F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	1
STA. 13+05	TO STA. 33+36			
FED. ROAD DIST. NO 1	ILLINOIS	FED AID PROJECT M-4003(193)		

CONTRACT NO.: 61A28

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID PROJECT

FAU 195 (LAKE STREET)
ST PAUL STREET TO IL RTE 120
ROADWAY WIDENING, STORM SEWER, TRAFFIC SIGNALS
SECTION 13–00061–00–WR
PROJECT NO.: M–4003(193)
VILLAGE OF GRAYSLAKE
LAKE COUNTY
C–91–303–13

TRAFFIC DATA

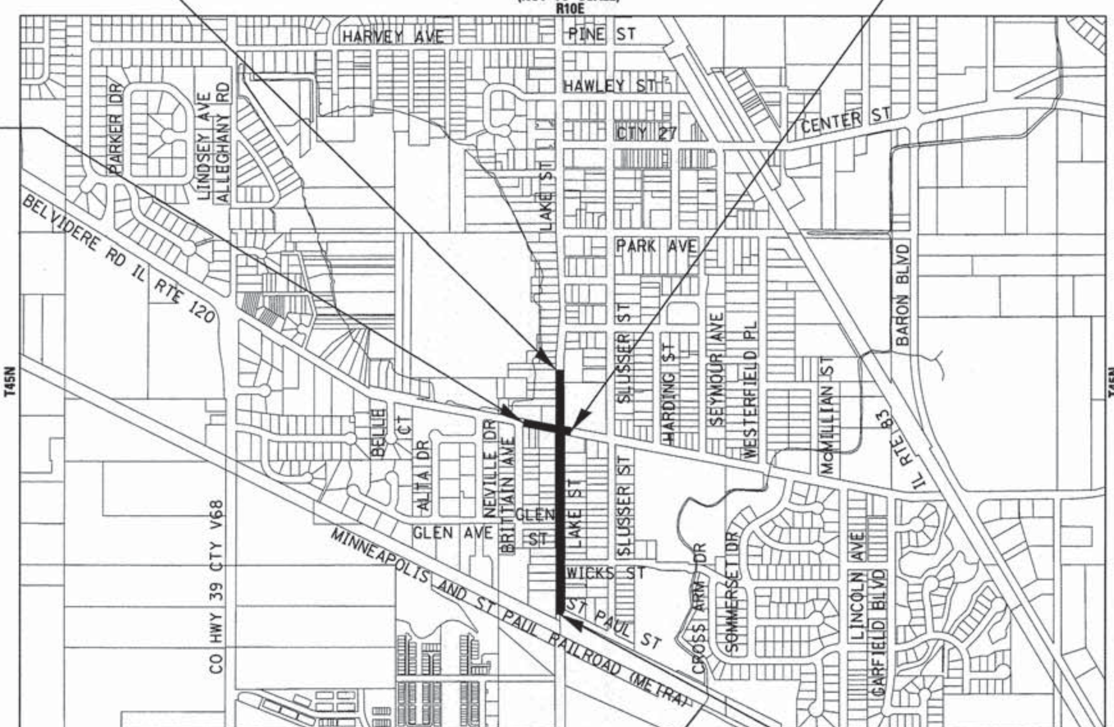
LAKE STREET
POSTED & DESIGN SPEED – 25 MPH
2011 ADT = 7,650
URBAN COLLECTOR

IL RTE 120
POSTED & DESIGN SPEED = 40 MPH WEST LEG
POSTED & DESIGN SPEED = 35 MPH EAST LEG
2011 ADT = 18,400
STRATEGIC REGIONAL ARTERIAL

Scales: 1" = 100'; 1" = 10'; 1" = 50'; 1" = 40'; 1" = 30'; 1" = 20'

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.

LOCATION MAP
(NOT TO SCALE)



LAKE STREET
END IMPROVEMENTS
STA. 33+36

IL RTE 120 (BELVIDERE RD)
BEGIN IMPROVEMENTS
STA. 51+62

IL RTE 120 (BELVIDERE RD)
END IMPROVEMENTS
STA. 55+25

LAKE STREET
BEGIN IMPROVEMENTS
STA. 13+05

R10E
SECTION 34 & 35, T45N, R10E, OF THE THIRD PRINCIPAL MERIDIAN

AVON TOWNSHIP
GROSS LENGTH OF IMPROVEMENT = 2,394 FT (0.45 MILES)
NET LENGTH OF IMPROVEMENT = 2,394 FT (0.45 MILES)

LOCATION OF SECTION INDICATED THUS:

J.U.L.I.E. DESIGN STAGE REQUEST
DIG. No. A0951400-00A

Call Before You Dig
JULIE
ILLINOIS ONE-CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123
WITH THE FOLLOWING:
COUNTY = LAKE
CITY-TWNSHP. = GRAYSLAKE, AVON TWP
SEC. & 1/4 SEC. NO. = T45N, R10E, SECT 34 & 35
48 HOURS (2 working days) BEFORE YOU DIG

BAXTER & WOODMAN
Consulting Engineers

BAXTER & WOODMAN, INC.
STATE OF ILLINOIS – PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001121
EXPIRES 4/30/2015

DANIEL J. SCHUG
62-062227
LICENSED PROFESSIONAL ENGINEER OF
STATE OF ILLINOIS

PROJECT MANAGER
"LICENSE EXPIRES 11-30-2015"

PROJECT ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 2-13, 2014
VILLAGE OF GRAYSLAKE, REPRESENTATIVE

PASSED February 19, 2014
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW February 21, 2014
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61A28

B&W PROJECT NO.: 121000

DATE: 01-31-14

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. 847-705-4021 SCHAUMBURG, IL

BENCHMARK LIST

DATUM IS NAV 88

BM #1023	RAILROAD SPIKE IN POWER POLE WITH LIGHT AT SOUTHWEST CORNER OF IL RTE 120 AND BRITTAIN AVENUE	ELEV = 791.88
BM #1530	CHISEL SQUARE SOUTHEAST CORNER OF TRAFFIC SIGNAL HAND HOLE AT NORTHWEST CORNER OF IL RTE 120 AND LAKE STREET	ELEV = 791.55
BM #2255	FIRE HYDRANT NORTHEAST BONNET BOLT ON EAST SIDE OF LAKE STREET AT GLEN STREET	ELEV = 799.73
BM #2790	FIRE HYDRANT NORTHEAST BONNET BOLT AT SOUTHEAST CORNER OF WICKS STREET AND LAKE STREET	ELEV = 803.30
BM #3085	FIRE HYDRANT NORTHWEST BONNET BOLT AT NORTHEAST CORNER OF ST PAUL STREET AND LAKE STREET	ELEV = 803.16
BM #3206	RAILROAD SPIKE IN POWER POLE ON EAST SIDE OF LAKE STREET JUST NORTH OF METRA LOT ENTRANCE SOUTH OF TRACKS	ELEV = 799.72
BM #3388	FIRE HYDRANT NORTHWEST BONNET BOLT ON WEST SIDE OF LAKE STREET APPROXIMATELY 300' NORTH OF IL RTE 120 AT HOUSE NO. 264	ELEV = 792.43

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-01	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET - TYPE A
602306-03	INLET - TYPE B
602401-03	MANHOLE TYPE A
602406-06	MANHOLE TYPE A 6' DIAMETER
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
604051-03	FRAME AND GRATE TYPE 11
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-04	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORE TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720016-03	MAST ARM MOUNTED STREET NAME SIGNS
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

INDEX TO SHEETS

DISTRICT 1 DETAILS

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW) RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-02	DISTRICT ONE - MAST ARM MOUNTED STREET NAME SIGNS
TS-05	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEETS 1 THRU 7)
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE DEPARTMENT DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
4. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.
5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.
7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS, AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE ENGINEER TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
8. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
9. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES RESIDENTIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
10. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
11. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
12. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
13. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
14. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE REPLACEABLE ADA SOLUTIONS, ENGINEERED PLASTICS OR DETECTILE DETECTABLE WARNINGS. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
15. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
16. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.
17. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
18. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
19. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS EXPLORATION TRENCH, SPECIAL.
20. THE COST OF MAKING ANY SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
21. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
22. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
23. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKFILL.
24. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
25. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
26. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."
27. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
28. PIPE UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ON THE PLANS AND SHALL INCLUDE EXCAVATION; CONNECTIONS TO EXISTING OR PROPOSED STORM PIPES, DRAINAGE STRUCTURES OR PIPE DRAINS; GEOTECHNICAL FABRIC SOCK; AND CA-11 TRENCH BACKFILL TO THE BOTTOM OF THE HOT-MIX ASPHALT BASE COURSE.
29. THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2" DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03 RATHER THAN SALT TOLERANT SOD.
30. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED.
31. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHAL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
32. FRAMES AND GRATES OR LIDS THAT ARE REMOVED AS A PART OF ADJUSTMENTS OR REMOVALS SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS FACILITY. THE CONTRACTOR SHALL SCHEDULE A DELIVERY DATE AND TIME WITH THE VILLAGE PRIOR TO DELIVERY. THIS WORK SHALL BE INCLUDED IN THE STRUCTURE ADJUSTMENT OR REMOVAL.
33. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
34. MATERIALS, STRUCTURES OR MACHINES SHALL NOT BE STORED WHERE THEY WILL OBSTRUCT STREET CROSSINGS OR DRIVEWAY SIGHTLINES.
35. REMOVAL AND REPLACEMENT OF CURB AND GUTTER AND DRIVEWAYS PROVIDING ACCESS TO COMMERCIAL OR MULTIFAMILY DWELLINGS SHALL BE STAGED TO MAINTAIN CONTINUOUS ACCESS.
36. ALL PAVEMENT REMOVAL AND SAW CUTTING SHALL BE INCLUDED IN EARTH EXCAVATION.
37. A QUANTITY OF TREES HAS BEEN INCLUDED IN THE PLANS. THE LOCATION OF THESE TREES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
38. THE RESIDENT ENGINEER SHALL CONTACT WALTER CLARNY, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8419 AT LEAST 2 WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
39. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES
	DRAWN - UKB	REVISED -		
	CHECKED - DJS	REVISED -		SCALE: NONE
	DATE - 12-06-13	FILE - 121000-PH2-GenNtes.sht		STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	3
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

SUMMARY OF QUANTITIES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	68	68		
	20101100	TREE TRUNK PROTECTION	EACH	4	4		
*	20101200	TREE ROOT PRUNING	EACH	2	2		
*	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90		
*	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90		
*	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90		
*	20101700	SUPPLEMENTAL WATERING	UNIT	33	33		
	20200100	EARTH EXCAVATION	CU YD	781	781		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	796	796		
	20800150	TRENCH BACKFILL	CU YD	437	437		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2,464	2,464		
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4,320	4,320		
*	25000100	SEEDING, CLASS 1	ACRE	0.90	0.90		
*	25100115	MULCH, METHOD 2	ACRE	0.90	0.90		
*	25100630	EROSION CONTROL BLANKET	SQ YD	4,320	4,320		

* SPECIALTY ITEM

	CODE	PAY ITEM	UNIT	TOTAL	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
*	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	90	90		
	28000305	TEMPORARY DITCH CHECKS	FOOT	200	200		
	28000400	PERIMETER EROSION BARRIER	FOOT	926	926		
	28000510	INLET FILTERS	EACH	56	56		
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	345	345		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	2,464	2,464		
	35100300	AGGREGATE BASE COURSE, TYPE A 4"	SQ YD	675	675		
	35100500	AGGREGATE BASE COURSE, TYPE A 6"	SQ YD	1,109	1,109		
	35400200	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 7 "	SQ YD	240	240		
	35501305	HOT-MIX ASPHALT BASE COURSE, 5 1/4"	SQ YD	700	700		
	35501314	HOT-MIX ASPHALT BASE COURSE, 7 1/2"	SQ YD	360	360		
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	15	15		
	40600300	AGGREGATE (PRIME COAT)	TON	37	37		
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3		
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	513	513		

* SPECIALTY ITEM

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12-06-13	FILE - 121000-PH2-S00.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	4
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	102	102		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	794	794		
42001300	PROTECTIVE COAT	SQ YD	1,807	1,807		
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	30	30		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5,250	5,250		
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	540	540		
42400800	DETECTABLE WARNINGS	SQ FT	114	114		
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	7,525	7,525		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	890	890		
44000300	CURB REMOVAL	FOOT	205	205		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,000	2,000		
44000600	SIDEWALK REMOVAL	SQ FT	5,150	5,150		
44201681	CLASS D PATCHES, TYPE I, 3 INCH	SQ YD	130	130		
44201682	CLASS D PATCHES, TYPE II, 3 INCH	SQ YD	205	205		
44201683	CLASS D PATCHES, TYPE III, 3 INCH	SQ YD	269	269		

* SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
44201684	CLASS D PATCHES, TYPE IV, 3 INCH	SQ YD	347	347		
44201713	CLASS D PATCHES, TYPE I, 6 INCH	SQ YD	76	76		
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	301	301		
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	377	377		
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	753	753		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,417	4,417		
50105220	PIPE CULVERT REMOVAL	FOOT	281	281		
550A2310	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 10"	FOOT	226	226		
550A2320	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 12"	FOOT	458	458		
550A2330	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 15"	FOOT	51	51		
550A2510	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 10"	FOOT	24	24		
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	255	255		
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	14	14		
55100300	STORM SEWER REMOVAL 8"	FOOT	34	34		
55100500	STORM SEWER REMOVAL 12"	FOOT	290	290		

* SPECIALTY ITEM

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
	DRAWN - UKB	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 12-06-13	FILE - 121000-PH2-S00.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	5
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

SUMMARY OF QUANTITIES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
	55100700	STORM SEWER REMOVAL 15"	FOOT	40	40		
	55101600	STORM SEWER REMOVAL 36"	FOOT	12	12		
*	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1		
*	56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	3	3		
*	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	10	10		
	60107600	PIPE UNDERDRAINS 4"	FOOT	80	80		
	60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	2	2		
	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	6	6		
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	1	1		
	60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE	EACH	8	8		
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
	60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2		
	60235300	INLETS, TYPE A, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
	60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	12	12		
	60236800	INLETS, TYPE A, TYPE 11 FRAME AND GRATE	EACH	8	8		

* SPECIALTY ITEM

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
	60240310	INLETS, TYPE B, TYPE 11 FRAME AND GRATE	EACH	1	1		
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2		
	60500050	REMOVING CATCH BASINS	EACH	2	2		
	60500060	REMOVING INLETS	EACH	8	8		
	60600605	CONCRETE CURB, TYPE B	FOOT	22	22		
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	4,900	4,900		
	67100100	MOBILIZATION	L SUM	1	1		
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	220	220		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10,200	10,200		
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1,940	1,940		

* SPECIALTY ITEM

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - UKB	REVISED -			195	13-00061-00-WR	LAKE	62	6
	CHECKED - DJS	REVISED -					CONTRACT NO. 61A28		
	DATE - 12-06-13	FILE - 121000-PH2-S00.sht		SCALE: NONE STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

SUMMARY OF QUANTITIES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1,120	1,120		
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	294	294		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,909	1,909		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	637	637		
	72000100	SIGN PANEL - TYPE 1	SQ FT	12		12	
	72000200	SIGN PANEL - TYPE 2	SQ FT	30		30	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	185	185		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,100	5,100		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	970	970		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	560	560		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	147	147		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	22	22		
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1	
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	744		744	

* SPECIALTY ITEM

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	34		34	
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	46		46	
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	341		341	
*	81400100	HANDHOLE	EACH	6		6	
*	81400200	HEAVY-DUTY HANDHOLE	EACH	4		4	
*	81400300	DOUBLE HANDHOLE	EACH	1		1	
**	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1	
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1,104		1,104	
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1,371		1,371	
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	763		763	
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1,724		1,724	
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,433		1,433	
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	93		93	
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,232		1,232	
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16		16	

* SPECIALTY ITEM
** SUPER "P" CABINET

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SUMMARY OF QUANTITIES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4	
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30		30	
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30		30	
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2		2	
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6		6	
*	88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2		2	
*	88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2		2	
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8	
*	88200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	8		8	
*	88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8	
*	88600100	DETECTOR LOOP, TYPE I	FOOT	794		794	
*	88700200	LIGHT DETECTOR	EACH	2			2
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1
*	88800100	PEDESTRIAN PUSH BUTTON	EACH	8		8	
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1	

* SPECIALTY ITEM

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
*	89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1		1	
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,835		2,835	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1	
*	89502380	REMOVE EXISTING HANDHOLE	EACH	6		6	
*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1	
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12		12	
*	A2004816	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2" CALIPER, BALLED AND	EACH	2	2		
*	A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	3	3		
*	B2005416	TREE, PRUNUS VIRGINIANA SCHUBERT (SCHUBERT CHOKEBERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2		
*	B2006116	TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2		
	Z0004510	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	623	623		
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	109	109		
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	300	300		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	32	32		

* SPECIALTY ITEM

BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	FILE - 121000-PH2-SOQ.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	8
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

SUMMARY OF QUANTITIES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
	Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	3	3		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	167	167		
	Z0056606	STORM SEWER (WATER MAIN REQUIREMENTS) 10 INCH	FOOT	149	149		
	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	194	194		
	Z0062456	TEMPORARY PAVEMENT	SQ YD	377	377		
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1	
$	Z0076600	TRAINEES	HOUR	1,000	1,000		
$	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000	1,000		
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	267			267
	X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	200	200		
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	31	31		
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	4	4		
	X6011705	PIPE DRAINS 6" (SPECIAL)	FOOT	50	50		
*	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1	
*	X8771170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT. (SPECIAL)	EACH	1		1	

* SPECIALTY ITEM
$ CONSTRUCTION CODE 0042 TRAINEES

	CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
					ROADWAY 0003 STU	SAFETY 0021 STU	NON PARTICIPATING
*	X8771180	STEEL MAST ARM ASSEMBLY AND POLE 28 FT. (SPECIAL)	EACH	1		1	
*	X8771190	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL)	EACH	1		1	
*	X8771210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT. (SPECIAL)	EACH	1		1	
	XX001621	BRICK PAVER REMOVAL	SQ FT	1,560	1,560		
	XX004688	BRICK PAVER SIDEWALK	SQ FT	1,120	1,120		
*	XX005931	TRAFFIC SIGNAL POST, 16 FOOT, (SPECIAL)	EACH	4		4	
	XX006355	RELOCATE EXISTING BRICK PILLAR	EACH	1	1		

* SPECIALTY ITEM

EARTHWORK

LOCATION	UNDERCUT AND AGGREAGATE SUBGRADE IMPROVEMENT (CU YD)	UNSUITABLE EXCAVATION (TOPSOIL) (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	EARTH EXCAVATION (CU YD)	UTILITY EXCAVATION (CU YD)	EXCESS STRUCTURE EXCAVATION (CU YD)	TOTAL SUITABLE EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT (15% SHRINKAGE) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
LAKE STREET	142	541	683	676	433	-	1,109	943	332	611
IL RTE 120 (BELVIDERE ROAD)	75	75	150	105	4	-	109	93	25	68
TOTAL	217	616	833	781	437	-	1,218	1,036	357	679

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
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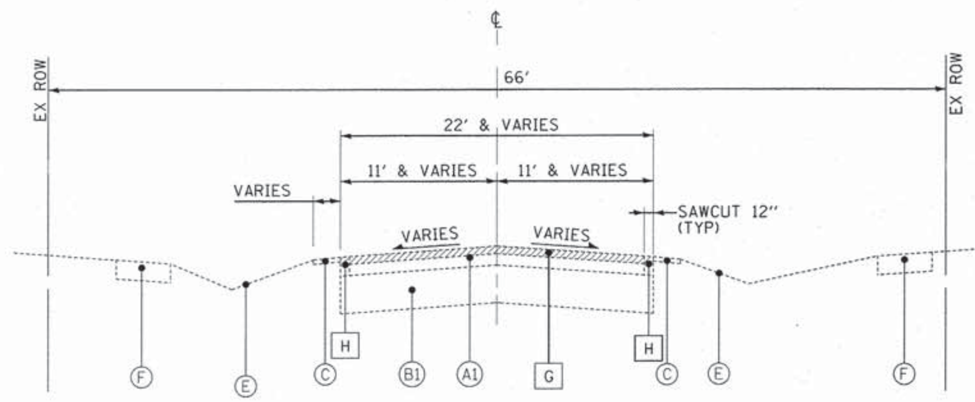
	DATE - 12-06-13	FILE - 121000-PH2-S00.sht	

SUMMARY OF QUANTITIES

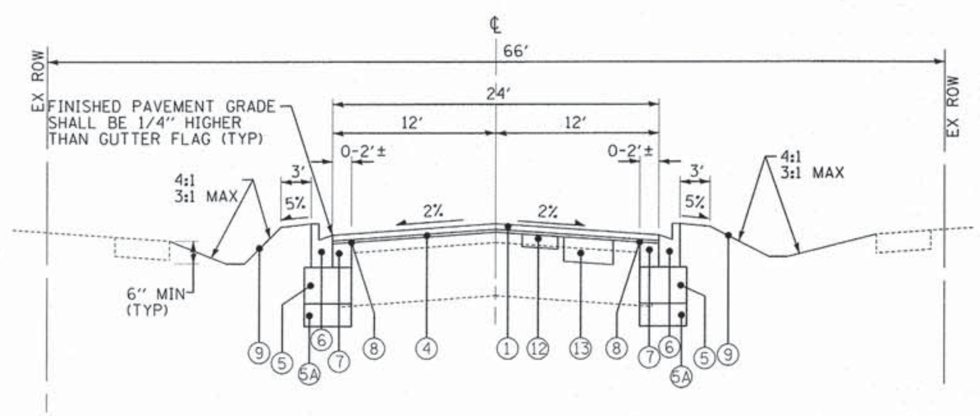
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	9
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



EXISTING TYPICAL SECTION

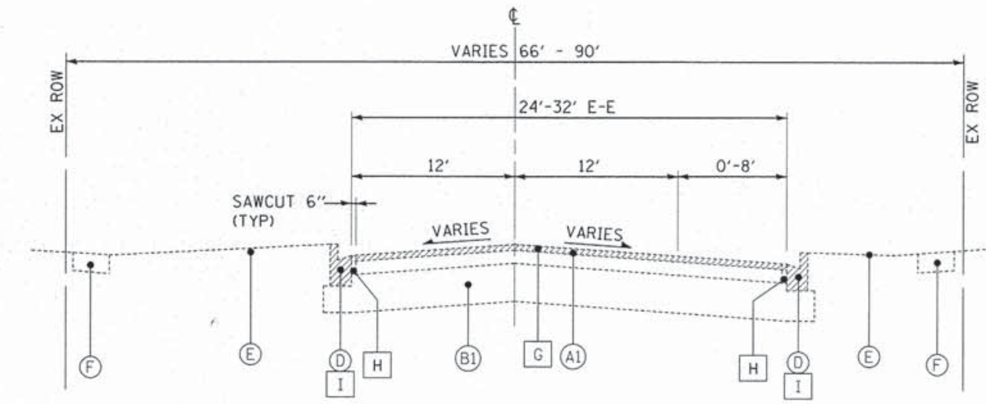
STA 13+05 TO STA 23+64, LAKE STREET



PROPOSED TYPICAL SECTION

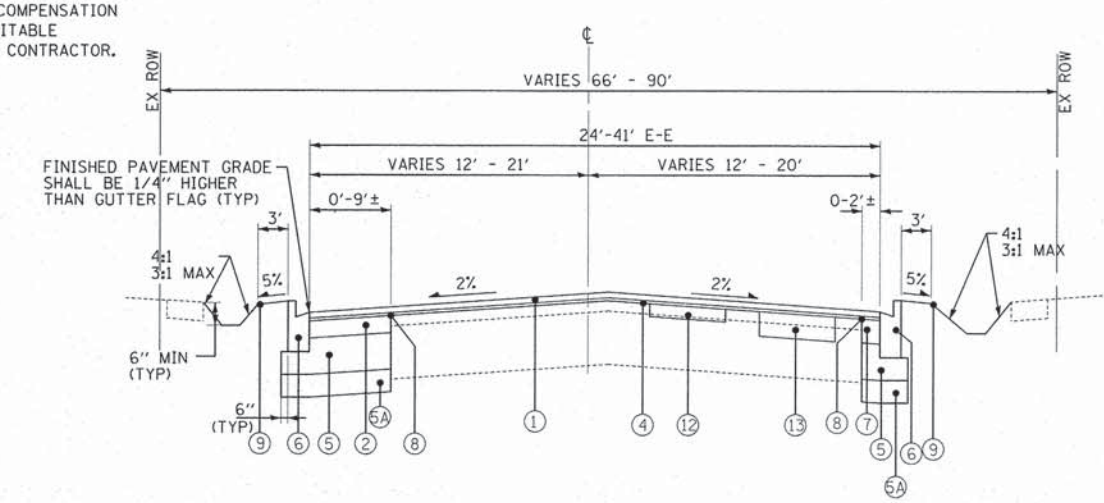
STA 13+05 TO STA 23+64, LAKE STREET

*AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE LOCATIONS ARE LISTED BELOW.
LAKE STREET
STA 26+00 TO STA 28+00 12″ DEPTH
IL 120
STA 50+00 TO STA 54+00 12″ DEPTH



EXISTING TYPICAL SECTION

STA 23+64 TO STA 28+00, LAKE STREET



PROPOSED TYPICAL SECTION

STA 23+64 TO STA 28+00, LAKE STREET

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

THE CONTRACTOR SHALL MILL PRIOR TO HMA PATCHING.

MIXTURE TYPE	VOIDS
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2″	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4″	3.5% @ 50 GYR
HOT-MIX ASPHALT PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) - 1 1/2″	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50 - 3/4″	3.5% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER COURSE, IL.-19.0, N70) - 5 1/4″ (LAKE ST) (IN 2 LIFTS)	4% @ 70 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER COURSE, IL.-19.0, N70) - 7 1/2″ (IL 120) (IN 2 LIFTS)	4% @ 70 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); TYPE I-IV - 6″	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm) - (PE-3″) (CE-2″)	4% @ 50 GYR
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm) - (CE-4″)	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/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 LEGEND

- (A1) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2″+/- HOT-MIX ASPHALT BINDER COURSES, 3 1/2″+/-
- (A2) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2″+/- HOT-MIX ASPHALT BINDER COURSES, 2 1/2″+/-
- (A3) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2″+/- HOT-MIX ASPHALT BINER COURSES, 10 1/2″+/-
- (B1) AGGREGATE BASE COURSE, 10″ TO 15″+/-
- (B2) CONCRETE PAVEMENT, 7″+/-
- (B3) BRICK PAVERS, 2 1/2″+/-
- (B4) CONCRETE PAVEMENT, 3″+/-
- (C) AGGREGATE SHOULDER
- (D) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) GROUND SURFACE
- (F) PCC SIDEWALK
- [G] HOT-MIX ASPHALT SURFACE REMOVAL, 2″
- [H] PAVEMENT REMOVAL
- [I] COMBINATION CURB AND GUTTER REMOVAL
- [J] COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- [K] SIDEWALK REMOVAL
- ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2″
- (2) HOT-MIX ASPHALT BASE COURSE - 5 1/4″
- (3) HOT-MIX ASPHALT BASE COURSE - 7 1/2″
- (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4″ (AVG)
- (5) AGGREGATE SUBGRADE IMPROVEMENT - 12″
- (5A) AGGREGATE SUBGRADE IMPROVEMENT *
- (6) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- (7) PCC PAVEMENT WIDENING - 7″
- (8) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (9) TOPSOIL FURNISH AND PLACE - 4″ SEEDING CLASS 1, FERTILIZER EROSION CONTROL BLANKET
- (10) PCC SIDEWALK, 5″
- (11) AGGREGATE BASE COURSE, TYPE B - 4″
- (12) HMA SURFACE REMOVAL AND REPLACEMENT 3″
- (13) CLASS D PATCH 6″

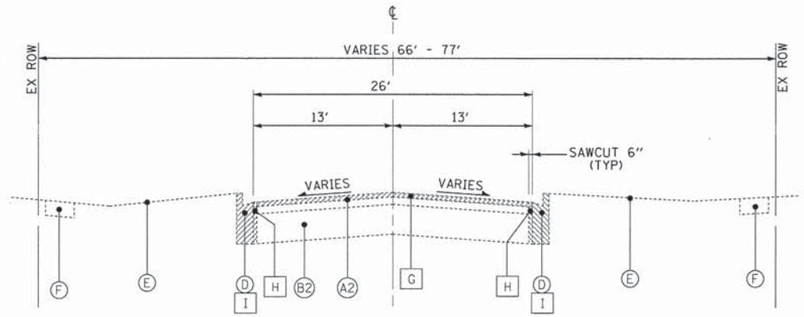
BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12-06-13	FILE - 121000-PH2-TYP-SECT.sht	

TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS

SCALE: NONE | STA. | TO STA.

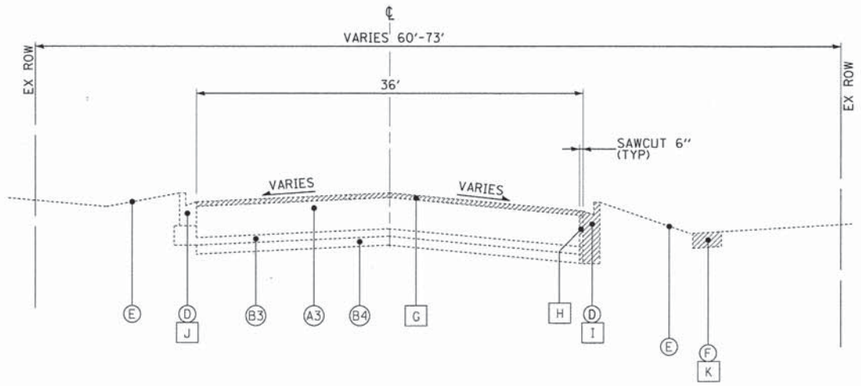
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	10
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)



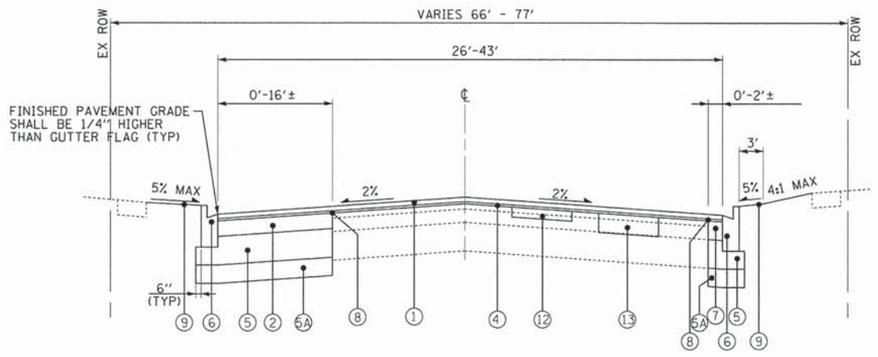
EXISTING TYPICAL SECTION

STA 28+00 TO STA 33+36, LAKE STREET



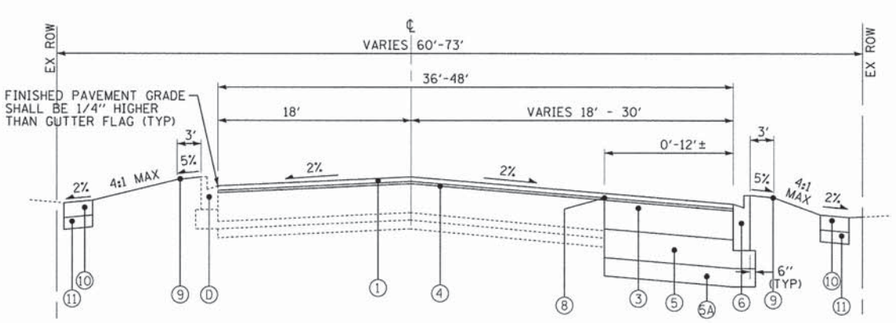
EXISTING TYPICAL SECTION

STA 51+62 TO STA 55+25, ILLINOIS ROUTE 120



PROPOSED TYPICAL SECTION

STA 28+00 TO STA 33+36, LAKE STREET



PROPOSED TYPICAL SECTION

STA 51+62 TO STA 55+25, ILLINOIS ROUTE 120

* AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL COMPENSATION DUE THE CONTRACTOR. POTENTIAL UNSUITABLE LOCATIONS ARE LISTED BELOW.

EXISTING LEGEND

- (A1) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"+/- HOT-MIX ASPHALT BINDER COURSES, 3 1/2"+/-
- (A2) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"+/- HOT-MIX ASPHALT BINDER COURSES, 2 1/2"+/-
- (A3) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"+/- HOT-MIX ASPHALT BINER COURSES, 10 1/2"+/-
- (B1) AGGREGATE BASE COURSE, 10" TO 15"+/-
- (B2) CONCRETE PAVEMENT, 7"+/-
- (B3) BRICK PAVERS, 2 1/2"+/-
- (B4) CONCRETE PAVEMENT, 3"+/-
- (C) AGGREGATE SHOULDER
- (D) CONCRETE CURB AND GUTTER, TYPE B-6.12
- (E) GROUND SURFACE
- (F) PCC SIDEWALK
- [G] HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- [H] PAVEMENT REMOVAL
- [I] COMBINATION CURB AND GUTTER REMOVAL
- [J] COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIR)
- [K] SIDEWALK REMOVAL
- ▨ ITEM TO BE REMOVED

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
2. HOT-MIX ASPHALT BASE COURSE - 5 1/4"
3. HOT-MIX ASPHALT BASE COURSE - 7 1/2"
4. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4" (AVG)
5. AGGREGATE SUBGRADE IMPROVEMENT - 12"
- 5A. AGGREGATE SUBGRADE IMPROVEMENT *
6. COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
7. PCC PAVEMENT WIDENING - 7"
8. STRIP REFLECTIVE CRACK CONTROL TREATMENT
9. TOPSOIL FURNISH AND PLACE - 4" SEEDING CLASS 1, FERTILIZER EROSION CONTROL BLANKET
10. PCC SIDEWALK, 5"
11. AGGREGATE BASE COURSE, TYPE B - 4"
12. HMA SURFACE REMOVAL AND REPLACEMENT 3"
13. CLASS D PATCH 6"

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12-06-13	FILE - 121000-PH2-TYP-SECT.sht	

TYPICAL SECTIONS

SCALE: NONE | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	11
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

CONSTRUCTION STAGING

1. THE CONTRACTOR SHALL SUBMIT A PRE-PLANNED SEQUENCE OF WORK (CONSTRUCTION SCHEDULE) AT THE PRECONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL. WORK SHALL BE SCHEDULED TO MINIMIZE INCONVENIENCE TO RESIDENTS AND TO MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE ENGINEER RESERVES THE RIGHT TO RESTRICT WORK ON ANY ROADWAY SEGMENT IF CONSTRUCTION OPERATIONS ON A PREVIOUS SEGMENT ARE UNACCEPTABLE; TRAFFIC CONTROL OPERATIONS BECOME UNACCEPTABLE; OR AN EROSION CONTROL DEFICIENCY EXISTS.
2. CONSTRUCTION OPERATIONS INVOLVING THE TEMPORARY CLOSING OF DRIVEWAYS SHALL NOT COMMENCE WITHOUT THE CONTRACTOR NOTIFYING THE ENGINEER AT LEAST THREE DAYS PRIOR. THE CONTRACTOR WILL ALSO BE REQUIRED TO PROVIDE 48-HOUR NOTICE TO AFFECTED PARTIES BY DISTRIBUTING NOTICES AND/OR POSTING SIGNS.
3. CURB AND GUTTER REMOVAL AND REPLACEMENT, NEW CURB AND GUTTER PLACEMENT AND ROADWAY WIDENING SHALL BE LIMITED TO ONE SIDE OF THE STREET AT A TIME TO MINIMIZE CONGESTION. CONCRETE SHALL HAVE A MINIMUM 72 HOURS CURING TIME, DRIVEWAYS SHALL BE ACCESSIBLE AND ALL LIFTS OF HOT-MIX ASPHALT BINDER SHALL BE PLACED PRIOR TO REMOVING EXISTING CURB, PLACING NEW CURB AND GUTTER AND ROADWAY WIDENING ON THE OPPOSITE SIDE OF THE STREET.
4. ALL STREETS SHALL BE OPEN TO TWO-WAY TRAFFIC AT THE END OF EACH DAY.
5. ACCESS FOR LOCAL TRAFFIC, MAIL SERVICE, GARBAGE SERVICE AND EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL ADVISE ALL EMERGENCY RESPONDERS A MINIMUM OF 3 DAYS IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES. THIS SHALL INCLUDE, BUT NOT LIMITED TO THE VILLAGE OF GRAYSLAKE POLICE AND FIRE DEPARTMENTS.
6. RESIDENTS SHALL HAVE ACCESS TO THEIR DRIVEWAYS AT THE END OF EACH DAY (EXCEPT DURING CONCRETE CURING TIME).
7. SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR EVERY TWO WEEKS AND AFTER EVERY 1/2" OF GREATER RAINFALL.
8. TEMPORARY EROSION CONTROL SHALL BE REMOVED ONCE SEED ESTABLISHES.
9. DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE MUNICIPALITY A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
10. THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
11. ALL SHORT-TERM PAVEMENT MARKINGS SHOWING DETERIORATION SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER, AT THE CONSTRUCTOR'S EXPENSE.
12. ALL TRENCHES CROSSING ROADWAYS SHALL BE STAGED SUCH THAT ONE LANE REMIANS OPEN AT ALL TIMES WITH FLAGGERS. ALL TRENCHS SHALL BE CAPPED WITH TEMPORARY PAVEMENT AND/OR CLASS D PATCHES PRIOR TO OPENING THEM TO TRAFFIC.

