

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAU 2843 /DIXIE HIGHWAY
SECTION 3249-I-2
RETAINING WALL CONSTRUCTION

COOK COUNTY

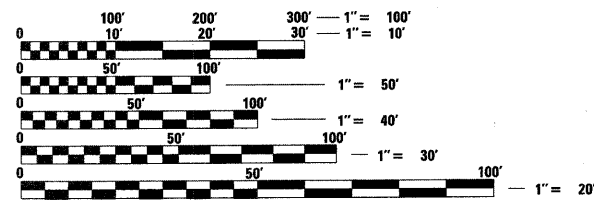
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------|----------|--------------------|-----------|
| 2843 | 3249-I-2 | COOK | 25 | 1 |
| | | ILLINOIS | CONTRACT NO. 60L18 | |

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

MINOR ARTERIAL (URBAN)
ADT 11,000 (2006)
SPEED LIMIT 40 MPH

IMPROVEMENT LOCATED IN
THE VILLAGE OF FLOSSMOOR



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

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

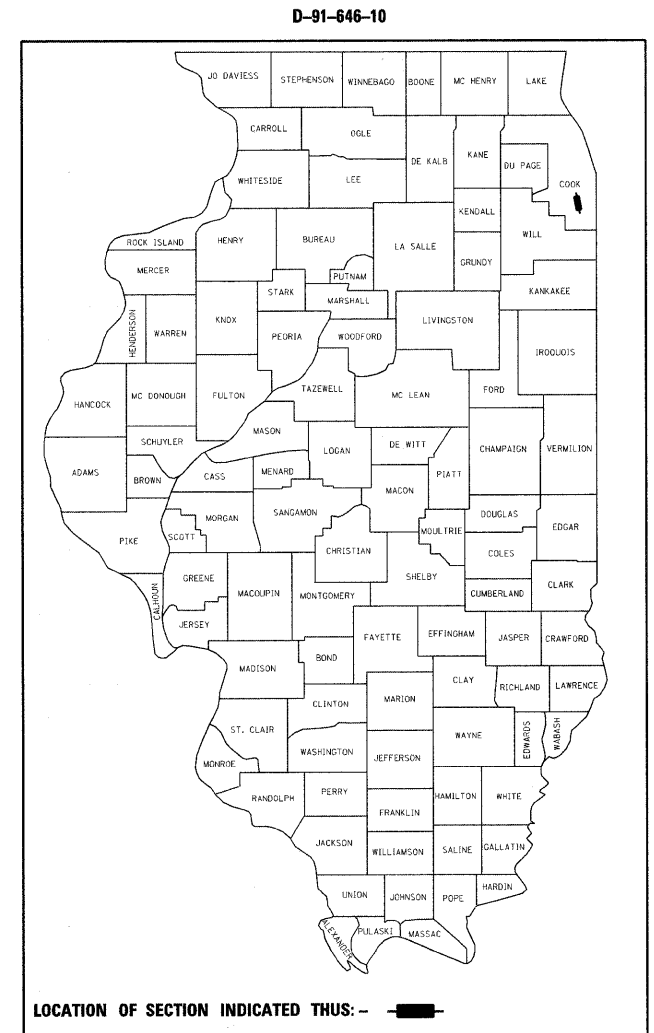
PROJECT MANAGER: MR. ISSAM RAYYAN, P.E. (847) 705-4178
PROJECT ENGINEER: MR. ROBERT T. BORO, P.E. (847) 705-4237

CONTRACT NO. 60L18

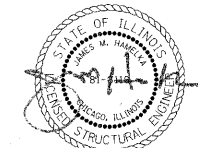
C-91-646-10
BLOOM TOWNSHIP Range 14E - 3rd. PM



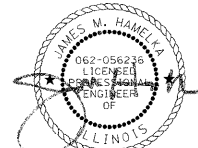
GROSS LENGTH = 585.0 FT. = 0.111 MILE
NET LENGTH = 585.0 FT. = 0.111 MILE



LOCATION OF SECTION INDICATED THIS: - [black rectangle] -



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 81-6116
EXPIRES 11-30-2012



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 062-056236
EXPIRES 11-30-2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 8, 2011
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13 2011
Scott E. Stitt P.E.
Acting ENGINEER OF DESIGN AND ENVIRONMENT

May 13 2011
Christine M. Road
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

COLLINS ENGINEERS, INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000993

INDEX OF SHEETS

- 1 Title Sheet
- 2 Index of Sheets, General Notes and Highway Standards
- 3 Summary of Quantities
- 4 Typical Sections
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- 6 Maintenance of Traffic
- 7 Removal Plan
- 8 Proposed Plan and Profile
- 9 Temporary Traffic Signal Installation Plan
- 10 Temporary Cable Plan
- 11-19 Structure Plans S1-S9
- 20 BD-8 - Frames & Lids Adjustment with Milling
- 21 TC10 - Traffic Control & Protection for Side Roads, Intersections and Driveways
- 22 TC11 - Typical Applications Raised Reflective Pavement Markers (Snow-Plow Resistant)
- 23 TC13 - District One Typical Pavement Markings
- 24 TC22 - Arterial Road Information Sign
- 25 TC26 - Driveway Entrance Signing

INDEX OF HIGHWAY STANDARDS

| Standard No. | Description |
|--------------|--|
| 000001-06 | Standard Symbols, Abbreviations And Patterns |
| 001001-02 | Areas Of Reinforcement Rebars |
| 001006 | Decimals of an Inch and of a Foot |
| 280001-05 | Temporary Erosion Control Systems |
| 602001-02 | Catch Basin Type A |
| 602401-03 | Manhole Type A |
| 602601-02 | Precast Reinforced Concrete Flat Slab Top |
| 602701-02 | Handhole Stops |
| 604001-03 | Frame and Lids Type I |
| 604071-04 | Frame and Grate Type 20 |
| 606001-04 | Concrete Curb Type B, and Combination Concrete Curb and Gutter |
| 606201-02 | Type B Gutter (Inlet, Outlet and Entrance) |
| 630001-09 | Steel Plate Beam Guardrail |
| 631031-09 | Traffic Barrier Terminal, Type 6 |
| 635006-03 | Reflector and Terminal Marker Placement |
| 635011-02 | Reflector Marker and Mounting Details |
| 701606-07 | Urban Lane Closure, Multilane, 2W, with Mountable Median |
| 701901-01 | Traffic Control Devices |
| 780001-01 | Typical Pavement Markings |
| 814001-02 | Handholes |
| 873001-02 | Traffic Signal Grounding and Bonding |
| 886001-01 | Detector Loop Installations |
| 886006-01 | Typical Layout For Detector Loops |
| 880001-01 | Span Wire Mounted Signals and Flashing Beacon Installation |

GENERAL NOTES

1. A 10 foot transitions shall be used to match proposed curb and gutter and median items of work to existing curbs & gutters and medians in the field, unless otherwise shown, the transitions shall be paid for at the contract unit price for the proposed item of work specified.
2. Before starting any work, the Contractor shall call "JULIE" at 1-800-892-0123 or 811 for field locations of buried electric, telephone, and gas facilities. (48 hour notification required).
3. The Contractor shall coordinate construction activities with utility companies and the Village of Flossmoor.
4. The Contractor will not be allowed to set up a yard or field office on state property without written permission from the department.
5. The Contractor shall take all necessary safety precautions to protect and provide access to abutting property and utilities at all times.
6. Where section or subsection monuments are encountered, the Engineer shall be notified before such monuments are removed. The Contractor shall protect and carefully preserve all property marks and monuments, the Engineer or an authorized surveyor agent will witness or otherwise reference and reset monuments as necessary. All property corners except those within areas where the schedule, if provided, shows placement of R.O.W. markers shall remain undisturbed.
7. All elevations shown are based on the NAVD 88.
8. The quantity for bituminous materials (prime coat) was determined using an application rate of 0.10 gal/sq yd.
9. Signing and barricade placement shall be in accordance with the included IDOT Standard Drawings and IDOT District 1 Standard Details.
10. Advanced signing per IDOT District 1 Detail TC-22 shall be used in advance of road work in both Northbound and Southbound directions of Dixie Highway. These signs will be paid for at the contract unit price for Temporary Information Signing.
11. The Contractor shall contact the district one traffic control supervisor at (847) 705-4470 a minimum of 72 hours in advance of beginning work.
12. The Engineer shall contact the area traffic field Engineer, Patrice Harris at (708) 597-9800 a minimum of two (2) weeks prior to pavement of permanent pavement markings.
13. Before beginning any work, the Contractor shall retain and record for future reference, all existing pavement marking lines, symbols and letters (and raised reflective markers) in order that these locations can be re-established for striping. Exact locations of all pavement markings and raised reflective pavement markers shall be as directed by the Engineer.
14. Do not scale these Plans for Construction Purposes.
15. The plans do not represent a complete depiction of all utilities that may be impacted by the proposed work. The Contractor shall conduct his or her own investigation to determine the ownership of impacted utilities. The Contractor shall coordinate with the utility owners and may be required to provide temporary support, adjust, relocate or remove utilities that are impacted by the proposed improvement. This work shall be included in the pay item for Concrete Structures.
16. All sawcutting shall be considered included in the cost of the Removal Items involved.
17. Final HMA surface lift shall be placed with a spreading and finishing machine.

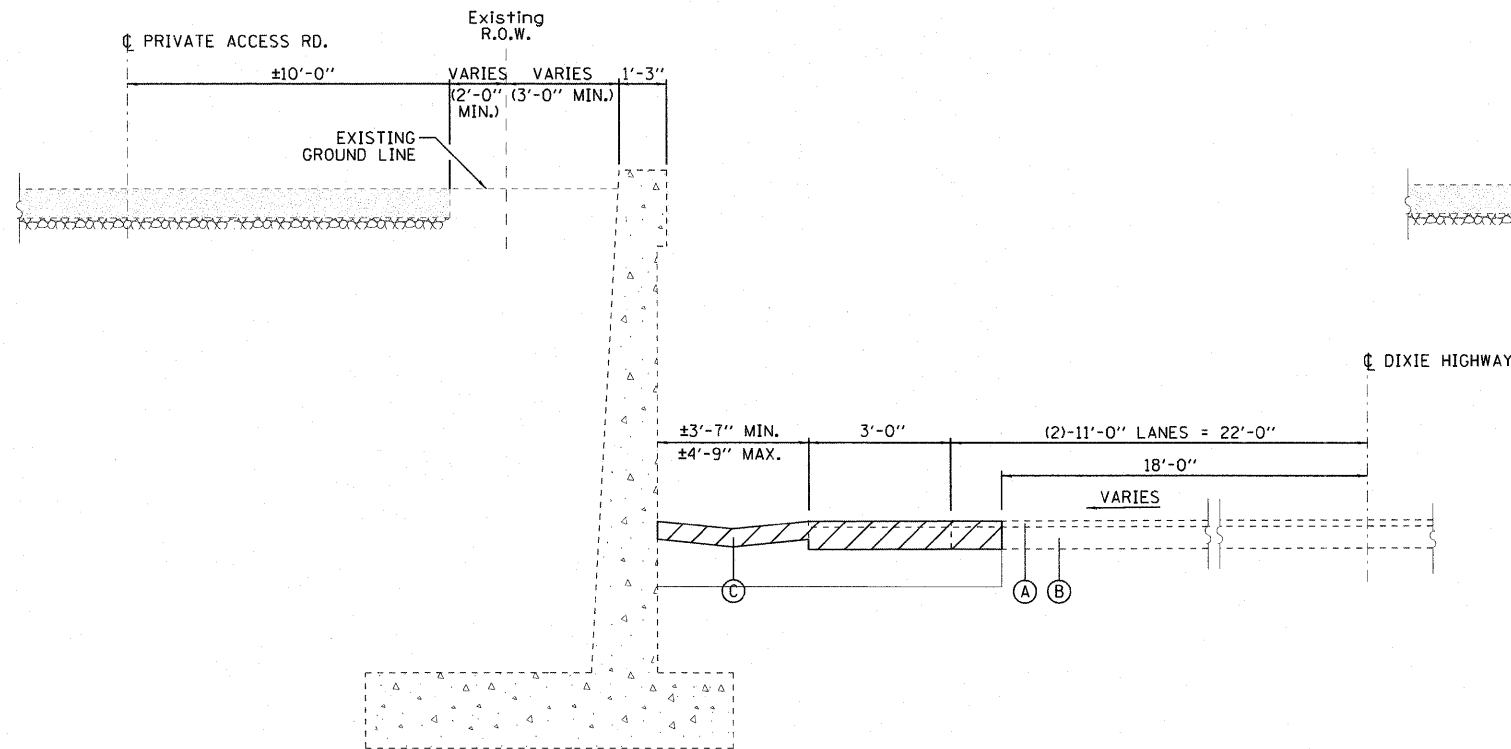
| | | | | | | | | | | | | | |
|-------------|----------------------------|--------------------|-----------|---|--|-----------|------|--------|-------------|---------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = rgal1 | DESIGNED - JMS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES, INDEX OF SHEETS AND HIGHWAY STANDARDS STRUCTURE NO. 016-W992 | | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | DRAWN - DR | REVISED - | | 2843 | 3249-1-2 | COOK | 25 | 2 | | | | |
| | PLOT SCALE = 1.0000' / IN. | CHECKED - JMH | REVISED - | | CONTRACT NO. 60L18 | | | | | | | | |
| | PLOT DATE = 4/6/2011 | DATE - MARCH, 2011 | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE | |
|------------|--|--------|----------------|--------------------|---------------------------|
| | | | | ROADWAY 0004 URBAN | RETAINING WALL 0040 URBAN |
| | | | | 2020100 | EARTH EXCAVATION |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 10 | 10 | |
| 20800150 | TRENCH BACKFILL | CU YD | 108 | 108 | |
| 21101615 | TOPSOIL, FURNISH AND PLACE, 4" | SQ YD | 6 | 6 | |
| 25000210 | SEEDING, CLASS 2A | ACRE | 0.01 | 0.01 | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 1 | 1 | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 1 | 1 | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 1 | 1 | |
| 25100630 | EROSION CONTROL BLANKET | SQ YD | 6 | 6 | |
| 28000305 | TEMPORARY DITCH CHECKS | FOOT | 16 | 16 | |
| 28000510 | INLET FILTERS | EACH | 7 | 7 | |
| 40600100 | BITUMINOUS MATERIALS (PRIME COAT) | GALLON | 55 | 55 | |
| 40701941 | HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13" | SQ YD | 273 | 273 | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 309 | 309 | |
| 44004000 | PAVED DITCH REMOVAL | FOOT | 280 | 280 | |
| 42001300 | PROTECTIVE COAT | SQ YD | 98 | 98 | |
| 50102400 | CONCRETE REMOVAL | CU YD | 1.7 | | 1.7 |
| 50300225 | CONCRETE STRUCTURES | CU YD | 128.7 | | 128.7 |
| 50300300 | PROTECTIVE COAT | SQ YD | 390 | | 390 |
| 50500505 | SHEAR STUD CONNECTORS | EACH | 405 | | 405 |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED | POUND | 12,710 | | 12,710 |
| 59100100 | GEOCOMPOSITE WALL DRAIN | SQ YD | 232 | | 232 |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15" | FOOT | 425 | 425 | |
| 55100700 | STORM SEWER REMOVAL 15" | FOOT | 464 | 464 | |
| 60203805 | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | |
| 60205010 | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 20 FRAME AND GRATE | EACH | 5 | 5 | |
| 60221000 | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID | EACH | 1 | 1 | |
| 60500050 | REMOVING CATCH BASINS | EACH | 4 | 4 | |
| 60603800 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 | FOOT | 423 | 423 | |
| * 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6 | EACH | 1 | 1 | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 6 | 6 | |
| 67100100 | MOBILIZATION | LSUM | 1 | 1 | |
| 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606 | LSUM | 1 | 1 | |
| 70106800 | CHANGEABLE MESSAGE SIGN | CAL MO | 6 | 6 | |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL | SQ FT | 1596 | 1596 | |
| * 72400500 | RELOCATE SIGN PANEL ASSEMBLY - TYPE A | EACH | 1 | 1 | |

| CODE NO. | ITEM | UNIT | TOTAL QUANTITY | CONSTR. CODE | |
|------------|--|-------|----------------|--------------------|--|
| | | | | ROADWAY 0004 URBAN | RETAINING WALL 0040 URBAN |
| | | | | * 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 44 | 44 | |
| * 78100300 | REPLACEMENT REFLECTOR | EACH | 147 | 147 | |
| * 78200410 | GUARDRAIL MARKERS, TYPE A | EACH | 4 | 4 | |
| 78300100 | PAVEMENT MARKING REMOVAL | SQ FT | 1528 | 1528 | |
| * 81000600 | CONDUIT IN TRENCH 2" DIA, GALVANIZED STEEL | FOOT | 225 | 225 | |
| * 81018500 | CONDUIT PUSHED 2" DIA, GALVANIZED STEEL | FOOT | 40 | 40 | |
| * 81400200 | HEAVY-DUTY HANDHOLE | EACH | 1 | 1 | |
| * 81900200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 25 | 25 | |
| * 87300010 | GROUNDING EXISTING HANDHOLE FRAME AND COVER | EACH | 1 | 1 | |
| * 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN NO14, 1 PR | FOOT | 700 | 700 | |
| * 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 300 | 300 | |
| * 87900200 | DRILL EXISTING HANDHOLE | EACH | 1 | 1 | |
| * 88600100 | DETECTOR LOOP, TYPE I | FOOT | 70 | 70 | |
| * 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 | 1 | |
| * 89502380 | REMOVE EXISTING HANDHOLE | EACH | 1 | 1 | |
| * X0324455 | DRILLING AND SETTING SOLDIER PILES (IN SOIL) | CU FT | 3,753 | | 3,753 |
| * X0325815 | REMOVE EXISTING CABLE FROM CONDUIT | FOOT | 300 | 300 | |
| X2070304 | POROUS GRANULAR EMBANKMENT (SPECIAL) | CU YD | 320 | | 320 |
| X5539700 | STORM SEWERS TO BE CLEANED | FOOT | 228 | 228 | |
| X6062400 | CONCRETE GUTTER (SPECIAL) | FOOT | 393 | | 393 |
| * X6330105 | TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 1 SPECIAL | EACH | 1 | 1 | |
| X7030025 | WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS | SQ FT | 73 | 73 | |
| X7030030 | WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH | FOOT | 3916 | 3916 | |
| X7030040 | WET REFLECTIVE TEMPORARY TAPE, TYPE III, 6 INCH | FOOT | 275 | 275 | |
| X7030055 | WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH | FOOT | 44 | 44 | |
| Z0001050 | AGGREGATE SUBGRADE 12" | SQ YD | 273 | 273 | |
| * Z0007118 | UNTREATED TIMBER LAGGING | SQ FT | 2,825 | | 2,825 |
| Z0013798 | CONSTRUCTION LAYOUT | LSUM | 1 | 1 | |
| * Z0026404 | FURNISHING SOLDIER PILES (W SECTION) | FOOT | 1,145 | | 1,145 |
| Z0029310 | GUARDRAIL REMOVAL, ATTACHED TO STRUCTURE | FOOT | 17 | | 17 |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 180 | 180 | |
| Z0046304 | PIPE UNDERDRAINS FOR STRUCTURES, 4" | FOOT | 418 | | 418 |
| * Z0073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 | 1 | |

