

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-RS	COOK	24	1
		ILLINOIS	CONTRACT NO. 61F53	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

TRAFFIC DATA

ILLINOIS STREET

POSTED SPEED LIMIT = 30 MPH
 DESIGN SPEED LIMIT = 30 MPH
 2014 ADT = 1,250 VPD

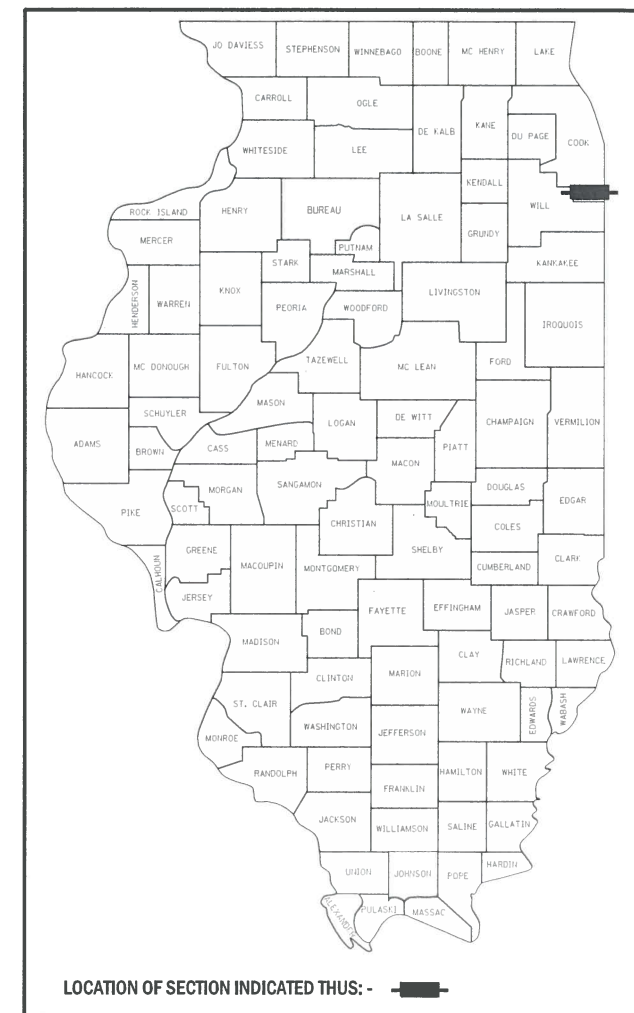
DESIGN DESIGNATION

MINOR COLLECTOR

DEPARTMENT OF TRANSPORTATION

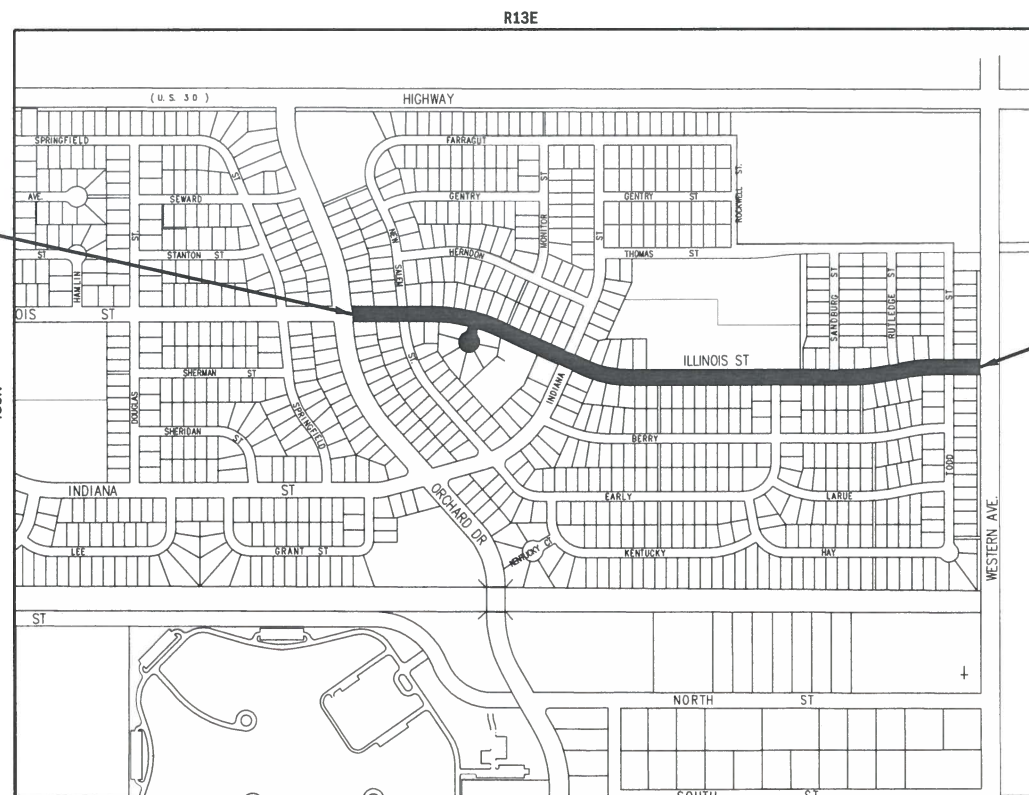
**PLANS FOR PROPOSED
 FEDERAL AID HIGHWAY**

FAU 1719 (ILLINOIS STREET)
 ORCHARD DRIVE TO WESTERN AVENUE
 RESURFACING / CURB GUTTER
 SECTION: 16-00103-00-RS
 PROJECT: 7CSR(213)
 VILLAGE OF PARK FOREST
 COOK COUNTY
 C-91-150-17



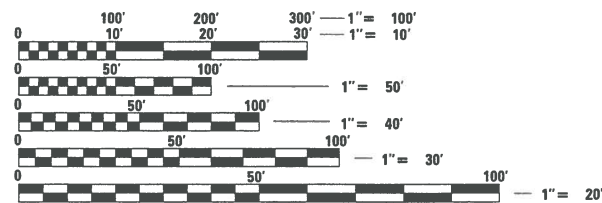
IMPROVEMENT BEGINS
 STA 11+01.6

IMPROVEMENT ENDS
 STA 44+01.5



RICH TOWNSHIP
 LOCATION MAP
 NOT TO SCALE

GROSS LENGTH = 3,443 FT. = 0.652 MILE
 NET LENGTH = 3,443 FT. = 0.652 MILE



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

J.U.L.I.E. DESIGN STAGE REQUEST
 DIG. No. X2361822, X2361826



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
 COUNTY = COOK
 CITY-TWNSHP. = PARK FOREST - RICH
 SEC. & 1/4 SEC. NO. = 24 S 1/2
 48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61F53



BRETT N. PEDDY
 62-067501
 LICENSED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS
 PROJECT MANAGER
 LICENSE EXPIRES 11-30-2019

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

APPROVED *[Signature]* 11/26/18
 VILLAGE OF PARK FOREST

PASSED *[Signature]* DECEMBER 11, 2018
 CHRISTOPHER HOLT
 DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
 BASED ON LIMITED REVIEW
[Signature] DECEMBER 11, 2018
 ANTHONY J. QUINCY
 REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

11/21/2018 5:32:50 PM C:\ADD\Projects\160680-RS\160680-11015-St-STR-Resurf\61F53-CAD\CAD-Sheets\160680-11015-St-STR-Resurf.dgn
 FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% STATE 20% LOCAL	100% LOCAL
				STU	LOCAL
				0005 URBAN	0021 URBAN
20101100	TREE TRUNK PROTECTION	EACH	72	71	1
20101200	TREE ROOT PRUNING	EACH	72	71	1
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5	
20200100	EARTH EXCAVATION	CU YD	293	288	5
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,425	1,365	60
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	4,389	4,203	186
25200200	SUPPLEMENTAL WATERING	UNIT	73	70	3
28000510	INLET FILTERS	EACH	28	28	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1,393	1,334	59
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,100	2,047	53
35800100	PREPARATION OF BASE	SQ YD	13,925	13,340	585
35800200	AGGREGATE BASE REPAIR	TON	1,129	1,081	48
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	3,150	3,010	140
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,950	1,868	82

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% STATE 20% LOCAL	100% LOCAL
				STU	LOCAL
				0005 URBAN	0021 URBAN
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1,561	1,495	66
42001300	PROTECTIVE COAT	SQ YD	3,685	3,544	141
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	1,500	1,457	43
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	267	267	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2,900	2,900	
42400800	DETECTABLE WARNINGS	SQ FT	430	430	
44000100	PAVEMENT REMOVAL	SQ YD	13,925	13,340	585
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,495	1,453	42
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	7,176	6,736	440
44000600	SIDEWALK REMOVAL	SQ FT	3,410	3,410	
60204505	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 8 GRATE	EACH	2	2	
60238800	INLETS, TYPE A	EACH	15	15	
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2	

* INDICATES SPECIALTY ITEM
 \$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

* INDICATES SPECIALTY ITEM
 \$ INDICATES CONSTRUCTION CODE 0042 TRAINEES

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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	PLOT DATE = 11/21/2018	CHECKED - BNP	REVISED -
		DATE - 11/26/2018	FILE - 160680-sht_SOQ.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: NONE SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-RS	COOK	24	3
CONTRACT NO. 61F53			ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% STATE 20% LOCAL	100% LOCAL
				STU	LOCAL
				0005 URBAN	0021 URBAN
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	3	
60260100	INLETS TO BE ADJUSTED	EACH	8	8	
60406400	FRAMES AND LIDS, TYPE 15	EACH	5	5	
60500060	REMOVING INLETS	EACH	15	15	
60608562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	7,176	6,736	440
67100100	MOBILIZATION	LSUM	1.00	0.95	0.05
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1.00	0.95	0.05
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.00	0.95	0.05
70300100	SHORT TERM PAVEMENT MARKING	FOOT	572	572	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	190	190	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	33	33	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	794	794	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,402	1,402	

^ INDICATES SPECIALTY ITEM
 S INDICATES CONSTRUCTION CODE 0042 TRAINEES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% STATE 20% LOCAL	100% LOCAL
				STU	LOCAL
				0005 URBAN	0021 URBAN
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	504	504	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	91	91	
88600100	DETECTOR LOOP, TYPE I	FOOT	61	61	
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	61	61	
X2800510	INLET FILTER CLEANING	EACH	56	56	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	57	53	4
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6	
X4023000	TEMPORARY ACCESS (ROAD)	EACH	11	11	
X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	14	13	1
X6026057	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.00	0.95	0.05
Z0019600	DUST CONTROL WATERING	UNIT	20	20	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
XX006821	CONCRETE TRUCK WASHOUT	LSUM	1	1	
XX007278	PARKWAY RESTORATION	SQ YD	4,775	4,627	148

^ INDICATES SPECIALTY ITEM
 S INDICATES CONSTRUCTION CODE 0042 TRAINEES

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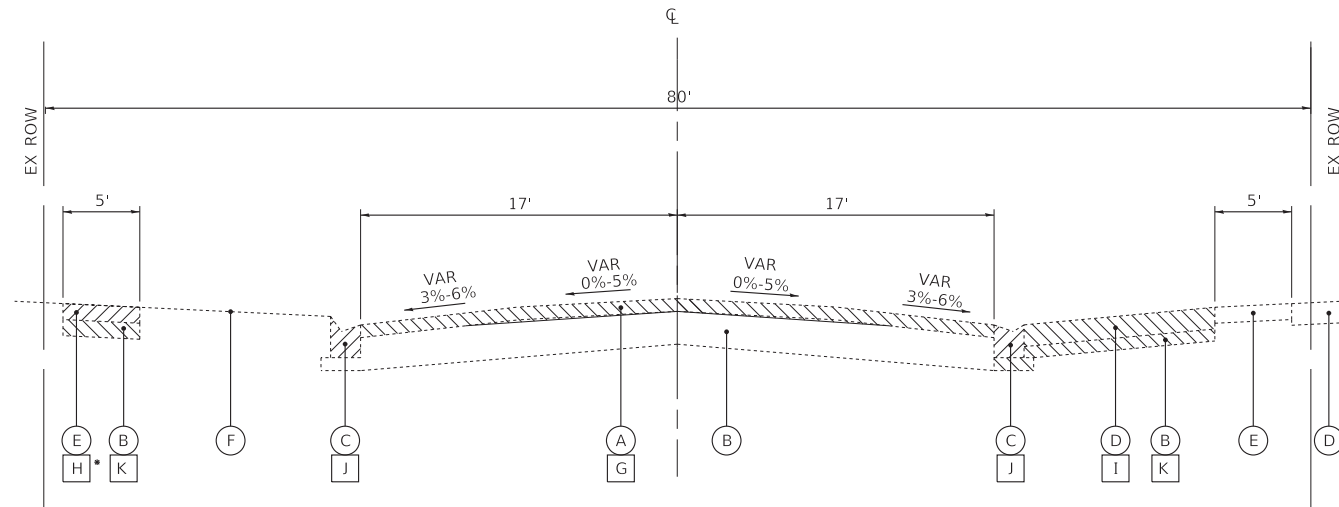
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

