06-15-12 LETTING ITEM 003

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68*	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60L21		

*68+2=70

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

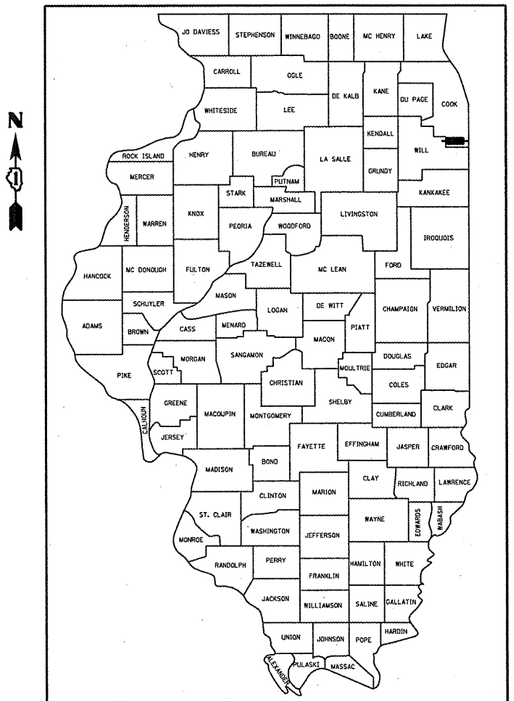
PROPOSED
HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF MATTESON

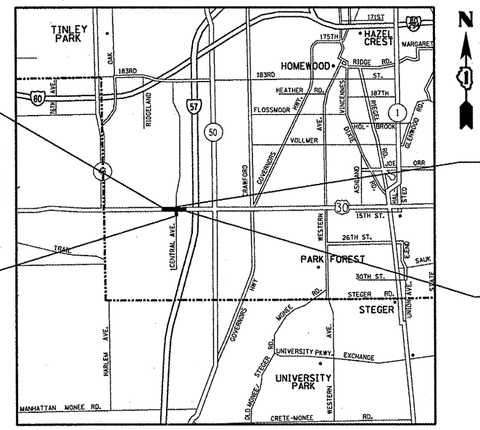
F.A.P. ROUTE 353: US 30 (LINCOLN HIGHWAY) AT CENTRAL AVE.
SECTION: 23–N–4
CHANNELIZATION AND TRAFFIC SIGNAL MODERNIZATION
PROJECT: HSIP-0353(021)
COOK COUNTY
C–91–657–10

D–91–657–10



LOCATION OF SECTION INDICATED THUS: –

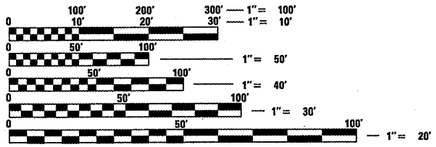
R 13 E



GROSS AND NET LENGTH = 1,400 FT. = 0.265 MILE

TRAFFIC DATA

US 30 (LINCOLN HIGHWAY): 2009 ADT = 20,700
SPEED LIMIT = 45 MPH
CENTRAL AVE.: 2010 ADT = 2,650
SPEED LIMIT = 30 MPH



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: ROBERT BORO (847)–705–4237
PROJECT MANAGER: ISSAM RAYYAN

CONTRACT NO. 60L21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 22 20 12
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 11 20 12
John D. Baranzelli, P.E. /ba
acting ENGINEER OF DESIGN AND ENVIRONMENT
May 11 20 12
William R. Frey /ba
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311-03	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE)
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602401-03	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
604091-02	FRAME AND GRATE TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-02	OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OF SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
780001-03	TYPICAL PAVEMENT MARKINGS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
876001-02	PEDESTRIAN PUSH BUTTON POST
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	**AIR VOIDS Ndes**
PAVEMENT WIDENING (US 30)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm); 2"	4% @ 90 GYR.
HMA BASE COURSE WIDENING, (HMA BINDER IL-19 mm); 8¾" (3 LIFTS)✳	4% @ 90 GYR.
PAVEMENT WIDENING (CENTRAL AVE)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm); 2"	4% @ 90 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm), 6" (2 LIFTS) ✳	4% @ 90 GYR.
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm); 2"	4% @ 90 GYR.
SHOULDER RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
SHOULDER WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT SHOULDER, (HMA BINDER IL-19 mm), 6"	4% @ 50 GYR.
BIKE PATH	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm); 2"	4% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ.YD./IN
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

✳ USE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 ¼" FOR THE TOP LIFT THICKNESS

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	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS & LIST OF STATE STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	2
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

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 MATTESON.

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

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.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

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 ACCORDING TO ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS AREA TRAFFIC FIELD ENGINEER AT (847) 715-8422 A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING, RESURFACING OR OVERLAYING.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISIOR AT (847) 705-4470 A MINMUM 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.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF MATTESON. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	3
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	45	45				
20101000	TEMPORARY FENCE	FOOT	300	300				
20101200	TREE ROOT PRUNING	EACH	3	3				
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	3	3				
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3				
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3				
20200100	EARTH EXCAVATION	CU YD	1455	1398			57	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	670	670				
20400800	FURNISHED EXCAVATION	CU YD	360	360				
20800150	TRENCH BACKFILL	CU YD	104	104				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	855	855				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5024	5024				
21101685	TOPSOIL FURNISH AND PLACE, 24"	SQ YD	635	635				
21400100	GRADING AND SHAPING DITCHES	FOOT	2377	2377				
25000210	SEEDING, CLASS 2A	ACRE	0.6	0.6				

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	70	70				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	70	70				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	70	70				
25100630	EROSION CONTROL BLANKET	SQ YD	2776	2776				
25200110	SODDING, SALT TOLERANT	SQ YD	2753	2753				
25200200	SUPPLEMENTAL WATERING	UNIT	56	56				
28000305	TEMPORARY DITCH CHECKS	FOOT	36	36				
28000400	PERIMETER EROSION BARRIER	FOOT	1100	1100				
28000510	INLET FILTERS	EACH	10	10				
28100107	STONE RIPRAP, CLASS A4	SQ YD	60	60				
28200200	FILTER FABRIC	SQ YD	60	60				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1235	1235				
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1900	775			1125	
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	595	595				
40200300	AGGREGATE SURFACE COURSE, TYPE A 4"	SQ YD	33	33				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	5	5				

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (LINCOLN HWY) AT CENTRAL AVE.
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	4
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
40600300	AGGREGATE (PRIME COAT)	TON	25	25					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	19	19					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	88	88					
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	53	53					
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	126				126		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	148	148					
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	1410	1410					
42001300	PROTECTIVE COAT	SQ YD	736	736					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	200	200					
42400800	DETECTABLE WARNINGS	SQ FT	120	120					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	13060	13060					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2920	2920					
44000600	SIDEWALK REMOVAL	SQ FT	3020				3020		
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	316	316					
44003100	MEDIAN REMOVAL	SQ FT	10655	10655					

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	140	140					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	80	80					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	58	58					
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	165	165					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	62	62					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	420	420					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2					
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1					
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1					
54247130	GRATING FOR CONCRETE FLARED END SECTION 24"	EACH	1	1					
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	121	121					
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	95	95					
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	430	430					
55100500	STORM SEWER REMOVAL 12"	FOOT	20	20					
56400100	FIRE HYDRANTS TO BE MOVED	EACH	2					2	
60200205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (LINCOLN HWY) AT CENTRAL AVE.
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	5
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1					
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	1	1					
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4	4					
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	2.5	2.5					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1055	1055					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	565	565					
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	3490	3490					
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1152	1152					
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1					
66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	25					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	500	500					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	425.7	425.7					

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6020	6020					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1284	1284					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	167	167					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	367	367					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	172	172					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1235	1235					
* 72000100	SIGN PANEL - TYPE 1	SQ FT	15		15				
* 72000200	SIGN PANEL - TYPE 2	SQ FT	30		30				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	425.7	425.7					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6020	6020					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1284	1284					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	167	167					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	367	367					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	172	172					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	70	70					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	150	150					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (LINCOLN HWY) AT CENTRAL AVE.
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	6
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* SPECIALTY ITEMS

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	42	42					
*	80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1				
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	734		734				
*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	32		32				
*	81028230	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2" DIA.	FOOT	68		68				
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	363		363				
*	81400100	HANDHOLE	EACH	4		4				
*	81400200	HEAVY-DUTY HANDHOLE	EACH	5		5				
*	81400300	DOUBLE HANDHOLE	EACH	1		1				
*	85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1				
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	197		197				
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	528		528				
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1089		1089				
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1923		1923				
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1823		1823				
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	33		33				

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
	CODE NO	ITEM	UNIT		STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	616		616				
*	87501200	TRAFFIC SIGNAL POST, 16 FT.	EACH	2		2				
*	87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1		1				
*	87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1		1				
*	87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1		1				
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8		8				
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4				
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	53		53				
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5		5				
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3		3				
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	7		7				
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2		2				
*	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12		12				
*	88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8				
*	88600100	DETECTOR LOOP, TYPE I	FOOT	937		937				
*	88700200	LIGHT DETECTOR	EACH	2			2			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RTE 30 (LINCOLN HWY) AT CENTRAL AVE.
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 4 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	7
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1			
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	2		2				
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1				
*	89502380	REMOVE EXISTING HANDHOLE	EACH	7		7				
*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1				
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9		9				
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	317			317			
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	12	12					
△	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	70	70					
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6					
	X6640300	CHAIN LINK FENCE REMOVAL	FOOT	15	15					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
	X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	72.6	72.6					
	X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	3500	3500					
	X7030040	WET REFLECTIVE TEMPORARY TAPE TYPE III, 6 INCH	FOOT	204	204					

SUMMARY OF QUANTITIES

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: STATE URBAN 90% FEDERAL 10% STATE 0004	TRAFFIC 90% FEDERAL 7.5% STATE 2.5% VILLAGE 0021	TRAFFIC EVP 100% VILLAGE 0021	BIKE PATH 90% FEDERAL 10% VILLAGE 0028	FIRE HYDRANT 100% VILLAGE 0043	
*	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1				
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
△	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	16	16					
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	102.8					
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1				
*	87702426	STEEL MAST ARM ASSEMBLY & POLE WITH DUAL MAST ARMS, 28 FT. & 46 FT.	EACH	1		1				
	35600711	HOT-MIX ASPHALT BASE COURSE WIDENING, 8¾"	SQ YD	263	263					

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

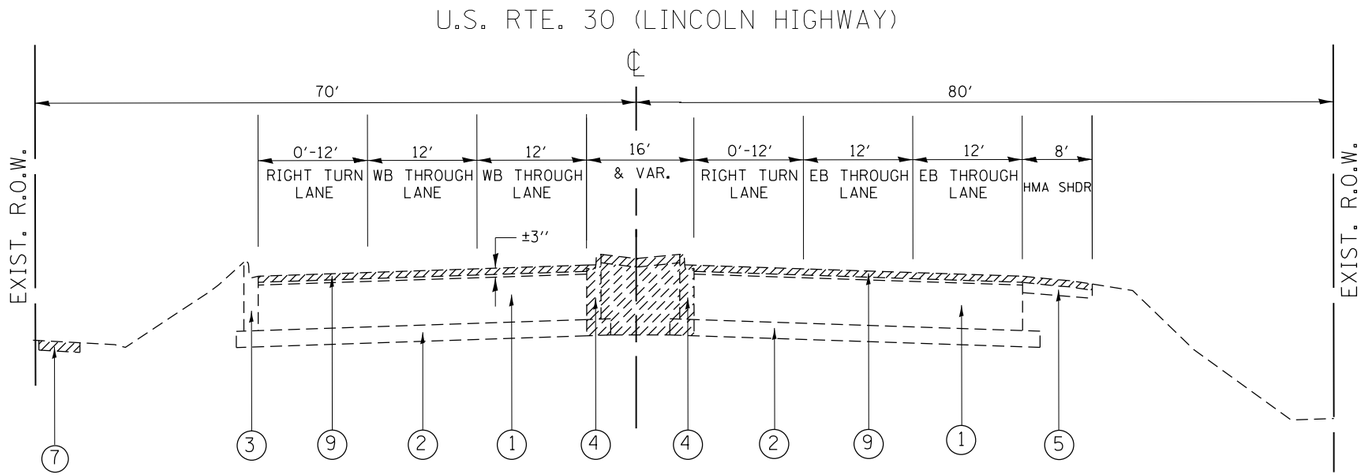
US RTE 30 (LINCOLN HWY) AT CENTRAL AVE.
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

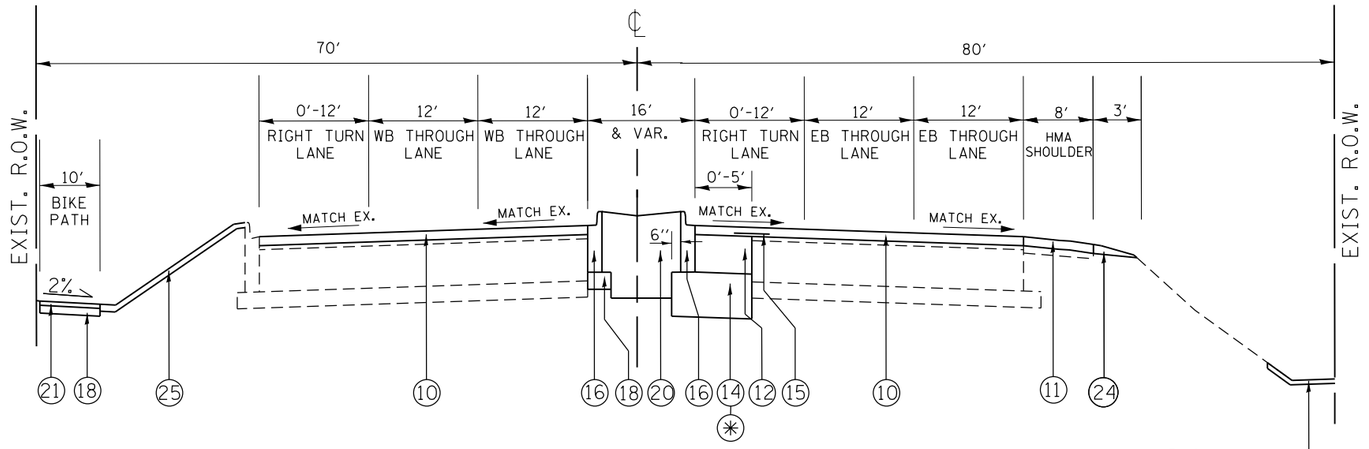
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	8
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

△ NON-PARTICIPATING (100% STATE)

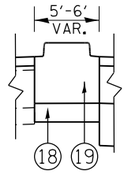
* SPECIALTY ITEMS



EXISTING TYPICAL SECTION
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00



PROPOSED TYPICAL SECTION
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00



PROPOSED MEDIAN
STA 496+28 TO STA 499+35

LEGEND

1. EXISTING P.C.C. PAVEMENT, ± 10'
2. EXISTING STABILIZED AGGREGATE SUBBASE, 4"
3. EXISTING COMBINATION CONCRETE C&G TYPE B-6.24
4. EXISTING COMBINATION CONCRETE C&G TYPE SB-9.06
5. EXISTING HMA SHOULDER
6. EXISTING AGGREGATE SHOULDER
7. EXISTING P.C.C. SIDEWALK, 5"
8. EXISTING HMA BASE COURSE, ±10"
9. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
10. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
11. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
12. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 8¾"
13. PROPOSED HOT-MIX ASPHALT BASE COURSE, 6"
14. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
15. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
16. PROPOSED COMBINATION CONCRETE C&G, TYPE B-6.12
17. PROPOSED COMBINATION CONCRETE C&G, TYPE B-6.24
18. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
19. PROPOSED COMBINATION CONCRETE C&G, TYPE SB-6.12 (MONOLITHICALLY POURED)
20. PROPOSED TOPSOIL, 24"
21. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
22. PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
23. PROPOSED AGGREGATE SHOULDER, TYPE B, 6"
24. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
25. PROPOSED TOPSOIL, 4"
26. GRADING AND SHAPING DITCHES

(*) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

REMOVAL ITEMS

CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

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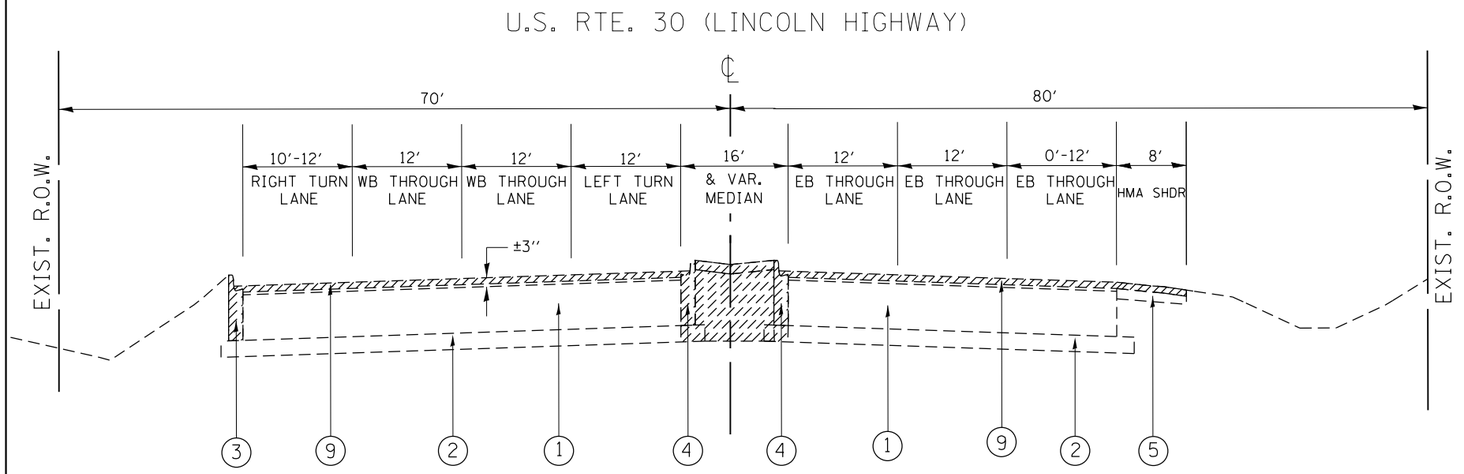
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

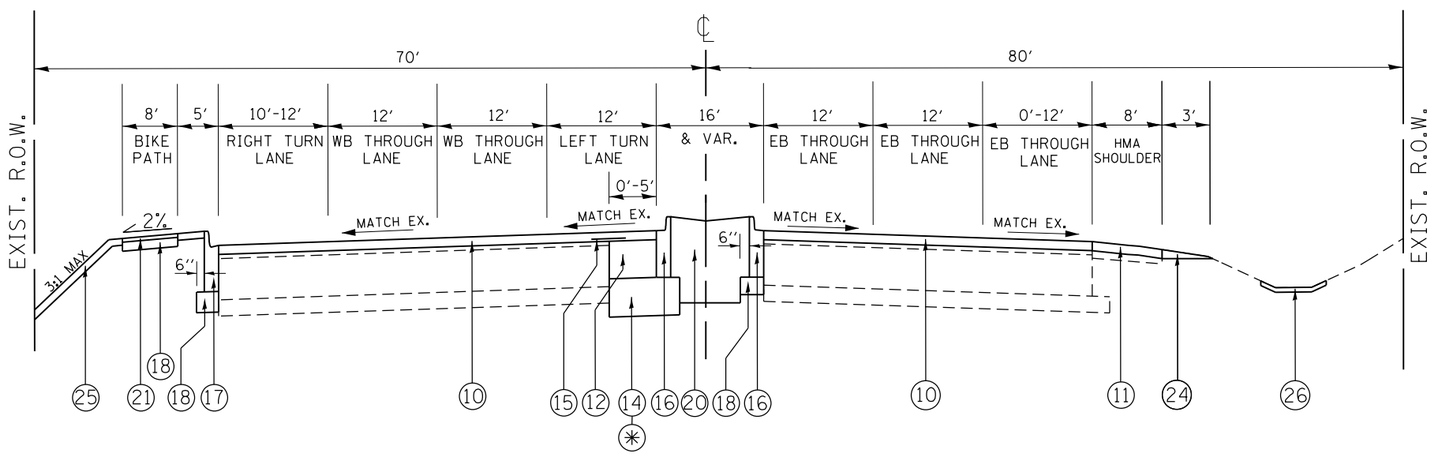
EXISTING AND PROPOSED TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

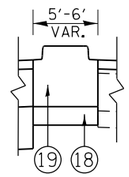
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	9
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00



PROPOSED TYPICAL SECTION
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00



PROPOSED MEDIAN
STA 500+56 TO STA 503+69

LEGEND

1. EXISTING P.C.C. PAVEMENT, ± 10′
2. EXISTING STABILIZED AGGREGATE SUBBASE, 4″
3. EXISTING COMBINATION CONCRETE C&G TYPE B-6.24
4. EXISTING COMBINATION CONCRETE C&G TYPE SB-9.06
5. EXISTING HMA SHOULDER
6. EXISTING AGGREGATE SHOULDER
7. EXISTING P.C.C. SIDEWALK, 5″
8. EXISTING HMA BASE COURSE, ±10″
9. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2″
10. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2″
11. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2″
12. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 8¾″
13. PROPOSED HOT-MIX ASPHALT BASE COURSE, 6″
14. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12″
15. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
16. PROPOSED COMBINATION CONCRETE C&G, TYPE B-6.12
17. PROPOSED COMBINATION CONCRETE C&G, TYPE B-6.24
18. PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4″
19. PROPOSED COMBINATION CONCRETE C&G, TYPE SB-6.12 (MONOLITHICALLY POURED)
20. PROPOSED TOPSOIL, 24″
21. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2″
22. PROPOSED HOT-MIX ASPHALT SHOULDER, 8″
23. PROPOSED AGGREGATE SHOULDER, TYPE B, 6″
24. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
25. PROPOSED TOPSOIL, 4″
26. GRADING AND SHAPING DITCHES

✳ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

REMOVAL ITEMS

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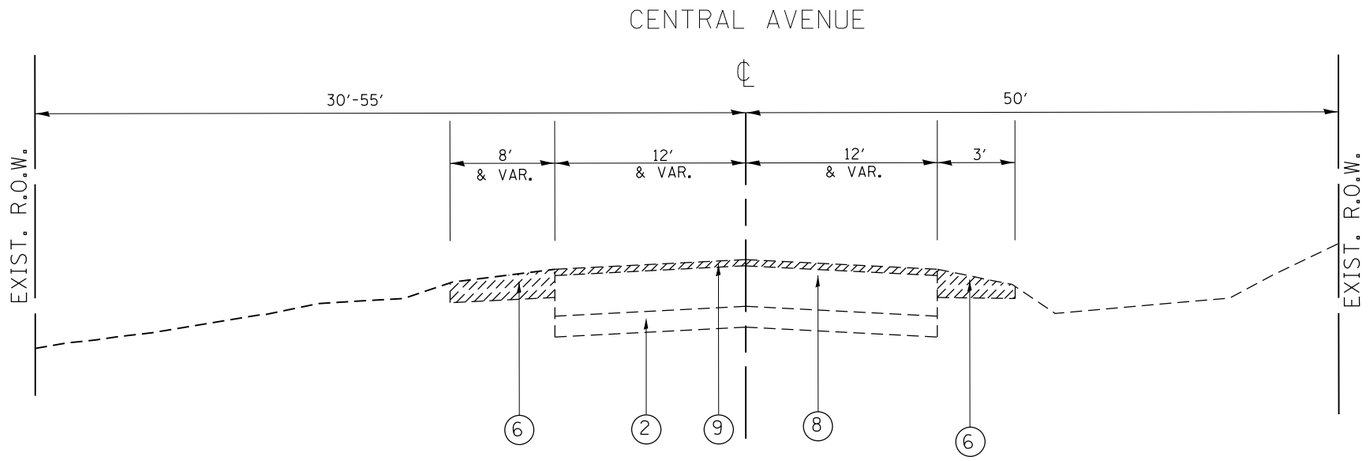
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

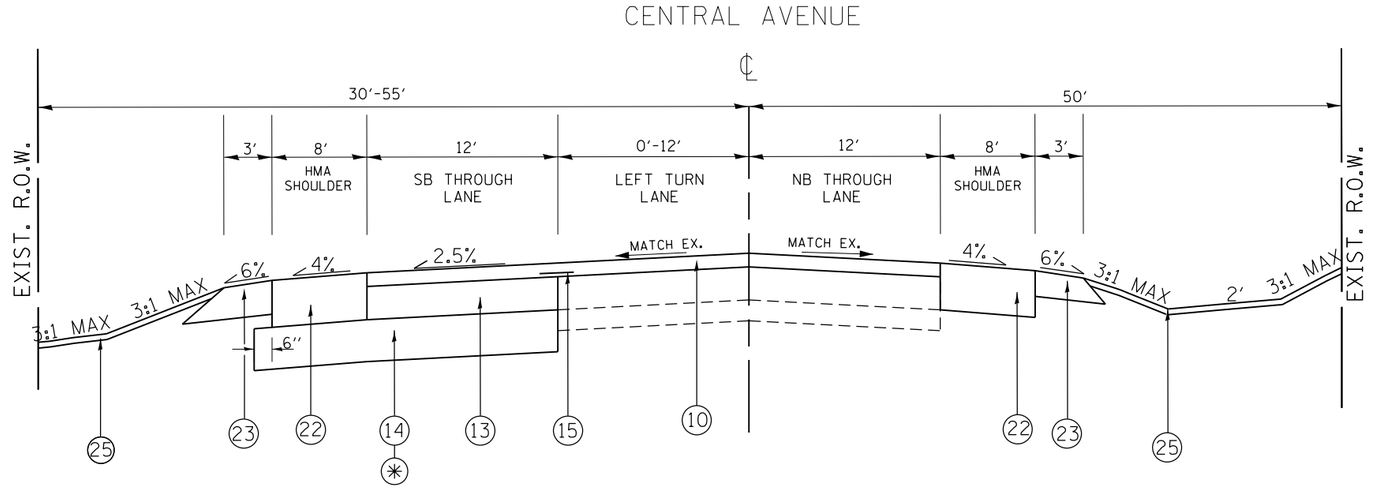
EXISTING AND PROPOSED TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	10
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
CENTRAL AVE.
STA 96+74 TO STA 100+90



PROPOSED TYPICAL SECTION
CENTRAL AVE.
STA 96+74 TO STA 100+90

LEGEND

1. EXISTING P.C.C. PAVEMENT, ± 10"
2. EXISTING STABILIZED AGGREGATE SUBBASE, 4"
3. EXISTING COMBINATION CONCRETE C&G TYPE B-6.24
4. EXISTING COMBINATION CONCRETE C&G TYPE SB-9.06
5. EXISTING HMA SHOULDER
6. EXISTING AGGREGATE SHOULDER
7. EXISTING P.C.C. SIDEWALK, 5"
8. EXISTING HMA BASE COURSE, ±10"
9. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2"
10. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
11. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
12. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 8¾"
13. PROPOSED HOT-MIX ASPHALT BASE COURSE, 6"
14. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
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REMOVAL ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	11
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE (STAGE I)

EARTHWORK LOCATION	1 EARTH EXCAVATION (CU. YD.)	2 EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU. YD.)	3 REMOVAL OF UNSUITABLE OR UNSTABLE MATERIAL (CU. YD.)	4 EMBANKMENT (CU. YD.)	5 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)
US 30					
493+00 - 507+00	180	153	298	585	-432
CENTRAL AVE.					
96+74 - 100+00	195	165	56	92	73
TOTAL =	375	318	354	677	-359

EARTHWORK SCHEDULE (STAGE II)

EARTHWORK LOCATION	1 EARTH EXCAVATION (CU. YD.)	2 EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU. YD.)	3 REMOVAL OF UNSUITABLE OR UNSTABLE MATERIAL (CU. YD.)	4 EMBANKMENT (CU. YD.)	5 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)
US 30					
493+00 - 507+00	285	242	227	0	242
CENTRAL AVE.					
96+74 - 100+00	96	82	86	70	-8
TOTAL =	381	324	313	70	234

EARTHWORK SCHEDULE (STAGE III)

EARTHWORK LOCATION	1 EARTH EXCAVATION (CU. YD.)	2 EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU. YD.)	3 REMOVAL OF UNSUITABLE OR UNSTABLE MATERIAL (CU. YD.)	4 EMBANKMENT (CU. YD.)	5 EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)
US 30					
493+00 - 507+00	695	590	0	14	576
TOTAL =	695	590	0	14	576

NOTE:
1 = QUANTITIES FROM ERTHWORK SPREADSHEET
2 = (1) • 0.85
3 = ESTIMATED QUANTITIES FROM CROSS-SECTIONS
4 = QUANTITIES FROM EARTHWORK SPREADSHEET
5 = 2-4

NOTE:

A THICKNESS OF 4 INCHES OF TOPSOIL STRIPPING SHALL BE USED FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

TREE REMOVAL SCHEDULE

STATION	OFFSET/ SIDE (FEET)	6 TO 15 UNIT DIAMETER
505+00	65' L	15
505+22	65' L	15
505+50	65' L	15
TOTALS		45

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	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

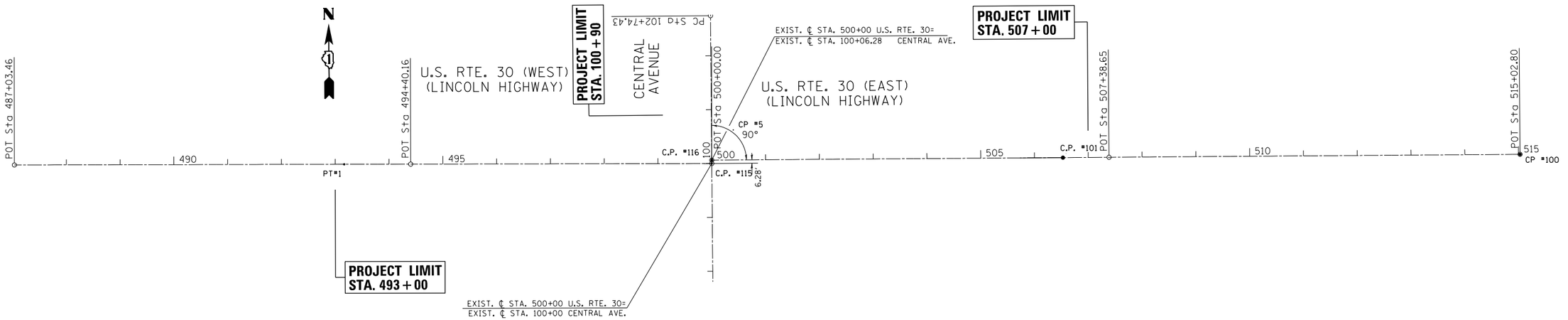
US 30 (LINCOLN HWY) AT CENTRAL AVE.
SCHEDULE OF QUANTITIES

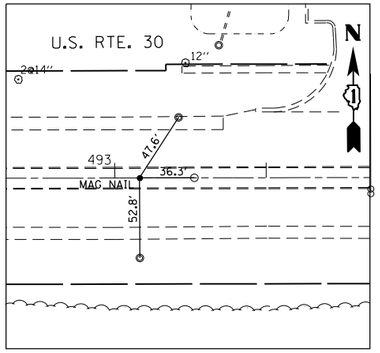
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	12
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		

ALIGNMENT COORDINATES - U.S. RTE. 30 (WEST)			
U.S. 30	STATION	N	E
POB	487+03.46	1763165.9016	1142279.4995
POT	500+00.00	1763168.6350	1143576.0381

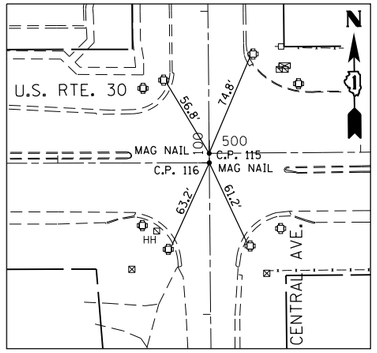
ALIGNMENT COORDINATES - U.S. RTE. 30 (EAST)			
U.S. 30	STATION	N	E
POB	500+00.00	1763174.9150	1143575.9824
POT	507+38.65	1763180.2017	1144314.6154
POT	515+02.80	1763185.6708	1145078.7441





CONTROL POINT #1

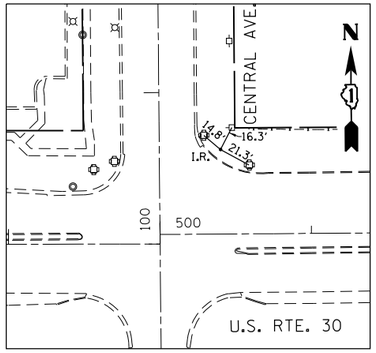
MAGNETIC NAIL IN MEDIAN
493+16.29, 0' RT.
N 1763167.1936
E 1142892.3318
ELEV. 711.515



CONTROL POINT #115 AND #116

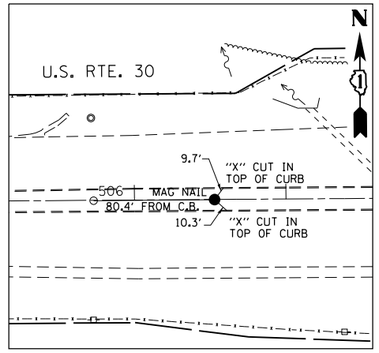
115
MAGNETIC NAIL IN PAVEMENT
STATION 500+00, 0' RT.
N 1763174.9150
E 1143575.9824
ELEV. 711.186

116
MAGNETIC NAIL IN PAVEMENT
STATION 500+00, 0' RT.
N 1763168.6350
E 1143576.0381
ELEV. 711.240



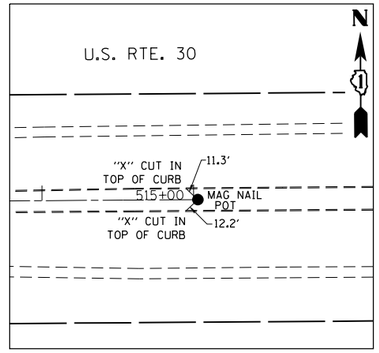
CONTROL POINT #5

SET IRON ROD
STATION 500+40.63, 55.66' LT.
N 1763230.8634
E 1143616.2113
ELEV. 710.427



CONTROL POINT #101

MAGNETIC NAIL IN MEDIAN
506+52.93, 0' RT.
N 1763179.5781
E 1144228.8958
ELEV. 710.477



CONTROL POINT #100

MAGNETIC NAIL IN MEDIAN
515+02.80, 0' RT.
N 1763185.6708
E 1145078.7441
ELEV. 714.448

BENCHMARK #10

ELEV. 710.962

"□" CUT IN CONCRETE SLAB OF TURN SIGNAL CONTROL BOX AT NORTHEAST CORNER ROUTE 30 & CENTRAL AVE.

