

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	1564	1
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 83757				

FOR INDEX OF SHEETS AND LIST OF STANDARDS, SEE SHEET 2

DESCRIPTION OF IMPROVEMENT
THIS IMPROVEMENT CONSISTS OF WIDENING AND REALIGNING CEDAR ROAD OVER HICKORY CREEK. IT INCLUDES A NEW CROSSING OVER HICKORY CREEK AND IMPROVEMENTS TO THE CEDAR ROAD/U.S. ROUTE 30 INTERSECTION.

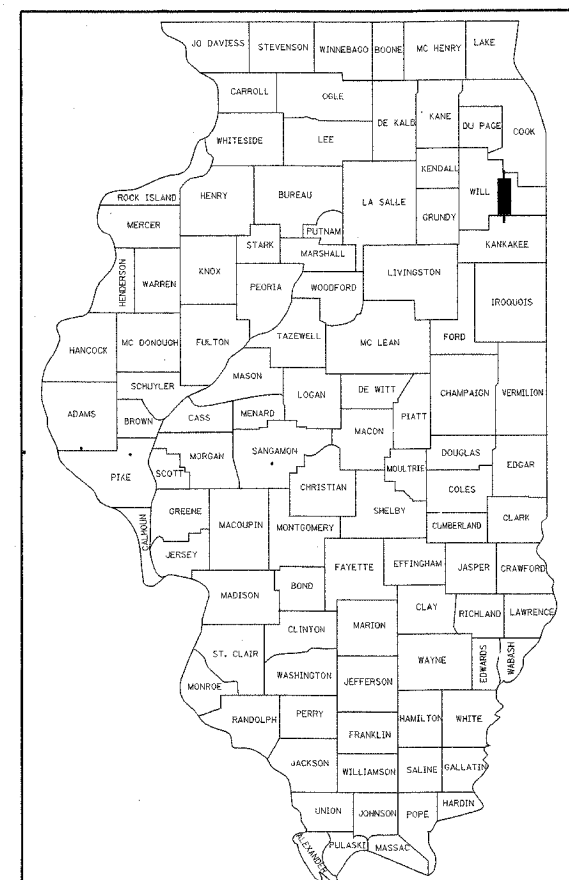
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED

FEDERAL AID PROJECT FAU ROUTE 0369 (CEDAR ROAD OVER HICKORY CREEK)

SECTION: 97-00025-00-BR
PROJECT: BRM-7003(530)

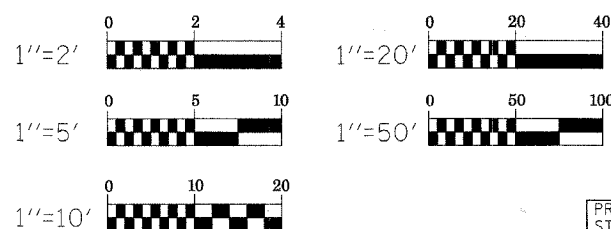
**PROJECT LOCATION: CEDAR ROAD FROM HAVEN AVENUE TO ELM STREET
BRIDGE AND PAVEMENT RECONSTRUCTION, TRAFFIC SIGNAL MODERNIZATION AND ROADWAY LIGHTING
VILLAGE OF NEW LENOX
WILL COUNTY
C-91-476-97**

DESIGN DESIGNATION: (CEDAR ROAD) 1,500 (10) MINOR ARTERIAL 1.29 (BIT-20)
TRAFFIC DATA: 1998 ADT=11,700; 2020 ADT=15,000
POSTED SPEED: 30 MPH



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

SCALES:
PLAN 1"=50' (OR 1"=20')
PROFILE HORIZ. 1"=50' (OR 1"=20')
PROFILE VERT. 1"=5' (OR 1"=2')
CROSS SECTION HORIZ 1"=10'
CROSS SECTION VERT. 1"=5'

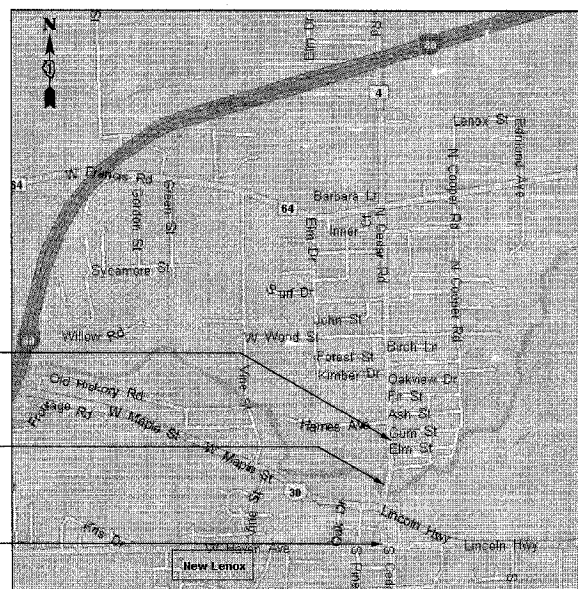


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

FOR UNDERGROUND UTILITY
LOCATIONS, CALL J.U.L.I.E.
1-800-892-0123 TOLL FREE

CONTRACT NO. 83757

T35N R11E 3RD PM
NEW LENOX TOWNSHIP



LOCATION MAP
(NOT TO SCALE)

IMPROVEMENT ENDS
STA. 22+64.27

PROPOSED BRIDGE REPLACEMENT
STA. 12+41.60 TO STA. 13+51.70
EXISTING STRUCTURE NO. 099-0196
PROPOSED STRUCTURE NO. 099-6703

IMPROVEMENT BEGINS
STA. 3+43.58

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE.
CHICAGO, IL 60601

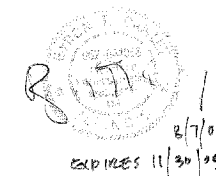
BYRON T. DANLEY, P.E., S.E.
SIGNATURE & SEAL APPLY
TO DRAWINGS NOS. 1-57 & 139-156

GANDHI & ASSOCIATES
6035 N. NORTHWEST HWY.
SUITE 306
CHICAGO, IL 60631-2500

P.K. GANDHI, P.E.
SIGNATURE & SEAL APPLY
TO DRAWINGS NOS. 72-109



P.K. Gandhi Aug. 7, 2005.
Registration Expires - Nov. 30, 2005.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED August 30 2005
M. Killinger, PE
Village Engineer NEW LENOX REPRESENTATIVE

APPROVED NOVEMBER 10 2005
[Signature]
BUREAU CHIEF LOCAL ROADS AND STREETS

APPROVED Nov. 10 2005
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

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OF THE STATE OF ILLINOIS**

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE.
CHICAGO, IL 60601
TELEPHONE: 312616-0000

GROSS LENGTH OF IMPROVEMENT = 1,921 FEET (1/3 MILE)
NET LENGTH OF IMPROVEMENT = 1,921 FEET (1/3 MILE)
(110.10 FEET BRIDGE)

FEDERAL AID ENGINEER -- JESSICA MILLER (847) 705-4487
CONSULTANT: TENG AND ASSOCIATES, INC. (312) 616-0000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO: 83757

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STATE STANDARDS

STANDARD NO.	DESCRIPTION
280001-02	TEMPORARY EROSION CONTROL SYSTEM
420001-06	PAVEMENT JOINTS
420401-05	BRIDGE APPROACH PAVEMENT
420501-02	PCC PAVEMENT AND PCC BASE COURSE ADJACENT TO RAILROAD GRADE CROSSING
424001-04	CURB RAMPS FOR SIDEWALKS
442201-01	CLASS C AND D PATCHES
515001-02	NAME PLATE FOR BRIDGES
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
602001	CATCH BASIN, TYPE A
602301-01	INLET, TYPE A
602401-01	MANHOLE, TYPE A
602406-02	MANHOLE, TYPE A 72" DIAMETER
604001-02	FRAME AND LIDS TYPE 1
604091-01	FRAME AND GRATE TYPE 24
606006	OUTLET FOR CONCRETE CURB AND GUTTER, TYPE B-15.60 (B-6.24)
606301-02	PC CONCRETE ISLANDS AND MEDIANS
606306-01	PCC CORRUGATED MEDIANS
609006-02	BRIDGE APPROACH PAVEMENT (DRAIN DETAILS)
630001-06	STEEL PLATE BEAM GUARDRAIL
630201-03	PCC/BIT STABILIZATION AT PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-02	TRAFFIC BARRIER TERMINAL TYPE 2
631026-02	TRAFFIC BARRIER TERMINAL TYPE 5 & 5A
631031-05	TRAFFIC BARRIER TERMINAL TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKING AND MOUNTING DETAILS
666001	RIGHT-OF-WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701501-03	URBAN LANE CLOSURE 2L, 2W UNDIVIDED
701601-04	URBAN LANE CLOSURE MULTILANE 1W OR 2W WITH NONTRAVERSEABLE MEDIAN
701701-04	URBAN LANE CLOSURE MULTI-LANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
857006	SUPERVISED RAILROAD INTERCONNECT CIRCUIT
877001-02	STEEL MAST ARM ASSEMBLY AND POLE
877011-02	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
878001-04	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001	AREAS OF REINFORCEMENT BARS
604021	Base, Frame and Lids, Type 5
606001-02	Concrete Curb Type B and Combination Concrete Curb and Gutter

GENERAL NOTES

- ANY REFERENCE TO THE "STANDARD SPECIFICATIONS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) STANDARD SPECIFICATIONS, ADOPTED JANUARY 1, 2002 AND THE LATEST EDITION OF THE IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- BEFORE STARTING ANY EXCAVATION, GRADING OR BELOW-GRADE WORK, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. FORTY-EIGHT (48) HOURS NOTICE IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES AND THE VILLAGE OF NEW LENOX.
- INSTALLATION, OPERATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL DETAILS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, IDOT STANDARD DETAILS AND THE ILLINOIS URBAN MANUAL BY THE USDA NATURAL RESOURCE CONSERVATION SERVICE.
- BASIS OF DESIGN AND QUANTITY CALCULATIONS FOR BITUMINOUS MIXTURES IS 112 LBS/IN/SY.
- THE STATION AND OFFSET FOR DRAINAGE STRUCTURES IS GIVEN FOR THE EDGE OF PAVEMENT FOR STRUCTURES LOCATED ALONG THE EDGE OF THE ROADWAY OR MEDIAN. OTHERWISE, IT IS GIVEN TO THE CENTER OF THE STRUCTURE.

DISTRICT ONE DETAILS

NO.	DESCRIPTION
BD01	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 4.5M (15FT.)
BD02	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB GREATER THAN 4.5M (15 FT.)
BD08	FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING
BD24	CURB AND GUTTER REMOVAL AND REPLACEMENT
BD34	STEEL PLATE BEAM GUARDRAIL ADJACENT TO CURB AND GUTTER AND STABILIZATION AT TBT TY. 1 SPL.
BD51	BENCHING CONSTRUCTION DETAIL
BE215	LIGHTING CONTROLLER SINGLE DOOR
BE230	COMBINATION LIGHTING & TRAFFIC POLE MOUNTED ELECTRICAL SERVICE BOX DETAIL
BE301	LIGHT POLE FOUNDATION 12.192M (40') TO 14.478M (47 1/2') M.H. 381 (15") BOLT CIRCLE
BE401	LIGHT POLE, ALUMINUM, TRUSS TYPE, 40 FT. M.H.
BE701	LUMINAIRE SAFETY CABLE ASSEMBLY
BE702	MISC. ELECTRICAL DETAILS SHEET A
BE800	TEMPORARY LIGHT POLE DETAILS
BM14	METHOD OF FLAGGING
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
TC21	TYPICAL MARKING FOR CLOSING STATE HIGHWAYS
TC22	TEMPORARY INFORMATION SIGNING
TC23	SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS
TS05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**INDEX OF SHEETS,
STANDARDS &
GENERAL NOTES**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
215 N. MICHIGAN AVE. CHICAGO, IL 60601
TEL: (312) 329-9900

ROSSPF

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F.A.U. R/F	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO: 83757				

CODE NUMBER	ITEM	UNIT	TOTAL	BITUMINOUS CONCRETE I000-2A	PORTLAND CEMENT CONCRETE J000-2A	STEEL GIRDER BRIDGE OVER WATERWAY X091-2A	PAVEMENT MARKING SFTY-ID	HIGHWAY LIGHTING Y030-1E	TRAFFIC SIGNALS Y031-1F
55101200	STORM SEWER REMOVAL 24"	FOOT	33	33					
55101600	STORM SEWER REMOVAL 36"	FOOT	65	65					
55101800	STORM SEWER REMOVAL 42"	FOOT	181	181					
56103000	DUCTILE IRON WATER MAIN 6"	FOOT	53	53					
56103100	DUCTILE IRON WATER MAIN 8"	FOOT	458	458					
56108900	TAPPING VALVES AND SLEEVES 8"	EACH	1	1					
56400100	FIRE HYDRANTS TO BE MOVED	EACH	1	1					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	446			446			
60107700	PIPE UNDERDRAINS 6"	FOOT	26	26					
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	2	2					
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2					
60201505	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE B-24 FRAME AND GRATE	EACH	16	16					
60219540	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1					
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4					
60222240	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	6	6					
60249000	VALVE VAULTS, TYPE A, 5'-DIAMETER, TYPE 5 FRAME, CLOSED LID	EACH	1	1					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	4	4					
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5					
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	3					
60500040	REMOVING MANHOLES	EACH	1	1					
60500050	REMOVING CATCH BASINS	EACH	18	18					
60600105	CONCRETE CURB	FOOT	131		131				
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	42.5		42.5				
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	3263.5		3263.5				
60618760	CONCRETE MEDIAN, TYPE M-4.12	SO FT	636		636				
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SO FT	648		648				
60620800	CONCRETE MEDIAN, TYPE SB-9.12	SO FT	877		877				
60624600	CORRUGATED MEDIAN	SO FT	22		22				
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1					
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1					
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1					
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	1	1					
63100201	TRAFFIC BARRIER TERMINAL, TYPE 5 (SPECIAL)	EACH	2	2					
63200310	GUARDRAIL REMOVAL	FOOT	270	270					
67100100	MOBILIZATION	L SUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					

*SPECIALTY ITEM

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

SUMMARY OF QUANTITIES III

SCALE: NTS
DATE: 07/01/05
DRAWN BY: PFR
CHECKED BY: KPS



TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
255 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.587.0000

ROSSPF

ATTENTION: BORN, \SUDONR.DCN, \SUDONR.DCN
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO: 83757

CODE NUMBER	ITEM	UNIT	TOTAL	BITUMINOUS CONCRETE 1000-2A	PORTLAND CEMENT CONCRETE J000-2A	STEEL GIRDER BRIDGE OVER WATERWAY X071-2A	PAVEMENT MARKING SFTY-1D	HIGHWAY LIGHTING Y030-1E	TRAFFIC SIGNALS Y031-1F
* 81400200	HEAVY-DUTY HANDHOLE	EACH	3						3
* 81400300	DOUBLE HANDHOLE	EACH	3						3
* 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2,496					1,775	721
* 81701385	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE USE) 3-1/C 350MCM	FOOT	145					145	
* 81800600	AERIAL CABLE, 2-1/C NO. 2, ALUMINUM, WITH MESSENGER WIRE	FOOT	45					45	
* 81800620	AERIAL CABLE, 2-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE	FOOT	785					785	
* 82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	7					7	
* 82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	5					5	
* 83008500	LIGHT POLE, ALUMINUM, 40 FT. M.H., 12 FT. MAST ARM	EACH	8					8	
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	80					80	
* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	2					2	
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	1					1	
* 84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	1					1	
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	2					2	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1						1
* 85700206	FALL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1						1
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1						1
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,520						1,520
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,462						2,462
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,296						1,296
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,746						1,746
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,532						2,532
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	124						124
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3						3
* 87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1						1
* 87702870	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 28 FT.	EACH	1						1
* 87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1						1
* 87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1						1
* 87702940	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42 FT.	EACH	1						1
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16						16
* 87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4						4
* 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	15						15
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	45						45
* 88200100	TRAFFIC SIGNAL BACKPLATE	EACH	8						8
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	10						10
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1,166						1,166
* 88700200	LIGHT DETECTOR	EACH	2						2

*SPECIALTY ITEM

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

SUMMARY OF QUANTITIES V

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KPS

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312-662-2000

ATTORNEY GENERAL'S OFFICE, CIVIL DIVISION, 100 N. LAUREL STREET, CHICAGO, IL 60602-1000

CODE NUMBER	ITEM	UNIT	TOTAL	BITUMINOUS CONCRETE 1000-2A	PORTLAND CEMENT CONCRETE J000-2A	STEEL GIRDER BRIDGE OVER WATERWAY X071-2A	PAVEMENT MARKING SFTY-10	HIGHWAY LIGHTING Y030-1E	TRAFFIC SIGNALS Y031-1F
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1						1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8						8
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1						1
* 89100400	ILLUMINATED SIGN, LED	EACH	2						2
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,778						4,778
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1						1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	13						13
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9						9
* A2000620	TREE, ACER PLATANOIDES (NORWAY MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2003520	TREE, FRAXINUS AMERICANA AUTUMN PURPLE (AUTUMN PURPLE WHITE ASH), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2004020	TREE, FRAXINUS PENNSYLVANICA MARSHALL'S SEEDLESS (MARSHALL'S SEEDLESS GREEN ASH), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2004220	TREE, FRAXINUS PENNSYLVANICA SUMMIT (SUMMIT GREEN ASH), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2004720	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4					
* A2004820	TREE, GLEDITSIA TRIACANTHOS INERMIS SKYLINE (SKYLINE THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2007920	TREE, TILIA AMERICANA REDMOND (REDMOND AMERICAN LINDEN), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
* A2008120	TREE, TILIA CORDATA GREENSPIRE (GREENSPIRE LITTLE LEAF LINDEN), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5					
42400800	DETECTABLE WARNINGS	SOFT	350		350				
* X0322695	MAST ARM, STEEL, STREET LIGHTING, 12 FT.	EACH	4					4	
* X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2,827						2,827
X0323082	DRAINAGE SCUPPERS, DS-33	EACH	4			4			
X0323260	SEDIMENT BASIN	EACH	6	6					
* X0323792	LIGHTING CONTROLLER, SINGLE DOOR, CONSOLE TYPE	EACH	3					3	
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SO FT	1,670			1,670			
X0324044	EROSION CONTROL, TEMPORARY PIPE SLOPE DRAIN	EACH	12	12					
X0324120	STEEL CASING PIPE 48"	FOOT	75	75					
X0330200	SANITARY MANHOLES TO BE ADJUSTED	EACH	2	2					
* X0968500	WIRE AERIAL 1/C NO. 6	FOOT	785					785	
X3550300	BITUMINOUS BASE COURSE SUPERPAVE 6"	SO YD	1,443	1,443					
X3550500	BITUMINOUS BASE COURSE SUPERPAVE 8"	SO YD	5,290	5,290					
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	162	162					
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	887	592					295
X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	667	667					
X6022110	MANHOLES, TYPE A, 10'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2					
* X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1					
* X8040400	ELECTRIC UTILITY SERVICE CONNECTION	EACH	3					3	
* X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1						1
* X8160112	UNIT DUCT, WITH 2-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (EPR-TYPE RHW), 1-1/4" DIA. POLYETHYLENE	FOOT	2,010					2,010	

*SPECIALTY ITEM

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

SUMMARY OF QUANTITIES VI

SCALE: NTS
DATE: 07/01/05
DRAWN BY: PFR
CHECKED BY: KPS

TENG

TENG & ASSOCIATES INC.
ENGINEERS/ARCHITECTS/PLANNERS
300 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312-644-6000

CODE NUMBER	ITEM	UNIT	TOTAL	BITUMINOUS CONCRETE 1000-2A	PORTLAND CEMENT CONCRETE J000-2A	STEEL GIRDER BRIDGE OVER WATERWAY X071-2A	PAVEMENT MARKING SFTY-ID	HIGHWAY LIGHTING Y030-1E	TRAFFIC SIGNALS Y031-1F
* X8410113	REMOVE TEMPORARY LIGHTING UNITS AND SALVAGE	EACH	4					4	
* X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2,853						2,853
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	755						755
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	659						659
* X8800020	SIGNAL HEAD ,LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4						4
* X8800040	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2						2
* X8800045	SIGNAL HEAD ,LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4						4
* X8805280	SIGNAL HEAD ,LED, 2-FACE, 1-3 SECTION, 1-5, SECTION BRACKET MOUNTED	EACH	2						2
* X8810610	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8						8
* X8950077	REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1					1	
* XX002112	TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4					4	
* XX002208	6" DIAMETER PIPE BOLLARD, CONCRETE FILLED	EACH	3	3					
* XX002264	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	591						591
* XX002852	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1						1
* XX00679	CUT AND CAP EXISTING WATER MAIN	EACH	1	1					
* XX004731	CONNECTION TO EXISTING WATERMAIN	EACH	1	1					
* XX005187	CLASS D PATCHES, SUPERPAVE, TYPE I, 5 INCH	SQ YD	100	100					
* XX005479	DUCTILE IRON WATER MAIN 8" RESTRAINED JOINT TYPE	FOOT	1	1					
Z0002600	BAR SPLICERS	EACH	218			218			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0022800	FENCE REMOVAL	FOOT	541	541					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
Z0067600	STEEL CASINGS 18"	FOOT	148	148					
Δ Z0076600	TRAINEES	HOUR	1500	1500					
* XX006544	UNIT DUCT, WITH 4-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (EPR-TYPE RHW), 1-1/2" DIA. POLYETHYLENE	FOOT	860					860	
X6663600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	75		75				
67000400	Engineer's Field Office, Type A	CAL MO	14	14					
X0323574	Maintenance of Lighting System	CAL MO	14					14	

*SPECIALTY ITEM
Δ Y080

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

SUMMARY OF QUANTITIES VII

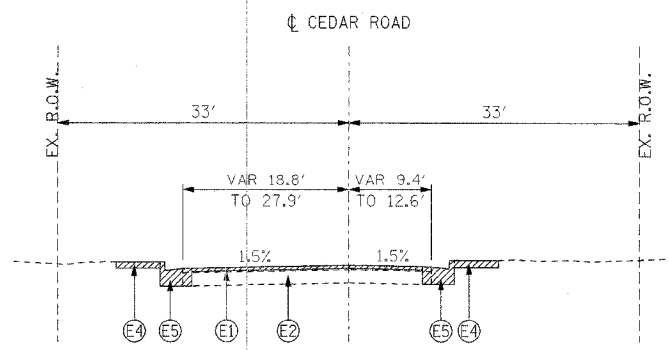
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DATE: 07/01/05
DRAWN BY: PFR
CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
206 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.642.8900

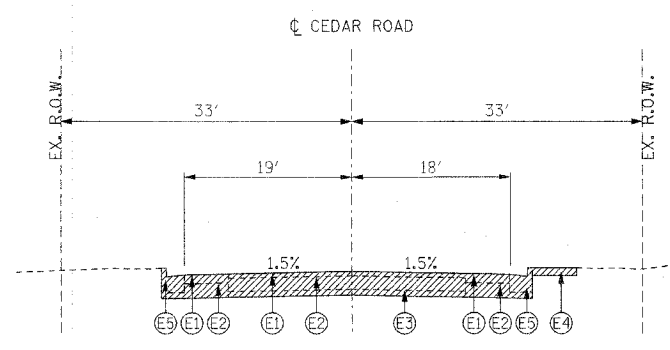
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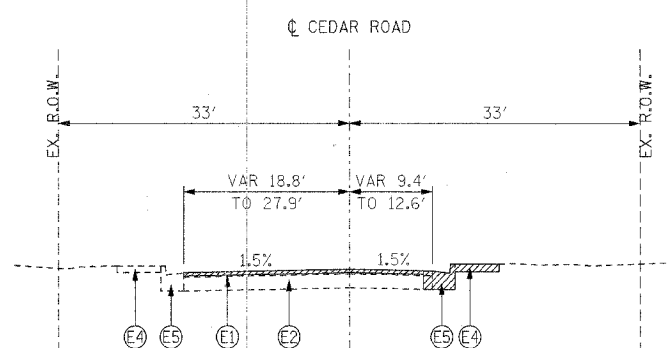
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	10
STA.		TO STA.		
FED. ROAD DIST. N.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO: 83757				



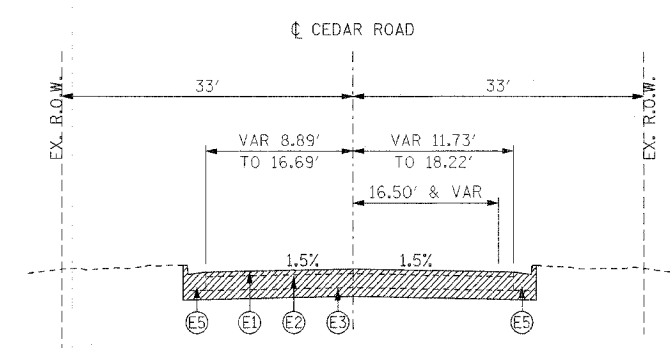
EXISTING CEDAR ROAD
 HAVEN AVENUE TO HICKORY STREET
 EXISTING STA. 103+40 TO 105+90
 PROPOSED STA. 3+40 TO 5+90
 SEE NOTES 1 & 2



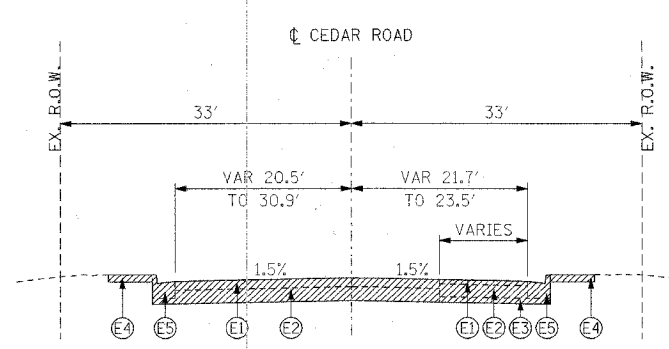
EXISTING CEDAR ROAD
 RAILROAD TO HICKORY CREEK
 EX. STA. 112+00 TO 112+40
 PR. STA. 12+00 TO 12+40
 SEE NOTES 1 & 5



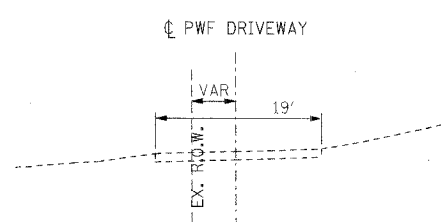
EXISTING CEDAR ROAD
 HICKORY STREET TO U.S. ROUTE 30
 EXISTING STA. 106+40 TO 109+40
 PROPOSED STA. 6+40 TO 9+40
 SEE NOTES 1 & 3



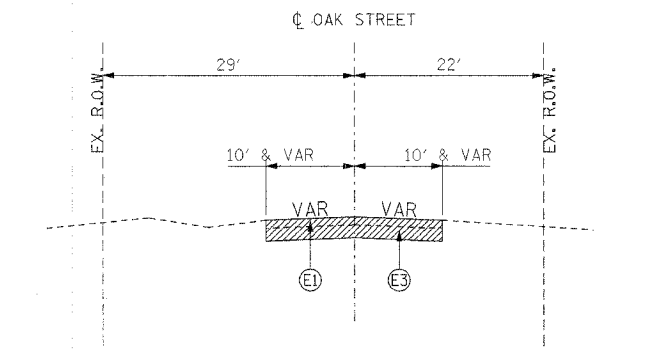
EXISTING CEDAR ROAD
 HICKORY CREEK TO NORTH OF OAK STREET
 EX. STA. 113+40 TO 117+70
 PR. STA. 13+40 TO 17+80
 SEE NOTES 1, 5, 6, & 7



EXISTING CEDAR ROAD
 U.S. ROUTE 30 TO RAILROAD
 EX. STA. 110+50 TO 111+70
 PR. STA. 10+50 TO 11+70
 SEE NOTES 1 & 4



EXISTING PUBLIC WORKS DRIVEWAY



EXISTING OAK STREET
 STA. 1000+20 TO 1001+20

EXISTING LEGEND

- (E1) BITUMINOUS PAVEMENT
- (E2) PCC PAVEMENT
- (E3) GRANULAR SUB-BASE
- (E4) PCC SIDEWALK
- (E5) COMBINATION CONCRETE CURB & GUTTER
- REMOVAL

NOTES

1. STATIONING ON THIS SHEET IS APPROXIMATE.
2. INTERSECTION OF CEDAR ROAD AND HICKORY STREET
 EX. STA. 105+90 TO 106+40
 PR. STA. 5+90 TO 6+40
3. INTERSECTION OF CEDAR ROAD AND U.S. 30
 EX. STA. 109+40 TO 110+50
 PR. STA. 9+40 TO 10+50
4. INTERSECTION OF RAILROAD AND CEDAR ROAD
 EX. STA. 111+70 TO 112+00
 PR. STA. 11+70 TO 12+00
5. CEDAR ROAD CROSSING OF HICKORY CREEK
 EX. STA. 112+40 TO 113+40
 PR. STA. 12+35 TO 13+40
6. INTERSECTION OF OAK STREET AND CEDAR ROAD
 EX. STA. 117+70 TO 118+30
 PR. STA. 17+80 TO 18+40
7. INTERSECTION OF ELM STREET AND CEDAR ROAD
 EX. STA. 121+10 TO 121+60
 PR. STA. 21+20 TO 21+70

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

**TYPICAL SECTIONS I
 (EXISTING)**

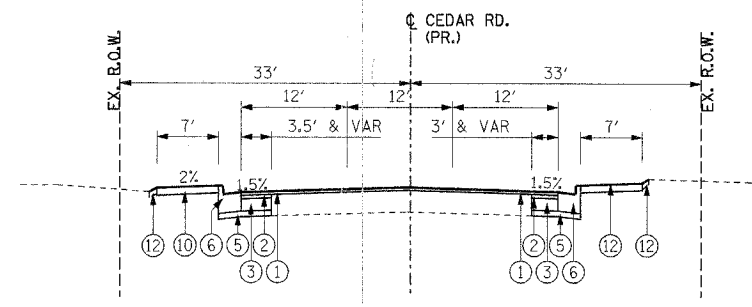
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DRAWN BY: PFR
 CHECKED BY: KPS

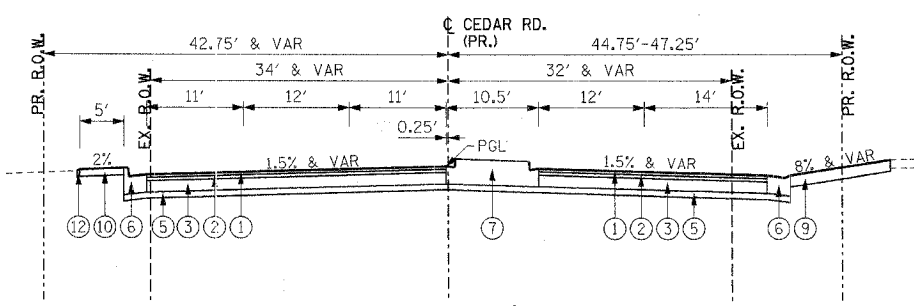
TENG

TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 590 N. WASHINGTON AVE. CHICAGO, IL 60611
 TELEPHONE: 312.261.0000

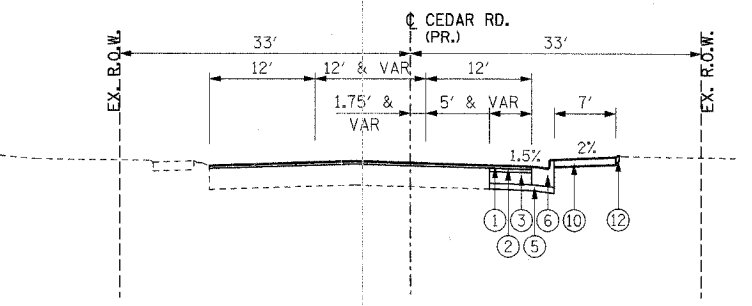
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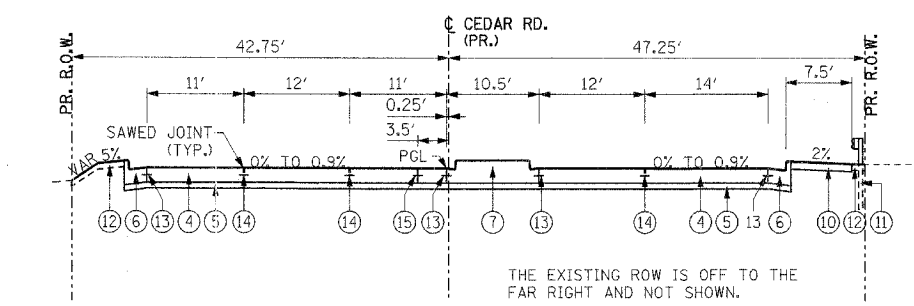
PROPOSED CEDAR ROAD
STA. 3+43.58 TO STA. 5+75.04
SEE NOTE 1



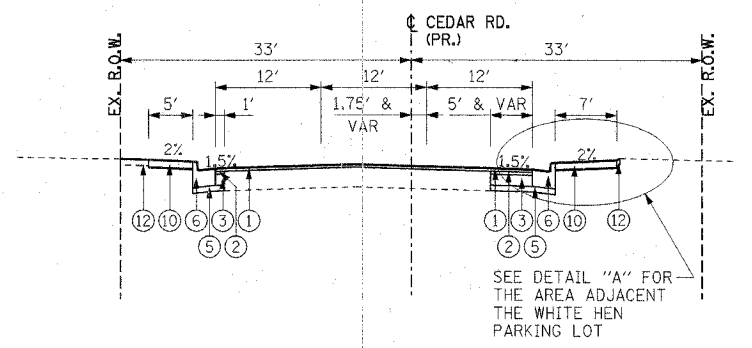
PROPOSED CEDAR ROAD
STA. 10+99.57 TO STA. 11+67.28
SEE NOTE 3



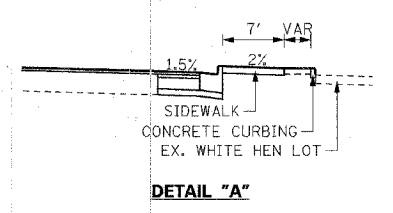
PROPOSED CEDAR ROAD
STA. 6+68.79 TO STA. 8+78.51



PROPOSED CEDAR ROAD
STA. 11+99.00 TO STA. 12+41.60
SEE NOTE 4



PROPOSED CEDAR ROAD
STA. 8+78.51 TO STA. 9+44.48
SEE NOTE 2



DETAIL "A"

PAVEMENT DESIGN	
CLASS II ROADWAY	
STRUCTURAL DESIGN TRAFFIC: YEAR 2015	
PC: 13,500	SU: 483 MU: 267
MINIMUM SOIL SUPPORT: IBR = 2	
TRAFFIC FACTOR: 1.29	
STRUCTURAL NUMBER: 4.55	
TRAFFIC LANE:	
2" BIT CONC SURF CSE, MIX D, TY 2, CL 1	
2 1/4" BIT CONC BIND CSE, MIX B, TY 2	
8" BIT BASE CSE	
4" CRUSHED AGG SUB GRAN MAT, TY B	

BITUMINOUS MIX REQUIREMENTS			
ITEM	AC TYPE	VOIDS	RAP%
PROPOSED PAVEMENT			
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 GYR	10
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	4% @ 70 GYR	15
BITUMINOUS BASE COURSE, SUPERPAVE	PG 58-22	2% @ 50 GYR	50
SHOULDER			
BITUMINOUS SHOULDER, SUPERPAVE	PG 58-22	2% @ 30 GYR	50

PROPOSED LEGEND

- ① 2" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, CLASS D, N70
- ② 2 1/4" BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70
- ③ 8" BITUMINOUS BASE COURSE, SUPERPAVE
- ④ PORTLAND CEMENT CONCRETE PAVEMENT 10"
- ⑤ 4" SUB-BASE GRANULAR MATERIAL, TYPE B
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 OR M-4.24
- ⑦ CONCRETE MEDIAN, TYPE SB-6.12 OR SM-4.12
- ⑧ 6" BITUMINOUS SHOULDERS, SUPERPAVE
- ⑨ 8" BITUMINOUS DRIVEWAY PAVEMENT OR 6" PCC DRIVEWAY PAVEMENT
- ⑩ 5" P.C. CONCRETE SIDEWALK
- ⑪ GUARDRAIL
- ⑫ TOPSOIL, 4"
- ⑬ NO. 6x24" EPOXY COATED DEFORMED TIE BARS AT 24" C-C (INCLUDED IN COST OF CURB AND GUTTER OR MEDIAN)
- ⑭ NO. 6x38" EPOXY COATED DEFORMED TIE BARS AT 38" C-C FOR SAWED LONGITUDINAL JOINT (INCLUDED IN THE COST OF PAVEMENT)
- ⑮ NO. 8x24" EPOXY COATED DEFORMED TIE BARS AT 24" C-C FOR LONGITUDINAL CONSTRUCTION JOINT (INCLUDED IN THE COST OF PAVEMENT)
- ⑯ POROUS GRANULAR EMBANKMENT, SUBGRADE

NOTES

- 1. INTERSECTION OF CEDAR ROAD AND HICKORY STREET: STA. 5+75.04 TO STA. 6+68.79.
- 2. INTERSECTION OF CEDAR ROAD AND U.S. ROUTE 30: STA. 9+44.48 TO STA. 10+99.57
- 3. INTERSECTION OF CEDAR ROAD AND THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD: STA. 11+67.28 TO STA. 11+99.00.
- 4. SEE PROPOSED BRIDGE TYPICAL SECTIONS FOR STA. 12+41.60 TO STA.13+51.70.

REVISIONS	
NAME	DATE

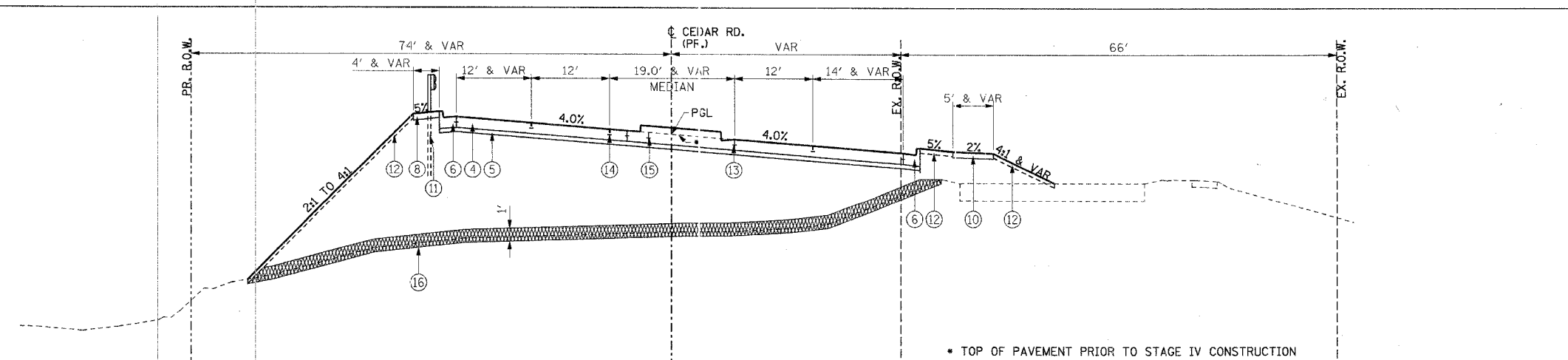
VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY
TYPICAL SECTIONS II
(PROPOSED)

SCALE: NTS
DATE: 07/01/05

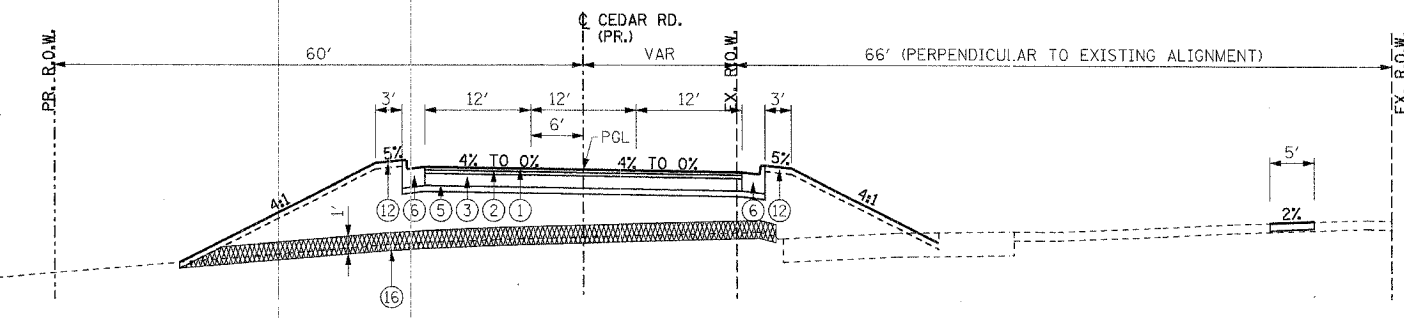
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TENG
TRUCK & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
308 N. MICHIGAN AVE. CHICAGO, IL 60610
TEL: 312.329.4000

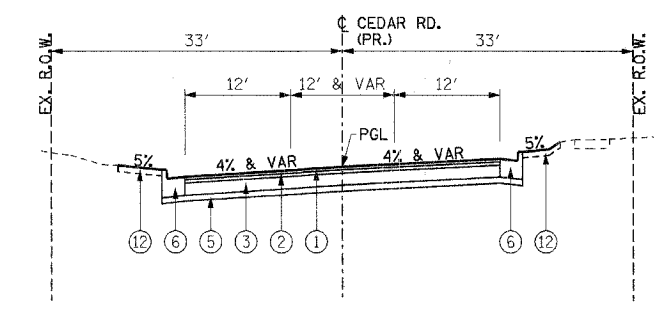
F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	156	12
STA. TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
CONTRACT NO: 83757			



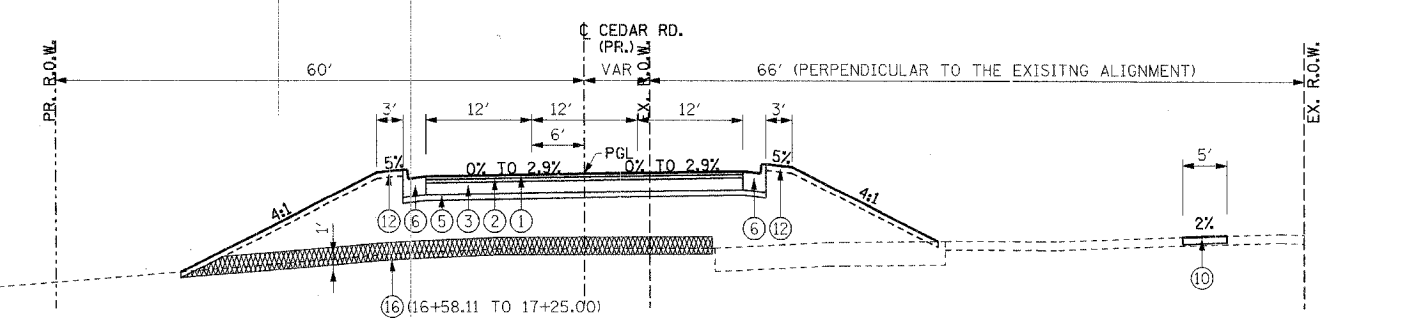
PROPOSED CEDAR ROAD
STA. 13+51.70 TO STA. 14+35.00



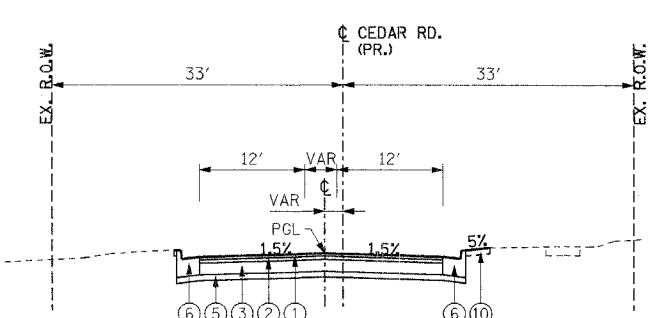
PROPOSED CEDAR ROAD
STA. 14+35.00 TO STA. 16+58.11



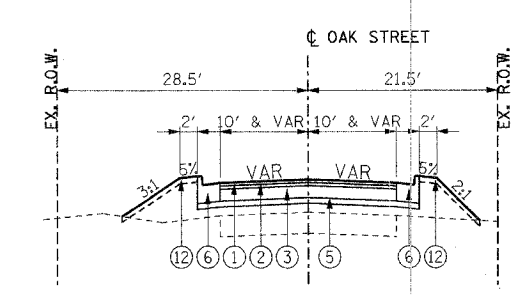
PROPOSED CEDAR ROAD
STA. 18+62.27 TO STA. 21+09.34
SEE NOTE 2



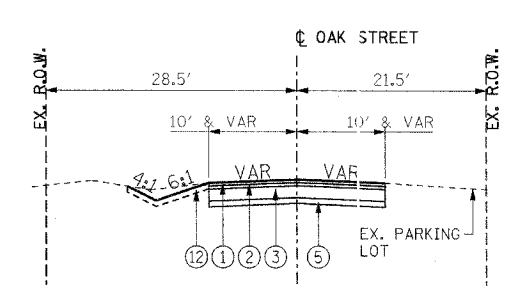
PROPOSED CEDAR ROAD
STA. 16+58.11 TO STA. 17+70.88
SEE NOTE 1



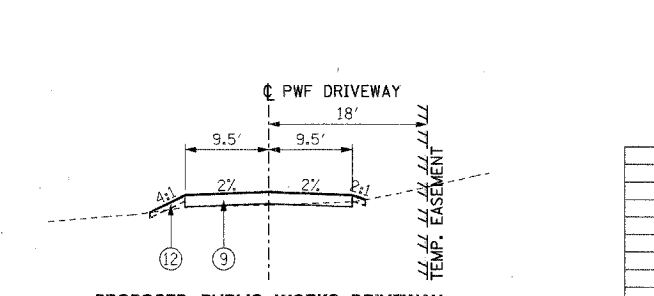
PROPOSED CEDAR ROAD
STA. 21+78.32 TO STA. 22+64.24



PROPOSED OAK STREET
STA. 1000+18 TO STA. 1000+78.42



PROPOSED OAK STREET
STA. 1000+78.42 TO STA. 1001+20



PROPOSED PUBLIC WORKS DRIVEWAY

PROPOSED LEGEND

- ① 2" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, CLASS D, N70
- ② 2 1/4" BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, I-19, N70
- ③ 8" BITUMINOUS BASE COURSE, SUPERPAVE
- ④ PORTLAND CEMENT CONCRETE PAVEMENT 10"
- ⑤ 4" SUB-BASE GRANULAR MATERIAL, TYPE B
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 OR M-4.24
- ⑦ CONCRETE MEDIAN, TYPE SB-6.12 OR SM-4.12
- ⑧ 6" BITUMINOUS SHOULDERS, SUPERPAVE
- ⑨ 8" BITUMINOUS DRIVEWAY PAVEMENT OR 6" PCC DRIVEWAY PAVEMENT
- ⑩ 5" P.C. CONCRETE SIDEWALK
- ⑪ GUARDRAIL
- ⑫ TOPSOIL, 4"
- ⑬ NO. 6x24" EPOXY COATED DEFORMED TIE BARS AT 24" C-C (INCLUDED IN COST OF CURB AND GUTTER OR MEDIAN)
- ⑭ NO. 6x38" EPOXY COATED DEFORMED TIE BARS AT 38" C-C FOR SAWED LONGITUDINAL JOINT (INCLUDED IN THE COST OF PAVEMENT)
- ⑮ NO. 8x24" EPOXY COATED DEFORMED TIE BARS AT 24" C-C FOR LONGITUDINAL CONSTRUCTION JOINT (INCLUDED IN THE COST OF PAVEMENT)
- ⑯ POROUS GRANULAR EMBANKMENT, SUBGRADE

NOTES

- 1. INTERSECTION OF CEDAR ROAD AND OAK STREET STA. 17+70.88 TO STA. 18+62.27.
- 2. INTERSECTION OF CEDAR ROAD AND ELM STREET STA. 21+09.34 TO STA. 21+78.32.

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY
TYPICAL SECTIONS III (PROPOSED)

SCALE: NTS
DATE: 07/01/05
DRAWN BY: PFR
CHECKED BY: XPS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
303 N. JEFFERSON AVE. GENESEE, IL 60145
TELEPHONE: 312-853-6000

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F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO.	0369 97-00025-00-BR WILL 156 13
STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
CONTRACT NO: 83757	

SCHEDULE OF WORK ZONE PAVEMENT MARKING REMOVAL								TOTAL	3621	
STAGE	FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	LENGTH (FT)	WIDTH (IN)	TYPE	SQ FT
STAGE I TO	10+64.58	56.74	LT	10+43.23	24.46	RT	83.96	6	SOLID	42.0
	10+69.37	51.36	LT	10+49.70	23.45	RT	77.35	6	SOLID	38.7
STAGE II TO	10+32.95	65.97	LT	10+39.61	32.88	LT	33.75	4	SOLID	11.3
	10+39.61	32.88	LT	10+69.22	16.67	LT	33.76	4	SOLID	11.3
	10+69.22	16.67	LT	11+21.92	13.22	LT	52.81	4	SOLID	17.6
	11+21.92	13.22	LT	11+64.83	7.36	LT	43.31	4	SOLID	14.4
	10+76.82	22.04	LT	10+75.00	5.76	RT	27.86	24	SOLID	55.7
	10+75.65	4.22	LT	11+21.13	11.24	RT	45.58	6	SOLID	22.8
	11+21.13	4.22	LT	11+67.21	11.80	RT	47.89	6	DOTTED	6.0
	10+75.00	5.76	RT	11+67.21	11.80	RT	92.41	4	DBL YEL	61.6
	10+97.56	8.50	RT	10+96.69	20.50	RT	12.03	24	SOLID	24.1
	11+22.00	16.00	RT	"RXR"						61.2
	11+47.00	11.30	RT	11+47.00	24.00	RT	12.70	24	SOLID	25.4
STAGE II TO	3+67.71	3.45	RT	5+97.02	1.92	LT	219.38	4	DBL YEL	146.3
	6+64.93	5.25	LT	9+25.00	5.25	LT	260.07	4	DBL YEL	173.4
STAGE III TO	300+35.06	28.05	LT	300+50.00	46.00	RT	75.54	6	SOLID	37.8
	300+41.19	26.91	LT	300+55.12	40.02	RT	68.36	6	SOLID	34.2
STAGE III TO	300+59.65	15.00	LT	300+04.85	15.32	LT	54.80	4	DBL YEL	36.5
	10+12.96	9.53	RT	10+31.97	4.25	LT	23.48	4	SOLID	7.8
STAGE IV TO	10+31.97	4.25	LT	11+23.28	4.25	LT	91.31	4	SOLID	30.4
	11+23.28	4.25	LT	11+67.28	6.58	LT	44.06	4	SOLID	14.7
	10+75.00	14.25	LT	10+75.00	2.25	LT	12.00	24	SOLID	24.0
	11+00.00	7.50	LT	"RXR"						61.2
	11+26.00	14.25	LT	11+26.00	2.25	LT	12.00	24	SOLID	24.0
	10+75.00	46.66	LT	10+75.00	14.25	LT	32.41	24	SOLID	64.8
	10+75.00	46.66	LT	11+23.28	14.25	LT	58.15	4	SOLID	19.4
	11+23.28	14.25	LT	11+67.28	18.25	LT	44.18	4	SOLID	14.7
	10+75.00	24.25	LT	11+23.28	24.25	LT	48.28	6	SOLID	24.1
	11+23.28	24.25	LT	11+67.28	18.25	LT	44.41	6	SOLID	22.2
	11+99.00	6.58	LT	13+90.02	6.25	LT	191.02	4	SOLID	63.7
	13+90.02	6.25	LT	15+24.78	10.00	RT	135.74	4	SOLID	45.2
	11+99.00	18.25	LT	13+90.02	18.25	RT	194.48	4	SOLID	64.8
	13+90.02	18.25	RT	15+24.78	2.00	LT	136.27	4	DBL YEL	90.8
	12+60.00	30.15	LT	12+60.00	18.35	LT	11.80	12	SOLID	11.8
	12+86.00	25.00	LT	"RXR"						61.2
	13+11.00	30.15	LT	13+11.00	18.35	LT	11.80	12	SOLID	11.8
STAGE IV TO	3+76.58	1.31	RT	5+96.22	5.05	LT	219.73	4	DBL YEL	146.5
FINAL	6+68.95	8.65	LT	7+81.95	9.96	LT	113.01	4	DBL YEL	75.3
	7+81.95	9.96	LT	8+71.40	12.25	LT	89.48	4	DBL YEL	59.7
	8+71.40	12.25	LT	9+25.00	12.25	LT	53.60	4	DBL YEL	35.7
	7+81.95	9.96	LT	8+26.68	6.11	LT	44.90	4	DBL YEL	29.9
	8+26.68	6.11	LT	8+71.40	12.25	LT	45.14	4	DBL YEL	30.1
	CENTER SLASHES									21.0
	8+26.68	6.11	LT	8+71.40	2.25	LT	44.89	6	DOTTED	5.6
	8+71.40	2.25	LT	9+25.00	2.25	LT	53.60	6	SOLID	26.8
	8+80.00	8.50	LT	"ONLY"						20.8
	9+05.00	8.50	LT	ARROW						15.6
	9+25.00	12.25	LT	9+25.00	18.25	RT	30.50	24	SOLID	61.0
	9+51.60	27.76	LT	9+29.85	20.74	RT	53.15	6	SOLID	26.6
	9+59.60	30.92	LT	9+34.82	24.32	RT	60.54	6	SOLID	30.3
	10+64.58	56.74	LT	10+39.50	38.63	RT	98.61	6	SOLID	49.3
	10+69.37	51.36	LT	10+46.11	37.09	RT	91.46	6	SOLID	45.7
	10+75.00	46.66	LT	10+75.00	0.25	LT	46.41	24	SOLID	92.8
	10+75.00	23.25	LT	11+67.28	23.25	LT	92.28	6	SOLID	46.1
	10+75.00	11.25	LT	11+15.00	11.25	LT	40.00	6	SOLID	20.0
	11+15.00	11.25	LT	11+67.28	11.25	LT	52.28	6	DOTTED	6.5
	11+15.00	0.25	LT	11+67.28	11.25	LT	53.42	4	SOLID	17.8
	10+73.94	5.00	RT	10+83.19	14.25	RT	13.08	4	SOLID	4.4
	10+83.19	14.25	RT	11+67.28	14.25	RT	84.09	4	SOLID	28.0
	10+40.50	38.35	RT	10+59.02	33.32	RT	19.19	4	SOLID	6.4
	10+59.02	33.32	RT	10+64.84	43.16	RT	11.43	4	SOLID	3.8
	11+01.70	36.25	RT	11+01.70	26.25	RT	10.00	4	SOLID	3.3
	11+01.70	26.25	RT	11+23.49	26.25	RT	21.79	4	SOLID	7.3
	11+23.49	26.25	RT	11+23.49	36.25	RT	10.00	4	SOLID	3.3
	11+48.29	36.25	RT	11+48.29	26.25	RT	10.00	4	SOLID	3.3
	11+48.29	26.25	RT	11+67.28	26.25	RT	18.99	4	SOLID	6.3
	11+28.00	28.75	LT	ARROW						15.6
	11+50.00	28.75	LT	"ONLY"						20.8
	10+90.00	5.75	LT	ARROW						15.6
	11+10.00	5.75	LT	"ONLY"						20.8
	10+84.00	14.25	RT	10+84.00	26.25	RT	12.00	24	SOLID	24.0
	11+10.00	20.25	RT	"RXR"						61.2
	11+34.00	14.25	RT	11+34.00	26.25	RT	12.00	24	SOLID	24.0
	11+99.00	23.25	LT	13+21.00	23.25	LT	122.00	6	SOLID	61.0
	13+21.00	23.25	LT	14+55.00	26.25	LT	134.03	6	DOTTED	16.8
	11+99.00	11.25	LT	13+86.38	14.72	LT	187.41	4	SOLID	62.5
	13+86.38	14.72	LT	14+94.68	7.73	LT	108.53	4	SOLID	36.2
	11+99.00	14.25	RT	14+35.00	9.07	RT	236.06	4	SOLID	78.7
	14+35.00	9.07	RT	14+94.55	7.51	RT	59.57	4	SOLID	19.9
	14+94.55	7.51	RT	14+94.68	7.73	LT	15.24	4	SOLID	6.1
	11+99.00	26.25	RT	14+35.69	20.95	RT	237.75	4	SOLID	79.2
	12+95.00	28.75	RT	ARROW						15.6
	13+17.00	28.75	RT	"ONLY"						20.8
	14+44.00	12.29	LT	14+44.00	23.29	LT	11.00	24	SOLID	22.0
	14+70.00	14.67	LT	"RXR"						61.2
	14+93.00	7.83	LT	14+93.00	18.83	LT	11.00	24	SOLID	22.0
	15+00.00	4.91	LT	15+24.78	2.00	LT	24.95	4	DBL YEL	15.6
	15+24.78	2.00	LT	17+28.00	2.00	LT	203.22	4	DBL YEL	135.5
	17+28.00	2.00	LT	17+89.95	0.00	LT	61.98	4	DBL YEL	41.3
	18+08.61	53.98	RT	18+32.22	48.65	RT	24.20	6	SOLID	12.1
	18+10.71	59.58	RT	18+32.17	54.74	RT	22.00	6	SOLID	11.0
	18+23.12	61.74	RT	18+32.54	58.72	RT	9.89	24	SOLID	19.8
	18+50.24	1.90	RT	19+94.74	1.62	RT	144.50	4	DBL YEL	96.3
	19+94.74	1.62	RT	21+27.23	0.00	RT	132.50	4	DBL YEL	88.3
	21+30.96	26.56	RT	21+56.88	26.66	RT	25.92	6	SOLID	13.0
	21+33.80	32.57	RT	21+54.62	32.65	RT	20.82	6	SOLID	10.4
	21+44.50	36.61	RT	21+54.00	36.65	RT	9.50	24	SOLID	19.0
	21+61.13	0.41	LT	22+64.24	1.67	LT	103.12	4	DBL YEL	68.7

SCHEDULE OF PAVEMENT MARKING REMOVAL										TOTAL	2752
FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	LENGTH (FT)	WIDTH (IN)	TYPE	SQ FT		
3+50.00	7.70	RT	6+00.00	3.60	LT	250.26	4	SKIP DASH	20.9		
6+45.00	5.50	LT	9+25.00	8.40	LT	280.02	4	DBL YEL	186.7		
6+45.00	5.50	LT	7+75.00	1.00	LT	130.08	4	DBL YEL	86.7		
7+75.00	1.00	LT	8+25.00	13.90	LT	51.64	4	DBL YEL	34.4		
CENTER SLASHES						30.00	12		30.0		
7+75.00	1.00	LT	8+25.00	1.00	LT	50.00	6	DOTTED	6.3		
8+25.00	1.00	LT	9+25.00	3.00	LT	100.02	6		50.0		
8+40.00	7.00	LT	"ONLY"						20.8		
9+25.00	8.40	LT	9+25.00	17.70	RT	26.10	24		52.2		
9+65.00	33.00	LT	9+30.00	23.30	RT	66.29	6		33.1		
9+75.00	36.00	LT	9+40.00	22.20	RT	67.91	6		34.0		
10+45.00	38.00	LT	10+28.00	28.00	RT	68.15	6		34.1		
10+50.00	36.00	LT	10+33.00	28.00	RT	66.22	6		33.1		

SCHEDULE OF TEMPORARY EROSION CONTROL SEEDING					TOTAL	73
STAGE	LOCATION	SLOPE	HORIZ. SQ FT	SO FT	LBS	
PRE-STAGE	NORTH SIDE OF TEMP HAUL ROAD	2.5:1	2510	2703	6	
	SOUTH SIDE OF TEMP HAUL ROAD	6:1	1015	1029	2	
STAGE I	EMBANKMENT (13+51 RT TO 16+77 RT)	2:1	6804	7607	17	
	TEMP DITCH (13+45 RT TO 15+45 RT)	FLAT	865	865	2	
	TEMP DITCH (15+56 RT TO 16+19 RT)	FLAT	380	380	1	
	EMBANKMENT (16+77 CTR TO 17+35 CTR)	2:1	2336	2612	6	
STAGE II	PARKWAY (14+35 RT TO 15+15 RT)	FLAT	10037	10037	23	
	TEMP DITCH (14+47 LT TO 17+35 LT)	FLAT	3708	3708	9	
	PARKWAY (13+51 RT TO 13+88 RT)	3:1	1348	1421	3	
	PARKWAY (14+67 RT TO 15+15 RT)	3:1	1095	1154	3	
	TEMP DITCH (14+68 RT TO 15+08 RT)	FLAT	364	364	1	

SCHEDULE OF EROSION CONTROL BLANKET					TOTAL	11,115
STAGE	LOCATION	SLOPE	HORIZ. SQ FT	SO FT	SQ YD	
PRE-STAGE	NORTHERN COMP STORAGE AREA	4:1	38738	39930	4437	
	SOUTH SIDE OF TEMP HAUL ROAD	6:1	1015	1029	114	
STAGE I	EMBANKMENT (13+60 LT TO 15+00 LT)	2:1	3044	3403	378	
	EMBANKMENT (13+60 LT TO 15+00 LT)	2:1	3044	3403	378	
	EMBANKMENT (15+00 LT TO 16+00 LT)	3:1	2525	2720	302	
	EMBANKMENT (16+00 LT TO 17+35 LT)	3:1	3586	3780	420	
	EMBANKMENT (13+51 RT TO 16+77 RT)	2:1	6804	7607	845	
	TEMP DITCH (13+45 RT TO 15+45 RT)	FLAT	865	865	96	
	TEMP DITCH (15+56 RT TO 16+19 RT)	FLAT	380	380	42	
	EMBANKMENT (16+77 CTR TO 17+35 CTR)	2:1	2336	2612	290	
	STAGE II	SOUTH SIDE OF PWF DRIVEWAY	2:1	359	401	45
		NORTH SIDE OF PWF DRIVEWAY	2:1	916	1024	114
		SOUTHWEST CREEK BANK	2:1	1478	1652	184
TEMP DITCH (14+47 LT TO 17+35 LT)		FLAT	3708	3708	412	
TEMP HAUL ROAD RESTORATION		FLAT	10403	10403	1156	
PARKWAY (13+51 RT TO 13+88 RT)		3:1	1348	1421	158	
PARKWAY (14+67 RT TO 15+15 RT)		3:1	1095	1154	128	
TEMP DITCH (14+68 RT TO 15+08 RT)		FLAT	364	364	40	
PARKWAY (15+50 RT TO 16+38 RT)		3:1	1765	1860	207	
TEMP DITCH (15+61 RT TO 16+04 RT)		FLAT	340	340	38	
TEMP DITCH (16+16 RT TO 16+29 RT)		FLAT	86	86	10	
STAGE III	PARKWAY (12+04 RT TO 12+54 RT)	2:1	1535	1716	191	
	PARKWAY (13+12 RT TO 13+59 RT)	2:1	1303	1457	162	
	PARKWAY (13+41 RT TO 15+06 RT)	3:1	2308	2433	270	
	TEMP DITCH (13+51 RT TO 14+00 RT)	FLAT	702	702	78	
	PARKWAY (13+94 RT TO 15+14 RT)	4:1	3547	3656	406	
	TEMP DITCH (14+61 RT TO 14+84 RT)	FLAT	216	216	24	
	TEMP DITCH (14+93 RT TO 15+08 RT)	FLAT	125	125	14	

SCHEDULE OF MULCH, METHOD 2					TOTAL	2.7
STAGE	LOCATION	SLOPE	HORIZ. SQ FT	SO FT	ACRE	
PRE-STAGE	SOUTHERN COMP STORAGE AREA	FLAT	83656	83656	1.920	
STAGE I	PARKWAY (3+57 LT TO 3+88 LT)	FLAT	191	191	0.004	
	PARKWAY (3+93 LT TO 4+29 LT)	FLAT	237	237	0.005	
	PARKWAY (4+41 LT TO 5+16 LT)	FLAT	358	358	0.008	
	PARKWAY (5+34 LT TO 6+06 LT)	FLAT	226	226	0.005	
	PARKWAY (8+87 LT TO 9+64 LT)	FLAT	227	227	0.005	
STAGE II	SOUTHWESTERN CREEK BANK	FLAT	900	900	0.021	
	PARKWAY (17+70 LT TO 19+12 LT)	FLAT	2140	2140	0.049	
	PARKWAY (19+22 LT TO 20+41 LT)	FLAT	1430	1430	0.033	
	PARKWAY (20+62 LT TO 22+16 LT)	FLAT	2330	2330	0.053	
	PARKWAY (22+30 LT TO 22+64 LT)	FLAT	498	498	0.011	
	PARKWAY (14+35 RT TO 15+15 RT)	FLAT	10037	10037	0.230	
	PARKWAY (15+50 RT TO 16+38 RT)	FLAT	3832	3832	0.088	
	PARKWAY (16+62 RT TO 17+28 RT)	FLAT	2121	2121	0.049	
	PARKWAY (17+52 RT TO 18+07 RT)	FLAT	2050	2050	0.047	
	PARKWAY (N. SIDE OF OAK STREET)	FLAT	455	455	0.010	
	PARKWAY (18+34 RT TO 19+34 RT)	FLAT	1623	1623	0.037	
	PARKWAY (19+53 RT TO 21+28 RT)	FLAT	1230	1230	0.028	
	PARKWAY (S. SIDE OF ELM STREET)	FLAT	163	163	0.004	
PARKWAY (N. SIDE OF ELM STREET)	FLAT	82	82	0.002		
PARKWAY (21+60 RT TO 22+64 RT)	FLAT	1141	1141	0.026		
STAGE III	PARKWAY (13+59 RT TO 15+06 RT)	FLAT	1643	1643	0.038	
	PARKWAY (14+53 RT TO 15+14 RT)	FLAT	1277	1277	0.029	

SCHEDULE OF STONE RIPRAP, CLASS A3						TOTAL	235
STAGE	LOCATION	SLOPE	HORIZ. SQ FT	SO FT	SQ YD		
STAGE I	TEMP DITCH (15+44 RT TO 15+56 RT)	FLAT	72	72	8		
STAGE II	SOUTH BANK	2:1	1262	1411	157		
	TEMP DITCH (16+04 RT TO 16+16 RT)	FLAT	97	97	11		
	TEMP DITCH (16+94 RT TO 17+06 RT)	FLAT	96	96	11		
	TEMP DITCH (17+09 LT TO 17+21 LT)	FLAT	96	96	11		
STAGE III	TEMP DITCH (13+12 RT TO 13+37 RT)	FLAT	182	182	20		
	TEMP DITCH (14+51 RT TO 14+61 RT)	FLAT	82	82	9		
	TEMP DITCH (14+84 RT TO 14+93 RT)	FLAT	82	82	9		

NOTE: THESE QUANTITIES ALSO APPLY TO "FILER FABRIC FOR RIPRAP," LESS THE STRUCTURAL NEEDS.