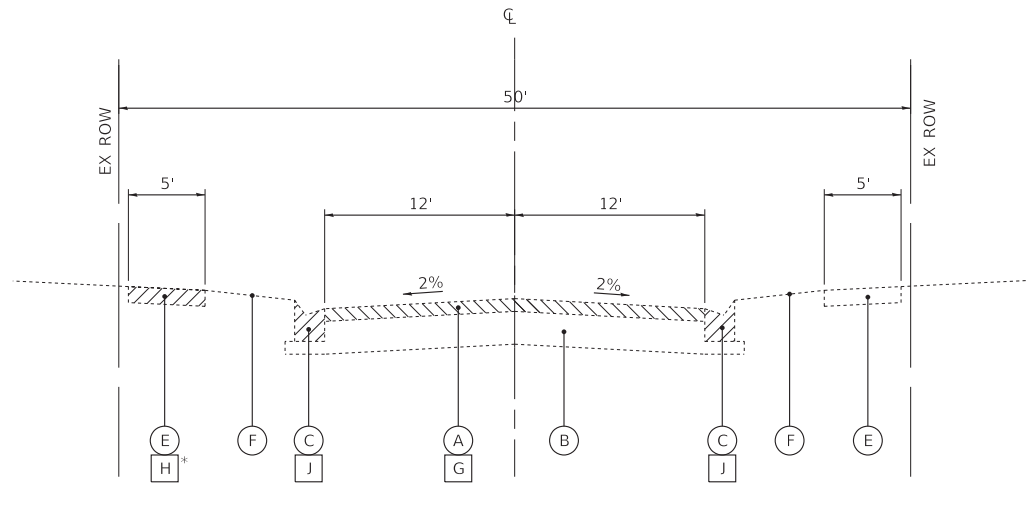
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	4
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				



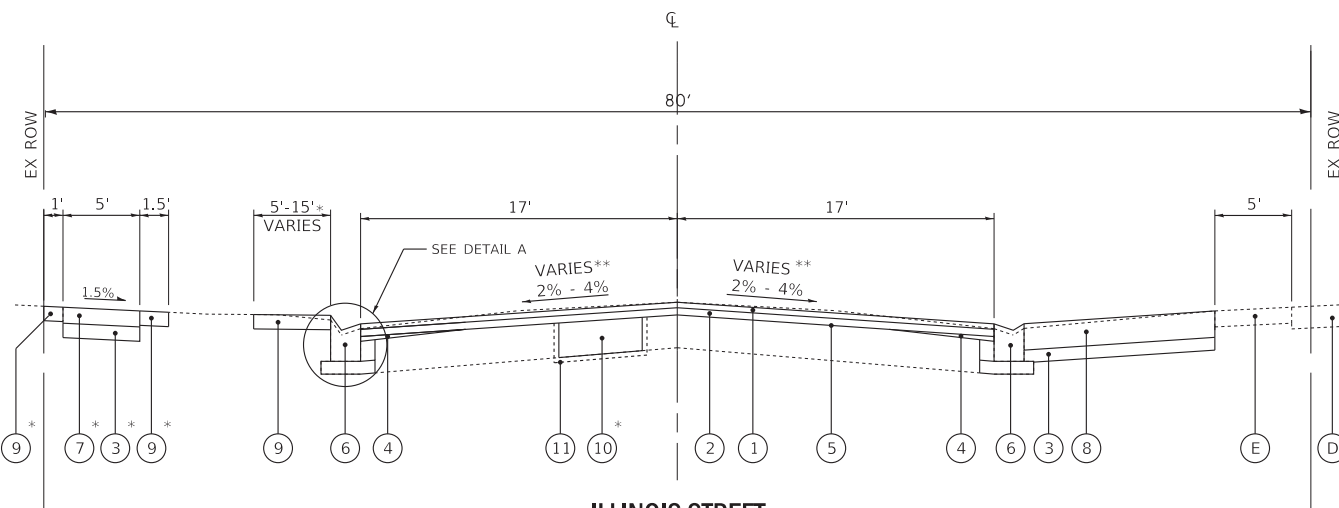
**ILLINOIS STREET
EXISTING TYPICAL SECTION**
STA 11+01.6 TO STA 44+01.5

* AS DETERMINED BY THE ENGINEER



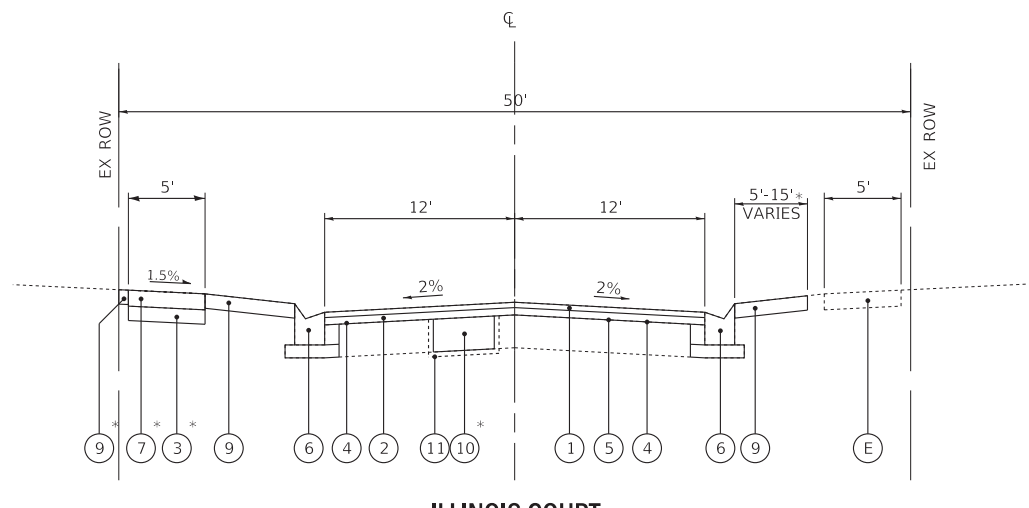
**ILLINOIS COURT
EXISTING TYPICAL SECTION**
STA 50+17 TO STA 50+96

* AS DETERMINED BY THE ENGINEER



**ILLINOIS STREET
PROPOSED TYPICAL SECTION**
STA 11+01.6 TO STA 44+01.5

* AS DETERMINED BY THE ENGINEER
** SEE CROSS SLOPE TABLE



**ILLINOIS COURT
PROPOSED TYPICAL SECTION**
STA 50+17 TO STA 50+96

* AS DETERMINED BY THE ENGINEER

EXISTING LEGEND

- (A) HOT-MIX ASPHALT PAVEMENT (3.5" - 4.75")
- (B) AGGREGATE BASE COURSE
- (C) MOUNTABLE CURB AND GUTTER
- (D) DRIVEWAY
- (E) PCC SIDEWALK
- (F) GROUND SURFACE
- (G) PAVEMENT REMOVAL (FULL DEPTH)
- (H) SIDEWALK REMOVAL
- (I) DRIVEWAY PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) EARTH EXCAVATION
- (Hatched) ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2.5"
- (3) AGGREGATE BASE COURSE, TYPE B 4"
- (4) AGGREGATE BASE REPAIR
- (5) PREPARATION OF BASE
- (6) COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.12
- (7) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (8) PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT
- (9) PARKWAY RESTORATION
- (10) REMOVAL OF UNSUITABLE MATERIAL
AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (11) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

NOTES:

1. 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 SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASI AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/2"	4% @ 50 Gyr.

NOTES:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ
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 USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

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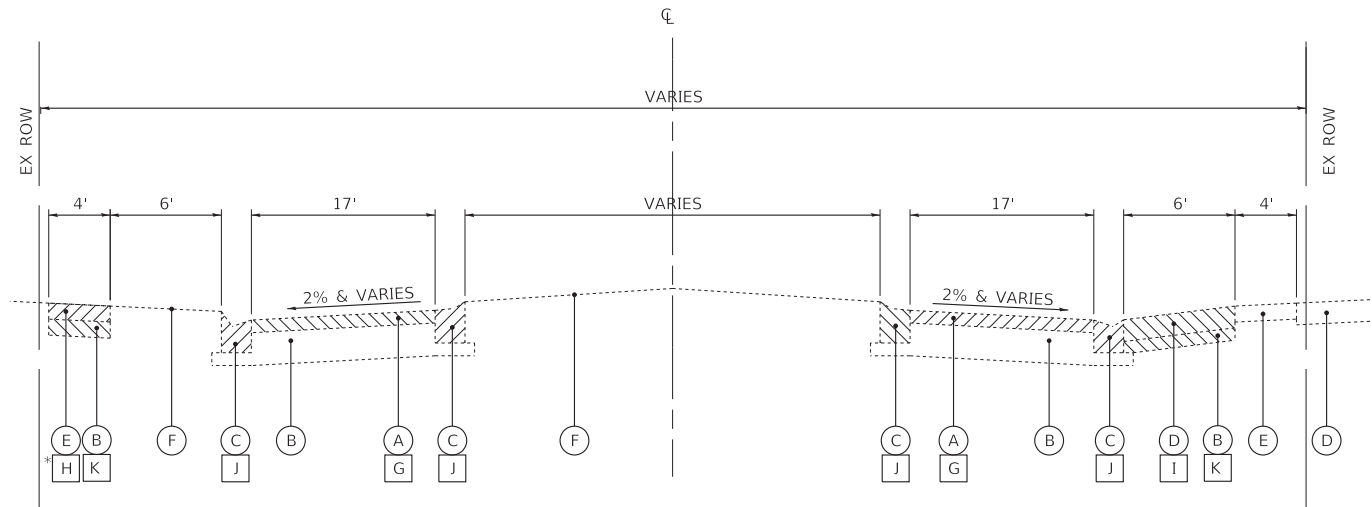


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PLOT DATE = 11/21/2018	CHECKED - BNP	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

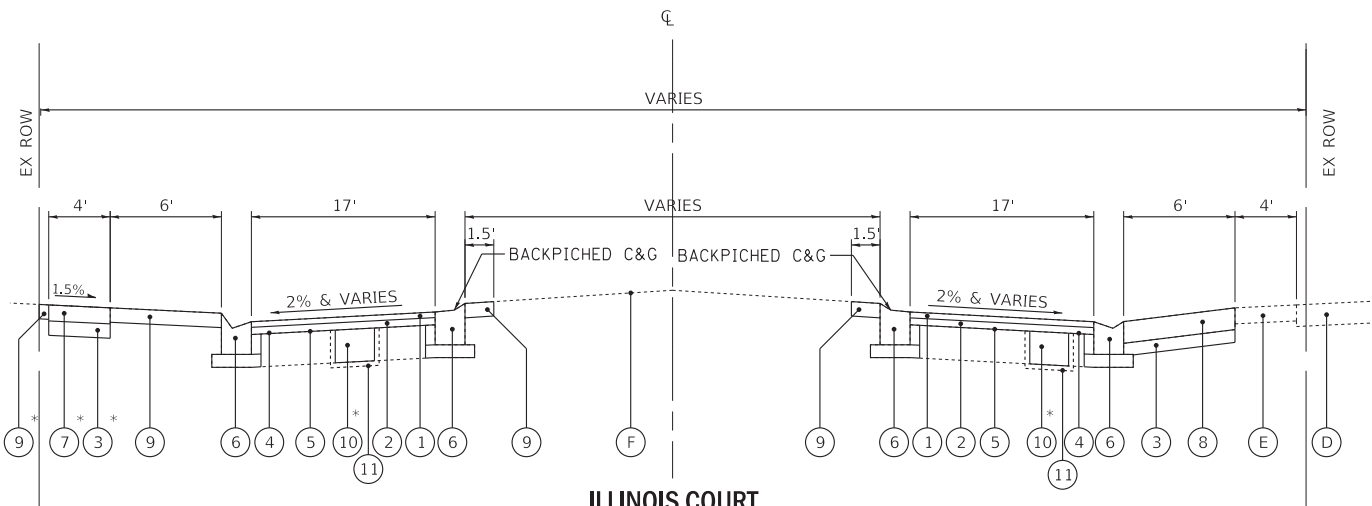
TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
SCALE: NONE	SHEET 1 OF 2 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	5
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				



**ILLINOIS COURT
EXISTING TYPICAL SECTION**
STA 50+96 TO STA 51+60

* AS DETERMINED BY THE ENGINEER



**ILLINOIS COURT
PROPOSED TYPICAL SECTION**
STA 50+96 TO STA 51+60

* AS DETERMINED BY THE ENGINEER

EXISTING LEGEND

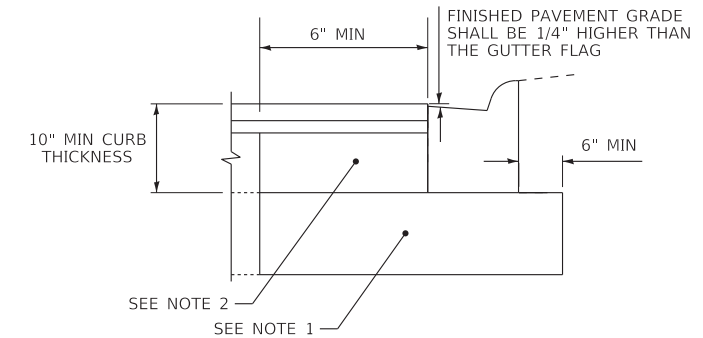
- (A) HOT-MIX ASPHALT PAVEMENT (3.5" - 4.75")
- (B) AGGREGATE BASE COURSE
- (C) MOUNTABLE CURB AND GUTTER
- (D) DRIVEWAY
- (E) PCC SIDEWALK
- (F) GROUND SURFACE
- (G) PAVEMENT REMOVAL (FULL DEPTH)
- (H) SIDEWALK REMOVAL
- (I) DRIVEWAY PAVEMENT REMOVAL
- (J) COMBINATION CURB AND GUTTER REMOVAL
- (K) EARTH EXCAVATION
- (K) ITEM TO BE REMOVED

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50, 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2.5"
- (3) AGGREGATE BASE COURSE, TYPE B 4"
- (4) AGGREGATE BASE REPAIR
- (5) PREPARATION OF BASE
- (6) COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.12
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- (10) REMOVAL OF UNSUITABLE MATERIAL
AGGREGATE SUBGRADE IMPROVEMENT (SEE NOTE 1)
- (11) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

NOTES:

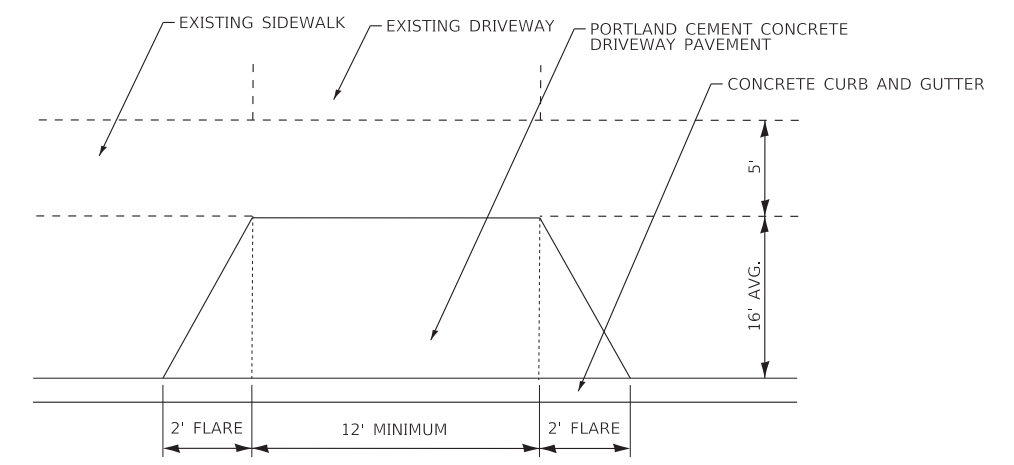
1. **AGGREGATE SUBGRADE IMPROVEMENT (ASI) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS 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 SOILS SHALL BE REMOVED AND REPLACED WITH ASI OR EMBANKMENT AS DETERMINED BY THE ENGINEER. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT. REMOVAL OF THESE UNSUITABLE SOILS SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL." ANY ASI AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHALL BE DELETED FROM THE CONTRACT.



