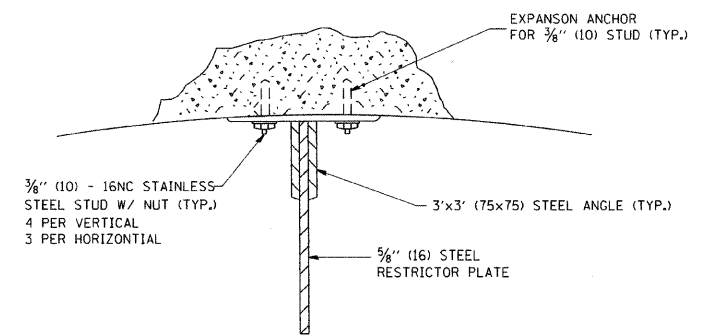
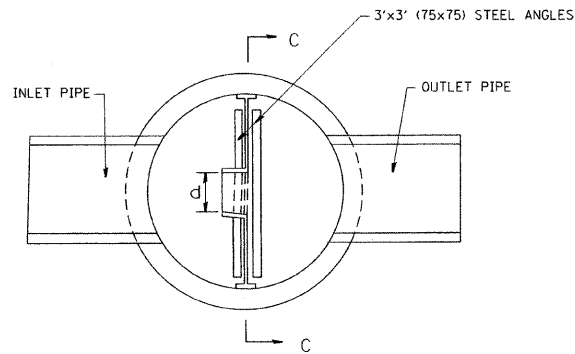
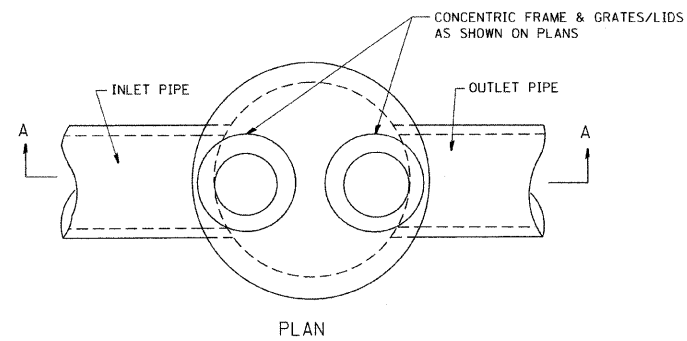
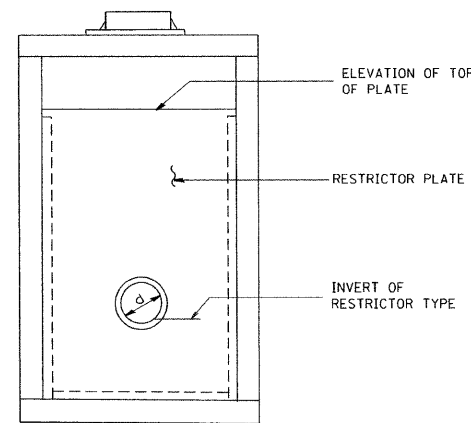
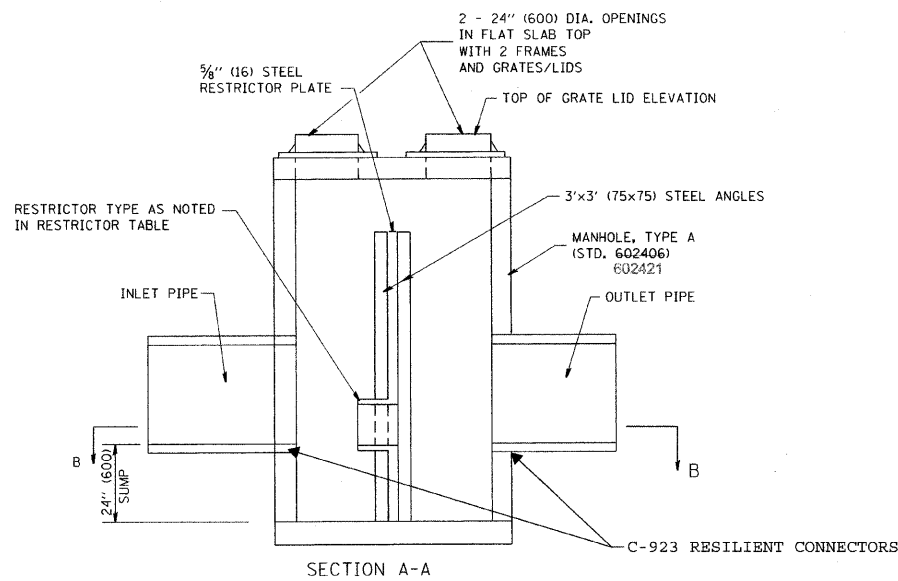


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



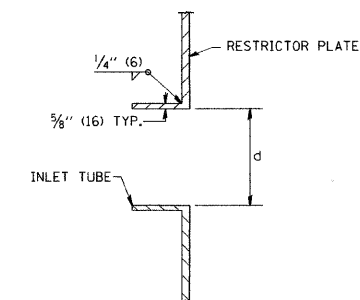
ANGLE FASTENER DETAIL



SECTION C-C

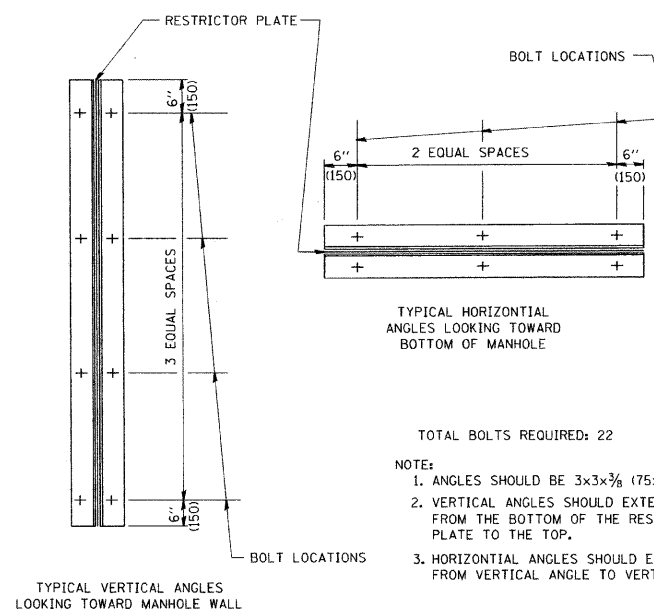
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



INLET TUBE DETAIL

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
114+23.22' RT STR # 142	9'	TYPE 1	2	5 5/8"	610.50	617.50



STEEL ANGLE BOLTING DETAILS

- TOTAL BOLTS REQUIRED: 22
- NOTE:
1. ANGLES SHOULD BE 3x3x3/8 (75x75x75)
  2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
  3. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94
E. GOMEZ	08/28/00
M. GOMEZ	01/08/01

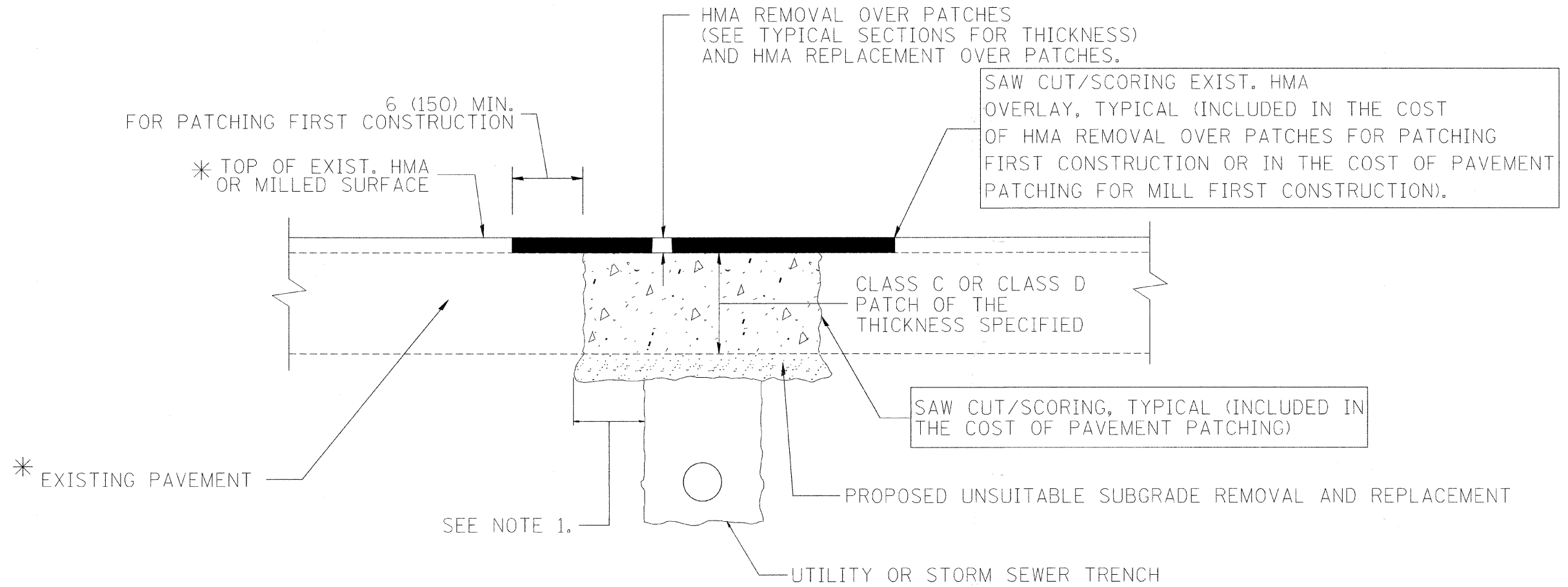
ILLINOIS DEPARTMENT OF TRANSPORTATION

MANHOLE WITH RESTRICTOR PLATE

SCALE: VERT. NONE  
HORIZ.

DRAWN BY SAG  
CHECKED BY DWB

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	102
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

REVISIONS	
NAME	DATE
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07
R. BORO	09/04/07
K. ENG	10/27/08

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

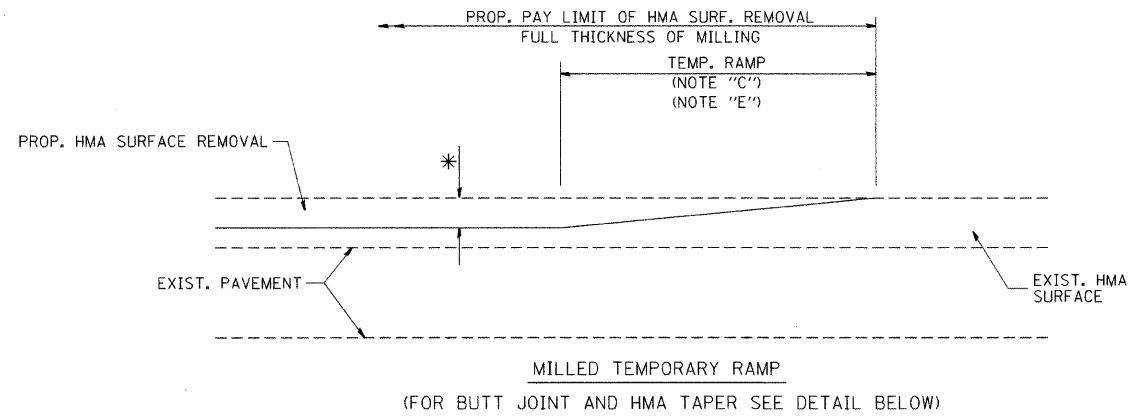
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HORIZ.

DRAWN BY  
CHECKED BY

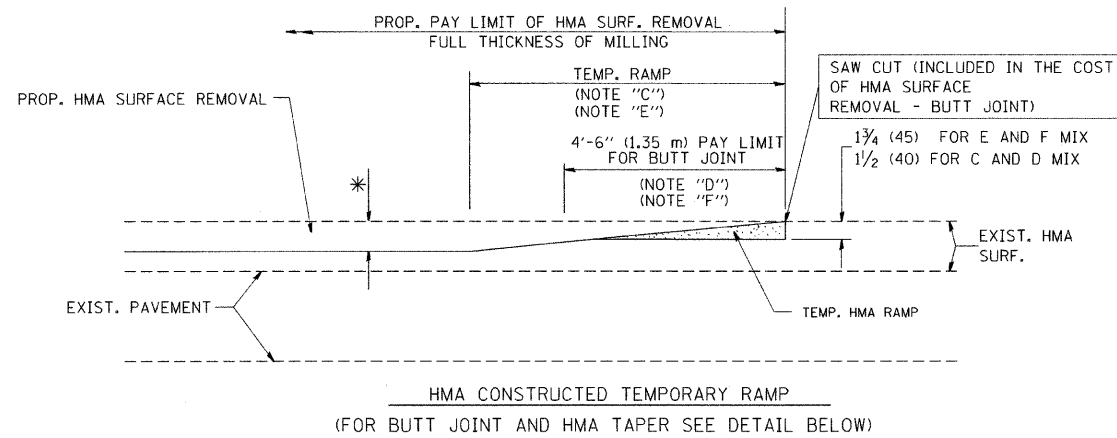
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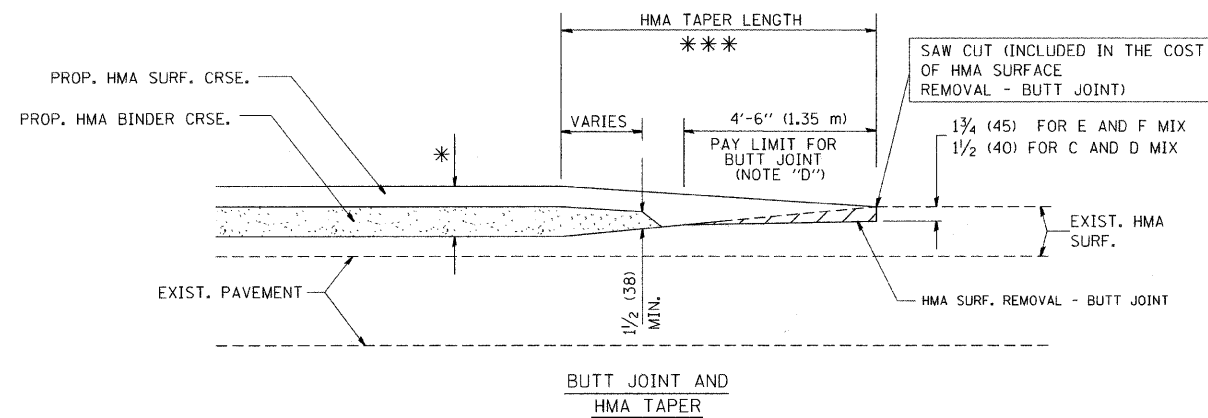
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STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



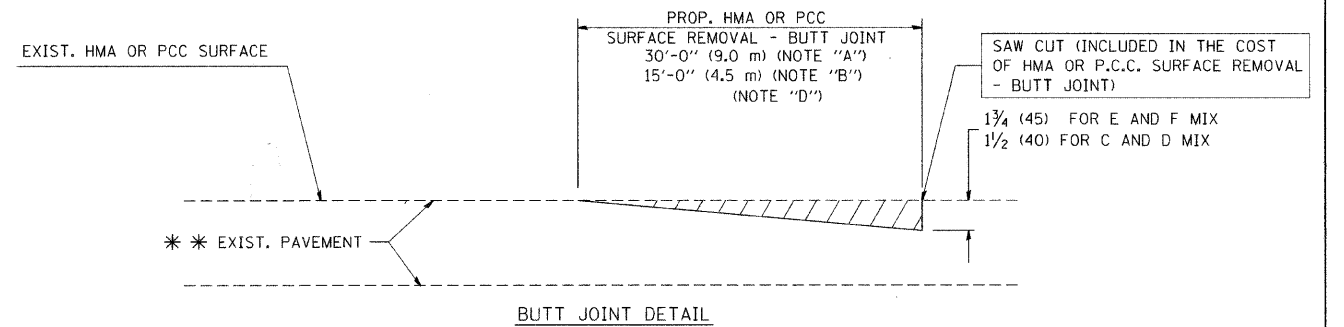
OPTION 1



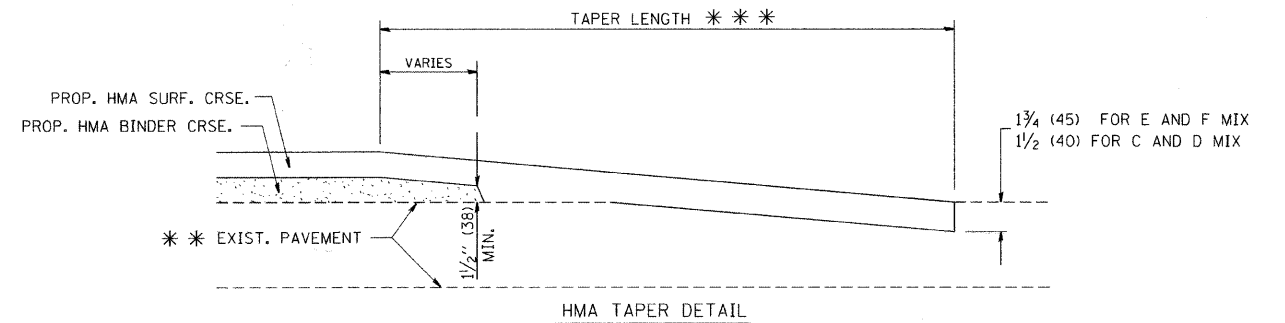
OPTION 2  
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER  
FOR MILLING AND RESURFACING



BUTT JOINT 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")

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

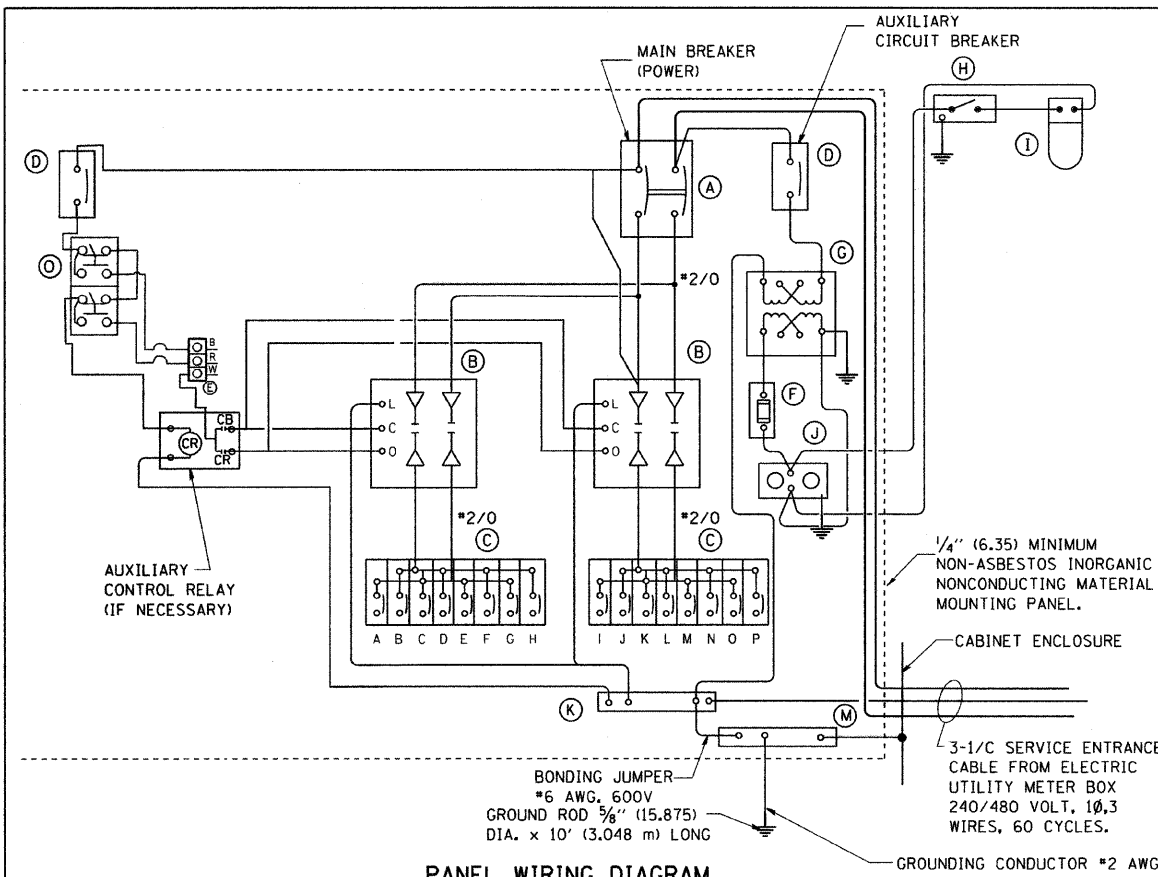
BUTT JOINT AND  
HMA TAPER  
DETAILS

SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY

BD400-05 (V1-BD32)