SCHEDULE OF PERIMETER EROSION BARRIER							TOTAL	1746
STAGE	FROM STATION	OFFSET	TO STATION	OFFSET	SIDE	FEET		
PRE-STAGE	SOUTH EDGE OF COMP STORAGE AREA					524		
	SOUTH EDGE OF TEMP HAUL ROAD AREA					301		
STAGE I	13+60.28	39.92	LT	13+95.67	74.75	50		
	13+95.67	74.75	LT	14+13.28	70.95	18		
	14+13.28	70.95	LT	14+11.25	58.57	13		
	14+11.25	58.57	LT	14+85.06	49.38	74		
	14+85.06	49.38	LT	15+34.09	44.08	49		
	15+34.09	44.08	LT	15+88.73	49.25	55		
	15+88.73	49.25	LT	17+00.39	49.25	112		
	17+00.39	49.25	LT	17+35.09	32.15	39		
	17+35.09	32.15	LT	17+35.09	15.00	47		
	STAGE II	14+06.38	72.37	LT	15+24.78	60.00	119	
		15+24.78	60.00	LT	17+35.09	60.00	210	
17+35.09		60.00	LT	17+35.09	40.00	20		
17+35.09		40.00	LT	18+50.00	40.00	115		

SCHEDULE OF FIBER MAT					TOTAL	300
STAGE	LOCATION	SLOPE	HORIZ. SQ FT	SO FT	SQ YD	
PRE-STAGE	NORTH SIDE OF TEMP HAUL ROAD	2.5:1	2510	2703	300	

SCHEDULE OF SEDIMENT BASINS						TOTAL	6
STAGE	STATION	SIDE	LENGTH (FT)	WIDTH (FT)	DEPTH (IN)	EACH	
STAGE I	14+00.00	RT	24	8	18	1	
	14+60.00	RT	12	6	8	1	
	16+90.00	RT	12	8	16	1	
STAGE II	14+10.00	LT	40	30	18	1	
	14+20.00	LT	40	8	18	1	
	14+60.00	LT	30	12	18	1	

SCH. OF TEMP SLOPE DRAINS				TOTAL	12
STAGE	STATION	SIDE	EACH		
STAGE I	13+98.00	RT	1		
	14+60.00	RT	1		
	15+50.00	RT	1		
	16+73.25	RT	1		
STAGE II	13+98.00	RT	1		
	14+60.00	RT	1		
	16+10.00	RT	1		
	17+00.00	RT	1		
	17+10.00	LT	1		
STAGE III	14+49.21	RT	1		
	14+79.04	RT	1		

SCHEDULE OF SUB-BASE GRANULAR MATERIAL						TOTAL	6868
FROM STATION	TO STATION	SIDE	AREA (SQ FT)	DEPTH (INCHES)	TON		
3+43.58	4+00.00	LT	294	2.25	4		
4+00.00	5+00.00	LT	320	2.25	4		
5+00.00	6+00.00	LT	372	2.25	5		
6+00.00	6+15.35	LT	113	2.25	2		
9+48.81	9+99.05	LT	188	2.25	3		
4+03.20	5+00.00	RT	247	2.25	3		
5+00.00	6+00.00	RT	324	2.25	5		
6+00.00	7+00.00	RT	427	2.25	6		
7+00.00	8+00.00	RT	502	2.25	7		
8+00.00	9+00.00	RT	449	2.25	6		
9+00.00	9+44.92	RT	123	2.25	2		
9+86.75	10+00.00	RT	102	2.25	1		
10+00.00	11+00.00	LT & RT	7059	2.25	99		
11+00.00	11+67.28	LT	2348	2.25	33		
11+00.00	11+67.28	RT	1751	2.25	25		
14+35.00	15+00.00	LT & RT	3110	2.25	44		
15+00.00	16+00.00	LT & RT	3750	2.25	53		
16+00.00	17+00.00	LT & RT	3600	2.25	50		
17+00.00	18+00.00	LT & RT	3600	2.25	50		
18+00.00	19+00.00	LT & RT	3600	2.25	50		
19+00.00	20+00.00	LT & RT	3600	2.25	50		
20+00.00	21+00.00	LT & RT	3324	2.25	47		
21+00.00	22+00.00	LT & RT	2904	2.25	41		
22+00.00	22+64.24	LT & RT	1759	2.25	25		
OAK STREET			2859	2.25	40		
ELM STREET			885	2.25	12		

SCHEDULE OF EARTHWORK		TOTALS	27,835	23,655	15,176	8,479	4,786	3,887	2,659	6,255	10,864
FROM STATION	TO STATION	EARTH EXCAV. (CU YD)	EARTH ADJ. FOR SHRINKAGE (CU YD)	EMBANK- (CU YD)	EARTH-WORK BALANCE (CU YD)	REM/DISP OF UNSUIT. MATERIAL (CU YD)	GEOTECH FABRIC FOR GRND STABILIZ.	POROUS GRANULAR EMBANK., SUBGRADE (SQ YD)	TOPSOIL FURNISH AND (SQ YD)	COMPOST	
3+31.25	TO 4+00.00	42	36	13	23	21	0	0	12	0	
4+00.00	TO 5+00.00	84	71	21	50	32	0	0	40	0	
5+00.00	TO 6+00.00	131	111	12	99	45	0	0	26	0	
6+00.00	TO 7+00.00	96	82	27	55	28	0	0	6	0	
7+00.00	TO 8+00.00	53	45	40	5	0	0	0	2	0	
8+00.00	TO 9+00.00	36	30	43	-13	0	0	0	10	0	
9+00.00	TO 10+00.00	25	21	43	-22	7	0	0	69	0	
10+00.00	TO 11+00.00	374	318	8	310	79	0	0	2	0	
11+00.00	TO 12+00.00	267	227	1	226	40	0	0	2	0	
12+00.00	TO 12+41.60	51	43	295	-252	73	0	0	60	0	
13+51.70	TO 14+00.00	171	145	2,098	-1,953	141	418	269	451	0	
14+00.00	TO 15+00.00	509	433	4,070	-3,637	363	1,250	812	1,087	0	
15+00.00	TO 16+00.00	162	138	3,050	-2,912	277	950	615	1,276	0	
16+00.00	TO 17+00.00	2	1	2,861	-2,860	362	1,002	717	1,285	0	
17+00.00	TO 18+00.00	0	0	1,086	-1,086	226	267	246	622	0	
18+00.00	TO 19+00.00	55	47	528	-481	115	0	0	244	0	
19+00.00	TO 20+00.00	131	111	29	82	65	0	0	123	0	
20+00.00	TO 21+00.00	129	110	21	89	61	0	0			

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO: 83757

SCHEDULE OF BIT BASE CSE, SUPERPAVE 6"					TOTAL	1443
DRIVEWAY ID	STATION	SIDE	USE TYPE	SQ YD		
A	4+31.73	LT	PE	40		
B	4+42.03	RT	CE	85		
C	5+22.23	LT	PE	30		
D	5+55.90	RT	PE	30		
E	5+80.41	RT	PE	29		
F	6+41.38	RT	CE	30		
G	6+87.54	RT	CE	45		
H	7+12.54	RT	CE	45		
I	7+68.71	RT	CE	63		
J	8+61.83	RT	CE	46		
L	11+35.72	RT	CE	47		
M	12+25.31	LT	CE	192		
N	15+32.59	RT	CE	313		
O	16+50.00	RT	CE	180		
P	17+40.00	RT	CE	150		
Q	19+17.49	LT	CE	19		
R	19+41.52	RT	PE	35		
S	20+51.91	LT	PE	33		
T	22+24.12	LT	PE	32		

SCHEDULE OF PCC SIDEWALK 5"					TOTAL	8209
FROM STATION	TO STATION	SIDE	SQ YD			
3+49.57	4+00.00	LT	361			
4+00.00	4+28.76	LT	186			
4+40.84	5+00.00	LT	406			
5+00.00	5+14.91	LT	94			
5+33.70	6+00.00	LT	495			
6+00.00	6+12.70	LT	212			
8+82.13	9+00.00	LT	95			
9+00.00	9+95.71	LT	692			
3+86.94	4+04.79	RT	99			
4+79.77	5+00.00	RT	131			
5+00.00	5+51.33	RT	347			
5+64.34	5+74.41	RT	48			
5+86.41	6+00.00	RT	84			
6+00.00	6+35.38	RT	237			
6+47.38	6+77.54	RT	188			
6+97.54	7+02.54	RT	35			
7+22.54	7+55.21	RT	206			
7+82.21	8+00.00	RT	113			
8+00.00	8+44.79	RT	299			
8+78.60	9+00.00	RT	135			
9+00.00	9+42.54	RT	290			
10+57.14	11+00.00	LT	400			
11+00.00	10+67.28	LT	337			
9+94.00	10+00.00	RT	75			
10+00.00	10+64.55	RT	417			
11+02.37	11+22.86	RT	88			
11+49.19	11+67.28	RT	95			
11+99.00	12+04.76	RT	33			
13+73.27	14+00.00	RT	164			
14+00.00	15+00.00	RT	520			
15+00.00	15+13.00	RT	59			
15+50.00	16+00.00	RT	252			
16+00.00	16+38.00	RT	208			
16+62.00	17+00.00	RT	191			
17+00.00	17+28.00	RT	141			
17+52.00	18+08.29	RT	296			
18+34.51	18+39.18	RT	23			
21+22.37	21+30.53	RT	33			
21+57.78	21+67.11	RT	49			
TRAFFIC SIGNAL PLANS						75

SCHEDULE OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12										TOTAL	3263.5
FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	CURB RETURN	FEET				
3+44.58	45.80	LT	3+75.36	15.96	LT	Y	48				
3+75.36	15.96	LT	5+75.04	21.20	LT	N	200				
8+79.55	33.06	LT	8+89.55	22.25	LT	Y	16				
8+89.55	22.25	LT	9+18.87	22.25	LT	N	29				
9+18.87	22.25	LT	9+87.13	58.26	LT	Y	81				
3+64.34	34.09	RT	3+94.15	19.56	RT	Y	34				
3+94.15	19.56	RT	6+15.47	13.75	RT	N	221				
6+15.47	13.75	RT	8+64.76	13.75	RT	N	249				
8+64.76	13.75	RT	9+13.16	15.68	RT	N	48				
10+54.29	90.39	LT	10+92.28	38.69	LT	Y	68				
10+01.81	71.02	RT	10+56.24	36.25	RT	Y	68				
10+56.24	36.25	RT	11+67.28	36.25	RT	N	111				
11+99.00	36.25	RT	12+31.73	36.25	RT	N	33				
13+60.09	35.02	LT	14+11.72	34.01	LT	N	52				
14+11.72	34.01	LT	15+43.72	18.00	LT	N	133				
15+43.72	18.00	LT	19+94.74	18.00	LT	N	451				
19+94.74	18.00	LT	21+15.18	15.00	LT	N	120				
21+15.18	15.00	LT	22+64.24	14.60	LT	N	149				
13+43.36	36.25	RT	13+94.17	36.25	RT	N	51				
13+94.17	36.25	RT	14+35.00	21.07	RT	N	44				
14+35.00	21.07	RT	15+52.03	18.00	RT	N	117				
15+52.03	18.00	RT	17+68.09	18.00	RT	N	216				
17+68.09	18.00	RT	18+04.01	41.98	RT	Y	46				
18+04.01	41.98	RT	18+17.14	77.85	RT	N	38				
18+35.73	71.82	RT	18+33.18	61.23	RT	N	11				
18+33.18	61.23	RT	18+64.20	18.00	RT	Y	62				
18+64.20	18.00	RT	19+94.74	18.00	RT	N	131				
19+94.74	18.00	RT	21+09.34	15.14	RT	N	115				
21+09.34	15.14	RT	21+34.97	40.36	RT	Y	40				
21+34.97	40.36	RT	21+53.61	46.89	RT	N	6				
21+53.61	46.89	RT	21+53.97	37.45	RT	N	9				
21+53.97	37.45	RT	21+78.32	13.41	RT	N	34				
21+78.32	13.41	RT	22+64.24	11.26	RT	N	86				
300+64.83	26.71	LT	300+92.98	26.15	LT	N	28				
VARIABLE WIDTH GUTTER FLAGS											
5+75.04	21.20	LT	6+07.76	46.52	LT	Y	44				
9+13.16	15.68	RT	9+43.08	37.40	RT	Y	40				
298+66.79	24.76	LT	299+00.25	28.98	LT	N	34				

SCHEDULE OF BC SC SUPER "C" N50					TOTAL	162
DRIVEWAY ID	STATION	SIDE	USE TYPE	SQ YD		
A	4+31.73	LT	PE	4		
B	4+42.03	RT	CE	9		
C	5+22.23	LT	PE	3		
D	5+55.90	RT	PE	3		
E	5+80.41	RT	PE	3		
F	6+41.38	RT	CE	3		
G	6+87.54	RT	CE	5		
H	7+12.54	RT	CE	5		
I	7+68.71	RT	CE	7		
J	8+61.83	RT	CE	5		
L	11+35.72	RT	CE	5		
M	12+25.31	LT	CE	22		
N	15+32.59	RT	CE	35		
O	16+50.00	RT	CE	20		
P	17+40.00	RT	CE	17		
Q	19+17.49	LT	CE	2		
R	19+41.52	RT	PE	4		
S	20+51.91	LT	PE	4		
T	22+24.12	LT	PE	4		

SCHEDULE OF CONCRETE MEDIAN, TYPE M-4.12					TOTAL	636
FROM STATION	WIDTH	TO STATION	WIDTH	SQ FT		
10+92.28	5.25	11+59.69	10.50	531		
HALF-RAMP NOSE ENDING AT STA. 11+67						34
HALF-RAMP NOSE BEGINNING AT STA. 11+99						34
12+06.58	5.25	12+13.65	5.25	37		

SCHEDULE OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12										TOTAL	42.5
FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	CURB RETURN	FEET				
6+07.76	46.52	LT	6+14.23	69.04	LT	N	23				
299+02.45	28.81	RT	299+21.44	28.01	RT	N	19				

SCHEDULE OF PCC DRIVEWAY PAVEMENT, 6"					TOTAL	73
DRIVEWAY ID	STATION	SIDE	USE TYPE	SQ YD		
K	10+83.74	RT	CE	73		

SCHEDULE OF CONCRETE MEDIAN, TYPE SB-6.12					TOTAL	648
FROM STATION	WIDTH	TO STATION	WIDTH	SQ FT		
RAMP NOSE BEGINNING AT STA. 10+74						68
10+81.52	10.50	10+92.28	10.50	113		
10+92.28	5.25	11+59.69	5.25	354		
HALF-RAMP NOSE ENDING AT STA. 11+67						34
HALF-RAMP NOSE BEGINNING AT STA. 11+99						34
12+06.58	5.25	12+15.14	5.25	45		

SCHEDULE OF COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24										TOTAL	75
FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	CURB RETURN	FEET				
10+92.28	38.69	LT	10+99.57	37.46	LT	Y	7				
10+99.57	37.46	LT	11+34.19	34.25	LT	N	35				
11+34.19	34.25	LT	11+67.28	34.25	LT	N	33				

SCHEDULE OF BIT SHOULDERS SUPERPAVE 6"		TOTAL	63
LOCATION	SQ YD		
NE BRIDGE QUADRANT	9		
NW BRIDGE QUADRANT	36		
SE BRIDGE QUADRANT	6		
SW BRIDGE QUADRANT	12		

SCHEDULE OF CONCRETE CURB						TOTAL	131
FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	FEET	
7+82.21	23.92	RT	8+44.60	23.92	RT	62.39	
8+78.79	24.48	RT	9+11.91	25.80	RT	33.15	
9+02.93	25.44	RT	9+02.93	32.00	RT	6.56	
9+02.93	32.00	RT	9+31.81	32.00	RT	28.88	

SCHEDULE OF CONCRETE MEDIAN, TYPE SB-9.12			TOTAL	877
			SQ YD	
MEDIAN FROM STA. 13+82 TO 14+33			877	

SCHEDULE OF CORRUGATED MEDIAN		TOTAL	22
		SQ YD	
BP AMOCO ENTRANCE ON CEDAR ROAD		22	

SCHEDULE OF PCC PAVEMENT 10"				TOTAL	514
FROM STATION	TO STATION		SQ YD		
11+99.00	12+15.82		137		
13+82.36	14+35.00		377		

SCHEDULE OF TRAFFIC BARRIER TERMINALS							
TYPE	FROM STATION	OFFSET	TO STATION	OFFSET	SIDE	LENGTH	EACH
TY 1 SP (TAN)	13+90.47	37.29	14+40.47	34.72	LT	50.00	1
TYPE 2	13+52.75	45.75	13+65.25	45.75	RT	12.50	1
TYPE 5	13+39.50	45.75	13+52.75	45.75	RT	13.25	1
TYPE 5 (SP)	12+73.75	60.49	12+52.51	36.23	LT	33.42	1
TYPE 5 (SP)	12+09.50	45.75	12+29.00	45.75	RT	19.50	1
TYPE 6	13+59.22	36.25	13+90.47	37.29	LT	31.25	1

SCHEDULE OF TERMINAL MARKERS - DIRECT APPLIED					TOTAL	4
TYPE	END STATION	SIDE		EACH		
TYPE 5 (SP)	12+43.75	LT		1		
TY 1 SP (TAN)	14+40.47	LT		1		
TYPE 5 (SP)	12+09.50	RT		1		
TYPE 2						

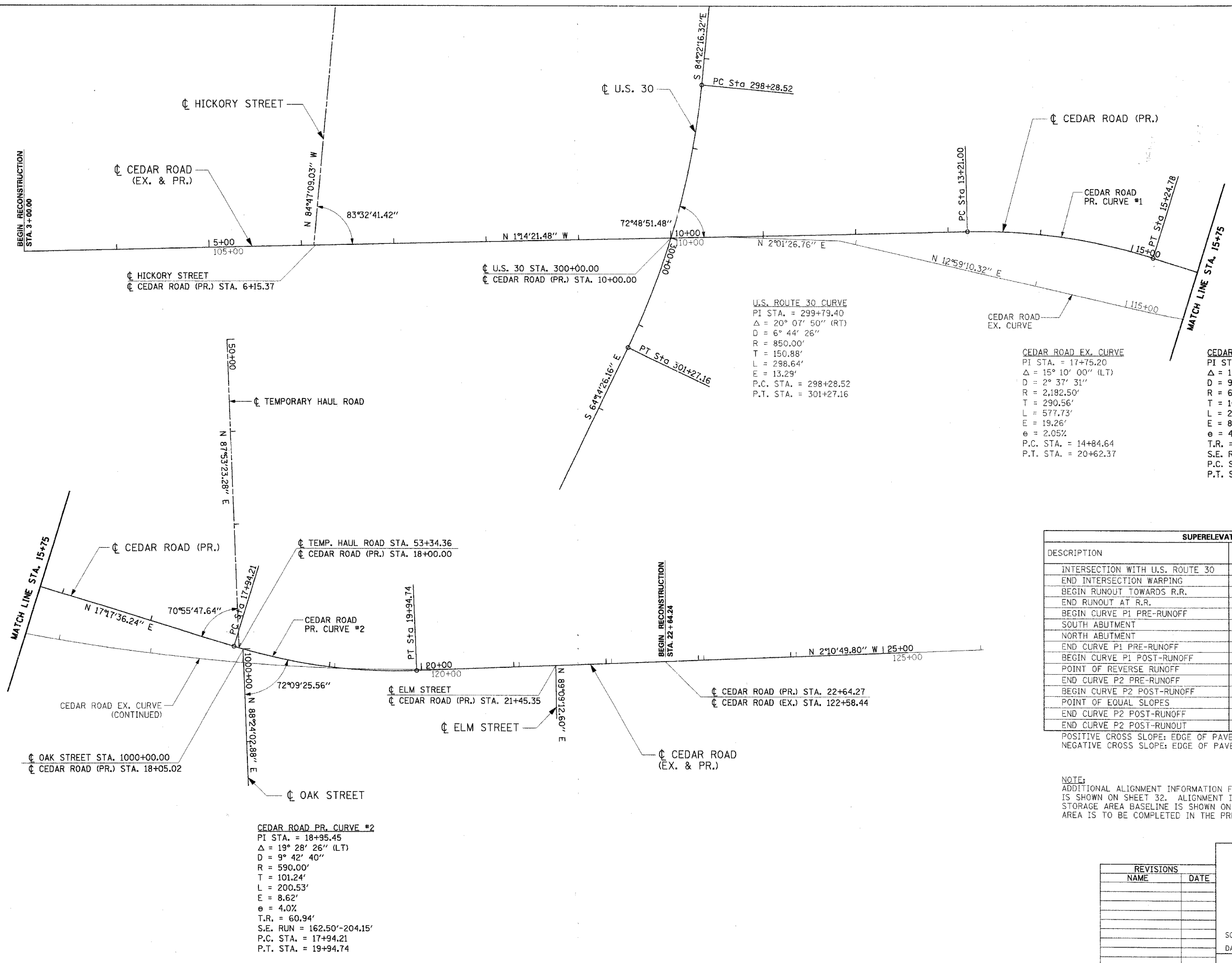
F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	156	16
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS	
		FED. AID PROJECT	
CONTRACT NO: 83757			

SCHEDULE OF TEMPORARY PAVEMENT MARKING - LINE 4"								TOTAL	9246
STAGE	FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	CURVED (Y OR N)	COLOR/TYPE	FEET
STAGE I	3+39.58	45.77	LT	3+39.63	35.51	LT	N	WHITE	10
	3+39.63	35.51	LT	3+67.41	8.54	LT	Y	WHITE	43
	3+67.41	8.54	LT	5+75.22	13.64	LT	N	WHITE	208
	5+75.22	13.64	LT	6+15.03	44.43	LT	Y	WHITE	54
	6+31.99	90.64	LT	6+30.14	34.99	LT	N	DBL YEL	56
	6+15.03	44.43	LT	6+21.50	66.95	LT	N	WHITE	23
	6+21.50	66.95	LT	6+20.50	92.75	LT	N	WHITE	26
	3+67.71	3.45	RT	5+87.02	1.92	LT	N	DBL YEL	219
	6+64.93	5.25	LT	9+25.00	5.25	LT	N	DBL YEL	260
	8+74.55	32.25	LT	8+89.55	17.25	LT	Y	WHITE	24
	8+89.55	17.25	LT	9+33.15	17.25	LT	N	WHITE	44
	9+33.15	17.25	LT	10+01.14	70.57	LT	Y	WHITE	93
	10+32.95	65.97	LT	10+69.22	16.67	LT	Y	WHITE	70
	10+69.22	16.67	LT	11+21.92	13.22	LT	N	WHITE	53
	10+76.44	13.22	LT	11+64.83	7.36	LT	N	WHITE	89
	11+21.13	1.24	LT	11+67.21	11.80	RT	N	DOT WHT	48
	10+75.00	5.76	RT	11+67.21	11.80	RT	N	DBL YEL	92
	11+99.00	1.38	RT	13+80.40	46.01	RT	N	WHITE	187
	13+80.40	46.01	RT	14+58.32	50.89	RT	N	WHITE	78
	11+99.00	13.80	RT	14+05.29	61.51	RT	N	DBL YEL	212
	14+05.29	61.51	RT	14+57.89	63.73	RT	N	DBL YEL	53
	11+99.00	27.04	RT	13+88.53	71.51	RT	N	WHITE	195
	13+88.53	71.51	RT	14+57.45	76.06	RT	N	WHITE	69
	297+34.49	29.14	RT	299+02.32	18.50	RT	N	WHITE	168
	299+02.32	18.50	RT	299+31.11	18.50	RT	N	WHITE	29
	298+66.79	13.50	LT	299+28.05	13.50	LT	N	WHITE	61
	300+05.69	55.63	LT	300+60.90	16.06	LT	Y	WHITE	73
	300+60.90	16.06	LT	302+23.24	26.95	LT	N	WHITE	163
STAGE II	3+67.71	3.45	RT	5+87.02	1.92	LT	N	DBL YEL	219
	6+64.93	5.25	LT	9+25.00	5.25	LT	N	DBL YEL	260
	10+17.32	9.67	LT	10+26.86	3.33	RT	Y	WHITE	19
	10+26.86	3.33	RT	10+85.85	3.34	RT	N	WHITE	59
	10+85.85	3.34	RT	11+67.28	7.80	RT	N	WHITE	82
	10+50.84	13.33	RT	10+85.58	13.33	RT	N	DBL YEL	35
	10+85.58	13.33	RT	11+67.28	17.81	RT	N	DBL YEL	82
	299+28.05	13.50	LT	299+85.58	13.50	LT	N	WHITE	58
STAGE III	3+76.58	1.31	RT	5+96.22	5.05	LT	N	DBL YEL	220
	6+68.95	8.65	LT	9+25.00	12.25	LT	N	DBL YEL	256
	7+81.95	9.96	LT	8+26.68	6.11	LT	N	DBL YEL	45
	8+26.68	6.11	LT	8+71.40	12.25	LT	N	DBL YEL	45
	8+26.68	6.11	RT	8+71.40	2.25	LT	N	DOT WHT	45
	3+55.79	51.61	RT	4+01.58	12.59	RT	Y	WHITE	65
	4+01.58	12.59	RT	6+82.05	4.48	RT	N	WHITE	281
	6+82.05	4.48	RT	7+81.95	4.48	RT	N	WHITE	100
	7+81.95	4.48	RT	9+25.00	7.75	RT	N	WHITE	143
	10+75.00	14.25	LT	11+23.28	14.25	LT	N	DBL YEL	48
	11+23.28	14.25	LT	11+67.28	18.25	LT	N	DBL YEL	44
	11+23.28	24.25	LT	11+67.28	18.25	LT	N	DOT WHT	44
	10+12.96	9.53	RT	10+31.97	4.25	LT	Y	WHITE	25
	10+31.97	4.25	LT	11+23.28	4.25	LT	N	WHITE	91
	11+23.28	4.25	LT	11+67.28	6.58	LT	N	WHITE	44
	11+99.00	29.92	LT	13+90.02	29.92	LT	N	WHITE	191
	13+90.02	29.92	LT	15+24.38	13.67	LT	N	WHITE	135
	15+24.38	13.67	LT	18+44.26	13.67	LT	N	WHITE	320
	18+44.26	13.67	LT	18+73.01	18.00	LT	N	WHITE	23
	11+99.00	18.25	LT	13+90.02	18.25	LT	N	DBL YEL	191
	13+90.02	18.25	LT	15+24.78	2.00	LT	N	DBL YEL	136
	15+24.78	2.00	LT	17+28.00	2.00	LT	N	DBL YEL	203
	17+28.00	2.00	LT	17+89.95	0.00	-	N	DBL YEL	62
	11+99.00	6.58	LT	13+81.79	6.58	LT	N	WHITE	183
	13+81.79	6.58	LT	15+24.78	10.00	RT	N	WHITE	144
	15+24.78	10.00	RT	17+28.00	10.00	RT	N	WHITE	203
	17+28.00	10.00	RT	17+68.09	18.00	RT	N	WHITE	41
	18+50.24	1.90	RT	19+94.74	1.62	RT	N	WHITE	145
	19+94.74	1.62	RT	21+27.23	0.00	-	N	WHITE	132
	21+61.13	0.41	LT	22+64.24	1.67	LT	N	WHITE	103
	300+04.85	15.32	LT	300+60.90	16.06	LT	N	WHITE	56
STAGE IV	3+76.58	1.31	RT	5+96.22	5.05	LT	N	DBL YEL	220
	6+68.95	8.65	LT	9+25.00	12.25	LT	N	DBL YEL	256
	7+81.95	9.96	LT	8+26.68	6.11	LT	N	DBL YEL	45
	8+26.68	6.11	LT	8+71.40	12.25	LT	N	DBL YEL	45
	8+26.68	6.11	RT	8+71.40	2.25	LT	N	DOT WHT	45
	11+15.00	11.25	LT	11+67.28	11.25	LT	N	DOT WHT	52
	11+15.00	0.25	LT	11+67.28	11.25	LT	N	WHITE	53
	10+73.94	5.00	RT	10+83.19	14.25	RT	N	WHITE	13
	10+83.19	14.25	RT	11+67.28	14.25	RT	N	WHITE	84
	10+40.50	38.35	RT	10+59.02	33.32	RT	N	WHITE	19
	10+59.02	33.32	RT	10+85.00	26.25	RT	N	DOT WHT	27
	10+85.00	26.25	RT	11+01.70	26.25	RT	N	DOT WHT	17
	10+59.02	33.32	RT	10+64.84	43.16	RT	N	WHITE	11
	11+01.70	44.68	RT	11+01.70	26.25	RT	N	WHITE	18
	11+01.70	26.25	RT	11+23.49	26.25	RT	N	WHITE	22
	11+23.49	26.25	RT	11+23.49	43.25	RT	N	WHITE	17
	11+48.29	45.49	RT	11+48.29	26.25	RT	N	WHITE	19
	11+48.29	26.25	RT	11+67.28	26.25	RT	N	WHITE	19
	13+21.00	23.25	LT	13+85.18	26.66	LT	N	DOT WHT	64
	13+85.18	26.66	LT	14+54.99	26.28	LT	N	DOT WHT	70
	11+99.00	11.25	LT	13+21.00	11.25	LT	N	WHITE	122
	13+21.00	11.25	LT	13+86.38	14.72	LT	N	WHITE	65
	13+86.38	14.72	LT	14+33.60	13.73	LT	N	WHITE	47
	14+33.60	13.73	LT	14+94.68	7.73	LT	N	WHITE	61
	14+94.68	7.73	LT	14+94.55	7.51	RT	Y	WHITE	23
	11+99.00	14.25	RT	13+21.00	14.25	RT	N	WHITE	122
	13+21.00	14.25	RT	14+35.00	9.07	RT	N	WHITE	114
	14+35.00	9.07	RT	14+94.55	7.51	RT	N	WHITE	60
	11+99.00	26.25	RT	13+21.00	26.25	RT	N	WHITE	122
	13+21.00	26.25	RT	14+36.69	20.95	RT	N	WHITE	116

SCHEDULE OF TEMPORARY PAVEMENT MARKING - LINE 12"								TOTAL	42
STAGE	FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	COLOR/TYPE	FEET	
STAGE III	7+98.18	10.38	LT	8+00.07	8.40	LT	YELLOW	3	
	8+11.69	10.72	LT	8+15.16	7.10	LT	YELLOW	5	
	8+25.21	11.07	LT	8+29.58	6.51	LT	YELLOW	6	
	8+38.72	11.42	LT	8+41.81	8.19	LT	YELLOW	4	
	8+52.24	11.76	LT	8+54.05	9.87	LT	YELLOW	3	
STAGE IV	7+98.18	10.38	LT	8+00.07	8.40	LT	YELLOW	3	
	8+11.69	10.72	LT	8+15.16	7.10	LT	YELLOW	5	
	8+25.21	11.07	LT	8+29.58	6.51	LT	YELLOW	6	
	8+38.72	11.42	LT	8+41.81	8.19	LT	YELLOW	4	
	8+52.24	11.76	LT	8+54.05	9.87	LT	YELLOW	3	

SCHEDULE OF TEMPORARY PAVEMENT MARKING - LINE 24"								TOTAL	414
STAGE	FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	COLOR/TYPE	FEET	
STAGE I	6+10.75	34.52	LT	6+30.14	34.99	LT	WHITE	19	
	9+25.00	5.25	LT	9+25.00	17.15	RT	WHITE	22	
	10+76.82	22.04	LT	10+75.00	5.76	RT	WHITE	28	
	10+97.56	8.50	RT	10+96.69	20.27	RT	WHITE	12	
	11+47.29	12.18	RT	11+46.41	23.96	RT	WHITE	12	
	12+60.33	30.07	RT	12+63.37	18.66	RT	WHITE	12	
	13+08.52	42.90	RT	13+11.55	31.49	RT	WHITE	12	
STAGE II	9+25.00	5.25	LT	9+25.00	17.15	RT	WHITE	22	
STAGE III	9+25.00	12.25	LT	9+25.00	7.75	RT	WHITE	20	
	10+75.00	46.66	LT	10+75.00	14.25	LT	WHITE	32	
	10+76.00	14.25	LT	10+76.00	2.25	LT	WHITE	12	
	11+25.84	14.25	LT	11+25.84	2.25	LT	WHITE	12	
	12+61.00	18.35	LT	12+61.00	30.35	LT	WHITE	12	
	13+10.85	18.35	LT	13+10.85	30.35	LT	WHITE	12	
	18+23.12	61.44	RT	18+32.54	58.72	RT	WHITE	10	
	21+44.50	36.61	RT	21+54.00	36.65	RT	WHITE	10	
	299+23.95	28.14	RT	299+23.95	2.50	LT	WHITE	31	
STAGE IV	9+25.00	12.25	LT	9+25.00	18.25	RT	WHITE	31	
	10+75.00	46.66	LT	10+75.00	0.25	LT	WHITE	46	
	10+84.17	14.25	RT	10+84.17	26.25	RT	WHITE	12	
	11+34.00	14.25	RT	11+34.00	26.25	RT	WHITE	12	
	14+44.80	12.17	LT	14+46.24	23.88	LT	WHITE	12	
	14+93.70	7.78	LT	14+94.27	19.57	LT	WHITE	12	

SCHEDULE OF TEMPORARY PAVEMENT MARKING - LINE 6"								TOTAL	1483
STAGE	FROM STATION	OFFSET	SIDE	TO STATION	OFFSET	SIDE	COLOR/TYPE	FEET	
STAGE I	9+30.29	19.75	RT	9+51.60	27.76	LT	WHITE	52	
	9+35.05	23.80	RT	9+59.60	30.92	LT	WHITE	60	
	10+43.23	24.46	RT	10+64.58	56.74	LT	WHITE	84	
	10+49.70	23.45	RT	10+69.37	51.36	LT	WHITE	77	
	300+50.00	46.00	RT	300+35.06	28.05	LT	WHITE	76	
	300+55.12	40.02	RT	300+41.19	26.91	LT	WHITE	68	
	10+75.65	4.22	LT	11+21.13	1.2				



U.S. ROUTE 30 CURVE
 PI STA. = 299+79.40
 $\Delta = 20^\circ 07' 50''$ (RT)
 $D = 6^\circ 44' 26''$
 $R = 850.00'$
 $T = 150.88'$
 $L = 298.64'$
 $E = 13.29'$
 $\theta = 2.05\%$
 P.C. STA. = 298+28.52
 P.T. STA. = 301+27.16

CEDAR ROAD EX. CURVE
 PI STA. = 17+75.20
 $\Delta = 15^\circ 10' 00''$ (LT)
 $D = 2^\circ 37' 31''$
 $R = 2,182.50'$
 $T = 290.56'$
 $L = 577.73'$
 $E = 19.26'$
 $\theta = 2.05\%$
 P.C. STA. = 14+84.64
 P.T. STA. = 20+62.37

CEDAR ROAD PR. CURVE #1
 PI STA. = 14+23.78
 $\Delta = 18^\circ 31' 58''$ (RT)
 $D = 9^\circ 05' 40''$
 $R = 630.00'$
 $T = 102.79'$
 $L = 203.78'$
 $E = 8.33'$
 $\theta = 4.0\%$
 T.R. = N/A
 S.E. RUN = 184.50'-200.00'
 P.C. STA. = 13+21.00
 P.T. STA. = 15+24.78

CEDAR ROAD PR. CURVE #2
 PI STA. = 18+95.45
 $\Delta = 19^\circ 28' 26''$ (LT)
 $D = 9^\circ 42' 40''$
 $R = 590.00'$
 $T = 101.24'$
 $L = 200.53'$
 $E = 8.62'$
 $\theta = 4.0\%$
 T.R. = 60.94'
 S.E. RUN = 162.50'-204.15'
 P.C. STA. = 17+94.21
 P.T. STA. = 19+94.74

DESCRIPTION	STATION	PGL ELEV.	CROSS SLOPE	
			LEFT	RIGHT
INTERSECTION WITH U.S. ROUTE 30	10+24.21	638.94	-0.4%	0.4%
END INTERSECTION WARPING	10+99.57	636.63	-1.5%	-1.5%
BEGIN RUNOUT TOWARDS R.R.	11+06.86	636.39	-1.5%	-1.5%
END RUNOUT AT R.R.	11+66.86	634.41	0.0%	0.0%
BEGIN CURVE P1 PRE-RUNOFF	11+99.00	633.35	0.0%	0.0%
SOUTH ABUTMENT	12+41.60	632.51	0.9%	-0.9%
NORTH ABUTMENT	13+51.70	631.74	3.3%	-3.3%
END CURVE P1 PRE-RUNOFF	13+83.50	631.52	4.0%	-4.0%
BEGIN CURVE P1 POST-RUNOFF	14+53.11	630.99	4.0%	-4.0%
POINT OF REVERSE RUNOFF	16+53.11	629.72	0.0%	0.0%
END CURVE P2 PRE-RUNOFF	18+62.26	630.88	-4.0%	4.0%
BEGIN CURVE P2 POST-RUNOFF	19+40.57	632.15	-4.0%	4.0%
POINT OF EQUAL SLOPES	20+42.13	633.86	-1.5%	1.5%
END CURVE P2 POST-RUNOFF	21+03.07	634.55	-1.5%	0.0%
END CURVE P2 POST-RUNOUT	21+64.01	634.77	-1.5%	-1.5%

POSITIVE CROSS SLOPE: EDGE OF PAVEMENT IS HIGHER THAN THE PGL.
 NEGATIVE CROSS SLOPE: EDGE OF PAVEMENT IS LOWER THAN THE PGL.

NOTE:
 ADDITIONAL ALIGNMENT INFORMATION FOR THE TEMPORARY HAUL ROAD CENTERLINE IS SHOWN ON SHEET 32. ALIGNMENT INFORMATION FOR THE COMPENSATION STORAGE AREA BASELINE IS SHOWN ON SHEET 55. THE COMPENSATION STORAGE AREA IS TO BE COMPLETED IN THE PRE-STAGE.

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

ALIGNMENT, TIES & BENCHMARKS I

SCALE: 1"=50'
 DATE: 07/01/05

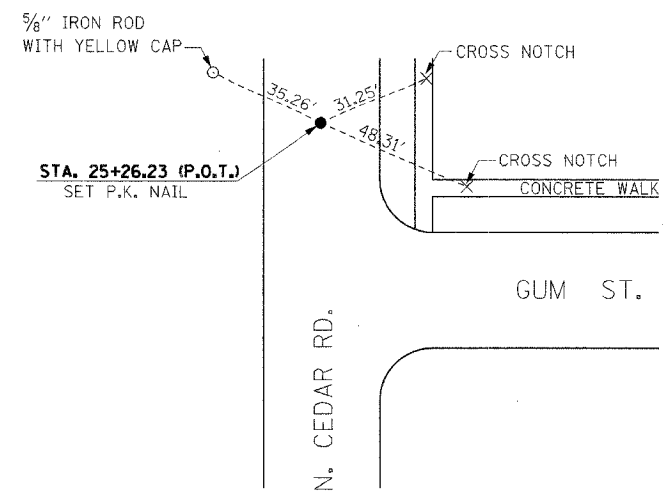
DRAWN BY: PFR
 CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
 ENGINEERS ARCHITECTS PLANNERS
 301 N. MICHIGAN AVE., SUITE 1000, CHICAGO, IL 60610
 TELEPHONE: 312-666-0000

ROSSFF

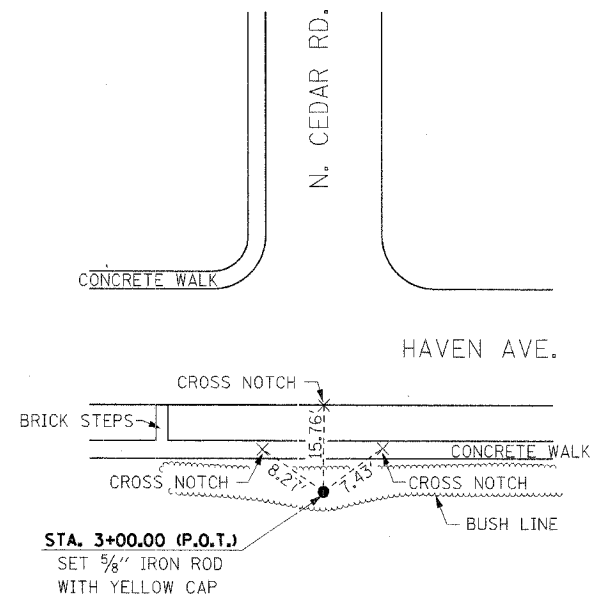
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TBM "A" - El. 638.06
 SQUARE CUT ON THE NW CORNER OF CONCRETE RETAINING WALL NORTH OF AMOCO GAS STATION AT NE CORNER OF US 30 AND CEDAR RD. IN NEW LENNOX, ILLINOIS.



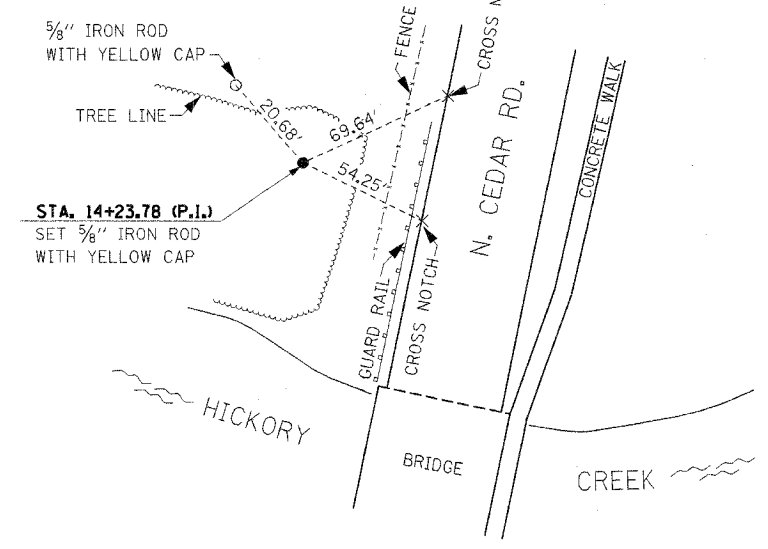
STA. 25+26.23 (P.O.T.)
 N 1767218.660
 E 1084843.310

TBM "B" - El. 669.18
 TOP OF RAILROAD SPIKE IN POWER POLE AT HAVEN AVE. AND CEDAR ROAD, 55' WEST OF THE NE CORNER OF SEC. 21-35-11 IN NEW LENNOX, ILLINOIS.

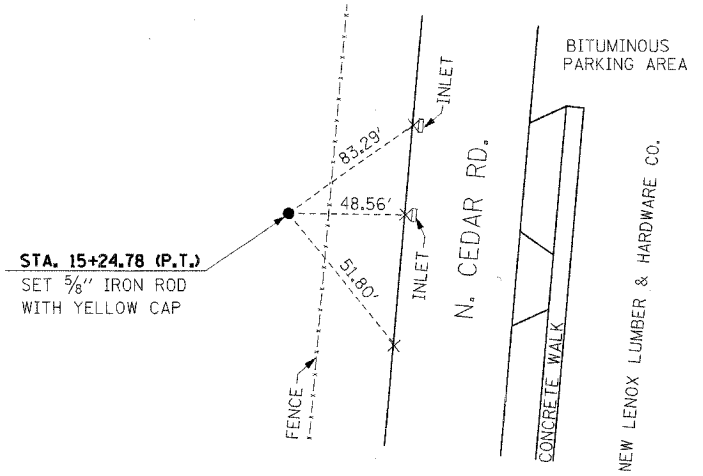


STA. 3+00.00 (P.O.T.)
 N 1765010.800
 E 1084750.950

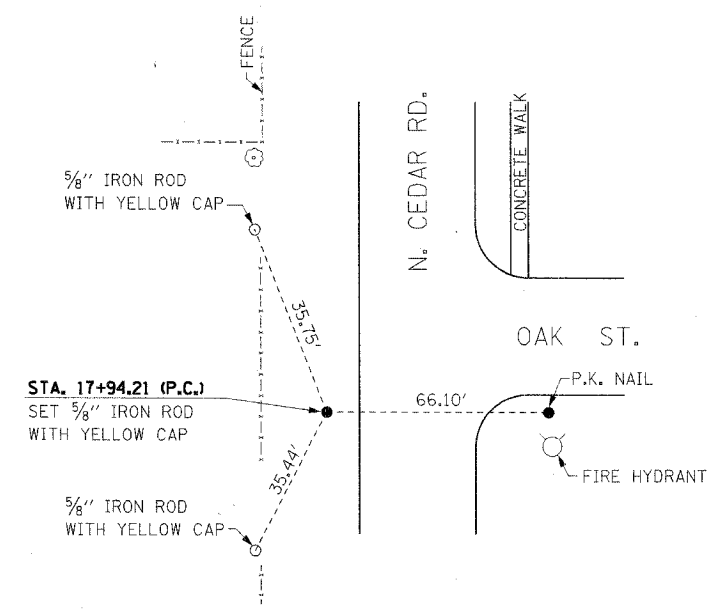
F.A.U. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO: 83757				



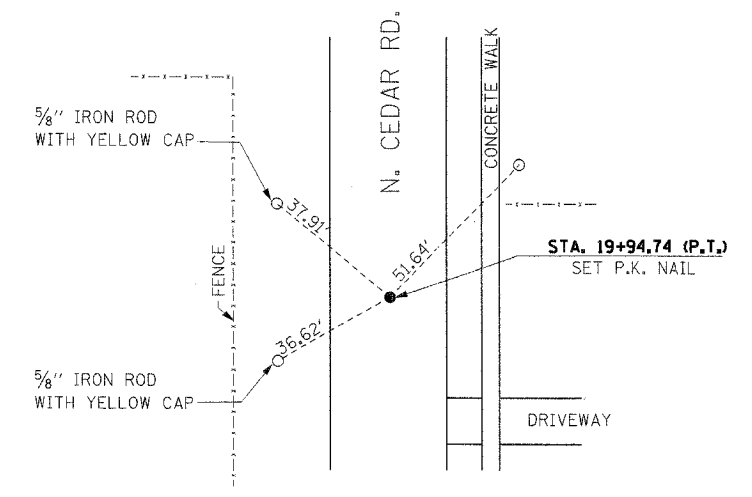
STA. 14+23.78 (P.I.)
 N 1766134.320
 E 1084726.640



STA. 15+24.78 (P.T.)
 N 1766232.460
 E 1084757.190



STA. 17+94.21 (P.C.)
 N 1766489.720
 E 1084837.290



STA. 19+94.74 (P.T.)
 N 1766687.550
 E 1084863.530

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY
ALIGNMENT, TIES & BENCHMARKS II

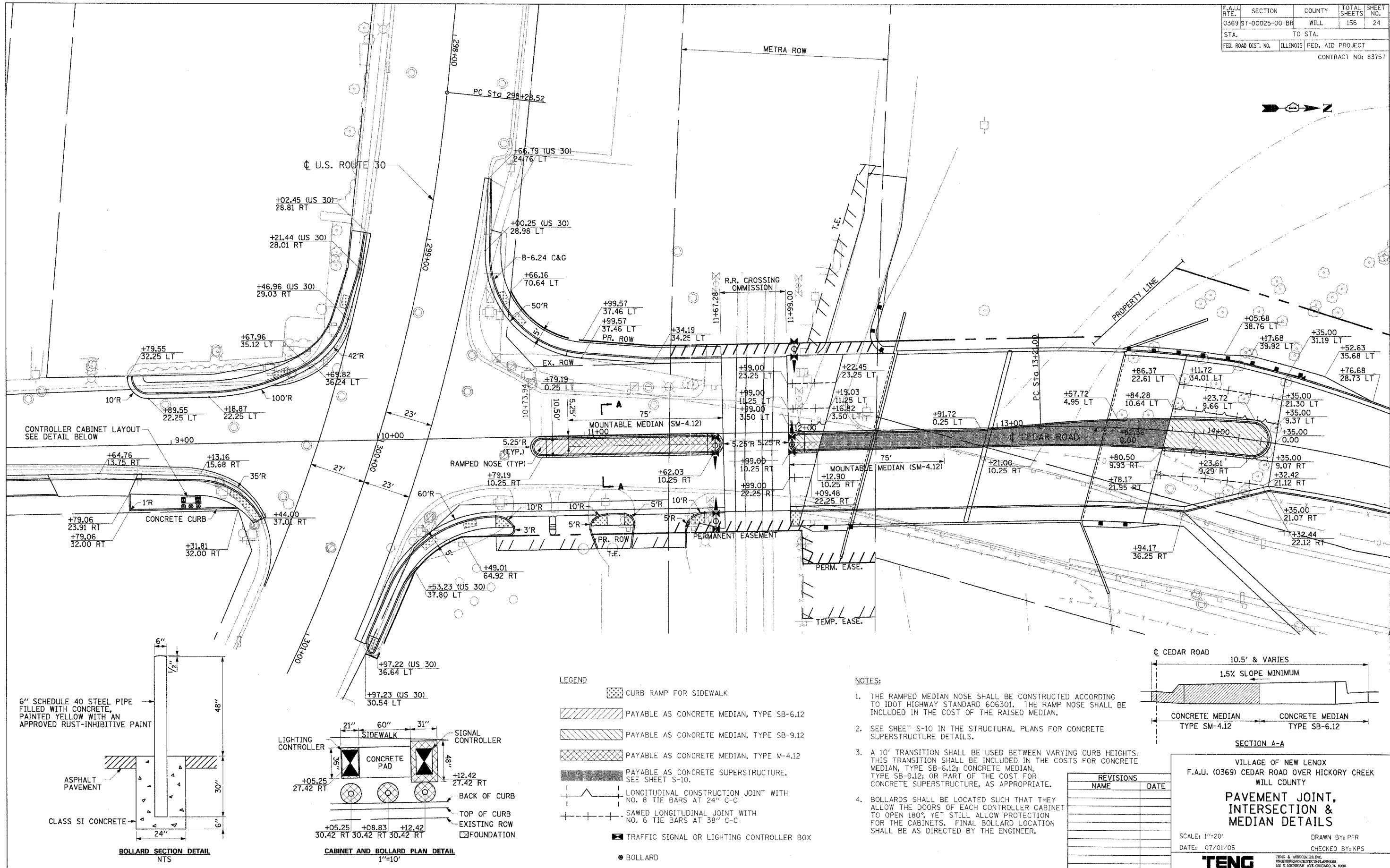
SCALE: NTS
 DATE: 07/01/05
 DRAWN BY: PFR
 CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 265 N. MICHIGAN AVE. CHICAGO, IL 60611
 TEL: 312/667-6000

ROSSPF

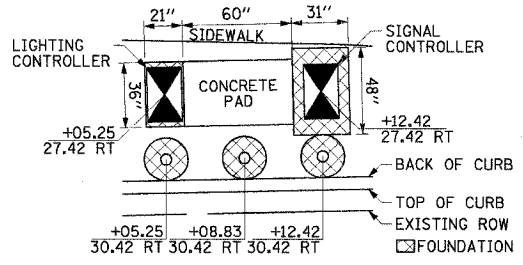
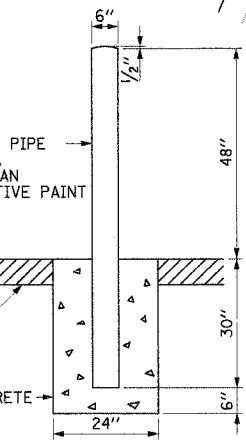
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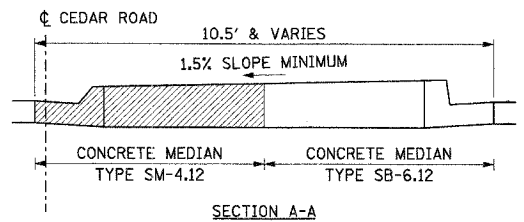
CONTROLLER CABINET LAYOUT
SEE DETAIL BELOW

CONCRETE CURB
ASPHALT PAVEMENT
CLASS SI CONCRETE



- LEGEND**
- CURB RAMP FOR SIDEWALK
 - PAYABLE AS CONCRETE MEDIAN, TYPE SB-6.12
 - PAYABLE AS CONCRETE MEDIAN, TYPE SB-9.12
 - PAYABLE AS CONCRETE MEDIAN, TYPE M-4.12
 - PAYABLE AS CONCRETE SUPERSTRUCTURE, SEE SHEET S-10.
 - LONGITUDINAL CONSTRUCTION JOINT WITH NO. 8 TIE BARS AT 24" C-C
 - SAWED LONGITUDINAL JOINT WITH NO. 6 TIE BARS AT 38" C-C
 - TRAFFIC SIGNAL OR LIGHTING CONTROLLER BOX
 - BOLLARD

- NOTES:**
- THE RAMPED MEDIAN NOSE SHALL BE CONSTRUCTED ACCORDING TO IDOT HIGHWAY STANDARD 606301. THE RAMP NOSE SHALL BE INCLUDED IN THE COST OF THE RAISED MEDIAN.
 - SEE SHEET S-10 IN THE STRUCTURAL PLANS FOR CONCRETE SUPERSTRUCTURE DETAILS.
 - A 10' TRANSITION SHALL BE USED BETWEEN VARYING CURB HEIGHTS. THIS TRANSITION SHALL BE INCLUDED IN THE COSTS FOR CONCRETE MEDIAN, TYPE SB-6.12; CONCRETE MEDIAN, TYPE SB-9.12; OR PART OF THE COST FOR CONCRETE SUPERSTRUCTURE, AS APPROPRIATE.
 - BOLLARDS SHALL BE LOCATED SUCH THAT THEY ALLOW THE DOORS OF EACH CONTROLLER CABINET TO OPEN 180°. YET STILL ALLOW PROTECTION FOR THE CABINETS. FINAL BOLLARD LOCATION SHALL BE AS DIRECTED BY THE ENGINEER.



REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

PAVEMENT JOINT, INTERSECTION & MEDIAN DETAILS

SCALE: 1"=20'
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
200 N. BROADWAY, SUITE 2000, CHICAGO, IL 60601
TEL: 312.988.3800 FAX: 312.988.3801

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO: 83757				








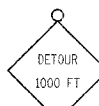
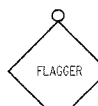


















CONSTRUCTION STAGING GENERAL NOTES

- THE MAIN ELEMENTS OF CONSTRUCTION ARE SHOWN IN THE CONSTRUCTION STAGING TYPICAL SECTIONS. FOR COMPLETE DETAILS OF THE PROPOSED WORK, REFER TO THE TYPICAL SECTIONS ON SHEETS 10 TO 12.
- ALL TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE COMMENCING CONSTRUCTION. TEMPORARY TRAFFIC SIGNALS SHALL BE ERECTED AS NOTED IN THE PLANS. THESE TEMPORARY SIGNALS SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION. EXISTING STOP SIGNS SHALL BE RELOCATED TO CONTROL SIDE STREETS OR ENTRANCES FOR THE VARIOUS STAGES OF CONSTRUCTION.
- A MINIMUM OF ONE 10-FOOT LANE SHALL BE PROVIDED IN EACH DIRECTION DURING CONSTRUCTION, EXCEPT DURING THE STAGE II DETOUR.
- TEMPORARY PAVEMENT MARKINGS SOUTH OF U.S. 30 AND/OR OUTSIDE OF THE LIMITS OF CONSTRUCTION SHALL BE TYPE III TAPE.
- ARROW BOARDS SHALL HAVE SOLAR CAPABILITY.

PRE-STAGE NOTES

- PRE-STAGE TASKS:
 - CONSTRUCT THE TEMPORARY HAUL ROAD.
 - EXCAVATE THE COMPENSATORY STORAGE AREA.
 - BUILD A PORTION OF THE PROPOSED ROADWAY EMBANKMENT.
- SEE SHEET 32 FOR THE PLAN OF THE PRE-STAGE. THIS PLAN SHEET FOCUSES ON THE TEMPORARY HAUL ROAD REQUIRED FOR CONSTRUCTION OF THE COMPENSATION STORAGE AREA.

SIGN LEGEND

	W20-3(O)-48 (48"x48")		W20-1(O)-48 (48"x48")		W1-4R(O)-48 (30"x30")
	W20-3(O)-48 (48"x48")		W20-2(O)-48 (48"x48")		W21-111D-48 (48"x48") *
	W20-3(O)-48 (48"x48")		W20-2(O)-48 (48"x48")		W20-1101-48 ** (48"x48")
	W20-3(O)-48 (48"x48")		W20-5R(O)-48 (48"x48")		M4-8c (24"x18")
	M1-7-219 (21"x9")		R11-2 (48"x30")		R11-4 (60"x30")
	M3-1-219 (21"x9")		M6-1L-2115 (21"x15")		M6-3-2115 (21"x15")
	M3-3-219 (21"x9")		M6-1R-2115 (21"x15")		M6-5-2115 (21"x15")
	TYPE (24"x18")		M5-1L-2115 (21"x15")		M4-10(L) (48"x18")
	FLASHING LIGHT ABOVE SIGN		M5-1R-2115 (21"x15")		M4-10(R) (48"x18")

- * SIGN TYPE W21-1a(O)-48 MAY BE USED AS SHOWN IN STANDARD 701601
- ** SIGN TYPE W20-7a(O)-48 MAY BE USED AS SHOWN IN STANDARD 701601

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

CONSTRUCTION STAGING GENERAL NOTES & PRE-STAGE NOTES

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KDA





TENG

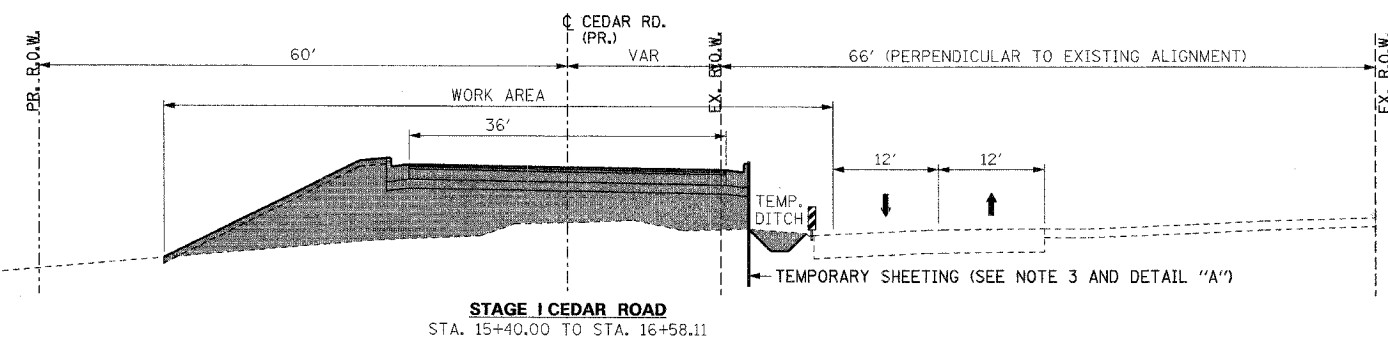
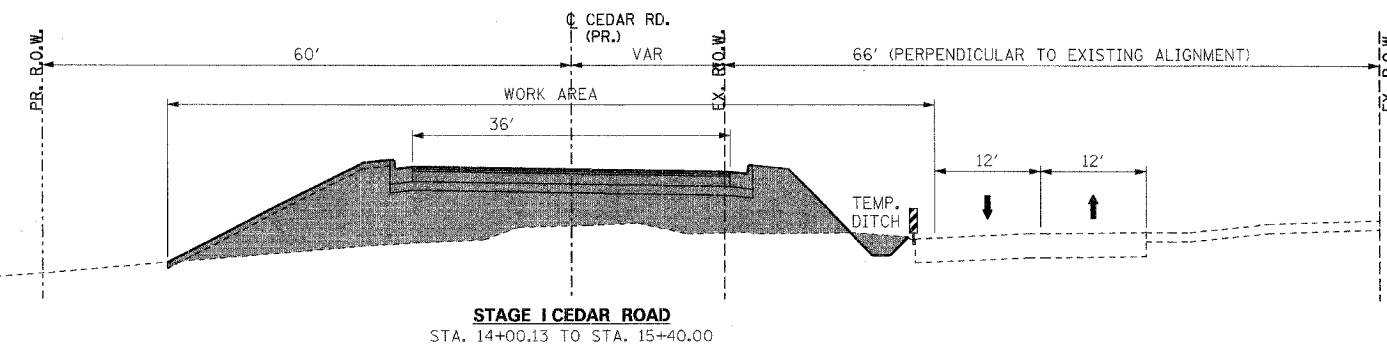
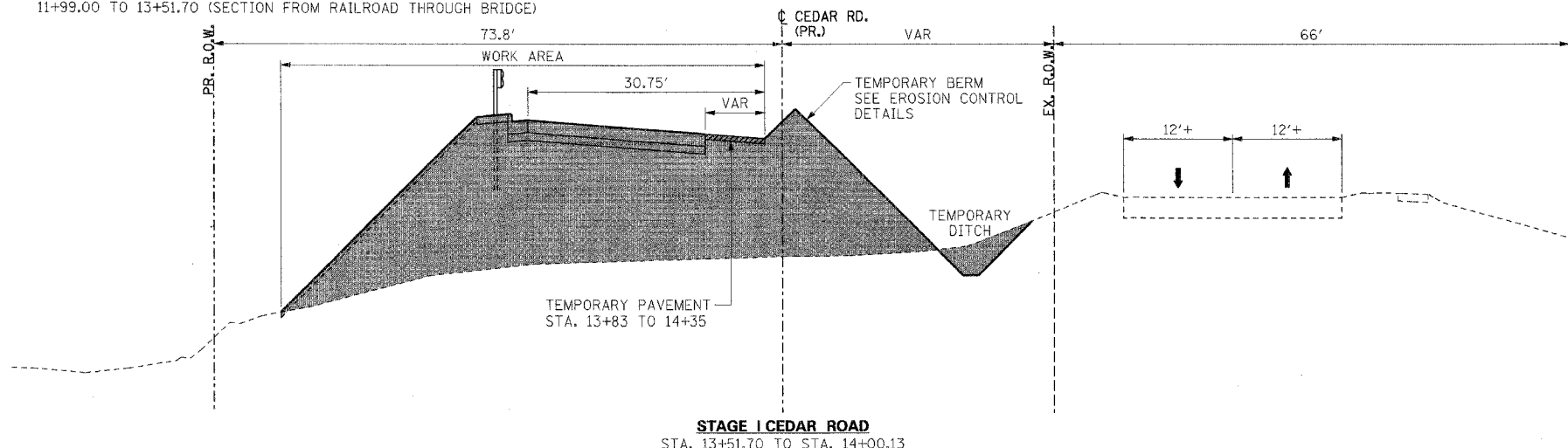
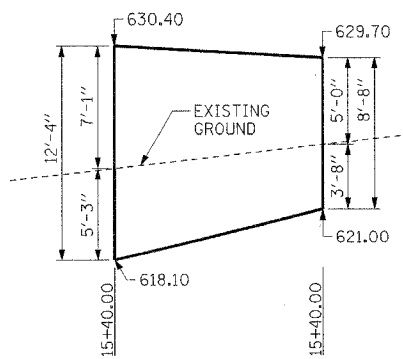
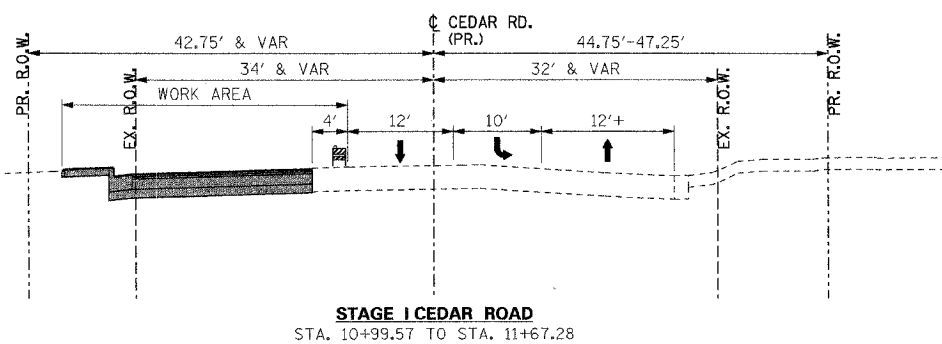
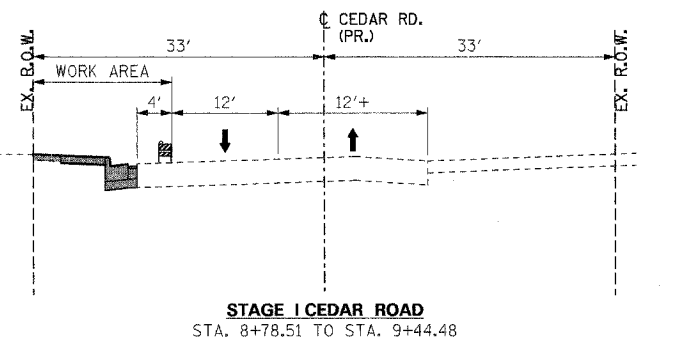
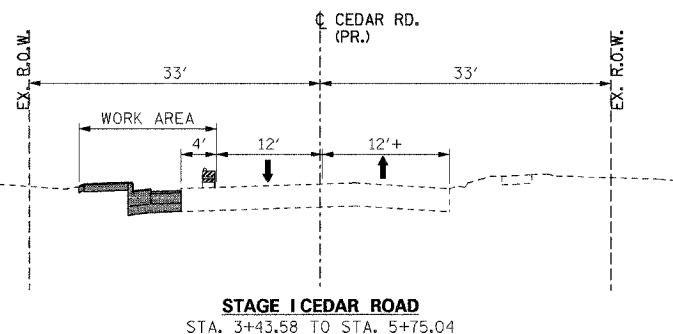
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
212 N. WASHINGTON AVE. CHICAGO, IL 60601
TELEPHONE: 312.948.4000

STAGE I NOTES

- STAGE I TASKS:
 - WIDEN CEDAR ROAD TO THE WEST, SOUTH OF U.S. ROUTE 30
 - RECONSTRUCT THE NORTHWEST CORNER OF THE CEDAR ROAD/U.S. ROUTE 30 INTERSECTION.
 - RECONSTRUCT THE SOUTHWEST CORNER OF THE CEDAR ROAD/U.S. ROUTE 30 INTERSECTION.
 - CONSTRUCT THE WESTERN PORTION OF THE PROPOSED BRIDGE.
 - CONSTRUCT THE PROPOSED ROADWAY NORTH OF THE BRIDGE AS SHOWN IN THE STAGE I PLAN.
 - CONSTRUCT THE TEMPORARY PAVEMENT AS SHOWN IN THE STAGE I PLAN
- THE TEMPORARY PAVEMENT SHALL CONSIST OF THE FOLLOWING CROSS SECTION:
 - 2" BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70
 - 2 1/4" BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70
 - 4" BITUMINOUS BASE COURSE
- USE TEMPORARY EMBANKMENT FROM STATION 14+00.11 TO STATION 15+40.00. USE TEMPORARY SHEET PILING FROM STATION 15+40.00 TO STATION 16+58.11
- SEE SHEET 33 FOR THE STAGE I PLAN VIEW.
- THE FOLLOWING STATIONS ARE NOT SHOWN ON THIS SHEET:
 - 5+75.04 TO 8+78.51 (NO LEFT-SIDE WIDENING BETWEEN THESE STATIONS)
 - 9+44.48 TO 10+99.57 (U.S. ROUTE 30)
 - 11+67.28 TO 11+99.00 (RAILROAD OMISSION)
 - 11+99.00 TO 13+51.70 (SECTION FROM RAILROAD THROUGH BRIDGE)

LEGEND

-  WORK THIS STAGE
-  TYPE II BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  STAGE TRAFFIC



REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**CONSTRUCTION STAGING
STAGE I
TYPICAL SECTIONS & NOTES**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KDA

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
200 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312-688-0200

ROSSFF

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F.A.U. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

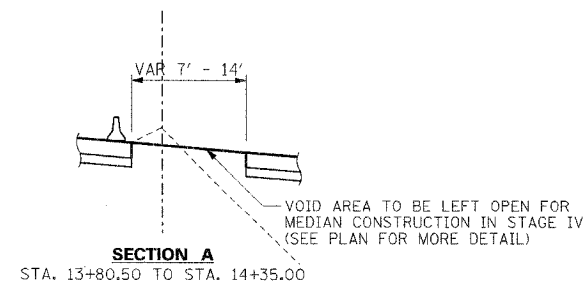
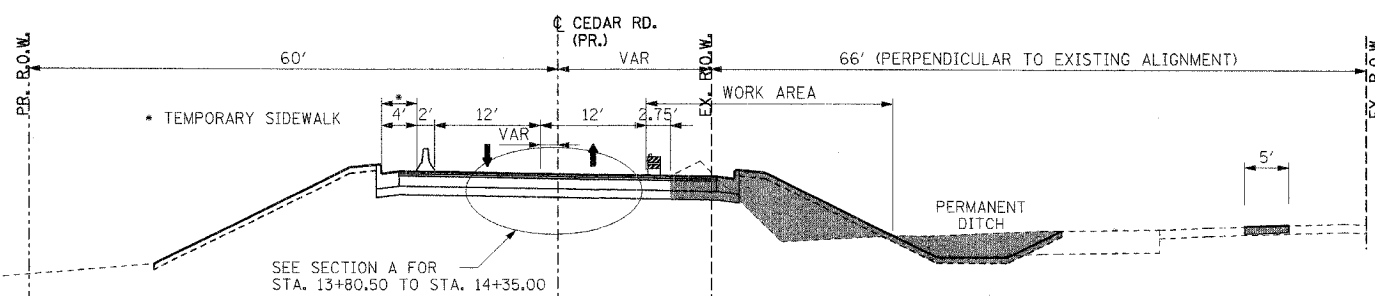
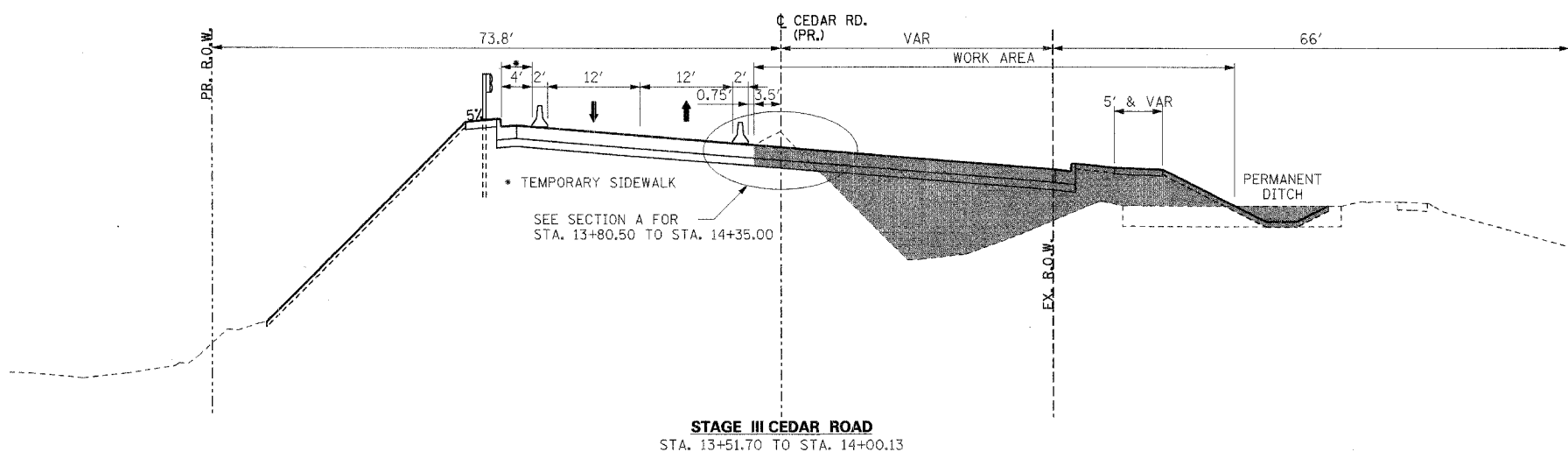
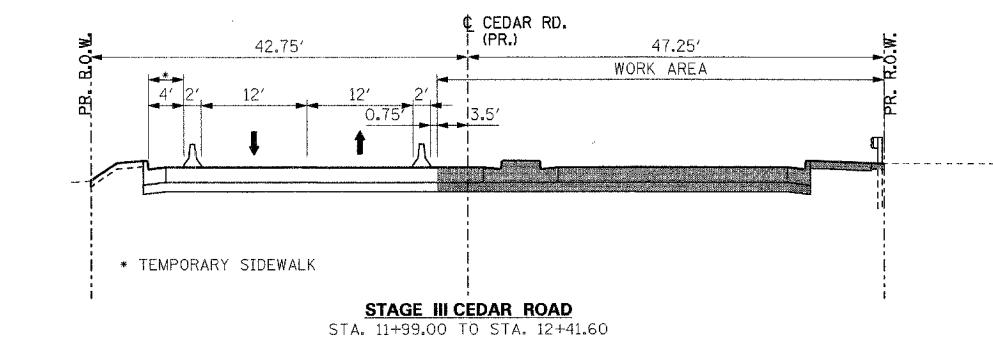
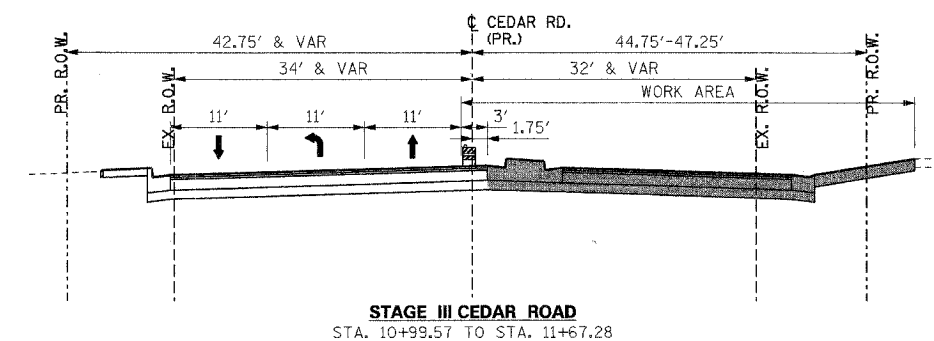
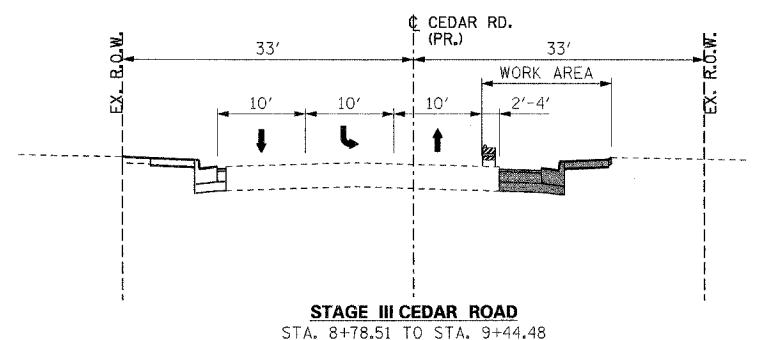
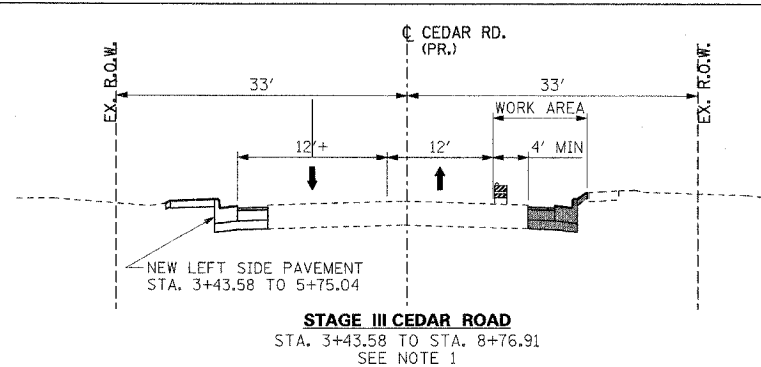
CONTRACT NO: 83757