DETAIL A NOTES:

1. WHERE THE EXISTING AGGREGATE BASE IS LESS THAN 4", AGGREGATE BASE COURSE, TYPE B 4" SHALL BE FURNISHED AND PLACED.
2. FILL GAP WITH CLASS SI CONCRETE TO BOTTOM OF BINDER COURSE.
3. ALL WORK, EQUIPMENT AND MATERIALS (INCLUDING EXCAVATION, AGGREGATE BASE COURSE, AND CLASS SI CONCRETE) SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB & GUTTER TYPE M-4.12.

DETAIL A



DRIVEWAY DETAIL

PAVEMENT CORE DATA				
CORE	ADDRESS	LOCATION	HMA	BASE
C-1	335 ILLINOIS STREET	12' SOUTH OF CENTERLINE	3.75"	8.25"
C-2	318 ILLINOIS STREET	3' NORTH OF CENTERLINE	4"	11.5"
C-3	302 ILLINOIS STREET	12' SOUTH OF CENTERLINE	3.75"	9.5"
C-4	224 ILLINOIS STREET	13' NORTH OF CENTERLINE	4"	9.5"
C-5	207 ILLINOIS STREET	3' SOUTH OF CENTERLINE	4.75"	9.25"
C-6	133 ILLINOIS STREET	10' NORTH OF CENTERLINE	3.75"	10.25"
C-7	119 ILLINOIS STREET	18' SOUTH OF CENTERLINE	3.5"	10"
C-8	ILLINOIS STREET 90' EAST OF TODD STREET	10' NORTH OF CENTERLINE	3.75"	16.75"
C-9	ILLINOIS COURT 87' SOUTH OF ILLINOIS STREET	ON CENTERLINE	4.5"	3.25"

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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 488cac - 11/21/2018
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
SCALE: NONE	SHEET 2 OF 2 SHEETS
STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	6
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

CROSS SLOPE TABLE							
LEFT SIDE			CENTERLINE CONTROL		RIGHT SIDE		
EDGE ELEVATION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	EDGE ELEVATION
703.76	-0.02	17.0	11+02	704.10	17.0	-0.02	703.76
707.51	-0.02	17.0	16+00	707.85	17.0	-0.02	707.51
707.69	-0.03	17.0	16+50	708.20	17.0	-0.03	707.69
708.22	-0.03	17.0	17+25	708.73	17.0	-0.03	708.22
708.56	-0.02	17.0	17+50	708.90	17.0	-0.02	708.56
712.54	-0.02	17.0	27+75	712.88	17.0	-0.02	712.54
711.95	-0.03	17.0	28+00	712.46	17.0	-0.03	711.95
703.95	-0.03	17.0	34+00	704.46	17.0	-0.03	703.95
703.49	-0.04	17.0	34+50	704.17	17.0	-0.03	703.66
703.19	-0.04	17.0	35+00	703.87	17.0	-0.03	703.36
702.99	-0.04	17.0	35+50	703.67	17.0	-0.04	702.99
701.93	-0.04	17.0	37+00	702.61	17.0	-0.04	701.93
701.67	-0.03	17.0	37+50	702.18	17.0	-0.04	701.50
701.24	-0.03	17.0	38+00	701.75	17.0	-0.04	701.07
701.08	-0.03	17.0	38+50	701.59	17.0	-0.03	701.08
701.32	-0.03	17.0	40+50	701.83	17.0	-0.03	701.32
701.61	-0.02	17.0	40+75	701.95	17.0	-0.02	701.61
702.69	-0.02	17.0	42+75	703.03	17.0	-0.02	702.69
702.60	-0.03	17.0	43+00	703.11	17.0	-0.02	702.77
702.76	-0.03	17.0	43+50	703.27	17.0	-0.02	702.93
702.76	-0.04	17.0	44+02	703.44	17.0	-0.02	703.10

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SLOPE DETAILS

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	7
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

				DRIVEWAY SCHEDULE					
				44000200	423200	42300400	35101600	X4021000	X4022000
				DRIVEWAY PAVEMENT REMOVAL	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	AGGREGATE BASE COURSE, TYPE B, 4"	TEMPORARY ACCESS (PRIVATE ENTRANCE)	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)
STATION	OFFSET	TYPE	ADDRESS	SQ YD	SQ YD	SQ YD	SQ YD	EACH	EACH
11+37	LT	PE	336	19	25		25	1	
11+40	RT	PE	335	38	39		39	1	
12+04	LT	PE	334	37	39		39	1	
12+23	RT	PE	333	20	25		25	1	
14+48	LT	PE	324	9	25		25	1	
14+87	RT	PE	325	19	24		24	1	
15+05	LT	PE	322	19	25		25	1	
15+40	RT	PE	323	23	25		25	1	
15+60	LT	PE	320	19	25		25	1	
16+16	LT	PE	318	18	25		25	1	
16+71	LT	PE	316	18	25		25	1	
17+28	LT	PE	314	19	25		25	1	
17+84	LT	PE	312	18	25		25	1	
18+38	RT	PE	315	40	42		42	1	
18+46	LT	PE	310	30	25		25	1	
19+13	RT	CE	305	60		60			1
19+17	LT	PE	308	20	25		25	1	
19+78	LT	PE	306	20	25		25	1	
20+38	LT	PE	304	18	25		25	1	
20+93	RT	CE	301	58		57			1
21+00	LT	PE	302	22	48		48	1	
21+50	RT	CE	301	57		56			1
23+49	RT	PE	229	18	29		29	1	
23+65	LT	PE	228	35	35		35	1	
24+50	RT	PE	227	26	28		28	1	
24+68	RT	PE	225	20	28		28	1	
24+75	LT	PE	226	20	25		25	1	
25+13	LT	PE	224	33	35		35	1	
25+38	RT	PE	223	20	25		25	1	
26+02	RT	PE	221	19	25		25	1	
26+04	LT	PE	222	31	32		32	1	
26+53	LT	CE	210	59		55			1
26+62	RT	PE	219	19	25		25	1	
27+37	RT	PE	217	19	25		25	1	
27+97	RT	PE	215	19	25		25	1	
28+57	RT	PE	213	20	25		25	1	
28+80	LT	CE	210	23	26		26		1
29+17	RT	PE	211	20	25		25	1	
29+77	RT	PE	209	19	24		24	1	
30+37	RT	PE	207	20	24		24	1	
30+97	RT	PE	205	21	24		24	1	
31+55	LT	CE	210	39		39			1
31+56	RT	PE	203	19	25		25	1	
32+37	RT	PE	201	20	25		25	1	
34+41	RT	PE	133	20	25		25	1	
34+91	LT	PE	130	19	24		24	1	
35+26	RT	PE	131	20	28		28	1	
35+43	RT	PE	129	22	21		21	1	
35+55	LT	PE	128	25	25		25	1	
36+03	RT	PE	127	19	25		25	1	
37+11	RT	PE	125	18	25		25	1	
37+72	RT	PE	123	19	24		24	1	
38+01	RT	PE	121	24	24		24	1	
38+21	LT	PE	120	33	36		36	1	
38+52	RT	PE	119	19	24		24	1	
39+11	RT	PE	117	19	24		24	1	
40+19	RT	PE	115	18	24		24	1	
40+37	RT	PE	113	18	26		26	1	
40+92	LT	PE	112	20	25		25	1	
SUB TOTAL ILLINOIS STREET				1453	1457	267	1724	53	6
51+43	RT	PE	4	11	11		11	1	
51+43	LT	PE	3	11	11		11	1	
51+60	RT	PE	6	10	11		11	1	
51+60	LT	PE	5	10	10		10	1	
SUB TOTAL ILLINOIS COURT				42	43		43	4	
TOTALS				1,495	1,500	267	1,767	57	6

TREE SCHEDULE				
			20101100	20101200
			TREE TRUNK PROTECTION	TREE ROOT PRUNING
STATION	SIDE	SIZE	EACH	EACH
11+56	RT	24	1	1
12+23	LT	18	1	1
12+52	LT	12	1	1
12+60	RT	18	1	1
12+75	LT	12	1	1
13+48	LT	12	1	1
13+66	LT	10	1	1
13+70	RT	16	1	1
13+84	LT	12	1	1
14+00	RT	20	1	1
14+40	RT	14	1	1
14+54	RT	12	1	1
14+68	RT	28	1	1
14+72	LT	15	1	1
15+26	LT	22	1	1
15+69	LT	18	1	1
15+77	RT	24	1	1
15+90	LT	10	1	1
15+91	RT	18	1	1
16+28	RT	17	1	1
16+47	RT	26	1	1
16+90	LT	4	1	1
17+59	LT	6	1	1
18+06	RT	26	1	1
18+22	LT	16	1	1
18+89	LT	21	1	1
18+91	LT	20	1	1
21+25	LT	12	1	1
21+55	LT	16	1	1
21+86	LT	20	1	1
23+88	LT	26	1	1
24+31	RT	6	1	1
25+36	LT	28	1	1
25+59	LT	8	1	1
26+75	RT	12	1	1
26+97	LT	18	1	1
27+49	LT	32	1	1
27+89	LT	36	1	1
28+52	LT	32	1	1
29+33	LT	27	1	1
30+10	LT	15	1	1
30+41	LT	21	1	1
30+53	RT	20	1	1
30+56	LT	26	1	1
30+98	LT	14	1	1
31+12	RT	2	1	1
31+75	RT	22	1	1
32+02	RT	20	1	1
32+62	RT	12	1	1
34+06	RT	3	1	1
34+31	LT	10	1	1
34+62	LT	10	1	1
34+87	RT	4	1	1
35+05	LT	13	1	1
35+29	LT	13	1	1
35+85	RT	14	1	1
37+27	RT	14	1	1
37+55	RT	18	1	1
37+80	LT	4	1	1
38+15	RT	18	1	1
38+70	RT	14	1	1
38+93	RT	12	1	1
39+30	RT	20	1	1
39+54	RT	10	1	1
40+05	RT	14	1	1
40+26	LT	16	1	1
40+66	LT	14	1	1
40+74	RT	4	1	1
40+96	RT	14	1	1
41+35	RT	9	1	1
41+80	RT	26	1	1
SUB TOTAL ILLINOIS STREET			71	71
50+97	RT	17	1	1
SUB TOTAL ILLINOIS COURT			1	1
TOTALS			72	72

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	8
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

				DRAINAGE STRUCTURES										
				28000510	X6026057	X6026057	60260100	60255500	60255800	60257900	60258200	60204505	60500060	60238800
				INLET FILTERS	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	INLETS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	MANHOLES TO BE RECONSTRUCTED	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE B GRATE	REMOVING INLETS	INLETS, TYPE A
STATION	SIDE	TYPE	SIZE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
10+34	LT	STORM MH	5'	1										
10+41	RT	STORM MH	5'	1										
12+94	LT	INLET	2'	1				1						
12+97	LT	SAN MH	4'		1									
13+03	RT	INLET	2'	1				1						
13+19	RT	STORM MH	4'						1					
13+30	LT	INLET	2'	1									1	1
13+39	RT	INLET	2'	1				1						
14+94	RT	STORM MH	4'						1					
15+23	LT	SAN MH	4'		1									
16+77	RT	INLET	2'	1				1						
16+97	RT	STORM MH	4'							1				
17+10	LT	INLET	2'	1				1						
17+13	LT	SAN MH	4'		1									
17+17	RT	INLET	2'	1				1						
18+02	LT	SAN MH	4'		1									
20+87	LT	SAN MH	4'		1									
22+03	RT	STORM MH	4'						1					
22+09	RT	INLET	2'	1				1						
22+44	LT	INLET	2'	1								1		1
22+58	RT	INLET	2'	1				1						
24+19	RT	SAN MH	4'		1									
25+99	RT	SAN MH	4'		1									
28+52	RT	SAN MH	4'		1									
29+41	RT	INLET	2'	1								1		1
29+46	LT	INLET	2'	1								1		1
30+92	RT	SAN MH	4'			1								
33+03	LT	INLET	2'	1								1		1
33+17	RT	INLET	2'	1								1		1
33+19	RT	SAN MH	4'			1								
33+56	RT	INLET	2'	1								1		1
34+74	LT	STORM MH	5'					1						
35+92	LT	STORM CB	5'	1								1		
36+30	RT	SAN MH	4'		1									
36+30	LT	INLET	2'	1								1		1
36+44	LT	STORM MH	4'							1				
36+50	RT	INLET	2'	1								1		1
37+28	LT	STORM CB	5'	1								1		
37+85	RT	SAN MH	4'		1									
37+96	LT	STORM MH	5'						1					
39+42	RT	SAN MH	4'		1									
39+48	LT	INLET	2'	1								1		1
39+65	RT	INLET	2'	1								1		1
39+67	LT	STORM MH	4'						1					
39+86	LT	INLET	2'	1								1		1
41+22	RT	SAN MH	4'		1									
42+31	RT	INLET	2'	1								1		1
42+34	RT	SAN MH	4'		1									
42+51	RT	STORM MH	4'							1				
42+70	RT	INLET	2'	1								1		1
42+70	LT	INLET	2'	1								1		1
44+33	RT	INLET	2'	1										
SUB TOTAL ILLINOIS STREET				28	13	2	8	2	2	2	3	2	15	15
51+54	LT	SAN MH	4'		1									
SUB TOTAL ILLINOIS COURT				0	1	0	0	0	0	0	0	0	0	0
TOTALS				28	14	2	8	2	2	2	3	2	15	15

