

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 60E64	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

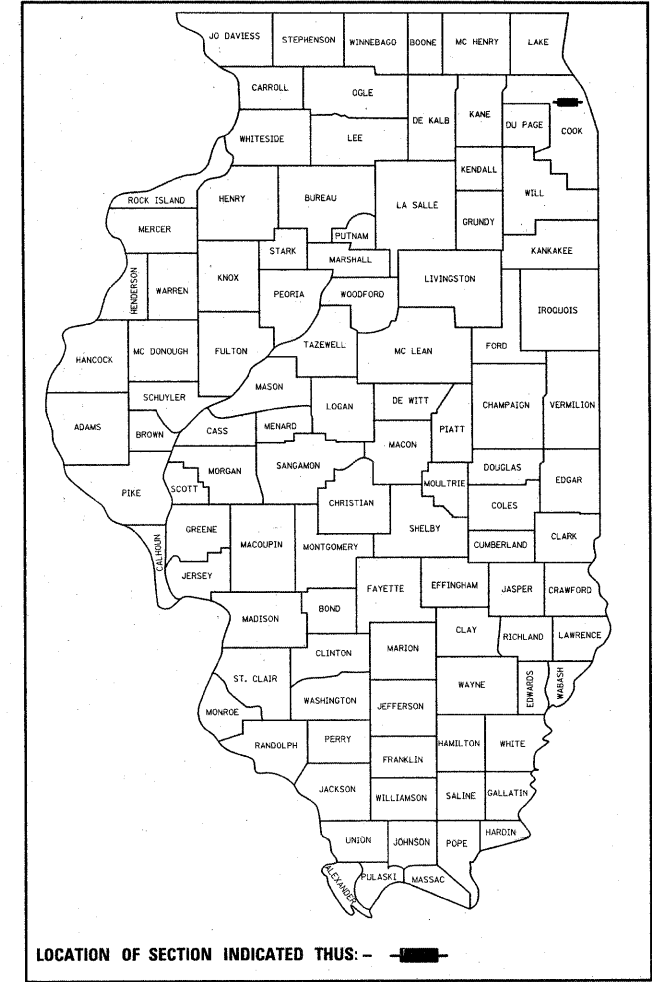
PROPOSED
HIGHWAY PLANS

FAP 341 ILL 72
AT MOON LAKE BLVD/GOVERNOR'S LANE
SECTION: 32-2-R-N
INTERSECTION IMPROVEMENT & TRAFFIC SIGNAL MODERNIZATION
PROJECT: HSIP-0341(04B)
COOK COUNTY
C-91-498-08

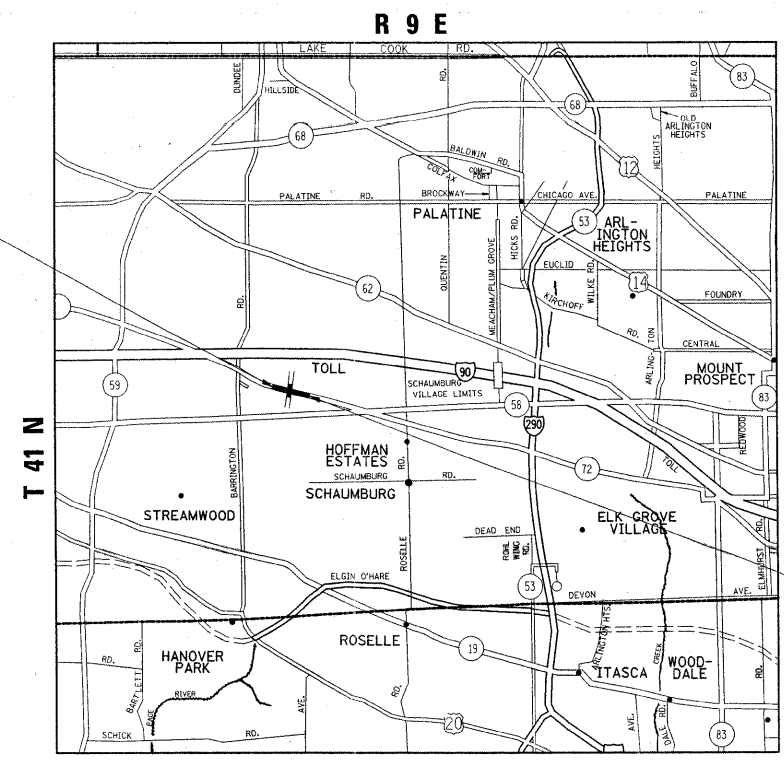
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE
 VILLAGE OF HOFFMAN ESTATES

D -91-498-08



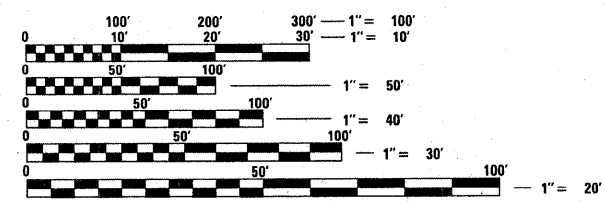
LOCATION OF SECTION INDICATED THUS: - ■ -



PROJECT BEGINS
 STA. 94+62.9

TRAFFIC DATA
 2007 ADT = 31,100
 POSTED SPEED LIMIT = 50 MPH

PROJECT ENDS
 STA. 105+48.21



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

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

PROJECT ENGINEER DAN WILGREEN (847) 705-4240
 PROJECT MANAGER KEN ENG (847) 705-4247

GROSS AND NET LENGTH OF IMPROVEMENT = 1,085.31 LINEAL FEET = 0.2055 MILE

CONTRACT NO. 60E64

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED APRIL 2, 2009

Diana M. O'Keefe 90
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009
Charles G. Ingersoll
 ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2009
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF HOFFMAN ESTATES

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

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

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

THE RESIDENT ENGINEER SHALL CONTACT MR. WALTER CZARNY AREA TRAFFIC FIELD ENGINEER AT (773) 685-8386 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

THE RESIDENT ENGINEER SHALL VERIFY ALL EXISTING PAVEMENT MARKINGS BEFORE MILLING

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS

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

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-7	TYPICAL SECTIONS PLANS
8	ALIGNMENT, TIES & BENCHMARKS PLAN
9	EXISTING & PROPOSED ROADWAY PLAN
10	EXISTING ROADWAY PROFILES
11	SIDEWALK DETAIL
12	EROSION CONTROL PLAN
13	EXISTING & PROPOSED DRAINAGE & UTILITY PLAN
14	EXISTING AND PROPOSED DRAINAGE PROFILES
15	PROPOSED PAVEMENT MARKING PLAN & LANDSCAPING PLAN
16-32	PROPOSED TRAFFIC SIGNAL PLANS
33	OUTLET FOR CONCRETE CURB & GUTTER
34	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
35	BUTT JOINT AND HMA TAPER DETAILS
36	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND, DRIVEWAYS
37	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
38	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
39	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
40	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
41	ARTERIAL ROAD INFORMATION SIGN
42-53	CROSS SECTION PLANS

LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
424001-05	CURB RAMPS FOR SIDEWALKS
482011-03	HMA, SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-03	CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB AND GUTTER
601101-01	SUB-SURFACE DRAINS
602301-02	INLET, TYPE A
604091-02	FRAME AND GRATE, TYPE 24
606001-04	CONCRETE HEADWALL FOR PIPE DRAIN
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W SLOW MOVING OPERATIONS DAY ONLY, FOR SPEED > 45 MPH
701326-03	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701601-00	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-00	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS

FILE NAME =	USER NAME = guillaumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, LIST OF STATE STANDARDS & GENERAL NOTES ILLINOIS 72 (HIGGINS ROAD)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwwork\pwwork\GULLAUMEFP\0103849\0149808-Design.dgn	DRAWN -	REVISED -	341			32-2-R-N	COOK	53	2	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60E64							
PLOT DATE = 4/8/2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
					SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	90% FED. 10% STATE	1000-2A VILLAGE 100%	TRAFFIC SIGNAL 4031-IF 90% FED. 10% STATE		CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	90% FED. 10% STATE	1000-2A VILLAGE 100%	TRAFFIC SIGNAL 4031-IF 90% FED. 10% STATE			
				1000-2A			1000-2A										
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1	1				48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	80	80					
20200100	EARTH EXCAVATION	CU YD	1620	1620				48203037	HOT-MIX ASPHALT SHOULDERS, 10"	SO YD	210	210					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1595	1595				54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2					
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	420	420				550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	15	15					
28000400	PERIMETER EROSION BARRIER	FOOT	2,172	2,172				550A0140	STORM SEWERS, CLASS A, TYPE 1 30"	FOOT	28	28					
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	4677	4677				55039700	STORM SEWERS TO BE CLEANED	FOOT	50	50					
25000210	SEEDING, CLASS 2A	ACRE	0.55	0.55				60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	2	2					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	75	75				60107600	PIPE UNDERDRAINS 4"	FOOT	120	120					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	75	75				60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	75	75				60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1	1					
25100630	EROSION CONTROL BLANKET	SO YD	2677	2677				60500060	REMOVING INLETS	EACH	1	1					
25200110	SODDING, SALT TOLERANT	SO YD	2000	2000				60603300	GUTTER OUTLET	EACH	7	7					
28000300	TEMPORARY DITCH CHECKS	EACH	15	15				67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9					
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SO YD	1370	1370				67100100	MOBILIZATION	L SUM	1	1					
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SO YD	1370	1370				70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5				70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
40600300	AGGREGATE (PRIME COAT)	TON	22	22				70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2	2				70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	180	135	45			70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1				70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1			1			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	110	110				70300100	SHORT-TERM PAVEMENT MARKING	FOOT	500	500					
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	90		90			70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	430	430					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	990	990				70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3920	3920					
42001300	PROTECTIVE COAT	SO YD	1935	1935				70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1840	1840					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	925	885		40		70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	90	90					
42400800	DETECTABLE WARNINGS	SO FT	80	80				70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	180	180					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SO YD	8700	8700				* 72000100	SIGN PANEL - TYPE 1	SO FT	18			18			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SO YD	1000		1000			* 72000200	SIGN PANEL - TYPE 2	SO FT	50			50			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	760	760				* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	321	321					
44000600	SIDEWALK REMOVAL	SO FT	1450	1450				* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3550	3550					
44004250	PAVED SHOULDER REMOVAL	SO YD	1250	1250				* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1500	1500					
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1750	1750													
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	160	160													

* Specialty Items
* Non-participating

Rev.

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	90% FED.	100-2A	TRAFFIC			CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	90% FED.	100-2A	TRAFFIC	PREEMPTIVE		
				10% STATE	VILLAGE 100%	SIGNALS 4031-IF 90% FED. 10% STATE							100-2A	VILLAGE 100%	4031-IF 90% FED. 10% STATE	4031-3D 100% VILLAGE		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	140	140					87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2750			2750			
78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LETTERS AND SYMBOLS	SO FT	109		109				87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	50			50			
78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	370		370				87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	2			2			
78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	340		340				87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2			2			
78004250	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 12"	FOOT	90		90				87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2			2			
78004280	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 24"	FOOT	40		40				87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	2			2			
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	56	56					87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1			1			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	66	66					87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1			1			
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1466			1466			87800100	CONCRETE FOUNDATION, TYPE A	FOOT	24			24			
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	168			168			87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4			
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	30			30			87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	44			44			
81001100	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	30			30			87900200	DRILL EXISTING HANDHOLE	EACH	2			2			
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	205			205			88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8			8			
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	164			164			88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2			
81019000	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	131			131			88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4			4			
81400100	HANDHOLE	EACH	5			5			88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2			2			
81400200	HEAVY-DUTY HANDHOLE	EACH	2			2			88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2			2			
81400300	DOUBLE HANDHOLE	EACH	4			4			88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8			8			
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1823			1823			88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12			12			
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2			88500100	INDUCTIVE LOOP DETECTOR	EACH	11			11			
85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1			88600100	DETECTOR LOOP, TYPE I	FOOT	1094			1094			
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1			1			88700200	LIGHT DETECTOR	EACH	3			3			
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1953			1953			88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1			
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3181			3181			88800100	PEDESTRIAN PUSH-BUTTON	EACH	10			10			
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3133			3133			89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1			
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1675			1675			89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	14720			14720			
									89502380	REMOVE EXISTING HANDHOLE	EACH	8			8			
									89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12			12			
									X0322256	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4					

* SPECIALTY ITEMS

FILE NAME =	USER NAME = gulltaumfp	DESIGNED -	REVISED -
chaw_wor\paw\td\gulltaumfp\p\0103849-DH9608-Dest\p\p		DRAWN -	REVISED -
PLOT SCALE = 500000' / IN.		CHECKED -	REVISED -
PLOT DATE = 4/8/2009		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	4
CONTRACT NO. 60E64			Rev.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		1000-2A	1000-2A VILLAGE 100%	TRAFFIC SIGNALS 1031-1F 90% FED. 10% STATE	PREEMPTIONS 1031-3D 100% VILLAGE	CODE NO	ITEM	UNIT							
* X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	7360			7360											
X0322936	REMOVE EXISTING FLARED END SECTION	EACH	2	2													
X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1			1											
* X0325890	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1			1											
X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	1375	1375													
* X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			1											
* X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1			1											
* X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	7360			7360											
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	647			647											
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	697				697										
▲ Z0014800	CULVERT TO BE CLEANED	FOOT	50	50													
▲ Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6	6													

* Specialty Items
▲ Non-participating

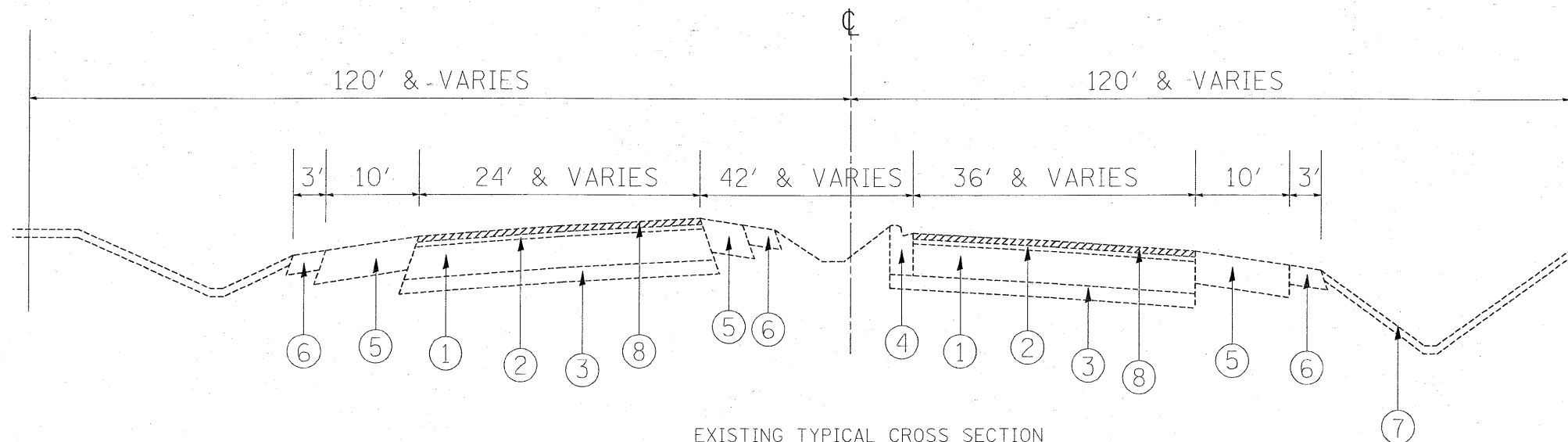
FILE NAME =	USER NAME = gulllaumef	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

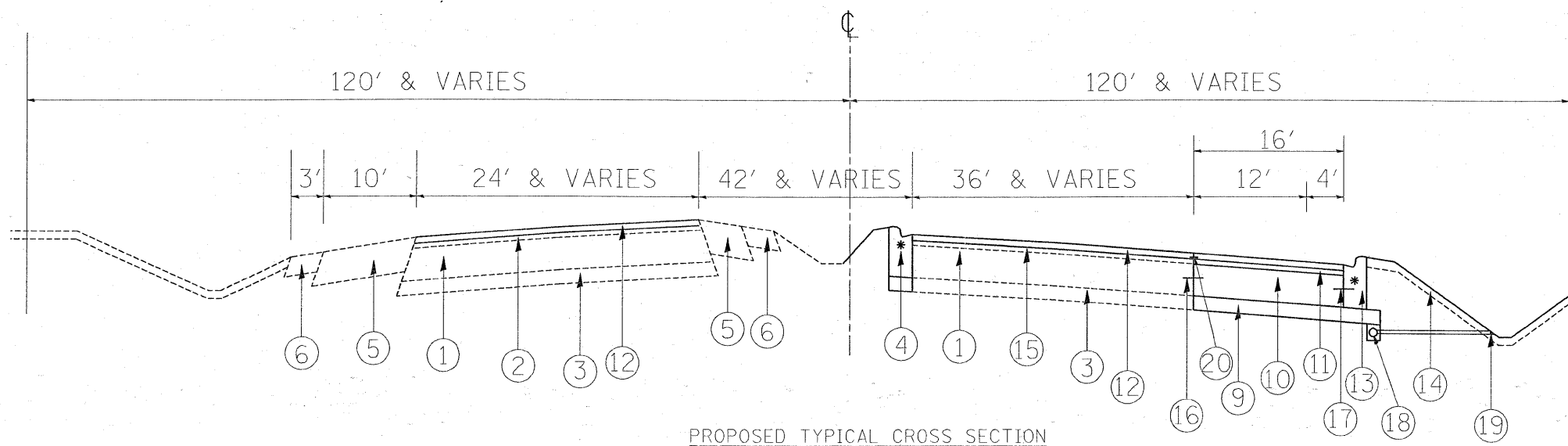
SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60E64	

Rev.



EXISTING TYPICAL CROSS SECTION
IL 72 (HIGGINS RD) LOOKING EAST & WEST



PROPOSED TYPICAL CROSS SECTION
IL 72 (HIGGINS RD) LOOKING EAST & WEST

LEGEND

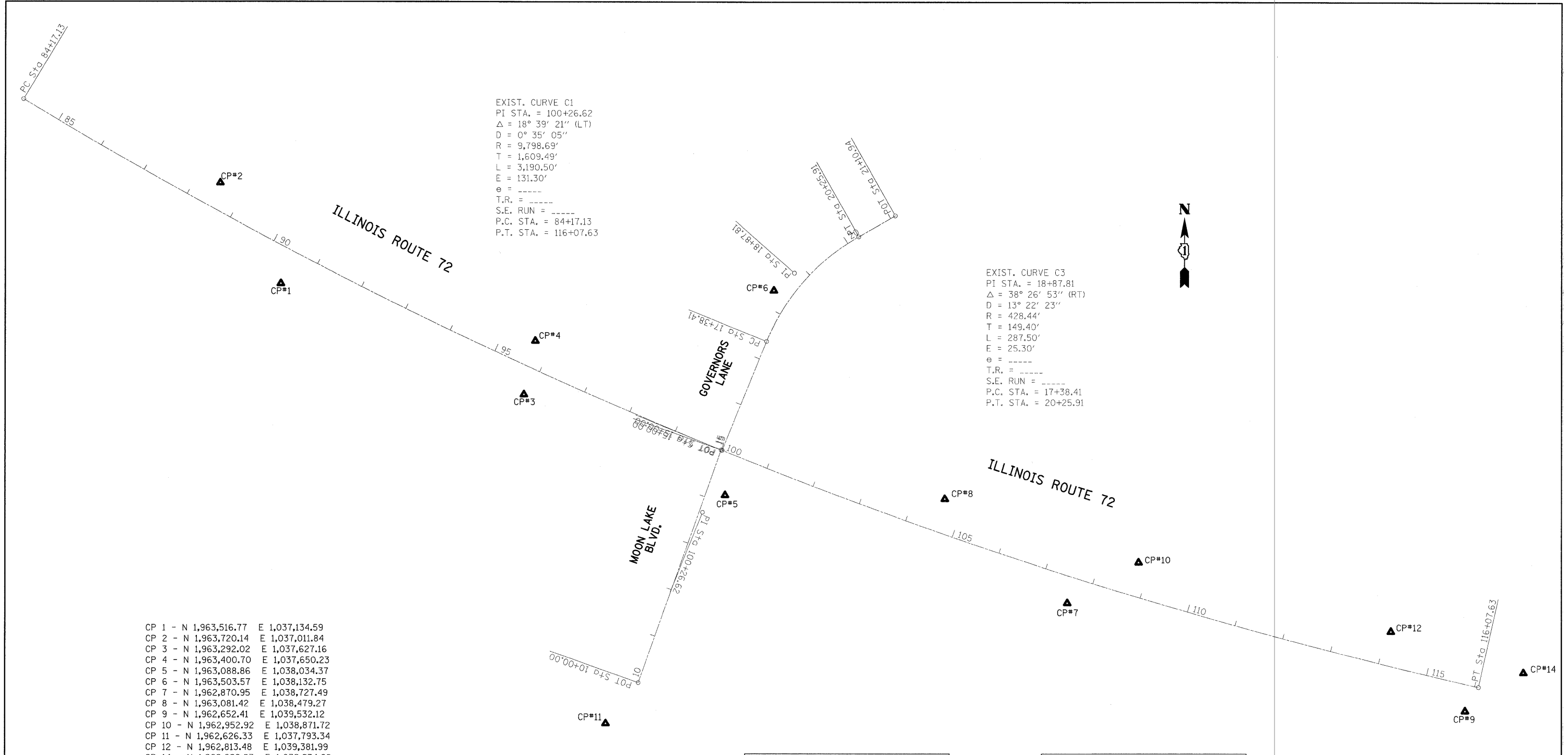
- ① EXISTING PCC PAVEMENT, 10"
- ② EXISTING HMA SURFACE, 3 1/2"
- ③ EXISTING SUB-BASE GRANULAR MATERIAL, 4"
- ④ EXISTING CURB & GUTTER
- ⑤ EXISTING HMA SHOULDER, 10"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ EXISTING DITCH
- ⑧ PROPOSED HMA SURFACE REMOVAL, 1 3/4"
- ⑨ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑩ PROPOSED PCC BASE COURSE, 10"
- ⑪ PROPOSED LEVELING BINDER (MM), N70, 1 3/4"
- ⑫ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑬ PROPOSED CURB AND GUTTER M-4.24
- ⑭ PROPOSED FURNISHING & PLACING TOP, SOIL, 6" SODDING OR SEEDING
- ⑮ EXISTING HMA SURFACE OVERLAY, 1 3/4"
- ⑯ PROP. DRILL & GROUT # 25 (#8) EPOXY COATED DEFORMED STEEL TIE BAR, 24" LONG, 24" C-C - COST INCLUDED IN PORTLAND CEMENT CONCRETE BASE COURSE, 10"
- ⑰ PROPOSED # 25 (#8) TIE BARS (EPOXY COATED) AT 24" C-C COST INCLUDED IN COMB. CONC. CURB & GUTTER, TYPE M-4.24
- ⑱ PROPOSED PIPE UNDERDRAIN, 4" (STA. 95+50 TO STA.96+50; STA. 103+00 TO 104+00)
- ⑲ PROPOSED CONCRETE HEADWALL FOR PIPE DRAINS
- ⑳ PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	SBS/SBR PG 70-22	4% AT 90 GYR.
LEVELING BINDER (MM), N70 (IL 9.5 mm)	PG 64-22*	4% AT 70 GYR.
HMA SHOULDER	PG 64-22*	2% AT 30 GYR.
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	PG 64-22	4% AT 50 GYR.

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ YD/IN
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

* CURB AND GUTTER FROM STATION 97+02.9 TO RADIUS RETURN LOOKING NORTHWEST AND FROM RADIUS RETURN TO STATION 103+08.2 LOOKING SOUTHWEST

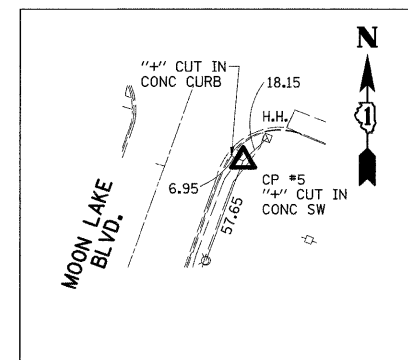
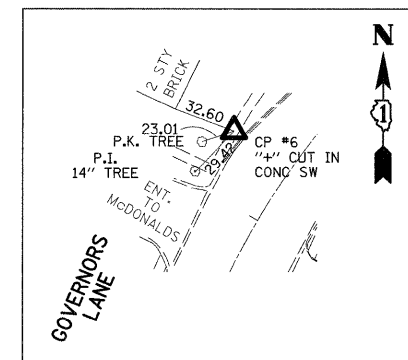


EXIST. CURVE C1
 PI STA. = 100+26.62
 $\Delta = 18^\circ 39' 21''$ (LT)
 $D = 0^\circ 35' 05''$
 $R = 9,798.69'$
 $T = 1,609.49'$
 $L = 3,190.50'$
 $E = 131.30'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 84+17.13$
 $P.T. STA. = 116+07.63$

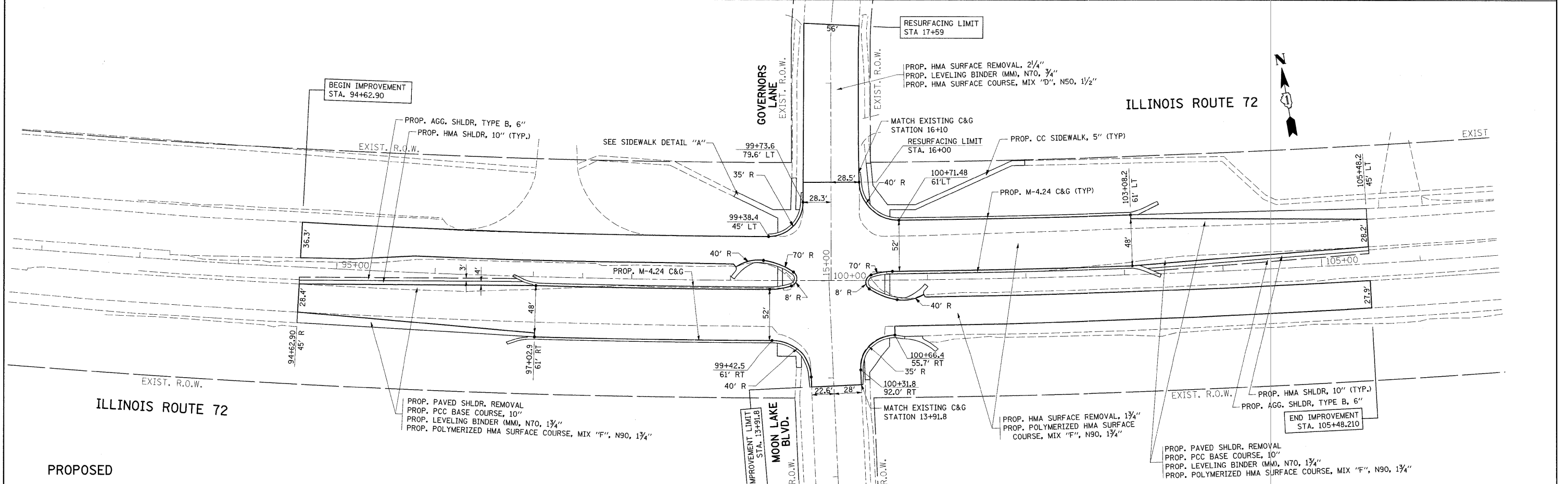
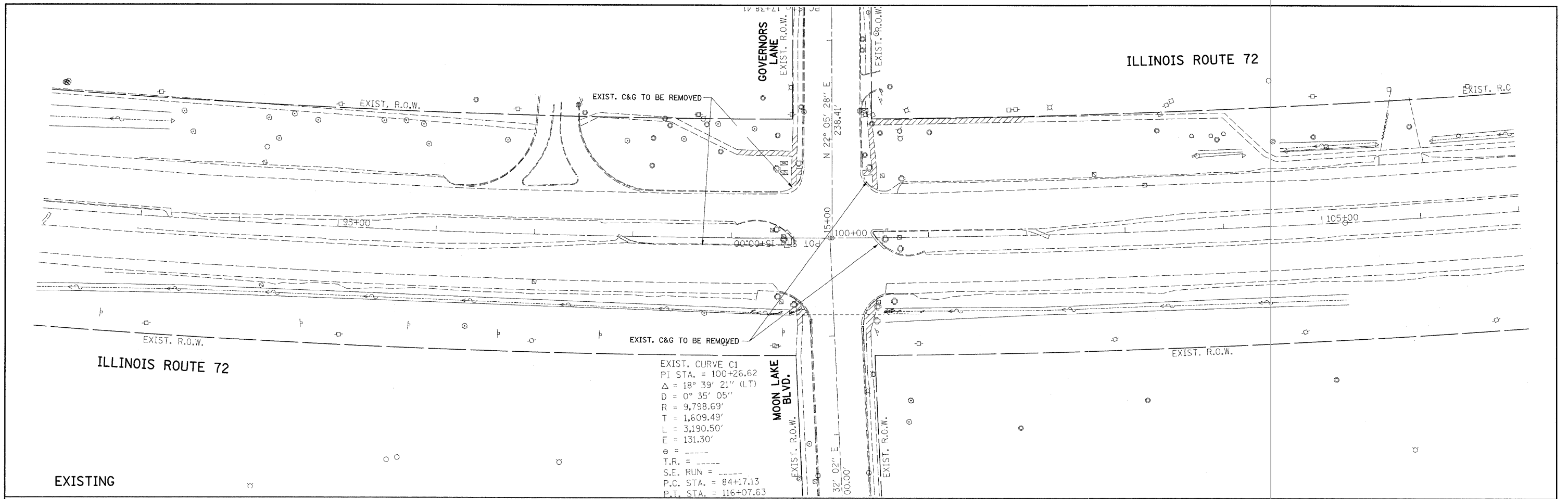
EXIST. CURVE C3
 PI STA. = 18+87.81
 $\Delta = 38^\circ 26' 53''$ (RT)
 $D = 13^\circ 22' 23''$
 $R = 428.44'$
 $T = 149.40'$
 $L = 287.50'$
 $E = 25.30'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 17+38.41$
 $P.T. STA. = 20+25.91$

- CP 1 - N 1,963,516.77 E 1,037,134.59
- CP 2 - N 1,963,720.14 E 1,037,011.84
- CP 3 - N 1,963,292.02 E 1,037,627.16
- CP 4 - N 1,963,400.70 E 1,037,650.23
- CP 5 - N 1,963,088.86 E 1,038,034.37
- CP 6 - N 1,963,503.57 E 1,038,132.75
- CP 7 - N 1,962,870.95 E 1,038,727.49
- CP 8 - N 1,963,081.42 E 1,038,479.27
- CP 9 - N 1,962,652.41 E 1,039,532.12
- CP 10 - N 1,962,952.92 E 1,038,871.72
- CP 11 - N 1,962,626.33 E 1,037,793.34
- CP 12 - N 1,962,813.48 E 1,039,381.99
- CP 14 - N 1,962,692.83 E 1,039,934.82

BENCHMARK A - \square - CUT SET IN SE CORNER OF TS CONTROL BOX ON NW CORNER IL 72/MOON LAKE BLVD.

