

11-08-2019 LETTING ITEM 072

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-RS	COOK	38	1
FED. ROAD DIST. NO 1		ILLINOIS	CONTRACT NO. 61G04	

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR LIST OF HIGHWAY STANDARDS SEE SHEET NO. 2

TRAFFIC DATA

ADT:	TRAFFIC
NERGE ROAD	14,100 VPD (2014)
ROHLWING ROAD (IL 53)	17,700 VPD (2017)
DEVON AVENUE	8,600 VPD (2014)

ROADWAY	SPEED POSTED	DESIGN SPEED
NERGE ROAD	35 MPH	35 MPH
ROHLWING ROAD	40 MPH	40 MPH
DEVON AVENUE	45 MPH	45 MPH

DESIGN DESIGNATION

FAU 1346 (NERGE ROAD) - MINOR ARTERIAL
FAU 2578 (ROHLWING ROAD) - MINOR ARTERIAL
FAU 1346 (DEVON AVENUE) - MINOR ARTERIAL

PLANS FOR PROPOSED FEDERAL-AID HIGHWAY

FAU 1346 (NERGE ROAD)
FROM WEST OF IL 53 (ROHLWING ROAD) TO DEVON AVENUE
RESURFACING AND SIDEWALK RAMP IMPROVEMENTS

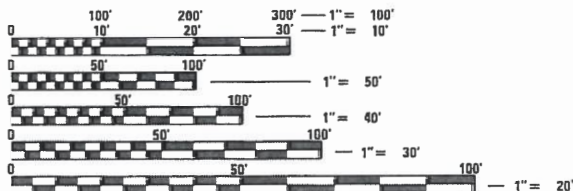
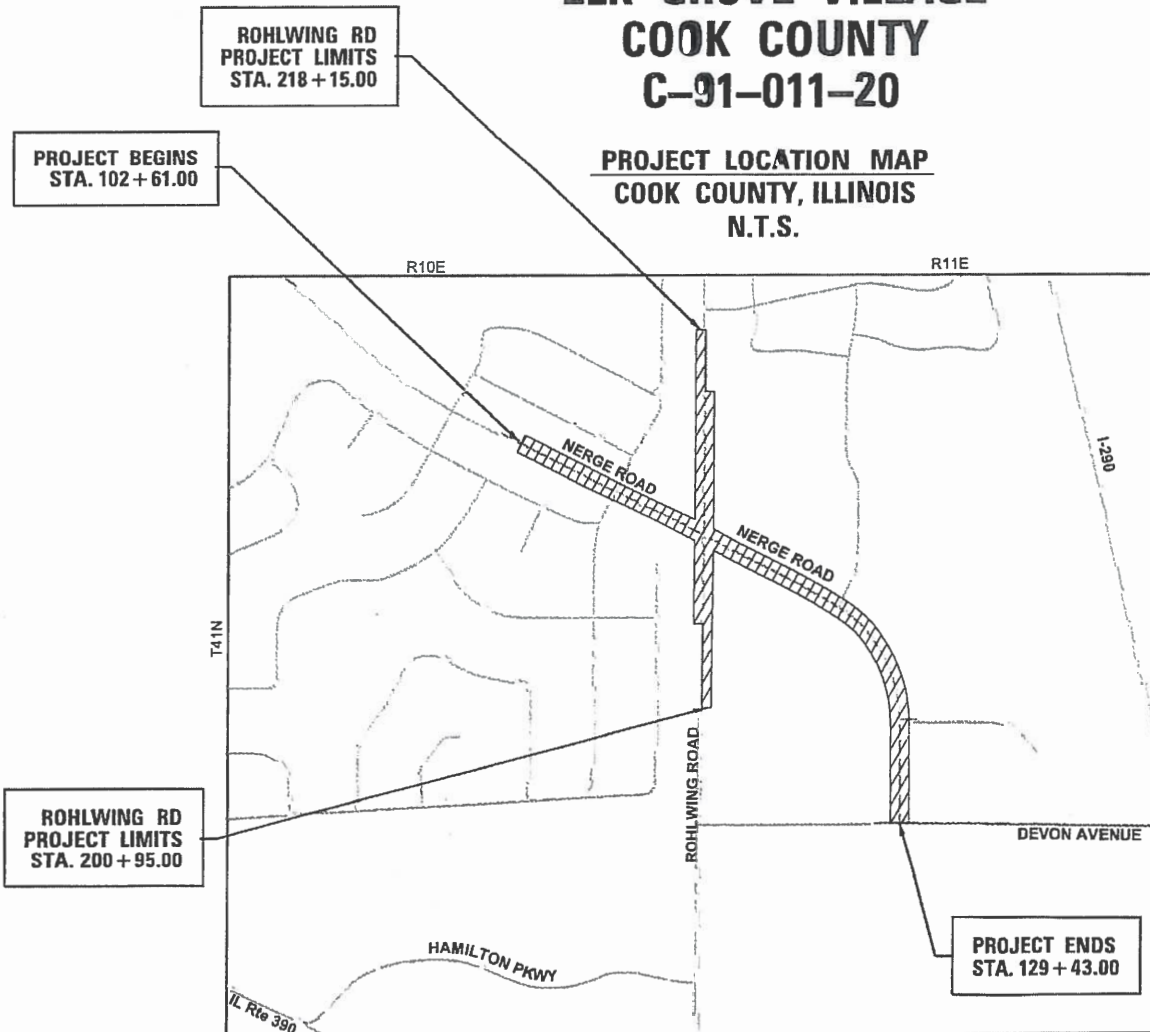
SECTION: 18-00069-00-RS
PROJECT: GS27(524)
ELK GROVE VILLAGE
COOK COUNTY
C-91-011-20

PROJECT LOCATION MAP
COOK COUNTY, ILLINOIS
N.T.S.



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

PROJECT ENGINEER: B. HARTMAN
PROJECT MANAGER: A. CHAUDHRY
CONTRACT NO. 61G04

PROJECT LENGTH
NET AND GROSS LENGTH OF PROJECT = 4,402 FEET = 0.834 MILES



SEAL
BENJAMIN D. HARTMAN, P.E.
EXPIRES: 11-30-19

420 NORTH FRONT STREET, SUITE 100 | McHENRY, ILLINOIS 60050
Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

AGENCY RESPONSIBLE FOR LETTING

APPROVED JULY 23 2019
[Signature]
DIRECTOR OF PUBLIC WORKS, ELK GROVE VILLAGE

PASSED 8-6-2019
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW August 6 2019
[Signature]
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	CHECKED		
	ALIGNMENT		
	ASPH. PAVED		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE		
	NOT AT THIS OFFICE		

INDEX OF SHEETS

1		COVER SHEET
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STATE STANDARDS

STANDARD NO.	LIST OF DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006-00	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
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, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE 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
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT ONE DETAILS

STANDARD NO.	LIST OF DESCRIPTION
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-05	DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

HRG PROJECT NO.: #0939
 HRG PROJ. CONTACT: #0939-srt-gem-01.dgn
 FILE NAME: 18-00069-00-R5.ctb
 PEN TABLE: p01tbl.tbl



USER NAME = bharto	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND STATE STANDARDS
 NERGE ROAD

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	2
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 61G04	

GENERAL NOTES

- 1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE...

Table with columns: PLAN, SURVEYED, PLOTTED, CHECKED, DATE. Includes sub-headers for NOTE BOOK NO., ALIGNED, CHECKED, FILE NAME, P-ADD FILE NAME.

7. BEFORE BEGINNING ANY WORK, THE CONTRACT SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND ALL RAISED REFLECTIVE PAVEMENT MARKINGS IN ORDER THAT THESE LOCATIONS CAN BE REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE DIRECTED BY THE ENGINEER.

SIDEWALK MAINTENANCE NOTES

- 1. THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. CONSTRUCTION STAGING SHALL BE COORDINATED WITH THE ENGINEER AND CONTRACTOR TO ENSURE ONE SIDEWALK REMAINS OPEN. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801.
2. AT EACH INTERSECTION, REPLACEMENT OF THE CURB AND GUTTER, DETECTABLE WARNINGS, AND SIDEWALK SHALL ONLY BE ALLOWED AT ONE CORNER AT A TIME. THE MAXIMUM LENGTH OF CLOSURE OF THE SIDEWALK AT THE CORNER SHALL BE 7 CALENDAR DAYS.
3. WHEN DIRECTED BY THE ENGINEER, THE PAY ITEM "INCIDENTAL HOT-MIX ASPHALT RESURFACING" SHALL BE USED TO FILL THE GAP BETWEEN THE REPLACED CURB AND GUTTER AND THE EXISTING PAVEMENT PRIOR TO MILLING OF THE EXISTING SURFACE.

SEDIMENTATION AND EROSION CONTROL

- 1. CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (WWW.AISWCD.ORG/IUM) UNLESS STATED OTHERWISE.
2. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE DISTURBED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL STABILIZATION IS ACHIEVED.
3. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, DEVELOPMENT SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
4. STABILIZATION BY SEEDING SHALL INCLUDE TOPSOIL PLACEMENT AND FERTILIZATION, AS NECESSARY.
5. NATIVE SEED MIXTURES SHALL INCLUDE RAPID-GROWING ANNUAL GRASSES OR SMALL GRAINS TO PROVIDE INITIAL, TEMPORARY SOIL STABILIZATION.
6. OFFSITE PROPERTY SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT CONCENTRATED DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL, AS NECESSARY TO PREVENT EROSION.

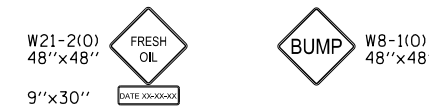
17. THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL OR ALTERNATE SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPMENT SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.

CONSTRUCTION SEQUENCE

- THIS CONSTRUCTION SEQUENCE WAS DEVELOPED TO MINIMIZE IMPACTS TO PROPERTY OWNERS AND TO PROVIDE AN ADEQUATE METHOD OF INSPECTING THE CONDITION OF THE PAVEMENT AND CURB AND GUTTER. THIS CONSTRUCTION SEQUENCE SHALL BE FOLLOWED UNLESS AN ALTERNATE SEQUENCE IS APPROVED BY THE ENGINEER.
1. SET UP APPLICABLE TRAFFIC CONTROL MEASURES USING IDOT HIGHWAY STANDARDS AND DISTRICT ONE DETAILS PROVIDED IN THE PLANS. DAILY LANE CLOSURES SHALL BE USED FOR ALL WORK DEPICTED IN THE PLANS. PERMANENT LANE CLOSURES SHALL NOT BE ALLOWED UNLESS SHOWN ON THE PLANS OR OTHERWISE APPROVED BY THE ENGINEER.
2. SET UP EROSION CONTROL MEASURES / TREE PRUNING.
3. REMOVE AND REPLACE CURB AND GUTTER AND ADJUST DRAINAGE STRUCTURES AS DETERMINED BY THE ENGINEER.
4. INSTALL SIDEWALK AND DETECTABLE WARNINGS.
5. LANDSCAPE RESTORATION.
6. REMOVE HOT-MIX ASPHALT PAVEMENT SURFACE AND THE ENGINEER SHALL INSPECT THE CONDITION OF THE PAVEMENT AND MARK THE AREAS REQUIRING PAVEMENT PATCHING. UNDER NO CONDITION SHALL THE CONTRACTOR PROCEED WITH THIS WORK WITHOUT PRIOR CONSENT FROM THE ENGINEER. PERFORM PAVEMENT PATCHING.
7. PLACE LONGITUDINAL JOINT SEALANT AND HMA RESURFACING LIFT(S)
8. INSTALL PERMANENT PAVEMENT MARKINGS AND SIGNING.
9. REMOVE EROSION CONTROL AND TRAFFIC CONTROL.

CONSTRUCTION SIGNS

THESE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. W21-2(O) SHALL BE PLACED 48 HOURS PRIOR TO PRIMING.



STORM SEWERS, SANITARY SEWER, AND UTILITIES

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.
4. ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
5. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE.
6. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS.
7. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN, IN AN OPERATING CONDITION, TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY THE EXISTING DRAINAGE FACILITIES.
8. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF THE WATER.

Table with columns: PROFILE, SURVEYED, PLOTTED, CHECKED, DATE. Includes sub-headers for NOTE BOOK NO., GRADES, CHECKED, STRUCTURE, NOTATINS, CHKD.

SIGNING AND STRIPING

- 1. SEE IDOT DISTRICT ONE DETAILS AND PLAN SHEETS FOR PAVEMENT MARKING DETAILS.
2. SIGNS SHALL NOT BE MOVED OR COVERED UNTIL PROGRESS OF WORK NECESSITATES IT.
3. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH HIS CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED.
4. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THIS WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 729 OF THE STANDARD SPECIFICATIONS.
5. ALL SIGNS SHALL BE INSTALLED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED.
6. TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS, THE ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT DON.CHIARUGI@ILLINOIS.GOV

- 7. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE DISTURBANCE OF TRIBUTARY AREAS.
8. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED BELOW: A) WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE; AND B) IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD MAY BE USED.
9. DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE SOD, EROSION CONTROL BLANKET IN COMBINATION WITH SEEDING, OR AN EQUIVALENT CONTROL MEASURE.
10. PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF SOIL STOCKPILES.
11. THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION DOWNSLOPE FROM DISTURBED AREAS. INLET PROTECTION THAT REDUCES SEDIMENT LOADING, WHILE ALLOWING RUNOFF TO ENTER THE INLET SHALL BE REQUIRED FOR ALL STORM SEWERS, CHECK DAMS, OR AN EQUIVALENT CONTROL MEASURE, SHALL BE REQUIRED FOR ALL CHANNELS. FILTER FABRIC INLET PROTECTION AND STRAW BALE DITCH CHECKS ARE NOT ACCEPTABLE CONTROL MEASURES.
12. IF DEWATERING SERVICES ARE USED, DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP OR AN EQUIVALENT CONTROL MEASURE). THE ENFORCEMENT OFFICER SHALL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF DEWATERING ACTIVITIES.
13. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION OF THE DEVELOPMENT SITE IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NECESSARY. TRAPPED SEDIMENT SHALL BE REMOVED AND DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED.
14. STOCKPILED SOIL AND MATERIALS SHALL BE REMOVED FROM FLOOD HAZARD AREAS AT THE END OF EACH WORK DAY. SOIL AND MATERIALS STOCKPILED IN IWMC OR BUFFER AREAS SHALL BE PLACED ON TIMBER MATS, OR AN EQUIVALENT CONTROL MEASURE.
15. EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM THE DEVELOPMENT SITE. AT A MINIMUM, CONTROL MEASURES SHALL BE IMPLEMENTED IN ORDER TO: A) MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATER; AND B) MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION AND TO STORMWATER.
16. ADEQUATE RECEPTACLES SHALL BE PROVIDED FOR THE DEPOSITING OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE APPLICANT SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, OR IWMC. THE DEVELOPMENT SITE SHALL BE MAINTAINED FREE OF CONSTRUCTION MATERIAL DEBRIS.

HRG PROJECT NO.: #60939
HRG PROJ CONTACT: #60939-574-987-02.dgn
FILE NAME: #60939-574-987-02.dgn
PEN TABLE: pen.tbl



Table with columns: USER NAME, DESIGNED, DRAWN, PLOT SCALE, PLOT DATE, REVISED, DATE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES NERGE ROAD

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

Table with columns: F.A.U RTE., SECTION NO., COUNTY, TOTAL SHEETS, SHEET NO., FED. ROAD DIST. NO., ILLINOIS FED. AID PROJECT.

PLAN	SCRIBED	DATE
NOTE BOOK	PLOTTED	
NO.	ALIGNMENT CHECKED	
	FILE NAME	
	FILE NAME	

PROFILE	SCRIBED	DATE
NOTE BOOK	PLOTTED	
NO.	GRADES CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	

HRG PROJECT NO.: 180938
 HRG PROJ. CONTACT: 180938-shr-sum.dgn
 FILE NUMBER: 180938-shr-sum.dgn
 PLOT TABLE: 180938-shr-sum.dgn

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
20101000	TEMPORARY FENCE	FOOT	50
20101200	TREE ROOT PRUNING	EACH	2
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1
20200100	EARTH EXCAVATION	CU YD	78
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	477
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6
25200110	SODDING, SALT TOLERANT	SO YD	477
25200200	SUPPLEMENTAL WATERING	UNIT	15
28000510	INLET FILTERS	EACH	10
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	112
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	20,705
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	47
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1,800
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	240
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2,407
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	1,192
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	34
42400800	DETECTABLE WARNINGS	SO FT	141

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SO YD	30,674
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	886
44000600	SIDEWALK REMOVAL	SO FT	9,616
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SO YD	156
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	156
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	313
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	388
60266600	VALVE BOXES TO BE ADJUSTED	EACH	6
* 60605300	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)	FOOT	886
* 60618208	HOT-MIX ASPHALT MEDIAN	SO FT	4,733
+ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	38
+ 66900530	SOIL DISPOSAL ANALYSIS	EACH	4
+ 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
+ 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	20
+ 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

+ SPECIALTY ITEM

+ SPECIALTY ITEM
 * SPECIAL PROVISION



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 # 184-001322

USER NAME = bhar.tmo	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/29/2019	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 NERGE ROAD

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	4
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

PLAN	DATE
BY	
CHECKED	
ALIGNED	
CHECKED	
DATE	
NO.	

PROFILE	DATE
BY	
CHECKED	
GRADES	
CHECKED	
DATE	
NO.	

HRG PROJECT NO.: #0928
 HRG PROJ. CONTACT: #0928-shr-sum.dgn
 PLOT DRIVER: #0928-shr-11c19
 PEN TABLE: #0928-shr-11c19

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	160
70300100	SHORT TERM PAVEMENT MARKING	FOOT	6,481
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	2,160
+ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	592
+ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6,481
+ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,253
+ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	267
+ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	261
+ 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	261
+ 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	16
* + 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
+ 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	424
+ 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	313
+ 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	177
+ 87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
+ 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4
+ 87900200	DRILL EXISTING HANDHOLE	EACH	1
+ 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	10
* + 88600600	DETECTOR LOOP REPLACEMENT	FOOT	1,655
+ 88800100	PEDESTRIAN PUSH-BUTTON	EACH	2

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
+ 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	68
* + 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2
* + 89502376	REBUILD EXISTING HANDHOLE	EACH	2
XX001621	BRICK PAVER REMOVAL	SO FT	1,582
* X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SO FT	9,616
* X4240800	DETECTABLE WARNINGS (SPECIAL)	SO FT	79
* X4403800	MEDIAN SURFACE REMOVAL	SO FT	4,733
* X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	25
* X7240500	RELOCATE EXISTING SIGNS	EACH	3
* + X8760055	PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	1
XX007147	REMOVE AND REPLACE LAWN SPRINKLER SYSTEM	FOOT	100
* + XX008910	PAVEMENT MARKING (SPECIAL)	SO FT	3,833
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1
* Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	65
* Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	292
* Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	14,865
* + XX009337	PREFORMED THERMOPLASTIC MEDIAN, SPECIAL	SO FT	4,733

+ SPECIALTY ITEM
 * SPECIAL PROVISION



USER NAME = bhar.tma	DESIGNED - BH	REVISED -
PLOT SCALE =	DRAWN - DMS	REVISED -
PLOT DATE = 8/29/2019	CHECKED - AC	REVISED -
	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

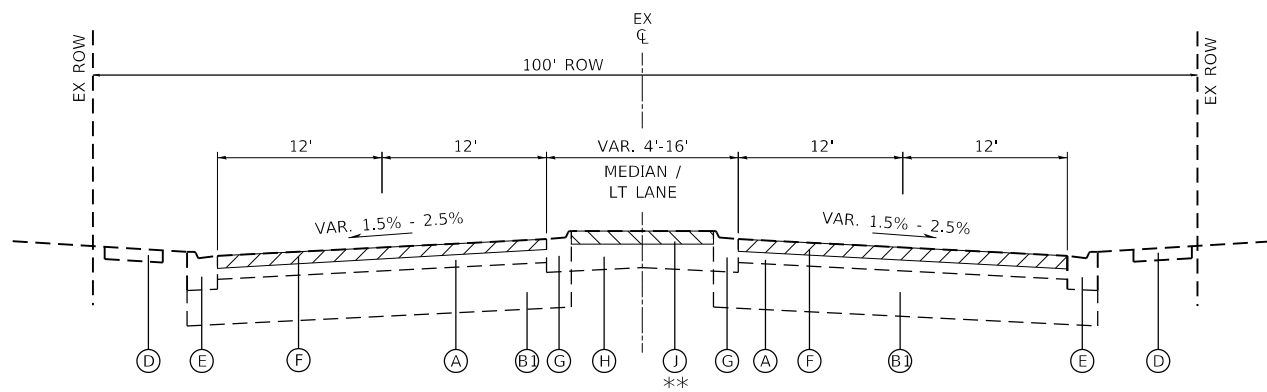
SUMMARY OF QUANTITIES			
NERGE ROAD			
SCALE: N.T.S.	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-RS	COOK	38	5
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

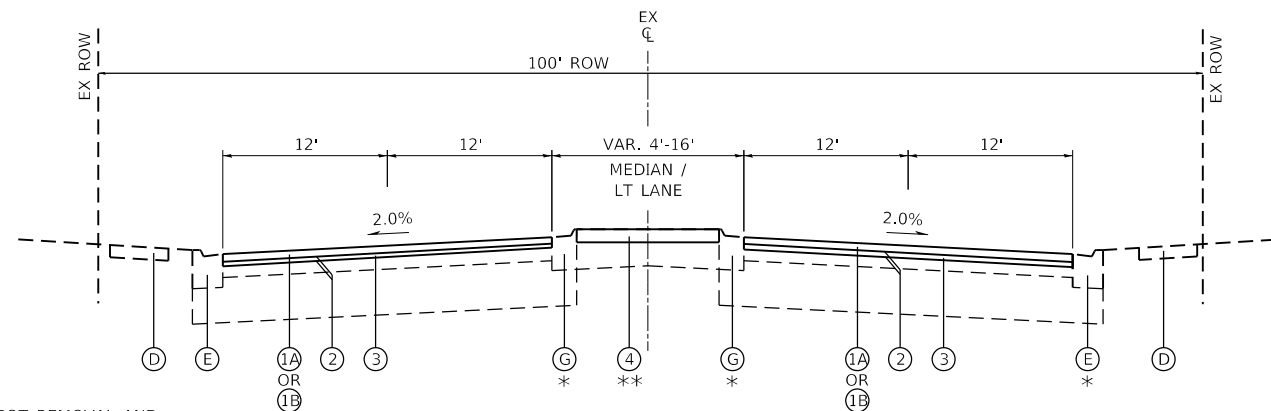
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BY	
SURVEYED	
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PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE	
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PROFILE	
NOTE BOOK	
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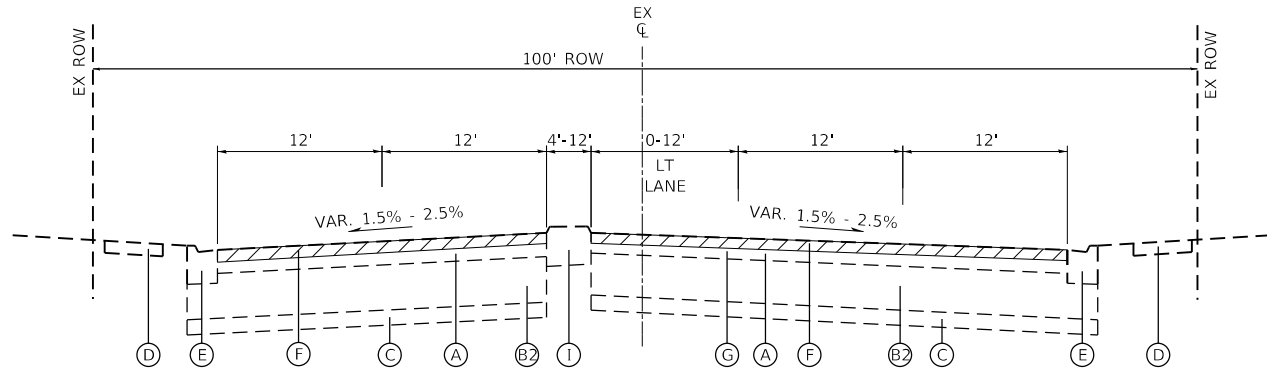
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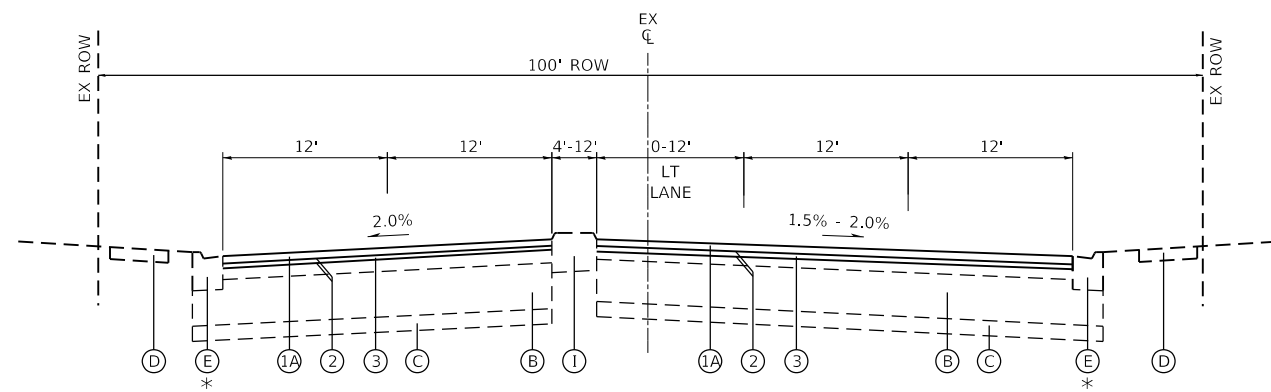
EXISTING TYPICAL SECTION
 NERGE ROAD: STA. 102+61.00 TO STA. 105+46.42, STA. 119+21.15 TO STA. 121+89.17
 ROHLWING ROAD: STA. 200+95.00 TO STA. 218+15.00
 ** SEE ROADWAY PLANS FOR MEDIAN IMPROVEMENT LOCATIONS



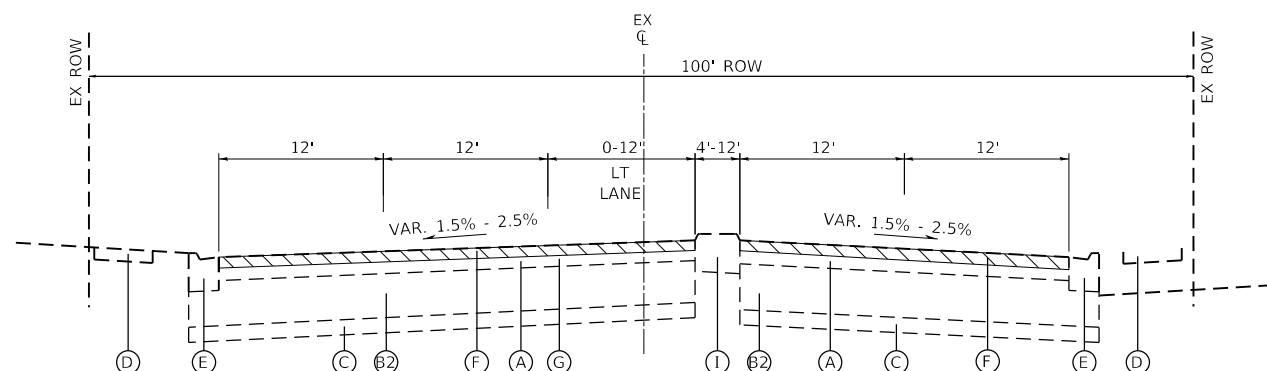
PROPOSED TYPICAL SECTION
 NERGE ROAD: STA. 102+61.00 TO STA. 105+46.42, STA. 119+21.15 TO STA. 121+89.17
 ROHLWING ROAD: STA. 200+95.00 TO STA. 218+15.00
 * SPOT REMOVAL AND REPLACEMENT AS DIRECTED BY THE ENGINEER
 ** SEE ROADWAY PLANS FOR MEDIAN IMPROVEMENT LOCATIONS



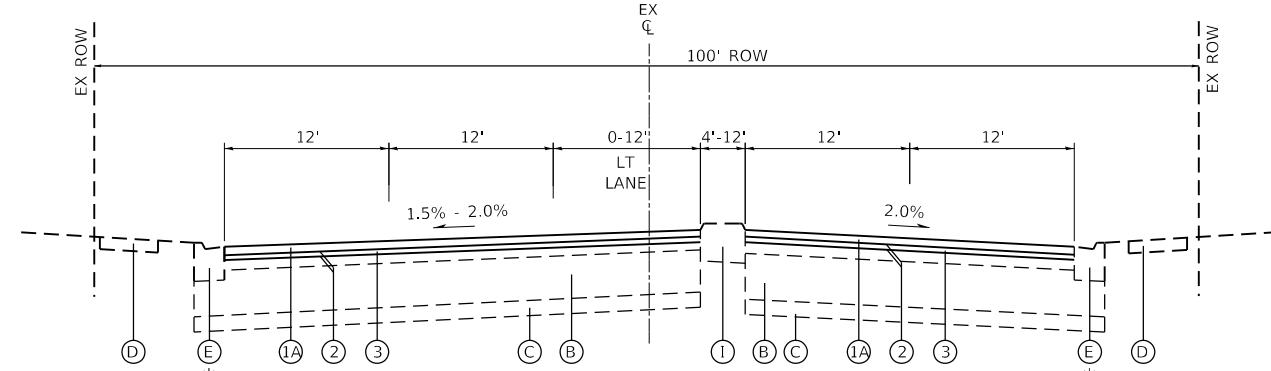
EXISTING TYPICAL SECTION
 NERGE ROAD: STA. 105+46.42 TO STA. 112+07.64; STA. 121+89.17 TO STA. 129+43.00



PROPOSED TYPICAL SECTION
 NERGE ROAD: STA. 105+46.42 TO STA. 112+07.64; STA. 121+89.17 TO STA. 129+43.00
 * SPOT REMOVAL AND REPLACEMENT AS DIRECTED BY THE ENGINEER



EXISTING TYPICAL SECTION
 NERGE ROAD: STA. 112+07.64 TO STA. 119+21.15



PROPOSED TYPICAL SECTION
 NERGE ROAD: STA. 112+07.64 TO STA. 119+21.15
 * SPOT REMOVAL AND REPLACEMENT AS DIRECTED BY THE ENGINEER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", IL-9.5, N70	4% @ 70 GYR.
POLYMERIZED HMA SURFACE COURSE, MIX "E", IL-9.5 N70	4% @ 70 GYR.
POLYMERIZED HMA BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.
HMA MEDIAN RESURFACING	
HMA SURFACE COURSE, MIX "D", IL-9.5, N70; 1-1/2"	4% @ 70 GYR.
INCIDENTAL HMA SURFACING	
HMA SURFACE COURSE, MIX "D", IL-9.5, N70	4% @ 70 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

CONTRACTOR SHALL MILL BEFORE PATCHING.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVELING BINDER WHERE THE SURFACE JOINT WILL BE LOCATED.

