

GENERAL NOTES

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DISTRICT ONE STANDARDS

TC-10 – TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

TC-13 – TYPICAL PAVEMENT MARKINGS

TC-22 – ARTERIAL ROAD INFORMATION SIGN

TS-05 – DISTRICT ONE STANDARD TRAFFIC SIGNAL DETAILS

HIGHWAY STANDARDS

000001-07 – STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

424001-11 – PERPENDICULAR CURB RAMPS FOR SIDEWALKS

424006-04 – DIAGONAL CURB RAMPS FOR SIDEWALKS

424011-04 – CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

424016-05 – MIDBLOCK CURB RAMPS

424021-05 – DEPRESSED CORNER FOR SIDEWALKS

424031-02 – MEDIAN PEDESTRIAN CROSSINGS

602001-02 – CATCH BASIN TYPE A

602601-06 – PRECAST CONCRET FLAT SLAB TOP

604001-04 – FRAMES LIDS TYPE 1

606001-07 – CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701101-05 – OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE

701427-05 – LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. FOR SPEEDS ≤ 40 MPH

701601-09 – URBAN LANE CLOSURE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

701606-10 – URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

701611-01 – URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

701701-10 – URBAN LANE CLOSURE, MULTILANE INTERSECTION

701801-06 – SIDEWALK, CORNER OR CROSSWALK CLOSURE

701901-08 – TRAFFIC CONTROL DEVICES

720001-01 – SIGN PANEL MOUNTING DETAILS

720006-04 – SIGN PANEL ERECTION DETAILS

728001-01 – TELESCOPING STEEL SIGN SUPPORT

731001-01 – BASE FOR TELESCOPING STEEL SIGN SUPPORT

780001-05 – TYPICAL PAVEMENT MARKINGS

857001-01 – STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

862001-01 – UNINTERRUPTABLE POWER SUPPLY (UPS)

873001-02 – TRAFFIC SIGNAL GROUNDING & BONDING

876001-04 – PEDESTRIAN PUSH BUTTON POST

878001-10 – CONCRETE FOUNDATION DETAILS

880006-01 – TRAFFIC SIGNAL MOUNTING DETAILS

886001-01 – DETECTOR LOOP INSTALLATIONS

886006-01 – TYPICAL LAYOUTS FOR DETECTION LOOPS

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED APRIL 1, 2016; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2019; THE LATEST EDITIONS OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD) AND "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS"; THE "DETAILS" IN THE PLANS; AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.
3. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER MAIN AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE VILLAGE. THIS WORK SHALL BE AT THE CONTRACTORS EXPENSE.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
6. WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE VILLAGE AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER.
7. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED, AND SHALL BE AS INDICATED ON THE PLANS, ELEVATIONS SHOWN AT POINT OF CURVE, ETC. IS EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
8. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, ETC., ARE FROM THE PROPOSED BASE LINE OF CONSTRUCTION.
9. ANY EXISTING PAVEMENT DAMAGED BY THE CONTRACTOR DURING THE CONSTRUCTION SHALL BE REPLACED/REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
10. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY PROTECTION FOR EXISTING UTILITIES IN CONFORMANCE WITH THE AFFECTED UTILITY COMPANIES REQUIREMENTS AS MAY BE REQUIRED TO PERFORM THE WORK OF THIS CONTRACT.
11. THE WORK PERFORMED UNDER THIS CONTRACT SHALL IN NO WAY INTERFERE WITH THE NORMAL OPERATION OF ANY EXISTING UTILITY SERVICE. THE CONTRACTOR SHALL FURNISH ALL NECESSARY ITEMS OF EQUIPMENT REQUIRED TO MAINTAIN SUCH NORMAL OPERATION.
12. WHENEVER, DURING CONSTRUCTION, OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
13. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED OR RECONSTRUCTED STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE, ADJUSTMENT, OR RECONSTRUCTION COST. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE STRUCTURE SIZE.
14. WHEN EXISTING DRAINAGE OR SEWERAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PUBLIC OR PRIVATE DRAINS, SEWERS, OR CATCH BASINS, HE SHALL PROVIDE FACILITIES TO TAKE ALL STORM WATER WHICH WOULD BE RECEIVED BY THESE FACILITIES AND DISCHARGE SAME.
15. ALL PROPOSED SIGNS SHALL BE ERECTED BEFORE EXISTING SIGNS ARE REMOVED.
16. THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT
17. CHANGEABLE MESSAGE SIGNS ARE REQUIRED TO BE INSTALLED ON BOTH ENDS OF THE CONSTRUCTION ZONE ALONG RIDGELAND AVENUE FOLLOWING IDOT AND IDOT-DISTRICT 1 STANDARDS
18. ALL PROPOSED SIGNS ALONG RIDGELAND AVENUE SHALL USE TYPE ZZ SIGN SHEETING AND SHALL BE MOUNTED ON TELESCOPING STEEL SIGN SUPPORTS
19. ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAILROAD GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY OF HIGHWAY-RAIL GRADE CROSSINGS WHICH STATES, "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE." SIMILAR PROVISIONS ARE SET FORTH IN THE MUTCD, PART 8: TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS, SECTION 8A.08: TEMPORARY TRAFFIC CONTROL ZONES.

20. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE METRA RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE METRA RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 OF THE STANDARD SPECIFICATIONS AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05 OF THE STANDARD SPECIFICATIONS.

COMMITMENTS

1. THERE ARE NO COMMITMENTS ASSOCIATED WITH THIS PROJECT.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE COOK COUNTY PERMIT DIVISION, MR. MICHAEL STERR AT (312) 603-1670 AND THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 AT LEAST 5 DAYS PRIOR TO BEGINNING CONSTRUCTION.
2. IF ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNING ALONG RIDGELAND AVENUE IS/ARE DISTURBED DUE TO CONSTRUCTION OF THE PROPOSED IMPROVEMENTS ALONG RIDGELAND AVENUE, THE CONTRACTOR SHALL REPLACE THE DISTURBED TRAFFIC CONTROL DEVICES PER CCDOTH AND IDOT-DISTRICT 1 STANDARDS FOR PAVEMENT MARKINGS AND SIGNING.
3. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG RIDGELAND AVENUE, RIDGELAND AVENUE SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO THE LANES OPEN TO TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 AM TO 3:00 PM BY FOLLOWING THE APPLICABLE IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS FOR DAYTIME OPERATIONS UTILIZING FLAGGERS.
4. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT.
5. COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS IS NOT PART OF JULIE. FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT 312-603-1730.
6. FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITIES, SEE COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".
7. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.
8. IF PEDESTRIAN PUSHBUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM SHALL BE PLUGGED.
9. A PEDESTRIAN PUSHBUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSHBUTTONS. SEE THE SPECIAL PROVISION FOR PEDESTRIAN PUSHBUTTON FOR ADDITIONAL INFORMATION.
10. THE CONTRACTOR SHALL SUBMIT FOUR (4) HARD COPIES AND ONE (1) PDF VERSION OF THE TRAFFIC SIGNAL CATALOG CUTS PRIOR TO INSTALLATION IN ACCORDANCE WITH THE "TRAFFIC SIGNAL GENERAL WORK" SPECIAL PROVISION.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE ROADWAY	AIR VOIDS @NDES
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 3"	4% @ 50 GYR.

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

THE "AC TYPE" FOR NON-POLYMERIZED HMA MIXES SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS FOR "RECYCLED MATERIALS". SEE SPECIAL PROVISIONS.

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT INDEX OF SHEETS, GENERAL NOTES, HIGHWAY STANDARDS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\CHICAGORIDGE\90611\073\Civil\NOT01-90611_073.sht	DRAWN - EDT	REVISED -	2781			14-00052-00-M5	COOK	82	2		
Default	PLOT SCALE = 80'	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
20200100	EARTH EXCAVATION	CU YD	300
20800150	TRENCH BACKFILL	CU YD	38
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	284
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1284
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	44
35300300	PORTLAND CEMENT CONCRETE BASE COURSE 8"	SQ YD	35
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	150
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	8
40604060	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	TON	26
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	206
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	124
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5950
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	4488
44000100	PAVEMENT REMOVAL	SQ YD	359
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	139
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	124

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
44000300	CURB REMOVAL	FOOT	70
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1513
44000600	SIDEWALK REMOVAL	SQ FT	7665
44003100	MEDIAN REMOVAL	SQ FT	2538
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	10
Δ 56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	1
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1
60500040	REMOVING MANHOLES	EACH	1
60600605	CONCRETE CURB, TYPE B	FOOT	70
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	845
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	669
60608582	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	19
60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	100
60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	262
63200310	GUARDRAIL REMOVAL	FOOT	56

Δ SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	25
Δ 66900530	SOIL DISPOSAL ANALYSIS	EACH	2
Δ 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
Δ 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	2
Δ 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
67100100	MOBILIZATION	L SUM	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DAY	14
Δ 72000100	SIGN PANEL - TYPE 1	SQ FT	242
Δ 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	10
Δ 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	234
Δ 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	550
Δ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	54

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	245
Δ 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1600
Δ 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	750
Δ 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	858
Δ 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	721
Δ 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	108
Δ 81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.	FOOT	600
Δ 81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	1
Δ 81702140	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	27600
Δ 83007600	LIGHT POLE, ALUMINUM, 35 FT. M.H., 15 FT. MAST ARM	EACH	3
Δ 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	40
Δ 84200804	REMOVAL OF POLE FOUNDATION	EACH	1
Δ 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1
Δ 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4
Δ 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1936
Δ 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1567

Δ SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	991
Δ 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	697
Δ 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	271
Δ 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
Δ 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	32
Δ 87900100	DRILL EXISTING FOUNDATION	EACH	1
Δ 87900200	DRILL EXISTING HANDHOLE	EACH	8
Δ 88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8
Δ 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN	EACH	20
Δ 88600100	DETECTOR LOOP, TYPE I	FOOT	38
Δ 88800100	PEDESTRIAN PUSH-BUTTON	EACH	28
Δ 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	10
Δ 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	5
Δ 89502200	MODIFY EXISTING CONTROLLER	EACH	1
Δ 89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	4
Δ 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3760

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4
Δ 89502376	REBUILD EXISTING HANDHOLE	EACH	1
Δ 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5
Δ K0012990	PERENNIAL PLANTS, ORNAMENTAL TYPE, GALLON POT	UNIT	3.88
Δ K1005481	SHREDDED BARK MULCH 3"	SQ YD	75
Δ X0325839	SIGNAL TIMING	L SUM	1
Δ X0326498	GFCI 20 AMP DUPLEX RECEPTACLE	EACH	20
Δ X0326654	ORNAMENTAL LIGHT UNIT, COMPLETE	EACH	20
X0326806	WASHOUT BASIN	L SUM	1
X0326862	STRUCTURES TO BE ADJUSTED	EACH	29
Δ X0326952	STEP-DOWN TRANSFORMER	EACH	20
X0327009	REMOVE SIGN (SPECIAL)	EACH	2
Δ X0327078	REMOVE FIRE HYDRANT AND VALVE ASSEMBLY	EACH	1
Δ X0327410	CAST ALUMINUM SPLIT PEDESTAL BASE	EACH	20
Δ X0327450	CONNECTION TO EXISTING CONCRETE TRANSFORMER FOUNDATION	EACH	1
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1594

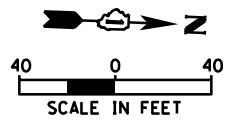
Δ SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ X0945500	PAINT EXISTING POLE COMPLETE	EACH	17
Δ X1400013	REMOVAL OF CABLE IN CONDUIT	FOOT	6800
Δ X1400267	REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE	EACH	18
X2110100	TOPSOIL FURNISH AND PLACE, SPECIAL	CU YD	62
Δ X2520700	SODDING, SPECIAL	SQ YD	350
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	536
X4404700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	274
Δ X7330082	MOUNTING BRACKET - TYPE B	EACH	20
Δ X8100105	CONDUIT SPLICE	EACH	46
Δ X8360110	LIGHT POLE FOUNDATION, SPECIAL	FOOT	120
Δ X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	3
Δ X8760055	PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2

CODE NO.	ITEM	UNIT	0021 TOTAL QUANTITY
Δ X8780107	CONCRETE FOUNDATION (SPECIAL)	FOOT	40
XX001621	BRICK PAVER REMOVAL	SQ FT	481
XX003219	UNIT PAVERS	SQ FT	1720
Δ XX008269	WAYFINDING SIGN	EACH	5
Δ XX009282	REBUILD EXISTING DOUBLE HANDHOLE	EACH	1
Δ XX009304	LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE	EACH	21
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52
Δ Z0033024	MAINTAIN EXISTING LIGHTING SYSTEM	L SUM	1
Δ Z0044700	PRESSURE CONNECTION 8" X 6"	EACH	1
Z0048685	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
Δ Z0050500	REMOVE AND RESET EXISTING STREET LIGHTS	EACH	1
* Δ Z0058000	SANITARY SEWER, SPECIAL	FOOT	10

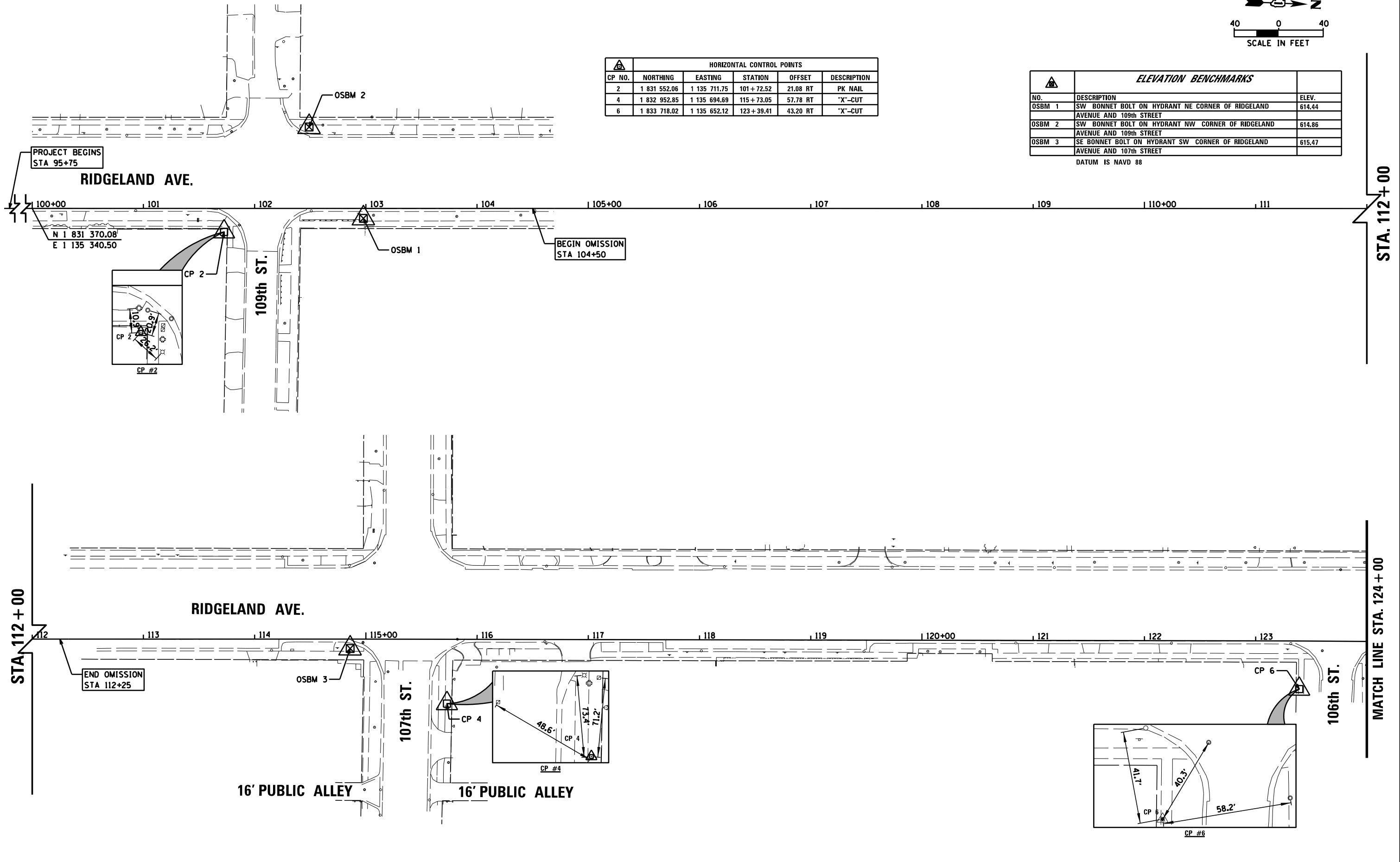
Δ SPECIALTY ITEM
* NON PARTICIPATING



HORIZONTAL CONTROL POINTS					
CP NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
2	1 831 552.06	1 135 711.75	101+72.52	21.08 RT	PK NAIL
4	1 832 952.85	1 135 694.69	115+73.05	57.78 RT	"X"-CUT
6	1 833 718.02	1 135 652.12	123+39.41	43.20 RT	"X"-CUT

ELEVATION BENCHMARKS		
NO.	DESCRIPTION	ELEV.
OSBM 1	SW BONNET BOLT ON HYDRANT NE CORNER OF RIDGELAND AVENUE AND 109th STREET	614.44
OSBM 2	SW BONNET BOLT ON HYDRANT NW CORNER OF RIDGELAND AVENUE AND 109th STREET	614.86
OSBM 3	SE BONNET BOLT ON HYDRANT SW CORNER OF RIDGELAND AVENUE AND 107th STREET	615.47

DATUM IS NAVD 88

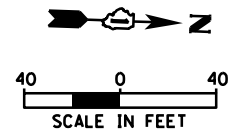


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	PLOT DATE = 8/27/2019	DATE -	REVISED -

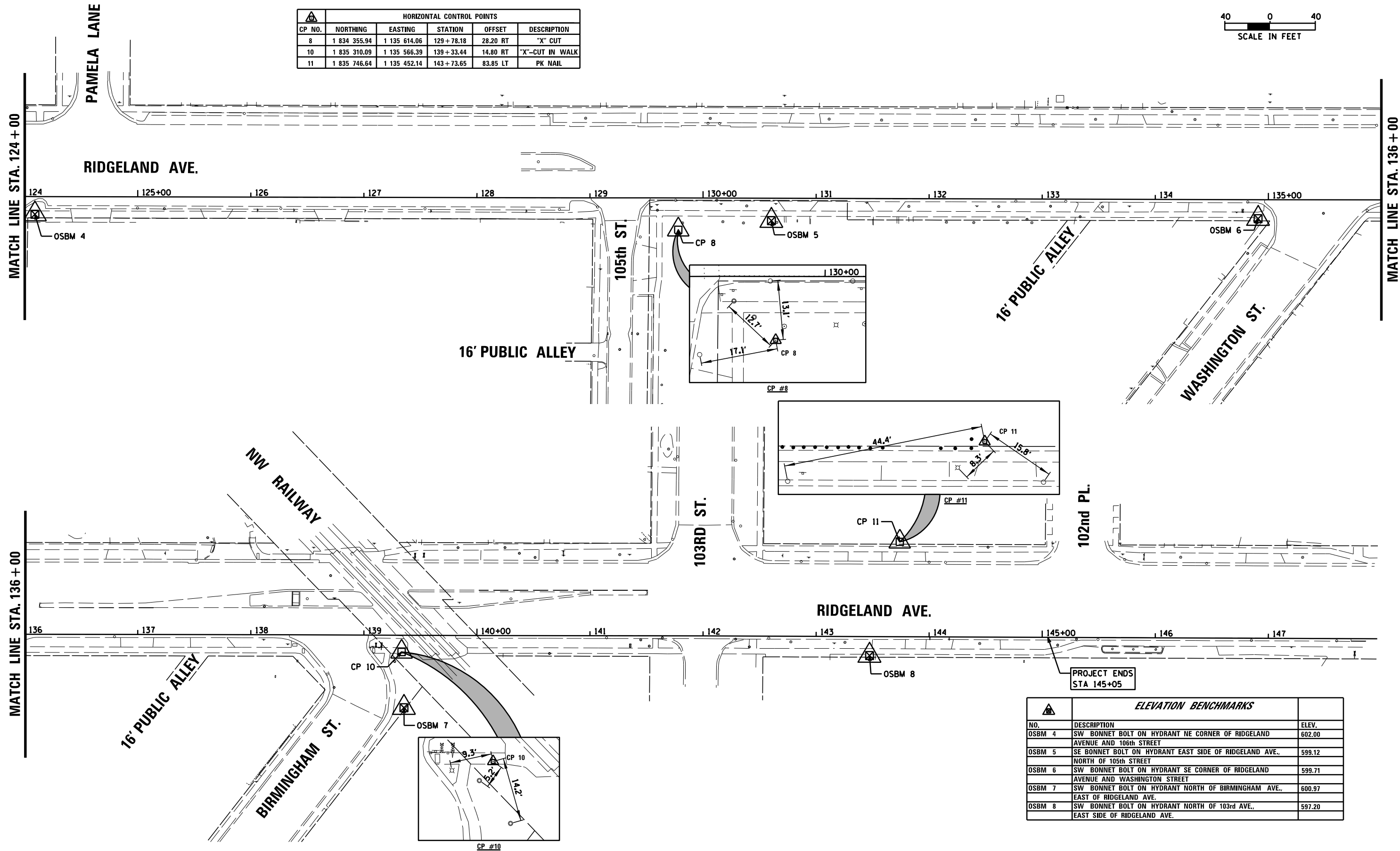
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RIDGELAND AVENUE ACCESS TO TRANSIT ALIGNMENT, TIES AND BENCHMARKS			
SCALE: 40"	SHEET 1 OF 2 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	7
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



HORIZONTAL CONTROL POINTS					
CP NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
8	1 834 355.94	1 135 614.06	129+78.18	28.20 RT	"X" CUT
10	1 835 310.09	1 135 566.39	139+33.44	14.80 RT	"X"-CUT IN WALK
11	1 835 746.64	1 135 452.14	143+73.65	83.85 LT	PK NAIL



PROJECT ENDS
STA 145+05

ELEVATION BENCHMARKS		
NO.	DESCRIPTION	ELEV.
OSBM 4	SW BONNET BOLT ON HYDRANT NE CORNER OF RIDGELAND AVENUE AND 106th STREET	602.00
OSBM 5	SE BONNET BOLT ON HYDRANT EAST SIDE OF RIDGELAND AVE., NORTH OF 105th STREET	599.12
OSBM 6	SW BONNET BOLT ON HYDRANT SE CORNER OF RIDGELAND AVENUE AND WASHINGTON STREET	599.71
OSBM 7	SW BONNET BOLT ON HYDRANT NORTH OF BIRMINGHAM AVE., EAST OF RIDGELAND AVE.	600.97
OSBM 8	SW BONNET BOLT ON HYDRANT NORTH OF 103rd AVE., EAST SIDE OF RIDGELAND AVE.	597.20

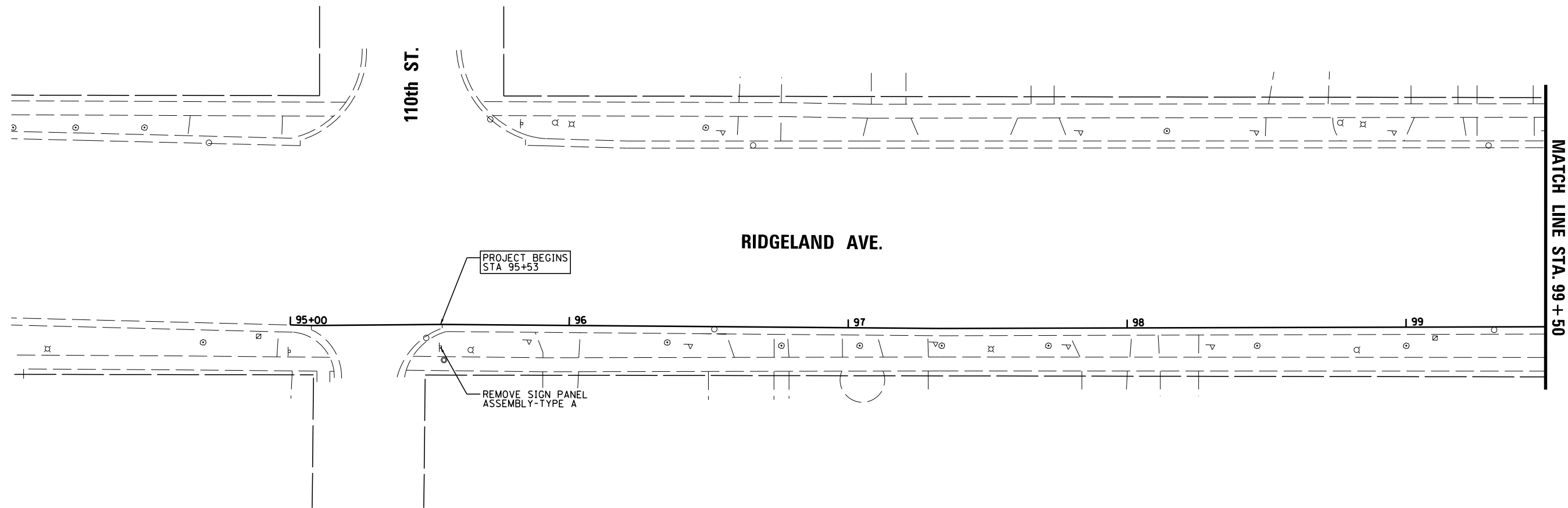
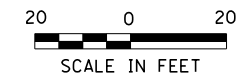
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE ACCESS TO TRANSIT
ALIGNMENT, TIES AND BENCHMARKS

SCALE: 40" SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	8
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



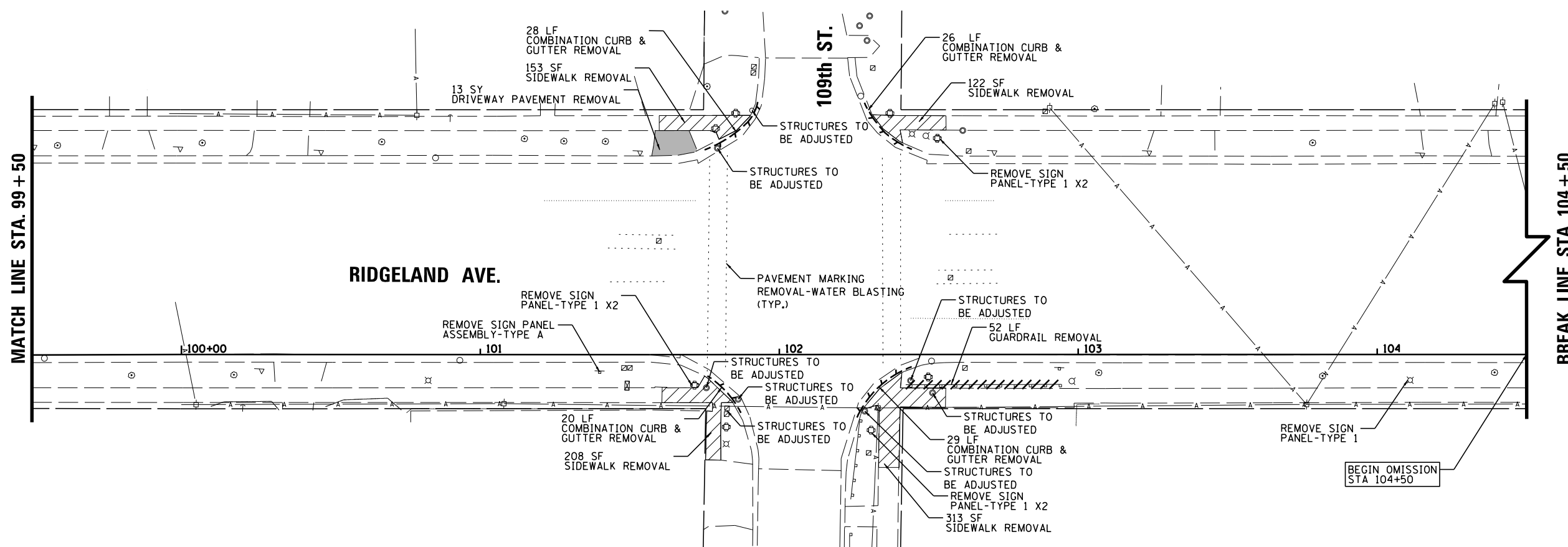
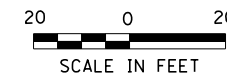
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

SCALE: 20" SHEET 1 OF 8 SHEETS STA. 100+00 TO STA. 100+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	9
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



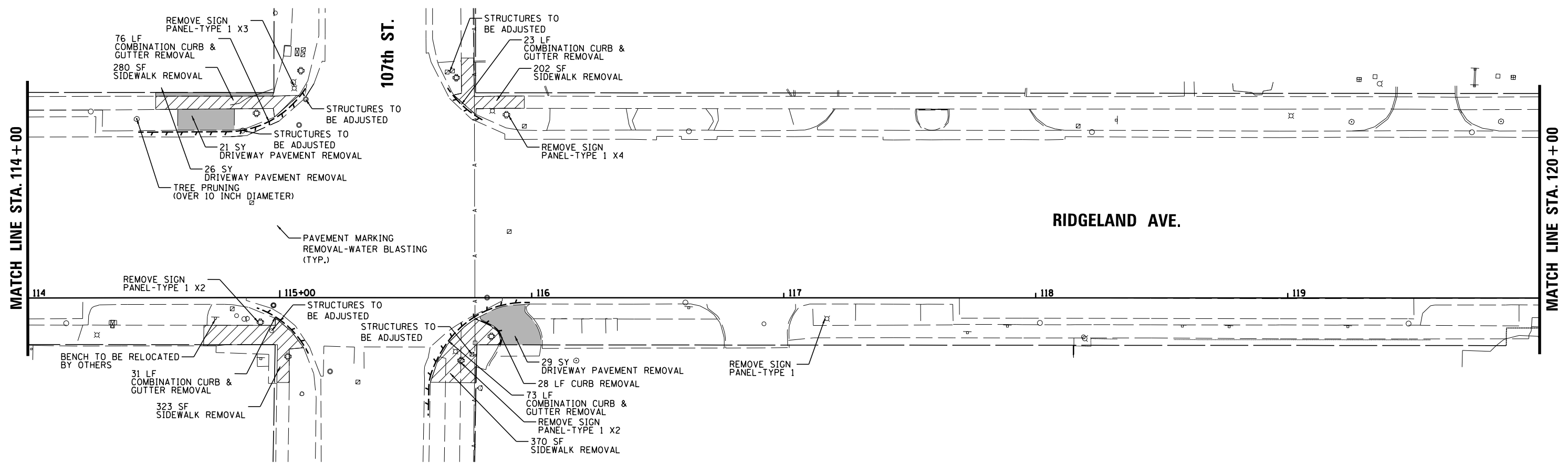
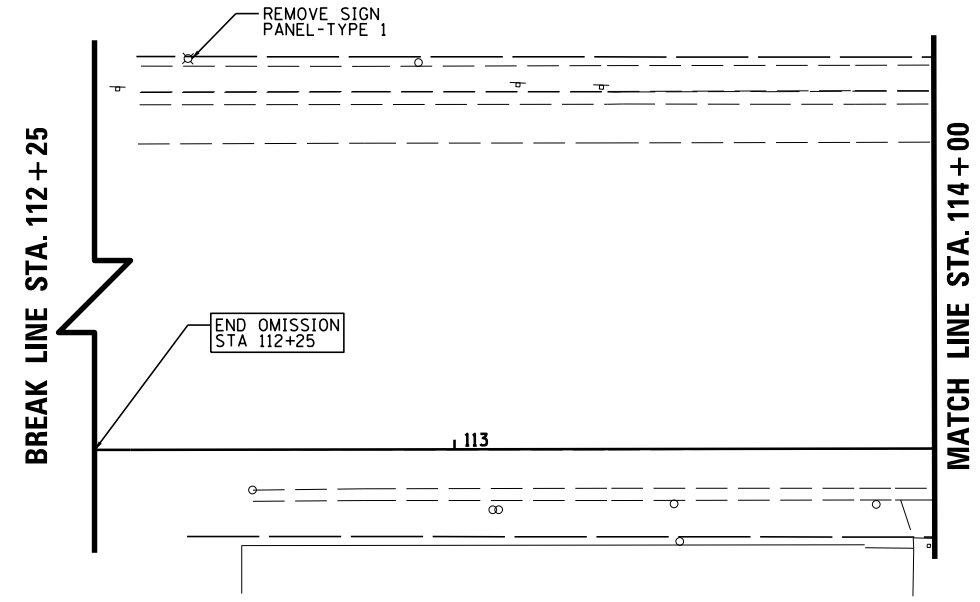
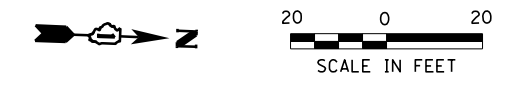
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

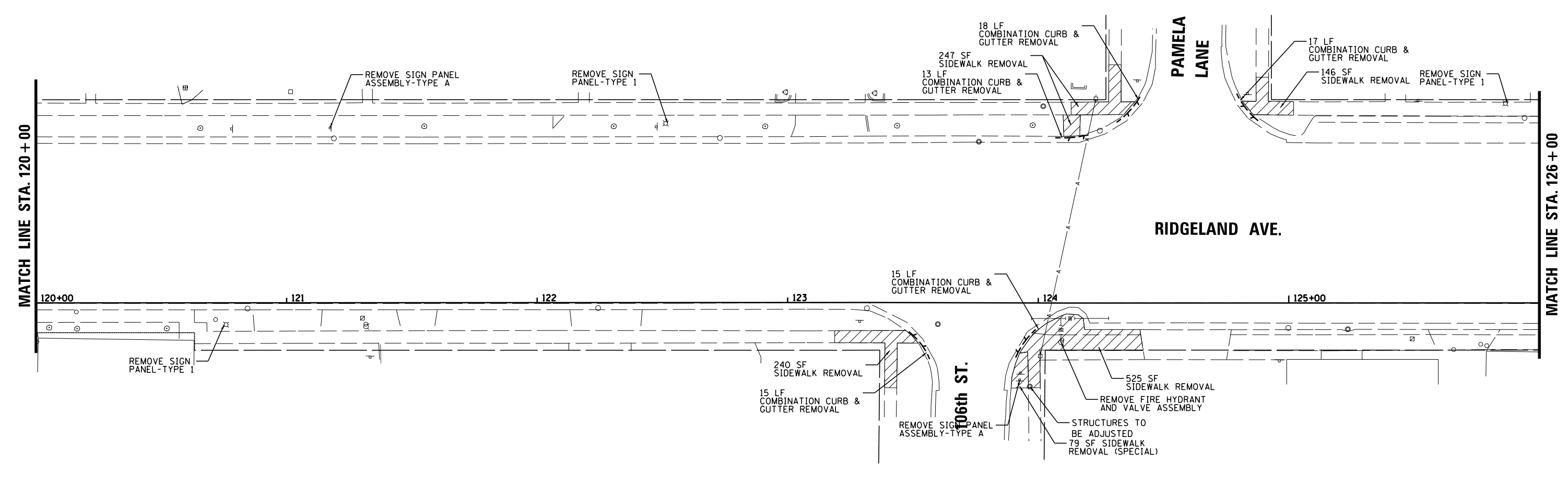
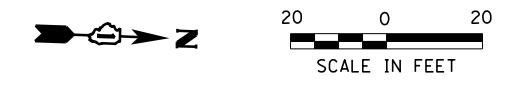
**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

SCALE: 20" SHEET 2 OF 8 SHEETS STA. 100+00 TO STA. 100+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	10
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT EXISTING CONDITIONS AND REMOVALS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	CHECKED -	REVISED -	CONTRACT NO. 61F97							
PLOT SCALE = 48"	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
	PLOT DATE = 8/27/2019			SCALE: 20"	SHEET 3 OF 8 SHEETS	STA. 114+00	TO STA. 120+00			



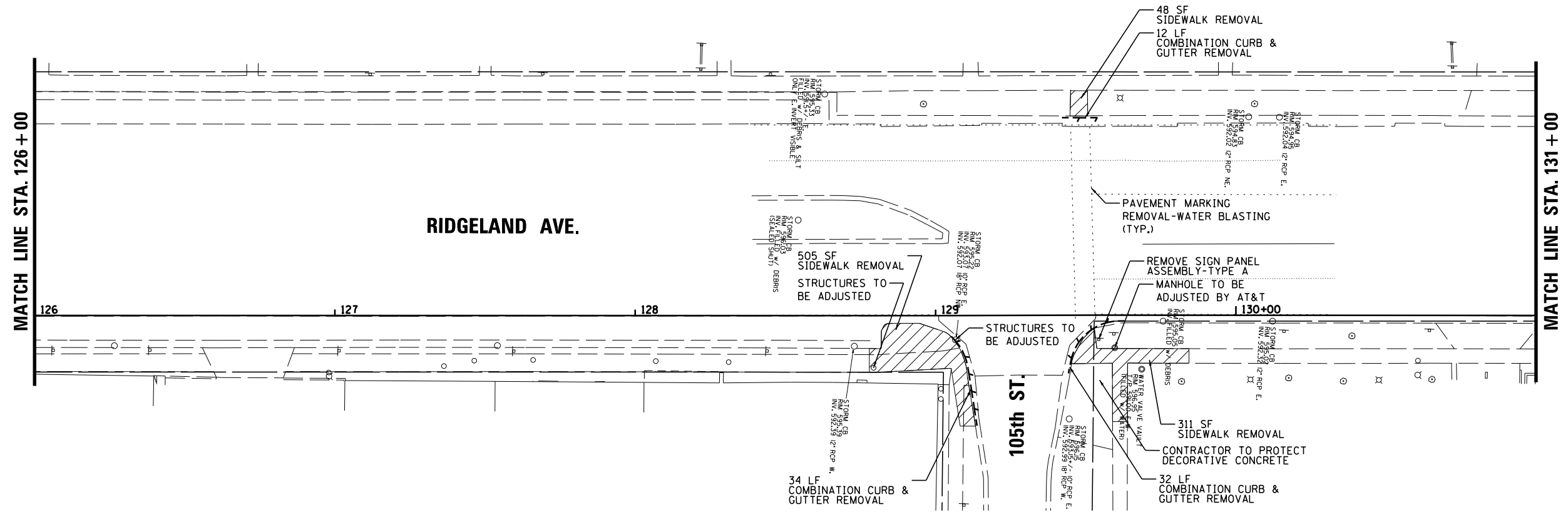
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

SCALE: 20" SHEET 4 OF 8 SHEETS STA. 120+00 TO STA. 126+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	12
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



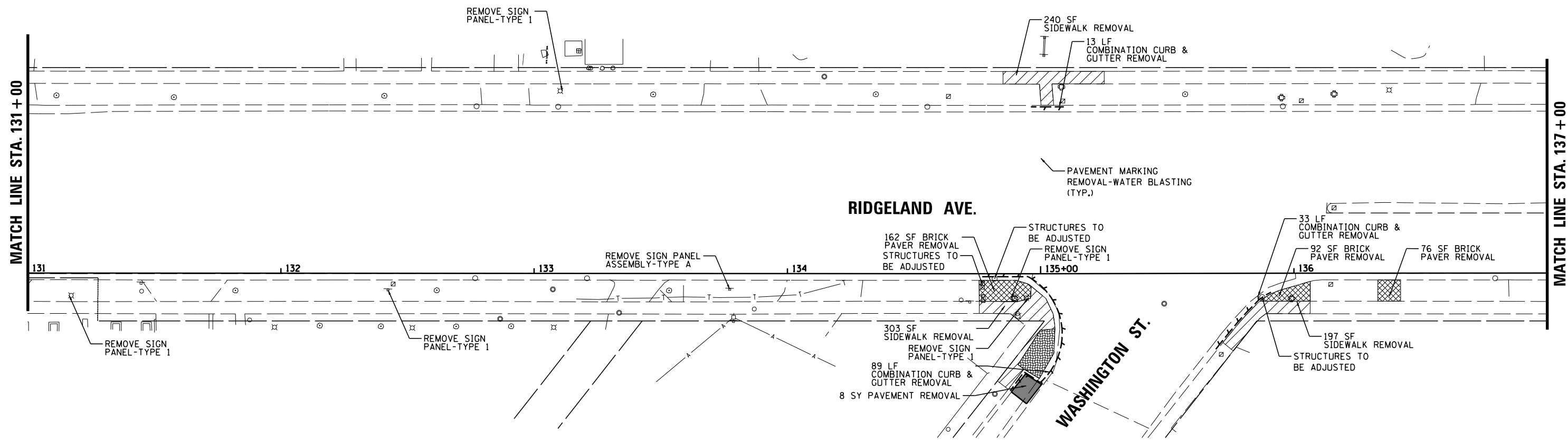
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Default	PLOT SCALE = 48"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

SCALE: 20" SHEET 5 OF 8 SHEETS STA. 126+00 TO STA. 131+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-MS	COOK	82	13
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



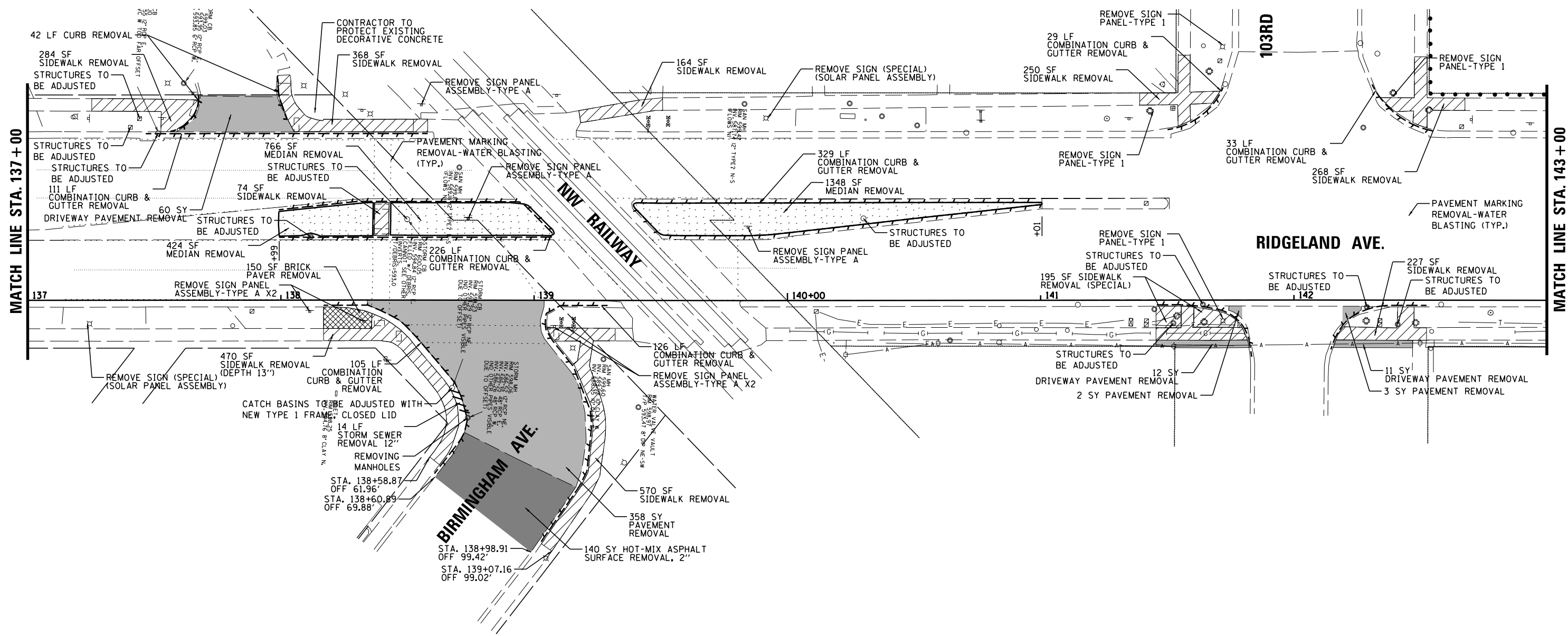
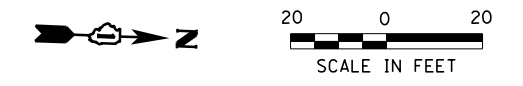
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

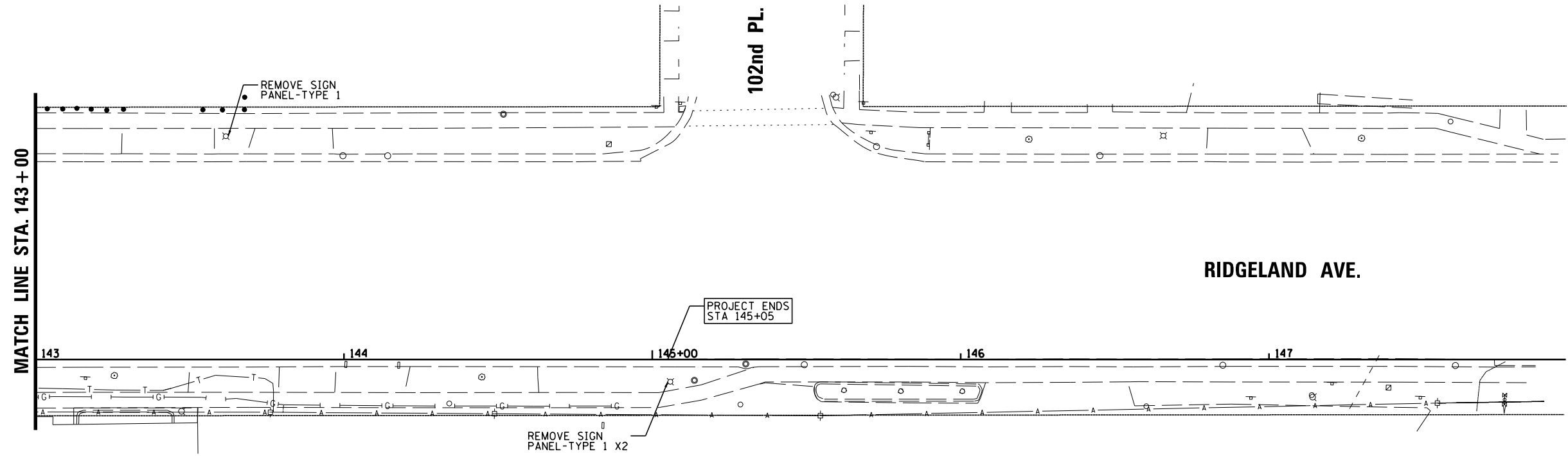
**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

SCALE: 20" SHEET 6 OF 8 SHEETS STA. 131+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	14
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT EXISTING CONDITIONS AND REMOVALS	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 20"	SHEET 7 OF 8 SHEETS	STA. 137+00	TO STA. 143+00	ILLINOIS FED. AID PROJECT	



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
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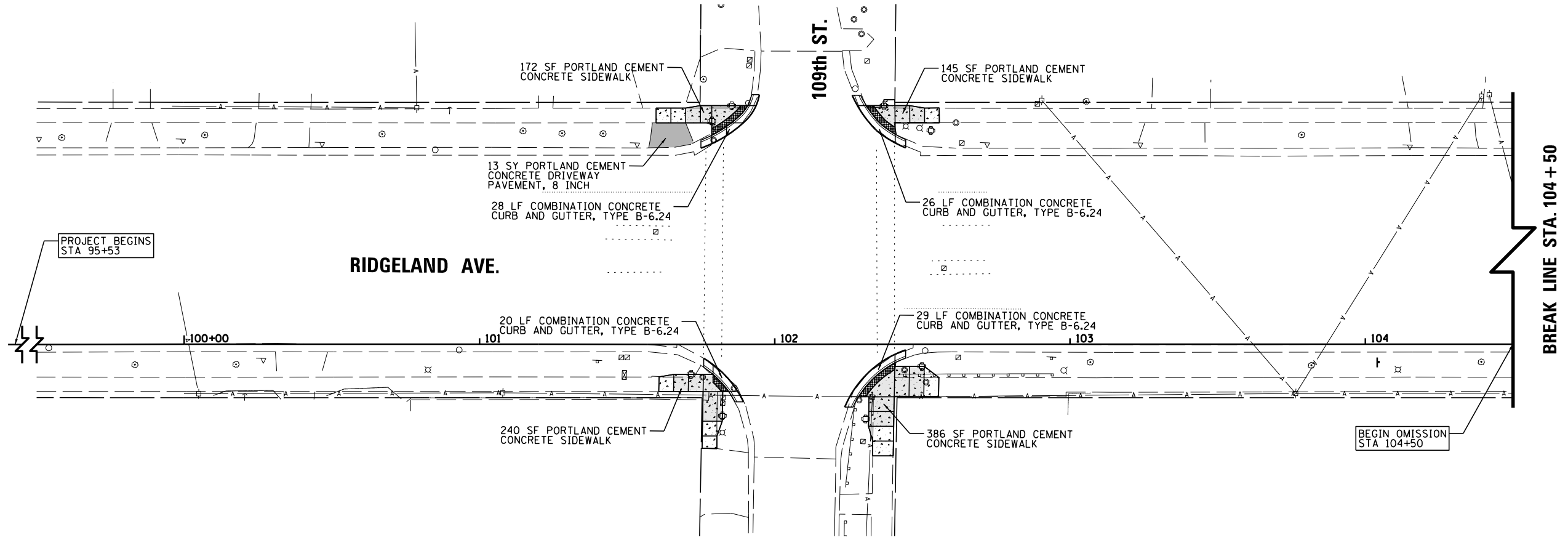
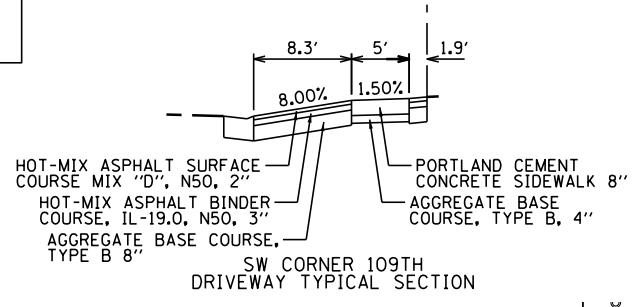
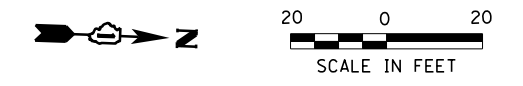
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
EXISTING CONDITIONS AND REMOVALS**

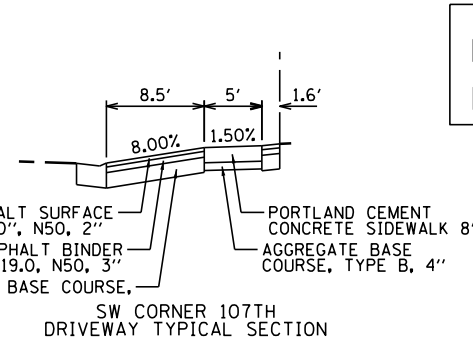
SCALE: 20" SHEET 8 OF 8 SHEETS STA. 143+00 TO STA. 148+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	16
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

LEGEND	
	PCC SIDEWALK, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"

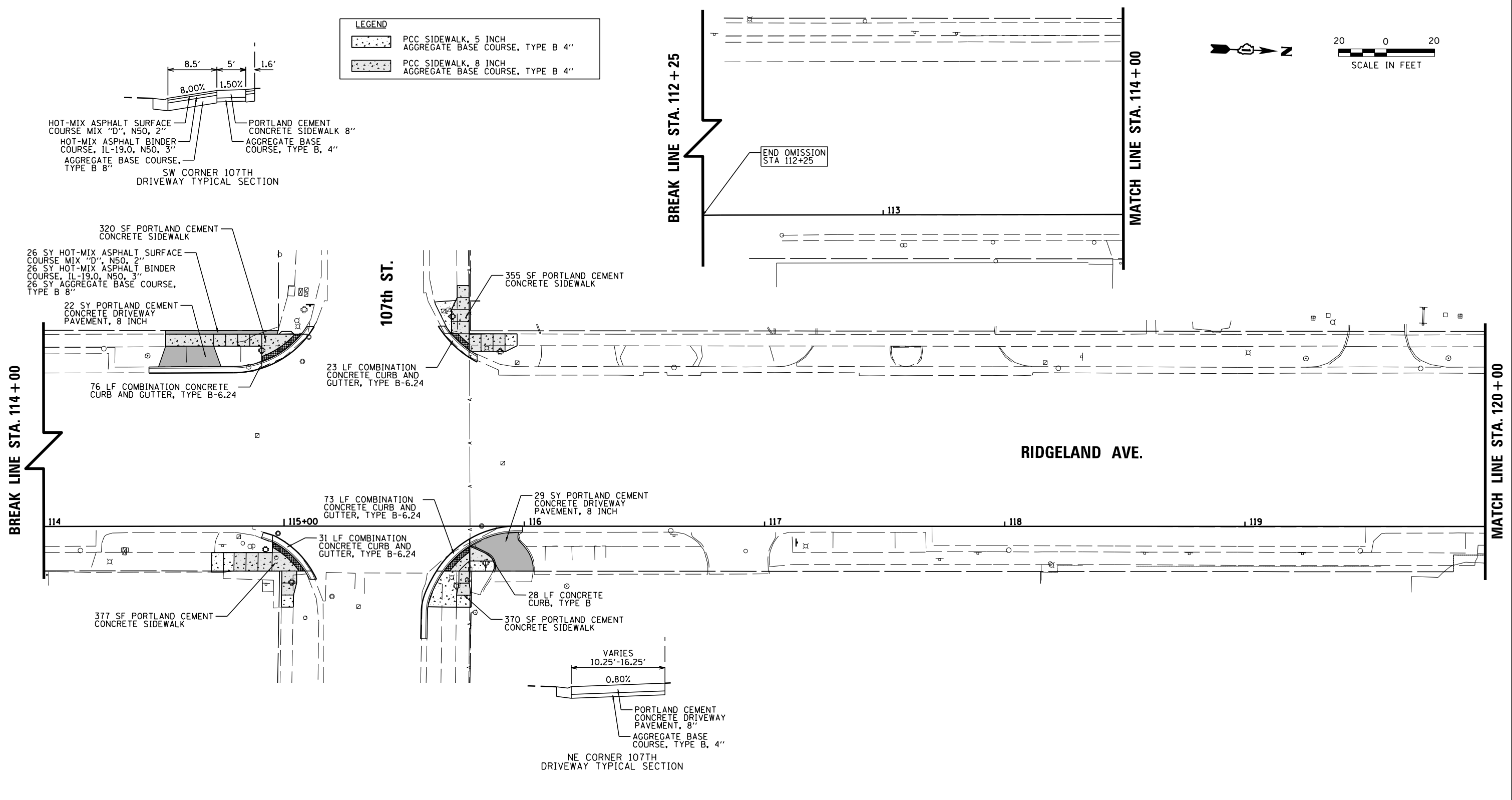
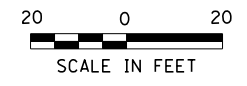


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Default	PLOT SCALE = 48"	DRAWN - EDT	REVISED -			SCALE: 20"	SHEET 1 OF 6 SHEETS	STA. 100+00	TO STA. 100+00	CONTRACT NO. 61F97		
	PLOT DATE = 8/27/2019	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



LEGEND

	PCC SIDEWALK, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"



