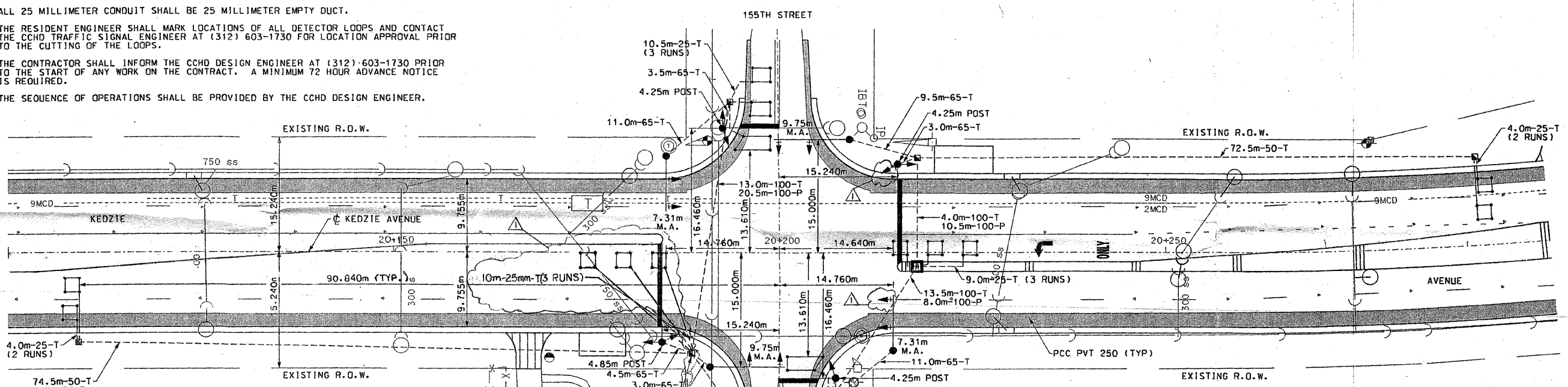
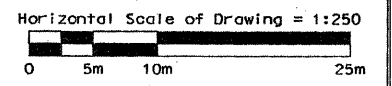


NOTES

1. ALL DETECTOR LOOPS SHALL CONSIST OF THE NUMBER OF TURNS REQUIRED AND SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE LOOP DETECTOR AMPLIFIER MANUFACTURER'S RECOMMENDATIONS. LEAD-IN WIRING SHALL BE INSTALLED IN STRICT CONFORMITY WITH THE MANUFACTURER'S RECOMMENDATIONS.
2. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES IN THE WORK AREA PRIOR TO THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM.
3. ALL TRAFFIC SIGNAL POSTS SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF 1.2 METERS BEHIND THE BACK OF BARRIER CURB UNLESS OTHERWISE NOTED IN THE PLANS. ALL MAST ARM POLES SHALL BE LOCATED WITH THEIR CENTERLINES A MINIMUM OF 1.8 METERS BEHIND THE BACK OF BARRIER CURB UNLESS OTHERWISE NOTED IN THE PLANS. IF BARRIER CURB DOES NOT EXIST, TRAFFIC SIGNAL POSTS AND MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 3.0 METERS BEHIND THE EDGE OF PAVEMENT OR 0.6 METERS BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
4. THE MINIMUM MOUNTING HEIGHT FOR TRAFFIC SIGNAL HEADS NOT MOUNTED OVER A ROADWAY, FROM THE PAVEMENT TO THE BOTTOM SECTION OF THE TRAFFIC SIGNAL HEADS, IS 3.0 METERS UNLESS OTHERWISE NOTED IN THE PLANS. THE OUTER TRAFFIC SIGNAL HEAD ON A STEEL MAST ARM ASSEMBLY SHALL BE PLACED 0.6 METERS IN FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED IN THE PLANS.
5. ALL SIGNAL AND DETECTOR ELECTRIC CABLE THAT IS FURNISHED BY THE CONTRACTOR SHALL BE PROTECTED BY POLYETHYLENE OR POLYPROPYLENE INSULATION WITH A POLYVINYLCHLORIDE JACKET. SERVICE CABLE MAY HAVE AN XLP JACKET.
6. ALL 25 MILLIMETER CONDUIT SHALL BE 25 MILLIMETER EMPTY DUCT.
7. THE RESIDENT ENGINEER SHALL MARK LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE CCHD TRAFFIC SIGNAL ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
8. THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM 72 HOUR ADVANCE NOTICE IS REQUIRED.
9. THE SEQUENCE OF OPERATIONS SHALL BE PROVIDED BY THE CCHD DESIGN ENGINEER.

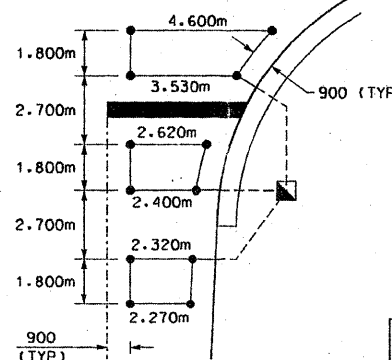
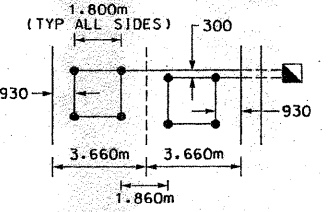
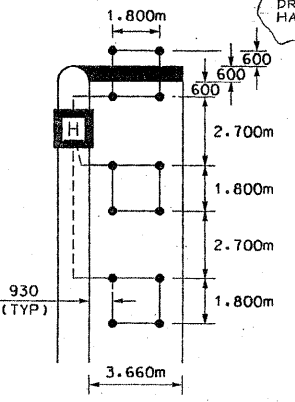
County Highway	Fiscal Year	Sheet No.	Total Sheets
W46	1998	64	105

Section 96-W4608-01-RP



PROPOSED TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL POST
- ▲ SIGNAL HEAD AND POST
- ▲ SIGNAL HEAD
- ▲ SIGNAL HEAD AND BACKPLATE
- MAST ARM ASSEMBLY AND POLE
- CONTROL CABINET
- LOOP DETECTOR
- DOUBLE HANDHOLE
- HANDHOLE
- HEAVY DUTY HANDHOLE
- 5m-25-T IN TRENCH
- 5m-25-P PUSHED
- GALVANIZED STEEL CONDUIT
- ▬ SERVICE INSTALLATION, TYPE C



CCHD DOES NOT GUARANTEE THE ACCURACY OF THESE PLANS. THE RECIPIENT IS REQUIRED TO FIELD CHECK THE EXISTING INSTALLATION TO VERIFY THE EQUIPMENT LOCATIONS

FOR INFORMATION ONLY

DETECTION FOR LEFT TURN LANES WITH MEDIANS NTS

"FAR OUT" DETECTION NTS

AS BUILT

ADD N.B. LEFT TURN PHASE 7-01-01 UNDER 01-8EM2M29-6M

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE
AT 155TH STREET

COMPUTED	JAJ
DRAWN	JAJ
CHECKED	CR/DGW

USER NAME = #USER#	DESIGNED - DM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - DM	REVISED -
PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

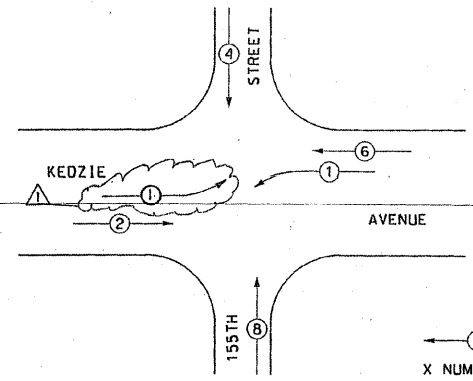
KEDZIE AVENUE PROJECT
EXISTING TRAFFIC SIGNAL PLANS - 155TH STREET

SCALE: N.T.S SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	102
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14

County Highway	Fiscal Year	Sheet No.	Total Sheets
W46	1998	65	105
Section 96-W4608-01-RP			

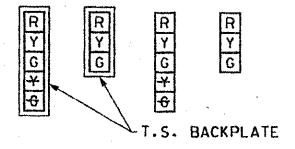
CONTROLLER SEQUENCE
 REFERRING TO STANDARD 857001. THE VEHICULAR PHASES USED ARE DESIGNATED BELOW.



LEGEND
 X — VEHICULAR MOVEMENT
 X NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

SIGNAL FACES



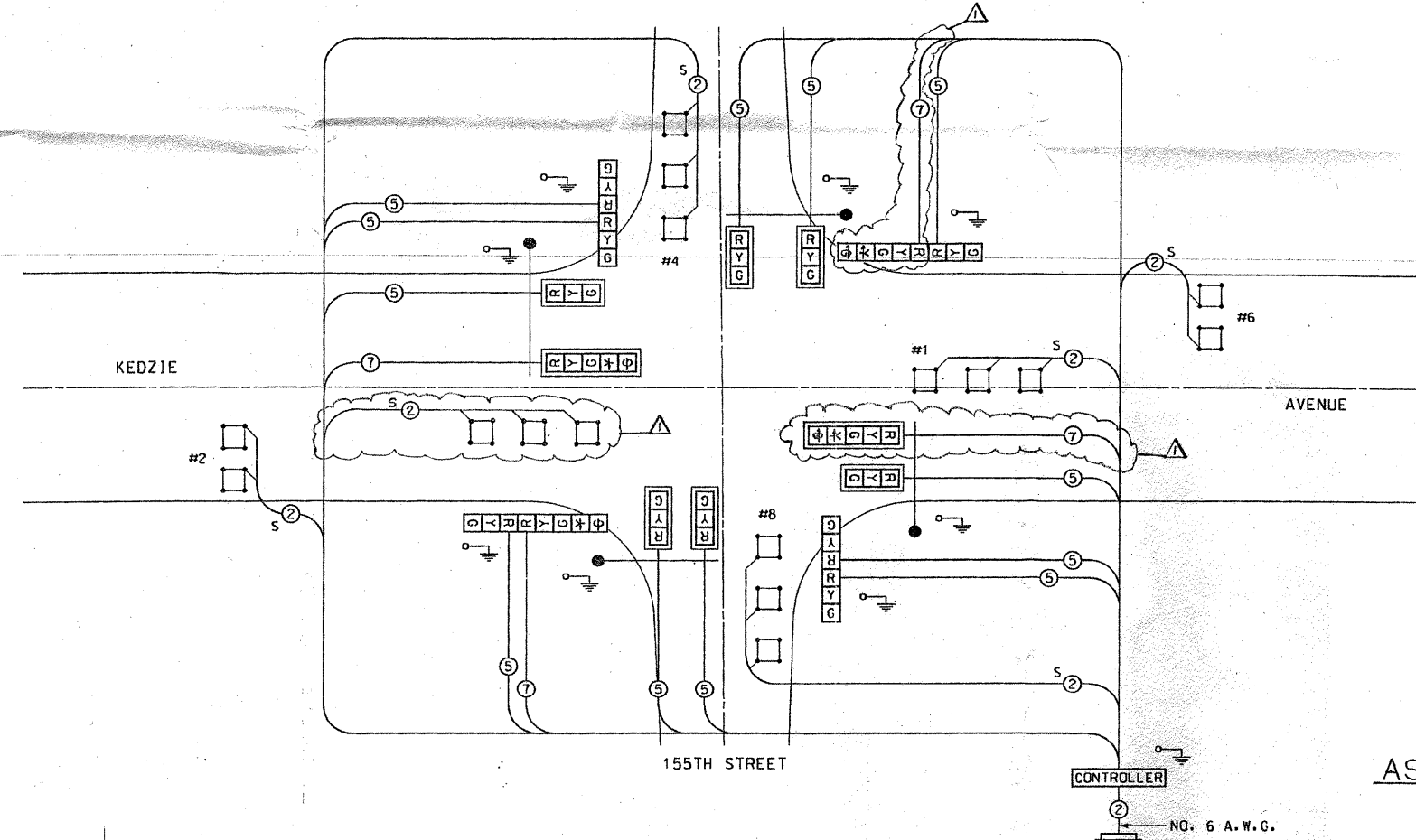
NOTE: ALL 300mm LENSES

SIGNAL LENSES

- R RED
- Y YELLOW
- G GREEN
- ⊕ YELLOW TURN INDICATOR
- ⊙ GREEN TURN INDICATOR

CABLE PLAN LEGEND

- [R] 300mm TRAFFIC SIGNAL SECTION
- [CONTROLLER] CONTROLLER CABINET
- [] VEHICLE DETECTOR INDUCTION LOOP
- (2) DENOTES NUMBER OF CONDUCTORS (NEW) ALL LOOP DETECTOR CABLE TO BE TWISTED & SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.
- 'P' [R] SIGNAL FACE WITH BACKPLATE 'P' INDICATES PROGRAMMED
- S GROUNDING SYSTEM CONNECTION
- SHIELDED & TWISTED
- SERVICE INSTALLATION, TYPE C



ITEM	UNIT	QUANTITY	DESCRIPTION
AZ-5	EACH	2	TRAFFIC SIGNAL, I-FACE, 5 SECTION
AZ-10	EACH	1	TRAFFIC SIGNAL BACKPLATE
AZ-23	EACH	1	INDUCTIVE LOOP DETECTOR
AZ-24	FOOT	135	DETECTOR LOOP, TYPE I
AZ-30	FOOT	268	ELECTRIC CABLE IN CONDUIT SIGNAL-NO.14 7/C
AZ-31	FOOT	87	ELECTRIC CABLE IN CONDUIT LEAD-IN- NO. 14 2/C TWISTED AND SHIELDED
AZ-57	EACH	2	REMOVE EXISTING TRAFFIC SIGNAL HEAD
AZ-65	EACH	1	MODIFY EXISTING TRAFFIC SIGNAL CONTROLLER, PER PHASE
GX-3	FOOT	0	GALVANIZE STEEL CONDUIT PUSHED- 2 IN.
GX-28	FOOT	268	PULL ELECTRIC CABLE FROM CONDUIT
GX-29	FOOT	0	TRENCH AND BACKFILL FOR ELECTRICAL WORK
GX-34	EACH	0	CONCRETE HEAVY DUTY HANDHOLE
GX-39	EACH	0	DRILL EXISTING HANDHOLE

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COUNTY OF COOK
 DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
 KEDZIE AVENUE
 AT 155TH STREET

COMPUTED JAJ
 DRAWN JAJ
 CHECKED COR/DGW

AS BUILT

CABLE PLAN
 N.T.S.

FOR INFORMATION ONLY

ADD N.B. LEFT TURN PHASE 7-1-01 UNDER 01-8EM2M29-6M

24-JAN-1998 16:44 JJones
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TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - DM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING TRAFFIC SIGNAL PLANS - 155TH STREET		F.A. R.T.E. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 103
	PLCT SCALE = #SCALE#	DRAWN - DM	REVISED -		SCALE: N.T.S.	SHEET NO. 2 OF 4 SHEETS	STA. TO STA.	CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT	
	PLCT DATE = 5/3/2011	CHECKED - SES	REVISED -				FED. ROAD DIST. NO.				
		DATE - 5/5/2011	REVISED -								

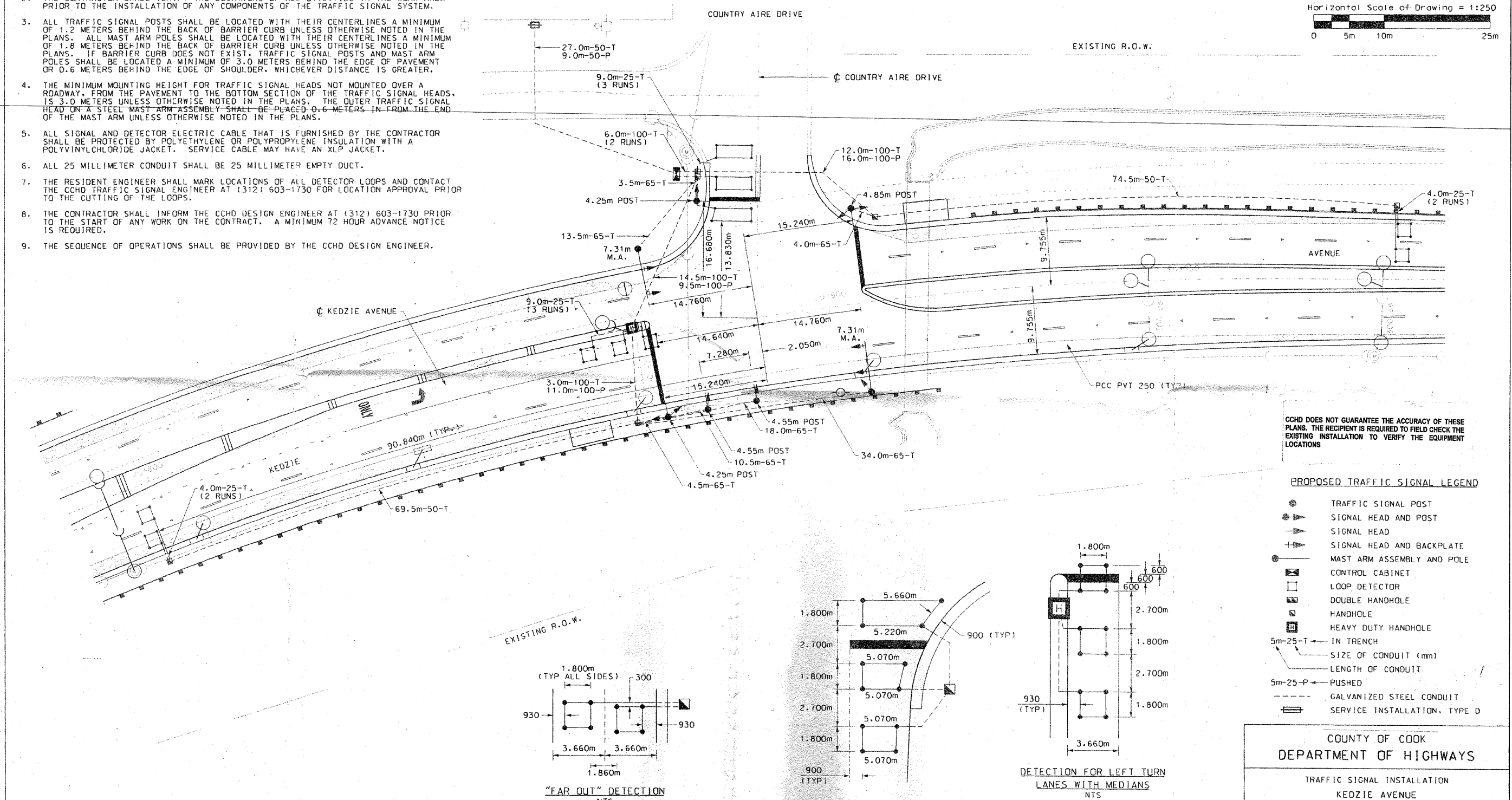
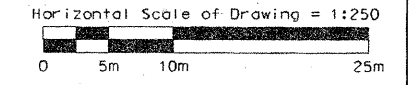
p:\602540(57-294)\road\p2.kedzie\p2.SIG_EX_SHT02.dgn 1/6/98:09 AM 5/3/2011

NOTES

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County Highway	Fiscal Year	Sheet No.	Total Sheets
W46	1998	66	105

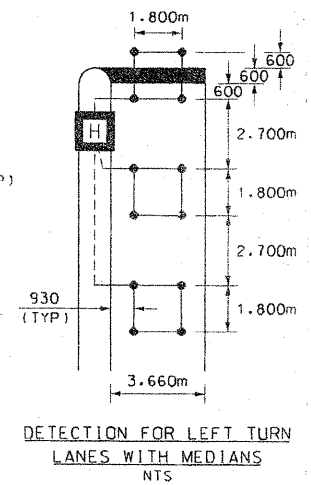
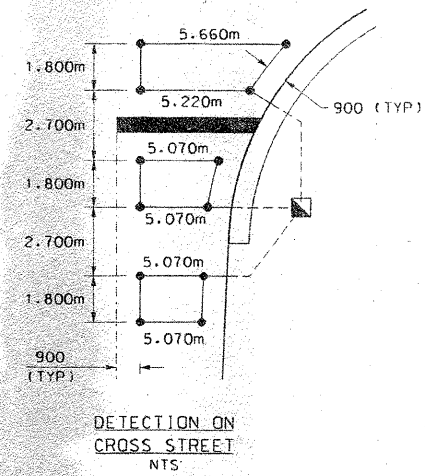
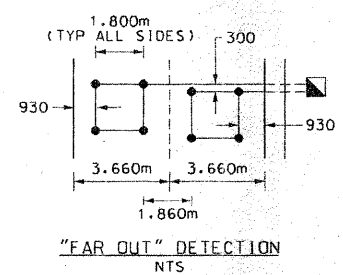
Section 96-W4608-01-RP



CCHD DOES NOT GUARANTEE THE ACCURACY OF THESE PLANS. THE RECIPIENT IS REQUIRED TO FIELD CHECK THE EXISTING INSTALLATION TO VERIFY THE EQUIPMENT LOCATIONS

PROPOSED TRAFFIC SIGNAL LEGEND

- TRAFFIC SIGNAL POST
- ⊙ SIGNAL HEAD AND POST
- ⊙ SIGNAL HEAD
- ⊙ SIGNAL HEAD AND BACKPLATE
- ⊙ MAST ARM ASSEMBLY AND POLE
- ⊙ CONTROL CABINET
- ⊙ LOOP DETECTOR
- ⊙ DOUBLE HANDHOLE
- ⊙ HANDHOLE
- ⊙ HEAVY DUTY HANDHOLE
- 5m-25-T IN TRENCH
- 5m-25-P PUSHED
- GALVANIZED STEEL CONDUIT
- ≡ SERVICE INSTALLATION, TYPE D



FOR INFORMATION ONLY

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TYLIN INTERNATIONAL

USER NAME = #USER#	DESIGNED - DM	REVISED -
PLOT SCALE = #SCALE#	DRAWN - DM	REVISED -
PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
EXISTING TRAFFIC SIGNAL PLANS - COUNTRY AIRE DRIVE**

SCALE: N.T.S. SHEET NO. 3 OF 4 SHEETS STA. TO STA.

**COUNTY OF COOK
DEPARTMENT OF HIGHWAYS**

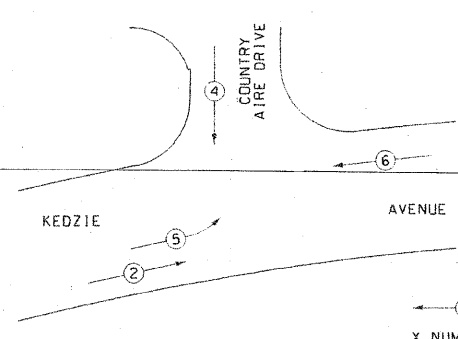
TRAFFIC SIGNAL INSTALLATION
KEDZIE AVENUE
AT COUNTRY AIRE DRIVE

COMPUTED	JAJ	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN	JAJ	57	1313.1B-1	COOK	162	104
CHECKED	CR/DGW				CONTRACT NO. 60K14	
					ILLINOIS FED. AID PROJECT	

County Highway	Fiscal Year	Sheet No.	Total Sheets
W46	1998	67	105

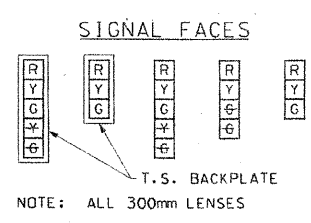
Section 96-W4608-01-RP

CONTROLLER SEQUENCE
 REFERRING TO STANDARD 857001. THE VEHICULAR PHASES USED ARE DESIGNATED BELOW.



LEGEND
 ← (X) — VEHICULAR MOVEMENT
 X NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

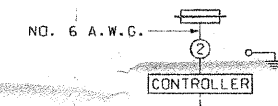


SIGNAL LENSES

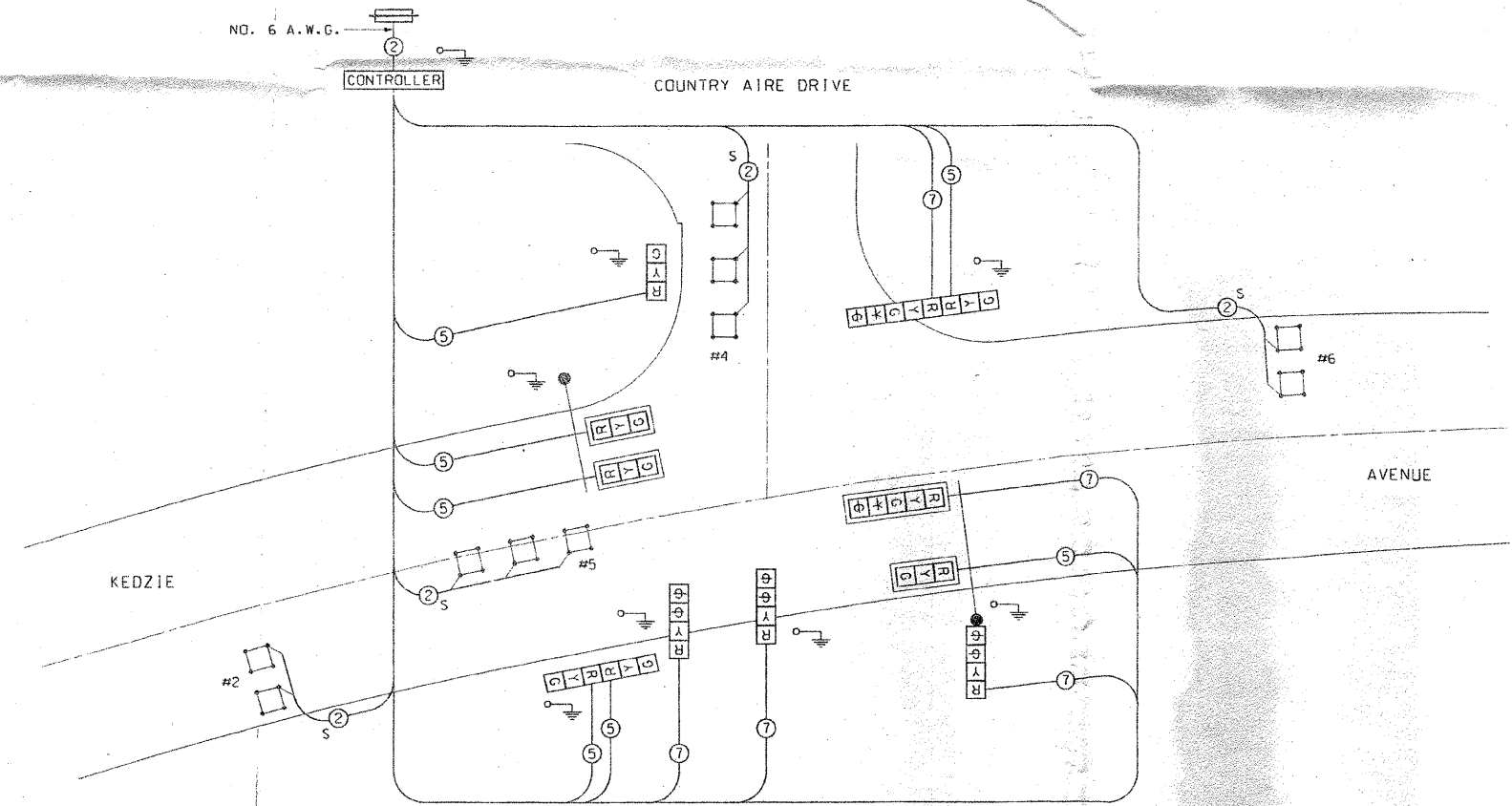
R RED
 Y YELLOW
 G GREEN
 X YELLOW TURN INDICATOR
 S GREEN TURN INDICATOR

CABLE PLAN LEGEND

- [R] 300mm TRAFFIC SIGNAL SECTION
- [CONTROLLER] CONTROLLER CABINET
- [] VEHICLE DETECTOR INDUCTION LOOP
- (2) DENOTES NUMBER OF CONDUCTORS (NEW) ALL LOOP DETECTOR CABLE TO BE TWISTED & SHIELDED. ALL CABLE NO. 14 EXCEPT AS INDICATED.
- 'P' [R, Y, G, X, S] SIGNAL FACE WITH BACKPLATE 'P' INDICATES PROGRAMMED
- [] GROUNDING SYSTEM CONNECTION
- S SHIELDED & TWISTED
- [] SERVICE INSTALLATION, TYPE D



COUNTRY AIRE DRIVE



CCHD DOES NOT GUARANTEE THE ACCURACY OF THESE PLANS. THE RECIPIENT IS REQUIRED TO FIELD CHECK THE EXISTING INSTALLATION TO VERIFY THE EQUIPMENT LOCATIONS

CABLE PLAN
 N.T.S.

FOR INFORMATION ONLY

COUNTY OF COOK
 DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
 KEDZIE AVENUE
 AT COUNTRY AIRE DRIVE

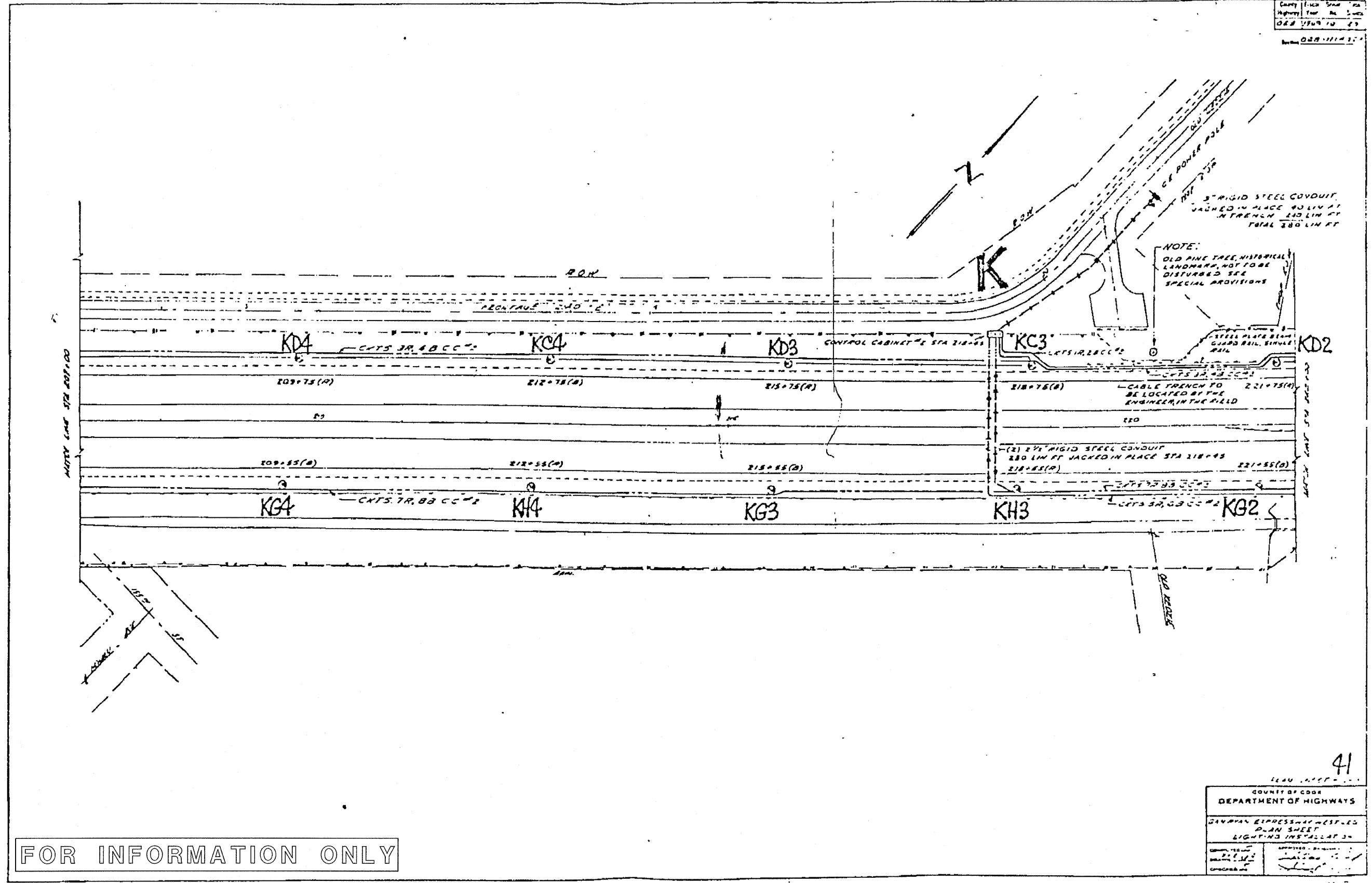
COMPUTED JAJ
 DRAWN JAJ
 CHECKED CDR/DGW

TYLIN INTERNATIONAL	USER NAME = #USERS	DESIGNED - DM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING TRAFFIC SIGNAL PLANS - COUNTRY AIRE DRIVE		F.A. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 105
	PLOT SCALE = #SCALE*	DRAWN - DM	REVISED -		SCALE: N.T.S.	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14	
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -								
		DATE - 5/5/2011	REVISED -								

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County | Race | State | No.
 Highway | Year | No. | Units
 068 2769 10 49
 028-1114-1



NOTE:
 OLD PINE TREE, HISTORICAL
 LANDMARK, NOT TO BE
 DISTURBED. SEE
 SPECIAL PROVISIONS

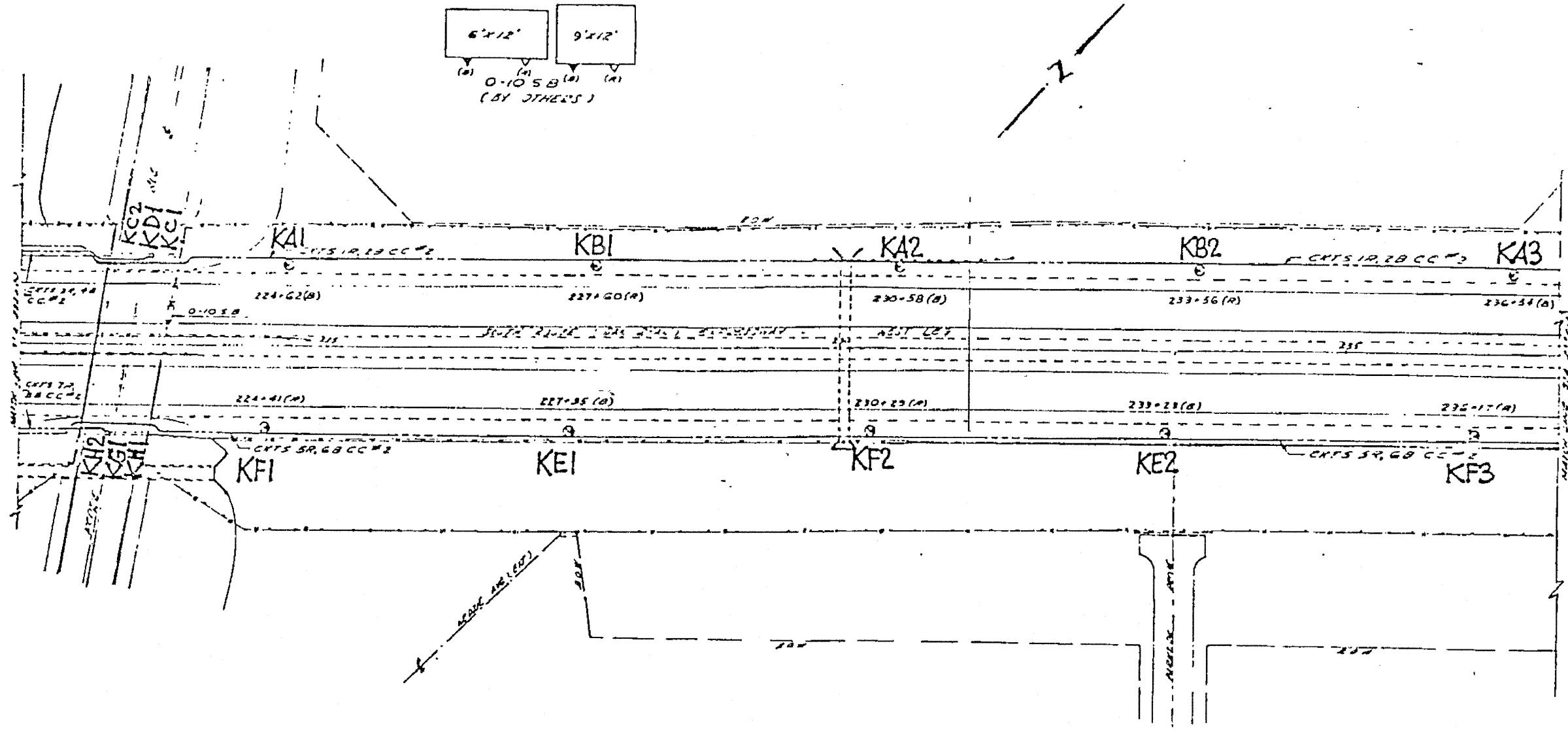
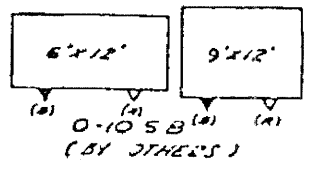
FOR INFORMATION ONLY

41
 COUNTY OF COOK
 DEPARTMENT OF HIGHWAYS
 JAMES W. BIRNEY - DISTRICT
 PLAN SHEET
 LIGHTING INSTALLATION

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - DM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING LIGHTING PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN - DM	REVISED -		SCALE: N.T.S	SHEET NO. 1 OF 3 SHEETS	STA.	57	1313.1B-1	COOK	162	106
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -		DATE - 5/5/2011	REVISED -	TO STA.	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14

County	File No.	Sheet No.	Total Sheets
068	111430	11	11

PROPOSED SIGN



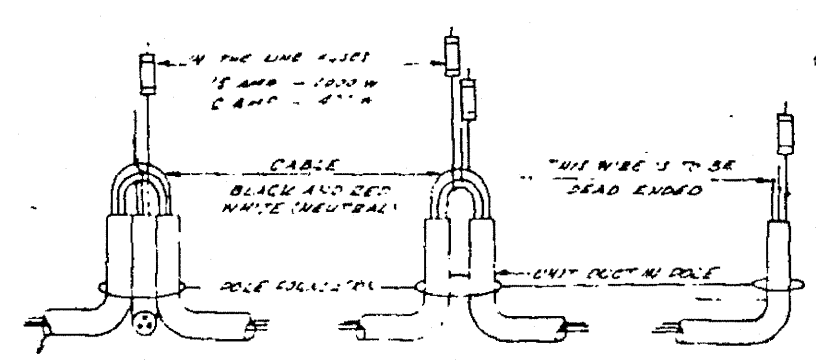
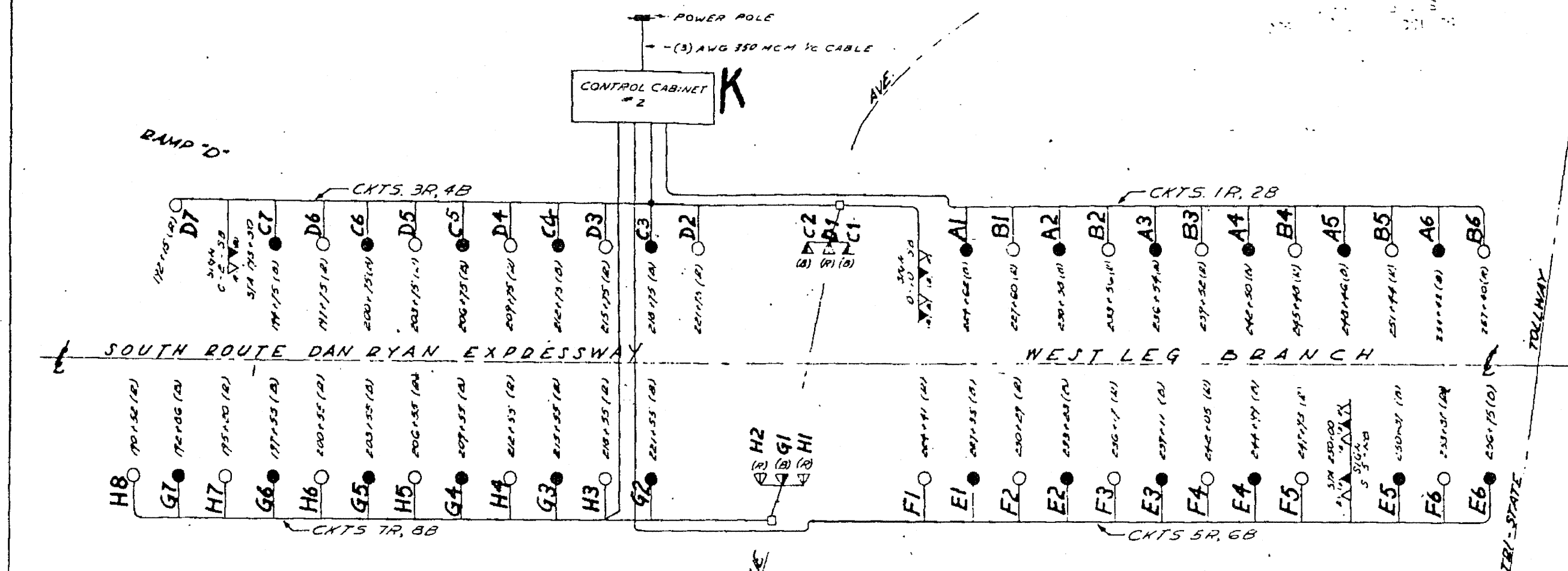
FOR INFORMATION ONLY

40

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

PLAN SHEET
NO. 111430

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - DM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING LIGHTING PLAN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN - DM	REVISED -		SCALE: N.T.S.	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.	57	1313.1B-1	COOK	162	107
	PLOT DATE = 5/3/2011	CHECKED - SES	REVISED -		DATE - 5/5/2011	REVISED -	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60K14			



COLOR CODE

UNDERPASS MERCURY 1000 W MERCURY

▲ ▲ ●

BY CONCRETE FLUORESCENT

▲ ▲ ○

LUMINAIRE CONNECTED TO BLACK WIRE
LUMINAIRE CONNECTED TO RED WIRE
WHITE (NEUTRAL) WIRE COMMON TO ALL

NOTE: ALL CABLES SHALL BE ELECTRICAL METAL PIPE (EMT) 1/2" OR 3/4" ANG 1/2" WALL THICKNESS SE. LISTED.