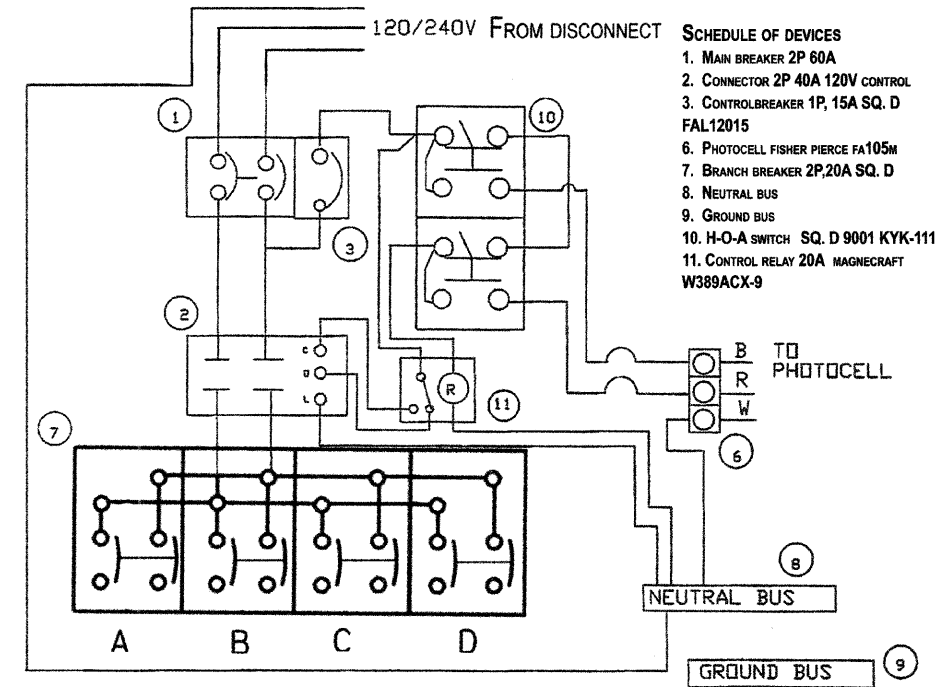
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	104
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



PANEL WIRING DIAGRAM

PANEL EQUIPMENT

ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 200AMP. FRAME, 100AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	2	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	16	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME, 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 200AMP. FRAME, 15AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	PHOTOCELL FISHER PIERCE FA105M
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN.
I	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX.
M	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS
O	1	H-O-A SWITCH SQ. D 9001 KYK-111

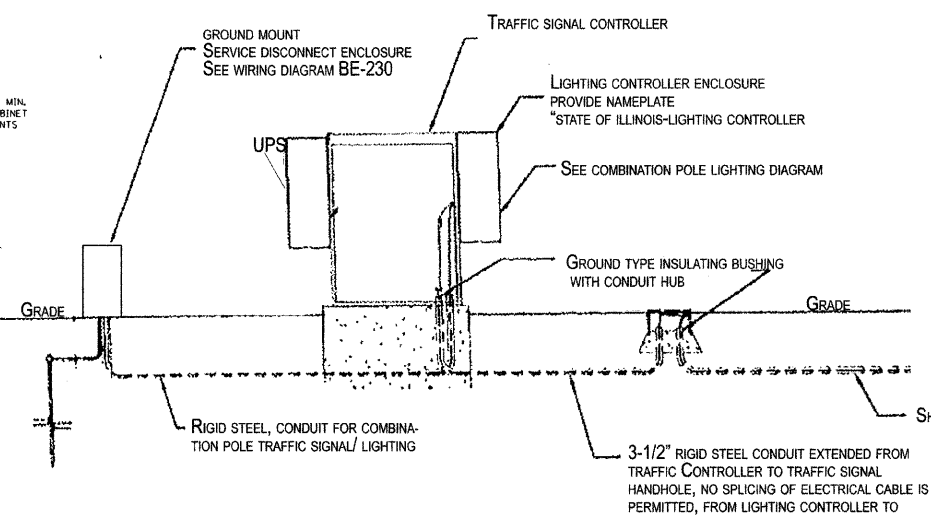
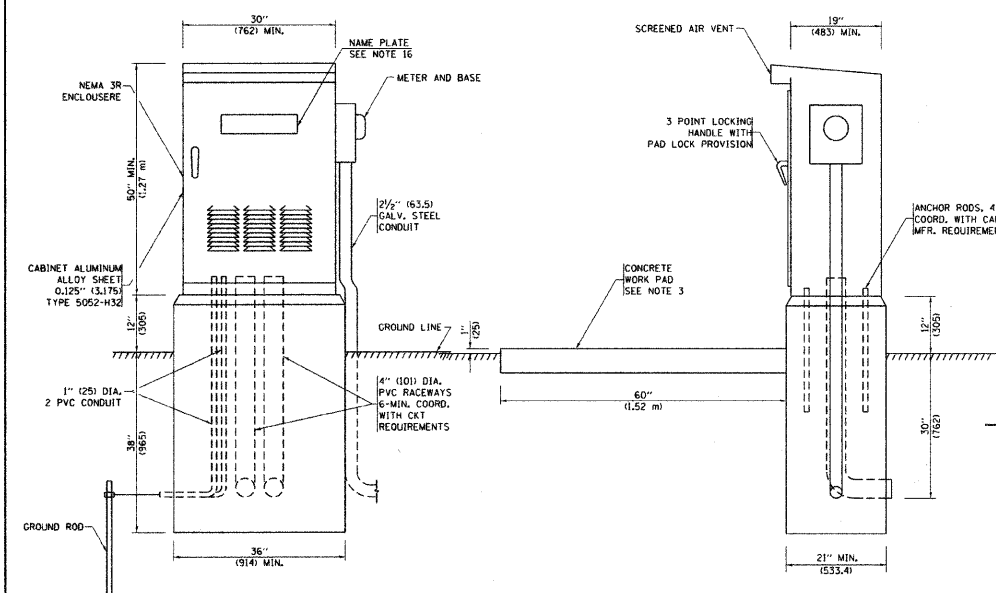


COMBINATION POLE LIGHTING CONTROLLER WIRING DIAGRAM

- SCHEDULE OF DEVICES
1. MAIN BREAKER 2P 60A
  2. CONNECTOR 2P 40A 120V CONTROL
  3. CONTROLBREAKER 1P, 15A SQ. D FAL12015
  6. PHOTOCELL FISHER PIERCE FA105M
  7. BRANCH BREAKER 2P, 20A SQ. D
  8. NEUTRAL BUS
  9. GROUND BUS
  10. H-O-A SWITCH SQ. D 9001 KYK-111
  11. CONTROL RELAY 20A MAGNECRAFT W389ACX-9

NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
3. IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL. LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) X 60" (1524 mm) X 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
4. DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
5. DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
6. DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
7. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
8. CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
9. METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE. TO COMBINATION SIGNAL / LIGHT POLE
10. CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED
11. THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS
12. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.  
R = RED      BL = BLUE      W = WHITE  
B = BLACK    Y = YELLOW    G = GREEN
13. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
14. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
15. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL"
16. 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED



COMBINATION POLE LIGHTING CABLING - TYPICAL (SEE TRAFFIC SIGNAL PLANS FOR DETAILED ROUTING REQUIREMENT AND FOR CONDUCTOR AND CONDUIT SIZES) N.T.S

REVISIONS	
NAME	DATE

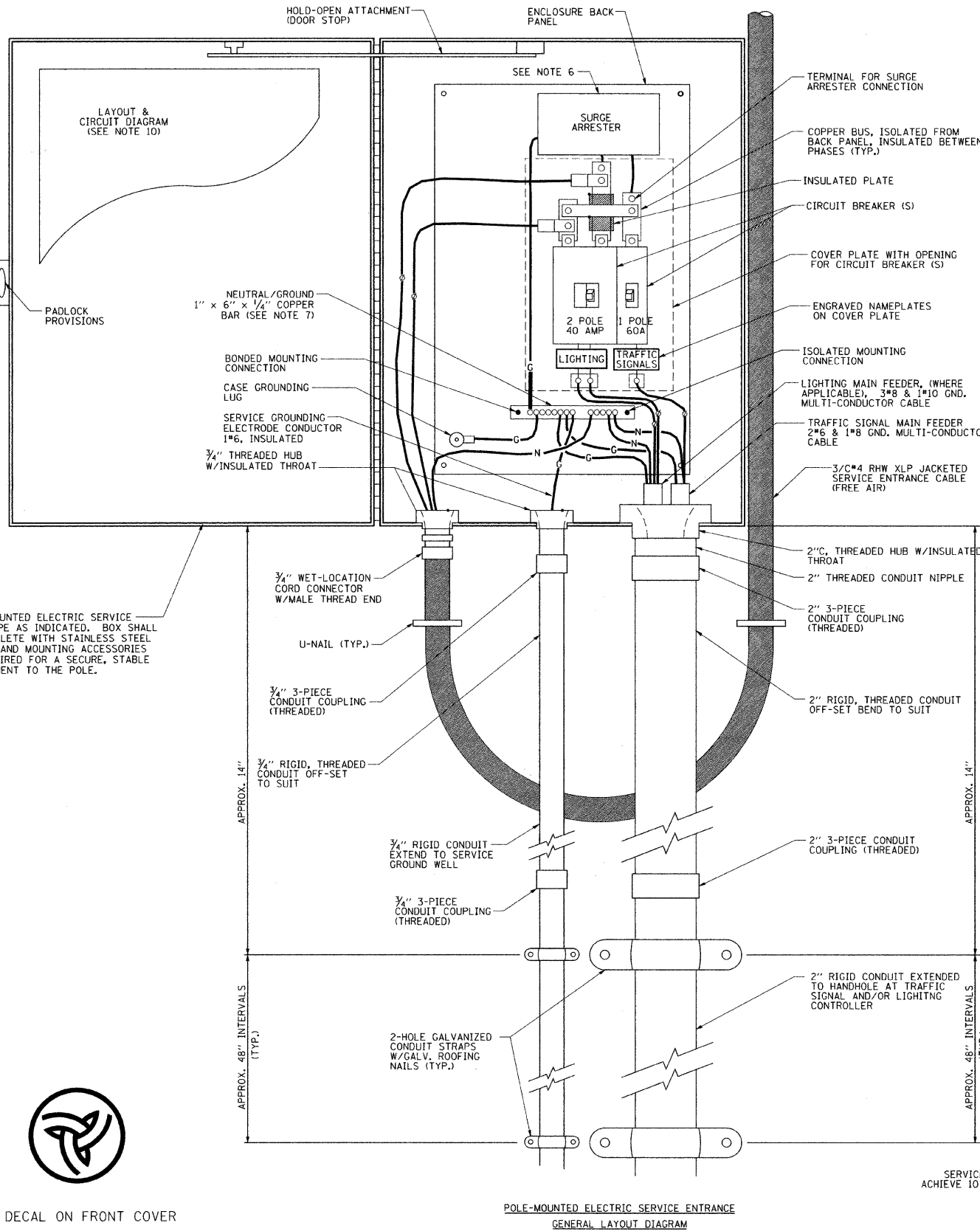
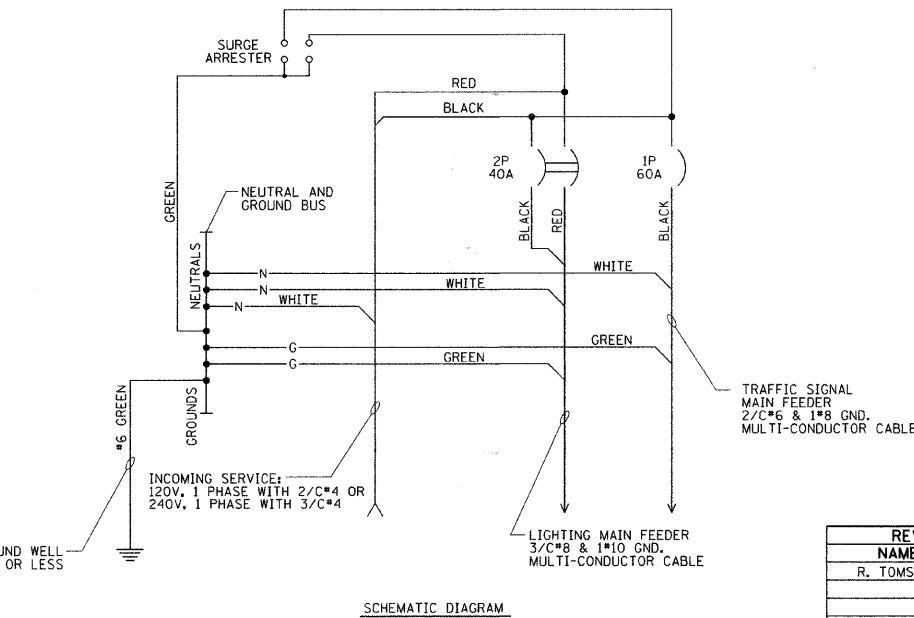
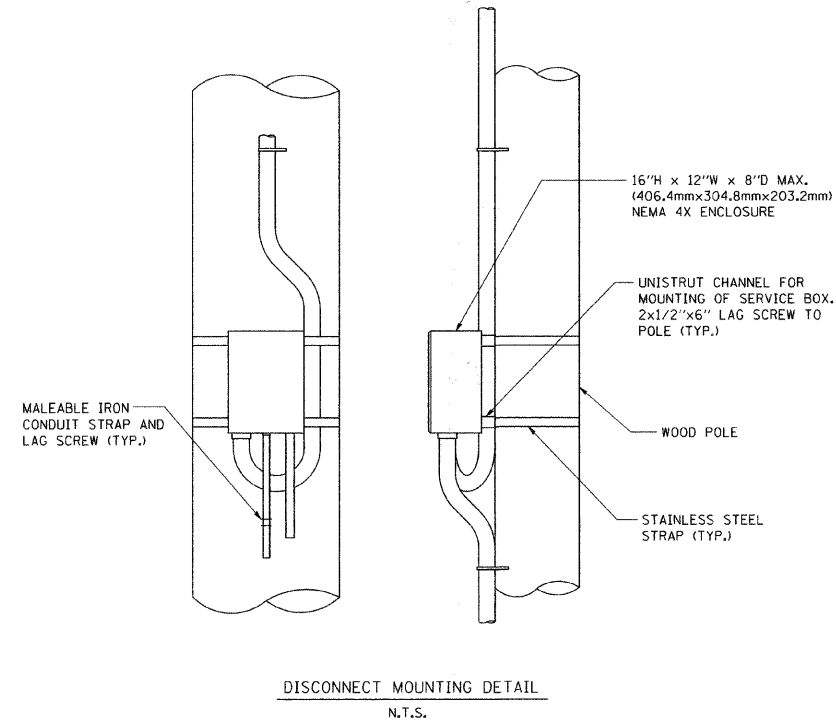
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**LIGHTING CONTROLLER SINGLE DOOR AND COMBINATION POLE LIGHTING CONTROLLER**  
 SCALE: NONE  
 DATE: 1/9/2007  
 DRAWN BY: jjs  
 CHECKED BY: jjs  
 BE-215  
 REVISION DATE: 01/01/07

PLOT DATE: 1/9/2007  
 FILE NAME: c:\projects\11111111\11111111.dgn  
 PLOT SCALE: 49.9999 / 1  
 USER NAME: jjs

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

NOTES:

- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
- THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS AS FOLLOWS:
  - TYPE A FULLY EQUIPPED FOR 240/120V, 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER
  - TYPE A1 FULLY EQUIPPED FOR 240/120V, 3W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER
  - TYPE B EQUIPPED FOR 120V, SERVICE, COMPLETE WITH IP, 60A, TRAFFIC SIGNALS MAIN BREAKER
  - TYPE B1 EQUIPPED FOR 120V, SERVICE, COMPLETE WITH IP, 40A, TRAFFIC SURVEILLANCE MAIN BREAKER
- THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
- THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208S56LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
- CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
- THE SURGE PROTECTOR SHALL BE SUITABLE FOR 240/120 VOLT SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST OR APPROVED EQUAL.
- BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
- THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
- THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
- A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
- A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
- LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTOR.
- THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.



POLE-MOUNTED ELECTRIC SERVICE BOX, TYPE AS INDICATED. BOX SHALL BE COMPLETE WITH STAINLESS STEEL STRAPS AND MOUNTING ACCESSORIES AS REQUIRED FOR A SECURE, STABLE ATTACHMENT TO THE POLE.



6" DECAL ON FRONT COVER

PLOT DATE = 1/9/2007  
FILE NAME = c:\projects\dststd\be230.dgn  
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USER NAME = jhrchhd

REVISIONS	
NAME	DATE
R. TOMSONS	8-13-04

ILLINOIS DEPARTMENT OF TRANSPORTATION  
COMBINATION LIGHTING & TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX DETAIL

SCALE: NONE  
DATE: 1/9/2007  
DRAWN BY  
CHECKED BY

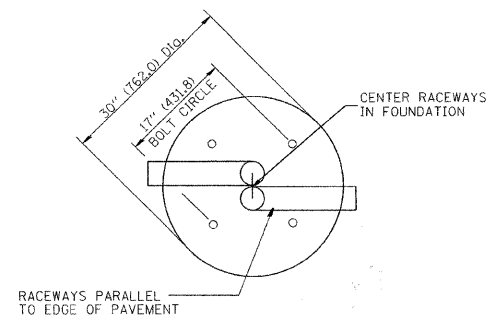
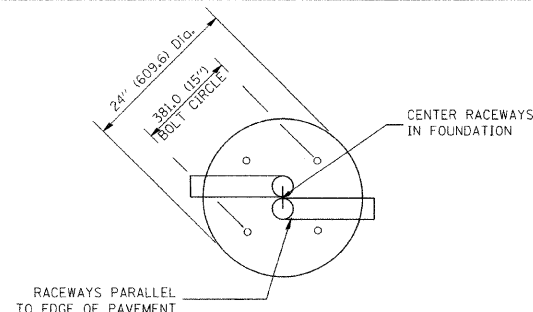
BE-230

REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	106
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O <sub>u</sub> = 0.375 TON/SQ. FT.	13'-0" (3.96M)	15'-0" (4.57M)
MEDIUM CLAY O <sub>u</sub> = 0.75 TON/SQ.FT	9'-6" (2.93M)	10'-9" (3.23M)
STIFF CLAY O <sub>u</sub> = 1.50 TON/SQ. FT.	7'-0" (2.13M)	8'-0" (2.44M)
LOOSE SAND φ = 34°	9'-0" (2.74M)	10'-0" (3.05M)
MEDIUM SAND φ = 37.5°	8'-3" (2.52M)	9'-0" (2.74M)
DENSE SAND φ = 40°	7'-9" (2.36M)	9'-0" (2.74M)

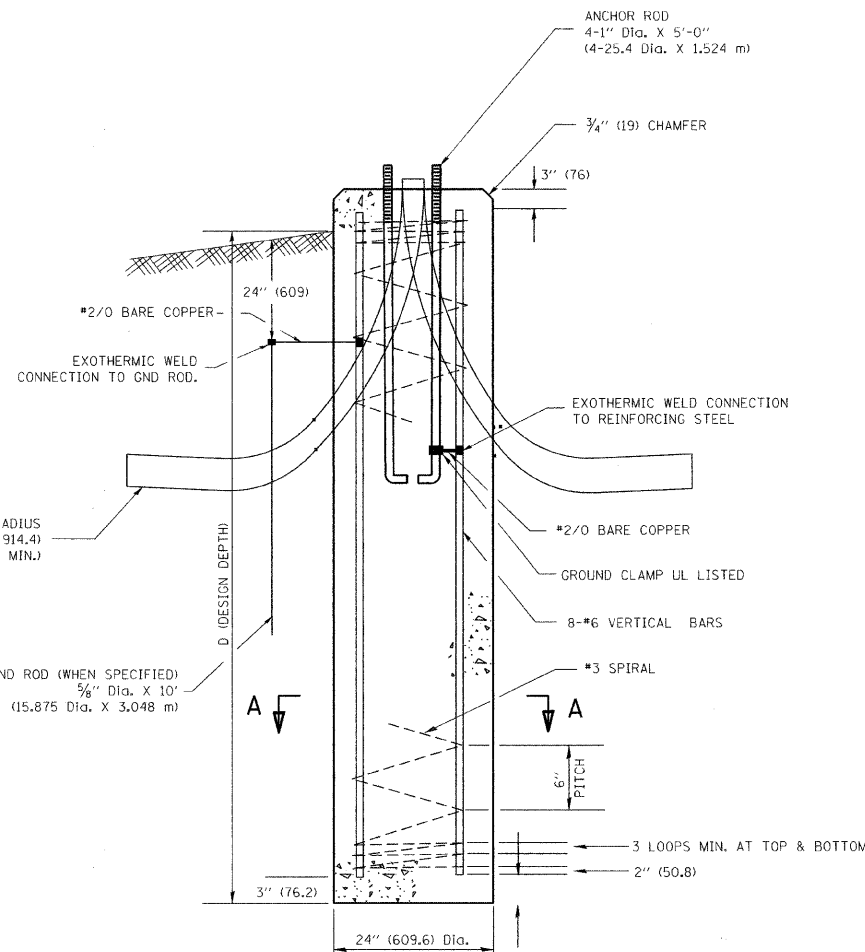


TOP VIEW

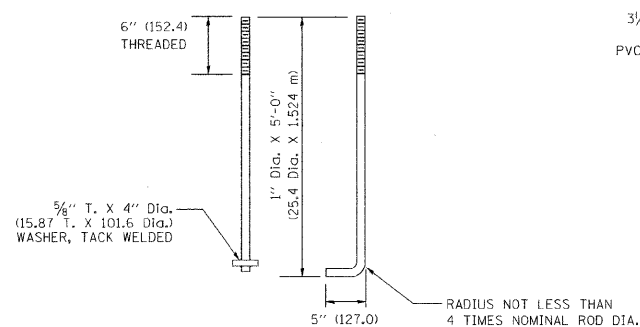
TOP VIEW

**NOTES**

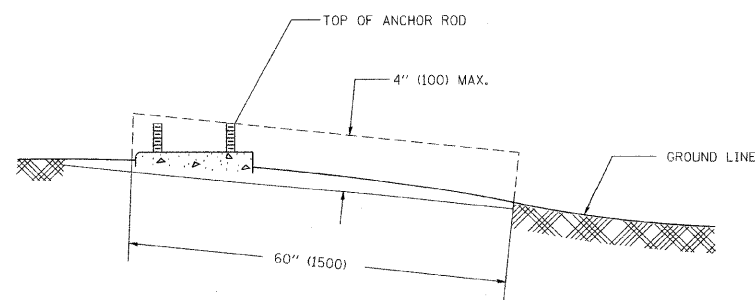
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5M) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20MM).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 MM) WITH A MINIMUM OF 3 INCHES (75 MM) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9MM) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4MM) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8MM) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4MM) ABOVE THE TOP OF THE FOUNDATION.