THE FOLLOWING IS A LIST OF STAGES FOR EACH TYPE OF CONSTRUCTION EXPECTED ON THIS PROJECT. NO ROADWAY SEGMENT SHALL BE STARTED AND LEFT IDLE FOR MORE THAN 10 WORKING DAYS UNTIL THE HOT-MIX ASPHALT BASE COURSE IS COMPLETED (END OF PHASE II)

PRIOR TO CONSTRUCTION ON ANY ROADWAY SEGMENT, ESTABLISH EROSION CONTROL AND NECESSARY TRAFFIC CONTROL.

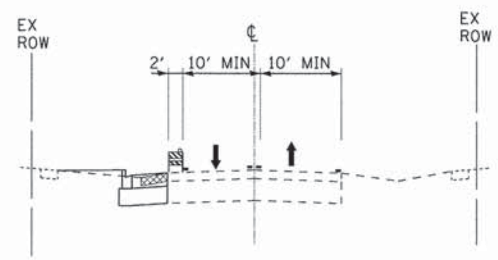
STAGE I: ROADWAY WIDENING (ONE SIDE OF THE STREET AT A TIME)

1. INSTALL TEMPORARY TRAFFIC SIGNALS IN STAGE 1 LAYOUT
2. REMOVE TREES AS NECESSARY AND ESTABLISH TREE PROTECTION ON TREES TO REMAIN.
3. INSTALL STORM SEWER AND DRAINAGE STRUCTURES. INSTALL CLASS D PATCHES AND TRENCH BACKFILL IN ALL AREAS WITHIN 2 FEET OF PAVED SURFACES.
4. REMOVE EXISTING PAVEMENT AND DRIVEWAYS. UTILIZE TEMPORARY AGGREGATE TO PROVIDE ACCESS TO DRIVEWAYS.
5. EXCAVATE FOR WIDENING AND INSTALL FIRST LIFT OF AGGREGATE BASE COURSE.
6. CONSTRUCT CURB AND GUTTER. ALLOW ACCESS TO DRIVEWAYS AFTER 72 HOURS OF CURING TIME.
7. INSTALL REMAINING LIFT OF AGGREGATE BASE COURSE.
8. INSTALL HOT-MIX ASPHALT BASE COURSES.
9. COMPLETE PCC SIDEWALK, DRIVEWAYS, AND GRADING BEHIND THE CURB.
10. BEGIN PARKWAY RESTORATION.

STAGE II: COMPLETE CONSTRUCTION

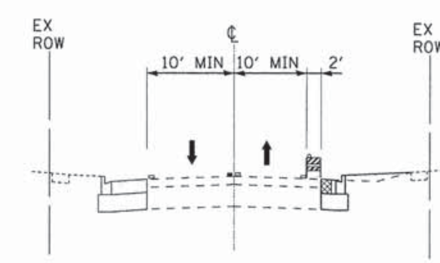
1. MODIFY TEMPORARY TRAFFIC SIGNALS FOR STAGE II LAYOUT.
2. COMPLETE HOT-MIX ASPHALT LEVELING BINDER AND SURFACE COURSE ON ALL STREETS.
3. INSTALL REQUIRED PAVEMENT MARKINGS.
4. COMPLETE PARKWAY RESTORATION, AND ANY REMAINING SIDEWALK AND DRIVEWAYS.
5. COMPLETE PUNCH LIST ITEMS.
6. REMOVE TEMPORARY EROSION CONTROL ITEMS ONCE SEED ESTABLISHES.
7. REMOVE TEMPORARY SIGNAL ONCE PERMANENT SIGNALS ARE COMPLETED.

THE CONTRACTOR'S SUPERINTENDENT AND THE ENGINEER WILL BE REQUIRED TO WORK TOGETHER WITH THE AFFECTED RESIDENTS IN PLANNING THEIR CONSTRUCTION SCHEDULE SO AS TO MINIMIZE THE INCONVENIENCE AND MAINTAIN A REASONABLE LEVEL OF CONSTRUCTION EFFICIENCY. THE ENGINEER AND/OR THE VILLAGE RESERVE THE RIGHT TO RESTRICT WORK ON A PAVEMENT SEGMENT IF CONSTRUCTION OPERATIONS ON THE PREVIOUS SEGMENT ARE UNACCEPTABLE.



SUGGESTED MOT - STAGE IA

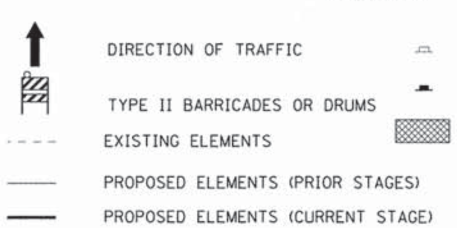
PAVEMENT WIDENING



SUGGESTED MOT - STAGE IB

PAVEMENT WIDENING

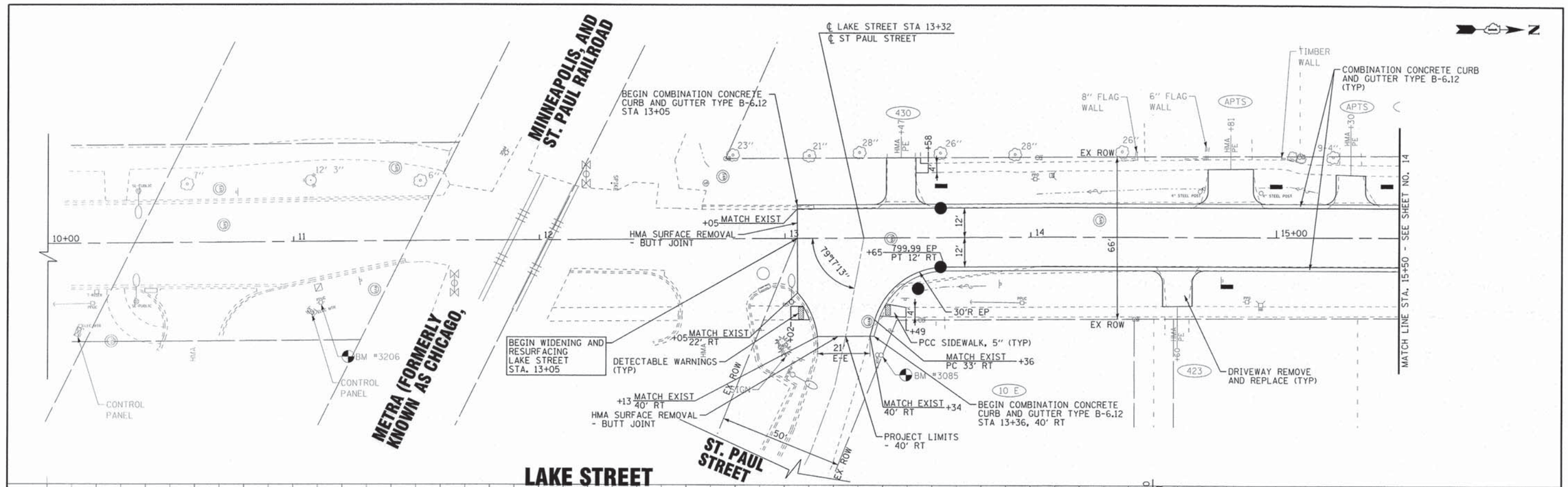
LEGEND



↑	DIRECTION OF TRAFFIC		EXISTING PAVEMENT MARKINGS
	TYPE II BARRICADES OR DRUMS		TEMPORARY PAVEMENT MARKINGS
- - - -	EXISTING ELEMENTS		REMOVAL
——	PROPOSED ELEMENTS (PRIOR STAGES)		
——	PROPOSED ELEMENTS (CURRENT STAGE)		

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC GENERAL NOTES
	DRAWN - UKB	REVISED -		
	CHECKED - DJS	REVISED -		
	DATE - 12-06-13	FILE - 121000-PH2-MOTGNTS.dgn		SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	12
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

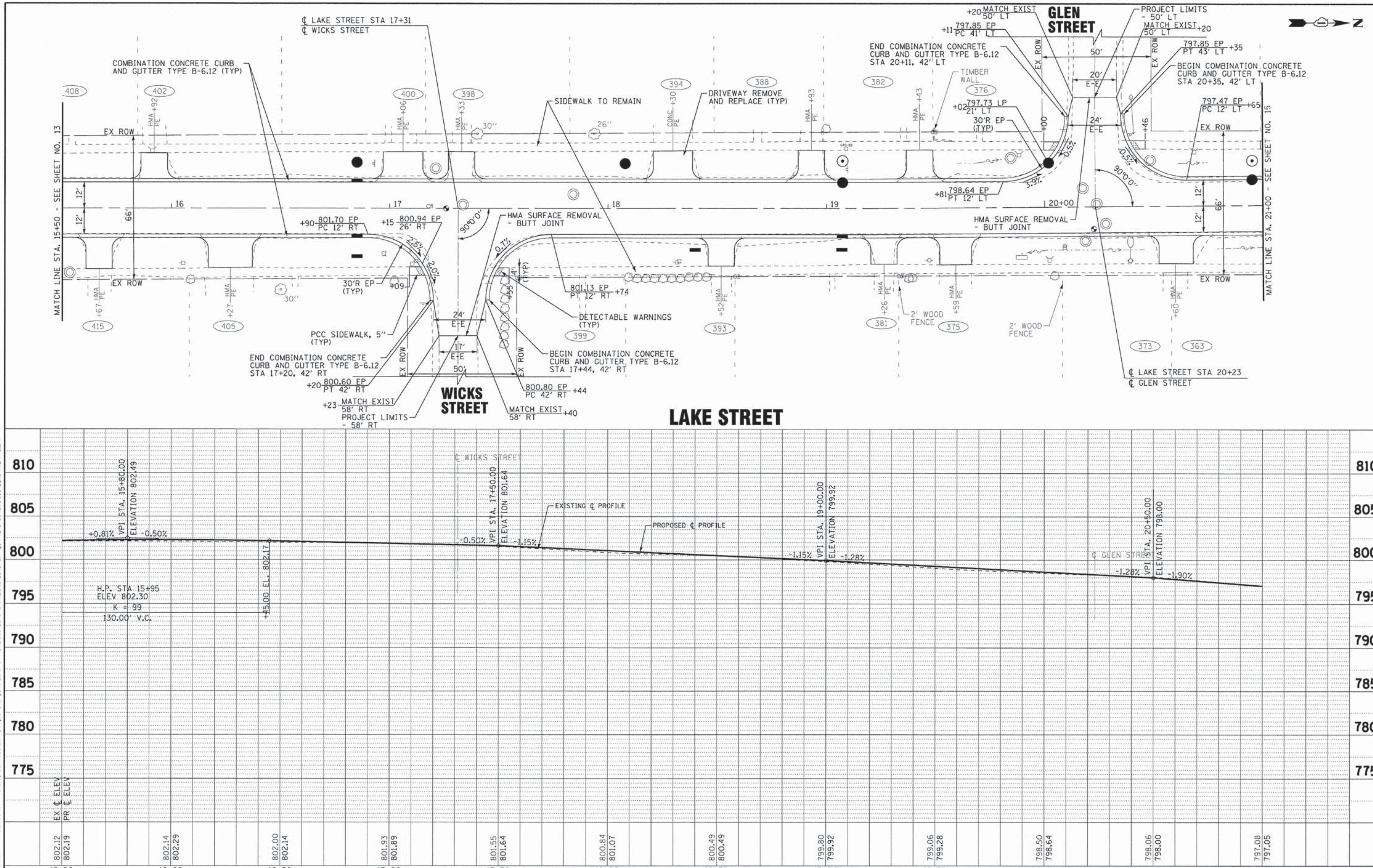


BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12/06/13	FILE - 121000-Lake-PH2-PP1.sht	

PLAN AND PROFILE
LAKE STREET

SCALE: H: 1"=20' V: 1"=5' STA. 10+00 TO STA. 15+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	13
EXHIBIT		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12/06/13	FILE - 121000-Lake-PH2-PP2.sht	

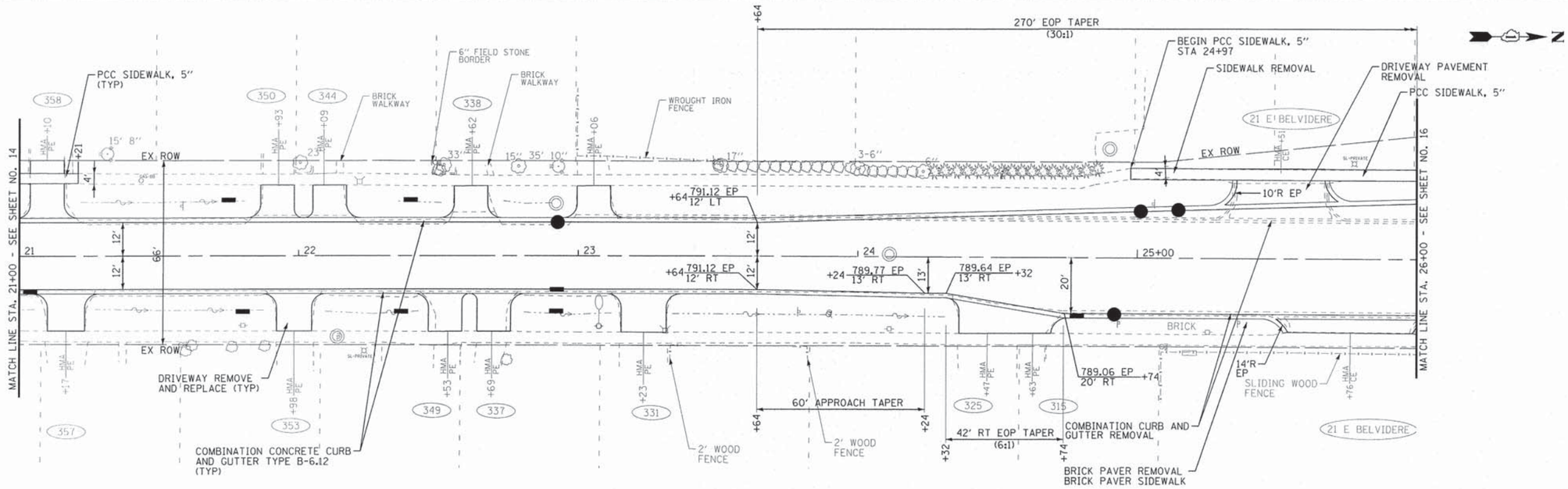
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LAKE STREET

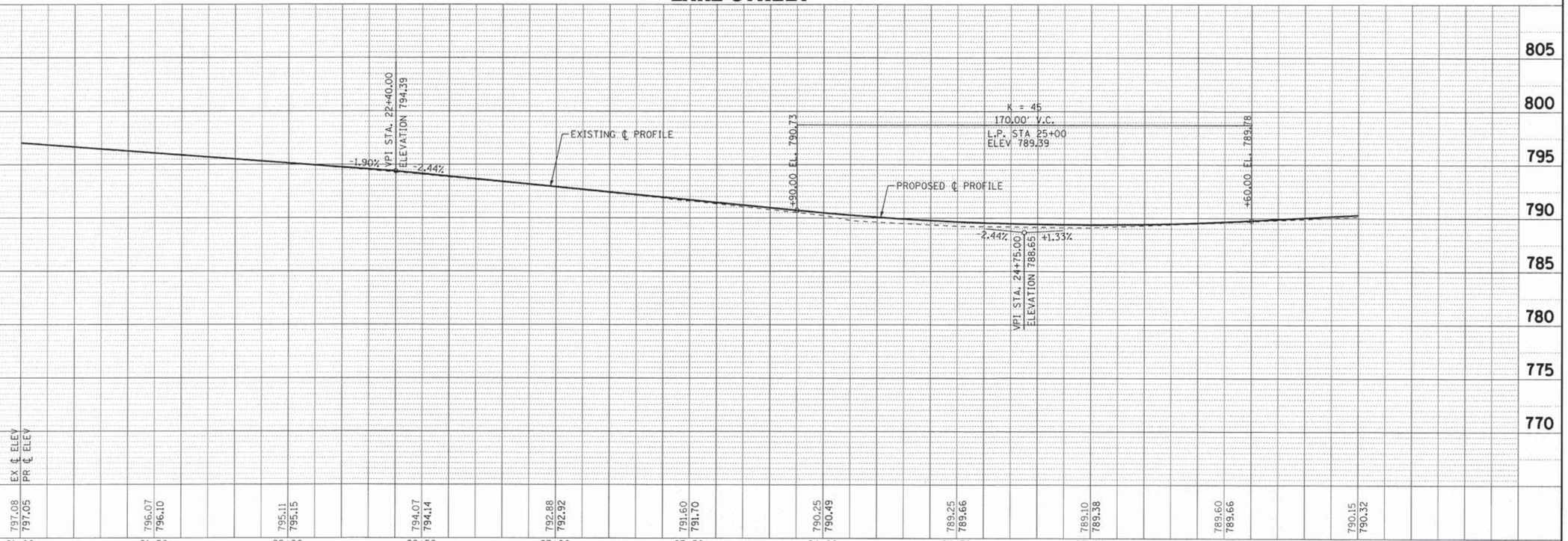
SCALE: H: 1"=20' V: 1"=5' | STA. 15+50 TO STA. 21+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	14
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)



LAKE STREET

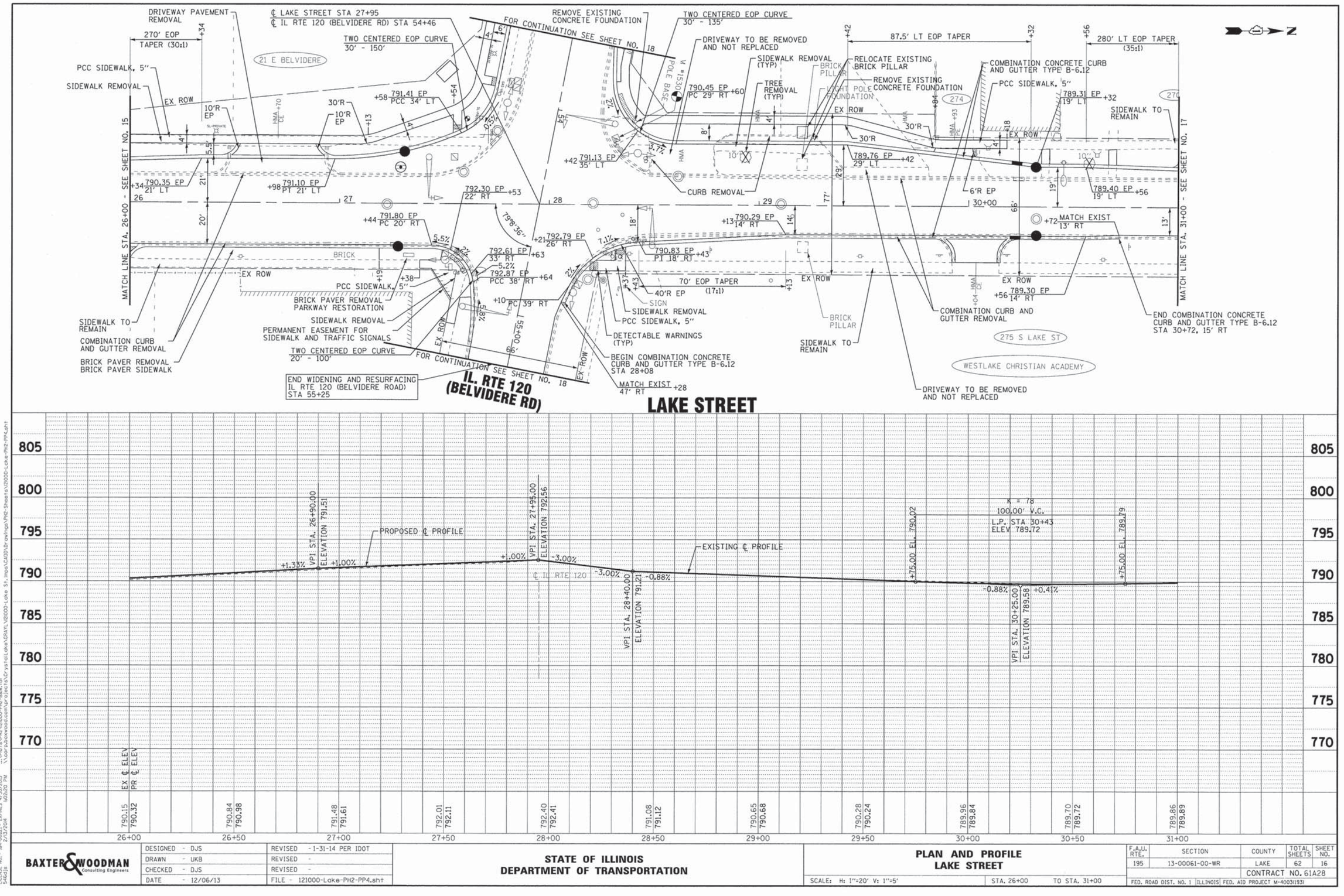


BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12/06/13	FILE - 121000-Lake-PH2-PP3.sht	

PLAN AND PROFILE LAKE STREET

SCALE: H: 1"=20' V: 1"=5' STA. 21+00 TO STA. 26+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	15
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



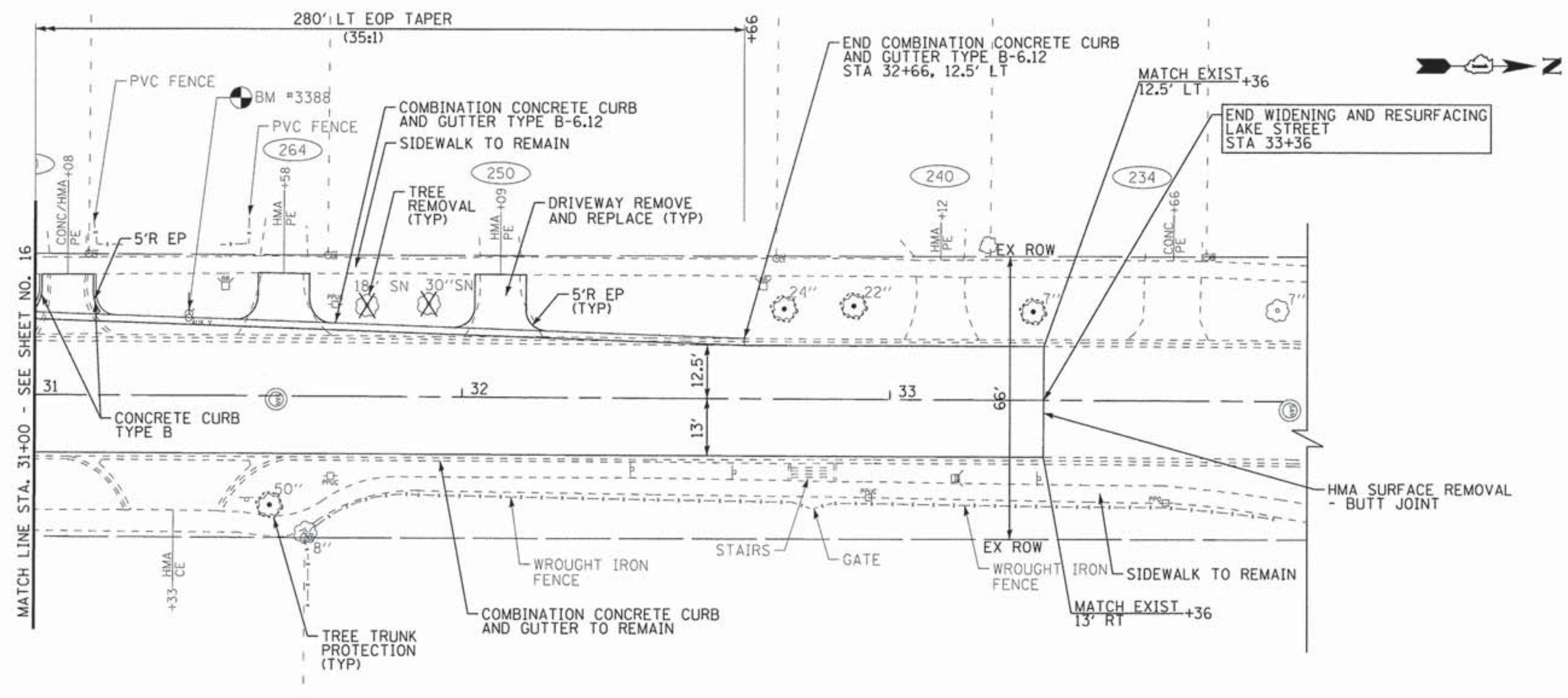
BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12/06/13	FILE - 121000-Lake-PH2-PP4.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

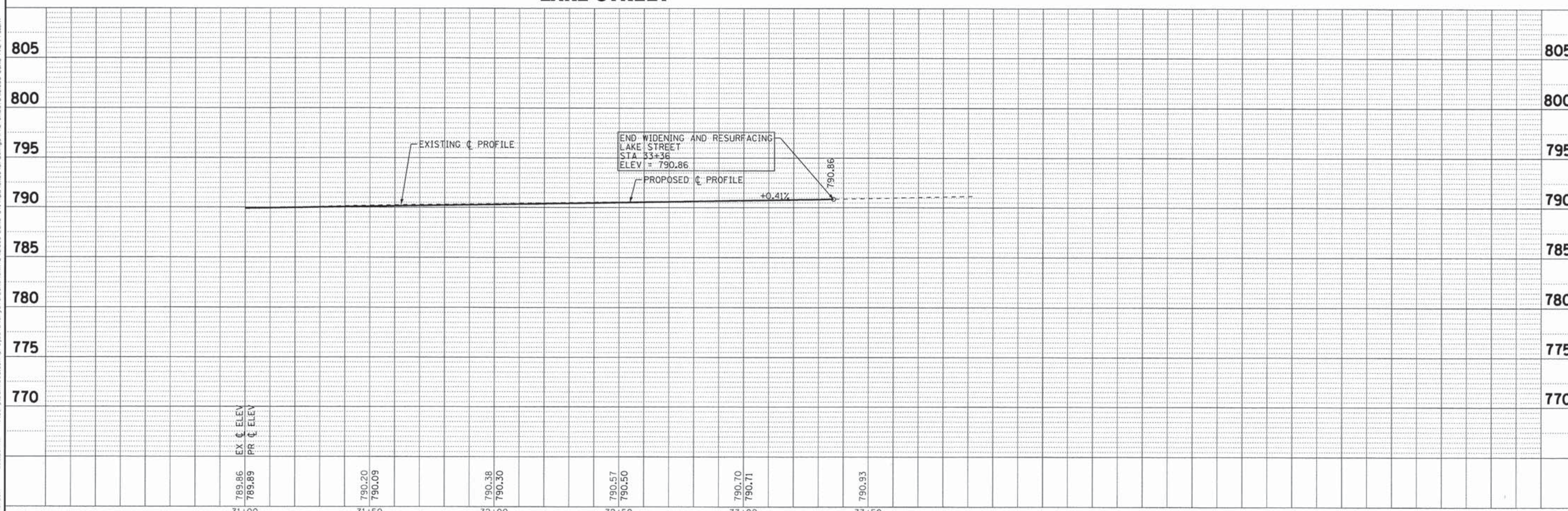
PLAN AND PROFILE
LAKE STREET

SCALE: H: 1"=20' V: 1"=5' STA. 26+00 TO STA. 31+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	16
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



LAKE STREET



DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12/06/13	FILE - 121000-Lake-PH2-PP5.sht	

BAXTER & WOODMAN Consulting Engineers

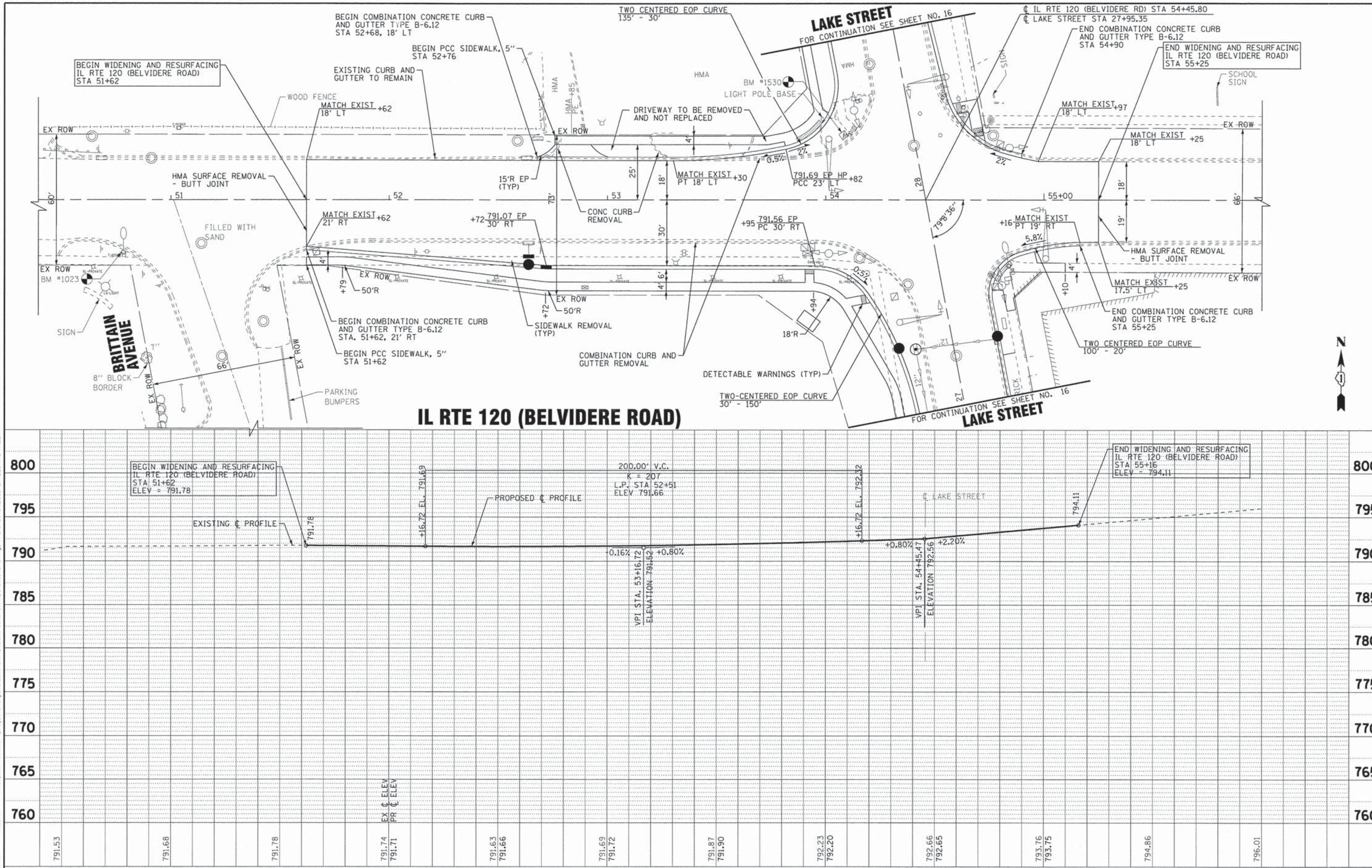
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LAKE STREET

SCALE: H: 1"=20' V: 1"=5' | STA. 31+00 TO STA. 34+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	17
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE IL RTE 120 (BELVIDERE ROAD)
	DRAWN - UKB	REVISED -		SCALE: H: 1"=20' V: 1"=5'
	CHECKED - DJS	REVISED -		STA. 50+50 TO STA. 56+00
	DATE - 12/06/13	FILE - 121000-ILRTE120-PH2-PP6.sht		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	18
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

CONSTRUCTION SEQUENCE

1. INSTALL PERIMETER EROSION BARRIER
2. INSTALL INLET FILTERS
3. TREE TRUNK PROTECTION
4. TREE REMOVAL
5. REMOVE PAVEMENT AND STORM SEWER LATERALS.
6. INSTALL STORM SEWER.
7. TEMPORARY SEEDING AND MULCH ON TEMPORARY GRADES.
8. INSTALL ROADWAY WIDENING.
9. FINAL GRADING WITH TOPSOIL, SEED AND BLANKET.
10. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.

SOIL EROSION AND SEDIMENT CONTROL NOTES

A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.

D. AREAS OR ENBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.

E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.

F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.

G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE GENERAL CONTRACTOR WILL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.

I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.

K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE.

L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

M. ALL OPEN GRATE STORM STRUCTURES, BOTH EXISTING AND PROPOSED, WITHIN THE CONSTRUCTION LIMITS AND IMMEDIATELY DOWNSTREAM, SHALL BE PROTECTED FROM SEDIMENT BY INSTALLING AND MAINTAINING INLET FILTERS.

N. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE INDIVIDUAL ON SITE IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION OF THE PROJECT.

O. UNLESS OTHERWISED INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.

P. STRAW OR HAY BALES WILL NOT BE ALLOWED TO BE USED FOR DITCH CHECKS OR INLET AND PIPE PROTECTION.

Q. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

R. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE LAKE COUNTY SMC.