NOTE: 1/4" LINE FUSIBLE FOR 1000 WATT UNITS SHALL BE 15 AMP 250V-ED

WIRING DIAGRAM #2

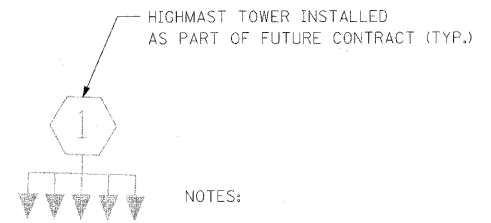
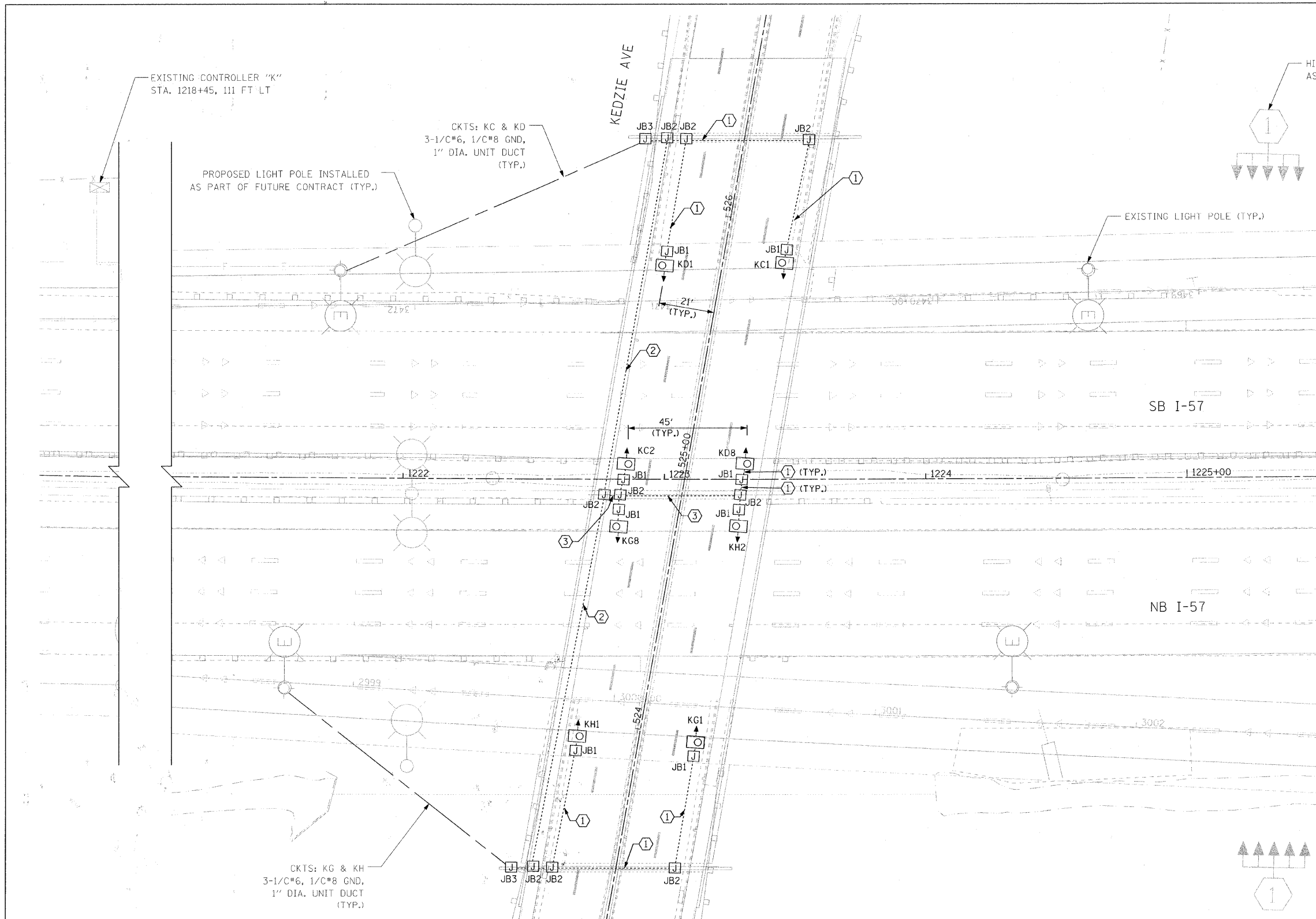
COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

DAN RYAN EXPRESSWAY WEST LEG
WIRING DIAGRAM #2
LIGHTING INSTALLATION

DESIGNED BY: [Signature]
CHECKED BY: [Signature]

FOR INFORMATION ONLY

TYLIN INTERNATIONAL	USER NAME - #USER#	DESIGNED - DM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT EXISTING LIGHTING PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE - #SCALE#	DRAWN - DM	REVISED -			57	1313.1B-1	COOK	162	108
	PLOT DATE - 5/3/2011	CHECKED - SES	REVISED -					CONTRACT NO. 60K14		
	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -			SCALE: N.T.S.	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



- NOTES:
- SEE DRAWING E-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
 - LOCATIONS OF EXISTING ELECTRICAL EQUIPMENT SHOWN ON THIS DRAWING ARE APPROXIMATIONS AND MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
 - ALL PROPOSED UNDERPASS LIGHTING UNITS SHOWN ON THIS DRAWING WILL BE FED FROM IDOT LIGHTING CONTROLLER "K". SEE DRAWING E-03 FOR SINGLE LINE DIAGRAM OF LIGHTING CONTROLLER "K".
 - LUMINAIRE NUMBERING BRACKETS WILL NOT FIT ON ABUTMENTS DUE TO CONFLICT WITH CONCRETE SLOPE WALL. NUMBERING BRACKETS FOR LUMINAIRES ON OUTSIDE EDGE OF ROADWAY SHALL BE ATTACHED TO CENTER PIER, BELOW NUMBERING BRACKETS FOR LUMINAIRES ON INSIDE EDGE OF ROADWAY.

JUNCTION BOX SCHEDULE		
NO.	SIZE	DESCRIPTION
JB1	6"x6"x4"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING
JB2	12"x10"x6"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING
JB3	16"x14"x6"	STAINLESS STEEL, ATTACHED TO STRUCTURE, UNDERPASS LIGHTING

CABLE /CONDUIT SCHEDULE	
①	2-1/C*10, 1-1/C*10 GND IN 1" DIA PVCC RGC ATTACHED TO STRUCTURE (CKTS AS INDICATED ON THIS DRAWING)
②	3-1/C*10, 1-1/C*10 GND IN 1" DIA PVCC RGC ATTACHED TO STRUCTURE (CKTS AS INDICATED ON THIS DRAWING)
③	4-1/C*10, 1-1/C*10 GND IN 1" DIA LIQUID TIGHT FLEXIBLE CONDUIT (CKTS AS INDICATED ON THIS DRAWING)

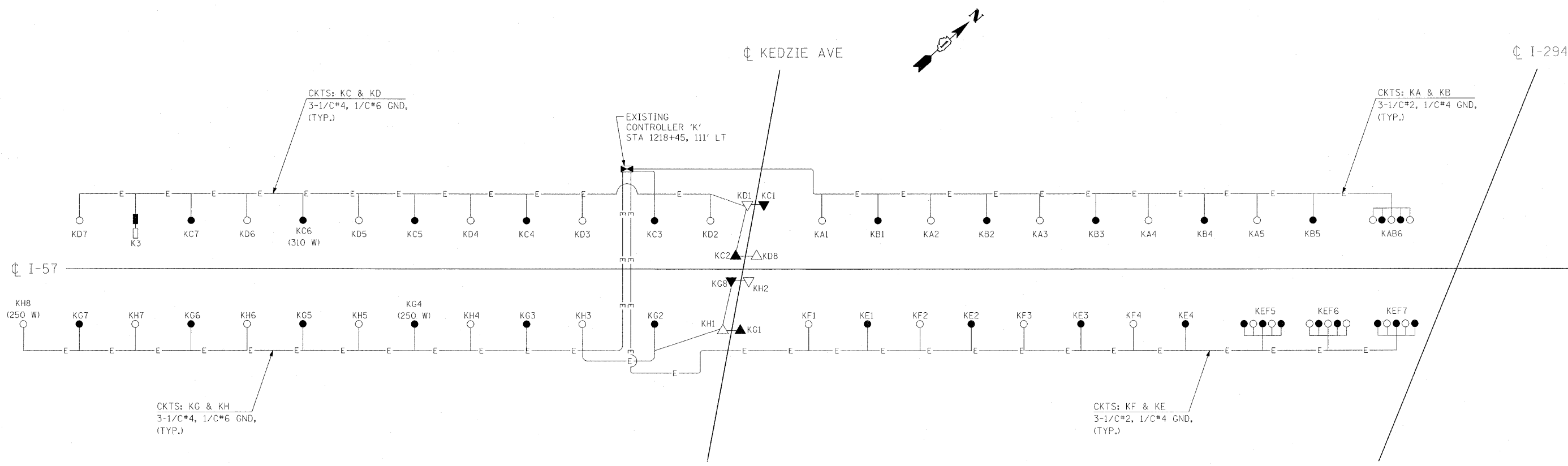


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		DRAWN - RS	REVISED -
		CHECKED - RY	REVISED -
		DATE - 06/10/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-57 AT KEDZIE AVENUE
UNDERPASS LIGHTING PLAN**

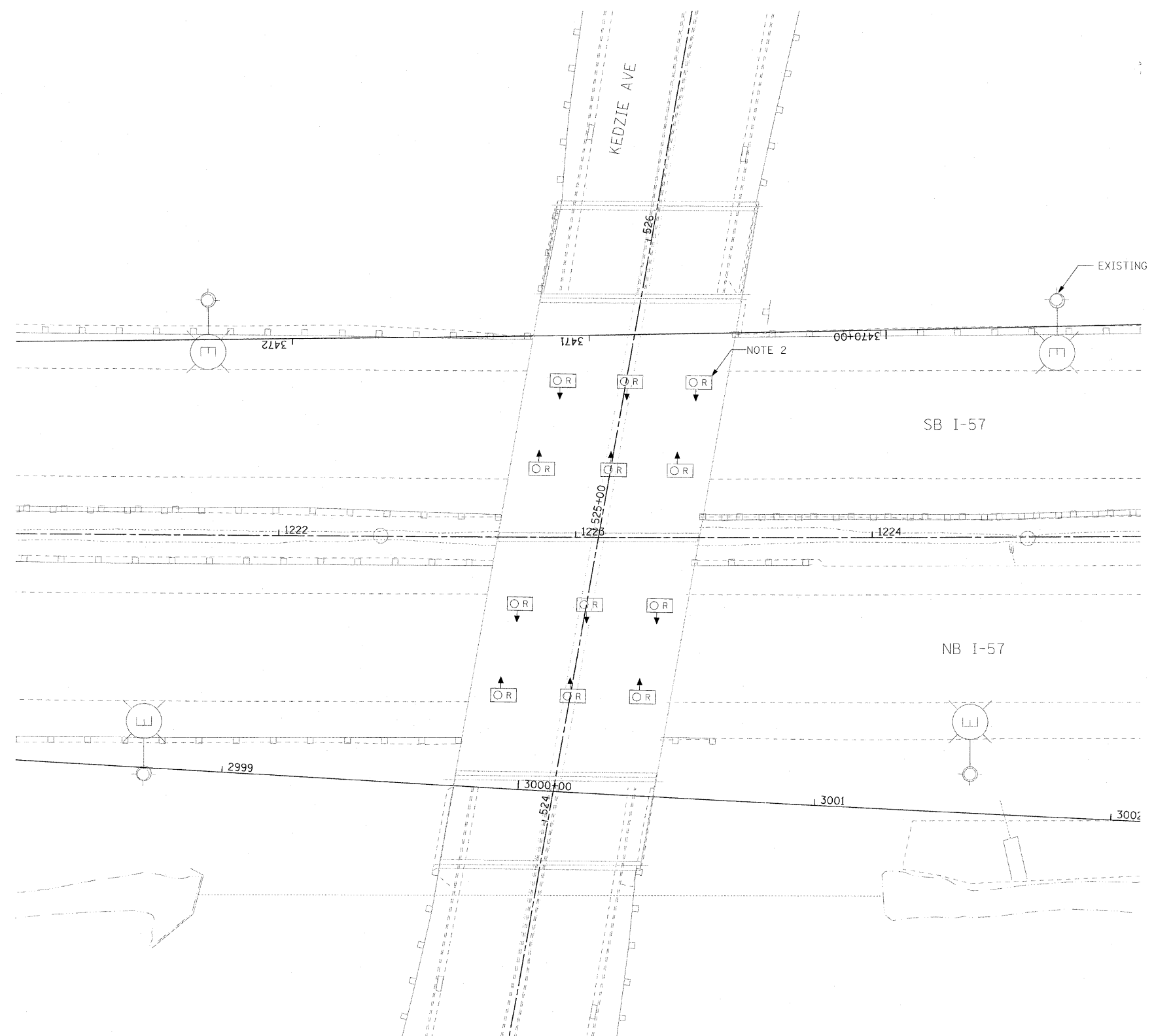
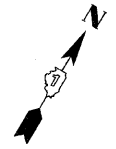
F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 110
SCALE: AS NOTED SHEET NO. OF SHEETS		CONTRACT NO. 60K14		



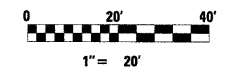
LOAD TABLE EXISTING IDOT LIGHTING CONTROLLER "K"					
CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
A	15.5	3720	B	13.6	3255
D	13.4	3220	C	11.0	2650
F	21.3	5115	E	23.3	5580
H	11.9	2850	G	11.9	2850
J			I		
K			L		
N			M		
P			O		
TOTAL	-	14905		-	14335

TOTAL AMPS: 60.9

- LEGEND:
- EXISTING 47.5FT M.H., 15FT M.A., 400W HPS (U.N.O.) LUMINAIRE, 240V, (RED PHASE)
 - EXISTING 47.5FT M.H., 15FT M.A., 400W HPS (U.N.O.) LUMINAIRE, 240V, (BLACK PHASE)
 - ⊠ EXISTING LIGHTING CONTROLLER
 - ⊞ EXISTING HIGH MAST TOWER, 100FT M.H. WITH (5) 400W HPS TYPE MC-III LUMINAIRE, 240V (OPEN - RED PHASE, SOLID - BLACK PHASE)
 - EXISTING SIGN LUMINAIRE (RED PHASE)
 - EXISTING SIGN LUMINAIRE (BLACK PHASE)
 - △ PROPOSED 100W HPS UNDERPASS LUMINAIRE (RED PHASE)
 - ▲ PROPOSED 100W HPS UNDERPASS LUMINAIRE (BLACK PHASE)

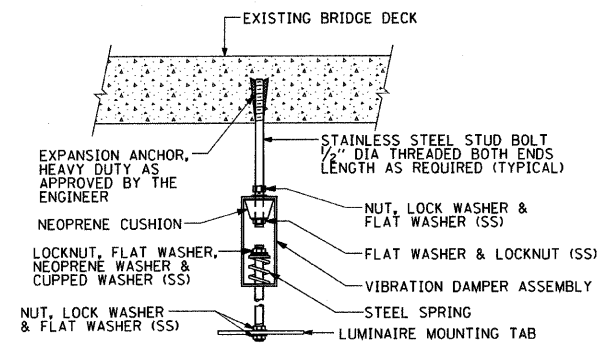
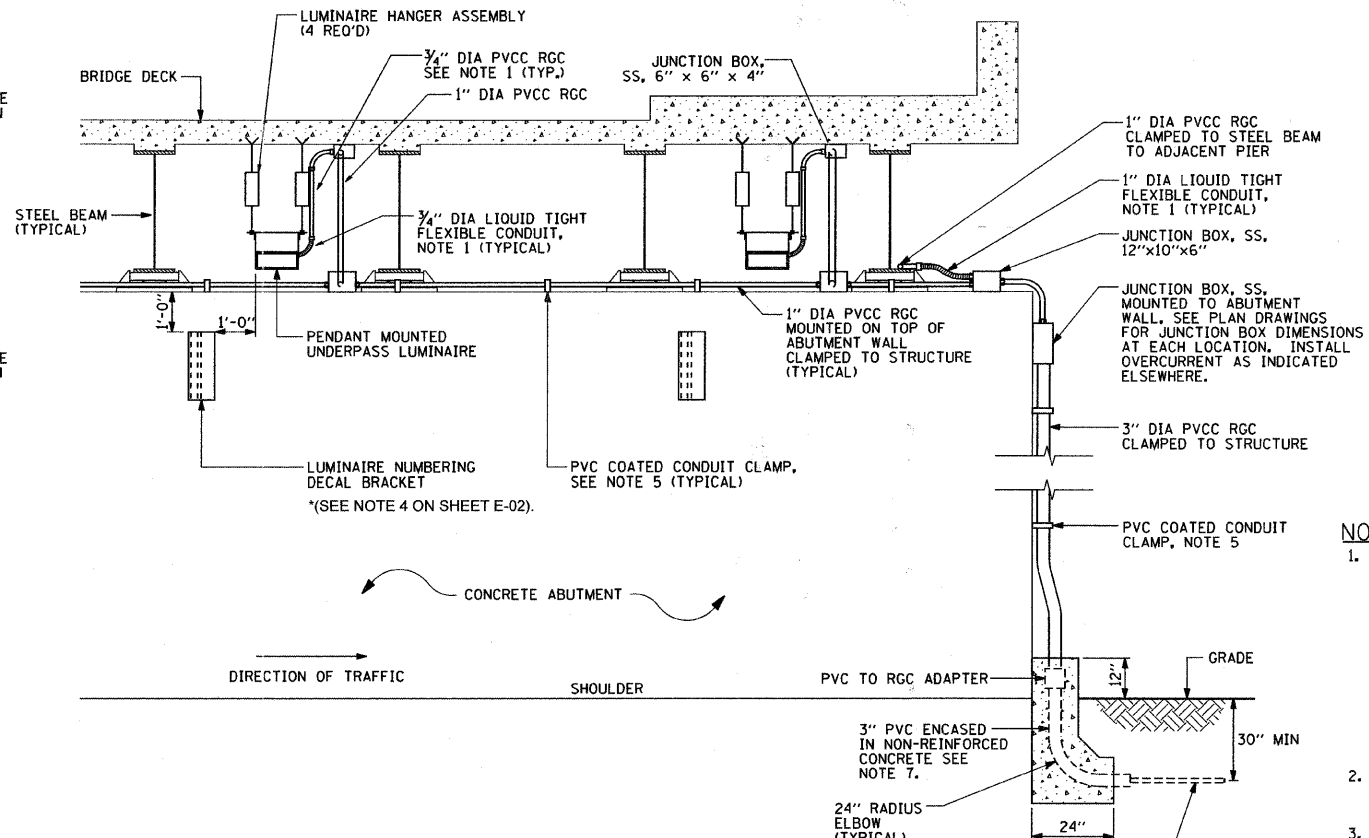
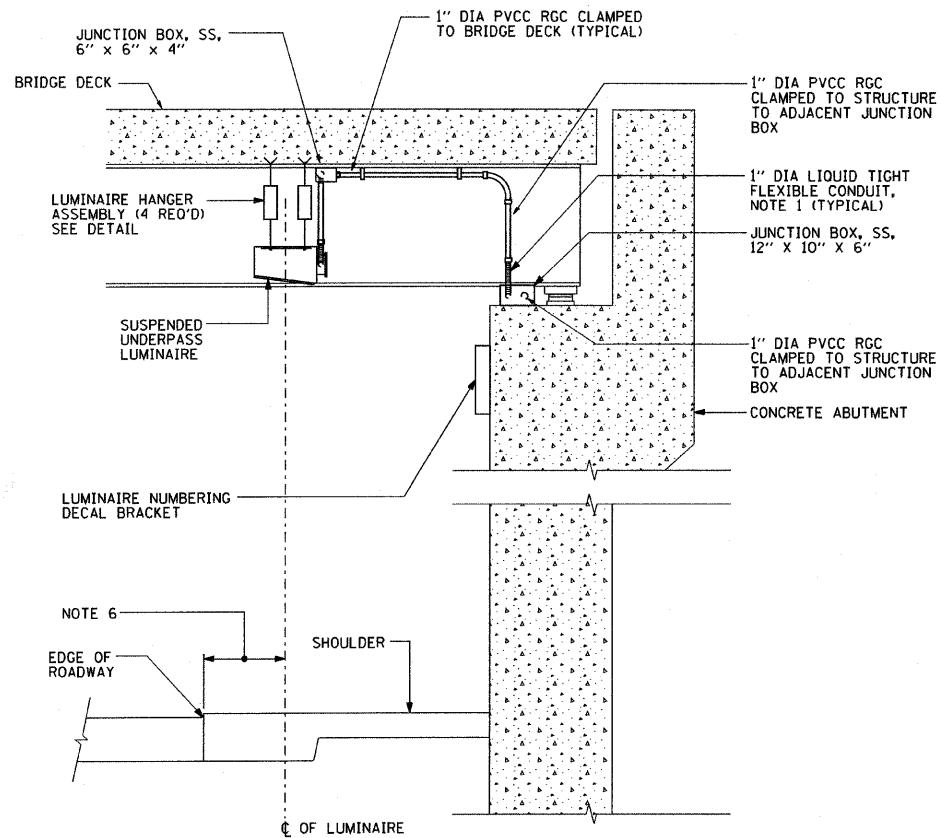


- NOTES:
1. SEE DRAWING E-01 FOR ELECTRICAL SYMBOLS AND ABBREVIATIONS.
 2. THE REMOVAL OF EXISTING UNDERPASS LUMINARIES MUST INCLUDE THE REMOVAL OF ALL CABLES, CONDUIT, AND HARDWARE ASSOCIATED WITH THE EXISTING UNDERPASS LIGHTING. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED AS PART OF THE "REMOVAL OF LIGHTING UNIT, SALVAGE" PAY ITEM.
 3. THE CONTRACTOR SHALL MAINTAIN POWER TO THE UNDERPASS LIGHTS ON THE EAST SIDE OF THE KEDZIE AVENUE BRIDGE DURING STAGE I CONSTRUCTION. ALL WORK REQUIRED TO COMPLY WITH THIS REQUIREMENT IS INCLUDED IN THE COST OF THE ITEM "MAINTENANCE OF LIGHTING SYSTEM."
 4. THE PROPOSED UNDERPASS LIGHTS ON THE WEST SIDE OF THE KEDZIE AVENUE BRIDGE SHALL BE PLACED IN SERVICE DURING STAGE II CONSTRUCTION.

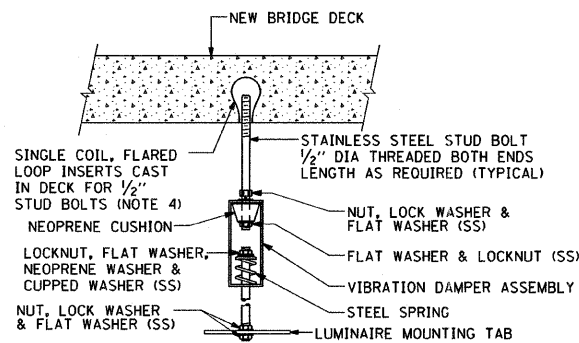


E-04

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	PLOT SCALE = 1:20	CHECKED - RY	REVISED -			57	1313.1B-1	COOK	162	112
	PLOT DATE = 4/29/2011	DATE - 04/29/2011	REVISED -			CONTRACT NO. 60K14				
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: AS NOTED	SHEET NO.	OF	SHEETS	STA. 1221+20	TO STA. 1224+80

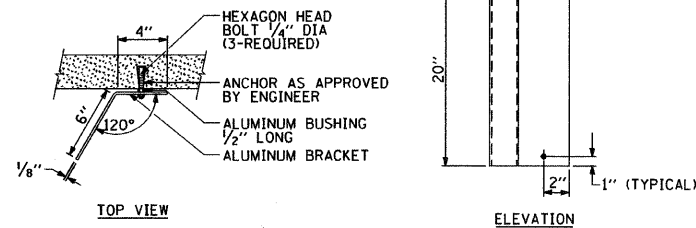


EXISTING BRIDGE DECK INSTALLATION



NEW BRIDGE DECK INSTALLATION

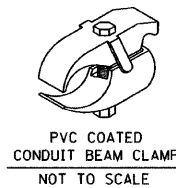
TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



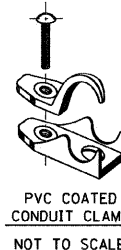
TOP VIEW

LUMINAIRE NUMBERING DECAL BRACKET
NOT TO SCALE

ELEVATION



PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE



PVC COATED CONDUIT CLAMP
NOT TO SCALE

NOTES:

- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN, PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT 3/4" DIA. CONDUIT AND 1/2" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
- SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
- THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
- THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
- SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM.
- ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS.
- THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
- ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

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PLOT SCALE = 50,000 / IN.
PLOT DATE = 1/4/2008

DESIGNED -
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DATE -

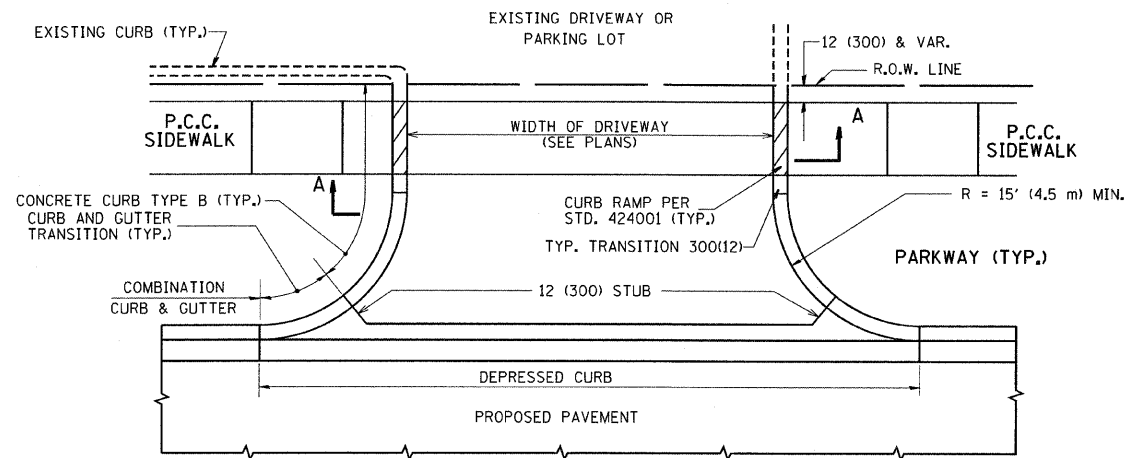
REVISED - 12-12-05
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

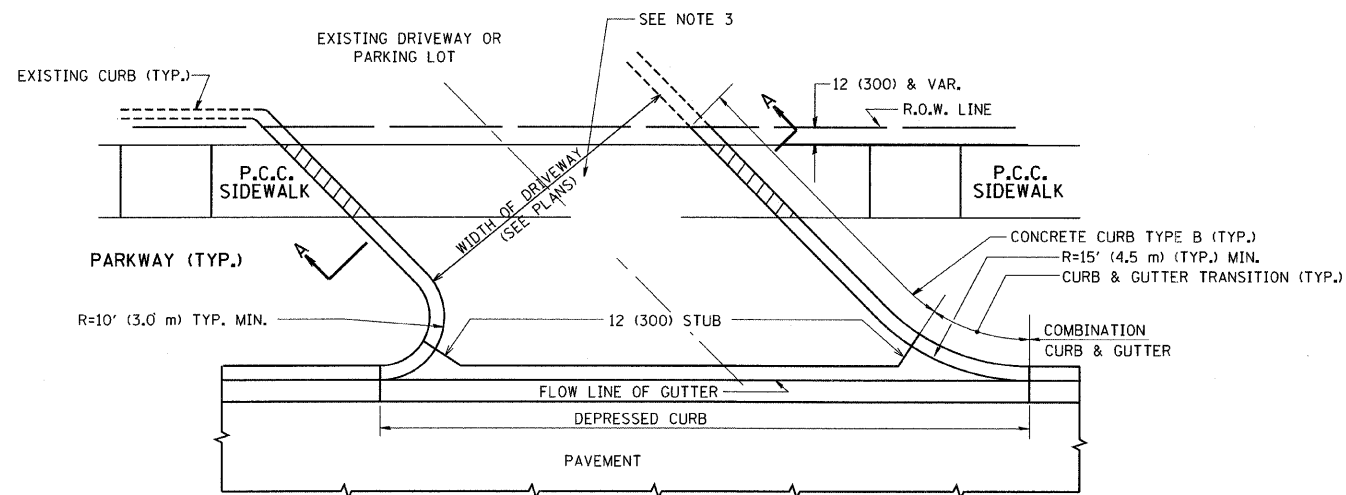
SUSPENDED MOUNT UNDERPASS
LUMINAIRE INSTALLATION DETAILS

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

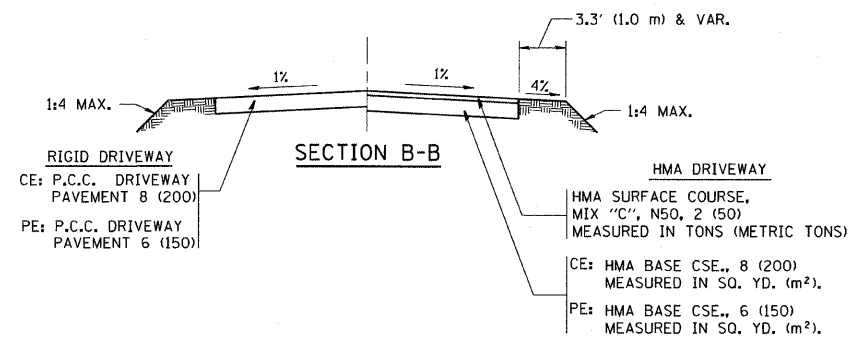
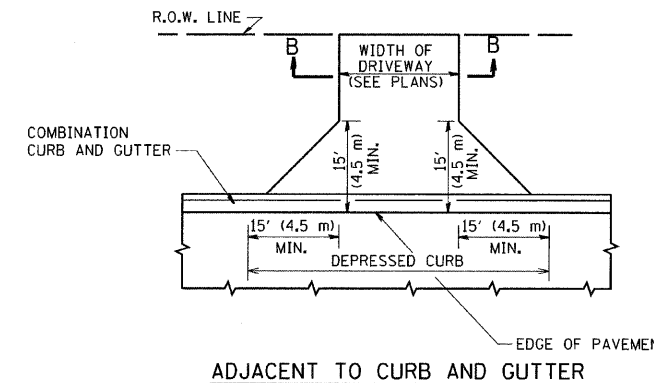
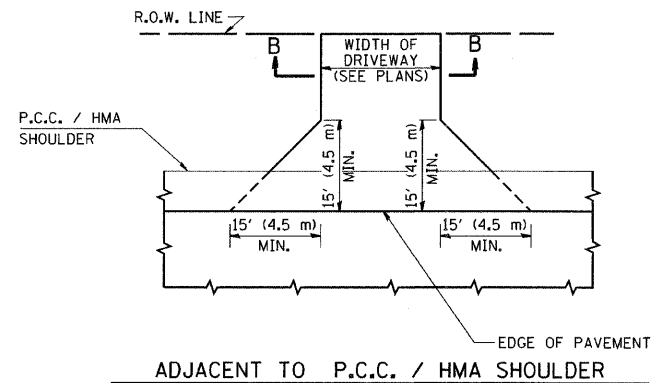
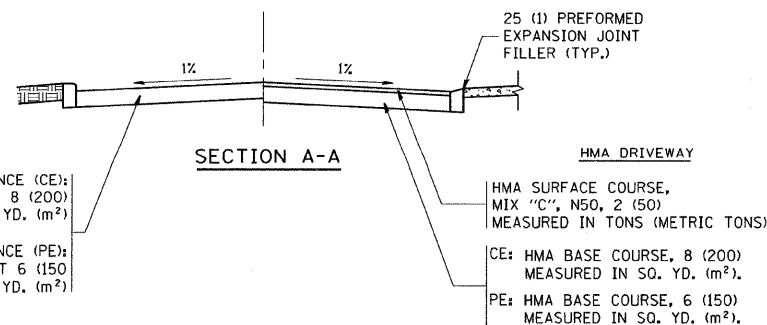
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	113
BE-900			CONTRACT NO. 60K14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



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 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

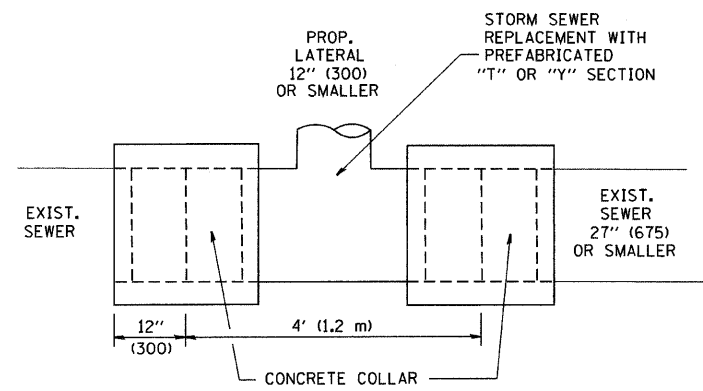
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

1 (25) 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.