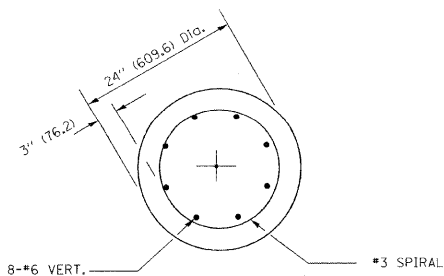
FOUNDATION DETAIL



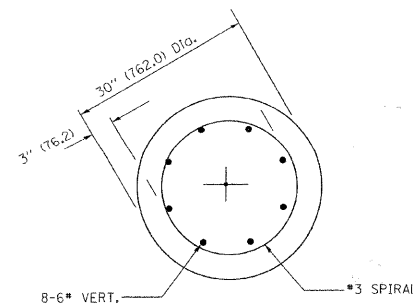
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

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USER NAME = jbrchhd

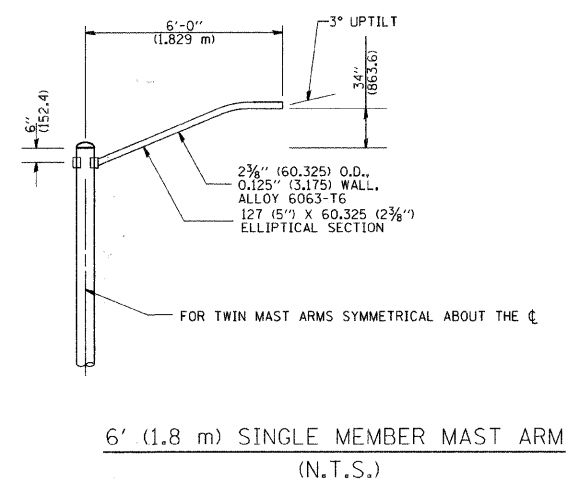
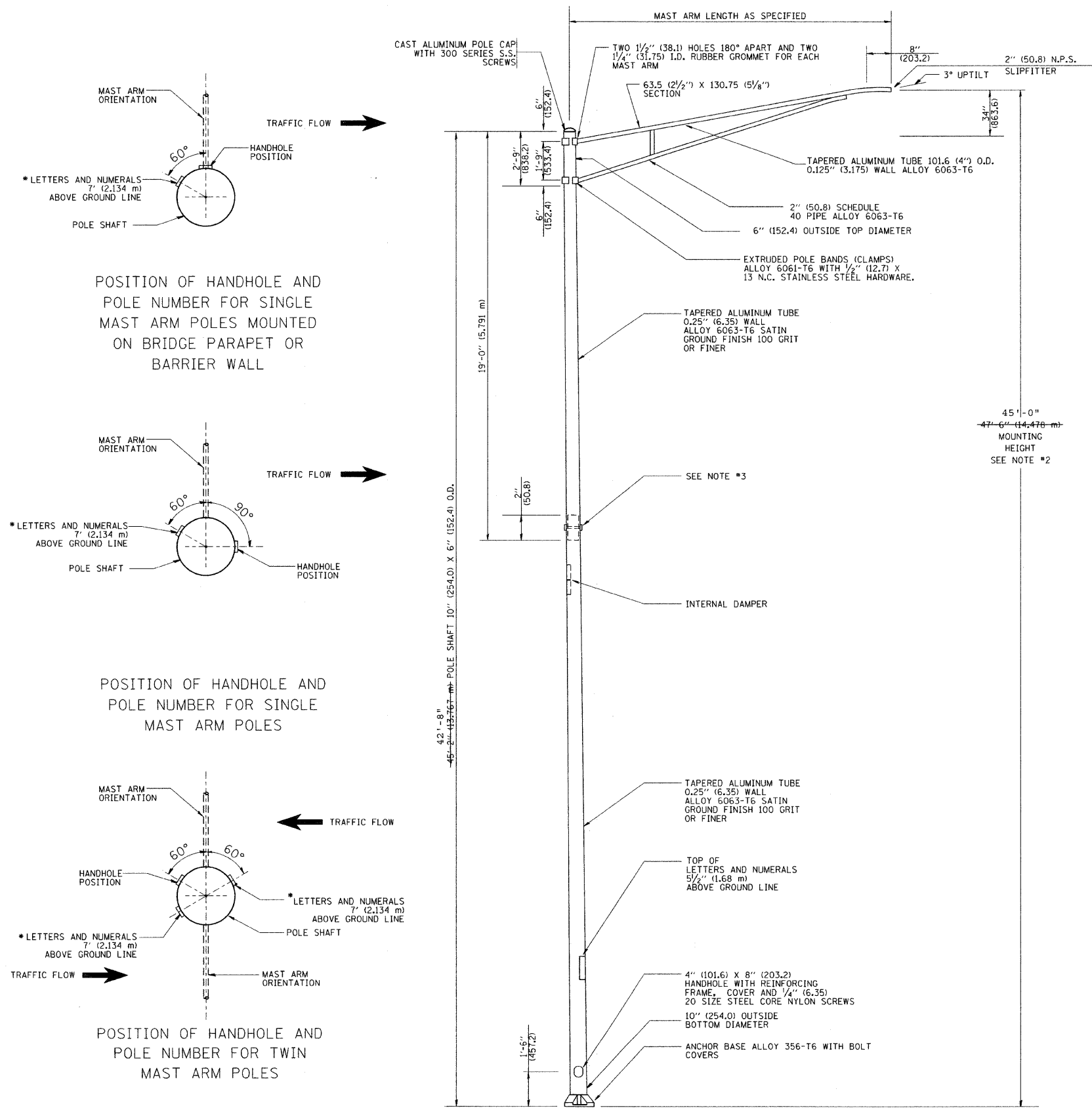
REVISIONS	
NAME	DATE

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

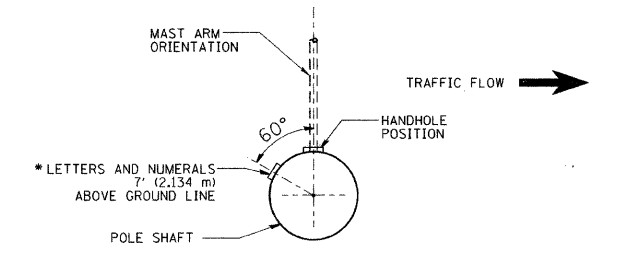
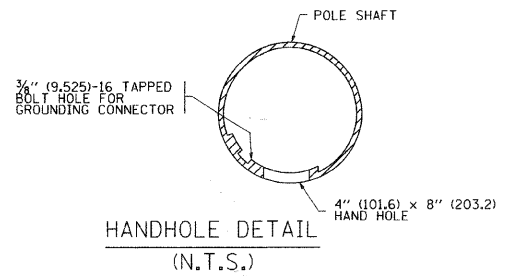
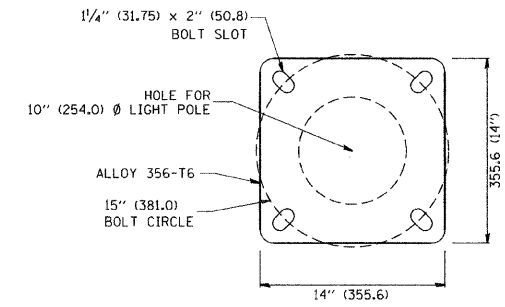
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DATE: 1/9/2007

DRAWN BY  
CHECKED BY  
BE301  
REVISION DATE: 01/01/07

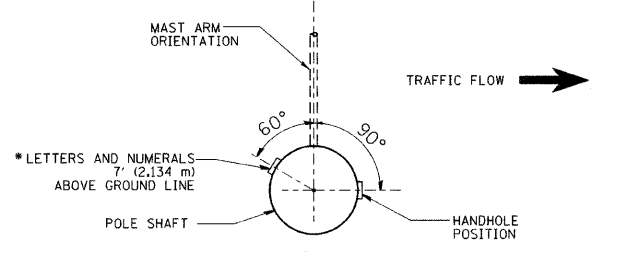
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



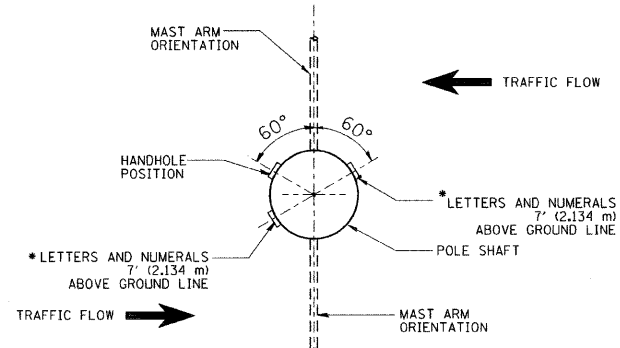
- NOTES:
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
  3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
  4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
  5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C25, T&B SP4DL OR APPROVED EQUAL.
  6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
  7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
  8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



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



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

REVISIONS	
NAME	DATE
R. TOMSONS	9-6-00
R. TOMSONS	8-12-03

ILLINOIS DEPARTMENT OF TRANSPORTATION

**ALUMINUM LIGHT POLE**

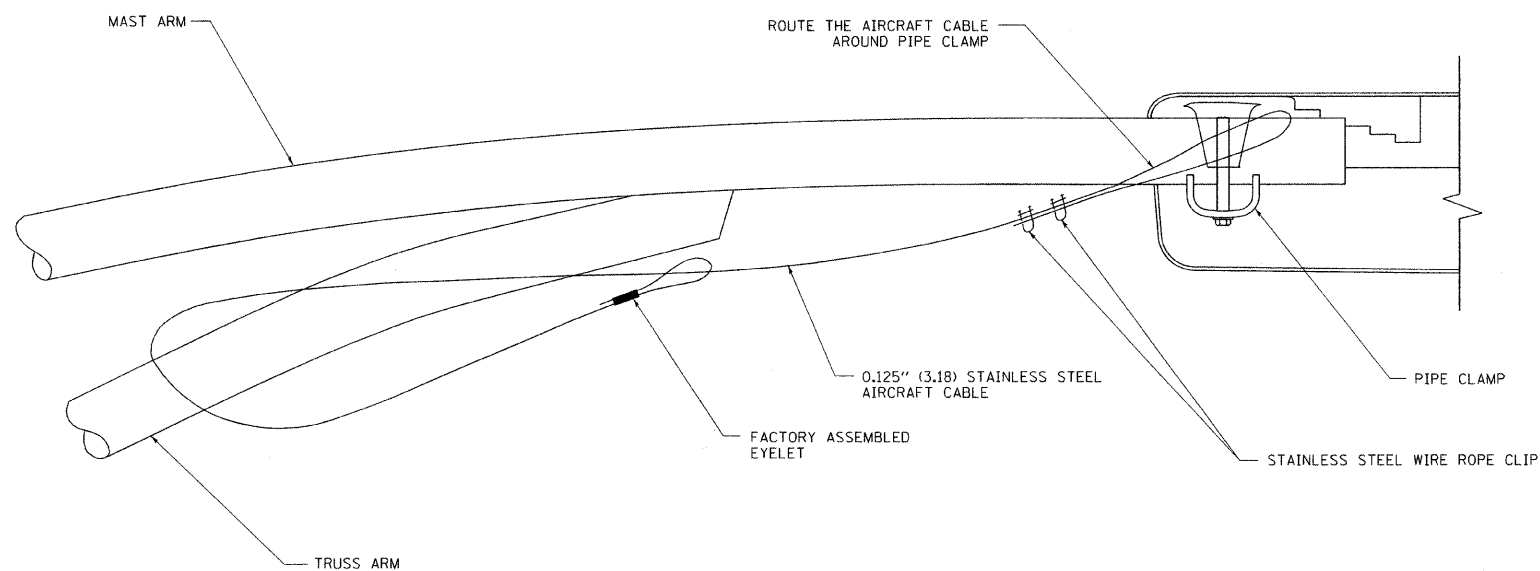
**45'-0" 47'-6" (14.478 m) MOUNTING HEIGHT**

SCALE: NONE  
DATE: 1/10/2007

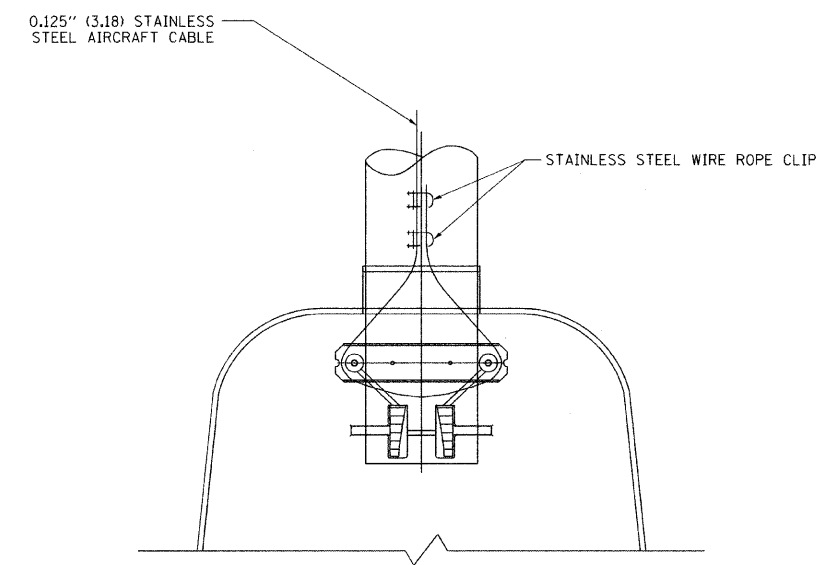
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CHECKED BY  
BE-400  
REVISION DATE: 09/02/03

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USER NAME = jlr101hd

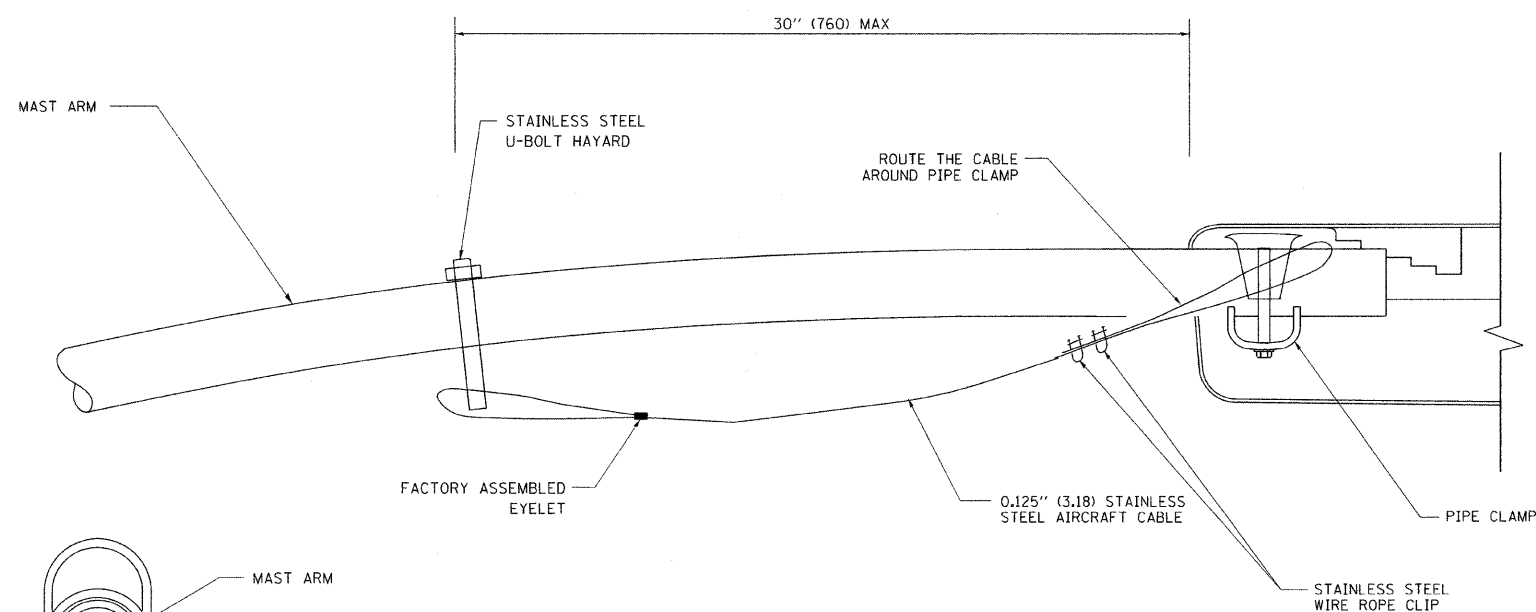
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



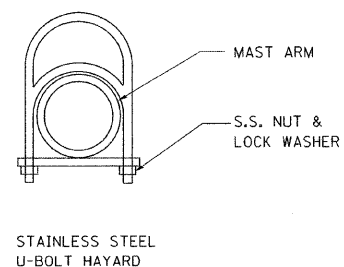
SIDE VIEW (TRUSS ARM)  
N.T.S.



BOTTOM VIEW  
N.T.S.