BENCHMARK #15

ELEV. 710.908

"□" CUT IN CONCRETE BASE OF MAST ARM AT NORTHWEST CORNER OF ROUTE 30 AND CENTRAL AVE.

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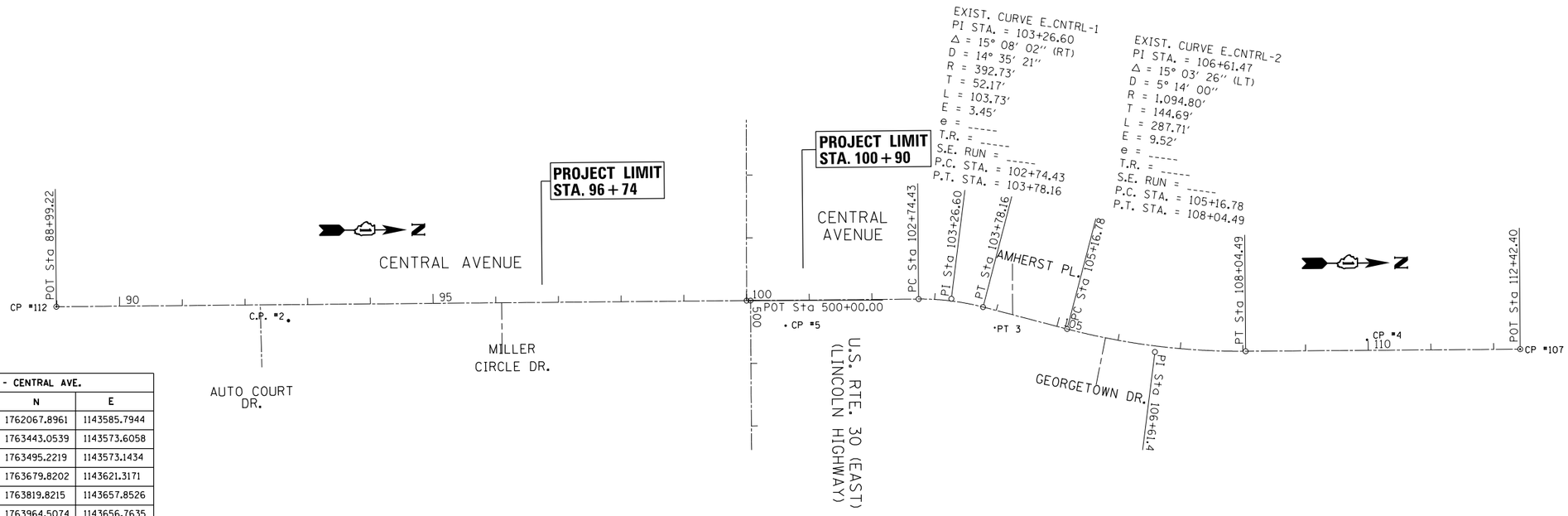
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

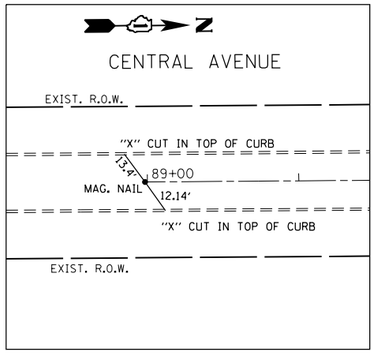
ALIGNMENTS, TIES AND BENCHMARKS
U.S. RTE. 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE

SCALE: 1"=100' | SHEET OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	13
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			

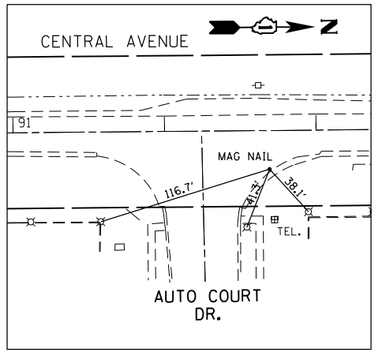


ALIGNMENT COORDINATES - CENTRAL AVE.			
CENTRAL	STATION	N	E
POB	88+99.22	1762067.8961	1143585.7944
PC	102+74.43	1763443.0539	1143573.6058
PT	103+26.60	1763495.2219	1143573.1434
PC	105+16.78	1763679.8202	1143621.3171
PI	106+61.47	1763819.8215	1143657.8526
PT	108+04.49	1763964.5074	1143656.7635
POT	112+42.40	1764402.4053	1143653.4673



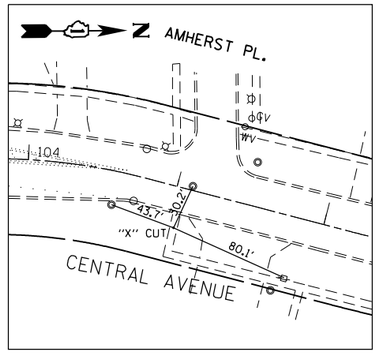
CONTROL POINT #112

MAGNETIC NAIL IN PAVEMENT
STATION 88+99.22, 0′ RT.
N 1762067.8961
E 1143585.7944
ELEV. 720.555



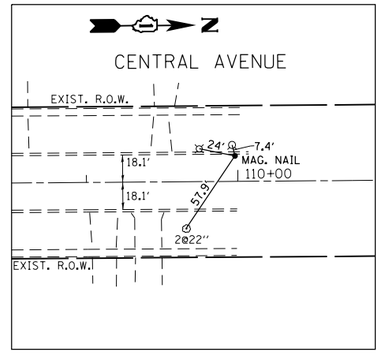
CONTROL POINT #2

MAGNETIC NAIL IN PAVEMENT
STATION 92+69.12, 25.37′ RT.
N 1762438.0066
E 1143607.8830
ELEV. 719.077



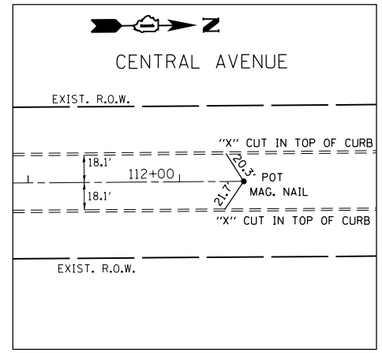
CONTROL POINT #3

"X" CUT IN SIDEWALK
STATION 105+04.54, 27.07′ RT.
N 1763564.3951
E 1143619.1677
ELEV. 701.804



CONTROL POINT #4

MAGNETIC NAIL IN PAVEMENT
STATION 109+98.20, 17.02′ LT.
N 1764158.1132
E 1143638.2819
ELEV. 702.276



CONTROL POINT #107

MAGNETIC NAIL IN PAVEMENT
STATION 112+42.40, 0′ RT.
N 1764402.4053
E 1143653.4673
ELEV. 701.838

BENCHMARK #13

ELEV. 719.835

"a" CUT IN CONCRETE BASE OF LIGHT POLE AT NORTHEAST CORNER OF CENTRAL AVE. AND AUTO COURT

BENCHMARK #14

ELEV. 710.566

"a" CUT ON TOP OF CURB WEST CENTRAL AVE. NORTH SIDE OF ROUTE 30.

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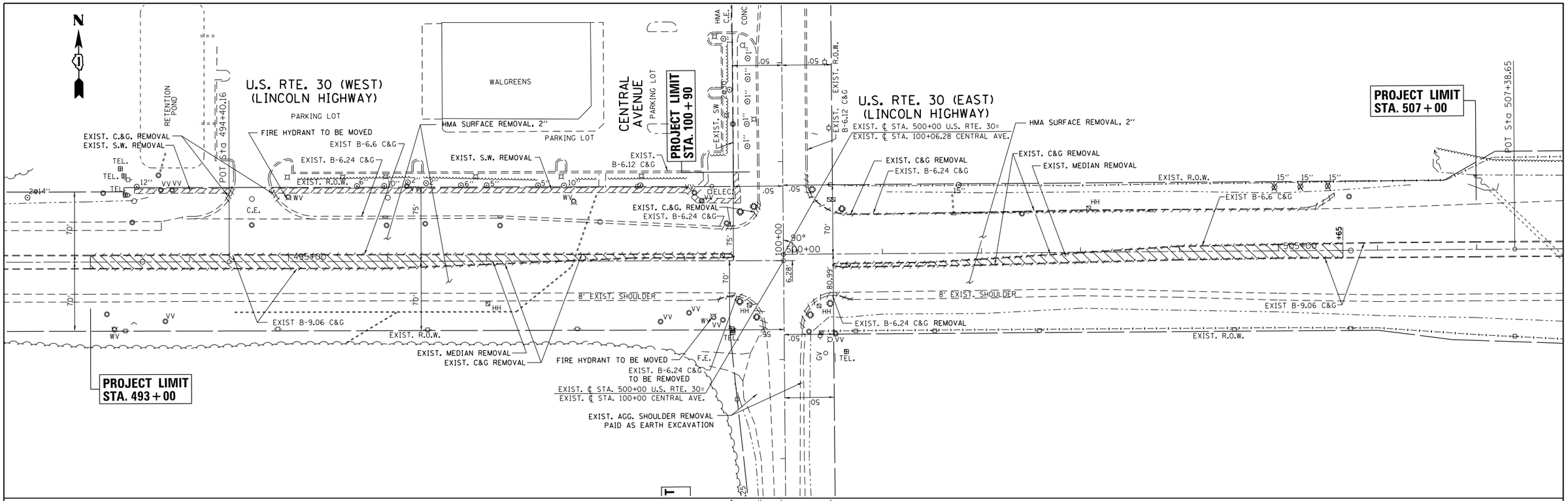
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENTS, TIES AND BENCHMARKS
U.S. RTE. 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE

SCALE: 1′=100′ | SHEET OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	14
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		



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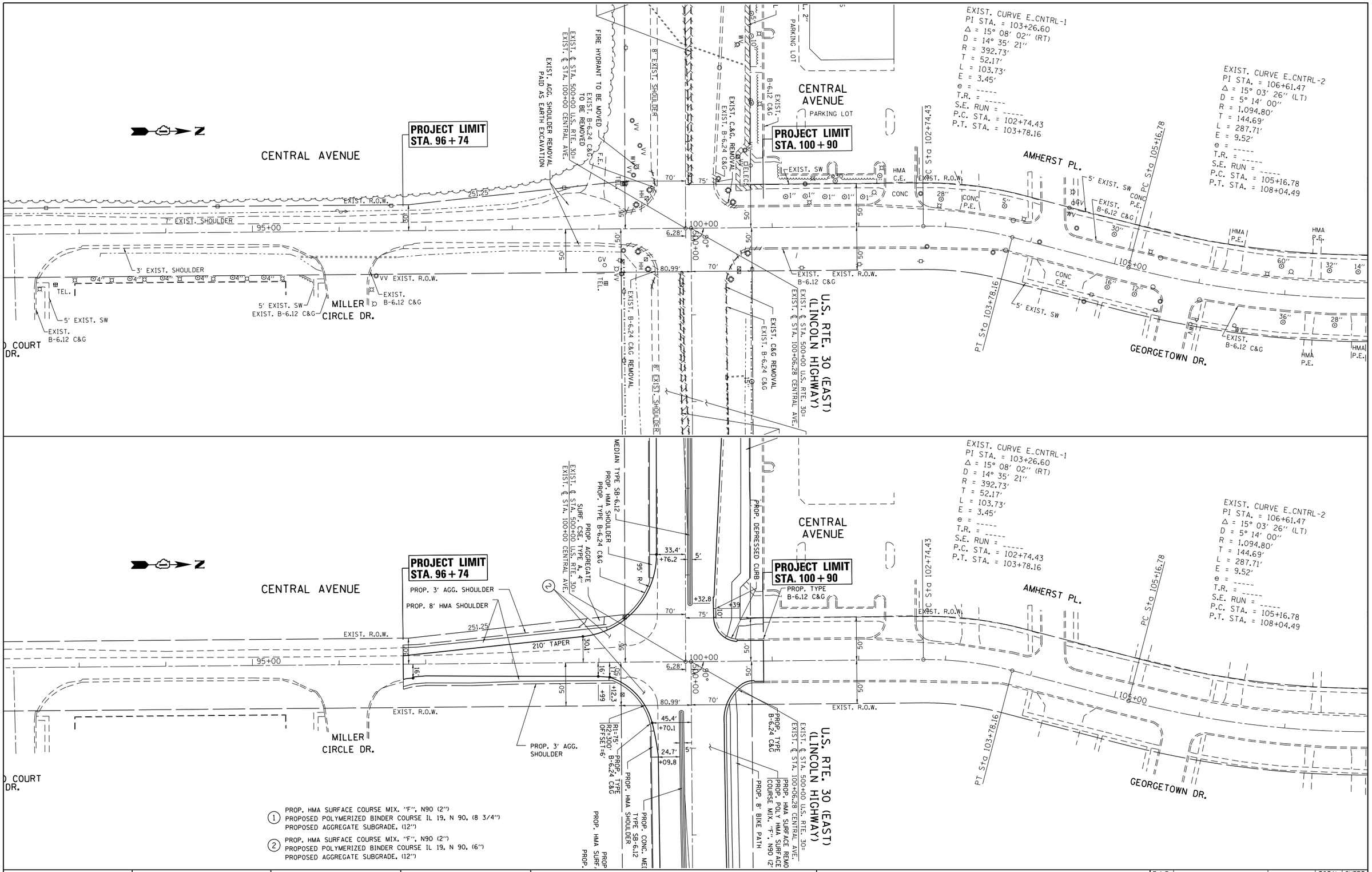
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS

EXISTING AND PROPOSED ROADWAY
U.S. RTE. 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE

SHEET OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	15
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS

EXISTING AND PROPOSED ROADWAY
CENTRAL AVENUE AT U.S. RTE. 30 (LINCOLN HIGHWAY)

SHEET OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	16
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			

STAGE 1
TRAFFIC MAINTAINED ON EXISTING PAVEMENT DURING STAGE 1 CONSTRUCTION

MAINTENANCE OF TRAFFIC
INSTALL ADVANCE TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701601, 701326 AND 701101.
MAINTAIN TRAFFIC AT INTERSECTION AS SHOWN ON THE SUGGESTED STAGING & TRAFFIC CONTROL STAGE I.

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ON SOUTHWEST, NORTHEAST SIDE OF US 30 AND WEST SIDE OF CENTRAL AVENUE.
1) CONSTRUCT PROPOSED COMBINATION CONCRETE CURB AND GUTTER, SHARE PATH AND INSTALL PROPOSED DRAINAGE STRUCTURES ALONG NORTH SIDE OF US 30 EAST LEG.
2) GRADING AND SHAPING DITCHES ALONG SOUTH SIDE OF US 30 WEST LEG.
3) CONSTRUCT PROPOSED WIDENING AND SHOULDER WEST SIDE OF CENTRAL AVENUE.

STAGE II
TRAFFIC MAINTAINED ON EXISTING PAVEMENT DURING STAGE 2 CONSTRUCTION.

MAINTENANCE OF TRAFFIC
INSTALL TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701326 AND 701101
MAINTAIN TRAFFIC AT INTERSECTION AS SHOWN ON THE SUGGESTED STAGING & TRAFFIC CONTROL STAGE II.

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ON NORTHWEST, SOUTHEAST SIDE OF US 30 AND EAST SIDE OF CENTRAL AVENUE.
1) CONSTRUCT PROPOSED SHARED PATH ON NORTHWEST SIDE OF US 30.
2) GRADING AND SHAPING DITCHES ALONG SOUTH SIDE OF EAST LEG OF US 30.
3) CONSTRUCT PROPOSED HMA SHOULDER AND WIDENING AT SOUTHEAST CORNER OF CENTRAL AVENUE.

STAGE III
TRAFFIC MAINTAINED ON EXISTING PAVEMENT DURING STAGE 3 CONSTRUCTION

MAINTENANCE OF TRAFFIC
INSTALL ADVANCE TEMPORARY TRAFFIC CONTROL DEVICES AND SIGNS IN ACCORDANCE WITH IDOT STANDARD 701601.
MAINTAIN TRAFFIC AS SHOWN ON THE SUGGESTED STAGING & TRAFFIC CONTROL STAGE III.

CONSTRUCTION
CONSTRUCTION TO BE PERFORMED ALONG US 30 EAST AND WEST LEGS.
1) RECONSTRUCT MEDIAN ALONG US 30.

STAGE 4
TRAFFIC MAINTAINED ON EXISTING AND PROPOSED PAVEMENT DURING STAGE 4 CONSTRUCTION

MAINTENANCE OF TRAFFIC/CONSTRUCTION
1) RESURFACE EXISTING PAVEMENT AND INSTALL SURFACE COURSES AT WIDEN PAVEMENT PER IDOT STANDARD 701501, 701601 AND 701701.

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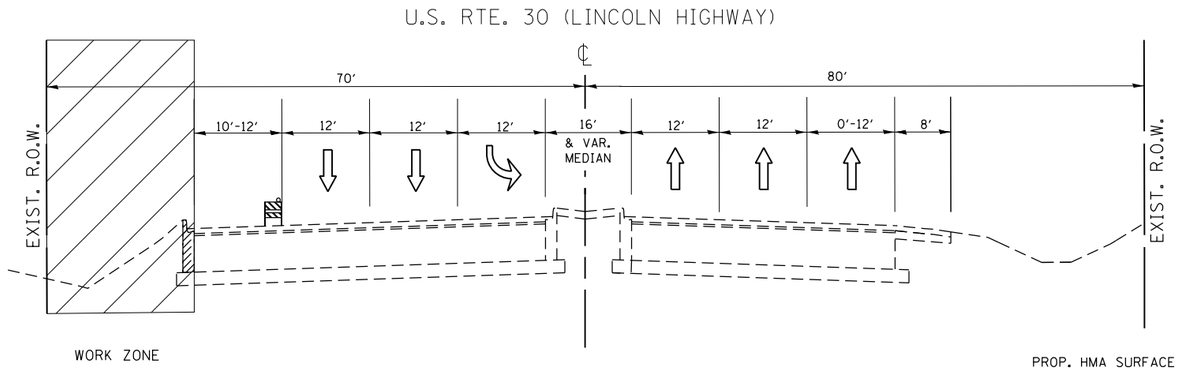
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

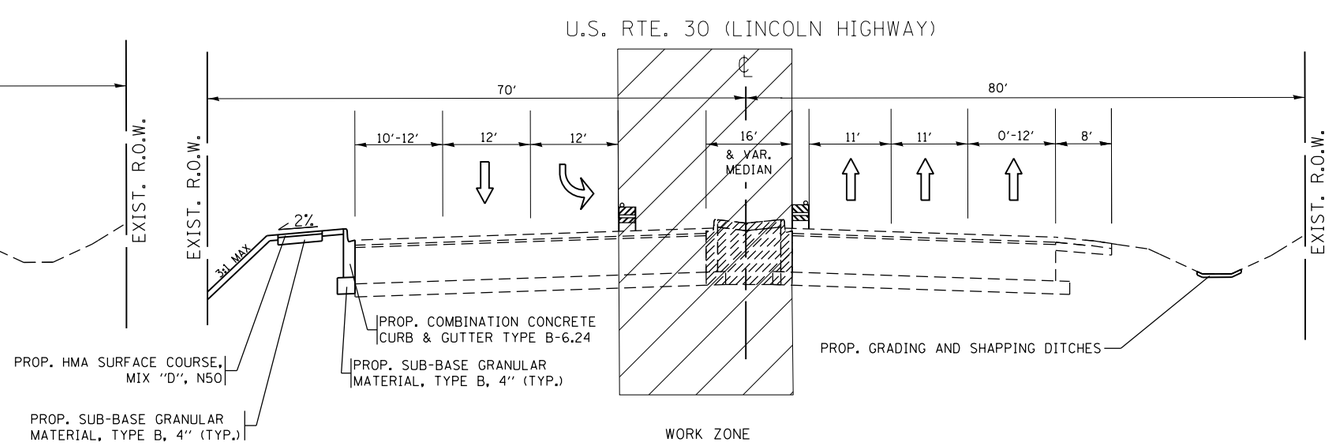
STAGGING AND TRAFFIC CONTROL PLAN

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

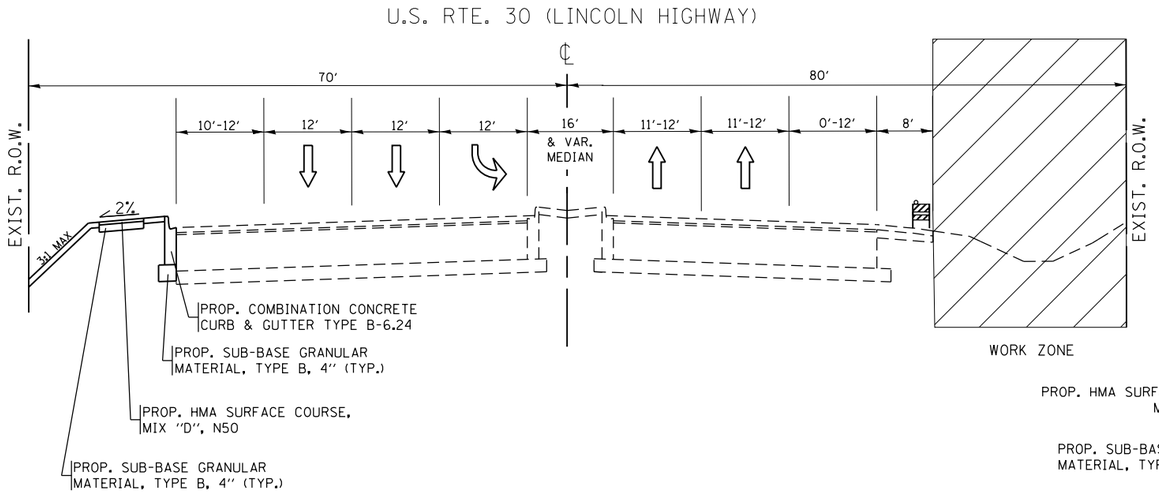
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	17
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		



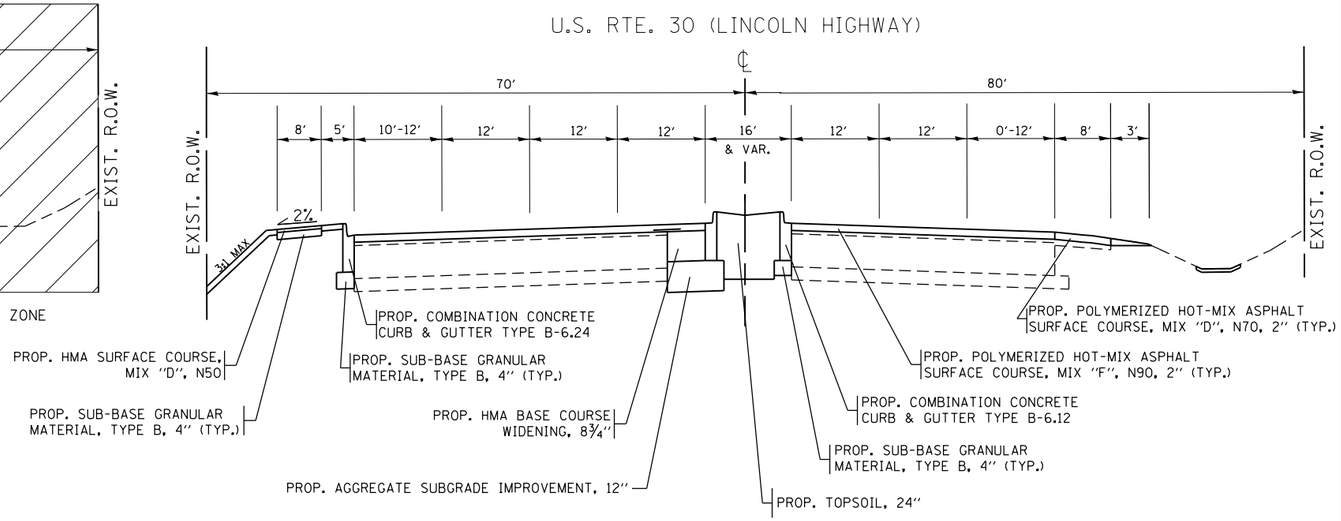
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00
PROPOSED IMPROVEMENT
STAGE 1



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00
PROPOSED IMPROVEMENT
STAGE 3



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00
PROPOSED IMPROVEMENT
STAGE 2



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 500+00 TO STA 507+00
PROPOSED IMPROVEMENT
STAGE 4

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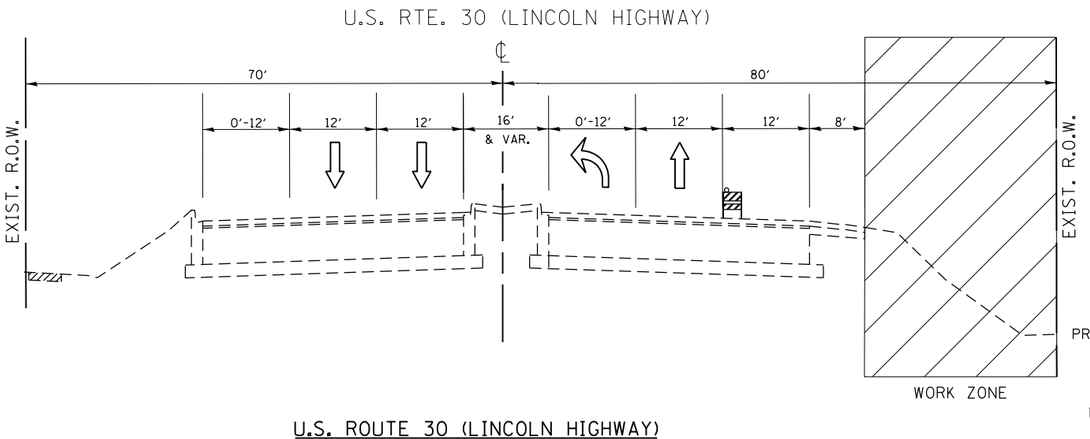
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

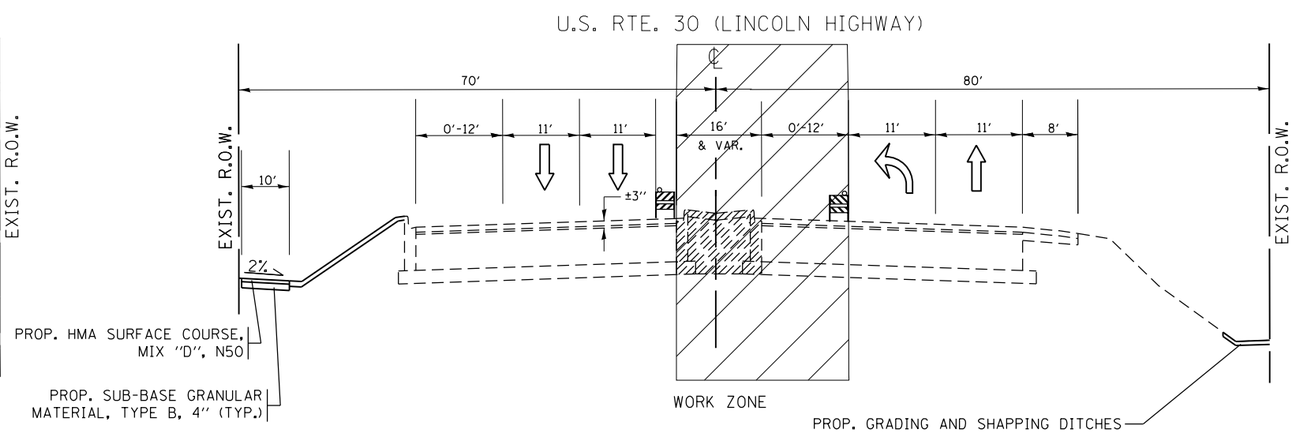
SUGGESTED STAGING AND TRAFFIC CONTROL
TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

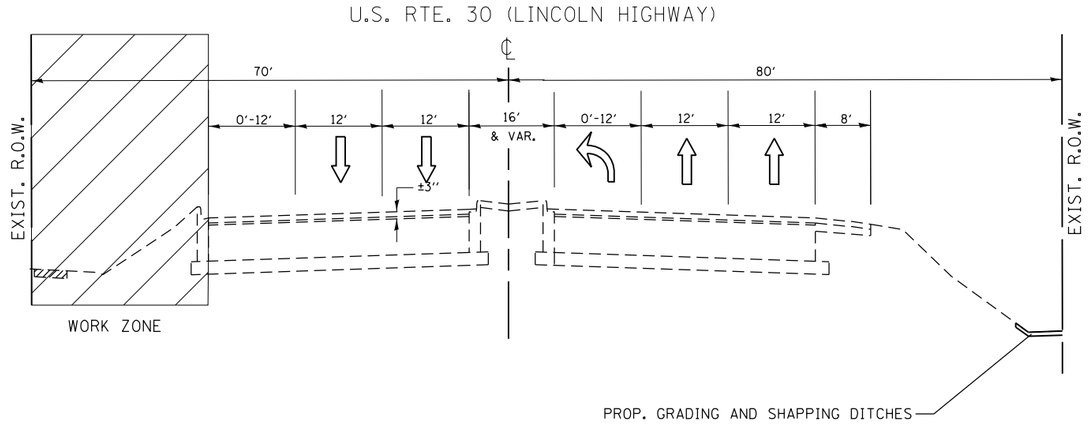
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	18
		CONTRACT NO. 60L21		
		ILLINOIS	FED. AID PROJECT	



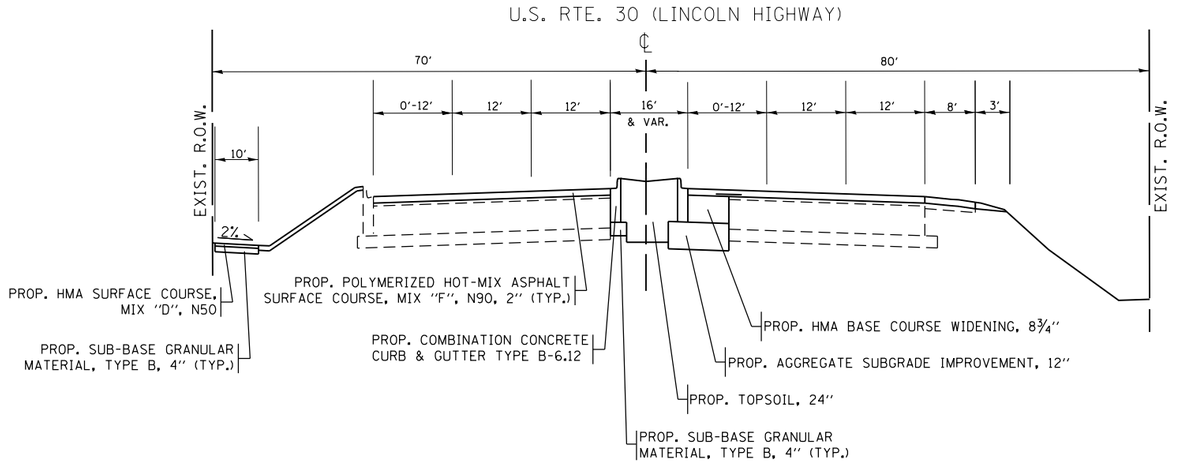
U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00
PROPOSED IMPROVEMENT
STAGE 1



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00
PROPOSED IMPROVEMENT
STAGE 3



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00
PROPOSED IMPROVEMENT
STAGE 2



U.S. ROUTE 30 (LINCOLN HIGHWAY)
STA 493+00 TO STA 500+00
PROPOSED IMPROVEMENT
STAGE 4

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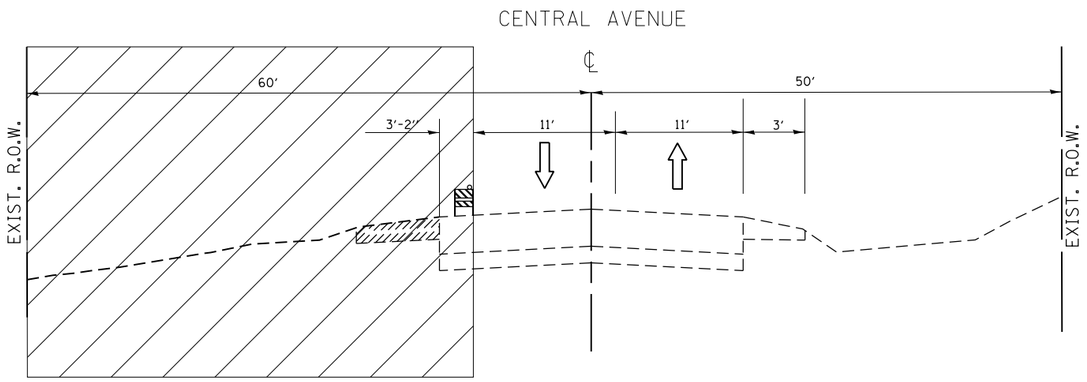
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

