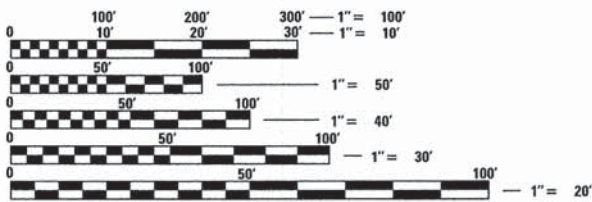


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	1
		ILLINOIS	CONTRACT NO. 63865	

+1 80

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, STANDARDS & SUPPLEMENTAL LEGEND
3-5	SUMMARY OF QUANTITIES
6-7	TYPICAL SECTIONS
8	ALIGNMENT, TIES & BENCHMARK
9-13	PLAN AND PROFILE
14	INTERSECTION GRADING PLAN
15-20	CONSTRUCTION STAGING PLAN
21-23	EROSION CONTROL PLAN
24	PAVEMENT MARKING AND LANDSCAPING PLAN
25-47	TRAFFIC SIGNAL PLANS
48-49	STREET LIGHTING PLANS
50	DETAILS
51-66	DISTRICT 1 STANDARD DETAILS
67-68	COOK COUNTY DETAILS
69-85	CROSS SECTIONS

DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
 FEDERAL-AID HIGHWAY**
 FAU 3512 (US ROUTE 14) (NORTHWEST HIGHWAY)
 AT WILKE ROAD
 INTERSECTION IMPROVEMENT
 SECTION 08-00185-01-FP
 PROJECT M-4003(201)
 VILLAGE OF ARLINGTON HEIGHTS
 COOK COUNTY
 JOB NUMBER C-91-338-13



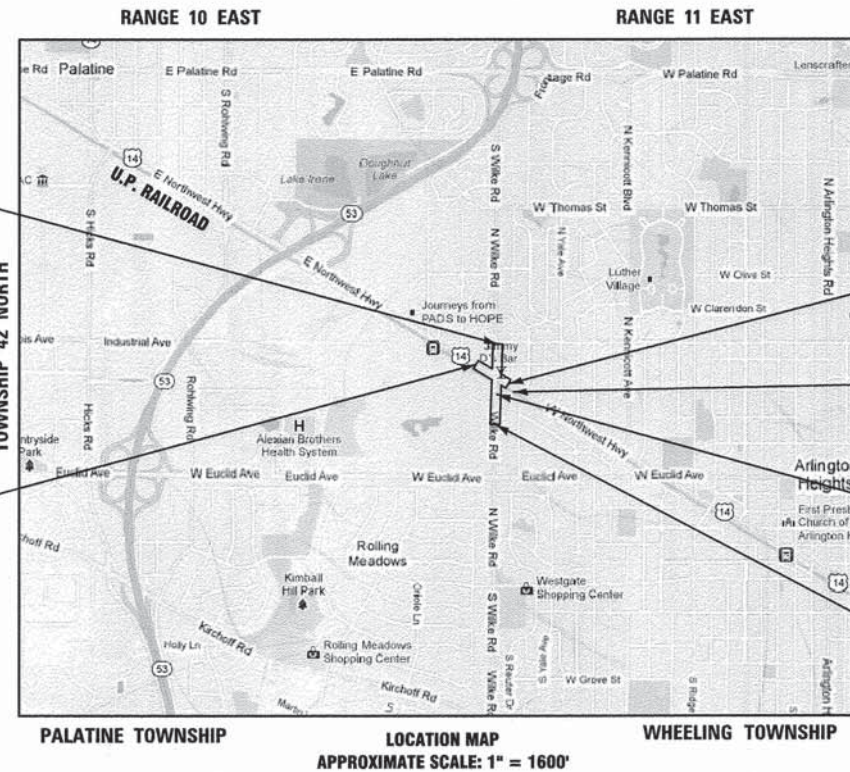
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT MANAGER: CHRIS McCLURE, P.E.

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

CONTRACT NO. 63865



WILKE ROAD IMPROVEMENT BEGINS STA. 10+58

US ROUTE 14 IMPROVEMENT BEGINS STA. 52+00

US ROUTE 14 IMPROVEMENT ENDS STA. 60+80

UNION PACIFIC RAILROAD

WILKE ROAD OMISSION STA. 17+69 TO STA. 18+20

WILKE ROAD IMPROVEMENT ENDS STA. 24+05

LENGTH OF IMPROVEMENT
US ROUTE 14
 GROSS LENGTH: 880 FT.
 NET LENGTH: 880 FT. = 0.17 MILE
WILKE ROAD
 GROSS LENGTH: 1347 FT.
 NET LENGTH: 1296 FT. = 0.25 MILE
 TOTAL NET:
 2176 FT. = 0.41 MILE

US ROUTE 14

ADT = 19,000 (2013)
 POSTED SPEED: WEST LEG 40 MPH
 EAST LEG 35 MPH
 DESIGN SPEED: WEST LEG 45 MPH
 EAST LEG 40 MPH
 FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL (URBAN)

WILKE ROAD

ADT = 13,000 (2013)
 POSTED SPEED: 35 MPH
 DESIGN SPEED: 40 MPH
 FUNCTIONAL CLASSIFICATION = COLLECTOR

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Approved **JUNE 30 2014**
Jan J. Mall...
 Village of Arlington Heights

Passed **July 17 2014**
Christopher J. McClure
 District 1 Engineer of Local Roads & Streets

Releasing for Bid
 Based on Limited
 Review **July 17 2014**
John Fortson
 Deputy Director of Highways, Region 1 Engineer

DATE: 06-19-14

CHRISTOPHER J. McCLURE
 063-083119
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS

Hampton, Lenzi and Renwick, inc.
 Civil Engineers • Structural Engineers
 Land Surveyors • Environmental Services
HLR
 380 SHEPARD DRIVE
 ELGIN, ILLINOIS 60123
 847.697.6700 www.hlrengineering.com
 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

EXPIRES: 11-30-15

PROJECT NUMBER: 08.0201.330

DATE: 06-19-14

FEDERAL AID PROGRAM ENGINEER: FAWAD AQUEEL, P.E. (847) 705-4021 SCHAUMBURG, IL

GENERAL NOTES

GENERAL

ALL WORK SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012, (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2015; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL COOPERATE WITH THE VILLAGE OF ARLINGTON HEIGHTS IF ANY MUNICIPAL UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT, FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT OR PROTECTION IS NECESSARY.

THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC AND PRIVATE UTILITIES IS APPROXIMATE AND THEIR EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR A PROFESSIONAL LAND SURVEYOR HAS WITHNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR HIS WORK. ANY WORK THAT IS VANDALIZED OR OTHERWISE DAMAGED AND JUDGED UNACCEPTABLE BY THE ENGINEER SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS REQUIRED BY THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS AND THE PLANS.

ALL WORK INVOLVING EXISTING SIGNS SHALL BE GOVERNED BY THE FOLLOWING:

- A) SIGNS SHALL NOT BE REMOVED UNTIL THE PROGRESS OF WORK NECESSITATES IT.
- B) EACH SIGN TO BE REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION APPROVED BY THE ENGINEER IN A WORKMANLIKE MANNER AND SHALL BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS SHALL BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
- C) ALL SIGNS SHALL BE RE-ERECTED AT PERMANENT LOCATIONS AS THE COMPLETION OF THE ROADWAY IMPROVEMENTS PERMIT. LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
- D) ALL UNUSED SIGNS SHALL BE STORED ON THE JOBSITE FOR PICKUP BY THE VILLAGE.
- E) LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY LOCATIONS TO MAINTAIN PROPER SIGN HEIGHT. IN SUCH CASES, POSTS SHALL BE FURNISHED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. ELEVATIONS SHOWN AT POINTS OF CURVE, ETC. ARE TO THE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE LOCATIONS GIVEN ON THE PLANS ARE AS FOLLOWS:

- A) FOR STRUCTURES FALLING IN THE CURB & GUTTER - TO THE BACK OF CURB.
- B) FOR OTHER LOCATIONS - TO THE CENTER OF THE STRUCTURE.

CONSTRUCTION

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR 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. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS BEING CONSTRUCTED.

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 FLOWS NORMALLY ACCEPTED AND RELEASED BY THE EXISTING FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS BEING CONSTRUCTED.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES OF THE PROPOSED UNITS OF WORK.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT SHALL HAVE CAST INTO THE LID THE WORDS "STORM," "SANITARY" OR "WATER," AS APPROPRIATE TO THE TYPE OF STRUCTURE INVOLVED. ALL STORM SEWER FRAMES AND GRATES SHALL INCLUDE AN ENVIRONMENTAL NOTICE "DUMP NO WASTE, DRAINS TO WATERWAYS".

TRENCH BACKFILL QUANTITIES HAVE BEEN COMPUTED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PLAN INVERT DEPTH FROM SUBGRADE. ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED ABOVE, INCLUDING BEDDING MATERIAL, SHALL BE INCLUDED IN THE COST OF THE ITEM BEING INSTALLED.

ANY MATERIALS CONSIDERED SUITABLE FOR SALVAGE BY THE ENGINEER SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY THE VILLAGE OF ARLINGTON HEIGHTS. UNUSABLE MATERIALS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.

TRENCHES ACROSS PAVED SURFACES SHALL BE PATCHED WITH EITHER PERMANENT OR TEMPORARY PAVEMENT AT THE END OF EACH WORK DAY. TEMPORARY PATCHING OF TRENCHES INCLUDING REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ITEM PLACED IN THE TRENCH.

IN EXCAVATED AREAS FOR WIDENING, THE AGGREGATE SUBGRADE SHALL BE PLACED SO THAT THE DROP-OFF IS 18" OR LESS WITHIN 48 HOURS OF THE INITIAL EXCAVATION.

THE CONTRACTOR SHALL KEEP THE WORK SITE FREE FROM ACCUMULATING WASTE MATERIALS AND RUBBISH CAUSED BY HIS WORK OR EMPLOYEES. ALL MATERIALS AND EQUIPMENT REQUIRED ON THE SITE SHALL BE KEPT IN SUCH A MANNER SO AS TO CAUSE A MINIMUM OF INCONVENIENCE AND DISTURBANCE TO THE GENERAL PUBLIC. AT THE END OF EACH WORK DAY, THE CONSTRUCTION SITE SHALL BE CLEANED UP, AND TEMPORARY SNOW FENCE SHALL BE ERECTED AROUND ALL OPEN EXCAVATIONS AND EQUIPMENT. THE SITE SHALL BE BROOM-SWEPT AT THE END OF EACH DAY.

MISCELLANEOUS

THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT. ANY COST INCURRED BY THE CONTRACTOR TO MEET THIS REQUIREMENT THAT IS NOT COVERED BY A SPECIFIC PAY ITEM WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

THE WORK SHALL CONSIST OF CLEANING ANY VILLAGE OR IDOT STREETS OF CONSTRUCTION DEBRIS WITHIN THE PROJECT LIMITS. STREET SWEEPER OR ANY OTHER MEANS NECESSARY SHALL BE UTILIZED WHENEVER DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED, UNLESS NOTED OTHERWISE.

THE EXISTING ASPHALT SURFACE SHALL BE SAW CUT TO A DEPTH OF TWO INCHES AT ALL BUTT JOINTS.

WHERE NEW WORK IS PROPOSED TO MEET EXISTING FEATURES, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD CHECK ALL DIMENSIONS AND ELEVATIONS AND NOTIFY THE ENGINEER OF DISCREPANCIES BEFORE PROCEEDING WITH CONSTRUCTION.

WHERE PROPOSED CURB AND/OR CURB AND GUTTER MEETS EXISTING, THE PROPOSED SHALL TRANSITION TO THE EXISTING IN A DISTANCE OF TEN FEET OR AS DIRECTED BY THE ENGINEER. THE TRANSITION LENGTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM.

ADA COMPLIANT SIDEWALK RAMPS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSECTIONS AND DRIVEWAYS IN ACCORDANCE WITH CURRENT STANDARDS.

ANY TEMPORARY SHEETING AND/OR SHORING USED ON THIS IMPROVEMENT SHALL BE INCLUDED IN THE COST OF THE ITEM REQUIRING THE SHEETING/SHORING.

PROTECTIVE COAT SHALL BE APPLIED TO ALL CURBS, GUTTERS AND P.C.C. PAVEMENTS, SIDEWALKS AND DRIVEWAYS.

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

WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT 847-715-8419 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.

SEDIMENTATION AND EROSION CONTROL

ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED BY THE CONTRACTOR AS REQUIRED BY THE SPECIAL PROVISIONS.

STATE STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 424001-08 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424026-01 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
- 442201-03 CLASS C AND CLASS D PATCHES
- 602001-02 CATCH BASIN TYPE A
- 602011-02 CATCH BASIN TYPE C
- 602401-03 MANHOLE TYPE A
- 602601-03 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
- 602701-02 MANHOLE STEPS
- 604001-04 FRAME AND LIDS TYPE 1
- 604036-03 GRATE TYPE 8
- 604051-04 FRAME AND GRATE TYPE 11
- 606001-06 CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 606306-03 CORRUGATED PC CONCRETE MEDIANS
- 701101-04 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600mm) FROM EDGE OF PAVEMENT
- 701427-03 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
- 701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701602-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701606-10 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-09 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-04 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 720011-01 METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
- 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 805001-01 ELECTRIC SERVICE INSTALLATION DETAILS
- 814001-03 HANDHOLES
- 814006-02 DOUBLE HANDHOLES
- 836001-02 LIGHT POLE FOUNDATION
- 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
- 857006-01 SUPERVISED RAILROAD INTERCONNECT CIRCUIT
- 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS)
- 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
- 877001-05 STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
- 877006-04 STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
- 878001-10 CONCRETE FOUNDATION DETAILS
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
- 880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
- 886001-01 DETECTOR LOOP INSTALLATIONS

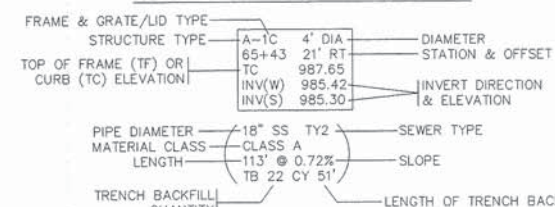
SUPPLEMENTAL LEGEND

- EXISTING BUSH
- EXISTING DECIDUOUS TREE W/ DIAMETER
- STREET ADDRESS
- EXISTING MANHOLE
- PROPOSED DRAINAGE MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED INLET
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING UNDERGROUND GAS
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN
- EXISTING UNDERGROUND CABLE TV
- EXISTING TELEPHONE
- EXISTING FENCE
- EXISTING LIGHTING UNIT
- RELOCATED LIGHTING UNIT
- EXISTING HANDHOLE
- MAIL BOX
- EXISTING POWER POLE
- DEPRESSED CURB
- BITUMINOUS SURFACE REMOVAL
-
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- PAVEMENT REMOVAL
- DETECTABLE WARNINGS

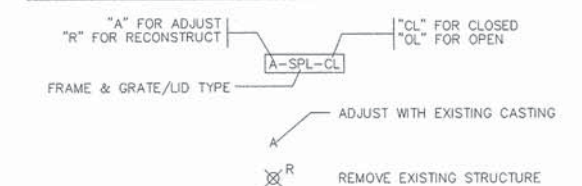
DISTRICT 1 DETAILS

- BD-2 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB IS LESS THAN 15' (4.5 m)
- BD-5 CONCRETE MEDIAN TYPE SB (DOWELLED) AND CORRUGATED MEDIAN (MODIFIED)
- BD-8 FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING
- BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD-32 BUTT JOINTS AND HMA TAPER
- BE-300 LIGHT POLE FOUNDATION, CONCRETE, 35' M.H. (11' B.C.)
- BE-702 MISCELLANEOUS DETAILS, SHEET A - CABLE SPLICE, POLE WIRING, TRENCH DETAIL
- BE-800 TEMPORARY LIGHTING
- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
- TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- TC-22 ARTERIAL ROAD INFORMATION SIGN
- TC-23 SIGNING AND PAVEMENT MARKINGS TREATMENT FOR RAILROAD CROSSINGS
- TC-26 DRIVEWAY ENTRANCE SIGNING
- TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS (7 SHEETS - LOCATED IN SIGNAL PLANS)

SEWER STRUCTURE AND PIPE NOTATION



STRUCTURE ADJUSTMENT/RECONSTRUCTION/REMOVAL NOTATION



GENERAL NOTES, STANDARDS & SUPPLEMENTAL LEGEND				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				3512	08-00185-01-FP	COOK	85	2
								CONTRACT NO. 63865
				ILLINOIS FED. AID PROJECT				

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-2014
P:\080201\cod\phase 2\dwg\080201-sht-coor-er-notes.dgn		DRAWN - AC	REVISED - 07-15-2014
		CHECKED - MAS	REVISED - 07-21-2014
		DATE - 01-07-13	REVISED - 10-20-2014

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004	0021	0042
						ROADWAY	TRAFFIC SIGNALS	TRAINEES
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)		UNIT	275	275		
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)		UNIT	92	92		
	20200100	EARTH EXCAVATION		CJ YD	3,108	3,108		
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		CJ YD	200	200		
	20800150	TRENCH BACKFILL		CJ YD	96	96		
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION		SQ YD	3,884	3,884		
Δ	21101615	TOPSOIL FURNISH AND PLACE, 4"		SQ YD	3,145	3,145		
	21301072	EXPLORATION TRENCH 72" DEPTH		FOOT	100	100		
Δ	25000400	NITROGEN FERTILIZER NUTRIENT		POUND	35	35		
Δ	25000600	POTASSIUM FERTILIZER NUTRIENT		POUND	35	35		
Δ	25200110	SODDING, SALT TOLERANT		SQ YD	2,856	2,856		
Δ	25200200	SUPPLEMENTAL WATERING		UNIT	85	85		
	28000250	TEMPORARY EROSION CONTROL SEEDING		POUND	64	64		
	28000400	PERIMETER EROSION BARRIER		FOOT	1,295	1,295		
	28000510	INLET FILTERS		EACH	28	28		
	* 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"		SQ YD	3,396	3,396		
	35501317	HOT-MIX ASPHALT BASE COURSE, 8 1/4"		SQ YD	556	556		
	35504000	BASE COURSE WIDENING 9"		SQ YD	1,377	1,377		
	40201000	AGGREGATE FOR TEMPORARY ACCESS		TON	500	500		
*	40600275	BITUMINOUS MATERIALS (PRIME COAT)		POUND	10,331	10,331		
	40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), L-4.75, N50		TON	689	689		
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MX "D", N70		TON	1,837	1,837		
	42001300	PROTECTIVE COAT		SQ YD	4,166	4,166		
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH		SQ YD	190	190		
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH		SQ FT	16,369	16,369		
	42400400	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH		SQ FT	2,568	2,568		
	42400800	DETECTABLE WARNINGS		SQ FT	178	178		
	44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"		SQ YD	14,361	14,361		
	44000200	DRIVEWAY PAVEMENT REMOVAL		SQ YD	812	812		
	44000300	CURB REMOVAL		FOOT	171	171		
	44000500	COMBINATION CURB AND GUTTER REMOVAL		FOOT	3,013	3,013		

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004	0021	0042
						ROADWAY	TRAFFIC SIGNALS	TRAINEES
	44000600	SIDEWALK REMOVAL		SQ FT	11,357	11,357		
	44003100	MEDIAN REMOVAL		SQ FT	9,368	9,368		
	44200104	PAVEMENT PATCHING, TYPE I, 9 INCH		SQ YD	1,570	1,570		
	44200108	PAVEMENT PATCHING, TYPE II, 9 INCH		SQ YD	2,360	2,360		
	550A0040	STORM SEWERS, CLASS A, TYPE 1 10"		FOOT	6	6		
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"		FOOT	34	34		
	550A0330	STORM SEWERS, CLASS A, TYPE 2 10"		FOOT	4	4		
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"		FOOT	439	439		
	550A0360	STORM SEWERS, CLASS A, TYPE 2 15"		FOOT	28	28		
	550A0380	STORM SEWERS, CLASS A, TYPE 2 18"		FOOT	27	27		
	550A4100	STORM SEWERS, CLASS A, TYPE 1 EQUIVALENT ROUND-SIZE 24"		FOOT	21	21		
Δ	56400100	FIRE HYDRANTS TO BE MOVED		EACH	2	2		
Δ	* 56400300	FIRE HYDRANTS TO BE ADJUSTED		EACH	1	1		
Δ	* 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED		EACH	7	7		
	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE		EACH	6	6		
	60203905	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID		EACH	1	1		
	60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE		EACH	2	2		
	60207905	CATCH BASINS, TYPE C, TYPE 11 FRAME AND GRATE		EACH	9	9		
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID		EACH	2	2		
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID		EACH	1	1		
	60250200	CATCH BASINS TO BE ADJUSTED		EACH	4	4		
	60254100	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 11 FRAME AND GRATE		EACH	1	1		
	60255500	MANHOLES TO BE ADJUSTED		EACH	22	22		
	60265700	VALVE VAULTS TO BE ADJUSTED		EACH	9	9		
	60500050	REMOVING CATCH BASINS		EACH	14	14		
	60800600	CONCRETE CURB, TYPE B		FOOT	134	134		
	60803800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12		FOOT	3,397	3,397		
	6080562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12		FOOT	166	166		
	60818300	CONCRETE MEDIAN SURFACE, 4 INCH		SQ FT	1,952	1,952		
	60824600	CORRUGATED MEDIAN		SQ FT	7,507	7,507		

Δ SPECIALTY ITEMS

FILE NAME = P:\080201\cad\phase 2\dwg\080201-sht-quantities.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 3
PLOT SCALE = #SCALE#	CHECKED - MAS	REVISED - 07-15-2014	REVISED - 07-28-2014			CONTRACT NO. 63865				
PLOT DATE = 10/20/2014	DATE - 01-07-13	REVISED - 10-20-2014	SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004	0021	0042
						ROADWAY	TRAFFIC SIGNALS	TRAINEES
Δ	66900200	NON-SPECIAL WASTE DISPOSAL		CJ YD	1,375	1,375		
Δ	66900450	SPECIAL WASTE PLANS AND REPORTS		L SUM	1	1		
Δ	66900530	SOIL DISPOSAL ANALYSIS		EACH	3	3		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A		CAL MO	8	8		
	67100100	MOBILIZATION		L SUM	1	1		
	70103815	TRAFFIC CONTROL SURVEILLANCE		CAL DA	80	80		
	70106800	CHANGEABLE MESSAGE SIGN		CAL MO	32	32		
	70300100	SHORT TERM PAVEMENT MARKING		FOOT	2,057	2,057		
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS		SQ FT	524	524		
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"		FOOT	13,473	13,473		
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"		FOOT	2,662	2,662		
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"		FOOT	480	480		
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"		FOOT	240	240		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL		SQ FT	7,161	7,161		
	72000100	SIGN PANEL - TYPE 1		SQ FT	179	179		
	72000200	SIGN PANEL - TYPE 2		SQ FT	25	25		
	72900100	METAL POST - TYPE A		FOOT	360	360		
Δ	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS		SQ FT	803	803		
Δ	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"		FOOT	6,925	6,925		
Δ	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"		FOOT	3,128	3,128		
Δ	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"		FOOT	280	280		
Δ	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"		FOOT	1,272	1,272		
Δ	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"		FOOT	398	398		
Δ	78100100	RAISED REFLECTIVE PAVEMENT MARKER		EACH	100	100		
Δ	78300100	PAVEMENT MARKING REMOVAL		SQ FT	525	525		
Δ	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL		EACH	100	100		
Δ	80500020	SERVICE INSTALLATION - POLE MOUNTED	X	EACH	1		1	
Δ	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DA.	X	FOOT	1,236		1,236	
Δ	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DA.	X	FOOT	344		344	
Δ	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DA.	X	FOOT	195		195	

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004	0021	0042
						ROADWAY	TRAFFIC SIGNALS	TRAINEES
Δ	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DA.	X	FOOT	778		778	
Δ	81400100	HANDHOLE	X	EACH	5		5	
Δ	81400200	HEAVY-DUTY HANDHOLE	X	EACH	5		5	
Δ	81400300	DOUBLE HANDHOLE	X	EACH	3		3	
Δ	81603030	UNIT DUCT, 600V, 2-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DA. POLYETHYLENE	X	FOOT	747		747	
Δ	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	X	FOOT	81		81	
Δ	84200804	REMOVAL OF POLE FOUNDATION	X	EACH	9		9	
Δ	84400105	RELOCATE EXISTING LIGHTING UNIT	X	EACH	9		9	
Δ	86400100	TRANSCIVER - FIBER OPTIC	X	EACH	1		1	
Δ	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	X	FOOT	950		950	
Δ	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	X	FOOT	1,979		1,979	
Δ	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	X	FOOT	8,703		8,703	
Δ	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	X	FOOT	4,670		4,670	
Δ	87301750	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	X	FOOT	259		259	
Δ	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 2 C	X	FOOT	136		136	
Δ	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	X	FOOT	1,245		1,245	
Δ	87500500	TRAFFIC SIGNAL POST, 9 FT.	X	EACH	1		1	
Δ	87500800	TRAFFIC SIGNAL POST, 12 FT.	X	EACH	1		1	
Δ	87501000	TRAFFIC SIGNAL POST, 14 FT.	X	EACH	2		2	
Δ	87700130	STEEL MAST ARM ASSEMBLY AND POLE, 18 FT.	X	EACH	1		1	
Δ	87700150	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	X	EACH	1		1	
Δ	87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	X	EACH	1		1	
Δ	87702433	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 28 FT. AND 55 FT.	X	EACH	2		2	
Δ	87800100	CONCRETE FOUNDATION, TYPE A	X	FOOT	16		16	
Δ	87800150	CONCRETE FOUNDATION, TYPE C	X	FOOT	4		4	
Δ	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	X	FOOT	20		20	
Δ	*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	X	FOOT	45	45	
Δ	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	X	EACH	24		24	
Δ	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	X	EACH	5		5	
Δ	88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	X	EACH	2		2	

Δ SPECIALTY ITEMS

FILE NAME = P:\080201\cd\phase 2\dwg\080201-sht-quantities.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 07-15-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AC	REVISED - 07-28-2014						3512	08-00185-01-FP	COOK	85	4
		CHECKED - MAS	REVISED - 08-11-2014		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 63865				
		DATE - 01-07-13	REVISED - 10-20-2014						ILLINOIS FED. AID PROJECT				

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004 ROADWAY	0021 TRAFFIC SIGNALS	0042 TRAINEES
Δ	88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	X	EACH	6		6	
Δ	88200100	TRAFFIC SIGNAL BACKPLATE	X	EACH	24		24	
Δ	*	88500500 INDUCTION LOOP DETECTOR AMPLIFIER	X	EACH	15		15	
Δ	88600100	DETECTOR LOOP, TYPE I	X	FOOT	1,683		1,683	
Δ	88700200	LIGHT DETECTOR	X	EACH	4		4	
Δ	88700300	LIGHT DETECTOR AMPLIFIER	X	EACH	1		1	
Δ	88800100	PEDESTRIAN PUSH-BUTTON	X	EACH	6		6	
Δ	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	X	EACH	1		1	
Δ	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	X	FOOT	240		240	
Δ	*	89502375 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	X	EACH	1		1	
Δ	*	89502380 REMOVE EXISTING HANDHOLE	X	EACH	11		11	
Δ	*	89502385 REMOVE EXISTING CONCRETE FOUNDATION	X	EACH	12		12	
Δ	A2000118	TREE, ACER X FREEMANI AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 3" CALIPER, BALLED AND BURLAPPED	X	EACH	10	10		
Δ	A2007122	TREE, QUERCUS RUBRA (RED OAK), 3" CALIPER, BALLED AND BURLAPPED	X	EACH	10	10		
Δ	B2004124	TREE, MALUS PRAIRIFIRE (PRAIRIFIRE CRABAPPLE), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED	X	EACH	9	9		
Δ	*	X0324085 EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	X	FOOT	987		987	
	*	X6020090 MANHOLES, WITH RESTRICTOR PLATE		EACH	1	1		
	*	X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)		L SUM	1	1		
Δ	*	X8100105 CONDUIT SPLICE	X	EACH	2		2	
Δ	*	X8571215 RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	X	EACH	1		1	
Δ	*	X8620200 UNINTERRUPTABLE POWER SUPPLY, SPECIAL	X	EACH	1		1	
	*	Z0004530 HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"		SQ YD	333	333		
	*	Z0013798 CONSTRUCTION LAYOUT		L SUM	1	1		
	*	Z0030850 TEMPORARY INFORMATION SIGNING		SQ FT	385	385		
Δ	*	Z0033024 MAINTAIN EXISTING LIGHTING SYSTEM	X	L SUM	1		1	
Δ	*	Z0033046 RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	X	EACH	1		1	
	*	Z0048665 RAILROAD PROTECTIVE LIABILITY INSURANCE		L SUM	1	1		
Δ	*	Z0067000 STEEL CASINGS 6"	X	FOOT	80		80	
Δ	*	Z0067100 STEEL CASINGS 8"	X	FOOT	60		60	

SPECIAL PROVISION	PI #	ITEM DESCRIPTION	SPECIALTY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODES		
						0004 ROADWAY	0021 TRAFFIC SIGNALS	0042 TRAINEES
Δ	*	Z0073510 TEMPORARY TRAFFIC SIGNAL TIMING	X	EACH	3			3
	*	Z0076600 TRAINEES		HOUR	1,000			1,000
	*	Z0076604 TRAINEES TRAINING PROGRAM GRADUATE		HOUR	1,000			1,000

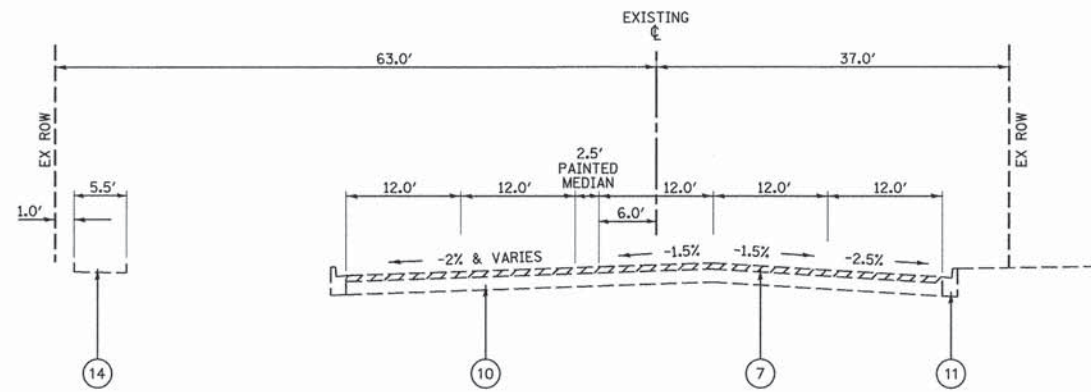
Δ SPECIALTY ITEMS

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PLOT SCALE = #SCALE#		DRAWN - AC	REVISED - 07-28-2014
PLOT DATE = 11/13/2014		CHECKED - MAS	REVISED - 10-20-2014
		DATE - 06-19-2014	REVISED - 11-12-2014

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

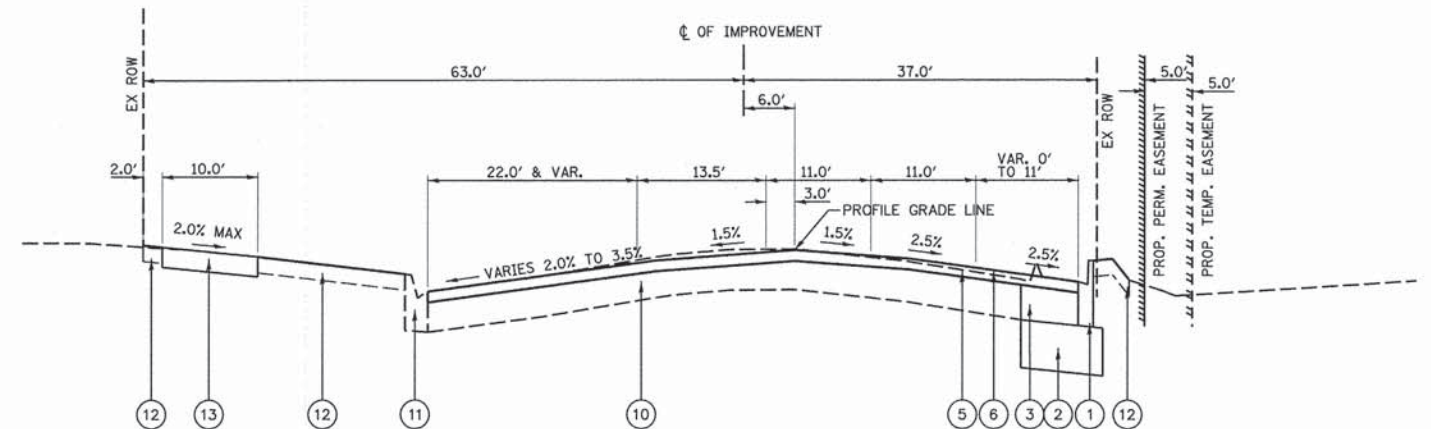
SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.J. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 5
CONTRACT NO. 63865				
ILLINOIS FED. AID PROJECT				

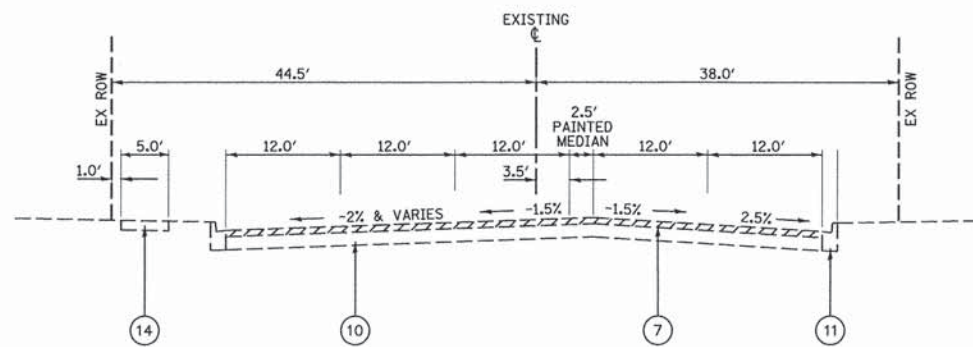


EXISTING TYPICAL SECTION
US ROUTE 14 (NORTHWEST HIGHWAY)
STA. 52+00 TO 58+00

- ① PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ③ HMA BASE COURSE, 8 1/4"
- ④ BASE COURSE WIDENING, 9"
- ⑤ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N70, 2"
- ⑦ HMA SURFACE REMOVAL 2 3/4"
- ⑧ CONCRETE MEDIAN SURFACE, 4"
- ⑨ PROPOSED MEDIAN
- ⑩ EXISTING HMA PAVEMENT
- ⑪ EXISTING CURB AND GUTTER, TYPE B-6.12
- ⑫ TOPSOIL AND SOD
- ⑬ PCC SIDEWALK, 5" OR 7"
- ⑭ EXISTING SIDEWALK
- ⑮ EXISTING MEDIAN



PROPOSED TYPICAL SECTION
U.S. ROUTE 14 (NORTHWEST HIGHWAY)
STA. 52+00 TO 58+00
(NOTE: SIDEWALK IMPROVEMENT BEGINS STA 50+20)



EXISTING TYPICAL SECTION
US ROUTE 14 (NORTHWEST HIGHWAY)
STA. 58+00 TO 60+80

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) 2"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER(MACHINE METHOD) IL-4.75, N50	3.5% @ 50 GYR.
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm) 2"	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER(MACHINE METHOD) IL-4.75, N50	3.5% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19mm); 8-1/4" 3 LIFTS	4% @ 70 GYR.
PATCHING, 9"	
PAVEMENT PATCHING, (HMA BINDER IL-19mm); 9" 3 LIFTS	4% @ 70 GYR.
HMA DRIVEWAY PAVEMENT, 8"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, (IL-19.0, N50); 6" 2 LIFTS	4% @ 50 GYR.

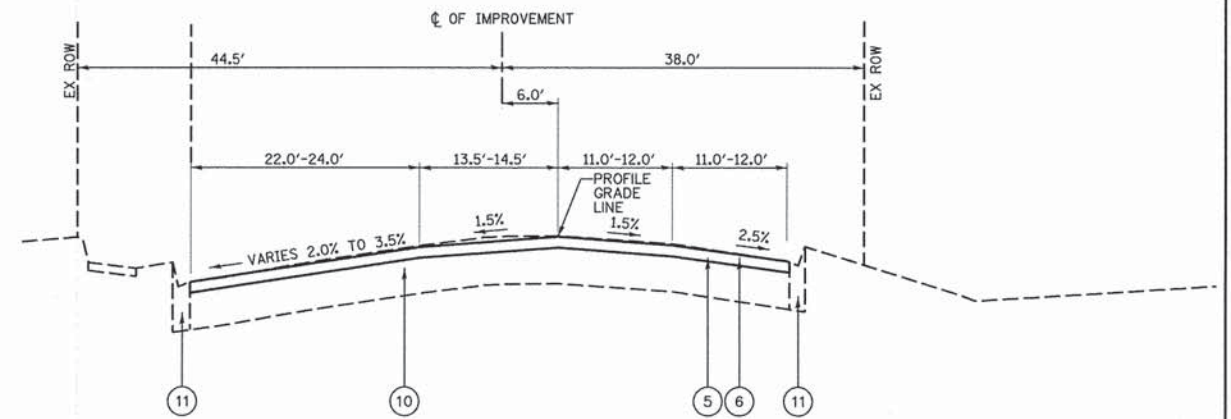
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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.

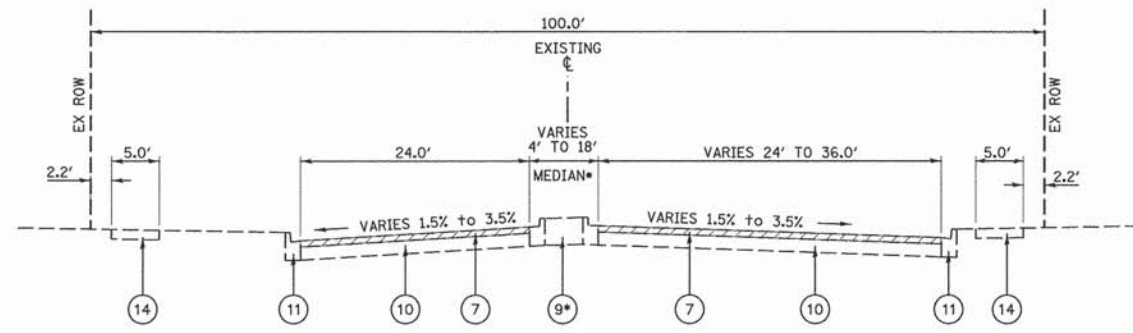
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL MILL BEFORE PATCHING.

USING THE HMA MIXTURE DESIGN FOR PATCHING, 9" IS CONTINGENT ON WHETHER OR NOT CLASS C OR CLASS D PATCHES ARE USED BY THE CONTRACTOR

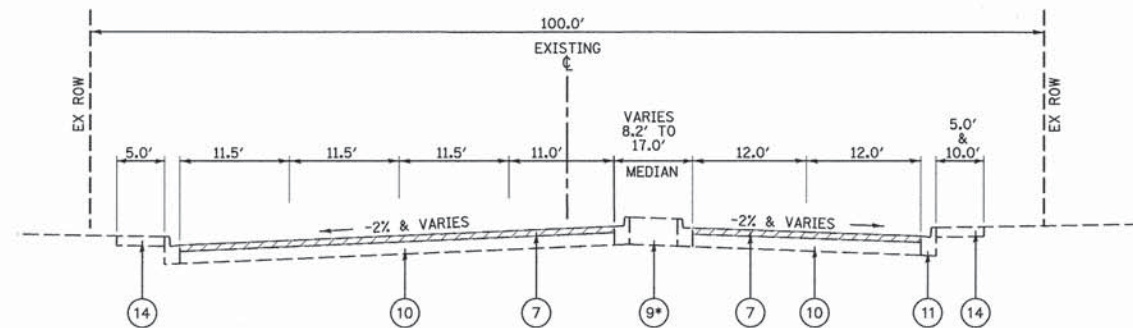


PROPOSED TYPICAL SECTION
U.S. ROUTE 14 (NORTHWEST HIGHWAY)
STA. 58+00 TO 60+80



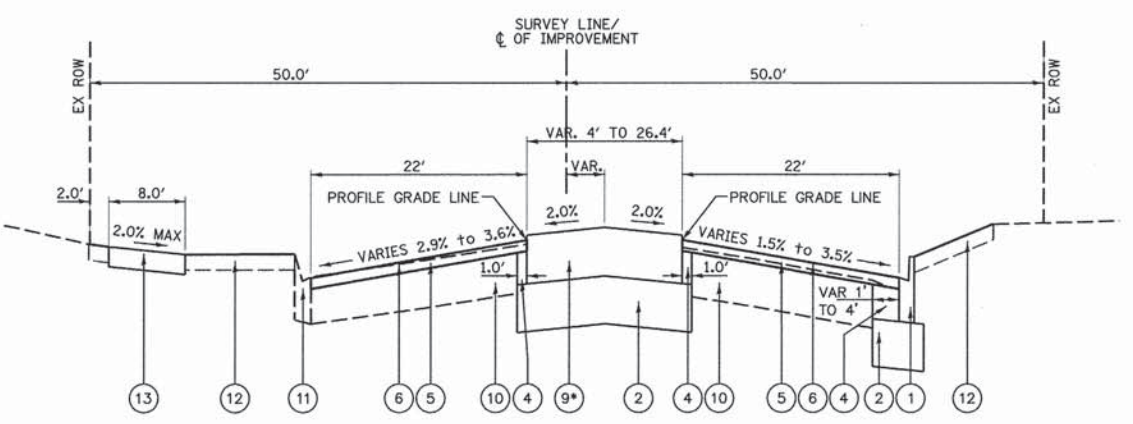
* CORRUGATED MEDIAN STA. 10+58 TO 15+65
RAISED MEDIAN STA. 15+65 TO 16+30

EXISTING TYPICAL SECTION
WILKE ROAD
STA. 10+58 TO 16+50



* RAISED MEDIAN STA. 17+30 TO 18+85
CORRUGATED MEDIAN STA. 18+85 TO 20+25
NO MEDIAN STA. 20+25 TO 24+05

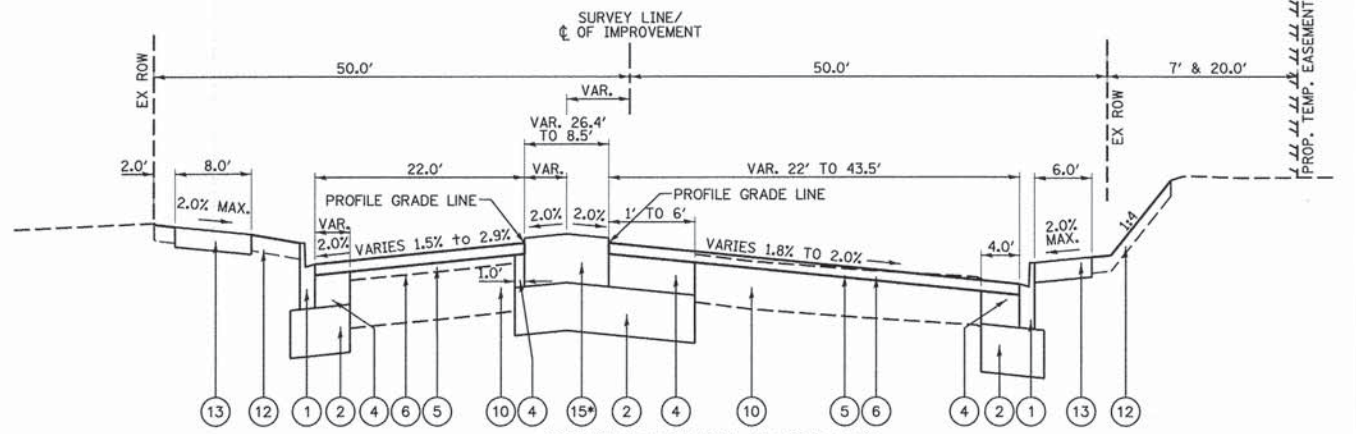
EXISTING TYPICAL SECTION
WILKE ROAD
STA. 17+30 TO 24+05



* CORRUGATED MEDIAN STA. 10+72 TO 13+48

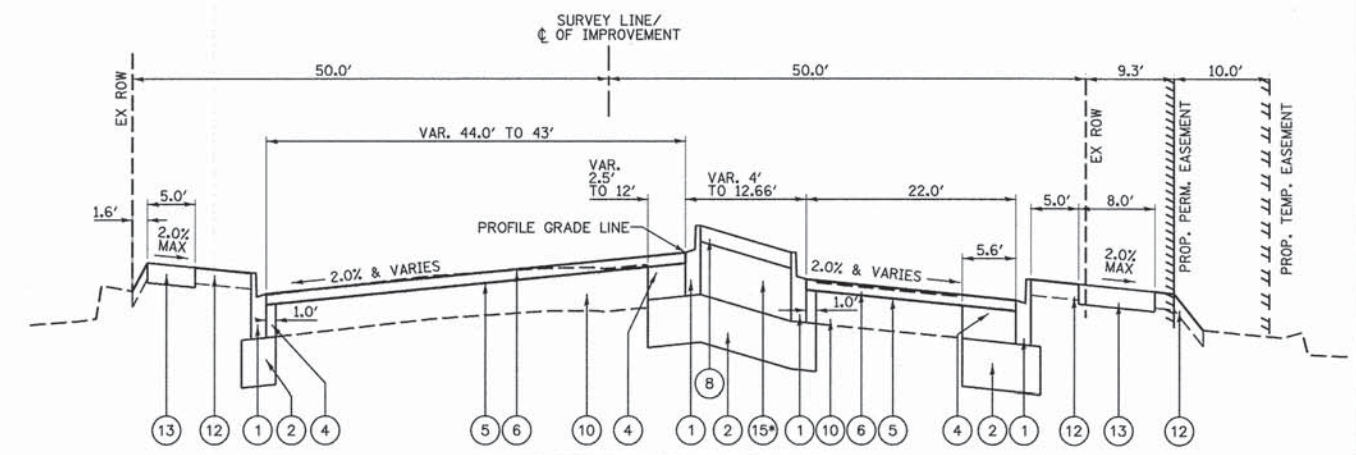
PROPOSED TYPICAL SECTION
WILKE ROAD
STA. 10+58 TO 13+48

- ① PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ② AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ③ HMA BASE COURSE, 8 1/4"
- ④ BASE COURSE WIDENING, 9"
- ⑤ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N70, 2"
- ⑦ HMA SURFACE REMOVAL 2 3/4"
- ⑧ CONCRETE MEDIAN SURFACE, 4"
- ⑨ EXISTING MEDIAN
- ⑩ EXISTING HMA PAVEMENT
- ⑪ EXISTING CURB AND GUTTER, TYPE B-6.12
- ⑫ TOPSOIL AND SOD
- ⑬ PCC SIDEWALK, 5" OR 7"
- ⑭ EXISTING SIDEWALK
- ⑮ PROPOSED MEDIAN



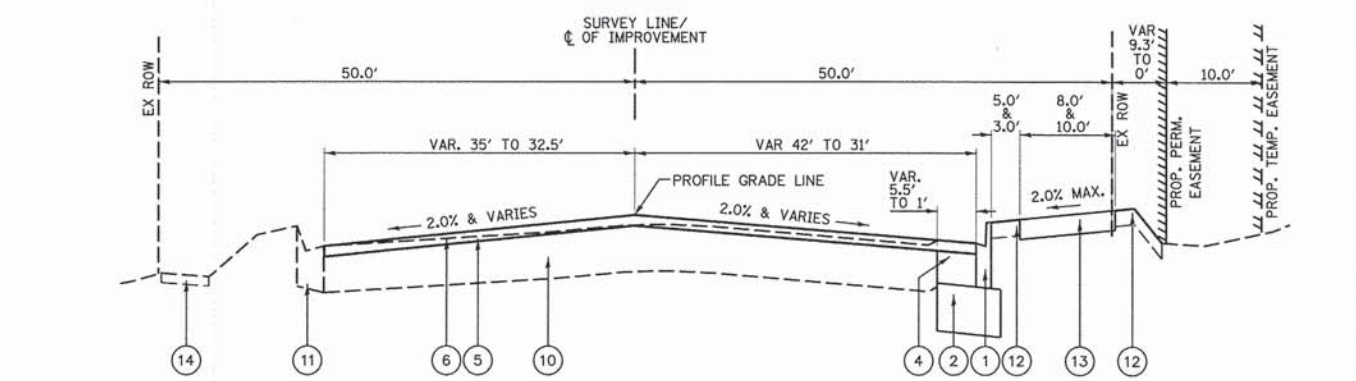
* CORRUGATED MEDIAN STA. 13+48 TO 15+03
RAISED MEDIAN STA. 15+03 TO 16+03
NO MEDIAN STA. 16+03 TO 16+50