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



NOTES:

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY  
CABLE ASSEMBLY

SCALE: VERT.  
HORIZ.  
DATE: 1/17/2007

DRAWN BY

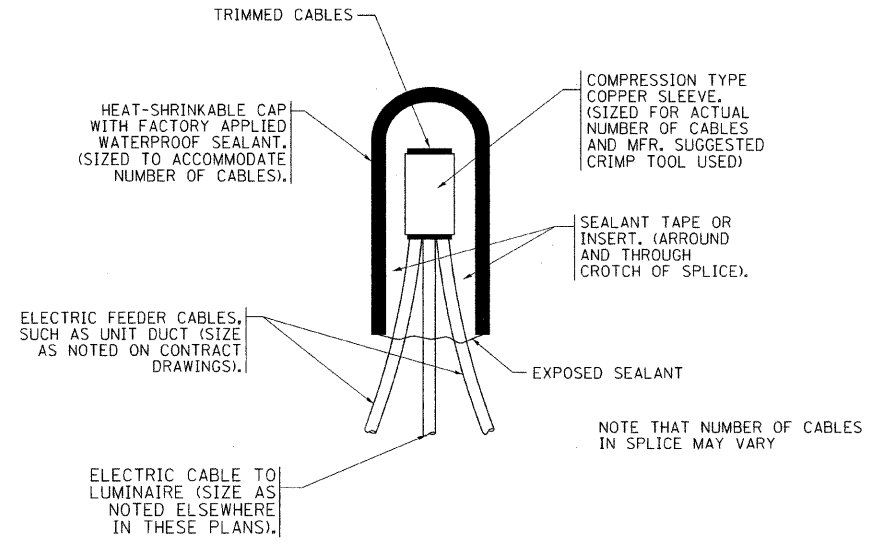
CHECKED BY

BE-701

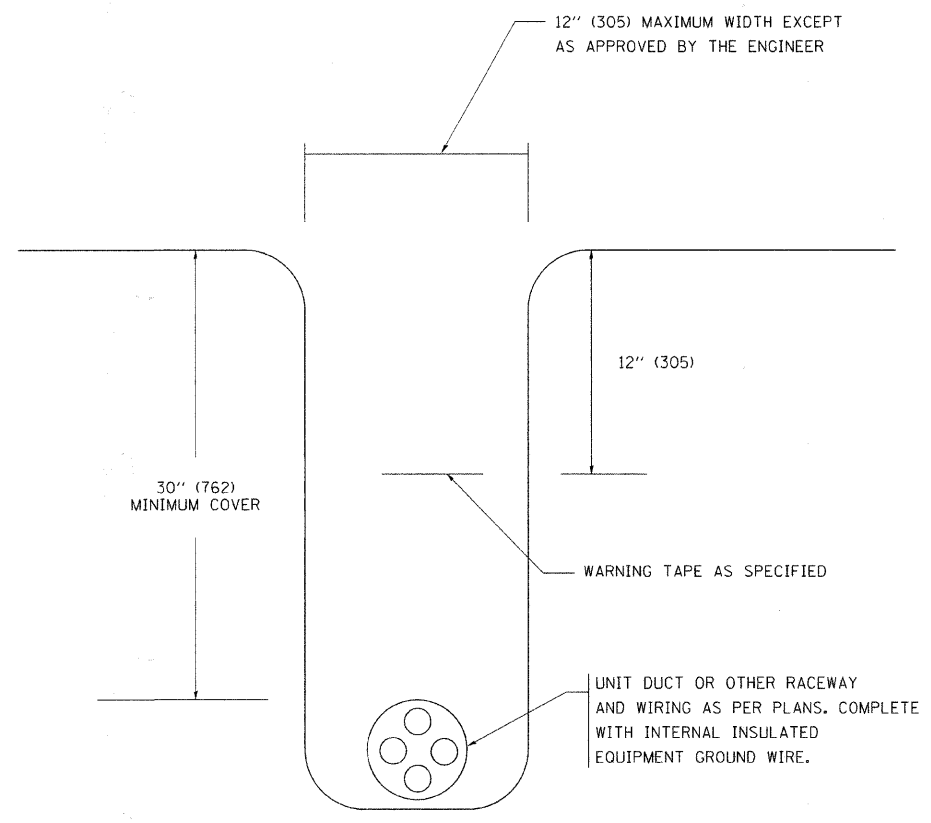
REVISION DATE: 01/01/07



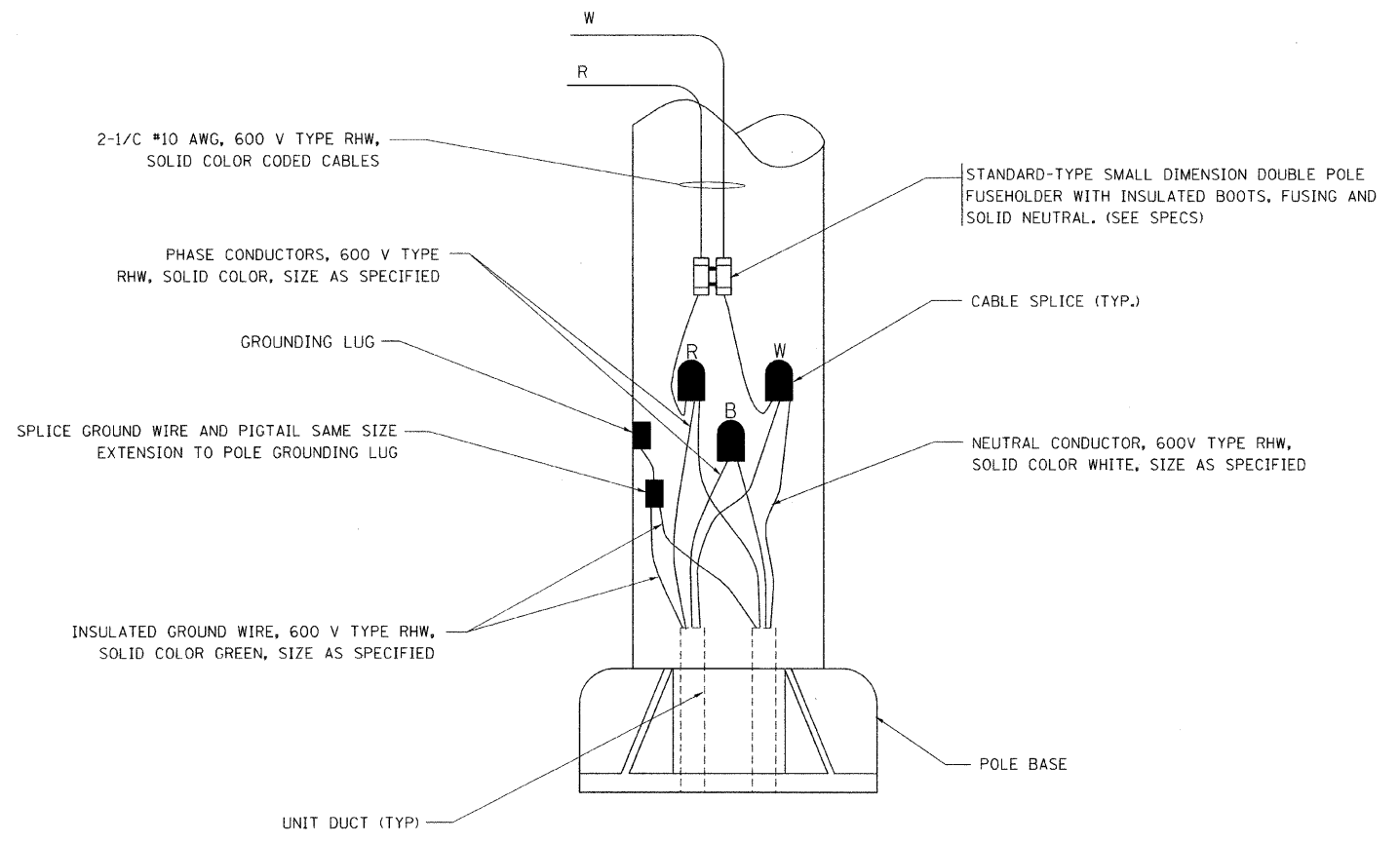
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TYPICAL SPLICE DETAIL  
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL  
N.T.S.



POLE WIRING DETAIL  
N.T.S.

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USER NAME = geglennob

REVISIONS	
NAME	DATE

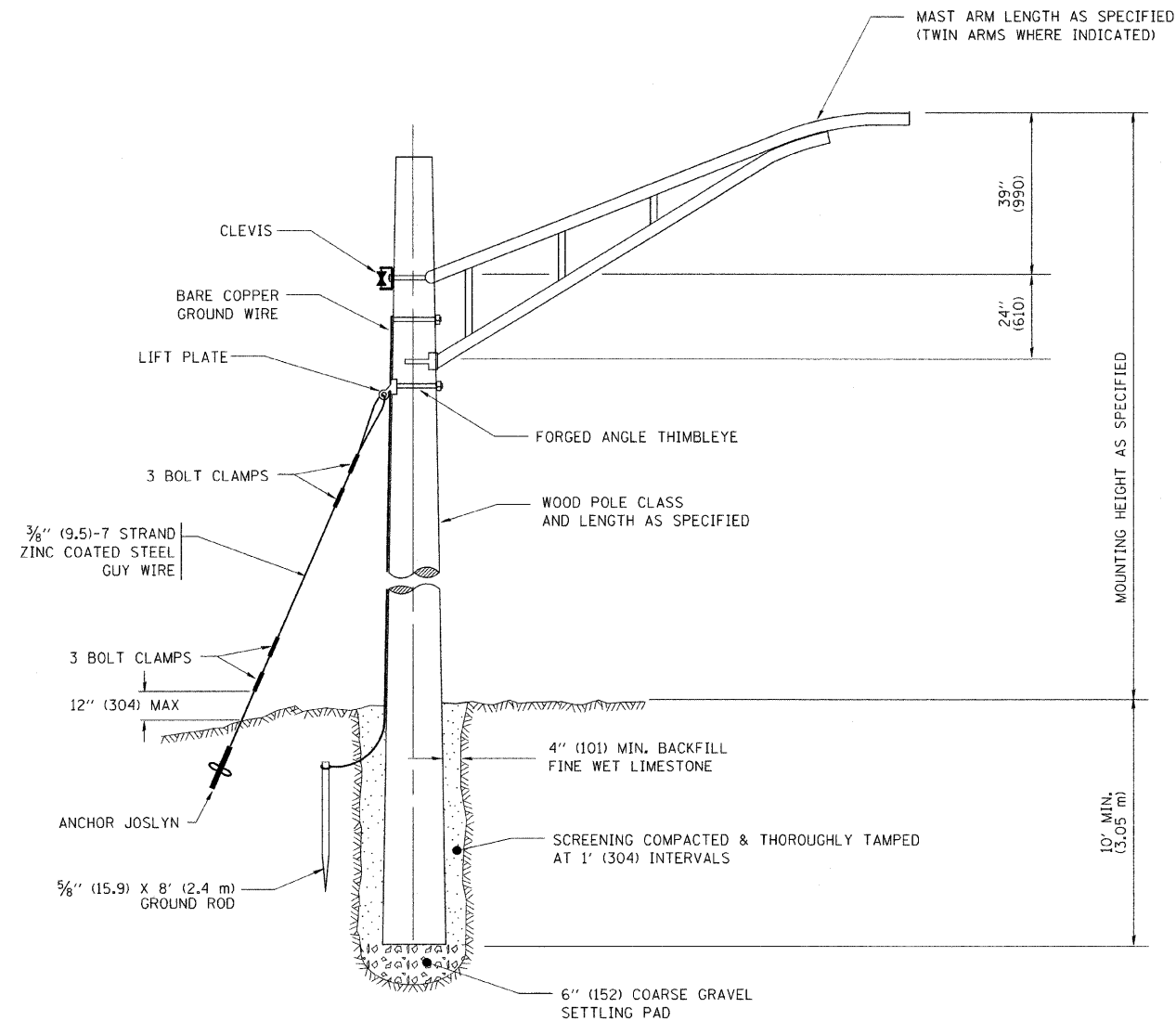
ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS  
SHEET A

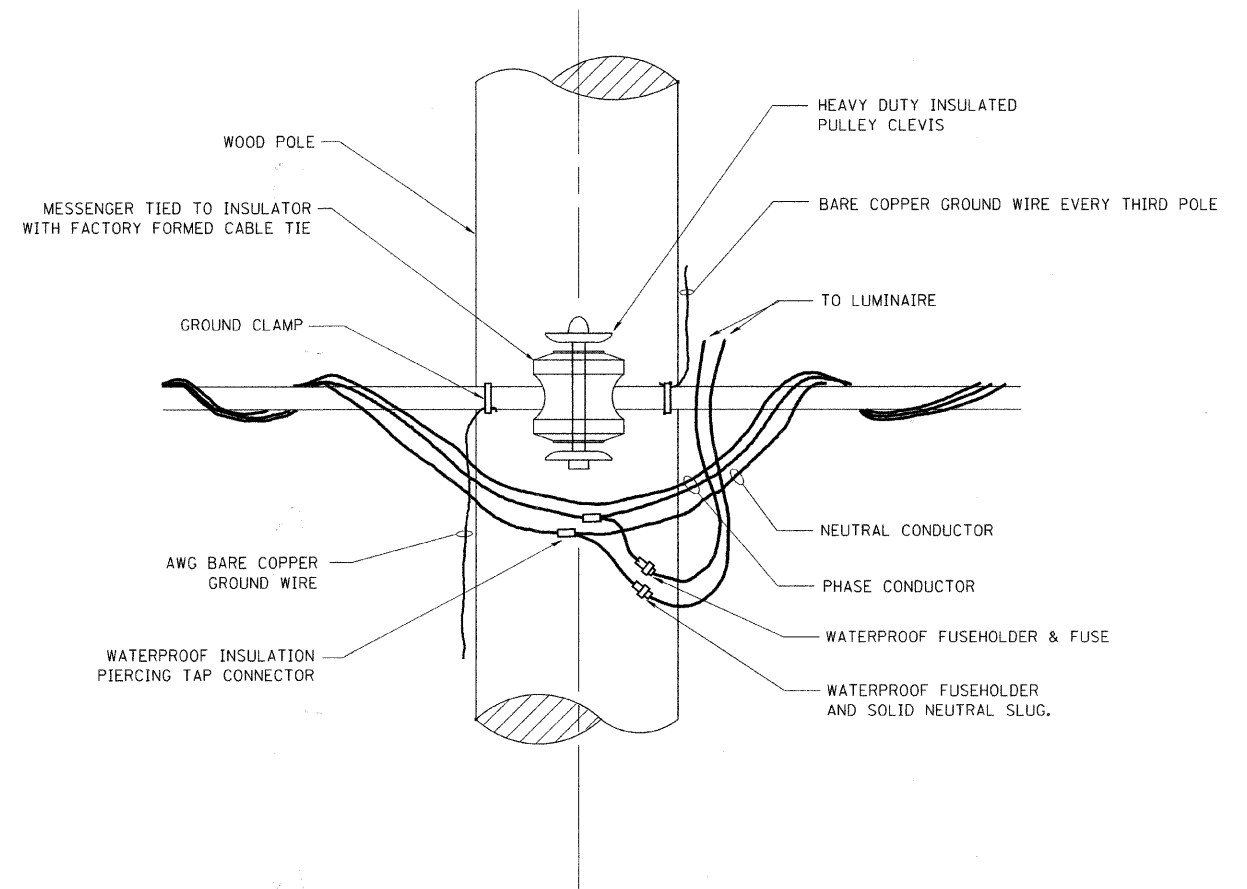
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DATE: 1/18/2007

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BE-702  
REVISION DATE: 01/01/07

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



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

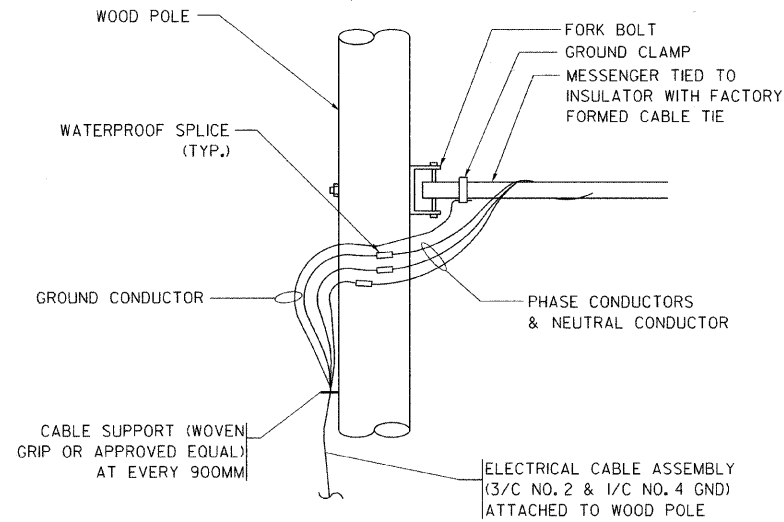
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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TEMPORARY LIGHT POLE DETAILS

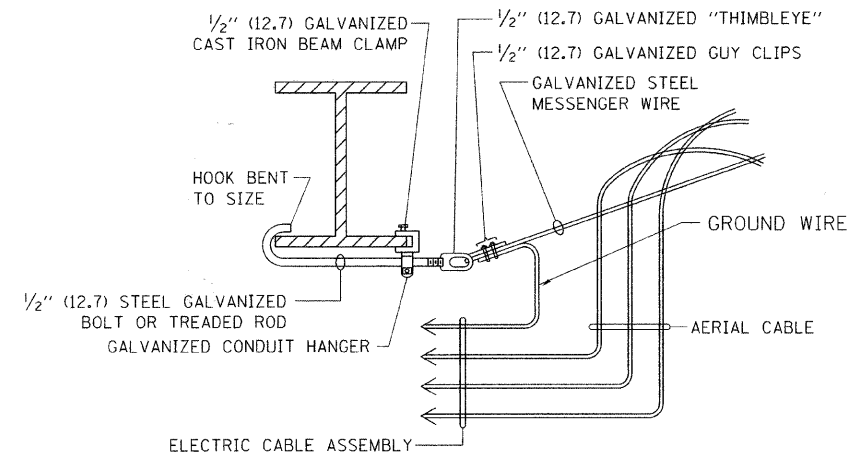
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 BE-800  
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



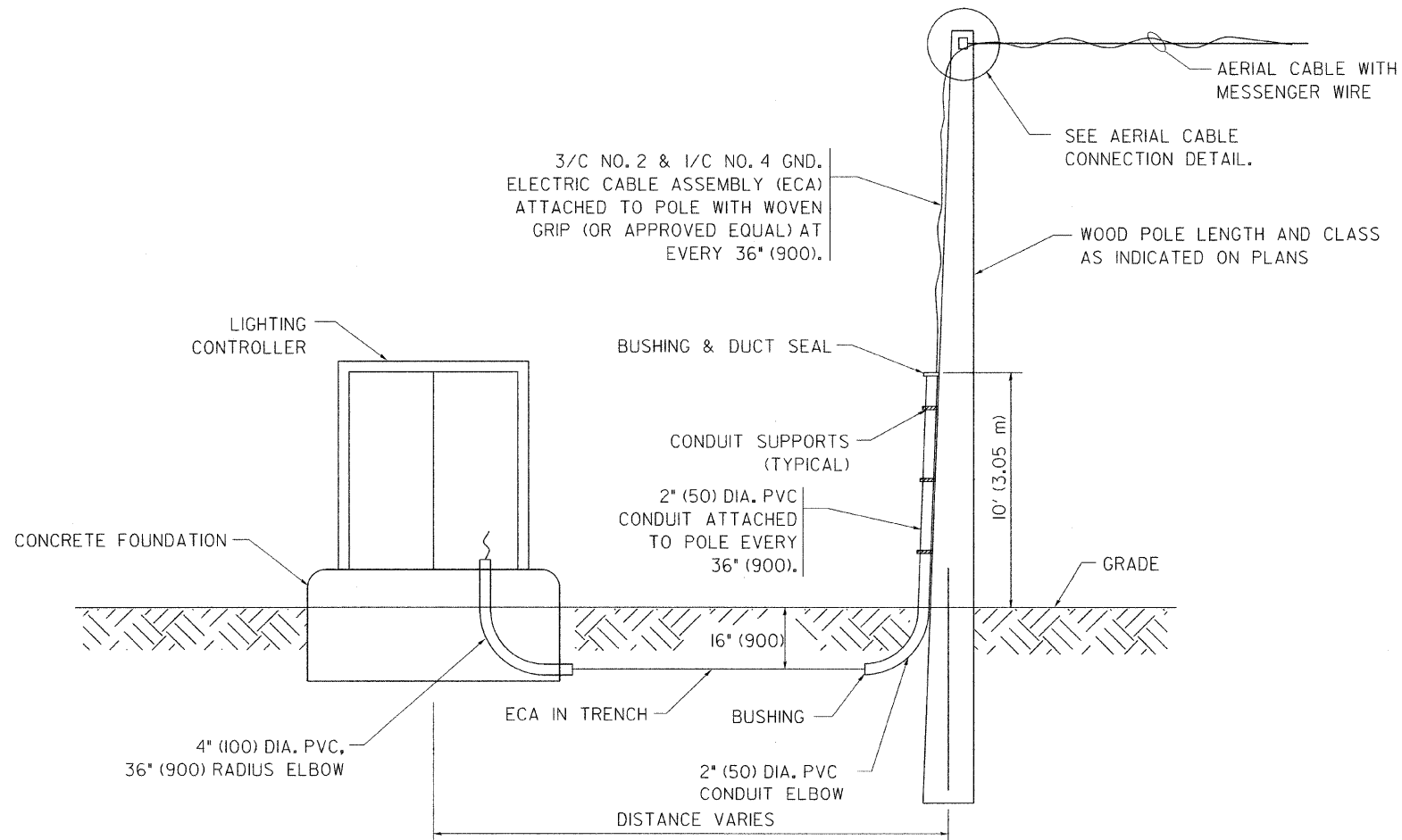
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**AERIAL CABLE ATTACHED TO STRUCTURE**  
NOT TO SCALE

