8"
- (D) PCC CURB & GUTTER, B-6.12
- (E) CONCRETE OR EARTH MEDIAN
- (F) PCC SIDEWALK
- (G) EXISTING BRIDGE COLUMN

**PROPOSED IMPROVEMENTS**

- (1) HOT MIX ASPHALT SURFACE REMOVAL 2 1/2"
  - (2) POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX F, N90 1 3/4"
  - (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 3/4"
  - (4) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
  - (5) CONCRETE BARRIER SINGLE FACE, 42" HEIGHT AND CONCRETE BARRIER BASE
  - (6) CONCRETE BARRIER DOUBLE FACE, 42" HEIGHT AND CONCRETE BARRIER BASE
  - (7) PCC BASE COURSE WIDENING, 12"
  - (8) HMA BASE COURSE WIDENING, 12"
  - (9) STEEL PLATE BEAM GUARDRAIL
  - (10) HMA SHOULDER, 6"
  - (11) SAFETY EDGE
  - (12) AGGREGATE WEDGE SHOULDER, TYPE B GRADING AND SHAPING SHOULDER
- PAVEMENT MARKING

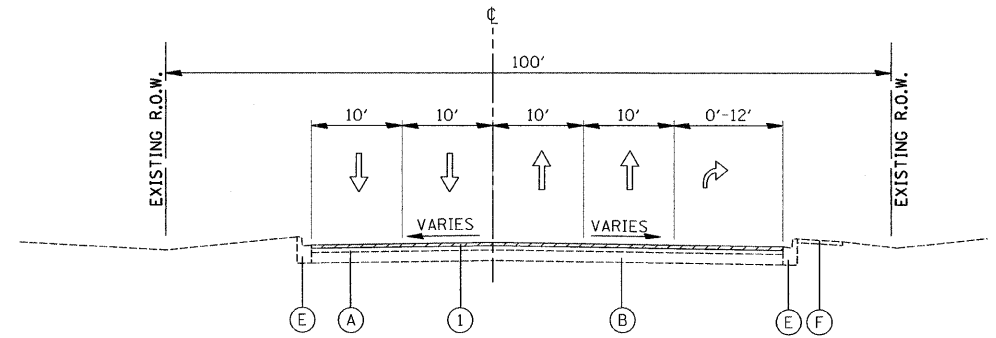
THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
<b>ROADWAY, RESURFACING AND WIDENING</b>	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm) 1 3/4"	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"	3.5% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE WIDENING, 12" (IL-19.0, N90) IN 3 LIFTS	4% @ 90 GYR
<b>SHOULDER</b>	
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL 19 mm) 6"	4% @ 70 GYR
<b>CLASS D PATCHES, 12"</b>	
CLASS D PATCHES (HMA BINDER IL 19mm) 12"	4% @ 70 GYR
<b>TEMPORARY PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL-9.5mm), 2"	4% @ 50 GYR
TEMP PAVEMENT (HMA BINDER IL-19 mm), 6"	4% @ 50 GYR
<b>DRIVEWAY PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 8"	4% @ 50 GYR

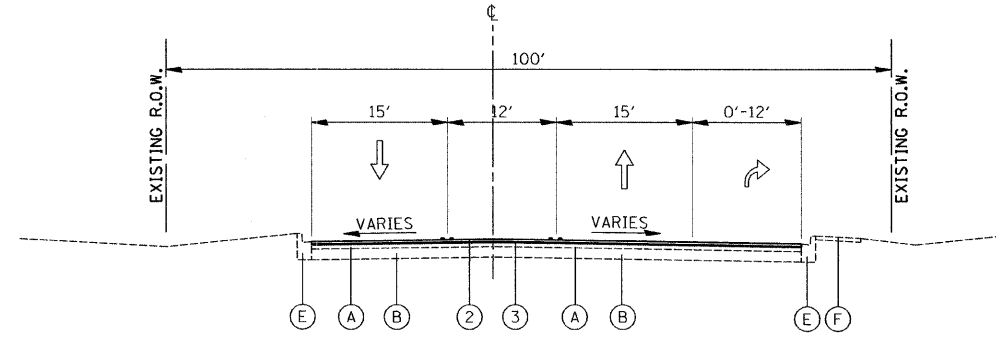
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A IS 112 LBS/SQ YD/IN.

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.

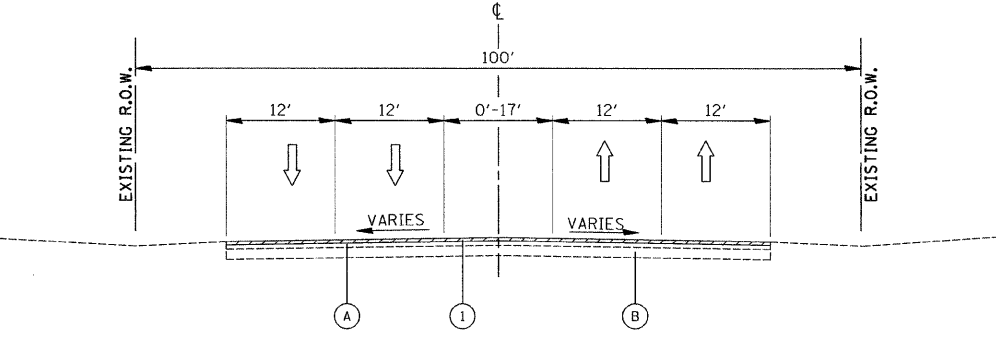
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



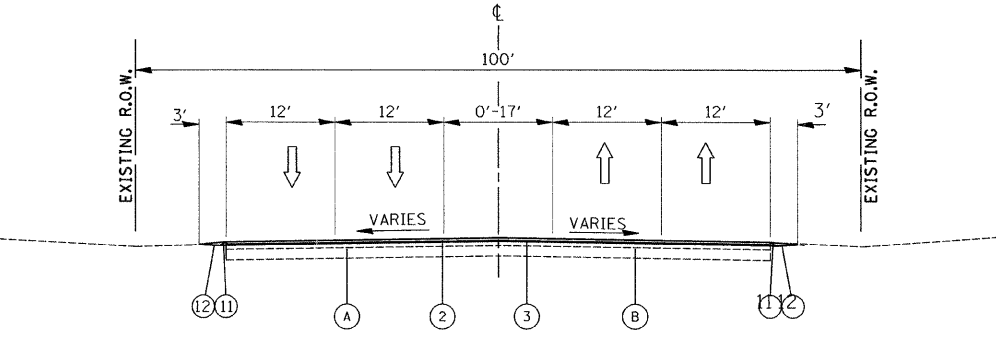
EXISTING TYPICAL SECTION  
STA. 69+01 TO STA. 71+84



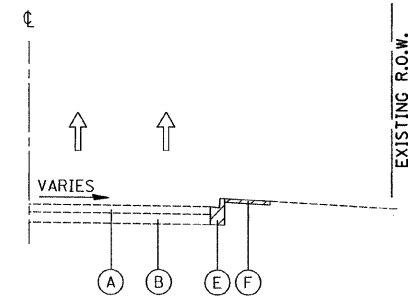
PROPOSED TYPICAL SECTION  
STA. 69+01 TO STA. 71+84



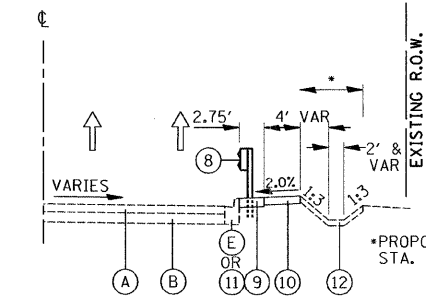
EXISTING TYPICAL SECTION  
STA. 72+32 TO STA. 79+76



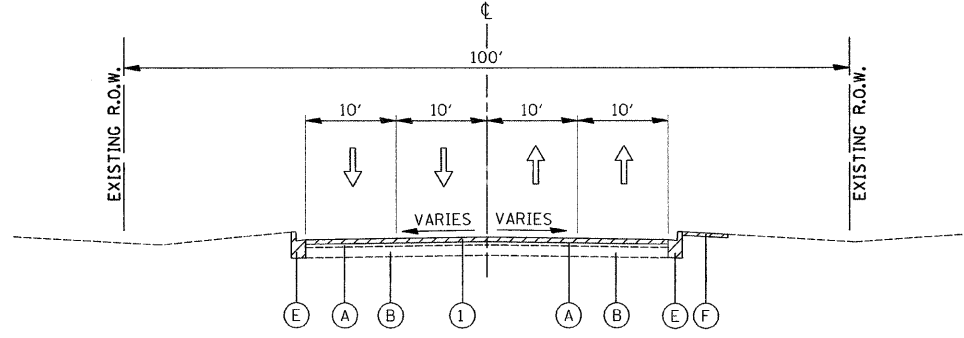
PROPOSED TYPICAL SECTION  
STA. 72+32 TO STA. 79+76  
STA. 98+34 TO STA. 115+49



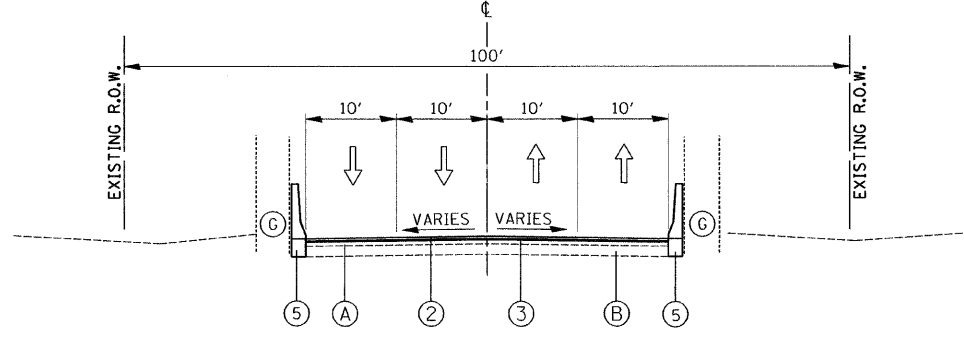
EXISTING TYPICAL SECTION  
STA. 90+99 TO STA. 93+34, RT.  
STA. 98+34 TO STA. 99+66, RT.



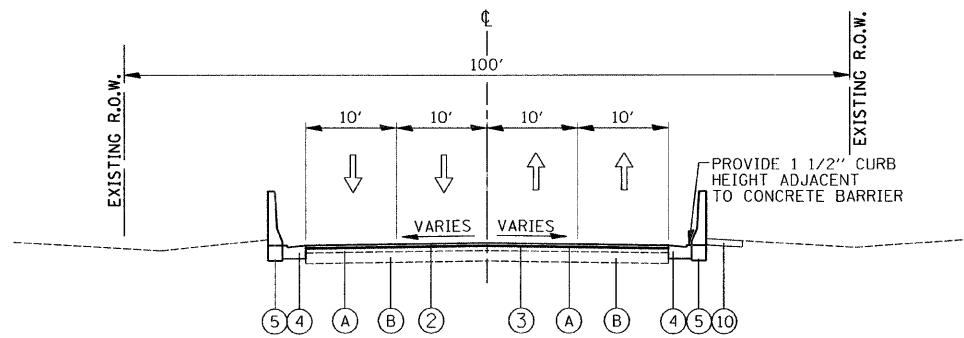
PROPOSED TYPICAL SECTION  
STA. 90+99 TO STA. 93+34, RT.  
STA. 98+34 TO STA. 99+66, RT.



EXISTING TYPICAL SECTION  
STA. 93+36 TO STA. 98+34



PROPOSED TYPICAL SECTION  
STA. 93+36 TO STA. 94+02  
STA. 94+70 TO STA. 95+12  
STA. 96+85 TO STA. 97+31  
STA. 97+64 TO STA. 98+34



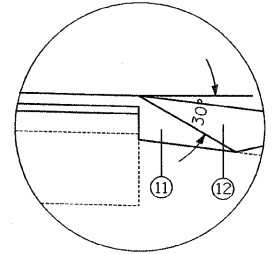
EXISTING TYPICAL SECTION  
STA. 94+17 TO STA. 94+56  
STA. 97+34 TO STA. 97+59

**EXISTING CONDITIONS LEGEND**

- (A) HMA SURFACE COURSE, 6" & VAR
- (B) PCC BASE COURSE, 8"
- (C) HMA SHOULDER, 8"
- (D) PCC CURB & GUTTER, B-6.12
- (E) CONCRETE OR EARTH MEDIAN
- (F) PCC SIDEWALK
- (G) EXISTING BRIDGE COLUMN

**PROPOSED IMPROVEMENTS**

- (1) HOT MIX ASPHALT SURFACE REMOVAL 2 1/2 "
  - (2) POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX F, N90 1 3/4"
  - (3) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 3/4"
  - (4) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
  - (5) CONCRETE BARRIER SINGLE FACE, 42" HEIGHT AND CONCRETE BARRIER BASE
  - (6) CONCRETE BARRIER DOUBLE FACE, 42" HEIGHT AND CONCRETE BARRIER BASE
  - (7) PCC BASE COURSE WIDENING, 12"
  - (8) HMA BASE COURSE WIDENING, 12"
  - (9) STEEL PLATE BEAM GUARDRAIL
  - (10) HMA SHOULDER, 6"
  - (11) SAFETY EDGE
  - (12) AGGREGATE WEDGE SHOULDER, TYPE B GRADING AND SHAPING SHOULDER
- PAVEMENT MARKING

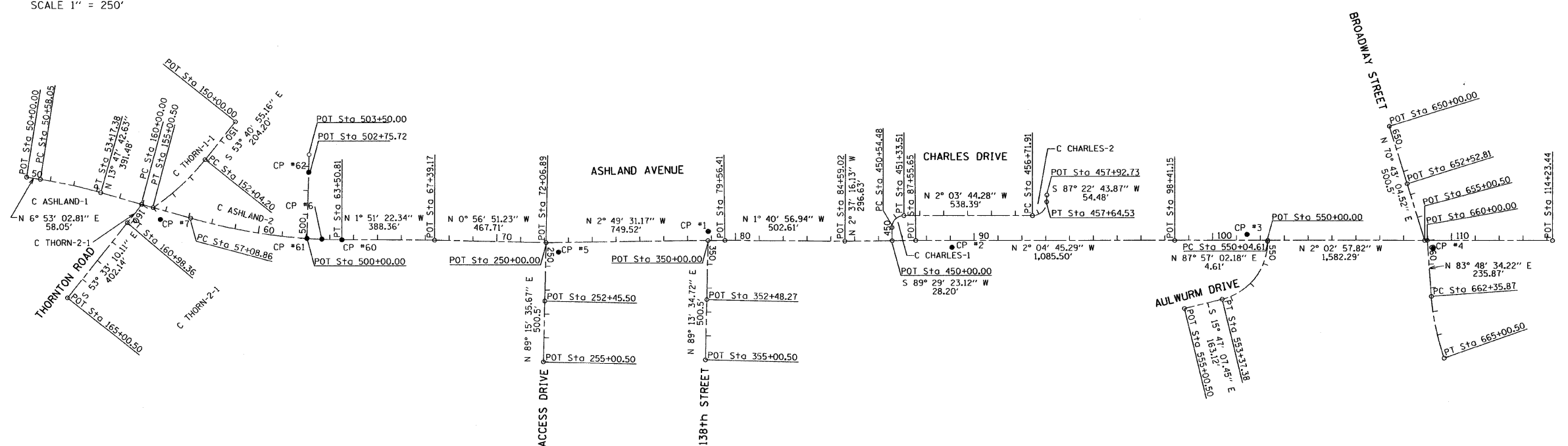


SAFETY EDGE DETAIL  
NTS

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) TYPICAL SECTION</b>		F.A.U. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 8	
#FILE#	PLOT SCALE = 10,000 ft / IN.	DRAWN - EF	REVISED -		SCALE: 1"=50'	SHEET 2 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 60P64				
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12-28-2011	REVISED -									

EXIST. CURVE ASHLAND-1 PI STA. = 51+87.87 Δ = 6° 54' 40" (RT) D = 2° 39' 54" R = 2,150.00' T = 129.82' L = 259.33' E = 3.92' e = T.R. = S.E. RUN = P.C. STA. = 50+58.05 P.T. STA. = 53+17.38	EXIST. CURVE ASHLAND-2 PI STA. = 30+31.85 Δ = 15° 39' 05" (LT) D = 2° 26' 17" R = 2,350.00' T = 12322.98' L = 641.95' E = 22.09' e = T.R. = S.E. RUN = P.C. STA. = 57+08.86 P.T. STA. = 63+50.81	EXIST. CURVE THORN-1-1 PI STA. = 153+53.52 Δ = 17° 32' 20" (RT) D = 5° 55' 10" R = 967.94' T = 149.32' L = 296.30' E = 11.45' e = T.R. = S.E. RUN = P.C. STA. = 152+04.20 P.T. STA. = 155+00.50	EXIST. CURVE THORN-2-1 PI STA. = 160+49.21 Δ = 4° 49' 19" (RT) D = 4° 54' 08" R = 1,168.74' T = 49.21' L = 98.36' E = 1.04' e = T.R. = S.E. RUN = P.C. STA. = 160+00.00 P.T. STA. = 160+98.36	EXIST. CURVE CHARLES-1 PI STA. = 451+04.97 Δ = 90° 33' 32" (LT) D = 114° 35' 30" R = 50.00' T = 50.49' L = 79.03' E = 21.06' e = T.R. = S.E. RUN = P.C. STA. = 450+54.48 P.T. STA. = 451+33.51	EXIST. CURVE CHARLES-2 PI STA. = 457+30.30 Δ = 88° 26' 53" (LT) D = 95° 29' 35" R = 60.00' T = 58.40' L = 92.62' E = 23.73' e = T.R. = S.E. RUN = P.C. STA. = 456+71.91 P.T. STA. = 457+64.53	EXIST. CURVE BROAD-2-1 PI STA. = 663+68.96 Δ = 15° 09' 45" (LT) D = 5° 43' 46" R = 1,000.00' T = 133.09' L = 264.63' E = 8.82' e = T.R. = S.E. RUN = P.C. STA. = 550+04.61 P.T. STA. = 553+37.38	EXIST. CURVE AULWURM-1 PI STA. = Δ = 76° 15' 50" (RT) D = 22° 55' 06" R = 250.00' T = 196.25' L = 332.76' E = 67.83' e = T.R. = S.E. RUN = P.C. STA. = 550+04.61 P.T. STA. = 553+37.38
--	--	---	---	--	---	--	--

SCALE 1" = 250'



ALIGNMENT COORDINATES - ASHLAND AVENUE

	STATION	NORTHING	EASTING
POB	50+00.00	1,810,882.60	1,168,071.38
PC	50+58.05	1,810,940.23	1,168,078.33
PI	51+87.87	1,811,069.12	1,168,093.89
PT	53+17.38	1,811,195.20	1,168,124.85
PC	57+08.86	1,811,575.39	1,168,218.20
PI	60+31.85	1,811,889.05	1,168,295.22
PT	63+50.81	1,812,211.87	1,168,284.75
POT	67+39.17	1,812,600.03	1,168,272.18
POT	72+06.89	1,813,067.68	1,168,264.44
POT	79+56.41	1,813,816.29	1,168,227.50
POT	84+59.02	1,814,318.68	1,168,212.74
POT	87+55.65	1,814,615.00	1,168,199.17
POT	98+41.15	1,815,699.79	1,168,159.79
POT	114+23.44	1,817,281.06	1,168,103.21

ALIGNMENT COORDINATES - 138th STREET

	STATION	NORTHING	EASTING
POB	350+00.00	1,813,745.58	1,168,230.99
POT	352+48.27	1,813,748.93	1,168,479.23
POT	355+00.50	1,813,752.34	1,168,731.44

ALIGNMENT COORDINATES - ACCESS DRIVE

	STATION	NORTHING	EASTING
POB	50+00.00	1,813,067.68	1,168,264.44
POT	50+58.05	1,813,070.85	1,168,509.92
POT	51+87.87	1,813,074.14	1,168,764.91

ALIGNMENT COORDINATES - AULWURM DRIVE

	STATION	NORTHING	EASTING
POB	550+00.00	1,816,088.87	1,168,145.87
PC	550+04.61	1,816,089.03	1,168,150.48
PI	552+00.86	1,816,096.05	1,168,346.60
PT	553+37.38	1,815,907.20	1,168,399.99
POT	555+00.50	1,815,750.23	1,168,444.36

ALIGNMENT COORDINATES - BROADWAY STREET-1

	STATION	NORTHING	EASTING
POB	650+00.00	1,816,580.42	1,167,649.93
POT	652+52.81	1,816,663.90	1,167,888.50
POT	655+00.50	1,816,745.69	1,168,122.36

ALIGNMENT COORDINATES - BROADWAY STREET-2

	STATION	N	EASTING
POB	550+00.00	1,816,756.73	1,168,121.97
PC	550+04.61	1,816,782.16	1,168,356.46
PI	552+00.86	1,816,796.51	1,168,488.78
PT	553+37.38	1,816,844.97	1,168,612.74

ALIGNMENT COORDINATES - CHARLES DRIVE

	STATION	NORTHING	EASTING
POB	450+00.00	1,814,516.28	1,168,203.69
PC	450+54.48	1,814,513.79	1,168,149.27
PI	451+04.97	1,814,511.48	1,168,098.83
PT	451+33.51	1,814,561.94	1,168,097.01
PC	456+71.91	1,815,099.98	1,168,077.64
PI	457+30.30	1,815,158.34	1,168,075.53
PT	457+64.53	1,815,157.82	1,168,017.14
POT	457+92.73	1,815,157.57	1,167,988.94

ALIGNMENT COORDINATES - THORNTON ROAD-1

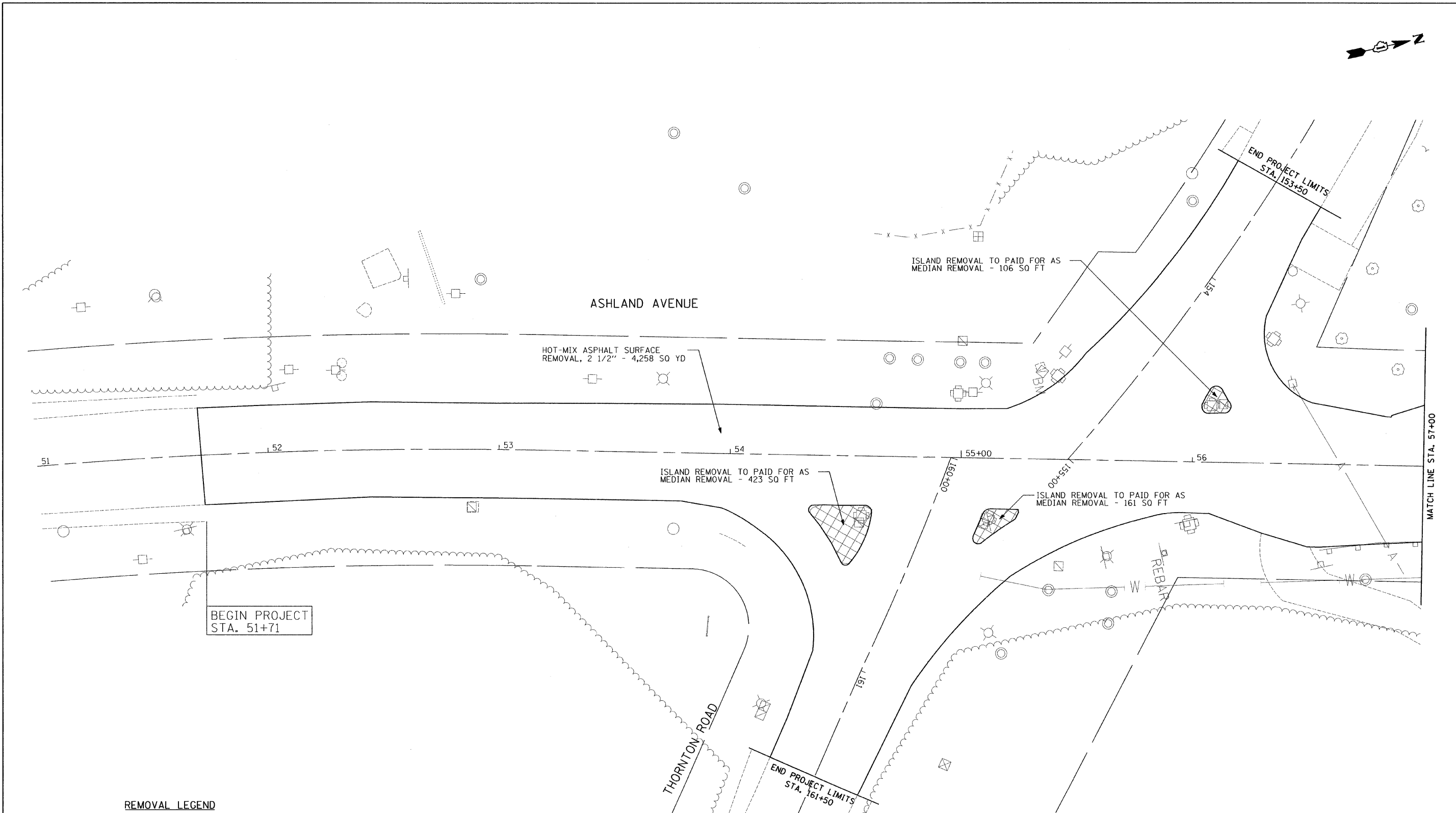
	STATION	NORTHING	EASTING
POB	150+00.00	1,811,748.14	1,167,807.39
PC	152+04.20	1,811,627.20	1,167,971.93
PI	153+53.52	1,811,538.23	1,168,091.84
PT	155+00.50	1,811,417.26	1,168,179.38

ALIGNMENT COORDINATES - THORNTON ROAD-2

	STATION	NORTHING	EASTING
PC	160+00.00	1,811,368.26	1,168,167.34
PI	160+49.22	1,811,341.25	1,168,208.48
PT	160+98.36	1,811,310.88	1,168,247.20
POT	165+00.50	1,811,071.98	1,168,570.68

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1,813,745.21	1,168,193.42		FOUND REBAR ON WEST SIDE OF ASHLAND AVE. AND CONCRETE DRIVEWAY TO RIVERDALE INDUSTRIES
2	1,814,767.92	1,168,222.18	595.52	FOUND "+" AT NE CORNER OF ASHLAND AVE. AND CONCRETE DRIVEWAY TO RIVERDALE INDUSTRIES
3	1,816,001.67	1,168,124.75		FOUND REBAR ON THE WEST SIDE OF ASHLAND AND AULWURM DR.
4	1,816,782.41	1,168,154.82		FOUND REBAR AT THE NE CORNER OF ASHLAND AVE. AND BROADWAY ST.
5	1,813,121.29	1,168,302.56		FOUND REBAR AT THE NE CORNER OF ASHLAND AVE. AND ACCESS RD TO TRI-STATE DISPOSAL INC.
6	1,812,127.86	1,168,285.34		FOUND REBAR IN THE CENTER MEDIAN BETWEEN 1ST 2 RR BRIDGES. NORTH OF THORNTON RD.
7	1,811,449.00	1,168,227.98		FOUND REBAR AT THE NE CORNER OF ASHLAND AVE. AND THORNTON RD.
60	1,812,211.84	1,168,284.79		FOUND REBAR IN THE CENTER MEDIAN OF ASHLAND AVE. NORTH OF CL 1ST RR BRIDGE AND NORTH OF THORNTON RD.
61	1,812,065.56	1,168,284.64		SET REBAR IN CENTER MEDIAN 146.28' SOUTH OF CP #60
62	1,812,062.72	1,168,008.94		FOUND REBAR UNDER I-57 BRIDGE 275.72 WEST OF CP #61

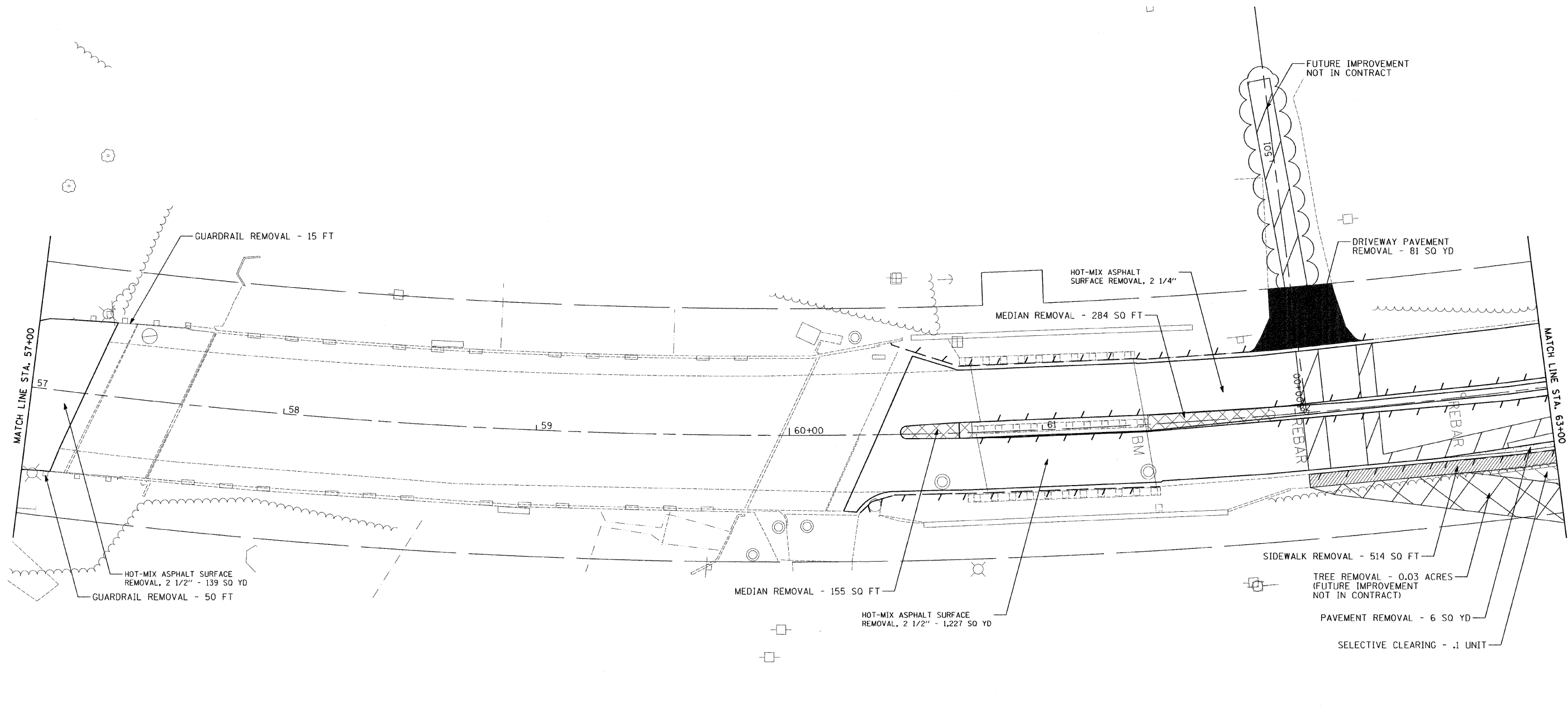
NCS MON  
BRASS DISK IN CONCRETE  
ME 1834  
ELEVATION = 605.82'



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		
	TREE REMOVAL (ACRES)		

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) REMOVAL PLAN</b>	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#	PLOT SCALE = 20.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	10	
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 20	SHEET NO. 1 OF 11 SHEETS		STA. 51+00 TO STA. 57+00			

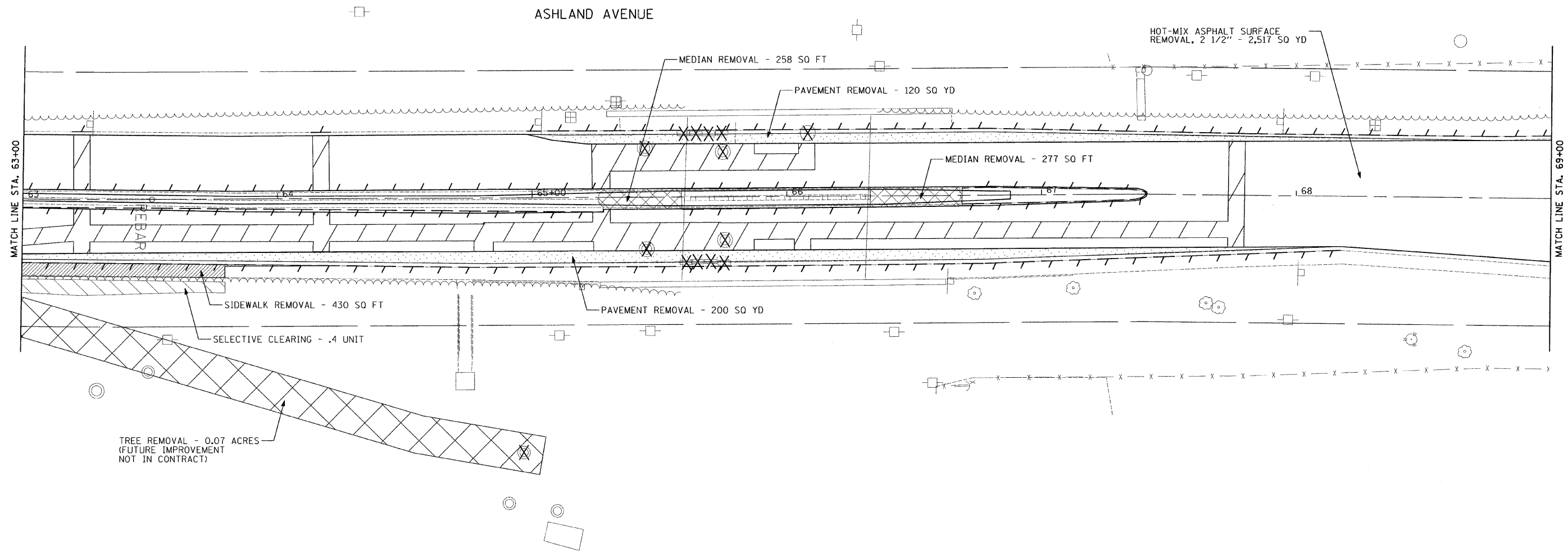


**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		
	TREE REMOVAL (ACRES)		

FILE NAME = #FILEL#	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) REMOVAL PLAN</b>		F.A.J. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 11
	PLOT SCALE = 20.0000' / IN.	CHECKED - RS	REVISED -				SCALE: 20		SHEET NO. 2 OF 11 SHEETS		STA. 57+00 TO STA. 63+00
1-31-12	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -				ILLINOIS FED. AID PROJECT				





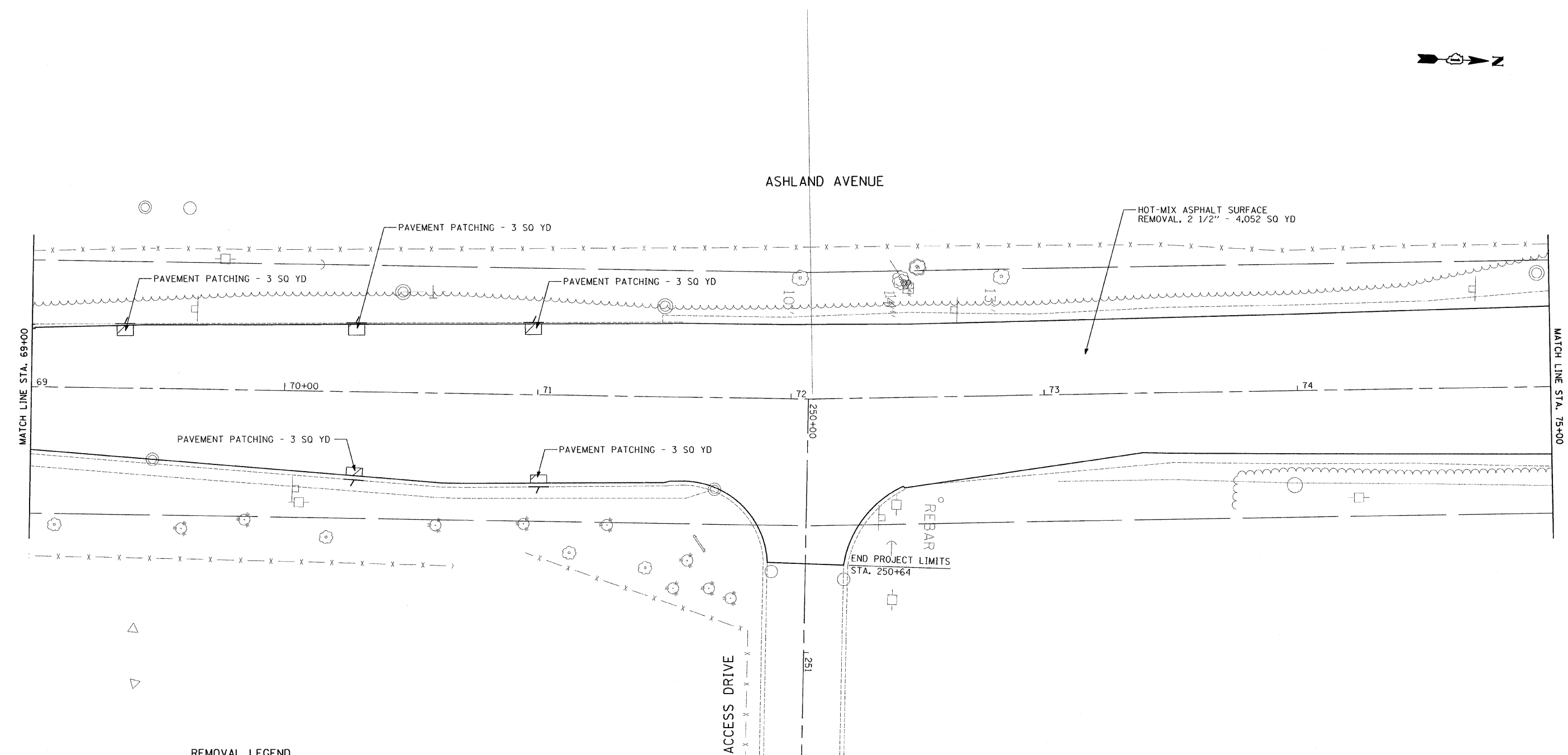
MATCH LINE STA. 63+00

MATCH LINE STA. 69+00

**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		
	TREE REMOVAL (ACRES)		

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) REMOVAL PLAN</b>	F.A.U. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 12		
#FILE#	PLOT SCALE = 20,0000' / IN.	DRAWN - EF	REVISED -			SCALE: 20	SHEET NO. 3 OF 11 SHEETS	STA. 63+00	TO STA. 69+00	CONTRACT NO. 60P64		
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -			[ILLINOIS] FED. AID PROJECT						
		DATE - 12-28-2011	REVISED -									



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		
	TREE REMOVAL (ACRES)		

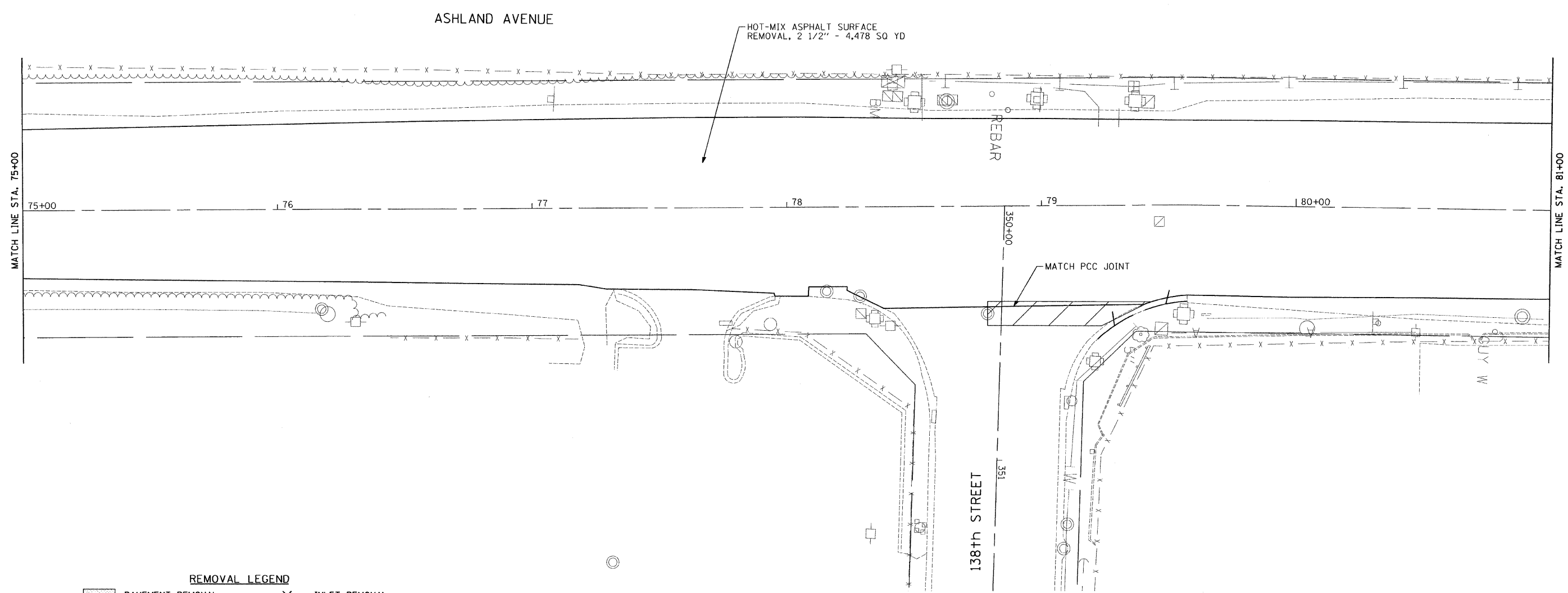
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1-31-12	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
REMOVAL PLAN**

SCALE: 20 SHEET NO. 4 OF 11 SHEETS STA. 69+00 TO STA. 75+00

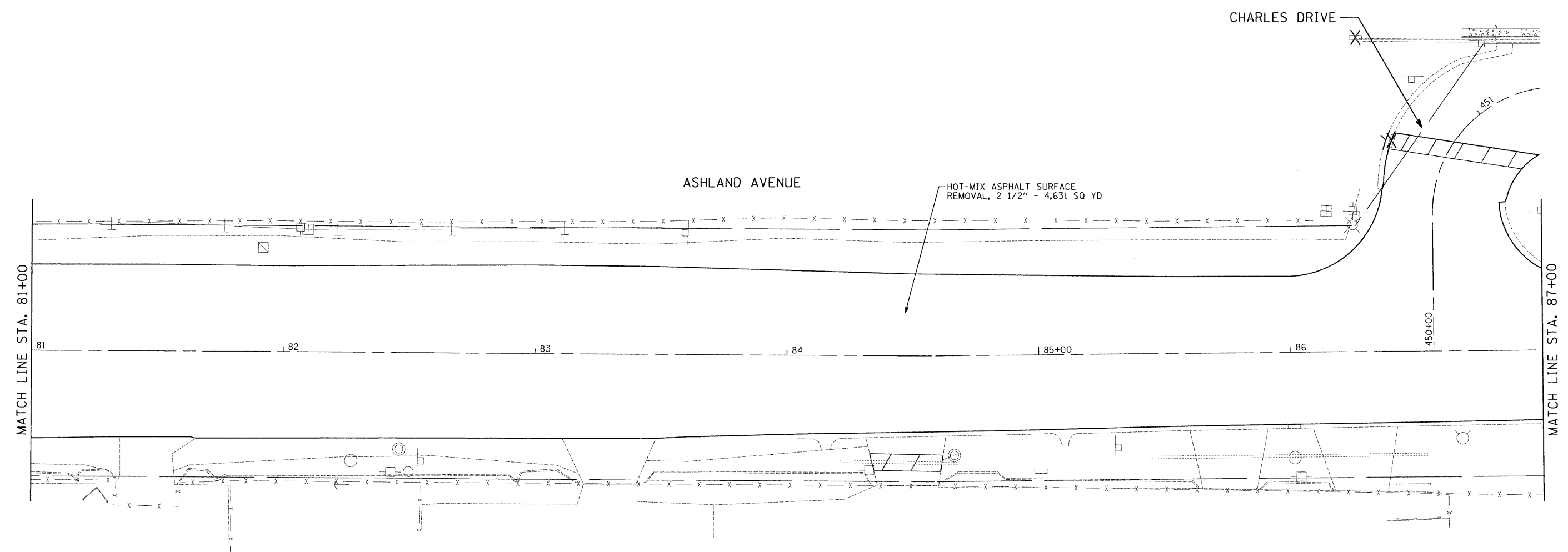
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	13
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		
	TREE REMOVAL (ACRES)		