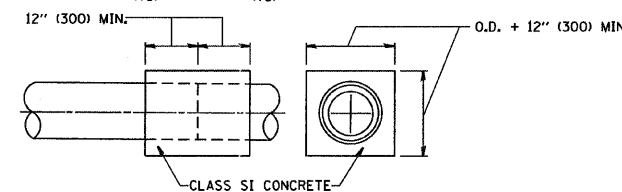
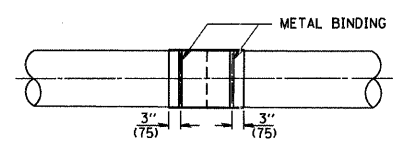
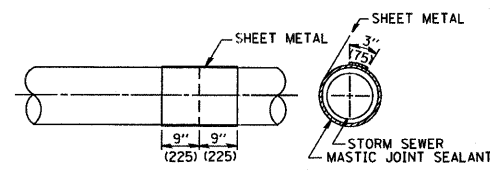
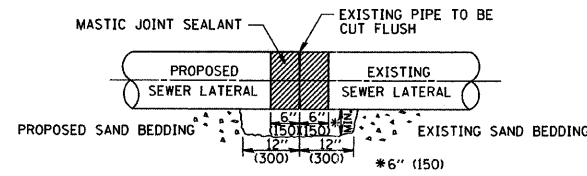
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME = e:\projects\dsta2d22x34\bd01.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 49,9999' / IN.	DRAWN -	REVISED - P. LoFLUER 04-15-03	REVISED - R. BORO 01-01-07			1313.1B-1	COOK	162	114	
PLOT DATE = 6/12/2008	CHECKED -	REVISED - R. BORO 06-11-08				BD0156-07 (BD-01)		CONTRACT NO. 60K14		
	DATE - 11-04-95					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

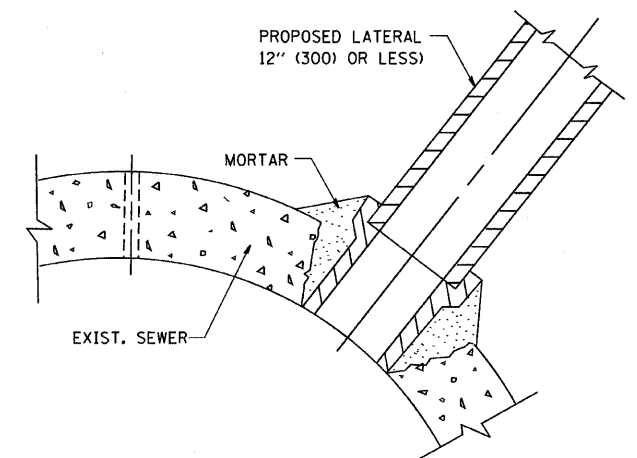


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

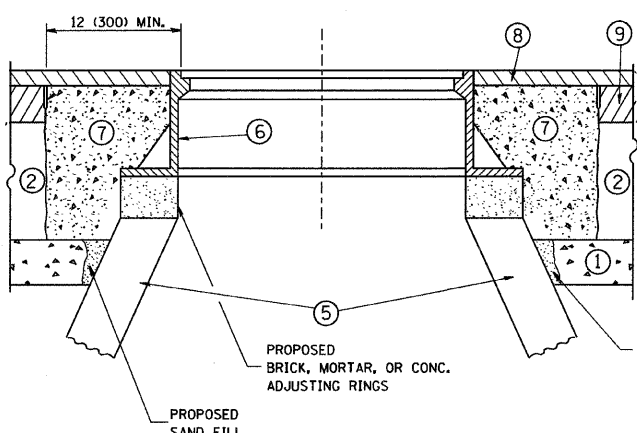
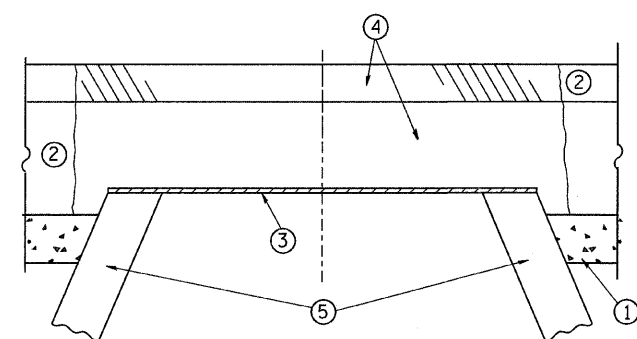
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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

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

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

FILE NAME = M:\dststd\22x34\bd07.dgn	USER NAME = geglionbt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. SHAH 09-09-94		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	1313.1B-1	COOK	162 115
		CHECKED -	REVISED - R. SHAH 10-25-94								BD500-01 (BD-7)	CONTRACT NO.	60K14
		PLOT DATE = 1/4/2008	DATE - 07-25-90		REVISED - R. SHAH 06-12-96						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 1/2 (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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE 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 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

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.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

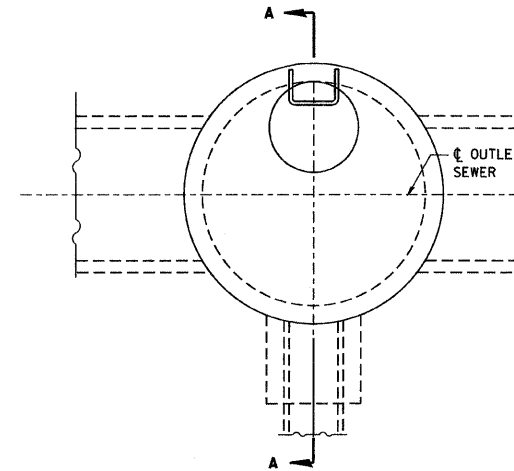
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2000	DATE - 10-25-94	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

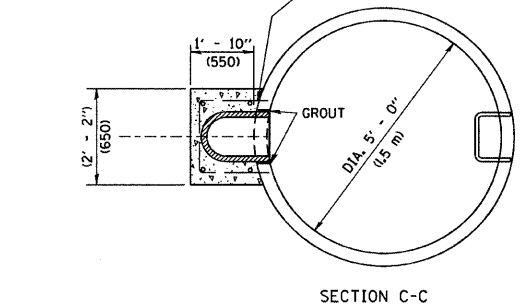
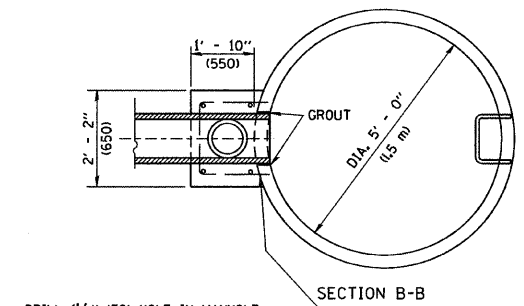
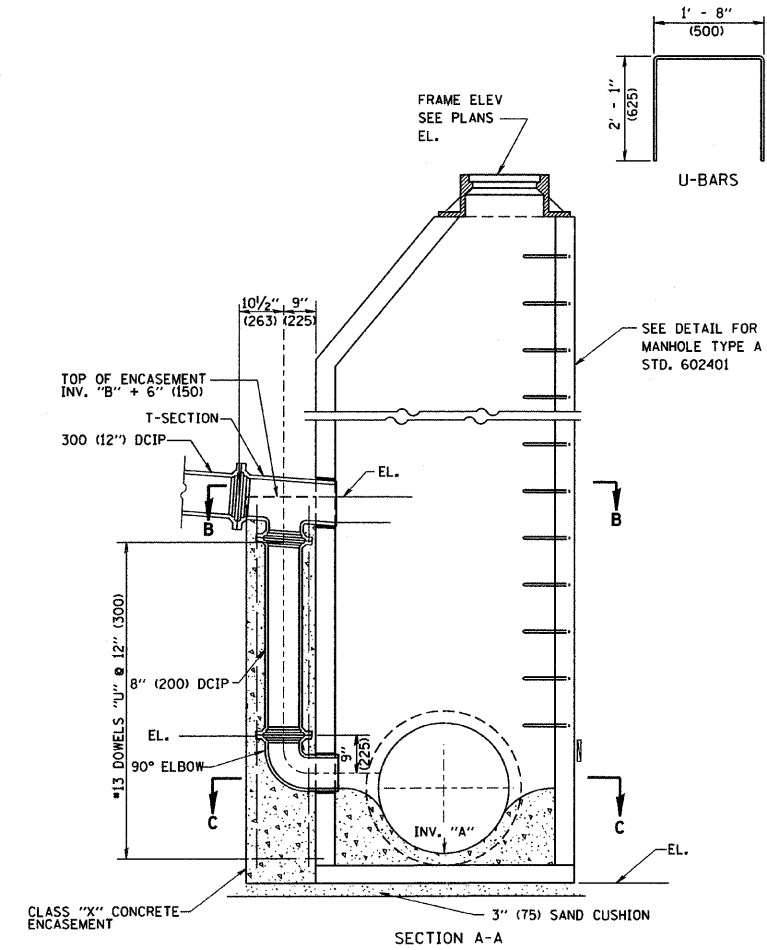
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	116
BD600-03 (BD-8)			CONTRACT NO. 60K14	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



PLAN
FOR LOCATION SEE DRAINAGE PLANS

ENCASEMENT DETAILS			
DROP M.H. LOCATION STA., OFFSET			
INV. "A"			
INLET PIPE			
INV. "B"			
INV. "C"			
A			
B			
"V" BAR LENGTH			
NO. OF "U" BARS			
REINF. BARS			
CLASS "SI" CONC. CUBIC METER (CU. YD.)			



- TYPE A1-1 MANHOLE WITH 1 DROP AND DEPTH UP TO 10' (3 m)
 TYPE A1-2 " " " " " " FROM 10' TO 15' (3 m TO 1.5 m)
 TYPE A1-3 " " " " " " FROM 15' TO 20' (1.5 m TO 6 m)
 TYPE A1-4 " " " " " " OVER 20' (6 m)
- TYPE A2-1 MANHOLE WITH 2 DROPS AND DEPTH UP TO 10' (3 m)
 TYPE A2-2 " " " " " " FROM 10' TO 15' (3 m TO 1.5 m)
 TYPE A2-3 " " " " " " FROM 15' TO 20' (1.5 m TO 6 m)
 TYPE A2-4 " " " " " " OVER 20' (6 m)

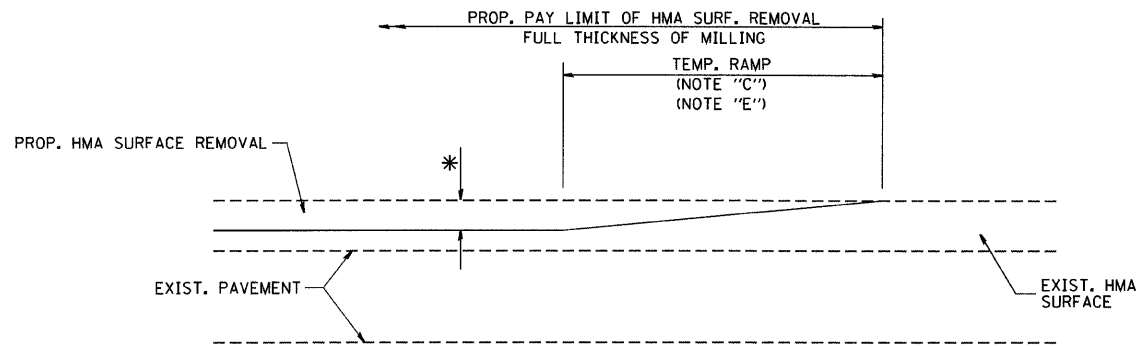
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = gaglienobt	DESIGNED -	REVISED -
W:\dststd\22x34\bd16.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE - 10-18-02	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

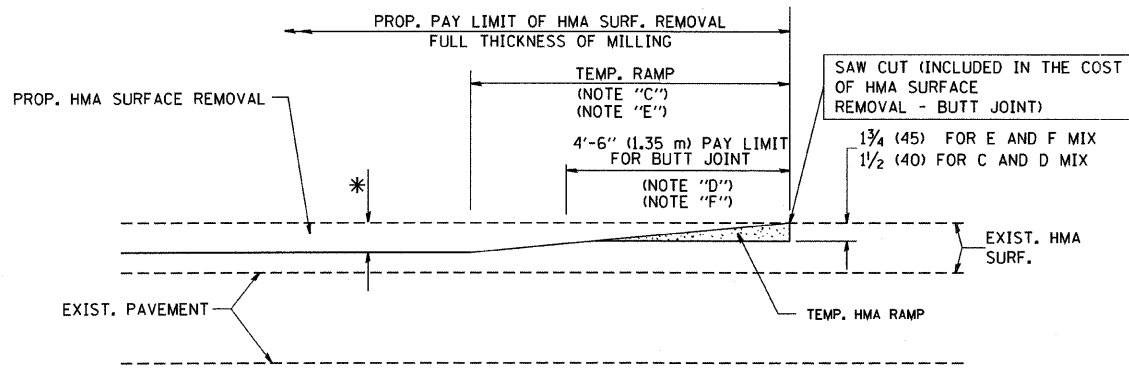
DROP MANHOLE DETAILS			
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	117
BD600-05 (BD-16)		CONTRACT NO. 60K14		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

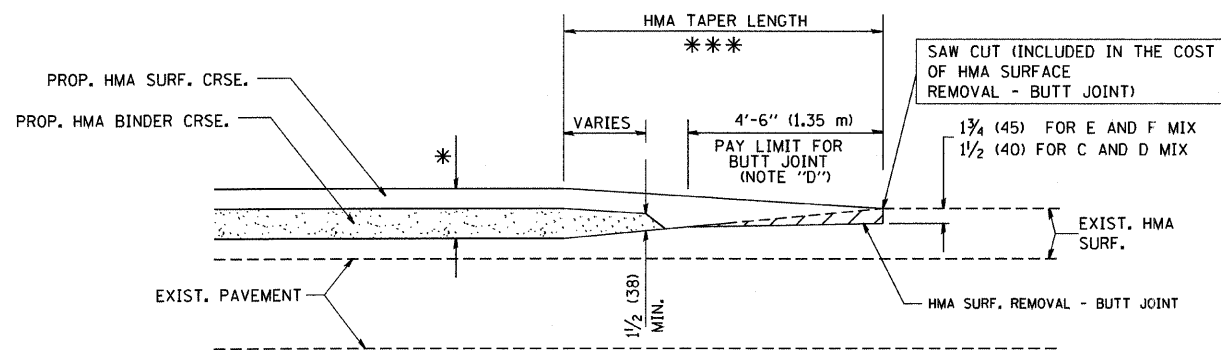
OPTION 1



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

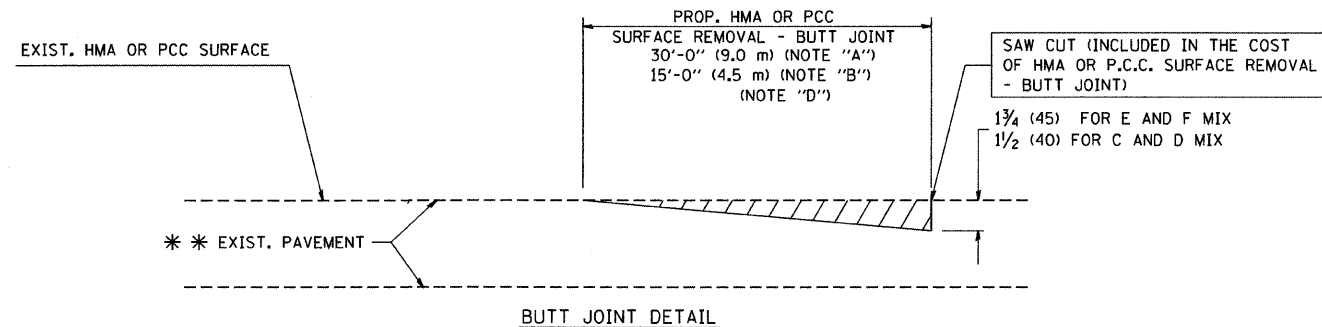
OPTION 2

TYPICAL TEMPORARY RAMP

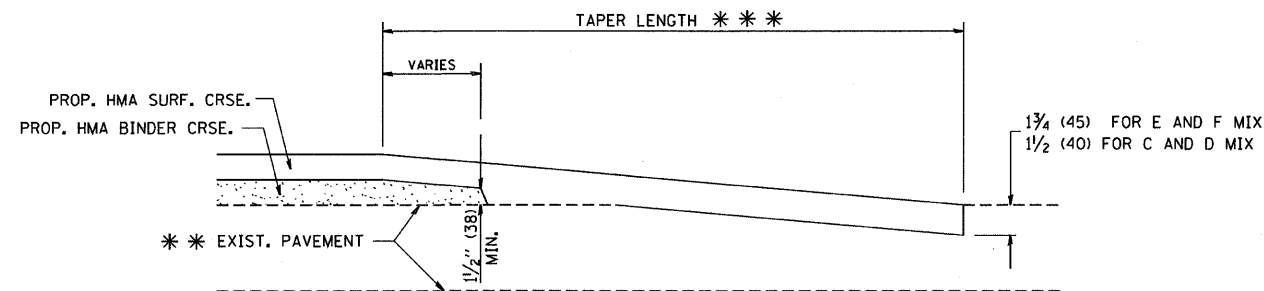


BUTT JOINT AND
HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY**

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

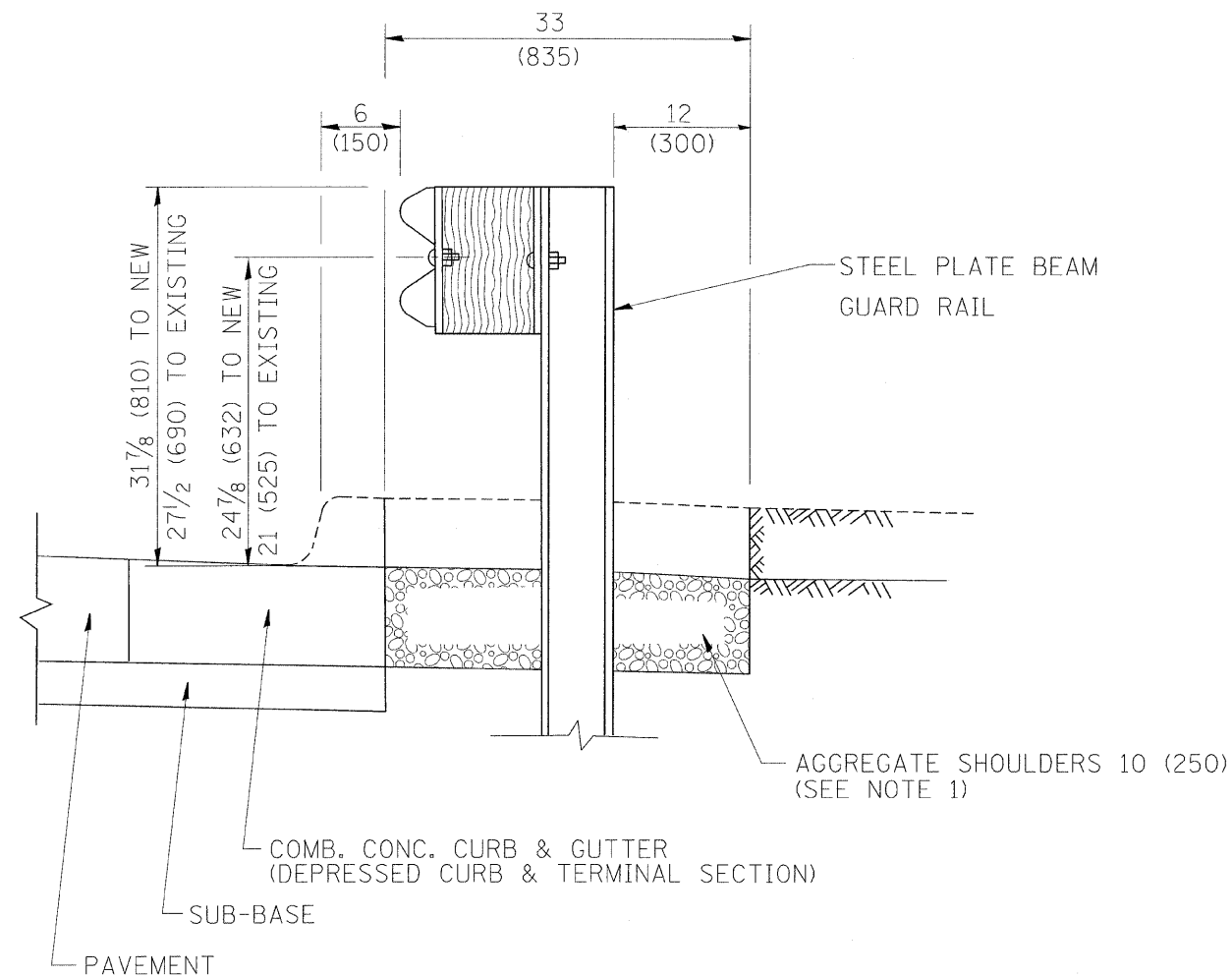
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglienobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

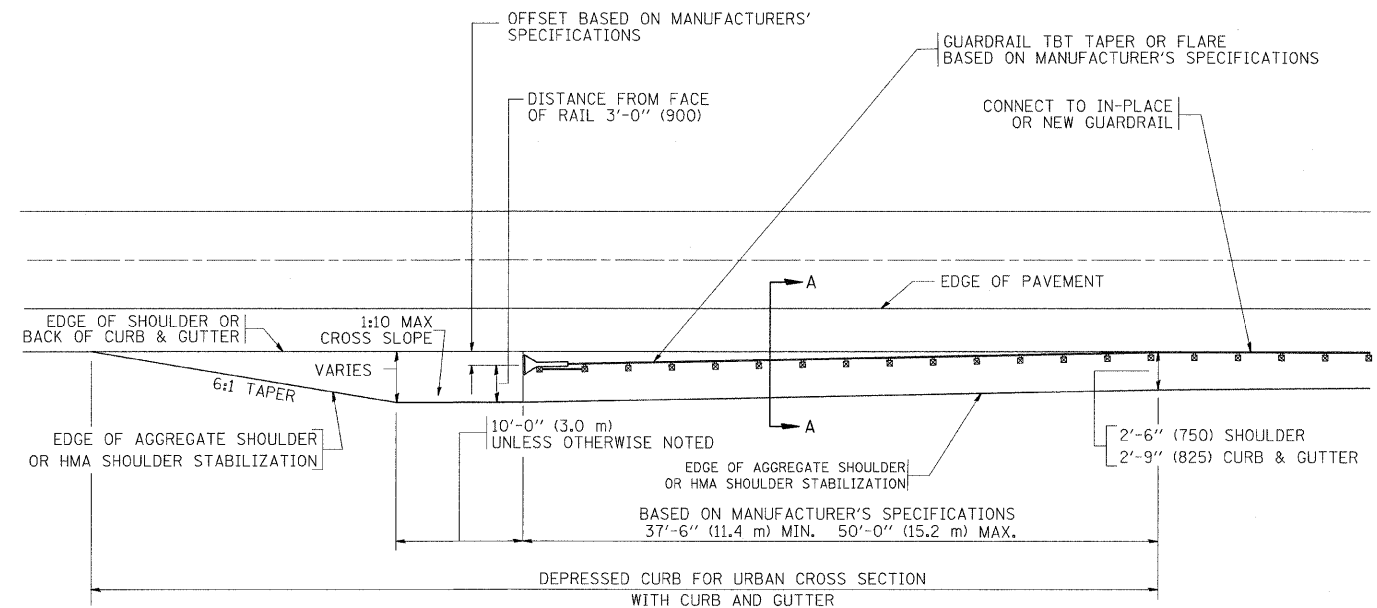
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						BD400-05 BD32		COOK	162	118	
						FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14	



SECTION A-A

- NOTES: 1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

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



DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

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

TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drvakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
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	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED - R. BORO 12-08-2008
	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

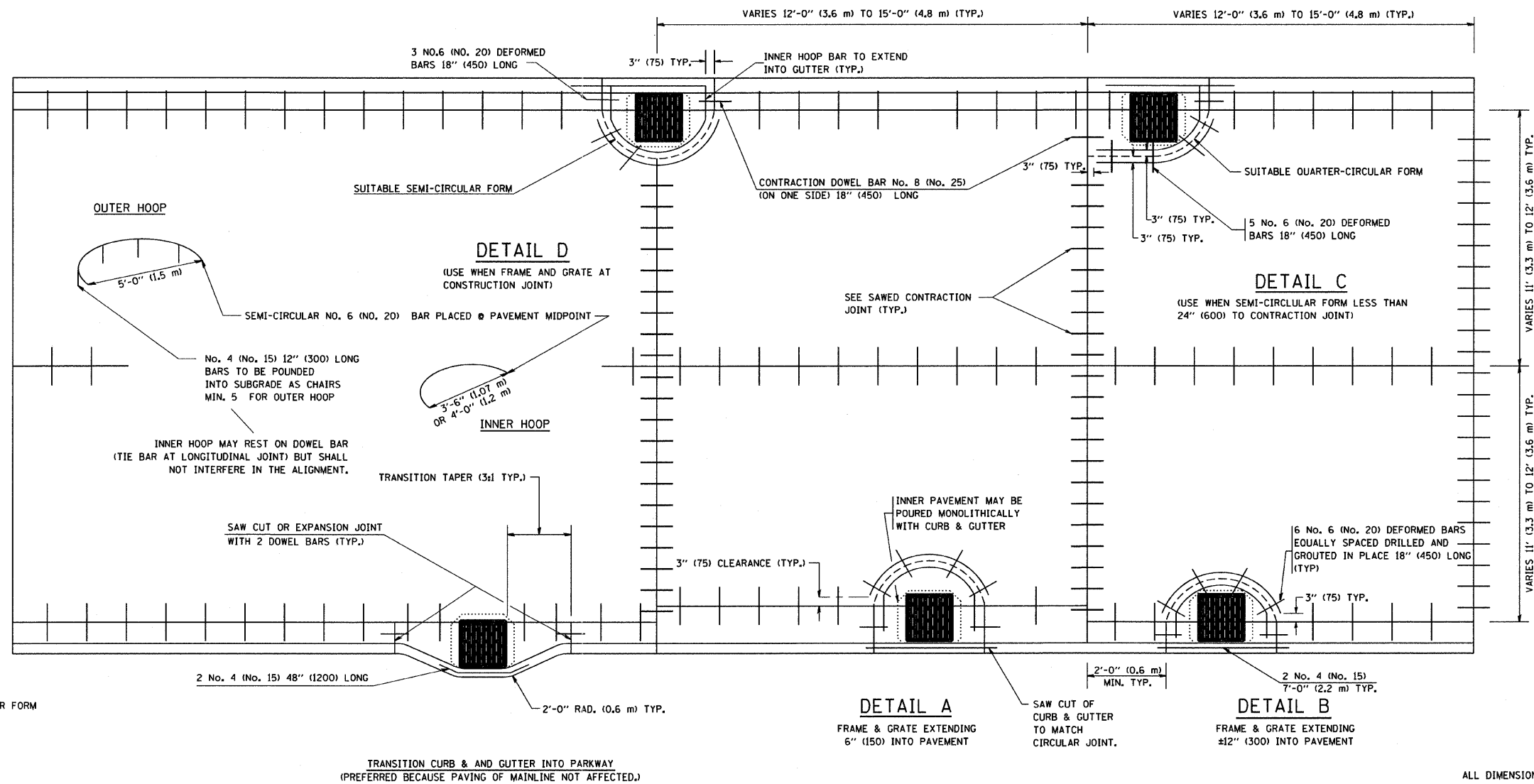
DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE			1313.1B-1	COOK	182	119
SHEET NO. 1 OF 1 SHEETS		BD600-10 (BD 34)		CONTRACT NO. 60K14		
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



LEGEND:
 CASTING
 - - - - - SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

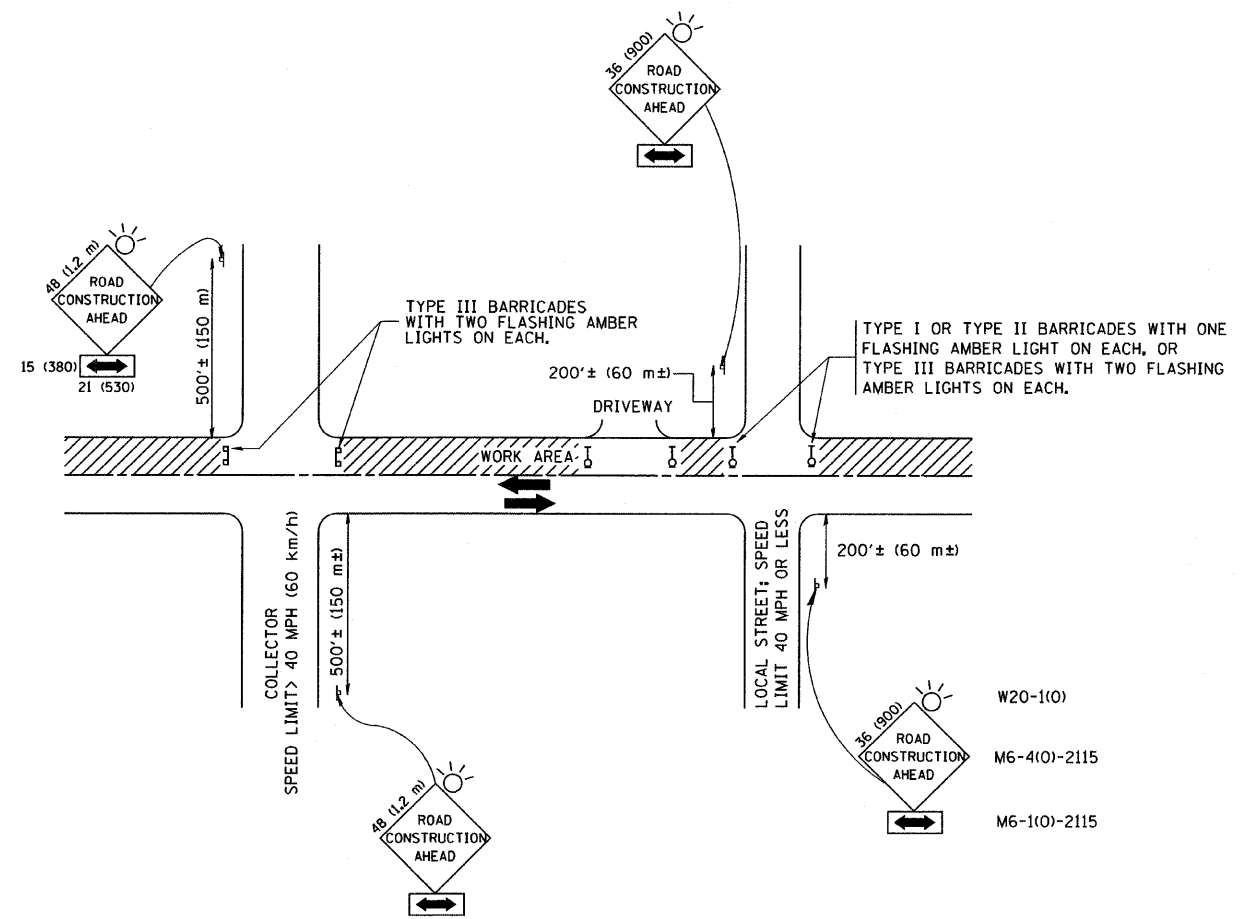
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		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00
		CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
		DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT ROUNDOUTS AT
CURB AND GUTTER**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	120
	BD-48			CONTRACT NO. 60K14
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAYS:
 - 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.

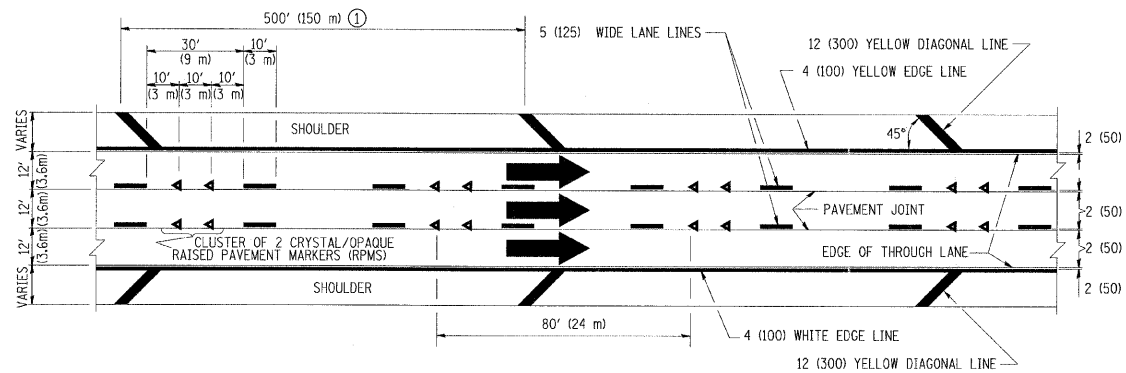
All dimensions are in millimeters (inches) unless otherwise shown.

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

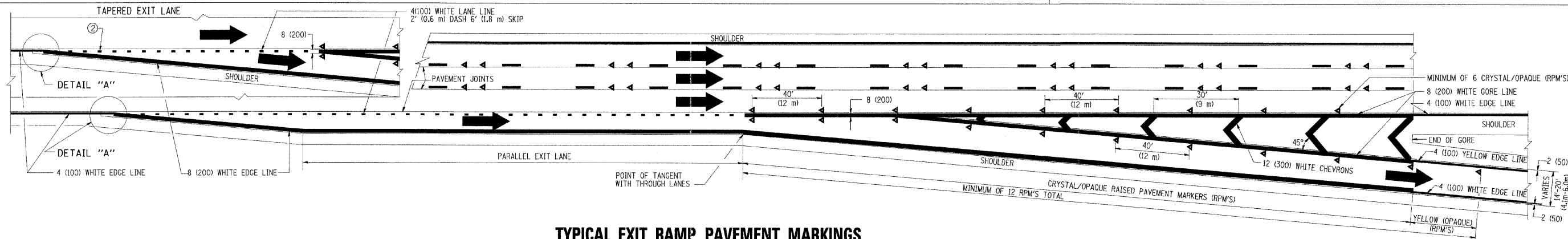
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TC-10		CONTRACT NO. 60K14		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



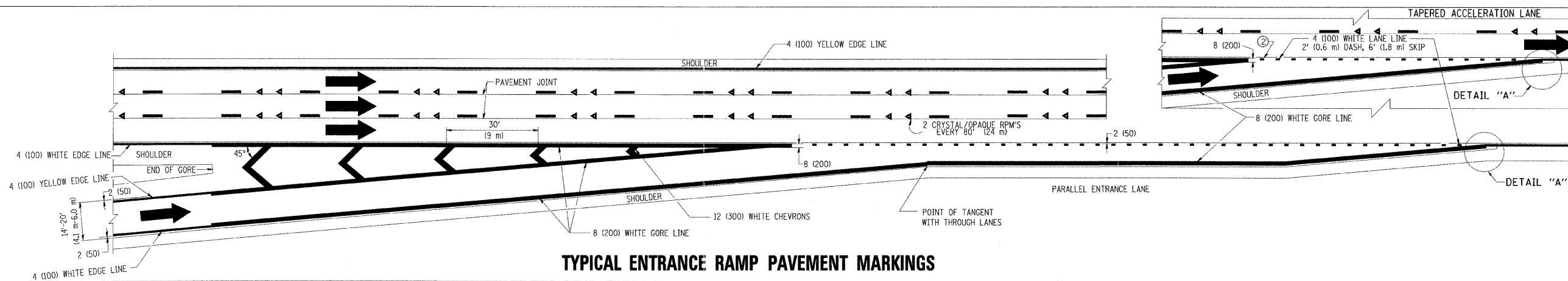
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

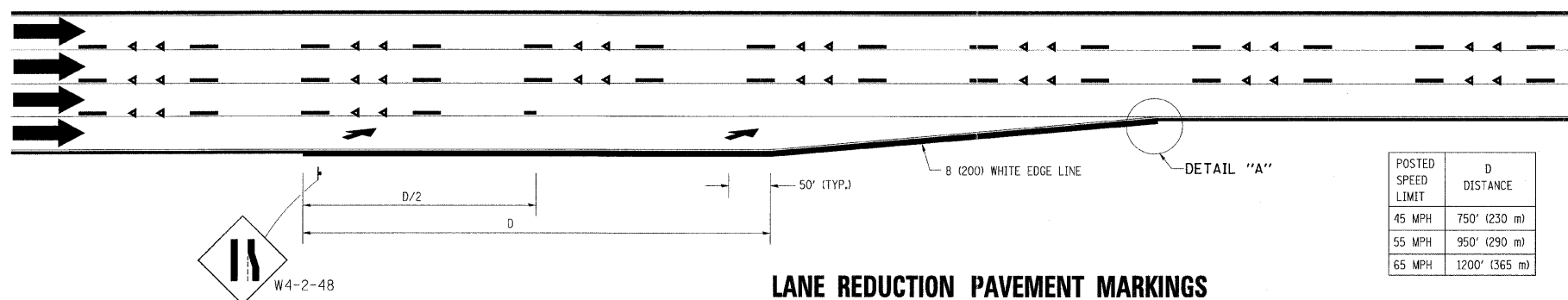
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

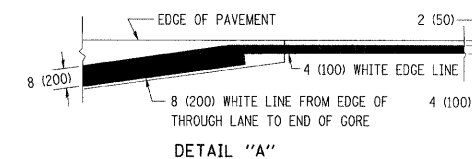


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



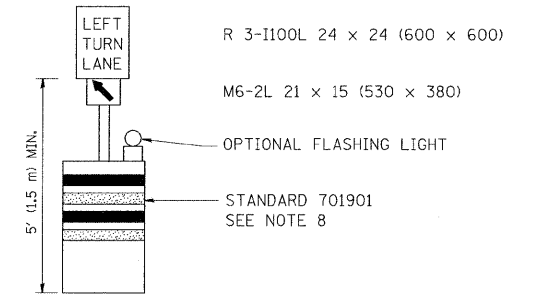
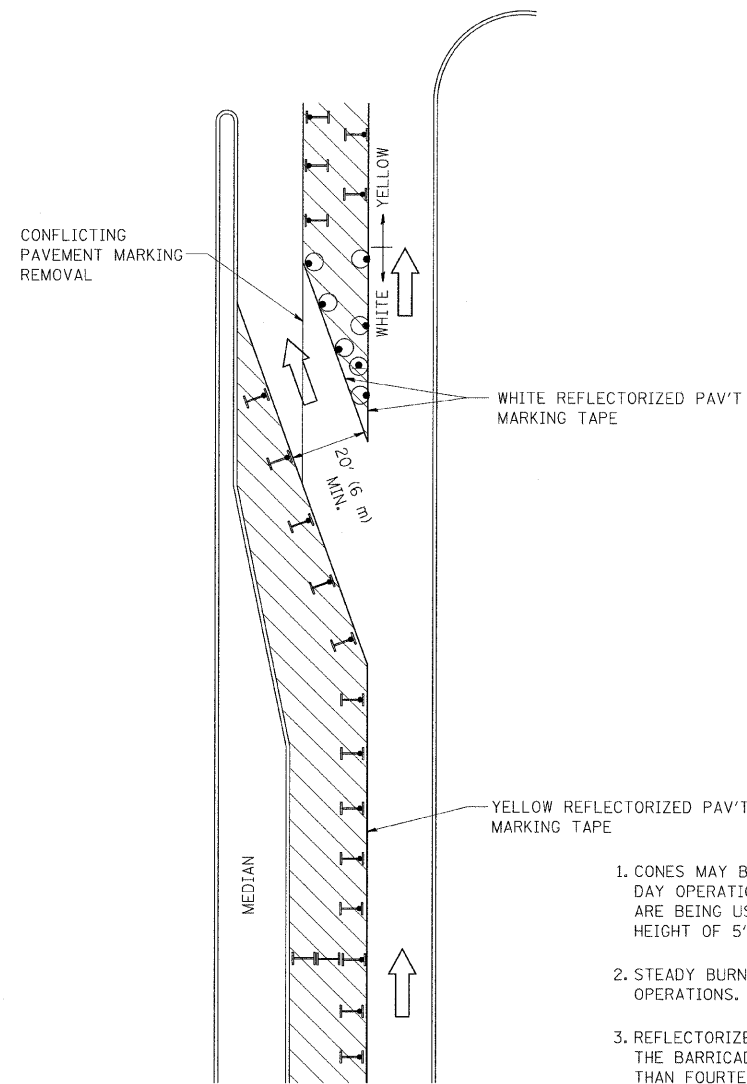
LANE REDUCTION PAVEMENT MARKINGS