* - DENOTES SPECIALTY ITEM

| | | | | | | | | | | | | | |
|-------------|-------------------|--------------------|-----------|---|------------------------------|-----------|----|--------|------------------|------------------|--------------------|-----------------|-------------|
| FILE NAME = | USER NAME = rgal1 | DESIGNED - JMS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | | | | F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 3 |
| | | DRAWN - DR | REVISED - | | SCALE: | SHEET NO. | OF | SHEETS | STA. | TO STA. | CONTRACT NO. 60L18 | | |
| | | CHECKED - JMH | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | DATE - MARCH, 2011 | REVISED - | | | | | | | | | | |



EXISTING TYPICAL SECTION
DIXIE HIGHWAY
STA. 80+90.00 TO STA. 84+90.00

EXISTING LEGEND

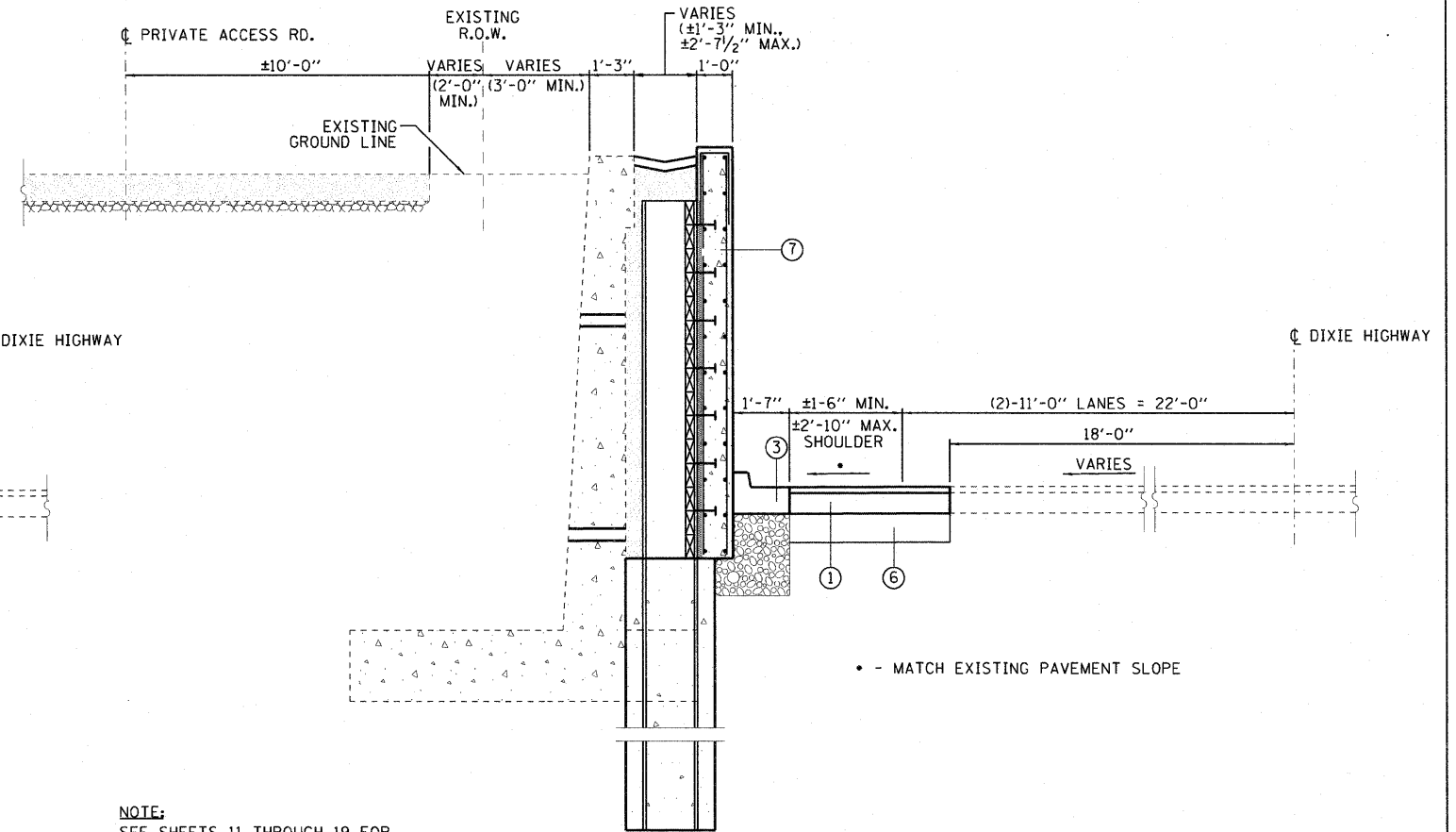
- (A) EXISTING HMA SURFACE COURSE +/- 2"
- (B) EXISTING HMA BINDER COURSE +/- 11"
- (C) EXISTING PAVED SIDE DITCH
- REMOVAL ITEMS

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS MIXTURE TYPE | AIR VOIDS @ Ndes |
|--|------------------|
| FULL DEPTH PAVEMENT, 13" | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5mm) | 4% @ 70 GYR. |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (3 LIFTS) | 4% @ 70 GYR. |
| | |

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SO YD / IN.

THE "AC TYPE" FOR ALL POLYMERIZED HMA MIXES SHALL BE SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG64-22" UNLESS MODIFIED BY THE DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP," SEE DISTRICT ONE SPECIAL PROVISIONS.



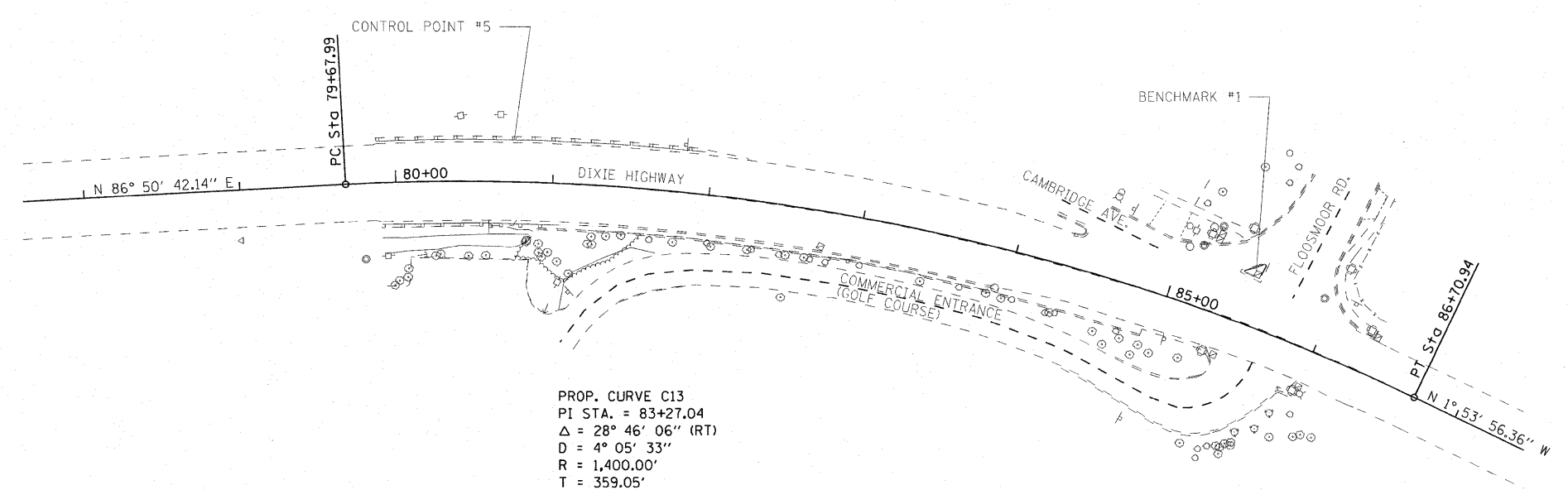
PROPOSED TYPICAL SECTION
DIXIE HIGHWAY
STA. 80+90.00 TO STA. 84+90.00

PROPOSED LEGEND

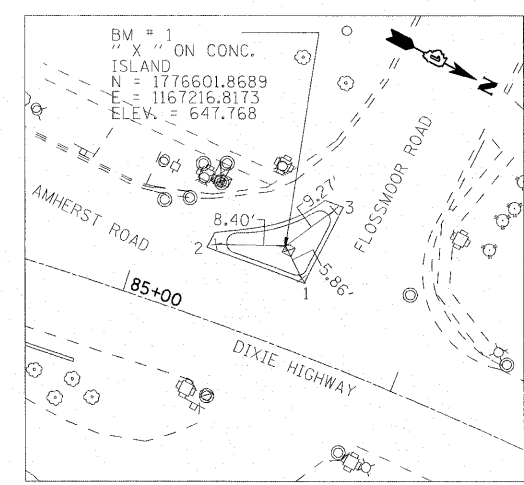
- (1) HMA PAVEMENT (FULL DEPTH), 13"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL 9.5mm), 2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 11"
- (3) PROPOSED COMBINATION CONC. CURB & GUTTER TYPE B6.12
- (6) AGGREGATE SUBGRADE, 12"
- (7) PROPOSED RETAINING WALL

NOTE:
SEE SHEETS 11 THROUGH 19 FOR
CONC. SOLIER PILE WALL DETAILS.

• - MATCH EXISTING PAVEMENT SLOPE

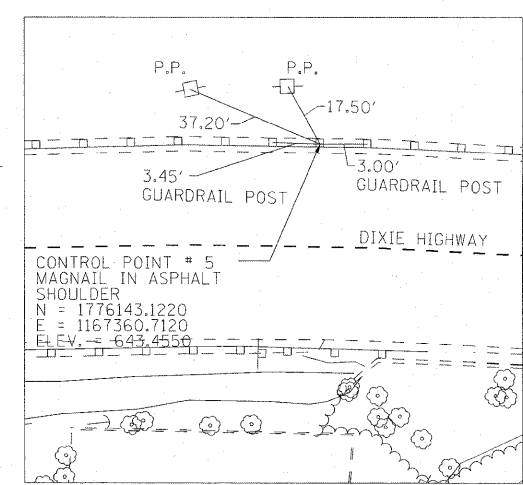


PROP. CURVE C13
 PI STA. = 83+27.04
 Δ = 28° 46' 06" (RT)
 D = 4° 05' 33"
 R = 1,400.00'
 T = 359.05'
 L = 702.94'
 E = 45.31'
 e = 3.29%
 T.R. = 80.08'
 S.E. RUN = 206
 P.C. STA. = 79+67.99
 P.T. STA. = 86+70.94



- TIES:
1. " X " ON NORTHEAST CORNER OF CONCRETE ISLAND.
 2. " X " ON SOUTHEAST CORNER OF CONCRETE ISLAND.
 3. " X " ON NORTHWEST CORNER OF CONCRETE ISLAND.

BENCHMARK #1 (BM1)



- TIES:
1. POWER POLE LOCATED SOUTHWEST OF MAGNAIL.
 2. POWER POLE LOCATED SOUTHWEST OF MAGNAIL.
 3. GUARDRAIL POST NORTH OF MAGNAIL.
 4. GUARDRAIL POST SOUTH OF MAGNAIL.

CONTROL POINT #5 (CP5)

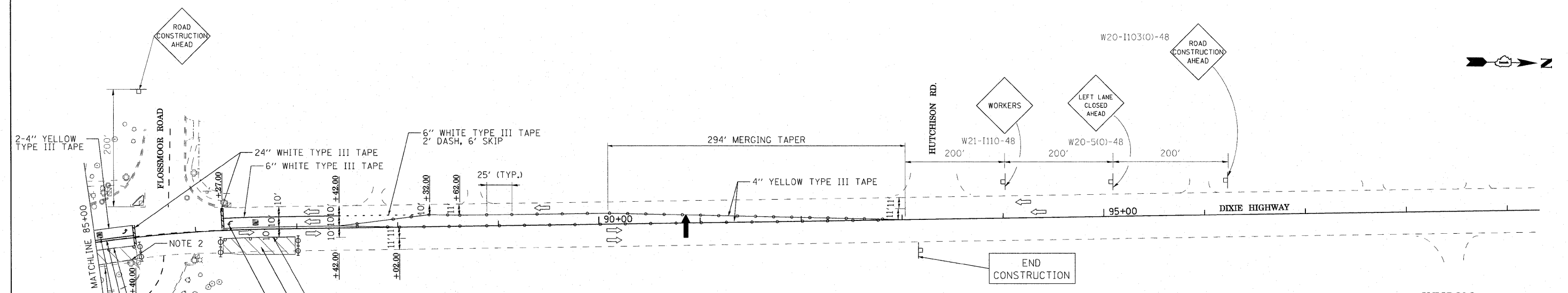
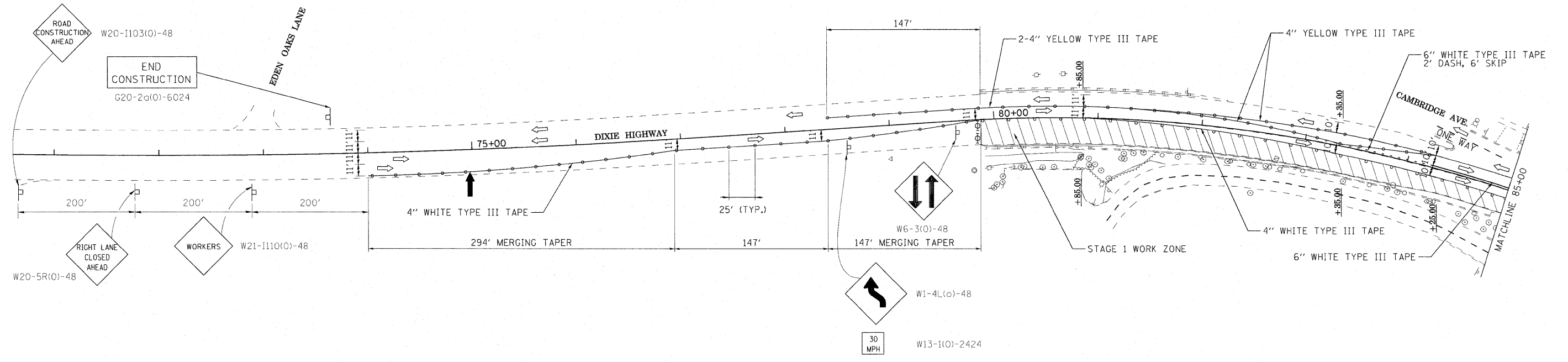
COORDINATE DATA:

| STA | NORTHING | EASTING | BENCHMARKS |
|----------|----------------|----------------|--------------|
| 79+67.99 | 1,776,061.0200 | 1,167,436.0200 | PC CURVE C13 |
| 86+70.94 | 1,776,728.7000 | 1,167,240.9900 | PT CURVE C13 |

NOTE:

1. THE PROPOSED ALIGNMENT IS THE SAME AS THE EXISTING ALIGNMENT.
- BENCH MARKS #1
 ELEVATION = 647.768
 " X " ON CONCRETE ISLAND AT SOUTHWEST QUADRANT OF DIXIE HIGHWAY AND FLOSSMOOR ROAD.

| | | | | | | | | | | | | | |
|-------------|-----------------------------|------------|-----------|---|--|----------|------|----|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = rga11 | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT, TIES, AND BENCHMARKS | | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILEL4 | | DRAWN - | REVISED - | | 2843 | 3249-1-2 | COOK | 25 | 5 | | | | |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - | | SCALE: 1"=50' | | | | CONTRACT NO. 60L18 | | | | |
| | PLOT DATE = 4/6/2011 | DATE - | REVISED - | | SHEET NO. OF SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT | | | | |



END
CONSTRUCTION
G20-2a(O)-6024

NOTE:

- 1) THE EXISTING POSTED SPEED LIMIT IS 40 MPH. THE CONSTRUCTION SPEED LIMIT IS 30 MPH.
- 2) CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO PACE BUS STOP AT ALL TIMES.
- 3) SEE HIGHWAY STANDARD 701606 FOR ADDITIONAL DETAILS.
- 4) IF BUS STOP SIGN IS IMPACTED BY CONSTRUCTION OPERATIONS, CONTRACTOR SHALL REERECT IMMEDIATELY AT THE LOCATION DETERMINED BY THE ENGINEER, COST OF THIS WORK TO BE INCLUDED IN RELOCATE SIGN PANEL ASSEMBLY, TYPE A.