PROPOSED TYPICAL SECTION
WILKE ROAD
STA. 13+48 TO 16+50



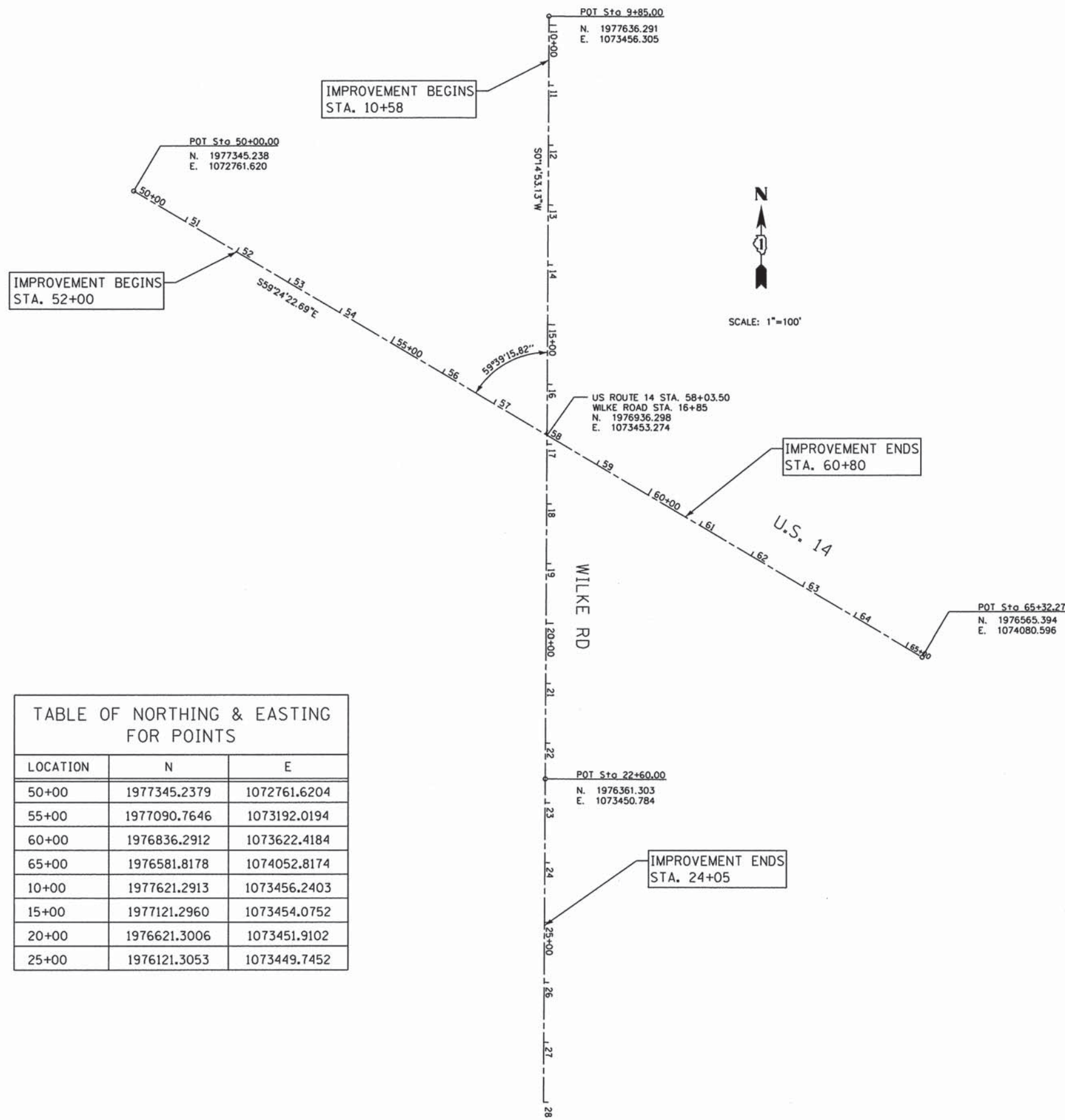
* RAISED MEDIAN STA. 18+20 TO 19+57
CORRUGATED MEDIAN STA. 19+57 TO 20+31

PROPOSED TYPICAL SECTION
WILKE ROAD
STA. 17+38 TO 20+25
(OMISSION STA. 17+69 TO 18+20 FOR RAILROAD CROSSING)



PROPOSED TYPICAL SECTION
WILKE ROAD
STA. 20+25 TO 24+05

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS WILKE ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PN080201\cad\phase 2\dwg\080201-sh-typ-sections.dgn		DRAWN - AC	REVISED - 06-19-2014					3512	08-00185-01-FP	COOK	85	7
		CHECKED - MAS	REVISED -		SCALE: NONE			SHEET NO. 02 OF 02 SHEETS			CONTRACT NO. 63865	
		DATE - 01-07-13	REVISED -		STA. 50+20 TO STA. 60+60			ILLINOIS FED. AID PROJECT				

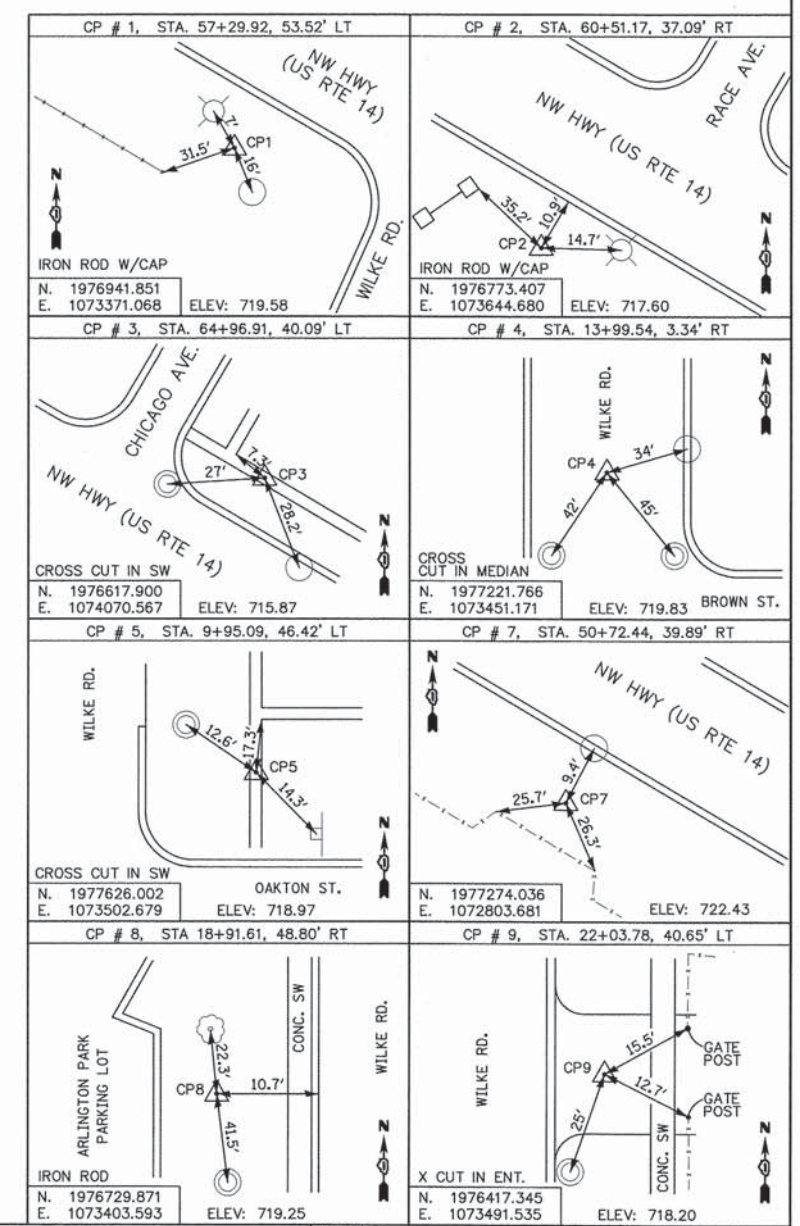


BENCHMARKS:

BM 1:
NE FLANGE BOLT OF FIRE HYDRANT ON NE CORNER OF BROWN ST. AND WILKE RD.
STA. 14+16.50
OFFSET 40.51' LT
ELEV. 726.43 NAVD 88

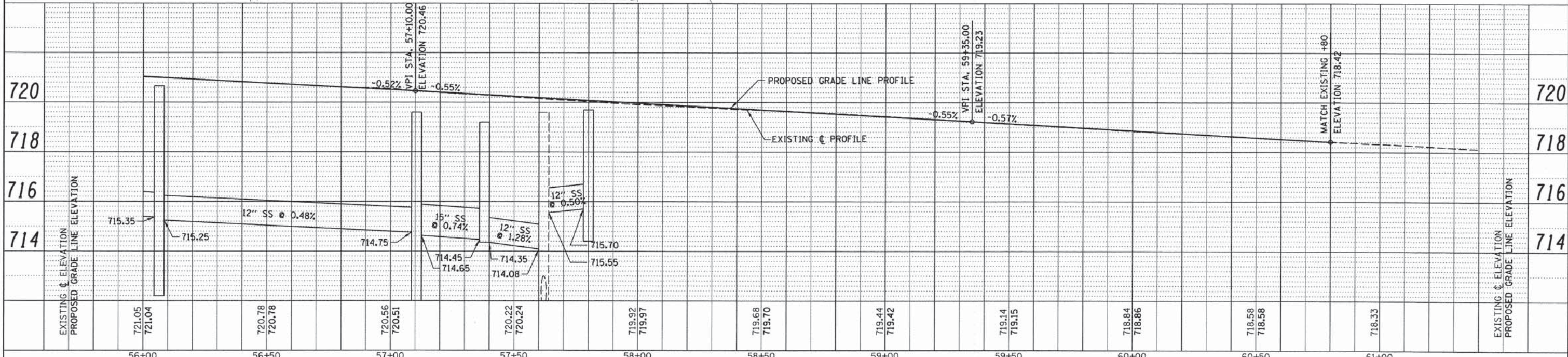
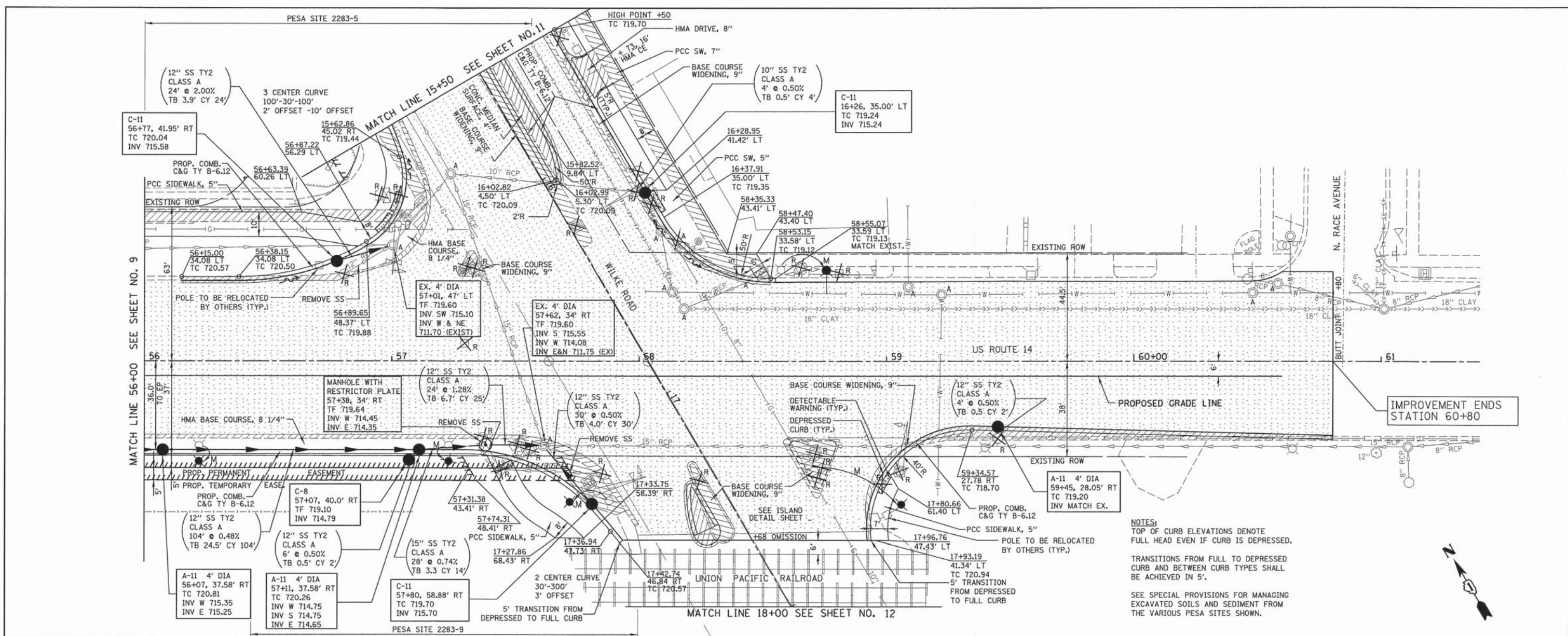
BM 2:
NE FLANGE BOLT OF FIRE HYDRANT SOUTH OF RAILROAD TRACKS ON EAST SIDE OF WILKE RD.
STA. 19+46.11
OFFSET 42.02' LT
ELEV. 724.32 NAVD 88

TABLE OF NORTHING & EASTING FOR POINTS		
LOCATION	N	E
50+00	1977345.2379	1072761.6204
55+00	1977090.7646	1073192.0194
60+00	1976836.2912	1073622.4184
65+00	1976581.8178	1074052.8174
10+00	1977621.2913	1073456.2403
15+00	1977121.2960	1073454.0752
20+00	1976621.3006	1073451.9102
25+00	1976121.3053	1073449.7452



PLAN	SURVEYED	BY	DATE
	ALIGNED		
	NOTED		
	RT. OF WAY		
	CHECKED		
	NO.		
	PAID FILE NAME		

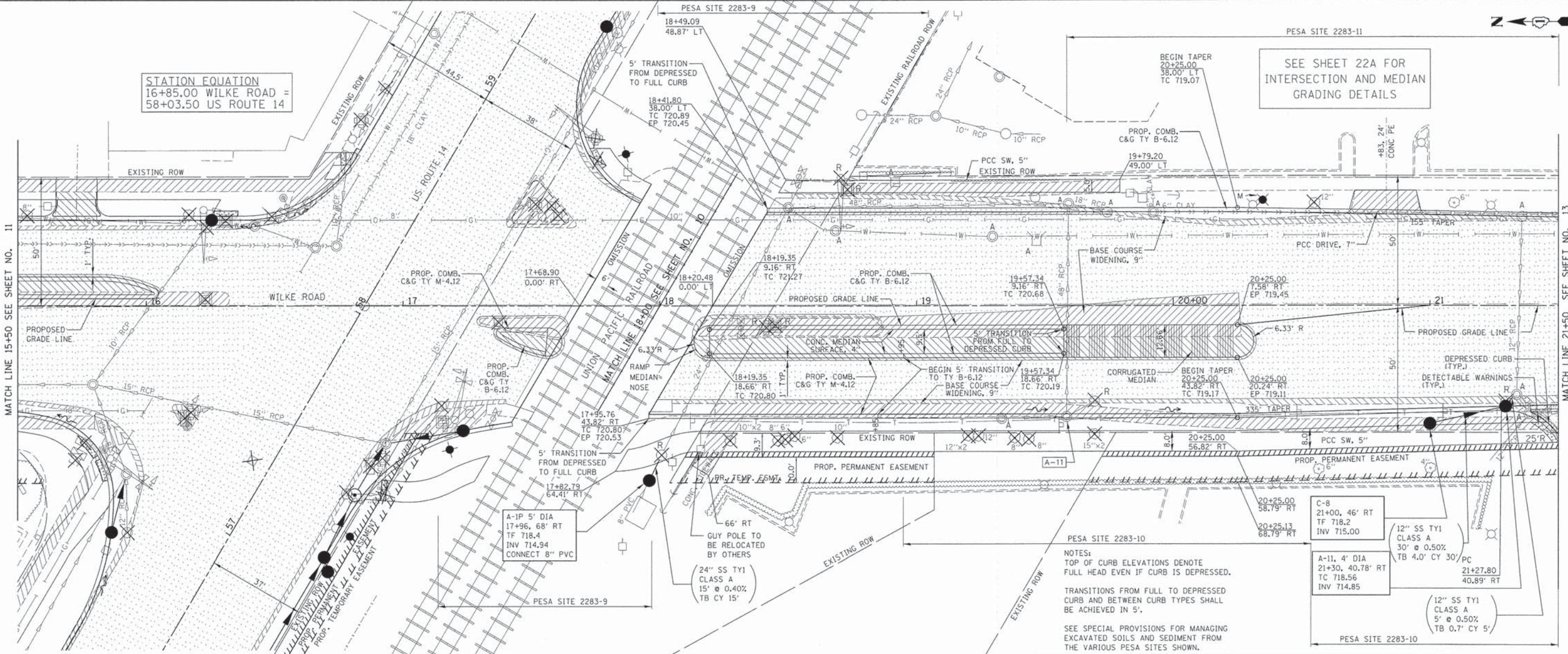
PROFILE	SURVEYED	BY	DATE
	GRADES		
	NOTED		
	STRUCTURE		
	NOTATIONS		
	CHECKED		
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FILE NAME = P:\080201\cad\phase 2\dwg\080201-sht-us 1_PP02.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014		US ROUTE 14 AT WILKE ROAD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = #SCALE#		DRAWN - AC	REVISED - 06-19-2014		US ROUTE 14 PLAN AND PROFILE		3512	08-00185-01-FP	COOK	85	10
PLOT DATE = 6/27/2014		CHECKED - MAS	REVISED -		SCALE: 1"=20'		SHEET NO. 2 OF 5 SHEETS		CONTRACT NO. 63865		
		DATE - 01-07-13	REVISED -				STA. 56+00 TO STA. 62+00		ILLINOIS FED. AID PROJECT		

STATION EQUATION
 16+85.00 WILKE ROAD =
 58+03.50 US ROUTE 14

SEE SHEET 22A FOR
 INTERSECTION AND MEDIAN
 GRADING DETAILS



NOTES:
 TOP OF CURB ELEVATIONS DENOTE
 FULL HEAD EVEN IF CURB IS DEPRESSED.
 TRANSITIONS FROM FULL TO DEPRESSED
 CURB AND BETWEEN CURB TYPES SHALL
 BE ACHIEVED IN 5'.
 SEE SPECIAL PROVISIONS FOR MANAGING
 EXCAVATED SOILS AND SEDIMENT FROM
 THE VARIOUS PESA SITES SHOWN.

C-8
 21+00, 46' RT
 TF 718.2
 INV 715.00

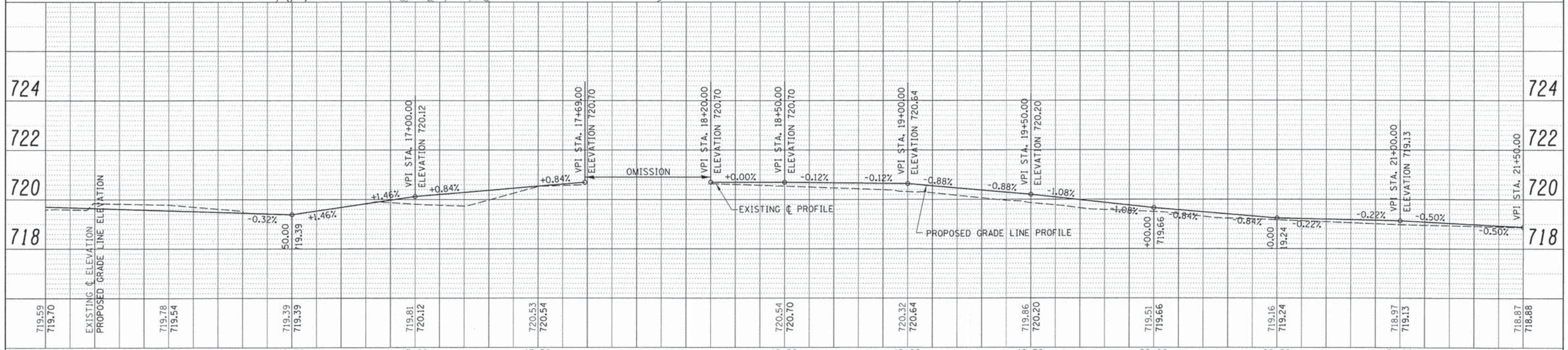
A-11, 4" DIA
 21+30, 40.78' RT
 TC 718.56
 INV 714.85

(12" SS TY1
 CLASS A
 30' @ 0.50%
 TB 4.0' CY 30' / PC
 21+27.80
 40.89' RT

(12" SS TY1
 CLASS A
 5' @ 0.50%
 TB 0.7' CY 5')

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 CHECKED: _____
 NOTE BOOK: _____
 NO. _____

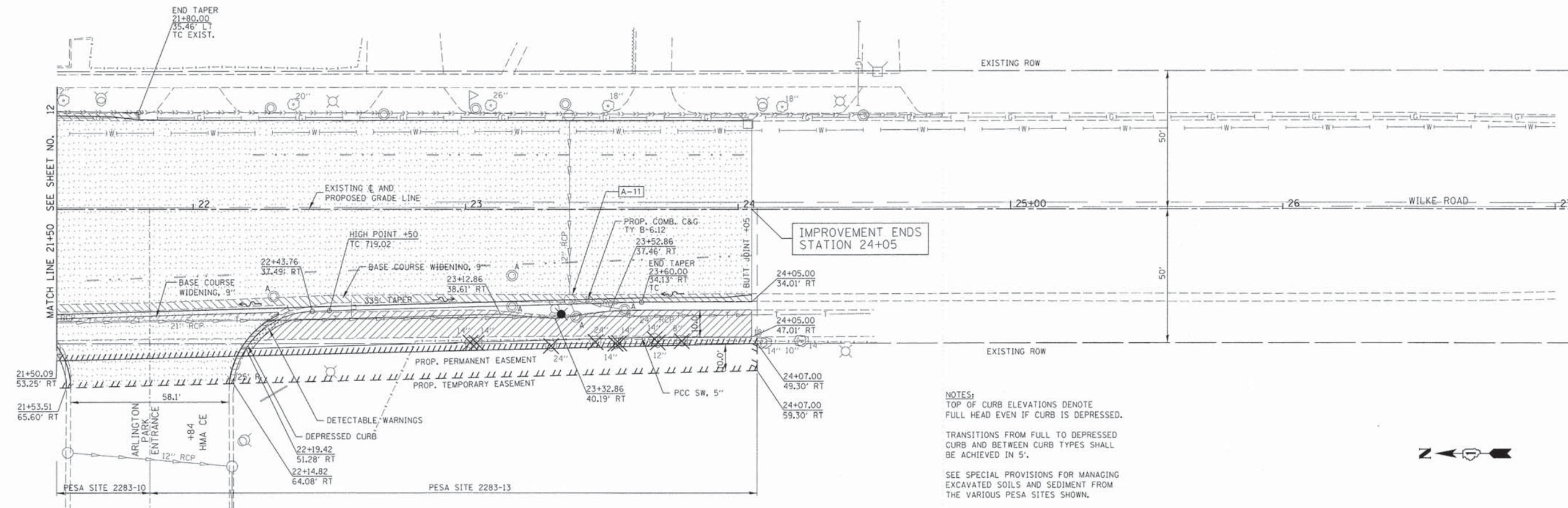


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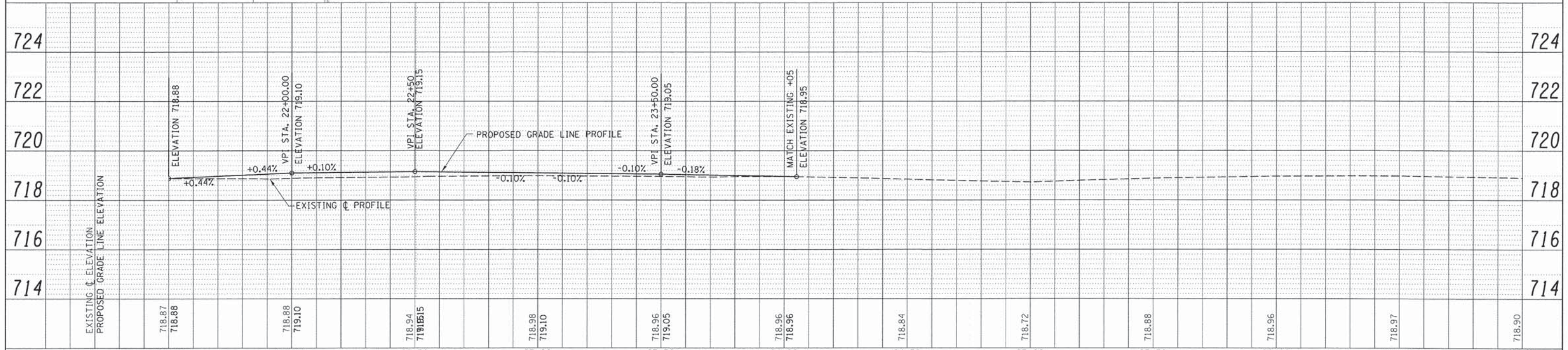
SCALE: 1"=20' SHEET NO. 4 OF 5 SHEETS STA. 15+50 TO STA. 21+50 [ILLINOIS] FED. AID PROJECT

SUPERVISED		DATE	
PLOTTED			
CHECKED			
BY			

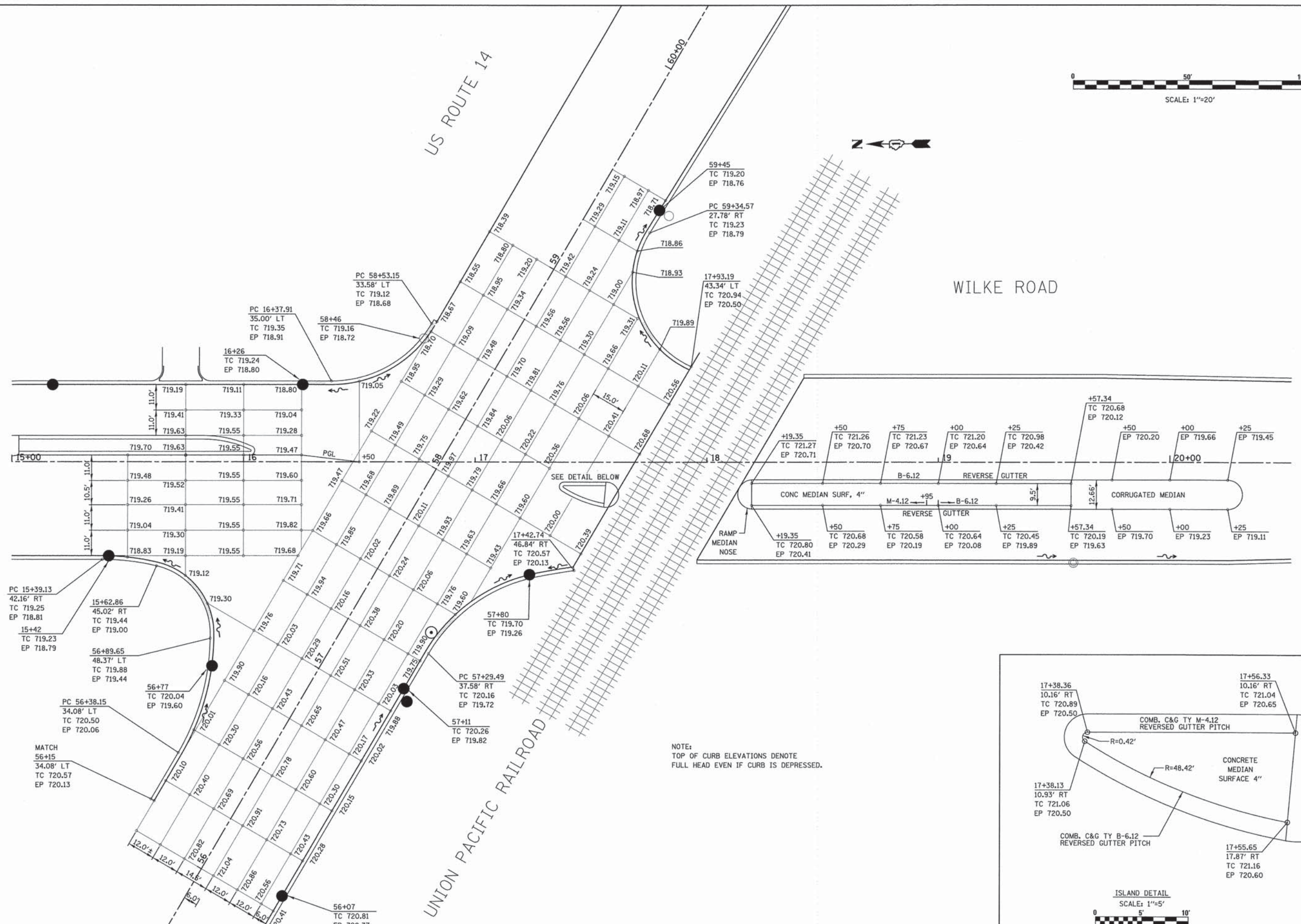
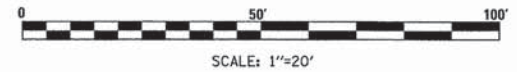
PROFILE		DATE	
CHECKED			
BY			



NOTES:
TOP OF CURB ELEVATIONS DENOTE FULL HEAD EVEN IF CURB IS DEPRESSED.
TRANSITIONS FROM FULL TO DEPRESSED CURB AND BETWEEN CURB TYPES SHALL BE ACHIEVED IN 5'.
SEE SPECIAL PROVISIONS FOR MANAGING EXCAVATED SOILS AND SEDIMENT FROM THE VARIOUS PESA SITES SHOWN.

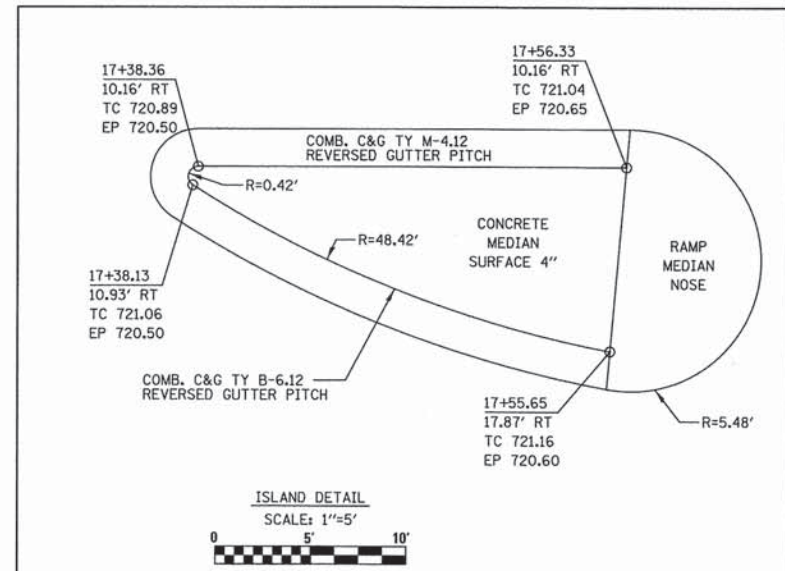


FILE NAME *	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION 	US ROUTE 14 AT WILKE ROAD WILKE ROAD PLAN AND PROFILE			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\080201\cad\phase 2\dwg\080201-sht-wilke_PP05.dgn		DRAWN - AC	REVISED - 07-15-2014		3512	08-00185-01-FP	COOK	85	13			
PLOT SCALE = #SCALE#		CHECKED - MAS	REVISED -		SHEET NO. 5 OF 5 SHEETS STA. 12+50 TO STA. 26+00		CONTRACT NO. 63865					
PLOT DATE = 7/16/2014		DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT							



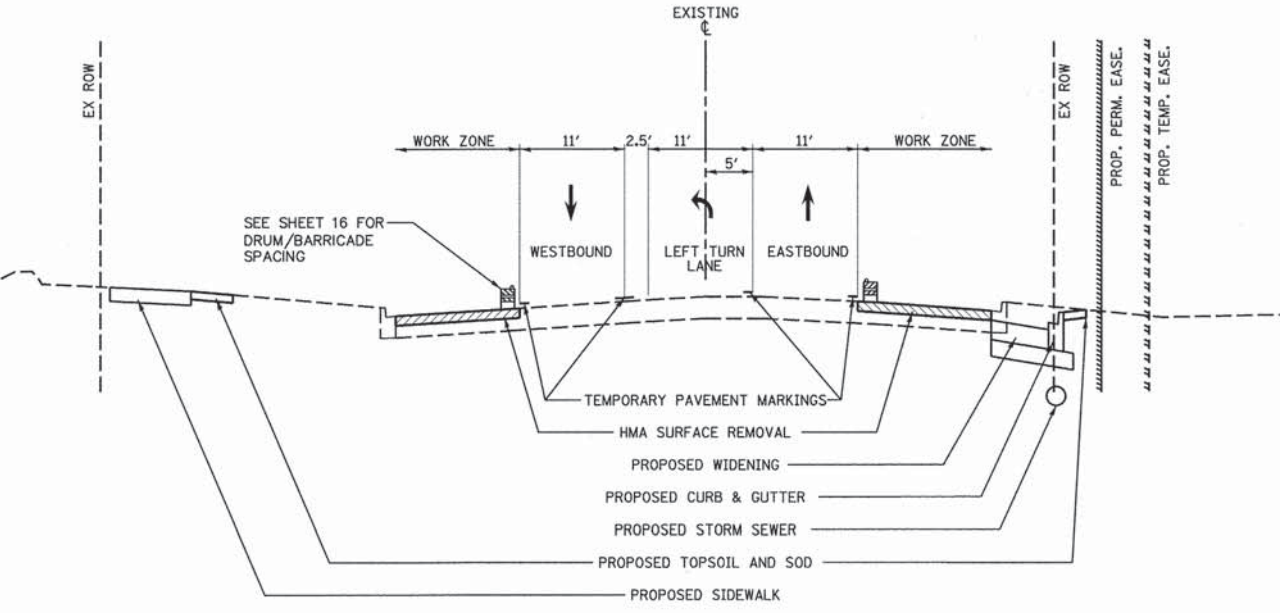
SEE DETAIL BELOW

NOTE:
TOP OF CURB ELEVATIONS DENOTE
FULL HEAD EVEN IF CURB IS DEPRESSED.



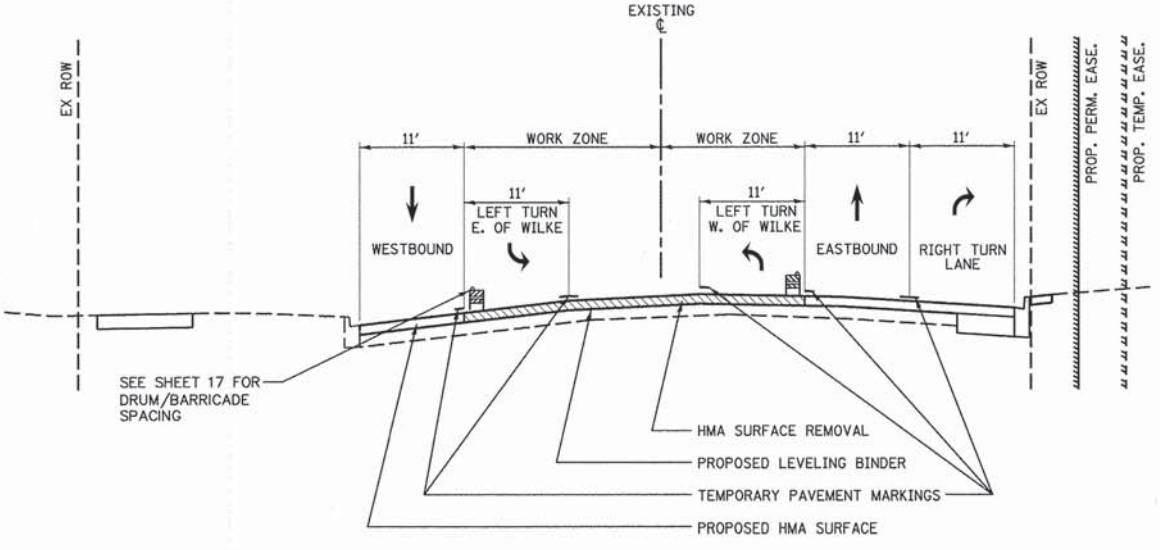
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#MODELNAME#	PLOT SCALE = #SCALE#	CHECKED - MAS	REVISED - 06-19-2014				SCALE: 1"=20'	SHEET OF	SHEETS STA. TO STA.			
	PLOT DATE = 6/27/2014	DATE - 01/07/13	REVISED -									

SUGGESTED MAINTENANCE OF TRAFFIC



STAGE 1 TYPICAL SECTION
U.S. ROUTE 14 (NORTHWEST HIGHWAY)

- STAGE 1**
1. INSTALL TEMPORARY TRAFFIC SIGNALS AND REMOVE EXISTING TRAFFIC SIGNAL INSTALLATION.
 2. MILL EXISTING SURFACE ON THE OUTSIDE LANE ON EACH SIDE OF THE ROADWAY, USING STANDARD 701606.
 3. SET UP TRAFFIC CONTROL TO ESTABLISH ONE LANE IN EACH DIRECTION AND A LEFT TURN LANE AT WILKE ROAD.
 4. REMOVE EXISTING CURB AND GUTTER AND EXCAVATE FOR WIDENING.
 5. INSTALL STORM SEWER, STRUCTURES AND CURB AND GUTTER.
 6. INSTALL WIDENING TO BINDER COURSE.
 7. INSTALL SIDEWALKS AND DRIVEWAYS.
 8. INSTALL TOPSOIL AND SOD.



STAGE 2 TYPICAL SECTION
U.S. ROUTE 14 (NORTHWEST HIGHWAY)

- STAGE 2**
1. RELOCATE TRAFFIC CONTROL, INCLUDING TEMPORARY TRAFFIC SIGNAL HEADS, TO ESTABLISH ONE LANE IN EACH DIRECTION ON THE OUTSIDE LANES, A RIGHT TURN LANE FOR EASTBOUND TRAFFIC AND LEFT TURN LANES AT WILKE ROAD.
 2. MILL EXISTING SURFACE FROM THE CENTER LANES AND THROUGH THE INTERSECTION AT WILKE ROAD, USING STANDARDS 701606 AND 701701 AS NEEDED.
 3. INSTALL TEMPORARY PAVEMENT MARKINGS TO REINSTATE LEFT TURN LANES.
 4. USING FLAGGERS, INSTALL LEVELING BINDER AND HMA SURFACE ON THE ENTIRE ROADWAY.
 5. INSTALL PERMANENT PAVEMENT MARKINGS.
 6. ACTIVATE PERMANENT TRAFFIC SIGNAL INSTALLATION.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (815) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC U.S. ROUTE 14 (NORTHWEST HIGHWAY)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\080201\cod\phase 2\dwg\080201-sht-staging.tpssections.dgn		DRAWN - AC	REVISED - 05-16-2014			3512	08-00185-01-FP	COOK	85	15	
PLOT SCALE = #SCALE#		CHECKED - MAS	REVISED - 06-19-2014			CONTRACT NO. 63865					
PLOT DATE = 6/24/2014		DATE - 01-07-13	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.			

NOTES:

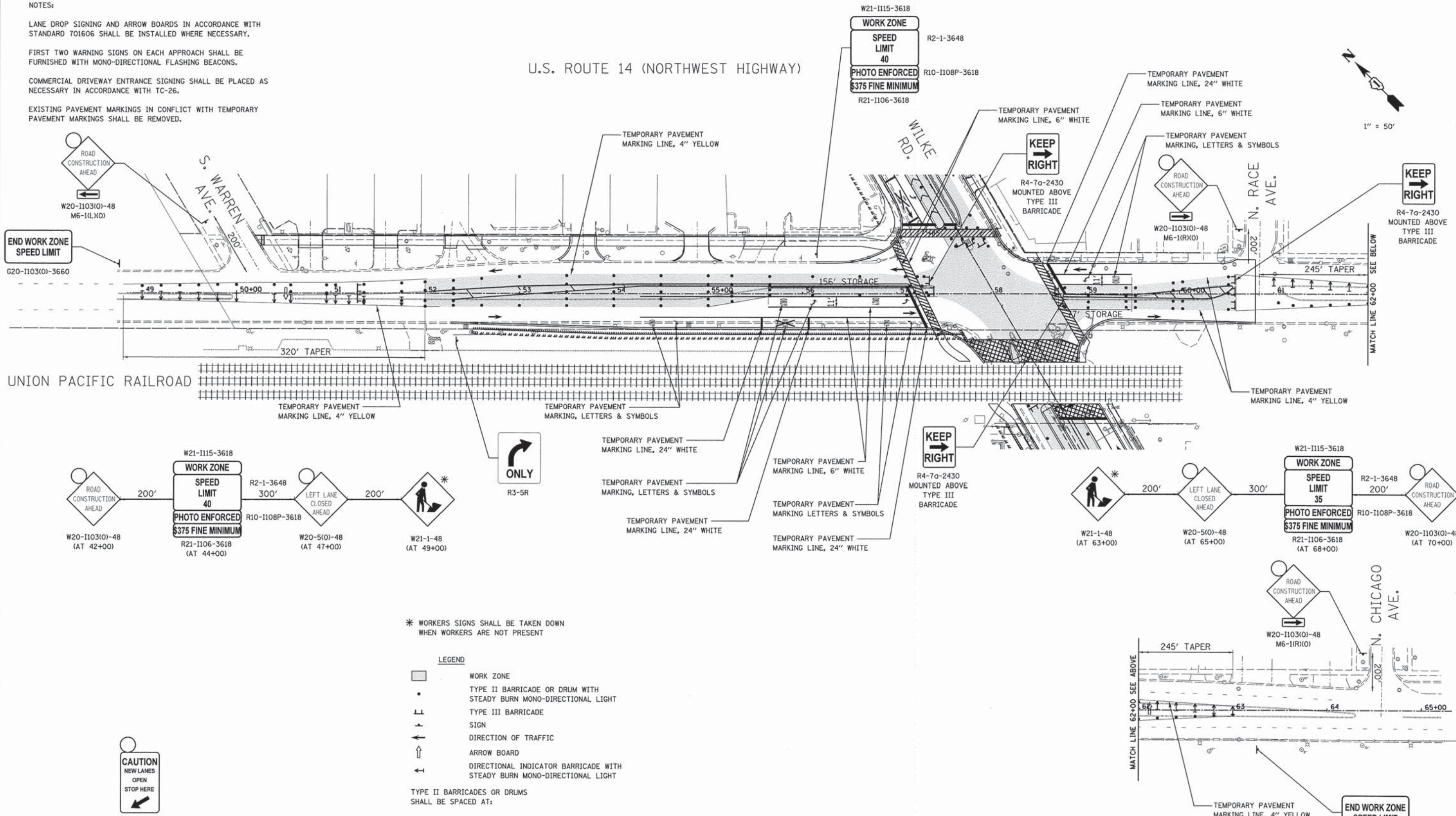
LANE DROP SIGNING AND ARROW BOARDS IN ACCORDANCE WITH STANDARD 701606 SHALL BE INSTALLED WHERE NECESSARY.

FIRST TWO WARNING SIGNS ON EACH APPROACH SHALL BE FURNISHED WITH MONO-DIRECTIONAL FLASHING BEACONS.

COMMERCIAL DRIVEWAY ENTRANCE SIGNING SHALL BE PLACED AS NECESSARY IN ACCORDANCE WITH TC-26.

EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED.

U.S. ROUTE 14 (NORTHWEST HIGHWAY)



* WORKERS SIGNS SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT

LEGEND

- WORK ZONE
 - TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - ⊥ TYPE III BARRICADE
 - ⊥ SIGN
 - ← DIRECTION OF TRAFFIC
 - ↑ ARROW BOARD
 - ← DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- TYPE II BARRICADES OR DRUMS SHALL BE SPACED AT:
- 20' CENTERS IN TAPERS AND CURVES
 - 10' CENTERS ALONG PEDESTRIAN CROSSWALKS
 - 50' CENTERS AT OTHER LOCATIONS OR AS SHOWN FOR DRIVEWAYS



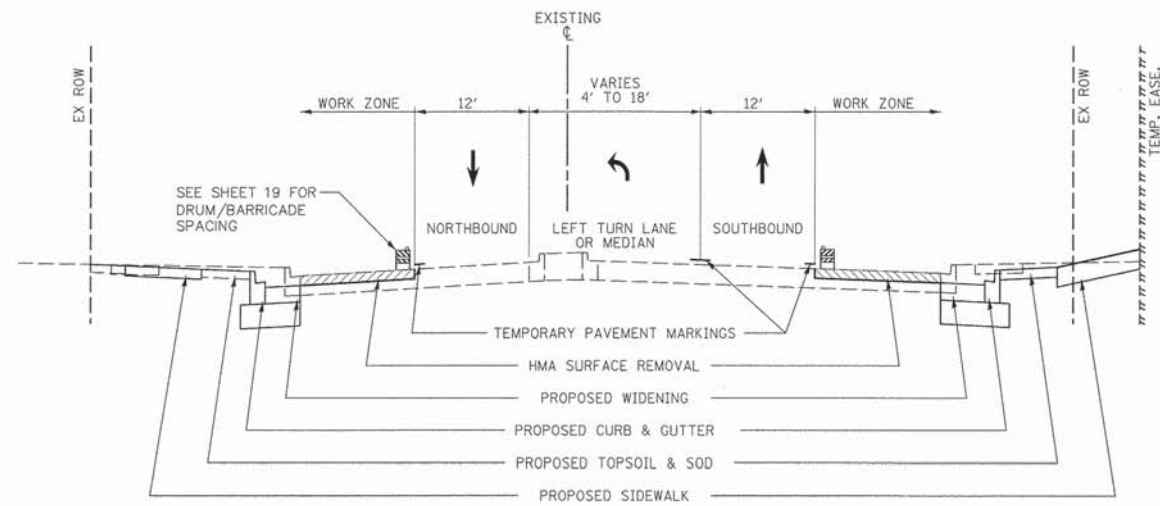
SIGNS TO BE USED ON DRIVEWAYS WHEN STAGING CHANGES LANE CONFIGURATION

WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED - 05-16-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE 2 CONSTRUCTION STAGING U.S. ROUTE 14 (NORTHWEST HIGHWAY)			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
Pr:\0802201\cad\phase 2\dwg\0802201-sh2-stage2.dgn		DRAWN - AC	REVISED - 06-19-2014		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	3512	08-00185-01-FP	COOK	85	17
		CHECKED - MAS	REVISED - 07-15-2014												
		DATE - 01-07-13	REVISED - 07-21-2014												

ILLINOIS FED. AID PROJECT

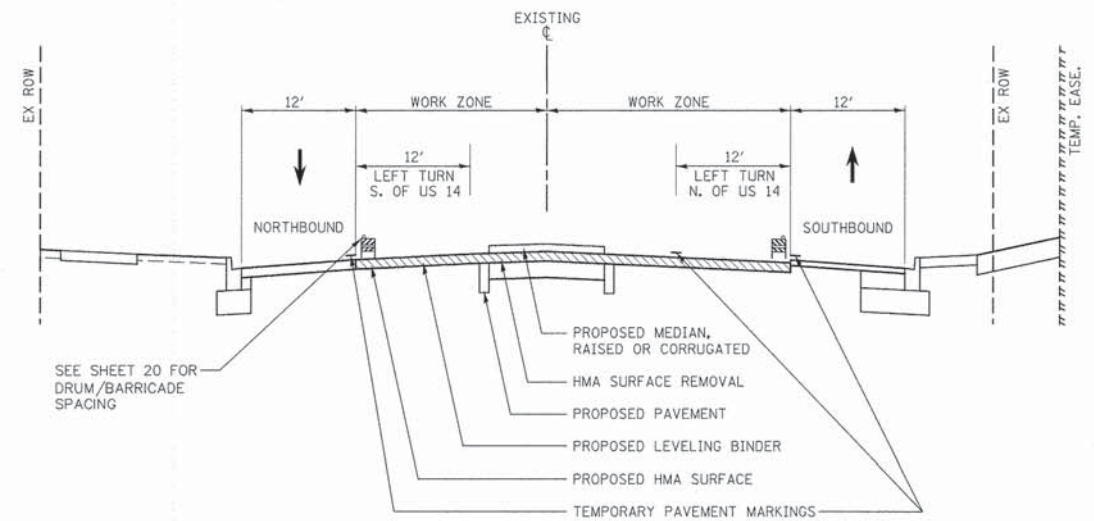
SUGGESTED MAINTENANCE OF TRAFFIC



STAGE 1 TYPICAL SECTION
WILKE ROAD

STAGE 1

1. MILL EXISTING SURFACE ON THE OUTSIDE LANE ON EACH SIDE OF THE ROADWAY, USING STANDARD 701606.
2. SET UP TRAFFIC CONTROL TO ESTABLISH ONE LANE IN EACH DIRECTION AND A LEFT TURN LANE.
3. REMOVE EXISTING CURB AND GUTTER AND EXCAVATE FOR WIDENING.
4. INSTALL STORM SEWER STRUCTURES AND CURB AND GUTTER.
5. INSTALL WIDENING TO BINDER COURSE.
6. INSTALL SIDEWALK AND DRIVEWAYS.
7. INSTALL TOPSOIL AND SOD.