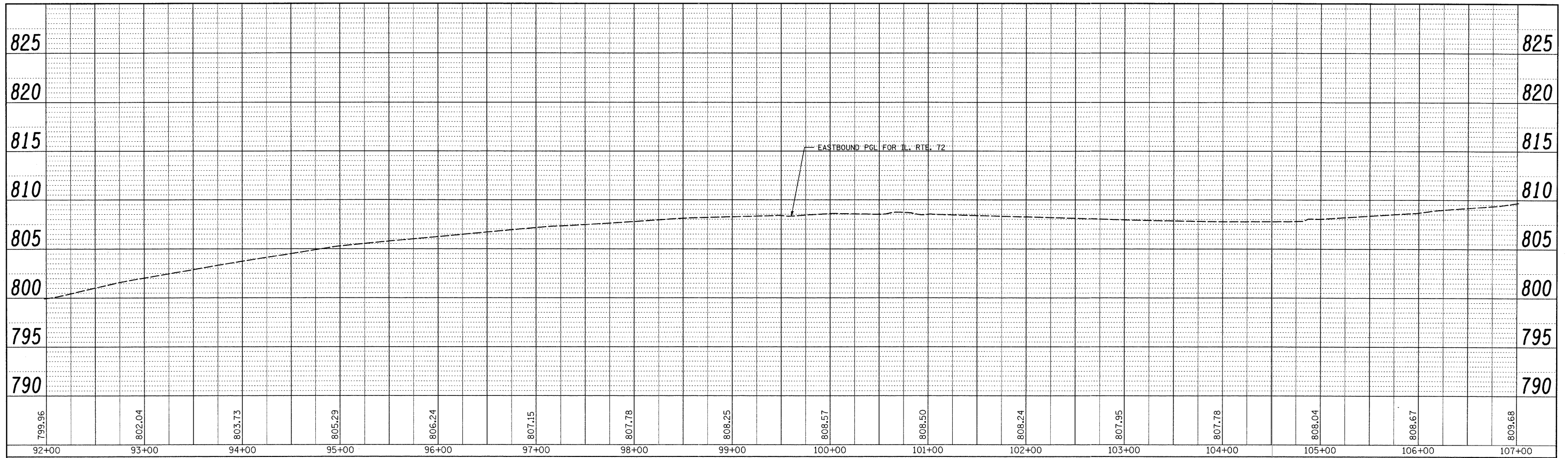


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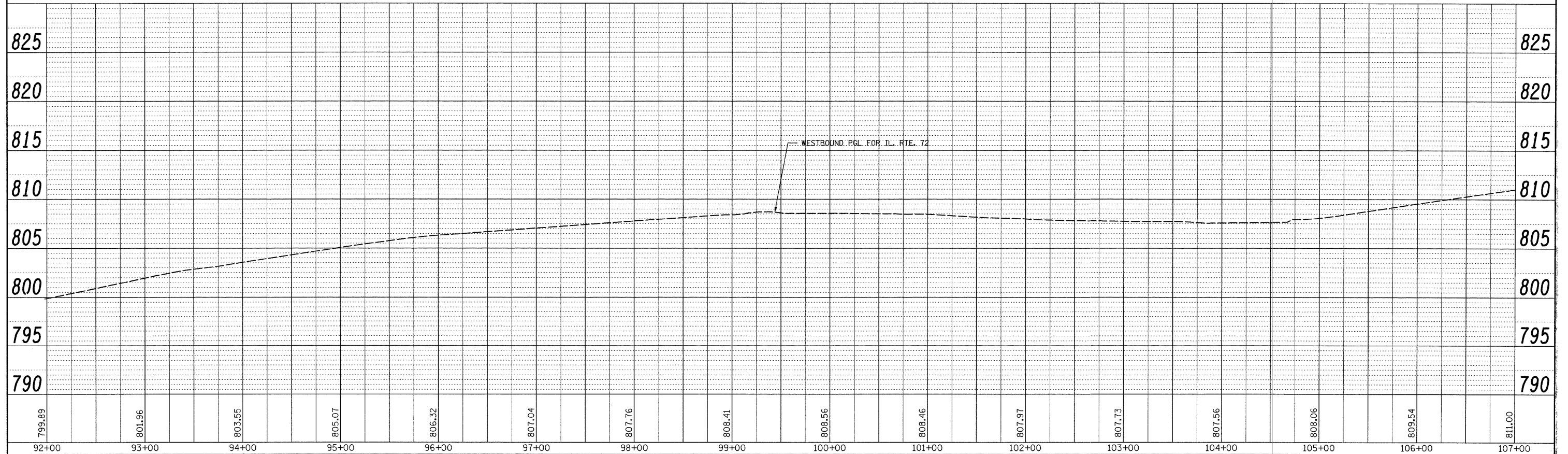


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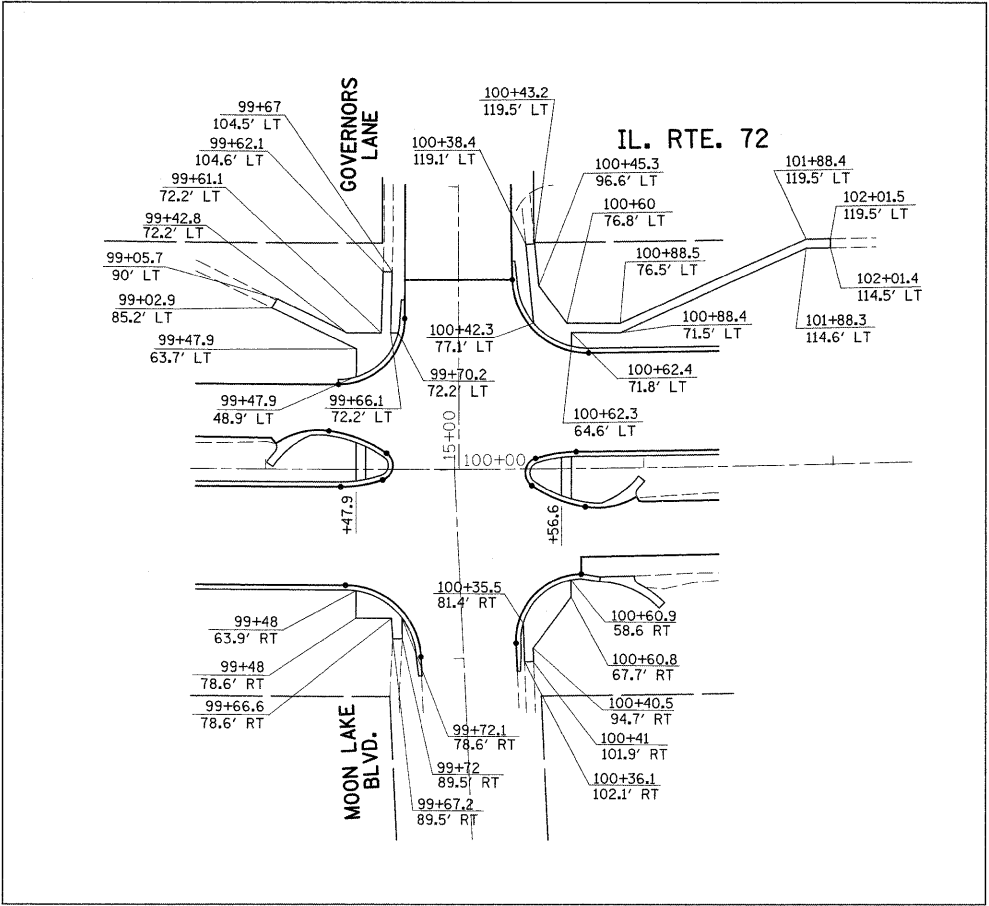
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	NOTE BOOK		
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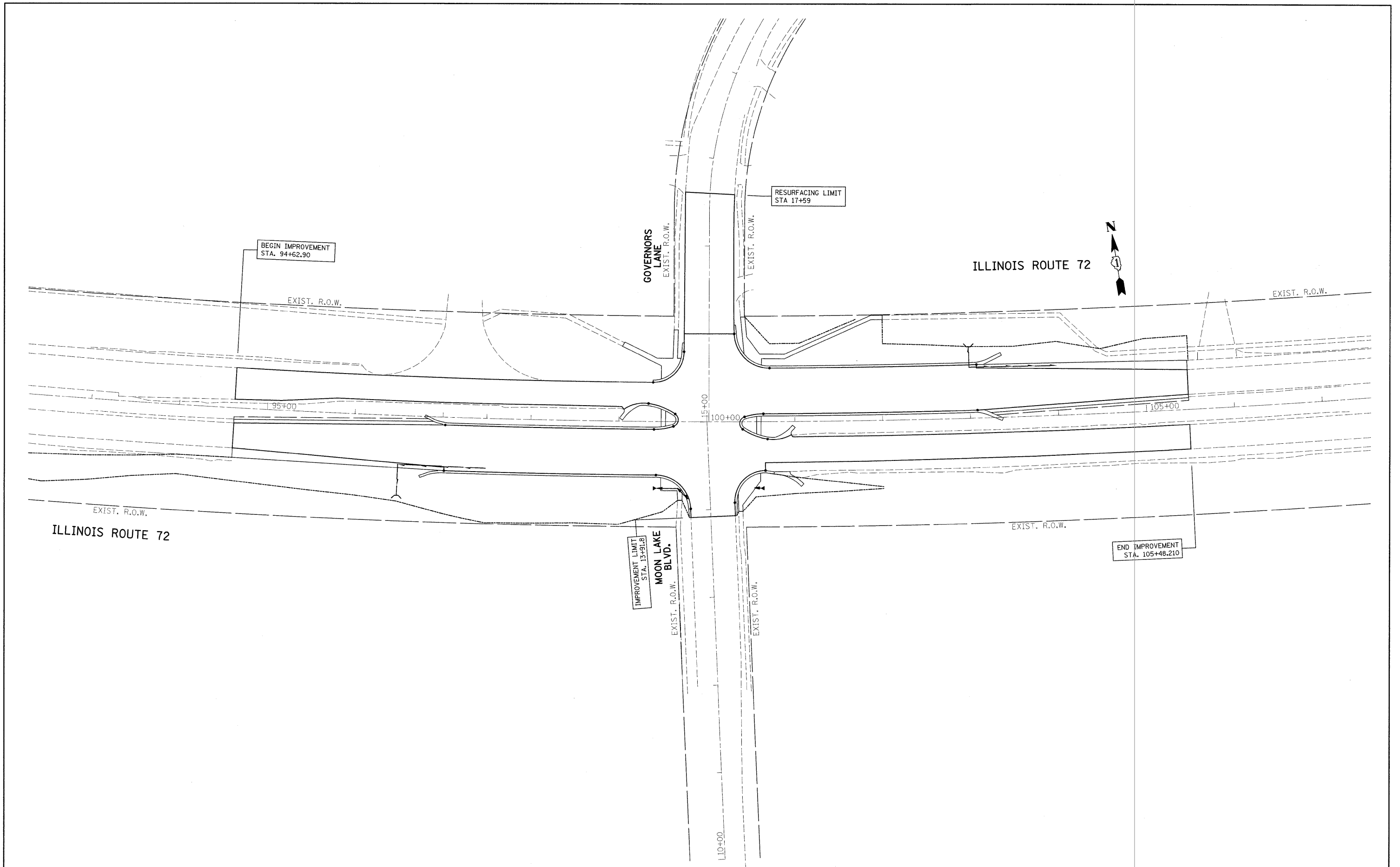


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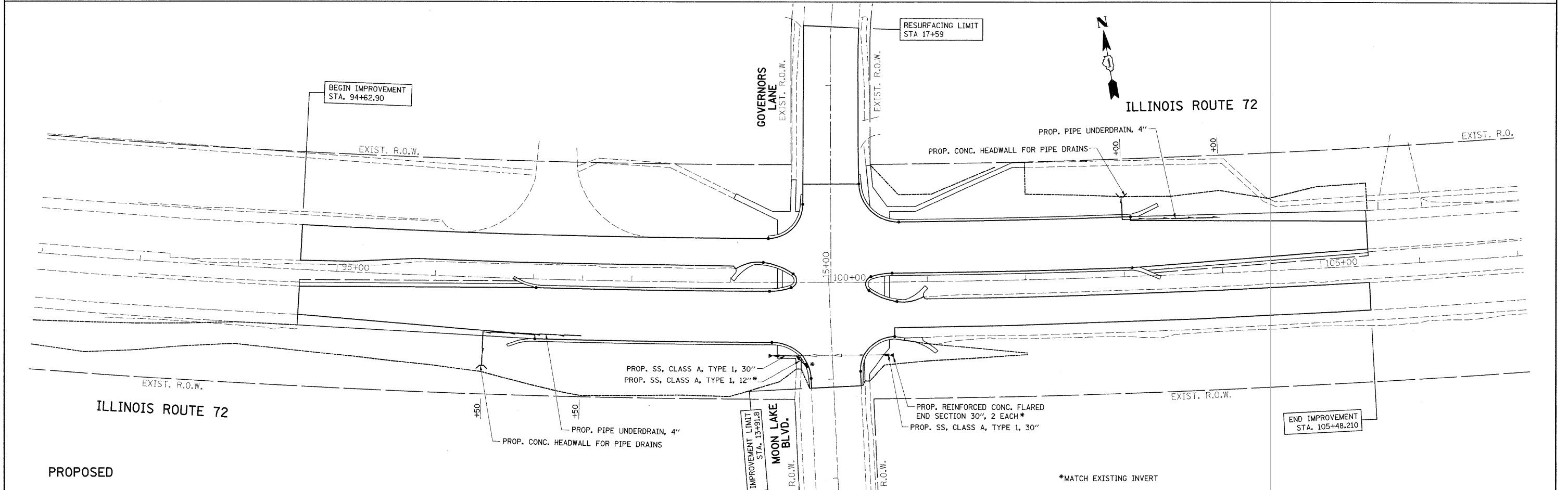
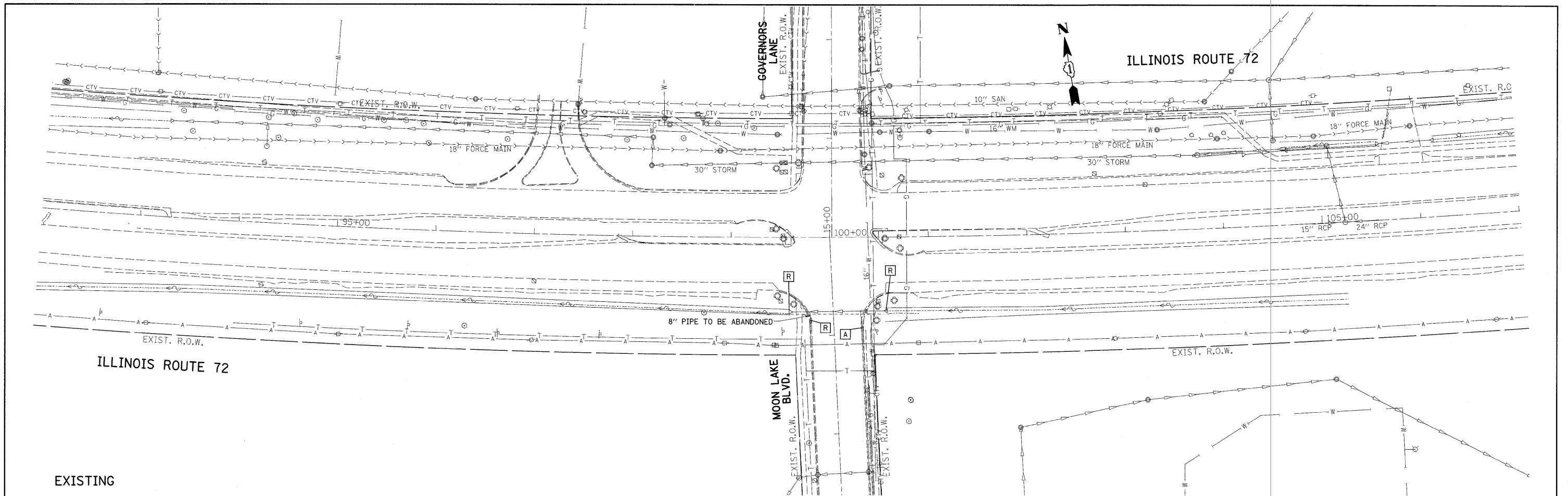


SIDEWALK DETAIL "A"

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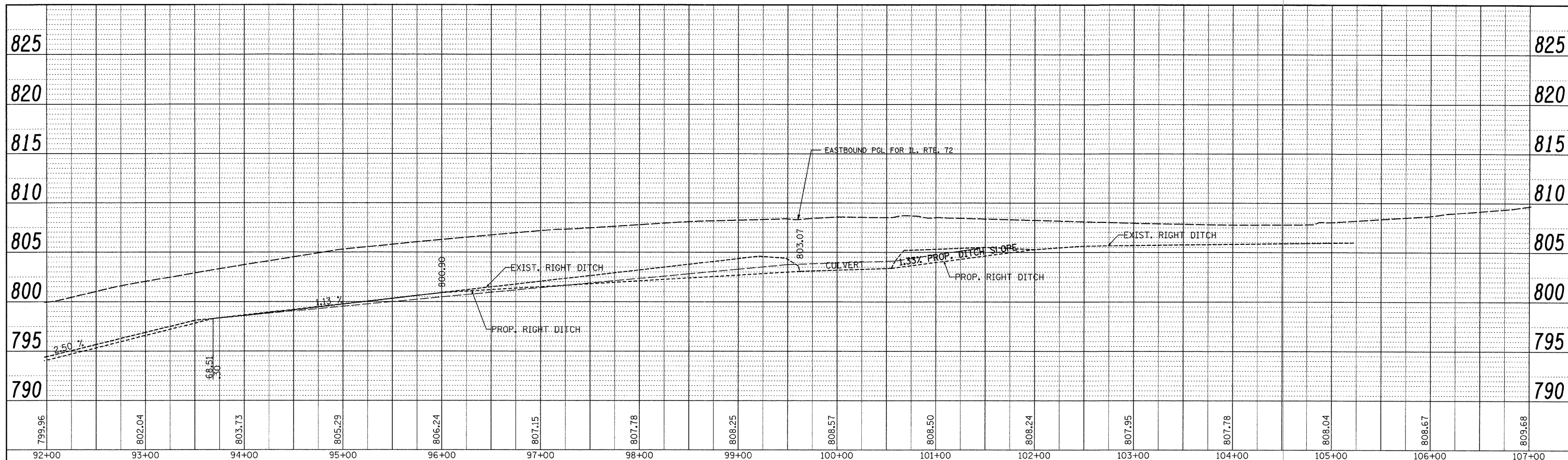


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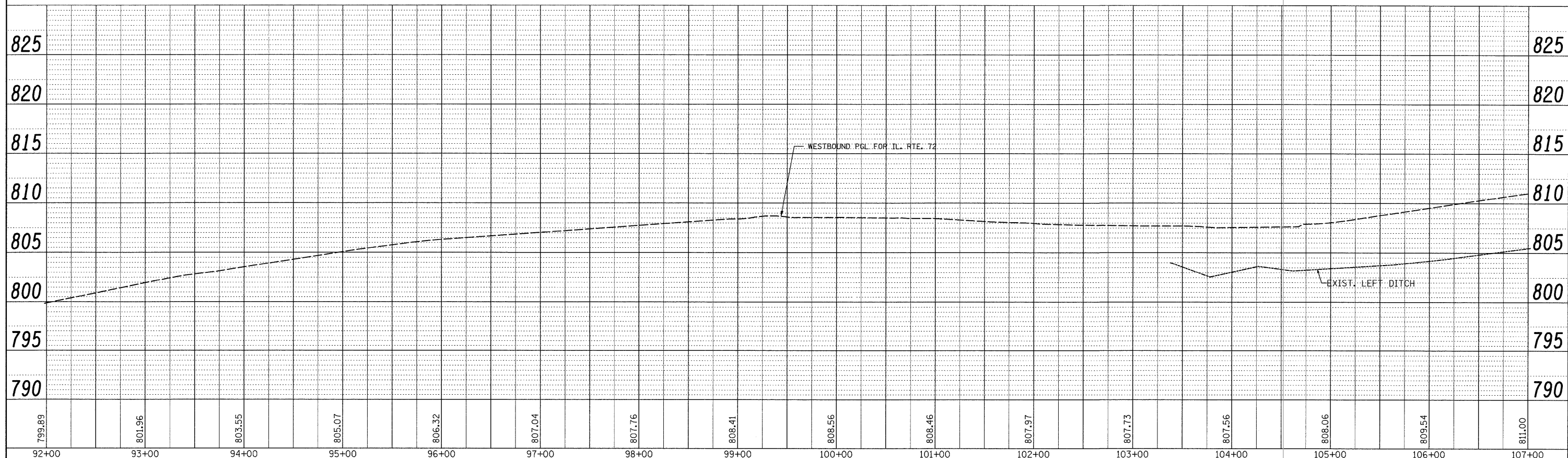


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 NOTE BOOK NO. CHECKED BY DATE
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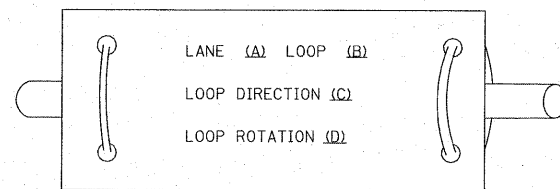


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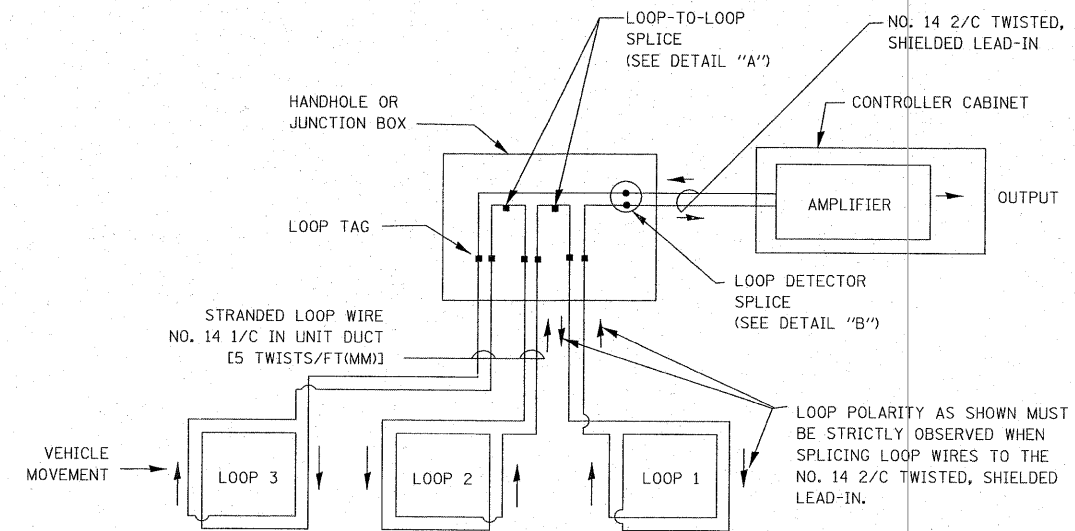
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT 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

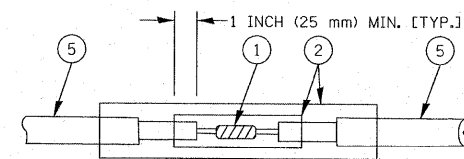


- A. LANE #1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

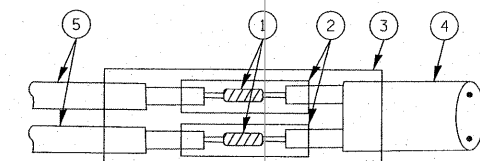


DETECTOR LOOP WIRING SCHEMATIC

- 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**

LOOP DETECTOR SPLICE

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

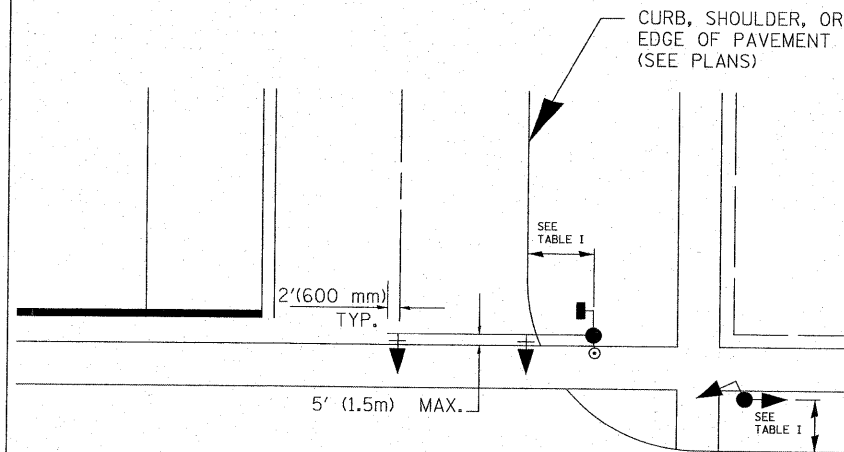
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS
SCALE: NTS SHEET NO. 1 OF 4 SHEETS STA. TO STA.

REVISIONS	
NAME	DATE

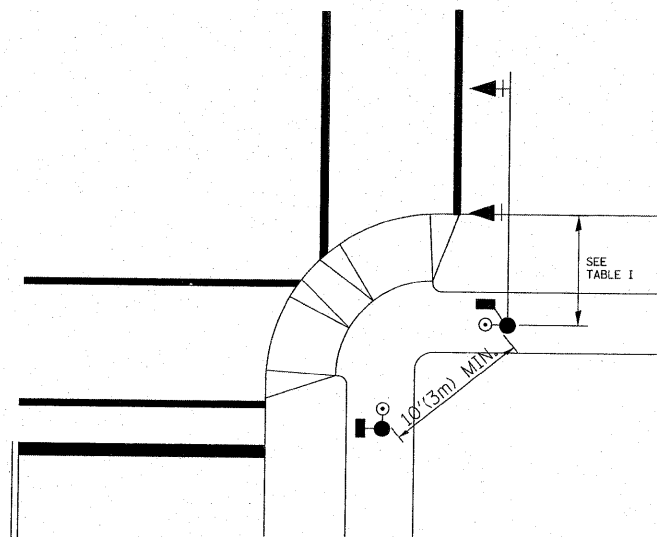
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	16
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60564		

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

- A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
- B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
- C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
- E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

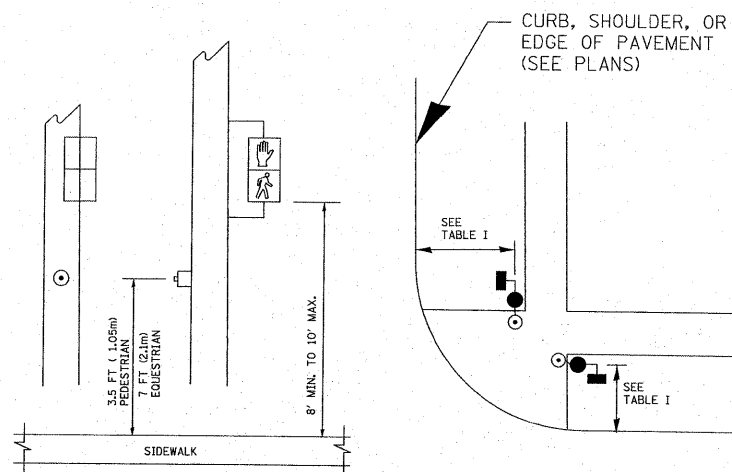


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. DATE 09-11-2007

DRAWN BY: BL
CHECKED BY: ER/TC

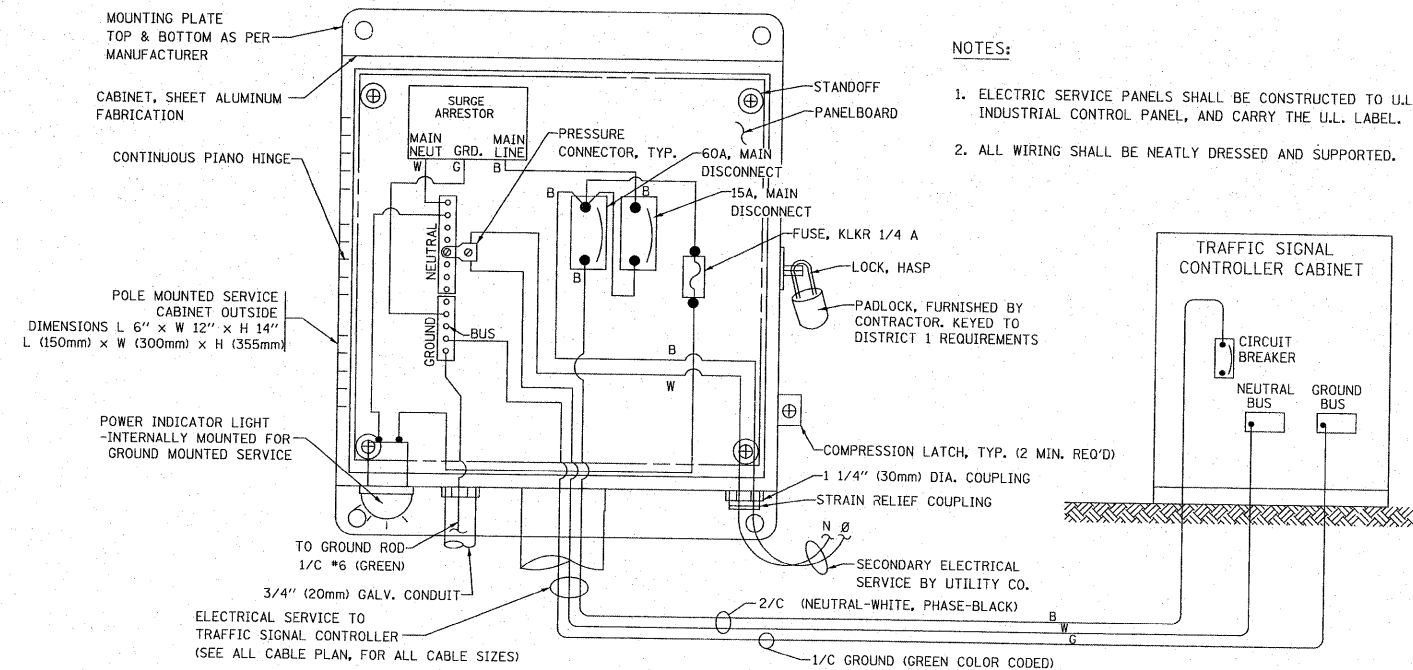
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		DATE - 03/18/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