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 3"-4"±
- (B1) EXISTING PORTLAND CEMENT BASE, 10"±
- (B2) EXISTING HOT-MIX ASPHALT BASE, 8"±
- (C) EXISTING AGGREGATE BASE COURSE, 4"±
- (D) EXISTING PCC SIDEWALK
- (E) EXISTING COMB. CONC. CURB AND GUTTER, TYPE B-6.24
- (F) HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4"
- (G) EXISTING COMB. CONC. CURB AND GUTTER, TYPE M-2.12
- (H) STABILIZED MEDIAN SURFACE
- (I) CORRUGATED MEDIAN
- (J) MEDIAN SURFACE REMOVAL (1-1/2" DEPTH)

PROPOSED LEGEND

- (1A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 2"
- (1B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70; 2"
- (2) BITUMINOUS MATERIALS (TACK COAT)
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 1"
- (4) HOT-MIX ASPHALT MEDIAN SURFACE, 1-1/2"



USER NAME = bhartha	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 NERGE ROAD

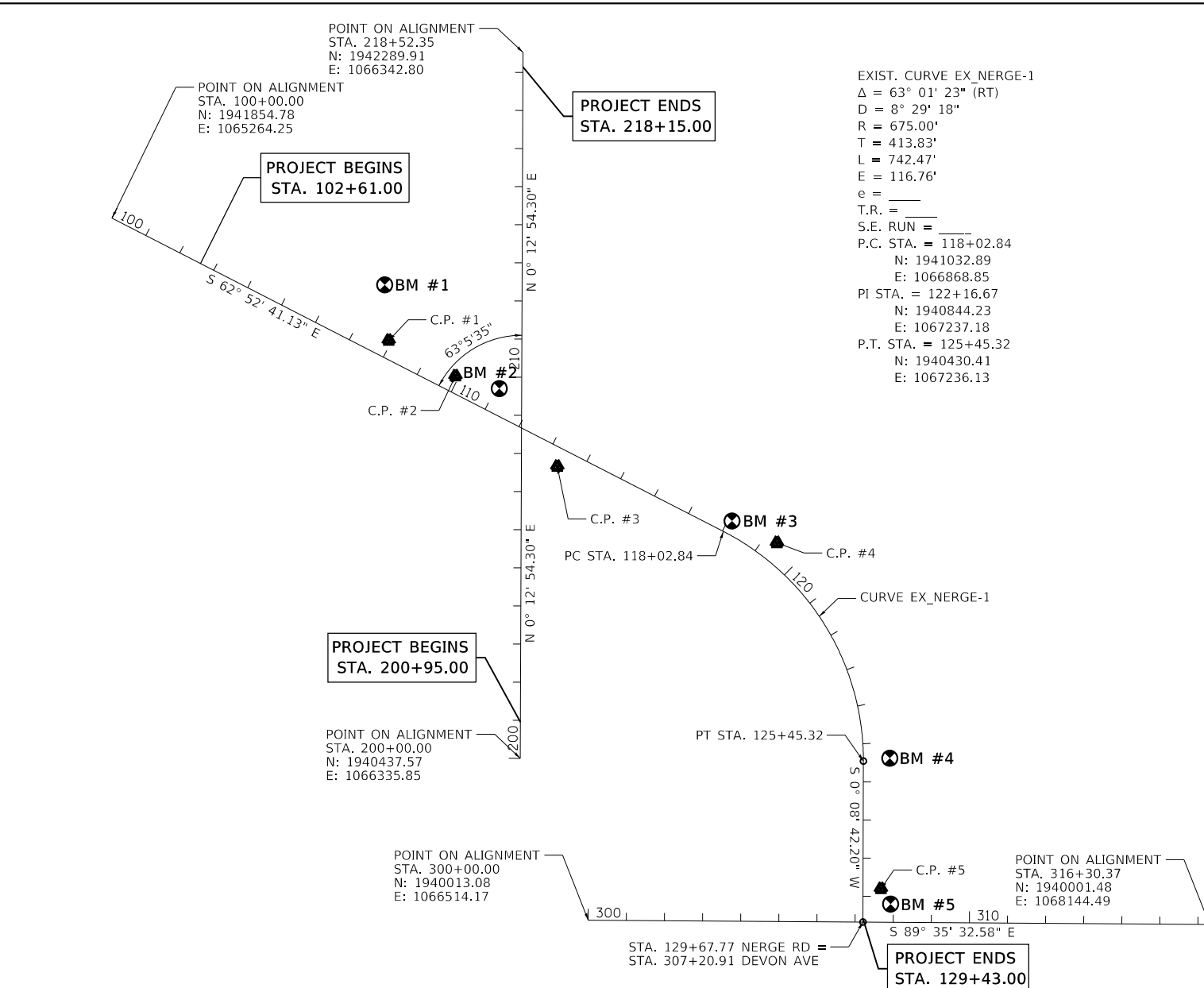
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F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	6
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
FILE NAME	
FILE NO.	
NO.	

DATE	
BY	
PROFILE	
SURVEYED	
PLOTTED	
GRADES CHECKED	
NOTE BOOK	
FILE NAME	
FILE NO.	
NO.	

HRG PROJECT NO.: #60938
 HRG PROJ. CONTACT: #60938-srt-1-fg.dgn
 FILE NUMBER: #60938
 PEN TABLE: #60938.tbl



BENCHMARKS

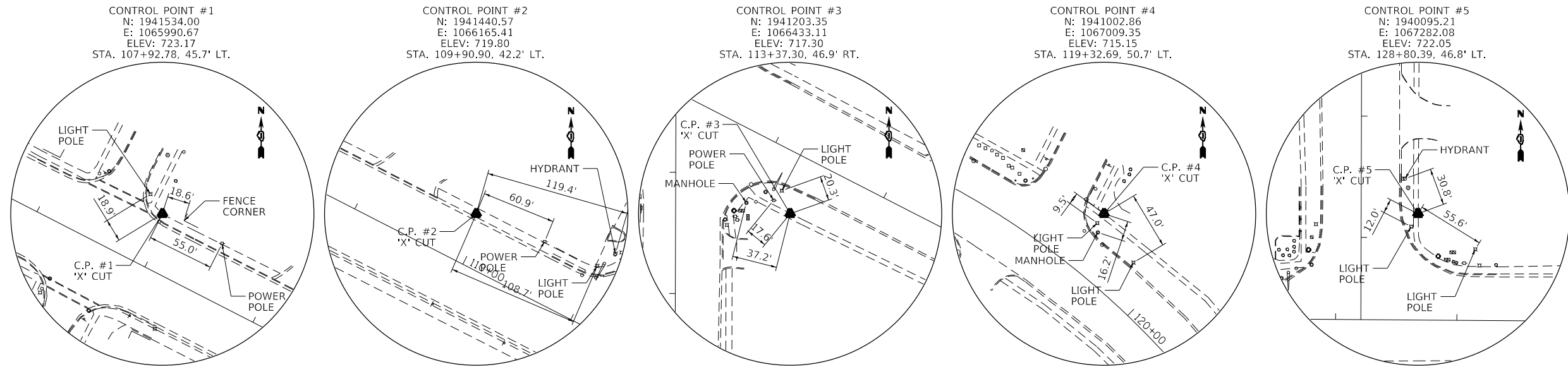
BENCHMARK 1: SOUTHEAST BOLT ON HYDRANT LOCATED AT THE SOUTHWEST CORNER OF MITCHELL TRAIL AND BRADLEY LANE. ELEVATION = 719.71 (NAVD 88)

BENCHMARK 2: NORTHEAST BOLT ON HYDRANT LOCATED AT THE NORTHWEST CORNER OF ROHLWING ROAD AND NERGE ROAD. ELEVATION = 719.50 (NAVD 88)

BENCHMARK 3: ARROW BOLT ON HYDRANT LOCATED AT THE NORTHWEST CORNER OF NERGE ROAD AND CHARLELA LANE. ELEVATION = 717.70 (NAVD 88)

BENCHMARK 4: SOUTHWEST BOLT ON HYDRANT LOCATED AT THE SOUTHEAST CORNER OF NERGE ROAD AND BONAVENTURE DRIVE. ELEVATION = 716.92 (NAVD 88)

BENCHMARK 5: CHISELED SQUARE IN SOUTHEAST CORNER OF DOUBLE HANDHOLE LOCATED AT THE NORTHEAST CORNER OF NERGE ROAD AND DEVON AVENUE. ELEVATION = 722.19 (NAVD 88)



USER NAME = bhartha	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

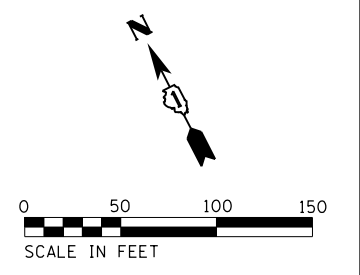
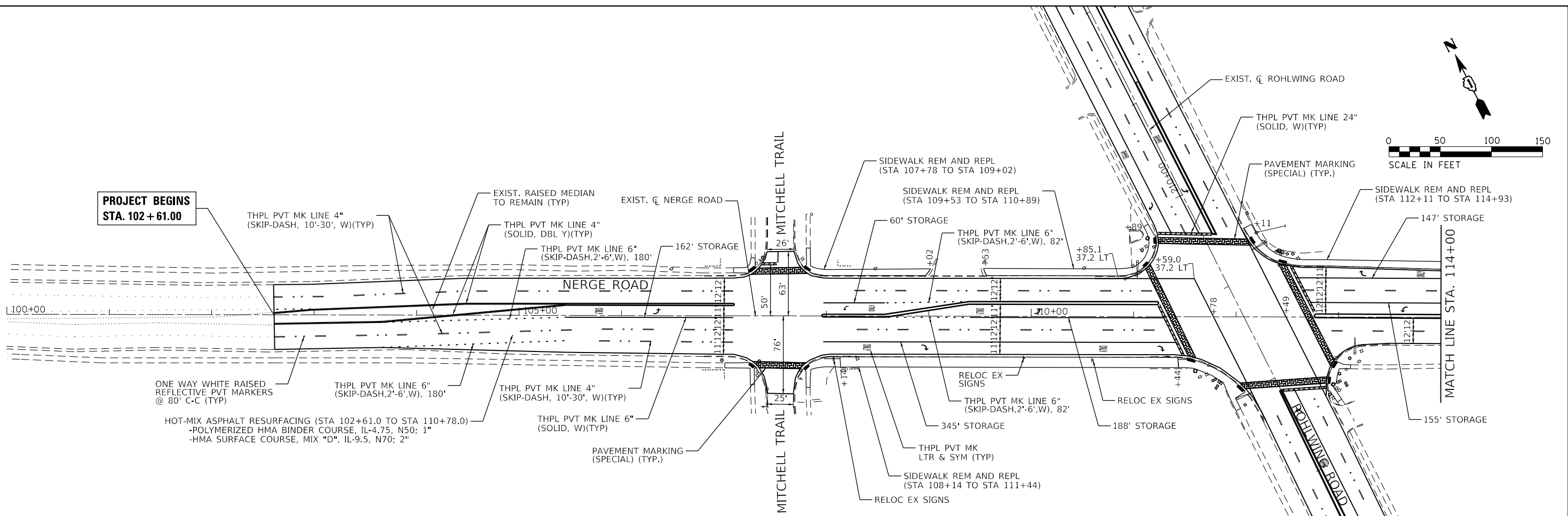
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS, TIES AND BENCHMARKS
NERGE ROAD**

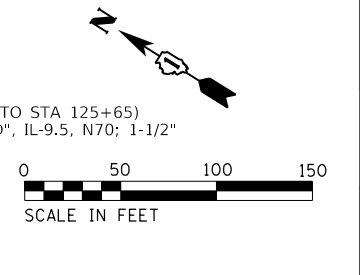
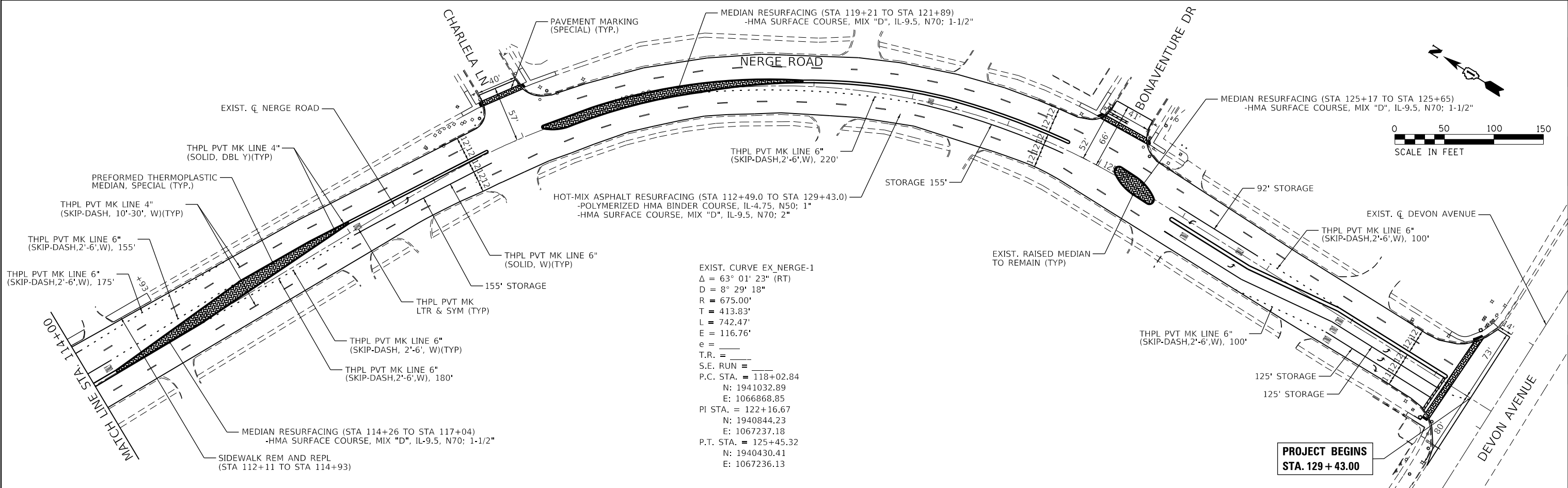
SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILE NAME	
	CADD FILE NAME	
	NO.	



PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



EXIST. CURVE EX_NERGE-1
 $\Delta = 63^\circ 01' 23''$ (RT)
 $D = 8^\circ 29' 18''$
 $R = 675.00'$
 $T = 413.83'$
 $L = 742.47'$
 $E = 116.76'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 118+02.84$
 $N: 1941032.89$
 $E: 1066868.85$
 $PI STA. = 122+16.67$
 $N: 1940844.23$
 $E: 1067237.18$
 $P.T. STA. = 125+45.32$
 $N: 1940430.41$
 $E: 1067236.13$

HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-srt-r-rdw-0.dgn
 FILE NAME: #60939.dwg
 PEN TABLE: #60939.tbl



USER NAME = bhartha	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

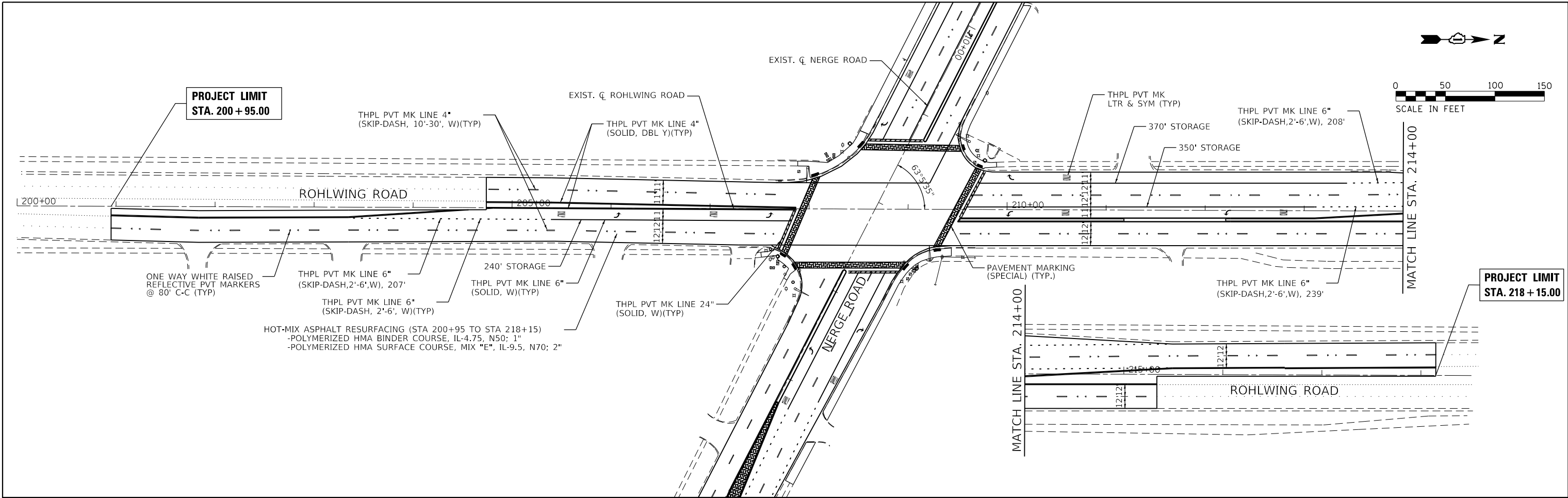
ROADWAY PLAN	
NERGE ROAD	
SCALE: 1"=50'	SHEET 1 OF 2 SHEETS
STA.	TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	8
CONTRACT NO. 61G04				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
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	NOTE BOOK NO.		

HRG PROJECT NO.: #60939
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 PEN TABLE: p01tbl.tbl



HRGreen
 HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = bhartm	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
 ROHLWING ROAD**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	9
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

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	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
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								

COMPANY NAME: #COMPANY_NAME#
 PROJECT CONTACT: #PROJECT_CONTACT#
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 PLOT DRIVER: ILPlotter.dwt
 PEN TABLE: plotlabel.tbl

TS SHT NO. 1

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		CHECKED - LP	REVISED -
		DATE - 9/29/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

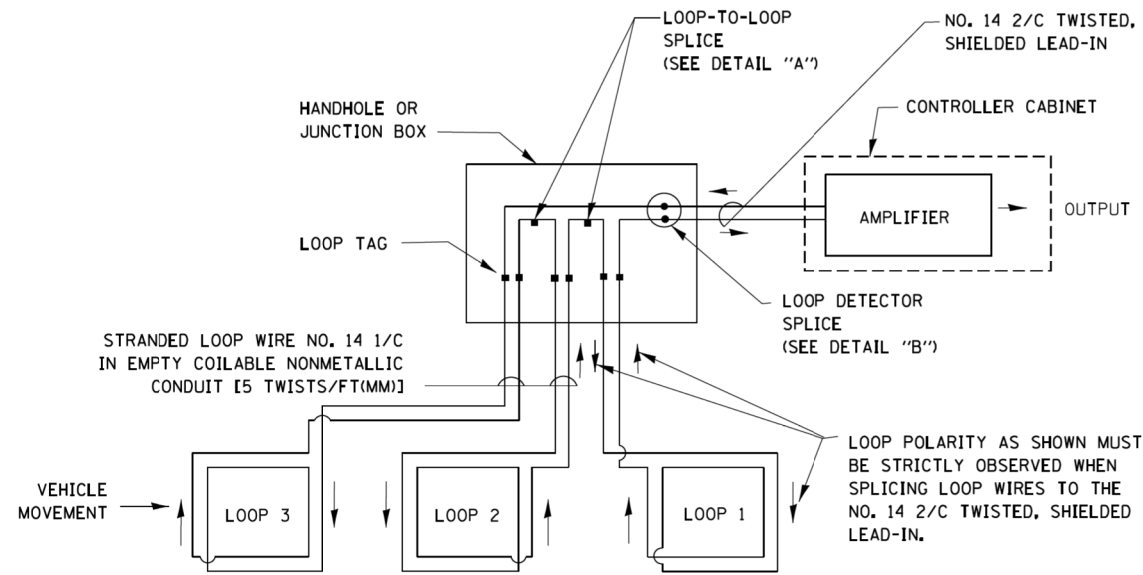
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	10
TS-05		CONTRACT NO. 61G04		
ILLINOIS FED. AID PROJECT				

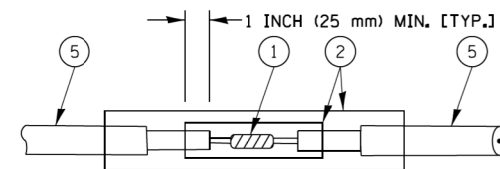
LOOP DETECTOR NOTES

- 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.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PERFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

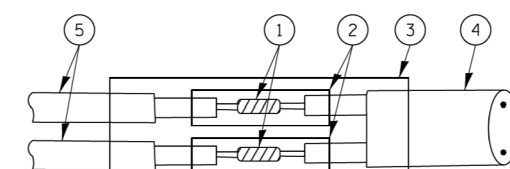


DETECTOR LOOP WIRING SCHEMATIC

- 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.

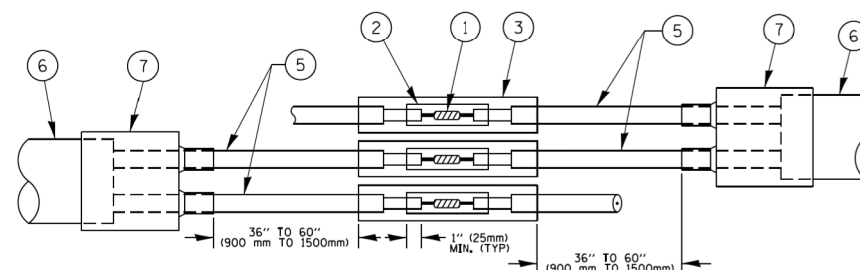


DETAIL "A"
LOOP-TO-LOOP SPLICE

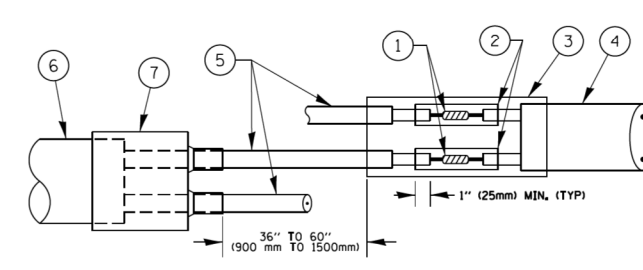


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



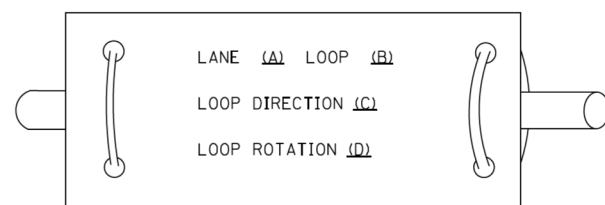
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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

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.

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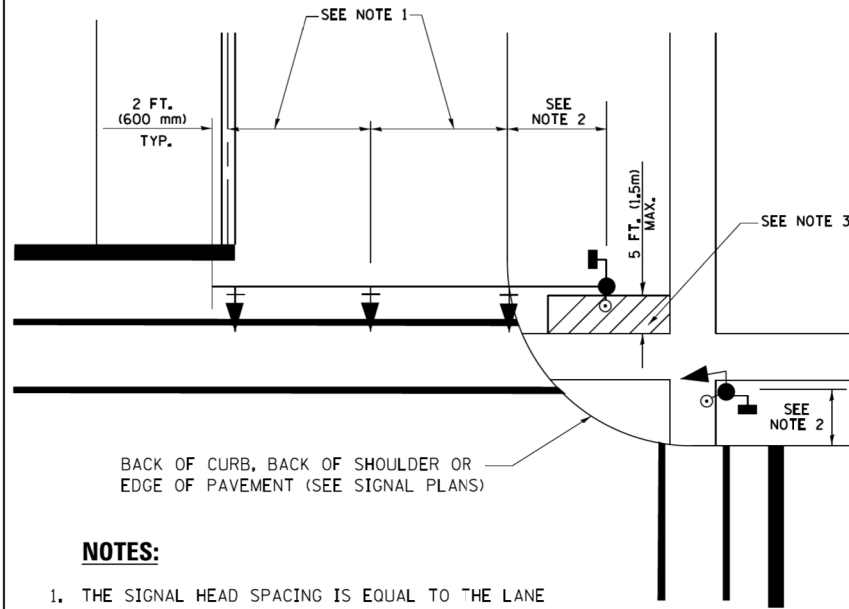
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-05		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

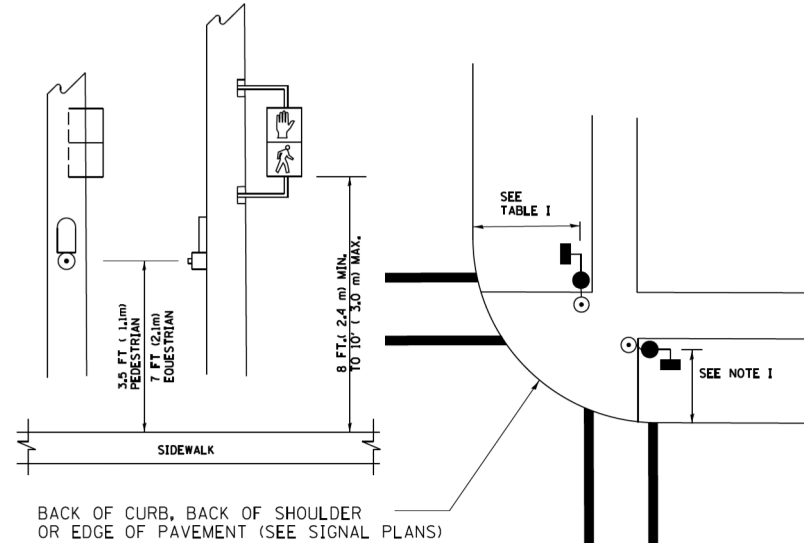
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

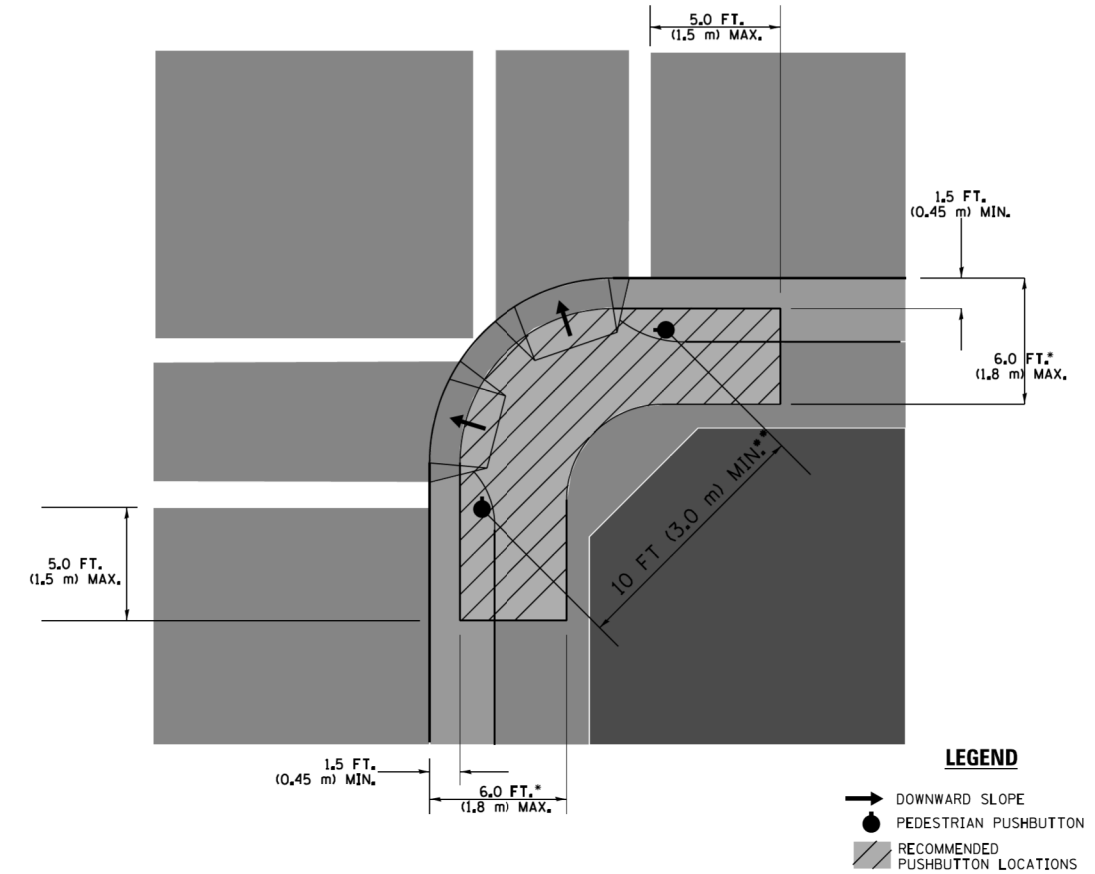
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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.