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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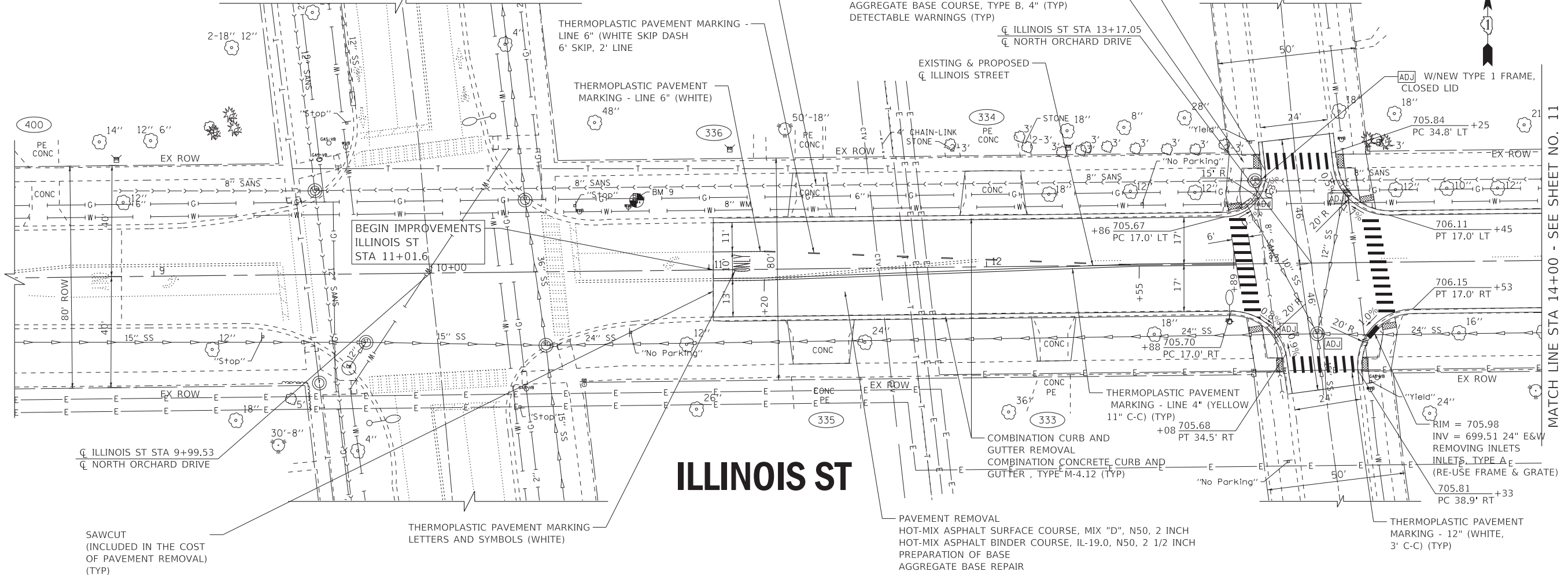
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CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

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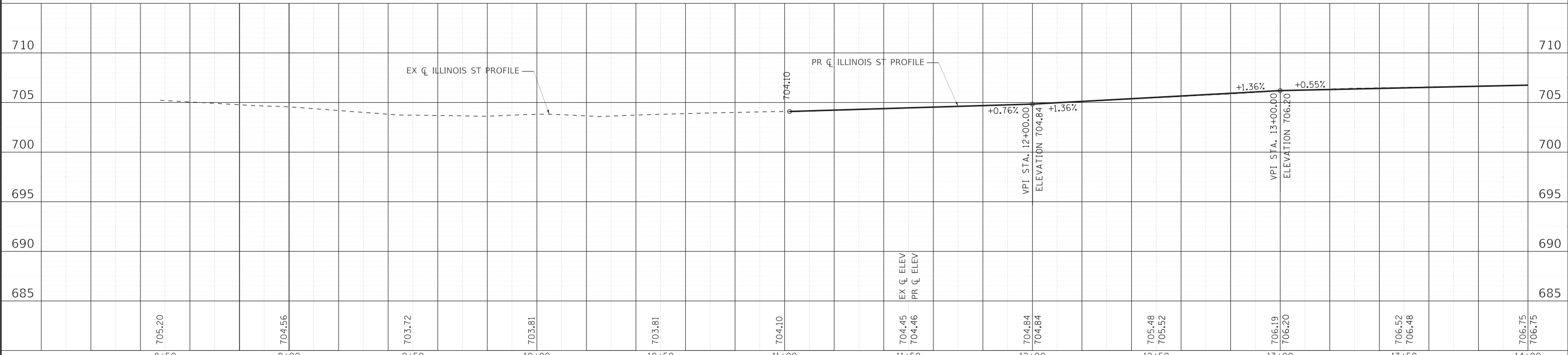
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 EARTH EXCAVATION (TYP)
 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH (TYP)
 AGGREGATE BASE COURSE, TYPE B, 4" (TYP)

NEW SALEM ST

SIDEWALK REMOVAL (TYP)
 EARTH EXCAVATION (TYP)
 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 AGGREGATE BASE COURSE, TYPE B, 4" (TYP)
 DETECTABLE WARNINGS (TYP)



ILLINOIS ST



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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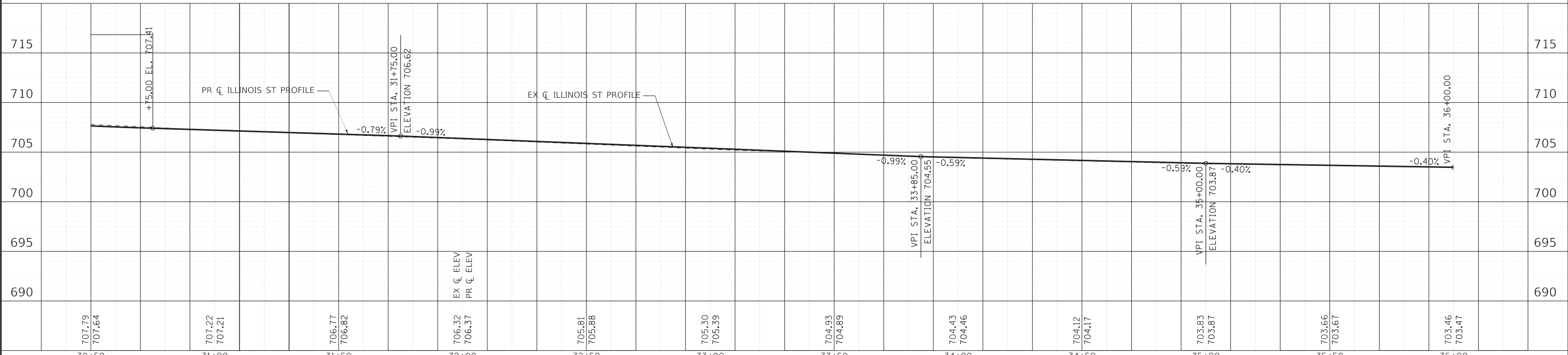
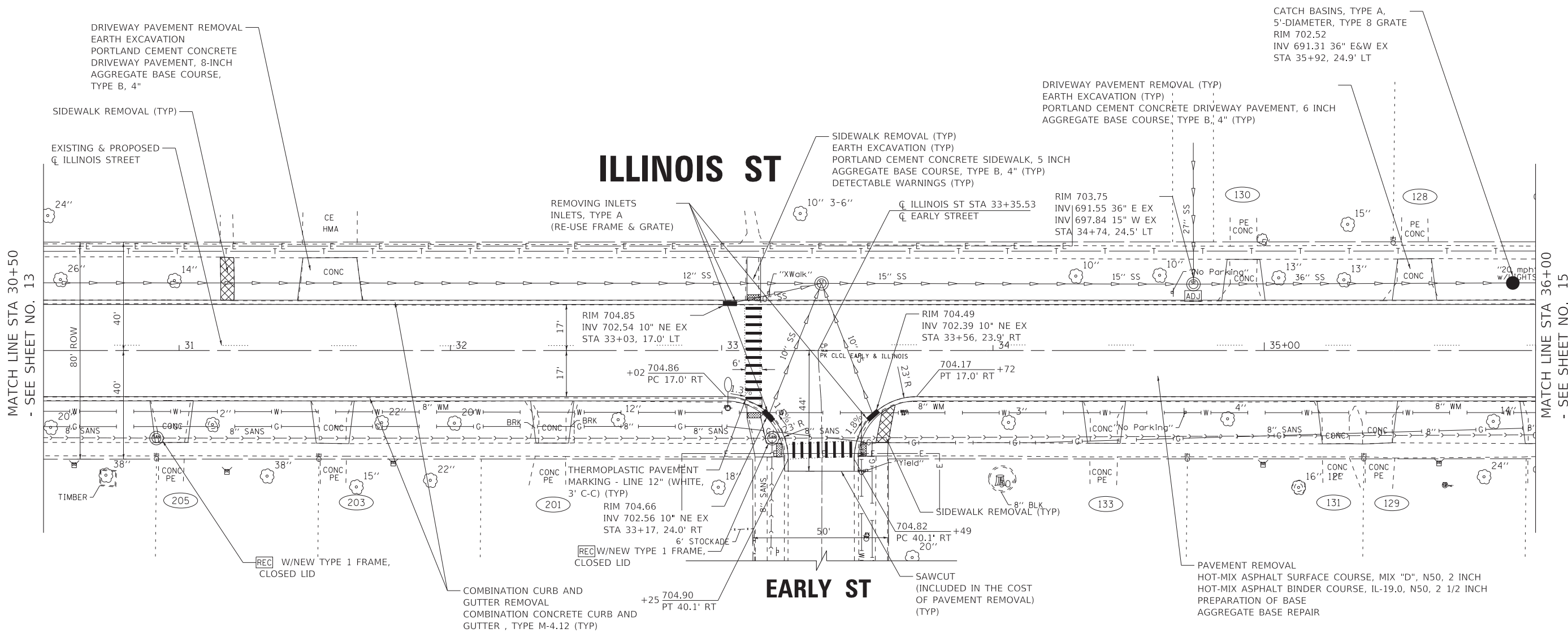
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE
 ILLINOIS ST

SCALE: H:1"=20';V:1"=5' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61F53	

MATCH LINE STA 14+00 - SEE SHEET NO. 11



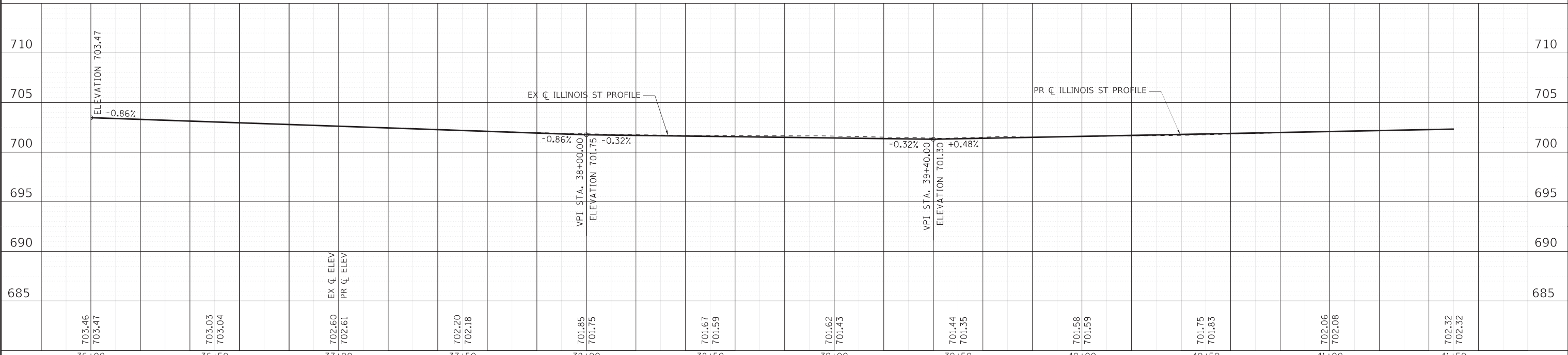
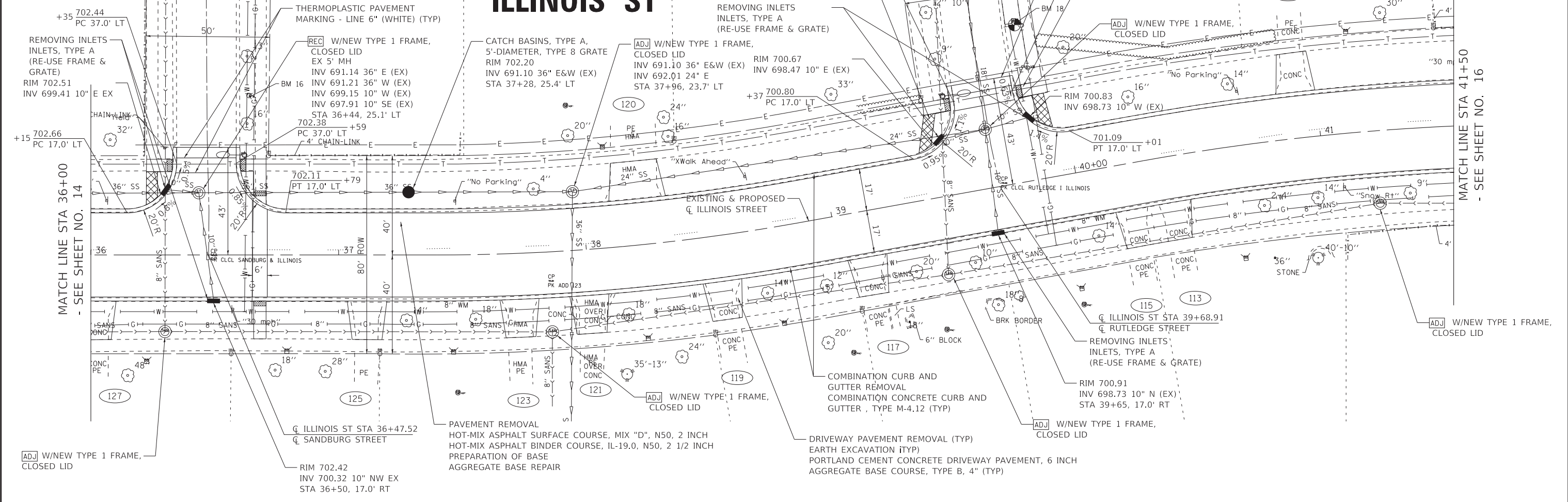
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BAXTER & WOODMAN Consulting Engineers	USER NAME = 488cac	DESIGNED - LJF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN & PROFILE ILLINOIS ST	F.A.U. RTE. 1719	SECTION 16-00103-00-R5	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 14
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	PLOT DATE = 11/21/2018	DATE = 11/26/2018	FILE = 160680-sht_PP5.dgn							