BEGIN WIDENING AND RESURFACING
LAKE STREET
STA 13+05

CHICAGO, MINNEAPOLIS,
METRA (FORMELY KNOWN AS
AND ST. PAUL RAILROAD

ST PAUL
STREET

LAKE STREET

GLEN STREET

WICKS STREET

15+00

20+00

MATCH LINE STA. 23+00 SEE BELOW LEFT

BEGIN WIDENING AND RESURFACING
(IL RTE 120 (BELVIDERE RD)
STA 51+62

(BELVIDERE ROAD)

LAKE STREET

LAKE STREET

25+00

30+00

55+00

IL RTE 120

MATCH LINE STA. 23+00 - SEE ABOVE RIGHT

END WIDENING AND RESURFACING
IL RTE 120 (BELVIDERE RD)
STA 55+25

END WIDENING AND RESURFACING
LAKE STREET
STA 33+36

LEGEND

PERIMETER EROSION BARRIER

INLET FILTERS

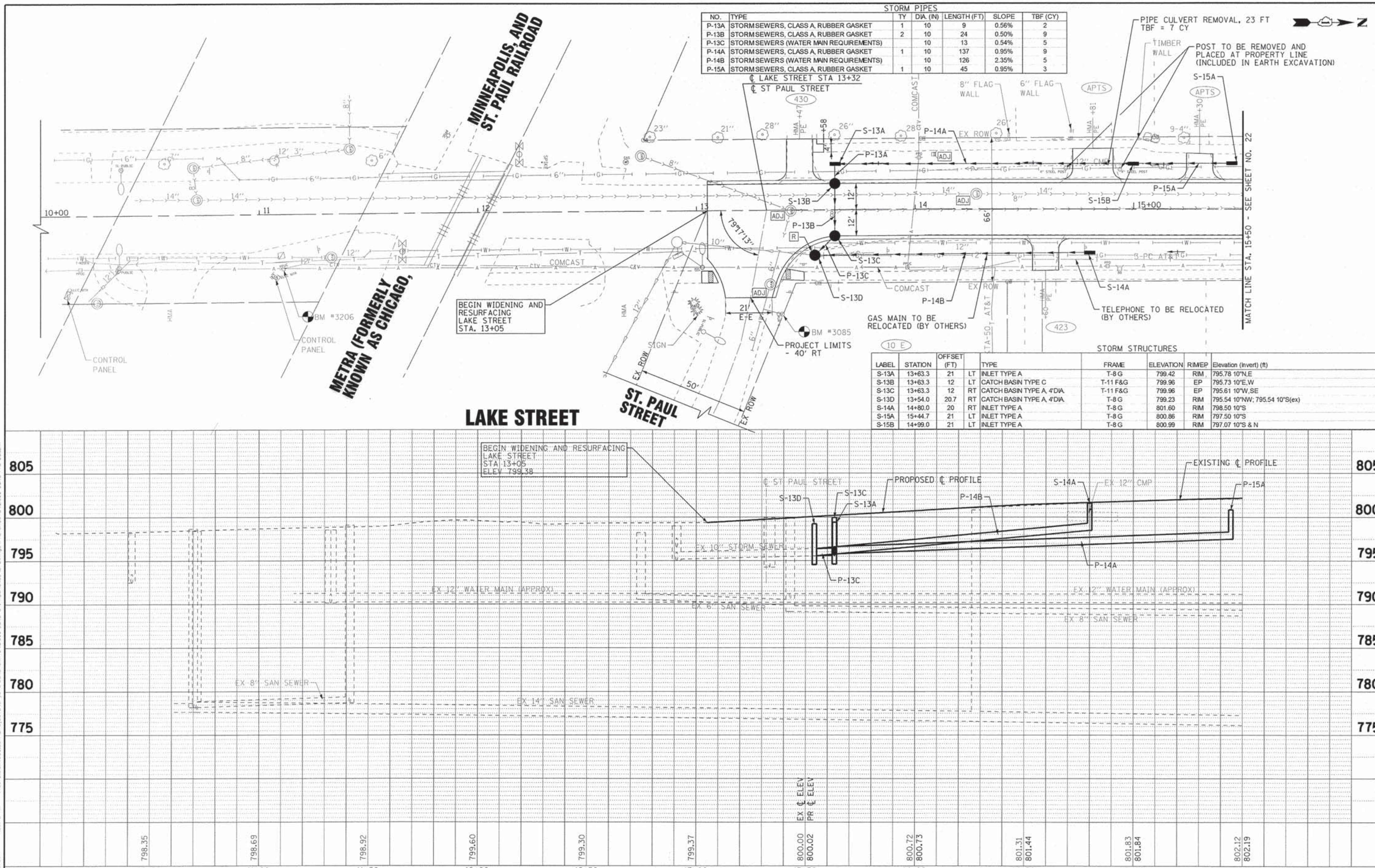
BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12-06-13	FILE - 121000-PH2-EROS1.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
LAKE STREET AND IL RTE 120 (BELVIDERE RD)

SCALE: 1" = 40' | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	20
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



STORM PIPES

NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-13A	STORM SEWERS, CLASS A, RUBBER GASKET	1	10	9	0.56%	2
P-13B	STORM SEWERS, CLASS A, RUBBER GASKET	2	10	24	0.50%	9
P-13C	STORM SEWERS (WATER MAIN REQUIREMENTS)		10	13	0.54%	5
P-14A	STORM SEWERS, CLASS A, RUBBER GASKET	1	10	137	0.95%	9
P-14B	STORM SEWERS (WATER MAIN REQUIREMENTS)		10	126	2.35%	5
P-15A	STORM SEWERS, CLASS A, RUBBER GASKET	1	10	45	0.95%	3

STORM STRUCTURES

LABEL	STATION	OFFSET (FT)		TYPE	FRAME	ELEVATION	RIM/EP	Elevation (Invert) (ft)
S-13A	13+63.3	21	LT	INLET TYPE A	T-8 G	799.42	RIM	795.78 10"N,E
S-13B	13+63.3	12	LT	CATCH BASIN TYPE C	T-11 F&G	799.96	EP	795.73 10"E,W
S-13C	13+63.3	12	RT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	799.96	EP	795.61 10"W,SE
S-13D	13+54.0	20.7	RT	CATCH BASIN TYPE A, 4'DIA.	T-8 G	799.23	RIM	795.54 10"NW; 795.54 10"S(ex)
S-14A	14+80.0	20	RT	INLET TYPE A	T-8 G	801.60	RIM	798.50 10"S
S-15A	15+44.7	21	LT	INLET TYPE A	T-8 G	800.86	RIM	797.50 10"S
S-15B	14+99.0	21	LT	INLET TYPE A	T-8 G	800.99	RIM	797.07 10"S & N

Station	EX ℄ ELEV	PR ℄ ELEV
10+50	798.35	
11+00	798.69	
11+50	798.92	
12+00	799.60	
12+50	799.30	
13+00	799.37	
13+50	800.00	800.02
14+00	800.72	800.73
14+50	801.31	801.44
15+00	801.83	801.84
15+50	802.12	802.19

BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12/06/13	FILE - 121000-Lake-PH2-DU1.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

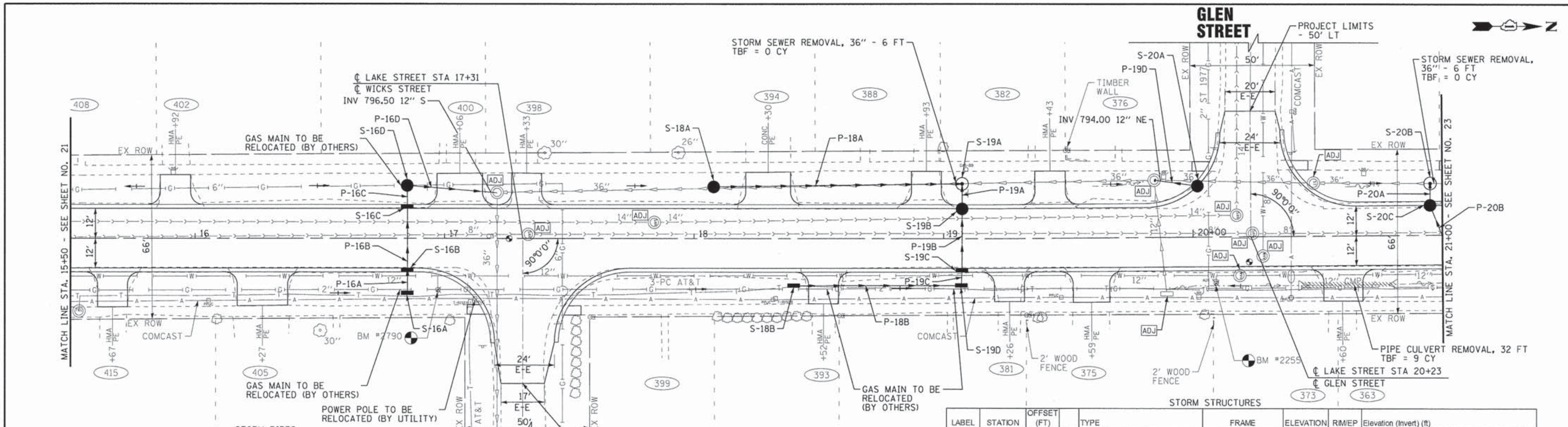
DRAINAGE AND UTILITY
LAKE STREET

SCALE: H: 1"=20' V: 1"=5' | STA.10+00 TO STA.15+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	21

CONTRACT NO. 61A28

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)



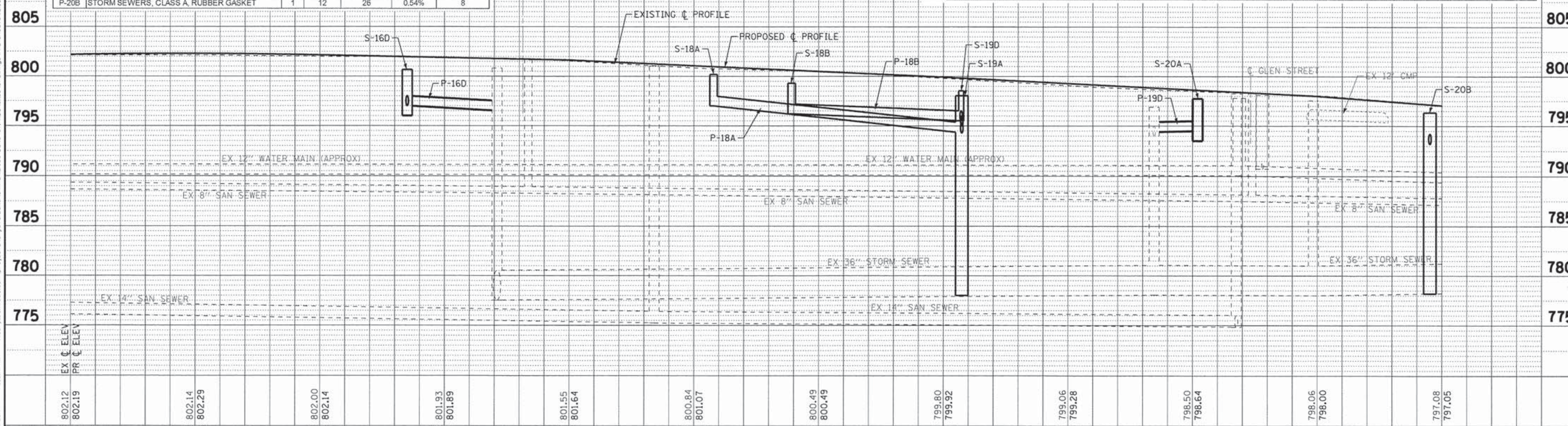
STORM PIPES

NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-16A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	9	0.93%	1
P-16B	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	24	0.93%	16
P-16C	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	9	0.93%	1
P-16D	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	36	1.39%	8
P-18A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	100	2.00%	10
P-18B	STORM SEWERS (WATER MAIN REQUIREMENTS)		12	68	1.03%	5
P-19A	STORM SEWERS, CLASS A, RUBBER GASKET	2	12	10	2.00%	2
P-19B	STORM SEWERS, CLASS A, RUBBER GASKET	2	12	24	1.67%	10
P-19C	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	7	1.43%	2
P-19D	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	17	2.94%	1
P-20A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	9	1.00%	2
P-20B	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	26	0.54%	8

STORM STRUCTURES

LABEL	STATION	OFFSET (FT)		TYPE	FRAME	ELEVATION	RIM/EP	Elevation (Invert) (ft)
S-16A	16+85.1	22	RT	INLET TYPE A	T-8 G	800.67	RIM	797.40 12"W
S-16B	16+85.1	12	RT	INLET TYPE A	T-11 F&G	801.72	EP	797.32 12"E,W
S-16C	16+85.1	12	LT	INLET TYPE A	T-11 F&G	801.72	EP	797.08 12"E,W
S-16D	16+85.1	21	LT	CATCH BASIN TYPE A, 4'DIA.	T-8 G	800.67	RIM	797.00 12"E,N
S-18A	18+07.8	20.7	LT	CATCH BASIN TYPE C	T-8 G	800.18	RIM	797.00 12"N
S-18B	18+39.1	19	RT	INLET TYPE A	T-8 G	799.31	RIM	796.20 12"N
S-19A	19+07.4	22	LT	MANHOLE TYPE A, 5'DIA.	T-1 F, O.L.	798.03	RIM	794.30 12"E; 795.00 12"S; 778.00 36"N(ex),S(ex)
S-19B	19+07.4	12	LT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	799.57	EP	794.50 12"W; 795.00 12"E
S-19C	19+07.4	12	RT	INLET TYPE B	T-11 F&G	799.57	EP	795.40 12"W,E
S-19D	19+07.4	19	RT	INLET TYPE A	T-8 G	798.53	RIM	795.50 12"W,S
S-20A	20+02.0	12	LT	CATCH BASIN TYPE C	T-11 F&G	797.73	EP	794.50 12"SW
S-20B	20+95.1	21	LT	MANHOLE TYPE A, 5'DIA.	T-1 F, O.L.	796.34	RIM	793.21 12"E; 778.19 36"N(ex),S(ex)
S-20C	20+95.1	12	LT	CATCH BASIN TYPE C	T-11 F&G	796.90	EP	793.30 12"W,NE

LAKE STREET



DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12/06/13	FILE - 121000-Lake-PH2-DU2.sht

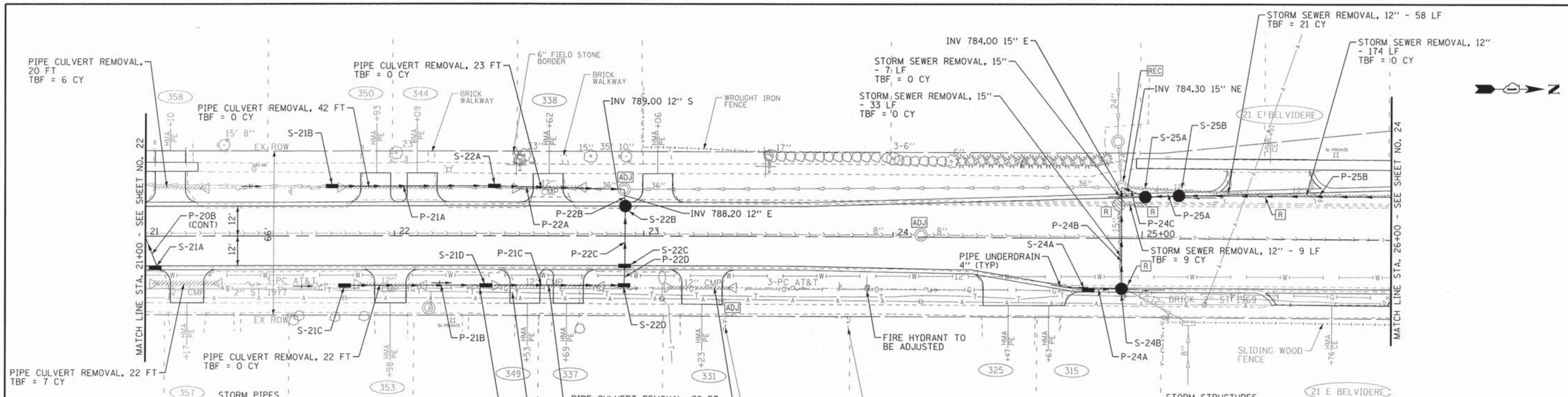
BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY LAKE STREET

SCALE: H: 1"=20' V: 1"=5' STA. 15+50 TO STA. 21+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	22
EXHIBIT		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



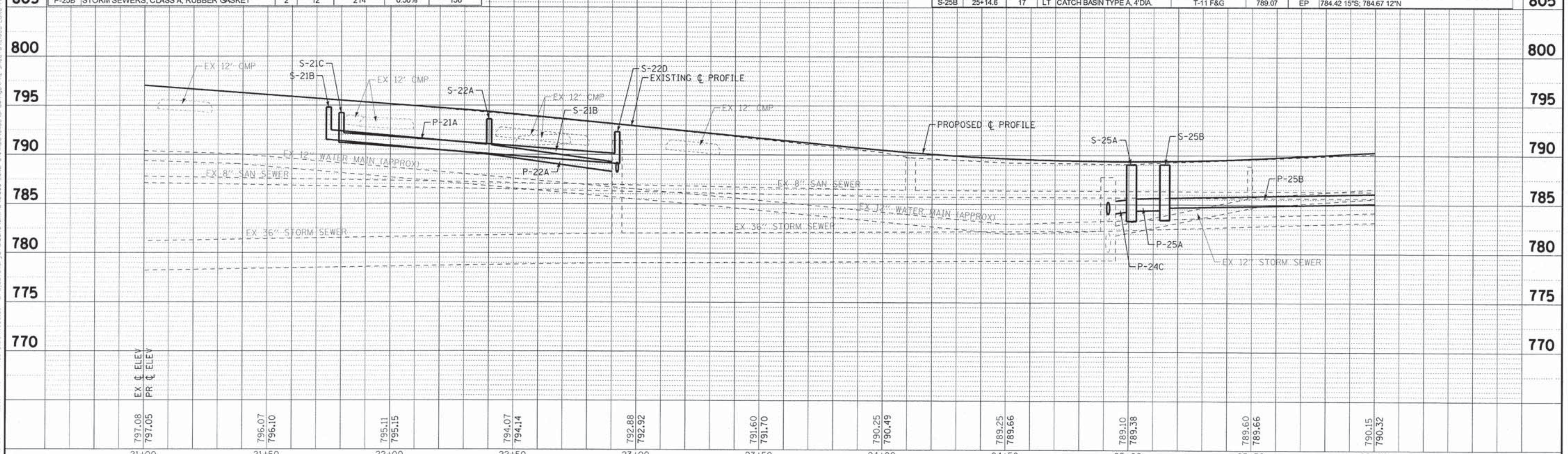
STORM PIPES

NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-21A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	65	2.31%	9
P-21B	STORM SEWERS (WATER MAIN REQUIREMENTS)		12	56	1.88%	7
P-21C	STORM SEWERS (WATER MAIN REQUIREMENTS)		12	56	1.88%	6
P-22A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	52	1.92%	5
P-22B	STORM SEWERS, CLASS A, RUBBER GASKET	2	12	7	1.00%	2
P-22C	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	24	1.04%	9
P-22D	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	8	1.25%	2
P-24A	STORM SEWERS (WATER MAIN REQUIREMENTS)		12	14	1.43%	5
P-24B	STORM SEWERS, CLASS A, RUBBER GASKET	1	15	41	1.22%	16
P-24C	STORM SEWERS, CLASS A, RUBBER GASKET	1	15	10	0.50%	4
P-25A	STORM SEWERS, CLASS A, RUBBER GASKET	2	15	14	0.50%	9
P-25B	STORM SEWERS, CLASS A, RUBBER GASKET	2	12	214	0.50%	156

LAKE STREET

STORM STRUCTURES

LABEL	STATION	OFFSET (FT)		TYPE	FRAME	ELEVATION	RIM/EP	Elevation (Invert) (ft)
S-21A	21+04.6	12	RT	INLET TYPE A	T-11 F&G	796.71	EP	793.44 12"SW
S-21B	21+75.0	20	LT	INLET TYPE A	T-8 G	794.80	RIM	791.50 12"N
S-21C	21+80.0	20	RT	INLET TYPE A	T-8 G	794.23	RIM	791.20 12"N
S-21D	22+36.5	20	RT	INLET TYPE A	T-8 G	793.41	RIM	790.15 12" N,S
S-22A	22+40.0	20	LT	INLET TYPE A	T-8 G	793.59	RIM	790.00 12"N,S
S-22B	22+92.5	12	LT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	792.87	EP	788.27 12"W; 788.75 12"E
S-22C	22+92.5	12	RT	INLET TYPE A	T-11 F&G	792.87	EP	789.00 12"W,E
S-22D	22+92.5	20	RT	INLET TYPE A	T-8 G	792.32	RIM	789.10 12"W,S
S-24A	24+77.7	20	RT	INLET TYPE A	T-11 F&G	789.04	EP	785.50 12"N
S-24B	24+91.8	20	RT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	788.98	EP	784.50 12"W; 785.30 15"S; 785.12 12"NE(ex)
S-25A	25+01.0	16.5	LT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	789.05	EP	784.35 15"N,SW
S-25B	25+14.6	17	LT	CATCH BASIN TYPE A, 4'DIA.	T-11 F&G	789.07	EP	784.42 15"S; 784.67 12"N



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - UKB	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12/06/13	FILE - 121000-Lake-PH2-DU3.sht	

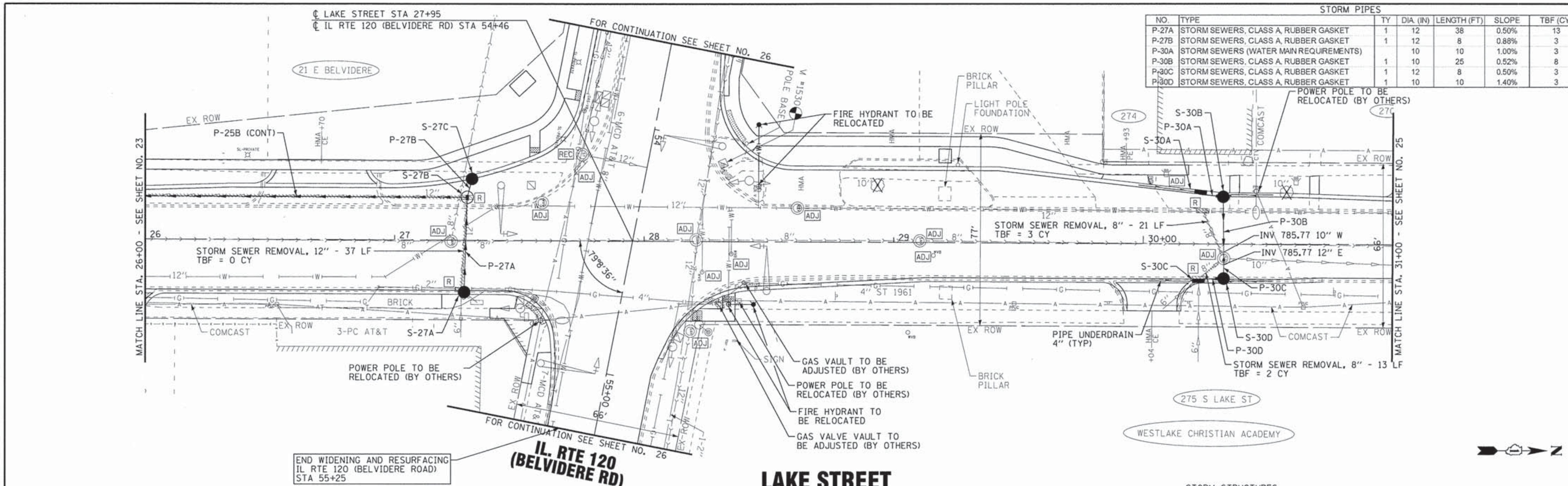
DRAINAGE AND UTILITY LAKE STREET

SCALE: H: 1"=20' V: 1"=5' | STA. 21+00 TO STA. 26+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	23

CONTRACT NO. 61A28

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

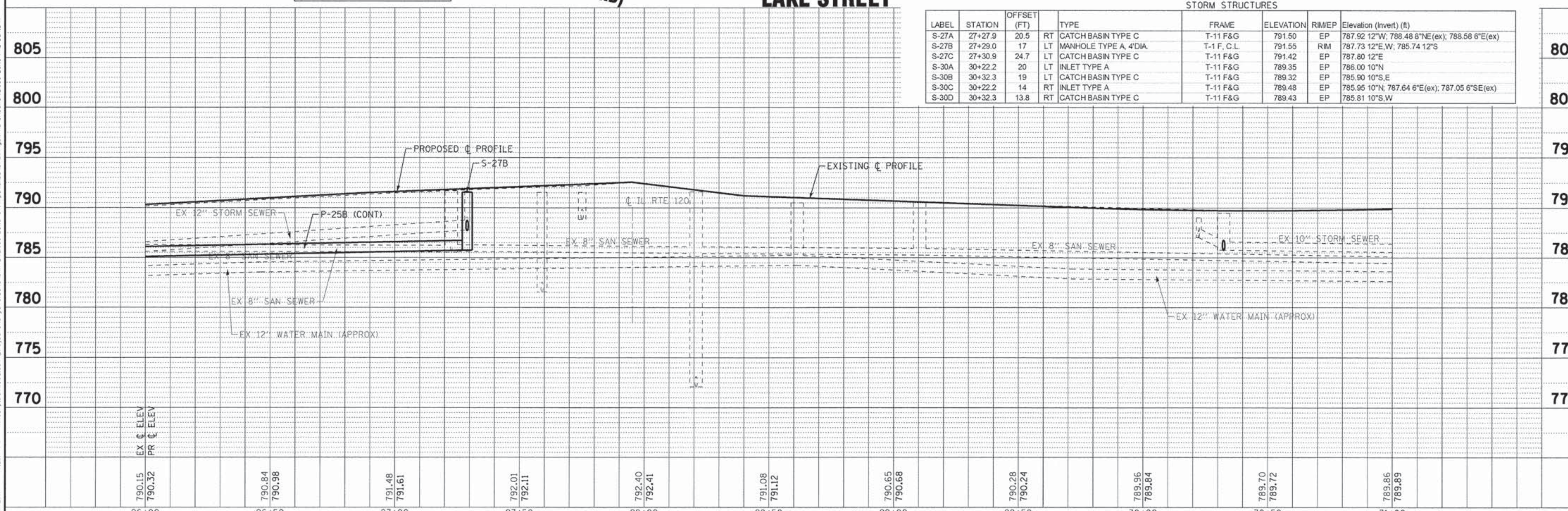


STORM PIPES

NO.	TYPE	TY	DIA. (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-27A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	38	0.50%	13
P-27B	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	8	0.88%	3
P-30A	STORM SEWERS (WATER MAIN REQUIREMENTS)		10	10	1.00%	3
P-30B	STORM SEWERS, CLASS A, RUBBER GASKET	1	10	25	0.52%	8
P-30C	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	8	0.50%	3
P-30D	STORM SEWERS, CLASS A, RUBBER GASKET	1	10	10	1.40%	3

STORM STRUCTURES

LABEL	STATION	OFFSET (FT)		TYPE	FRAME	ELEVATION	RIM/EP	Elevation (Invert) (ft)
S-27A	27+27.9	20.5	RT	CATCH BASIN TYPE C	T-11 F&G	791.50	EP	787.92 12"W; 788.48 8"NE(ex); 788.58 6"E(ex)
S-27B	27+29.0	17	LT	MANHOLE TYPE A, 4'DIA.	T-1 F, C.L.	791.55	RIM	787.73 12"E,W; 785.74 12"S
S-27C	27+30.9	24.7	LT	CATCH BASIN TYPE C	T-11 F&G	791.42	EP	787.80 12"E
S-30A	30+22.2	20	LT	INLET TYPE A	T-11 F&G	789.35	EP	786.00 10"N
S-30B	30+32.3	19	LT	CATCH BASIN TYPE C	T-11 F&G	789.32	EP	785.90 10"S,E
S-30C	30+22.2	14	RT	INLET TYPE A	T-11 F&G	789.48	EP	785.95 10"N; 787.64 6"E(ex); 787.05 6"SE(ex)
S-30D	30+32.3	13.8	RT	CATCH BASIN TYPE C	T-11 F&G	789.43	EP	785.81 10"S,W

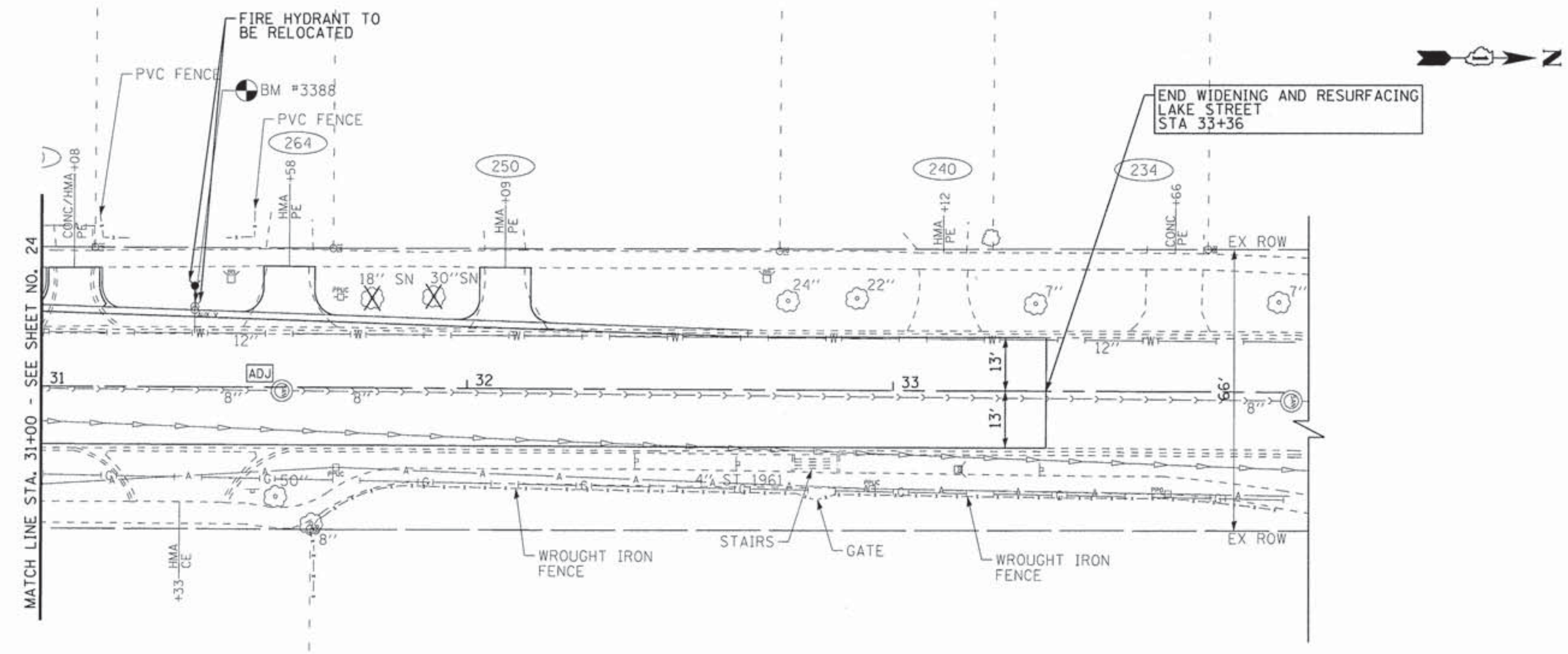


BAXTER & WOODMAN Consulting Engineers

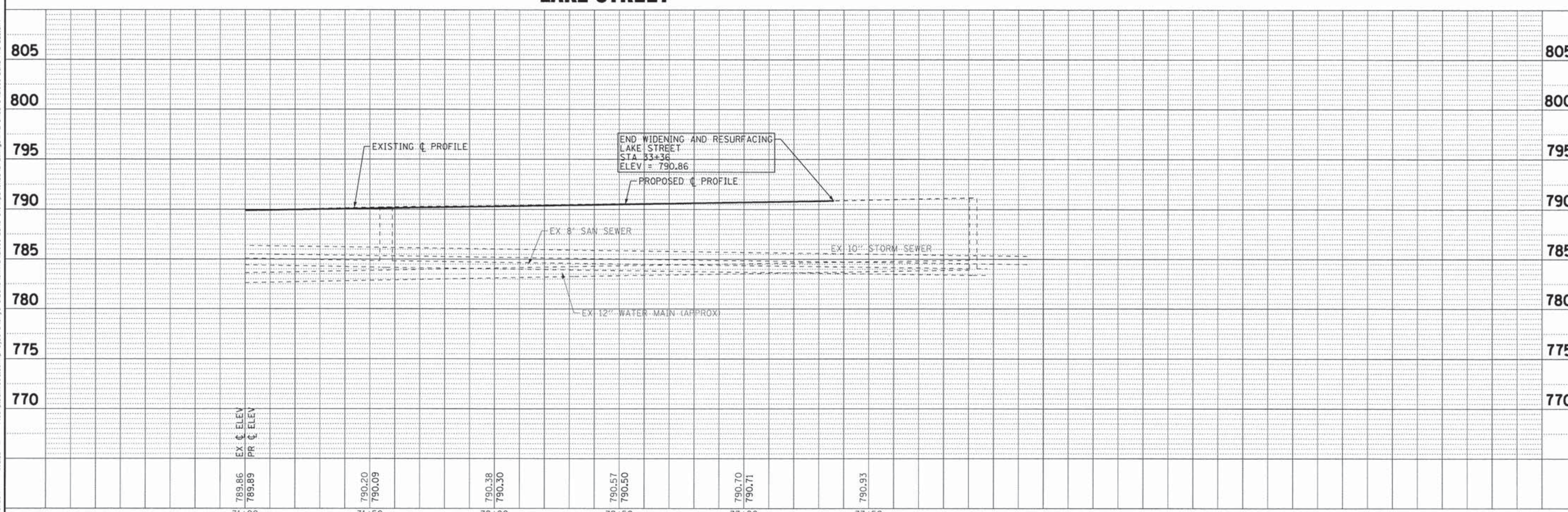
DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY LAKE STREET
DRAWN - UKB	REVISED -		
CHECKED - DJS	REVISED -		SCALE: H: 1"=20' V: 1"=5'
DATE - 12/06/13	FILE - 121000-Lake-PH2-DU4.sht		STA. 26+00 TO STA. 31+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	24
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)



LAKE STREET



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DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12/06/13	FILE - 121000-Lake-PH2-DU5.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY
LAKE STREET

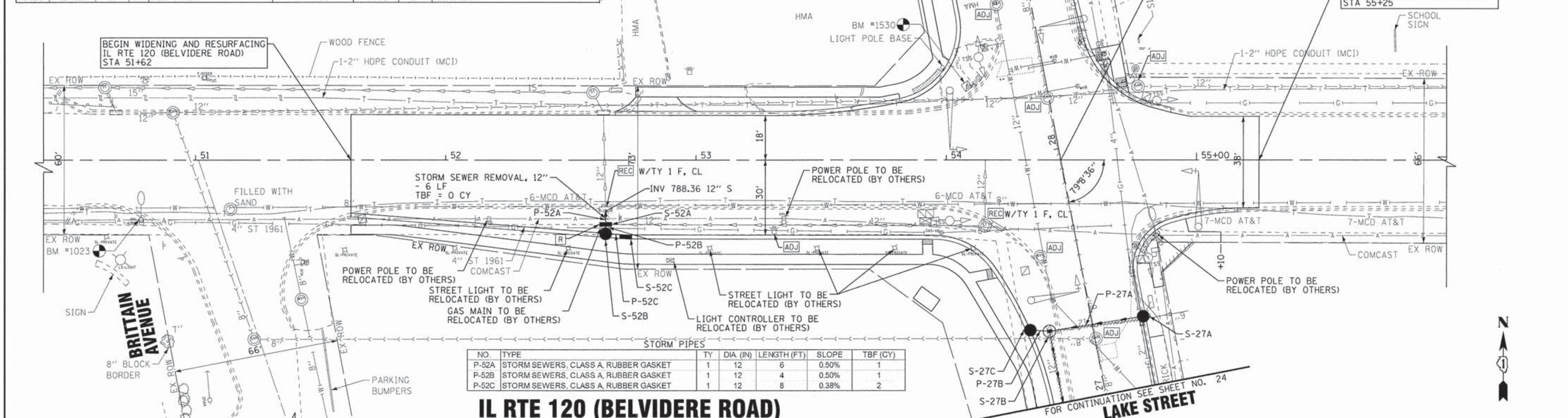
SCALE: H: 1"=20' V: 1"=5' | STA. 31+00 TO STA. 34+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	25
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