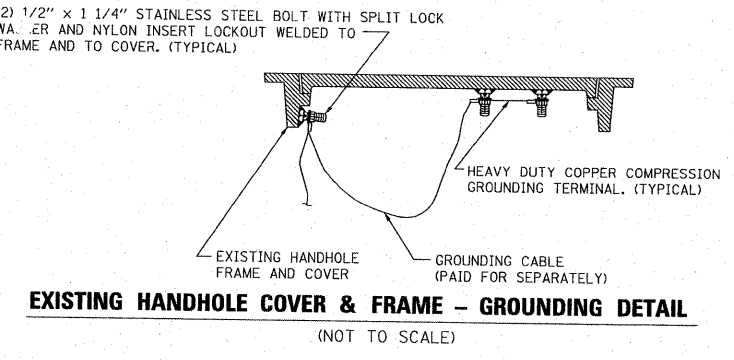
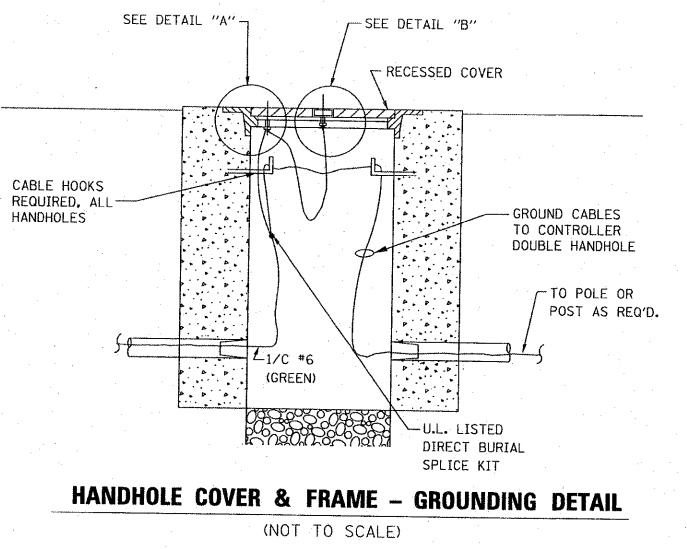
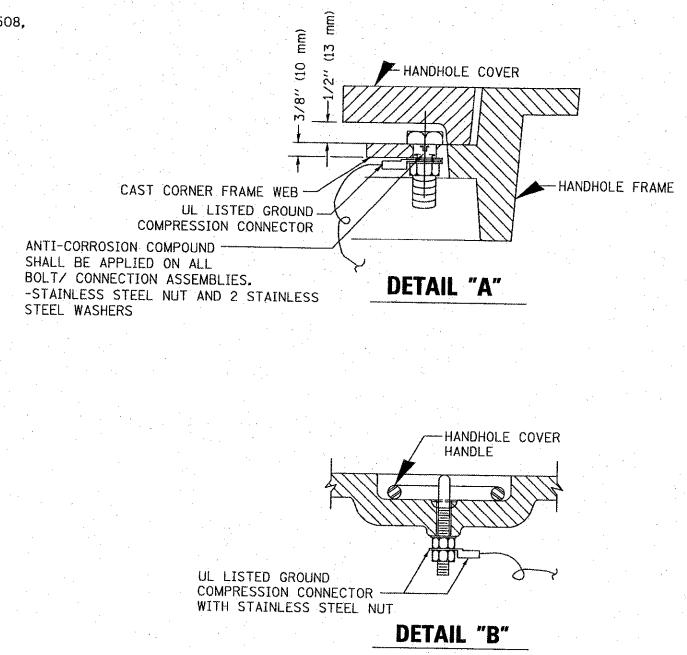
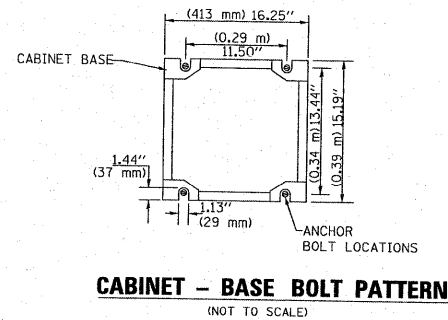
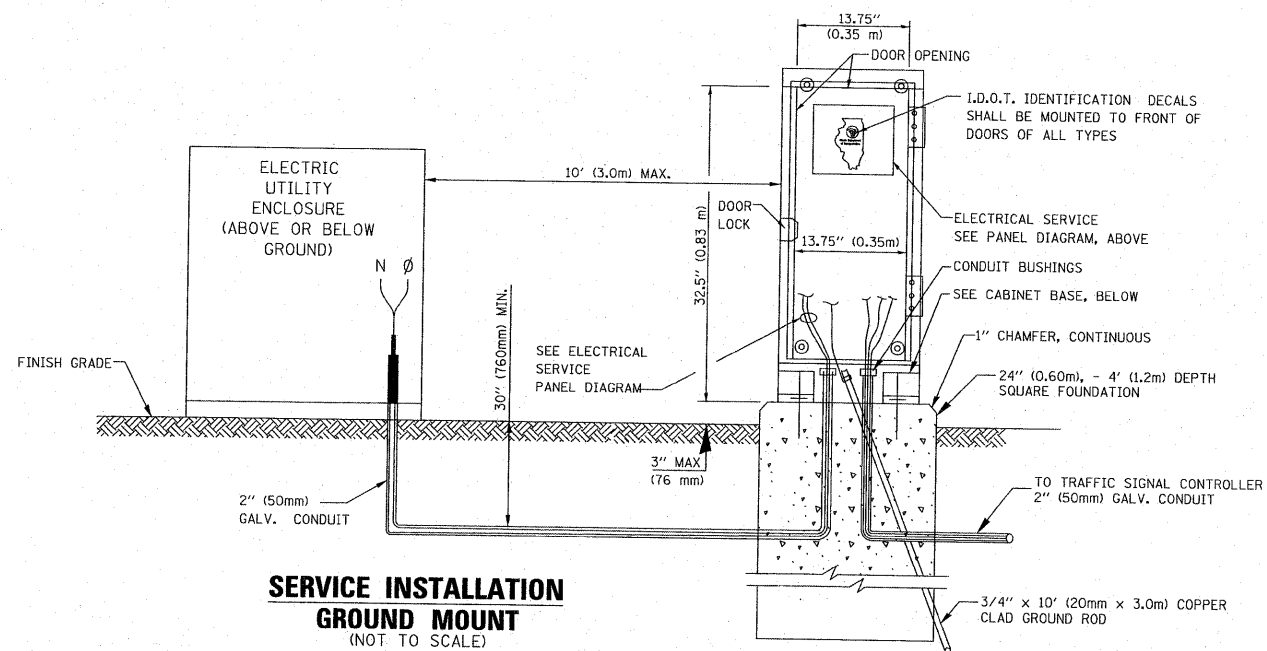
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS SHEET NO. 2 OF 4 SHEETS STA. TO STA.

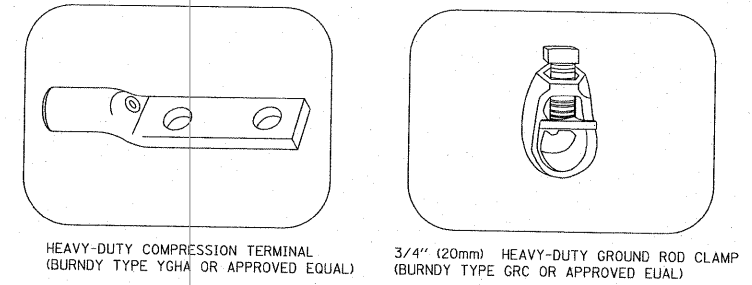
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	17
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 0664		



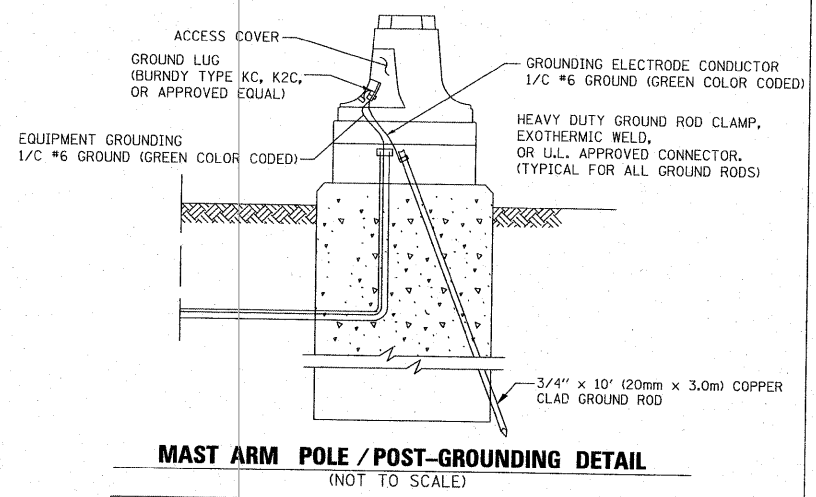
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



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



- 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.



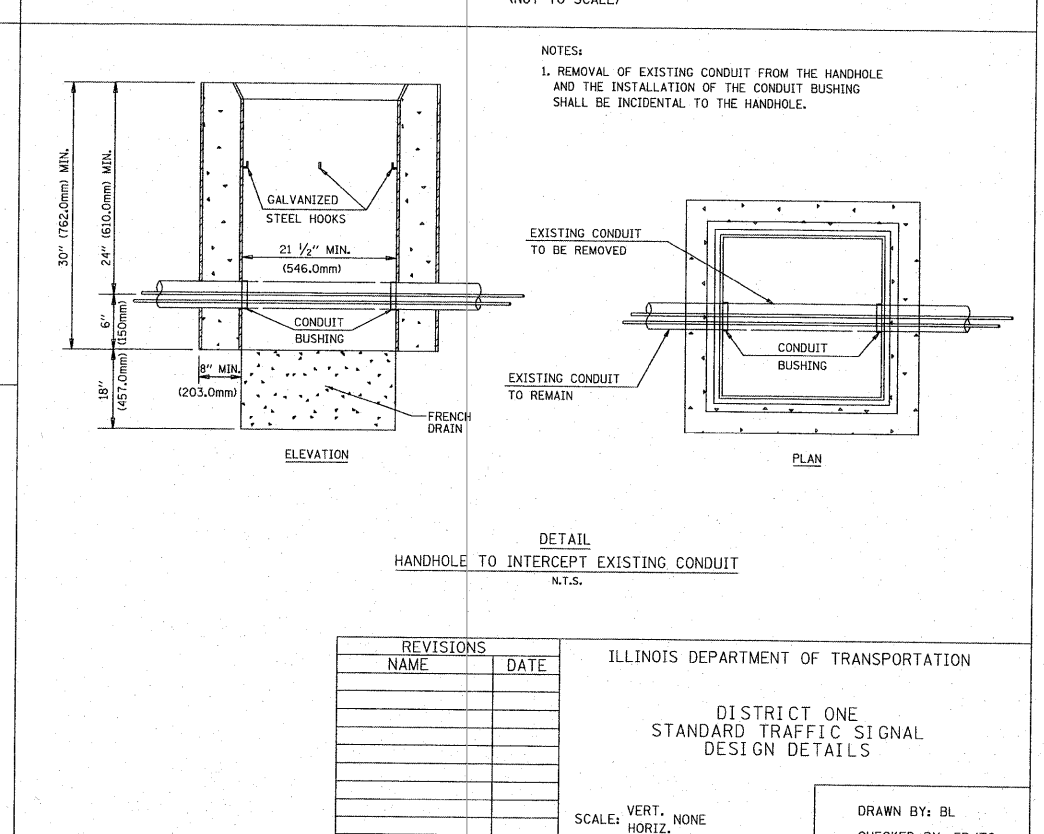
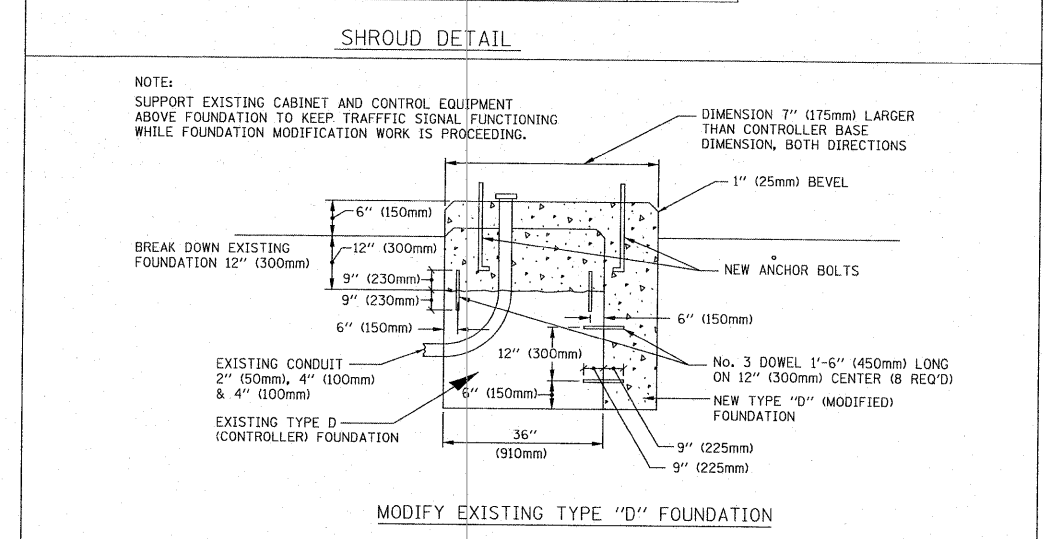
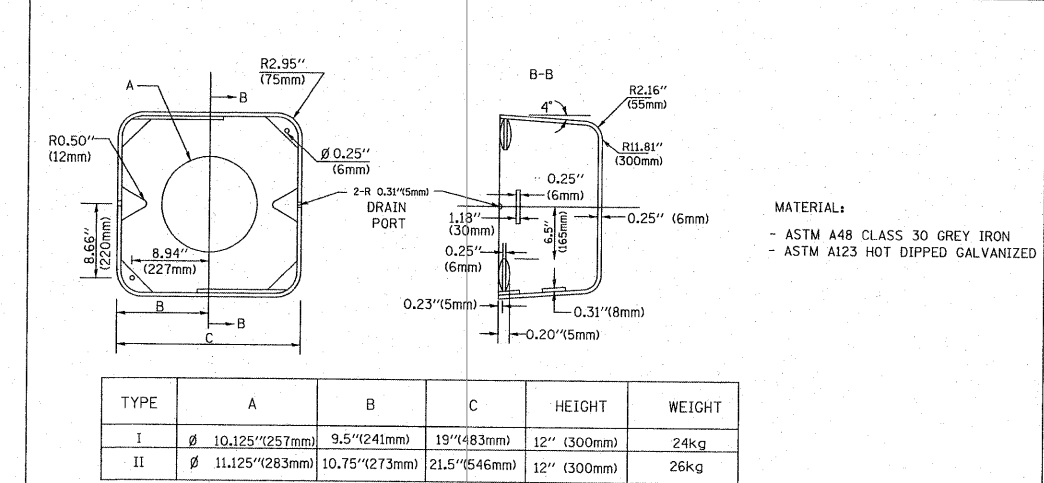
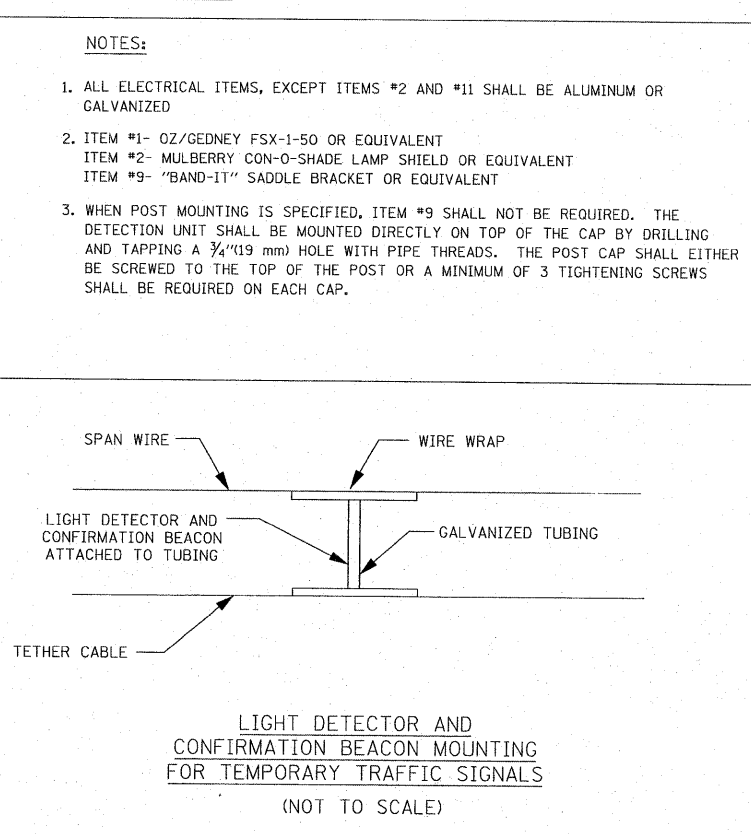
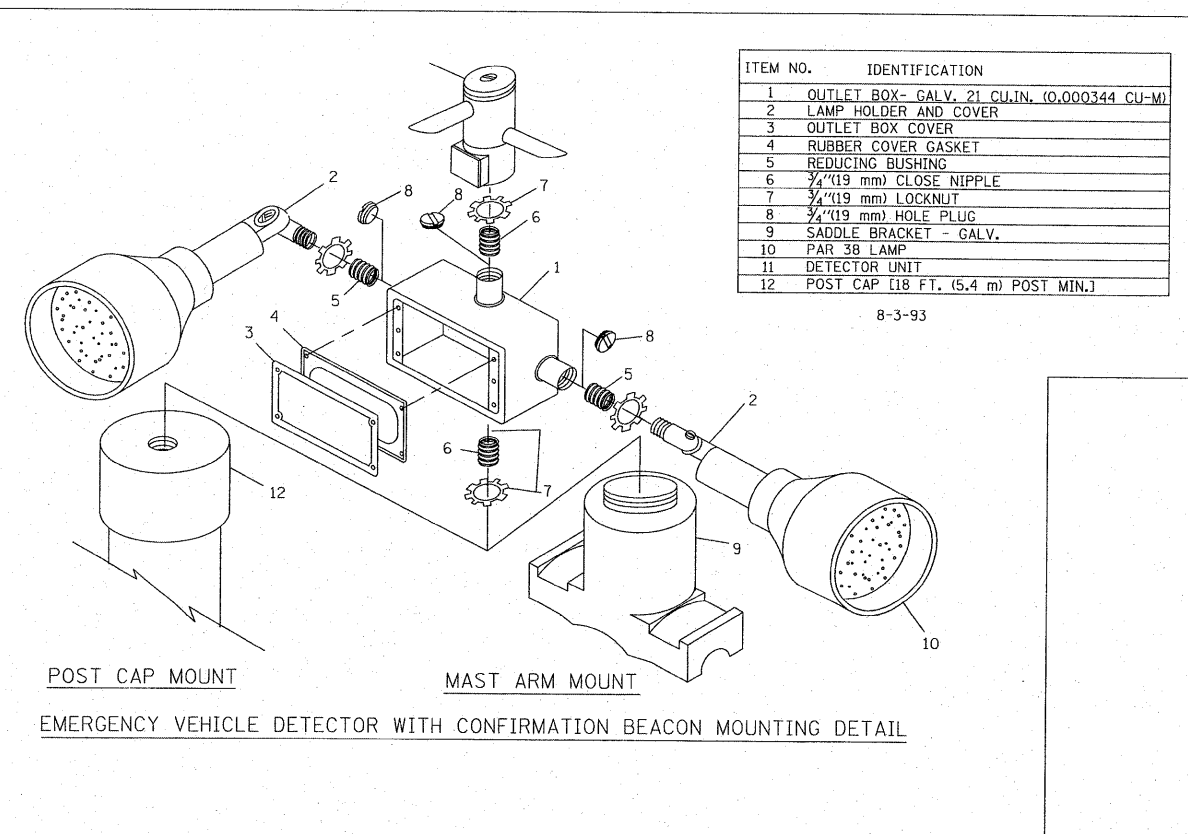
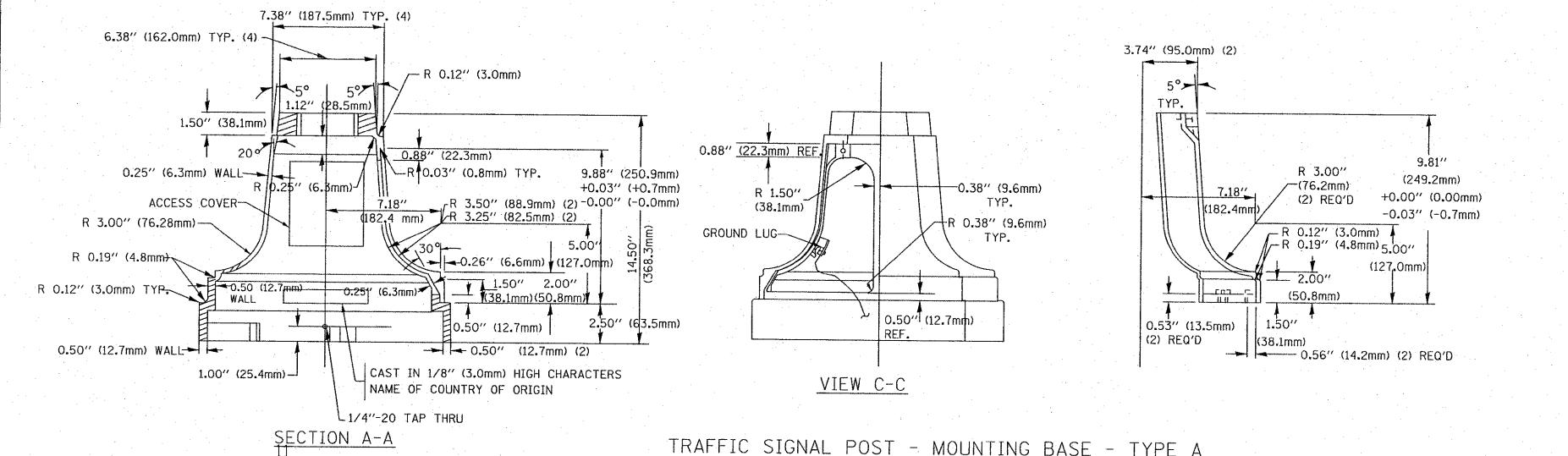
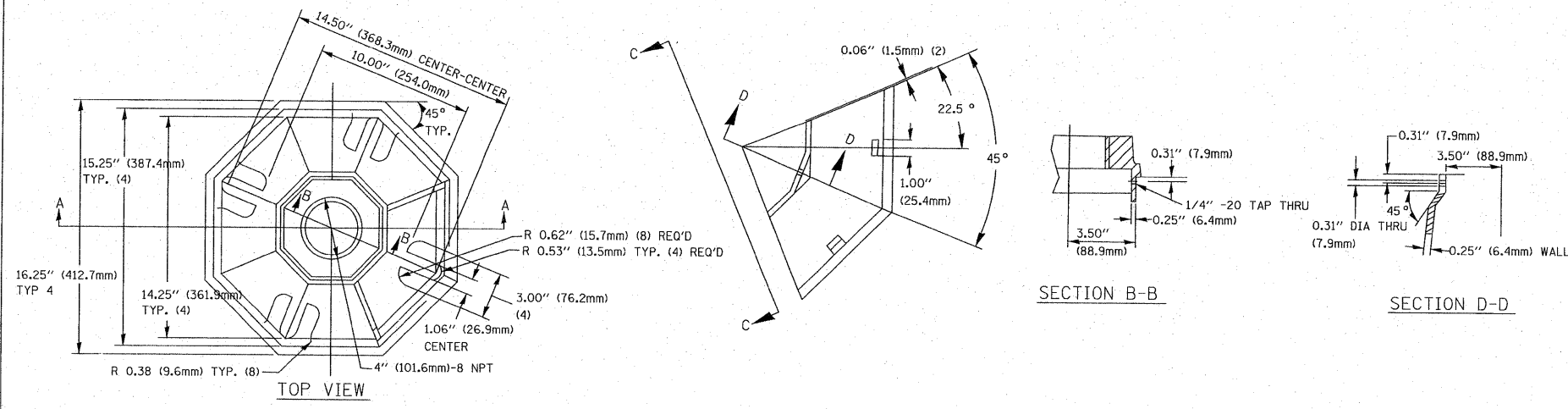
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION					
NAME	DATE	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS					
		SCALE: VERT. NONE HORIZ. 09-11-2007	F.A.P. RTE. 341	SECTION 32-2-2-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 18
		SCALE: NTS	SHEET NO. 3 OF 4 SHEETS	STA. TO STA.	DRAWN BY: BL CHECKED BY: ER/TC		
		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60E64		

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PLOT DATE = 3/17/2009	DATE = 03/18/2009	CHECKED - NB/TCM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

SCALE: NTS SHEET NO. 3 OF 4 SHEETS STA. TO STA.



NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA 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 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING STREET LIGHT, FOUNDATION AND LUMINAIRE TO REMAIN
- EXISTING CONTROLLER TO BE REMOVED
- EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ABANDON

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- COMMON TRENCH
- UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- HEAVY-DUTY HANDHOLE
- EXISTING WOOD POLE
- VIDEO DETECTOR
- WIRELESS INTERCONNECT (ANTENNA)
- VIDEO DETECTOR ZONE

MATCH LINE A-A
(SEE BELOW)

MATCH LINE A-A
(SEE ABOVE)

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

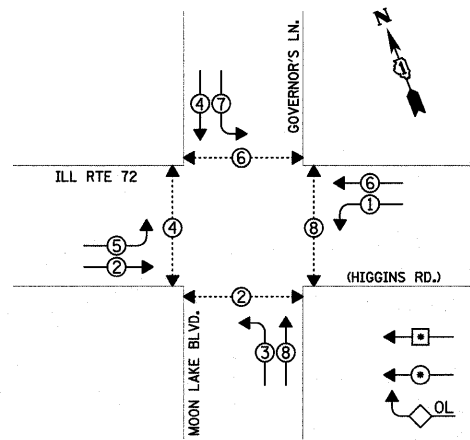
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 6 EACH TRAFFIC SIGNAL BACKPLATE
- 5 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 3 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 6 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 6 EACH PEDESTRIAN PUSH-BUTTON
- 4 EACH STEEL MAST ARM
- 9 EACH TRAFFIC SIGNAL POST

NOTE:
TEMPORARY WIRELESS INTERCONNECT IS INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

FILE NAME = P:\P-07-1600-5\Design\Design\SH005.DGN	USER NAME = *USER*	DESIGNED - NB/TCM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL AND REMOVAL PLAN ILL RTE 72 (HIGGINS RD.) AT MOON LAKE ROAD/GOVERNOR'S LN.			F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 20
PLOT SCALE = 20.0000' / IN.	PLOT DATE = 3/17/2009	DRAWN - NB/TCM	REVISED -		SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	[ILLINOIS] FED. AID PROJECT	CONTRACT NO. 60E64		
		CHECKED - NB/TCM	REVISED -									
		DATE - 03/18/2009	REVISED -									



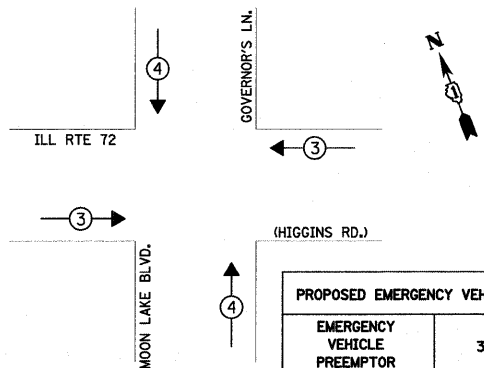
TEMPORARY CONTROLLER SEQUENCE



- LEGEND**
- ◻ SINGLE ENTRY PHASE
 - ◻ DUAL ENTRY PHASE
 - ◻ OVERLAP
 - ◻ PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE

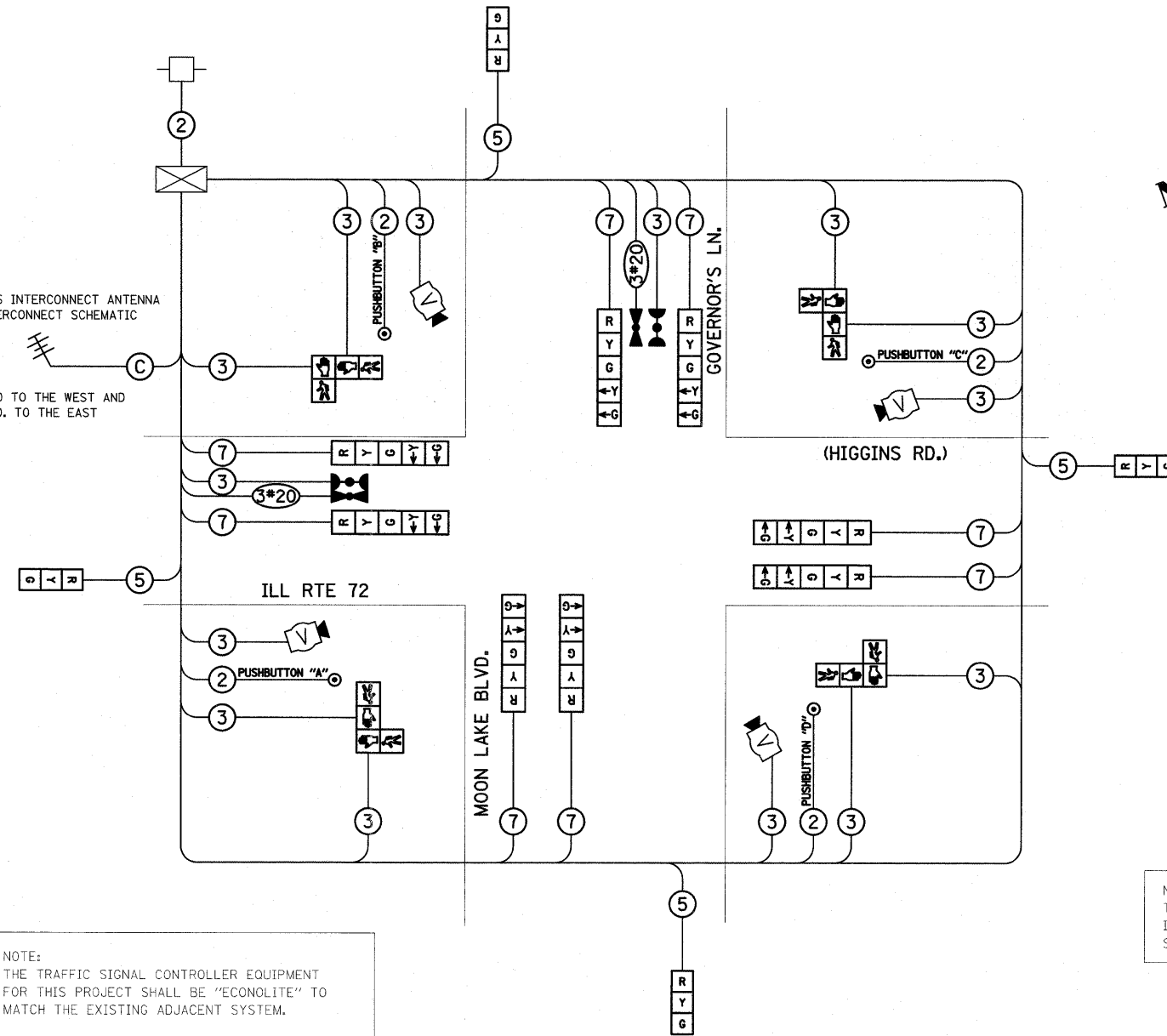


PROPOSED EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

TEMPORARY CABLE DIAGRAM LEGEND

- ◻ TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm)
- ◻ TEMPORARY CONTROLLER CABINET
- ◻ TEMPORARY SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBERED 14 AWG WIRE UNLESS OTHERWISE NOTED.
- ◻ EMERGENCY VEHICLE LIGHT DETECTOR
- ◻ CONFIRMATION BEACON
- ◻ PEDESTRIAN PUSHBUTTON DETECTOR
- ◻ VEHICLE DETECTOR, INDUCTION LOOP
- ◻ 12" (300 mm) PEDESTRIAN SIGNAL SECTION
- ◻ MICROWAVE VEHICLE SENSOR
- ◻ VIDEO DETECTOR



TEMPORARY CABLE PLAN

NOTE:
TEMPORARY WIRELESS INTERCONNECT IS INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

NOTE:
PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4.
PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6.
PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.
PUSHBUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8.