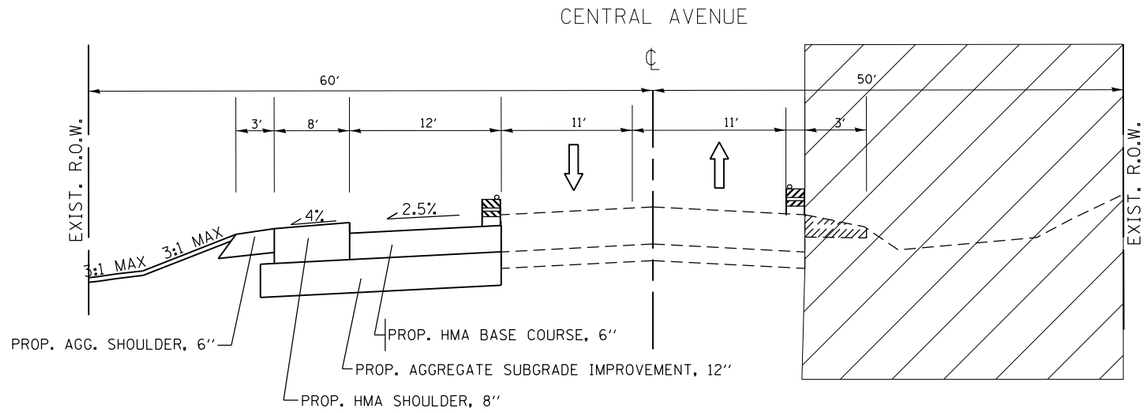
SUGGESTED STAGING AND TRAFFIC CONTROL
TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

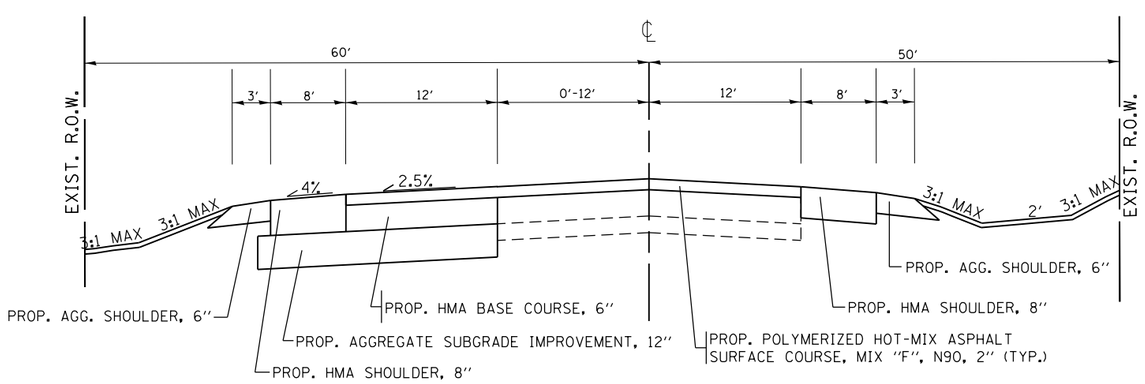
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	19
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		



CENTRAL AVE.
STA 96+74 TO STA 100+90
PROPOSED IMPROVEMENT
STAGE 1



CENTRAL AVE.
STA 96+74 TO STA 100+90
PROPOSED IMPROVEMENT
STAGE 2



CENTRAL AVE.
STA 96+74 TO STA 100+90
PROPOSED IMPROVEMENT
STAGE 4

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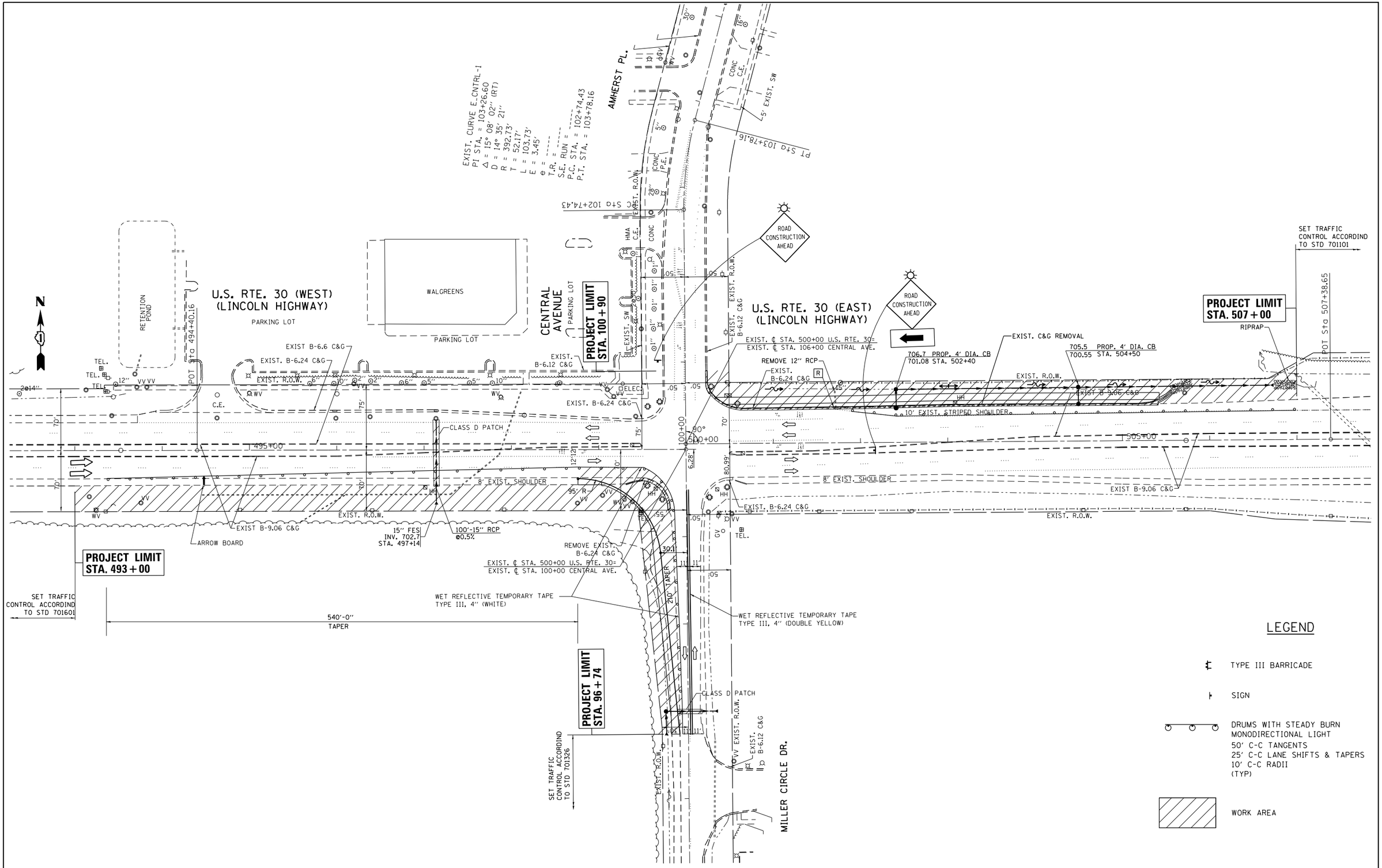
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING AND TRAFFIC CONTROL
TYPICAL SECTION
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	20
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		



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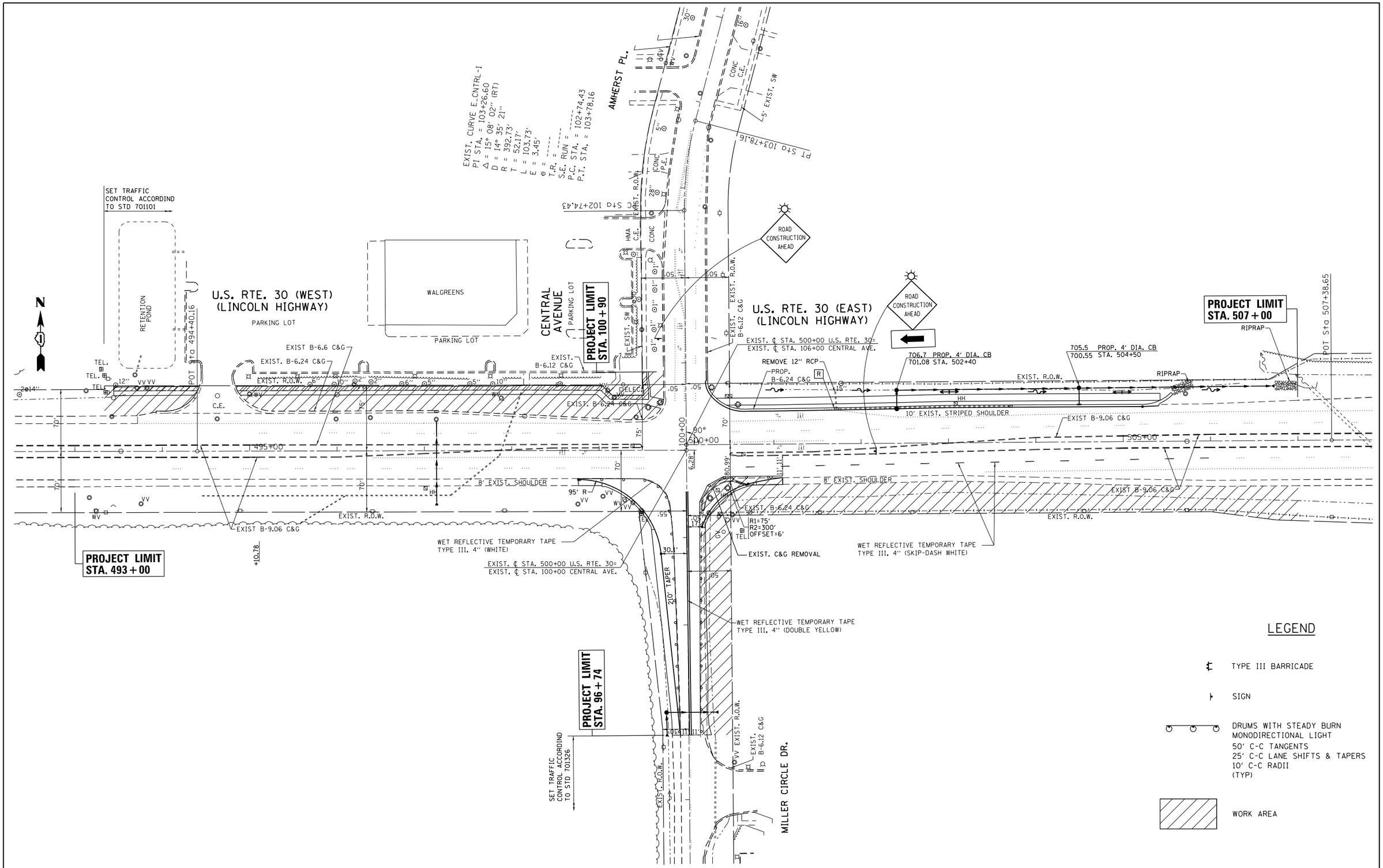
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING AND TRAFFIC CONTROL
STAGE I
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	21
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			



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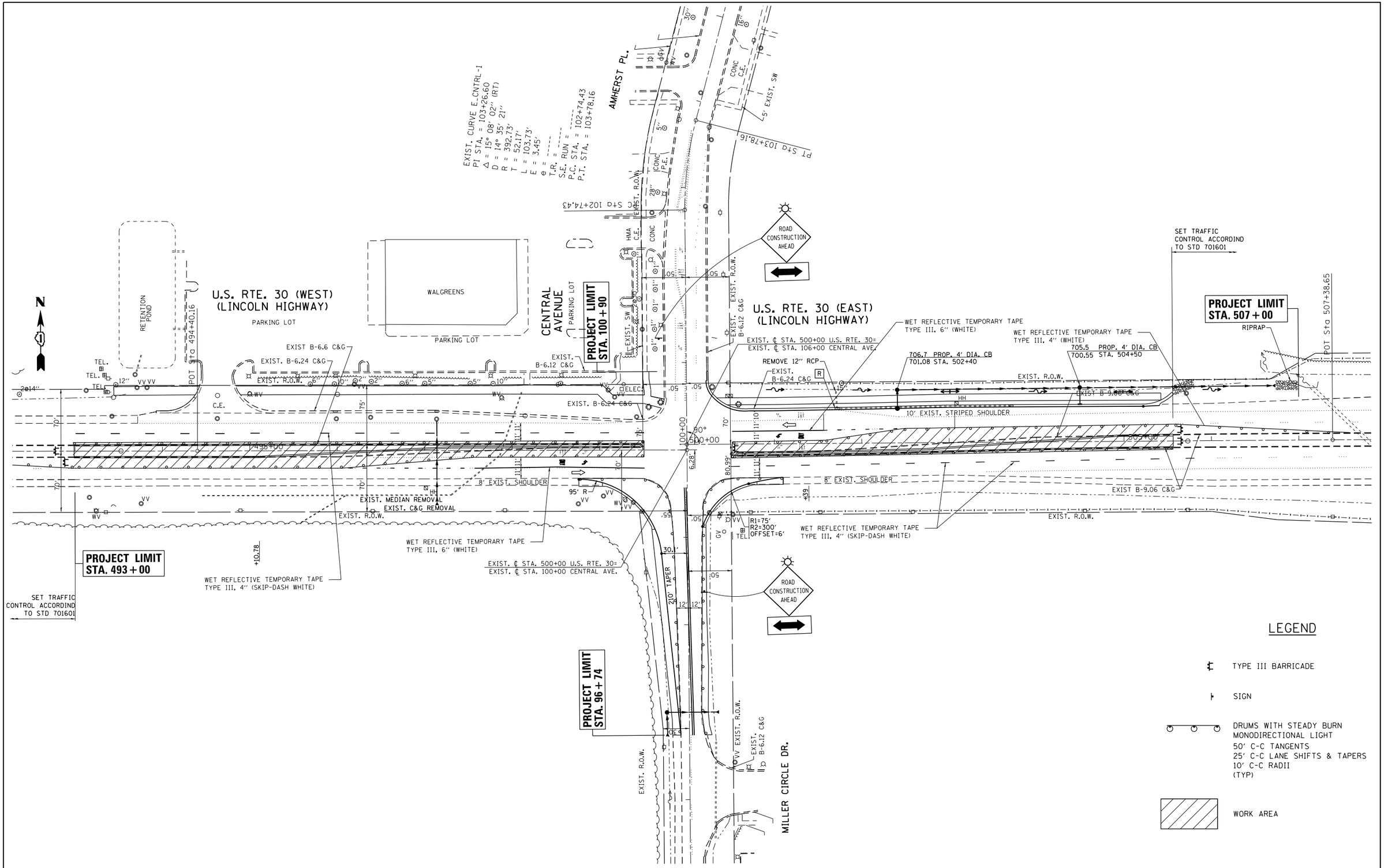
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING AND TRAFFIC CONTROL
STAGE II
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	22
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			



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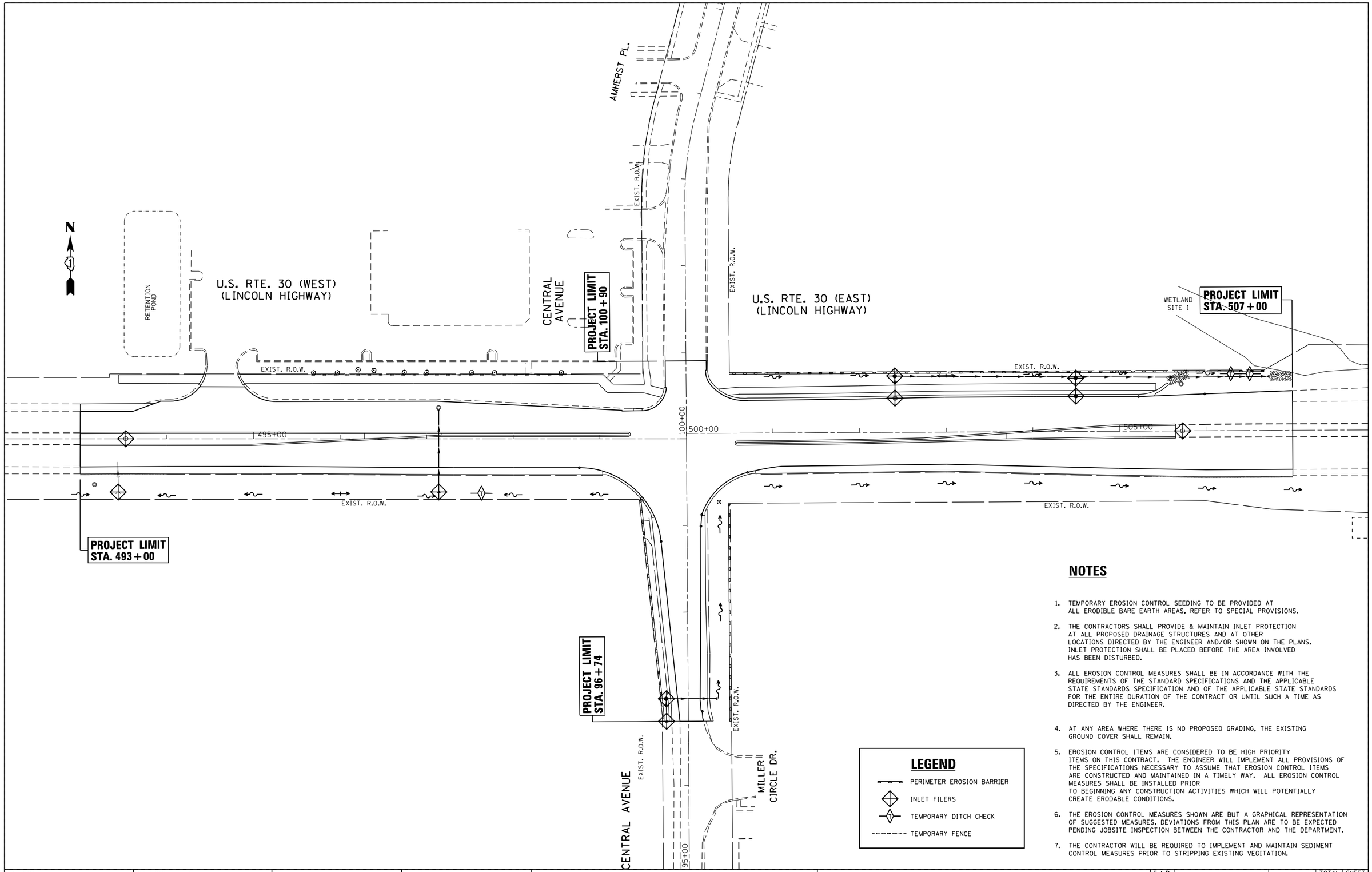
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGING AND TRAFFIC CONTROL
STAGE III
US 30 AT CENTRAL AVE.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	23
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			



NOTES

1. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS, REFER TO SPECIAL PROVISIONS.
2. THE CONTRACTORS SHALL PROVIDE & MAINTAIN INLET PROTECTION AT ALL PROPOSED DRAINAGE STRUCTURES AND AT OTHER LOCATIONS DIRECTED BY THE ENGINEER AND/OR SHOWN ON THE PLANS. INLET PROTECTION SHALL BE PLACED BEFORE THE AREA INVOLVED HAS BEEN DISTURBED.
3. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARDS SPECIFICATION AND OF THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH A TIME AS DIRECTED BY THE ENGINEER.
4. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
5. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATIONS NECESSARY TO ASSUME THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
6. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES, DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
7. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGITATION.

LEGEND

- PERIMETER EROSION BARRIER
- INLET FILERS
- TEMPORARY DITCH CHECK
- TEMPORARY FENCE

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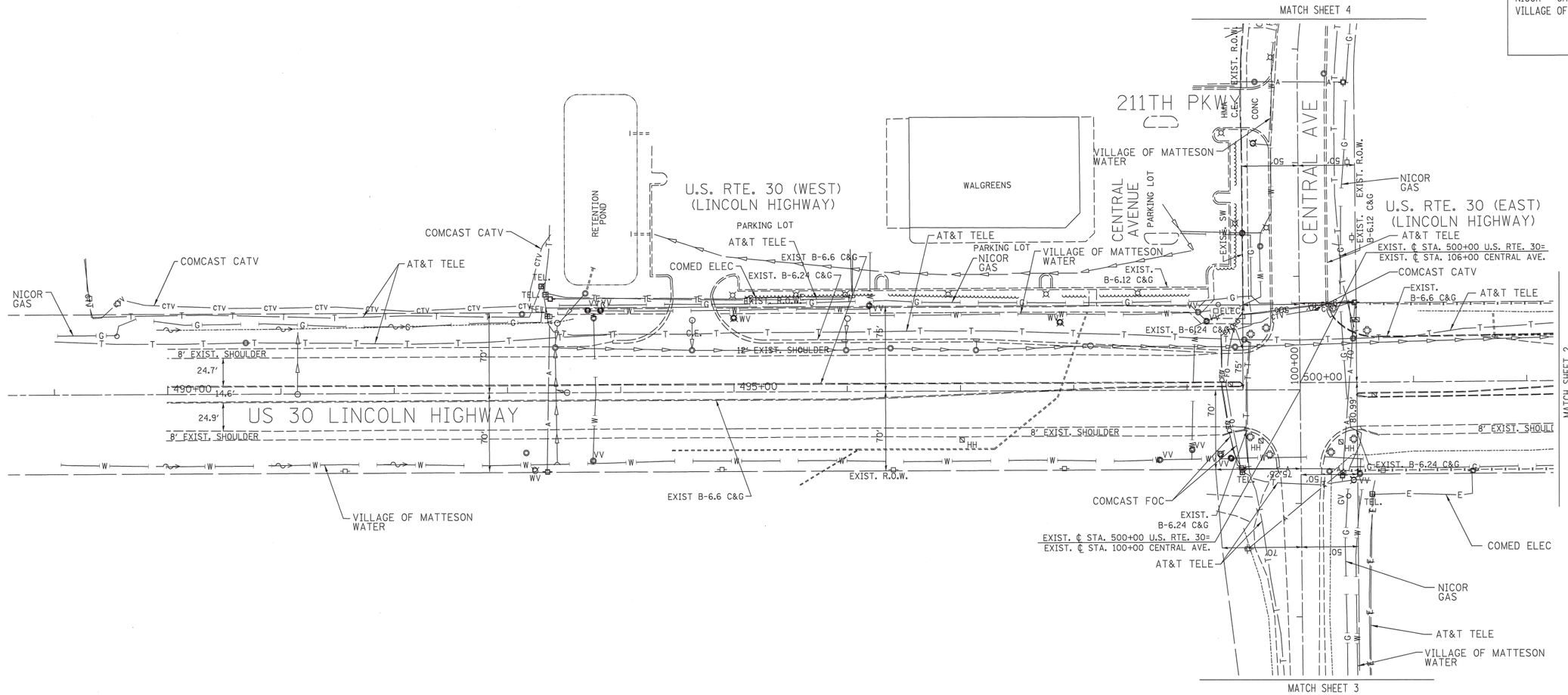
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
U.S. ROUTE 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	24
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			

UTILITY OWNERS
COMED = ELECTRIC
At&T = TELEPHONE
COMCAST = FIBER OPTIC
COMCAST = CATV
NICOR = GAS
VILLAGE OF MATTESON = WATER



AERIAL UTILITY	A — A
UNKNOWN	
CABLE TV	CTV — CTV
TELEPHONE	T — T
GAS	G —
ELECTRIC	E — E
WATER	W —
FIBER OPTIC	FO — FO
SEWER	
TBE TEST HOLE	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 7/07/11 through 8/05/11. Changes to utilities after 8/05/11 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

20 0 METERS 20 40
50 0 FEET 50 100

LICENSED PROFESSIONAL ENGINEER
KENNETH F. SLANINKA, Jr.
062-055488
STATE OF ILLINOIS
signature
8/16/11
date
license expires 11-30-11

Cardno TBE
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

TBE Job No. IL09510443
SUE Plan Page: 1 of 4

Utility Quality Level "A" : Test Hole
Utility Quality Level "B" : Designating
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

DESIGNED	EG	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	8/15/11	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

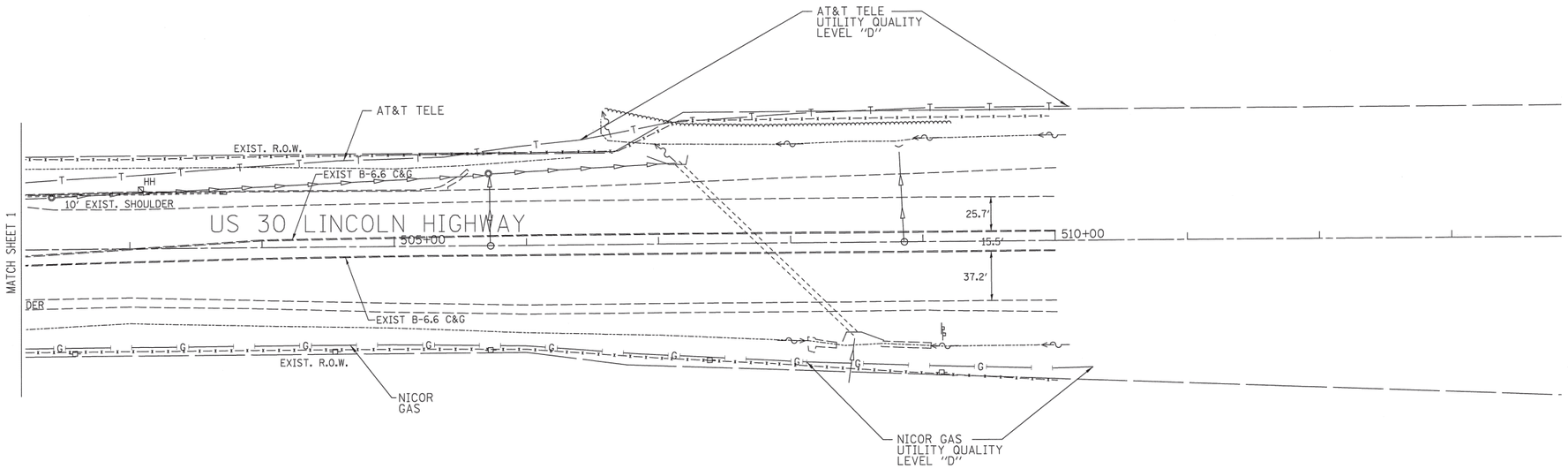
US RT. 30 at Central Avenue in Matteson, IL

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	Cook	68	25
		Contract No. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	IDOT Project No.		

UTILITY OWNERS
COMED = ELECTRIC
AT&T = TELEPHONE
COMCAST = FIBER OPTIC
COMCAST = CATV
NICOR = GAS
VILLAGE OF MATTESON = WATER

N

1



A	AERIAL UTILITY
	UNKNOWN
CTV	CABLE TV
T	TELEPHONE
G	GAS
E	ELECTRIC
W	WATER
FO	FIBER OPTIC
	SEWER
	TBE TEST HOLE

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20 0 METERS 20 40
50 0 FEET 50 100

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STATE OF ILLINOIS
signature
8/16/11
date
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Cardno TBE
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

TBE Job No. IL09510443
SUE Plan Page: 2 of 4

Utility Quality Level "A" : Test Hole
Utility Quality Level "B" : Designating
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

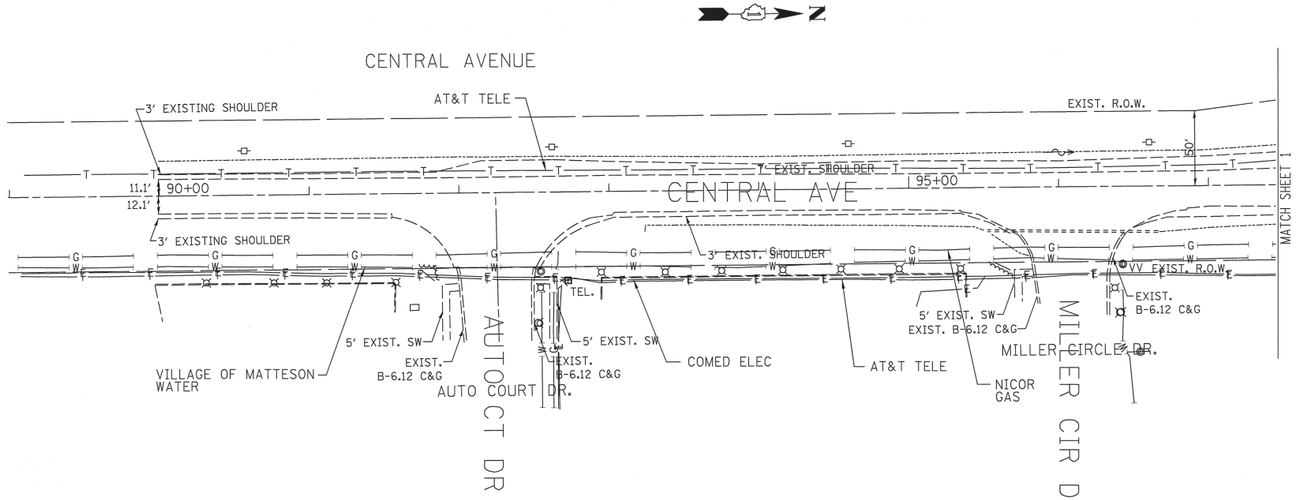
DESIGNED	EG	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	8/15/11	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RT. 30 at Central Avenue in Matteson, IL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	Cook	68	25A
		Contract No. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	IDOT Project No.		

UTILITY OWNERS
COMED = ELECTRIC
At&T = TELEPHONE
COMCAST = FIBER OPTIC
COMCAST = CATV
NICOR = GAS
VILLAGE OF MATTESON = WATER



A AERIAL UTILITY
UNKNOWN
CTV CABLE TV
T TELEPHONE
G GAS
E ELECTRIC
W WATER
FO FIBER OPTIC
SEWER
TBE TEST HOLE

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ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.

20 0 METERS 20 40
50 0 FEET 50 100

LICENSED PROFESSIONAL ENGINEER
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signature
8/16/11
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Cardno TBE
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

TBE Job No. IL09510443
SUE Plan Page: 3 of 4

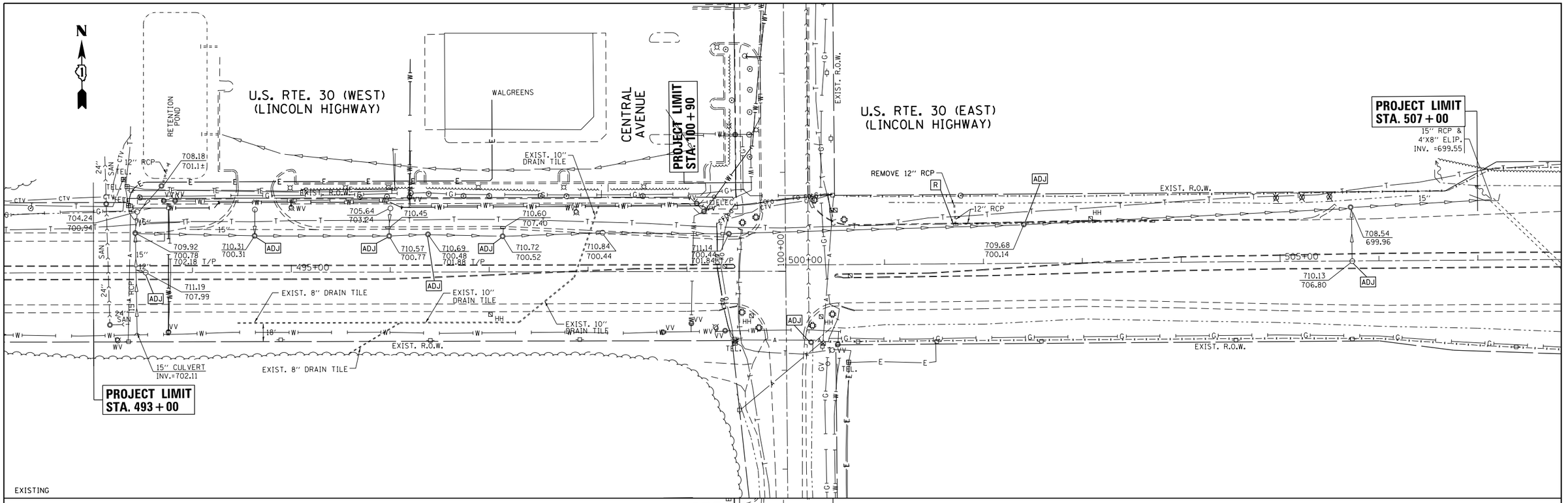
Utility Quality Level "A" : Test Hole
Utility Quality Level "B" : Designating
Utility Quality Level "C" : Research with Survey
Utility Quality Level "D" : Records Research

DESIGNED	EG	REVISED
DRAWN	KLC	REVISED
CHECKED	KFS	REVISED
DATE	8/15/11	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US RT. 30 at Central Avenue in Matteson, IL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	Cook	68	25B
		Contract No. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	IDOT Project No.		