STAGE III NOTES

- STAGE III TASKS:
 - WIDEN THE EAST SIDE OF CEDAR ROAD SOUTH OF U.S. ROUTE 30.
 - REMOVE THE EXISTING BRIDGE.
 - CONSTRUCT THE EASTERN PORTION OF CEDAR ROAD NORTH OF U.S. ROUTE 30.
 - COMPLETE THE EASTERN PORTION OF THE PROPOSED BRIDGE.
- SEE SHEET 30 FOR THE STAGE III PLAN VIEW.
- THE FOLLOWING STATIONS ARE NOT SHOWN ON THIS SHEET:
 - 9+44.48 TO 10+99.57 (U.S. ROUTE 30)
 - 11+67.28 TO 11+99.00 (RAILROAD OMISSION)

LEGEND

-  WORK THIS STAGE
-  TYPE II BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  STAGE TRAFFIC



REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**CONSTRUCTION STAGING
STAGE III
TYPICAL SECTIONS & NOTES**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KDA

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/LANDSCAPE ARCHITECTS
395 N. MICHIGAN AVE. CHICAGO, IL 60611
TELEPHONE: 312.587.0000

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


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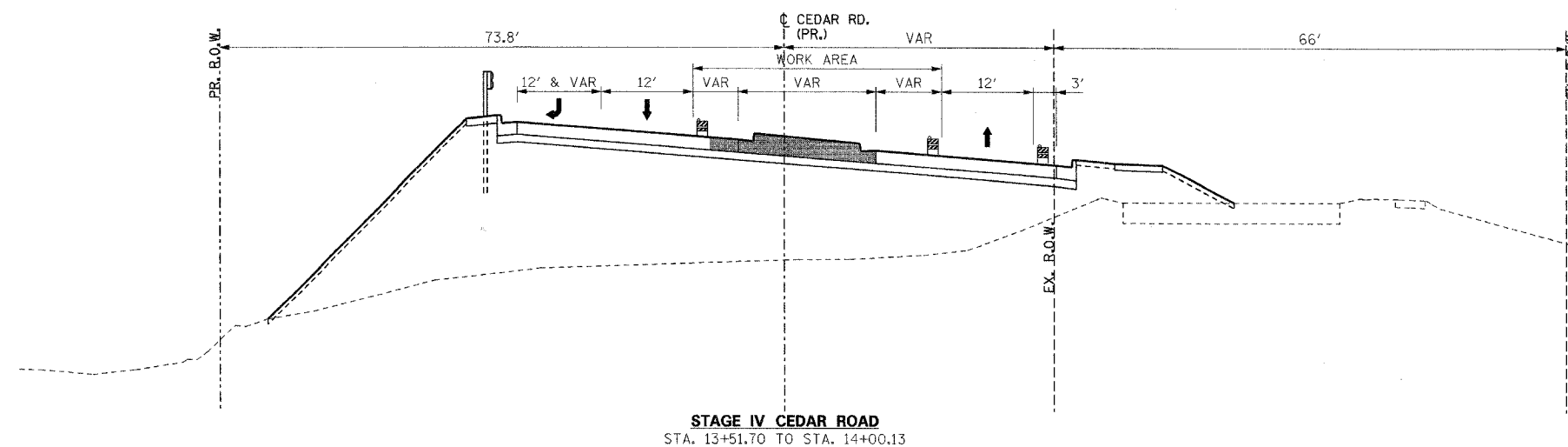
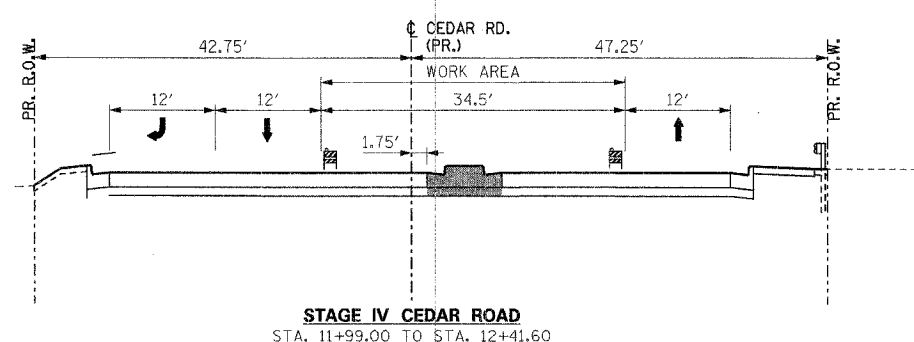
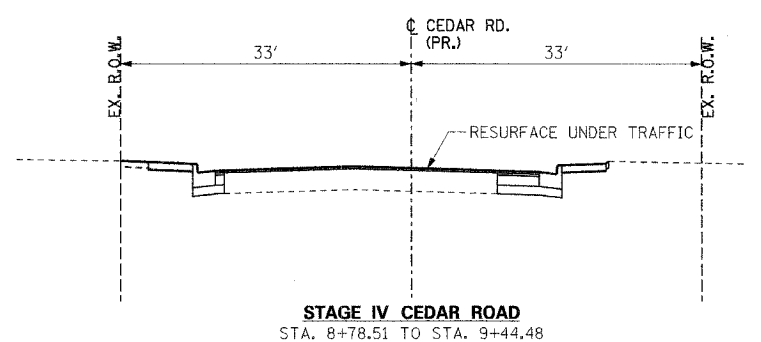
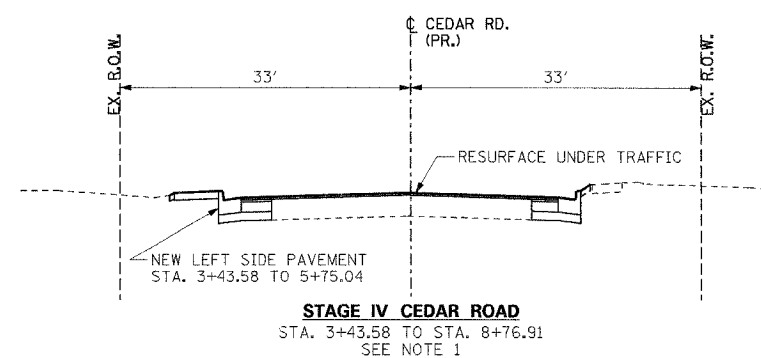
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	31
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO: 83757				

STAGE IV NOTES

- DURING STAGE IV, REMOVE TEMPORARY PAVEMENT FROM STAGE I, ADD THE RAISED MEDIAN TO THE BRIDGE AND APPROACH PAVEMENTS NORTH OF THE RAILROAD AND RESURFACE CEDAR ROAD SOUTH OF U.S. ROUTE 30 UNDER TRAFFIC.
- RESURFACE CEDAR ROAD SOUTH OF U.S. 30 THROUGH DAY-TIME ONLY, UNDER TRAFFIC OPERATIONS.
- SEE SHEET 37 FOR THE STAGE IV PLAN VIEW.
- THE FOLLOWING STATIONS ARE NOT SHOWN ON THIS SHEET:
12+41.60 TO 13+51.70 (BRIDGE)

LEGEND

-  WORK THIS STAGE
-  TYPE II BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  STAGE TRAFFIC



REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**CONSTRUCTION STAGING
STAGE IV
TYPICAL SECTIONS & NOTES**

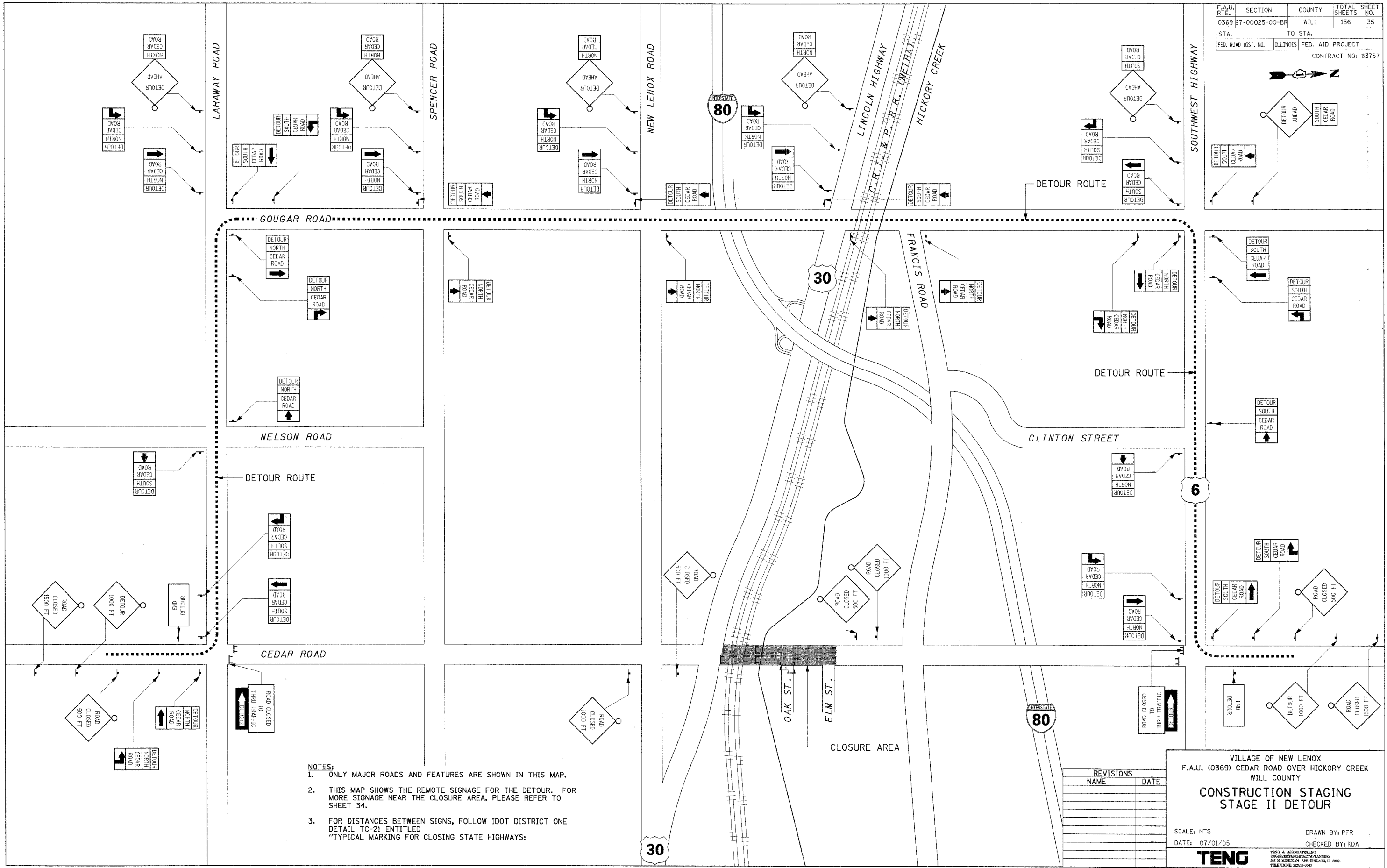
SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KDA

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
765 N. MICHIGAN AVE. CHICAGO, IL 60610
TELEPHONE: 312.644.6666

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- NOTES:**
1. ONLY MAJOR ROADS AND FEATURES ARE SHOWN IN THIS MAP.
 2. THIS MAP SHOWS THE REMOTE SIGNAGE FOR THE DETOUR. FOR MORE SIGNAGE NEAR THE CLOSURE AREA, PLEASE REFER TO SHEET 34.
 3. FOR DISTANCES BETWEEN SIGNS, FOLLOW IDOT DISTRICT ONE DETAIL TC-21 ENTITLED "TYPICAL MARKING FOR CLOSING STATE HIGHWAYS:

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

CONSTRUCTION STAGING STAGE II DETOUR

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: KDA

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







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ENGINEERS/ARCHITECTS/PLANNERS
300 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.984.0000

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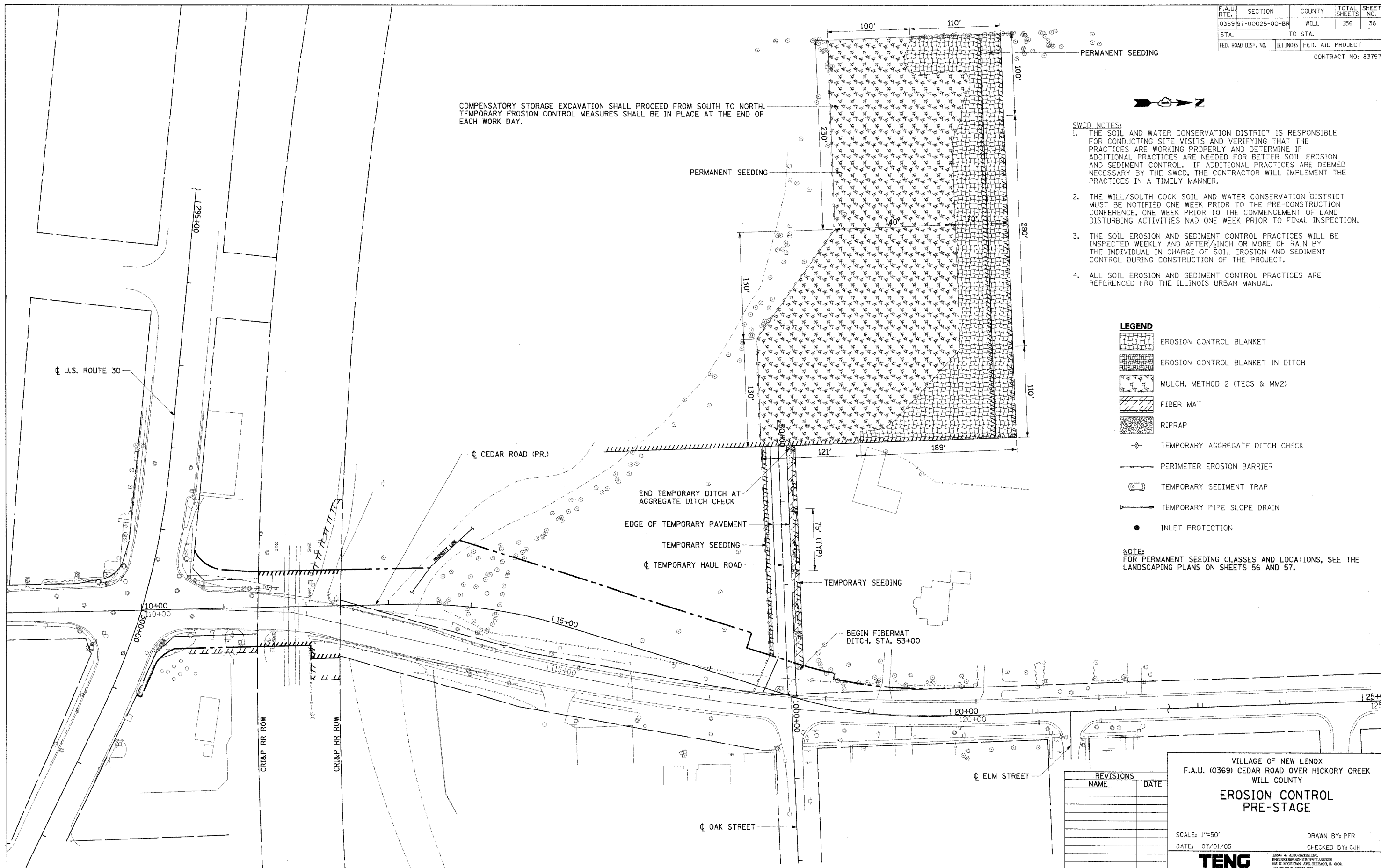
F.A.U. R/E:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	WILL	156	38
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT NO: 83757				

COMPENSATORY STORAGE EXCAVATION SHALL PROCEED FROM SOUTH TO NORTH. TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE AT THE END OF EACH WORK DAY.

- SWCD NOTES:**
1. THE SOIL AND WATER CONSERVATION DISTRICT IS RESPONSIBLE FOR CONDUCTING SITE VISITS AND VERIFYING THAT THE PRACTICES ARE WORKING PROPERLY AND DETERMINE IF ADDITIONAL PRACTICES ARE NEEDED FOR BETTER SOIL EROSION AND SEDIMENT CONTROL. IF ADDITIONAL PRACTICES ARE DEEMED NECESSARY BY THE SWCD, THE CONTRACTOR WILL IMPLEMENT THE PRACTICES IN A TIMELY MANNER.
 2. THE WILL/SOUTH COOK SOIL AND WATER CONSERVATION DISTRICT MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO FINAL INSPECTION.
 3. THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OR MORE OF RAIN BY THE INDIVIDUAL IN CHARGE OF SOIL EROSION AND SEDIMENT CONTROL DURING CONSTRUCTION OF THE PROJECT.
 4. ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL.

- LEGEND**
-  EROSION CONTROL BLANKET
 -  EROSION CONTROL BLANKET IN DITCH
 -  MULCH, METHOD 2 (TECS & MM2)
 -  FIBER MAT
 -  RIPRAP
 -  TEMPORARY AGGREGATE DITCH CHECK
 -  PERIMETER EROSION BARRIER
 -  TEMPORARY SEDIMENT TRAP
 -  TEMPORARY PIPE SLOPE DRAIN
 -  INLET PROTECTION

NOTE:
FOR PERMANENT SEEDING CLASSES AND LOCATIONS, SEE THE LANDSCAPING PLANS ON SHEETS 56 AND 57.



REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**EROSION CONTROL
PRE-STAGE**

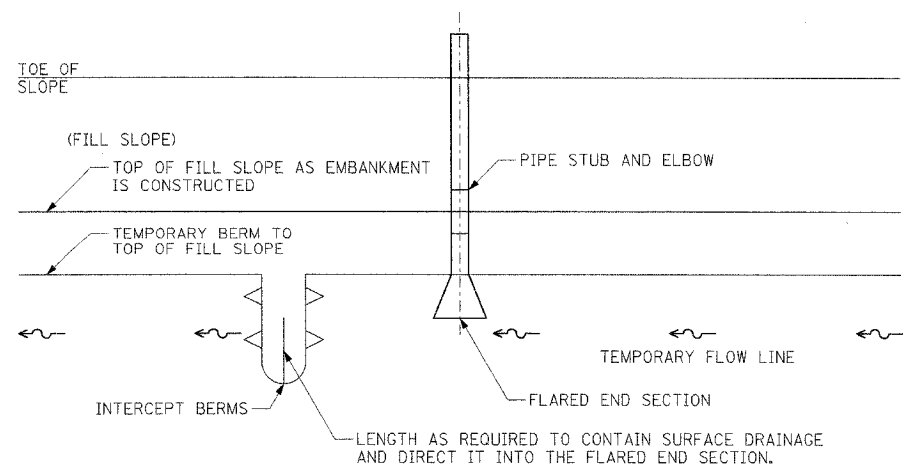
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DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: C.J.H.

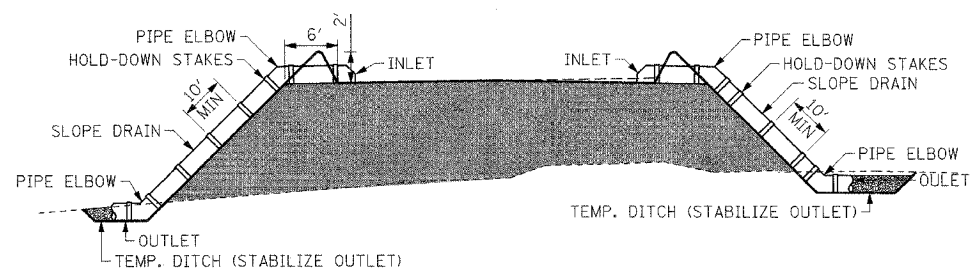
TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
365 N. MICHIGAN AVE. CHICAGO, IL 60610
TEL: 312.587.1000 FAX: 312.587.1001

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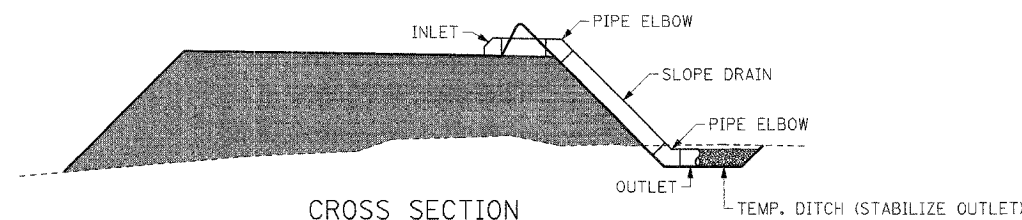
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	42
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO: 83757				



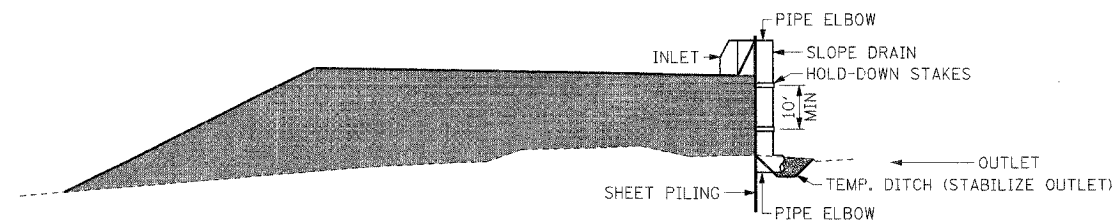
PLAN



CROSS SECTION
 STA. 16+10 RT (STAGE II)
 STA. 17+00 RT (STAGE II)
 STA. 17+10 RT (STAGE II)
 STA. 17+20 RT (STAGE II)



CROSS SECTION
 STA. 13+98 RT (STAGES I & II)
 STA. 14+40 RT (STAGE III)
 STA. 14+60 RT (STAGES I & II)
 STA. 14+80 RT (STAGE III)



CROSS SECTION
 STA. 15+50 RT (STAGES I & II)
 STA. 16+58.11 RT (STAGE I)

TEMPORARY PIPE SLOPE DRAINS

TEMPORARY PIPE SLOPE DRAIN NOTES:

1. THE TEMPORARY SLOPE DRAIN SHALL BE USED AT THE TOP OF THE FILL SLOPE DURING EMBANKMENT CONSTRUCTION AT LOCATIONS SHOWN ON THE PLANS. THIS PREVENTS EXCESSIVE EROSION PRIOR TO SHOULDER CONSTRUCTION AND SLOPE SEEDING/MULCHING.
2. THE ENGINEER SHALL DIRECT CONSTRUCTION BASED ON THE DIMENSIONS AND LOCATIONS SHOWN IN THE DETAIL OR THE PLANS. THEY SHOULD BE PLACED AT LOCATIONS SHOWN ON THE PLANS.
3. ALL TEMPORARY SLOPE DRAINS SHALL DISCHARGE INTO THE BACK OF THE SEDIMENT BASINS OR DITCHES DISCHARGING INTO TRAPS OR BASINS. SUCH DITCHES SHALL BE STABILIZED AND NOT AN EXPOSED SOIL DITCH.
4. PIPES ON SLOPES SHALL BE SECURED THROUGH THE USE OF HOLD-DOWN STAKES WITH A MAXIMUM SPACING OF 10 FEET. PIPES ATTACHED TO THE SHEET PILING SHALL BE SECURED USING A METHOD APPROVED BY THE ENGINEER.
5. STAPLES SHALL BE USED TO ANCHOR THE FILTER FABRIC AND SHALL BE UNIFORMLY SPACED AT APPROXIMATELY ONE FOOT INTERVALS.
6. CONDUIT MATERIAL SHALL BE HEAVY DUTY FLEXIBLE MATERIAL SUCH AS NON-PERFORATED CORRUGATED PLASTIC TUBING OR SPECIALLY DESIGNED FLEXIBLE TUBING.
7. THE FLARED END SECTION SHALL MEET THE REQUIREMENTS AS SHOWN ON ILLINOIS URBAN MANUAL STANDARD DRAWING IL-545.
8. THE CONTRACTOR SHALL PLACE GEOTEXTILE AROUND THE METAL END SECTION TO PREVENT BLOW-OUTS.

REVISIONS	
NAME	DATE

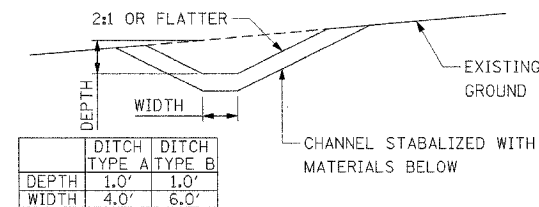
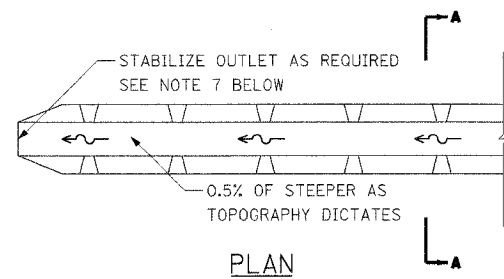
VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY
**EROSION CONTROL
 DETAILS I**

SCALE: NTS
 DATE: 07/01/05

DRAWN BY: PFR
 CHECKED BY: CJH

TENG

TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 300 N. MICHIGAN AVE., CHICAGO, IL 60601
 TELEPHONE: 312.642.4000



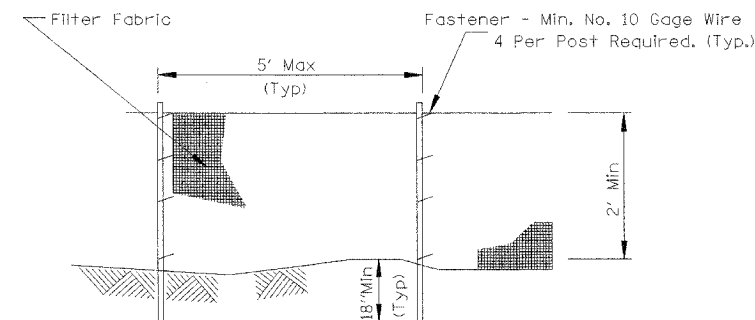
SECTION A-A

FLOW CHANNEL STABILIZATION			
TYPE OF TREATMENT	CHANNEL GRADE	TYPE A (5 AC OR LESS)	TYPE B (5 AC - 10 AC)
1	0.5%-5.0%	SEED & EROSION BLANKET	SEED & EROSION BLANKET
2	5.1%-8.0%	CA-3 AGGREGATE	RIPRAP
3	8.1%-20.0%	LINED RIPRAP SIZE 4"-8" THICKNESS	ENGINEERED DESIGN

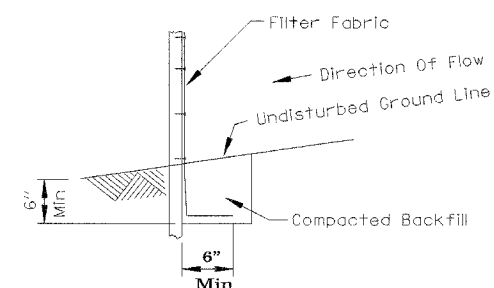
TEMPORARY DITCH

TEMPORARY DITCH NOTES:

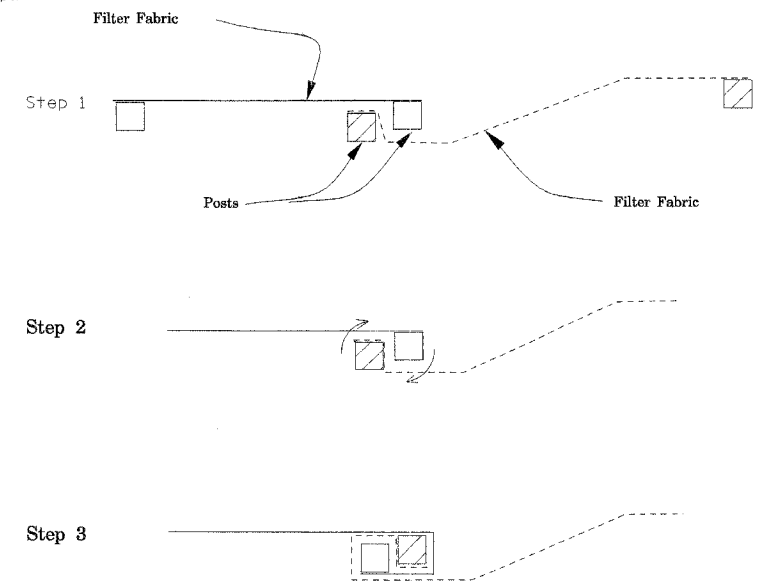
- THE TEMPORARY DITCH, WITHIN STAGE I, IS LOCATED APPROXIMATELY BETWEEN STATIONS 13+44 RT AND 16+20 RT.
- ALL TEMPORARY DITCHES SHALL HAVE AN UNINTERRUPTED DOWN-GRADE TO AN OUTLET.
- DIVERTED RUNOFF FROM A DISTURBED AREA SHALL BE CONVEYED TO A SEDIMENT TRAPPING DEVICE.
- DIVERTED RUNOFF FROM AN UNDISTURBED AREA SHALL OUTLET DIRECTLY INTO AN UNDISTURBED STABILIZED AREA AT A NON-EROSIVE VELOCITY.
- ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE DITCH.
- THE DITCH SHALL BE EXCAVATED OR SHAPED TO LINE, GRADE AND CROSS SECTION AS REQUIRED TO MEET THE CRITERIA SPECIFIED HEREIN. IT SHALL BE FREE OF BANK PROJECTIONS AND OTHER IRREGULARITIES WHICH WILL IMPEDE NORMAL FLOW.
- ALL EARTH REMOVED AND NOT NEEDED FOR CONSTRUCTION SHALL BE PLACED SO THAT IT WILL NOT INTERFERE WITH THE FUNCTIONING OF THE DITCH.
- STABILIZATION SHALL BE PER THE FLOW CHANNEL STABILIZATION CHART ABOVE:
 - AGGREGATE DITCH TO BE IN A LAYER AT LEAST 3" IN THICKNESS AND BE PRESSED INTO THE SOIL WITH CONSTRUCTION EQUIPMENT.
 - RIPRAP TO BE CLASS 3 IN A LAYER AT LEAST 8" THICK ABOVE WHAT IS PRESSED INTO THE SOIL.
 - APPROVED EQUIVALENTS CAN BE SUBSTITUTED FOR ANY OF THE ABOVE MATERIALS.



ELEVATION



FABRIC ANCHOR DETAIL



ATTACHING TWO SILT FENCES

SILT FILTER FENCE

ELEVATION AND FABRIC ANCHOR NOTES:

- TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
- FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE TABLE 1 OR 2, CLASS WITH EQUIVALENT OPENING OF AT LEAST 80 FOR NON-WOVEN AND 50 FOR WOVEN.
- FENCE POSTS SHALL BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 8.0 SQUARE INCHES.

ELEVATION AND FABRIC ANCHOR NOTES:

- PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
- ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
- DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.

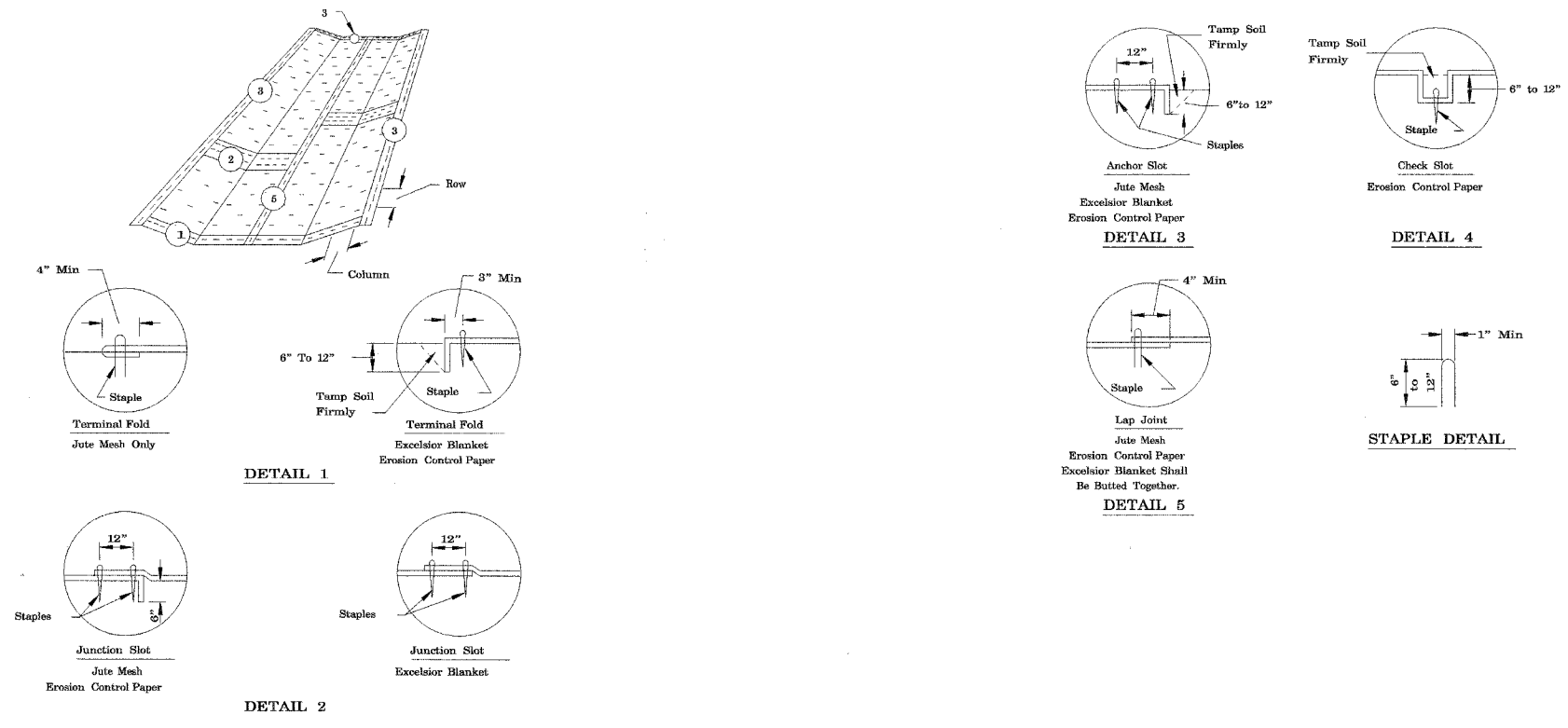
REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY
**EROSION CONTROL
DETAILS II**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: CJH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS ARCHITECTS PLANNERS
280 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.881.4100



EROSION CONTROL BLANKET

NOTES:

1. ON EROSION CONTROL PAPER, CHECK SLOTS, IN DITCH CHANNEL SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
2. STAPLES ARE TO BE PLACED ALTERNATIVELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 8' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'x225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'x150' ROLL OF MATERIAL.
3. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
4. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

EROSION CONTROL DETAILS III

SCALE: NTS DRAWN BY: PFR
DATE: 07/01/05 CHECKED BY: CJH

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
301 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312-587-6000

SCHEDULE OF REMOVED EXISTING STRUCTURES					
NO.	DESCRIPTION	STATION	OFFSET		SHEET
R1	CATCH BASIN	5+96.37	24.89	LT	46
R2	CATCH BASIN	6+35.30	12.48	RT	46
R3	CATCH BASIN	13+86.08	28.22	RT	46
R4	CATCH BASIN	14+30.40	76.07	RT	46
R5	CATCH BASIN	14+37.06	48.81	RT	46
R6	CATCH BASIN	14+64.31	84.52	RT	46
R7	CATCH BASIN	15+47.43	44.53	RT	46
R8	CATCH BASIN	15+99.79	37.80	RT	46
R9	CATCH BASIN	16+03.48	65.36	RT	48
R10	CATCH BASIN	16+75.07	26.11	RT	48
R11	MANHOLE	16+98.60	10.67	RT	48
R12	CATCH BASIN	18+16.84	76.79	RT	48
R13	CATCH BASIN	18+44.22	37.85	RT	48
R14	CATCH BASIN	18+46.05	7.58	LT	48
R15	CATCH BASIN	20+31.30	16.51	LT	48
R16	CATCH BASIN	21+06.49	11.64	RT	48
R17	CATCH BASIN	21+16.48	19.18	RT	48
R18	CATCH BASIN	21+81.28	11.98	RT	48
R19	CATCH BASIN	21+80.66	15.82	LT	48

SCHEDULE OF ADJUSTED STRUCTURES																	
NO.	DESCRIPTION	STATION	OFFSET	EX. RIM	PR. RIM	NORTH INVERT		SOUTH INVERT		EAST INVERT		WEST INVERT		SHEET			
						PIPE	INVERT	SIDE	PIPE	INVERT	SIDE	PIPE	INVERT		SIDE	PIPE	INVERT
70	CATCH BASIN	9+75.61	38.22	LT	638.21	637.79								46			
71	CATCH BASIN	10+44.12	22.40	LT	638.78	638.13								46			
72	CATCH BASIN	10+46.72	39.74	LT	638.62	637.78								46			
73	MANHOLE (UTILITY)	11+12.51	54.85	RT	634.19	635.98								46			
74	MANHOLE	17+19.04	54.25	RT	627.70	627.32	EX	620.39	N	EX	619.95	S		48			
75	SANITARY MANHOLE	17+24.36	72.53	RT	627.70	627.42								48			
76	SANITARY MANHOLE	18+44.22	37.85	RT	629.78	629.51								48			
77	MANHOLE	18+74.42	25.53	RT	631.55	632.14	EX	624.00	N	EX	620.70	S		48			
78	MANHOLE	20+03.66	20.27	RT	634.08	634.05								48			
79	MANHOLE	21+38.71	30.77	RT	634.82	634.97	EX	15	628.92	NE	SEE RECON BELOW			48			
80	MANHOLE	21+59.30	40.62	RT	635.15	636.37			EX	15	628.80	SW	EX	15	629.03	E	48
81	CATCH BASIN	22+32.37	20.13	RT	634.55	634.95			EX	12	632.32	SW	EX	6	632.33	E	48

SCHEDULE OF RECONSTRUCTED EXISTING STRUCTURES																	
NO.	DESCRIPTION	STATION	OFFSET		ADD OPENING		DELETE OPENING		ADD OPENING		DELETE OPENING		SHEET				
					PIPE	INVERT	SIDE	PIPE	INVERT	SIDE	PIPE	INVERT		SIDE	PIPE	INVERT	SIDE
79	MAN RECON NEW TIF CL	21+38.71	30.77	RT	131	628.30	SW	R114	627.70	SW				48			
91	MAN RECON NEW TIF CL	21+76.26	19.31	RT	133	631.75	S	R118	631.48	W				48			
92	MAN RECON NEW TIF CL	21+67.73	27.26	LT	132	630.30	NE	R116	TBD*	NE	130	629.75	SE	R115	TBD*	SE	48

* DELETED OPENING INVERT TO BE DETERMINED BY CONTRACTOR

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY
**DRAINAGE & UTILITIES
STRUCTURE SCHEDULE I**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: CJH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
305 N. MICHIGAN AVE. CHICAGO, IL 60610
TELEPHONE: 312-642-4000

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F.A.U. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	156	51
STA. TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

CONTRACT NO: 83757

SCHEDULE OF NEW STRUCTURES																			
NO.	DESCRIPTION	STATION	OFFSET	PR. RIM	INNER DIA. (FT)	NORTH INVERT			SOUTH INVERT			EAST INVERT			WEST INVERT			INLET PROT.	SHEET
						PIPE	INVERT	SIDE	PIPE	INVERT	SIDE	PIPE	INVERT	SIDE	PIPE	INVERT	SIDE		
3	CB TA 4 DIA TB 24F&G	10+44.62	41.99	RT	638.40	4.0	101	633.79	N										46
4	CB TA 4 DIA TB 24F&G	11+14.60	36.25	RT	635.52	4.0				101	631.67	S			102	631.17	W		46
5	CB TA 4 DIA TB 24F&G	10+72.60	48.49	LT	636.99	4.0	103	631.79	N										46
6	CB TA 4 DIA TB 24F&G	11+34.19	34.25	LT	635.21	4.0				103	631.22	S	105	630.72	E				46
7	CB TA 4 DIA TB 24F&G	11+34.19	0.25	LT	635.49	4.0							106	629.50	E	105	630.49	W	46
8	CB TA 4 DIA TB 24F&G	11+34.19	10.25	RT	635.26	4.0							107	628.91	E	106	629.41	W	46
9	MAN TA 5 DIA T1F CL	11+26.49	20.47	RT	635.34	5.0	104	623.72	N				102	630.54	E	107	628.79	W	46
10	CB TA 4 DIA TB 24F&G	12+27.18	36.25	RT	632.88	4.0									108	630.10	W		46
11	MAN TA 5 DIA T1F CL	12+24.70	24.47	RT	632.83	5.0	110	623.30	N	104	623.50	S	108	629.97	E	109	628.70	W	46
12	INLETS TA T24F&G	12+37.01	0.25	LT	632.54	2.0							109	628.84	E				46
13	MAN TA 5 DIA T24F&G	14+23.72	9.66	LT	631.62	5.0							113	619.25	E	112	619.00	W	46
14	PRC FLAR END SEC 24	13+88.19	67.62	LT	618.00	-	111	618.00	N										46
15	MAN TA 10 DIA T1F CL	14+07.33	46.60	LT	629.00	10.0	116	618.75	N	111	618.50	S	112	618.75	E				46
16	MAN TA 5 DIA T24F&G	14+35.00	21.07	RT	630.31	5.0	115	620.40	N				114	619.75	E	113	619.50	W	46
17	MAN TA 5 DIA T1F CL	14+64.26	84.59	RT	626.05	5.0	EX	619.90	N						114	619.85	W		46
18	CB TA 4 DIA TB 24F&G	14+93.66	19.55	RT	630.09	4.0				115	621.01	S							46
19	INLETS TA T24F&G	16+21.44	18.00	RT	630.00	2.0	117	623.57	N										48
20	INLETS TA T24F&G	16+74.16	18.00	LT	629.63	2.0	118	623.13	N										48
21	MAN TA 10 DIA T1F CL	16+89.16	27.38	LT	628.88	10.0	121	621.00	N	116	619.05	S	120	622.80	E				48
22	CB TA 4 DIA TB 24F&G	16+89.16	18.00	LT	629.57	4.0				118	623.05	S	119	622.95	E	120	622.85	W	48
23	CB TA 4 DIA TB 24F&G	16+89.16	18.00	RT	629.79	4.0				117	623.23	S			119	623.13	W		48
24	MAN TA 5 DIA T1F CL	17+71.69	42.83	RT	626.25	5.0	EX	620.51	N	EX	620.51	S	122	622.80	NE				48
25	(NOT USED)																		
26	CB TA 4 DIA TB 24F&G	18+15.65	73.27	RT	629.61	4.0	124	623.18	NW	122	623.08	SW							48
27	INLETS TA T24F&G	18+33.19	61.23	RT	629.81	2.0				124	623.29	SE							48
28	CB TA 4 DIA TB 24F&G	18+46.27	18.00	LT	630.36	4.0				121	624.11	S							48
29	MAN TA 4 DIA T24F&G	20+30.67	16.95	RT	633.98	4.0	126	626.50	N	EX	626.40	S			125	627.10	W		48
30	INLETS TA T24F&G	20+31.37	17.08	LT	633.06	2.0							125	627.27	E				48
31	CB TA 4 DIA TB 24F&G	21+18.39	16.59	RT	634.69	4.0	130	628.70	NW	126	627.75	S	131	628.00	NE				48
32	CB TA 4 DIA TB 24F&G	21+68.48	15.70	RT	634.55	4.0	133	631.65	NE						127	631.55	W		48
33	CB TA 4 DIA TB 24F&G	22+09.70	14.74	LT	634.51	4.0				128	631.05	S	129	631.15	E				48
34	INLETS TA T24F&G	22+09.70	12.63	RT	634.54	2.0									129	631.30	W		48
35	CB TA 4 DIA TB 24F&G	21+80.66	15.82	LT	634.52	4.0	128	630.90	N	127	630.90	E			132	630.65	SW		48
36	MET END SEC 12	13+36.96	77.39	RT	623.41	-	134	623.41	N										46
37	MET END SEC 12	13+94.42	76.27	RT	624.00	-	135	624.00	N										46
38	MET END SEC 12	14+51.31	60.75	RT	624.24	-				135	624.24	S							46
39	MET END SEC 12	15+06.51	49.33	RT	624.53	-	136	624.53	N										46
40	MET END SEC 12	15+61.18	40.54	RT	624.80	-				136	624.80	S							46
41	MET END SEC 12	16+29.01	40.68	RT	625.40	-	137	625.40	N										48
42	MET END SEC 12	16+67.99	41.75	RT	625.79	-				137	625.79	S							48
43	MET END SEC 12	17+15.90	41.84	RT	626.16	-	138	626.16	N										48
44	MET END SEC 12	17+59.90	41.84	RT	626.60	-				138	626.60	S							48
SA	OPENING IN SOUTH ABUTMENT	12+34.31	27.22	RT		0.0				110	623.00	S							48
RW	PR. RETAINING WALL (NE)	13+56.03	77.53	RT		0.0				134	623.50	S							48

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

**DRAINAGE & UTILITIES
STRUCTURE SCHEDULE II**

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: CJH

TENG
TENG & ASSOCIATES, INC.
ENGINEERS, ARCHITECTS, PLANNERS
200 N. MICHIGAN AVE., CHICAGO, IL 60601
TEL: 312.329.8000

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR	WILL	156	52
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO: 83757				

SCHEDULE OF NEW PIPES								
NO.	DESCRIPTION	DIAMETER (IN)	LENGTH (FT)	SLOPE	FROM STRUCT.	TO STRUCT.	TRENCH BACKFILL (CU YD)	SHEET
101	STORM SEW CL A 2 12	12	70.22	3.02%	3	4	32.80	46
102	STORM SEW CL A 2 15	15	21.39	2.95%	4	9	11.86	46
103	STORM SEW CL A 2 12	12	63.21	0.90%	5	6	173.42	46
104	STORM SEW CL A 3 30	30	98.29	0.22%	9	11	173.42	46
105	STORM SEW CL A 2 15	15	36.00	0.64%	6	7	20.62	46
106	STORM SEW CL A 2 18	18	10.50	0.86%	7	8	8.06	46
107	STORM SEW CL A 2 18	18	12.80	0.94%	8	9	10.63	46
108	STORM SEW CL A 1 12	12	14.00	0.93%	10	11	4.59	46
109	STORM SEW CL A 2 12	12	27.62	0.51%	12	11	12.04	46
110	STORM SEW CL A 2 30	30	10.00	3.00%	11	SA	16.13	46
111	STORM SEW CL A 3 24	24	28.43	1.76%	15	14	0.00	46
112	STORM SEW CL A 3 15	15	40.41	0.62%	13	15	52.56	46
113	STORM SEW CL A 3 36	36	35.09	0.71%	16	13	76.99	46
114	STORM SEW CL A 3 36	36	67.67	0.15%	17	16	5.56	46
115	STORM SEW CL A 2 21	21	58.69	1.04%	18	16	76.06	46
116	STORM SEW CL A 3 72	72	282.48	0.11%	21	15	0.00	46
117	STORM SEW CL A 2 15	15	67.73	0.50%	19	23	51.70	46
118	STORM SEW CL A 2 15	15	15.03	0.53%	20	22	11.50	48
119	STORM SEW CL A 2 15	15	40.00	0.45%	23	22	31.16	48
120	STORM SEW CL A 2 15	15	7.38	0.68%	22	21	3.51	48
121	STORM SEW CL A 2 15	15	157.28	1.98%	28	21	0.00	48
122	STORM SEW CL A 2 15	15	54.63	0.51%	26	24	6.16	48
123	(NOT USED)							
124	STORM SEW CL A 2 15	15	21.86	0.50%	27	26	16.64	48
125	STORM SEW CL A 2 15	15	37.04	0.46%	30	29	27.63	48
126	STORM SEW CL A 2 21	21	87.72	1.42%	31	29	87.86	48
127	STORM SEW CL A 2 15	15	35.66	1.82%	32	35	14.88	48
128	STORM SEW CL A 2 15	15	29.06	0.52%	33	35	12.84	48
129	STORM SEW CL A 2 15	15	30.37	0.49%	34	33	12.62	48
130	STORM SEW CL A 2 21	21	67.35	1.56%	92	31	41.88	48
131	STORM SEW CL A 2 15	15	23.69	1.27%	79	31	18.56	48
132	STORM SEW CL A 2 18	18	16.01	2.19%	35	92	2.84	48
133	STORM SEW CL A 2 15	15	8.58	1.17%	91	32	3.41	48
134	P CUL 1 CS/A CP 12	12	18.00	0.50%	RW	36	0.00	46
135	P CUL 1 CS/A CP 12	12	48.00	0.50%	38	37	0.00	46
136	P CUL 1 CS/A CP 12	12	54.00	0.50%	40	39	0.00	46
137	P CUL 1 CS/A CP 12	12	39.00	1.00%	42	41	0.00	48
138	P CUL 1 CS/A CP 12	12	44.00	1.00%	44	43	0.00	48

SCHEDULE OF PIPE REMOVAL					
NO.	DESCRIPTION	DIAMETER (IN)	LENGTH (FT)	TRENCH BACKFILL (CU YD)	SHEET
R101	STORM SEWER REM 24	24	33.00	36.58	45
R102	STORM SEWER REM 42	42	181.00	301.71	45
R103	STORM SEWER REM 12	12	12.00	4.68	45
R104	STORM SEWER REM 12	12	14.00	6.84	45
R105	STORM SEWER REM 12	12	34.00	14.44	45
R106	STORM SEWER REM 12	12	26.00	9.82	45
R107	STORM SEWER REM 12	12	4.00	1.78	45
R108	STORM SEWER REM 12	12	24.00	4.74	45
R109	STORM SEWER REM 12	12	34.00	12.76	45
R110	STORM SEWER REM 12	12	32.00	14.22	45
R111	STORM SEWER REM 12	12	32.00	20.75	45
R112	STORM SEWER REM 21	21	70.00	76.50	45
R113	STORM SEWER REM 12	12	6.00	2.67	45
R114	STORM SEWER REM 15	15	20.00	17.75	45
R115	STORM SEWER REM 36	36	65.00	73.15	45
R116	STORM SEWER REM 15	15	11.00	5.41	45
R117	STORM SEWER REM 15	15	26.00	11.13	45
R118	STORM SEWER REM 15	15	5.00	2.14	45

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REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

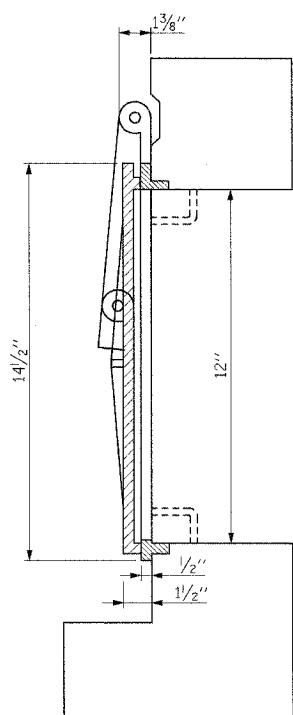
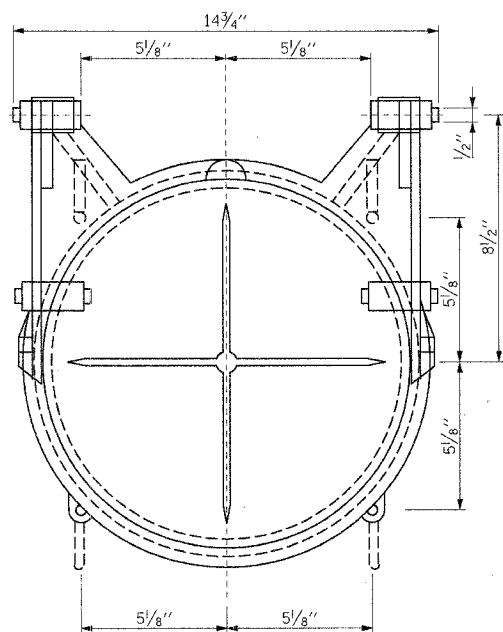
DRAINAGE & UTILITIES PIPE SCHEDULE

SCALE: NTS
DATE: 07/01/05

DRAWN BY: PFR
CHECKED BY: CJH

TENG

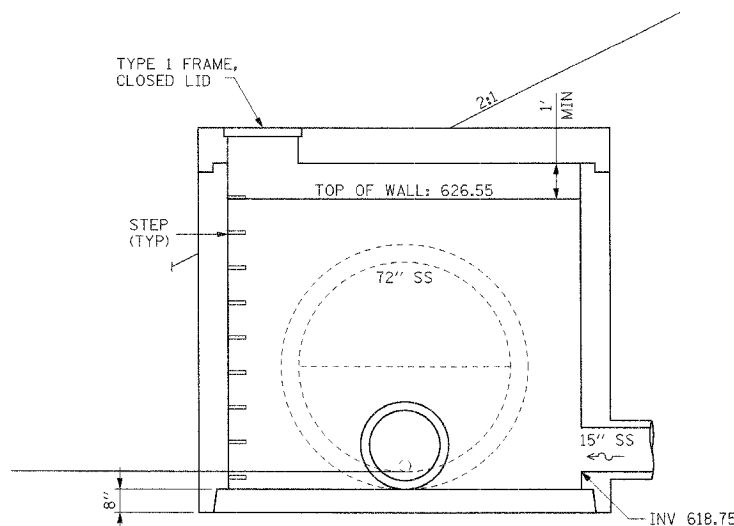
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
802 N. MICHIGAN AVE. CHICAGO, IL 60611
TELEPHONE: 312-640-0000



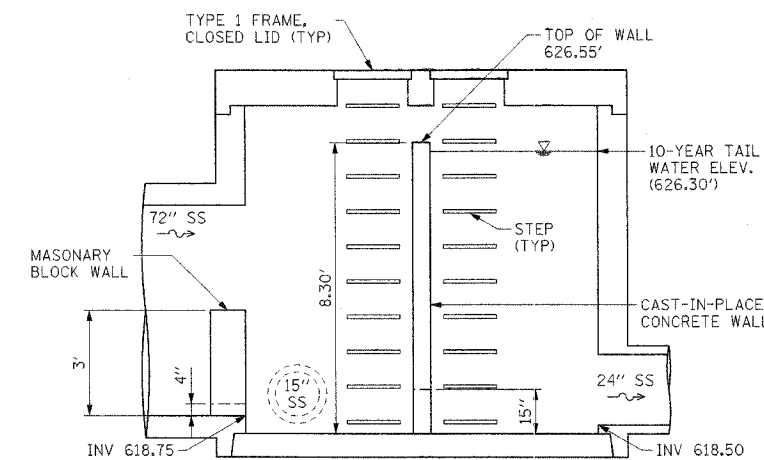
NOTES:

1. THE FLAP GATE SHALL BE A COMMERCIAL PRODUCT PRODUCED BY A RELIABLE MANUFACTURER AS APPROVED BY THE ENGINEER.
2. THE GATE SHALL BE MADE OF CAST IRON, CAST STEEL OR OTHER SUITABLE MATERIALS AS APPROVED BY THE ENGINEER.
3. THE FLAP GATE MUST WORK IN A SATISFACTORY, TROUBLE-FREE MANNER AND SHOULD WITHSTAND THE WATER PRESSURE AT THE INSTALLATION LOCATION.

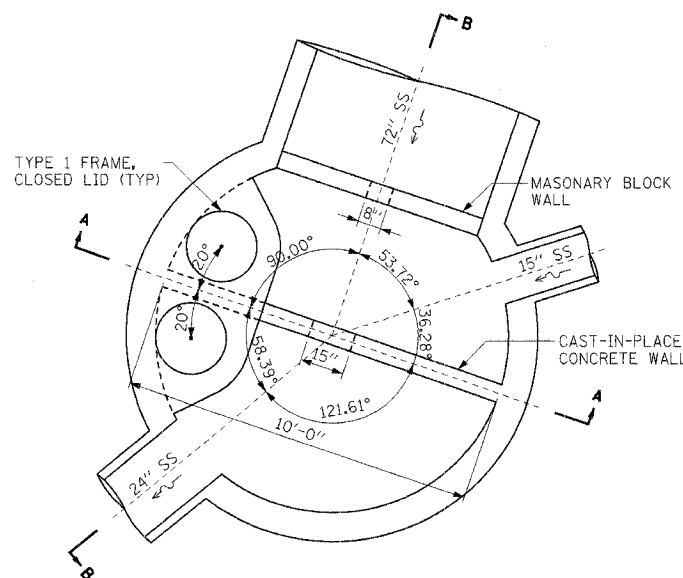
FLAP GATE 12"



SECTION A-A



SECTION B-B



PLAN

TEN-FOOT MANHOLE
AT STATION 14+07.35

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

DRAINAGE DETAILS

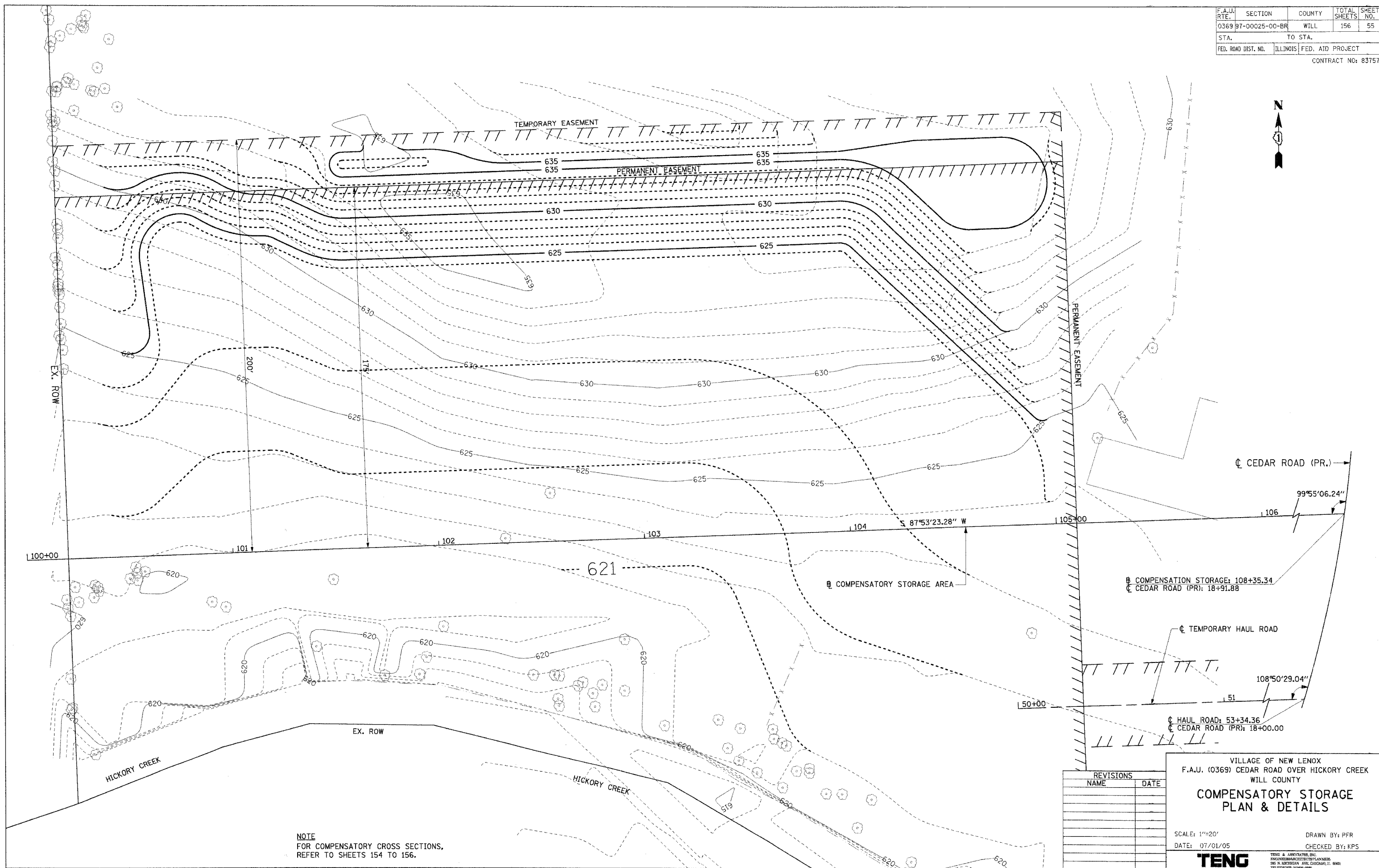
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TENGO & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
302 N. MICHIGAN AVE., CHICAGO, IL 60601
TELEPHONE: 312.919-2000

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	ILLINOIS	156	55
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO: 83757



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NOTE
 FOR COMPENSATORY CROSS SECTIONS,
 REFER TO SHEETS 154 TO 156.

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

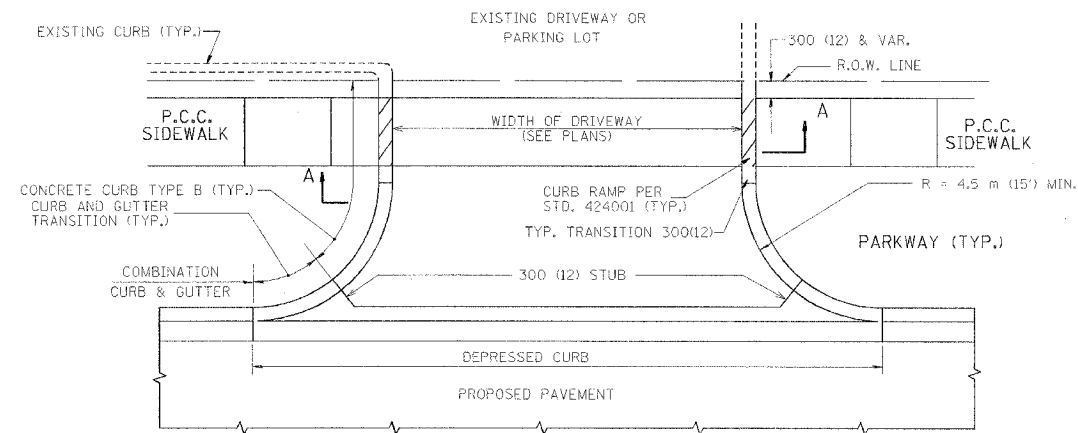
COMPENSATORY STORAGE PLAN & DETAILS

SCALE: 1"=20'
 DATE: 07/01/05

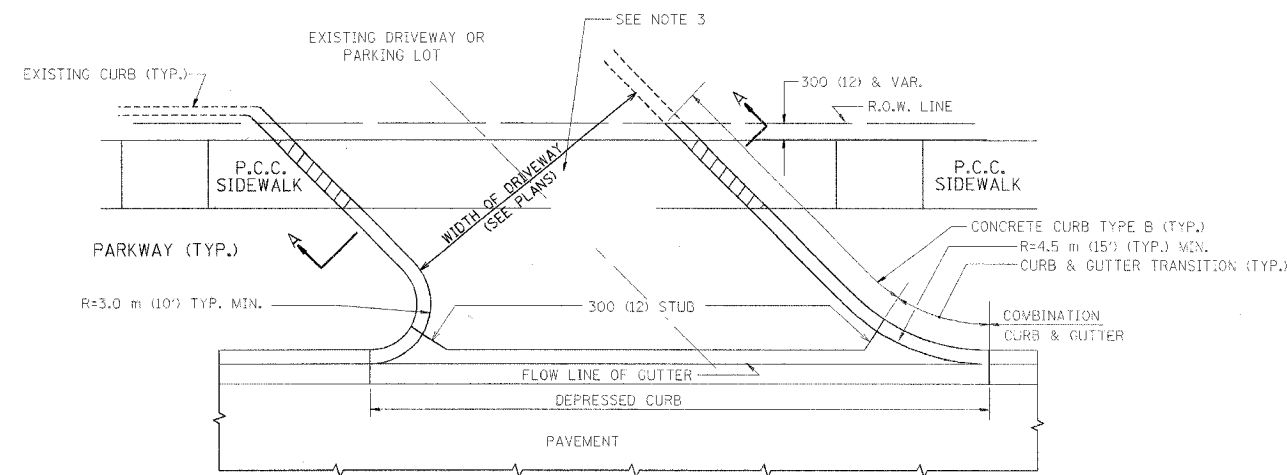
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TENG
 TENG & ASSOCIATES, INC.
 900 N. MICHIGAN AVE., CHICAGO, IL 60611
 TELEPHONE 312-888-0900

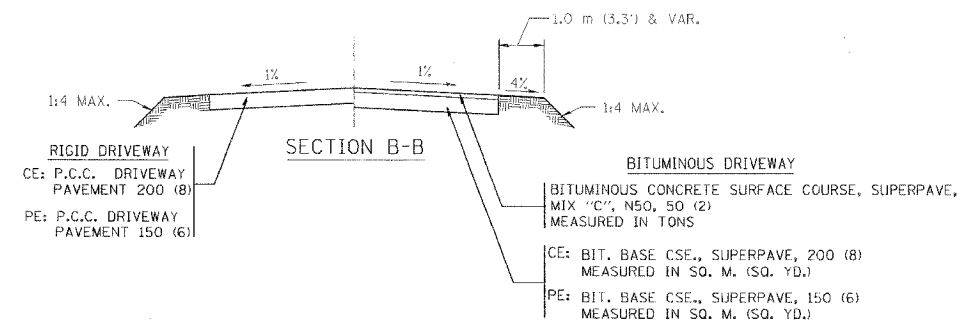
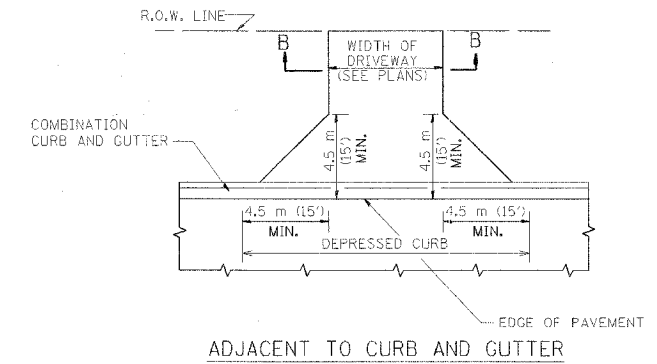
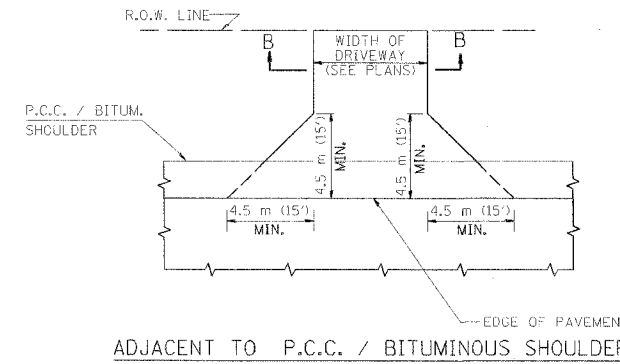
F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	58
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJ. NO.