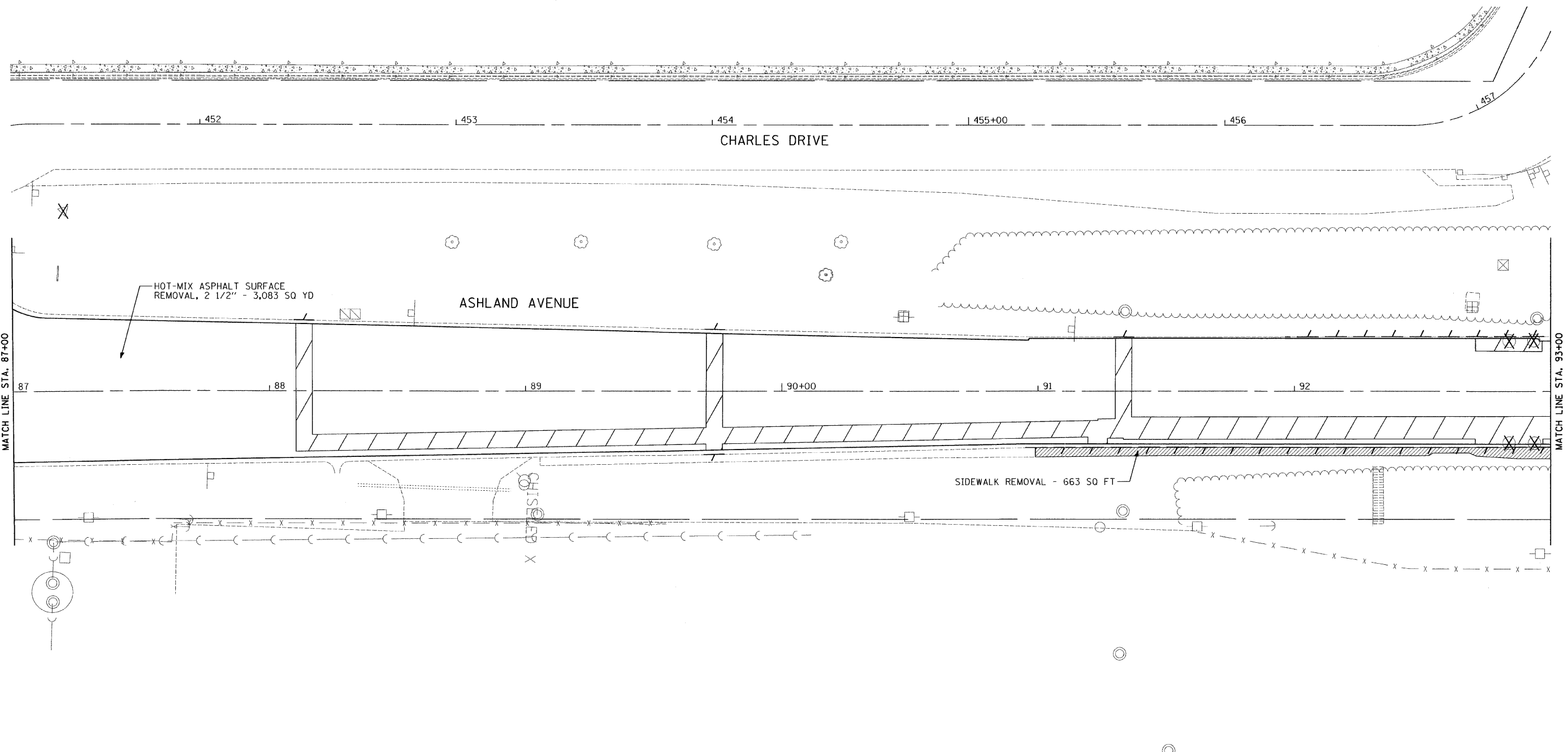
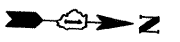
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	PLOT SCALE = 20,0000' / IN.	CHECKED - RS	REVISED -				CONTRACT NO. 60P64					
1-31-12	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -		SCALE: 20	SHEET NO. 5 OF 11 SHEETS	STA. 75+00 TO STA. 81+00	ILLINOIS FED. AID PROJECT				



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		

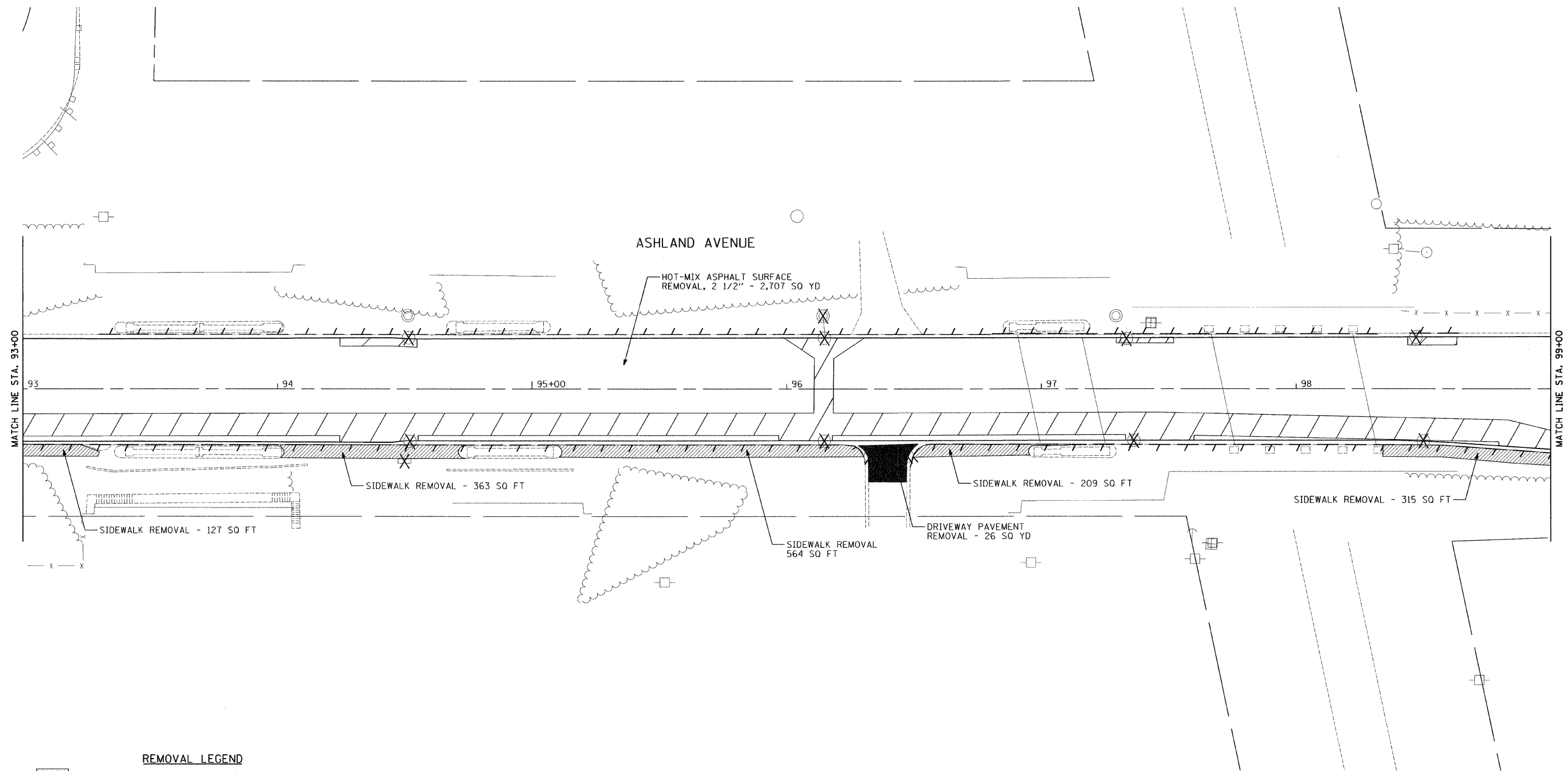
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#FILE#	PLOT SCALE = 20,0000 ' / IN.	DRAWN - EF	REVISED -			CONTRACT NO. 60P64		ILLINOIS FED. AID PROJECT		
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -		SCALE: 20	SHEET NO. 6 OF 11 SHEETS	STA. 81+00	TO STA. 87+00		
		DATE - 12-28-2011	REVISED -							



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		

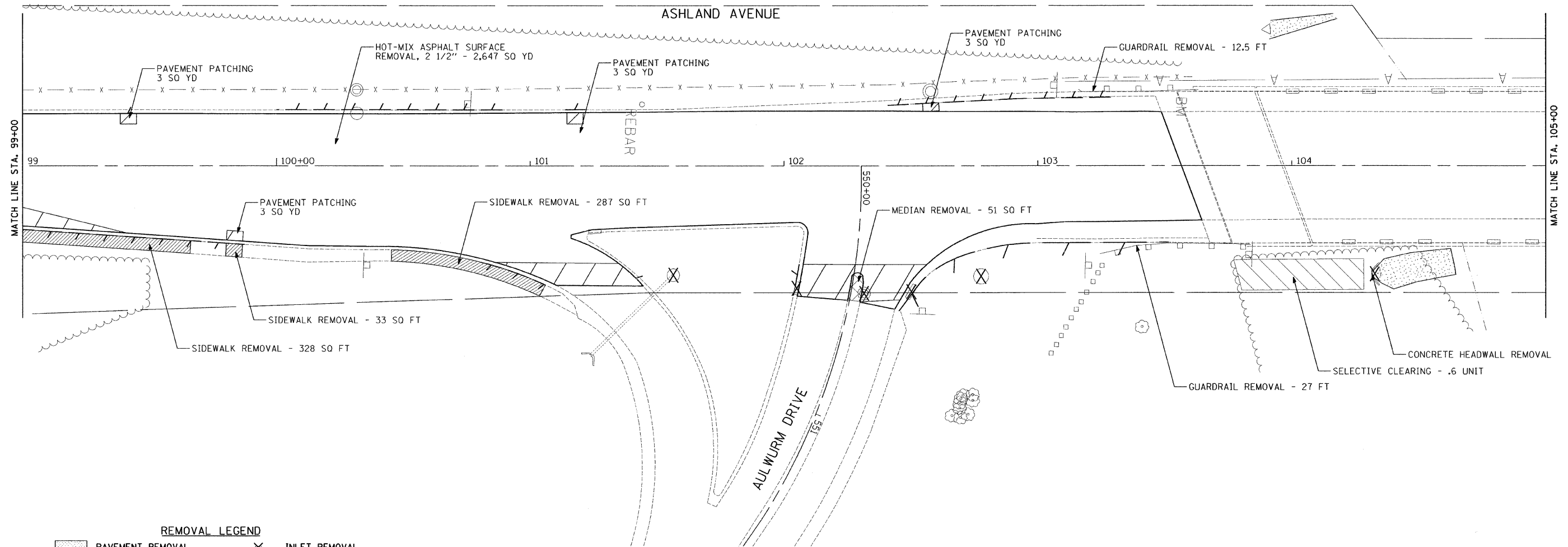
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1-31-12	PLOT SCALE = 20.0000' / IN. PLOT DATE = 1/26/2012	DRAWN - EF CHECKED - RS DATE - 12-28-2011	REVISED - REVISED - REVISED -		SCALE: 20    SHEET NO. 7 OF 11 SHEETS    STA. 87+00 TO STA. 93+00	CONTRACT NO. 60P64 ILLINOIS FED. AID PROJECT				



**REMOVAL LEGEND**

	PAVEMENT REMOVAL		INLET REMOVAL
	MEDIAN REMOVAL		CATCH BASIN REMOVAL
	SIDEWALK REMOVAL		MANHOLE REMOVAL
	PAVEMENT PATCHING		FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		

FILE NAME = #FILE#	USER NAME = _USER_	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) REMOVAL PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	17
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -	SCALE: 20 SHEET NO. 8 OF 11 SHEETS STA. 93+00 TO STA. 99+00		CONTRACT NO. 60P64		[ILLINOIS] FED. AID PROJECT		
	DATE - 12-28-2011	REVISOR -	REVISED -							



**REMOVAL LEGEND**

	PAVEMENT REMOVAL	✕	INLET REMOVAL
	MEDIAN REMOVAL	✕	CATCH BASIN REMOVAL
	SIDEWALK REMOVAL	✕	MANHOLE REMOVAL
	PAVEMENT PATCHING	✕	FLARED END SECTION REMOVAL
	CURB AND GUTTER REMOVAL		

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -
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1-31-12	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -

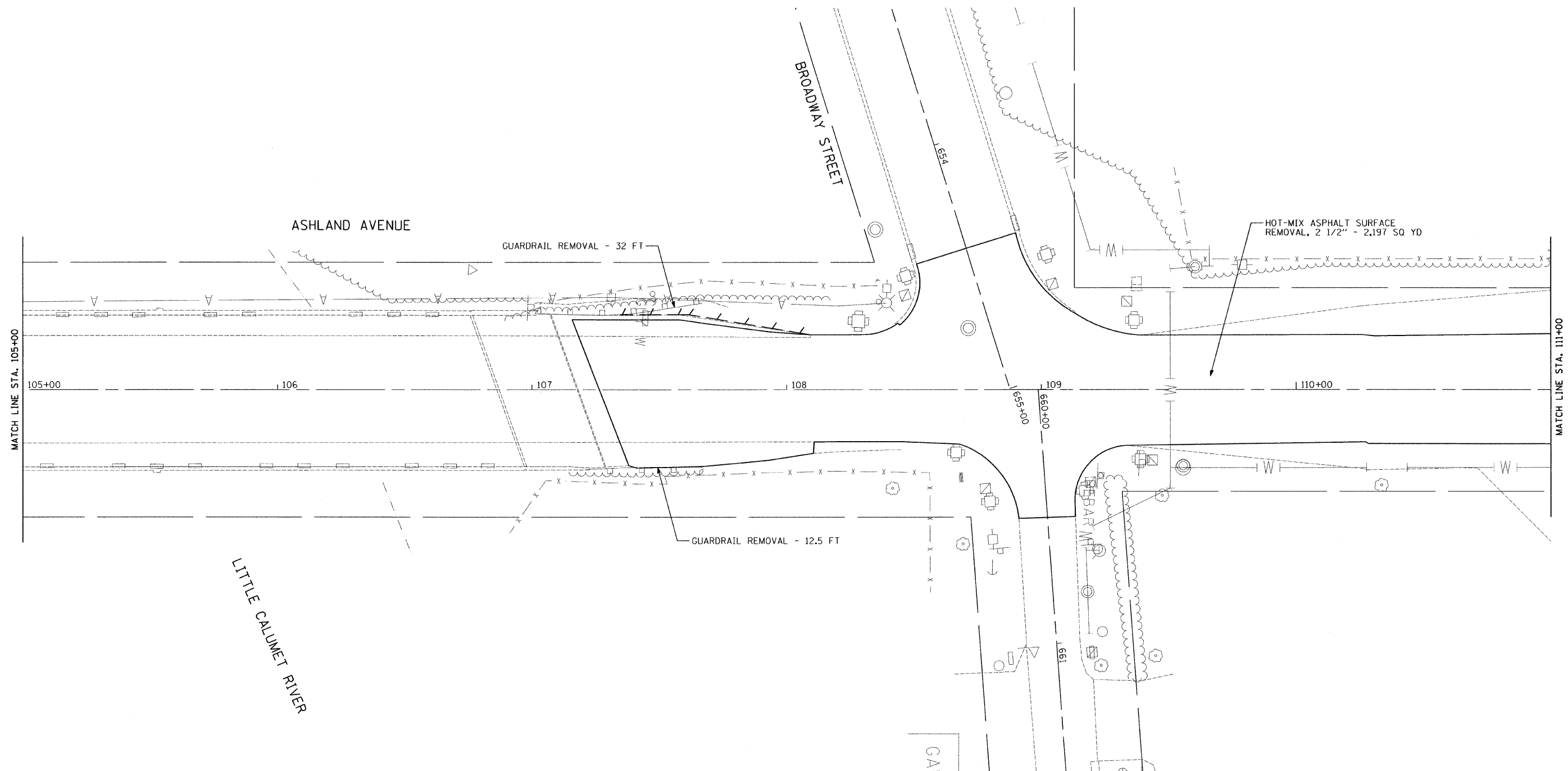
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
REMOVAL PLAN**

SCALE: 20 SHEET NO. 9 OF 11 SHEETS STA. 99+00 TO STA. 105+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	18
CONTRACT NO. 60P64			ILLINOIS FED. AID PROJECT	





**REMOVAL LEGEND**

- |  |                         |  |                            |
|--|-------------------------|--|----------------------------|
|  | PAVEMENT REMOVAL        |  | INLET REMOVAL              |
|  | MEDIAN REMOVAL          |  | CATCH BASIN REMOVAL        |
|  | SIDEWALK REMOVAL        |  | MANHOLE REMOVAL            |
|  | PAVEMENT PATCHING       |  | FLARED END SECTION REMOVAL |
|  | CURB AND GUTTER REMOVAL |  |                            |

FILE NAME =  
#FILE#

USER NAME = \_USER\_  
PLOT SCALE = 20.0000 ' / IN.  
PLOT DATE = 1/26/2012

DESIGNED - EF  
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CHECKED - RS  
DATE - 12-28-2011

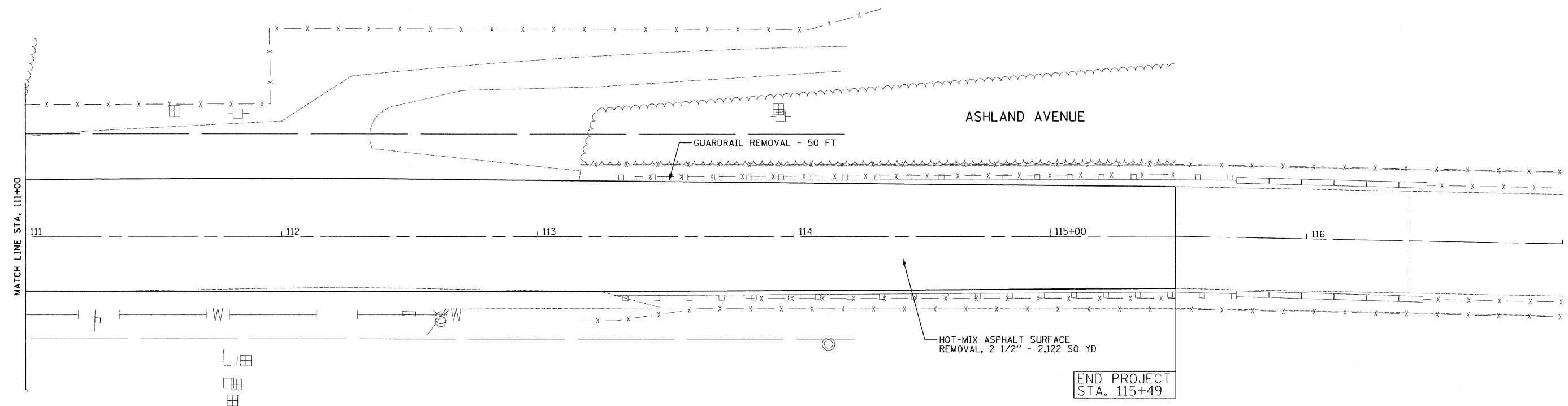
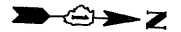
REVISED -  
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

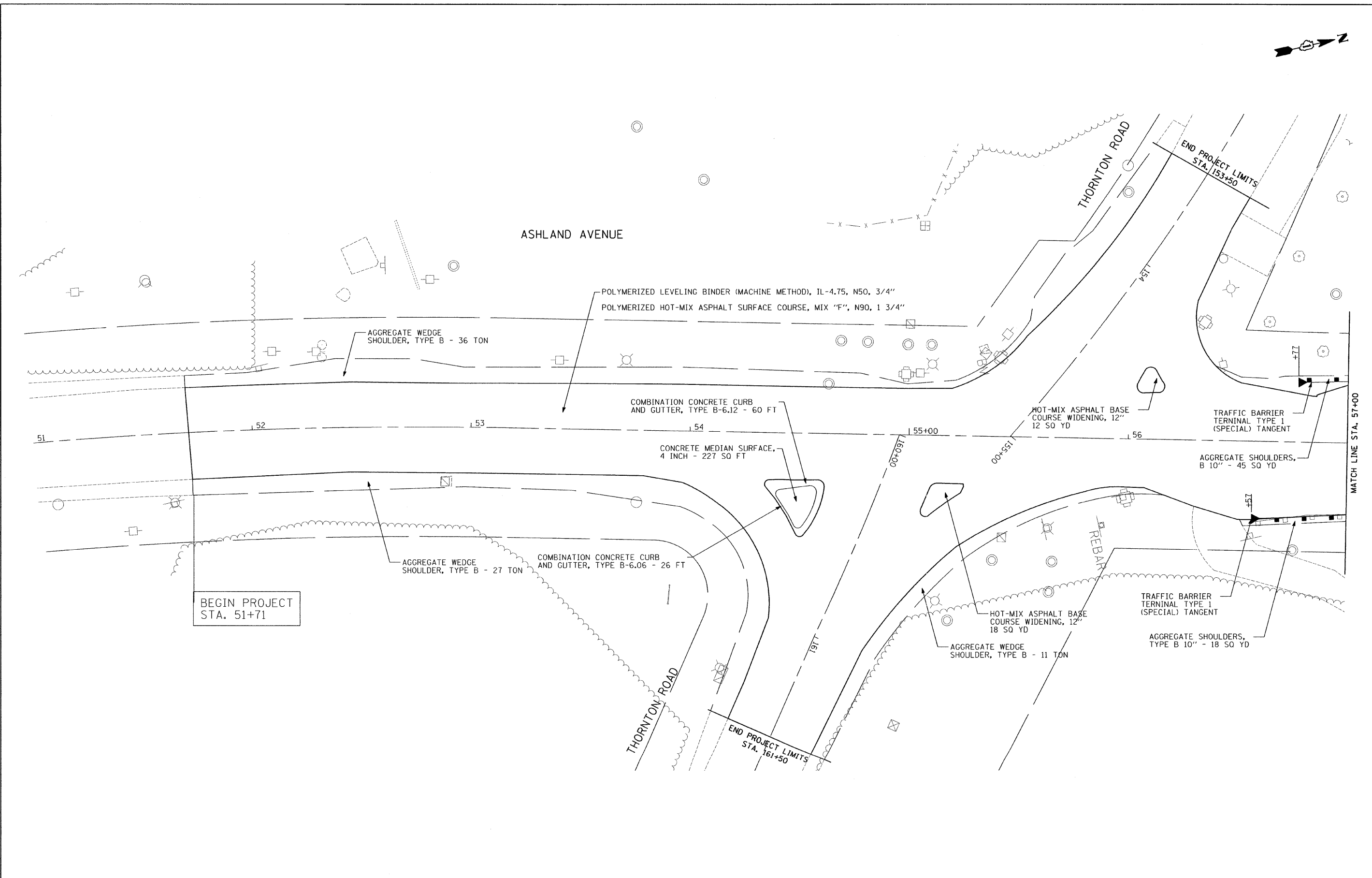
**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
REMOVAL PLAN**

SCALE: 20 SHEET NO. 10 OF 11 SHEETS STA. 105+00 TO STA. 111+00

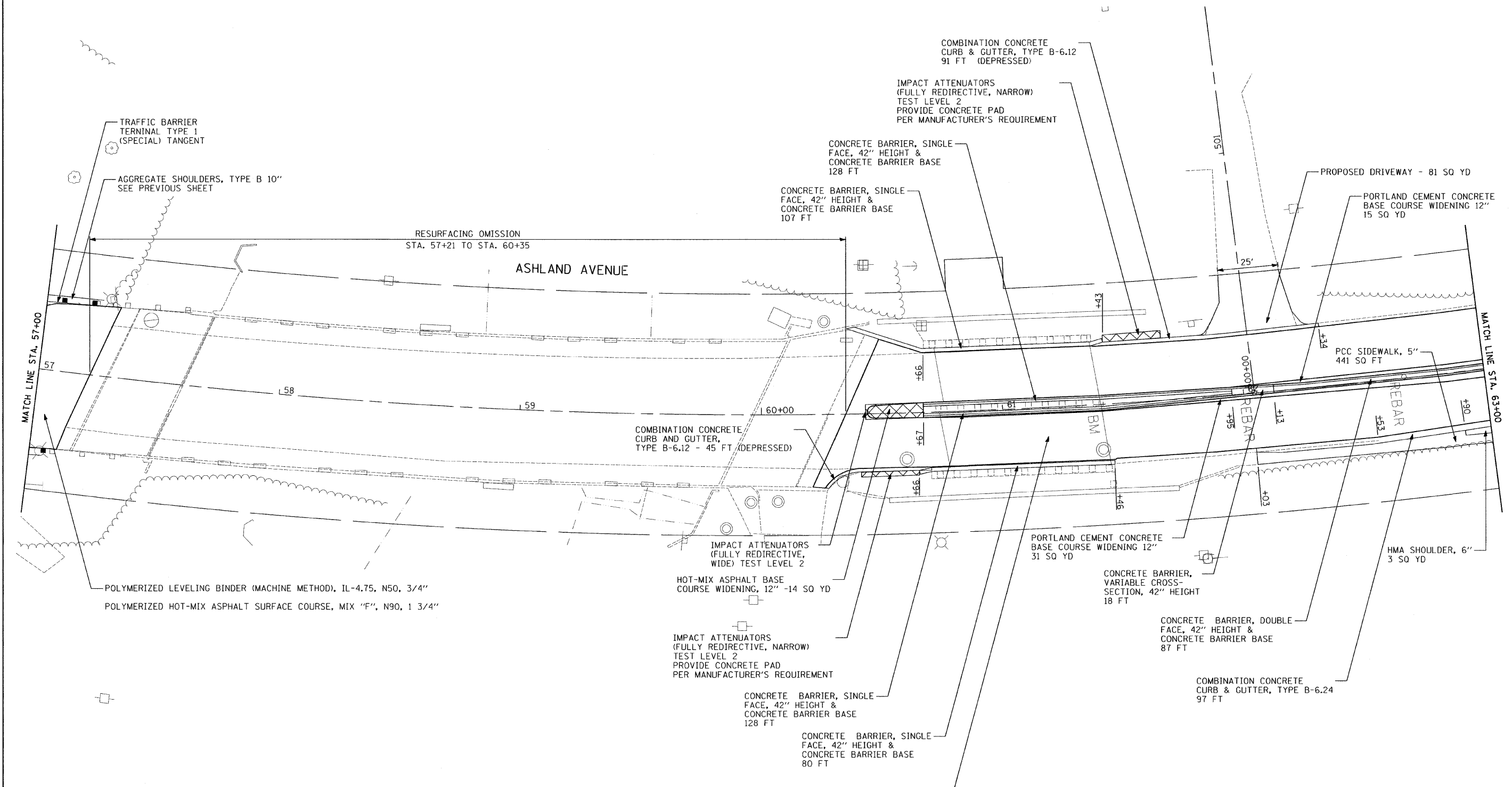
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	19
CONTRACT NO. 60P64			ILLINOIS FED. AID PROJECT	



FILE NAME = #FILEL#	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) REMOVAL PLAN</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / IN.	DRAWN - EF	REVISED -				2857	2011-054-I	COOK	81	20
PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -	SCALE: 20		SHEET NO. 11 OF 11 SHEETS		STA. 111+00 TO STA. 114+23		CONTRACT NO. 60P64		
DATE - 12-28-2011	REVISED -	REVISED -	ILLINOIS FED. AID PROJECT								

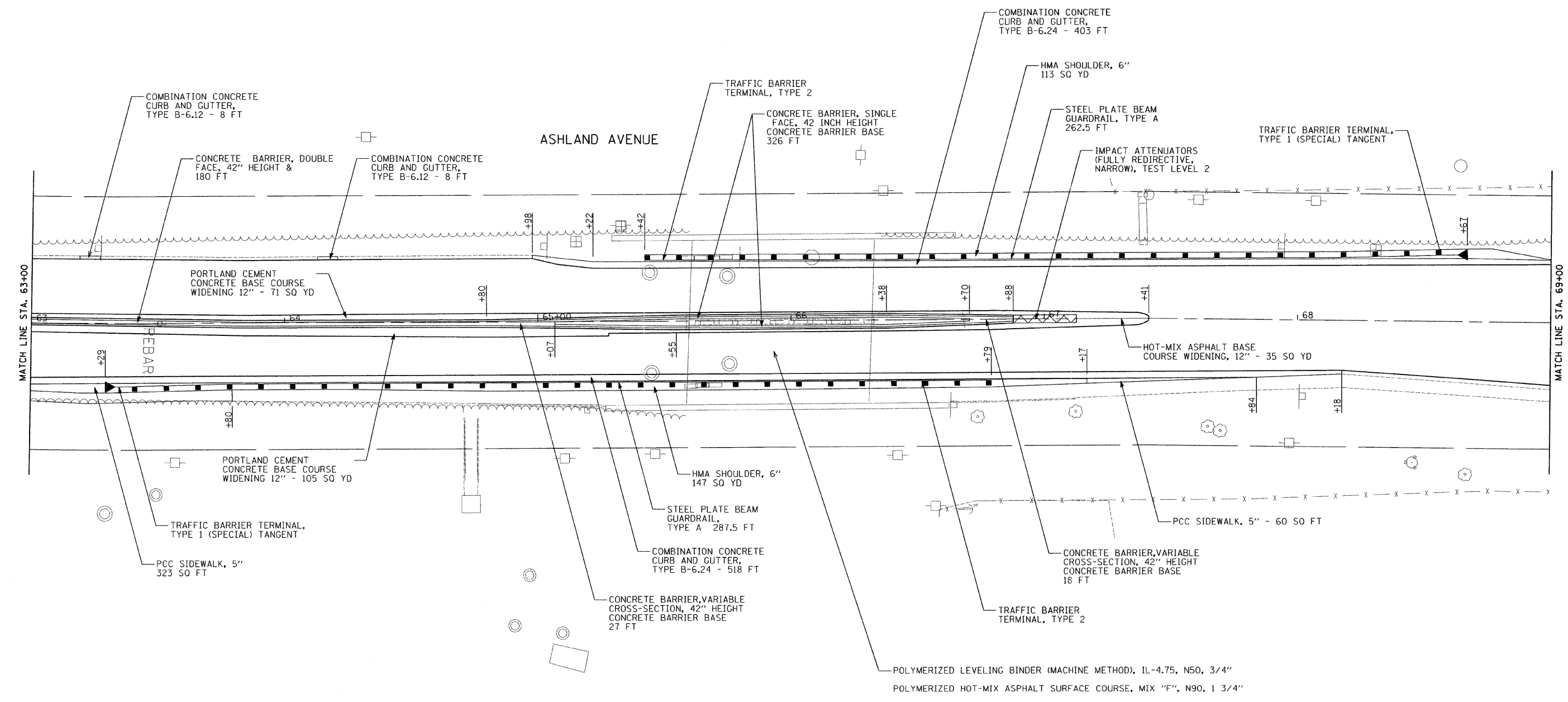


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	PLOT SCALE = 20.0000' / IN.	DRAWN - EF	REVISED -		SCALE: 20	SHEET NO. 1 OF 11 SHEETS	STA. 51+00 TO STA. 57+00	CONTRACT NO. 60P64					
	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE - 12-28-2011	REVISED -										



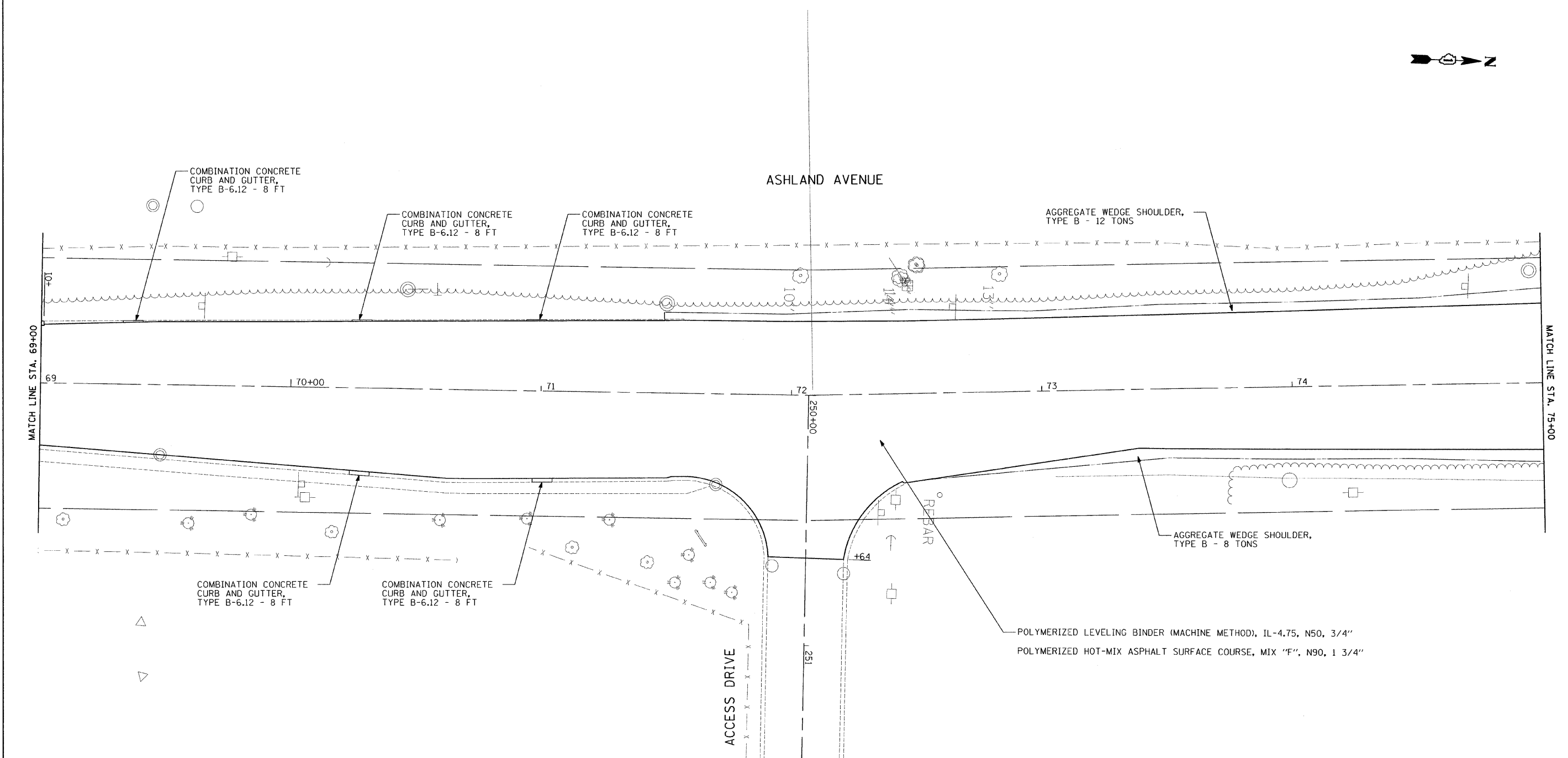
NOTE:  
COMBINATION CONCRETE CURB AND GUTTER TYPE B6.24 SHOULD TRANSITION TO EXISTING CURB AND GUTTER IN 10 FT

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) PROPOSED ROADWAY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	22	
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1-31-12	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					



NOTE:  
 COMBINATION CONCRETE CURB AND GUTTER TYPE B6.24  
 SHOULD TRANSITION TO EXISTING CURB AND GUTTER IN 10 FT

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) PROPOSED ROADWAY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#	PLOT SCALE = 20.0000 ' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	23	
1-31-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 20	SHEET NO. 3 OF 11 SHEETS		STA. 63+00	TO STA. 69+00		



FILE NAME =  
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1-31-12

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PLOT DATE = 1/26/2012

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

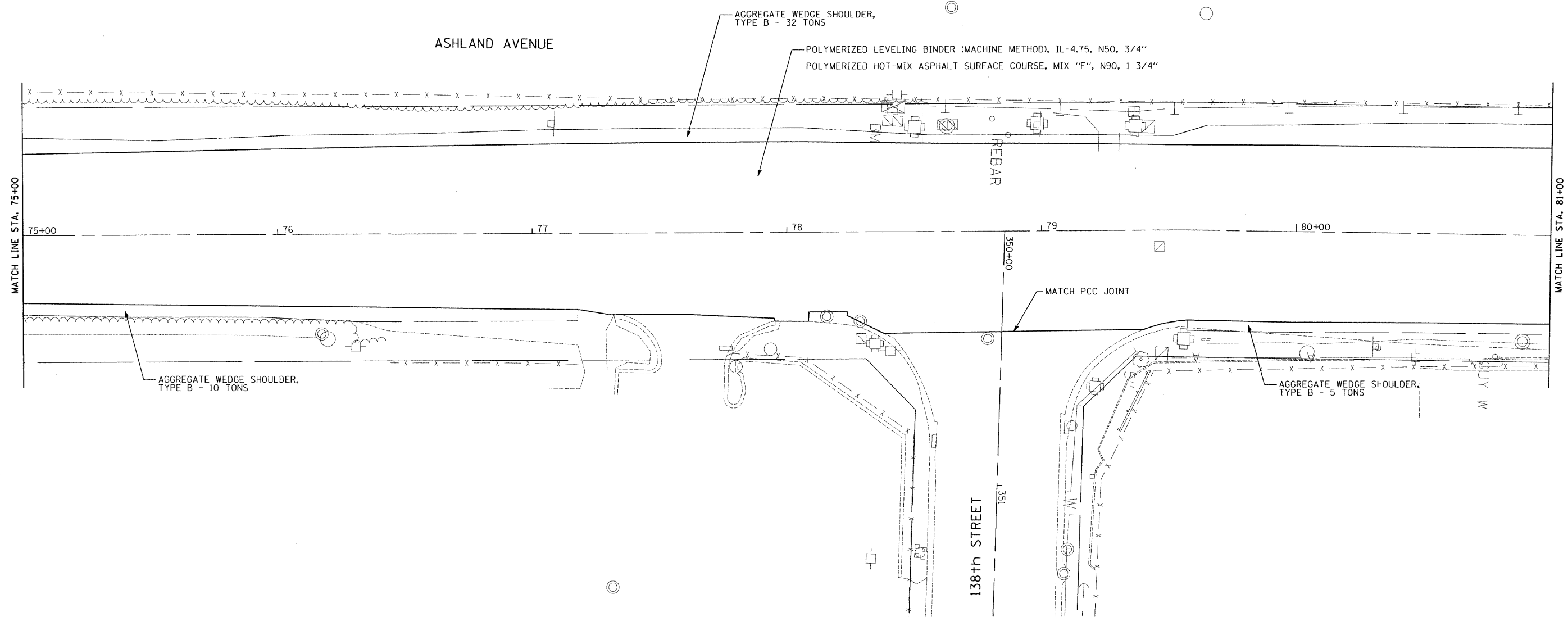
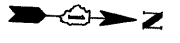
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
PROPOSED ROADWAY PLAN**

SCALE: 20 SHEET NO. 4 OF 11 SHEETS STA. 69+00 TO STA. 75+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	24
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



FILE NAME =  
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1-31-12

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PLOT DATE = 1/26/2012

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CHECKED - RS  
DATE - 12-28-2011

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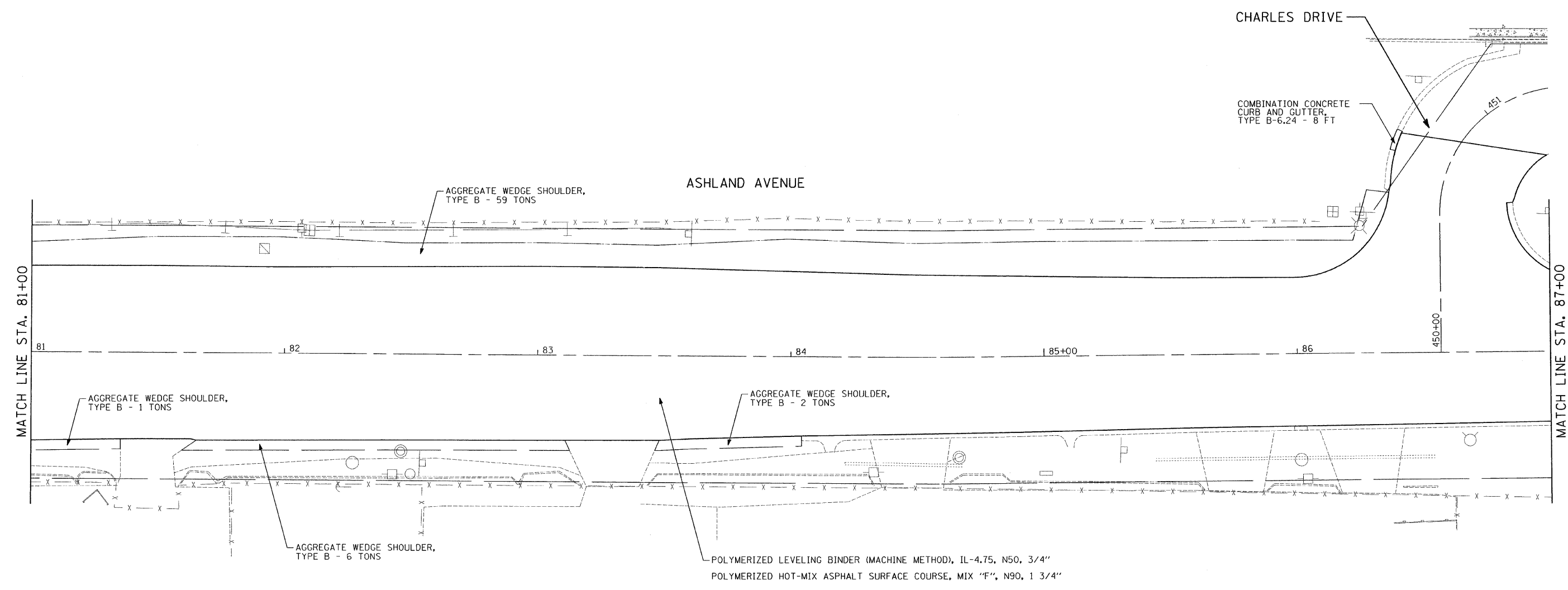
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
PROPOSED ROADWAY PLAN**

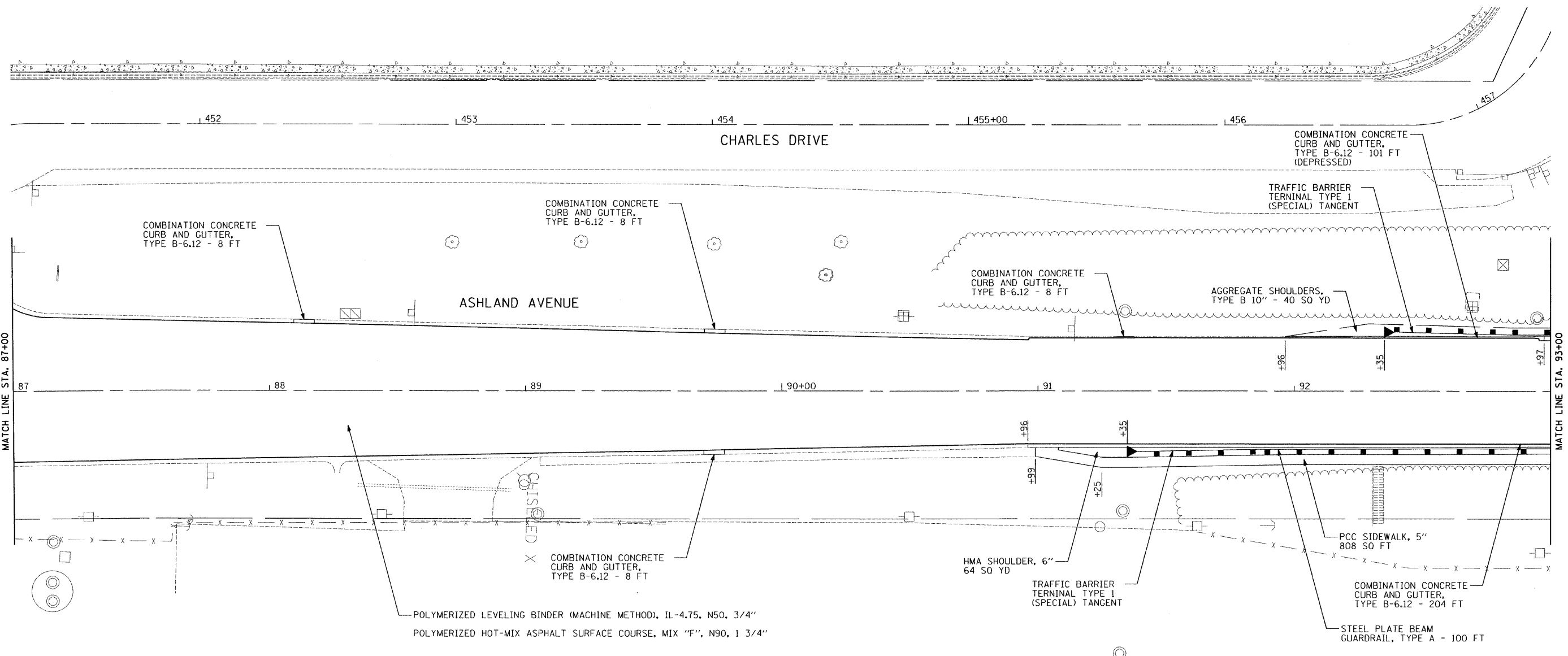
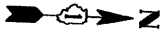
SCALE: 20 SHEET NO. 5 OF 11 SHEETS STA. 75+00 TO STA. 81+00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	25
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				





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	PLOT SCALE = 20.0000' / IN.	DRAWN - EF	REVISED -		SCALE: 20	SHEET NO. 6 OF 11 SHEETS	STA. 81+00	TO STA. 87+00	CONTRACT NO. 60P64				
	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -		[ILLINOIS] FED. AID PROJECT								
	DATE - 12-28-2011	REVISED -											