SYMBOLS

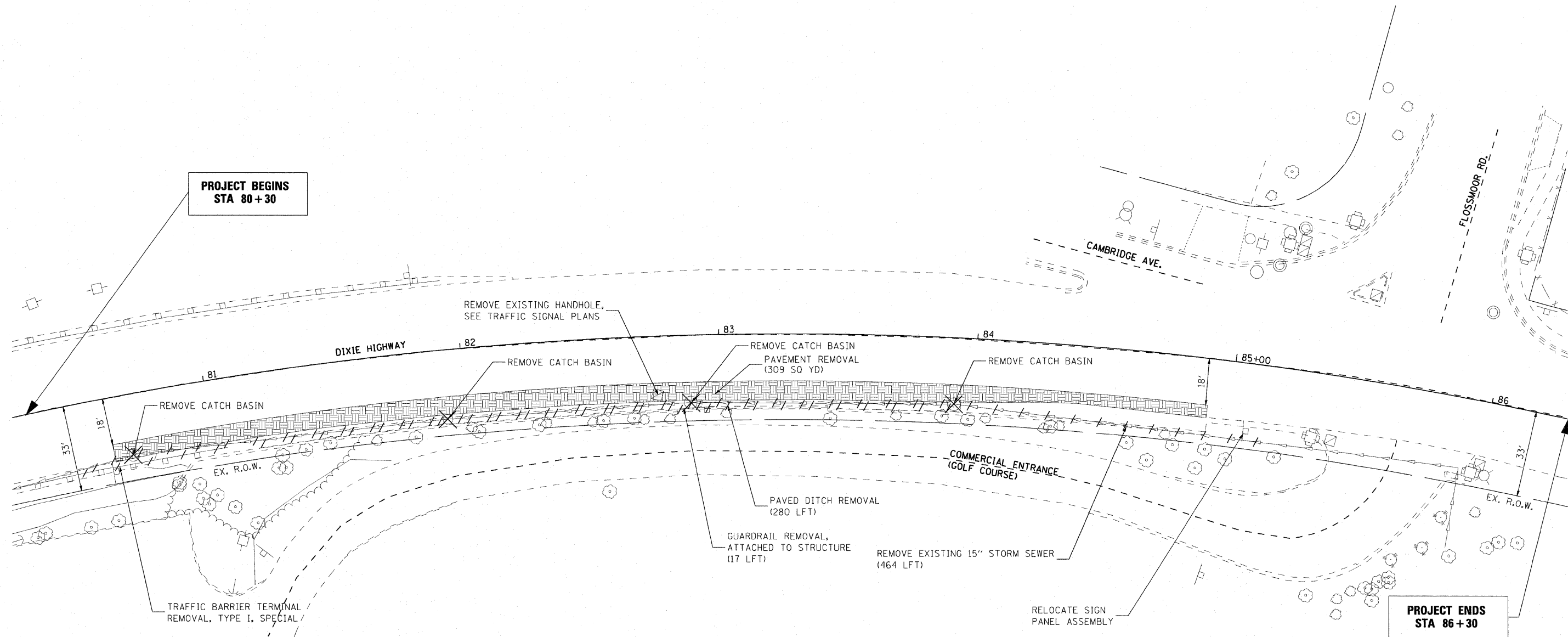
- ↑ ARROW BOARD
- DRUM WITH STEADY BURNING LIGHT (25' C-C TYPICAL UNLESS OTHERWISE NOTED)
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ▨ WORK AREA
- ⊕ BARRICADE WITH FLASHING LIGHT

| | | | |
|-------------|-----------------------------|------------|-----------|
| FILE NAME = | USER NAME = rga11 | DESIGNED - | REVISED - |
| #FILE# | | DRAWN - | REVISED - |
| | PLOT SCALE = 50.0000' / IN. | CHECKED - | REVISED - |
| | PLOT DATE = 4/6/2011 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| | | | |
|--|-----------|-----------|--------------|
| STAGE 1 CONSTRUCTION - MAINTENANCE OF TRAFFIC | | | |
| SCALE: 1"=50' | SHEET NO. | OF SHEETS | STA. TO STA. |

| | | | | |
|-----------------------------|---------------------|----------------|--------------------|----------------|
| F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 6 |
| CONTRACT NO. 60L18 | | | | |
| [ILLINOIS] FED. AID PROJECT | | | | |



NOTE:
 1. CATCH BASINS BETWEEN STA. 80+50.00 AND 83+00.00 HAVE BEEN PAVED OVER.

| REMOVAL LEGEND | |
|----------------|------------------|
| | PAVEMENT REMOVAL |
| | LINEAR REMOVAL |
| | SPOT REMOVAL |

| | | | |
|-------------|---------------------------|------------|-----------|
| FILE NAME = | USER NAME = rgall | DESIGNED - | REVISED - |
| \$FILEL\$ | | DRAWN - | REVISED - |
| | PLOT SCALE = 20,000 / IN. | CHECKED - | REVISED - |
| | PLOT DATE = 4/6/2011 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|--------------------|----------|--------|---------------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2843 | 3249-1-2 | COOK | 25 | 7 |
| CONTRACT NO. 60L18 | | | ILLINOIS FED. AID PROJECT | |

TRAFFIC SIGNAL LEGEND (ALL ITEMS TO REMAIN)

- 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
- HANDHOLE
- HEAVY-DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CAST IRON JUNCTION BOX
- EMERGENCY VEHICLE LIGHT 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

EXISTING

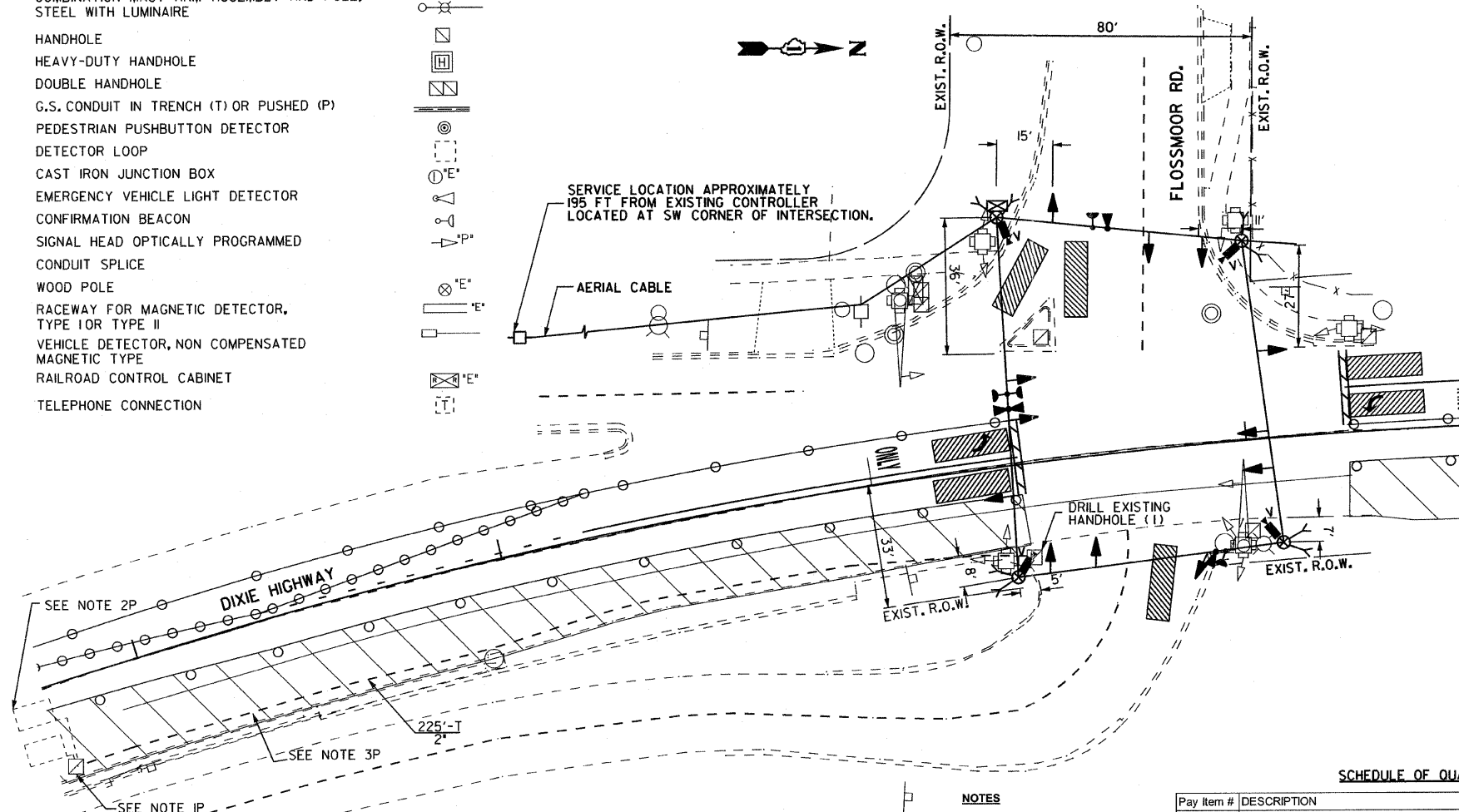
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

TEMPORARY TRAFFIC SIGNAL LEGEND

- ↑ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ↑ 2 TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY SERVICE INSTALLATION
- ⊕ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ VIDEO VEHICLE SENSOR
- ⊖ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊘ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- ⊠ HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- Y GUY WIRE

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL REMAIN IN PLACE. THEY SHALL BE COVERED IF IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC AND AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL REMAIN IN PLACE. THE EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED PRIOR TO TURNING ON THE TEMPORARY TRAFFIC SIGNALS. THE EXISTING TRAFFIC SIGNALS SHALL BE TURNED-ON AFTER COMPLETION OF PROJECT, AND AS DIRECTED BY ENGINEER. THIS WORK IS INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION.
12. THE CONTRACTOR SHALL VERIFY/LOCATE THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES. ALL UTILITY CONFLICTS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO START OF PROJECT.
13. THE CONTRACTOR SHALL MAINTAIN THE EXISTING TRAFFIC SIGNAL EQUIPMENT.
14. THE TEMPORARY WOOD POLES ON THE NORTHWEST AND SOUTHWEST SIDE OF THE INTERSECTION SHALL BE INSTALLED TO PROVIDE A MINIMUM OF 10 FT HORIZONTAL AND VERTICAL CLEARANCE BETWEEN THE SPAN-WIRE AND COMED POWER LINES.
15. THE LOCATIONS OF THE TEMPORARY WOOD POLES ARE BASED ON AVAILABLE UTILITY INFORMATION. THE CONTRACTOR SHALL VERIFY LOCATIONS BASED ON FIELD CONDITIONS AND MAKE ADJUSTMENTS IF NECESSARY AND AS DIRECTED BY ENGINEER.
16. THE COST OF TREE PRUNING IF REQUIRED SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
17. ANY DAMAGE CAUSED BY THE CONTRACTOR TO THE EXISTING TRAFFIC SIGNAL/EQUIPMENT DURING TEMPORARY TRAFFIC SIGNAL INSTALLATION IS CONTRACTORS RESPONSIBILITY/COST.

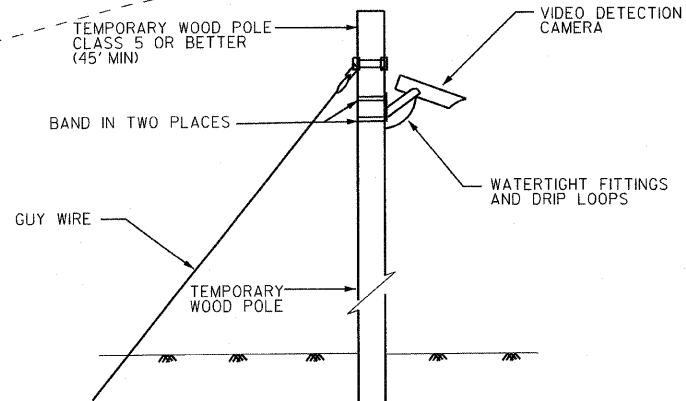


SCHEDULE OF QUANTITIES

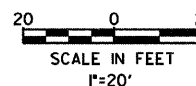
| Pay Item # | DESCRIPTION | UNIT | QUANTITY |
|------------------------------------|---|------|----------|
| 89000100 | TEMPORARY TRAFFIC SIGNAL INSTALLATION | EACH | 1 |
| 20073510 | TEMPORARY TRAFFIC SIGNAL TIMING | EACH | 1 |
| 81000800 | CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL | FOOT | 225 |
| 81018500 | CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL | FOOT | 40 |
| 81400200 | HEAVY-DUTY HANDHOLE | EACH | 1 |
| 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR | FOOT | 700 |
| 88600100 | DETECTOR LOOP, TYPE I | FOOT | 70 |
| 89502380 | REMOVE EXISTING HANDHOLE | EACH | 1 |
| 87900200 | DRILL EXISTING HANDHOLE | EACH | 1 |
| * | ELECTRIC CABLE IN CONDUIT, GROUNDING, NO 6 1C | FOOT | 300 |
| 87300010 | GROUNDING EXISTING HANDHOLE FRAME AND COVER | EACH | 1 |
| 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT | FOOT | 300 |
| 81900200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 25 |
| * indicates need special provision | | | |

NOTES

- 1P. THE CONTRACTOR SHALL REMOVE THE EXISTING HEAVY DUTY HANDHOLE AFTER THE TEMPORARY TRAFFIC SIGNAL IS OPERATIONAL. THE NEW HEAVY DUTY HANDHOLE SHALL BE LOCATED AT SAME LOCATION AS THE REMOVED HANDHOLE.
- 2P. SINCE THE EXISTING DETECTOR LOOPS MAY BE DAMAGED, THE CONTRACTOR SHALL INSTALL NEW DETECTOR LOOPS OF SAME SIZE AND LAYOUT AS THE EXISTING DETECTOR LOOPS AND CONNECT TO THE PROPOSED HEAVY-DUTY HANDHOLE AS SHOWN IN THE PLANS.
- 3P. THE NEW CONDUIT SHALL BE PLACED IN THE PROPOSED STORM SEWER TRENCH TO ELIMINATE THE NEED FOR PUSHING THE NEW CONDUIT UNDER THE PAVEMENT. THIS WORK SHALL BE DONE AS PER SECTION 819 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCIDENTAL TO THE PROPOSED STORM SEWER WORK.
- 4P. SINCE THE EXISTING TRAFFIC SIGNAL PLANS ARE UNAVAILABLE, THE CONTRACTOR SHALL VERIFY LOCATION OF THE EXISTING CONDUITS IMPACTED BY THIS WORK PRIOR TO INSTALLATION OF THE NEW CONDUITS/CABLE. THE CONTRACTOR SHALL VERIFY FOR ANY UTILITY CONFLICTS PRIOR TO ANY WORK.
- 5P. THE WORK SPECIFIED IN NOTES 1P THROUGH 4P SHALL BE COORDINATED WITH THE INSTALLATION OF THE PROPOSED STORM SEWER WORK.

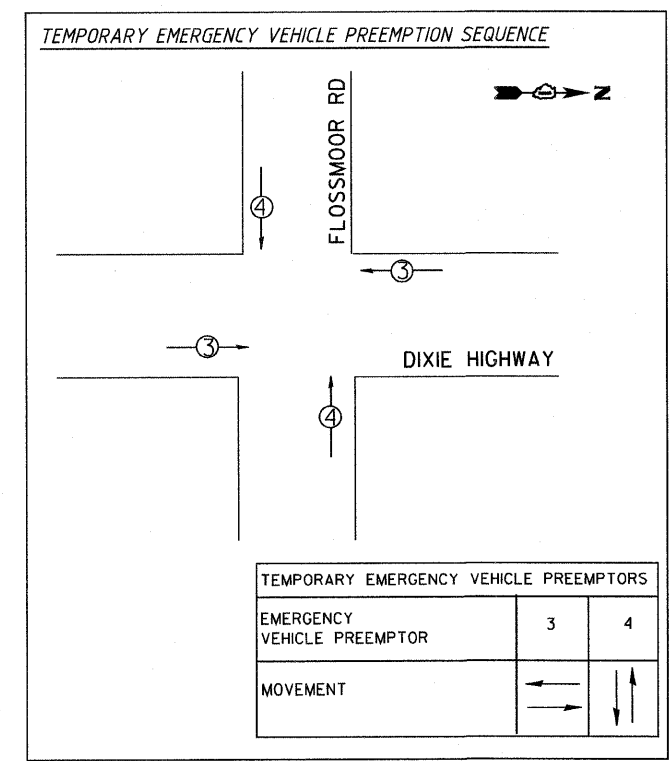
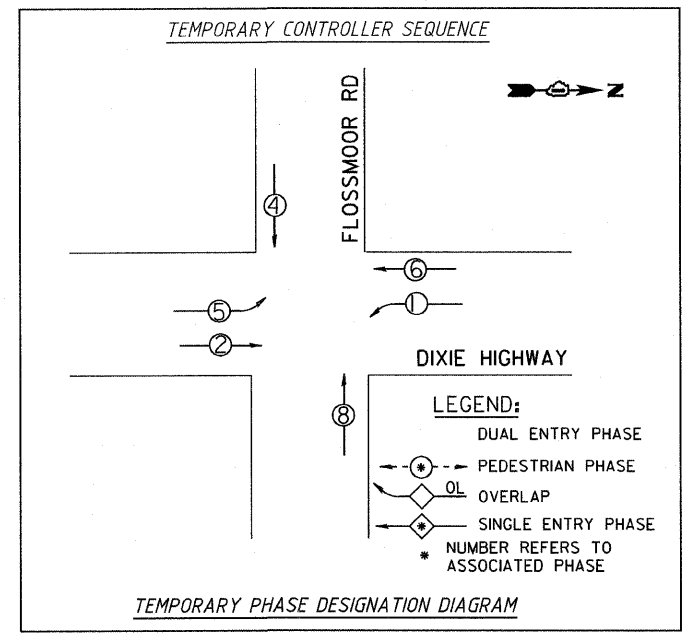
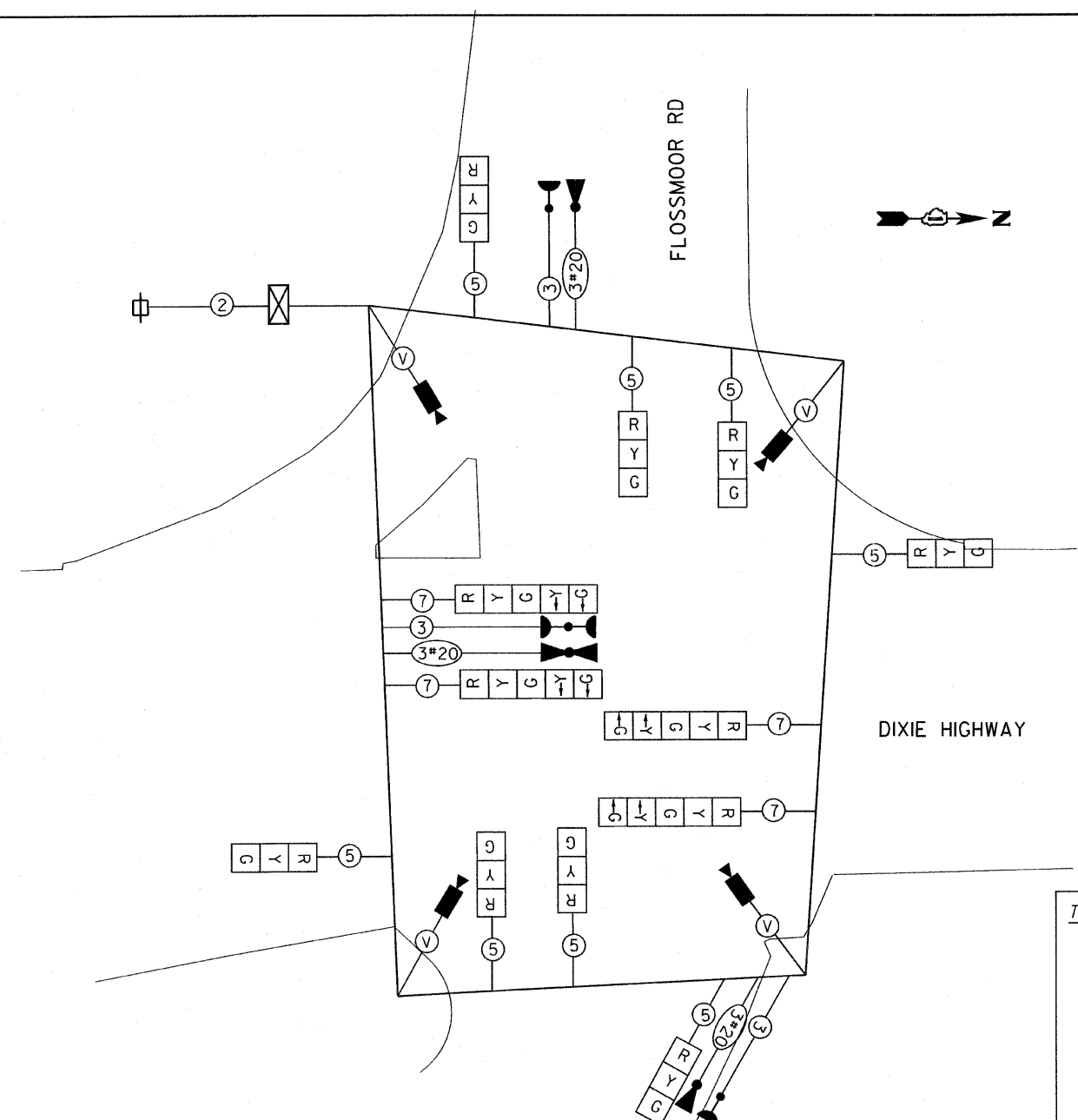


TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)



TS-01
AMES Engineering, Inc.
 Consulting Engineers
 1541 Warren Avenue
 Downers Grove, IL 60515

| | | | | | | | | | | | | |
|----------------------|--------------------|---------------|-----------|---|--|--|--|---------------|----------|--------|--------------|-----------|
| FILE NAME = | USER NAME = #USER# | DESIGNED - AS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN DIXIE HIGHWAY AT FLOSSMOOR RD. | | | F.A.U. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILE# | | DRAWN - RV | REVISED - | | | | | 2843 | 3249-I-2 | COOK | 25 | 9 |
| PLOT SCALE = #SCALE# | | CHECKED - MSA | REVISED - | | CONTRACT NO. 60LIB | | | | | | | |
| PLOT DATE = #DATE# | | DATE - #DATE# | REVISED - | | ILLINOIS FED. AD PROJECT | | | | | | | |
| | | | | SCALE: SHEET NO. OF SHEETS STA. TO STA. | | | | | | | | |



NOTE: REFER SHEET TS-01 FOR TEMPORARY TRAFFIC SIGNAL NOTES.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO TEMPORARY TRAFFIC SIGNAL INSTALLATION AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS | | | | | TOTAL WATTAGE |
|--|-----------|----------------|-------------|-------------|---------------|
| TYPE | NO. LAMPS | WATTAGE INCAND | WATTAGE LED | % OPERATION | |
| SIGNAL (RED) | 12 | 135 | 17 | 0.50 | 102.0 |
| (YELLOW) | 12 | 135 | 25 | 0.25 | 75.0 |
| (GREEN) | 12 | 135 | 15 | 0.25 | 45.0 |
| ARROW | 8 | 135 | 12 | 0.10 | 9.6 |
| PED. SIGNAL | | 90 | 25 | 1.00 | |
| CONTROLLER | 1 | 100 | 100 | 1.00 | 100 |
| ILLUM. SIGN | | 84 | 35 | 0.05 | |
| VIDEO SYSTEM | 1 | 150 | | 1.00 | 150 |
| FLASHER | | 135 | 25 | 0.50 | |
| TOTAL = | | | | | 481.6 |

ENERGY COST TO: Illinois Department of Transportation
 Division of Highways / District I
 201W Center Court, Schaumburg, Illinois 60196-1096
 ENERGY SUPPLY: CONTACT: VALARIE MURPHY
 PHONE: 708-235-2346
 COMPANY: ComEd

| | | | | |
|-------------|----|-------------------------|---------------|-----------|
| FILE NAME = | RV | USER NAME = #USER# | DESIGNED - AS | REVISED - |
| #FILE# | AS | | DRAWN - RV | REVISED - |
| | | PLOT SCALE = #SCALE# | CHECKED - MSA | REVISED - |
| | | PLOT DATE = #DATE# NONE | DATE - #DATE# | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN
 DIXIE HIGHWAY @ FLOSSMOOR RD**

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

| | | | | |
|---------------------------|----------|--------|--------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2843 | 3249-1-2 | COOK | 25 | 10 |
| CONTRACT NO. 60L1B | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

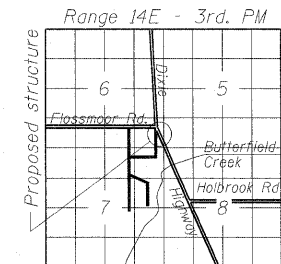
TS-02
AMES Engineering, Inc.
 Consulting Engineers
 1341 Warren Avenue
 Downers Grove, IL 60515

Bench Mark: "X" on concrete island at southwest quadrant of Dixie Highway and Flossmoor Road, El 647.768.

Existing Structure: Structure 016-W992 was built in 1930 under section 3249-15D. The existing structure consists of a reinforced concrete T-type retaining wall and will remain in place. A new soldier pile wall with CIP facing will be built directly in front of the existing retaining wall.

Traffic to be staged during construction. Golf course private access road to remain open at all times.

Existing guardrail and terminal to be removed and delivered to IDOT yard by Contractor. The Contractor shall coordinate this work with the Resident Engineer, and all cost shall be included in Removal pay items involved.

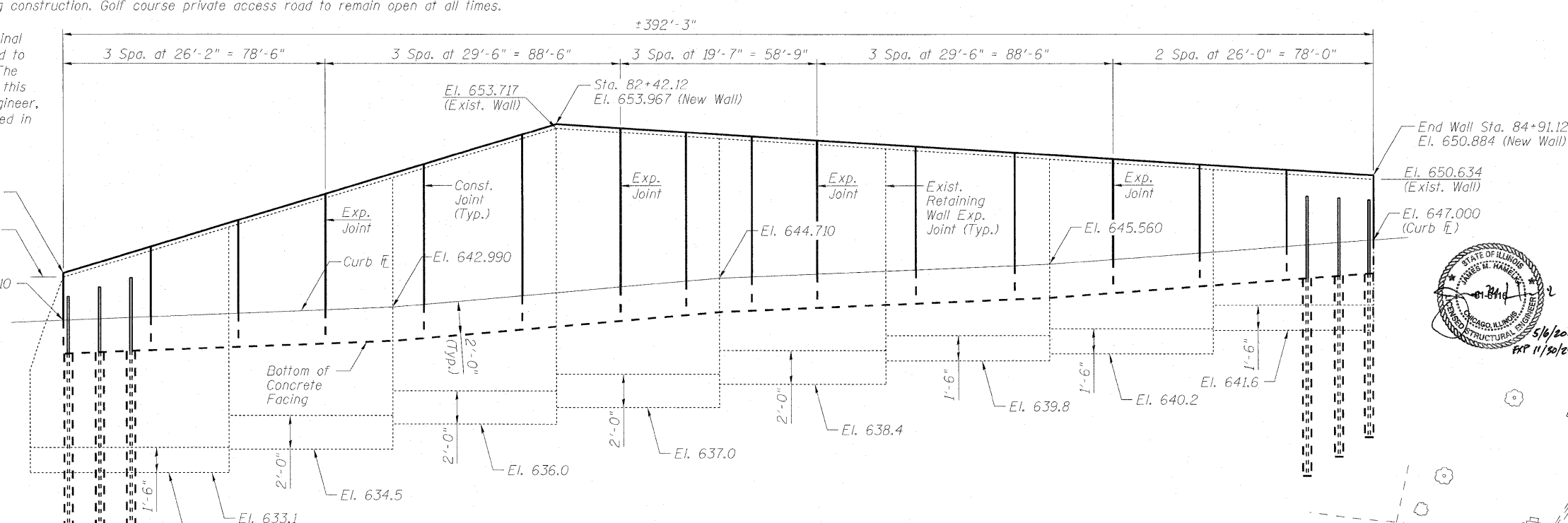
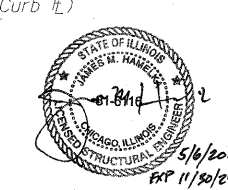


LOCATION SKETCH

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges (17th Edition)

DESIGN STRESSES

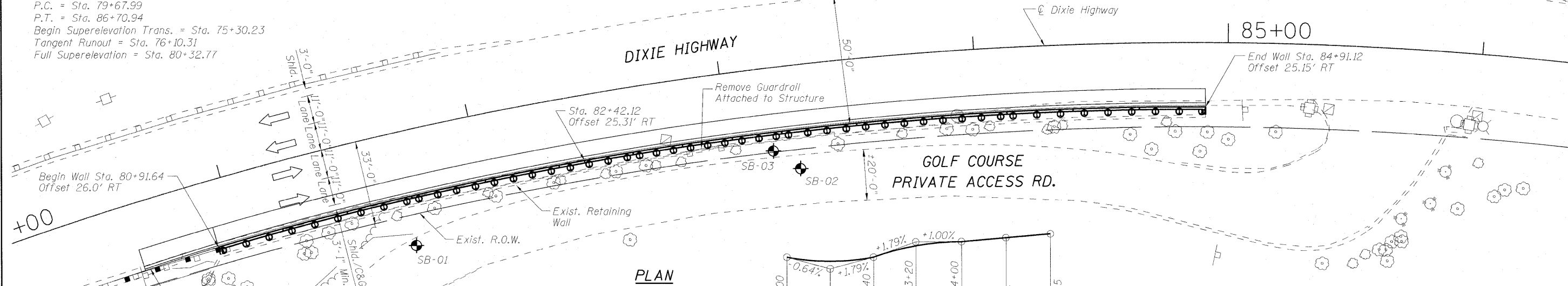
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (AASHTO M270 Gr. 50)



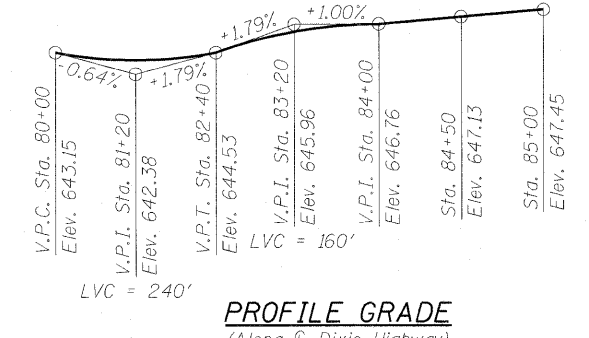
ELEVATION

CURVE DATA

Dixie Highway
P.I. = Sta. 83+27.12
Δ = 28° 46' 29" (RT)
D = 4° 05' 36"
R = 1,400.00'
T = 359.13'
L = 702.95'
E = 45.33'
e = 3.29 %
T.R. = 80.08'
S.E. = 206
P.C. = Sta. 79+67.99
P.T. = Sta. 86+70.94
Begin Superelevation Trans. = Sta. 75+30.23
Tangent Runout = Sta. 76+10.31
Full Superelevation = Sta. 80+32.77



PLAN



PROFILE GRADE
(Along C Dixie Highway)

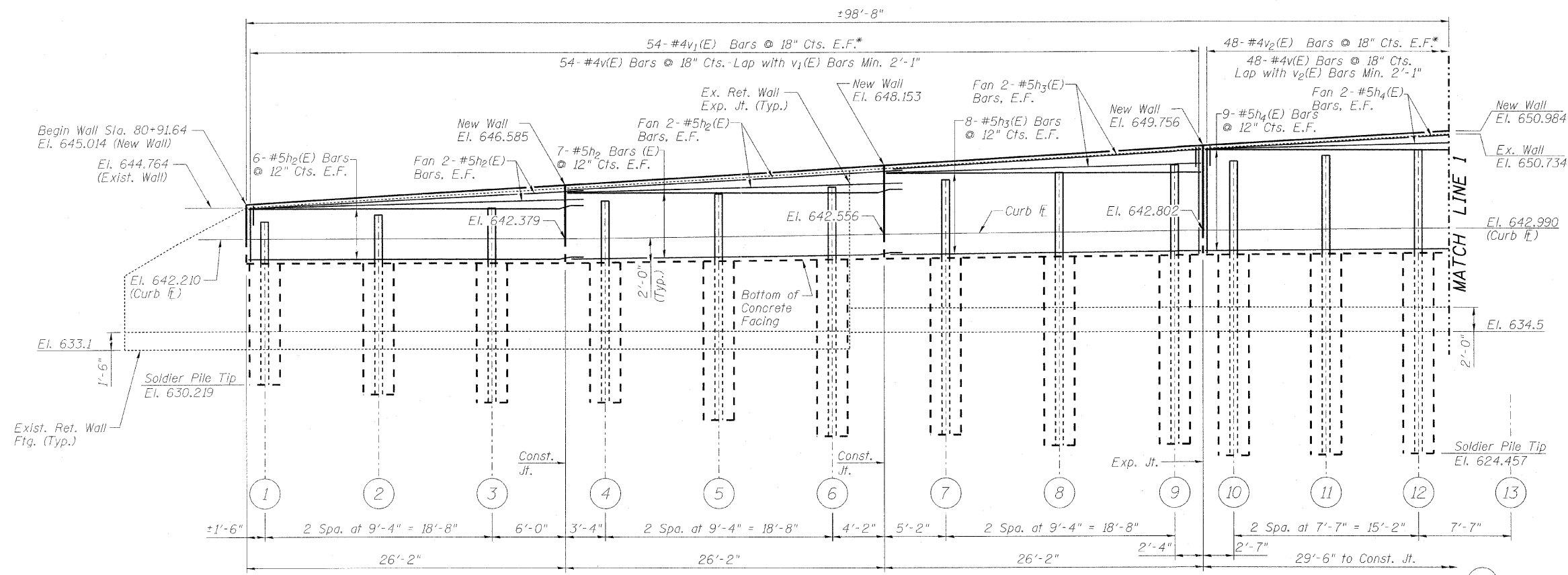
HIGHWAY CLASSIFICATION
F.A.U. Rte. 2843 - Dixie Highway
Functional Class: Minor Arterial (Urban)
ADT: 11,000 (2006)
ADTT: 4%
DHV: 1,100 (2006)
Design Speed: 45 m.p.h.
Posted Speed: 40 m.p.h.
2-Way Traffic
Directional Distribution: 50:50

GENERAL PLAN AND ELEVATION
DIXIE HIGHWAY
F.A.U. RT. 2843 - SEC. 3249-I-2
COOK COUNTY
STATION 80+91.64 TO 84+91.12
STRUCTURE NO. 016-W992

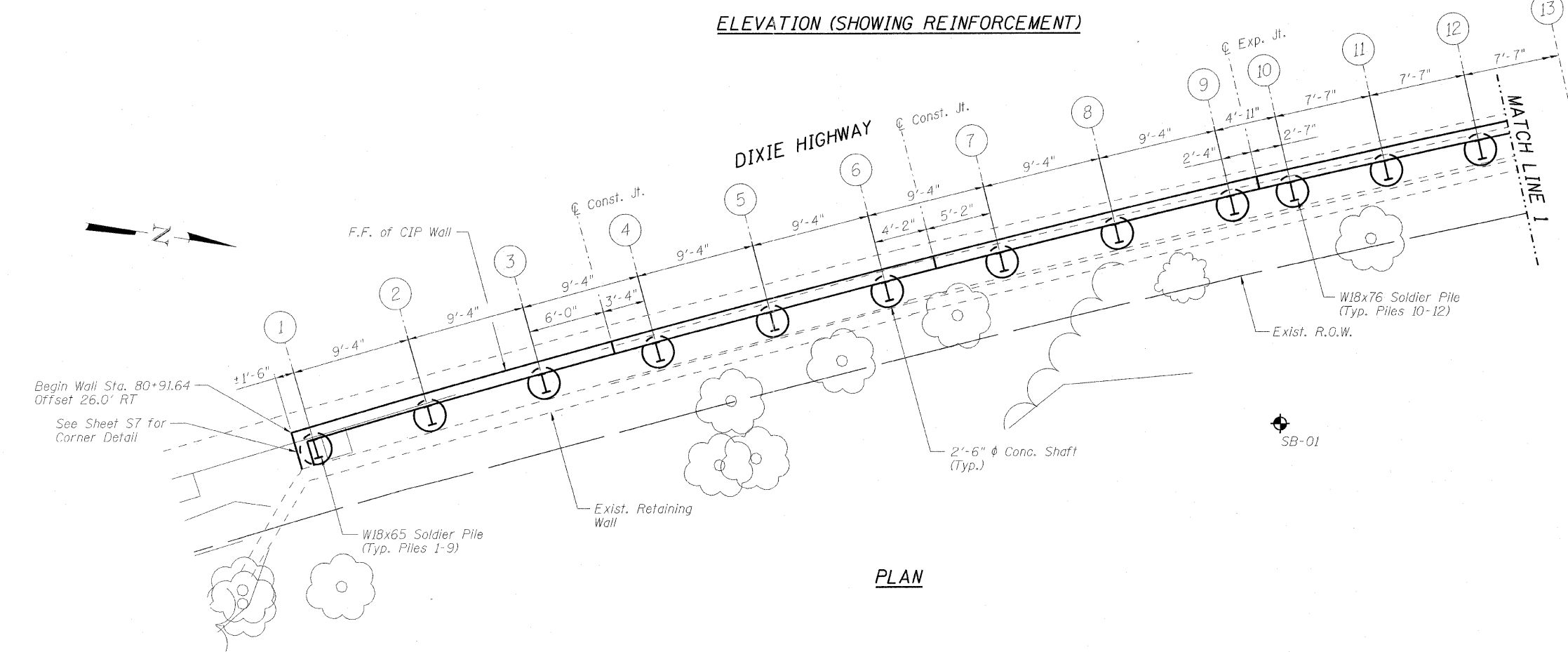
Remove Ex. End Terminal and Guardrail as Req'd for installation of End Terminal Type 6 (Std. 631031) Connect New End Terminal to Ex. Guardrail. See Civil Sheets.

- Notes:
1. Offsets are measured from the C to the front face of wall.
 2. F.F. denotes Front Face.
 3. B.F. denotes Back Face.
 4. Wall to be built along straight chords between construction joints.

| | | | | | | | | | | | |
|--------------|---------------|----------------|---------------------------|---|--|---------------------------|--------------------|------------------|-------------|-----------------|--------------|
| FILE NAME = | USER NAME = | DESIGNED - JMS | REVISOR - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL PLAN AND ELEVATION STRUCTURE NO. 016-W992 | SHEET NO. S1 OF S9 SHEETS | F.A.U. R.T.E. 2843 | SECTION 3249-I-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 11 |
| PLOT SCALE = | DRAWN - DR | REVISOR - | CONTRACT NO. 60L18 | | | | | | | | |
| PLOT DATE = | CHECKED - JMH | REVISOR - | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | | | | | | | | |



ELEVATION (SHOWING REINFORCEMENT)



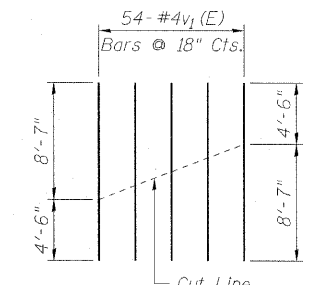
PLAN

Minimum Bar Laps:
No. 4 Bars - 2'-1"
No. 5 Bars - 2'-7"

Legend:
F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

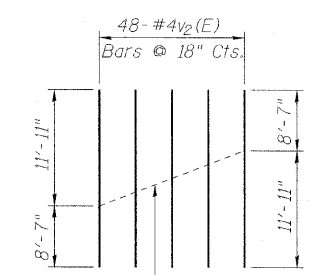
Note:
See Sheet S8 for remaining
Pile Tip Elevations.

*Cut v1(E) and v2(E) bars and use
remainder at opposite face.