BREAK LINE STA. 114 + 00

MATCH LINE STA. 120 + 00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

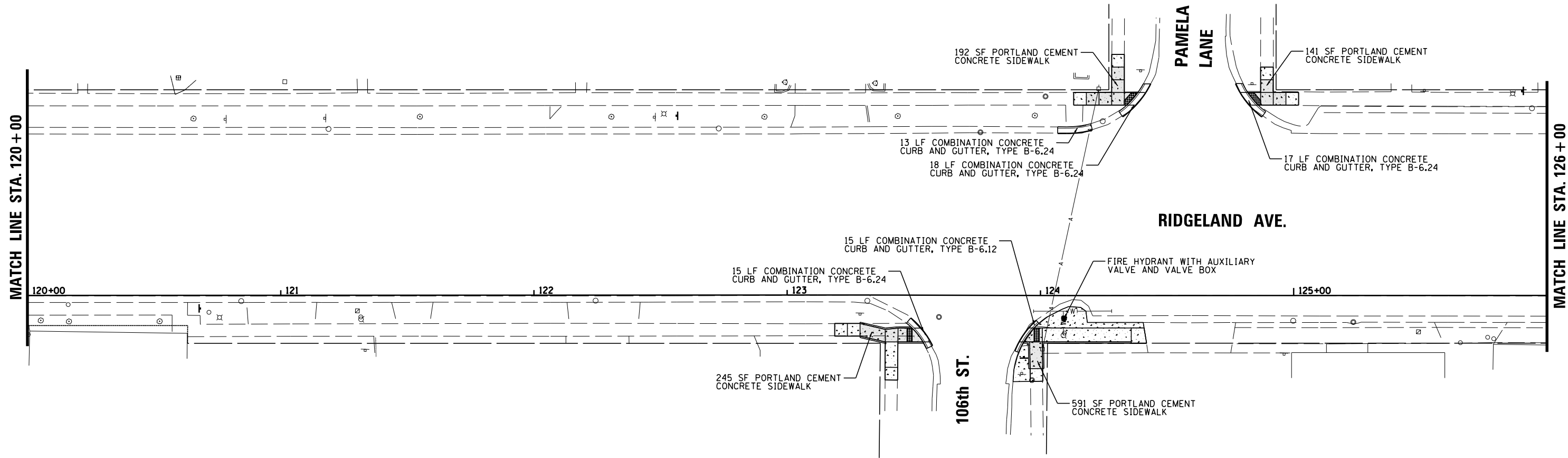
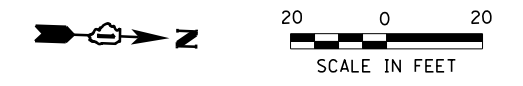
**RIDGELAND AVENUE ACCESS TO TRANSIT
PROPOSED PLAN**

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	PLOT DATE = 8/27/2019	DATE -	REVISED -

SCALE: 20" SHEET 2 OF 6 SHEETS STA. 114+00 TO STA. 120+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	18
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

LEGEND	
	PCC SIDEWALK, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
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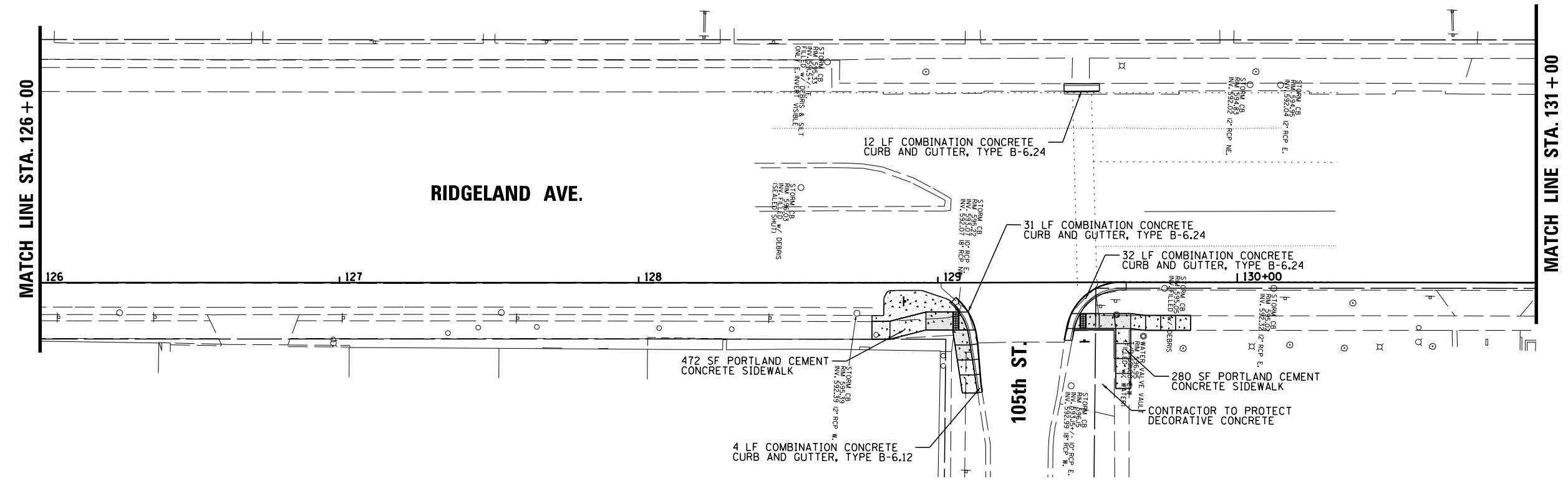
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
PROPOSED PLAN**



SCALE: 20" | SHEET 3 OF 6 SHEETS | STA. 120+00 TO STA. 126+00

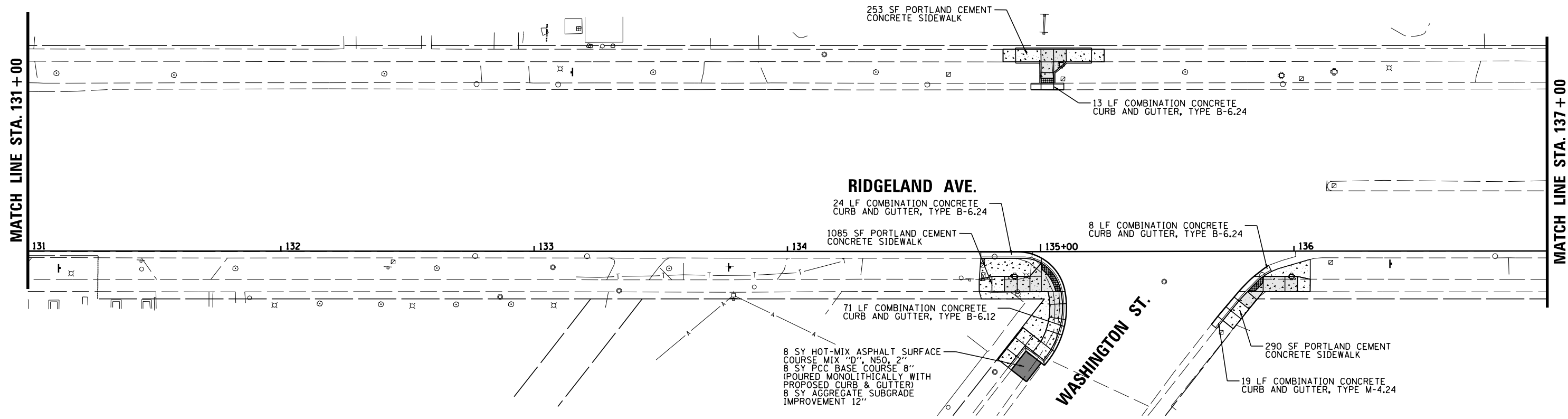
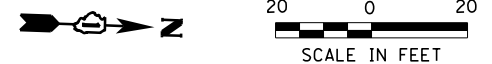
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2781	14-00052-00-M5	COOK	82	19
				CONTRACT NO. 61F97
ILLINOIS FED. AID PROJECT				

LEGEND	
	PCC SIDEWALK, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PROPOSED PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 48'	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE: 20"	SHEET 4 OF 6 SHEETS	STA. 126+00	TO STA. 131+00		

LEGEND	
	PCC SIDEWALK, 5 INCH AGGREGATE BASE COURSE, TYPE B 4"
	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"



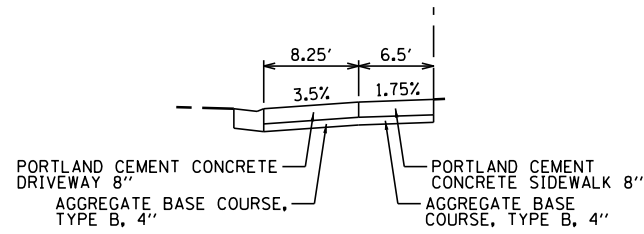
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
PROPOSED PLAN**

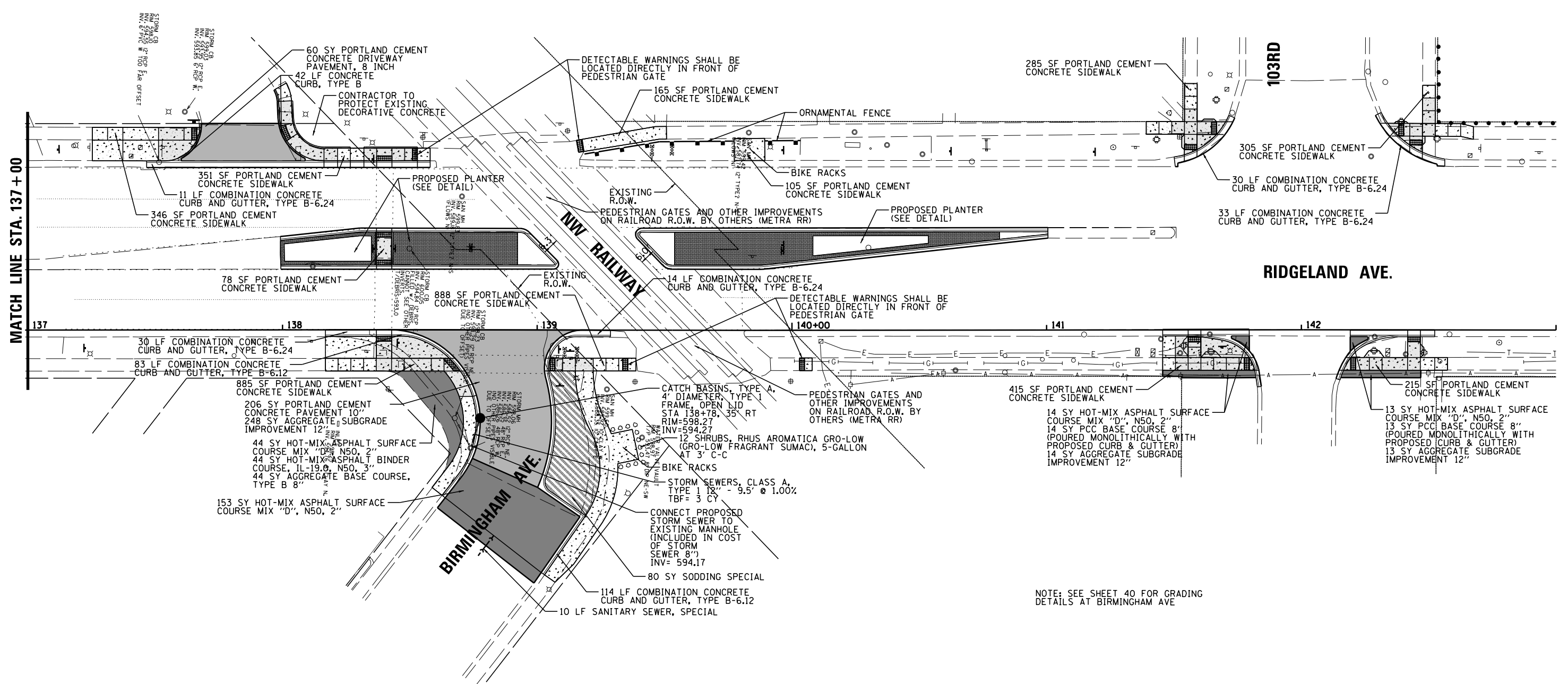
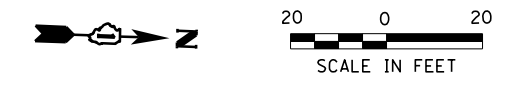
SCALE: 20" SHEET 5 OF 6 SHEETS STA. 131+00 TO STA. 137+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	21
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

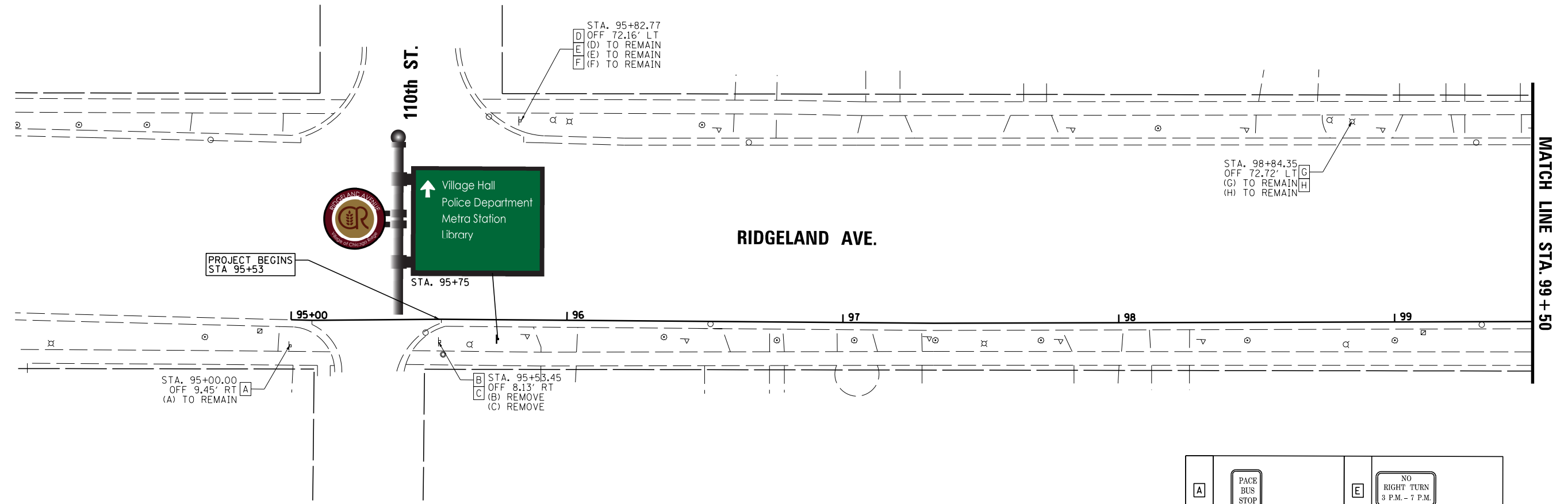


METRA STATION DRIVEWAY TYPICAL SECTION

LEGEND	
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	PCC SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B 4"

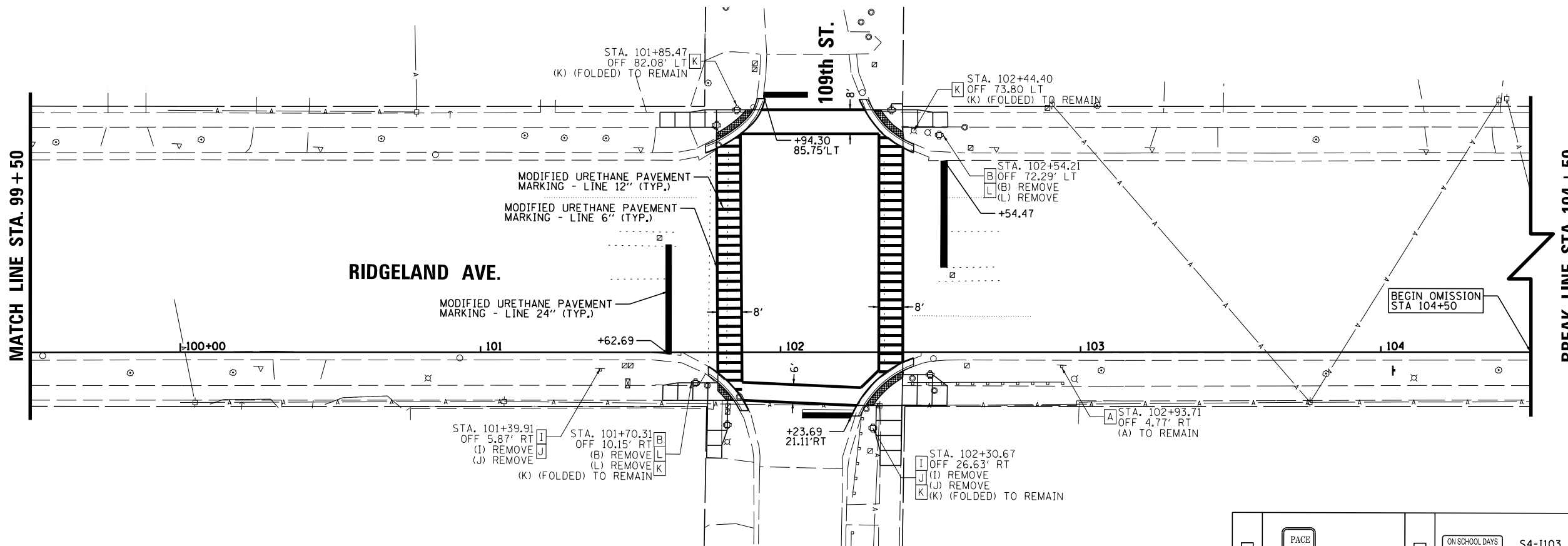
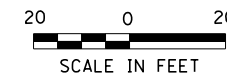


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Default	PLOT DATE = 8/27/2019	CHECKED -	REVISED -			CONTRACT NO. 61F97					
		DATE -	REVISED -			SCALE: 20"	SHEET 6 OF 6 SHEETS	STA. 137+00	TO STA. 143+00	ILLINOIS FED. AID PROJECT	



A			E		
B	S1-1 24 X 48		F	R5-2 24 X 24	
C	W16-9P 24 X 12		G	R2-1 30 X 36	
D	R3-1 24 X 24		H	R8-3 24 X 24	

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PAVEMENT MARKING AND SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 20"	SHEET 1 OF 8 SHEETS	STA. 100+00	TO STA. 100+00	ILLINOIS FED. AID PROJECT



A			J		S4-1103 24 X 12
B		S1-1 24 X 48	K		R1-1 30 X 30
I		R10-11b 36 X 36	L		W16-7P 24 X 12

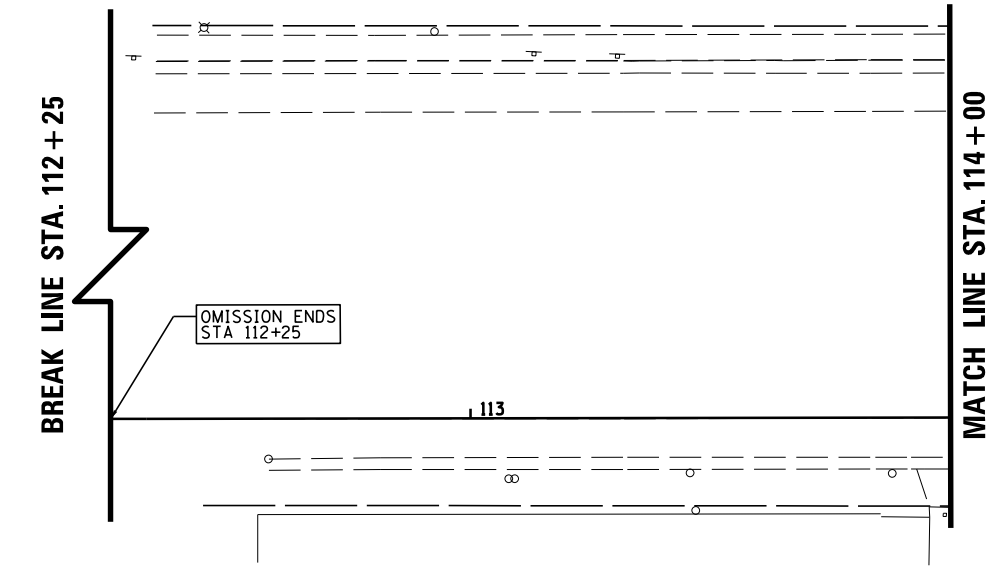
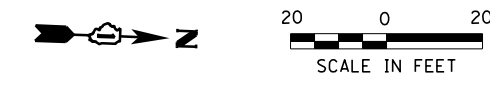
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

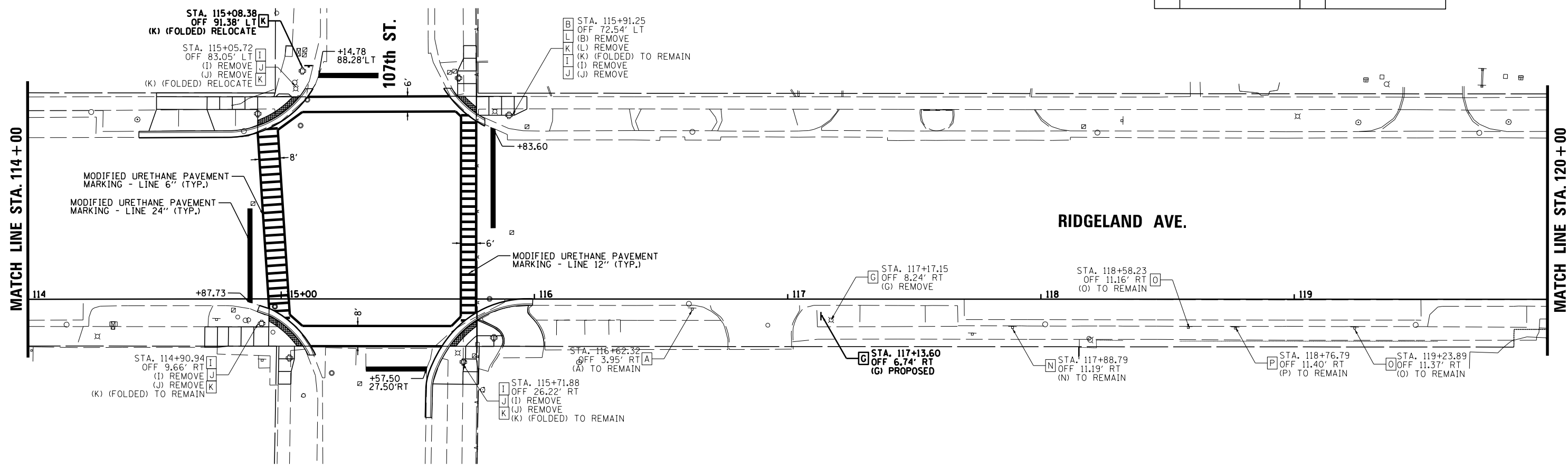
**RIDGELAND AVENUE ACCESS TO TRANSIT
PAVEMENT MARKING AND SIGNING**

SCALE: 20" SHEET 2 OF 8 SHEETS STA. 100+00 TO STA. 100+00

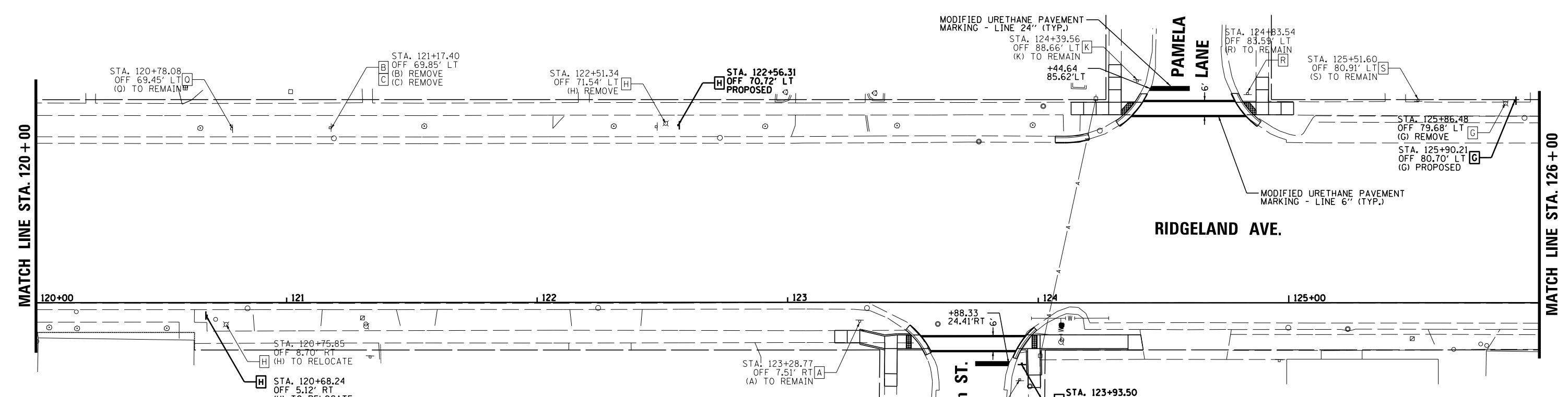
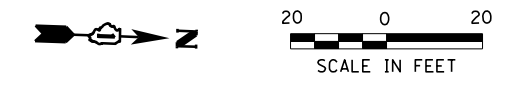
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	24
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



A			K		R1-1 30 X 30
B		S1-1 24 X 48	L		W16-7P 24 X 12
C		R2-1 30 X 36	N		R7-4 12 X 18
I		R10-11b 36 X 36	O		R7-4 12 X 18
J		S4-1103 24 X 12	P		NO LEFT TURN DURING PEAK TIMES 7AM - 9AM 4PM - 6PM



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PAVEMENT MARKING AND SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RIDG\9061T\073\Civil\PMK03.9061T.073.sht	DRAWN - EDT	REVISED -	REVISED -			2781	14-00052-00-M5	COOK	82	25
Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				



A	PACE BUS STOP	K	STOP R1-1 30 X 30
B	WALKING PERSON S1-1 24 X 48	Q	107TH ST D3-1a
C	AHEAD W16-9P 24 X 12	R	NO THROUGH TRAFFIC 30 X 30
G	SPEED LIMIT 30 R2-1 30 X 36	S	NO PARKING HERE TO CORNER 12 X 18
H	NO PARKING R8-3 24 X 24		

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGO\RIDGE\9061T\073\Civil\PMK04_9061T_073.sht		DRAWN - EDT	REVISED -
Default	PLOT SCALE = 48"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

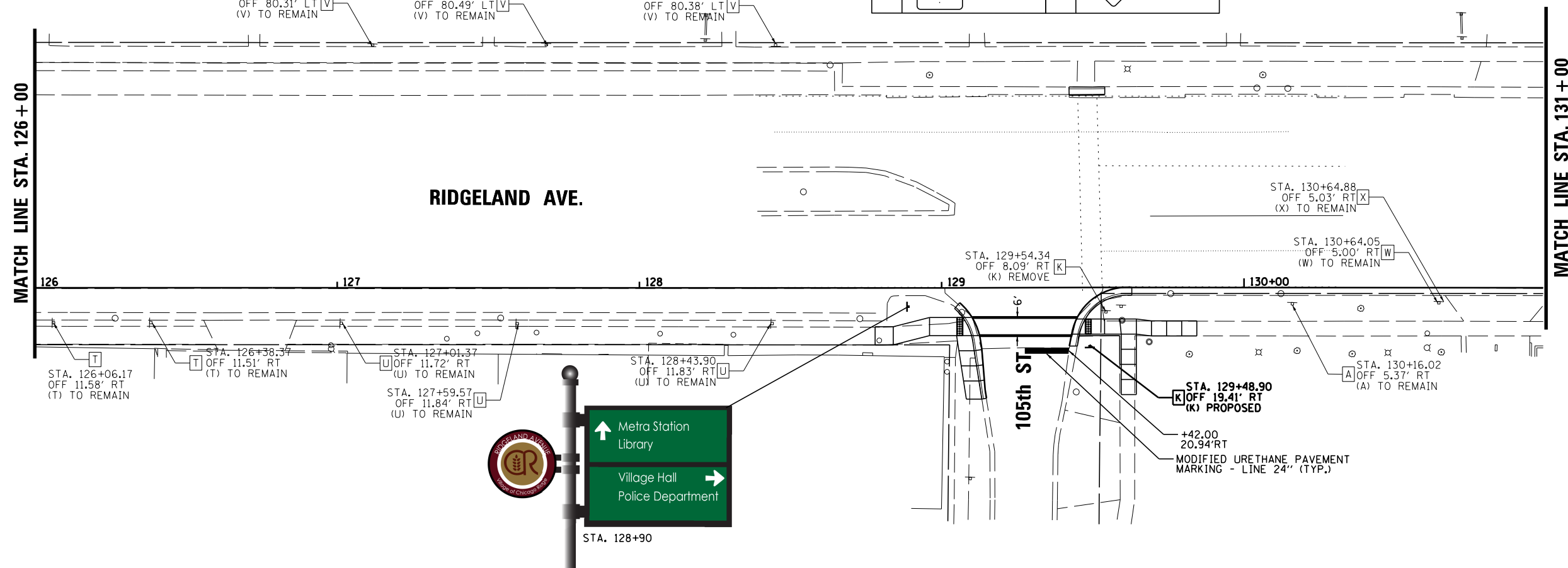
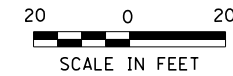
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
PAVEMENT MARKING AND SIGNING**

SCALE: 20" SHEET 4 OF 8 SHEETS STA. 120+00 TO STA. 126+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	26
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

A	FACE BUS STOP	U	CUSTOMER PARKING ONLY	12 X 18
C	AHEAD W16-9P 24 X 12	V	30 MINUTE PARKING	R7-5 12 X 18
K	STOP R1-1 30 X 30	W	ONE WAY ←	R6-2 24 X 30
L	← W16-7P 24 X 12	X	ONE WAY →	R6-2 24 X 30
T	NO STANDING ANY TIME R7-4 12 X 18	AD	WALKER	W11-2 36 X 36

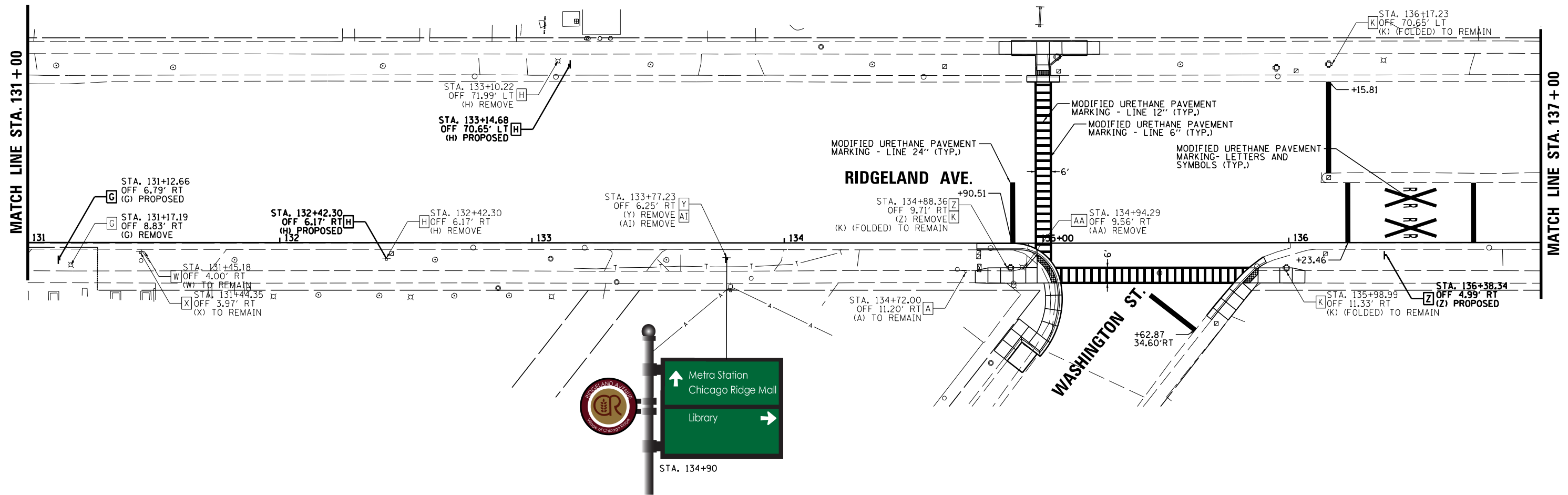


RIDGELAND AVE.

↑ Metra Station Library
 → Village Hall Police Department

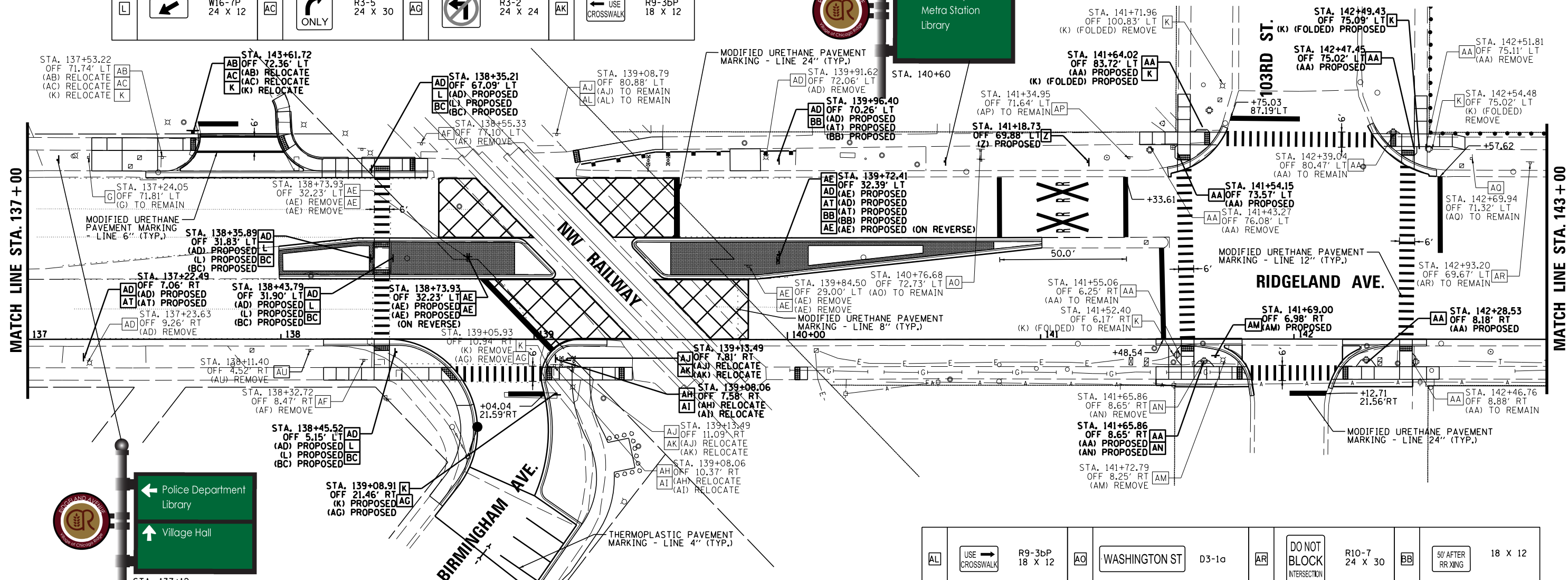
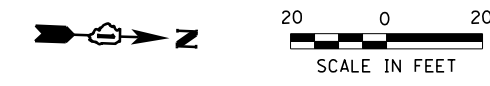
FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PAVEMENT MARKING AND SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RIDGE\9061T\073\Civil\PMK05_9061T_073.sht	DRAWN - EDT	REVISED -	REVISED -			2781	14-00052-00-M5	COOK	82	27
Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 20"	SHEET 5 OF 8 SHEETS	STA. 126+00	TO STA. 131+00	ILLINOIS FED. AID PROJECT

A			K		R1-1 30 X 30	Z		W10-1 30 DIA.
C		W16-9P 24 X 12	W		R6-2 24 X 30	AA		W10-1101 18 X 24
G		R2-1 30 X 36	X		R6-2 24 X 30	AD		W11-2 36 X 36
H		R8-3 24 X 24	Y		I-8	AI		W1-6









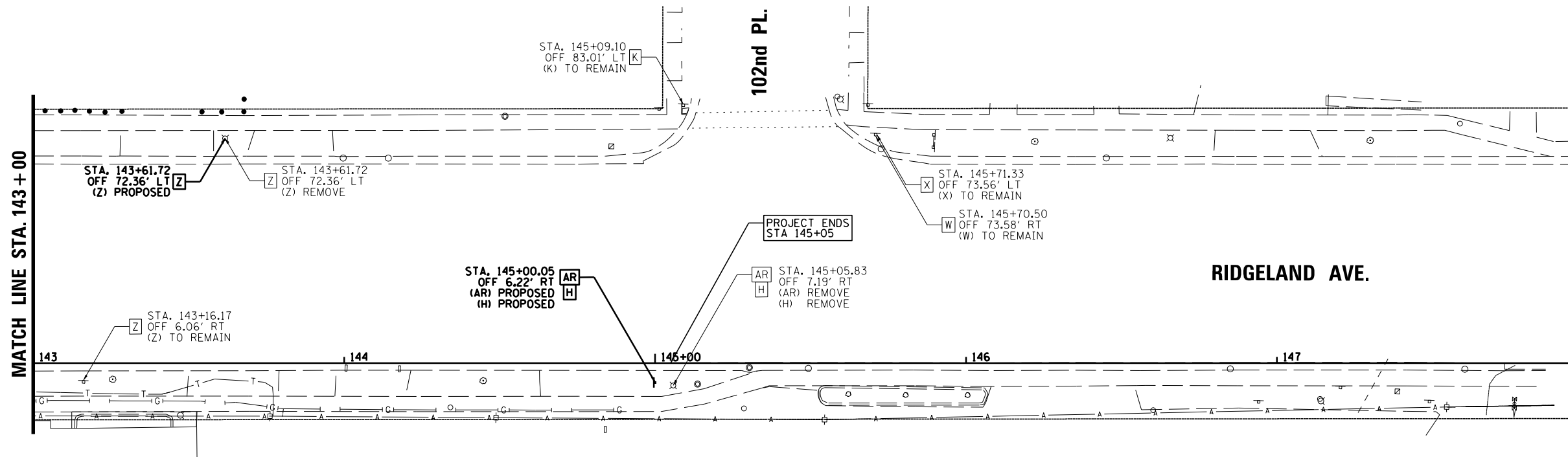
FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PAVEMENT MARKING AND SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\CHICAGO\RIDGE\9061T\073\Civil\PMK06.9061T_073.sht	DRAWN - EDT	REVISED -	2781			14-00052-00-M5	COOK	82	28		
Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 20"	SHEET 6 OF 8 SHEETS	STA. 131+00	TO STA. 137+00		ILLINOIS FED. AID PROJECT

C	AHEAD	W16-9P 24 X 12	Z		W10-1 30 DIA.	AD		W11-2 36 X 36	AH	CHICAGO RIDGE COMMUTER PARKING LOT
G	SPEED LIMIT 30	R2-1 30 X 36	AA	CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES	W10-1101 18 X 24	AE	DO NOT STOP ON TRACKS	R8-8 24 X 30	AI	W1-6
K	STOP	R1-1 30 X 30	AB	PERMIT PARKING ONLY 6AM-6PM WEEKDAYS ONLY		AF	PEDESTRIAN YIELD TO ALL LANES OF TRAFFIC		AJ	R9-3a 12 X 18
L		W16-7P 24 X 12	AC		R3-5 24 X 30	AG		R3-2 24 X 24	AK	USE CROSSWALK R9-3bP 18 X 12

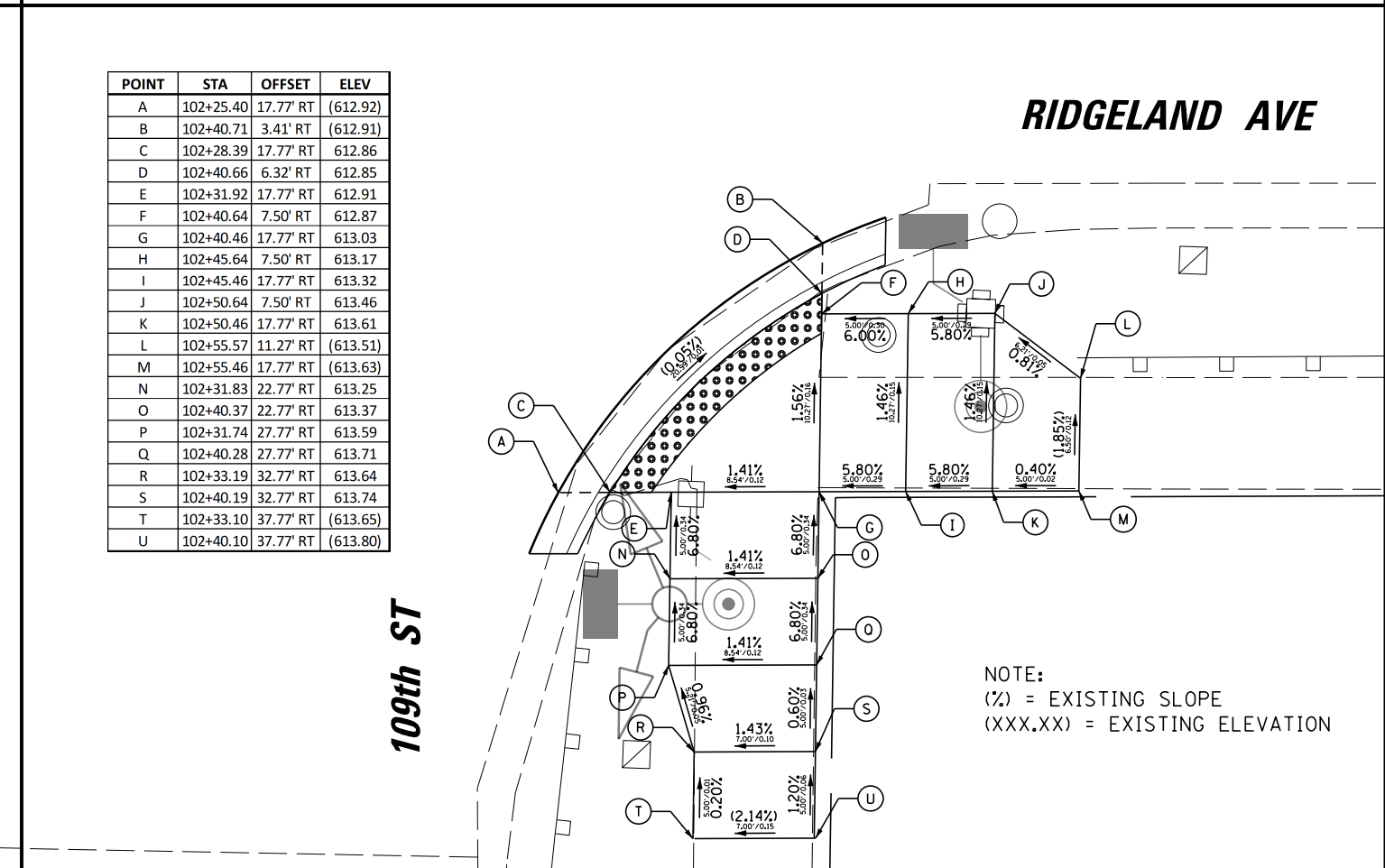
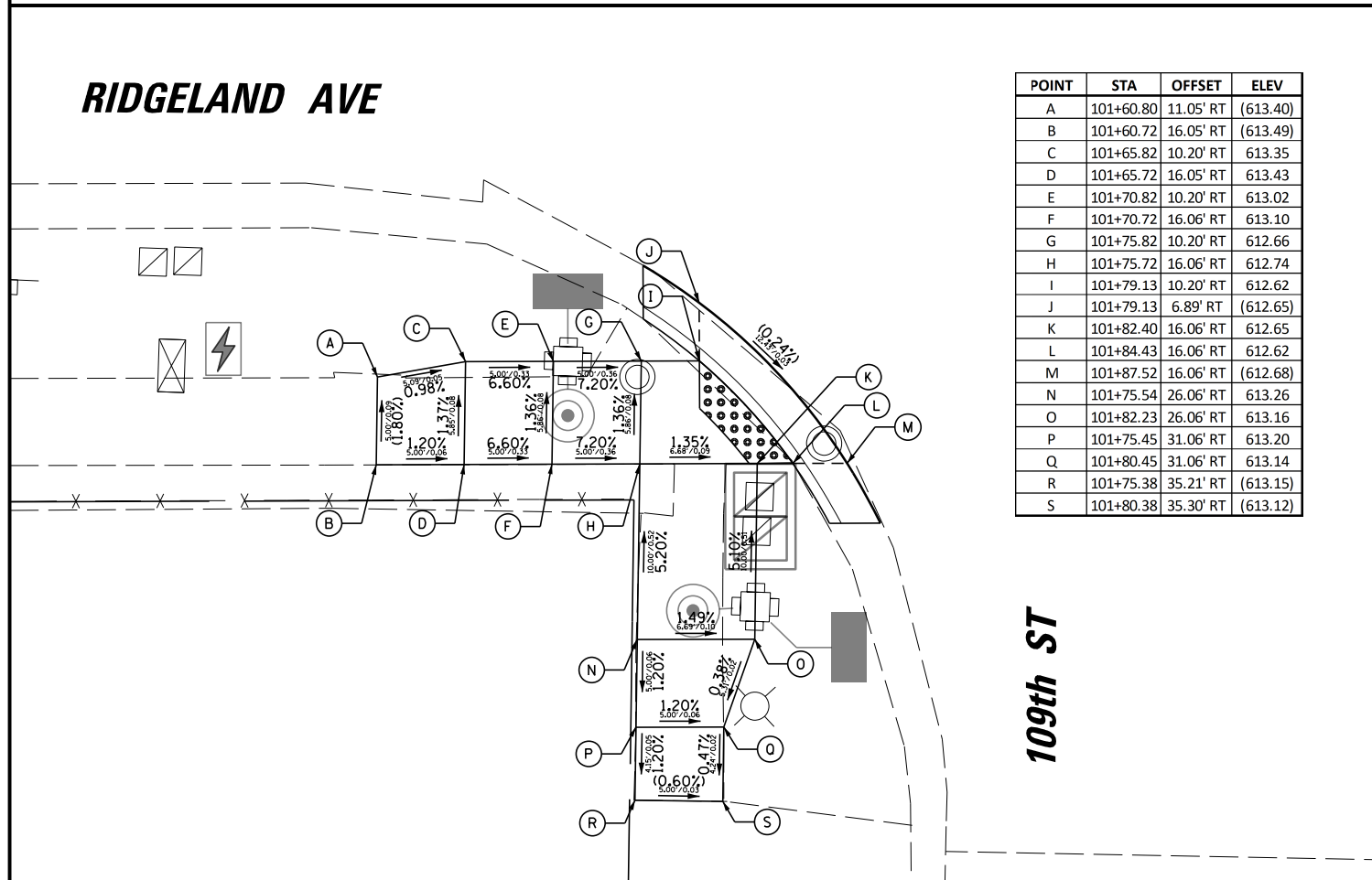
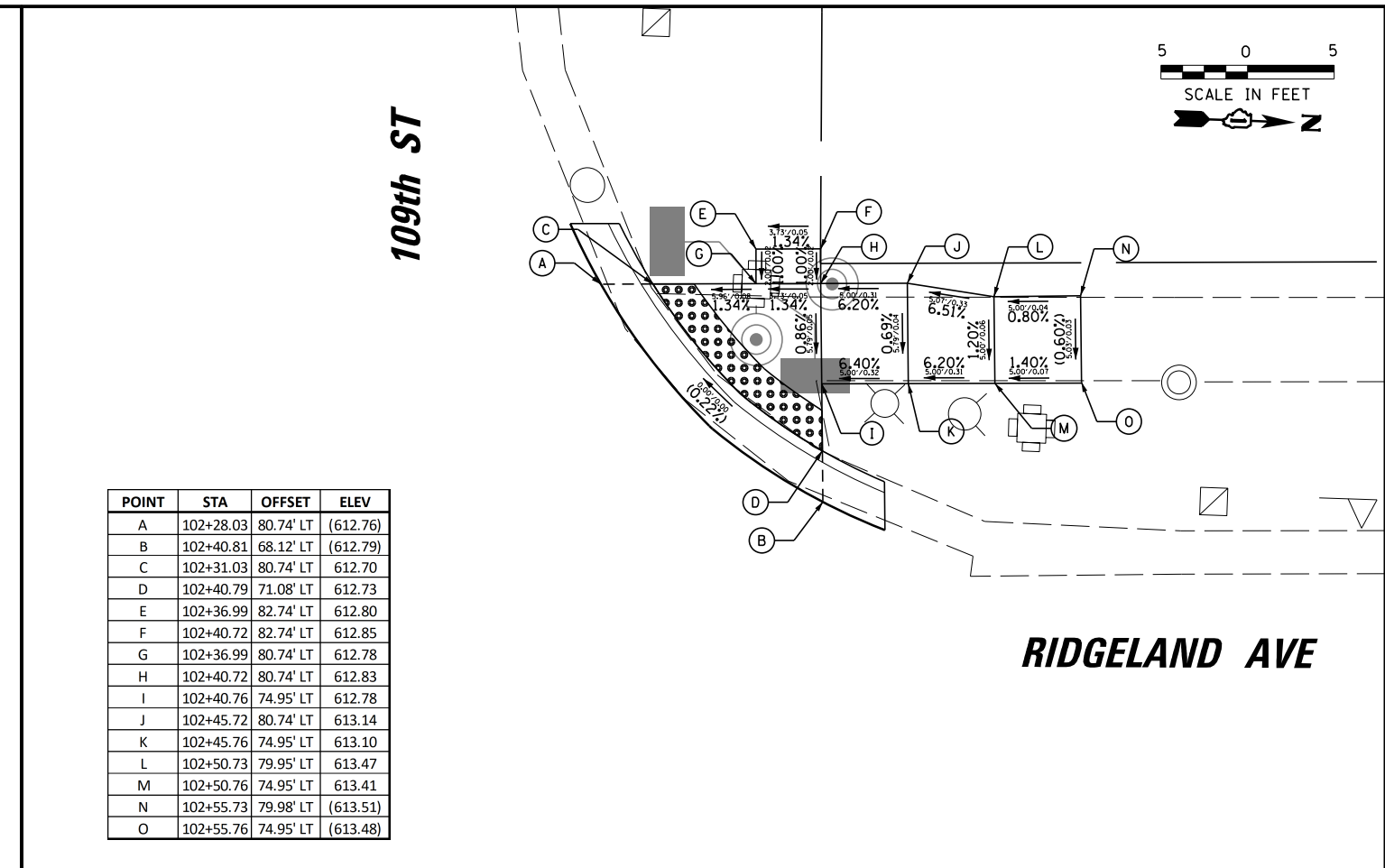
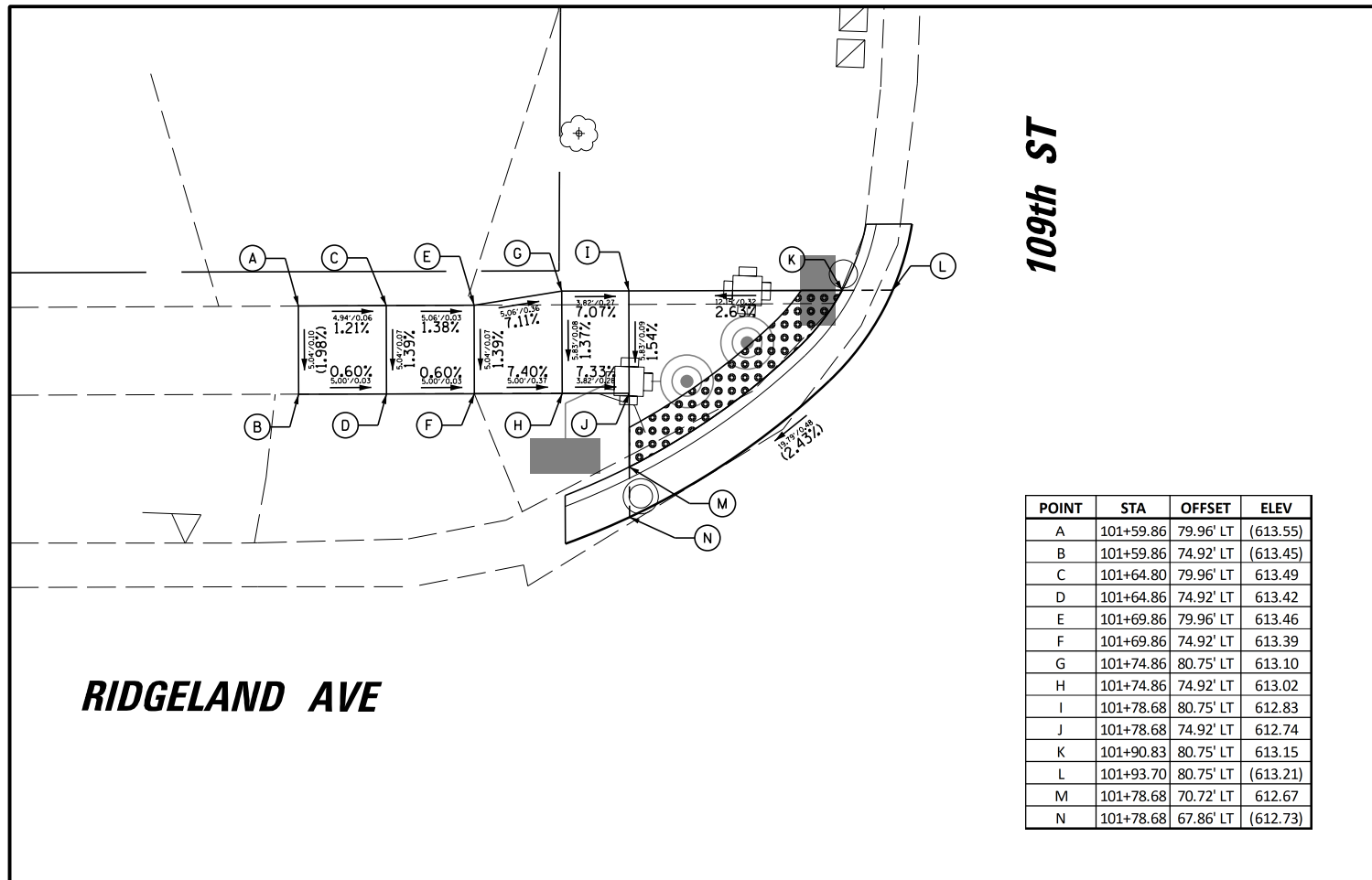


AL	USE CROSSWALK	R9-3bP 18 X 12	AO	WASHINGTON ST	D3-1a	AR	DO NOT BLOCK INTERSECTION	R10-7 24 X 30	BB	50' AFTER RR XING	18 X 12
AM	DEAD END	W14-1 30 X 30	AP		W3-3 30 X 30	AT	150 FT	W16-2aP 24 X 12	BC	PEDESTRIANS YIELD TO ALL LANES OF TRAFFIC	24 X 18
AN	ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN	W25-2 24 X 30	AQ			AU		R1-5b 36 X 36			

H		R8-3 24 X 24	X		R6-2 24 X 30
K		R1-1 30 X 30	Z		W10-1 30 DIA.
W		R6-2 24 X 30	AR		R10-7 24 X 30



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PAVEMENT MARKING AND SIGNING	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RIDGE\9061T\073\Civil\PMK08_9061T_073.sht	DRAWN - EDT	REVISED -	2781			14-00052-00-M5	COOK	82	30	
Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 20"	SHEET 8 OF 8 SHEETS	STA. 143+00 TO STA. 148+00		



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGO\RIDGELAND\9061T\073\Civil\ADA01-9061T_073.sht		DRAWN - EDT	REVISED -
Default	PLOT SCALE = 1/8"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