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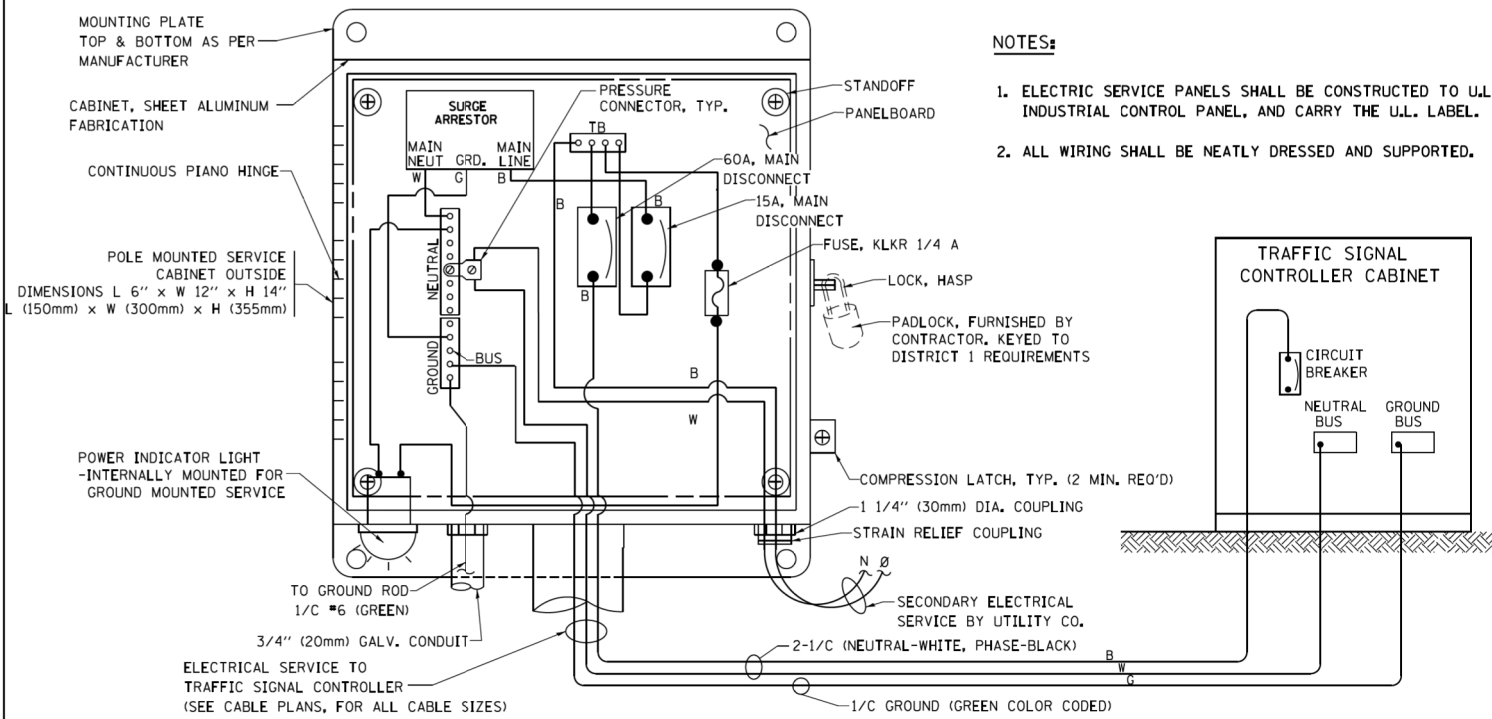
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

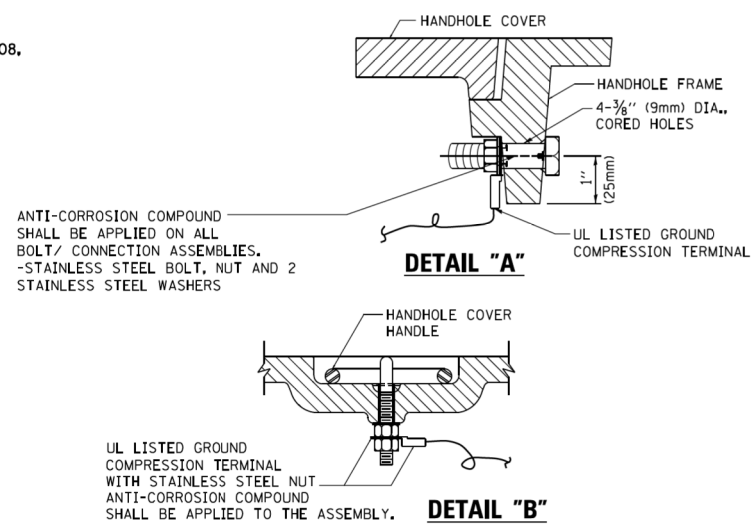
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-05		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

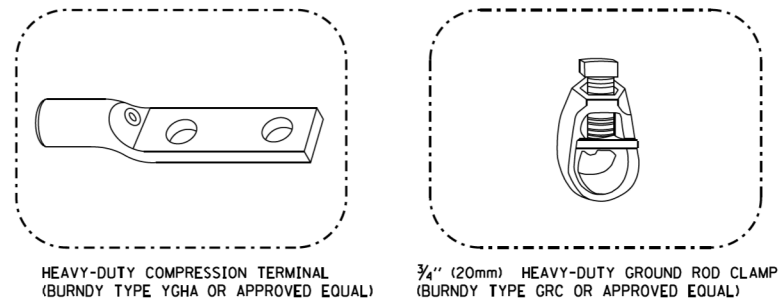
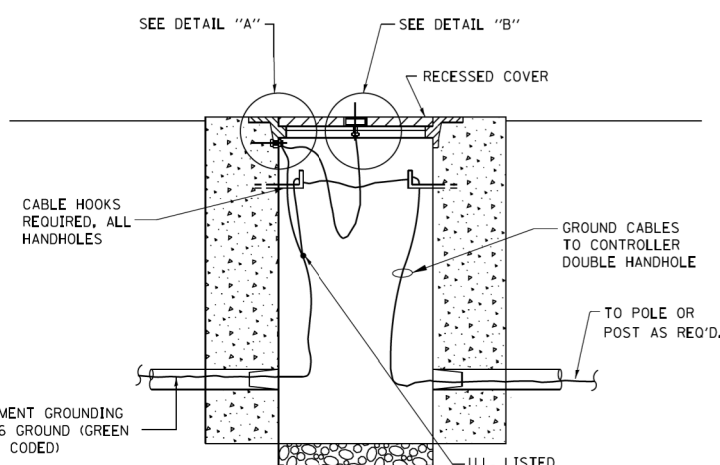


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



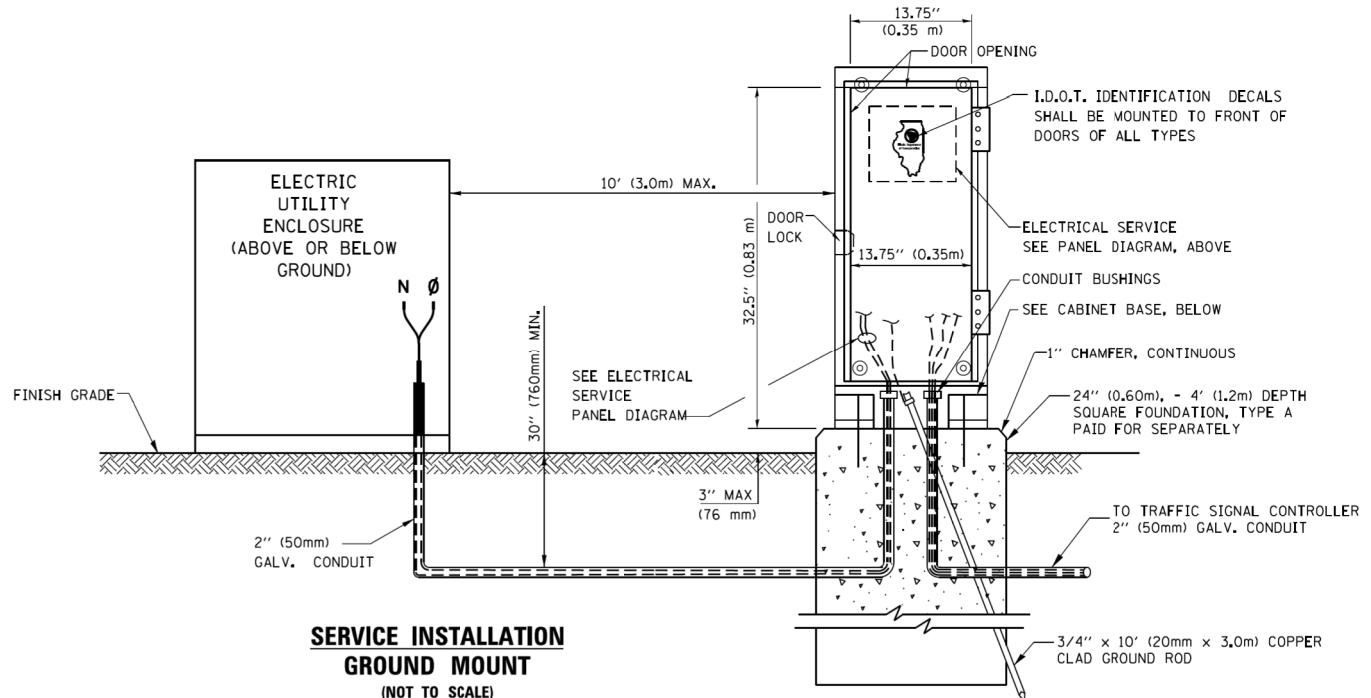
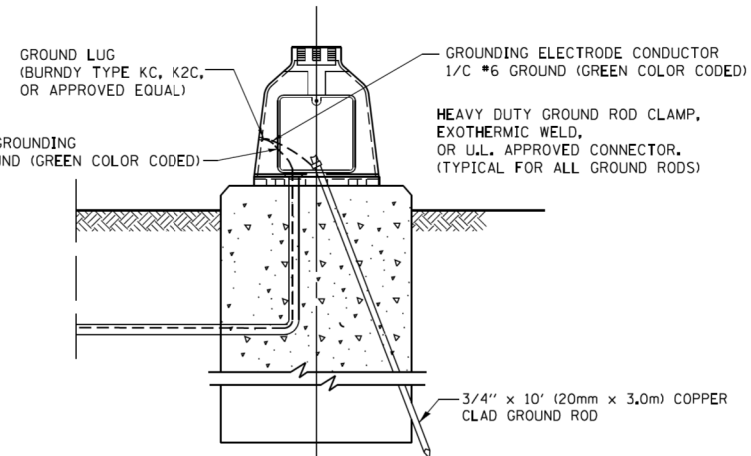
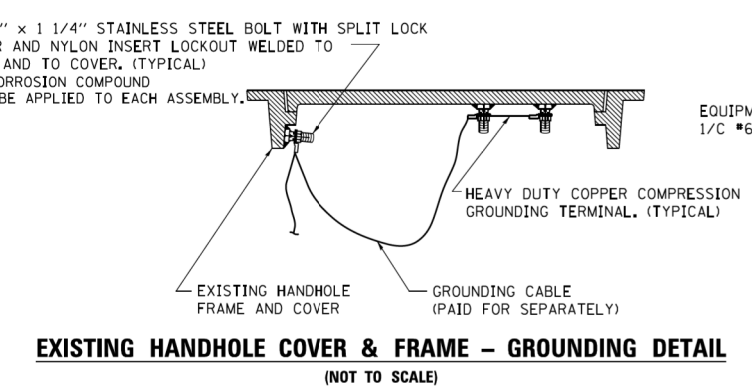
NOTES:
GROUNDING SYSTEM

- 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.



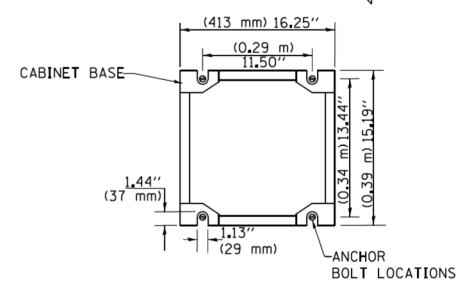
NOTES:

- 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)

CABINET - BASE BOLT PATTERN (NOT TO SCALE)



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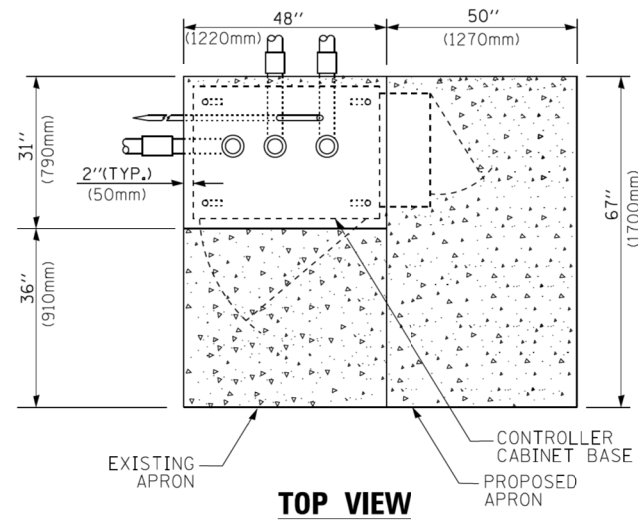
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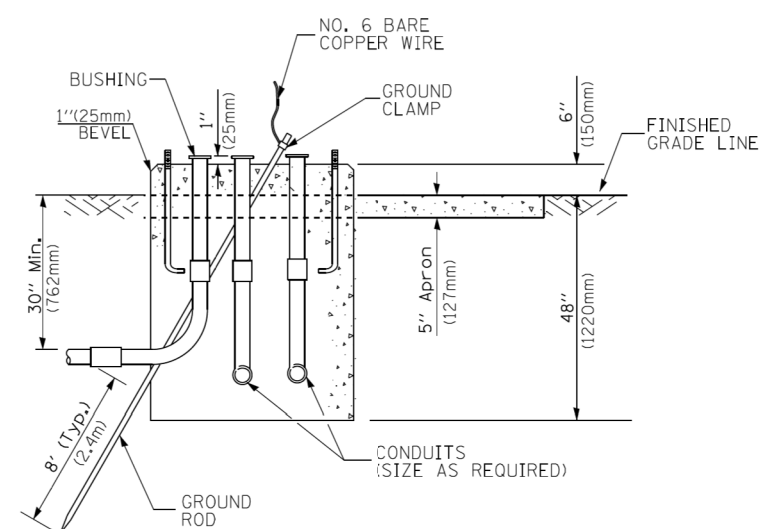
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
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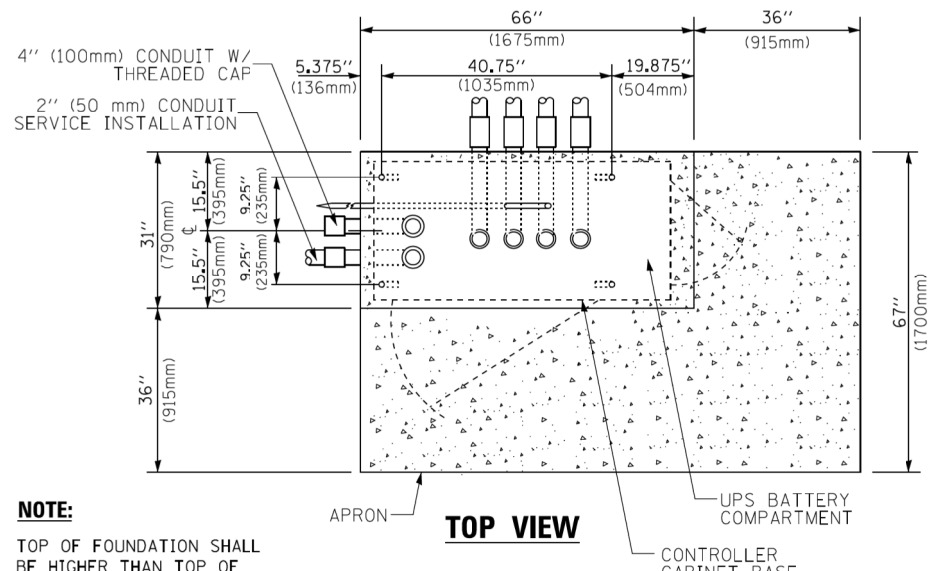
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1346	18-00069-00-R5	COOK	38	13
TS-05		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TOP VIEW

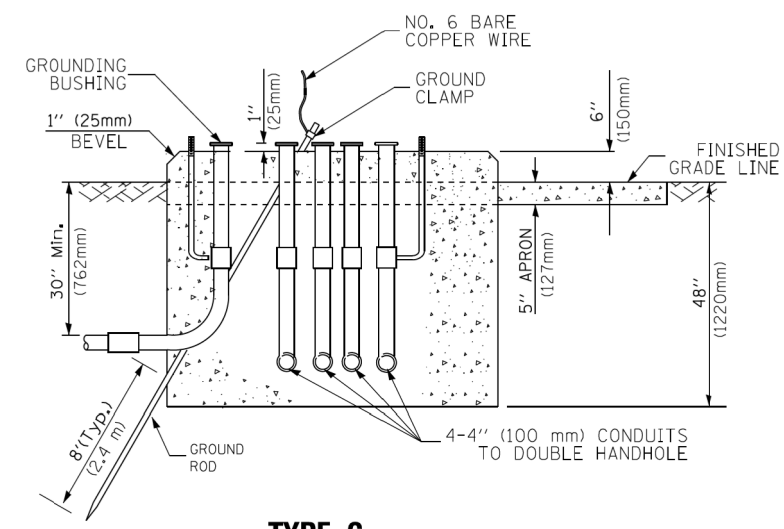


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

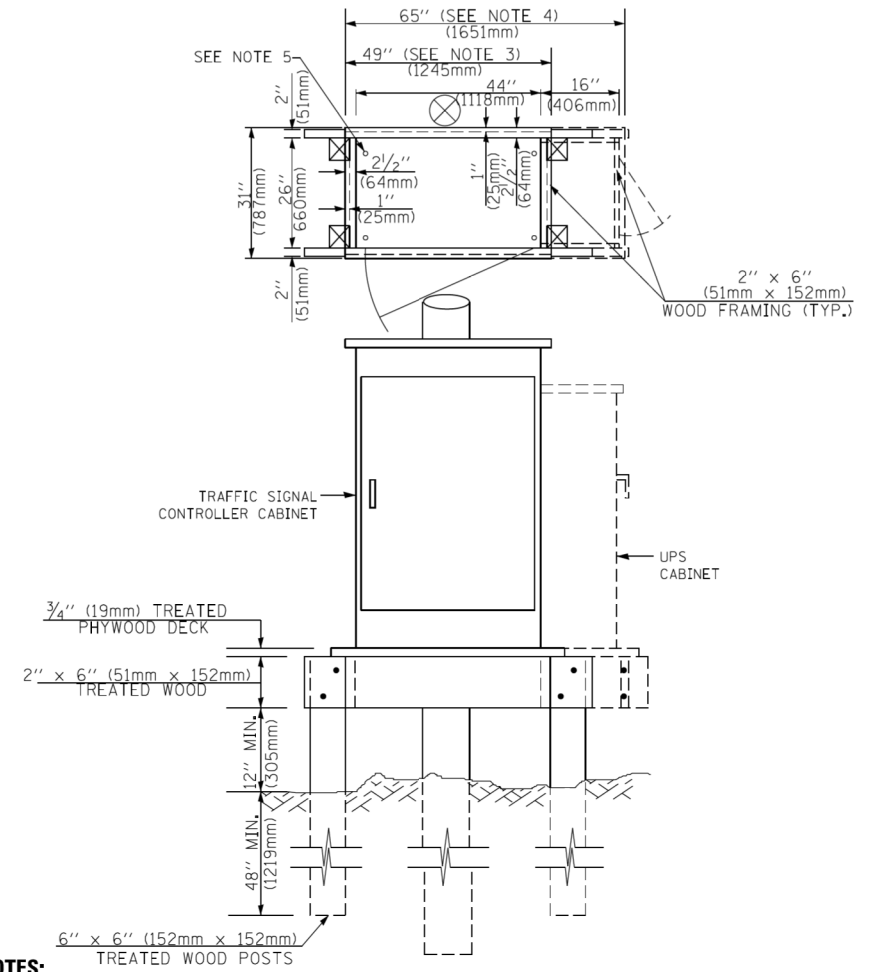


TOP VIEW

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)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 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 65' (19.8 m) and up to 75' (22.9 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

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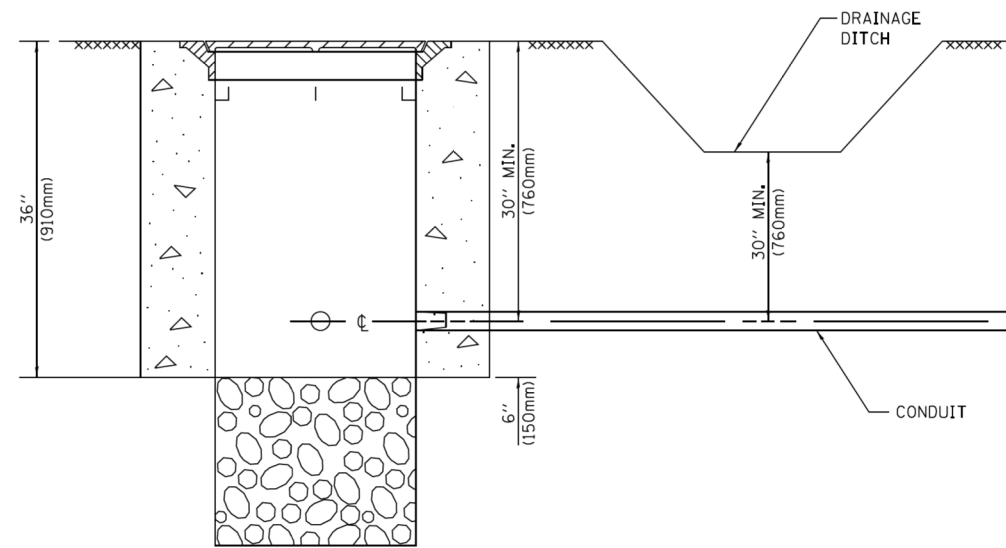
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA. TO STA.
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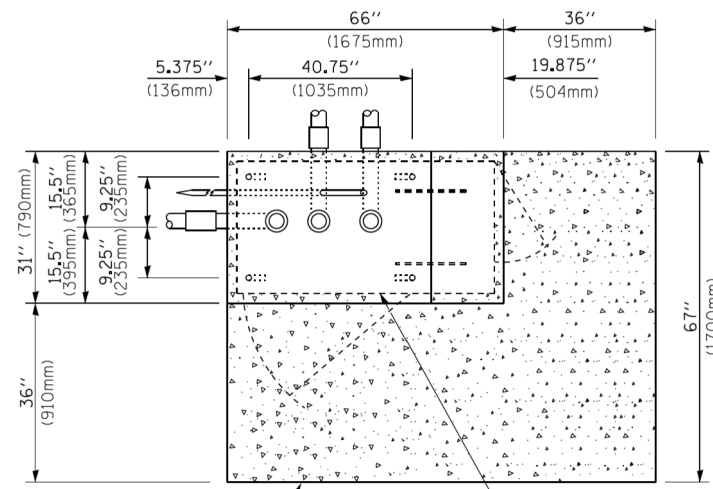
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



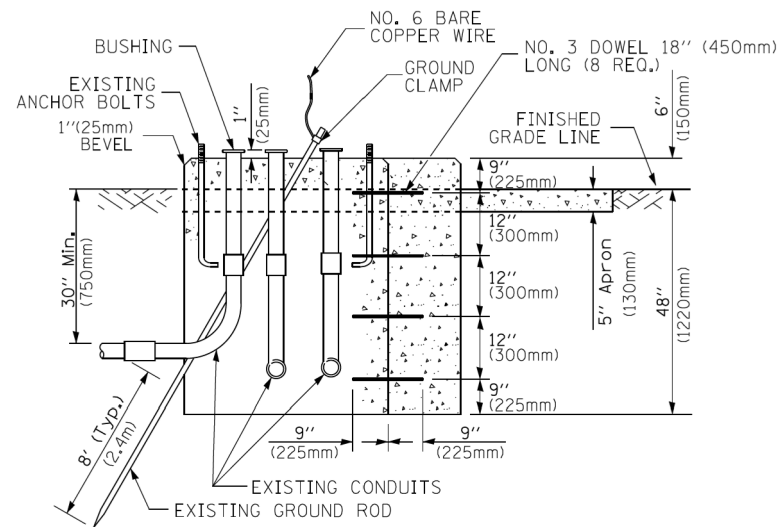
NOTES:

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.

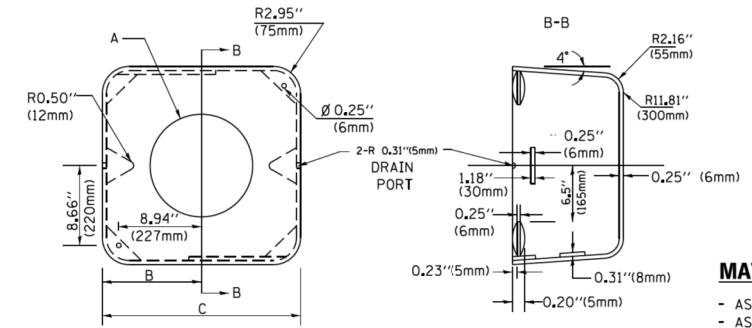
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



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



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

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

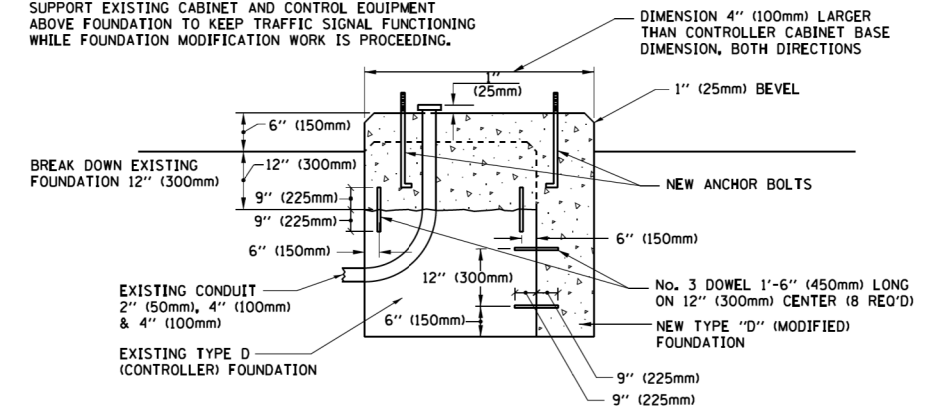
SHROUD

NOTES:

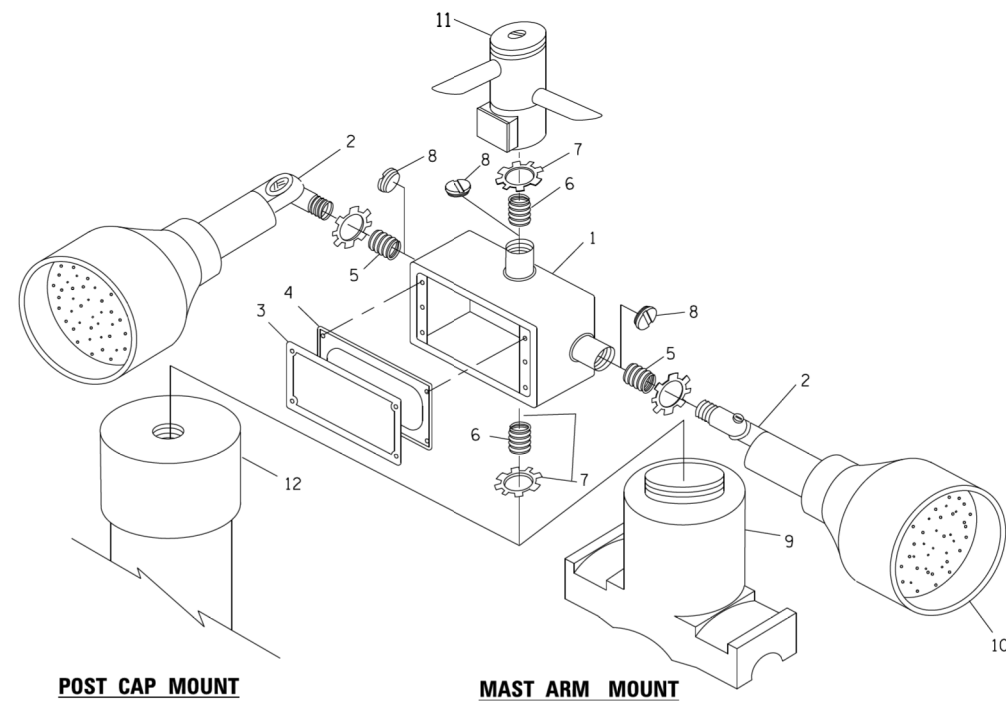
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



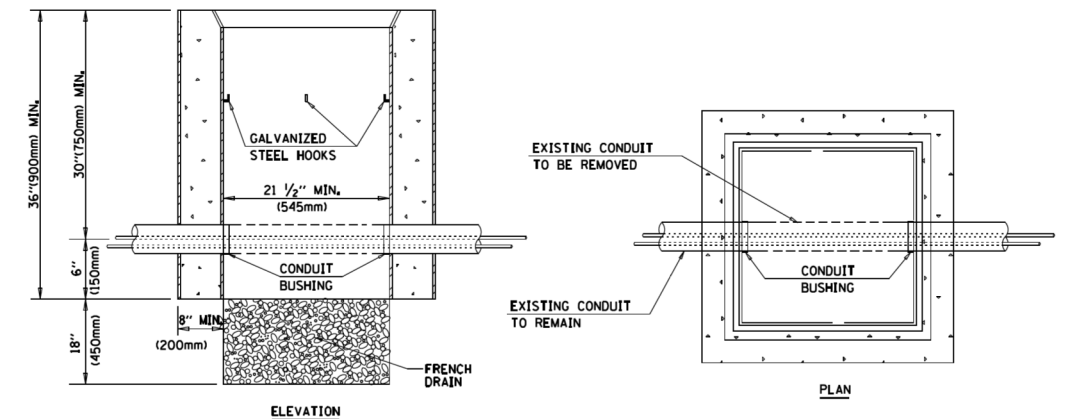
MODIFY EXISTING TYPE "D" FOUNDATION



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



NOTES:

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

COMPANY NAME: TS SHT NO. 6
 PROJECT CONTACT: 180938-shr-det-1s051.dgn
 DATE PLOTTED: 8/26/2019 12:03:35 PM
 FILE NAME: IL:\p\work\p\dot\footemj\d0108315\ts051.dgn
 PLOT DRIVER: IL:\p\work\p\dot\footemj\d0108315\ts051.dgn
 PEN TABLE:

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

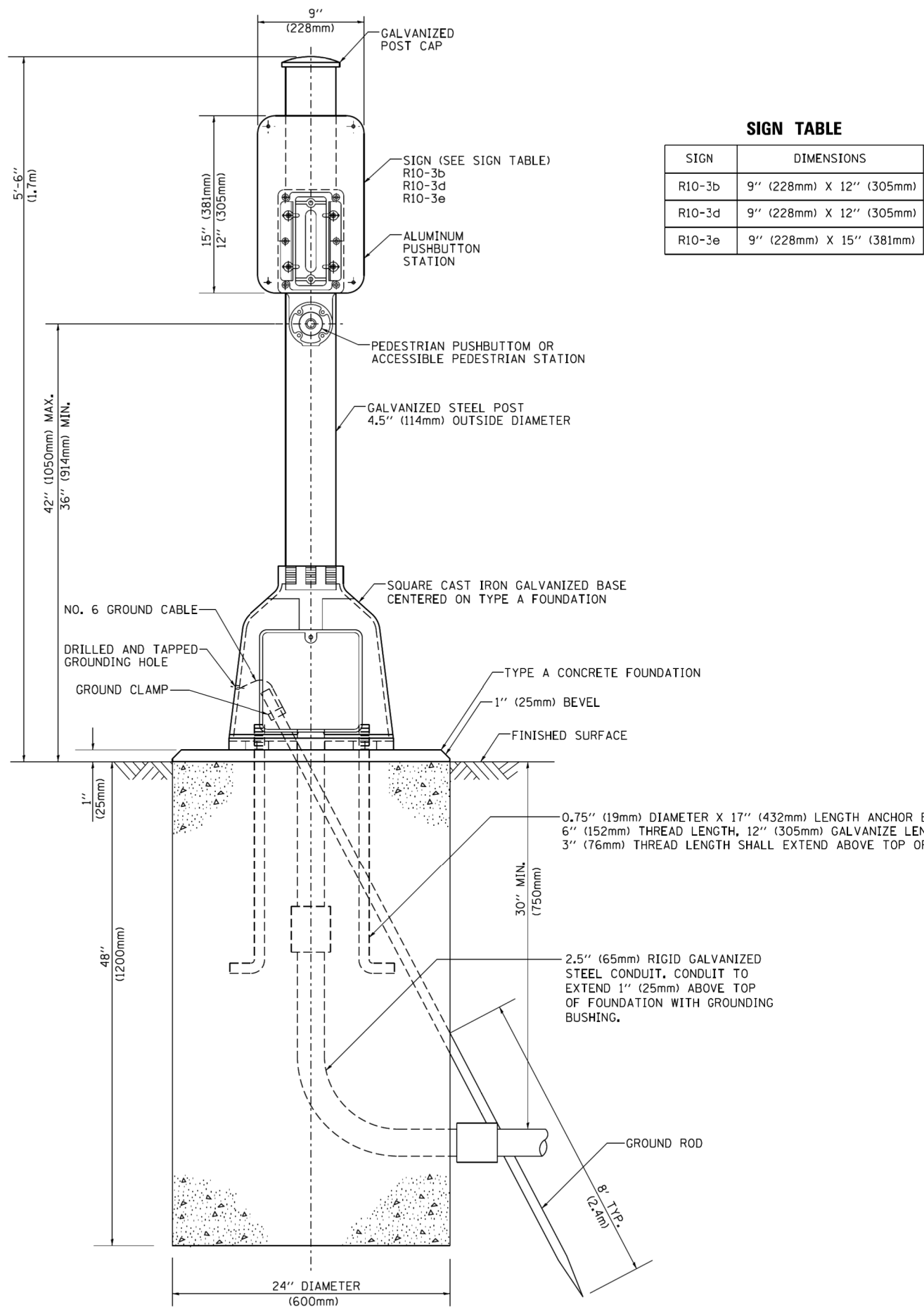
FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
ca:\p\work\p\dot\footemj\d0108315\ts051.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

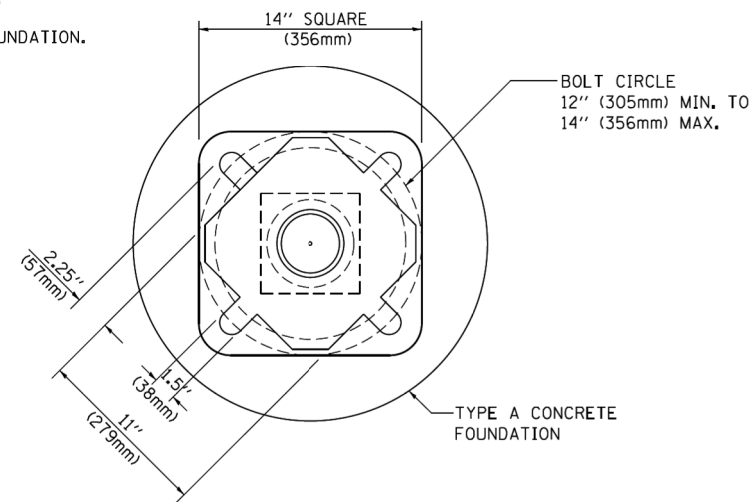
SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	15
TS-05		CONTRACT NO. 61G04		
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

COMPANY NAME: TS SHT NO. 7
 PROJECT CONTACT: TS SHT NO. 7
 DATE PLOTTED: 8/26/2014 12:01:51 PM
 FILE NAME: 180938-sh1-det-ts05.dgn
 PLOT DRIVER: ILpdfw.dwt
 PEN TABLE: pl-tabel.tbl

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
ca:\pwork\pwork\footemj\d0108315\ts05.dgn		DRAWN - GND	REVISED -
	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	16
TS-05		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

REMOVAL AND RELOCATION 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.

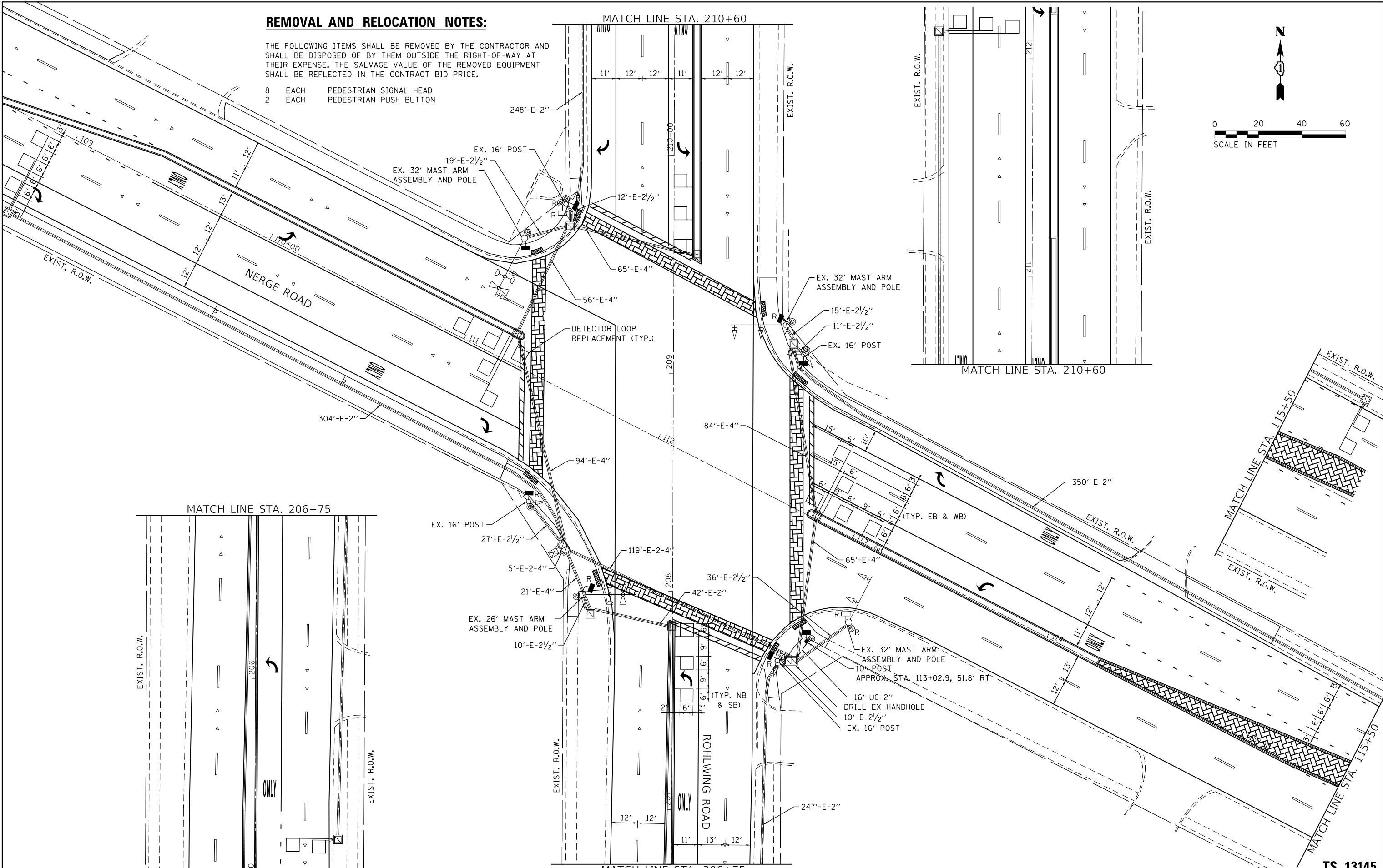
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 2 EACH PEDESTRIAN PUSH BUTTON

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

TS SHT NO. 8

HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-sht-ts-04.dgn
 FILE NAME: #60939-sht-ts-04.dgn
 PEN TABLE: pccfcbtbl.tbl



HRGreen
 HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = bhar-ma	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
	CHECKED - AC	REVISED -
	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT AND TRAFFIC SIGNAL INSTALLATION PLAN
NERGE ROAD AND ROHLING ROAD (ILLINOIS ROUTE 53)

F.A.U. R.E.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	17
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

SCALE: 1"=20' SHEET 1 OF 4 SHEETS STA. TO STA.

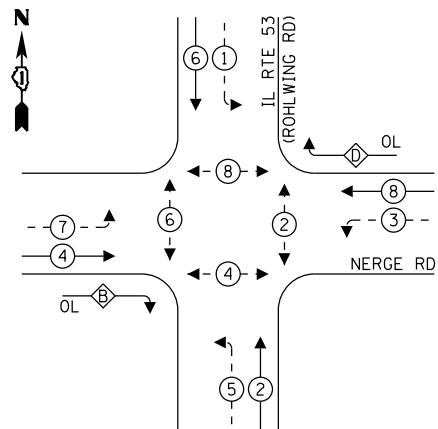
TS 13145

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	FIELD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	BY
NO.	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	FIELD FILE NAME	

TS SHT NO. 9
 HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-sht-1-fscab-01.dgn
 FILE NUMBER: #60939
 PEN TABLE: pccfchbktf1

EXISTING AND PROPOSED CONTROLLER SEQUENCE



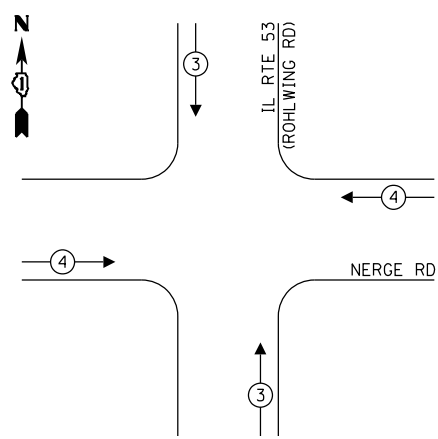
LEGEND:

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

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
D	= 8	+ 1

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	11	50	88.0
(YELLOW)	16	20	5	16.0
(GREEN)	16	12	45	86.4
PERMISSIVE ARROW	24	10	10	24.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				499.4

ENERGY COSTS TO:

ELK GROVE VILLAGE
 901 WELLINGTON AVE
 ELK GROVE VILLAGE, IL 60007

ENERGY SUPPLY: CONTACT: TIM TAMASON
 PHONE: (815) 477-5258
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---



USER NAME = bhar-tmo	DESIGNED - BH	REVISED -
PLOT SCALE =	DRAWN - DMS	REVISED -
PLOT DATE = 8/26/2019	CHECKED - AC	REVISED -
	DATE - 08/22/19	REVISED -

DESIGNED - BH	REVISED -
DRAWN - DMS	REVISED -
CHECKED - AC	REVISED -
DATE - 08/22/19	REVISED -

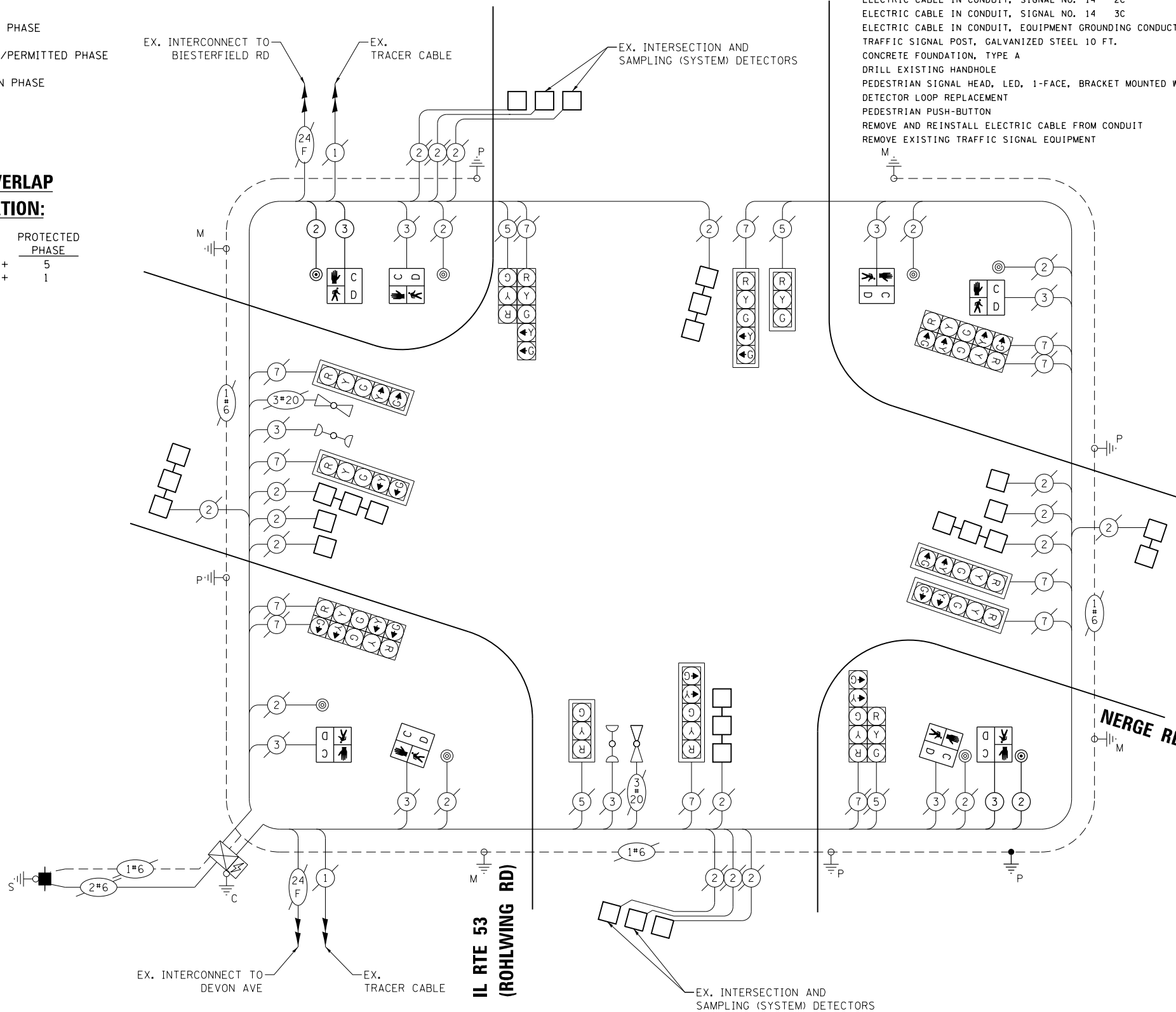
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
 NERGE ROAD AND ROHLING ROAD (ILLINOIS ROUTE 53)

SCALE: N.T.S. SHEET 2 OF 4 SHEETS STA. TO STA.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	16
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	424
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	313
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	177
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
DETECTOR LOOP REPLACEMENT	FOOT	870
PEDESTRIAN PUSH-BUTTON	EACH	2
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	68
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1



CABLE PLAN
 (NOT TO SCALE)

TS 13145

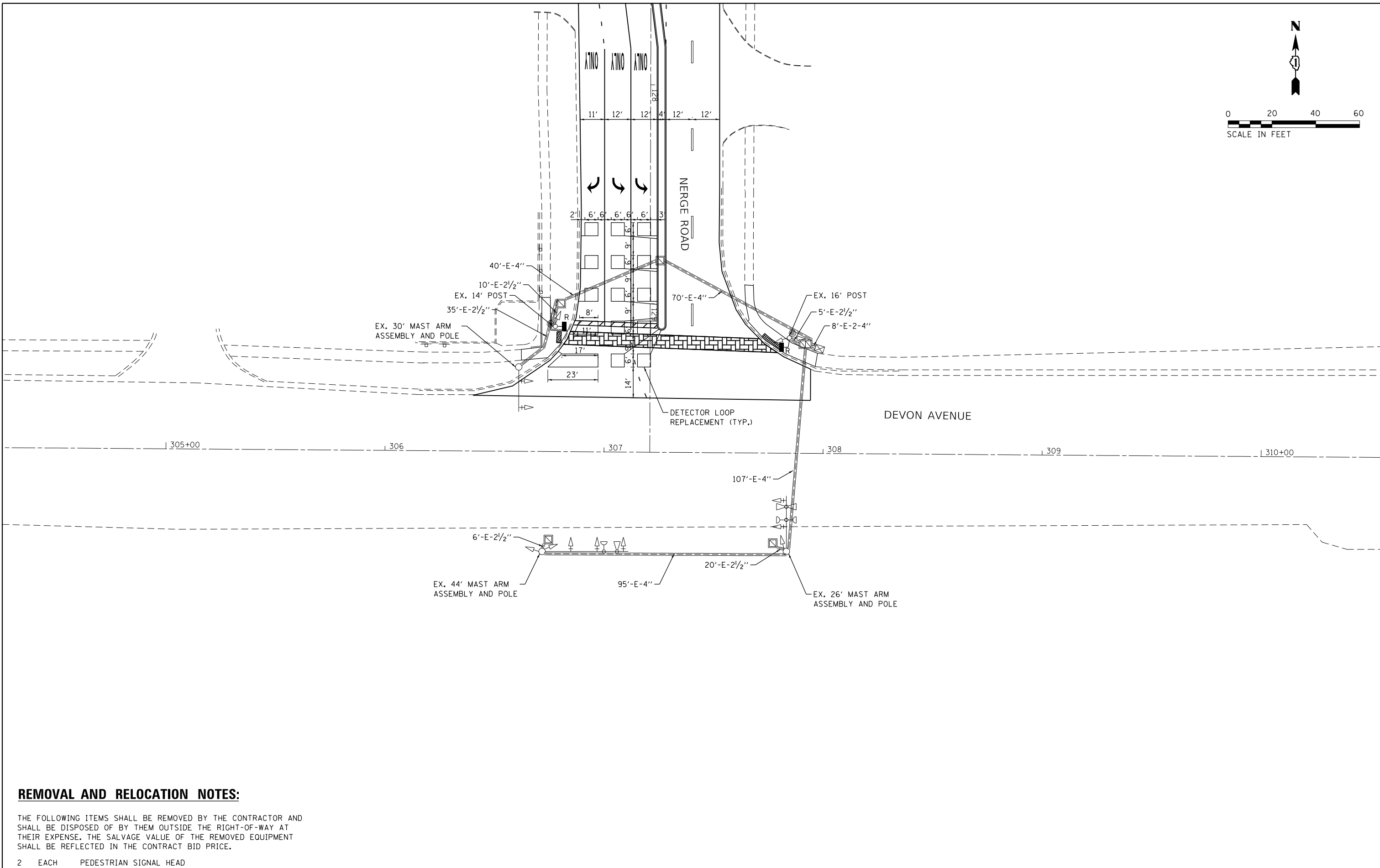
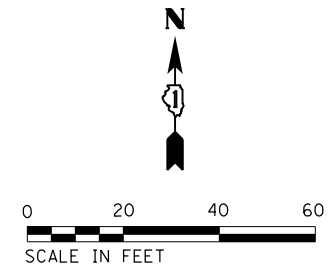
F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	18
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	BY	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	BY	

HRG PROJECT NO.: #60938
 HRG PROJ. CONTACT: #60938-smt-rs-02.dgn
 FILE NUMBER: #60938-r19
 PEN TABLE: pccr/bsm/rlb

TS SHT NO. 10



REMOVAL AND RELOCATION 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.

- 2 EACH PEDESTRIAN SIGNAL HEAD



USER NAME = bhartma	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT AND
TRAFFIC SIGNAL INSTALLATION PLAN
NERGE ROAD AND DEVON AVENUE**

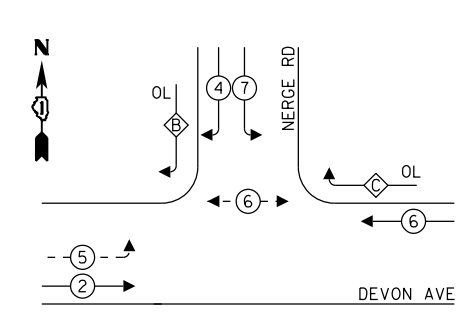
SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	19
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
DETECTOR LOOP REPLACEMENT	FOOT	785
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

PROPOSED CONTROLLER SEQUENCE

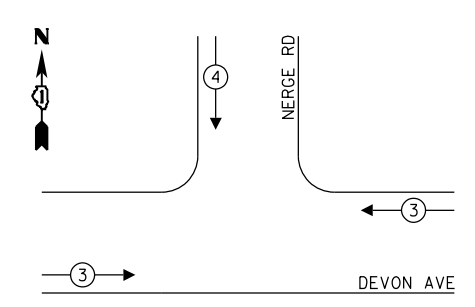


- LEGEND:**
- ← ⊙ → PROTECTED PHASE
 - ← ⊙ - - ⊙ → PROTECTED/PERMITTED PHASE
 - ← ⊙ → PEDESTRIAN PHASE
 - ⊙ OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
C	= 6	+ 7

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



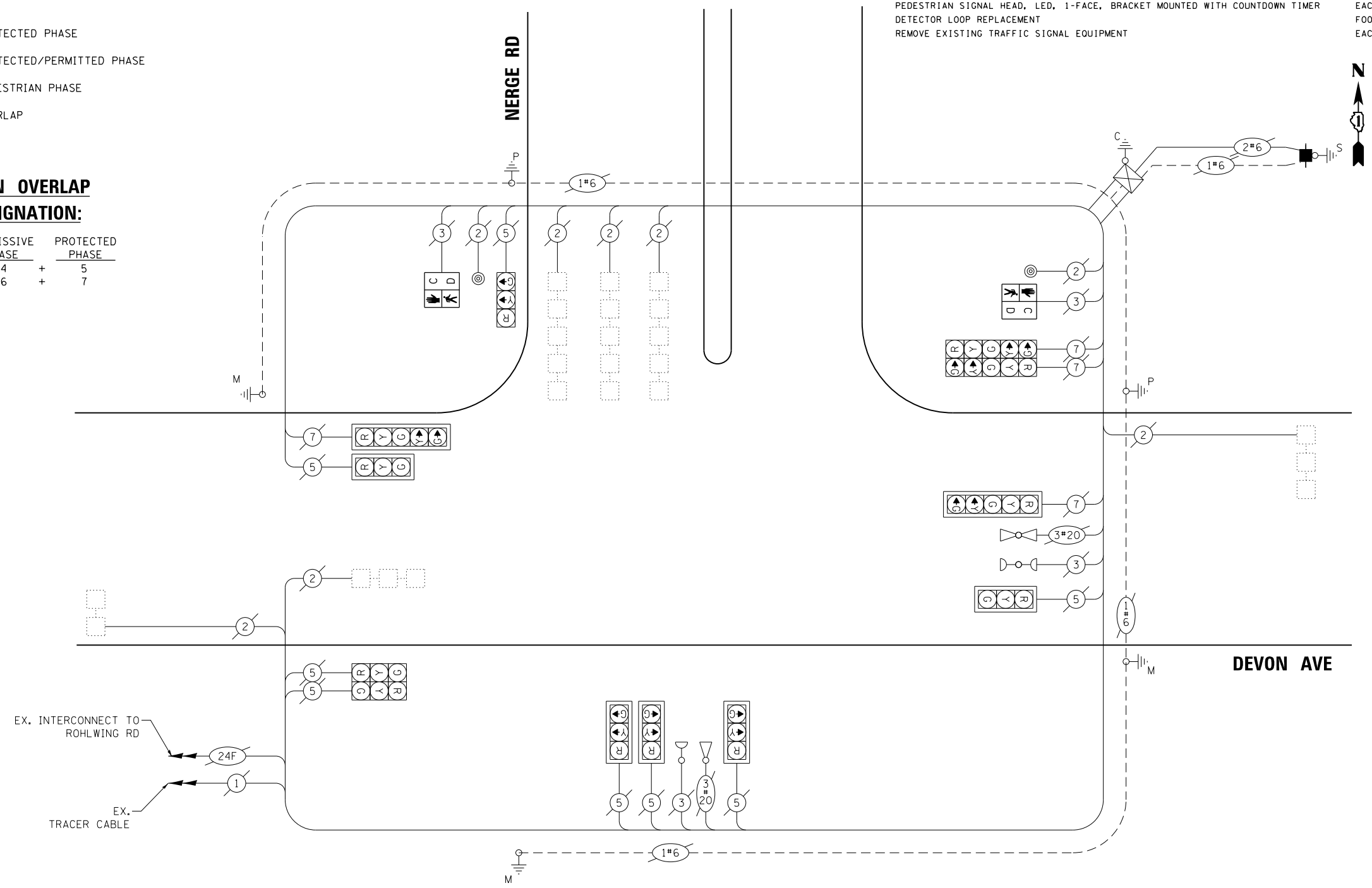
PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHECKED	

PROFILE	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATIONS CHECKED	

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	2	20	100	40.0
CONTROLLER	1	100	100	100.0
UPS	-	25	100	-
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				290.8

ENERGY COSTS TO:
 COOK COUNTY DEPT. OF TRANSPORTATION
 269 W. WASHINGTON ST., 24TH FLOOR
 CHICAGO, IL 60602
 ENERGY SUPPLY: CONTACT: TIM TAMASON
 PHONE: (815) 477-5258
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

TS SHT NO. 11
 HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-sht-1-fsccb-02.dgn
 FILE NUMBER: #60939
 PEN TABLE: #60939



USER NAME = bhartma	DESIGNED - BH	REVISED -
PLOT SCALE =	DRAWN - DMS	REVISED -
PLOT DATE = 8/26/2019	CHECKED - AC	REVISED -
	DATE - 08/22/19	REVISED -

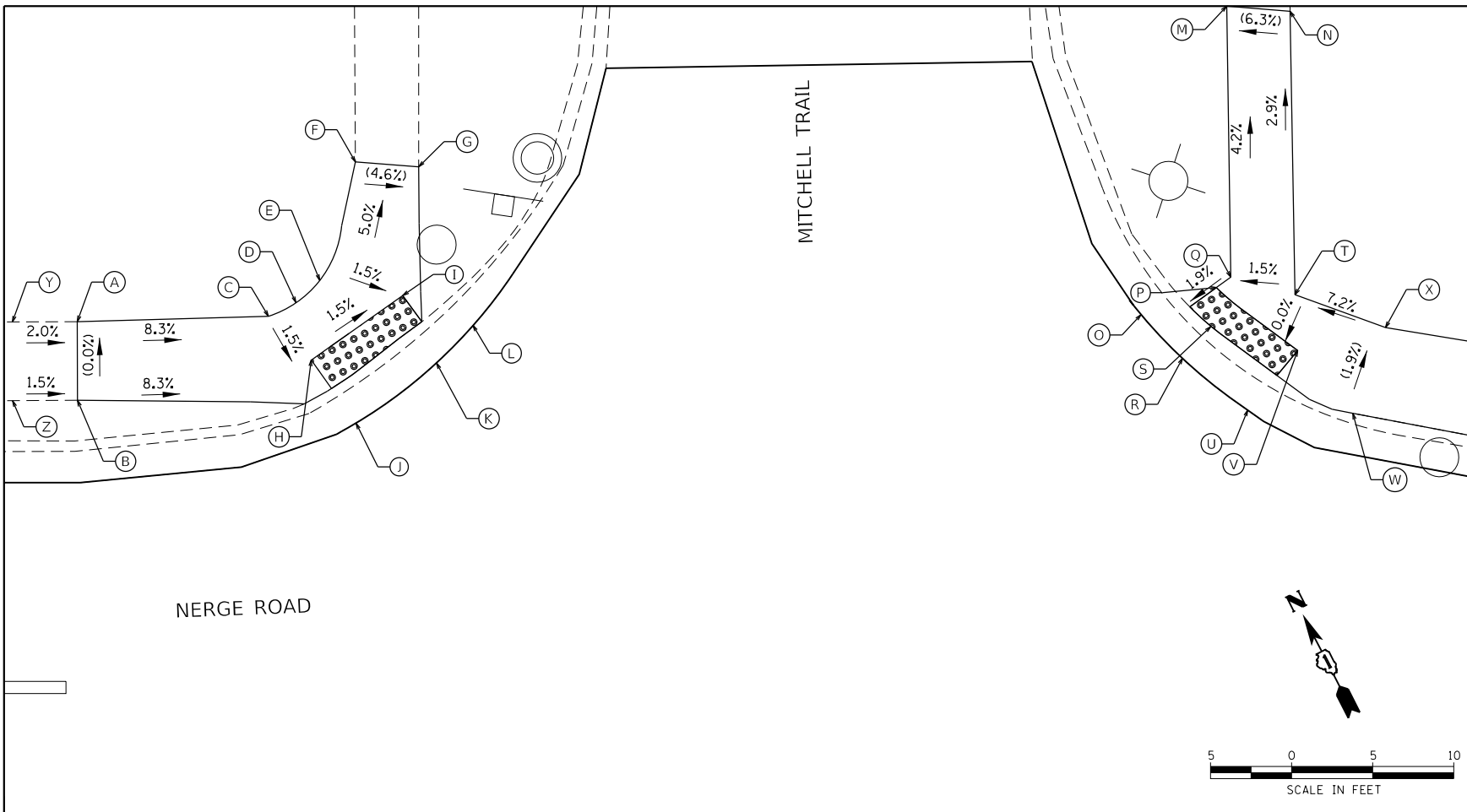
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
NERGE ROAD AND DEVON AVENUE

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	20
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 61G04	

SCALE: N.T.S. SHEET 4 OF 4 SHEETS STA. TO STA.