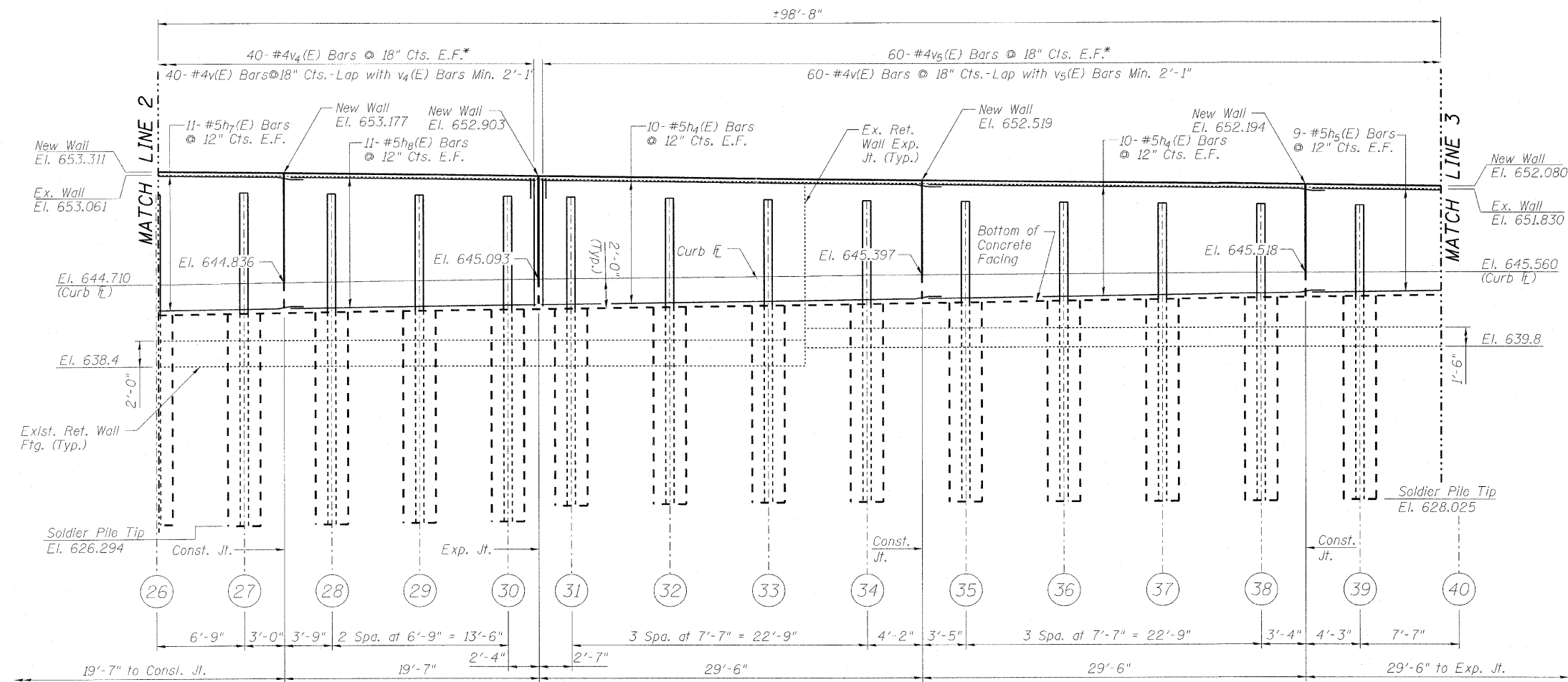
v1(E) Bars

(See S6 for v1(E) Bar Cuts
at North End of Wall)

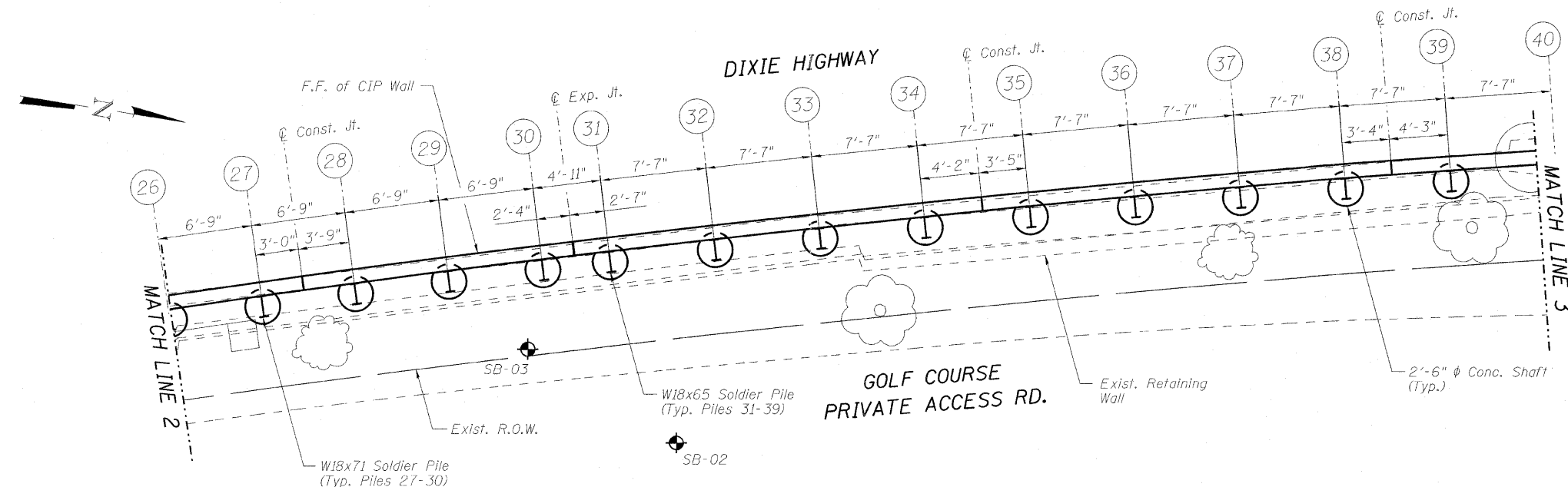


v2(E) Bars

| | | | | | | | | | | | |
|-------------|-------------|----------------|----------|---|---|--|---------------------|---------------------|---------------------------|--------------------|-----------------|
| FILE NAME = | USER NAME = | DESIGNED - JMS | REVISD - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ENLARGED PARTIAL PLAN AND ELEVATION I STRUCTURE NO. 016-W992 | | F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 13 |
| | | CHECKED - JMS | REVISD - | | SHEET NO. S3 OF S9 SHEETS | | CONTRACT NO. 60L18 | | ILLINOIS FED. AID PROJECT | | |
| | | DRAWN - DR | REVISD - | | | | | | | | |
| | | CHECKED - JMH | REVISD - | | | | | | | | |



ELEVATION (SHOWING REINFORCEMENT)



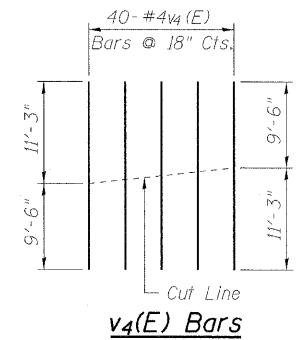
PLAN

Minimum Bar Laps:
No. 4 Bars - 2'-1"
No. 5 Bars - 2'-7"

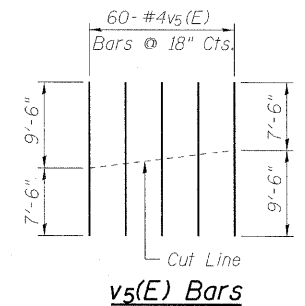
Legend:
F.F. = Front Face
B.F. = Back Face
E.F. = Each Face

Note:
See Sheet S8 for remaining
Pile Tip Elevations.

*Cut v4(E) and v5(E) bars and use
remainder at opposite face.

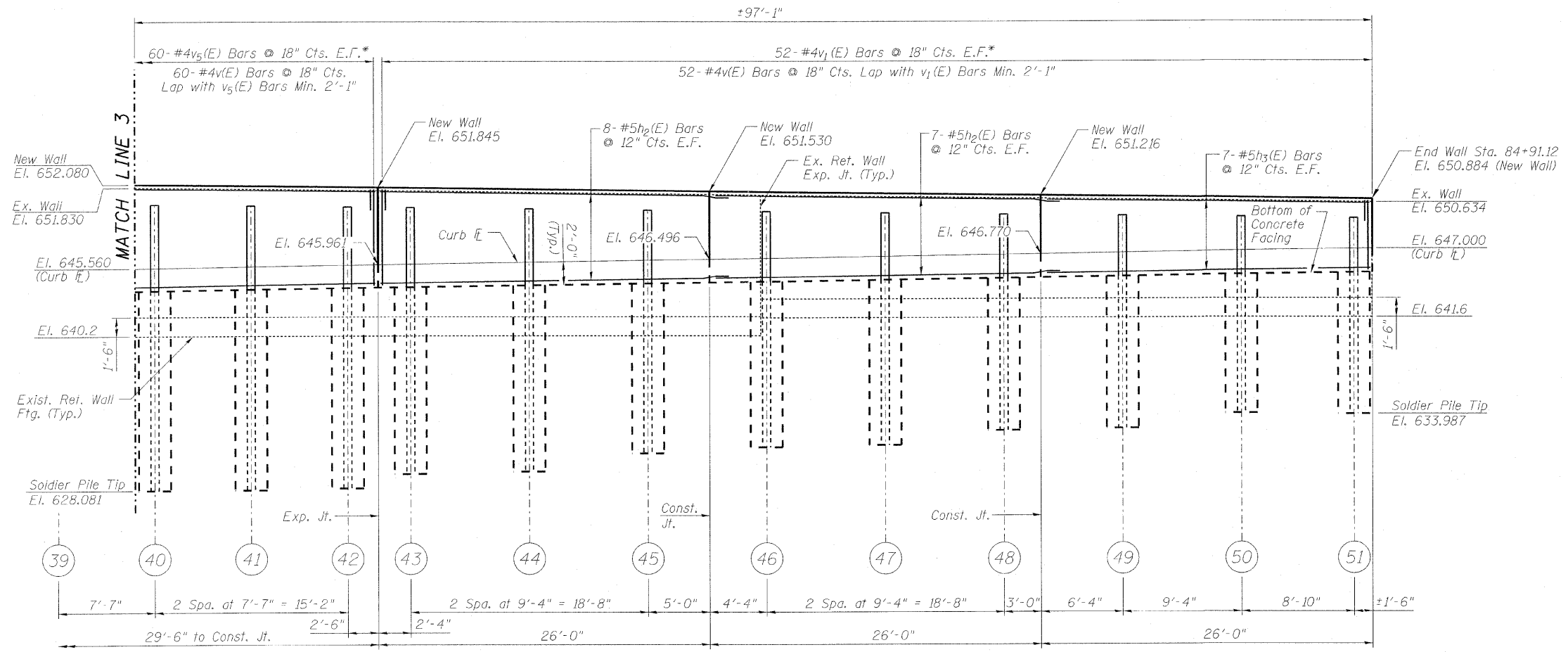


v4(E) Bars

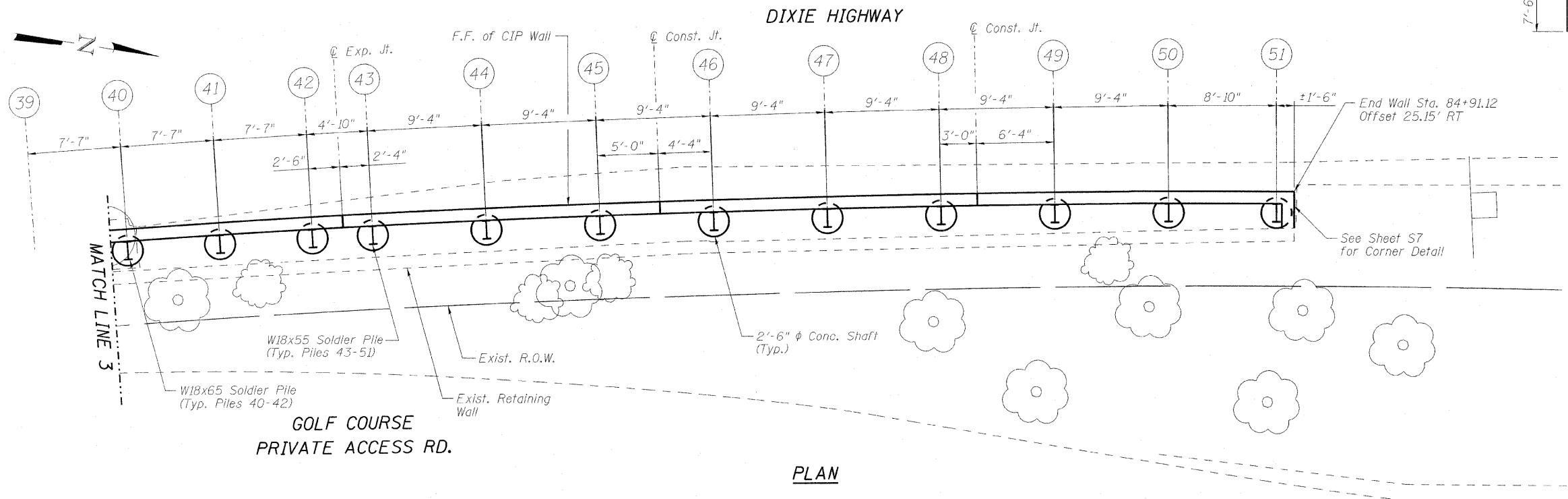


v5(E) Bars

| | | | | | | | | | | | |
|-------------|---------------|----------------|------------|---|---|--|------------------------|---------------------|---------------------------|-----------------------|--------------------|
| FILE NAME = | USER NAME = | DESIGNED - JMS | REVISSED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ENLARGED PARTIAL PLAN AND ELEVATION III STRUCTURE NO. 016-W992 | | F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 15 |
| | PLOT SCA: E = | CHECKED - JMS | REVISSED - | | SHEET NO. 55 OF 59 SHEETS | | CONTRACT NO. 60L18 | | ILLINOIS FED. AID PROJECT | | |
| | PLOT DATE = | DRAWN - DR | REVISSED - | | | | | | | | |
| | | CHECKED - JMH | REVISSED - | | | | | | | | |



ELEVATION (SHOWING REINFORCEMENT)



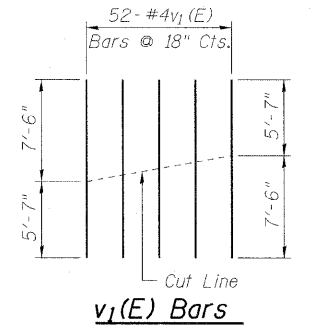
PLAN

Minimum Bar Laps:
 No. 4 Bars - 2'-1"
 No. 5 Bars - 2'-7"

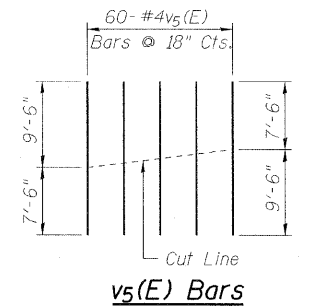
Legend:
 F.F. = Front Face
 B.F. = Back Face
 E.F. = Each Face

Note:
 See Sheet S8 for remaining
 Pile Tip Elevations.

* Cut v1(E) and v5(E) bars and use
 remainder at opposite face.

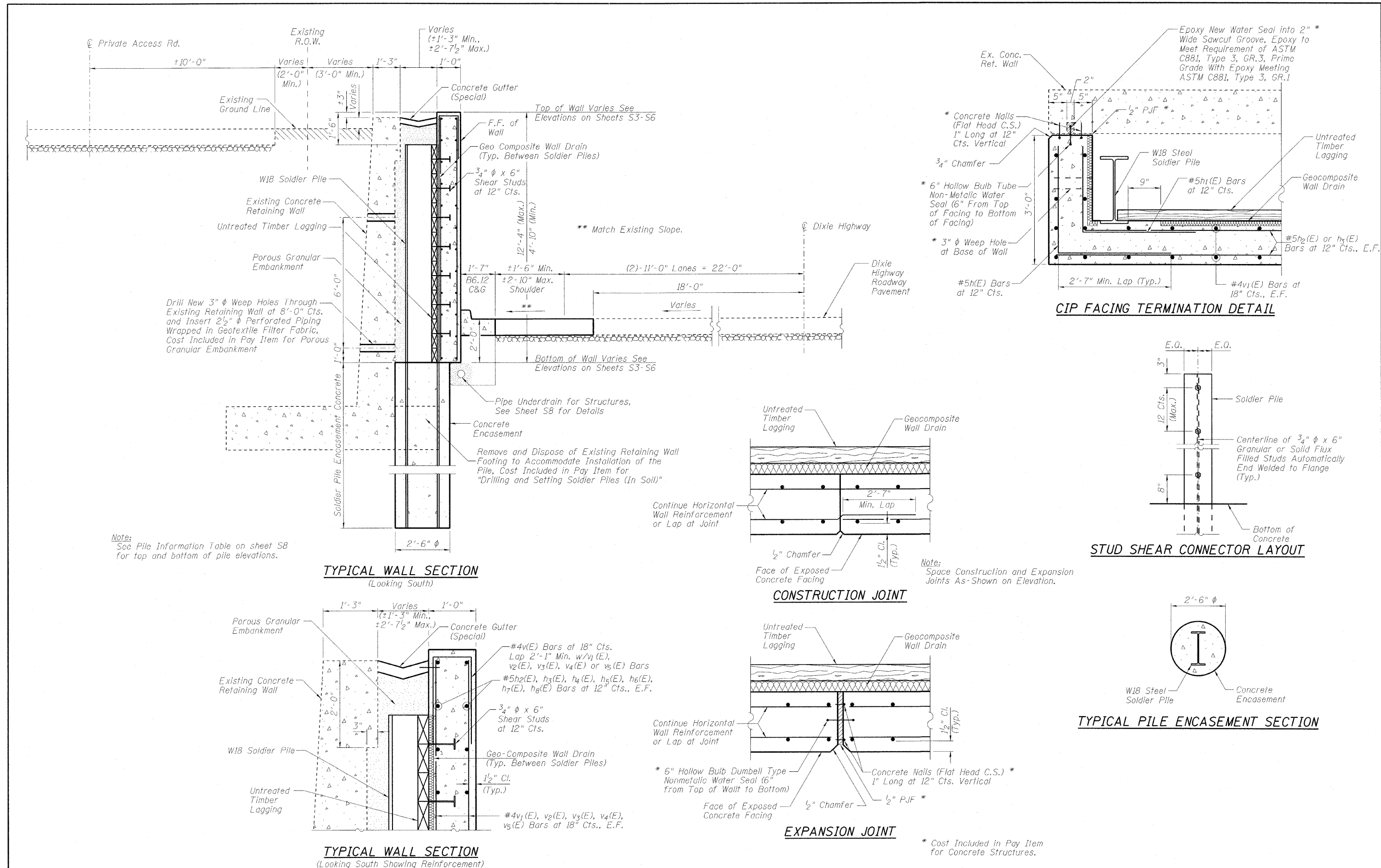


v1(E) Bars
 (See S3 for v1(E) Bar Cuts
 @ South End of Wall)



v5(E) Bars

| | | | | | | | | | | | |
|---------------------------|---------------|----------------|-------------|---|--|---------------------------|------------------|-------------|-----------------|--------------|--|
| FILE NAME = | USER NAME = | DESIGNED - JMS | REVISIONS - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ENLARGED PARTIAL PLAN AND ELEVATION IV STRUCTURE NO. 016-W992 | F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 16 | |
| PLOT SCALE = | DRAWN - DR | CHECKED - JMS | REVISIONS - | | | CONTRACT NO. 60L18 | | | | | |
| PLOT DATE = | CHECKED - JMH | CHECKED - JMS | REVISIONS - | | | ILLINOIS FED. AID PROJECT | | | | | |
| SHEET NO. 56 OF 59 SHEETS | | | | | | | | | | | |