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
 MIX "C", N50, 50 (2)
 MEASURED IN TONS
 CE: BIT. BASE CSE., SUPERPAVE, 200 (8)
 MEASURED IN SQ. M. (SQ. YD.)
 PE: BIT. BASE CSE., SUPERPAVE, 150 (6)
 MEASURED IN SQ. M. (SQ. YD.)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

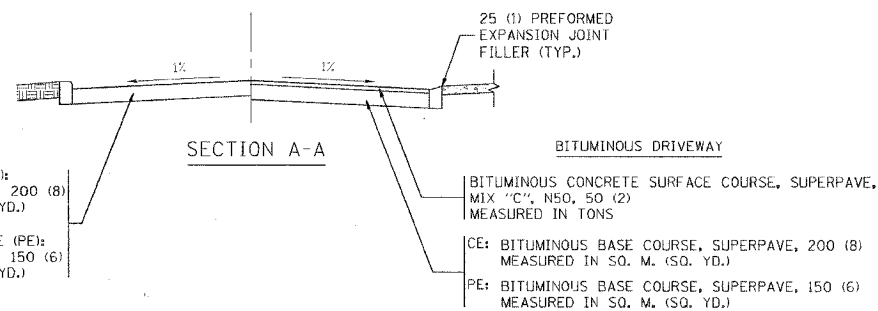
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



RIGID DRIVEWAY
 COMMERCIAL ENTRANCE (CE):
 P.C.C. DRIVEWAY PAVEMENT 200 (8)
 MEASURED IN SQ. M. (SQ. YD.)
 NON-COMMERCIAL ENTRANCE (PE):
 P.C.C. DRIVEWAY PAVEMENT 150 (6)
 MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY
 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE,
 MIX "C", N50, 50 (2)
 MEASURED IN TONS
 CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8)
 MEASURED IN SQ. M. (SQ. YD.)
 PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6)
 MEASURED IN SQ. M. (SQ. YD.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

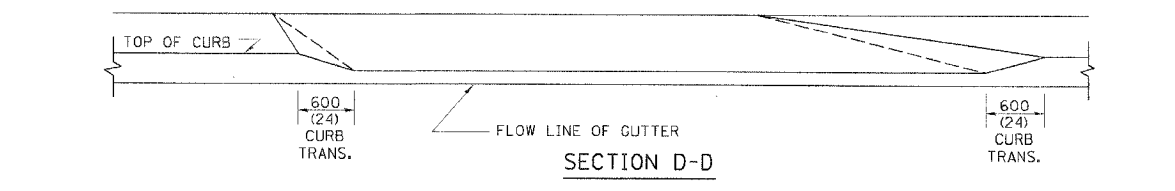
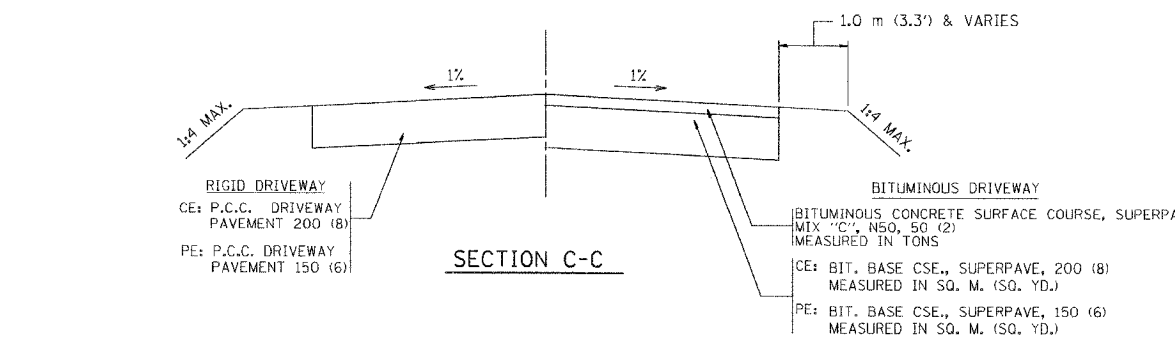
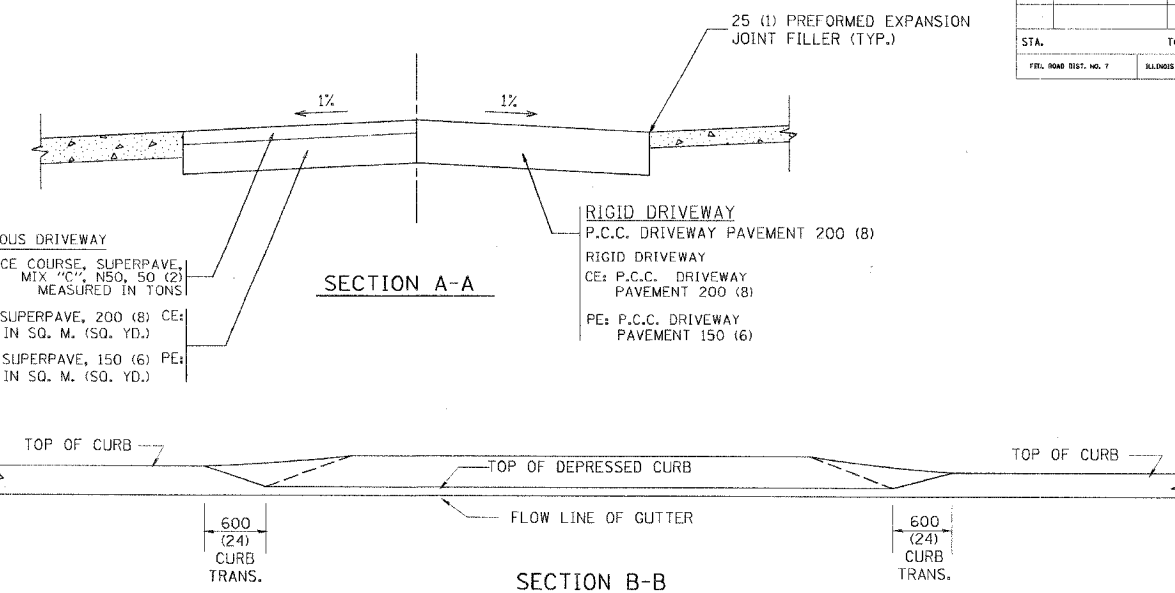
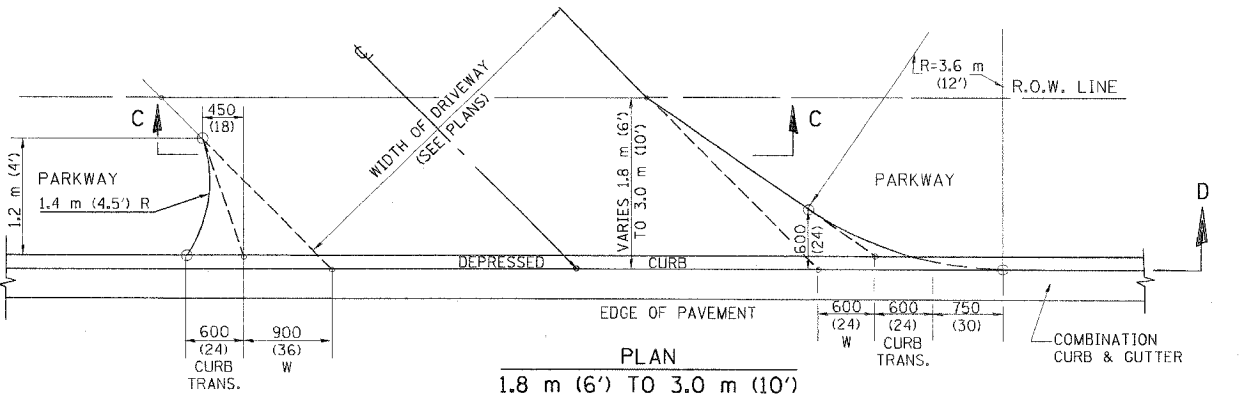
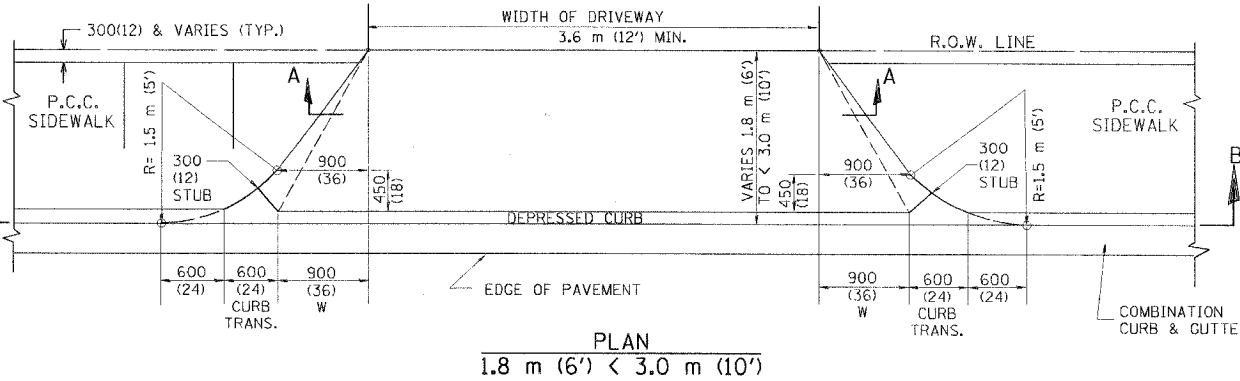
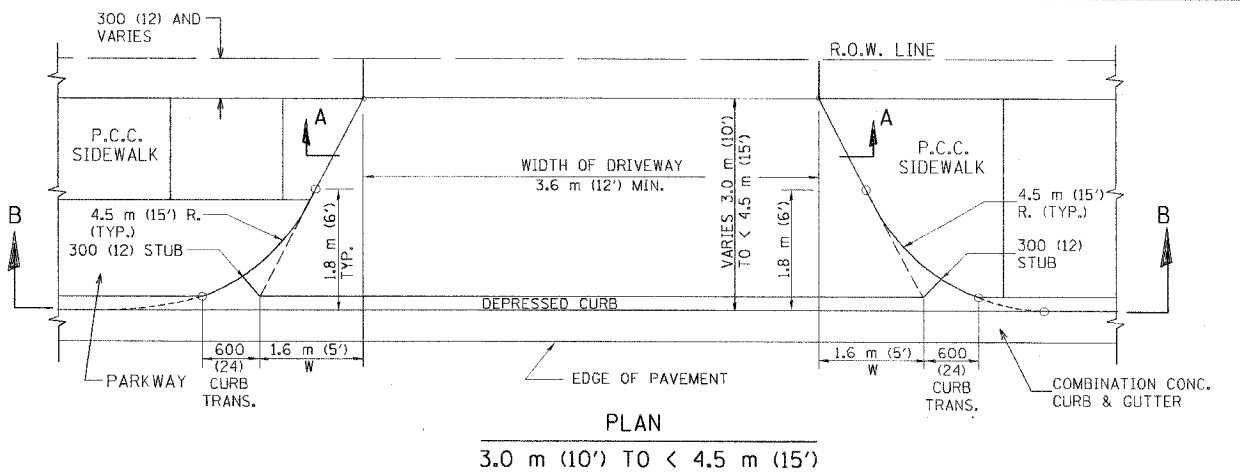
ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
 DISTANCE BETWEEN R.O.W. AND
 FACE OF CURB / EDGE OF
 SHOULDER >= 4.5 m (15')

REVISIONS	
NAME	DATE
P. LAFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

SCALE: NONE
 DATE PLOTTED: 04/17/2003
 DRAWN BY: SG
 CHECKED BY: JFP

F. & A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	59
STA. TO STA.		FED. ROAD DIST. NO. 7		
		ILLINOIS		
		FED. AID PROJECT		



GENERAL NOTES

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

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

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

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

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

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

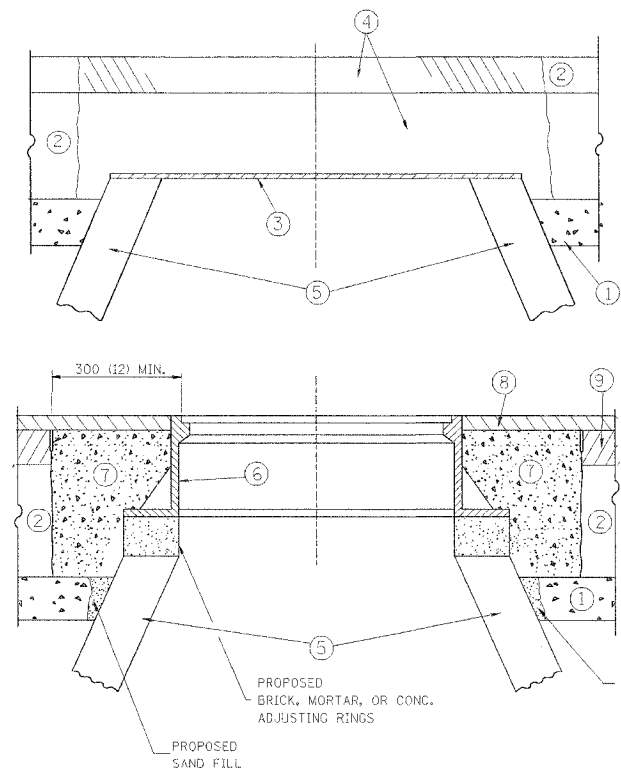
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

REVISIONS	
NAME	DATE
P. LOFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97

SCALE: NONE
DATE PLOTTED: 04/17/2003
DRAWN BY: SG
CHECKED BY: JFP

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	60
STA.		TO STA.		
FIL. ROAD DIST. NO.	FILING	FIL. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL 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 SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

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

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE 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: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH
NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

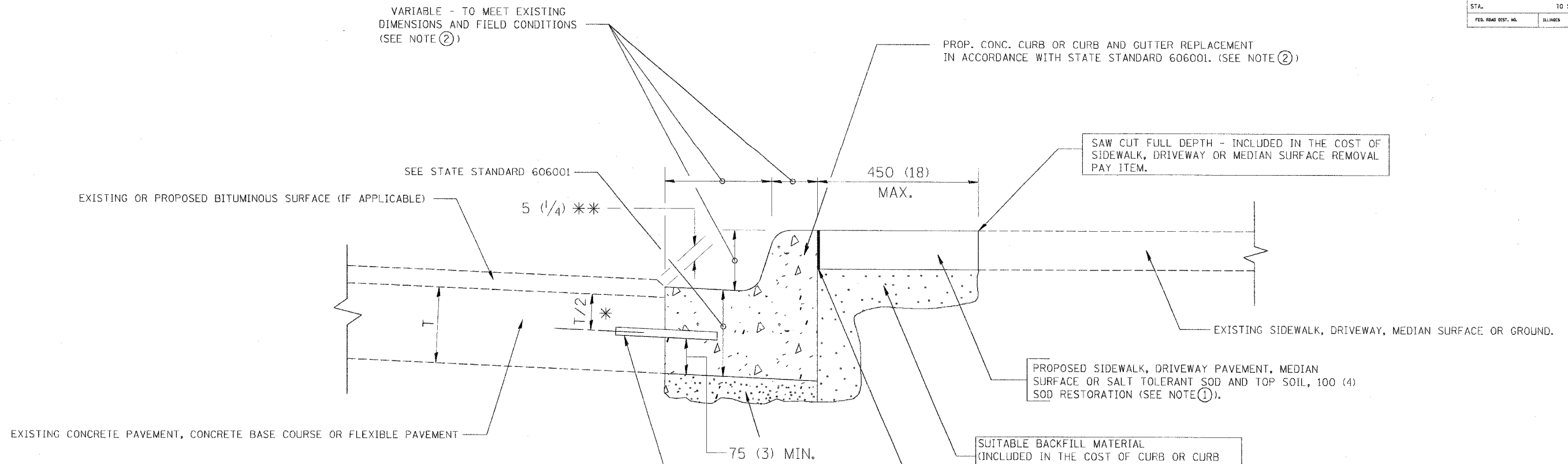
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION
**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

SCALE: NONE
DATE: 05/17/2004
DRAWN BY
CHECKED BY
BD600-03 (BD-8)
REVISION DATE: 05/17/04

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	61
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* 75 (3) 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.
 SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
 - ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
 - ④ 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.
 - ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
 - ⑥ 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.
 - ⑦ 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 METER (FOOT) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

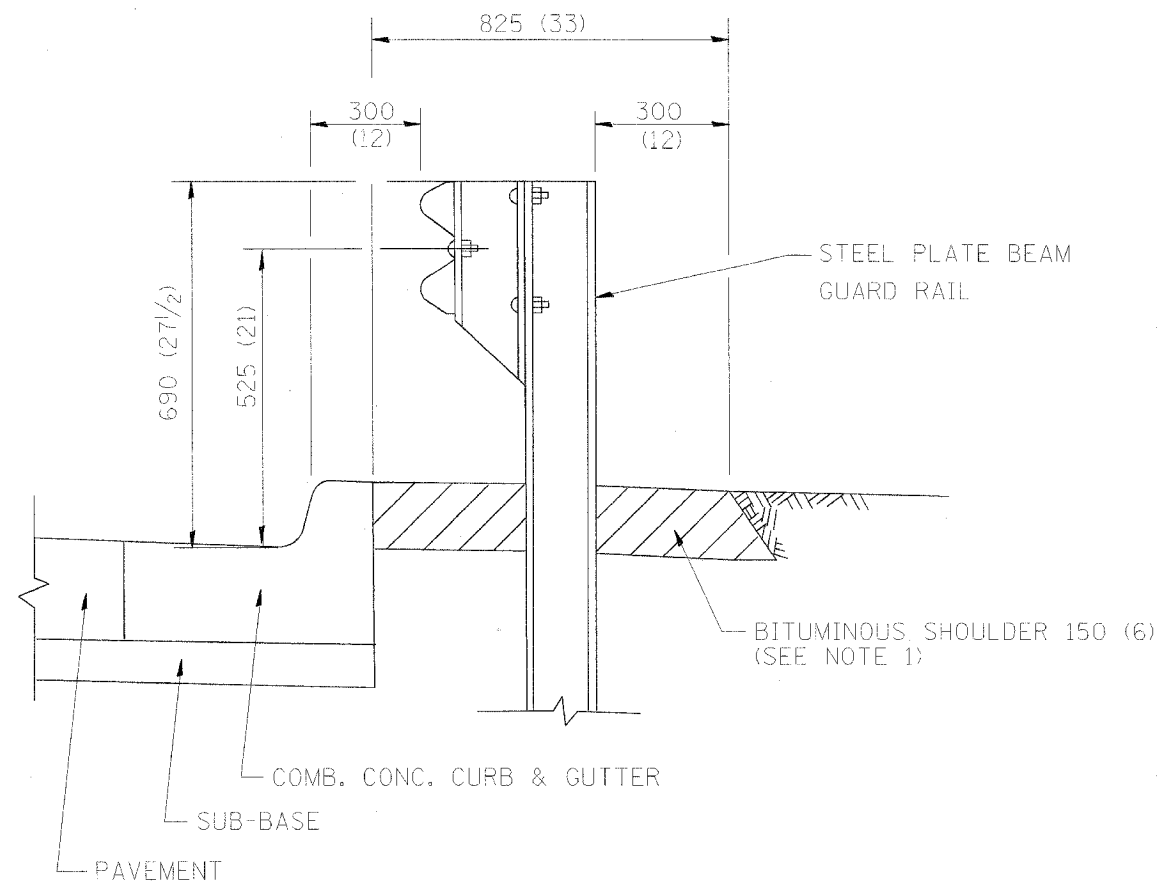
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

ILLINOIS DEPARTMENT OF TRANSPORTATION
**CURB OR
 CURB AND GUTTER
 REMOVAL AND REPLACEMENT**

SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY:
 CHECKED BY:
 BD600-06 (BD-24)

P.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	62
STA.		TO STA.		
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		

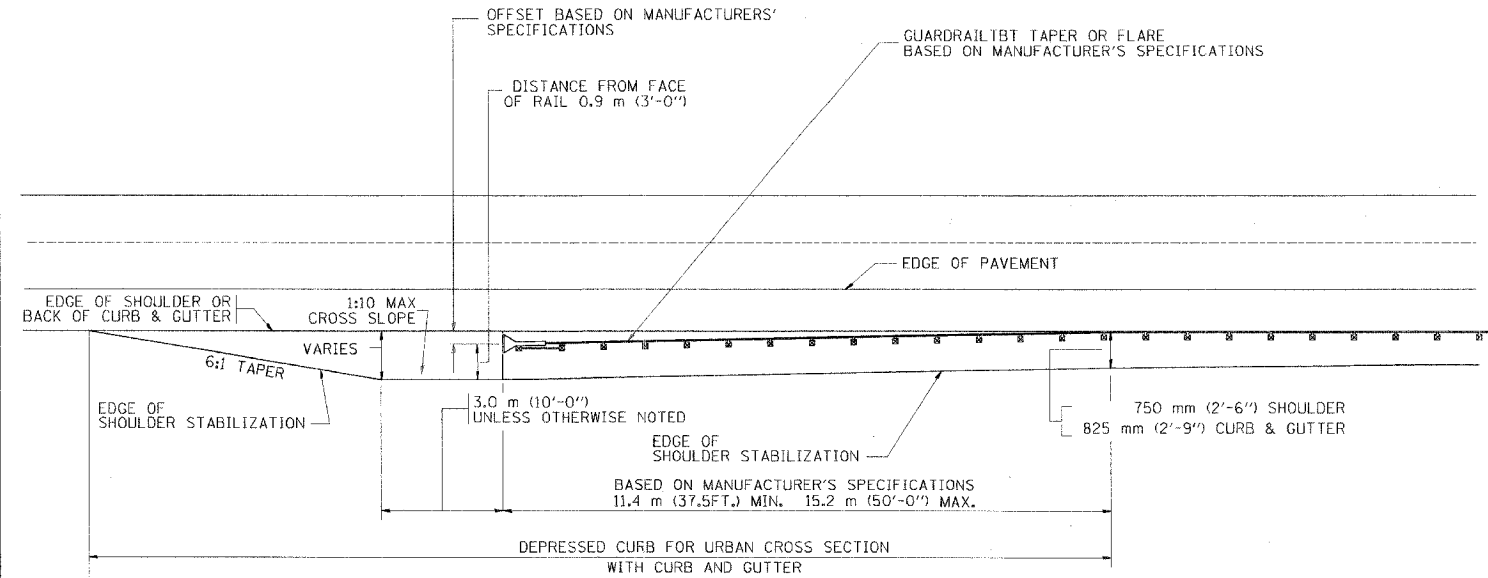


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m² (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

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

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



STABILIZATION AT TBT TY. 1 SPL.

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

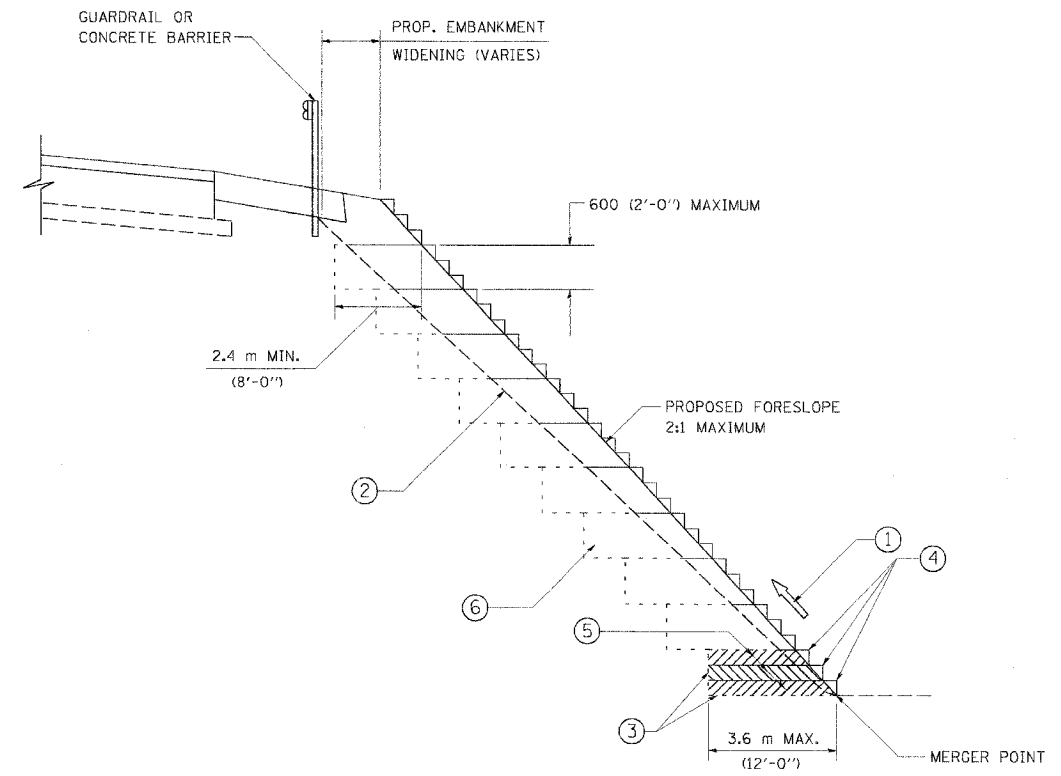
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETAILS FOR
 STEEL PLATE BEAM GUARD RAIL
 ADJACENT TO CURB AND GUTTER
 STABILIZATION AT TBT TY 1 SPL.

REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002
 DRAWN BY jls
 CHECKED BY
 BD600-10 (BD 34)
 REVISION DATE: 08/28/00

83757

F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	63
STA.		TO STA.		
FED. ROAD DIST. NO. 7		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 205.04 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 200 (8-INCH) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.06 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 (SPECIAL)". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL
FOR EMBANKMENT
WIDENING

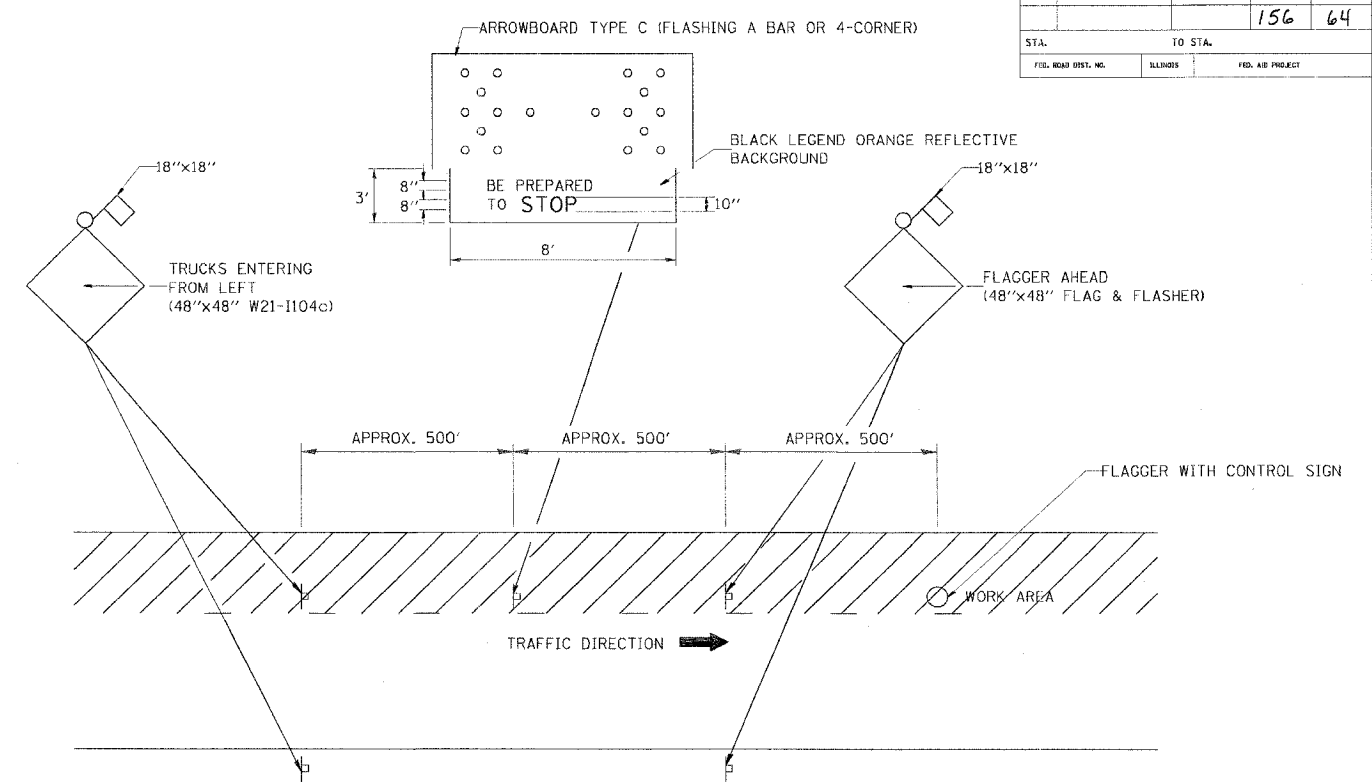
REVISIONS	
NAME	DATE

SCALE: NONE
DATE: **DATE**

DRAWN BY: CADD
CHECKED BY: S.E.B.

(BD-51)

F. A. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	64
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



METHOD OF FLAGGING

NOTE:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS	
NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

METHOD OF FLAGGING

SCALE: NOT TO SCALE

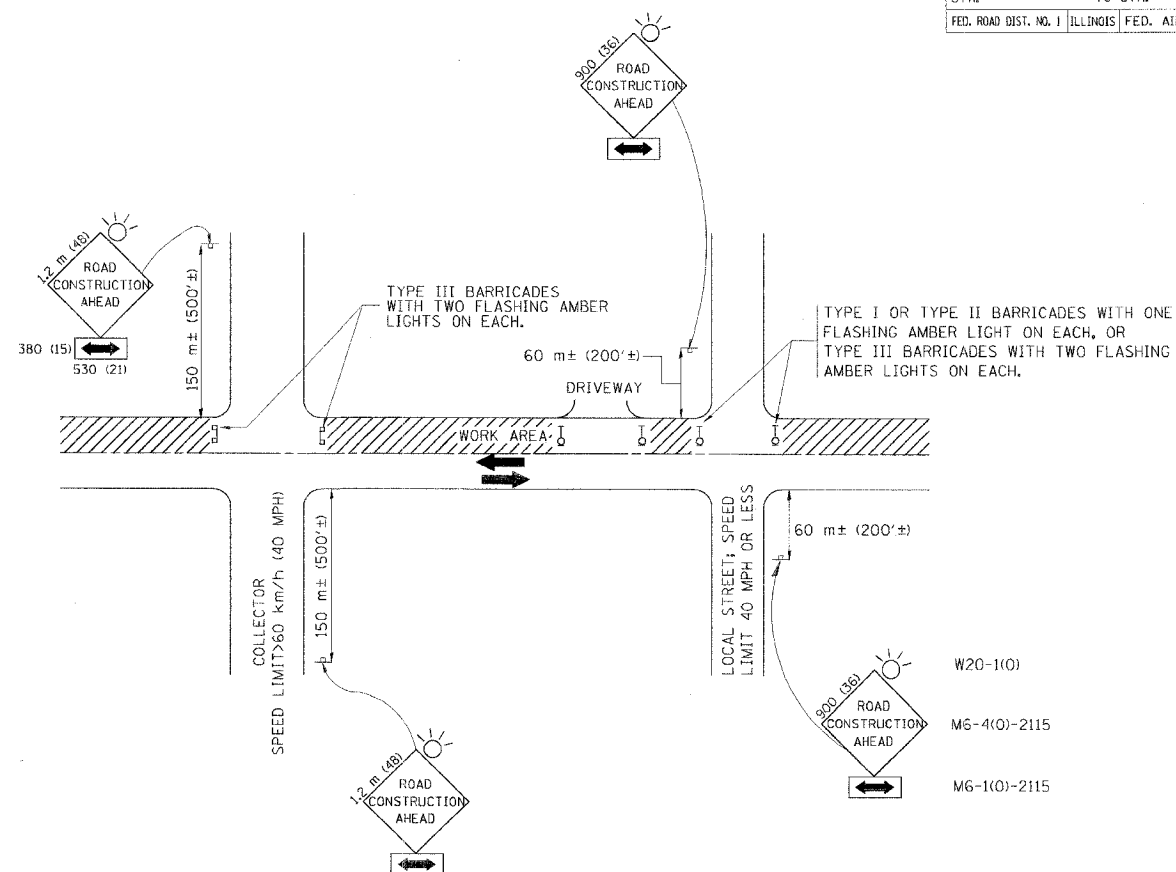
DATE 10/18/2002

DRAWN BY C.A.D.

CHECKED BY

BM-14

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	65
STA.		TO STA.		
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

- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 300x300 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
- 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 FIELD 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.

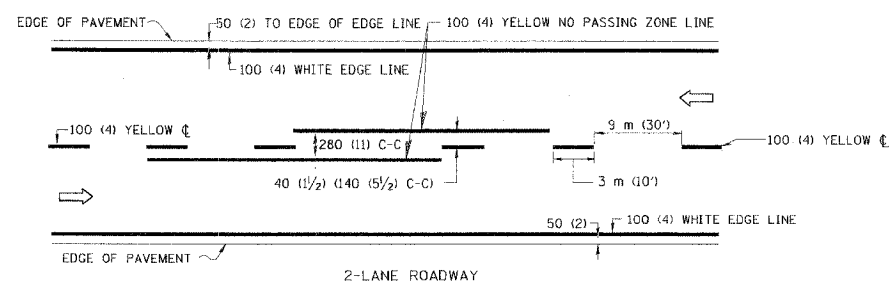
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

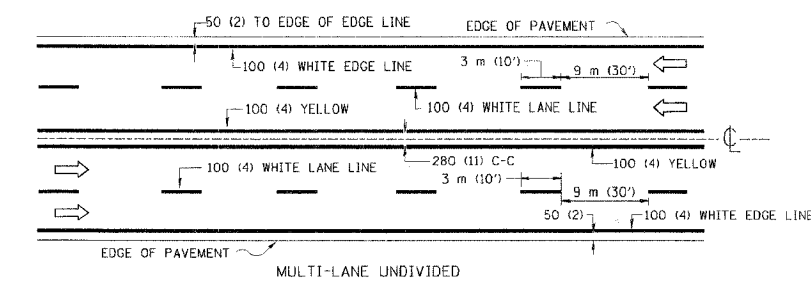
SCALE: VERT. HORIZ.
 DATE 10/18/2002

DRAWN BY
 CHECKED BY
 TC-10

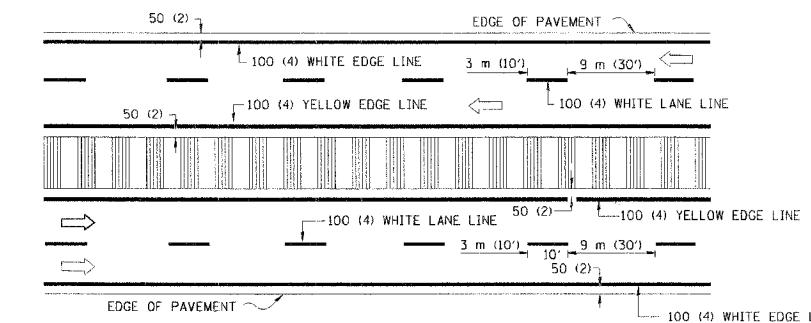
F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	66A
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



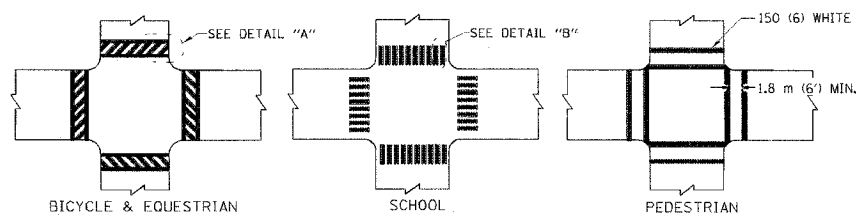
MULTI-LANE UNDIVIDED



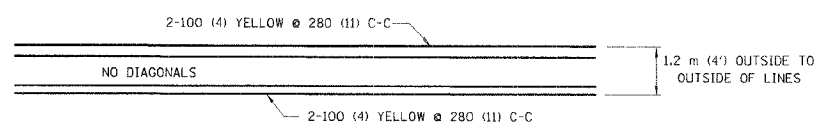
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

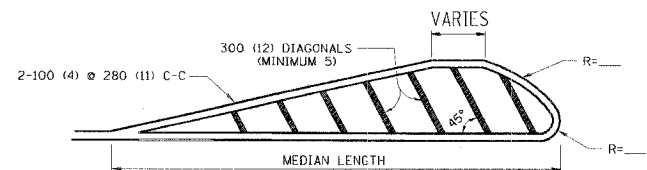
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

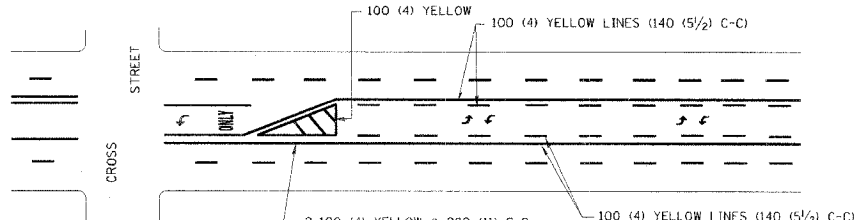


1.2 m (4') WIDE MEDIANS ONLY

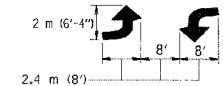


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH))
 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH))
 45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE

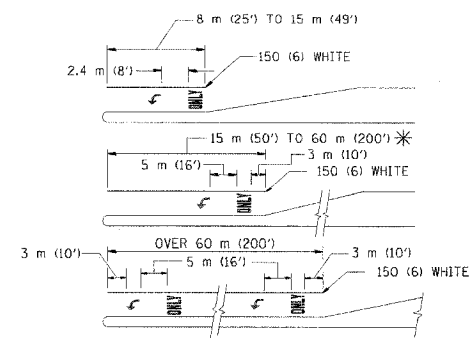


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

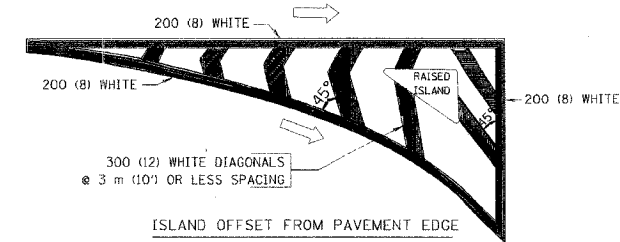
TYPICAL PAINTED MEDIAN MARKING



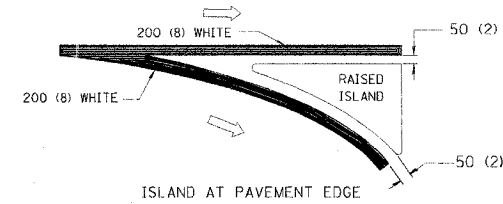
FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 * TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) 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 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

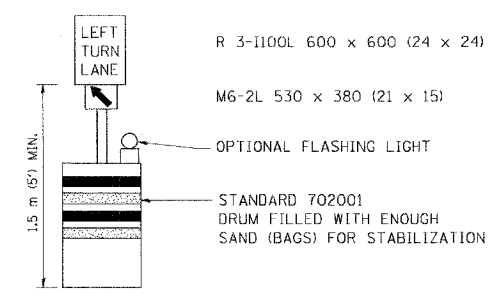
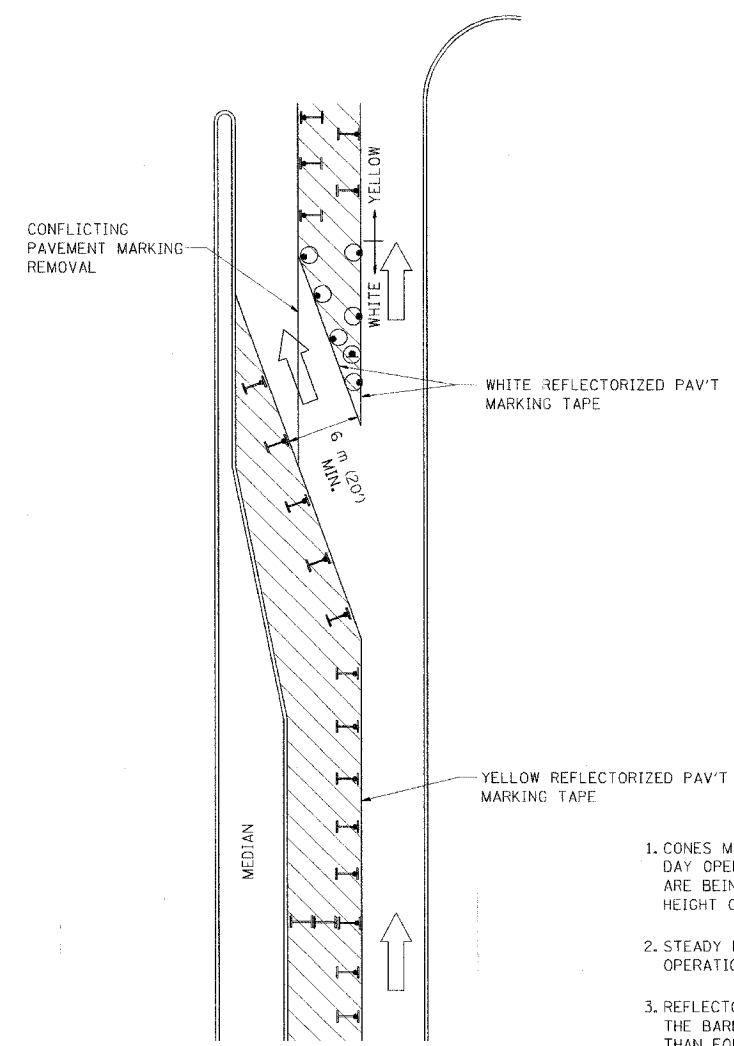
SCALE: NONE
DATE 10/18/2002

DRAWN BY CAID
CHECKED BY

TC-13

REVISION DATE: 01/06/00

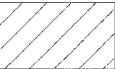





F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	668
STA.		TO STA.		
FED. ROAD DIST. NO.	ALPHAS	FED. AID PROJECT		



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
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" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

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

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

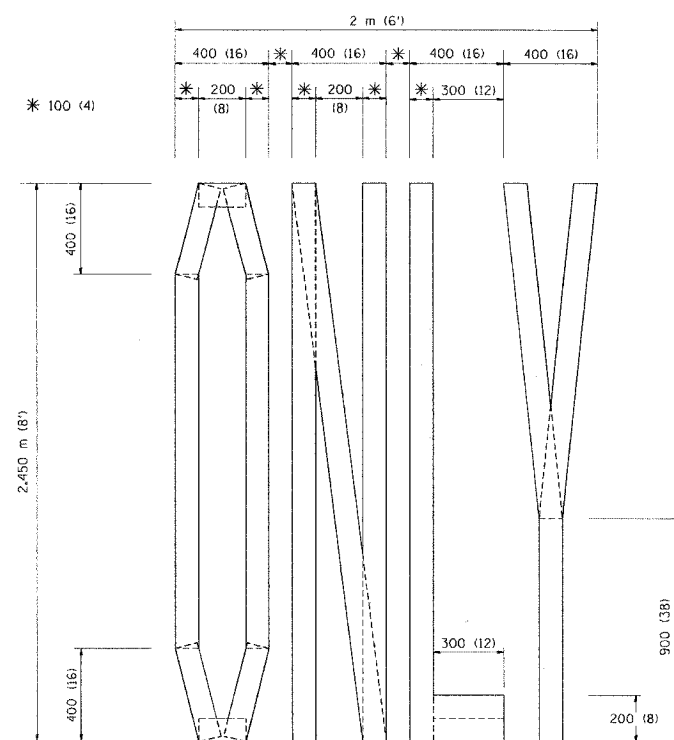
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION
AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

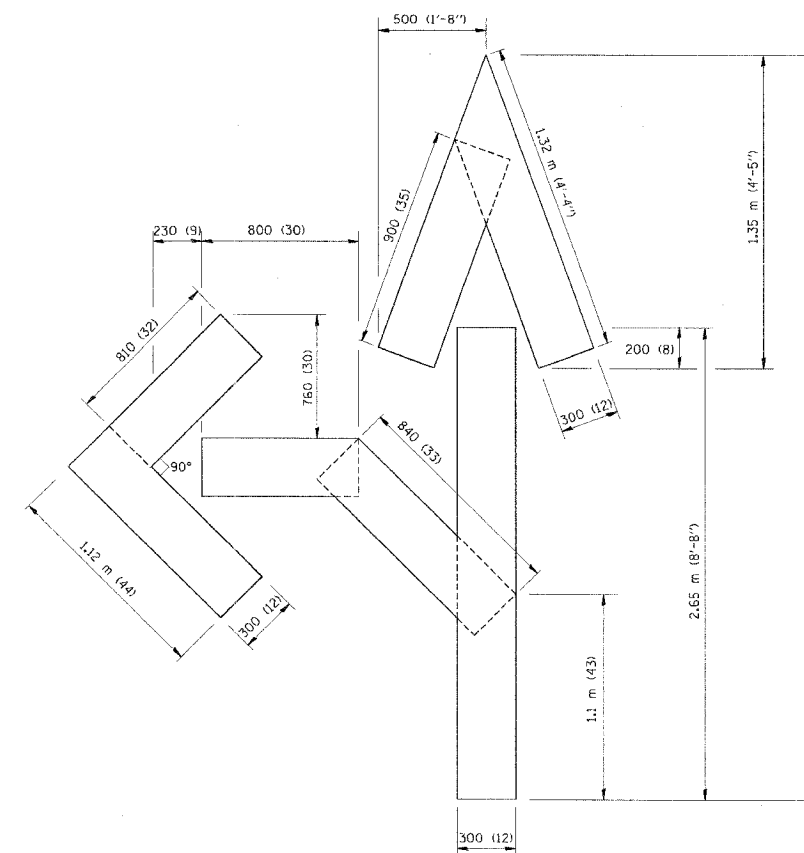
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DATE: 10/18/2002
DRAWN BY
CHECKED BY LHA
TC-14

83757

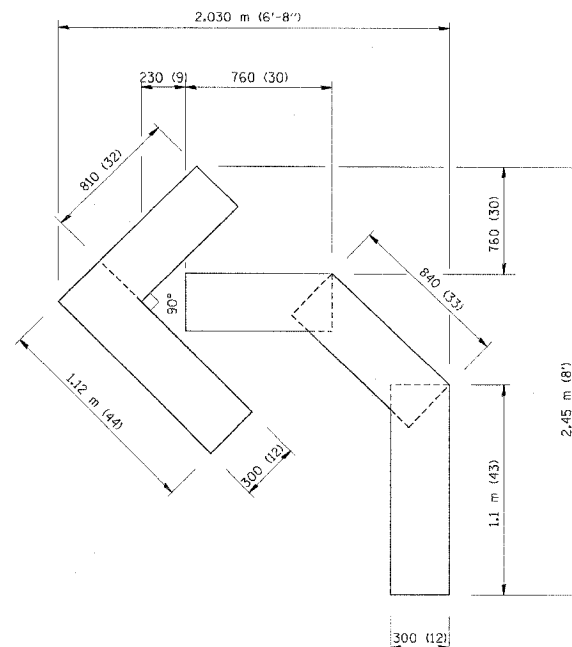
F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	67
STA.		TO STA.		
FED. ROAD DIST. NO.	BLINDS	FED. AID PROJECT		



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

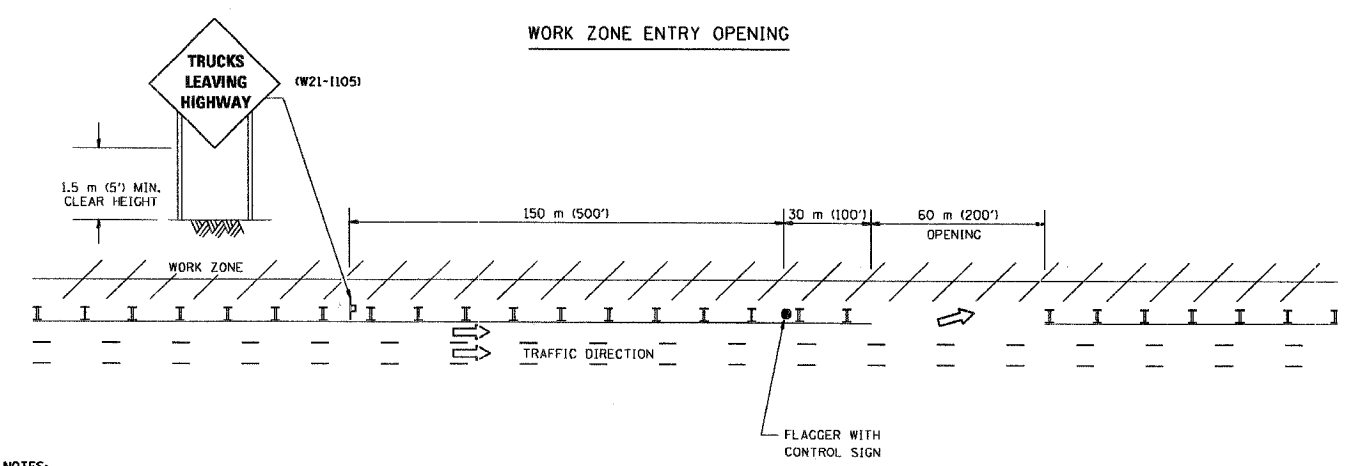
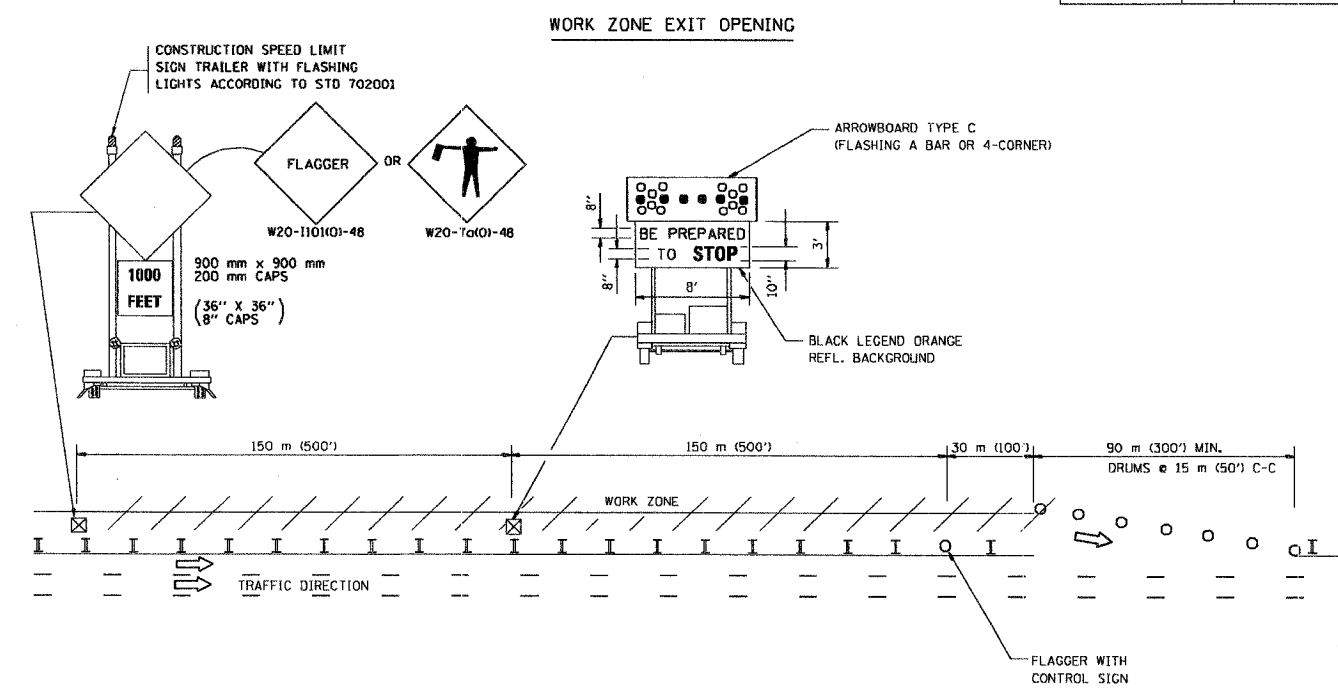
REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002

DRAWN BY CADD
 CHECKED BY
 TC-16

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	68
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SCALE: NONE
 DATE: 05/06/2003
 DRAWN BY: CADD
 CHECKED BY: TC-18

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	69
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

ROUTE MARKERS

FOR U.S. ROUTES MI-40-2424

FOR ILLINOIS ROUTES MI-50-2424

R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1L-2115

M6-1R-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

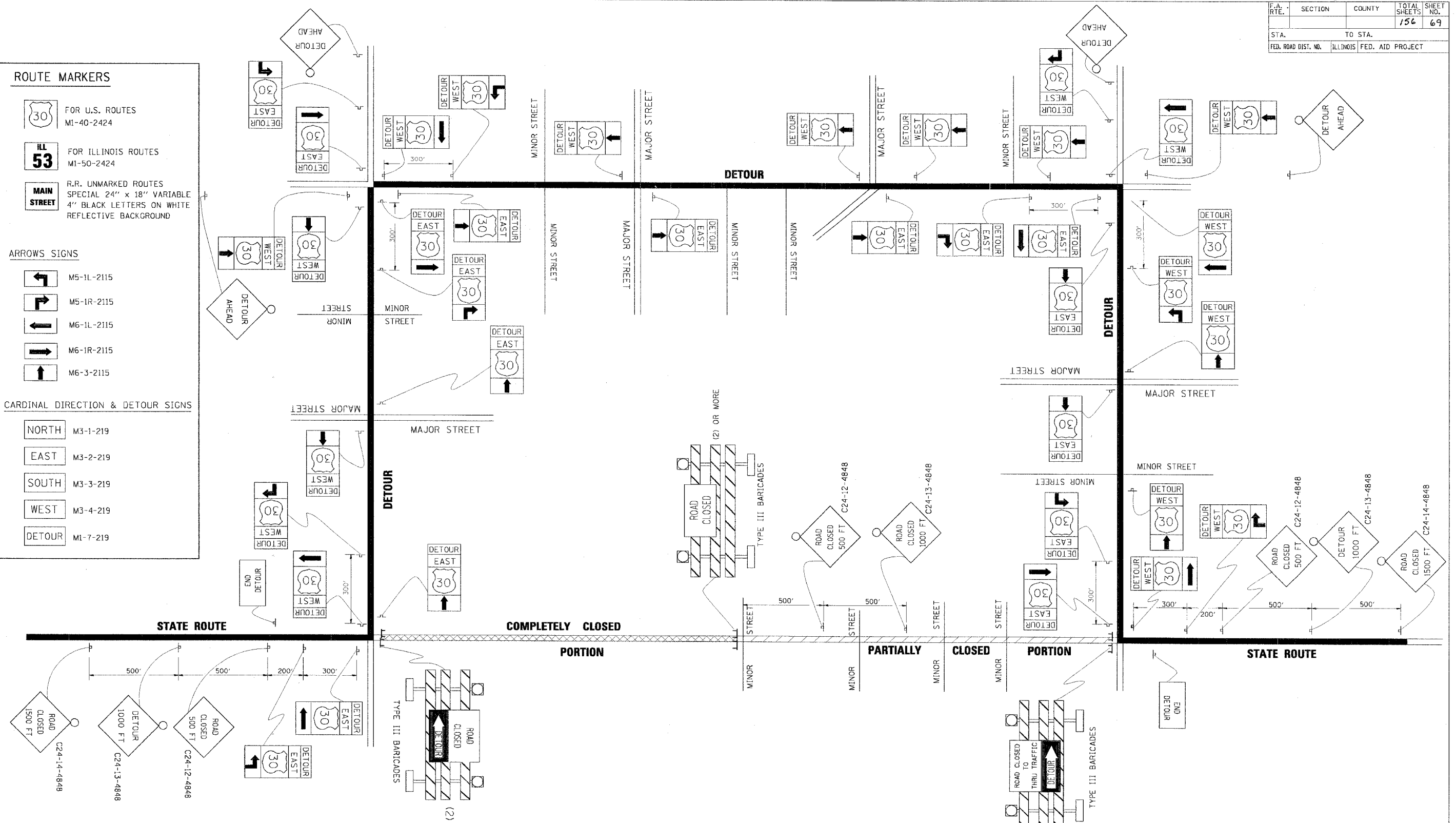
NORTH M3-1-219

EAST M3-2-219

SOUTH M3-3-219

WEST M3-4-219

DETOUR M1-7-219



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL MARKING FOR CLOSING STATE HIGHWAYS

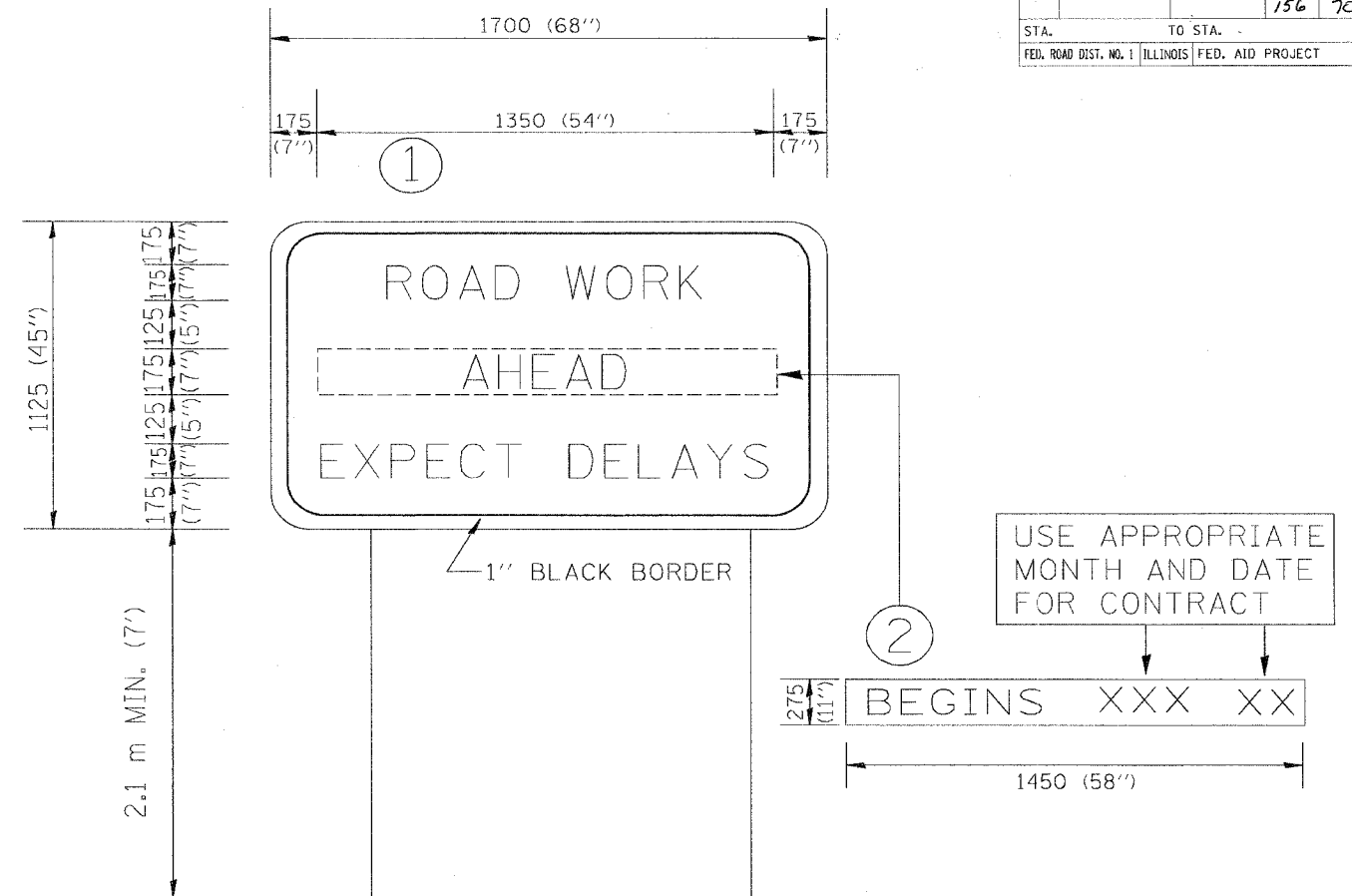
SCALE: NONE
DATE: 10/18/2002

DRAWN BY
CHECKED BY
TC-21

REVISION DATE:

DATE-TIME
DGN-SPEC
V-T-C21

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			156	70
STA.		TO STA.		
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 2.3 SQ. M. (25.70 SQ. FT.)

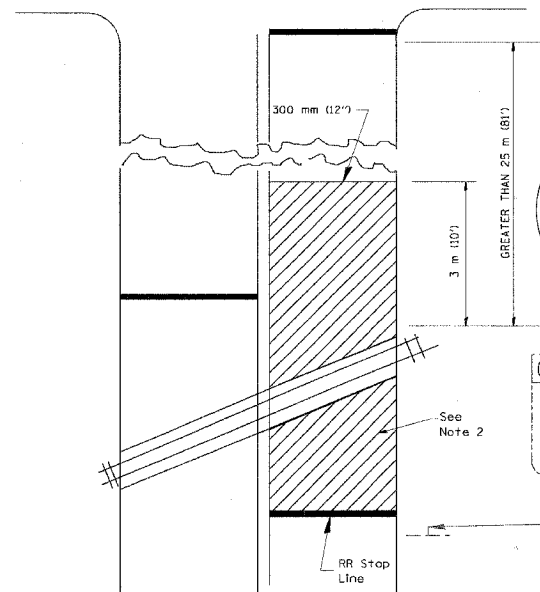
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99

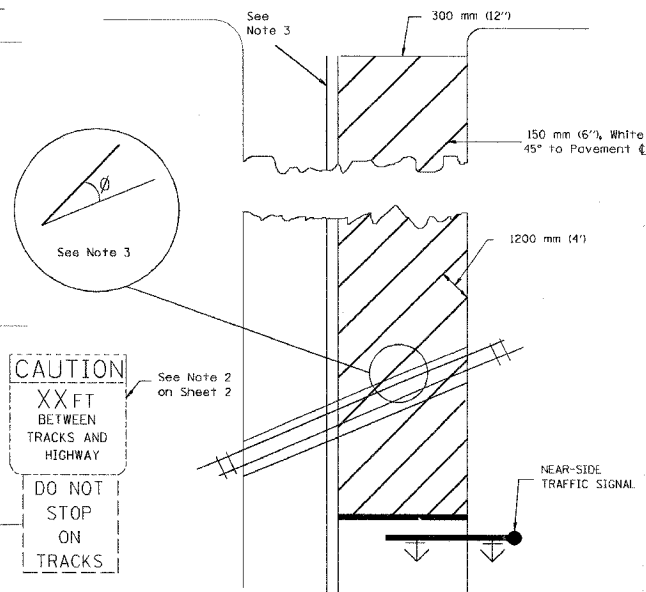
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INFORMATION SIGNING
 SCALE: DATE 10/18/2002
 DRAWN BY: BUR. OF DESIGN
 CHECKED BY:

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

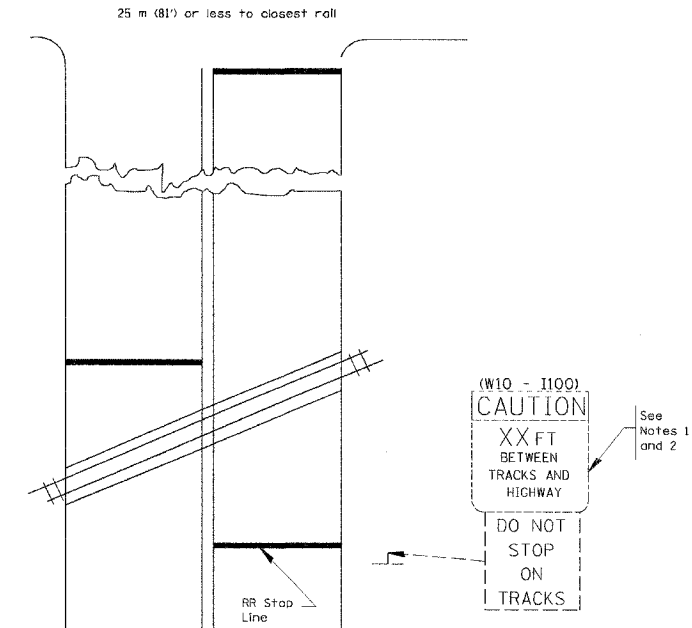
WITH INTERSECTION TRAFFIC SIGNALS



WITH NEAR-SIDE TRAFFIC SIGNALS



WITH NONSIGNALIZED INTERSECTION



- NOTES:
1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
 3. WHERE THE ANGLE BETWEEN THE DIAGONAL STRIPES AND THE TRACK (θ) WOULD BE LESS THAN APPROXIMATELY 20°, THE STRIPES SHOULD BE SLOPED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

- NOTE:
1. DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 1.8 m (6 FEET) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 1.5 m (5 FEET). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
 2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

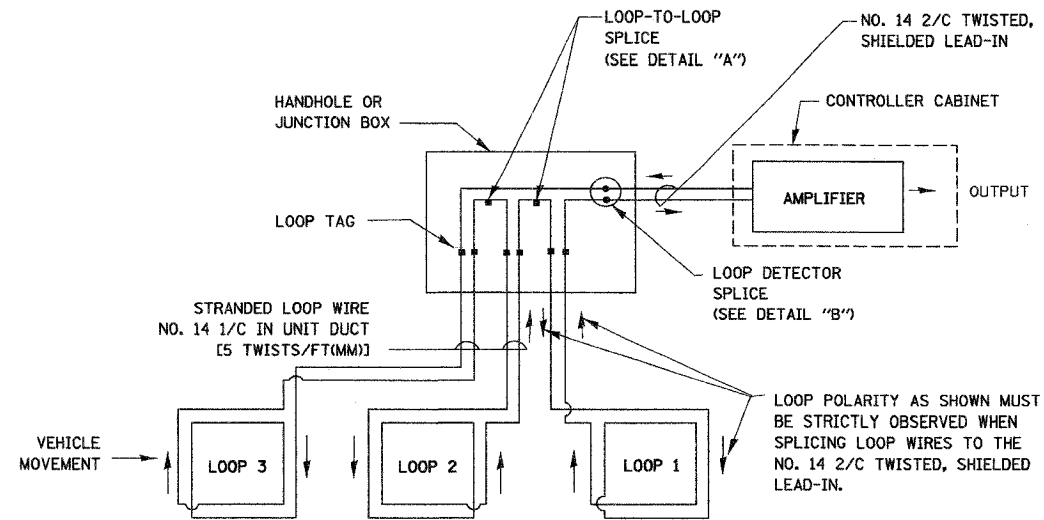
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

DRAWN BY:
10/18/2002
CHECKED BY:
TC23
REVISION DATE:

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	72
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
D-91-467-97				

LOOP DETECTOR NOTES

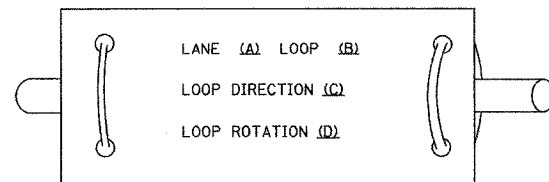
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.



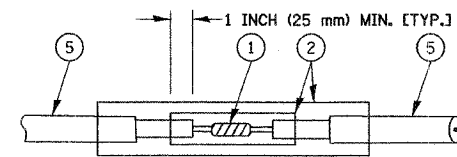
DETECTOR LOOP WIRING SCHEMATIC

- 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.

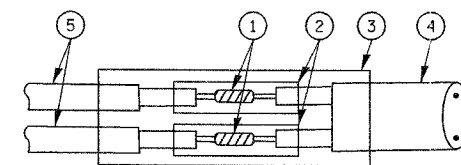
LOOP LEAD-IN CABLE TAG



- 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.