FILE NAME =  
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1-31-12

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PLOT DATE = 1/26/2012

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DATE - 12-28-2011

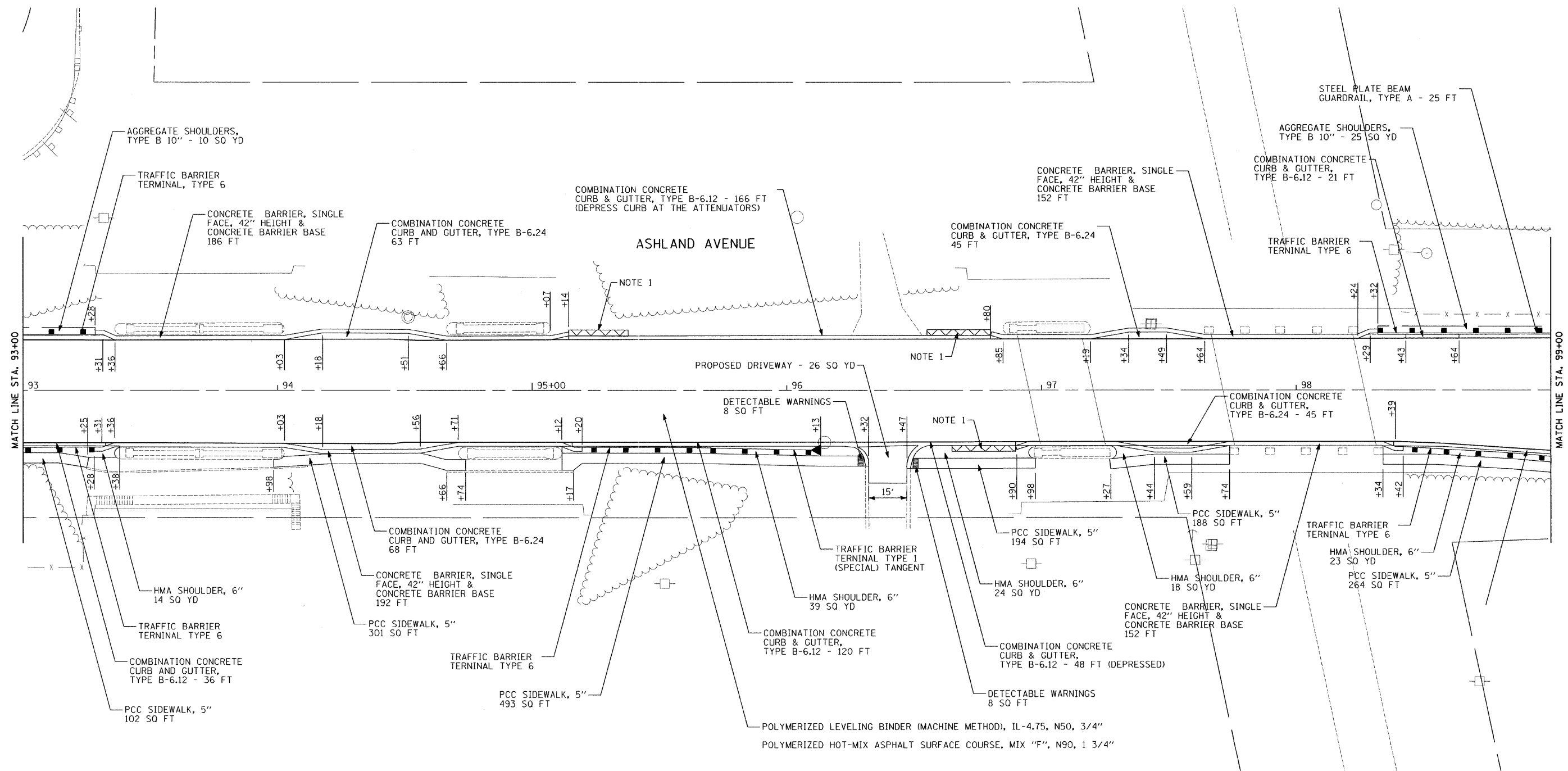
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
PROPOSED ROADWAY PLAN**

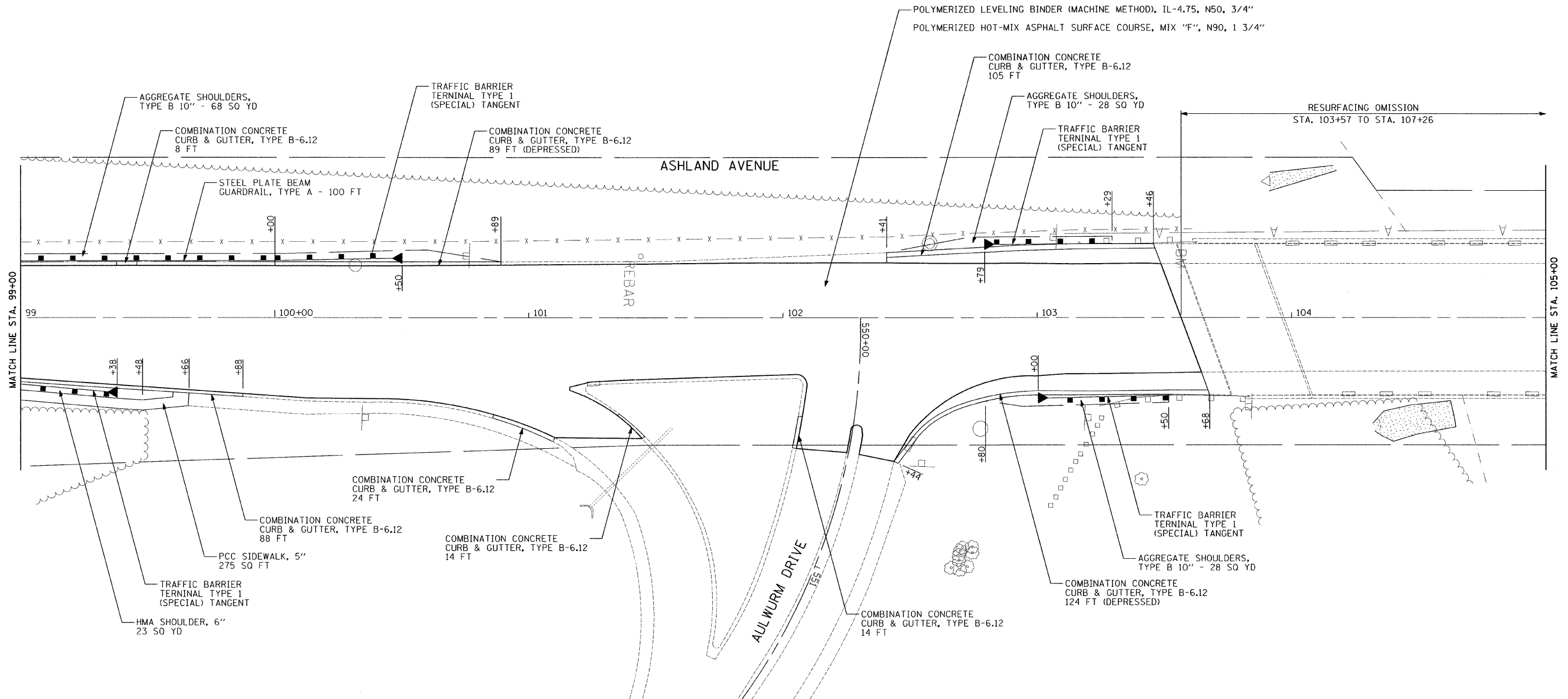
SCALE: 20 SHEET NO. 7 OF 11 SHEETS STA. 87+00 TO STA. 93+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	27
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



NOTE 1:  
 IMPACT ATTENUATORS  
 (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2  
 PROVIDE CONCRETE PAD  
 PER MANUFACTURER'S REQUIREMENT

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) PROPOSED ROADWAY PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILE#	PLOT SCALE = 20,0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-I	COOK	81	28	
1'-31'-12	PLOT DATE = 1/26/2012	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 20	SHEET NO. 8 OF 11 SHEETS		STA. 93+00 TO STA. 99+00			



FILE NAME =  
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1-31-12

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PLOT DATE = 1/26/2012

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DATE - 12-28-2011

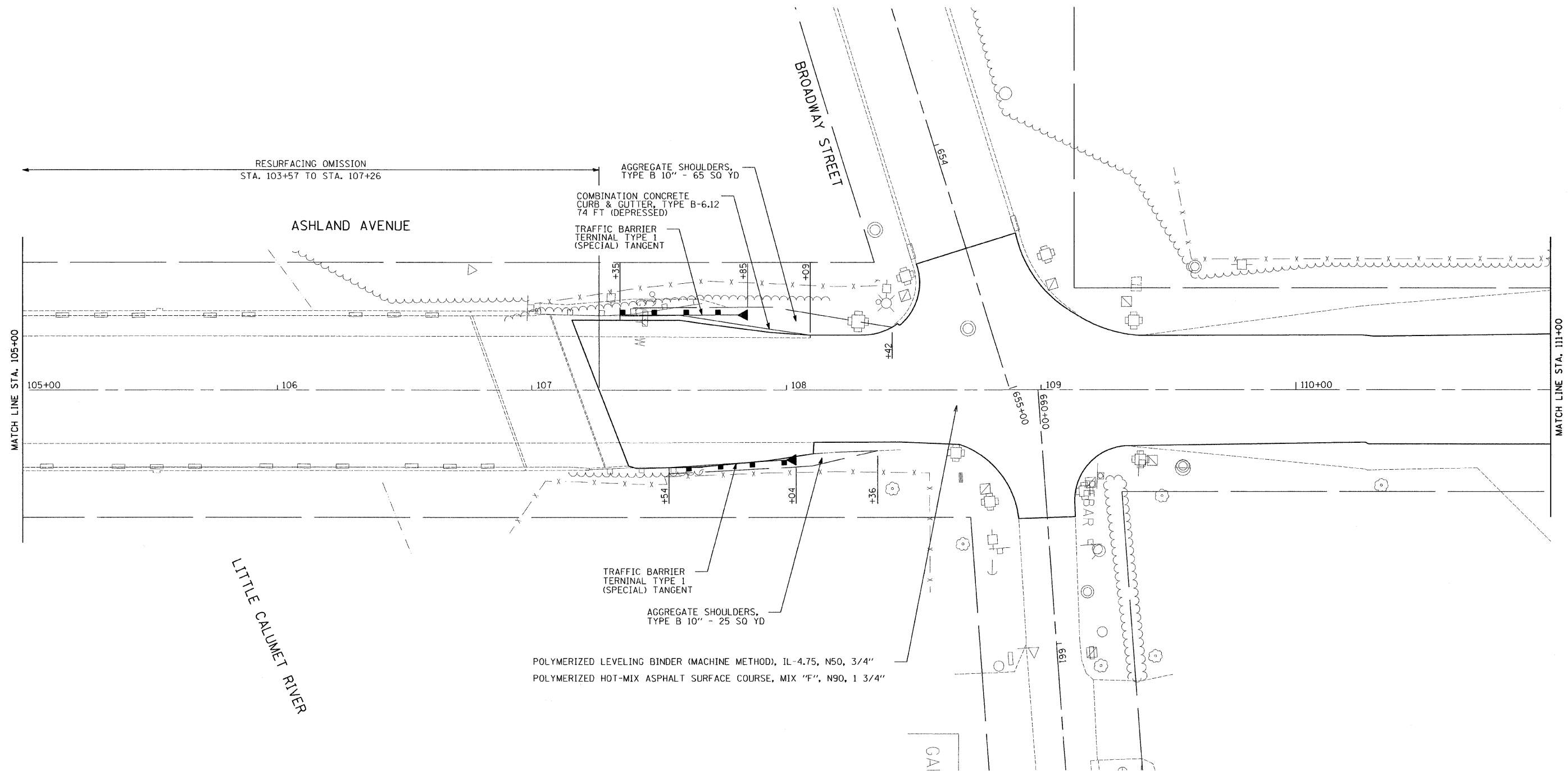
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
PROPOSED ROADWAY PLAN**

SCALE: 20 SHEET NO. 9 OF 11 SHEETS STA. 99+00 TO STA. 105+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	29
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



FILE NAME =  
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1-31-12

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PLOT DATE = 1/26/2012

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

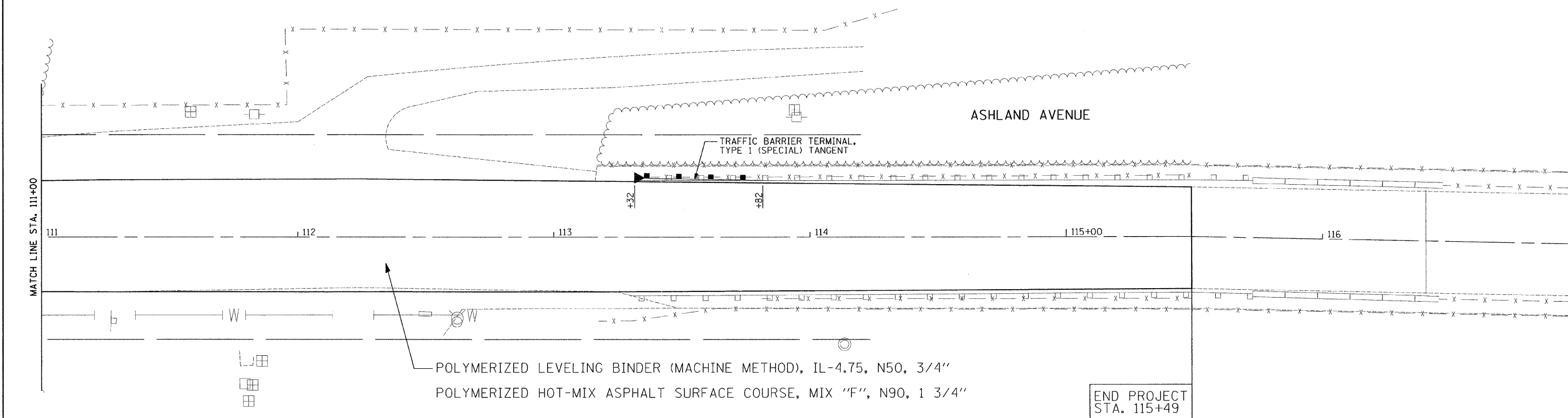
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REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

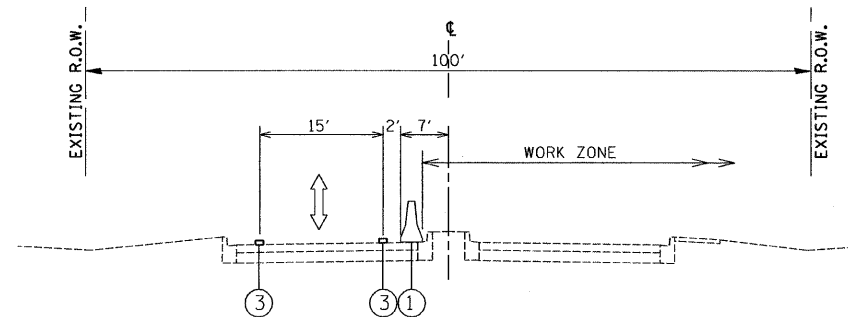
**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
PROPOSED ROADWAY PLAN**

SCALE: 20 SHEET NO. 10 OF 11 SHEETS STA. 105+00 TO STA. 111+00

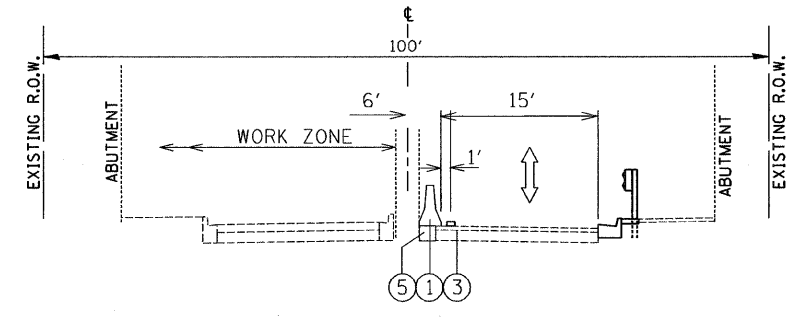
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	30
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



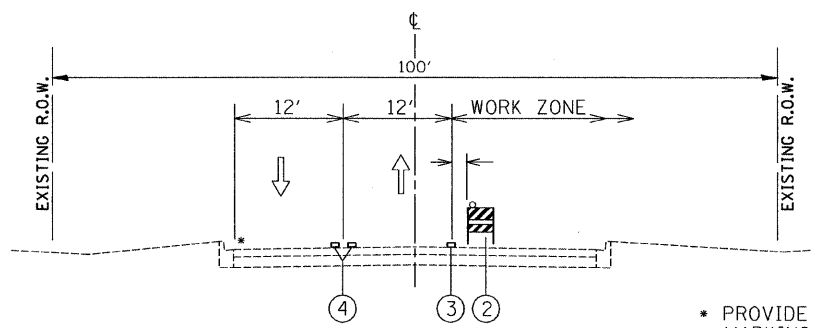
FILE NAME = #FILE#	USER NAME = .USER.	DESIGNED - EF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) PROPOSED ROADWAY PLAN		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	1-31-12	PLOT SCALE = 20.0000' / IN.	CHECKED - RS		REVISED -	SCALE: 20	SHEET NO. 11 OF 11 SHEETS	STA. 111+00	TO STA. 114+23	2857	2011-054-1	COOK
	PLOT DATE = 1/26/2012	DATE - 12-28-2011	REVISED -				CONTRACT NO. 60P64		ILLINOIS FED. AID PROJECT			



STAGE 1 TYPICAL SECTION  
STA. 64+94 TO STA. 68+27

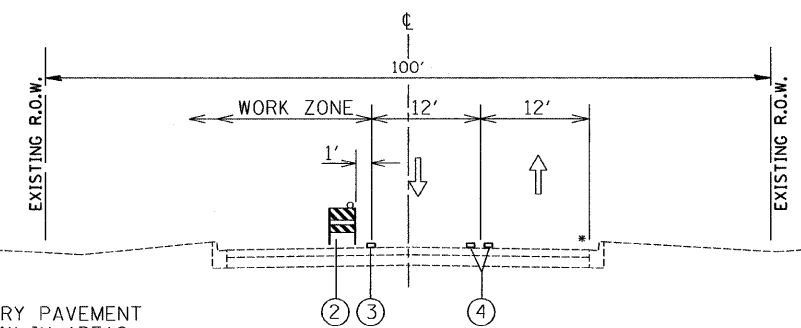


STAGE 2 TYPICAL SECTION  
STA. 64+94 TO STA. 68+27

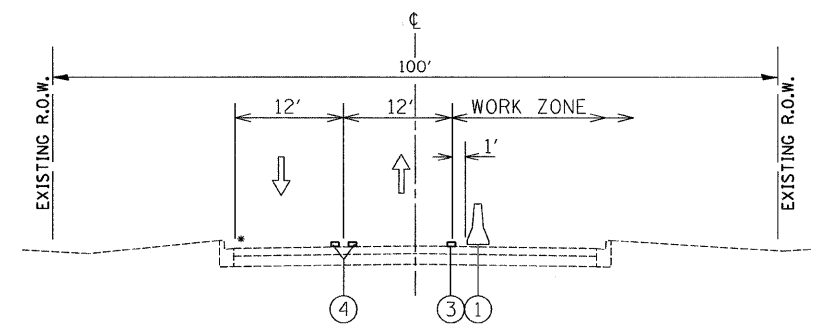


STAGE 1 TYPICAL SECTION  
STA. 69+77 TO STA. 87+00

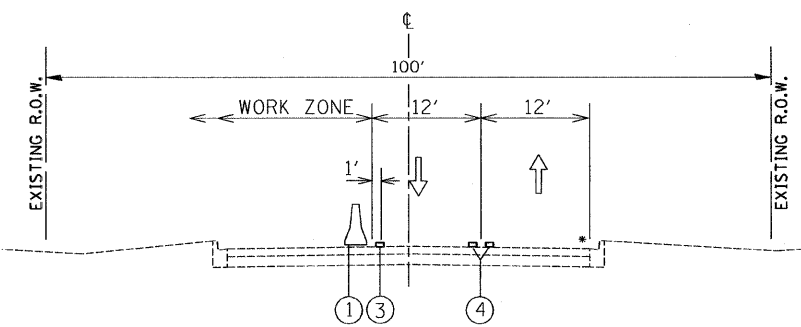
\* PROVIDE TEMPORARY PAVEMENT MARKING - LINE 4" IN AREAS WITHOUT CURB & GUTTER.



STAGE 2 TYPICAL SECTION  
STA. 69+77 TO STA. 87+00



STAGE 1 TYPICAL SECTION  
STA. 87+00 TO STA. 100+00



STAGE 2 TYPICAL SECTION  
STA. 87+00 TO STA. 100+00

LEGEND

- ① TEMPORARY CONCRETE BARRIER
- ② TYPE 2 BARRICADES OR DRUMS
- ③ TEMPORARY PAVEMENT MARKING - LINE 4" WHITE
- ④ TEMPORARY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW
- ⑤ TEMPORARY PAVEMENT

SUGGESTED CONSTRUCTION STAGING

PRE-STAGE.

1. PLACE TEMPORARY TRAFFIC SIGNALS AT THORNTON ROAD AND BROADWAY ROAD.
2. REMOVE MEDIAN CURB & GUTTER AND SURFACE FROM STA 61+42 TO 65+59 AND PLACE TEMPORARY PAVEMENT.
3. MILL EXISTING HOT-MIX ASPHALT PAVEMENT.
4. PLACE SHORT TERM PAVEMENT MARKINGS.

STAGE 1

1. PLACE STAGE 1 TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS.
2. INSTALL TEMPORARY BRIDGE TRAFFIC SIGNALS. REFER TO HIGHWAY STANDARD 701321 FOR DETAILS NOT SHOWN.
3. PLACE STAGE 1 TEMPORARY PAVEMENT MARKINGS.
4. CONSTRUCT STORM SEWER WITHIN STAGE LIMITS.
5. CONSTRUCT CONCRETE CURB & GUTTER, CONCRETE BARRIER BASE, CONCRETE BARRIER, GUARDRAIL AND SIDEWALK.
6. PATCH PAVEMENT.
7. EXTEND STORM SEWER CROSSINGS BEYOND LIMITS OF STAGE 2 CONSTRUCTION ACCORDING TO HIGHWAY STANDARD 701602 AND 701606.
8. REMOVE CURB AND GUTTER ON THE RIGHT SIDE OF MEDIAL PIER STA. 65+60 TO 66+33 AND PLACE TEMPORARY PAVEMENT.

STAGE 2

1. RELOCATE TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS.
2. RELOCATE TEMPORARY BRIDGE TRAFFIC SIGNALS. REFER TO HIGHWAY STANDARD 701321 FOR DETAILS NOT SHOWN.
3. PLACE STAGE 2 TEMPORARY PAVEMENT MARKINGS.
4. COMPLETE STORM SEWER CONSTRUCTION.
5. CONSTRUCT CONCRETE CURB & GUTTER, CONCRETE BARRIER BASE, CONCRETE BARRIER, GUARDRAIL AND SIDEWALK.
6. PATCH PAVEMENT.

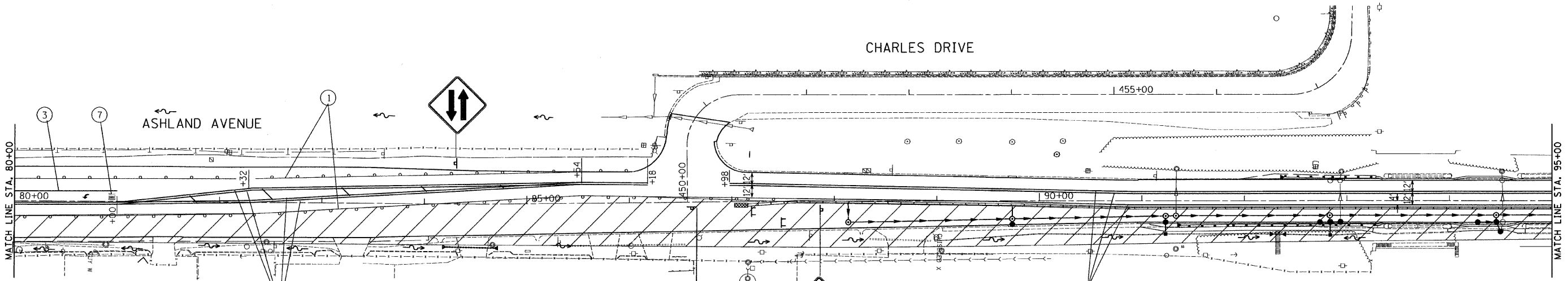
STAGE 3

1. CONSTRUCT SINGLE FACE AND DOUBLE FACE CONCRETE BARRIER IN MEDIAN.
2. PLACE PERMANENT IMPACT ATTENUATORS
3. PLACE LEVELING BINDER AND SURFACE COURSES ACCORDING TO HIGHWAY STANDARDS 701602 AND 701606.
4. PLACE FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS..
5. COMPLETE AND ACTIVATE PROPOSED TRAFFIC SIGNALS.

FILE NAME =	USER NAME = JUSER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) SUGGESTED CONSTRUCTION STAGING - TYPICAL SECTIONS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	32	
	PLOT DATE = 12/28/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					

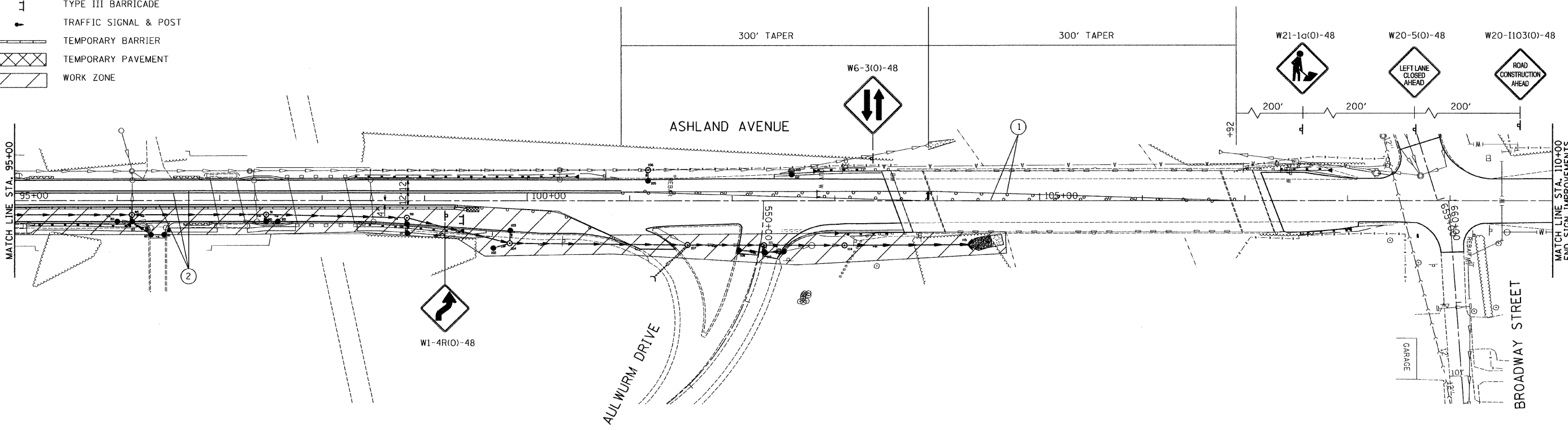




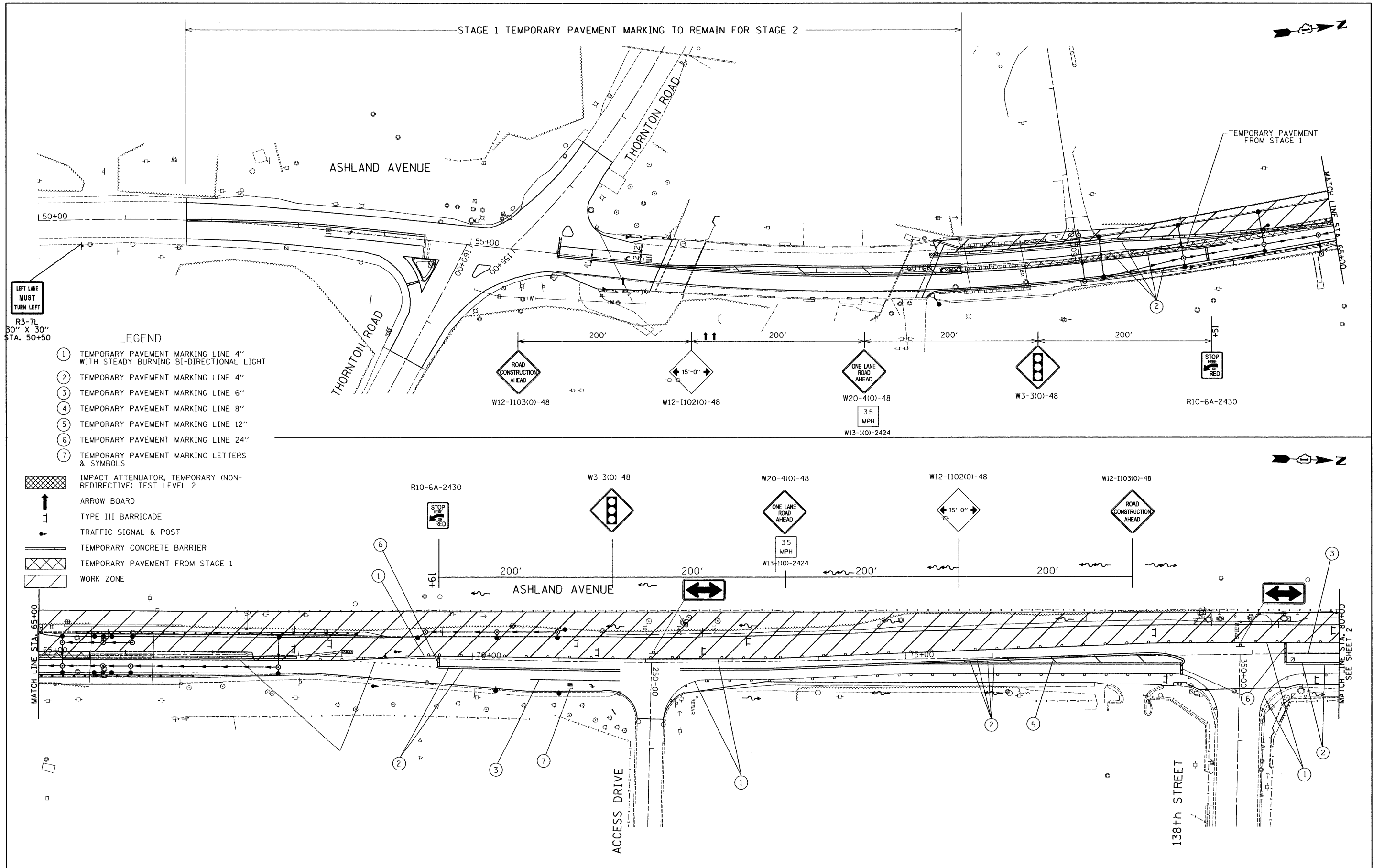


**LEGEND**

- ① TEMPORARY PAVEMENT MARKING LINE 4" WITH STEADY BURNING BI-DIRECTIONAL LIGHT
  - ② TEMPORARY PAVEMENT MARKING LINE 4"
  - ③ TEMPORARY PAVEMENT MARKING LINE 6"
  - ④ TEMPORARY PAVEMENT MARKING LINE 8"
  - ⑤ TEMPORARY PAVEMENT MARKING LINE 12"
  - ⑥ TEMPORARY PAVEMENT MARKING LINE 24"
  - ⑦ TEMPORARY PAVEMENT MARKING LETTERS & SYMBOLS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 2
  - ARROW BOARD
  - TYPE III BARRICADE
  - TRAFFIC SIGNAL & POST
  - TEMPORARY BARRIER
  - TEMPORARY PAVEMENT
  - WORK ZONE



FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) MAINTENANCE OF TRAFFIC - STAGE 1</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	34	
	PLOT DATE = 12/28/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60P24					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS		STA. 80+00 TO STA. 110+00			

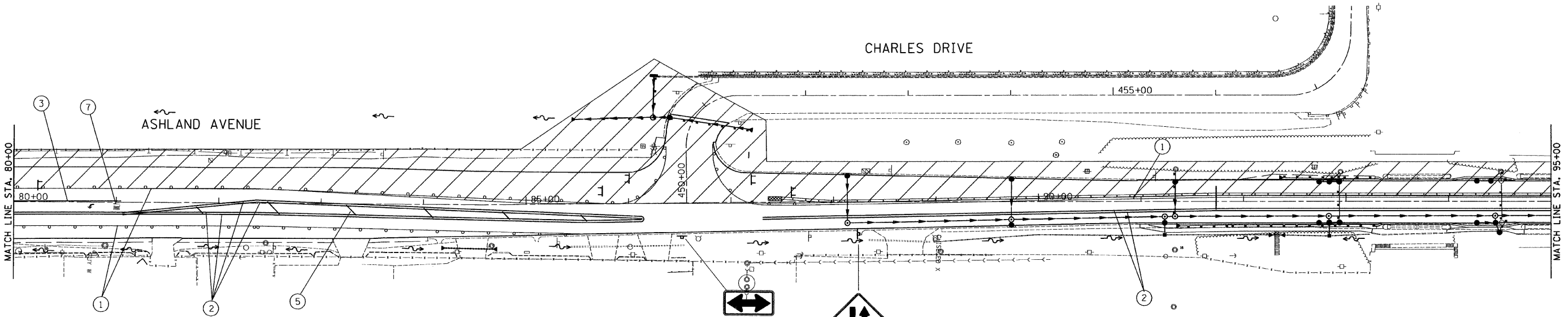


LEFT LANE MUST TURN LEFT  
R3-7L  
30" X 30"  
STA. 50+50

- LEGEND**
- ① TEMPORARY PAVEMENT MARKING LINE 4" WITH STEADY BURNING BI-DIRECTIONAL LIGHT
  - ② TEMPORARY PAVEMENT MARKING LINE 4"
  - ③ TEMPORARY PAVEMENT MARKING LINE 6"
  - ④ TEMPORARY PAVEMENT MARKING LINE 8"
  - ⑤ TEMPORARY PAVEMENT MARKING LINE 12"
  - ⑥ TEMPORARY PAVEMENT MARKING LINE 24"
  - ⑦ TEMPORARY PAVEMENT MARKING LETTERS & SYMBOLS

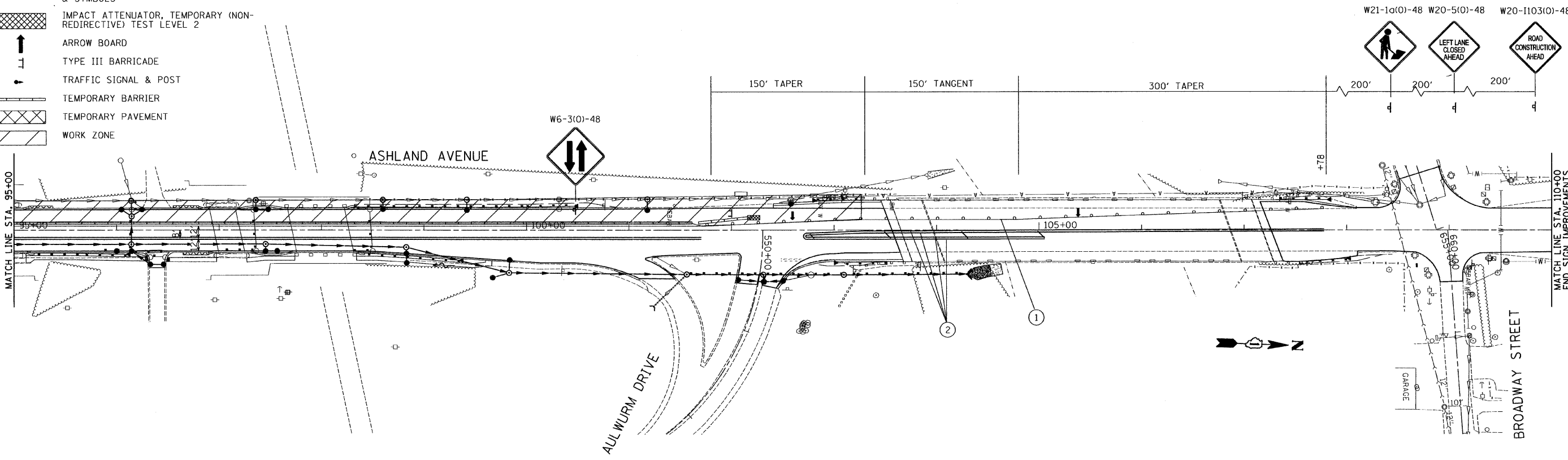
- [Hatched Box] IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 2
- [Arrow Board Symbol] ARROW BOARD
- [Type III Barricade Symbol] TYPE III BARRICADE
- [Traffic Signal & Post Symbol] TRAFFIC SIGNAL & POST
- [Temporary Concrete Barrier Symbol] TEMPORARY CONCRETE BARRIER
- [Temporary Pavement from Stage 1 Symbol] TEMPORARY PAVEMENT FROM STAGE 1
- [Work Zone Symbol] WORK ZONE

FILE NAME = *FILEL*	USER NAME = USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) MAINTENANCE OF TRAFFIC - STAGE 2</b>	F.A.J. RTE. 2857	SECTION 2011-054-I	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 35
	PLOT SCALE = 50,0000' / IN.	DRAWN - EF	REVISED -			CONTRACT NO. G0P24				
	PLOT DATE = 12/28/2011	CHECKED - RS	REVISED -			ILLINOIS FED. AID PROJECT				
	DATE - 12-28-2011	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. 50+00	TO STA. 80+00			

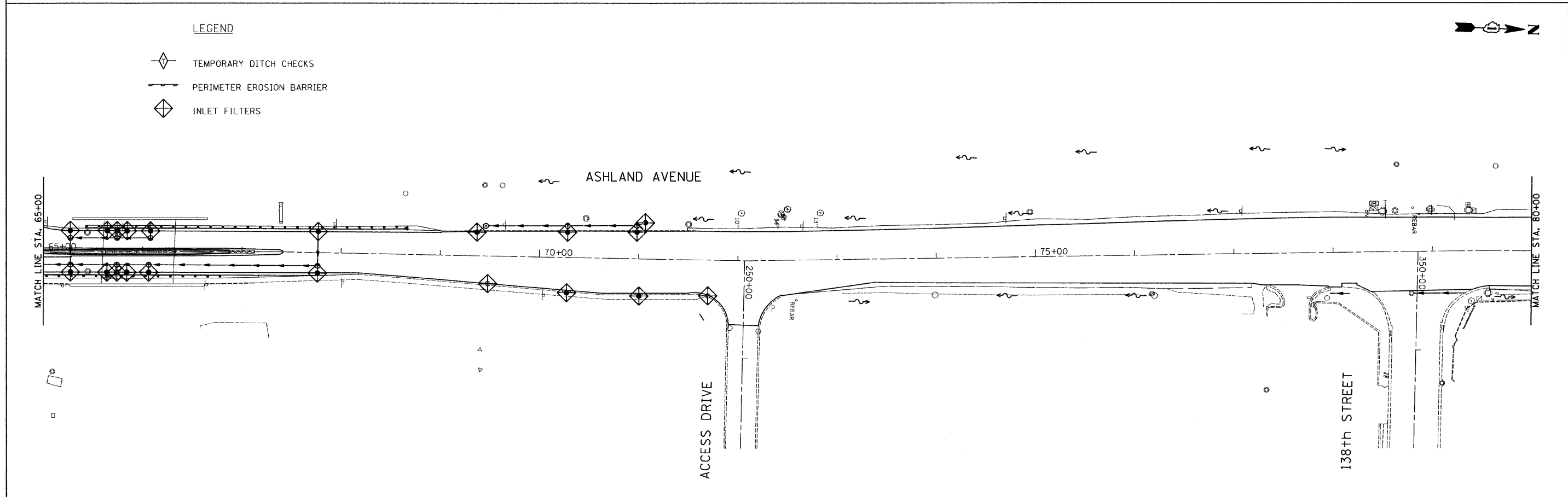
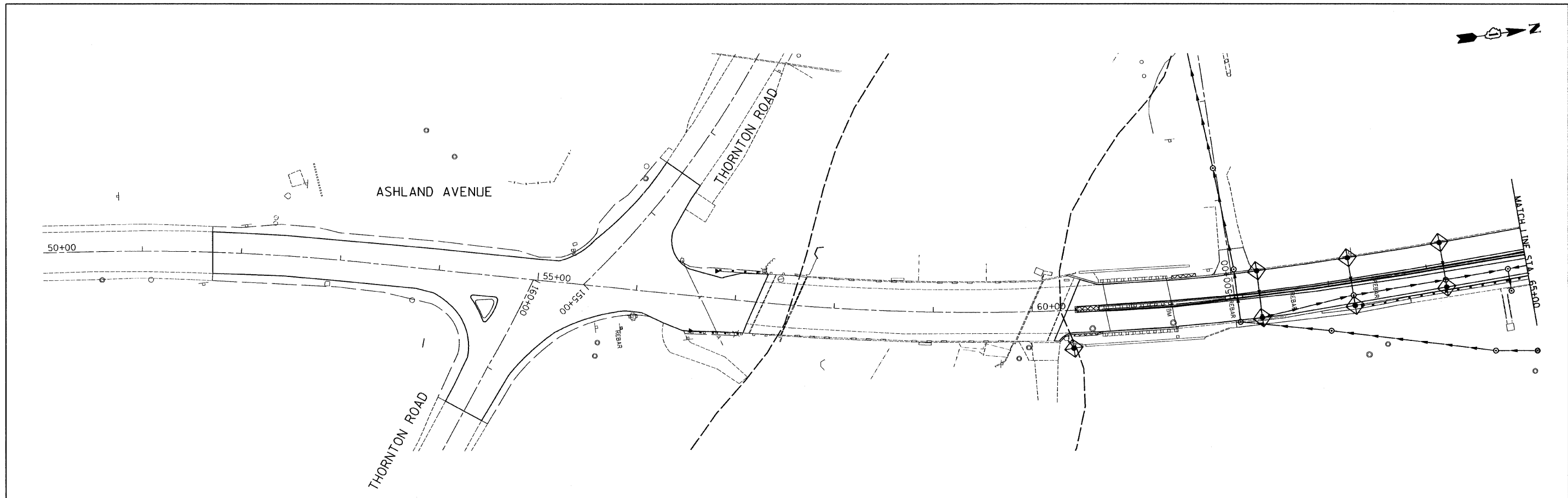


- LEGEND**
- ① TEMPORARY PAVEMENT MARKING LINE 4" WITH STEADY BURNING BI-DIRECTIONAL LIGHT
  - ② TEMPORARY PAVEMENT MARKING LINE 4"
  - ③ TEMPORARY PAVEMENT MARKING LINE 6"
  - ④ TEMPORARY PAVEMENT MARKING LINE 8"
  - ⑤ TEMPORARY PAVEMENT MARKING LINE 12"
  - ⑥ TEMPORARY PAVEMENT MARKING LINE 24"
  - ⑦ TEMPORARY PAVEMENT MARKING LETTERS & SYMBOLS




- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 2
- ARROW BOARD
- TYPE III BARRICADE
- TRAFFIC SIGNAL & POST
- TEMPORARY BARRIER
- TEMPORARY PAVEMENT
- WORK ZONE



FILE NAME =	USER NAME = JUSER	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) MAINTENANCE OF TRAFFIC - STAGE 2</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	36	
	PLOT DATE = 12/28/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60P24					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS		STA. 80+00 TO STA. 110+00			



LEGEND

-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  INLET FILTERS

FILE NAME =  
#FILEL#  
1-4-12

USER NAME = \_USER\_  
PLOT SCALE = 50,0000' / IN.  
PLOT DATE = 12/30/2011

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

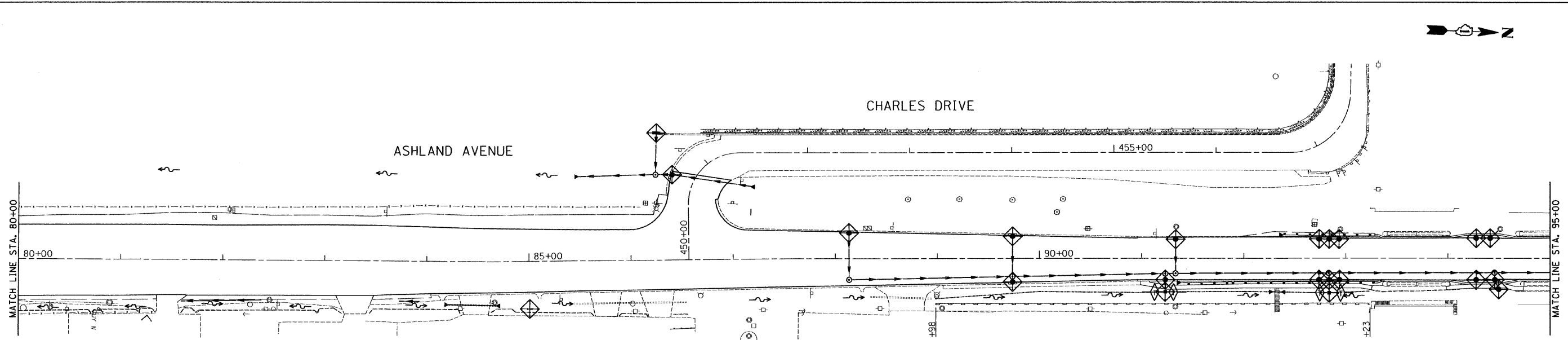
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REVISED -  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION




ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
EROISION AND SEDIMENT CONTROL PLAN

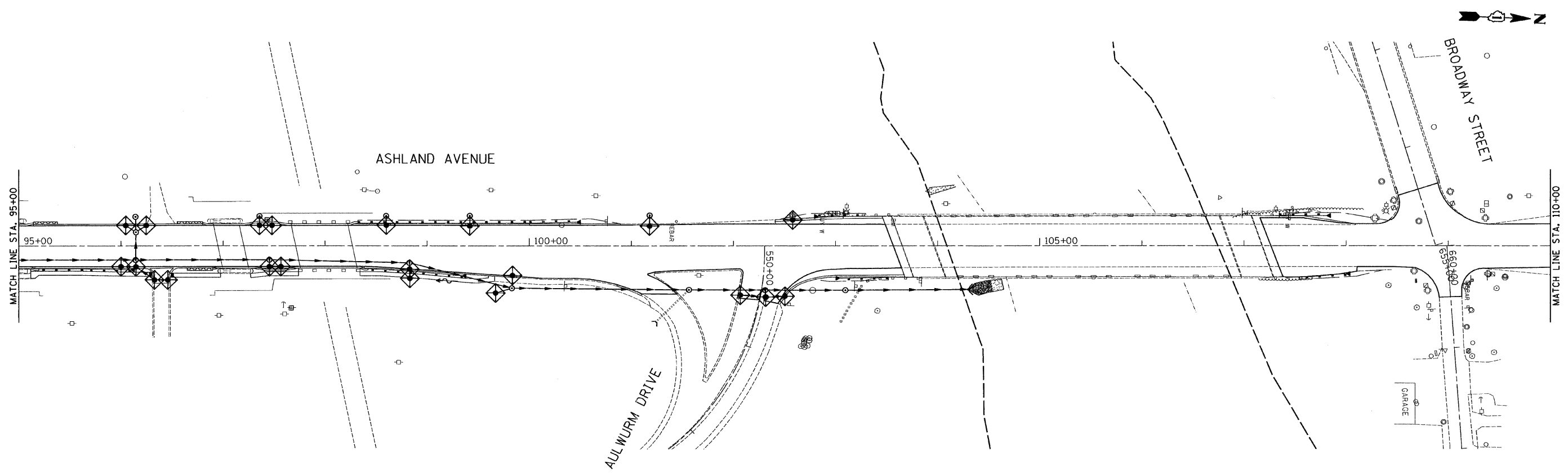
SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 50+00 TO STA. 80+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	36a
CONTRACT NO. 60P24				
ILLINOIS FED. AID PROJECT				