**NOTES:**

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

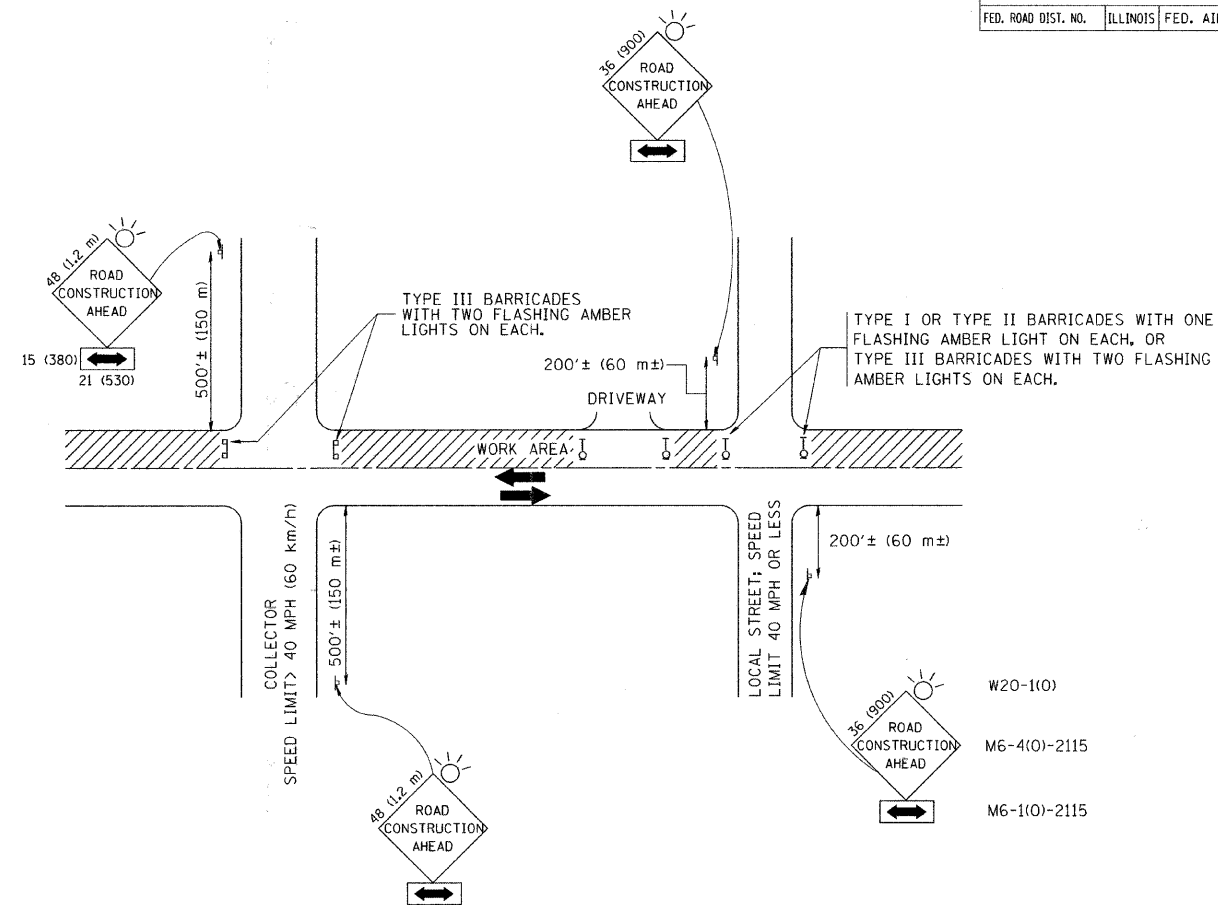


**WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL**  
N.T.S.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TEMPORARY AERIAL CABLE INSTALLATION
SCALE: VERT. HORIZ. DATE: 1/17/2007		DRAWN BY CHECKED BY BE-801 REVISION DATE: 01/01/07

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USER NAME = jlr104hd

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



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

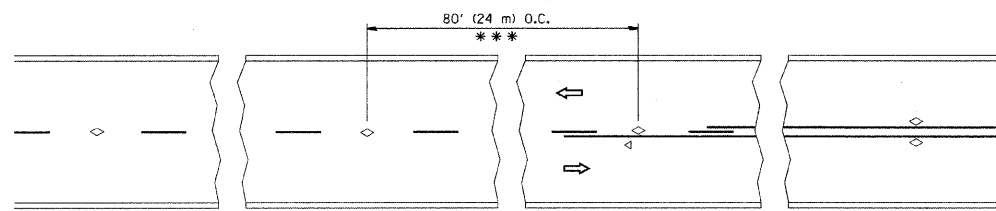
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CHECKED BY

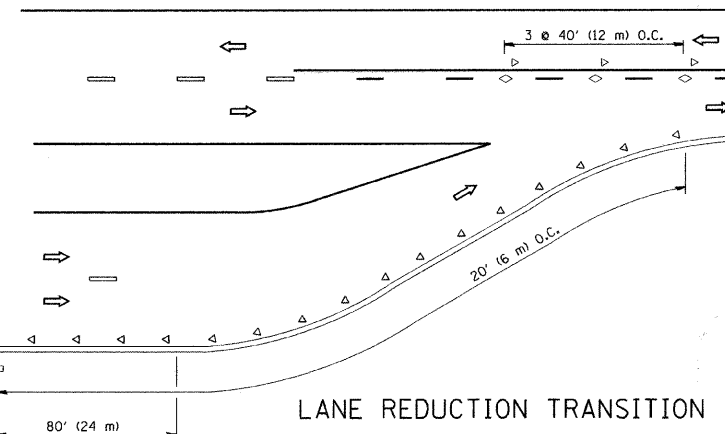
TC-10

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

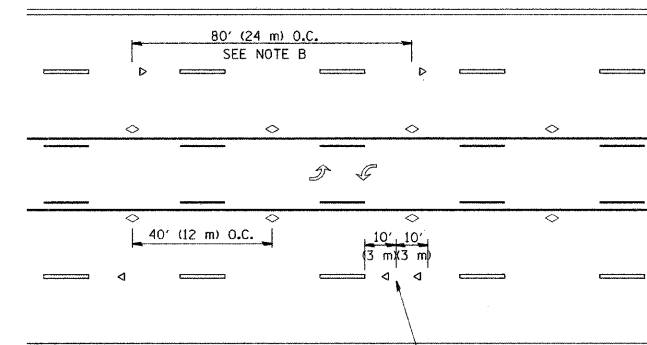


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

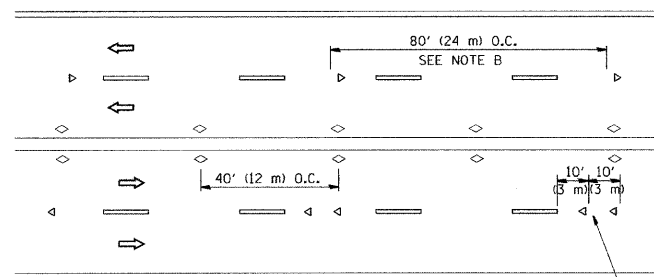
TWO-LANE/TWO-WAY



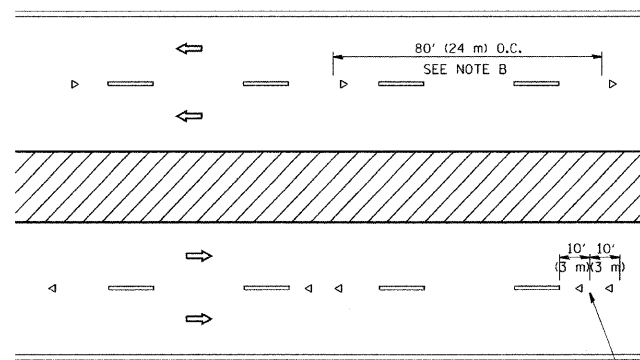
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

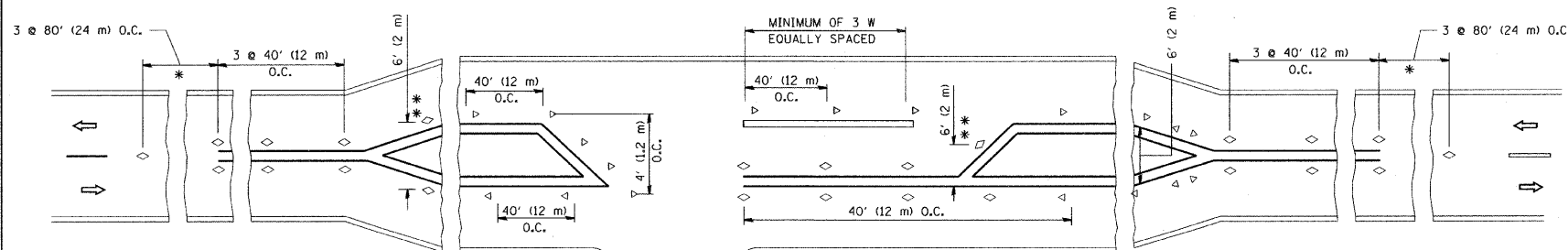
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

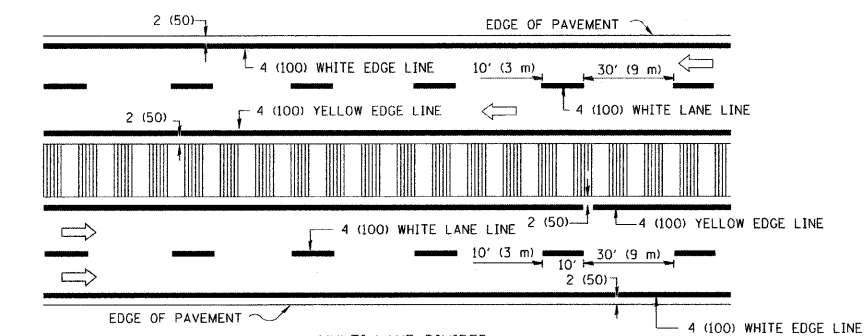
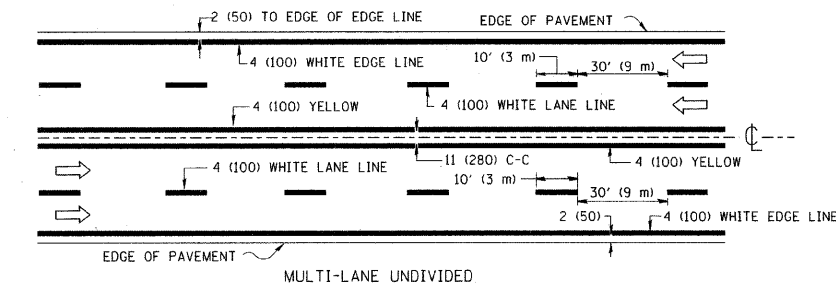
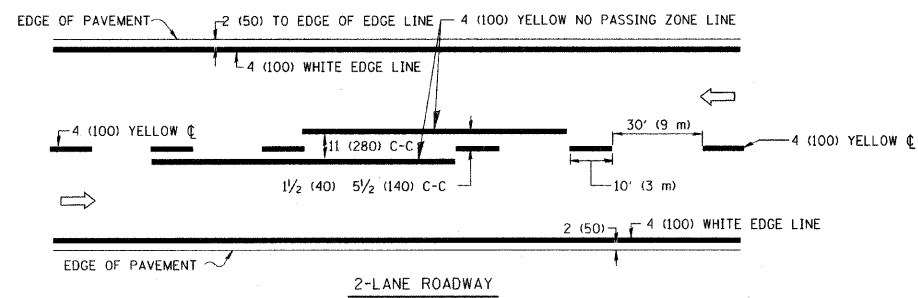
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT  
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

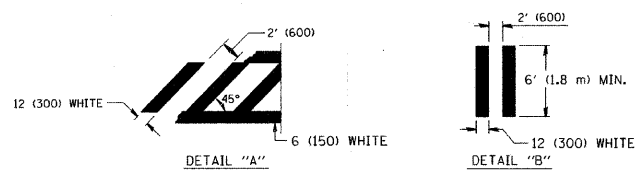
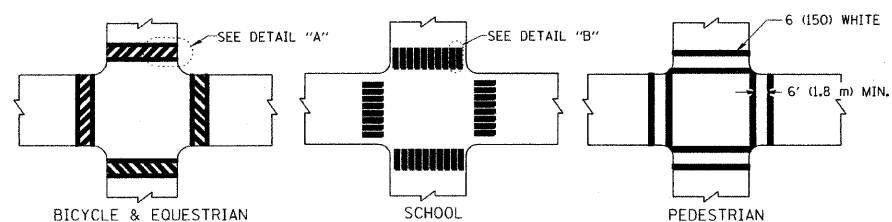
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 CHECKED BY  
 TC-11

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

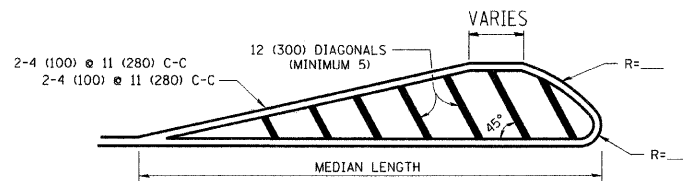
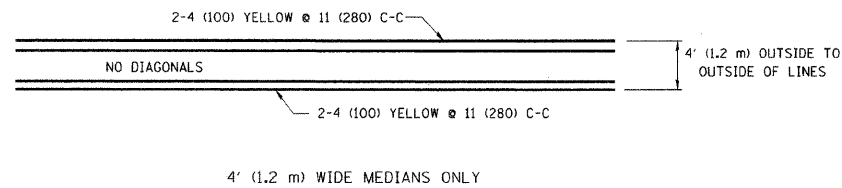


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



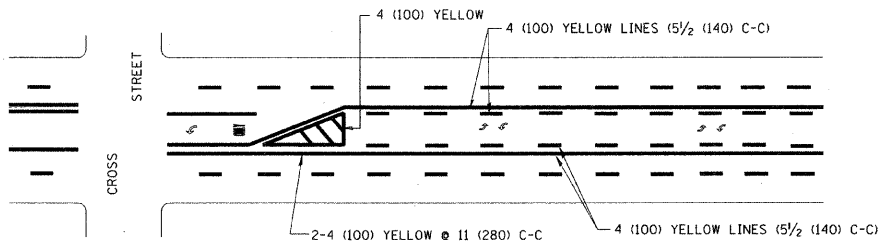
TYPICAL CROSSWALK MARKING



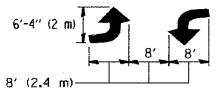
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

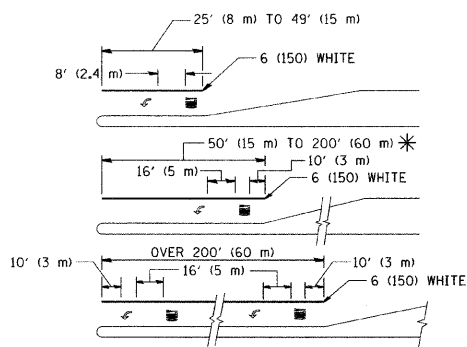


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

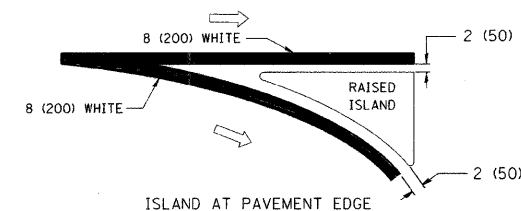
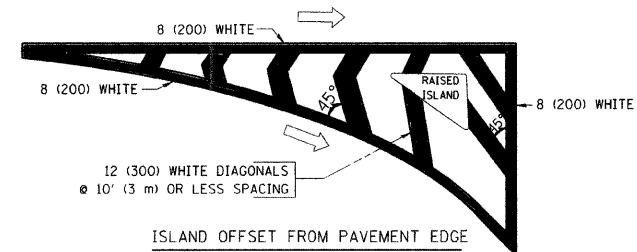


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS

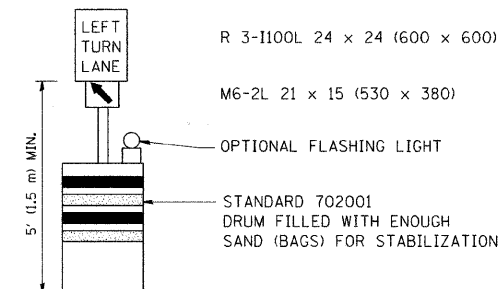
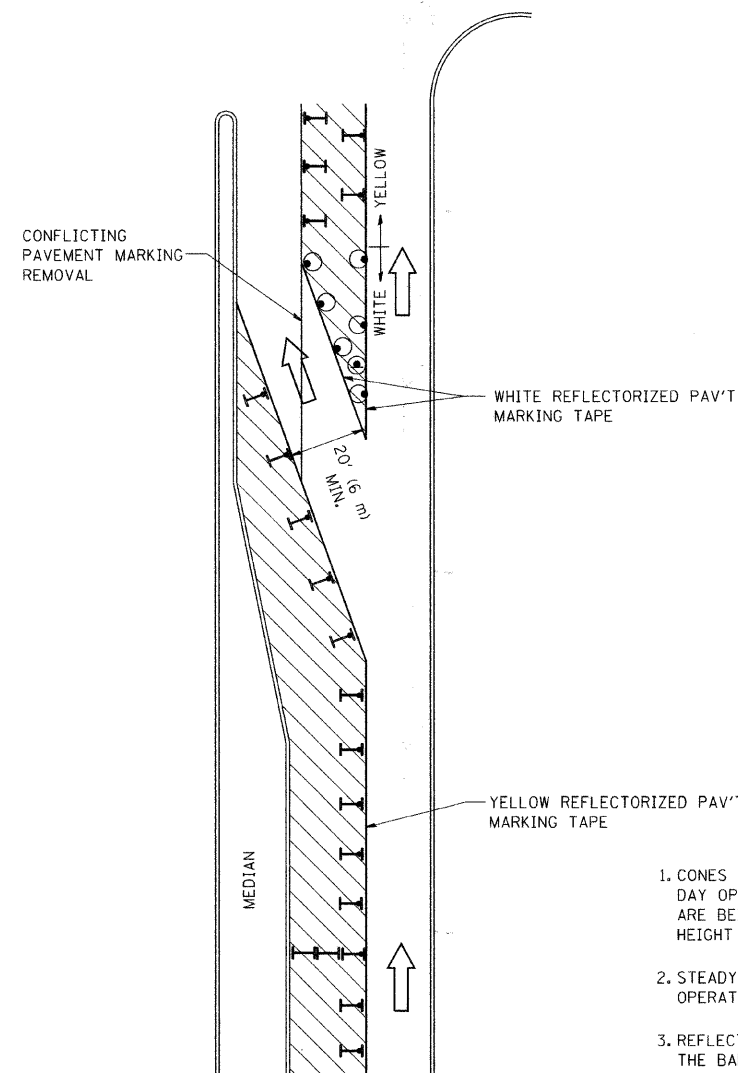
SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-13







F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	115
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**GENERAL NOTES**

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

**LEGEND**

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

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

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

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

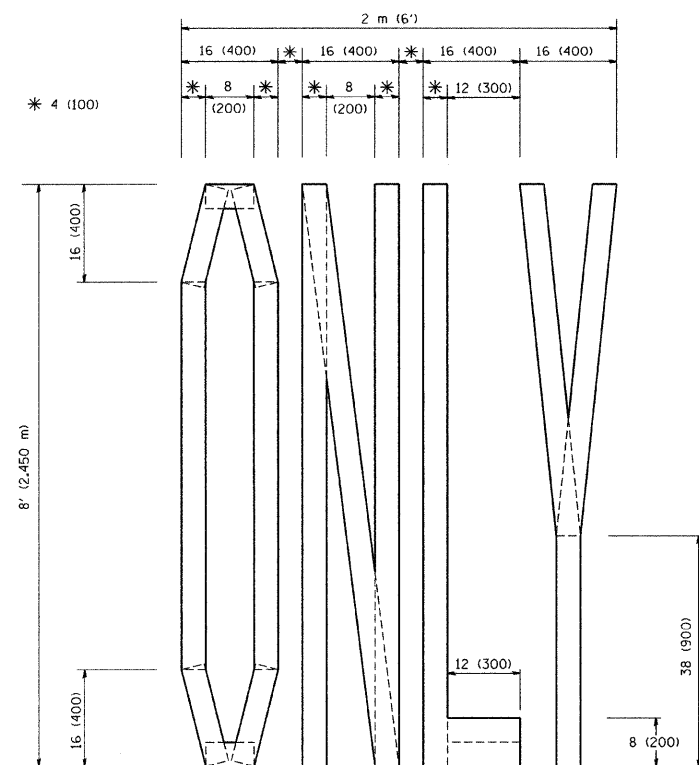
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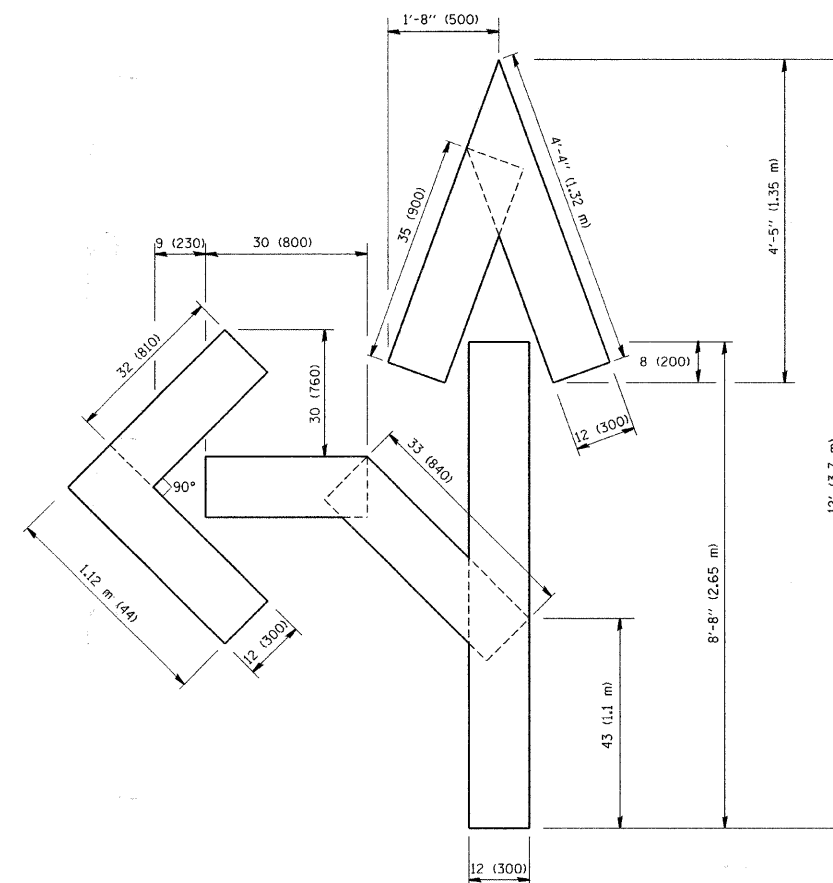
CHECKED BY LHA