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



NOTES:

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4' (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

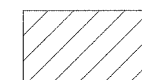







GENERAL NOTES

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

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

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

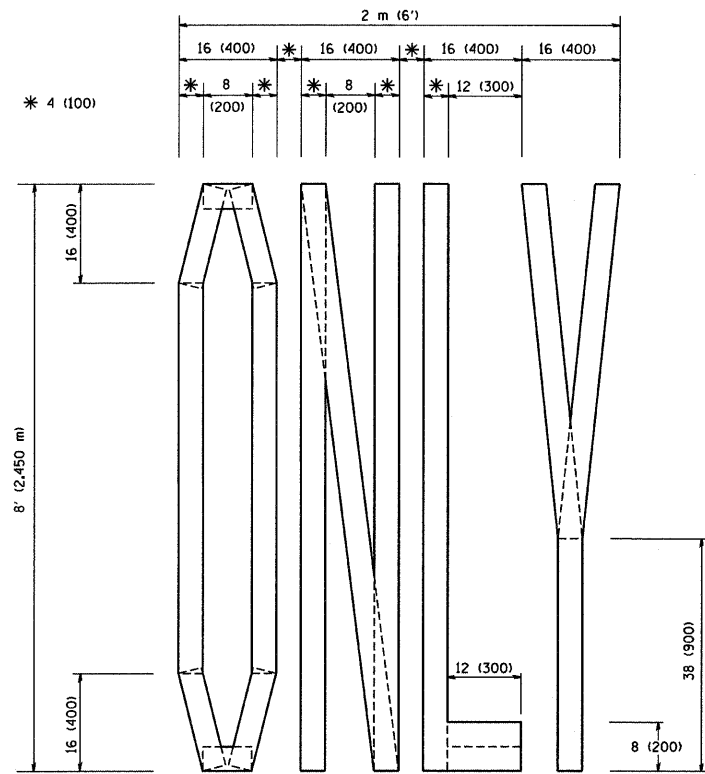
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	PLOT SCALE = 49.9999 1/ IN.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 9/14/2009	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

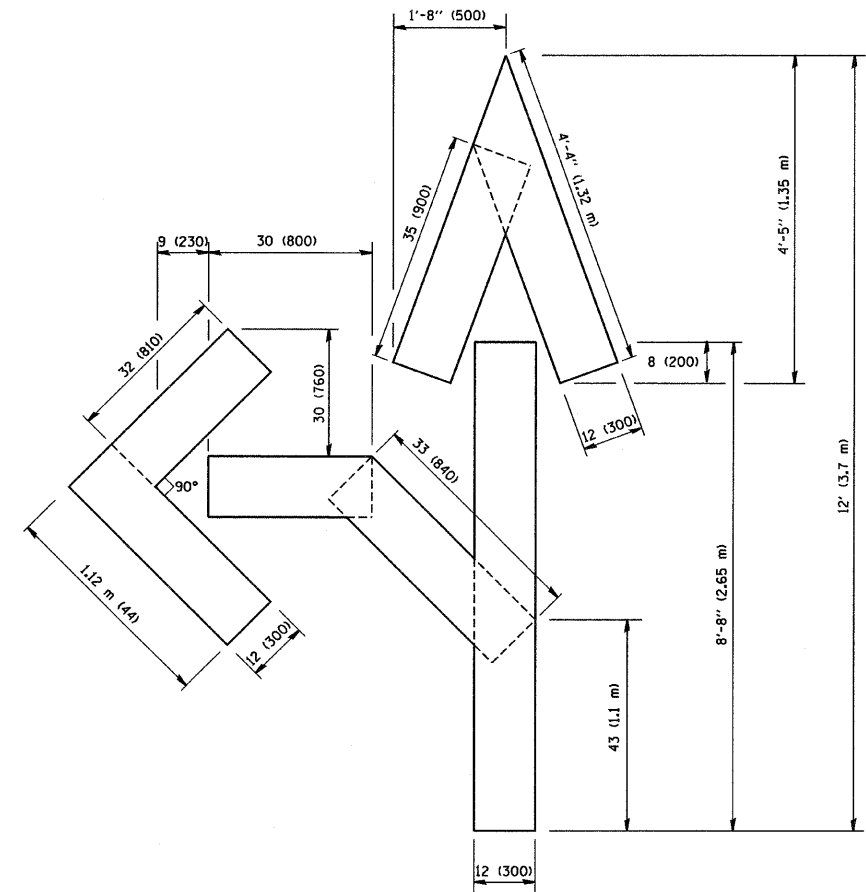
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

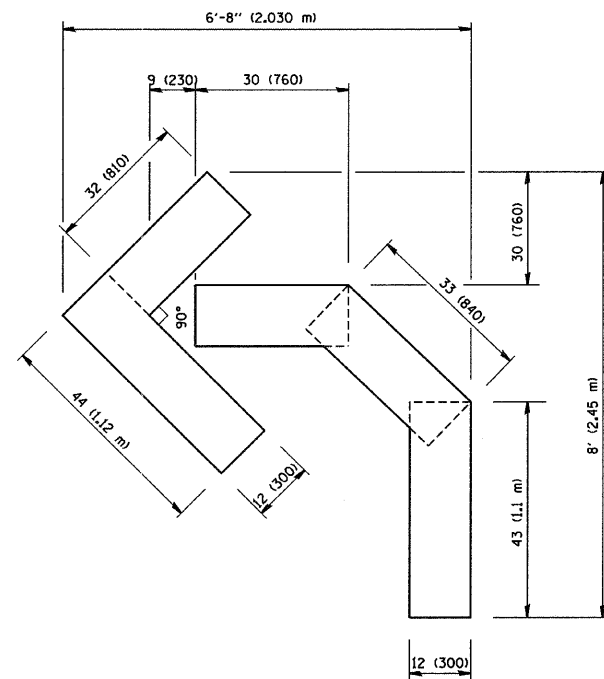
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	124
TC-14			CONTRACT NO. 60K14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\diststd\22x34\tcl6.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T, RAMMACHER 06-05-96
		DRAWN -	REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 / IN.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E, GOMEZ 08-28-00

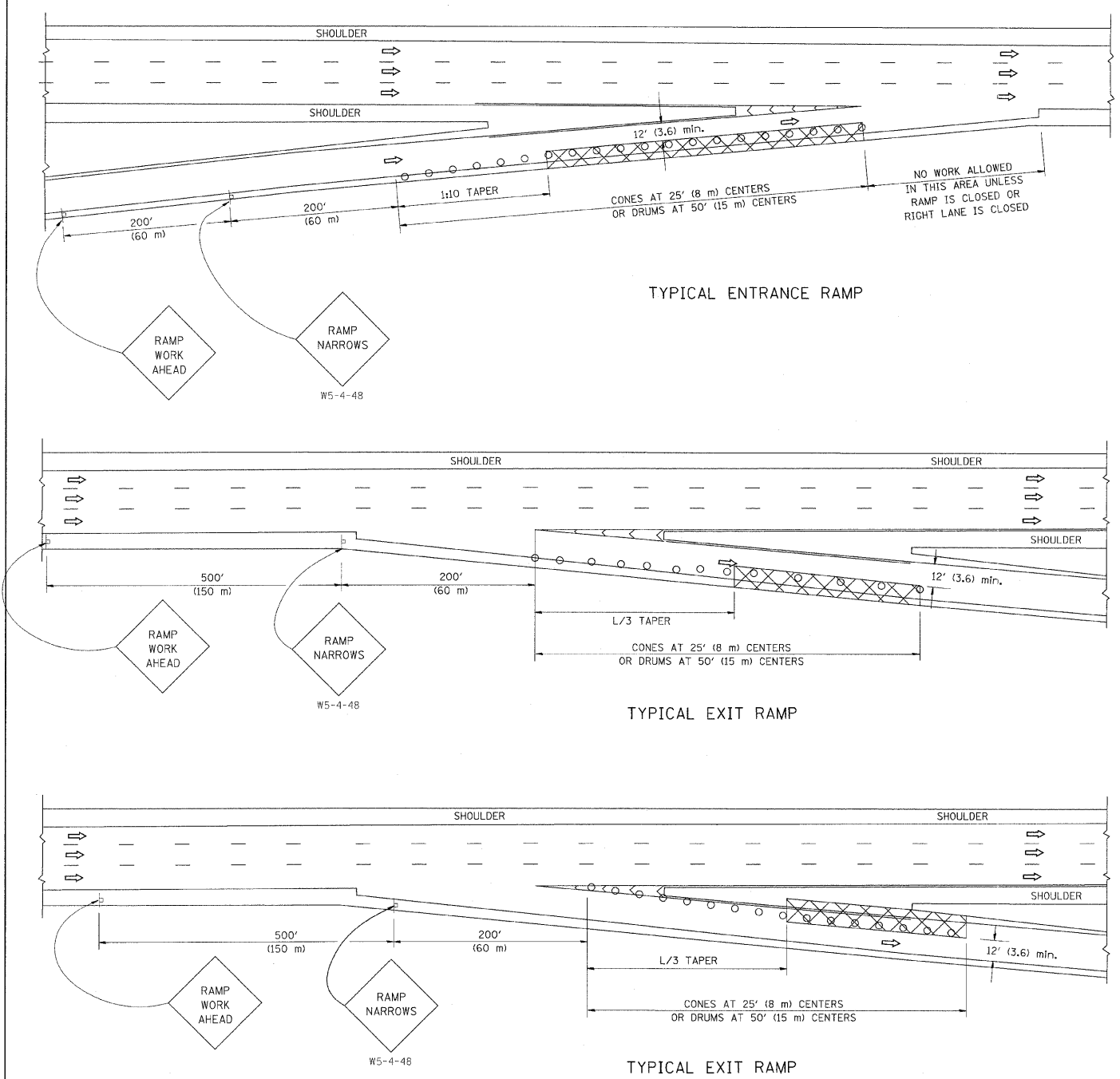
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	125
TC-16			CONTRACT NO. 60K14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

TYPICAL EXIT RAMP

TYPICAL EXIT RAMP

SYMBOLS

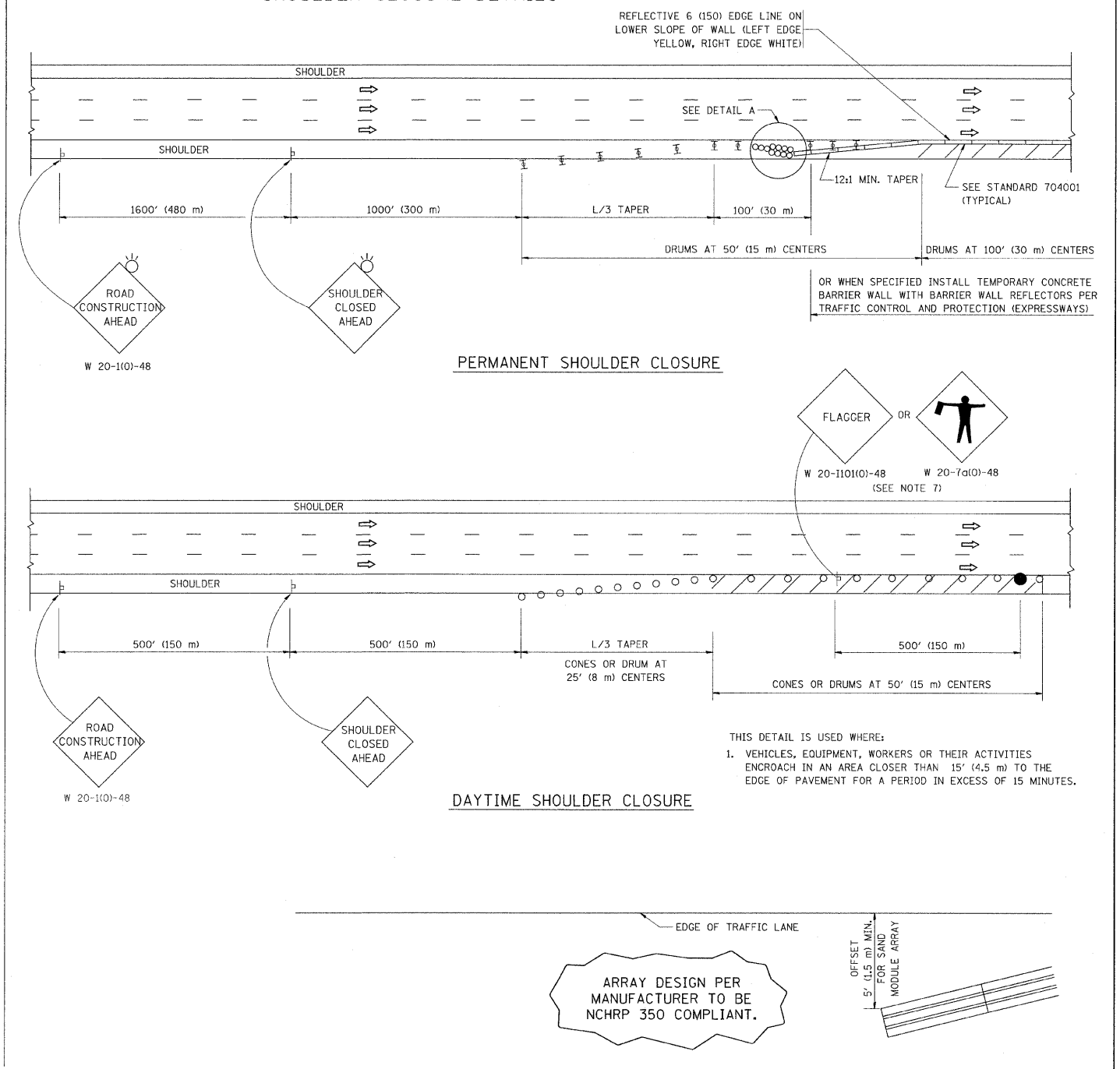
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W/S) L=(W/S)
W = WIDTH OF OFFSET IN FEET (METERS) S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE

DAYTIME SHOULDER CLOSURE

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

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

FILE NAME = W:\dists\dtd\22x34\td17.dgn	USER NAME = lbgoo	DESIGNED - DRAWN - D.W.S.	REVISED - 04-03 REVISED - J.A.F. 12-06
PLOT SCALE = 50.0000' / 1IN.	CHECKED -	REVISI O - S.P.B. 01-07	REVISED - S.P.B. 12-09
PLOT DATE = 1/26/2010	DATE - 11-96		

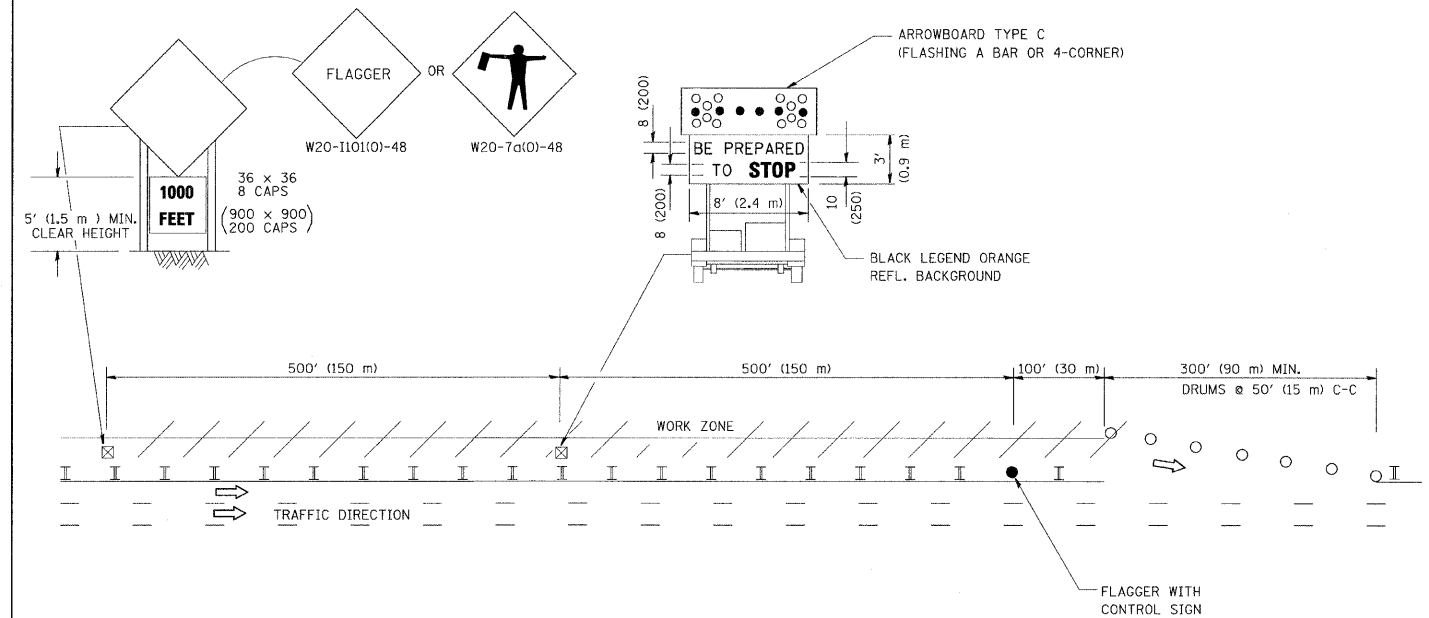
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

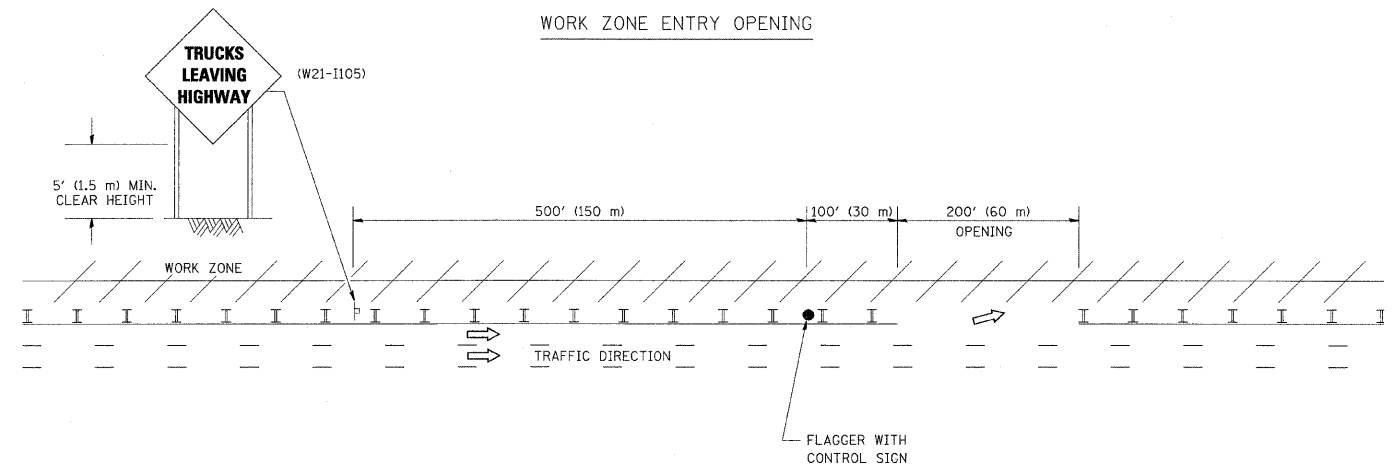
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	126
CONTRACT NO. 60K14			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD 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. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
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 INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

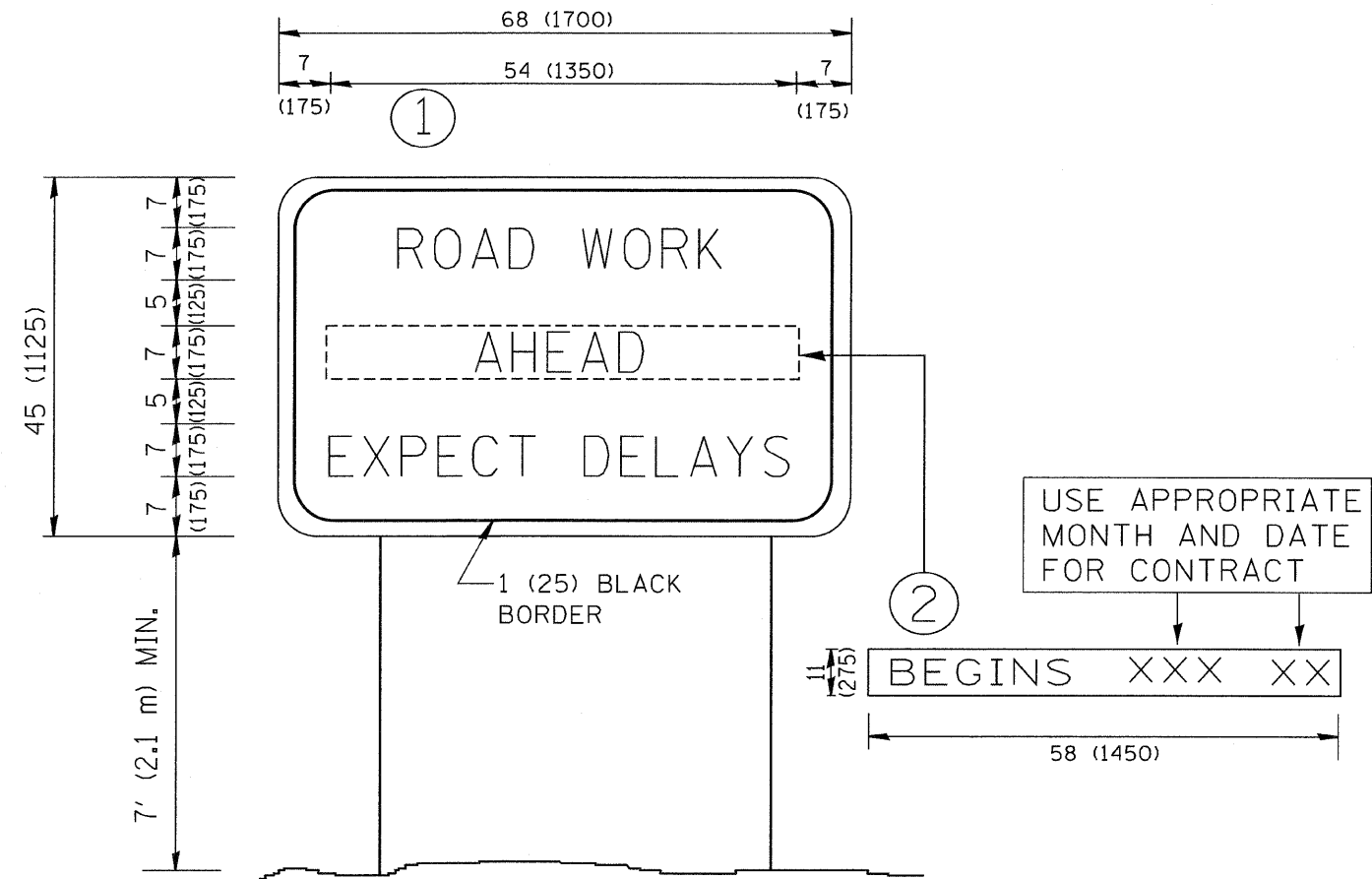
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		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	127
	TC-18		CONTRACT NO. 60K14	
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.

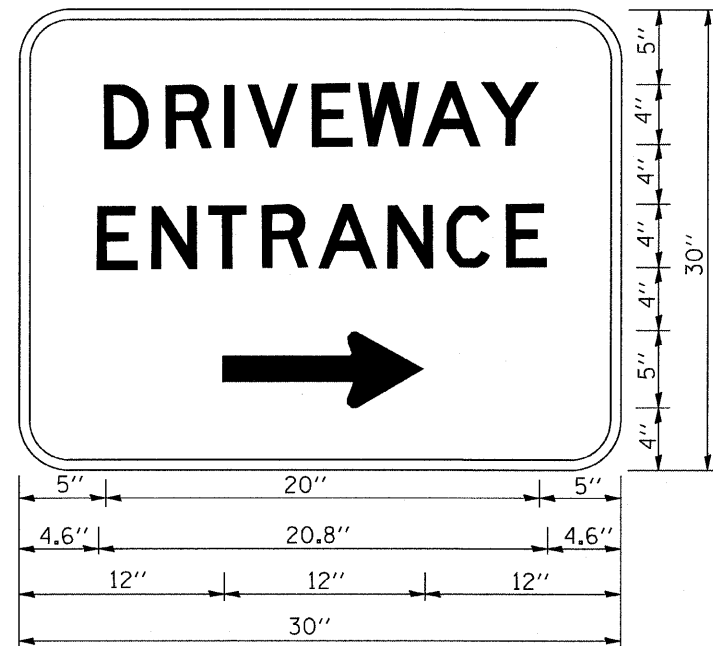
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		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	128
TC-22		CONTRACT NO. 60K14		
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"

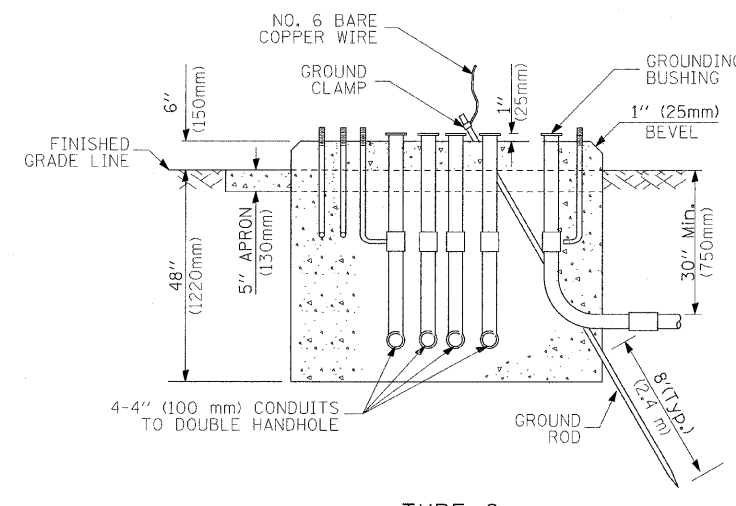
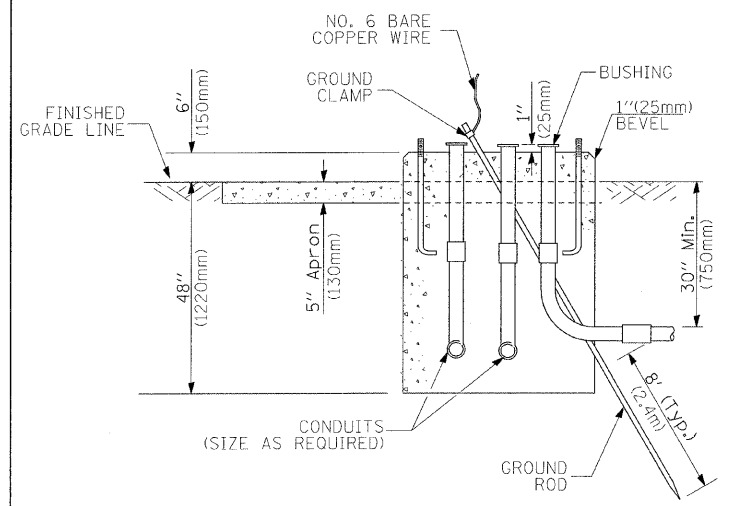
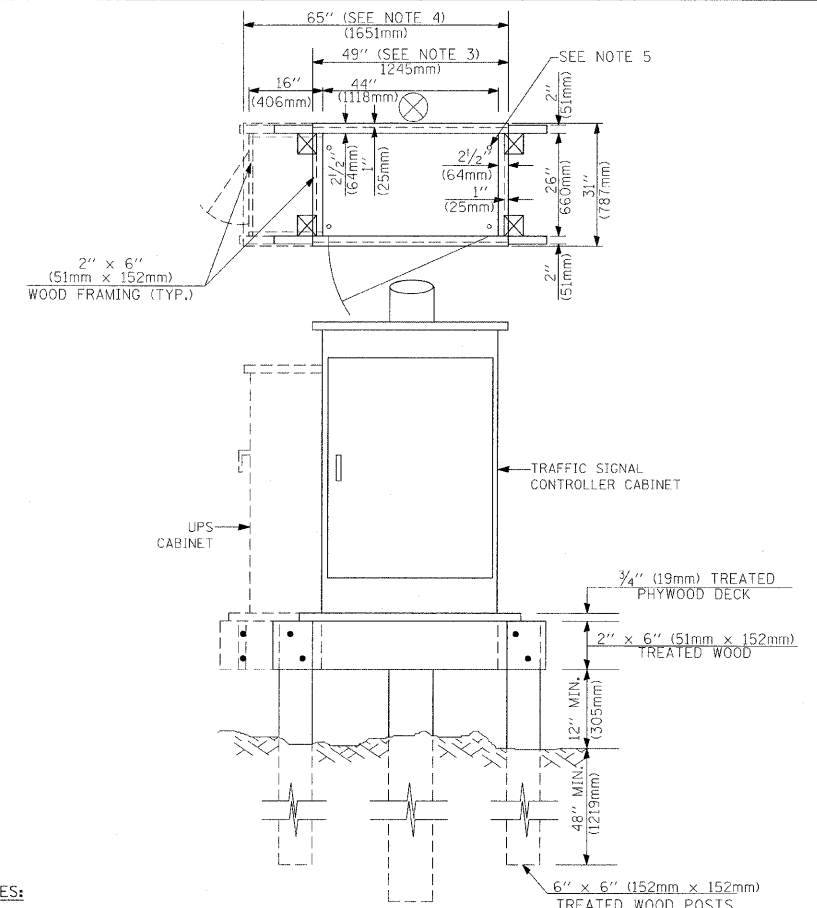
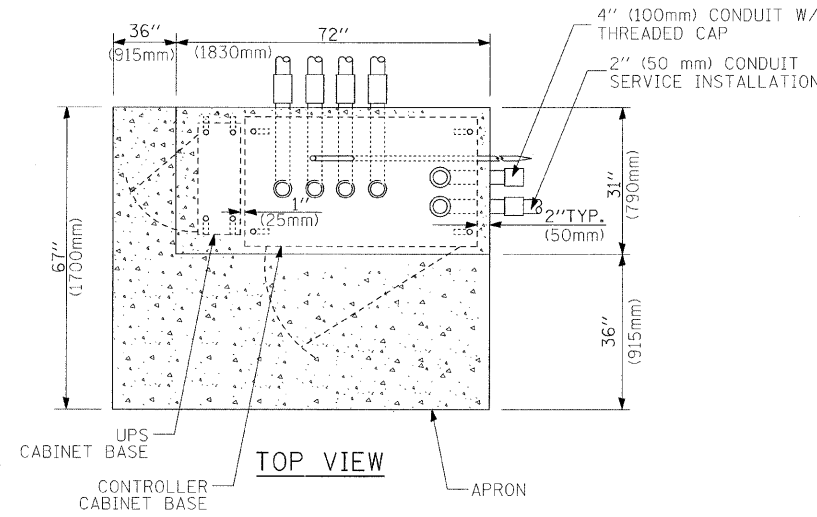
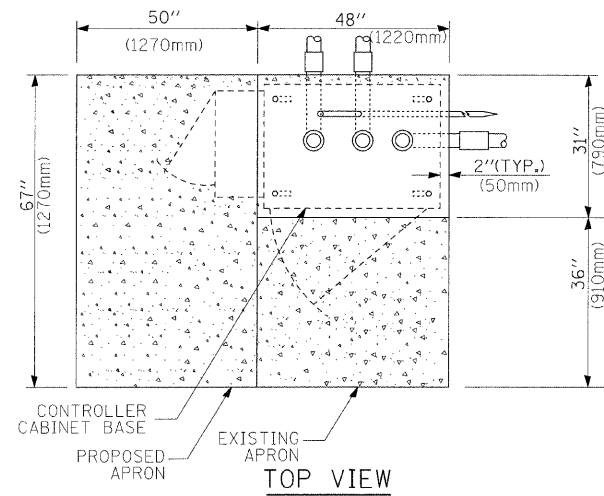
NOTES:

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\to26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -					1313.1B-1	COOK	162	129	
PLOT DATE = 1/4/2008	CHECKED -	REVISED -	REVISED -	SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			TC-26		CONTRACT NO. 60K14			
	DATE -	REVISED -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F 5M12F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				EXISTING PREFORMED INTERSECTION LOOP DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				PREFORMED SAMPLING (SYSTEM) DETECTOR			
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				RAILROAD SYMBOLS			
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				EXISTING			PROPOSED
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				RAILROAD CONTROL CABINET			
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				RAILROAD CANTILEVER MAST ARM			
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				FLASHING SIGNAL			
MICROWAVE VEHICLE SENSOR								CROSSING GATE			
VIDEO DETECTION CAMERA								CROSSBUCK			
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

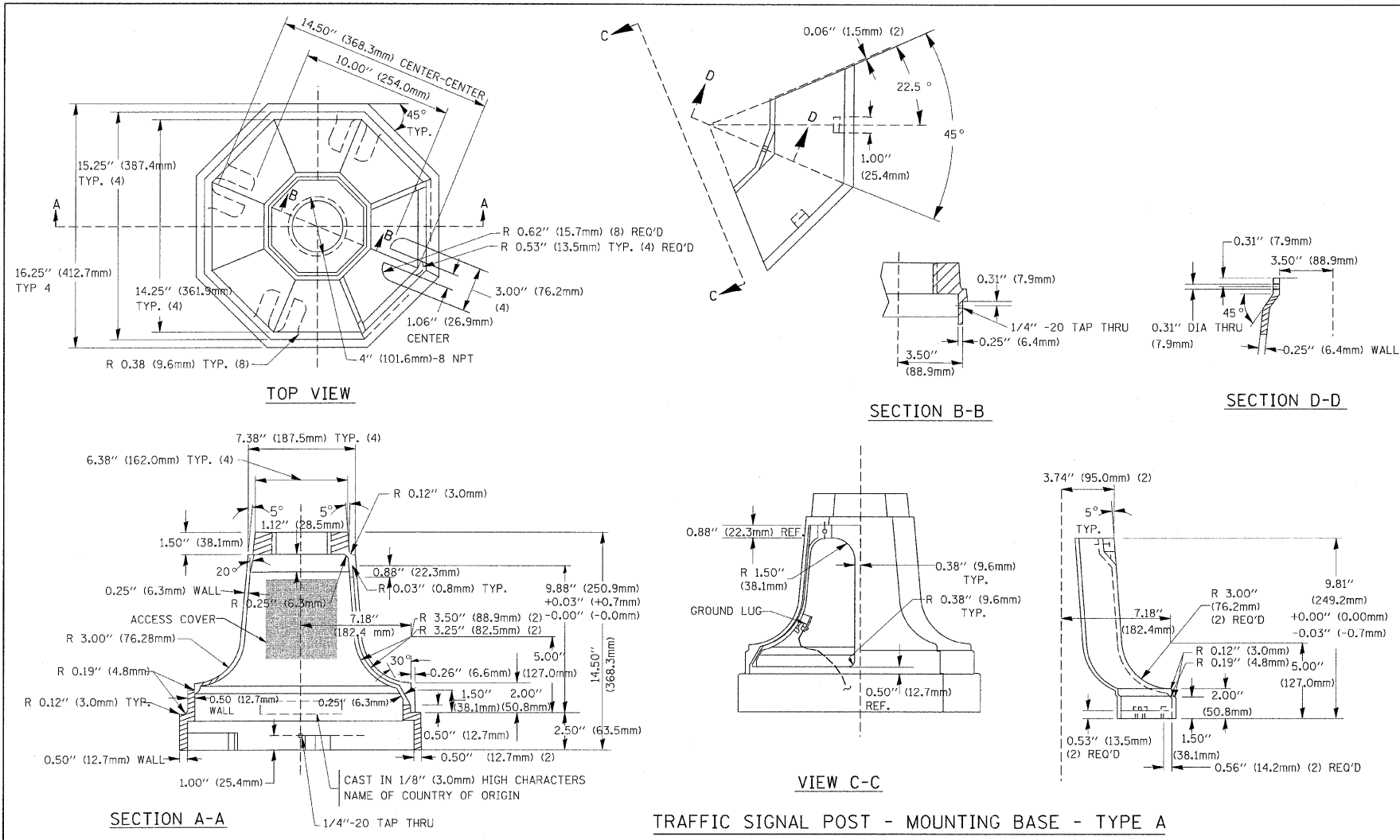
FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

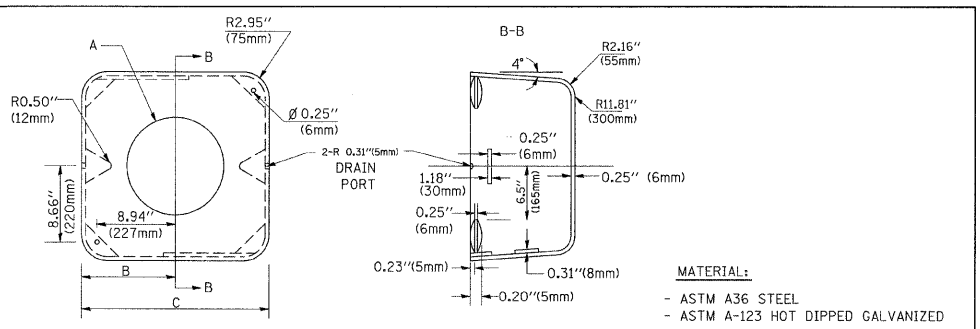
Mast Arm Length	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal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

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E



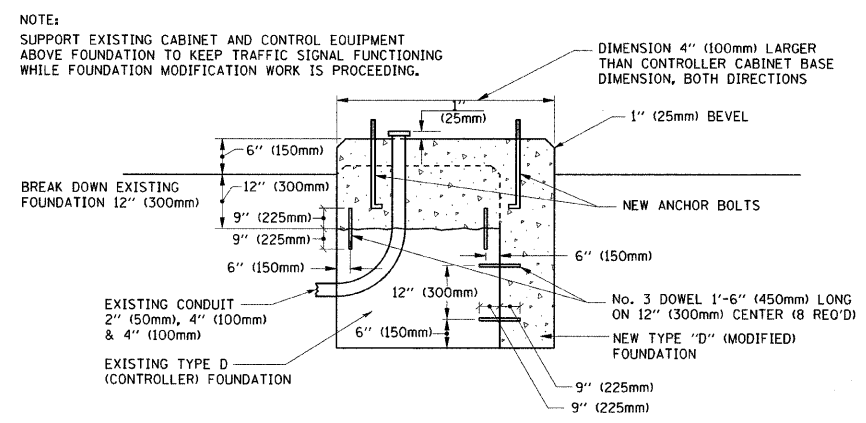
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



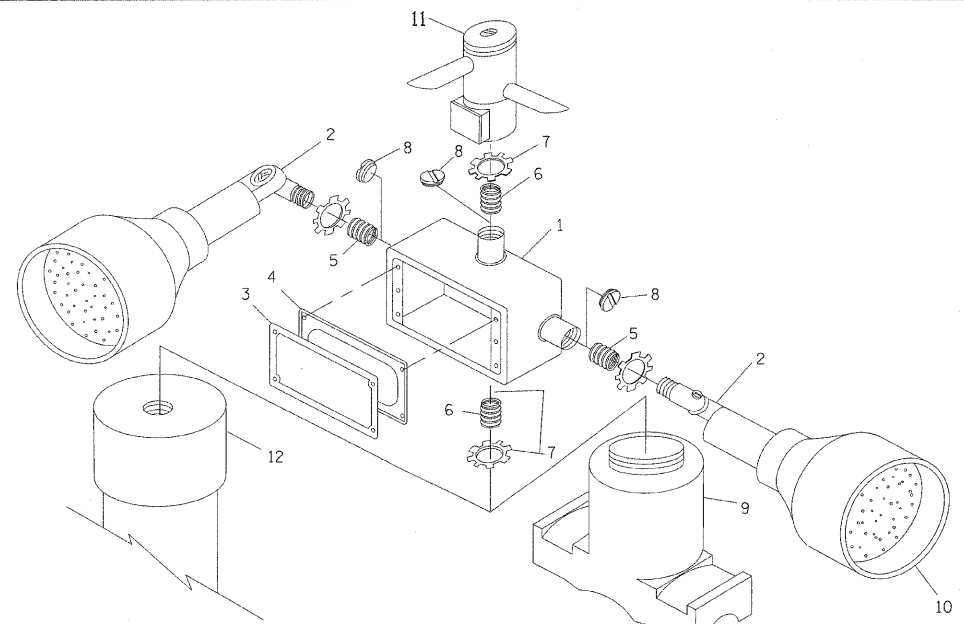
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12"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

SHROUD

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



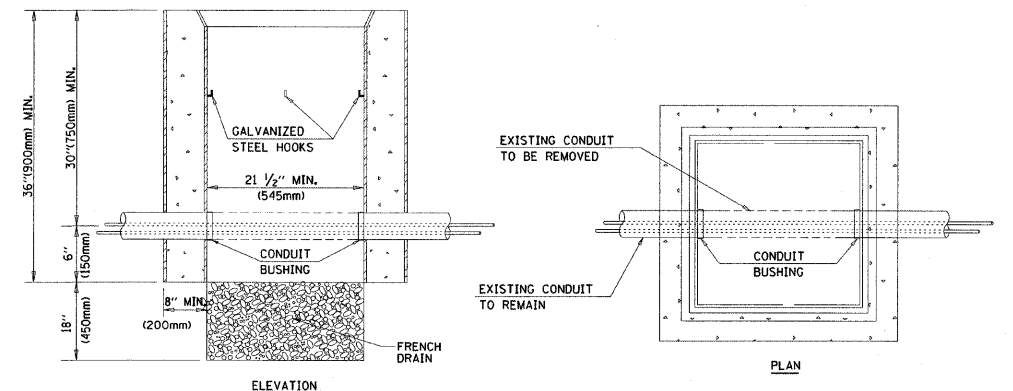
MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT
MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

- NOTES:
- 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.