EXISTING

PROPOSED

PROPOSED DRAINAGE STRUCTURES					
DESCRIPTION	STATION/OFFSET	RIM ELEV.	INVERT ELEV.	INVERT ELEV.	INVERT ELEV.
ADD 15" FES	497+14/65' RIGHT	——	702.7		
ADD CATCH BASIN,TYPE C	504+50/EOP LEFT	709.2	706.0 (N)		
ADD MANHOLE, TYPE A	504+50/65' LEFT	706.3	700.58 (W)	704.0 (S)	700.49 (E)
EX. CATCH BASIN	502+41/EOP LEFT	709.7	702.7 (N)		
ADD CATCH BASIN,TYPE A	502+41/65' LEFT	706.6	701.1 (E)	701.5 (S)	
ADD 24" FES	506+70/65' LEFT	——	700.0		

PROPOSED DITCH RE-GRADING		
LOCATION	FROM STATION	TO STATION
US-30 (SOUTH SIDE)	493+00	499+20
US-30 (SOUTH SIDE)	500+35	507+00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE
EXISTING & PROPOSED DRAINAGE PLAN

SCALE: 1"=50' | SHEET OF SHEETS | STA. 492+50.00 TO STA. 507+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	26
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

EXISTING

PROJECT LIMIT STA. 96+74

CENTRAL AVENUE

EXIST. R.O.W.

95+00

100+00

500+00

105+00

ADJ

GV

15" RCP

VV EXIST. R.O.W.

TEL.

MILLER CIRCLE DR.

EXIST. 10" DRAIN TILE

710.84

700.44

CENTRAL AVENUE

PROJECT LIMIT STA. 100+90

EXIST. R.O.W.

AMHERST PL.

EXIST. R.O.W.

U.S. RTE. 30 (EAST) (LINCOLN HIGHWAY)

REMOVE 12" RCP

12" RCP

709.68

700.14

GEORGETOWN DR.

PROPOSED

PROJECT LIMIT STA. 96+74

12" FES INV. 711.58
STA. 96+74
26'-12" RCP
PROP. 4' DIA. CB, TYPE A
(FLAT SLAB TOP)
W/TYPE 1 FR. @ CLOSED LID

704.0
65.2' RT

705.5
64.5' RT

CENTRAL AVENUE

EXIST. R.O.W.

95+00

35'RT
710.5

38'RT
710.0

38'RT
709.0

55'-12" RCP

12" FES
STA. 97+00
INV.= 710.66

EXIST. R.O.W.

MILLER CIRCLE DR.

E.B. PGL

W.B. PGL

708.0
69.0' RT

707.7
62.0' RT

CENTRAL AVENUE

PROJECT LIMIT STA. 100+90

AMHERST PL.

EXIST. R.O.W.

EXIST. R.O.W.

U.S. RTE. 30 (EAST) (LINCOLN HIGHWAY)

707.5
64.9' LT

707.0
65.9' LT

18"-12" RCP

GEORGETOWN DR.

PROPOSED DRAINAGE STRUCTURES				
DESCRIPTION	STATION/OFFSET	RIM ELEV.	INVERT ELEV.	INVERT ELEV.
ADD CATCH BASIN, TYPE A	97+00/25.5' LT	713.06	711.12 (S)	710.93 (E)
ADD 12" FES	97+00/33.9' RT		710.66	
ADD 12" FES	96+74/24.6' LT		711.58	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 (LINCOLN HIGHWAY) AT CENTRAL AVE.
EXISTING & PROPOSED DRAINAGE PLAN

SCALE: 1"=50' | SHEET OF SHEETS | STA. 93+00.00 | TO STA. 108+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	27
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			

PLAN

BY	DATE

SURVEYED
PLOTTED
JOINT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME

NOTE BOOK
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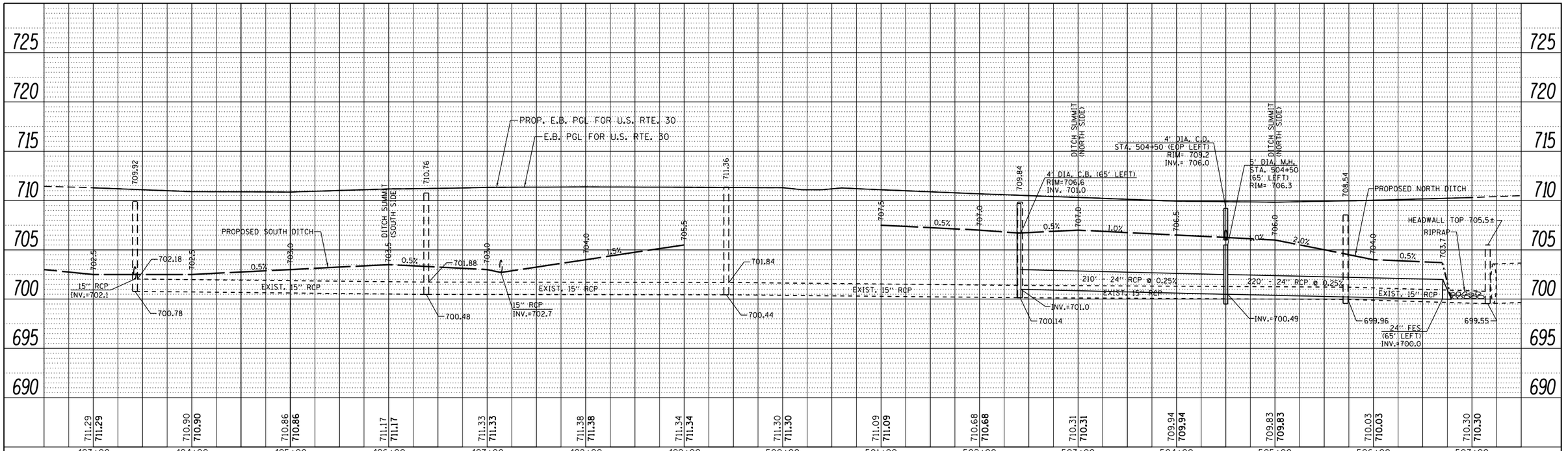

PROFILE

BY	DATE

SURVEYED
PLOTTED
JOINT CHECKED
R.W. NOTED
STRUCTURE NOTATNS CHKD

NOTE BOOK
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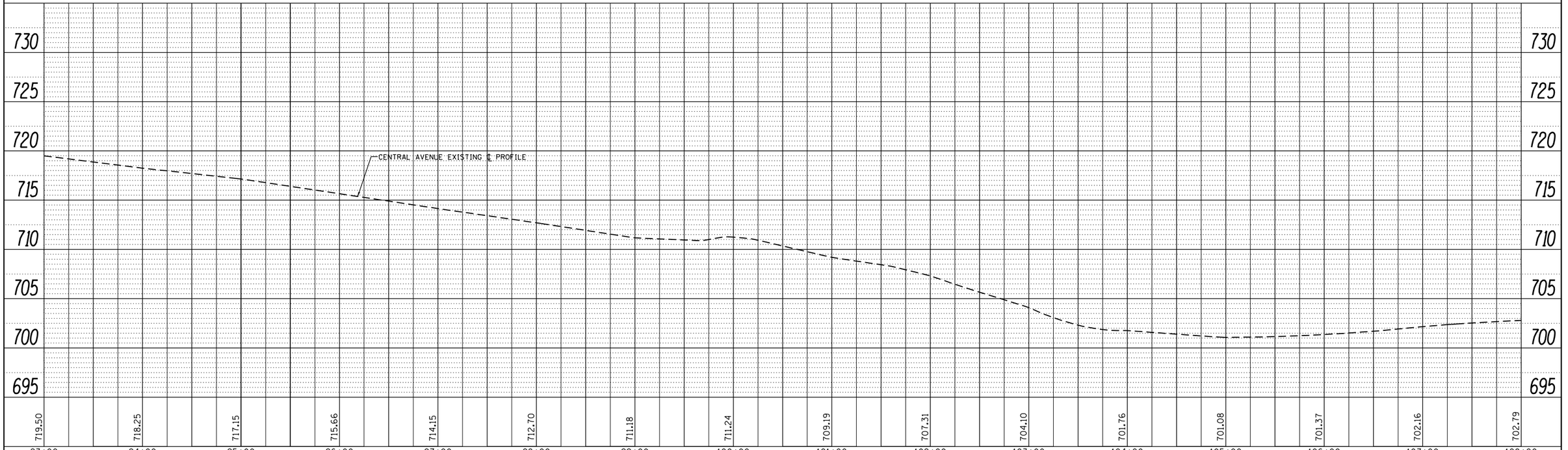

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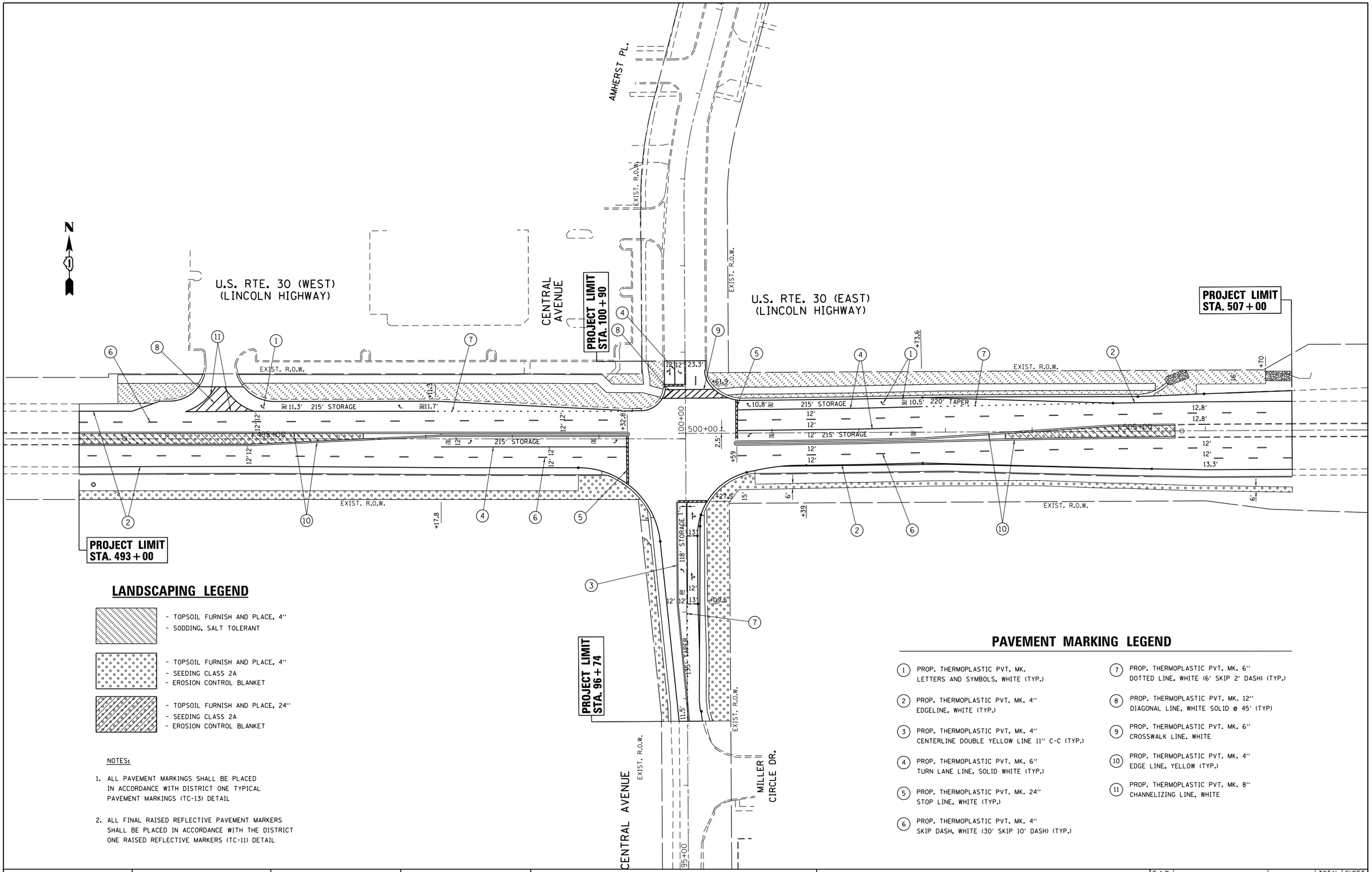
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE
EXISTING & PROPOSED DRAINAGE PROFILES

HOR SCALE: 1"= 50'
VER SCALE: 1"= 5'
SHEET OF SHEETS
STA. 492+50.00 TO STA. 507+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4		68	28
			CONTRACT NO. 60L21	
		ILLINOIS	FED. AID PROJECT	



LANDSCAPING LEGEND

- TOPSOIL FURNISH AND PLACE, 4"
- SODDING, SALT TOLERANT

- TOPSOIL FURNISH AND PLACE, 4"
- SEEDING CLASS 2A
- EROSION CONTROL BLANKET

- TOPSOIL FURNISH AND PLACE, 24"
- SEEDING CLASS 2A
- EROSION CONTROL BLANKET

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) DETAIL

2. ALL FINAL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE RAISED REFLECTIVE MARKERS (TC-11) DETAIL

PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PVT. MK. LETTERS AND SYMBOLS, WHITE (TYP.)
2. PROP. THERMOPLASTIC PVT. MK. 4" EDGELINE, WHITE (TYP.)
3. PROP. THERMOPLASTIC PVT. MK. 4" CENTERLINE DOUBLE YELLOW LINE 11" C-C (TYP.)
4. PROP. THERMOPLASTIC PVT. MK. 6" TURN LANE LINE, SOLID WHITE (TYP.)
5. PROP. THERMOPLASTIC PVT. MK. 24" STOP LINE, WHITE (TYP.)
6. PROP. THERMOPLASTIC PVT. MK. 4" SKIP DASH, WHITE (30' SKIP 10' DASH) (TYP.)
7. PROP. THERMOPLASTIC PVT. MK. 6" DOTTED LINE, WHITE (6' SKIP 2' DASH) (TYP.)
8. PROP. THERMOPLASTIC PVT. MK. 12" DIAGONAL LINE, WHITE SOLID @ 45' (TYP)
9. PROP. THERMOPLASTIC PVT. MK. 6" CROSSWALK LINE, WHITE
10. PROP. THERMOPLASTIC PVT. MK. 4" EDGE LINE, YELLOW (TYP.)
11. PROP. THERMOPLASTIC PVT. MK. 8" CHANNELIZING LINE, WHITE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 (LINCOLN HIGHWAY) AT CENTRAL AVENUE
PAVEMENT MARKING AND LANDSCAPING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	29
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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

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 CONTRACTOR'S BID PRICE.

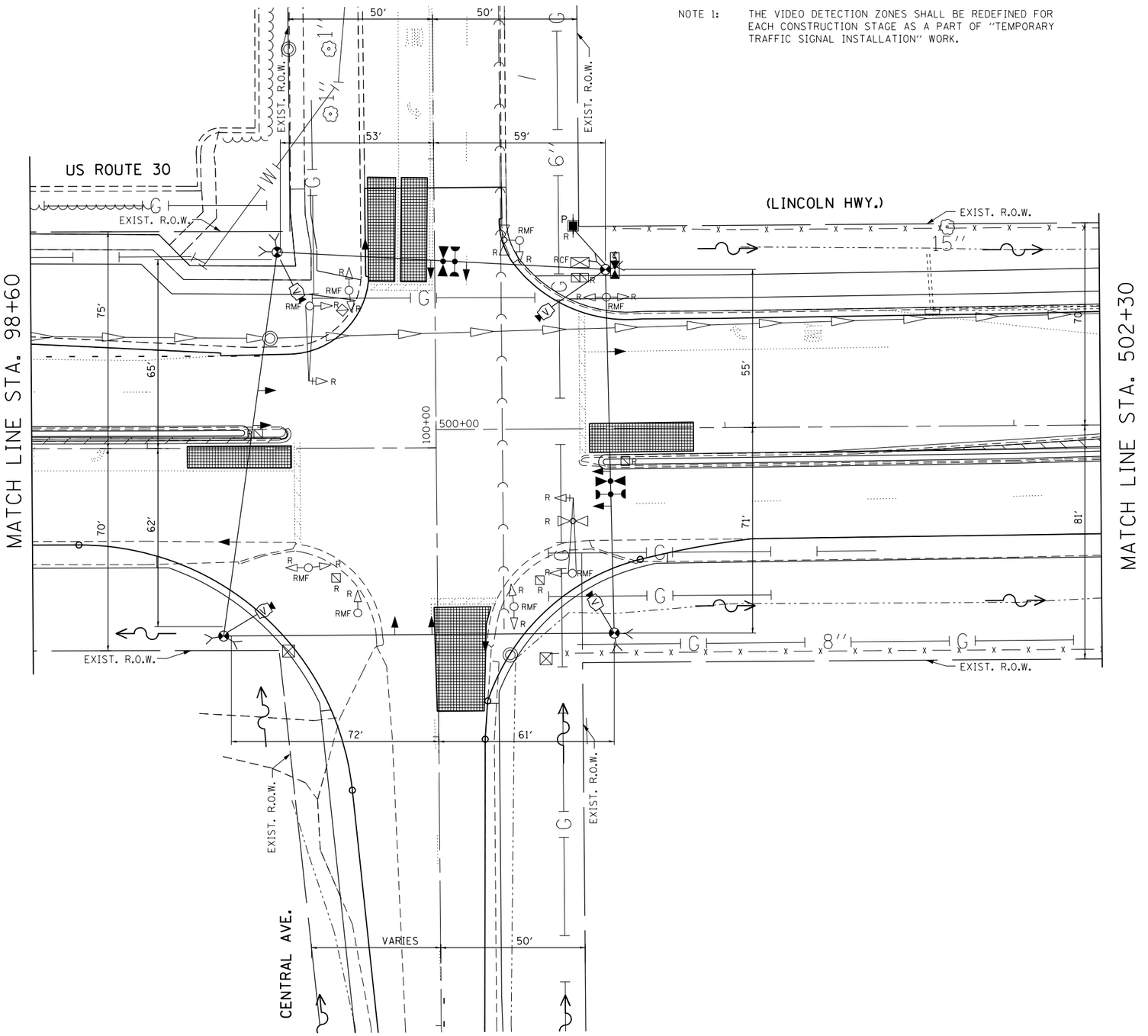
1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 2-FACE, 3 SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, WITH 12" RED INDICATION SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION WITH 12" RED INDICATION, 1-5 SECTION WITH ALL 12" INDICATION SECTION, BRACKET MOUNTED
2	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
1	EACH	SERVICE INSTALLATION

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF MATTESON

CONTACT INFORMATION:
BART GILLIAM
VILLAGE OF MATTESON
PHONE: (708) 748-1411

2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER



NOTE 1: THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

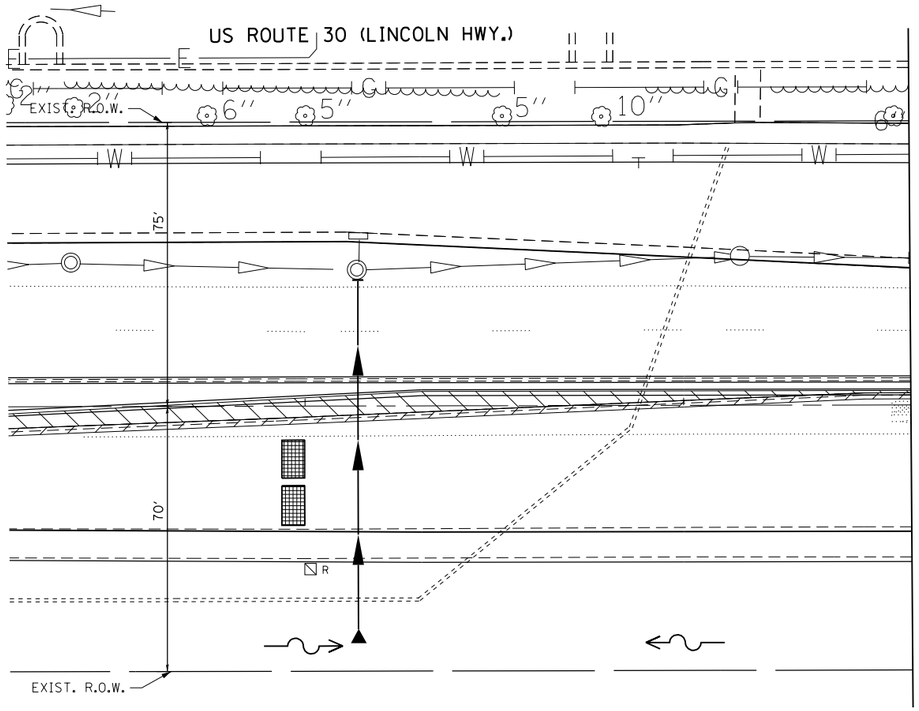
N

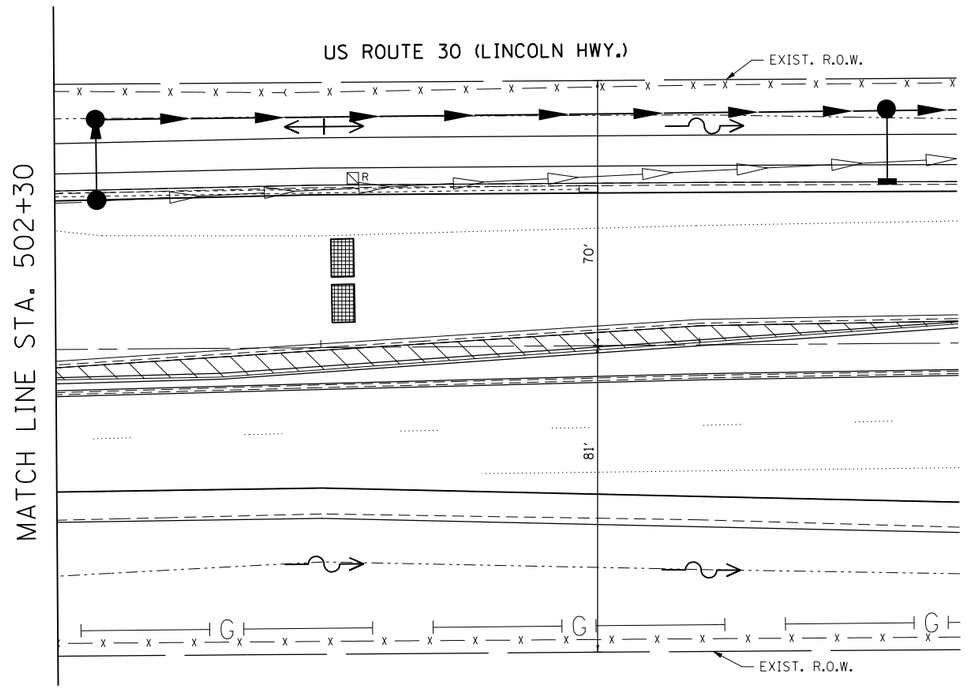
FILE NAME = c:\pw_work\pwidot\midyja\dms92858\007.US 30 at Central Ave_Temp Int_Pre Stage.dgn	USER NAME = midyja	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	PLOT SCALE = 40.0000 ' / in.	DRAWN - MAA	REVISED -	
	PLOT DATE = 3/28/2012	CHECKED - PKG	REVISED -	
		DATE - 02/17/2012	REVISED -	

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
PRE-STAGE (SHEET 1 OF 2)

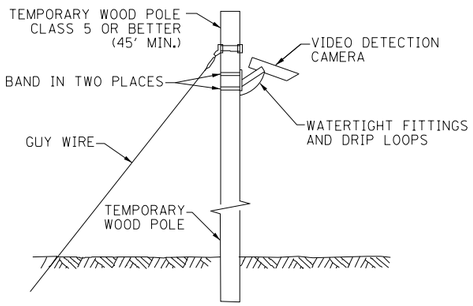
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	30
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		





NOTE 1: THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.



TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

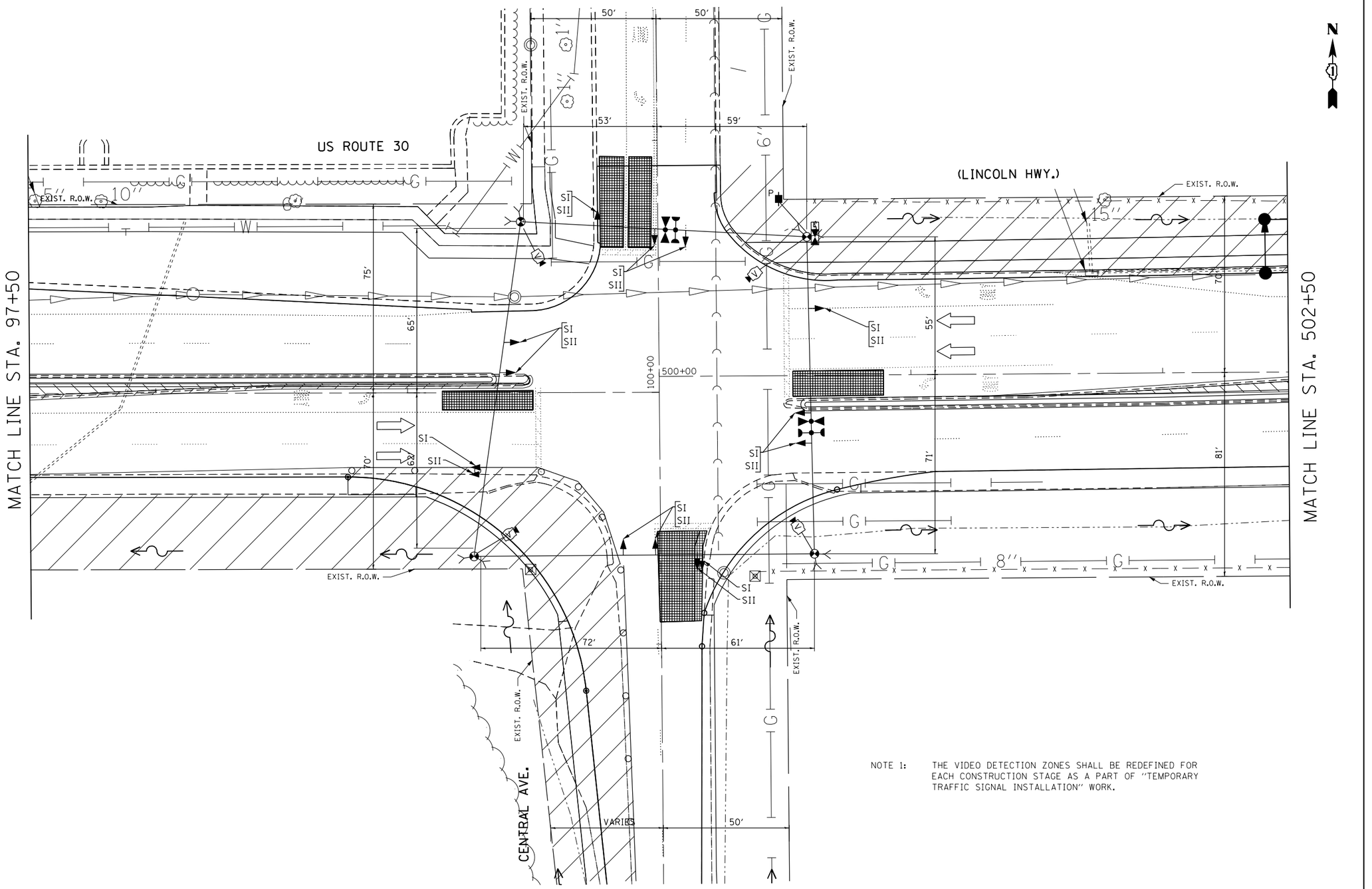
FILE NAME = c:\pw_work\pwidot\midyja\dms92858\008_US 30 at Central Ave_Temp Int_Pre Stage.dgn	USER NAME = midyja	DESIGNED - PKG	REVISED -
		DRAWN - MAA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
PRE-STAGE (SHEET 2 OF 2)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	31
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		



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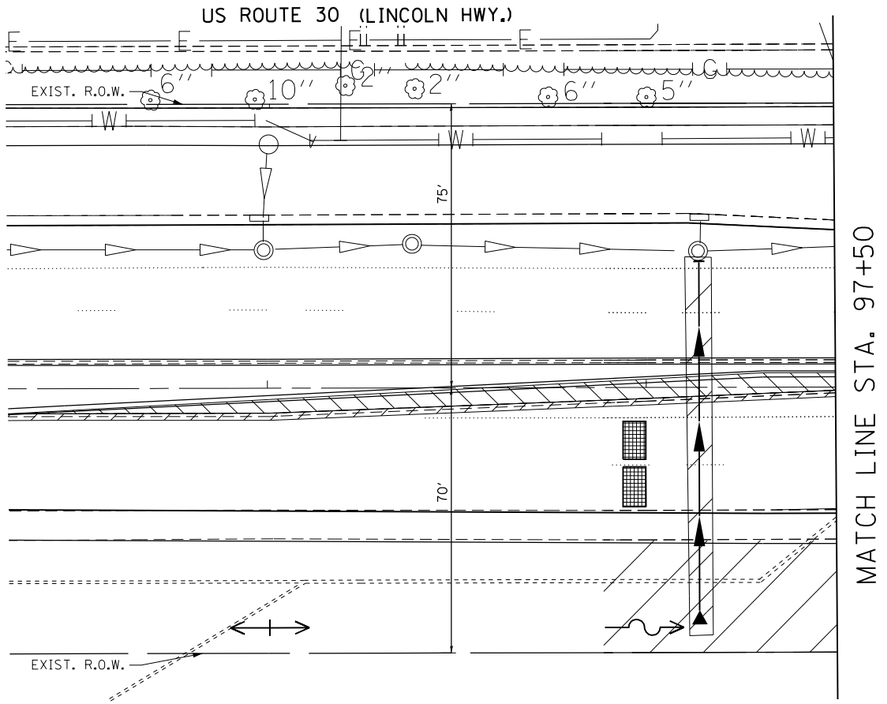
		DRAWN - MAA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

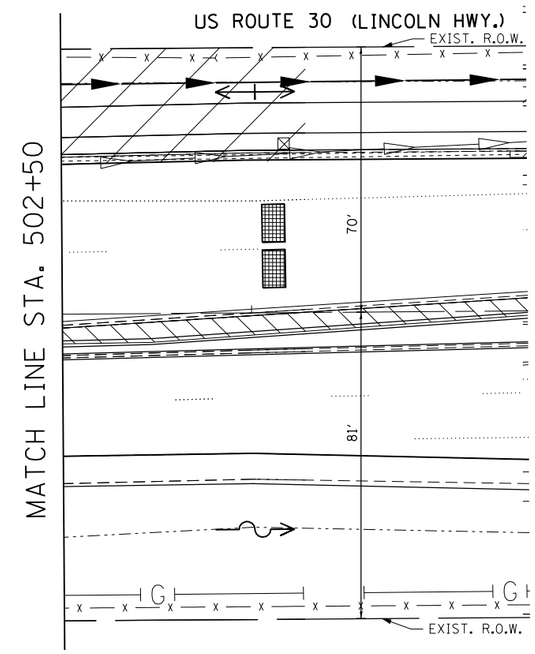
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
STAGE I AND STAGE II (SHEET 1 OF 2)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	32
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			





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NOTE 1: THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