TC-14

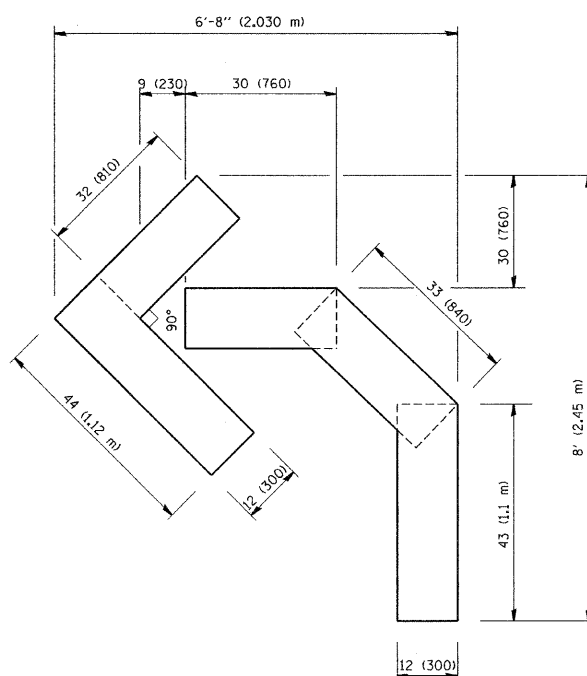
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	116
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
LETTERS AND SYMBOLS  
FOR TRAFFIC STAGING

SCALE: NONE

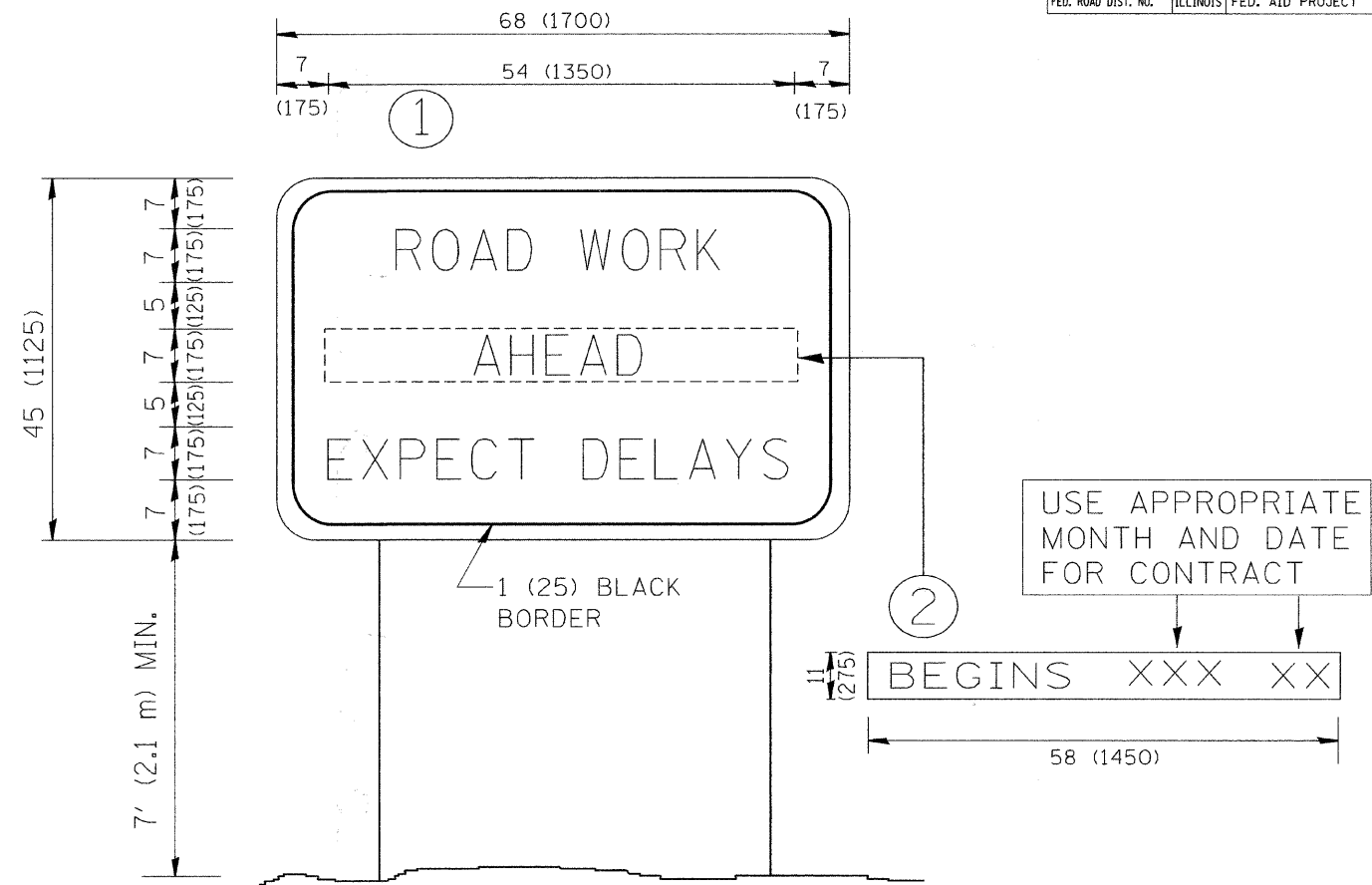
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CHECKED BY

TC-16



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

CHECKED BY

TC22

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	118
STA.		TO STA.		
FED. ROAD DIST. NO.	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".

PLT DATE = 2/9/2007  
 FILE NAME = K:\111111\111111\111111.dgn  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = bauerdl

REVISIONS	
NAME	DATE
C. JUCIUS	02/15/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DRIVEWAY ENTRANCE  
SIGNING**

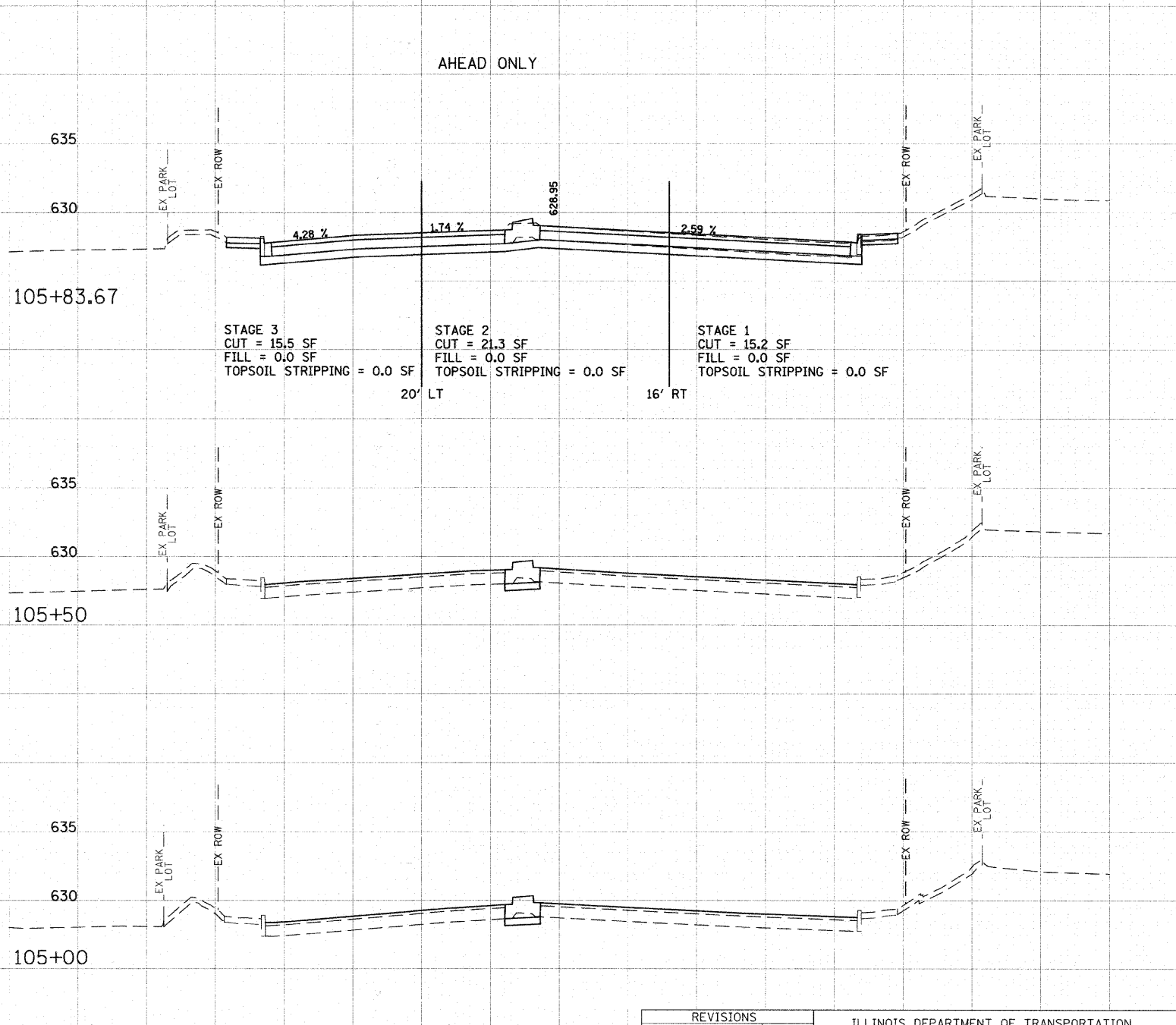
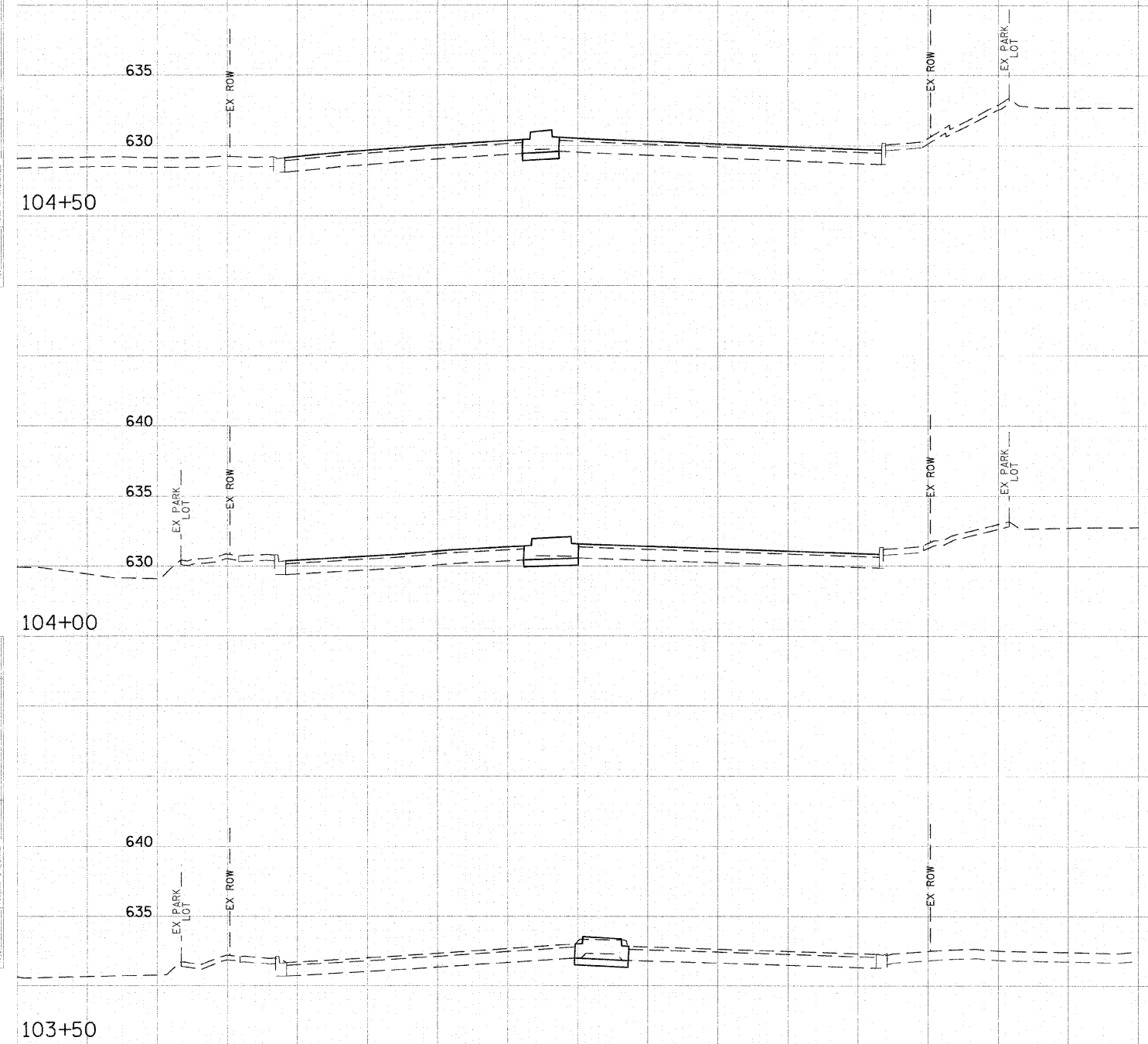
SCALE: NONE  
DATE

DRAWN BY R.H.  
CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	119
STA. 103+50		TO STA. 105+83.67		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NO.	DATE	BY	REVISION

NO.	DATE	BY	REVISION



AHEAD ONLY

STAGE 3  
 CUT = 15.5 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 21.3 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 15.2 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

20' LT      16' RT

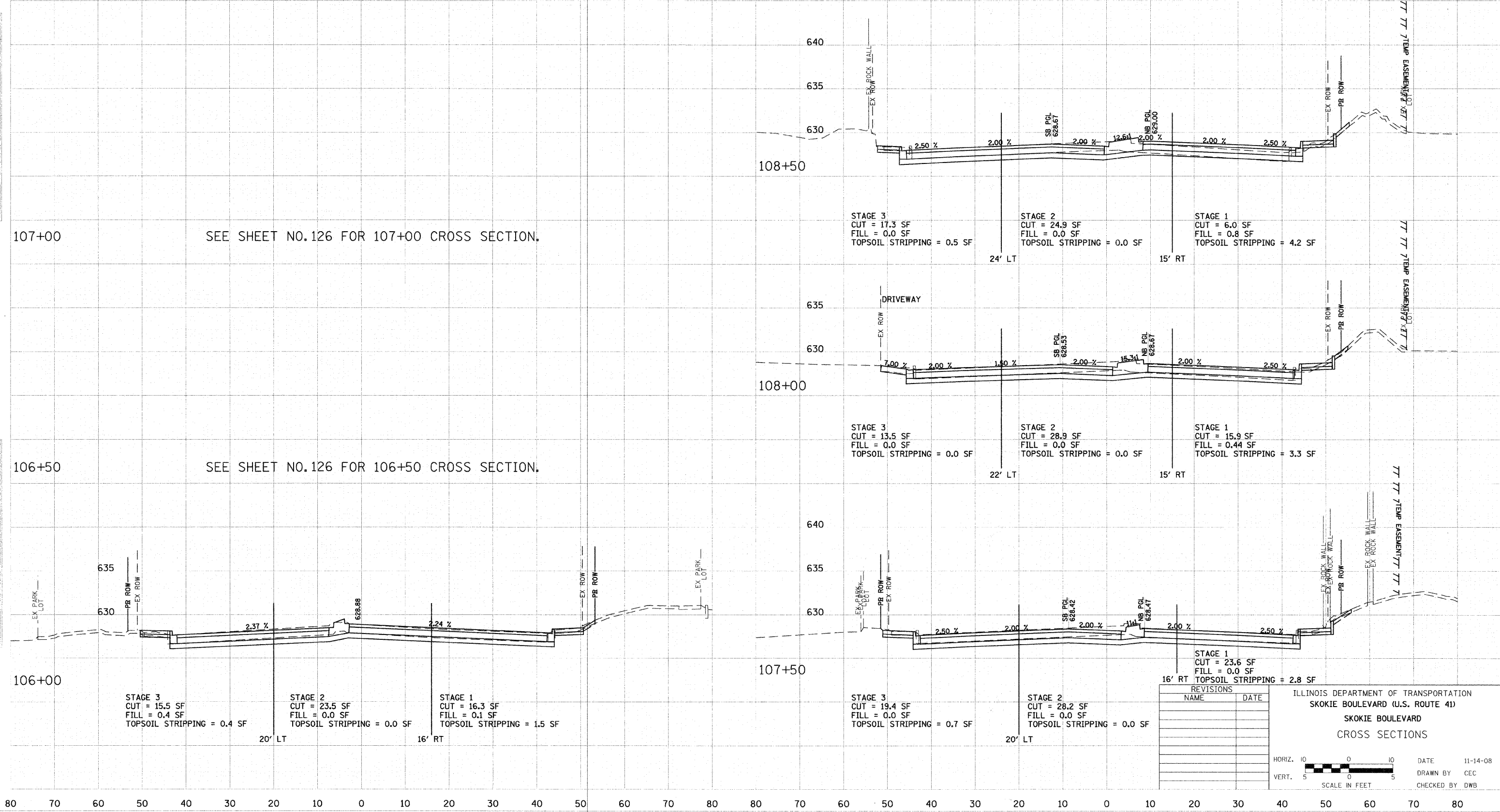
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SKOKIE BOULEVARD (U.S. ROUTE 41)  
 SKOKIE BOULEVARD  
 CROSS SECTIONS

HORIZ. 1" = 10'  
 VERT. 1" = 5'

DATE 11-14-08  
 DRAWN BY CEC  
 CHECKED BY DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	120
STA. 106+00		TO STA. 108+50		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEE SHEET NO.126 FOR 107+00 CROSS SECTION.

SEE SHEET NO.126 FOR 106+50 CROSS SECTION.