STORM STRUCTURES

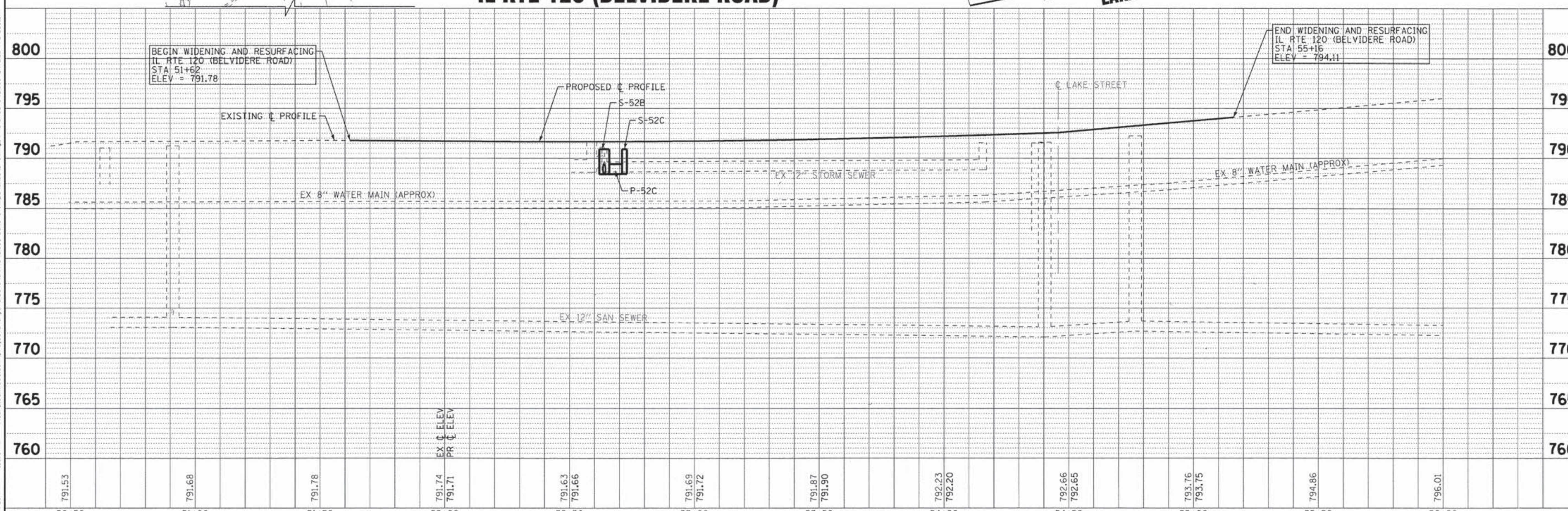
LABEL	STATION	OFFSET (FT)		TYPE	FRAME	ELEVATION	RIM/EP	Elevation (Invert) (ft)
S-52A	52+63.9	26	RT	INLET TYPE A	T-1 F, C.L.	790.99	RIM	788.33 12"N,S; 788.64 12"E(ex)
S-52B	52+63.9	29	RT	CATCH BASIN TYPE C	T-11 F&G	790.91	EP	788.41 12"N,E
S-52C	52+72.0	30	RT	INLET TYPE A	T-11 F&G	790.92	EP	788.44 12"W



STORM PIPES

NO.	TYPE	TY	DIA (IN)	LENGTH (FT)	SLOPE	TBF (CY)
P-52A	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	6	0.50%	1
P-52B	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	4	0.50%	1
P-52C	STORM SEWERS, CLASS A, RUBBER GASKET	1	12	8	0.38%	2

IL RTE 120 (BELVIDERE ROAD)



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
	DRAWN - UKB	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 12/06/13	FILE - 121000-ILRTE120-PH2-DU6.sht

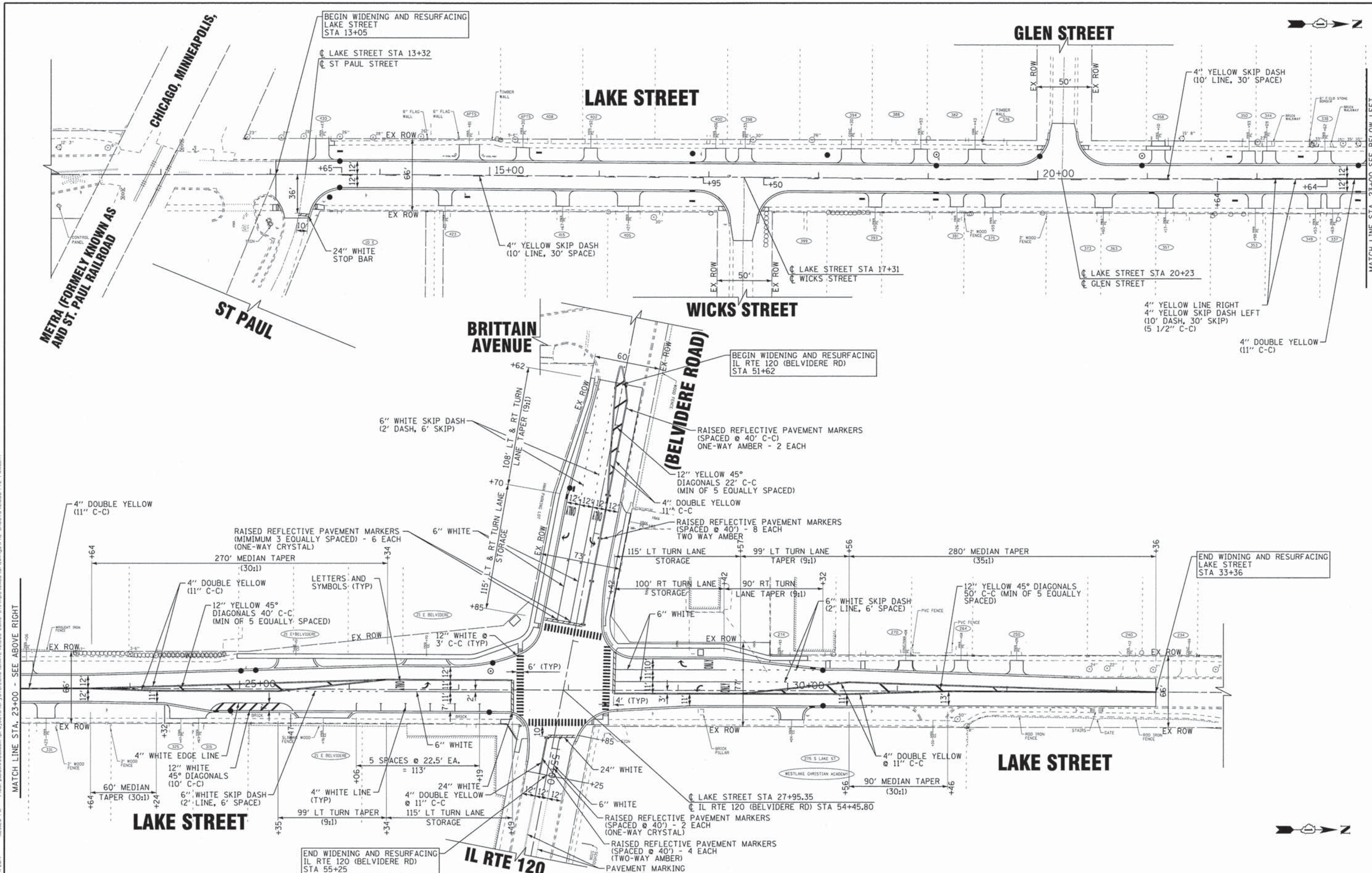
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY
IL RTE 120 (BELVIDERE ROAD)

SCALE: H: 1"=20' V: 1"=5' | STA. 50+50 TO STA. 56+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	26
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(193)



BEGIN WIDENING AND RESURFACING LAKE STREET STA 13+05
℄ LAKE STREET STA 13+32
℄ ST PAUL STREET
LAKE STREET
GLEN STREET
4" YELLOW SKIP DASH (10' LINE, 30' SPACE)
CHICAGO, MINNEAPOLIS,
METRA (FORMELY KNOWN AS AND ST. PAUL RAILROAD
EX ROW
15+00
20+00
24" WHITE STOP BAR
4" YELLOW SKIP DASH (10' LINE, 30' SPACE)
℄ LAKE STREET STA 17+31
℄ WICKS STREET
℄ LAKE STREET STA 20+23
℄ GLEN STREET
4" YELLOW LINE RIGHT
4" YELLOW SKIP DASH LEFT (10' DASH, 30' SKIP) (5 1/2" C-C)
4" DOUBLE YELLOW (11" C-C)
MATCH LINE STA. 23+00 SEE BELOW LEFT
ST PAUL
WICKS STREET
BRITTAIN AVENUE
(BELVIDERE ROAD)
BEGIN WIDENING AND RESURFACING IL RTE 120 (BELVIDERE RD) STA 51+62
6" WHITE SKIP DASH (2' DASH, 6' SKIP)
108' LT & RT TURN LANE TAPER (9:1)
115' LT & RT TURN LANE STORAGE
RAISED REFLECTIVE PAVEMENT MARKERS (SPACED @ 40' C-C) ONE-WAY AMBER - 2 EACH
12" YELLOW 45° DIAGONALS 22' C-C (MIN OF 5 EQUALLY SPACED)
4" DOUBLE YELLOW 11" C-C
RAISED REFLECTIVE PAVEMENT MARKERS (SPACED @ 40') - 8 EACH TWO WAY AMBER
4" DOUBLE YELLOW (11" C-C)
RAISED REFLECTIVE PAVEMENT MARKERS (MIMIMUM 3 EQUALLY SPACED) - 6 EACH (ONE-WAY CRYSTAL)
6" WHITE
270' MEDIAN TAPER (30:1)
LETTERS AND SYMBOLS (TYP)
12" YELLOW 45° DIAGONALS 40' C-C (MIN OF 5 EQUALLY SPACED)
12" WHITE @ 3' C-C (TYP)
6' (TYP)
115' LT TURN LANE STORAGE
99' LT TURN LANE TAPER (9:1)
280' MEDIAN TAPER (35:1)
100' RT TURN LANE STORAGE
90' RT TURN LANE TAPER (9:1)
6" WHITE SKIP DASH (2' LINE, 6' SPACE)
12" YELLOW 45° DIAGONALS 50' C-C (MIN OF 5 EQUALLY SPACED)
END WIDNING AND RESURFACING LAKE STREET STA 33+36
25+00
30+00
4' (TYP)
MATCH LINE STA. 23+00 - SEE ABOVE RIGHT
4" WHITE EDGE LINE
12" WHITE 45° DIAGONALS (10' C-C)
6" WHITE SKIP DASH (2' LINE, 6' SPACE)
60' MEDIAN TAPER (30:1)
5 SPACES @ 22.5' EA. = 113'
4" WHITE LINE (TYP)
24" WHITE
4" DOUBLE YELLOW @ 11" C-C
99' LT TURN TAPER (9:1)
115' LT TURN LANE STORAGE
24" WHITE
6" WHITE
℄ LAKE STREET STA 27+95.35
℄ IL RTE 120 (BELVIDERE RD) STA 54+45.80
RAISED REFLECTIVE PAVEMENT MARKERS (SPACED @ 40') - 2 EACH (ONE-WAY CRYSTAL)
RAISED REFLECTIVE PAVEMENT MARKERS (SPACED @ 40') - 4 EACH (TWO-WAY AMBER)
PAVEMENT MARKING TO REMAIN
4" DOUBLE YELLOW @ 11" C-C
90' MEDIAN TAPER (30:1)
LAKE STREET
LAKE STREET
END WIDENING AND RESURFACING IL RTE 120 (BELVIDERE RD) STA 55+25
IL RTE 120
WESTLAKE CHRISTIAN ACADEMY

BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
DRAWN - UKB	REVISED -
CHECKED - DJS	REVISED -
DATE - 12-06-13	FILE - 121000-PH2-PMK1.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
LAKE STREET AND IL RTE 120 (BELVIDERE RD)

SCALE: 1" = 40' | STA. 11+00 TO STA. 23+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	27
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET			
COMMUNICATIONS CABINET	R CC	CC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY	R UPS	UPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD "RB" INDICATES REFLECTIVE BACKPLATE		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F		36F	36F
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RPF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
QUEUE DETECTOR		Q	Q
PREFORMED QUEUE DETECTOR		PQ	PQ
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

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

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		DRAWN - BCK	REVISED -
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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	28
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

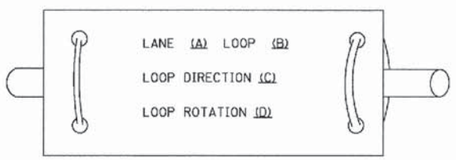
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

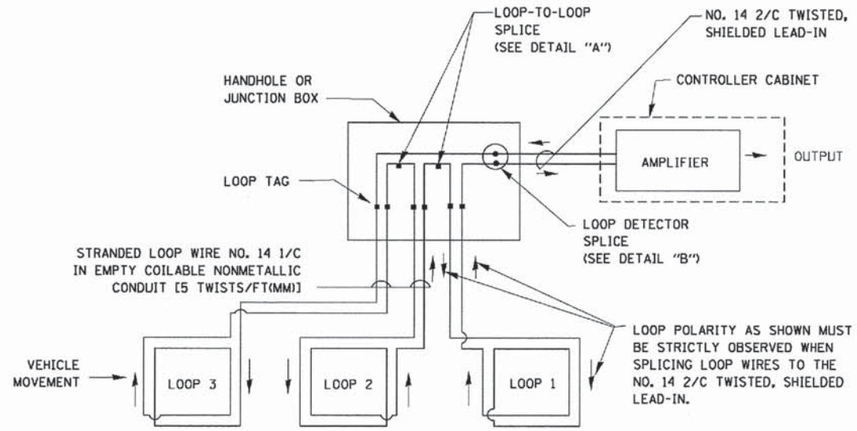


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

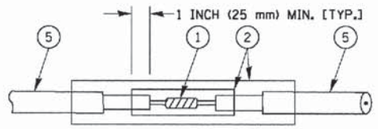
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

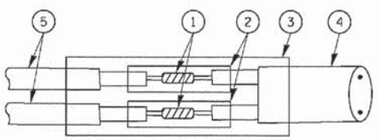


DETECTOR LOOP WIRING SCHEMATIC

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

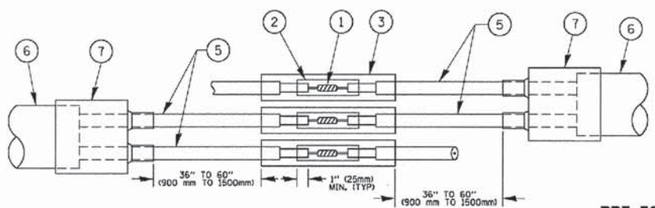


DETAIL "A"
LOOP-TO-LOOP SPLICE



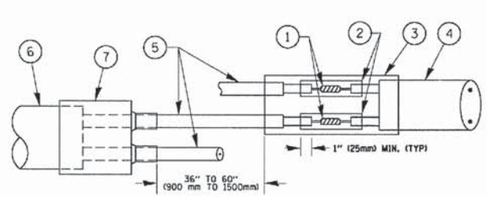
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pw_work\pwidot\footamj\d0128315\ts05.dgn	USER NAME = footamj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

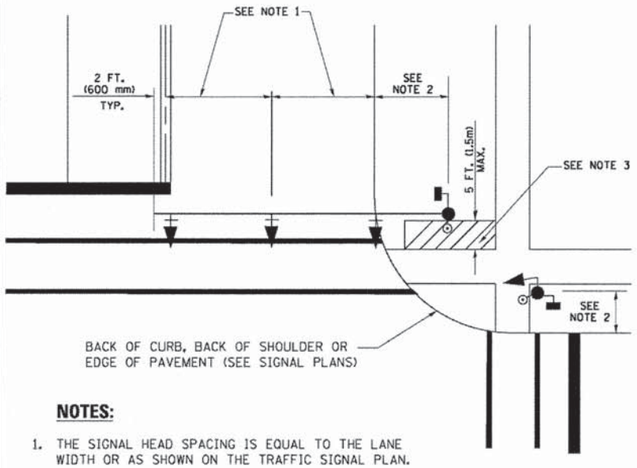
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	29
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

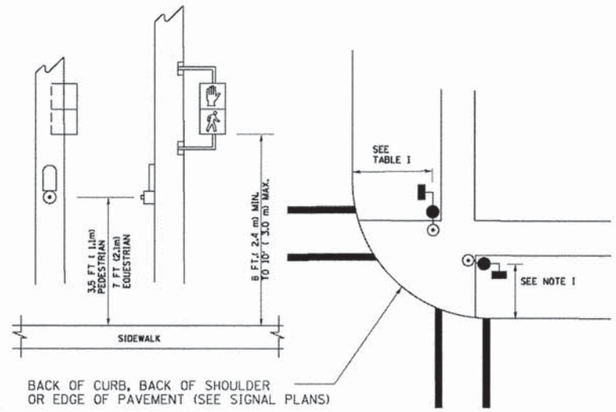
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

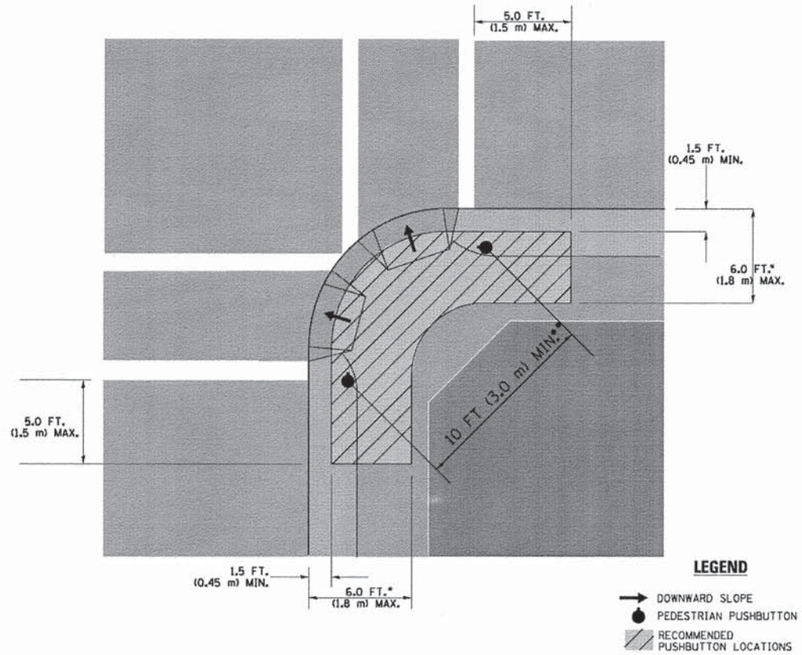
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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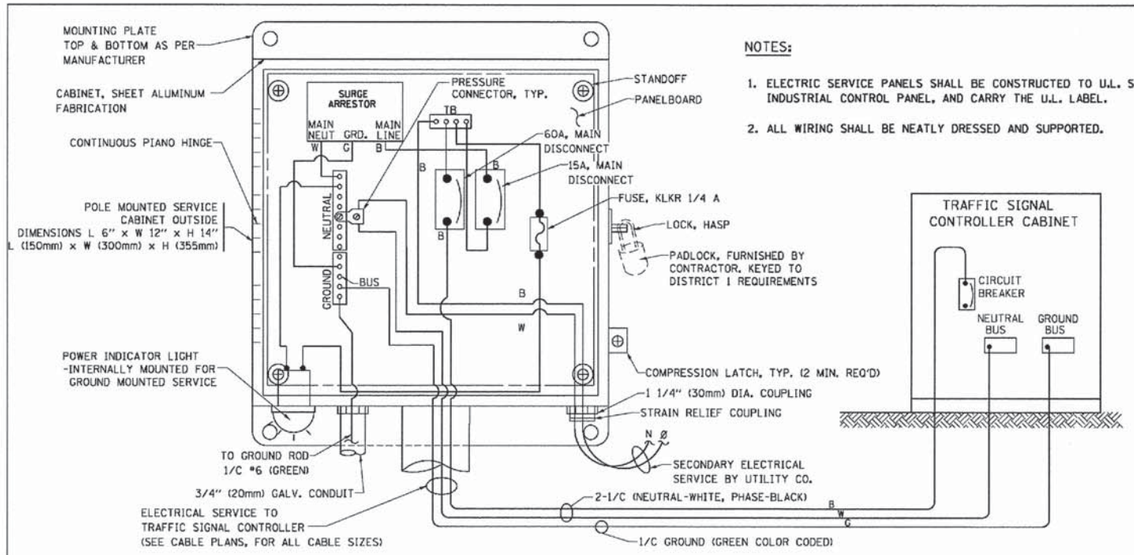
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

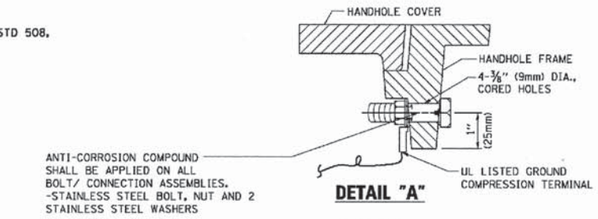
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	30
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



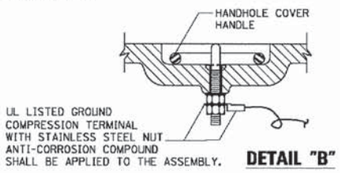
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

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



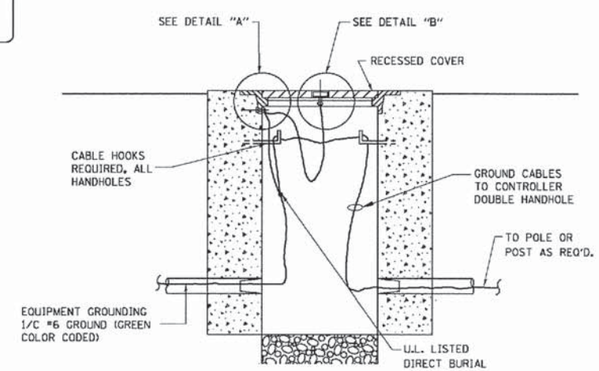
DETAIL "A"



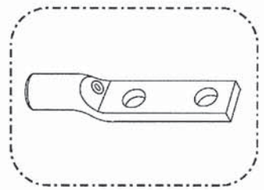
DETAIL "B"

NOTES:
GROUNDING SYSTEM

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



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

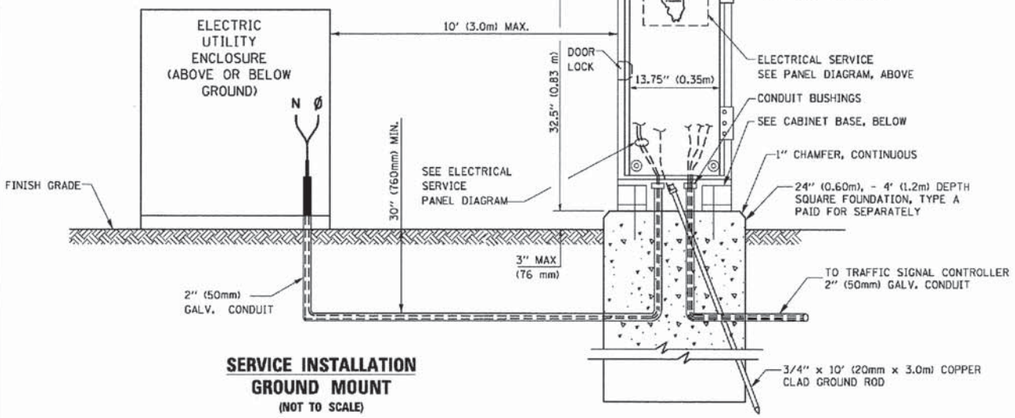


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

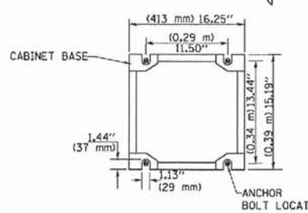
¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

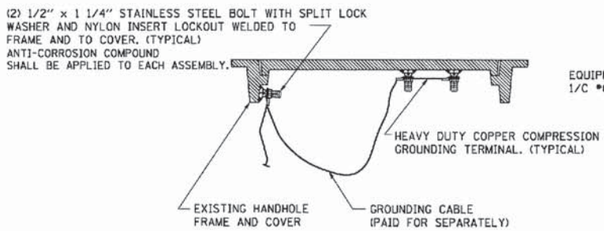
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



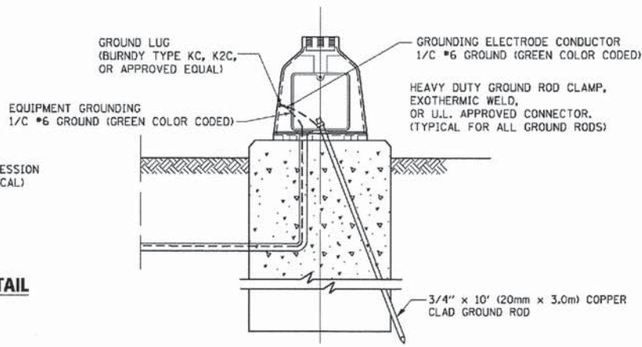
SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)



CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



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



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

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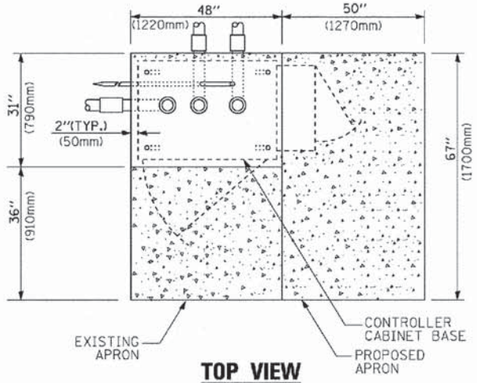
	PLOT DATE = 1/13/2014	CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

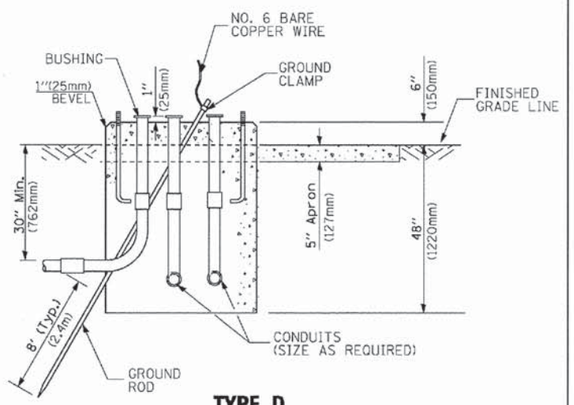
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

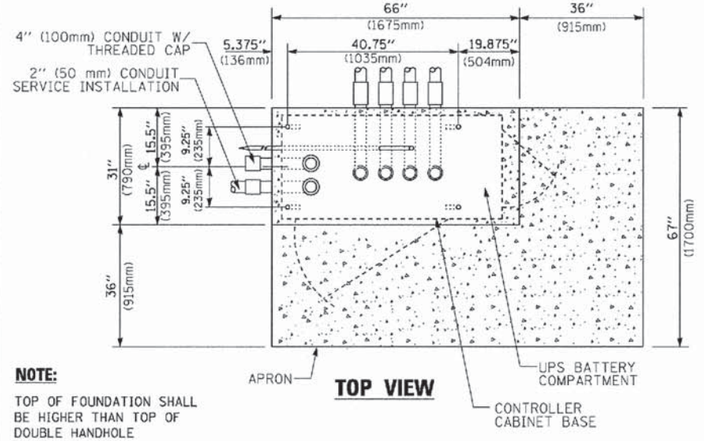
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	31
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



TOP VIEW



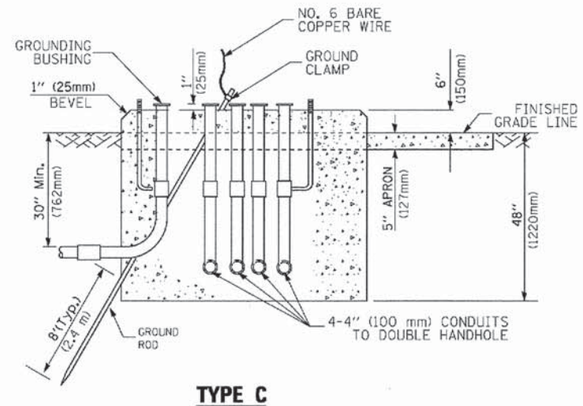
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



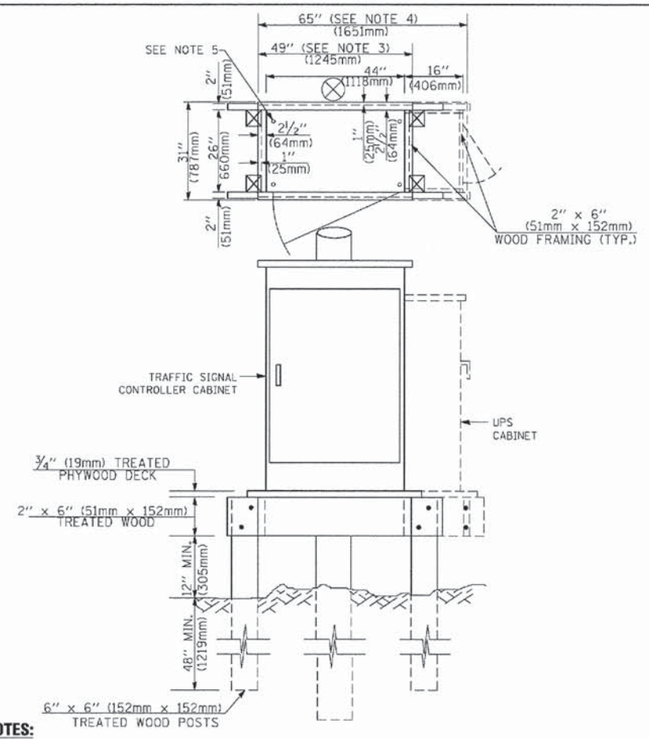
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

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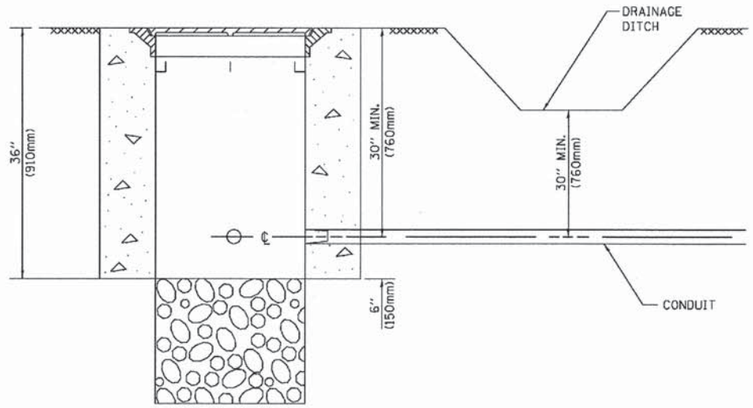
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	32
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

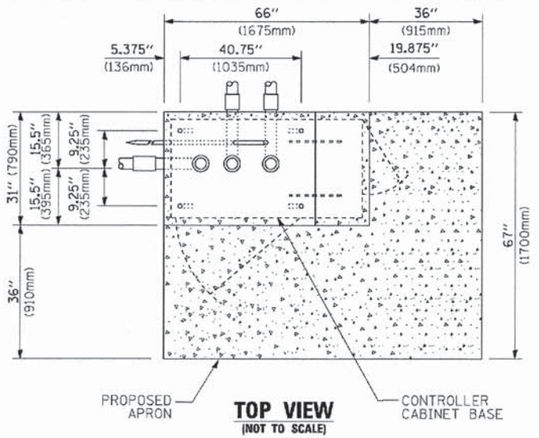


NOTES:

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

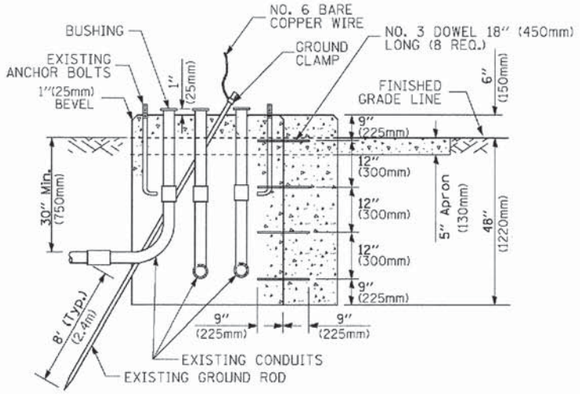
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



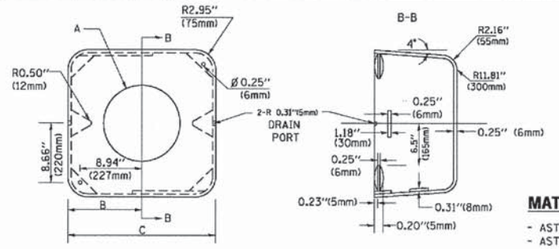
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL:

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

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

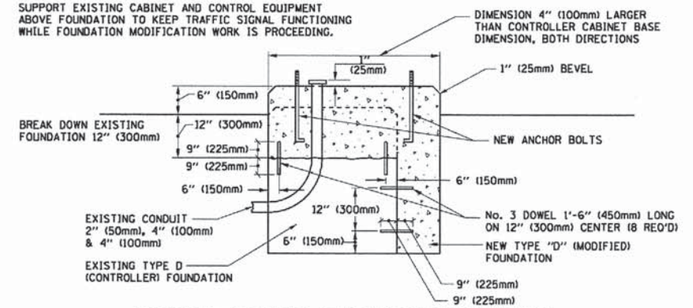
SHROUD

NOTES:

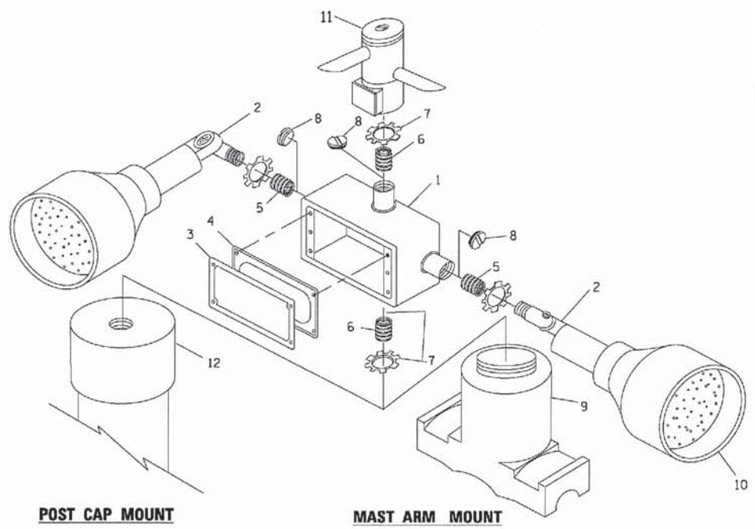
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