**LEGEND**

-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  INLET FILTERS



FILE NAME =  
\*FILEL\*  
1-4-12

USER NAME = \_USER\_  
PLOT SCALE = 50.0000' / IN.  
PLOT DATE = 12/30/2011

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 80+00 TO STA. 110+00

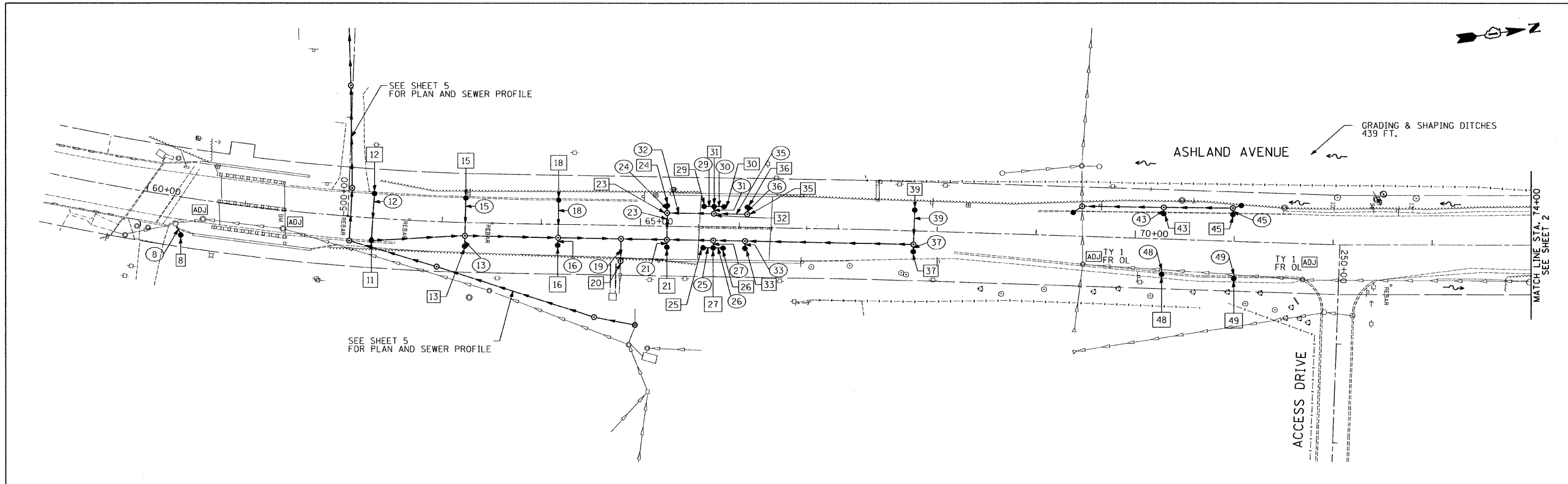
F.A.U. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 36b
CONTRACT NO. 60P24				
[ILLINOIS] FED. AID PROJECT				

DRAINAGE SCHEDULE				PIPE SCHEDULE											
NO.	STRUCTURE TYPE	Station	Offset	RIM	Invert				PIPE NO	LENGTH	SIZE INCH	SLOPE	TRENCH BACKFILL	INLET FILTERS	
					North	South	EAST	WEST							
1	36" FES W/GRATE	502+89.2	32.7	LT		578.67									
2	MHA-5-1CL	502+69.1	11.6	LT	592.10		578.74	578.84		P- 2	25 FT, SS CL A, TY 2	36	0.20%	67.2	
3	MHA-5-1CL	501+32.2	2.2	LT	595.60			579.21	579.11	P- 3	132 FT, SS CL A, TY 3	36	0.20%	463.1	
4	MHA-5-1CL	500+28.6	3.3	RT	586.70			579.52	579.42	P- 4	4 FT, SS CL A, TY 2	36	0.20%	4.9	
5	MHA-5-1CL	62+08.0	24.5	RT	587.00	579.73			579.63	P- 5	49 FT, SS CL A, TY 2	36	0.20%	61.8	
6	MHA-5-1CL	62+94.0	45.0	RT	594.00	581.18	581.08			P- 6	85 FT, SS CL A, TY 2	36	1.50%	161.8	
7	MHA-5-1CL	64+54.0	92.0	RT	596.00	583.80	583.70			P- 7	163 FT, SS CL A, TY 3	36	1.50%	414.8	
8	MHA-5-1CL	64+97.0	100.0	RT	597.30		584.44			P- 8	38 FT, SS CL A, TY 3	36	1.50%	96.7	
9	EXIST CB	60+34.0	28.0	RT	590.41	582.31	582.31	588.47		CONNECT TO EXISTING CATCH BASIN					
9	CB-A-4-8	60+41.0	39.0	RT	592.00				588.60	P- 9	8 FT, SS CL A, TY 1	12	1.00%	2.2	1
11	CB-A-4-24	62+30.0	22.8	RT	586.02	582.17		582.27		P- 11	91 FT, SS CL A, TY 1	12	1.80%	31	1
12	CB-A-4-24	62+30.0	24.9	LT	585.99				582.75	P- 12	44 FT, SS CL A, TY 1	12	1.00%	13.2	1
13	CB-A-4-24	63+23.0	23.7	RT	584.22			580.56		P- 13	6 FT, SS CL A, TY 1	12	1.00%	1.7	1
14	MHA-4-1CL	63+23.0	13.5	RT	584.22	580.21	580.46	580.46		P- 14	90 FT, SS CL A, TY 1	15	2.00%	31.7	
15	CB-A-4-24	63+23.0	25.1	LT	584.26				580.85	P- 15	35 FT, SS CL A, TY 1	12	1.00%	9.7	1
16	CB-A-4-24	64+17.0	21.0	RT	582.30				578.90	P- 16	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
17	MHA-4-1CL	64+17.0	13.5	RT	582.34	578.23	578.33	578.82	578.55	P- 17	60 FT, SS CL A, TY 1	15	3.40%	21.8	
18	CB-A-4-24	64+17.0	24.7	LT	582.33				578.93	P- 18	34 FT, SS CL A, TY 1	12	1.00%	9.5	1
19	MHA-5-1CL	64+81.0	13.5	RT	580.95	575.33	576.05	575.33		P- 19	19 FT, SS CL A, TY 1	36	0.17%	17.1	
20	MHA-5-1CL	64+82.0	36.0	RT	582.15			575.21	575.29	CONNECT TO EXISTING STORM SEWER					
21	CB-A-4-24	65+27.0	21.0	RT	580.36				576.96	P- 21	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
22	MHA-5-1CL	65+27.0	13.5	RT	580.40	575.42	575.42	576.88	575.42	P- 22	50 FT, SS CL A, TY 1	24	0.17%	17.7	
23	MHA-4-1CL	65+27.0	13.5	LT	580.70	575.49		575.49	577.08	P- 23	23 FT, SS CL A, TY 1	18	0.26%	17	
24	CB-A-4-24	65+27.0	21.0	LT	580.56				577.16	P- 24	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
25	CB-C-24	65+64.0	21.0	RT	579.50	576.10				P- 25	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
26	CB-C-24	65+84.0	21.0	RT	579.50		576.10			P- 26	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
27	CB-A-4-24	65+74.0	21.0	RT	579.45	576.00	576.00		575.75	P- 27	4 FT, SS CL A, TY 1	15	1.00%	1.3	1
28	MHA-4-1CL	65+74.0	13.5	RT	579.55	575.54	575.54	575.67		P- 28	43 FT, SS CL A, TY 1	18	0.26%	15.4	
29	CB-C-24	65+64.0	21.0	LT	579.40	576.00				P- 29	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
30	CB-C-24	65+84.0	21.0	LT	579.40		576.00			P- 30	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
31	CB-A-4-24	65+74.0	21.0	LT	579.35	575.90	575.90	575.76		P- 31	4 FT, SS CL A, TY 1	15	1.00%	1.2	1
32	MHA-4-1CL	65+74.0	13.5	LT	579.55	575.64	575.64		575.64	P- 32	43 FT, SS CL A, TY 1	15	0.32%	14.7	
33	CB-A-4-24	66+06.0	21.0	RT	580.06				576.66	P- 33	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
34	MHA-4-1CL	66+06.0	13.5	RT	580.20	575.93	575.64	576.58		P- 34	28 FT, SS CL A, TY 1	15	0.32%	18	
35	MHA-4-1CL	66+06.0	13.5	LT	580.00		575.96		576.31	P- 35	28 FT, SS CL A, TY 1	12	1.00%	9.9	
36	CB-A-4-24	66+06.0	21.0	LT	579.79			576.39		P- 36	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
37	CB-A-4-24	67+76.0	21.0	RT	585.52				582.06	P- 37	4 FT, SS CL A, TY 1	12	1.00%	1.1	1
38	MHA-4-1CL	67+76.0	13.5	RT	585.70		581.88	581.98	581.98	P- 38	166 FT, SS CL A, TY 1	12	3.50%	53.1	
39	CB-A-4-24	67+76.0	21.0	LT	585.62			582.22		P- 39	20 FT, SS CL A, TY 1	12	1.00%	5.6	1
0															
41	CB-A-4-24	69+37.0	23.8	LT	591.47	588.07				P- 41	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
42	MHA-5-1CL	69+45.6	29.5	LT	591.70	587.60	587.96	587.16	587.16	CONSTRUCT OVER EXISTING PIPE					
43	CB-A-4-24	70+28.0	25.5	LT	593.59				590.19	P- 43	2 FT, SS CL A, TY 1	12	1.00%	0.6	1
44	MHA-4-1CL	70+28.0	31.0	LT	594.00	588.51	588.41	590.13		P- 44	77 FT, SS CL A, TY 1	12	1.00%	61	
45	CB-A-4-24	70+98.0	27.0	LT	594.41				591.01	P- 45	2 FT, SS CL A, TY 1	12	1.00%	0.6	1
46	MHA-4-1CL	70+98.0	32.5	LT	595.00		589.21	590.95	589.31	P- 46	66 FT, SS CL A, TY 1	12	1.00%	54.4	
47	CB-A-4-8	71+06.0	36.5	LT	593.80			589.40		P- 47	5 FT, SS CL A, TY 1	12	1.00%	1.4	1
48	CB-A-4-24	70+28.0	35.5	RT	593.46				589.91	P- 48	3 FT, SS CL A, TY 1	12	1.00%	0.9	1
49	CB-A-4-24	71+00.0	37.5	RT	594.72				589.39	P- 49	3 FT, SS CL A, TY 1	12	1.00%	2.3	1
50	CB-A-4-24	88+14.0	25.2	LT	596.84			593.44		P- 50	42 FT, SS CL A, TY 1	12	1.00%	11.7	1
51	MHA-4-1CL	88+14.0	20.4	RT	597.00	592.78			592.88	P- 51	156 FT, SS CL A, TY 1	12	2.00%	103.6	
52	CB-A-4-24	89+74.0	23.0	RT	593.40				589.69	P- 52	2 FT, SS CL A, TY 1	12	1.00%	0.6	1
53	MHA-4-1CL	89+74.0	17.5	RT	593.50	589.48	589.58	589.63	589.63	P- 53	145 FT, SS CL A, TY 1	12	3.00%	100.9	
54	CB-A-4-24	89+74.0	21.8	LT	593.42			590.02		P- 54	35 FT, SS CL A, TY 1	12	1.00%	119	1
55	FLUSH INLET BOX	91+23.0	30.0	RT	588.62				585.40	P- 55	7 FT, SS CL A, TY 1	24	1.00%	1.6	1
56	CB-A-5-24	91+23.0	20.7	RT	589.27			585.29	585.19	P- 56	2 FT, SS CL A, TY 1	24	1.00%	0.7	1
57	MHA-5-1CL	91+23.0	14.5	RT	589.55	583.81	585.01	585.13		P- 57	6 FT, SS CL A, TY 1	24	1.00%	5.2	
58	MHA-5-1CL	91+33.0	14.5	RT	589.40	582.71	583.71	585.13	585.96	P- 58	147 FT, SS CL A, TY 1	36	0.20%	159.9	
59	CB-A-4-24	91+33.0	18.7	LT	589.69			586.29		P- 59	29 FT, SS CL A, TY 1	12	1.00%	8.1	1
60	CB-C-24	92+74.0	20.7	RT	587.47	585.07				P- 60	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
61	CB-C-24	92+94.0	20.7	RT	587.47					P- 61	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
62	FLUSH INLET BOX	92+84.0	34.0	RT	586.45				583.25	P- 62	9 FT, SS CL A, TY 1	24	1.00%	2.1	1
63	CB-A-5-24	92+84.0	20.7	RT	587.42	584.97	584.97	583.12	583.02	P- 63	2 FT, SS CL A, TY 1	24	1.00%	0.8	1
64	MHA-5-1CL	92+84.0	14.2	RT	587.60	582.31	582.41	582.96		P- 64	158 FT, SS CL A, TY 1	36	0.20%	195.3	
65	CB-C-24	92+74.0	19.3	LT	587.49	585.09				P- 65	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
66	CB-C-24	92+94.0	19.3	LT	587.49		585.09			P- 66	7 FT, SS CL A, TY 1	12	1.00%	1.9	1
67	CB-A-4-24	92+84.0	19.3	LT	587.45	584.99	584.99		584.23	P- 67	10 FT, SS CL A, TY 1	12	1.00%	2.7	1
68	EXIST MANHOLE	92+94.7	28.6	LT	589.77			584.09		CONNECT TO EXISTING MANHOLE					

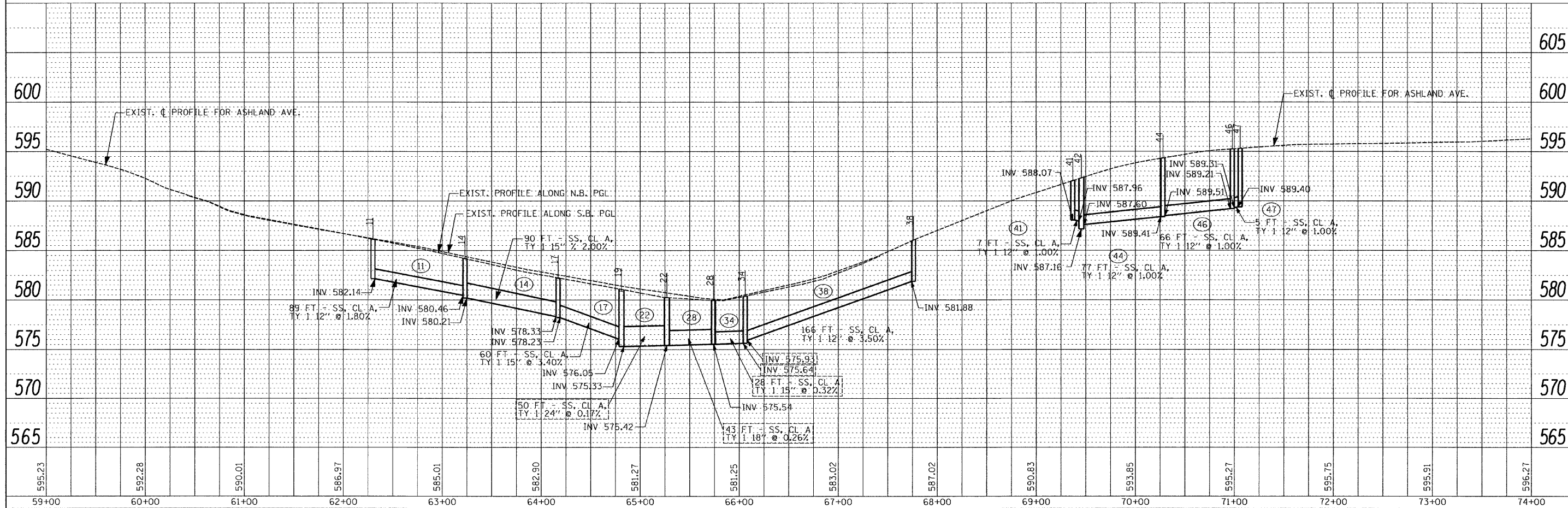
DRAINAGE SCHEDULE				PIPE SCHEDULE											
NO.	STRUCTURE TYPE	Station	Offset	RIM	Invert				PIPE NO	LENGTH	SIZE INCH	SLOPE	TRENCH BACKFILL	INLET FILTERS	
					North	South	EAST	WEST							
70	CB-C-24	94+28.0	20.7	RT	587.40				584.40						
71	CB-C-8	94+50.0	28.3	RT	587.40				584.40	P- 71	6 FT, SS CL A, TY 1	12	1.00%	1.4	1
72	CB-A-4-24	94+46.0	20.7	RT	587.40				584.26	584.33	584.06				
73	MHA-5-1CL	94+46.0	13.9	RT	587.60	581.89	581.99	583.99		P- 73	164 FT, SS CL A, TY 1	36	0.20%	137.9	
74	CB-C-24	94+28.0	19.3	LT	587.33	584.33				P- 74	10 FT, SS CL A, TY 1	12	1.00%	2.4	1
75	CB-A-4-24	94+41.0	19.3	LT	587.33			584.20		584.10					
76	EXIST MANHOLE	94+51.0	28.8	LT	589.57			583.97		CONNECT TO EXISTING MANHOLE					
80	CB-C-24	96+00.0	20.3	RT	587.27	583.96				P- 80	12 FT, SS CL A, TY 1	12	1.00%	3.3	1
81	CB-C-10L	96+47.5	26.3	RT	587.10			584.25		P- 81	12 FT, SS CL A, TY 1	12	1.00%	2.6	1
82	CB-A-4-10L	96+32.8	26.3	RT	587.14	584.10	584.00			P- 82	15 FT, SS CL A, TY 1	12	1.00%	3.6	1
83	CB-A-4-24	96+15.0	20.3	RT	587.19	583.81	583.81			P- 83	2 FT, SS CL A, TY 1	12	1.00%	0.7	1
84	MHA-5-1CL	96+15.0	13.9	RT	587.30	581.55	581.65	583.65	583.06	P- 84	125 FT, SS CL A, TY 1	36	0.20%	108.3	
85	CB-A-4-24	96+05.0	20.0	LT	587.40	583.22				P- 85	8 FT, SS CL A, TY 1	12	1.00%	2.1	1
86	CB-A-4-24	96+25.0	20.0	LT	587.40			583.22		P- 86	8 FT, SS CL A, TY 1	12	1.00%	2.1	1
87	MHA-5-1CL	96+15.0	13.3	LT	587.50	583.20	583.20	583.10	583.10	P- 87	22 FT, SS CL A, TY 1	24	0.17%	9.1	
88	MHA-5-1CL	96+15.0	28.5	LT	589.68	582.98		583.08		P- 88	10 FT, SS CL A, TY 1	24	0.17%	10.8	
89	CB-C-24	97+57.0	20.2	RT	587.65			584.29		P- 89	9 FT, SS CL A, TY 1	12	1.00%	2.5	1
90	CB-A-4-24	97+45.0	20.2												



DATE	BY	SURVEYED	ALIGNED	CHECKED	RT. OF WAY	CHECKED
		NOTE BOOK	NO.	NO.	NO.	NO.
		PLANNED	NO.	NO.	NO.	NO.



DATE	BY	SURVEYED	ALIGNED	CHECKED	RT. OF WAY	CHECKED
		NOTE BOOK	NO.	NO.	NO.	NO.
		PROFILES	NO.	NO.	NO.	NO.



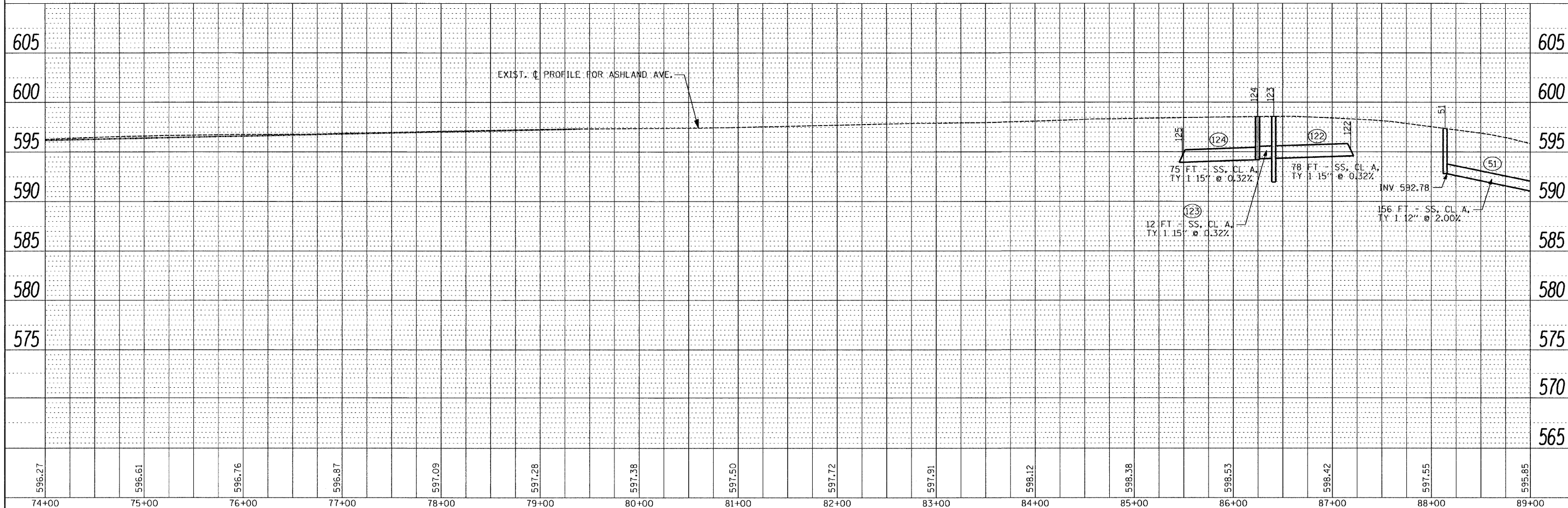
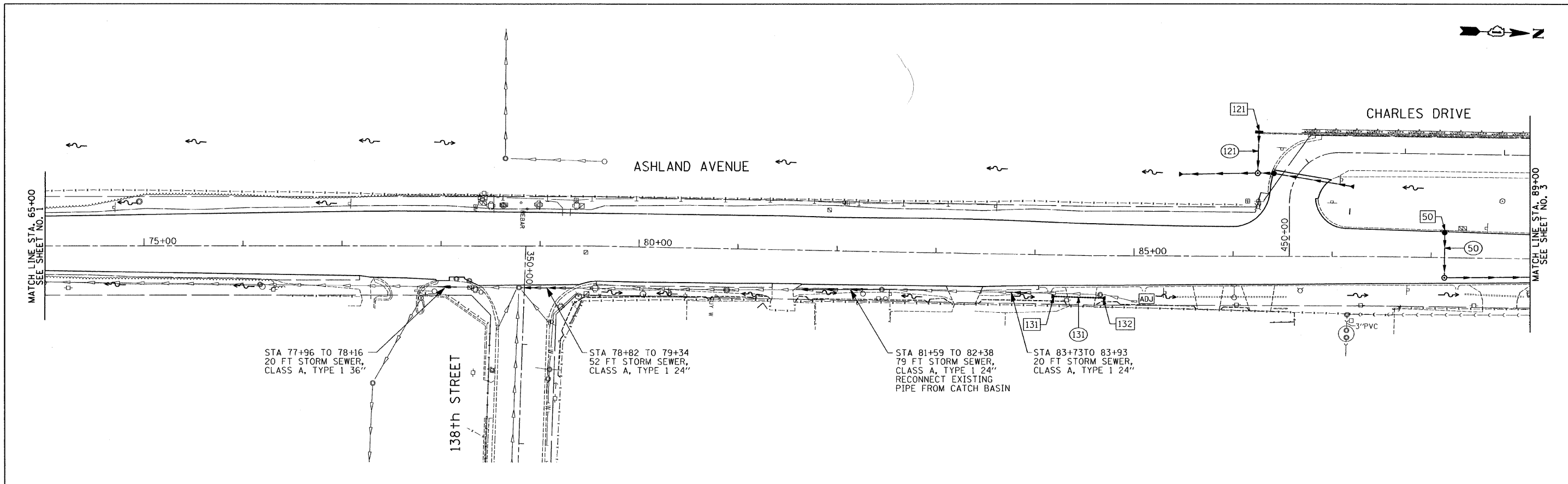
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#FILEL*	PLLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 5 SHEETS	STA. 59+00 TO STA. 74+00	ILLINOIS FED. AID PROJECT		CONTRACT NO. 60P64	
1-4-12	PLLOT DATE = 12/30/2011	CHECKED - RS	REVISED -								
		DATE - 12-28-2011	REVISED -								



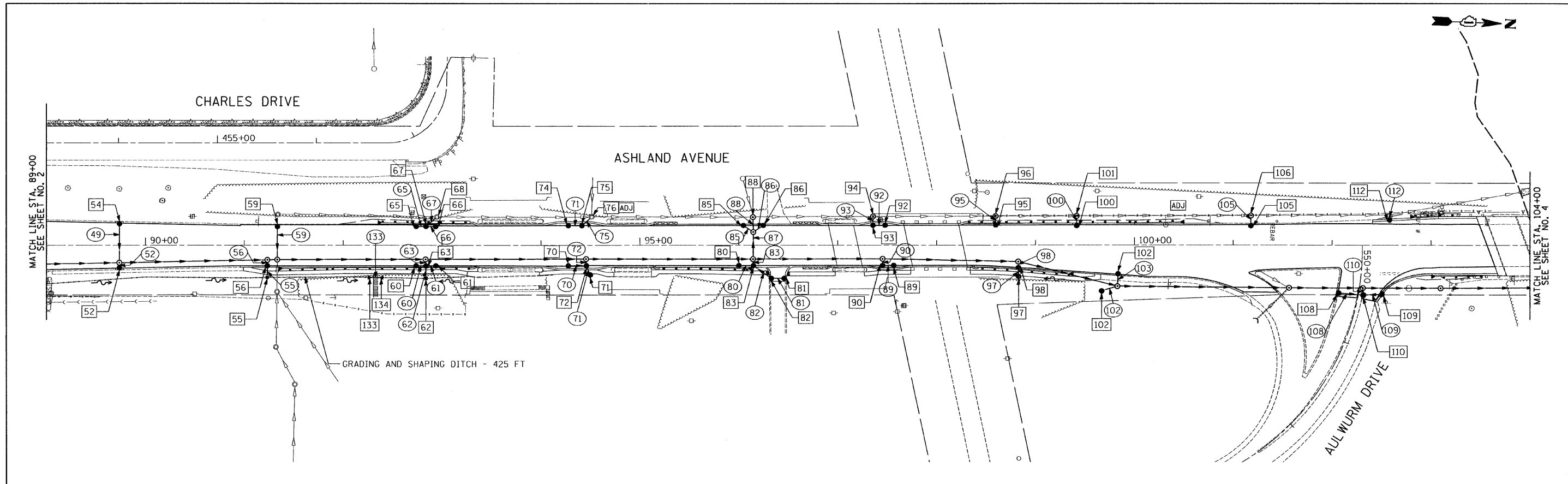


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NOTE BOOK	ALIGNMENT CHECKED	
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	NO.	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	
NO.	BY FILE NAME	
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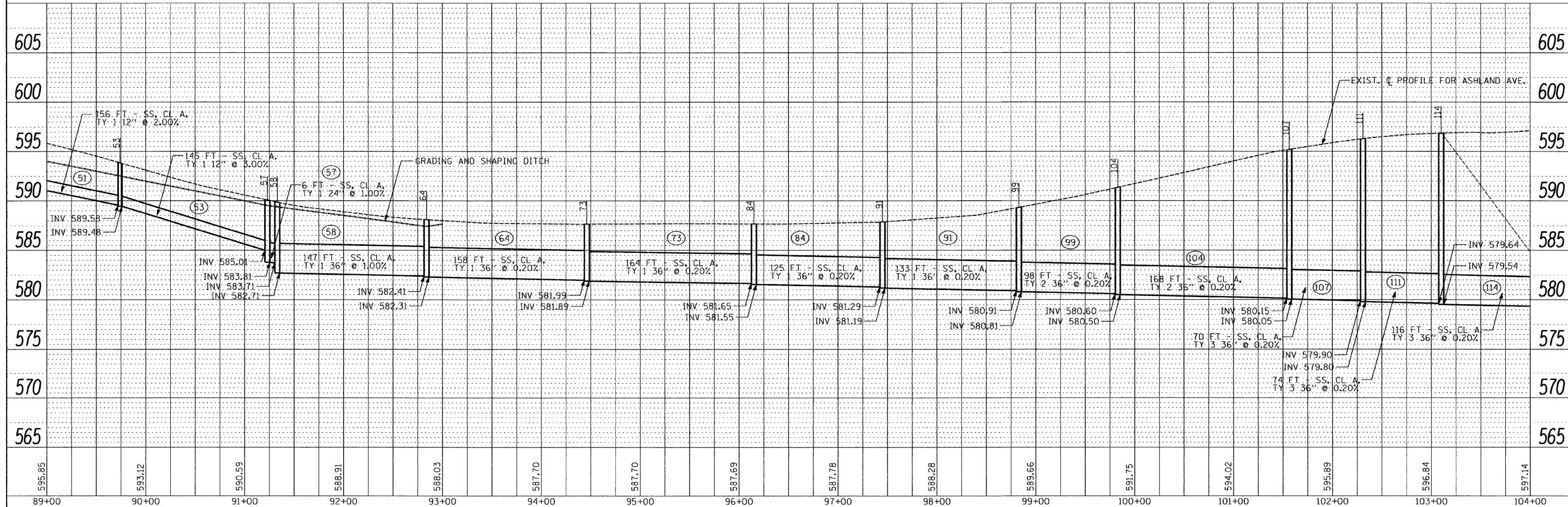


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#FILEL#	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	39	
1-4-12	PLOT DATE = 12/30/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
		DATE - 12-28-2011	REVISED -			[ILLINOIS] FED. AID PROJECT					



PLAN	SURVEYED	BY	DATE
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	NOTE BOOK		
	NO. OF PAGES		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	ALIGNMENT CHECKED		
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	NO. OF PAGES		
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	NO.		

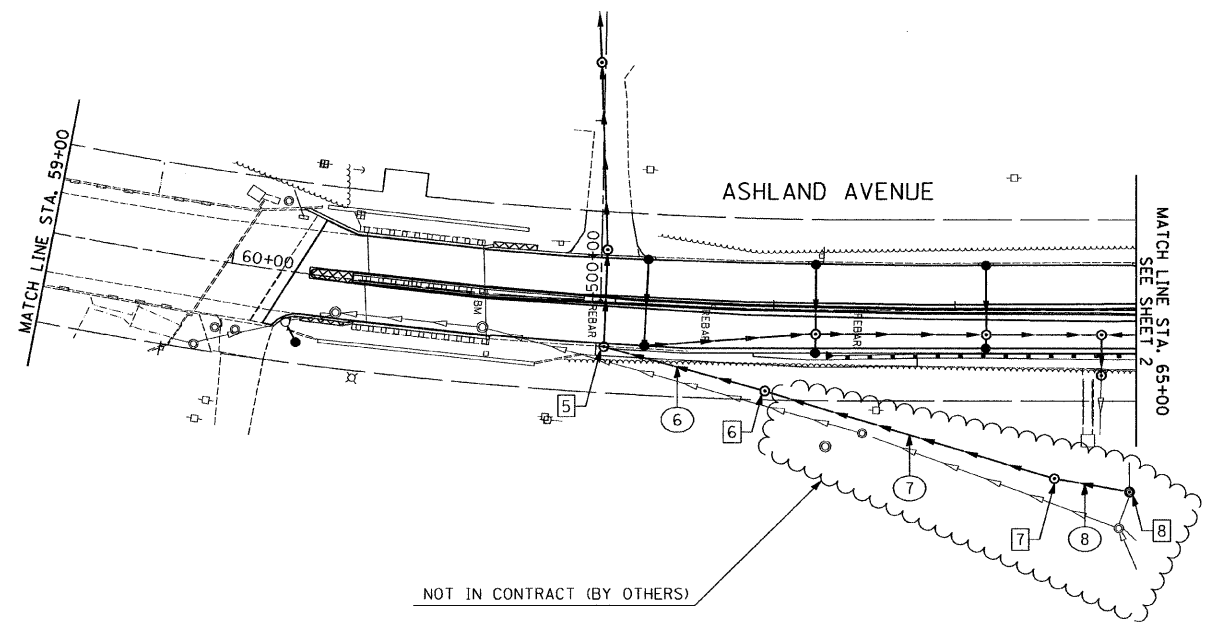
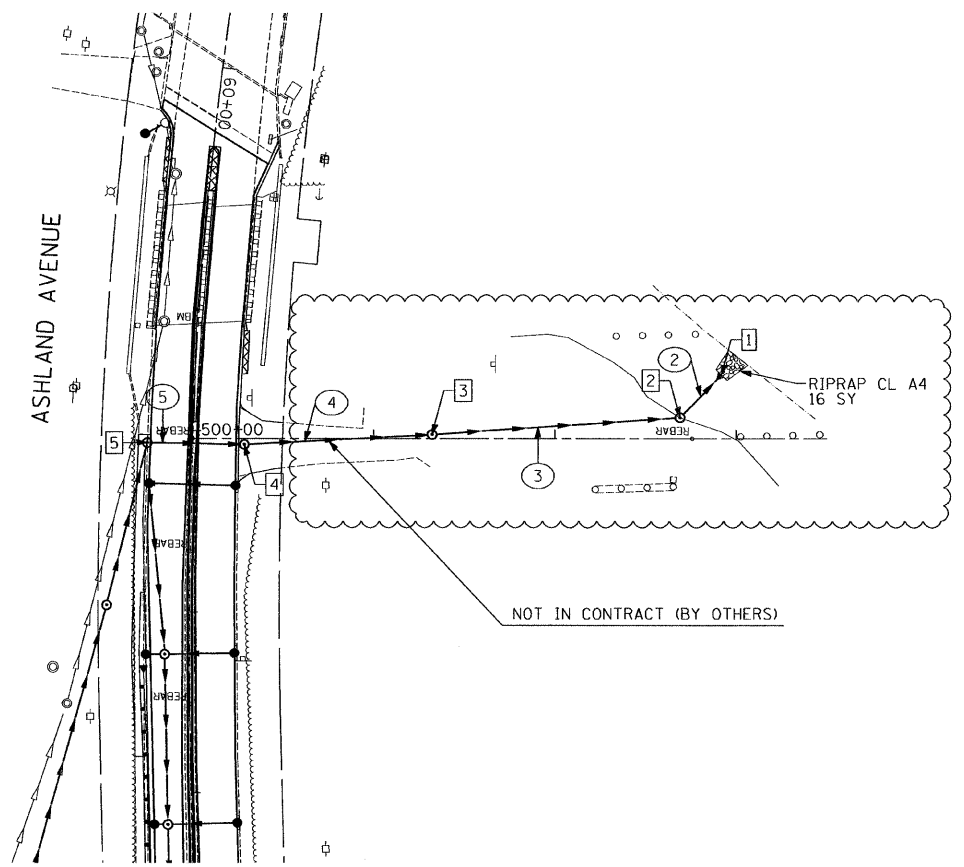


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\$FILEL\$		DRAWN - EF	REVISED -		SCALE: 1"=50'	SHEET NO. 3 OF 5 SHEETS	STA. 80+00 TO STA. 95+00	CONTRACT NO. 60P64				
1-4-12		CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12-28-2011	REVISED -									





PLAN	SURVEYED	DATE
	ALIGNMENT CHECKED	
	NOTE BOOK	
	NO. OF PAGES	
	FILE NAME	



PROFILE	SURVEYED	DATE
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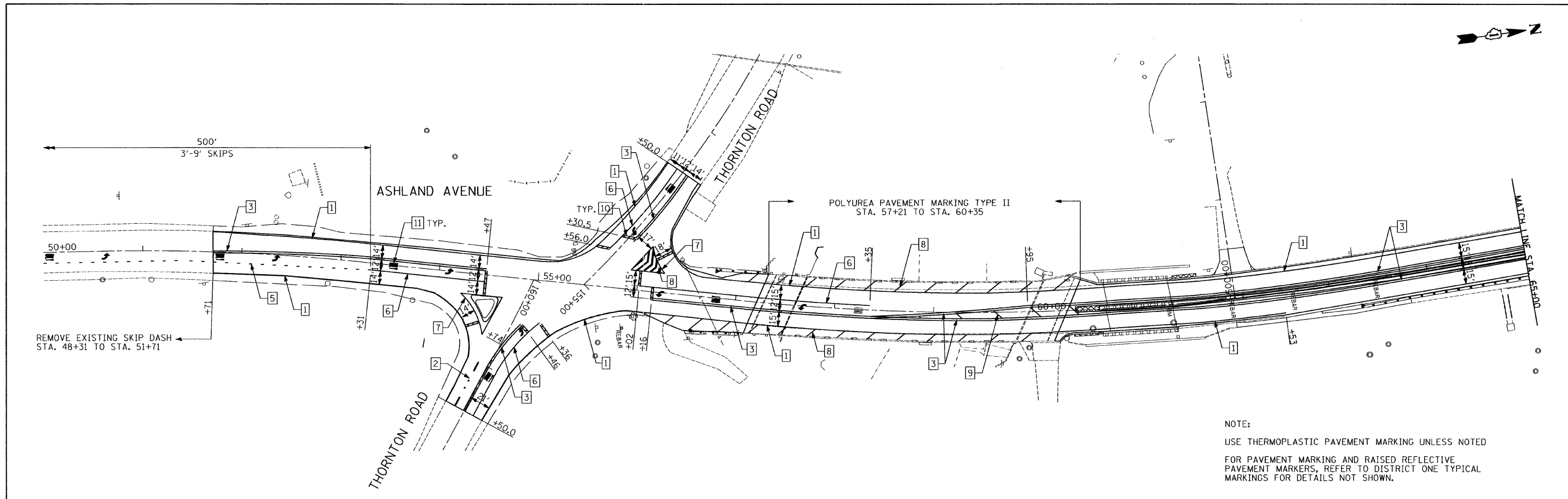
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	PLLOT DATE = 12/30/2011		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
DRAINAGE PLAN AND PROFILE**

SCALE: 1"=50'    SHEET NO. 5 OF 5 SHEETS    STA. 50+00    TO STA. 65+00

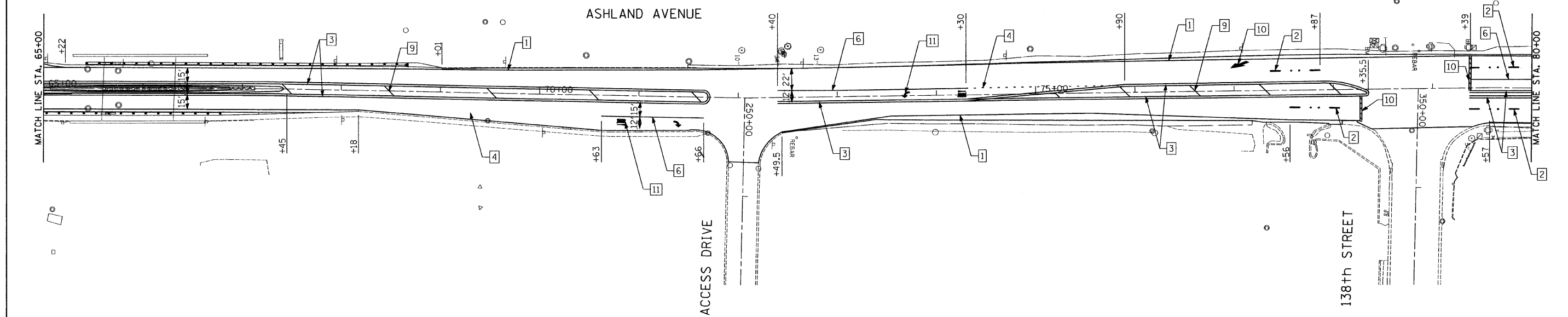
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	42
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



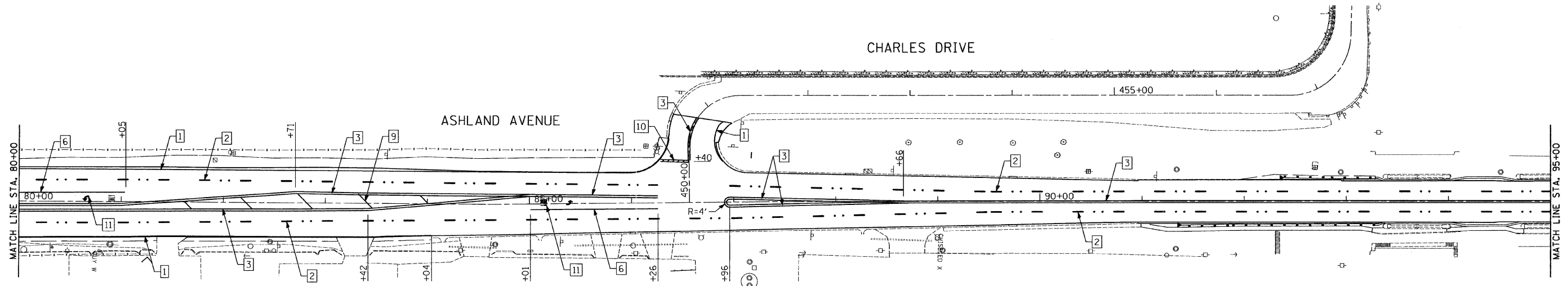
NOTE:  
 USE THERMOPLASTIC PAVEMENT MARKING UNLESS NOTED  
 FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO DISTRICT ONE TYPICAL MARKINGS FOR DETAILS NOT SHOWN.

**LEGEND**

- |   |   |  |
|---|---|--|
| 1 PAVEMENT MARKING - LINE 4" WHITE SOLID                          | 5 PAVEMENT MARKING - LINE 6" WHITE 3' DASH, 9' SKIP | 9 PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE |
| 2 PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP | 6 PAVEMENT MARKING - LINE 6" WHITE                  | 10 PAVEMENT MARKING - LINE 24" WHITE             |
| 3 PAVEMENT MARKING - LINE 4" YELLOW, 2 @ 11" C-C                  | 7 PAVEMENT MARKING - LINE 8" WHITE                  | 11 PAVEMENT MARKING - LETTERS & SYMBOLS          |
| 4 PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP               | 8 PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE     |  |



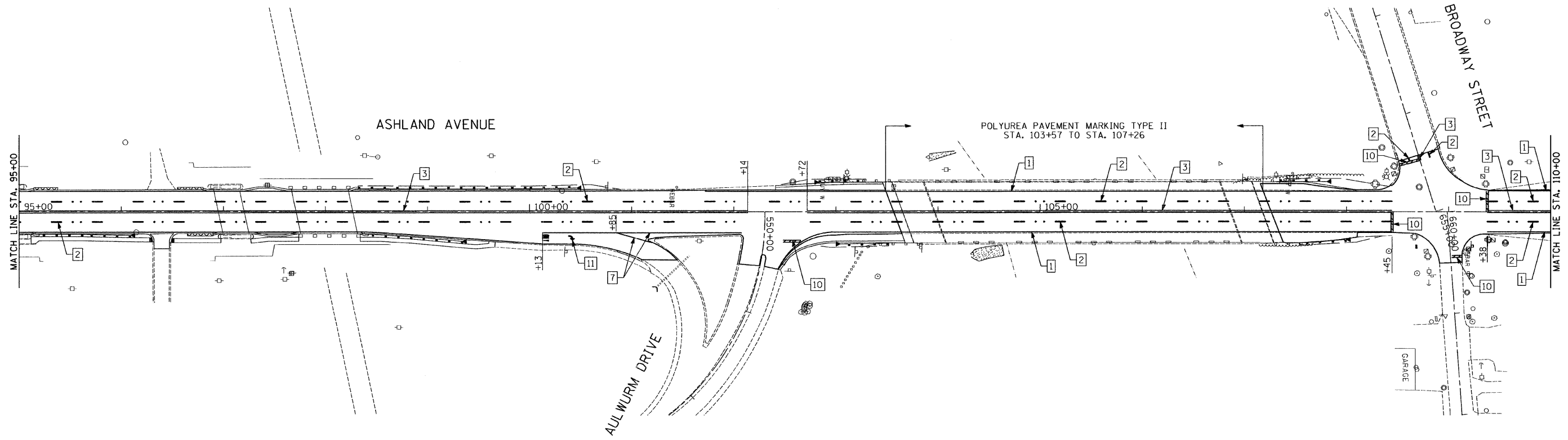
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FILEL#	PLOT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	43	
1-4-12	PLOT DATE = 12/30/2011	CHECKED - RS	REVISED -			SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 50+00 TO STA. 80+00					
		DATE - 12-28-2011	REVISED -			CONTRACT NO. 60P24 ILLINOIS FED. AID PROJECT					



**LEGEND**

- |   |   |  |
|---|---|--|
| 1 PAVEMENT MARKING - LINE 4" WHITE SOLID                          | 5 PAVEMENT MARKING - LINE 6" WHITE 3' DASH, 9' SKIP | 9 PAVEMENT MARKING - LINE 12" YELLOW @ 45 DEGREE |
| 2 PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP | 6 PAVEMENT MARKING - LINE 6" WHITE                  | 10 PAVEMENT MARKING - LINE 24" WHITE             |
| 3 PAVEMENT MARKING - LINE 4" YELLOW, 2 @ 11" C-C                  | 7 PAVEMENT MARKING - LINE 8" WHITE                  | 11 PAVEMENT MARKING - LETTERS & SYMBOLS          |
| 4 PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP               | 8 PAVEMENT MARKING - LINE 12" WHITE @ 45 DEGREE     |  |

NOTE:  
 USE THERMOPLASTIC PAVEMENT MARKING UNLESS NOTED  
 FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO DISTRICT ONE TYPICAL MARKINGS FOR DETAILS NOT SHOWN.