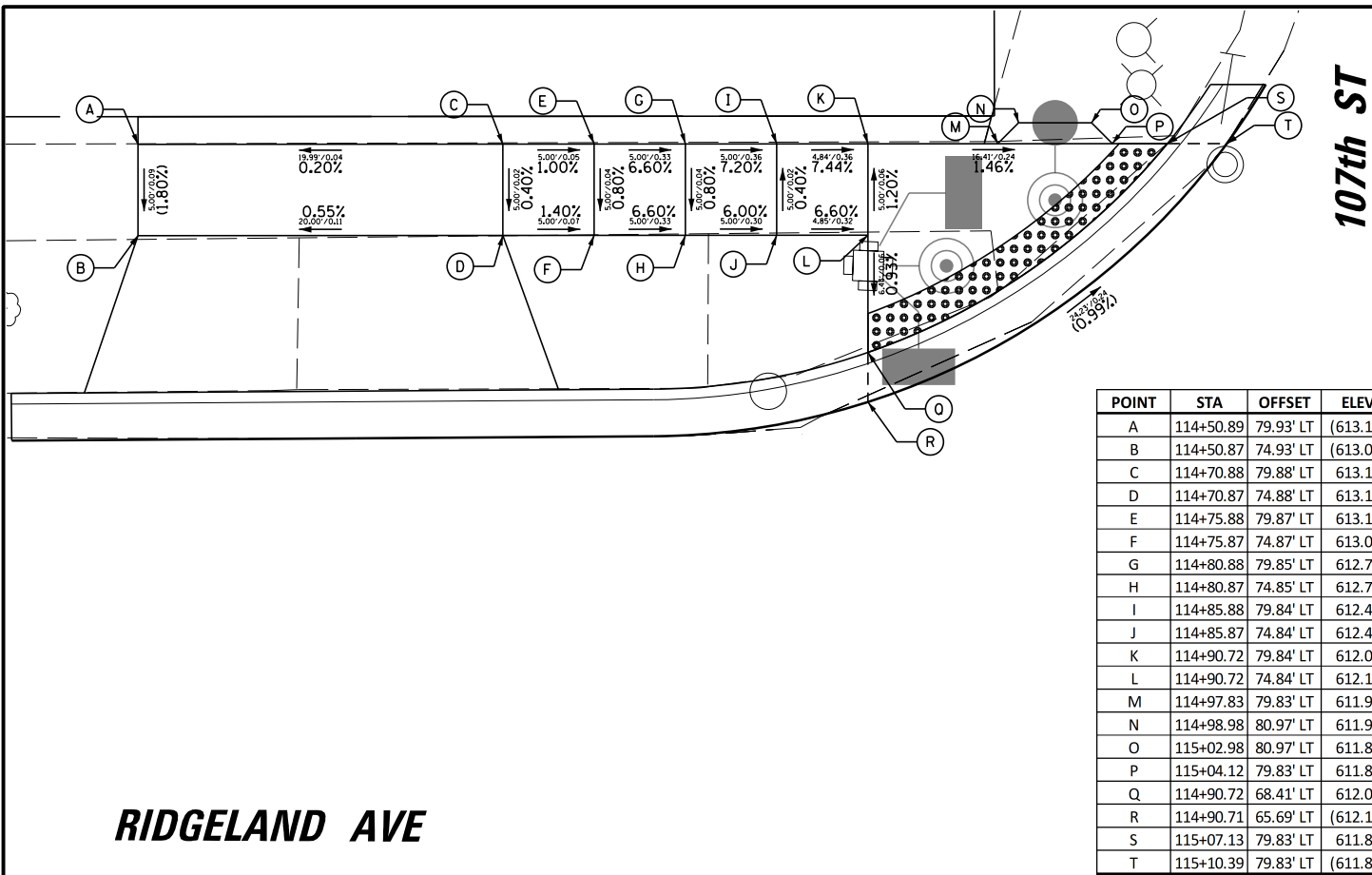
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
SIDEWALK RAMP DETAILS**

SCALE: 5" SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	31
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

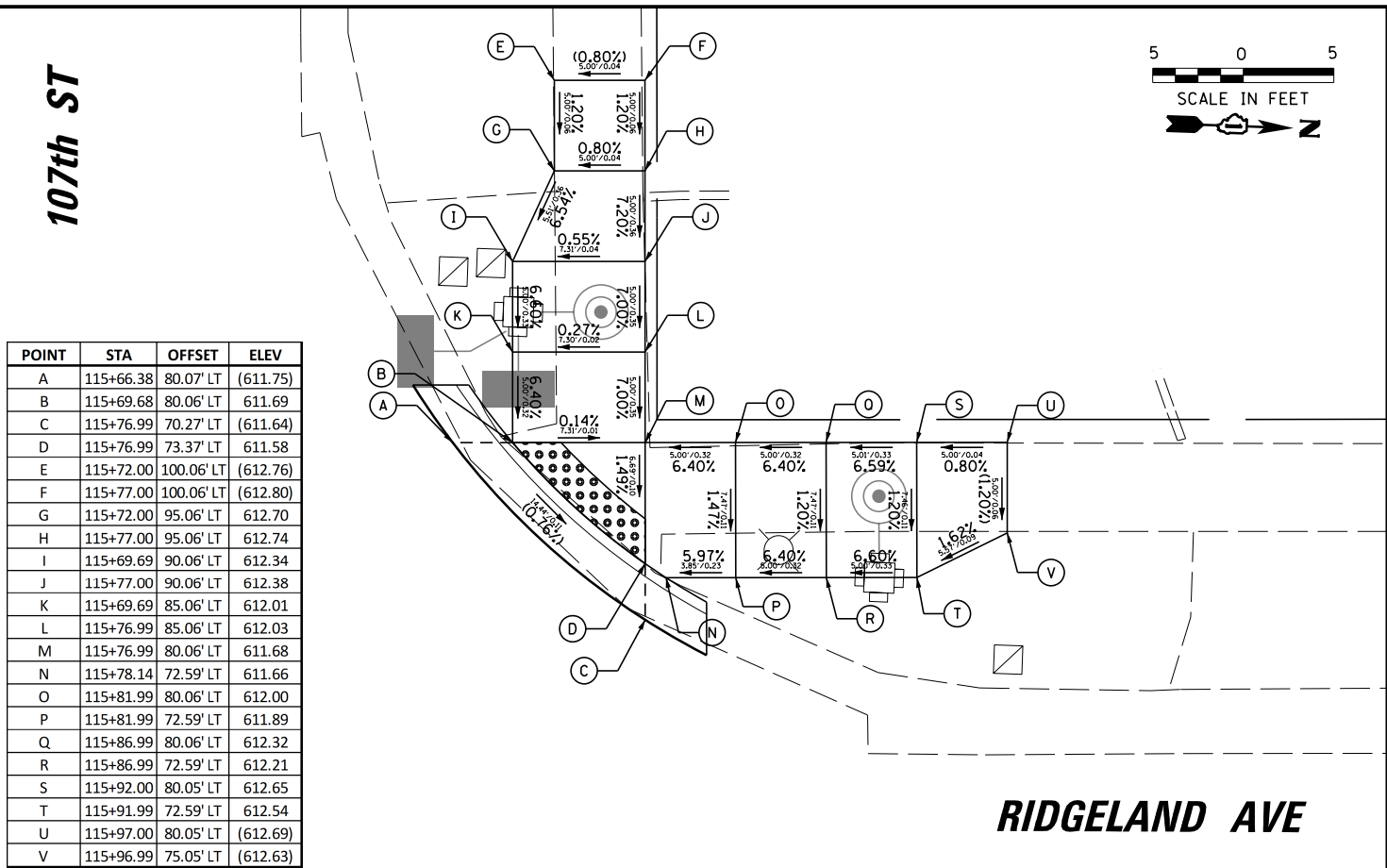
NOTE:
(%) = EXISTING SLOPE
(XXX.XX) = EXISTING ELEVATION



POINT	STA	OFFSET	ELEV
A	114+50.89	79.93' LT	(613.11)
B	114+50.87	74.93' LT	(613.02)
C	114+70.88	79.88' LT	613.15
D	114+70.87	74.88' LT	613.13
E	114+75.88	79.87' LT	613.10
F	114+75.87	74.87' LT	613.06
G	114+80.88	79.85' LT	612.77
H	114+80.87	74.85' LT	612.73
I	114+85.88	79.84' LT	612.41
J	114+85.87	74.84' LT	612.43
K	114+90.72	79.84' LT	612.05
L	114+90.72	74.84' LT	612.11
M	114+97.83	79.83' LT	611.94
N	114+98.98	80.97' LT	611.93
O	115+02.98	80.97' LT	611.87
P	115+04.12	79.83' LT	611.85
Q	114+90.72	68.41' LT	612.05
R	114+90.71	65.69' LT	(612.11)
S	115+07.13	79.83' LT	611.81
T	115+10.39	79.83' LT	(611.87)

RIDGELAND AVE

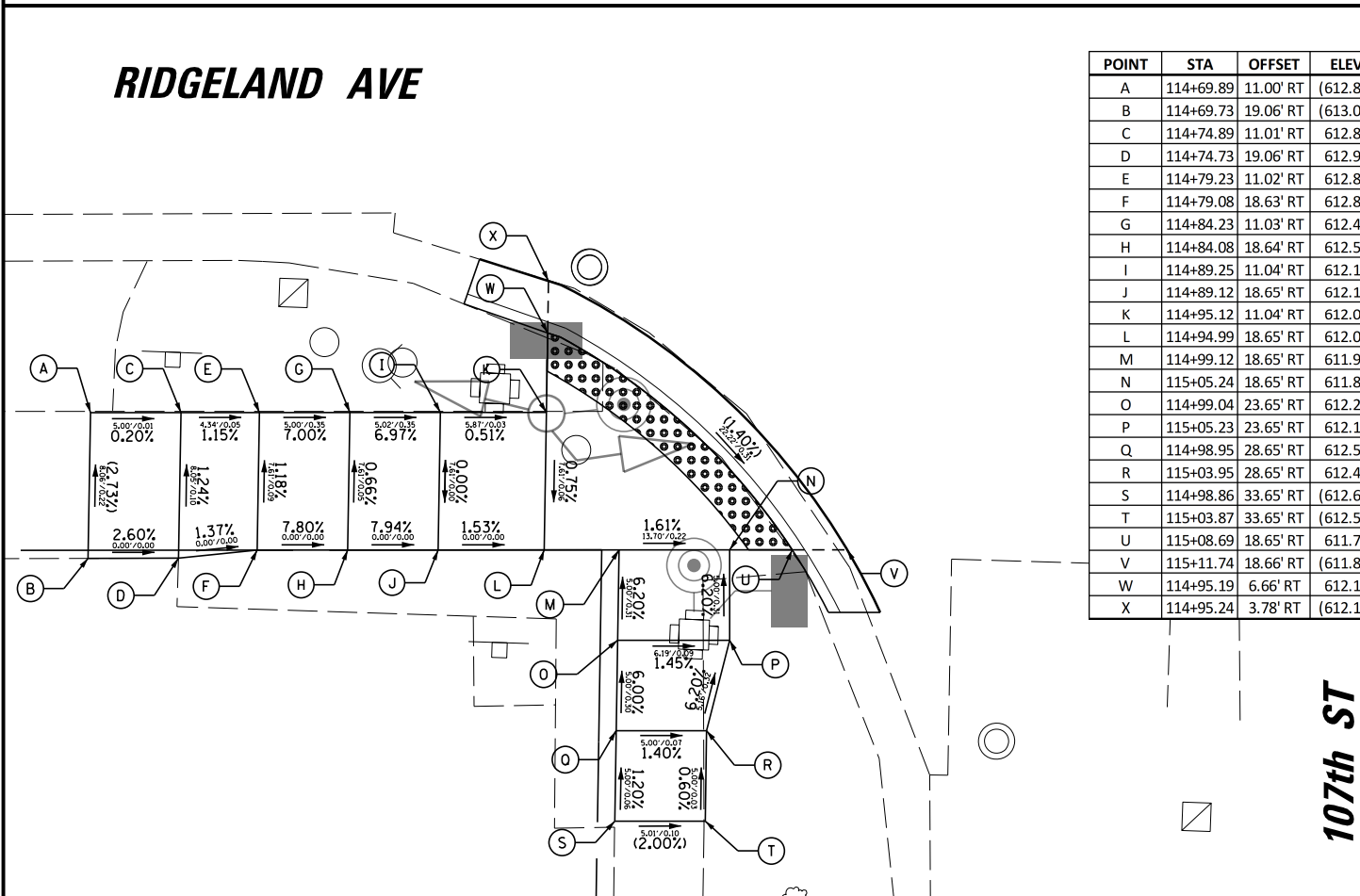
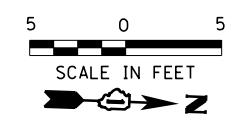
107th ST



POINT	STA	OFFSET	ELEV
A	115+66.38	80.07' LT	(611.75)
B	115+69.68	80.06' LT	611.69
C	115+76.99	70.27' LT	(611.64)
D	115+76.99	73.37' LT	611.58
E	115+72.00	100.06' LT	(612.76)
F	115+77.00	100.06' LT	(612.80)
G	115+72.00	95.06' LT	612.70
H	115+77.00	95.06' LT	612.74
I	115+69.69	90.06' LT	612.34
J	115+77.00	90.06' LT	612.38
K	115+69.69	85.06' LT	612.01
L	115+76.99	85.06' LT	612.03
M	115+76.99	80.06' LT	611.68
N	115+78.14	72.59' LT	611.66
O	115+81.99	80.06' LT	612.00
P	115+81.99	72.59' LT	611.89
Q	115+86.99	80.06' LT	612.32
R	115+86.99	72.59' LT	612.21
S	115+92.00	80.05' LT	612.65
T	115+91.99	72.59' LT	612.54
U	115+97.00	80.05' LT	(612.69)
V	115+96.99	75.05' LT	(612.63)

RIDGELAND AVE

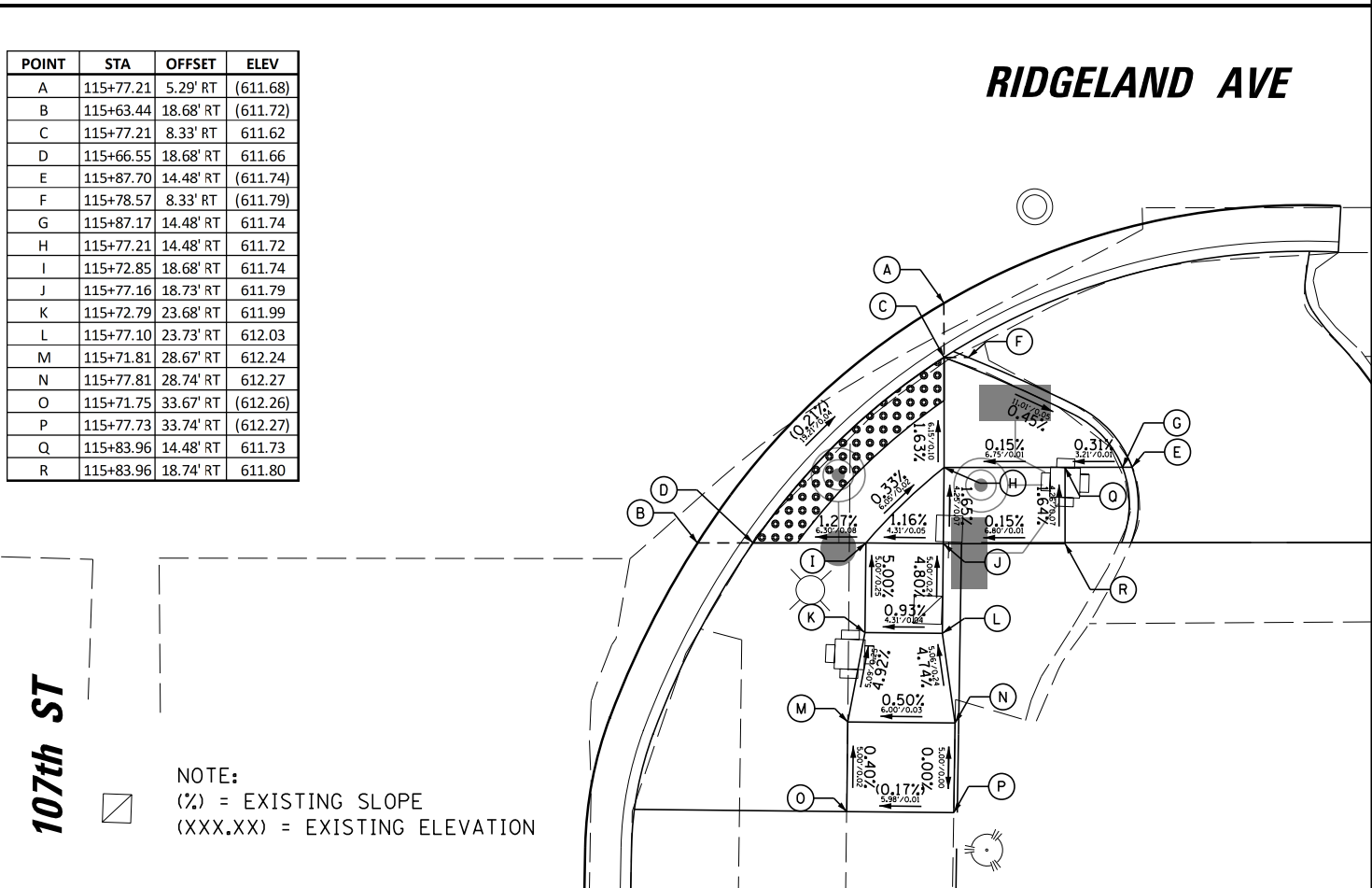
107th ST



POINT	STA	OFFSET	ELEV
A	114+69.89	11.00' RT	(612.86)
B	114+69.73	19.06' RT	(613.08)
C	114+74.89	11.01' RT	612.85
D	114+74.73	19.06' RT	612.95
E	114+79.23	11.02' RT	612.80
F	114+79.08	18.63' RT	612.89
G	114+84.23	11.03' RT	612.45
H	114+84.08	18.64' RT	612.50
I	114+89.25	11.04' RT	612.10
J	114+89.12	18.65' RT	612.10
K	114+95.12	11.04' RT	612.07
L	114+94.99	18.65' RT	612.01
M	114+99.12	18.65' RT	611.94
N	115+05.24	18.65' RT	611.85
O	114+99.04	23.65' RT	612.25
P	115+05.23	23.65' RT	612.16
Q	114+98.95	28.65' RT	612.55
R	115+03.95	28.65' RT	612.48
S	114+98.86	33.65' RT	(612.61)
T	115+03.87	33.65' RT	(612.51)
U	115+08.69	18.65' RT	611.79
V	115+11.74	18.66' RT	(611.85)
W	114+95.19	6.66' RT	612.10
X	114+95.24	3.78' RT	(612.16)

RIDGELAND AVE

107th ST



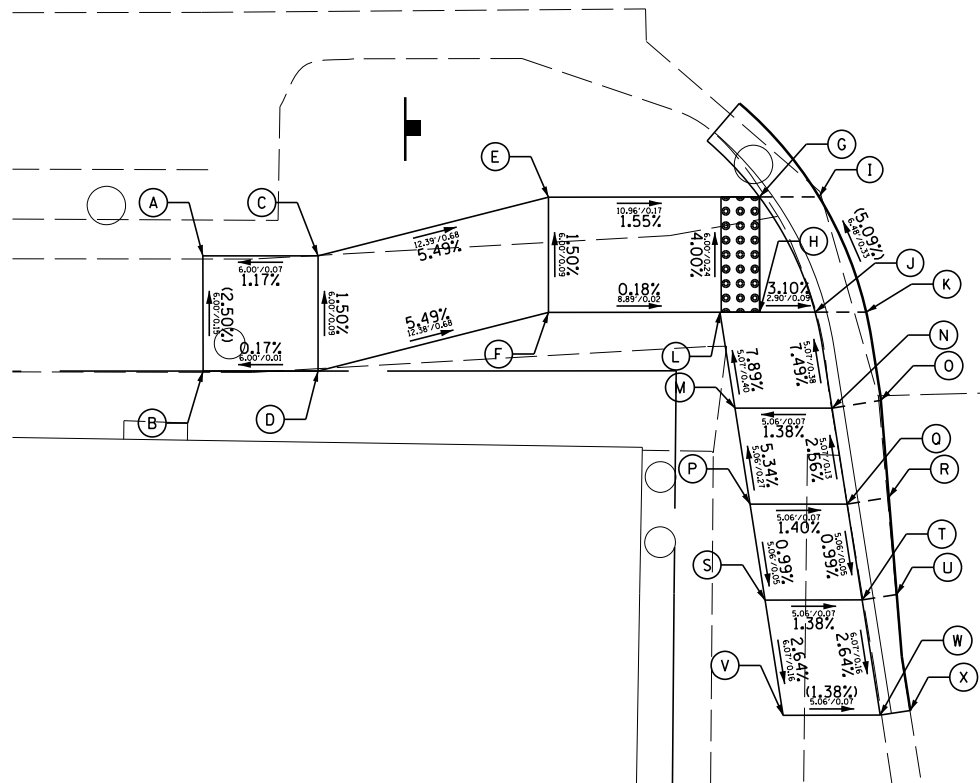
POINT	STA	OFFSET	ELEV
A	115+77.21	5.29' RT	(611.68)
B	115+63.44	18.68' RT	(611.72)
C	115+77.21	8.33' RT	611.62
D	115+66.55	18.68' RT	611.66
E	115+87.70	14.48' RT	(611.74)
F	115+78.57	8.33' RT	(611.79)
G	115+87.17	14.48' RT	611.74
H	115+77.21	14.48' RT	611.72
I	115+72.85	18.68' RT	611.74
J	115+77.16	18.73' RT	611.79
K	115+72.79	23.68' RT	611.99
L	115+77.10	23.73' RT	612.03
M	115+71.81	28.67' RT	612.24
N	115+77.81	28.74' RT	612.27
O	115+71.75	33.67' RT	(612.26)
P	115+77.73	33.74' RT	(612.27)
Q	115+83.96	14.48' RT	611.73
R	115+83.96	18.74' RT	611.80

RIDGELAND AVE

107th ST

NOTE:
(%) = EXISTING SLOPE
(XXX.XX) = EXISTING ELEVATION

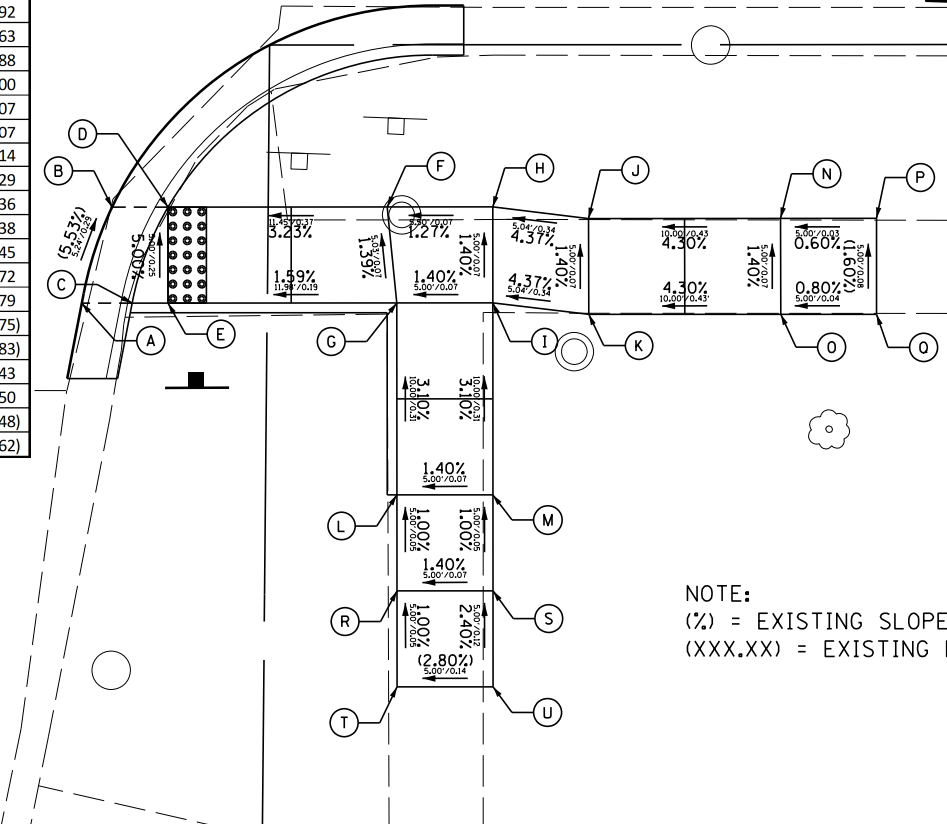
RIDGELAND AVE



POINT	STA	OFFSET	ELEV
A	128+77.96	12.85' RT	(596.49)
B	128+77.96	18.85' RT	(596.64)
C	128+83.96	12.85' RT	596.56
D	128+83.96	18.85' RT	596.65
E	128+95.97	9.80' RT	595.88
F	128+95.96	15.80' RT	595.97
G	129+06.93	9.82' RT	595.71
H	129+06.91	15.82' RT	595.95
I	129+10.04	9.83' RT	(595.77)
J	129+09.81	15.83' RT	596.04
K	129+12.47	15.84' RT	(596.10)
L	129+04.85	15.81' RT	595.95
M	129+05.61	20.82' RT	596.35
N	129+10.67	20.83' RT	596.42
O	129+13.21	20.45' RT	(596.29)
P	129+06.38	25.82' RT	596.62
Q	129+11.44	25.84' RT	596.55
R	129+13.60	25.51' RT	(596.19)
S	129+07.14	30.82' RT	596.57
T	129+12.20	30.84' RT	596.50
U	129+14.00	30.56' RT	(596.06)
V	129+08.06	36.82' RT	596.41
W	129+13.12	36.84' RT	596.34
X	129+14.68	36.60' RT	(595.90)

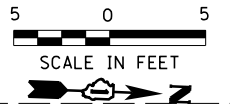
105th ST

RIDGELAND AVE



POINT	STA	OFFSET	ELEV
A	129+42.94	15.44' RT	(595.98)
B	129+44.54	10.45' RT	(595.69)
C	129+45.57	15.45' RT	595.92
D	129+47.46	10.46' RT	595.63
E	129+47.44	15.46' RT	595.88
F	129+58.91	10.47' RT	596.00
G	129+59.42	15.47' RT	596.07
H	129+64.41	10.47' RT	596.07
I	129+64.42	15.47' RT	596.14
J	129+69.41	11.07' RT	596.29
K	129+69.42	16.07' RT	596.36
L	129+59.42	25.47' RT	596.38
M	129+64.42	25.47' RT	596.45
N	129+79.41	11.06' RT	596.72
O	129+79.42	16.06' RT	596.79
P	129+84.41	11.06' RT	(596.75)
Q	129+84.42	16.06' RT	(596.83)
R	129+59.43	30.47' RT	596.43
S	129+64.43	30.47' RT	596.50
T	129+59.43	35.47' RT	(596.48)
U	129+64.43	35.47' RT	(596.62)

105th ST



NOTE:
 (%) = EXISTING SLOPE
 (XXX.XX) = EXISTING ELEVATION

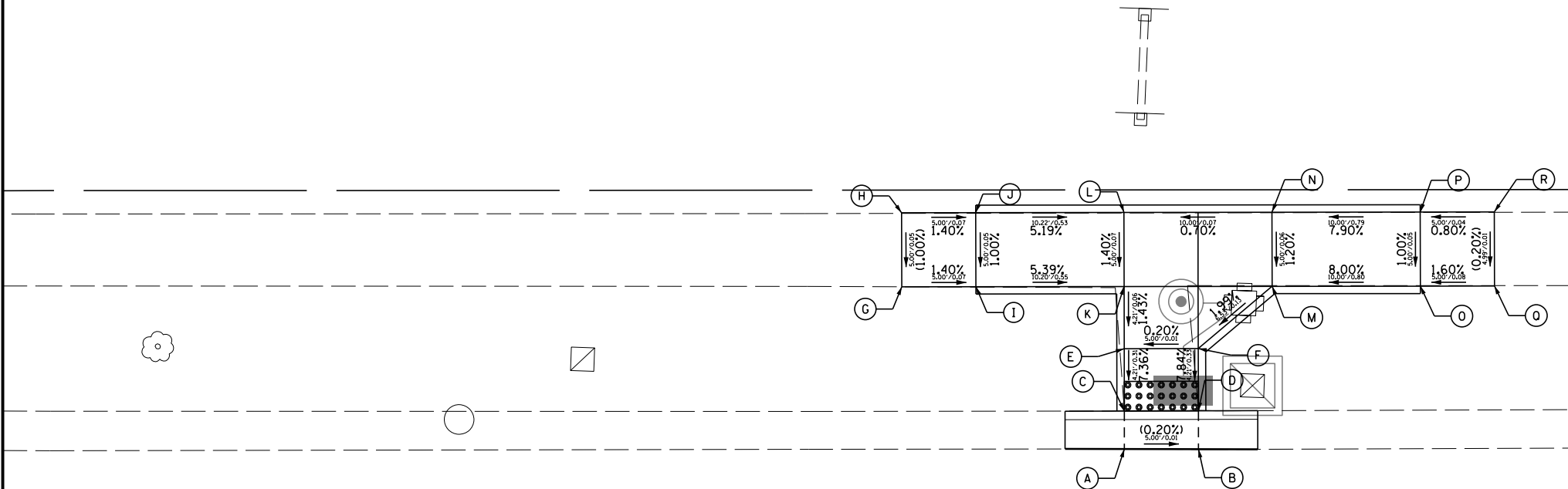
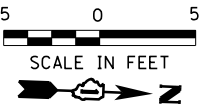
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N:\CHICAGO\RIDGE\90611\073\Civil\ADA04-90611T_073.sht		DRAWN - EDT	REVISED -
Default	PLOT SCALE = 10'	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
 SIDEWALK RAMP DETAILS**

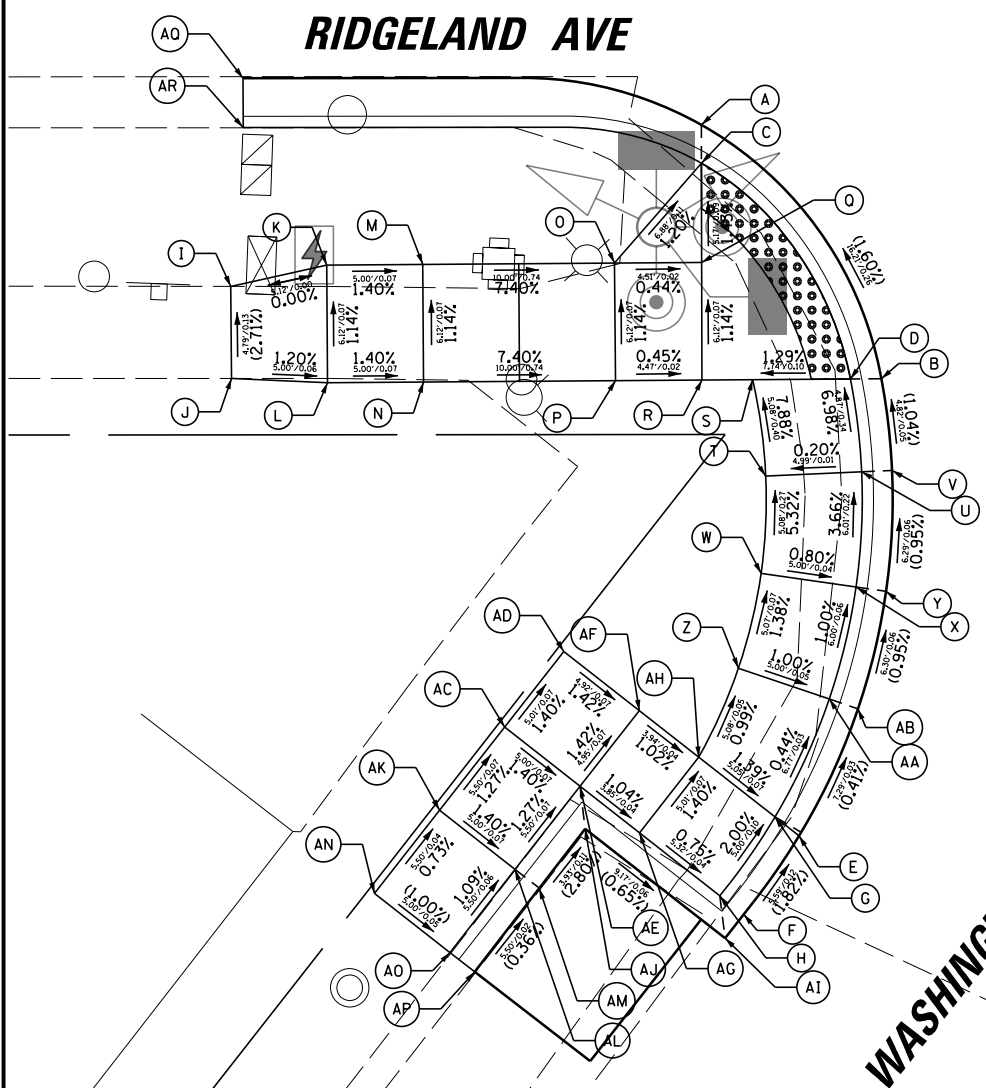
SCALE: 5" SHEET 4 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	34
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



RIDGELAND AVE

POINT	STA	OFFSET	ELEV
A	135+00.27	63.85' LT	(595.96)
B	135+05.27	63.83' LT	(595.95)
C	135+00.27	66.41' LT	595.92
D	135+05.27	66.41' LT	595.91
E	135+00.27	70.62' LT	596.23
F	135+05.27	70.62' LT	596.24
G	134+85.07	74.82' LT	(596.91)
H	134+85.06	79.82' LT	(596.96)
I	134+90.07	74.82' LT	596.84
J	134+90.06	79.82' LT	596.89
K	135+00.27	74.83' LT	596.29
L	135+00.28	79.83' LT	596.36
M	135+10.27	74.82' LT	596.37
N	135+10.28	79.82' LT	596.43
O	135+20.27	74.80' LT	597.17
P	135+20.28	79.80' LT	597.22
Q	135+25.27	74.80' LT	(597.25)
R	135+25.28	79.79' LT	(597.26)

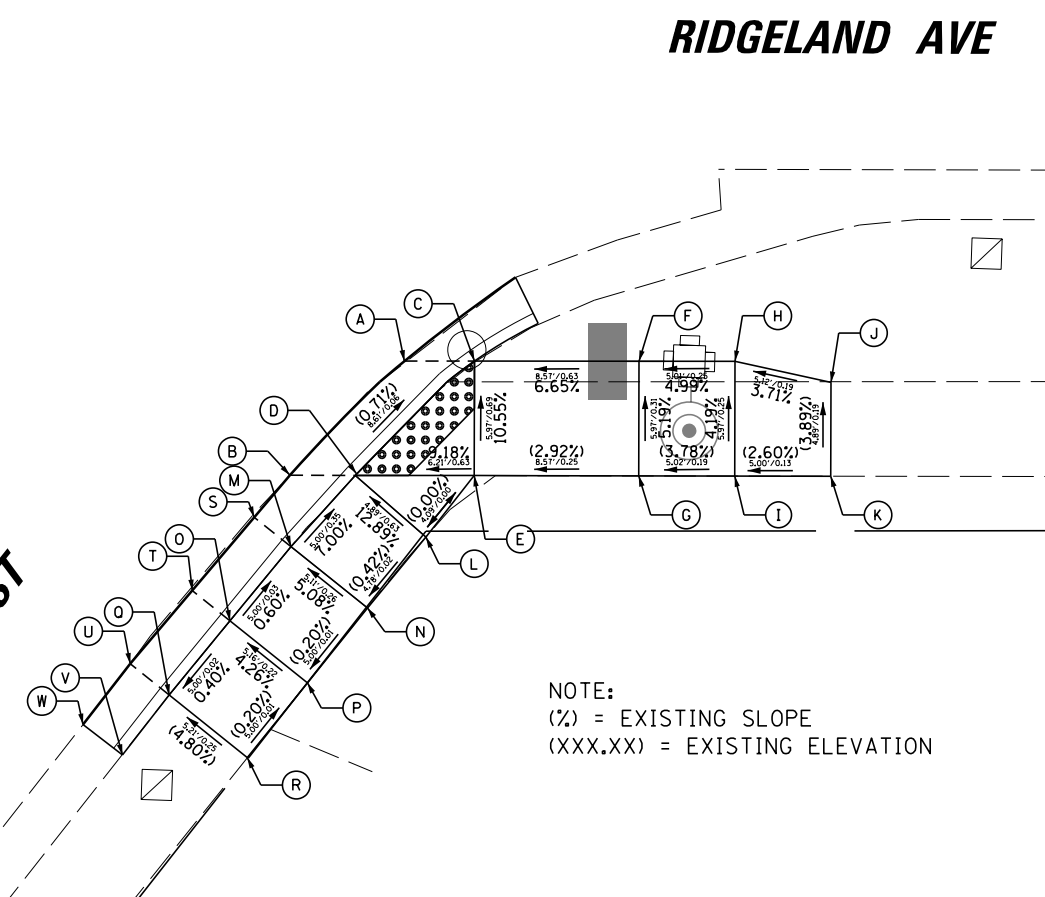


RIDGELAND AVE

WASHINGTON ST

POINT	STA	OFFSET	ELEV
A	135+00.25	2.52' RT	(595.86)
B	135+09.59	15.77' RT	(596.12)
C	135+00.25	4.52' RT	595.85
D	135+07.99	15.78' RT	596.11
E	135+05.25	39.57' RT	(596.32)
F	135+02.34	43.65' RT	(596.42)
G	135+03.99	38.59' RT	596.76
H	135+01.11	42.68' RT	596.86
I	134+75.74	10.93' RT	(596.77)
J	134+75.78	15.72' RT	(596.90)
K	134+80.74	9.82' RT	596.77
L	134+80.78	15.94' RT	596.84
M	134+85.74	9.78' RT	596.70
N	134+85.78	15.90' RT	596.77
O	134+95.74	9.71' RT	595.96
P	134+95.78	15.83' RT	596.03
Q	135+00.25	9.69' RT	595.94
R	135+00.25	15.81' RT	596.01
S	135+02.88	15.80' RT	596.04
T	135+03.56	20.83' RT	596.44
U	135+08.55	20.62' RT	596.45
V	135+10.13	20.56' RT	(596.17)
W	135+03.30	25.90' RT	596.71
X	135+08.25	26.62' RT	596.67
Y	135+09.81	26.84' RT	(596.23)
Z	135+02.11	30.83' RT	596.78
AA	135+06.84	32.45' RT	596.73
AB	135+08.33	32.96' RT	(596.29)
AC	134+90.00	33.89' RT	597.01
AD	134+93.09	29.95' RT	596.94
AE	134+93.94	36.97' RT	596.94
AF	134+96.93	33.03' RT	596.87
AG	134+96.93	39.39' RT	596.90
AH	135+00.03	35.46' RT	596.83
AI	135+01.38	44.90' RT	(596.44)
AJ	134+94.21	39.18' RT	(596.50)
AK	134+86.61	38.22' RT	597.08
AL	134+90.55	41.30' RT	597.01
AM	134+91.81	42.29' RT	(596.61)
AN	134+83.22	42.55' RT	(597.12)
AO	134+87.16	45.63' RT	(597.07)
AP	134+88.45	46.64' RT	(596.63)
AQ	134+76.38	0.07' RT	(595.79)
AR	134+76.39	2.65' RT	(596.16)

POINT	STA	OFFSET	ELEV
A	135+84.20	9.95' RT	(596.37)
B	135+78.22	15.88' RT	(596.43)
C	135+87.85	9.96' RT	596.31
D	135+81.62	15.90' RT	596.37
E	135+87.83	15.93' RT	(597.00)
F	135+96.42	9.99' RT	596.94
G	135+96.40	15.96' RT	(597.25)
H	136+01.43	10.01' RT	597.19
I	136+01.42	15.98' RT	(597.44)
J	136+06.43	11.11' RT	(597.38)
K	136+06.42	16.00' RT	(597.57)
L	135+85.29	19.13' RT	(597.00)
M	135+78.26	19.60' RT	596.72
N	135+82.24	22.81' RT	(596.98)
O	135+75.08	23.46' RT	596.75
P	135+79.10	26.70' RT	(596.97)
Q	135+71.90	27.32' RT	596.73
R	135+75.96	30.59' RT	(596.98)
S	135+76.36	18.07' RT	(596.45)
T	135+73.11	21.88' RT	(596.48)
U	135+69.87	25.68' RT	(596.46)
V	135+69.46	30.44' RT	(596.78)
W	135+67.41	28.83' RT	(596.42)



RIDGELAND AVE

WASHINGTON ST

NOTE:
 (X) = EXISTING SLOPE
 (XXX.XX) = EXISTING ELEVATION

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGO\RIDGE\90611\073\Civil\ADA05-90611_073.sht		DRAWN - EDT	REVISED -
Default	PLOT SCALE = 1/8"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

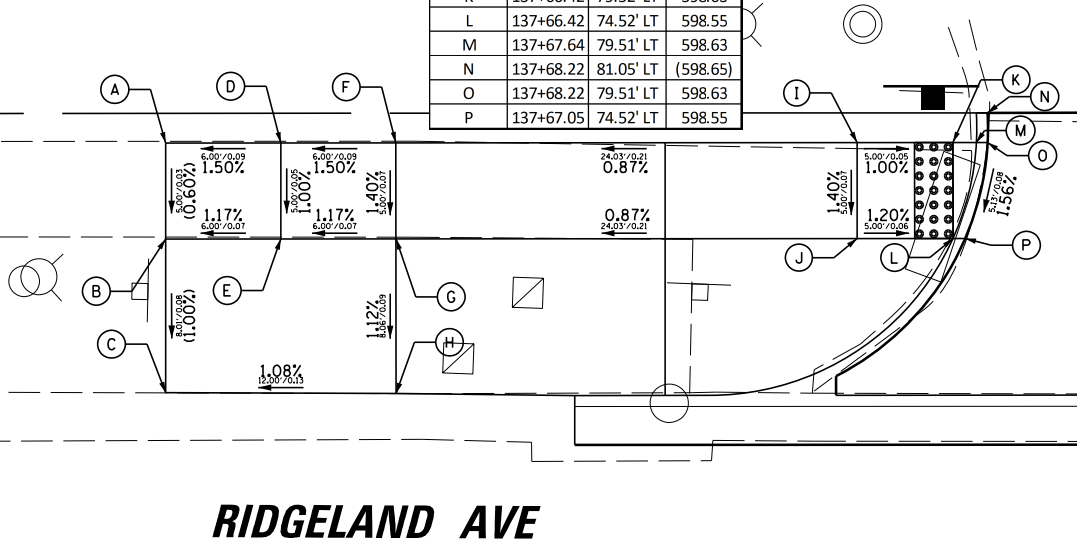
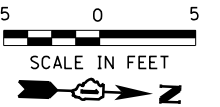
RIDGELAND AVENUE ACCESS TO TRANSIT SIDEWALK RAMP DETAILS	
SCALE: 5"	SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	35
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

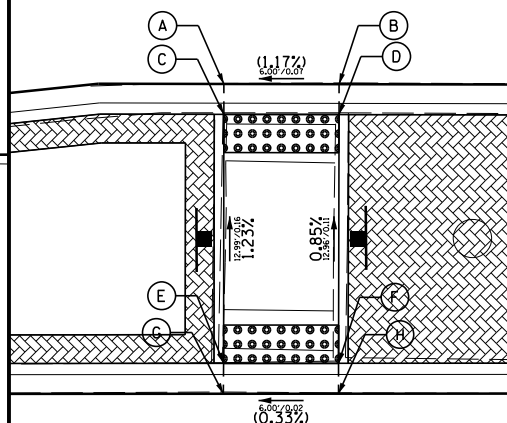
POINT	STA	OFFSET	ELEV
A	137+25.39	79.54' LT	(598.29)
B	137+25.39	74.54' LT	(598.26)
C	137+25.39	66.53' LT	(598.18)
D	137+31.39	79.54' LT	598.38
E	137+31.39	74.54' LT	598.33
F	137+37.39	79.53' LT	598.47
G	137+37.39	74.53' LT	598.40
H	137+37.39	66.47' LT	598.31
I	137+61.42	79.52' LT	598.68
J	137+61.42	74.52' LT	598.61
K	137+66.42	79.52' LT	598.63
L	137+66.42	74.52' LT	598.55
M	137+67.64	79.51' LT	598.63
N	137+68.22	81.05' LT	(598.65)
O	137+68.22	79.51' LT	598.63
P	137+67.05	74.52' LT	598.55

POINT	STA	OFFSET	ELEV
A	138+36.84	39.94' LT	(599.54)
B	138+42.84	39.93' LT	(599.61)
C	138+36.84	38.36' LT	599.53
D	138+42.84	38.35' LT	599.60
E	138+36.84	25.37' LT	599.69
F	138+42.84	25.39' LT	599.71
G	138+36.84	23.79' LT	(599.70)
H	138+42.84	23.81' LT	(599.72)

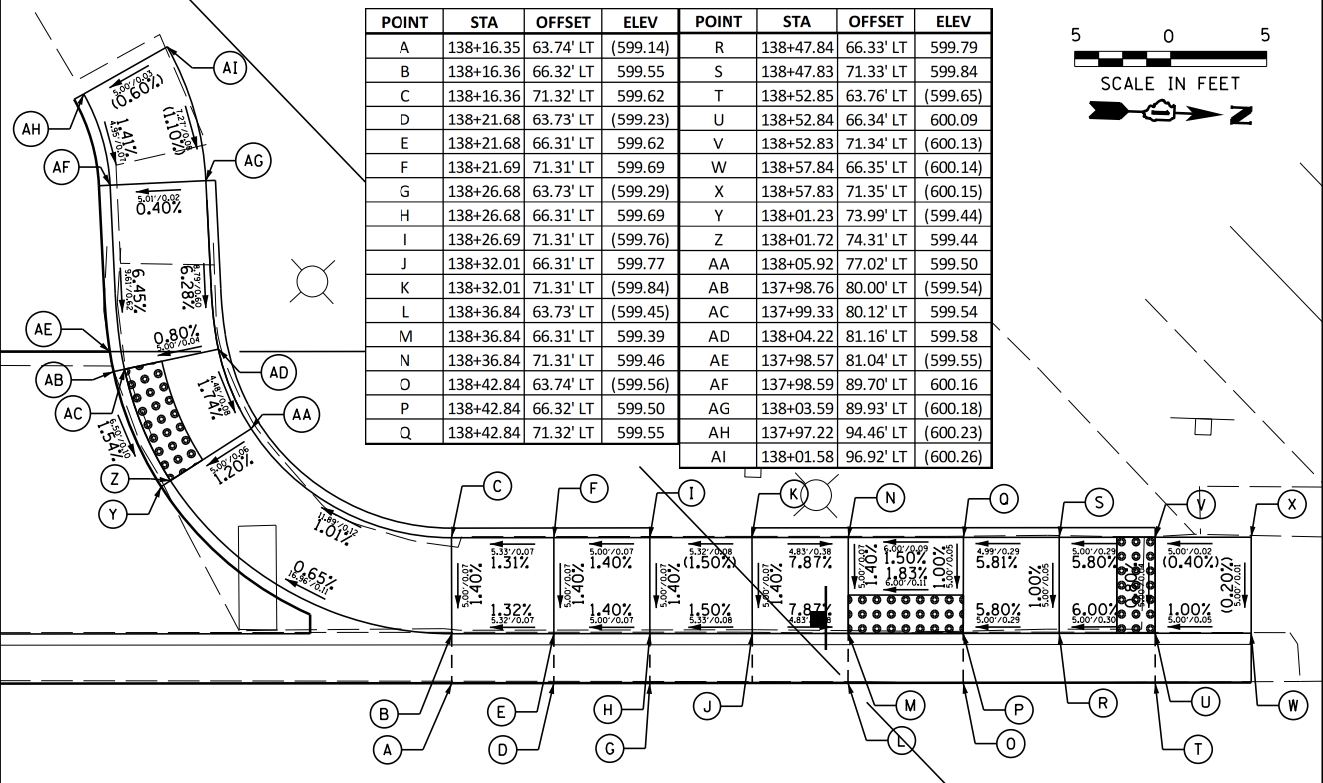
POINT	STA	OFFSET	ELEV	POINT	STA	OFFSET	ELEV
A	138+16.35	63.74' LT	(599.14)	R	138+47.84	66.33' LT	599.79
B	138+16.36	66.32' LT	599.55	S	138+47.83	71.33' LT	599.84
C	138+16.36	71.32' LT	599.62	T	138+52.85	63.76' LT	(599.65)
D	138+21.68	63.73' LT	(599.23)	U	138+52.84	66.34' LT	600.09
E	138+21.68	66.31' LT	599.62	V	138+52.83	71.34' LT	(600.13)
F	138+21.69	71.31' LT	599.69	W	138+57.84	66.35' LT	(600.14)
G	138+26.68	63.73' LT	(599.29)	X	138+57.83	71.35' LT	(600.15)
H	138+26.68	66.31' LT	599.69	Y	138+01.23	73.99' LT	(599.44)
I	138+26.69	71.31' LT	(599.76)	Z	138+01.72	74.31' LT	599.44
J	138+32.01	66.31' LT	599.77	AA	138+05.92	77.02' LT	599.50
K	138+32.01	71.31' LT	(599.84)	AB	137+98.76	80.00' LT	(599.54)
L	138+36.84	63.73' LT	(599.45)	AC	137+99.33	80.12' LT	599.54
M	138+36.84	66.31' LT	599.39	AD	138+04.22	81.16' LT	599.58
N	138+36.84	71.31' LT	599.46	AE	137+98.57	81.04' LT	(599.55)
O	138+42.84	63.74' LT	(599.56)	AF	137+98.59	89.70' LT	600.16
P	138+42.84	66.32' LT	599.50	AG	138+03.59	89.93' LT	(600.18)
Q	138+42.84	71.32' LT	599.55	AH	137+97.22	94.46' LT	(600.23)
				AI	138+01.58	96.92' LT	(600.26)



RIDGELAND AVE

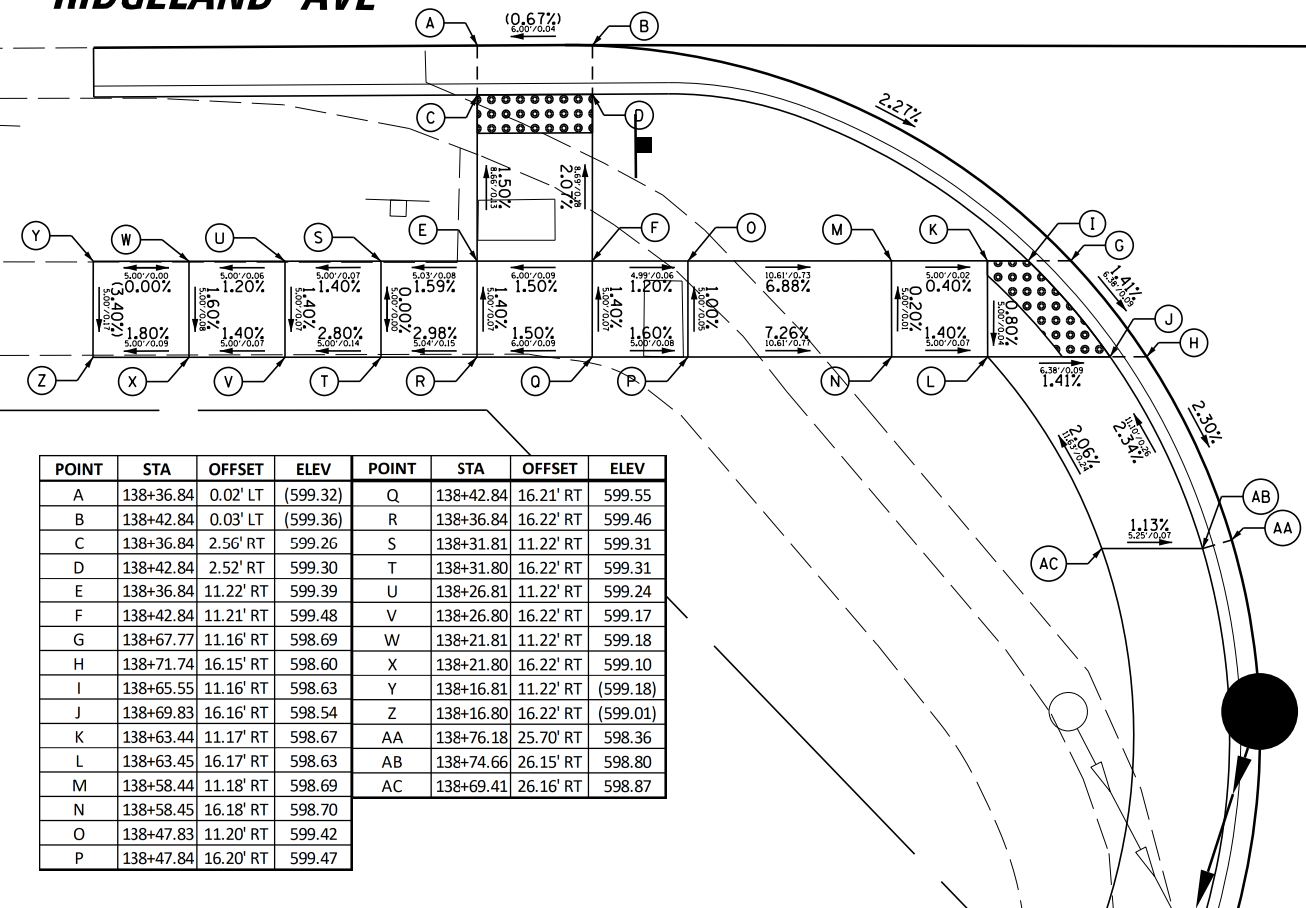


RIDGELAND AVE



RIDGELAND AVE

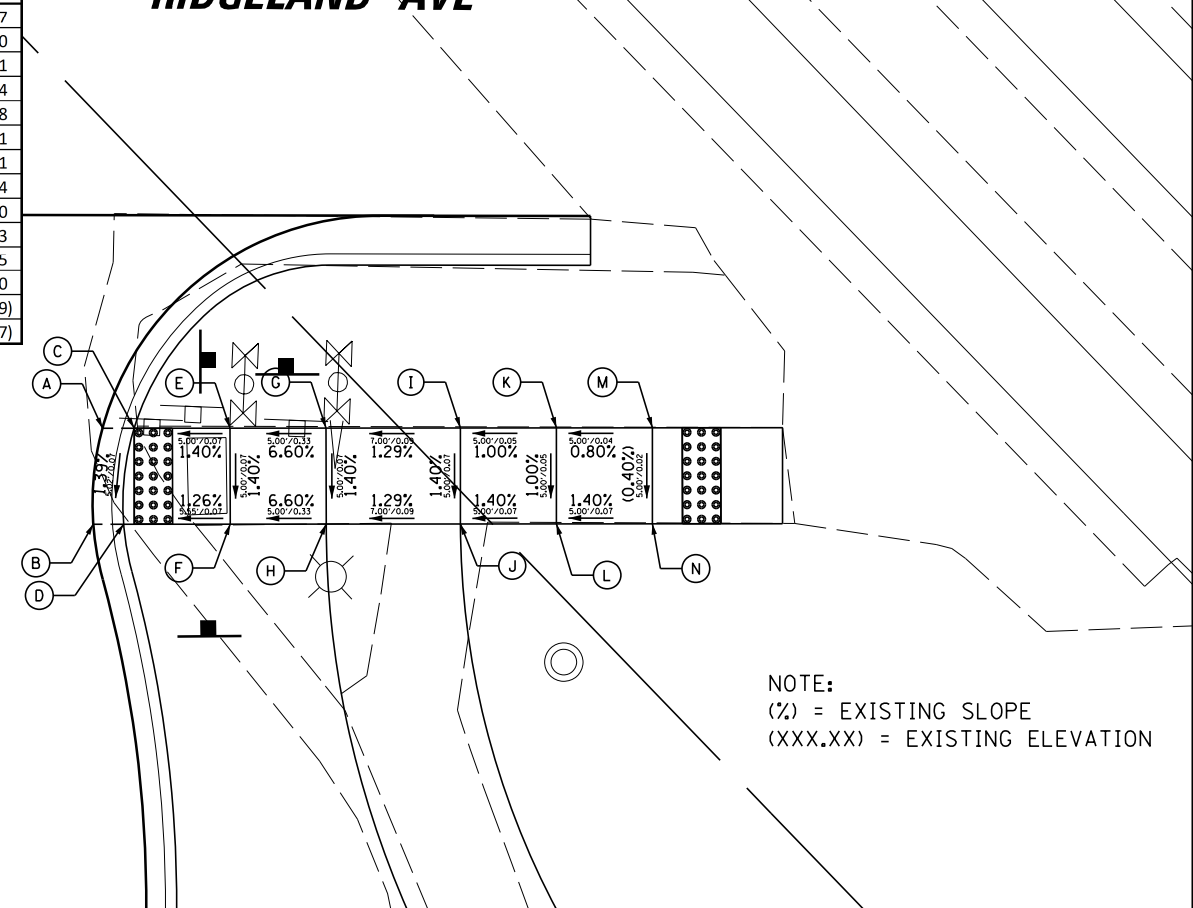
RIDGELAND AVE



POINT	STA	OFFSET	ELEV	POINT	STA	OFFSET	ELEV
A	138+36.84	0.02' LT	(599.32)	Q	138+42.84	16.21' RT	599.55
B	138+42.84	0.03' LT	(599.36)	R	138+36.84	16.22' RT	599.46
C	138+36.84	2.56' RT	599.26	S	138+31.81	11.22' RT	599.31
D	138+42.84	2.52' RT	599.30	T	138+31.80	16.22' RT	599.31
E	138+36.84	11.22' RT	599.39	U	138+26.81	11.22' RT	599.24
F	138+42.84	11.21' RT	599.48	V	138+26.80	16.22' RT	599.17
G	138+67.77	11.16' RT	598.69	W	138+21.81	11.22' RT	599.18
H	138+71.74	16.15' RT	598.60	X	138+21.80	16.22' RT	599.10
I	138+65.55	11.16' RT	598.63	Y	138+16.81	11.22' RT	(599.18)
J	138+69.83	16.16' RT	598.54	Z	138+16.80	16.22' RT	(599.01)
K	138+63.44	11.17' RT	598.67	AA	138+76.18	25.70' RT	598.36
L	138+63.45	16.17' RT	598.63	AB	138+74.66	26.15' RT	598.80
M	138+58.44	11.18' RT	598.69	AC	138+69.41	26.16' RT	598.87
N	138+58.45	16.18' RT	598.70				
O	138+47.83	11.20' RT	599.42				
P	138+47.84	16.20' RT	599.47				

POINT	STA	OFFSET	ELEV
A	139+03.36	11.09' RT	599.47
B	139+02.88	16.09' RT	599.40
C	139+05.00	11.09' RT	599.41
D	139+04.46	16.09' RT	599.34
E	139+10.00	11.08' RT	599.48
F	139+10.01	16.08' RT	599.41
G	139+15.00	11.07' RT	599.81
H	139+15.01	16.07' RT	599.74
I	139+22.00	11.05' RT	599.90
J	139+22.01	16.05' RT	599.83
K	139+27.00	11.04' RT	599.95
L	139+27.01	16.04' RT	599.90
M	139+32.00	11.03' RT	(599.99)
N	139+32.01	16.03' RT	(599.97)

RIDGELAND AVE



NOTE:
(%) = EXISTING SLOPE
(XXX.XX) = EXISTING ELEVATION

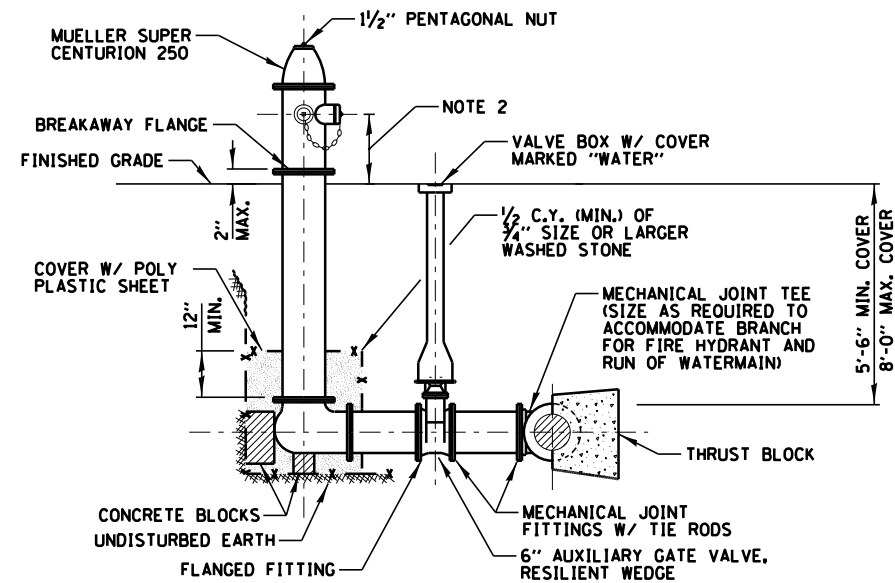
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE ACCESS TO TRANSIT
SIDEWALK RAMP DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	36
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
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Default	PLOT SCALE = 18"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

SCALE: 5" SHEET 6 OF 7 SHEETS STA. TO STA.