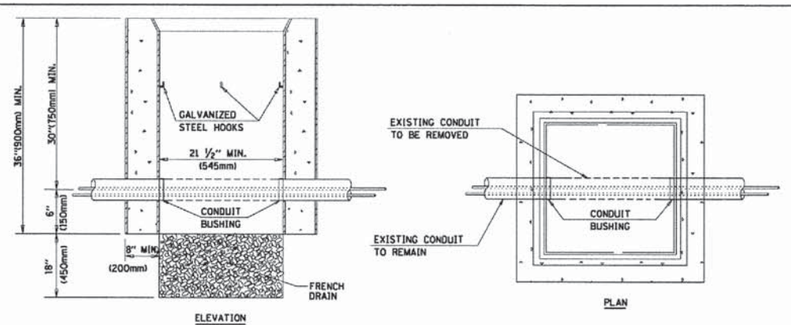
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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		DRAWN - BCK	REVISED -
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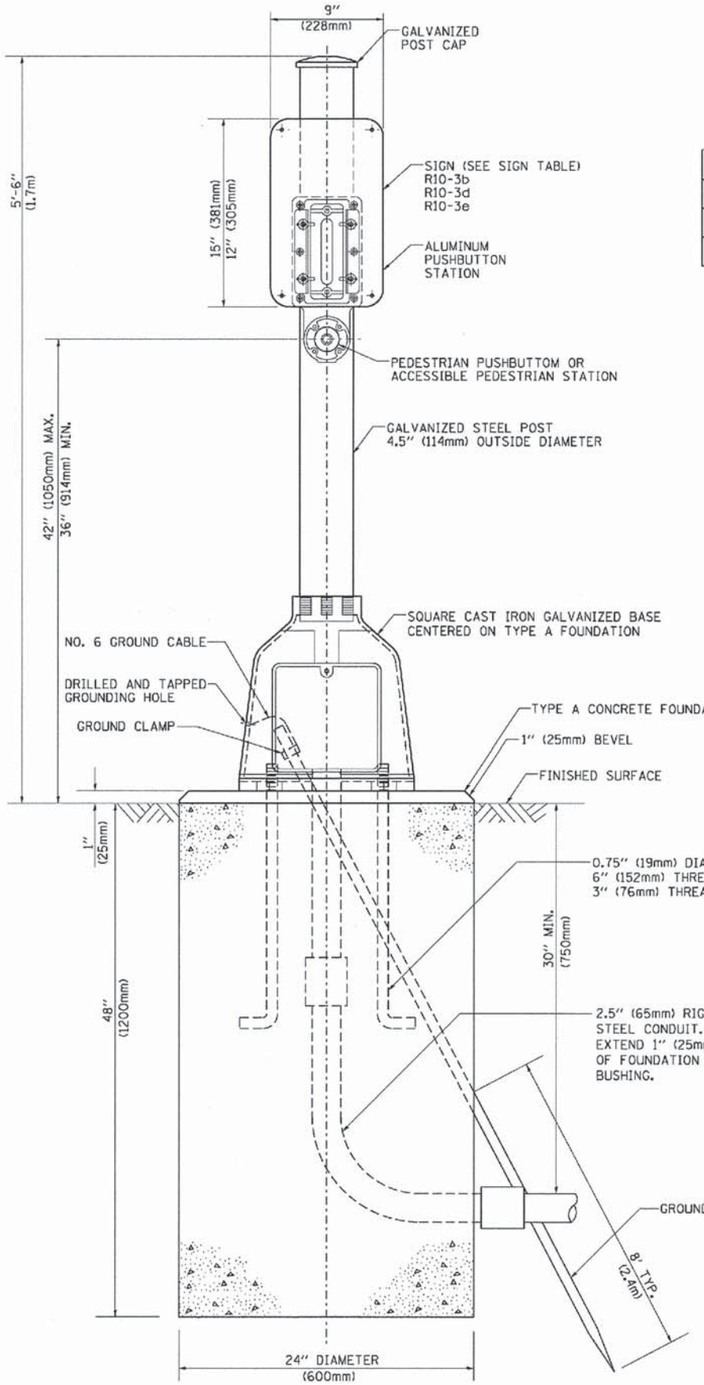
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

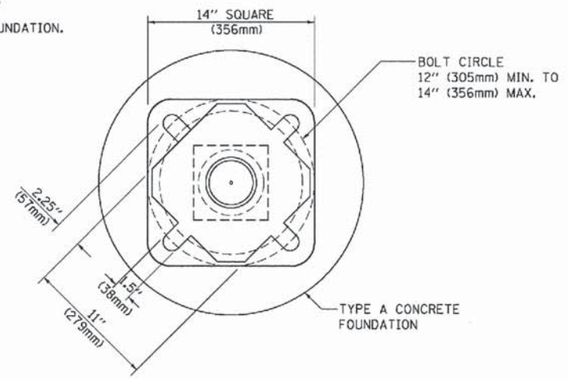
SCALE: NONE | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	33
	TS-05	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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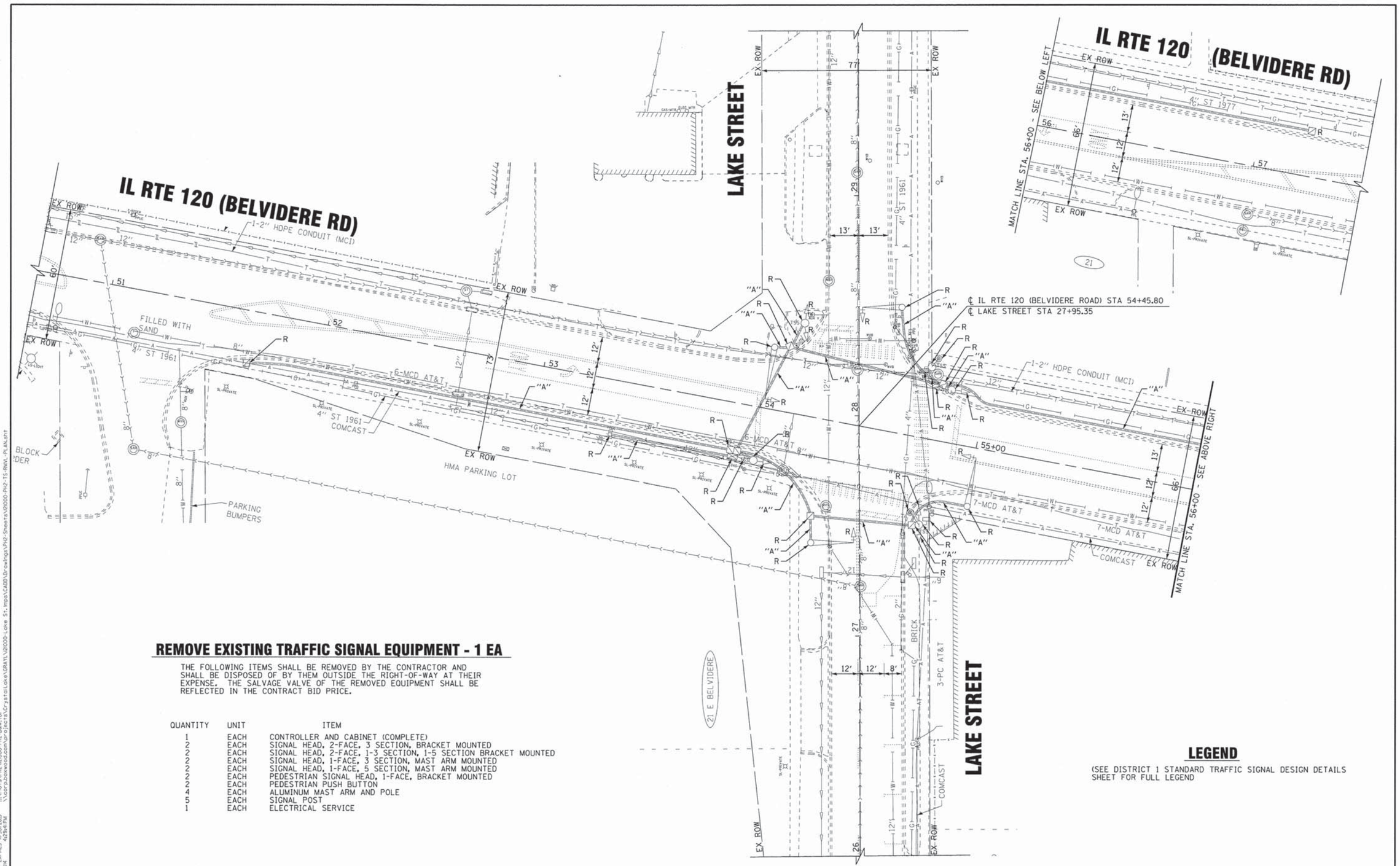
		DRAWN - GND	REVISED -				195	13-00061-00-WR	LAKE	62	34
	PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -					TS-05	CONTRACT NO. 61A28		
	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -		SCALE: NONE	SHEET NO. 7 OF 7 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1 EA

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 VALVE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	ITEM
1	EACH	CONTROLLER AND CABINET (COMPLETE)
2	EACH	SIGNAL HEAD, 2-FACE, 3 SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE, 3 SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE, 5 SECTION, MAST ARM MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
2	EACH	PEDESTRIAN PUSH BUTTON
4	EACH	ALUMINUM MAST ARM AND POLE
5	EACH	SIGNAL POST
1	EACH	ELECTRICAL SERVICE

LEGEND

(SEE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET FOR FULL LEGEND

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560x30"

BAXTER & WOODMAN Consulting Engineers

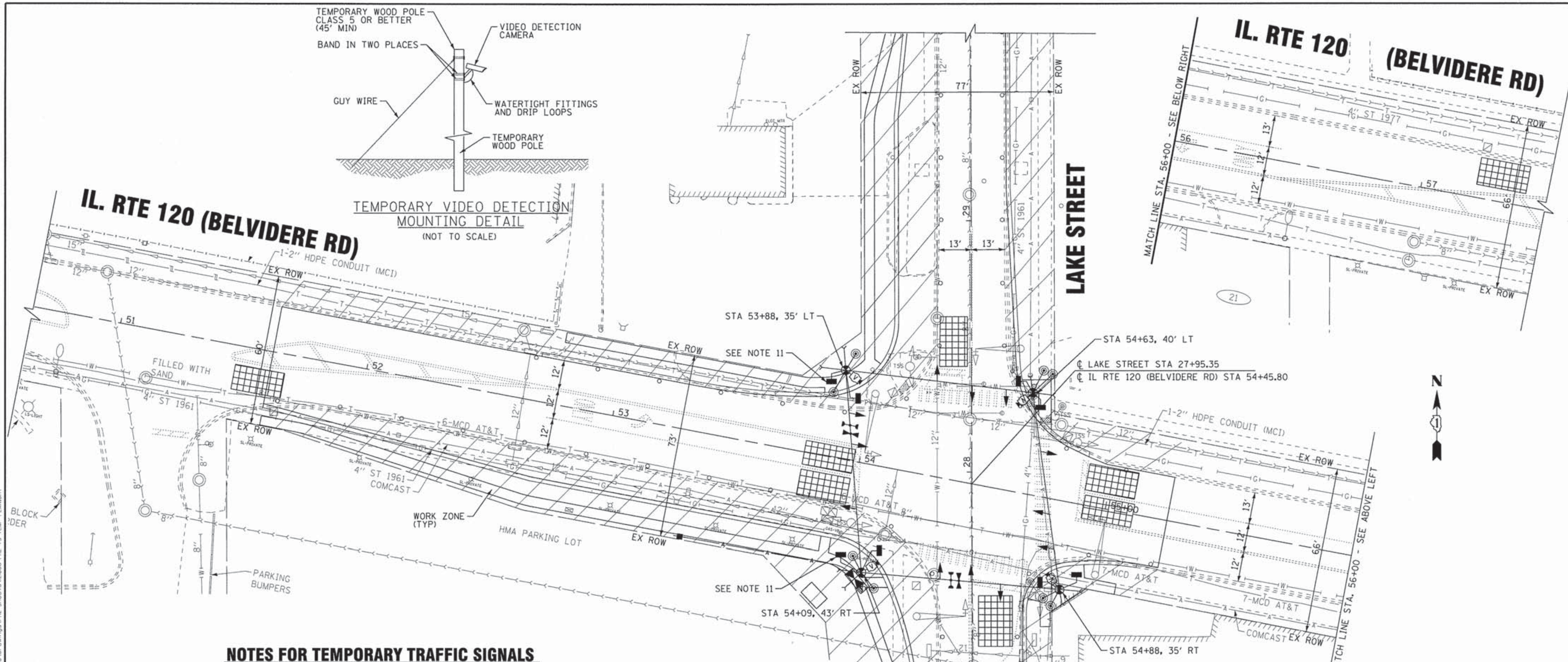
DESIGNED	DJS	REVISED	1-31-14 PER IDOT
DRAWN	UKB	REVISED	-
CHECKED	DJS	REVISED	-
DATE	12-06-13	FILE	121000-PH2-TS-RMVL-PLAN.sht

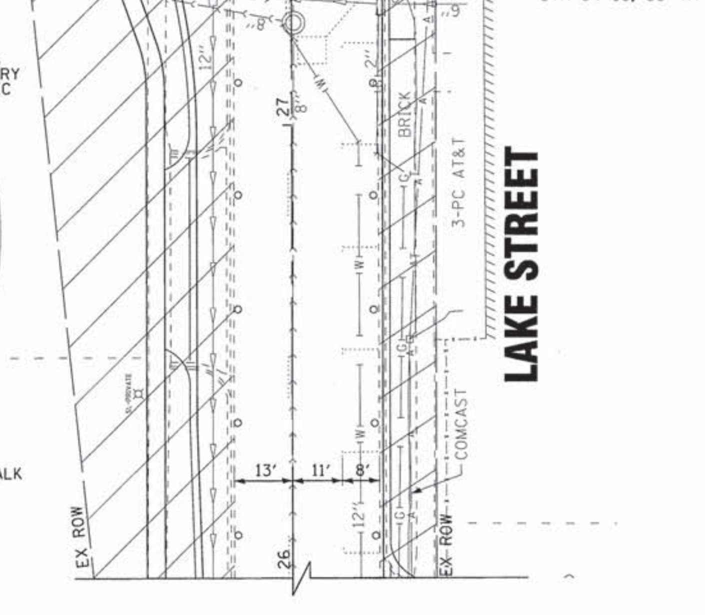
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL REMOVAL
LAKE STREET AND IL RTE. 120 (BELVIDERE RD)

SCALE: 1" = 20' | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	35
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		





NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURES 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 TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT).

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED 12". 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 AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL 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. UNITERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.

8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.

9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT ONE 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.

11. PEDESTRIAN INDICATIONS ON THESE PEDESTRIAN SIGNALS SHALL BE BAGGED DURING STAGE 1. BAGS SHALL BE REMOVED WHEN THE CROSSWALK ACROSS THE WEST LEG OF THE INTERSECTION IS MARKED AND STAGE 2 BEGINS.

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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, MEDIANS, SIDEWALKS, PAVEMENT, ETC SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	FILE - 121000-PH2-TS-TEMP-PLAN.sht	

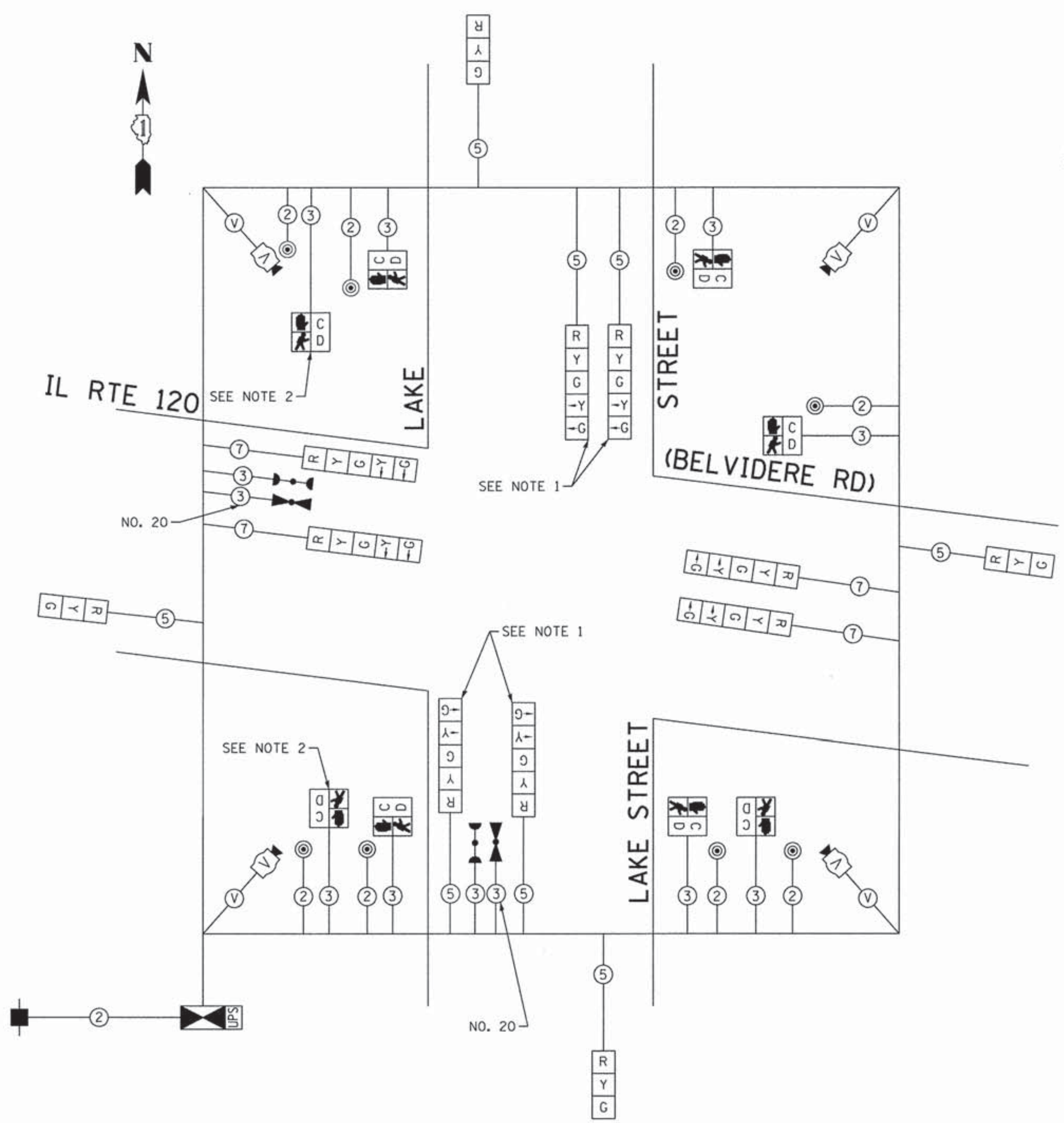
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLAN – STAGE 1
LAKE STREET AND IL RTE 120 (BELVIDERE RD)

SCALE: 1" = 20' | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	36
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

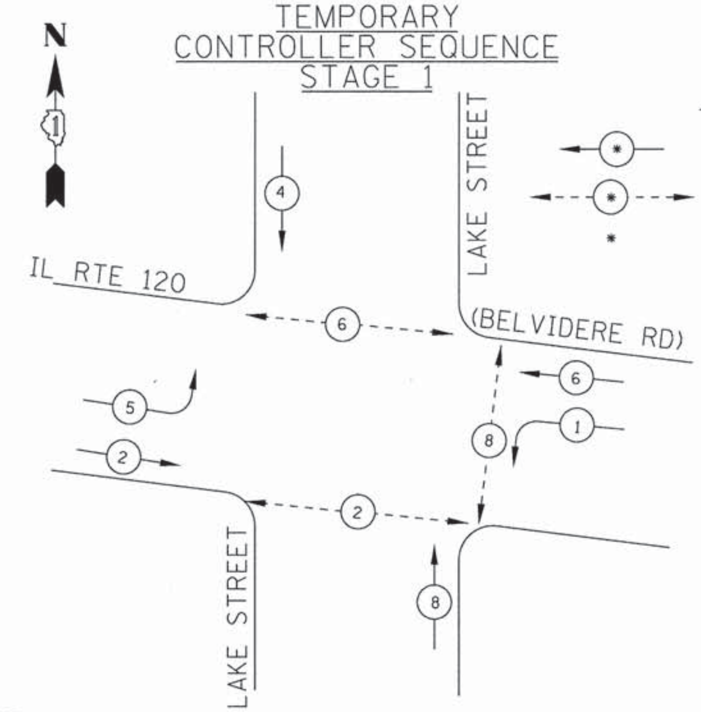


TEMPORARY CABLE PLAN - STAGE 1

NOTE 1: YELLOW AND GREEN TURN ARROW INDICATIONS ON THESE SIGNAL HEADS SHALL BE BAGGED DURING STAGE 1.

NOTE 2: PEDESTRIAN INDICATIONS ON THESE PEDESTRIAN SIGNALS SHALL BE BAGGED DURING STAGE 1. BAGS SHALL BE REMOVED WHEN THE CROSSWALK ACROSS THE WEST LEG OF THE INTERSECTION IS MARKED AND STAGE 2 BEGINS.

TEMPORARY CONTROLLER SEQUENCE STAGE 1



TEMPORARY PHASE DESIGNATION DIAGRAM STAGE 1

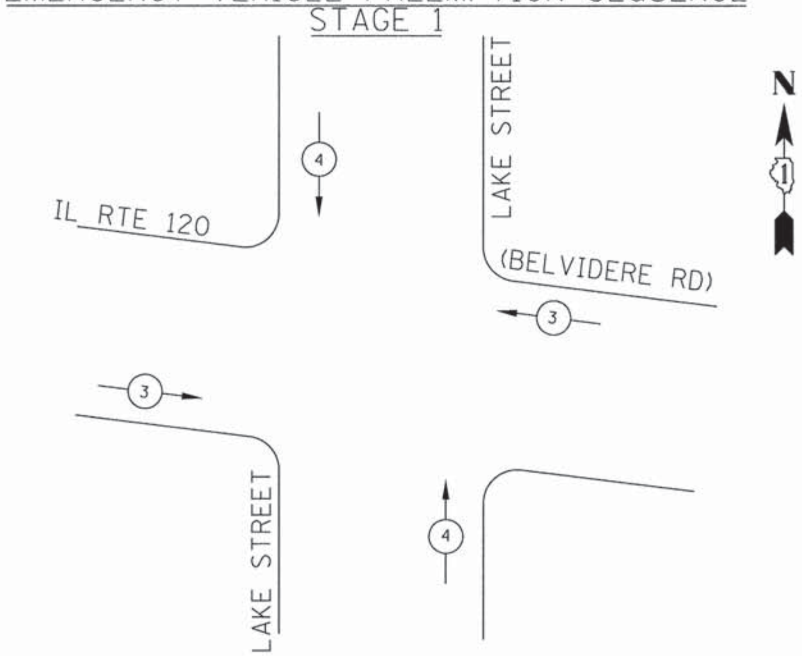
LEGEND

DUAL ENTRY PHASE

PEDESTRIAN PHASE

* NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE STAGE 1



PROPOSED EMERGENCY VEHICLE PREEMPTION		
EMERGENCY VEHICLE PREEMPTION	3	4
MOVEMENT	⇄	↓↑

NOTES:

1. THE PRIORITY CONTROL SYSTEM EQUIPMENT SHALL MATCH THE EXISTING EQUIPMENT TYPE ON ADJACENT SIGNAL SYSTEMS.

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

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	8		12	0.10	9.6
PED. SIGNAL	6		25	1.00	150.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN			90	0.50	
VIDEO SYSTEM	1		150	1.00	150.00
LUMINAIRE				0.50	
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	631.60

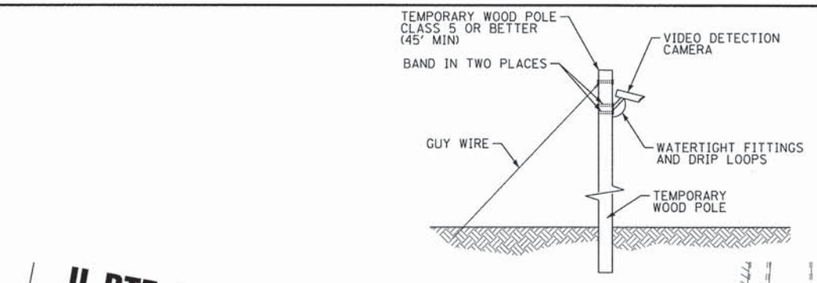
ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: MAUREEN RAYE
PHONE: 847-816-5492
COMPANY: COM. ED.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM - STAGE 1 LAKE STREET AND IL RTE 120 (BELVIDERE RD)
	DRAWN - UKB	REVISED -		
	CHECKED - DJS	REVISED -		
	DATE - 12-06-13	FILE - 121000-PH2-TS-TEMP-CABLE.sht		SCALE: NONE STA. TO STA.

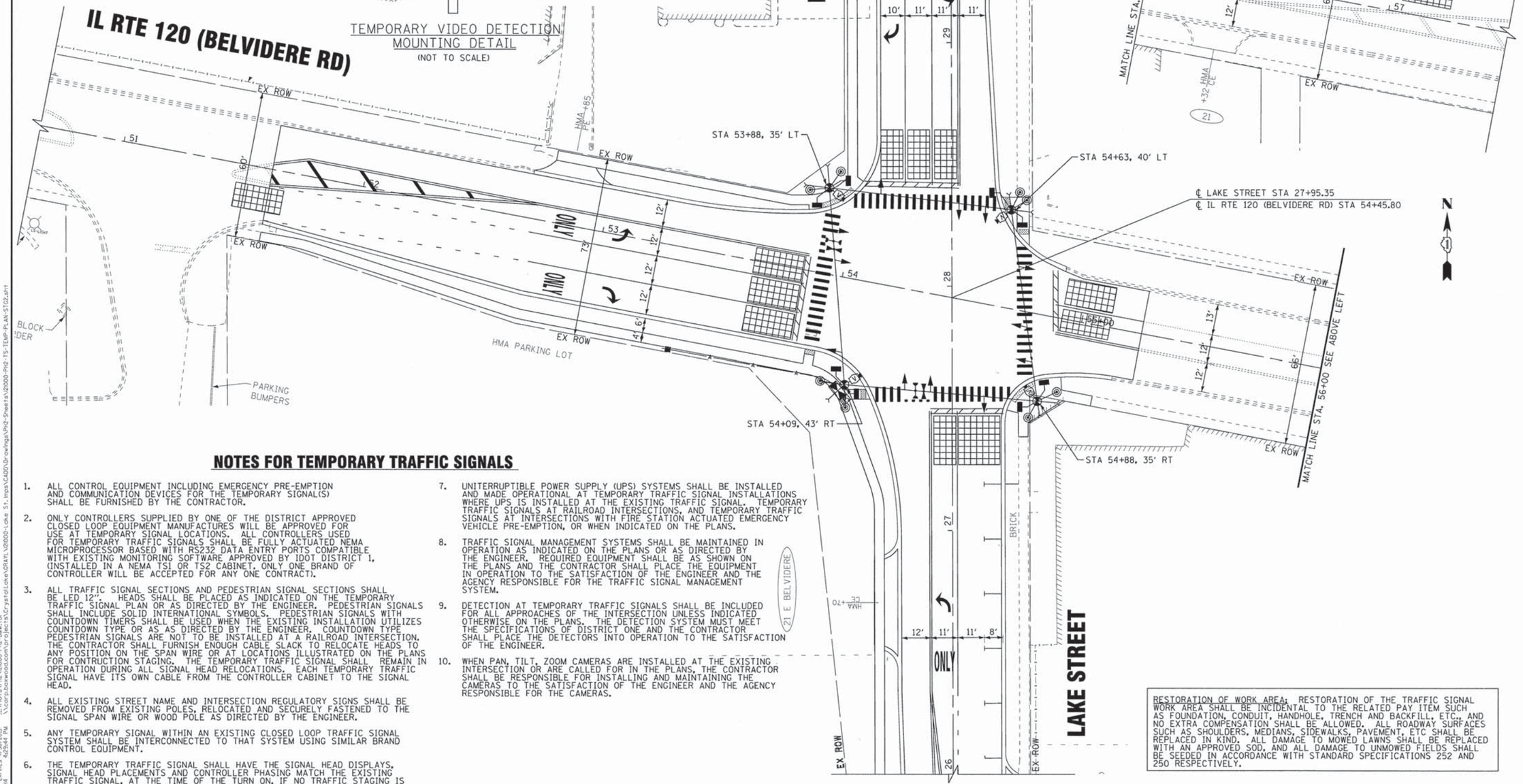
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	37
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(193)



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)



NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
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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.
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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 ONE 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.

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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, MEDIANS, SIDEWALKS, PAVEMENT, ETC SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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BAXTER & WOODMAN Consulting Engineers

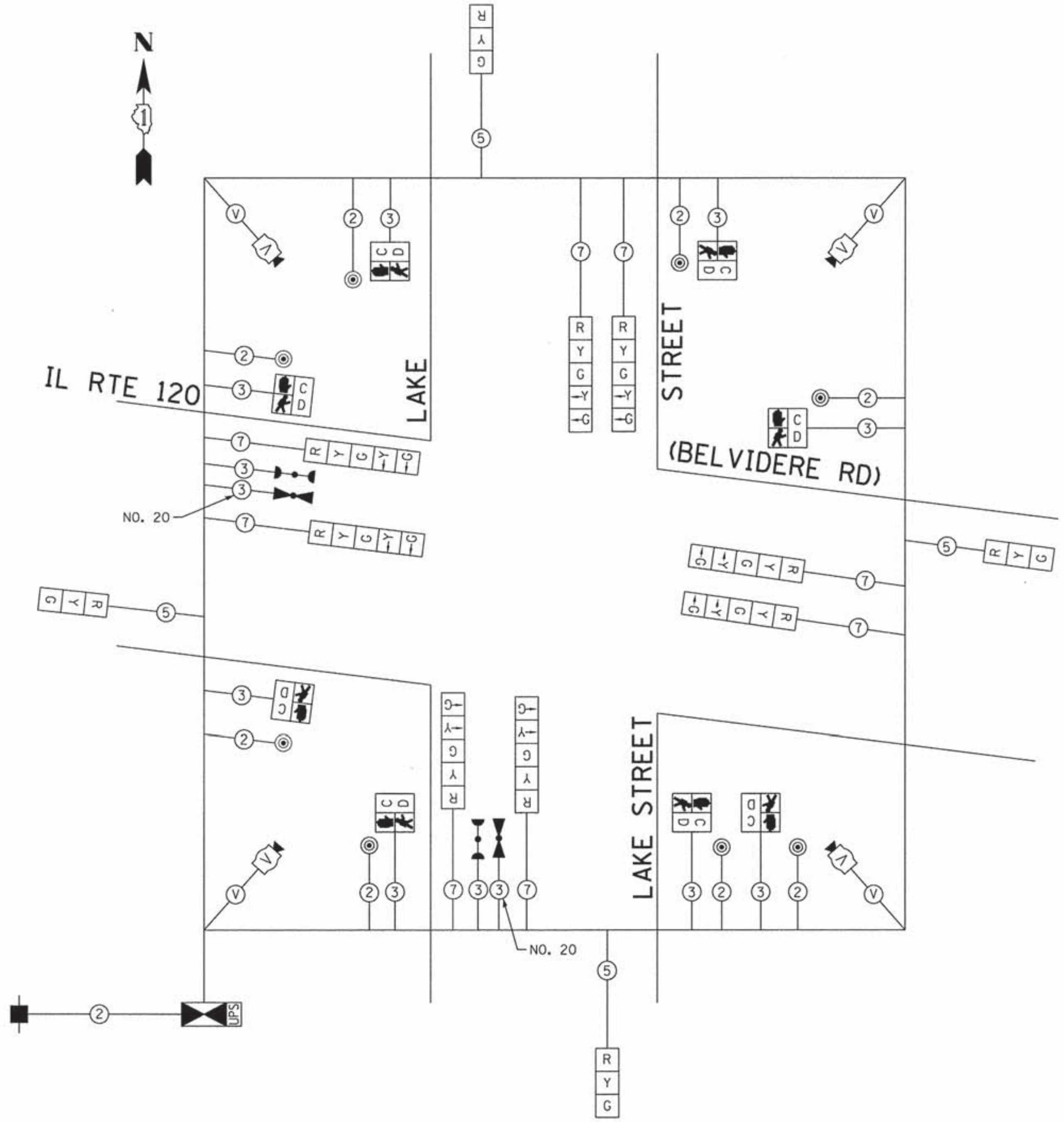
DESIGNED	DJS	REVISED	1-31-14 PER IDOT
DRAWN	UKB	REVISED	-
CHECKED	DJS	REVISED	-
DATE	12-06-13	FILE	121000-PH2-TS-TEMP-PLAN-STG2.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLAN STAGE 2
LAKE STREET AND IL RTE 120 (BELVIDERE RD)

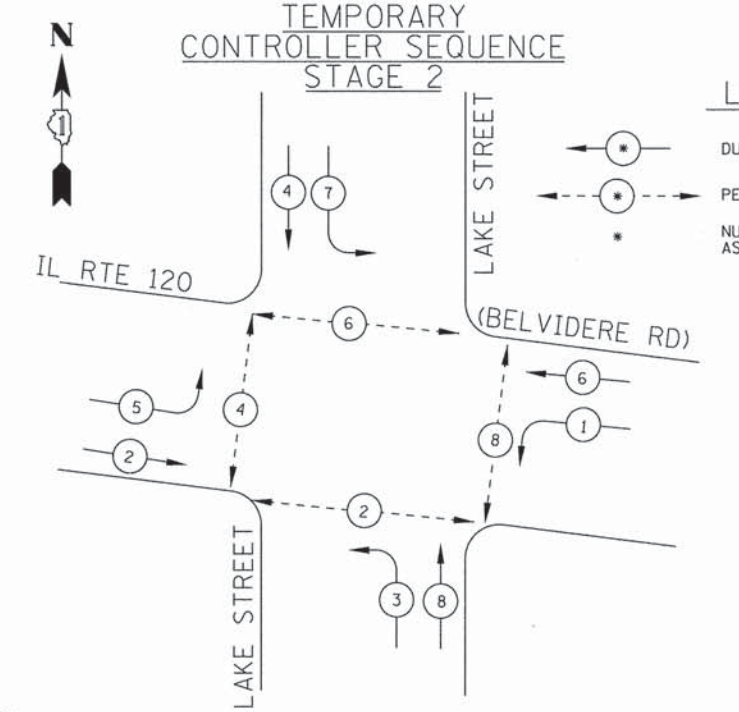
SCALE: 1" = 20' STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	38
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



TEMPORARY CABLE PLAN - STAGE 2

TEMPORARY
CONTROLLER SEQUENCE
STAGE 2

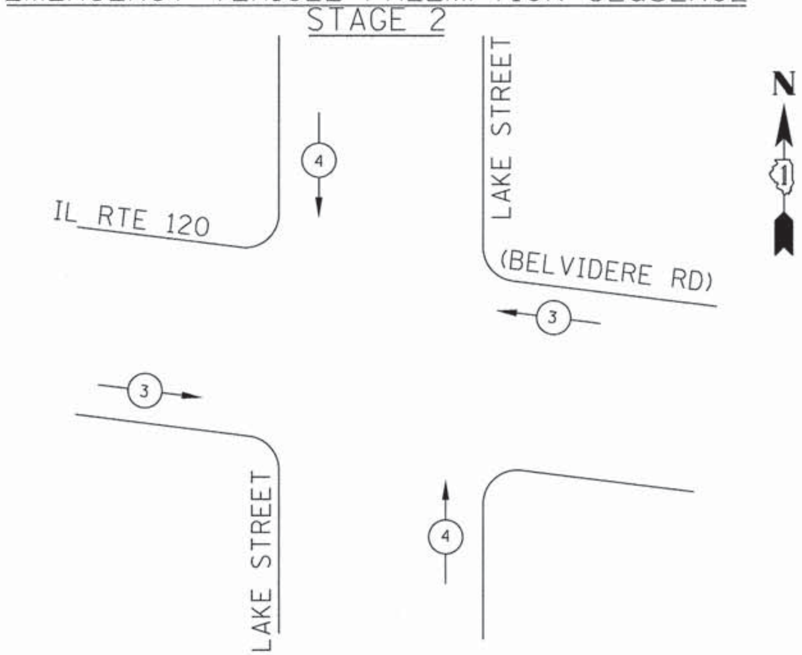


TEMPORARY PHASE DESIGNATION DIAGRAM
STAGE 2

LEGEND

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

TEMPORARY
EMERGENCY VEHICLE PREEMPTION SEQUENCE
STAGE 2



I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	8		12	0.10	19.20
PED. SIGNAL	6		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN			90	0.50	
VIDEO SYSTEM	1		150	1.00	150.00
LUMINAIRE				0.50	
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	691.20

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: MAUREEN RAYE
PHONE: 847-816-5492
COMPANY: COM. ED.