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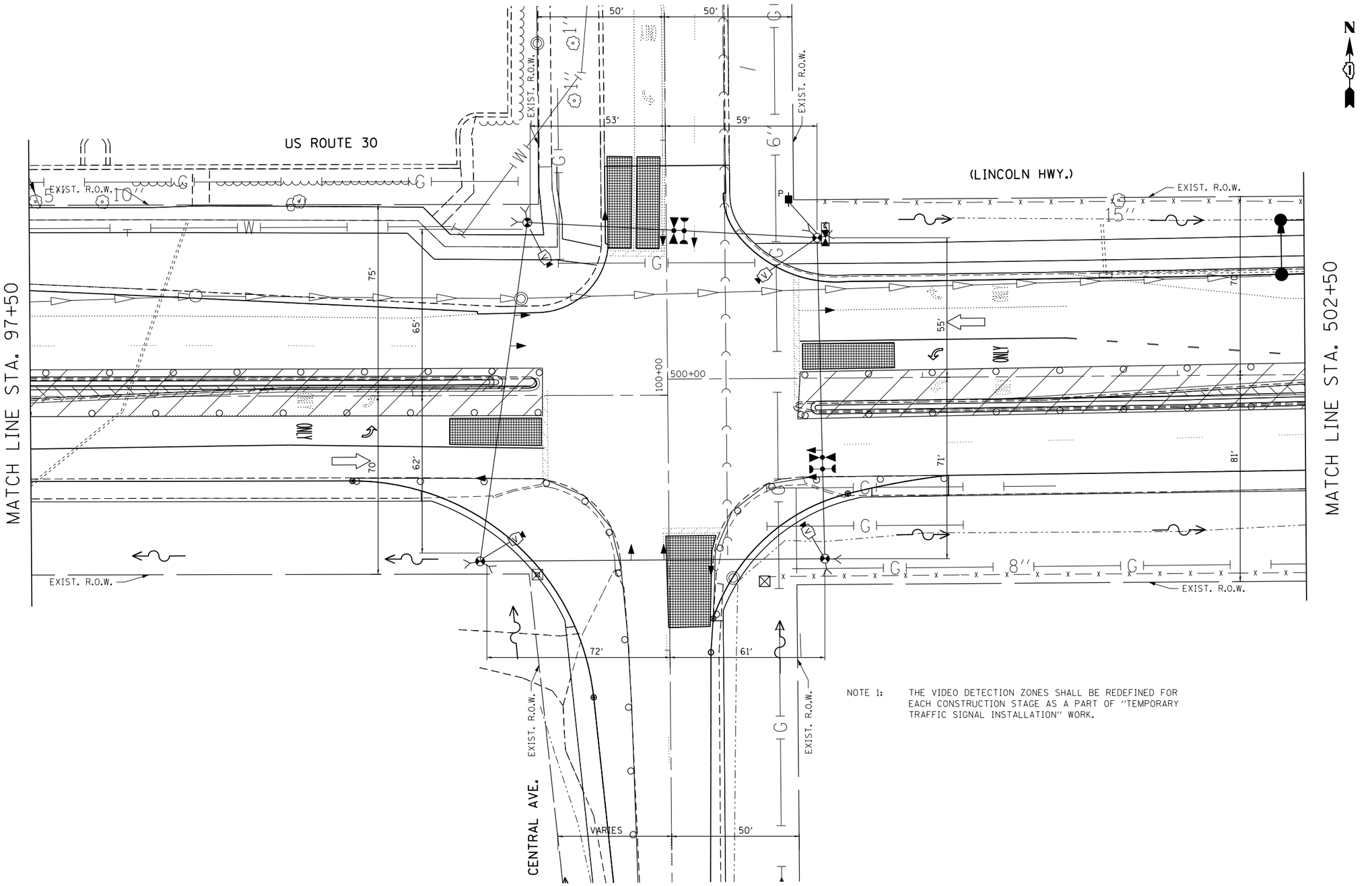
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
STAGE I AND STAGE II (SHEET 2 OF 2)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	33
		CONTRACT NO. 60L21		
		ILLINOIS	FED. AID PROJECT	



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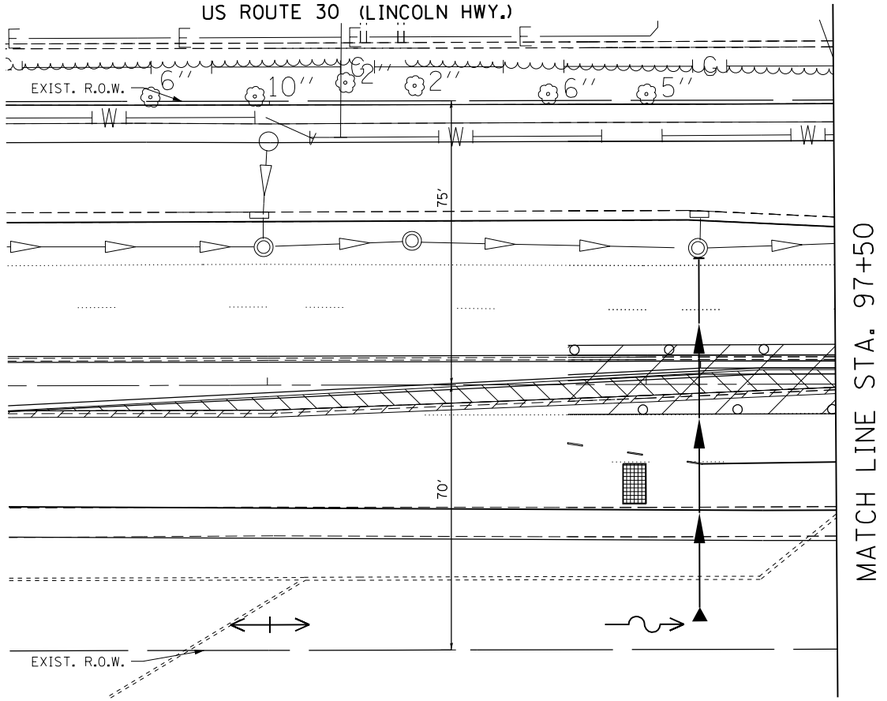
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

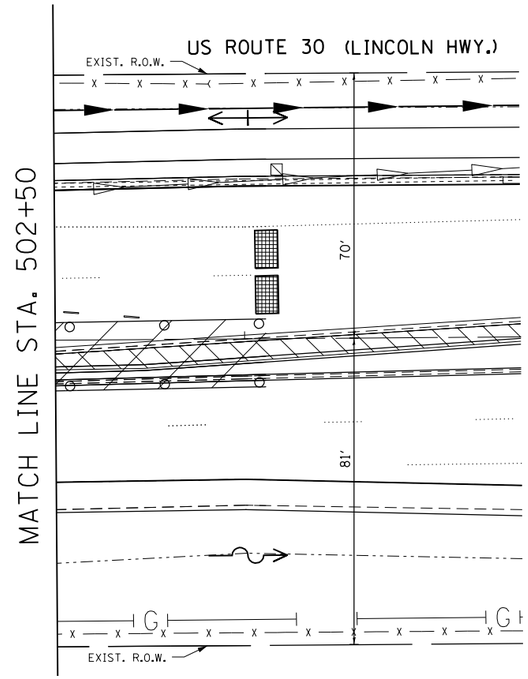
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
STAGE III (SHEET 1 OF 2)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	34
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			





N

NOTE 1: THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

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	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

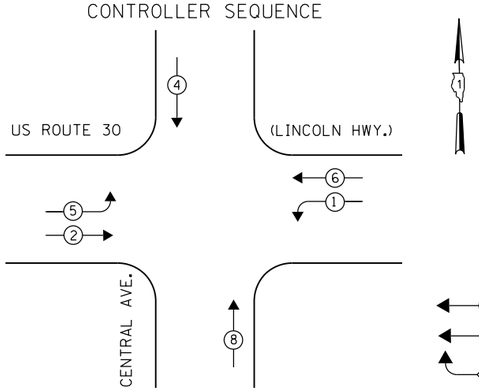
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.
STAGE III (SHEET 2 OF 2)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	35
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

CONTROLLER SEQUENCE

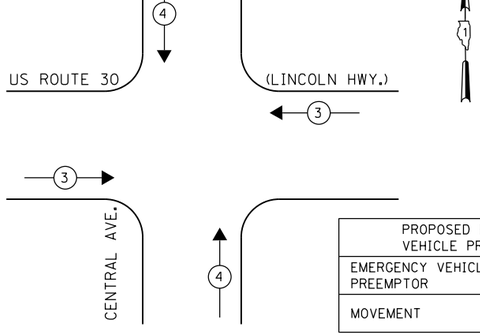


PHASE DESIGNATION DIAGRAM

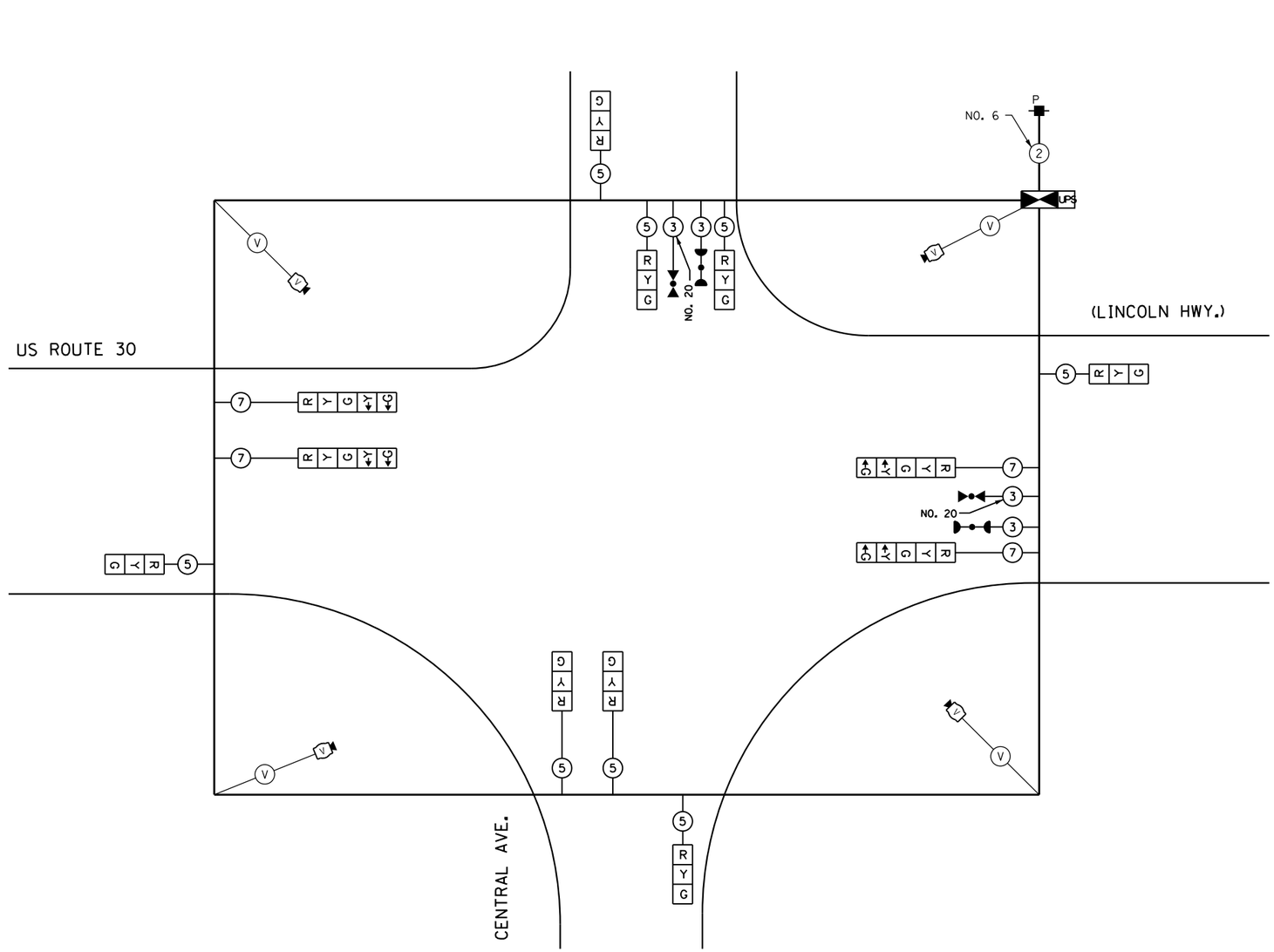
LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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



TEMPORARY CABLE PLAN

(NOT TO SCALE)

PRE-STAGE, SI, SII, AND SIII

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW	8	135	12	0.10	9.6
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	481.6

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

ENERGY SUPPLY CONTACT: GREGG TRIEMSTRA
PHONE: 708 235-2331
COMPANY: COMED

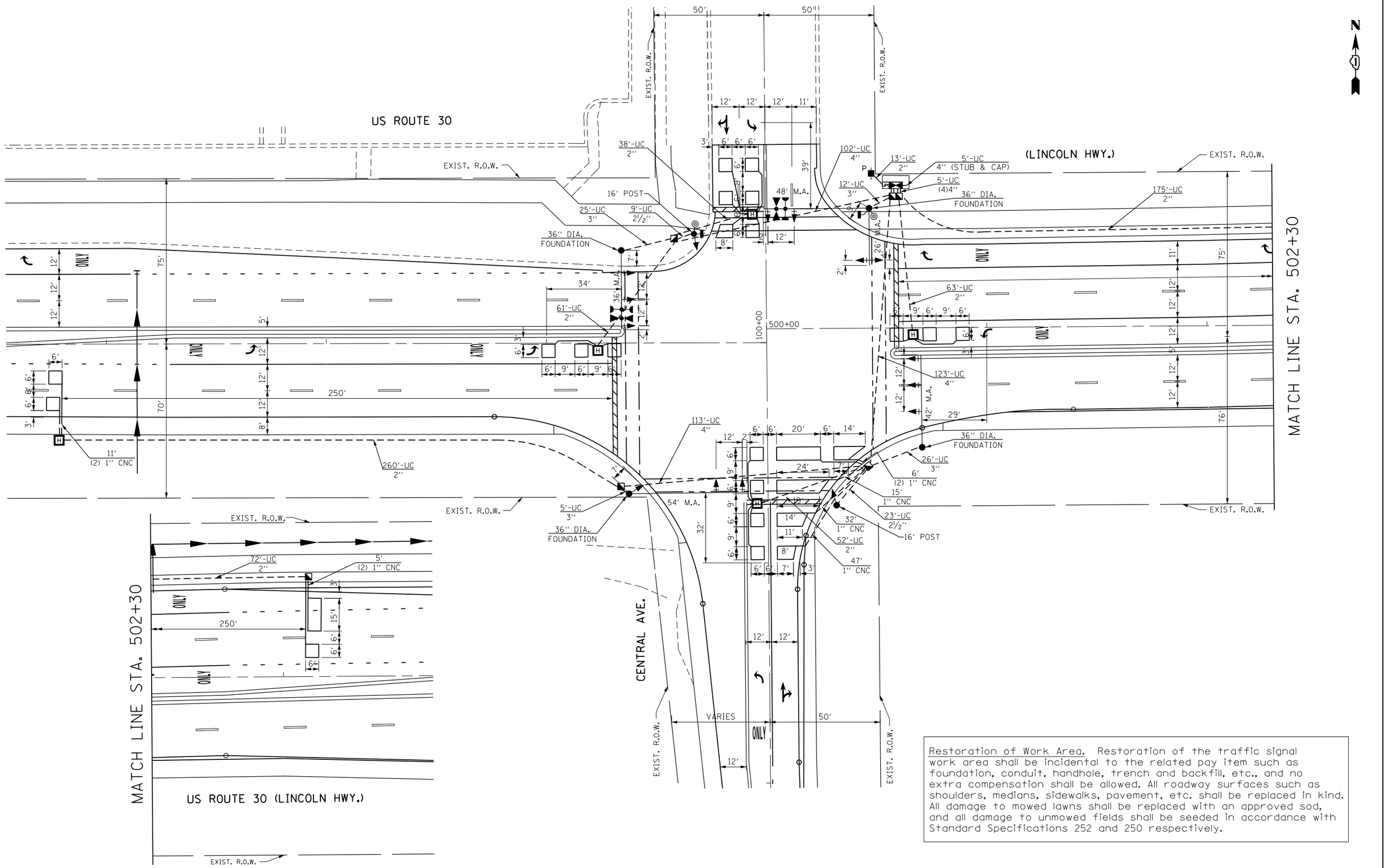
FILE NAME = c:\pw_work\pwidot\midyja\dms92858\813.US	USER NAME = midyja	DESIGNED - PKG	REVISED -
	30 at Central Ave_Temp CD_All Stages.dgn	DRAWN - MAA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	36
		CONTRACT NO. 60L21		
	ILLINOIS FED. AID PROJECT			



Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay item such as foundation, conduit, handhole, trench and backfill, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded in accordance with Standard Specifications 252 and 250 respectively.

FILE NAME = c:\pw_work\pwidot\midyja\dms92858\Ø14_US 30 at Central Ave_Int.dgn	USER NAME = midyja	DESIGNED - PKG	REVISED -
		DRAWN - MAA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 3/28/2012	DATE - 02/17/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.

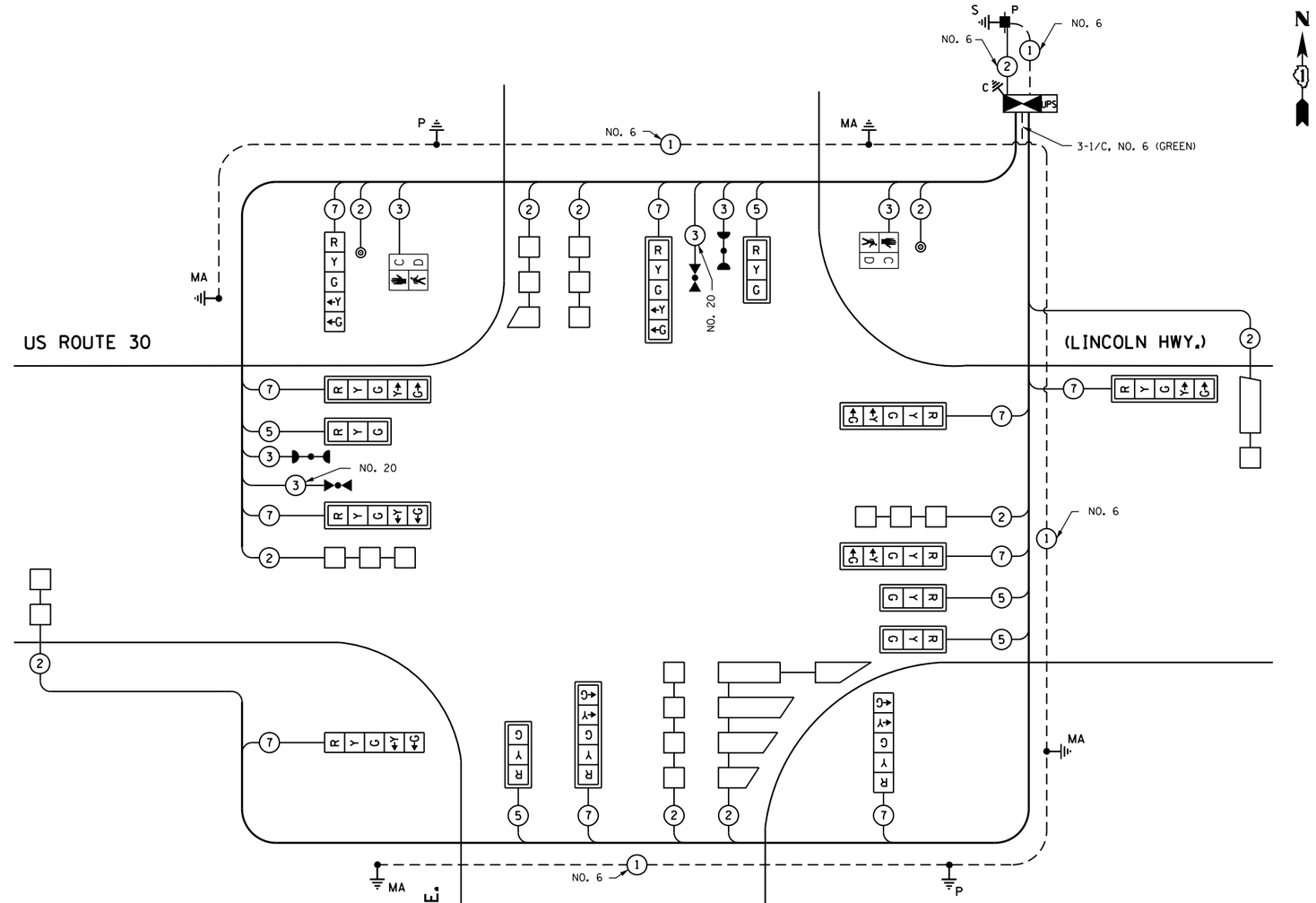
SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	37
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

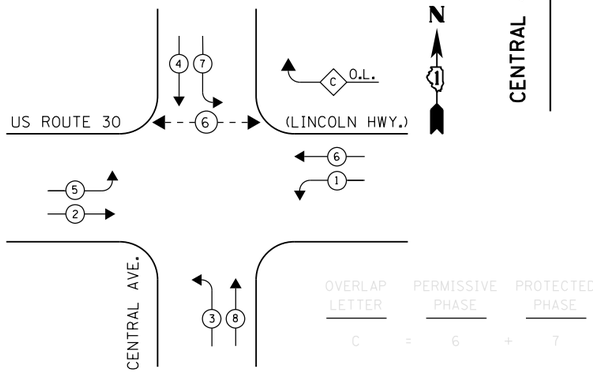
SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
15	SQ FT	SIGN PANEL - TYPE 1
30	SQ FT	SIGN PANEL - TYPE 2
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
734	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
32	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
68	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
363	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
4	EACH	HANDHOLE
5	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
197	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
528	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1089	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1923	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1823	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
33	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
616	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 36 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 42 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 54 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 26 FT. AND 48 FT.
8	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
53	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
5	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
7	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
8	EACH	INDUCTIVE LOOP DETECTOR
937	FOOT	DETECTOR LOOP, TYPE I
• 2	EACH	LIGHT DETECTOR
• 1	EACH	LIGHT DETECTOR AMPLIFIER
2	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
7	EACH	REMOVE EXISTING HANDHOLE
1	EACH	REMOVE EXISTING DOUBLE HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
• 317	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL

• 100% VILLAGE OF MATTESON



CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
C	=	6	+	7

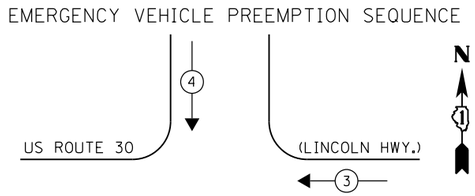
CABLE PLAN

(NOT TO SCALE)

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	15	135	17	0.50	127.5
(YELLOW)	15	135	25	0.25	93.75
(GREEN)	15	135	15	0.25	56.25
ARROW	20	135	12	0.10	24.0
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN			25	0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	451.5

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

ENERGY SUPPLY CONTACT: GREGG TRIEMSTRA
PHONE: 708 235-2331
COMPANY: COMED

FILE NAME = c:\pw_work\pwidot\midyja\dms92858\015_US 30 at Central Ave_CD.dgn	USER NAME = midyja	DESIGNED - PKG	REVISED -
	PLOT SCALE = 40.0000 ' / in.	DRAWN - MAA	REVISED -
	PLOT DATE = 3/28/2012	CHECKED - PKG	REVISED -
		DATE - 02/17/2012	REVISED -

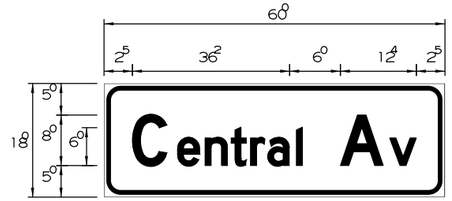
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
US ROUTE 30 (LINCOLN HWY.) AT CENTRAL AVE.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	38
		CONTRACT NO. 60L21		
		ILLINOIS FED. AID PROJECT		

PANEL SIGN DESIGN TYPE I



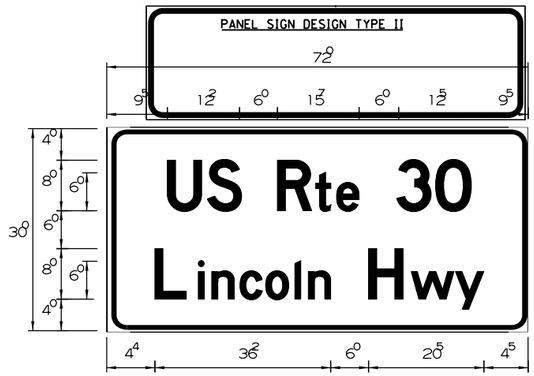
- Sq. M. each

7.5 Sq. Ft. each

2 Required

Design Series D

PANEL SIGN DESIGN TYPE II



- Sq. M. each

15 Sq. Ft. each

2 Required

Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE;

* J.O. HERBERT CO.
MIDLOTHIAN, VA.

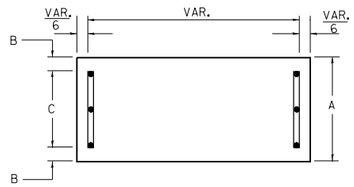
* WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING;

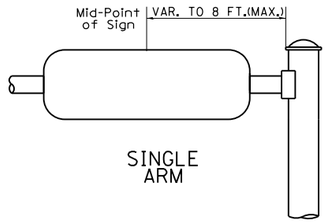
SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

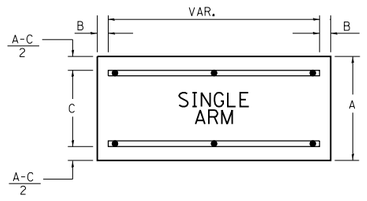
SUPPORTING CHANNELS



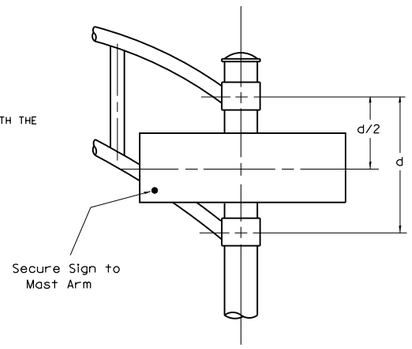
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



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



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, 2 (3) DENOTES 3/8"

FIRST LETTER	SECOND LETTER: acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{2}	1^{4}
B	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{6}	1^{7}
C E G	1^{4}	1^{5}	2^{0}	2^{1}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
D O Q R	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
F	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}
H I M N	2^{0}	2^{1}	2^{2}	2^{4}	2^{0}	2^{1}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}	2^{0}	2^{1}
J U	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}
K L	1^{1}	1^{2}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
P	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
S	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
T	1^{1}	1^{2}	1^{6}	1^{7}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
V	0^{6}	1^{0}	1^{4}	1^{5}	1^{1}	1^{2}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
Y	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{5}	0^{7}	0^{5}	0^{6}	0^{6}	1^{0}	1^{1}	1^{2}
Z	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}

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

FIRST LETTER	SECOND LETTER: acde goq		bhikl mnpru		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
adhgij lmnqu	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}
bfkops	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
c e	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
r	0^{6}	1^{0}	1^{2}	1^{4}	0^{6}	1^{0}	0^{3}	0^{3}	0^{5}	0^{6}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}
t z	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
v y	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}
w	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
x	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}

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

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

UPPER AND LOWER CASE LETTER WIDTHS

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	39
		CONTRACT NO. 60L21		
		ILLINOIS	FED. AID PROJECT	

LOOP DETECTOR NOTES

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

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

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

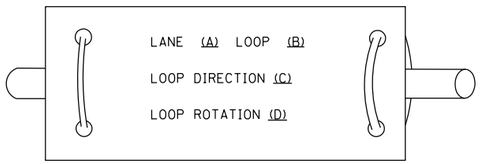
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

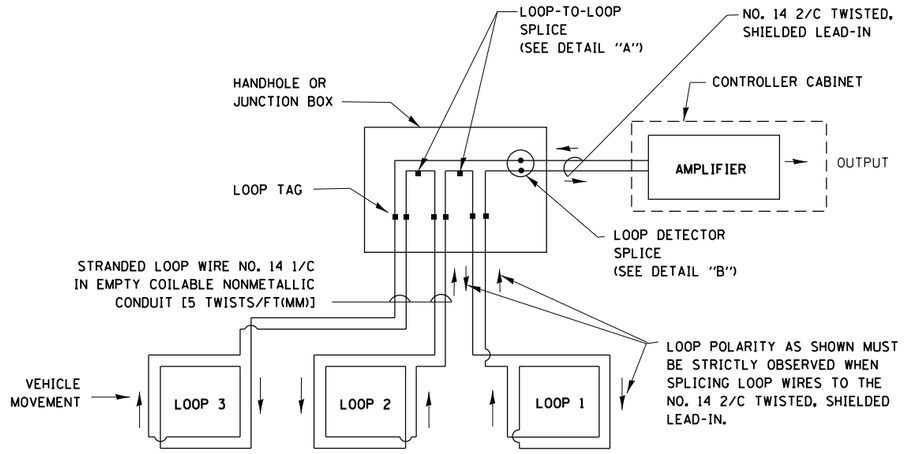


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

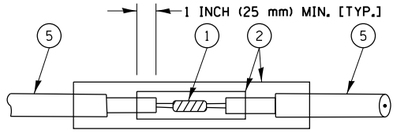
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

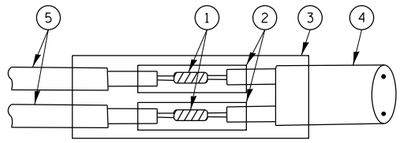


DETECTOR LOOP WIRING SCHEMATIC

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

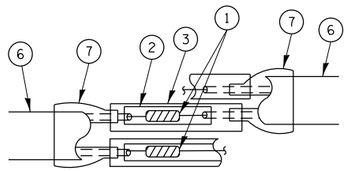


DETAIL "A"
LOOP-TO-LOOP SPLICE



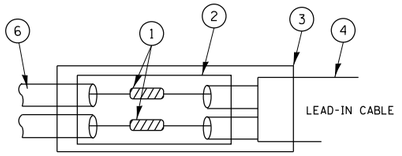
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

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	PLOT DATE = 3/28/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

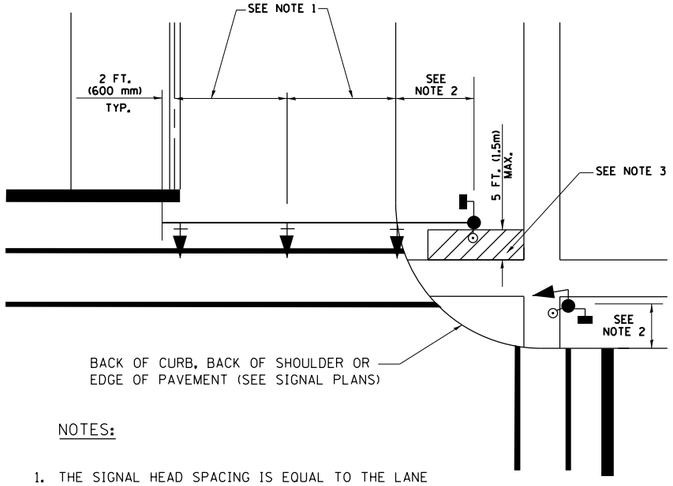
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	40
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

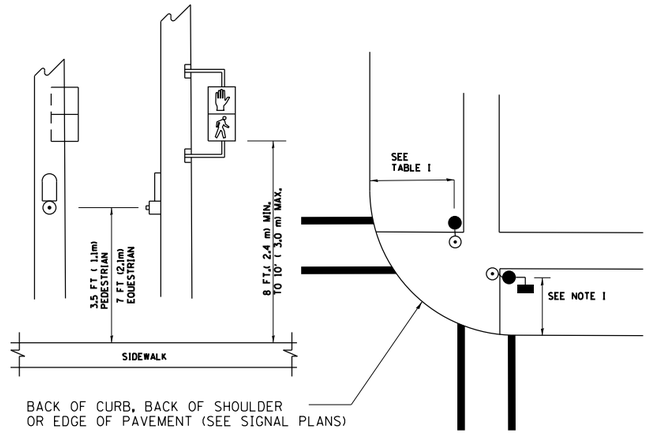
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

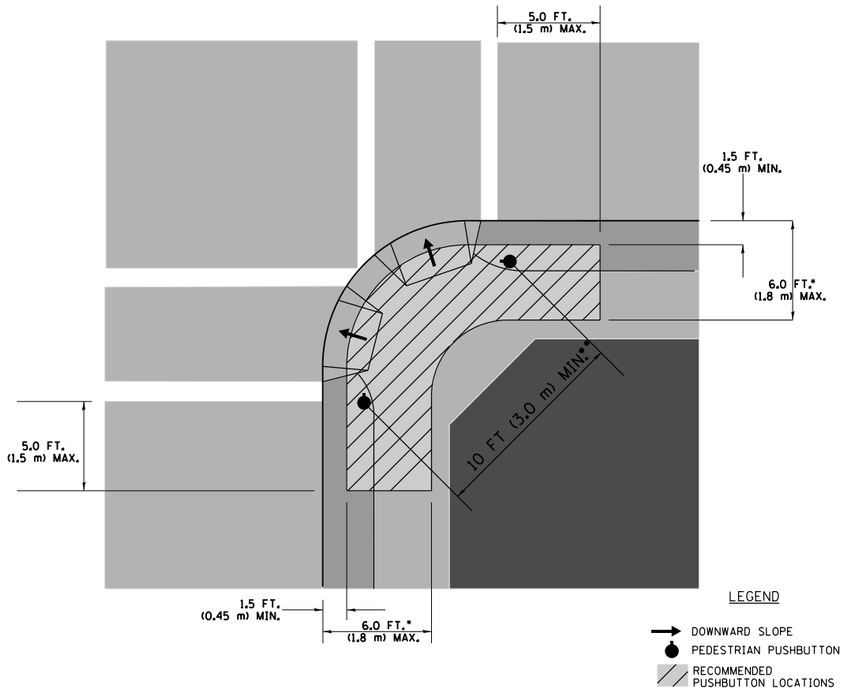
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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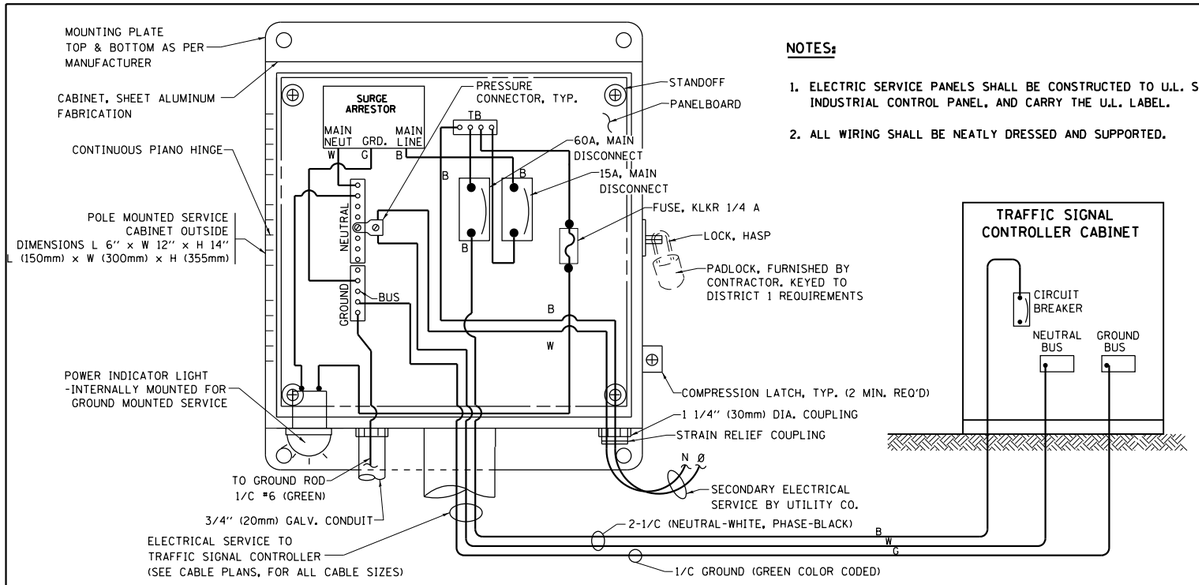
	PLOT DATE = 3/28/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	41
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