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

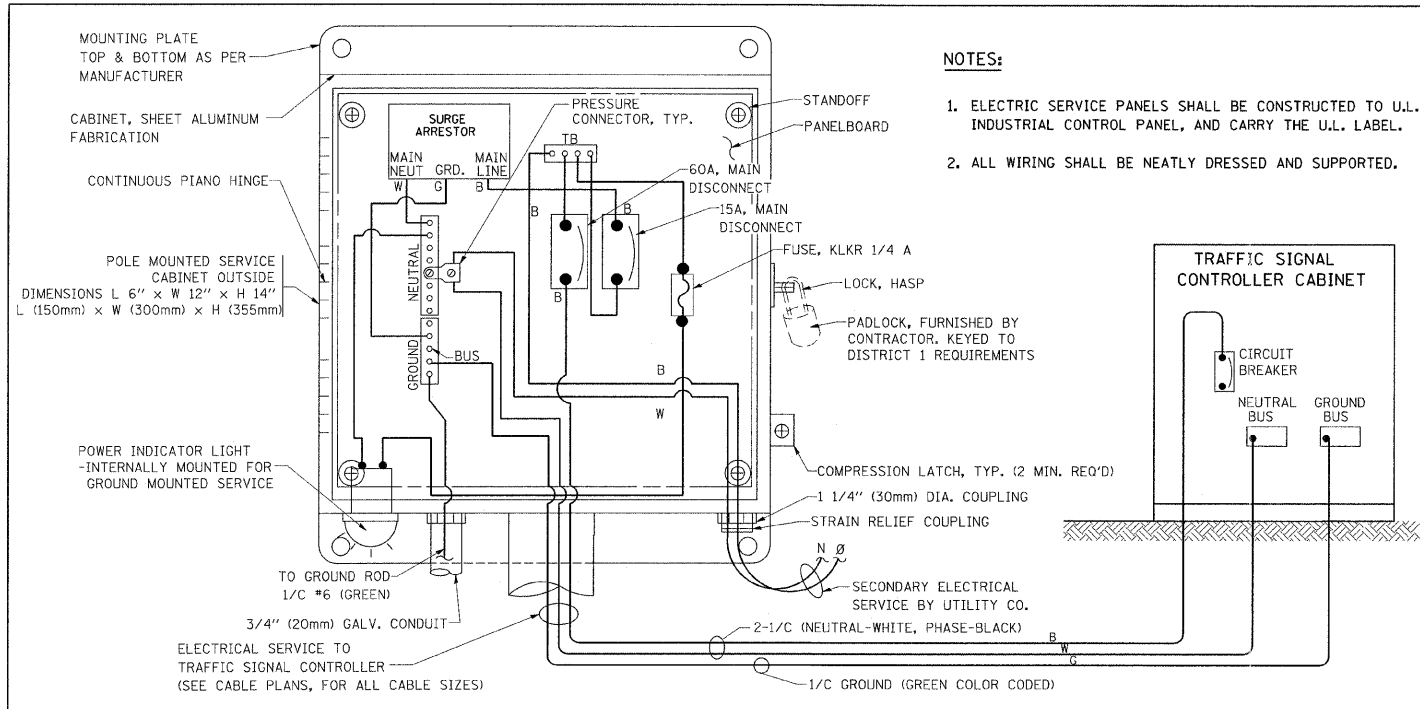
HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME =	USER NAME = bauerdl	DESIGNED - DAD	REVISED -
cs:\pwork\VPW\DOT\BAUERDL\01083151\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED - DAD	REVISED -
	PLOT DATE = 11/4/2009	DATE - 10-28-09	REVISED -

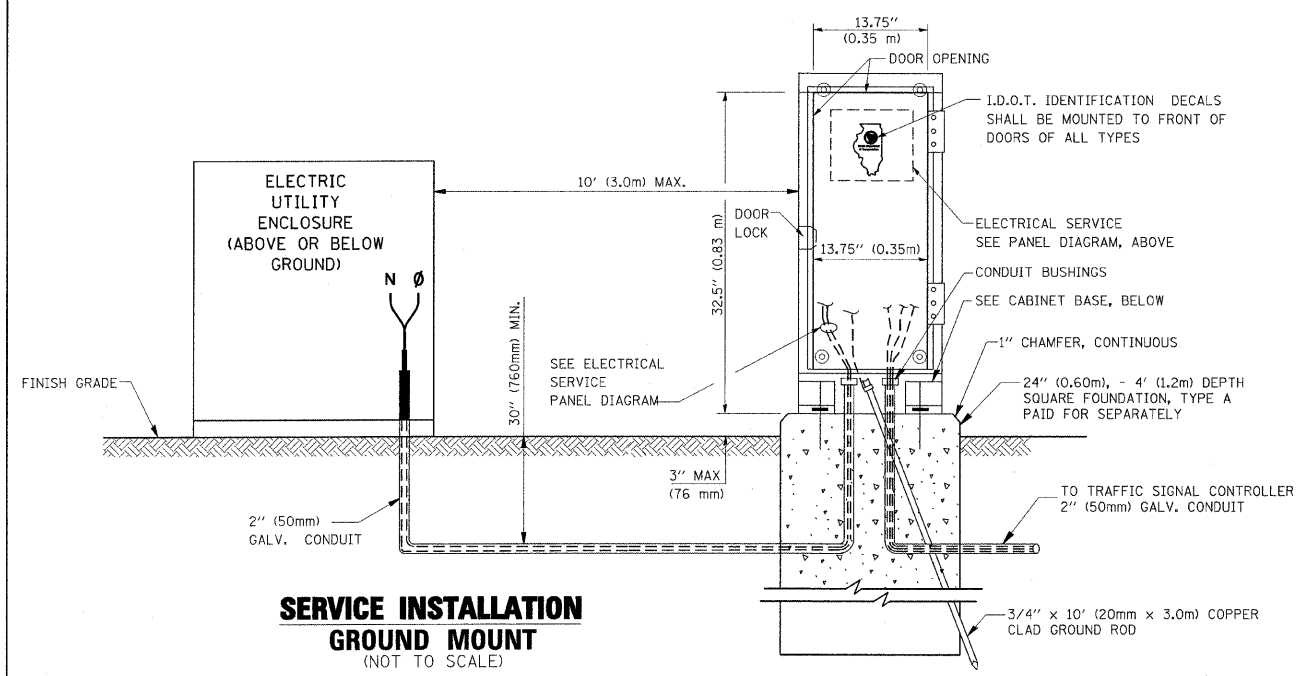
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			1313.1B-1	COOK	102	132
SCALE: NONE		SHEET NO. 4 OF 6 SHEETS		STA.	TO STA.	
		FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

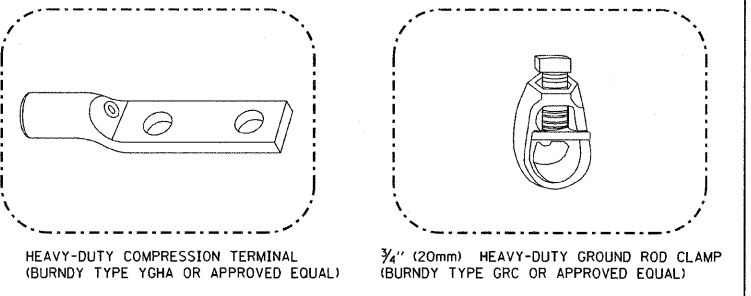
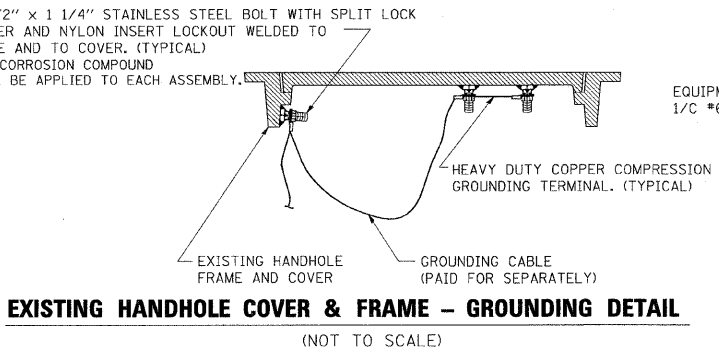
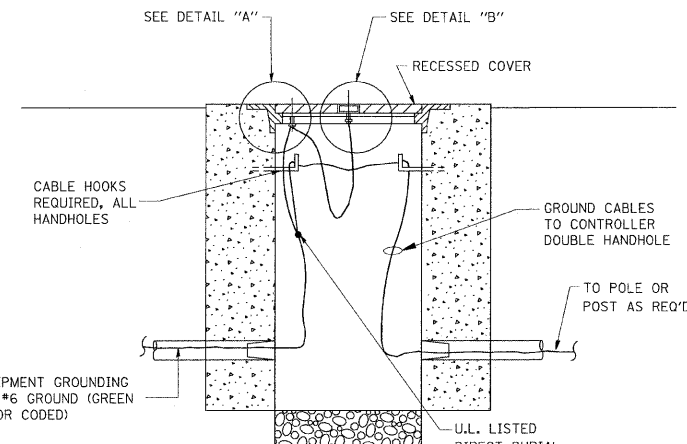
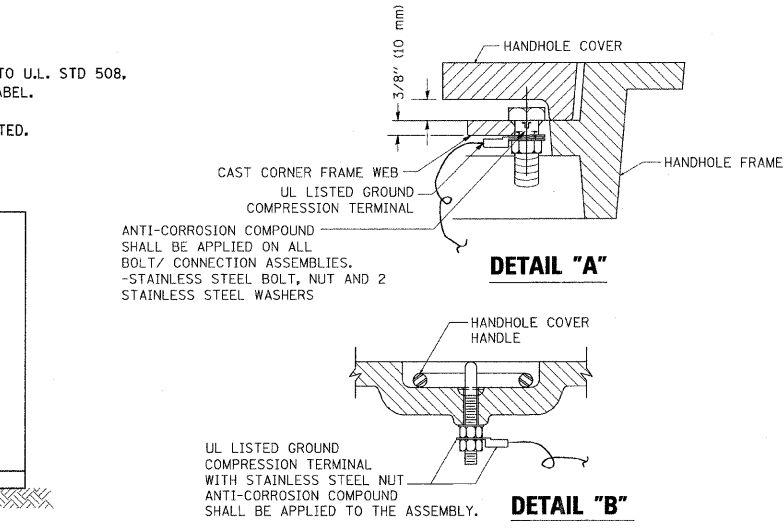
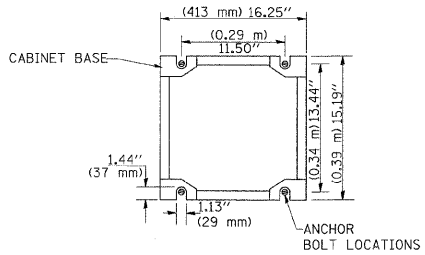
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	102	132
		CONTRACT NO. 60K14		



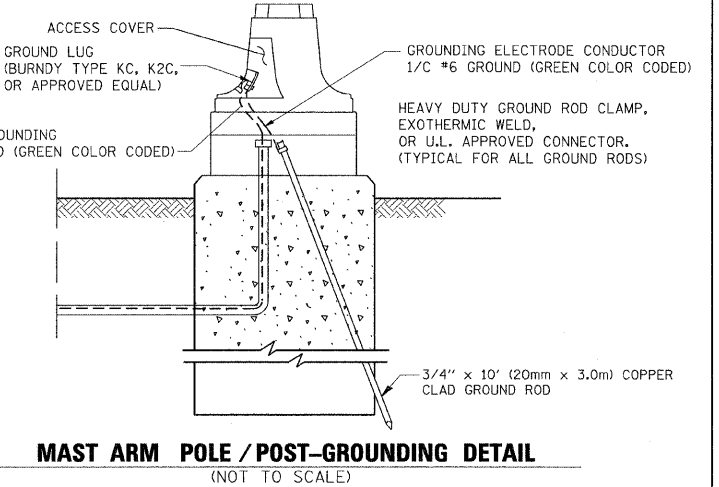
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



- 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.



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.

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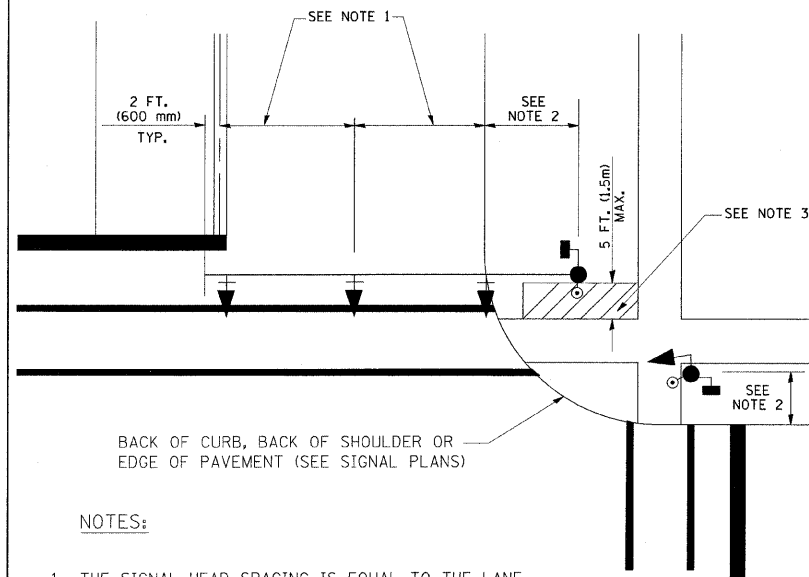
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.

F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1313.1B-1	COOK	162	133
	TS-05	CONTRACT NO.	60K14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

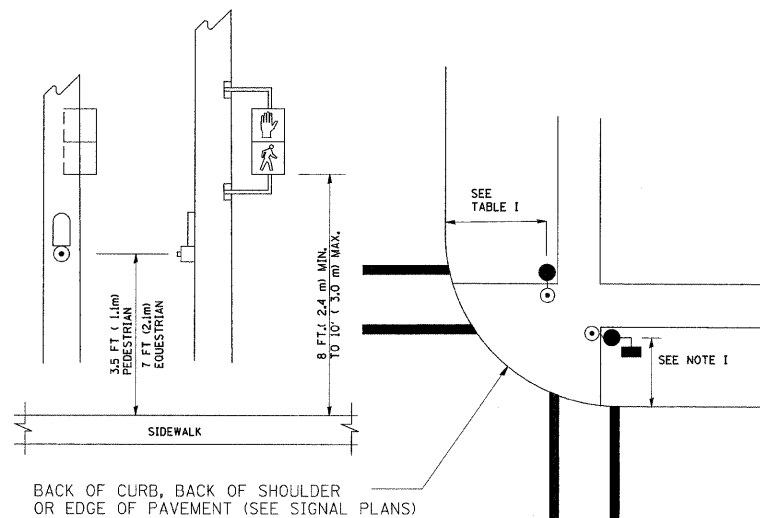
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

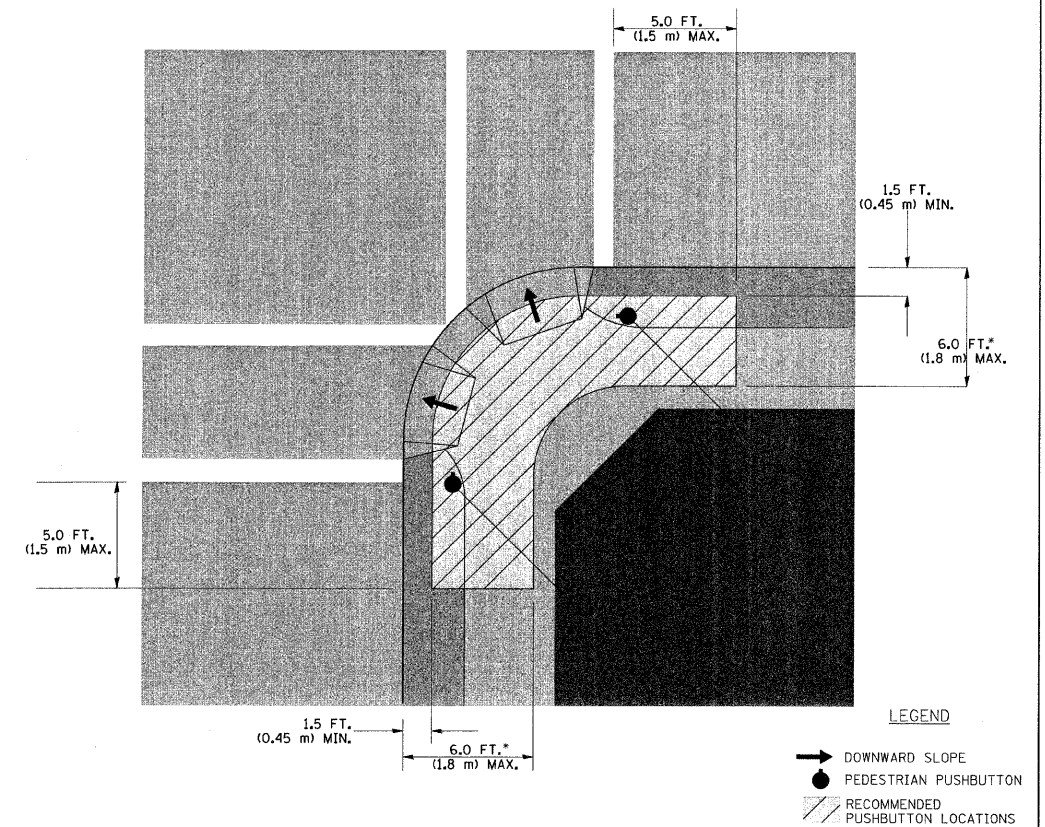
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

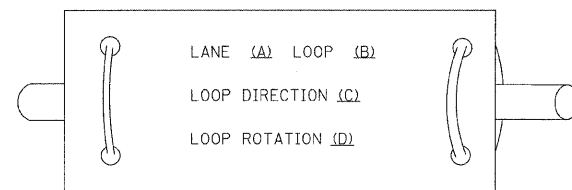
NOTES:

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

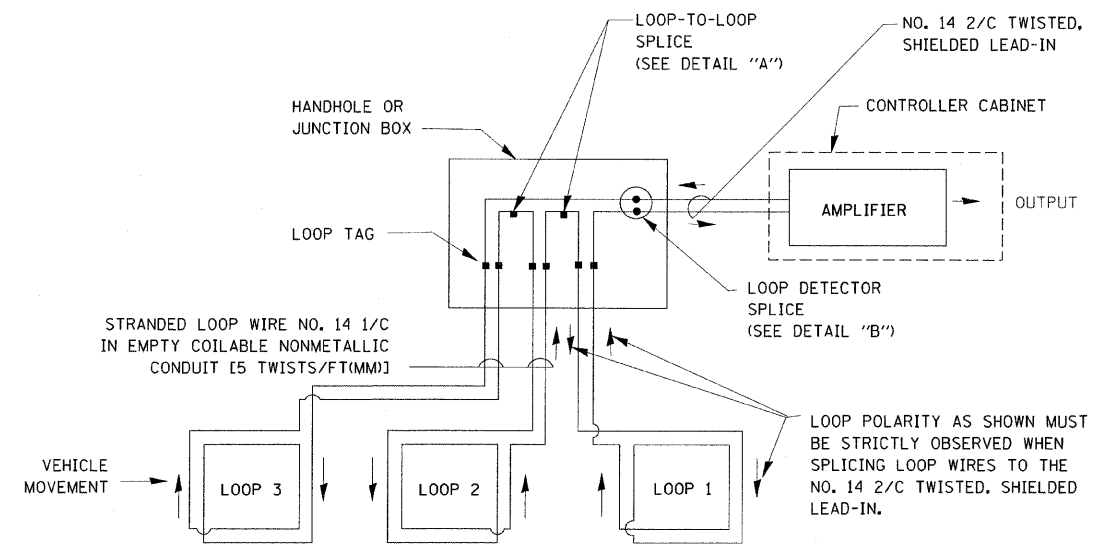
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

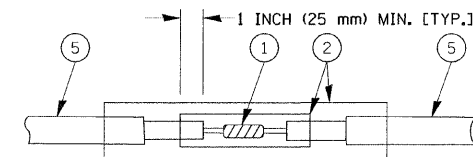


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

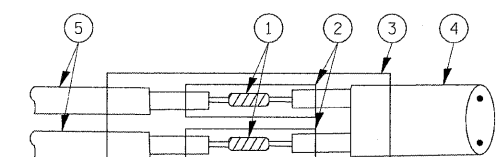


DETECTOR LOOP WIRING SCHEMATIC

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

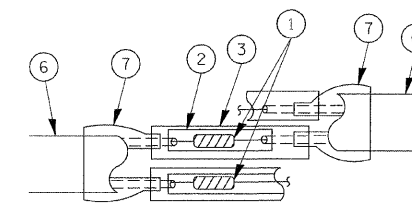


DETAIL "A"
LOOP-TO-LOOP SPLICE

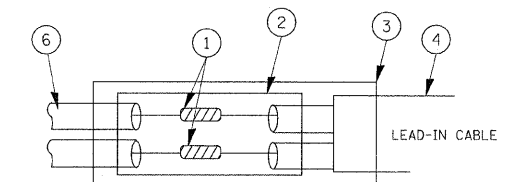


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



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.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

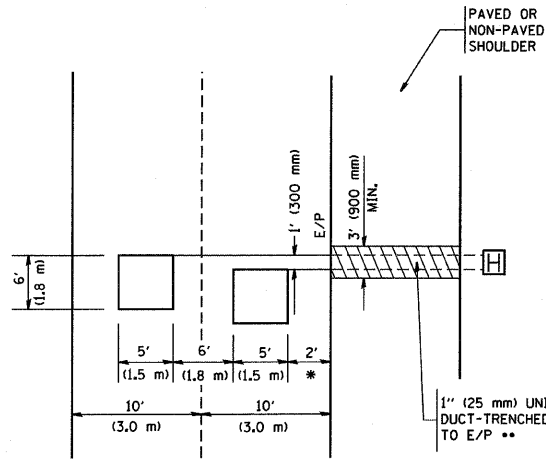
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			1313.1B-1	COOK	162	135
SCALE: NONE		TS-05		CONTRACT NO. 60K14		
SHEET NO. 1 OF 6 SHEETS		ILLINOIS		FED. ROAD DIST. NO. 1		
STA. TO STA.		ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

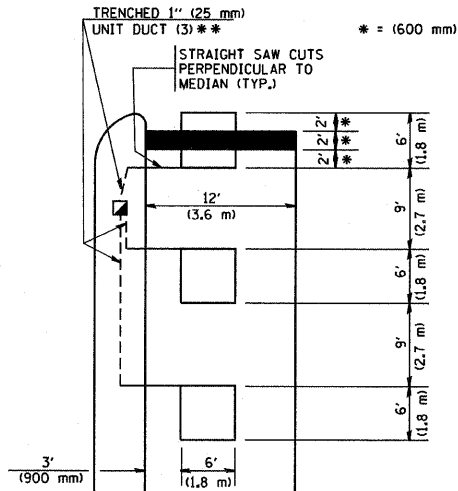


* = (600 mm)

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

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

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

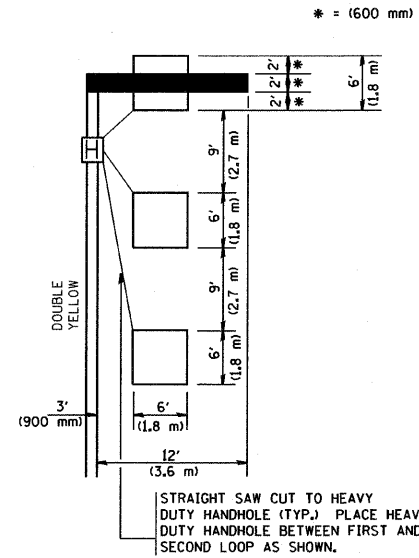


* = (600 mm)

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

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

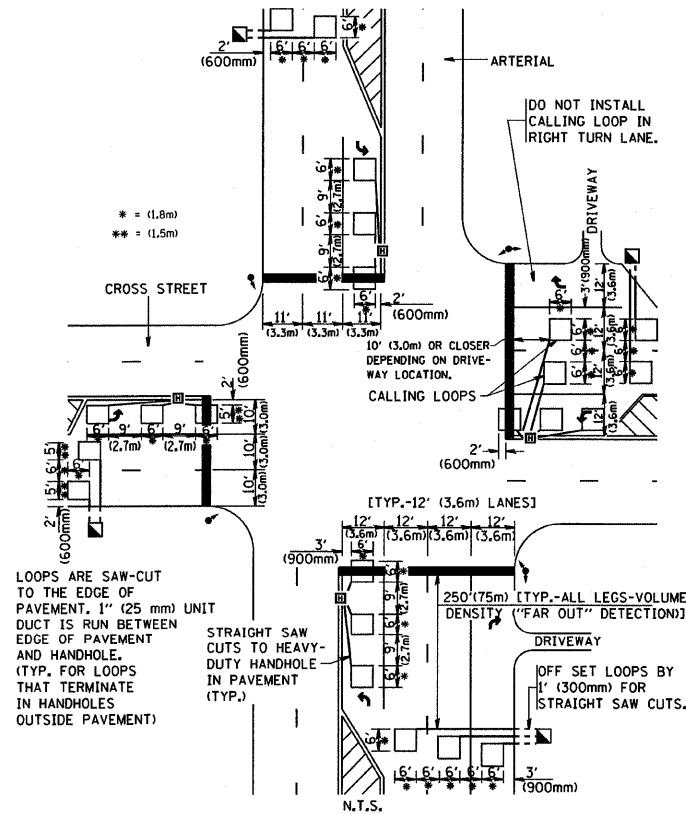
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

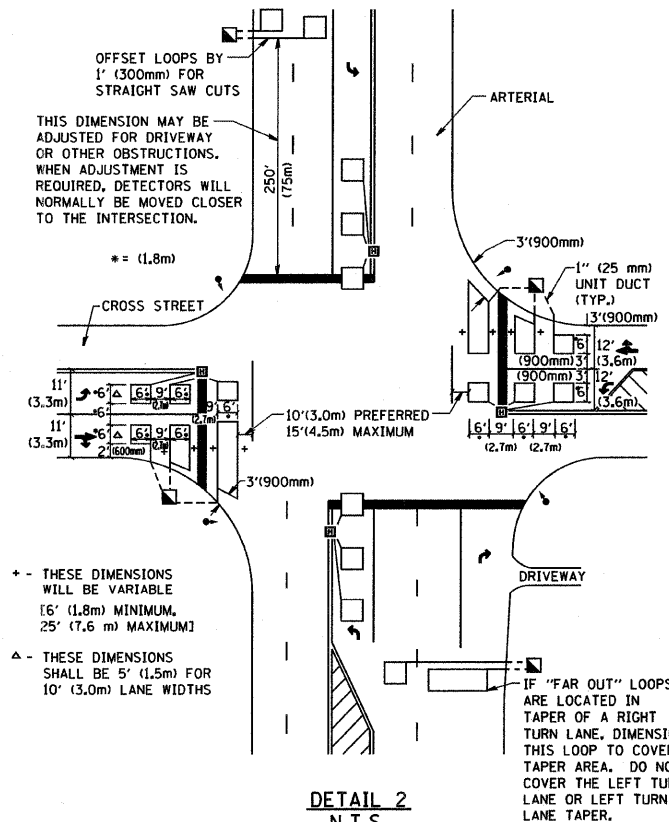
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

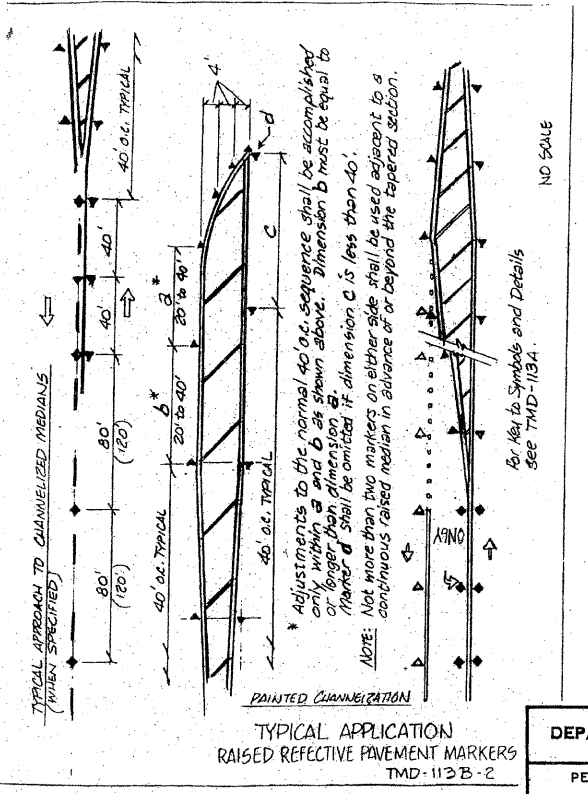
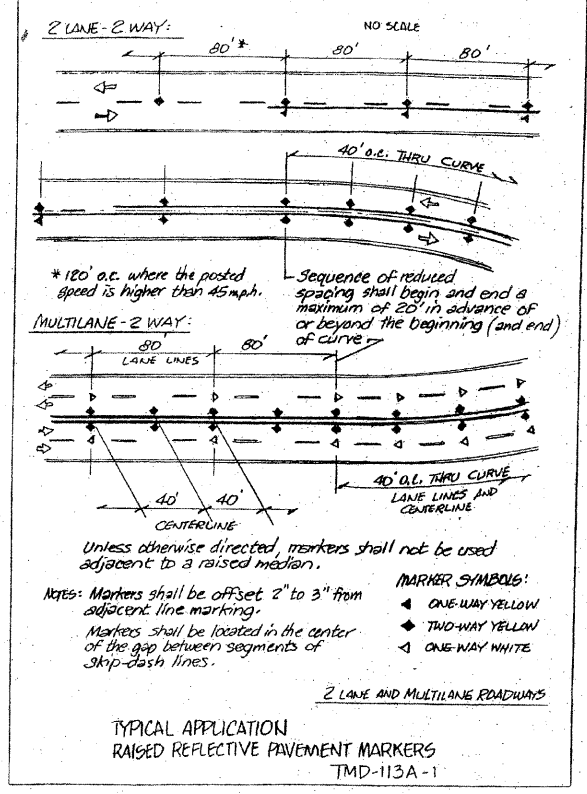
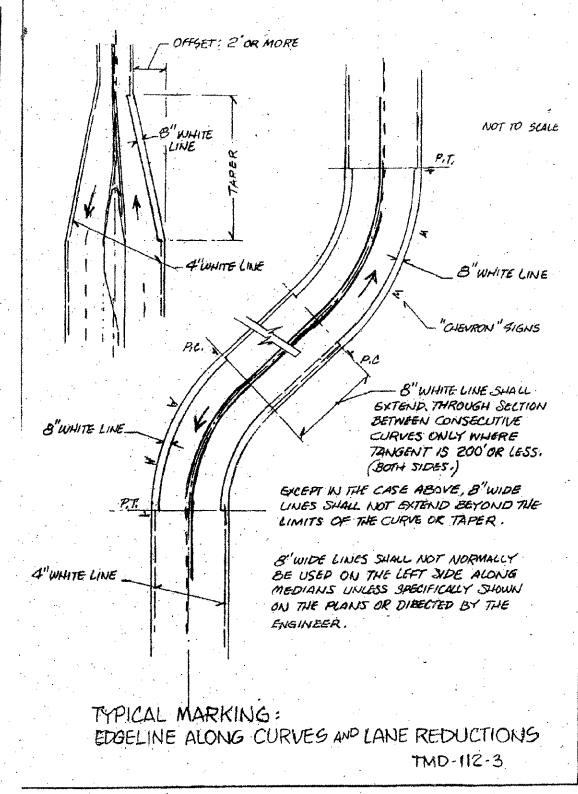
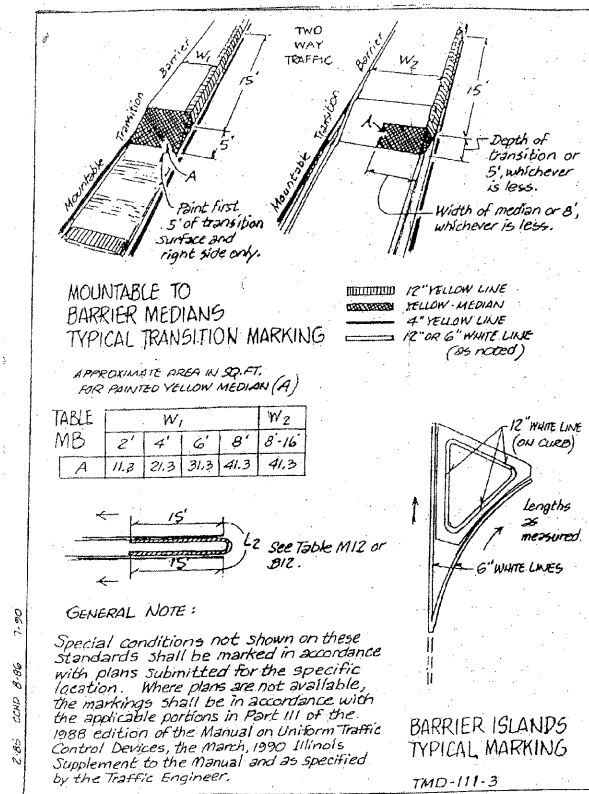
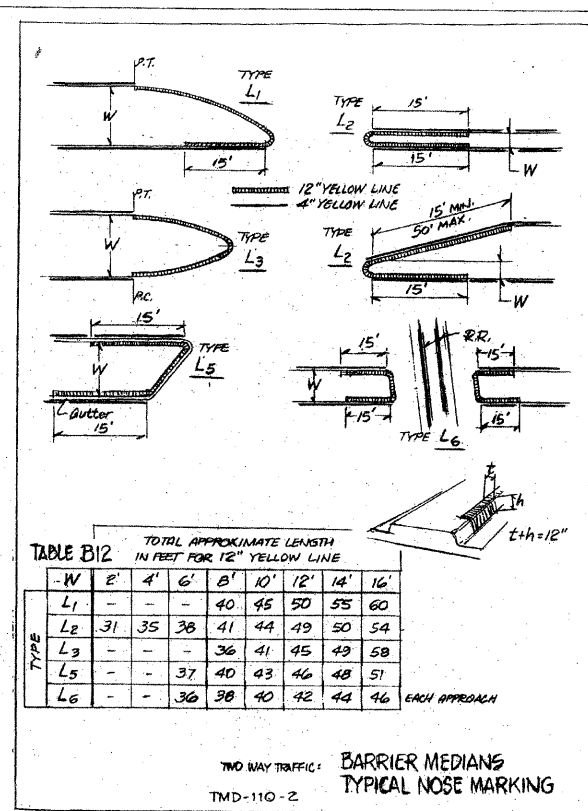
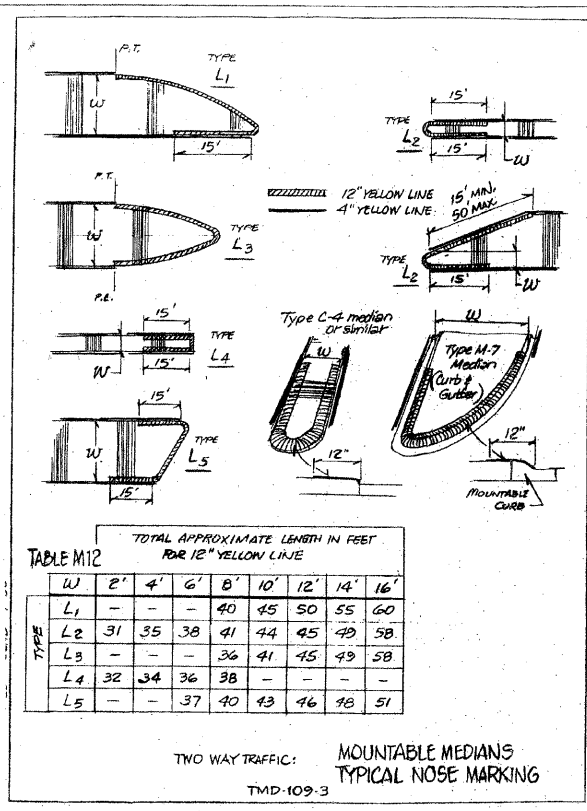
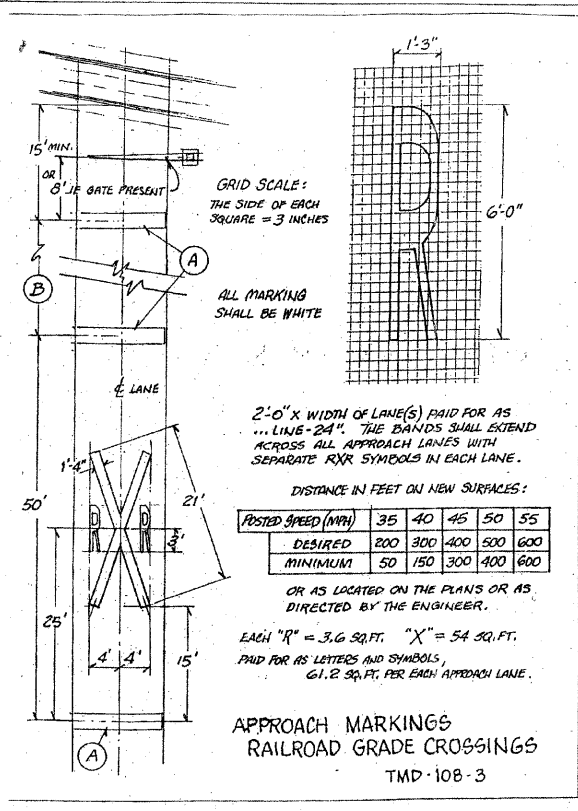
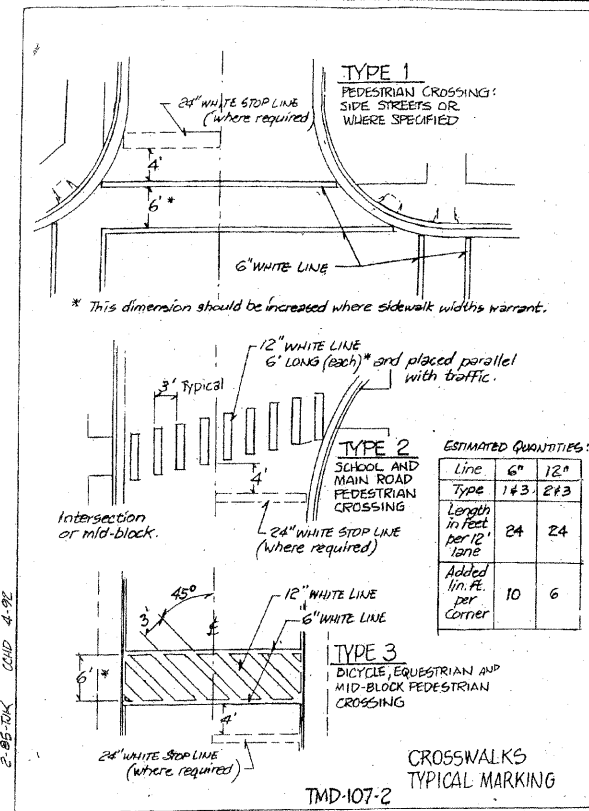
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