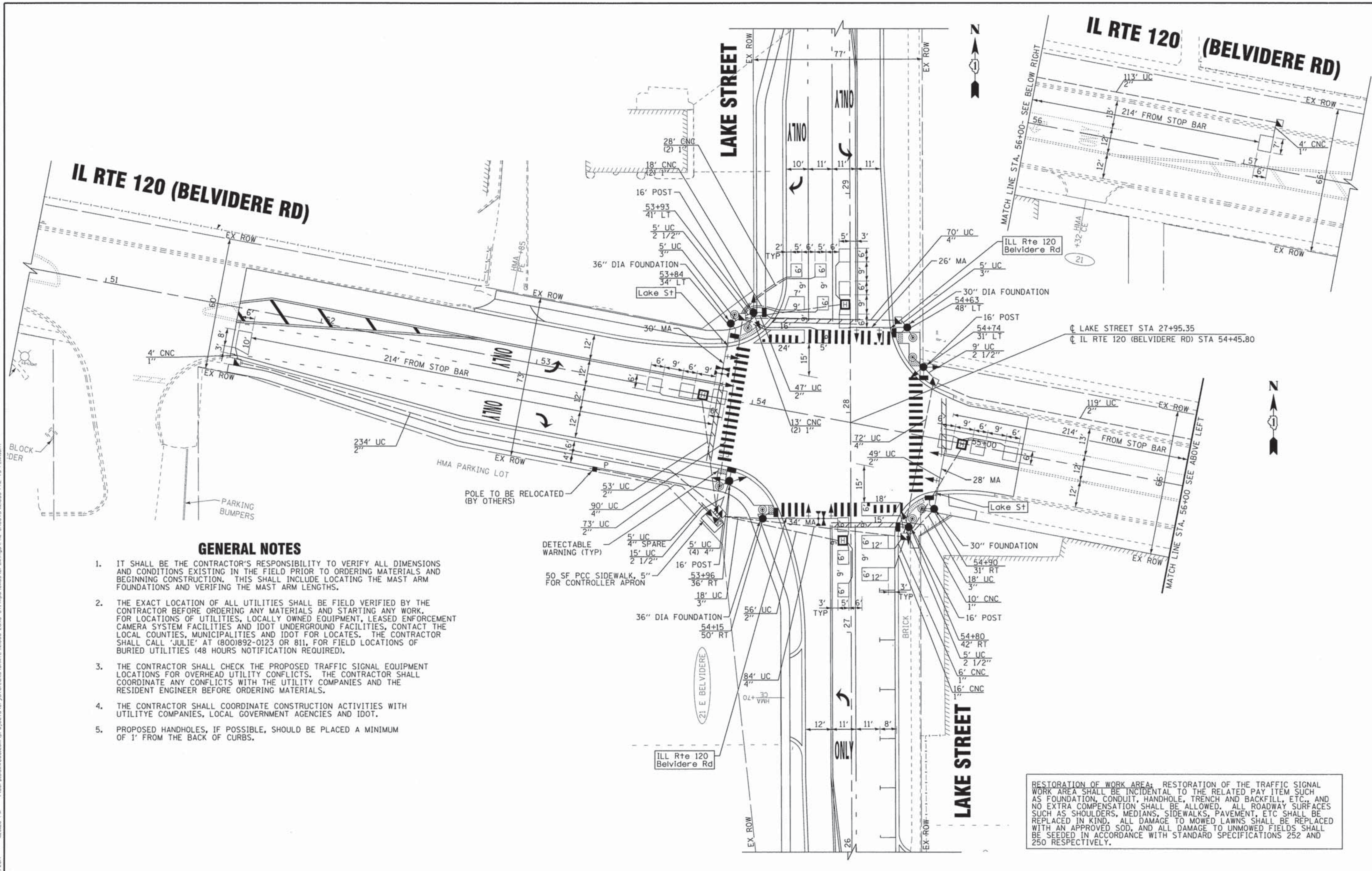
PROPOSED EMERGENCY VEHICLE PREEMPTION		
EMERGENCY VEHICLE PREEMPTION	3	4
MOVEMENT	← →	↓↑

NOTES:

1. THE PRIORITY CONTROL SYSTEM EQUIPMENT SHALL MATCH THE EXISTING EQUIPMENT TYPE ON ADJACENT SIGNAL SYSTEMS.

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND PHASE DESIGNATION DIAGRAM - STAGE 2 LAKE STREET AND IL RTE 120 (BELVIDERE RD)
	DRAWN - UKB	REVISED -		
	CHECKED - DJS	REVISED -		
	DATE - 12-06-13	FILE - 121000-PH2-TS-TEMP-CABLE-STG2.sht		SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	39
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



GENERAL NOTES

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

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

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

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

5. PROPOSED HANDHOLES, IF POSSIBLE, SHOULD BE PLACED A MINIMUM OF 1' FROM THE BACK OF CURBS.

RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO 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, MEDIANS, SIDEWALKS, PAVEMENT, ETC SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	FILE - 121000-PH2-TS-PLAN.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
LAKE STREET AND IL RTE 120 (BELVIDERE RD)

SCALE: 1" = 20' | STA. | TO STA.

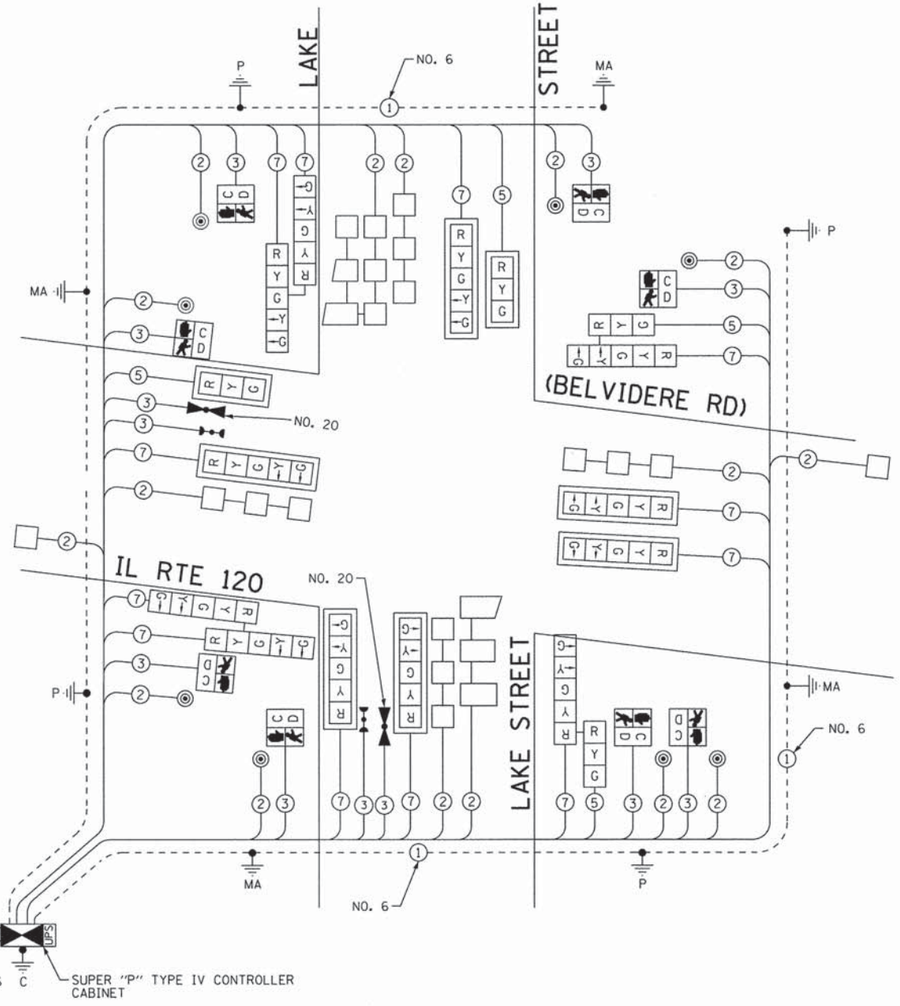
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	40

CONTRACT NO. 61A28

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

PAY ITEM	UNIT	QUANTITY
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	50
DETECTABLE WARNINGS	SQ FT	82
SIGN PANEL - TYPE 1	SQ FT	12
SIGN PANEL - TYPE 2	SQ FT	30
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	744
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	34
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	46
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	341
HANDHOLE	EACH	6
HEAVY DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
** FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	1,104
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1,371
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	763
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	1,724
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,433
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	93
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,232
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	794
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING SERVICE INSTALLATION	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,835
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	6
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	267
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT. (SPECIAL)	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL)	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 34 FT. (SPECIAL)	EACH	1
TRAFFIC SIGNAL POST, 16 FOOT, (SPECIAL)	EACH	4
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL)	EACH	1

** SUPER "P" CABINET



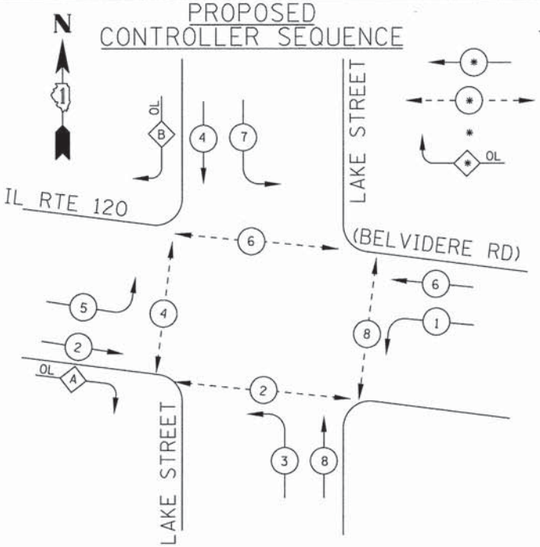
CABLE PLAN

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	16		17	0.50	136.00
(YELLOW)	16		25	0.25	100.00
(GREEN)	16		15	0.25	60.00
ARROW	24		12	0.10	28.80
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN			90	0.50	
VIDEO DET.			150	1.00	
LUMINAIRE				0.50	
FLASHER				0.50	-
ENERGY COSTS TO:				TOTAL =	624.80

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: MAUREEN RAYE
PHONE: 847-816-5492
COMPANY: COM. ED.

PROPOSED CONTROLLER SEQUENCE

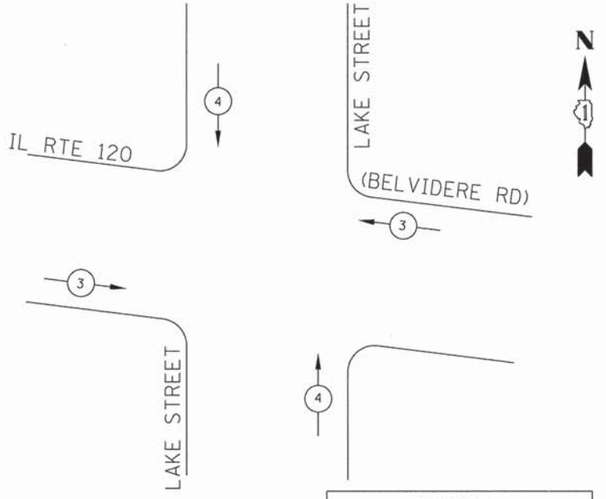


LEGEND
- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE
- OVERLAP

PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTION		
EMERGENCY VEHICLE PREEMPTION	3	4
MOVEMENT	← →	↓ ↑

NOTES:

1. EMERGENCY PRE-EMPTION EQUIPMENT SHALL BE 3M "OPTICOM" TO MATCH EXISTING ADJACENT SIGNALS.

BAXTER & WOODMAN Consulting Engineers

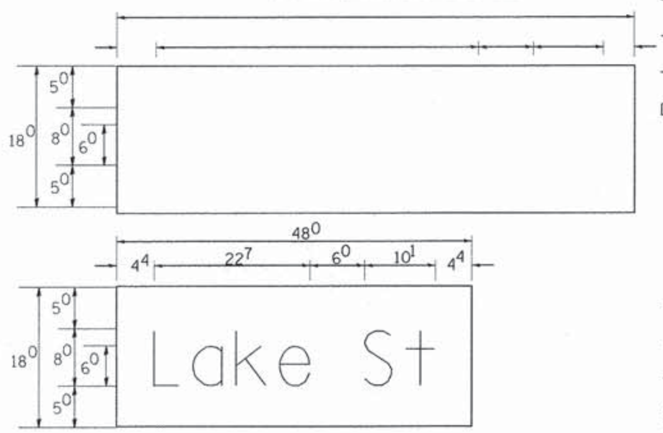
DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - UKB	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	FILE - 121000-PH2-TS-CABLE.sht	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN AND PHASE DESIGNATION DIAGRAM
LAKE STREET AND IL RTE 120 (BELVIDERE RD)
SCALE: NONE STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	41
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		

PANEL SIGN DESIGN TYPE 1

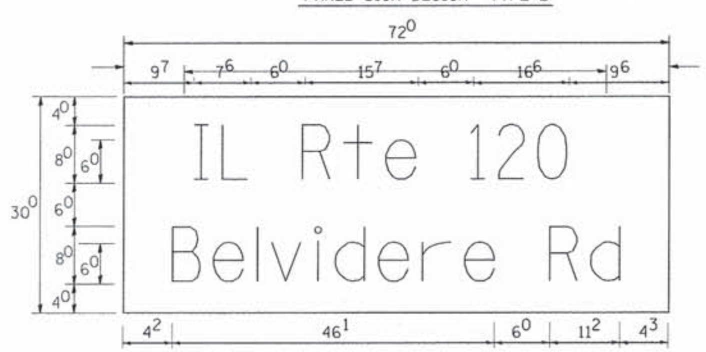


___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

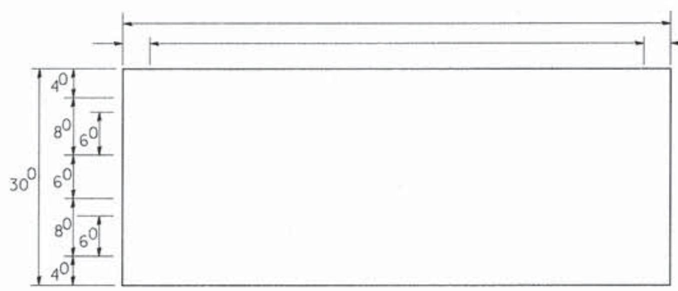
___ Sq. M. each
6 Sq. Ft. each
2 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2

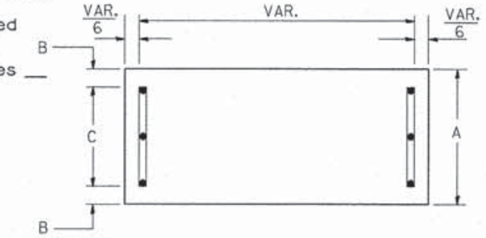


___ Sq. M. each
15 Sq. Ft. each
2 Required
Design Series D

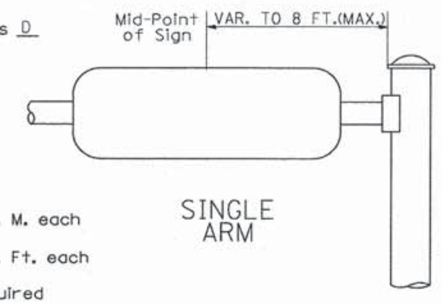


___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

SUPPORTING CHANNELS

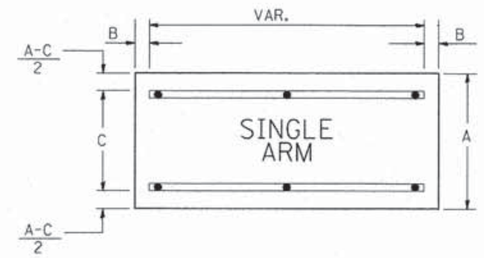


A	B	C
18″	2″	14″

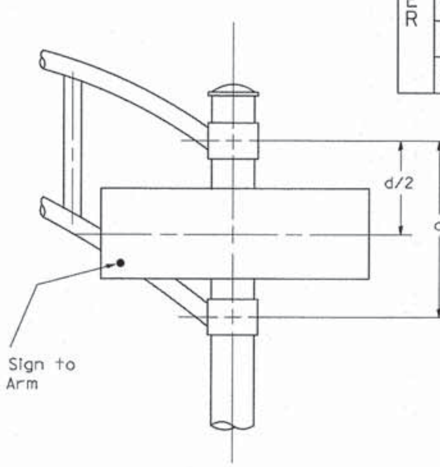


SINGLE ARM

SUPPORTING CHANNELS



A	B	C
18″	2″	12″
30″	2″	22″



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #5.

GENERAL NOTES

1. 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 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2′-6″ x 8′-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.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8′-0″.
4. ALL BORDERS SHALL BE ¾″ WIDE AND CORNER RADIUS SHALL BE 2-1/4 ″.
5. 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:

   * J.O. HERBERT CO. MIDLOTHIAN, VA.
   * WESTERN REMAC INC. WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼″ x 14 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/BRACKET OF THE ABOVE PRODUCT.

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

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

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

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

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

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7
1	2^0	2^1	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	2^0	2^1	2^0	2^1	1^4	1^5	2^0	2^1	2^0	2^1
2 3 4	1^4	1^5	1^4	1^5	1^4	1^5	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^6	1^7	1^4	1^5
5	1^4	1^5	1^4	1^5	1^4	1^5	1^1	1^2	1^1	1^2	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
6	1^6	1^7	1^4	1^5	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
7	1^2	1^4	1^2	1^4	1^4	1^5	1^2	1^5	0^5	0^6	1^2	1^4	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4
8	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^4	1^5

EXAMPLE, 2^{3} — DENOTES $\frac{3''}{8}$

UPPER AND LOWER CASE LETTER WIDTHS

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

NUMBER	6 INCH SERIES C	D	8 INCH SERIES C	D
1	1^2	1^4	1^5	2^0
2	3^2	4^0	4^3	5^3
3	3^2	4^0	4^3	5^3
4	3^5	4^3	4^7	5^7
5	3^2	4^0	4^3	5^3
6	3^2	4^0	4^3	5^3
7	3^2	4^0	4^3	5^3
8	3^2	4^0	4^3	5^3
9	3^2	4^0	4^3	5^3
0	3^4	4^2	4^5	5^5

FILE NAME = c:\pw_work\PWIDOT\BAUERDL\d0100315\ts02.dgn	USER NAME = bauerdl	DESIGNED - DAG/BCK	REVISED - DAG 10/28/09
		DRAWN - BCK	REVISED -
	PLOT SCALE = 49.9999 ' / IN.	CHECKED - DAG/DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 03-15-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

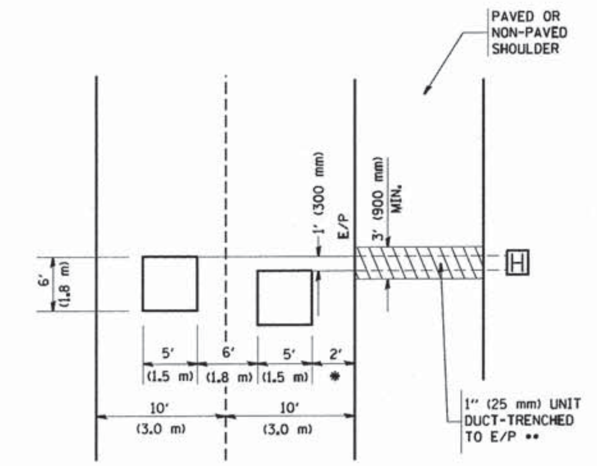
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	42
	TS-02	CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

LOOPS NEXT TO SHOULDERS

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



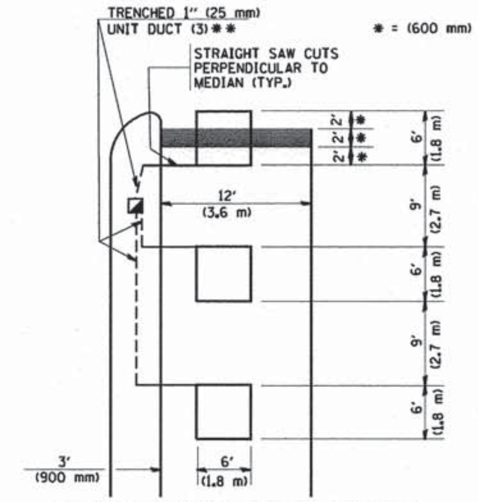
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

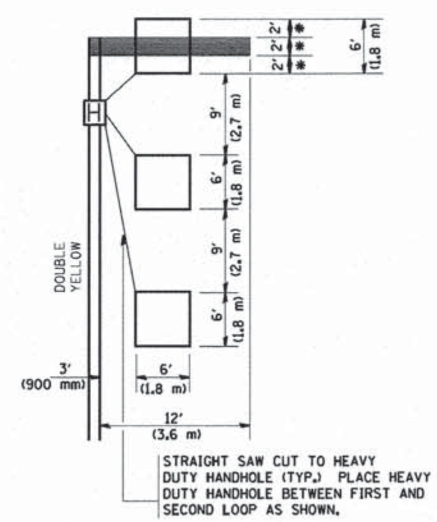


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

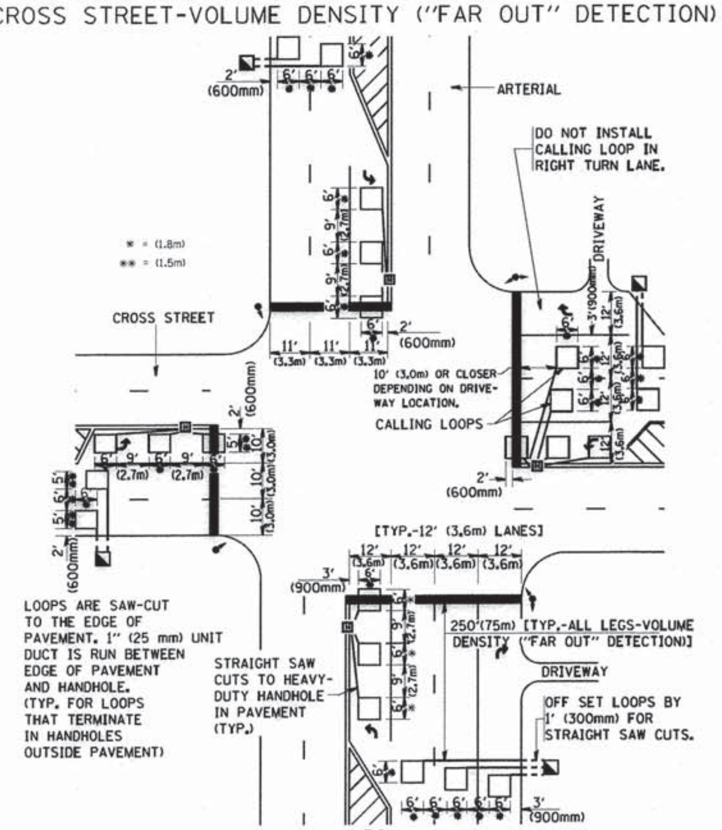
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

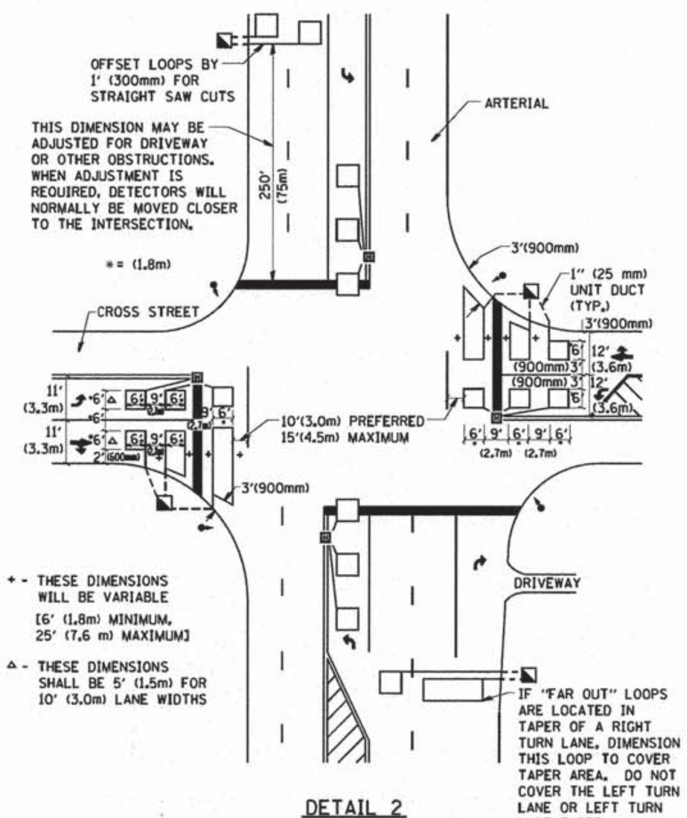
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



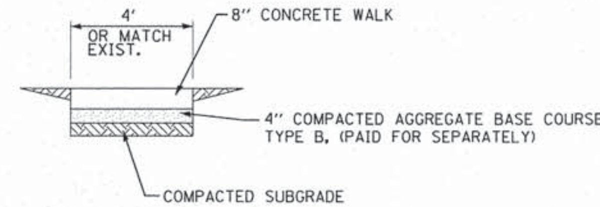
DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

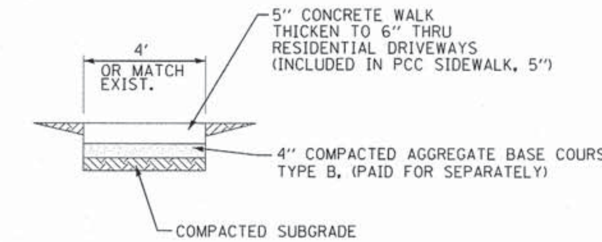
FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	F.A.U. RTE. 195 / SECTION 13-00061-00-WR / COUNTY LAKE / TOTAL SHEETS 62 / SHEET NO. 43
		DRAWN -	REVISED -			TS-07 / CONTRACT NO. 61A68
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1 / ILLINOIS / FED. AID PROJECT M-4003(193)
	PLOT DATE = 1/4/2008	DATE -	REVISED -			



NOTE: PROVIDE FIBER EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.

P.C.C. SIDEWALK - 8"

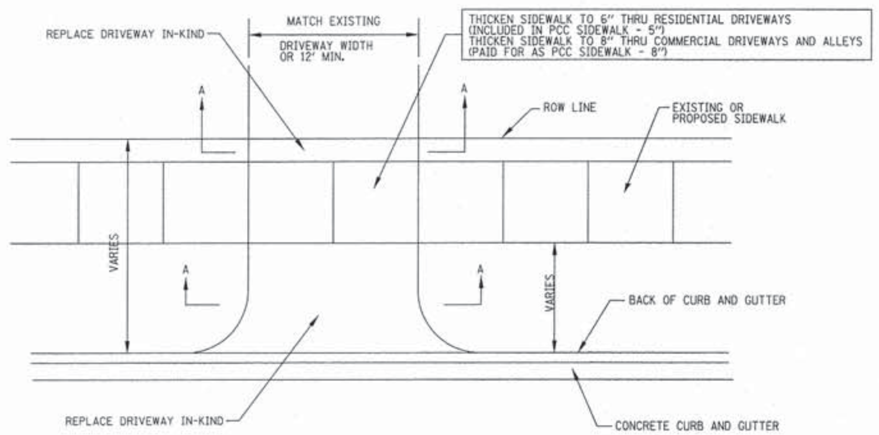
NO SCALE



NOTE: PROVIDE FIBER EXPANSION JOINTS WHERE NEW SIDEWALK MEETS EXISTING AND @ 50' O.C. MAX. AND PROVIDE CONTROL JOINTS @ 5' O.C.

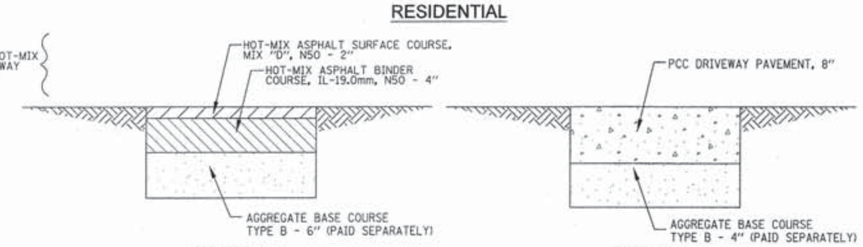
P.C.C. SIDEWALK - 5"

NO SCALE



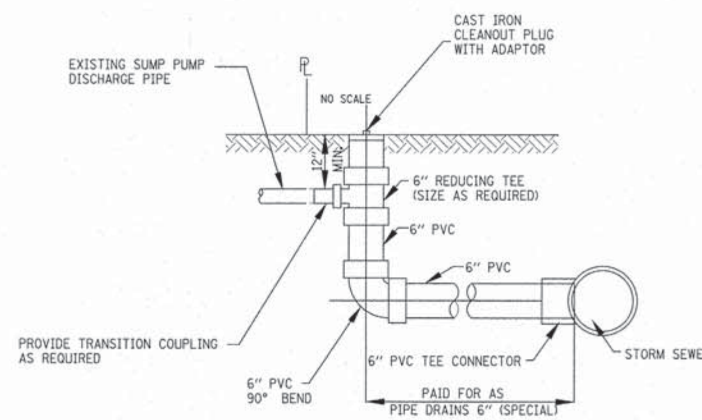
NOTE: CONTRACTION JOINT SHALL DIVIDE THE APRON INTO SLABS APPROXIMATELY SQUARE WITH NO SIDE LONGER THAN 15'.

RESIDENTIAL



COMMERCIAL & ALLEYS

DRIVEWAYS

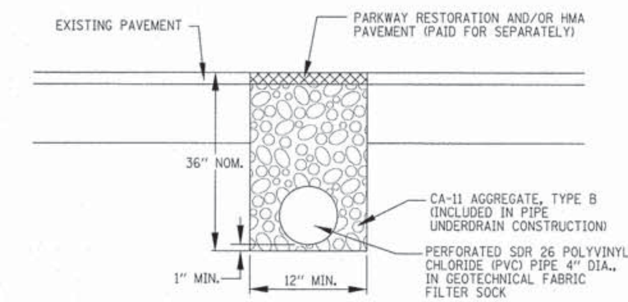


NOTE:

THE PIPE DRAINS 6" (SPECIAL) MAY ALSO CONNECT TO A STORM MANHOLE, INLET, OR STORM SEWER AS SHOWN ON THE PLANS. THE SPECIFIC STORM DRAINAGE STRUCTURE IS NOT SHOWN IN THE DETAIL.

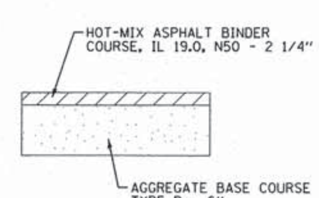
PIPE DRAINS 6" (SPECIAL)

(NOT TO SCALE)

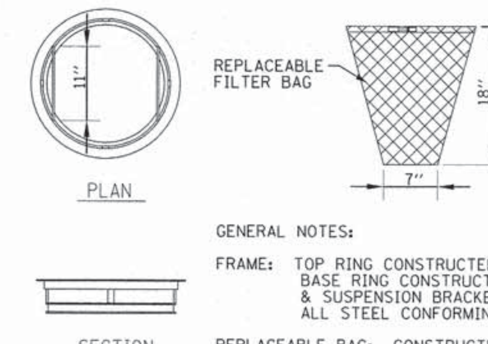


PIPE UNDERDRAINS 4"

(NOT TO SCALE)



TEMPORARY PAVEMENT



GENERAL NOTES:

FRAME: TOP RING CONSTRUCTED FROM 1 1/4" X 1 1/4" X 1/8" ANGLE. BASE RING CONSTRUCTED OF 1 1/2" X 1/2" X 1/8" CHANNEL. HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" X 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.

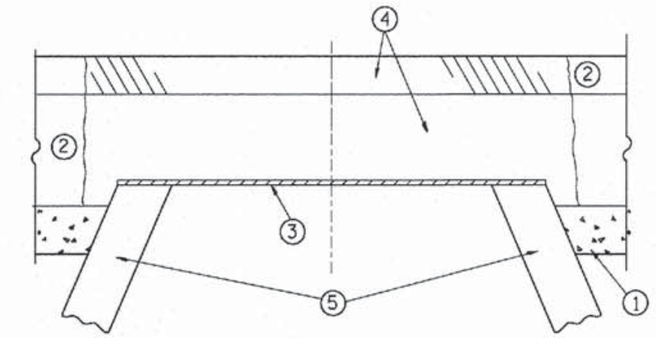
REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.

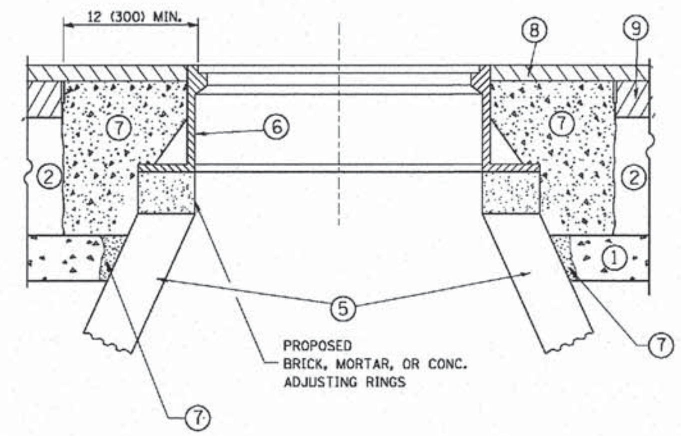
INLET PROTECTION INLET FILTER

NO SCALE

BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS DETAILS	
	DRAWN - UKB	REVISED -			
	CHECKED - DJS	REVISED -			
	DATE - 12-06-13	FILE - 121000-PH2-MISC-DETS.sht		SCALE: NONE	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	44
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		





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.