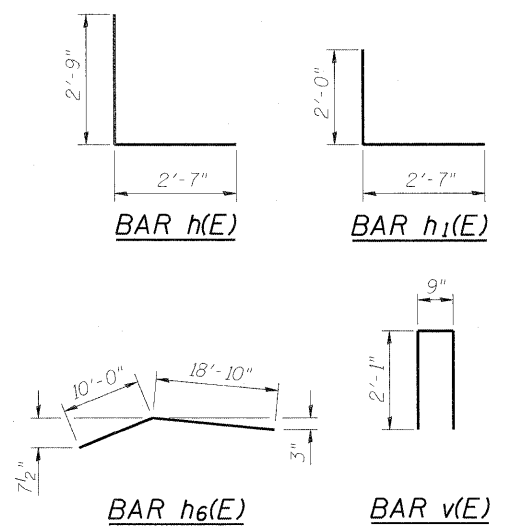
| | | | | | | | | | | | | |
|---------------------------|---------------|----------------|-----------|---|---|---------------------------|------------------|-------------|-----------------|--------------|--|--|
| FILE NAME = | USER NAME = | DESIGNED - JMS | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SOLDIER PILE RETAINING WALL DETAILS STRUCTURE NO. 016-W992 | F.A.U. RTE. 2843 | SECTION 3249-1-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 17 | | |
| PLLOT SCALE = | DRAWN - DR | CHECKED - JMH | REVISED - | | | CONTRACT NO. 60L18 | | | | | | |
| PLLOT DATE = | CHECKED - JMH | REVISED - | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | | |
| SHEET NO. 57 OF 59 SHEETS | | | | | | | | | | | | |
| | | | | | | | | | | | | |

SOLDIER PILE WALL INFORMATION

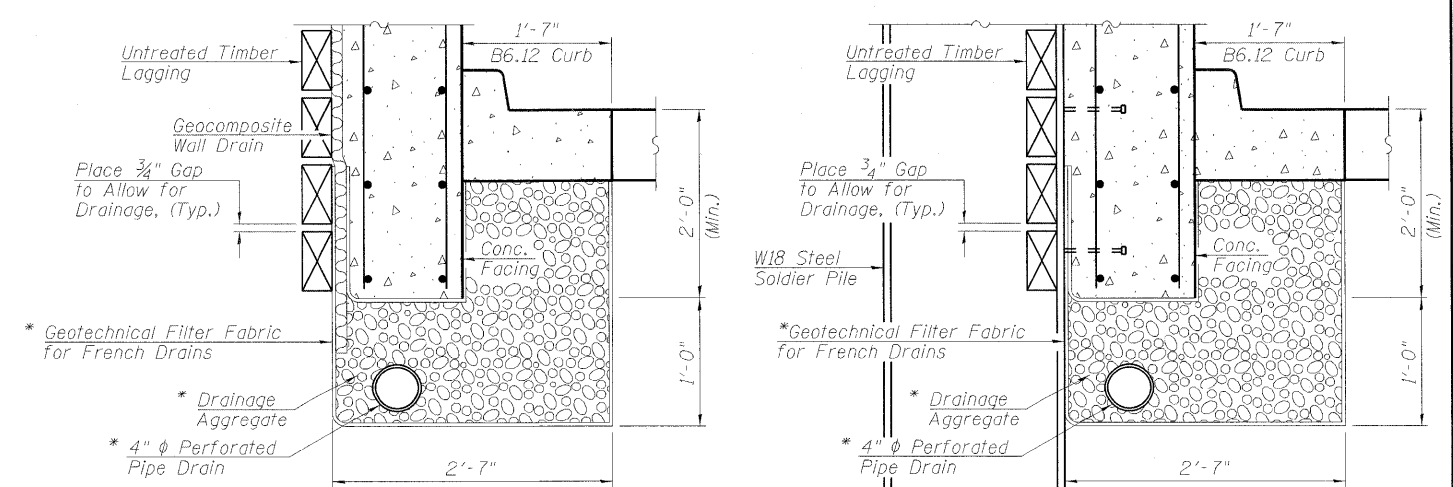
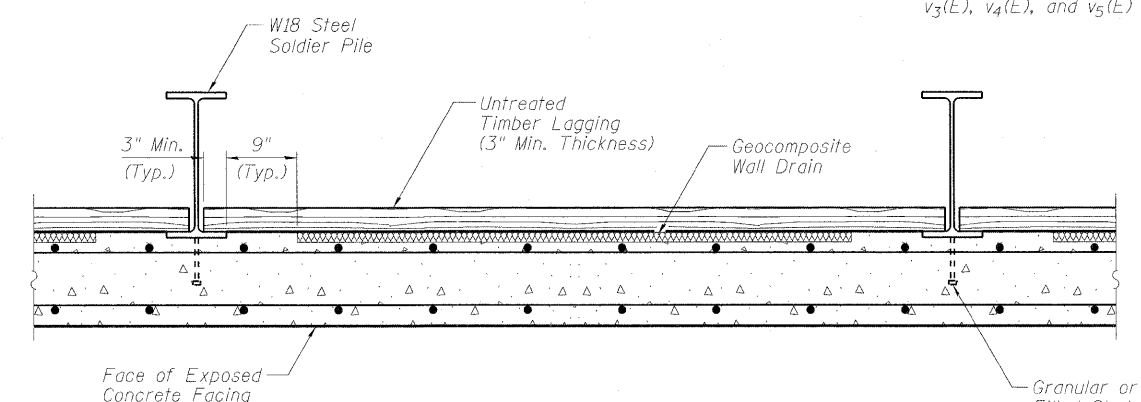
| Pile | Station | Offset | Pile Section | Top of Pile Elevation | Bottom of Pile Elevation | Pile Length (Feet) | No. Stud Shear Connectors |
|------|----------|----------|--------------|-----------------------|--------------------------|--------------------|---------------------------|
| 1 | 80+93.14 | 27.75 RT | W18x65 | 643.602 | 630.220 | 13.383 | 4 |
| 2 | 81+02.64 | 27.70 RT | W18x65 | 644.162 | 629.280 | 14.882 | 4 |
| 3 | 81+12.14 | 27.64 RT | W18x65 | 644.721 | 628.340 | 16.381 | 5 |
| 4 | 81+21.64 | 27.59 RT | W18x65 | 645.281 | 628.400 | 16.880 | 5 |
| 5 | 81+31.14 | 27.54 RT | W18x65 | 645.840 | 627.461 | 18.380 | 6 |
| 6 | 81+40.64 | 27.49 RT | W18x65 | 646.400 | 626.021 | 20.379 | 6 |
| 7 | 81+50.14 | 27.44 RT | W18x65 | 646.968 | 626.104 | 20.863 | 7 |
| 8 | 81+59.64 | 27.40 RT | W18x65 | 647.537 | 625.191 | 22.345 | 7 |
| 9 | 81+69.14 | 27.35 RT | W18x65 | 648.106 | 625.279 | 22.828 | 8 |
| 10 | 81+74.14 | 27.33 RT | W18x76 | 648.406 | 624.325 | 24.081 | 8 |
| 11 | 81+81.87 | 27.30 RT | W18x76 | 648.869 | 624.396 | 24.473 | 8 |
| 12 | 81+89.59 | 27.27 RT | W18x76 | 649.332 | 624.467 | 24.865 | 9 |
| 13 | 81+97.32 | 27.23 RT | W18x76 | 649.794 | 624.566 | 25.228 | 9 |
| 14 | 82+05.05 | 27.20 RT | W18x76 | 650.255 | 624.679 | 25.576 | 10 |
| 15 | 82+12.78 | 27.18 RT | W18x76 | 650.716 | 624.791 | 25.925 | 10 |
| 16 | 82+20.50 | 27.15 RT | W18x76 | 651.177 | 624.904 | 26.273 | 10 |
| 17 | 82+28.23 | 27.12 RT | W18x76 | 651.638 | 625.017 | 26.621 | 11 |
| 18 | 82+35.96 | 27.10 RT | W18x76 | 652.099 | 625.130 | 26.969 | 11 |
| 19 | 82+43.69 | 27.07 RT | W18x76 | 652.446 | 625.251 | 27.195 | 11 |
| 20 | 82+51.41 | 27.05 RT | W18x76 | 652.344 | 625.405 | 26.939 | 11 |
| 21 | 82+59.14 | 27.03 RT | W18x76 | 652.242 | 625.559 | 26.684 | 11 |
| 22 | 82+64.14 | 27.01 RT | W18x71 | 652.177 | 625.658 | 26.518 | 11 |
| 23 | 82+71.02 | 26.99 RT | W18x71 | 652.086 | 625.795 | 26.291 | 10 |
| 24 | 82+77.89 | 26.98 RT | W18x71 | 651.995 | 625.932 | 26.063 | 10 |
| 25 | 82+84.77 | 25.96 RT | W18x71 | 651.904 | 626.069 | 25.836 | 10 |
| 26 | 82+91.64 | 26.95 RT | W18x71 | 651.814 | 626.206 | 25.608 | 10 |
| 27 | 82+98.52 | 26.93 RT | W18x71 | 651.720 | 626.296 | 25.424 | 9 |
| 28 | 83+05.39 | 26.92 RT | W18x71 | 651.626 | 626.384 | 25.242 | 9 |
| 29 | 83+12.27 | 26.91 RT | W18x71 | 651.532 | 626.472 | 25.059 | 9 |
| 30 | 83+19.14 | 26.90 RT | W18x71 | 651.437 | 626.561 | 24.877 | 9 |
| 31 | 83+24.14 | 26.89 RT | W18x65 | 651.369 | 627.625 | 23.744 | 9 |
| 32 | 83+31.87 | 26.88 RT | W18x65 | 651.263 | 627.724 | 23.539 | 9 |
| 33 | 83+39.59 | 26.87 RT | W18x65 | 651.158 | 627.824 | 23.334 | 8 |
| 34 | 83+47.32 | 26.86 RT | W18x65 | 651.066 | 627.880 | 23.186 | 8 |
| 35 | 83+55.05 | 26.85 RT | W18x65 | 650.982 | 627.911 | 23.071 | 8 |
| 36 | 83+62.78 | 26.84 RT | W18x65 | 650.899 | 627.942 | 22.957 | 8 |
| 37 | 83+70.50 | 26.84 RT | W18x65 | 650.815 | 627.973 | 22.842 | 8 |
| 38 | 83+78.23 | 26.84 RT | W18x65 | 650.731 | 628.004 | 22.727 | 8 |
| 39 | 83+85.96 | 26.83 RT | W18x65 | 650.648 | 628.035 | 22.613 | 8 |
| 40 | 83+93.69 | 26.83 RT | W18x65 | 650.562 | 628.091 | 22.471 | 7 |
| 41 | 84+01.41 | 26.83 RT | W18x65 | 650.469 | 628.250 | 22.219 | 7 |
| 42 | 84+09.14 | 26.83 RT | W18x65 | 650.375 | 628.409 | 21.966 | 7 |
| 43 | 84+14.14 | 26.83 RT | W18x55 | 650.314 | 629.512 | 20.802 | 7 |
| 44 | 84+23.64 | 26.84 RT | W18x55 | 650.199 | 629.708 | 20.492 | 6 |
| 45 | 84+33.14 | 26.84 RT | W18x55 | 650.085 | 631.404 | 18.681 | 6 |
| 46 | 84+42.64 | 26.85 RT | W18x55 | 649.970 | 631.594 | 18.376 | 6 |
| 47 | 84+52.14 | 26.86 RT | W18x55 | 649.855 | 631.673 | 18.181 | 6 |
| 48 | 84+61.64 | 26.87 RT | W18x55 | 649.740 | 632.753 | 16.987 | 5 |
| 49 | 84+71.14 | 26.88 RT | W18x55 | 649.625 | 632.833 | 16.793 | 5 |
| 50 | 84+80.64 | 26.89 RT | W18x55 | 649.511 | 633.912 | 15.598 | 5 |
| 51 | 84+89.64 | 26.91 RT | W18x55 | 649.402 | 633.988 | 15.414 | 5 |

**BILL OF MATERIAL
CAST-IN-PLACE CONCRETE**

| Bar | No. | Size | Length | Shape | |
|--------------------|-----|------|----------------------------------|-------|--------|
| h(E) | 13 | #5 | 5'-4" | ┌ | |
| h ₁ (E) | 13 | #5 | 4'-7" | ┌ | |
| h ₂ (E) | 64 | #5 | 28'-10" | — | |
| h ₃ (E) | 34 | #5 | 26'-0" | — | |
| h ₄ (E) | 88 | #5 | 32'-2" | — | |
| h ₅ (E) | 42 | #5 | 29'-4" | — | |
| h ₆ (E) | 2 | #5 | 28'-10" | └ | |
| h ₇ (E) | 46 | #5 | 22'-3" | — | |
| h ₈ (E) | 22 | #5 | 19'-5" | — | |
| v(E) | 268 | #4 | 4'-11" | ┌ | |
| v ₁ (E) | 106 | #4 | 13'-1" | — | |
| v ₂ (E) | 48 | #4 | 20'-6" | — | |
| v ₃ (E) | 14 | #4 | 23'-2" | — | |
| v ₄ (E) | 40 | #4 | 20'-9" | — | |
| v ₅ (E) | 60 | #4 | 17'-0" | — | |
| | | | Cu. Yd. | 128.7 | |
| | | | Reinforcement Bars, Epoxy Coated | Pound | 12,710 |



Note:
See Sheets S3-S6 for v₁(E), v₂(E), v₃(E), v₄(E), and v₅(E) Bar Cuts.



* Cost Included With Pipe Underdrain for Structures.

| Profile Elevation (ft) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) |
|------------------------|--|------------|------------|----------------------|----------------------|-------------------------------|------------|------------|----------------------|----------------------|
| 650.10 | 3-inch thick ASPHALT over 6" CRUSHED STONE -PAVEMENT- Hard, brown and gray SILTY CLAY, trace gravel | 0-3.89 | 1 | 10 | 21 | | 0-3.89 | 11 | NP | 19 |
| 646.21 | | 3.89-4.52 | 2 | 10 | 15 | | 3.89-4.52 | 12 | NP | 24 |
| 641.69 | | 4.52-4.51 | 3 | 10 | 17 | | 4.52-4.51 | 13 | NP | 17 |
| 637.17 | | 4.51-5.48 | 4 | 10 | 18 | Loose, gray SAND | 4.51-5.48 | 14 | NP | 28 |
| 632.65 | | 5.48-4.02 | 5 | 10 | 15 | | 5.48-4.02 | 15 | NP | 15 |
| 628.13 | | 4.02-3.00 | 6 | 10 | 17 | Loose, gray SILT | 4.02-3.00 | 16 | NP | 10 |
| 623.61 | Loose to medium dense, brown, fine SAND to SANDY LOAM | 3.00-1.50 | 7 | NP | 10 | Medium dense, gray, fine SAND | 3.00-1.50 | 17 | NP | 23 |
| 619.09 | | 1.50-2.54 | 8 | NP | 13 | | 1.50-2.54 | 18 | NP | 24 |
| 614.57 | Stiff, brown and gray SILTY CLAY, little gravel | 2.54-1.50 | 9 | NP | 10 | | 2.54-1.50 | 19 | NP | 27 |
| 610.05 | | 1.50-2.54 | 10 | NP | 13 | | 1.50-2.54 | 20 | NP | 24 |
| 605.53 | Medium dense, gray SILT | 2.54-1.50 | 11 | NP | 10 | | 2.54-1.50 | 21 | NP | 23 |
| 601.01 | Very stiff, brown and gray CLAY LOAM, trace gravel | 1.50-2.54 | 12 | NP | 13 | | 1.50-2.54 | 22 | NP | 27 |
| 596.49 | | 2.54-1.50 | 13 | NP | 10 | | 2.54-1.50 | 23 | NP | 24 |
| 591.97 | Medium dense, gray, fine SAND | 1.50-2.54 | 14 | NP | 10 | | 1.50-2.54 | 24 | NP | 23 |
| 587.45 | Very loose to medium dense, gray SILT to SILTY LOAM | 2.54-1.50 | 15 | NP | 13 | | 2.54-1.50 | 25 | NP | 27 |
| 582.93 | | 1.50-2.54 | 16 | NP | 10 | | 1.50-2.54 | 26 | NP | 24 |

GENERAL NOTES
 Begin Drilling 10-11-2010 Complete Drilling 10-11-2010
 Drilling Contractor WTS Drill Rig Mobile B-57 TMR
 Driller K&K Logger C. Davis Checked by N. Davis
 Drilling Method 3.25" HSA; Mobile Auto-Hammer