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	BY	
	DATE	
	NO.	
	FILE NAME	
	PILOT DRIVER	
	PEN TABLE	

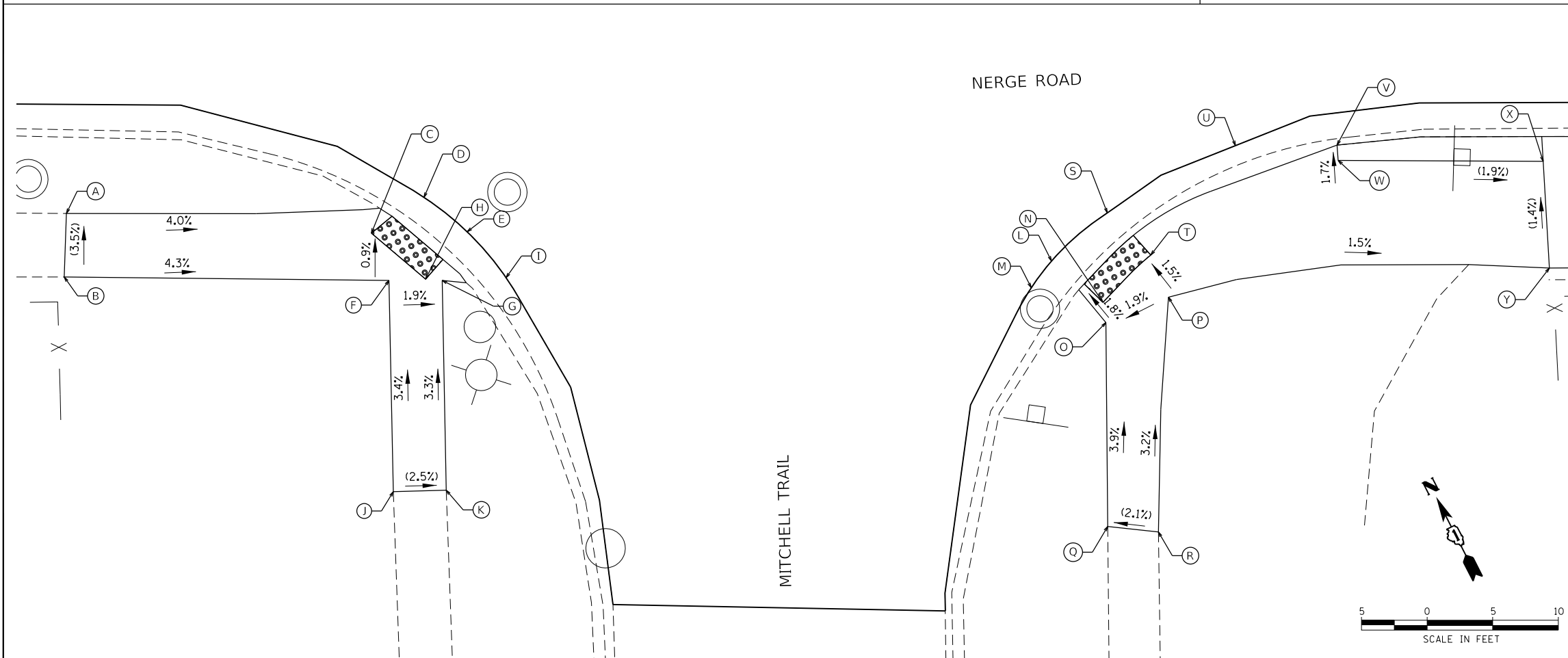


ADA RAMP GENERAL NOTES

1. ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS.
2. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730 BEFORE CONSTRUCTION.
3. IF PEDESTRIAN PUSH-BUTTON ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON"

POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	107+09.4	46.7' LT	724.02	MEET EX
B	107+09.4	41.9' LT	724.02	MEET EX
C	107+21.2	47.1' LT	723.02	
D	107+22.9	48.0' LT	722.77	
E	107+24.3	49.3' LT	722.94	
F	107+26.5	56.6' LT	722.51	MEET EX
G	107+30.4	56.4' LT	722.33	MEET EX
H	107+23.8	44.4' LT	722.96	DET WARN
I	107+29.4	48.4' LT	722.86	DET WARN
J	107+26.6	40.5' LT	722.96	MEET EX
K	107+31.5	44.2' LT	722.65	MEET EX
L	107+33.8	46.6' LT	722.46	MEET EX
M	107+80.2	66.4' LT	721.74	MEET EX
N	107+84.1	66.1' LT	721.99	MEET EX
O	107+75.0	47.3' LT	722.33	MEET EX
P	107+79.6	49.0' LT	722.42	DET WARN
Q	107+80.5	49.6' LT	722.44	
R	107+77.6	44.6' LT	722.38	MEET EX
S	107+79.3	46.6' LT	722.38	
T	107+84.5	48.6' LT	722.50	
U	107+81.6	41.4' LT	722.50	MEET EX
V	107+84.7	45.1' LT	722.50	DET WARN
W	107+88.1	41.3' LT	723.02	MEET EX
X	107+90.1	46.6' LT	722.91	MEET EX
Y	107+05.4	46.7' LT	724.10	EX SW
Z	107+05.4	41.9' LT	724.08	EX SW

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	BY	
	DATE	
	NO.	
	FILE NAME	
	PILOT DRIVER	
	PEN TABLE	



POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	107+01.0	45.9' RT	724.60	MEET EX
B	107+00.9	50.7' RT	724.77	MEET EX
C	107+24.3	47.4' RT	723.68	DET WARN
D	107+28.3	44.6' RT	723.65	MEET EX
E	107+31.6	47.2' RT	723.62	MEET EX
F	107+25.6	51.0' RT	723.70	
G	107+29.7	50.9' RT	723.62	
H	107+28.4	50.9' RT	723.62	DET WARN
I	107+34.5	50.7' RT	723.59	MEET EX
J	107+26.0	67.0' RT	724.25	MEET EX
K	107+30.0	66.9' RT	724.15	MEET EX
L	107+76.1	49.4' RT	723.31	MEET EX
M	107+74.5	51.4' RT	723.38	MEET EX
N	107+80.0	52.5' RT	723.38	DET WARN
O	107+80.2	54.0' RT	723.44	
P	107+85.0	52.1' RT	723.54	
Q	107+80.4	69.6' RT	724.04	MEET EX
R	107+84.3	70.0' RT	724.12	MEET EX
S	107+80.3	45.7' RT	723.24	MEET EX
T	107+83.6	48.9' RT	723.46	DET WARN
U	107+90.1	40.6' RT	723.05	MEET EX
V	107+97.8	40.5' RT	723.27	
W	107+97.9	41.7' RT	723.29	MEET EX
X	108+13.5	41.7' RT	722.99	MEET EX
Y	108+14.0	49.8' RT	723.10	MEET EX

LEGEND

- (A) POINT
- DETECTABLE WARNINGS (SPECIAL)

BENCHMARK INFO

SOUTHEAST BOLT ON FIRE HYDRANT LOCATED AT THE SOUTHWEST CORNER OF MITCHELL TRAIL AND BRADLEY LANE ELEV: 719.71

PROJECT NO: 160939
 FILE NAME: 160939-01-1-SURCOMPAS-01.dgn
 PILOT DRIVER: ill.dofe.pw.drfcfcg
 PEN TABLE: p10.tbl.tbl.tbl



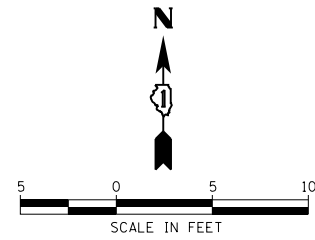
USER NAME = bharta	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

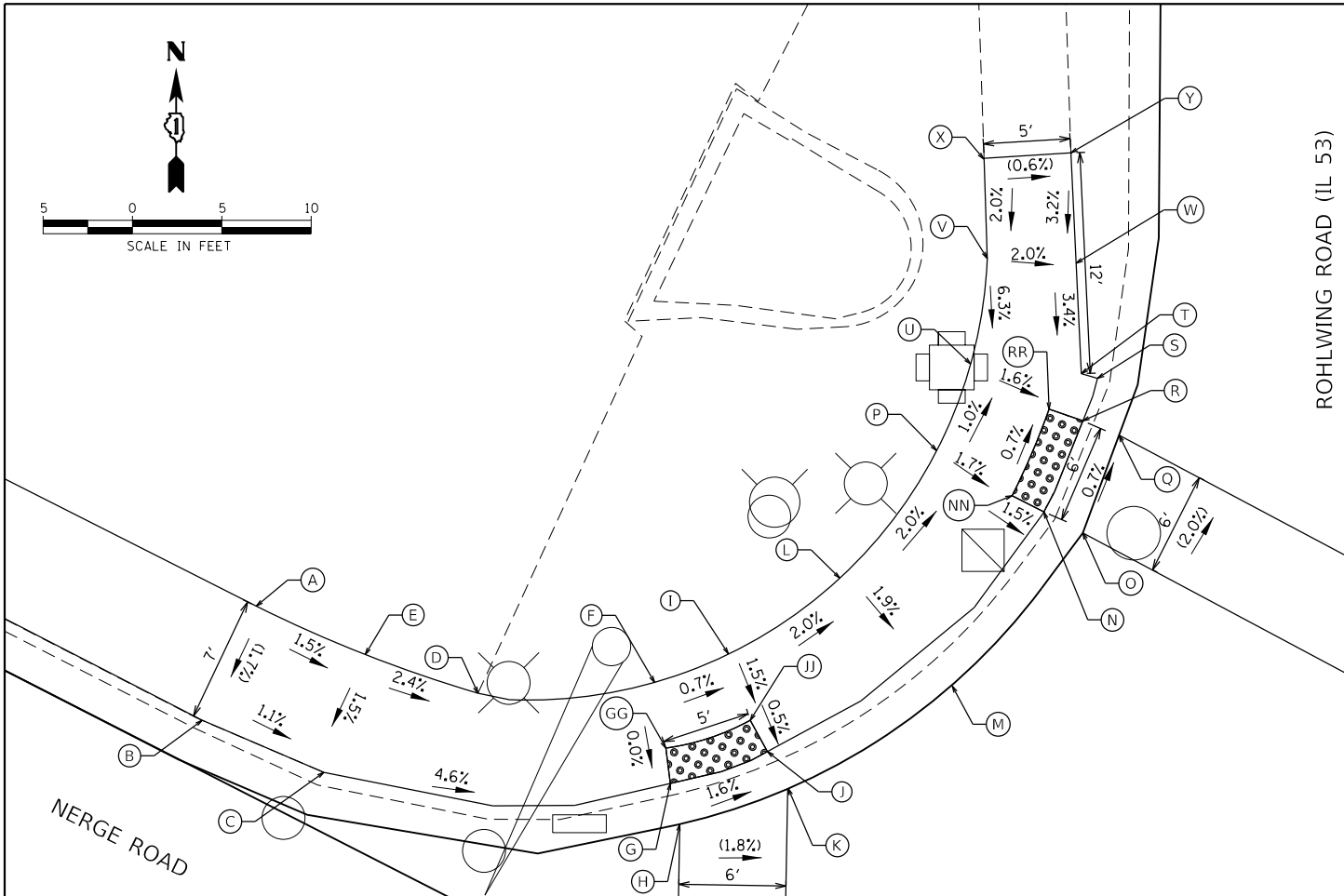
**SIDEWALK RAMP DETAILS
NERGE ROAD AT MITCHELL TRAIL**

SCALE: 1"=10' SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-RS	COOK	38	21
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
CONTRACT NO. 61G04				

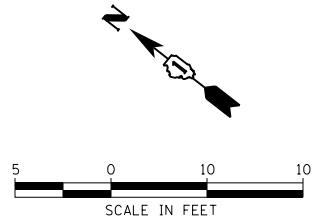
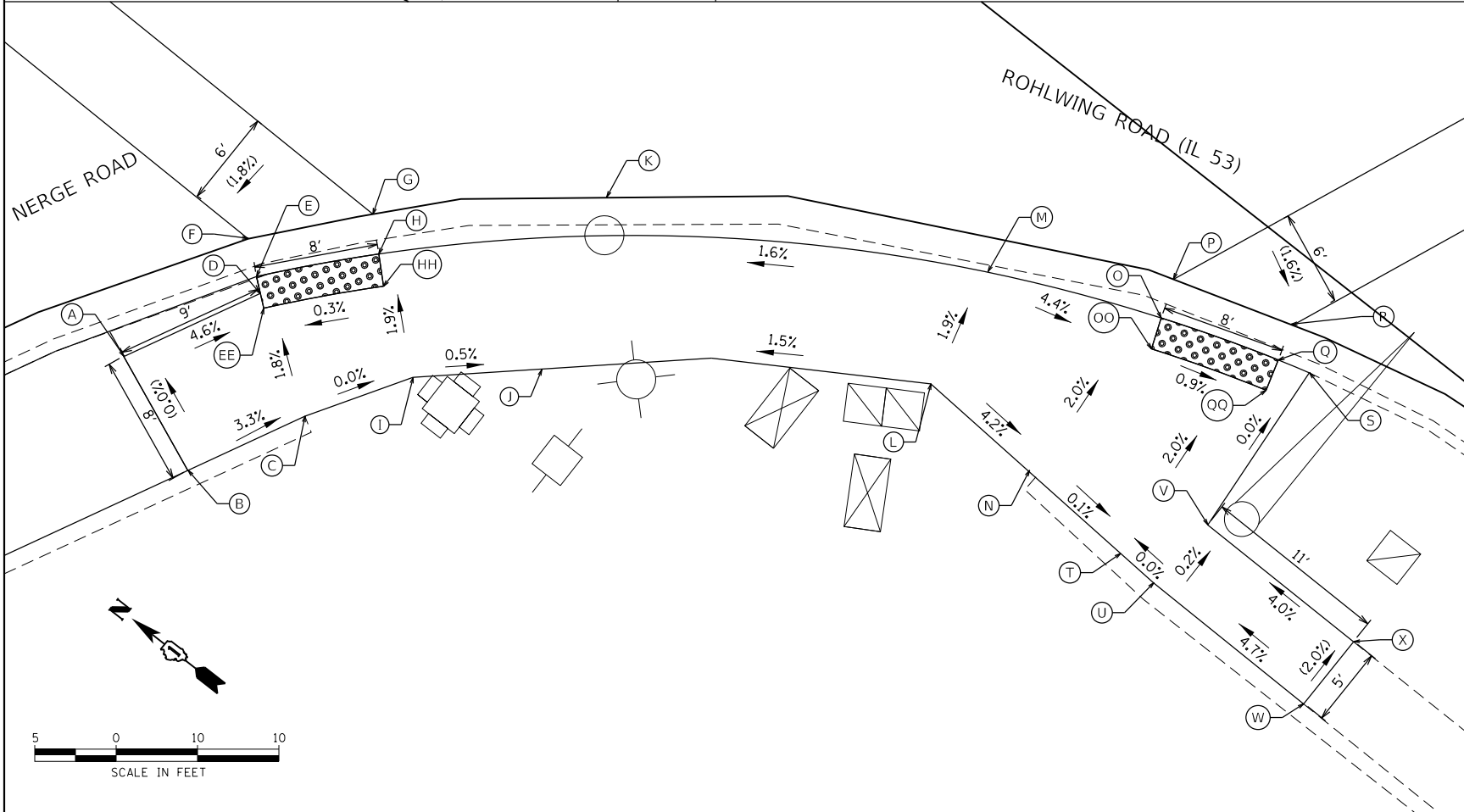


PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
	FILE NO.	
	FILE PATH	



POINT DESCRIPTION ROHLWING ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	209+63.9	88.3 LT	718.55	MEET EX
B	209+57.5	91.4 LT	718.43	MEET EX
C	209+54.6	84.5 LT	718.35	MEET EX
D	209+59.0	75.9 LT	718.29	
E	209+61.2	82.2 LT	718.45	
F	209+59.7	66.0 LT	717.44	
G	209+54.0	65.1 LT	717.44	DT WARN
H	209+51.8	64.6 LT	717.44	MEET EX
I	209+61.3	61.9 LT	717.41	
J	209+55.8	59.7 LT	717.35	DT WARN
K	209+53.8	58.5 LT	717.35	MEET EX
L	209+65.6	55.7 LT	717.26	
M	209+59.6	49.4 LT	717.17	
N	209+69.3	44.3 LT	716.96	DT WARN
O	209+68.2	42.1 LT	716.96	
P	209+72.7	50.3 LT	717.08	
Q	209+73.6	40.1 LT	716.92	MEET EX
R	209+74.4	42.1 LT	716.92	DT WARN
S	209+76.8	41.3 LT	717.10	MEET EX
T	209+77.1	42.2 LT	717.10	
U	209+77.6	48.4 LT	717.03	
V	209+83.5	47.5 LT	717.41	
W	209+83.3	42.5 LT	717.31	
X	209+89.1	47.7 LT	717.52	MEET EX
Y	209+89.4	42.8 LT	717.49	MEET EX
GG	209+56.0	65.4 LT	717.44	DT WARN
JJ	209+57.6	60.7 LT	717.36	DT WARN
NN	209+70.2	46.1 LT	716.99	DT WARN
RR	209+75.1	44.0 LT	716.95	DT WARN

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	FILE NAME	
	FILE NO.	
	FILE PATH	



POINT DESCRIPTION ROHLWING ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	208+58.6	76.2' LT	717.87	MEET EX
B	208+51.1	79.3' LT	717.87	MEET EX
C	208+47.5	72.2' LT	717.58	
D	208+54.4	68.0 LT	717.45	
E	208+55.2	67.3 LT	717.45	DT WARN
F	208+57.0	65.8' LT	717.45	MEET EX
G	208+51.9	59.8' LT	717.47	MEET EX
H	208+50.1	61.6 LT	717.47	DT WARN
I	208+43.8	66.2' LT	717.58	
J	208+37.9	61.0' LT	717.66	
K	208+41.3	50.2' LT	717.49	MEET EX
L	208+18.6	46.8' LT	718.02	MEET EX
M	208+20.1	39.3' LT	717.87	MEET EX
N	208+10.5	47.3' LT	717.68	
O	208+09.9	34.9 LT	717.44	DT WARN
P	208+10.8	32.6' LT	717.44	MEET EX
Q	208+02.7	32.5 LT	717.37	DT WARN
R	208+03.4	30.3' LT	717.37	MEET EX
S	208+00.7	31.9' LT	717.66	
T	208+02.9	47.8' LT	717.67	
U	208+00.2	48.0' LT	717.67	
V	207+99.8	43.1' LT	717.66	
W	207+88.4	48.1' LT	718.22	MEET EX
X	207+88.3	43.2' LT	718.12	MEET EX
EE	208+53.6	68.5 LT	717.49	DT WARN
HH	208+48.7	62.9 LT	717.51	DT WARN
OO	208+09.2	36.8 LT	717.47	DT WARN
QQ	208+02.1	34.4 LT	717.40	DT WARN

LEGEND

- A POINT
- DETECTABLE WARNINGS

BENCHMARK INFO

NORTHEAST BOLT ON FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF NERGE ROAD AND ROHLWING ROAD
ELEV: 719.503

HRG PROJECT NO.: #60938
HRG PROJ. CONTACT: #60938-srt-swr-smpas-02.dgn
FILE NAME: #60938-srt-swr-smpas-02.dgn
PEN TABLE:



USER NAME = bhartha	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
NERGE ROAD AT ROHLWING ROAD**

SCALE: 1"=10' SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	22
CONTRACT NO. 61G04				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	
	PROJECT NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	
	PROJECT NO.	

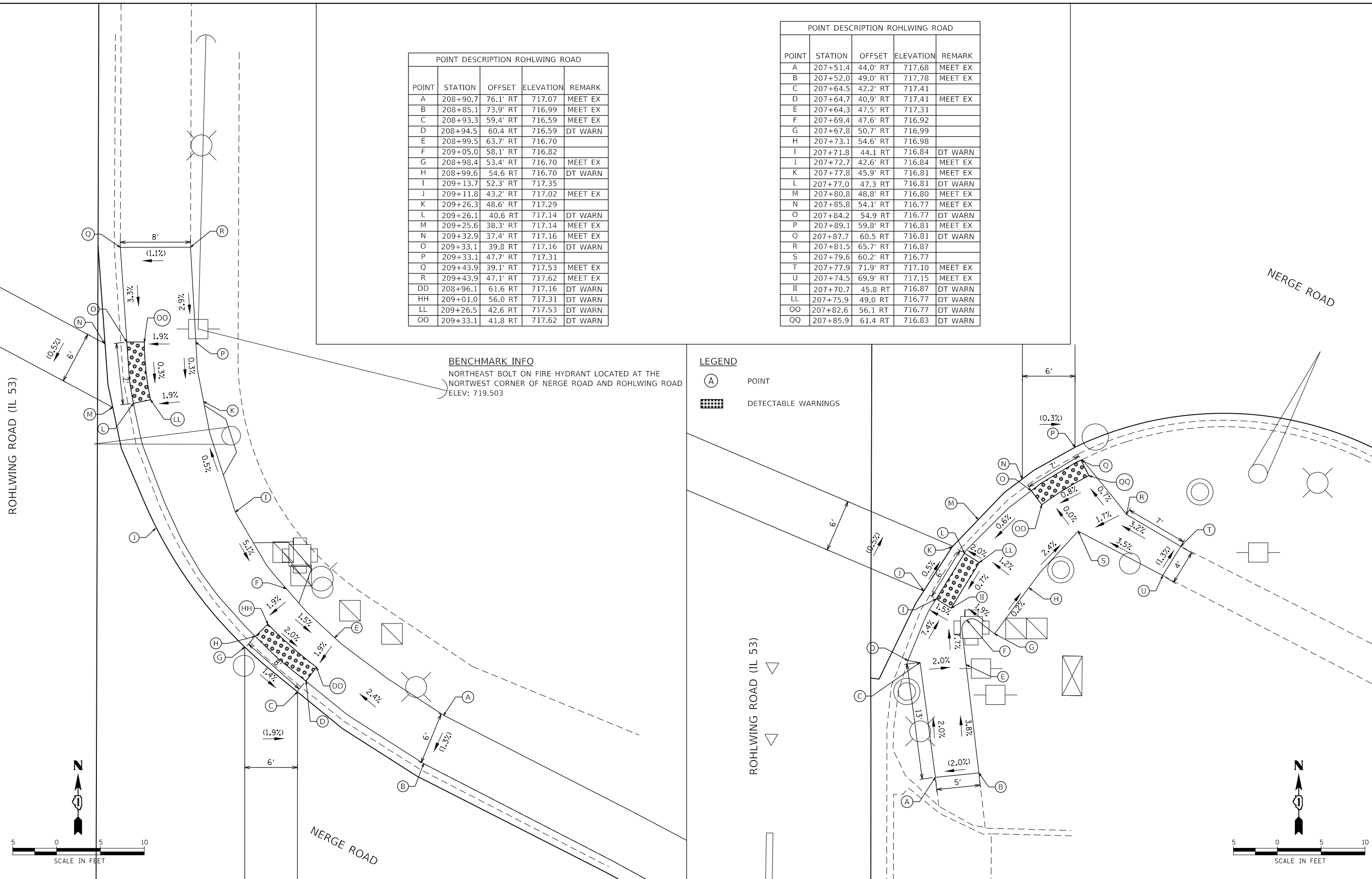
HRG PROJECT NO.: #60938
 HRG PROJ. CONTACT: #60938-srt+swr@hr.com
 FILE NAME: 18-00069-00-03.dgn
 PEN TABLE: pen.tbl

POINT DESCRIPTION ROHLWING ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	208+90.7	76.1' RT	717.07	MEET EX
B	208+85.1	73.9' RT	716.99	MEET EX
C	208+93.3	59.4' RT	716.59	MEET EX
D	208+94.5	60.4' RT	716.59	DT WARN
E	208+99.5	63.7' RT	716.70	
F	209+05.0	58.1' RT	716.82	
G	208+98.4	53.4' RT	716.70	MEET EX
H	208+99.6	54.6' RT	716.70	DT WARN
I	209+13.7	52.3' RT	717.35	
J	209+11.8	43.2' RT	717.02	MEET EX
K	209+26.3	48.6' RT	717.29	
L	209+26.1	40.6' RT	717.14	DT WARN
M	209+25.6	38.3' RT	717.14	MEET EX
N	209+32.9	37.4' RT	717.16	MEET EX
O	209+33.1	39.8' RT	717.16	DT WARN
P	209+33.1	47.7' RT	717.31	
Q	209+43.9	39.1' RT	717.53	MEET EX
R	209+43.9	47.1' RT	717.62	MEET EX
DD	208+96.1	61.6' RT	717.16	DT WARN
HH	209+01.0	56.0' RT	717.31	DT WARN
LL	209+26.5	42.6' RT	717.53	DT WARN
OO	209+33.1	41.8' RT	717.62	DT WARN

POINT DESCRIPTION ROHLWING ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	207+51.4	44.0' RT	717.68	MEET EX
B	207+52.0	49.0' RT	717.78	MEET EX
C	207+64.5	42.2' RT	717.41	
D	207+64.7	40.9' RT	717.41	MEET EX
E	207+64.3	47.5' RT	717.31	
F	207+69.4	47.6' RT	716.92	
G	207+67.8	50.7' RT	716.99	
H	207+73.1	54.6' RT	716.98	
I	207+71.8	44.1' RT	716.84	DT WARN
J	207+72.7	42.6' RT	716.84	MEET EX
K	207+77.8	45.9' RT	716.81	MEET EX
L	207+77.0	47.3' RT	716.81	DT WARN
M	207+80.8	48.8' RT	716.80	MEET EX
N	207+85.8	54.1' RT	716.77	MEET EX
O	207+84.2	54.9' RT	716.77	DT WARN
P	207+89.1	59.8' RT	716.81	MEET EX
Q	207+87.7	60.5' RT	716.81	DT WARN
R	207+81.5	65.7' RT	716.87	
S	207+79.6	60.2' RT	716.77	
T	207+77.9	71.9' RT	717.10	MEET EX
U	207+74.5	69.9' RT	717.15	MEET EX
II	207+70.7	45.8' RT	716.87	DT WARN
LL	207+75.9	49.0' RT	716.77	DT WARN
OO	207+82.6	56.1' RT	716.77	DT WARN
QQ	207+85.9	61.4' RT	716.83	DT WARN

BENCHMARK INFO
 NORTHEAST BOLT ON FIRE HYDRANT LOCATED AT THE
 NORTHWEST CORNER OF NERGE ROAD AND ROHLWING ROAD
 ELEV: 719.503

LEGEND
 (A) POINT
 [Pattern] DETECTABLE WARNINGS



ROHLWING ROAD (IL 53)

NERGE ROAD

ROHLWING ROAD (IL 53)

NERGE ROAD

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

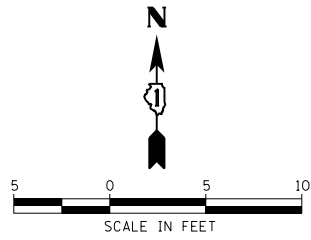
SIDEWALK RAMP DETAILS
 NERGE ROAD AT ROHLWING ROAD

SCALE: 1"=10' SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	23
CONTRACT NO.				61G04
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

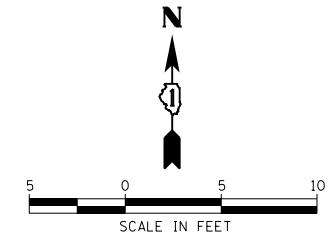
HRGreen.com
 Illinois Professional Design Firm
 #184-001322

USER NAME = bhar-ta	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -



POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	118+54.9	48.7' LT	715.71	MEET EX
B	118+55.1	44.8' LT	715.68	MEET EX
C	118+68.0	45.4' LT	714.84	
D	118+70.7	45.6' LT	714.77	
E	118+66.9	49.4' LT	714.92	
F	118+70.6	49.7' LT	714.85	
G	118+65.6	65.8' LT	715.80	MEET EX
H	118+69.3	66.1' LT	715.68	MEET EX
I	118+75.4	45.4' LT	714.69	
J	118+76.9	45.3' LT	714.69	MEET EX
K	118+77.0	50.3' LT	714.75	MEET EX
L	118+75.6	50.1' LT	714.75	

POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	119+15.4	50.6' LT	714.85	MEET EX
B	119+17.0	50.4' LT	714.85	
C	119+22.8	50.8' LT	714.94	
D	119+20.3	65.2' LT	715.43	MEET EX
E	119+24.0	65.4' LT	715.44	MEET EX
F	119+26.6	50.9' LT	715.02	
G	119+17.1	45.7' LT	714.82	MEET EX
H	119+18.2	46.5' LT	714.82	
I	119+23.9	46.7' LT	714.94	
J	119+26.7	46.9' LT	714.94	
K	119+51.1	47.2' LT	714.80	MEET EX
L	119+51.0	51.1' LT	714.88	MEET EX



BENCHMARK INFO

ARROW BOLT ON FIRE HYDRANT LOCATED AT THE NORTHWEST CORNER OF NERGE ROAD AND CHARLELA LANE
ELEV: 717.70

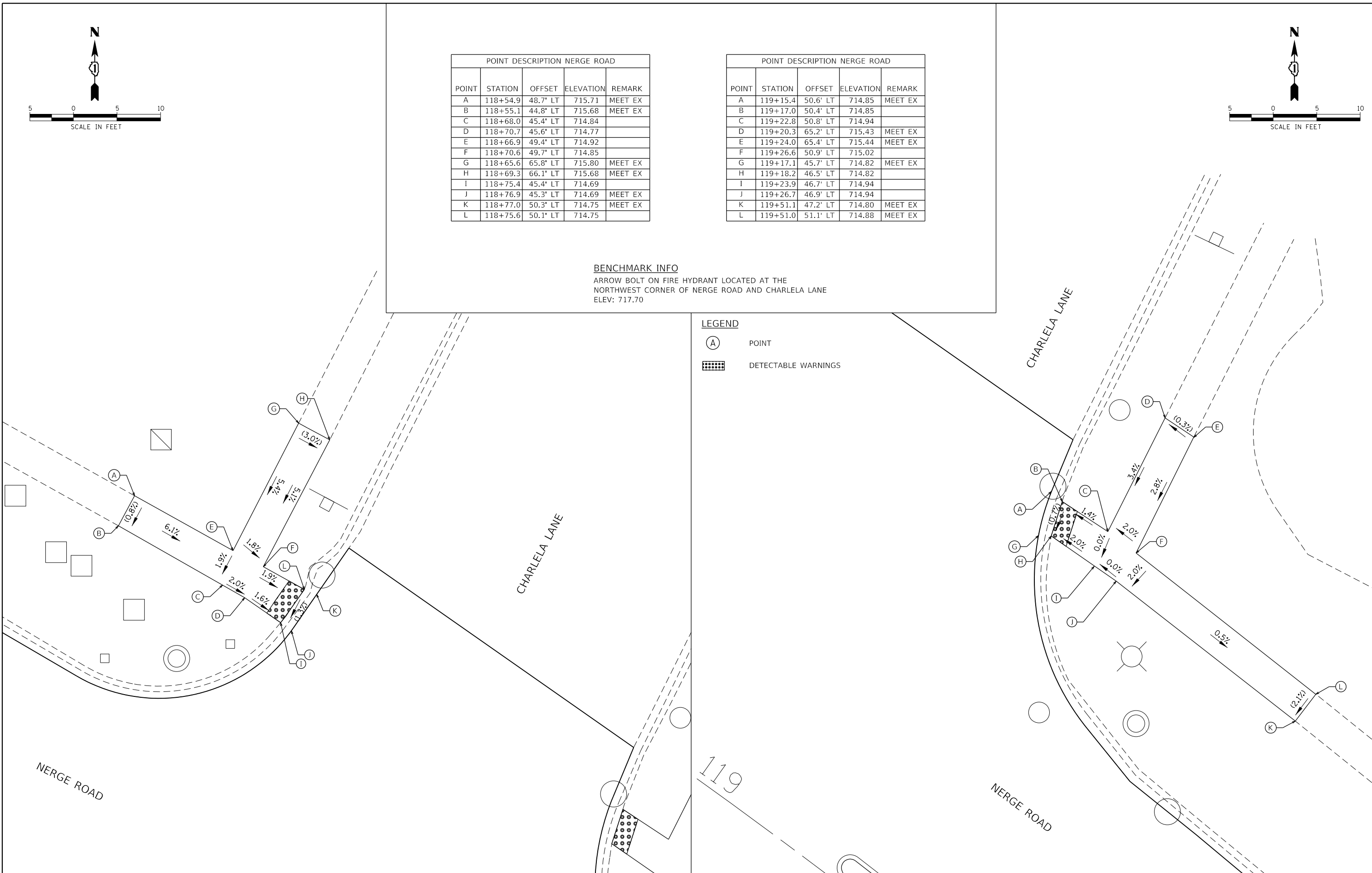
LEGEND

- (A) POINT
- ▣ DETECTABLE WARNINGS

PLAN	SURVEYED	DATE
	PLOTTED	
	NOTE BOOK	
	CHECKED	
	FILE NAME	
	FILE NO.	
	FILE NAME	
	FILE NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	FILE NAME	
	FILE NO.	
	FILE NAME	
	FILE NO.	

HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-srt+swr@hr.com
 FILE NAME: 18-00069-00-04.dgn
 FILE NO.: 18-00069-00-04.dgn
 PEN TABLE: pen.tbl

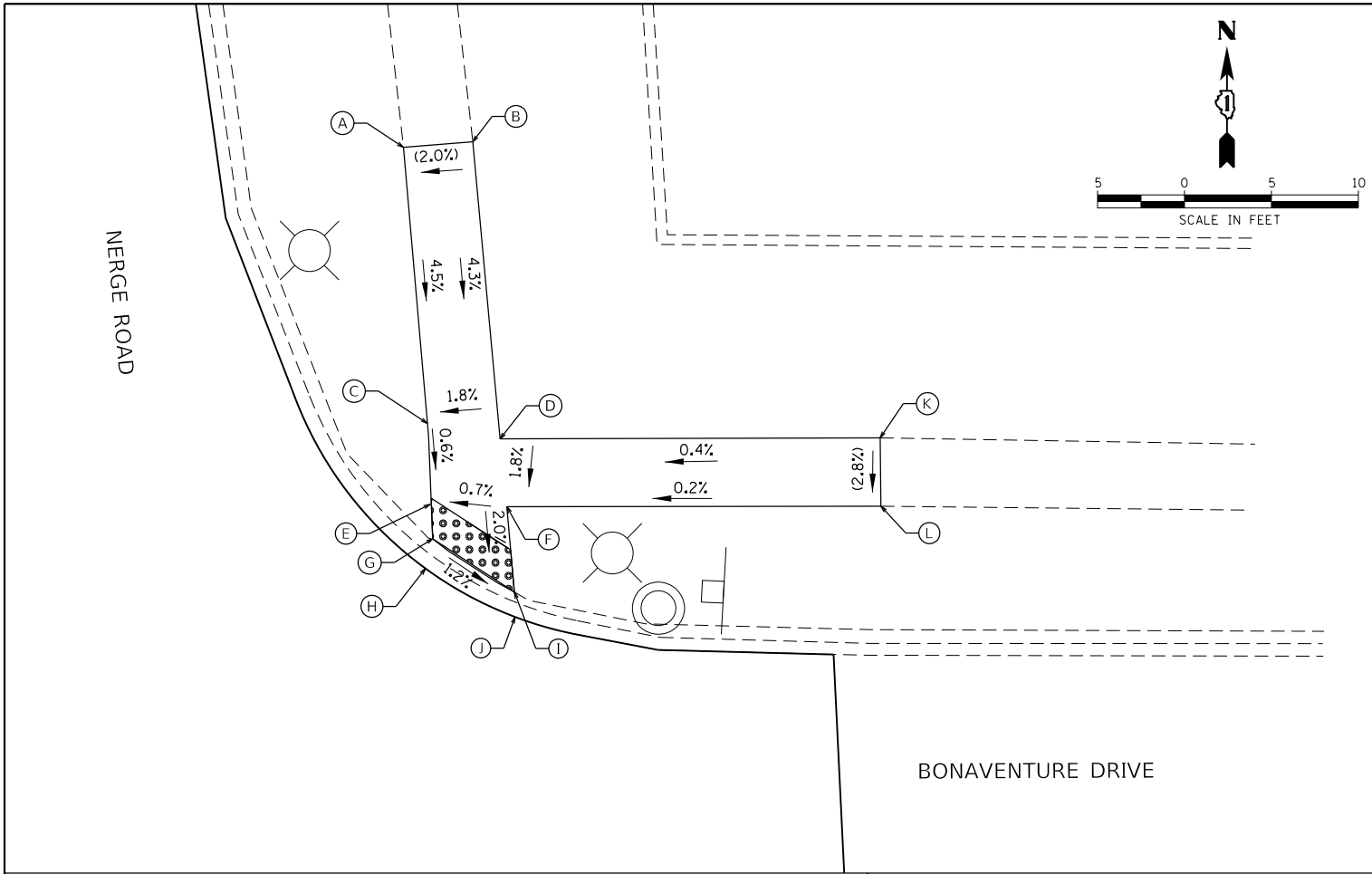


	USER NAME = bhartma PLOT SCALE = PLOT DATE = 8/26/2019	DESIGNED - BH DRAWN - DMS CHECKED - AC DATE - 08/22/19	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIDEWALK RAMP DETAILS NERGE ROAD AT CHARLELA LANE	SCALE: 1"=10' SHEET 4 OF 6 SHEETS STA. TO STA.	F.A.U. RTE. 1346 SECTION NO. 18-00069-00-R5 COUNTY COOK ILLINOIS FED. AID PROJECT	TOTAL SHEETS 38 SHEET NO. 24 CONTRACT NO. 61G04
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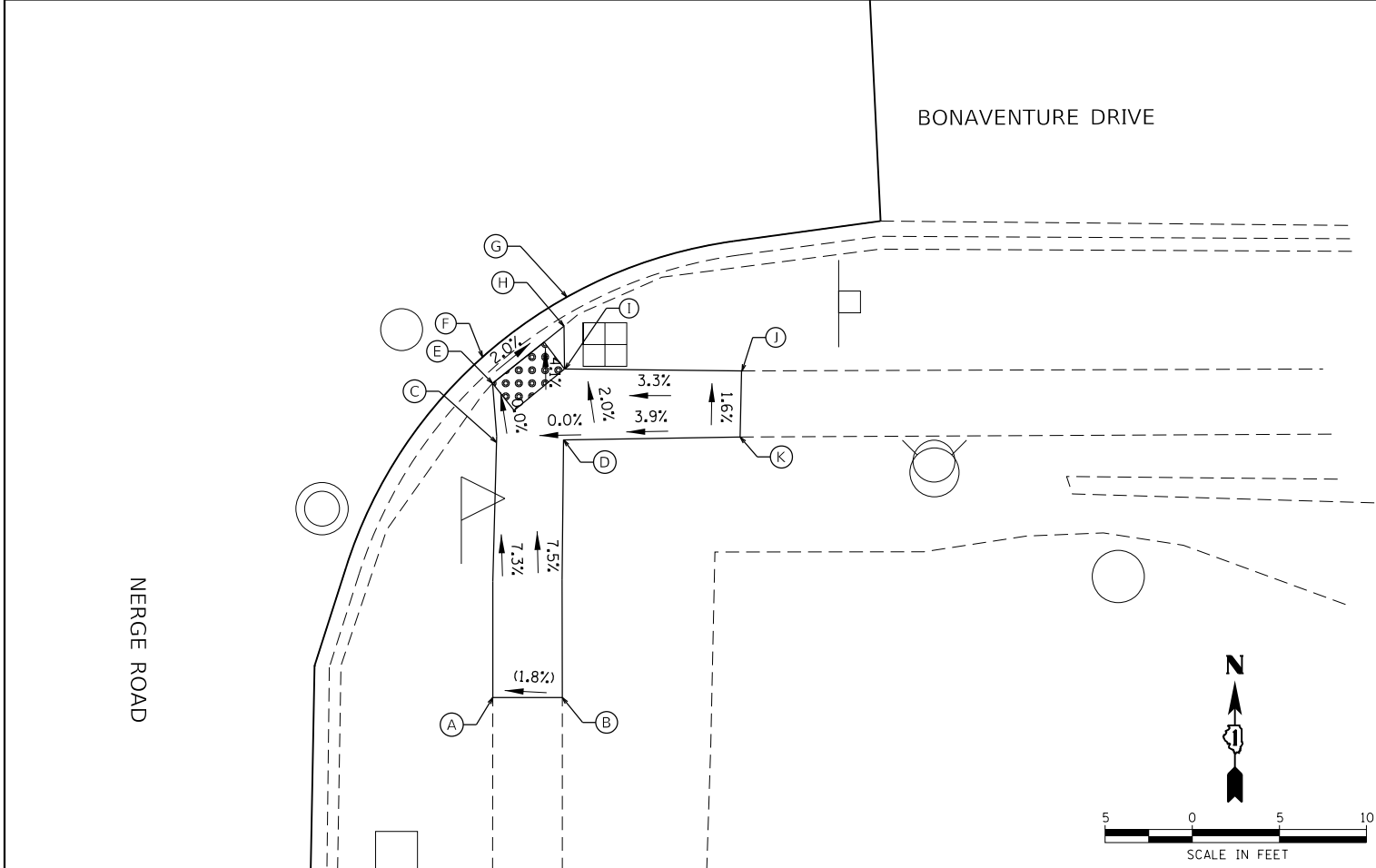
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	PLOTTED	
	GRADES CHECKED	
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	FILE NAME	
	FILE NUMBER	
	FILE TABLE	
	FILE TABLE	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOT AT THIS OFFICE	
	FILE NAME	
	FILE NUMBER	
	FILE TABLE	
	FILE TABLE	

HRG PROJECT NO.: #60939
 HRG PROJ. CONTACT: #60939-srt-sw-ramp-05.dgn
 FILE NUMBER: 60939.rtg
 FILE TABLE: profile.tbl



POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	124+57.8	45.4' LT	714.83	MEET EX
B	124+58.1	49.4' LT	714.91	MEET EX
C	124+72.8	44.9' LT	714.10	
D	124+74.0	49.0' LT	714.17	
E	124+77.2	44.6' LT	714.07	
F	124+77.7	49.0' LT	714.10	
G	124+79.0	44.6' LT	714.07	
H	124+80.6	44.0' LT	714.07	MEET EX
I	124+82.3	49.0' LT	714.00	
J	124+83.6	48.9' LT	714.00	MEET EX
K	124+76.0	70.7' LT	714.25	MEET EX
L	124+79.6	70.4' LT	714.14	MEET EX



POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	125+49.9	44.1' LT	716.16	MEET EX
B	125+49.8	48.1' LT	716.20	MEET EX
C	125+35.8	44.3' LT	715.09	
D	125+35.7	48.2' LT	715.09	
E	125+32.7	44.2' LT	715.09	
F	125+31.2	43.6' LT	715.09	MEET EX
G	125+28.1	48.5' LT	714.90	MEET EX
H	125+29.6	48.3' LT	714.99	
I	125+31.9	48.3' LT	715.09	
J	125+32.2	58.5' LT	715.42	MEET EX
K	125+35.7	58.3' LT	715.48	MEET EX

LEGEND
 (A) POINT
 [Pattern] DETECTABLE WARNINGS

BENCHMARK INFO
 SOUTHWEST BOLT ON HYDRANT LOCATED AT THE SOUTHEAST CORNER OF NERGE ROAD AND BONAVENTURE DRIVE
 ELEV: 716.92

USER NAME = bhartm	DESIGNED - BH	REVISED -
	DRAWN - DMS	REVISED -
PLOT SCALE =	CHECKED - AC	REVISED -
PLOT DATE = 8/26/2019	DATE - 08/22/19	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

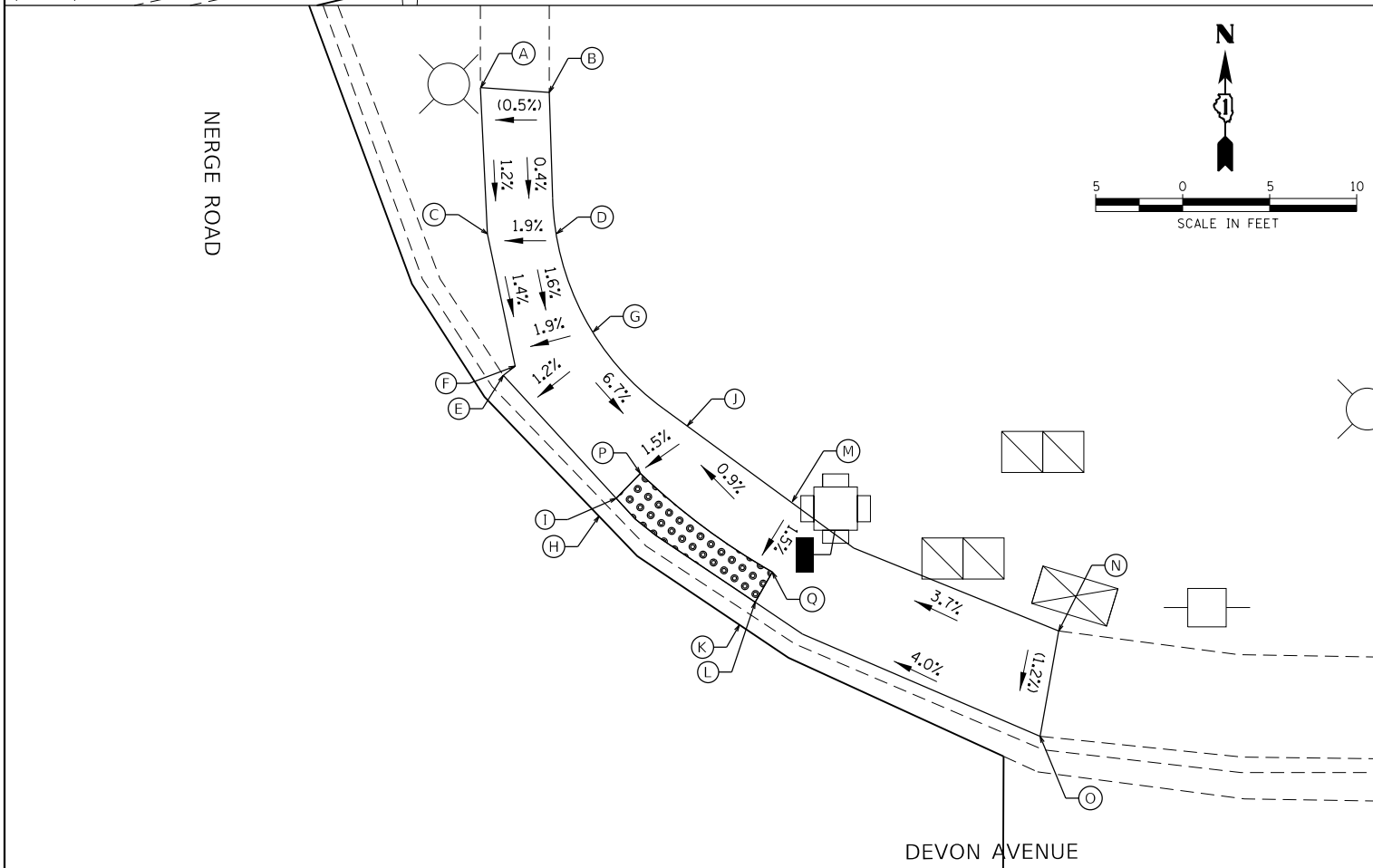
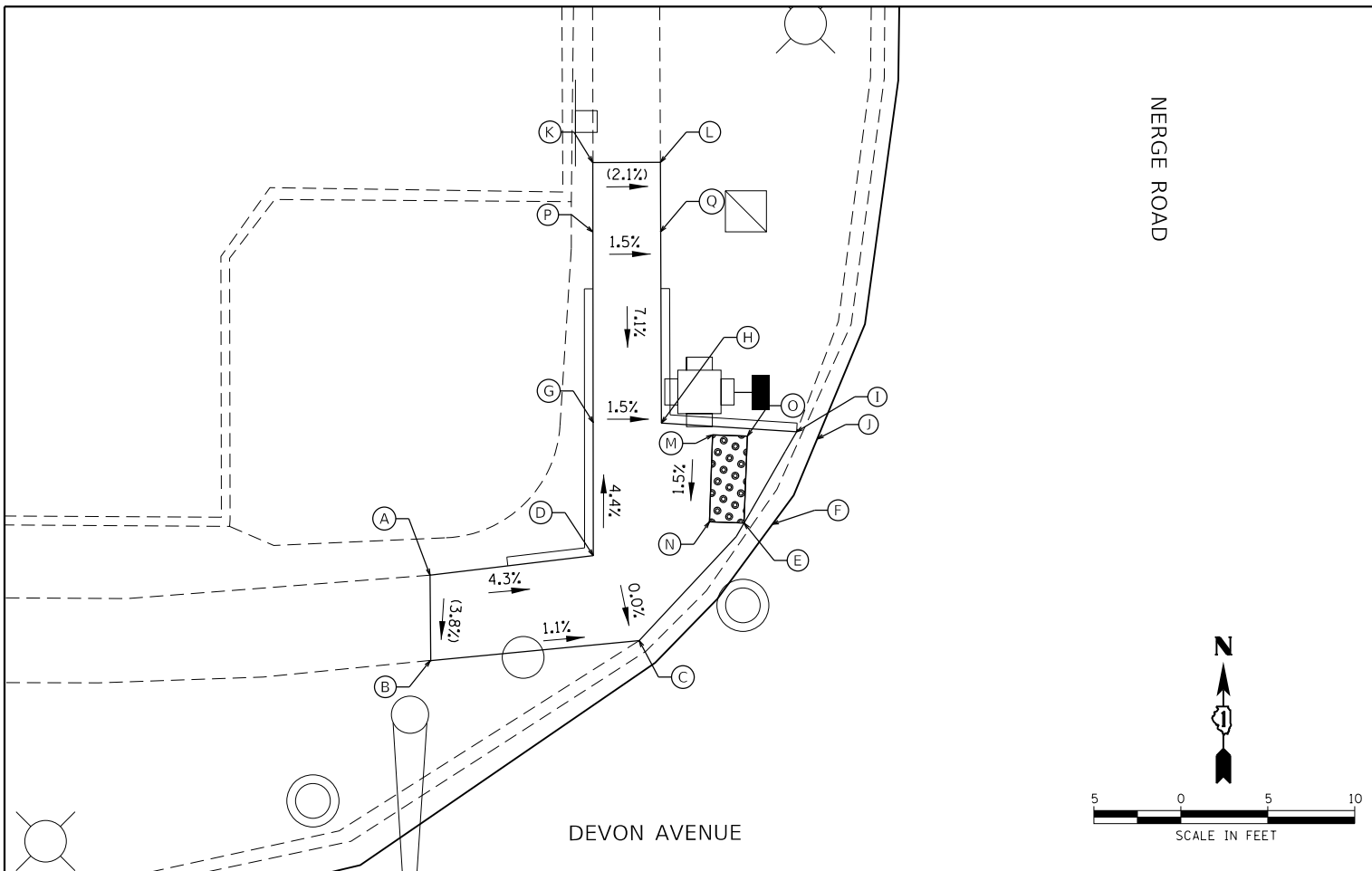
SIDEWALK RAMP DETAILS
NERGE ROAD AT BONAVENTURE DRIVE
 SCALE: 1"=10' SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	25
FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT
CONTRACT NO. 61G04				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO. _____	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	
	FILE NAME	

HRG PROJECT NO.: #0939
 HRG PROJ. CONTACT: #0939-srt-swr@hr.com
 FILE NAME: 18-00069-06.dgn
 PEN TABLE: p01tbl.tbl



POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	129+21.0	58.8' RT	723.00	MEET EX
B	129+25.9	58.7' RT	722.81	MEET EX
C	129+24.7	46.7' RT	722.60	
D	129+19.8	49.4' RT	722.60	
E	129+17.9	40.7' RT	721.98	DET WARN
F	129+18.0	39.1' RT	721.95	MEET EX
G	129+12.2	49.4' RT	722.26	
H	129+12.2	45.5' RT	722.20	
I	129+12.7	37.7' RT	721.82	
J	129+13.1	36.5' RT	721.78	MEET EX
K	128+97.2	49.5' RT	723.11	MEET EX
L	128+97.2	45.5' RT	723.03	MEET EX
M	129+12.8	42.5' RT	722.14	DET WARN
N	129+17.8	42.7' RT	722.06	DET WARN
O	129+12.9	40.5' RT	722.06	DET WARN
P	129+01.2	49.5' RT	723.04	
Q	129+01.2	45.5' RT	722.98	

POINT DESCRIPTION NERGE ROAD				
POINT	STATION	OFFSET	ELEVATION	REMARK
A	128+91.2	43.1' LT	722.07	MEET EX
B	128+91.5	47.1' LT	722.09	MEET EX
C	129+00.0	43.6' LT	721.97	
D	128+99.6	47.6' LT	722.06	
E	129+07.8	44.5' LT	721.85	MEET EX
F	129+07.2	45.2' LT	721.86	
G	129+05.2	50.0' LT	721.96	
H	129+15.8	50.0' LT	721.36	MEET EX
I	129+14.8	51.0' LT	721.39	DET WARN
J	129+10.6	55.1' LT	721.47	
K	129+22.1	58.1' LT	721.42	MEET EX
L	129+20.8	59.0' LT	721.45	DET WARN
M	129+15.0	61.1' LT	721.54	
N	129+22.4	76.5' LT	722.17	MEET EX
O	129+28.5	75.4' LT	722.10	MEET EX
P	129+13.4	52.4' LT	721.42	DET WARN
Q	129+19.0	60.0' LT	721.48	DET WARN

LEGEND

- (A) POINT
- [Pattern] DETECTABLE WARNINGS (SPECIAL)

ADA RAMP GENERAL NOTES

- ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS.
- COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730 BEFORE CONSTRUCTION.
- IF PEDESTRIAN PUSH-BUTTON ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON"

BENCHMARK INFO

CHISELED SQUARE IN SOUTHEAST CORNER OF DOUBLE HANDHOLE LOCATED AT NORTHEAST CORNER OF NERGE ROAD AND DEVON AVENUE
 ELEV: 722.19



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	DRAWN - DMS	REVISED -
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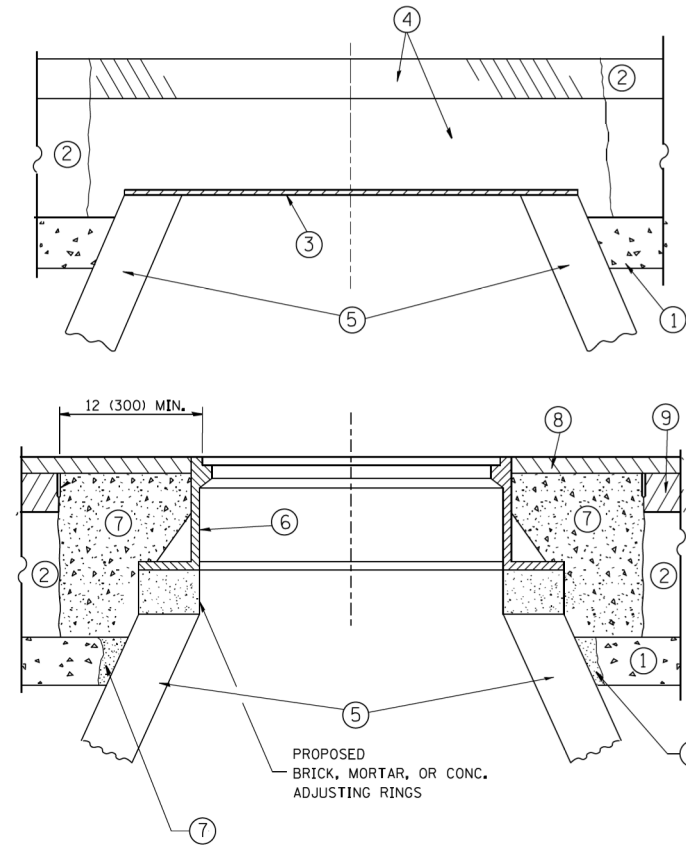
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SIDEWALK RAMP DETAILS
 NERGE ROAD AT DEVON AVENUE**

SCALE: 1"=10' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	26
CONTRACT NO. 61G04				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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 DATE PLOTTED: 8/26/2019 12:24:14 PM
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NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

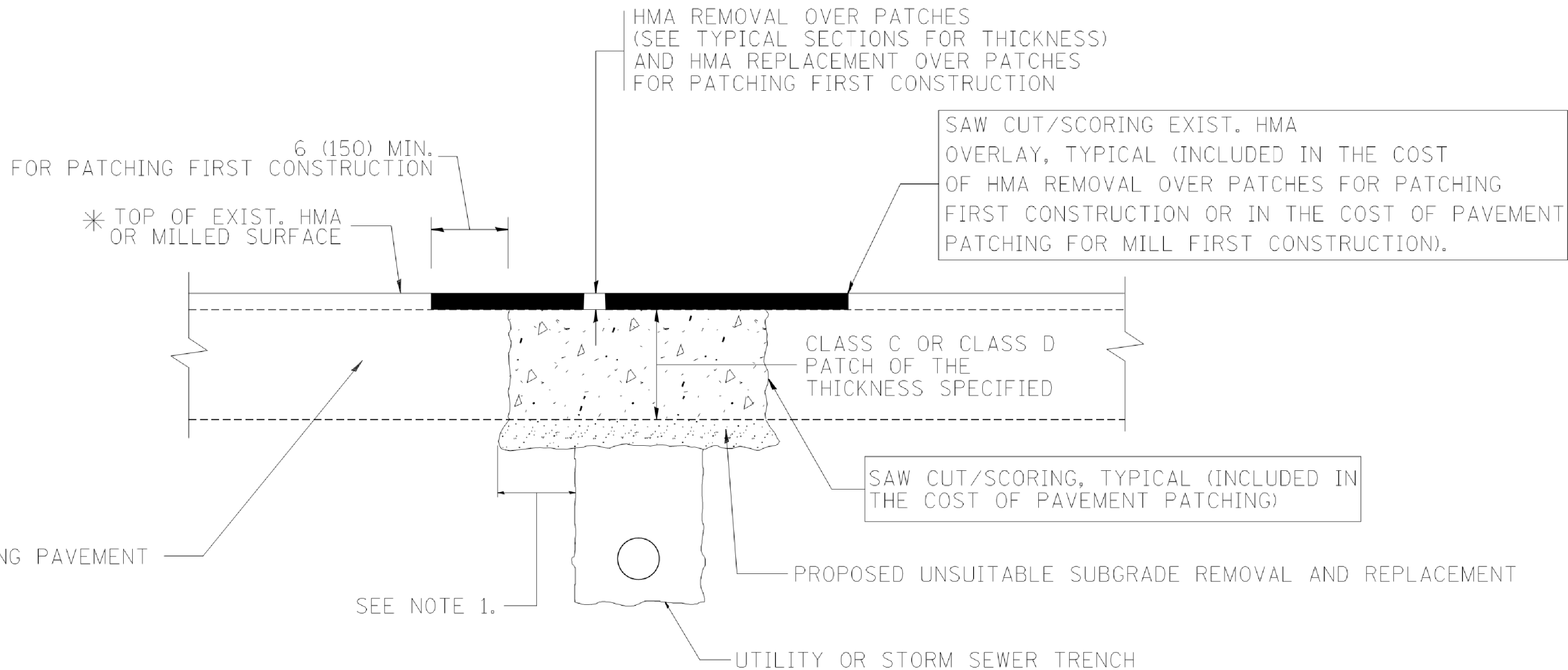
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	27
BD600-03 (BD-8)		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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		DATE - 10-25-94	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT PATCHING FOR
 HMA SURFACED PAVEMENT**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	28
BD400-04 (BD-22)			CONTRACT NO. 61G04	
FED. ROAD DIST. NO. 1 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.