SANDBURG ST

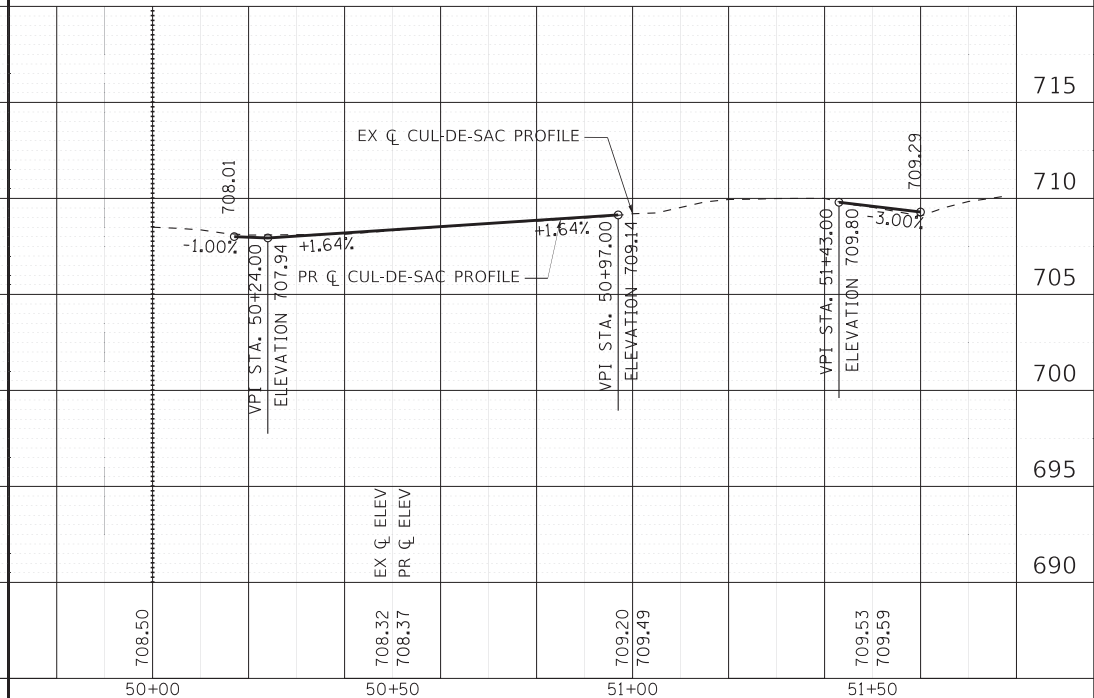
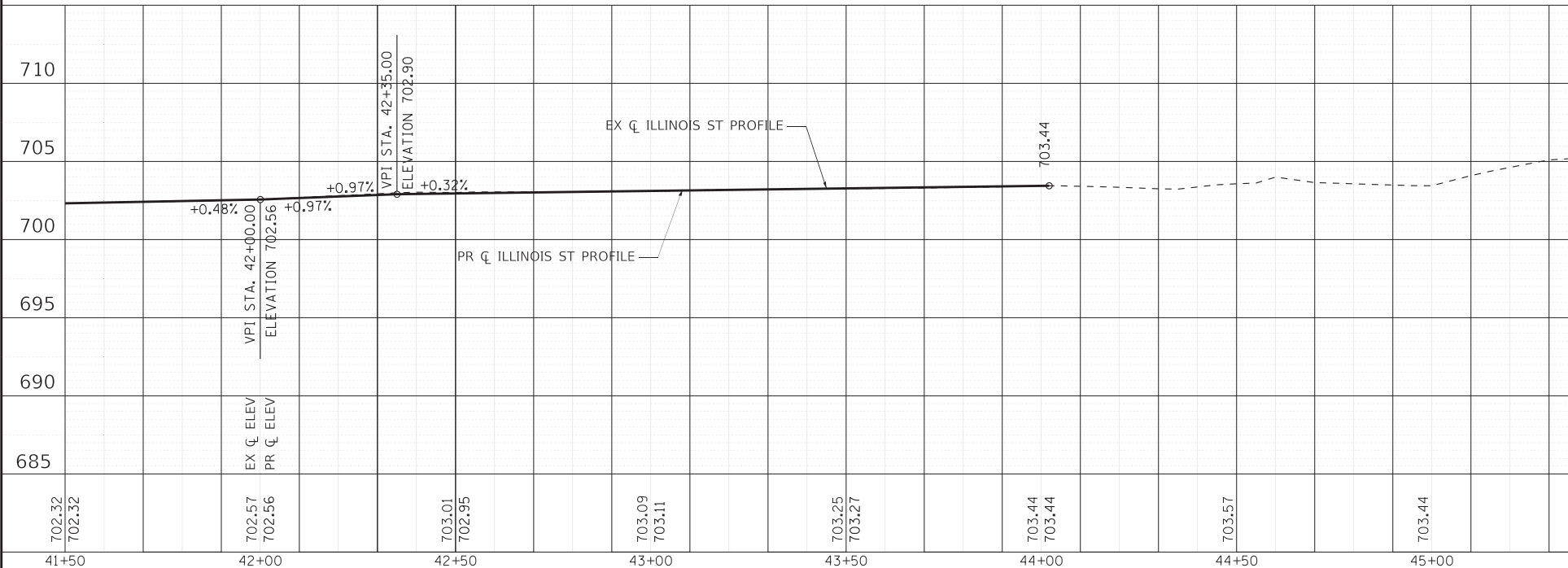
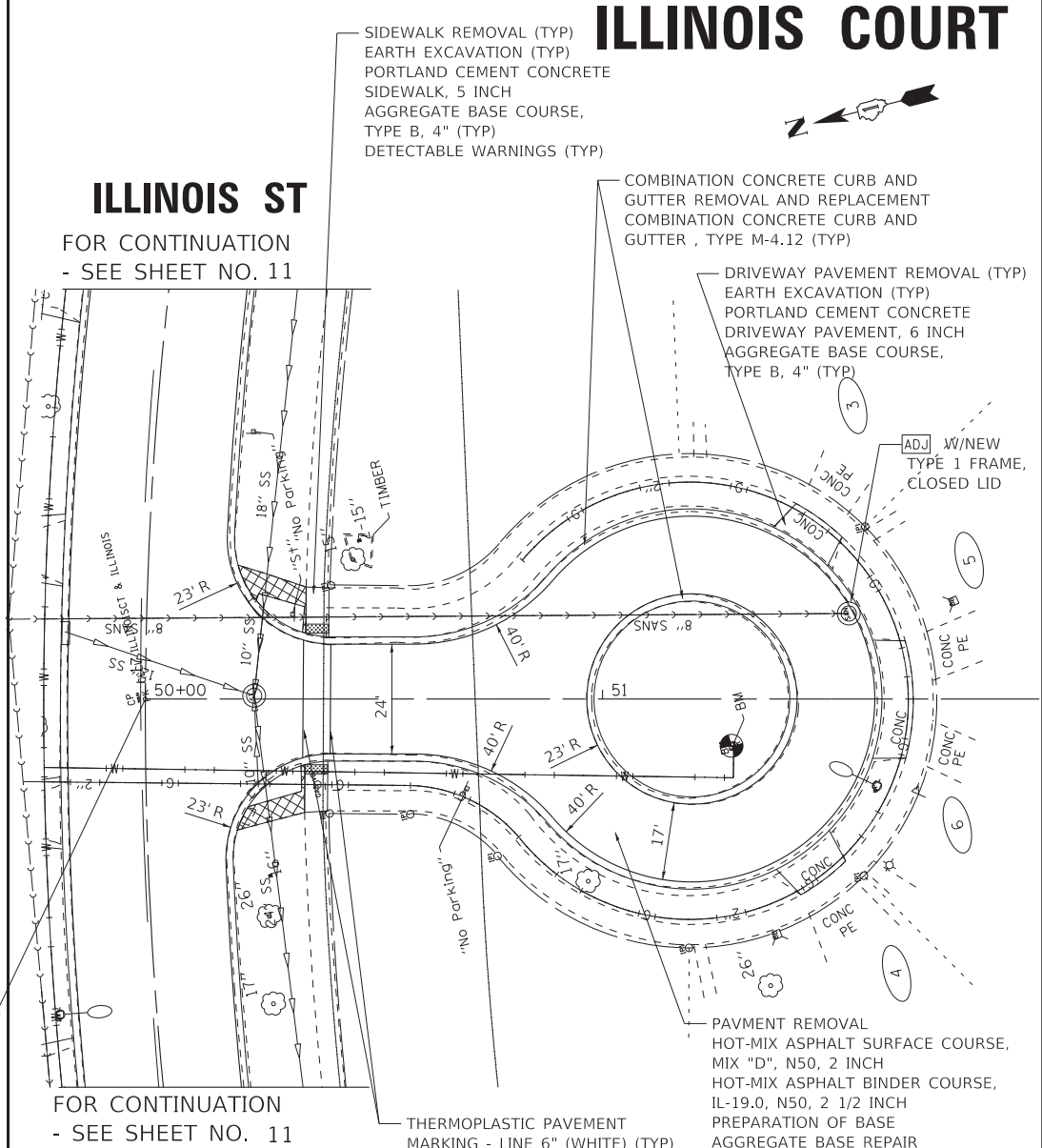
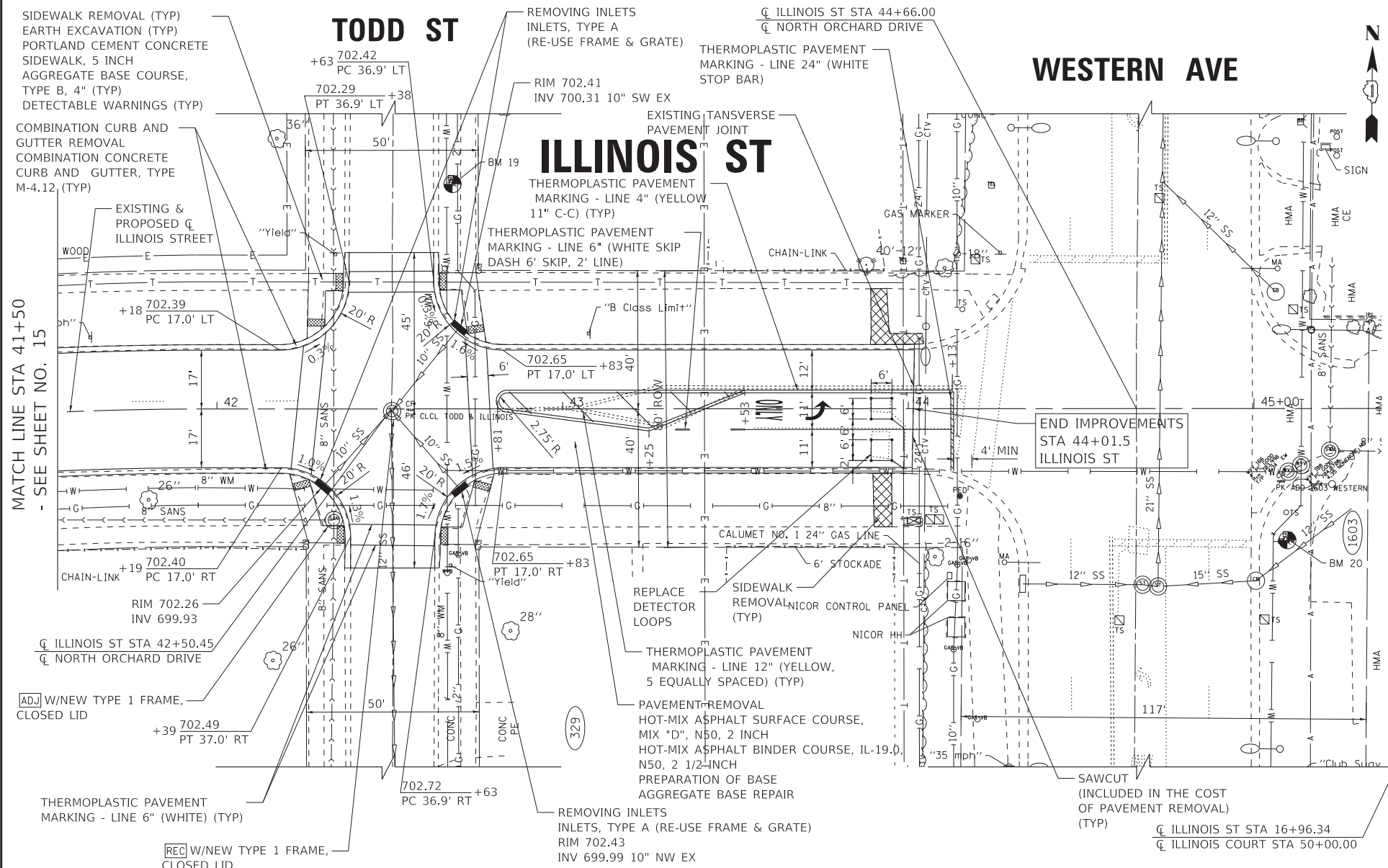
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ILLINOIS ST