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	102.0
(YELLOW)	12		25	0.25	75.0
(GREEN)	12		15	0.25	45.0
ARROW	12		12	0.10	14.4
PED. SIGNAL	8		25	1.00	200.0
CONTROLLER	1		100	1.00	100.0
ILLUM. SIGN				0.05	
FLASHER				0.05	
ENERGY COSTS TO:					TOTAL=
VILLAGE OF HOFFMAN ESTATES					536.4
1900 HASSELL ROAD					
HOFFMAN ESTATES, IL 60169					
ENERGY SUPPLY CONTACT:	MARK GLOECKLE				
PHONE:	(630) 691-4529				
COMPANY:	COMMONWEALTH EDISON				

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 PLOT DATE = 4/2/2009

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 CHECKED - NB/TCM
 DATE - 03/18/2009

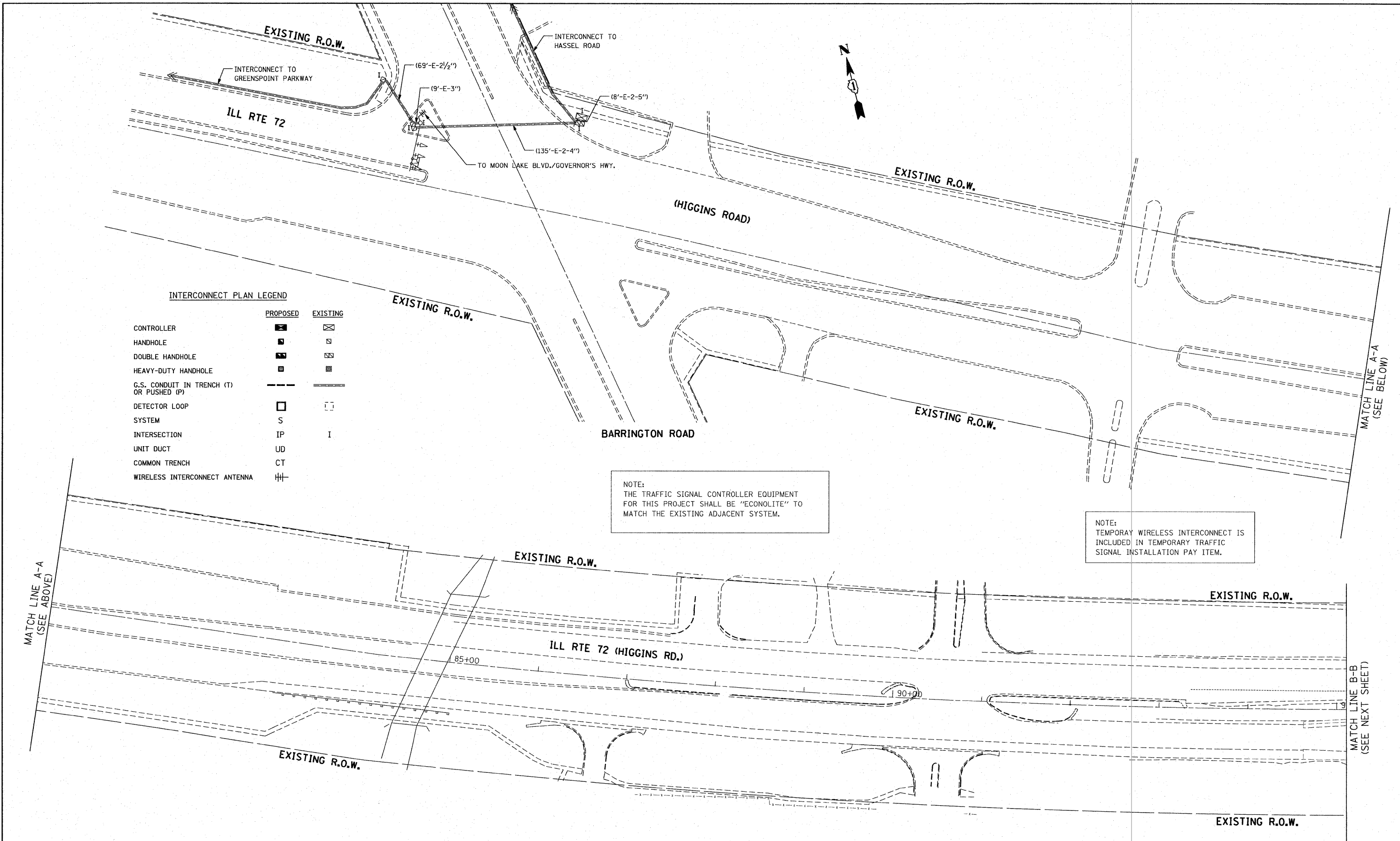
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN
 ILL RTE 72 (HIGGINS RD.) AT MOON LAKE BLVD./GOVERNOR'S LN.**

SCALE: NTS SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	21
CONTRACT NO. 60E64				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	S	I
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA		

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE:
TEMPORARY WIRELESS INTERCONNECT IS INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

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PLOT DATE = 3/17/2009

DESIGNED - NB/TCM
DRAWN - NB/TCM
CHECKED - NB/TCM
DATE - 03/18/2009

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT PLAN (SHEET 1 OF 3)
ILL RTE 72 (HIGGINS RD.)
FROM BARRINGTON ROAD TO HUNTINGTON BLVD.**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

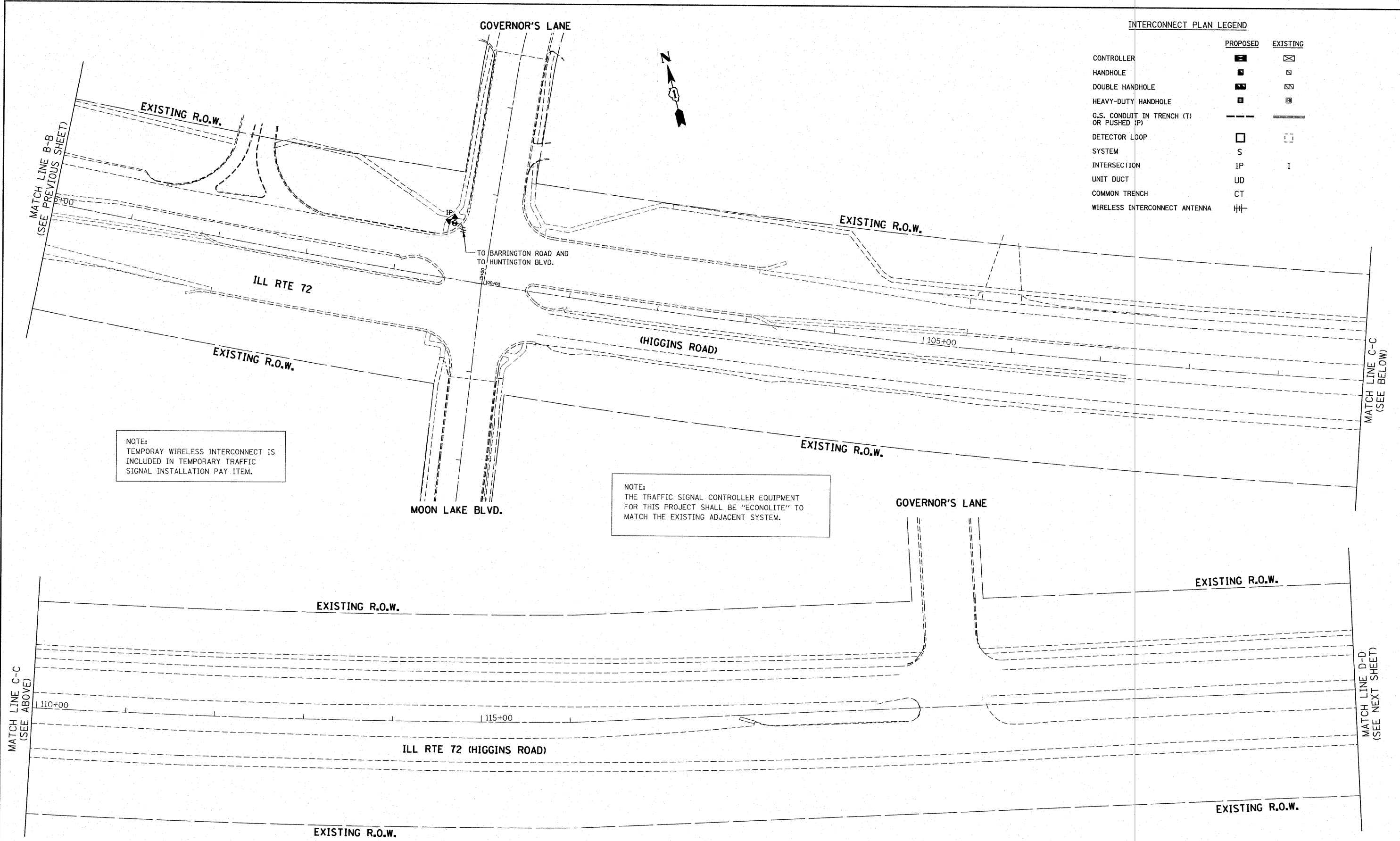
F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 22
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT CONTRACT NO. 60E64		



111 E. Wacker Drive Suite 520
Chicago, IL 60601

INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	S	I
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA		



NOTE:
TEMPORARY WIRELESS INTERCONNECT IS INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

MATCH LINE C-C (SEE ABOVE)

MATCH LINE D-D (SEE NEXT SHEET)

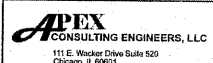
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

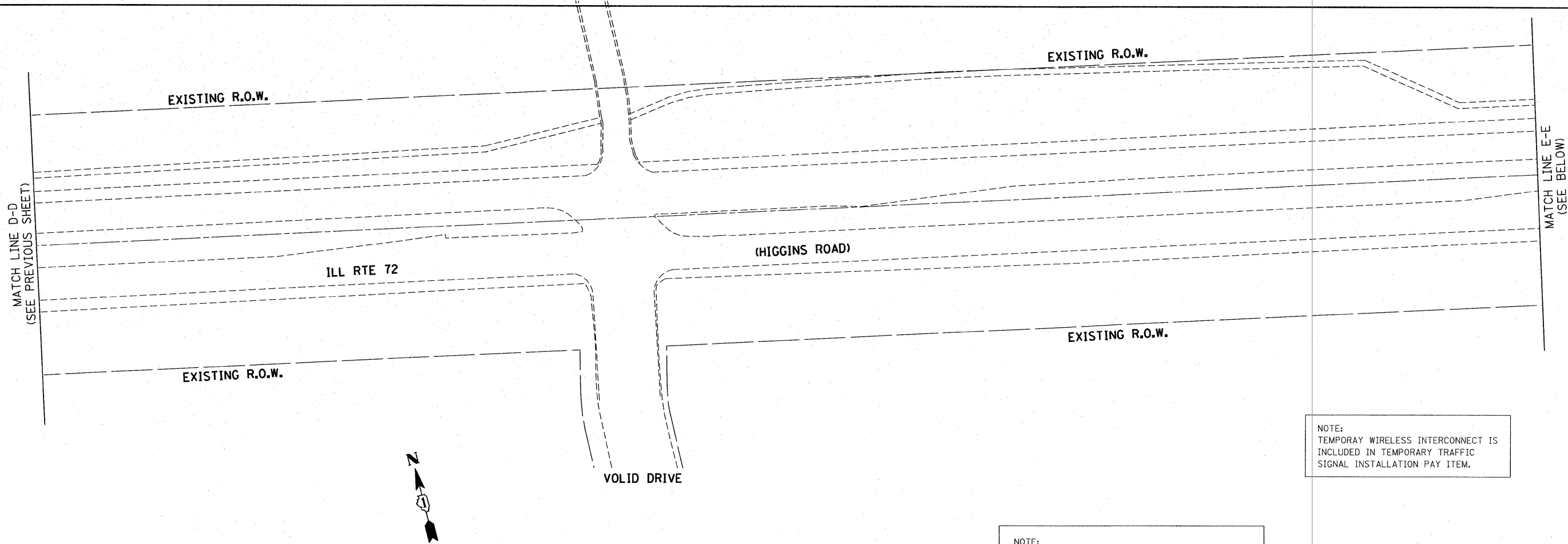
**TEMPORARY INTERCONNECT PLAN (SHEET 2 OF 3)
ILL RTE 72 (HIGGINS RD.)
FROM BARRINGTON ROAD TO HUNTINGTON BLVD.**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 341	SECTION 32-2-2-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 23
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

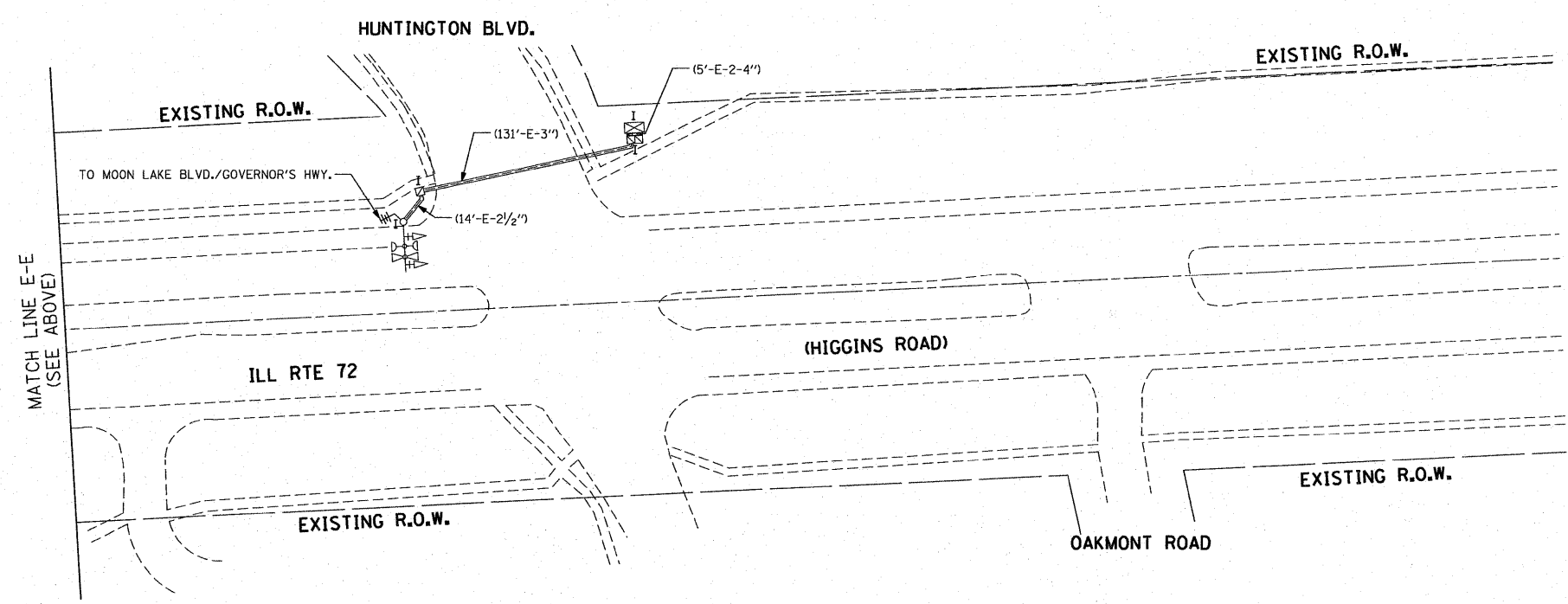


CONTRACT NO. 60E64



NOTE:
 TEMPORAY WIRELESS INTERCONNECT IS
 INCLUDED IN TEMPORARY TRAFFIC
 SIGNAL INSTALLATION PAY ITEM.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE "ECONOLITE" TO
 MATCH THE EXISTING ADJACENT SYSTEM.



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☒	☒
HANDHOLE	⊠	⊠
DOUBLE HANDHOLE	⊞	⊞
HEAVY-DUTY HANDHOLE	⊠	⊠
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	---	---
DETECTOR LOOP	□	□
SYSTEM	S	I
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA	⊞	

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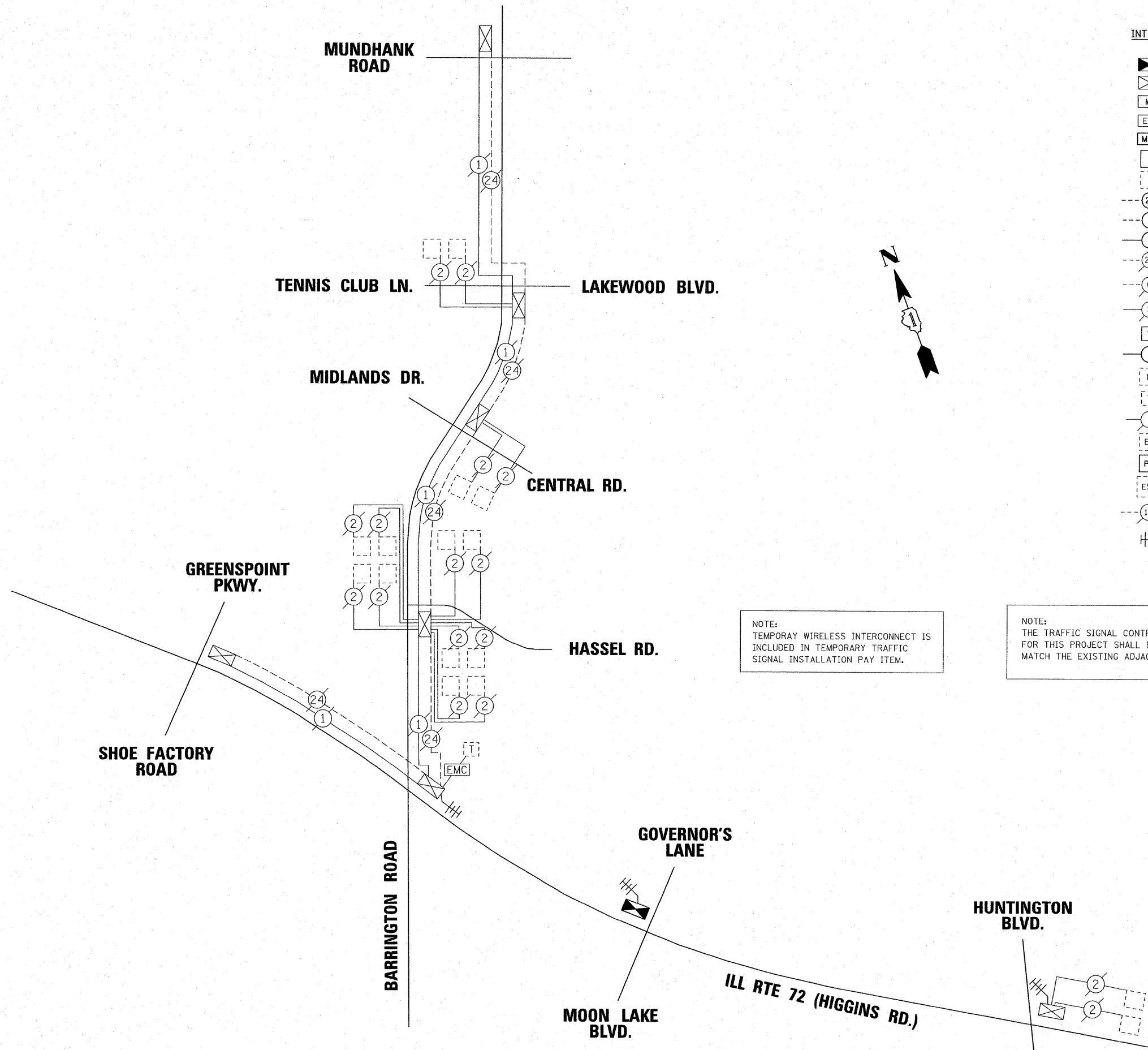
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT PLAN (SHEET 3 OF 3)
 ILL RTE 72 (HIGGINS RD.)
 FROM BARRINGTON ROAD TO HUNTINGTON BLVD.**
























SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-B-N	COOK	53	24
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		





INTERCONNECT SCHEMATIC LEGEND

-  INTERSECTION CONTROLLER
-  EXISTING INTERSECTION CONTROLLER
-  MASTER CONTROLLER
-  EXISTING MASTER CONTROLLER
-  MASTER MASTER CONTROLLER
-  PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  PROPOSED FIBER OPTIC CABLE- NO.62.5/125
2-MM12F & SM12F
-  INTERCONNECT CABLE-NO.18
3 PAIR TWISTED, SHIELDED
-  LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED
-  EXISTING FIBER OPTIC CABLE-NO. 62.5/125
2-MM12F & SM12F
-  EXISTING INTERCONNECT CABLE-NO.18
3 PAIR TWISTED, SHIELDED
-  EXISTING LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED
-  TELEPHONE CONNECTION
-  PROPOSED TRACER CABLE NO. 14 1C
-  EXISTING INTERSECTION LOOP DETECTORS AND
PROPOSED SAMPLING (SYSTEM) DETECTORS
-  EXISTING TELEPHONE CONNECTION
-  EXISTING TRACER CABLE 1/C (AS SPECIFIED)
-  EXISTING SAMPLING (SYSTEM) DETECTORS
-  PROPOSED SAMPLING (SYSTEM) DETECTORS
-  EXISTING SAMPLING (SYSTEM) DETECTORS,
PROPOSED INTERSECTION AND
SAMPLING (SYSTEM) DETECTORS.
-  EXISTING INTERCONNECT CABLE-NO. 62.5/125
12F FIBER OPTIC CABLE
-  WIRELESS INTERCONNECT (ANTENNA)

NOTE:
TEMPORARY WIRELESS INTERCONNECT IS
INCLUDED IN TEMPORARY TRAFFIC
SIGNAL INSTALLATION PAY ITEM.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
FOR THIS PROJECT SHALL BE "ECONOLITE" TO
MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = \$USER\$	DESIGNED - NB/TCM	REVISED -
P:\NP-07-1600-5\Design\Design\SH010.dgn		DRAWN - NB/TCM	REVISED -
		CHECKED - NB/TCM	REVISED -
		DATE - 03/18/2009	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT SCHEMATIC
ILL RTE 72 (HIGGINS RD.)
FROM MOON LAKE BLVD./GOVERNOR'S LN. TO GANNON DRIVE**

SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

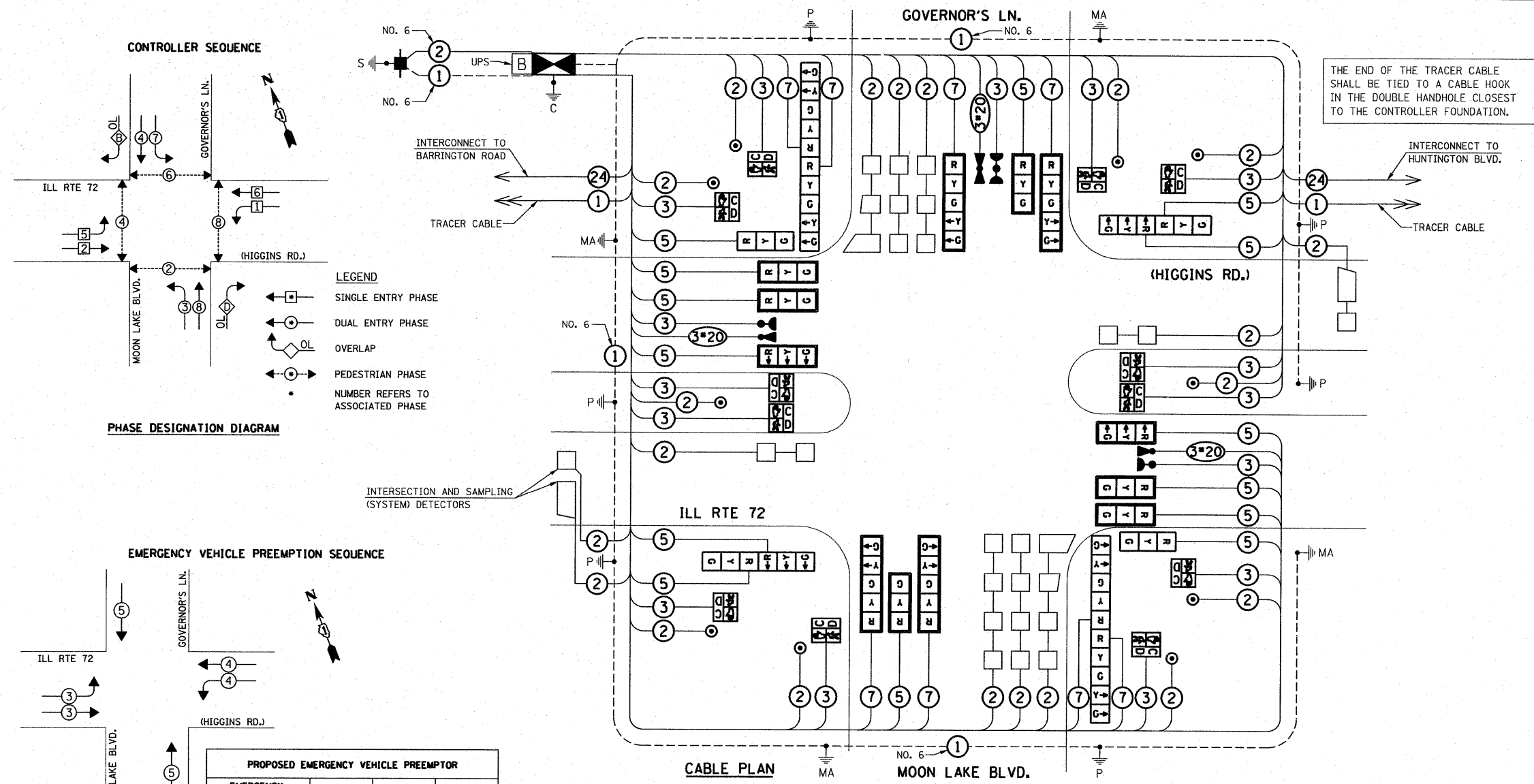
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	22-2-R-N	COOK	53	25
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



CABLE PLAN LEGEND

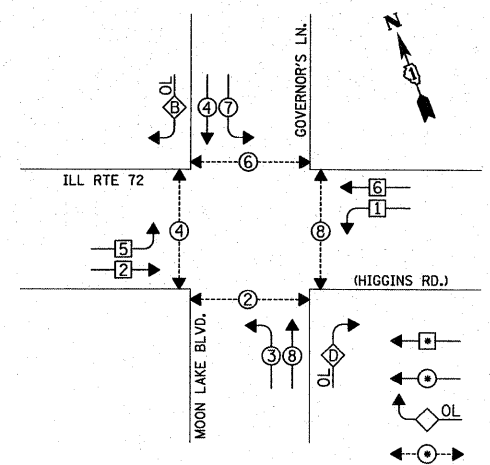
- | | | |
|-----------------|-----------------|---|
| PROPOSED | EXISTING | |
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE CONNECTION |
| | | MAGNETIC DETECTOR |
| | | PUSHBUTTON DETECTOR |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD |
| | | RAILROAD CONTROL CABINET |
| | | ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN" |
| | | ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN" |
| | | GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER |
| | | GROUND ROD AT POST OR MAST ARM POLE |
| | | GROUND ROD AT ELECTRIC SERVICE INSTALLATION |
| | | GROUND ROD IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | FIBER OPTIC CABLE IN CONDUIT NO. 6, 25/125 2-MM12F & SM12F |
| | | MICROWAVE VEHICLE SENSOR |
| | | VIDEO DETECTOR |
| | | CLOSED CIRCUIT TV |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | UNINTERRUPTIBLE POWER SUPPLY |
| | | PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER |

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



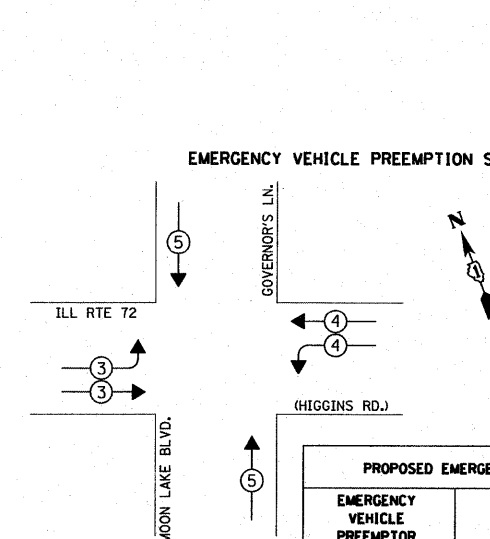
THE END OF THE TRACER CABLE SHALL BE TIED TO A CABLE HOOK IN THE DOUBLE HANDHOLE CLOSEST TO THE CONTROLLER FOUNDATION.