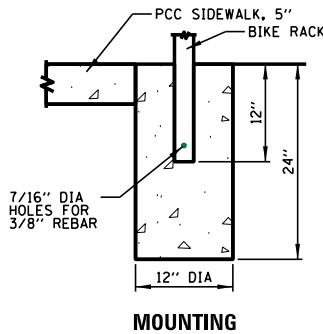
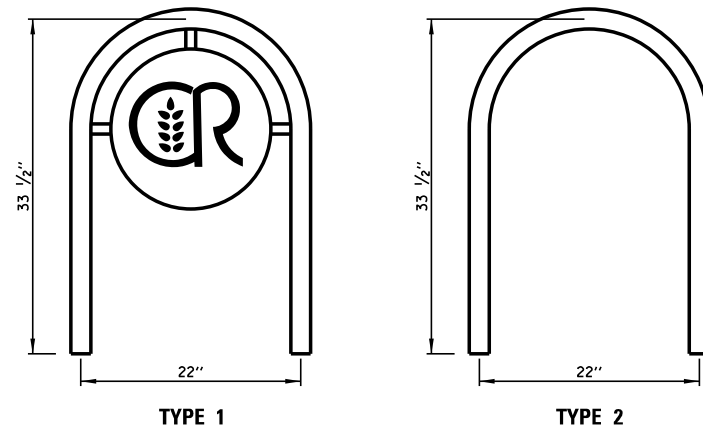


NOTES:

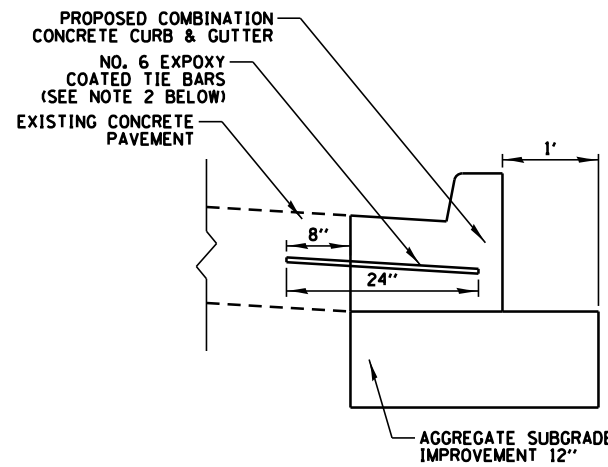
1. PROVIDE 6 INCH TO 24 INCH SPACER BETWEEN AUXILIARY VALVE AND HYDRANT BARREL.
2. PROVIDE 30 INCHES CLEARANCE BETWEEN NOZZLE AND FINISHED GRADE.
3. MINIMUM NOZZLE SIZES SHALL INCLUDE TWO 2 1/2" AND ONE 4 1/2".
4. PROVIDE 2 FOOT DIAMETER BY 2 FEET DEEP DRAINAGE PIT AROUND AND ADJACENT FIRE HYDRANT, FILLED WITH WASHED STONE.
5. THE MAIN VALVE SHALL HAVE A DIAMETER OF 5 1/4" AND SHALL OPEN IN A COUNTERCLOCKWISE DIRECTION.
6. PAINT HYDRANT RED.

STANDARD FIRE HYDRANT INSTALLATION

N.T.S.



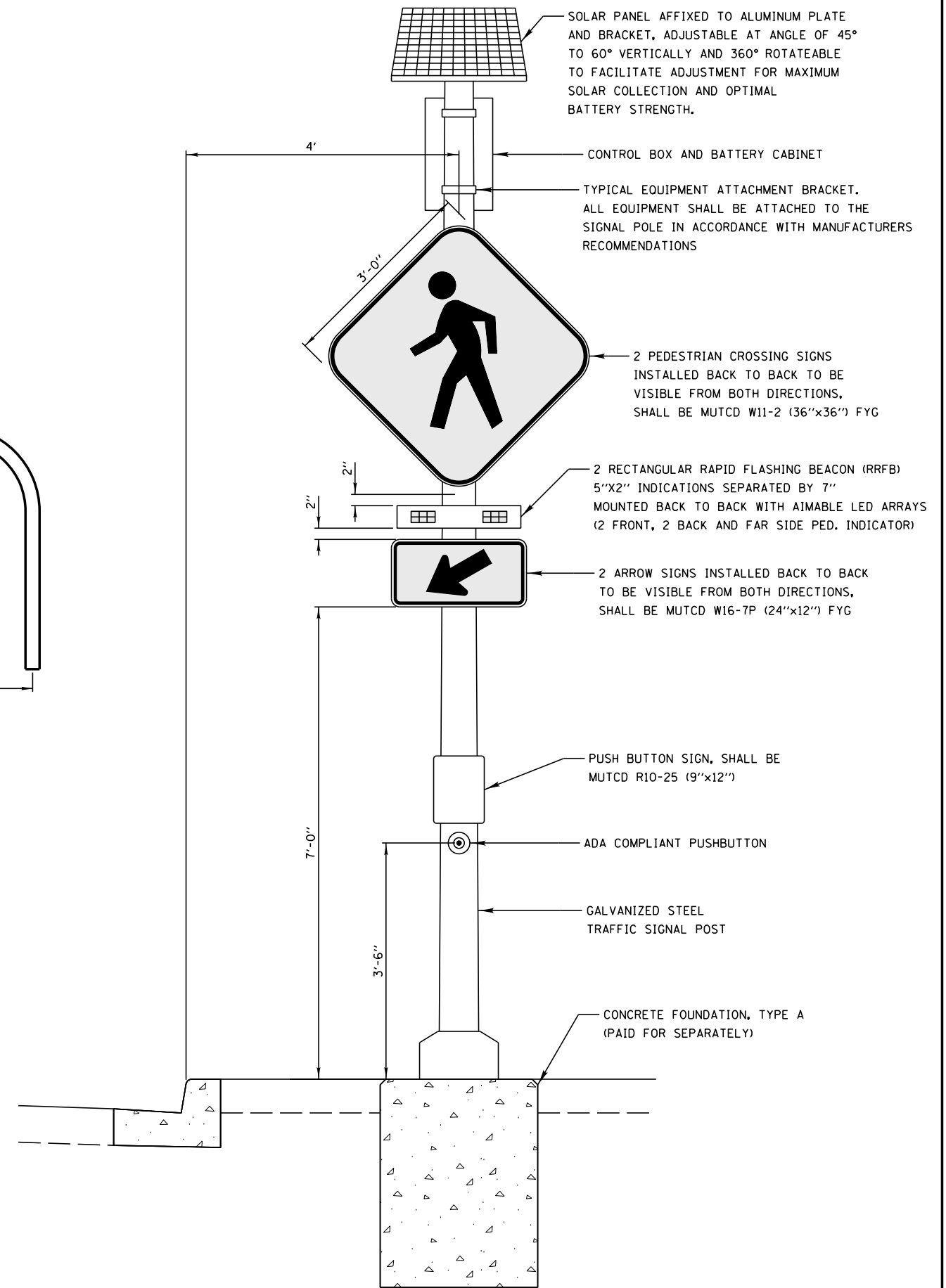
BICYCLE RACKS



CURB AND GUTTER REMOVAL AND REPLACEMENT

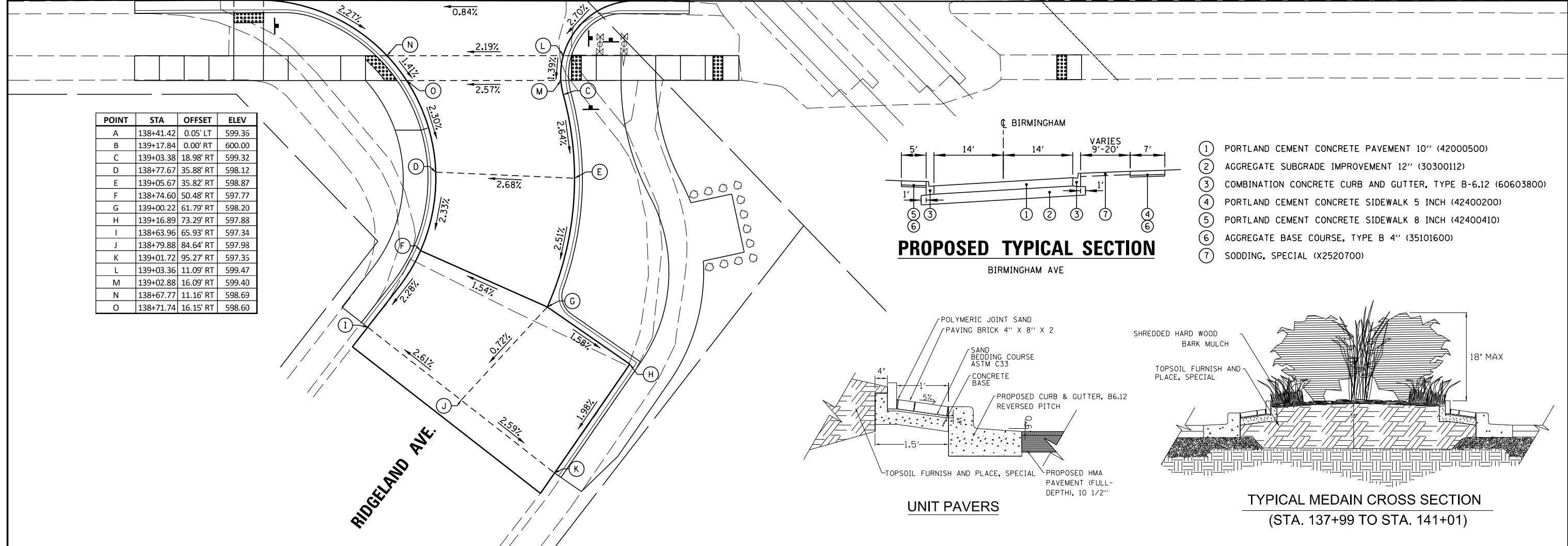
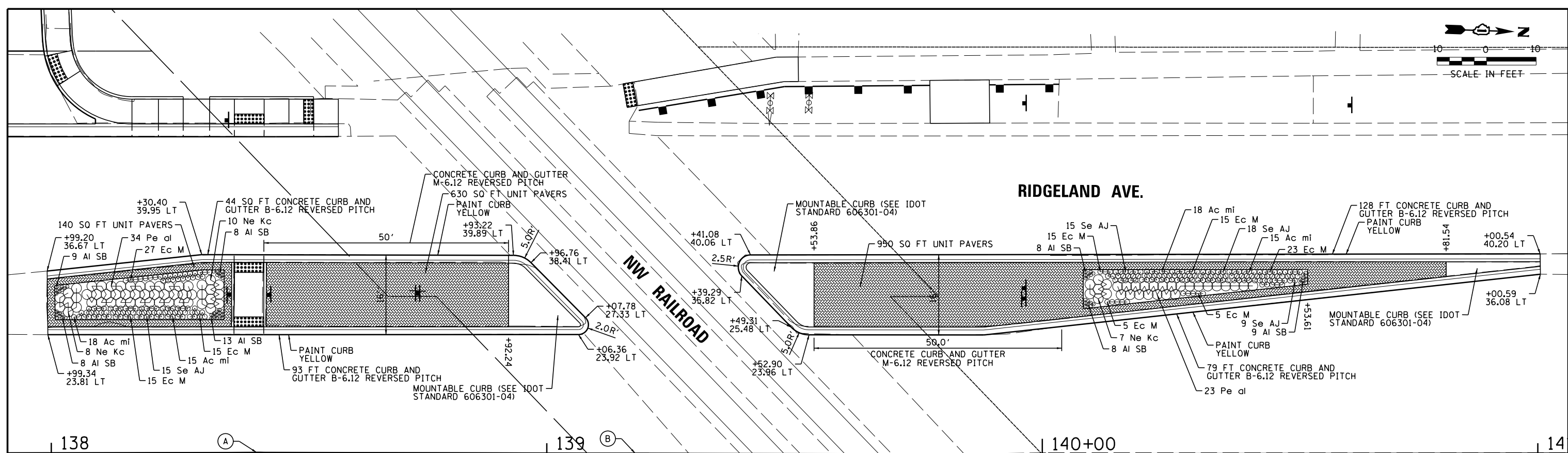
N.T.S.

1. DEPTH OF PROPOSED CURB & GUTTER SHALL MATCH DEPTH OF EXISTING PAVEMENT
2. REMOVAL OF EXISTING CURB & GUTTER SHALL BE PREFORMED TO ALLOW FOR RE-USE OF EXISTING TIE BARS, TIE BARS THAT ARE DAMAGED OR MISSING SHALL BE REPLACED WITH NO. 6 TIE BARS, 24" C-C IN ACCORDANCE WITH ARTICLE 420.05(6) OF THE STANDARD SPECIFICATIONS
3. ANY SPALLING OF THE EXISTING PCC PAVEMENT EQUAL TO OR GREATER THAN 1/4" SHALL BE PATCHED AT ONE FULL LANE WIDTH WITH SAWCUTTING PERPENDICULAR TO THE DIRECTION OF TRAFFIC. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE COMPLETED BY THE CONTRACTOR AT NO COST TO THE VILLAGE



SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT CONSTRUCTION DETAILS	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\CHICAGO\RIDGELAND\0617\073\Civi\DET01-9061T_073.sht	DRAWN - EDT	REVISED -	2781			14-00052-00-M5	COOK	82	38		
Default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



POINT	STA	OFFSET	ELEV
A	138+41.42	0.05' LT	599.36
B	139+17.84	0.00' RT	600.00
C	139+03.38	18.98' RT	599.32
D	138+77.67	35.88' RT	598.12
E	139+05.67	35.82' RT	598.87
F	138+74.60	50.48' RT	597.77
G	139+00.22	61.79' RT	598.20
H	139+16.89	73.29' RT	597.88
I	138+63.96	65.93' RT	597.34
J	138+79.88	84.64' RT	597.98
K	139+01.72	95.27' RT	597.35
L	139+03.36	11.09' RT	599.47
M	139+02.88	16.09' RT	599.40
N	138+67.77	11.16' RT	598.69
O	138+71.74	16.15' RT	598.60

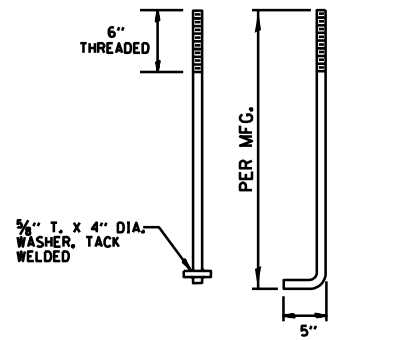
PROPOSED TYPICAL SECTION

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (42000500)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
- ④ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
- ⑤ PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (42400410)
- ⑥ AGGREGATE BASE COURSE, TYPE B 4" (35101600)
- ⑦ SODDING, SPECIAL (X2520700)

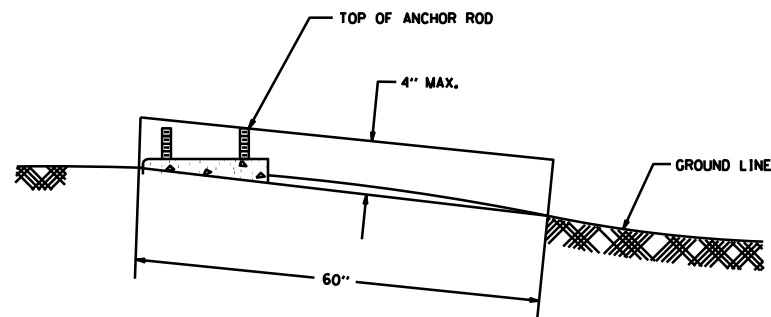
BIRMINGHAM AVE

UNIT PAVERS

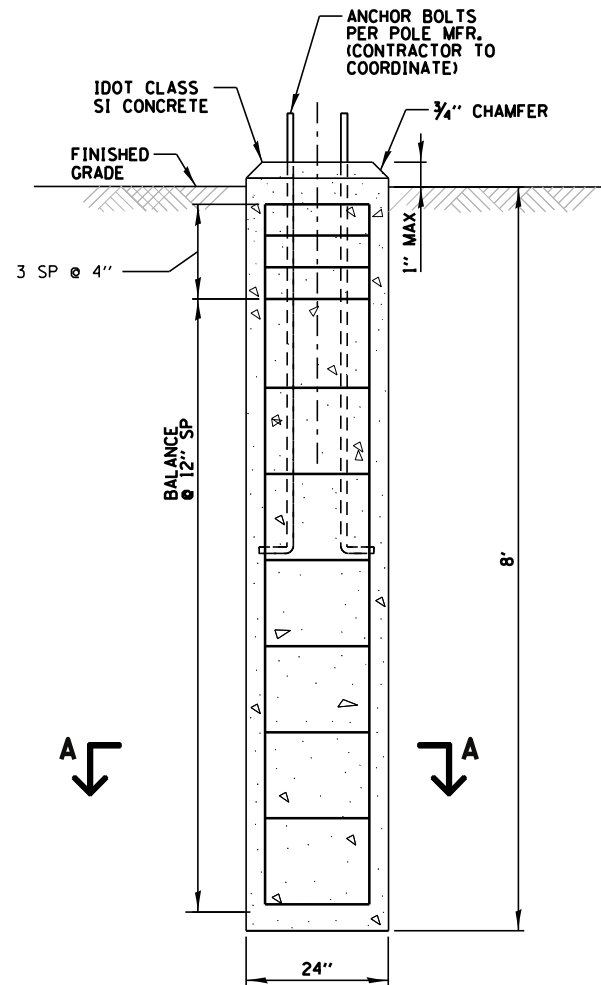
TYPICAL MEDIAN CROSS SECTION
(STA. 137+99 TO STA. 141+01)



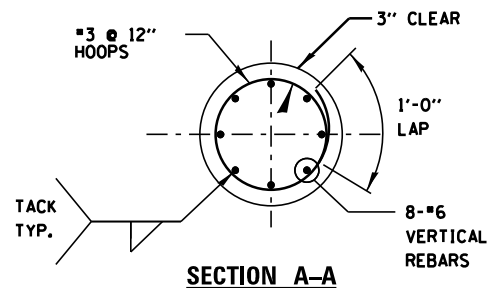
ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



CONCRETE FOUNDATION DETAIL FOR WAYFINDING SIGNS

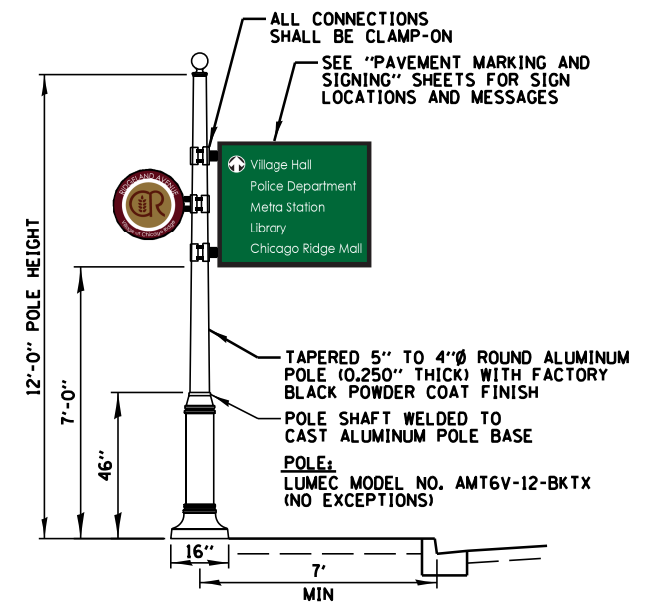


SECTION A-A

NOTES

1. THE ANCHOR RODS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
2. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 INCHES ABOVE THE FINISHED GRADE WITHIN A 60-INCH 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.
3. 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 LINE TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
4. THE TOP LAYER OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OF FORM SHALL BE USED TO PRODUCE A UNIFORM, SMOOTH SIDE TO THE FOUNDATION. THE FOUNDATION TOP SHALL BE CHAMFERED 3/4".
5. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 OF THE STANDARD SPECIFICATIONS BEFORE THE WAYFINDING POLES ARE INSTALLED.
6. 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.
7. 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.
8. 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 MINIMUM COATING THICKNESS OF 150 MICROMETERS OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
9. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES WITH A MINIMUM OF 5 INCHES OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
10. ANCHOR RODS SHALL PROJECT NO MORE THAN 2-3/4" ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
11. THE CONTRACTOR SHALL USE A #5 SPIRAL AT 6" PITCH OR MAY SUBSTITUTE #5 TIES AT 12" O.C. WITH THE APPROVAL OF THE ENGINEER.
12. FOUNDATIONS SHALL BE VIBRATED IN ACCORDANCE WITH IDOT STANDARD PRACTICES.

PAID FOR UNDER "CONCRETE FOUNDATION (SPECIAL)"
(SEE SPECIAL PROVISION)



WAYFINDING SIGN DETAIL

N.T.S.

NOTES:

1. POLE, SIGN, AND MEDALLION PAID FOR AS "WAYFINDING SIGN" (XX008269)

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGO RIDGE\9061T\073\Civil\DET03-9061T_073.sht		DRAWN - EDT	REVISED -
Default	PLOT SCALE = 48"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE ACCESS TO TRANSIT
WAYFINDING SIGN DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	40
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

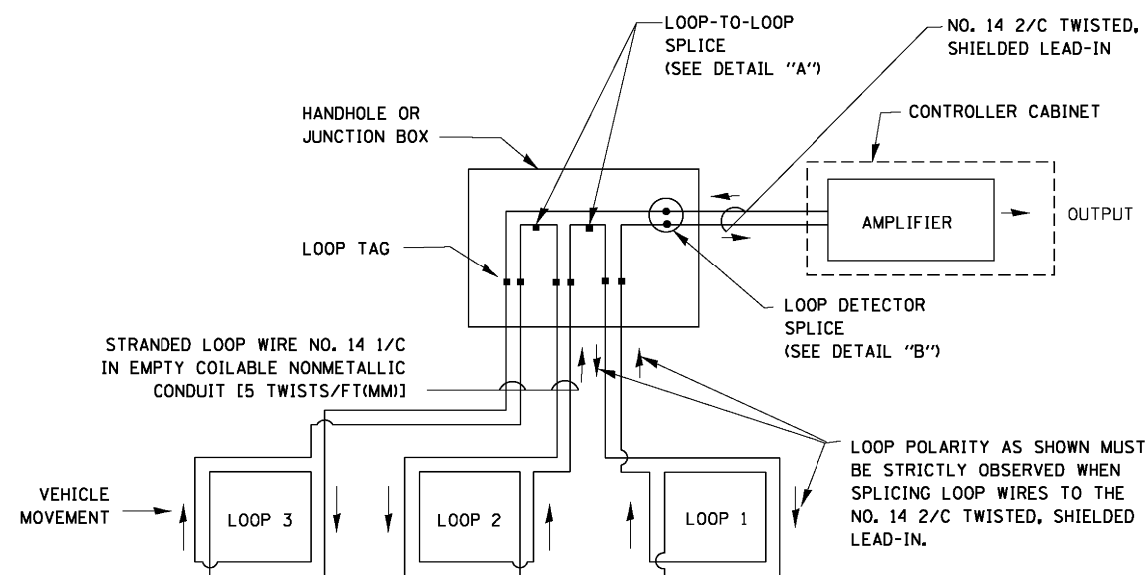
TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	 	
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"	 	
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	 	
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	 	
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I	 	 			
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP	 	 			
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR	 	 			
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	 	 			
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR	 	 			
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

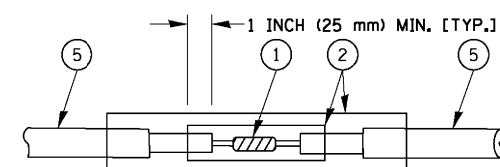
LOOP DETECTOR NOTES

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.

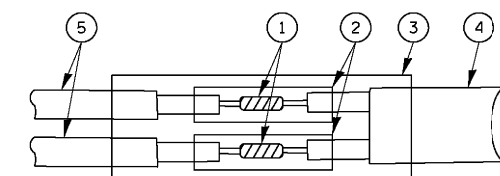


DETECTOR LOOP WIRING SCHEMATIC

- 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.



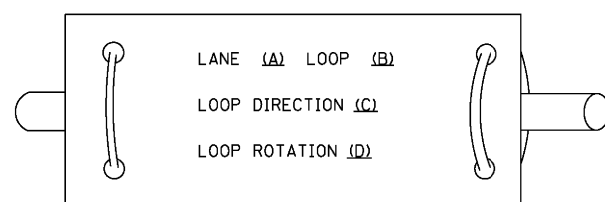
DETAIL "A"
LOOP-TO-LOOP SPLICE



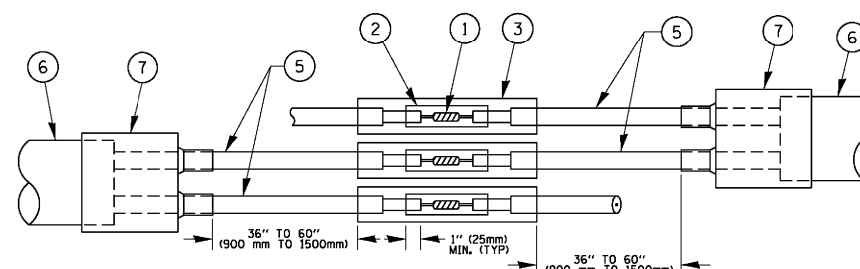
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

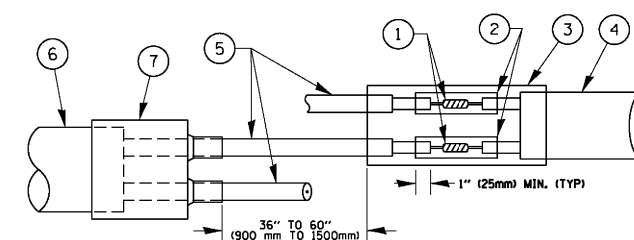
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

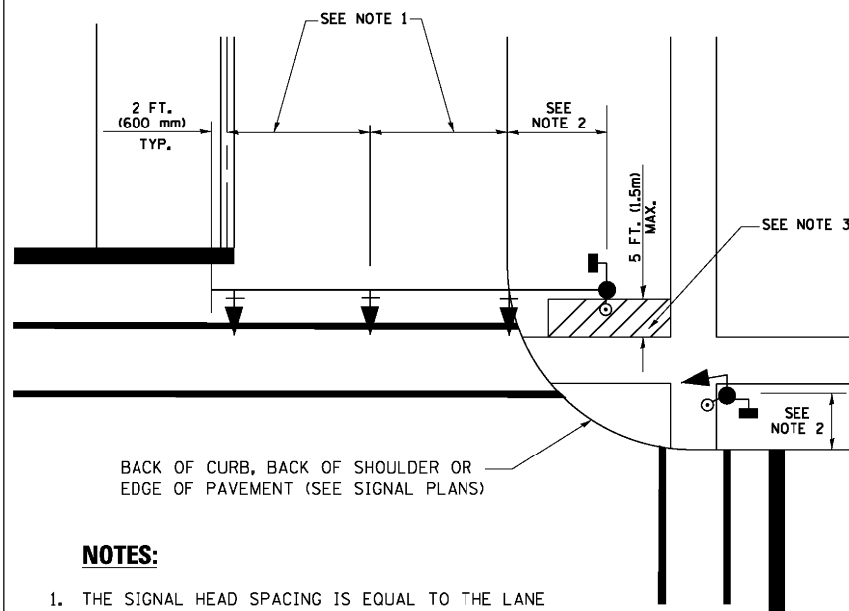
PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 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 PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE. 2781	SECTION 14-00052-00-MS	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 42
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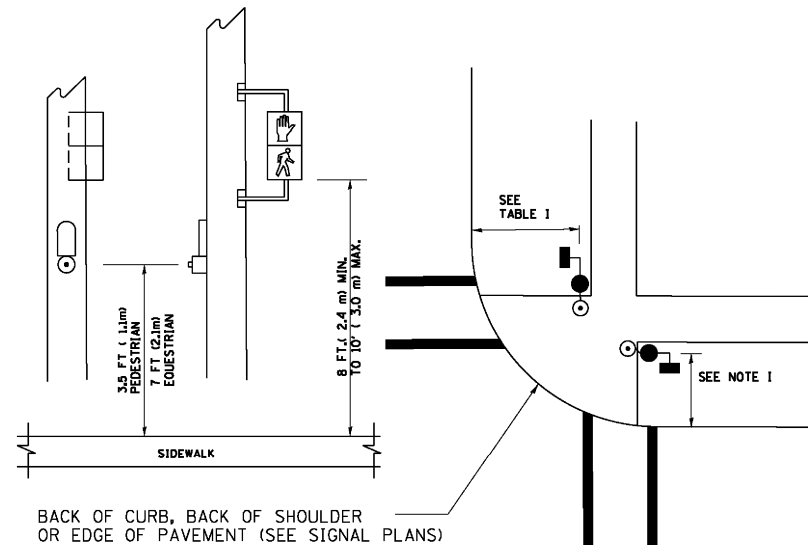
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



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."

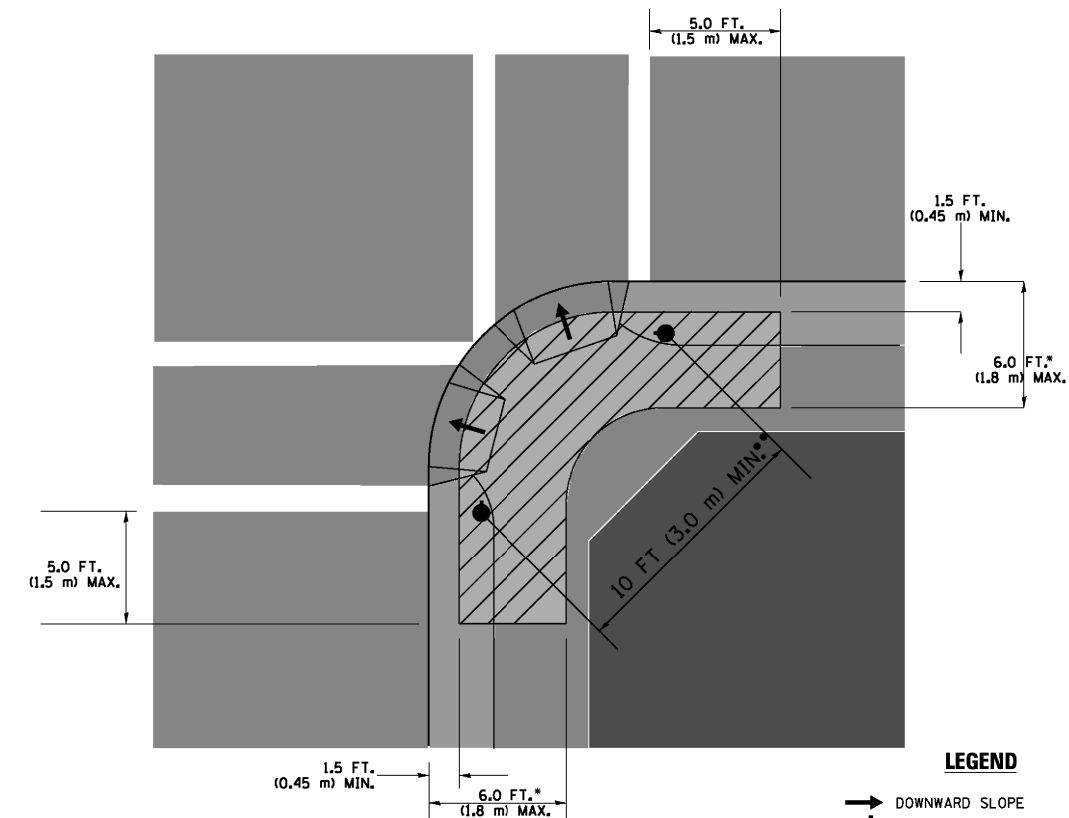
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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) SEPARATION 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.

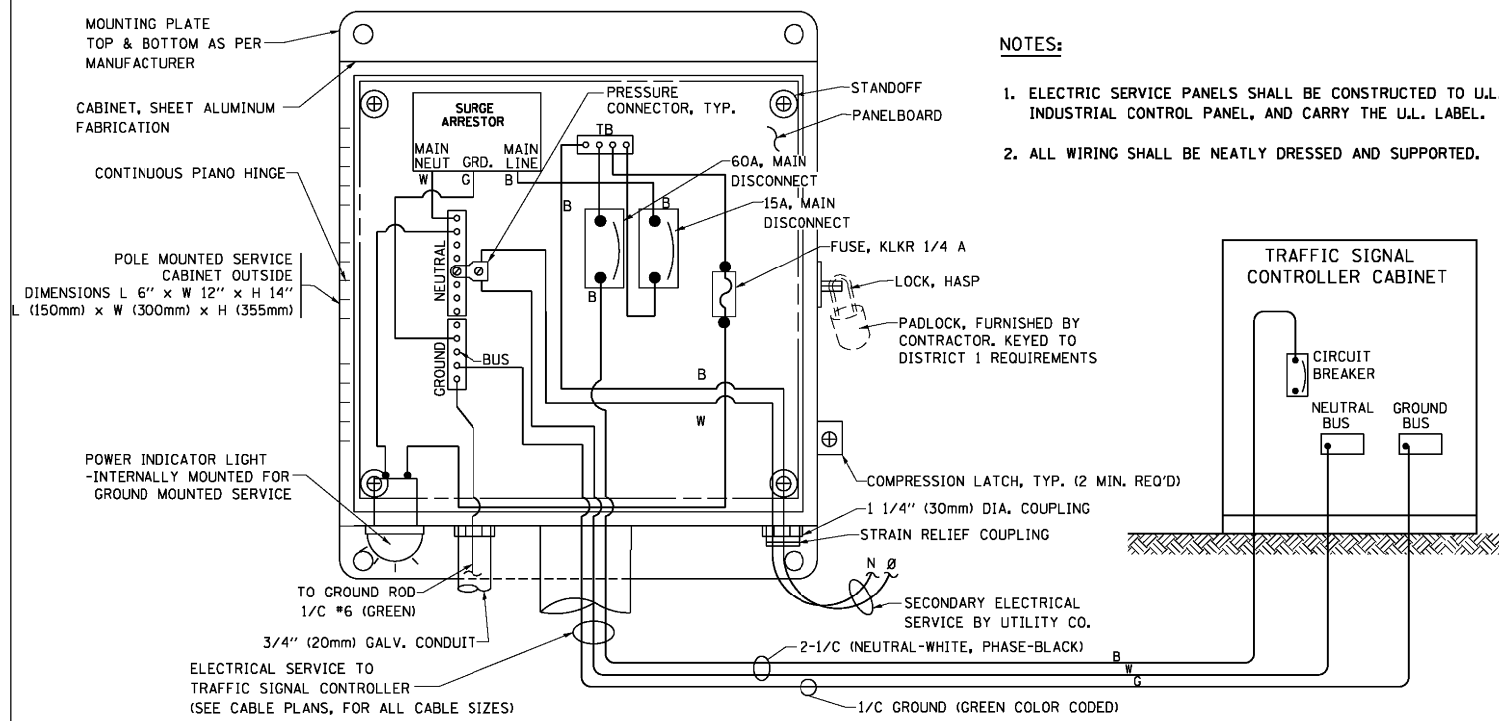
TRAFFIC SIGNAL EQUIPMENT OFFSET

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.

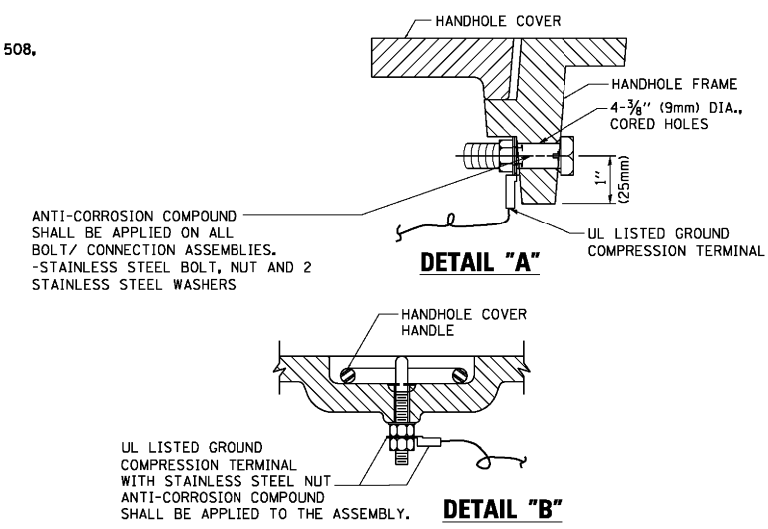
NOTES:

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.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	SCALE: NONE			SHEET NO. 3 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

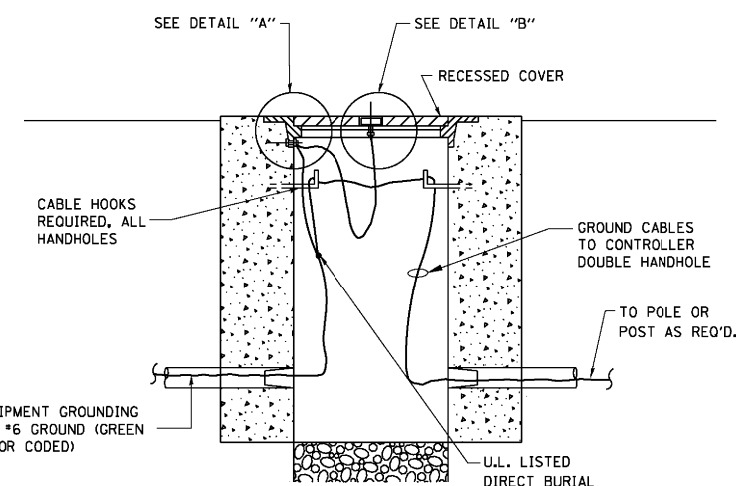


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

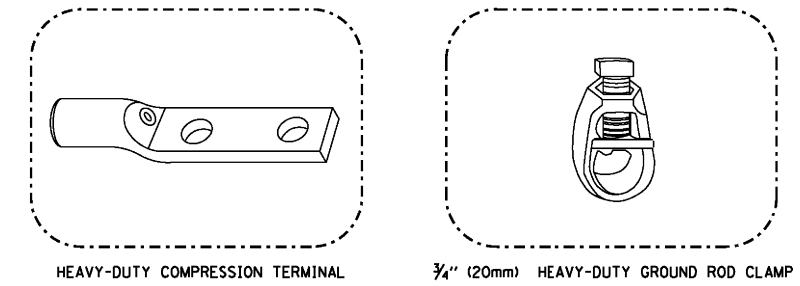


NOTES:
GROUNDING SYSTEM

- 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.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

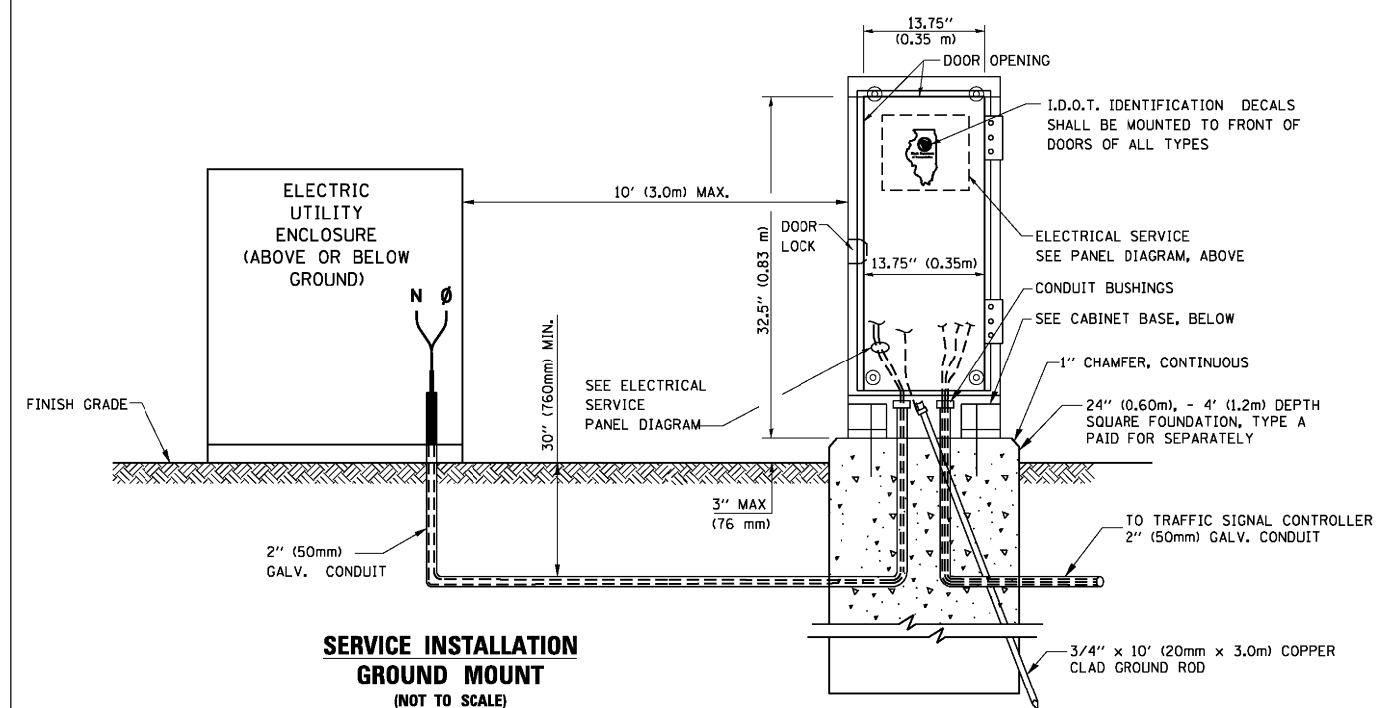


**HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)**

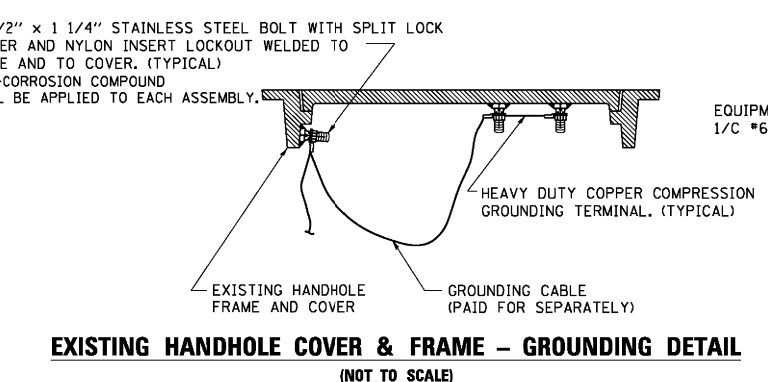


NOTES:

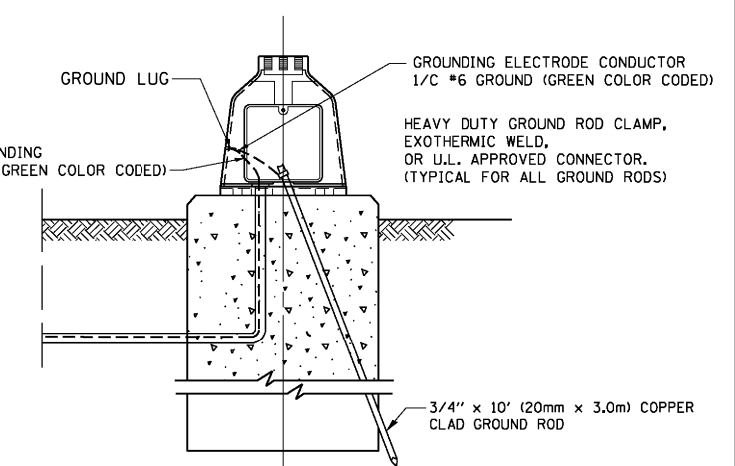
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**

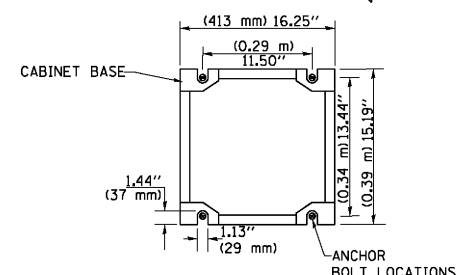


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)**

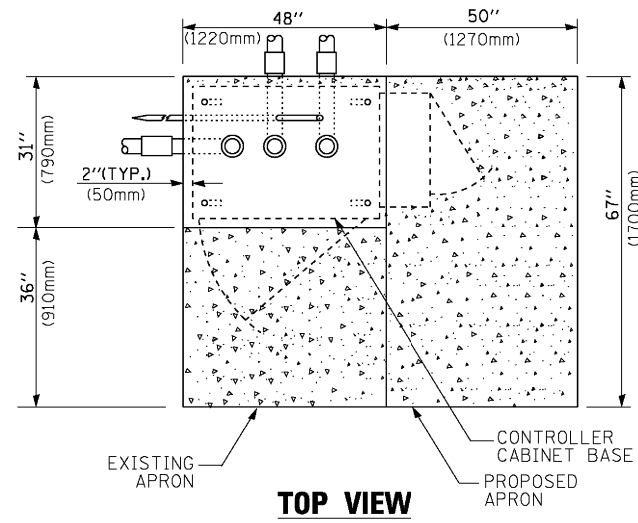


**MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE)**

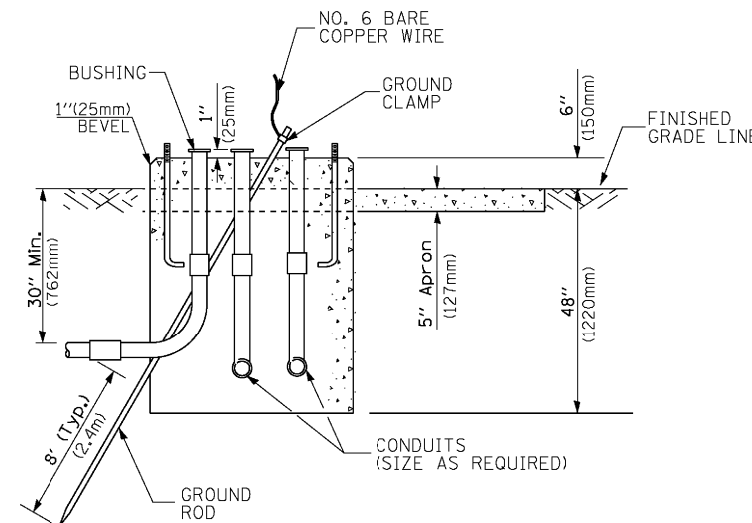
**CABINET - BASE BOLT PATTERN
(NOT TO SCALE)**



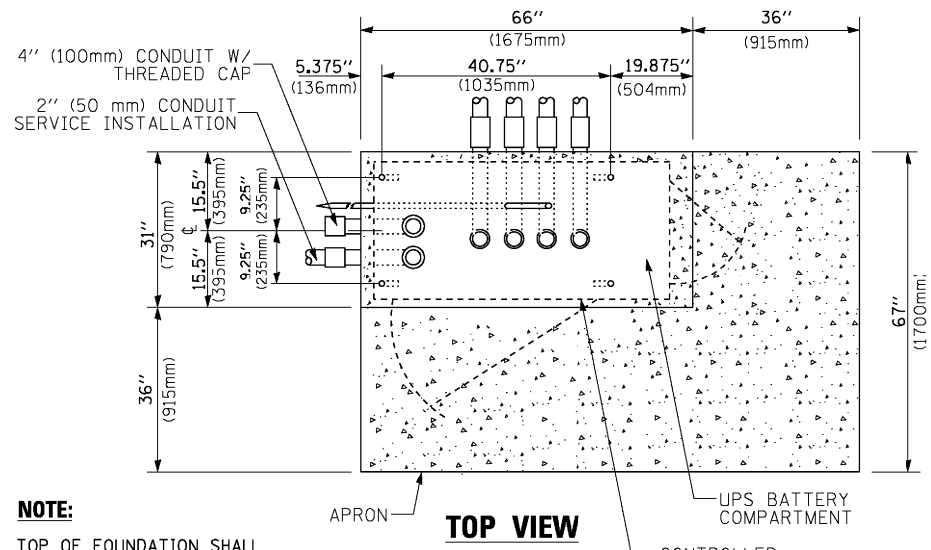
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PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



TOP VIEW

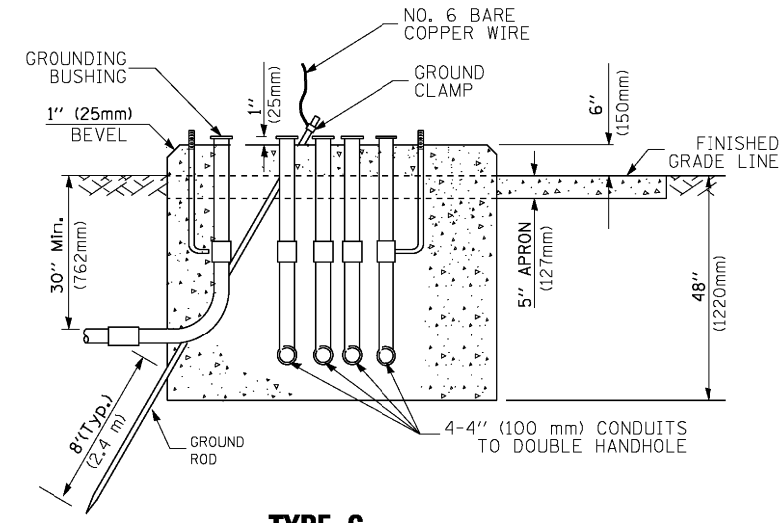


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

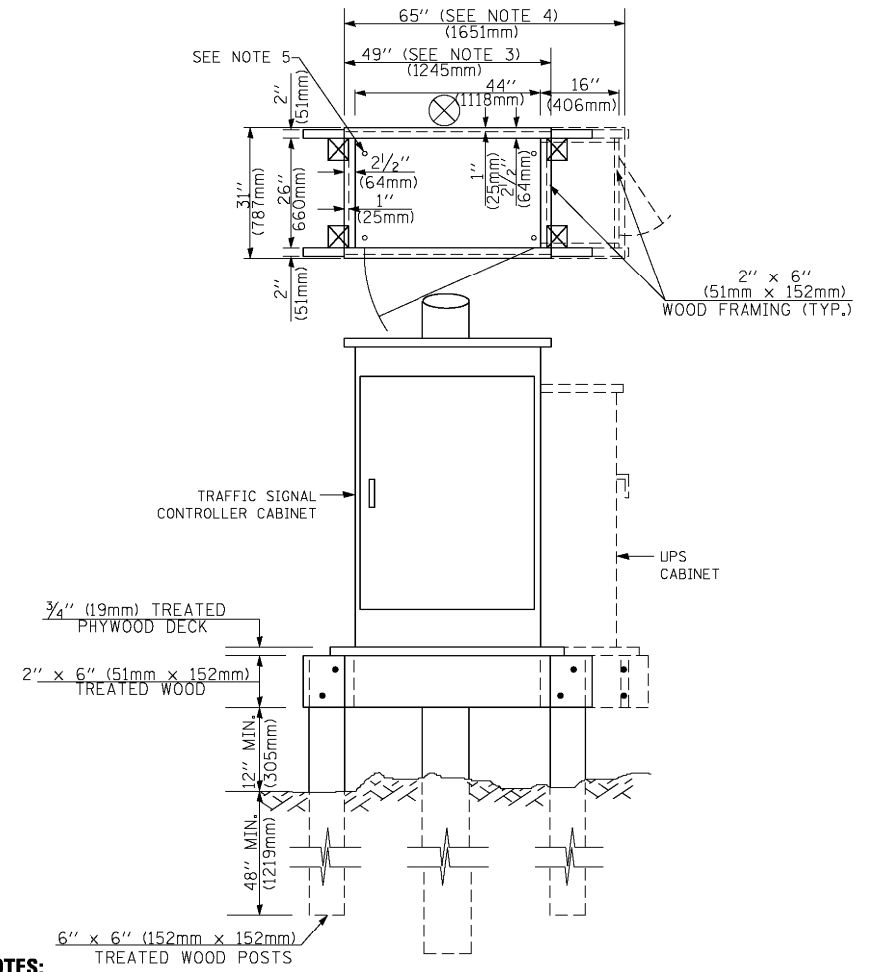


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

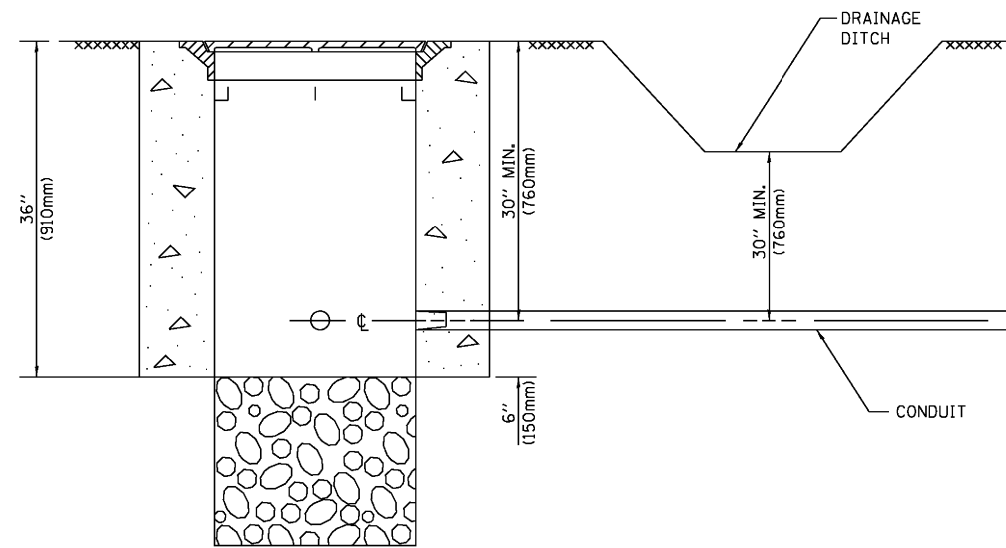
DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	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 less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