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 $1\frac{1}{2}$ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

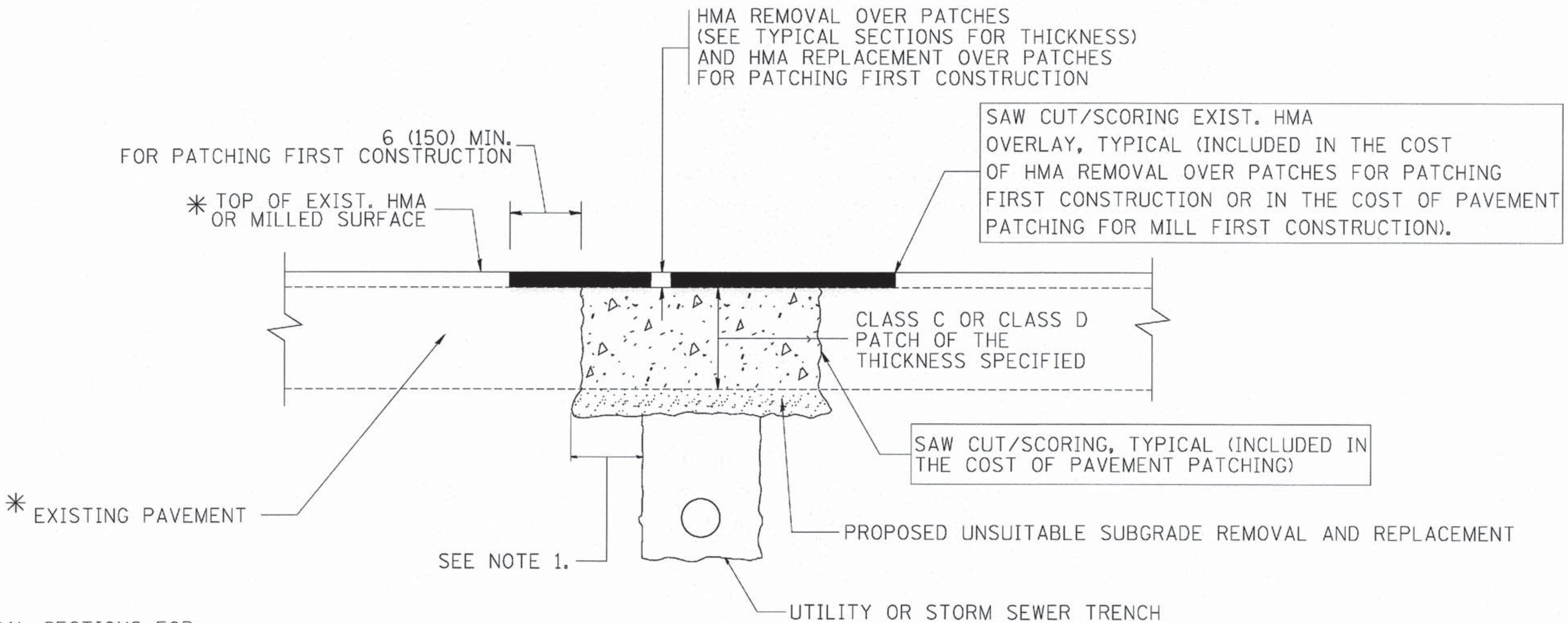
FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	45
BD600-03 (BD-8)		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



* 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 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

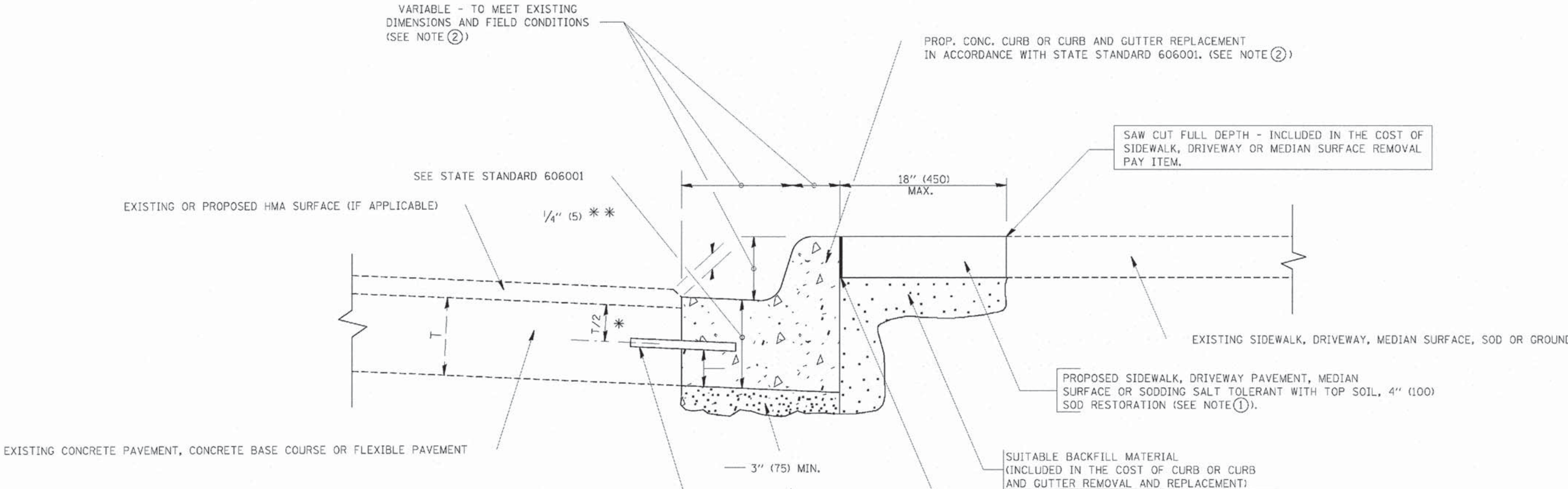
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	46
	BD400-04 (BD-22)	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



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

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

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

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

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

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

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

NOTE:

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

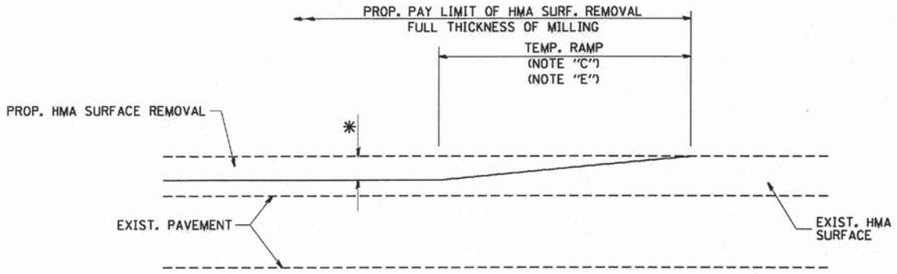
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN	REVISED A. ABBAS 03-21-97	
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01	
		DATE 03-11-94	REVISED R. BORO 12-15-09	

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

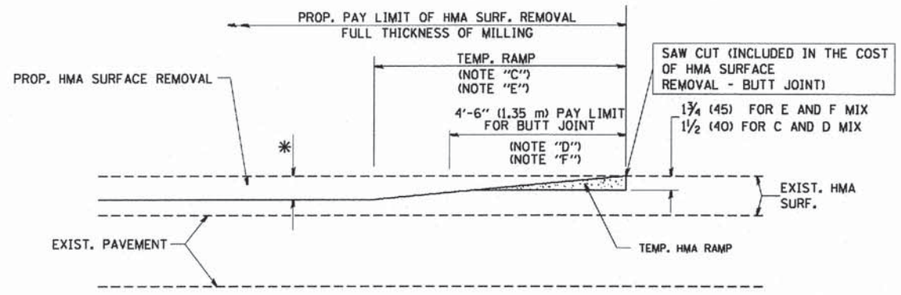
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	47
	BD600-06 (BD-24)	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

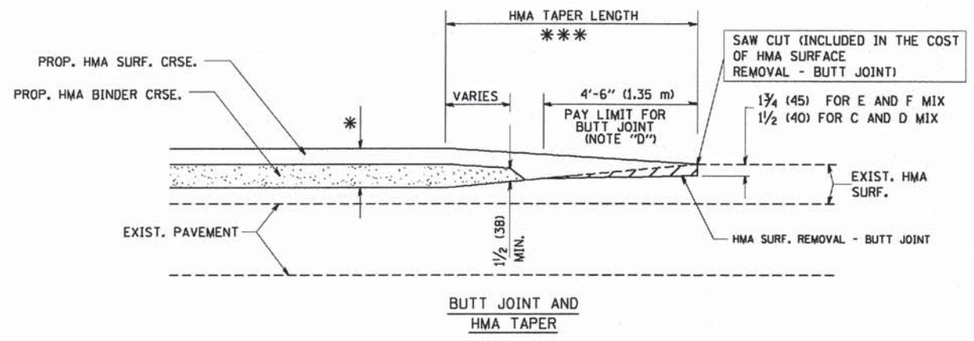


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

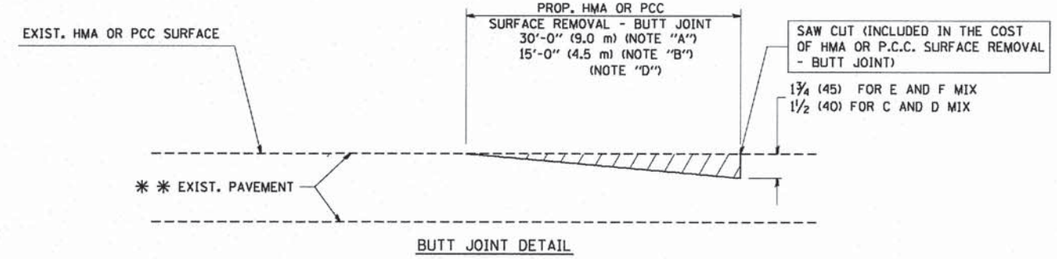
OPTION 2

TYPICAL TEMPORARY RAMP

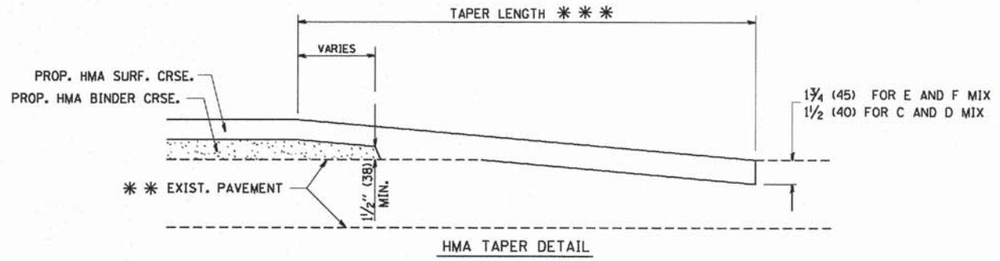


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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")

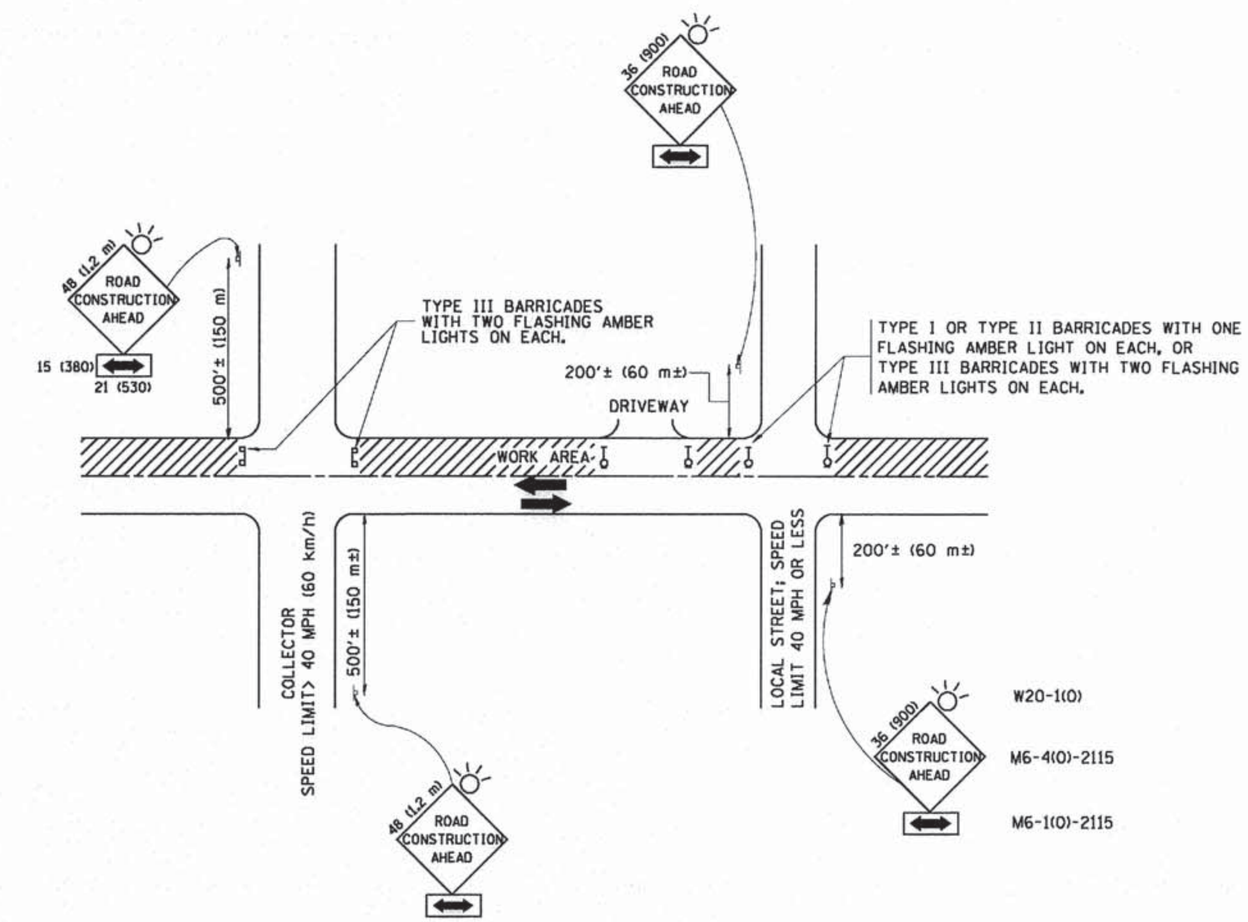
BASIS OF PAYMENT:

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.

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS
		DRAWN -	REVISED - A. ABBAS 03-21-97		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01		
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	48
	BD400-05 BD32	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



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:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

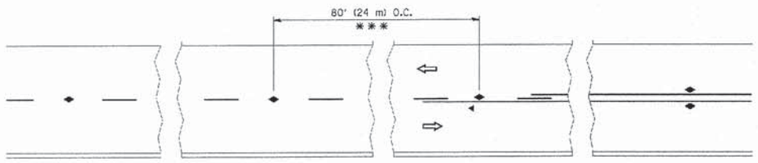
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

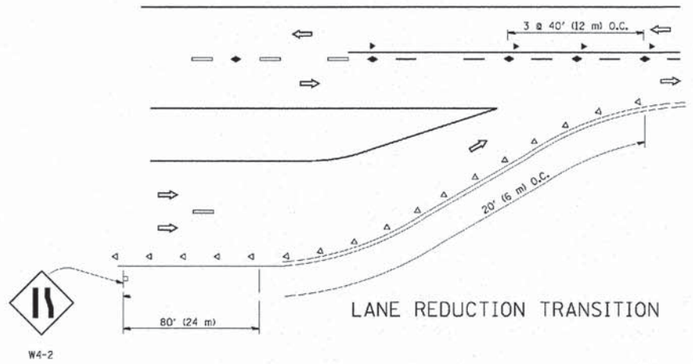
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	49
	TC-10	CONTRACT NO. 61A28		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(193)

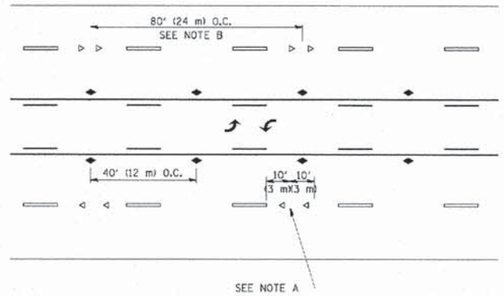


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

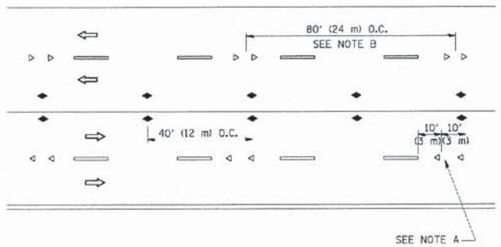
TWO-LANE/TWO-WAY



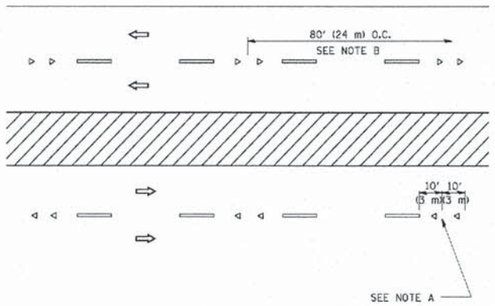
LANE REDUCTION TRANSITION



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

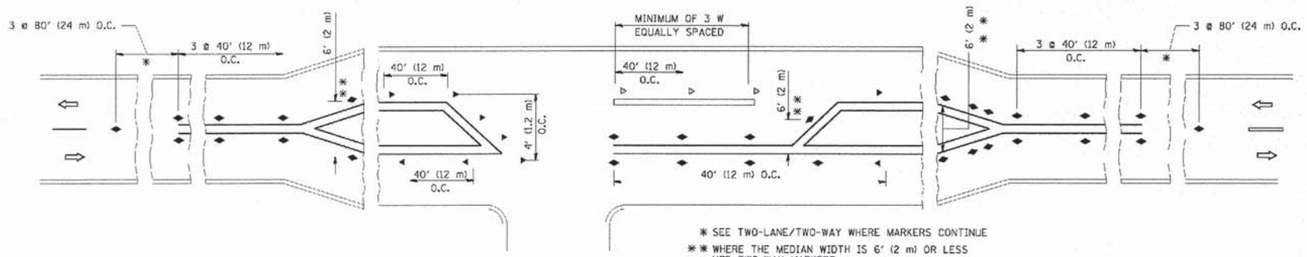
LANE MARKER NOTES

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

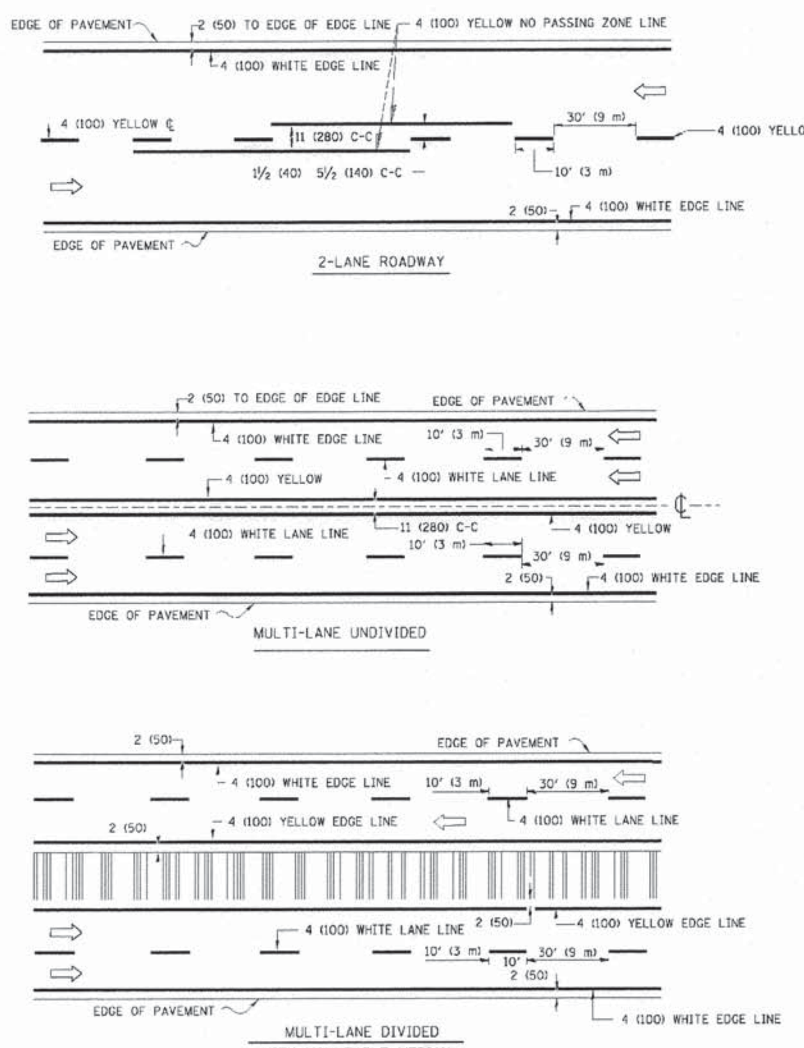


LEFT TURN

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

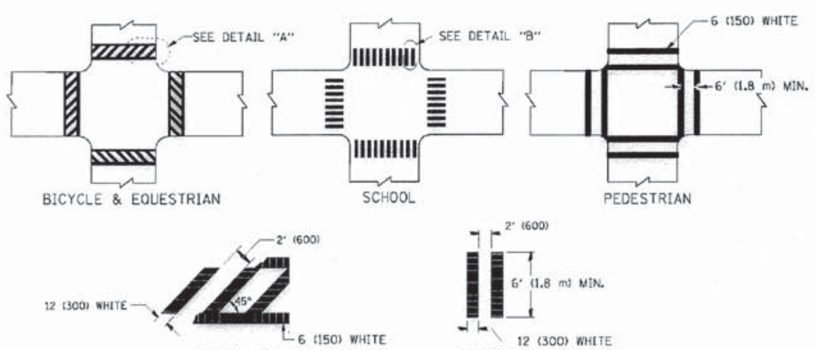
F - NAME = c:\pw_work\ox:dot\drivakosgn\d0038315\sc1.cgn	USER NAME = drivakosgn	DESIGNED	REVISED T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**
	PLOT SCALE = 50.0000 ' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT DATE = 5/9/2009	CHECKED	REVISED T. RAMMACHER 01-06-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
		DATE -	REVISED - C. JUCIUS 09-09-09		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	50
	TC-11	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(193)				

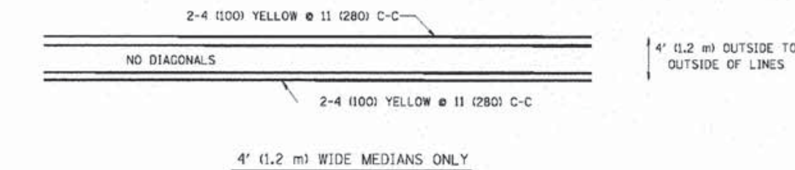


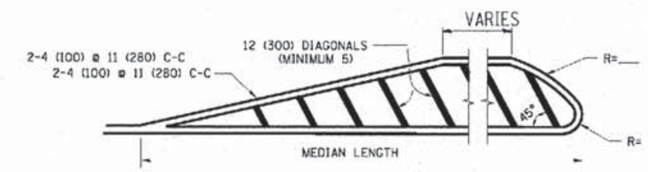
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

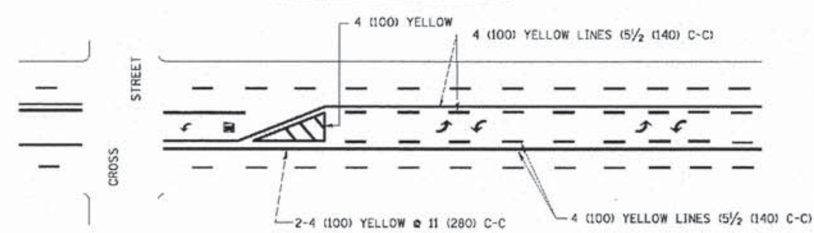




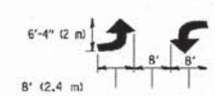
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

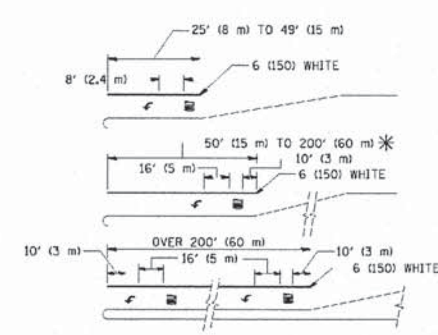


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

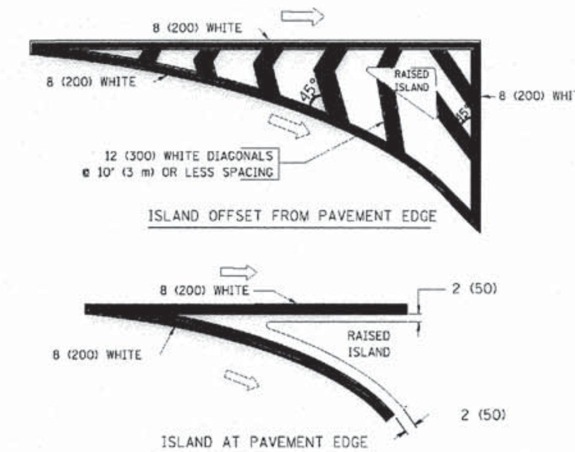


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

✳ 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

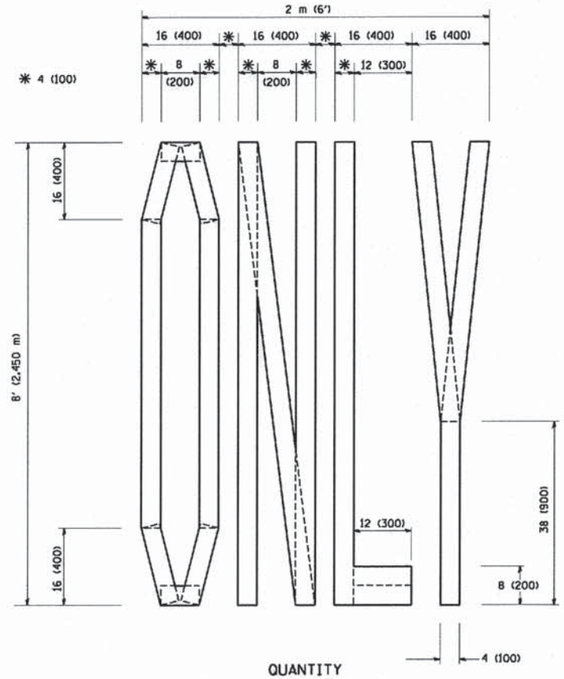
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

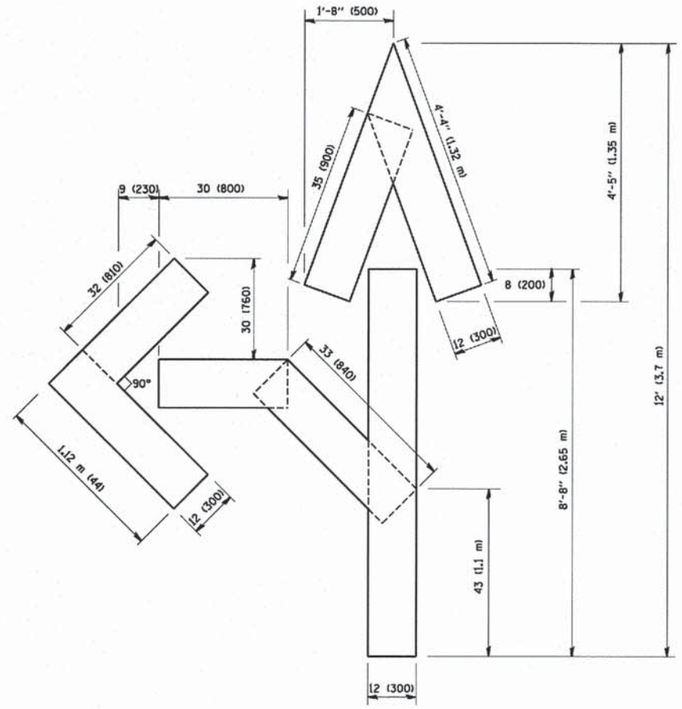
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME	USER NAME	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
	PLOT SCALE	DRAWN -	REVISED - C. JUCIUS 09-09-09		
	PLOT DATE	CHECKED -	REVISED -		SCALE: NONE
		DATE - 03-19-90	REVISED -		SHEET NO. 1 OF 1 SHEETS STA. TO STA.

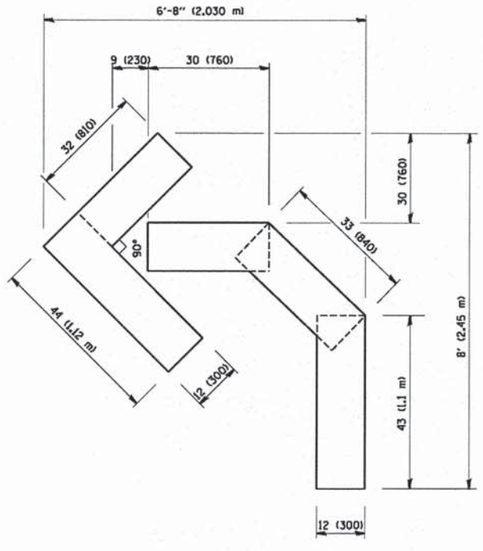
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	51
TC-13		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



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)

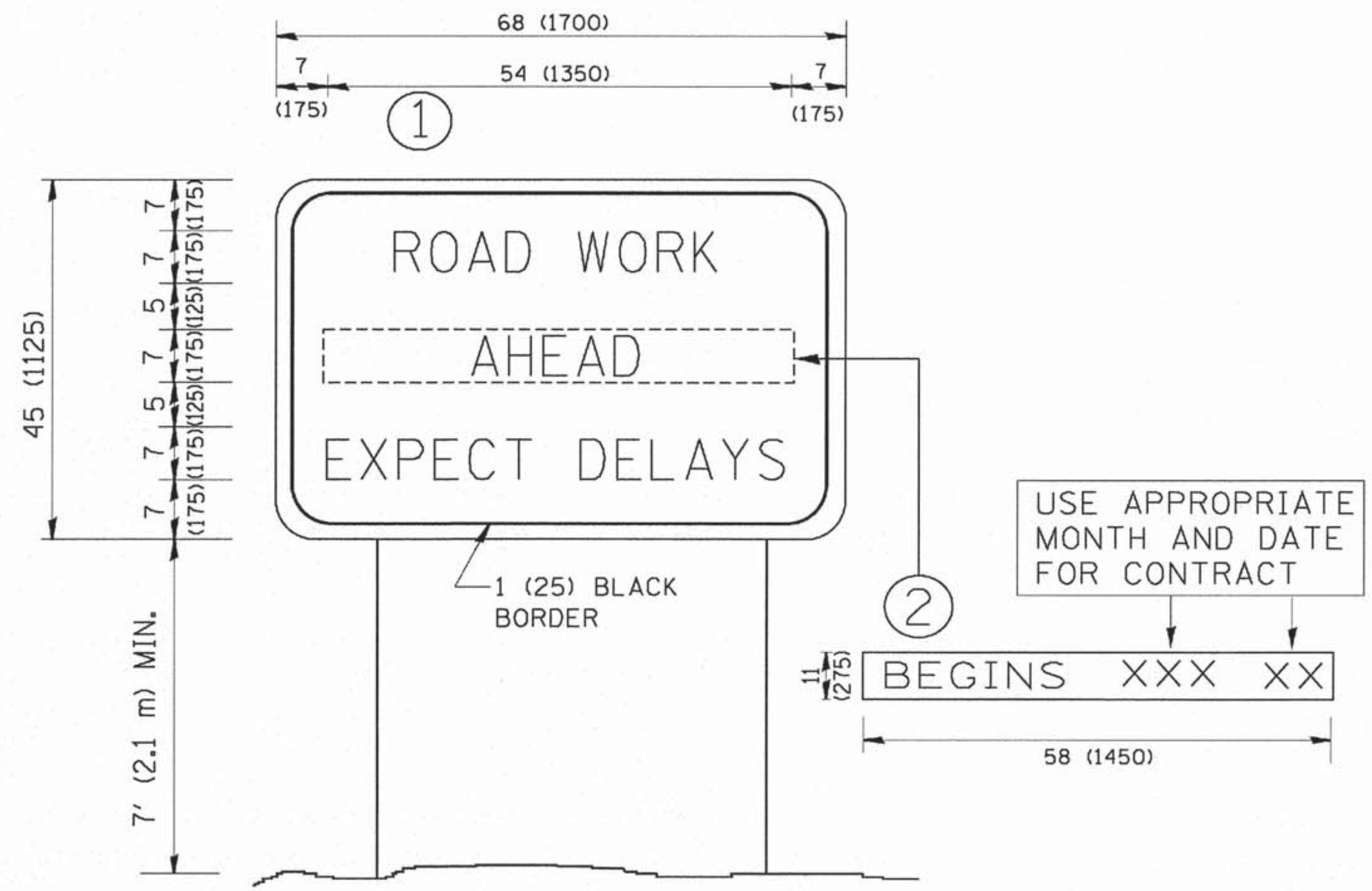


QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gegliencabt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
		DRAWN -	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		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	52
	TC-16	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



NOTES:

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

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

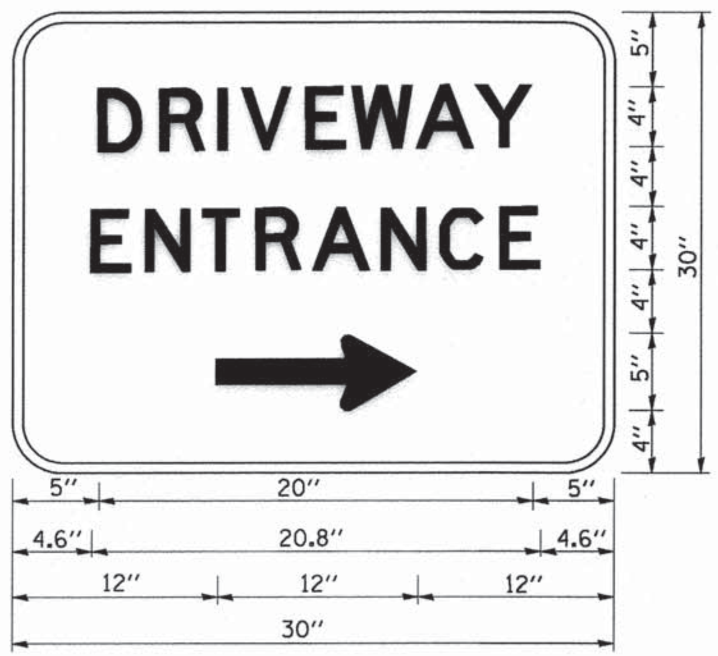
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	53
TC-22		CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



3.0″ RADIUS, 0.5″ BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0″ x 5.0″