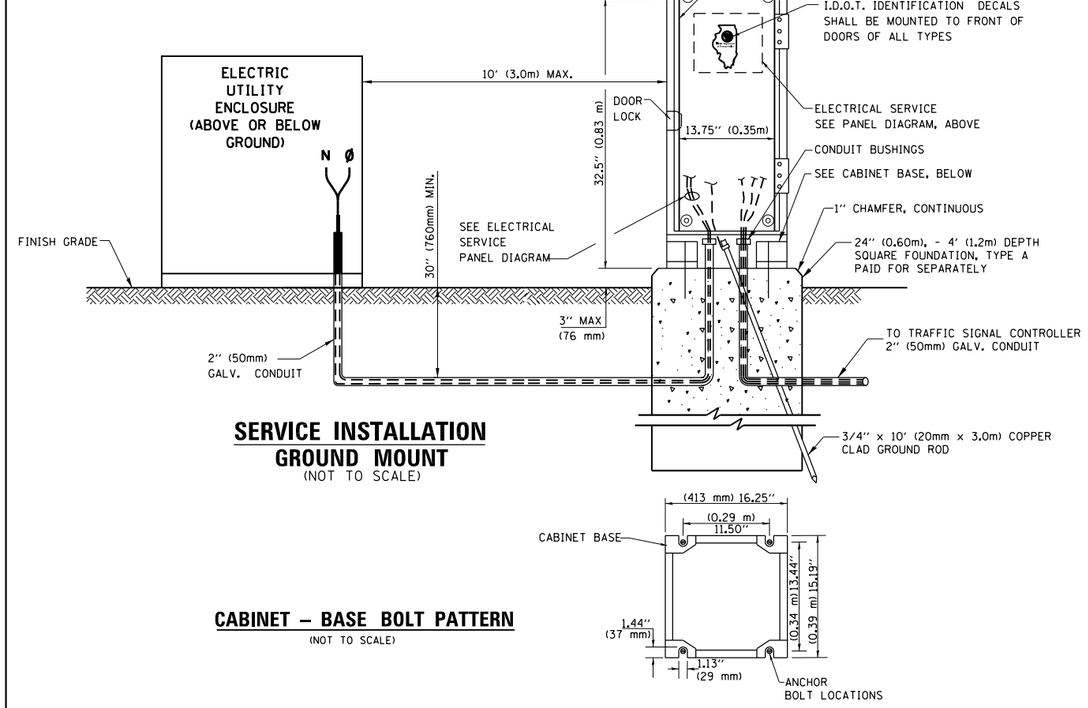
NOTES:

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

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

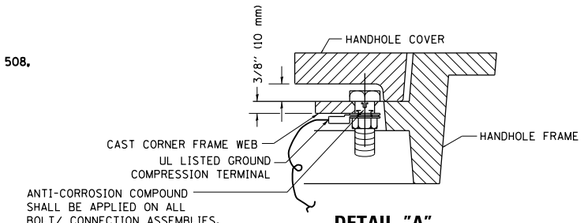


SERVICE INSTALLATION GROUND MOUNT

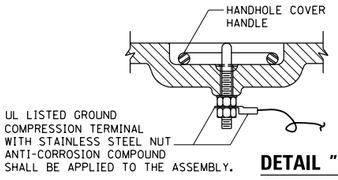
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

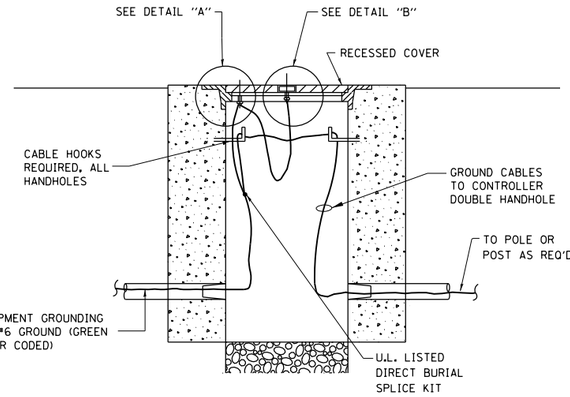
(NOT TO SCALE)



DETAIL "A"

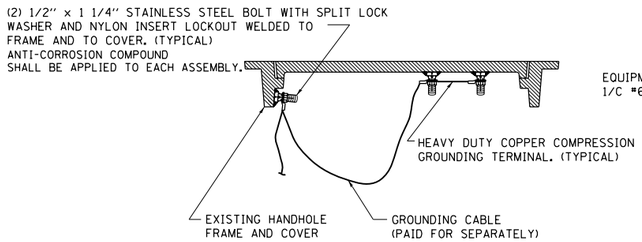


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



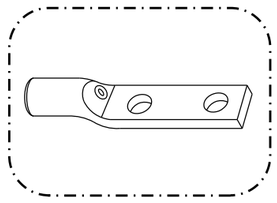
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

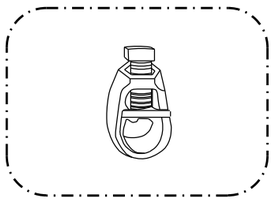
NOTES:

GROUNDING SYSTEM

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



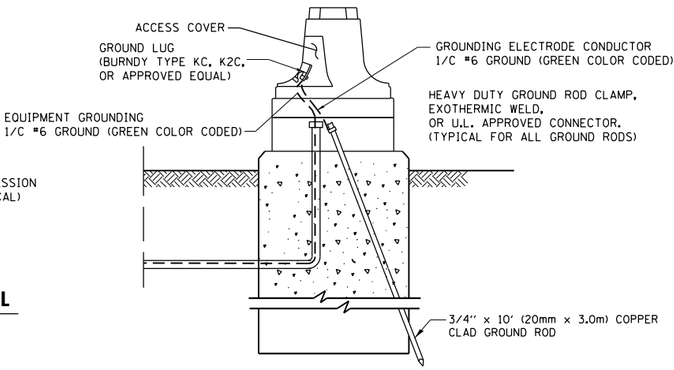
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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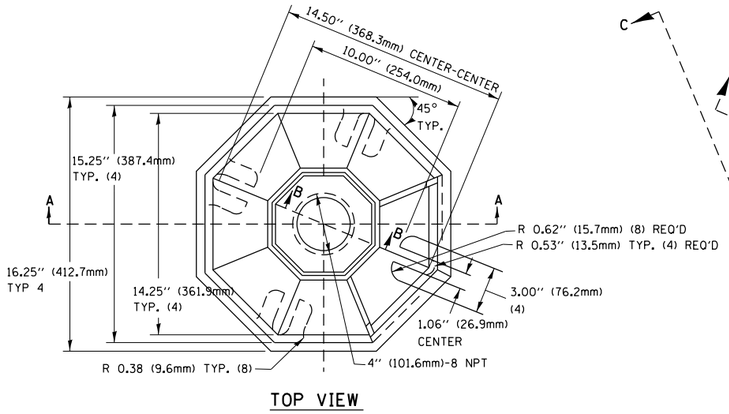
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

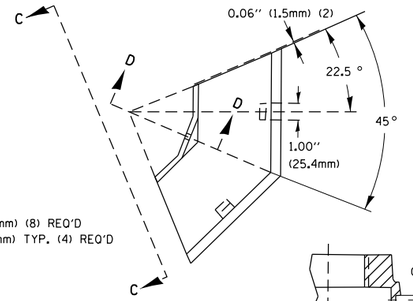
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

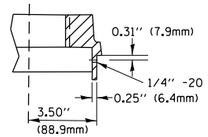
SCALE: NONE | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	42
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

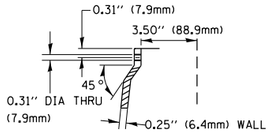


TOP VIEW

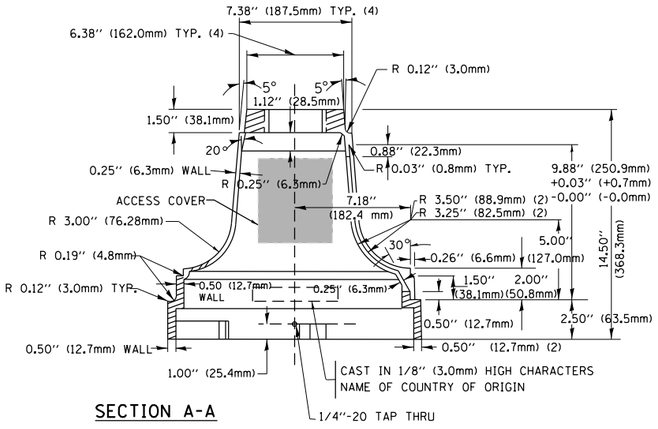




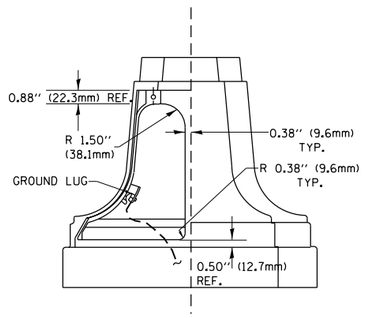
SECTION B-B



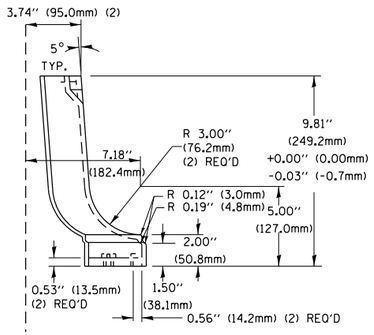
SECTION D-D



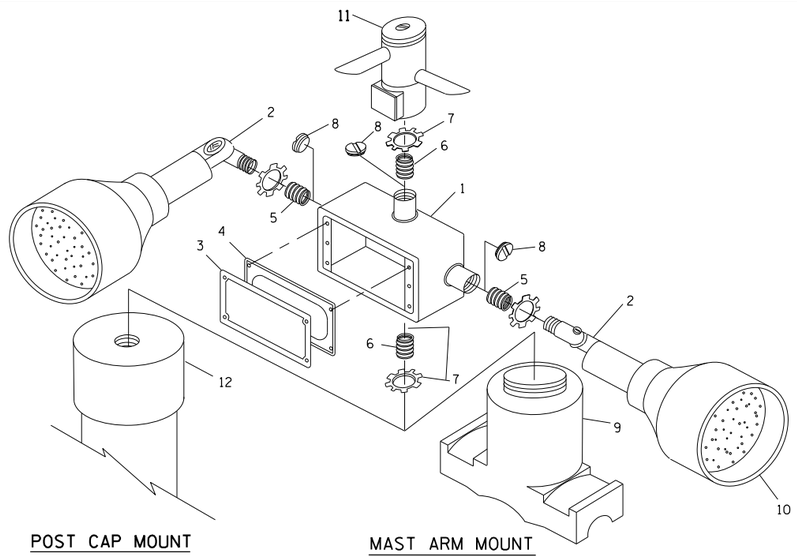
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

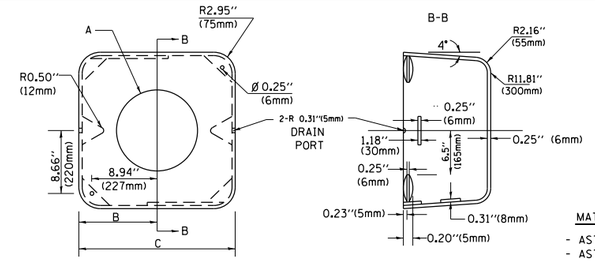
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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



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

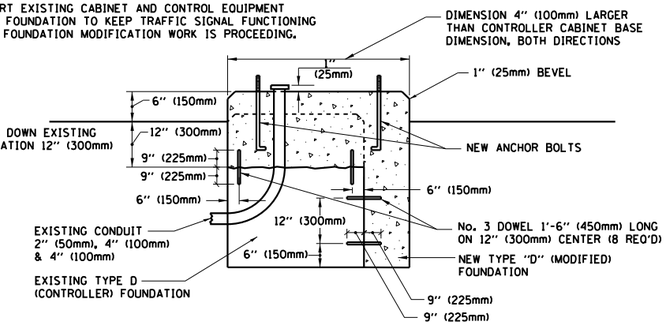
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

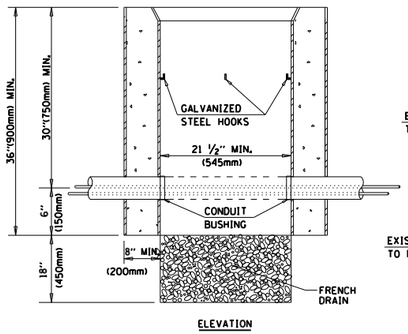
NOTES:

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

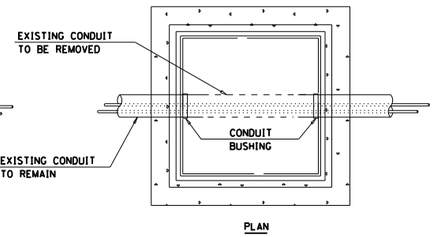
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



ELEVATION



PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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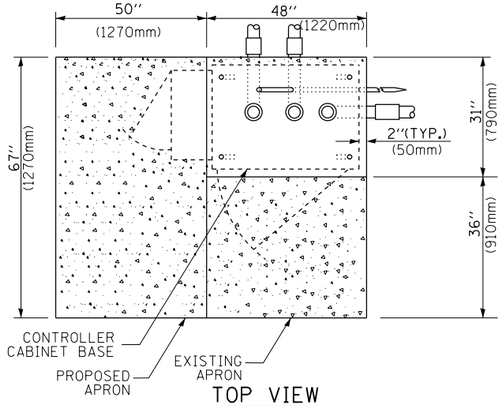
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

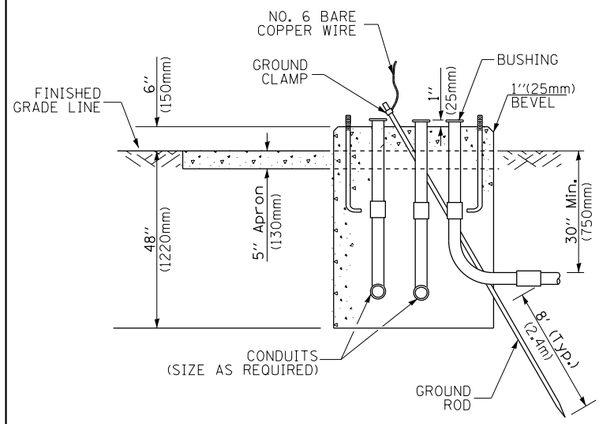
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

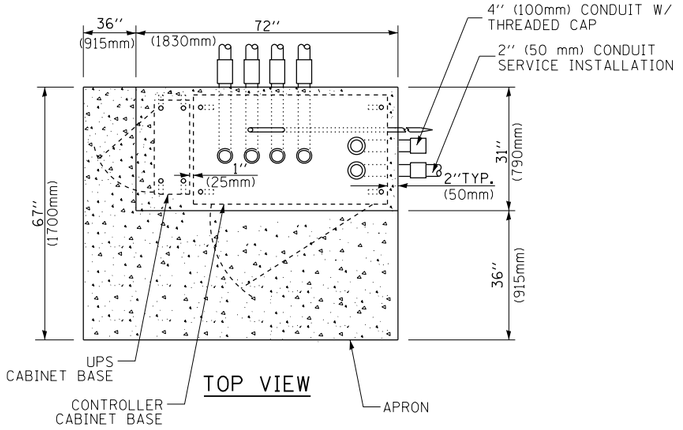
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	43
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



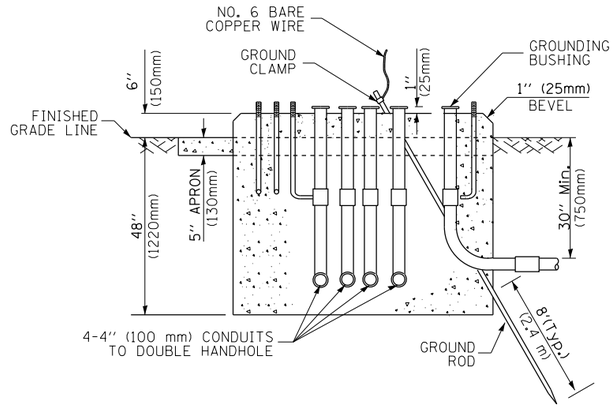
TOP VIEW



TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
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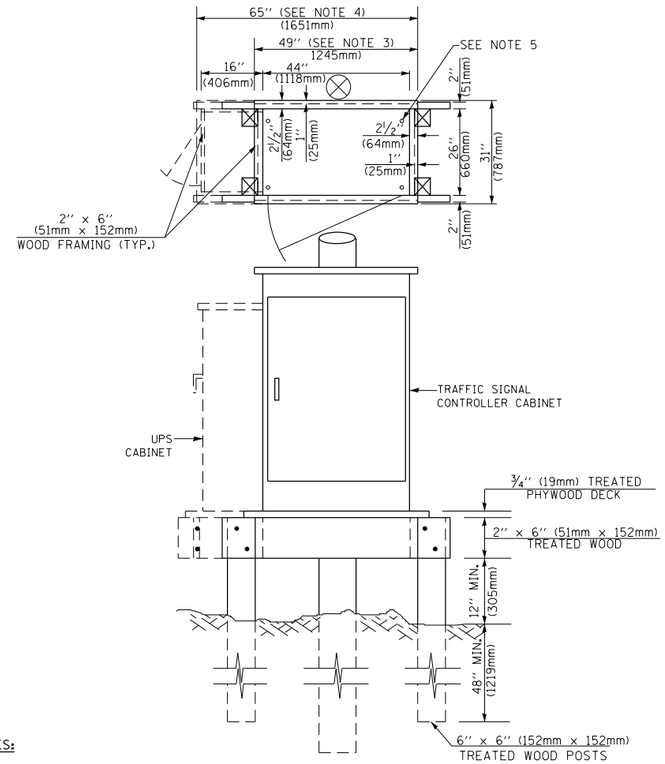
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 3/28/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	44
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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

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

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

RAILROAD SYMBOLS

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

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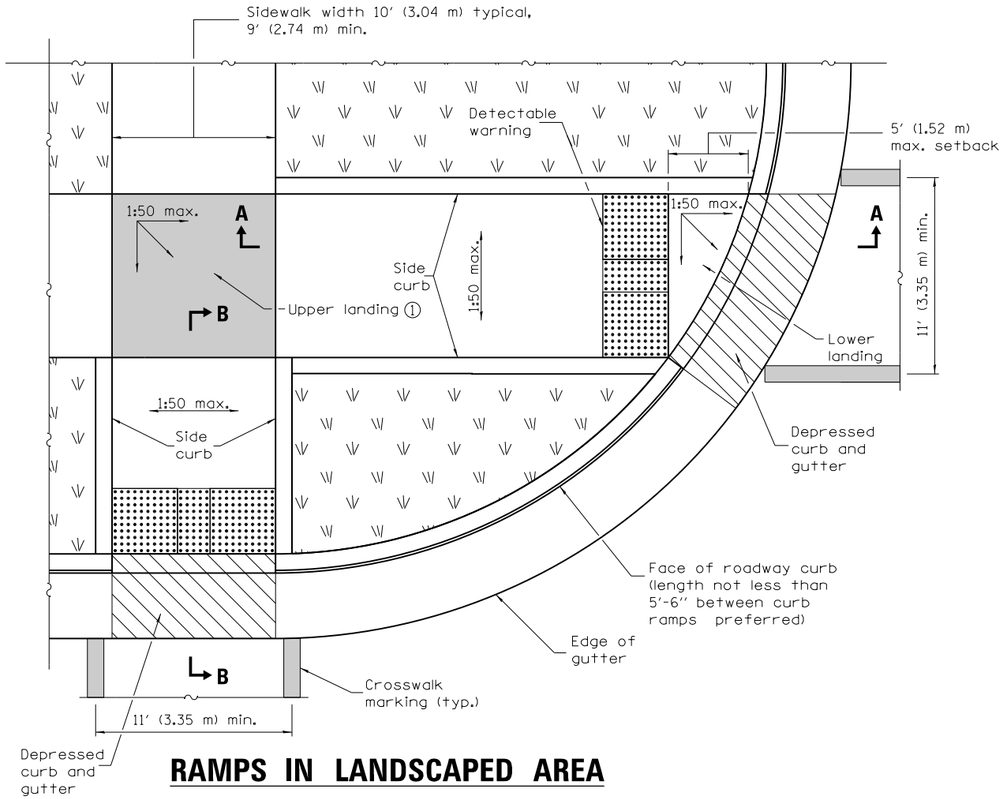
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

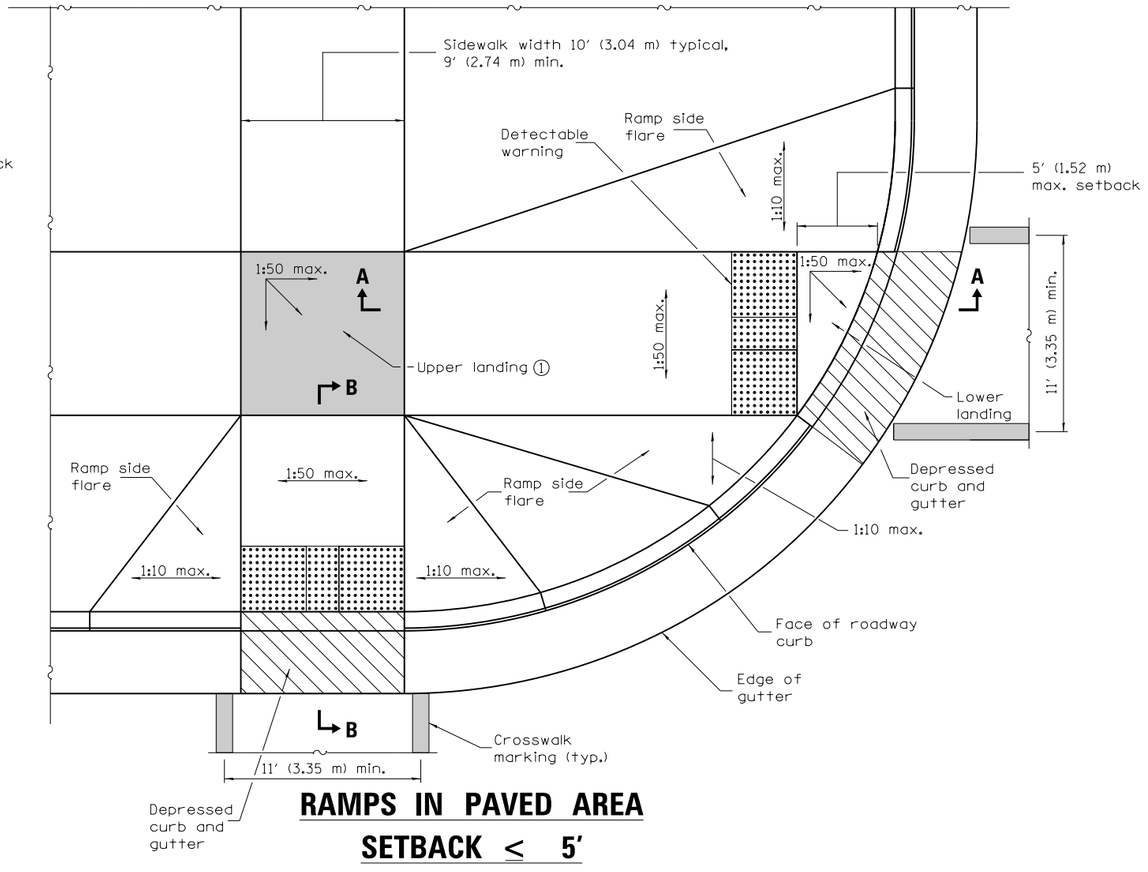
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

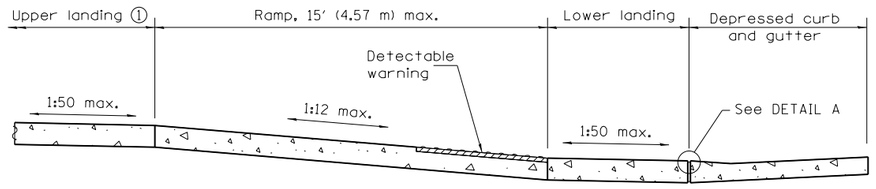
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	45
	TS-05	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5′

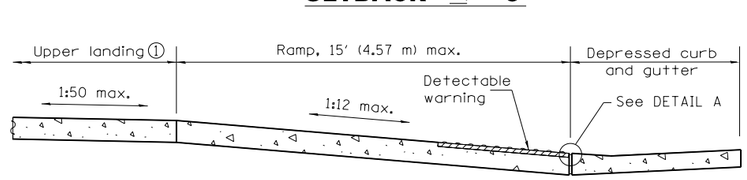


RAMPS IN PAVED AREA
SETBACK ≤ 5′



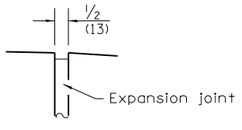
SECTION A–A

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

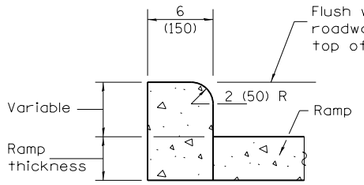


SECTION B–B

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



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

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		DRAWN -	REVISED -
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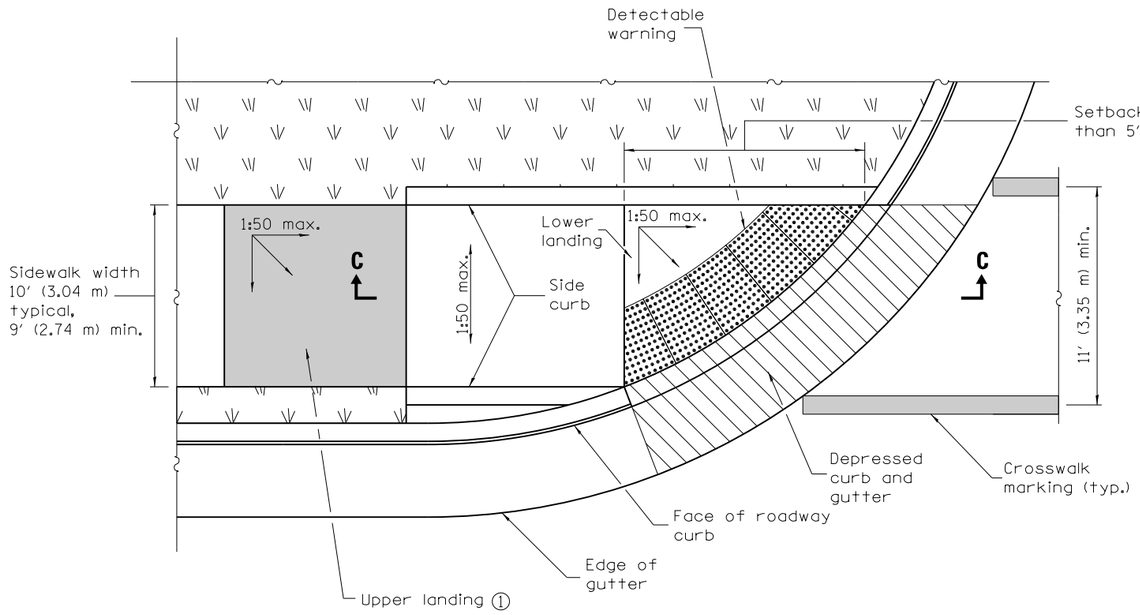
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

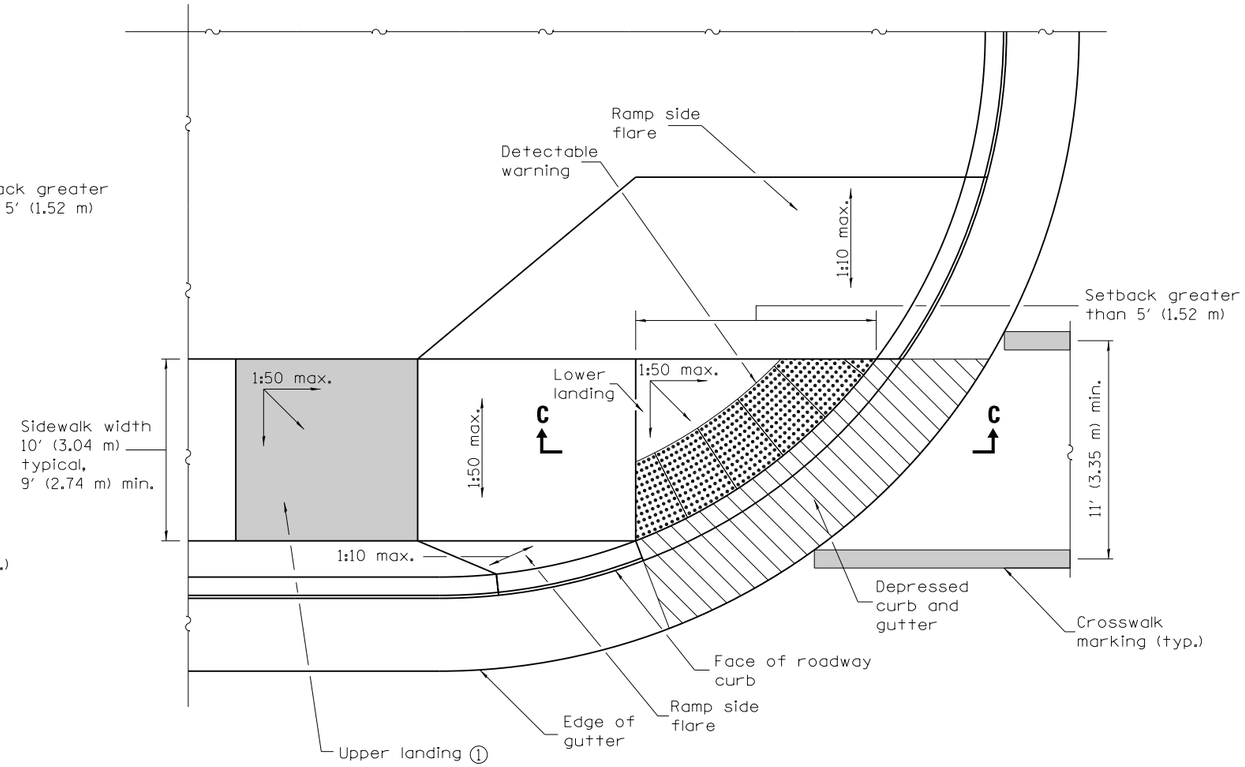
PERPENDICULAR CURB RAMPS FOR SHARED PATH

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

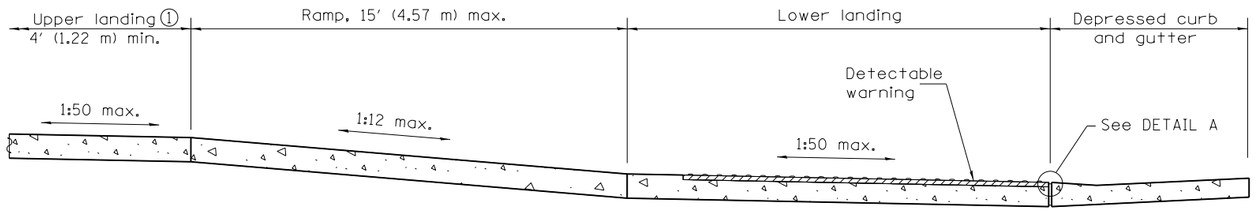
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	46
		CONTRACT NO. 60L21		
	ILLINOIS	FED. AID PROJECT		