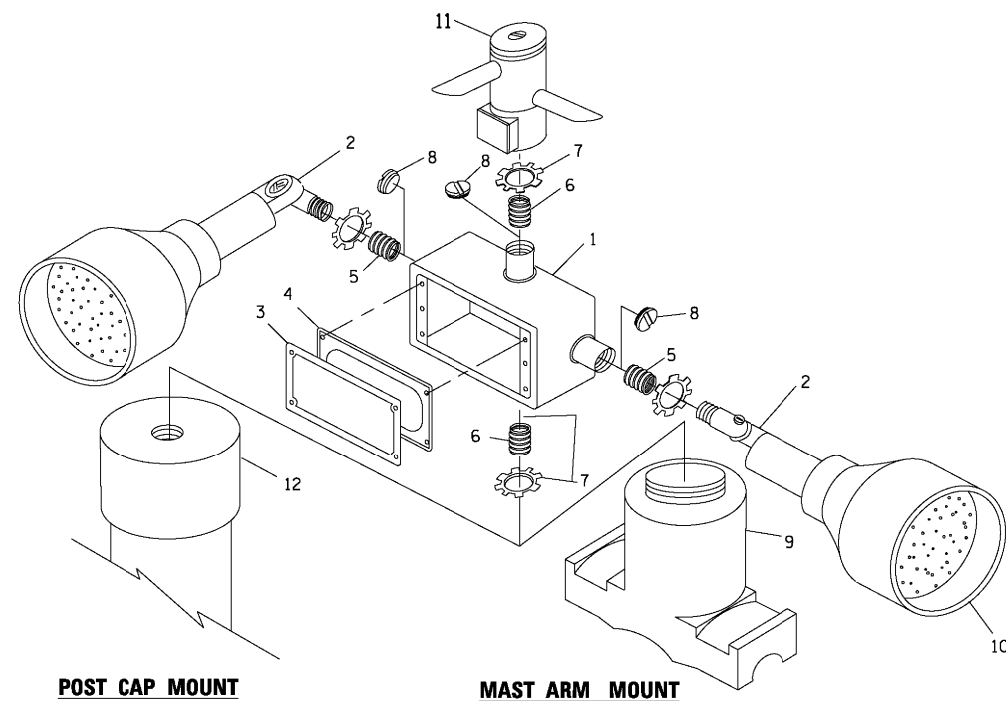
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



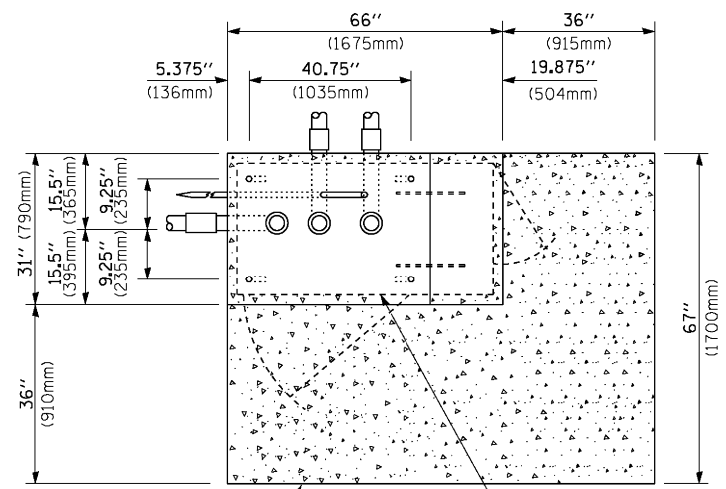
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

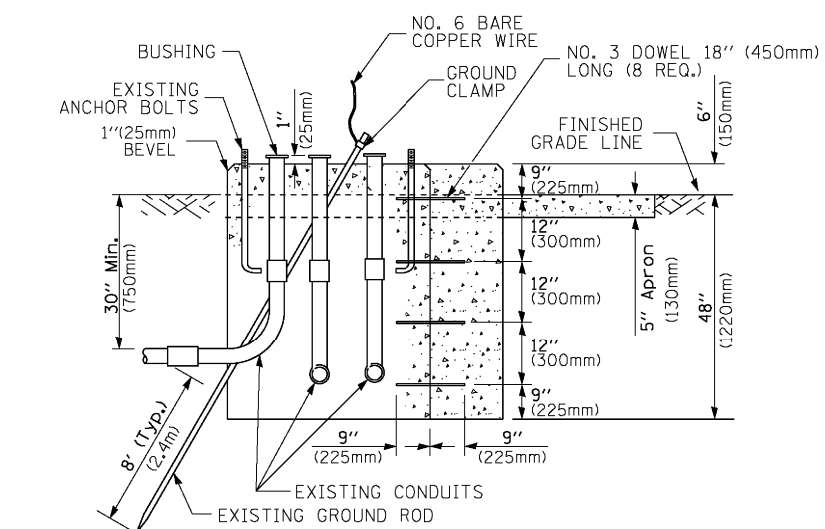
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

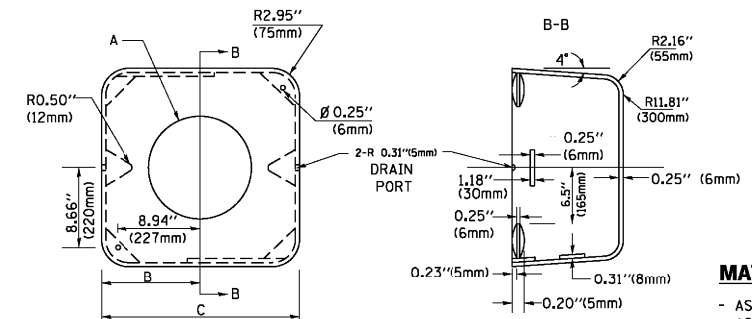


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



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

A	B	C	HEIGHT	WEIGHT
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)

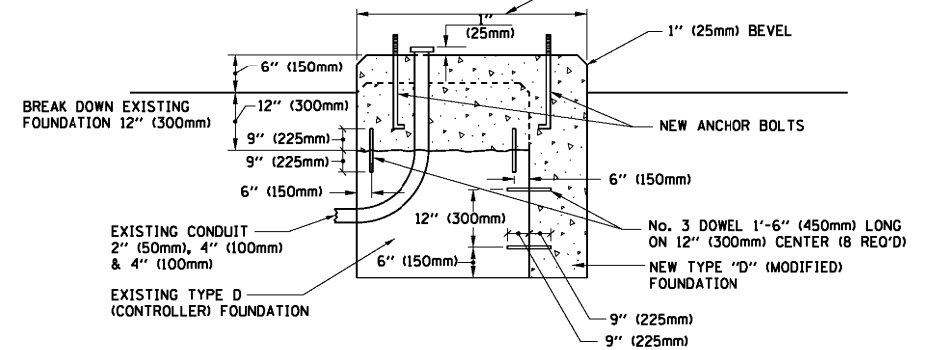
SHROUD

NOTES:

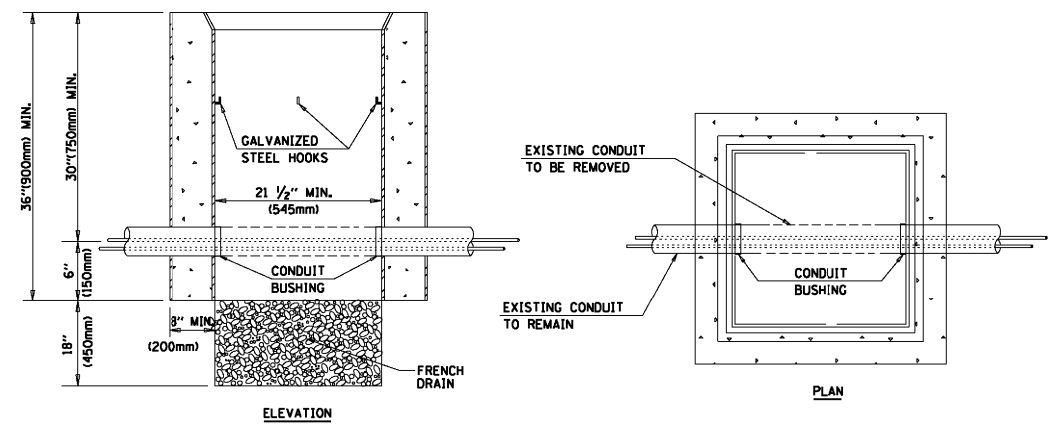
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

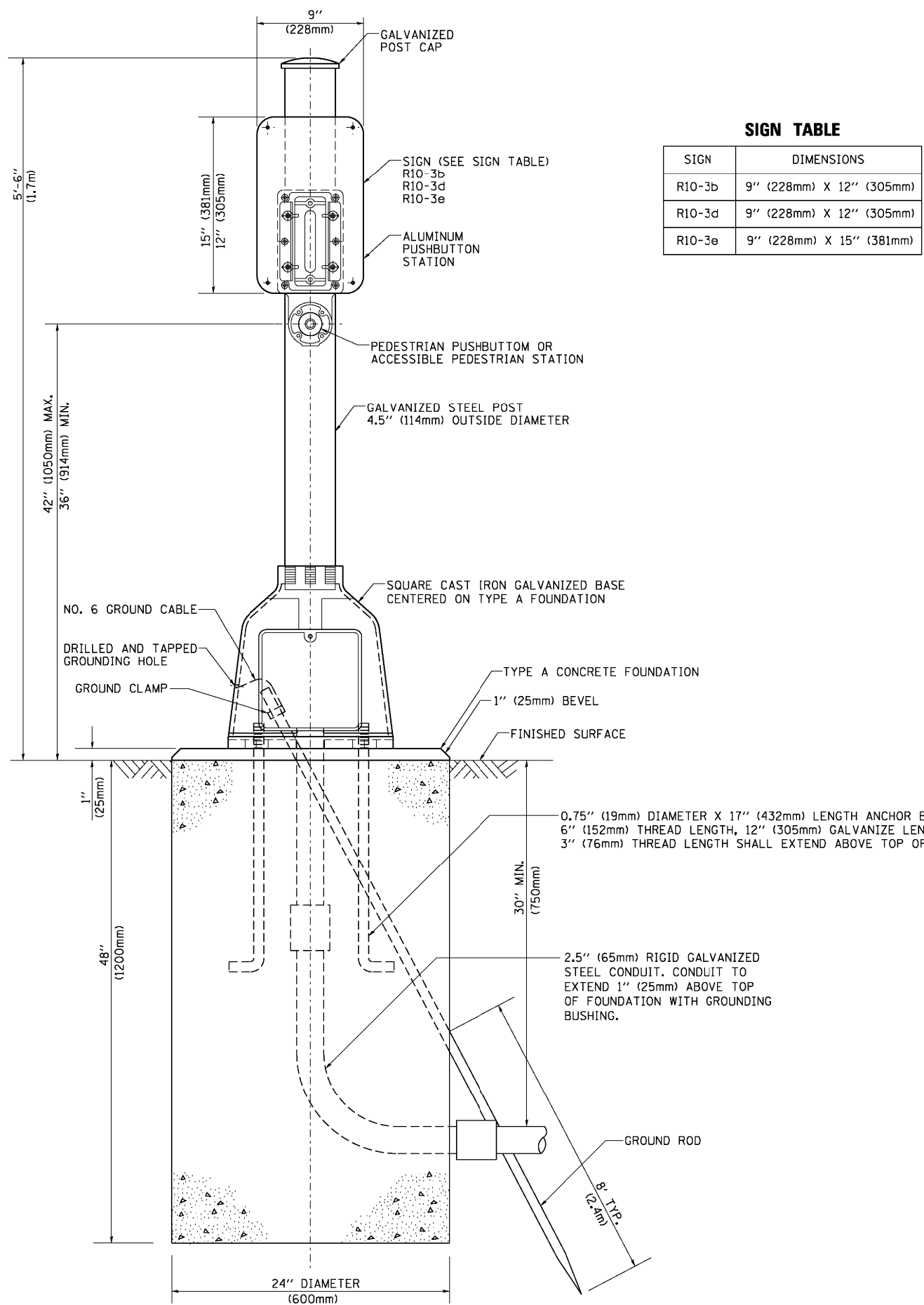
HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
ca:\pwwork\pwwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -
		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

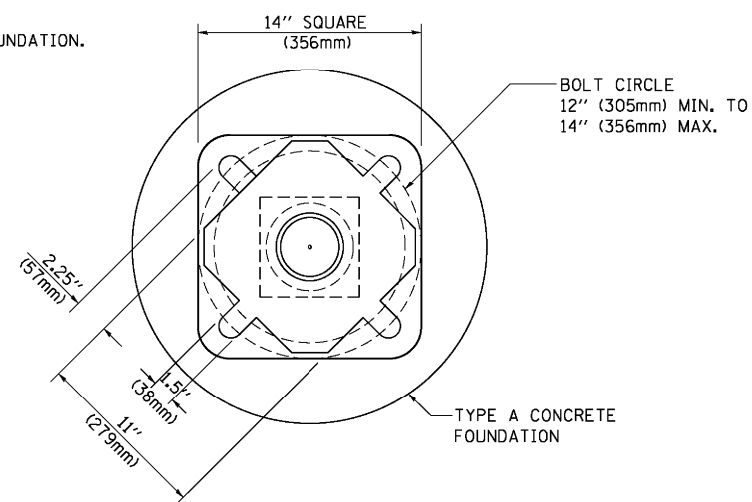
DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-MS	COOK	82	46
TS-05		CONTRACT NO. 61F97		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

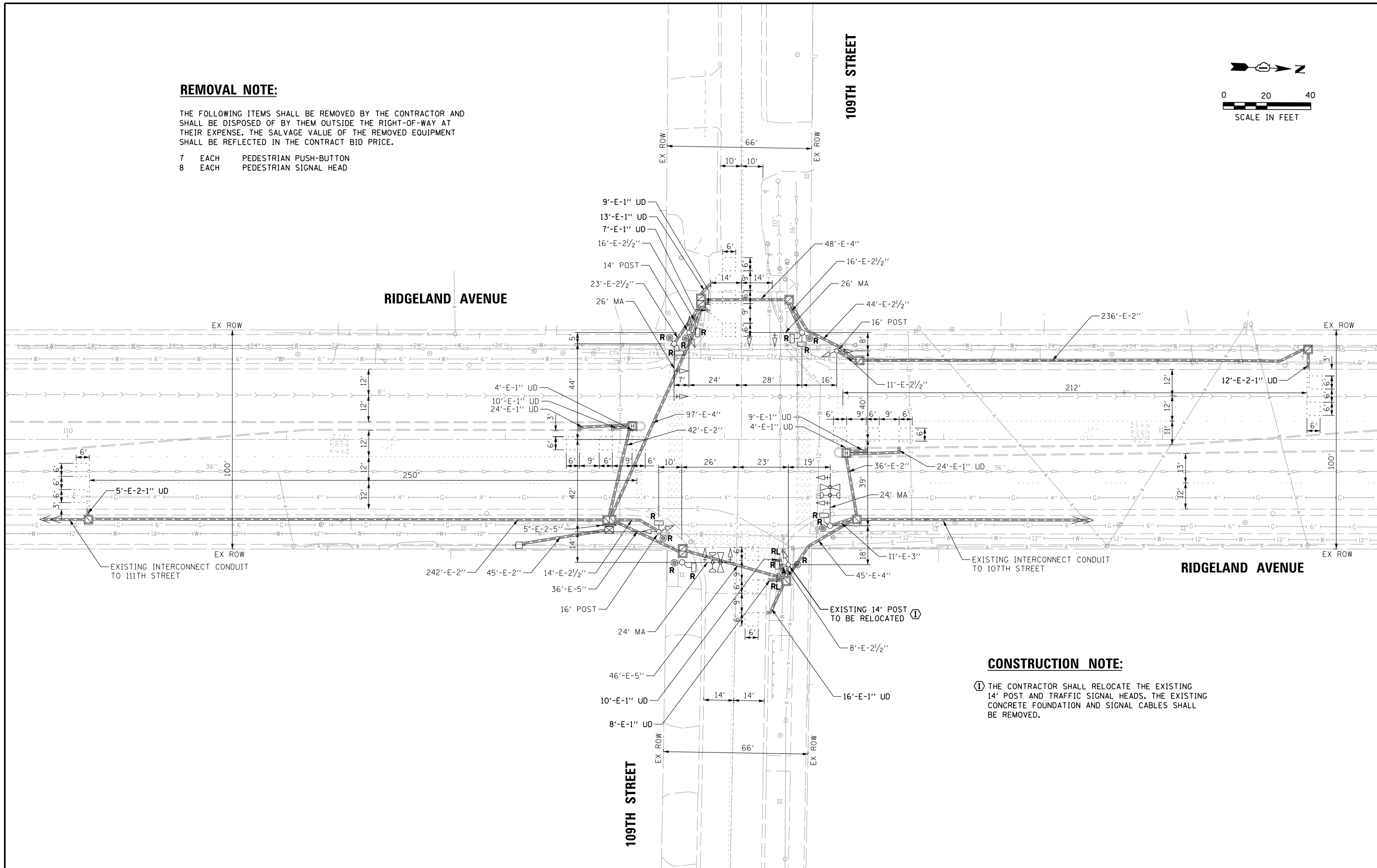
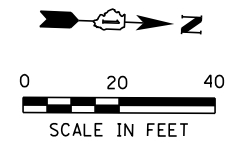
PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwi\dot\footemj\d0108315\ts05.dgn	DRAWN - GND	REVISED -	REVISED -			2781	14-00052-00-MS	COOK	82	47
PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -	REVISED -			TS-05		CONTRACT NO. 61F97		
PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.			

REMOVAL NOTE:

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

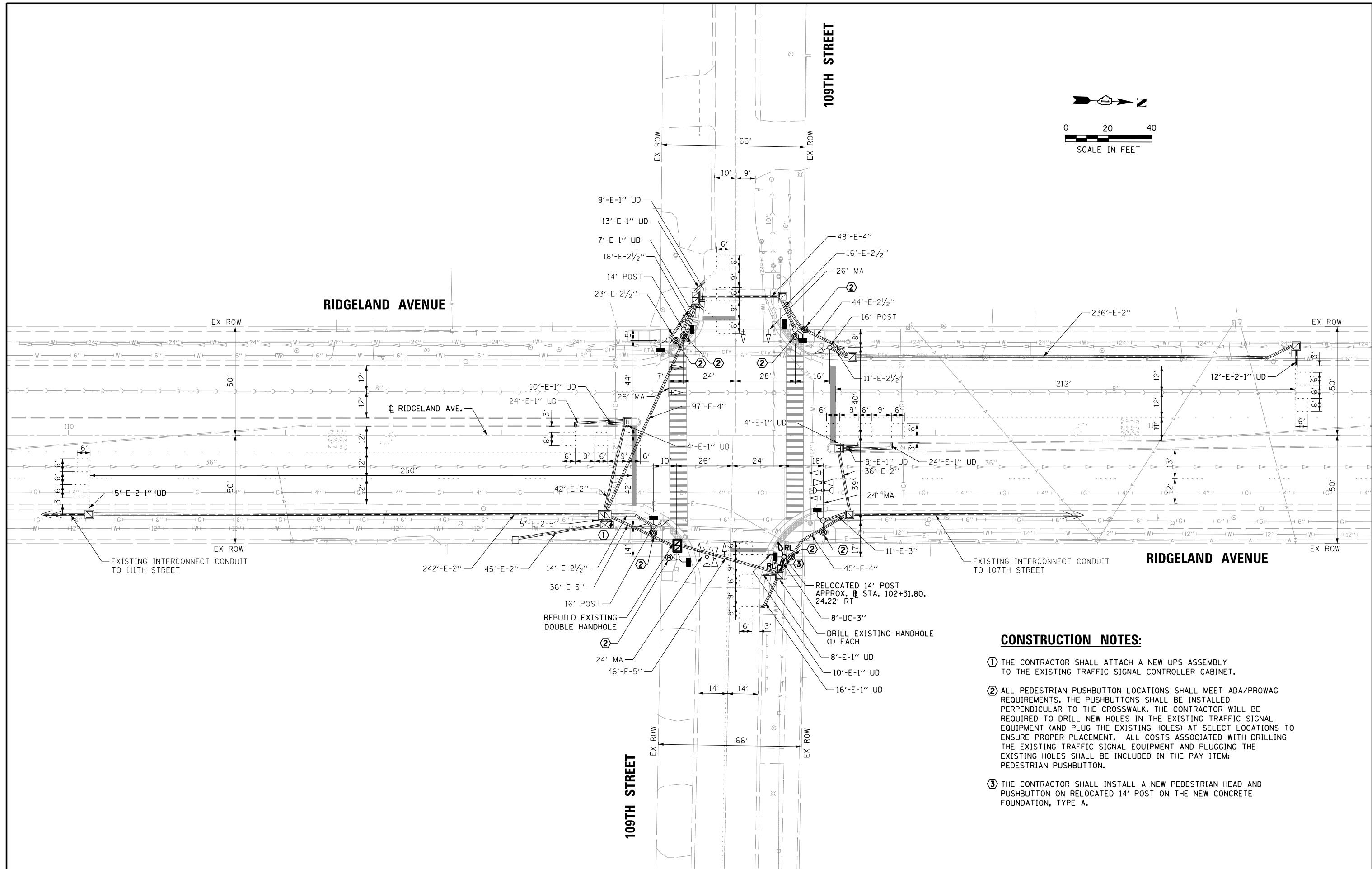
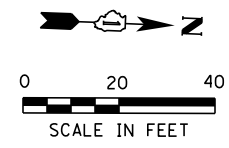
- 7 EACH PEDESTRIAN PUSH-BUTTON
- 8 EACH PEDESTRIAN SIGNAL HEAD



CONSTRUCTION NOTE:

① THE CONTRACTOR SHALL RELOCATE THE EXISTING 14' POST AND TRAFFIC SIGNAL HEADS. THE EXISTING CONCRETE FOUNDATION AND SIGNAL CABLES SHALL BE REMOVED.

FILE NAME = N:\CHICAGO\RIDGE\90611\073\Traffic\90611	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN RIDGELAND AVENUE AT 109TH STREET	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
default	073_TS01-REM_109TH.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	48	
	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

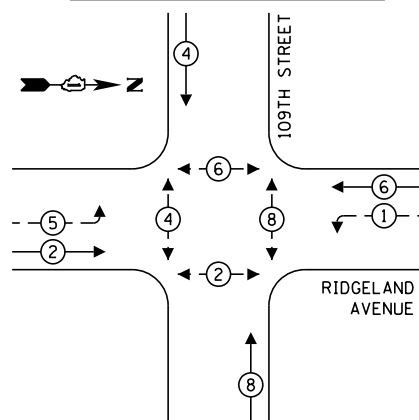


CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ③ THE CONTRACTOR SHALL INSTALL A NEW PEDESTRIAN HEAD AND PUSHBUTTON ON RELOCATED 14' POST ON THE NEW CONCRETE FOUNDATION, TYPE A.

FILE NAME = N:\CHICAGO\RIDGE\90611\073\Traffic\90611	USER NAME = rhowellindgren 073_TS02-MOD_109TH.DGN	DESIGNED - DRAWN -	REVISED - REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN RIDGELAND AVENUE AT 109TH STREET				F.A.U. RT. 2781	SECTION 14-00052-00-MS	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 49
default	PLOT SCALE = 48' PLOT DATE = 8/27/2019	CHECKED - DATE -	REVISED - REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 61F97 ILLINOIS FED. AID PROJECT	

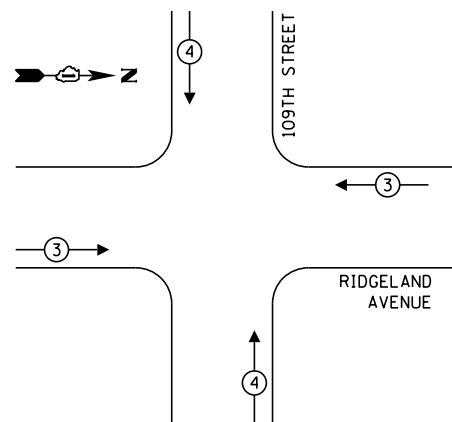
EXISTING AND PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← ⊛ → PROTECTED PHASE
- ← ⊛ --- PROTECTED/PERMITTED PHASE
- ← ⊛ → PEDESTRIAN PHASE
- ⊛ OL OVERLAP

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

LOCATION: RIDGELAND AVENUE AND 109TH STREET
 COOK COUNTY
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
 TRAFFIC SIGNAL INSTALLATION
 ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	6	5	1.00	30.00
PED. SIGNAL	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	16	15	0.45	108.00
(ARROW)	4	12	0.10	4.80
TOTAL =				598.80

ENERGY COST TO:
 COOK COUNTY BUREAU OF ADMINISTRATION
 118 N. CLARK STREET, ROOM 801
 CHICAGO, IL 60602
 TOWER ACCOUNT NO. 8325141015
 SUPPLEMENT NO. SD150192

ENERGY COST SHARE:
 COOK COUNTY: 50%

VILLAGE OF CHICAGO RIDGE
 10455 RIDGELAND AVE
 CHICAGO RIDGE, IL 60415
 CHICAGO RIDGE: 25%

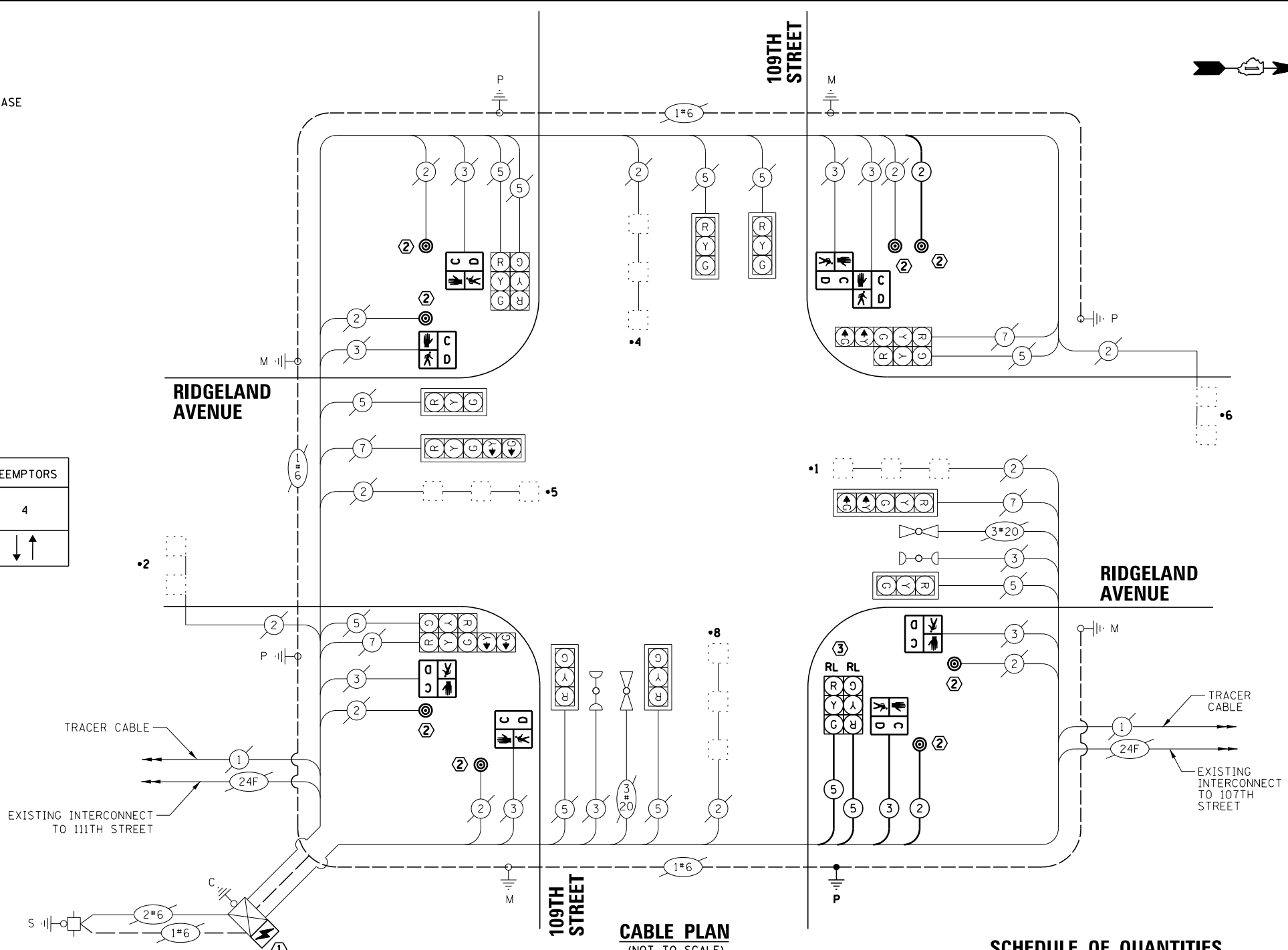
VILLAGE OF WORTH
 7112 W. 111TH STREET
 WORTH, IL 60482
 WORTH: 25%

ENERGY SUPPLY CONTACT: ComEd
 PHONE: (866)639-3532
 COMPANY: ComEd

EFFECTIVE DATE:
 TO BE DETERMINED

CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ③ THE CONTRACTOR SHALL INSTALL A NEW PEDESTRIAN HEAD AND PUSHBUTTON ON RELOCATED 14' POST ON THE NEW CONCRETE FOUNDATION, TYPE A.



SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	8
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	370
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	147
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	294
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	26
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
PEDESTRIAN PUSH-BUTTON	EACH	8
RELOCATE EXISTING SIGNAL HEAD	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	584
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
REBUILD EXISTING DOUBLE HANDHOLE	EACH	1

FILE NAME = USER NAME = rhowellindgren
 N:\CHICAGO\RIDGE\90611\073\Traffic\90611\073_TS03-CAB_109TH.DGN
 PLOT SCALE = 48"
 PLOT DATE = 8/27/2019

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

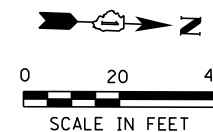
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 RIDGELAND AVENUE AT 109TH STREET

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-MS	COOK	82	50
CONTRACT NO. 61F97				

ILLINOIS FED. AID PROJECT



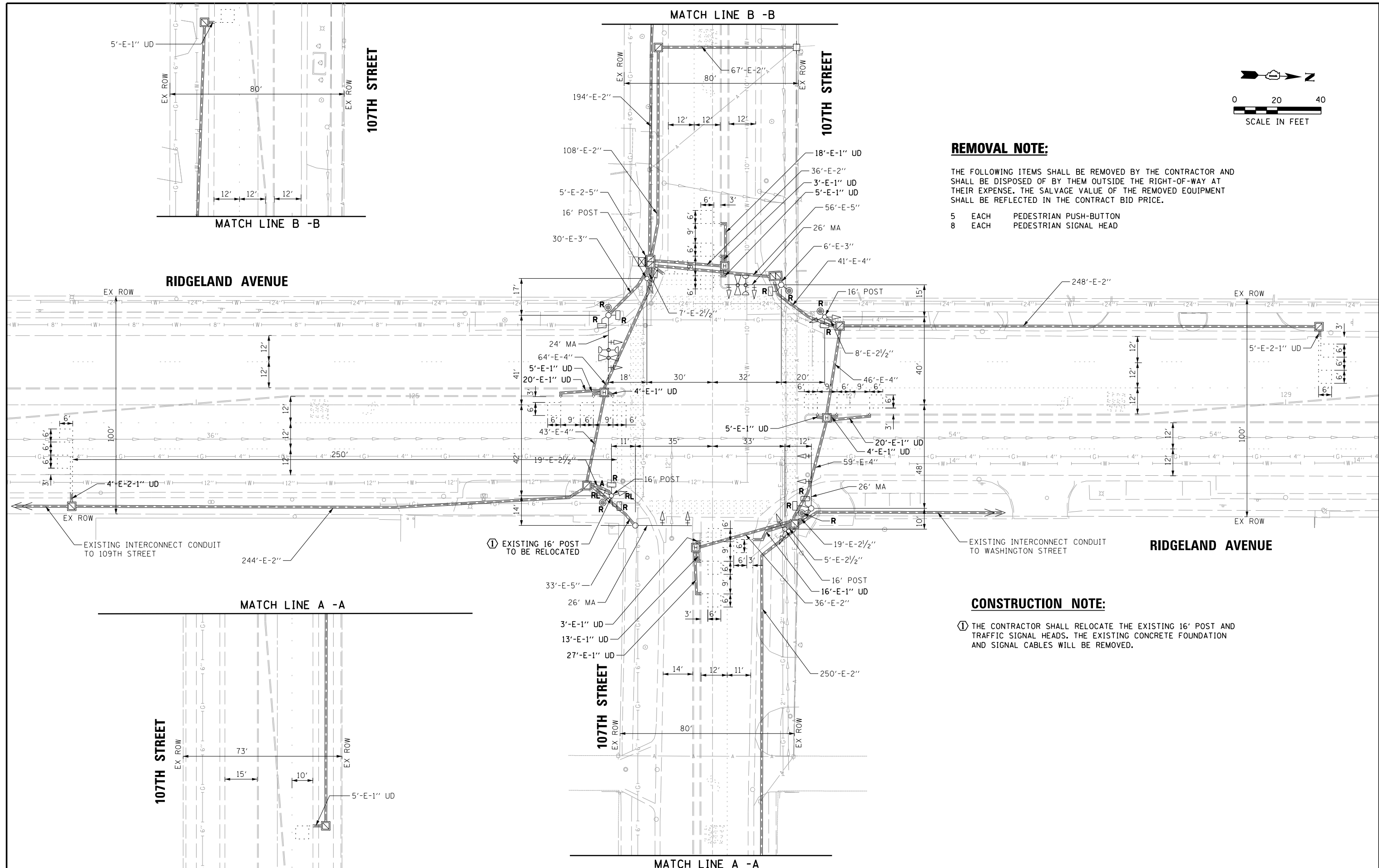
REMOVAL NOTE:

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

- 5 EACH PEDESTRIAN PUSH-BUTTON
- 8 EACH PEDESTRIAN SIGNAL HEAD

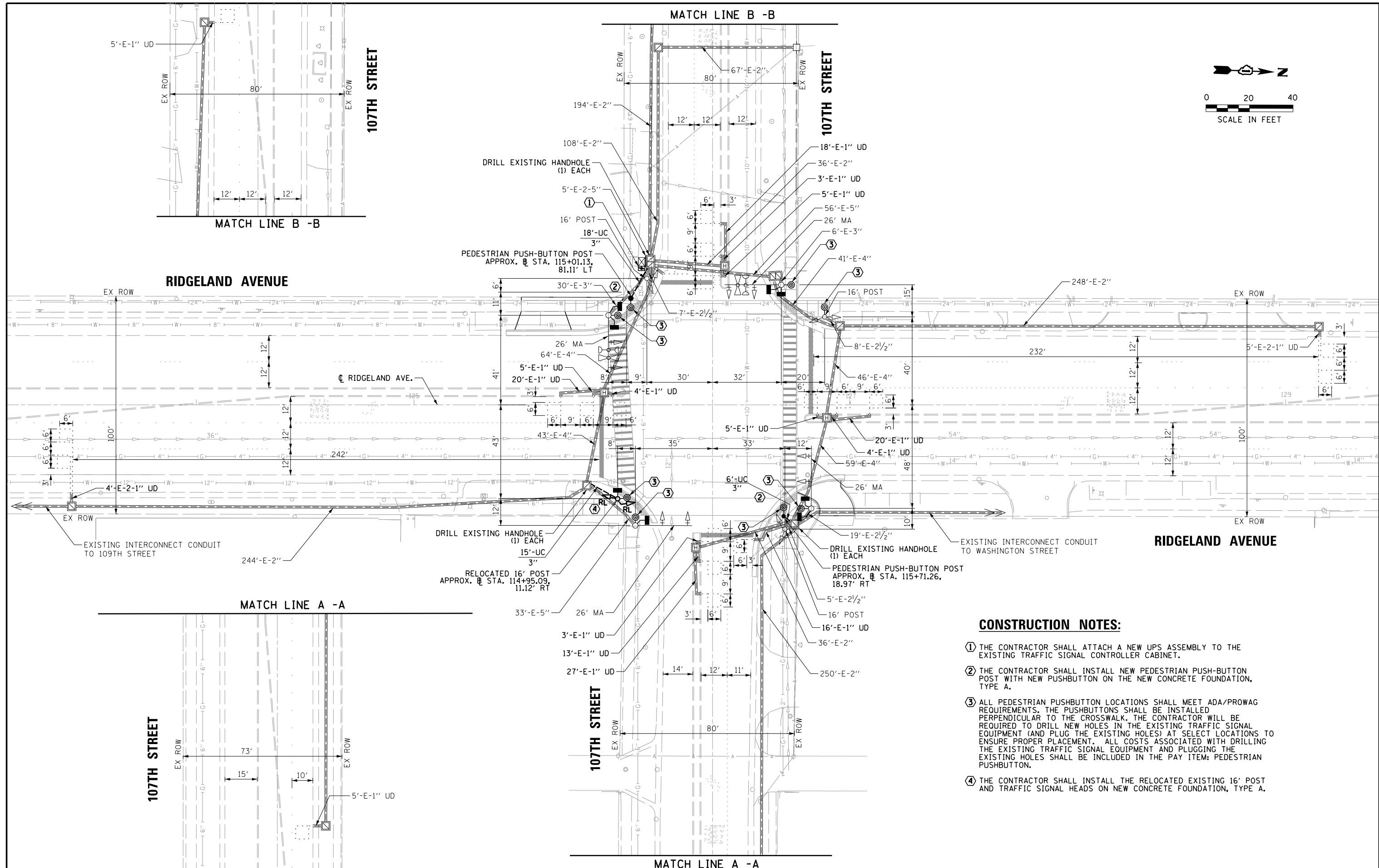
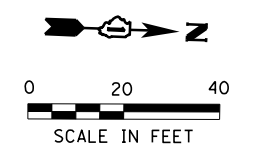
CONSTRUCTION NOTE:

- ① THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST AND TRAFFIC SIGNAL HEADS. THE EXISTING CONCRETE FOUNDATION AND SIGNAL CABLES WILL BE REMOVED.



FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN RIDGELAND AVENUE AT 107TH STREET	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
N:\CHICAGO\RIDGE\90611\073\Traffic\90611	073_TS04-REM_107TH.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	51	
default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

MATCH LINE B - B

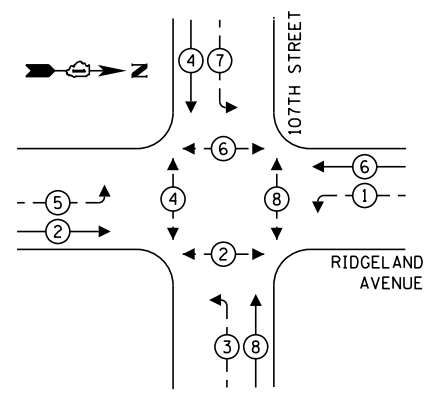


CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL INSTALL NEW PEDESTRIAN PUSH-BUTTON POST WITH NEW PUSHBUTTON ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ③ ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ④ THE CONTRACTOR SHALL INSTALL THE RELOCATED EXISTING 16' POST AND TRAFFIC SIGNAL HEADS ON NEW CONCRETE FOUNDATION, TYPE A.

FILE NAME = N:\CHICAGO\RIDGE\90611\073\Traffic\90611	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN RIDGELAND AVENUE AT 107TH STREET	F.A.U. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	073_TS05-MOD_107TH.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	52
default	PLOT SCALE = 48"	CHECKED -	REVISED -	SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -	ILLINOIS FED. AID PROJECT						

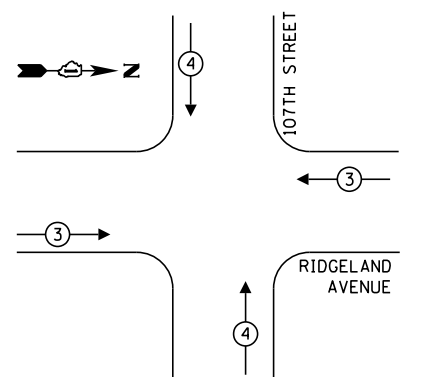
EXISTING CONTROLLER SEQUENCE



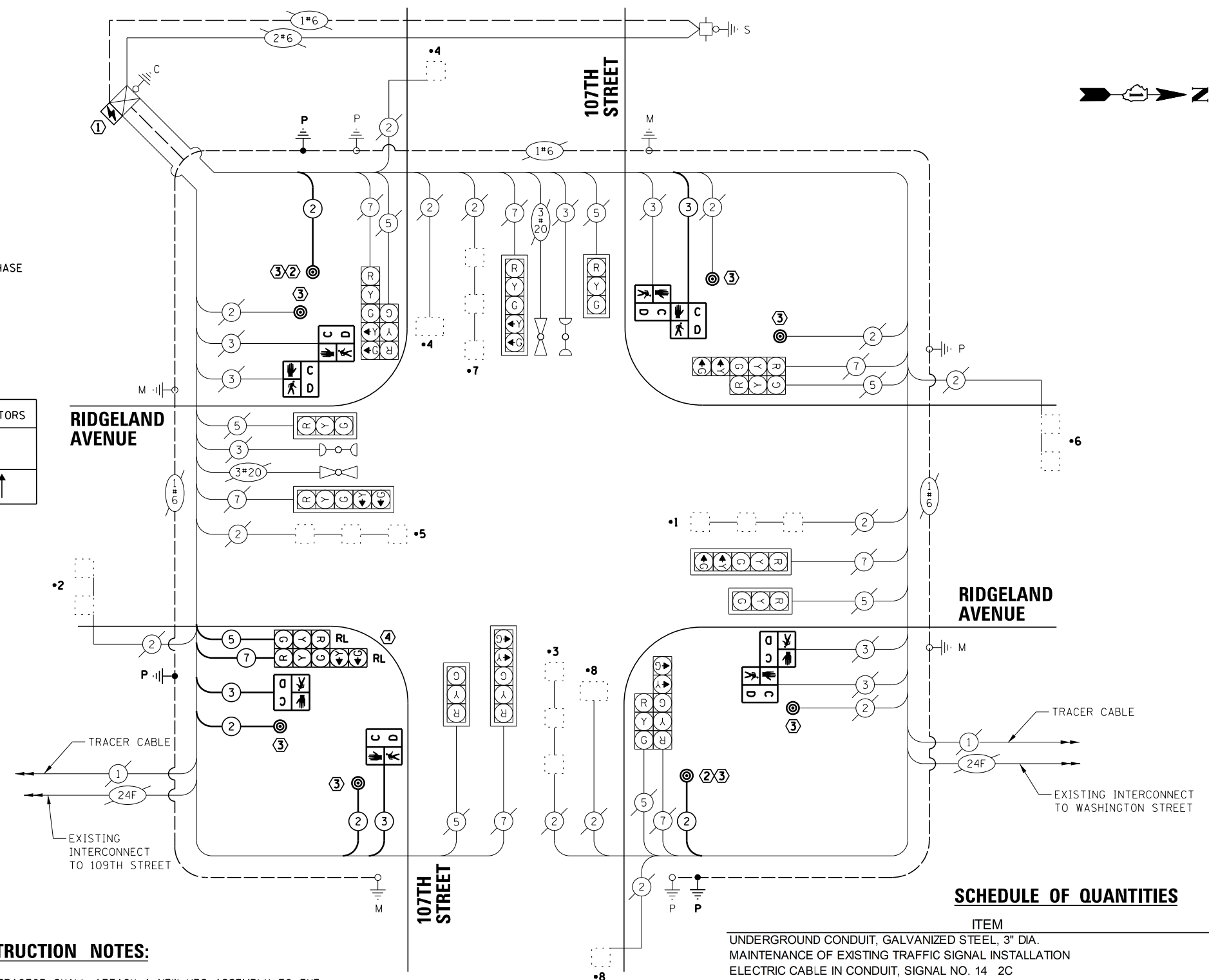
LEGEND:

- ← ⊙ → PROTECTED PHASE
- ← ⊙ - - PROTECTED/PERMITTED PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL OVERLAP

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



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



CABLE PLAN
(NOT TO SCALE)

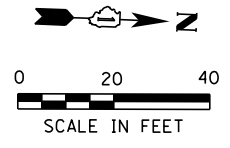
CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL INSTALL NEW PEDESTRIAN PUSH-BUTTON POST WITH NEW PUSHBUTTON ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ③ ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ④ THE CONTRACTOR SHALL INSTALL THE RELOCATED EXISTING 16' POST AND TRAFFIC SIGNAL HEADS ON NEW CONCRETE FOUNDATION, TYPE A.

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	39
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	681
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	485
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	176
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	176
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	100
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
PEDESTRIAN PUSH-BUTTON	EACH	8
RELOCATE EXISTING SIGNAL HEAD	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	862
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2

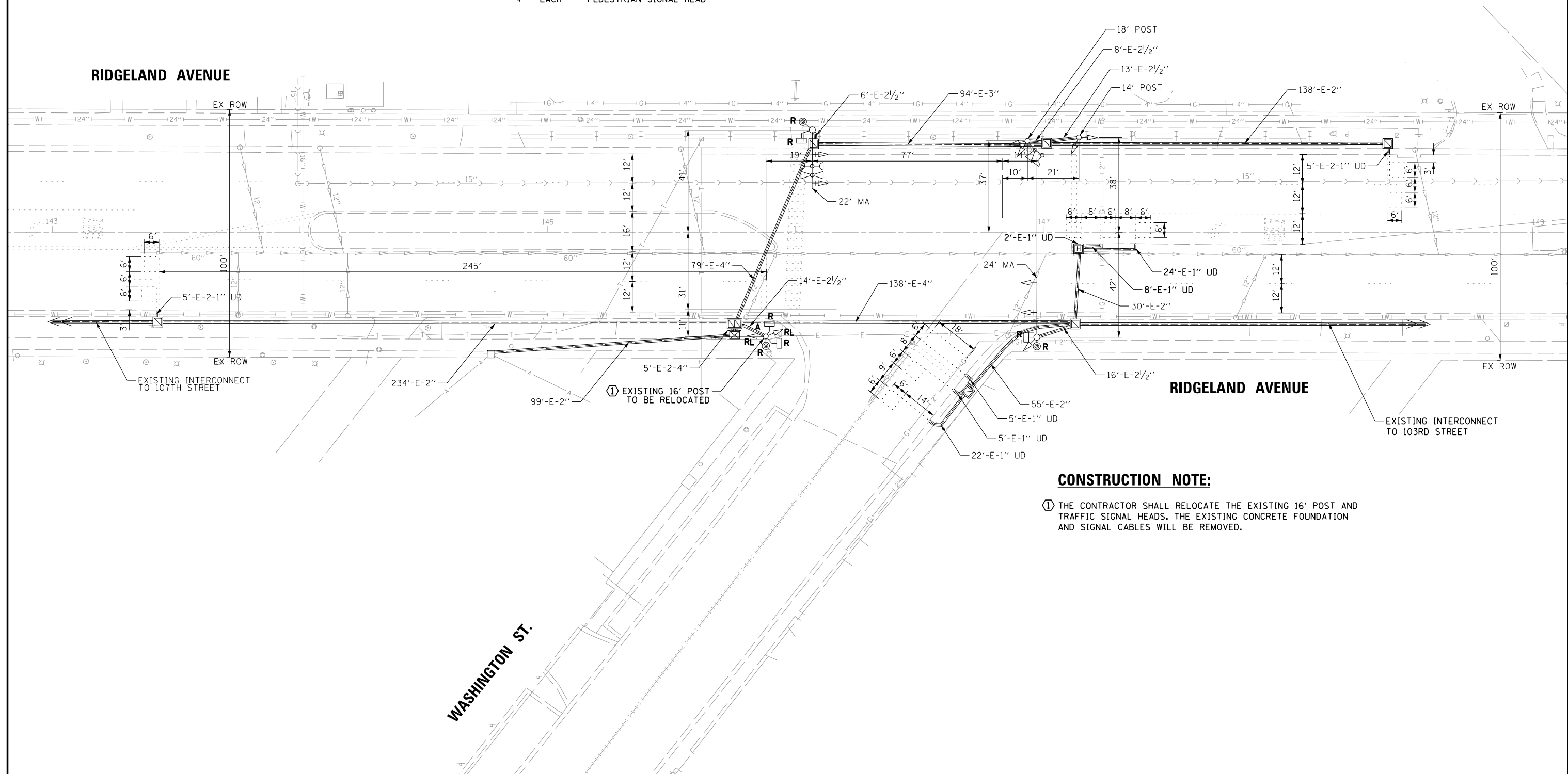
LOCATION: RIDGELAND AVENUE AND 107TH STREET COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS			
TYPE	NO. LAMPS	WATTAGE	TOTAL WATTAGE
CONTROLLER	1	100	100.00
VEHICLE DET.	10	5	50.00
PED. SIGNAL	8	25	200.00
12" SIGNAL (RED)	16	17	136.00
(YELLOW)	16	25	20.00
(GREEN)	16	15	108.00
(ARROW)	8	12	9.60
TOTAL =			623.60
ENERGY COST TO:		ENERGY COST SHARE:	
COOK COUNTY BUREAU OF ADMINISTRATION 118 N. CLARK STREET, ROOM 801 CHICAGO, IL 60602 TOWER ACCOUNT NO. 8325141015 SUPPLIMENT NO. SD150192		COOK COUNTY: 50%	
VILLAGE OF CHICAGO RIDGE 10455 RIDGELAND AVE CHICAGO RIDGE, IL 60415		CHICAGO RIDGE: 38%	
VILLAGE OF WORTH 7112 W. 111TH STREET WORTH, IL 60482		WORTH: 12%	
ENERGY SUPPLY CONTACT: ComEd PHONE: (866)639-3532 COMPANY: ComEd		EFFECTIVE DATE: TO BE DETERMINED	



REMOVAL NOTES:

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

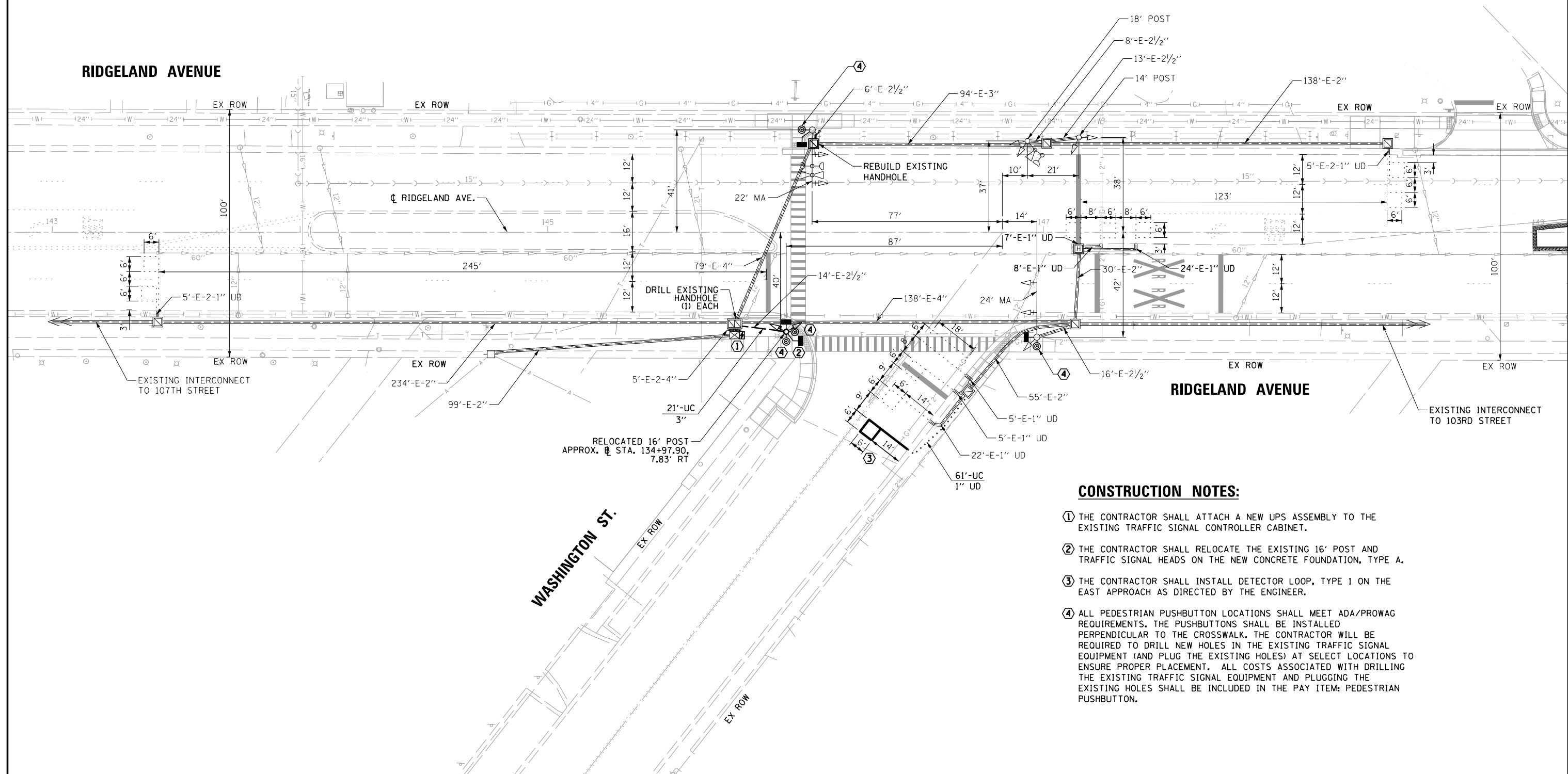
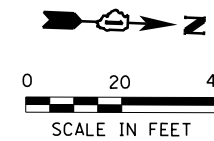
- 3 EACH PEDESTRIAN PUSH-BUTTON
- 4 EACH PEDESTRIAN SIGNAL HEAD



CONSTRUCTION NOTE:

- ① THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST AND TRAFFIC SIGNAL HEADS. THE EXISTING CONCRETE FOUNDATION AND SIGNAL CABLES WILL BE REMOVED.