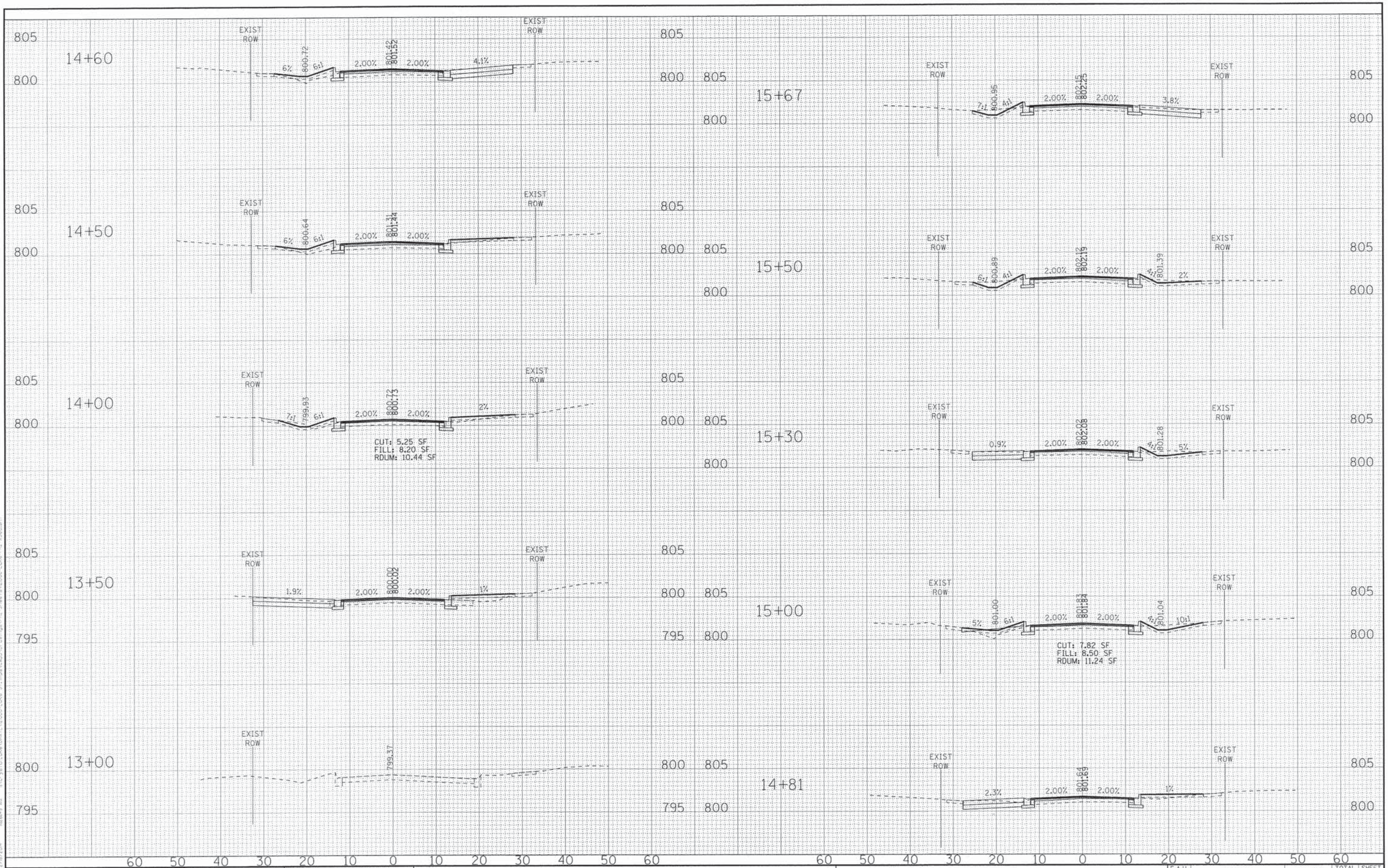
NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED -	
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED -	
	PLOT DATE = 1/4/2008	DATE -	REVISED -	

DRIVEWAY ENTRANCE SIGNING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	54
	TC-26	CONTRACT NO. 61A28		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT M-4003(193)		



BAXTER & WOODMAN Consulting Engineers

DESIGNED	- DJS	REVISED	- 1-31-14 PER IDOT
DRAWN	- KAR	REVISED	-
CHECKED	- DJS	REVISED	-
DATE	- 12-06-13	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

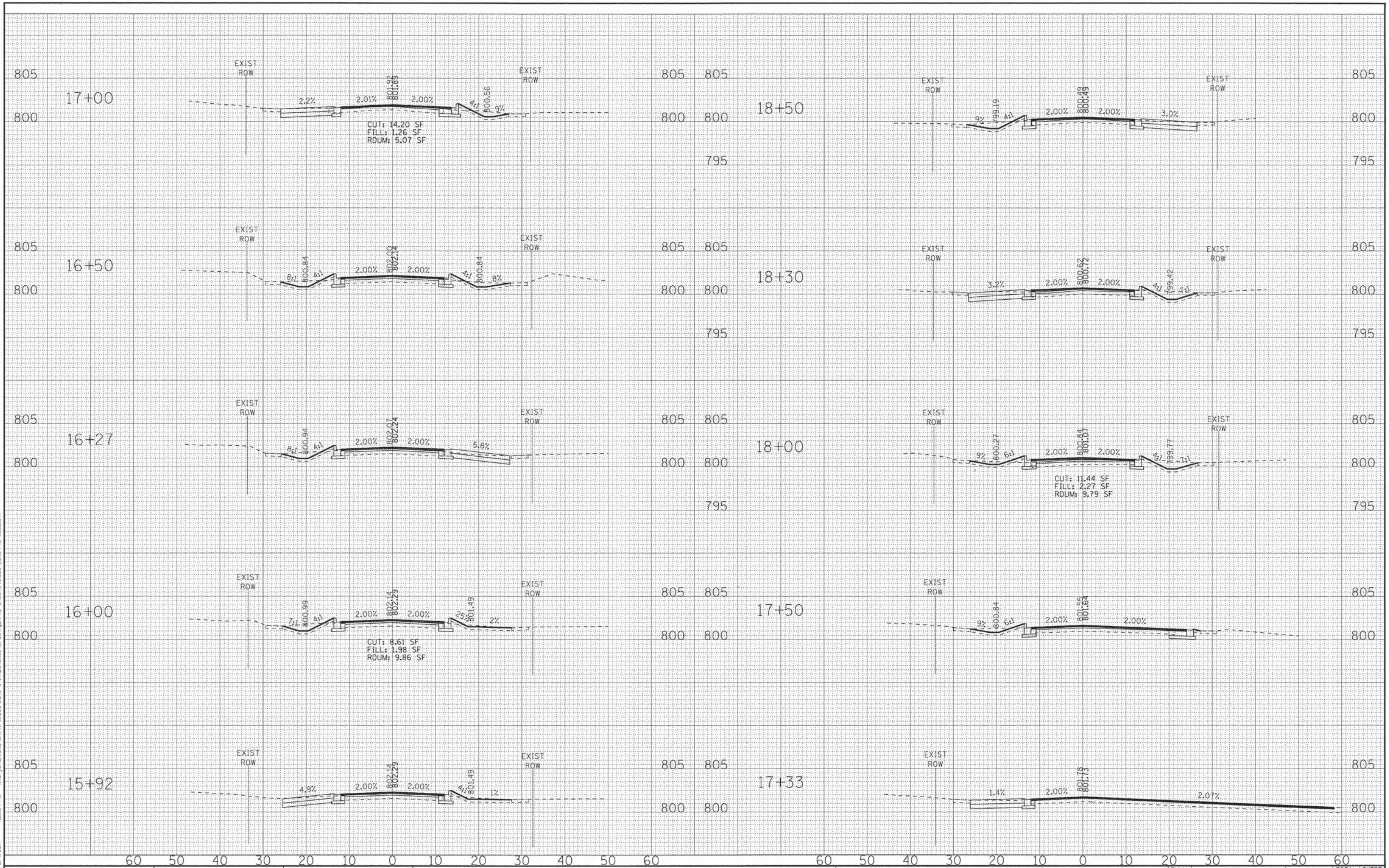
CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' | STA. 13+00 TO STA. 15+67

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	55

CONTRACT NO. 61A28

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(193)



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BAXTER & WOODMAN Consulting Engineers

DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - KAR	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	REVISED -	

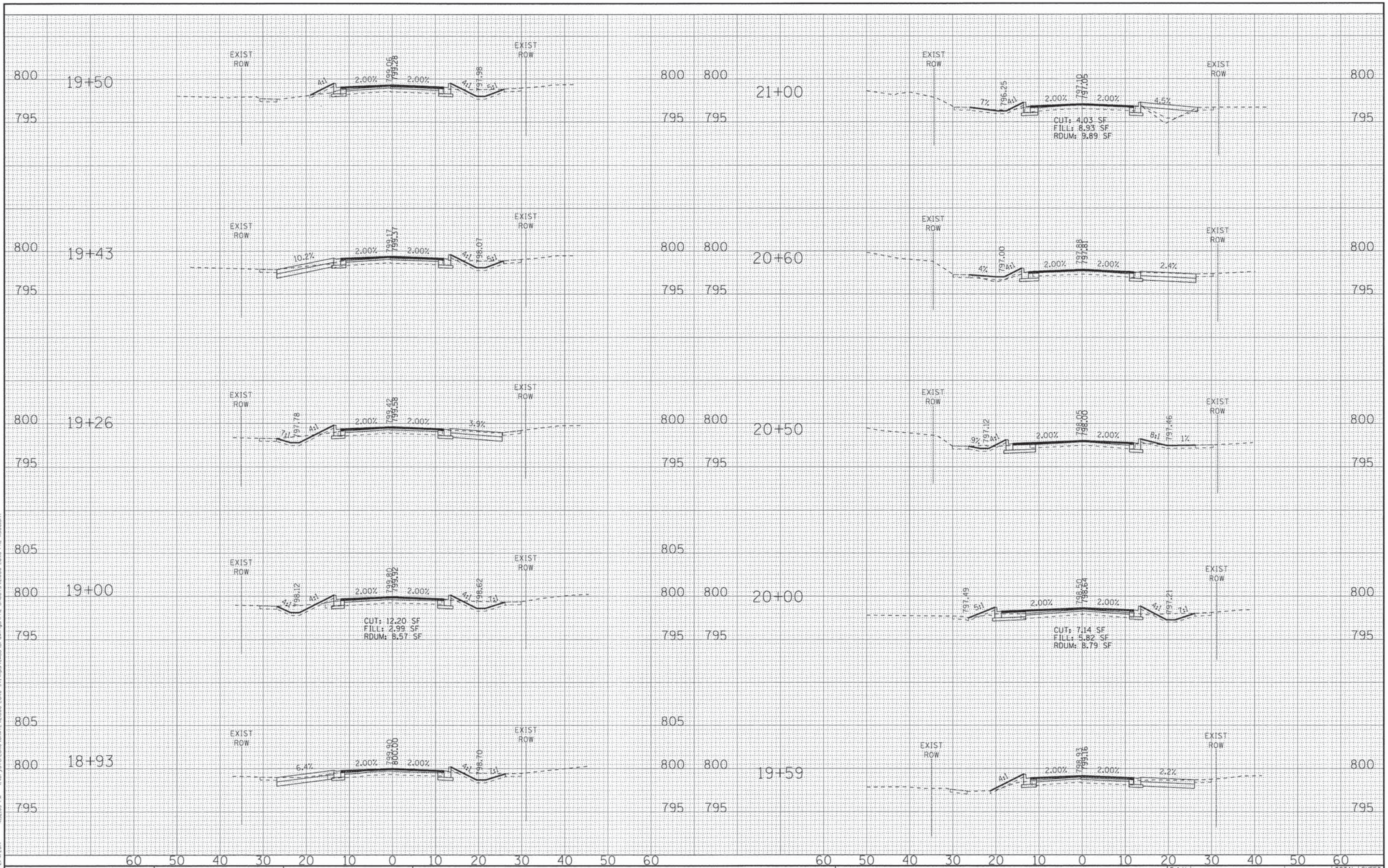
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' | STA. 15+92 TO STA. 18+50

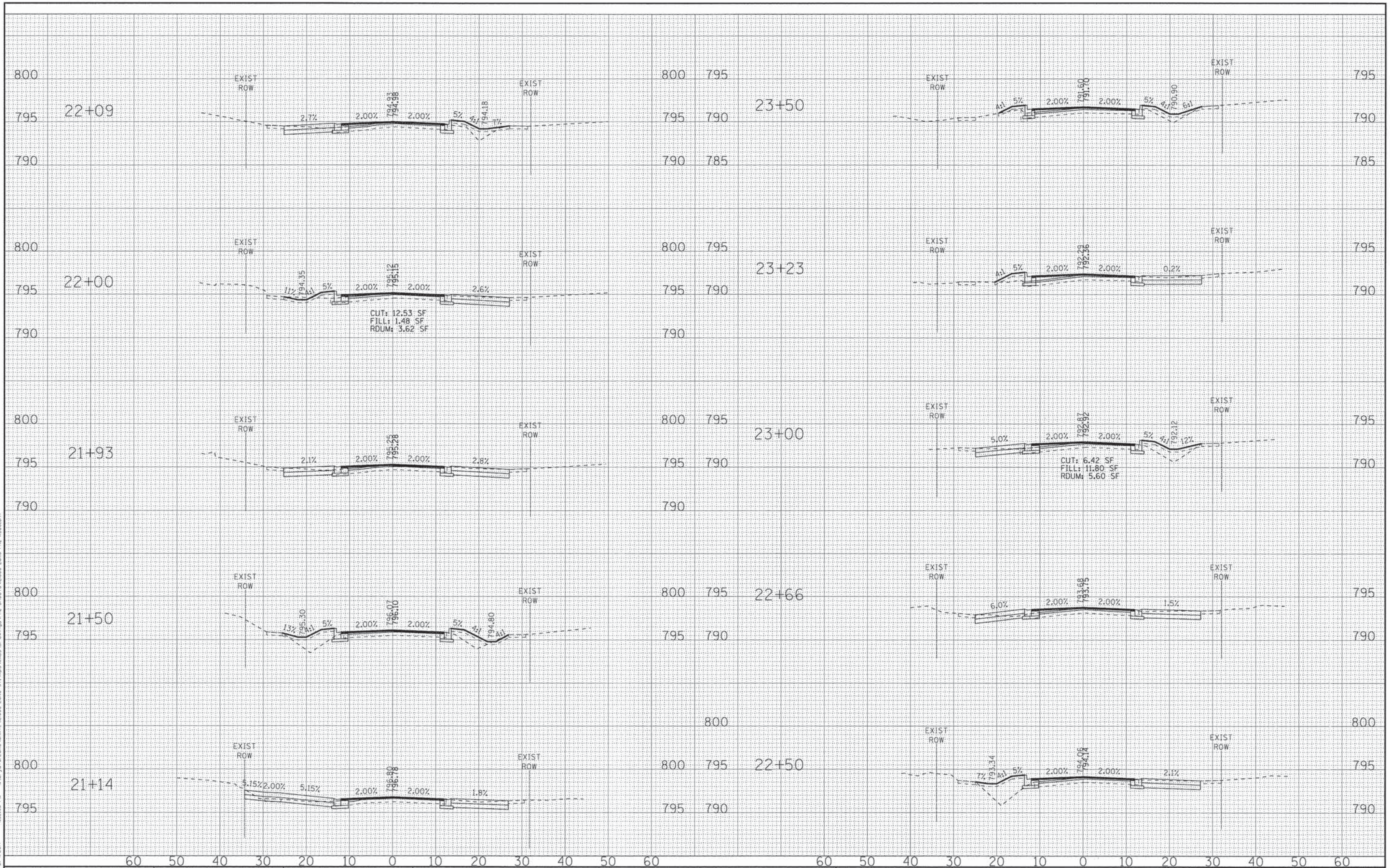
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	56
		CONTRACT NO. 61A28		

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(193)



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS LAKE STREET
	DRAWN - KAR	REVISED -		SCALE: H: 1"=10' V: 1"=5'
	CHECKED - DJS	REVISED -		STA. 18+93 TO STA. 21+00
	DATE - 12-06-13	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	57
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(193)		



BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT
	DRAWN - KAR	REVISED -
	CHECKED - DJS	REVISED -
	DATE - 12-06-13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

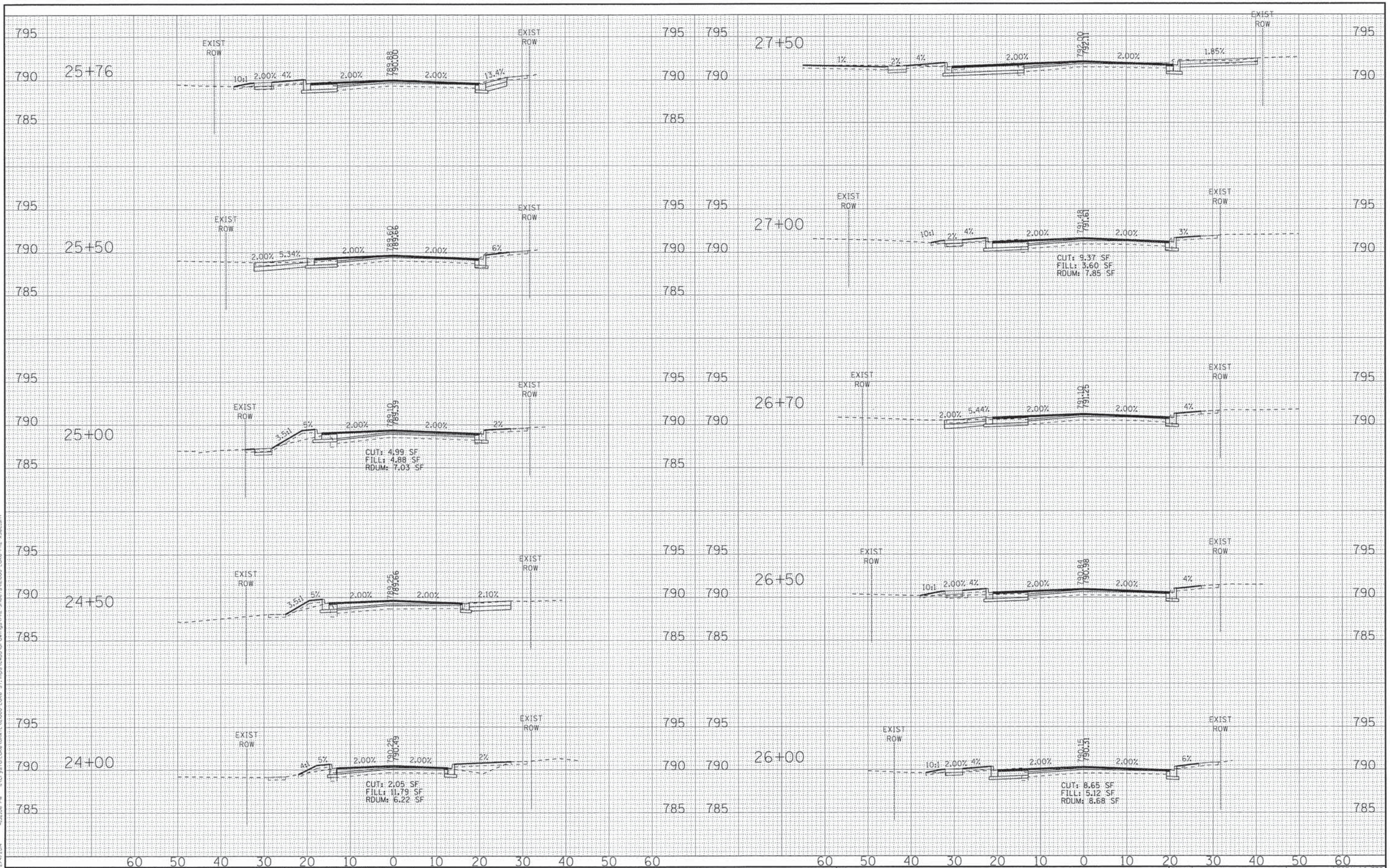
CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' | STA. 21+14 TO STA. 23+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	58

CONTRACT NO. 61A28

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT M-4003(193)

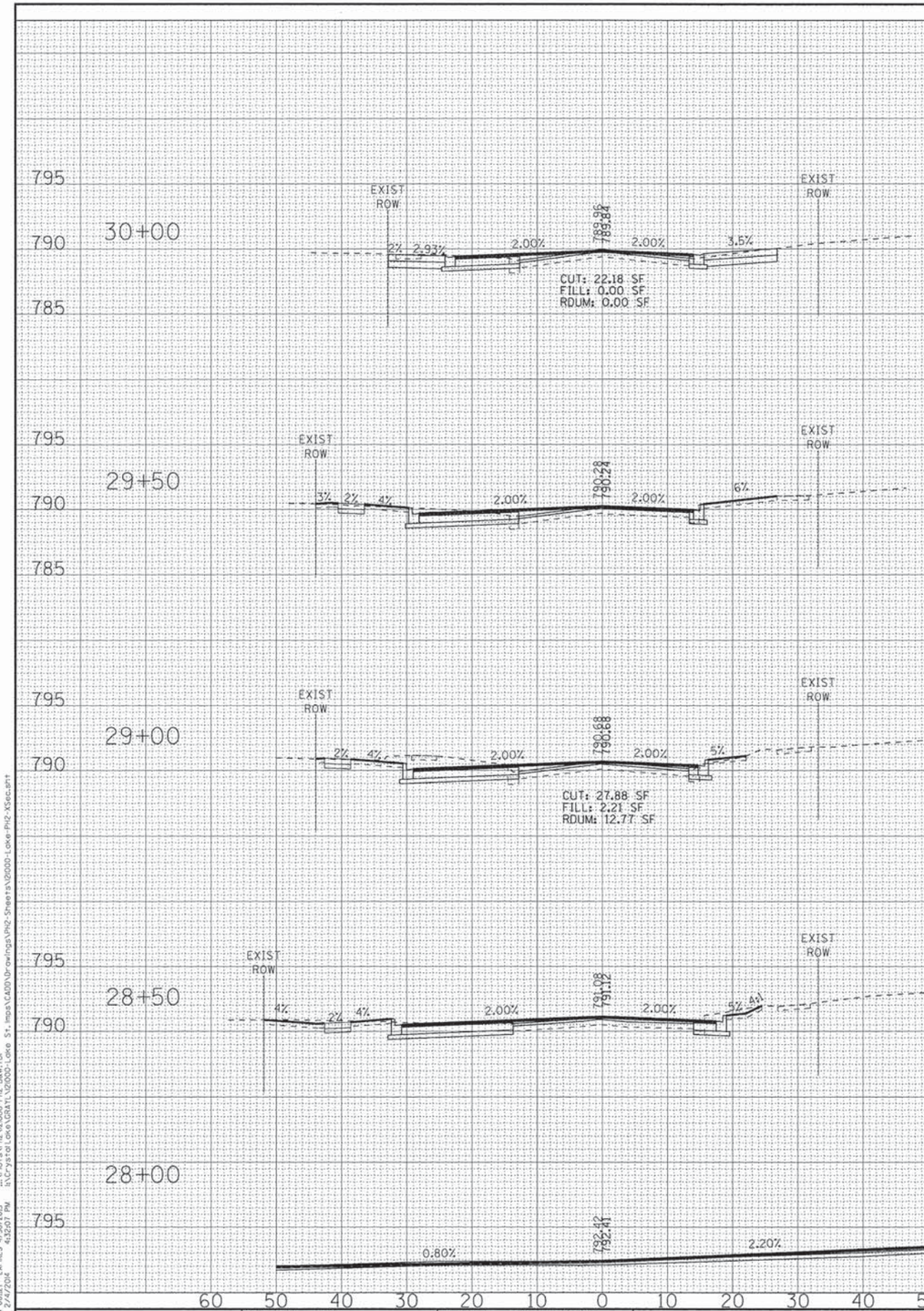


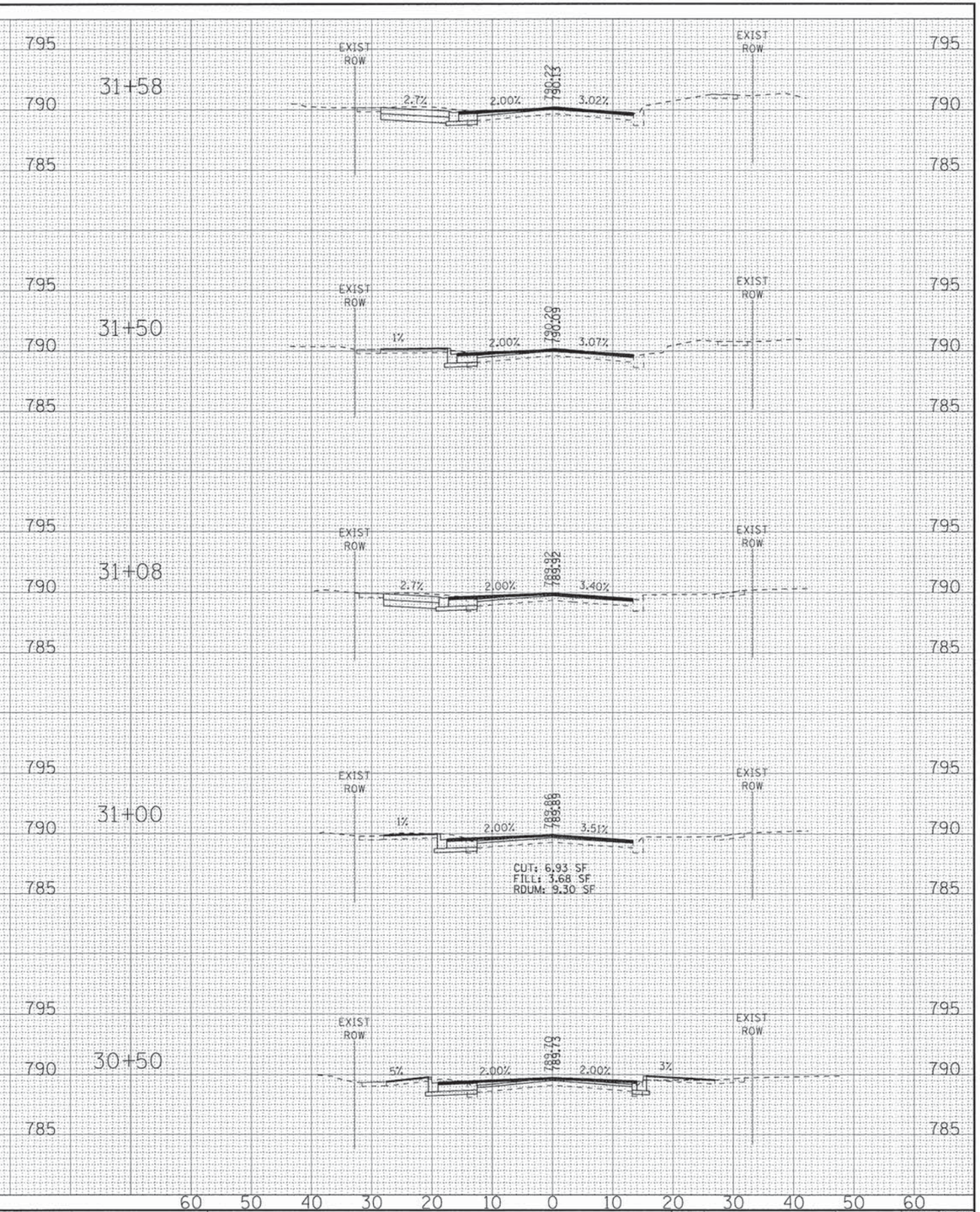
BAXTER & WOODMAN Consulting Engineers	DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - KAR	REVISED -	
	CHECKED - DJS	REVISED -	
	DATE - 12-06-13	REVISED -	

CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' | STA. 24+00 TO STA. 27+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	59
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(193)		





BAXTER & WOODMAN Consulting Engineers

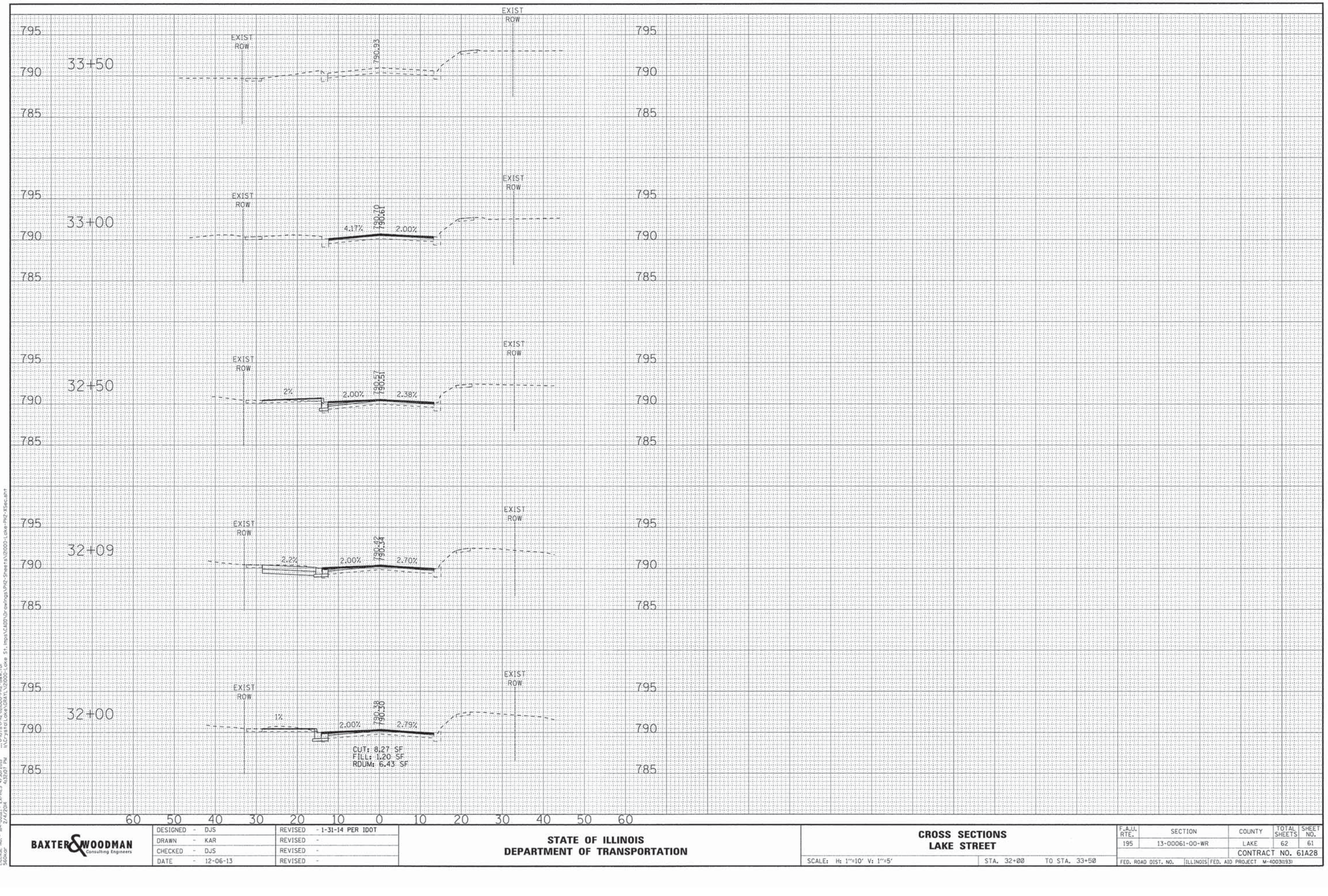
DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - KAR	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' | STA. 28+00 TO STA. 31+58

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	60
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(193)		



BAXTER & WOODMAN Consulting Engineers

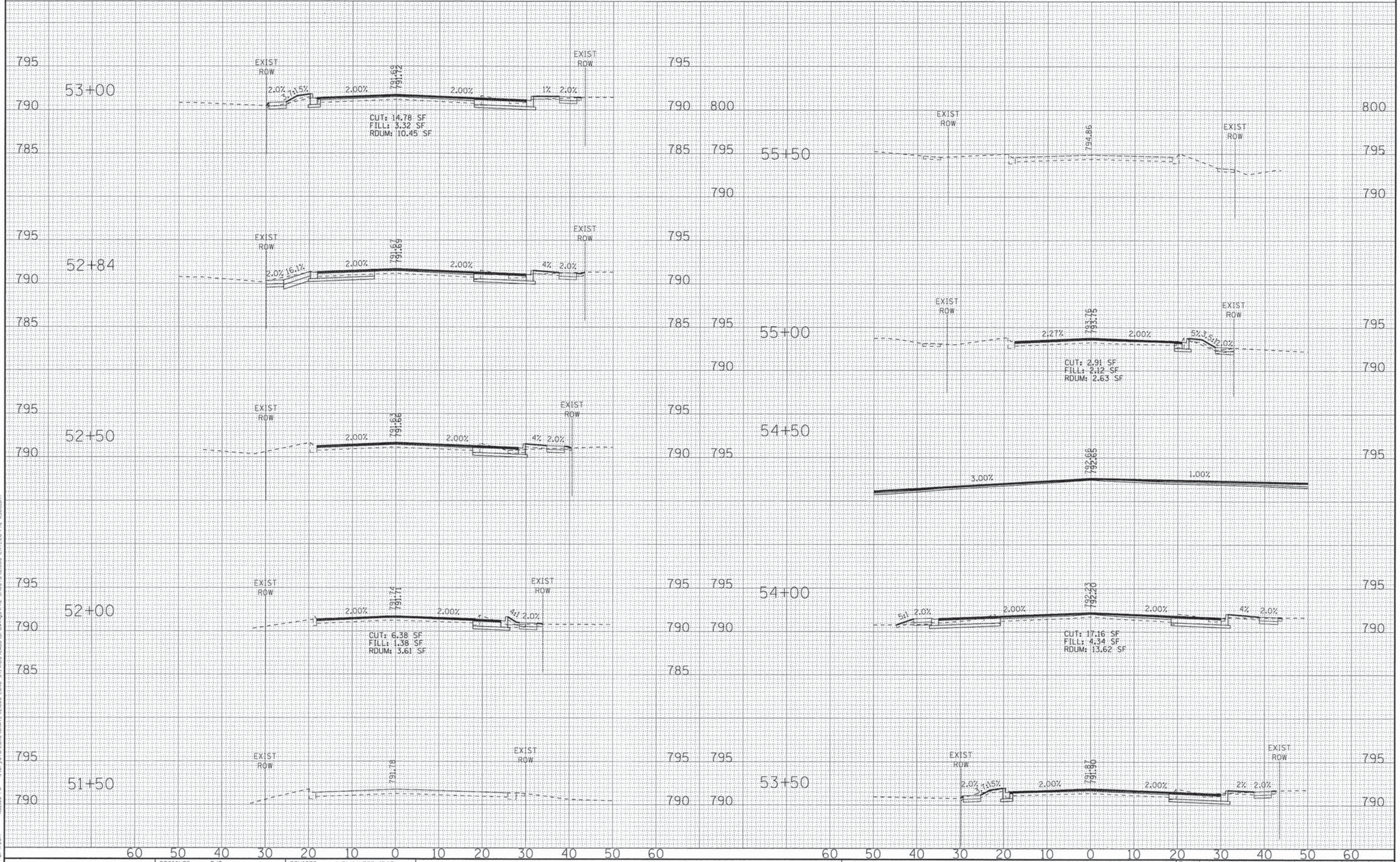
DESIGNED	- DJS	REVISED	- 1-31-14 PER IDOT
DRAWN	- KAR	REVISED	-
CHECKED	- DJS	REVISED	-
DATE	- 12-06-13	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
LAKE STREET

SCALE: H: 1"=10' V: 1"=5' STA. 32+00 TO STA. 33+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	61
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT M-4003(193)		



DESIGNED - DJS	REVISED - 1-31-14 PER IDOT	
DRAWN - KAR	REVISED -	
CHECKED - DJS	REVISED -	
DATE - 12-06-13	REVISED -	

BAXTER & WOODMAN Consulting Engineers

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL RTE 120 (BELVIDERE ROAD)

SCALE: H: 1"=10' V: 1"=5' | STA. 51+50 TO STA. 55+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
195	13-00061-00-WR	LAKE	62	62
		CONTRACT NO. 61A28		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	M-4003(193)		