RAMP IN LANDSCAPED AREA
SETBACK > 5′



RAMP IN PAVED AREA
SETBACK > 5′



SECTION C–C

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

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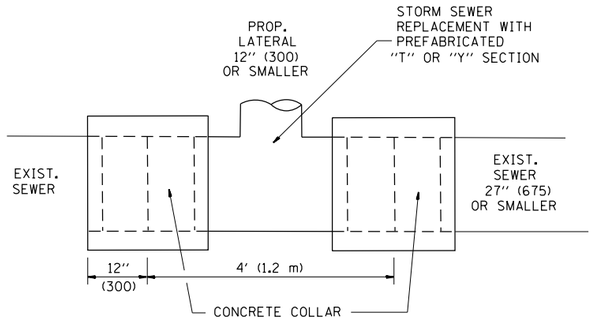
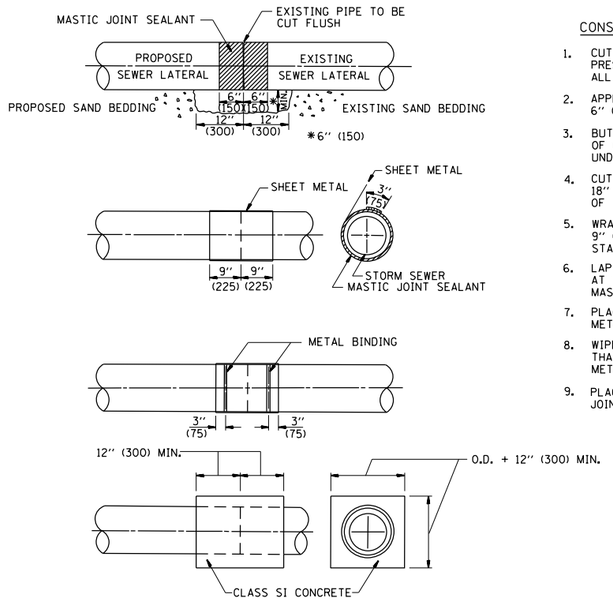
		DATE -	REVISED -		SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		



DETAIL ''A''

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



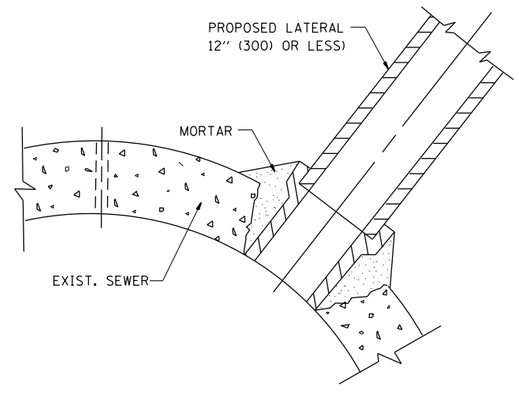
DETAIL ''B''

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 CIRCUMFERANCE 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 OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



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 PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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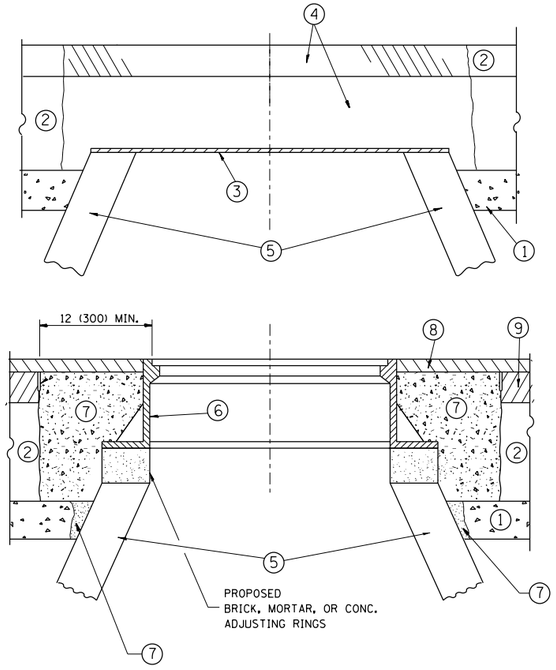
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - R. SHAH 09-09-94					
	PLOT DATE = 3/28/2012	CHECKED -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
		DATE - 07-25-90	REVISED - R. SHAH 06-12-96					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	48
	BD500-01 (BD-7)	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

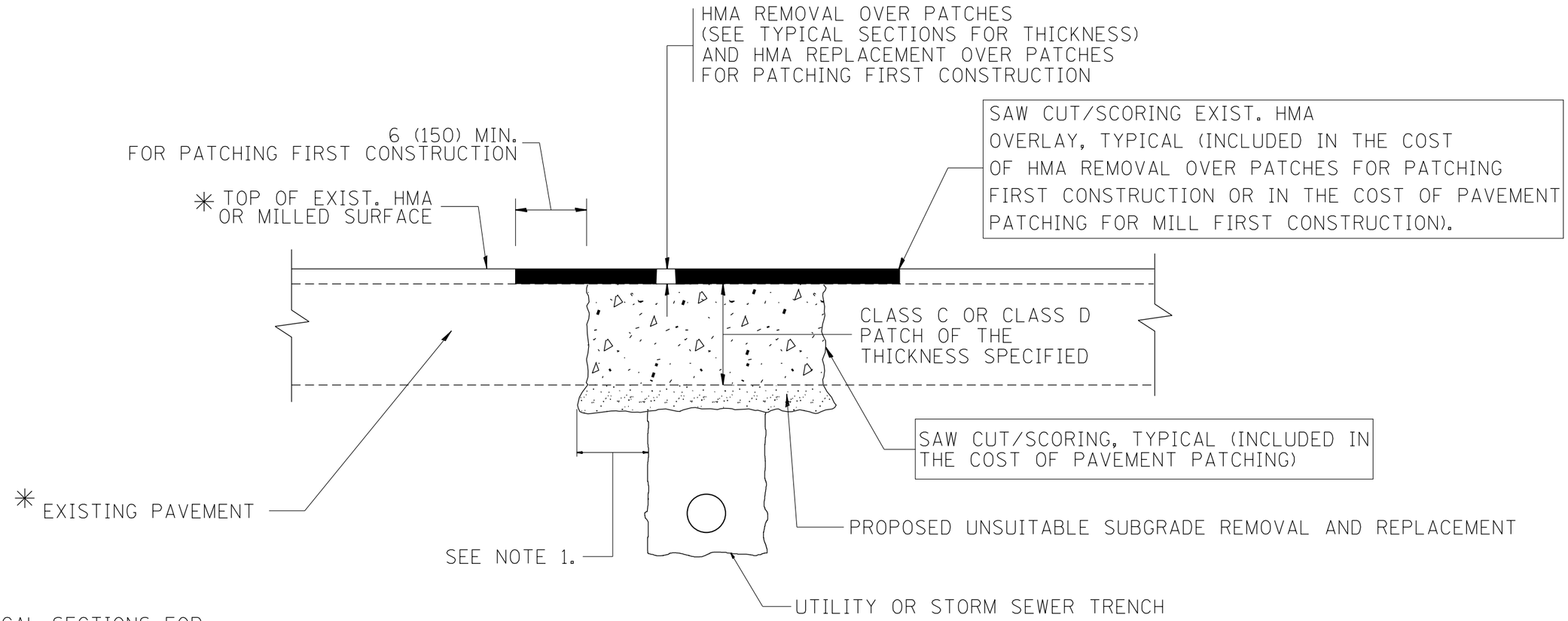
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED - R. BORO 01-01-07
	PLOT DATE = 3/28/2012	CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	49
	BD600-03 (BD-8)	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



✳ SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

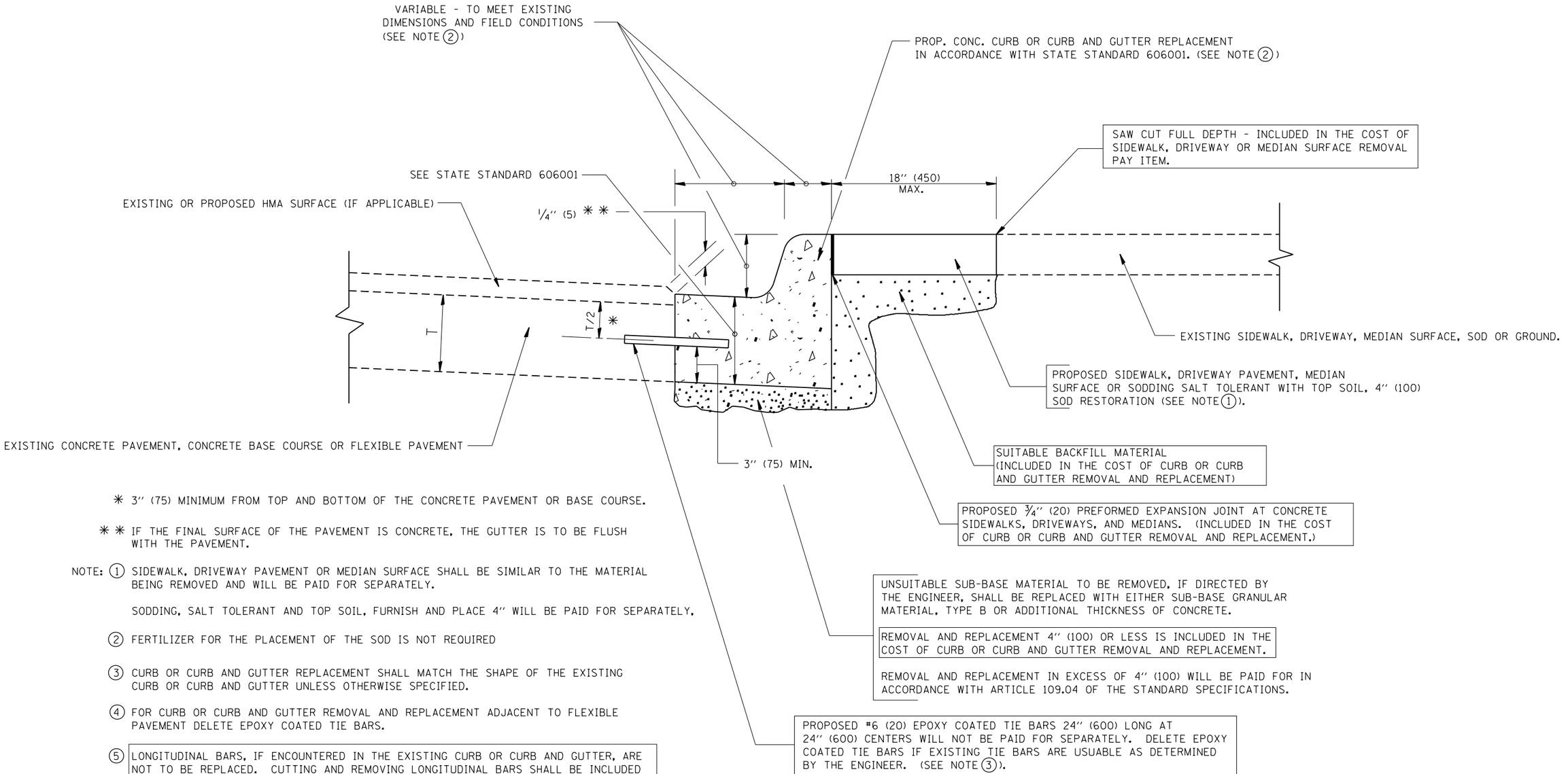
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 09-04-07		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.
	PLOT DATE = 3/28/2012	DATE - 10-25-94	REVISED - K. ENG 10-27-08		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	50
	BD400-04 (BD-22)	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

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

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

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

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

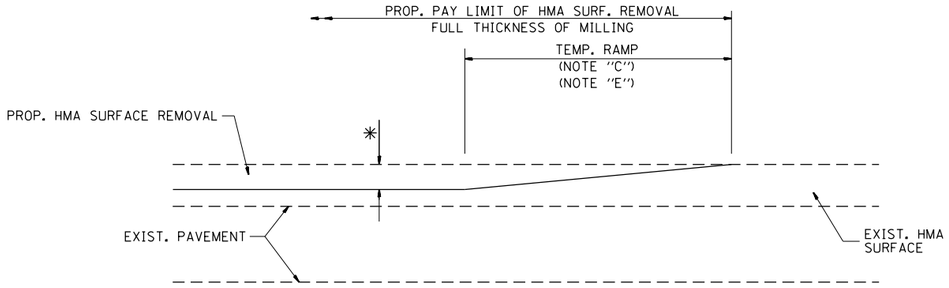
BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

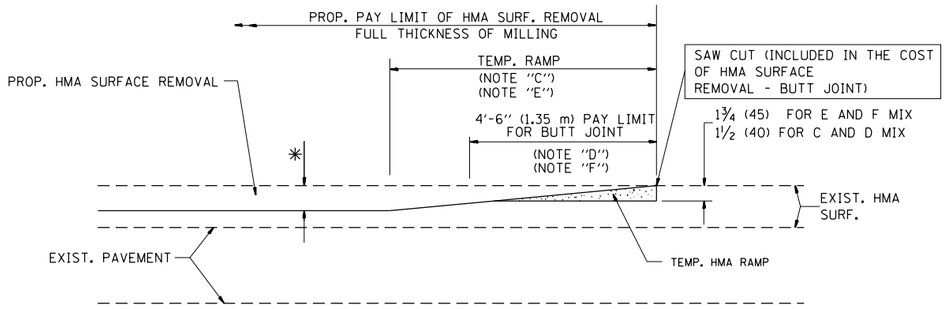
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97				353	23-N-4	COOK	68	51
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01				BD600-06 (BD-24)		CONTRACT NO. 60L21		
	PLOT DATE = 3/28/2012	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

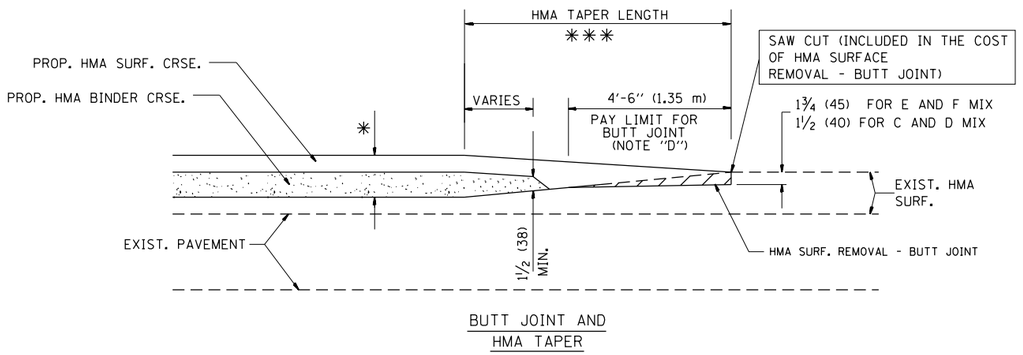


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

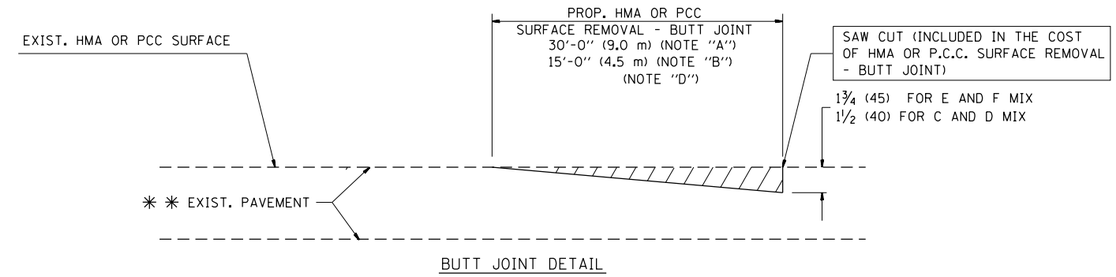
OPTION 2

TYPICAL TEMPORARY RAMP

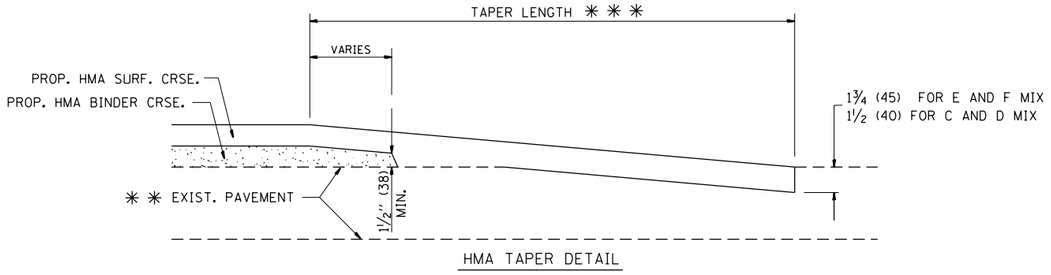


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

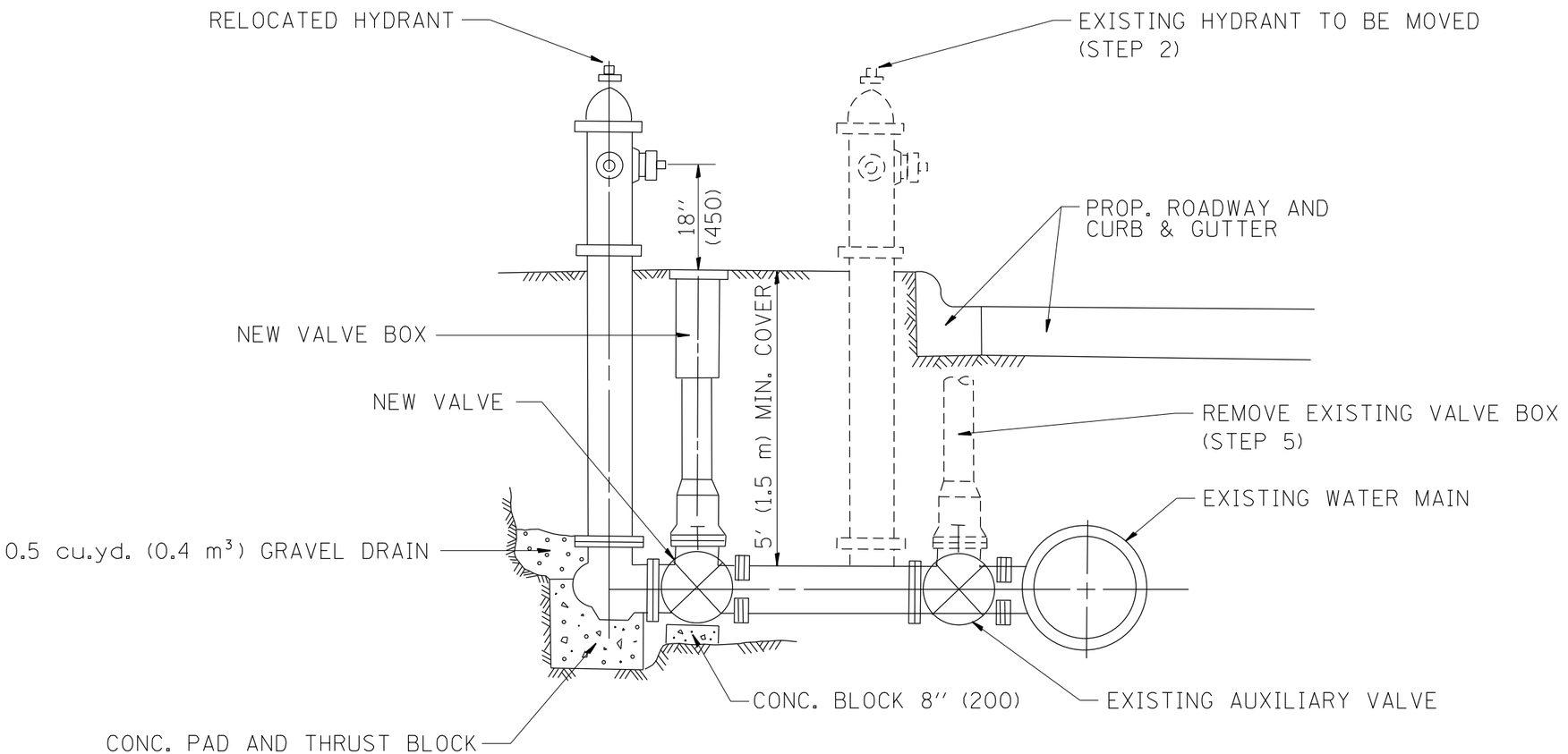
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/28/2012	DATE - 06-13-90	REVISED - R. BORO 01-01-07

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.
353	23-N-4	COOK	68	52
	BD400-05 BD32	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

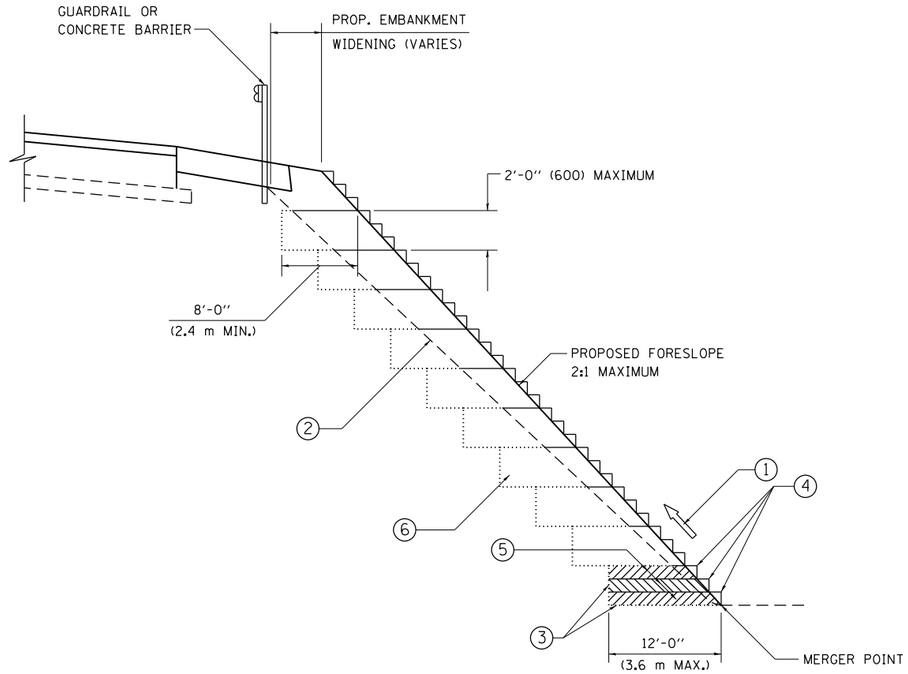
1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 10-25-94				353	23-N-4	COOK	68	53
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -					BD-36		CONTRACT NO. 60L21	
	PLOT DATE = 3/28/2012	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

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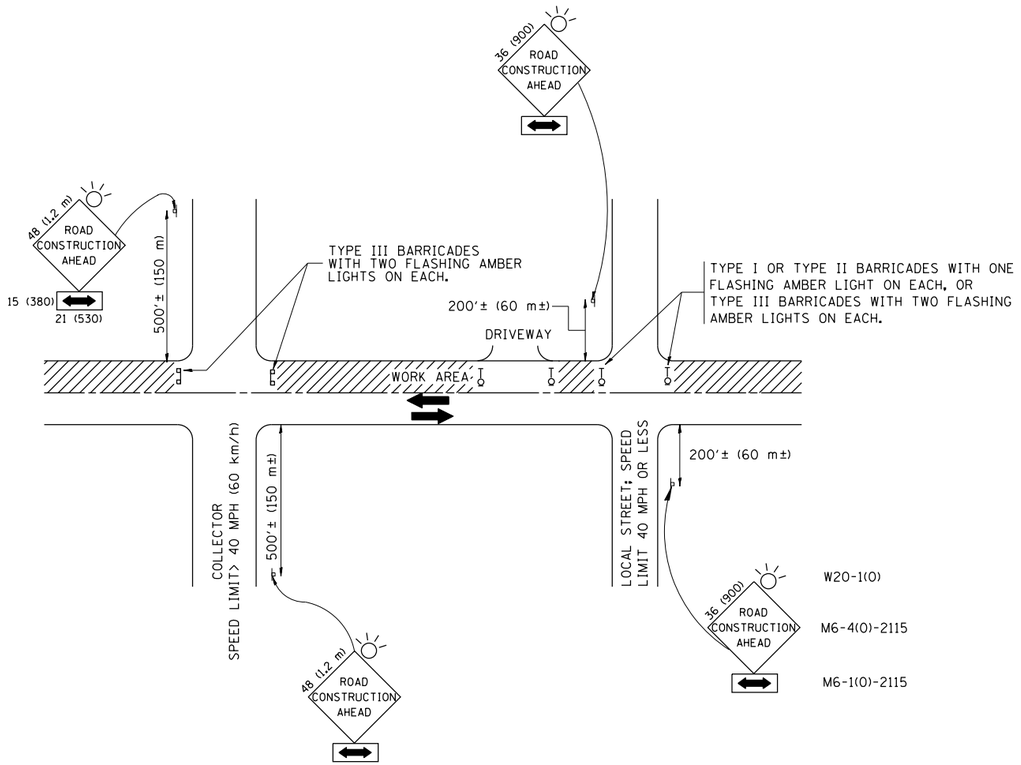
		DRAWN - CADD	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 3/28/2012	DATE - 06-16-04	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT WIDENING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	54
	BD-51	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

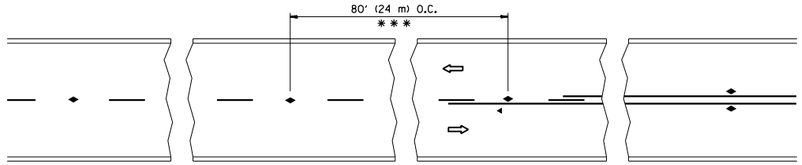
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/28/2012	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

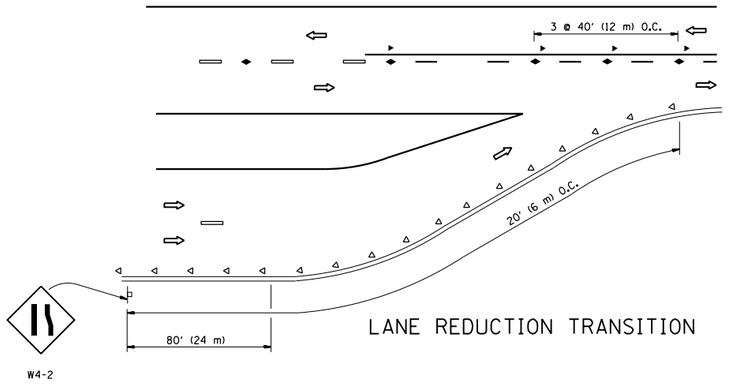
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	55
	TC-10	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

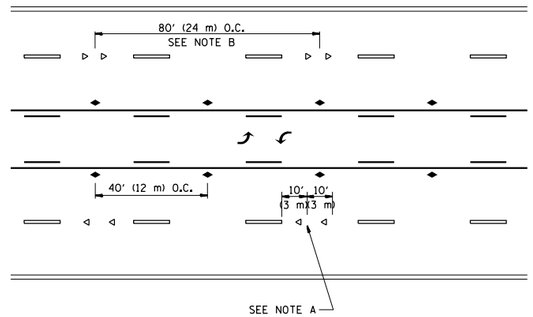


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

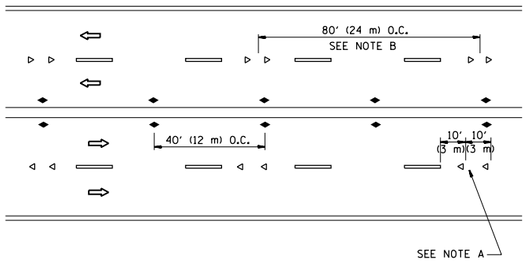
TWO-LANE/TWO-WAY



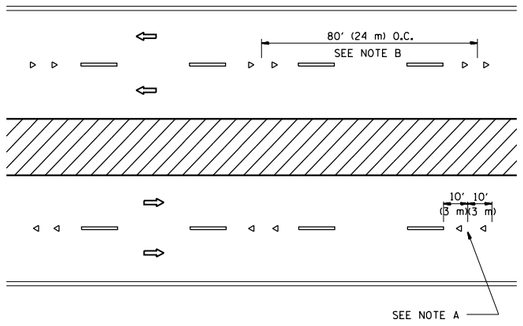
LANE REDUCTION TRANSITION



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.

SYMBOLS

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

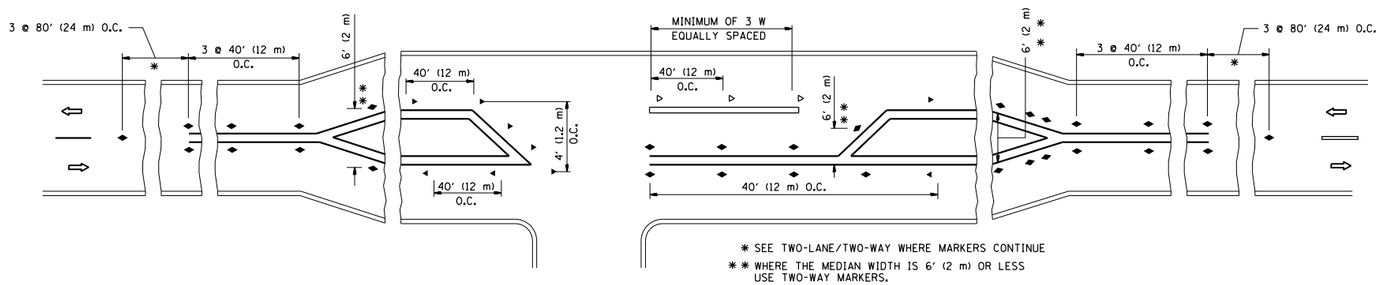
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



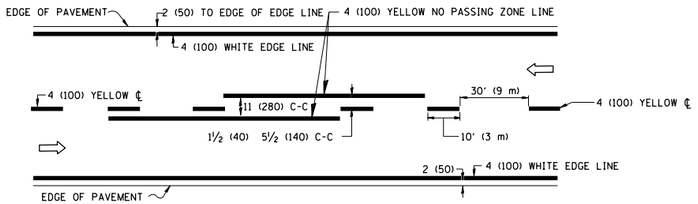
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

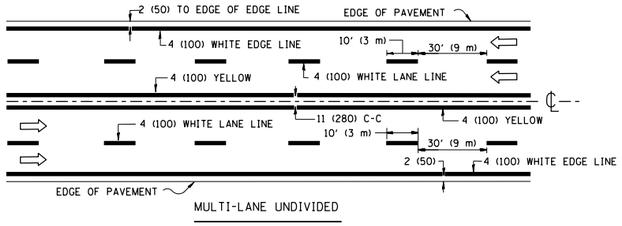
LEFT TURN

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

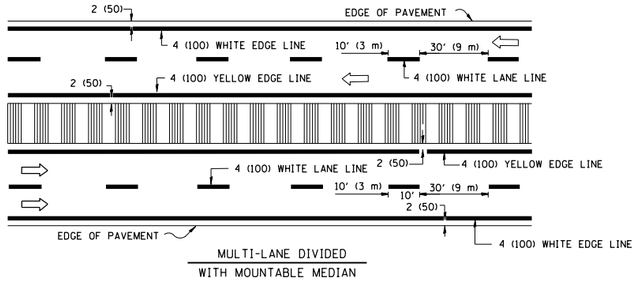
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 03-12-99					353	23-N-4	COOK	68	56
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00						TC-11		CONTRACT NO. 60L21	
	PLOT DATE = 3/28/2012	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



2-LANE ROADWAY



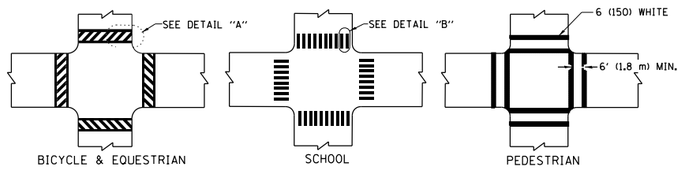
MULTI-LANE UNDIVIDED



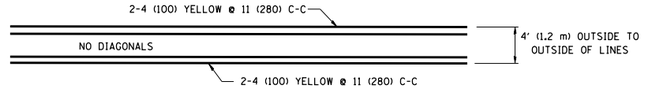
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

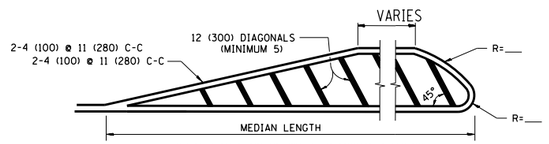
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



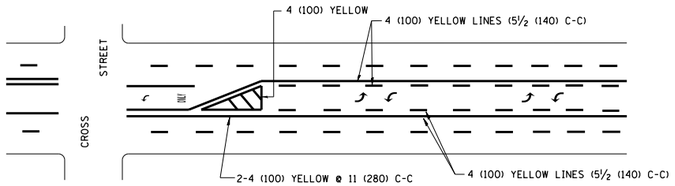
4' (1.2 m) WIDE MEDIANS ONLY



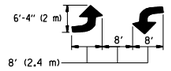
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

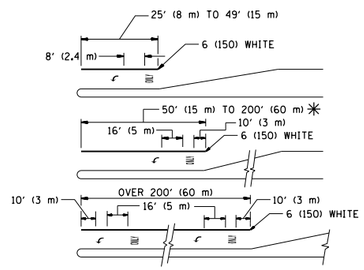


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

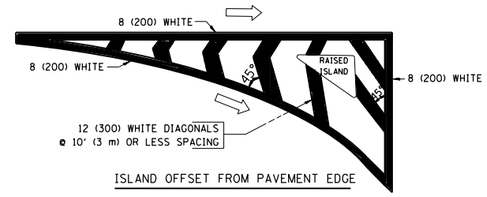


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

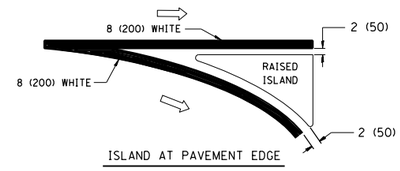
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⌀ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⌀ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⌀ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⌀ 6 (150) 12 (300) ⌀ 45° 12 (300) ⌀ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⌀ 4 (100) WITH 12 (300) DIAGONALS ⌀ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⌀ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "R" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ⌀ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

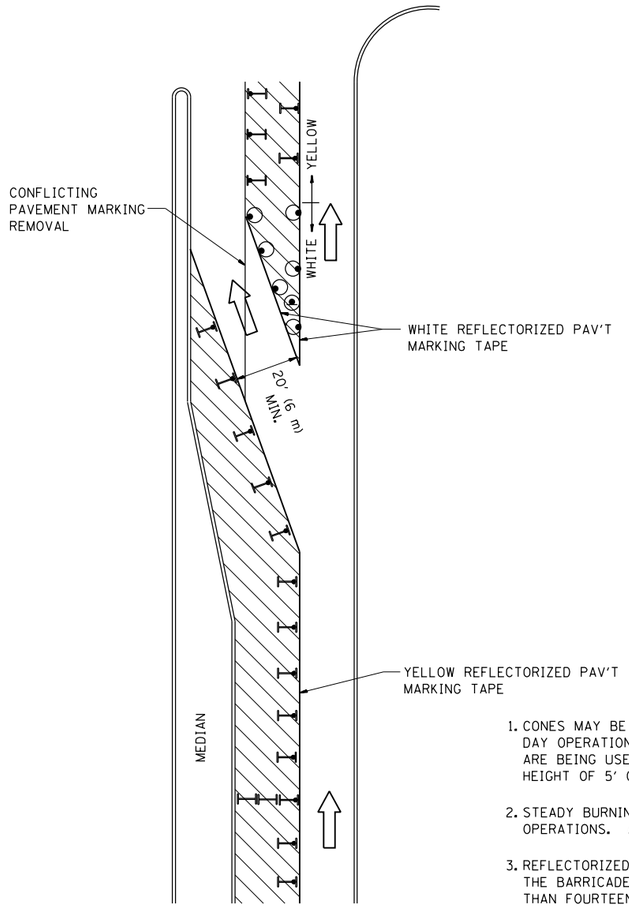
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/28/2012	DATE - 03-19-90	REVISED -

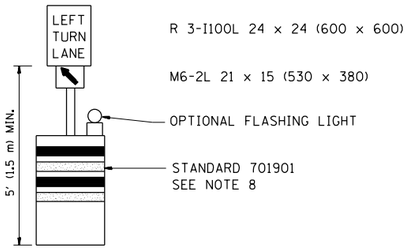
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	57
	TC-13	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

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

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.