STAGE 3  
CUT = 15.5 SF  
FILL = 0.4 SF  
TOPSOIL STRIPPING = 0.4 SF

STAGE 2  
CUT = 23.5 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 16.3 SF  
FILL = 0.1 SF  
TOPSOIL STRIPPING = 1.5 SF

STAGE 3  
CUT = 17.3 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.5 SF

STAGE 2  
CUT = 24.9 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 6.0 SF  
FILL = 0.8 SF  
TOPSOIL STRIPPING = 4.2 SF

STAGE 3  
CUT = 13.5 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
CUT = 28.9 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 15.9 SF  
FILL = 0.44 SF  
TOPSOIL STRIPPING = 3.3 SF

STAGE 3  
CUT = 19.4 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.7 SF

STAGE 2  
CUT = 28.2 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 23.6 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 2.8 SF

REVISIONS	
NAME	DATE

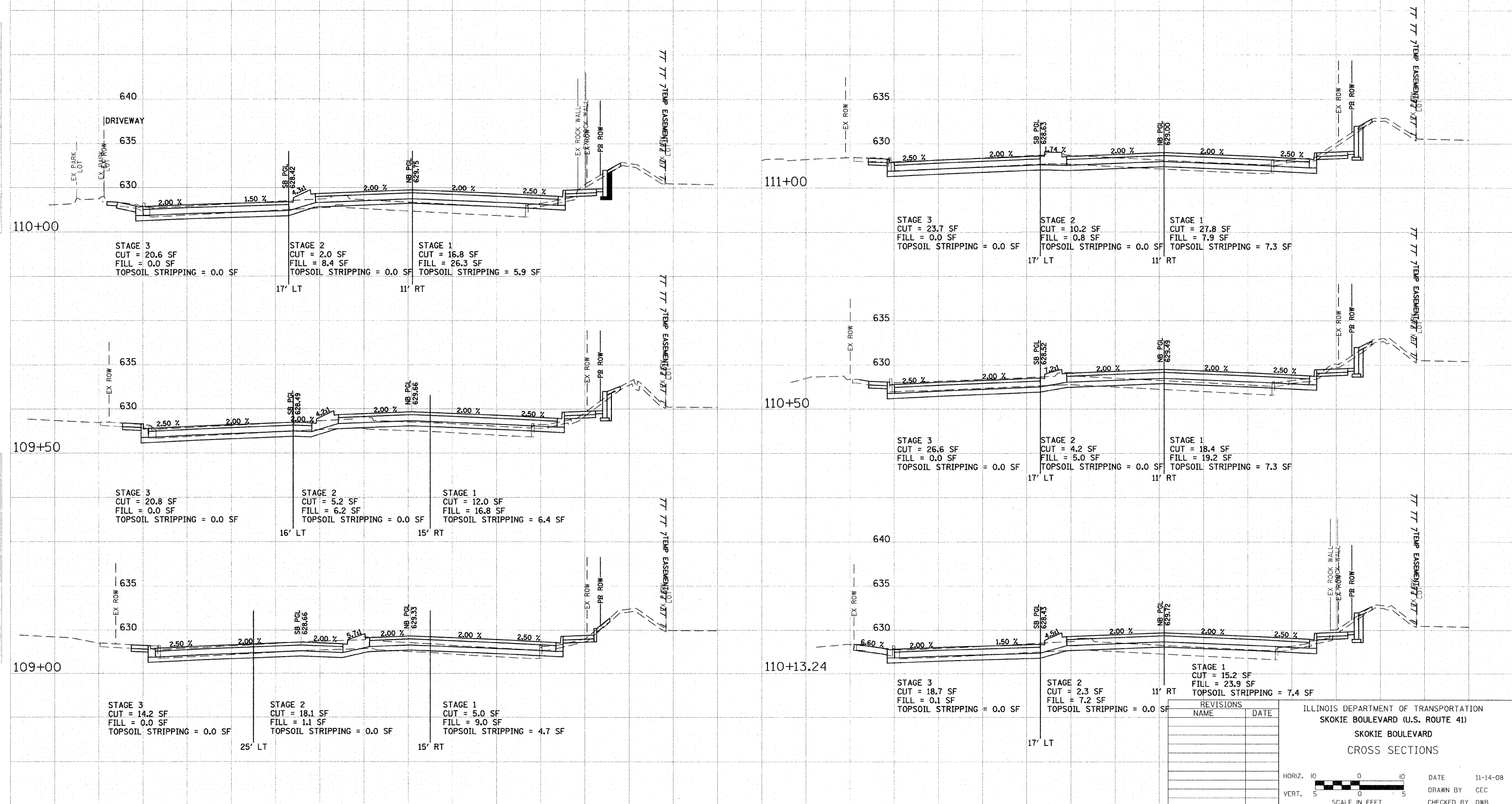
ILLINOIS DEPARTMENT OF TRANSPORTATION  
SKOKIE BOULEVARD (U.S. ROUTE 41)  
SKOKIE BOULEVARD  
CROSS SECTIONS

HORIZ. 1" = 10'  
VERT. 1" = 5'

SCALE IN FEET

DATE 11-14-08  
DRAWN BY CEC  
CHECKED BY DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	121
STA. 109+00		TO STA. 111+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DATE: 11-14-08  
 DRAWN BY: CEC  
 CHECKED BY: DWB

STAGE 3  
 CUT = 20.6 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 2.0 SF  
 FILL = 8.4 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 16.8 SF  
 FILL = 26.3 SF  
 TOPSOIL STRIPPING = 5.9 SF

STAGE 3  
 CUT = 26.6 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 4.2 SF  
 FILL = 5.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 18.4 SF  
 FILL = 19.2 SF  
 TOPSOIL STRIPPING = 7.3 SF

STAGE 3  
 CUT = 14.2 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 18.1 SF  
 FILL = 1.1 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 5.0 SF  
 FILL = 9.0 SF  
 TOPSOIL STRIPPING = 4.7 SF

STAGE 3  
 CUT = 23.7 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 10.2 SF  
 FILL = 0.8 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 27.8 SF  
 FILL = 7.9 SF  
 TOPSOIL STRIPPING = 7.3 SF

STAGE 3  
 CUT = 20.8 SF  
 FILL = 0.0 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 5.2 SF  
 FILL = 6.2 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 12.0 SF  
 FILL = 16.8 SF  
 TOPSOIL STRIPPING = 6.4 SF

STAGE 3  
 CUT = 18.7 SF  
 FILL = 0.1 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
 CUT = 2.3 SF  
 FILL = 7.2 SF  
 TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
 CUT = 15.2 SF  
 FILL = 23.9 SF  
 TOPSOIL STRIPPING = 7.4 SF

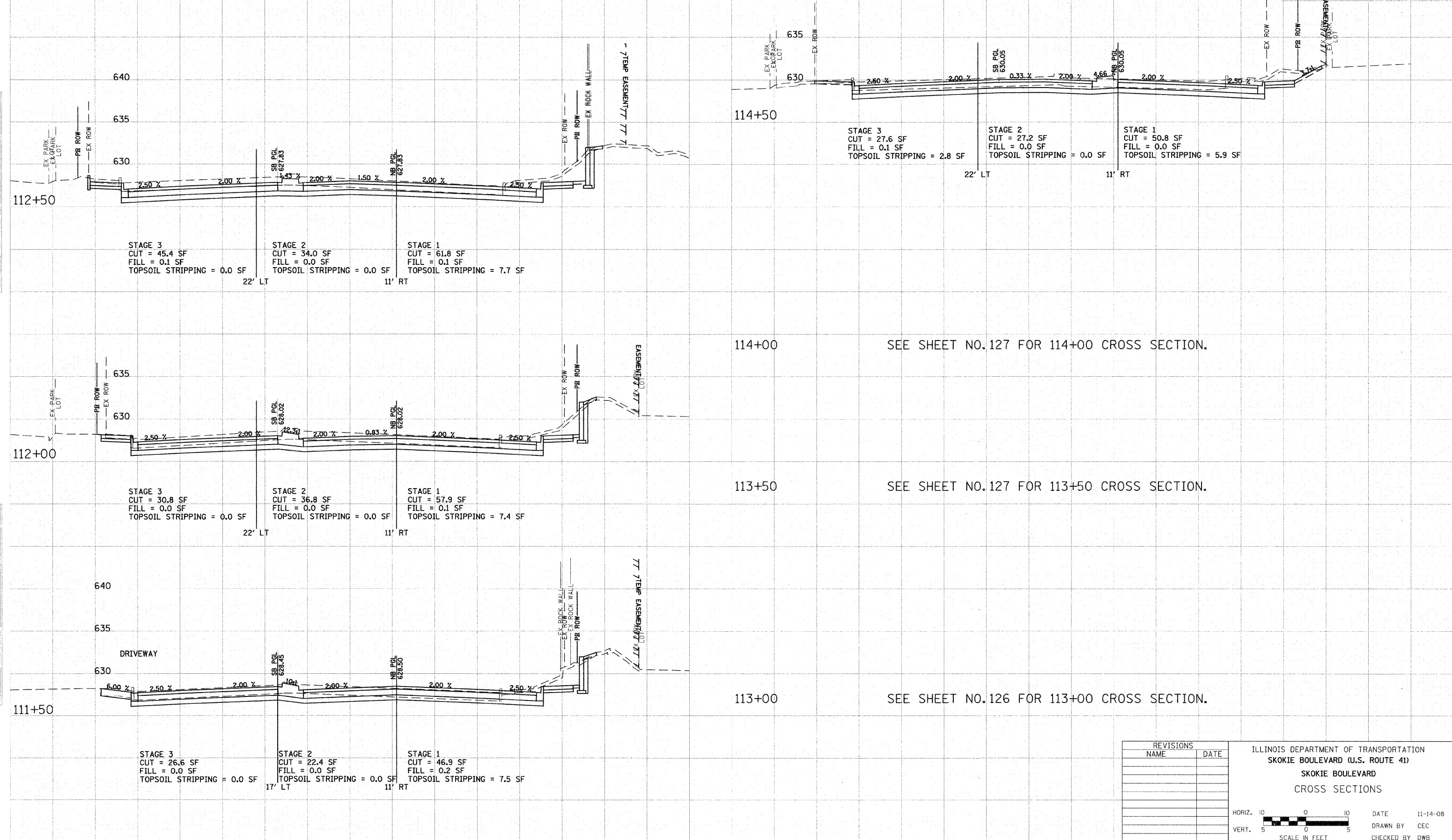
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SKOKIE BOULEVARD (U.S. ROUTE 41)  
 SKOKIE BOULEVARD  
 CROSS SECTIONS

HORIZ. 1" = 10'  
 VERT. 1" = 5'  
 SCALE IN FEET

DATE: 11-14-08  
 DRAWN BY: CEC  
 CHECKED BY: DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	122
STA. 111+50		TO STA. 114+50		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NO.	DATE	DESCRIPTION

NO.	DATE	DESCRIPTION

REVISIONS	
NAME	DATE

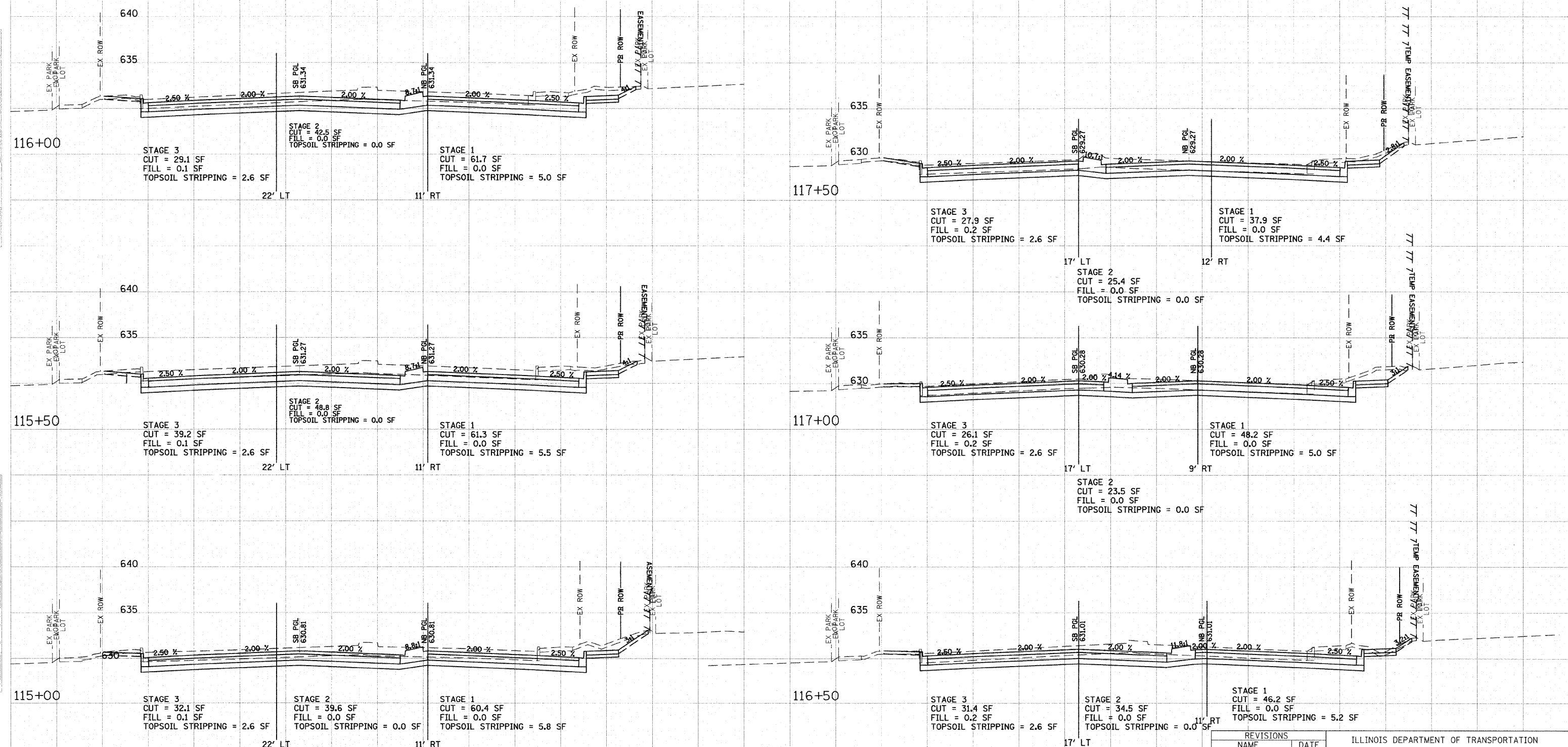
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SKOKIE BOULEVARD (U.S. ROUTE 41)  
 SKOKIE BOULEVARD  
 CROSS SECTIONS

HORIZ. 1" = 10'  
 VERT. 1" = 5'

SCALE IN FEET

DATE 11-14-08  
 DRAWN BY CEC  
 CHECKED BY DWB

F.A.U. RTE.	SECTION	COUNTY	CONTRACT NO.	
350	00-00242-00-CH	COOK	129	123
STA. 115+00		TO STA. 117+50		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DATE: 11-14-08  
 SURVEY: 11-14-08  
 PLOTTED: 11-14-08  
 NOTE BOOK: 11-14-08  
 AREA: 11-14-08  
 CHECKED: 11-14-08

DATE: 11-14-08  
 SURVEY: 11-14-08  
 PLOTTED: 11-14-08  
 NOTE BOOK: 11-14-08  
 AREA: 11-14-08  
 CHECKED: 11-14-08

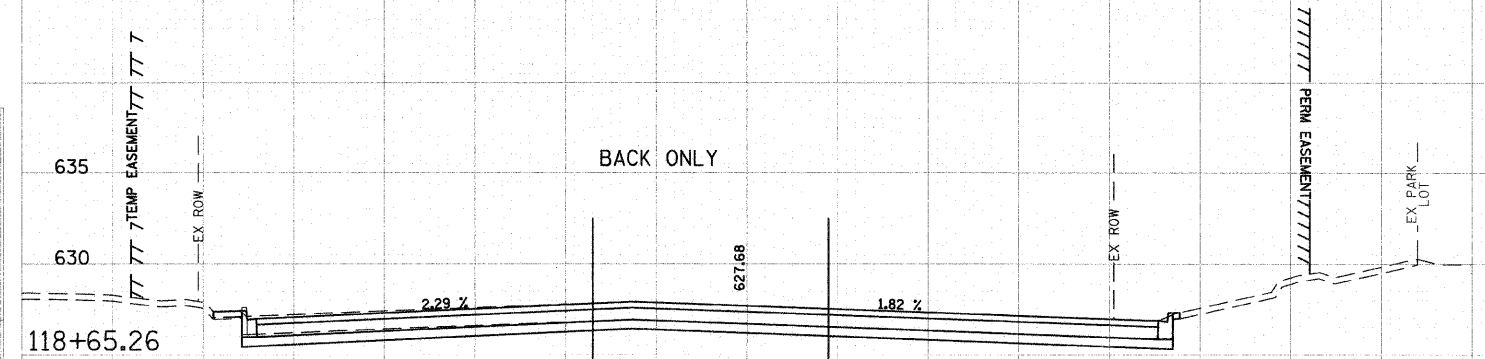
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SKOKIE BOULEVARD (U.S. ROUTE 41)  
 SKOKIE BOULEVARD  
 CROSS SECTIONS

HORIZ. 10 0 10  
 VERT. 5 0 5  
 SCALE IN FEET

DATE: 11-14-08  
 DRAWN BY: CEC  
 CHECKED BY: DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	124
STA. 118+00		TO STA. 120+50		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

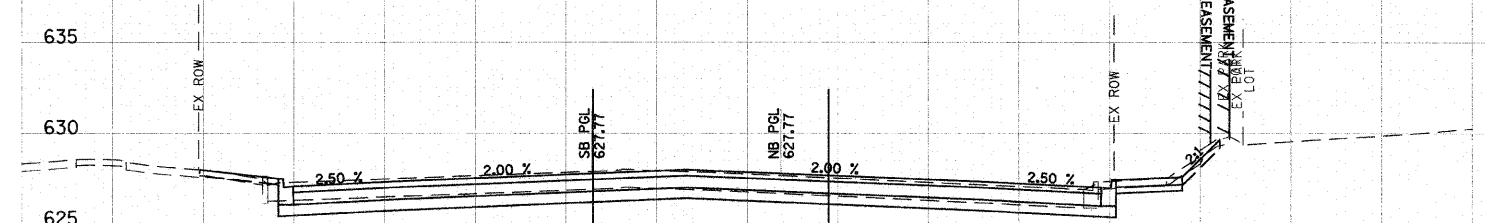


STAGE 3  
CUT = 23.0 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 2  
CUT = 13.1 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 18.6 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.4 SF

17' LT      9' RT

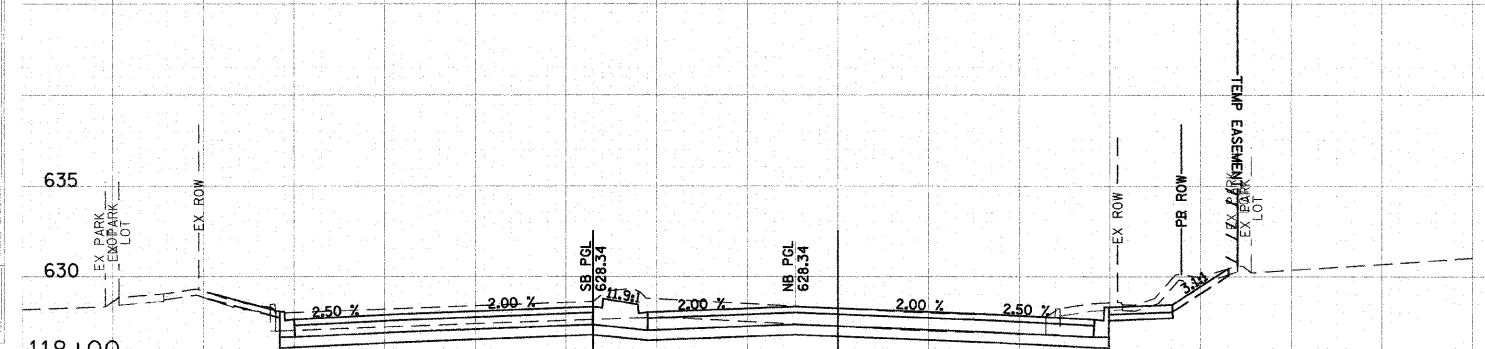


STAGE 3  
CUT = 25.9 SF  
FILL = 2.0 SF  
TOPSOIL STRIPPING = 2.3 SF

STAGE 2  
CUT = 14.1 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 19.9 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 2.5 SF

17' LT      9' RT

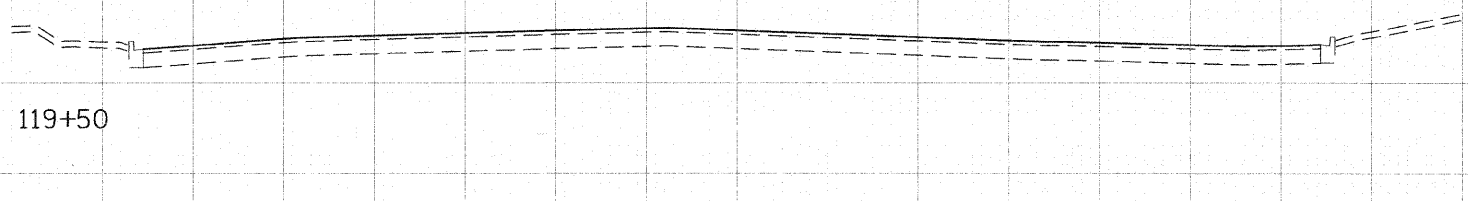
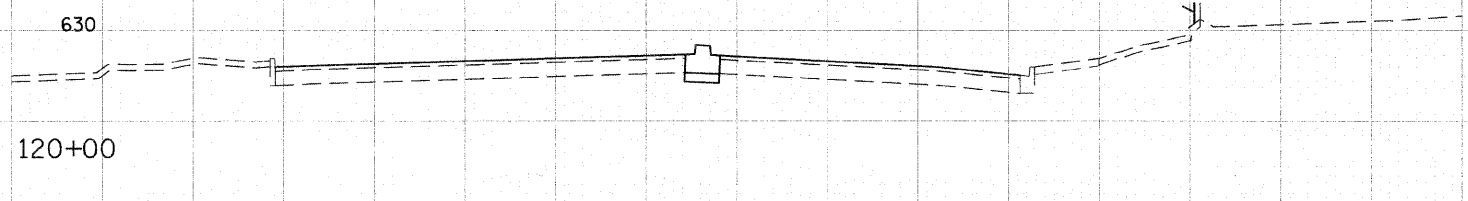
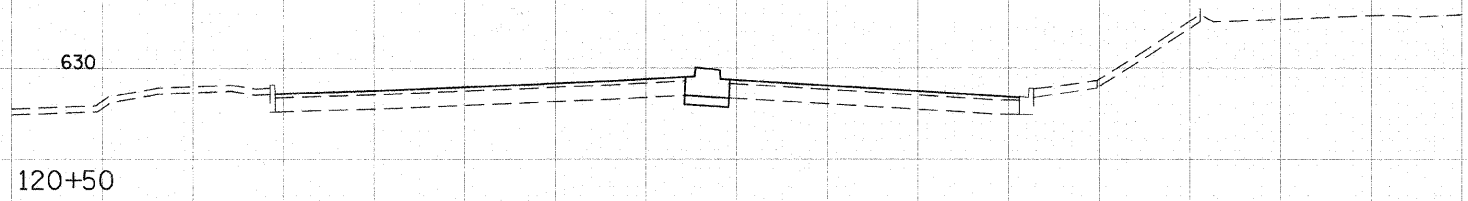