CONTROLLER SEQUENCE



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

PHASE DESIGNATION DIAGRAM



EMERGENCY VEHICLE PREEMPTION SEQUENCE

PROPOSED EMERGENCY VEHICLE PREEMPTOR				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	
MOVEMENT				

SCHEDULE OF INTERSECTION QUANTITIES

40	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	647	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
18	SQ FT	SIGN PANEL - TYPE 1	* 697	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED
50	SQ FT	SIGN PANEL - TYPE 2	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
543	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
168	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
30	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.
30	FOOT	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.
79	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.
164	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	24	FOOT	CONCRETE FOUNDATION, TYPE A
131	FOOT	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	4	FOOT	CONCRETE FOUNDATION, TYPE C
5	EACH	HANDHOLE	44	FOOT	CONCRETE FOUNDATION, TYPE E 36" DIAMETER
4	EACH	HEAVY-DUTY HANDHOLE	8	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
900	FOOT	DOUBLE HANDHOLE	2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	TRENCH AND BACKFILL FOR ELECTRICAL WORK	4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	2	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	UNINTERRUPTIBLE POWER SUPPLY	2	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	TRANSCEIVER - FIBER OPTIC	8	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1953	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	2	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
3181	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
3133	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	11	EACH	INDUCTIVE LOOP DETECTOR
1675	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	1094	FOOT	DETECTOR LOOP, TYPE I
2750	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1-PAIR	* 3	EACH	LIGHT DETECTOR
50	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	* 1	EACH	LIGHT DETECTOR AMPLIFIER
647	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	10	EACH	PEDESTRIAN PUSH-BUTTON

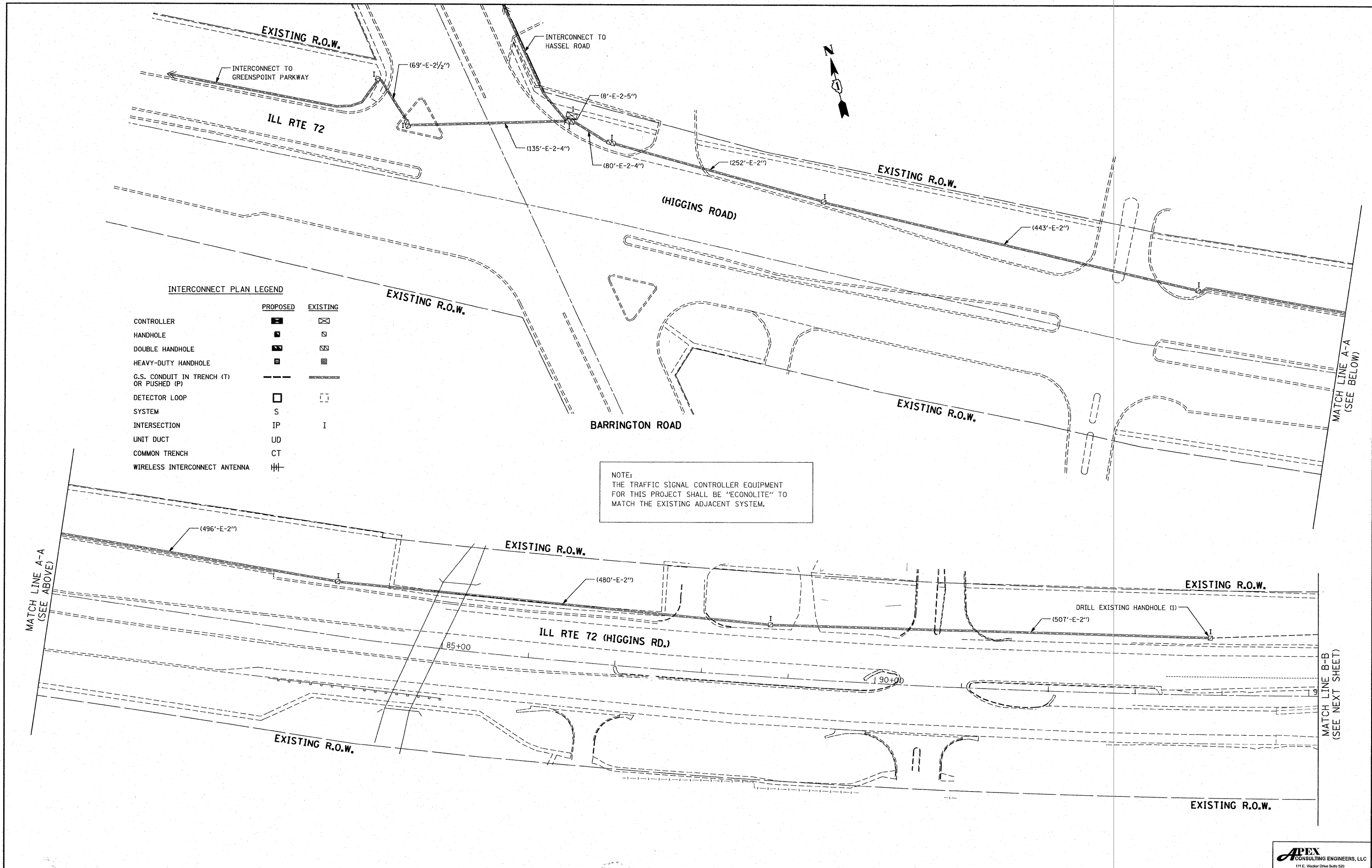
FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'
E - M. ARM POLE		SIGNAL POST	2 (1.0)		(6m+L-0.6m)±
	24" (600mm)	CONTROLLER CAB.	1 (0.5)	BRACKET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

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

TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	22	17		0.50	187.00
(YELLOW)	22	25		0.25	137.50
(GREEN)	22	15		0.25	82.50
ARROW	16	12		0.10	19.20
PED. SIGNAL	12	25		1.00	300.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN				0.05	-
FLASHER				0.05	-

ENERGY COSTS TO: VILLAGE OF HOFFMAN ESTATES TOTAL= 826.20

ENERGY SUPPLY CONTACT: MARK GLOECKLE (630) 691-4529 COMPANY: COMMONWEALTH EDISON



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	S	I
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA		

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

MATCH LINE A-A
(SEE ABOVE)

MATCH LINE A-A
(SEE BELOW)

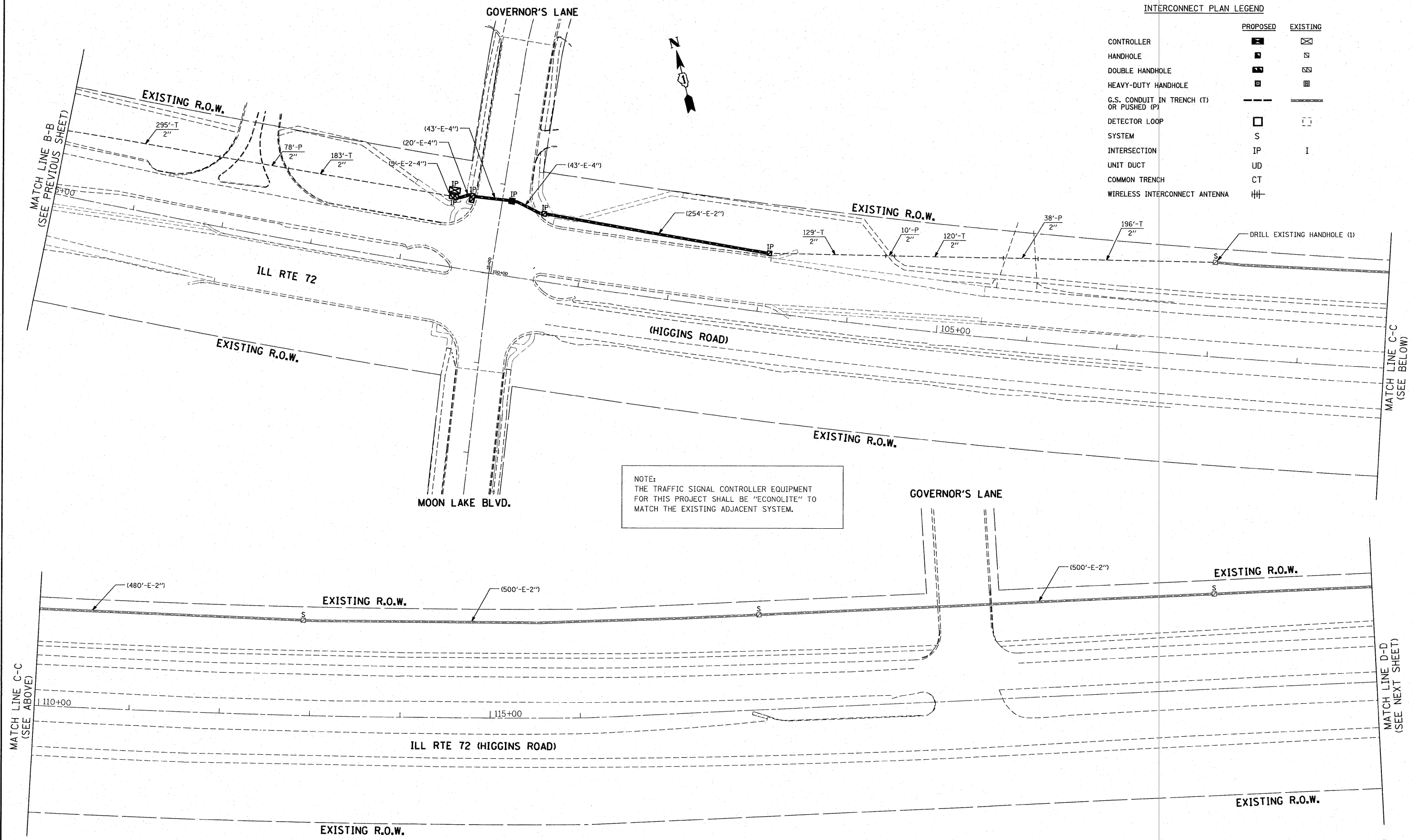
MATCH LINE B-B
(SEE NEXT SHEET)

FILE NAME = P:\P-07-1600-5\Design\Design\SH013.dgn	USER NAME = #USER#	DESIGNED - NB/TCM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN (SHEET 1 OF 3) ILL RTE 72 (HIGGINS RD.) FROM BARRINGTON ROAD TO HUNTINGTON BLVD.			F.A.D. RTE. 341	SECTION 32-2-B-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 28
PLOT SCALE = 50.0000' / IN.	CHECKED - NB/TCM	REVISIED -	REVISIED -		SCALE: 1"=50'	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60E64		
PLOT DATE = 3/17/2009	DATE - 03/18/2009	REVISIED -	REVISIED -									



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP		
SYSTEM	S	I
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA		



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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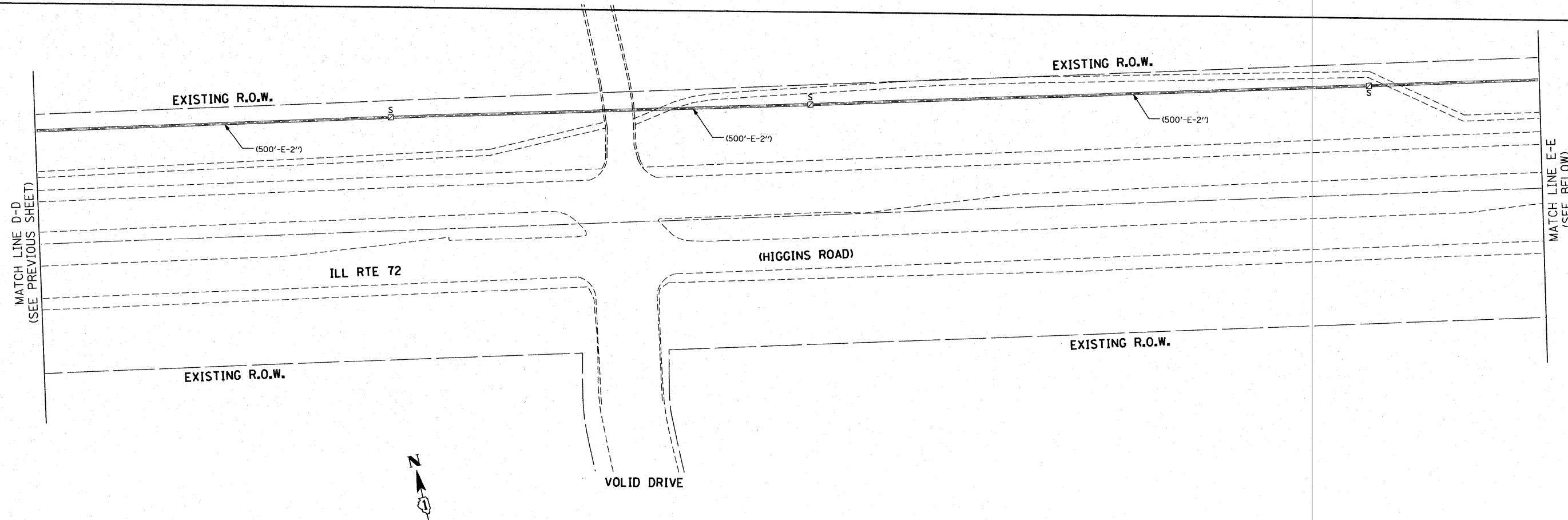
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PLOT SCALE = 50.0000' / IN.	DRAWN - NB/TCM	REVISED -
PLOT DATE = 3/17/2009	CHECKED - NB/TCM	REVISED -
	DATE - 03/18/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

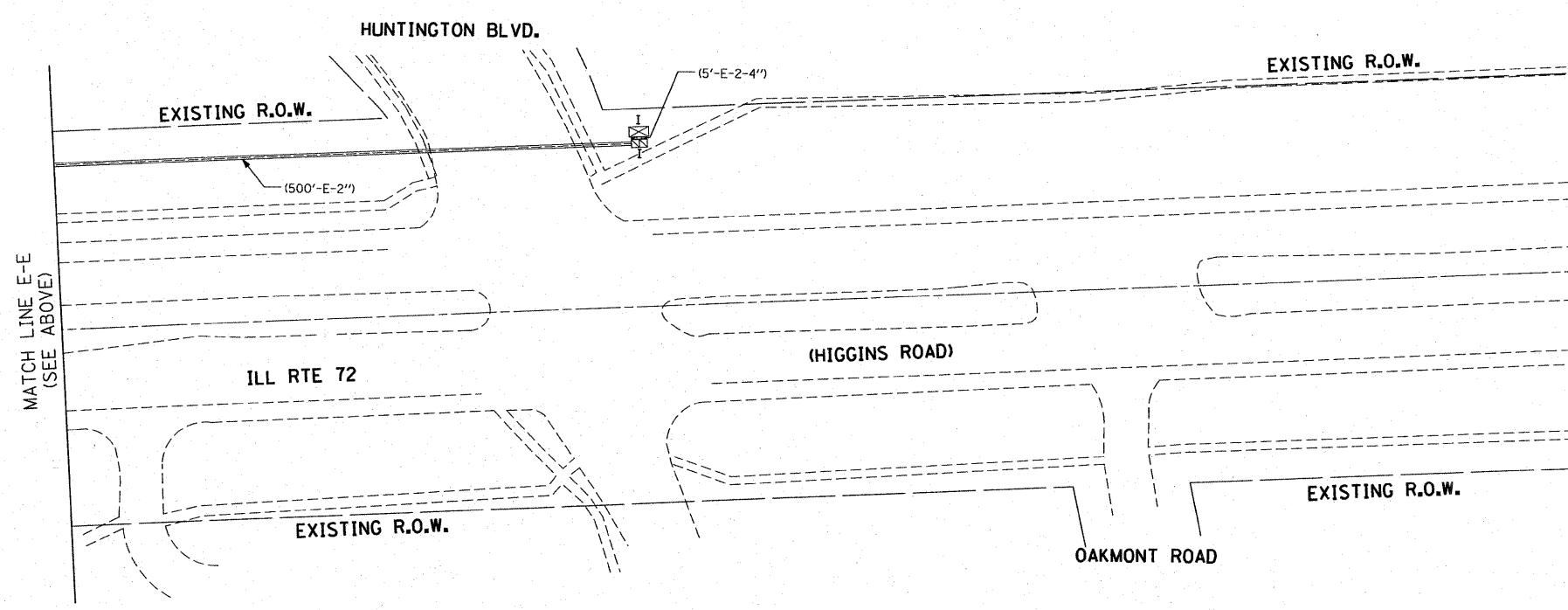
INTERCONNECT PLAN (SHEET 2 OF 3)
ILL RTE 72 (HIGGINS RD.)
FROM BARRINGTON ROAD TO HUNTINGTON BLVD.
SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	29
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

APEX
CONSULTING ENGINEERS, LLC
111 E. Wacker Drive Suite 520
Chicago, IL 60601



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		
DETECTOR LOOP SYSTEM		
INTERSECTION	IP	I
UNIT DUCT	UD	
COMMON TRENCH	CT	
WIRELESS INTERCONNECT ANTENNA		

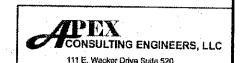
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PLOT SCALE = 50.0000' / IN.	CHECKED - NB/TCM	DRAWN - NB/TCM	REVISED -
PLOT DATE = 3/17/2009	DATE - 03/18/2009		REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN (SHEET 3 OF 3)
 ILL RTE 72 (HIGGINS RD.)
 FROM BARRINGTON ROAD TO HUNTINGTON BLVD.

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 341	SECTION 32-2-2-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 30
CONTRACT NO. 60E64		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

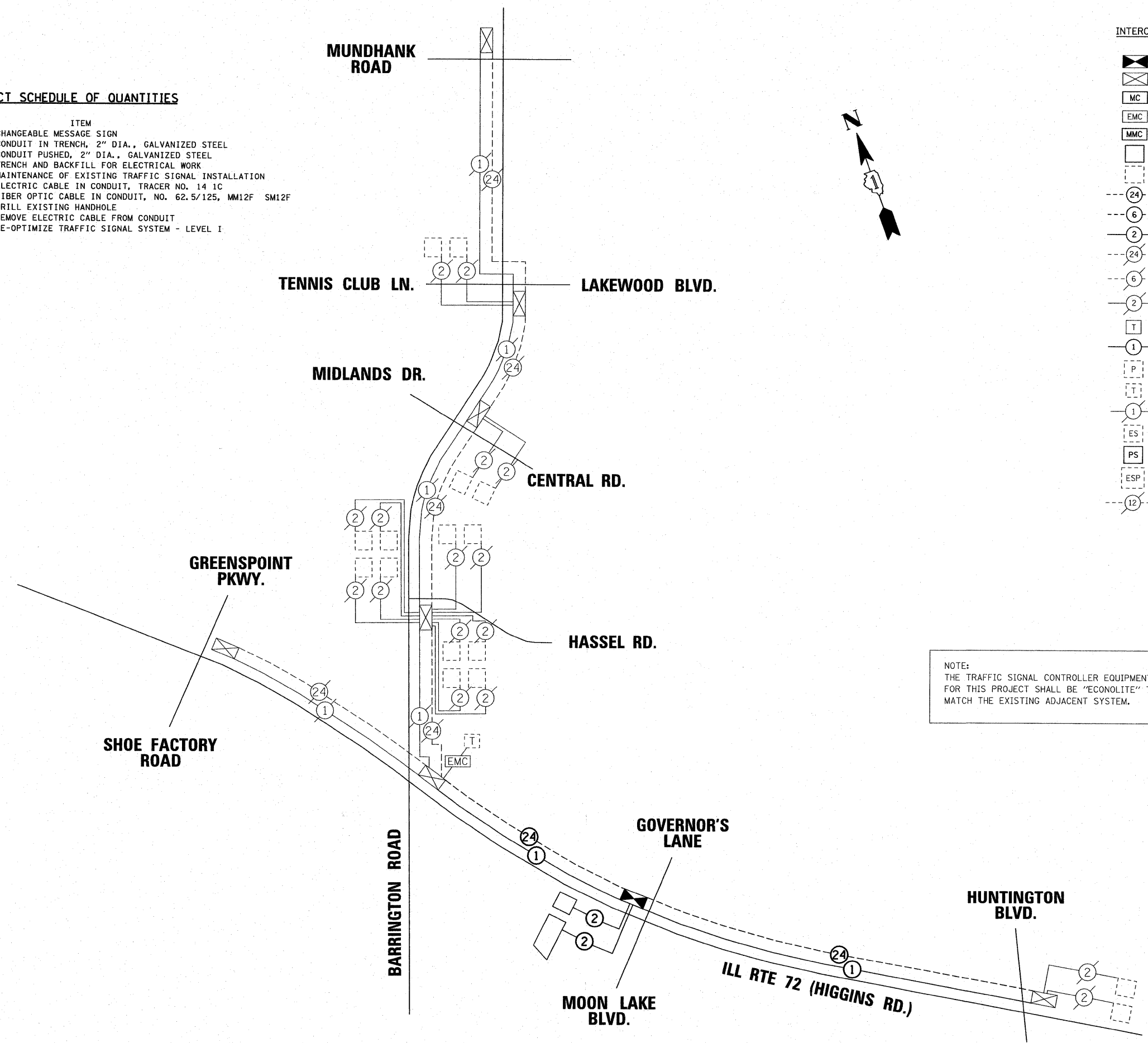


INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	CAL MO	CHANGEABLE MESSAGE SIGN
923	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
126	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
923	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
7360	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
7360	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F
2	EACH	DRILL EXISTING HANDHOLE
14720	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	L SUM	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL I

INTERCONNECT SCHEMATIC LEGEND

	INTERSECTION CONTROLLER
	EXISTING INTERSECTION CONTROLLER
	MASTER CONTROLLER
	EXISTING MASTER CONTROLLER
	MASTER MASTER CONTROLLER
	PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
	EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS
	PROPOSED FIBER OPTIC CABLE- NO.62.5/125 2-MM12F & SM12F
	EXISTING FIBER OPTIC CABLE-NO. 62.5/125 2-MM12F & SM12F
	INTERCONNECT CABLE-NO.18 3 PAIR TWISTED, SHIELDED
	EXISTING INTERCONNECT CABLE-NO.18 3 PAIR TWISTED, SHIELDED
	LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED
	EXISTING LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED
	TELEPHONE CONNECTION
	PROPOSED TRACER CABLE NO. 14 1C
	EXISTING INTERSECTION LOOP DETECTORS AND PROPOSED SAMPLING (SYSTEM) DETECTORS
	EXISTING TELEPHONE CONNECTION
	EXISTING TRACER CABLE 1/C (AS SPECIFIED)
	EXISTING SAMPLING (SYSTEM) DETECTORS
	PROPOSED SAMPLING (SYSTEM) DETECTORS
	EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.
	EXISTING INTERCONNECT CABLE-NO. 62.5/125 12F FIBER OPTIC CABLE

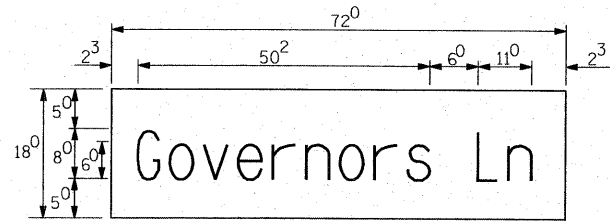


NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = P:\NP-07-1600-5\Design\Design\SH1016.dgn	USER NAME = \$USER\$	DESIGNED - NB/TCM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT SCHEMATIC ILL RTE 72 (HIGGINS RD.) AND BARRINGTON ROAD				F.A.# 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 31
		DRAWN - NB/TCM	REVISED -		SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60E64		
		CHECKED - NB/TCM	REVISED -								FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
		DATE - 03/18/2009	REVISED -										

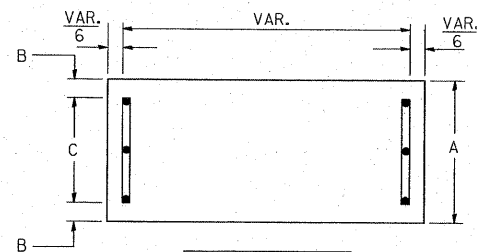


PANEL SIGN DESIGN TYPE 1



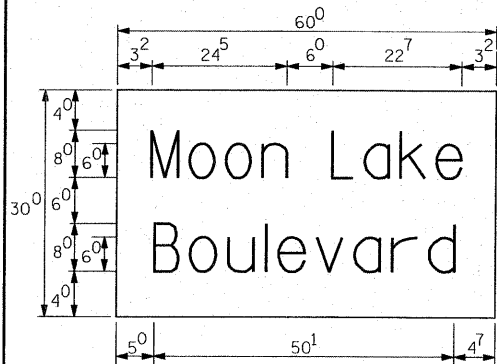
Sq. M. each
9.00 Sq. Ft. each
2 Required
Design Series D

SUPPORTING CHANNELS

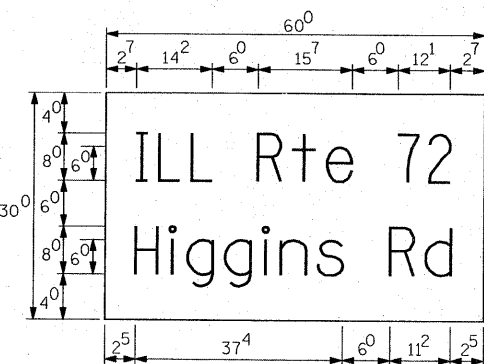


A	B	C
18"	2"	14"

PANEL SIGN DESIGN TYPE 2



Sq. M. each
12.5 Sq. Ft. each
2 Required
Design Series D



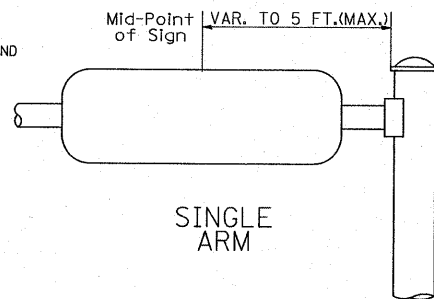
Sq. M. each
12.5 Sq. Ft. each
2 Required
Design Series D

GENERAL NOTES

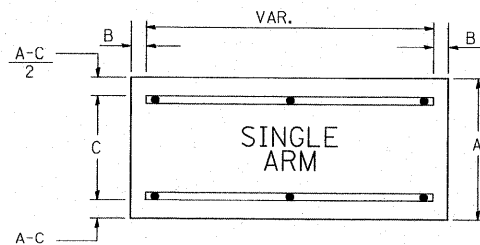
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
 - * A.K.T. CORPORATION SCHAUMBURG, IL
 - * TUCKER COMPANY, INC. WAUWATOSA, WI
 - * AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
 - * WESTERN TRAFFIC CONTROL INC. CICERO, IL

PARTS LISTING:
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
BRACKETS SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.



SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"

DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM

Shall be used. See Note #5.

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

EXAMPLE, 2³ DENOTES 3/8"

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	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"

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g i j	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
l m n q u																
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

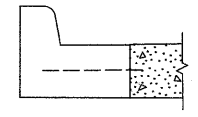
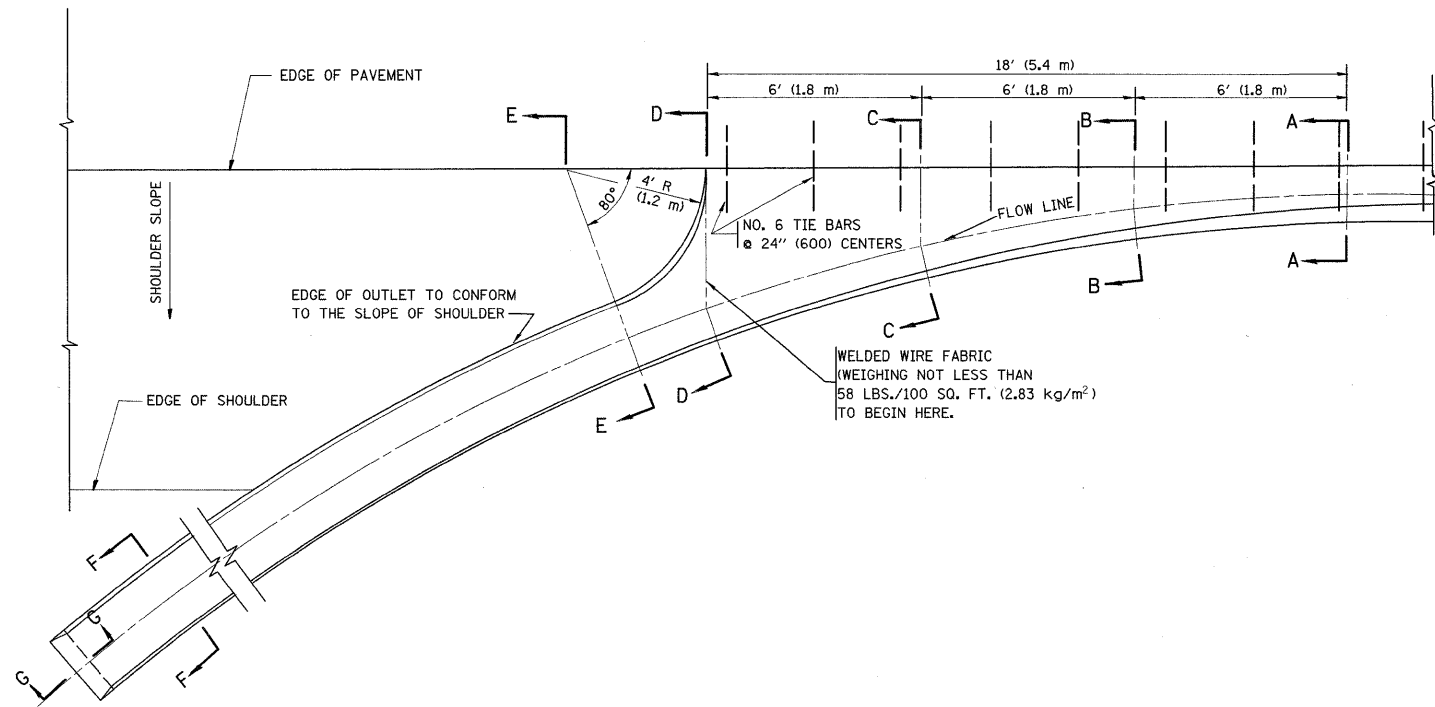
Number To Number
Spacing Chart 8 Inch Series "C & D"

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

UPPER AND LOWER CASE LETTER WIDTHS

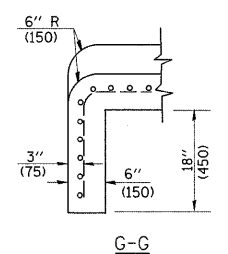
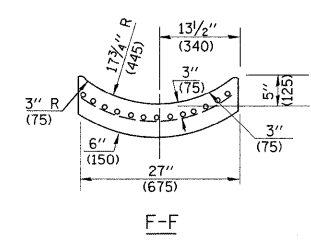
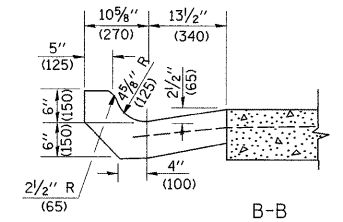
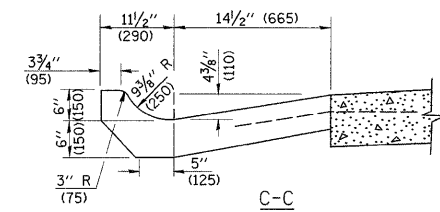
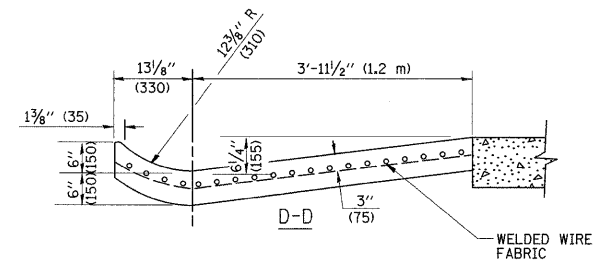
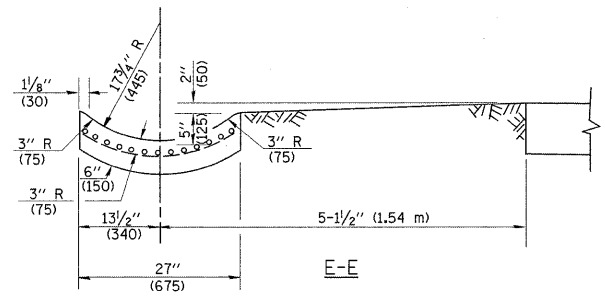
LETTERS	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	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		8 INCH SERIES	
	C	D	C	D
1	1 ²	1 ⁴	1	



A-A *

* DIMENSIONS OF THE CURB & GUTTER AT SECTION A-A ARE SHOWN ON STATE STANDARD 606001. FOR DETAILS OF OUTLET FOR CONCRETE CURB & GUTTER, TYPE B-6.24 (B-15.60) SEE STATE STANDARD 606006.