STAGE 2 TYPICAL SECTION
WILKE ROAD

STAGE 2

1. RELOCATE TRAFFIC CONTROL, INCLUDING TEMPORARY TRAFFIC SIGNAL HEADS, TO ESTABLISH ONE LANE IN EACH DIRECTION ON THE OUTSIDE LANES AND LEFT TURN LANES AT U.S. ROUTE 14.
2. MILL THE EXISTING SURFACE FROM THE CENTER LANES, USING STANDARDS 701606 AND 701701 AS NEEDED.
3. INSTALL TEMPORARY PAVEMENT MARKING TO REINSTATE LEFT TURN LANES.
4. REMOVE THE EXISTING MEDIANS AND PAVEMENT NECESSARY TO CONSTRUCT THE PROPOSED MEDIANS.
5. CONSTRUCT THE PROPOSED MEDIANS AND PAVEMENT TO BINDER COURSE.
6. USING FLAGGERS, INSTALL LEVELING BINDER AND HMA SURFACE, ON THE ENTIRE ROADWAY.
7. INSTALL PERMANENT PAVEMENT MARKINGS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (815) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC WILKE ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\080201\cad\phase 2\dwg\080201-sh1-typing.tpssections.dgn		DRAWN - AC	REVISED 05-16-2014					3512	08-00185-01-FP	COOK	85	18
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PLOT DATE = 5/16/2014		DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT							

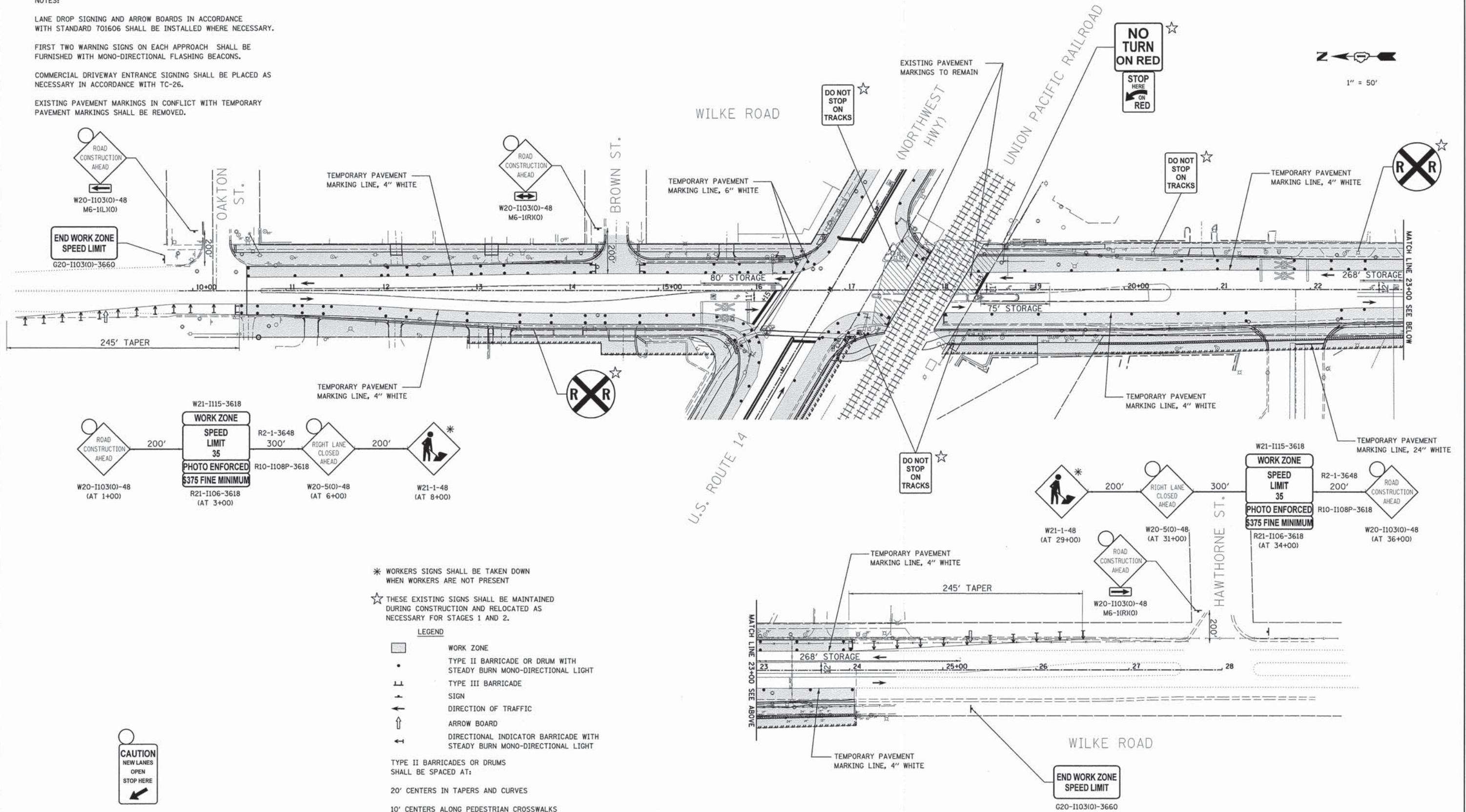
NOTES:

LANE DROP SIGNING AND ARROW BOARDS IN ACCORDANCE WITH STANDARD 701606 SHALL BE INSTALLED WHERE NECESSARY.

FIRST TWO WARNING SIGNS ON EACH APPROACH SHALL BE FURNISHED WITH MONO-DIRECTIONAL FLASHING BEACONS.

COMMERCIAL DRIVEWAY ENTRANCE SIGNING SHALL BE PLACED AS NECESSARY IN ACCORDANCE WITH TC-26.

EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED.



- * WORKERS SIGNS SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT
- ☆ THESE EXISTING SIGNS SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED AS NECESSARY FOR STAGES 1 AND 2.

LEGEND

- WORK ZONE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊥ TYPE III BARRICADE
- ↑ SIGN
- ← DIRECTION OF TRAFFIC
- ↑ ARROW BOARD
- ↑ DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- TYPE II BARRICADES OR DRUMS SHALL BE SPACED AT:
 - 20' CENTERS IN TAPERS AND CURVES
 - 10' CENTERS ALONG PEDESTRIAN CROSSWALKS
 - 50' CENTERS AT OTHER LOCATIONS OR AS SHOWN FOR DRIVEWAYS



SIGNS TO BE USED ON DRIVEWAYS WHEN STAGING CHANGES LANE CONFIGURATION

WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

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	PLOT SCALE = #SCALE#	DRAWN - AC	REVISED - 05-16-2014		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 63865	
	PLOT DATE = 7/29/2014	CHECKED - MAS	REVISED - 06-19-2014								ILLINOIS FED. AID PROJECT	
		DATE - 01-07-13	REVISED - 07-21-2014									

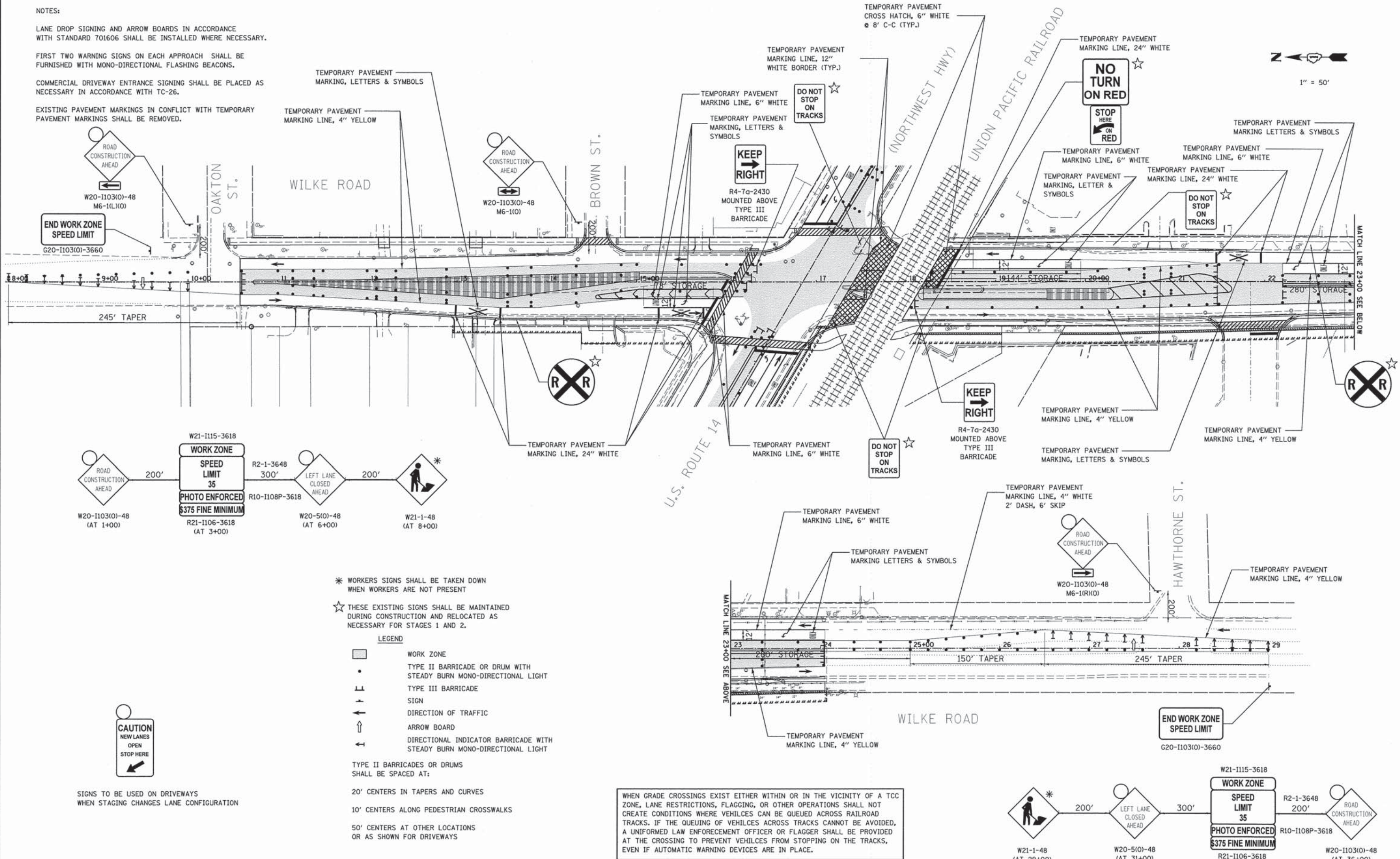
NOTES:

LANE DROP SIGNING AND ARROW BOARDS IN ACCORDANCE WITH STANDARD 701606 SHALL BE INSTALLED WHERE NECESSARY.

FIRST TWO WARNING SIGNS ON EACH APPROACH SHALL BE FURNISHED WITH MONO-DIRECTIONAL FLASHING BEACONS.

COMMERCIAL DRIVEWAY ENTRANCE SIGNING SHALL BE PLACED AS NECESSARY IN ACCORDANCE WITH TC-26.

EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED.



WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED - 05-16-2014
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	PLOT DATE = 7/29/2014	DATE - 01-07-13	REVISED - 07-21-2014

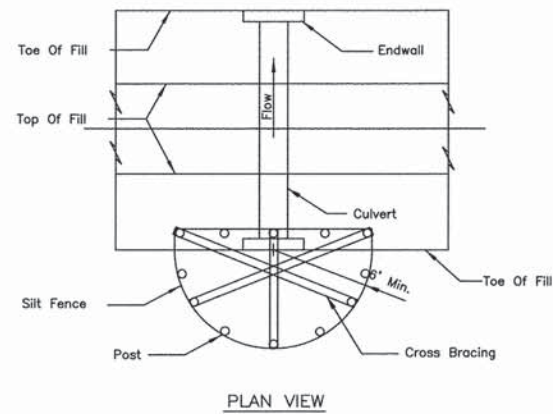
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE 2 CONSTRUCTION STAGING
WILKE ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	20
CONTRACT NO. 63865				ILLINOIS FED. AID PROJECT

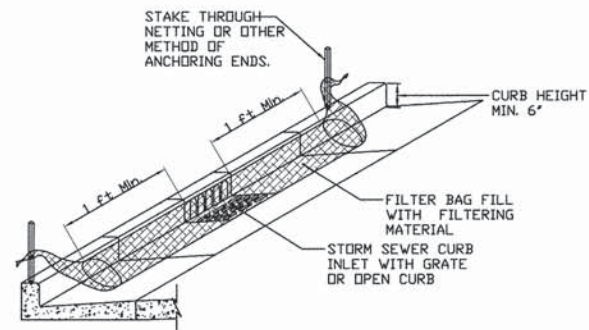
CULVERT INLET PROTECTION - SILT FENCE



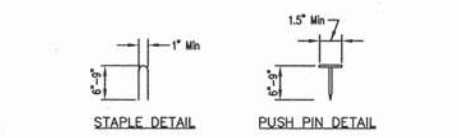
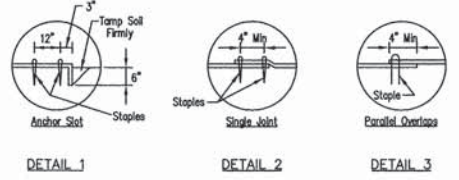
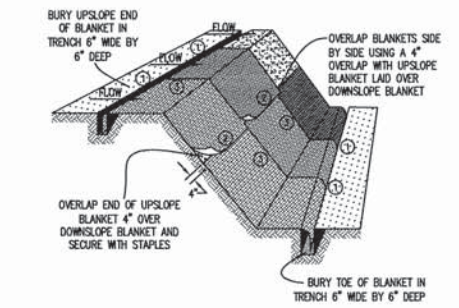
- NOTES:
1. The silt fence shall meet the requirements as shown on standard drawing IL-620 SILT FENCE except the maximum post spacing shall be 3 feet and the tops of posts shall be cross braced.
 2. Sediment shall be removed when the sediment has accumulated to one-half the height of the silt fence.
 3. The maximum drainage area to the culvert being protected is 1 acre.

REFERENCE	STANDARD DWG. NO.
Project _____	IL-508SF
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 1-29-89
Approved _____	

INLET PROTECTION - PAVED AREAS CURB PROTECTION



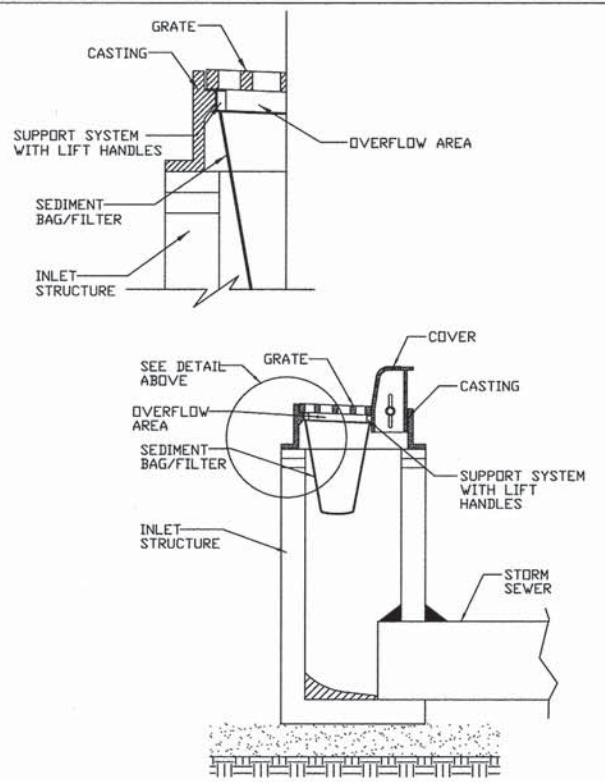
REFERENCE	STANDARD DWG. NO.
Project _____	IUM-561C
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 01-11-11
Approved _____	



- NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
 2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
 3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
 4. All anchor slots shall be stapled at approximately 12" intervals.

PROJECT	DATE
DESIGNED	DATE
CHECKED	DATE
APPROVED	DATE

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE	STANDARD DWG. NO.
Project _____	IUM-561D
Designed _____ Date _____	SHEET 1 OF 1
Checked _____ Date _____	DATE 01-11-11
Approved _____	

EROSION CONTROL NOTES

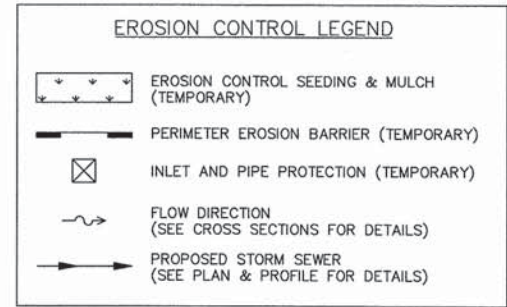
THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE-BY-CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

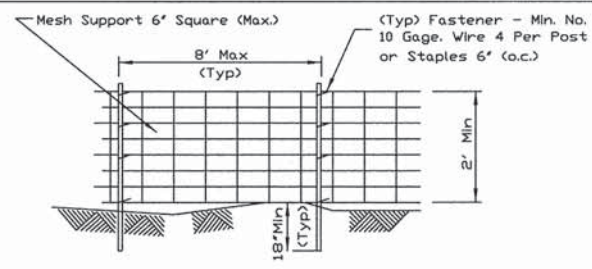
REFER TO THE BDE 2342 "STORM WATER POLLUTION PREVENTION PLAN" IN THE CONTRACT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING THE SITE DESCRIPTION AND MISCELLANEOUS PROCEDURES.

1. ALL WORK PROPOSED ON THE EROSION CONTROL PLAN SHALL BE DONE IN ACCORDANCE WITH THE "ILLINOIS URBAN MANUAL" (LATEST EDITION), THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND DETAILS AS SHOWN IN THE PLANS. THE CONTRACTOR IS DIRECTED TO THE CONTRACT SPECIAL PROVISIONS FOR THE APPLICABLE CONSTRUCTION STANDARD AND SUPPLEMENTAL INFORMATION. MAINTENANCE, CLEANING, REPLACEMENT, AND FINAL REMOVAL OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE COST OF THE ITEM. FAILURE TO MAINTAIN ANY EROSION CONTROL ITEM AS REQUIRED BY THE ENGINEER WILL REQUIRE THE ENGINEER TO FILE AN INCIDENT OF NONCOMPLIANCE (ION) WITH THE ILLINOIS EPA.
2. THE CONSTRUCTION LIMITS WILL BE IDENTIFIED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES, AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
3. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF SOIL DISTURBANCE. AREAS WITHIN THE CONSTRUCTION LIMITS, WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER, SHALL REMAIN UNDISTURBED UNTIL FULL-SCALE CONSTRUCTION IS UNDERWAY.
4. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY. ANY PROPOSED CHANGES BY THE CONTRACTOR TO THESE EROSION CONTROL PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE EROSION CONTROL ITEM.
5. THE TEMPORARY EROSION CONTROL SYSTEMS MAY BE UTILIZED IN MULTIPLE CONSTRUCTION STAGES AS SHOWN IN THE PLANS. THESE SYSTEMS SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AS DIRECTED BY THE ENGINEER.
6. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO THE ENGINEER UPON REQUEST.
7. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA ON SITE. THIS COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
8. DISTURBED AREAS SHALL BE PERMANENTLY SEEDED OR SODDED IMMEDIATELY AFTER GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED WITHIN 14 CALENDAR DAYS FROM DISTURBANCE OR RE-DISTURBANCE.
9. ALL STOCKPILES THAT WILL BE IN PLACE FOR TWO WEEKS OR LONGER SHALL BE HYDROSEEDED WITHIN 14 DAYS OF FINAL STOCKPILING. TOPSOIL STOCKPILES SHALL BE CONSTRUCTED SO AS TO FREELY DRAIN AND SHALL NOT IMPEDE NATURAL DRAINAGE. ALL STOCKPILES SHALL HAVE PERIMETER EROSION BARRIER INSTALLED AROUND THE BASE.
10. CONSTRUCTION EQUIPMENT SHALL BE STORED, FUELED, AND WASHED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL AND OTHER POLLUTANTS IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS.
11. THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A 1/2" RAINFALL AND REPLACE, REPAIR, OR CLEAN THEM WITHIN 24 HOURS.
12. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED ONLY INTO DEWATERING BASINS, SEDIMENT BASINS, OR SILT TRAPS. DEWATERING DIRECTLY INTO NATURAL DRAINAGE WAYS, FIELD TILES, OR STORM WATER STRUCTURES THAT DO NOT DRAIN INTO DEWATERING BASINS, SEDIMENT BASINS, OR SILT TRAPS IS PROHIBITED. CONSTRUCTION OF THE BASINS AND DEWATERING OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
13. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
14. EXISTING AND PROPOSED INLETS, CATCH BASINS, AND MANHOLES MAY REQUIRE ADJUSTMENT AND THE INSTALLATION, AND SUBSEQUENT REMOVAL, OF TEMPORARY TYPE 1 FRAMES AND OPEN LIDS, TYPE 1 FRAMES AND CLOSED LIDS, OR TYPE 8 GRATES TO ACCOMMODATE DRAINAGE DURING VARIOUS CONSTRUCTION STAGES, AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

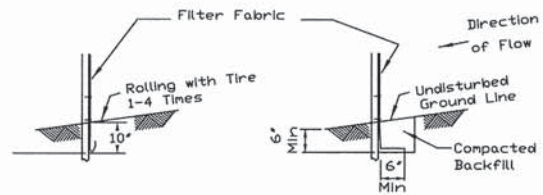


FILE NAME = F:\080201\cad\phase 2\dwg\080201-sht-erosion control-details.dgn	USER NAME = \$USER\$	DESIGNED - DAY	REVISED - 03-21-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN NOTES AND DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = #SCALE#		DRAWN - AC	REVISED - 06-19-14			3512	08-00185-01-FP	COOK	85	21	
PLOT DATE = 6/26/2014		CHECKED - MAS	REVISED -			CONTRACT NO. 63865					
		DATE - 01-07-13	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

SILT FENCE WITH WIRE SUPPORT PLAN



ELEVATION



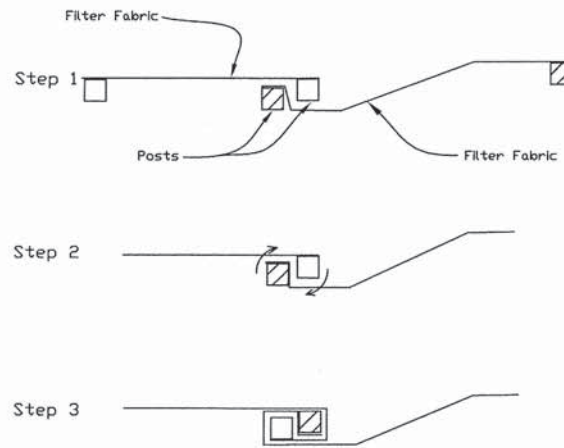
FABRIC ANCHOR DETAIL

STATIC SLICE INSTALLATION TRENCH INSTALLATION

- NOTES:**
- Silt Fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization. Silt Fence shall be placed on the flattest area available.
 - Filter fabric shall meet the requirements of material specification S92 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
 - Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IUM-620A(W)		
	SHEET 1 OF 2		
	DATE 3-16-2012		

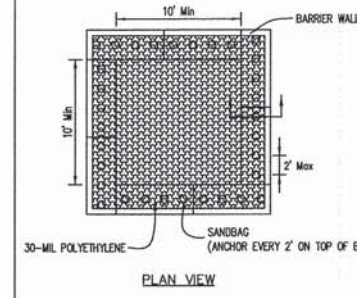
SILT FENCE - SPLICING TWO FENCES



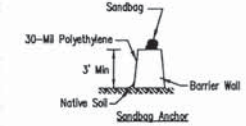
ATTACHING TWO SILT FENCES

- Place the end post of the second fence inside the end post of the first fence.
- Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
- Cut the fabric near the bottom of the stakes to accommodate the 6" flap.
- Drive both posts a minimum of 18 inches into the ground and bury the flap.
- Compact backfill (particularly at splices) completely to prevent stormwater piping.

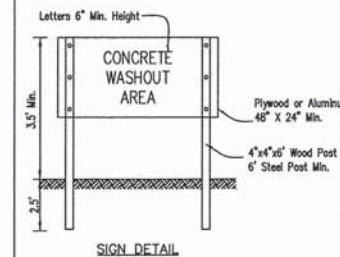
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STANDARD DWG. NO.	IUM-620B(W)		
	SHEET 1 OF 1		
	DATE 3-16-2012		



PLAN VIEW



BARRIER WALL ANCHOR SECTION

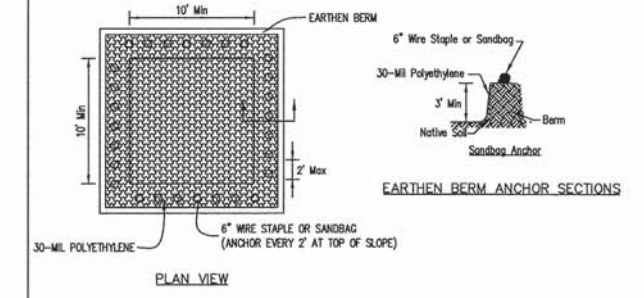


SIGN DETAIL

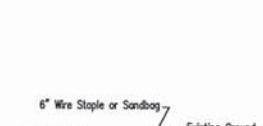
- NOTES:**
- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 - Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IUM-620C(W)		
	SHEET 1 OF 1		
	DATE 3-16-2012		

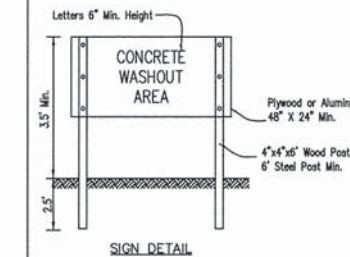
TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL



PLAN VIEW



EARTHEN BERM ANCHOR SECTIONS

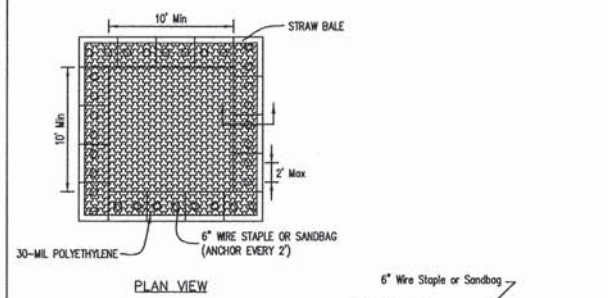


SIGN DETAIL

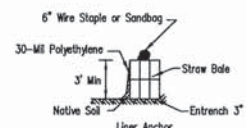
- NOTES:**
- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 - Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IUM-620D(W)		
	SHEET 1 OF 1		
	DATE 3-16-2012		

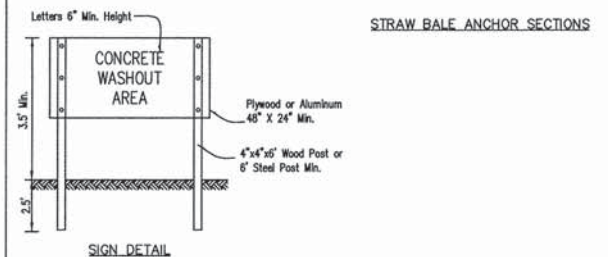
TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE



PLAN VIEW



STRAW BALE ANCHOR SECTIONS



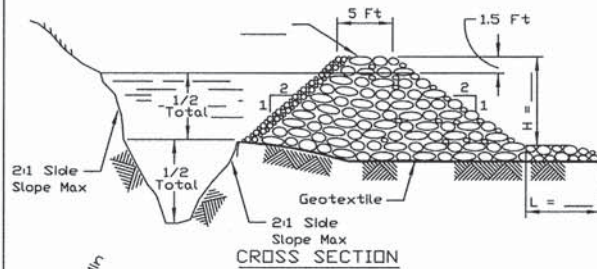
SIGN DETAIL

- NOTES:**
- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
 - Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
 - Each straw bale is to be staked in place using (2) 2"x2"x4" wooden stakes.

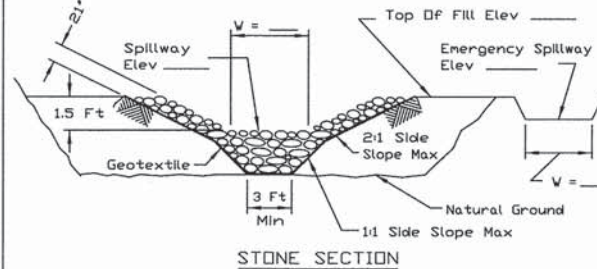
REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IUM-620E(W)		
	SHEET 1 OF 1		
	DATE 3-16-2012		

TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

TEMPORARY SEDIMENT TRAP



CROSS SECTION



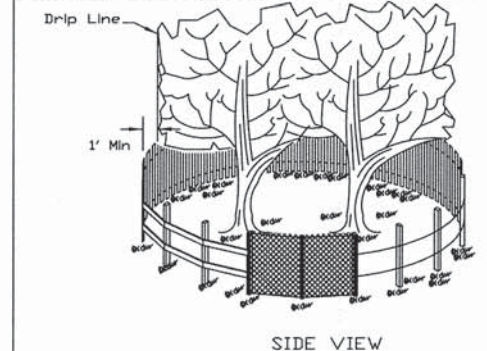
STONE SECTION

- NOTES:**
- If the sediment pool is formed or enlarged the side slope will be 2:1 or flatter.
 - The fill shall be constructed using IDDT RR-4 stone size. A 1" layer of IDDT CA-2 should be placed on the inside face to reduce the flow rate.
 - The rock will be placed according to construction specification 25 ROCKFILL. Placement will be by Method 1 and compaction will be class III.
 - The geotextile shall meet the requirements in material specification S92 GEOTEXTILE table 1 or 2, class I, II or IV.

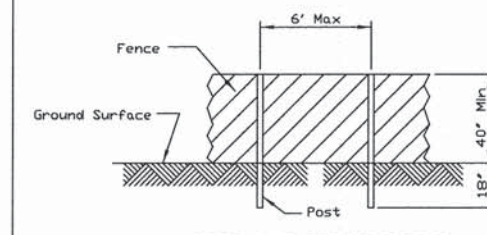
REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IL-660		
	SHEET 1 OF 1		
	DATE 11-29-01		



TREE PROTECTION - FENCING



SIDE VIEW



POST AND FENCE DETAIL

- NOTES:**
- The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
 - Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq. in.
 - The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE Project	DESIGNED _____ Date _____	CHECKED _____ Date _____	APPROVED _____ Date _____
STANDARD DWG. NO.	IL-690		
	SHEET 1 OF 1		
	DATE 4-7-94		



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	PLOT DATE = 6/26/2014	DATE - 01-07-13	REVISED -

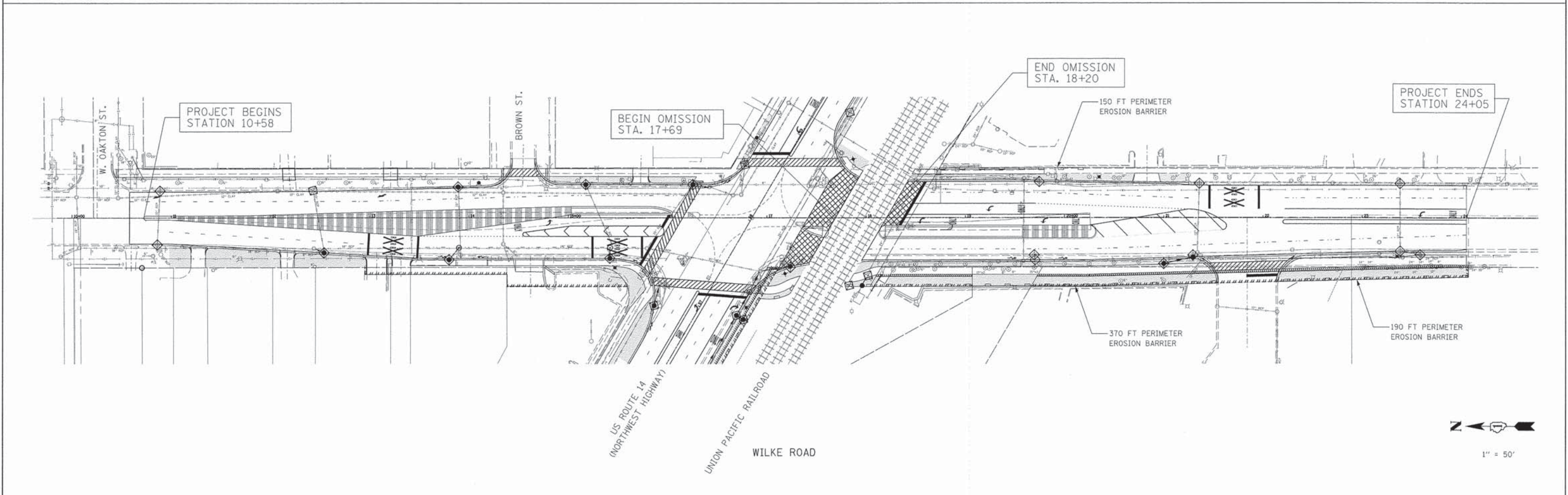
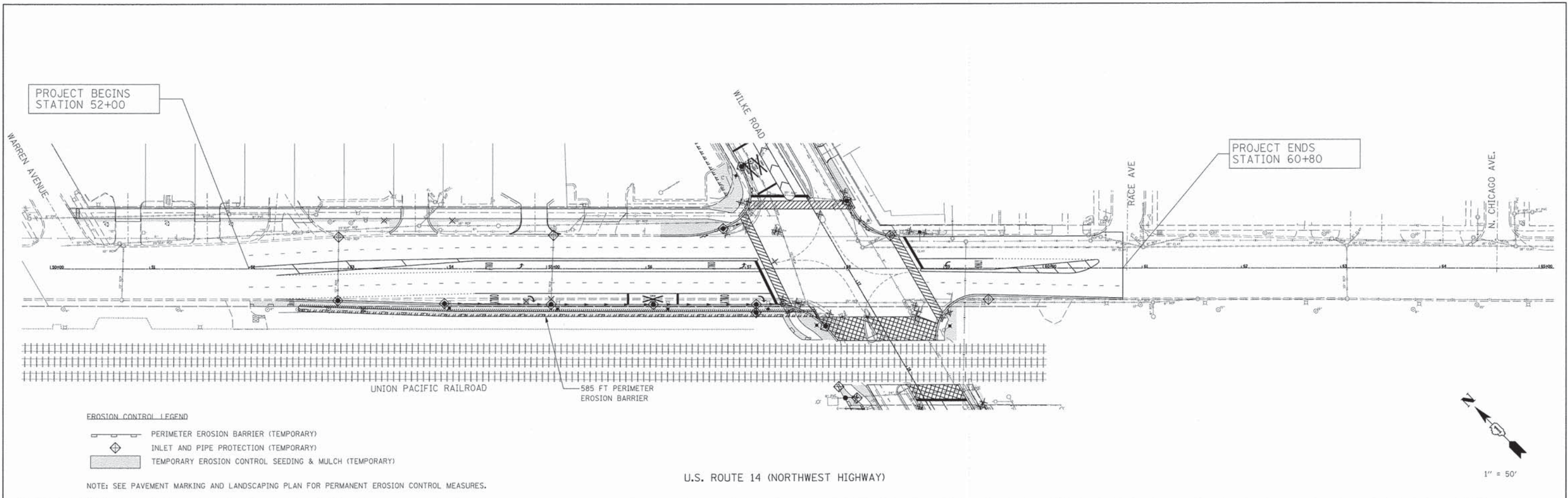
DESIGNED - DAY	REVISED - 03-21-14
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DATE - 01-07-13	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

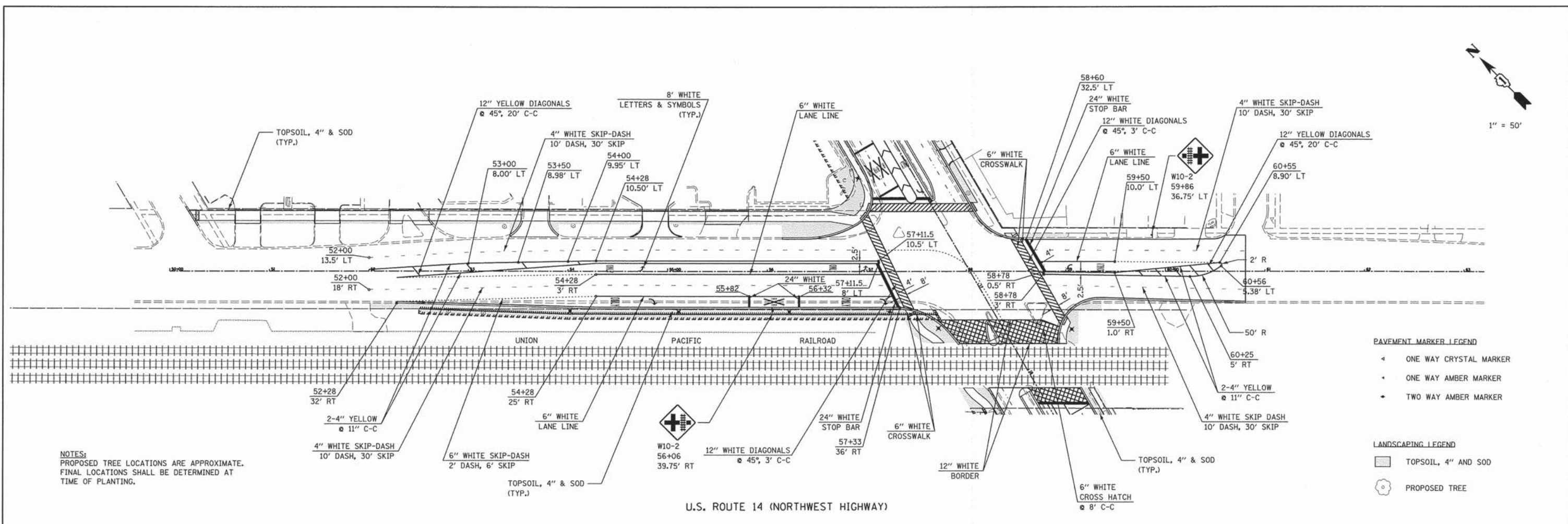
EROSION CONTROL DETAILS

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	22
CONTRACT NO. 63865				
ILLINOIS FED. AID PROJECT				



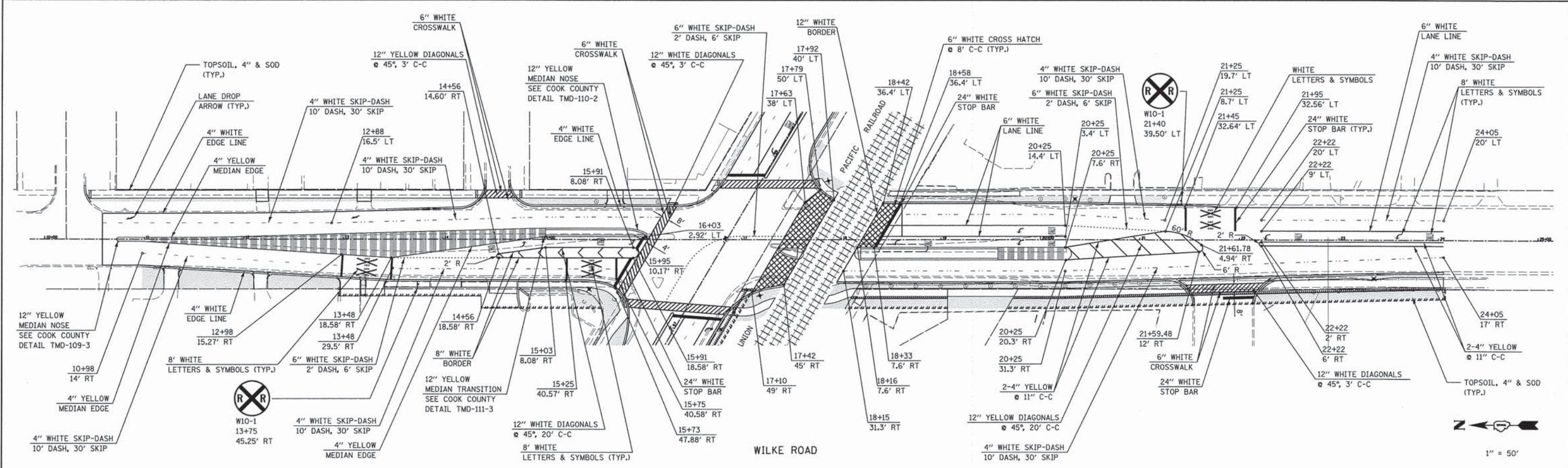
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		CHECKED - MAS	REVISED -		CONTRACT NO. 63865										
		DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT										



NOTES:
PROPOSED TREE LOCATIONS ARE APPROXIMATE.
FINAL LOCATIONS SHALL BE DETERMINED AT
TIME OF PLANTING.

- PAVEMENT MARKER LEGEND**
- ◀ ONE WAY CRYSTAL MARKER
 - ◀ ONE WAY AMBER MARKER
 - ◀ TWO WAY AMBER MARKER
- LANDSCAPING LEGEND**
- ▨ TOPSOIL, 4" AND SOD
 - PROPOSED TREE

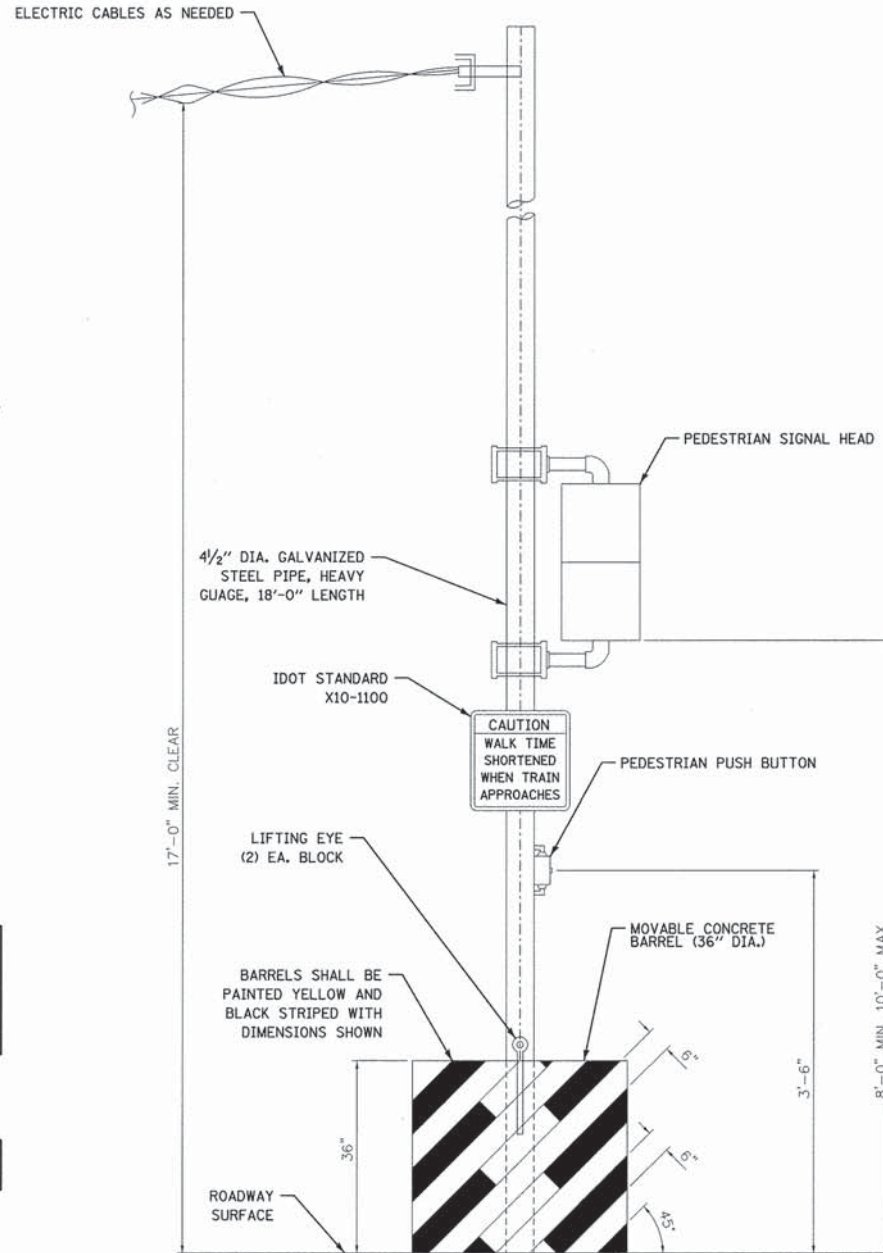
U.S. ROUTE 14 (NORTHWEST HIGHWAY)



FILE NAME = P:\080201\cad\phase 2\dwg\080201-shr\pvt\trk.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 05-16-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND LANDSCAPING PLAN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = #SCALE#	CHECKED - MAS	DATE - 01-07-13	REVISED - 06-19-2014			3512	08-00185-01-FP	COOK	85	24	
PLOT DATE = 7/30/2014	DATE - 01-07-13	REVISED - 07-15-2014	REVISED - 07-30-2014			CONTRACT NO. 63865					
SCALE: 1" = 50'						ILLINOIS FED. AID PROJECT					

TEMPORARY TRAFFIC SIGNAL NOTES

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PREEMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED BY THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PREEMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
- ALL LABOR AND MATERIAL REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.
- IF A COMPLETE CLOSURE OF THE SOUTH LEG OF THE INTERSECTION IS REQUIRED FOR WORK ON ANY RAILROAD EQUIPMENT, THE CONTRACTOR SHALL ADJUST THE TEMPORARY TRAFFIC SIGNAL OPERATIONS TO ELIMINATE ANY MOVEMENTS TO/FROM THE SOUTH LEG.
- CONTRACTOR SHALL ENSURE THAT SPAN WIRE CROSSING WILKE ROAD SOUTH OF THE RAILROAD TRACKS DOES NOT INTERFERE WITH THE PATH OF THE LOWERING RAILROAD GATES.
- TEMPORARY TRAFFIC SIGNAL TIMING PAY ITEM SHALL INCLUDE A DETOUR INVOLVING TWO ADDITIONAL TRAFFIC SIGNALS

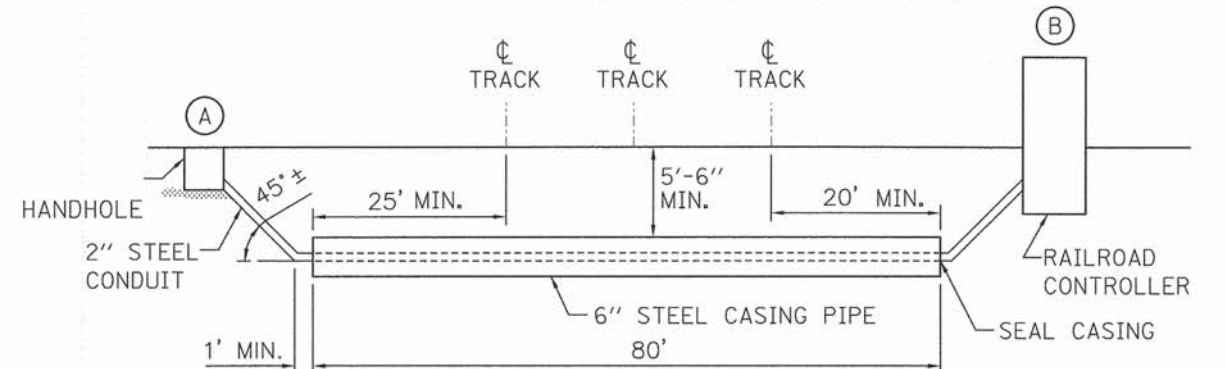


TEMPORARY CONCRETE BARREL WITH POST

NOTE: POSITIONING OF TEMPORARY CONCRETE BARREL WITH POST SHALL BE AS PER PLAN AND AS DIRECTED BY THEN ENGINEER AND SHALL NOT CONFLICT WITH OR IMPEDE TRAFFIC IN ANY CONDITION.

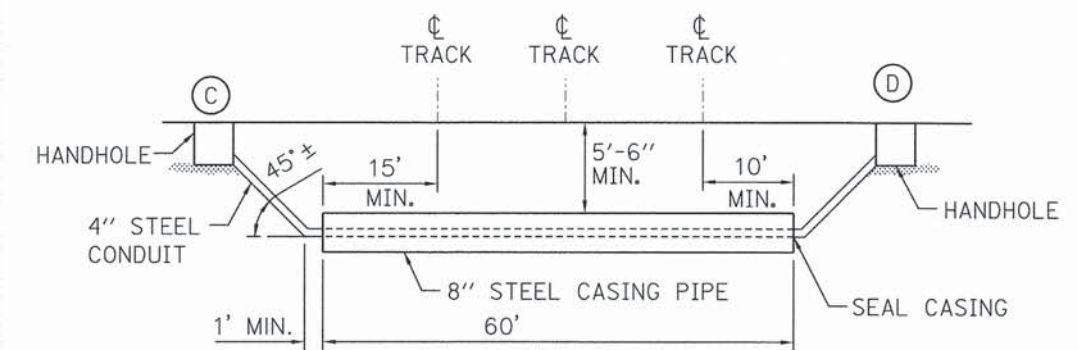
WEST CONDUIT CROSSING
N.T.S.

CONDUIT		CASING PIPE	
DIAMETER	2"	DIAMETER	6"
WALL THICKNESS	0.146"	WALL THICKNESS	0.25"
MATERIAL	STEEL	MATERIAL	STEEL
		LENGTH	80 FEET



EAST CONDUIT CROSSING
N.T.S.

CONDUIT		CASING PIPE	
DIAMETER	4"	DIAMETER	8"
WALL THICKNESS	0.225"	WALL THICKNESS	0.25"
MATERIAL	STEEL	MATERIAL	STEEL
		LENGTH	60 FEET



CONDUIT UNDER RAILROAD TRACKS DETAIL

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLD, TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACED SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD. AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE ADJACENT SIGNAL SYSTEM.

* INSTALL TEMPORARY CONDUIT IN ORDER TO CONNECT THE TEMPORARY TRAFFIC SIGNALS TO THE PROPOSED PERMANENT DOUBLE HANDHOLE.