THE THICKNESS OF THE GUTTER SHALL BE EQUIVALENT TO THE DEPTH OF THE ADJACENT PAVEMENT, REGARDLESS OF PAVEMENT COMPOSITION (9" MIN.)

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

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

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING WITH TOPSOIL, 4" SOD RESTORATION (SEE NOTE ①).

T/2 *

SUITABLE BACKFILL MATERIAL INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

PROPOSED 3/4" PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED)

* 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 WITH TOPSOIL 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 CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL

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.

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" OR LESS IS INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, OF THE TYPE SPECIFIED.

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

WHERE EXISTING CURB AND GUTTER IS TO BE REMOVED AND REPLACE ADJACENT TO EXISTING CONCRETE PAVEMENT REMAINING IN PLACE, THE CONTRACTOR SHALL PERFORM THE REMOVAL SO THAT THE EXISTING TIE BARS CAN BE USED IN TYING THE NEW CURB AND GUTTER TO THE EXISTING PAVEMENT. ANY TIE BARS WHICH ARE DAMAGED OR MISSING SHALL BE REPLACED WITH #6 TIE BARS, 24" LONG, EMBEDDED 8" AT 24" CENTERS IN ACCORDANCE WITH THE ARTICLE 420.05(B) OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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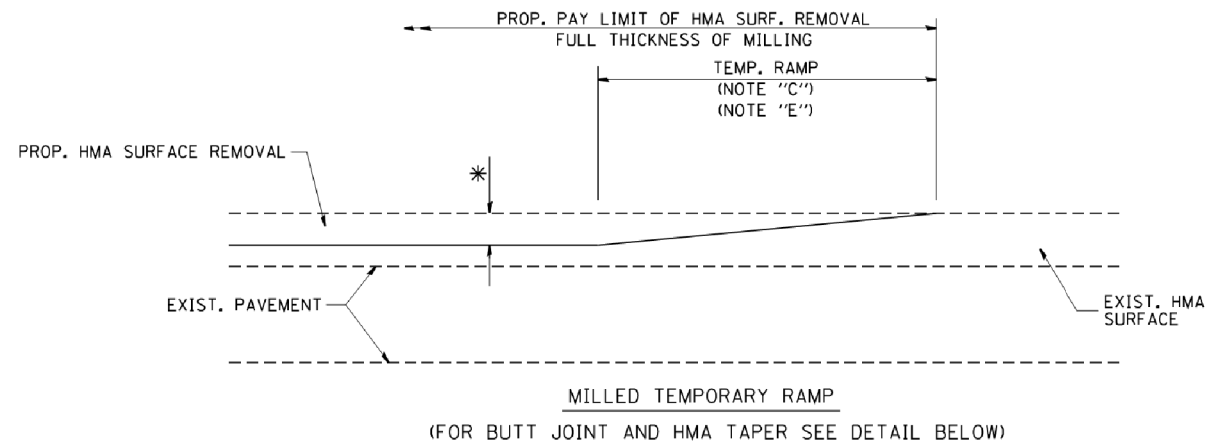
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

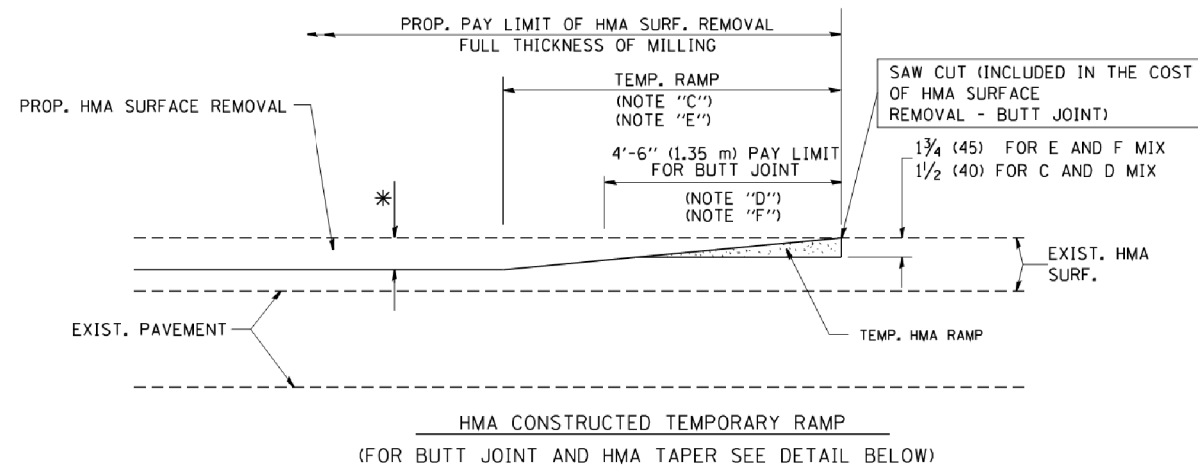
CURB OR CURB AND GUTTER
 REMOVAL AND REPLACEMENT

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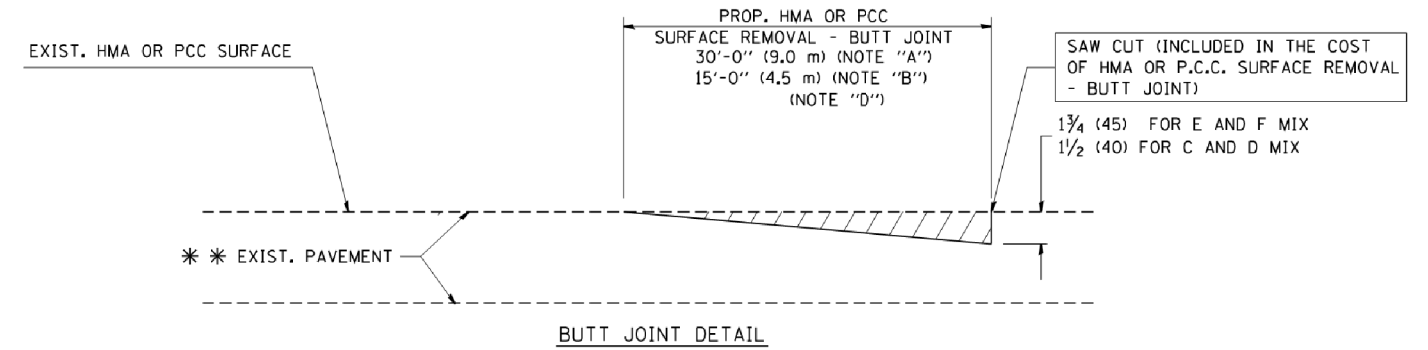


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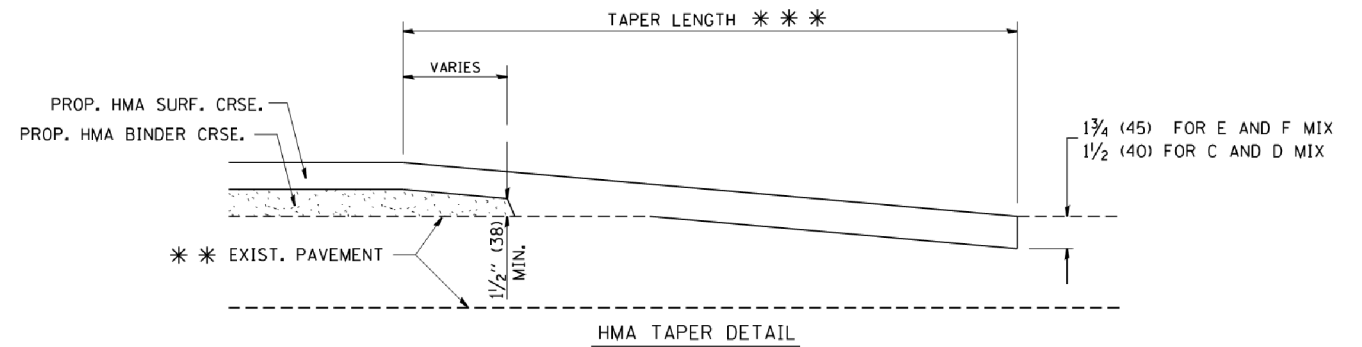


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

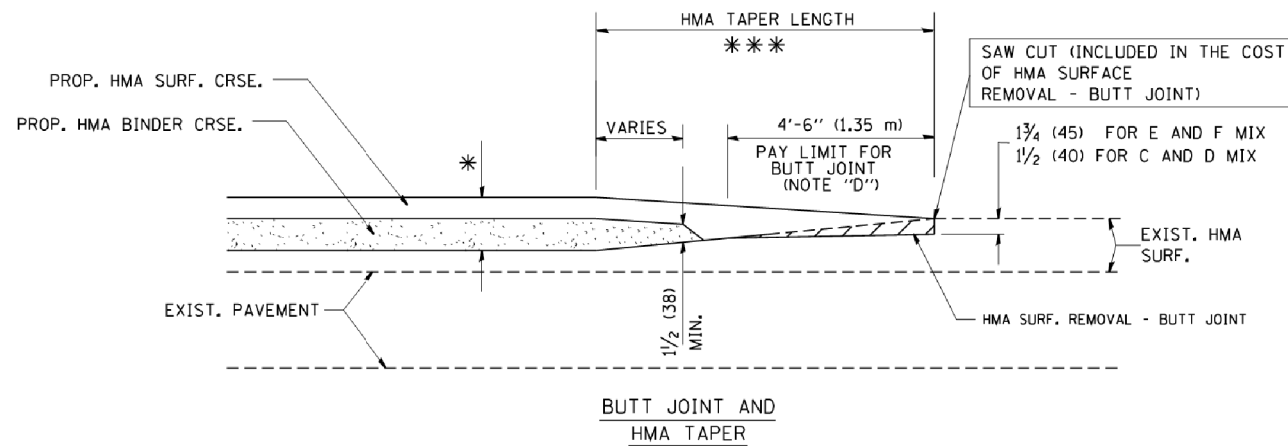
NOTES

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

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

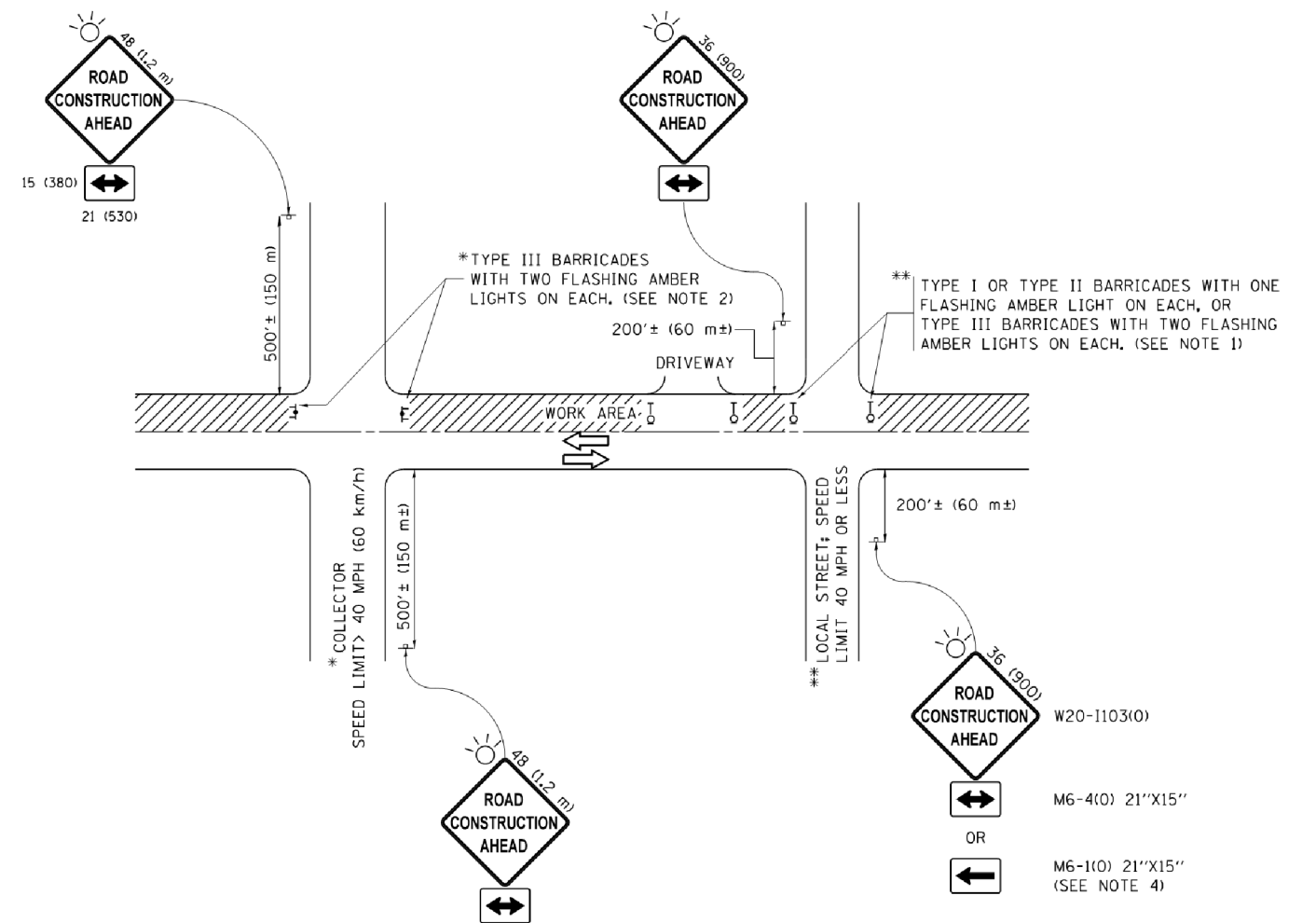
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINT AND HMA TAPER DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	30
BD400-05 BD32		CONTRACT NO. 61G04		
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.

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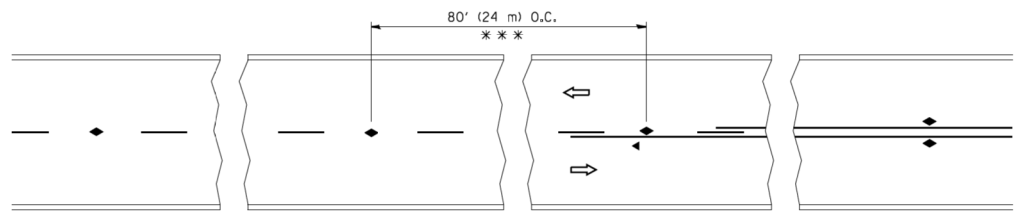
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

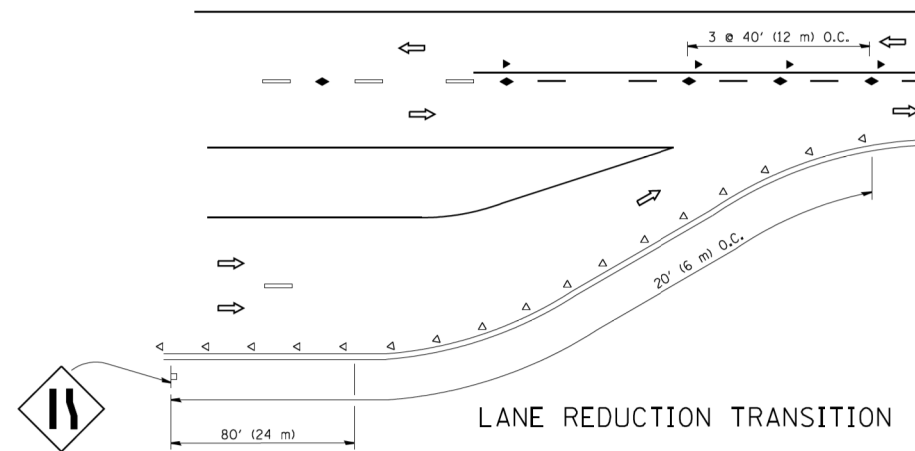
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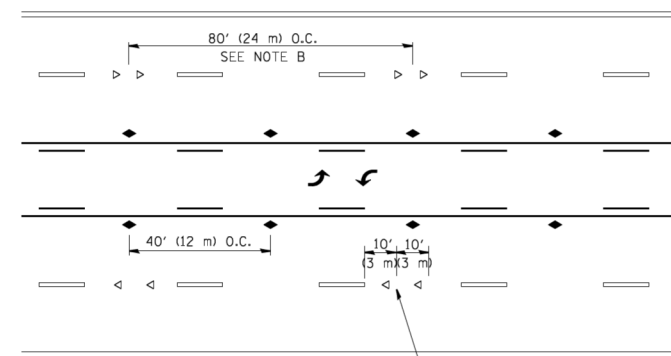


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

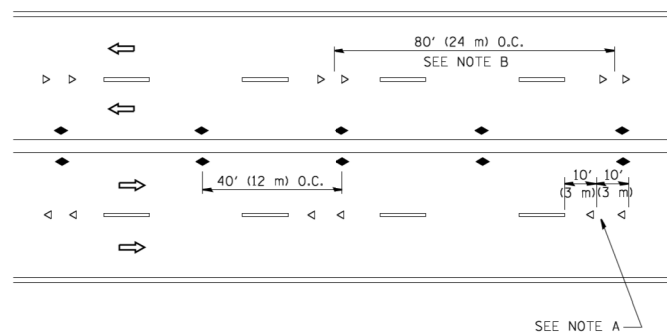
TWO-LANE/TWO-WAY



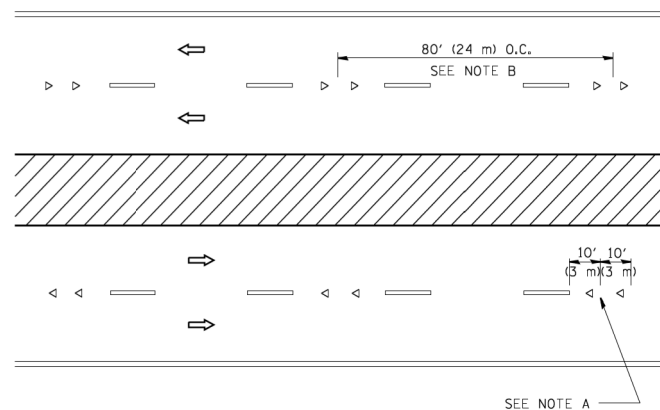
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

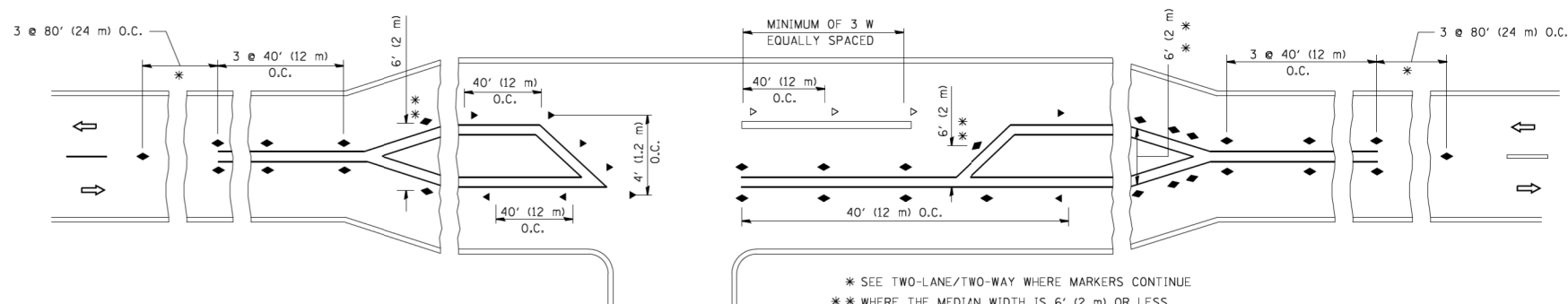
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

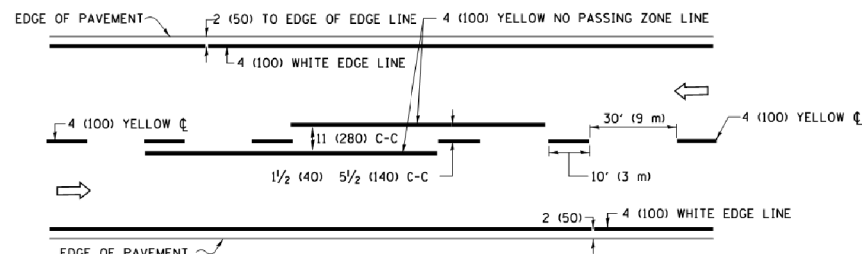
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		CHECKED -	REVISED - C. JUCIUS 09-09-09
		PLOT DATE = 3/2/2011	

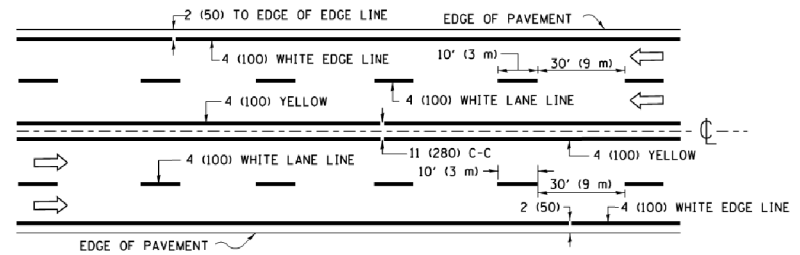
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

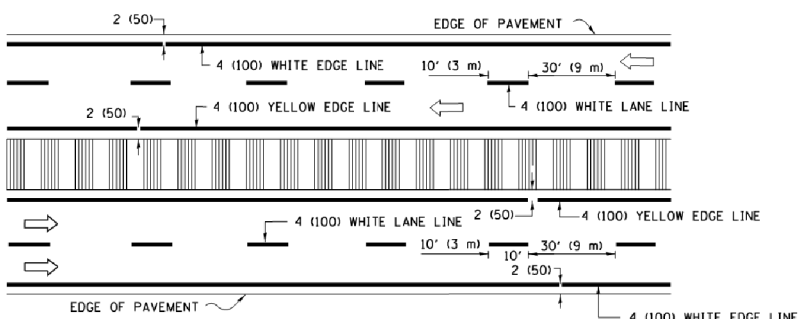
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	32
TC-11		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

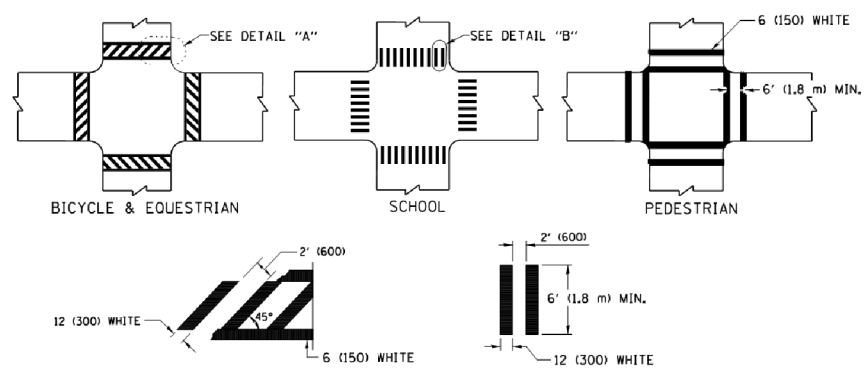


MULTI-LANE UNDIVIDED



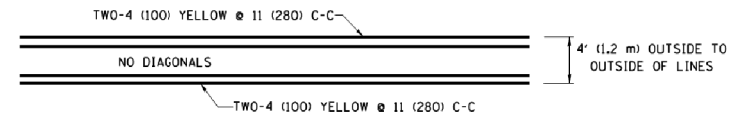
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

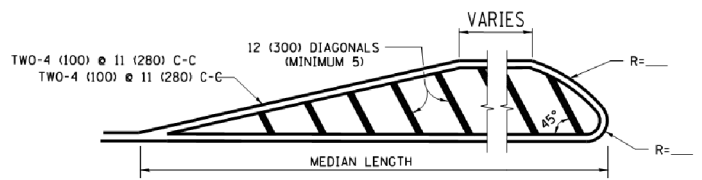


TYPICAL CROSSWALK MARKING

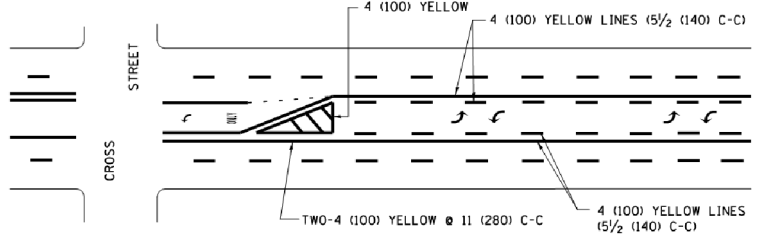
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



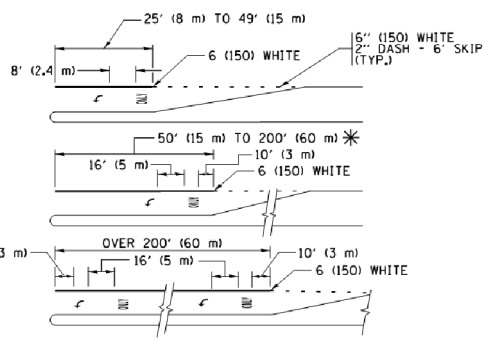
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



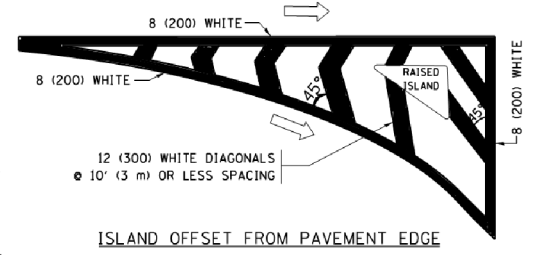
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



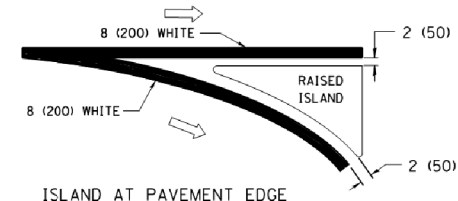
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

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)

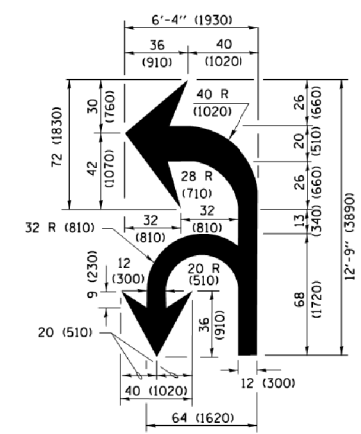
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



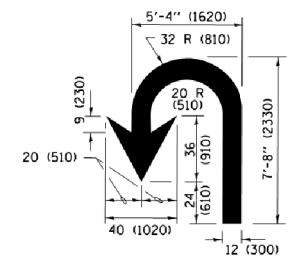
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE 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 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (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 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
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' (22.5 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.