GENERAL NOTES

GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

TIE BARS SHALL BE NO. 20 (NO.6) AT 24\" (600) CENTERS UNLESS OTHERWISE SHOWN.

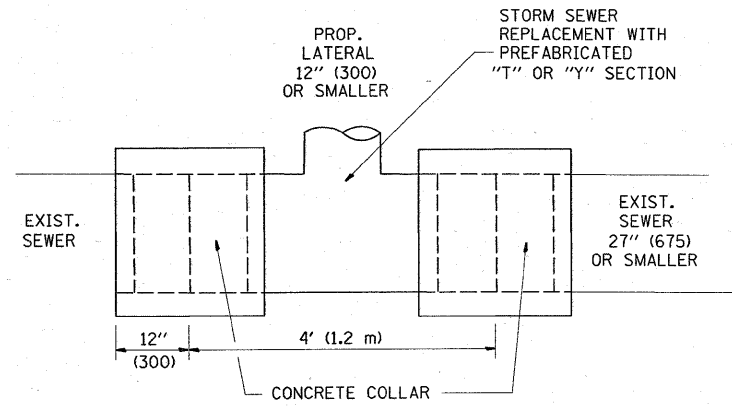
IF THE AVERAGE GRADE OF PAVEMENT FOR THE DISTANCE FROM SECTION A-A TO D-D EXCEEDS 2%, THIS DISTANCE SHALL BE INCREASED 6' (1.8 m) FOR EACH 1% INCREASE IN GRADE.

QUANTITIES

FOR SECTION A-A TO E-E AND CURTAIN WALL=
 1.25 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 9\" (225) PAV'T.
 1.27 CU. YDS. (0.96 m³) CLASS SI CONCRETE (OUTLET) FOR 10\" (250) PAV'T.
 FOR SECTION F-F=
 0.045 CU. YDS. (0.03 m³) CLASS SI CONCRETE PER FT. (M).

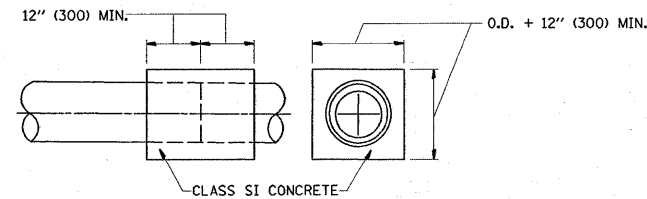
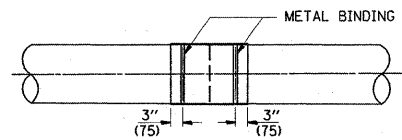
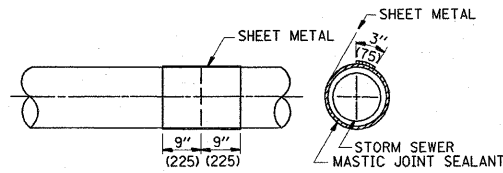
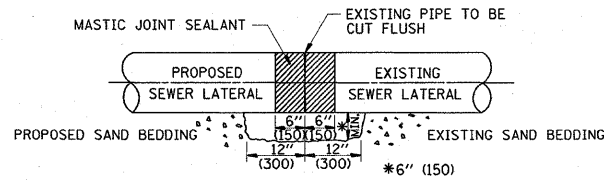
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gulllaumeffp	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OUTLET FOR CONCRETE CURB AND GUTER			F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 33
cd:\pwwork\pwidot\GUILLAUMEFF\j0803849	DistStd.dgn	DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-01 (BD-03)		CONTRACT NO. 60E64		
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - E. GOMEZ 12-21-00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
	PLOT DATE = 3/13/2009	DATE - 08-04-86	REVISED -									



DETAIL "A"

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

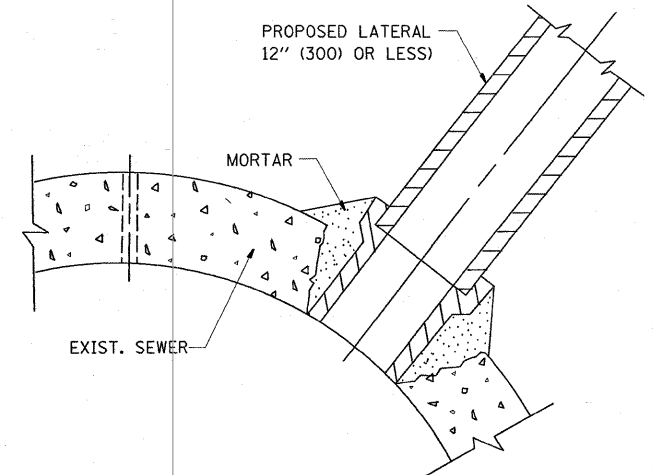


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

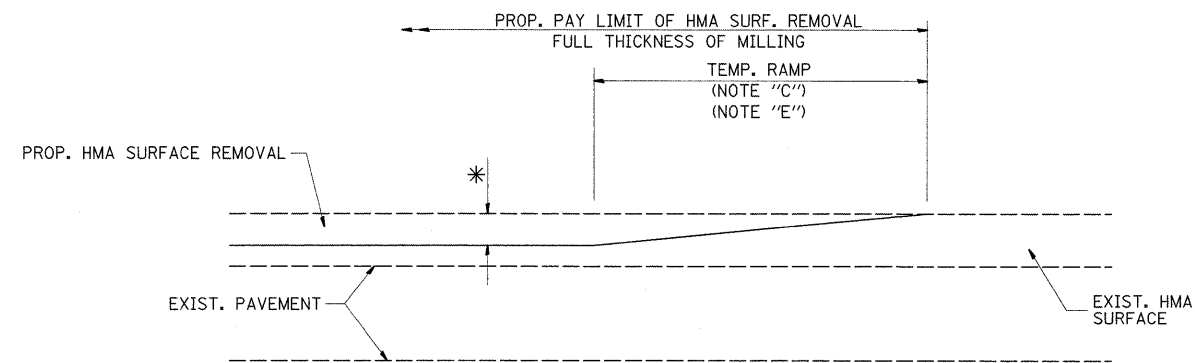
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

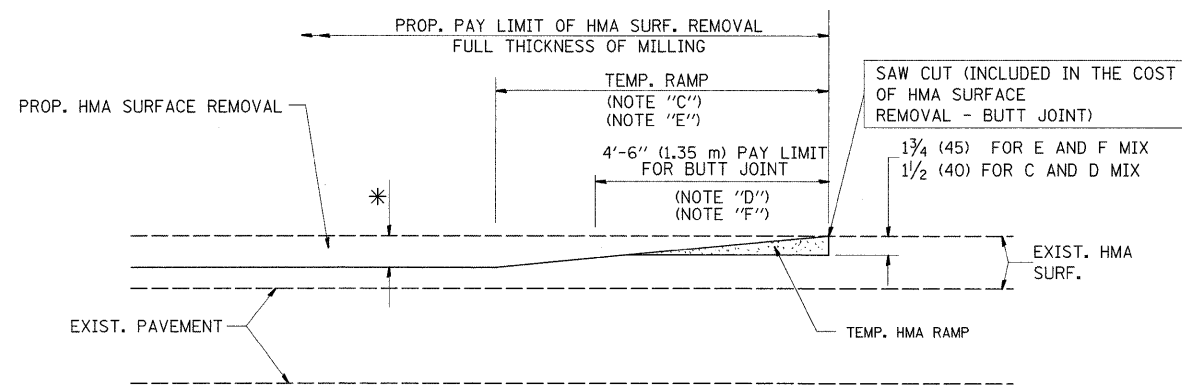
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = quilloumefp	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 34
CONTRACT NO. 60E64	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		BD500-01 (BD-7)		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. SHAH 09-09-94	REVISED - R. SHAH 10-25-94									
PLOT DATE = 3/19/2009	DATE - 07-25-90	REVISED - R. SHAH 06-12-96										



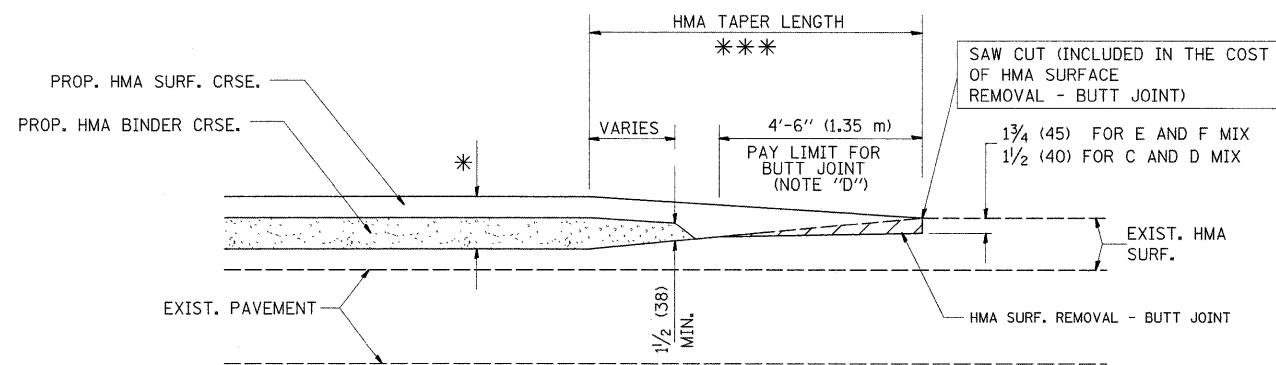
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1



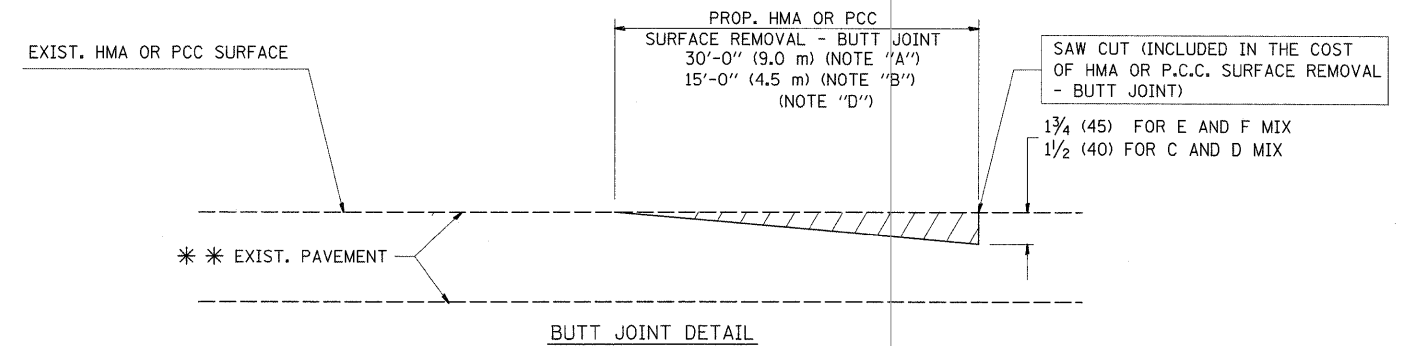
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP

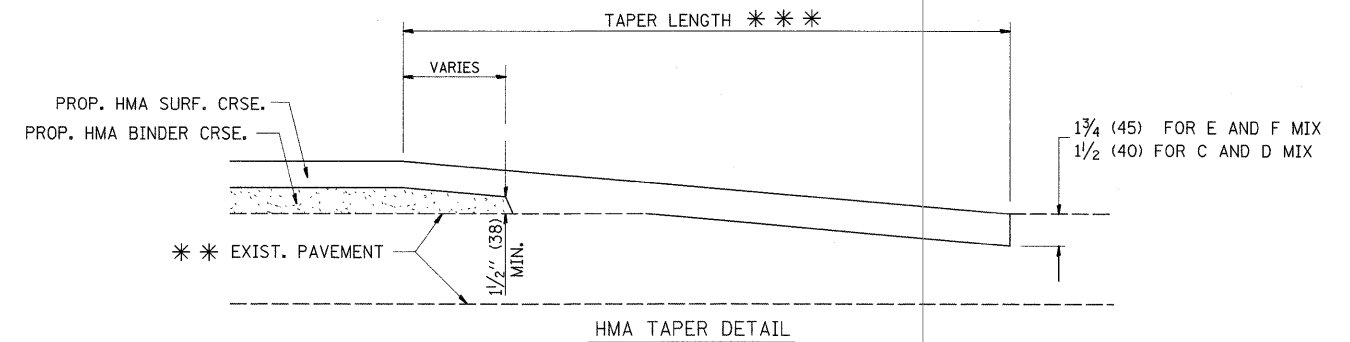


BUTT JOINT AND
HMA TAPER

**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.

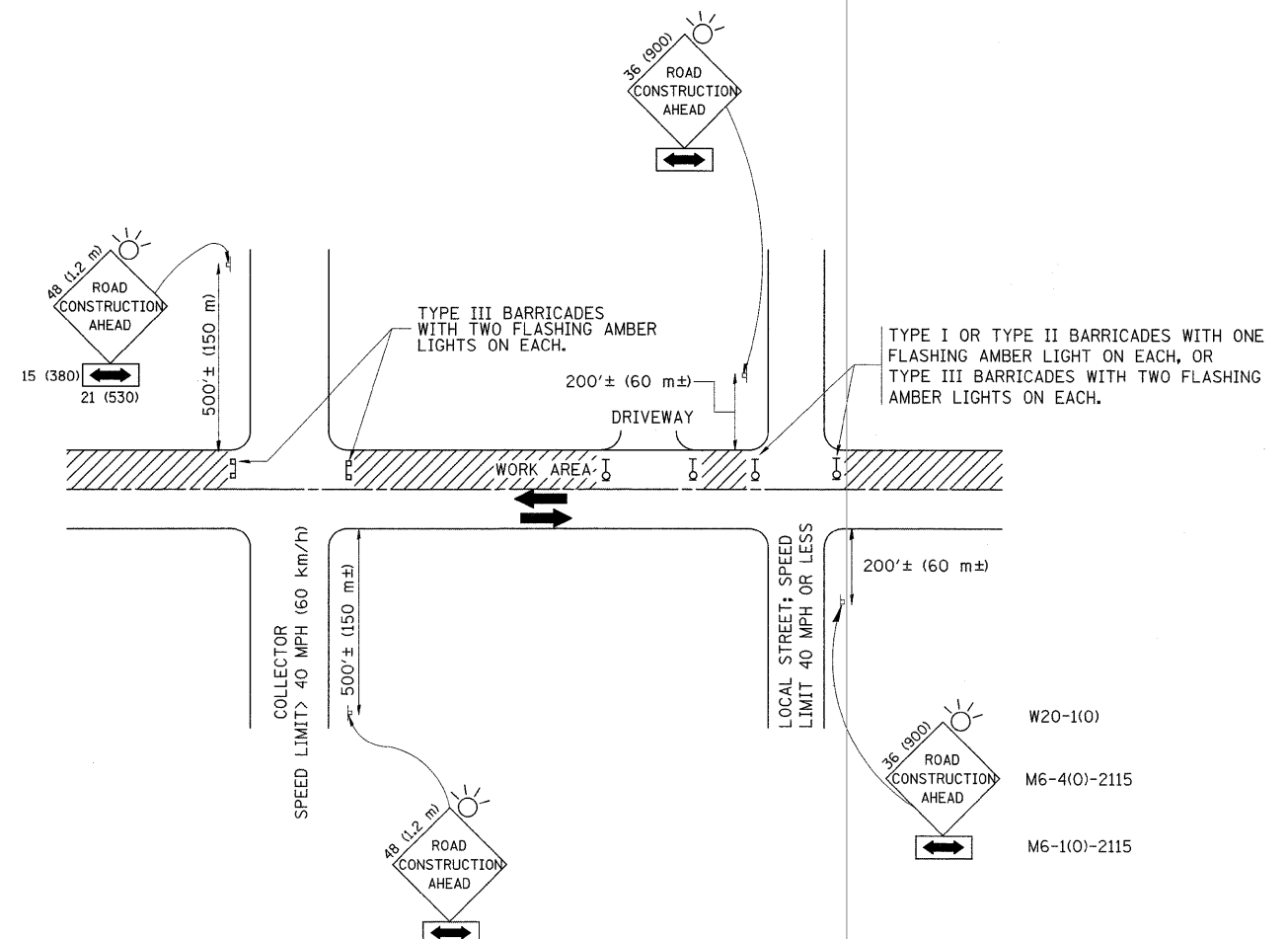
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	PLOT DATE = 3/13/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	35
BD400-05 BD32			CONTRACT NO. 60E64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER 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.

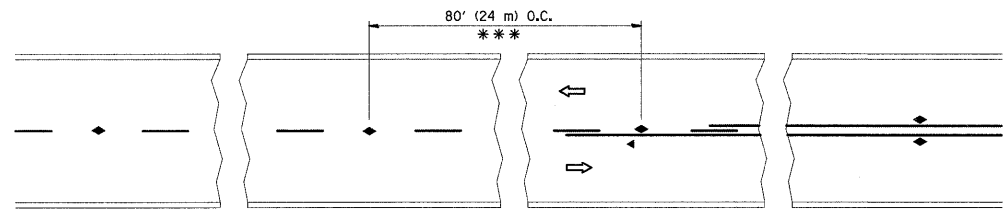
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	PLOT DATE = 3/13/2001	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

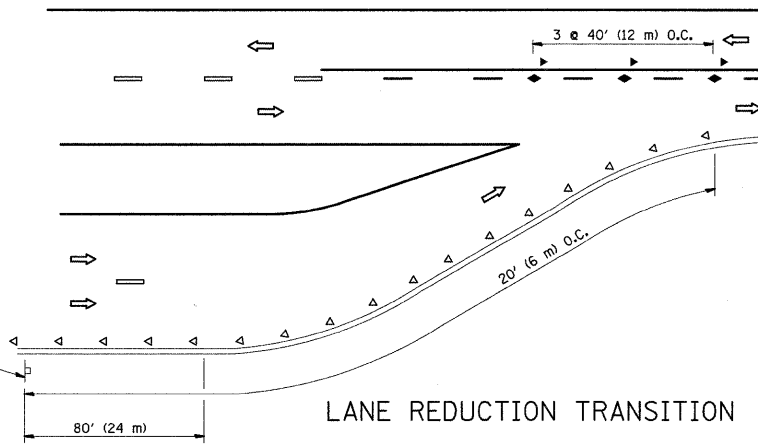
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60E64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

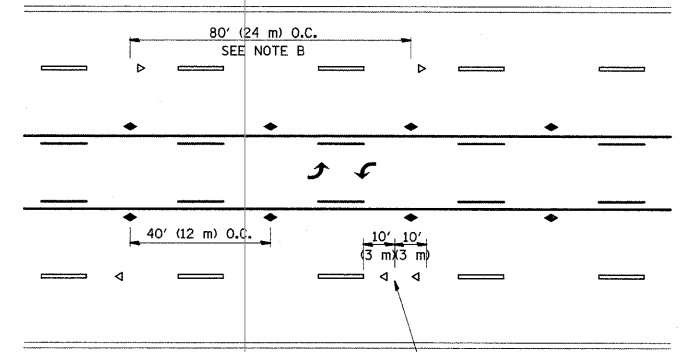


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

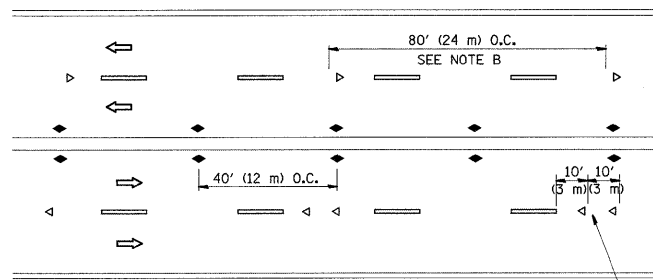
TWO-LANE/TWO-WAY



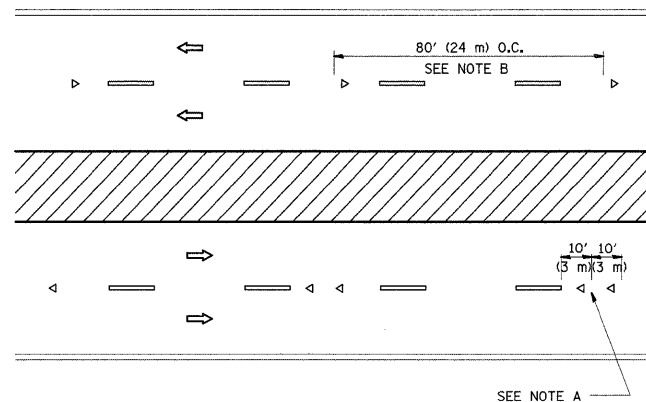
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

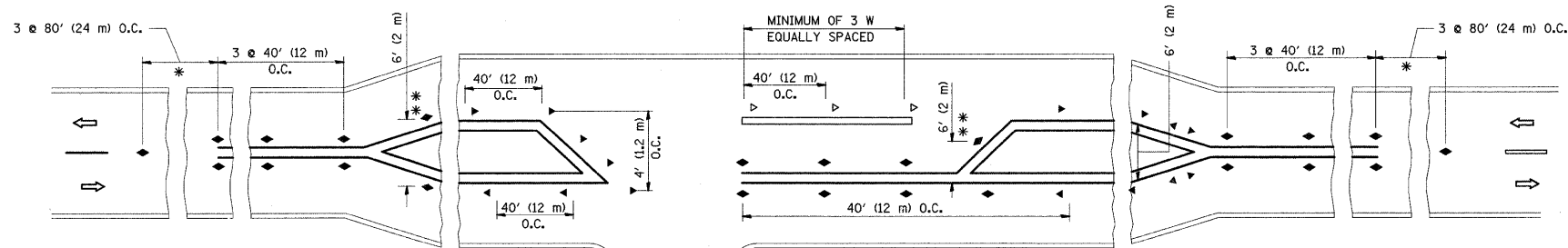
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (16 km/h) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

SYMBOLS

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

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.

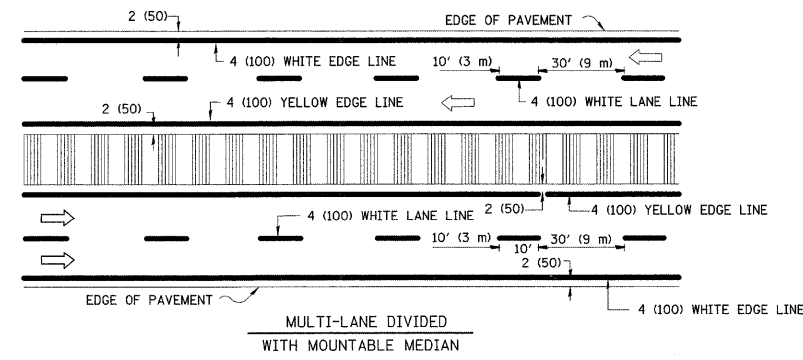
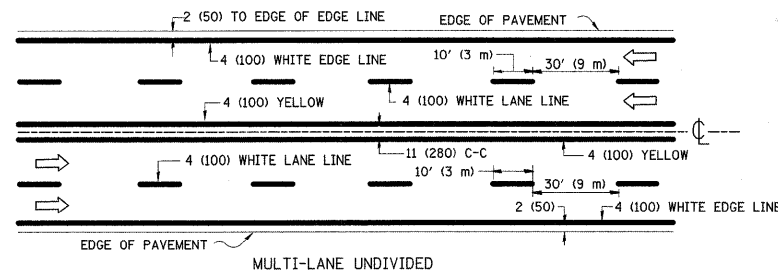
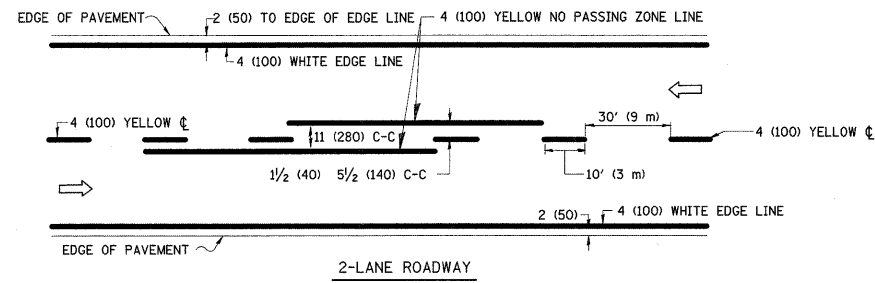


LEFT TURN

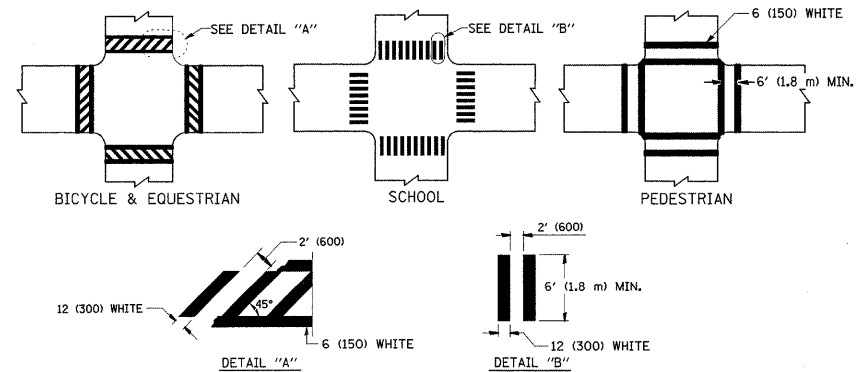
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

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

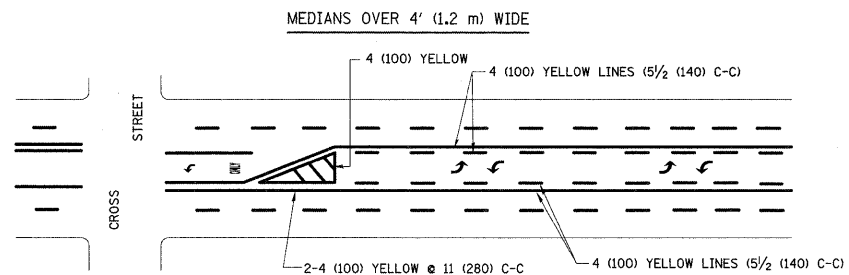
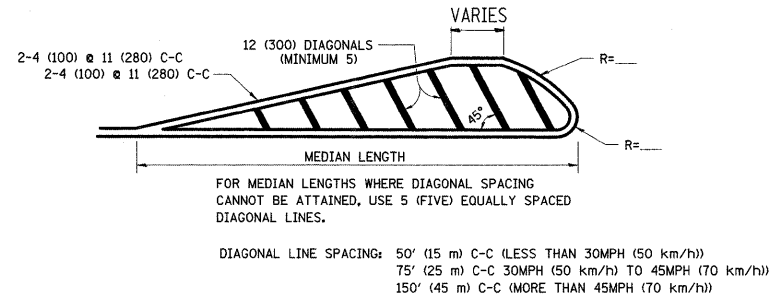
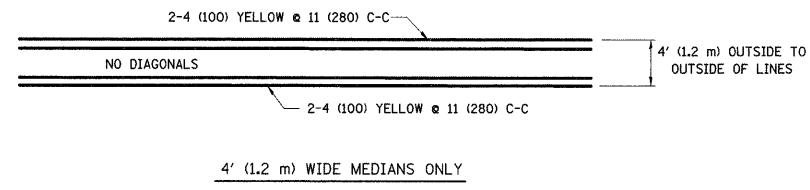
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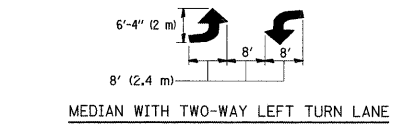
TYPICAL LANE AND EDGE LINE MARKING