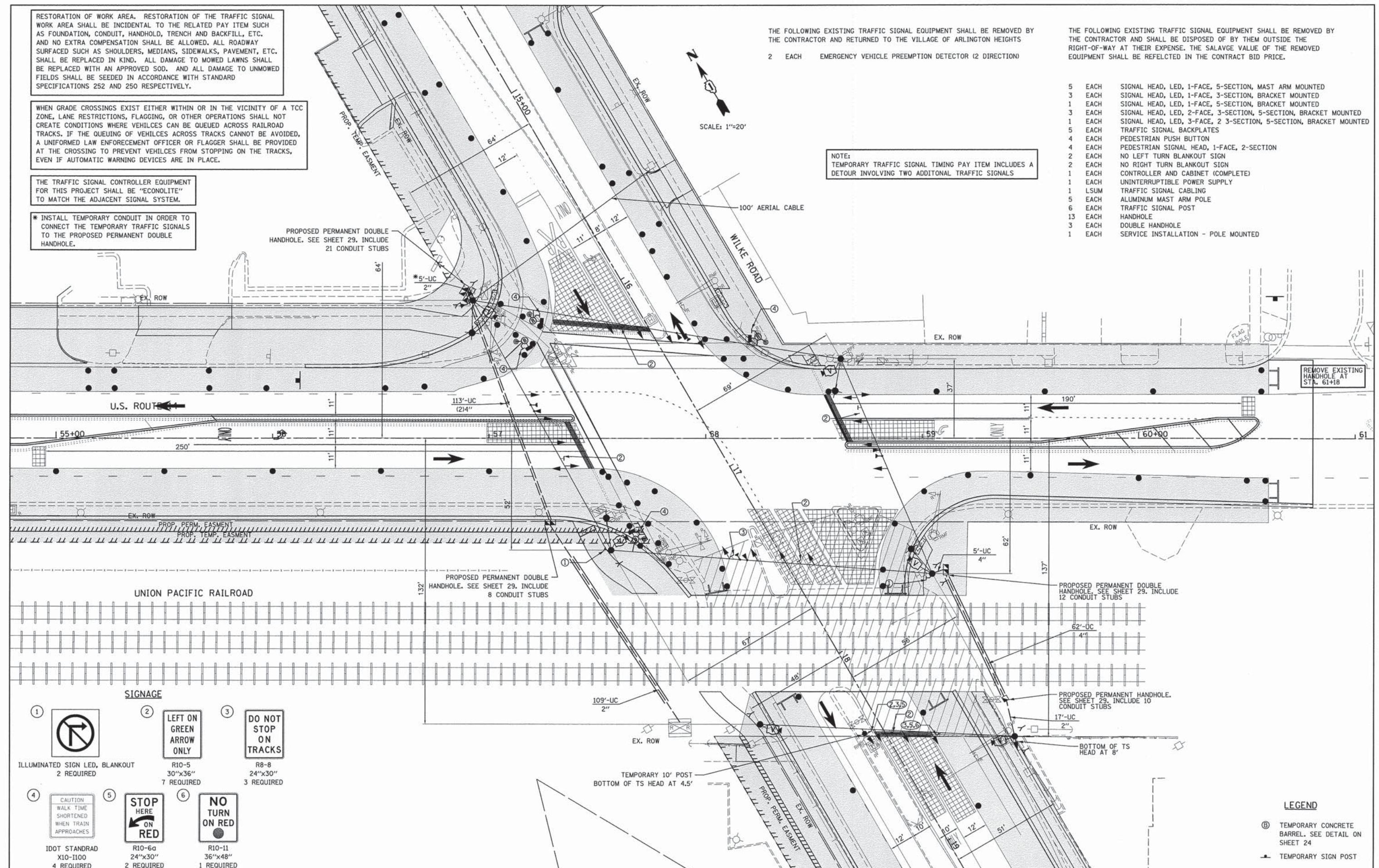
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND RETURNED TO THE VILLAGE OF ARLINGTON HEIGHTS

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT 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 EMERGENCY VEHICLE PREEMPTION DETECTOR (2 DIRECTION)

- 5 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
- 3 EACH SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
- 3 EACH SIGNAL HEAD, LED, 2-FACE, 3-SECTION, 5-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, LED, 3-FACE, 2 3-SECTION, 5-SECTION, BRACKET MOUNTED
- 5 EACH TRAFFIC SIGNAL BACKPLATES
- 4 EACH PEDESTRIAN PUSH BUTTON
- 4 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE, 2-SECTION
- 2 EACH NO LEFT TURN BLANKOUT SIGN
- 2 EACH NO RIGHT TURN BLANKOUT SIGN
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 1 EACH UNINTERRUPTIBLE POWER SUPPLY
- 1 LSUM TRAFFIC SIGNAL CABLING
- 5 EACH ALUMINUM MAST ARM POLE
- 6 EACH TRAFFIC SIGNAL POST
- 13 EACH HANDHOLE
- 3 EACH DOUBLE HANDHOLE
- 1 EACH SERVICE INSTALLATION - POLE MOUNTED

NOTE: TEMPORARY TRAFFIC SIGNAL TIMING PAY ITEM INCLUDES A DETOUR INVOLVING TWO ADDITIONAL TRAFFIC SIGNALS



SIGNAGE

<p>①</p> <p>ILLUMINATED SIGN LED, BLANKOUT 2 REQUIRED</p>	<p>②</p> <p>R10-5 30"x36" 7 REQUIRED</p>	<p>③</p> <p>R8-8 24"x30" 3 REQUIRED</p>
<p>④</p> <p>IDOT STANDRAD X10-1100 4 REQUIRED</p>	<p>⑤</p> <p>R10-6d 24"x30" 2 REQUIRED</p>	<p>⑥</p> <p>R10-11 36"x48" 1 REQUIRED</p>

LEGEND

- Ⓢ TEMPORARY CONCRETE BARREL. SEE DETAIL ON SHEET 24
- ▲ TEMPORARY SIGN POST

FILE NAME = P:\080201\cod\phase 2\dwg\080201-sht-ts	USER NAME = #USER# temporary.plandgn	DESIGNED - JS	REVISED - 03-21-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 1 U.S. ROUTE 14 & WILKE ROAD	F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 26	
PLOT SCALE = #SCALE#					DRAWN - PBF	REVISED - 06-19-14	SCALE: SHEET OF SHEETS STA. TO STA.				
PLOT DATE = 7/30/2014					CHECKED - JS	REVISED - 07-30-14					
DATE - 01/07/13					REVISI -	ILLINOIS FED. AID PROJECT					

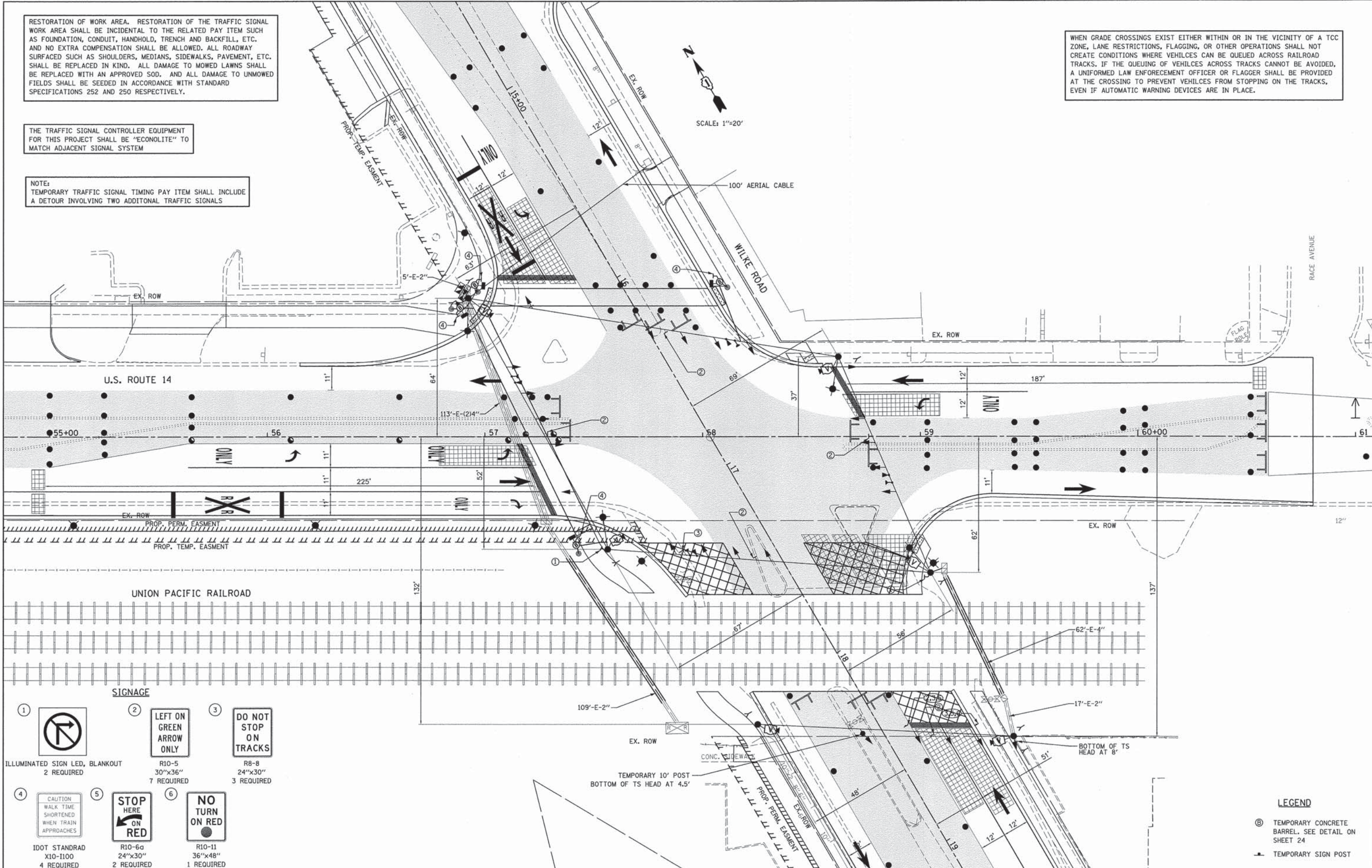
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLD, TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACED SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOG. AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH ADJACENT SIGNAL SYSTEM







NOTE:
TEMPORARY TRAFFIC SIGNAL TIMING PAY ITEM SHALL INCLUDE A DETOUR INVOLVING TWO ADDITIONAL TRAFFIC SIGNALS

WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TCC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

SCALE: 1"=20'



SIGNAGE

<p>①</p>  <p>ILLUMINATED SIGN LED, BLANKOUT 2 REQUIRED</p>	<p>②</p>  <p>LEFT ON GREEN ARROW ONLY R10-5 30"x36" 7 REQUIRED</p>	<p>③</p>  <p>DO NOT STOP ON TRACKS R8-8 24"x30" 3 REQUIRED</p>
<p>④</p>  <p>CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES IDOT STANDRAD X10-1100 4 REQUIRED</p>	<p>⑤</p>  <p>STOP HERE ON RED R10-6a 24"x30" 2 REQUIRED</p>	<p>⑥</p>  <p>NO TURN ON RED R10-11 36"x48" 1 REQUIRED</p>

LEGEND

- Ⓟ TEMPORARY CONCRETE BARREL. SEE DETAIL ON SHEET 24
- Ⓢ TEMPORARY SIGN POST

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		CHECKED - JS	REVISED - 07-30-14
		DATE - 01/07/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 2
U.S. ROUTE 14 & WILKE ROAD**

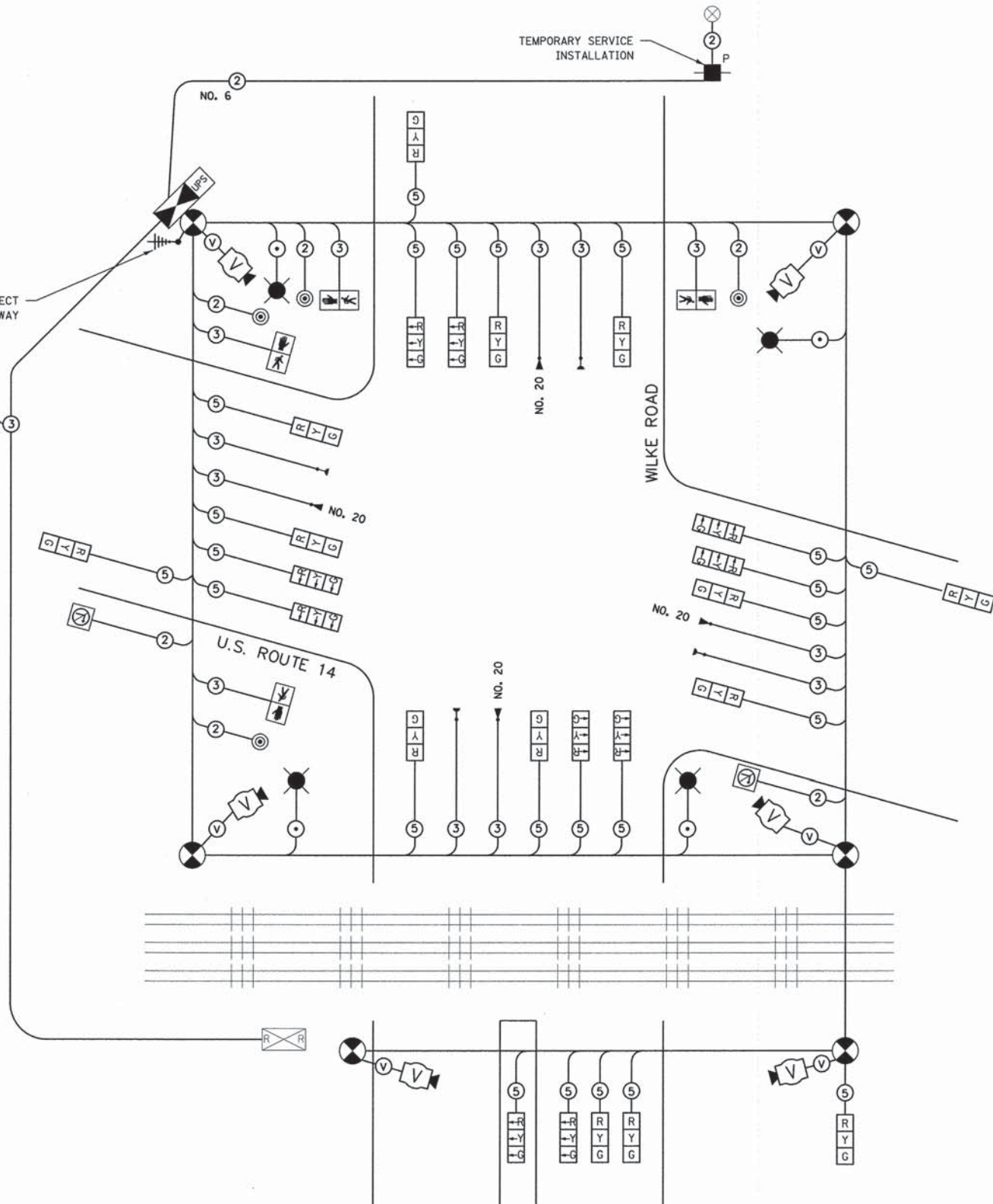
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 27
				CONTRACT NO. 63865
ILLINOIS FED. AID PROJECT				

TEMPORARY RADIO INTERCONNECT TO USPS DRIVEWAY

ELECTRIC CABLE RAILROAD, NO. 14 3C

TEMPORARY SERVICE INSTALLATION



TEMPORARY CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	24	435	17	0.50	204
SIGNAL (YELLOW)	24	435	25	0.25	150
SIGNAL (GREEN)	24	435	15	0.25	90
PED. SIGNAL	4		25	1.00	100
ILLUM. NO TURN	2		25	0.10	5
CONTROLLER	1		100	1.00	100
VIDEO DET SYSTEM	1		150	1.00	150
TOTAL =					799

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ENERGY SUPPLY CONTACT: DAVE SCHACHT
PHONE: 630-437-2129
COMPANY: COMED

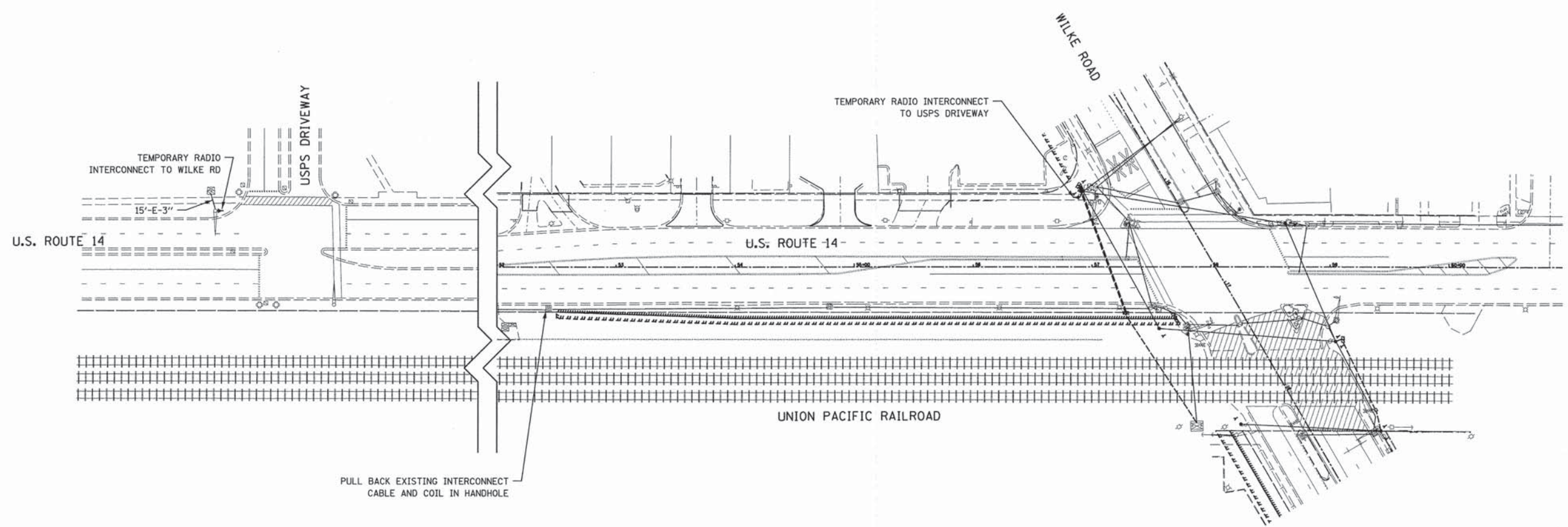
NOTE:
TEMPORARY TRAFFIC SIGNAL TIMING PAY ITEM SHALL INCLUDE
A DETOUR INVOLVING TWO ADDITIONAL TRAFFIC SIGNALS

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
FOR THIS PROJECT SHALL BE "ECONOLITE"
TO MATCH THE EXISTING ADJACENT SYSTEM.

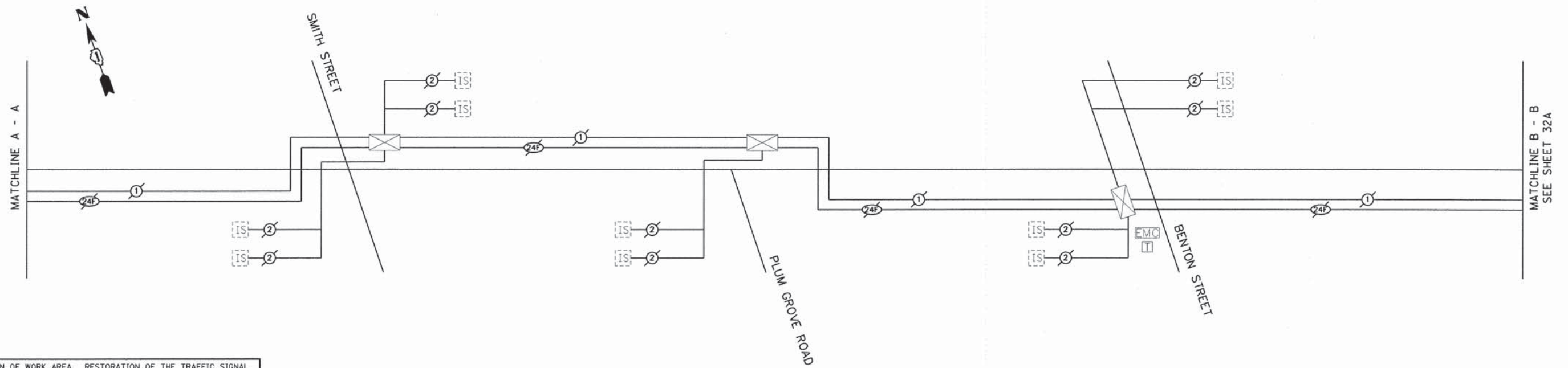
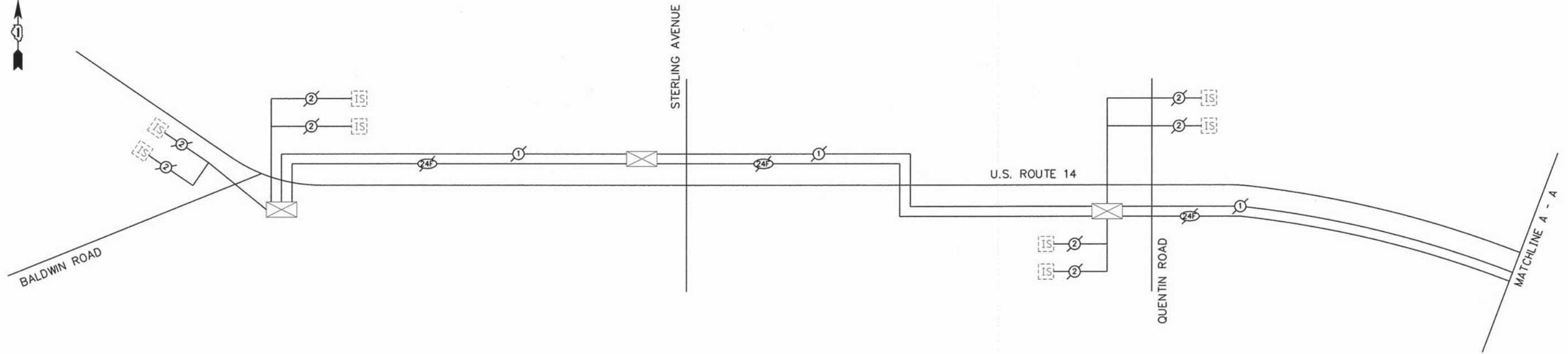
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL
WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH
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	temporary interconnect plan.dgn	DRAWN - PBF	REVISED - 06-19-14					3512	08-00185-01-FP	COOK	85	31
	PLOT SCALE = #SCALE#	CHECKED - JS	REVISED -		CONTRACT NO. 63865							
	PLOT DATE = 6/30/2014	DATE - 01/07/13	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLD, TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACED SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD. AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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	PLOT SCALE = #SCALE#	DRAWN - PBF	REVISED - 06-19-14		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 63865	
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		DATE - 01/07/13	REVISED -									

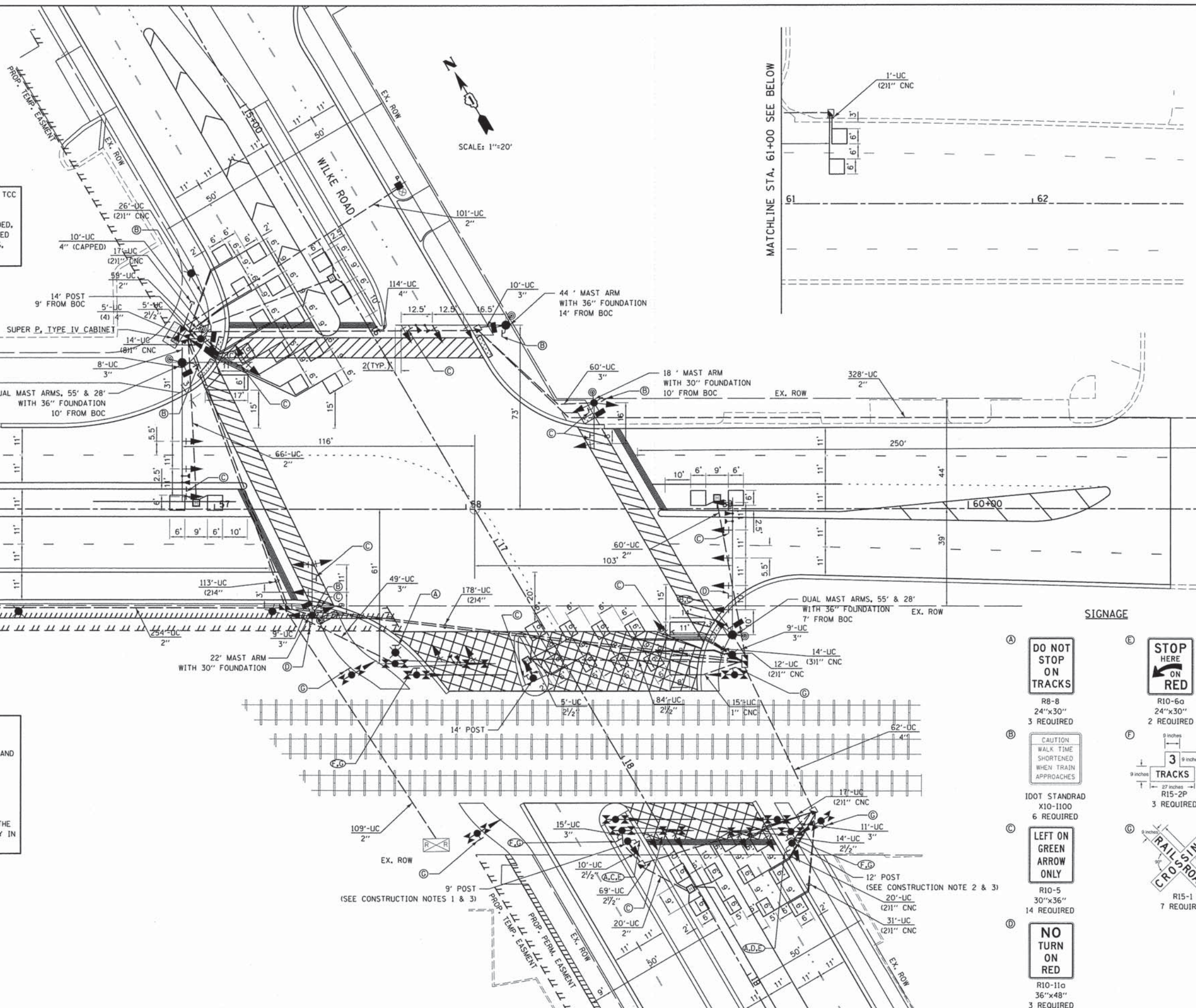
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CONSTRUCTION NOTES:

1. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE SHALL BE 4.5 FEET ABOVE THE MEDIAN ISLAND GRADE.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE SHALL BE 8 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. PLACEMENT OF SIGNAL POST AND SIGNAL HEADS SHALL NOT BLOCK THE VIEW OF THE RAILROAD FLASHERS. ADJUST PLACEMENT ACCORDINGLY IN THE FIELD.



SCALE: 1"=20'

MATCHLINE STA. 61+00 SEE BELOW

MATCHLINE STA. 55+00 SEE SHEET 34

MATCHLINE STA. 61+00 SEE ABOVE

SIGNAGE

A DO NOT STOP ON TRACKS
 RB-8
 24"x30"
 3 REQUIRED

B CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES
 10" x 10" x 10"
 6 REQUIRED

C LEFT ON GREEN ARROW ONLY
 R10-5
 30"x36"
 14 REQUIRED

D NO TURN ON RED
 R10-11a
 36"x48"
 3 REQUIRED

E STOP HERE ON RED
 R10-6a
 24"x30"
 2 REQUIRED

F TRACKS
 3 REQUIRED

G RAIL CROSSING
 R15-1
 7 REQUIRED

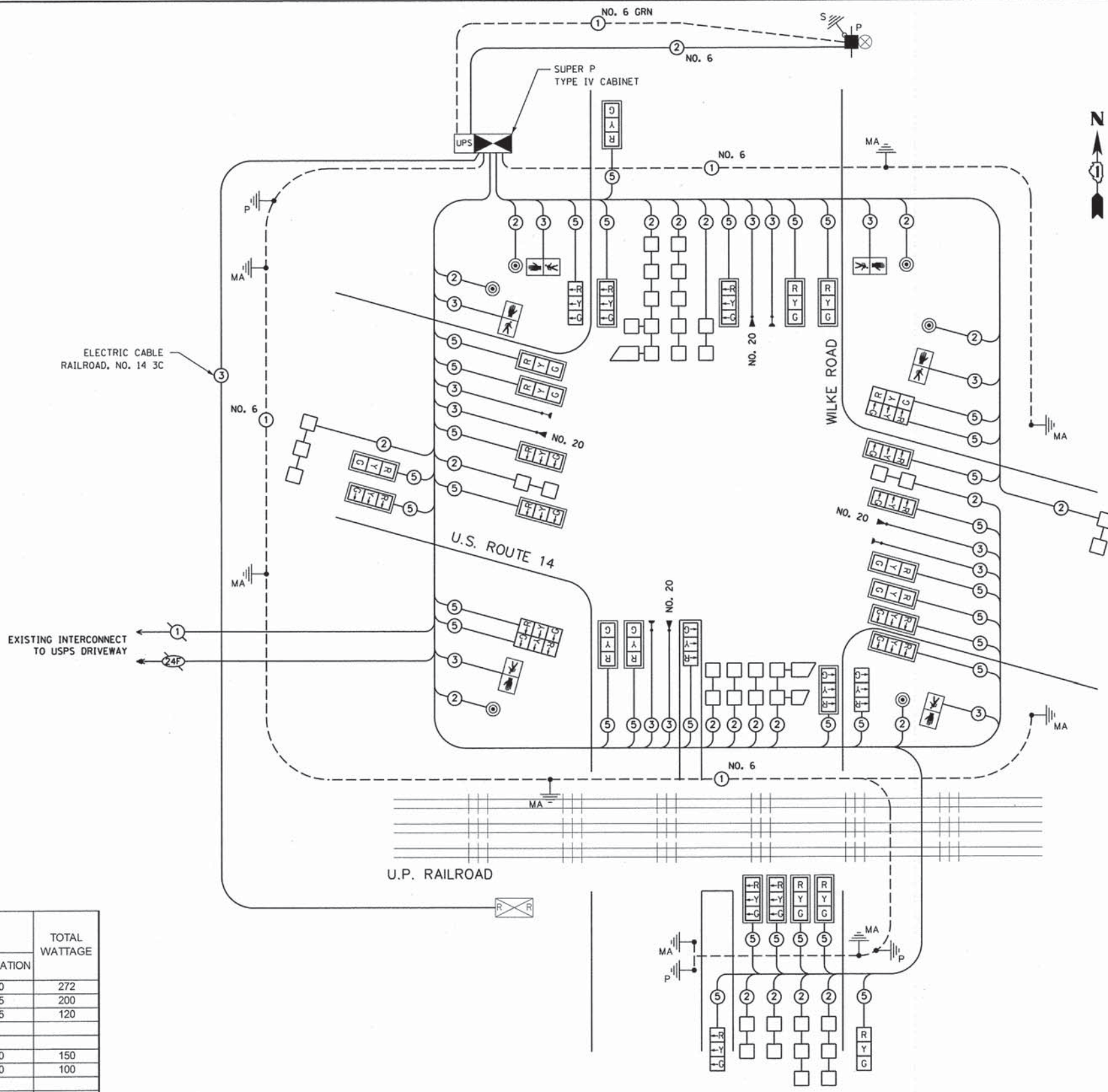
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		CHECKED - JS	REVISED - 10/20/14
		DATE - 01/07/13	REVISED - 11/12/14

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN
 U.S. ROUTE 14 & WILKE ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 33
				CONTRACT NO. 63865
ILLINOIS FED. AID PROJECT				



SCHEDULE OF QUANTITIES

IDOT CODE	ITEM	UNIT	TOTAL
72000100	SIGN PANEL - TYPE 1	SQ FT	179
72000200	SIGN PANEL - TYPE 2	SQ FT	25
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1236
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	199
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	195
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	778
81400100	HANDHOLE	EACH	5
81400200	HEAVY-DUTY HANDHOLE	EACH	5
81400300	DOUBLE HANDHOLE	EACH	3
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	950
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1979
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	8703
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4670
87301750	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	259
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	136
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1245
87500500	TRAFFIC SIGNAL POST, 9 FT.	EACH	1
87500800	TRAFFIC SIGNAL POST, 12 FT.	EACH	1
87501000	TRAFFIC SIGNAL POST, 14 FT.	EACH	2
87700130	STEEL MAST ARM ASSEMBLY AND POLE, 18 FT.	EACH	1
87700150	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	1
87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
87702433	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 28 FT. AND 55 FT.	EACH	2
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	45
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	24
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	6
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	24
88500500	INDUCTION LOOP DETECTOR AMPLIFIER	EACH	15
88600100	DETECTOR LOOP, TYPE I	FOOT	1683
88700200	LIGHT DETECTOR	EACH	4
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	6
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	11
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	12
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	987
X8571215	RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
X8620200	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	1
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3

PROPOSED CABLE PLAN

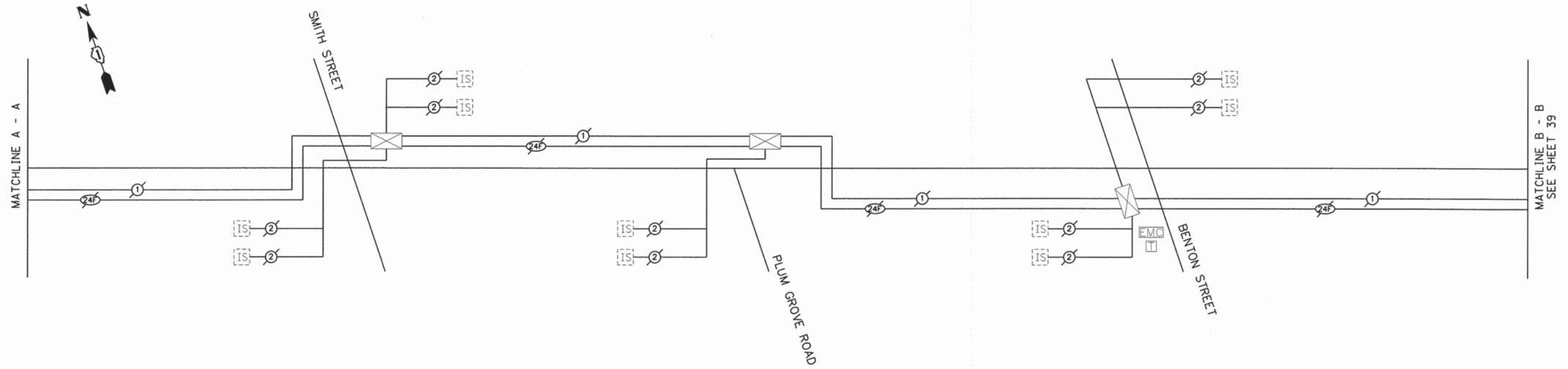
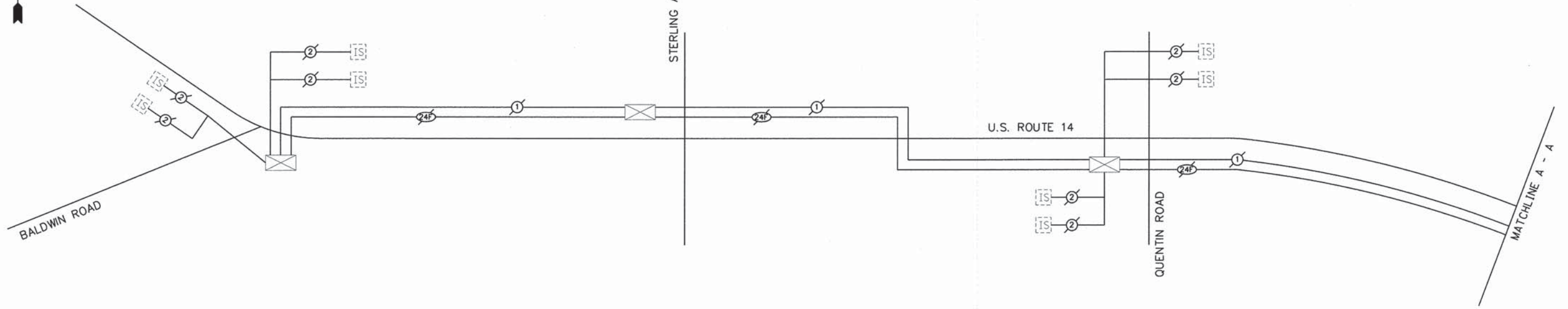
I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	32	435	17	0.50	272
SIGNAL (YELLOW)	32	435	25	0.25	200
SIGNAL (GREEN)	32	435	15	0.25	120
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
TOTAL =					842

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

ENERGY SUPPLY CONTACT: DAVE SCHACHT
PHONE: 630-437-2129
COMPANY: COMED

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE"

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLD, TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACED SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD. AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



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 DATE - 01-07-13

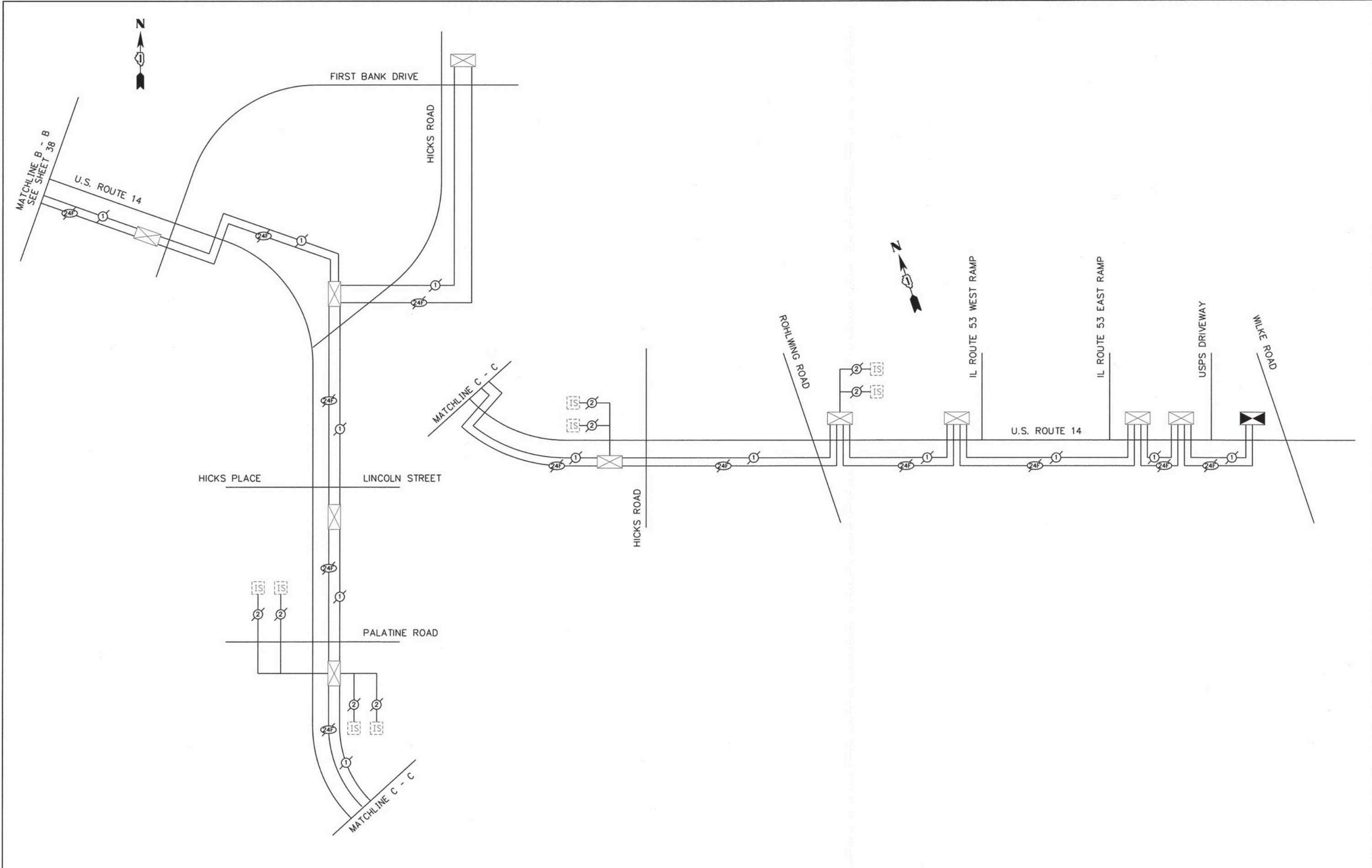
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 REVISED - 06-19-14
 REVISED - 07-30-14
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC
 U.S. ROUTE 14 FROM BALDWIN ROAD TO WILKE ROAD

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	38
CONTRACT NO. 63865				
ILLINOIS FED. AID PROJECT				



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REVISED - 03-21-14
REVISED - 06-19-14
REVISED - 07-30-14
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT SCHEMATIC
U.S. ROUTE 14 FROM BALDWIN ROAD TO WILKE ROAD**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	39
CONTRACT NO. 63865			ILLINOIS FED. AID PROJECT	

SCALE: SHEET OF SHEETS STA. TO STA.

TRAFFIC SIGNAL LEGEND

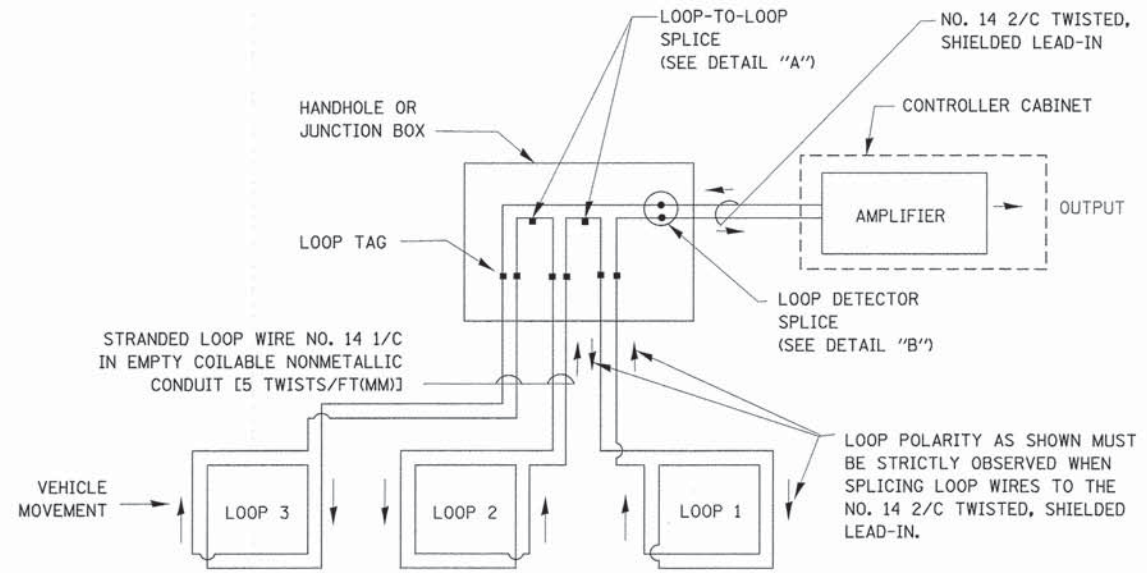
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
GUY WIRE				ABANDON ITEM				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				QUEUE DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PREFORMED QUEUE DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE							
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT							
DETECTOR LOOP, TYPE I				RADIO REPEATER							
PREFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

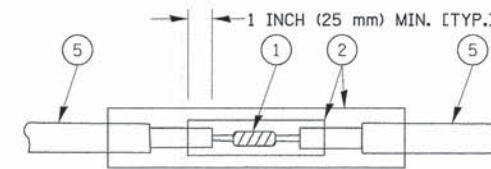
LOOP DETECTOR NOTES

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

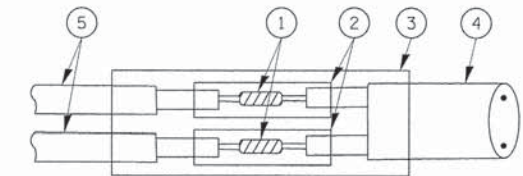


DETECTOR LOOP WIRING SCHEMATIC

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

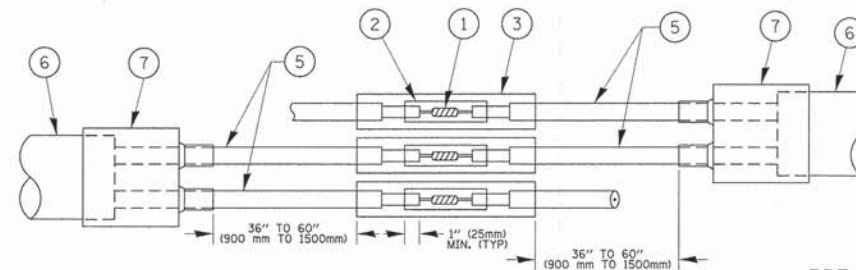


DETAIL "A"
LOOP-TO-LOOP SPLICE

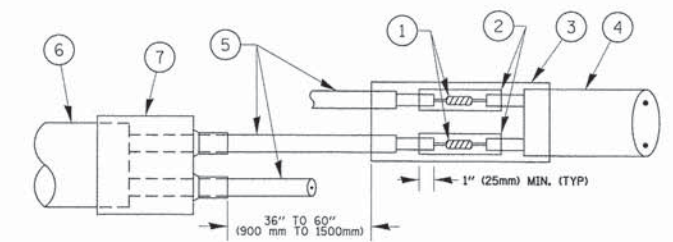


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



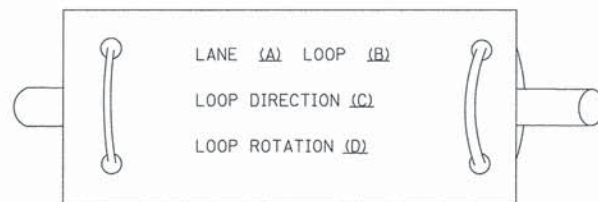
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

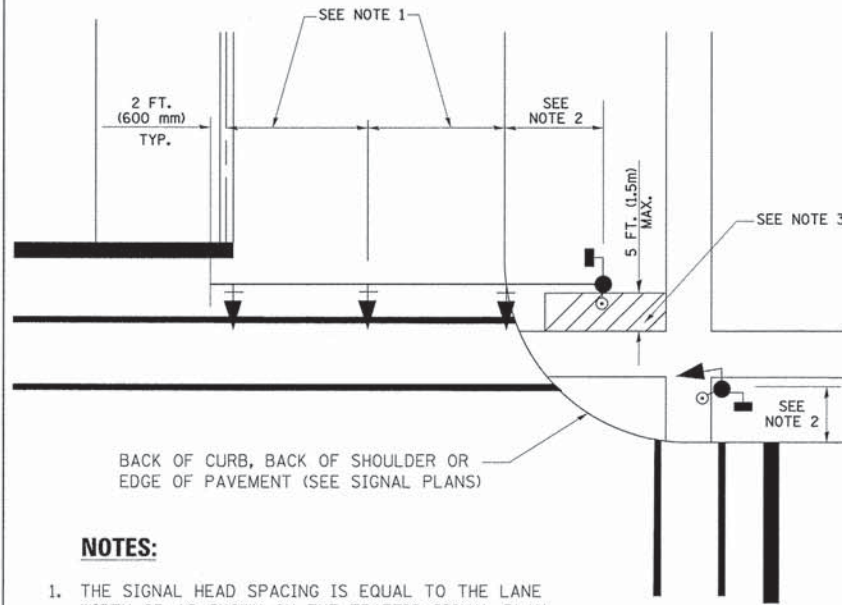
LOOP LEAD-IN CABLE TAG



- 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.

FILE NAME =	USER NAME = Footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\pwsdot\Footemj\ad0188315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.			85	42
		CHECKED - DAD	REVISED -					TS-05		CONTRACT NO.	
		DATE - 10-28-09	REVISED -					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			

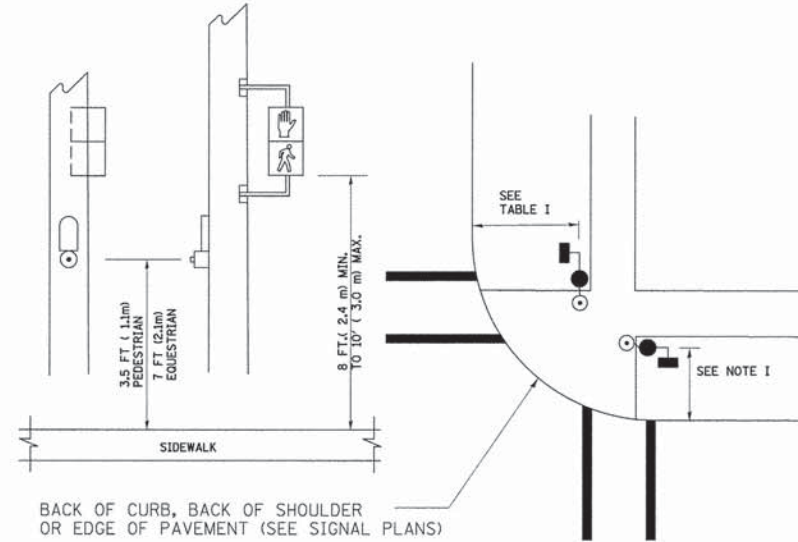
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



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."