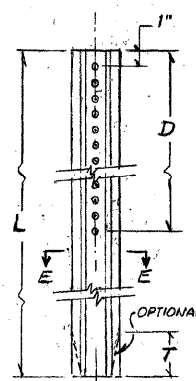
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

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

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	1313.1B-1	COOK	162 / 136
	PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -								TS-07	CONTRACT NO.	60K14
		DATE -	REVISED -								FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT



COUNTY OF COOK DEPARTMENT OF HIGHWAYS			
PERMANENT PAVEMENT MARKING STANDARDS (SHEET 2 OF 2)			
COMPUTED	APPROVED		
DRAWN			
CHECKED			



STEEL	TYPE A	TYPE B	TYPE C	
a	3 1/8"	3 3/16"	2"	MINIMUM
b	1 1/4"	1 1/2"	1 1/8"	
c	1 7/8"	1 1/2"	1"	
Sx-x IN ³	0.223	0.341	-	NOMINAL
LBS/FT	2.00	3.00	1 1/2	
D	55 HOLES (MIN)		18 MIN.	
L	VARIABLE		7.0	
T	3"		1 1/4"	

ALUMINUM	TYPE A	TYPE B	
a	3 1/2"	4 5/8"	MINIMUM
b	1 5/8"	2 1/4"	
c	1 7/8"	2 3/8"	
Sx-x IN ³	0.435	0.888	NOMINAL
LBS/FT	0.90	1.90	
D	55 HOLES (MIN)		
L	VARIABLE		
T	3"		

ALL HOLES ARE 3/8" DIA. ON 1" CENTERS.
NO SPICES ALLOWED.
TYPE C USED FOR DELIMITORS WHEN SPECIFIED ON THE PLAN.

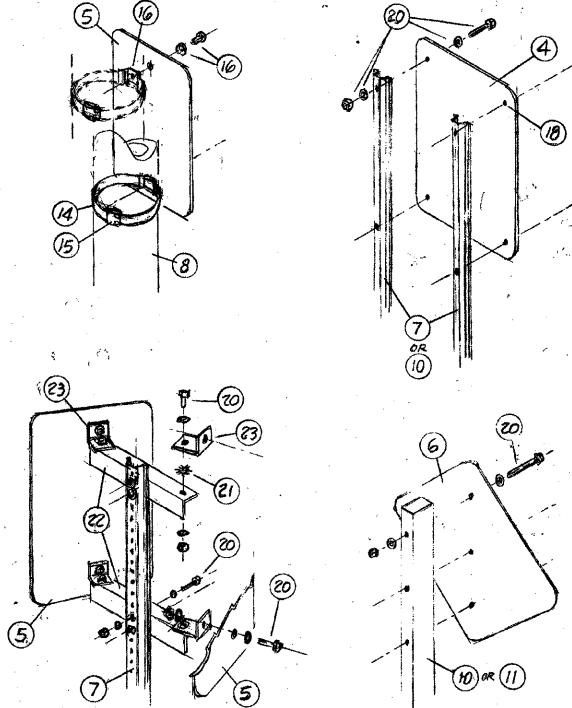
7 METAL POST - TYPE A, B AND C

- 1 SIGN PANEL: WIDER THAN 30" AND 24" OR MORE IN DEPTH.
- 2 SIGN PANEL: VARIABLE X 18" - 72" WIDE, MAXIMUM.
- 3 SIGN PANEL: WIDER THAN 42". 2 OR MORE POSTS.
- 4 SIGN PANEL: 6.5 SQ. FT. OR LARGER IN AREA (UNLESS OTHERWISE INDICATED ON THE PLAN). 2 POSTS.
- 5 SIGN PANEL: LESS THAN 6.5 SQ. FT. IN AREA AND NOT WIDER THAN 30". SINGLE POST OR OTHER SUPPORT.
- 6 SIGN PANEL: 36" MAX. DIAMOND ON SINGLE WOOD OR STEEL POST.
- 8 ROUND POST OR POLE; LIGHT STANDARD OR TRAFFIC SIGNAL.
- 9 TRAFFIC SIGNAL MAST ARM.

10 TELESCOPING STEEL SIGN SUPPORT

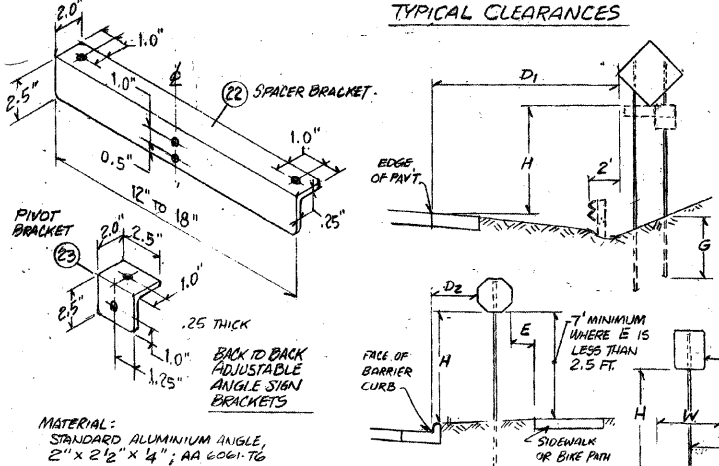
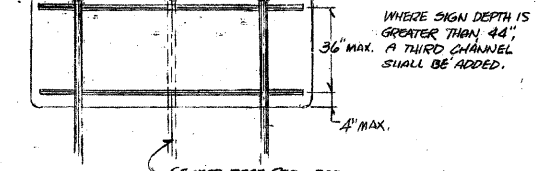
2" X 2" SQUARE TUBULAR TOP SECTION

- 11 4" X 6" WOOD SIGN SUPPORT.
- 14 3/4" WIDE X 0.030" THICK STAINLESS STEEL BAND, TYPE 201. (REGULAR BAND)
- 15 STAINLESS STEEL BRUCKLE, TYPE 201 TO FIT REGULAR BAND.
- 17 1/4" X 1/4" X 1" H.W.H. #3 SELF TAPPING SIGN SCREW WITH NEOPRENE WASHER.
- 18 SIGN PANEL MOUNTING HOLES LOCATED AS PER DETAIL OR BLANK STANDARD. ALL HOLES WHERE CHANNELS ARE NOT USED SHALL BE 3/8" DIAMETER.
- 19 5/16" DIA. SQUARE HEAD BOLT, WASHER AND LOCKNUT.
- 20 5/16" DIA. HEX HEAD BOLT, NYLON WASHER, REG. WASHER AND LOCKNUT.
- 21 NON SLIP WASHER.
- 24 2 1/4" X 2 1/4" BASE SECTION.
- 25 2 1/2" X 2 1/2" SLEEVE SECTION.



BACK TO BACK ADJUSTABLE ANGLE MOUNTING

SIGN PANEL MOUNTING DETAILS



EXPLANATION OF SYMBOLS

- M METAL POST(S) - TYPE A.
- M METAL POST(S) - TYPE B.
- M METAL POST - TYPE B, SUPPORTING BACK TO BACK ADJUSTABLE ANGLE SIGNS.
- P SIGN MOUNTED ON LIGHT STANDARD, TRAFFIC SIGNAL POST OR MAST ARM.
- O OTHER SUPPORT TYPE AS SPECIFIED ON THE PLAN.
- E EXISTING SIGN ASSEMBLY TO REMAIN IN PLACE, BE RE-ERECTED OR RELOCATED AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH ARTICLE 107.22 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- X EXISTING SIGN ASSEMBLY BEYOND THE CONSTRUCTION LIMITS TO BE REMOVED.

NOTE: EXCEPT FOR SIGNS SHOWN IN [] AND/OR OTHERWISE SPECIFIED, ALL EXISTING TRAFFIC SIGN ASSEMBLIES WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED. SEE THE SPECIAL PROVISION.

GENERAL NOTES FOR SIGNING

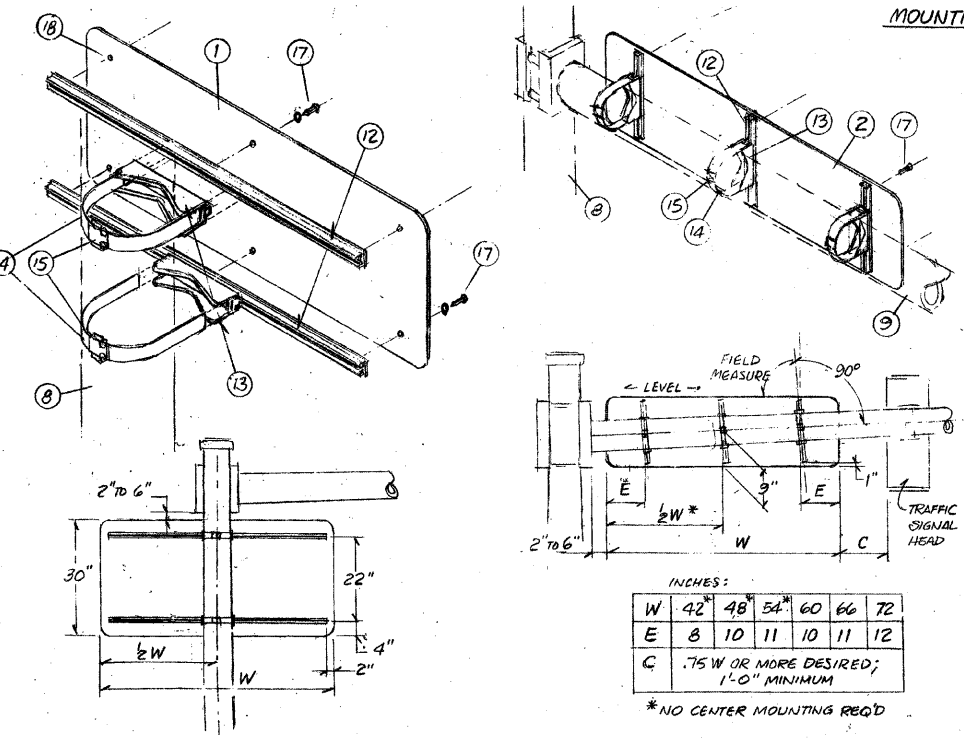
- 1 THE DESIGN OF ALL STANDARD TRAFFIC SIGNS SHALL CONFORM WITH THE STATE OF ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. (M.U.T.C.D.). SPECIAL AND VARIABLE MESSAGE SIGNS SHALL CONFORM WITH THE DETAILS AS SHOWN ON THE PLANS.
- 2 ALL SIGNS, SUPPORTS, MATERIAL AND RELATED WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE SPECIAL PROVISIONS AND THE PLANS.
- 3 SIGN SUPPORT LENGTHS SHALL BE DETERMINED AT THE SITE IN ACCORDANCE WITH THE CLEARANCES AND OFFSET LOCATIONS SHOWN.
- 4 IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE LOCATION OF ANY UNDERGROUND ELECTRIC CABLES, UTILITY LINES OR DRAINAGE STRUCTURES IN THE VICINITY BEFORE BEGINNING WORK. AN ASSEMBLY SHALL BE RELOCATED FROM THE STATION SHOWN ON THE PLAN WHERE NECESSARY TO AVOID DAMAGING ANY UNDERGROUND INSTALLATION.
- 5 WHERE METAL POSTS ARE SPECIFIED, 2 POSTS SHALL SUPPORT A SIGN PANEL ASSEMBLY HAVING A TOTAL AREA OF 6.5 SQ. FT. OR MORE. A 6-FT. X 2.5-FT. AND LARGER SIGN PANEL ASSEMBLY SHALL BE SUPPORTED WITH 3 POSTS.
- 6 THE TRAFFIC OPERATIONS DIVISION OF THE COOK COUNTY HIGHWAY DEPARTMENT SHALL BE NOTIFIED TEN (10) DAYS PRIOR TO THE ESTIMATED DATE OF THE INSTALLATION OF THE PERMANENT TRAFFIC CONTROL DEVICES.

MOUNTING ASSEMBLY NOTES

EXCEPT FOR NYLON AND NEOPRENE WASHERS WHERE INDICATED, ALL MOUNTING HARDWARE SHALL BE ZINC OR CADMIUM PLATED STEEL, ALUMINUM OR STAINLESS STEEL. ALL BOLTS AND NUTS SHALL HAVE NATIONAL COURSE (UNC) THREAD.

SUPPORTING CHANNELS SHALL BE USED ON RECTANGULAR PANELS WIDER THAN 36" ON A SINGLE SUPPORT AND ON PANELS WIDER THAN 48" WHEN MOUNTED ON MORE THAN ONE POST AND ON DIAMOND SHAPED 48" X 48" PANELS. CHANNELS MAY BE USED TO MOUNT 2 TYPE 1 ADJACENT SIGN PANELS.

MOUNTING METHODS AND MATERIAL OTHER THAN THAT SHOWN ARE ACCEPTABLE UPON THE APPROVAL OF THE ENGINEER AND WHERE COMPLETELY INTERCHANGEABLE WITH EXISTING INSTALLATIONS ON COUNTY AND STATE ROADWAYS.

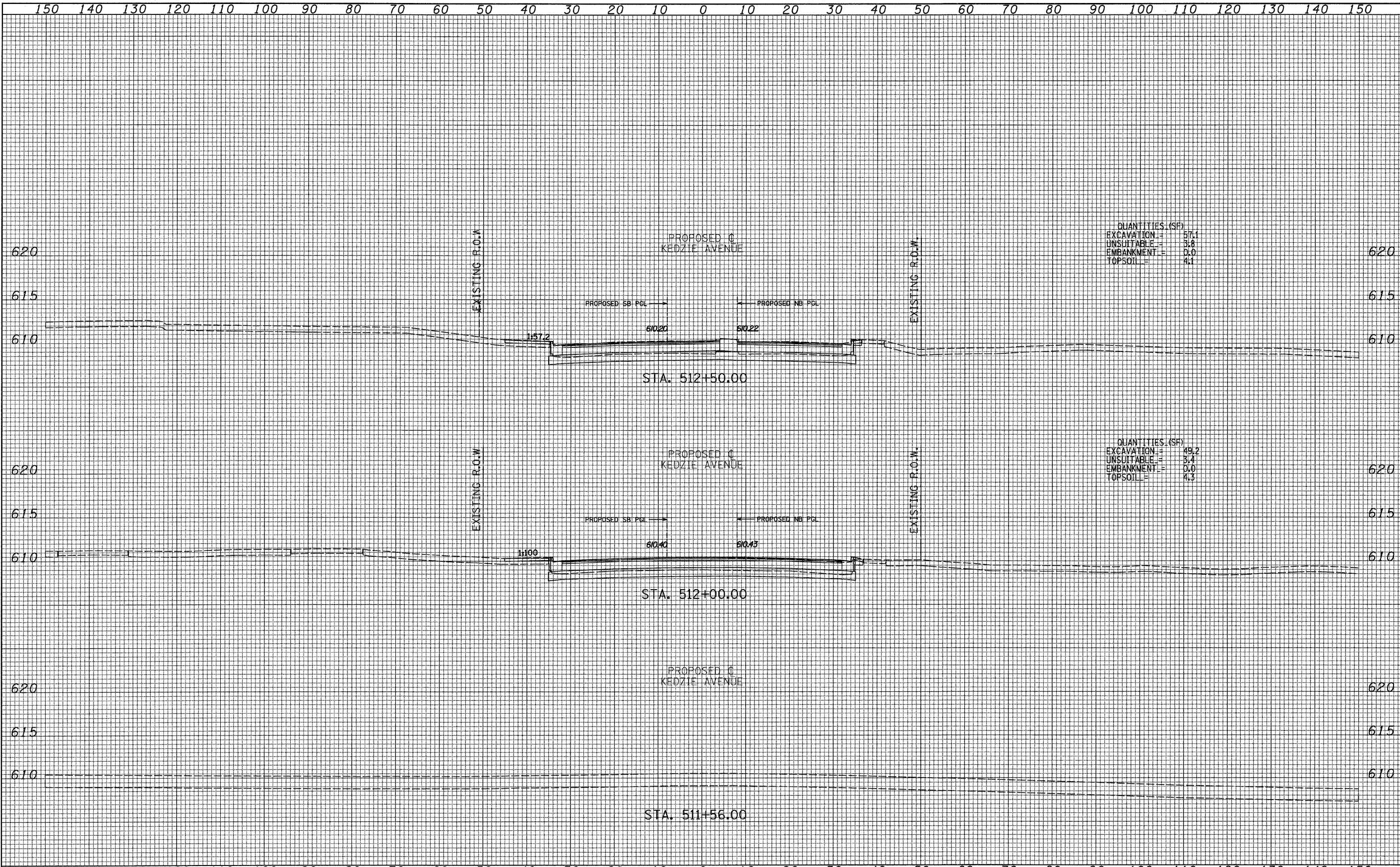


TRAFFIC SIGN MOUNTING DETAILS

TRAFFIC DIVISION
COOK COUNTY HIGHWAY DEPARTMENT

STANDARD 304-2

REV. 3-21-91
DRAWN BY: JOK 12-15-89
APPROVED: 12-15-89: Charles D. Tracy, TRAFFIC ENGINEER



QUANTITIES (SF)
 EXCAVATION = 57.1
 UNSUITABLE = 3.8
 EMBANKMENT = 0.0
 TOPSOIL = 4.1

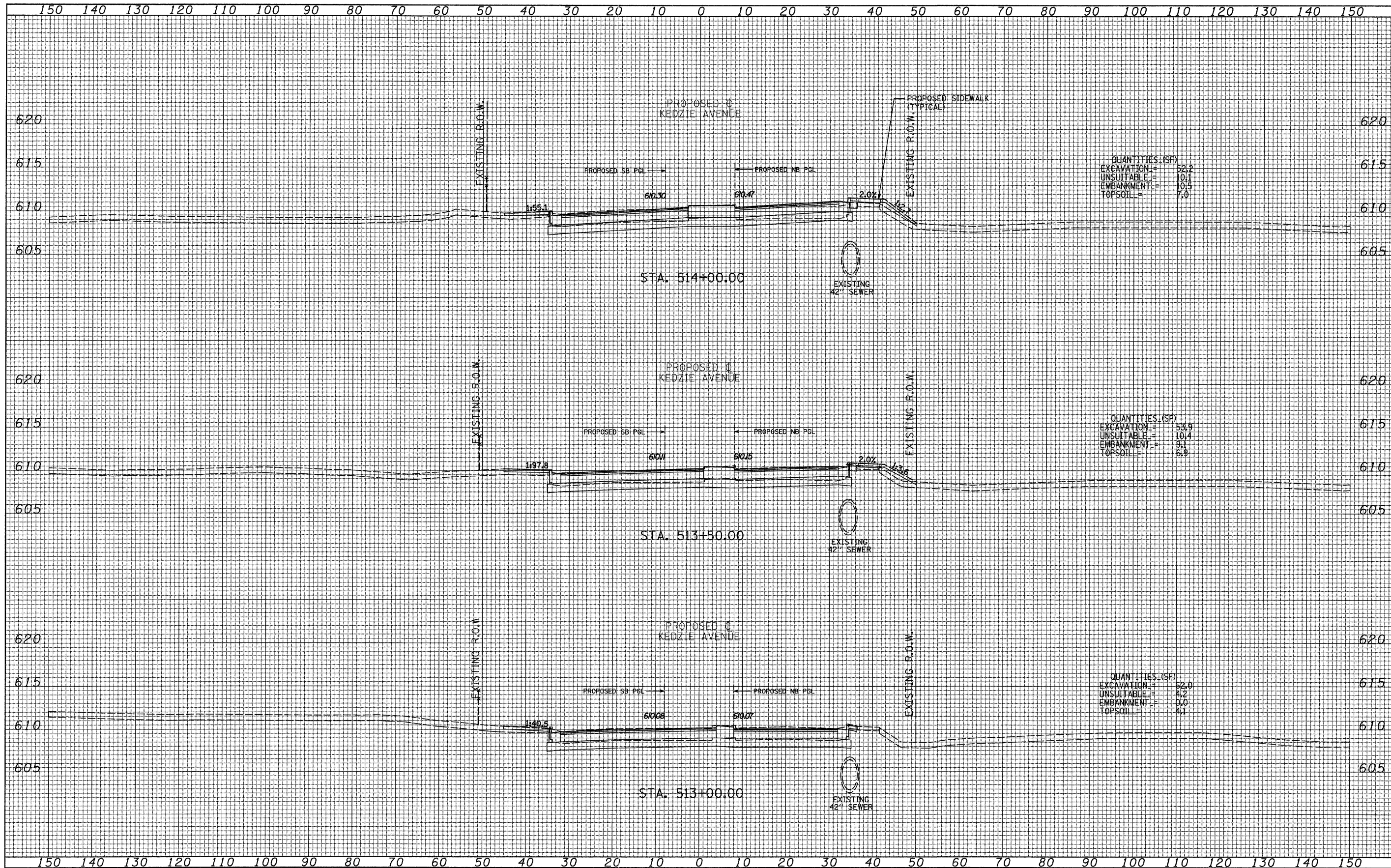
QUANTITIES (SF)
 EXCAVATION = 49.2
 UNSUITABLE = 3.4
 EMBANKMENT = 0.0
 TOPSOIL = 4.3

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 ORIGINAL SURVEY _____
 NOTE BOOK _____
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 AREAS CHECKED _____
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TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - JDF	REVISED -		57	1313.1B-1	COOK	162	141			
	PLOT DATE =	CHECKED - SES	REVISED -		SCALE: 1" = 10' H			CONTRACT NO. 60K14				
		DATE - 5/5/2011	REVISED -	SHEET NO. OF SHEETS STA. 511+56.00 TO STA. 512+50.00			ILLINOIS FED. AID PROJECT					

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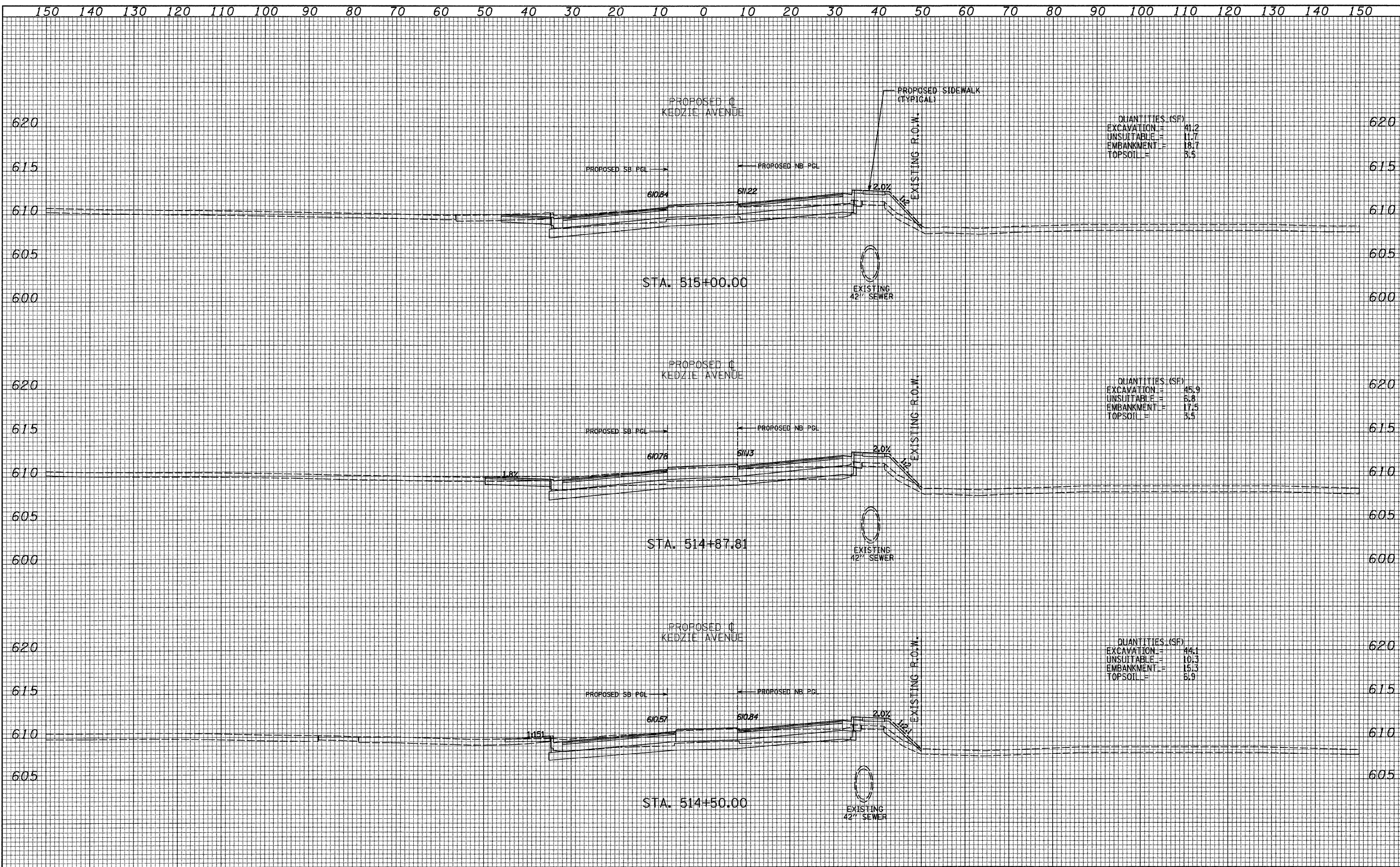


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TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 142
	PLOT SCALE =	CHECKED - SES	REVISED -		SCALE: 1" = 10'	SHEET NO. OF SHEETS	STA. 513+00.00 TO STA. 514+00.00	CONTRACT NO. 60K14				
	PLOT DATE =	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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QUANTITIES (SF)

EXCAVATION	=	41.2
UNSUITABLE	=	11.7
EMBANKMENT	=	18.7
TOPSOIL	=	3.5

QUANTITIES (SF)

EXCAVATION	=	45.9
UNSUITABLE	=	6.8
EMBANKMENT	=	17.5
TOPSOIL	=	3.5

QUANTITIES (SF)

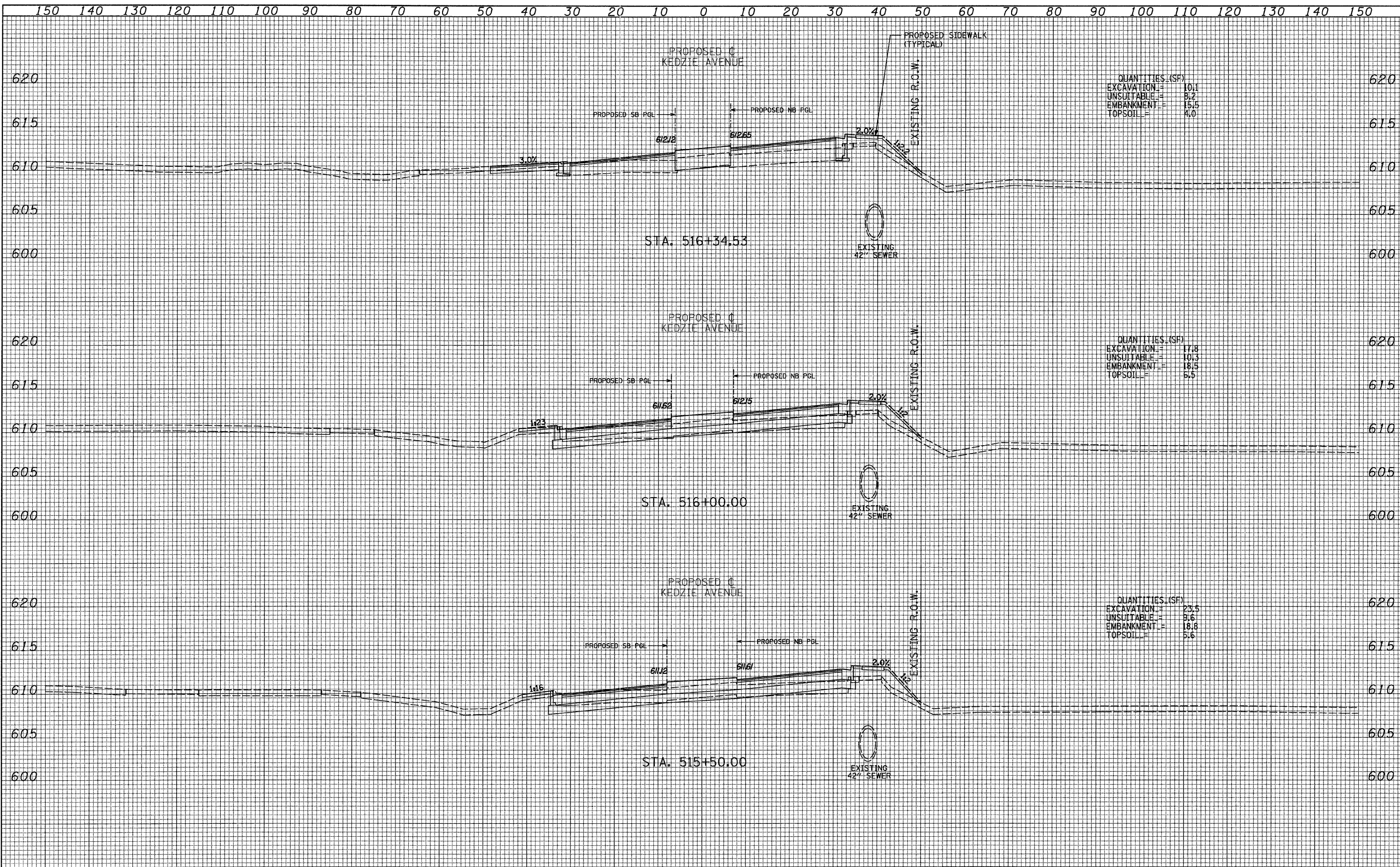
EXCAVATION	=	44.1
UNSUITABLE	=	10.3
EMBANKMENT	=	15.3
TOPSOIL	=	6.9

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NOTE BOOK	
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ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF DRAWN - JDF CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 143 CONTRACT NO. 60K14
	SCALE: 1" = 10' V SHEET NO. OF SHEETS STA. 514+50.00 TO STA. 515+00.00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

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QUANTITIES (SF)

EXCAVATION	=	10.1
UNSUITABLE	=	8.2
EMBANKMENT	=	15.5
TOPSOIL	=	4.0

QUANTITIES (SF)

EXCAVATION	=	17.8
UNSUITABLE	=	10.3
EMBANKMENT	=	18.5
TOPSOIL	=	5.5

QUANTITIES (SF)

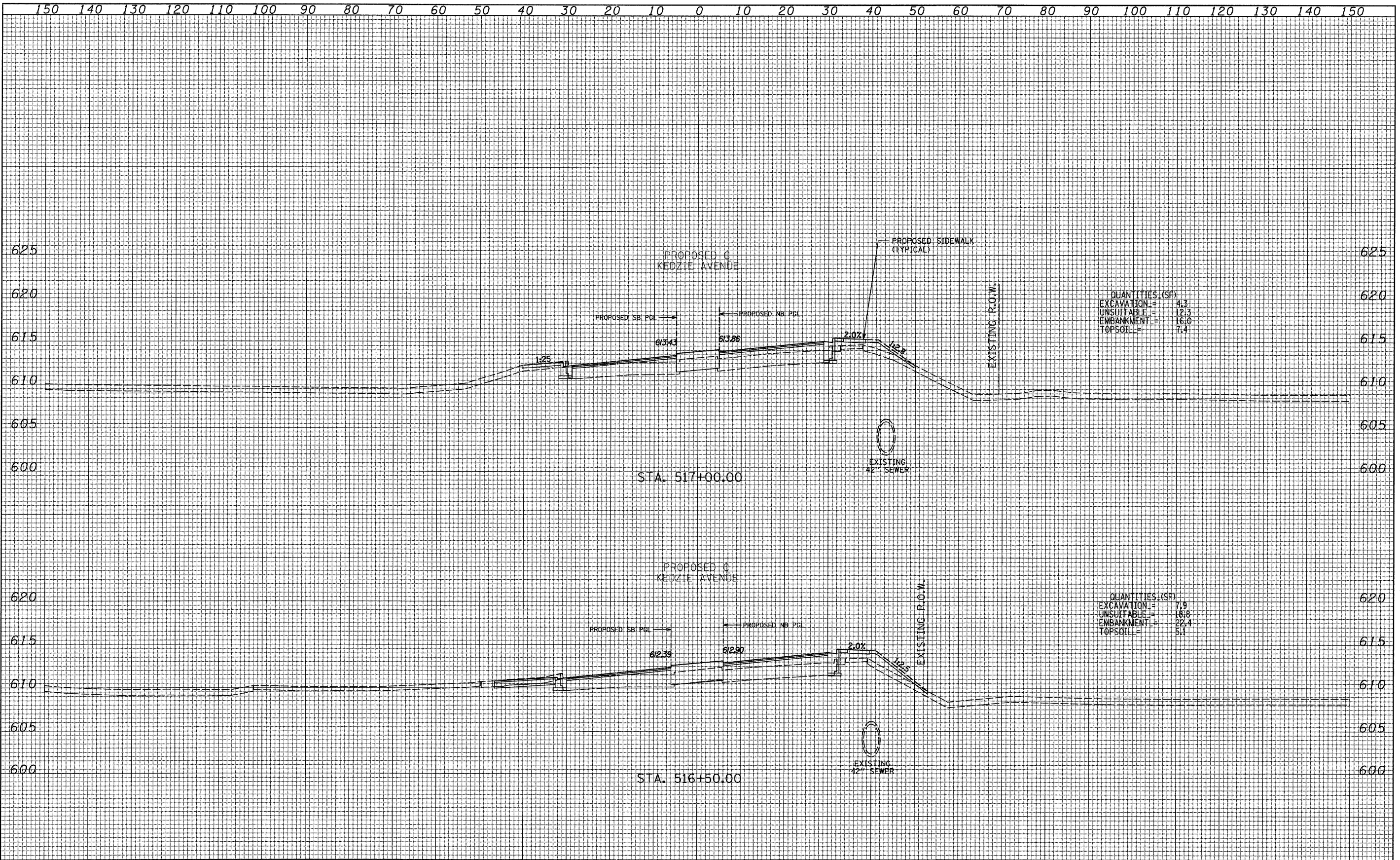
EXCAVATION	=	23.5
UNSUITABLE	=	8.6
EMBANKMENT	=	18.8
TOPSOIL	=	5.6