FILE NAME =  
 \*FILEL#  
 1-4-2

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DRAWN - EF	CHECKED - RS	REVISED -
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PLDT DATE = 12/30/2011		

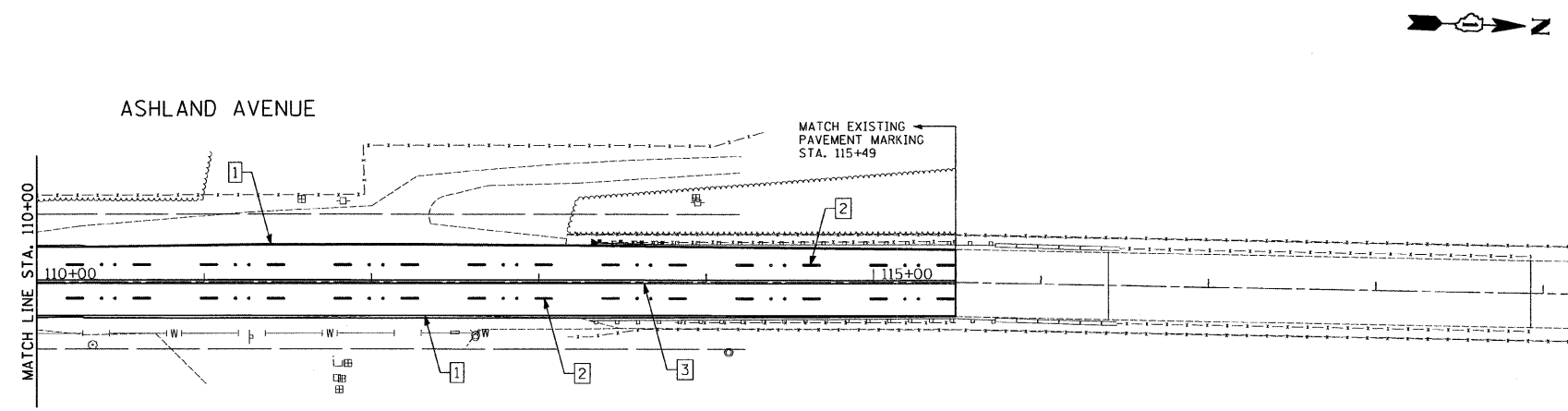
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. - BROADWAY ST.)  
 PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 3 SHEETS STA. 80+00 TO STA. 110+00

F.A.J. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 44
CONTRACT NO. 60P24				ILLINOIS FED. AID PROJECT





**LEGEND**

- 1 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SOLID
- 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE SKIP DASH - 10' DASH, 30' SKIP
- 3 THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW, 2 @ 11" C-C
- 4 THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE 2' DASH, 6' SKIP

**NOTE:**

FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO DISTRICT ONE TYPICAL MARKINGS FOR DETAILS NOT SHOWN.

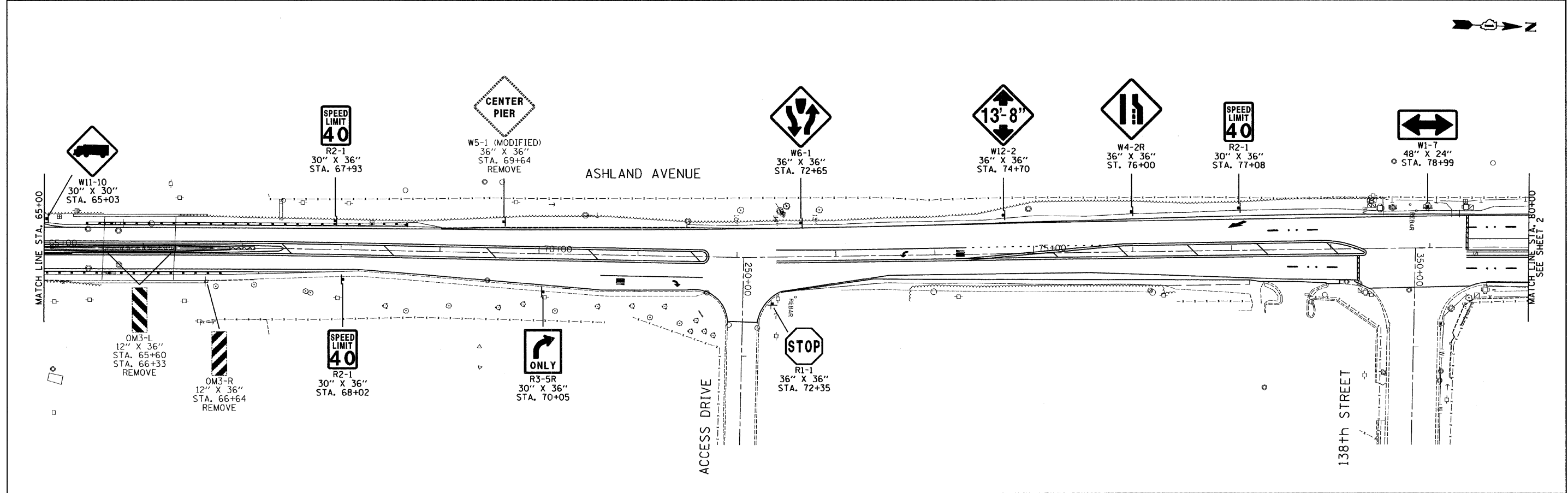
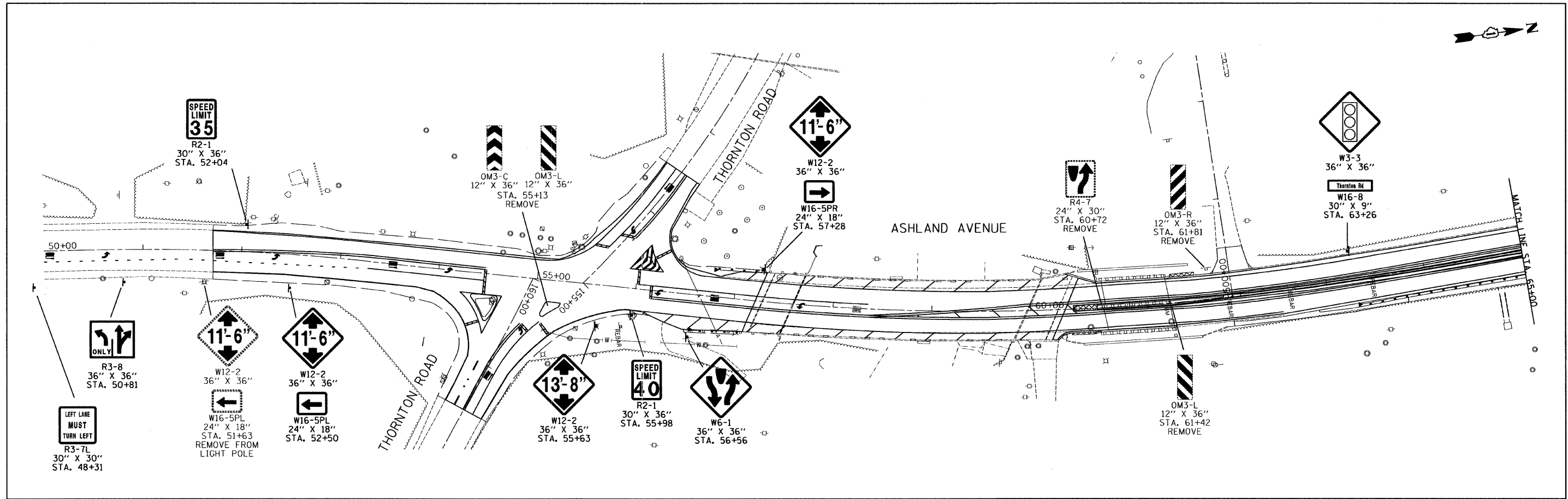
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*FILE#	1-4-12	DRAWN - EF	REVISED -					2857	2011-054-I	COOK	81	45
	PLOT SCALE = 50.0000' / IN.	CHECKED - RS	REVISED -		SCALE: 1"=50'			SHEET NO. 3 OF 3 SHEETS			STA. 110+00 TO STA. 119+00	
	PLOT DATE = 12/30/2011	DATE - 12-28-2011	REVISED -		CONTRACT NO. 60P24 ILLINOIS FED. AID PROJECT							

SCHEDULE OF SIGN QUANTITIES WEST FRONTAGE ROAD

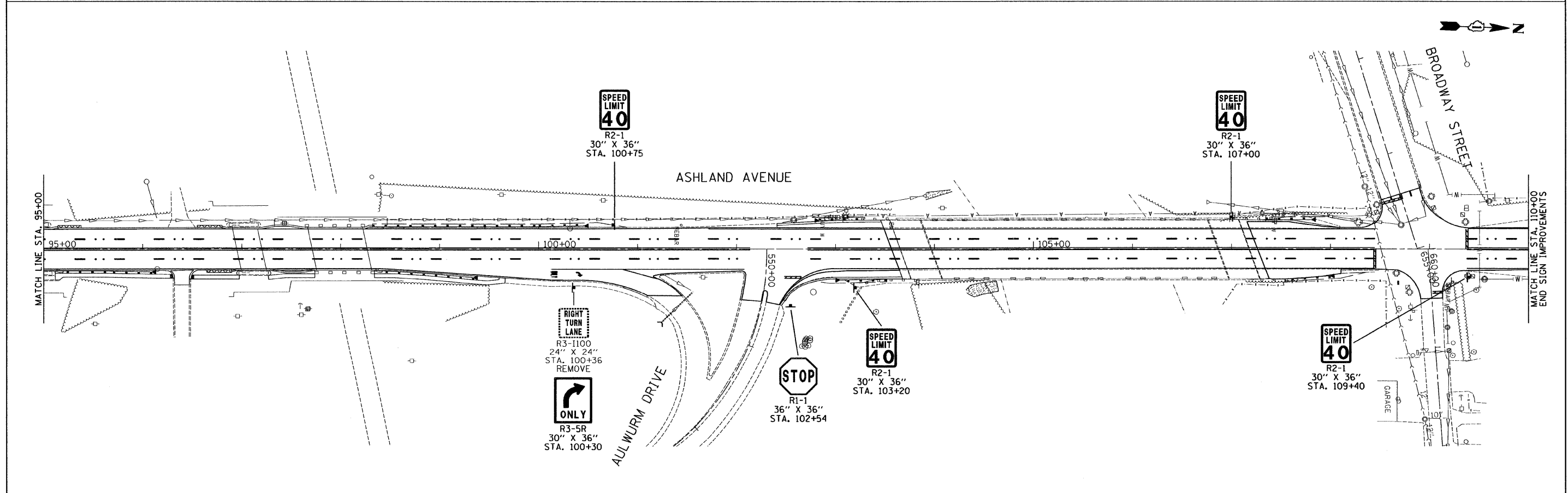
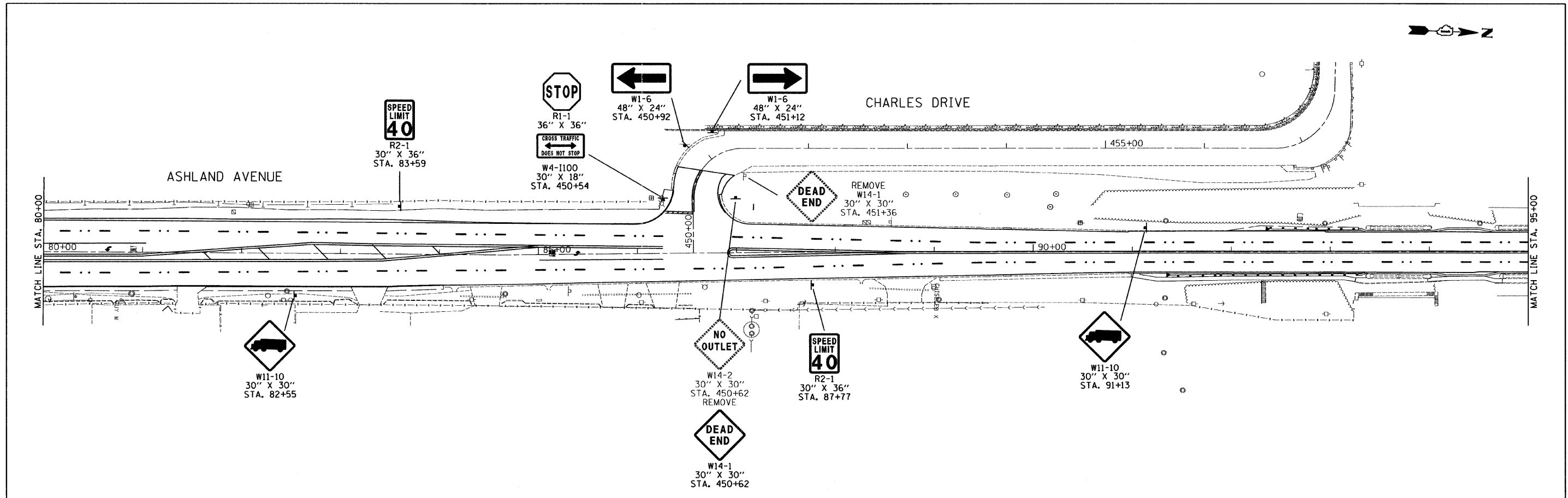
STATION	OFFSET		SIGN PANEL ASSEMBLY REMOVAL (EACH)	REMOVE SIGN PANEL - TYPE 1 (SQ FT)	Sign	SIGN ID #	SIZE (inches)	SIGN PANEL TYPE 1 (SQ.FT.)	TELESCOPING STEEL SIGN SUPPORT (FT.)
48+31	32.80	RT			LEFT LANE MUST TURN LEFT	R3-7L	30x30	6.25	12.5
50+81	30.20	RT			ADVANCE INTERSECTION LANE CONTROL	R3-8	36x36	9.00	13
51+63	32.46	RT		9.00	LOW CLEARANCE (WITH ARROWS)- 11'-6"	W12-2	36x36		
				3.00	SUPPLEMENTAL ARROW (LEFT)	W16-5PL	24x18		
52+50	33.63	RT			LOW CLEARANCE (WITH ARROWS)- 11'-6"	W12-2	36x36	9.00	15.75
					SUPPLEMENTAL ARROW (LEFT)	W16-5PL	24x18	3.00	
52+04	27.84	LT	1		SPEED LIMIT 35	R2-1	30x36	7.50	13
55+13	26.11	RT		3.00	OJECT MARKER	OM3-C	12x36		
				3.00	OJECT MARKER	OM3-L	12x36		
55+63	41.48	RT		9.00	LOW CLEARANCE (WITH ARROWS)- 13'-8"	W12-2	36x36	9.00	
55+98	26.76	RT		7.50	SPEED LIMIT 40	R2-1	30x36	7.50	
56+56	43.26	RT	1		DIVIDED HIGHWAY	W6-1	36x36	9.00	13
57+28	32.10	LT		9.00	LOW CLEARANCE (WITH ARROWS)- 11'-6"	W12-2	36x36	9.00	
				3.00	SUPPLEMENTAL ARROW (RIGHT)	W16-5PR	24x18	3.00	
60+72	1.04	LT		5.00	KEEP RIGHT	R4-7	24x30	5.00	
61+42	0.77	LT		3.00	OJECT MARKER	OM3-L	12x36		
61+81	30.84	LT	1		OJECT MARKER	OM3-R	12x36		
63+26	29.70	LT	1		ADVANCED TRAFFIC CONTROL	W3-3	36x36	9.00	15
					ADVANCED STREET NAME	W16-8P	30x9	1.88	
65+03	29.74	LT	1		TRUCKS	W11-10	36x36	9.00	14.25
65+60	0.54	RT		3.00	OJECT MARKER	OM3-L	12x36		
66+33	0.34	RT		3.00	OJECT MARKER	OM3-L	12x36		
66+64	33.49	RT	1		OJECT MARKER	OM3-R	12x36		
67+93	29.12	LT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
68+02	30.07	RT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
69+64	31.66	LT	1		CENTER PIER	W5-1(MODIFIED)	36x36		
70+05	38.62	RT	1		MANDATORY MOVEMENT LANE CONTROL	R3-5	30x36	7.50	13
72+35	47.30	RT	1		STOP	R1-1	36x36	9.00	13
72+65	34.23	LT	1		DIVIDED HIGHWAY	W6-1	36x36	9.00	14.25
74+70	38.98	LT	1		LOW CLEARANCE (WITH ARROWS)- 13'-8"	W12-2	36x36	9.00	14.25
76+00	40.50	LT			RIGHT LANE ENDS	W4-2R	36x36	9.00	14.25
77+08	42.87	LT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
78+99	41.58	LT		8.00	TWO-DIRECTION LARGE ARROW	W1-7	48x24	8.00	
82+55	42.93	RT	1		TRUCKS	W11-10	36x36	9.00	14.25
83+59	48.22	LT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
87+77	33.29	RT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
91+13	24.20	LT	1		TRUCKS	W11-10	36x36	9.00	14.25
					RIGHT TURN LANE	R3-1100	24x24		
100+36	39.14	RT			MANDATORY MOVEMENT LANE CONTROL	R3-5R	30x36	7.50	13
100+75	24.36	LT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
102+54	57.21	RT	1		STOP	R1-1	36x36	9.00	13
103+20	39.24	RT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
103+83	35.01	RT	1		SPEED LIMIT 40	R2-1	30x36		
107+00	32.33	LT	1		SPEED LIMIT 40	R2-1	30x36	7.50	13
109+40	28.20	RT		7.50	SPEED LIMIT 40	R2-1	30x36	7.50	
450+54	30.35	LT	1		STOP	R1-1	36x36	9.00	14.5
					CROSS TRAFFIC DOES NOT STOP	W4-1100	30x18	3.75	
450+62	42.91	RT	1		NO OUTLET	W14-2	30x30		13.5
					DEAD END	W14-1	30x30	6.25	
450+92	28.77	LT	1		ONE-DIRECTION LARGE ARROW	W1-6L	48x24	8.00	12
451+12	23.74	LT		8	ONE-DIRECTION LARGE ARROW	W1-6R	48x24	8.00	
451+36	27.02	RT	1		DEAD END	W14-1	30x30		

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1-4-12	PLDT SCALE = 50.0000' / IN.	DRAWN - EF	REVISED -		SCALE: 1"=50'	SHEET 1	OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60P64		
	PLDT DATE = 12/30/2011	CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12-28-2011	REVISED -									





FILE NAME =	USER NAME = USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) SIGNING PLAN</b>			F.A.U. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 47
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1-4-10	PLOT DATE = 12/30/2011	CHECKED - RS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12-28-2011	REVISED -									

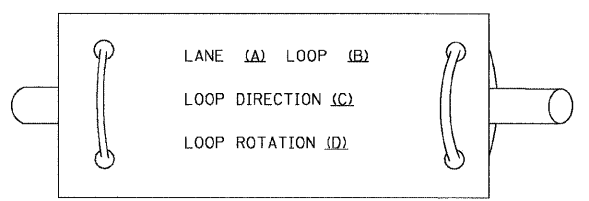


FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) SIGNING PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL*	PLOT SCALE = 50,0000' / IN.	DRAWN - EF	REVISED -			2857	2011-054-1	COOK	81	48	
1-4-12	PLOT DATE = 12/30/2011	CHECKED - RS	REVISED -			CONTRACT NO. 60P24					
		DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 80+00 TO STA. 110+00					

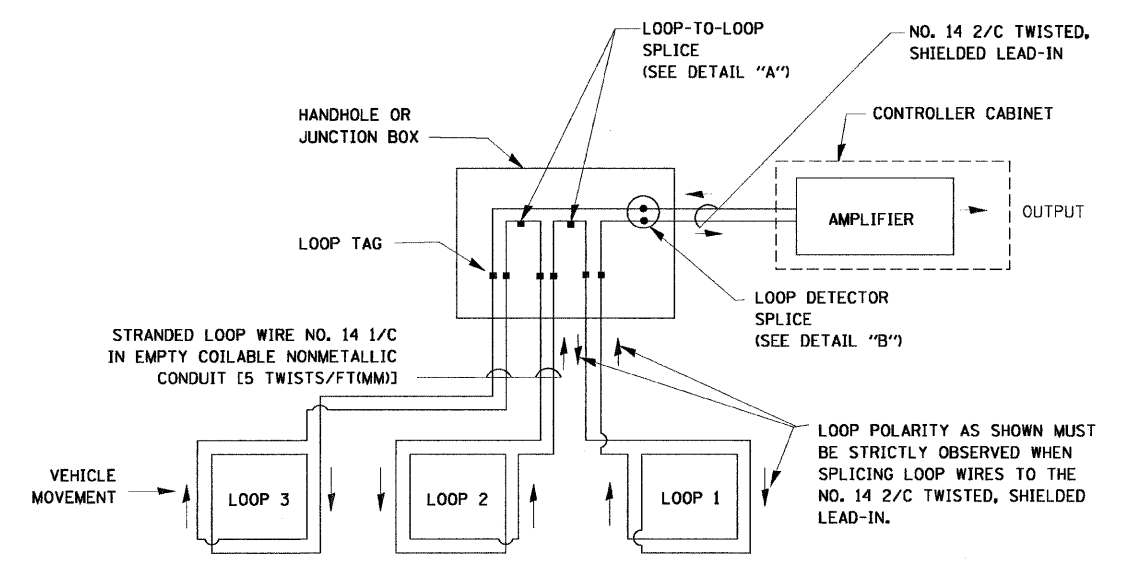
**LOOP DETECTOR NOTES**

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- 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**

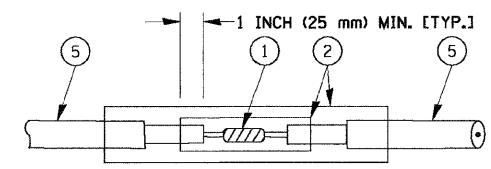


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

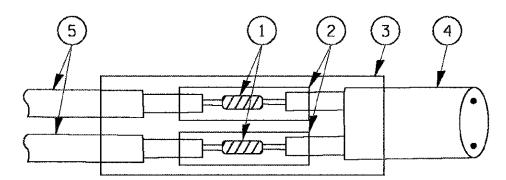


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

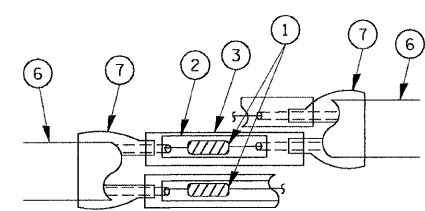


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

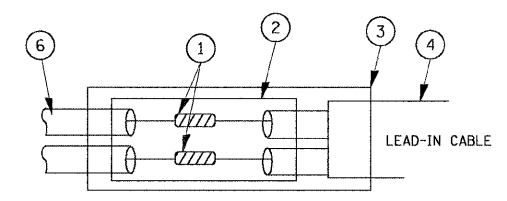


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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



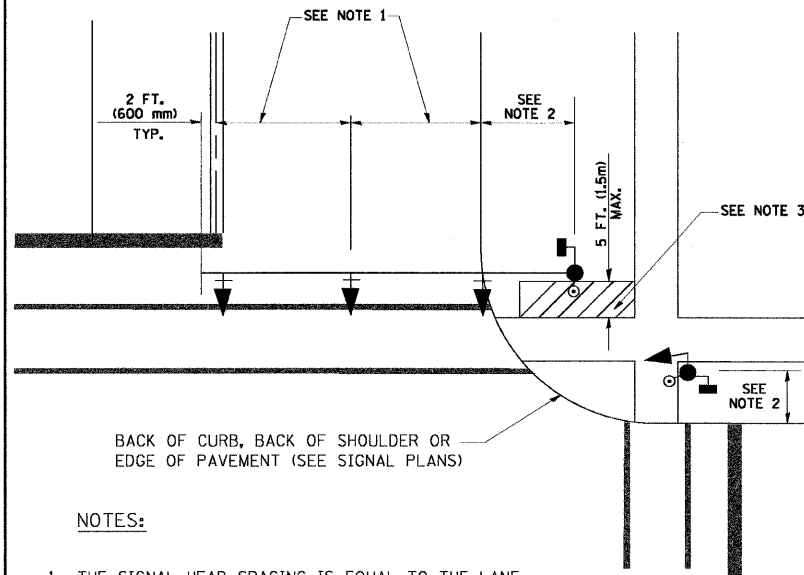
**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

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

FILE NAME =	USER NAME = #USER#	DESIGNED - DW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: N.T.S.		SHEET NO. 1 OF 6 SHEETS		STA.		TO STA.	

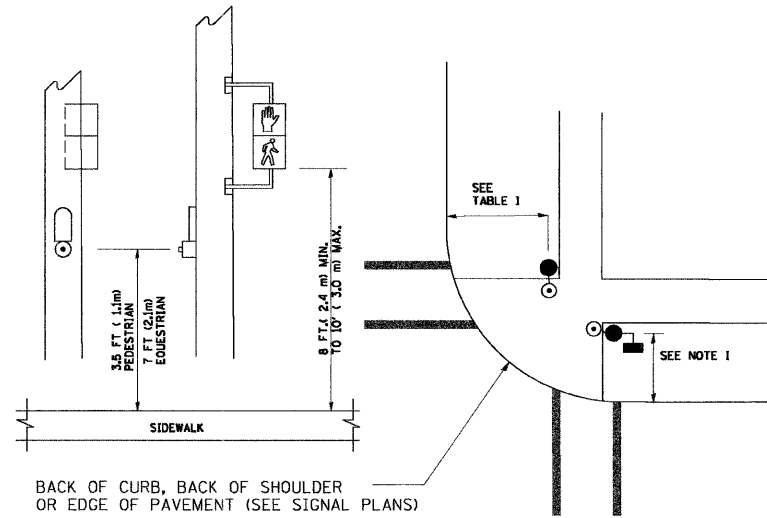
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**  
 MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

- 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."

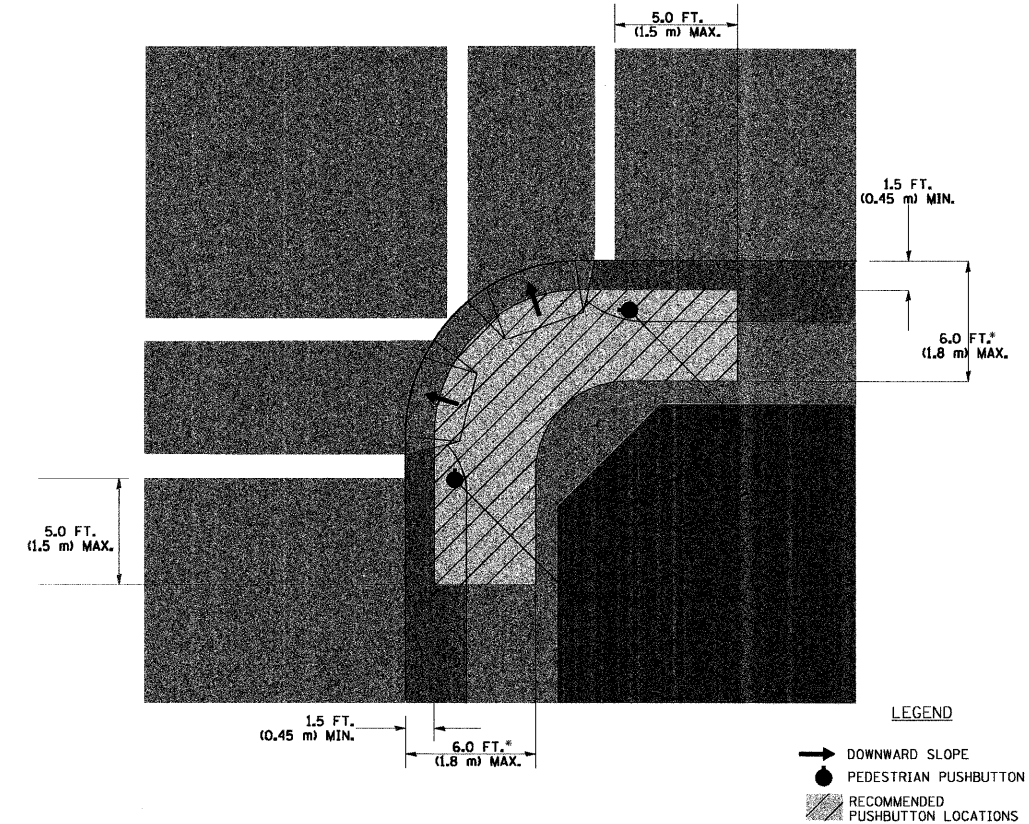
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

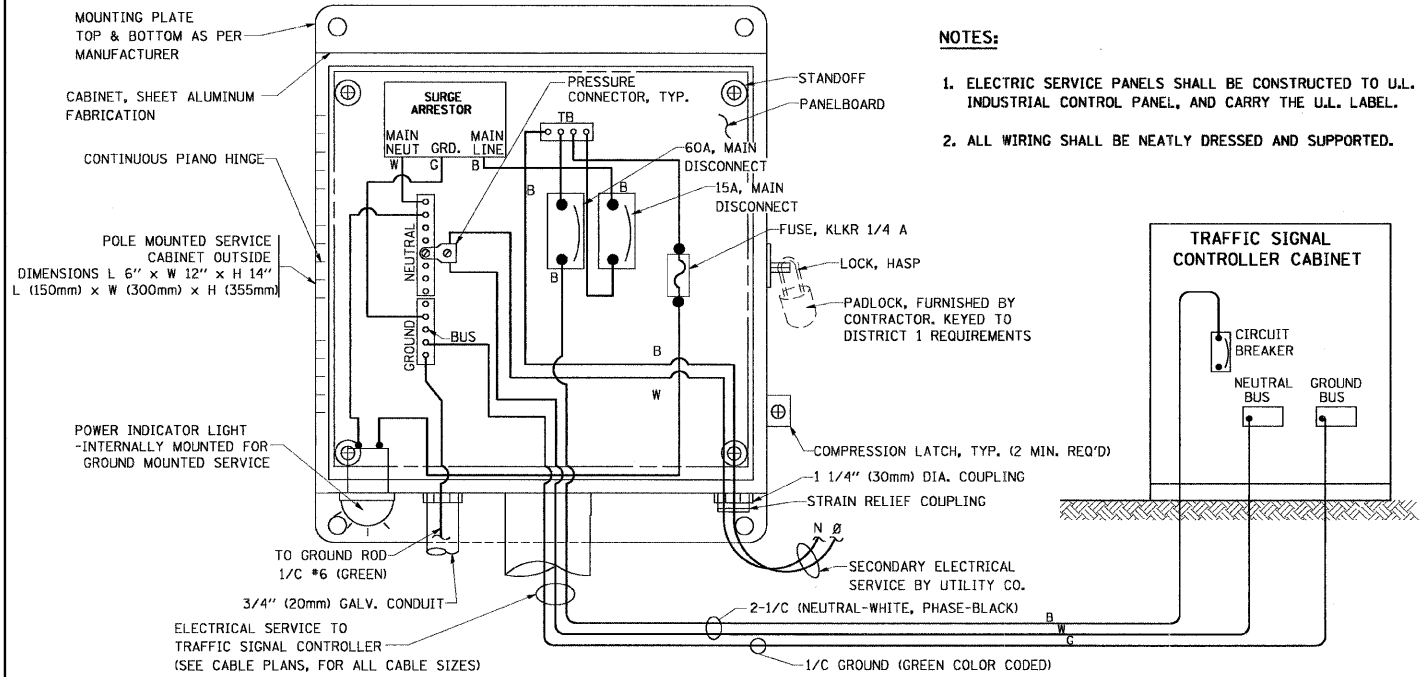
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

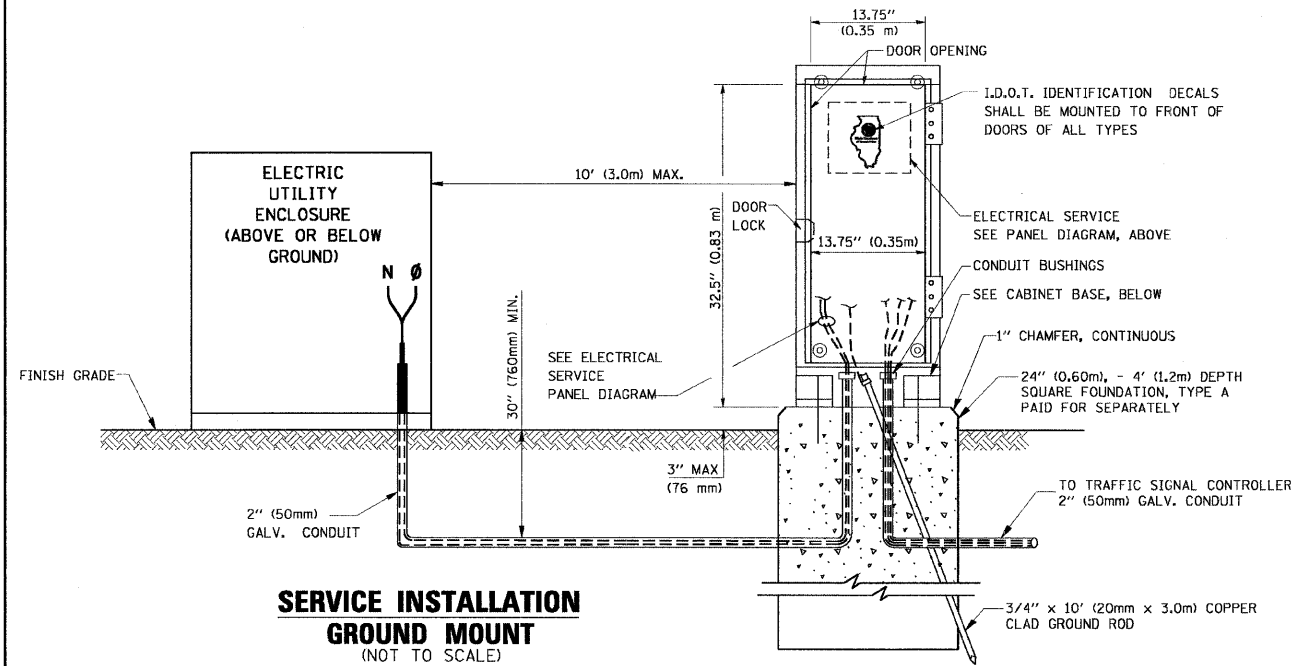
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

**NOTES:**

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

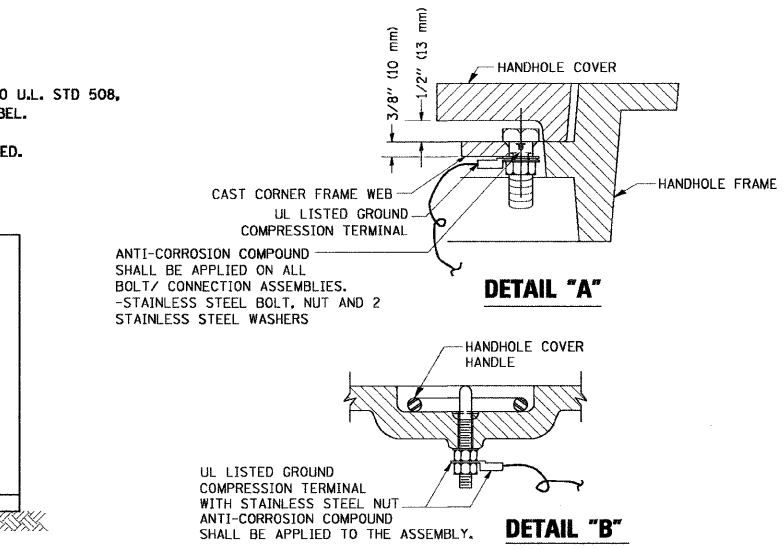
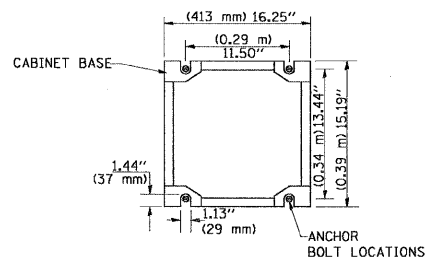


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

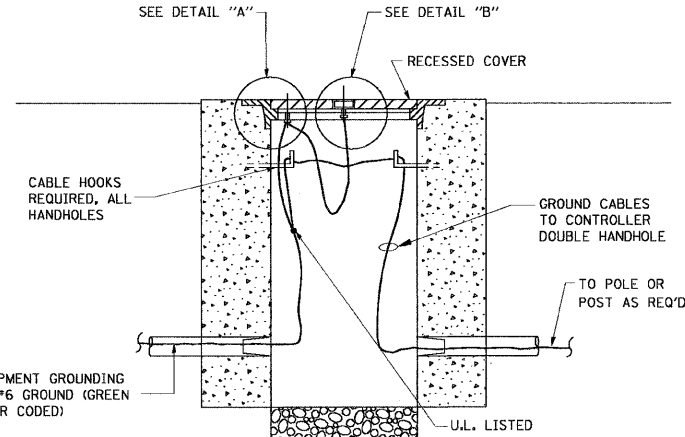
**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



**NOTES:**

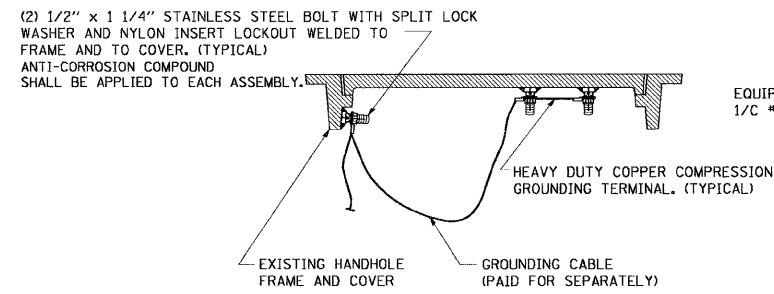
**GROUNDING SYSTEM**

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



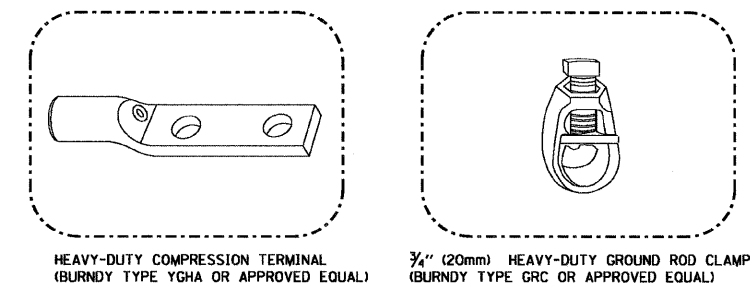
**HANDHOLE COVER & FRAME - GROUNDING DETAIL**

(NOT TO SCALE)



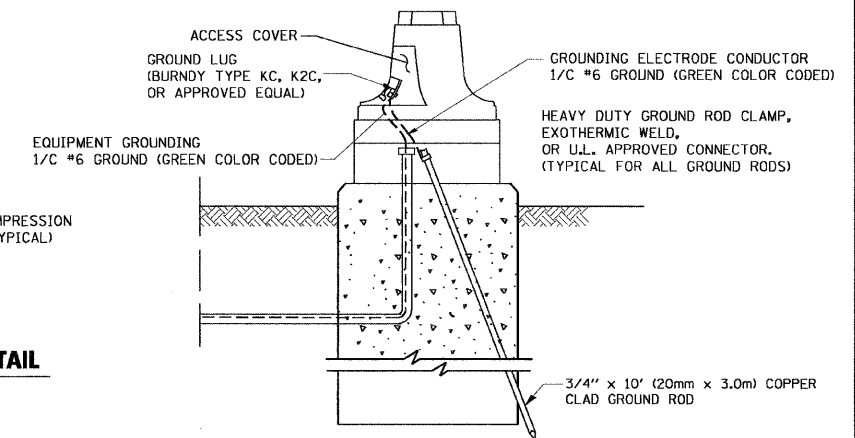
**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**

(NOT TO SCALE)



**NOTES:**

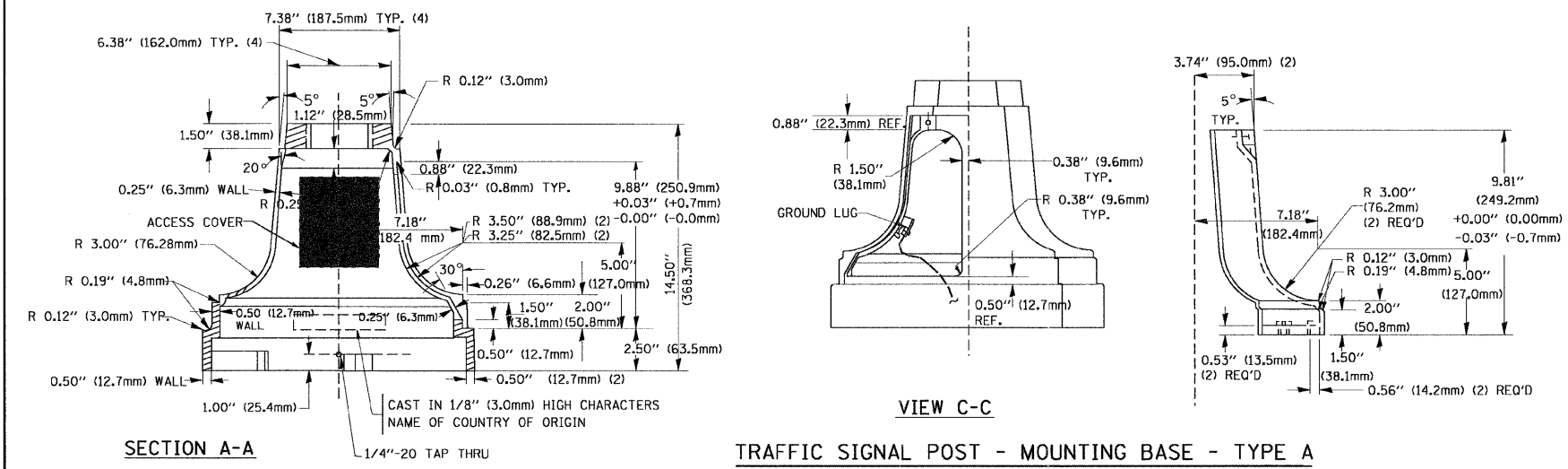
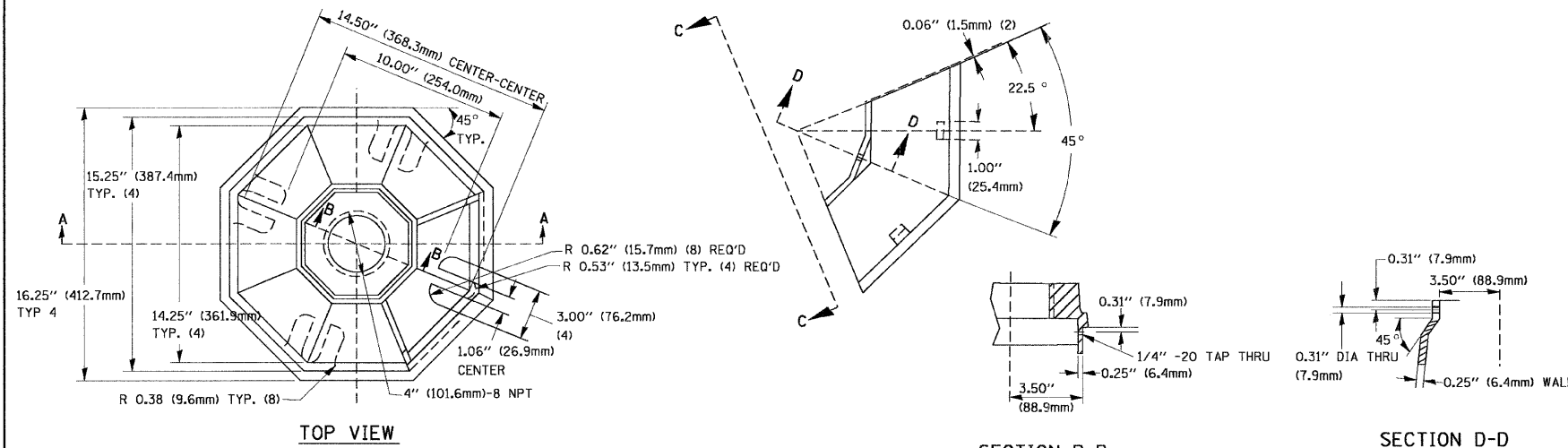
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



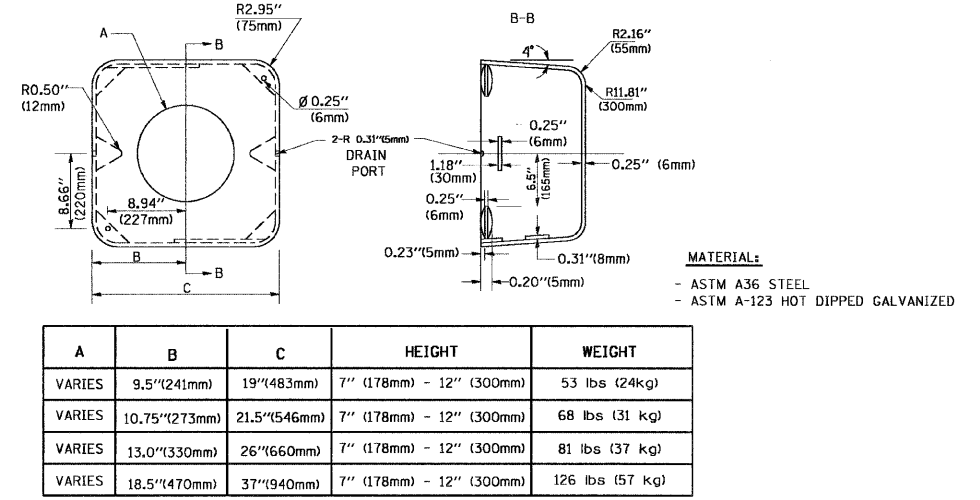
**MAST ARM POLE / POST-GROUNDING DETAIL**