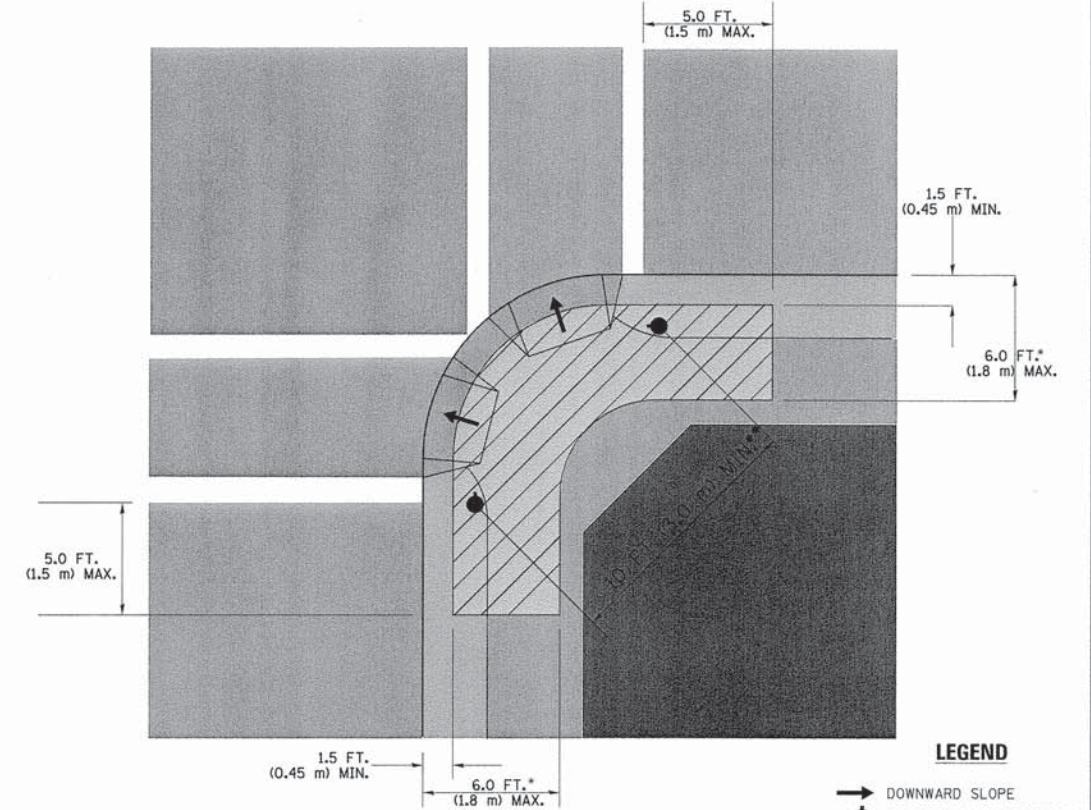
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



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) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

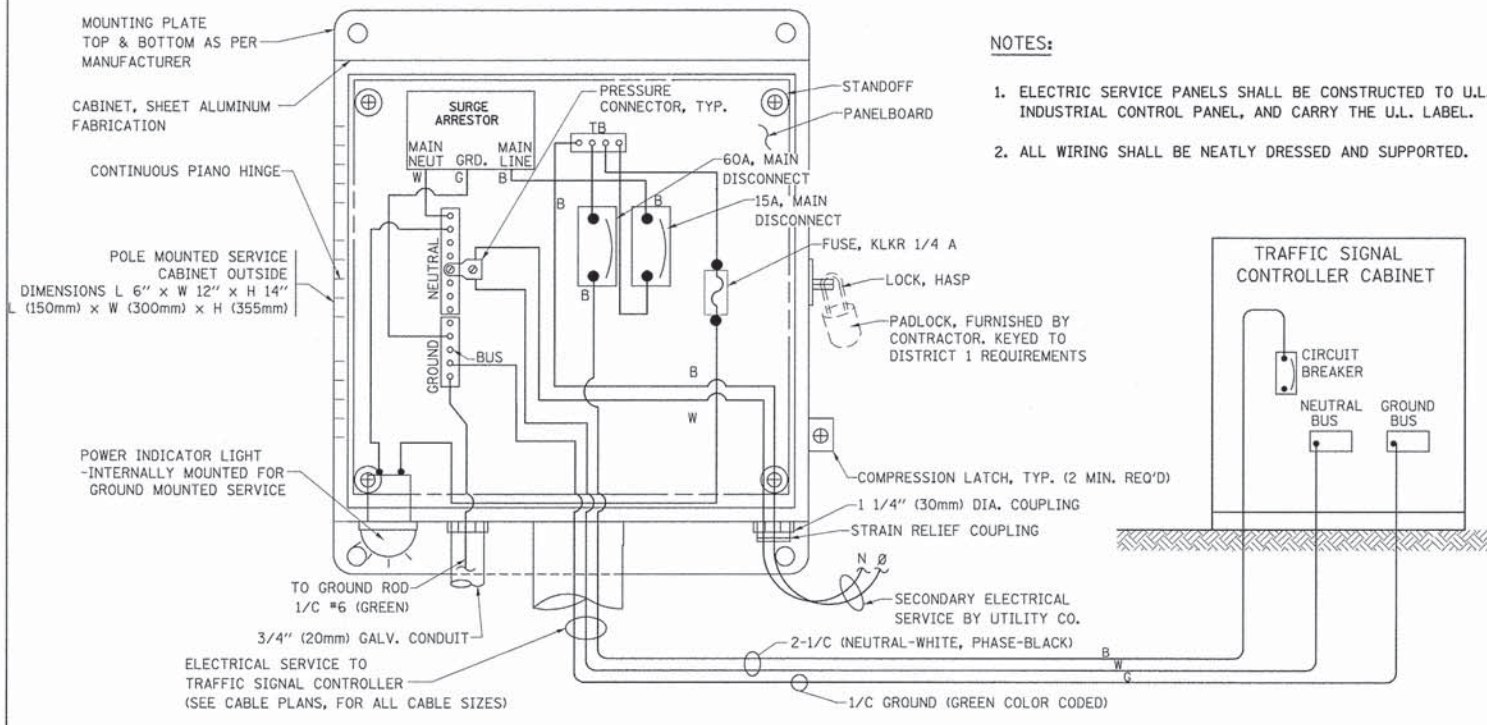
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

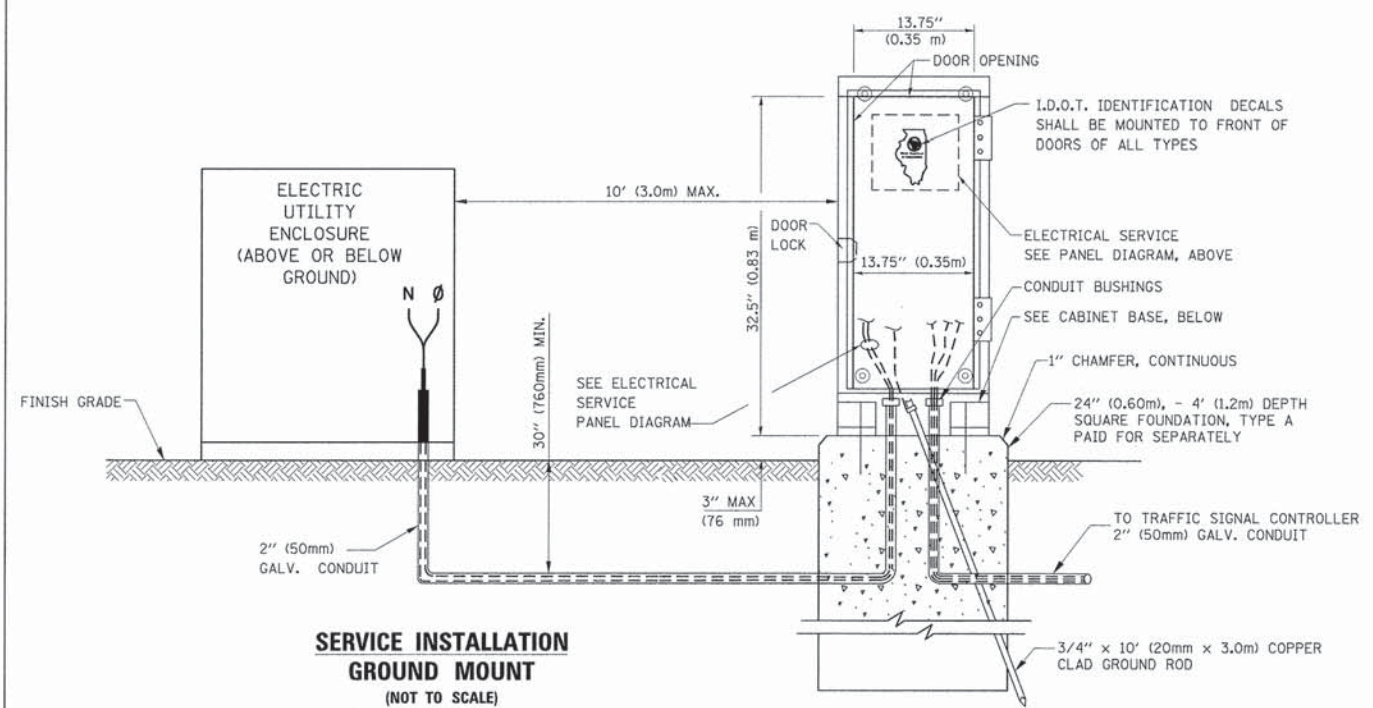
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

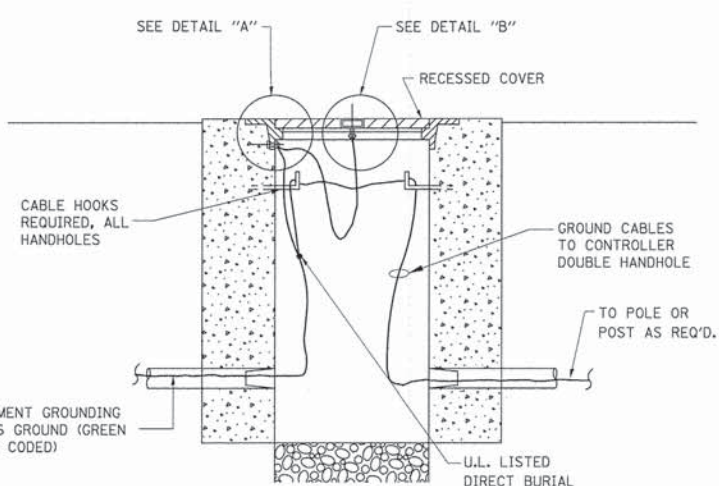
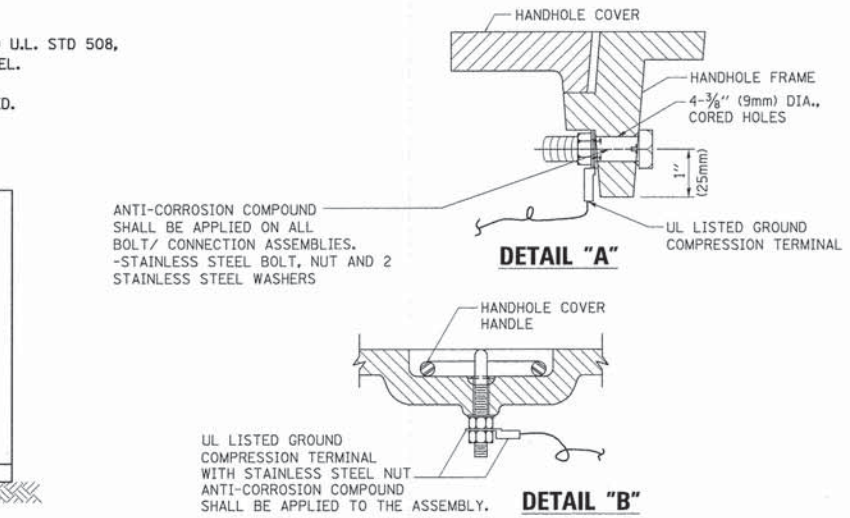
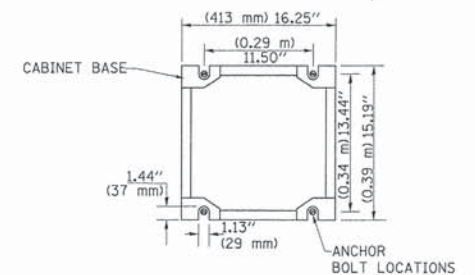
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT 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.



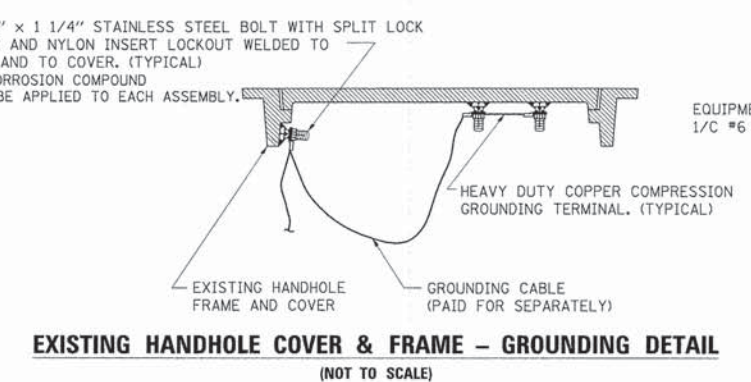
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



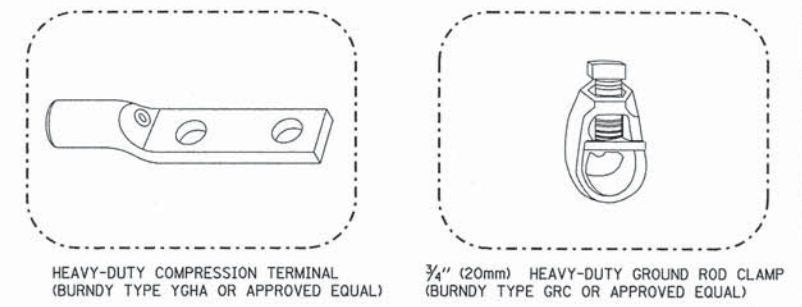
CABINET - BASE BOLT PATTERN (NOT TO SCALE)



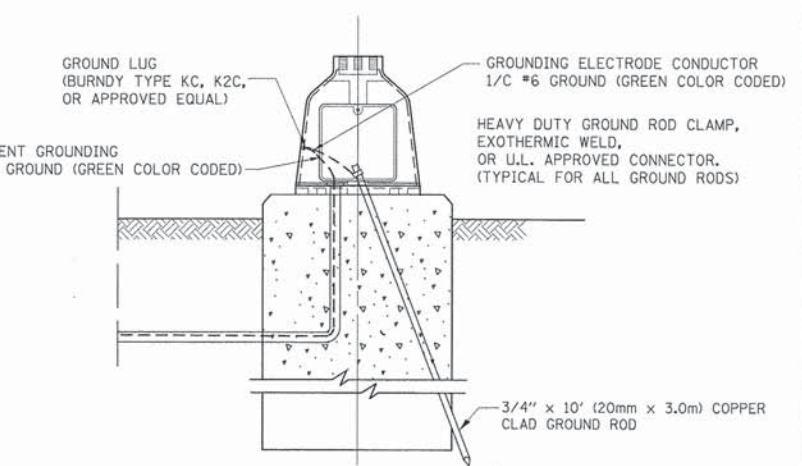
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



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

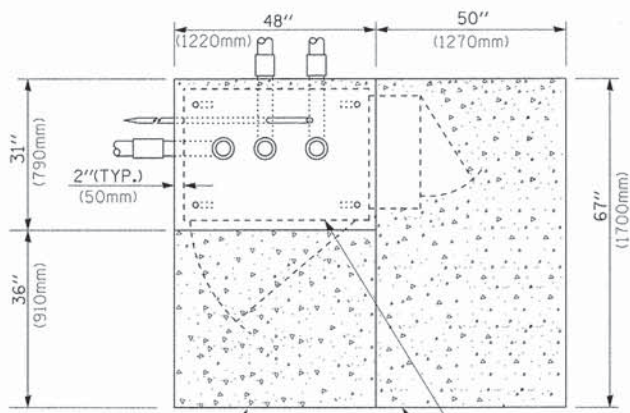


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

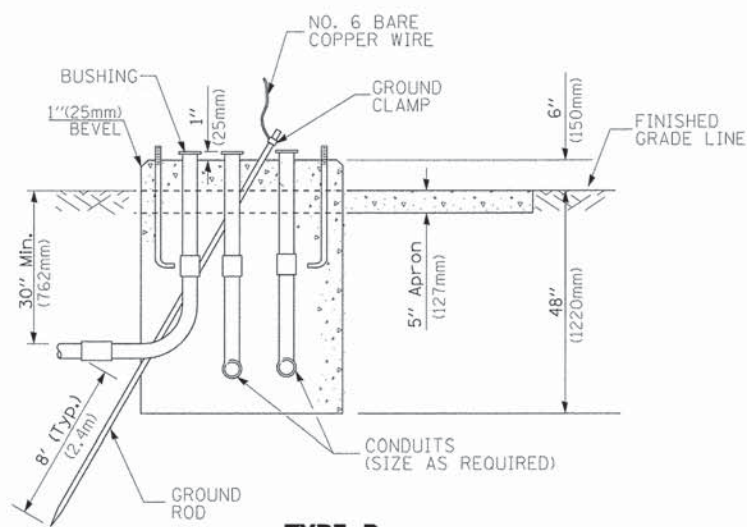


MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

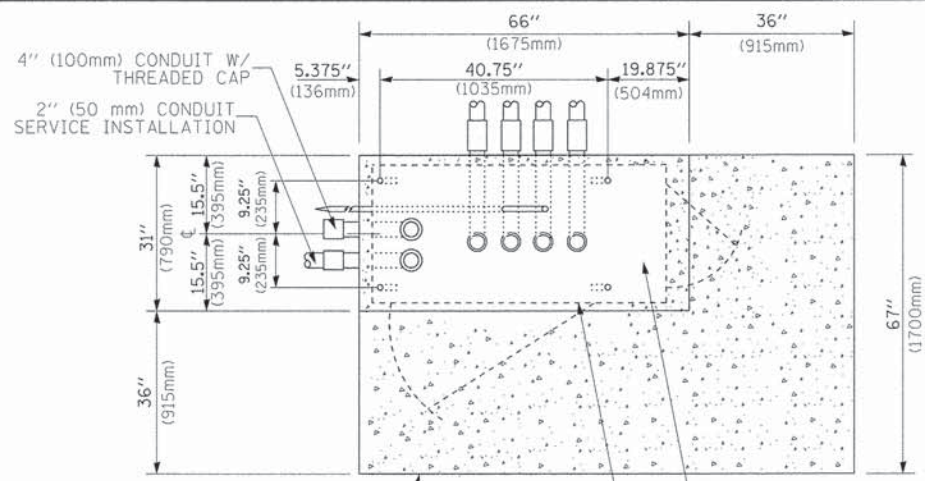
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PLDT SCALE = 50,0000' / 1"	DATE - 10-28-09	REVIS	REVISED -			TS-05	CONTRACT NO.		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		
PLDT DATE = 1/13/2014											



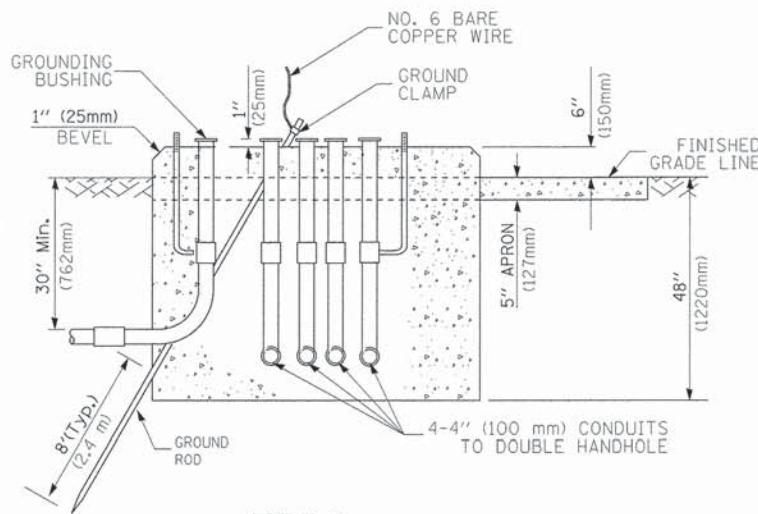
TOP VIEW



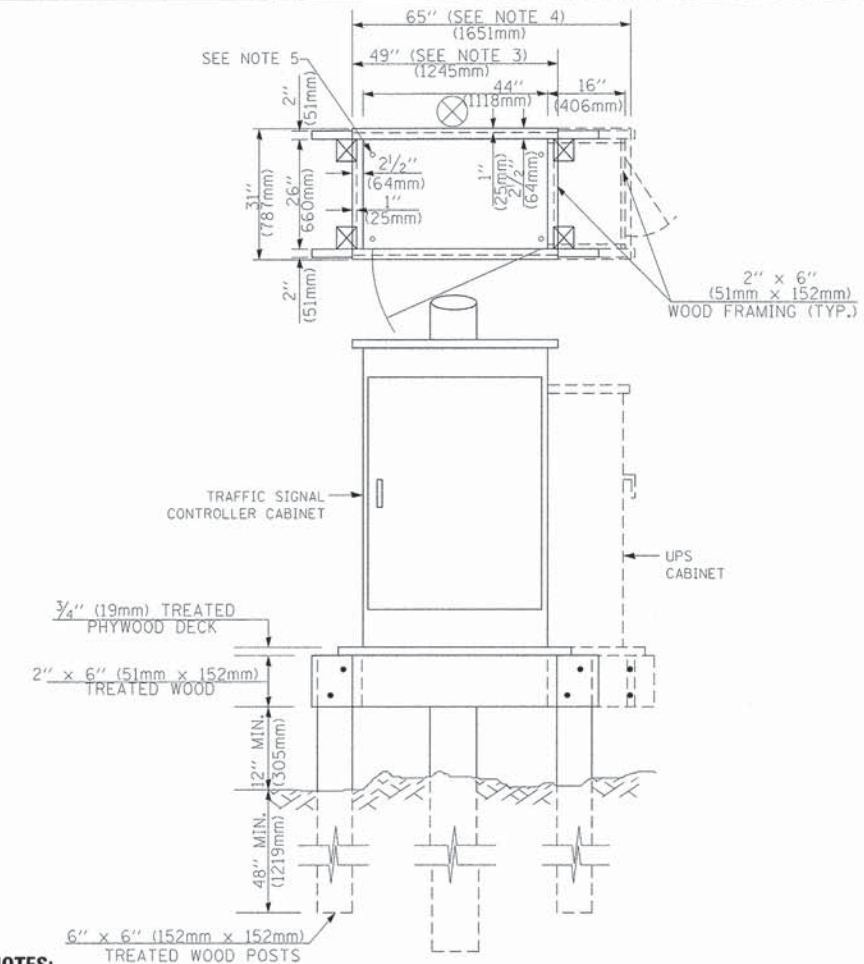
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



TOP VIEW



**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)

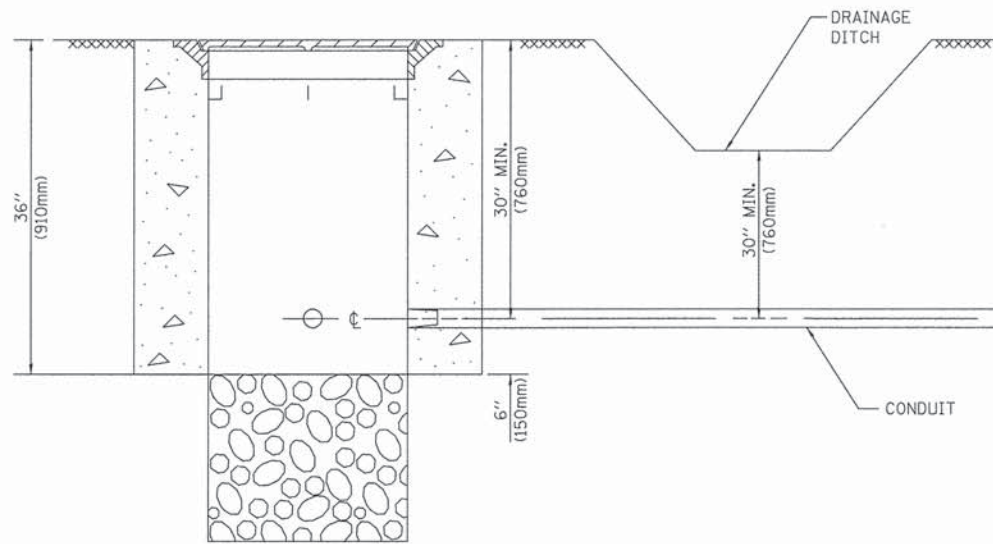
DEPTH OF FOUNDATION

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 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

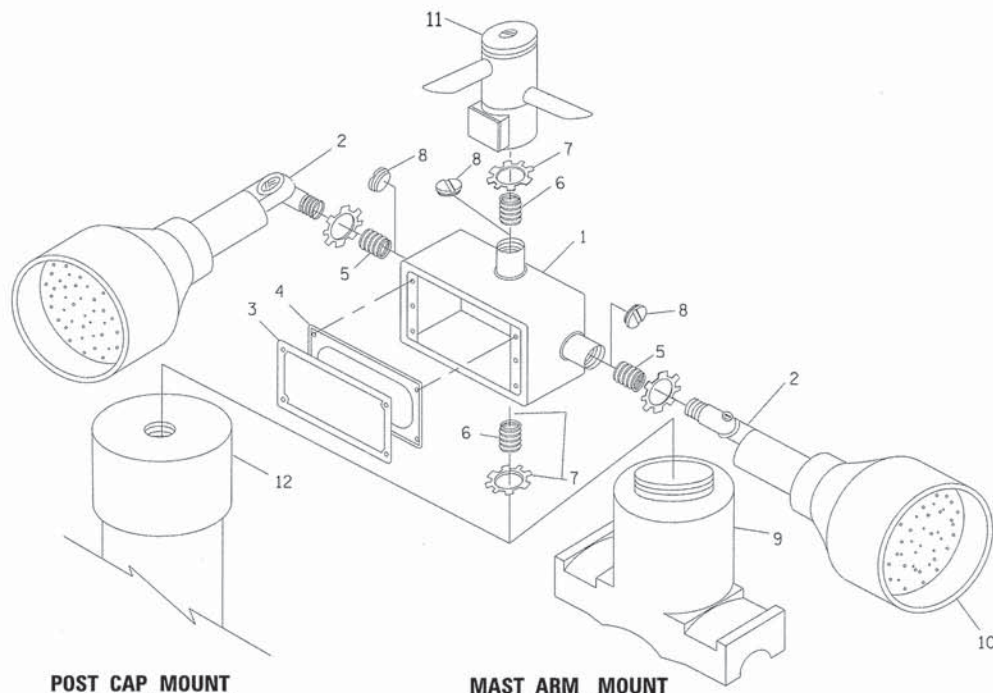
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



NOTES:

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

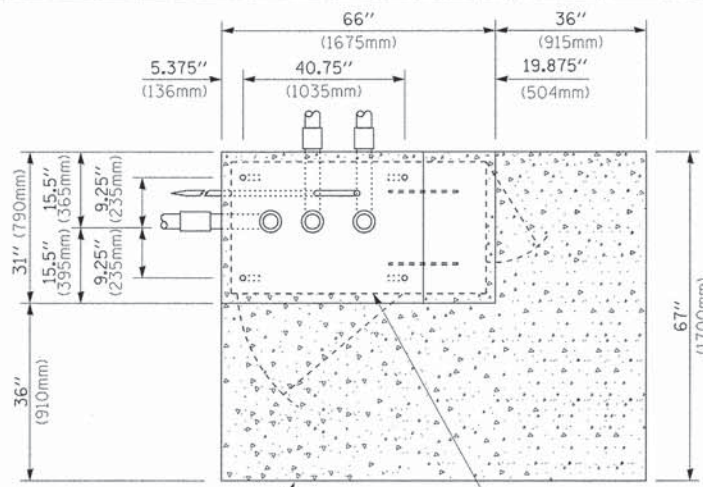
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



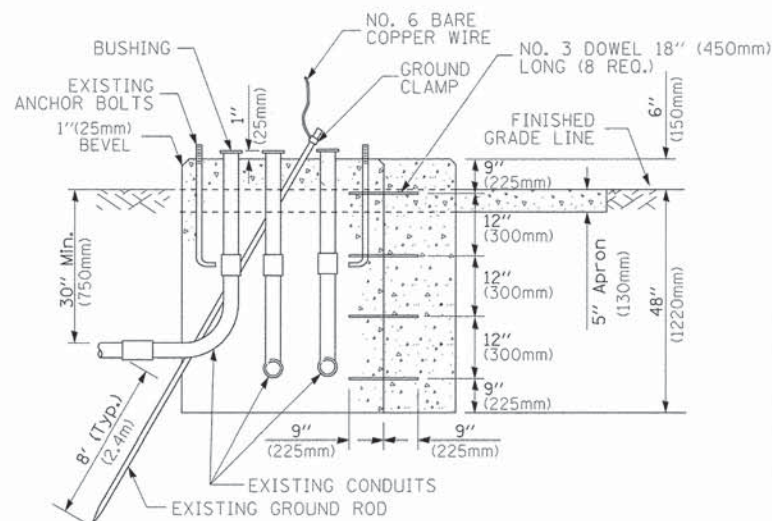
POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)



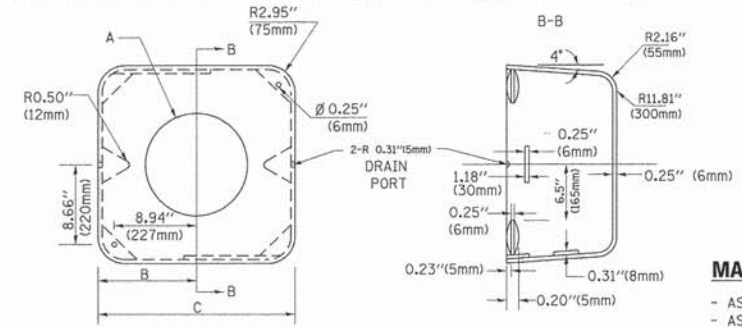
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. 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.



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)	

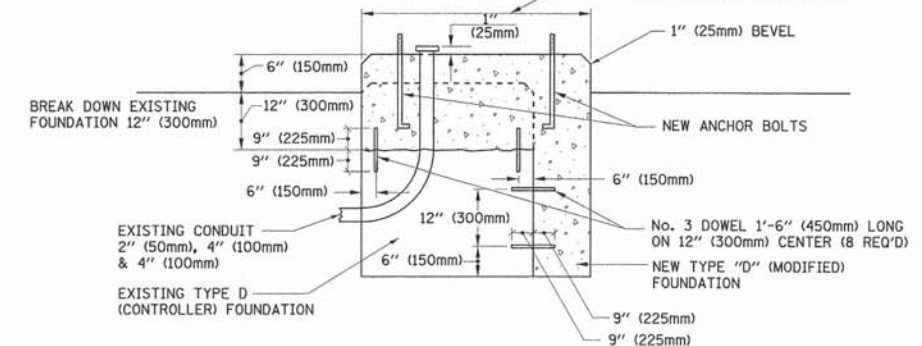
SHROUD

NOTES:

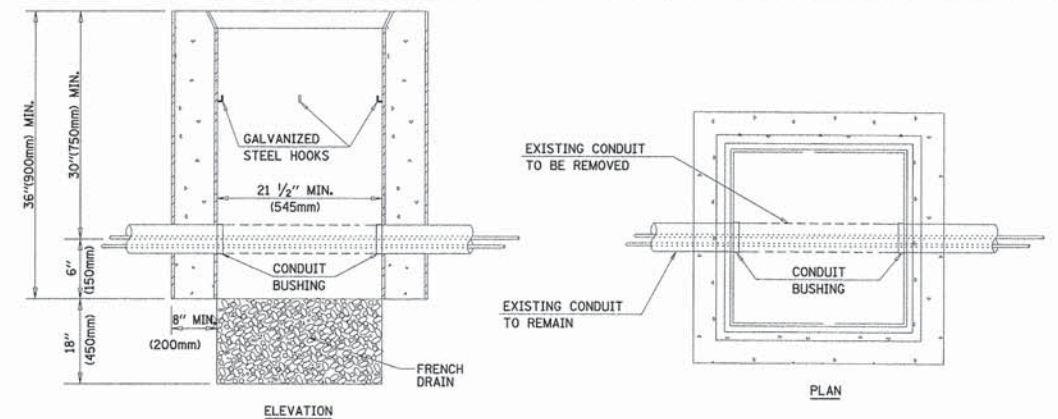
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

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



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

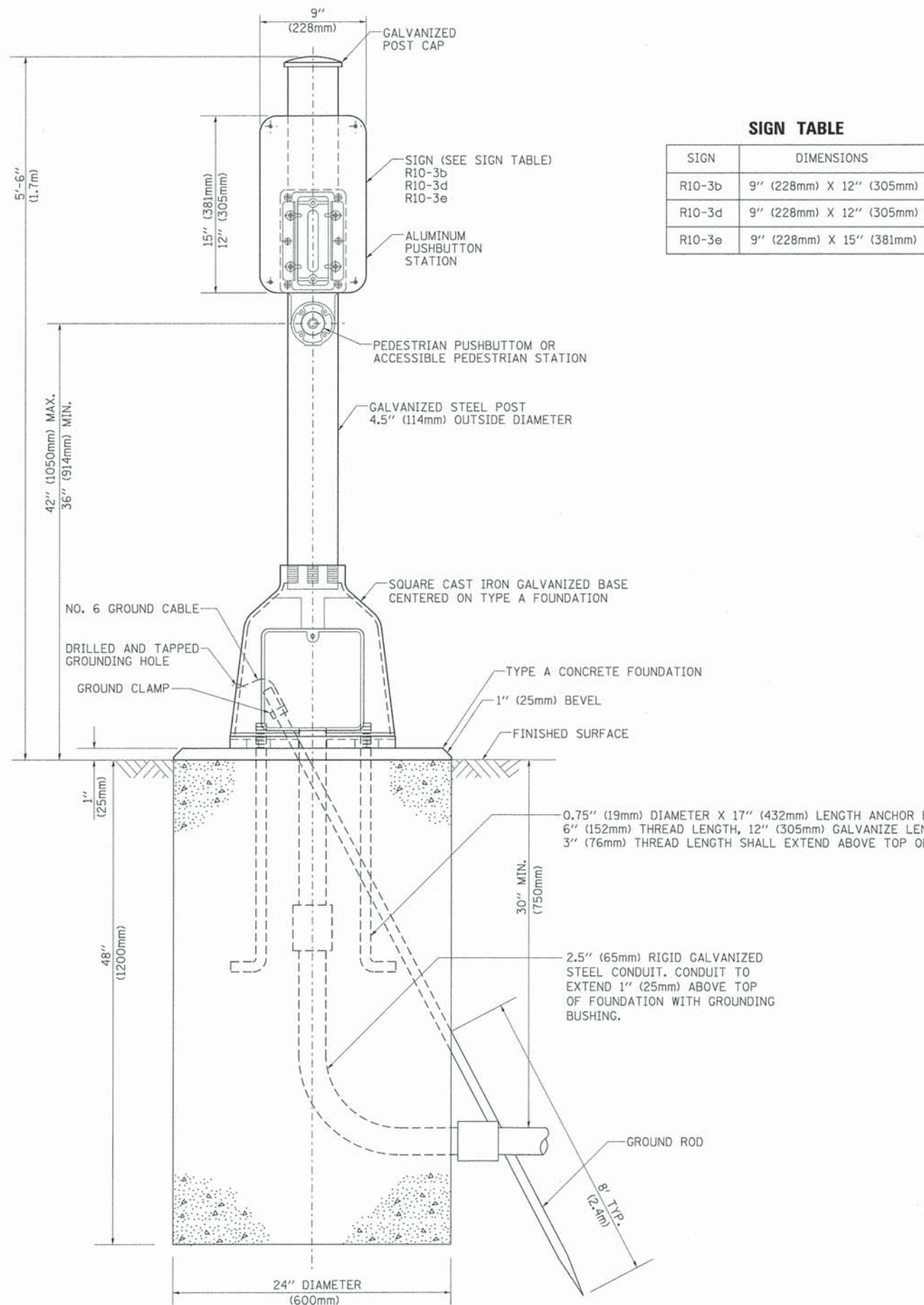
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	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

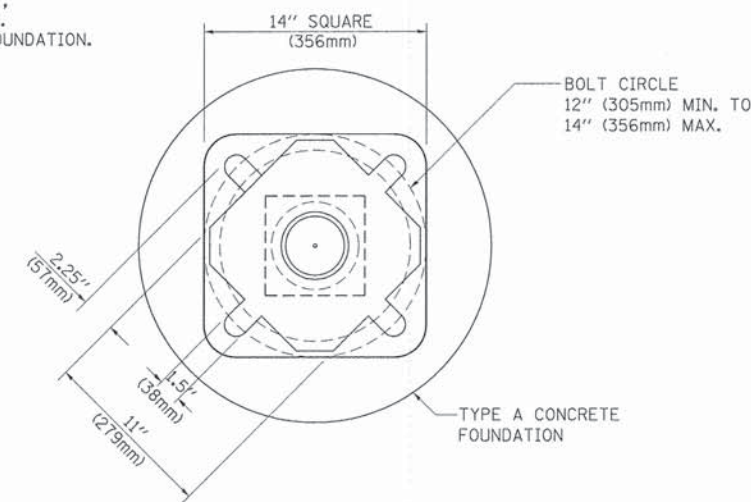
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05		85	46
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO.	



SIGN TABLE

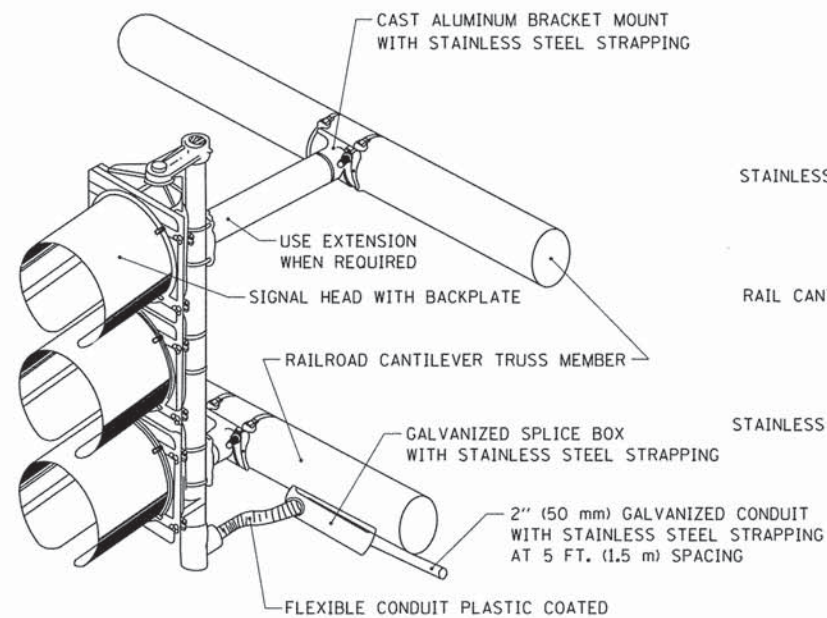
SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



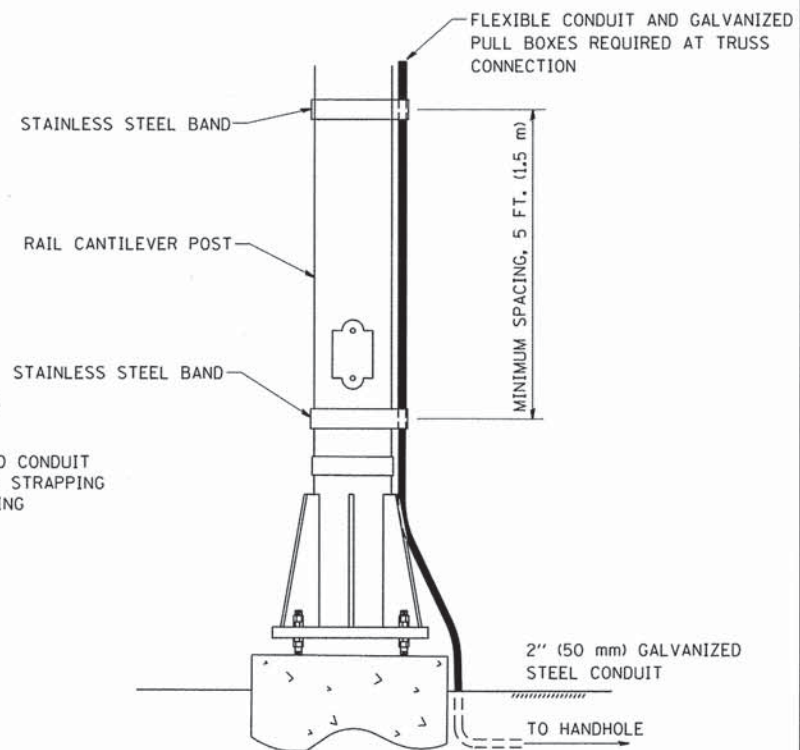
BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

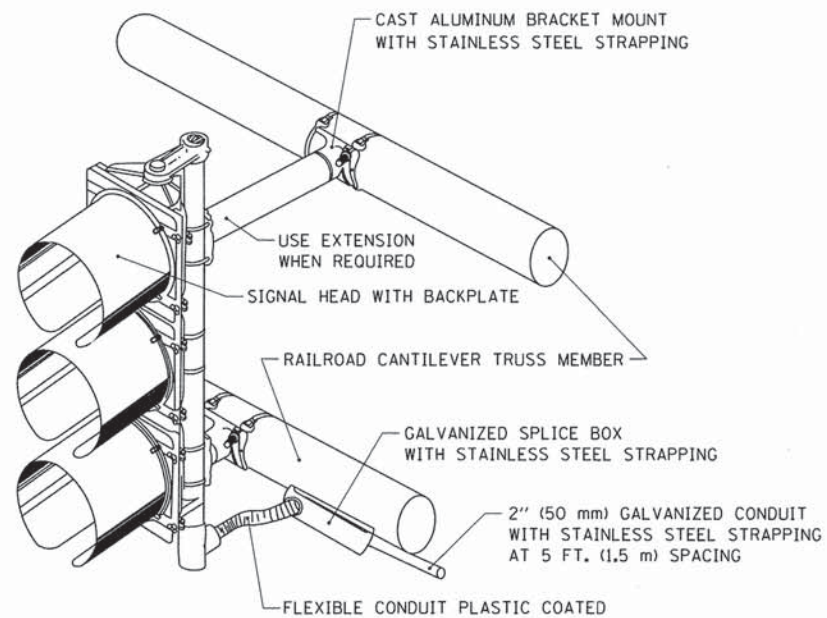
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PLOT SCALE = 50.0000' / in.	DATE - 10/1/2012	REVISED -	REVISED -			85	47			
PLOT DATE = 1/13/2014	REVISED -	REVISED -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA. TO STA.			



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

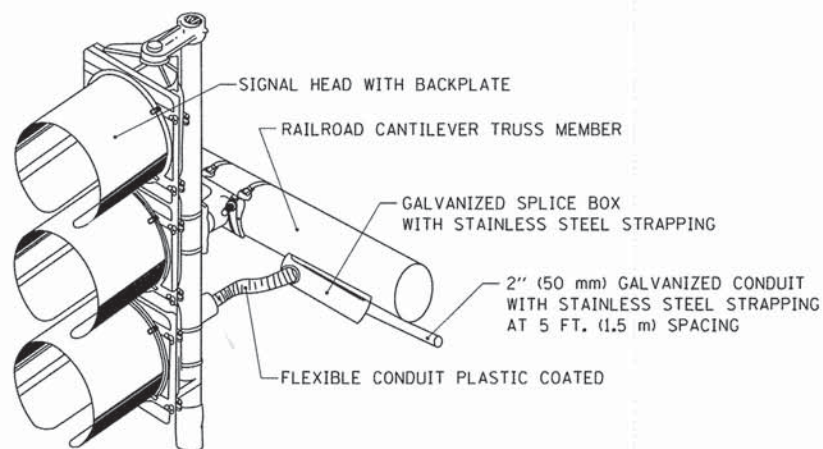


SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL



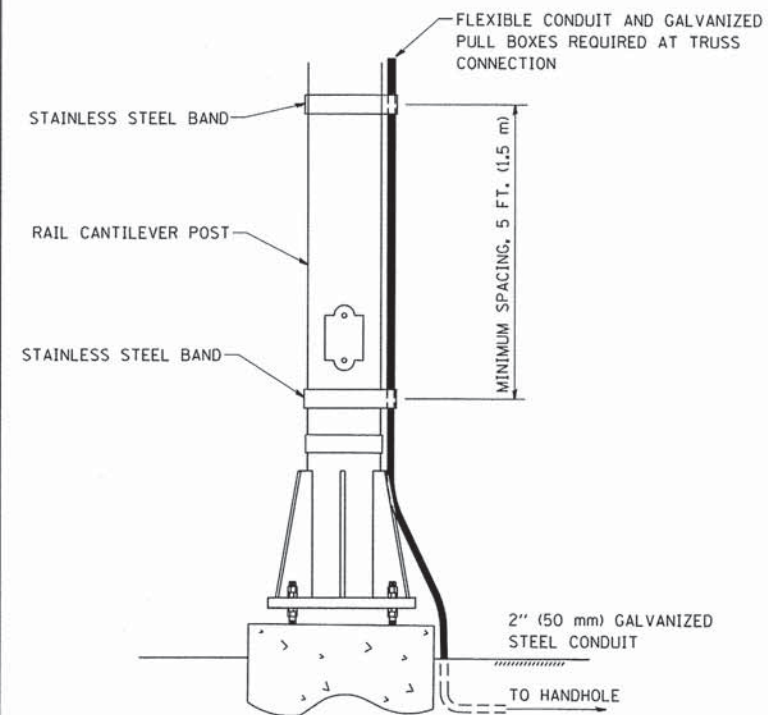
NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

FILE NAME = W:\dststd\22x34\ts06.dgn

USER NAME = geglienabt

DESIGNED - REVISED - 06-19-14

DRAWN - REVISED -

PLOT SCALE = 50,0000 ' / IN.

CHECKED - REVISED -

PLOT DATE = 1/4/2008

DATE - REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

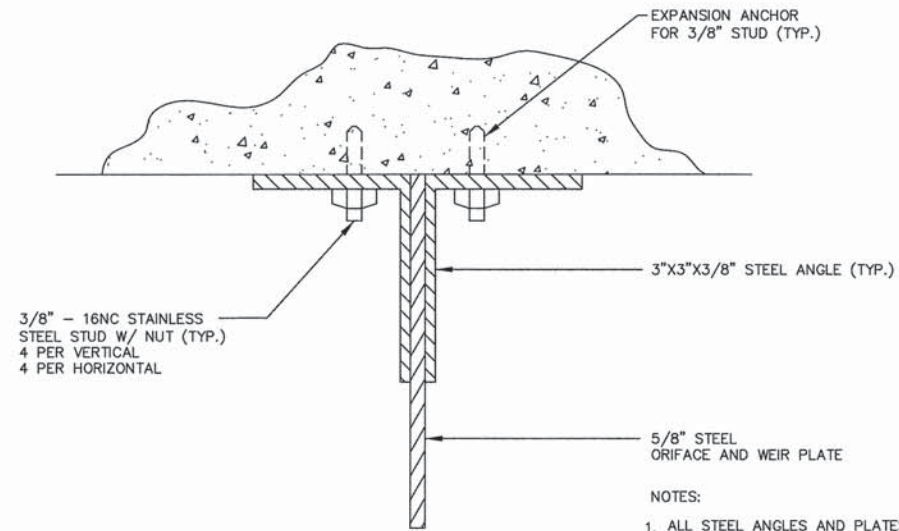
RAILROAD CANTILEVER
SIGNAL HEAD MOUNTING DETAIL

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	47A
TS-06			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

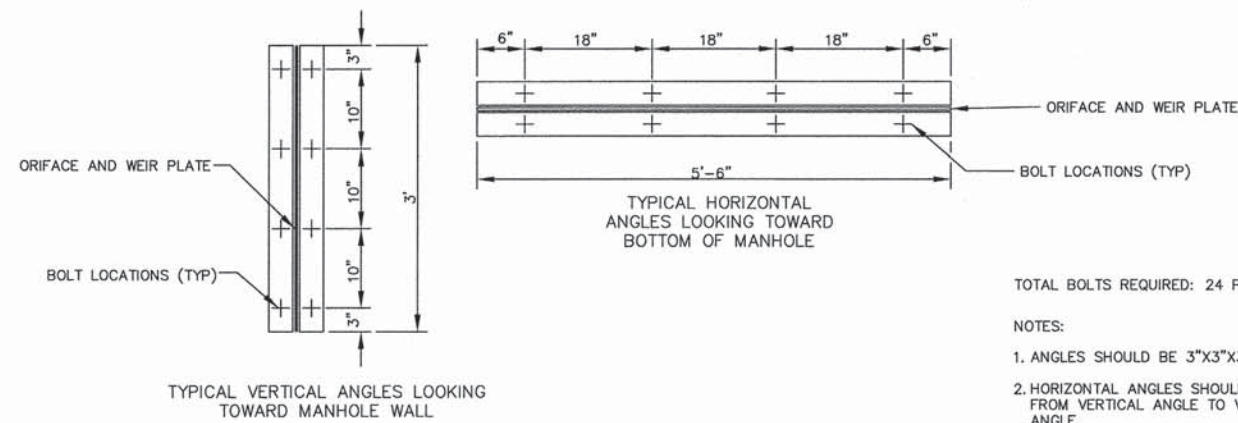
MANHOLE, WITH RESTRICTOR PLATE

STA. 57+38



ANGLE FASTENER DETAIL

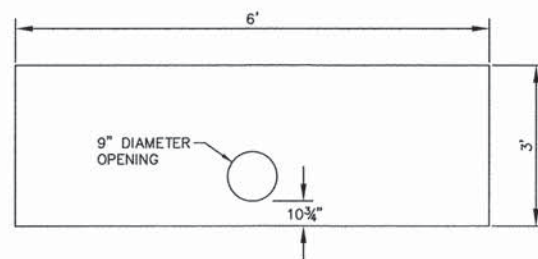
- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE WITH RESTRICTOR PLATE.