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



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

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

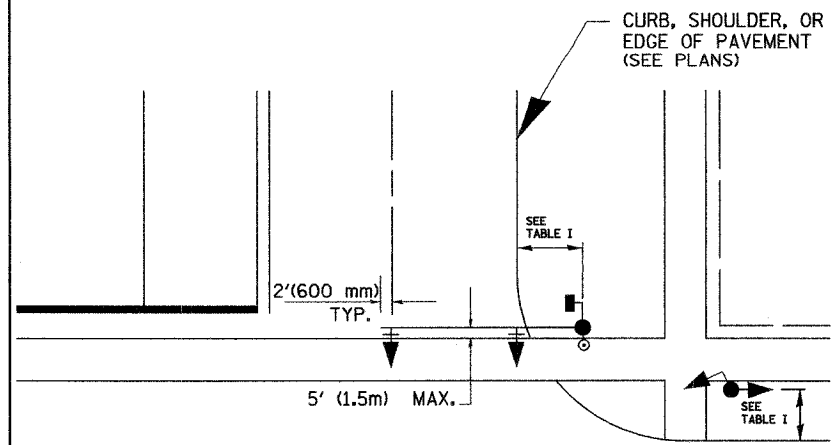
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DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

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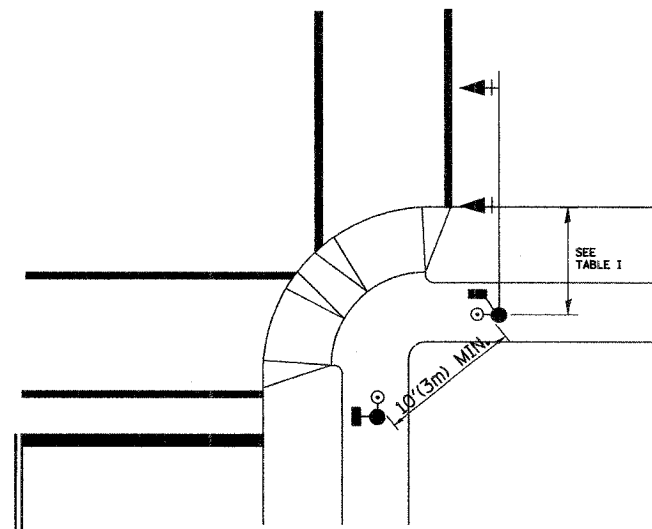
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	73
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
D-91-467-97				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

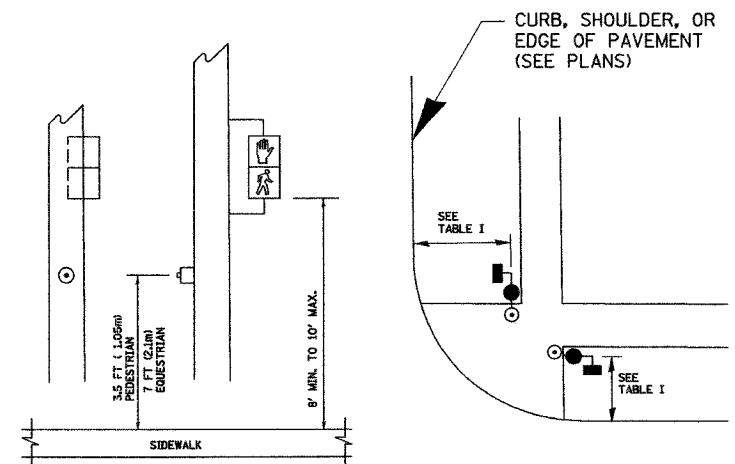


TABLE I

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

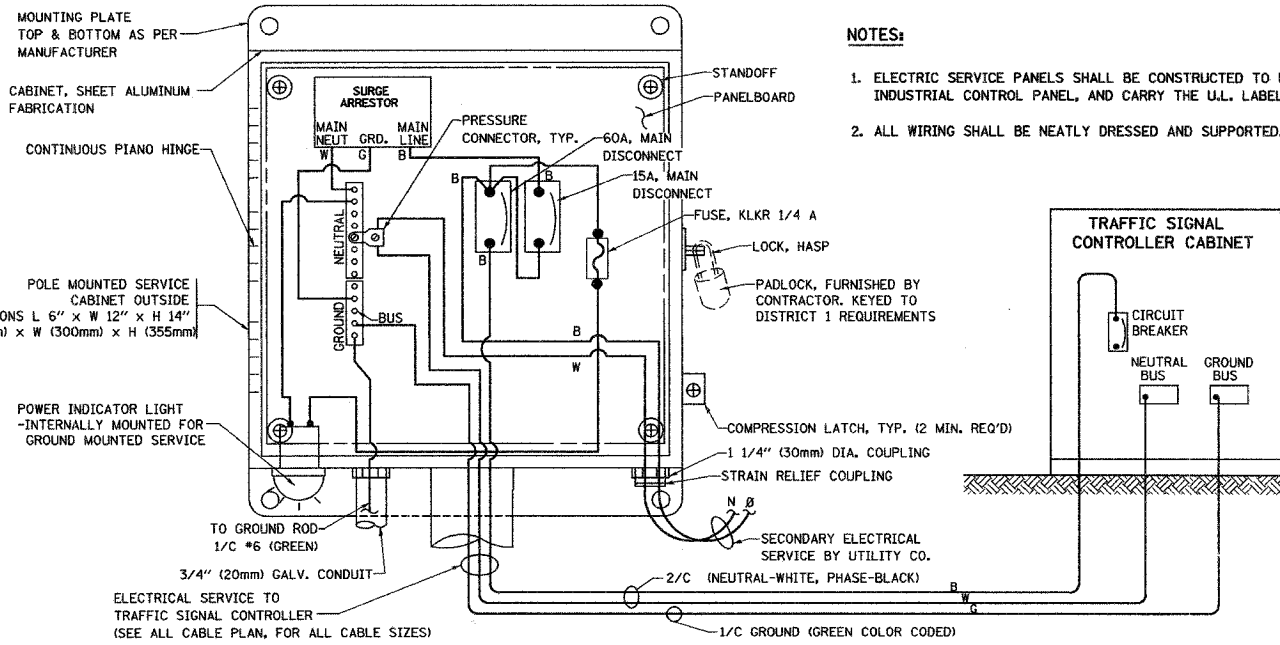
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

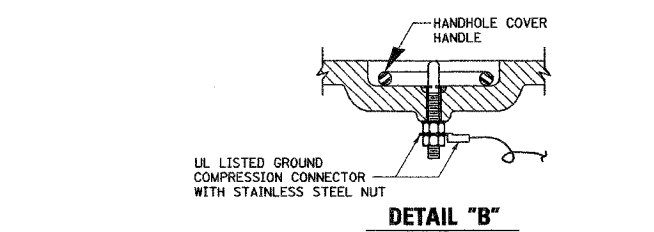
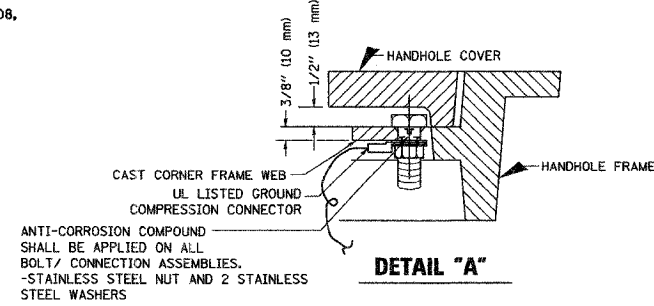
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

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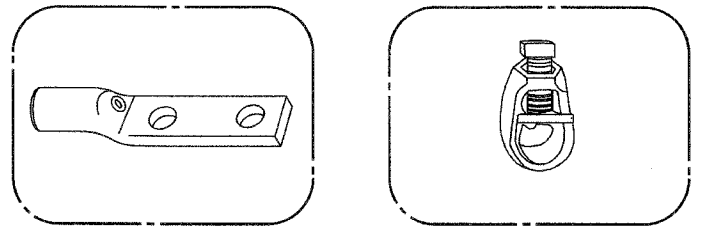
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	74
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
D-91-467-97				



- 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.



- 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.

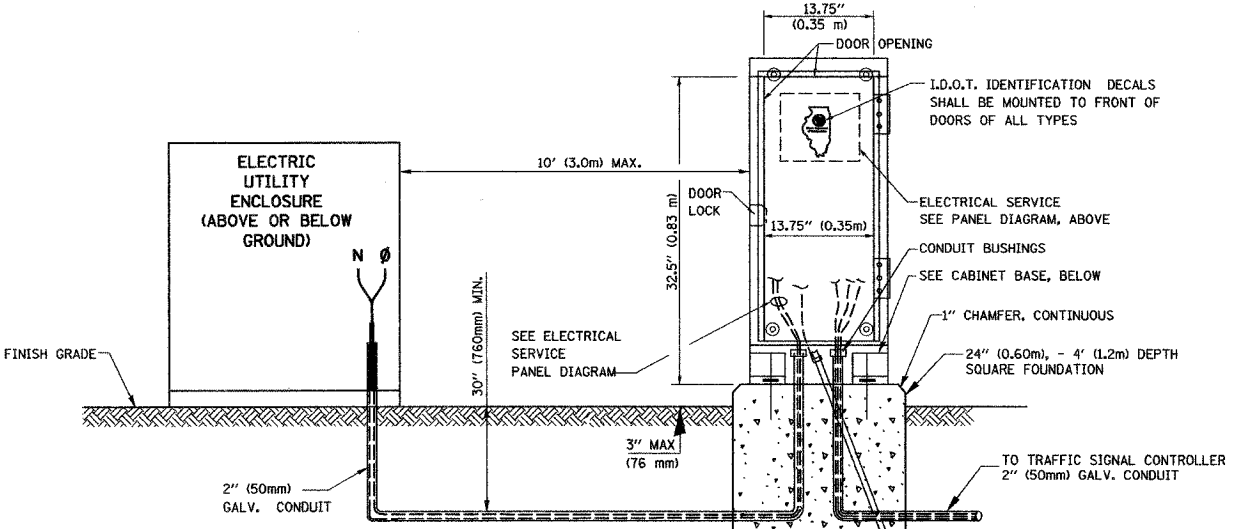


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)
 3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

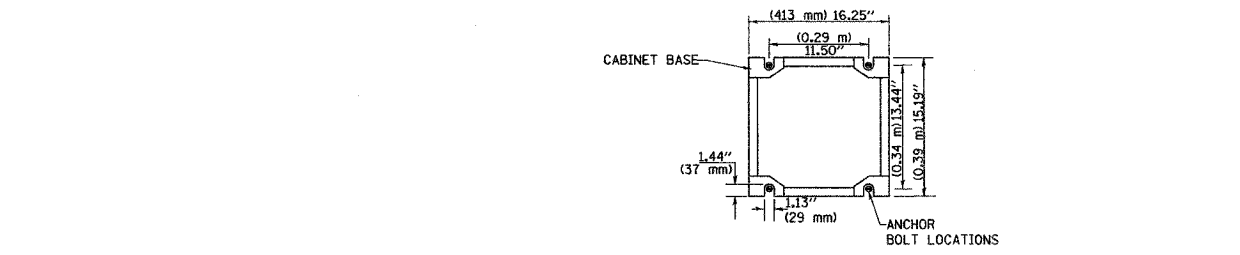
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

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

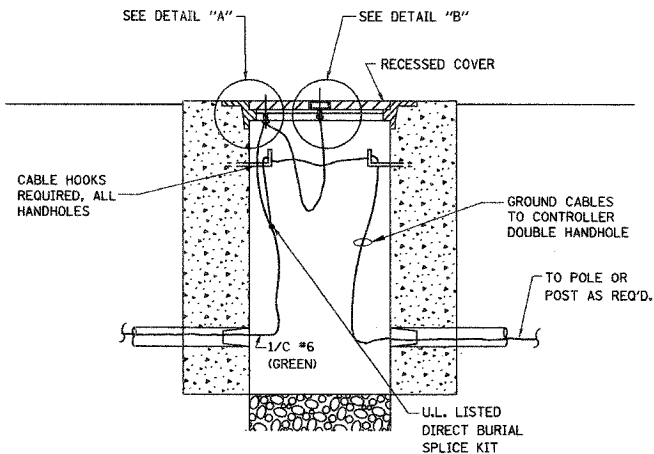
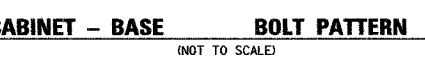
SERVICE INSTALLATION POLE MOUNT (NOT TO SCALE)



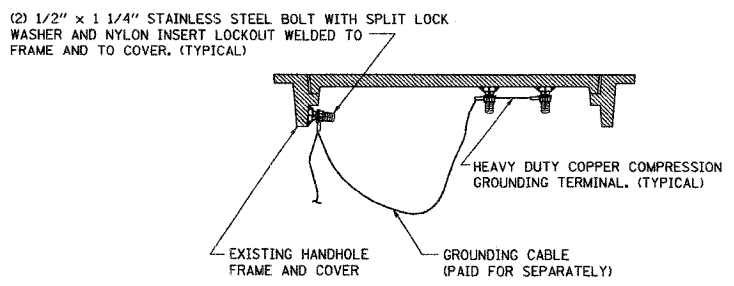
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)



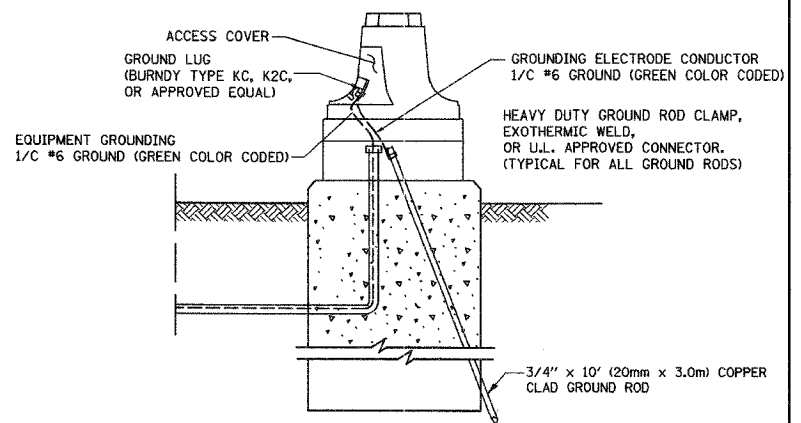
CABINET - BASE BOLT PATTERN (NOT TO SCALE)



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



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



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

REVISIONS	
NAME	DATE

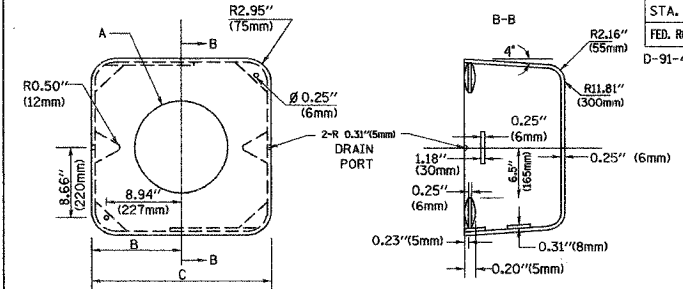
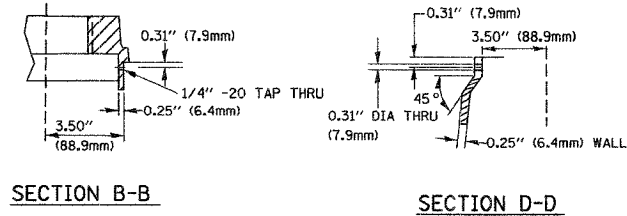
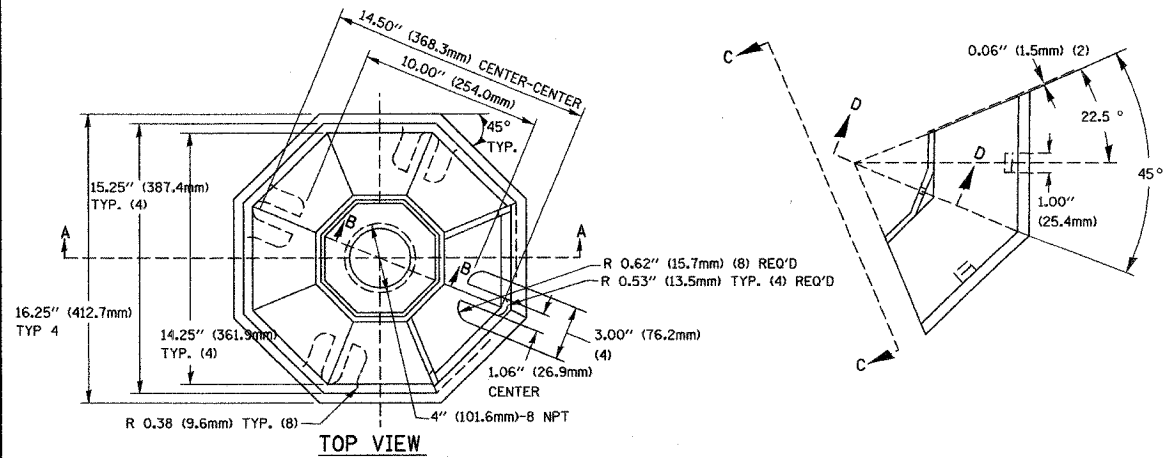
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1-01-02

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 3 OF 4

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 DATE-TIME: 1/1/02 10:00:00 AM
 DGN-SPEC:

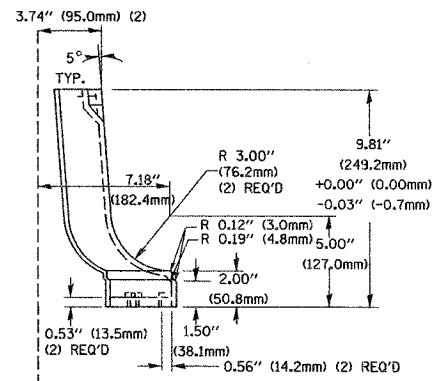
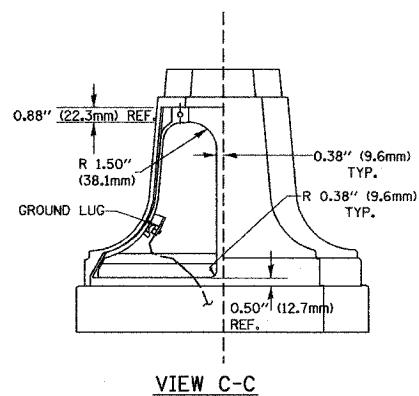
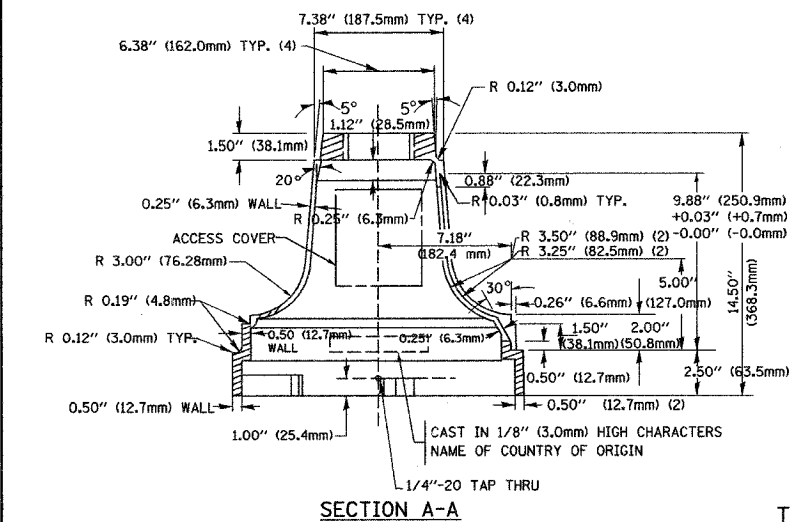
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	75
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
D-91-467-97				



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED

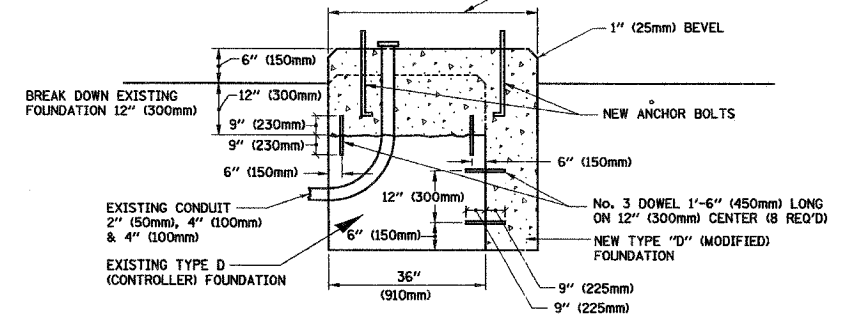
SHROUD DETAIL



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

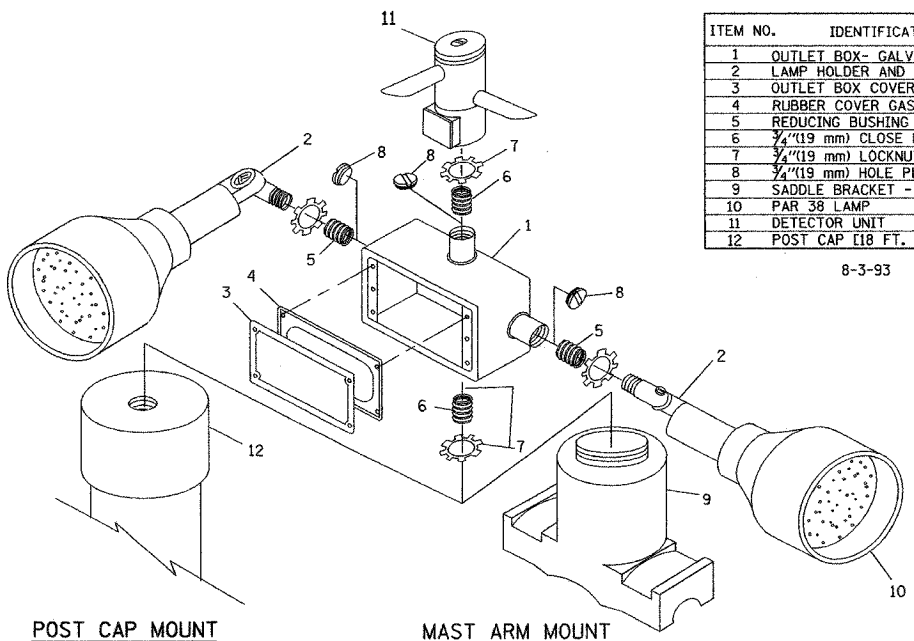
NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

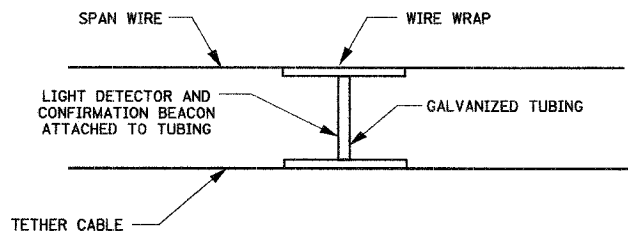


ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18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

8-3-93

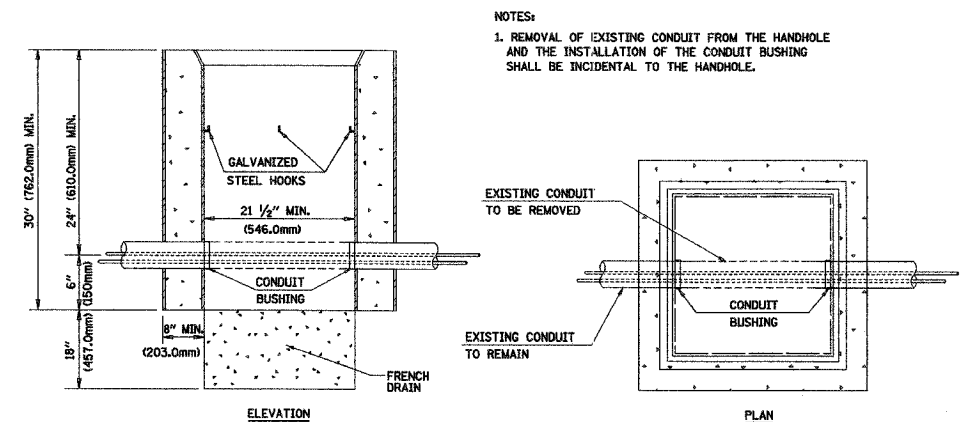
NOTES:

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



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT N.T.S.

REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

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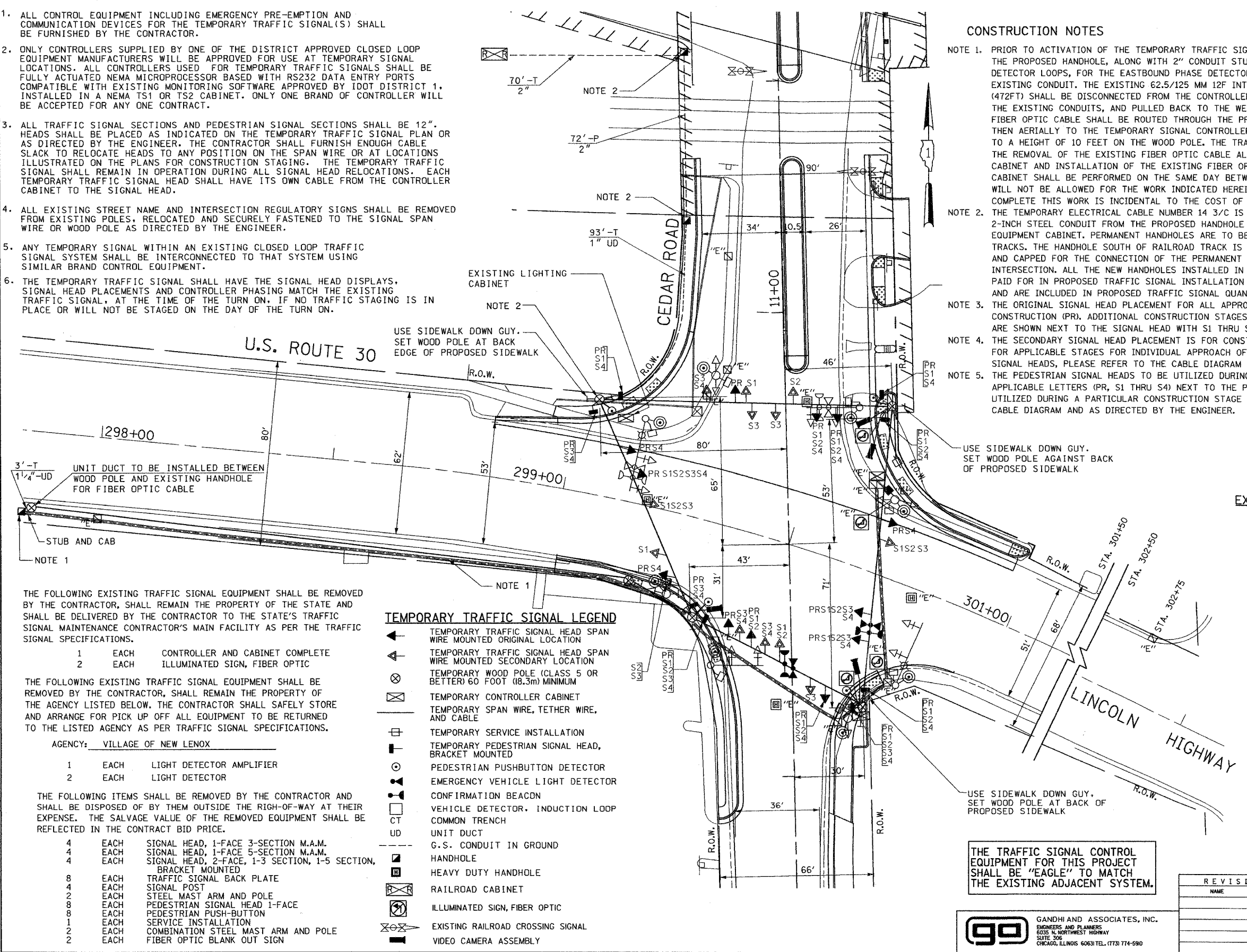
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON. IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.

CONSTRUCTION NOTES

- NOTE 1. PRIOR TO ACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL INSTALL THE PROPOSED HANDHOLE, ALONG WITH 2" CONDUIT STUB AND APPROPRIATE LENGTHS OF UNIT DUCTS FOR DETECTOR LOOPS, FOR THE EASTBOUND PHASE DETECTOR LOOPS SO AS TO INTERCEPT THE EXISTING CONDUIT. THE EXISTING 62.5/125 MM 12F INTERCONNECT CABLE AND NUMBER 14 1/C TRACER CABLE (472FT) SHALL BE DISCONNECTED FROM THE CONTROLLER CABINET AT U.S. 30 AND CEDAR ROAD, REMOVED FROM THE EXISTING CONDUITS, AND PULLED BACK TO THE WEST OF THE PROPOSED HANDHOLE LOCATION. THE EXISTING FIBER OPTIC CABLE SHALL BE ROUTED THROUGH THE PROPOSED UNIT DUCT ATTACHED TO THE WOOD POLE AND THEN AERIALY TO THE TEMPORARY SIGNAL CONTROLLER. THE UNIT DUCT IS TO BE ATTACHED TO THE WOOD POLE TO A HEIGHT OF 10 FEET ON THE WOOD POLE. THE TRACER CABLE SHALL BE DISPOSED OF BY THE CONTRACTOR. THE REMOVAL OF THE EXISTING FIBER OPTIC CABLE ALONG WITH TRACER CABLE FROM THE EXISTING CONTROLLER CABINET AND INSTALLATION OF THE EXISTING FIBER OPTIC CABLE, AERIALY TO THE TEMPORARY CONTROLLER CABINET SHALL BE PERFORMED ON THE SAME DAY BETWEEN 9:00 AM AND 3:00 PM. ADDITIONAL COMPENSATION WILL NOT BE ALLOWED FOR THE WORK INDICATED HEREIN. ALL LABOR, MATERIAL, AND EQUIPMENT REQUIRED TO COMPLETE THIS WORK IS INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- NOTE 2. THE TEMPORARY ELECTRICAL CABLE NUMBER 14 3/C IS TO BE INSTALLED THROUGH THE PERMANENT 2-INCH STEEL CONDUIT FROM THE PROPOSED HANDHOLE SOUTH OF THE RAILROAD TRACKS TO THE RAILROAD EQUIPMENT CABINET. PERMANENT HANDHOLES ARE TO BE INSTALLED NORTH AND SOUTH OF THE RAILROAD TRACKS. THE HANDHOLE SOUTH OF RAILROAD TRACK IS TO HAVE A 2-INCH CONDUIT STUB THAT IS THREADED AND CAPPED FOR THE CONNECTION OF THE PERMANENT 2-INCH CONDUIT FOR THE RAILROAD CABLE TO THE INTERSECTION. ALL THE NEW HANDHOLES INSTALLED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION ARE TO BE PAID FOR IN PROPOSED TRAFFIC SIGNAL INSTALLATION AT A CONTRACT UNIT PRICE EACH FOR "HANDHOLE" AND ARE INCLUDED IN PROPOSED TRAFFIC SIGNAL QUANTITIES.
- NOTE 3. THE ORIGINAL SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR PRE-STAGE CONSTRUCTION (PR). ADDITIONAL CONSTRUCTION STAGES, WHERE ORIGINAL SIGNAL HEAD PLACEMENT IS UTILIZED, ARE SHOWN NEXT TO THE SIGNAL HEAD WITH S1 THRU S4 FOR CONSTRUCTION STAGES 1 THRU 4.
- NOTE 4. THE SECONDARY SIGNAL HEAD PLACEMENT IS FOR CONSTRUCTION STAGES AS MARKED, NEXT TO THE SIGNAL HEAD, FOR APPLICABLE STAGES FOR INDIVIDUAL APPROACH OF THE INTERSECTION. FOR ADDITIONAL INFORMATION FOR THE SIGNAL HEADS, PLEASE REFER TO THE CABLE DIAGRAM FOR APPLICABLE CONSTRUCTION STAGE.
- NOTE 5. THE PEDESTRIAN SIGNAL HEADS TO BE UTILIZED DURING DIFFERENT CONSTRUCTION STAGES ARE INDICATED WITH APPLICABLE LETTERS (PR, S1 THRU S4) NEXT TO THE PEDESTRIAN SIGNAL HEAD. ANY PEDESTRIAN SIGNAL HEAD NOT UTILIZED DURING A PARTICULAR CONSTRUCTION STAGE SHALL BE DISCONNECTED AND BAGGED AS SHOWN IN THE CABLE DIAGRAM AND AS DIRECTED BY THE ENGINEER.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	76
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-91-467-97				



EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ◀ EXISTING SIGNAL TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊙ EXISTING MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊡ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊢ "E" EXISTING DOUBLE HANDHOLE TO BE REMOVED
- ⊣ PEDESTRIAN SIGNAL TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSH-BUTTON TO BE REMOVED
- ⊗ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊘ CONFIRMATION BEACON TO BE REMOVED
- ⊙ "E" EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊙ "E" EXISTING COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE AND FOUNDATION TO BE REMOVED
- ⊙ "E" EXISTING ILLUMINATED SIGN, FIBER OPTIC

TEMPORARY TRAFFIC SIGNAL LEGEND

- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ◀ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 60 FOOT (18.3m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- ⊡ TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊣ TEMPORARY SERVICE INSTALLATION
- ⊙ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊗ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊘ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- ⊡ HANDHOLE
- ⊢ HEAVY DUTY HANDHOLE
- ⊙ ILLUMINATED SIGN, FIBER OPTIC
- ⊗ EXISTING RAILROAD CROSSING SIGNAL
- ⊙ VIDEO CAMERA ASSEMBLY

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	ILLUMINATED SIGN, FIBER OPTIC

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 OFF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: VILLAGE OF NEW LENOX

1	EACH	LIGHT DETECTOR AMPLIFIER
2	EACH	LIGHT DETECTOR

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

4	EACH	SIGNAL HEAD, 1-FACE 3-SECTION M.A.M.
4	EACH	SIGNAL HEAD, 1-FACE 5-SECTION M.A.M.
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
8	EACH	TRAFFIC SIGNAL BACK PLATE
4	EACH	SIGNAL POST
2	EACH	STEEL MAST ARM AND POLE
8	EACH	PEDESTRIAN SIGNAL HEAD 1-FACE
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION
2	EACH	COMBINATION STEEL MAST ARM AND POLE
2	EACH	FIBER OPTIC BLANK OUT SIGN

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 308
CHICAGO, ILLINOIS 60631 TEL. (773) 774-690

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT US ROUTE 30 (LINCOLN HIGHWAY) AT CEDAR ROAD FOR ALL CONSTRUCTION STAGES

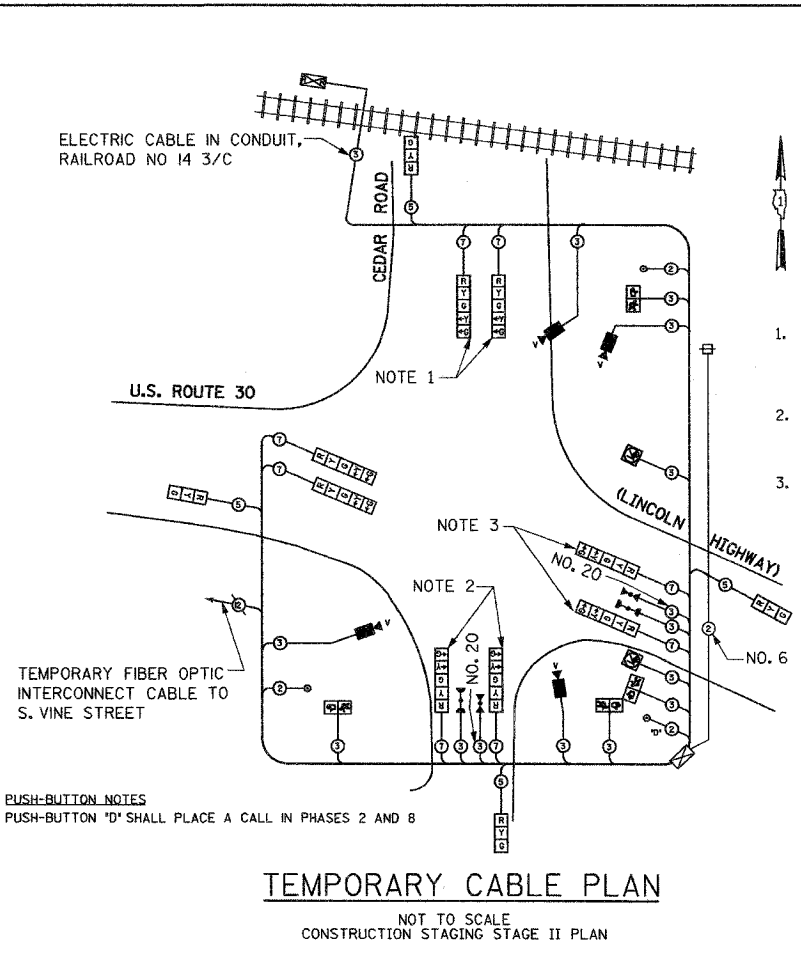
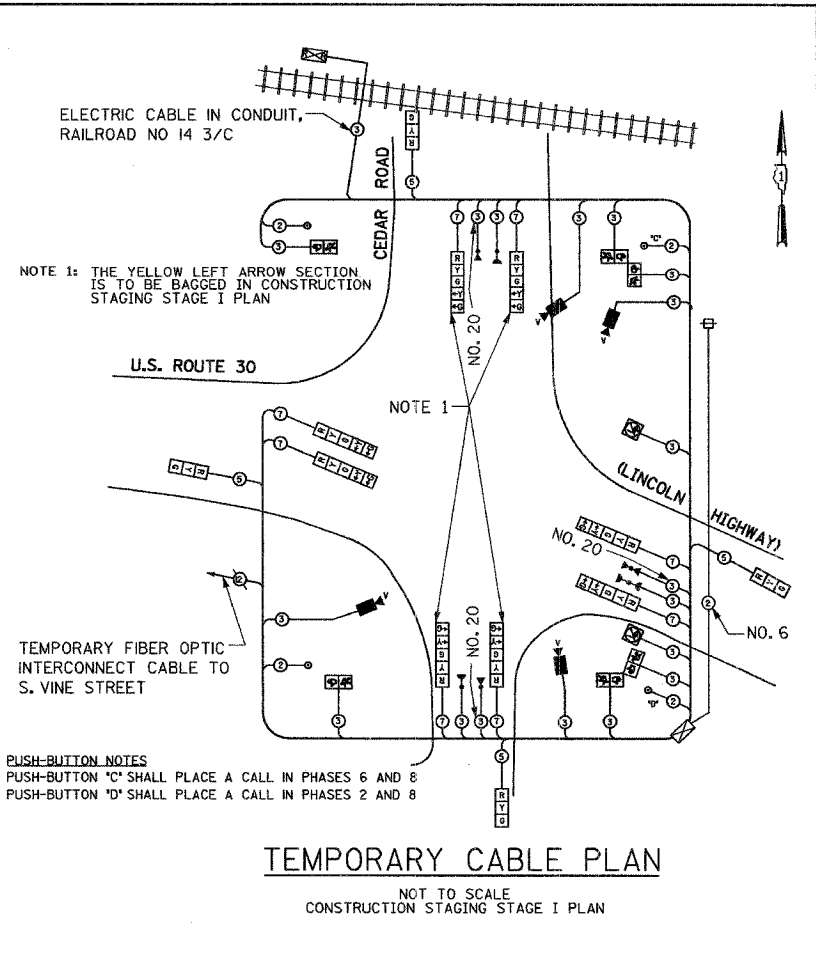
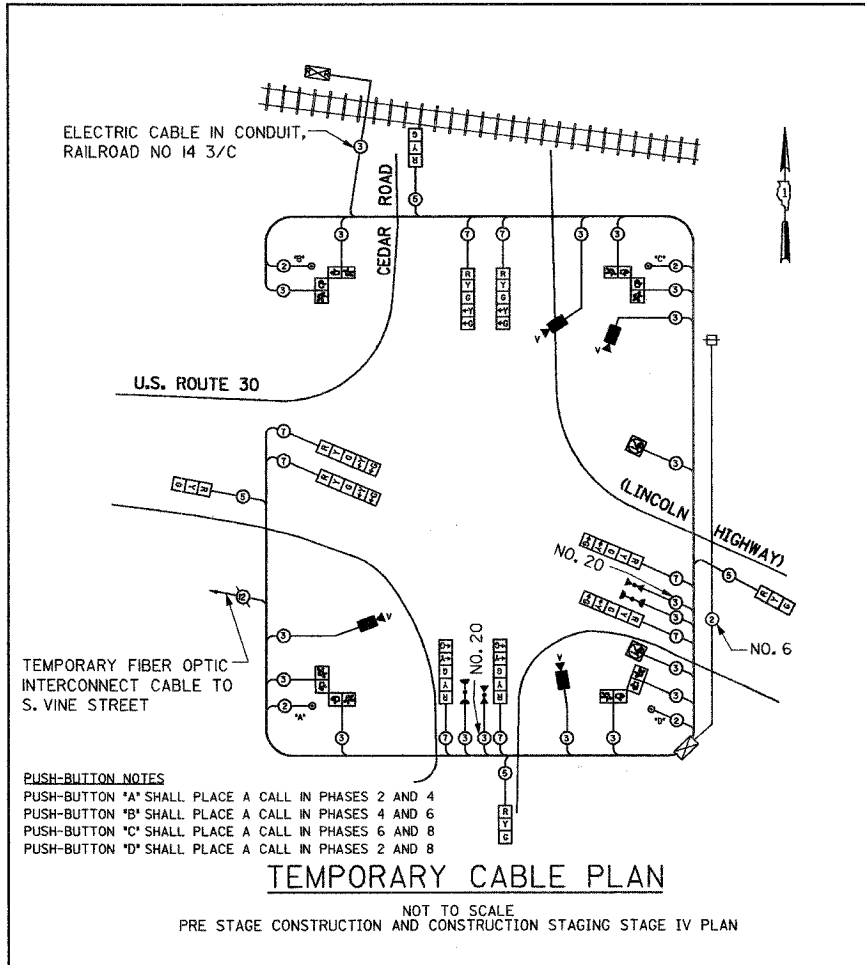
SCALE: 1"=20'

DATE: JULY 20, 2005

DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	77
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT:		

D-91-467-97

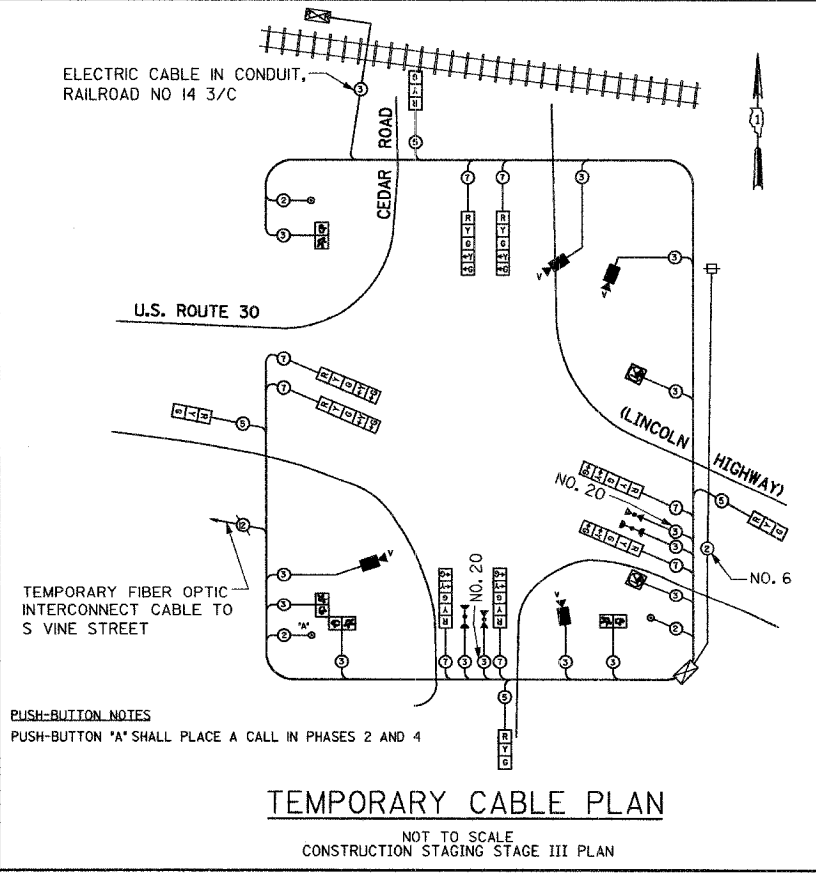


- NOTES**
1. THE GREEN AND YELLOW LEFT ARROW SECTIONS FOR THE NORTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED IN CONSTRUCTION STAGE II PLAN.
 2. THE YELLOW LEFT TURN ARROW SECTION FOR THE SOUTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED IN CONSTRUCTION STAGE II PLAN.
 3. THE GREEN AND YELLOW LEFT ARROW SECTIONS FOR THE EASTBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED IN CONSTRUCTION STAGE II PLAN.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
SIGNAL (RED)	12	135	17	0.50	810.0
	12	135	25	0.25	405.0
	12	135	15	0.25	405.0
ARROW	16	135	12	0.10	216.0
PED. SIGNAL	8	90	25	1.00	720.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN	2		84	0.05	8.4
TOTAL =					2664.4

ENERGY COSTS TO:
VILLAGE OF NEW LENOX
701 WEST HAVEN AVENUE
NEW LENOX, ILLINOIS 60451

ENERGY SUPPLY CONTACT: MR. CRAIG TRIEMSTRE
PHONE: (815) 724-5607
COMPANY: COMED - JOLIET OFFICE



TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- [] EMERGENCY VEHICLE LIGHT DETECTOR
- [] CONFIRMATION BEACON
- [] VEHICLE DETECTOR, INDUCTION LOOP
- [] PEDESTRIAN PUSHBUTTON DETECTOR
- [] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [] VIDEO CAMERA ASSEMBLY
- [] RAILROAD CONTROLLER CABINET
- [] ILLUMINATED SIGN FIBER OPTIC

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN
U.S. ROUTE 30 (LINCOLN HIGHWAY)
AT CEDAR ROAD
FOR ALL CONSTRUCTION STAGES

SCALE: N.T.S.
DATE: JULY 20, 2005

DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6036 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5900

83757

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	79
S.T.A.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT:	
D-91-467-97				

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION PRE STAGE CONSTRUCTION AND CONSTRUCTION STAGE IV PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PRE STAGE CONSTRUCTION AND CONSTRUCTION STAGE IV PLAN																								PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE						
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB		1CC	1DD	1EE	1FF	2	3
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																																	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1Q	3	2 OR 3	1T	1U	2	1W	3	1Y	1Z	2	1BB	3	1DD	1EE	2	3			
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R ←Y	R	R	R	R	R	G ←G	G ←Y	G ←G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	R ←Y	G ←G	G ←Y	G ←G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	G	G	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	H	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTH SIDE OF U.S. ROUTE 30	H	FH	H	FH	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	FH	H	H	FH	H	◇	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WEST SIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY INTERVAL 2 OR 3 IS TERMINATED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
PRE STAGE AND STAGE IV PLAN

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: JEX/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

REVISIONS	
NAME	DATE

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5980

TEMPORARY SEQUENCE OF OPERATION CONSTRUCTION STAGING STAGE I PLAN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	80
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

D-91-467-97

MOVEMENT	CONSTRUCTION STAGING STAGE I PLAN																		F L A S H			
	1+5		1+6			2+5			2+6			3+8			4+7							
PHASE	1+5		1+6			2+5			2+6			3+8			4+7							
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B	17	18A	18B	
CHANGE TO	1+6		2+5		2+6		2+6		2+6		3+8			4+7			1+5					
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R ←G	R ←Y	R ←G	R ←Y	R	R	R	G ←G	G ←G	G ←Y	G	G	Y	R	R	R	R	R	R	R	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	R ←G	R ←G	R ←Y	R ←Y	G ←G	G ←G	G ←Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	G ←G	Y	R	R	R	R	R
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	Y	R
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30		H	H	H	H	H	H	H	P*	**FH	H	P*	**FH	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTH SIDE OF U.S. ROUTE 30		H	H	H	H	P*	**FH	H	H	H	H	P*	**FH	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD		H	H	H	H	H	H	H	H	H	H	H	H	H	P*	**FH	H	H	H	H	H	H

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.
 - ** FLASHING IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
 - P = ILLUMINATED PERSON = WALK
 - FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 - H = ILLUMINATED SOLID HAND = DON'T WALK
 - ALL PHASES IN USE ARE TO BE PLACED ON RECALL
- ∅ THIS "∅" OR FLASHING "∅" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "∅" OR FLASHING "∅" INTERVALS. "∅" AND FLASHING "∅" TIMINGS TO BE SET ONLY ON PHASES WHERE "∅" AND FLASHING "∅" ARE INDICATED IN THE SEQUENCE OF OPERATION.

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE I PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	CONSTRUCTION STAGING STAGE I PLAN																	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 2				
	1	5	8	11	14	17	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L					1M	1N	1P	1Q
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																		2	3	4					
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER																									
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	2	1M	2	1P	2	1R	3	4	5							
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R ←Y	R	R	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	G
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	R ←Y	Y	R	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	Y	R	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	G	
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	G ←G	R	R	R	R	G	G	Y	R	R				
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	G	R	R	R	R	G	G	Y	R	R				
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30		H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTH SIDE OF U.S. ROUTE 30		H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD		H	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS EAST BOUND US RTE. 30		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	

- NLT = "NO LEFT TURN" OR
- RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

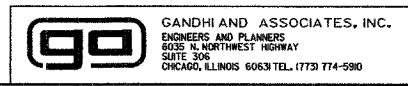
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY SEQUENCE OF OPERATION
TEMPORARY RAILROAD PREEMPTION
SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
CONSTRUCTION STAGING STAGE I PLAN

REVISIONS	
NAME	DATE

SCALE: NONE DRAWN BY: JEK/BB
DATE: JULY 20, 2005 DESIGNED BY: RRM
CHECKED BY: RRM/PKG



83757

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	81
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-91-467-97				

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE I PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5			8		8			11		11			14			14		17			PREEMPTOR NUMBER 3			PREEMPTOR NUMBER 4			PREEMPTOR NUMBER 5			CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	3	4	2	3	4	2	3	4		
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	3	4								
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2, 3 OR 4	1C	2	1E	1F	3 OR 4	1H	2	1K	1L	3 OR 4	2	1P	1Q	3 OR 4	1S	1T	2 OR 4	3	1W	2 OR 3	4											
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B ←Y	R	R	R	R	R	G ←G	G ←Y	G ←G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	G	R	R						◇	
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	G	R	R						◇	
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B ←Y	R	G ←G	G ←Y	G ←G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	G	R	R						◇	
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	G	G	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	G	R	R						◇	
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	R	G ←G	R				◇	
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R					◇	
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G ←G	R	R	G ←G						◇	
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	G						◇	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTH SIDE OF U.S. ROUTE 30	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◇	

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY INTERVAL 2,3 OR 4 IS TERMINATED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
CONSTRUCTION STAGING STAGE I PLAN

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

REVISIONS	
NAME	DATE



GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
8335 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE II PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		6		PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2		CLEAR TO NORMAL SEQUENCE		
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	2	3			
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER							2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	2	3	4	5	
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	3	4	5		
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R	R	Y	R	R	R	Y	R	R	R	R	R	G	△
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	Y	R	R	R	Y	R	R	R	R	R	G	△
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	Y	R	Y	R	R	R	Y	R	R	R	R	R	G	△
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	Y	R	Y	R	R	R	Y	R	R	R	R	R	G	△
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	Y	R	R	R	Y	R	R	R	R	△
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	Y	R	R	R	Y	R	R	R	R	△
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	G	G	R	R	G	R	G	Y	R	△
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	G	G	R	R	G	R	G	Y	R	△
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	△
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	△
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

HOLD

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE II PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		6		PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		CLEAR TO NORMAL SEQUENCE			
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K				
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER							2		3					
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	3	2	1F	1G	3	1J	1K	2	3			
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R	R	R	G	G	Y	R	R	R	R	G	R	◇
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	G	G	Y	R	R	R	R	G	R	◇
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	G	Y	R	G	G	Y	R	R	R	R	G	R	◇
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	G	Y	R	G	G	Y	R	R	R	R	G	R	◇
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	G	Y	R	G	R	G	◇
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	G	Y	R	G	R	G	◇
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	G	Y	R	G	R	G	◇
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	G	Y	R	G	R	G	◇
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	H	H	H	FH	FH	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	H	H	H	H	H	H	FH	H	H	FH	H	H	H	◇

TEMPORARY SEQUENCE OF OPERATION

CONSTRUCTION STAGING STAGE II PLAN

MOVEMENT	← 6		← 6		↑ 4		↓ 8		F L A S H	
	← 1	← 2	← 6	← 8	↑ 4	↓ 8	↑ 4	↓ 8		
PHASE	1+6		2+6		4+8		4+8			
INTERVAL	1	2	3	4	5A	5B	6	7	8A	8B
CHANGE TO	2+6		4+8		4+8		1+6			
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B	R	R	G	G	Y	R	R	R	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	G	G	Y	R	R	R	R
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B	G	G	G	G	Y	R	R	R	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNAL	W/B	G	G	G	G	Y	R	R	R	R
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	G	G	Y
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	N/B	R	R	R	R	R	R	G	G	Y
CEDAR ROAD FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	G	G	Y
CEDAR ROAD NEAR RIGHT SPAN WIRE SIGNAL	S/B	R	R	R	R	R	R	G	G	Y
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTH SIDE OF U.S. ROUTE 30	H	H	* P	** FH	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EAST SIDE OF CEDAR ROAD	H	H	H	H	H	H	* P	** FH	H	H

- * TO APPEAR ONLY UPON PUSHBUTTON ACTUATION
- ** FLASHING [] IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

NLT = 'NO LEFT TURN' OR

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY INTERVAL 2 OR 3 IS TERMINATED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6025 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY SEQUENCE OF OPERATION,
TEMPORARY RAILROAD PREEMPTION
SEQUENCE OF OPERATION AND
TEMPORARY EMERGENCY VEHICLE PREEMPTION
SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
CONSTRUCTION STAGING STAGE II PLAN

SCALE: NONE DRAWN BY: JEK/BB
DATE: JULY 20, 2005 DESIGNED BY: RRM
CHECKED BY: RRM/PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	84
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT:	
D-91-467-97				

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION CONSTRUCTION STAGING STAGE III PLAN

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																							PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE				
	1	5	5	7	7	10	10	13	17	17	19	19	22	22	2	3													
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB			
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	2	1D	3	1F	2	1H	1J	3	2	1M	1N	3	2 OR 3	1R	2	3	1U	1V	2	1X	3	1Z	1AA	2	3			
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	E/B ←Y	R	R	R	R	G ←G	G ←Y	G ←G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNALS	E/B	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	W/B ←Y	R	G ←Y	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNALS	W/B	R	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G ←Y	R	R	R	R	R	R	G	Y	R	G	R	G
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	R	R	G	Y	R	G	R	G
U.S. ROUTE 30 FAR RIGHT & LEFT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	Y	R	G ←G	G ←Y	G	Y	R	G	R	G	
U.S. ROUTE 30 NEAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	G	Y	R	G	R	G	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTHSIDE OF U.S. ROUTE 30	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WESTSIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	FH	H	H	FH	H	H	

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY INTERVAL 2 OR 3 IS TERMINATED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REVISIONS	
NAME	DATE

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6335 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-6980

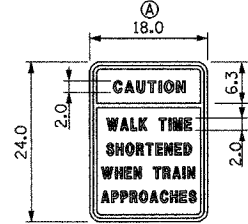
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TEMPORARY EMERGENCY VEHICLE PREEMPTION
SEQUENCE OF OPERATION
US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
CONSTRUCTION STAGING STAGE III PLAN**
SCALE: NONE
DATE: JULY 20, 2005
DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	85
STA.	TO STA.			
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-91-467-97				

NOTE 1: REUSE PROPOSED HANDHOLE INSTALLED IN TEMPORARY SIGNAL INSTALLATION IN PERMANENT TRAFFIC SIGNAL INSTALLATION. SEE TEMPORARY SIGNAL PLAN SHEET.

CONTRACTOR SHALL COORDINATE PROPOSED TRAFFIC SIGNAL INSTALLATION WITH METRA

SIGN PANEL TYPE 1

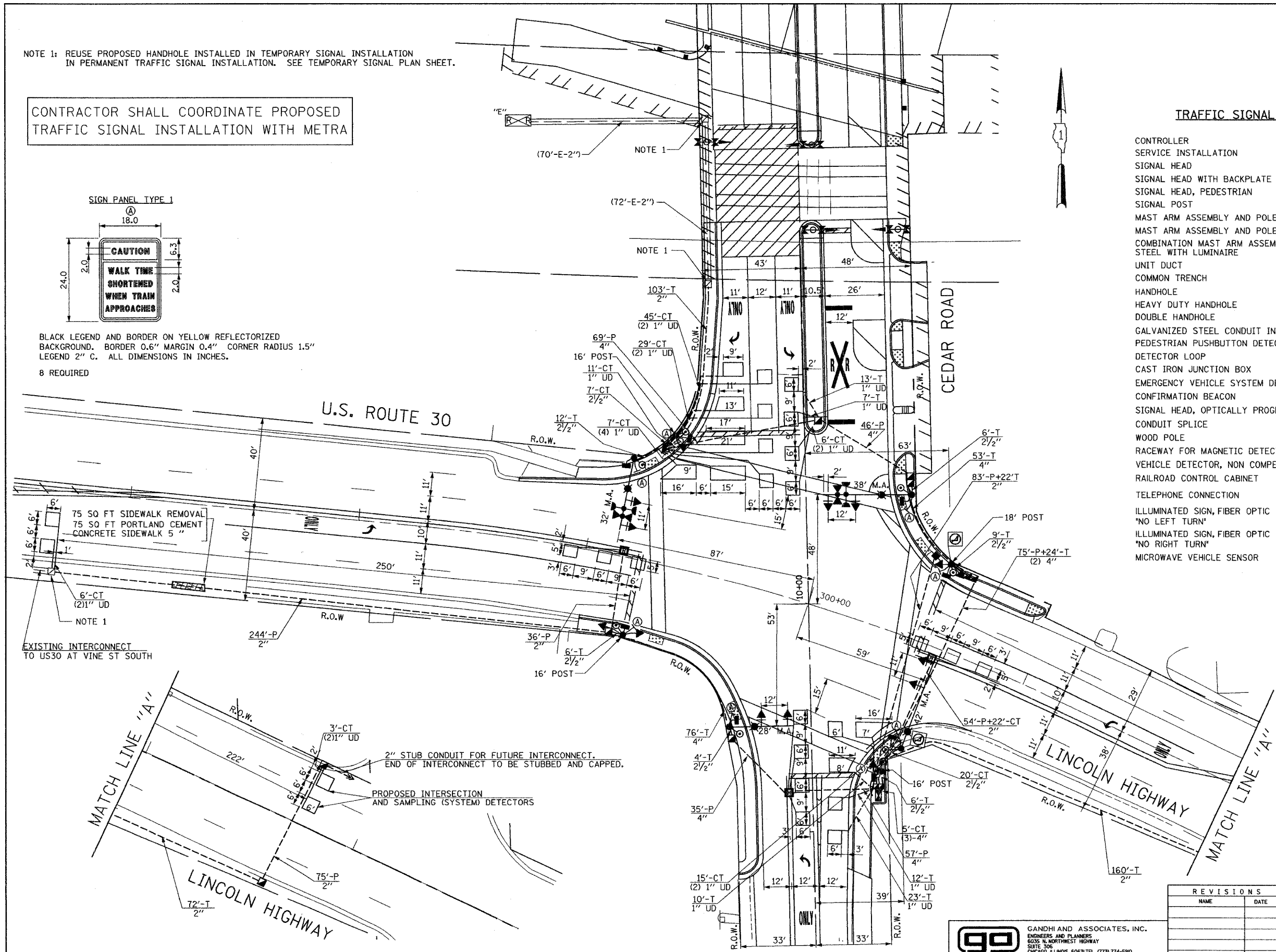
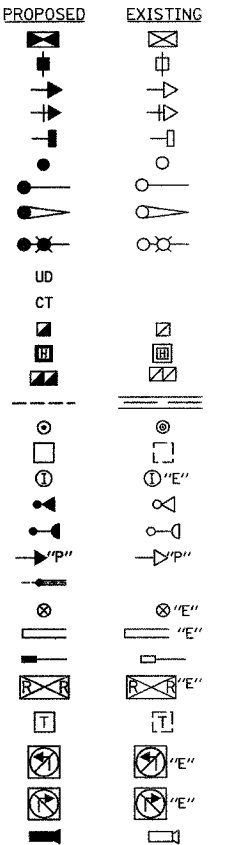


BLACK LEGEND AND BORDER ON YELLOW REFLECTORIZED BACKGROUND. BORDER 0.6" MARGIN 0.4" CORNER RADIUS 1.5" LEGEND 2" C. ALL DIMENSIONS IN INCHES.

8 REQUIRED

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD, OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET
- TELEPHONE CONNECTION
- ILLUMINATED SIGN, FIBER OPTIC
- "NO LEFT TURN"
- ILLUMINATED SIGN, FIBER OPTIC
- "NO RIGHT TURN"
- MICROWAVE VEHICLE SENSOR



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC SIGNAL INSTALLATION
 U.S. ROUTE 30 (LINCOLN HIGHWAY)
 AT CEDAR ROAD

REVISIONS	
NAME	DATE

GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5930

SCALE: 1"=20'
 DATE: JULY 20, 2005
 DRAWN BY: JEK/BB
 DESIGNED BY: RRM
 CHECKED BY: RRM/PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	86
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-91-467-97

SCHEDULE OF QUANTITIES

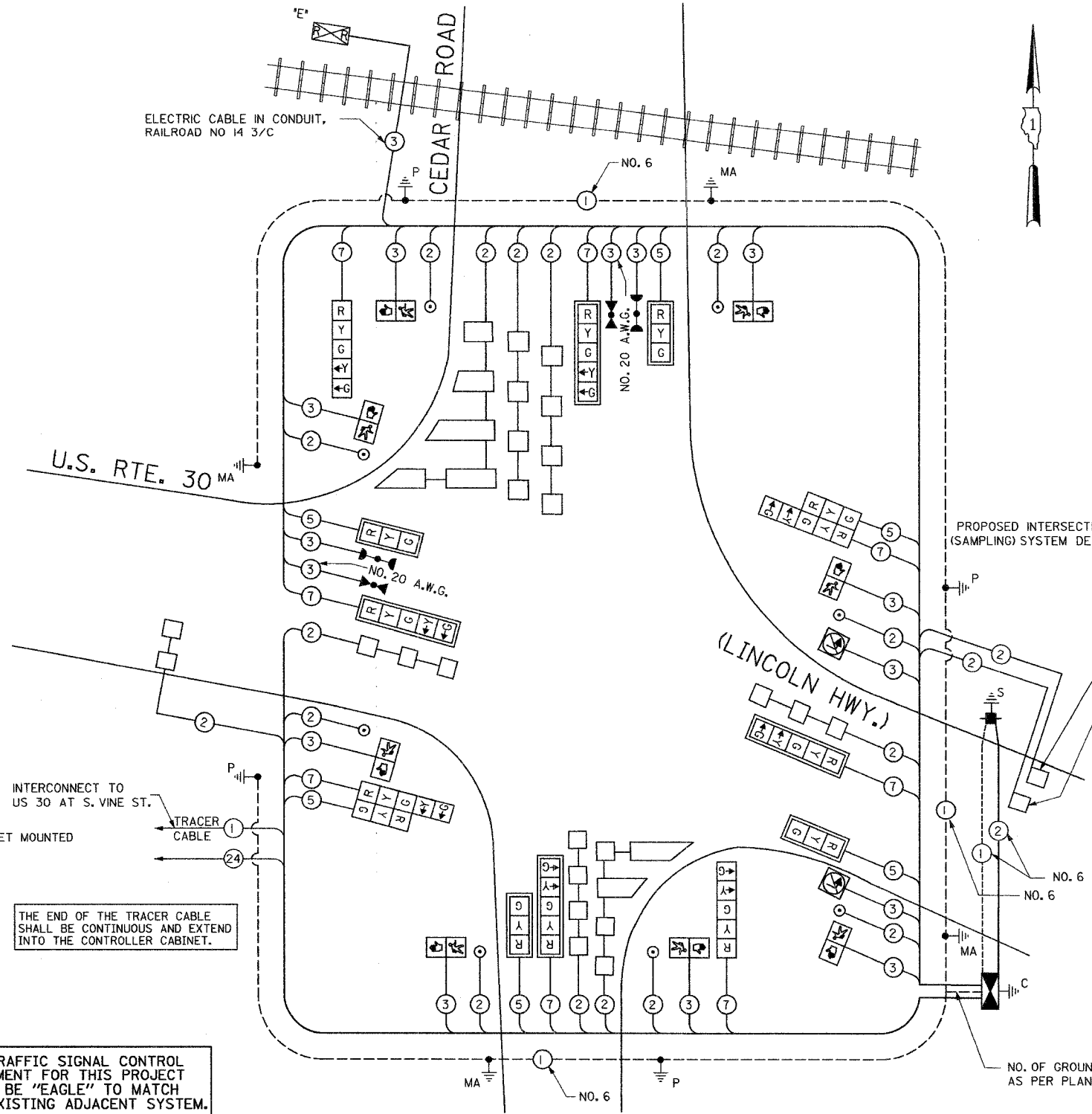
QUANTITY	UNIT	ITEM
75	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
75	SQ FT	SIDEWALK REMOVAL
37.5	SQ FT	SIGN PANEL - TYPE 1
30	SQ FT	SIGN PANEL - TYPE 2
403	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
70	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
192	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
492	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
357	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
9	EACH	HANDHOLE
3	EACH	HEAVY-DUTY HANDHOLE
3	EACH	DOUBLE HANDHOLE
721	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL
1	EACH	TRANSCIEVER-FIBER OPTIC
1520	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
2462	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1296	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1746	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2532	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
124	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 28 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 42 FT.
16	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE D
15	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
45	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
8	EACH	TRAFFIC SIGNAL BACKPLATE
10	EACH	INDUCTIVE LOOP DETECTOR
1166	FOOT	DETECTOR LOOP, TYPE 1
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
2	EACH	ILLUMINATED SIGN, L.E.D.
132	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
13	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	SERVICE INSTALLATION, POLE MOUNT
755	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
659	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED
4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED
591	FOOT	ELECTRIC CABLE IN CONDUIT, RAILROAD NO. 14 3C

• 100% COST TO THE CITY OF NEW LENOX

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE	%OPERATION		
SIGNAL (RED)	14	135	17	0.50	119.0
(YELLOW)	14	135	25	0.25	87.5
(GREEN)	14	135	15	0.25	52.5
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	8	90	25	1.00	200.0
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN	2		84	0.05	8.4

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A-POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D-CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'±L-2'±
E-M-ARM POLE		SIGNAL POST	2 (1.0)	(6m±H-0.6m)±	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (914mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

ENERGY COSTS TO: VILLAGE OF NEW LENOX TOTAL = 586.6
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 WEST CENTER COURT
 SCHALMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY CONTACT: MR. CRAIG TRIEMSTRE
 PHONE: (815) 724-5607
 COMPANY: COMED - JOLIET OFFICE



CABLE PLAN NOT TO SCALE

CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
[Symbol]	[Symbol]	8" (200mm) TRAFFIC SIGNAL SECTION
[Symbol]	[Symbol]	12" (300mm) TRAFFIC SIGNAL SECTION
[Symbol]	[Symbol]	12" (300mm) PEDESTRIAN SIGNAL SECTION
[Symbol]	[Symbol]	12" (300mm) PEDESTRIAN SIGNAL SECTION
[Symbol]	[Symbol]	CONTROLLER CABINET
[Symbol]	[Symbol]	SERVICE INSTALLATION
[Symbol]	[Symbol]	TELEPHONE INSTALLATION
[Symbol]	[Symbol]	VEHICLE DETECTOR, INDUCTION LOOP
[Symbol]	[Symbol]	MAGNETIC DETECTOR
[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR
[Symbol]	[Symbol]	CONFIRMATION BEACON
[Symbol]	[Symbol]	PUSH-BUTTON DETECTOR
[Symbol]	[Symbol]	DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
[Symbol]	[Symbol]	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
[Symbol]	[Symbol]	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
[Symbol]	[Symbol]	SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD.
[Symbol]	[Symbol]	RAILROAD CONTROL CABINET
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
[Symbol]	[Symbol]	GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HD), OR CONTROLLER (HC)
[Symbol]	[Symbol]	GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
[Symbol]	[Symbol]	GROUND ROD AT ELECTRIC SERVICE INSTALLATION (S)
[Symbol]	[Symbol]	LOCAL AND MASTER CONTROLLER
[Symbol]	[Symbol]	MICROWAVE VEHICLE SENSOR

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

INTERCONNECT TO US 30 AT S. VINE ST.

GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-590

REVISIONS	
NAME	DATE


ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN AND SCHEDULE OF QUANTITIES US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD
 SCALE: N.T.S.
 DATE: JULY 20, 2005
 DRAWN BY: JEK/BB
 DESIGNED BY: RRM
 CHECKED BY: RRM/PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	89
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-91-467-97				

RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1	5	8	11	14	18	22	26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2						CLEAR TO NORMAL SEQUENCE							
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																								
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2	3														
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	3	4	5			
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	2	1N	2	1Q	2	1S	2	3	4	5				
U.S. ROUTE 30 END MAST ARM AND FAR LEFT SIGNALS	E/B	R ←Y	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△	
U.S. ROUTE 30 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△	
U.S. ROUTE 30 END MAST ARM AND FAR LEFT SIGNALS	W/B	R ←Y	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△	
U.S. ROUTE 30 NEAR RIGHT AND FAR RIGHT MAST ARM SIGNAL	W/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△	
CEDAR ROAD END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△	
CEDAR ROAD NEAR RIGHT AND FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△	
CEDAR ROAD END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	←G	Y	R	R	△
CEDAR ROAD FAR RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	Y	R	R	△	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON SOUTHSIDE OF U.S. ROUTE 30	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△	
PEDESTRIAN SIGNALS CROSSING CEDAR ROAD ON NORTHSIDE OF U.S. ROUTE 30	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON EASTSIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	△	
PEDESTRIAN SIGNALS CROSSING U.S. ROUTE 30 ON WESTSIDE OF CEDAR ROAD	H	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	△	
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS EAST BOUND US RTE. 30	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△	

HOLD

NLT = "NO LEFT TURN" OR 

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.