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TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 144	
	DRAWN - JDF	REVISED -		SCALE: 1" = 10' ✓			SHEET NO. OF SHEETS	STA. 515+50.00 TO STA. 516+34.53	CONTRACT NO. 60K14			
	CHECKED - SES	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
	DATE - 5/5/2011	REVISED -										

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QUANTITIES (SF)

EXCAVATION	=	4.3
UNSUITABLE	=	12.3
EMBANKMENT	=	16.0
TOPSOIL	=	7.4

QUANTITIES (SF)

EXCAVATION	=	7.9
UNSUITABLE	=	18.8
EMBANKMENT	=	22.4
TOPSOIL	=	5.1

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NOTE BOOK	
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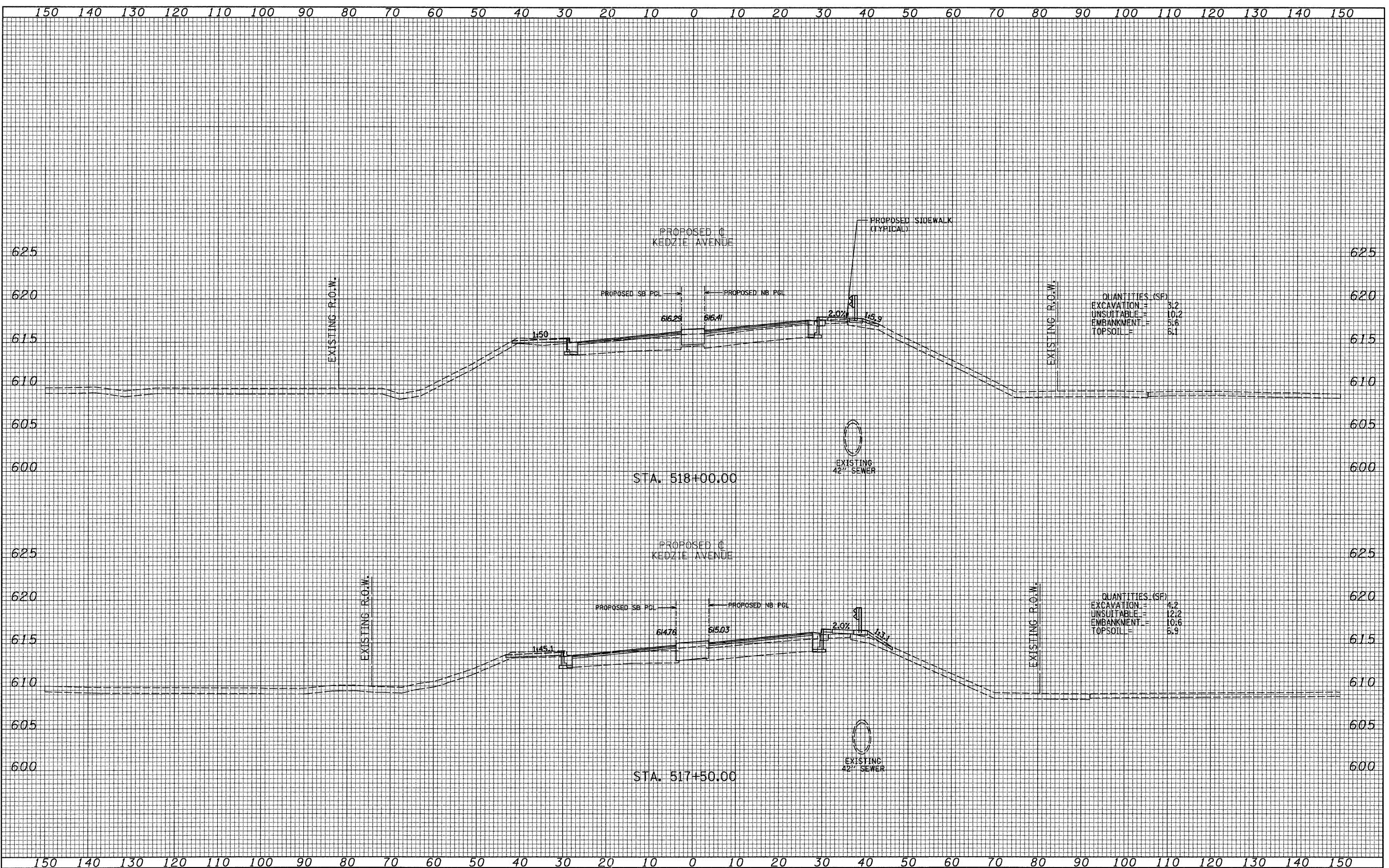
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TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 145	
	DRAWN - JDF	REVISED -		SCALE: 1" = 10'			SHEET NO. OF SHEETS	STA. 516+50.00 TO STA. 517+00.00	CONTRACT NO. 60K14			
	CHECKED - SES	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
	DATE - 5/5/2011	REVISED -										

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NOTE BOOK	
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ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	



QUANTITIES (SF)

EXCAVATION	=	3.2
UNSUITABLE	=	10.2
EMBANKMENT	=	5.6
TOPSOIL	=	6.1

QUANTITIES (SF)

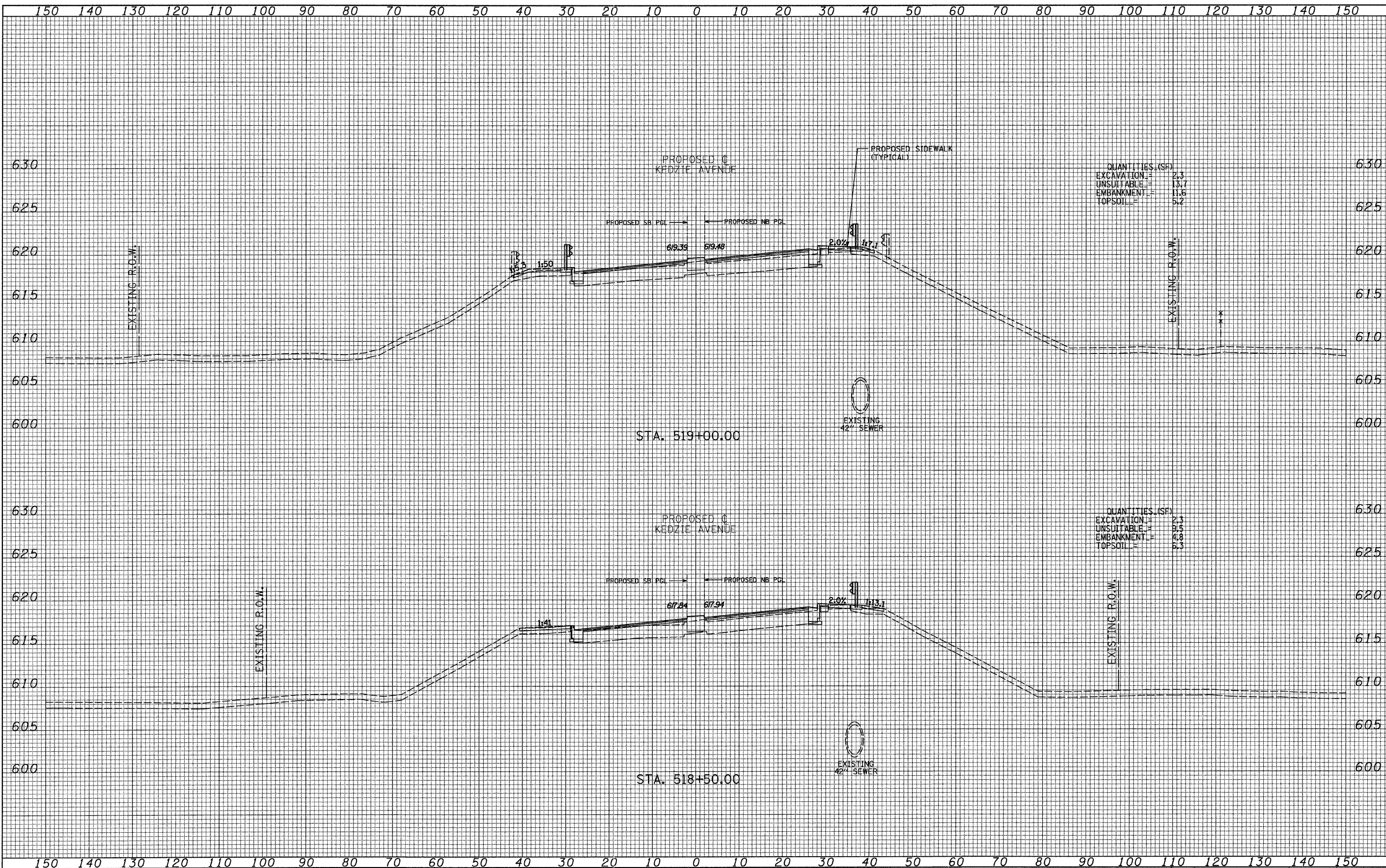
EXCAVATION	=	4.2
UNSUITABLE	=	12.2
EMBANKMENT	=	10.6
TOPSOIL	=	6.9

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 146
	PLOT SCALE =	CHECKED - SES	REVISED -		SCALE: 1" = 10' V	SHEET NO. OF SHEETS	STA. 517+50.00 TO STA. 518+00.00	CONTRACT NO. 60K14		ILLINOIS FED. AID PROJECT		
	PLOT DATE =	DATE - 5/5/2011	REVISED -									

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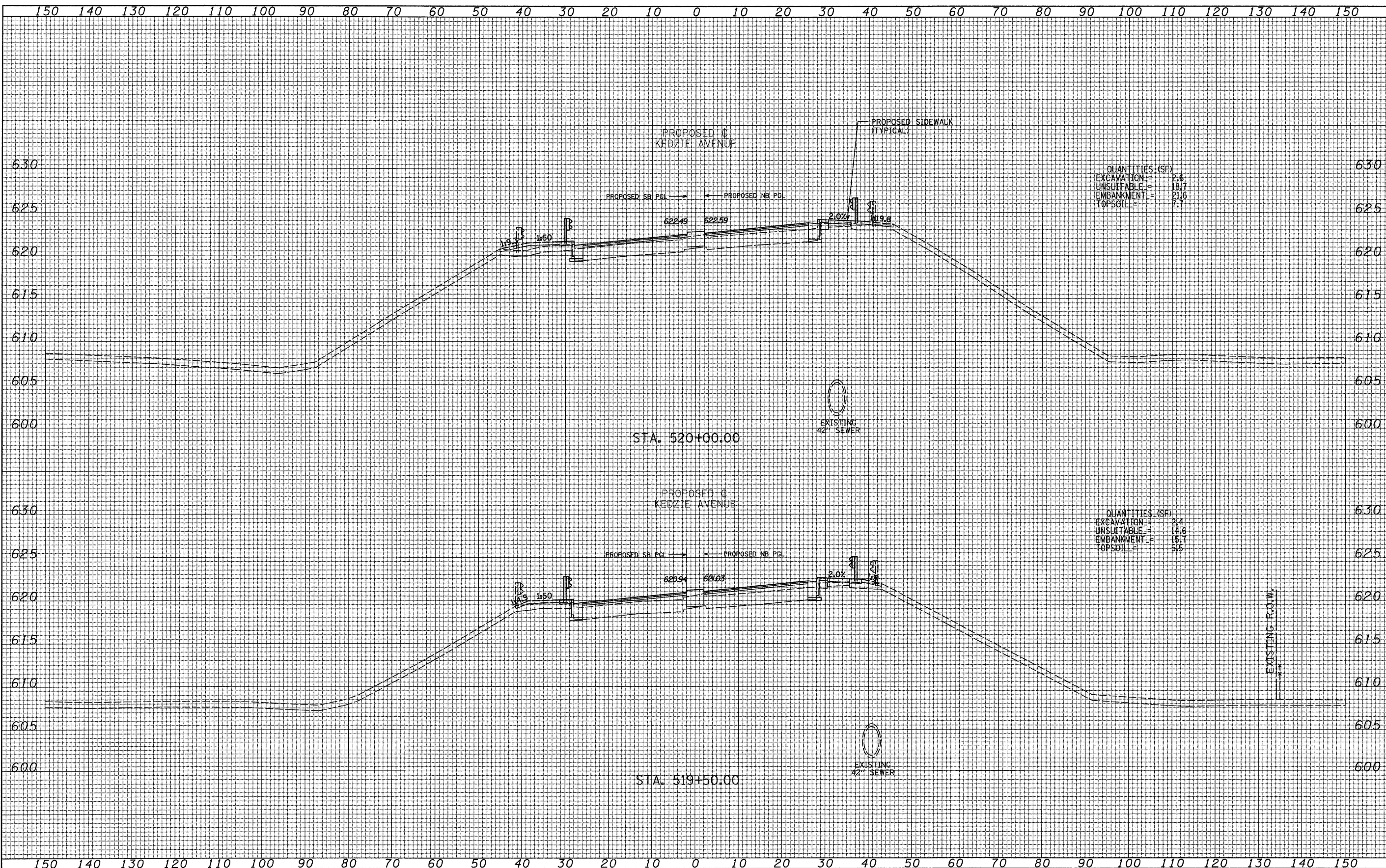


QUANTITIES (SF)
 EXCAVATION = 2.3
 UNSUITABLE = 13.7
 EMBANKMENT = 11.6
 TOPSOIL = 5.2

QUANTITIES (SF)
 EXCAVATION = 2.3
 UNSUITABLE = 9.5
 EMBANKMENT = 4.8
 TOPSOIL = 6.3

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 147
	DRAWN - JDF	REVISED -		SCALE: 1" = 10' V	SHEET NO. OF SHEETS	STA. 518+50.00 TO STA. 519+00.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14	
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	DATE - 5/5/2011	REVISED -								

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QUANTITIES (SF)

EXCAVATION	=	2.6
UNSUITABLE	=	18.7
EMBANKMENT	=	21.6
TOPSOIL	=	7.7

QUANTITIES (SF)

EXCAVATION	=	2.4
UNSUITABLE	=	14.6
EMBANKMENT	=	15.7
TOPSOIL	=	5.5

DATE _____

BY _____

FINAL SURVEY _____

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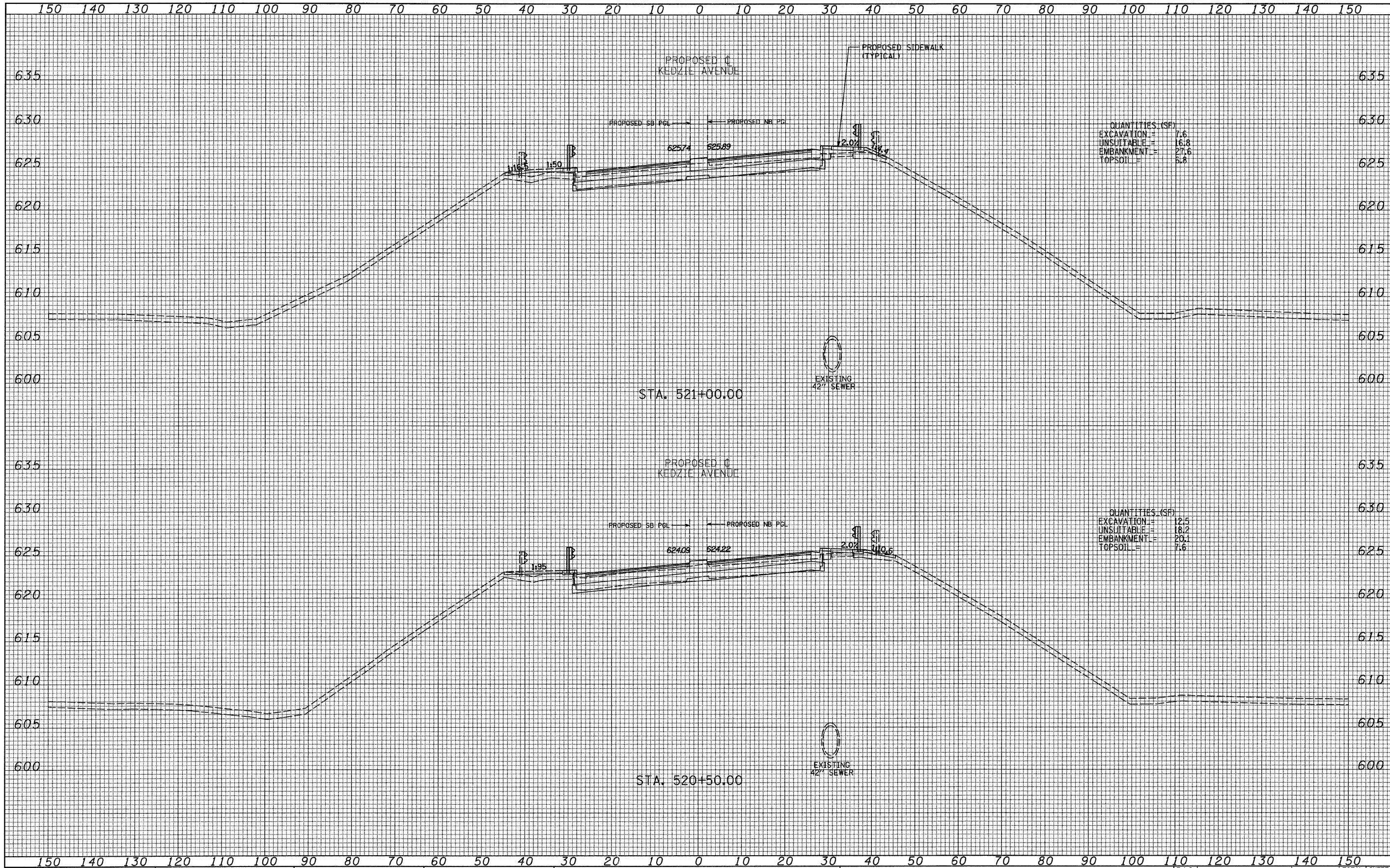
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TYLIN INTERNATIONAL USER NAME = _____ PLOT SCALE = _____ PLOT DATE = _____	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 148	
	DRAWN - JDF	REVISED -		SCALE: 1" = 10' V			SHEET NO. _____	OF _____	SHEETS _____	STA. 519+50.00	TO STA. 520+00.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
	CHECKED - SES	REVISED -		CONTRACT NO. 60K14								
	DATE - 5/5/2011	REVISED -										

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QUANTITIES (SF)
 EXCAVATION = 7.6
 UNSUITABLE = 16.8
 EMBANKMENT = 27.6
 TOPSOIL = 5.8

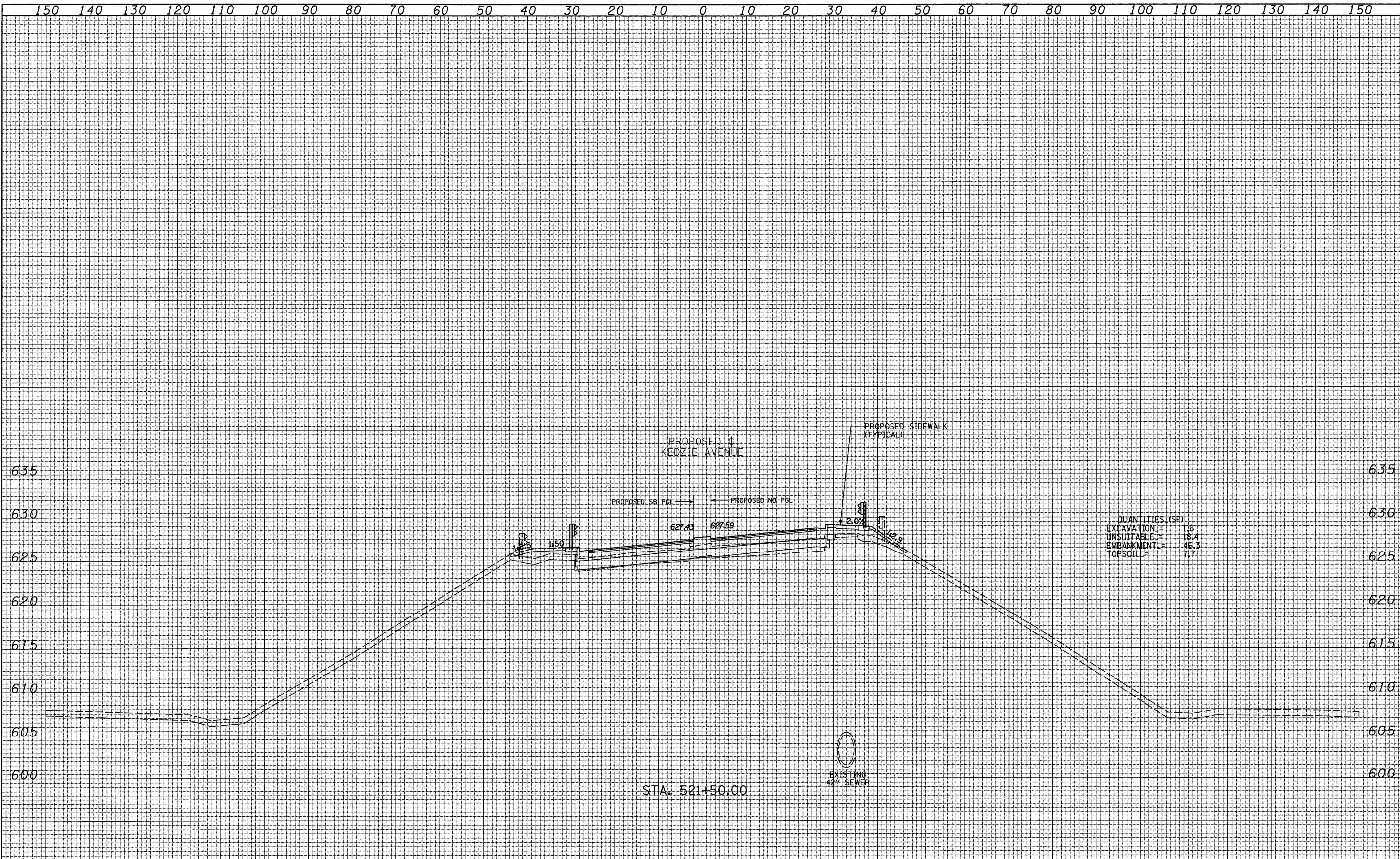
QUANTITIES (SF)
 EXCAVATION = 12.5
 UNSUITABLE = 18.2
 EMBANKMENT = 20.1
 TOPSOIL = 7.6

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TYLIN INTERNATIONAL USER NAME = _____ PLOT SCALE = _____ PLOT DATE = _____	DESIGNED - JDF DRAWN - JDF CHECKED - SES DATE - 5/5/2011	REVISED - _____ REVISED - _____ REVISED - _____ REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 149 CONTRACT NO. 60K14
	SCALE: 1" = 10' H SHEET NO. OF SHEETS STA. 520+50.00 TO STA. 521+00.00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

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QUANTITIES (SF)

EXCAVATION	1.6
UNSUITABLE	18.4
EMBANKMENT	46.3
TOPSOIL	7.7

FINAL SURVEY	DATE
NOTE BOOK	BY
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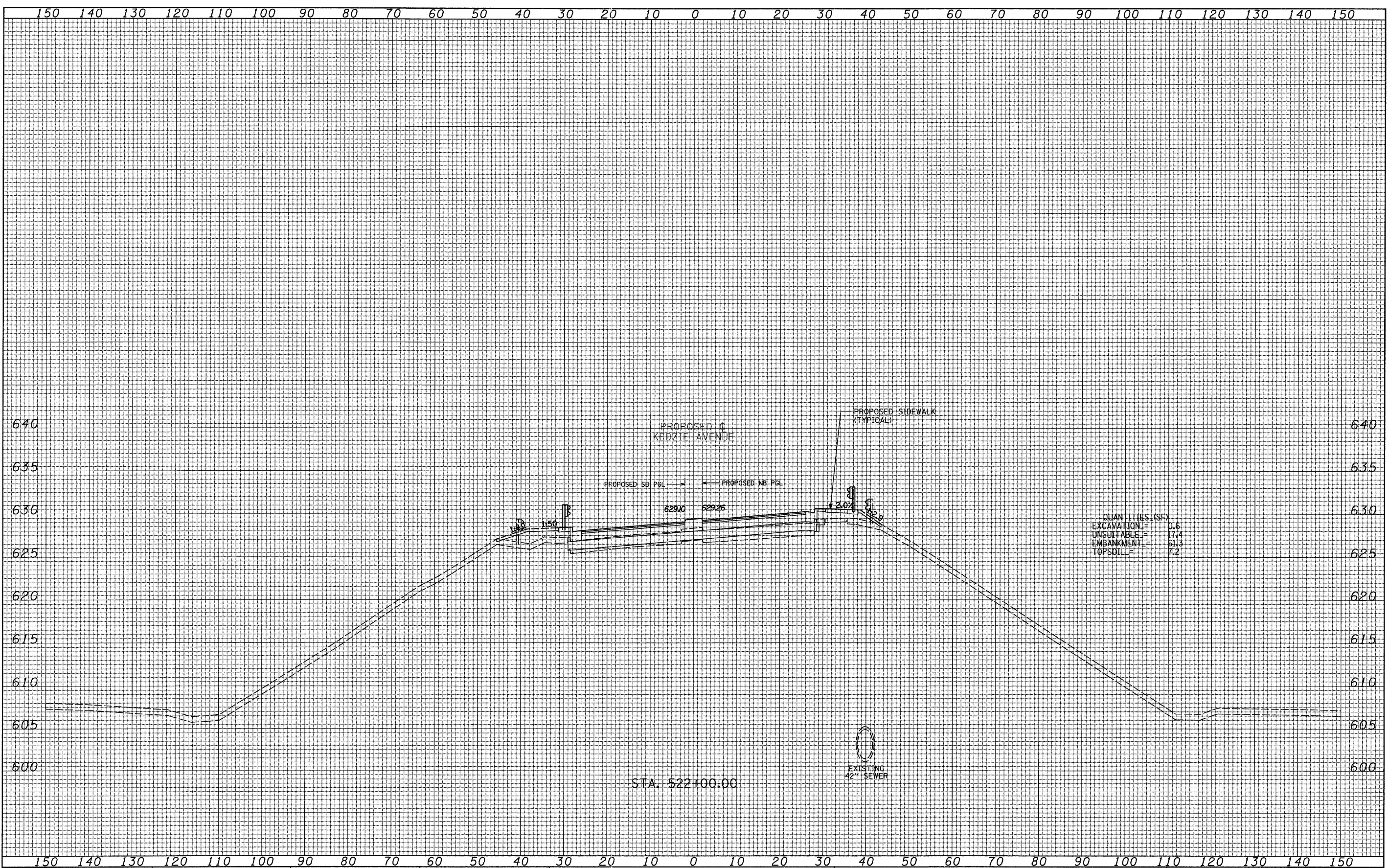
ORIGINAL SURVEY	DATE
NOTE BOOK	BY
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SURVEYED	
TEMPLATE	
AREAS CHECKED	

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 150
	PLOT SCALE =	CHECKED - SES	REVISED -		SCALE: 1" = 50' V ^H	SHEET NO. OF SHEETS	STA. 521+50.00 TO STA. 521+50.00	CONTRACT NO. 60K14				
PLOT DATE =	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT						

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CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
PLOTTED	
AREAS	
CHECKED	
NO.	



QUANTITIES (SF)

EXCAVATION	=	0.6
UNSUITABLE	=	17.4
EMBANKMENT	=	61.3
TOPSOIL	=	7.2

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JDF	REVISED -
PLLOT SCALE =	DRAWN - JDF	REVISED -
PLLOT DATE =	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
PROPOSED CROSS SECTIONS**

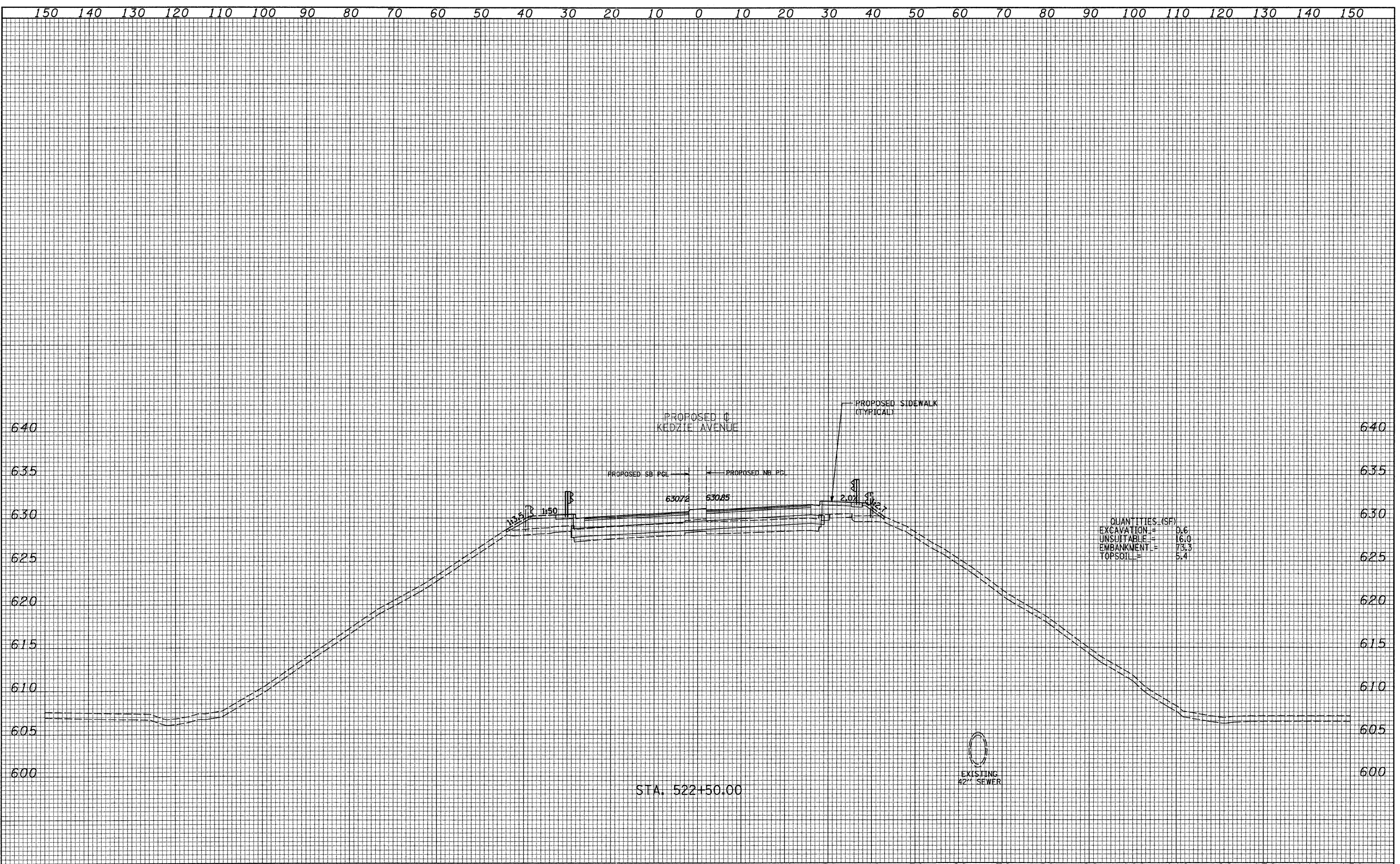
SCALE: 1" = 10' V, 1" = 50' H

F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 151
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 60K14				

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

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

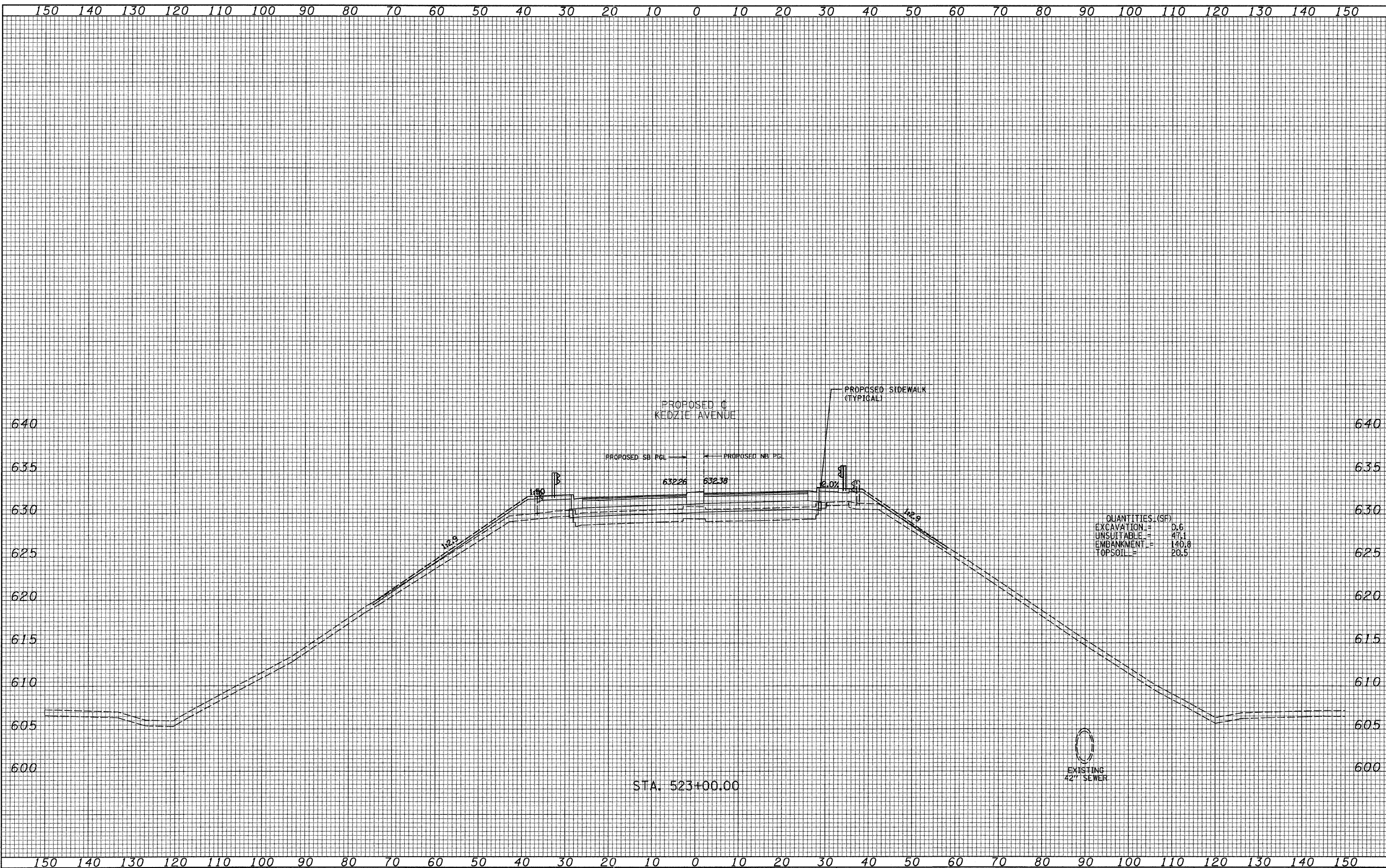


QUANTITIES (SF)

EXCAVATION	=	0.6
UNSUITABLE	=	16.0
EMBANKMENT	=	73.3
TOPSOIL	=	5.4

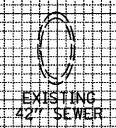
TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. R.T.E. 57	SECTION 1313.IB-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 152
	PLOT SCALE =	CHECKED - SES	REVISED -		SCALE: 1" = 10'	SHEET NO. OF SHEETS	STA. 522+50.00 TO STA. 522+50.00	CONTRACT NO. 60K14				
	PLOT DATE =	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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QUANTITIES (SF)

EXCAVATION	=	0.6
UNSUITABLE	=	47.1
EMBANKMENT	=	140.8
TOPSOIL	=	20.5



FINAL SURVEY

DATE	
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AREAS CHECKED	
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ORIGINAL SURVEY

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TEMPLATE	
AREAS CHECKED	
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TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JDF	REVISED -
PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
PROPOSED CROSS SECTIONS**