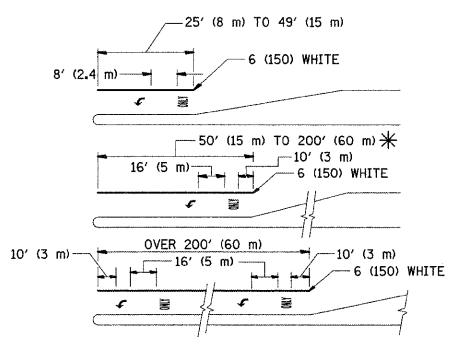
TYPICAL CROSSWALK MARKING



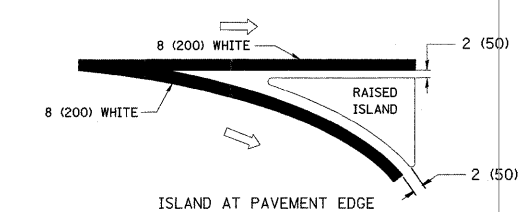
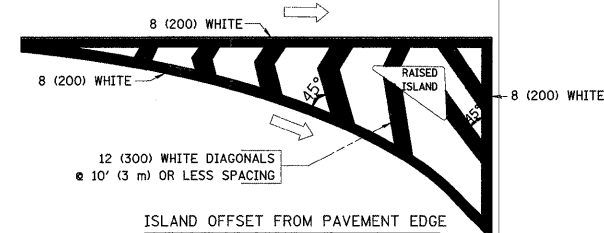
TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE



TYPICAL TURN LANE MARKING

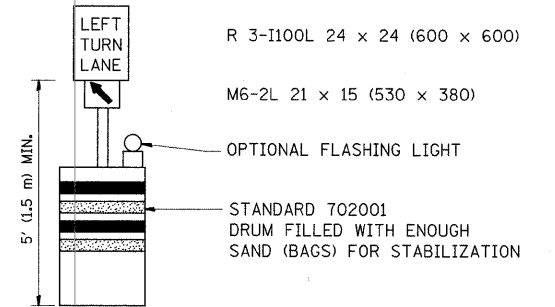
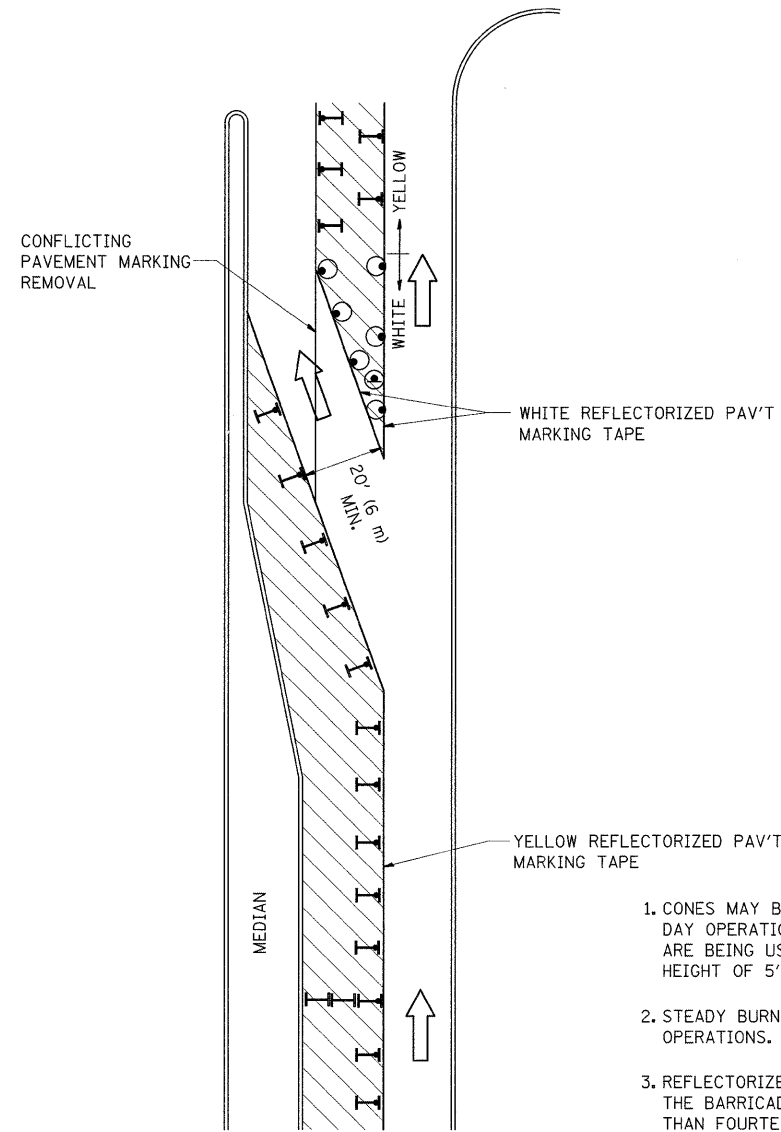


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

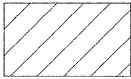





All dimensions are in inches (millimeters) unless otherwise shown.



GENERAL NOTES

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

LEGEND

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

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

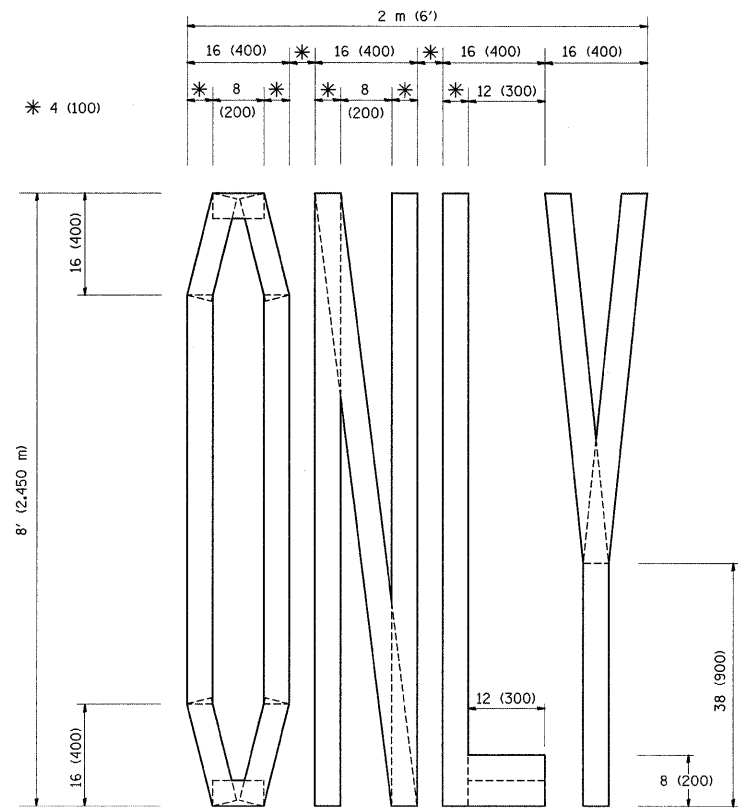
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	PLOT DATE = 3/13/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

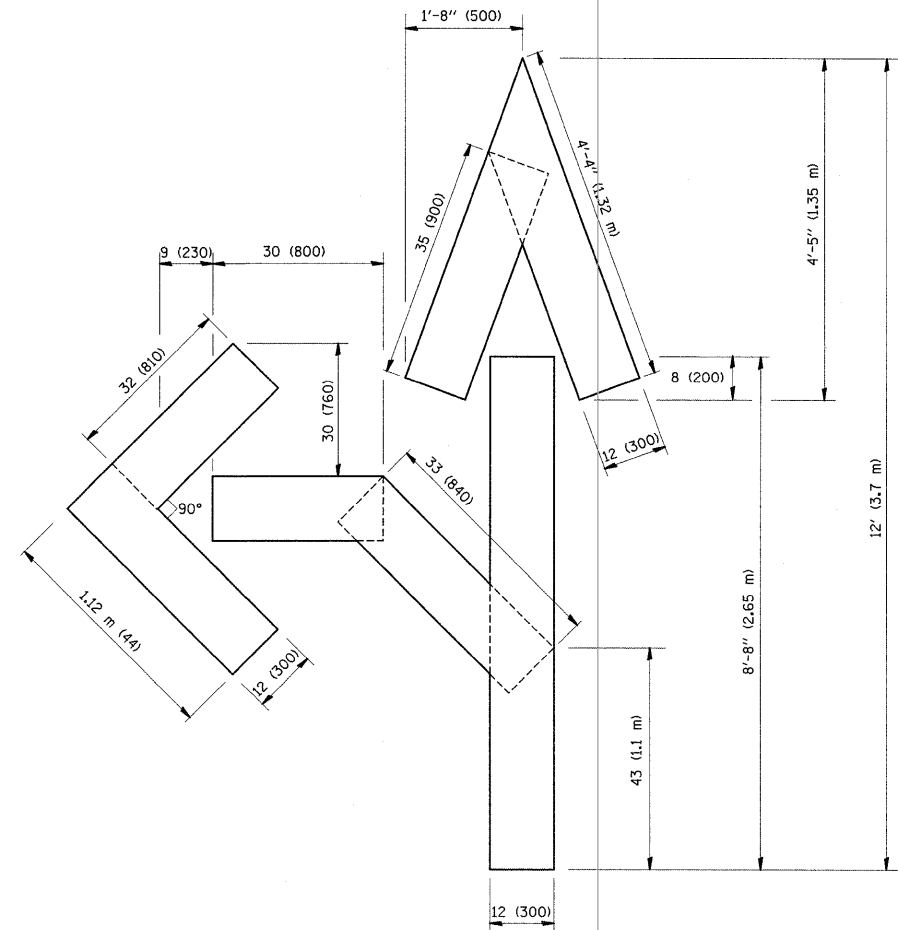
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(TO REMAIN OPEN TO TRAFFIC)**

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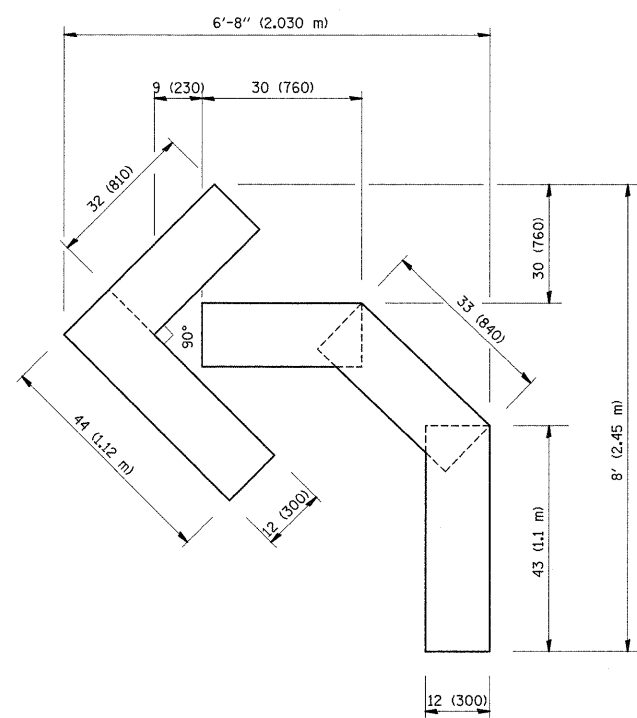
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341	32-2-R-N	COOK	53	29
TC-14			CONTRACT NO. 60E64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

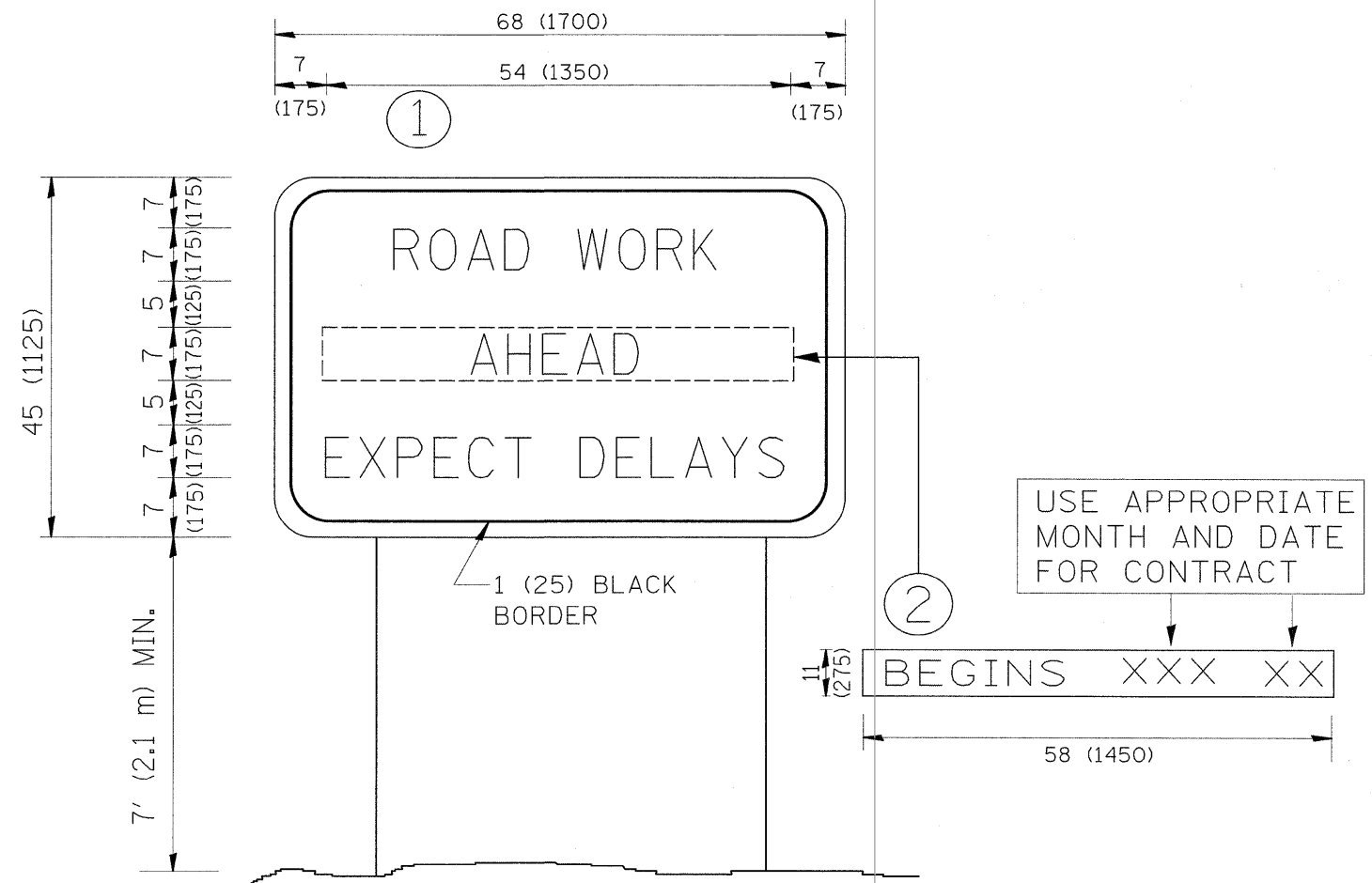
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	PLOT DATE = 3/13/2009	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	40
TC-16			CONTRACT NO. 60E64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

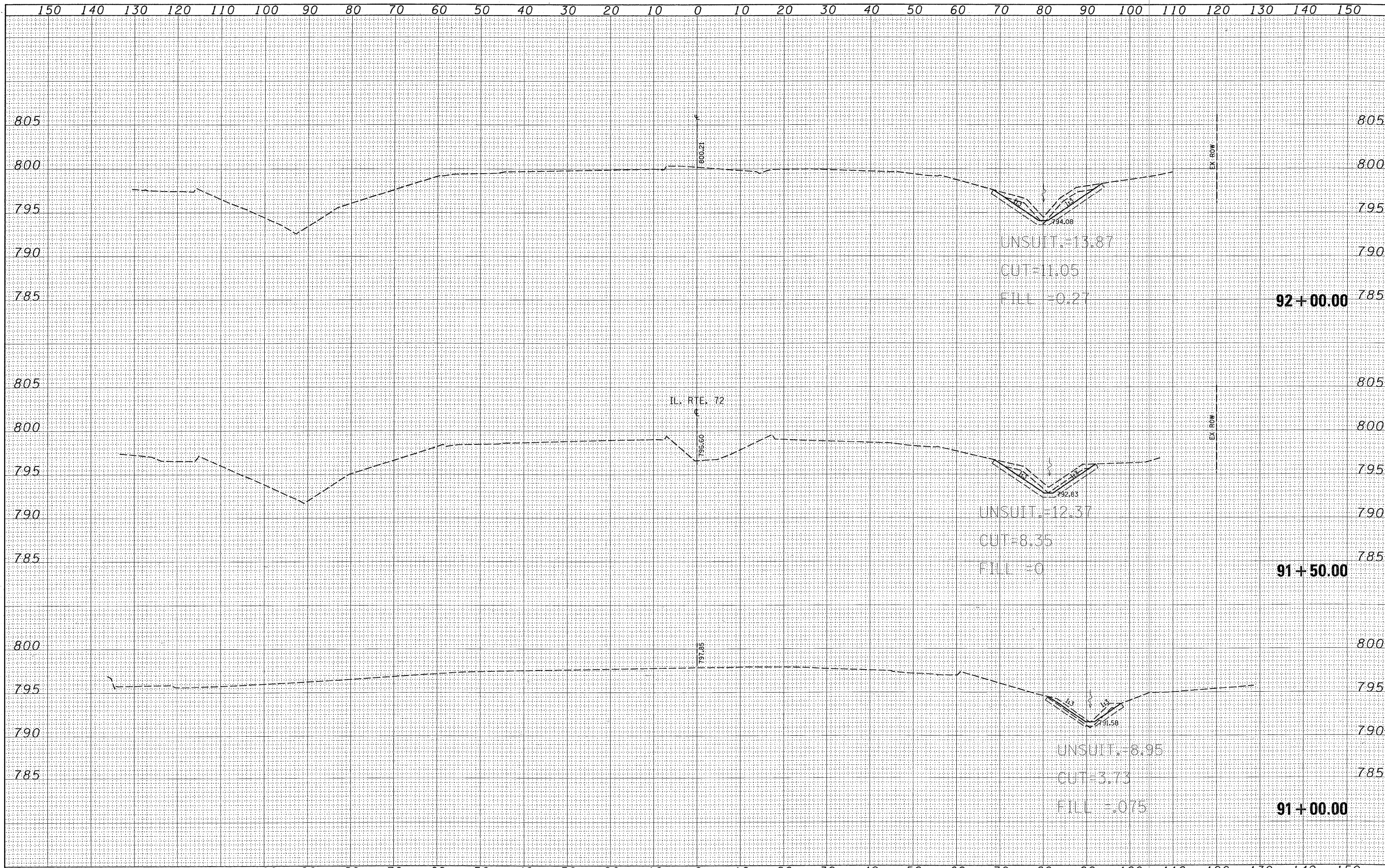
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
341	32-2-R-N	COOK	53	41
TC-22			CONTRACT NO. 60E64	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

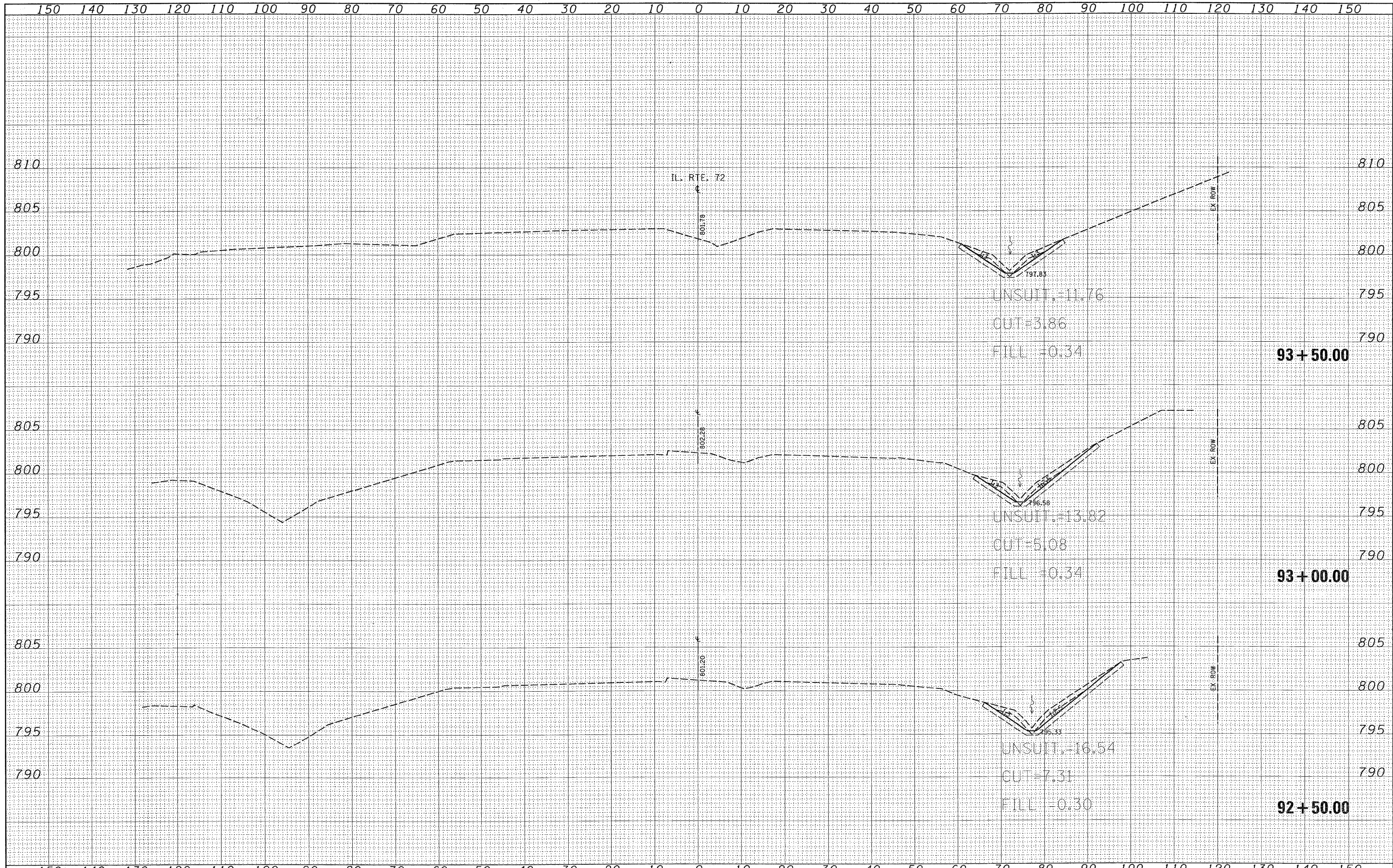


FINAL SURVEY BY DATE
 SURVEYED BY DATE
 TEMPLATE NO.
 NOTE BOOK NO.
 AREAS CHECKED

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

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
NO.		

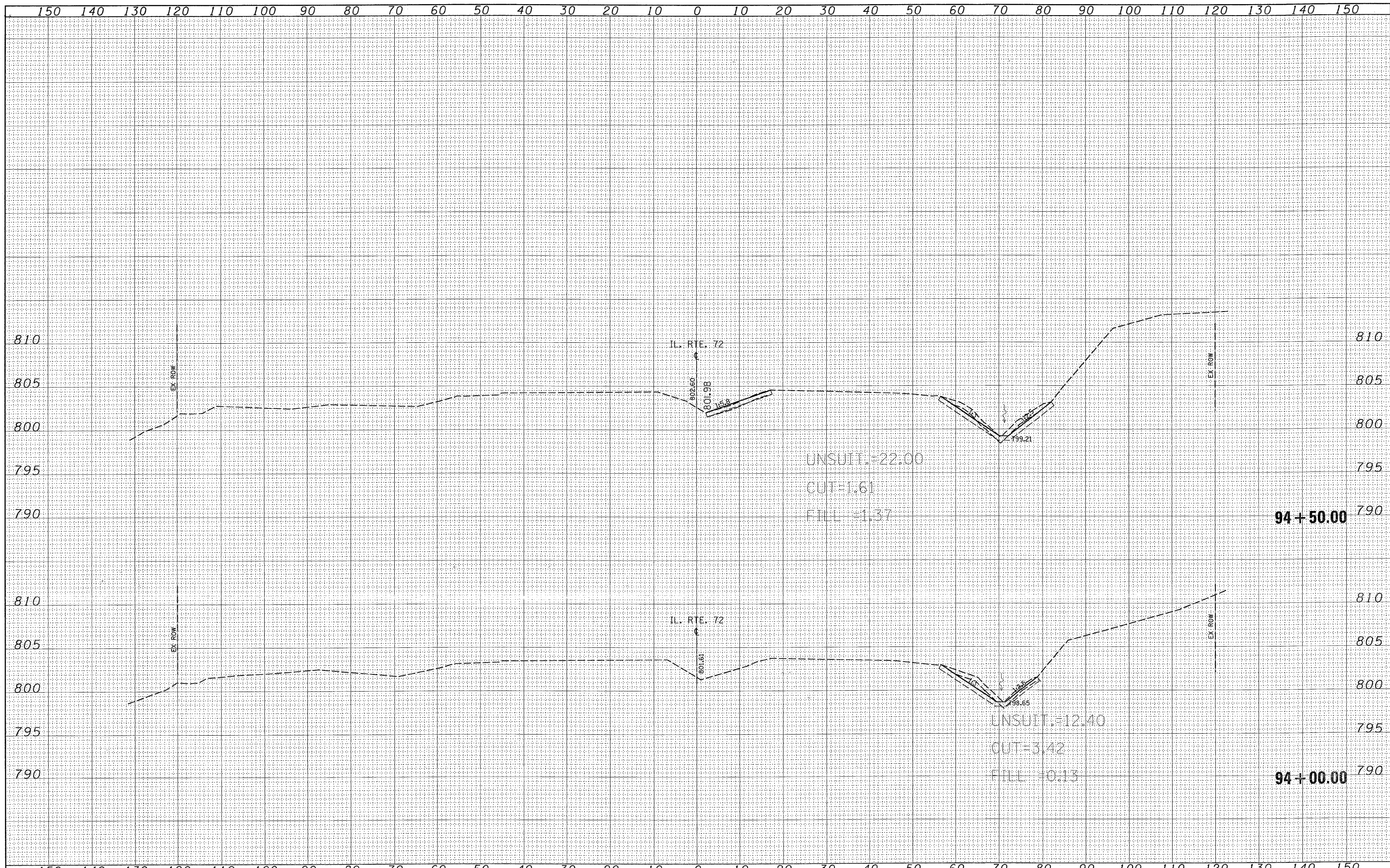
ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
NO.		



FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS		F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 43	
ea\pwork\PWIDOT\GUILLAUMEJP\0103849\0149808	shht-xshht-172.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 92+50.00 TO STA. 93+50.00	CONTRACT NO. 60E64				
	PLOT SCALE = 10.0000' / IN.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 4/8/2009	DATE -	REVISED -									

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	NO. _____		
NO.			

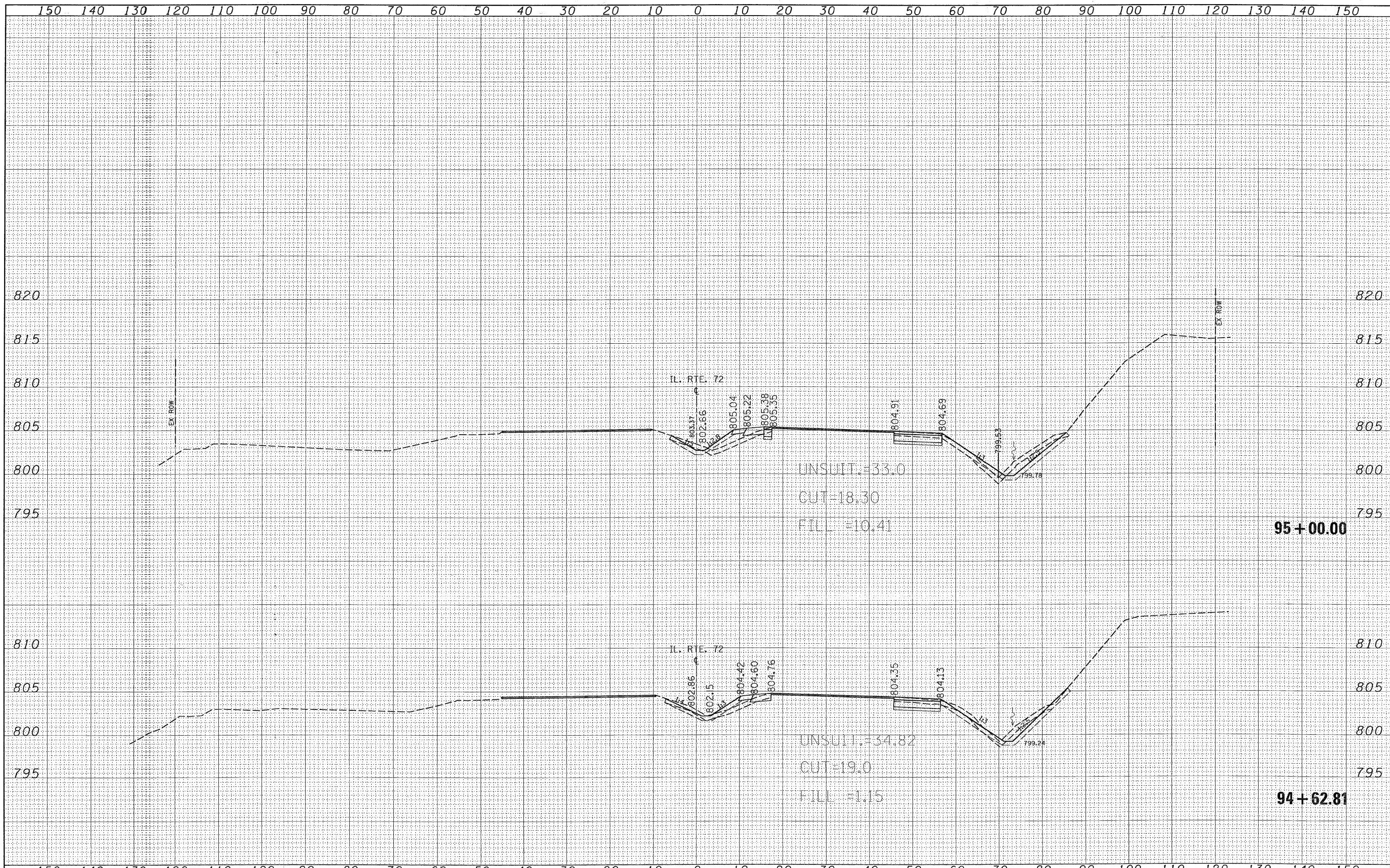
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	NO. _____		
NO.			