(NOT TO SCALE)

FILE NAME =	USER NAME = #USER*	DESIGNED - DW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE - STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JDH	REVISED -			2857	2011-054-I	COOK	01	51	
		CHECKED - DW	REVISED -			CONTRACT NO. 60P64					
		DATE -	REVISED -			(ILLINOIS) FED. AID PROJECT					
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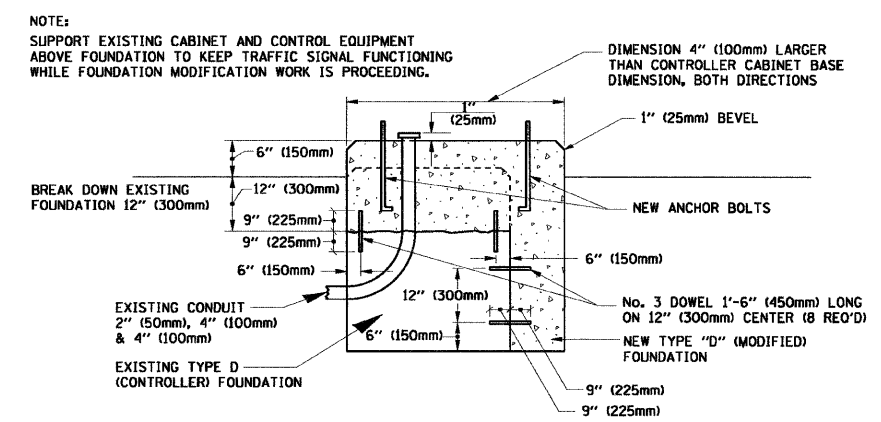
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



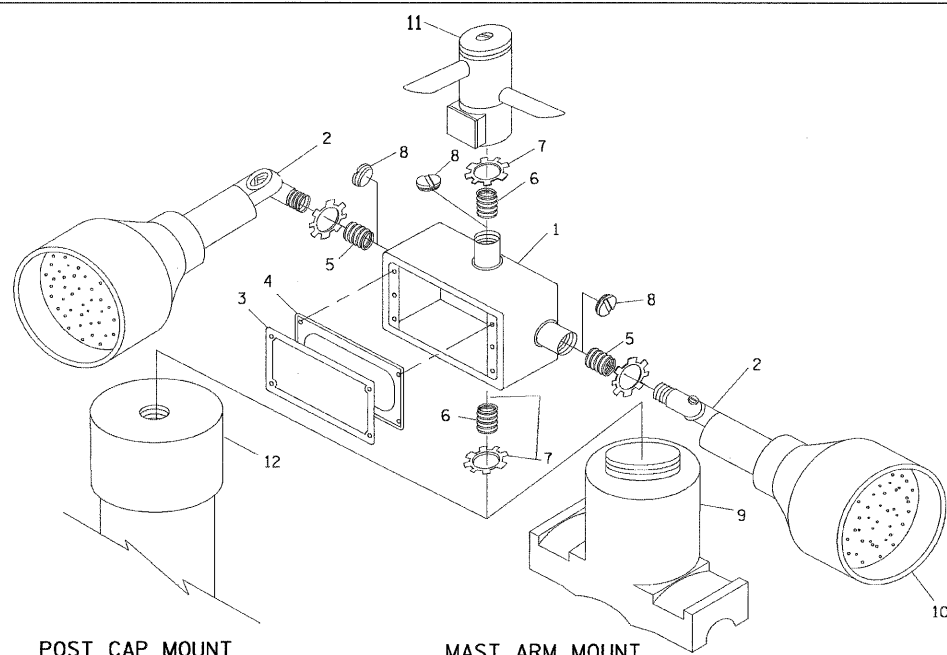
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\"(241mm)	19\"(483mm)	7\"(178mm) - 12\"(300mm)	53 lbs (24kg)
VARIES	10.75\"(273mm)	21.5\"(546mm)	7\"(178mm) - 12\"(300mm)	68 lbs (31 kg)
VARIES	13.0\"(330mm)	26\"(660mm)	7\"(178mm) - 12\"(300mm)	81 lbs (37 kg)
VARIES	18.5\"(470mm)	37\"(940mm)	7\"(178mm) - 12\"(300mm)	126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



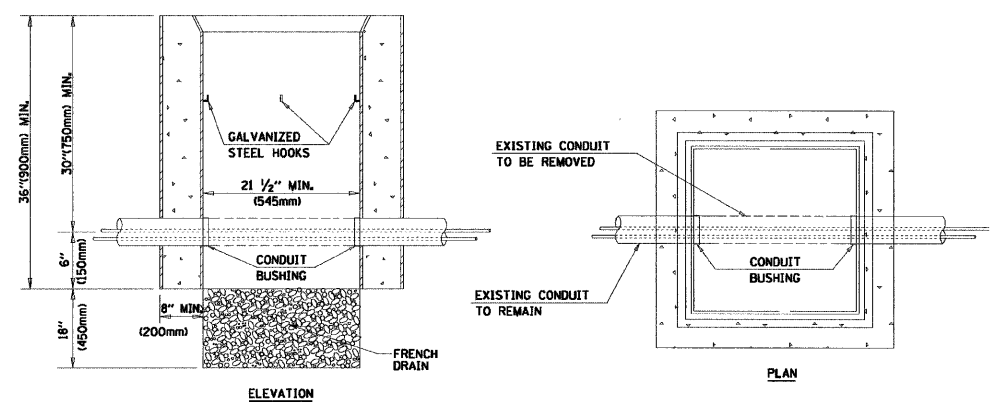
MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT MAST ARM MOUNT  
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

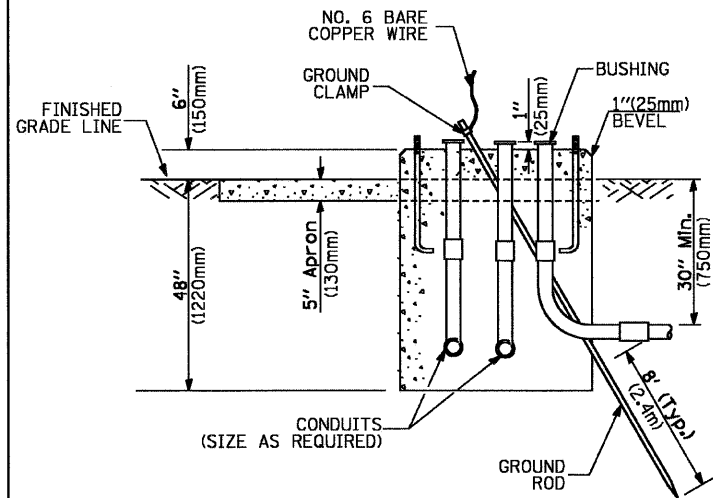
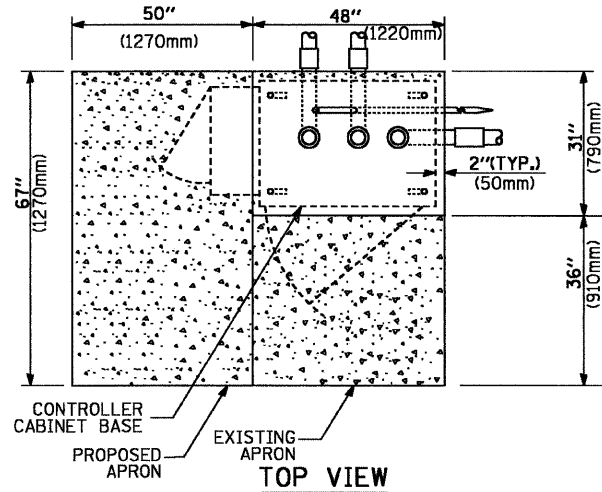
- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
  - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE 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.



- 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





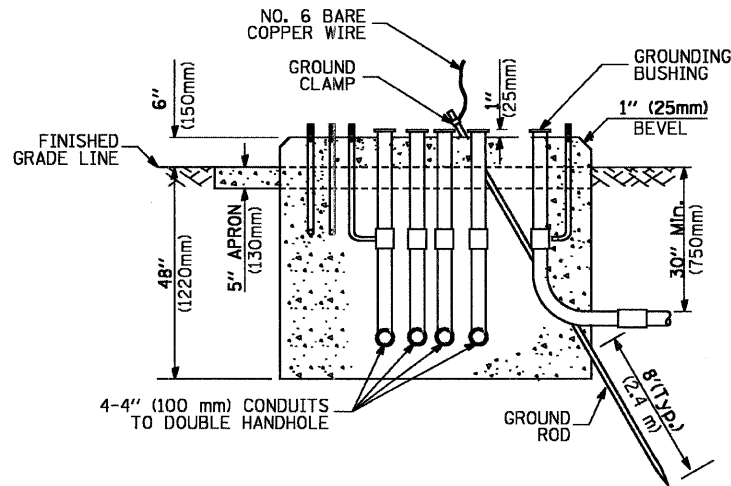
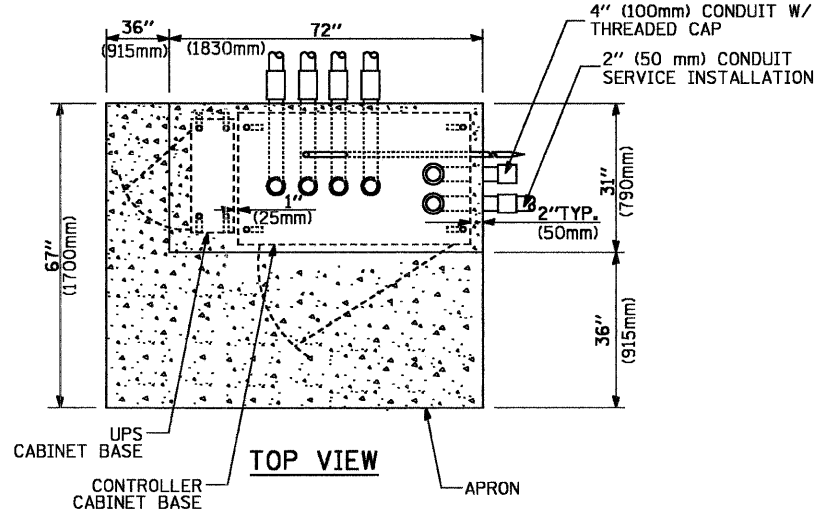
**TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

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

**CABLE SLACK**

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

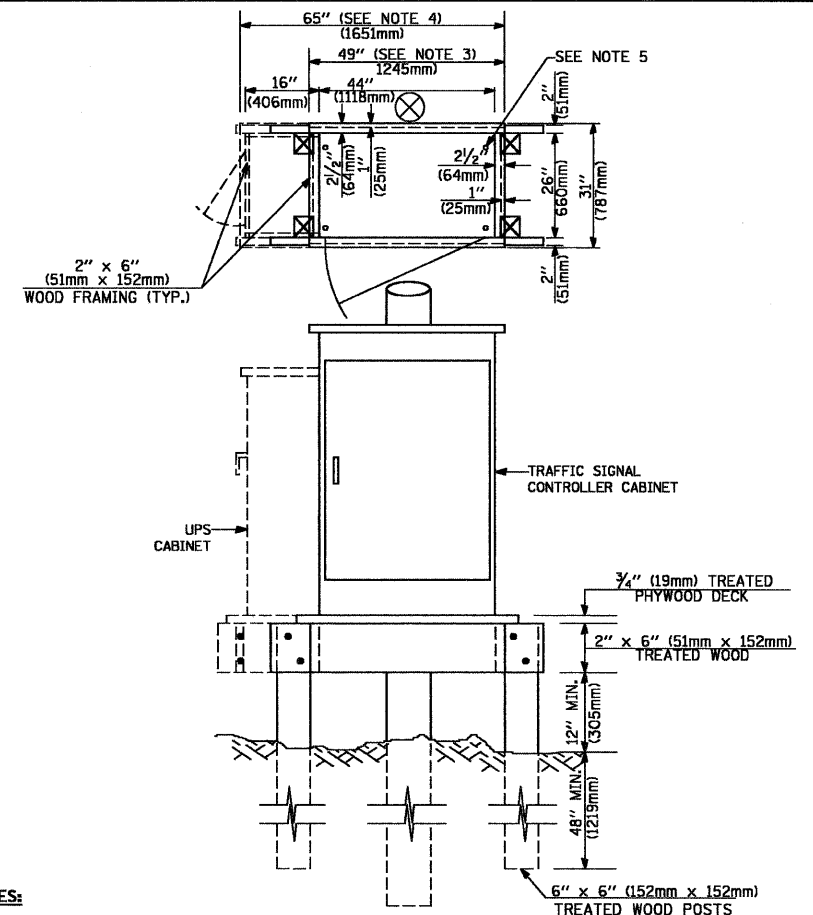
**VERTICAL CABLE LENGTH**



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

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

**DEPTH OF FOUNDATION**



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

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

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# 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			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR			
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											

## RAILROAD SYMBOLS

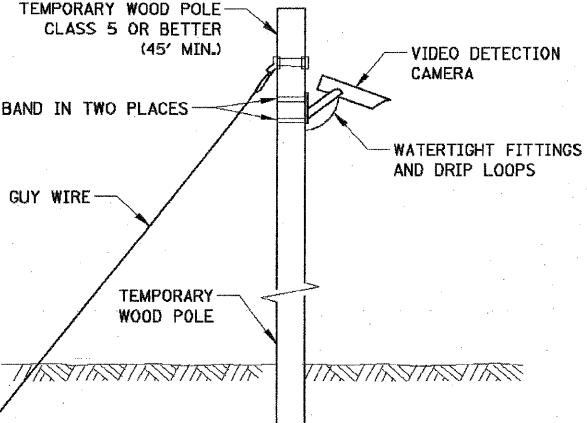
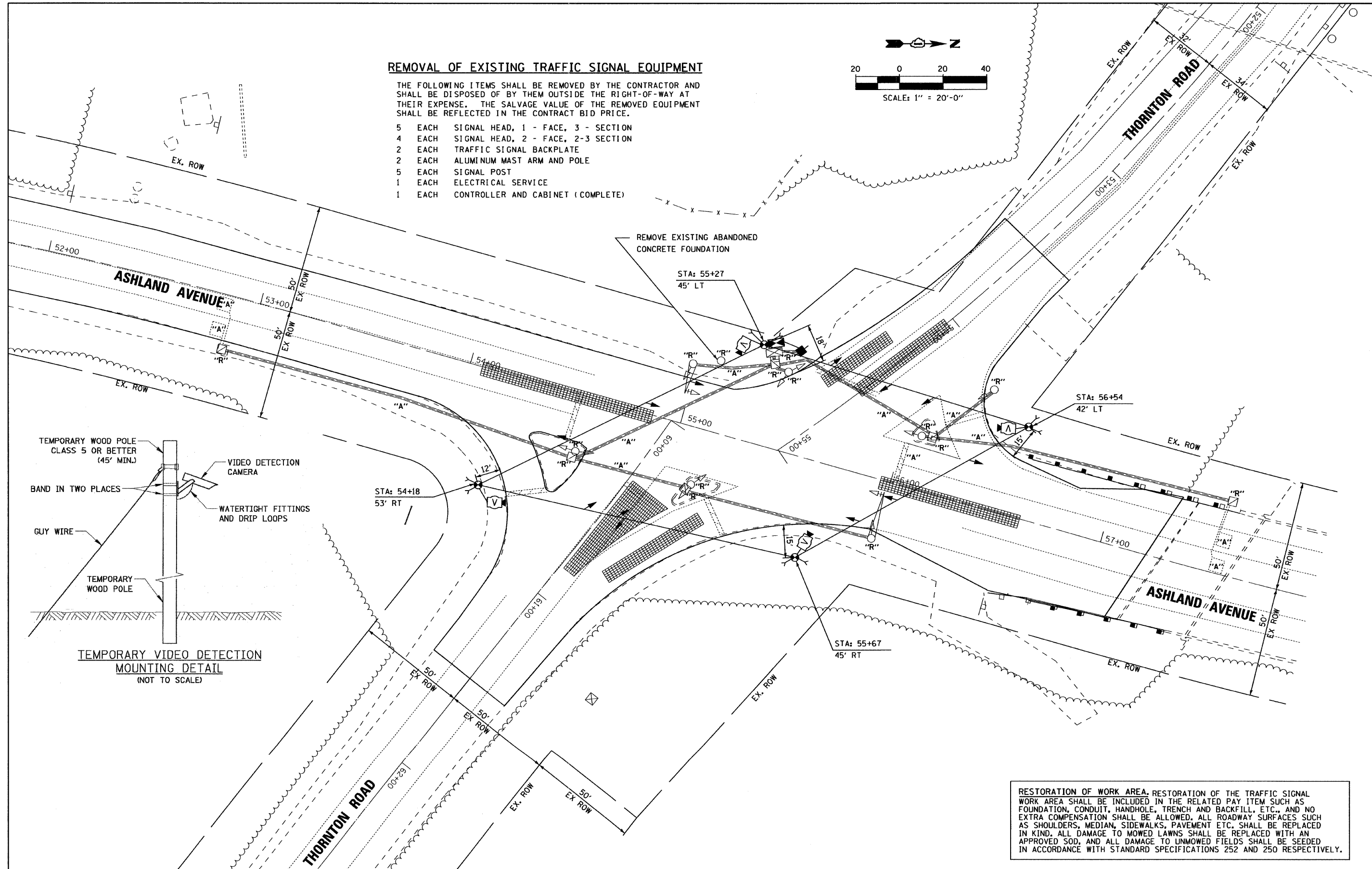
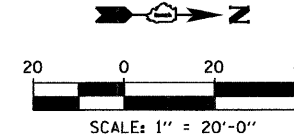
	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		



**REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT**

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

- 5 EACH SIGNAL HEAD, 1 - FACE, 3 - SECTION
- 4 EACH SIGNAL HEAD, 2 - FACE, 2-3 SECTION
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH ALUMINUM MAST ARM AND POLE
- 5 EACH SIGNAL POST
- 1 EACH ELECTRICAL SERVICE
- 1 EACH CONTROLLER AND CABINET (COMPLETE)



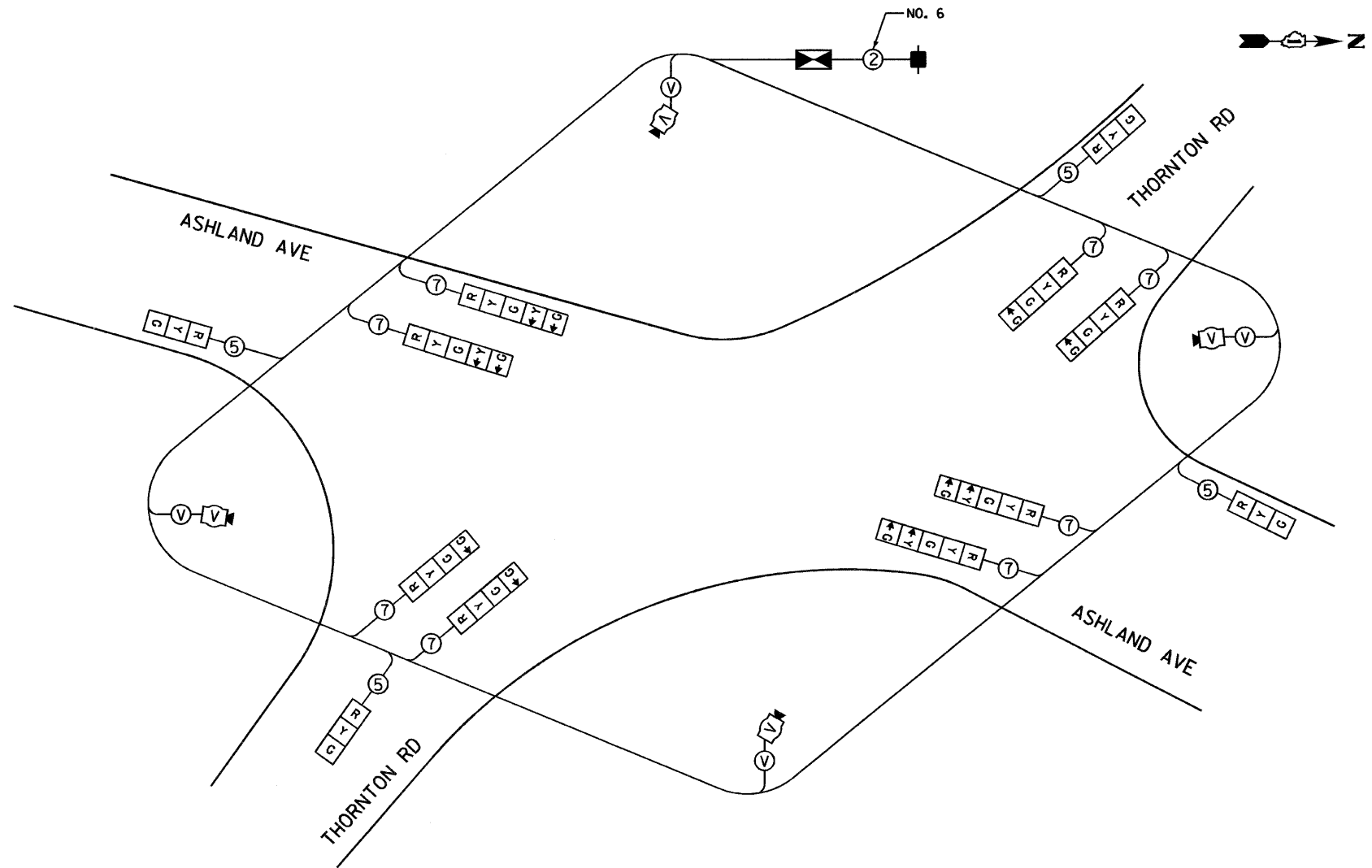
**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
 (NOT TO SCALE)

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

FILE NAME =	USER NAME = #USER#	DESIGNED - DW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVENUE AND THORNTON ROAD TEMPORARY TRAFFIC SIGNAL PLAN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JDH	REVISED -			2857	2011-054-I	COOK	81	55	
		CHECKED - DW	REVISED -			CONTRACT NO. 60P64					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
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		PLOT DATE = #DATE#									

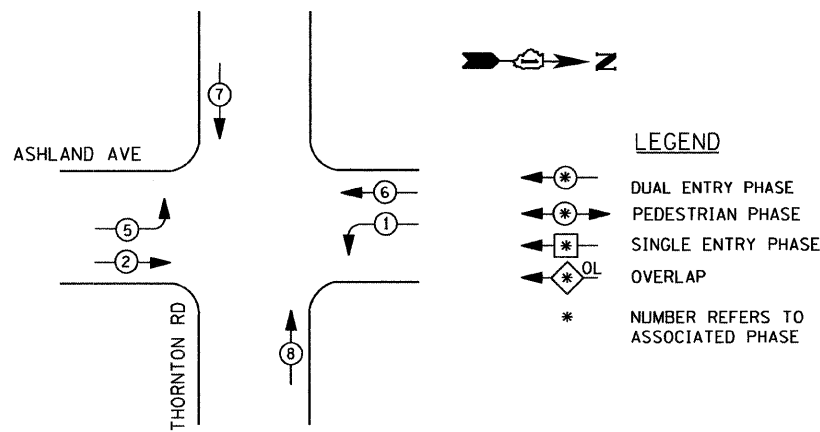
**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- 1) ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 2) ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- 3) ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT RAILROAD INTERSECTIONS. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- 4) ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- 5) ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 6) THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- 7) UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEM SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- 8) TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- 9) DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- 10) WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



TEMPORARY CABLE PLAN

TEMPORARY CONTROLLER SEQUENCE

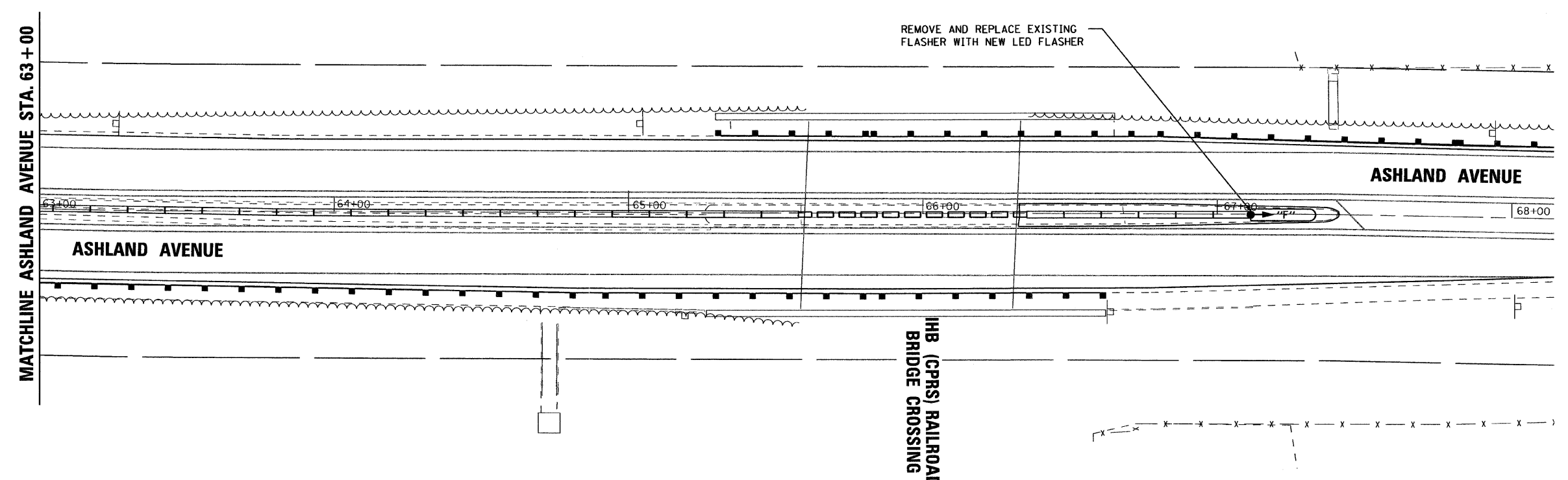
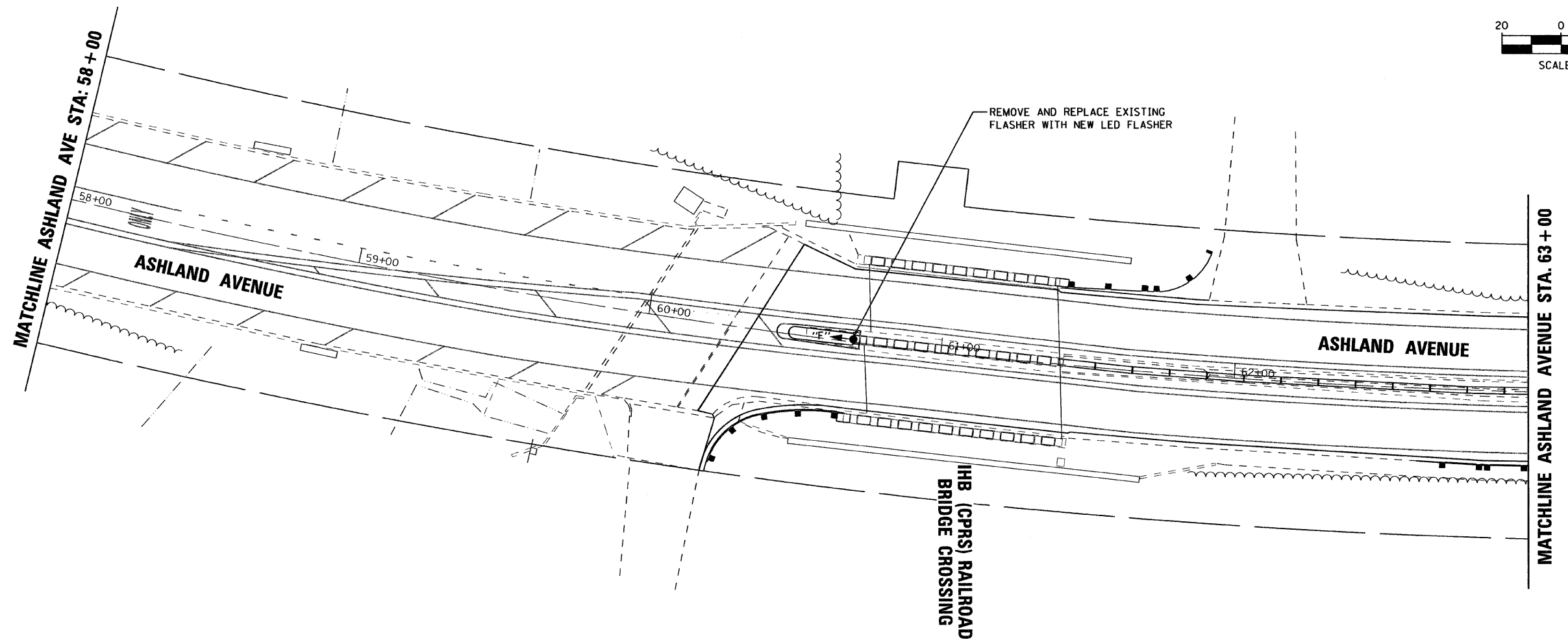
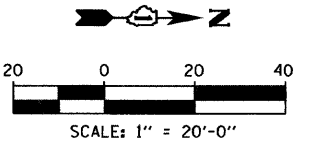


TEMPORARY PHASE DESIGNATION DIAGRAM

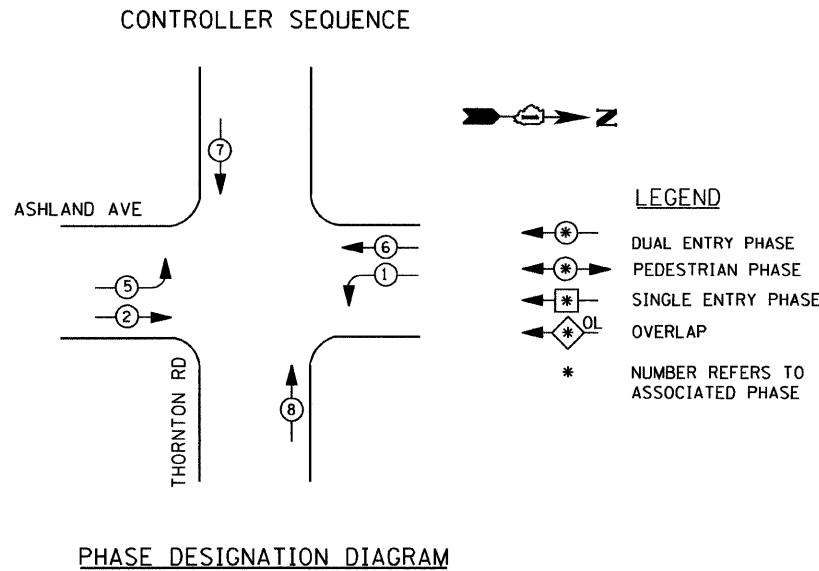
I. D. O. T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	102.00
(YELLOW)	12	135	25	0.25	75.00
(GREEN)	12	135	15	0.25	45.00
ARROW	12	135	12	0.10	14.4
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		252	25	0.05	--
VIDEO SYSTEM	1	150	-	1.00	150.00
FLASHER LED					
TOTAL =					486.40
ENERGY COSTS- BILLED TO: _____					
ENERGY SUPPLY - CONTACT _____					
PHONE _____					

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



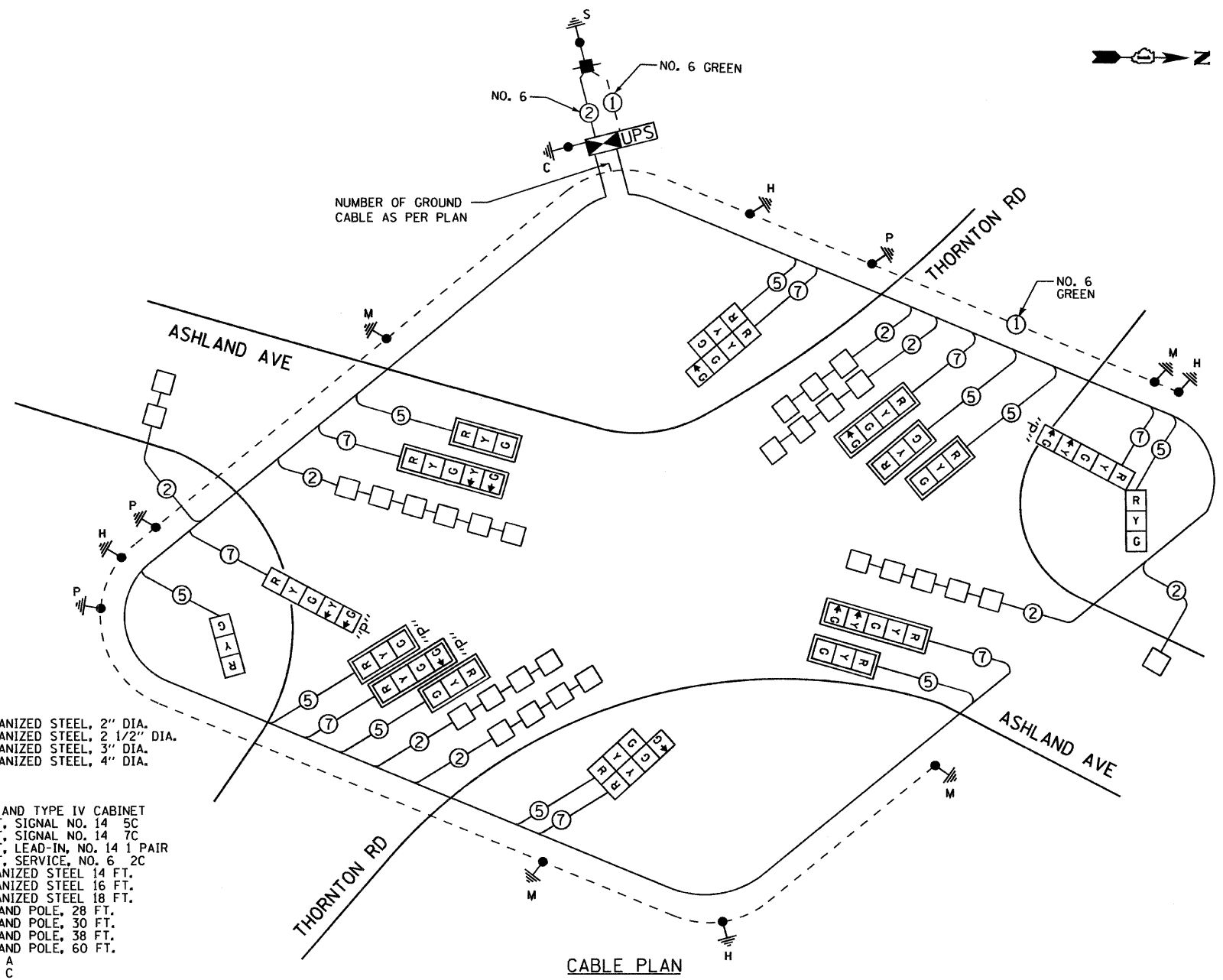


FILE NAME =	USER NAME = #USER*	DESIGNED - DW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVENUE AT RAILROAD BRIDGE CROSSINGS FLASHING BEACONS MODERNIZATION PLAN</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL*		DRAWN - JDH	REVISED -					2857	2011-054-I	COOK	81	58
	PLOT SCALE = #SCALE*	CHECKED - DW	REVISED -		SCALE: 1" = 20'			SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.	CONTRACT NO. 60P64	
	PLOT DATE = #DATE*	DATE -	REVISED -		[ILLINOIS] FED. AID PROJECT							



**LEGEND**

- ⊕ DUAL ENTRY PHASE
- ⊕ PEDESTRIAN PHASE
- ⊕ SINGLE ENTRY PHASE
- ⊕ OL OVERLAP
- \* NUMBER REFERS TO ASSOCIATED PHASE



**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
34.5	SO FT	SIGN PANEL - TYPE I
609	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
53	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
102	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
368	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
4	EACH	HANDHOLE
5	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
2240	FOOT	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1694	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1659	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
46	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
1	EACH	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 60 FT.
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
37	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
2	EACH	FLASHING BEACON INSTALLATION
5	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST-ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
8	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-4 SECTION, BRACKET MOUNTED
1468	FOOT	INDUCTIVE LOOP DETECTOR
10	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
6	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
9	EACH	REMOVE EXISTING HANDHOLE
2	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
527	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED
1	EACH	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION OPTICALLY PROGRAMMED, BRACKET MOUNTED

**I. D. O. T.**  
**TRAFFIC SIGNAL INSTALLATION**  
**ELECTRICAL SERVICE REQUIREMENTS**

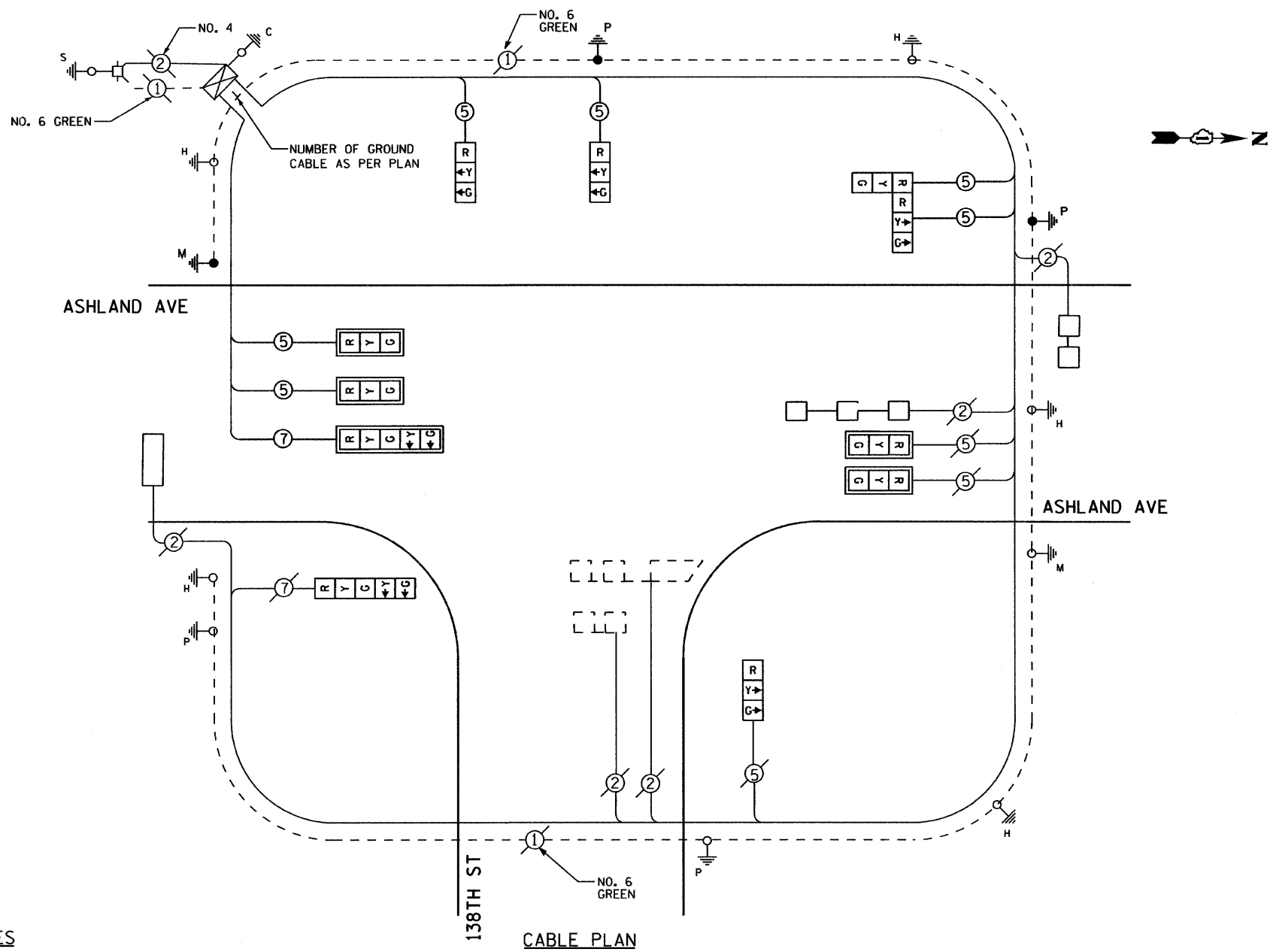
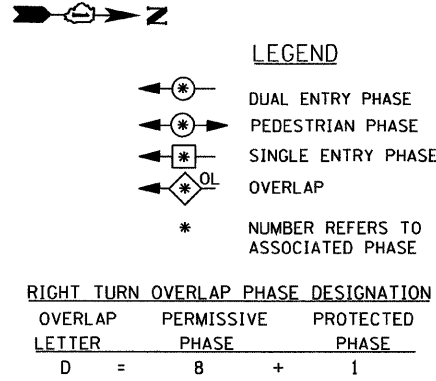
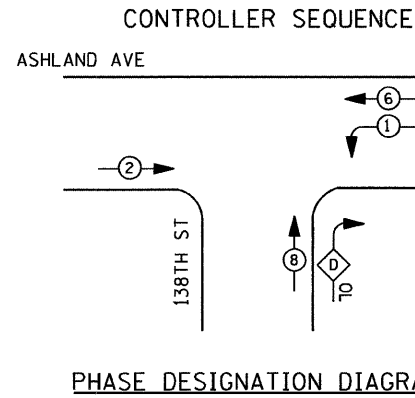
TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	18	135	17	0.50	153
(YELLOW)	18	135	25	0.25	112.5
(GREEN)	18	135	15	0.25	67.5
ARROW	12	135	12	0.10	14.4
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		252	25	0.05	--
VIDEO SYSTEM		150	-	1.00	--
FLASHER LED					
TOTAL =					447.4

ENERGY COSTS - BILLED TO: \_\_\_\_\_

ENERGY SUPPLY - CONTACT \_\_\_\_\_  
 PHONE \_\_\_\_\_

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





I. D. O. T.  
 TRAFFIC SIGNAL INSTALLATION  
 ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	11	135	17	0.50	93.5
(YELLOW)	11	135	25	0.25	68.75
(GREEN)	11	135	15	0.25	41.25
ARROW	4	135	12	0.10	4.80
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		252	25	0.05	--
VIDEO SYSTEM		150	-	1.00	--
TOTAL =					308.3

ENERGY COSTS- BILLED TO: VILLAGE OF RIVERDALE  
 157 W. 144th ST.  
 RIVERDALE, IL 60827

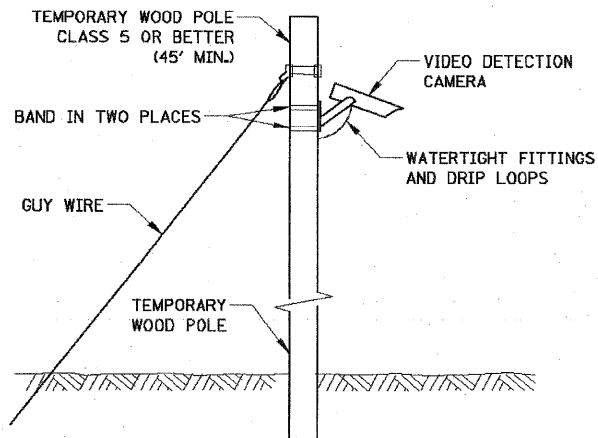
ENERGY SUPPLY - CONTACT \_\_\_\_\_  
 PHONE \_\_\_\_\_  
 COMPANY \_\_\_\_\_

**SCHEDULE OF QUANTITIES**

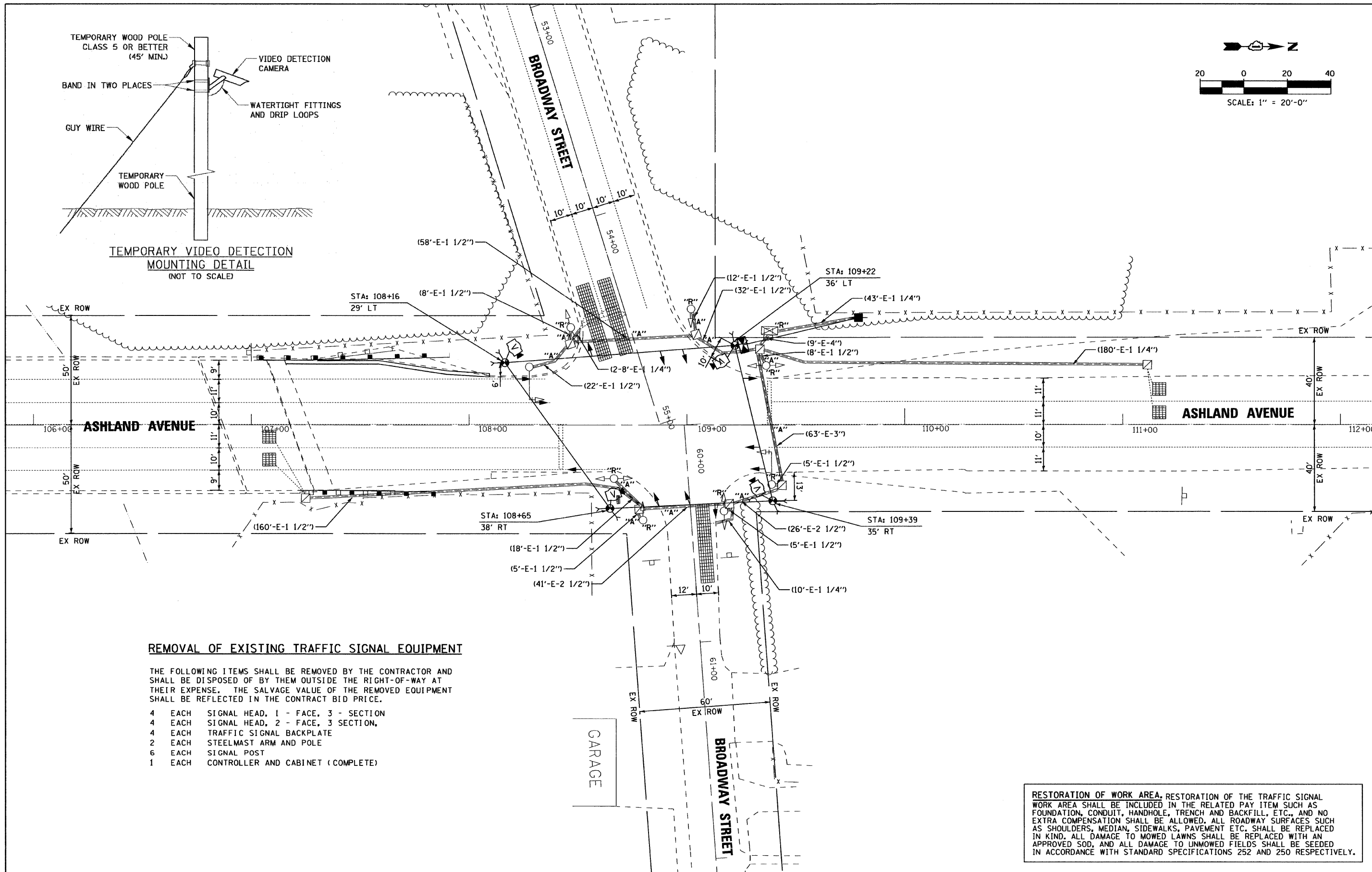
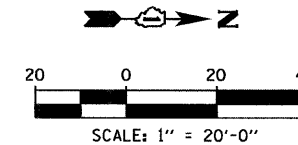
QUANTITY	UNIT	ITEM
6	SQ FT	SIGN PANEL - TYPE I
65	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
12	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
612	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
93.5	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.
8	FOOT	CONCRETE FOUNDATION, TYPE A
13.5	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
3	EACH	DRILL EXISTING HANDHOLE
4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
5	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
3	EACH	REMOVE EXISTING CONCRETE FOUNDATION
101	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
210	FOOT	DETECTOR LOOP, TYPE I

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





**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
(NOT TO SCALE)



**REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT**

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

- 4 EACH SIGNAL HEAD, 1 - FACE, 3 - SECTION
- 4 EACH SIGNAL HEAD, 2 - FACE, 3 SECTION,
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH STEELMAST ARM AND POLE
- 6 EACH SIGNAL POST
- 1 EACH CONTROLLER AND CABINET (COMPLETE)

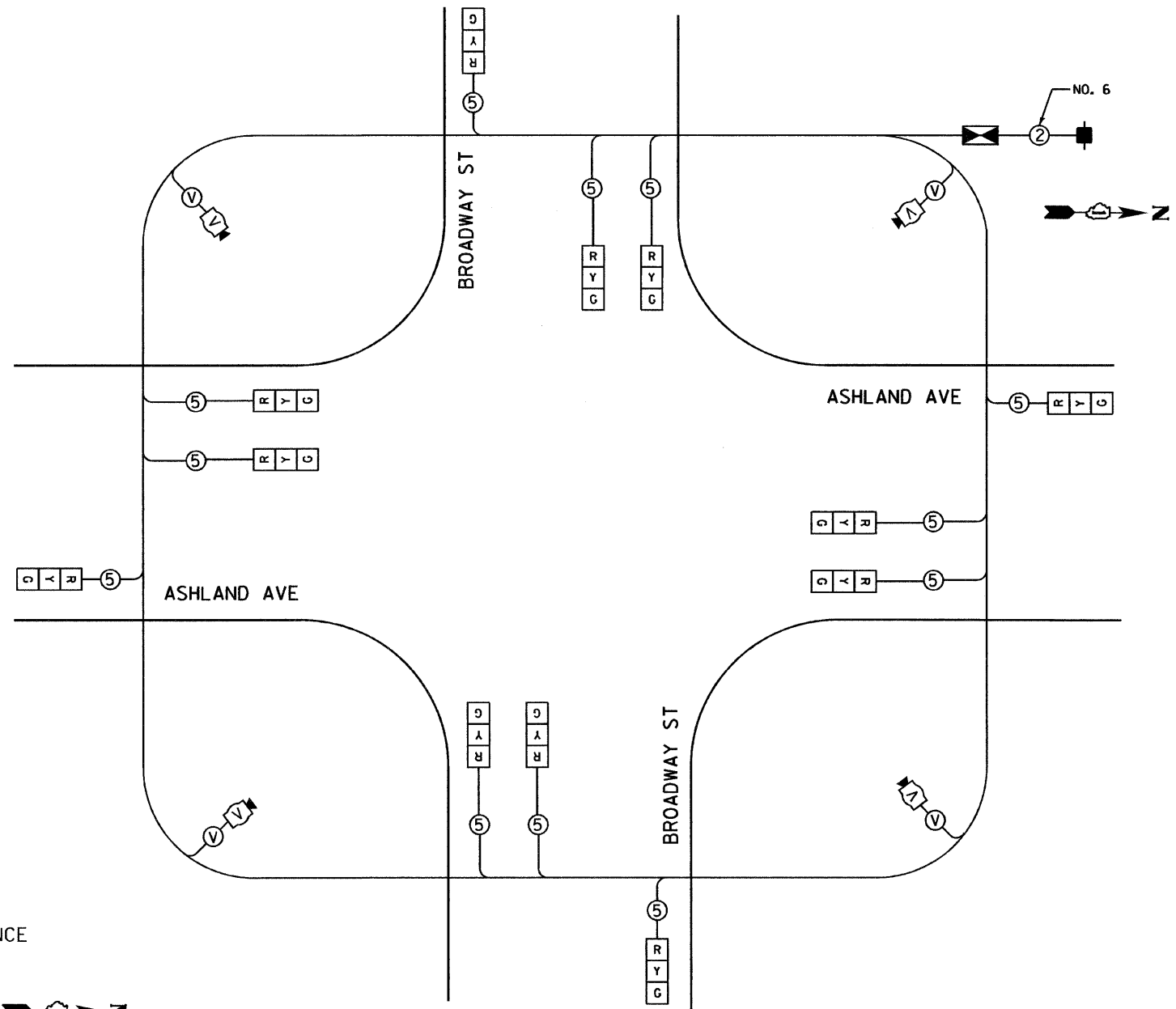
RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL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

FILE NAME =	USER NAME = #USER*	DESIGNED - DW	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVENUE AND BROADWAY STREET TEMPORARY TRAFFIC SIGNAL PLAN</b>	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN - JDH	REVISED -			2857	2011-054-1	COOK	81	62	
	PLOT SCALE = #SCALE*	CHECKED - DW	REVISED -			CONTRACT NO. 60P64					
	PLOT DATE = #DATE*	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 20'	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.			