ILLINOIS DEPARTMENT OF TRANSPORTATION

RAILROAD PREEMPTION SEQUENCE OF OPERATION US 30 (LINCOLN HIGHWAY) AT CEDAR ROAD

SCALE: NONE
DATE: JULY 20, 2005

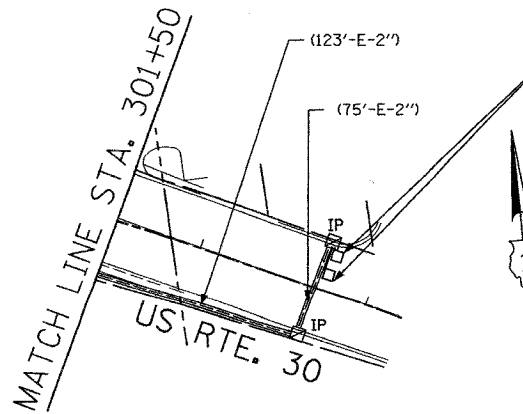
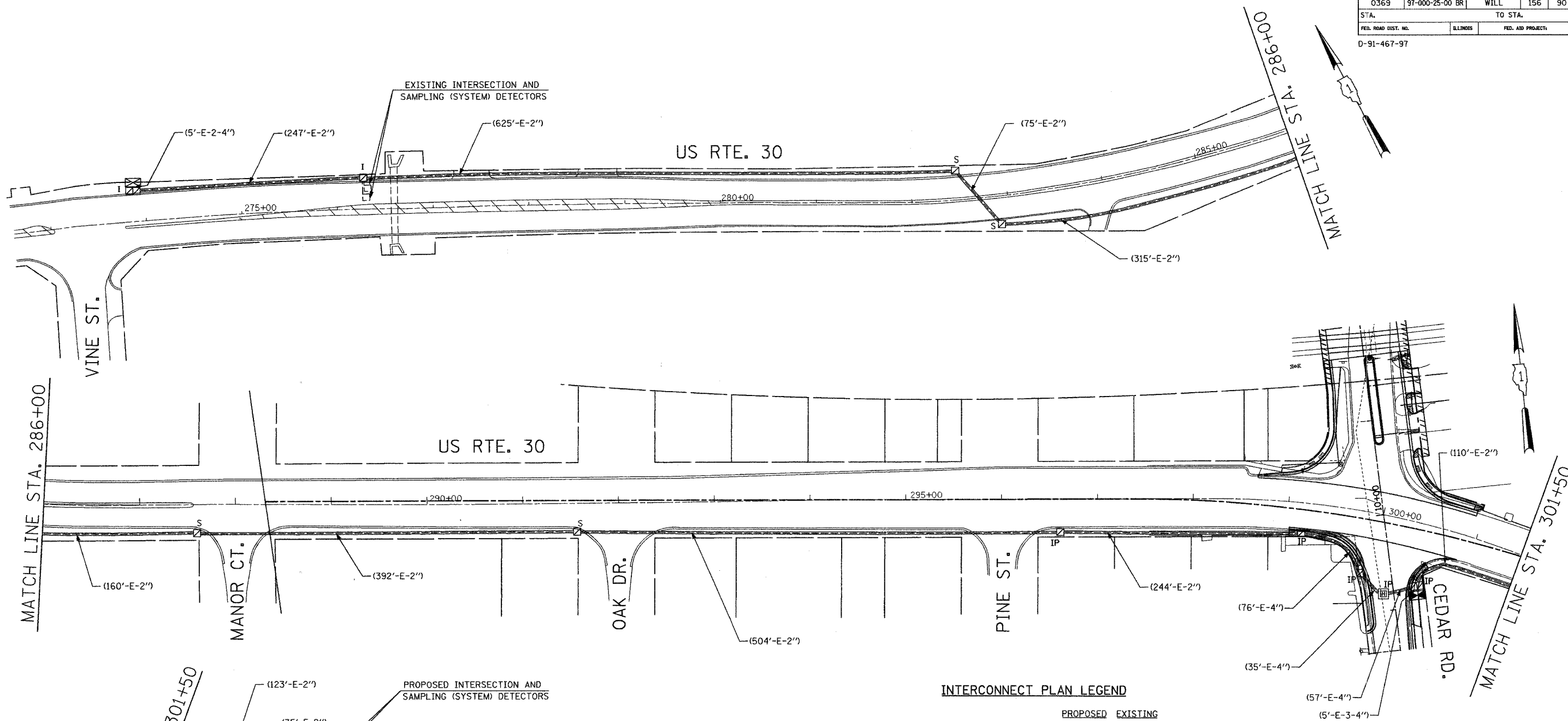
DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

REVISIONS	
NAME	DATE

 GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

83757

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	90
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-91-467-97				



INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
4646	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLTION
2827	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
2853	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM12F
1	L SUM	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM

INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION	IP	I
TELEPHONE CONNECTION	T	T
STAINLESS STEEL JUNCTION BOX		

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT PLAN
VINE STREET TO CEDAR ROAD AT
US 30 (LINCOLN HIGHWAY)

REVISIONS	
NAME	DATE





























SCALE: 1"=50'
DATE: JULY 20, 2005

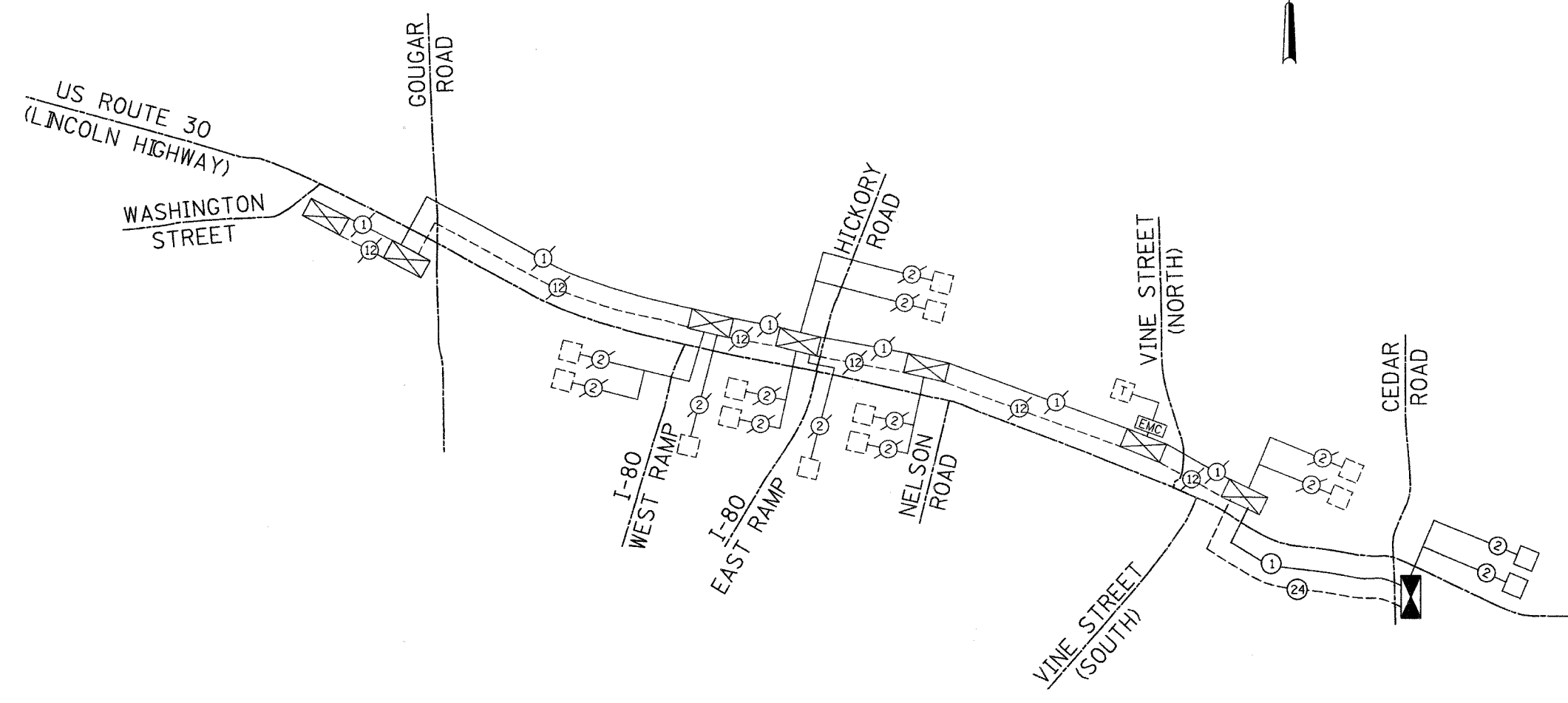
DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

go GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	91
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT:	
D-91-467-97			83757	

INTERCONNECT SCHEMATIC LEGEND

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



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-590

REVISIONS	
NAME	DATE

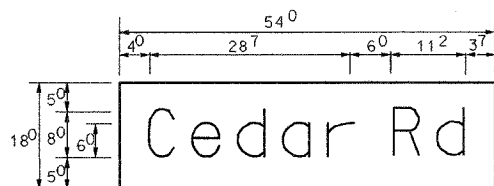
ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC
U.S. ROUTE 30 (LINCOLN HIGHWAY)
I-80 (WEST RAMP) TO CEDAR ROAD

SCALE: N.T.S.
DATE: JULY 20, 2005

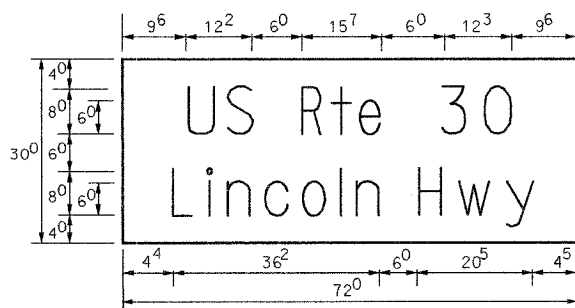
DRAWN BY: JEK/BB
DESIGNED BY: RRM
CHECKED BY: RRM/PKG

PANEL SIGN DESIGN TYPE 1



- Sq. M. each
6.75 Sq. Ft. each
2 Required
Design Series D

PANEL SIGN DESIGN TYPE 2



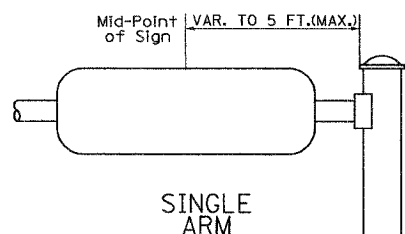
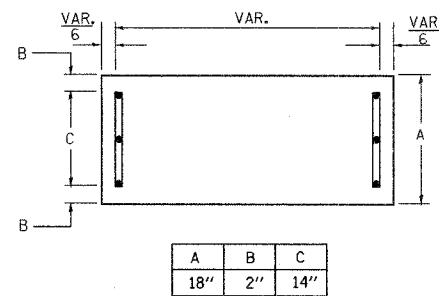
- Sq. M. each
15.0 Sq. Ft. each
2 Required
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

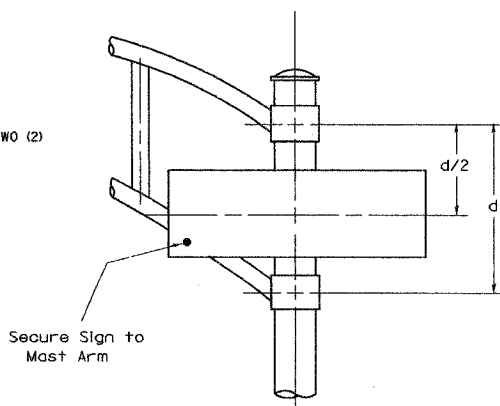
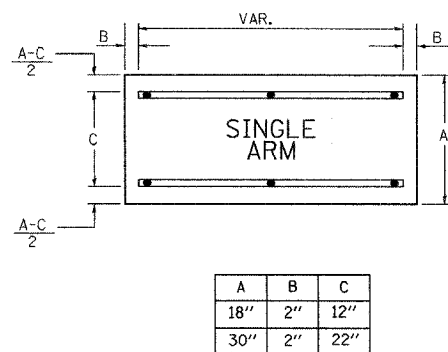
GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
* A.K.T. CORPORATION SCHALMBURG, IL
* TUCKER COMPANY, INC. WAUWATOSA, WI
* AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
* WESTERN TRAFFIC CONTROL INC. CICERO, IL
- PARTS LISTING:
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
BRACKETS 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



SUPPORTING CHANNELS



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

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

EXAMPLE, 2³ DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	a		c		d		e		g		o		q		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹

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





















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	a		c		d		e		g		o		q		z	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g i j	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
l m n q u	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
bf k o p 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
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"

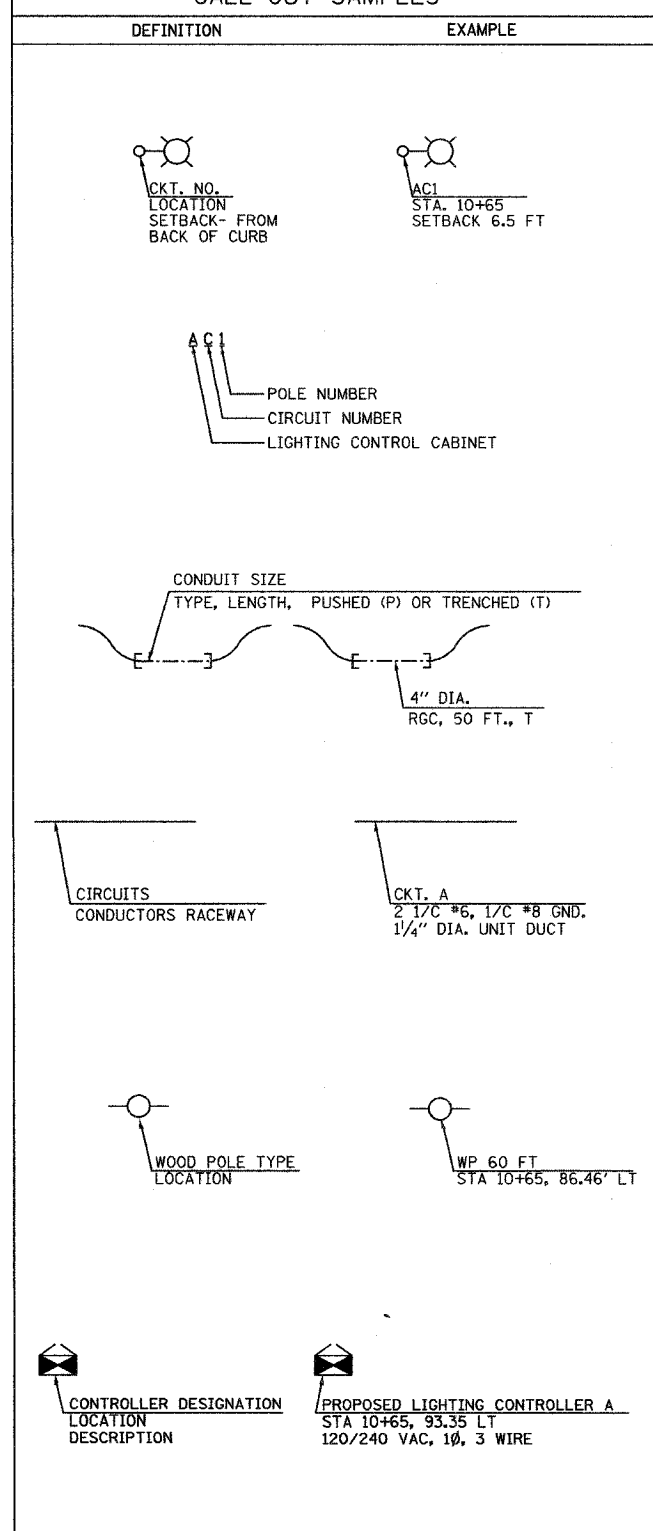
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	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷
1	2 ⁰	2 ¹	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹
2 3 4	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	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 ⁴	1 ⁴	1 ⁵	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 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵

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

LEGEND

-  PROPOSED COMBINATION LIGHTING UNIT
40' M.H., 12' M.A., 310W, 240V HPS LUMINAIRE
-  PROPOSED IDOT LIGHTING UNIT
40' M.H., 12' M.A., 310W, 240V HPS LUMINAIRE
-  PROPOSED VILLAGE LIGHTING UNIT
40' M.H., 12' M.A., 250W, 240V HPS LUMINAIRE
-  EXISTING VILLAGE LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W, 240V HPS LUMINAIRE
-  EXISTING COMBINATION UNIT TO BE REMOVED
40' M.H., 6' M.A., 400W, 240V HPS LUMINAIRE
-  EXISTING VILLAGE LIGHTING UNIT TO BE REMOVED
50' M.H., 6' M.A., 400W, 240V HPS LUMINAIRE
-  TEMPORARY LIGHTING UNIT MOUNTED ON
40' M.H., 12' M.A., 400W, 240V HPS LUMINAIRE
-  EXISTING TEMPORARY LIGHTING UNIT
50' M.H., 6' M.A., 400W, 240V HPS LUMINAIRE
-  RIGID GALVANIZED STEEL CONDUIT (RGC)
PUSHED (P), OR TRENCHED (T)
SIZE AS INDICATED
-  UNIT DUCT, AS SPECIFIED IN PLANS
-  EXISTING UNDERGROUND WIRING TO REMAIN
UNLESS OTHERWISE NOTED
-  EXISTING UNIT DUCT TO BE ABANDONED
-  AERIAL CABLE WITH MESSENGER WIRE
-  PROPOSED LIGHTING CONTROLLER
-  EXISTING LIGHTING CONTROLLER
TO BE USED AS TEMPORARY
-  PROPOSED WOOD POLE, 60 FT
-  EXISTING WOOD POLE
-  ELECTRIC UTILITY POLE
-  ELECTRIC GROUND ROD
-  PHOTOCELL

CALL-OUT SAMPLES



ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED, SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUIT, UNIT DUCTS, DIRECT BURIAL CABLE, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS.
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. THE CONTRACTOR SHALL FURNISH AND INSTALL POLE WIRING AT EACH POLE. THIS SHALL BE CONSIDERED AS A PART OF THE LIGHT POLE PAY ITEMS. NO EXTRA COMPENSATION WILL BE ALLOWED FOR THIS ITEM.
8. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
9. FOR THE EXISTING LIGHT POLE AND FOUNDATIONS THAT ARE TO BE REMOVED, THE ASSOCIATED UNDERGROUND CONDUITS AND CABLE SHALL BE SEPARATED FROM RESPECTIVE FOUNDATIONS AT 2.5 FEET BELOW GRADE AND SHALL BE ABANDONED.
10. ALL LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT SHALL REMAIN THE PROPERTY OF THE VILLAGE OF NEW LENOX AND SHALL BE DELIVERED TO THE VILLAGE MAINTENANCE FACILITY.
11. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE/VILLAGE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
12. WHERE MULTIPLE CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
13. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
14. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF TWENTY (20) FEET OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.


ILLINOIS DEPARTMENT OF TRANSPORTATION

**US RTE. 30 AT CEDAR ROAD
LEGEND AND NOTES**

REVISIONS	
NAME	DATE

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG



GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5940

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	94
STA.		TO STA.		
D-91-467-97		83757		

SUMMARY OF QUANTITIES

IDOT PAY ITEM NO.	DESIGNATION	UNIT	QUANTITIES
80400100	ELECTRIC SERVICE INSTALLATION	EACH	3
80700140	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	21
80800500	TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	1
81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	295
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	80
81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	526
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1775
81701385	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE USE) 3-1/C 350MCM	FOOT	145
81800600	AERIAL CABLE, 2-1/C NO. 2, ALUMINUM, WITH MESSENGER WIRE	FOOT	45
81800620	AERIAL CABLE, 2-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE	FOOT	785
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	7
82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	5
83008500	LIGHT POLE, ALUMINUM, 40 FT. M.H., 12 FT. MAST ARM	EACH	8
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	80
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	8
84100110	REMOVE TEMPORARY WOOD POLE	EACH	1
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	1
84200700	LIGHTING FOUNDATION REMOVAL	EACH	2
X0322695	MAST ARM, STEEL, STREET LIGHTING, 12 FT.	EACH	4
X0323792	LIGHTING CONTROLLER, SINGLE DOOR, CONSOLE TYPE	EACH	3
X0968500	WIRE AERIAL 1/C NO. 6	FOOT	785
X8040400	ELECTRIC UTILITY SERVICE CONNECTION	EACH	3
X8160112	UNIT DUCT, WITH 2-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (EPR-TYPE RHW), 1/4" DIA., POLYETHYLENE	FOOT	2010
-	UNIT DUCT, WITH 4-1/C NO. 6 AND 1/C NO. 8 GROUND, 600 V (EPR-TYPE RHW), 1/2" DIA., POLYETHYLENE	FOOT	860
XX002112	TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	4
X8950077	REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1
X8410113	REMOVE TEMPORARY LIGHTING UNITS AND SALVAGE	EACH	4

REVISIONS	
NAME	DATE

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HWY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-590

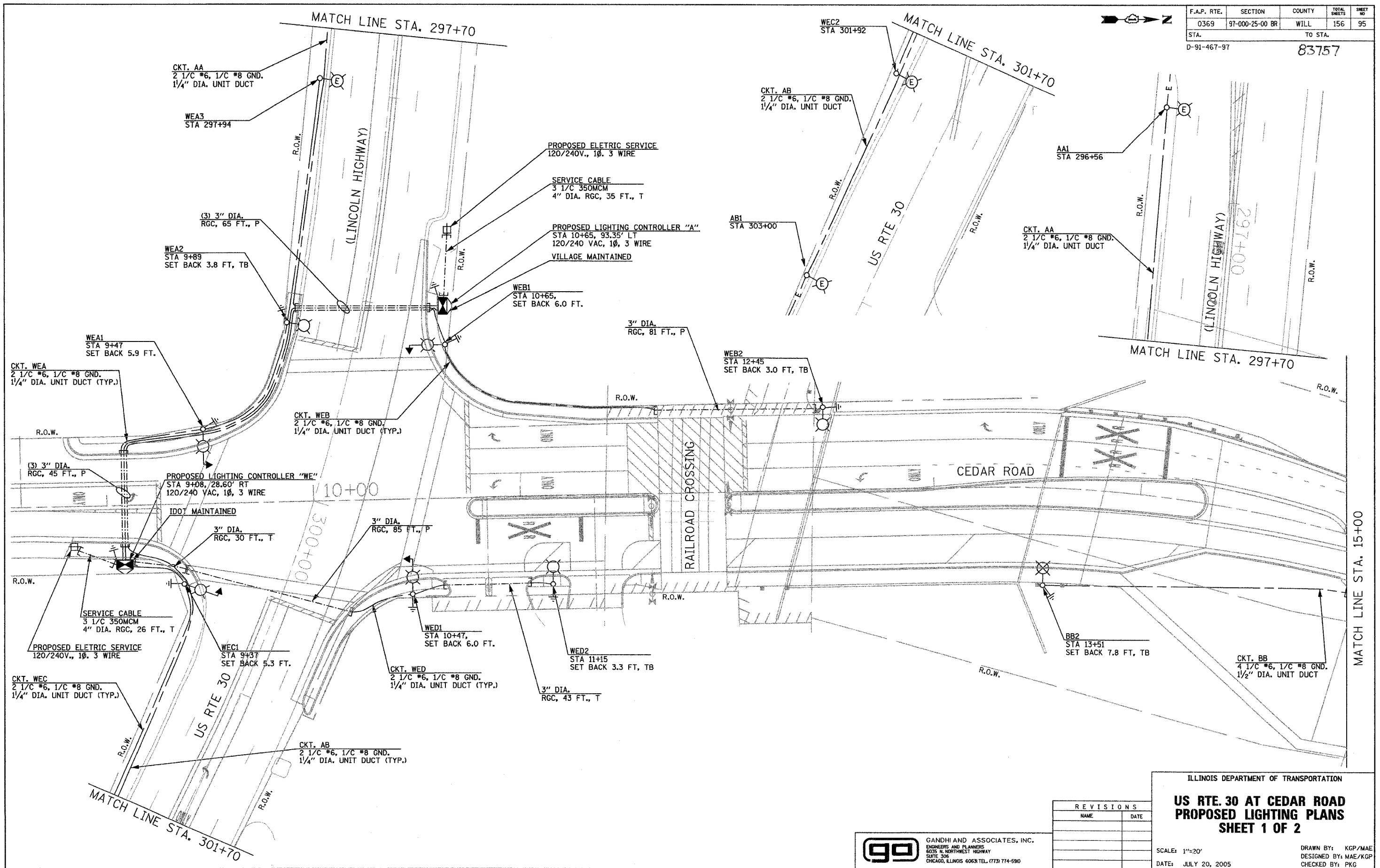
ILLINOIS DEPARTMENT OF TRANSPORTATION

**US RTE. 30 AT CEDAR ROAD
SUMMARY OF QUANTITIES**

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	95
STA.	TO STA.			
D-91-467-97	83757			



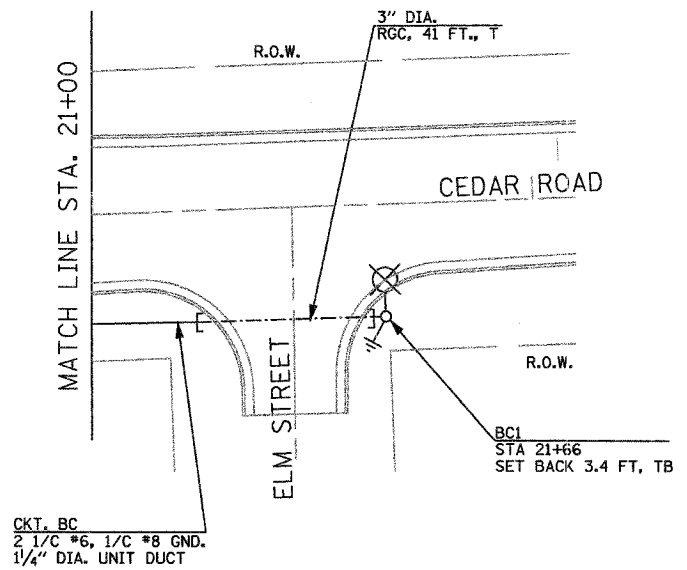
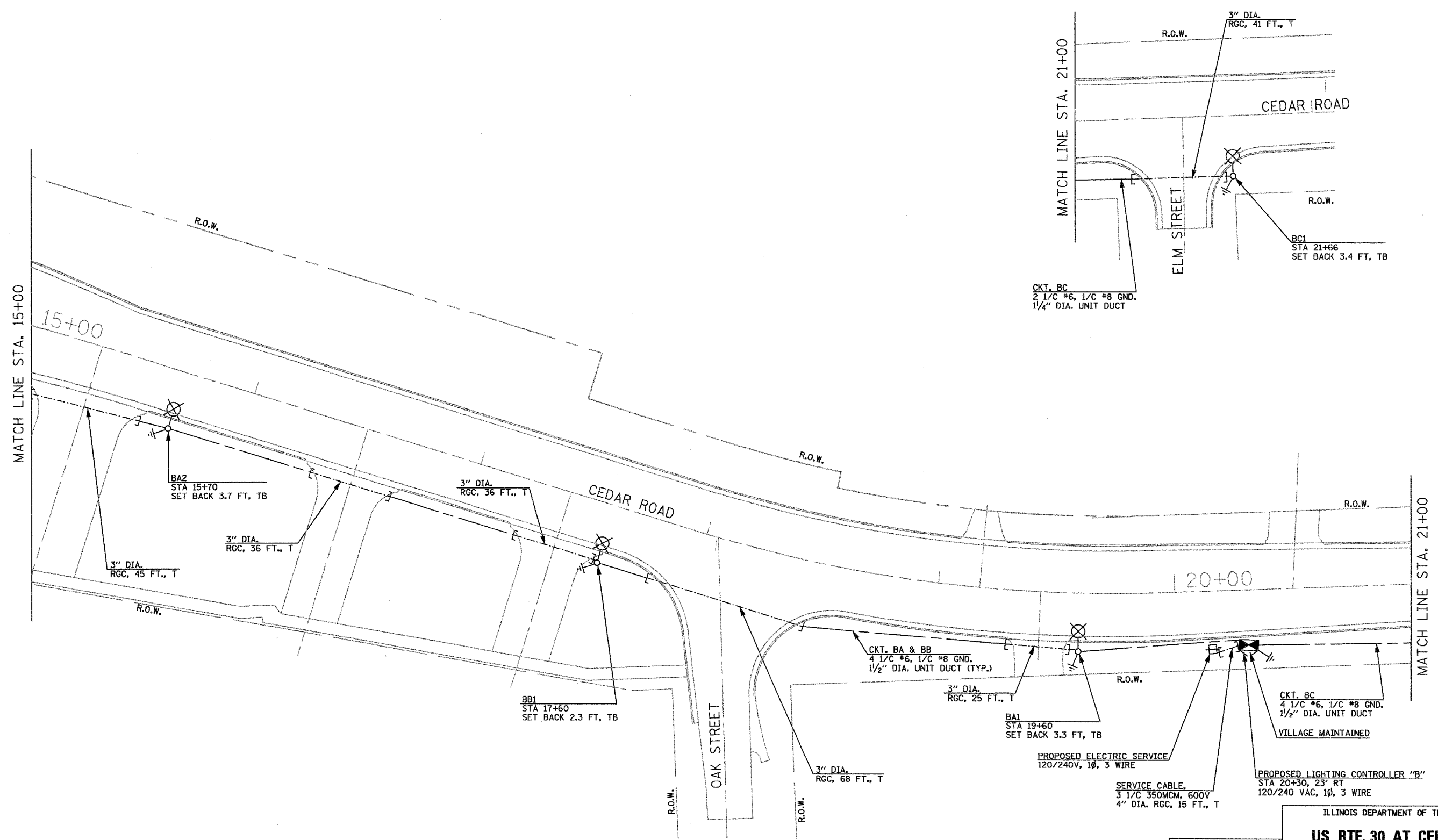
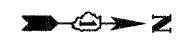
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GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60638 TEL. (773) 774-6900

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**US RTE. 30 AT CEDAR ROAD
 PROPOSED LIGHTING PLANS
 SHEET 1 OF 2**
 SCALE: 1"=20'
 DATE: JULY 20, 2005
 DRAWN BY: KGP/MAE
 DESIGNED BY: MAE/KGP
 CHECKED BY: PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	96
STA.	TO STA.			
D-91-467-97	83757			



MATCH LINE STA. 15+00

MATCH LINE STA. 21+00

20+00

15+00

ILLINOIS DEPARTMENT OF TRANSPORTATION

**US RTE. 30 AT CEDAR ROAD
PROPOSED LIGHTING PLANS
SHEET 2 OF 2**

SCALE: 1"=20'

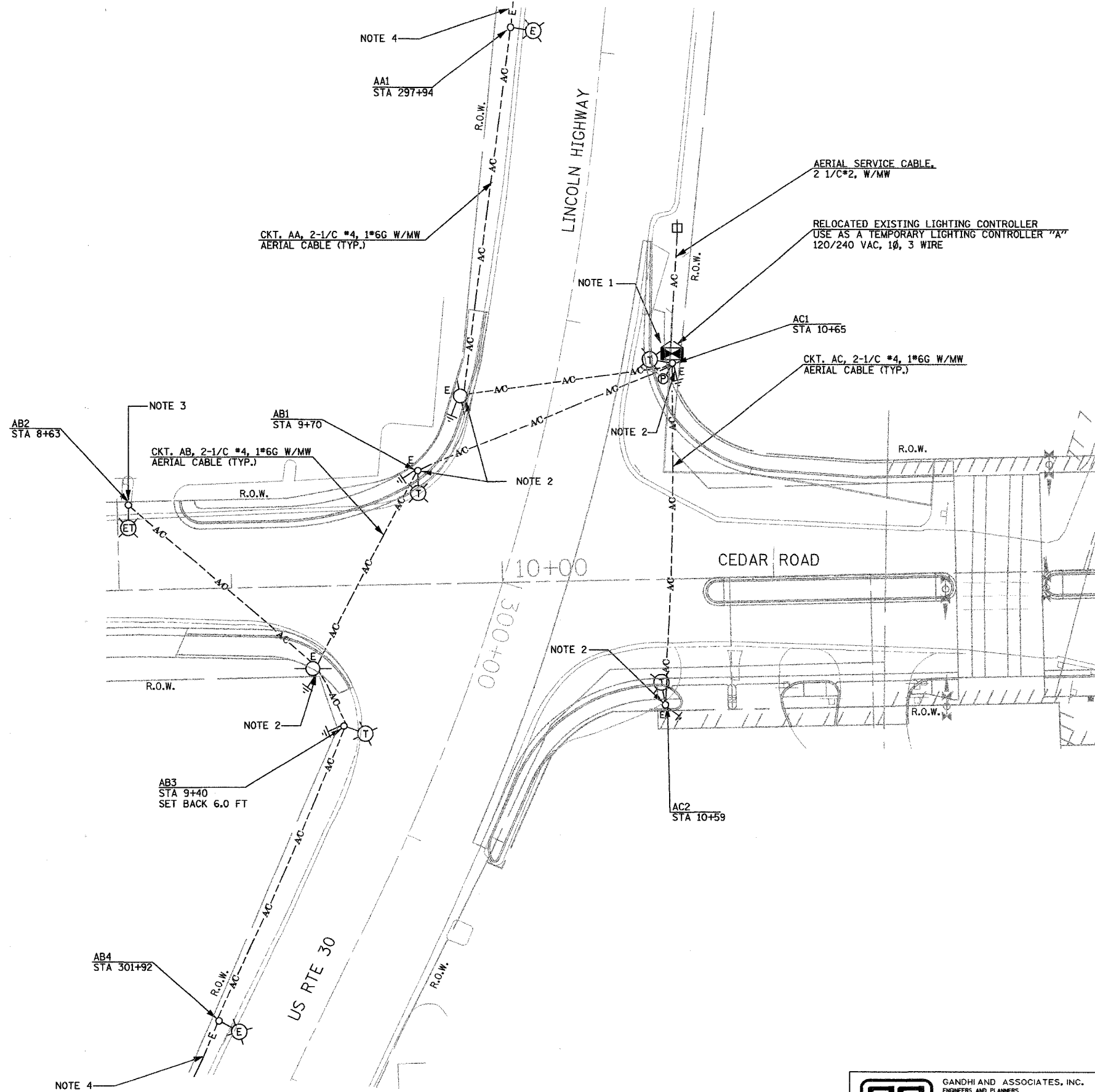
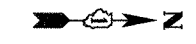
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

REVISIONS	
NAME	DATE

go GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-590

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	97
STA.	TO STA.			
D-91-467-97	83757			



- NOTES**
- EXISTING LIGHTING CONTROLLER LOCATED AT STA. 10+56 FOR US RTE 30 SHALL BE RELOCATED ON WOOD POLE AND BE USED AS A TEMPORARY LIGHTING CONTROLLER "A" AS SHOWN IN THIS PLAN AND AS DIRECTED BY THE ENGINEER. ALL ELECTRICAL CONNECTIONS TO TEMPORARY LIGHTING UNITS MUST BE COMPLETED TO MAKE THE LIGHTS OPERATIONAL THE SAME DAY.
 - TEMPORARY WOOD POLE IS INSTALLED IN TEMPORARY TRAFFIC SIGNAL PLANS.
 - THE EXISTING LIGHT POLE AT STA. 8+63 WILL REMAIN AND BE USED AS A TEMPORARY LIGHT POLE. THE CONTRACTOR SHALL REMOVE THIS POLE ONLY AFTER THE PROPOSED LIGHT POLES HAVE BEEN INSTALLED AND ARE COMPLETELY OPERATIONAL.
 - THIS EXISTING UNIT DUCT SHALL NOT BE ABANDONED UNTIL THE NEW UNIT DUCT IS IN PLACE AND ALL THE CONNECTIONS ARE MADE TO MAKE THE LIGHT POLES COMPLETELY OPERATIONAL.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**US RTE. 30 AT CEDAR ROAD
TEMPORARY LIGHTING PLAN**

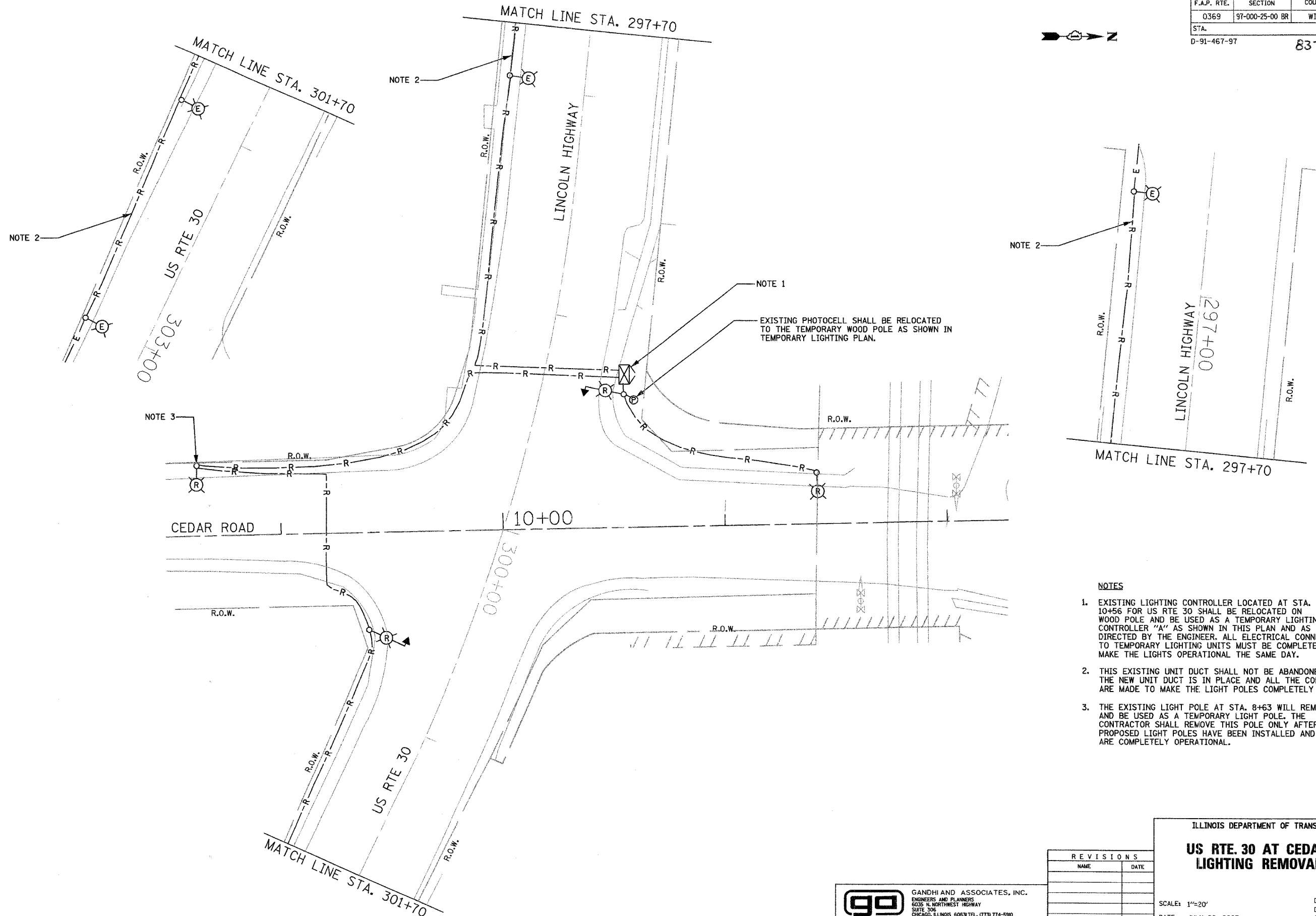
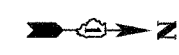
SCALE: 1"=20'

DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6325 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5980

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	98
STA.	TO STA.			
D-91-467-97	83757			



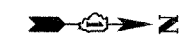
NOTE 1
EXISTING PHOTOCELL SHALL BE RELOCATED TO THE TEMPORARY WOOD POLE AS SHOWN IN TEMPORARY LIGHTING PLAN.

- NOTES**
- EXISTING LIGHTING CONTROLLER LOCATED AT STA. 10+56 FOR US RTE 30 SHALL BE RELOCATED ON WOOD POLE AND BE USED AS A TEMPORARY LIGHTING CONTROLLER "A" AS SHOWN IN THIS PLAN AND AS DIRECTED BY THE ENGINEER. ALL ELECTRICAL CONNECTIONS TO TEMPORARY LIGHTING UNITS MUST BE COMPLETED TO MAKE THE LIGHTS OPERATIONAL THE SAME DAY.
 - THIS EXISTING UNIT DUCT SHALL NOT BE ABANDONED UNTIL THE NEW UNIT DUCT IS IN PLACE AND ALL THE CONNECTIONS ARE MADE TO MAKE THE LIGHT POLES COMPLETELY OPERATIONAL.
 - THE EXISTING LIGHT POLE AT STA. 8+63 WILL REMAIN AND BE USED AS A TEMPORARY LIGHT POLE. THE CONTRACTOR SHALL REMOVE THIS POLE ONLY AFTER THE PROPOSED LIGHT POLES HAVE BEEN INSTALLED AND ARE COMPLETELY OPERATIONAL.

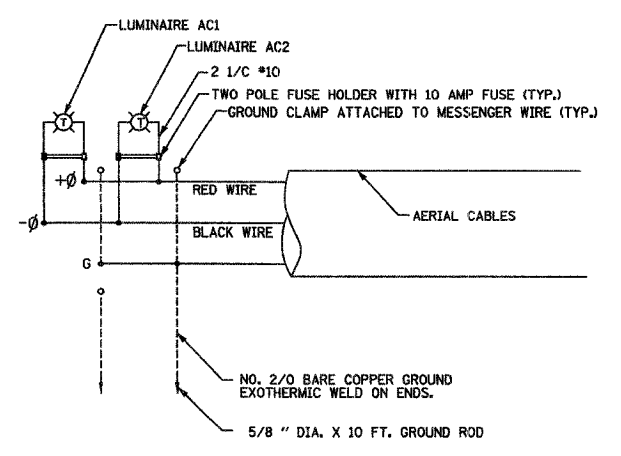
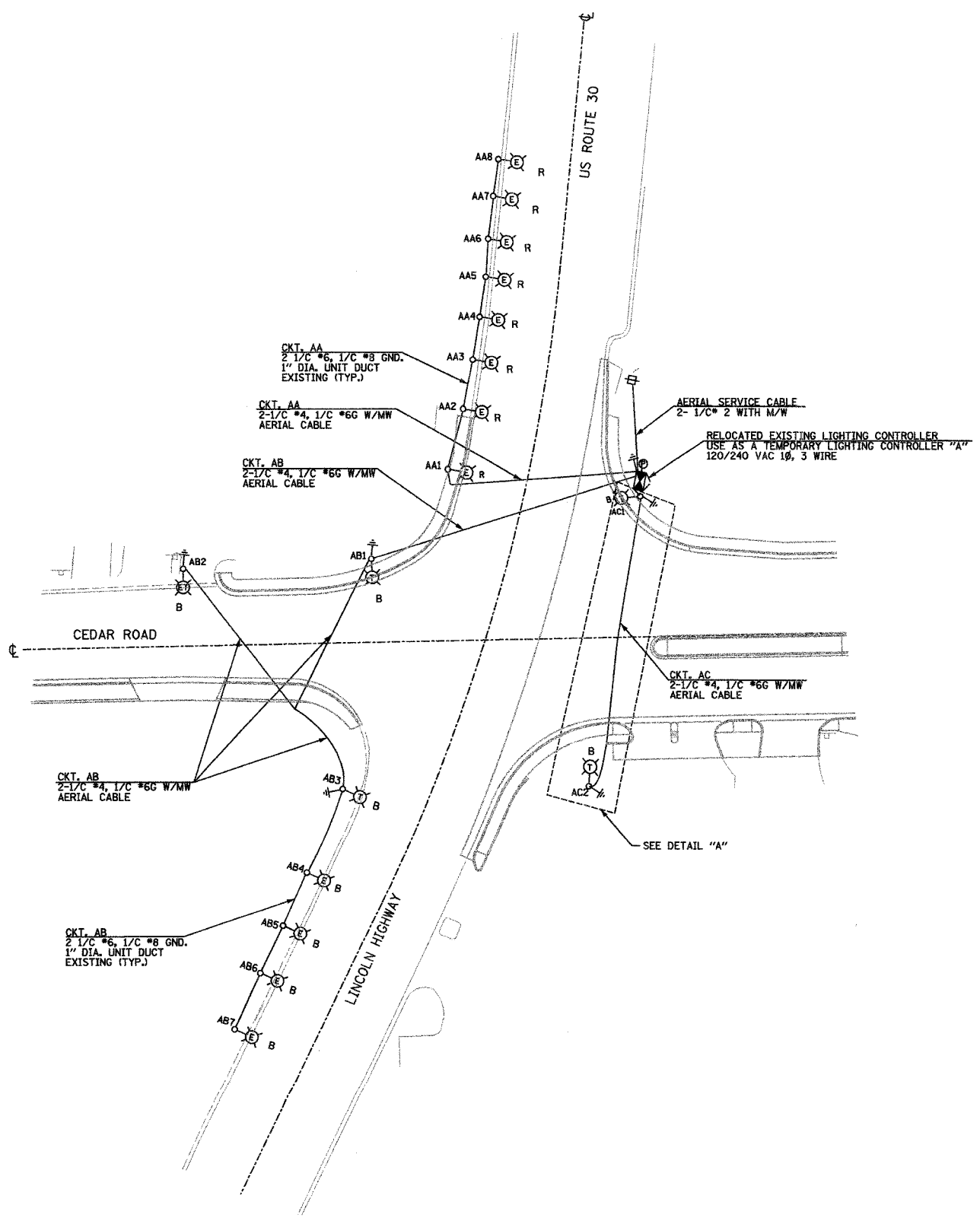
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
US RTE. 30 AT CEDAR ROAD LIGHTING REMOVAL PLAN
SCALE: 1"=20'
DATE: JULY 20, 2005
DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6325 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-590



- LEGEND**
- LIGHTING CONTROLLER
 - TEMPORARY COMBINATION LIGHTING UNIT
40' M.H., 12' M.A., 400W HPS LUMINAIRE (BLACK PHASE)
 - TEMPORARY COMBINATION LIGHTING UNIT
40' M.H., 12' M.A., 400W HPS LUMINAIRE (RED PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE (BLACK PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE (RED PHASE)
 - EXISTING TEMPORARY LIGHTING UNIT
50' M.H., 6' M.A., 400W HPS LUMINAIRE (BLACK PHASE)
 - EXISTING TEMPORARY LIGHTING UNIT
50' M.H., 6' M.A., 400W HPS LUMINAIRE (RED PHASE)
 - ELECTRIC GROUND ROD
 - PHOTOCELL
 - ELECTRIC UTILITY POLE



DETAIL "A"
LUMINAIRE WIRING CONNECTION (TYP.)

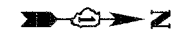
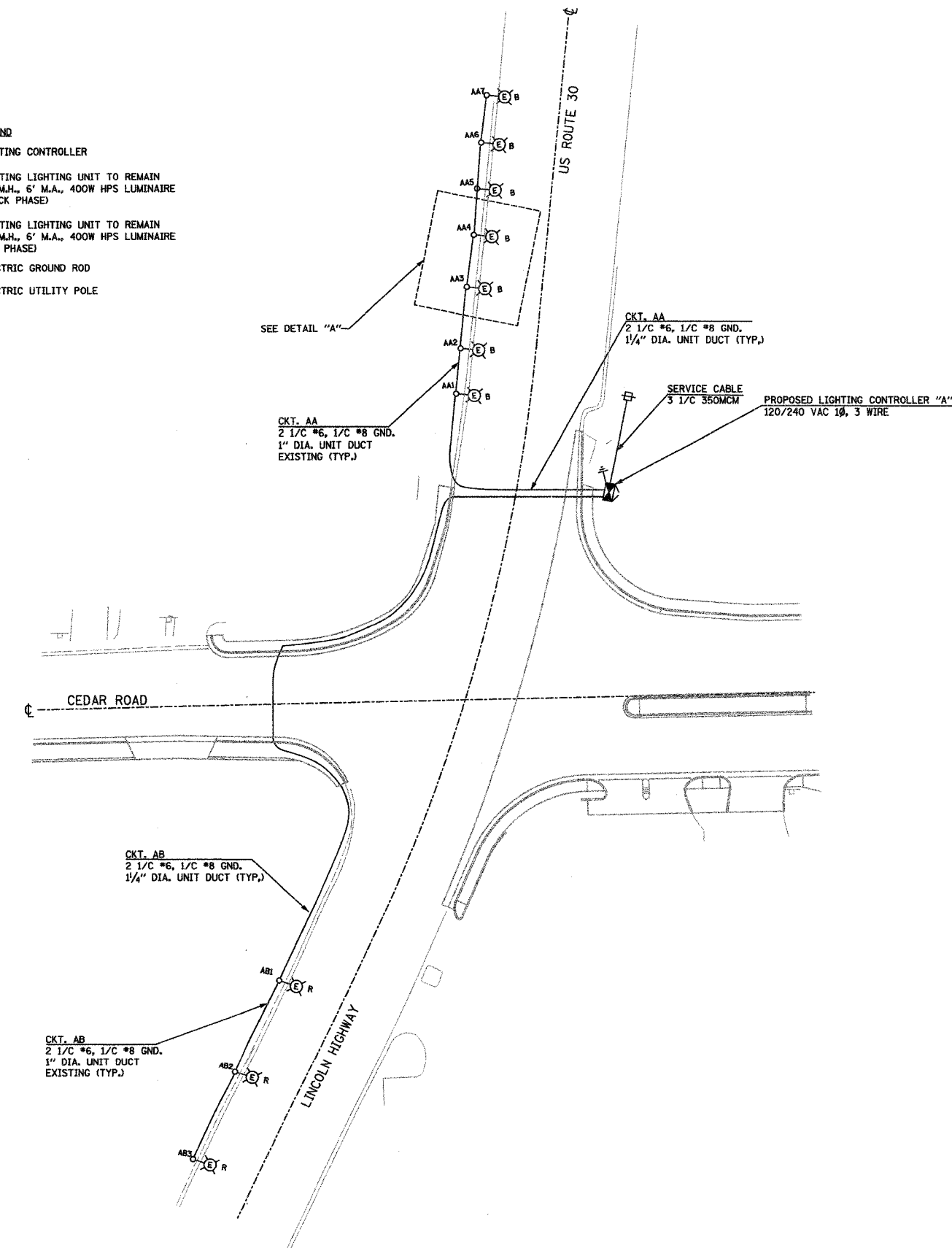
LOAD TABLE
TEMPORARY LIGHTING CONTROLLER "A"

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
B	14.0	3360	A	16.0	3840
C	4.0	960			
TOTAL	18.0	4320	TOTAL	16.0	3840

REVISIONS	
NAME	DATE

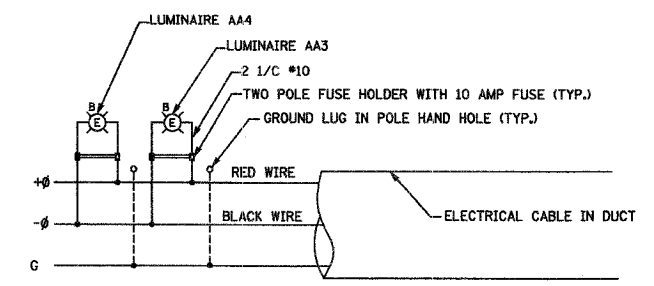
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	100
STA.	TO STA.			
D-91-467-97	83757			

- LEGEND**
- LIGHTING CONTROLLER
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE
(BLACK PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE
(RED PHASE)
 - ELECTRIC GROUND ROD
 - ELECTRIC UTILITY POLE



LOAD TABLE
PROPOSED LIGHTING CONTROLLER "A"

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	14.0	3360	B	6.0	1440
TOTAL	18.0	4320	TOTAL	6.0	1440



DETAIL "A"
LUMINAIRE WIRING CONNECTION (TYP.)

REVISIONS	
NAME	DATE

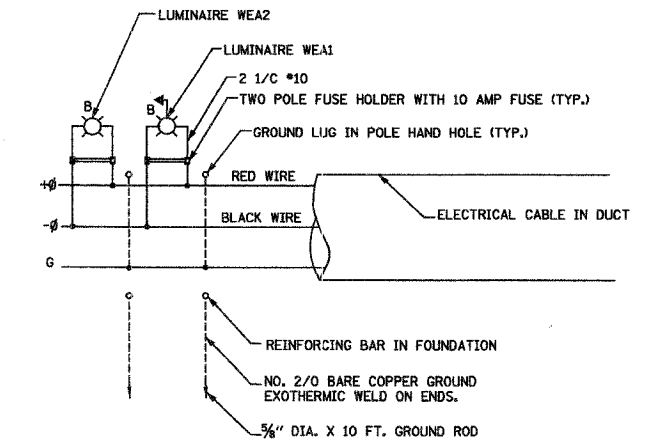
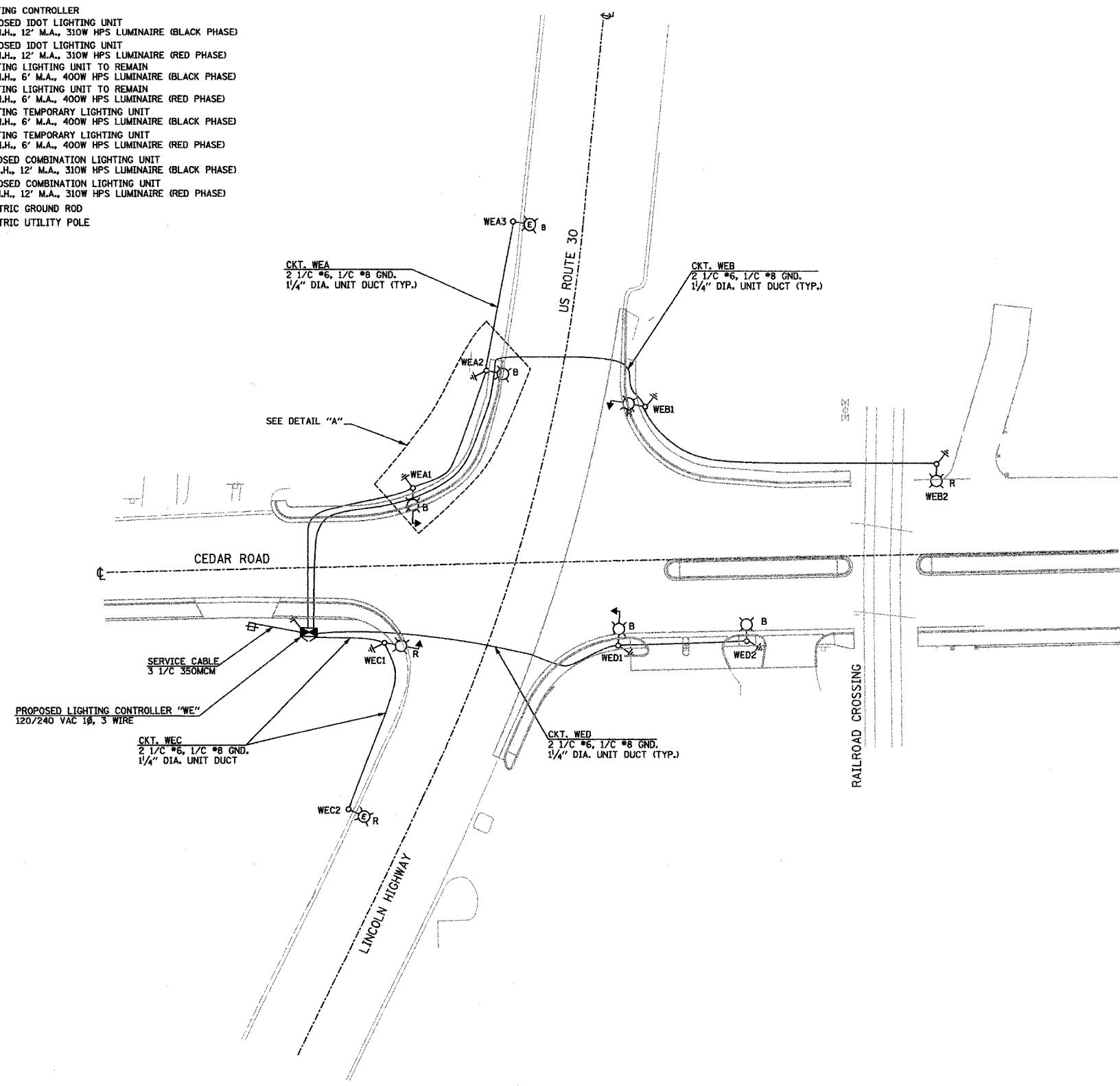
ILLINOIS DEPARTMENT OF TRANSPORTATION
US RTE. 30 AT CEDAR ROAD
SINGLE LINE DIAGRAM
PROPOSED VILLAGE LIGHTING
CONTROLLER "A"
SHEET 2 OF 4

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KCP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

- LEGEND**
- LIGHTING CONTROLLER
 - PROPOSED IDOT LIGHTING UNIT
40' M.H., 12' M.A., 310W HPS LUMINAIRE (BLACK PHASE)
 - PROPOSED IDOT LIGHTING UNIT
40' M.H., 12' M.A., 310W HPS LUMINAIRE (RED PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE (BLACK PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
50' M.H., 6' M.A., 400W HPS LUMINAIRE (RED PHASE)
 - EXISTING TEMPORARY LIGHTING UNIT
50' M.H., 6' M.A., 400W HPS LUMINAIRE (BLACK PHASE)
 - EXISTING TEMPORARY LIGHTING UNIT
50' M.H., 6' M.A., 400W HPS LUMINAIRE (RED PHASE)
 - PROPOSED COMBINATION LIGHTING UNIT
40' M.H., 12' M.A., 310W HPS LUMINAIRE (BLACK PHASE)
 - PROPOSED COMBINATION LIGHTING UNIT
40' M.H., 12' M.A., 310W HPS LUMINAIRE (RED PHASE)
 - ELECTRIC GROUND ROD
 - ELECTRIC UTILITY POLE



DETAIL "A"
LUMINAIRE WIRING CONNECTION (TYP.)

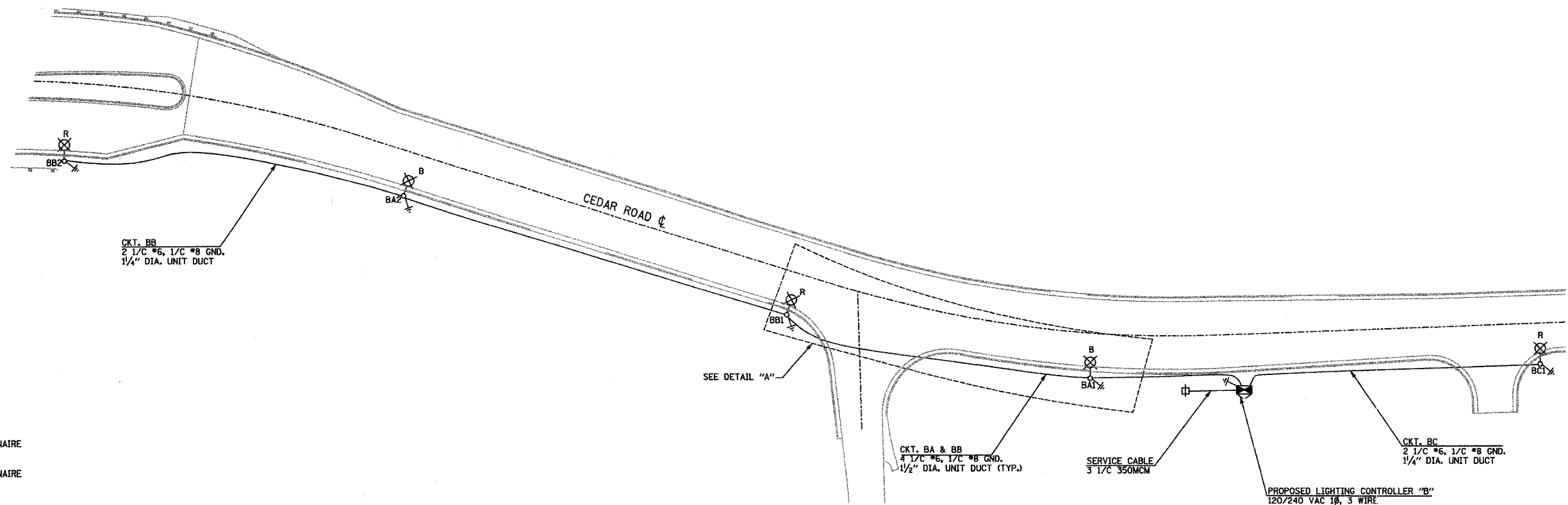
LOAD TABLE
PROPOSED LIGHTING CONTROLLER "WE"

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	5.2	1248	B	3.2	768
D	3.2	768	C	3.6	864
TOTAL	8.4	2016	TOTAL	6.8	1632

REVISIONS	
NAME	DATE

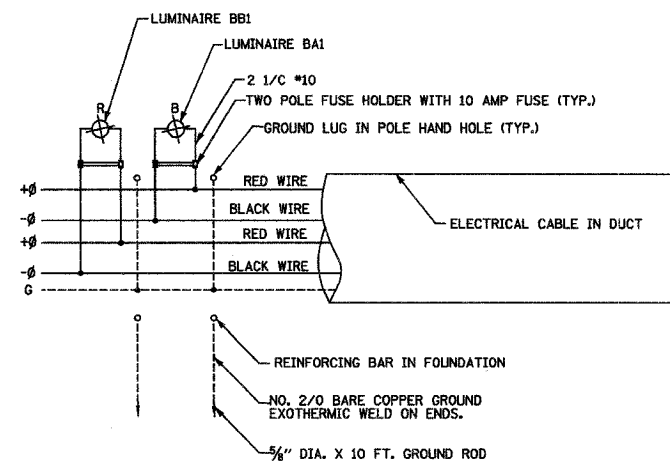
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	102
STA.	TO STA.			
D-91-467-97				83757

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	2.6	624	B	2.6	624
			C	1.3	312
TOTAL	2.6	624	TOTAL	3.9	936



LEGEND

- LIGHTING CONTROLLER
- PROPOSED LIGHTING UNIT
40' M.H., 12' M.A., 250W HPS LUMINAIRE
(BLACK PHASE)
- PROPOSED LIGHTING UNIT
40' M.H., 12' M.A., 250W HPS LUMINAIRE
(RED PHASE)
- ELECTRIC GROUND ROD
- ELECTRIC UTILITY POLE



DETAIL "A"
LUMINAIRE WIRING CONNECTION (TYP.)

REVISIONS	
NAME	DATE

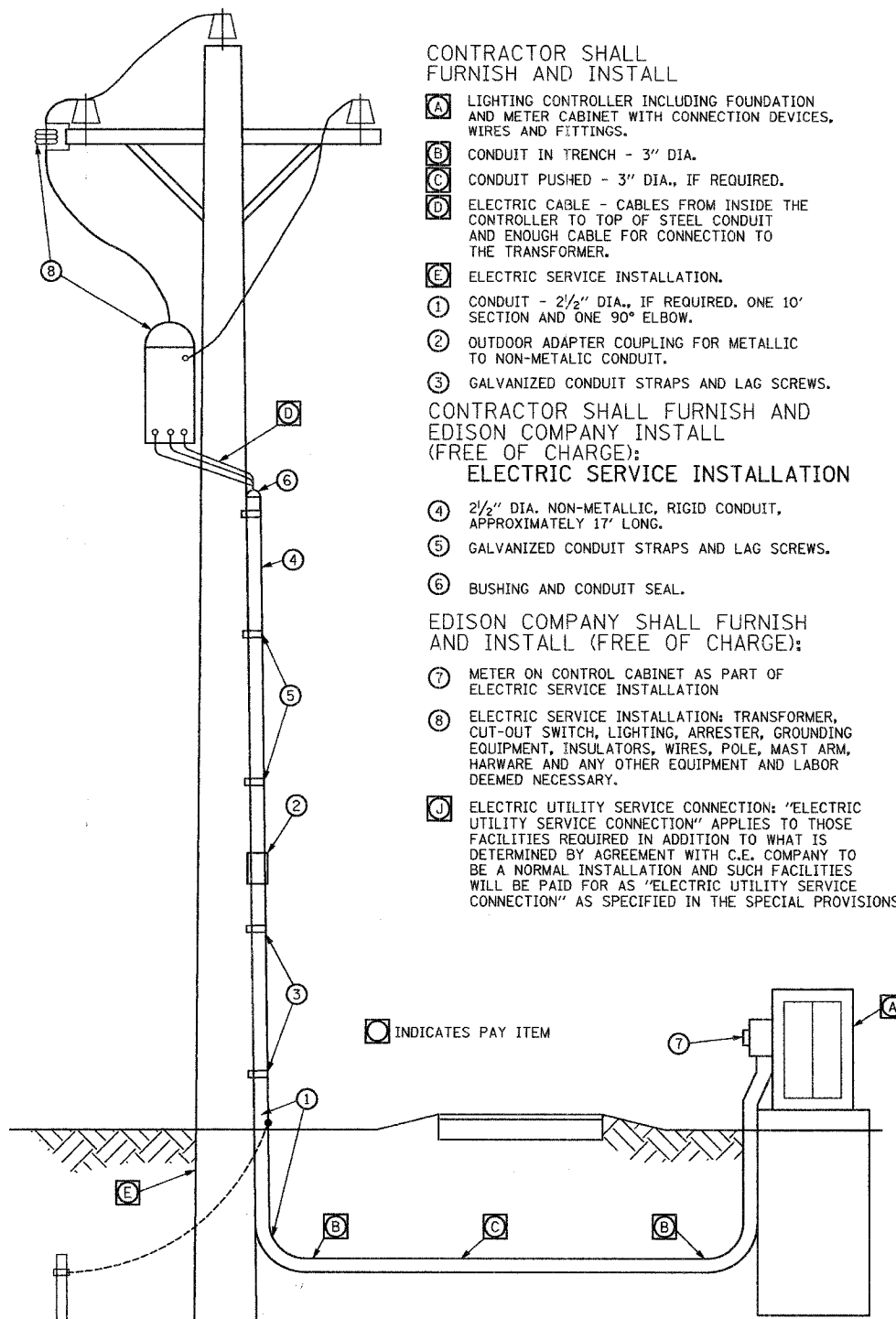
ILLINOIS DEPARTMENT OF TRANSPORTATION
US RTE. 30 AT CEDAR ROAD
SINGLE LINE DIAGRAM
PROPOSED VILLAGE LIGHTING
CONTROLLER "B"
SHEET 4 OF 4

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-590

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	103
STA.		TO STA.		
0-91-467-97		83757		



CONTRACTOR SHALL FURNISH AND INSTALL

- (A) LIGHTING CONTROLLER INCLUDING FOUNDATION AND METER CABINET WITH CONNECTION DEVICES, WIRES AND FITTINGS.
- (B) CONDUIT IN TRENCH - 3" DIA.
- (C) CONDUIT PUSHED - 3" DIA., IF REQUIRED.
- (D) ELECTRIC CABLE - CABLES FROM INSIDE THE CONTROLLER TO TOP OF STEEL CONDUIT AND ENOUGH CABLE FOR CONNECTION TO THE TRANSFORMER.
- (E) ELECTRIC SERVICE INSTALLATION.
- (1) CONDUIT - 2 1/2" DIA., IF REQUIRED, ONE 10' SECTION AND ONE 90° ELBOW.
- (2) OUTDOOR ADAPTER COUPLING FOR METALLIC TO NON-METALLIC CONDUIT.
- (3) GALVANIZED CONDUIT STRAPS AND LAG SCREWS.

CONTRACTOR SHALL FURNISH AND EDISON COMPANY INSTALL (FREE OF CHARGE):

- ELECTRIC SERVICE INSTALLATION**
- (4) 2 1/2" DIA. NON-METALLIC, RIGID CONDUIT, APPROXIMATELY 17' LONG.
 - (5) GALVANIZED CONDUIT STRAPS AND LAG SCREWS.
 - (6) BUSHING AND CONDUIT SEAL.

EDISON COMPANY SHALL FURNISH AND INSTALL (FREE OF CHARGE):

- (7) METER ON CONTROL CABINET AS PART OF ELECTRIC SERVICE INSTALLATION
- (8) ELECTRIC SERVICE INSTALLATION: TRANSFORMER, CUT-OUT SWITCH, LIGHTING, ARRESTER, GROUNDING EQUIPMENT, INSULATORS, WIRES, POLE, MAST ARM, HARWARE AND ANY OTHER EQUIPMENT AND LABOR DEEMED NECESSARY.
- (J) ELECTRIC UTILITY SERVICE CONNECTION: "ELECTRIC UTILITY SERVICE CONNECTION" APPLIES TO THOSE FACILITIES REQUIRED IN ADDITION TO WHAT IS DETERMINED BY AGREEMENT WITH C.E. COMPANY TO BE A NORMAL INSTALLATION AND SUCH FACILITIES WILL BE PAID FOR AS "ELECTRIC UTILITY SERVICE CONNECTION" AS SPECIFIED IN THE SPECIAL PROVISIONS.

INDICATES PAY ITEM

ELECTRIC SERVICE INSTALLATION

5/8" X 10'-0" GROUND ROD

GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6125 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5190

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

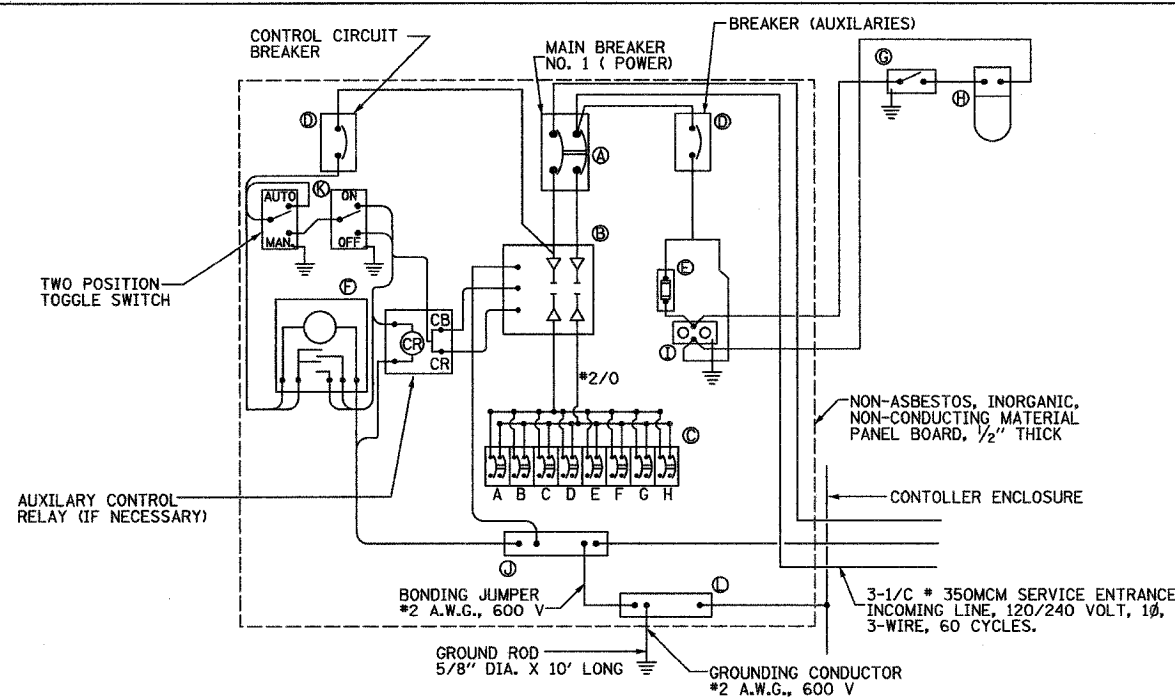
**ELECTRIC SERVICE INSTALLATION
POLE MOUNTED**

SCALE: NONE

DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
 DESIGNED BY: MAE/KGP
 CHECKED BY: PKG

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-000-25-00 BR	WILL	156	104
STA.			TO STA.	
D-91-467-97			83757	



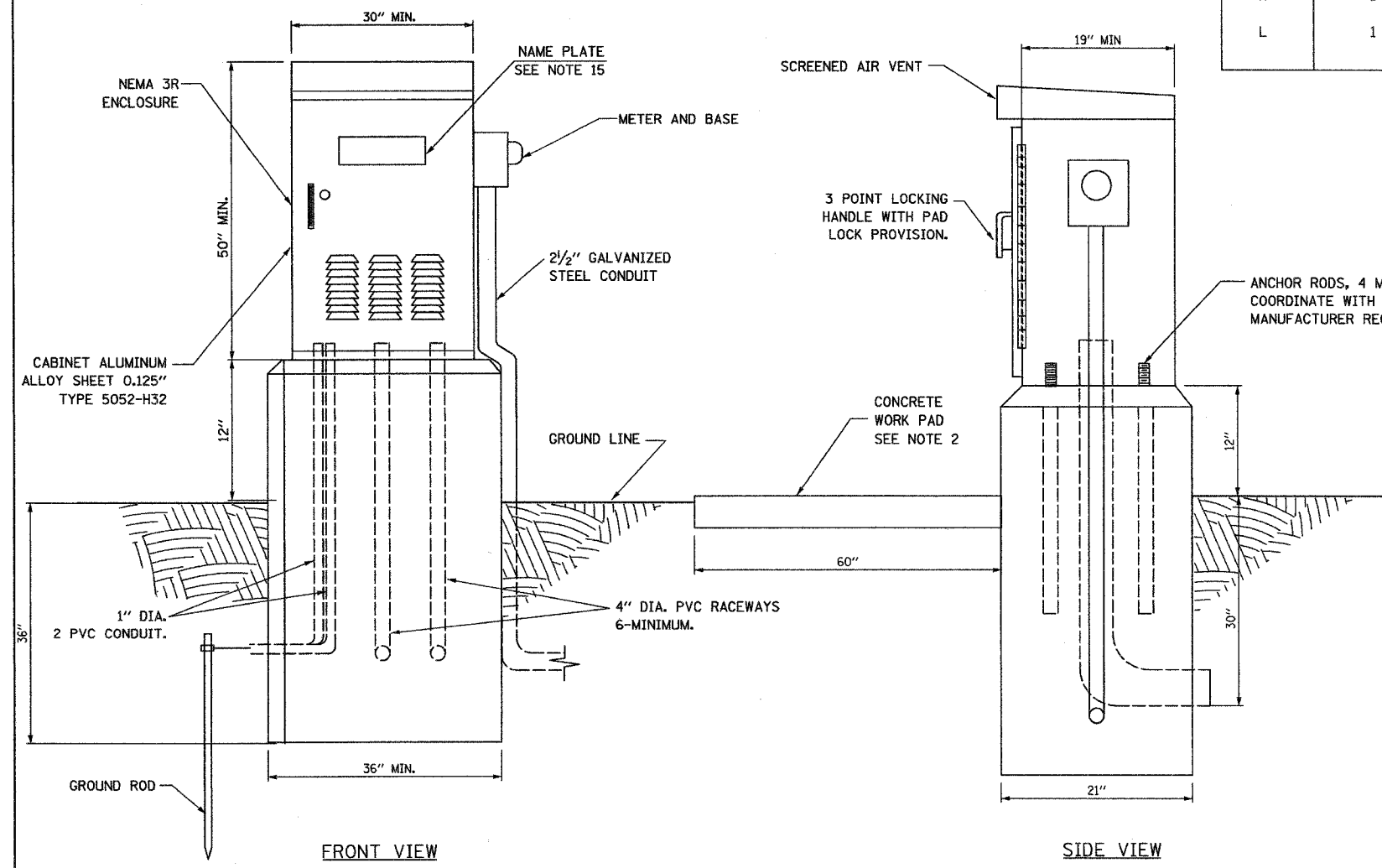
PANEL WIRING DIAGRAM

LIGHTING CONTROLLER PANEL EQUIPMENT

BILL OF MATERIAL		
ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100 AMP. FRAME, 100 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 240 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 2 POLE, 100 AMP. FRAME, 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT BREAKER, 1 POLE, 120 V., 100 AMP. FRAME, 15 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 120 V.
E	1	20 A., 120 V. FUSE.
F	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER (TIME SWITCH).
G	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN
H	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
I	1	20 A., 120 V. DUPLEX RECEPTACLE, GFCI.
J	1	NEUTRAL BUS 1/4" X 1" X 12" LONG MOUNTED ON PANEL WITH LUGS, PROVIDE 4 SPARE LUGS.
K	1	TOGGLE SWITCHES MOUNTED IN 4" X 4" BOX.
L	1	GROUND BUS 1/4" X 1" X 12" LONG MOUNTED ON PANEL WITH LUGS, PROVIDE SPARE LUGS.