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 488cac

36+00	36+50	37+00	37+50	38+00	38+50	39+00	39+50	40+00	40+50	41+00	41+50
703.46 703.47	703.03 703.04	702.60 702.61	702.20 702.18	701.85 701.75	701.67 701.59	701.62 701.43	701.44 701.35	701.58 701.59	701.75 701.83	702.06 702.08	702.32 702.32
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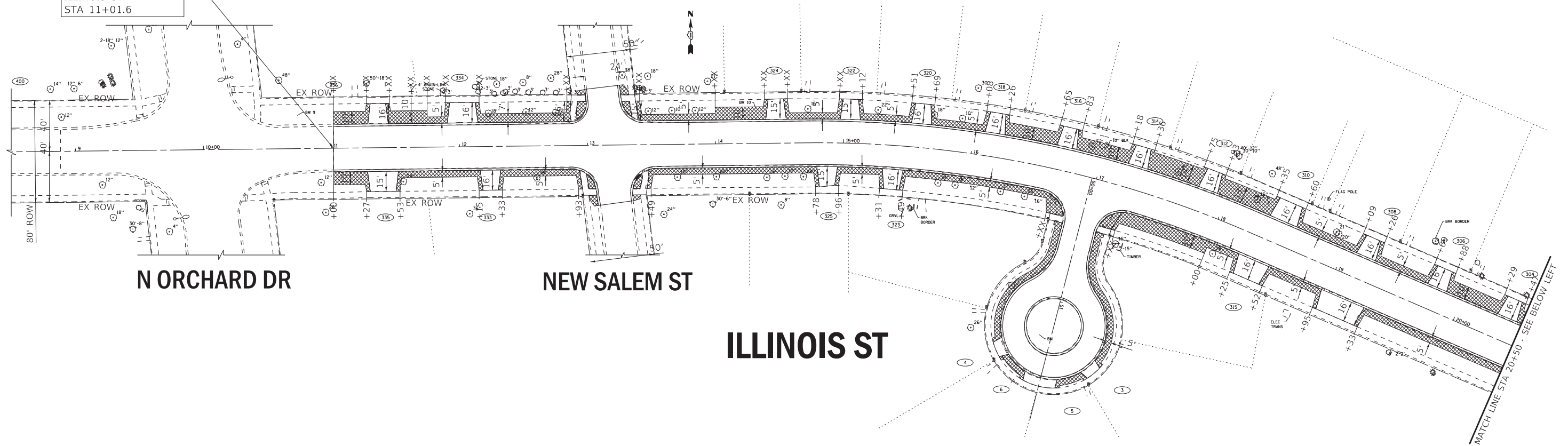
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	DATE - 11/26/2018	FILE - 160680-sht_PP7.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE	
ILLINOIS ST & CUL-DE-SAC	
SCALE: H:1"=20';V:1"=5'	SHEET OF SHEETS STA. 41+50 TO STA. 45+00

F.A.U. RTE. 1719	SECTION 16-00103-00-R5	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 16
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

BEGIN IMPROVEMENTS
ILLINOIS ST
STA 11+01.6



N ORCHARD DR

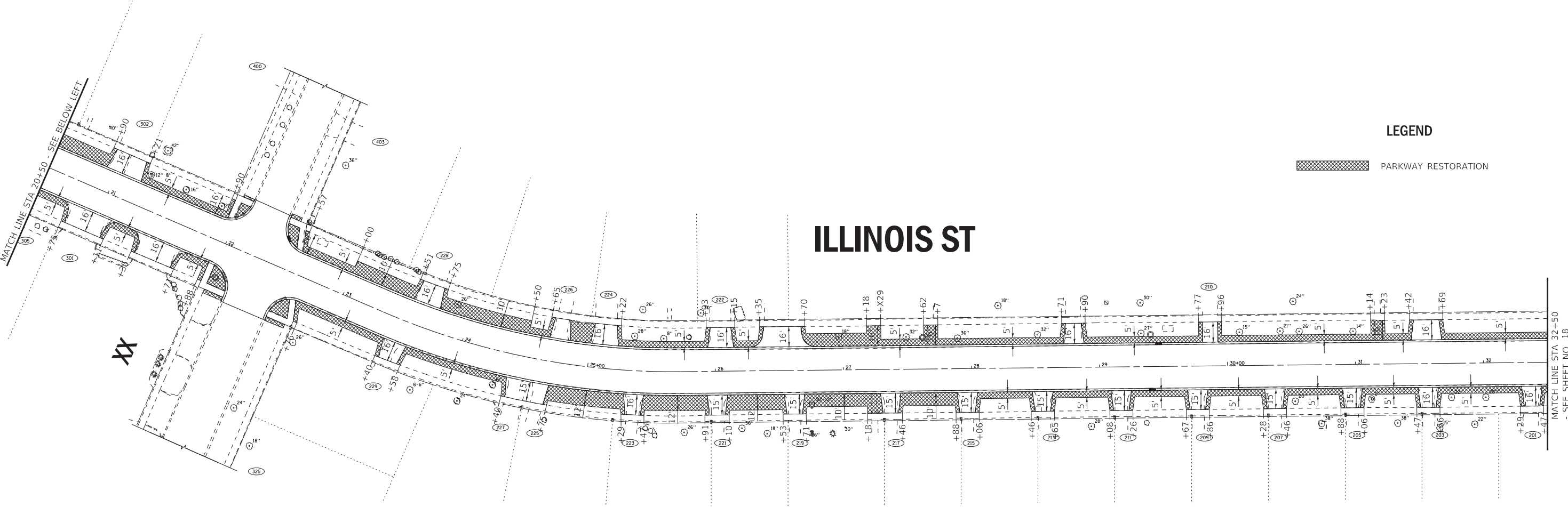
NEW SALEM ST

ILLINOIS ST

ILLINOIS ST

LEGEND

 PARKWAY RESTORATION



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001121 - EXPIRES 4/30/2019
488cac - FILE DATE 11/21/2018 5:35:51 PM
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	DATE - 11/26/2018	FILE - 160680-sht_Lndscp1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
ILLINOIS ST

SCALE: 1" = 40' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 1719	SECTION 16-00103-00-R5	COUNTY COOK	TOTAL SHEETS 24	SHEET NO. 17
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

MATCH LINE STA 32+50
- SEE SHEET NO. 17

SANDBURG ST

RUTLEDGE ST

TODD ST

WESTERN AVE

EARLY ST

ILLINOIS ST

END IMPROVEMENTS
STA 44+01.5
ILLINOIS ST

LEGEND
 PARKWAY RESTORATION

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
ILLINOIS ST

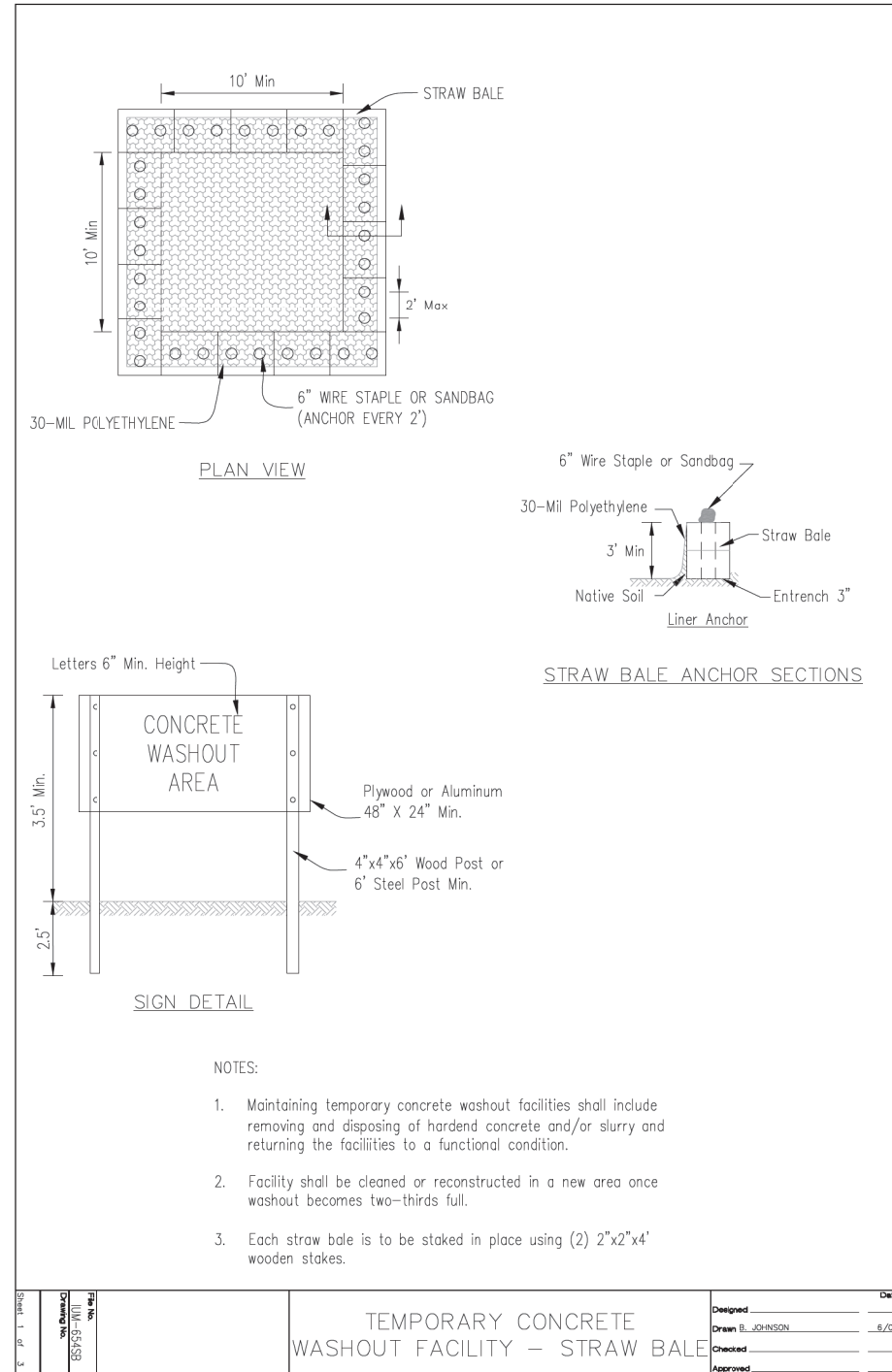
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	18
CONTRACT NO. 61F53				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL NOTES

- A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. 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.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

AUTOCAD2004



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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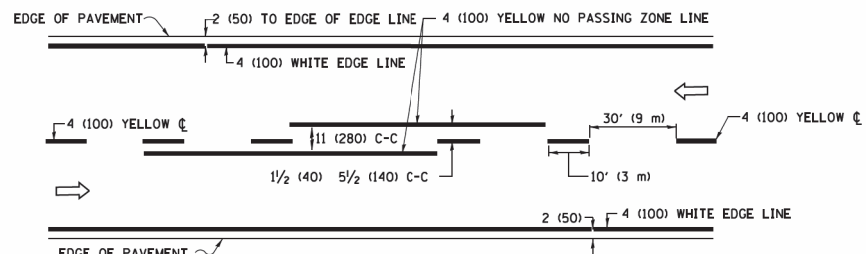
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

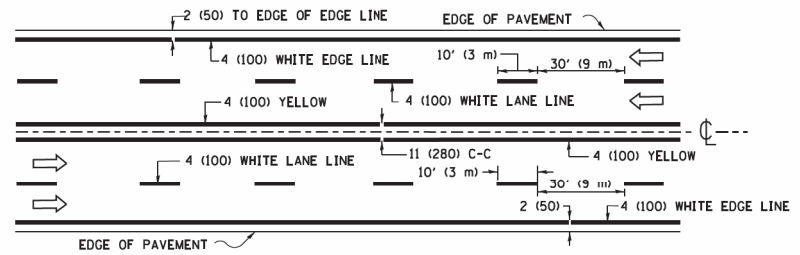
EROSION CONTROL NOTES AND DETAILS

SCALE: NONE SHEET OF SHEETS STA. TO STA.