COMPANY NAME: 180938-sh1-det-tcl3.dgn
PROJECT CONTACT: 12/15/2016 PM
DATE PLOTTED: 12/15/2016 PM
FILE NAME: 180938-sh1-det-tcl3.dgn
PLOT DRIVER: ILpdf.plt
PEN TABLE: plot.tbl

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		PLOT SCALE = 50.000' / in.	REVISED - C. JUCIUS 12-21-15
		PLOT DATE = 4/13/2016	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	33
TC-13		CONTRACT NO. 61G04		

ILLINOIS FED. AID PROJECT

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

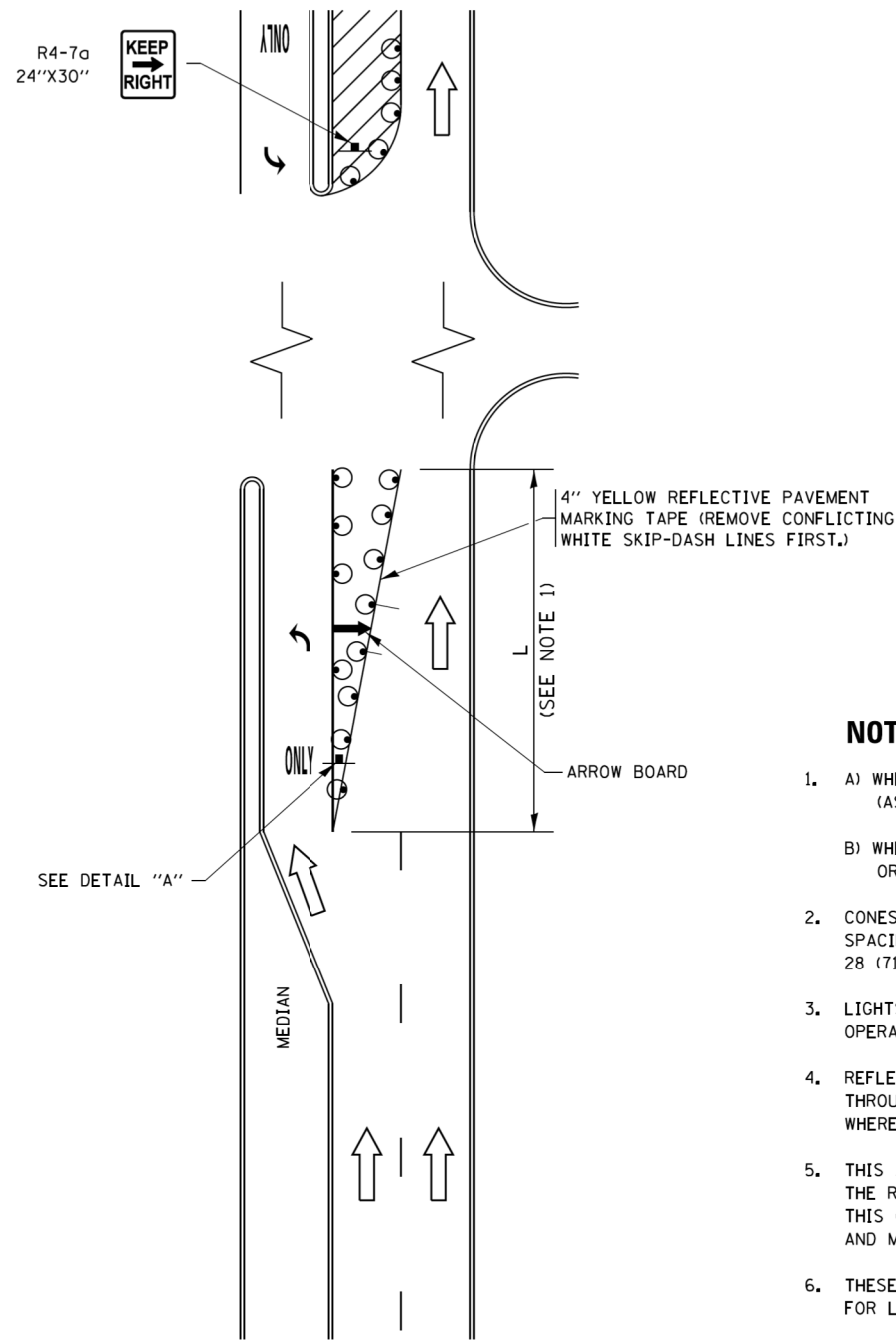


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

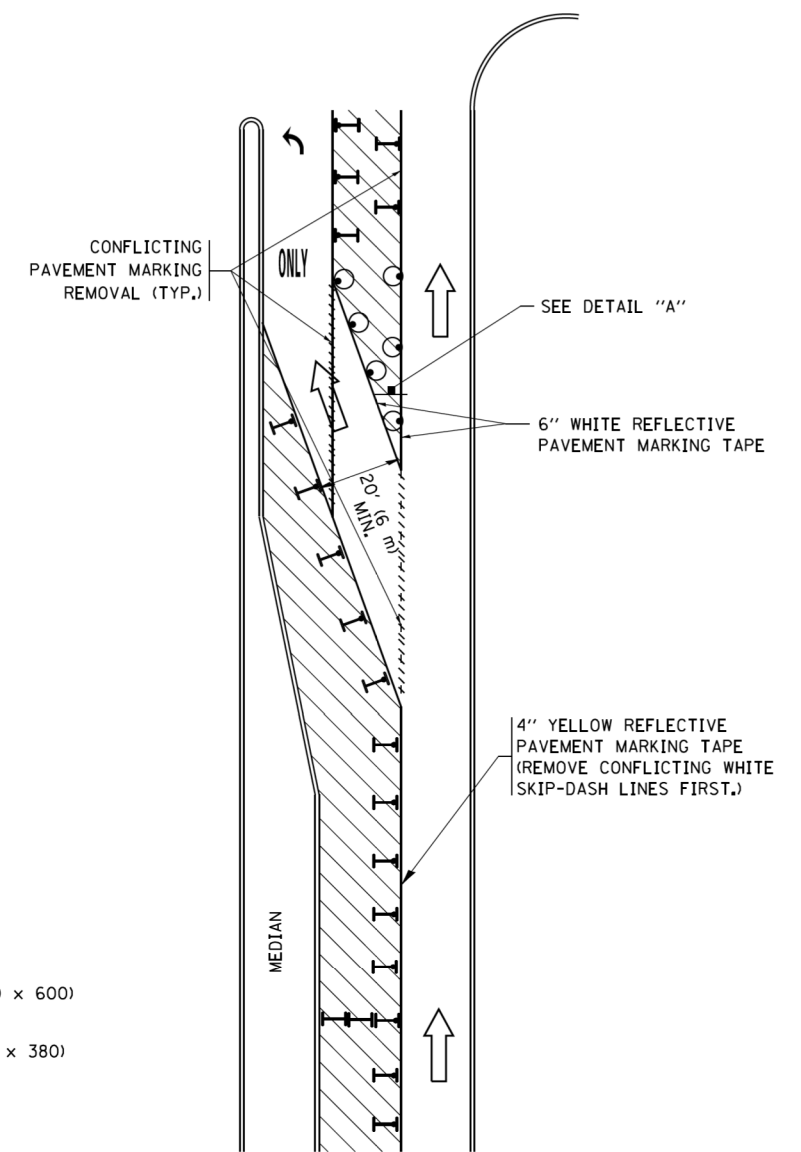


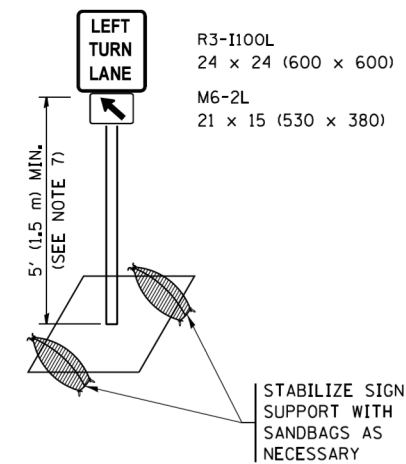
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

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 PROJECT CONTACT: #PROJECT CONTACT#
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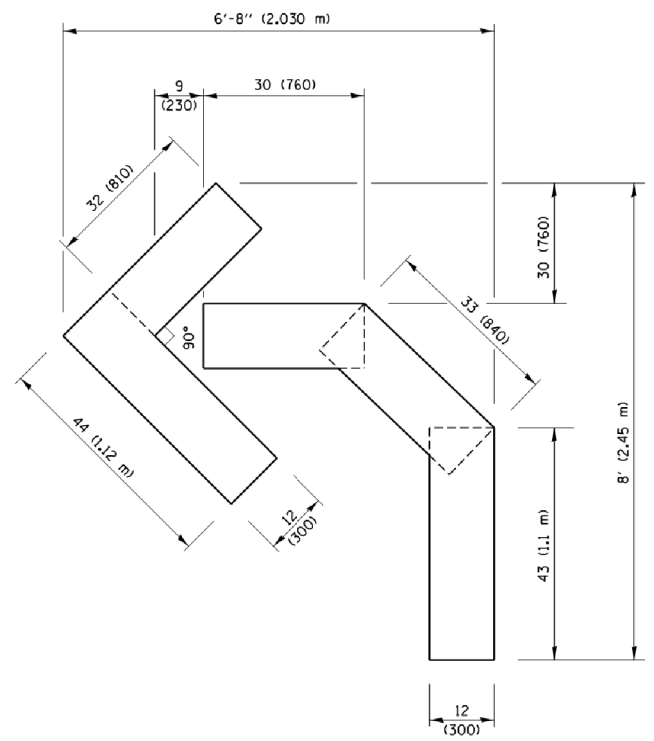
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	PLOT SCALE = 50,0000 ' / in.	REVISED - T. RAMMACHER 01-06-00	REVISED - A. SCHUETZE 09-15-16
	PLOT DATE = 9/15/2016		

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

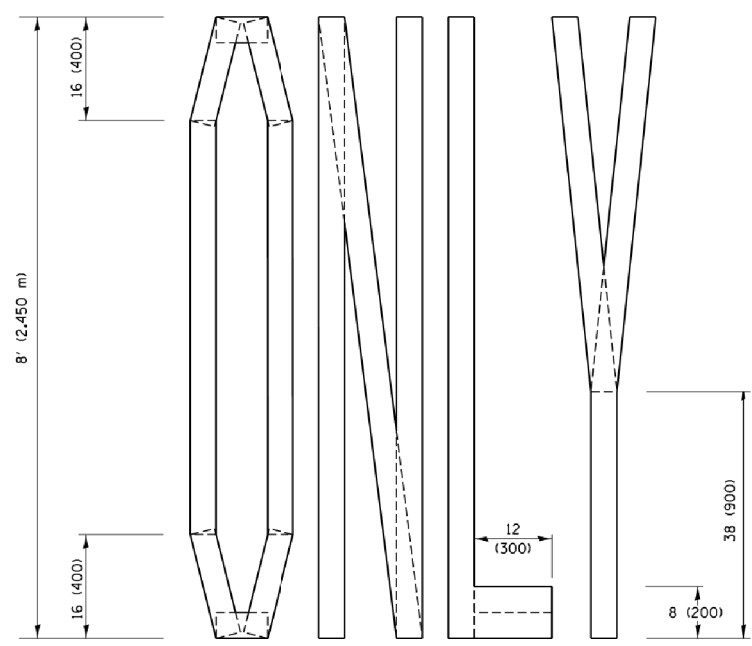
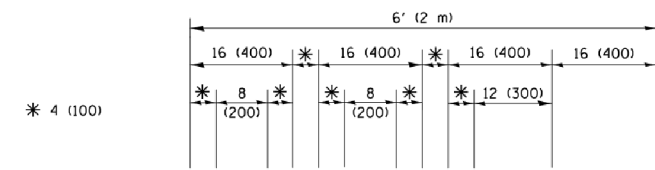
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)

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

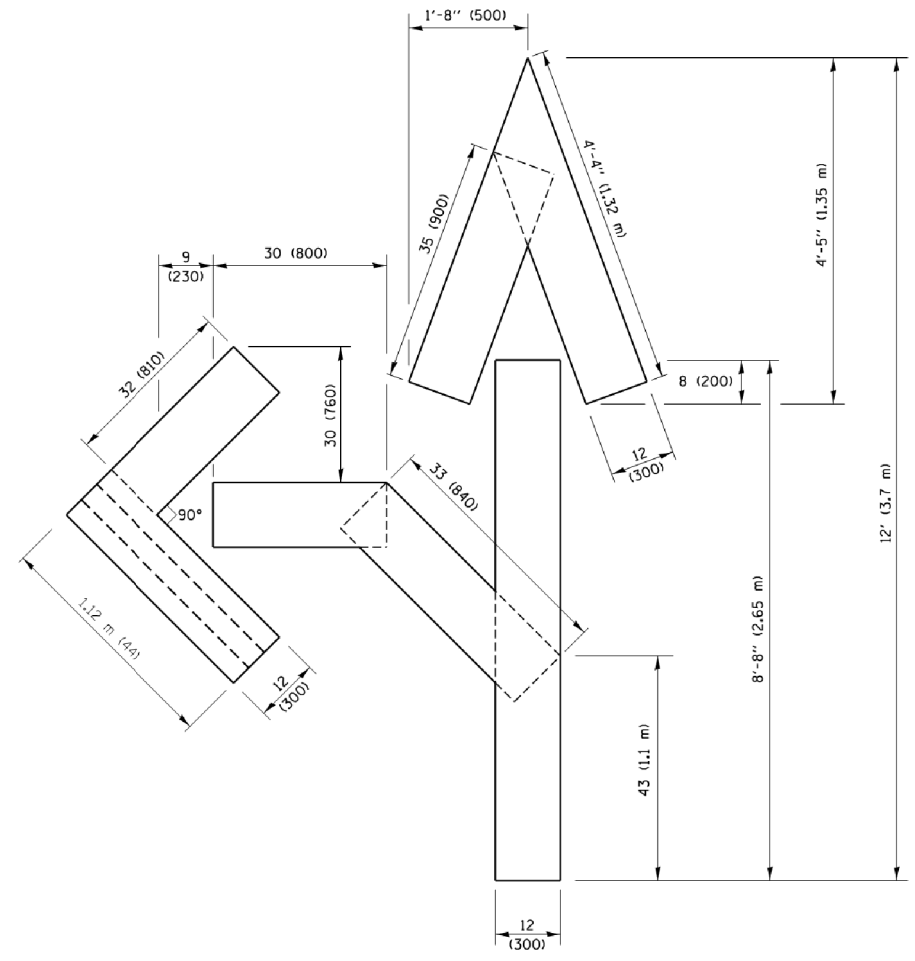
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1346	18-00069-00-R5	COOK	38	34
TC-14		CONTRACT NO. 61G04		
ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

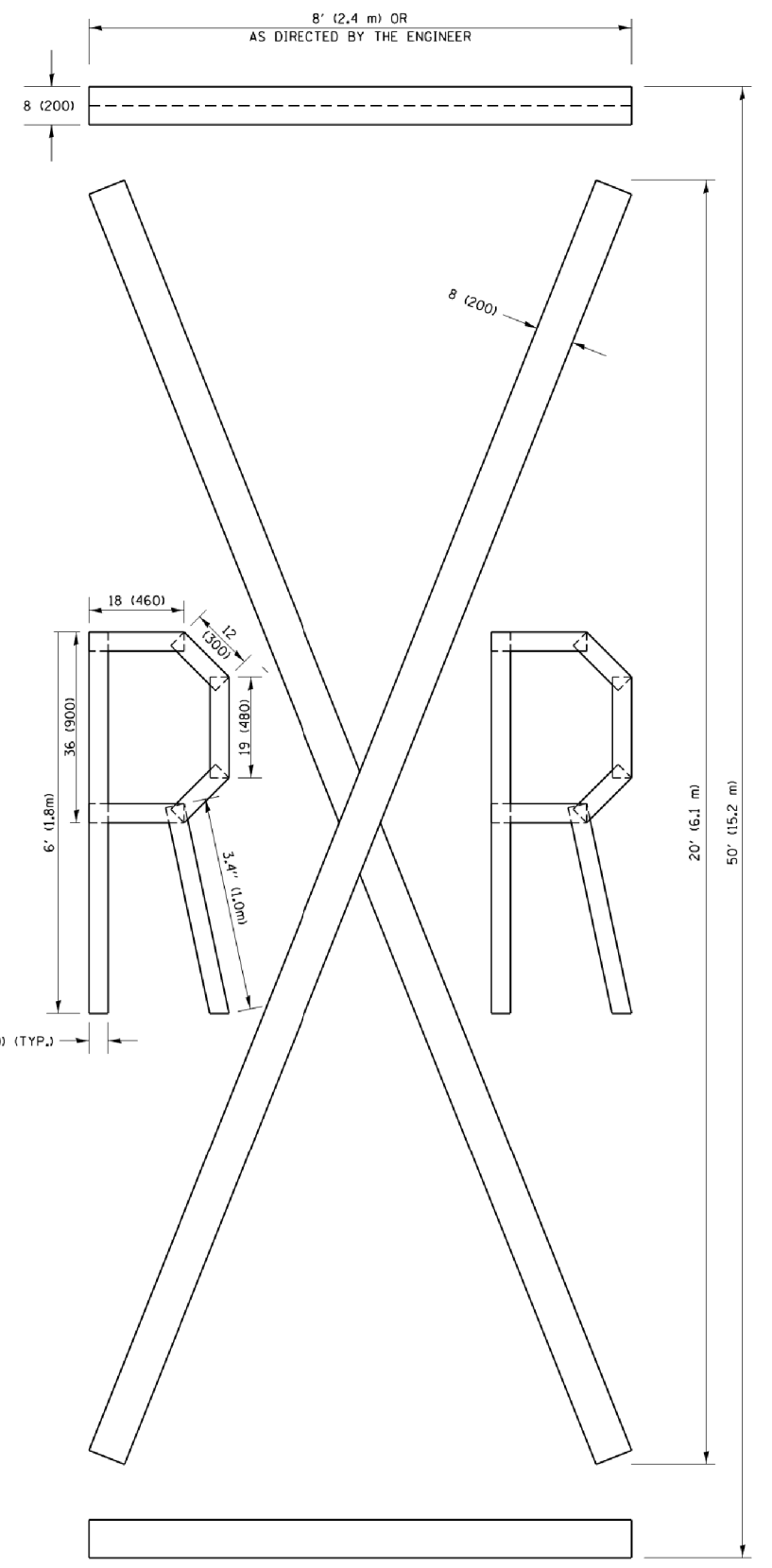


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

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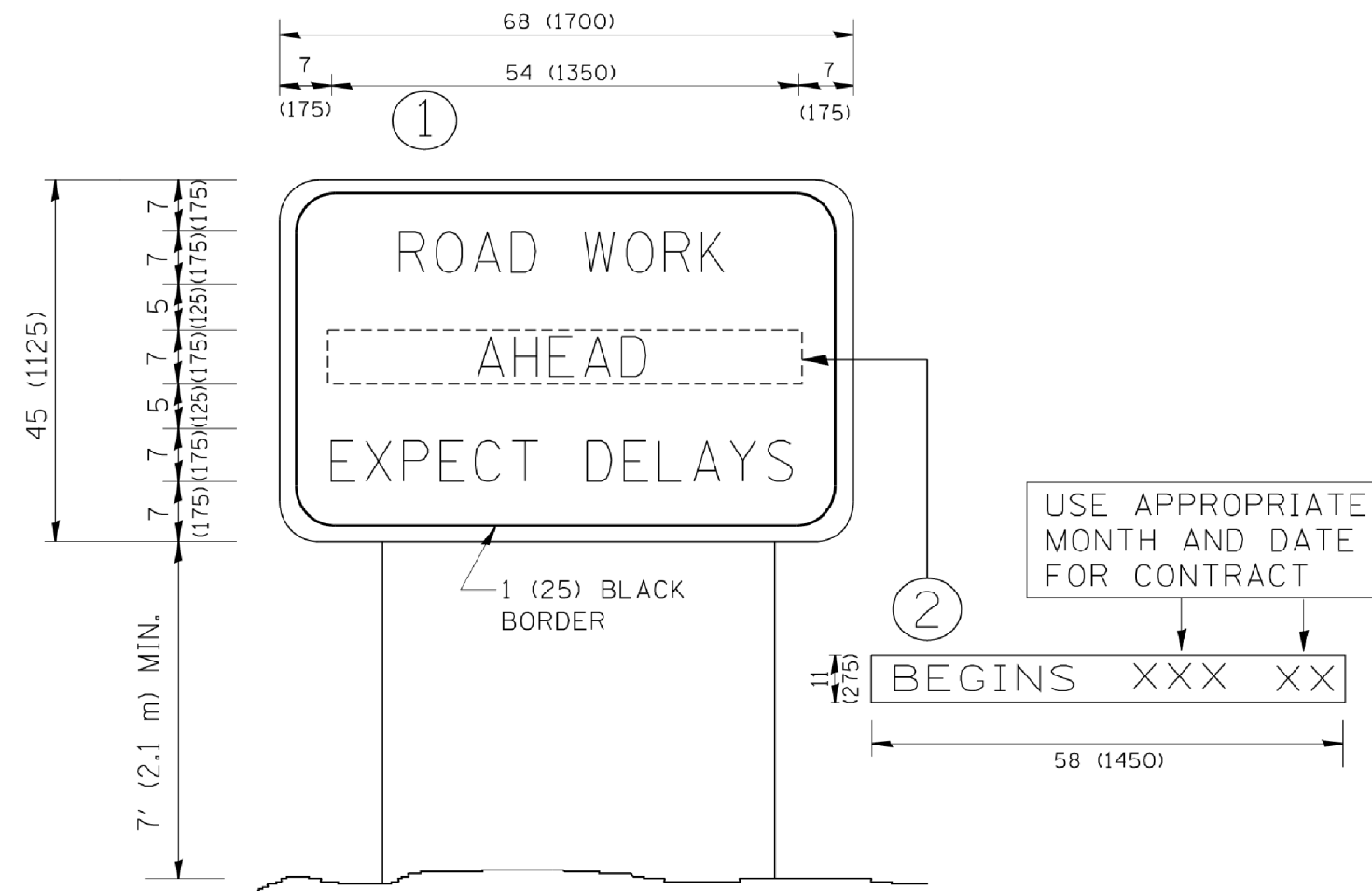
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		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT SCALE = 50.0000' / in.		DATE -	REVISED -A. SCHUETZE 09-15-16
PLOT DATE = 9/15/2016			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	35
TC-16		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

COMPANY NAME: *COMPANY NAME*
 PROJECT CONTACT: *PROJECT CONTACT*
 DATE PLOTTED: 8/26/2019 12:40:06 PM
 FILE NAME: 180938-shr-det-1c22.dgn
 PLOT DRIVER: IL_Pdf_PwPrinterq
 PEN TABLE: pla-table.tbl



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.

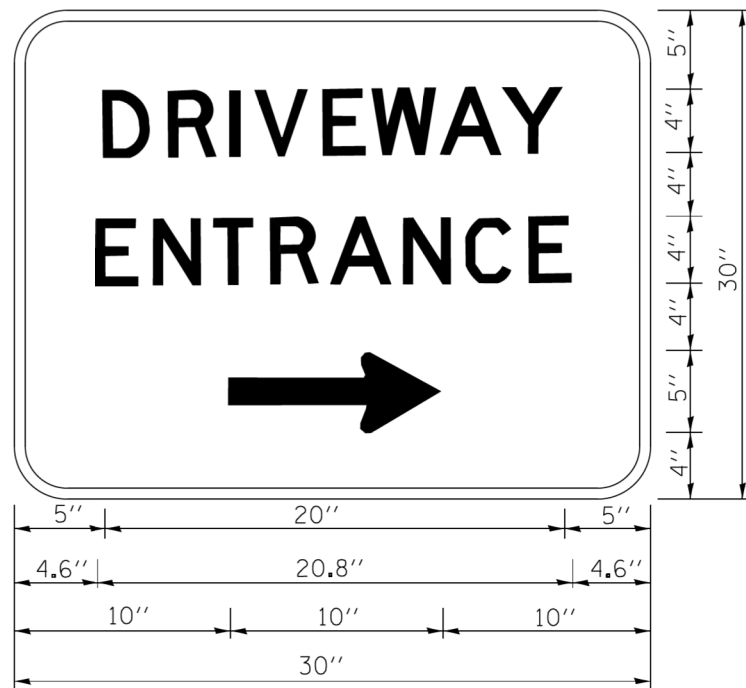
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
W:\diststd\22x34\1c22.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	36
TC-22		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

COMPANY NAME: #COMPANY NAME#
 PROJECT CONTACT: #PROJECT CONTACT#
 DATE PLOTTED: 8/26/2019 12:45:17 PM
 FILE NAME: 180938-shr-det-1c26.dgn
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

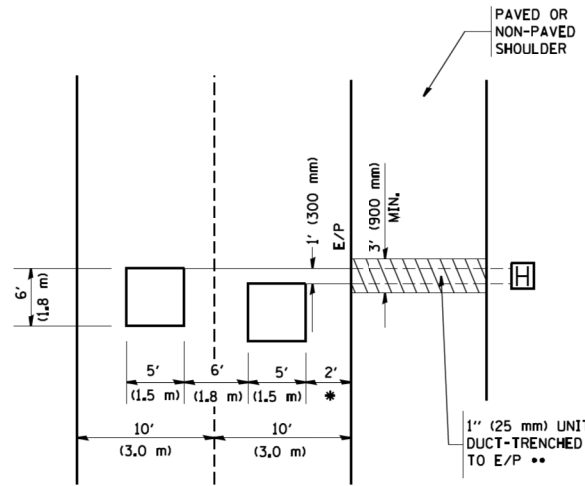
DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	37
TC-26			CONTRACT NO. 61G04	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

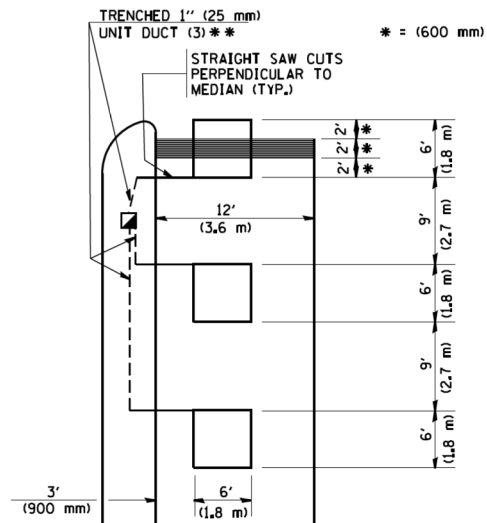


* = (600 mm)

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

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

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

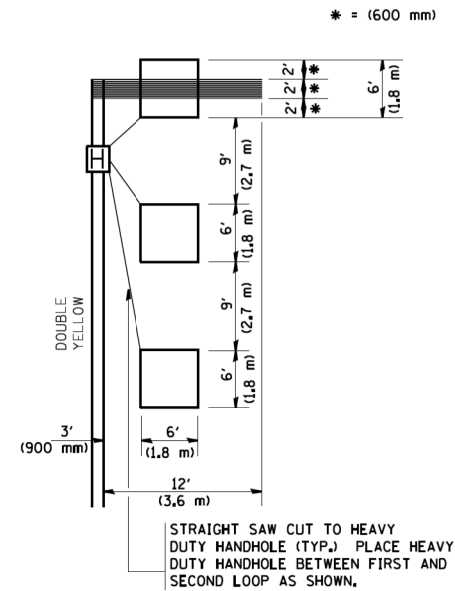


* = (600 mm)

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

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

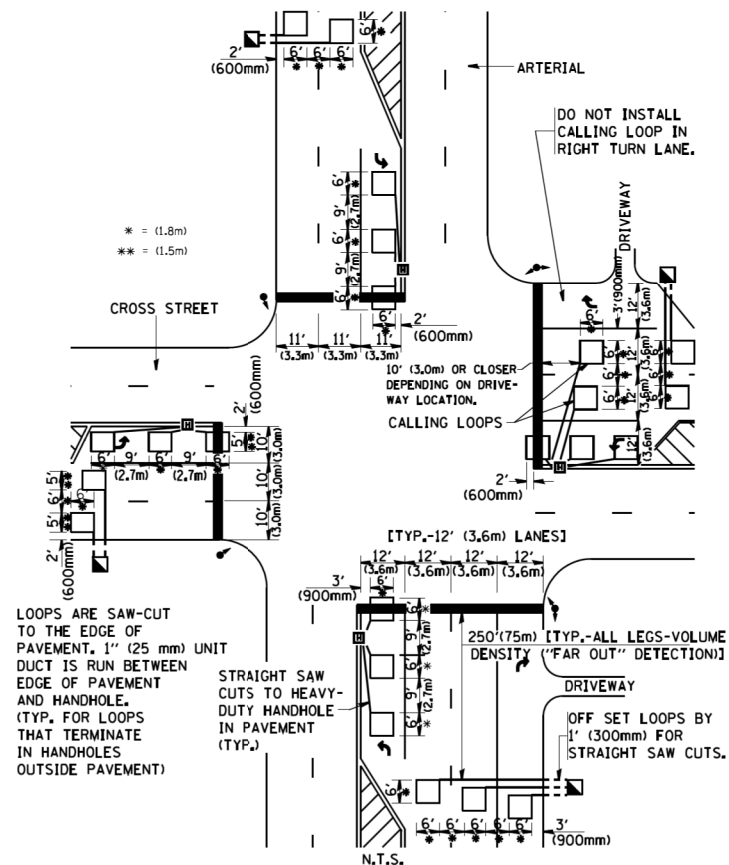
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**



* = (600 mm)

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

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

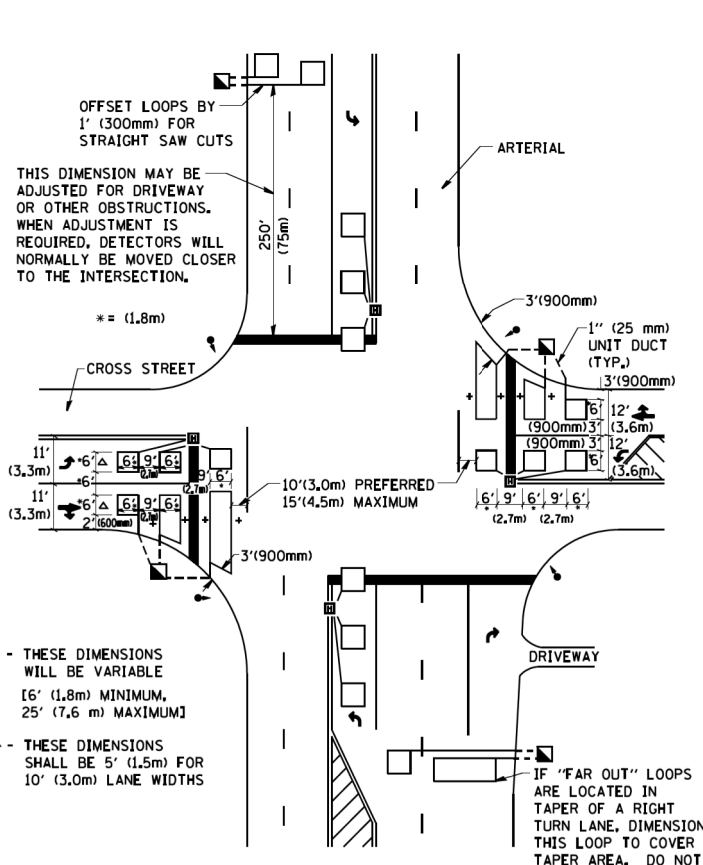


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

**DETAIL 1
N.T.S.**

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



+- THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△- THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**DETAIL 2
N.T.S.**

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

COMPANY NAME: #COMPANY NAME#
PROJECT CONTACT: #PROJECT CONTACT#
DATE PLOTTED: 8/26/2019 12:46:29 PM
FILE NAME: 180938-shr-det-1s07.dgn
PLOT DRIVER: ILpdf.plt
PEN TABLE: pla-table.tbl

FILE NAME = W:\diststa\22x34\ts07.dgn

USER NAME = geglentobt

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE - 1/4/2008

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	18-00069-00-R5	COOK	38	38
TS-07		CONTRACT NO. 61G04		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				