NOTES:

- FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MANUFACTURER.
- IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" TOP SOIL. LEVEL THE AREA AND ON TOP PLACE LENGTH WISE PARALLEL TO CONTROL CABINET (NEMA 3R) A CONCRETE PAD 36" X 60" X 4" MINIMUM SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
- DOOR SHALL BE CONSTRUCTED FROM THE SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
- DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP AND BOTTOM.
- DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" DIA. STAINLESS STEEL HINGE PIN.
- ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
- CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
- METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET NEAREST TO THE SERVICE POLE.
- CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED IN THE IDOT STANDARD SPECIFICATIONS.
- THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTION.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
R= RED BL= BLUE W= WHITE
B= BLACK Y= YELLOW G= GREEN
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
- 12" X 16" STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.



FRONT VIEW

SIDE VIEW

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 308
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5900

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**LIGHTING CONTROLLER
SINGLE DOOR
CONTROLLERS "A", "B", AND "WE"**

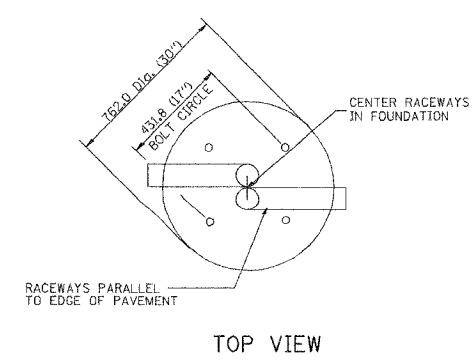
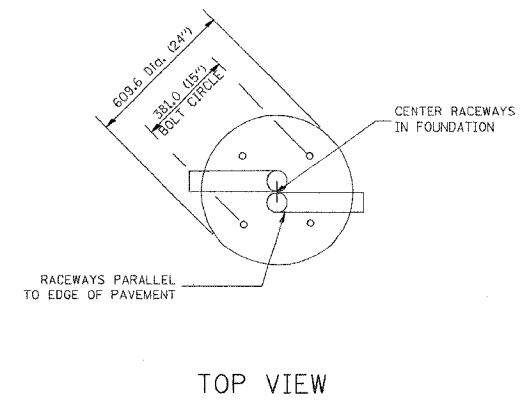
SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

S. J. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	77-000-25-00 BR	WILL	156	105
STA.	TO STA.			
FILE NO. DIST. NO. 1	BLANKS	FED. AID PROJECT		
D-91-147-77		83757		

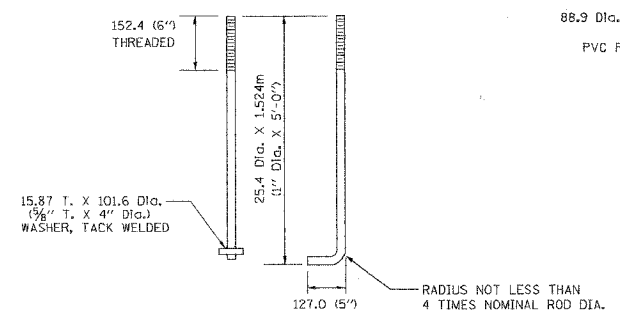
LIGHT POLE FOUNDATION DEPTH TABLE
12.192M (40 FT.) TO 14.478M (47.5 FT.) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	3.96M (13'-0")	4.57M (15'-0")
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	2.09M (9'-6")	3.23M (10'-9")
STIFF CLAY Qu = 1.50 TON/SQ. FT.	2.13M (7'-0")	2.44M (8'-0")
LOOSE SAND φ = 34°	2.74M (9'-0")	3.05M (10'-0")
MEDIUM SAND φ = 37.5°	2.52M (8'-3")	2.74M (9'-0")
DENSE SAND φ = 40°	2.36M (7'-9")	2.74M (9'-0")

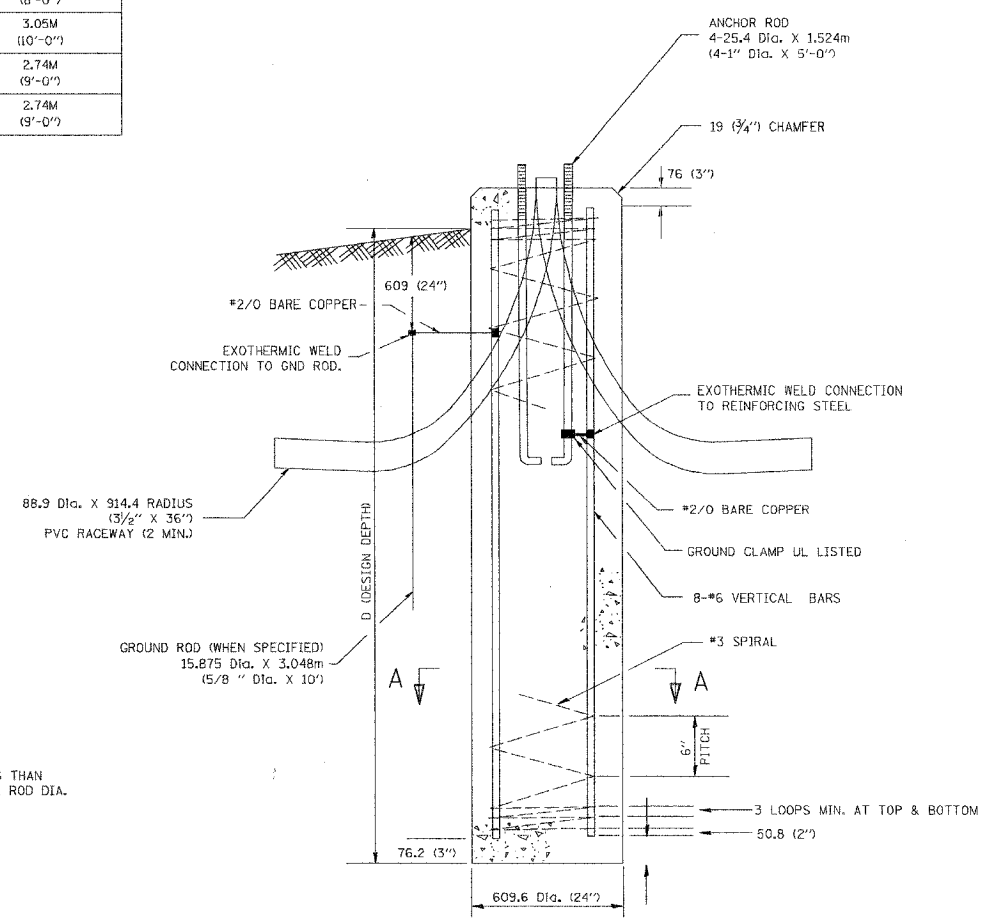


NOTES

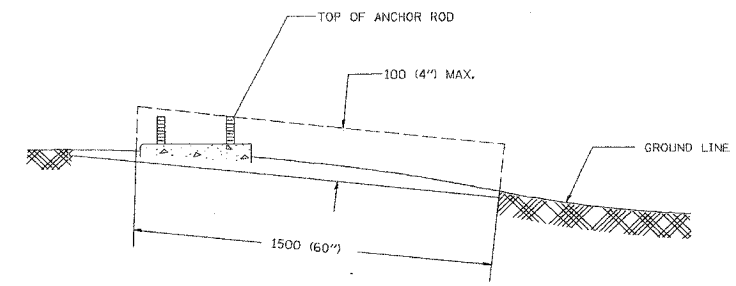
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 1.5M (60 IN.) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 20MM (3/4-IN.).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 D4, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 150 MM (6 INCHES) WITH A MINIMUM OF 75 MM (3 INCHES) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 69.9MM (2 3/4") ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 152.4MM (6") PITCH OR MAY SUBSTITUTE #3 TIES AT 304.8MM (12") O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 25.4MM (1") ABOVE THE TOP OF THE FOUNDATION.



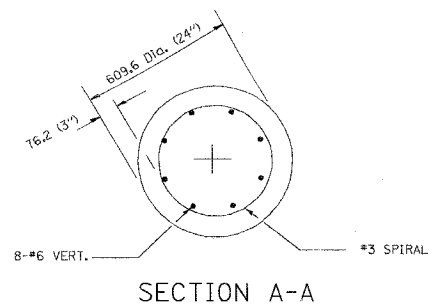
ANCHOR ROD DETAIL



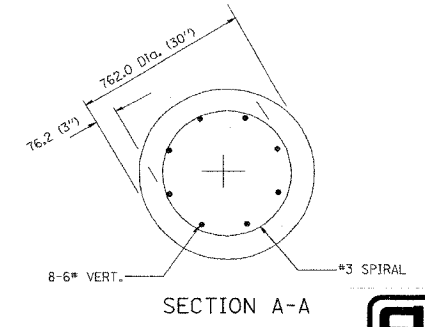
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

ga GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
8055 N. NORTHWEST HIGHWAY
SUITE 303
CHICAGO, ILLINOIS 60631

REVISIONS	
NAME	DATE

E-301
ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
12.192M (40') TO 14.478M (47 1/2') M.H.
381 (15') BOLT CIRCLE

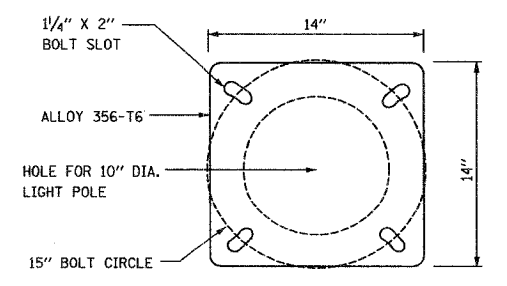
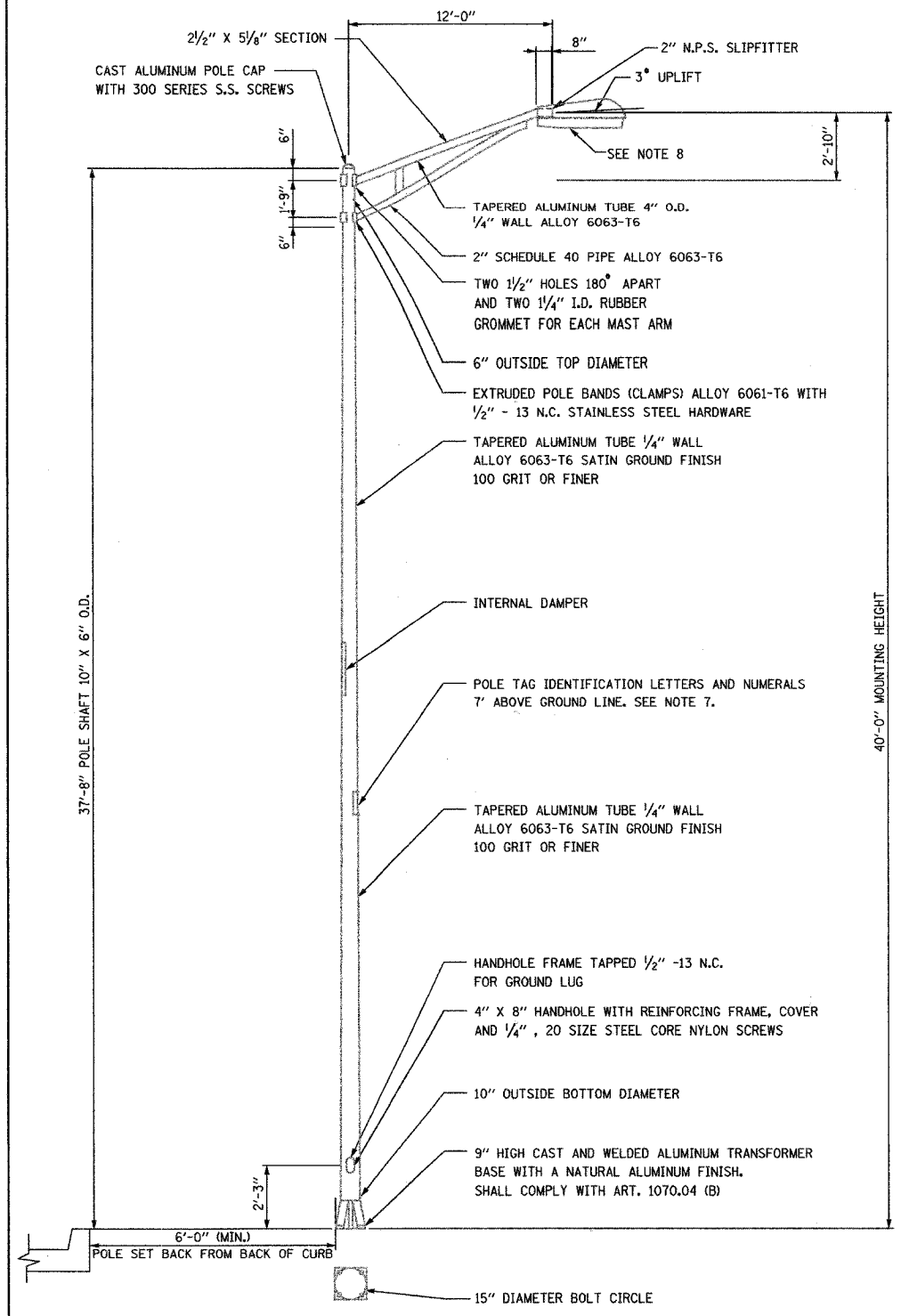
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DATE: **DATE**
DRAWN BY: JKM
CHECKED BY:
BE301

DATE-TIME
DGN-SPEC
VI=BE301

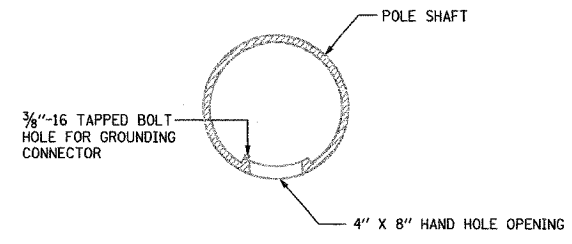
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	106
STA.	TO STA.			

D-91-467-97

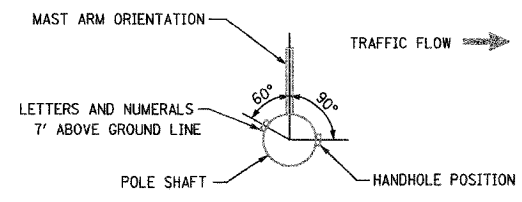
83757



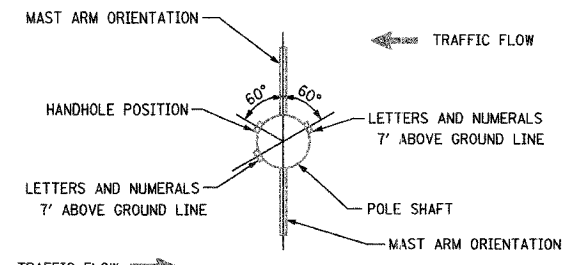
LIGHT POLE BASE PLATE DETAIL
15" BOLT CIRCLE



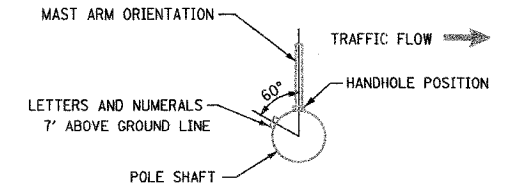
HANDHOLE DETAILS
NOT TO SCALE



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL

NOTES:

1. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE BASE.
2. POLE SHAFT SHALL BE ONE PIECE.
3. LIGHT POLES SHALL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
4. THE LIGHT POLE SHALL MEET AASHTO DESIGN CRITERIA.
5. THE INSTALLING CONTRACTOR SHALL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL, OR APPROVED EQUAL.
6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS, OR SHIMS.
7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED. THE CONTRACTOR SHALL COMPLY WITH ARTICLE 1069.02 OF IDOT STANDARD SPECIFICATIONS. THE LETTERS AND NUMERALS FOR LIGHTING UNITS SHALL BE 4 IN. HIGH, BLACK, SERIES "D" AS DESCRIBED IN THE FEDERAL HIGHWAY ADMINISTRATION'S "STANDARD ALPHABETS FOR HIGHWAY SIGNS". PLACEMENT OF NUMBERS SHALL BE AS SHOWN ON THE PLANS. THE PLACEMENT OF THE NUMBERS SHALL BE COORDINATED WITH THE ACCIDENT REFERENCE MARKER AND HANDHOLE DOOR AS APPLICABLE. THE LETTERS AND NUMERALS SHALL BE SCREENED ON SILVER-WHITE, PRESSURE SENSITIVE, REFLECTIVE, 4 1/2 IN. BY 4 IN., TYPE A SHEETING ACCORDING TO APPLICABLE PORTIONS OF SECTION 1091. AN ALTERNATE COLOR SCHEME, SUCH AS BLACK ON YELLOW, SHALL BE USED FOR THE TWO VILLAGE MAINTAINED LIGHTING SYSTEMS SO THAT THEY CAN EASILY BE DIFFERENTIATED FROM THE IDOT MAINTAINED LIGHTING SYSTEM.
8. HIGH PRESSURE SODIUM LUMINAIRE, HORIZONTAL MOUNT, 310 WATT FOR ALL PROPOSED LIGHT POLES CONNECTED TO LIGHTING CONTROLLERS "A" AND "WE". THE PROPOSED VILLAGE OF NEW LENOX MAINTAINED LIGHT POLES CONNECTED TO LIGHTING CONTROLLER "B" USE 250 WATT LUMINAIRES.

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5100

REVISIONS	
NAME	DATE

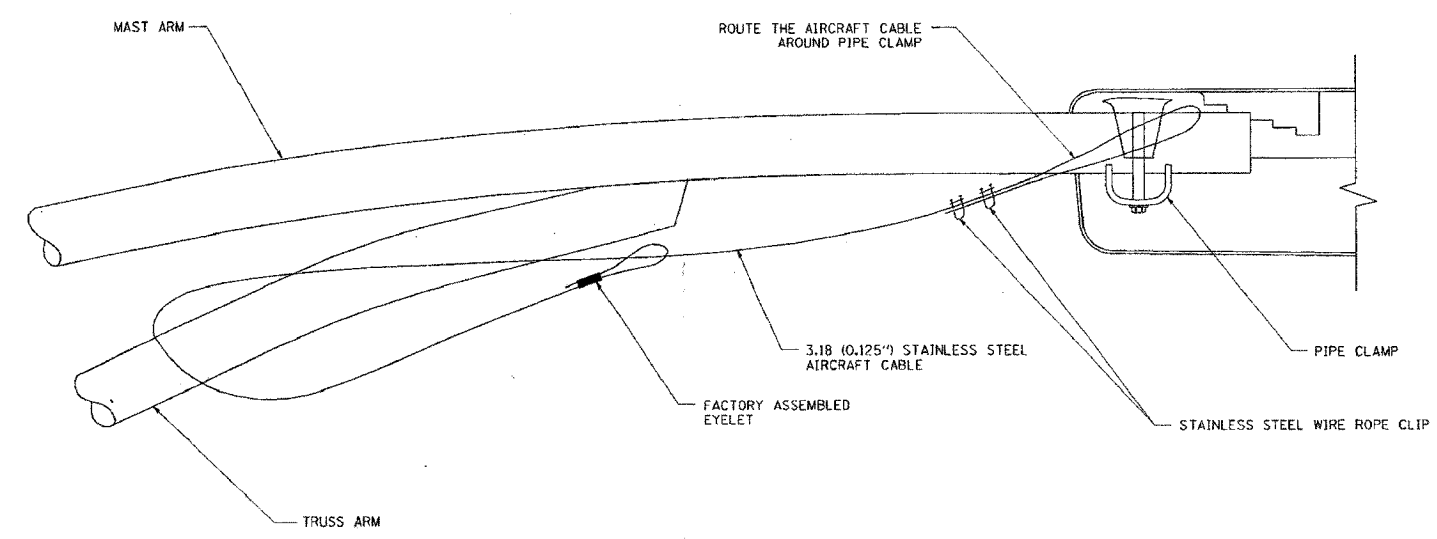
ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALUMINUM LIGHT POLE
(40'-0") MOUNTING HEIGHT
ALL PROPOSED LIGHT POLES**

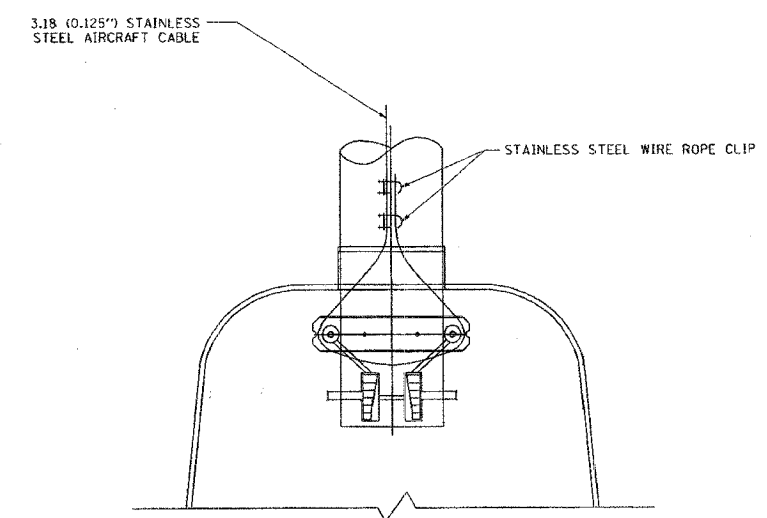
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DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

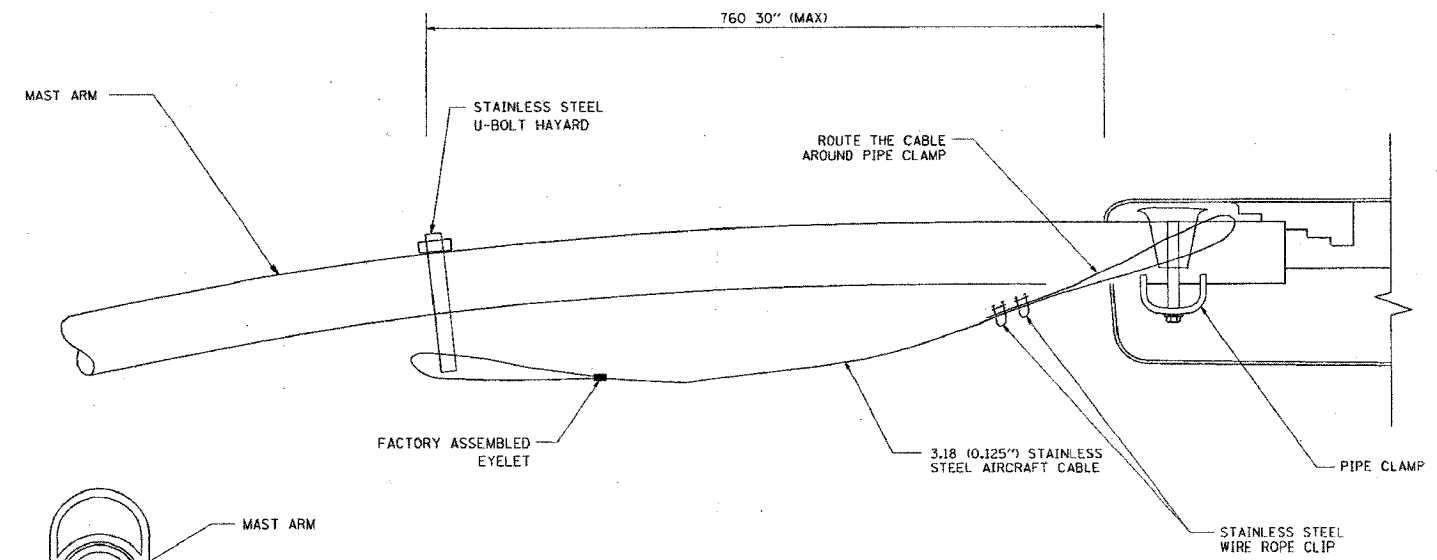
F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-91-461-97		83757		



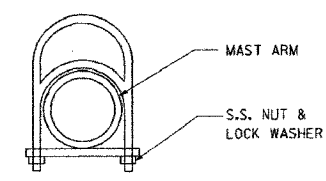
SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



STAINLESS STEEL U-BOLT HAYARD

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 3.18 (0.125") STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY
CABLE ASSEMBLY

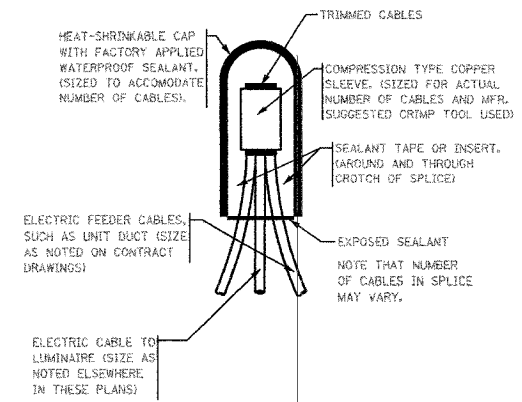
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DATE: 05/19/2003

DRAWN BY
CHECKED BY

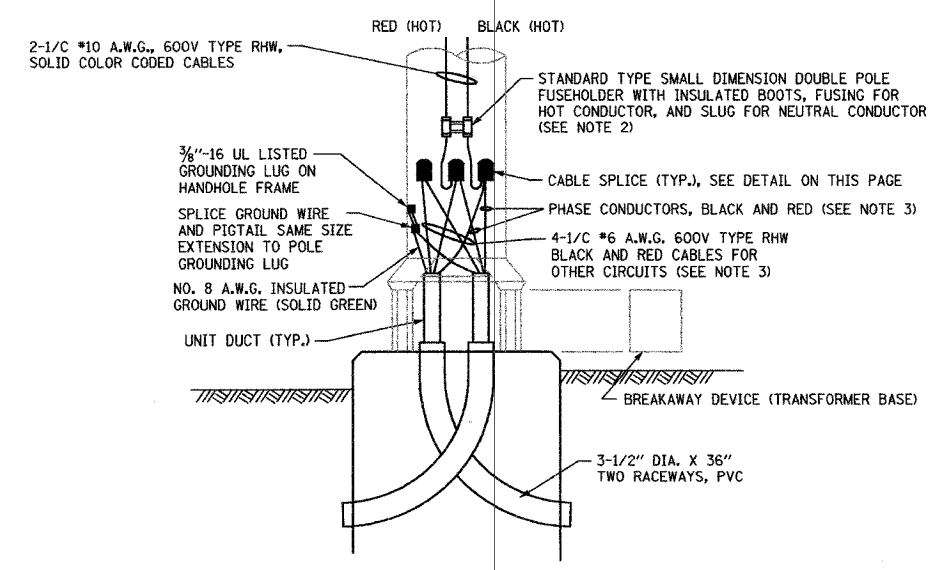
GO GANGLI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 006
CHICAGO, ILLINOIS 60631

REVISION DATE:
BE-701

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
0369	97-000-25-00 BR	WILL	156	108
STA.		TO STA.		
D-91-467-97		83757		



CABLE SPLICING DETAIL
NOT TO SCALE

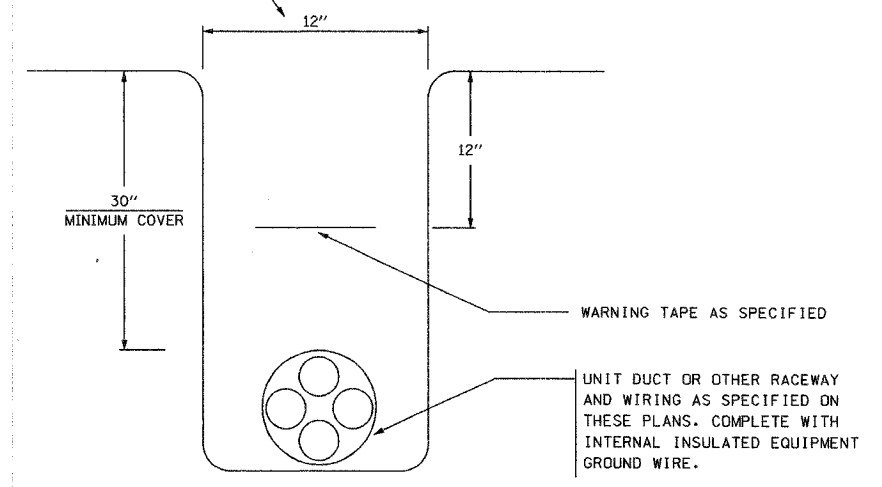


POLE BASE DETAIL
SEE NOTE

NOTES:

1. THIS POLE WIRING DETAIL APPLIES TO ALL THE LIGHT POLES PROPOSED IN THIS PROJECT. THAT INCLUDES THE IDOT MAINTAINED POLES, AND THE VILLAGE OF NEW LENOX POLES.
2. ALL FUSES AND FUSEHOLDERS SHALL COMPLY WITH ARTICLE 1065.01 (A) (C). THE FUSES THAT WILL BE USED SHALL BE SIZED AT 10 AMPERES EACH.
3. PHASE CONDUCTORS, 600 VOLT TYPE RHW, SOLID COLOR, SIZE NO. 6 A.W.G. AS SPECIFIED ON THE PLANS. USE ALTERNATING CIRCUITS FOR LIGHT POLES CONNECTED TO LIGHTING CONTROLLER "B" ONLY, MAINTAINED BY THE VILLAGE OF NEW LENOX.
4. ALL LIGHTING CABLES ARE 600V, TYPE RHW, SOLID COLOR CODED CABLES AS SPECIFIED ON THESE PLANS.
5. THE SYSTEM VOLTAGE AND THE LUMINAIRE VOLTAGE IN THIS PROJECT IS THE SAME, IT IS 240V.

MINIMUM WIDTH EXCEPT AS APPROVED BY THE ENGINEER



TYPICAL WIRING IN TRENCH DETAIL
NOT TO SCALE

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ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 305
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

REVISIONS	
NAME	DATE

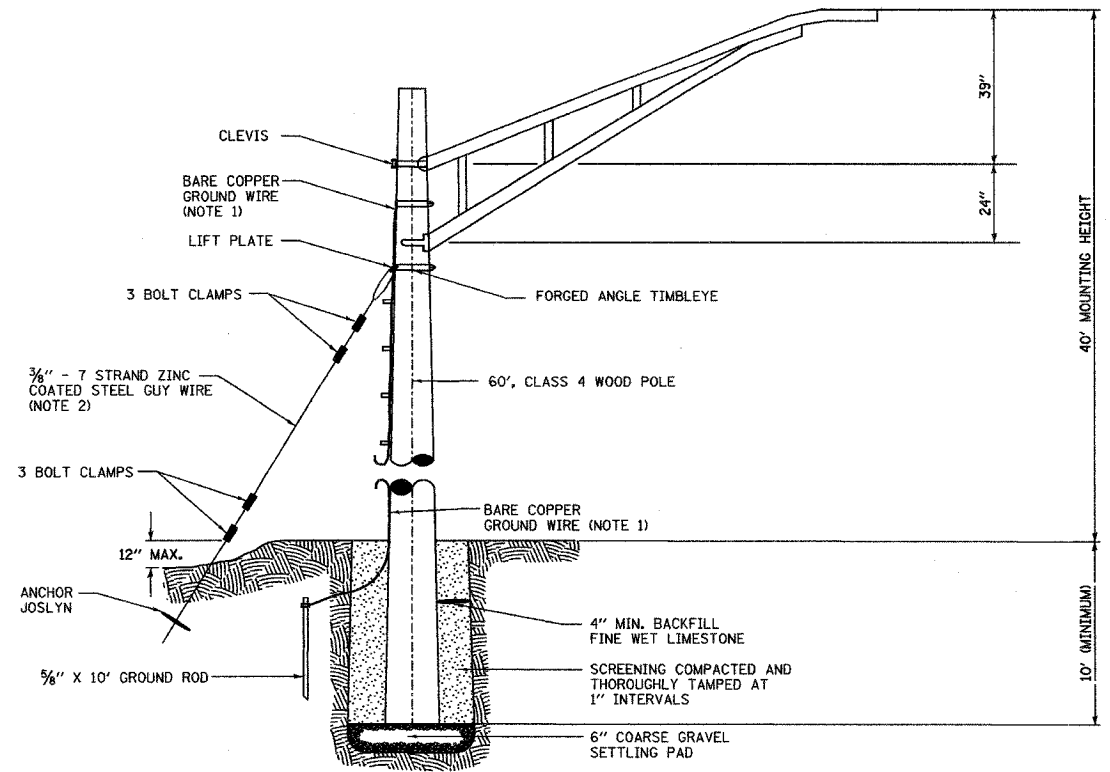
ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. LIGHTING DETAILS

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

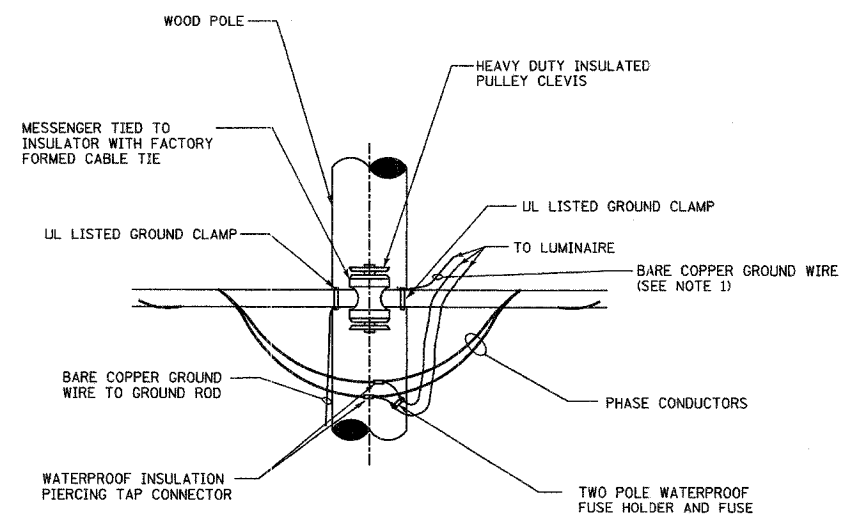
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0369	9T-000-25-00 BR	WILL	156	109
STA.		TO STA.		
D-91-467-97		83757		



TEMPORARY LIGHT POLE DETAIL
N.T.S.

NOTES:

1. PROVIDE UL LISTED GROUND CLAMP TO CONNECT GROUND WIRE TO THE MESSENGER WIRE. THE COST OF INDICATED ITEM AND RELATED WORK SHALL BE INCLUDED IN THE COST OF GROUND ROD PAY ITEM.
2. GUY WIRE SHALL INCLUDE 8' YELLOW PLASTIC GUY GUARD WITH UV STABILIZERS.



TEMPORARY LIGHT POLE CABLE ATTACHMENT DETAIL
N.T.S.

NOTE:

1. PROVIDE UL LISTED GROUND CLAMP TO CONNECT THE GROUND WIRE TO THE MESSENGER WIRE FOR SYSTEM GROUND. THIS END OF GROUND WIRE SHALL GO TO THE LUMINAIRE TO PROVIDE A CONTINUOUS EQUIPMENT GROUND CONNECTED TO THE SYSTEM GROUND.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING DETAILS

SCALE: NONE
DATE: JULY 20, 2005

DRAWN BY: KGP/MAE
DESIGNED BY: MAE/KGP
CHECKED BY: PKG

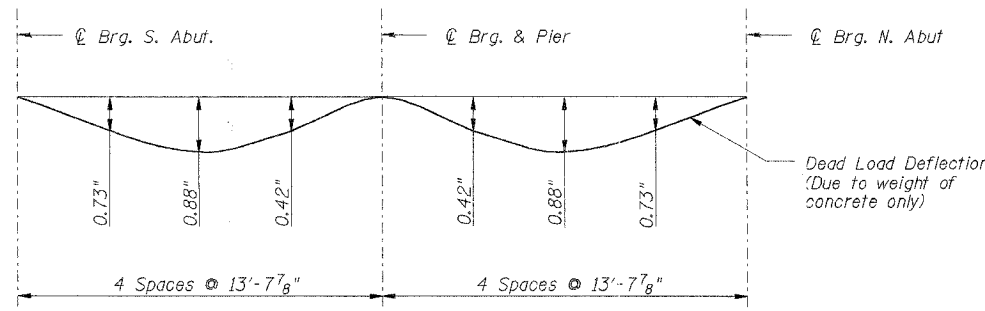
GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5100

PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+40.04	0.00	632.521	632.521
☉ Brg. S. Abut.	12+42.12	0.00	632.507	632.507
A	12+52.12	0.00	632.437	632.485
B	12+62.12	0.00	632.367	632.440
C	12+72.12	0.00	632.297	632.364
D	12+82.12	0.00	632.227	632.265
☉ Pier	12+86.87	0.00	632.194	632.215
E	12+96.74	0.00	632.124	632.124
F	13+06.74	0.00	632.054	632.077
G	13+16.74	0.00	631.984	632.041
H	13+26.73	0.00	631.915	631.989
☉ Brg. N. Abut.	13+36.68	0.00	631.845	631.908
Bk. N. Abut.	13+51.16	0.00	631.744	631.744

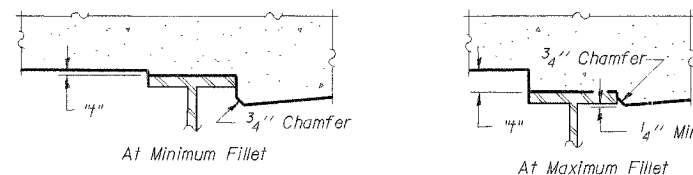
Beam 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+35.62	15.42	632.435	632.435
☉ Brg. S. Abut.	12+37.70	15.42	632.408	632.408
A	12+47.70	15.42	632.305	632.353
B	12+57.70	15.42	632.202	632.274
C	12+67.70	15.42	632.098	632.166
D	12+77.70	15.42	631.995	632.033
☉ Pier	12+92.32	15.42	631.844	631.844
E	13+02.32	15.42	631.740	631.762
F	13+12.32	15.42	631.637	631.693
G	13+22.35	15.42	631.533	631.607
H	13+32.60	15.31	631.430	631.493
☉ Brg. N. Abut.	13+47.57	14.87	631.290	631.290
Bk. N. Abut.	13+49.69	14.78	631.271	631.271



DEFLECTION DIAGRAM

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown at left.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown at left, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

Notes:

1. Offsets & Elevations are given in Feet.
2. Negative offsets are "Left", Positive offsets are "Right".

Beam 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+39.73	1.08	632.512	632.512
☉ Brg. S. Abut.	12+41.81	1.08	632.499	632.499
A	12+51.81	1.08	632.427	632.474
B	12+61.81	1.08	632.354	632.427
C	12+71.81	1.08	632.282	632.349
D	12+81.81	1.08	632.209	632.248
☉ Pier	12+96.43	1.08	632.104	632.104
E	13+06.43	1.08	632.031	632.054
F	13+16.43	1.08	631.959	632.015
G	13+26.43	1.06	631.887	631.961
H	13+36.45	0.89	631.820	631.883
☉ Brg. N. Abut.	13+51.07	0.37	631.732	631.732
Bk. N. Abut.	13+53.15	0.26	631.721	631.721

Beam 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+33.56	22.58	632.409	632.409
☉ Brg. S. Abut.	12+35.64	22.58	632.377	632.377
A	12+45.64	22.58	632.254	632.301
B	12+55.64	22.58	632.135	632.208
C	12+65.64	22.58	632.016	632.083
D	12+75.64	22.58	631.897	631.935
☉ Pier	12+90.26	22.58	631.723	631.723
E	13+00.26	22.58	631.604	631.626
F	13+10.26	22.58	631.485	631.541
G	13+20.26	22.58	631.366	631.440
H	13+30.60	22.51	631.245	631.308
☉ Brg. N. Abut.	13+45.75	22.11	631.078	631.078
Bk. N. Abut.	13+47.91	22.03	631.055	631.055

Beam 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+29.45	36.92	632.386	632.386
☉ Brg. S. Abut.	12+31.53	36.92	632.342	632.342
A	12+41.53	36.92	632.170	632.218
B	12+51.53	36.92	632.020	632.093
C	12+61.53	36.92	631.870	631.938
D	12+71.53	36.92	631.720	631.759
☉ Pier	12+86.15	36.92	631.501	631.501
E	12+96.15	36.92	631.351	631.373
F	13+06.15	36.92	631.201	631.257
G	13+16.15	36.92	631.051	631.125
H	13+26.47	36.89	630.897	630.960
☉ Brg. N. Abut.	13+41.99	36.59	630.673	630.673
Bk. N. Abut.	13+44.20	36.51	630.643	630.643

Beam 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+27.40	44.08	632.388	632.388
☉ Brg. S. Abut.	12+29.48	44.08	632.338	632.338
A	12+39.48	44.08	632.137	632.185
B	12+49.48	44.08	631.973	632.046
C	12+59.48	44.08	631.807	631.875
D	12+69.48	44.08	631.642	631.680
☉ Pier	12+84.10	44.08	631.400	631.400
E	12+94.10	44.08	631.234	631.256
F	13+04.10	44.08	631.069	631.125
G	13+14.10	44.08	630.903	630.977
H	13+24.33	44.08	630.734	630.797
☉ Brg. N. Abut.	13+40.04	43.82	630.482	630.482
Bk. N. Abut.	13+42.27	43.75	630.447	630.447

Beam 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+37.67	8.25	632.469	632.469
☉ Brg. S. Abut.	12+39.75	8.25	632.449	632.449
A	12+49.75	8.25	632.363	632.410
B	12+59.75	8.25	632.275	632.348
C	12+69.75	8.25	632.187	632.254
D	12+79.75	8.25	632.099	632.137
☉ Pier	12+94.37	8.25	631.970	631.970
E	13+04.37	8.25	631.883	631.905
F	13+14.37	8.25	631.795	631.851
G	13+24.42	8.24	631.707	631.781
H	13+34.55	8.11	631.622	631.684
☉ Brg. N. Abut.	13+49.34	7.62	631.508	631.508
Bk. N. Abut.	13+51.44	7.52	631.493	631.493

Beam 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	12+31.51	29.75	632.393	632.393
☉ Brg. S. Abut.	12+33.59	29.75	632.355	632.355
A	12+43.59	29.75	632.209	632.257
B	12+53.59	29.75	632.074	632.147
C	12+63.59	29.75	631.940	632.007
D	12+73.59	29.75	631.805	631.844
☉ Pier	12+88.21	29.75	631.609	631.609
E	12+98.21	29.75	631.474	631.496
F	13+08.21	29.75	631.340	631.396
G	13+18.21	29.75	631.205	631.279
H	13+28.56	29.71	631.067	631.130
☉ Brg. N. Abut.	13+43.89	29.35	630.872	630.872
Bk. N. Abut.	13+46.07	29.27	630.846	630.846

SHT. S-07

REVISIONS	
NAME	DATE

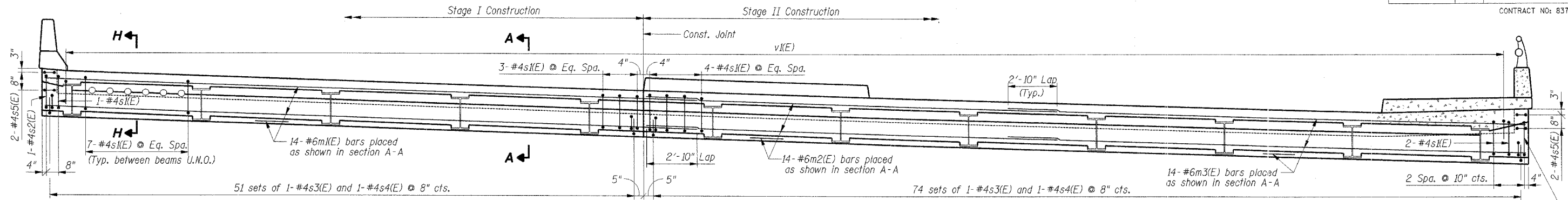
VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY
**TOP OF SLAB
 DECK ELEVATIONS 2**

SCALE: AS NOTED
 DATE: 07/01/05
 DRAWN BY: FZD
 CHECKED BY: KPS

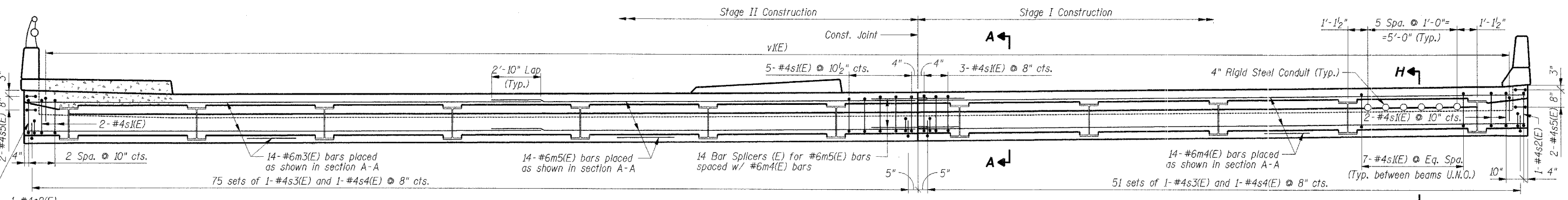
TENG

TENG & ASSOCIATES, INC.
 ENGINEERING ARCHITECTURE INTERIORS
 885 N. MICHIGAN AVE. CHICAGO, IL 60611
 TELEPHONE: 312-980-0800

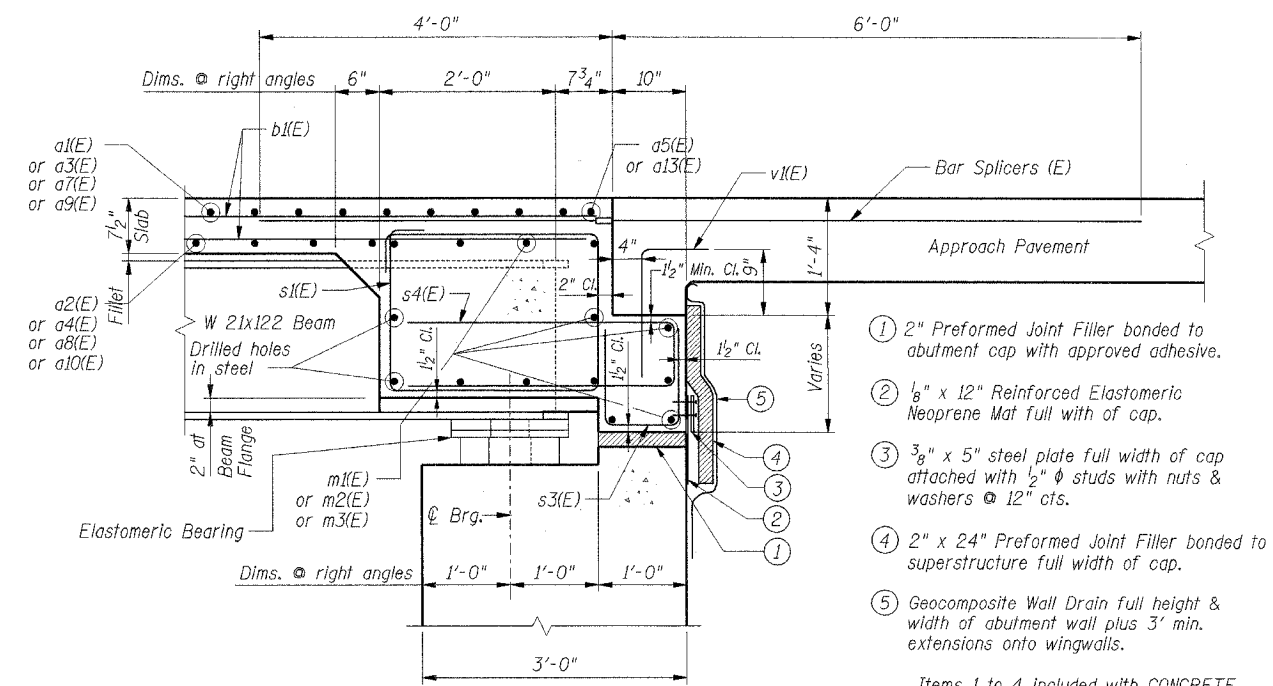
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 DATE PLOTTED: 07/01/05 10:00 AM
 PLOTTER: HP DesignJet 5000PS



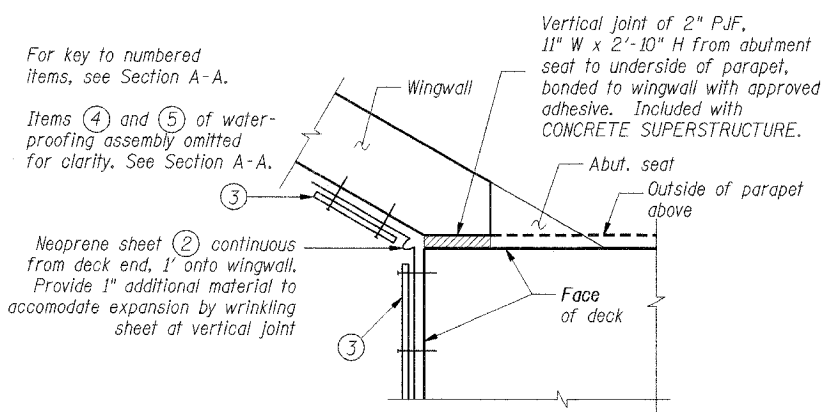
NORTH CONCRETE DIAPHRAGM ELEVATION B-B
Scale: 3/8" = 1'-0"



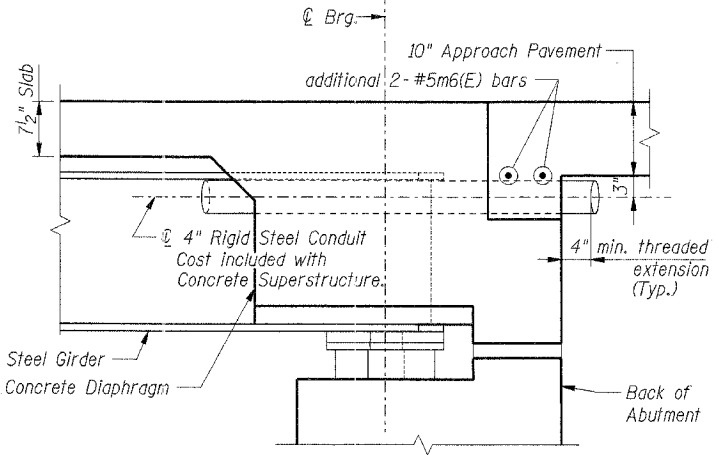
SOUTH CONCRETE DIAPHRAGM ELEVATION C-C
Scale: 3/8" = 1'-0"



SECTION A-A
Scale: 1" = 1'-0"



DETAIL PLAN 2
Deck-to-abutment joint and waterproofing termination



SECTION H-H
Scale: 1" = 1'-0"

- Notes:**
1. Reinforcement Bars designated (E) shall be epoxy coated.
 2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 3. For Bar List, Bill of Material and Bar details, see Sheet S-13.
 4. Work this Sheet with Sheet S-08.
 5. The Stirrups s1(E), s2(E), s3(E) and s4(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

SHT. S-09

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

CONCRETE DIAPHRAGMS

SCALE: AS NOTED
DATE: 07/01/05

DRAWN BY: FZD
CHECKED BY: KPS

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
282 N. MICHIGAN AVE., CHICAGO, IL 60610
TELEPHONE 312.968.6000

ROSSPF
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TOP OF BEAM ELEVATIONS

(For Fabrication only)

BEAM	LOCATION			
	Q Brg S. Abut.	Q Splice	Pier	Q Brg N. Abut.
1	632.171	632.129	632.151	632.273
2	632.090	631.977	631.984	632.018
3	632.015	631.832	631.823	631.769
4	631.947	631.694	631.668	631.525
5	631.884	631.562	631.520	631.287
6	631.832	631.442	631.384	631.065
7	631.783	631.324	631.250	630.841
8	631.742	631.212	631.122	630.623
9	631.713	631.107	631.000	630.411
10	631.682	631.008	630.885	630.206
11	631.672	630.916	630.777	630.007
12	631.672	630.830	630.674	629.815

INTERIOR GIRDER MOMENT TABLE

	0.4 Sp. I	Pier
I_s	(in ⁴) 3220	3220
$I_c(n)$	(in ⁴) 9732	
$I_c(3n)$	(in ⁴) 6981	
S_s	(in ³) 295	295
$S_c(n)$	(in ³) 461	
$S_c(3n)$	(in ³) 412	
Z	(in ³)	
M	(K/ft.) 0.837	1.279
$M \ell$	(ft./K) 281.7	440.7
$s \ell$	(K/ft.) 0.442	
$M s \ell$	(ft./K) 107	
$M \ell$	(ft./K) 391.3	191.5
M (Imp)	(ft./K) 122.7	60.0
$s_3(M \ell + I)$	(ft./K) 856.7	419.2
$M a$	(ft./K) 1619	1118
$M u$	(ft./K) 2154	
$f_s \ell$ non-comp(k.s.i.)	11.45	17.92
$f_s \ell$ (comp) (k.s.i.)	3.11	
$f_s s_3(4 + I)$ (k.s.i.)	22.29	17.04
f_s (Overload) (k.s.i.)	36.86	34.96
f_s (Total) (k.s.i.)		45.45
$V R$	(K) 40	

INTERIOR GIRDER REACTION TABLE

	S. Abut.	Pier
$R \ell$	(K) 26.9	86.0
$R \ell$	(K) 54.3	76.5
Imp.	(K) 12.0	13.2
R (Total)	(K) 93.2	175.7

I_s and S_s are the moment of inertia and section modulus of the steel section used in computing f_s (Total & Overload).
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s (Total & Overload).
 $V R$ is the maximum Live Load + Impact shear range in span.
 Z is the plastic section modulus used to determine the fully plastic moments in the non-compacted areas.
 $M a$ (Applied Moment) = $1.3[M \ell + M s \ell + s_3(M \ell + I)]$.
 $M u$ is the Full Plastic Moment Capacity for Compact, Braced section.
 f_s (Overload) is the sum of the stresses due to $M \ell + M s \ell + s_3(M \ell + I)$.
 f_s (Total) (Non-compacted section) is the sum of the stresses due to $1.3[M \ell + M s \ell + s_3(M \ell + I)]$.

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing and Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Each	4752

Notes:

- Members designated N.T.R. shall conform to the Supplemental Requirements for Notch Toughness (Zone 2).
- For limits of painting, see Note 15 on Sheet S-02.
- For weights of structural steel, see Note 3 on Sheet S-02.

SHT. S-14

REVISIONS	
NAME	DATE

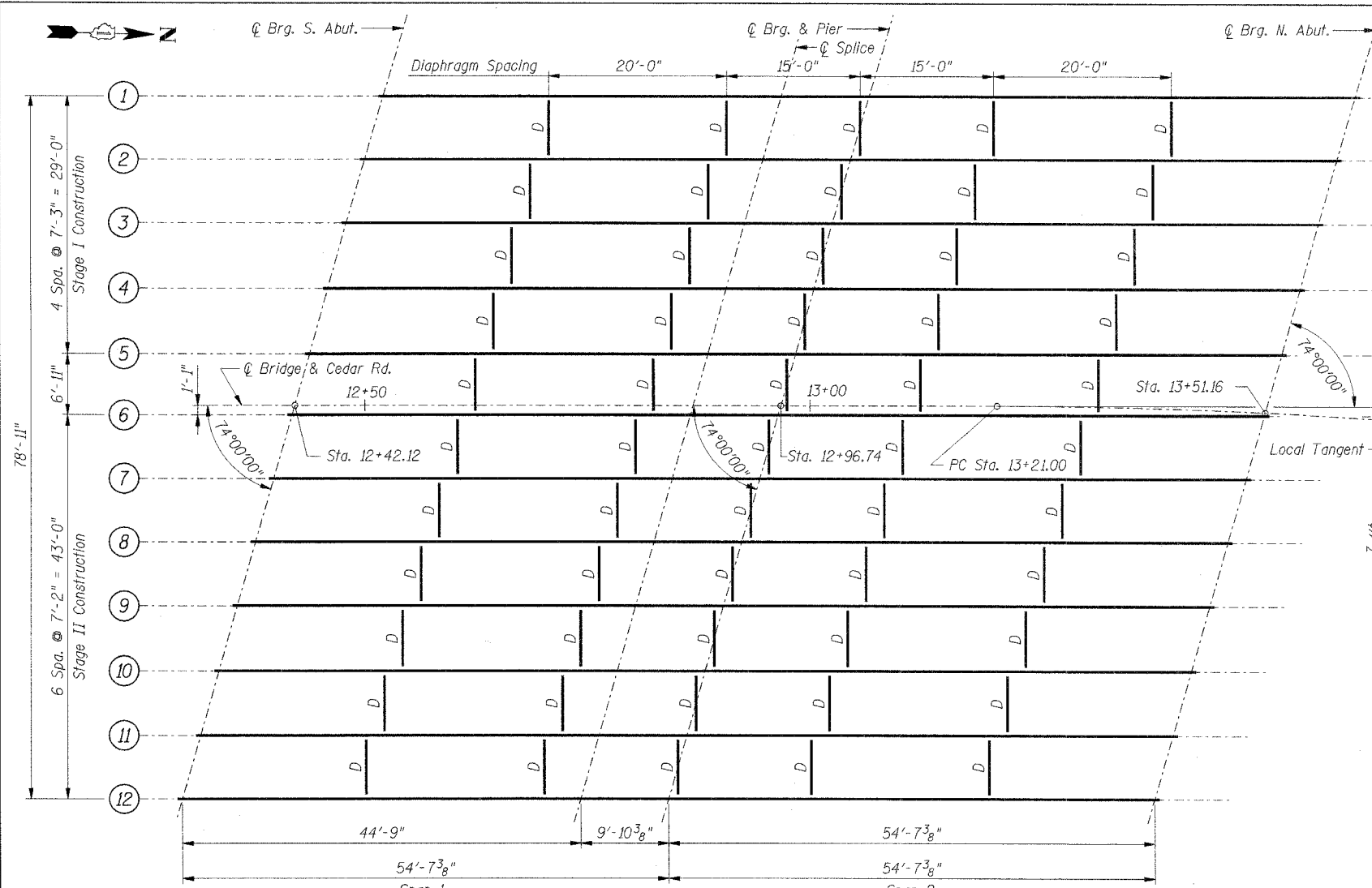
VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

STRUCTURAL STEEL FRAMING PLAN & DETAILS

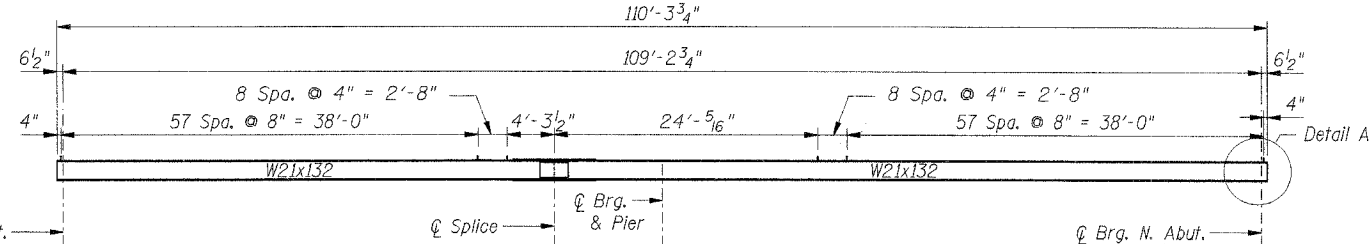
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 CHECKED BY: KPS

TENG

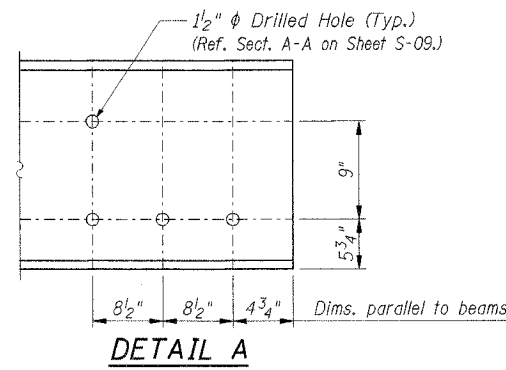
TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 300 N. WASHINGTON AVE. CHICAGO, ILL. 60610
 TEL: 312.329.4000



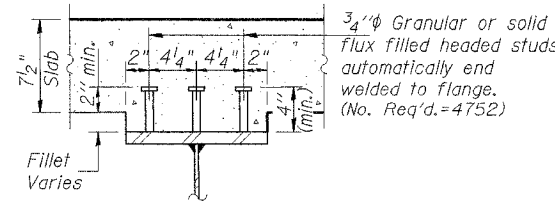
FRAMING PLAN



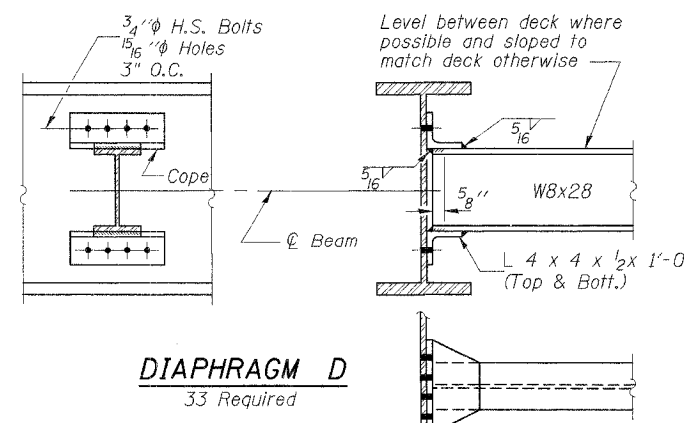
GIRDER ELEVATION



DETAIL A

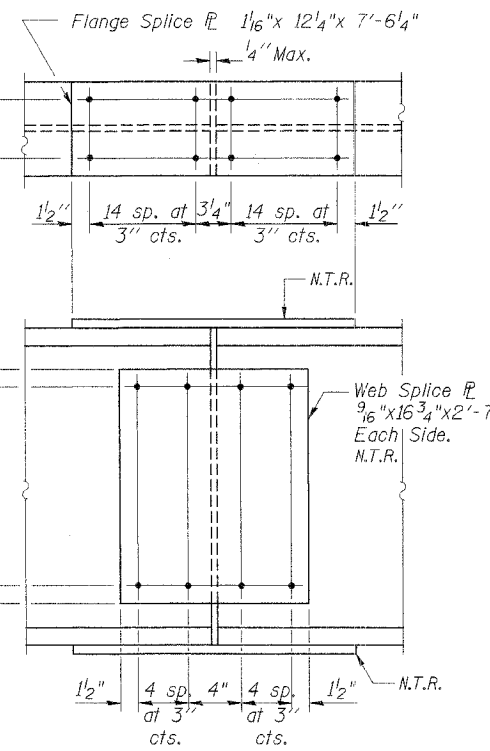


STUD DETAIL



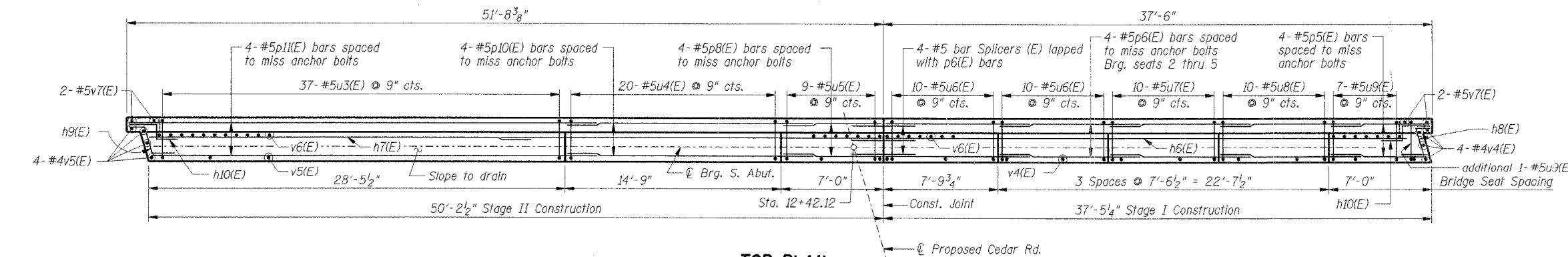
DIAPHRAGM D

33 Required

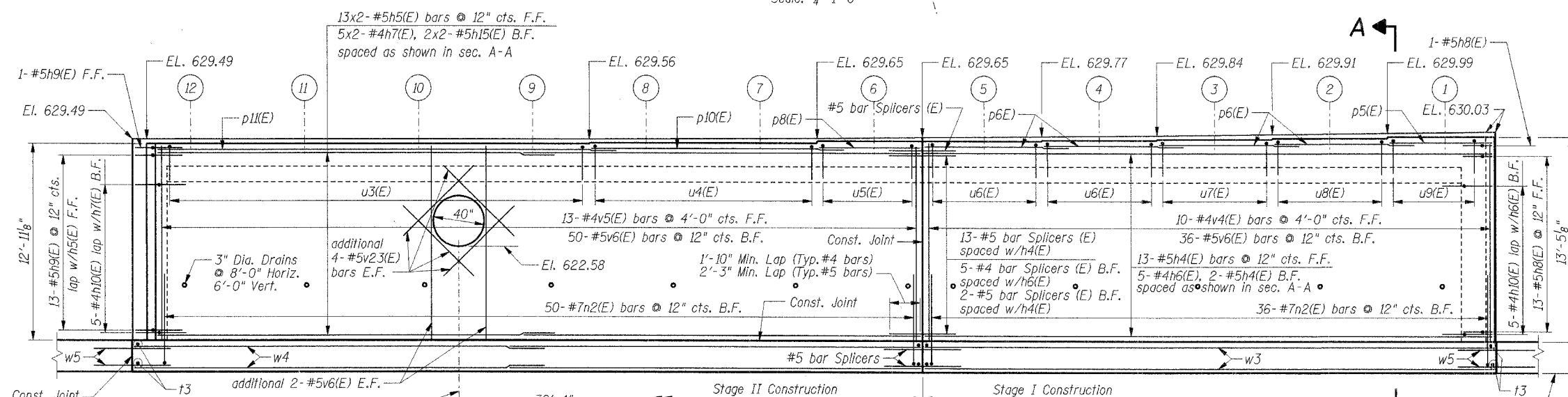


GIRDER SPLICE DETAIL

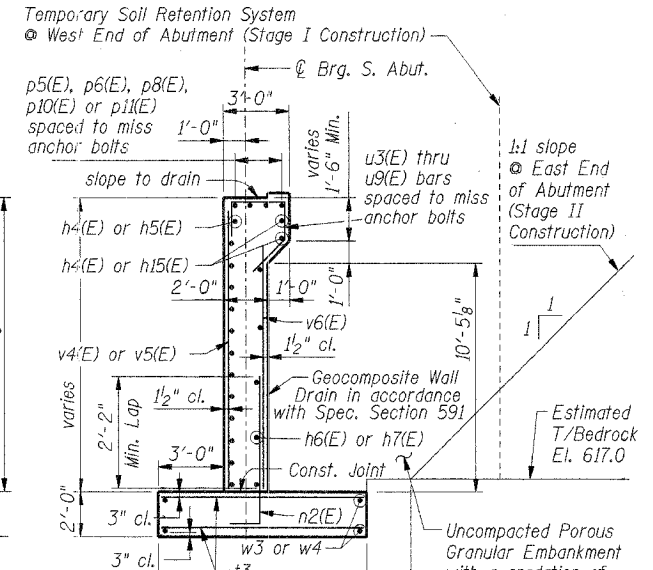
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STA.	TO STA.		FED. AID PROJECT	
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO: 83757		



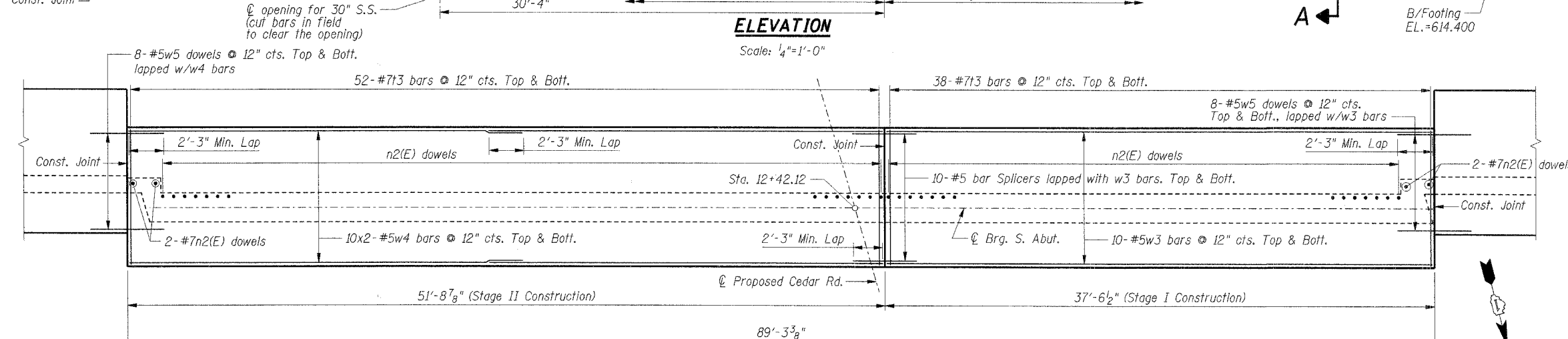
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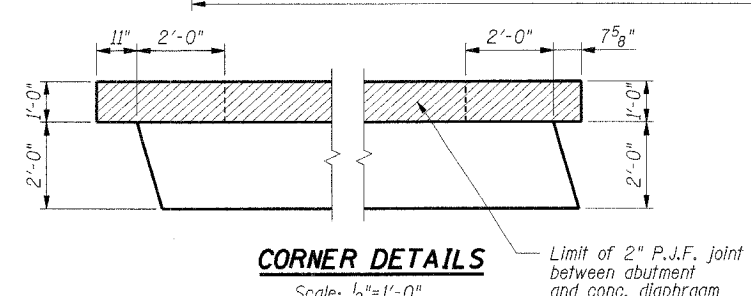
ELEVATION
Scale: 1/4"=1'-0"



SECTION A-A
Scale: 1/4"=1'-0"



FOOTING PLAN
Scale: 1/4"=1'-0"



CORNER DETAILS
Scale: 1/2"=1'-0"

Notes:

1. Reinforcement Bars designated (E) shall be epoxy coated.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For Bar List, Bar details and Bill of Material, see Sheet S-21.
4. Work this Sheet with Sheet S-04 & S-17.