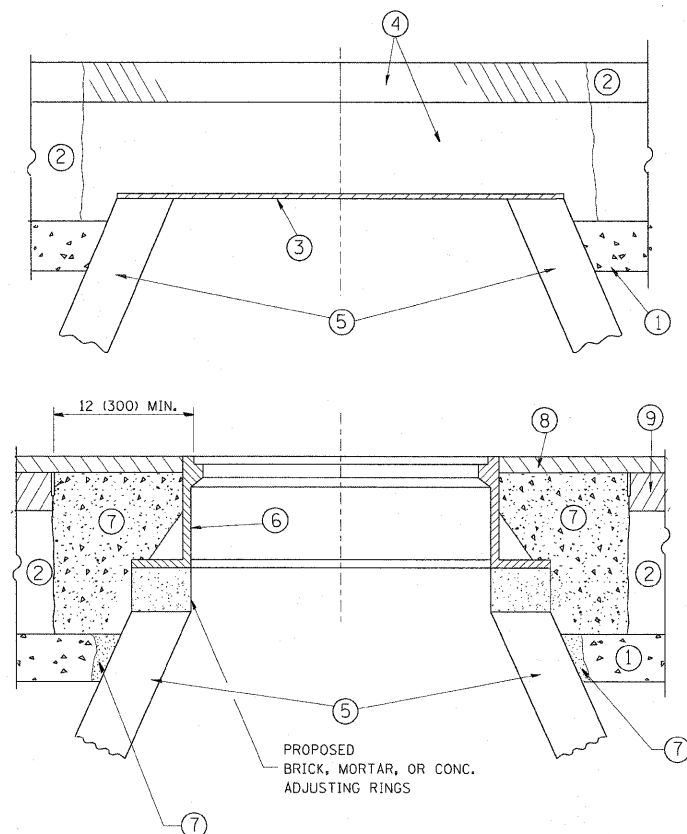
WATER LEVEL DATA
 While Drilling 22.50 ft
 At Completion of Drilling 33.00 ft
 Time After Drilling NA
 Depth to Water NA

| Profile Elevation (ft) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) |
|------------------------|---------------------------|------------|------------|----------------------|----------------------|---------------------------|------------|------------|----------------------|----------------------|
| 650.10 | | 0-11 | 11 | NP | 19 | | 0-11 | 11 | NP | 19 |
| 646.21 | | 11-12 | 12 | NP | 24 | | 11-12 | 12 | NP | 24 |
| 641.69 | | 12-13 | 13 | NP | 17 | | 12-13 | 13 | NP | 17 |
| 637.17 | | 13-14 | 14 | NP | 28 | | 13-14 | 14 | NP | 28 |
| 632.65 | | 14-15 | 15 | NP | 15 | | 14-15 | 15 | NP | 15 |
| 628.13 | | 15-16 | 16 | NP | 10 | | 15-16 | 16 | NP | 10 |
| 623.61 | | 16-17 | 17 | NP | 17 | | 16-17 | 17 | NP | 17 |
| 619.09 | | 17-18 | 18 | NP | 28 | | 17-18 | 18 | NP | 28 |
| 614.57 | | 18-19 | 19 | NP | 15 | | 18-19 | 19 | NP | 15 |
| 610.05 | | 19-20 | 20 | NP | 10 | | 19-20 | 20 | NP | 10 |
| 605.53 | | 20-21 | 21 | NP | 17 | | 20-21 | 21 | NP | 17 |
| 601.01 | | 21-22 | 22 | NP | 24 | | 21-22 | 22 | NP | 24 |
| 596.49 | | 22-23 | 23 | NP | 17 | | 22-23 | 23 | NP | 17 |
| 591.97 | | 23-24 | 24 | NP | 28 | | 23-24 | 24 | NP | 28 |
| 587.45 | | 24-25 | 25 | NP | 15 | | 24-25 | 25 | NP | 15 |
| 582.93 | | 25-26 | 26 | NP | 10 | | 25-26 | 26 | NP | 10 |
| 578.41 | | 26-27 | 27 | NP | 17 | | 26-27 | 27 | NP | 17 |
| 573.89 | | 27-28 | 28 | NP | 24 | | 27-28 | 28 | NP | 24 |
| 569.37 | | 28-29 | 29 | NP | 17 | | 28-29 | 29 | NP | 17 |
| 564.85 | | 29-30 | 30 | NP | 24 | | 29-30 | 30 | NP | 24 |
| 560.33 | | 30-31 | 31 | NP | 17 | | 30-31 | 31 | NP | 17 |
| 555.81 | | 31-32 | 32 | NP | 24 | | 31-32 | 32 | NP | 24 |
| 551.29 | | 32-33 | 33 | NP | 17 | | 32-33 | 33 | NP | 17 |
| 546.77 | | 33-34 | 34 | NP | 24 | | 33-34 | 34 | NP | 24 |
| 542.25 | | 34-35 | 35 | NP | 17 | | 34-35 | 35 | NP | 17 |
| 537.73 | | 35-36 | 36 | NP | 24 | | 35-36 | 36 | NP | 24 |
| 533.21 | | 36-37 | 37 | NP | 17 | | 36-37 | 37 | NP | 17 |
| 528.69 | | 37-38 | 38 | NP | 24 | | 37-38 | 38 | NP | 24 |
| 524.17 | | 38-39 | 39 | NP | 17 | | 38-39 | 39 | NP | 17 |
| 519.65 | | 39-40 | 40 | NP | 24 | | 39-40 | 40 | NP | 24 |
| 515.13 | | 40-41 | 41 | NP | 17 | | 40-41 | 41 | NP | 17 |
| 510.61 | | 41-42 | 42 | NP | 24 | | 41-42 | 42 | NP | 24 |
| 506.09 | | 42-43 | 43 | NP | 17 | | 42-43 | 43 | NP | 17 |
| 501.57 | | 43-44 | 44 | NP | 24 | | 43-44 | 44 | NP | 24 |
| 497.05 | | 44-45 | 45 | NP | 17 | | 44-45 | 45 | NP | 17 |
| 492.53 | | 45-46 | 46 | NP | 24 | | 45-46 | 46 | NP | 24 |
| 488.01 | | 46-47 | 47 | NP | 17 | | 46-47 | 47 | NP | 17 |
| 483.49 | | 47-48 | 48 | NP | 24 | | 47-48 | 48 | NP | 24 |
| 478.97 | | 48-49 | 49 | NP | 17 | | 48-49 | 49 | NP | 17 |
| 474.45 | | 49-50 | 50 | NP | 24 | | 49-50 | 50 | NP | 24 |

GENERAL NOTES
 Begin Drilling 10-11-2010 Complete Drilling 10-11-2010
 Drilling Contractor WTS Drill Rig Mobile B-57 TMR
 Driller K&K Logger C. Davis Checked by N. Davis
 Drilling Method 3.25" HSA; Mobile Auto-Hammer

WATER LEVEL DATA
 While Drilling 22.50 ft
 At Completion of Drilling 33.00 ft
 Time After Drilling NA
 Depth to Water NA

| Profile Elevation (ft) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) | Soil and Rock Description | Depth (ft) | Sample No. | SPT Value (blows/ft) | Moisture Content (%) |
|------------------------|--|------------|------------|----------------------|----------------------|-----------------------------|------------|------------|----------------------|----------------------|
| 650.10 | 3-inch thick ASPHALT over 6-inch thick CRUSHED STONE -PAVEMENT- Very stiff to hard, brown and gray SILTY CLAY | 0-4.52 | 1 | 10 | 17 | Very loose, gray SILT | 0-4.52 | 11 | NP | 30 |
| 646.21 | | 4.52-6.23 | 2 | 10 | 17 | | 4.52-6.23 | 12 | NP | 22 |
| 641.69 | | 6.23-4.51 | 3 | 10 | 19 | | 6.23-4.51 | 13 | NP | 24 |
| 637.17 | | 4.51-8.53 | 4 | 10 | 21 | | 4.51-8.53 | 14 | NP | 27 |
| 632.65 | Very stiff to hard, gray CLAY | 8.53-7.30 | 5 | 10 | 21 | | 8.53-7.30 | 15 | NP | 24 |
| 628.13 | | 7.30-4.10 | 6 | 10 | 22 | | 7.30-4.10 | 16 | NP | 27 |
| 623.61 | | 4.10-2.38 | 7 | 10 | 22 | | 4.10-2.38 | 17 | NP | 24 |
| 619.09 | | 2.38-2.05 | 8 | 10 | 21 | | 2.38-2.05 | 18 | NP | 24 |
| 614.57 | Medium dense, gray SANDY LOAM | 2.05-1.50 | 9 | 10 | 10 | Very loose, gray, fine SAND | 2.05-1.50 | 19 | NP | 23 |
| 610.05 | | 1.50-2.54 | 10 | NP | 13 | | 1.50-2.54 | 20 | NP | 27 |
| 605.53 | Medium dense, gray SILTY LOAM | 2.54-1.50 | 11 | NP | 10 | | 2.54-1.50 | 21 | NP | 24 |
| 601.01 | | 1.50-2.54 | 12 | NP | 13 | | 1.50-2.54 | 22 | NP | 27 |
| 596.49 | | 2.54-1.50 | 13 | NP | 10 | | 2.54-1.50 | 23 | NP | 24 |
| 591.97 | | 1.50-2.54 | 14 | NP | 13 | | 1.50-2.54 | 24 | NP | 27 |
| 587.45 | | 2.54-1.50 | 15 | NP | 10 | | 2.54-1.50 | 25 | NP | 24 |
| 582.93 | | 1.50-2.54 | 16 | NP | 13 | | 1.50-2.54 | 26 | NP | 27 |
| 578.41 | | 2.54-1.50 | 17 | NP | 10 | | 2.54-1.50 | 27 | NP | 24 |
| 573.89 | | 1.50-2.54 | 18 | NP | 13 | | 1.50-2.54 | 28 | NP | 27 |
| 569.37 | | 2.54-1.50 | 19 | NP | 10 | | 2.54-1.50 | 29 | NP | 24 |
| 564.85 | | 1.50-2.54 | 20 | NP | 13 | | 1.50-2.54 | 30 | NP | 27 |
| 560.33 | | 2.54-1.50 | 21 | NP | 10 | | 2.54-1.50 | 31 | NP | 24 |
| 555.81 | | 1.50-2.54 | 22 | NP | 13 | | 1.50-2.54 | 32 | NP | 27 |
| 551.29 | | 2.54-1.50 | 23 | NP | 10 | | 2.54-1.50 | 33 | NP | 24 |
| 546.77 | | 1.50-2.54 | 24 | NP | 13 | | 1.50-2.54 | 34 | NP | 27 |
| 542.25 | | 2.54-1.50 | 25 | NP | 10 | | 2.54-1.50 | 35 | NP | 24 |
| 537.73 | | 1.50-2.54 | 26 | NP | 13 | | 1.50-2.54 | 36 | NP | 27 |
| 533.21 | | 2.54-1.50 | 27 | NP | 10 | | 2.54-1.50 | 37 | NP | 24 |
| 528.69 | | 1.50-2.54 | 28 | NP | 13 | | 1.50-2.54 | 38 | NP | 27 |
| 524.17 | | 2.54-1.50 | 29 | NP | 10 | | 2.54-1.50 | 39 | NP | 24 |
| 519.65 | | 1.50-2.54 | 30 | NP | 13 | | 1.50-2.54 | 40 | NP | 27 |
| 515.13 | | 2.54-1.50 | 31 | NP | 10 | | 2.54-1.50 | 41 | NP | 24 |
| 510.61 | | 1.50-2.54 | 32 | NP | 13 | | 1.50-2.54 | 42 | NP | 27 |
| 506.09 | | 2.54-1.50 | 33 | NP | 10 | | 2.54-1.50 | 43 | NP | 24 |
| 501.57 | | 1.50-2.54 | 34 | NP | 13 | | 1.50-2.54 | 44 | NP | 27 |
| 497.05 | | 2.54-1.50 | 35 | NP | 10 | | 2.54-1.50 | 45 | NP | 24 |
| 492.53 | | 1.50-2.54 | 36 | NP | 13 | | 1.50-2.54 | 46 | NP | 27 |
| 488.01 | | 2.54-1.50 | 37 | NP | 10 | | 2.54-1.50 | 47 | NP | 24 |
| 483.49 | | 1.50-2.54 | 38 | NP | 13 | | 1.50-2.54 | 48 | NP | 27 |
| 478.97 | | 2.54-1.50 | 39 | NP | 10 | | 2.54-1.50 | 49 | NP | 24 |
| 474.45 | | 1.50-2.54 | 40 | NP | 13 | | 1.50-2.54 | 50 | NP | 27 |
| 469.93 | | 2.54-1.50 | 41 | NP | 10 | | 2.54-1.50 | 51 | NP | 24 |
| 465.41 | | 1.50-2.54 | 42 | NP | 13 | | 1.50-2.54 | 52 | NP | 27 |
| 460.89 | | 2.54-1.50 | 43 | NP | 10 | | 2.54-1.50 | 53 | NP | 24 |
| 456.37 | | 1.50-2.54 | 44 | NP | 13 | | 1.50-2.54 | 54 | NP | 27 |
| 451.85 | | 2.54-1.50 | 45 | NP | 10 | | 2.54-1.50 | 55 | NP | 24 |
| 447.33 | | 1.50-2.54 | 46 | NP | 13 | | 1.50-2.54 | 56 | NP | 27 |
| 442.81 | | 2.54-1.50 | 47 | | | | | | | |



- CONSTRUCTION PROCEDURES**
- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

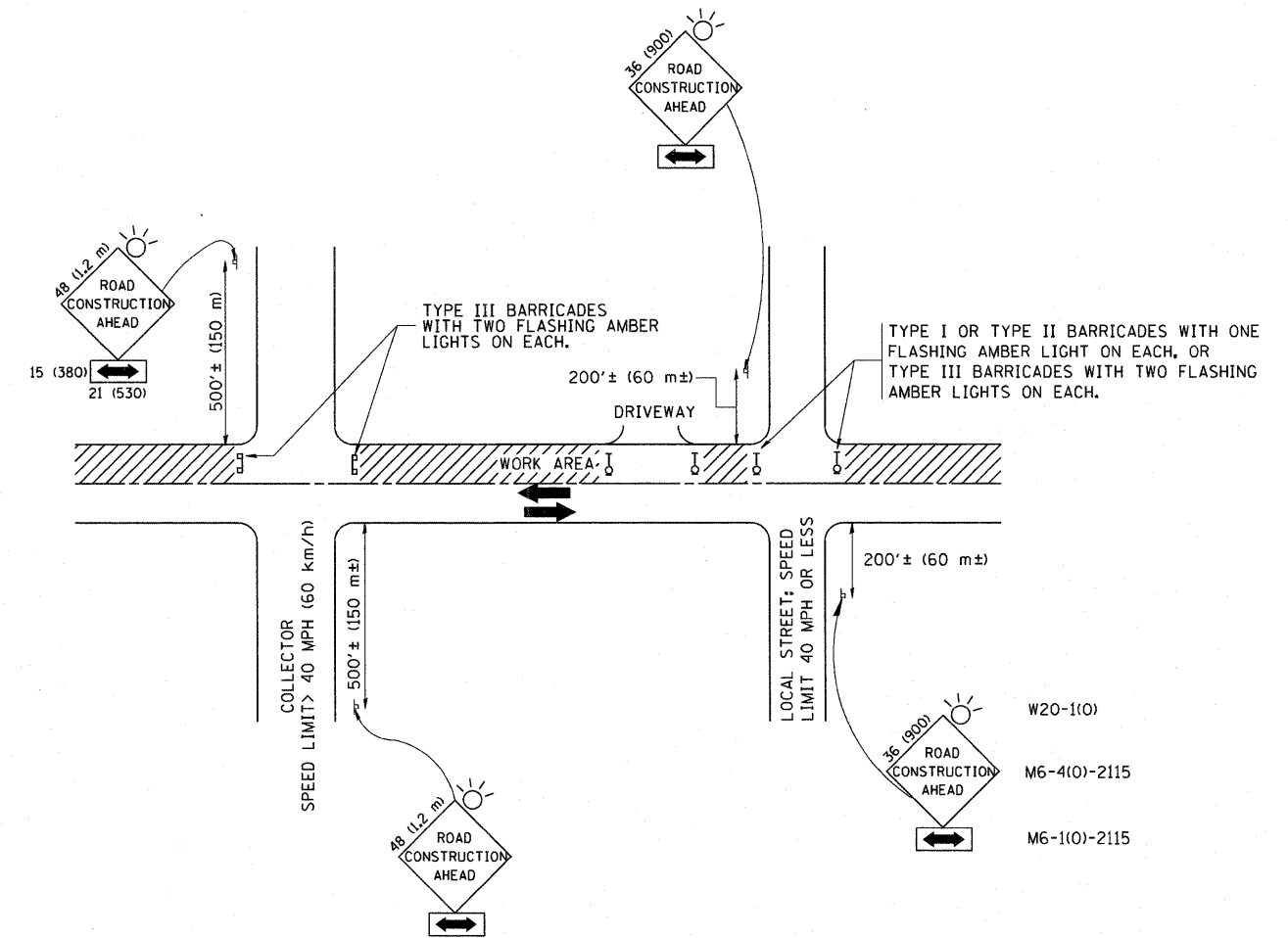
THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

| | | | | | | | | | | | | |
|---|-------------------|-----------------------------|--------------------------------|---|--|-------------------------|----------------|------------------------|-------------|--------------------|--------------|--|
| FILE NAME = | USER NAME = lejso | DESIGNED - R. SHAH | REVISED - A. ABBAS 03-21-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING | | F.A. RTE. 2843 | SECTION 3249-I-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 20 | |
| cr:\p\work\p1dot\lejso\d2108315\bd08.dg | | DRAWN - | REVISED - R. WIEDEMAN 05-14-04 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA. | BD600-03 (BD-8) | | CONTRACT NO. 60L18 | | |
| | | PLOT SCALE = 49.9999' / IN. | REVISED - R. BORO 01-01-07 | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | | | | |
| | | PLOT DATE = 3/18/2011 | REVISED - R. BORO 03-09-11 | | | | | | | | | |



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

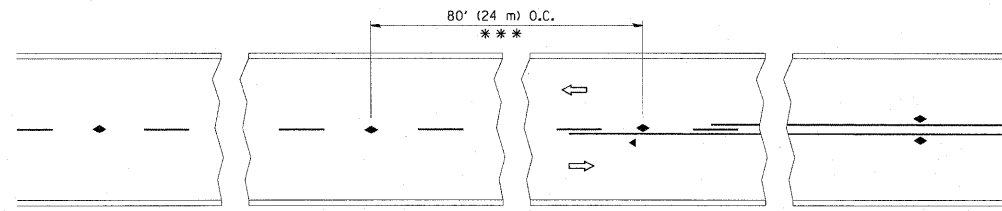
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| FILE NAME = W:\diststd\22x34\1010.dgn | USER NAME = geglianobt | DESIGNED - LHA | REVISED - J. OBERLE 10-18-95 |
| | | DRAWN - | REVISED - A. HOUSEH 03-06-96 |
| | | PLLOT SCALE = 50.000 * / IN. | REVISED - A. HOUSEH 10-15-96 |
| | | PLLOT DATE = 1/4/2008 | REVISED - T. RAMMACHER 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

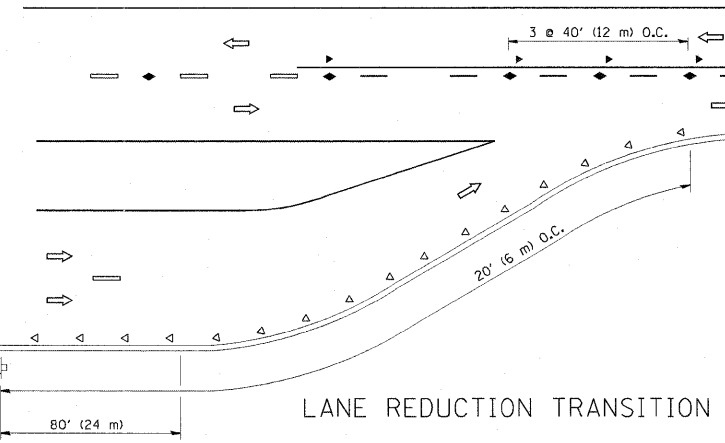
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| F.A.U. RTE. 2843 | SECTION 3249-I-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 21 |
| TC-10 | | | CONTRACT NO. 60L18 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