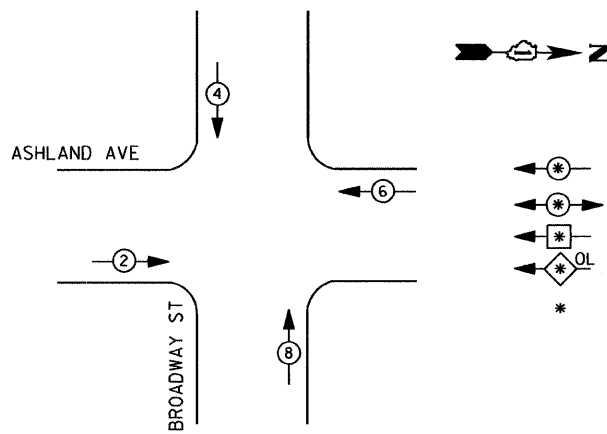


**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- 1) ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 2) ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- 3) ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT RAILROAD INTERSECTIONS. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- 4) ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- 5) ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- 6) THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- 7) UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEM SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- 8) TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- 9) DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- 10) WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY CABLE PLAN

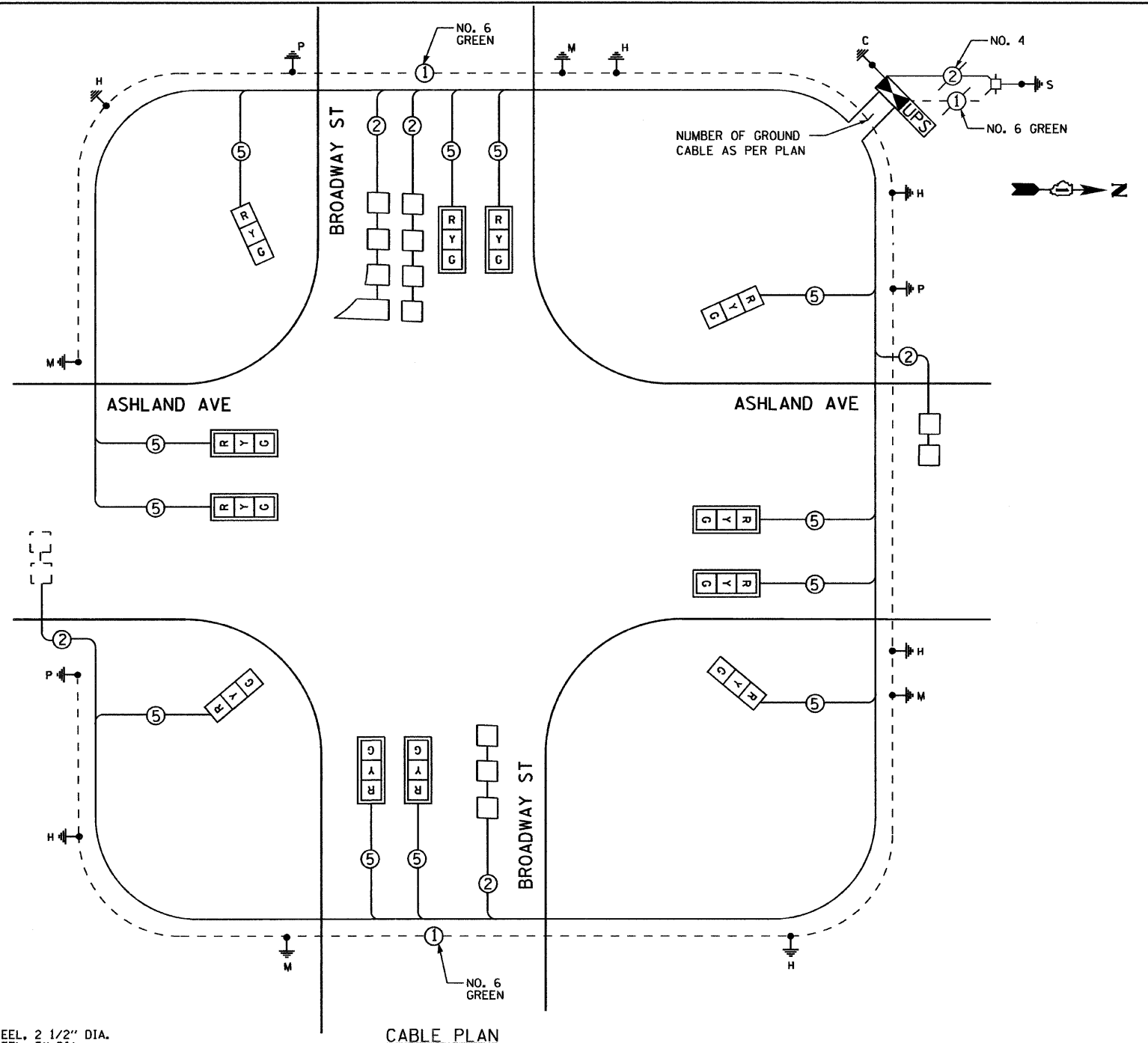
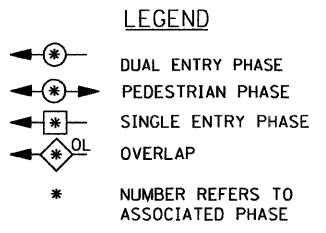
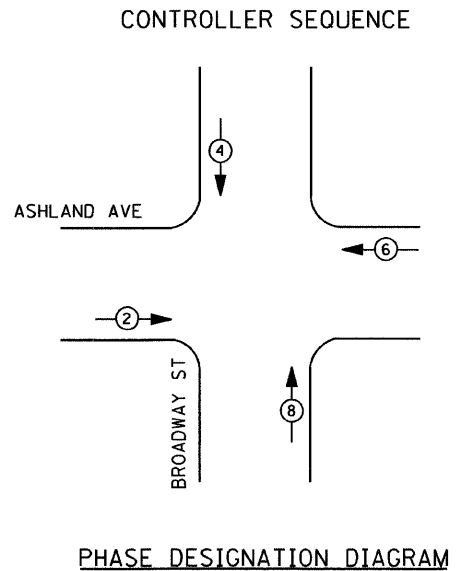
**LEGEND**

- ←\*→ DUAL ENTRY PHASE
- ←\* PEDESTRIAN PHASE
- ←\*→ SINGLE ENTRY PHASE
- ←\* OL OVERLAP
- \* NUMBER REFERS TO ASSOCIATED PHASE

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

I. D. O. T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	102.00
(YELLOW)	12	135	25	0.25	75.00
(GREEN)	12	135	15	0.25	45.00
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		252	25	0.05	--
VIDEO SYSTEM	1	150	-	1.00	150.00
FLASHER LED					
TOTAL =					472.0
ENERGY COSTS- BILLED TO: _____					
ENERGY SUPPLY - CONTACT _____					
PHONE _____					





I. D. O. T.  
 TRAFFIC SIGNAL INSTALLATION  
 ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	102.00
(YELLOW)	12	135	25	0.25	75.00
(GREEN)	12	135	15	0.25	45.00
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN		252	25	0.05	--
VIDEO SYSTEM		150	-	1.00	--
TOTAL =					322.00

**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
34.5	SO FT	SIGN PANEL - TYPE I
31	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
53	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
258	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
1	EACH	DOUBLE HANDHOLE
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1920	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
819.5	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 16 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 24 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
40	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
14	EACH	DRILL EXISTING HANDHOLE
8	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
8	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	UNINTERRUPTABLE POWER SUPPLY, SPECIAL
410.5	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
425	FOOT	DETECTOR LOOP, TYPE I

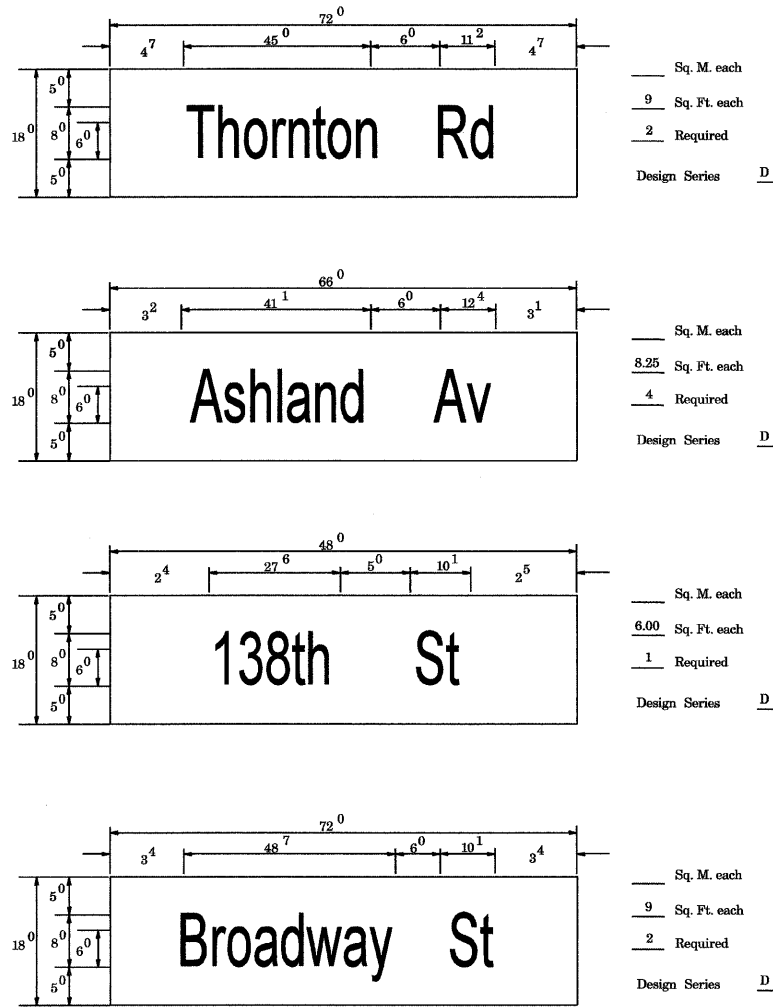
ENERGY COSTS- BILLED TO: \_\_\_\_\_

ENERGY SUPPLY - CONTACT \_\_\_\_\_

PHONE \_\_\_\_\_

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

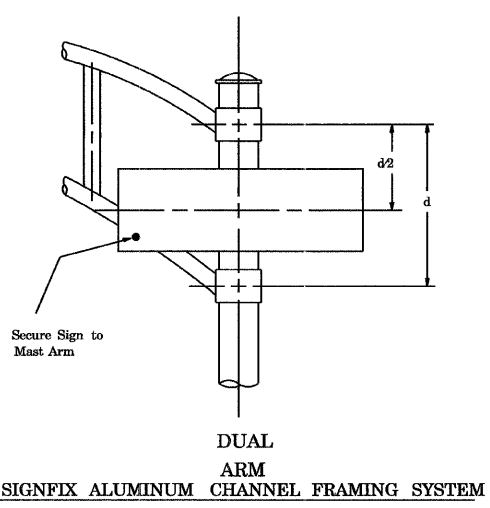
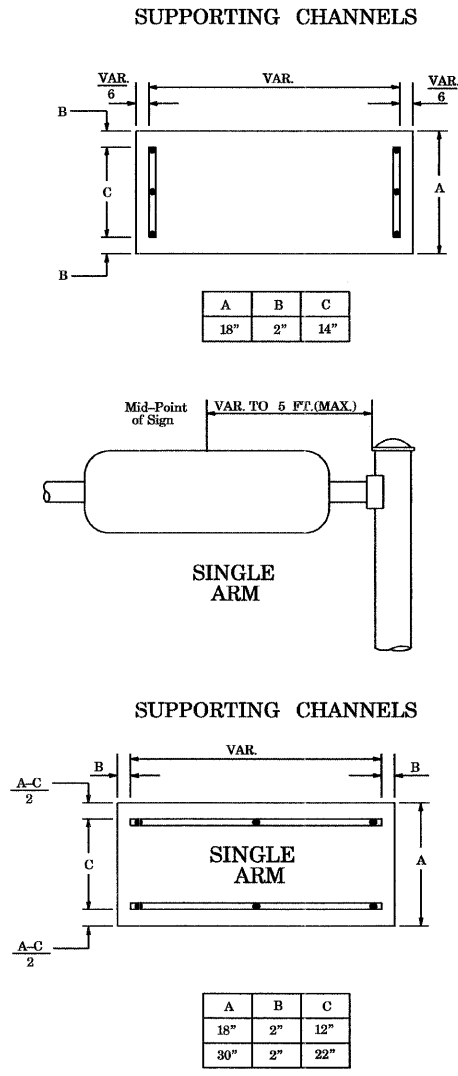
PANEL SIGN DESIGN TYPE 1



NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-0" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
  - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
  - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
  - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
  - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:  
 \* A.K.T. CORPORATION \* AMERICAN FABRICATION CO.  
 SCHAUMBURG, IL CHICAGO HEIGHTS, IL  
 \* TUCKER COMPANY, INC. \* WESTERN TRAFFIC CONTROL INC.  
 WAUWATOSA, WI CICERO, IL
- PARTS LISTING:**  
 SIGN CHANNEL PART #HPN063 (MED. CHANNEL)  
 SIGN SCREWS 1/4" x 1/4" x 1" H.W.H. #3  
 SELF TAPPING WITH NEOPRENE WASHER  
 BRACKETS PART #HPN034 (UNIVERSAL)  
 CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING  
 OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.



Upper Case To Lower Case  
 Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2 DENOTES 3/8"

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
A W X	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
B	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>
C E G	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
D O Q R	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
F	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
H I M N	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>2</sup>	2 <sup>4</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
J U	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>
K L	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
P	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>
S	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
T	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
V	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
Y	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>7</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
Z	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>

Lower Case To Lower Case  
 Spacing Chart 6 Inch Series "C & D"

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
a d h g i j	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
l m n q u																
b f k o p s	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>
c e	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
r	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>3</sup>	0 <sup>3</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>
t z	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>
v y	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>
w	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
x	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>

Number To Number  
 Spacing Chart 8 Inch Series "C & D"

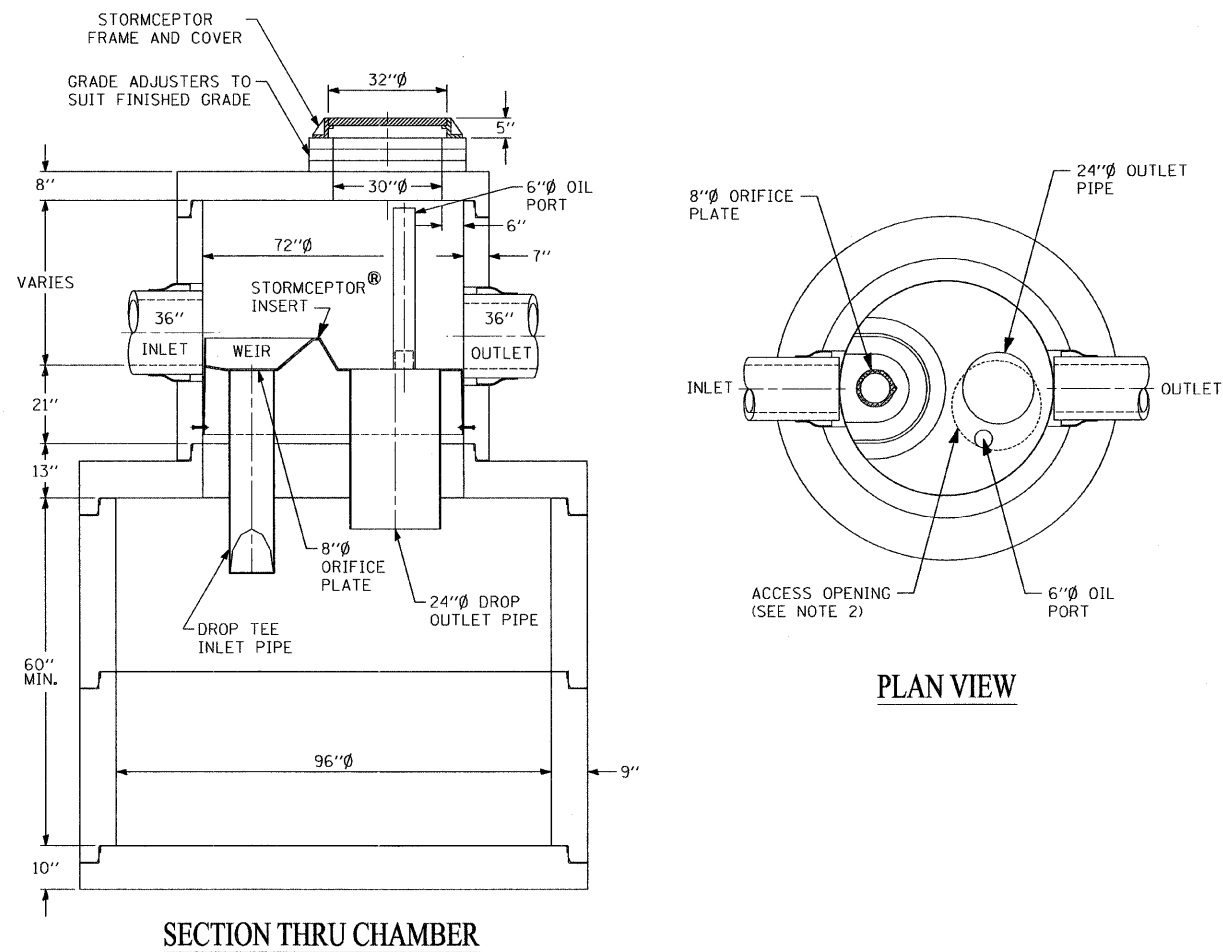
SERIES	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
1	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
2 3 4	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
5	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
6	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
7	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>
8	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>

UPPER AND LOWER CASE  
 LETTER WIDTHS

L E T T E R S	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		L E T T E R S	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		C	D
A	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>5</sup>	a	3 <sup>5</sup>	4 <sup>2</sup>
B	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	b	3 <sup>5</sup>	4 <sup>2</sup>
C	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	c	3 <sup>5</sup>	4 <sup>1</sup>
D	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	d	3 <sup>5</sup>	4 <sup>2</sup>
E	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	e	3 <sup>5</sup>	4 <sup>2</sup>
F	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	f	2 <sup>3</sup>	2 <sup>8</sup>
G	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	g	3 <sup>5</sup>	4 <sup>2</sup>
H	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	h	3 <sup>5</sup>	4 <sup>2</sup>
I	0 <sup>7</sup>	0 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	i	1 <sup>1</sup>	1 <sup>1</sup>
J	3 <sup>0</sup>	3 <sup>6</sup>	4 <sup>0</sup>	5 <sup>0</sup>	j	2 <sup>0</sup>	2 <sup>2</sup>
K	3 <sup>2</sup>	4 <sup>1</sup>	4 <sup>3</sup>	5 <sup>4</sup>	k	3 <sup>5</sup>	4 <sup>2</sup>
L	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	l	1 <sup>1</sup>	1 <sup>1</sup>
M	3 <sup>7</sup>	4 <sup>5</sup>	5 <sup>1</sup>	6 <sup>1</sup>	m	6 <sup>0</sup>	7 <sup>0</sup>
N	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	n	3 <sup>5</sup>	4 <sup>2</sup>
O	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	o	3 <sup>6</sup>	4 <sup>3</sup>
P	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	p	3 <sup>5</sup>	4 <sup>2</sup>
Q	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>	q	3 <sup>5</sup>	4 <sup>2</sup>
R	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	r	2 <sup>6</sup>	3 <sup>2</sup>
S	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	s	3 <sup>6</sup>	4 <sup>2</sup>
T	3 <sup>0</sup>	3 <sup>5</sup>	4 <sup>0</sup>	4 <sup>7</sup>	t	2 <sup>7</sup>	3 <sup>2</sup>
U	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	u	3 <sup>5</sup>	4 <sup>2</sup>
V	3 <sup>5</sup>	4 <sup>4</sup>	4 <sup>7</sup>	6 <sup>0</sup>	v	4 <sup>2</sup>	4 <sup>7</sup>
W	4 <sup>4</sup>	5 <sup>2</sup>	6 <sup>0</sup>	7 <sup>0</sup>	w	5 <sup>5</sup>	6 <sup>4</sup>
X	3 <sup>4</sup>	4 <sup>0</sup>	4 <sup>6</sup>	5 <sup>3</sup>	x	4 <sup>4</sup>	5 <sup>1</sup>
Y	3 <sup>6</sup>	5 <sup>0</sup>	5 <sup>0</sup>	6 <sup>6</sup>	y	4 <sup>6</sup>	5 <sup>3</sup>
Z	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>	z	3 <sup>6</sup>	4 <sup>3</sup>

N U M B E R	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>
2	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
3	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
4	3 <sup>6</sup>	4 <sup>3</sup>	4 <sup>7</sup>	5 <sup>7</sup>
5	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
6	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
7	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
8	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
9	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
0	3 <sup>4</sup>	4 <sup>2</sup>	4 <sup>5</sup>	5 <sup>5</sup>

2,400 GALLON CAPACITY



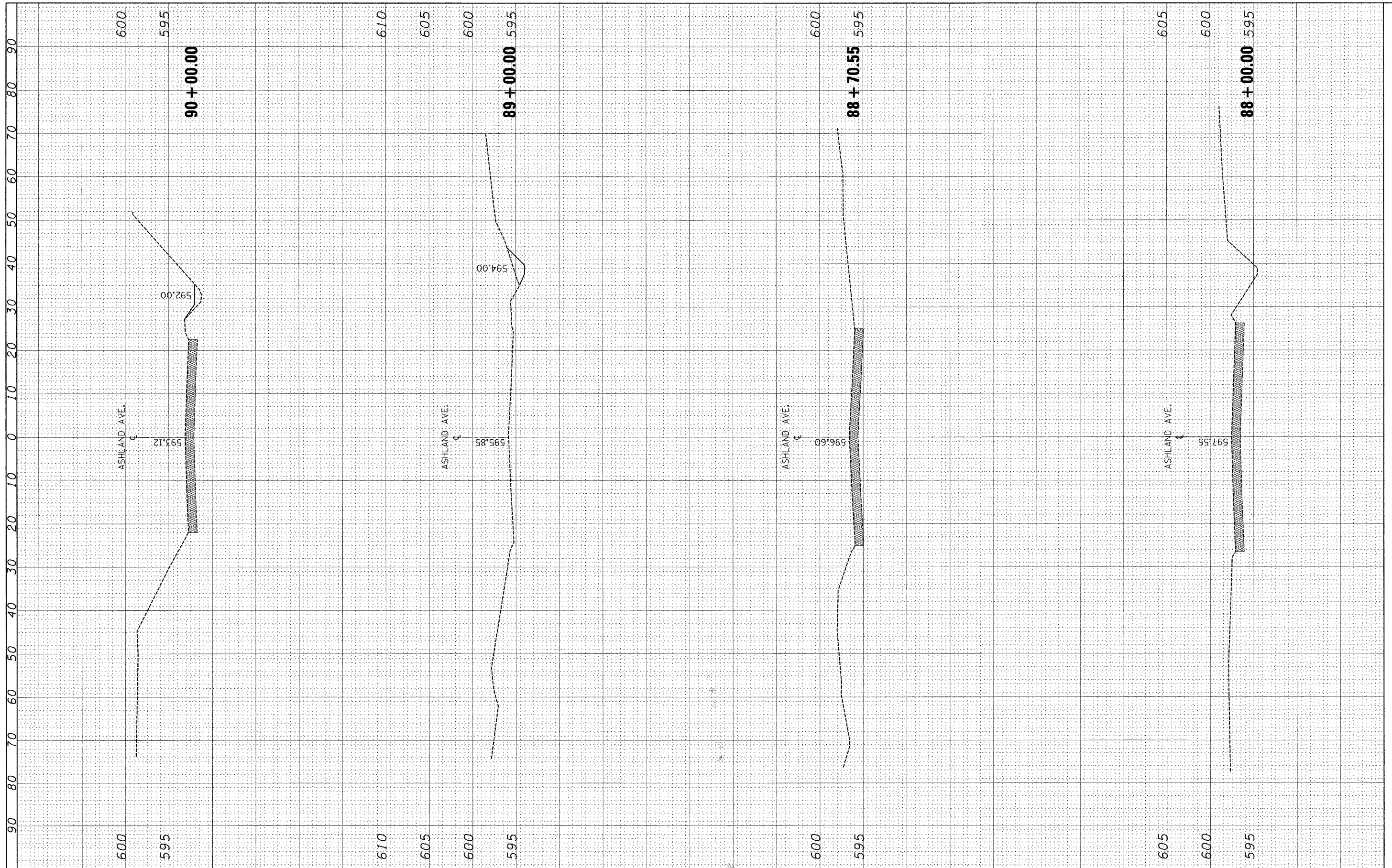
Notes:

1. THE USE OF FLEXIBLE CONNECTION IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.
2. THE COVER SHOULD BE POSITIONED OVER THE OUTLET DROP PIPE AND THE OIL PORT.
3. THE STORMCEPTOR SYSTEM IS PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: \*4985148, \*5498331, \*5725760, \*5753115, \*5849181, \*6068765, \*6371690.
4. CONTACT A CONCRETE PIPE DIVISION REPRESENTATIVE FOR FURTHER DETAILS NOT LISTED ON THIS DRAWING.

FILE NAME =	USER NAME = .USER.	DESIGNED - EF	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ASHLAND AVE. (THORNTON RD. - BROADWAY ST.) STORMWATER TREATMENT SYSTEM DETAIL</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN - EF	REVISED -			2857	2011-054-I	COOK	81	67	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - RS	REVISED -			CONTRACT NO. 60P64					
	PLOT DATE = 12/28/2011	DATE - 12-28-2011	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: 1"=50'	SHEET 1 OF 1 SHEETS	STA.	TO STA.				

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

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



FILE NAME =  
#FILEL\*  
1-2

USER NAME = USER  
PLOT SCALE = 10.0005' / IN.  
PLOT DATE = 1/3/2012

DESIGNED	-	EF	REVISED	-
DRAWN	-	EF	REVISED	-
CHECKED	-	RS	REVISED	-
DATE	-	12-28-2011	REVISED	-

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. TO BROADWAY ST.)  
CROSS SECTIONS**

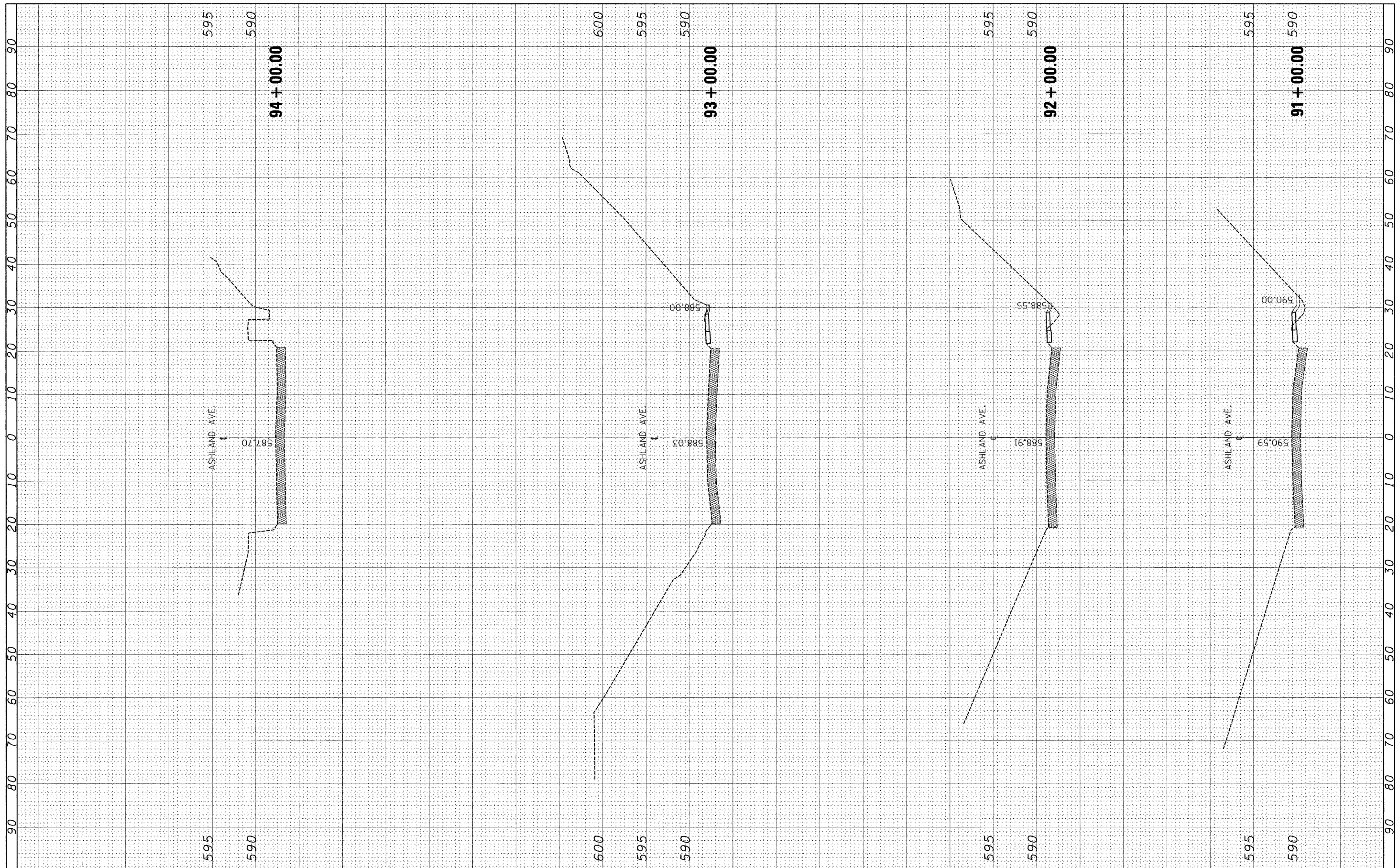
SCALE: SHEET OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	68
CONTRACT NO. 60P64			ILLINOIS FED. AID PROJECT	



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

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



FILE NAME =  
#FILE# 1-4-11

USER NAME = JUSER.  
PLOT SCALE = 10,000'S = 1" IN.  
PLOT DATE = 1/3/2012

DESIGNED - EF  
DRAWN - EF  
CHECKED - RS  
DATE - 12-28-2011

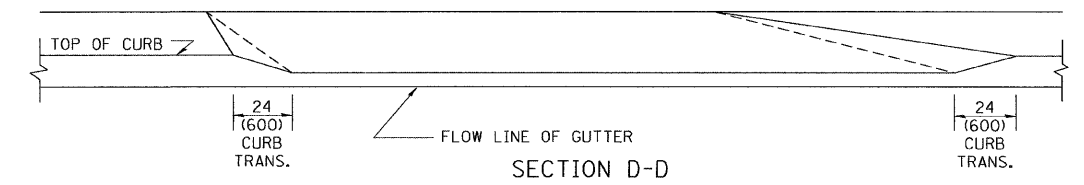
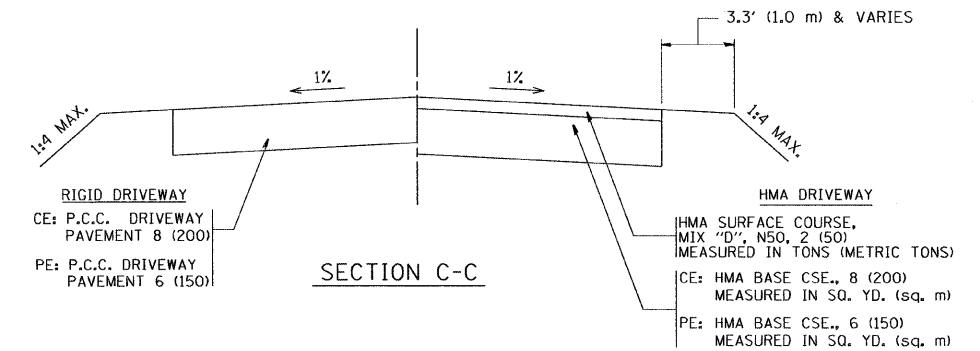
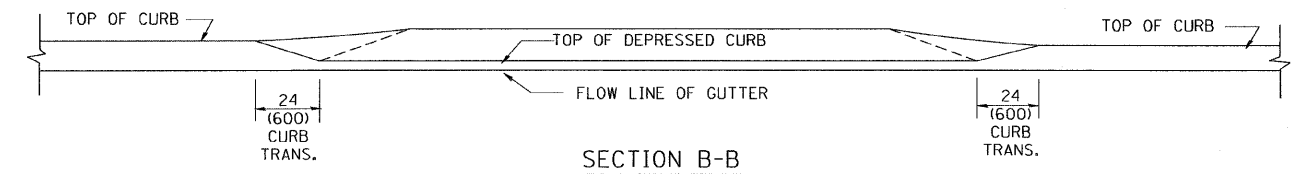
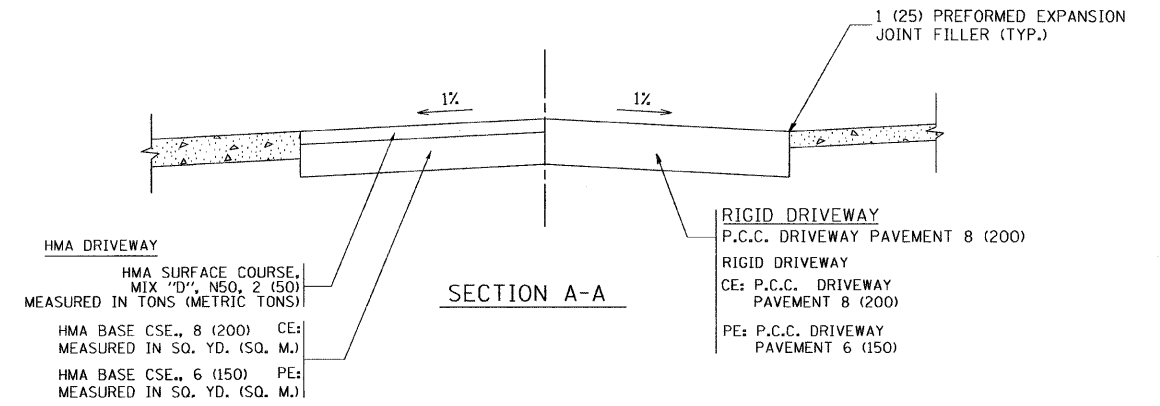
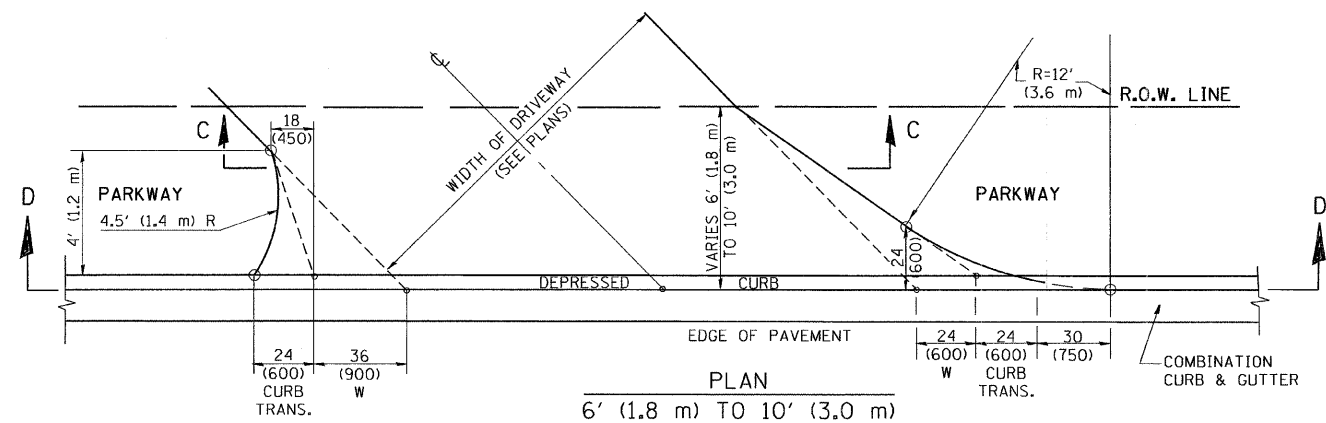
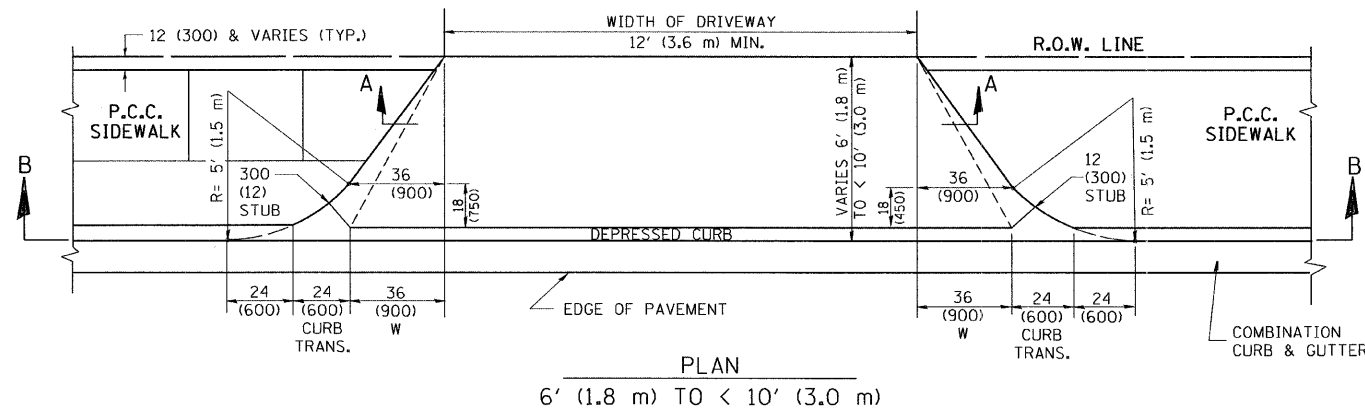
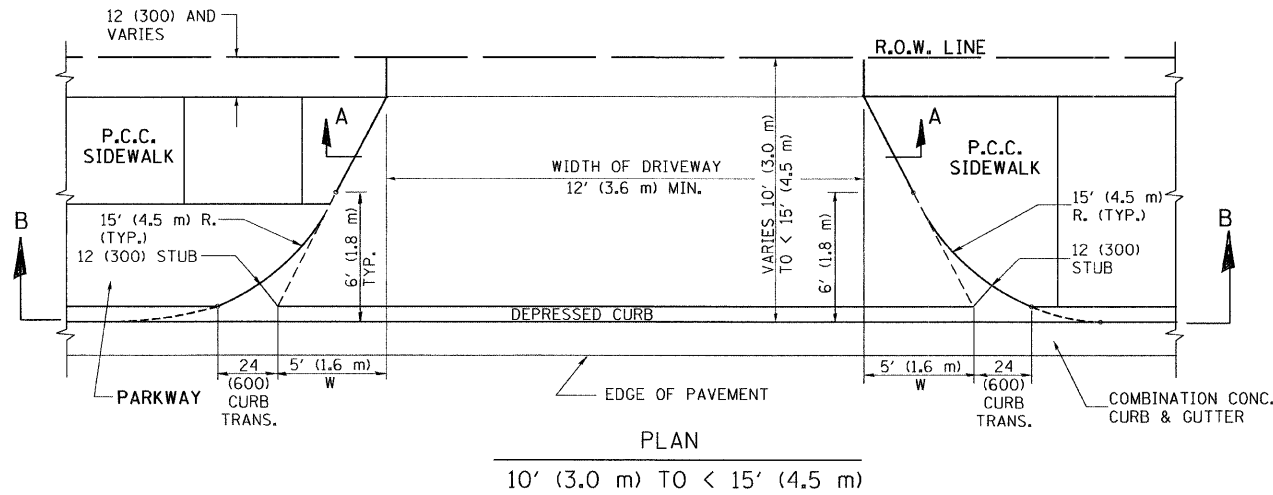
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ASHLAND AVE. (THORNTON RD. TO BROADWAY ST.)  
CROSS SECTIONS**