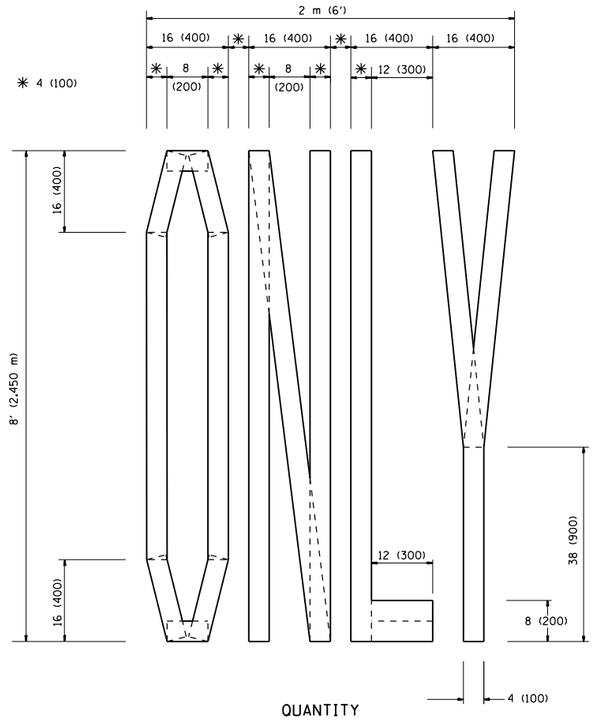
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 100.0000 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 3/28/2012	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

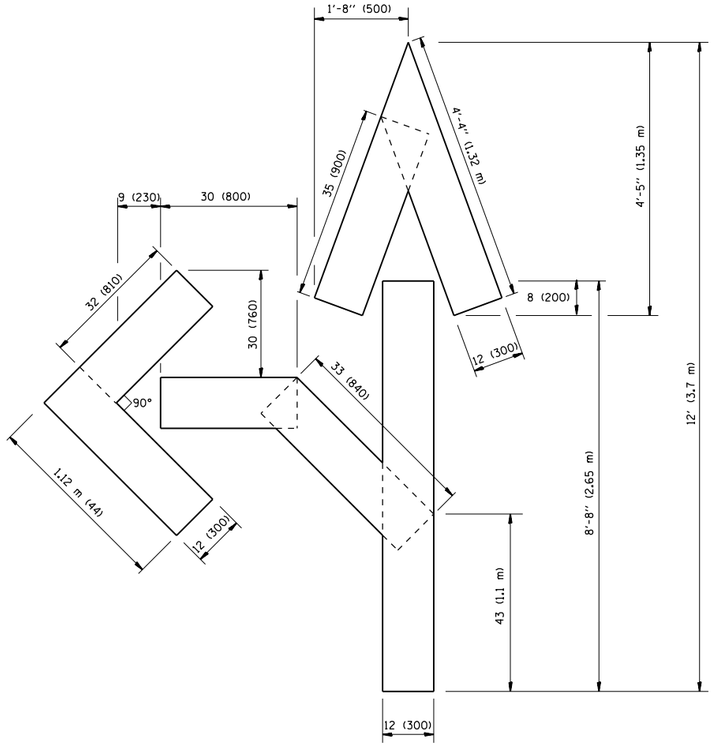
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

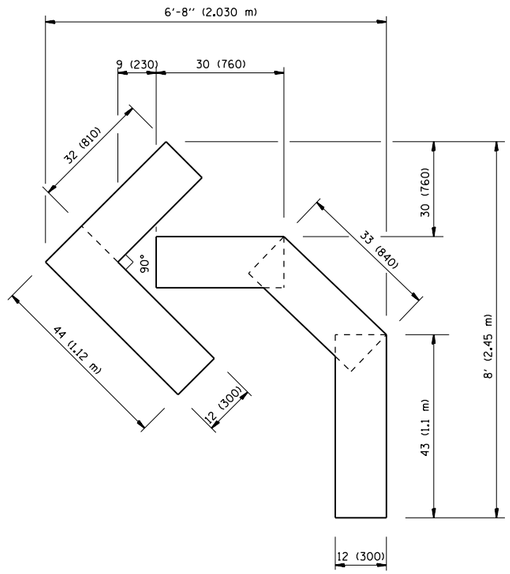
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	58
	TC-14	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

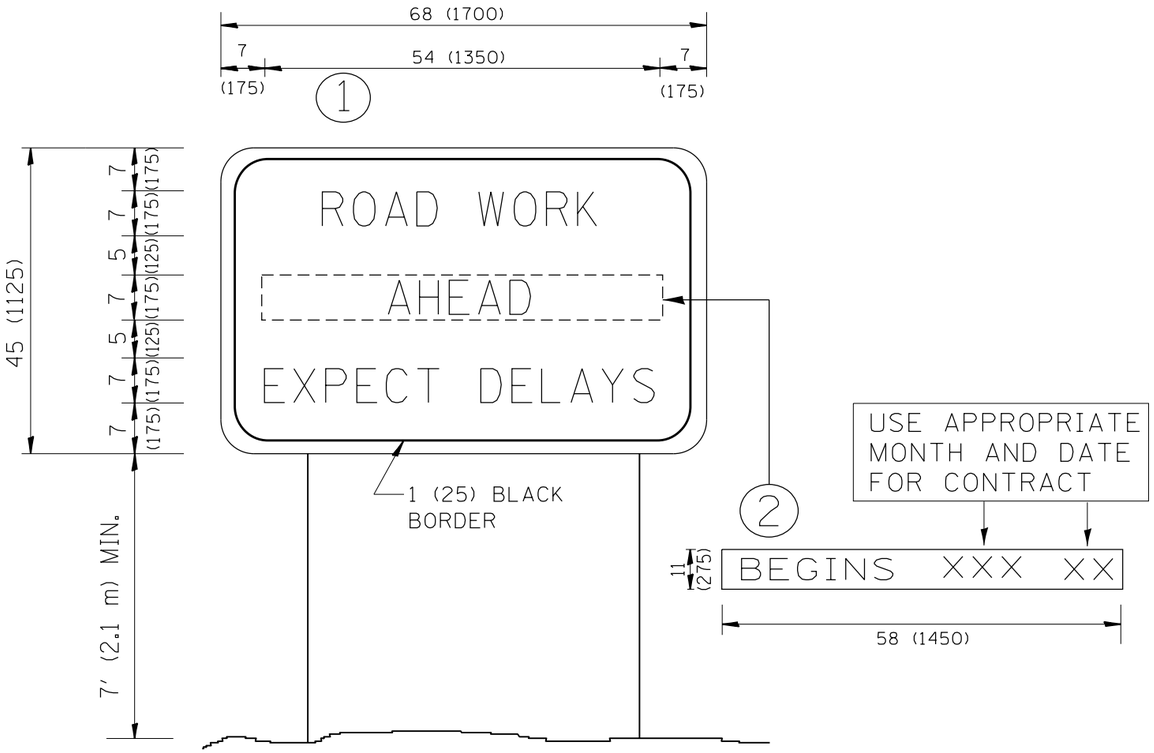
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 3/28/2012	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.
353	23-N-4	COOK	68	59
	TC-16	CONTRACT NO. 60L21		
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.

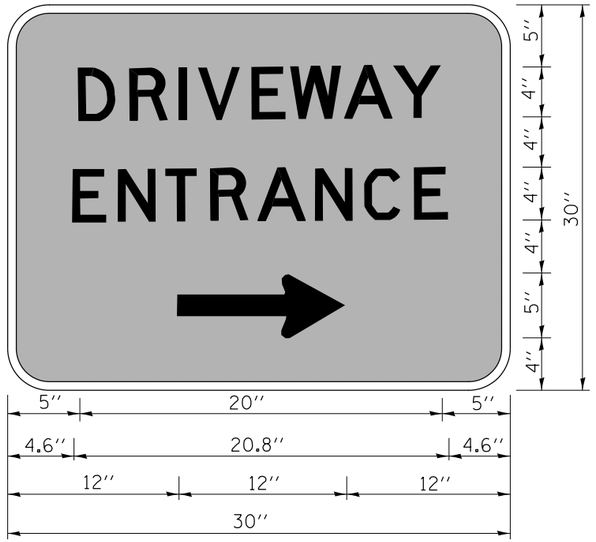
FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 3/28/2012	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	60
	TC-22	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

FILE NAME = c:\pw_work\pwidot\midyja\dms92836\DistStd.dgn	USER NAME = midyja	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

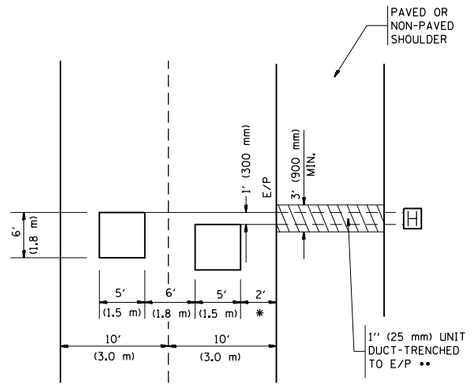
DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	61
	TC-26	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

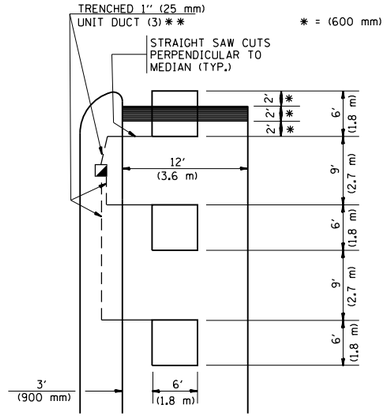


* = (600 mm)

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

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

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

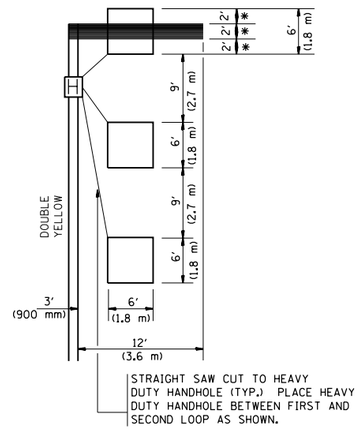


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

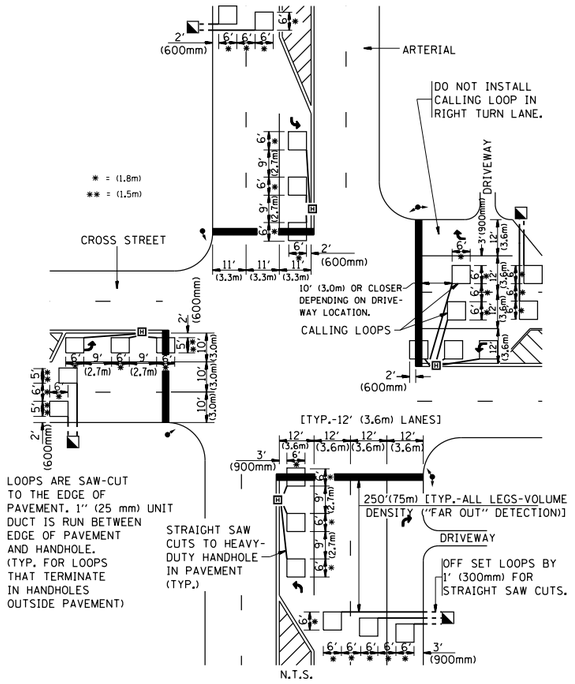
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)



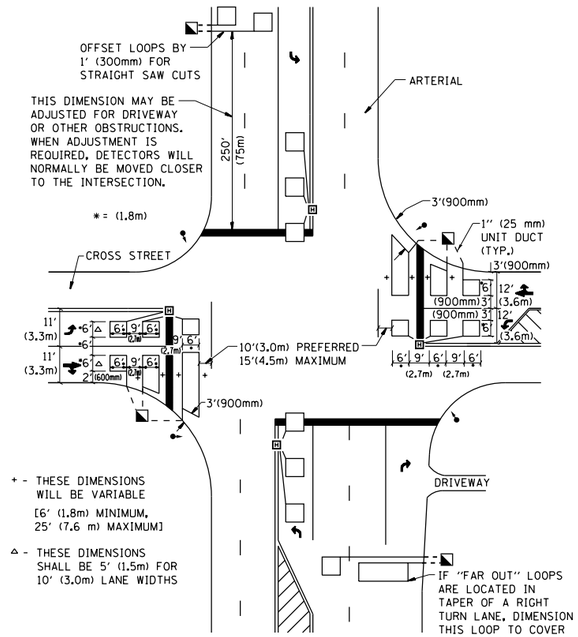
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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	PLOT DATE = 3/28/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

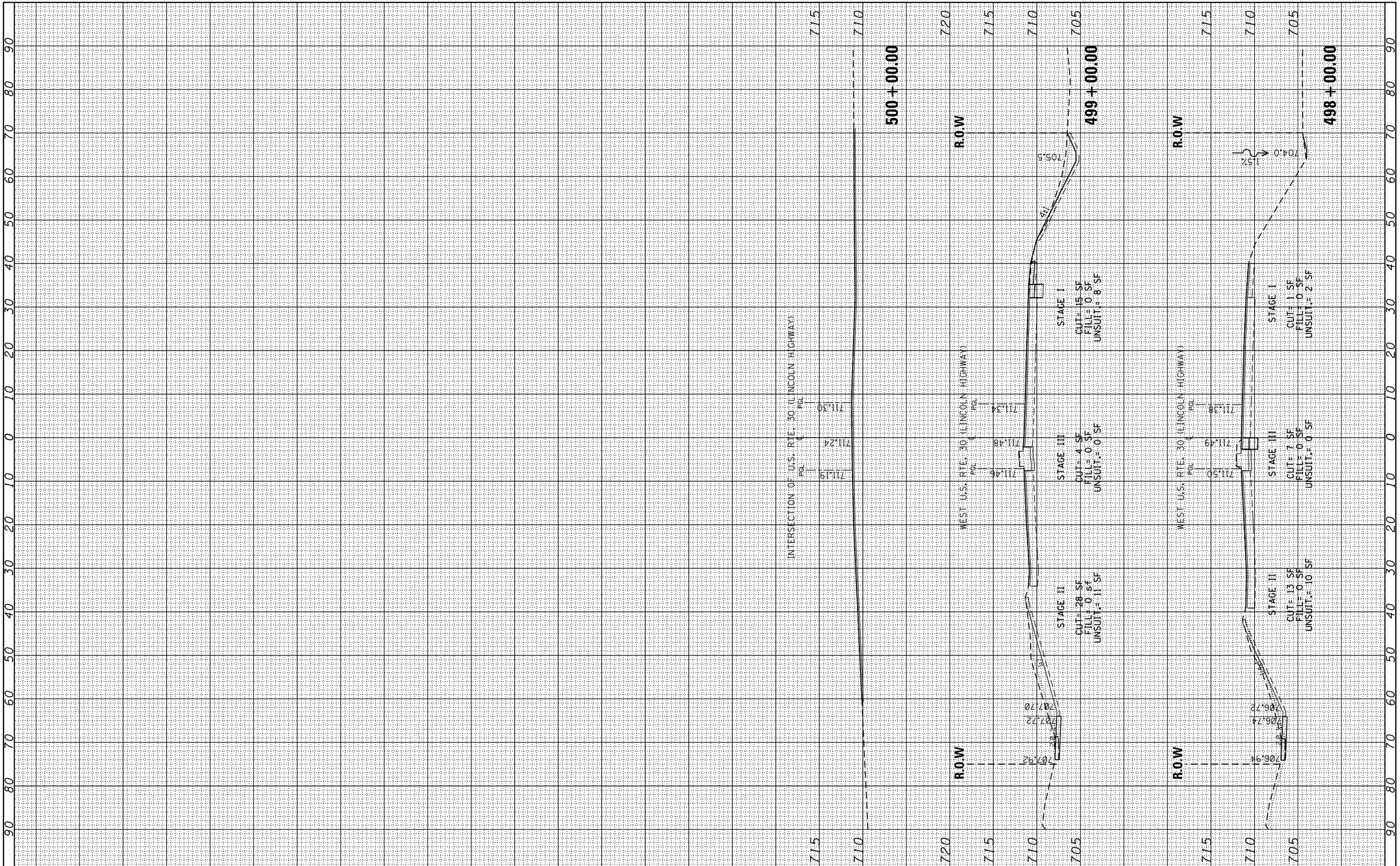
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	62
	TS-07	CONTRACT NO. 60L21		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

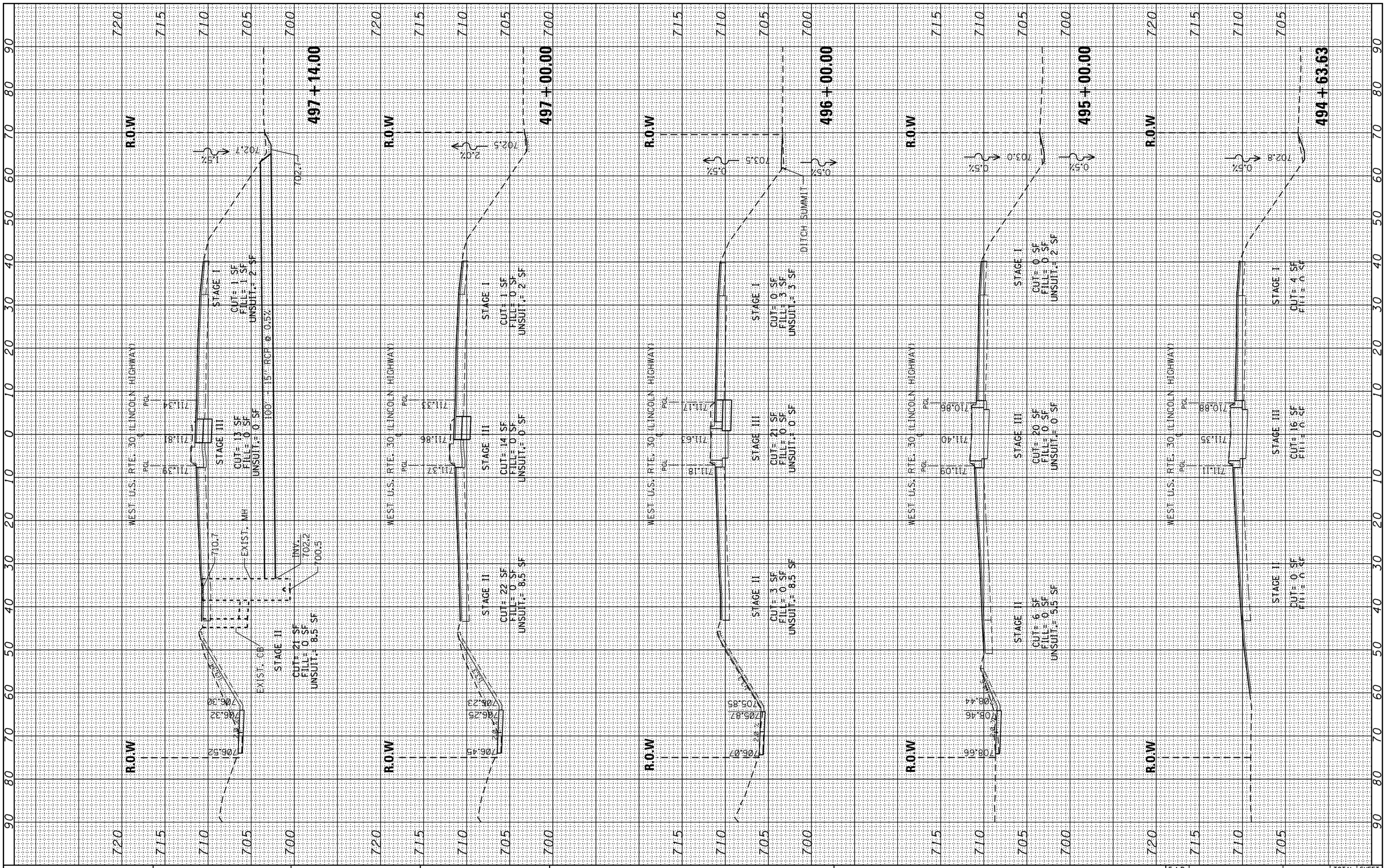
CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: | SHEET NO. OF SHEETS | STA. 498+00.00 TO STA. 500+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	63
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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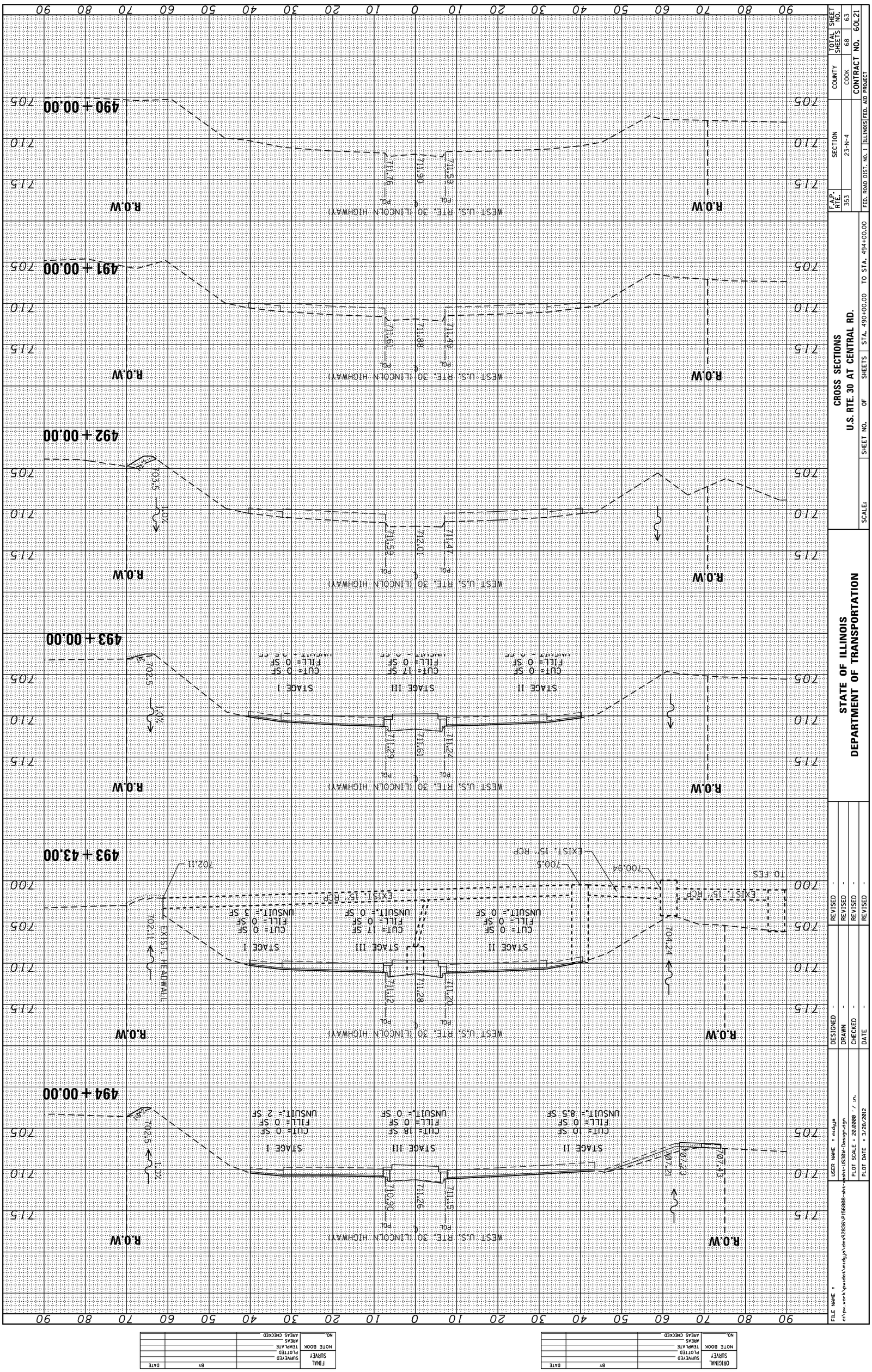
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: | SHEET NO. OF SHEETS | STA. 494+63.63 TO STA. 497+14.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	64
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: | SHEET NO. OF SHEETS | STA. 490+00.00 TO STA. 494+00.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	63

CONTRACT NO. 60L21

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

	DESIGNED	-
	DRAWN	-
	CHECKED	-
	DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

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PLOT DATE = 3/28/2012

ORIGINAL SURVEY	NOTE BOOK	AREAS
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

FINAL SURVEY	NOTE BOOK	AREAS
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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

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

507+00.00

STAGE II
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 2 SF

STAGE III
CUT= 22 SF
FILL= 0 SF
UNSUIT.= 0 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.68
710.30
710.23

4%

ROW

506+70.00

STAGE II
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 2 SF

STAGE III
CUT= 22 SF
FILL= 0 SF
UNSUIT.= 0 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.55
710.22
710.15

4%

ROW

506+00.00

STAGE II
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 2 SF

STAGE III
CUT= 22 SF
FILL= 0 SF
UNSUIT.= 0 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.38
710.03
709.98

ROW

505+73.00

STAGE II
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 2 SF

STAGE III
CUT= 20 SF
FILL= 0 SF
UNSUIT.= 0 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.14
709.97
709.93

4%

ROW

505+00.00

STAGE II
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 2 SF

STAGE III
CUT= 20 SF
FILL= 0 SF
UNSUIT.= 0 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.27
709.83
709.80

4%

ROW

STAGE I
CUT= 0 SF
FILL= 0 SF
UNSUIT.= 6 SF

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.68
710.30
710.23

4%

ROW

STAGE I
CUT= 48 SF
FILL= 0 SF
UNSUIT.= 6 SF

24" FES (65' LEFT)
INV.=700.00

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.55
710.22
710.15

4%

ROW

STAGE I
CUT= 1 SF
FILL= 0 SF
UNSUIT.= 6 SF

24" RCP
INV.=700.1

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.38
710.03
709.98

4%

ROW

STAGE I
CUT= 0 SF
FILL= 18 SF
UNSUIT.= 8.5 SF

EXIST. MH
50' LEFT

24" RCP
INV.=700.8

699.96

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.14
709.97
709.93

4%

ROW

STAGE I
CUT= 1 SF
FILL= 38 SF
UNSUIT.= 10 SF

24" RCP
INV.=700.87

EAST U.S. RTE. 30 (LINCOLN HIGHWAY) ℄ PGL

710.27
709.83
709.80

4%

ROW

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: | SHEET NO. OF SHEETS | STA. 505+00.00 TO STA. 507+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23-N-4	COOK	68	67
		CONTRACT NO. 60L21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

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DESIGNED	-	
DRAWN	-	
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DATE	-	

REVISED	-	
REVISED	-	
REVISED	-	
REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: 1

SHEET NO. OF SHEETS STA. 500+00.00 TO STA. 504+00.00

F.A.P. RTE. 353 | SECTION 23-N-4 | COUNTY COOK | TOTAL SHEETS 68 | SHEET NO. 66

ILLINOIS FED. AID PROJECT

CONTRACT NO. 60L21

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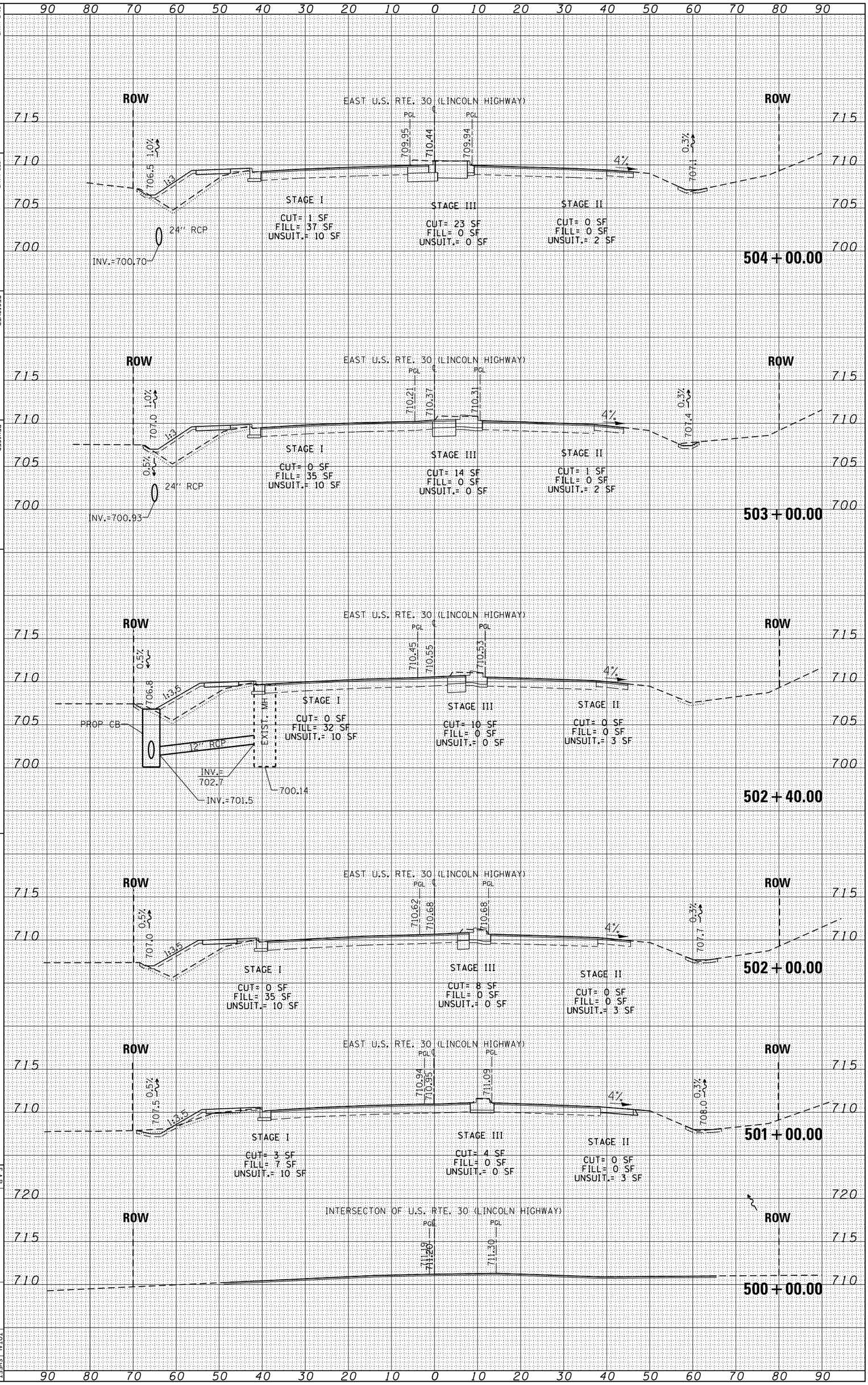

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NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

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PLOT DATE = 3/28/2012

DESIGNED	-	REVISED -
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CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
U.S. RTE. 30 AT CENTRAL RD.

SCALE: 1

SHEET OF SHEETS STA. 96+00.00 TO STA.101+00.00

F.A.P. RTE. 353 | SECTION 23-N-4 | COUNTY COOK | TOTAL SHEETS 68 | SHEET NO. 68

ILLINOIS FED. AID PROJECT

CONTRACT NO. 60L21