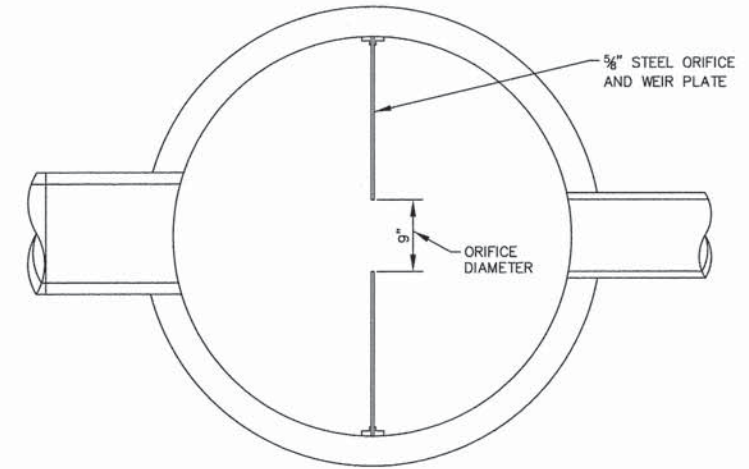
TOTAL BOLTS REQUIRED: 24 PER MANHOLE

- NOTES:
1. ANGLES SHOULD BE 3"x3"x3/8"
 2. HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

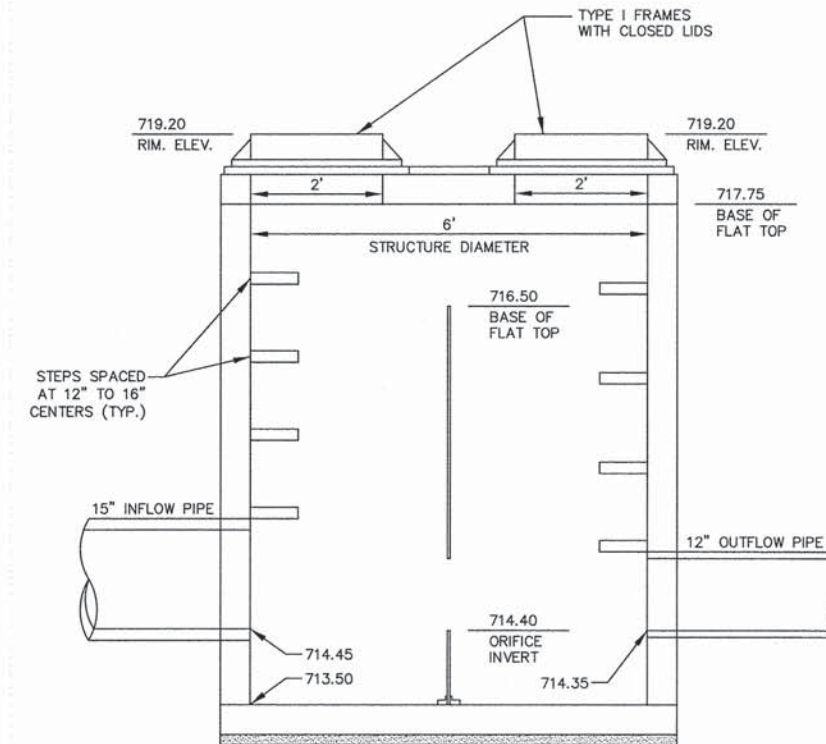
STEEL ANGLE BOLTING DETAILS



ORIFACE AND WEIR PLATE DETAILS

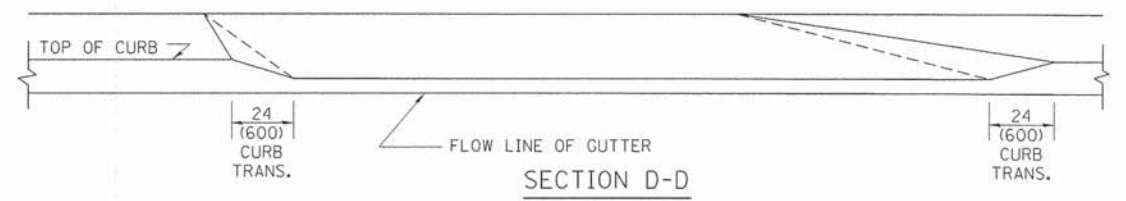
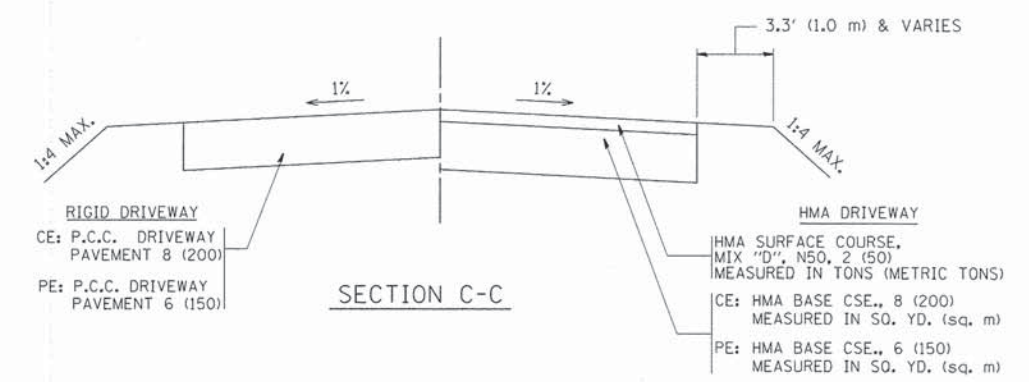
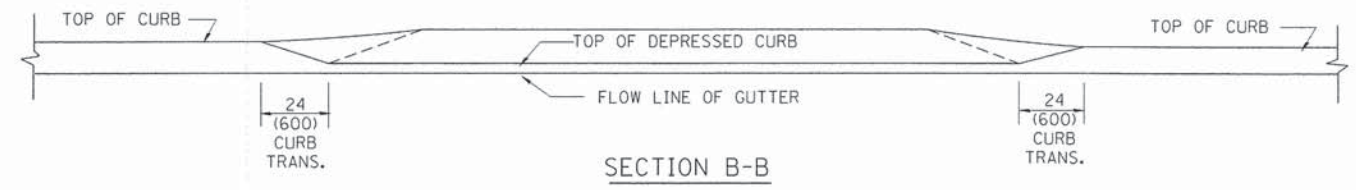
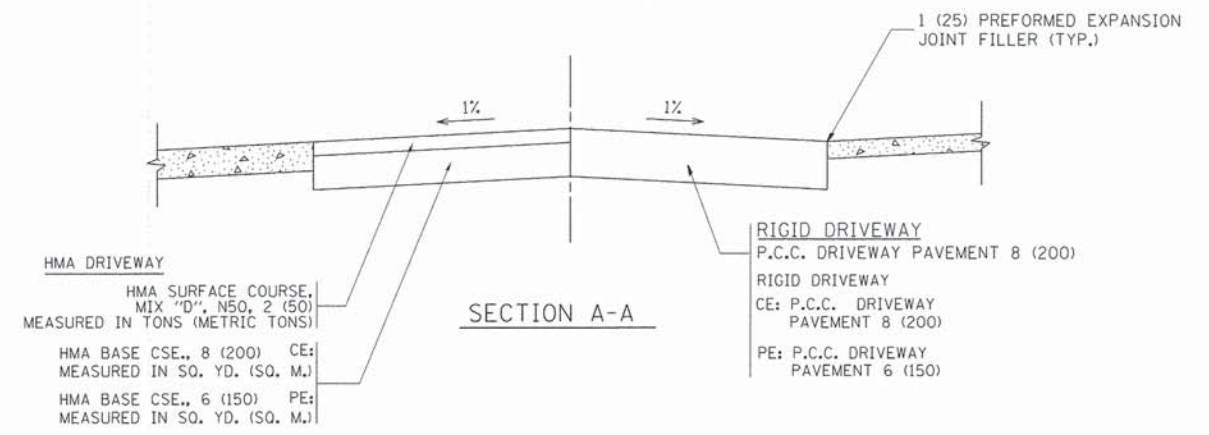
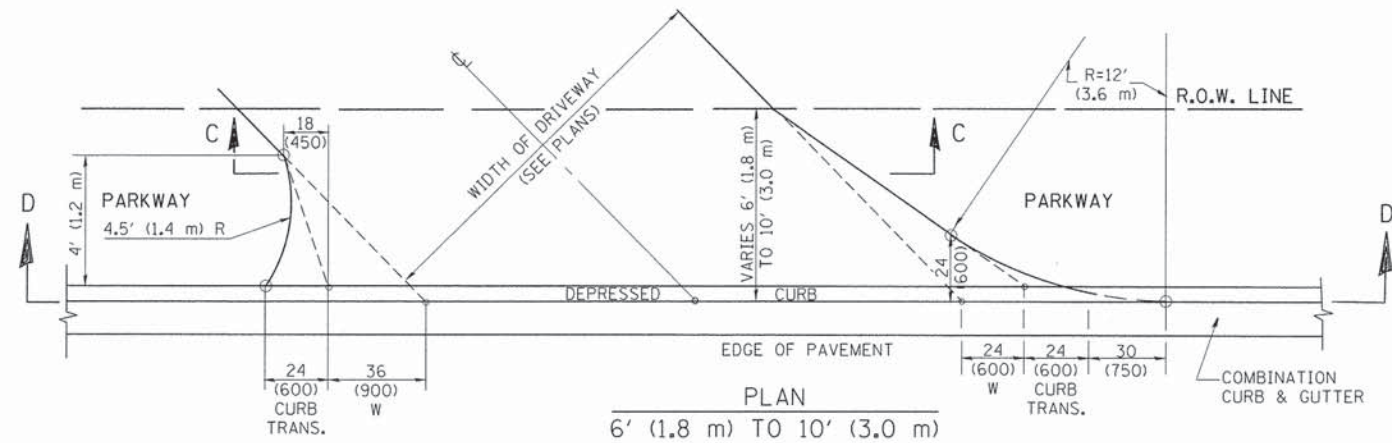
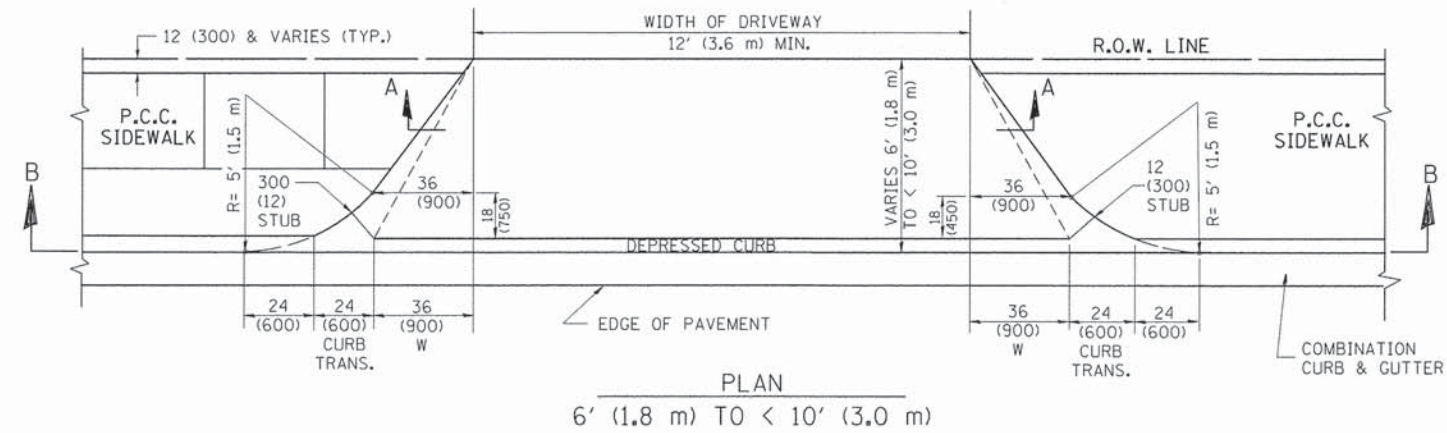
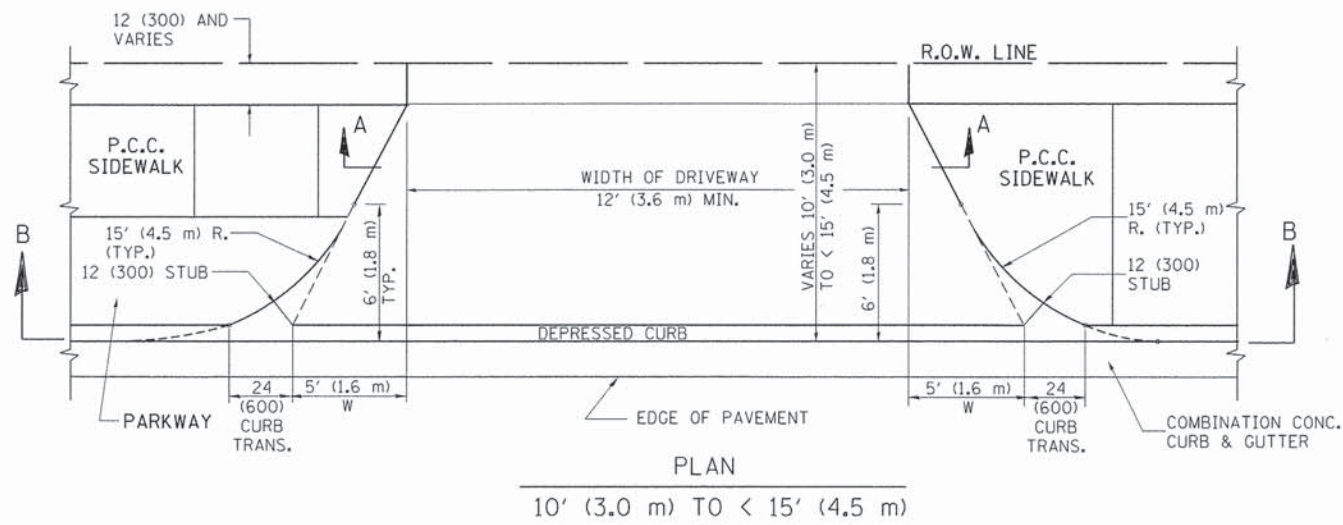


PLAN



SECTION

FILE NAME =	USER NAME = #USER#	DESIGNED - DAY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\080201\cod\phase 2\dug\080201-sht-de	0811.dgn	DRAWN - AC	REVISED -					3512	08-00185-01-FP	COOK	85	50
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	PLOT DATE = 6/26/2014	DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT							



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

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

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

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

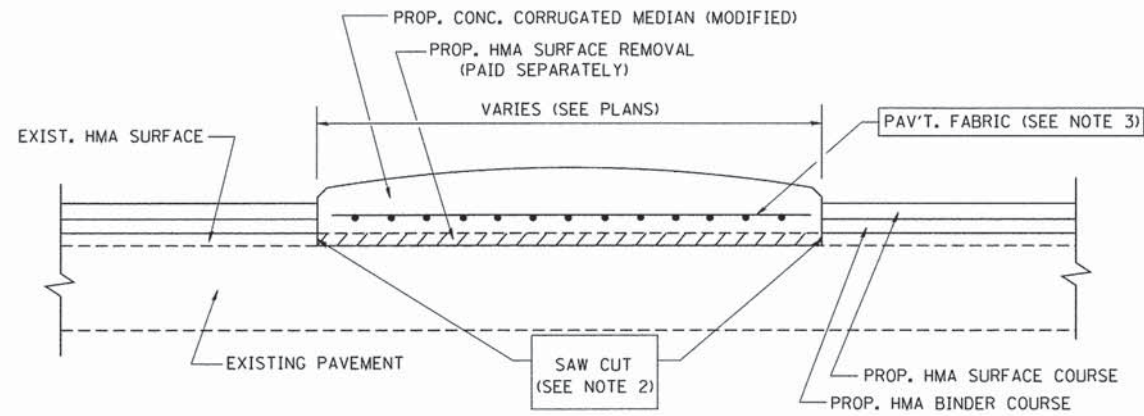
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = lrysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
ca:\pwork\pwork\lrysa\d0108315\bd02.dgn		DRAWN -	REVISED - P. LOFLEUR 04-15-03
	PLOT SCALE = 50,0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA. TO STA.	

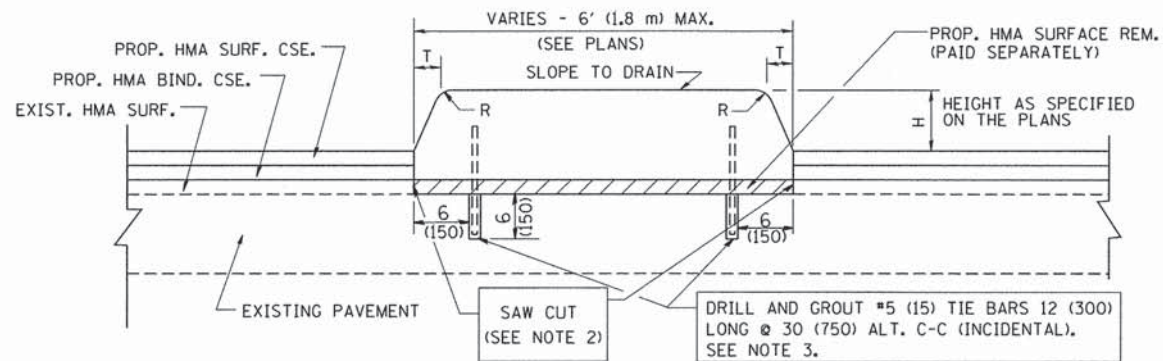
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	51
BD400-02 (BD-02)			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
 3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
 3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS Ø 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

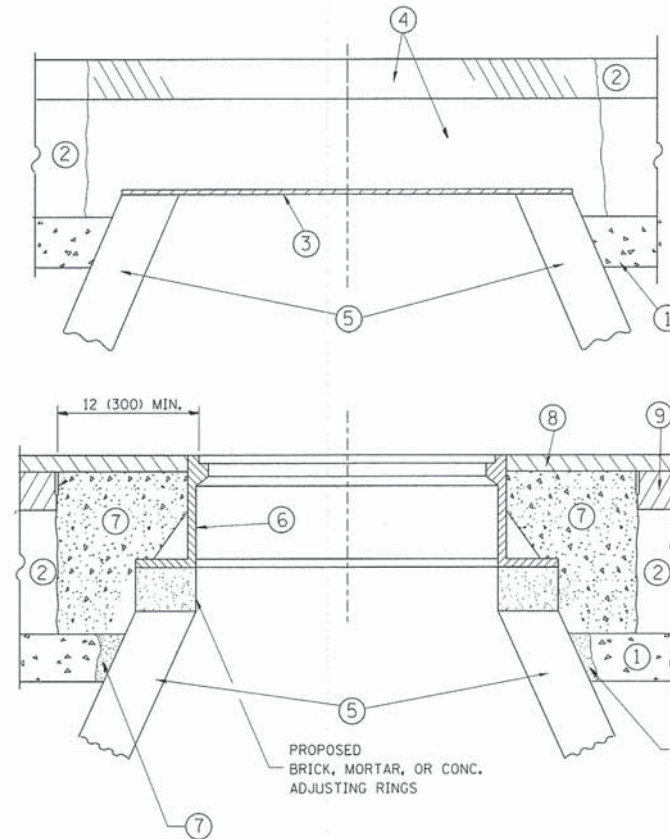
H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

**DETAILS FOR CONCRETE MEDIAN
TYPE SB (DOWELLED)**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

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

FILE NAME = W:\diststd\22x34\bd05.dgn	USER NAME = geglionobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. SHAH 10-25-94		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	3512	08-00185-01-FP	COOK	85	52
		CHECKED -	REVISED - E. GOMEZ 08-28-00						BD600-02 (BD-5)		CONTRACT NO. 63865		
		DATE - 05-14-90	REVISED - R. BORO 01-01-07						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS 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.

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

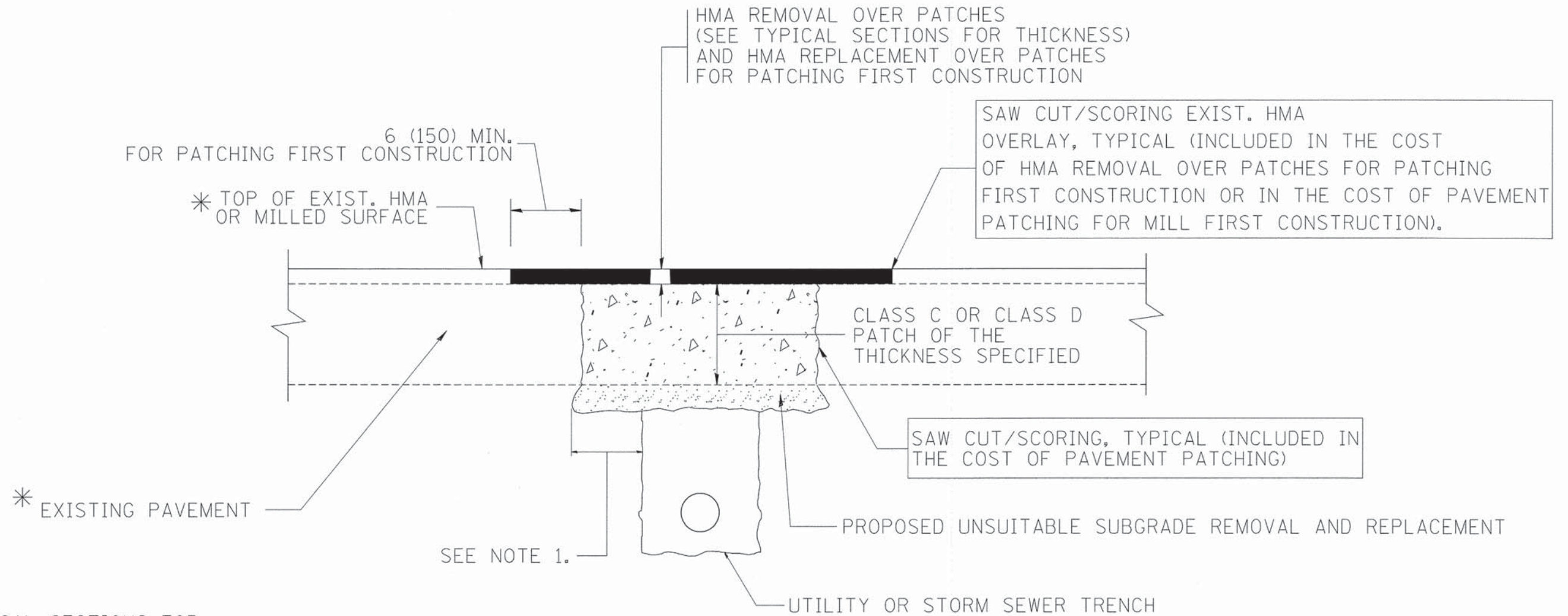
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		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**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.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	53
BD600-03 (BD-8)			CONTRACT NO. 63865	
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)

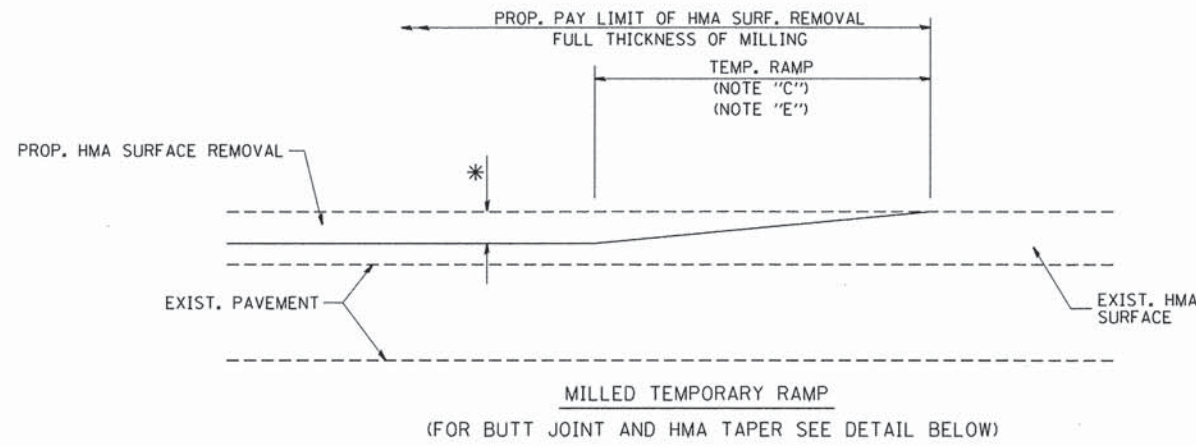
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

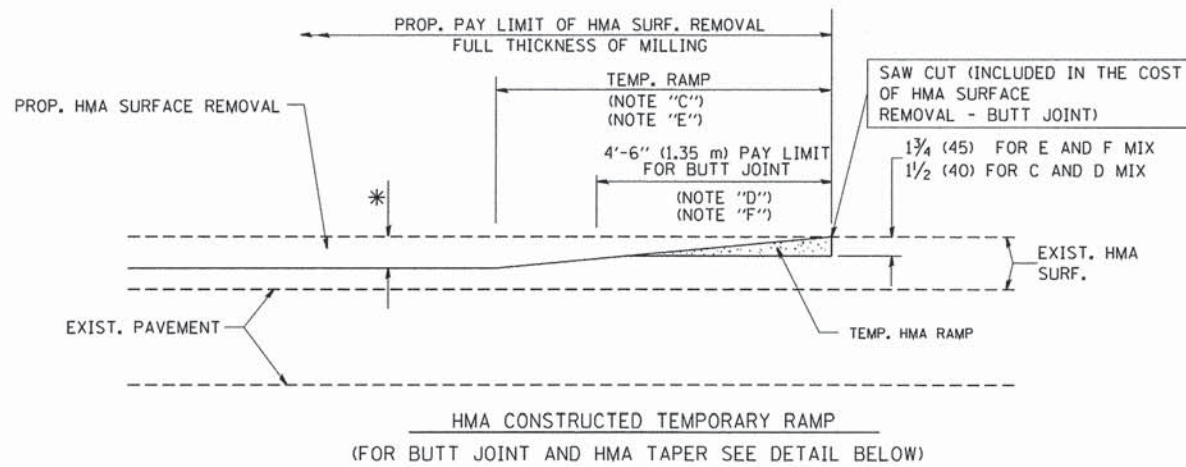
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

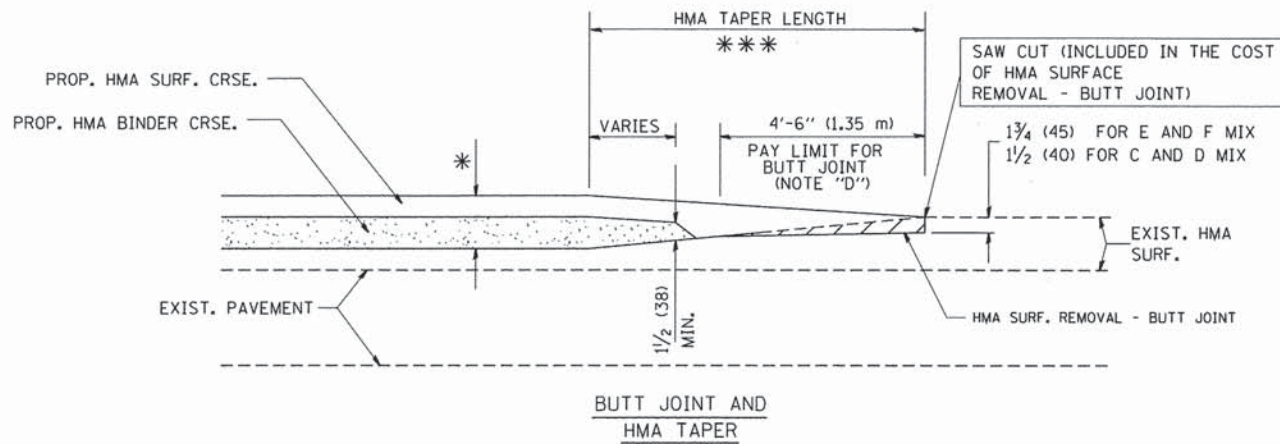
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		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	3512	08-00185-01-FP	COOK	85	54
		PLOT SCALE = 50,000 "/ IN.	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)		CONTRACT NO. 63865						
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



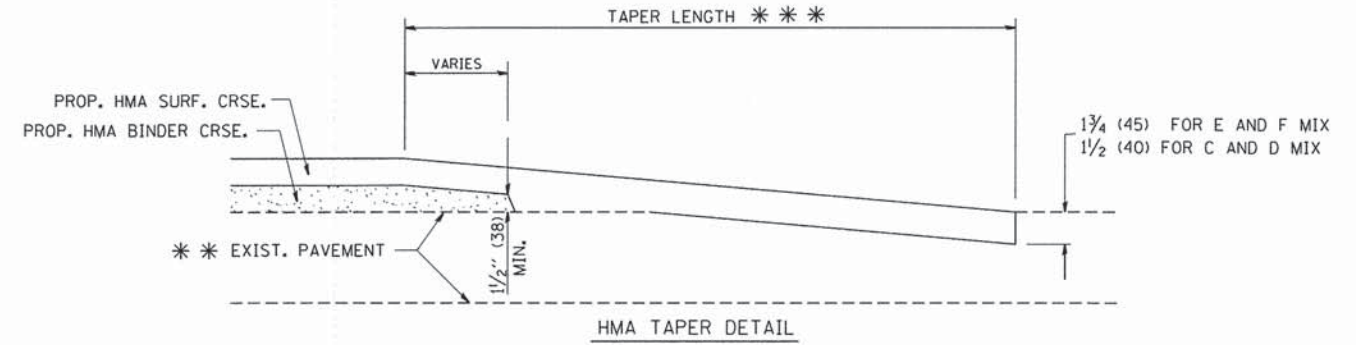
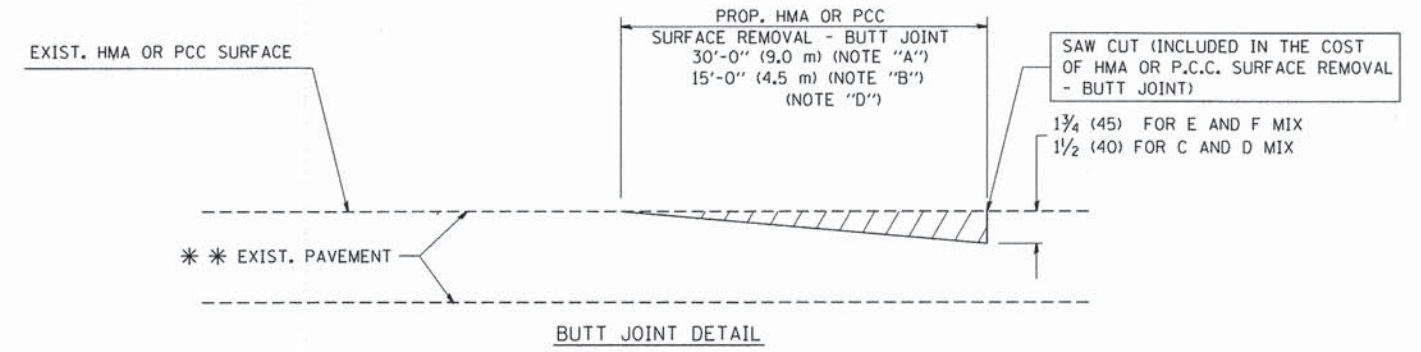
OPTION 1



**OPTION 2
TYPICAL TEMPORARY RAMP**



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



**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.

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PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

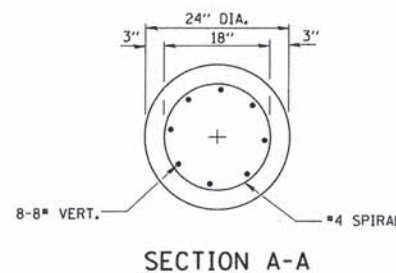
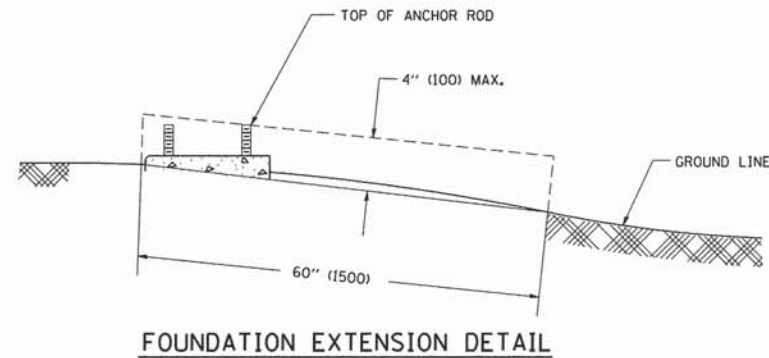
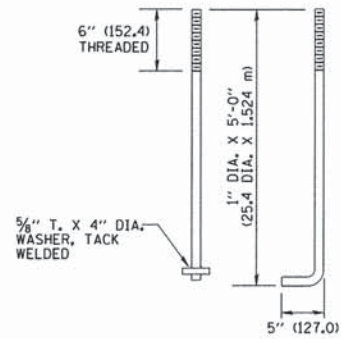
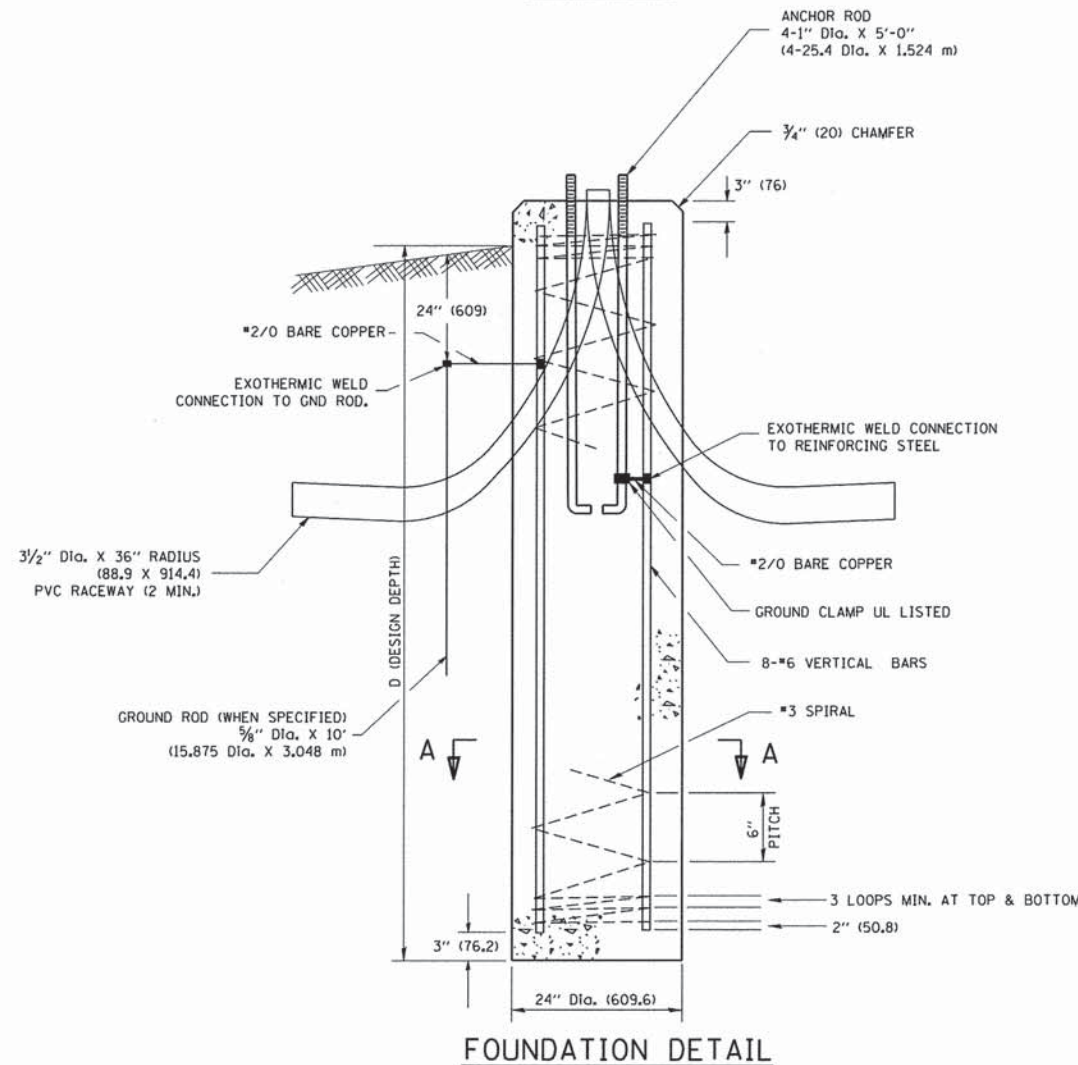
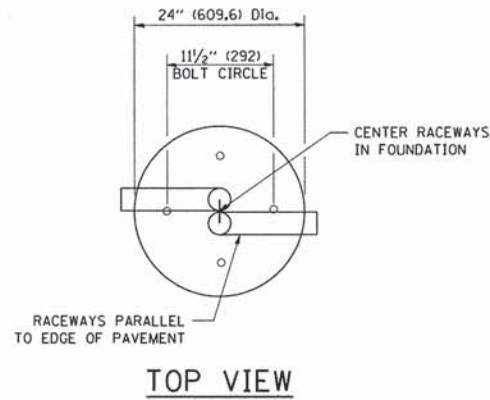
**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	55
BD400-05 BD32			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

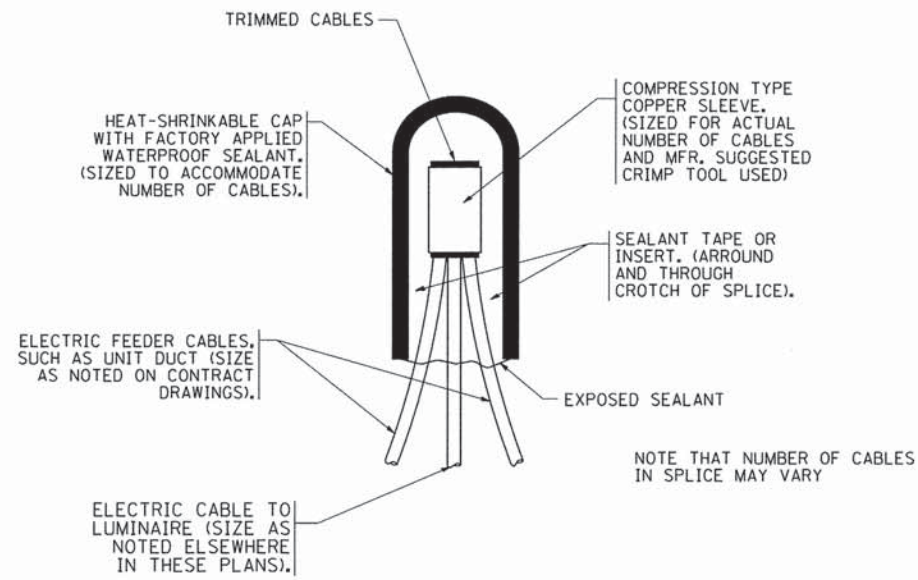
LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SO. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SO. FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SO. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



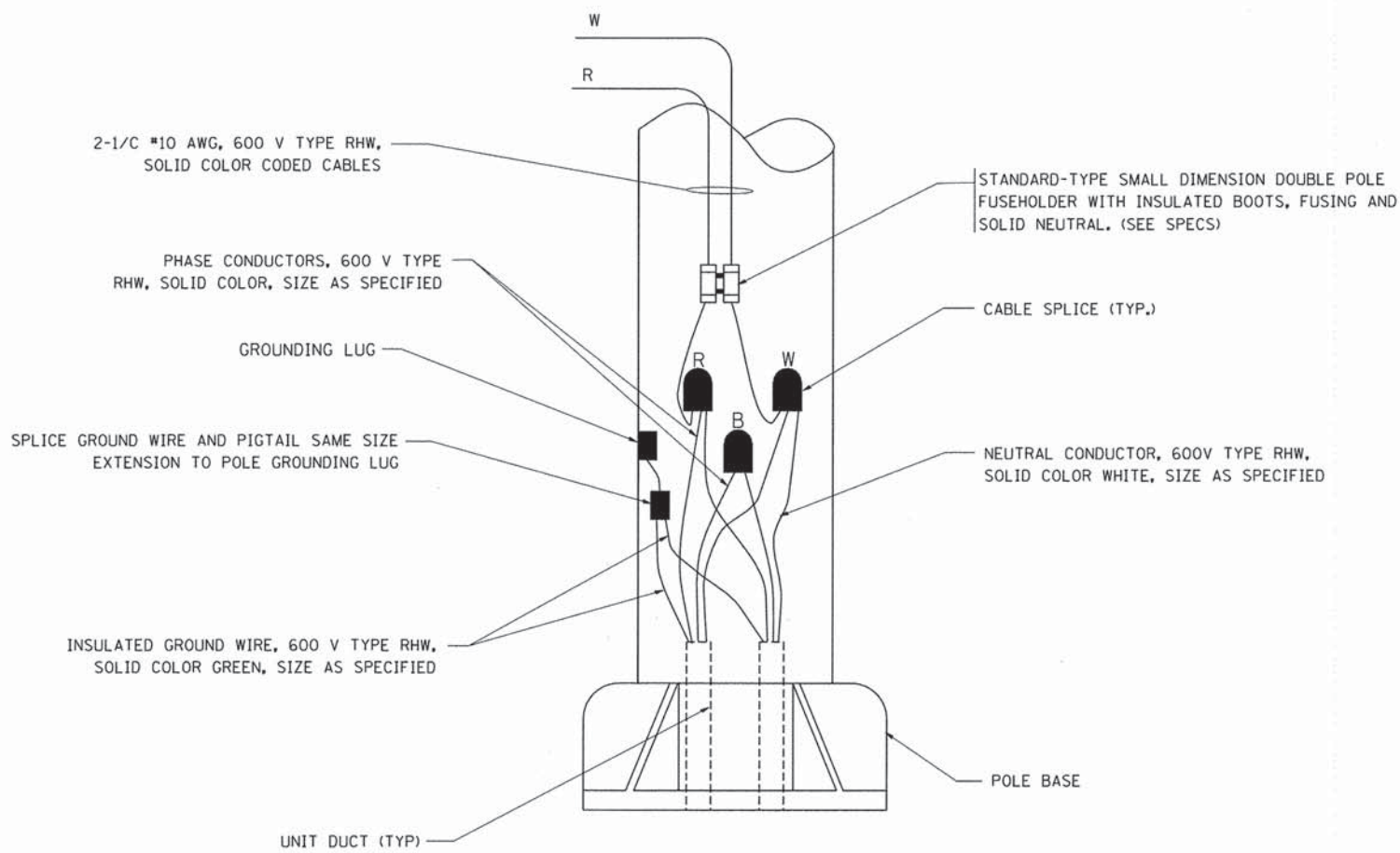
NOTES

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



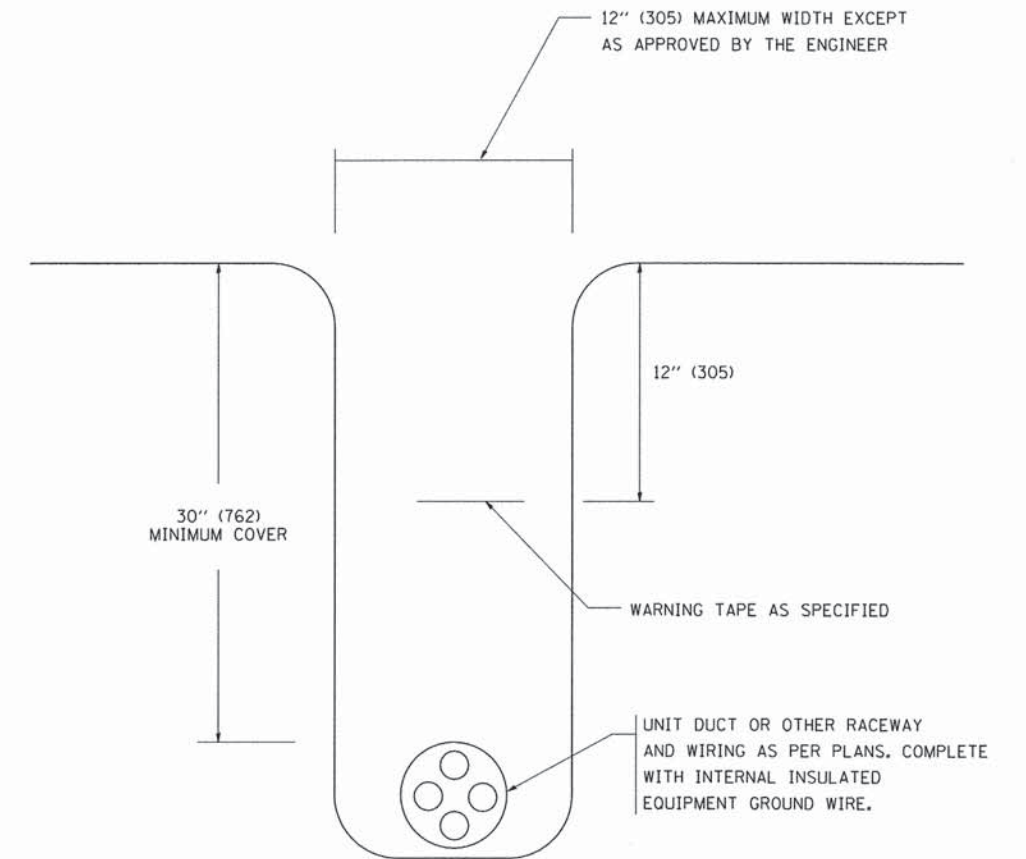
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

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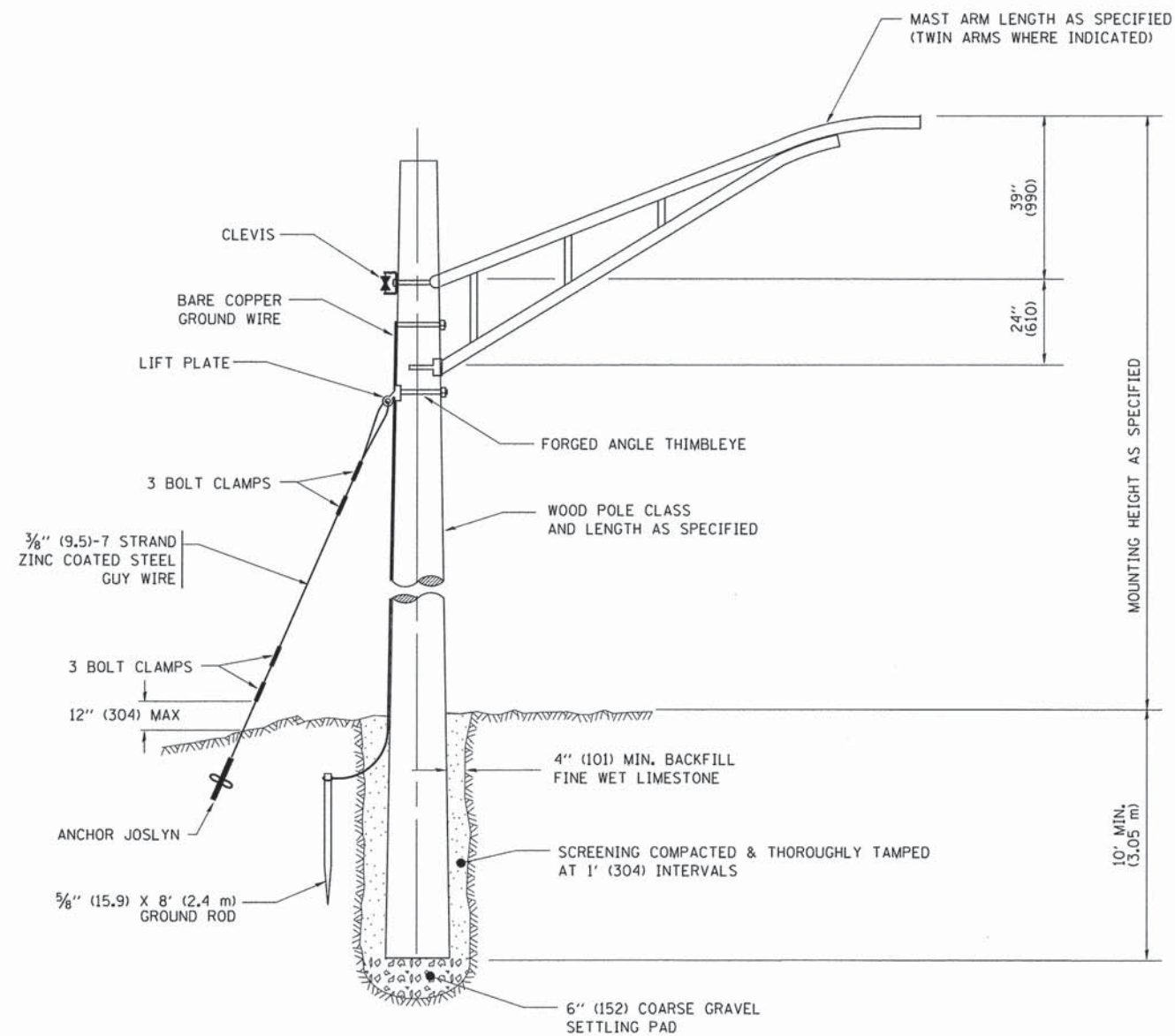
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DRAWN -	REVISED - 06-19-14
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

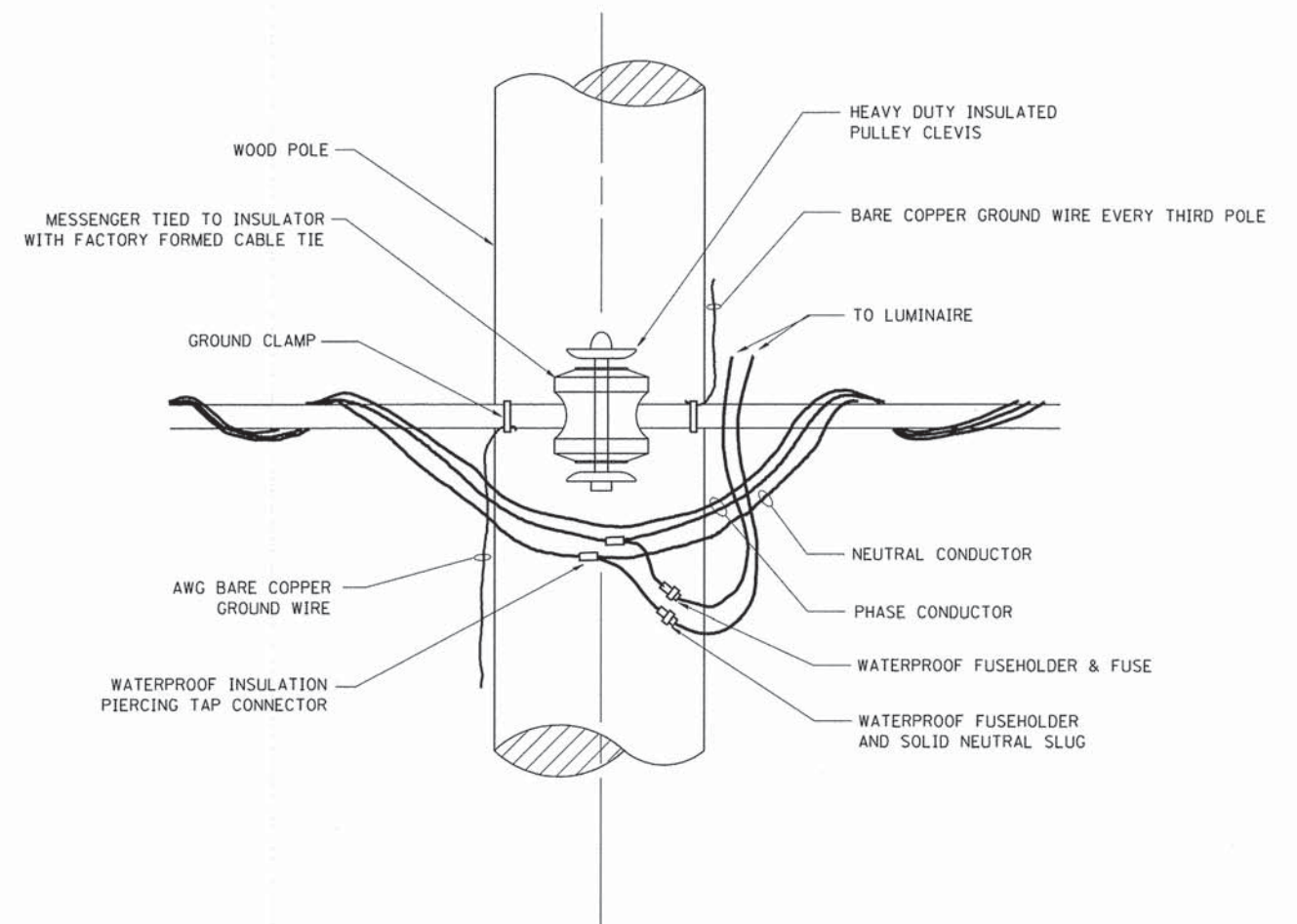
**MISC. ELECTRICAL DETAILS
 SHEET A**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	57
BE-702			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL

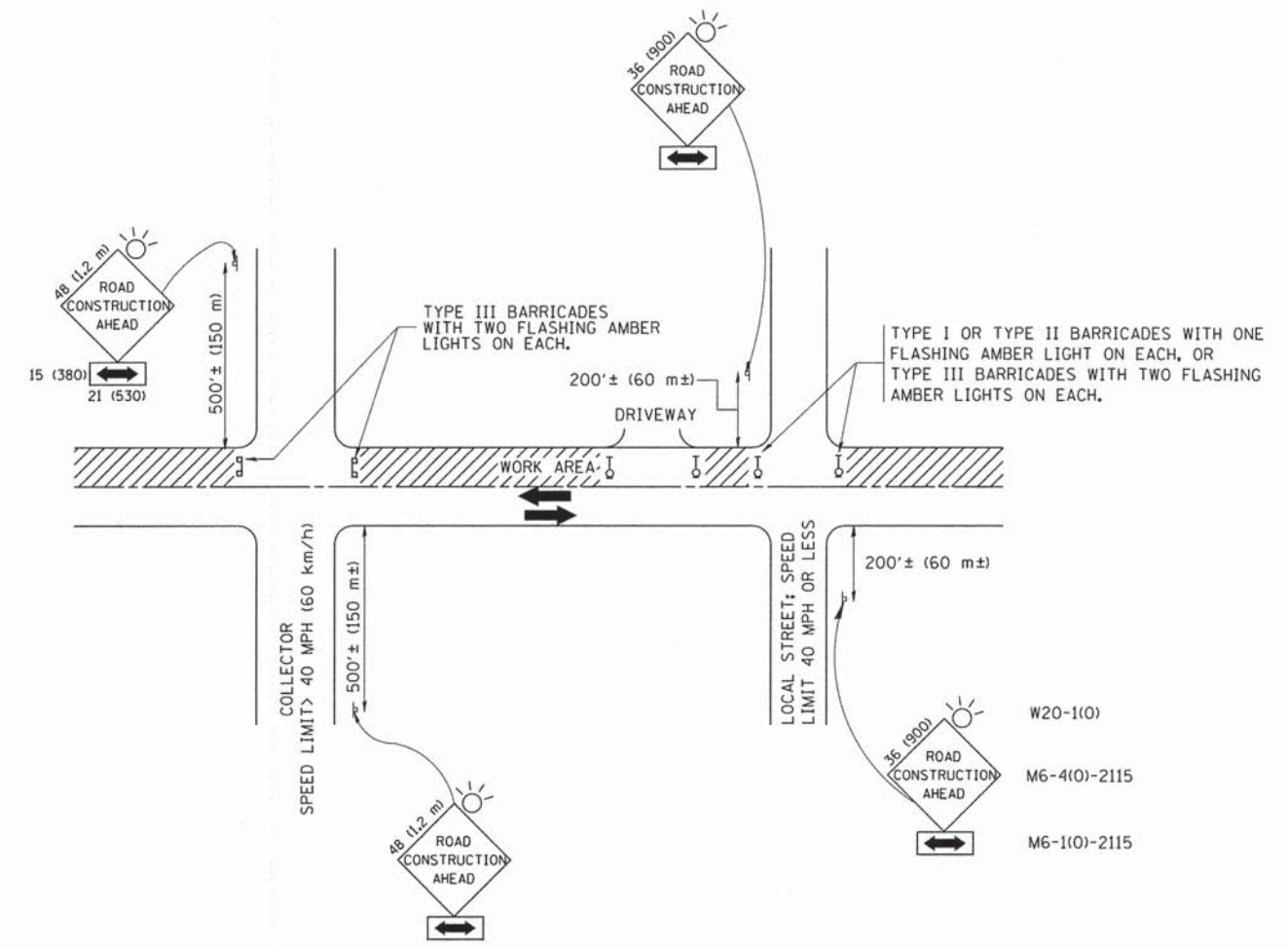


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

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

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	PLOT SCALE = 50,000 ' / IN.	DRAWN -	REVISED - 06-19-14					3512	08-00185-01-FP	COOK	85	58
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.			BE-800		CONTRACT NO. 63865		
		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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

NOTES:

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

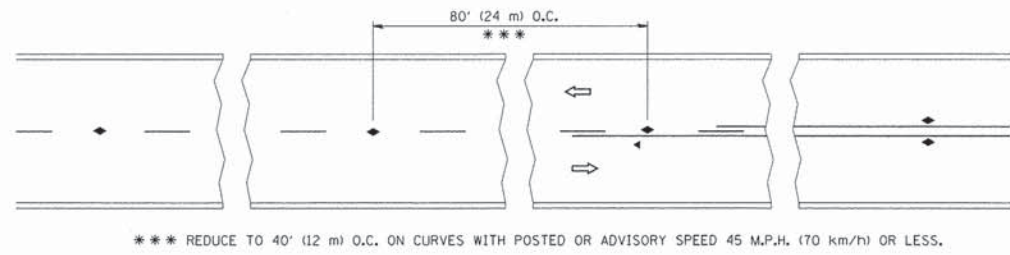
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

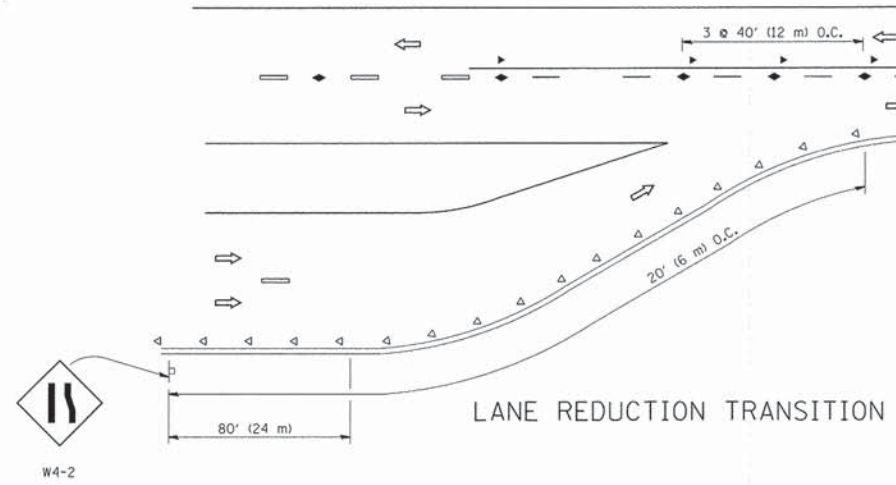
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

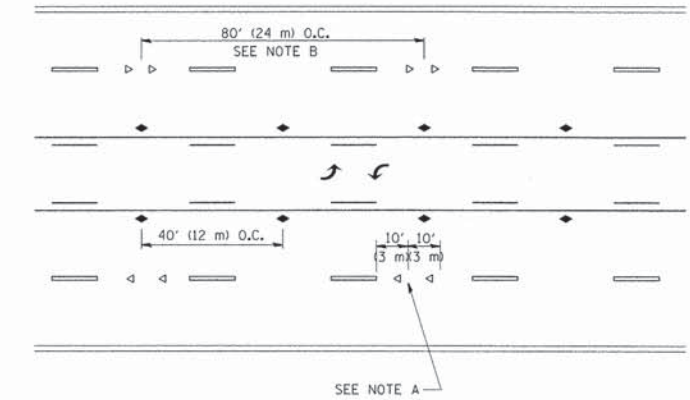
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TC-10			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



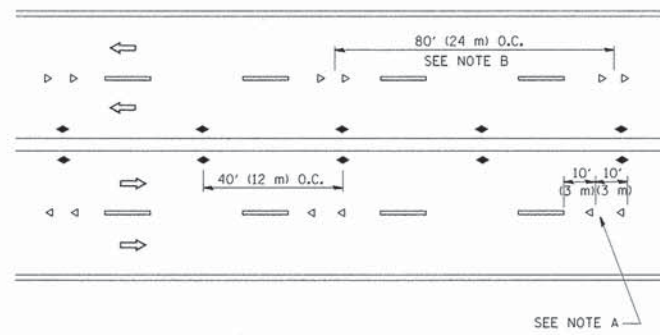
TWO-LANE/TWO-WAY



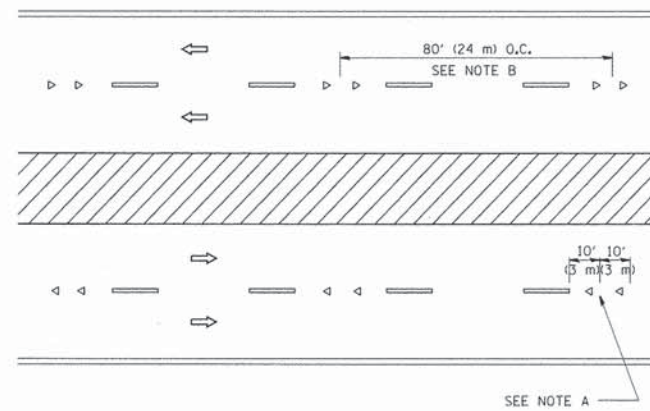
LANE REDUCTION TRANSITION



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

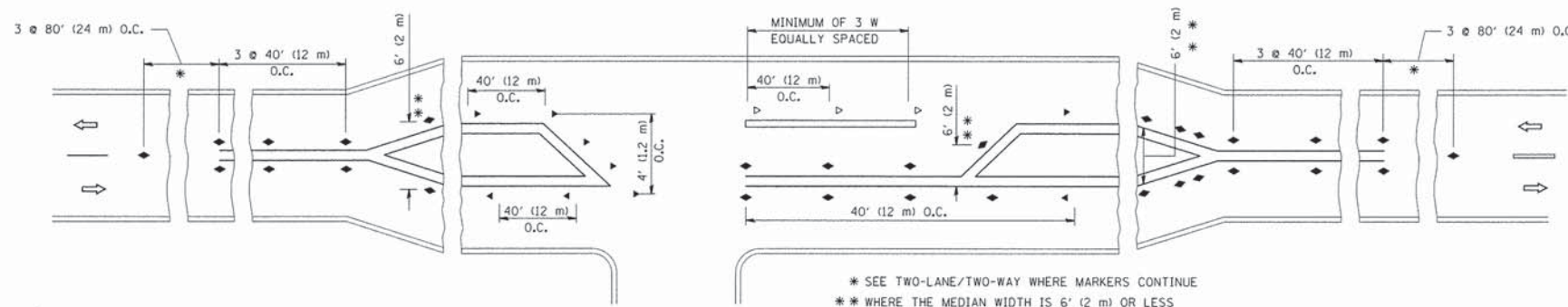
- YELLOW STRIPE
- ▬ WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

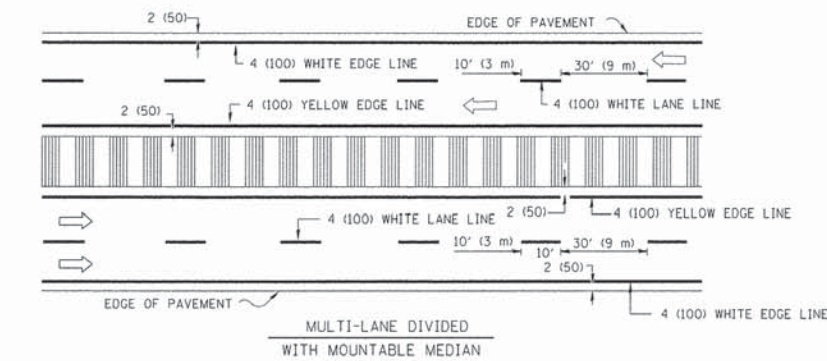
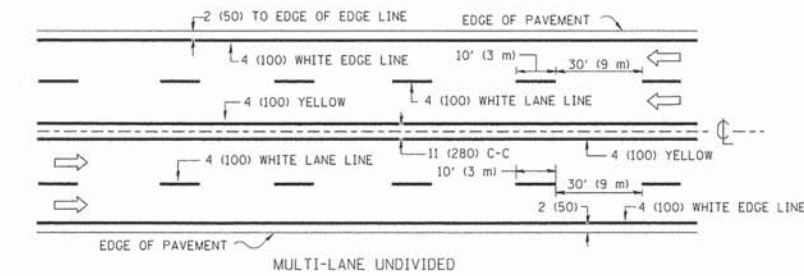
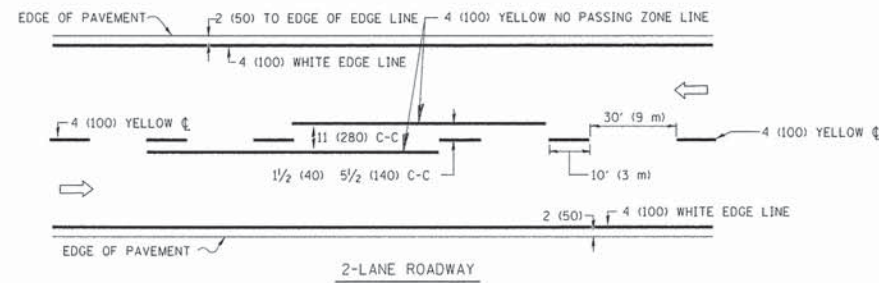
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS 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

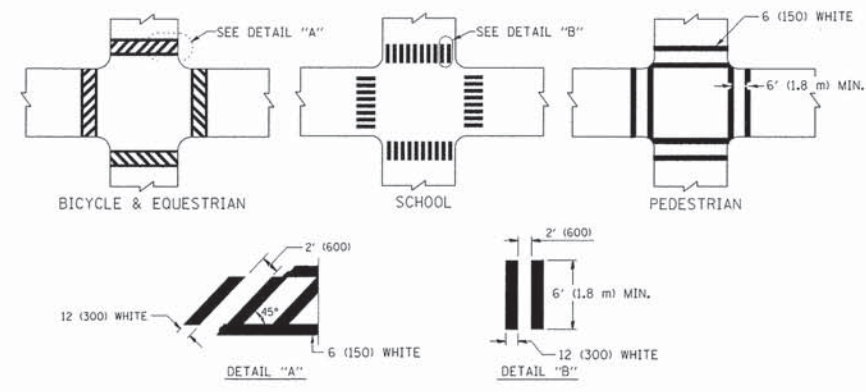
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			REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT			

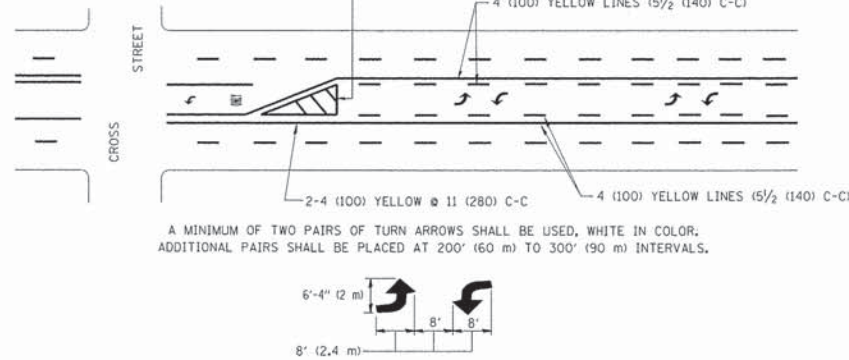
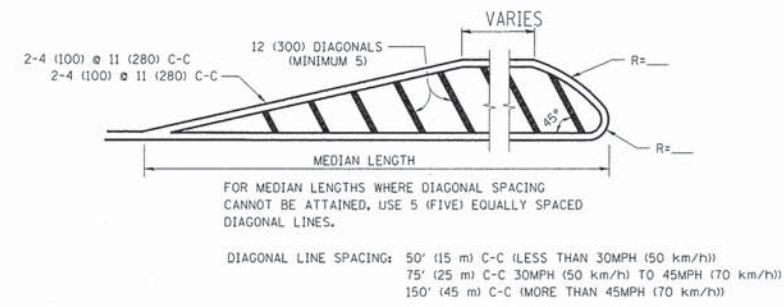
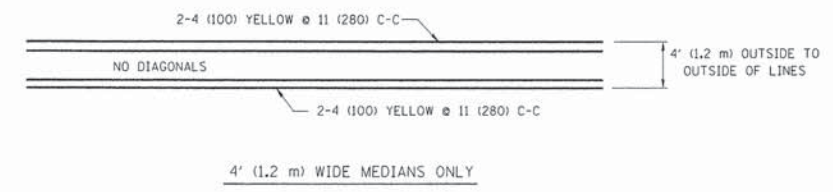


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

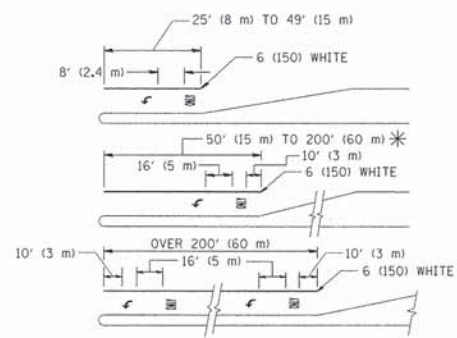
TYPICAL LANE AND EDGE LINE MARKING



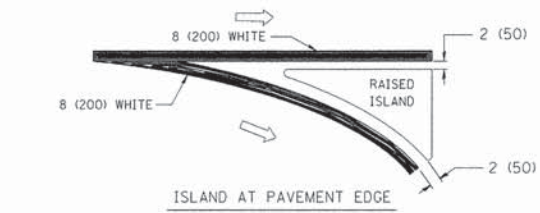
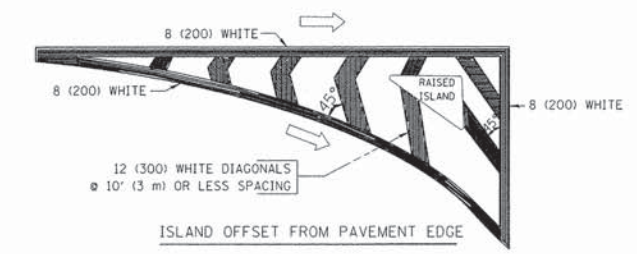
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING

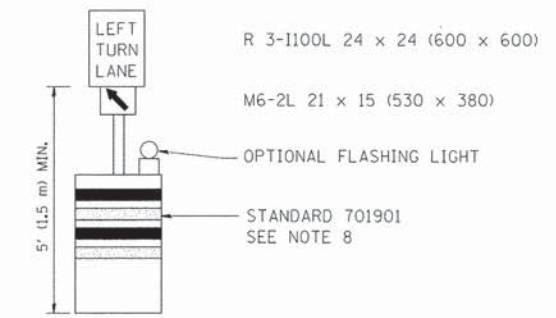
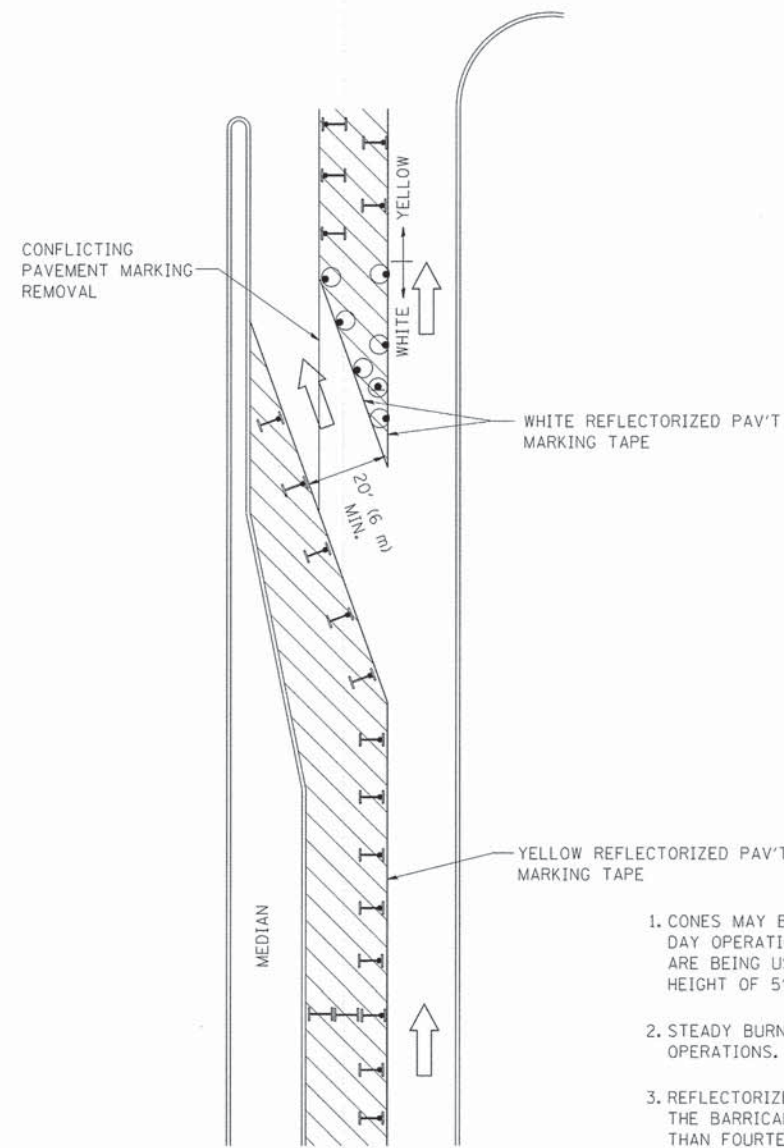


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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.
CORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R": 3.6 SQ. FT. (0.33 m²) EACH "X": 54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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









GENERAL NOTES

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

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

LEGEND

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

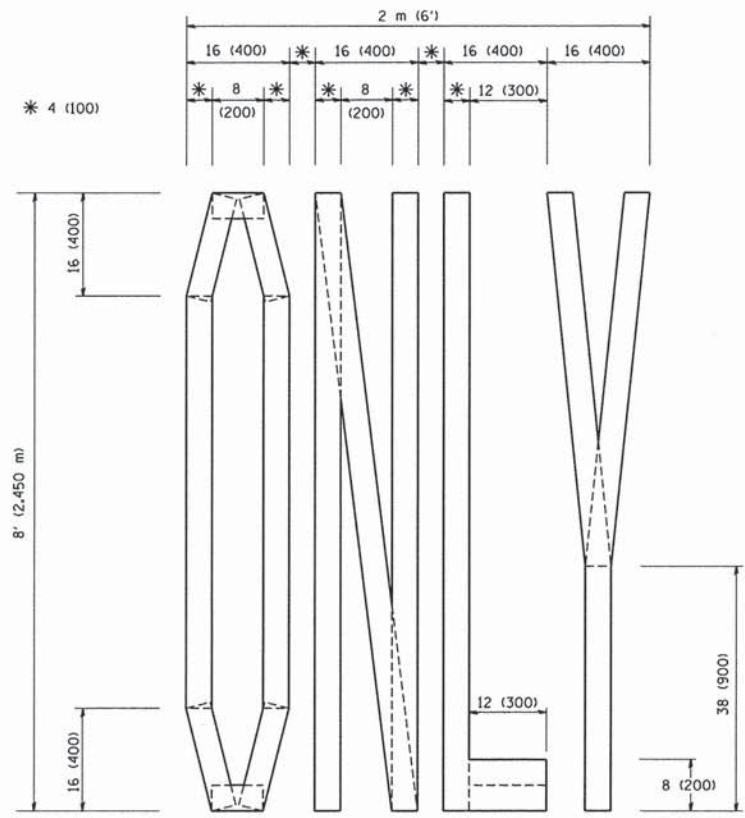
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PLOT SCALE = 49.9999' / IN.		REVISED - T. RAMMACHER 01-06-00	REVISED -
PLOT DATE = 9/14/2009			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

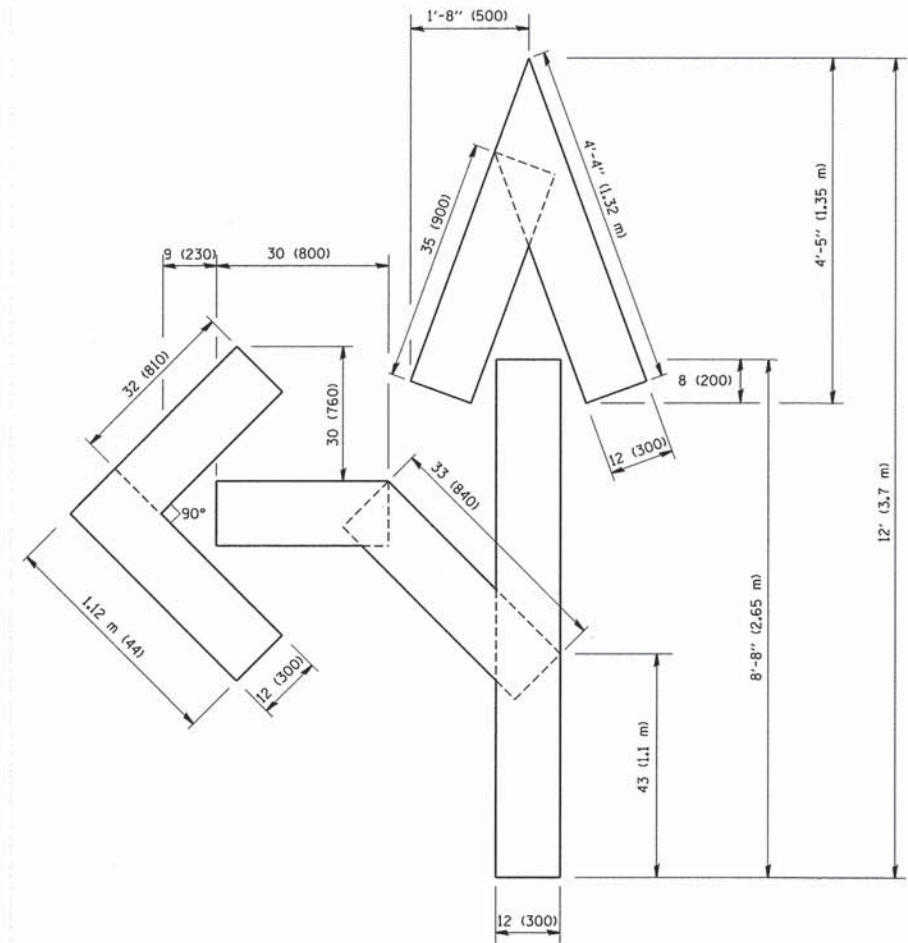
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

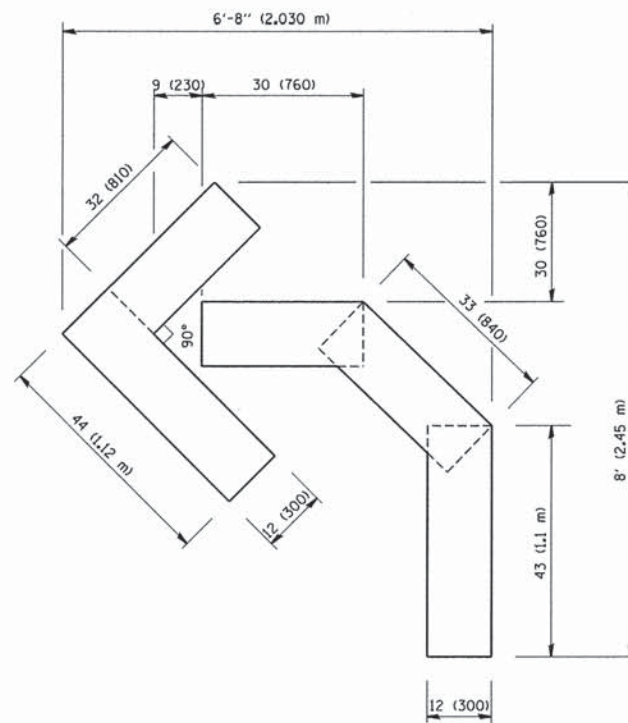
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	62
TC-14			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

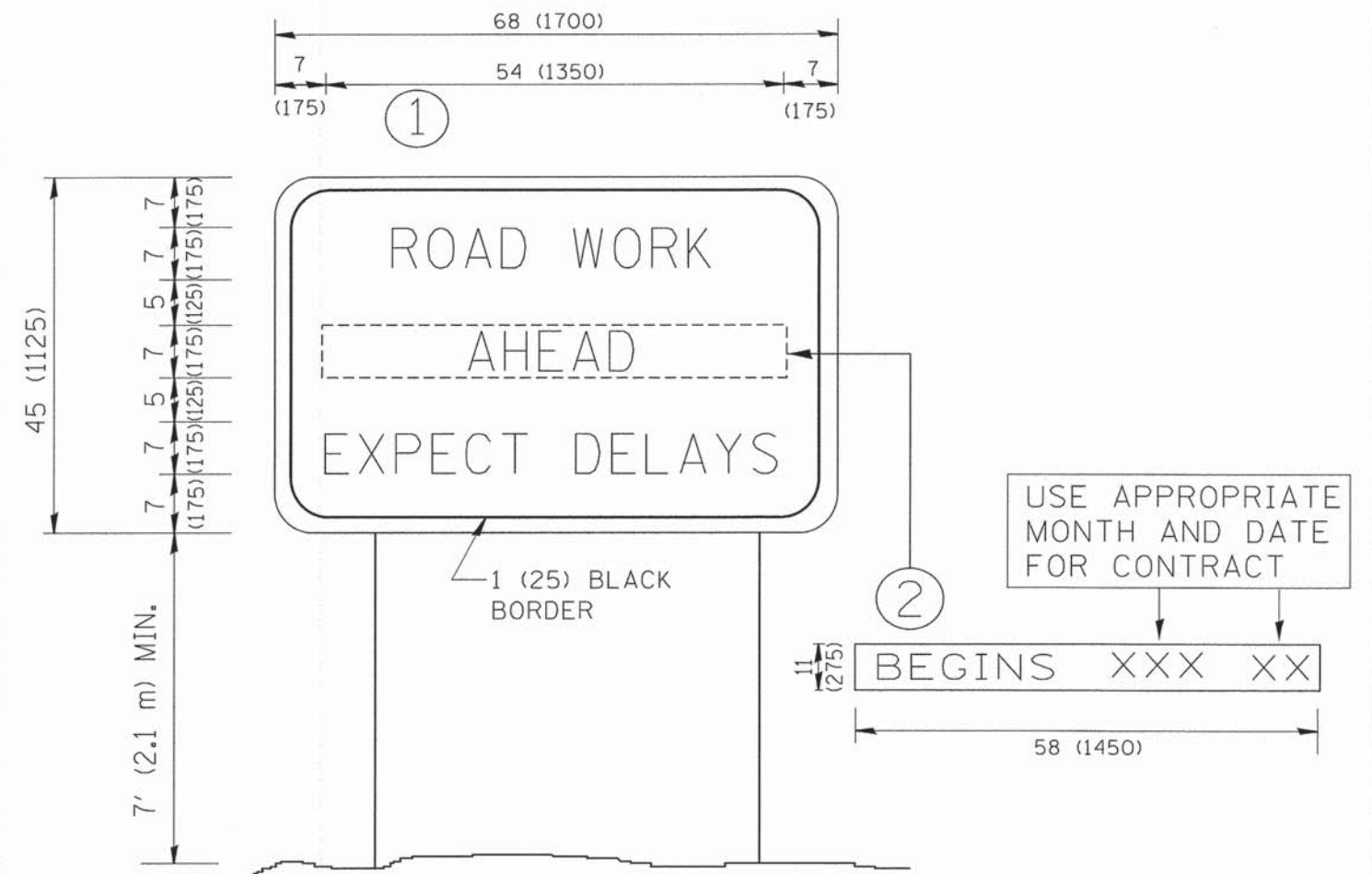
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	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	63
TC-16			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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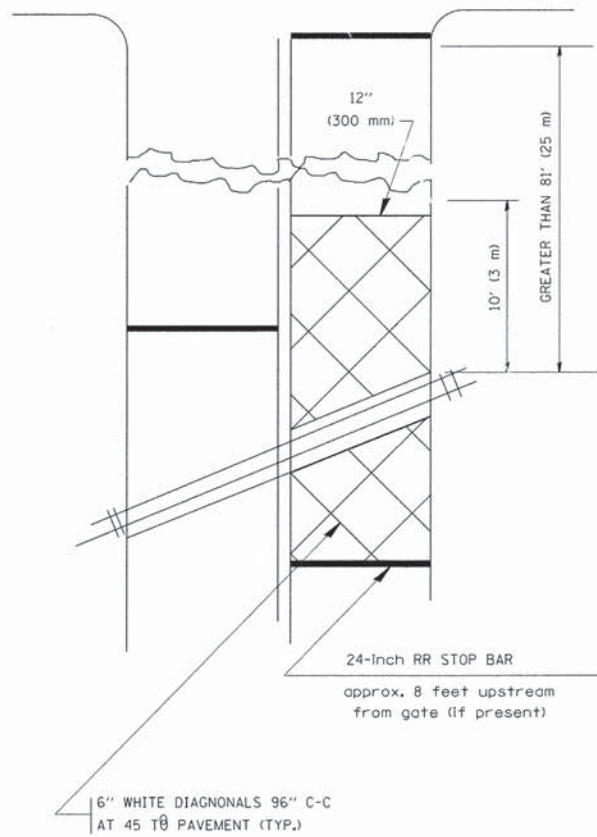
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-22			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

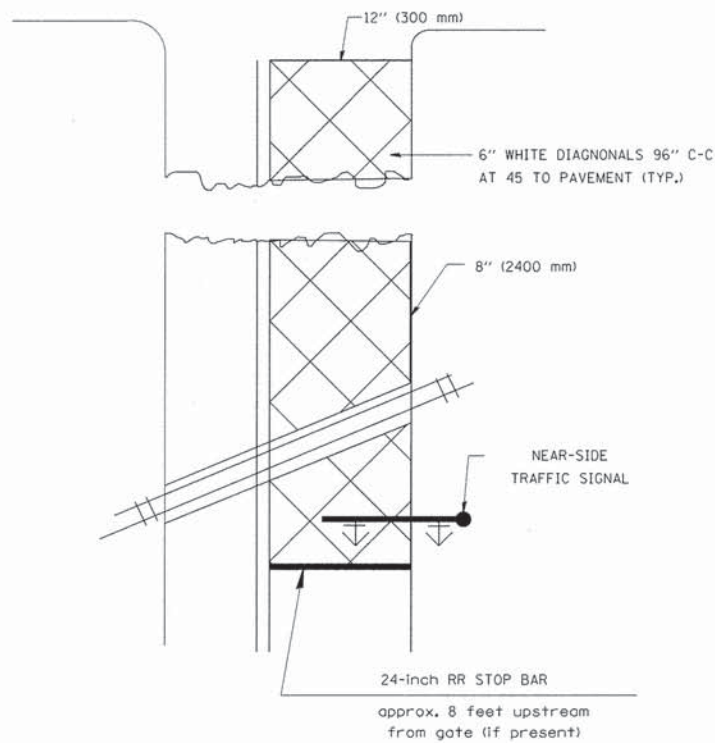
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WITH INTERSECTION TRAFFIC SIGNALS
(SEE NOTE 1)



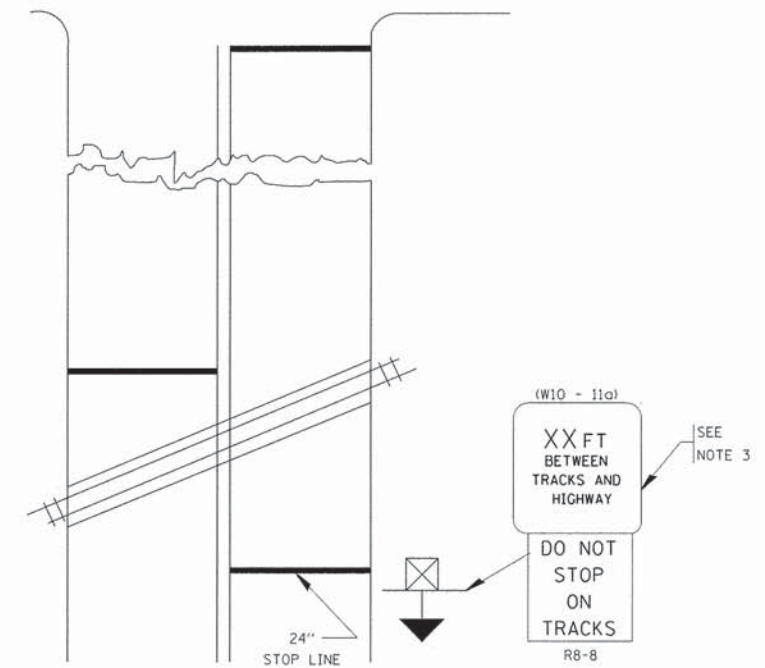
PLAN
N. T. S

WITH NEAR-SIDE TRAFFIC SIGNALS
(SEE NOTE 1 & 2)



PLAN
N. T. S

WITH NONSIGNALIZED INTERSECTION
81' (25 m) OR LESS TO CLOSEST RAIL



PLAN
N. T. S

NOTES:

- PAVEMENT MARKINGS TO BE INSTALLED ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED, THE PAVEMENT MARKINGS EXTENDS TO THE INTERSECTION.
- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET (1.8 m) FROM THE RAIL CLOSEST TO THE INTERSECTION TO THE STOP LINE OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET (1.5 m). WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE THE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6-FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION.

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED - 06-19-14			TC-23		CONTRACT NO. 63865		
		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			



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".

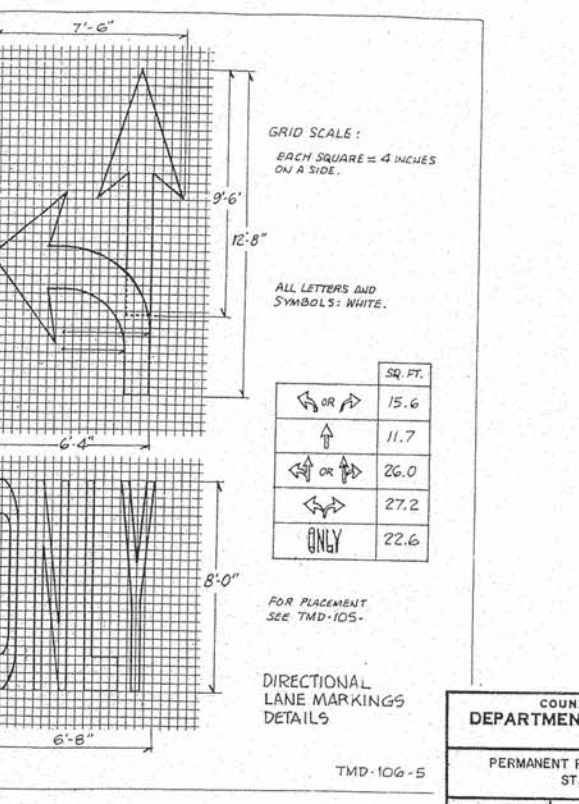
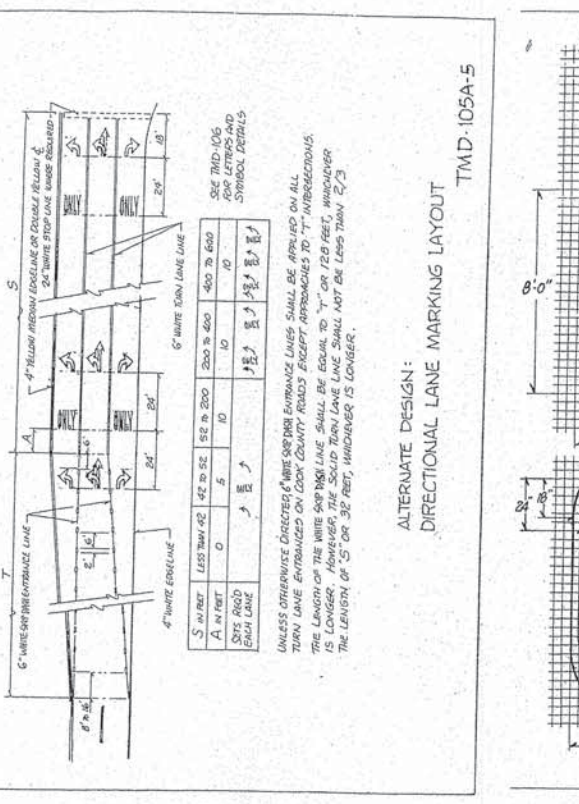
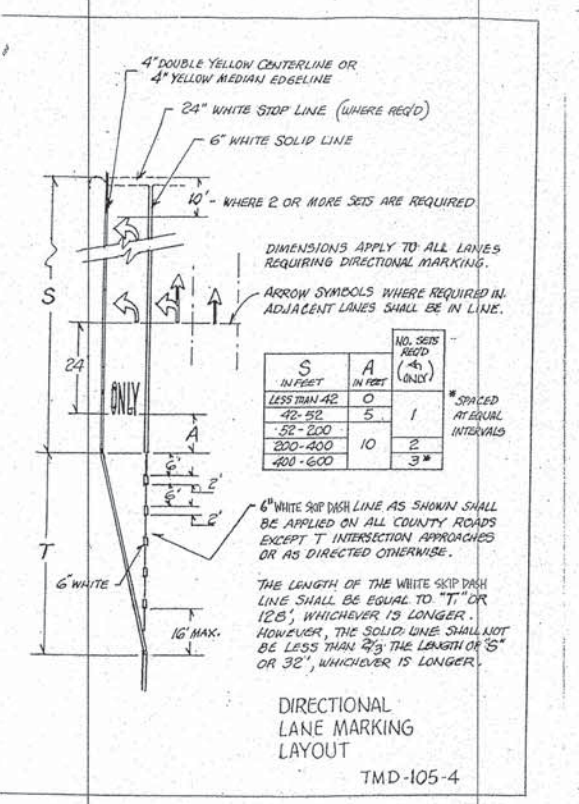
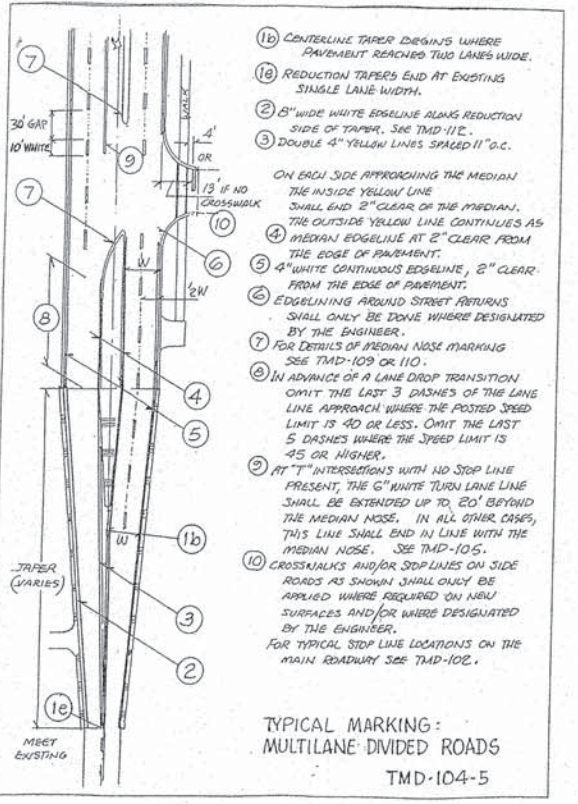
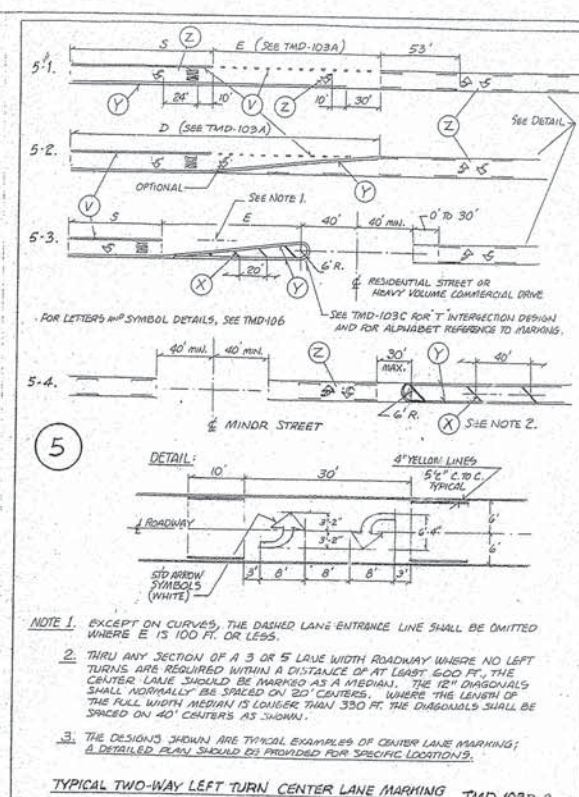
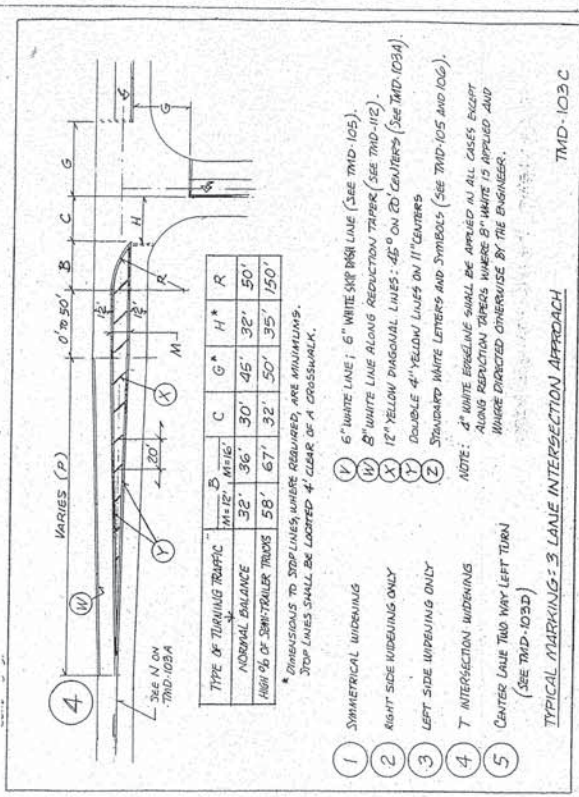
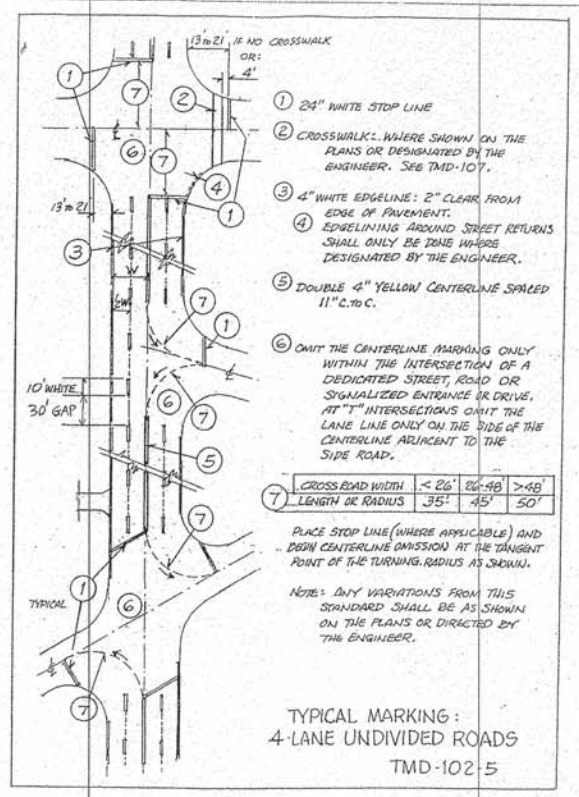
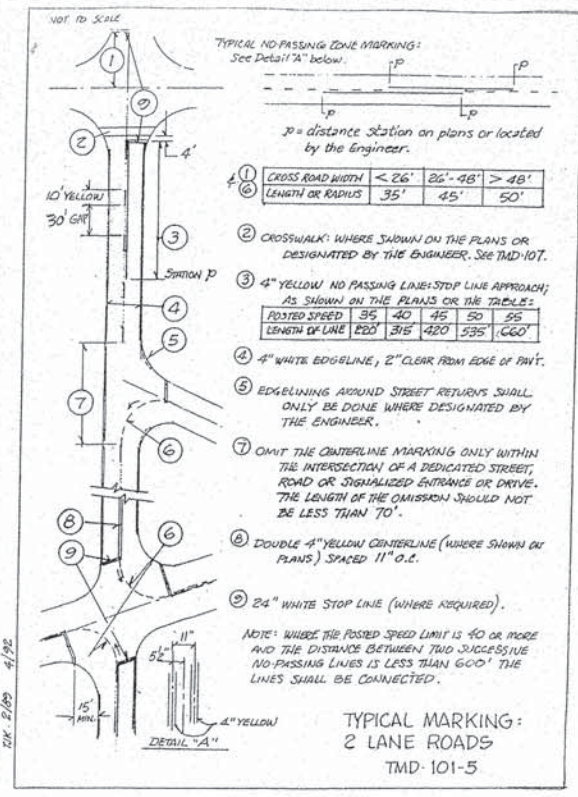
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	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