FILE NAME = N:\CHICAGO\RIDGE\90611\073\Traffic\90611	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN RIDGELAND AVENUE AT WASHINGTON STREET	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
default	073_TS07-REM_Washington.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	54	
	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

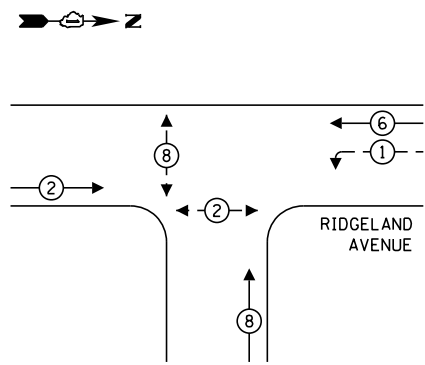


CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ③ THE CONTRACTOR SHALL INSTALL DETECTOR LOOP, TYPE 1 ON THE EAST APPROACH AS DIRECTED BY THE ENGINEER.
- ④ ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN RIDGELAND AVENUE AT WASHINGTON STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGORIDGE\90611\073\Traffic\90611	073_TS08-MOD_Washington.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	55
default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

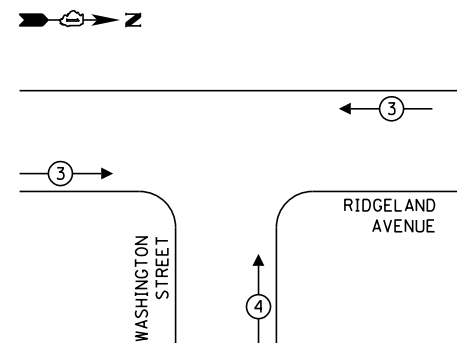
EXISTING & PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← ⊙ ← PROTECTED PHASE
- ← ⊙ ← PROTECTED/PERMITTED PHASE
- ← ⊙ ← PEDESTRIAN PHASE
- ← ⊙ ← OL OVERLAP

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

LOCATION: RIDGELAND AVENUE AND WASHINGTON STREET
COOK COUNTY
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	4	5	1.00	20.00
PED. SIGNAL	4	25	1.00	100.00
12" SIGNAL (RED)	11	17	0.50	93.50
(YELLOW)	11	25	0.05	13.75
(GREEN)	11	15	0.45	74.25
(ARROW)	2	12	0.10	2.40
TOTAL =				403.90

ENERGY COST TO:
 COOK COUNTY BUREAU OF ADMINISTRATION
 118 N. CLARK STREET, ROOM 801
 CHICAGO, IL 60602
 TOWER ACCOUNT NO. 8325141015
 SUPPLEMENT NO. SD150192

ENERGY COST SHARE:
 COOK COUNTY: 67%

VILLAGE OF CHICAGO RIDGE
 10455 RIDGELAND AVE
 CHICAGO RIDGE, IL 60415

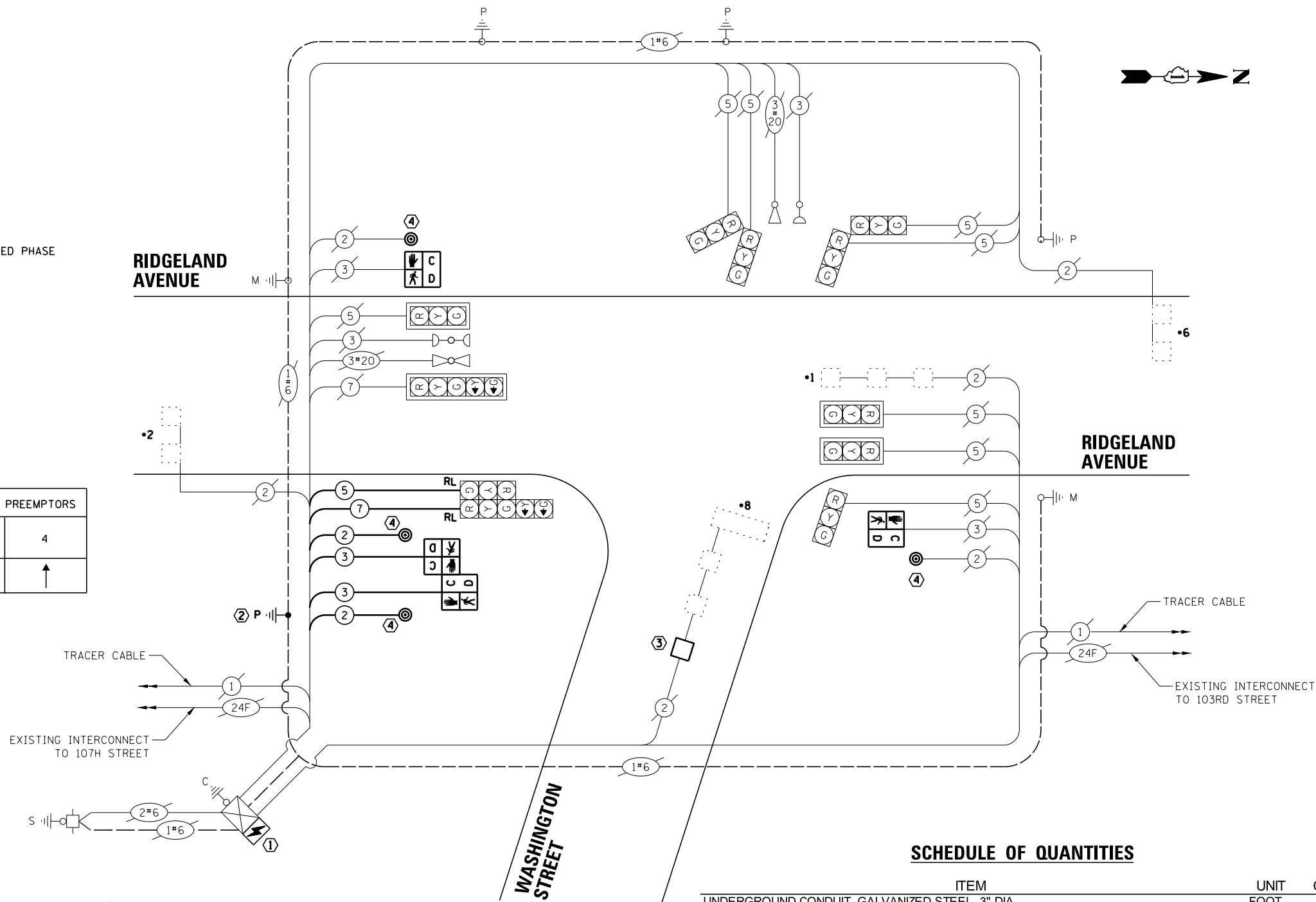
CHICAGO RIDGE: 33%

ENERGY SUPPLY CONTACT: ComEd
 PHONE: (866)639-3532
 COMPANY: ComEd

EFFECTIVE DATE:
 TO BE DETERMINED

CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL ATTACH A NEW UPS ASSEMBLY TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
- ② THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ③ THE CONTRACTOR SHALL INSTALL DETECTOR LOOP, TYPE 1 ON THE EAST APPROACH AS DIRECTED BY THE ENGINEER.
- ④ ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.



CABLE PLAN
 (NOT TO SCALE)

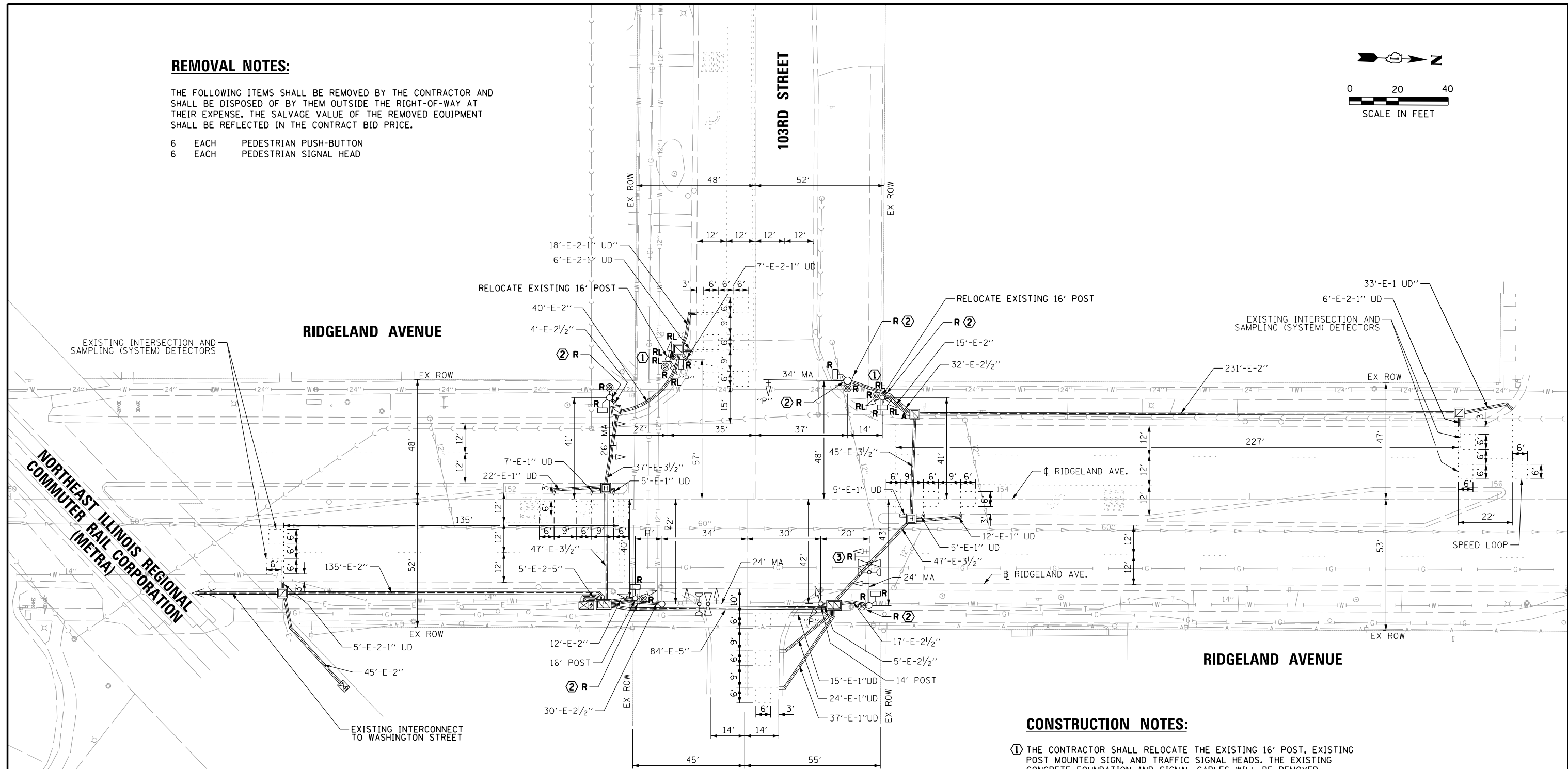
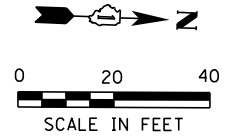
SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	21
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	109
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	124
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	62
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	62
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	51
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
DETECTOR LOOP, TYPE I	FOOT	38
PEDESTRIAN PUSH-BUTTON	EACH	4
RELOCATE EXISTING SIGNAL HEAD	EACH	2
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	266
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

REMOVAL NOTES:

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

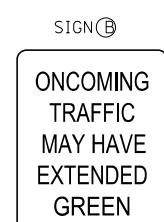
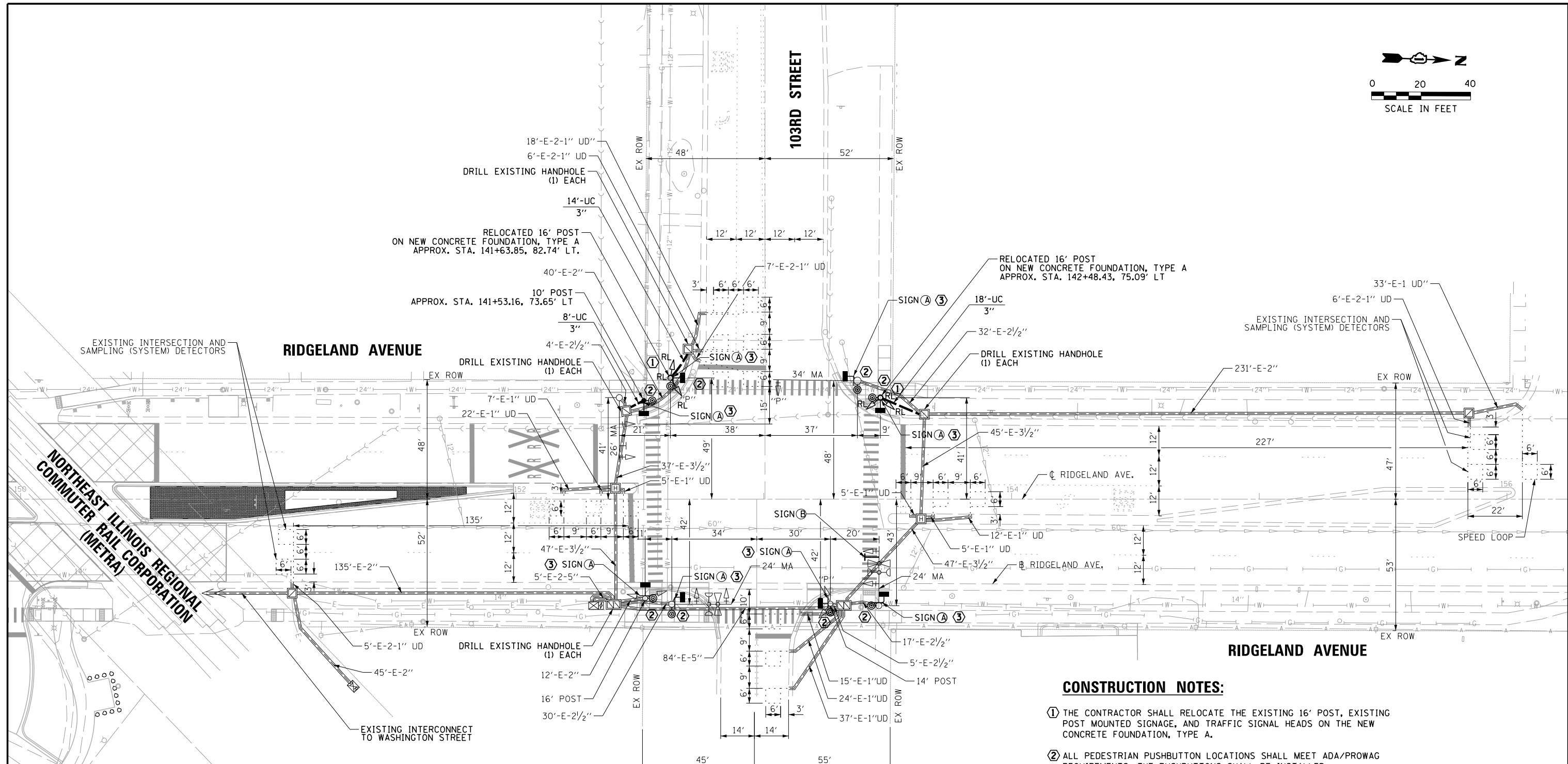
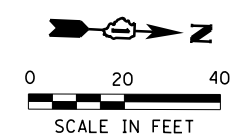
- 6 EACH PEDESTRIAN PUSH-BUTTON
- 6 EACH PEDESTRIAN SIGNAL HEAD



CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST, EXISTING POST MOUNTED SIGN, AND TRAFFIC SIGNAL HEADS. THE EXISTING CONCRETE FOUNDATION AND SIGNAL CABLES WILL BE REMOVED.
- ② THE CONTRACTOR SHALL REMOVE THE EXISTING PEDESTRIAN SIGN "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- ③ THE CONTRACTOR SHALL REMOVE THE EXISTING MAST ARM MOUNTED SIGN, "ONCOMING TRAFFIC MAY HAVE LONGER GREEN".

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN RIDGELAND AVENUE AT 103RD STREET	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RIDGE\90611\073\Traffic\90611	073_TS10-REM_103RD.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	57
default	PLOT SCALE = 48"	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				



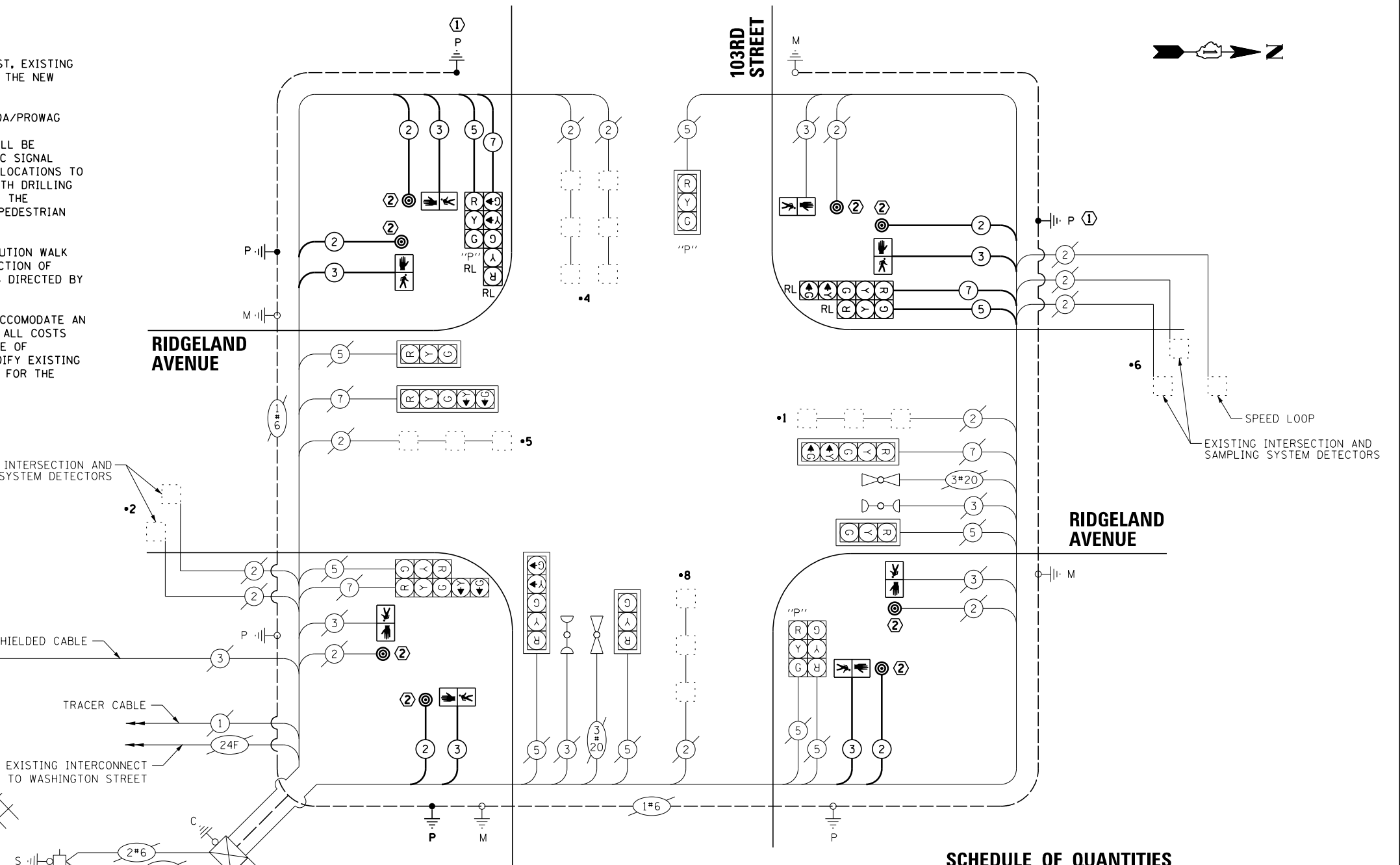
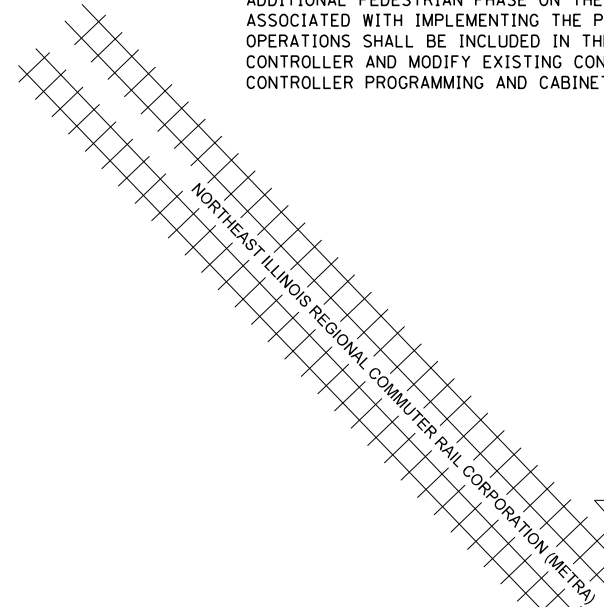
CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST, EXISTING POST MOUNTED SIGNAGE, AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ② ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ③ THE CONTRACTOR SHALL INSTALL PEDESTRIAN SIGNS "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" IN THE DIRECTION OF ONCOMING PEDESTRIANS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- ④ THE CONTROLLER AND CABINET SHALL BE MODIFIED TO ACCOMODATE AN ADDITIONAL PEDESTRIAN PHASE ON THE EAST APPROACH. ALL COSTS ASSOCIATED WITH IMPLEMENTING THE PROPOSED SEQUENCE OF OPERATIONS SHALL BE INCLUDED IN THE PAY ITEMS: MODIFY EXISTING CONTROLLER AND MODIFY EXISTING CONTROLLER CABINET FOR THE CONTROLLER PROGRAMMING AND CABINET WIRING.

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODIFICATION PLAN RIDGELAND AVENUE AT 103RD STREET	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGORIDGE\90611\073\Traffic\90611	073_TS11-MOD_103RD.DGN	DRAWN -	REVISED -			2781	14-00052-00-MS	COOK	82	58
default	PLOT SCALE = 48'	CHECKED -	REVISED -			CONTRACT NO. 61F97				
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

CONSTRUCTION NOTES:

- ① THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST, EXISTING POST MOUNTED SIGNAGE, AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.
- ② ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.
- ③ THE CONTRACTOR SHALL INSTALL PEDESTRIAN SIGNS "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" IN THE DIRECTION OF ONCOMING PEDESTRIANS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- ④ THE CONTROLLER AND CABINET SHALL BE MODIFIED TO ACCOMODATE AN ADDITIONAL PEDESTRIAN PHASE ON THE EAST APPROACH. ALL COSTS ASSOCIATED WITH IMPLEMENTING THE PROPOSED SEQUENCE OF OPERATIONS SHALL BE INCLUDED IN THE PAY ITEMS: MODIFY EXISTING CONTROLLER AND MODIFY EXISTING CONTROLLER CABINET FOR THE CONTROLLER PROGRAMMING AND CABINET WIRING.



LOCATION: RIDGELAND AVENUE AND 103RD STREET
 COOK COUNTY
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
 TRAFFIC SIGNAL INSTALLATION
 ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	10	5	1.00	50.00
PED. SIGNAL	8	25	1.00	200.00
12" SIGNAL (RED)	15	17	0.50	127.50
(YELLOW)	15	25	0.05	18.75
(GREEN)	15	15	0.45	101.25
(ARROW)	12	12	0.10	14.40
TOTAL =				611.90

ENERGY COST TO:
 COOK COUNTY BUREAU OF ADMINISTRATION
 118 N. CLARK STREET, ROOM 801
 CHICAGO, IL 60602
 TOWER ACCOUNT NO. 8325141015
 SUPPLIMENT NO. SD150192

ENERGY COST SHARE:
 COOK COUNTY: 50%

VILLAGE OF CHICAGO RIDGE
 10455 RIDGELAND AVE
 CHICAGO RIDGE, IL 60415

CHICAGO RIDGE: 50%

ENERGY SUPPLY CONTACT: ComEd
 PHONE: (866)639-3532
 COMPANY: ComEd

EFFECTIVE DATE:
 TO BE DETERMINED

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGORIDGE\90611\073\Traffic\90611	073_TS12-CAB_103RD.DGN	DRAWN -	REVISED -
default	PLOT SCALE = 48"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES AND CABLE PLAN
 RIDGELAND AVENUE AT 103RD STREET

F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-MS	COOK	82	59
CONTRACT NO. 61F97				

ITEM	UNIT	QUANTITY
SIGN PANEL - TYPE 1	SQ FT	23
REMOVE SIGN PANEL - TYPE 1	SQ FT	23
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	40
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	776
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	811
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	459
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	459
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	94
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8
PEDESTRIAN PUSH-BUTTON	EACH	8
RELOCATE EXISTING SIGNAL HEAD	EACH	4
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2048
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
SIGNAL TIMING	L SUM	1

SCALE: SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

EXISTING SEQUENCE OF OPERATIONS

MOVEMENT	PHASES																F L A S H			
	1+5				2+5		1+6		2+6				4+8							
PHASE	1+5				2+5		1+6		2+6				4+8							
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12A	12B	13	14	15A	15B	16A	16B	
CHANGE TO																				
RIDGELAND AVE, NORTHBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R
RIDGELAND AVE, NORTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←G	R←G	R←Y	R←Y	G←G	G←Y	R	R	R	G	G	Y	R	R	R	R	R	R	R	R
RIDGELAND AVE, SOUTHBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R
RIDGELAND AVE, SOUTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←G	R←Y	R←G	R←Y	R	R	G←G	G←Y	G	G	Y	R	R	R	R	R	R	R	R	R
103RD ST, EASTBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
103RD ST, EASTBOUND FAR LEFT AND END MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
103RD ST, WESTBOUND MAST ARM, FAR LEFT AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN CROSSING RIDGELAND AVE, NORTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN CROSSING RIDGELAND AVE, SOUTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN CROSSING 103RD ST, WEST LEG	H	H	H	H	H	H	P*	FH	H	P*	FH	H	H	H	H	H	H	H	H	H

PHASES 2 AND 6 SHALL BE PLACED ON RECALL

EXISTING RAILROAD PRE-EMPTION SEQUENCE OF OPERATIONS

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTOR NUMBER 3					PREEMPTOR NUMBER 4					PREEMPTOR NUMBER 2								
	1	5	7	10	13														
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER											2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1	2	3	4	5	6	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	1D	1	1F	1	1H	1	1J	1	1L	1	2	3	4	5	6		▲
RIDGELAND AVE, NORTHBOUND NEAR AND FAR RIGHT SIGNALS	R	G	R	R	G	G	R	R	G	G	R	R	G	Y	R	R	R	R	▲
RIDGELAND AVE, NORTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←G	G←G	R	R	G	G	R	R	G	G	R	R	G←G	Y	R	R	R	R	▲
RIDGELAND AVE, SOUTHBOUND NEAR AND FAR RIGHT SIGNALS	R	R	Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	▲
RIDGELAND AVE, SOUTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←Y	R	Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	▲
103RD ST, EASTBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	▲
103RD ST, EASTBOUND FAR LEFT AND END MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	▲
103RD ST, WESTBOUND MAST ARM, FAR LEFT AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	▲
PEDESTRIAN CROSSING RIDGELAND AVE, NORTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	▲
PEDESTRIAN CROSSING RIDGELAND AVE, SOUTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	▲
PEDESTRIAN CROSSING 103RD ST, WEST LEG	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	▲

HOLD

EXISTING EMERGENCY VEHICLE SEQUENCE OF OPERATIONS

INTERVAL FROM NORMAL SEQUENCE	PREEMPTOR NUMBER 3																PREEMPTOR NUMBER 4			CLEAR TO NORMAL								
	1	1	5	5	7	7	10	10	13	13	1A	1B	1C	1D	1E	1F	1G	1H	1I		1J	1K	1L	1M	1N	1O	1P	1Q
EMERGENCY VEHICLE PRE-EMPTION INTERVAL																				2	3							
CHANGE TO PRE-EMPTION INTERVAL	2	3	2	1E	3	1G	2	1I	1J	3	2	1M	1N	3	1P	1Q	2	3										
RIDGELAND AVE, NORTHBOUND NEAR AND FAR RIGHT SIGNALS	R	R	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
RIDGELAND AVE, NORTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←Y	R←Y	G←Y	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
RIDGELAND AVE, SOUTHBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
RIDGELAND AVE, SOUTHBOUND FAR LEFT AND END MAST ARM SIGNALS	R←Y	R←Y	R	R	R	G←G	G←Y	G←G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
103RD ST, EASTBOUND NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
103RD ST, EASTBOUND FAR LEFT AND END MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
103RD ST, WESTBOUND MAST ARM, FAR LEFT AND NEAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN CROSSING RIDGELAND AVE, NORTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN CROSSING RIDGELAND AVE, SOUTH LEG	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN CROSSING 103RD ST, WEST LEG	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H

▲ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 4 IS TERMINATED.

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

* TO APPEAR ONLY UPON PUSH BUTTON ACTIVATION

** FLASHING "FH" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

⊕ THIS "A" OR FLASHING "FH" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "A" OR FLASHING "FH" INTERVALS. "A" AND FLASHING "FH" TIMINGS TO BE SET ONLY ON PHASES WHERE "A" AND FLASHING "FH" ARE INDICATED IN THE SEQUENCE OF OPERATION.

P = ILLUMINATED PERSON - WALK
 FH = ILLUMINATED FLASHING HAND - FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND - DON'T WALK

FOR REFERENCE ONLY

REVISIONS	
NAME	DATE
FL	6/15/11

COUNTY OF COOK
 DEPARTMENT OF HIGHWAYS

PROPOSED
 NORMAL, E.V.P. AND RAILROAD
 SEQUENCE OF OPERATIONS

RIDGELAND AVE @ 103RD ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-MS	COOK	82	60
CONTRACT NO. 61F97				

ILLINOIS FED. AID PROJECT

FILE NAME -	USER NAME - rhowellindgren	DESIGNED -	REVISED -
N:\CHICAGO\RIDGE\0611\0731\Traffic\90611	0731-TS13-SEQ1\103RD.DGN	DRAWN -	REVISED -
default	PLOT SCALE = 48"	CHECKED -	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING SEQUENCE OF OPERATION, EXISTING EMERGENCY VEHICLE SEQUENCE OF OPERATION, AND EXISTING RAILROAD PRE-EMPTION SEQUENCE OF OPERATION RIDGELAND AVENUE AT 103RD STREET				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

PROPOSED SEQUENCE OF OPERATION

MOVEMENT	N →		←		←		←		←		←		←		←		←		F L A S H	
	OL	1	OL	1	6	1	5	2	6	1	5	2	6	1	4	8	4	8		
PHASE	1 + 5				2 + 5			1 + 6		2 + 6						4 + 8				
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15	16A	16B		
CHANGE TO		1+6	2+5	2+6	θ	θ	2+6	θ	θ	2+6			4+8				1+5 2+5	1+6 2+6		
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	G	G	G	R	R	R	G	G	Y	R	R	R	R	R	
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	
103RD STREET NEAR RIGHT AND RIGHT MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R
103RD STREET END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R
103RD STREET NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	* P	** FH	H	H
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	* P	** FH	H	H
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE		H	H	H	H	* P	** FH	H	H	H	H	* P	** FH	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE		H	H	H	H	H	H	* P	** FH	H	* P	** FH	H	H	H	H	H	H	H	

PHASE 2+6 SHALL BE PLACED ON RECALL

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING [Symbol] IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

θ THIS [Symbol] OR FLASHING [Symbol] INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE OR FLASHING [Symbol] INTERVALS.

P = ILLUMINATED PERSON = WALK
FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
H = ILLUMINATED SOLID HAND = DON'T WALK

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		5			5			8			8			11			11			14			14		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	2	3							
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1Q	3	1S	1T	2	3									
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R	G	G	G	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	G	R							
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	N/B	R	G	G	G	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	G	R							
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	G	R							
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	G	R							
103RD STREET NEAR RIGHT AND RIGHT MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G						
103RD STREET END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G						
103RD STREET NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G						
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H						
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H						
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE		H	FH	H	FH	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H						
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE		H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H						

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

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

	1		5		8		11		14		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2								CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																					
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER											2	3									
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	2	3	4	5	6	7			
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	2	1D	2	1F	2	1H	2	1K	2	1M	2	3	4	5	6	7				
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R	G	R	R	G	G	R	R	G	G	R	R	G	Y	R	R	R	R	Δ	
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	N/B	R ←G	G ←G	R	R	G	G	R	R	G	G	R	R	G ←G	Y	R	R	R	R	Δ	
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	S/B	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Δ	
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	S/B	R ←Y	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Δ	
103RD STREET NEAR RIGHT AND RIGHT MAST ARM SIGNALS	E/B	R Y →	R Y →	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ	
103RD STREET END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ	
103RD STREET NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	W/B	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ	
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ	
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ	
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE		H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ	
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE		H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ	

HOLD

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

LIGHTING GENERAL NOTES

1. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY EQUIPMENT. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT (800) 892-0123.
2. BEFORE INSTALLING LIGHT STANDARDS NEAR OVERHEAD AND UNDERGROUND ELECTRIC UTILITIES, THE CONTRACTOR SHALL CALL COM ED FOR LOCATION APPROVAL AND MINIMUM CLEARANCE REQUIREMENTS.
3. ALL REMOVAL OR EXCAVATION ITEMS BEING DISPOSED OF AT AN UNCONTAMINATED SOIL FILL OPERATION OR CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CDD) FILL SITE SHALL MEET THE REQUIREMENTS OF PUBLIC ACT 96-1416. ALL COSTS ASSOCIATED WITH MEETING THESE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE COST FOR THE ASSOCIATED REMOVAL OR EXCAVATION ITEMS IN THE CONTRACT. THESE COSTS SHALL INCLUDE BUT ARE NOT LIMITED TO ALL REQUIRED TESTING, LAB ANALYSIS, CERTIFICATION BY A LICENSED PROFESSIONAL ENGINEER, AND STATE AND LOCAL TIPPING FEE.
4. ALL DISTURBED AREAS WHERE RESTORATION IS NOT COVERED BY APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS MUST BE RESTORED TO THE SATISFACTION OF THE ENGINEER. THE WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. SEPARATE PAYMENT WILL NOT BE MADE.
5. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/ DIRECTION AND MEANS/METHODS OF CONSTRUCTION.
6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING SPECIFICATIONS, WHICH ARE HEREBY MADE A PART HEREOF:
 - A. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AS PREPARED BY IDOT.
 - B. "THE NATIONAL ELECTRICAL CODE".
 - C. MUNICIPAL CODES & STANDARDS.
 - D. COMED STANDARDS
7. NO MATERIALS SHALL BE DELIVERED TO THE JOB SITE UNTIL ALL PERTINENT EQUIPMENT SUBMITTALS HAVE BEEN REVIEWED BY THE ENGINEER.
8. ALL UNDERGROUND WIRING SHALL BE XLP TYPE-USE, EXTRA ABRASION RESISTANCE, 600 VOLTS, BURIED A MINIMUM 30 INCHES BELOW FINISHED GRADE, FOLLOWING THE ROADWAY OR SIDEWALK EDGE.
9. LUMINAIRES SHALL BE LEVEL & HAVE A TIGHT FIT ON MAST ARMS TO THE ENGINEER'S SATISFACTION. THIS WORK SHALL INCLUDE FIELD ADJUSTING OF THE LUMINAIRE WHICH WILL BE INCIDENTAL TO THE COST OF THE CONTRACT.
10. NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATIONS HAVE CURED, (IF APPLICABLE) AND HAVE BEEN REVIEWED BY THE ENGINEER.
11. TO MAINTAIN THE STRUCTURAL INTEGRITY OF LIGHT POLES WITH MAST ARMS, THEY SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT LUMINAIRES.
12. ALL POLE HANDHOLES SHALL FACE AWAY FROM TRAFFIC.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF THE TOP OF FOUNDATION ELEVATION WITH THE FINISHED GRADE.
14. THE CONTRACTOR SHALL LOCATE ALL PROPOSED EQUIPMENT FOR ENGINEER TO REVIEW. ALL UTILITIES SHALL BE LOCATED PRIOR TO MARKING PROPOSED LOCATIONS.
15. THE ELECTRICAL CONTRACTOR SHALL FURNISH TWO SETS OF FULL SIZE RECORD DRAWINGS TO THE ENGINEER UPON COMPLETION OF THE LIGHTING AND ELECTRICAL IMPROVEMENTS. THE DRAWINGS SHALL SHOW THE INSTALLED LOCATIONS OF ALL LIGHT POLES, UNDERGROUND CONDUITS/WIRING, HANDHOLES, JUNCTION BOXES & CONTROLLER CABINETS. THE DRAWINGS WILL BE REVIEWED BY THE ENGINEER.
16. UPON COMPLETION OF THE PROPOSED LIGHTING IMPROVEMENTS, THE CONTRACTOR SHALL PERFORM ELECTRICAL TESTING AND VERIFY THAT THE INSTALLATION COMPLIES WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION IN ILLINOIS.
17. THE CONTRACTOR SHALL LABEL ALL WIRES WITH WIRE MARKERS INDICATING THE CIRCUIT ID IN EVERY CONTROLLER, POLE BASE, HAND HOLE AND SPLICE/CONNECTION POINT. WIRE MARKERS SHALL BE WHITE NYLON WITH INTEGRAL MECHANICAL FASTENER WITH MINIMUM 3/4" X 1" WRITEABLE AREA.
18. THE LIGHT POLE LOCATIONS SHALL COMPLY WITH THE MINIMUM CLEAR WIDTH FOR AN ACCESSIBLE ROUTE FOR SIDEWALKS PER CURRENT AMERICAN WITH DISABILITIES ACT (ADA) REQUIREMENTS.
19. ALL REMOVED MATERIAL NOT ABLE TO BE REUSED SHALL BE DISPOSED OF. REMOVAL & DISPOSAL SHALL BE INCLUDED IN RELEVANT PAY ITEMS LISTED IN THE SCHEDULE OF QUANTITIES. NOTE, THIS WORK DOES NOT INCLUDE DISPOSAL OF CONTAMINATED MATERIAL.
20. CONTRACTOR SHALL COORDINATE SCHEDULE & PERFORM ALL WORK TO ENSURE ALL LIGHTS REMAIN OPERATIONAL EVERY NIGHT DUSK TO DAWN.

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
TRENCH BACKFILL	CU YD	35
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.	FOOT	600
• HANDHOLE, COMPOSITE CONCRETE	EACH	1
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	27600
LIGHT POLE, ALUMINUM, 35 FT. M.H., 15 FT. MAST ARM	EACH	3
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	40
REMOVAL OF POLE FOUNDATION	EACH	1
RELOCATE EXISTING LIGHTING UNIT	EACH	1
DRILL EXISTING FOUNDATION	EACH	1
• ORNAMENTAL LIGHT UNIT, COMPLETE	EACH	20
• STEP-DOWN TRANSFORMER	EACH	20
• CAST ALUMINUM SPLIT PEDESTAL BASE	EACH	20
• CONNECTION TO EXISTING CONCRETE TRANSFORMER FOUNDATION	EACH	1
• PAINT EXISTING POLE COMPLETE	EACH	17
• REMOVAL OF CABLE IN CONDUIT	FOOT	6800
• LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE	EACH	21
• REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE	EACH	18
• GFI 20 AMP DUPLEX RECETACLE	EACH	20
• MOUNTING BRACKET, TYPE B	EACH	20
• CONDUIT SPLICE	EACH	46
• LIGHT POLE FOUNDATION, SPECIAL	FOOT	120
• MAINTAIN EXISTING LIGHTING SYSTEM	LSUM	1
• REMOVE AND RESET EXISTING STREET LIGHTS	EACH	1

• SEE SPECIAL PROVISION

ABBREVIATIONS

A	AMPS
BOC	BACK OF CURB
CKT	CIRCUIT
DIA	DIAMETER
FT	FOOT
FOC	FACE OF CURB
GND	GROUND
HD	HEAVY DUTY
HDPE	HIGH DENSITY POLYETHYLENE
HH	HAND HOLE
HPS	HIGH PRESSURE SODIUM
PVC	POLYVINYL CHLORIDE
RGS	RIGID GALVANIZED STEEL
ROW	RIGHT OF WAY
STA	STATION
V	VOLTS
W	WATTS

CAUTION
NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THE LOCATION AND/OR ELEVATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THESE PLANS. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INFORM ENGINEER OF ANY EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS.

THE VILLAGE OF CHICAGO RIDGE WILL OWN AND MAINTAIN THE PROPOSED LIGHTING SYSTEM.

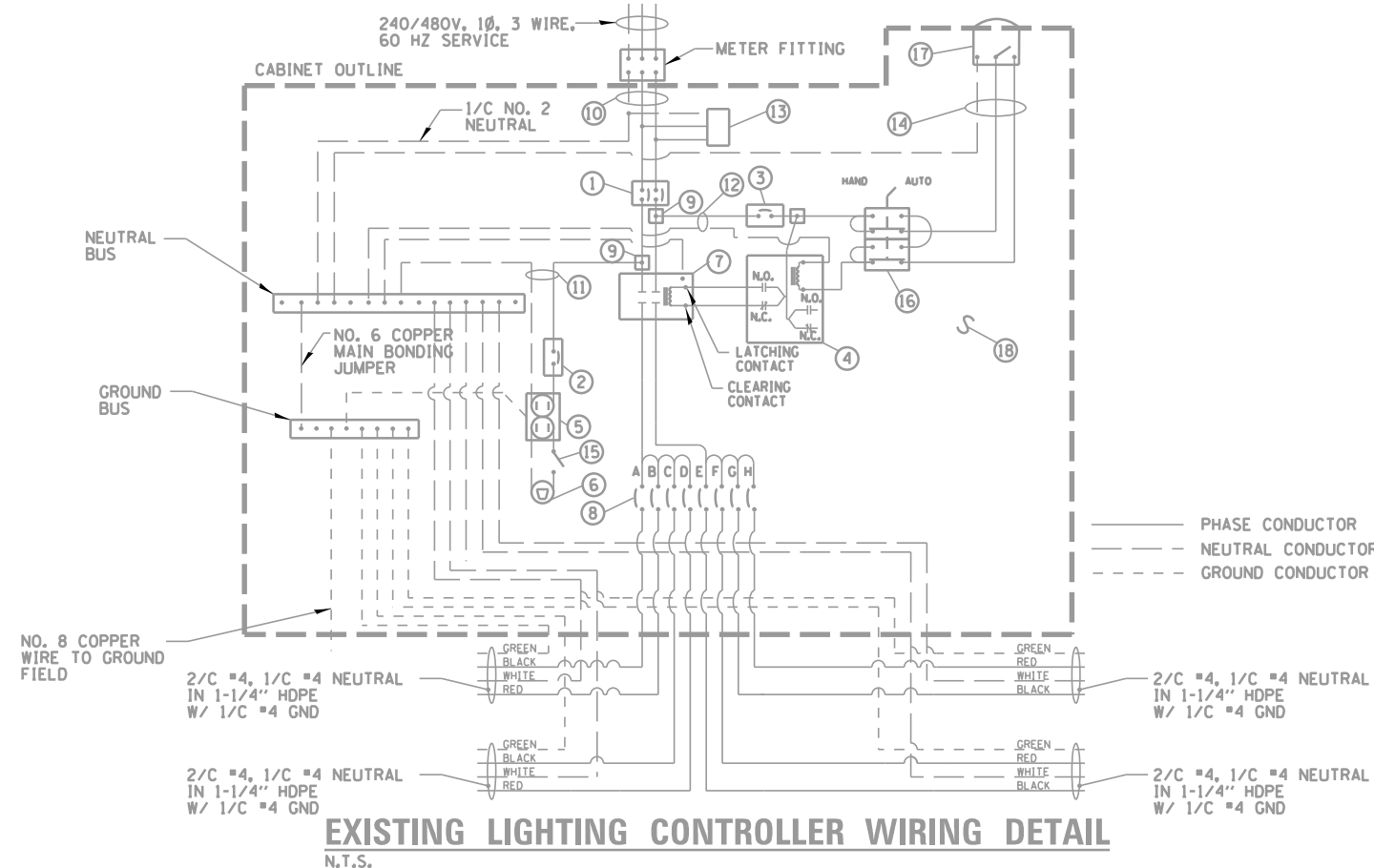
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	N:\CHICAGO RIDGE\90611\073\Mech\GN_90611\073.SHT	DRAWN - RJJ	REVISED -	DEPARTMENT OF TRANSPORTATION	LIGHTING GENERAL NOTES	2781	14-00052-00-M5	COOK	82	63
Default	PLOT SCALE = 2'	CHECKED - AJD	REVISED -		SCALE: N.T.S.	SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 61F97	
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

ITEM	SPECIFICATION
① MAIN CIRCUIT BREAKER	100 AMPERE, 2P, 480 V RATING, 14K AIC
② LAMPHOLDER CIRCUIT BREAKER	20 AMPERE, 1P, 120 V RATING, 22K AIC
③ PHOTOELECTRIC CONTROL CIRCUIT BREAKER	15 AMPERE, 1P, 240 V RATING, 10K AIC
④ AUXILIARY RELAY	120 V OPERATED DPDT 60 HZ COIL 2 NO & 2 NC CONTACTS
⑤ CABINET RECEPTACLE AND BOX	COMMERCIAL GRADE GFCI 20A/120V, MOUNTED IN A WEATHERPROOF CAST ALUMINUM SINGLE GANG BOX WITH WEATHERPROOF COVER
⑥ CABINET LIGHT AND BOX	120V WEATHERPROOF LAMPHOLDER MOUNTED IN A CAST ALUMINUM BOX & EXT. GRADE 100W LAMP
⑦ CONTACTOR	100 AMPERE, 2 POLE, 120 V COIL, MECH HELD
⑧ BRANCH LINE CIRCUIT BREAKERS	8 - 40 AMPERE, 1P, 240 V RATING, 10K AIC
⑨ POWER DISTRIBUTION BLOCK	600 VOLT, INSULATED, SIZE AS REQUIRED
⑩ SERVICE CABLES	3-600V (XLP-TYPE USE) 1/0
⑪ LAMPHOLDER WIRE	2-600V MTW NO. 12
⑫ CONTROL WIRE	2-600V MTW NO. 12
⑬ SURGE ARRESTOR	10 K AMPERE RATING
⑭ PHOTOELECTRIC CONTROL WIRE	3-600V MTW NO. 12
⑮ LIGHT SWITCH	20A/120V, SNAP ACTION TYPE SWITCH
⑯ HAND-AUTO CONTROL SWITCH	20 A, 2 POS. MTD IN CAST ALUM. ENCLOSURE
⑰ PHOTOCCELL	120V, MTD. ON CABINET, DELAY TYPE, SPST-NC
⑱ BACK PANEL	1/2" THICK SOLID PHENOLIC LAMINATE

EXISTING LIGHTING CONTROLLER COMPONENT SCHEDULE

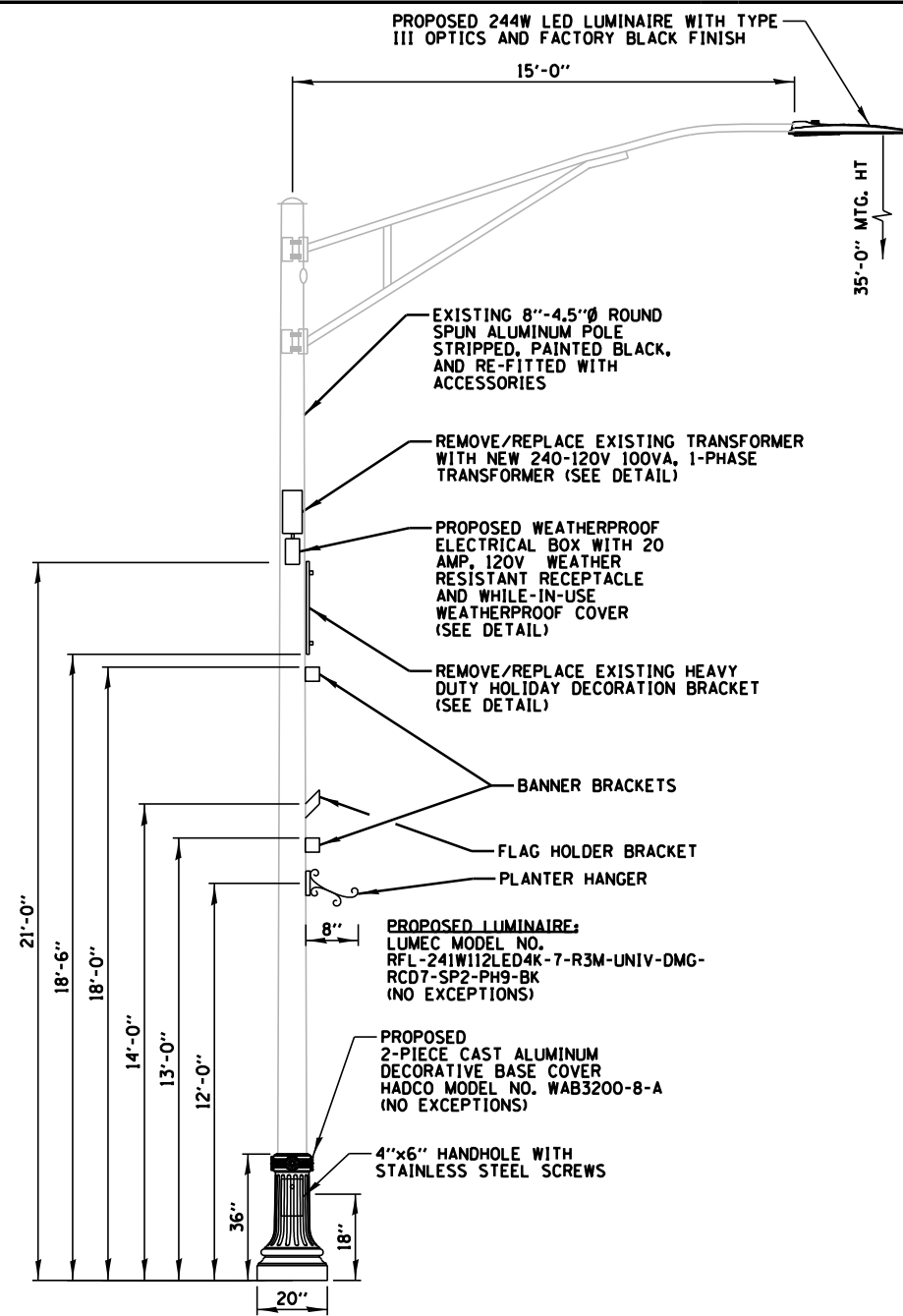
CIRCUIT ID	400W RD LUMINAIRE (485W)	88W LED RD LUMINAIRE	244W LED RD LUMINAIRE	55W LED PED LUMINAIRE	FESTOON RECEIPT (50W)	TOTAL CIRCUIT LOAD (WATTS)	
	QUANTITY	QUANTITY	QUANTITY	QUANTITY	QUANTITY	(WATTS)	AMPS (VOLTS)
A	4	-	-	-	4	2,140 W	8.9 A (240 V)
B	4	-	-	-	4	2,140 W	8.9 A (240 V)
C	-	4	-	-	4	552 W	2.3 A (240 V)
D	-	3	-	-	3	414 W	1.7 A (240 V)
E	1	5	5	6	5	2,725 W	11.4 A (240 V)
F	3	4	5	4	5	3,497 W	14.6 A (240 V)
G	4	-	3	6	3	3,152 W	13.1 A (240 V)
H	-	-	7	4	7	2,278 W	9.5 A (240 V)
TOTAL	16	16	20	20	35	16,898 W	35.2 A (480 V)

LIGHTING CONTROLLER CIRCUIT LOADS



LIGHT POLE IDENTIFIER	POLE TYPE	SYMBOL	CKT ID	LUMINAIRE WATTAGE	RECEPTACLE WATTAGE
P1	ROADWAY - EXISTING LED	○	E	88 W	-
P2	ROADWAY - EXISTING	○	F	400 W	-
P3	PEDESTRIAN	■	E	55 W	-
P4	ROADWAY - RETROFIT	○	E	244 W	50 W
P5	PEDESTRIAN	■	F	55 W	-
P6	ROADWAY - RETROFIT	○	F	244 W	50 W
P7	PEDESTRIAN	■	E	55 W	-
P8	ROADWAY - RETROFIT	○	E	244 W	50 W
P9	PEDESTRIAN	■	F	55 W	-
P10	ROADWAY - NEW	●	F	244 W	50 W
P11	ROADWAY - RETROFIT	○	E	244 W	50 W
P12	PEDESTRIAN	■	E	55 W	-
P13	ROADWAY - RETROFIT	○	F	244 W	50 W
P14	PEDESTRIAN	■	F	55 W	-
P15	ROADWAY - RETROFIT	○	E	244 W	50 W
P16	PEDESTRIAN	■	E	55 W	-
P17	ROADWAY - RETROFIT	○	F	244 W	-
P18	ROADWAY - RETROFIT	○	E	244 W	50 W
P19	PEDESTRIAN	■	E	55 W	-
P20	PEDESTRIAN	■	F	55 W	-
P21	ROADWAY - RETROFIT	○	F	244 W	50 W
P22	PEDESTRIAN	■	E	55 W	-
P23	ROADWAY - EXISTING	○	E	400 W	-
P24	ROADWAY - EXISTING	○	F	400 W	-
P25	ROADWAY - EXISTING	○	F	400 W	-
P26	ROADWAY - EXISTING	○	G	400 W	-
P27	ROADWAY - RETROFIT	○	H	244 W	50 W
P28	PEDESTRIAN	■	H	55 W	-
P29	ROADWAY - RETROFIT	○	G	244 W	50 W
P30	PEDESTRIAN	■	G	55 W	-
P31	ROADWAY - RETROFIT	○	H	244 W	50 W
P32	PEDESTRIAN	■	H	55 W	-
P33	ROADWAY - NEW	●	G	244 W	50 W
P34	PEDESTRIAN	■	G	55 W	-
P35	PEDESTRIAN	■	H	55 W	-
P36	ROADWAY - RETROFIT	○	H	244 W	50 W
P37	PEDESTRIAN	■	G	55 W	-
P38	ROADWAY - RETROFIT	○	G	244 W	50 W
P39	PEDESTRIAN	■	H	55 W	-
P40	ROADWAY - RETROFIT	○	H	244 W	50 W
P41	PEDESTRIAN	■	G	55 W	-
P42	PEDESTRIAN	■	G	55 W	-
P43	ROADWAY - RETROFIT	○	H	244 W	50 W
P44	PEDESTRIAN	■	G	55 W	-
P45	ROADWAY - RETROFIT	○	H	244 W	50 W
P46	ROADWAY - EXISTING	○	G	400 W	-
P47	ROADWAY - EXISTING	○	G	400 W	-
P48	ROADWAY - EXISTING	○	G	400 W	-
P49	ROADWAY - NEW	●	H	244 W	50 W

LUMINAIRE AND POLE SCHEDULE

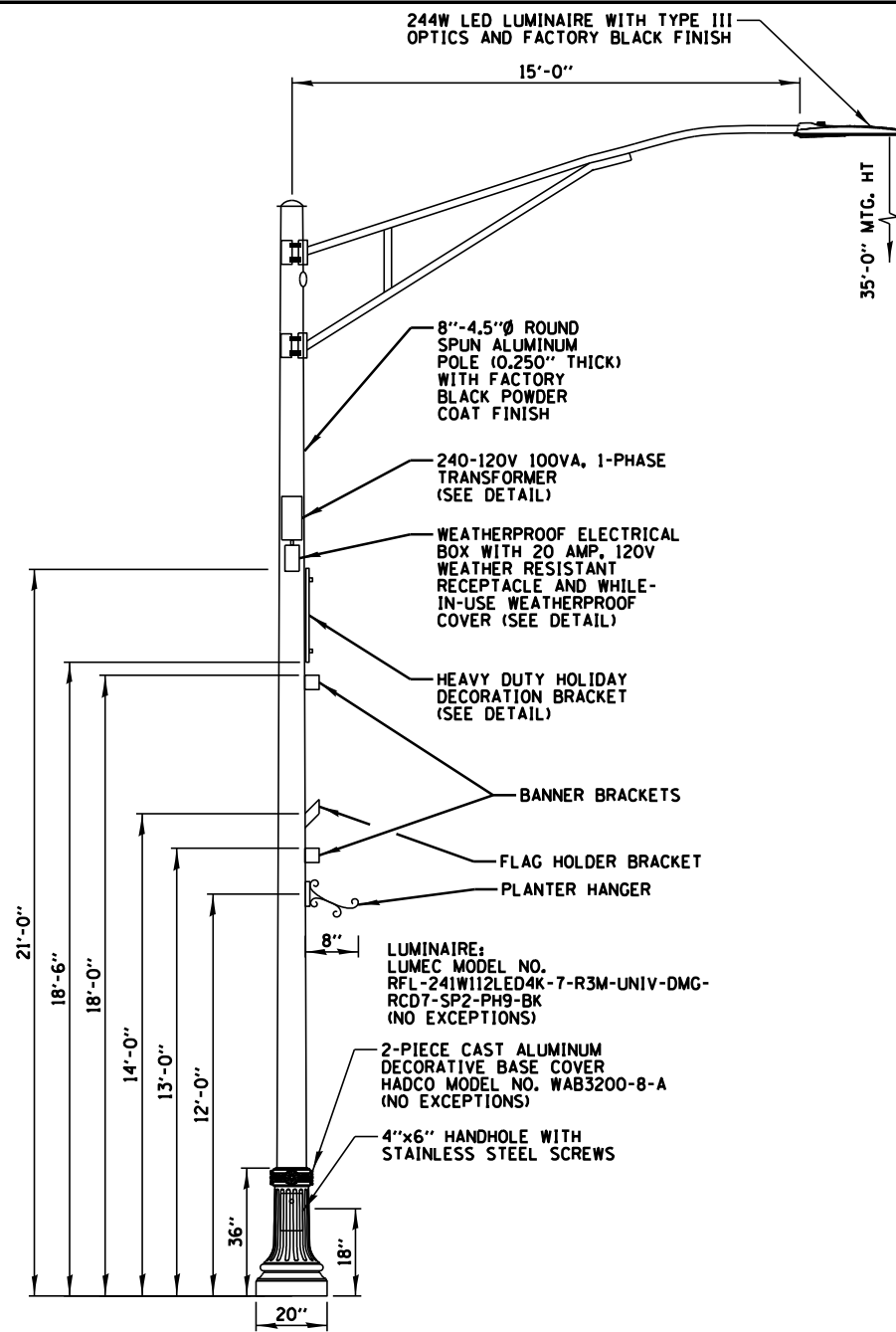


RETROFITTED ROADWAY LIGHTPOLE DETAIL

N.T.S.