SHT. S-16

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

SOUTH ABUTMENT

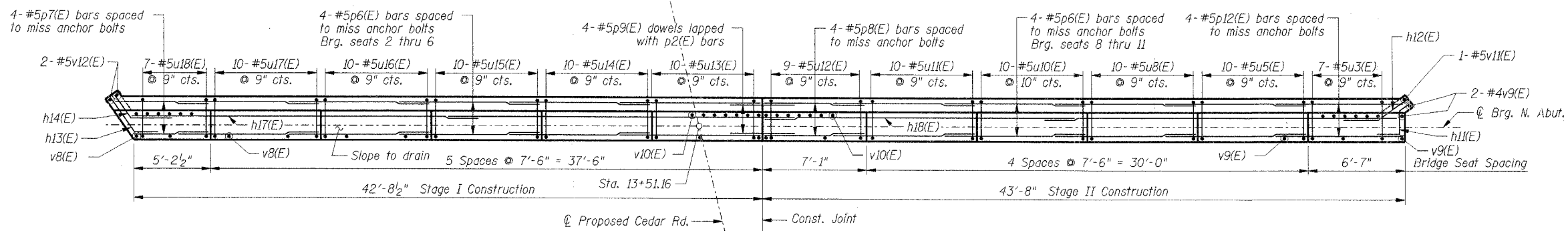
SCALE: AS NOTED
DATE: 07/01/05
DRAWN BY: FZD
CHECKED BY: KPS

TENG
TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
200 N. HICKORY AVE. GENEVA, IL 60133
TELEPHONE: 630-469-4000

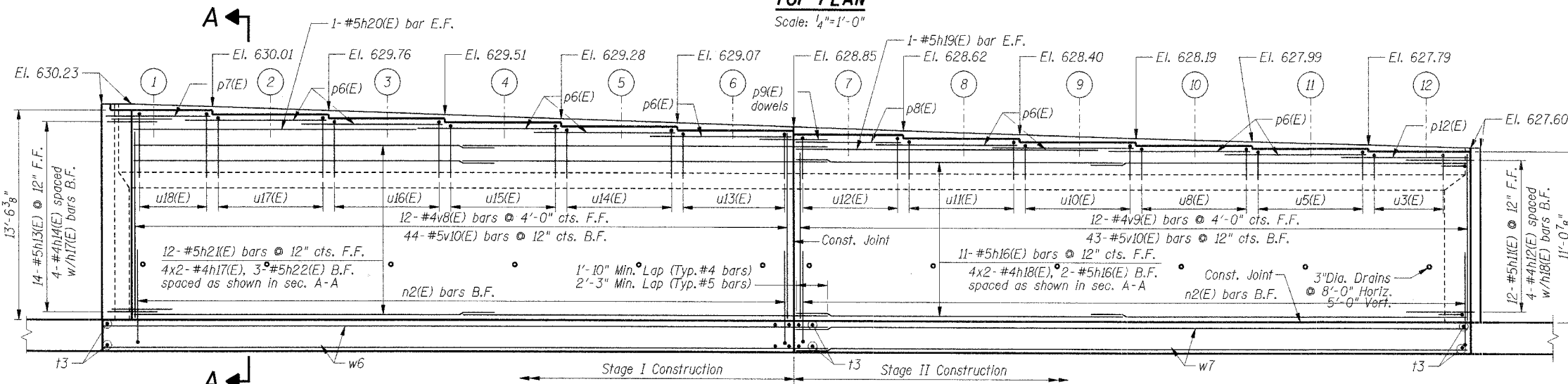
Bridge Seat Elevations

Beam	Seat Elev.
1	629.826
2	629.745
3	629.670
4	629.602
5	629.487
6	629.487
7	629.397
8	629.397
9	629.326
10	629.326
11	629.326
12	629.326

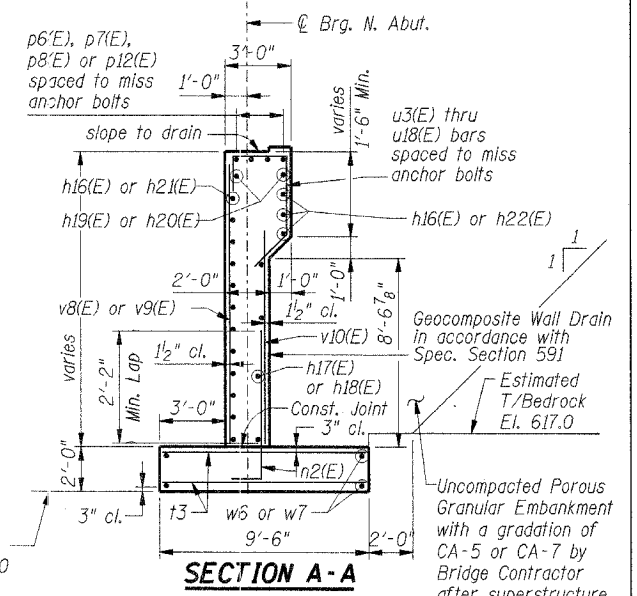
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0369	97-00025-00-BR	WILL	156	127
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO: 83757				



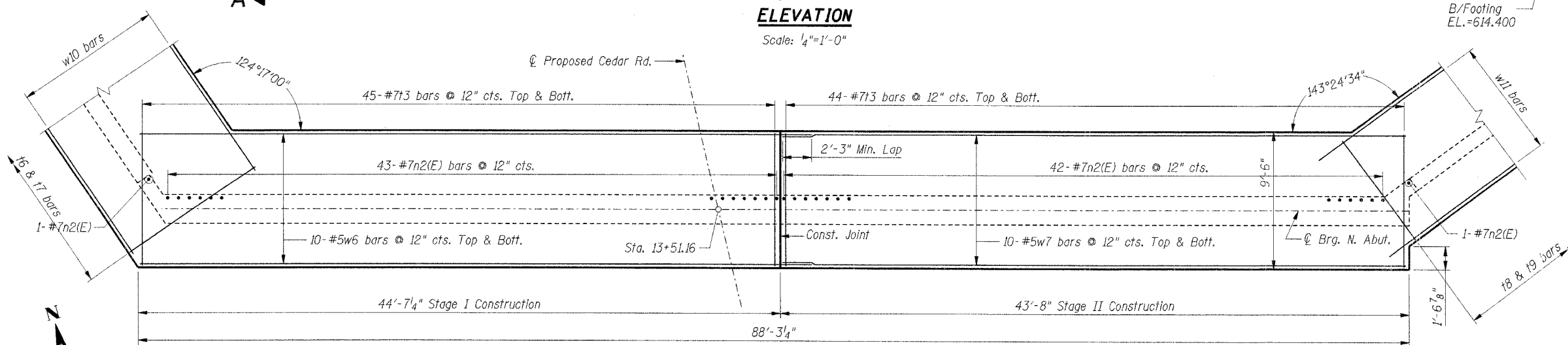
TOP PLAN
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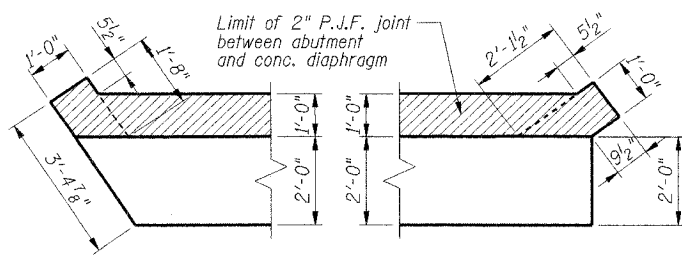
ELEVATION
Scale: 1/4"=1'-0"



SECTION A-A
Scale: 1/4"=1'-0"



FOOTING PLAN
Scale: 1/4"=1'-0"



CORNER DETAILS
Scale: 1/2"=1'-0"

Notes:

1. Reinforcement Bars designated (E) shall be epoxy coated.
2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
3. For Bar List, Bar details and Bill of Material, see Sheet S-21.
4. Work this Sheet with Sheets S-04, S-19 & S-20.

Bridge Seat Elevations

Beam	Seat Elev.
1	629.928
2	629.673
3	629.424
4	629.180
5	628.942
6	628.720
7	628.496
8	628.278
9	628.066
10	627.860
11	627.662
12	627.470

SHT. S-18

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
WILL COUNTY

NORTH ABUTMENT

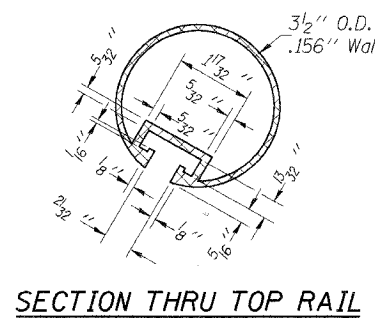
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DATE: 07/01/05

DRAWN BY: FZD
CHECKED BY: KPS

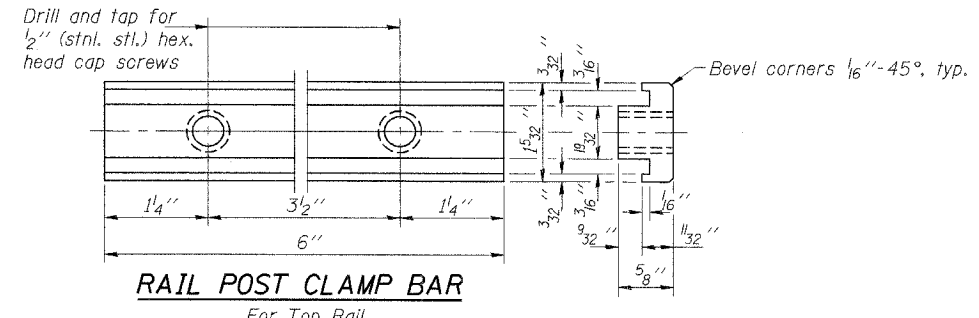
TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
305 N. WASHINGTON AVE. CHICAGO, IL 60604
TELEPHONE: 312.644.4000

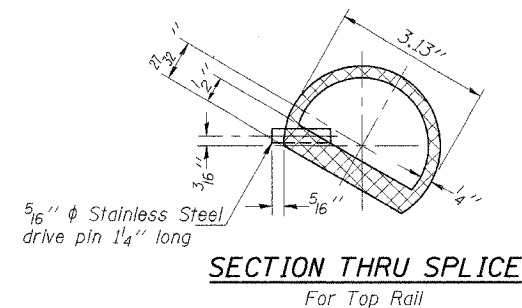
F.A.U. RILEY	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR	WILL	WILL	156	133
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		CONTRACT NO: 83757		



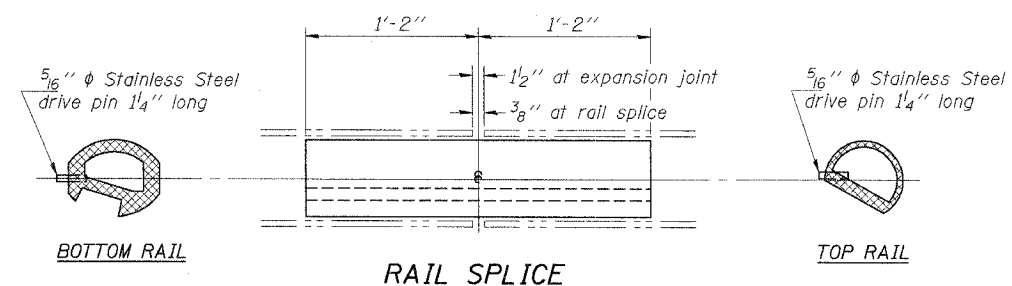
SECTION THRU TOP RAIL



RAIL POST CLAMP BAR
For Top Rail



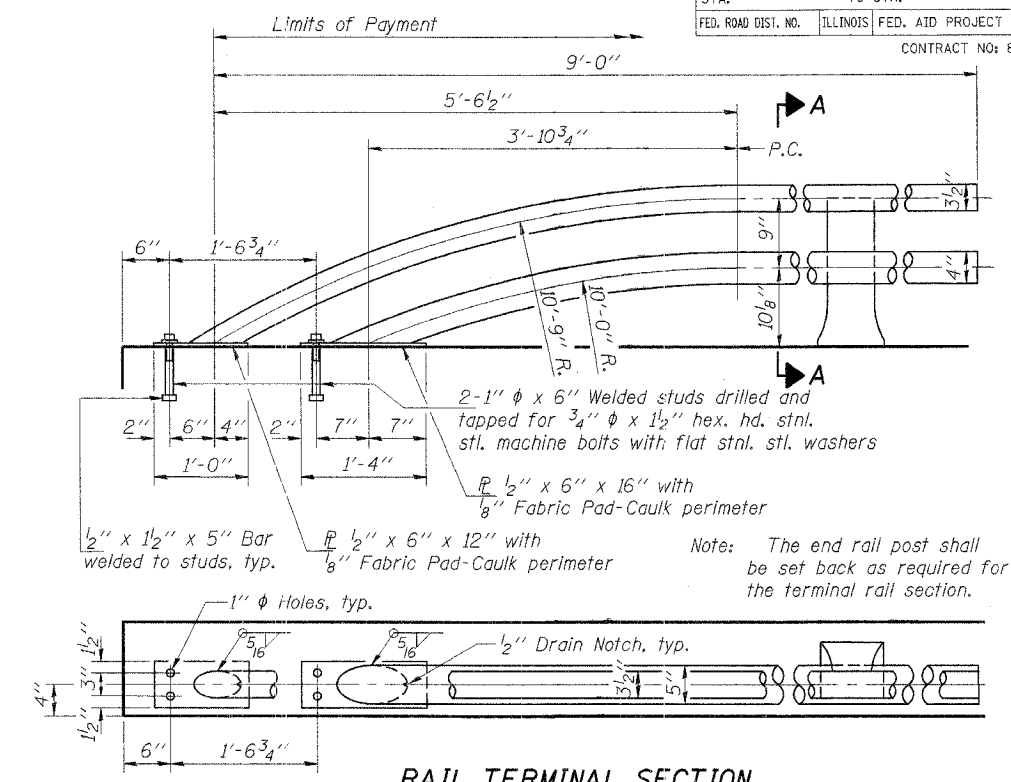
SECTION THRU SPLICE
For Top Rail



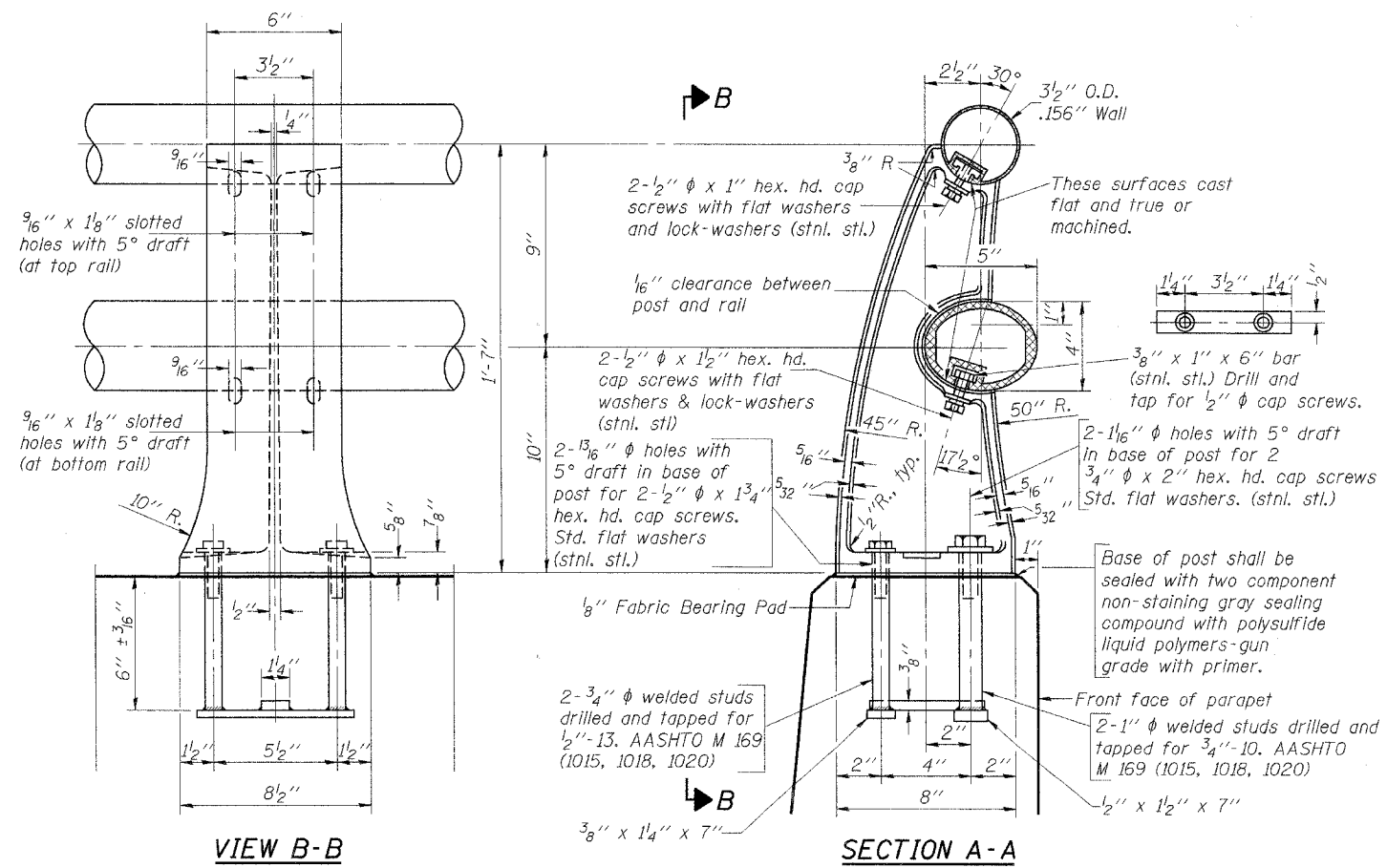
BOTTOM RAIL

RAIL SPLICE

TOP RAIL



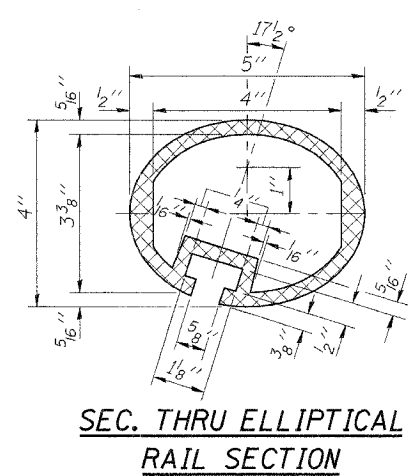
RAIL TERMINAL SECTION



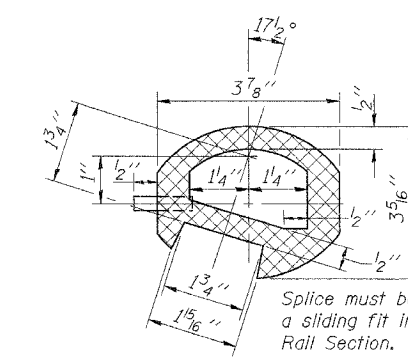
VIEW B-B

SECTION A-A

RAIL POST DETAILS



SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	Foot	110.75

Notes: All Posts shall be normal to parapet.
 All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 30 feet, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 2300 foot radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
 All joints in rail shall be spliced per detail.
 Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts.
 Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
 Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for ALUMINUM RAILING, TYPE L.
 Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

SHT. S-24

REVISIONS	
NAME	DATE

VILLAGE OF NEW LENOX
 F.A.U. (0369) CEDAR ROAD OVER HICKORY CREEK
 WILL COUNTY

ALUMINUM RAILING DETAILS

SCALE: NO SCALE
 DATE: 07/01/05
 DRAWN BY: FZD
 CHECKED BY: KPS

TENG
 TENG & ASSOCIATES, INC.
 ENGINEERS/ARCHITECTS/PLANNERS
 202 N. MICHIGAN AVE. CHICAGO, IL 60601
 TELEPHONE: 312.587.0000

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 ROSSPF

NAME	DATE
U	139

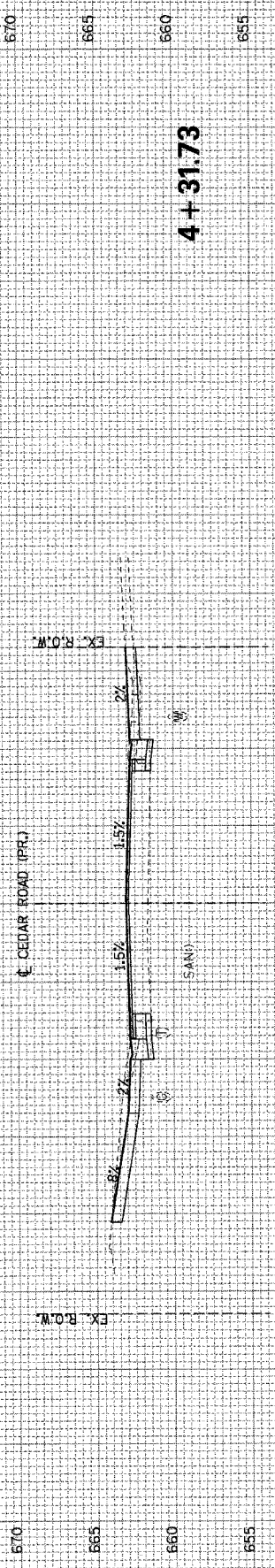
BY	DATE

ORIGINAL SURVEY	DATE
FLIPPED	
NOTE BOOK	
AREAS CHECKED	

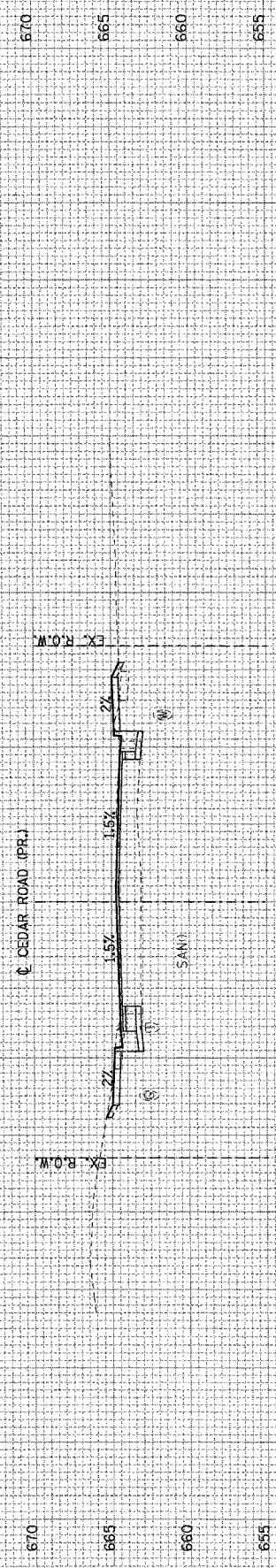
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

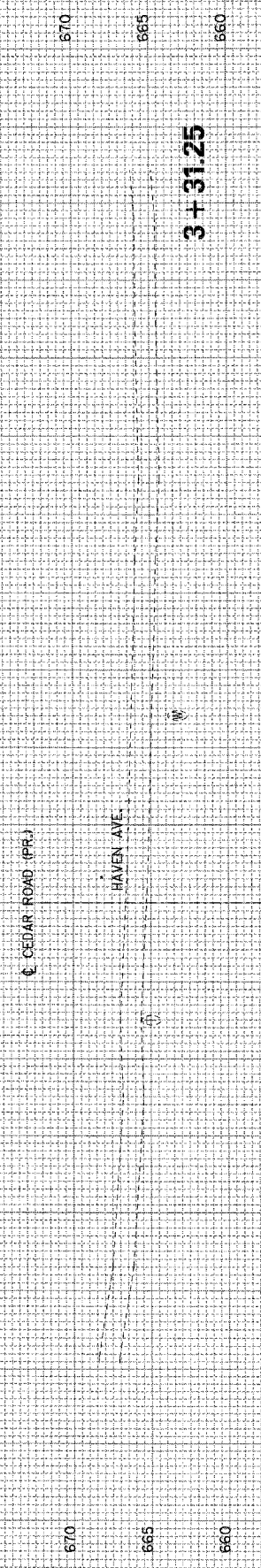


4 + 31.73



4 + 00.00

	PRE-STAGE	STAGE I	STAGE II	STAGE III
EARTH EXCAVATION (SQ. FT.)	0.0	6.8	0.0	1.5
STRUCTURE EXCAVATION (SQ. FT.)	0.0	0.0	0.0	0.0
UNSUITABLE EXCAVATION (SQ. FT.)	0.0	2.7	0.0	2.2
EMBANKMENT (SQ. FT.)	0.0	0.0	0.0	3.8
PCE SUBGRADE (SQ. FT.)	0.0	0.0	0.0	0.0



3 + 31.25

CEDAR ROAD CROSS SECTIONS

100
90
80
70
60
50
40
30
20
10
0
10
20
30
40
50
60
70

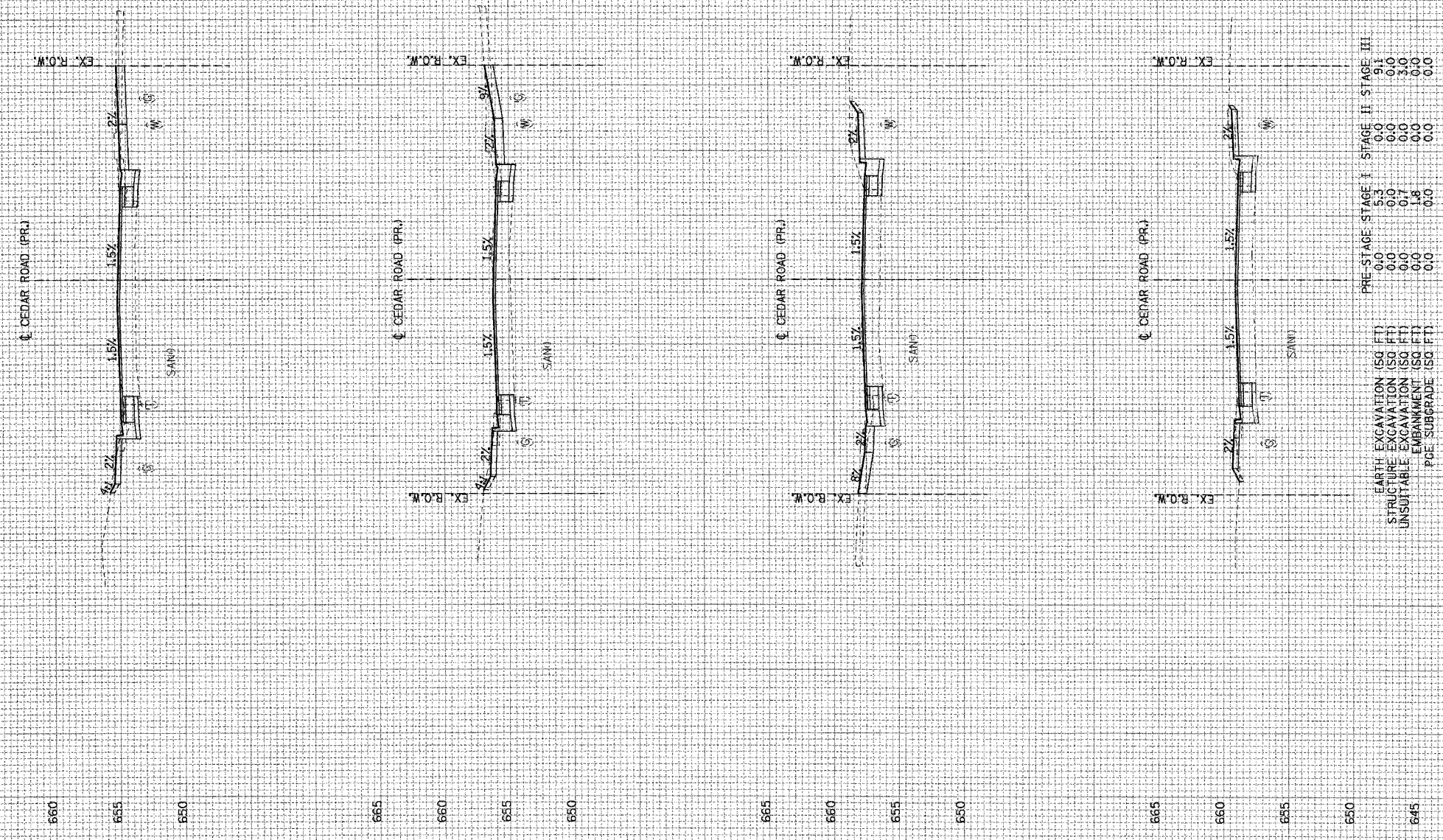
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SURVEY	BY
NOTE BOOK	
AREAS CHECKED	

FINAL SURVEY	DATE
NOTE BOOK	BY
AREAS CHECKED	

DATE	140
NAME	J

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F.A.U. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-0025-00-BR		156	140
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



	PRE-STAGE	STAGE I	STAGE II	STAGE III
EARTH EXCAVATION (SQ FT)	0.0	5.3	0.0	9.1
STRUCTURE EXCAVATION (SQ FT)	0.0	0.0	0.0	0.0
UNUSABLE EXCAVATION (SQ FT)	0.0	0.7	0.0	3.0
EMBANKMENT (SQ FT)	0.0	1.8	0.0	0.0
PDE SUBGRADE (SQ FT)	0.0	0.0	0.0	0.0

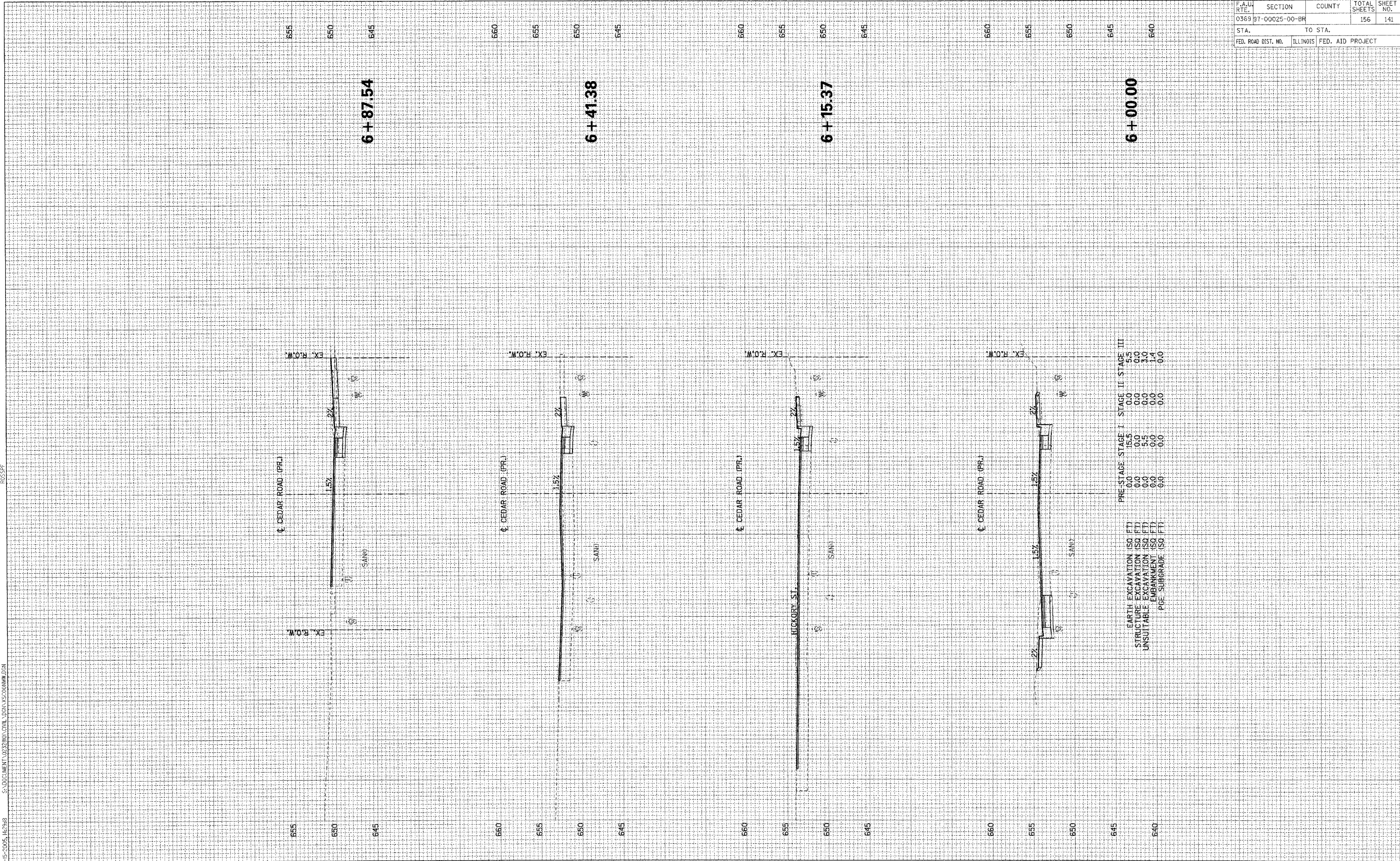
CEDAR ROAD CROSS SECTIONS

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DATE
BY
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	87-00025-00-BR		156	141
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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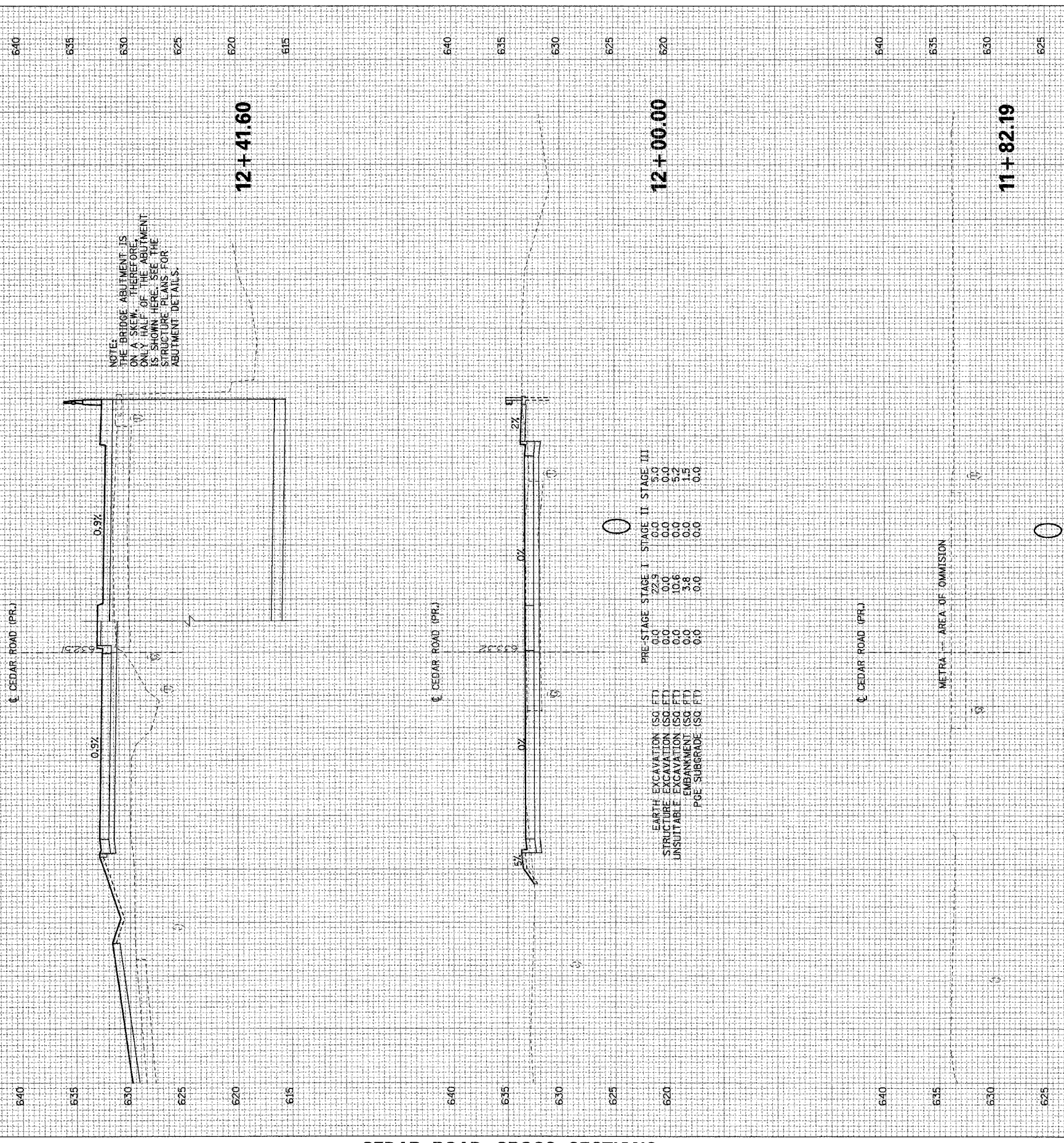
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NOTE BOOK	
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FINAL SURVEY	DATE
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NAME	DATE

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F.A.U. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	



NOTE:
THE BRIDGE ABUTMENT IS ON A SKEW. THEREFORE, ONLY HALF OF THE ABUTMENT IS SHOWN HERE. SEE THE STRUCTURE PLANS FOR ABUTMENT DETAILS.

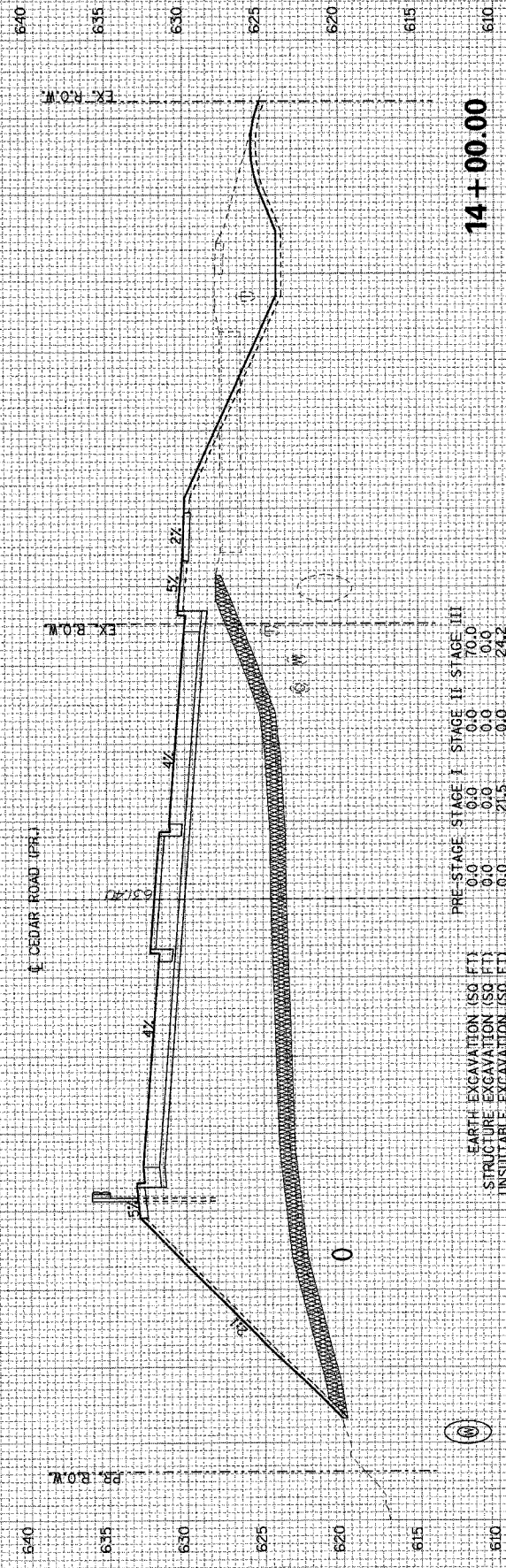
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ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
AREAS CHECKED		

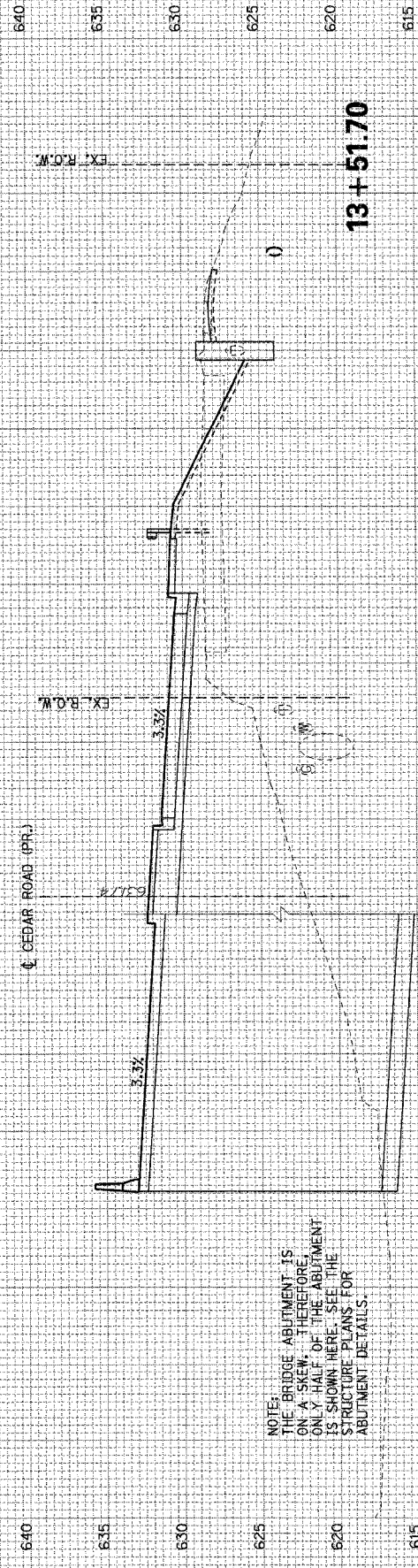
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NOTE BOOK		
AREAS CHECKED		

DATE	DATE
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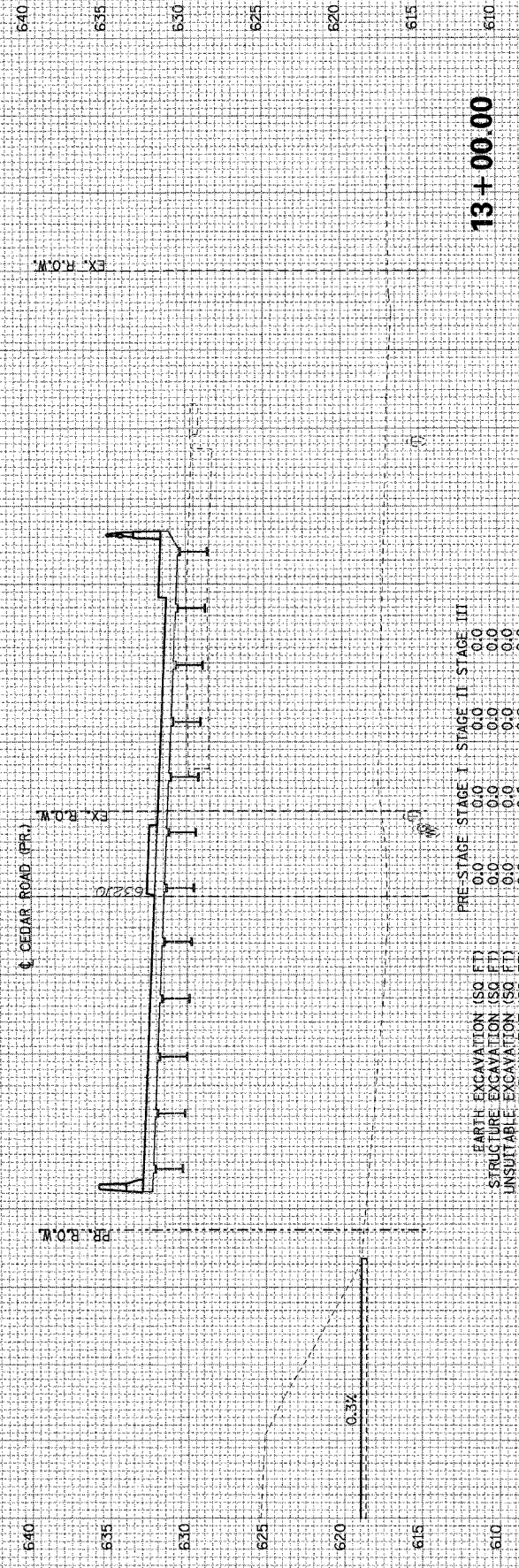
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0369	97-00025-00-BR		156	146
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



6



NOTE:
THE BRIDGE ABUTMENT IS ONE PILEW. THEREFORE ONLY HALF OF THE ABUTMENT IS SHOWN HERE. SEE THE STRUCTURE PLANS FOR ABUTMENT DETAILS.



	PRE-STAGE	STAGE I	STAGE II	STAGE III
EARTH EXCAVATION (SQ FT)	0.0	0.0	0.0	0.0
STRUCTURE EXCAVATION (SQ FT)	0.0	0.0	0.0	0.0
UNSUITABLE EXCAVATION (SQ FT)	0.0	0.0	0.0	0.0
EMBANKMENT (SQ FT)	0.0	0.0	0.0	0.0
PGE SUBGRADE (SQ FT)	0.0	0.0	0.0	0.0

ORIGINAL SURVEY	DATE
BY	
NOTED	
DATE	
BY	
NOTED	
DATE	
BY	
NOTED	
DATE	

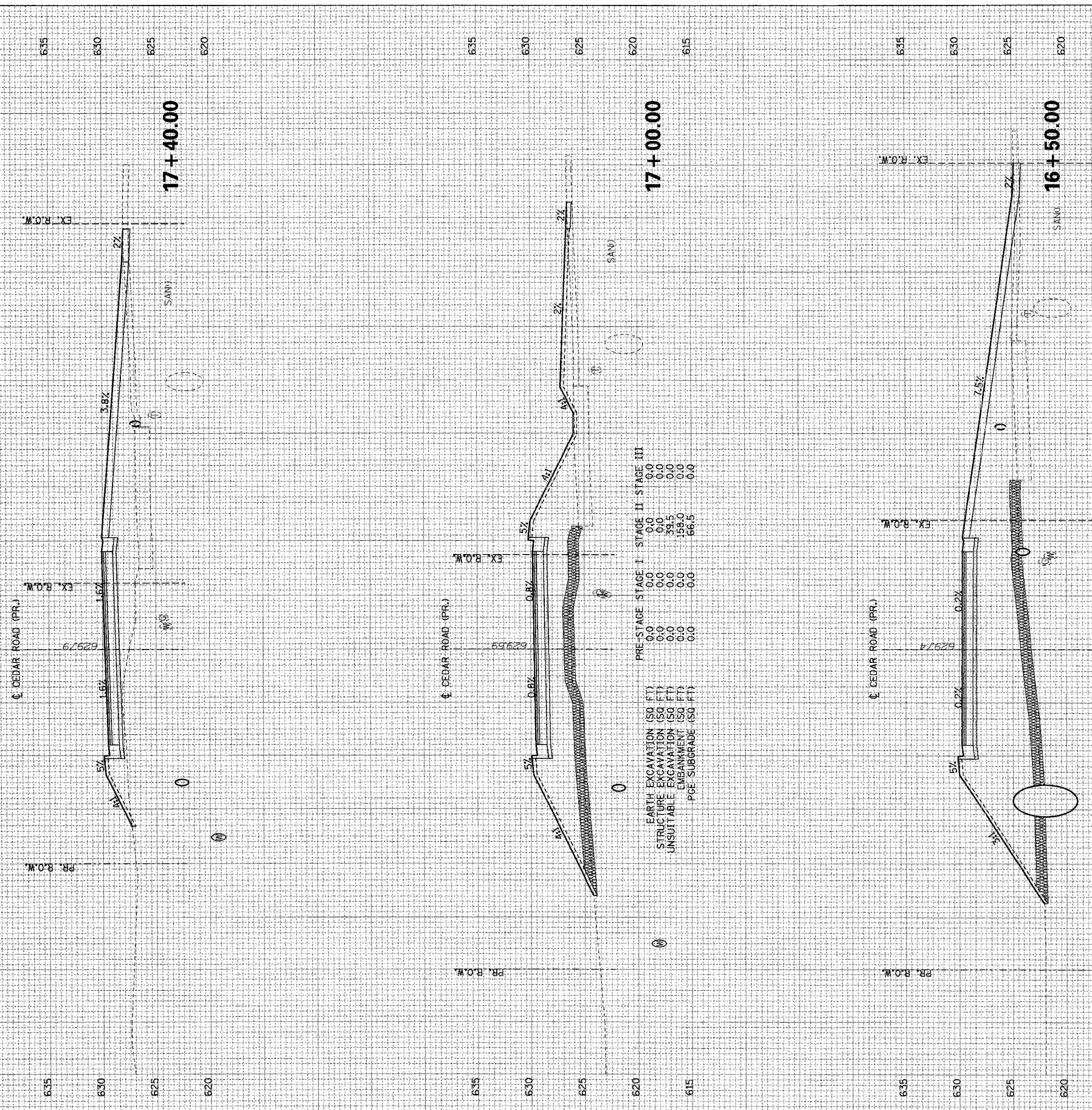
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR		156	148
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CEDAR ROAD CROSS SECTIONS

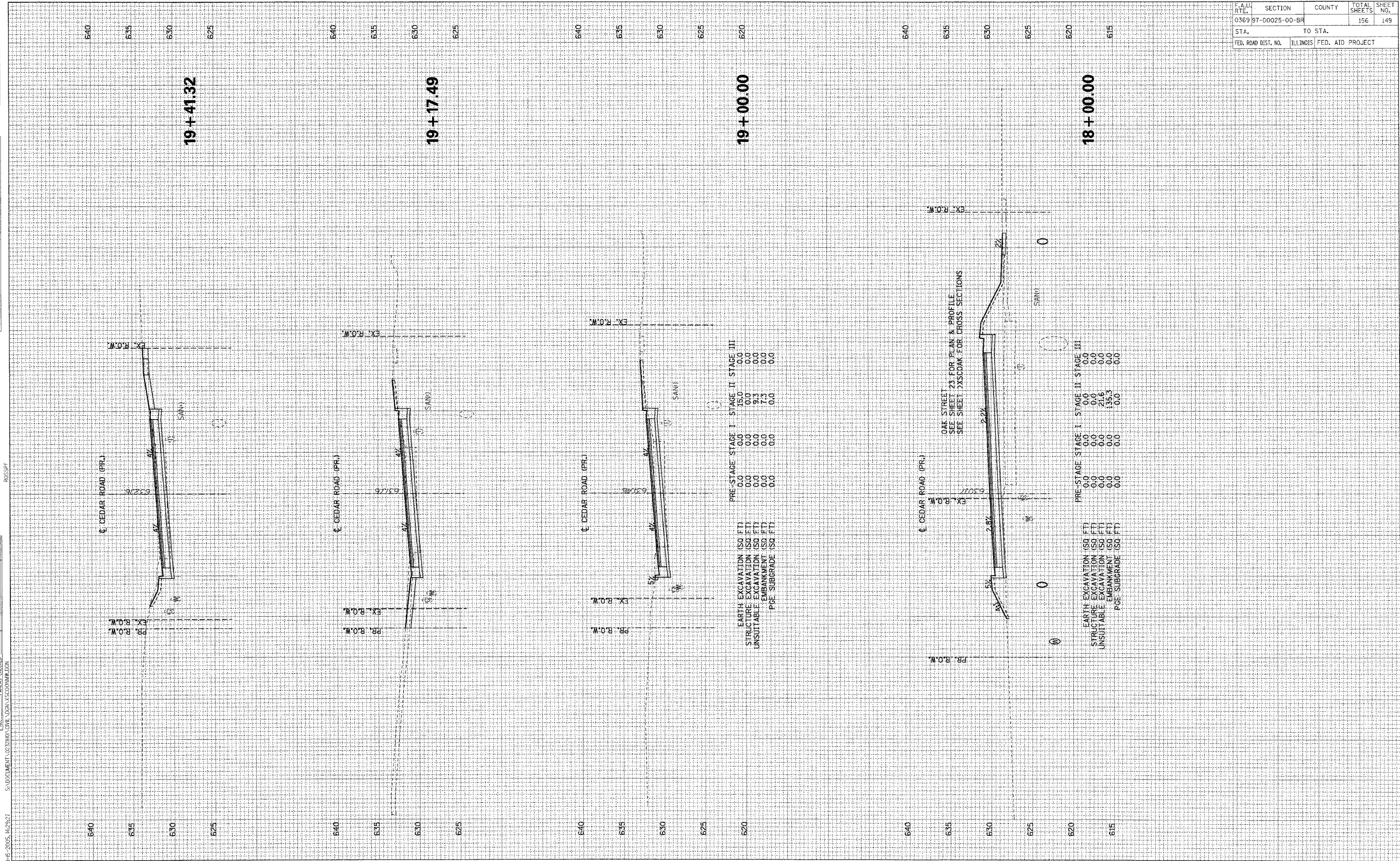
70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
NOTE BOOK		
AREAS CHECKED		

REV IS/OURS	DATE
NAME	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369 97-00025-00-BR			156	149
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



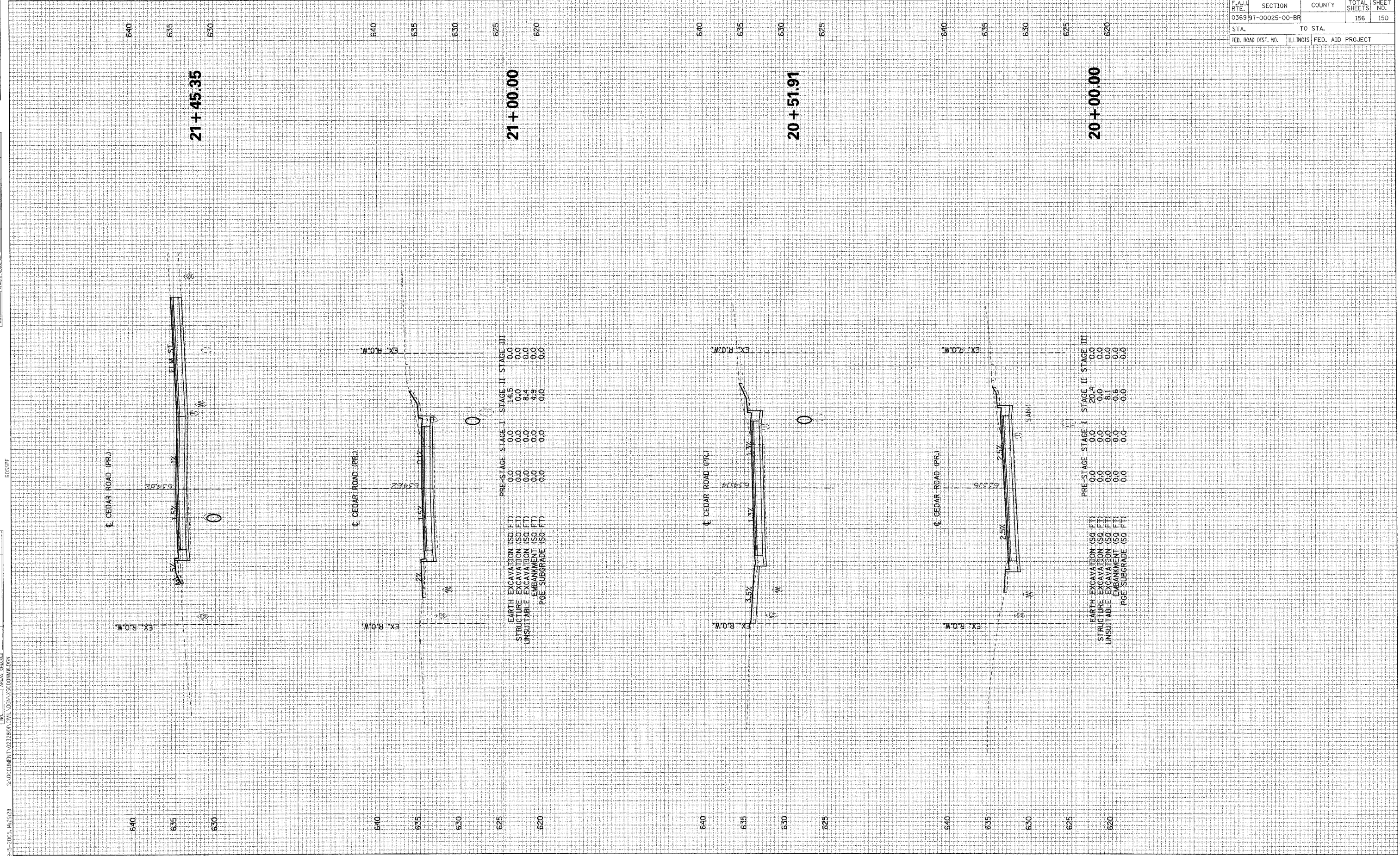
CEDAR ROAD CROSS SECTIONS

DATE	
NAME	
BY	
DATE	

FINAL SURVEY	SUBMITTED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
NAME	
BY	
DATE	

ORIGINAL SURVEY	SUBMITTED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



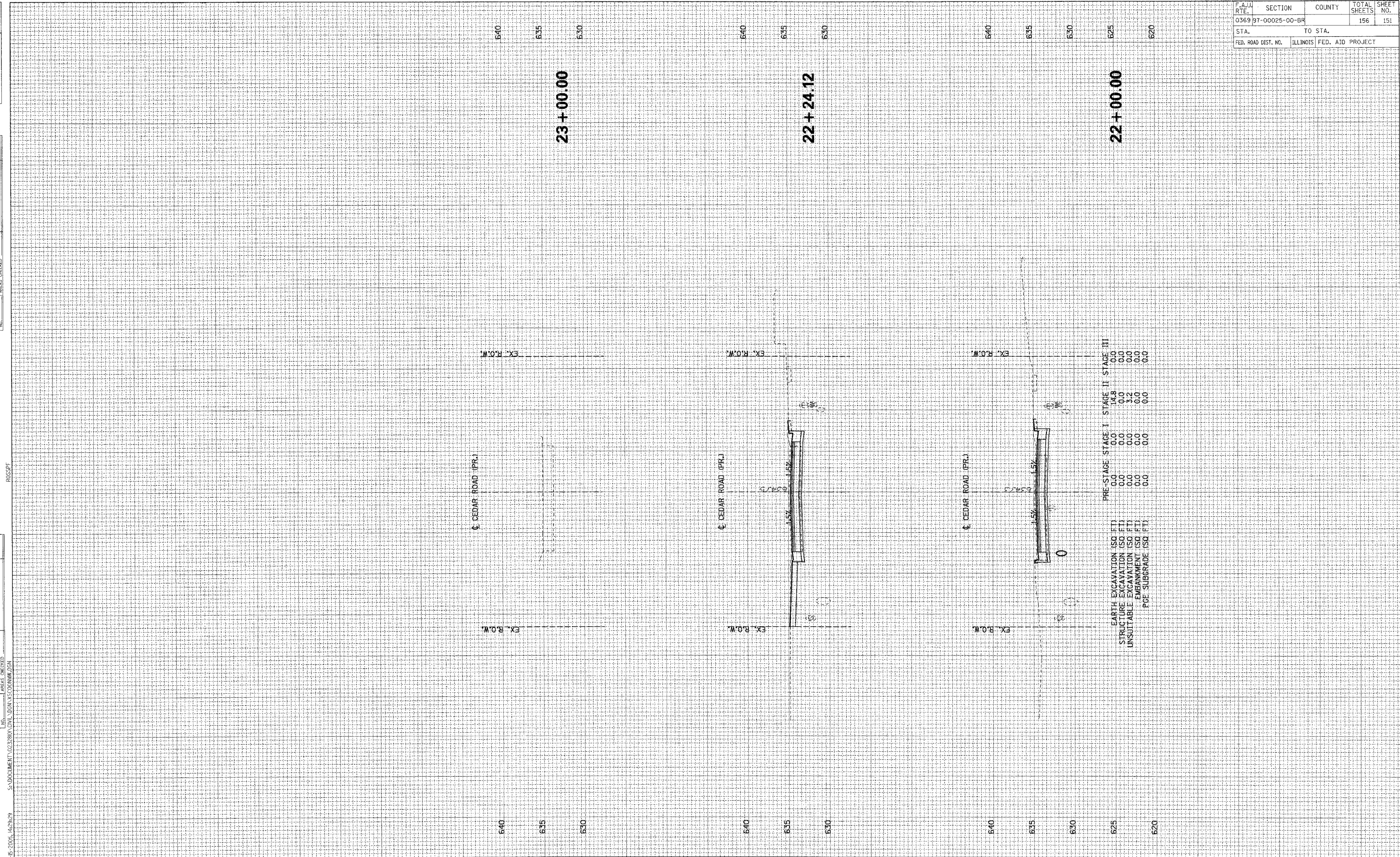
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR		156	150
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NAME	DATE

BY	DATE

ORIGINAL SURVEY	REVISIONS	DATE
NOTE BOOK	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	

BY	DATE



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR		156	151
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	PRE-STAGE	STAGE I	STAGE II	STAGE III
EARTH EXCAVATION (SQ FT)	0.0	0.0	14.8	0.0
STRUCTURE EXCAVATION (SQ FT)	0.0	0.0	0.0	0.0
UNSUITABLE EXCAVATION (SQ FT)	0.0	0.0	3.2	0.0
EMBANKMENT (SQ FT)	0.0	0.0	0.0	0.0
PGE SUBGRADE (SQ FT)	0.0	0.0	0.0	0.0

CEDAR ROAD CROSS SECTIONS

70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100

ORIGINAL SURVEY	BY	DATE
SURVEY		
NOTE BOOK		
AREAS CHECKED		

FINAL SURVEY	BY	DATE
SURVEY		
NOTE BOOK		
AREAS CHECKED		

NAME	DATE
J	154

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ROSSPF

0369 97-00025-00-BR

ILLINOIS FED. AID PROJECT

STA. TO STA.

FED. ROAD DIST. NO.

TOTAL SHEETS 156

SHEET NO. 154

COMPENSATORY STORAGE

PERM. EASEMENT

EX. ROW

PRE-STAGE

EARTH EXCAVATION (SQ. FT.)

UNSUITABLE EXCAVATION (SQ. FT.)

EMBANKMENT (SQ. FT.)

101+60.00

101+20.00

100+80.00

100+40.00

650

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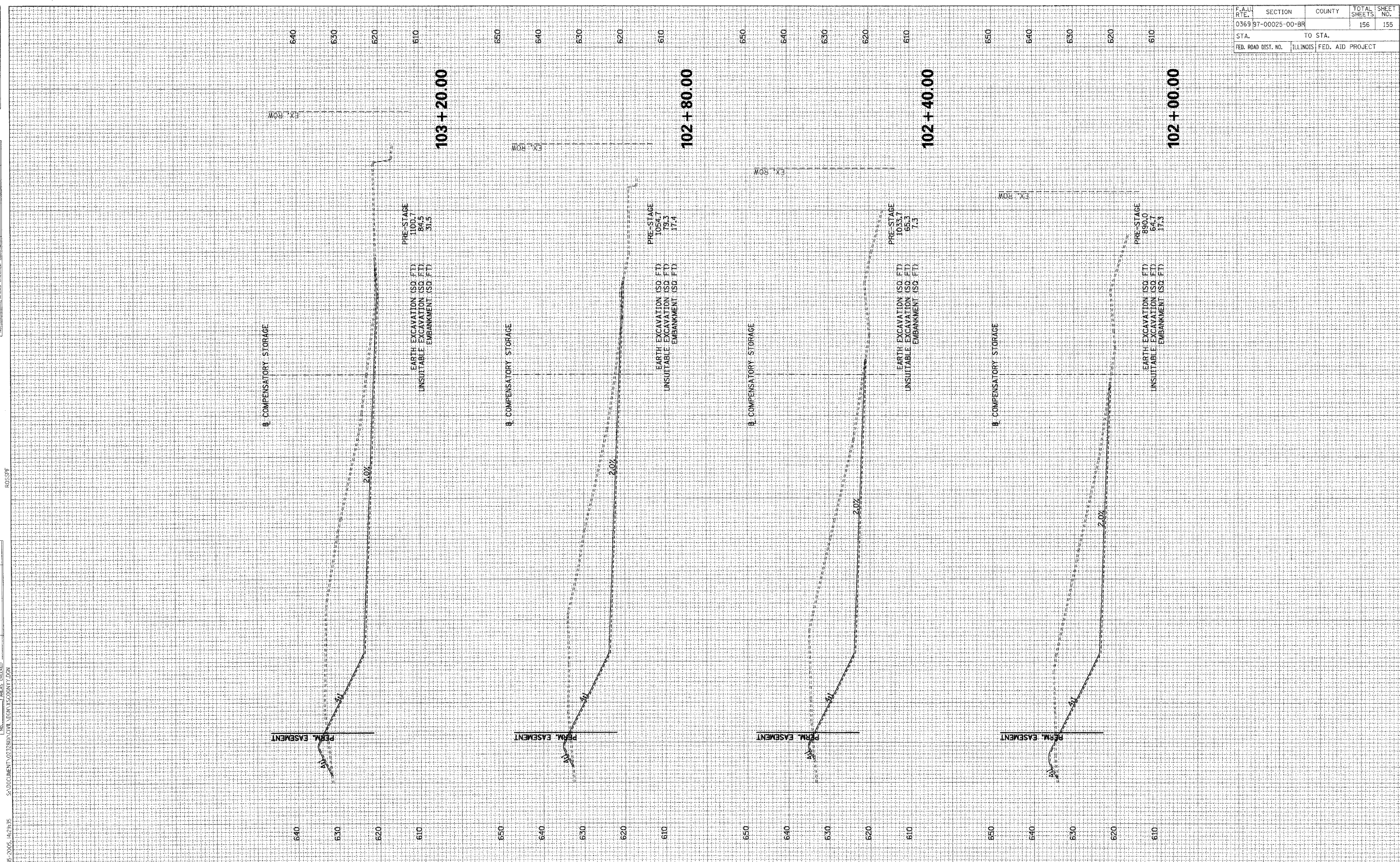
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NAME	DATE
U	155

BY	DATE

ORIGINAL SURVEY	DATE
NO.	

BY	DATE



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	97-00025-00-BR		156	155
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

COMPENSATORY STORAGE CROSS SECTIONS

RO.SPF

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04-2005, 11-2005