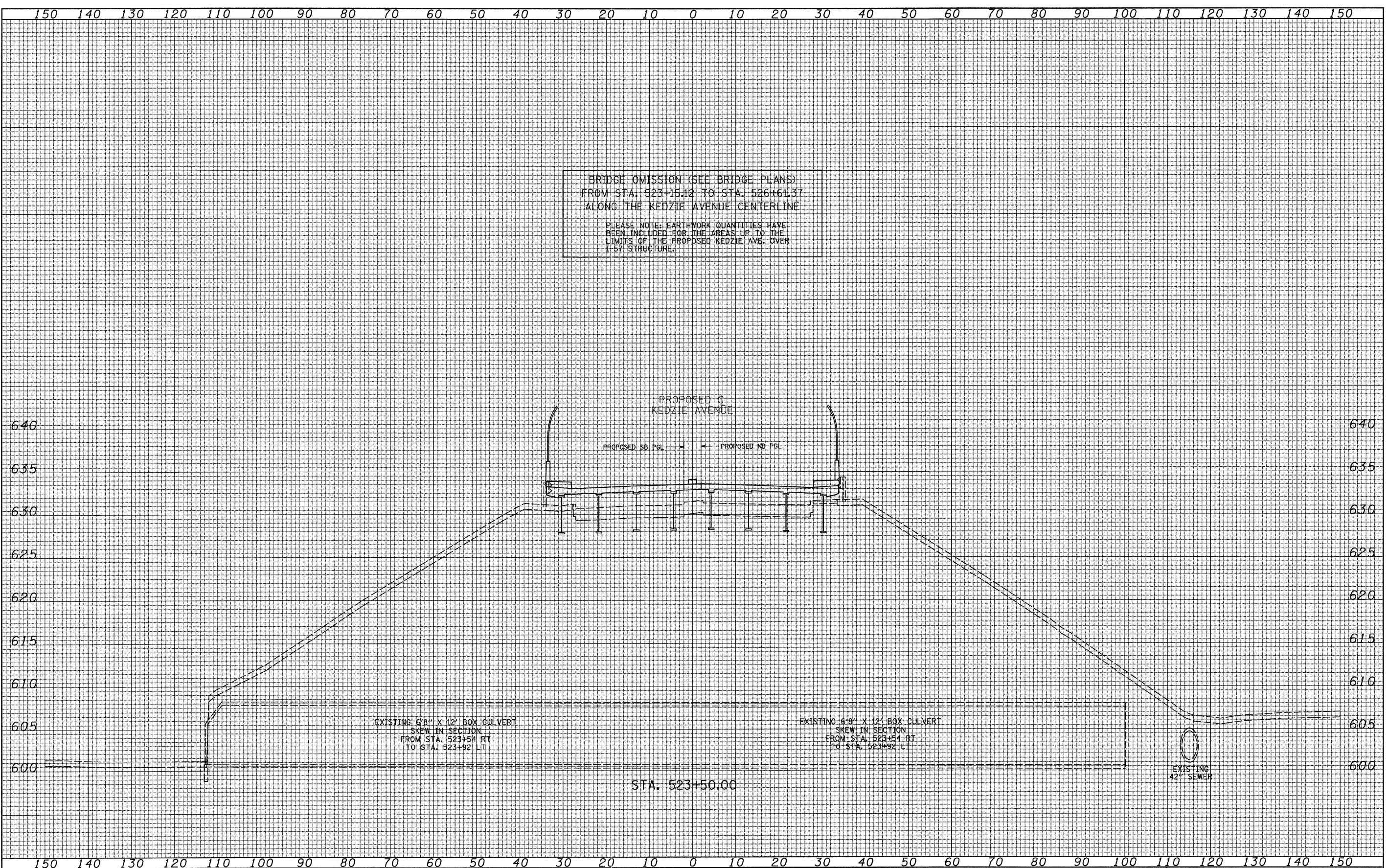
SCALE: 1" = 10' V
SHEET NO. OF SHEETS STA. 523+00.00 TO STA. 523+00.00

F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 153
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60K14	

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

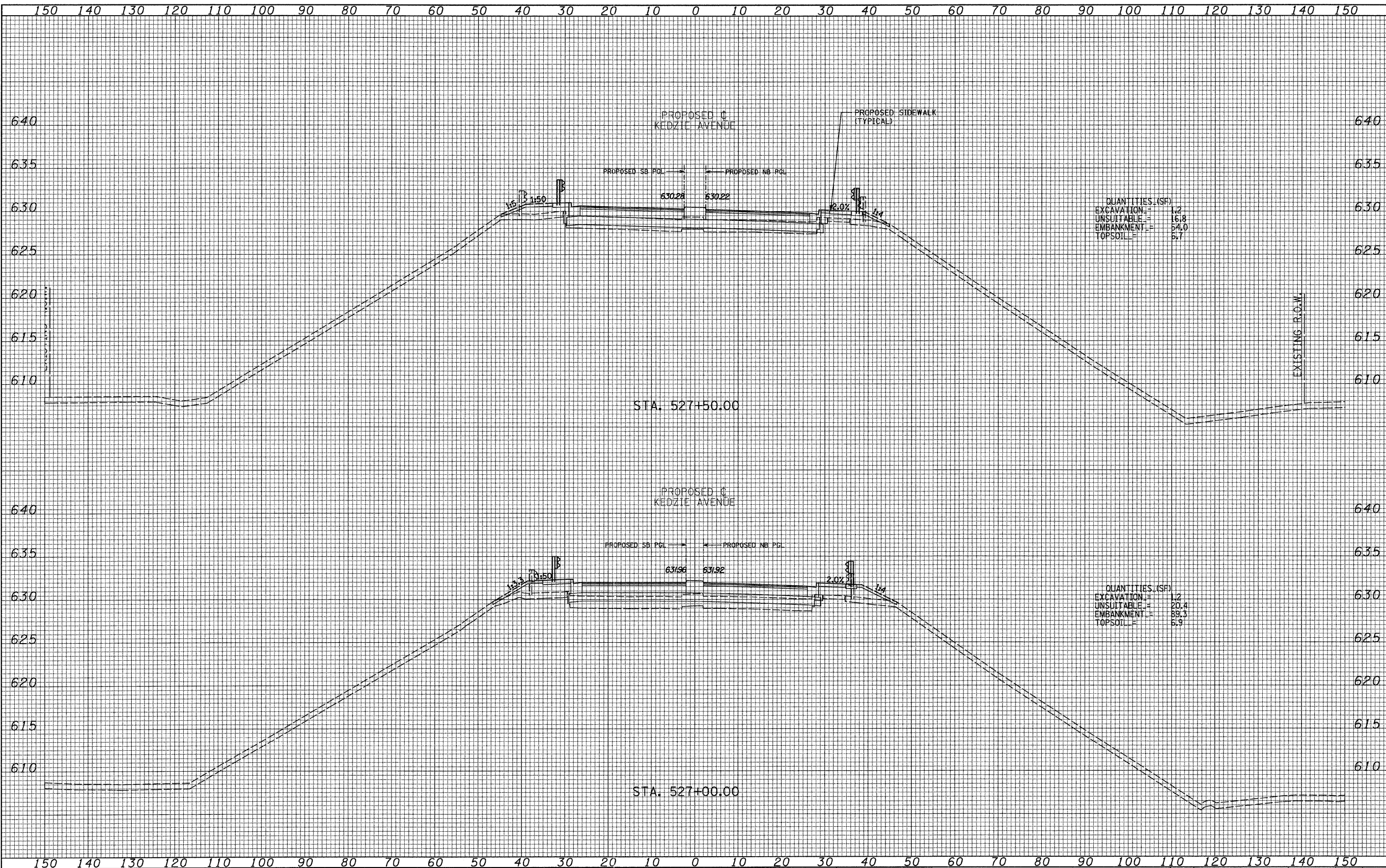
ORIGINAL SURVEY BY DATE
 SURVEYED BY _____ DATE _____
 NOTE BOOK NO. _____
 TEMPLATE AREAS CHECKED _____



BRIDGE OMISSION (SEE BRIDGE PLANS)
 FROM STA. 523+15.12 TO STA. 526+61.37
 ALONG THE KEDZIE AVENUE CENTERLINE

PLEASE NOTE: EARTHWORK QUANTITIES HAVE BEEN INCLUDED FOR THE AREAS UP TO THE LIMITS OF THE PROPOSED KEDZIE AVE. OVER T-57 STRUCTURE.

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF DRAWN - JDF CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57 SECTION 1313.1B-1 COUNTY COOK TOTAL SHEETS 162 SHEET NO. 154 CONTRACT NO. 60K14
	SCALE: 1" = 50' V SHEET NO. OF SHEETS STA. 523+50.00 TO STA. 523+50.00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



QUANTITIES (SF)
 EXCAVATION = 1.2
 UNSUITABLE = 16.8
 EMBANKMENT = 54.0
 TOPSOIL = 5.7

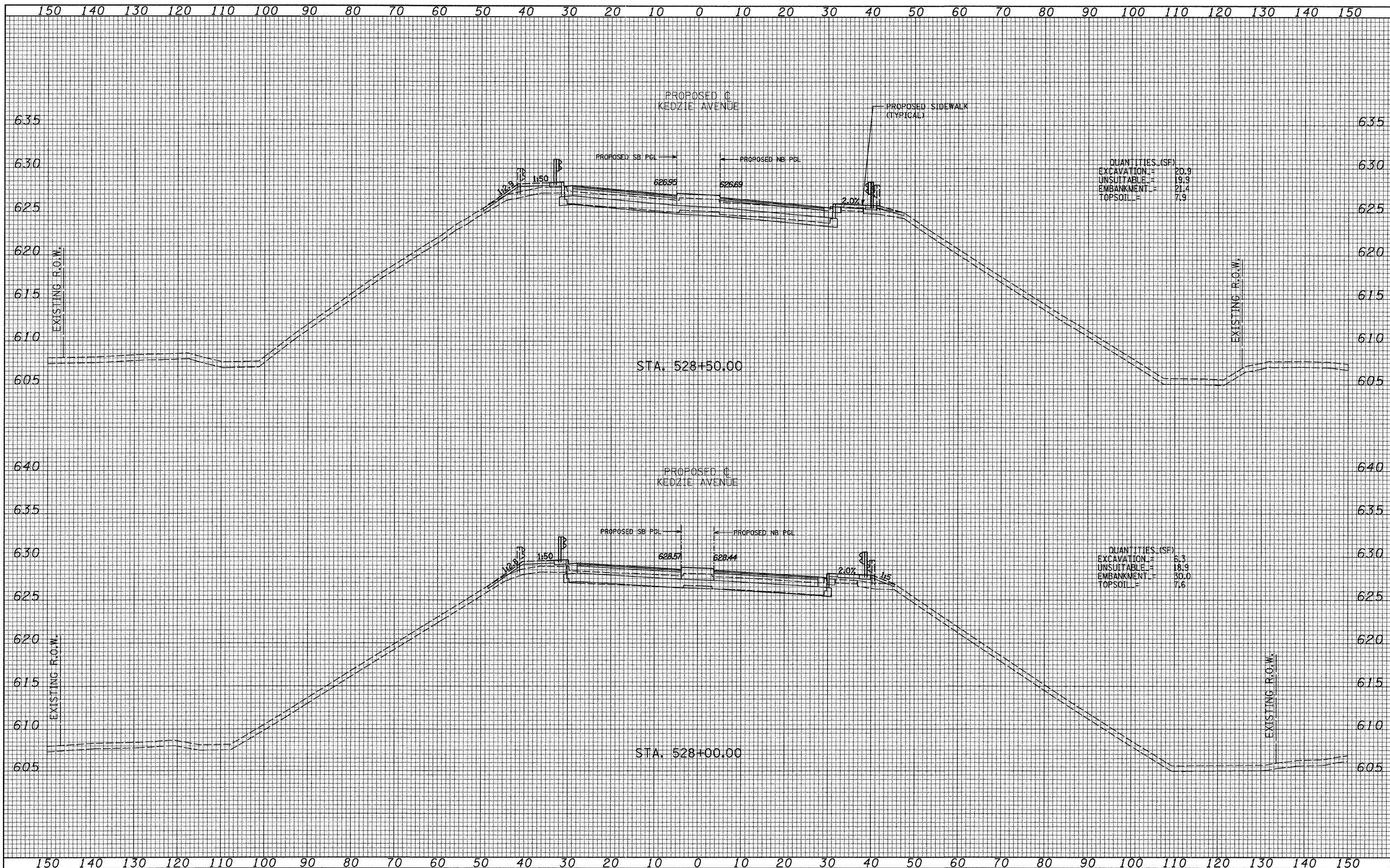
QUANTITIES (SF)
 EXCAVATION = 1.2
 UNSUITABLE = 20.4
 EMBANKMENT = 89.3
 TOPSOIL = 5.9

DATE _____ BY _____
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DATE _____ BY _____
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 NOTE BOOK _____
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 AREAS CHECKED _____
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TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF DRAWN - JDF CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. R.T.E. = 57	SECTION = 1313.1B-1	COUNTY = COOK	TOTAL SHEETS = 162	SHEET NO. = 155	
	SCALE: 1" = 10' H SHEET NO. OF SHEETS STA. 527+00.00 TO STA. 527+50.00						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
	CONTRACT NO. 60K14										

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QUANTITIES (SF)

EXCAVATION	=	20.9
UNSUITABLE	=	19.9
EMBANKMENT	=	21.4
TOPSOIL	=	7.9

QUANTITIES (SF)

EXCAVATION	=	6.3
UNSUITABLE	=	18.9
EMBANKMENT	=	30.0
TOPSOIL	=	7.6

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TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JDF	REVISED -
PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

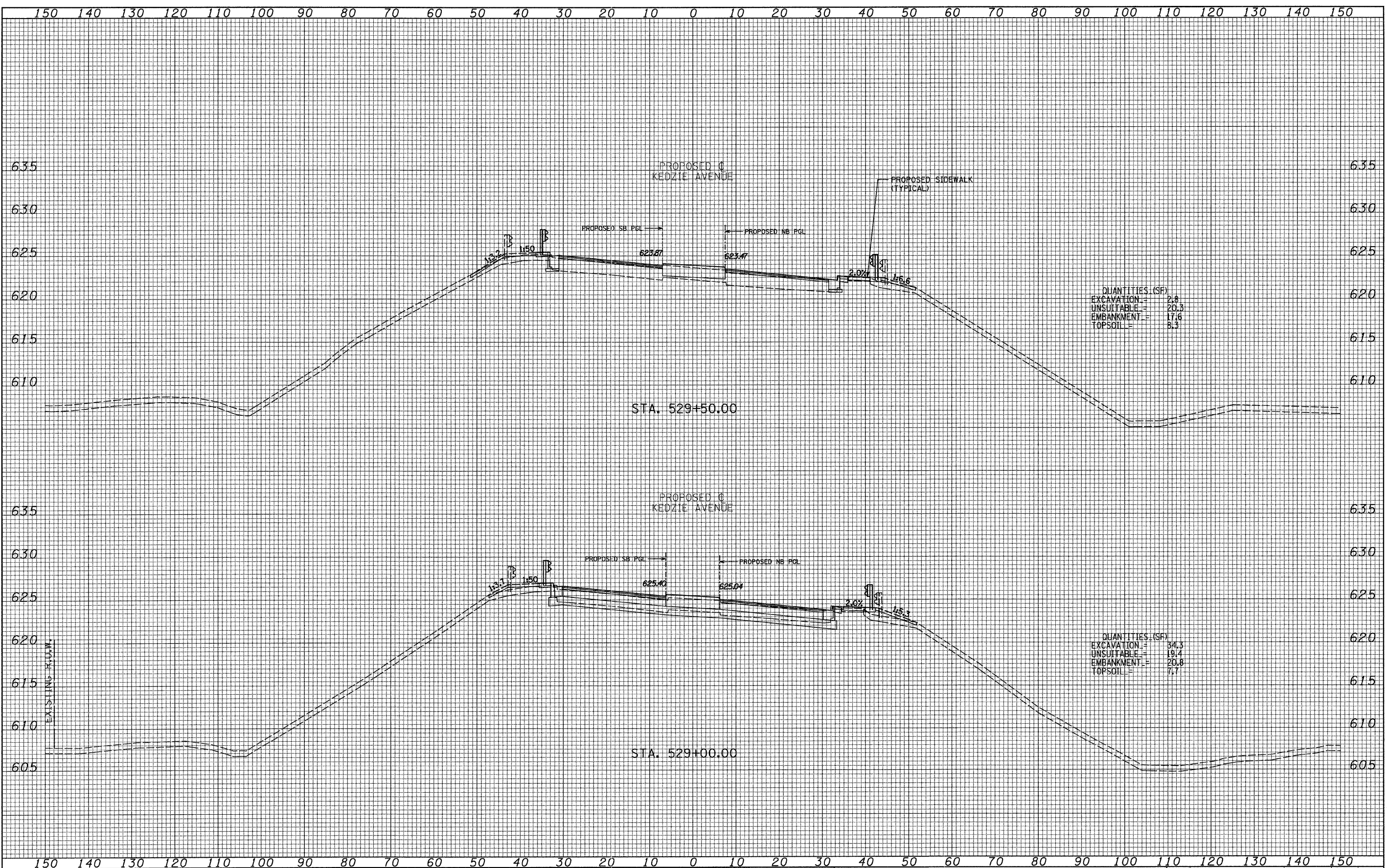
KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			
SCALE: 1" = 10'	SHEET NO. OF SHEETS	STA. 528+00.00 TO STA. 528+50.00	

F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 156
CONTRACT NO. 60K14				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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DATE _____
 BY _____
 SURVEYED _____
 DRAWN _____
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 DESIGNED _____
 REVISIONS _____



QUANTITIES (SF)
 EXCAVATION = 2.8
 UNSUITABLE = 20.3
 EMBANKMENT = 17.6
 TOPSOIL = 8.3

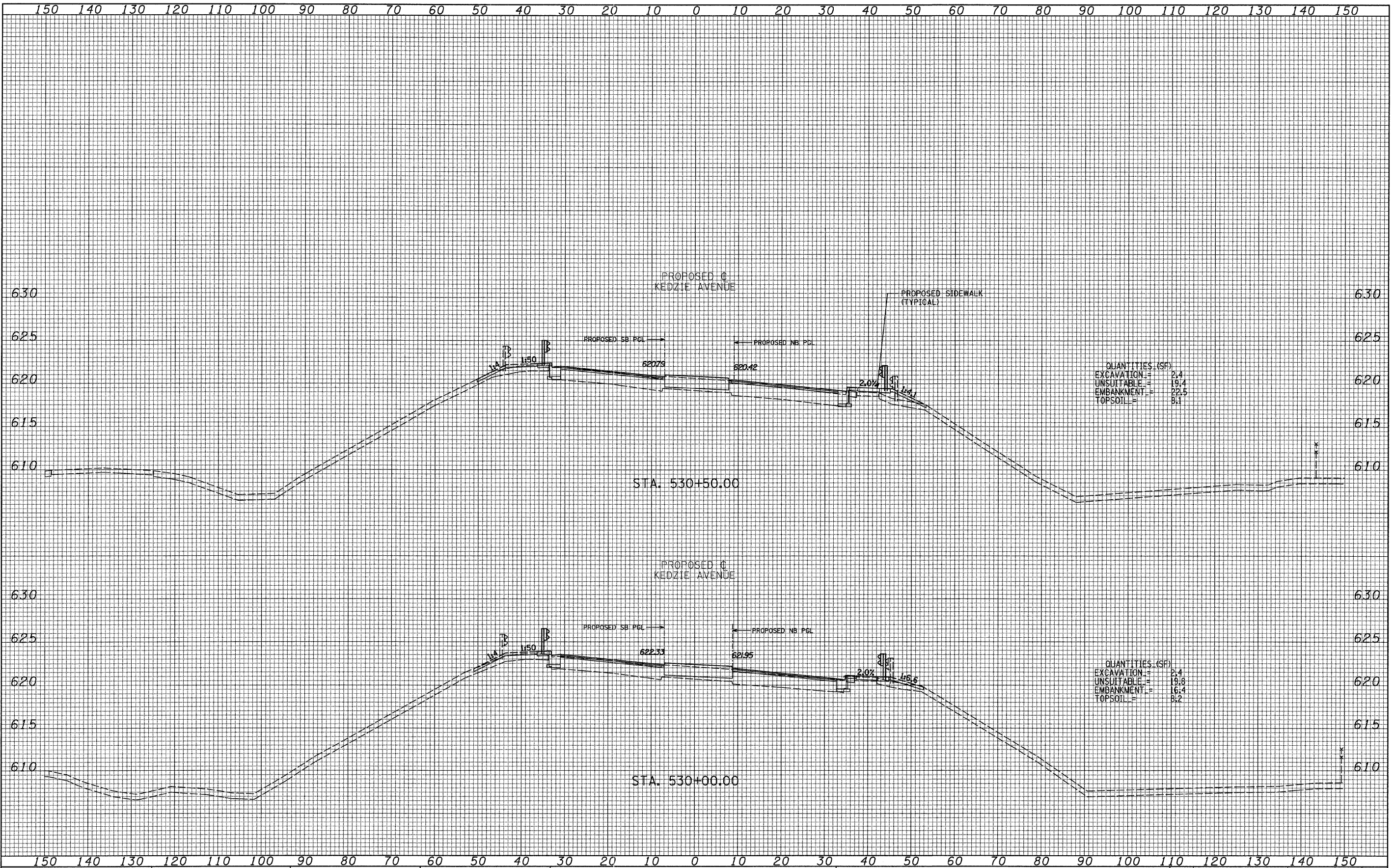
QUANTITIES (SF)
 EXCAVATION = 34.3
 UNSUITABLE = 19.4
 EMBANKMENT = 20.8
 TOPSOIL = 7.7

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 157	
	DRAWN - JDF	REVISED -		SCALE: 1" = 10' V	SHEET NO. OF SHEETS	STA. 529+00.00 TO STA. 529+50.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14		
	CHECKED - SES	REVISED -									
	DATE - 5/5/2011	REVISED -									

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ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



QUANTITIES (SF)

EXCAVATION	=	2.4
UNSUITABLE	=	19.4
EMBANKMENT	=	22.5
TOPSOIL	=	8.1

QUANTITIES (SF)

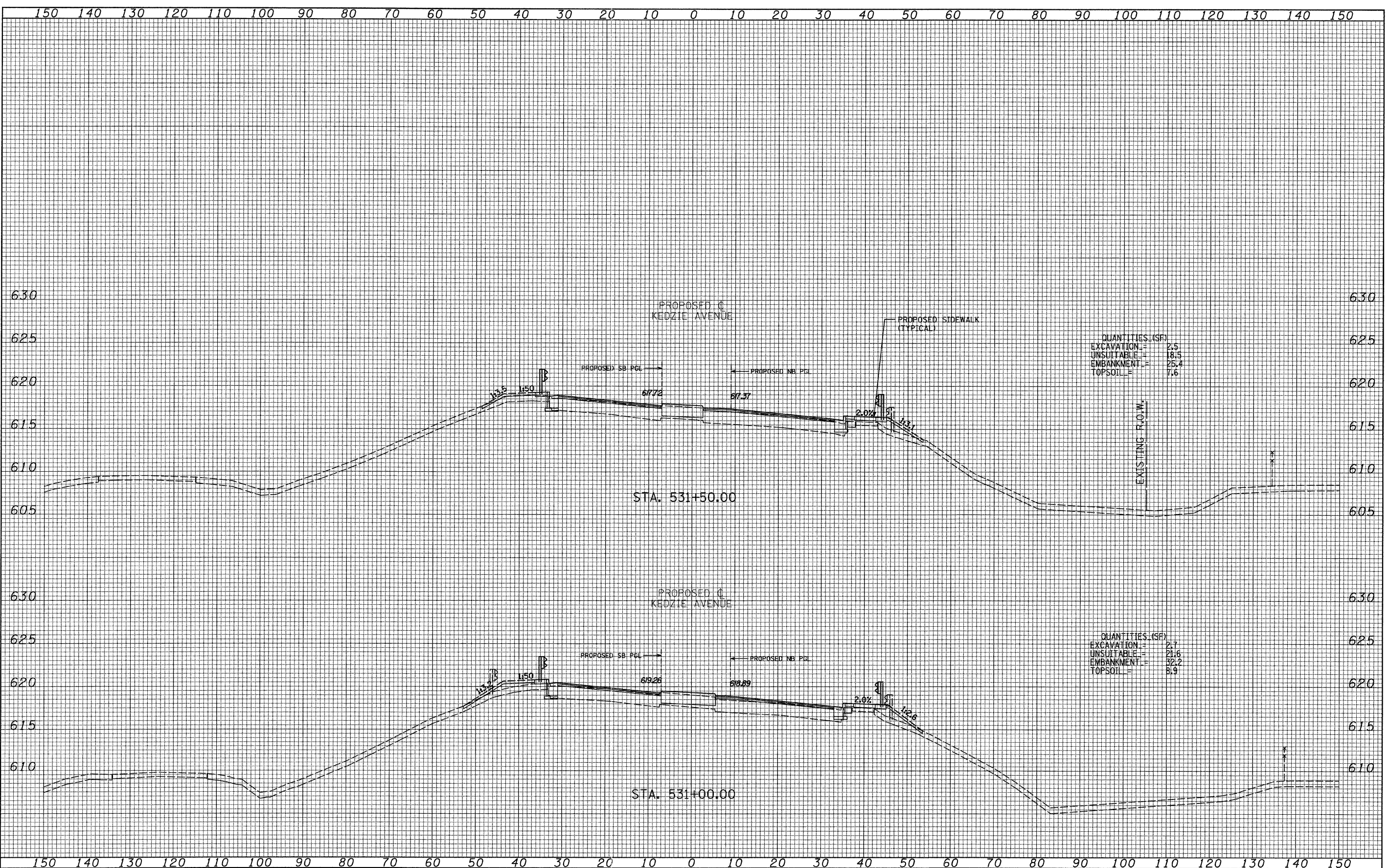
EXCAVATION	=	2.4
UNSUITABLE	=	19.8
EMBANKMENT	=	16.4
TOPSOIL	=	8.2

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. R.T.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - JDF	REVISED -		SCALE: 1" = 10' H	SHEET NO. OF SHEETS	STA. 530+00.00 TO STA. 530+50.00	57	1313.1B-1	COOK	162	158
	PLOT DATE =	CHECKED - SES	REVISED -		DATE - 5/5/2011	CONTRACT NO. 60K14						

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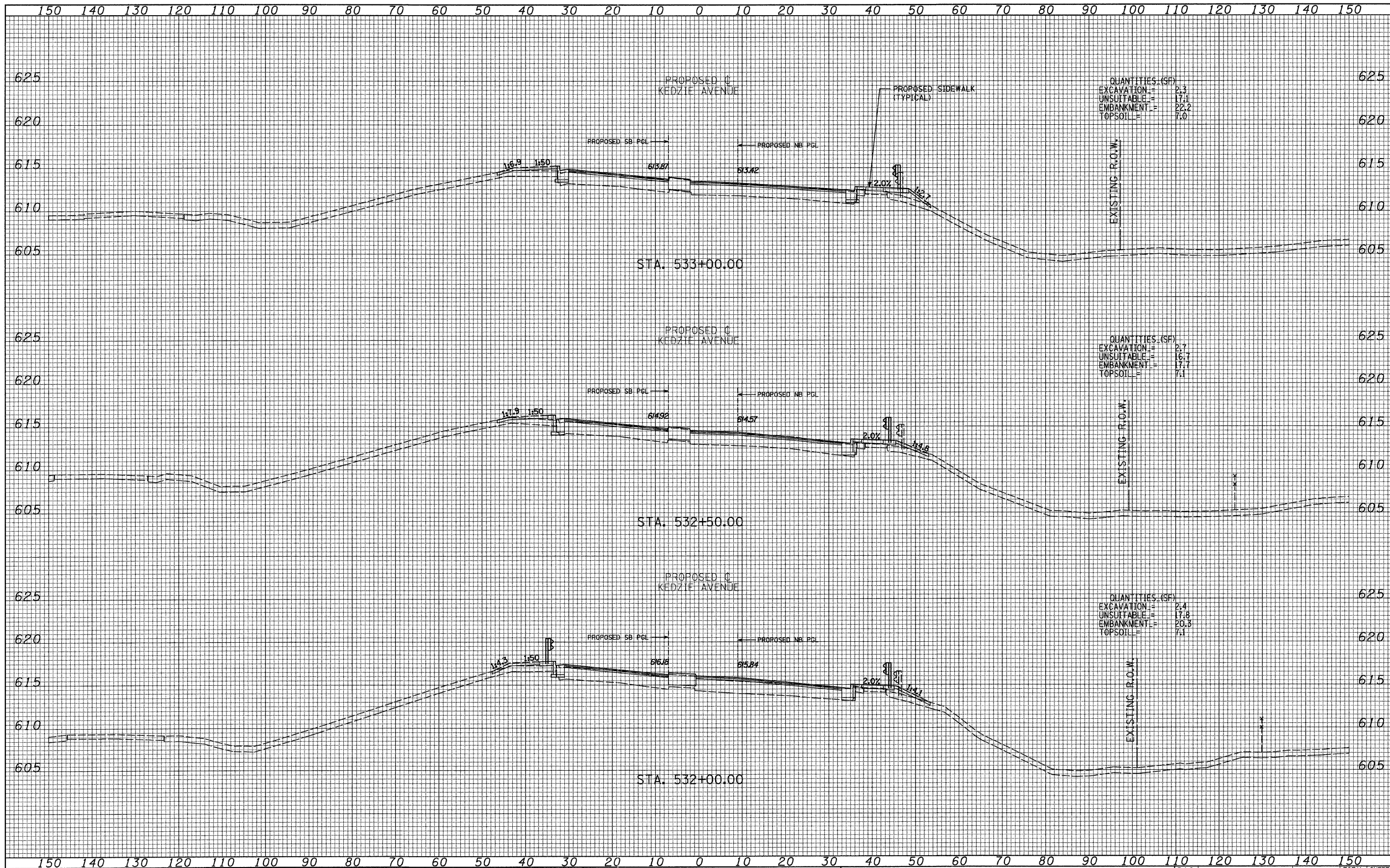
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DATE _____
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 NOTE BOOK _____
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TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 159
	DRAWN - JDF	REVISED -		SCALE: 1" = 10' V SHEET NO. OF SHEETS STA. 531+00.00 TO STA. 531+50.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60K14		
	CHECKED - SES	REVISED -								
DATE - 5/5/2011	REVISED -									

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AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

TYLIN INTERNATIONAL

USER NAME =	DESIGNED - JDF	REVISED -
PLOT SCALE =	DRAWN - JDF	REVISED -
PLOT DATE =	CHECKED - SES	REVISED -
	DATE - 5/5/2011	REVISED -

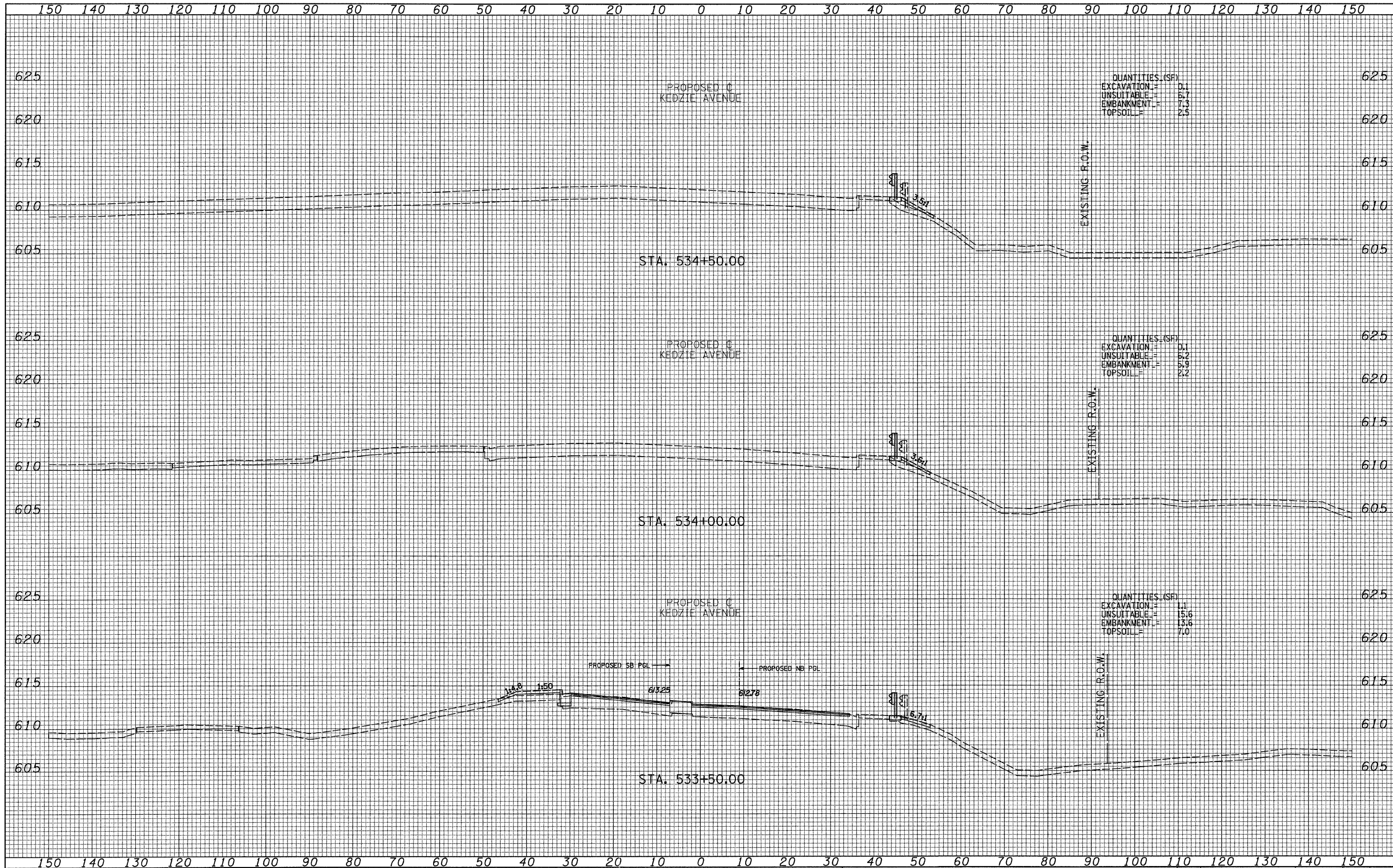
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**KEDZIE AVENUE PROJECT
PROPOSED CROSS SECTIONS**

SCALE: 1" = 10' H
SHEET NO. OF SHEETS STA. 532+00.00 TO STA. 533+00.00

F.A.I. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1313.1B-1	COOK	162	160
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60K14	

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NOTE BOOK	
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AREAS CHECKED	

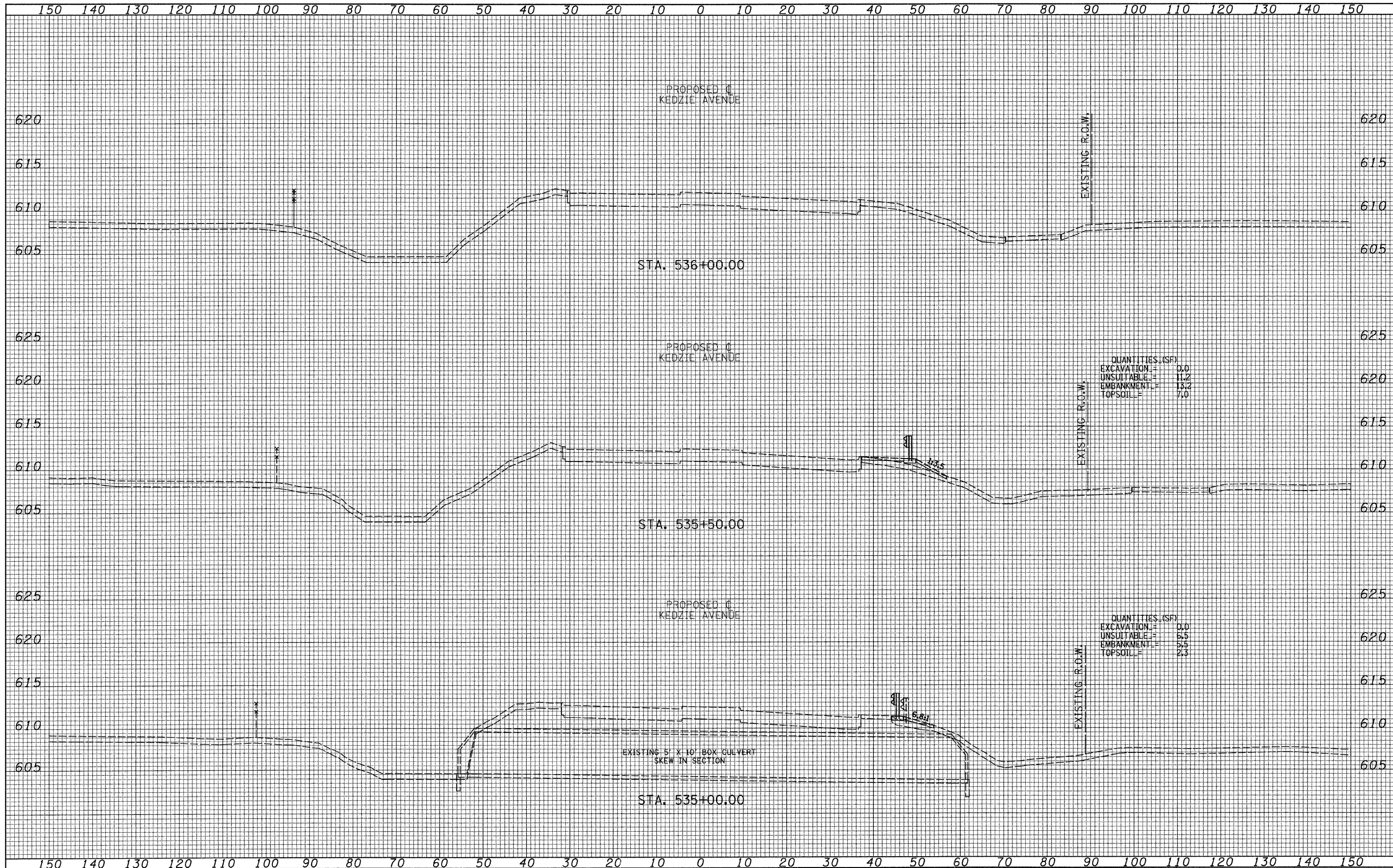
DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
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AREAS CHECKED	

TYLIN INTERNATIONAL USER NAME = PLOT SCALE = PLOT DATE =	DESIGNED - JDF DRAWN - JDF CHECKED - SES DATE - 5/5/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS		F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 161
	SCALE: 1" = 40'			SHEET NO. OF SHEETS	STA. 533+50.00 TO STA. 534+50.00	CONTRACT NO. 60K14 ILLINOIS FED. AID PROJECT				

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DATE	
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REVISIONS	
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TYLIN INTERNATIONAL	USER NAME =	DESIGNED - JDF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT PROPOSED CROSS SECTIONS			F.A.I. RTE. 57	SECTION 1313.1B-1	COUNTY COOK	TOTAL SHEETS 162	SHEET NO. 162
	PLOT SCALE =	CHECKED - SES	REVISED -		SCALE: 1" = 10' V	SHEET NO. OF SHEETS	STA. 535+00.00 TO STA. 536+00.00	CONTRACT NO. 60K14				
	PLOT DATE =	DATE - 5/5/2011	REVISED -				ILLINOIS FED. AID PROJECT					

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