NOTES:

- EXISTING POLES SHALL BE STRIPPED OF ATTACHMENTS AND PAINTED IN PLACE BLACK. POLE WIRE, RECEPTACLE CORD, BANNER/FLAG BRACKETS & BANDING SHALL BE DISPOSED OF. TRANSFORMER AND HOLIDAY DECORATION BRACKET SHALL BE RETURNED TO CHICAGO RIDGE PUBLIC WORKS. PAID FOR UNDER "PAINT EXISTING POLE COMPLETE".
- FURNISH AND INSTALL NEW: LED LUMINAIRE/POLE WIRING, TWO PIECE BASE, BRACKETS/BANDING FOR ALL FLAG/BANNER/PLANTER/HOLIDAY DECORATION BRACKET.
- SEE HANDHOLE WIRING DIAGRAM FOR TRANSFORMER WIRING DETAILS. ANY WIRING PASSING THROUGH THE POLE SHALL BE APPROPRIATELY PROTECTED VIA BUSHING OR FITTING. INSTALLATION OF TRANSFORMER, WEATHERPROOF ELECTRICAL BOX, WEATHER RESISTANT RECEPTACLE, AND WEATHERPROOF COVER WILL BE PAID FOR UNDER "GFI 20 AMP DUPLEX RECEPTACLE". NEW TRANSFORMER PAID FOR UNDER "STEP-DOWN TRANSFORMER".
- LUMINAIRE WILL BE PAID FOR UNDER "LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE". 2-PIECE ALUMINUM BASE PAID FOR UNDER "CAST ALUMINUM SPLIT PEDESTAL BASE". NEW BANNER/FLAG/PLANTER/HOLIDAY DECORATION BRACKET/HARDWARE PAID FOR UNDER "MOUNTING BRACKET, TYPE B".

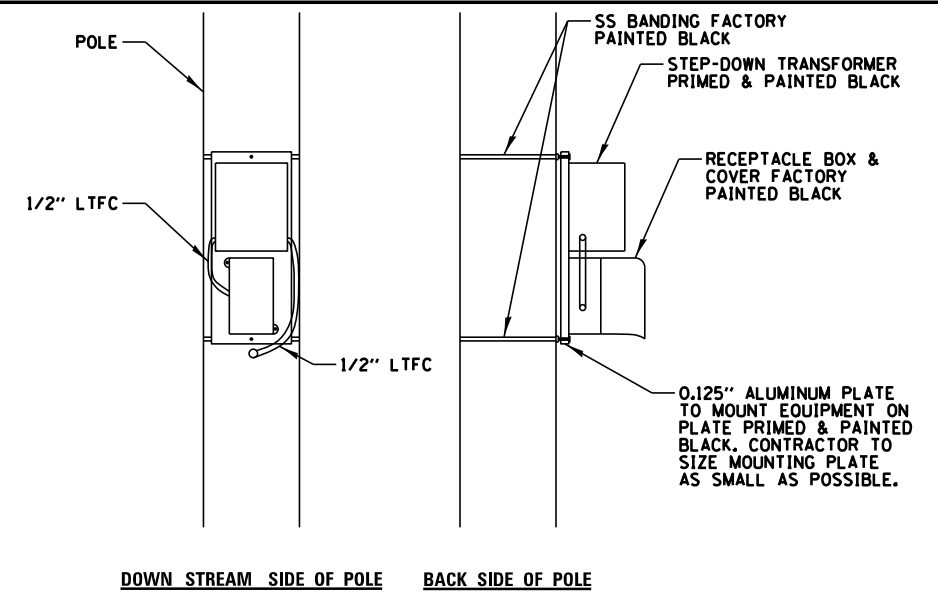


NEW ROADWAY LIGHTPOLE DETAIL

N.T.S.

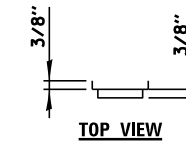
NOTES:

- PROPOSED POLES, ARMS, AND ALL ATTACHMENTS SHALL BE SPECIFIED AND INSTALLED TO MATCH EXISTING ROADWAY POLES. CONTRACTOR SHALL COORDINATE WITH VILLAGE OF CHICAGO RIDGE PUBLIC WORKS IN ORDER TO MATCH EXISTING FLAG POLE AND DECORATIVE MOUNTS.
- ALL ATTACHMENTS SHALL BE PAINTED BLACK BY MANUFACTURER OR CONTRACTOR. ATTACHMENTS SHALL BE SECURED USING BLACK METAL BANDING.
- SEE HANDHOLE WIRING DIAGRAM FOR TRANSFORMER WIRING DETAILS. ANY WIRING PASSING THROUGH THE POLE SHALL BE APPROPRIATELY PROTECTED VIA BUSHING OR FITTING. INSTALLATION OF TRANSFORMER, WEATHERPROOF ELECTRICAL BOX, WEATHER RESISTANT RECEPTACLE, AND WEATHERPROOF COVER WILL BE PAID FOR UNDER "GFI 20 AMP DUPLEX RECEPTACLE". NEW TRANSFORMER PAID FOR UNDER "STEP-DOWN TRANSFORMER".
- POLE AND MAST ARM PAID FOR UNDER "LIGHT POLE, ALUMINUM, 35 FT. M.H., 15 FT. MAST ARM". 2-PIECE ALUMINUM BASE PAID FOR UNDER "CAST ALUMINUM SPLIT PEDESTAL BASE". NEW BANNER/FLAG/PLANTER/HOLIDAY DECORATION BRACKET/HARDWARE PAID FOR UNDER "MOUNTING BRACKET, TYPE B".

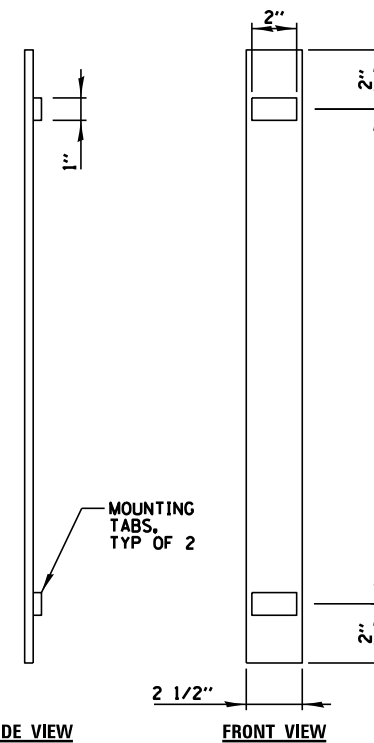


TRANSFORMER AND RECEPTACLE MOUNTING

N.T.S.



TOP VIEW



SIDE VIEW

FRONT VIEW

NOTES:

- 1/8" THICK CADMIUM PLATED STEEL PRIMED/PAINTED BLACK.
- 4 SCREW TYPE BANDCLAMPS
- MINIMUM RATED LOAD 50LB.

APPROX. 22" ϕ TO ϕ CONTRACTOR SHALL COORDINATE EXACT DIMENSION WITH THE VILLAGE

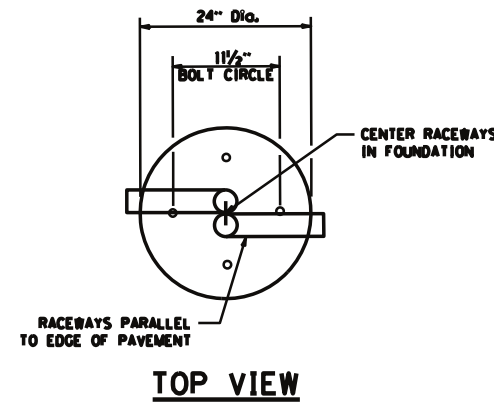
HOLIDAY DECORATION BRACKET

N.T.S.

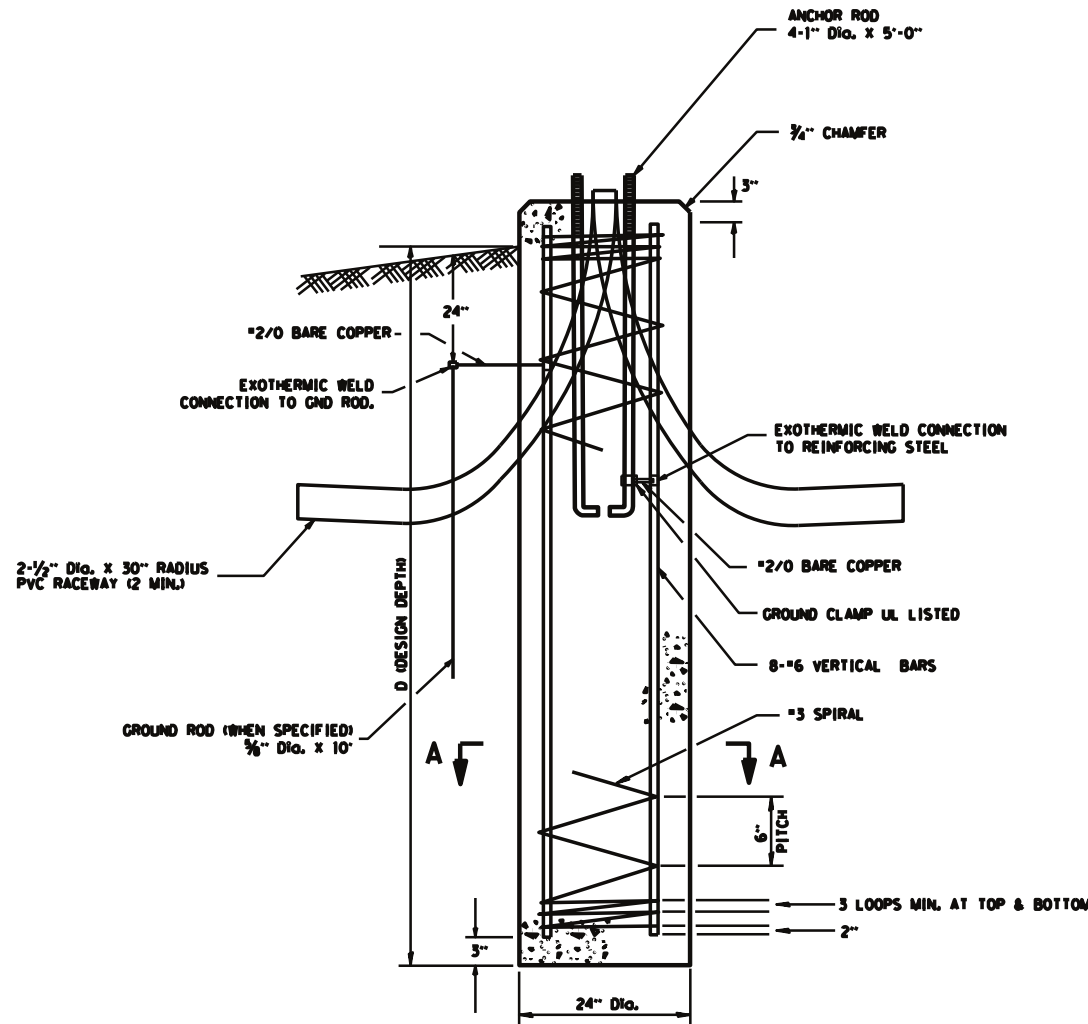
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Default	PLOT SCALE = 48"	CHECKED - AJD	REVISED -			CONTRACT NO. 61F97					
	PLOT DATE = 8/27/2019	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. MOUNTING HEIGHT

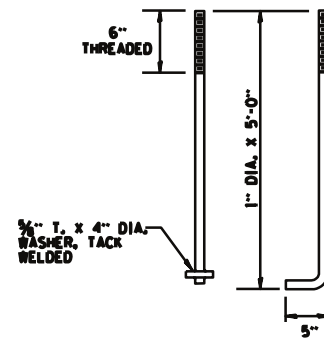
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SO. FT.	11'-0"	12'-8"
MEDIUM CLAY O _u = 0.75 TON/SO. FT.	9'-0"	14'-10"
STIFF CLAY O _u = 1.50 TON/SO. FT.	7'-6"	8'-7"
LOOSE SAND φ = 34°	9'-6"	10'-7"
MEDIUM SAND φ = 37.5°	9'-0"	9'-10"
DENSE SAND φ = 40°	8'-3"	9'-7"



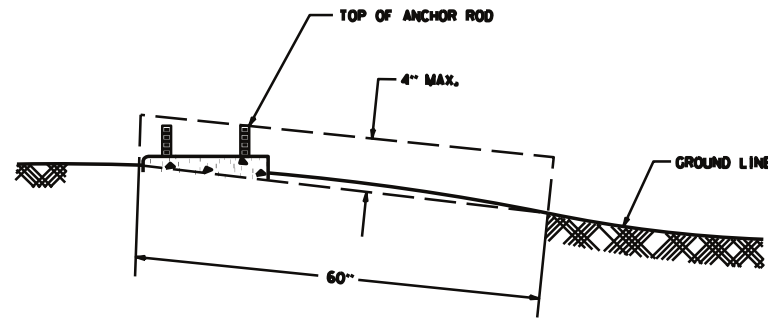
TOP VIEW



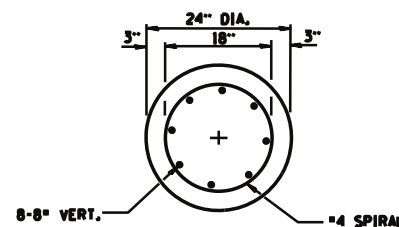
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

1. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
2. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) 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.
3. 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.
4. 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. (20 mm).
5. THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
6. 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.
7. 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 0H, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
8. 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 UM6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
9. 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.
10. ANCHOR RODS SHALL PROJECT 2 3/4 IN. (69.9 mm) 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.
11. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6 IN. (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12 IN. (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
12. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
13. THE RACEWAYS SHALL PROJECT 1 IN. (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

PAID FOR UNDER "LIGHT POLE FOUNDATION, 24" DIAMETER"

FILE NAME =	USER NAME = rhowellindgren	DESIGNED - JRB	REVISED -
N:\CHICAGO\RDG\90611\073\Mech\LD03-90611_073.sht		DRAWN - RJJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

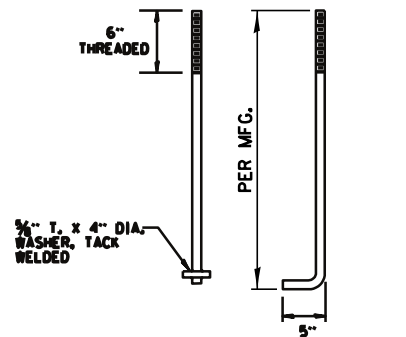
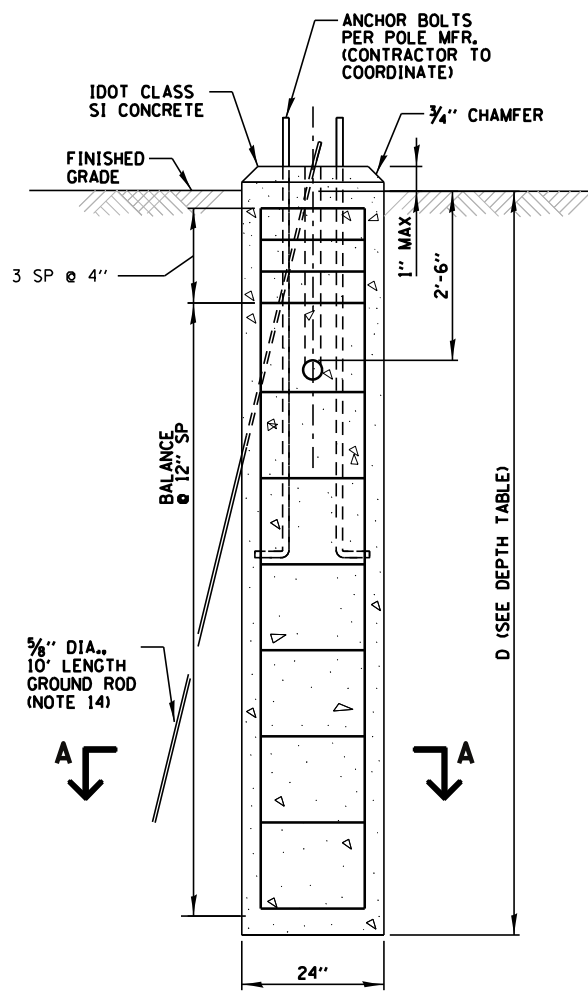
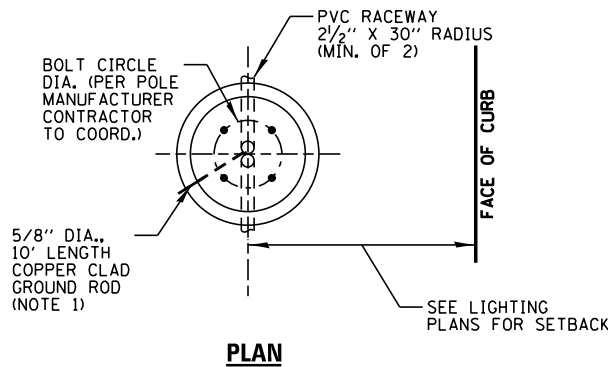
RIDGELAND AVENUE ACCESS TO TRANSIT
LIGHTING DETAILS (3 OF 5)

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

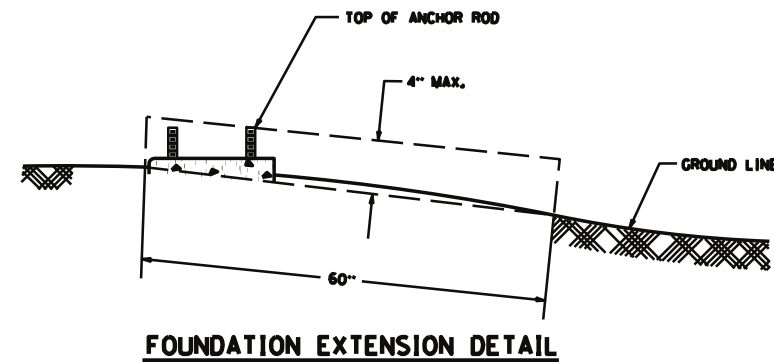
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	66
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

**LIGHT POLE FOUNDATION DEPTH TABLE
PEDESTRIAN LIGHT POLE - 16' MOUNTING HEIGHT**

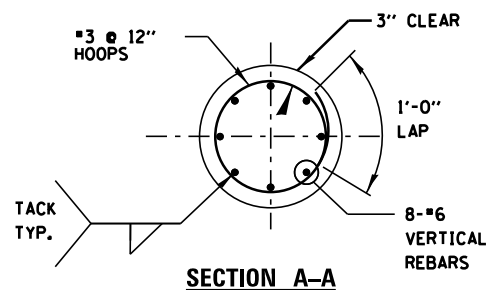
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION
SOFT CLAY O _u = 0.375 TON/SO. FT.	6'-0"
MEDIUM CLAY O _u = 0.75 TON/SO.FT	6'-0"
STIFF CLAY O _u = 1.50 TON/SO. FT.	6'-0"
LOOSE SAND θ = 34°	6'-0"
MEDIUM SAND θ = 37.5°	6'-0"
DENSE SAND θ = 40°	6'-0"



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

1. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
2. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. ABOVE THE FINISHED GRADE WITHIN A 60 IN. CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
3. 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.
4. 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".
5. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
6. 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.
7. 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 0H, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
8. 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 UM6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
9. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES WITH A MINIMUM OF 3 INCHES OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
10. ANCHOR RODS SHALL PROJECT NO MORE THAN 2 3/4" ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
11. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" PITCH OR MAY SUBSTITUTE #3 TIES AT 12" O.C. WITH THE APPROVAL OF THE ENGINEER.
12. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
13. THE RACEWAYS SHALL PROJECT 1" ABOVE THE TOP OF THE FOUNDATION.
14. GROUND ROD SHALL BE CAST INTO CONCRETE FOUNDATION WITH 8' IN CONTACT WITH SOIL.
15. FOUNDATIONS SHALL BE VIBRATED IN ACCORDANCE WITH IDOT STANDARD PRACTICES.

PAID FOR UNDER "LIGHT POLE FOUNDATION, SPECIAL"
(SEE SPECIAL PROVISION)

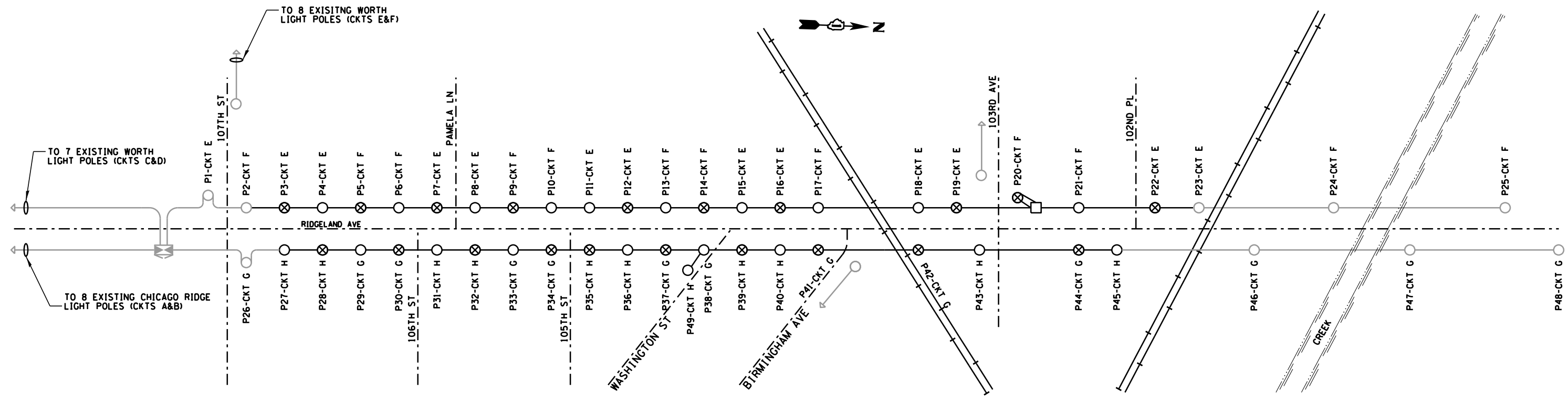
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	PLOT DATE = 8/27/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE ACCESS TO TRANSIT
LIGHTING DETAILS (4 OF 5)

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	67
				CONTRACT NO. 61F97
ILLINOIS FED. AID PROJECT				



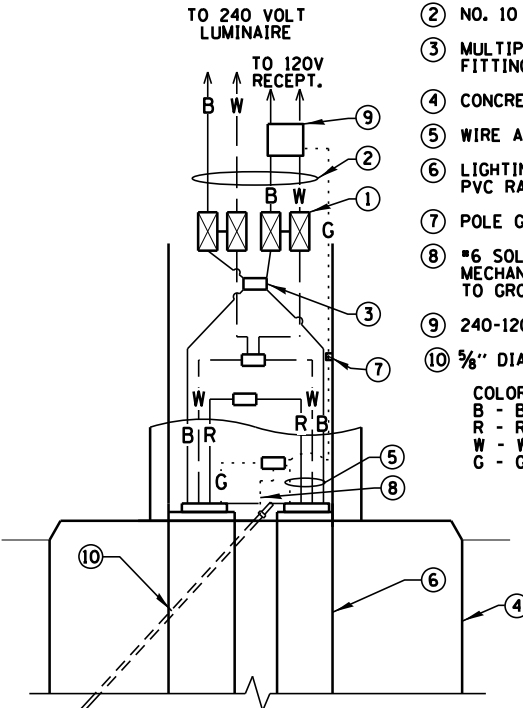
ONE LINE CIRCUIT DIAGRAM
N.T.S.

LEGEND

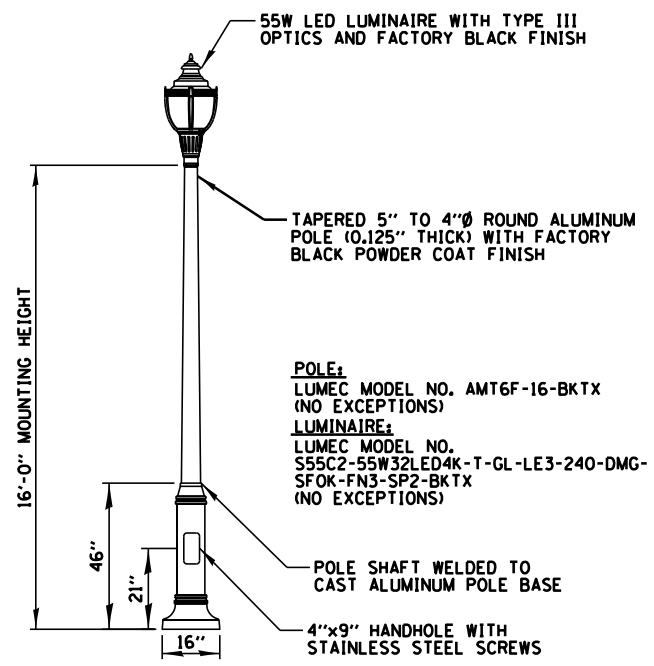
- PROPOSED/RETROFITTED ROADWAY LIGHT POLE
- ⊗ PROPOSED PEDESTRIAN LIGHT POLE
- EXISTING ROADWAY LIGHT POLE
- PROPOSED ELECTRIC LINE
- EXISTING CONTROLLER
- PROPOSED POLYMER CONCRETE HANDHOLE
- POLE NUMBER
- P1-CKT A ROADWAY LUMINAIRE AND RECEPTACLE CIRCUIT
- - - ROADWAY
- +— RAILROAD TRACKS

— PHASE CONDUCTOR
 - - - GROUND CONDUCTOR
 - - - NEUTRAL CONDUCTOR

- 1 5A FUSE FOR LUMINAIRES AND 1A FUSE FOR TRANSFORMER (NEUTRAL SHALL BE NON-FUSED) 2-POLE BREAKAWAY FUSE HOLDER & INSULATING BOOTS FUSES SHALL BE TIME-DELAY TYPE
 - 2 NO. 10 A.W.G. WIRE
 - 3 MULTIPLE COMPRESSION FITTINGS (SPLICE)
 - 4 CONCRETE FOUNDATION
 - 5 WIRE AS SHOWN ON PLANS
 - 6 LIGHTING DUCT IN PVC RACEWAY
 - 7 POLE GROUND LUG
 - 8 #6 SOLID GROUND WIRE MECHANICALLY CLAMPED TO GROUND ROD
 - 9 240-120V 10 TRANSFORMER
 - 10 3/8" DIA. x 10' GROUND ROD
- COLOR CODE:
 B - BLACK
 R - RED
 W - WHITE
 G - GREEN

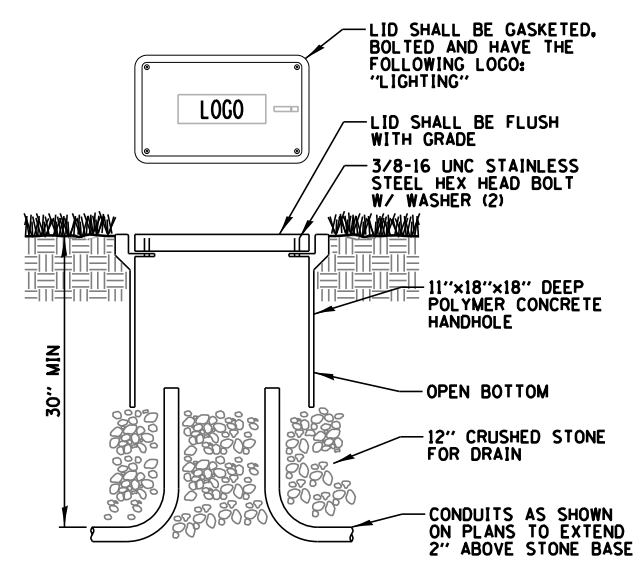


LIGHT POLE HANDHOLE WIRING DIAGRAM
N.T.S.



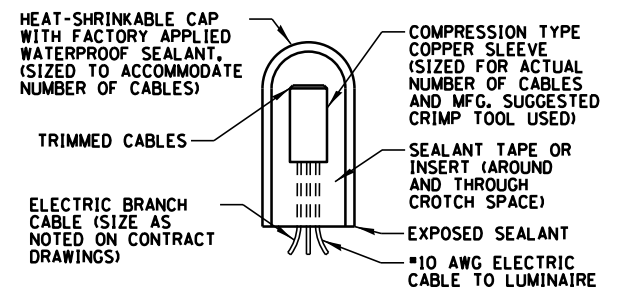
NEW PEDESTRIAN LIGHTPOLE DETAIL
N.T.S.

- NOTES:
 1. LUMINAIRE, POLE AND WIRING FROM BASE TO LUMINAIRE PAID FOR UNDER "ORNAMENTAL LIGHT UNIT, COMPLETE".



- NOTES:
 1. NO SPLICING ALLOWED IN HANDHOLE
 2. POLYMER CONCRETE HANDHOLE AND LID SHALL BE GREY.
 3. BOX & LID SHALL MEET/EXCEED ANSI TIER 15 LOADING REQUIREMENTS AND BE TESTED IN ACCORDANCE WITH THE LATEST EDITION OF THE ANSI/SCTE 77 "SPECIFICATION FOR UNDERGROUND ENCLOSURE INTEGRITY", AND THE PROVISIONS OF PARAGRAPHS 5.2.3 AND 5.2.4 OF WESTERN UNDERGROUND COMMITTEE GUIDE 3.6.




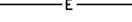

POLYMER CONCRETE HANDHOLE
N.T.S.



SPlicing ELECTRIC CABLE
N.T.S.

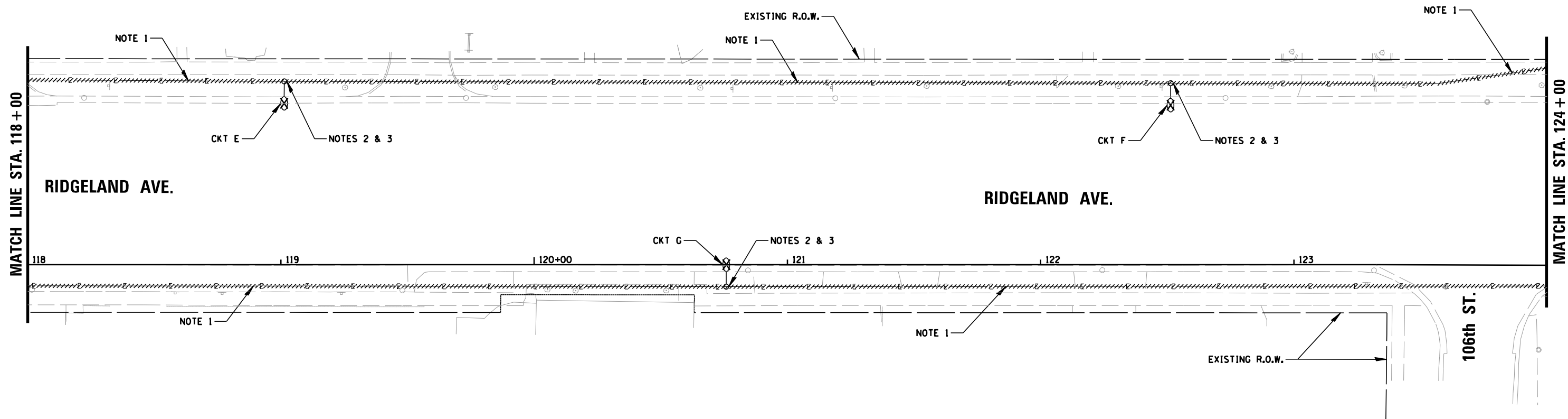
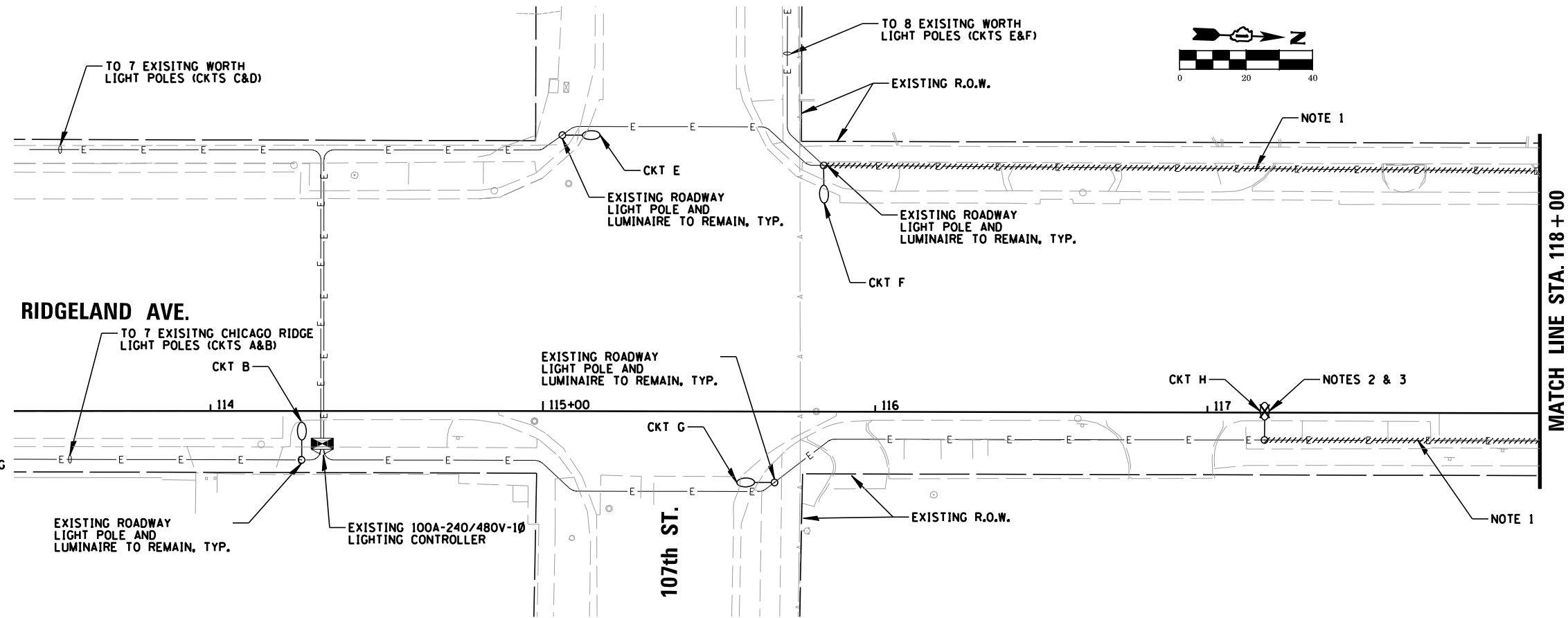
FILE NAME =	USER NAME = rhowellindgren	DESIGNED - JRB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT LIGHTING DETAILS (5 OF 5)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGORIDGE\9061T\073\Mech\LD05-9061T_073.sht	DRAWN - RJJ	REVISED -	2781			14-00052-00-M5	COOK	82	68	
Default	CHECKED - AJD	REVISED -	CONTRACT NO. 61F97							
PLOT SCALE = 48"	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
	PLOT DATE = 8/27/2019	DATE -	REVISED -	SCALE: N.T.S.	SHEET OF SHEETS	STA. TO STA.				

LIGHTING REMOVAL LEGEND

-  EXISTING ROADWAY LIGHT POLE TO REMAIN UNALTERED.
-  LUMINAIRE REMOVED FROM EXISTING LIGHT POLE. POLE TO REMAIN IN PLACE UNLESS INDICATED OTHERWISE.
-  INDICATES EXISTING ITEMS TO BE REMOVED
-  EXISTING ELECTRIC
-  EXISTING CABLES TO BE REMOVED

NOTES:

1. CONTRACTOR SHALL REMOVE WIRINGS FROM EXISTING 1/4" HDPE CONDUIT AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF CABLE IN CONDUIT" (SEE SPECIAL PROVISION).
2. CONTRACTOR SHALL REMOVE EXISTING LUMINAIRE/POLE WIRING AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE" (SEE SPECIAL PROVISION).
3. CONTRACTOR SHALL REMOVE EXISTING BANNER ARMS, FLAG HOLDER & FESTOON RECEPTACLE TRANSFORMER. THIS WORK PAID FOR UNDER "PAINT EXISTING POLE COMPLETE" (SEE SPECIAL PROVISION).



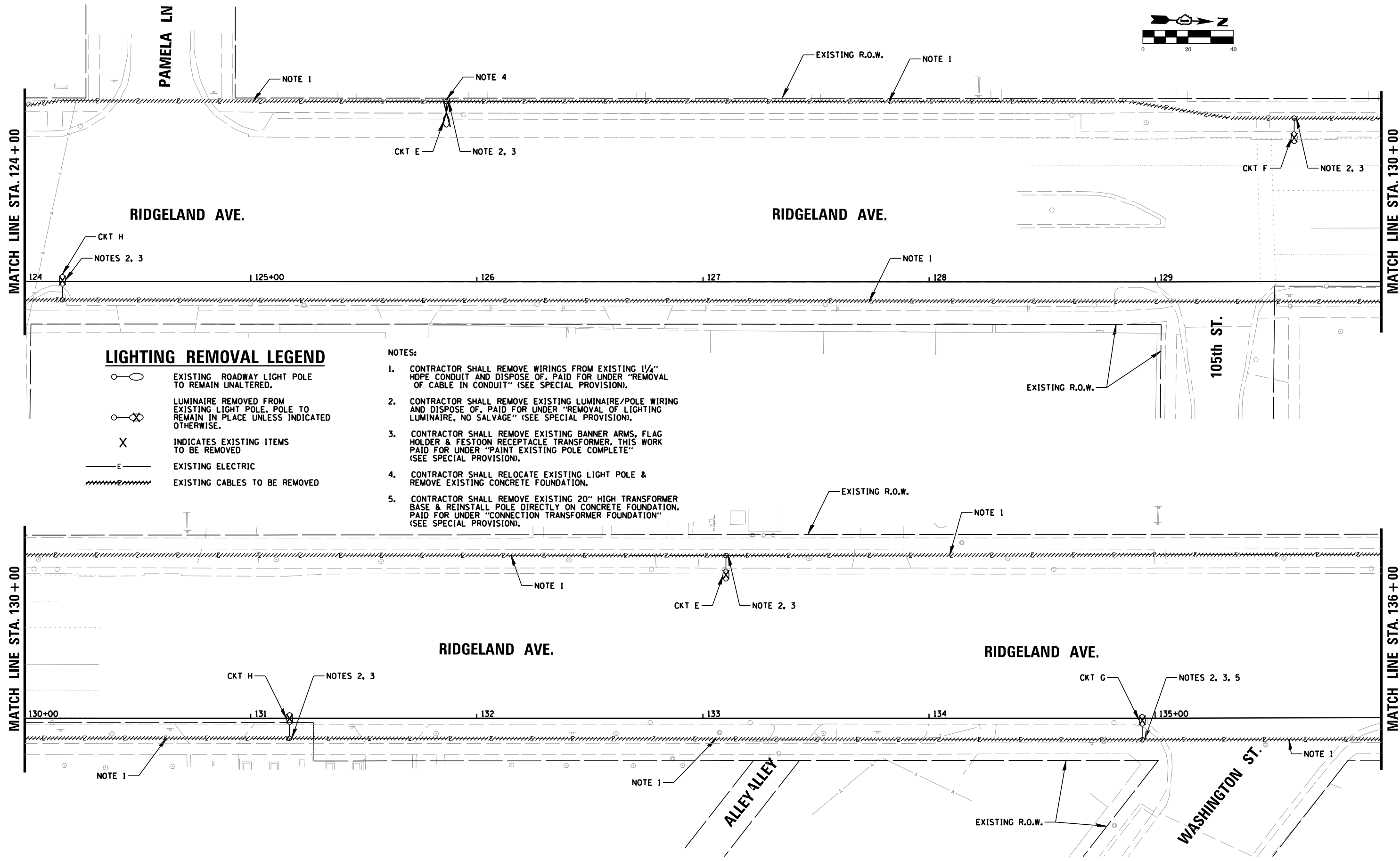
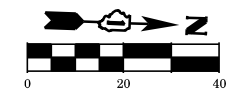
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Default	PLOT SCALE = 40'	CHECKED - AJD	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
LIGHTING REMOVAL PLAN (1 OF 3)**

SCALE: 40' SHEET OF SHEETS STA. 113+41 TO STA. 124+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	69
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



LIGHTING REMOVAL LEGEND

- EXISTING ROADWAY LIGHT POLE TO REMAIN UNALTERED.
- LUMINAIRE REMOVED FROM EXISTING LIGHT POLE. POLE TO REMAIN IN PLACE UNLESS INDICATED OTHERWISE.
- INDICATES EXISTING ITEMS TO BE REMOVED
- EXISTING ELECTRIC
- EXISTING CABLES TO BE REMOVED

NOTES:

1. CONTRACTOR SHALL REMOVE WIRINGS FROM EXISTING 1/4" HDPE CONDUIT AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF CABLE IN CONDUIT" (SEE SPECIAL PROVISION).
2. CONTRACTOR SHALL REMOVE EXISTING LUMINAIRE/POLE WIRING AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE" (SEE SPECIAL PROVISION).
3. CONTRACTOR SHALL REMOVE EXISTING BANNER ARMS, FLAG HOLDER & FESTOON RECEPTACLE TRANSFORMER. THIS WORK PAID FOR UNDER "PAINT EXISTING POLE COMPLETE" (SEE SPECIAL PROVISION).
4. CONTRACTOR SHALL RELOCATE EXISTING LIGHT POLE & REMOVE EXISTING CONCRETE FOUNDATION.
5. CONTRACTOR SHALL REMOVE EXISTING 20" HIGH TRANSFORMER BASE & REINSTALL POLE DIRECTLY ON CONCRETE FOUNDATION. PAID FOR UNDER "CONNECTION TRANSFORMER FOUNDATION" (SEE SPECIAL PROVISION).

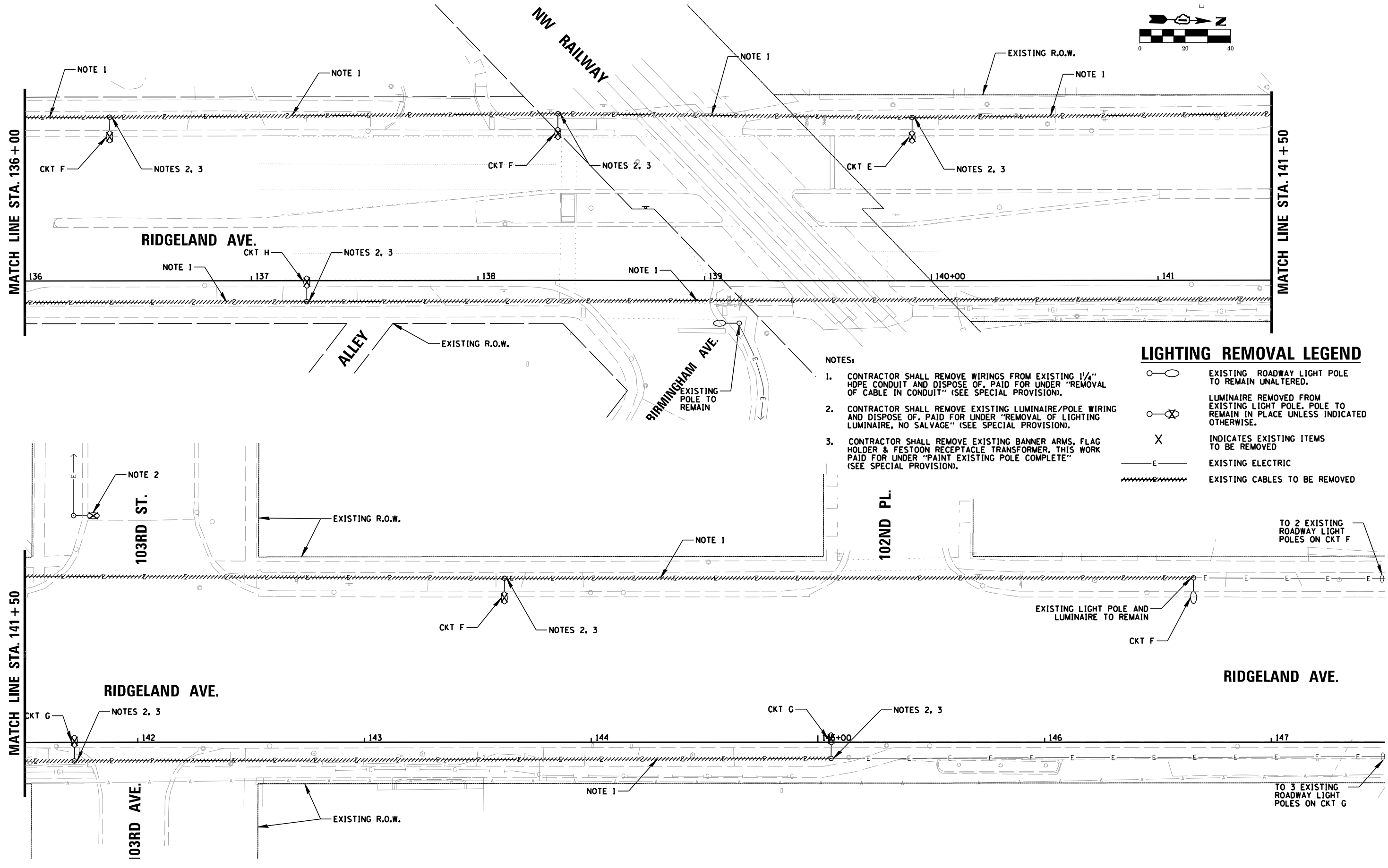
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Default	PLOT SCALE = 40'	CHECKED - AJD	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
LIGHTING REMOVAL PLAN (2 OF 3)**

SCALE: 40' SHEET OF SHEETS STA. 124+00 TO STA. 136+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	70
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				



NOTES:

1. CONTRACTOR SHALL REMOVE WIRINGS FROM EXISTING 1/4" HDPE CONDUIT AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF CABLE IN CONDUIT" (SEE SPECIAL PROVISION).
2. CONTRACTOR SHALL REMOVE EXISTING LUMINAIRE/POLE WIRING AND DISPOSE OF. PAID FOR UNDER "REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE" (SEE SPECIAL PROVISION).
3. CONTRACTOR SHALL REMOVE EXISTING BANNER ARMS, FLAG HOLDER & FESTOON RECEPTACLE TRANSFORMER. THIS WORK PAID FOR UNDER "PAINT EXISTING POLE COMPLETE" (SEE SPECIAL PROVISION).

LIGHTING REMOVAL LEGEND

- EXISTING ROADWAY LIGHT POLE TO REMAIN UNALTERED.
- LUMINAIRE REMOVED FROM EXISTING LIGHT POLE. POLE TO REMAIN IN PLACE UNLESS INDICATED OTHERWISE.
- INDICATES EXISTING ITEMS TO BE REMOVED
- EXISTING ELECTRIC
- EXISTING CABLES TO BE REMOVED

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Default	PLOT SCALE = 40'	CHECKED - AJD	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
LIGHTING REMOVAL PLAN (3 OF 3)**

SCALE: 40' SHEET OF SHEETS STA. 136+00 TO STA. 147+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	71
CONTRACT NO. 61F97				
ILLINOIS FED. AID PROJECT				

LIGHTING LEGEND

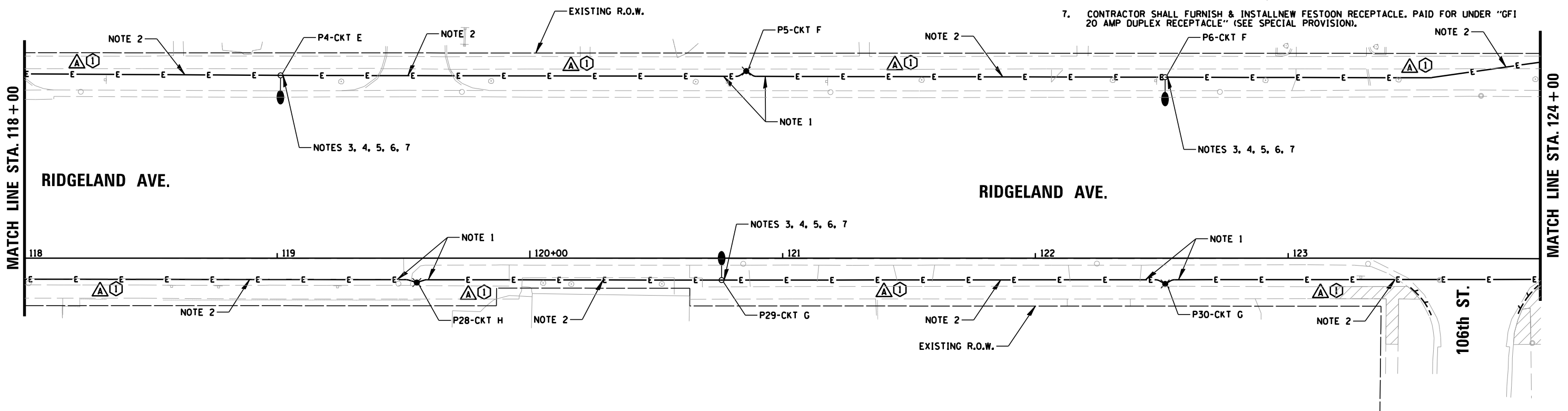
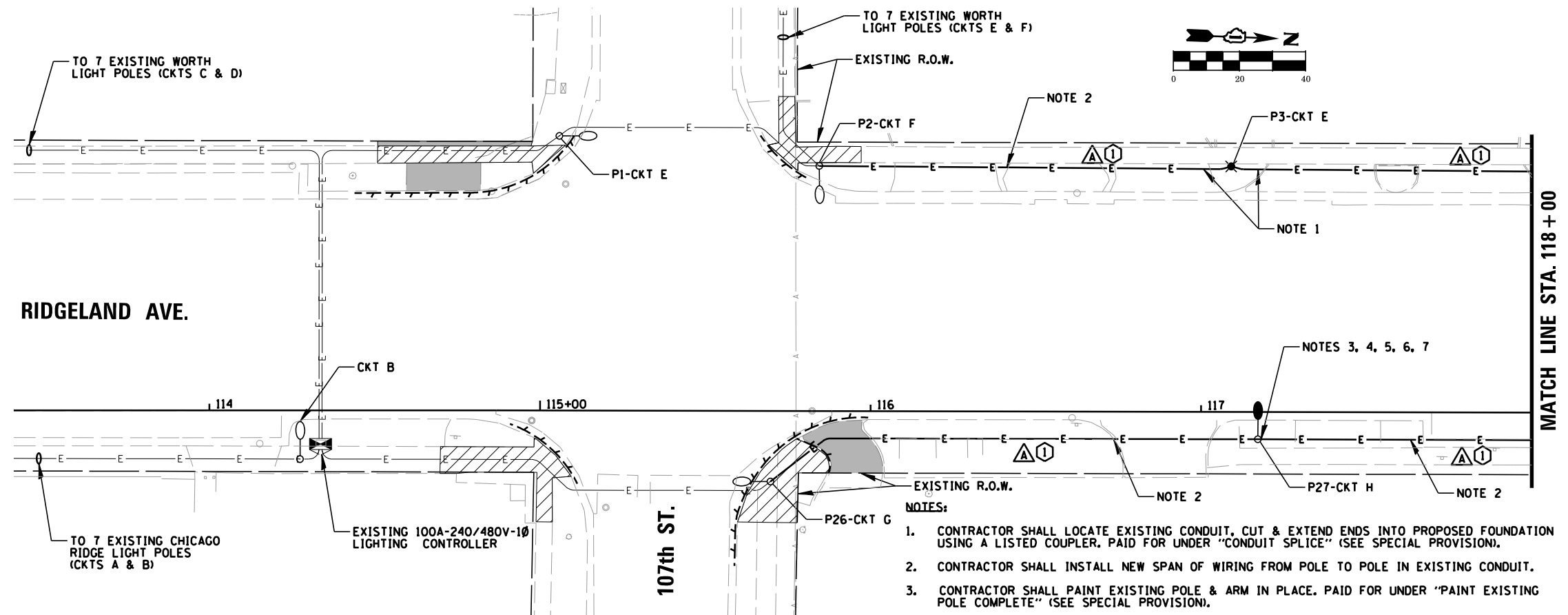
- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON EXISTING ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON PROPOSED ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 55W LED PEDESTRIAN POST-TOP LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 16 FT ON A DECORATIVE ALUMINUM LIGHT POLE
- EXISTING ROADWAY LIGHT POLE WITH 400W HPS LUMINAIRE TO REMAIN
- EXISTING 1-1/4" HDPE CONDUIT WITH PROPOSED 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- EXISTING 1-1/4" HDPE CONDUIT WITH EXISTING 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- EXISTING LIGHTING CONTROLLER CABINET
- DOOR SWING
- PROPOSED POLYMER CONCRETE HANDHOLE
- LIGHT POLE IDENTIFIER
- LIGHTING CIRCUIT IDENTIFIER
- PI-CKT E

CONDUIT SCHEDULE

- 1-1/4" SCH 40 PVC CONDUIT

CABLE SCHEDULE

- 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND



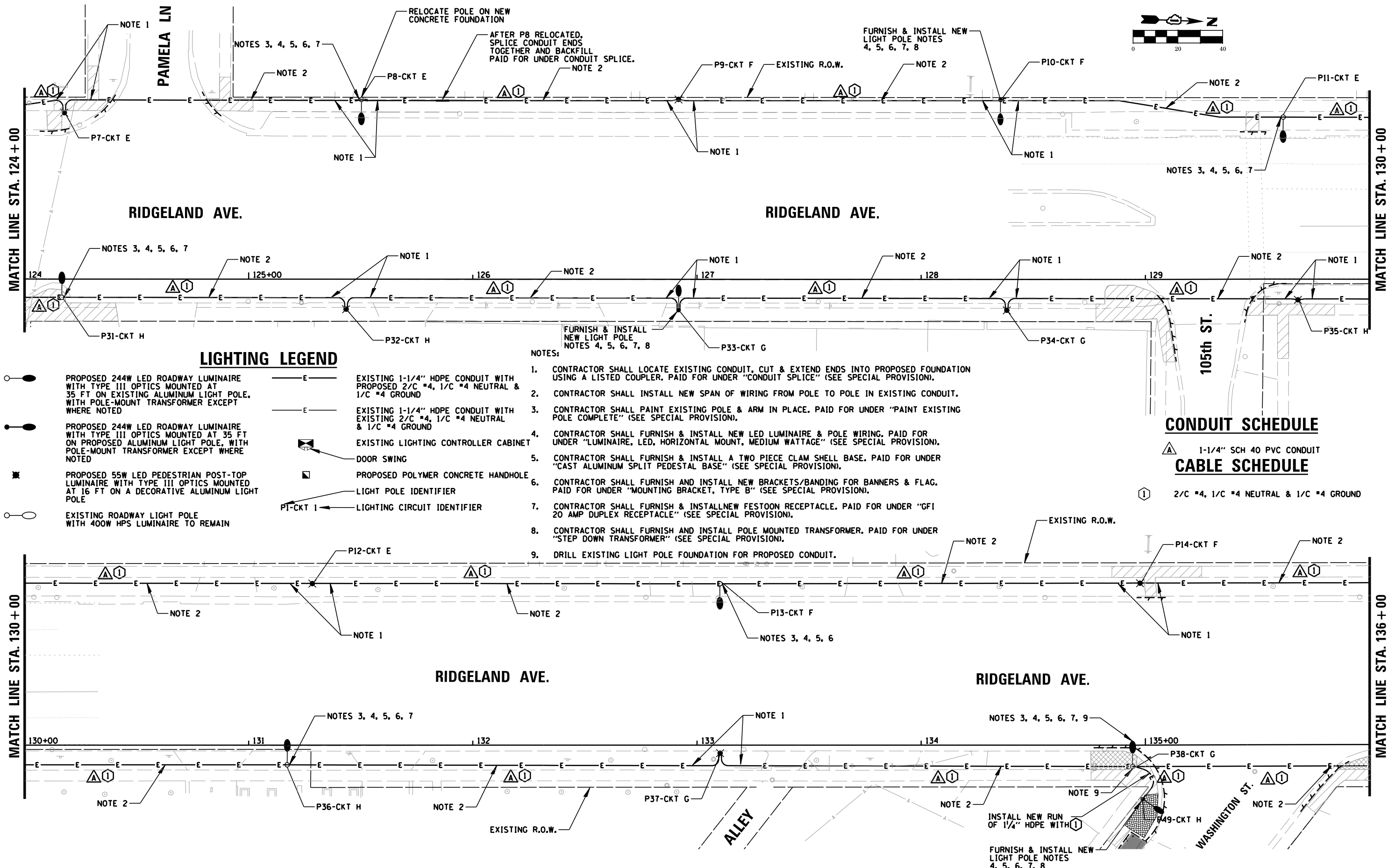
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Default	PLOT SCALE = 48"	CHECKED - AJD	REVISED -
	PLOT DATE = 8/27/2019	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RIDGELAND AVENUE ACCESS TO TRANSIT
PROPOSED LIGHTING PLAN (1 OF 3)**

SCALE: 40' SHEET OF SHEETS STA. 113+41 TO STA. 124+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	72
CONTRACT NO. 61F97			ILLINOIS FED. AID PROJECT	



LIGHTING LEGEND

- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON EXISTING ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON PROPOSED ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 55W LED PEDESTRIAN POST-TOP LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 16 FT ON A DECORATIVE ALUMINUM LIGHT POLE
- EXISTING ROADWAY LIGHT POLE WITH 400W HPS LUMINAIRE TO REMAIN
- EXISTING 1-1/4" HDPE CONDUIT WITH PROPOSED 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- EXISTING 1-1/4" HDPE CONDUIT WITH EXISTING 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- EXISTING LIGHTING CONTROLLER CABINET
- DOOR SWING
- PROPOSED POLYMER CONCRETE HANDHOLE
- LIGHT POLE IDENTIFIER
- LIGHTING CIRCUIT IDENTIFIER

NOTES:

1. CONTRACTOR SHALL LOCATE EXISTING CONDUIT, CUT & EXTEND ENDS INTO PROPOSED FOUNDATION USING A LISTED COUPLER, PAID FOR UNDER "CONDUIT SPLICE" (SEE SPECIAL PROVISION).
2. CONTRACTOR SHALL INSTALL NEW SPAN OF WIRING FROM POLE TO POLE IN EXISTING CONDUIT.
3. CONTRACTOR SHALL PAINT EXISTING POLE & ARM IN PLACE. PAID FOR UNDER "PAINT EXISTING POLE COMPLETE" (SEE SPECIAL PROVISION).
4. CONTRACTOR SHALL FURNISH & INSTALL NEW LED LUMINAIRE & POLE WIRING. PAID FOR UNDER "LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE" (SEE SPECIAL PROVISION).
5. CONTRACTOR SHALL FURNISH & INSTALL A TWO PIECE CLAM SHELL BASE. PAID FOR UNDER "CAST ALUMINUM SPLIT PEDESTAL BASE" (SEE SPECIAL PROVISION).
6. CONTRACTOR SHALL FURNISH AND INSTALL NEW BRACKETS/BANDING FOR BANNERS & FLAG. PAID FOR UNDER "MOUNTING BRACKET, TYPE B" (SEE SPECIAL PROVISION).
7. CONTRACTOR SHALL FURNISH & INSTALL NEW FESTOON RECEPTACLE. PAID FOR UNDER "GFI 20 AMP DUPLEX RECEPTACLE" (SEE SPECIAL PROVISION).
8. CONTRACTOR SHALL FURNISH AND INSTALL POLE MOUNTED TRANSFORMER. PAID FOR UNDER "STEP DOWN TRANSFORMER" (SEE SPECIAL PROVISION).
9. DRILL EXISTING LIGHT POLE FOUNDATION FOR PROPOSED CONDUIT.