STAGE 3  
CUT = 31.6 SF  
FILL = 0.9 SF  
TOPSOIL STRIPPING = 2.4 SF

STAGE 2  
CUT = 25.4 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 0.0 SF

STAGE 1  
CUT = 33.9 SF  
FILL = 0.0 SF  
TOPSOIL STRIPPING = 4.4 SF

17' LT      10' RT



119+00 SEE SHEET NO. 127 FOR 119+00 CROSS SECTION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SKOKIE BOULEVARD (U.S. ROUTE 41)  
SKOKIE BOULEVARD  
CROSS SECTIONS

HORIZ. 1" = 10'  
VERT. 1" = 5'

SCALE IN FEET

DATE 11-14-08  
DRAWN BY CEC  
CHECKED BY DWB

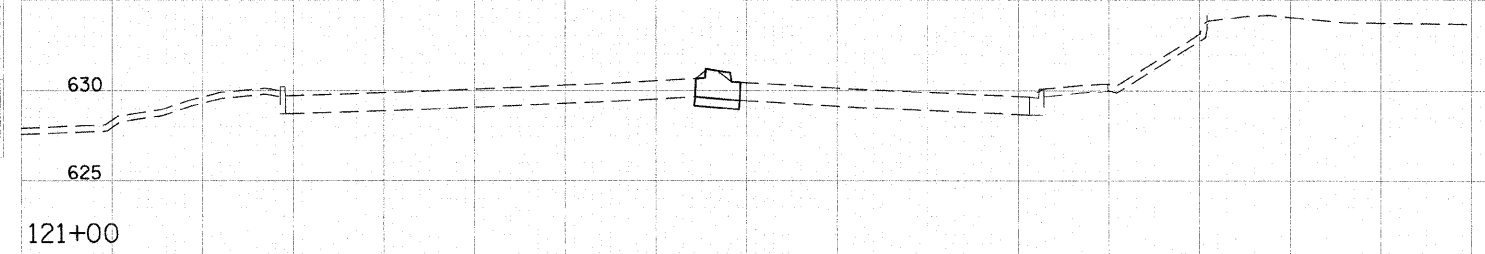


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F.A.U. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350		00-00242-00-CH	COOK	129	125
STA. 121+00			TO STA. 121+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 DATE \_\_\_\_\_

SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 CHECKED \_\_\_\_\_  
 DATE \_\_\_\_\_

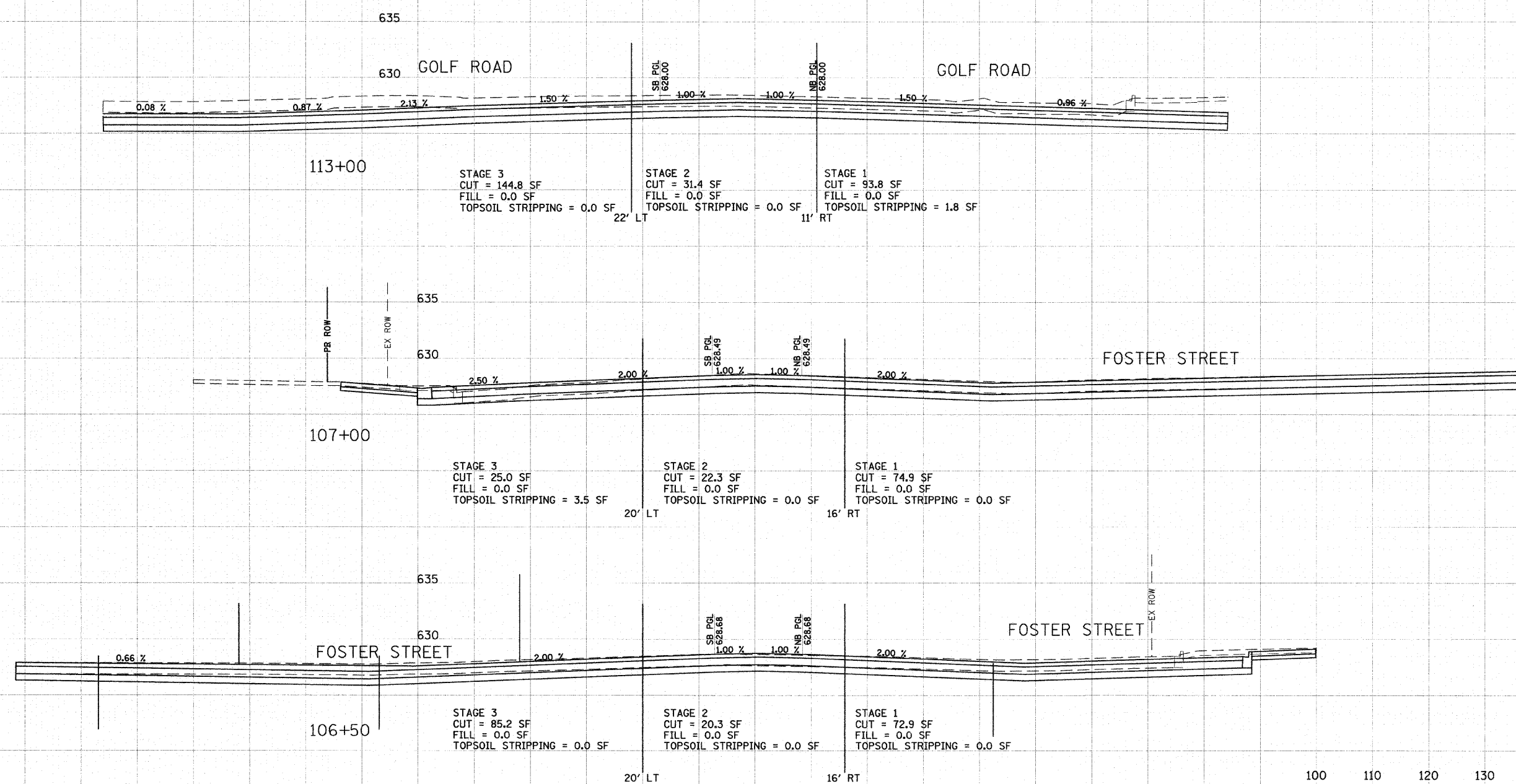


121+00

REVISIONS		SCALE IN FEET	DATE
NAME	DATE		
		HORIZ. 10 0 10 VERT. 5 0 5	11-14-08
		ILLINOIS DEPARTMENT OF TRANSPORTATION SKOKIE BOULEVARD (U.S. ROUTE 41) SKOKIE BOULEVARD CROSS SECTIONS	DRAWN BY CEC
		CHECKED BY DWB	

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

F.A.U. RTE.	SECTION	COUNTY	CONTRACT NO.
350	00-00242-00-CH	COOK	129
STA.	TO STA.		SHEET NO.
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	126



REVISIONS  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 DATE  
 AREAS CHECKED

REVISIONS  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 DATE  
 AREAS CHECKED

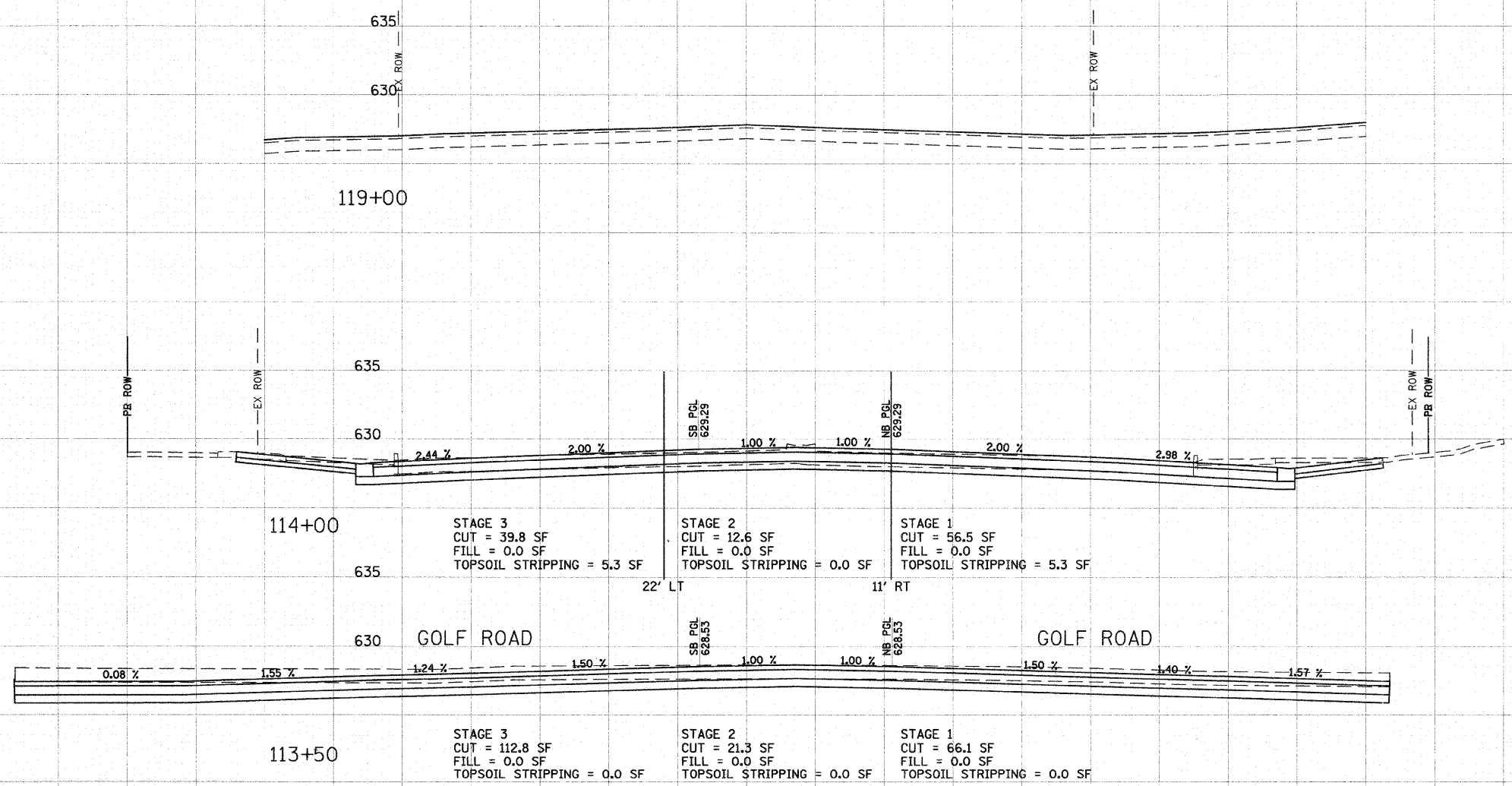
REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CROSS SECTIONS  
 SKOKIE BOULEVARD (U.S. ROUTE 41)

HORIZ. 10 0 10  
 VERT. 5 0 5  
 SCALE IN FEET

DATE 11-14-08  
 DRAWN BY CEC  
 CHECKED BY DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	127
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DATE SURVEYED: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_  
 PLOTTED DATE: \_\_\_\_\_  
 ROUTE BOOK: \_\_\_\_\_  
 AREA: \_\_\_\_\_  
 NO.: \_\_\_\_\_

DATE SURVEYED: \_\_\_\_\_  
 SHEET NO.: \_\_\_\_\_  
 PLOTTED DATE: \_\_\_\_\_  
 ROUTE BOOK: \_\_\_\_\_  
 AREA: \_\_\_\_\_  
 NO.: \_\_\_\_\_

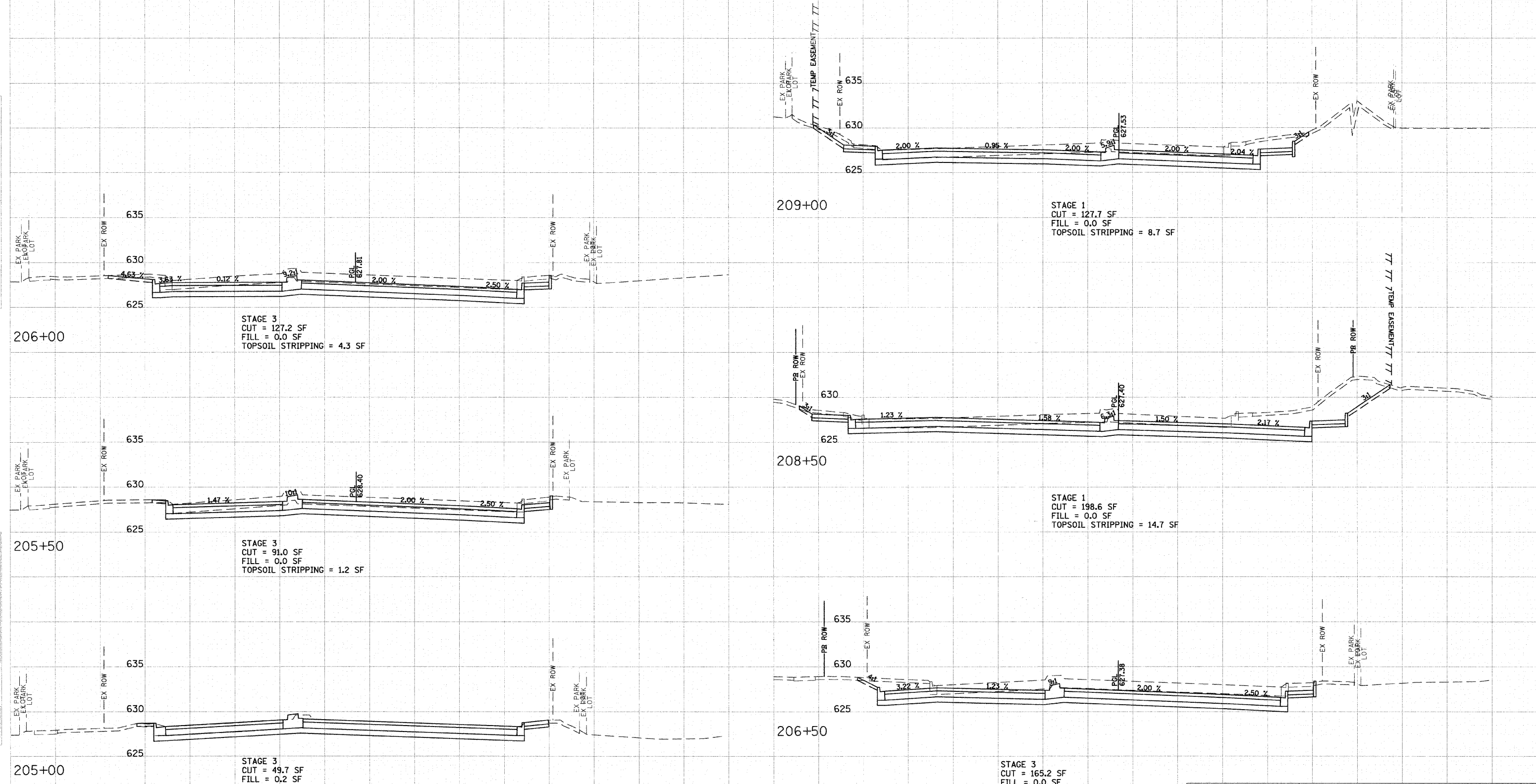
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**CROSS SECTIONS**  
 SKOKIE BOULEVARD (U.S. ROUTE 41)

HORIZ. 10 0 10  
 VERT. 5 0 5  
 SCALE IN FEET

DATE 11-14-08  
 DRAWN BY CEC  
 CHECKED BY DWB

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	00-00242-00-CH	COOK	129	128
STA. 205+00		TO STA. 209+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SURVEYED  
 PLOTTED  
 NOTE BOOK  
 AREAS  
 NO.

SURVEYED  
 PLOTTED  
 NOTE BOOK  
 AREAS  
 NO.

REVISIONS	
NAME	DATE

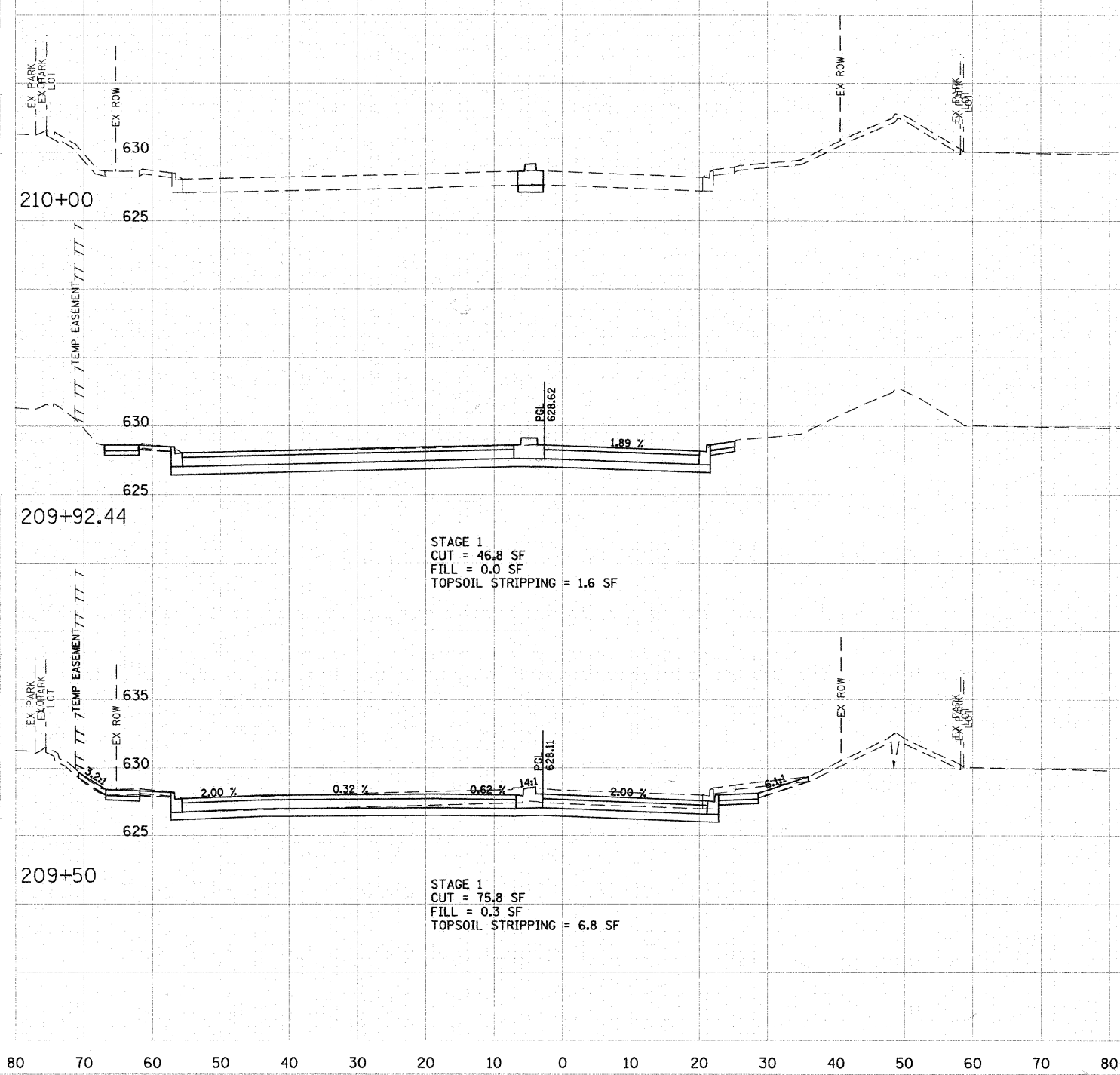
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SKOKIE BOULEVARD (U.S. ROUTE 41)  
 GOLF ROAD  
 CROSS SECTIONS

HORIZ. 1" = 10'  
 VERT. 1" = 5'  
 SCALE IN FEET

DATE 11-14-08  
 DRAWN BY CEC  
 CHECKED BY DWB

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

F.A.U. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350		00-00242-00-CH	COOK	129	129
STA. 209+50		TO STA. 210+00			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT		

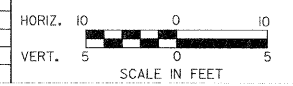


DATE	
DESIGNED	
CHECKED	
IN CHARGE	
APPROVED	

DATE	
DESIGNED	
CHECKED	
IN CHARGE	
APPROVED	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
SKOKIE BOULEVARD (U.S. ROUTE 41)  
GOLF ROAD  
CROSS SECTIONS



DATE 11-14-08  
DRAWN BY CEC  
CHECKED BY DWB

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