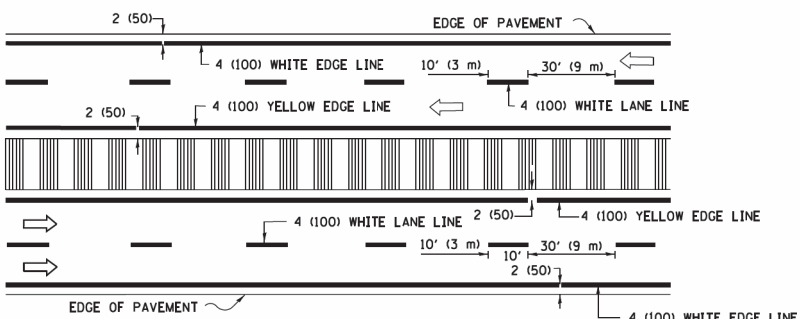
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-R5	COOK	24	19
CONTRACT NO. 61F53				
ILLINOIS		FED. AID PROJECT		



2-LANE ROADWAY

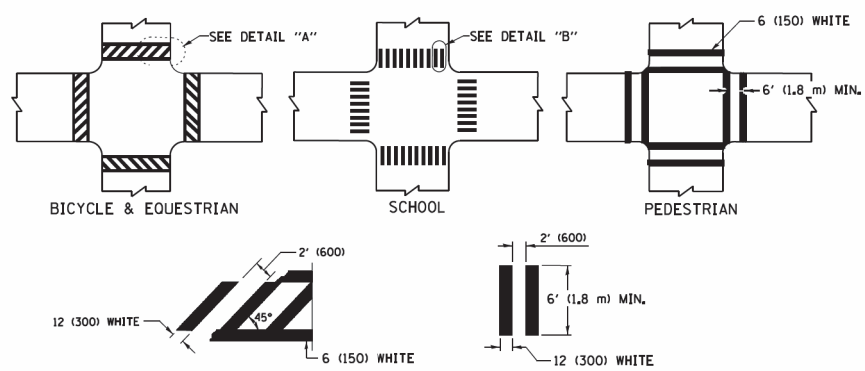


MULTI-LANE UNDIVIDED



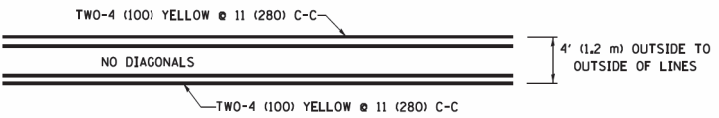
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

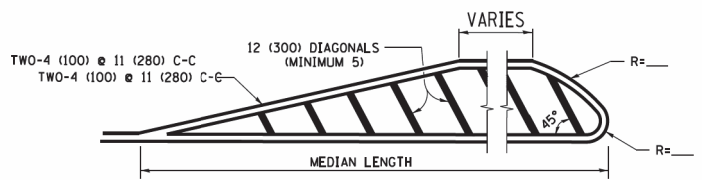


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

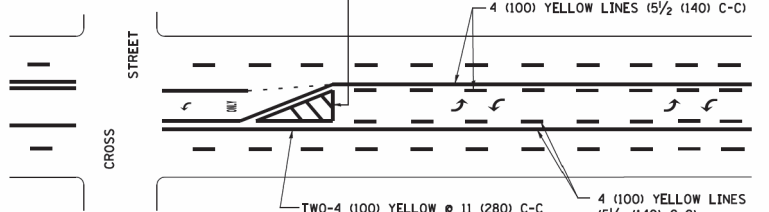


4' (1.2 m) WIDE MEDIANS ONLY



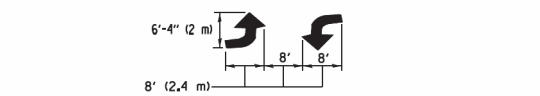
MEDIANS OVER 4' (1.2 m) WIDE

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))



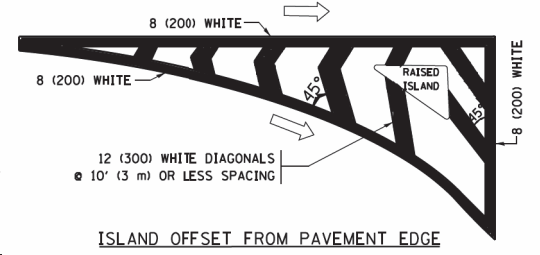
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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.

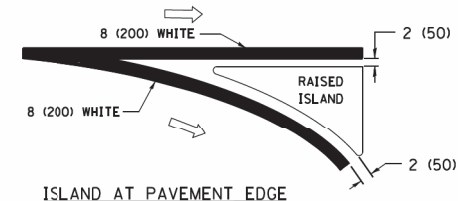


**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**

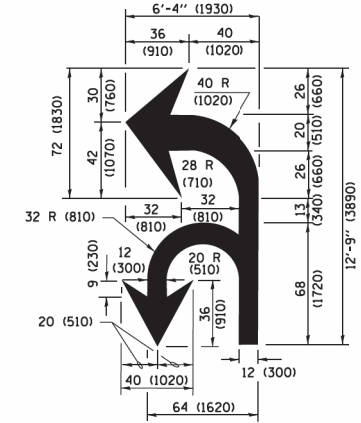
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



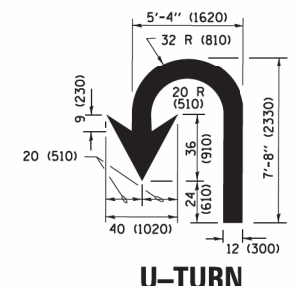
ISLAND OFFSET FROM PAVEMENT EDGE



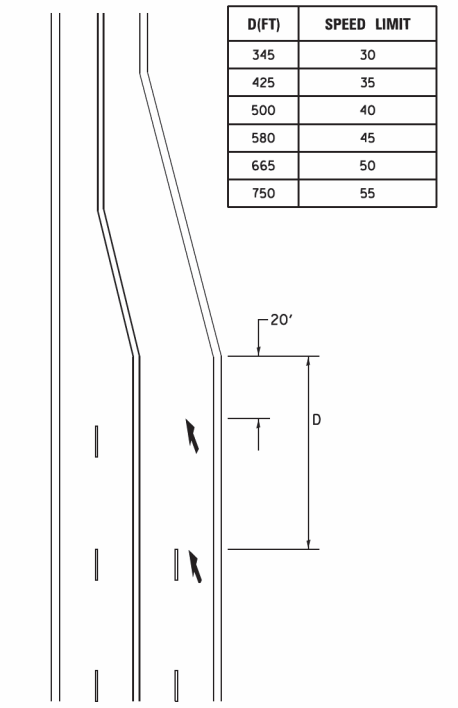
**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION
* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

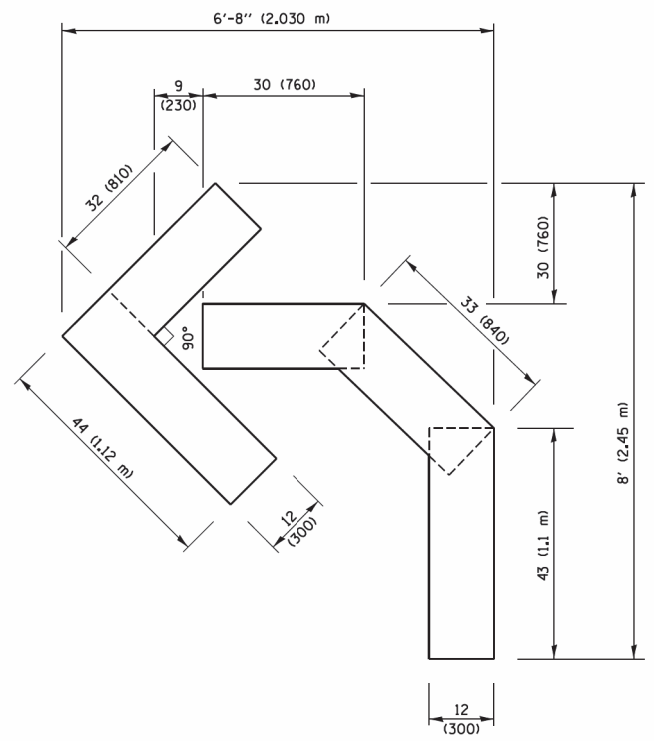
All dimensions are in inches (millimeters) unless otherwise shown.

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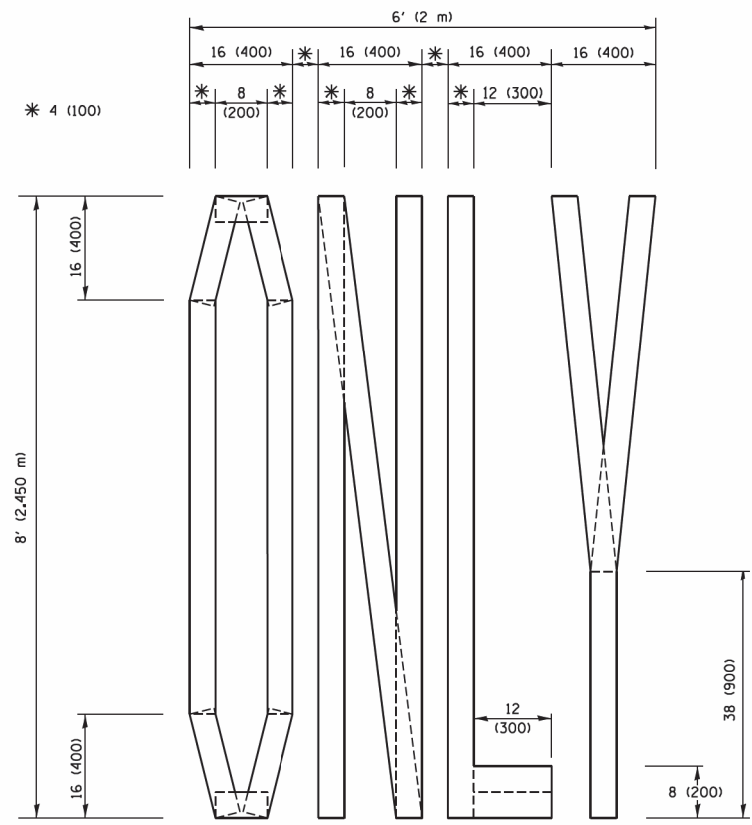
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

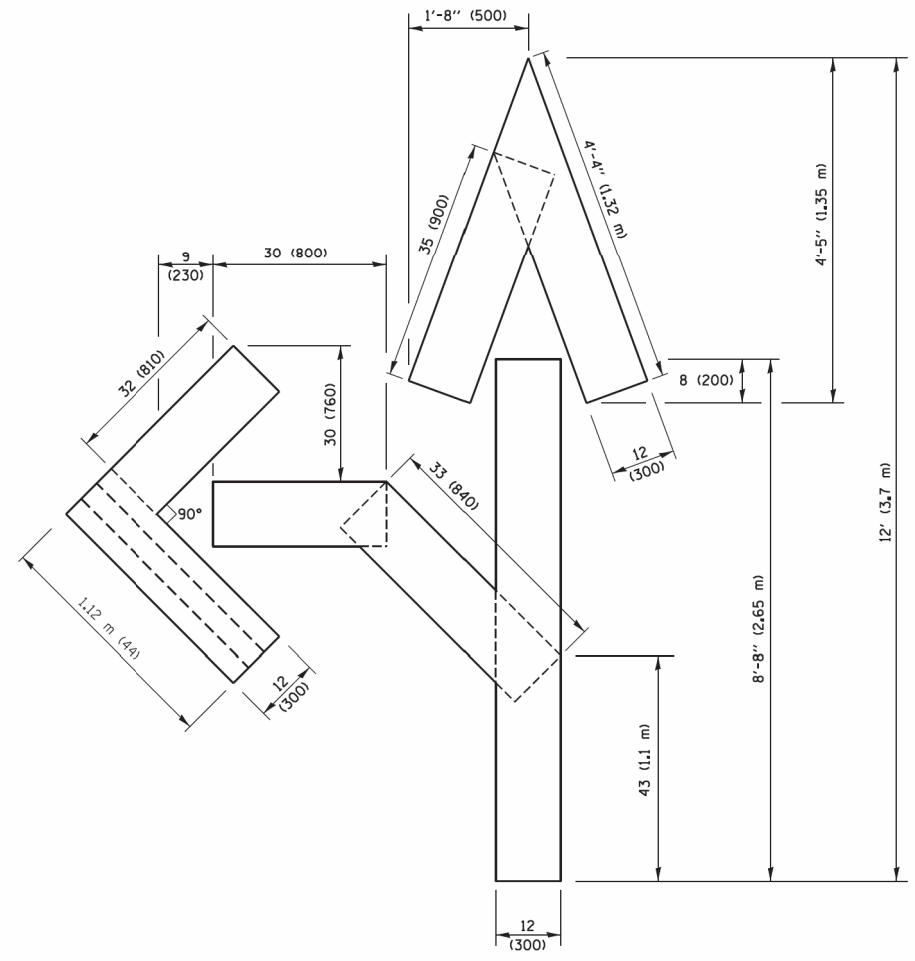
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TC-13		CONTRACT NO. 61F53	ILLINOIS/FED. AID PROJECT	