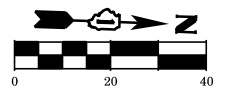
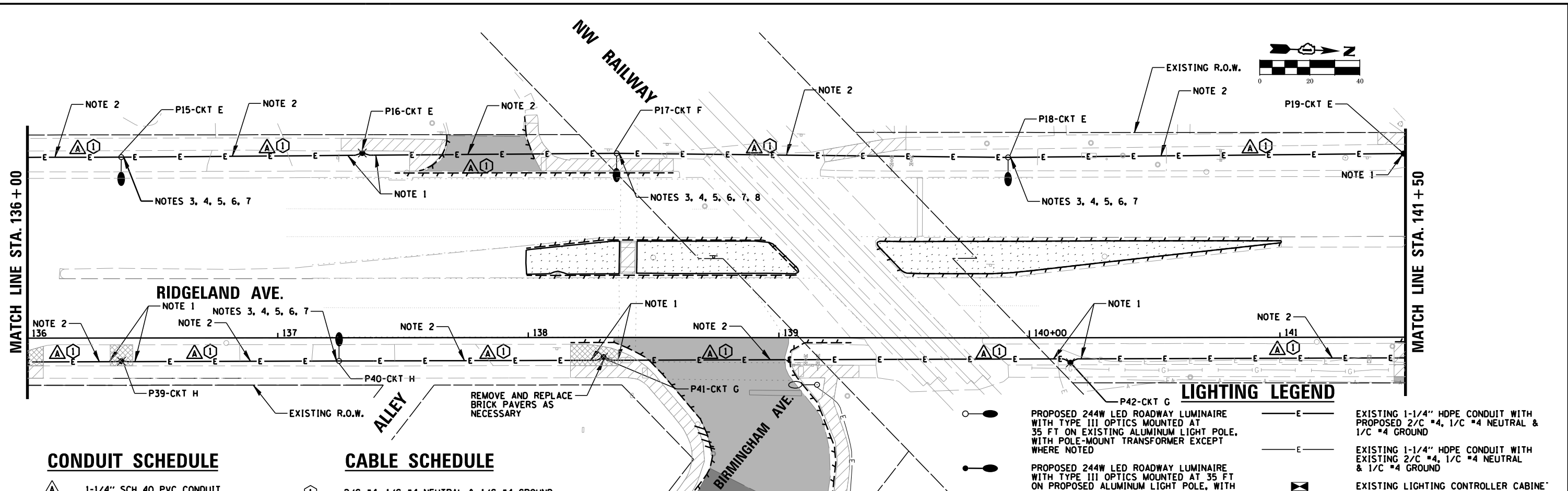
CONDUIT SCHEDULE

1-1/4" SCH 40 PVC CONDUIT

CABLE SCHEDULE

2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND

FILE NAME =	USER NAME = rhowellindgren	DESIGNED - JRB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PROPOSED LIGHTING PLAN (2 OF 3)	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE = 48"	CHECKED - AJD	REVISED -			CONTRACT NO. 61F97			ILLINOIS FED. AID PROJECT	
	PLOT DATE = 8/27/2019	DATE -	REVISED -			SCALE: 40'	SHEET 6 OF 82 SHEETS	STA. 124+00 TO STA. 136+00		



CONDUIT SCHEDULE

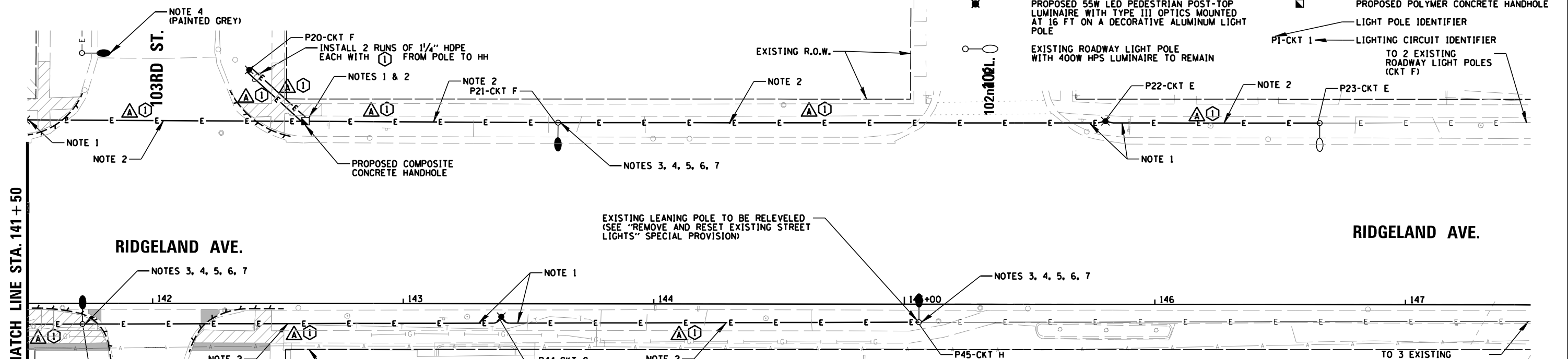
△ 1-1/4" SCH 40 PVC CONDUIT

CABLE SCHEDULE

① 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND

LIGHTING LEGEND

- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON EXISTING ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 244W LED ROADWAY LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 35 FT ON PROPOSED ALUMINUM LIGHT POLE, WITH POLE-MOUNT TRANSFORMER EXCEPT WHERE NOTED
- PROPOSED 55W LED PEDESTRIAN POST-TOP LUMINAIRE WITH TYPE III OPTICS MOUNTED AT 16 FT ON A DECORATIVE ALUMINUM LIGHT POLE
- EXISTING ROADWAY LIGHT POLE WITH 400W HPS LUMINAIRE TO REMAIN
- E — EXISTING 1-1/4" HDPE CONDUIT WITH PROPOSED 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- E — EXISTING 1-1/4" HDPE CONDUIT WITH EXISTING 2/C #4, 1/C #4 NEUTRAL & 1/C #4 GROUND
- EXISTING LIGHTING CONTROLLER CABINET
- DOOR SWING
- PROPOSED POLYMER CONCRETE HANDHOLE
- LIGHT POLE IDENTIFIER
- PI-CKT 1 — LIGHTING CIRCUIT IDENTIFIER TO 2 EXISTING ROADWAY LIGHT POLES (CKT F)



NOTES:

1. CONTRACTOR SHALL LOCATE EXISTING CONDUIT, CUT & EXTEND ENDS INTO PROPOSED FOUNDATION USING A LISTED COUPLER, PAID FOR UNDER "CONDUIT SPLICE" (SEE SPECIAL PROVISION).
2. CONTRACTOR SHALL INSTALL NEW SPAN OF WIRING FROM POLE TO POLE IN EXISTING CONDUIT.
3. CONTRACTOR SHALL PAINT EXISTING POLE & ARM IN PLACE. PAID FOR UNDER "PAINT EXISTING POLE COMPLETE" (SEE SPECIAL PROVISION).
4. CONTRACTOR SHALL FURNISH & INSTALL NEW LED LUMINAIRE & POLE WIRING. PAID FOR UNDER "LUMINAIRE, LED, HORIZONTAL MOUNT, MEDIUM WATTAGE" (SEE SPECIAL PROVISION).
5. CONTRACTOR SHALL FURNISH & INSTALL A TWO PIECE CLAM SHELL BASE. PAID FOR UNDER "CAST ALUMINUM SPLIT PEDESTAL BASE" (SEE SPECIAL PROVISION).
6. CONTRACTOR SHALL FURNISH AND INSTALL NEW BRACKETS/BANDING FOR BANNERS & FLAG. PAID FOR UNDER "MOUNTING BRACKET, TYPE B" (SEE SPECIAL PROVISION).
7. CONTRACTOR SHALL FURNISH & INSTALL NEW FESTOON RECEPTACLE. PAID FOR UNDER "GF1 20 AMP DUPLEX RECEPTACLE" (SEE SPECIAL PROVISION).
8. CONTRACTOR SHALL FURNISH AND INSTALL POLE MOUNTED TRANSFORMER. PAID FOR UNDER "STEP DOWN TRANSFORMER" (SEE SPECIAL PROVISION).

FILE NAME =	USER NAME = rhowellindgren	DESIGNED - JRB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT PROPOSED LIGHTING PLAN (3 OF 3)	F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RIDGE\9061T\073\Mech\LG06-9061T_073.sht		DRAWN - RJJ	REVISED -			2781	14-00052-00-M5	COOK	82	74
PLOT SCALE = 40'		CHECKED - AJD	REVISED -			CONTRACT NO. 61F97				
Default		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) * *

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

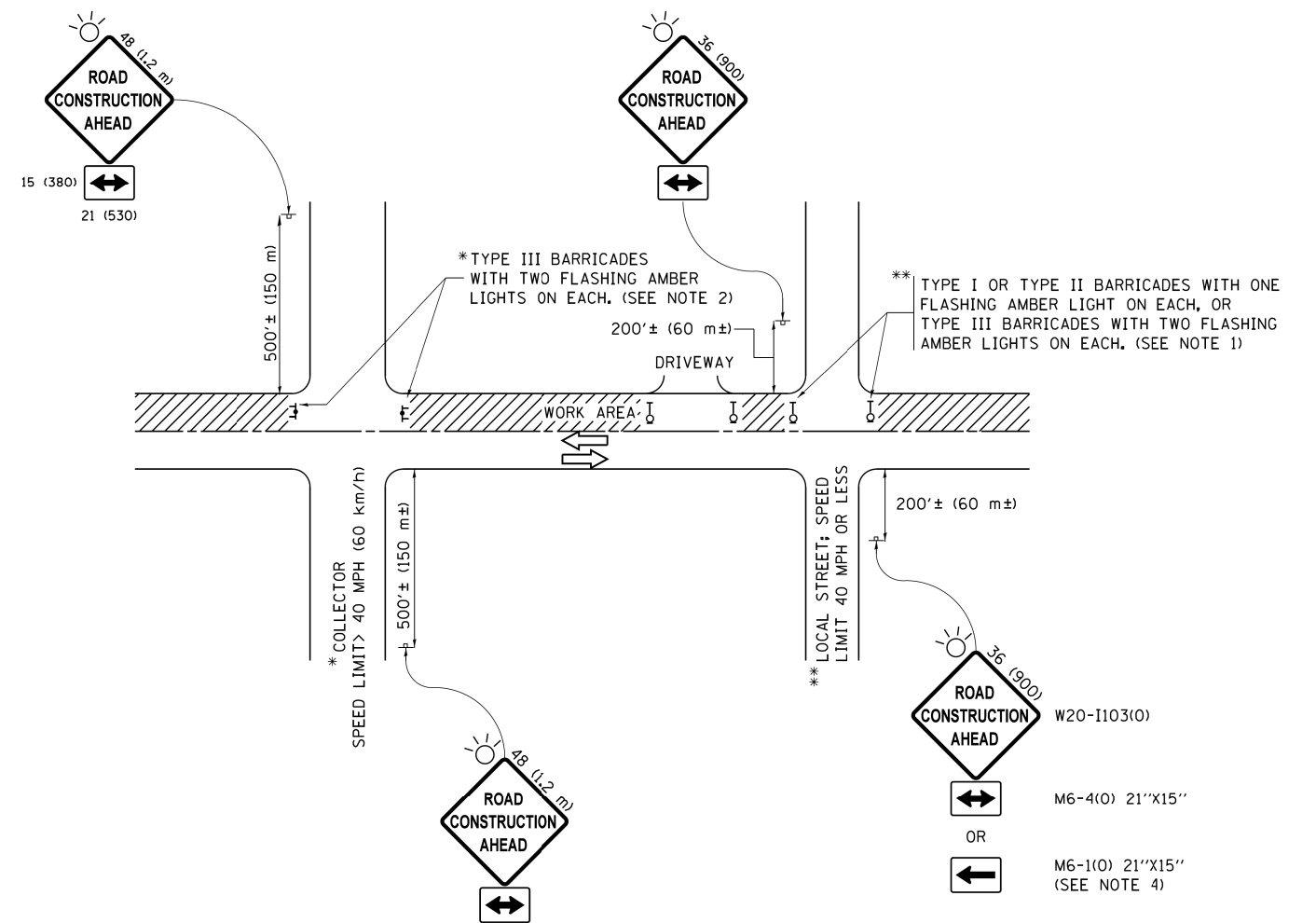
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.U. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pwork\pwi\dot\drivakosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01					2781	14-00052-00-M5	COOK	82	75
PLOT SCALE = 50,000 ' / IN.	CHECKED -	REVISED - R. BORO 12-15-09			BD600-06 (BD-24)			CONTRACT NO. 61F97				
PLOT DATE = 12/15/2009	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



NOTES:

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 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. 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.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

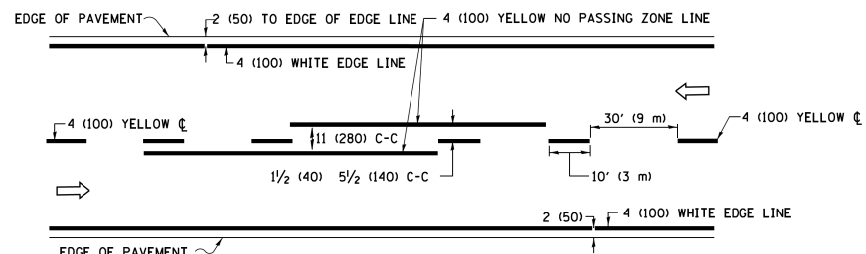
FILE NAME =	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
p:\j\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist	DRAWN	CADDData\CADsheets\c10.dgn	REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

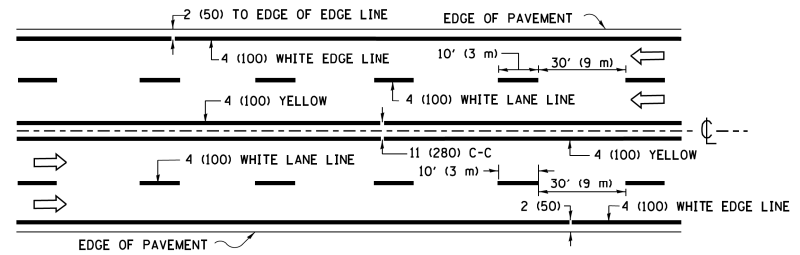
**TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

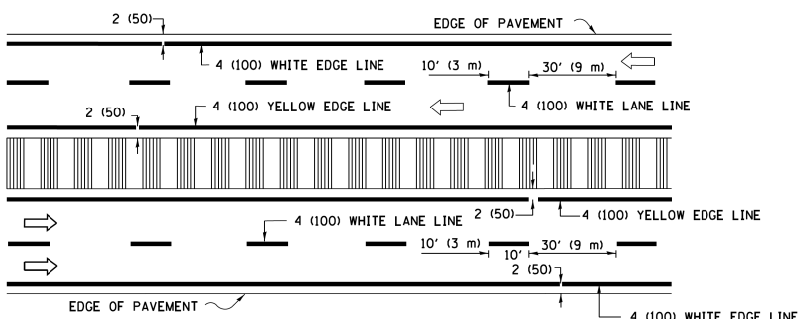
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	76
TC-10			CONTRACT NO. 61F97	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

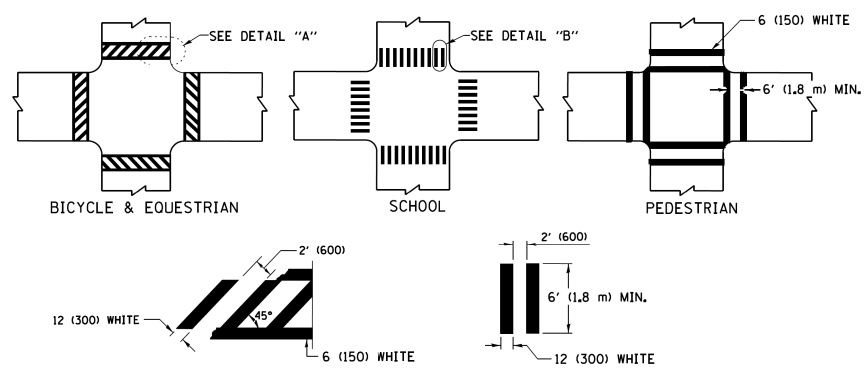


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

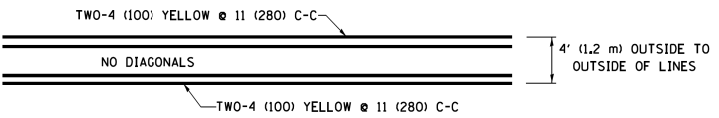
TYPICAL LANE AND EDGE LINE MARKING



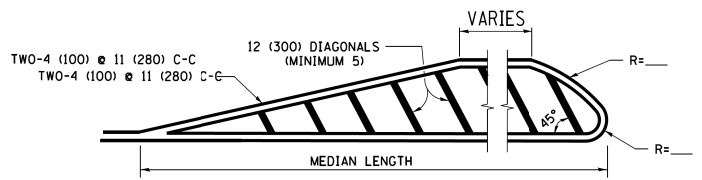
DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



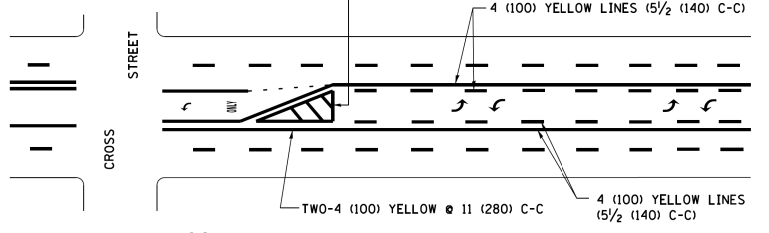
4' (1.2 m) WIDE MEDIANS ONLY



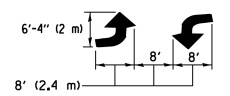
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

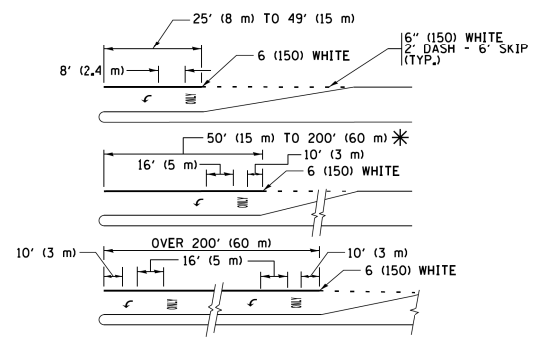


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

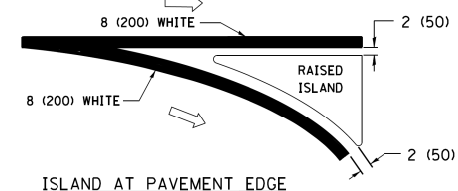
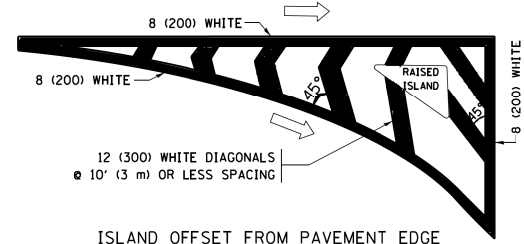


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

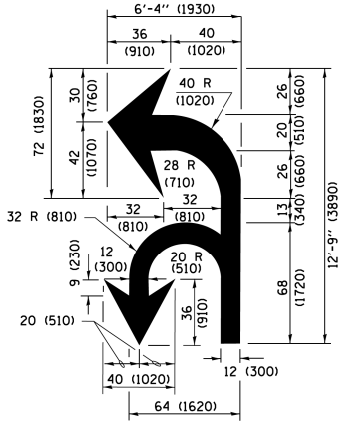
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

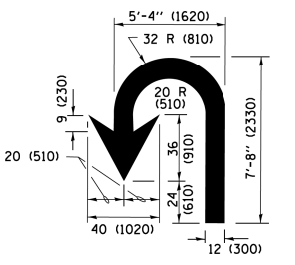
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

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	5/2 (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 MEDIANS IN YELLOW
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 5/2 (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" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

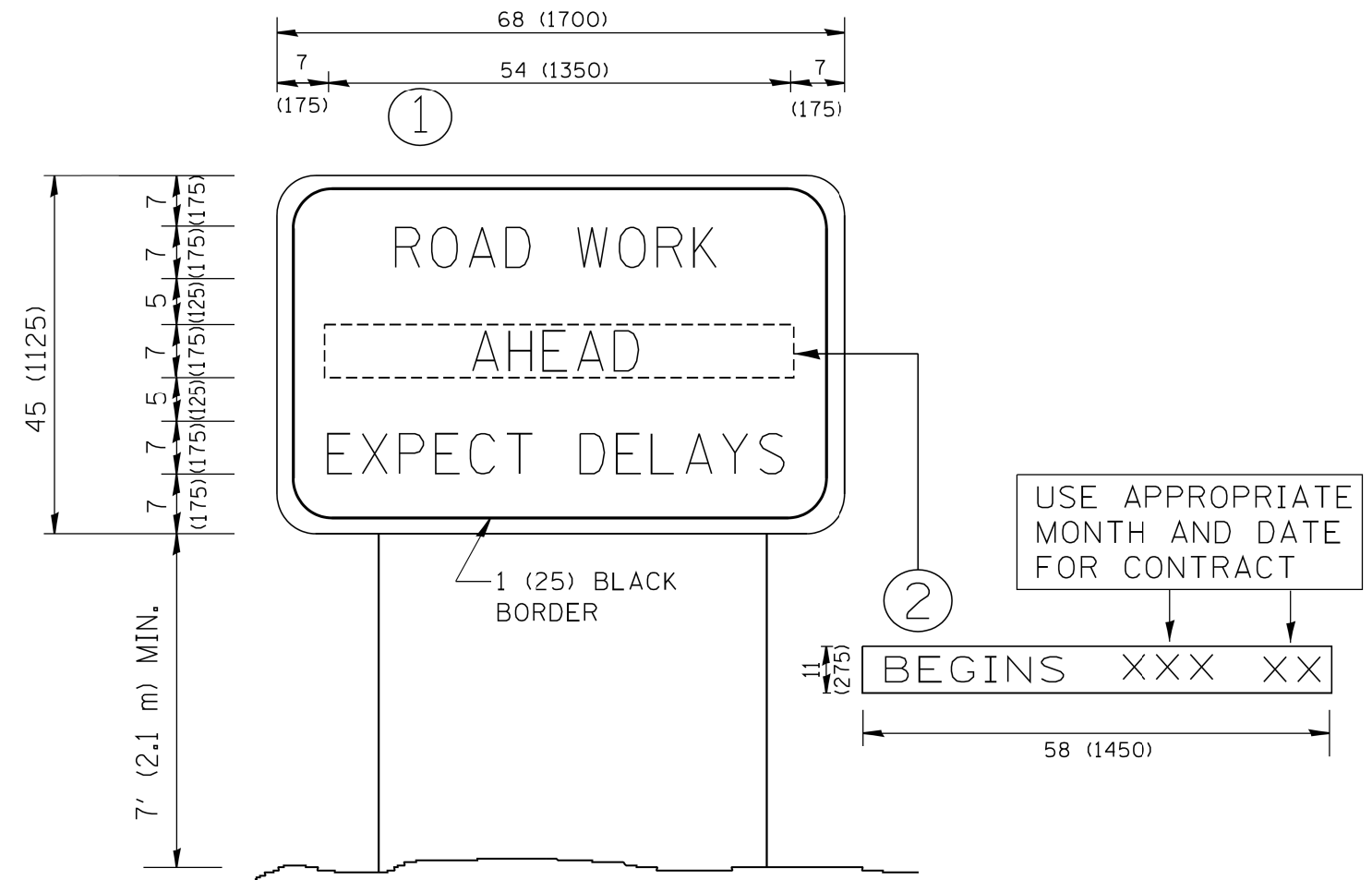
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	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2781	14-00052-00-M5	COOK	82	77
TC-13		CONTRACT NO. 61F97		
ILLINOIS FED. AID PROJECT				

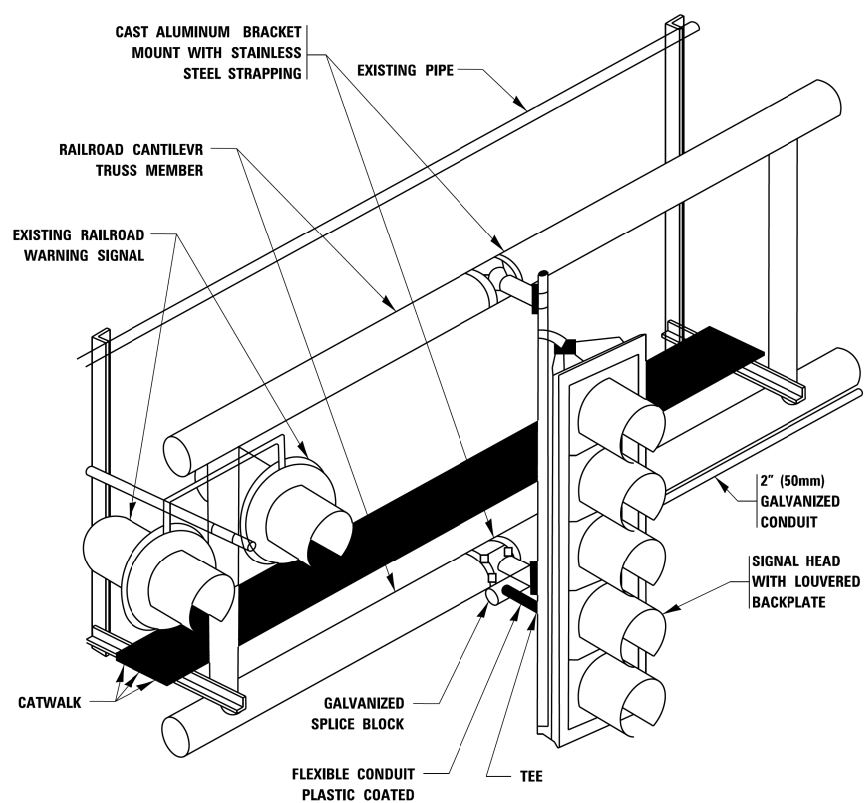


NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gegl1enobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.U. RTE. 2781	SECTION 14-00052-00-M5	COUNTY COOK	TOTAL SHEETS 82	SHEET NO. 78
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		CONTRACT NO. 61F97	
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07		<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>							



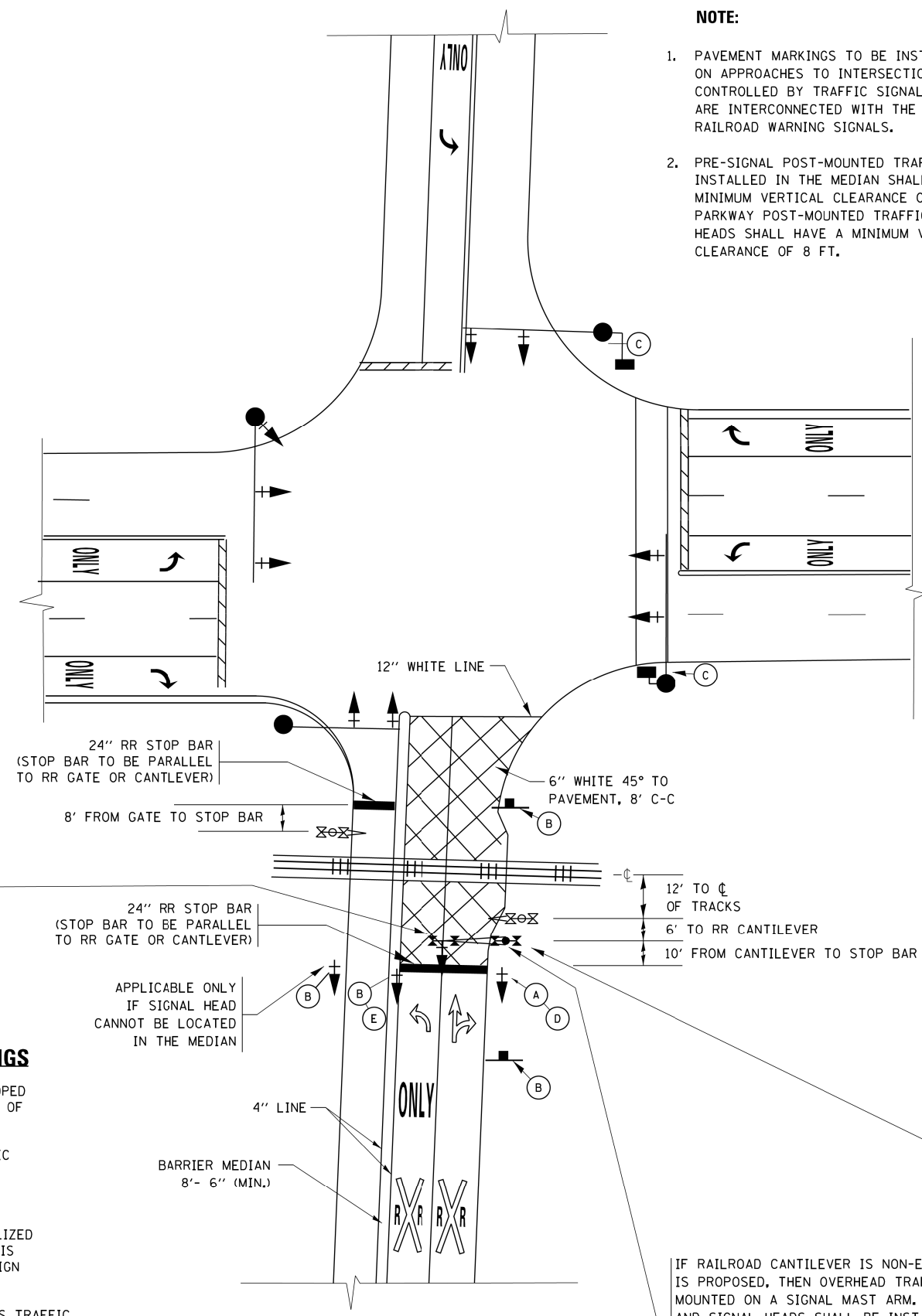
RAILROAD CANTILEVER SIGNAL HEAD MOUNTING
 USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION
 N.T.S.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

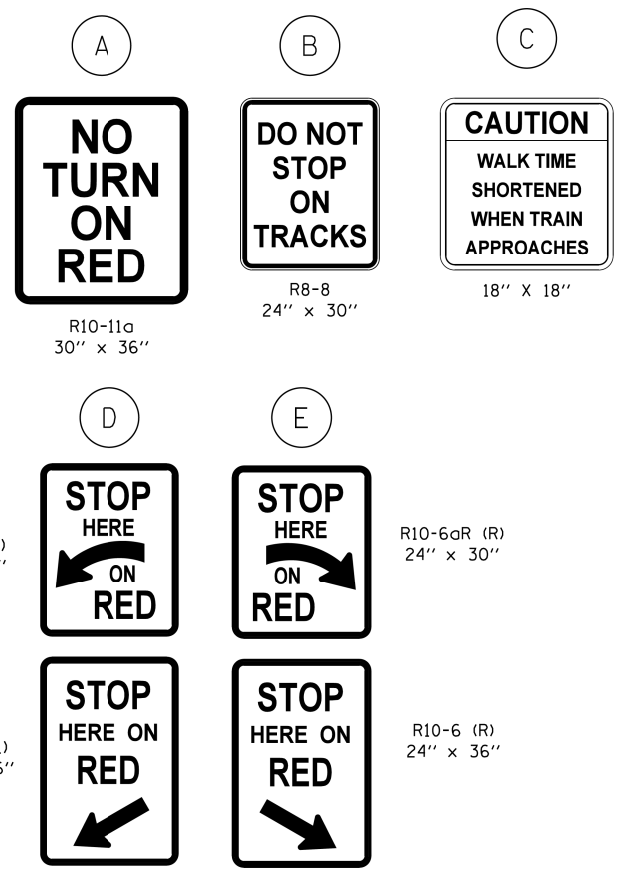
THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



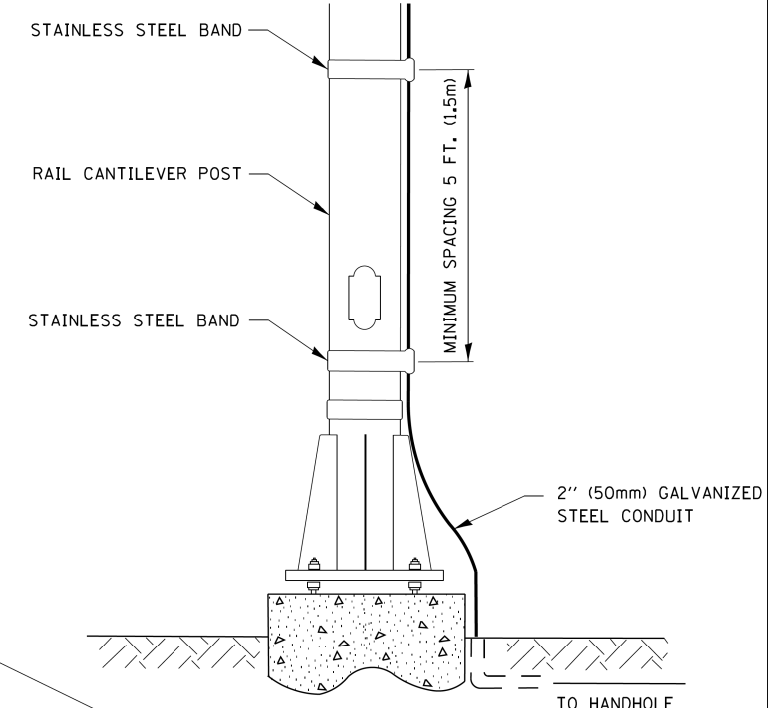
SIGNALIZED INTERSECTION WITH NEAR-SIDE TRAFFIC SIGNAL

- NOTE:**
- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
 - PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.



R10-6a (L) 24" x 30"
 R10-6 (L) 24" x 36"

R10-6aR (R) 24" x 30"
 R10-6 (R) 24" x 36"



SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

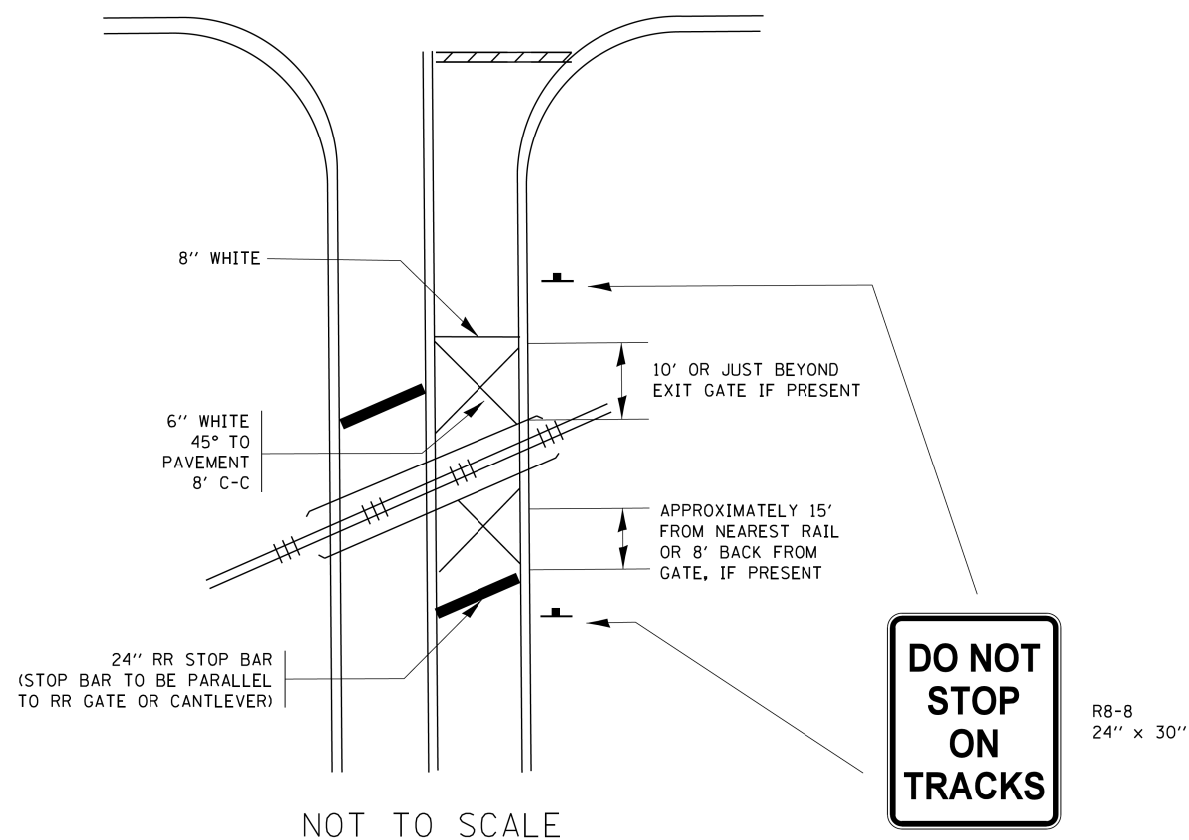
USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

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

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\j\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CAD\CADData\CADsheets\c23.dgn	DRAWN	REVISED - 04-26-12	2781			14-00052-00-M5	COOK	82	79		
PLOT SCALE = 50,000' / in.	CHECKED -	REVISED - A.R. 07-11-16	TC-23			CONTRACT NO. 61F97					
Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								
					SCALE: NONE	SHEET 1	OF 2 SHEETS	STA. TO STA.			

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

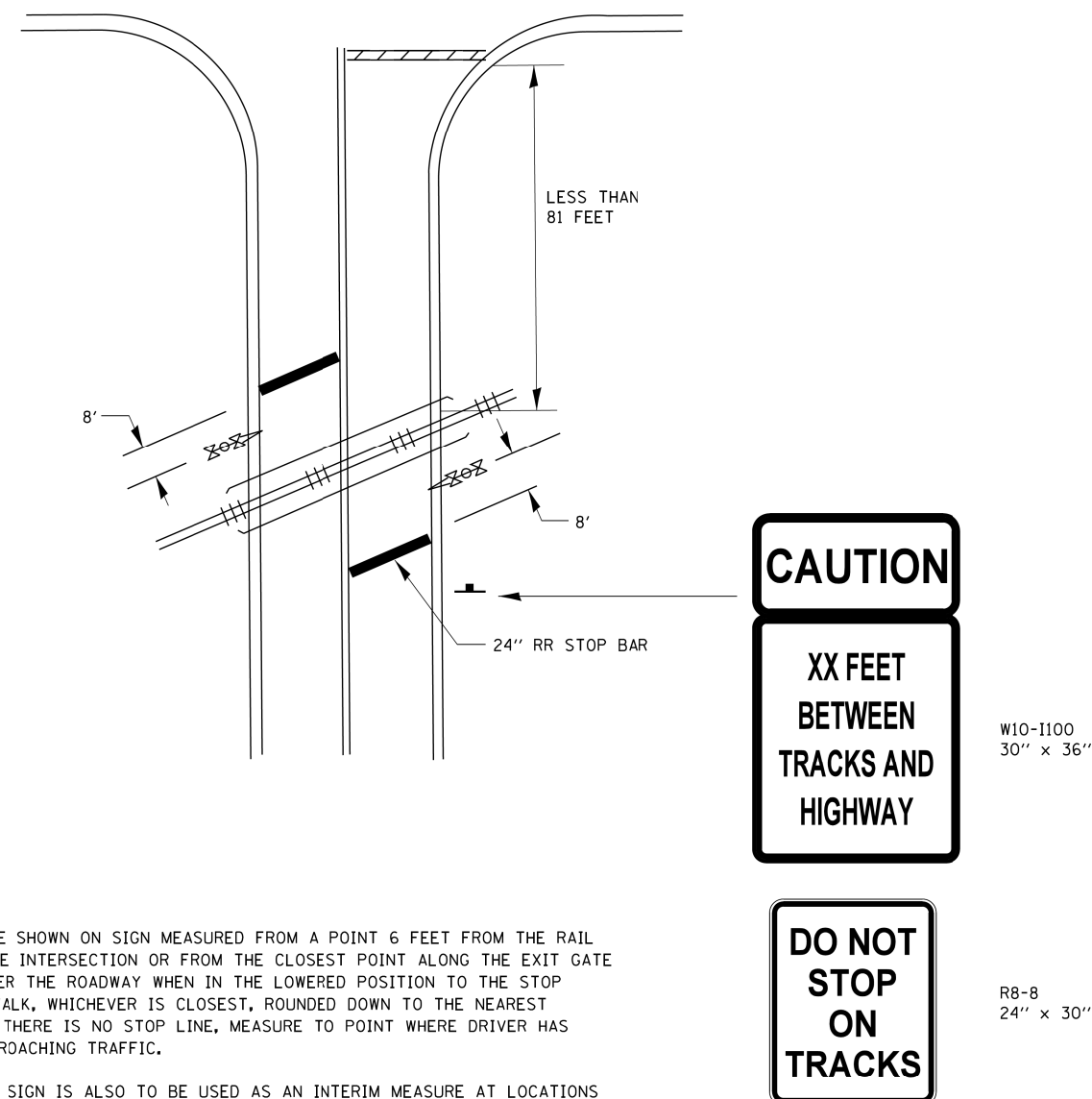
WITH SIGNALIZED INTERSECTION



NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

WITH NON-SIGNALIZED INTERSECTION 81' OR LESS TO CLOSEST RAIL

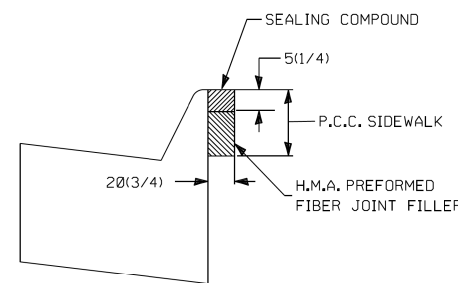
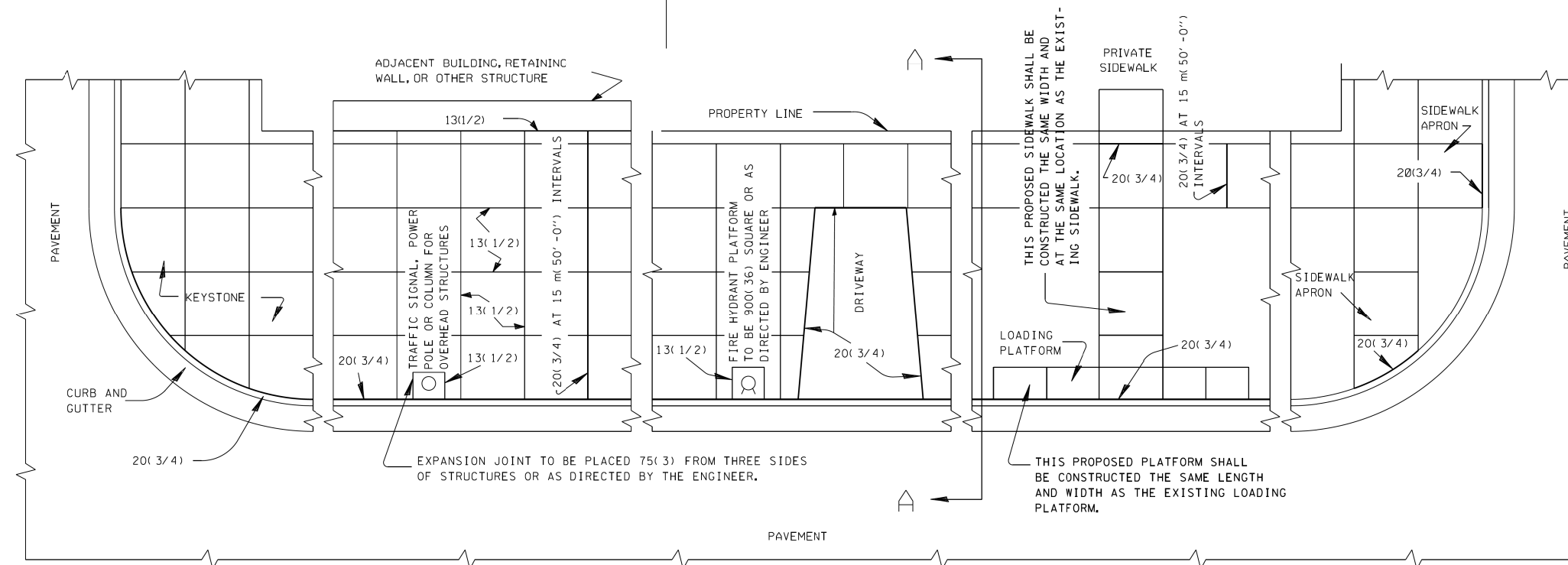
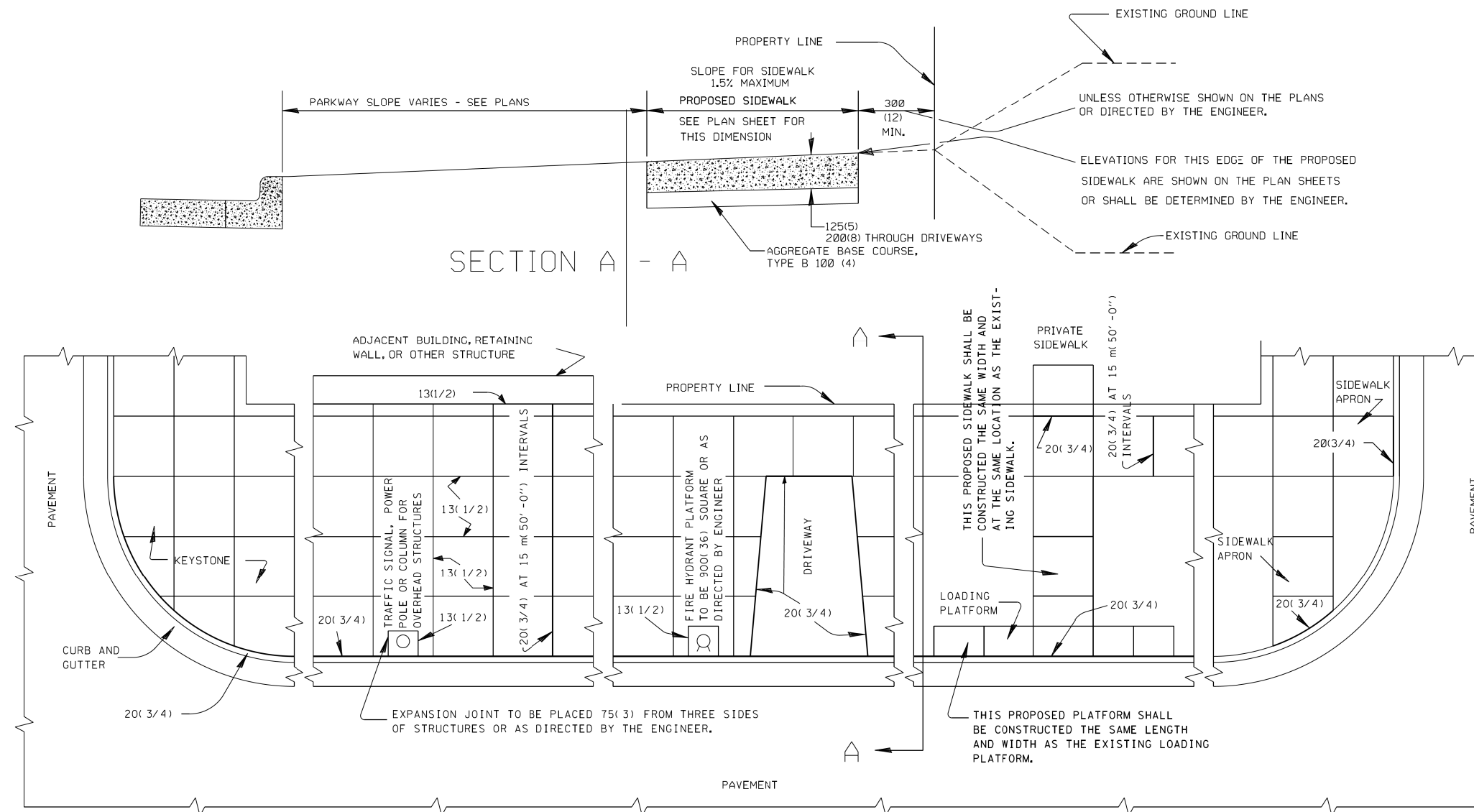


NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\1\084EBIDINTEG\111\inois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist	DRAWN\CADData\CADsheets\c23.dgn	CHECKED -	REVISED - 04-26-12			2781	14-00052-00-M5	COOK	82	80
Default	PLOT SCALE = 50,000' / in.	DATE -	REVISED - A.R. 07-11-16			TC-23		CONTRACT NO. 61F97		
	PLOT DATE = 1/3/2017					ILLINOIS FED. AID PROJECT				
				SCALE: NONE		SHEET 2 OF 2 SHEETS		STA.		TO STA.



EXPANSION JOINT DETAIL

NOTES:
ALL DIMENSIONS ARE MILLIMETERS (INCHES)
UNLESS OTHERWISE SHOWN.

All Expansion Joints shall conform to the requirements of Section 424.07 of the Standard Specifications for Road and Bridge Construction and shall be included in the contract unit price per Square Meter (foot) for P.C. Concrete Sidewalk of the thickness specified.

STANDARD C-9

MUNICIPALITY, IL MUNICIPALITY, IL NAME TOWNSHIP	COUNTY HIGHWAY: XXX	COMPUTED: NA DRAWN: ALB CHECKED: ILP	REVISIONS	DATE	PROJECT NAME	C-1
	FISCAL YEAR: XXXX		REVISED BORDER	01-27-14		
SECTION: XX-XXXX-XX-XX			REV. TO ANSI D BORDER, S/W THROUGH DRIVEWAY	02-13-18	COOK COUNTY PCC SIDEWALK CONSTRUCTION (EXPANSION JOINTS) DETAIL	SCALE: NONE SHEET 1

FILE NAME =	USER NAME = rhowellindgren	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE ACCESS TO TRANSIT COOK COUNTY STANDARDS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\CHICAGO\RDG\90611\073\Civil\CCDET02-90611_073.sht		DRAWN - EDT	REVISED -			2781	14-00052-00-M5	COOK	82	82
PLOT SCALE = 48"		CHECKED -	REVISED -			CONTRACT NO. 61F97				
PLOT DATE = 8/27/2019		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				