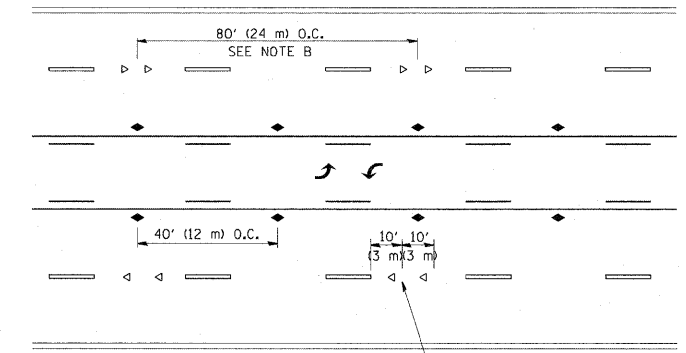


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

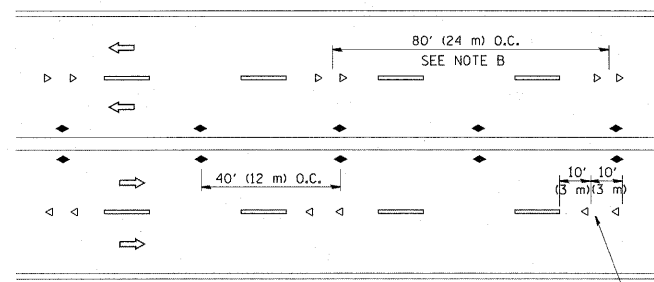
TWO-LANE/TWO-WAY



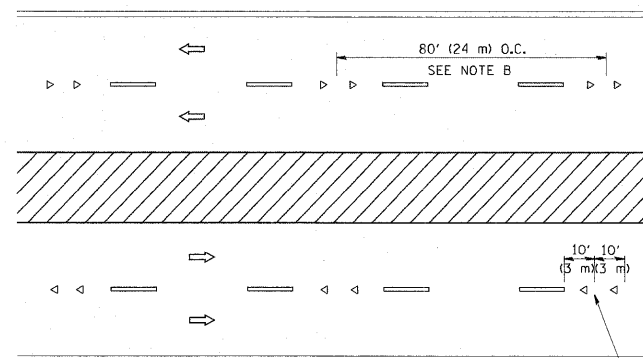
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

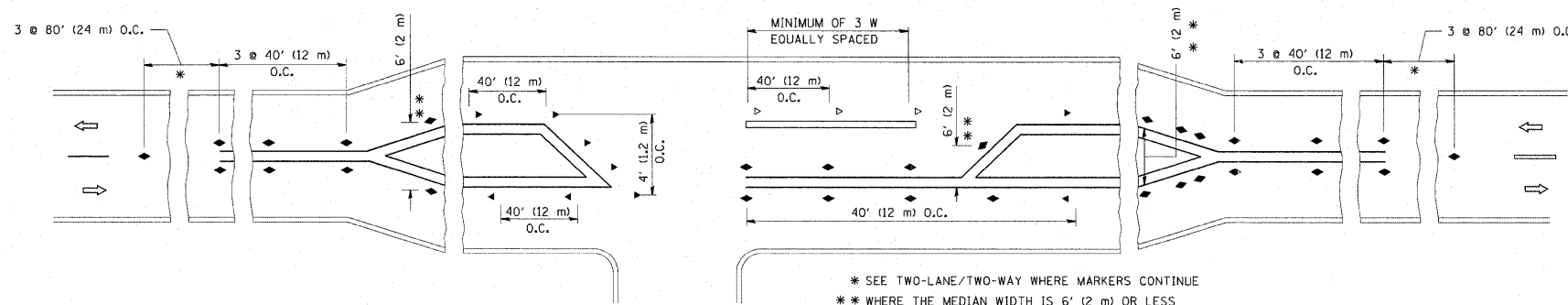
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

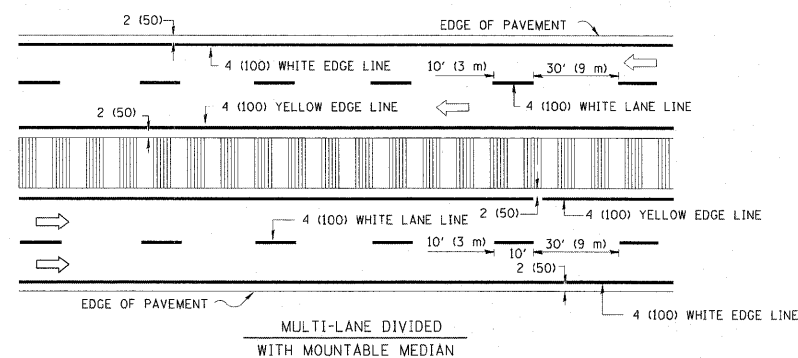
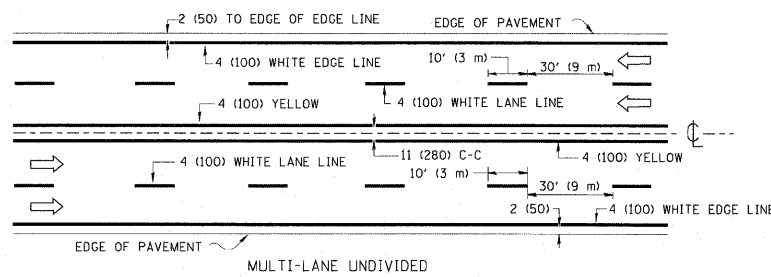
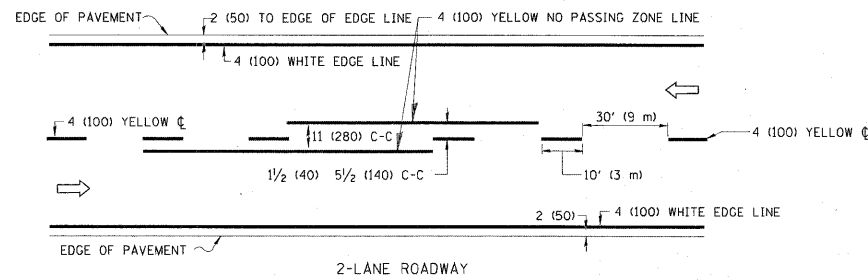
All dimensions are in inches (millimeters) unless otherwise shown.

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| et:\pw-work\pwidot\drivakosgn\d0106315\to1.dgn | | DRAWN - | REVISED - T. RAMMACHER 03-12-99 |
| | PLOT SCALE = 50.000 / / IN. | CHECKED - | REVISED - T. RAMMACHER 01-06-00 |
| | PLOT DATE = 9/9/2009 | DATE - | REVISED - C. JUCIUS 09-09-09 |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

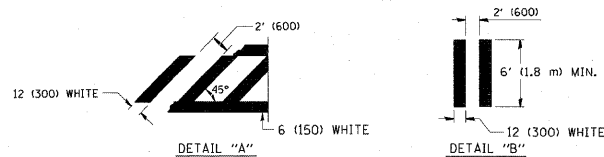
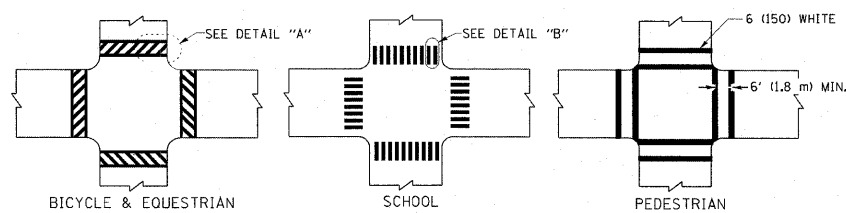
| TYPICAL APPLICATIONS | | | |
|--|-------------------------|------|---------|
| RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|----------|--------|--------------------|-----------|
| F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 2843 | 3249-I-2 | COOK | 25 | 22 |
| TC-11 | | | CONTRACT NO. 60L18 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

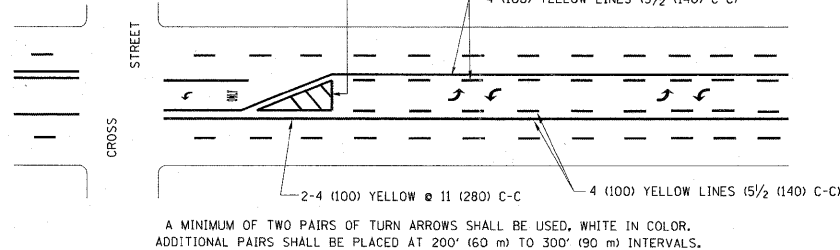
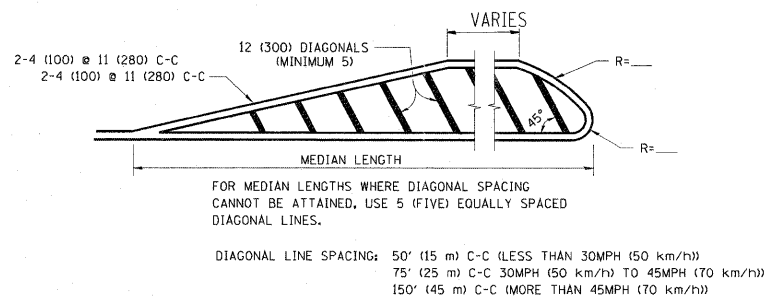
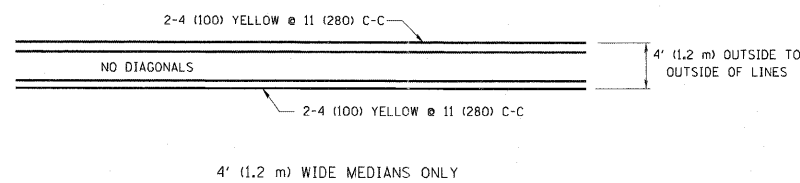


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

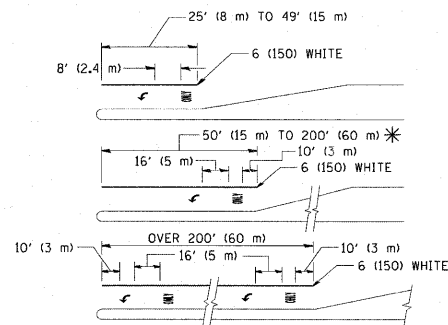
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



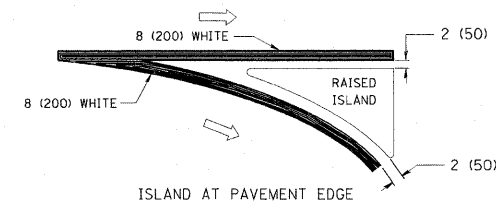
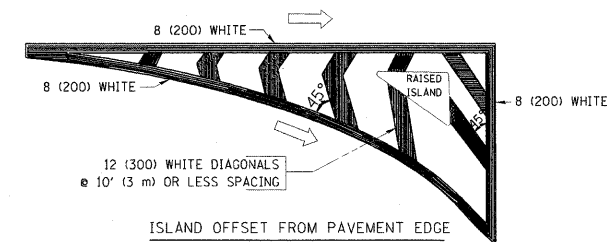
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|---|---------------------|--|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION | 4 (100) | SOLID | YELLOW | 5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE |
| NO PASSING ZONE LINES: FOR BOTH DIRECTIONS | 2 @ 4 (100) | SOLID | YELLOW | 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 10' (3 m) LINE WITH 30' (9 m) SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 2' (600) LINE WITH 6' (1.8 m) SPACE |
| EDGE LINES | 4 (100) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION | SKIP-DASH AND SOLID | YELLOW | 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE |
| | 8' (2.4m) LEFT ARROW | IN PAIRS | WHITE | SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)) | 2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 24 (600) | SOLID | WHITE | PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS | SOLID | YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC | 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH) 20' (6 m) C-C (30MPH TO 45MPH) 30' (9 m) C-C (OVER 45MPH) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²) |
| SHOULDER DIAGONALS | 12 (300) @ 45° | SOLID | WHITE - RIGHT YELLOW - LEFT | 50' (15 m) C-C (LESS THAN 30MPH) 75' (25 m) C-C (30 MPH TO 45MPH) 150' (45 m) C-C (OVER 45MPH) |

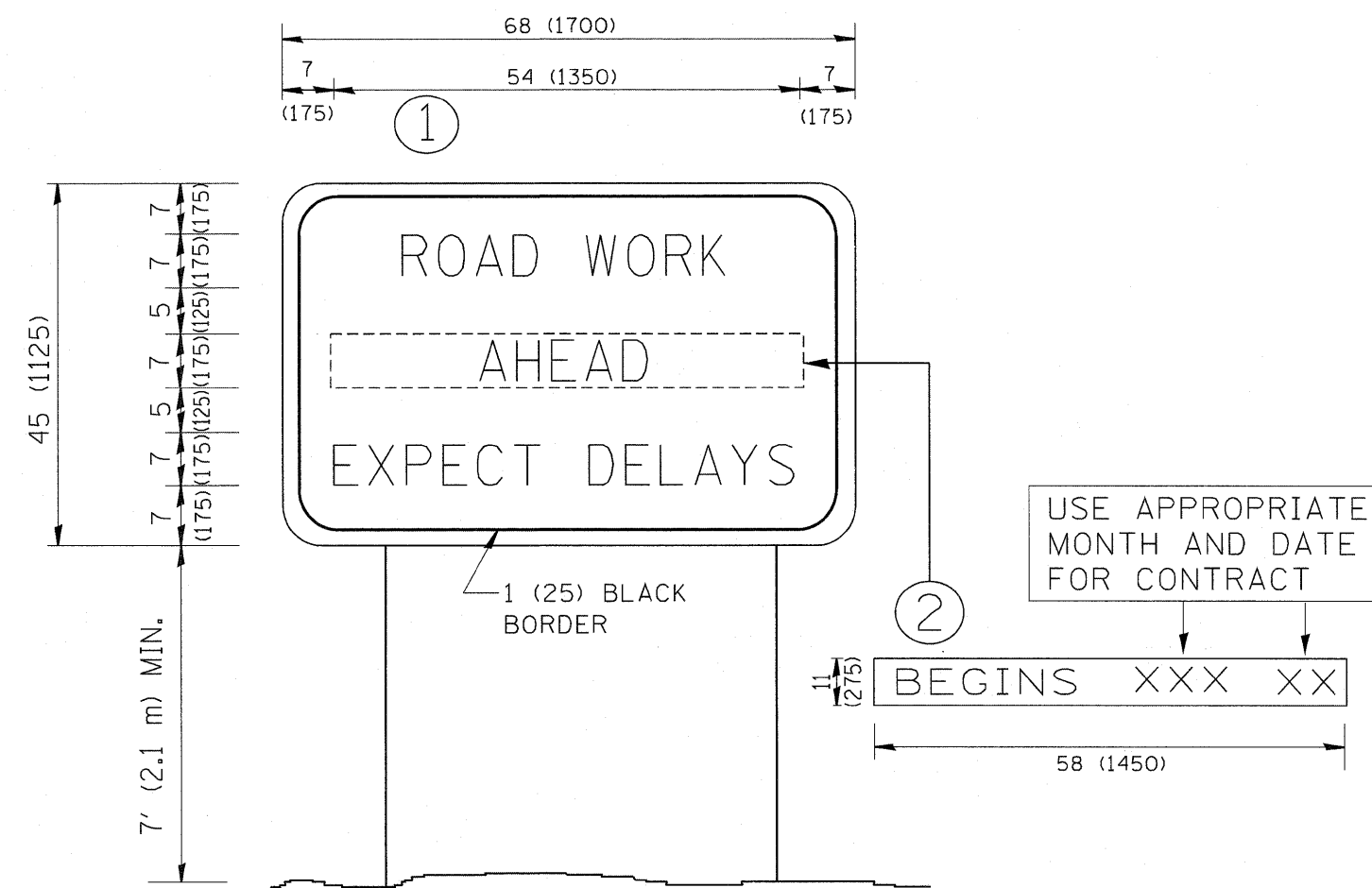
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

| | | | |
|--|-----------------------|------------------|---------------------------------|
| FILE NAME = c:\pwork\pwork\drivakasn\0108315\to3.dgn | USER NAME = drivakasn | DESIGNED - EVERS | REVISED - T. RAMMACHER 10-27-94 |
| | | DRAWN - | REVISED - C. JUCCIUS 09-09-09 |
| | | CHECKED - | REVISED - |
| | | DATE - 03-19-90 | REVISED - |

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

| | | | | | | |
|---------------------------|--|--------------|----------|---|--------------|-----------|
| DISTRICT ONE | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| TYPICAL PAVEMENT MARKINGS | | 2843 | 3249-I-2 | COOK | 25 | 23 |
| SCALE: NONE | | TC-13 | | CONTRACT NO. 60L18 | | |
| SHEET NO. 1 OF 1 SHEETS | | 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 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

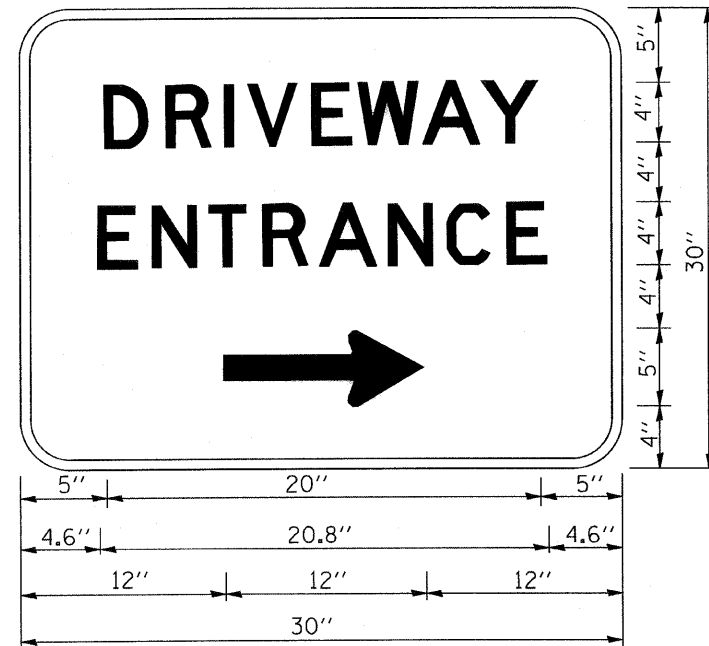
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| | | REVISOR - CHECKED - | REVISOR - REVISED - |
| | | DATE - | REVISOR - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

| | | | | |
|---|---------------------|----------------|-----------------------|--------------------|
| F.A.U. RTE. 2843 | SECTION 3249-I-2 | COUNTY COOK | TOTAL SHEETS 25 | SHEET NO. 24 |
| TC-22 | | | CONTRACT NO. 60L18 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



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

NOTES:

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

| | | | | | | | | | | | | |
|--|----------------------------|------------|------------------------------|--|----------------------------------|------|---------|----------------|----------|---------------------------|-----------------|--------------|
| FILE NAME = W:\diststd\22x34\tc26.dgn | USER NAME = geglianobt | DESIGNED - | REVISED - C. JUCIUS 02-15-07 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DRIVEWAY ENTRANCE SIGNING | | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 50,000' / IN. | DRAWN - | REVISED - | | | | | 2843 | 3249-I-2 | COOK | 25 | 25 |
| PLOT DATE = 1/4/2008 | CHECKED - | REVISED - | REVISED - | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | TC-26 | | CONTRACT NO. 60L18 | | |
| | DATE - | REVISED - | REVISED - | <small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small> | | | | | | | | |