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

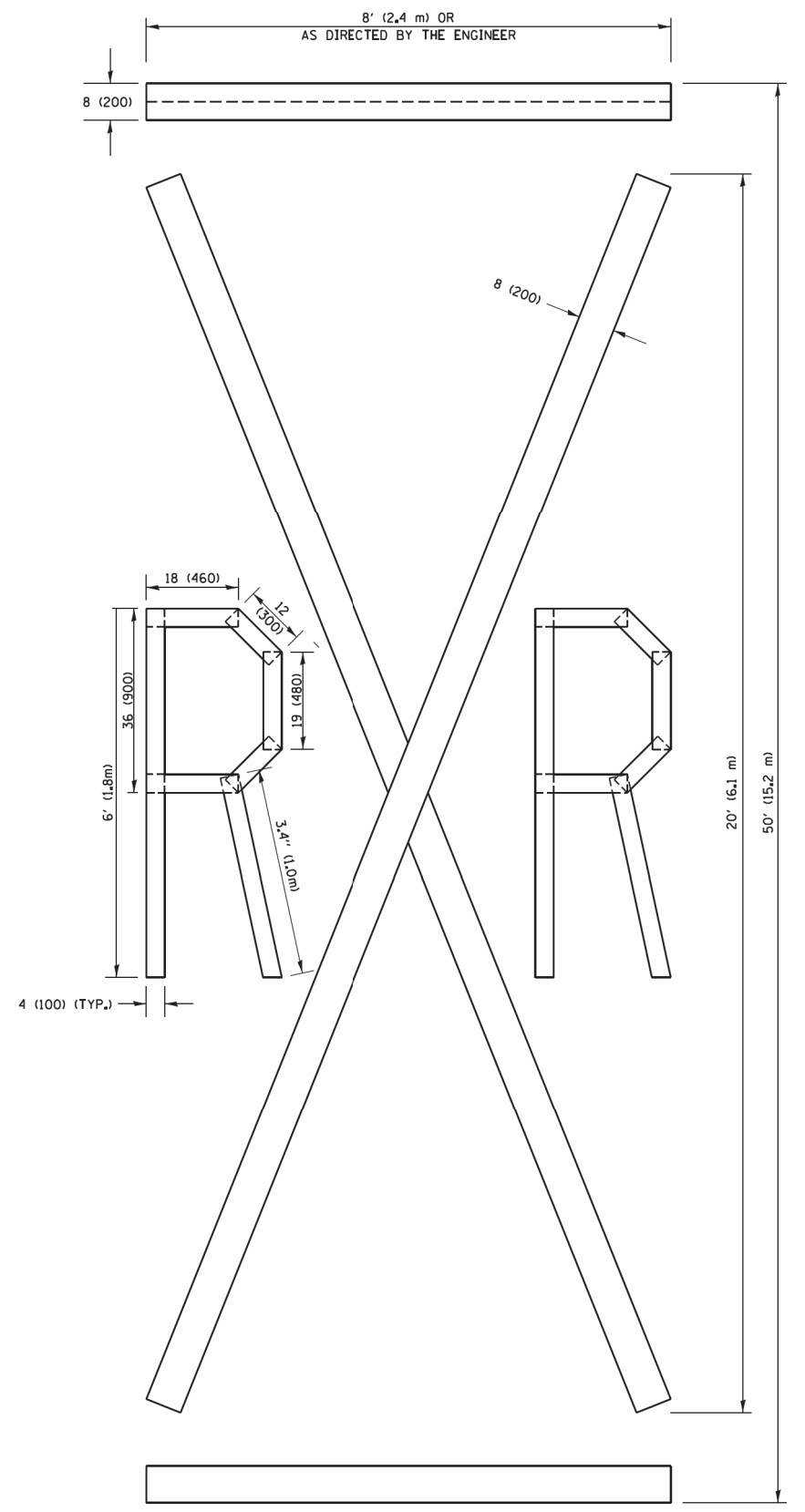


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

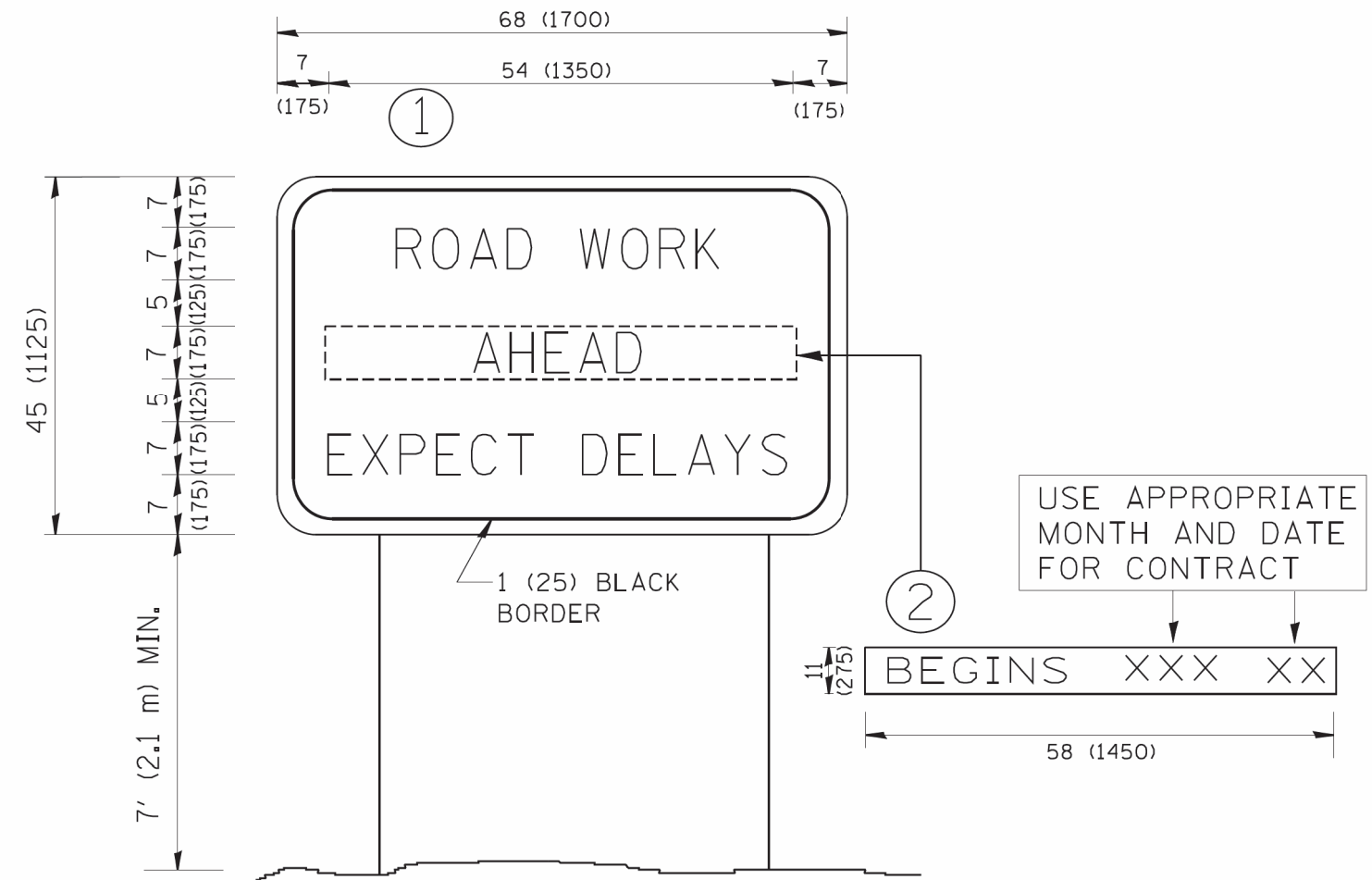
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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...	...	CHECKED -	REVISED - E. GOMEZ 08-28-00
...	...	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1719	16-00103-00-RS	COOK	24	22
TC-16		CONTRACT NO. 61F53		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 W:\d\ststd\22x34\tc22.dgn
 USER: geglano
 DATE: 1/4/2008

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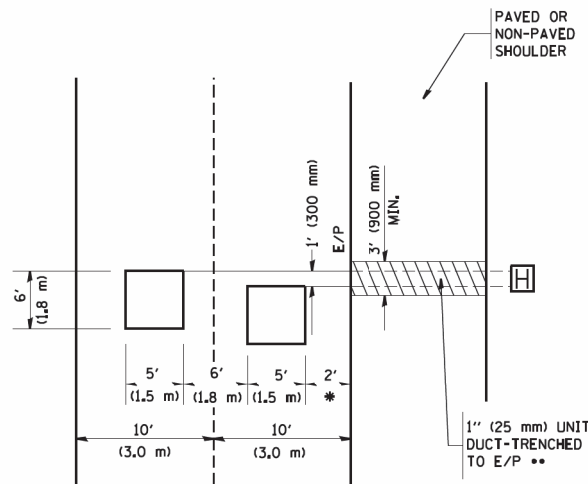
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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.
1719	16-00103-00-RS	COOK	24	23
TC-22		CONTRACT NO. 61F53		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



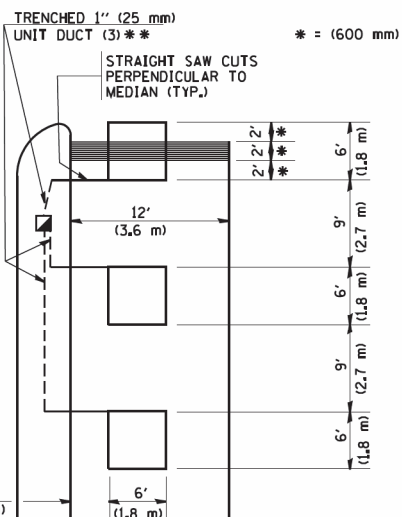
* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



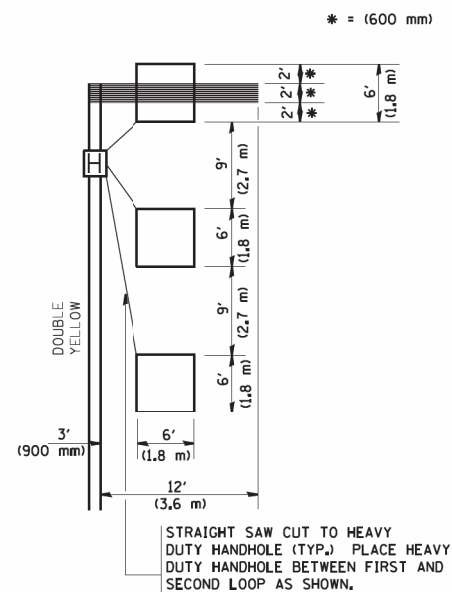
* = (600 mm)

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

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

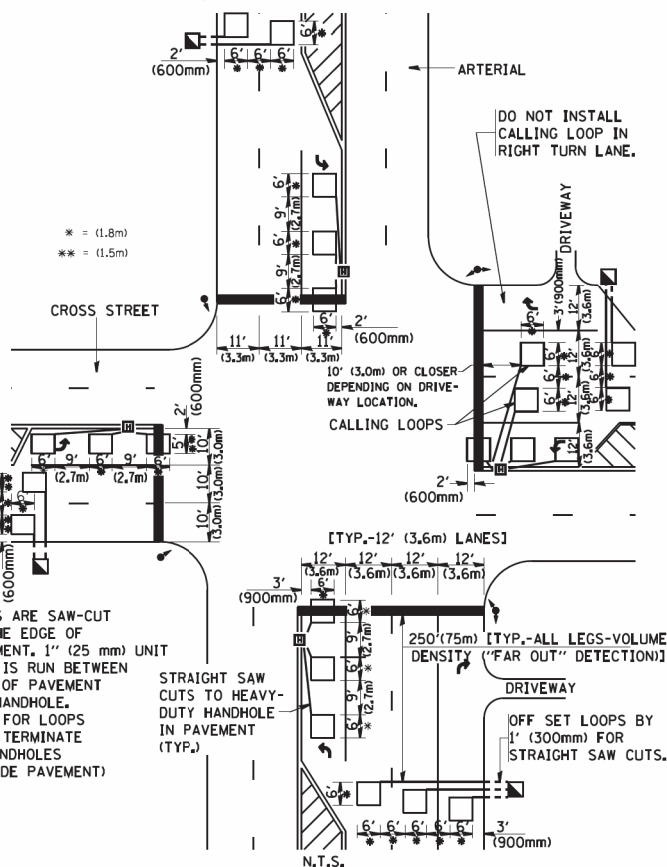
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

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

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

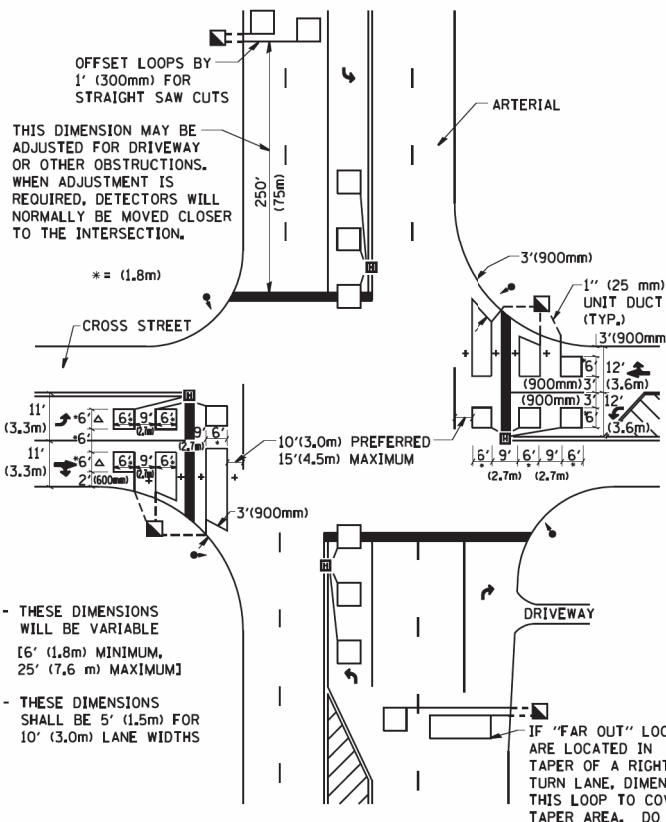


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

DETAIL 1
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

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.

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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PLOT SCALE = 50.0000 / IN.	CHECKED - R.K.F.	REVISED - REVISED -	REVISED - REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	CONTRACT NO. 61F53	
PLOT DATE = 1/4/2008	DATE -	REVISED - REVISED -	REVISED - REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							