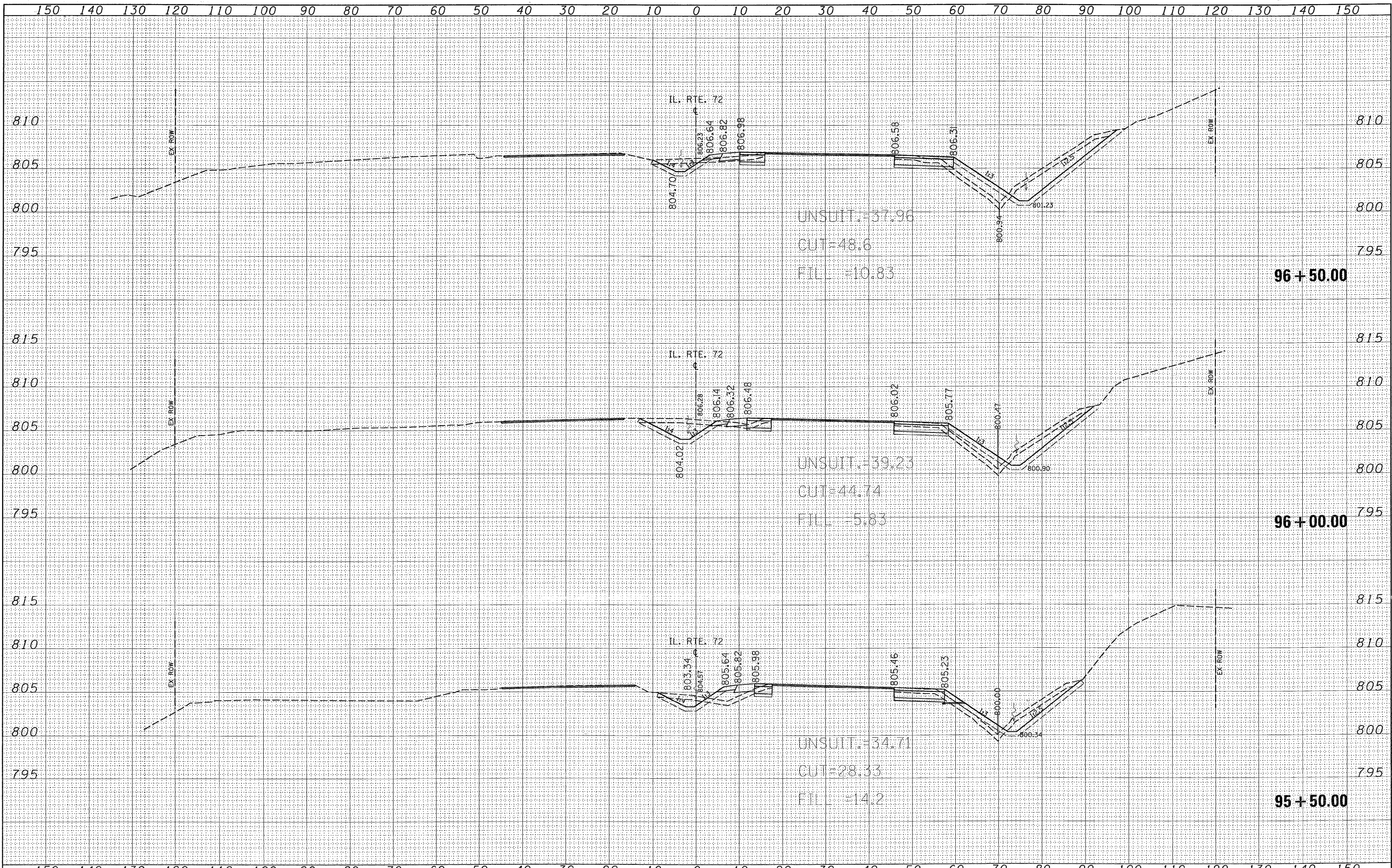
FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 44
CONTRACT NO. 60E64	CONTRACT NO. 60E64	SCALE:	SHEET NO. OF SHEETS			STA. 94+00.00 TO STA. 94+50.00	ILLINOIS FED. AID PROJECT			
PLOT SCALE = 10,0000 "/> <td>CHECKED -</td> <td>REVISED -</td> <td>REVISED -</td>	CHECKED -	REVISED -	REVISED -							
PLOT DATE = 4/8/2009	DATE -	REVISED -	REVISED -							

BY: _____ DATE: _____
 SURVEYED: _____
 CHECKED: _____
 ORIGINAL SURVEY: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____

BY: _____ DATE: _____
 SURVEYED: _____
 CHECKED: _____
 ORIGINAL SURVEY: _____
 NOTE BOOK: _____
 AREAS CHECKED: _____



FILE NAME =	USER NAME = guillaumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pw_work\PW1007\GUILLAUMEFP\d0103849\0149800	ght-xssht-172.dgn	DRAWN -	REVISED -			341	32-2-R-N	COOK	53	45	
PLOT SCALE = 10.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60E64					
PLOT DATE = 4/8/2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

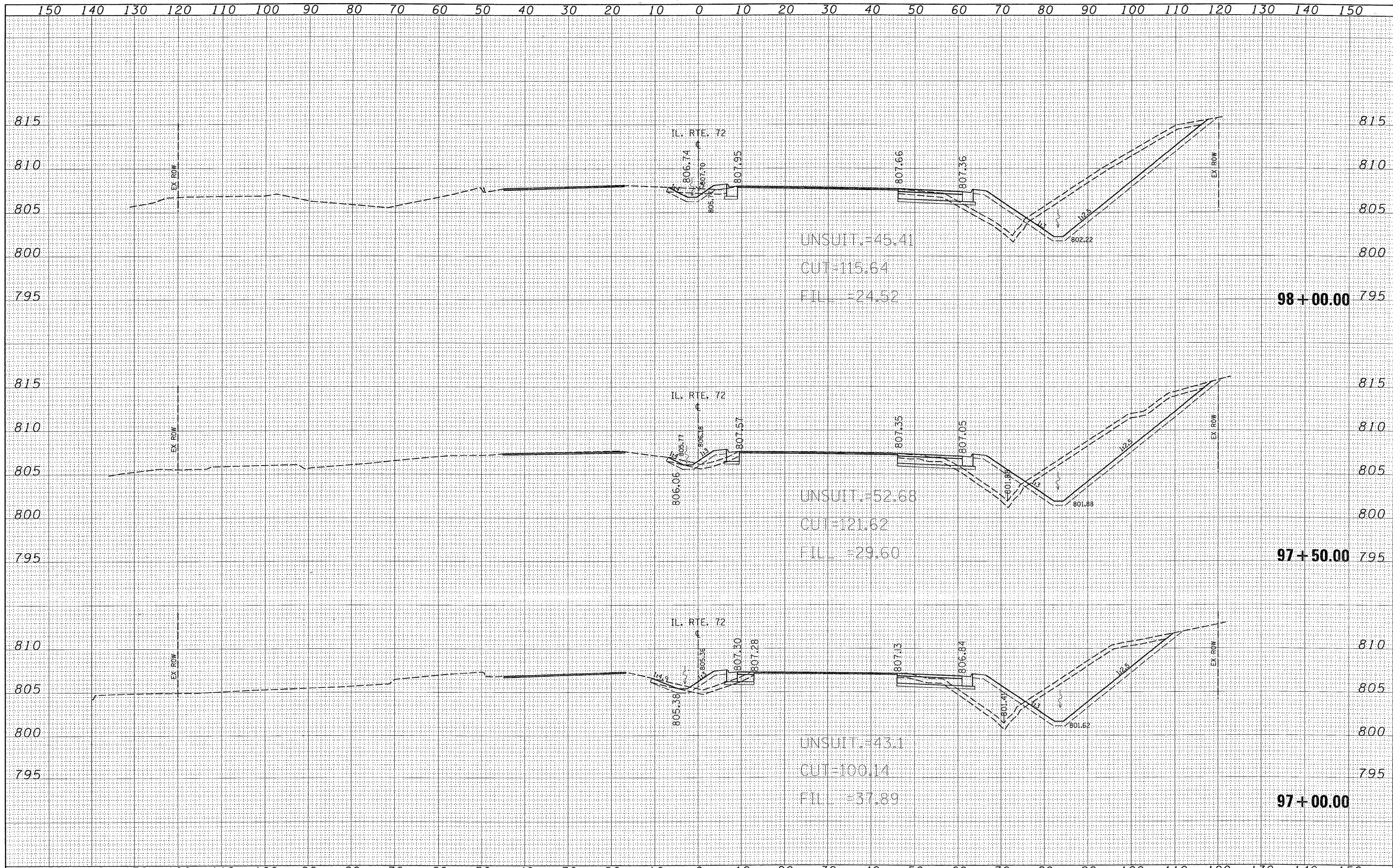


DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
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NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILED	
NO.	

FINAL SURVEY BY DATE
 SURVEYED BY
 REVISIONS
 NO. DATE

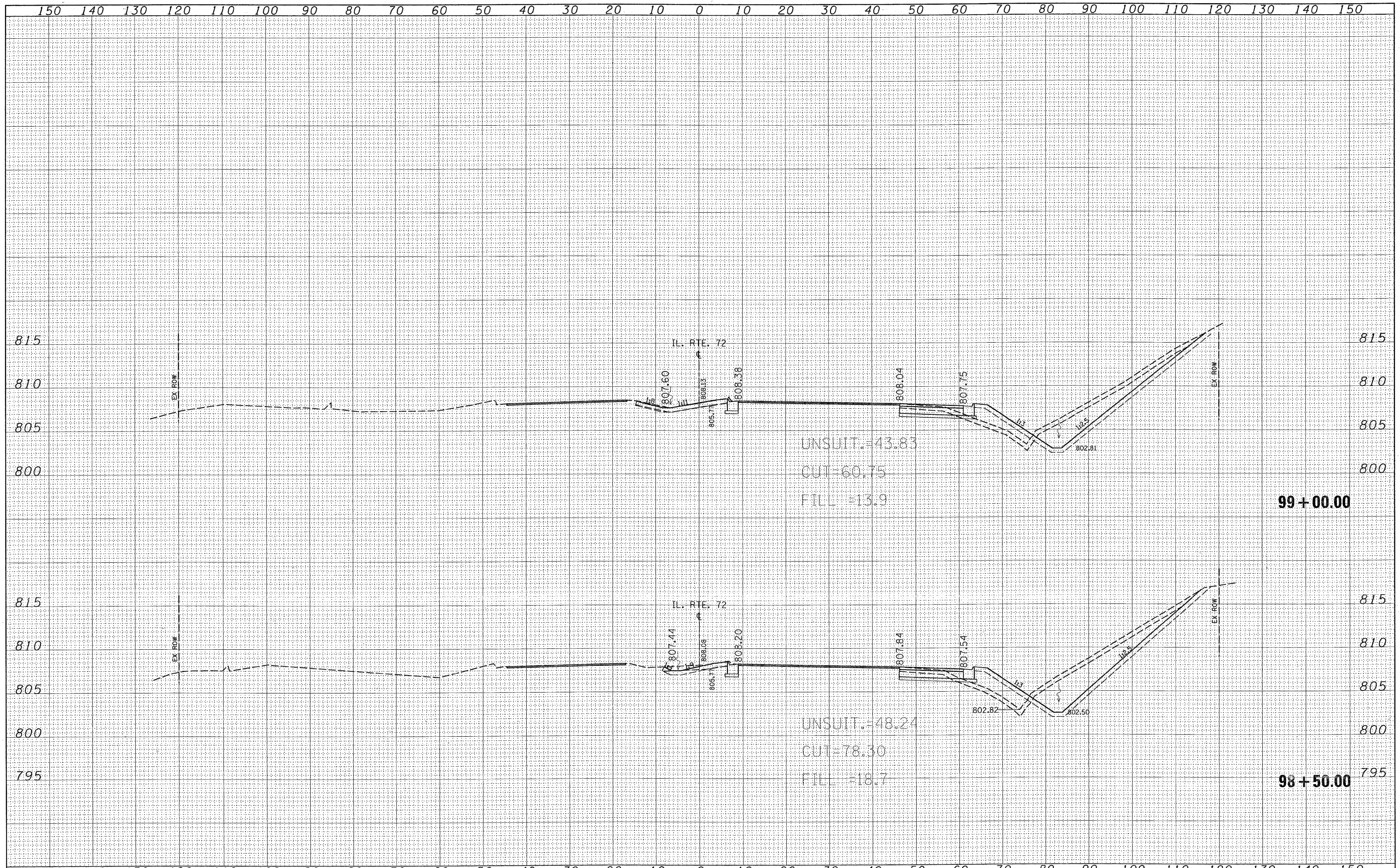
ORIGINAL SURVEY BY DATE
 SURVEYED BY
 REVISIONS
 NO. DATE



FILE NAME =	USER NAME = guilloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS		F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 47	
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	PLOT DATE = 4/8/2009	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

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

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



UNSUIT. = 43.83
 CUT = 60.75
 FILL = 13.9

UNSUIT. = 48.24
 CUT = 78.30
 FILL = 18.7

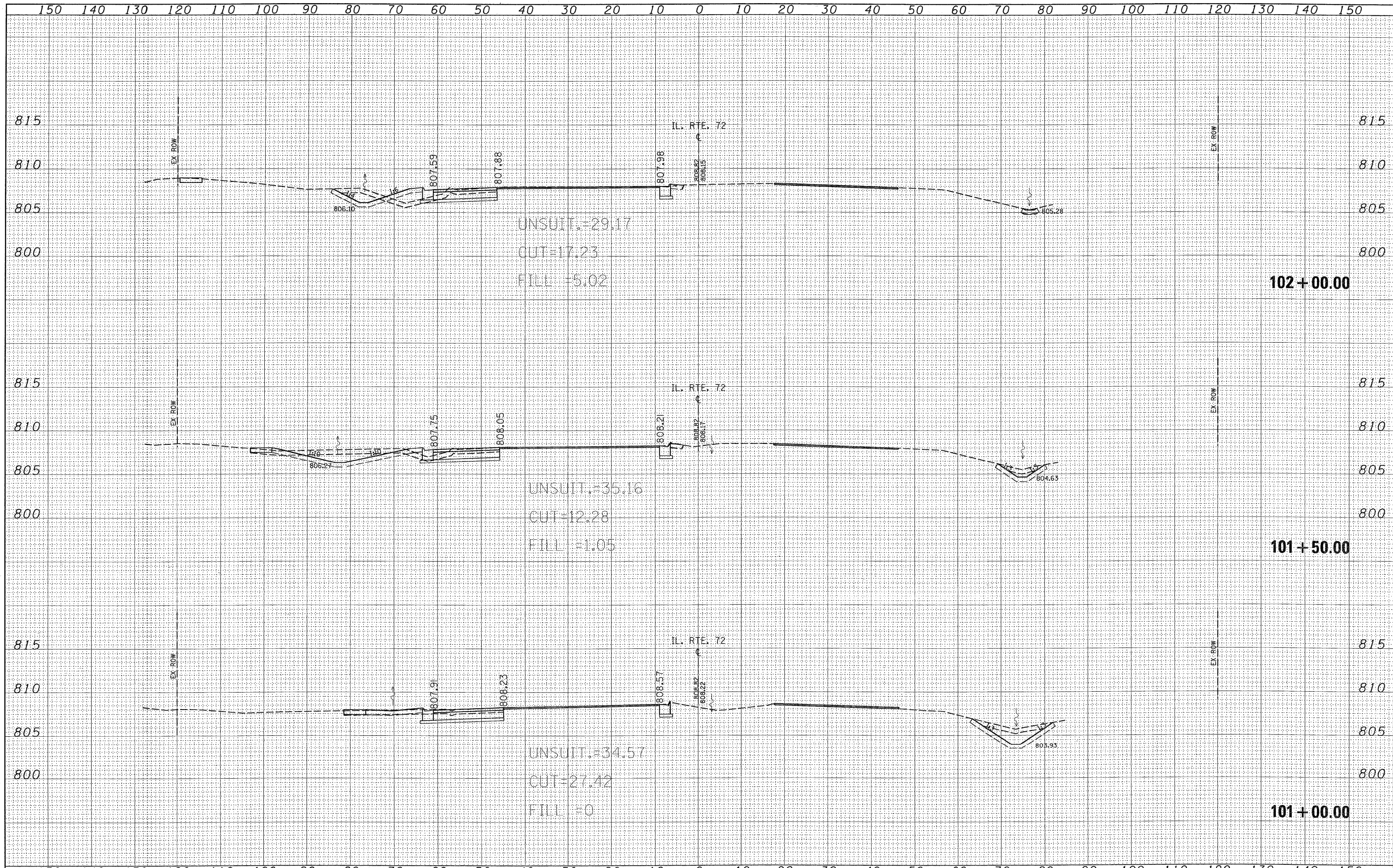
99+00.00

98+50.00

FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS		F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 48	
c:\pwork\PWIDOT\GUILLAUMEFP\0103849\0149888	sht:xsht:172.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 98+50.00 TO STA. 99+00.00	CONTRACT NO. 60E64				
	PLOT SCALE = 10.0000 / IN.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
	PLOT DATE = 4/8/2009	DATE -	REVISED -									

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

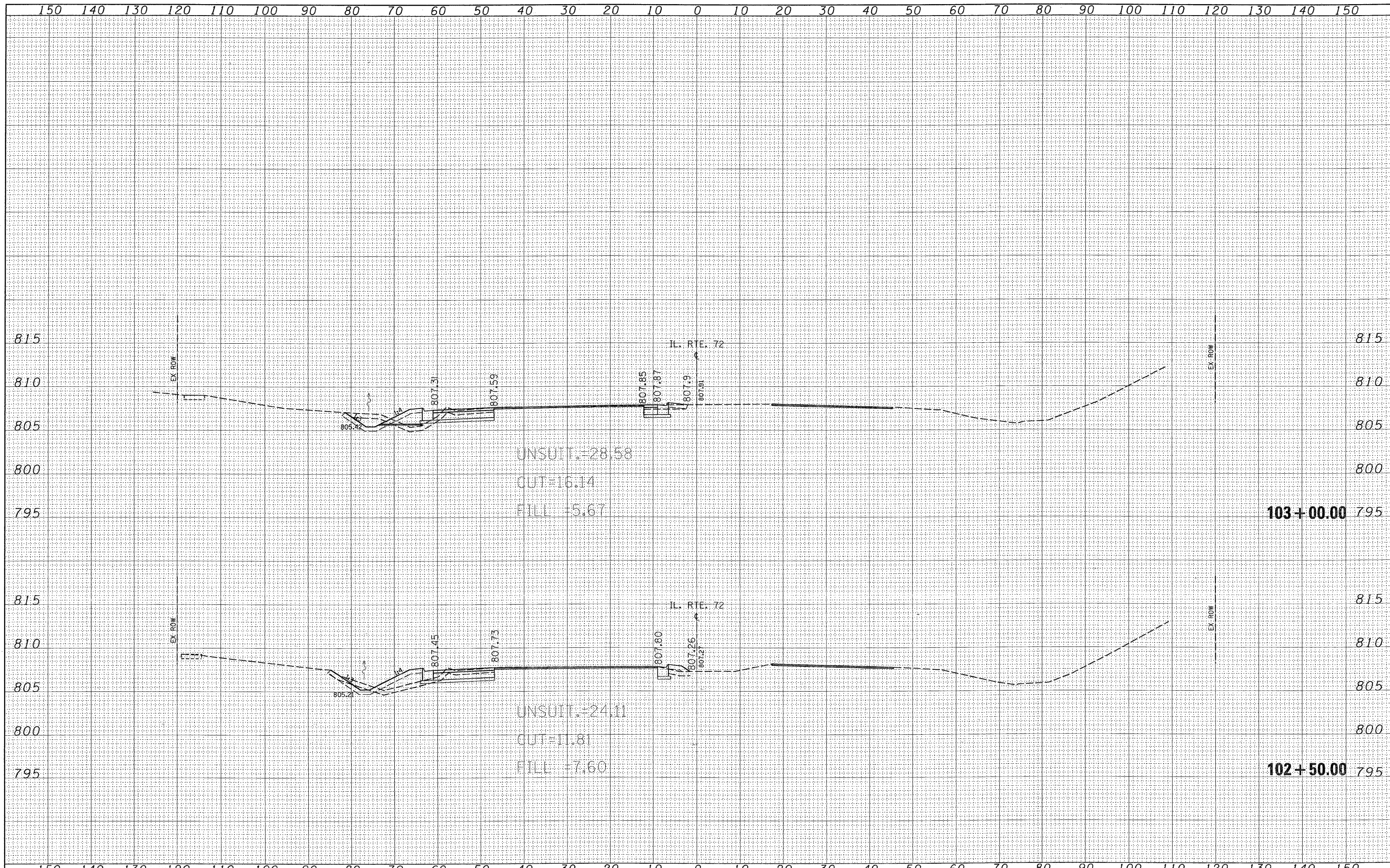
ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		
NO.		



FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A.P. RTE. 341	SECTION 32-2-R-N	COUNTY COOK	TOTAL SHEETS 53	SHEET NO. 50		
ca\pw\work\PWIDOT\GUILLAUMEJP\0103849\0149808\sh-t-x-sh-t-1172.dgn	PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. 101+00.00 TO STA. 102+00.00		CONTRACT NO. 60E64				
	PLOT DATE = 4/8/2009	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

FINAL SURVEY	DATE
SURVEYED	
PLANNED	
NOTE BOOK	
NO.	

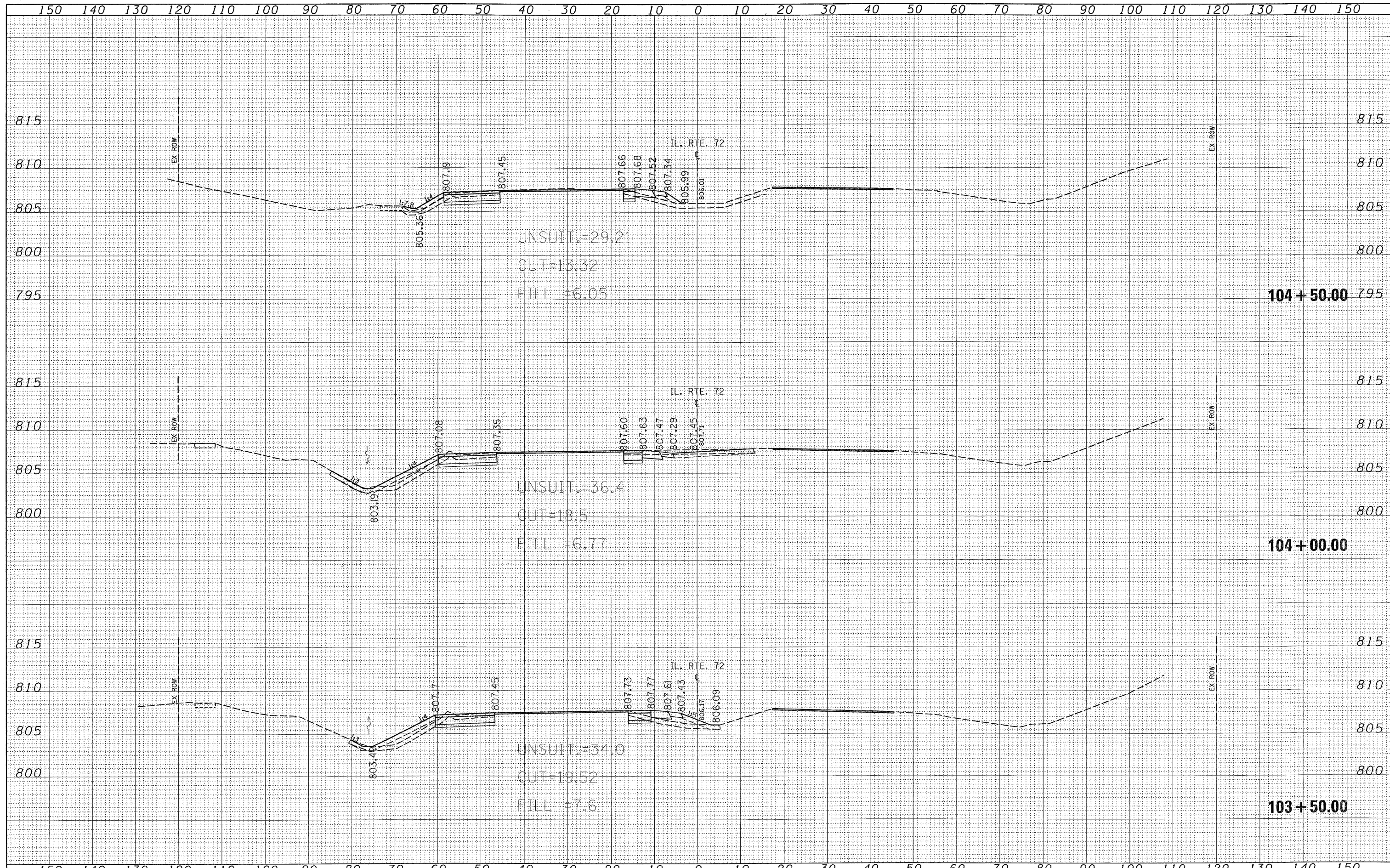
ORIGINAL SURVEY	DATE
SURVEYED	
PLANNED	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = guillaumeff	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\FWIDOT\GULLLAUMEFF\0103849\0149808	-sh-t-x-sh-t-172.dgn	DRAWN -	REVISED -			341	32-2-R-N	COOK	53	51
PLOT SCALE = 10.0000 "/td> <td>CHECKED -</td> <td>REVISED -</td> <td colspan="2">CONTRACT NO. 60E64</td>	CHECKED -	REVISED -	CONTRACT NO. 60E64							
PLOT DATE = 4/8/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS		STA. 102+50.00 TO STA. 103+00.00		

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 NO.:

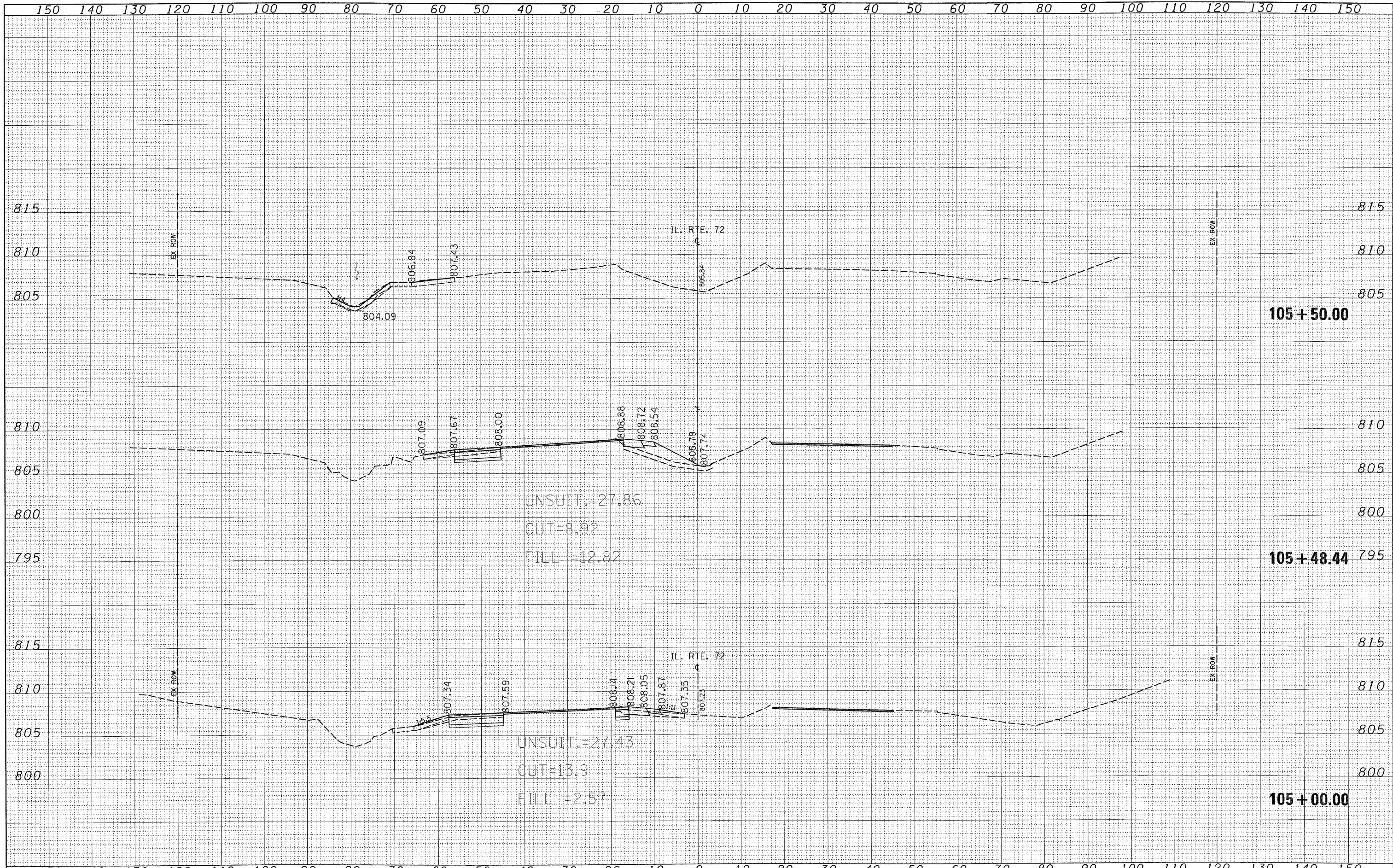
DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 NO.:



FILE NAME =	USER NAME = guilloumefp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwwork\pwwdot\guilloumefp\0103849\0149808\shht-xssht-1172.dgn	PLOT SCALE = 10.0000 / IN.	DRAWN -	REVISED -			341	32-2-R-N	COOK	53	52	
PLOT DATE = 4/8/2009	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60E64		ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 103+50.00 TO STA. 104+50.00			

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		



UNSUIT. = 27.86
 CUT = 8.92
 FILL = 12.82

UNSUIT. = 27.43
 CUT = 13.9
 FILL = 2.57

FILE NAME =	USER NAME = guillaumejp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 72 (HIGGINS RD) CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwwid\GUILLAUMEFP\0103849\0149801	caht-xssht-1172.dgn	DRAWN -	REVISED -			341	32-2-R-N	COOK	53	53
PLOT SCALE = 18.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60E64				
PLOT DATE = 4/8/2009		DATE -	REVISED -			[ILLINOIS] FED. AID PROJECT				