SCALE: SHEET OF 12 SHEETS STA. 89+00.00 TO STA. 95+00.00

F.A.I. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 69
CONTRACT NO. 60P64				
ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

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

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

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

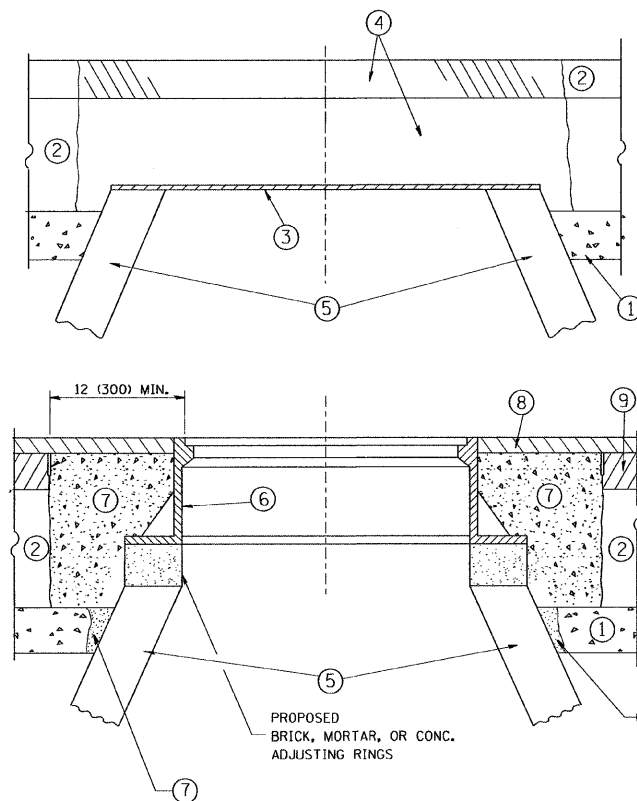
THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

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

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

FILE NAME =	USER NAME = leysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\leysa\20110315\bd02.dwg		DRAWN -	REVISED - P. LoFLEUR 04-15-03		<b>DISTANCE BETWEEN ROW AND FACE OF CURB &lt; 15' (4.5 m)</b>			2857	2011-054-1	COOK	81	70
		CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-02 (BD-02)</b>			
		DATE - 11-06-95	REVISED - R. BORO 01-01-07					CONTRACT NO. 60P64				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT												





**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

**NOTES:**

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

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

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

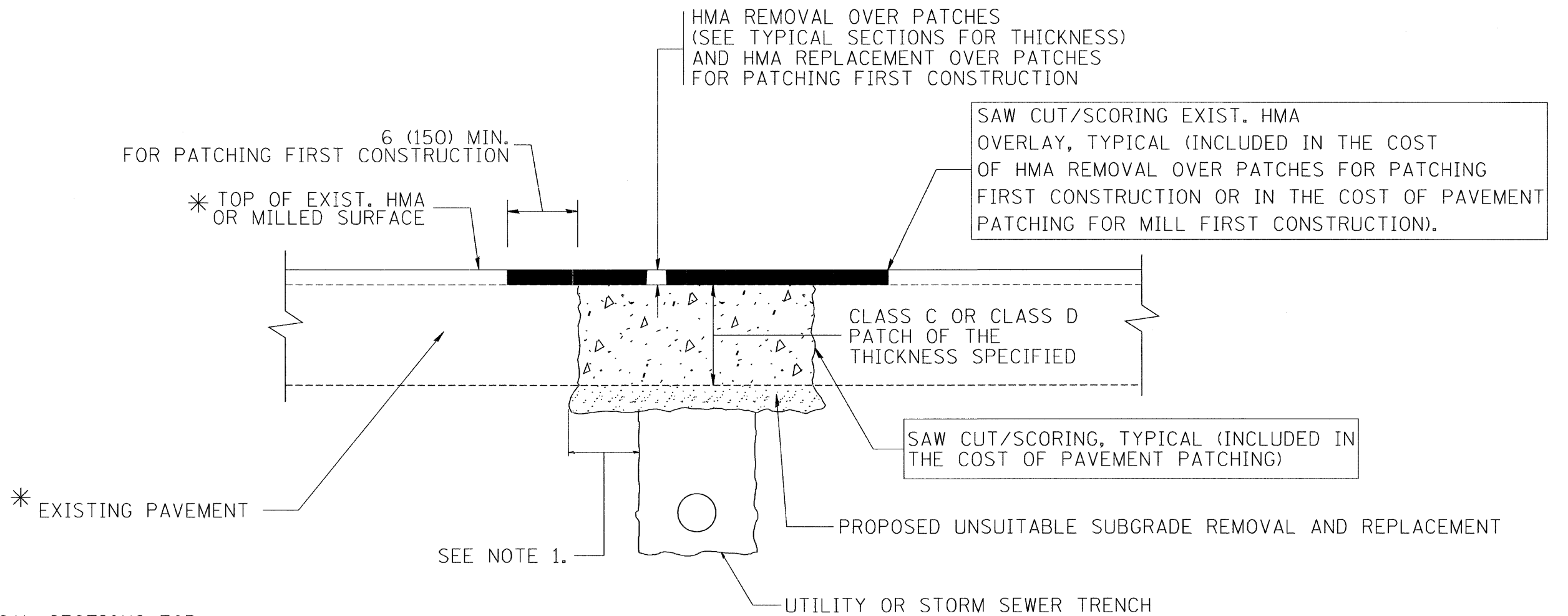
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = lsgss	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pwork\pwork\lsgss\0108315\bd08.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	2857	2011-054-I	COOK	81	71
	PLOT SCALE = 49,9999 ' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		STA.	TO STA.	<b>BD600-03 (BD-8)</b>		CONTRACT NO. 60P64		
	PLOT DATE = 3/18/2011	DATE - 10-25-94	REVISED - R. BORO 03-09-11		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

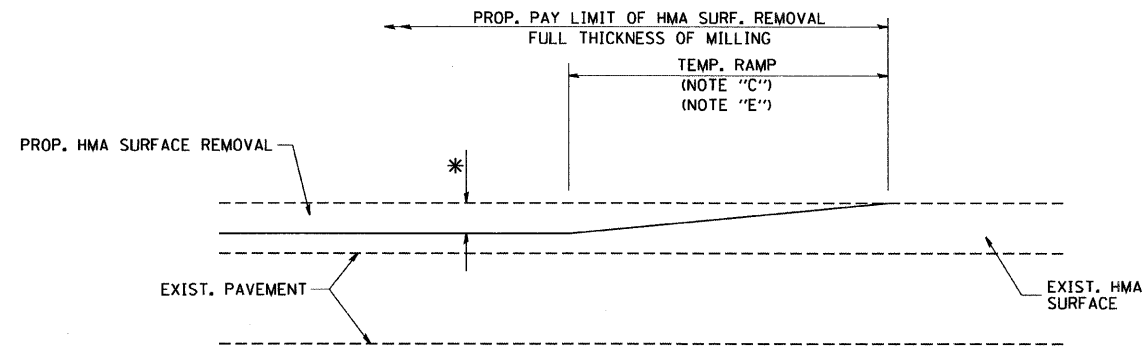
**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

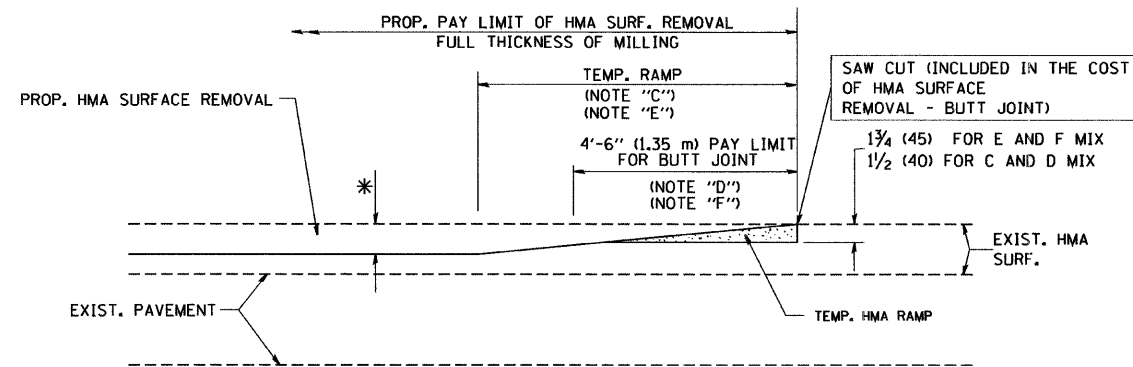
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	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22) CONTRACT NO. 60P64			
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT							
			REVISED - K. ENG 10-27-08									





MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

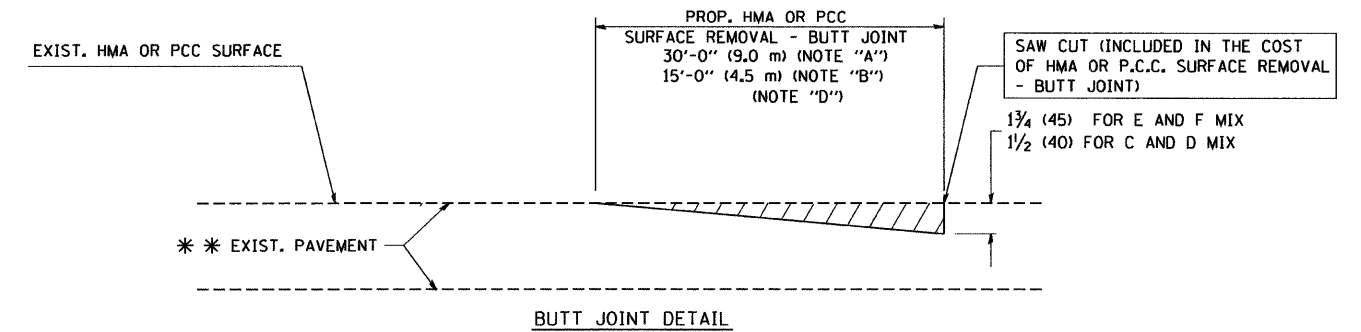
**OPTION 1**



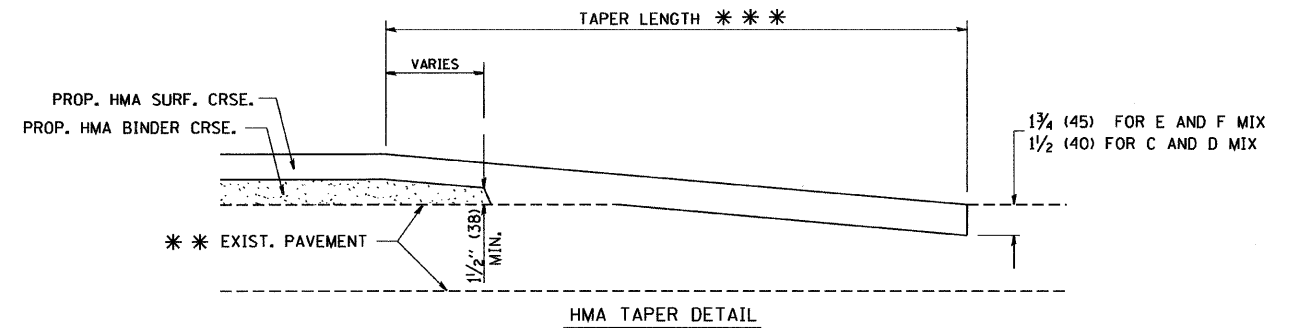
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

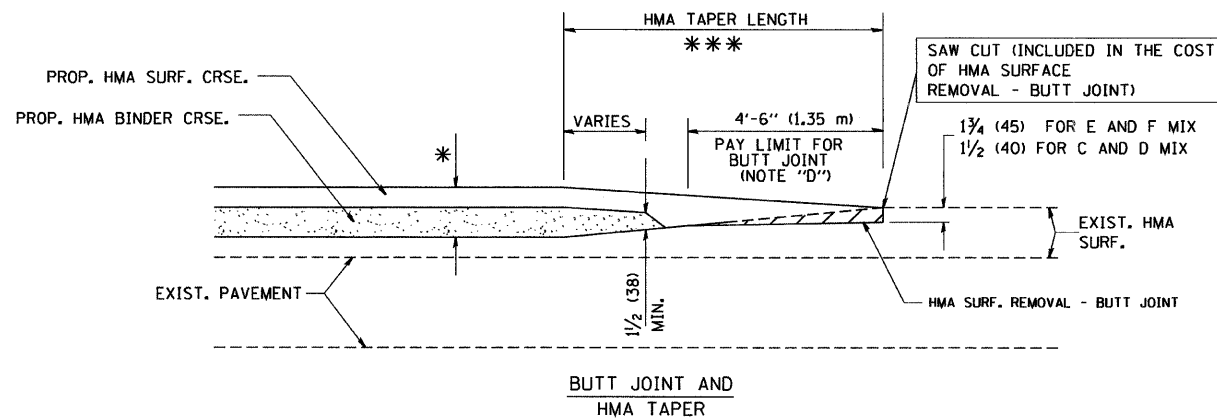
**NOTES**

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

**BASIS OF PAYMENT:**

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

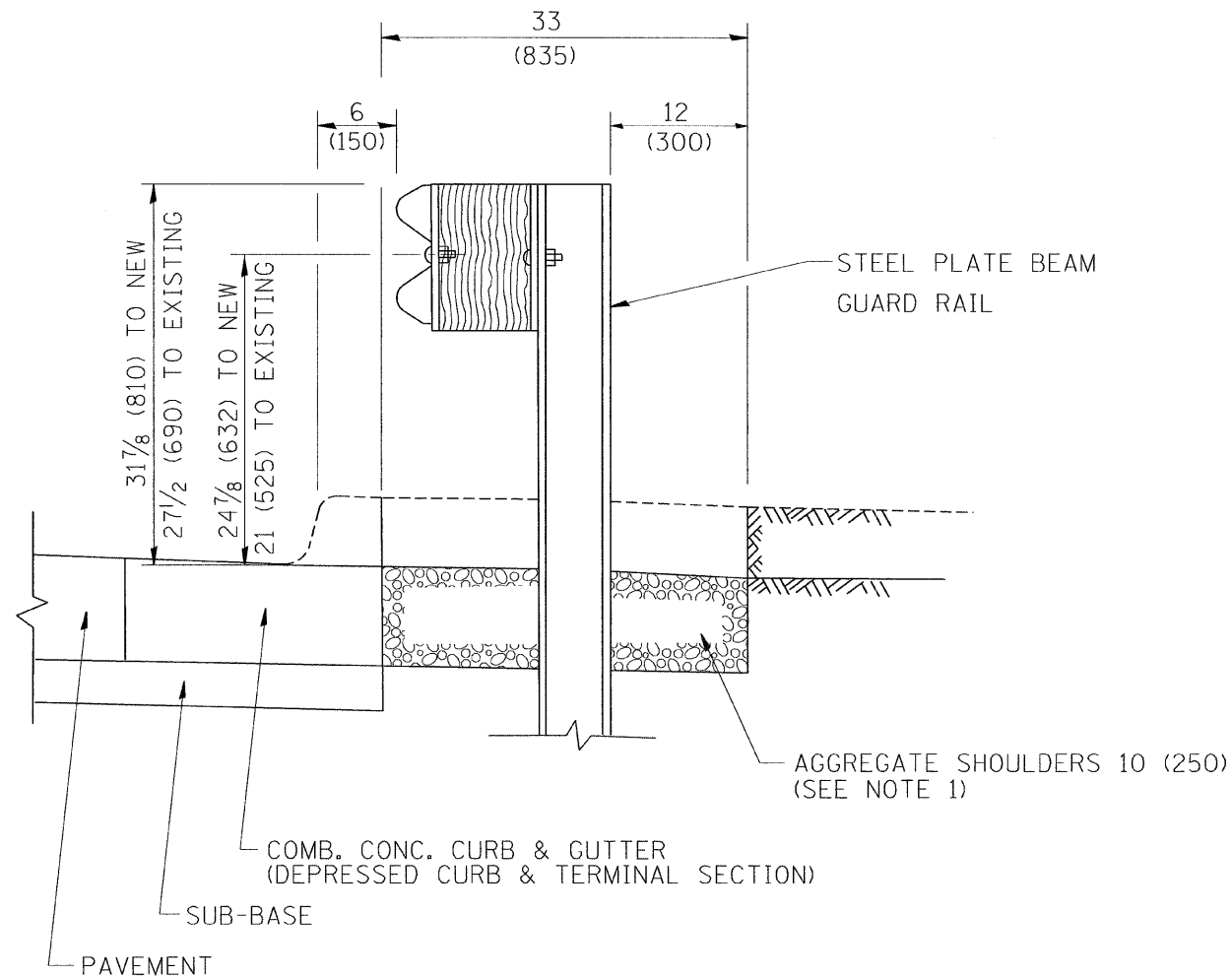
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



BUTT JOINT AND HMA TAPER

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

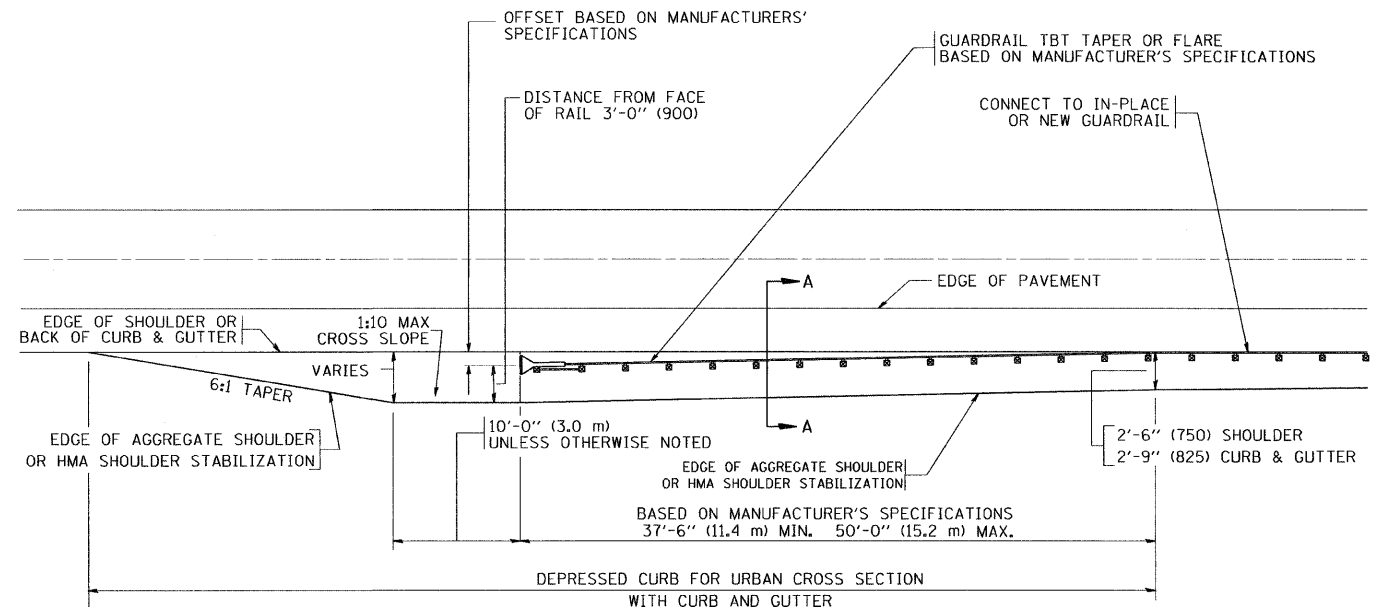
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT AND HMA TAPER DETAILS</b>		F.A.I.L. RTE. 2857	SECTION 2011-054-I	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 74
PLOT SCALE = 50.0000' / IN.	CHECKED - M. GOMEZ 04-06-01	DATE - 06-13-90	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-05 BD32</b>		CONTRACT NO. 60P64
PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
  2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
  3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM  
 GUARD RAIL ADJACENT TO CURB AND GUTTER  
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND  
 SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL  
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

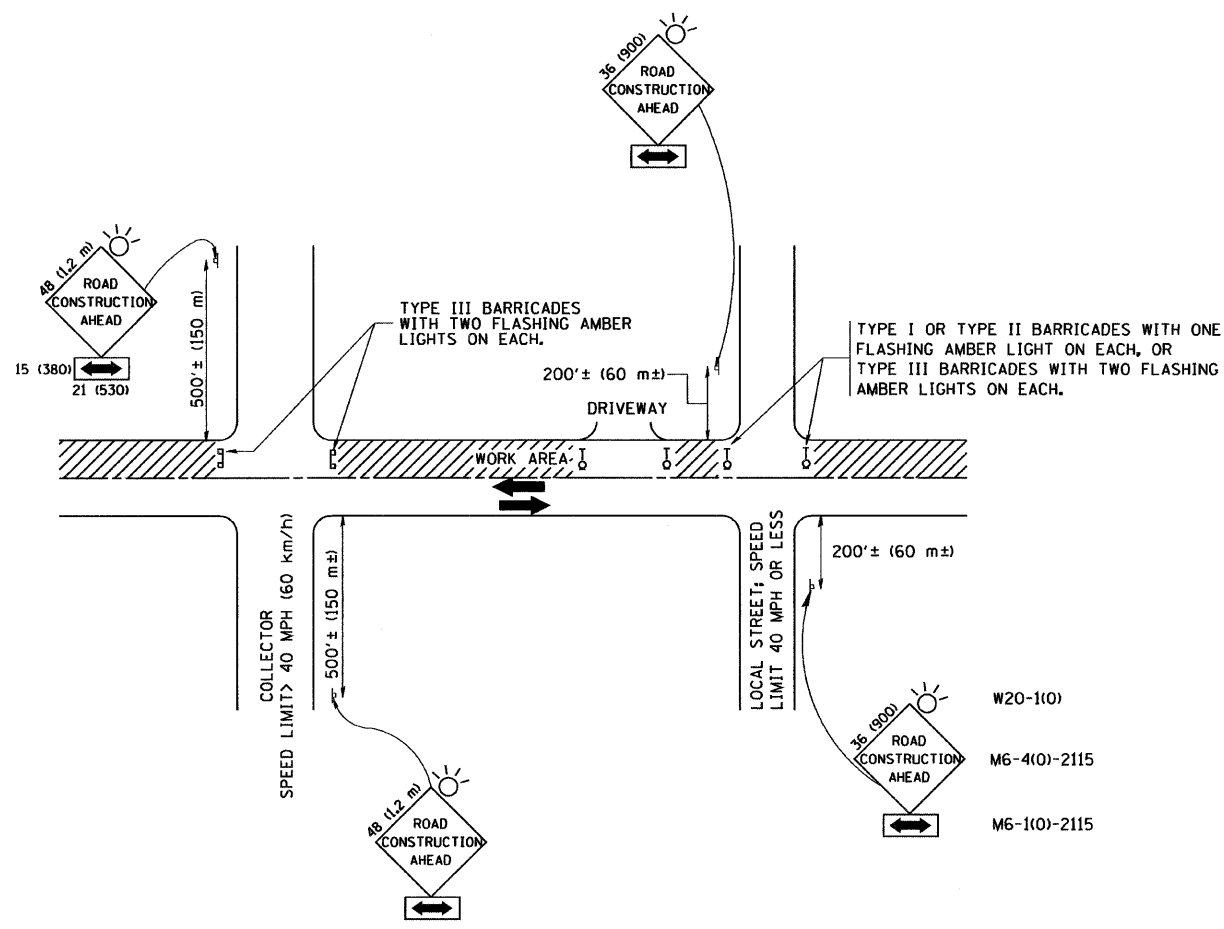
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		CHECKED -	REVISED - R. BORO 12-08-2008
		DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND  
 SHOULDER TREATMENT AT TBT TY 1 SPL.

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

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-1	COOK	81	75
BD600-10 (BD 34)		CONTRACT NO. 60P64		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

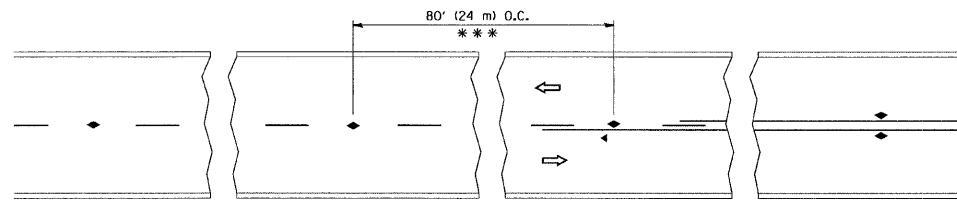
NOTES:

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

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

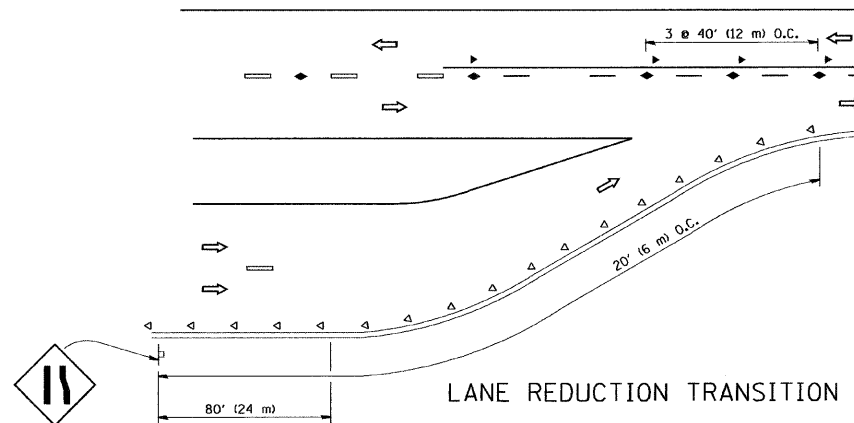
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\d1ststd\22x34\td10.dgn	USER NAME = gegl1enobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			F.A.I.L. RTE. 2857	SECTION 2011-054-1	COUNTY COOK	TOTAL SHEETS 81	SHEET NO. 76
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-10		CONTRACT NO. 60P64	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96						FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00									

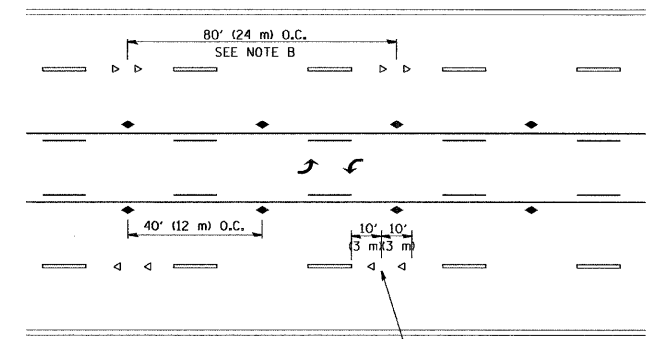


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

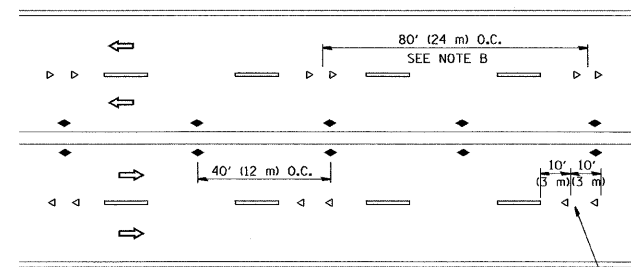
TWO-LANE/TWO-WAY



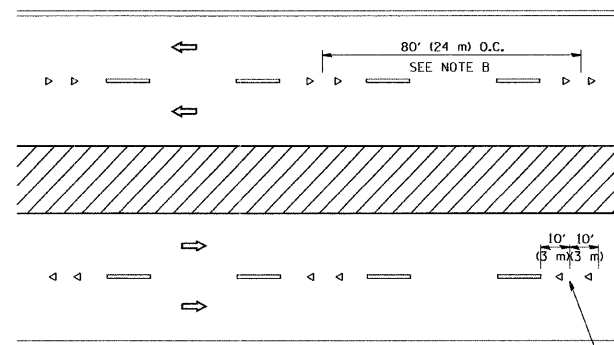
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

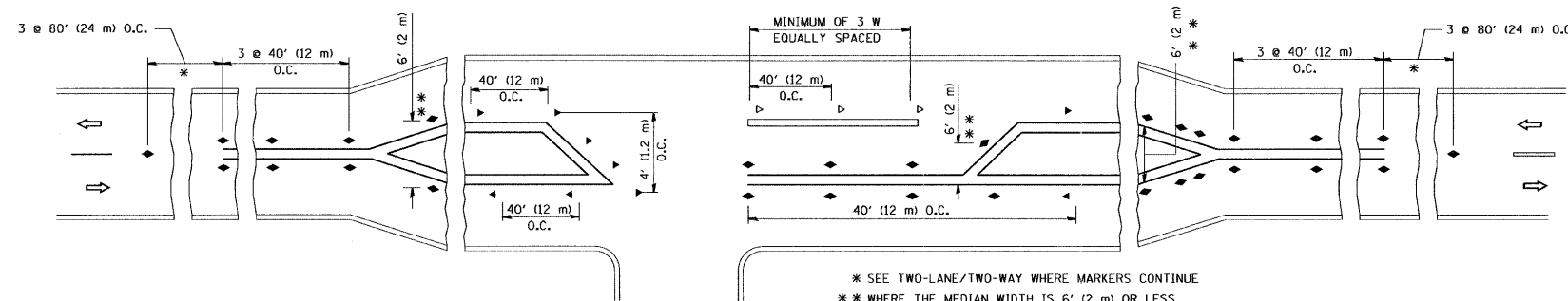
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

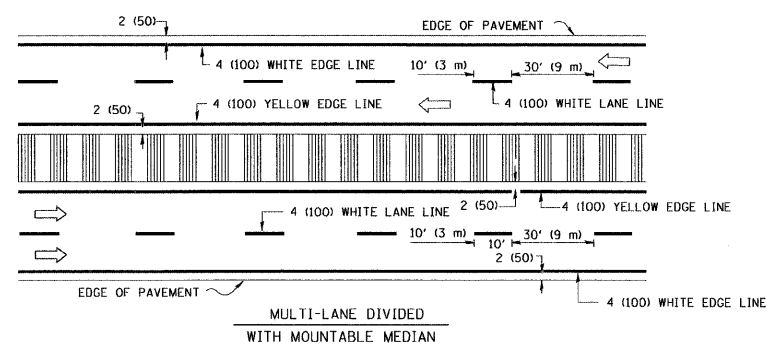
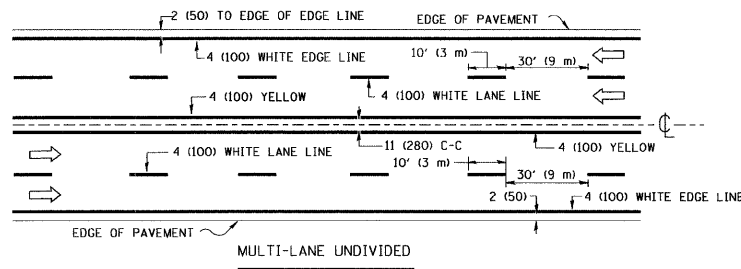
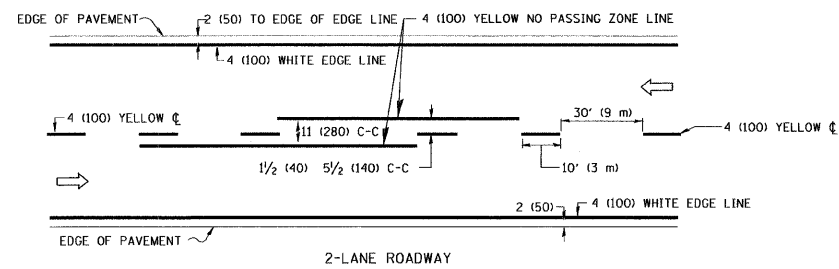


LEFT TURN

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

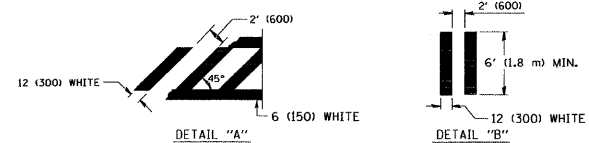
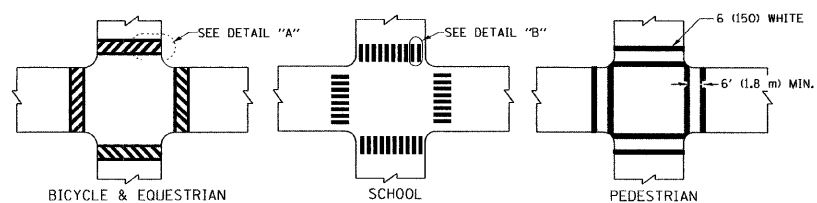
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = lsgso	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\lsgso\0108315\to11.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		2857	2011-054-1	COOK	81	77			
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		<b>TC-11</b>			CONTRACT NO. 60P64				
		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

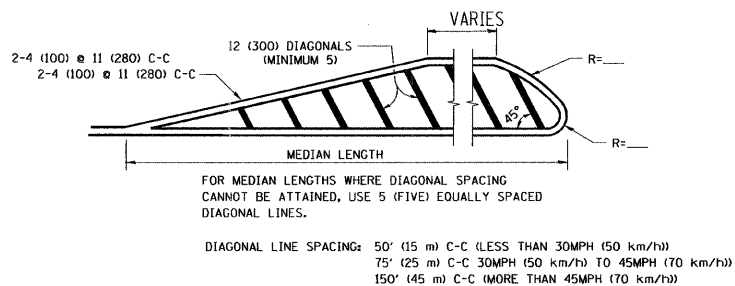
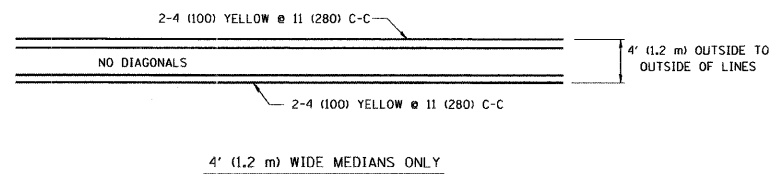


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

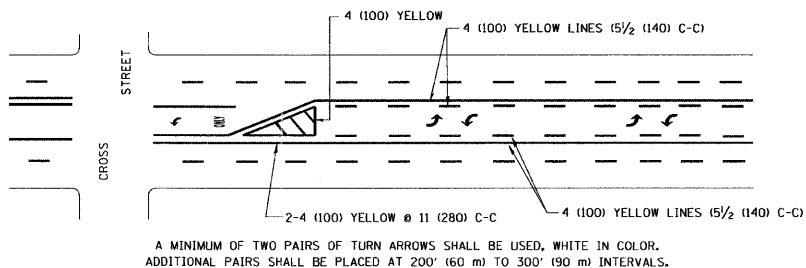
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

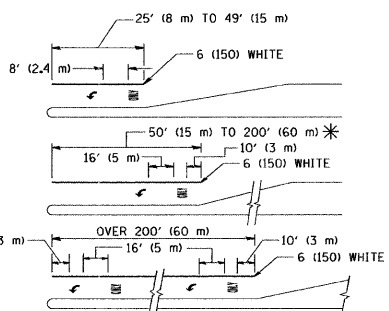


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

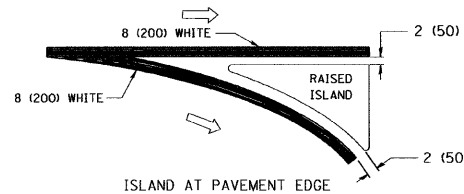
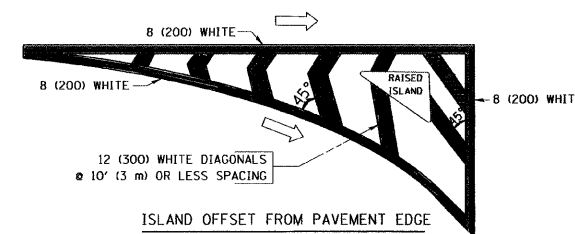


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

\* 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



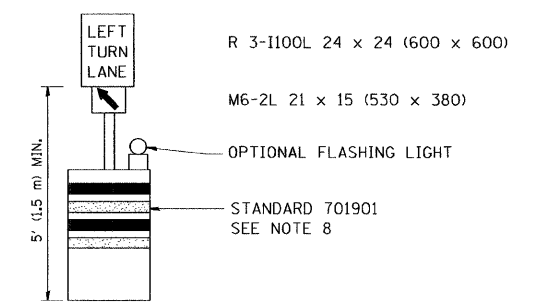
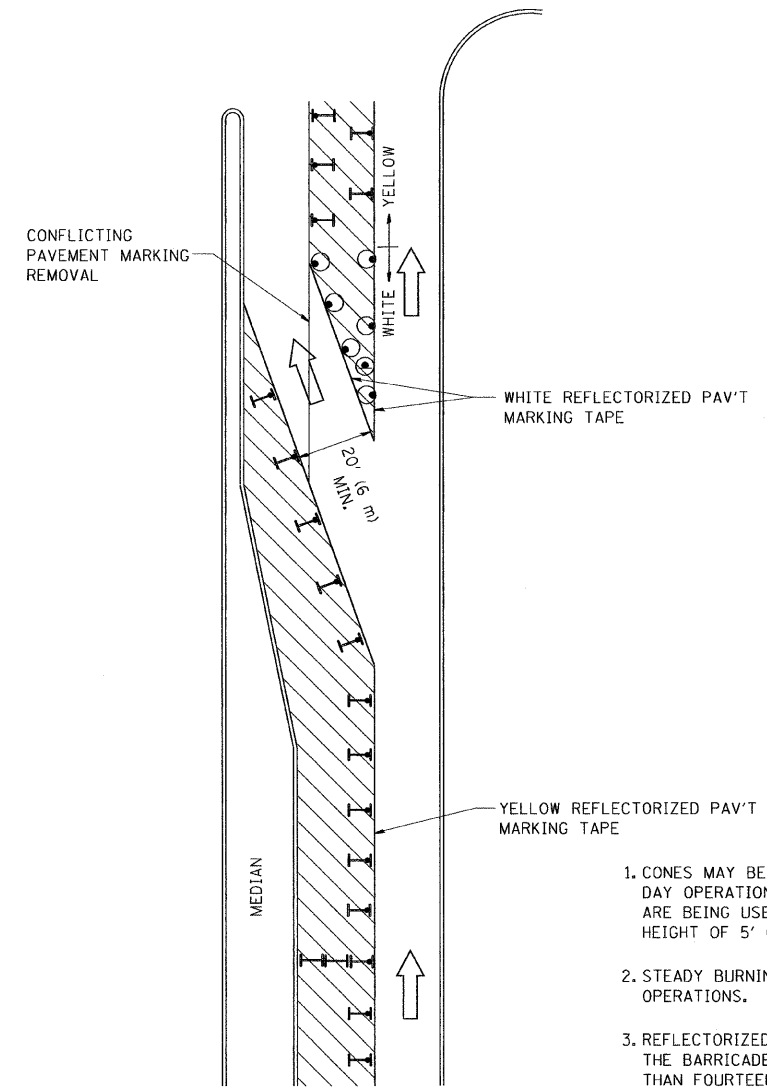
TYPICAL ISLAND MARKING

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 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.



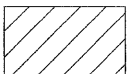







**GENERAL NOTES**

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

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

**LEGEND**

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

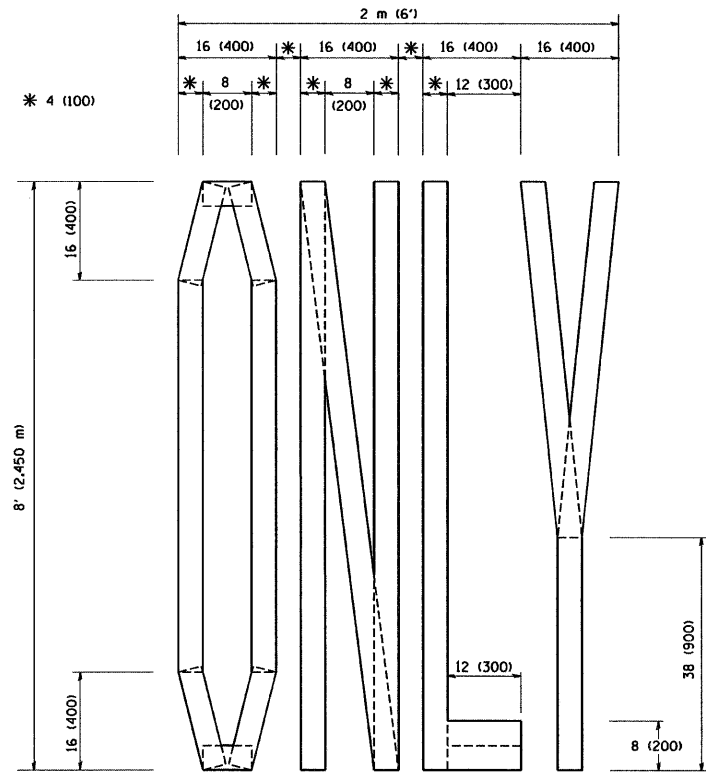
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PLOT SCALE = 49.9999 1/ IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE = 9/14/2009		REVISED -T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

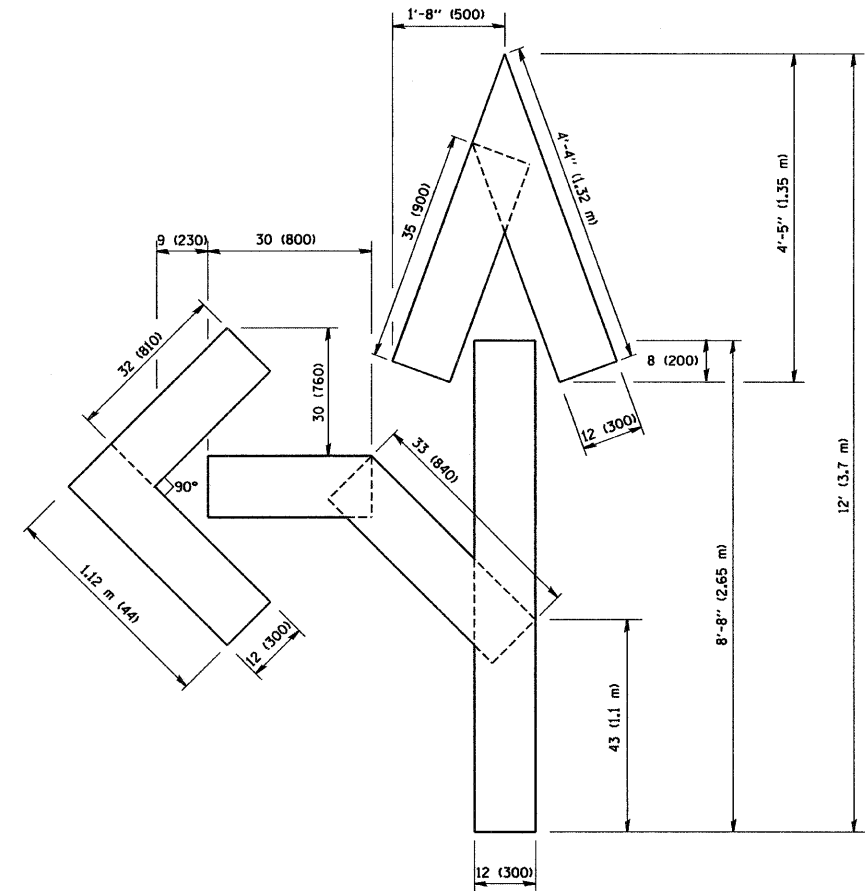
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

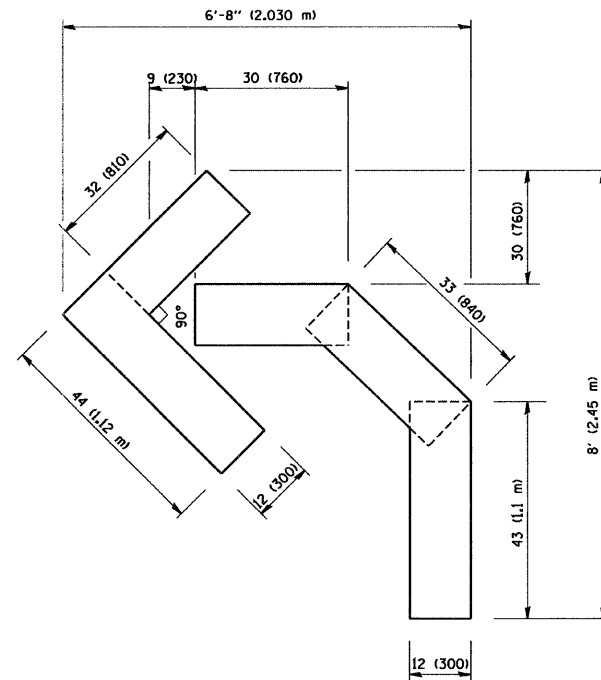
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2857	2011-054-I	COOK	81	79
<b>TC-14</b>		CONTRACT NO. 60P64		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\diststd\22x34\tcl6.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2857	2011-054-I	COOK	81	80
TC-16			CONTRACT NO. 60P64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