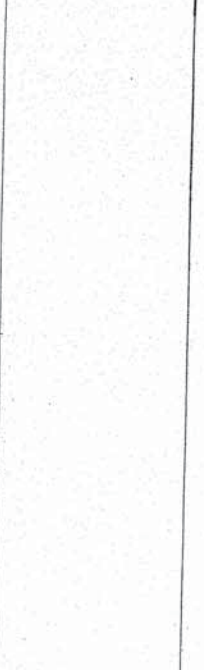
DRIVEWAY ENTRANCE SIGNING

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-26			CONTRACT NO. 63865	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



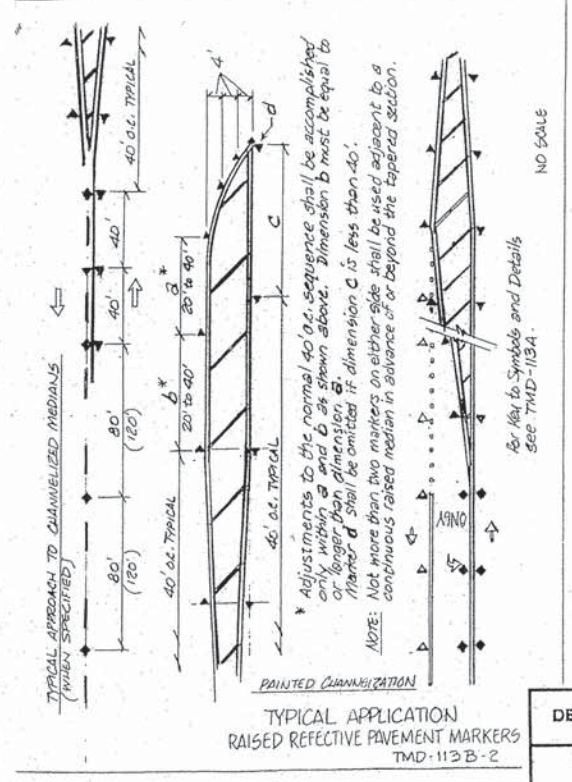
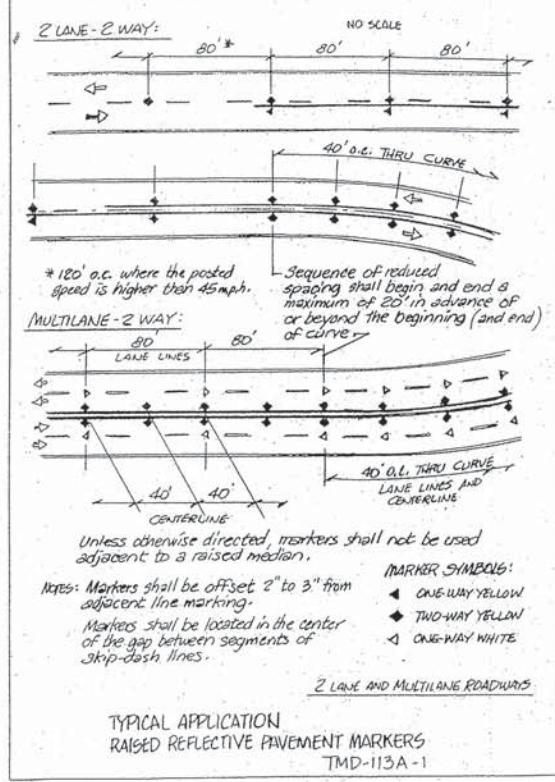
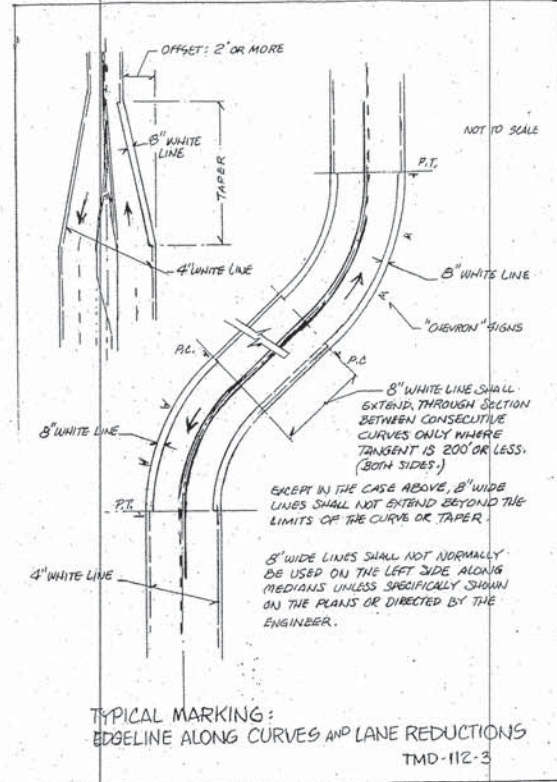
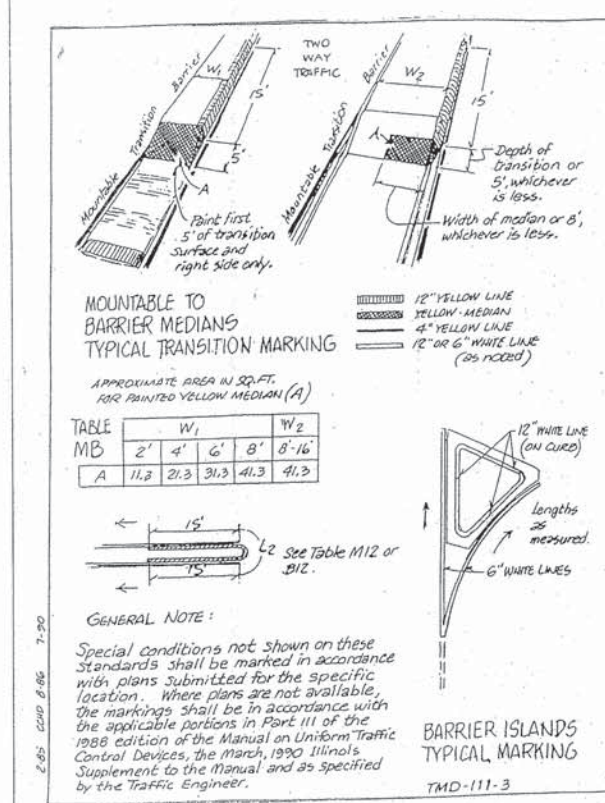
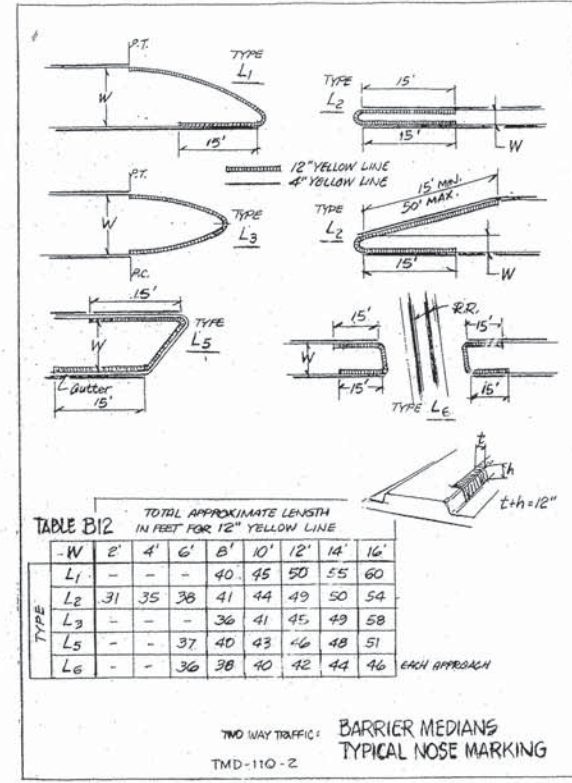
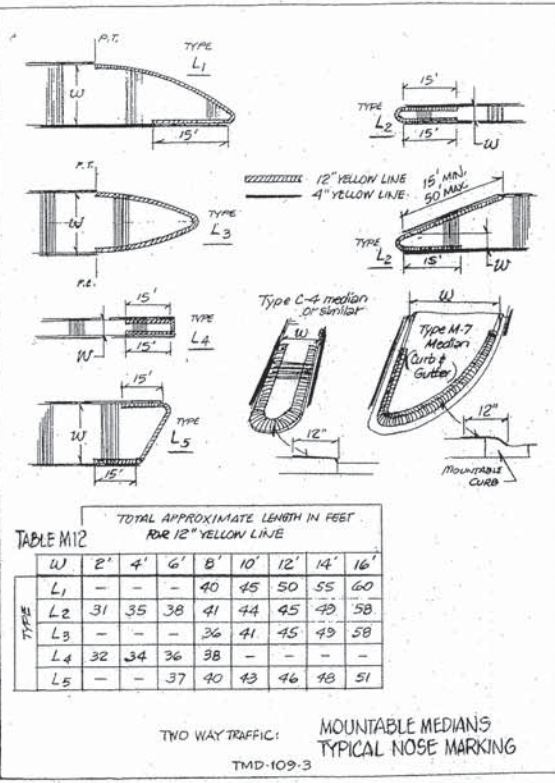
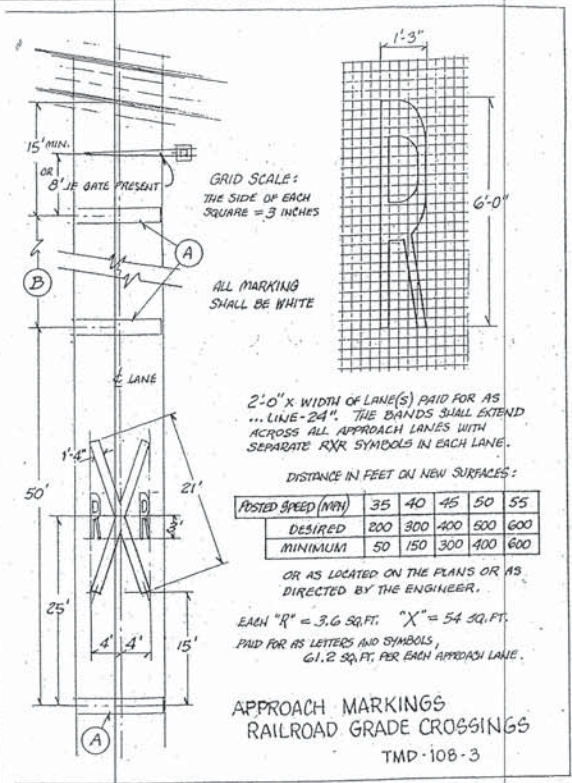
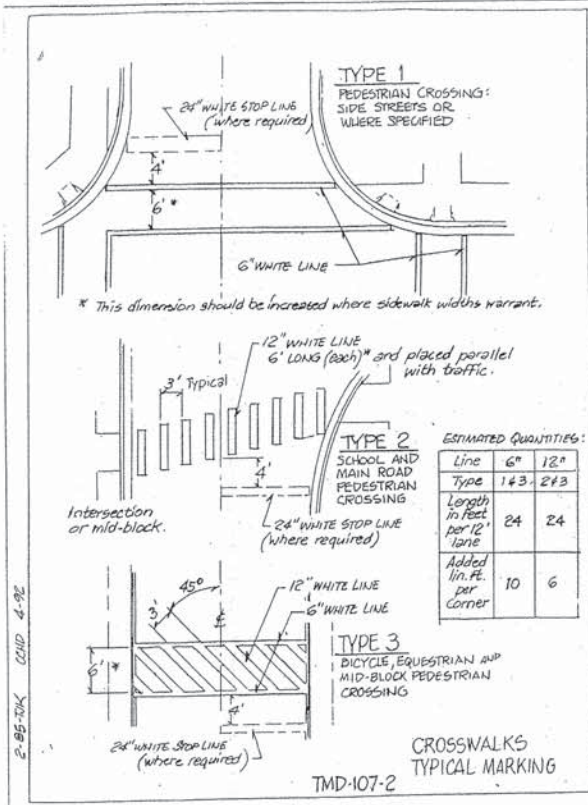
County	Fiscal Year	Sheet No.	Total Sheets



COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

PERMANENT PAVEMENT MARKING STANDARDS (SHEET 1 OF 2)

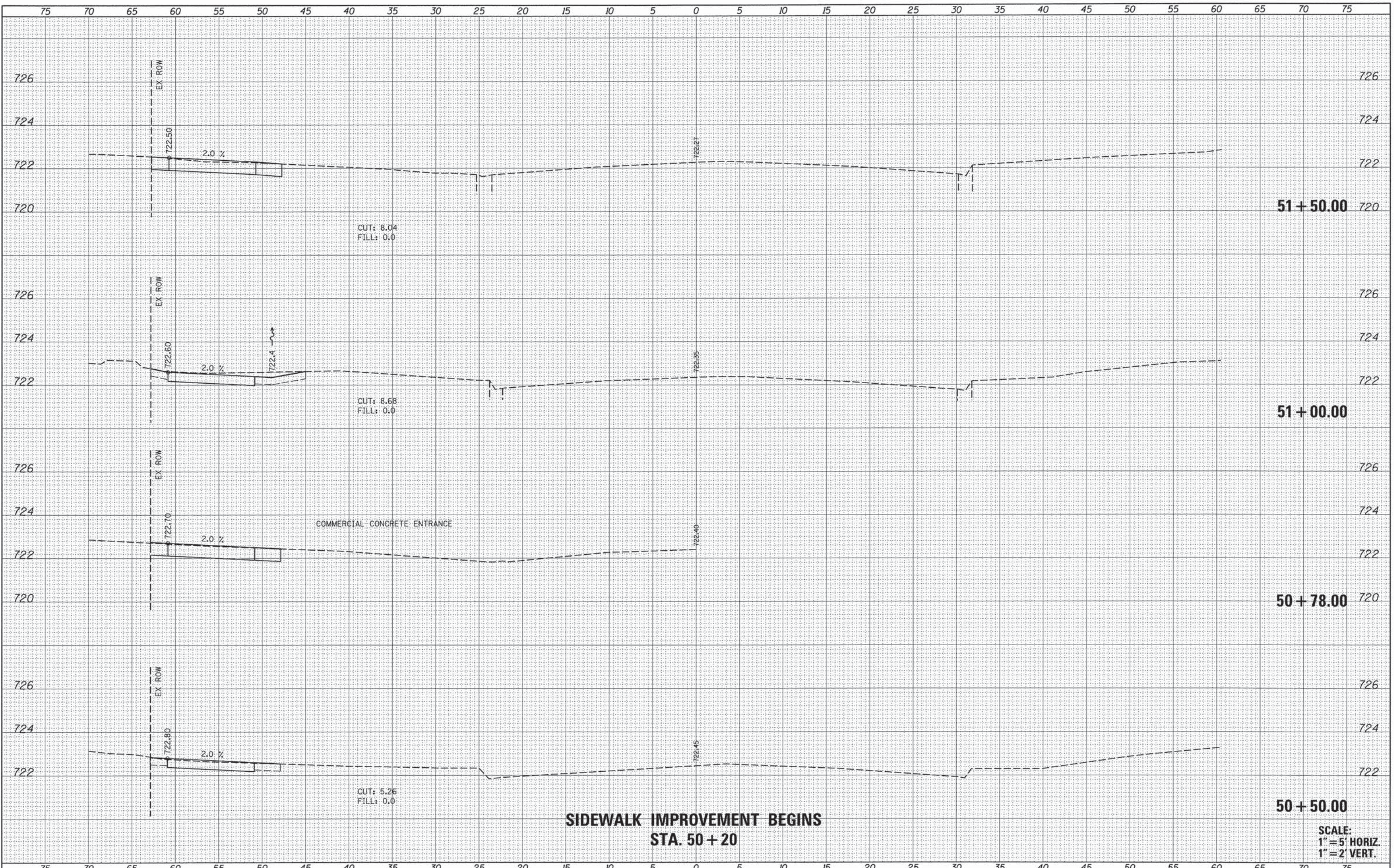
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DRAWN _____
CHECKED _____



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

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

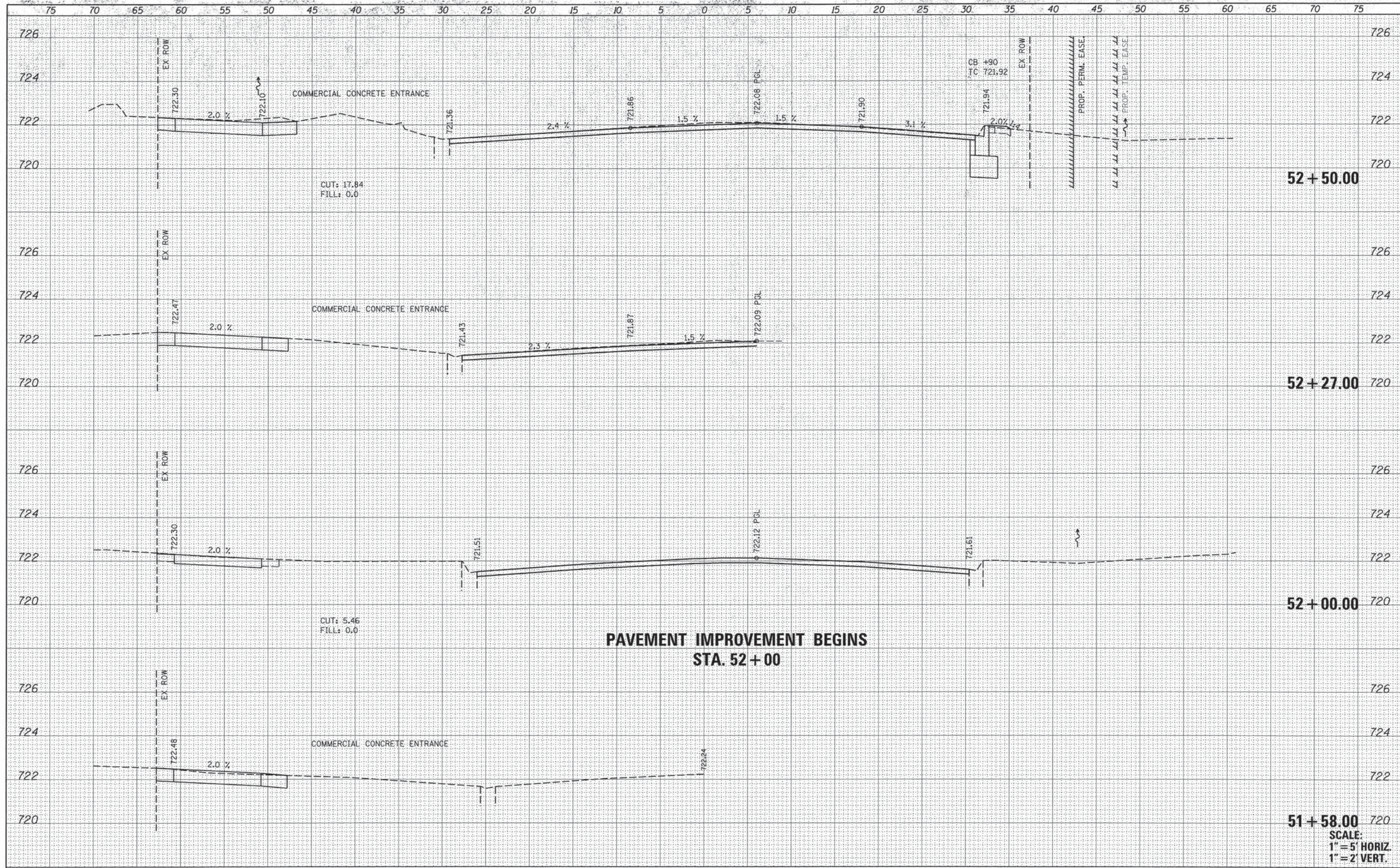
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BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



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		CHECKED - MAS	REVISED -		CONTRACT NO. 63865							
		DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT							

DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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DATE	
BY	
ORIGINAL SURVEY	SURVEYED
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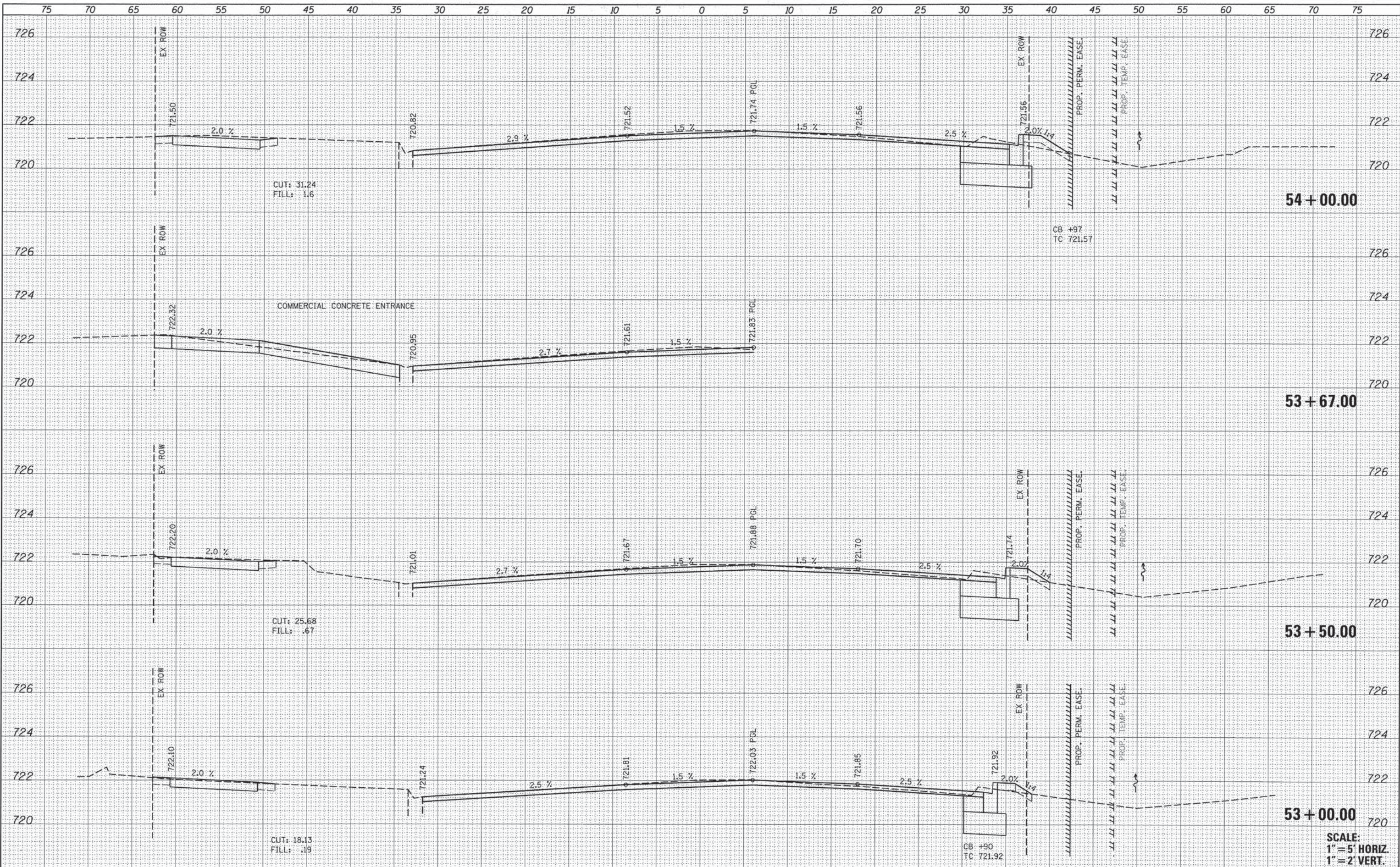


**PAVEMENT IMPROVEMENT BEGINS
STA. 52 + 00**

FILE NAME = P:\080201\cadd\phase 2\dwg\080201-us-14.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 14 CROSS SECTIONS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN - AC	REVISED - 06-19-2014		SCALE:	SHEET	OF	SHEETS	STA. 51+58.00	TO STA. 52+50.00	3512	08-00185-01-FP	COOK	85	70
		PLOT SCALE = #SCALE#	REVISIED -												
		PLOT DATE = 6/25/2014	DATE - 01-07-13		REVISED -										
											CONTRACT NO. 63865 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	
AREAS CHECKED	



54 + 00.00

53 + 67.00

53 + 50.00

53 + 00.00

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = P:\080201\cad\phase 2\dwg\080201-ss-U514.dgn

USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014
	DRAWN - AC	REVISED - 06-19-2014
PLOT SCALE = #SCALE#	CHECKED - MAS	REVISED -
PLOT DATE = 6/25/2014	DATE - 01-07-13	REVISED -

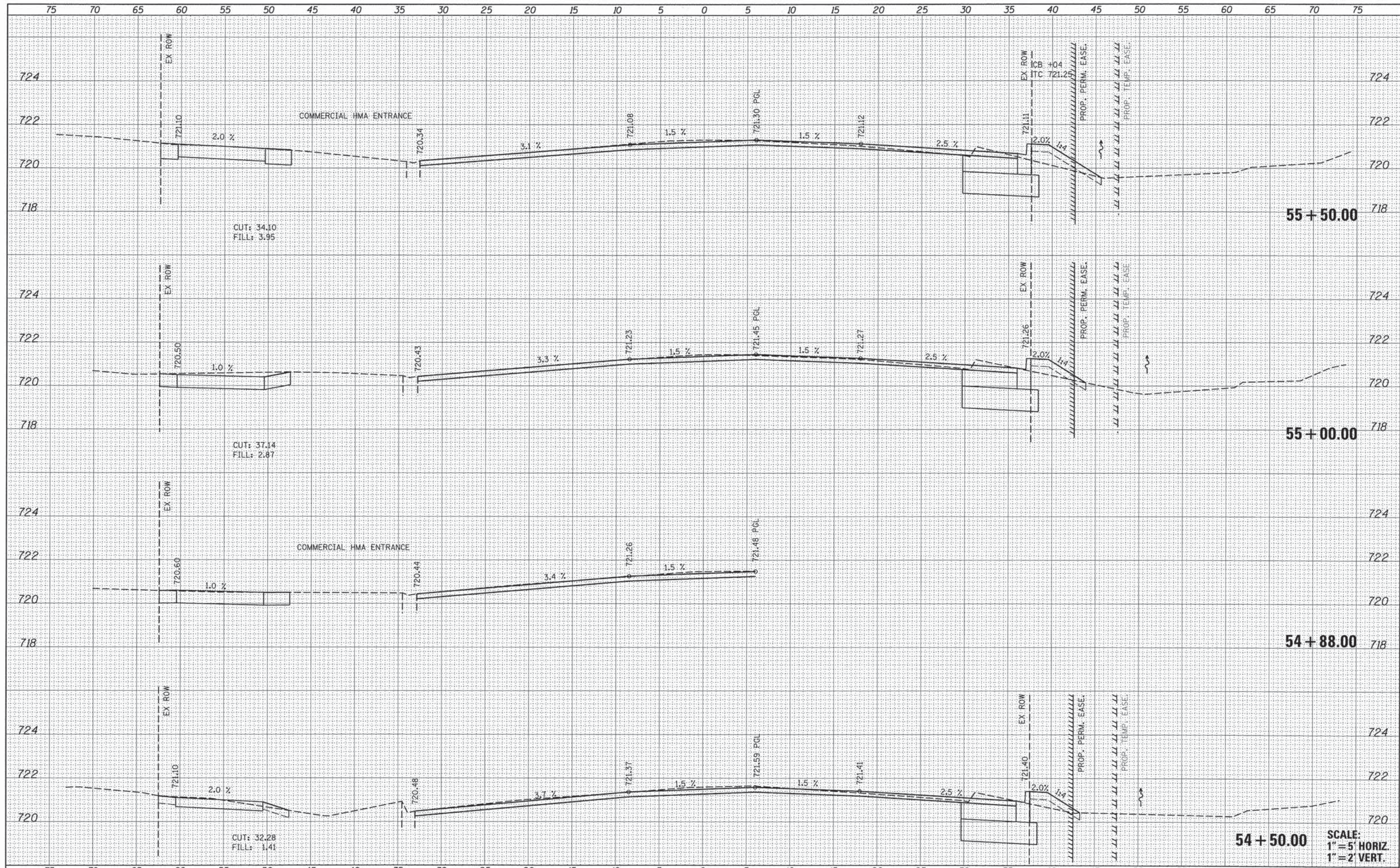
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 14 CROSS SECTIONS
SCALE: SHEET OF SHEETS STA. 53+00.00 TO STA. 54+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	71
CONTRACT NO. 63865				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	

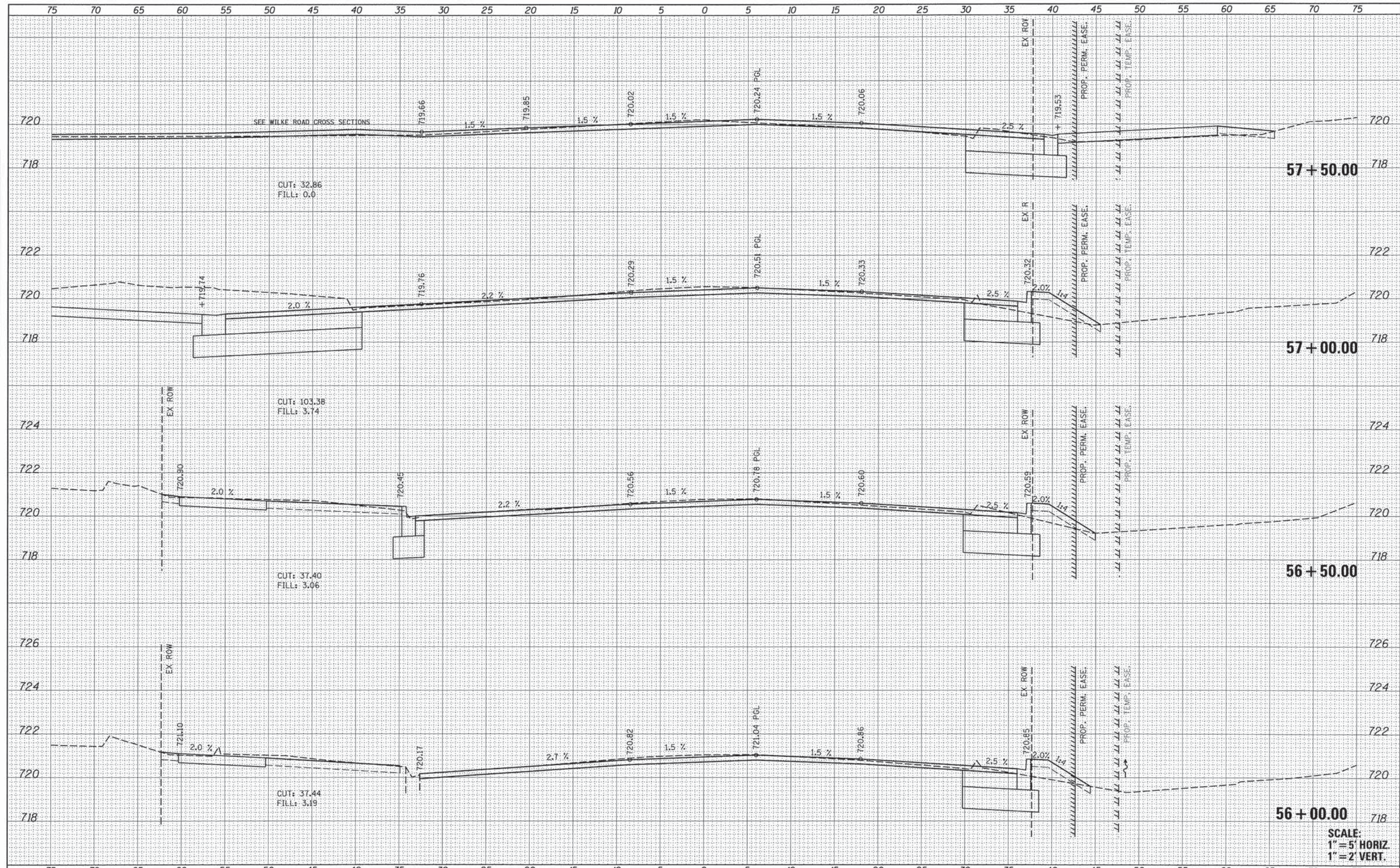


FILE NAME = P:\080201\cod\phase 2\dwg\080201-x-14.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 14 CROSS SECTIONS SCALE: SHEET OF SHEETS STA. 54+50.00 TO STA. 55+50.00				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = #SCALE#	PLOT DATE = 6/25/2014	DRAWN - AC	REVISED - 06-19-2014						3512	08-00185-01-FP	COOK	85	72
		CHECKED - MAS	REVISED -		CONTRACT NO. 63865				ILLINOIS FED. AID PROJECT				
		DATE - 01-07-13	REVISED -										

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

DATE	
BY	
FINAL SURVEY	
EXEMPTED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
EXEMPTED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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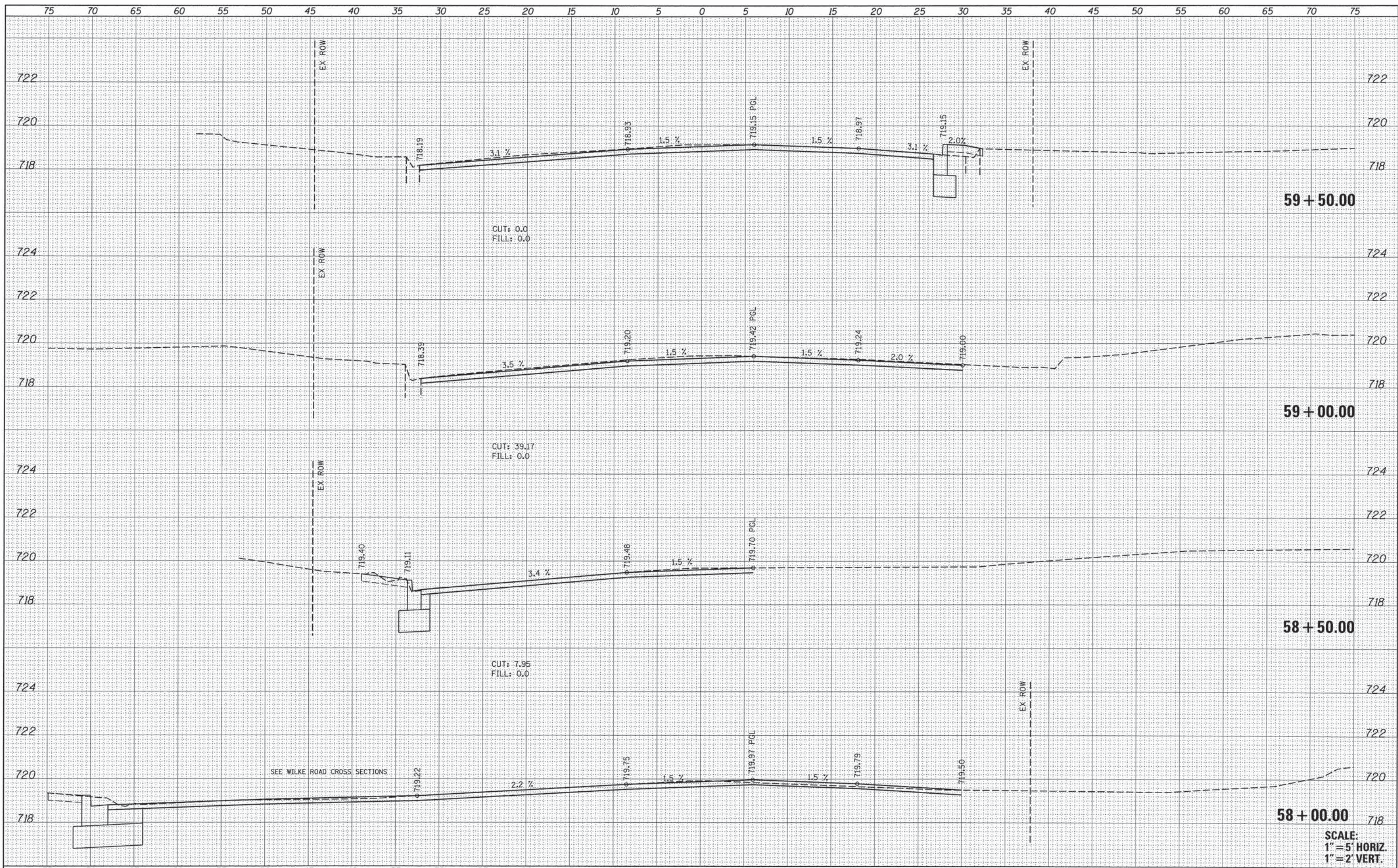


SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = P:\080201\cod\phase 2\dwg\080201-xs-US14.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	U.S. ROUTE 14 CROSS SECTIONS			F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 73
	PLOT SCALE = #SCALE#	DRAWN - AC	REVISED - 06-19-2014		SCALE:	SHEET	OF	SHEETS	STA. 56+00.00	TO STA. 57+50.00	CONTRACT NO. 63865	
	PLOT DATE = 6/25/2014	CHECKED - MAS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 01-07-13	REVISED -									

BY	DATE

BY	DATE



FILE NAME = P:\080201\cad\phase 2\dwg\080201-x5-US14.dgn

USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-2014
	DRAWN - AC	REVISED - 06-19-2014
PLOT SCALE = #SCALE#	CHECKED - MAS	REVISED -
PLOT DATE = 6/25/2014	DATE - 01-07-13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

U.S. ROUTE 14 CROSS SECTIONS

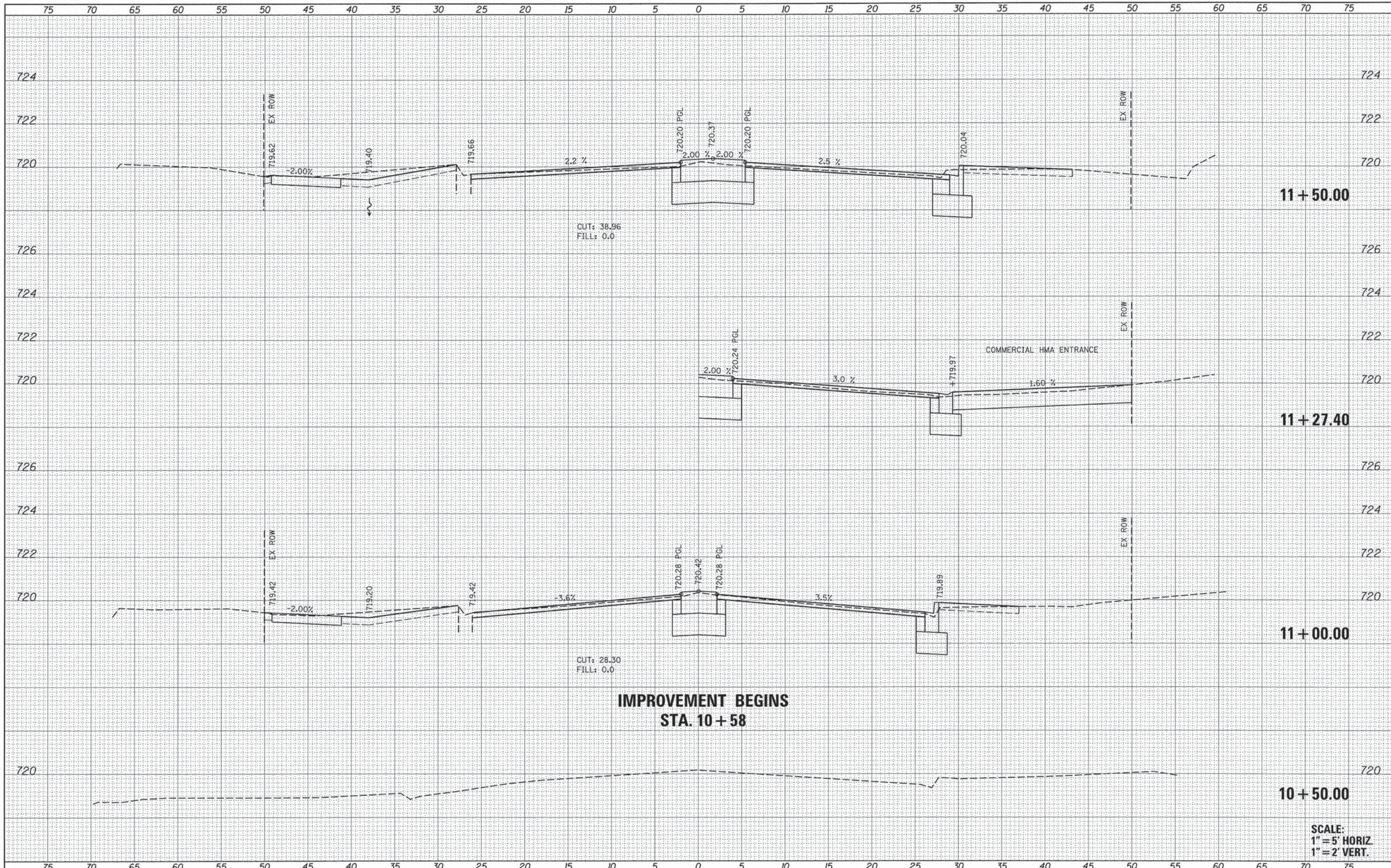
SCALE: SHEET OF SHEETS STA. 58+00.00 TO STA. 59+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	74
CONTRACT NO. 63865				ILLINOIS FED. AID PROJECT

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

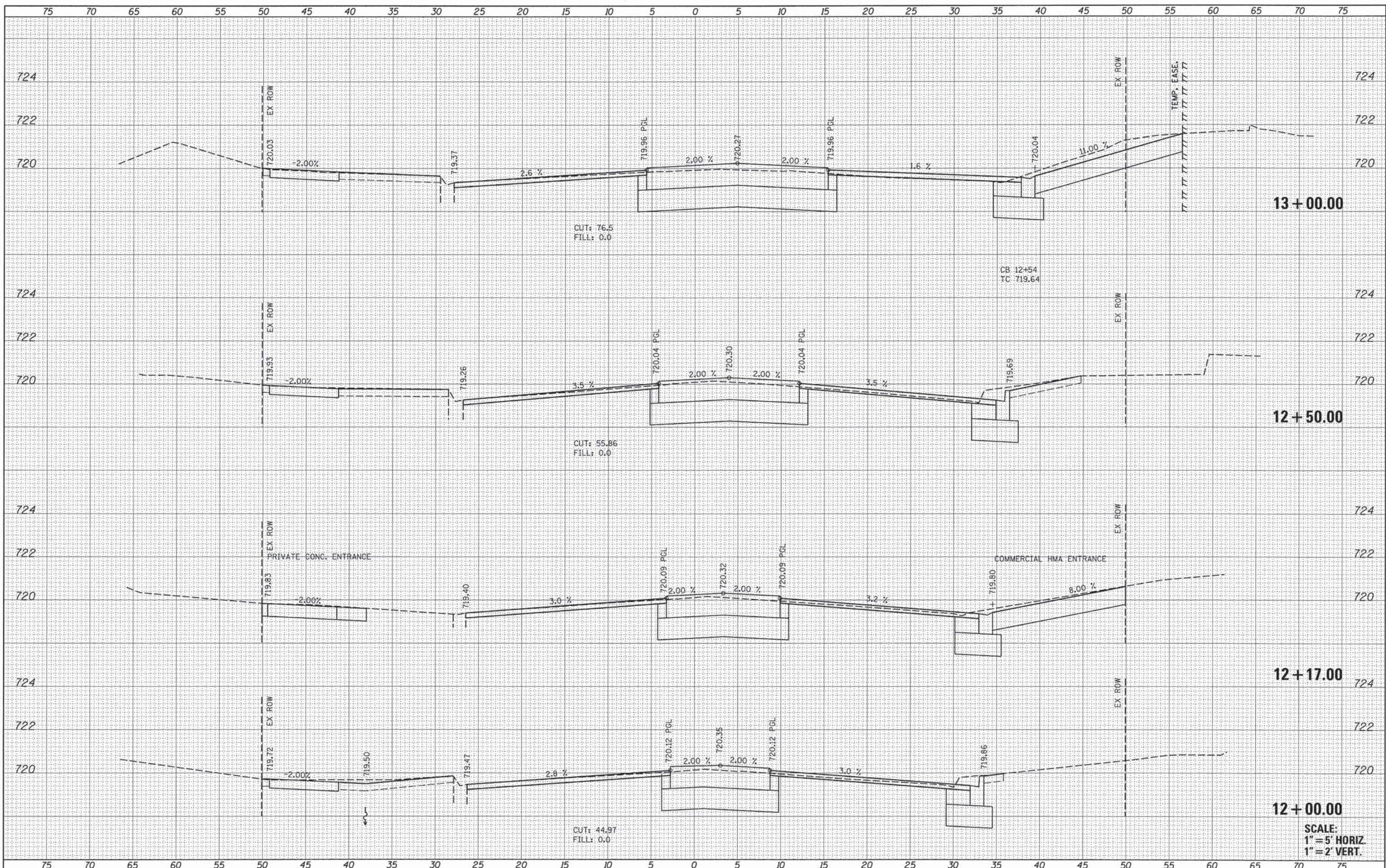
DATE	
BY	
SURVEYED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	



FILE NAME = Pr:\080201\oad\phase 2\dwg\080201-x-wilke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS				F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 76
PLLOT SCALE = #SCALE#	CHECKED - MAS	REVISIED -	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 10+50.00	TO STA. 11+50.00	CONTRACT NO. 63865		
PLLOT DATE = 6/27/2014	DATE - 01-07-13	REVISIED -	REVISIED -		ILLINOIS FED. AID PROJECT								

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

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

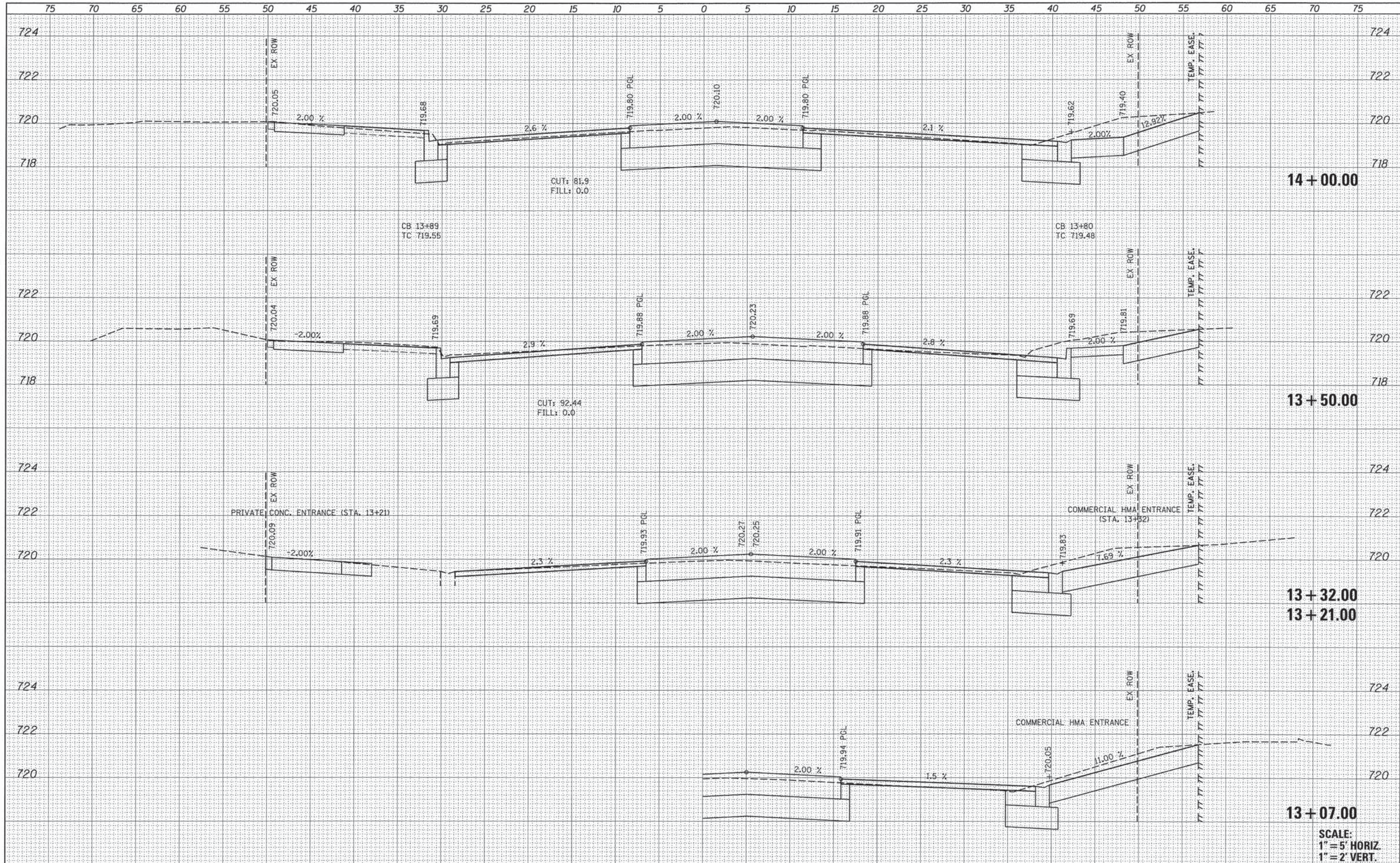


SCALE:
 1" = 5' HORIZ.
 1" = 2' VERT.

FILE NAME = P:\080201\ced\phase 2\dwg\080201-xs-wilke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS				F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 77
PLLOT SCALE = #SCALE#	CHECKED - MAS	REVISIED -	REVISIED -		SCALE:	SHEET	OF	SHEETS	STA. 12+00.00	TO STA. 13+00.00	CONTRACT NO. 63865		
PLLOT DATE = 6/26/2014	DATE - 01-07-13	REVISIED -	REVISIED -		ILLINOIS FED. AID PROJECT								

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	

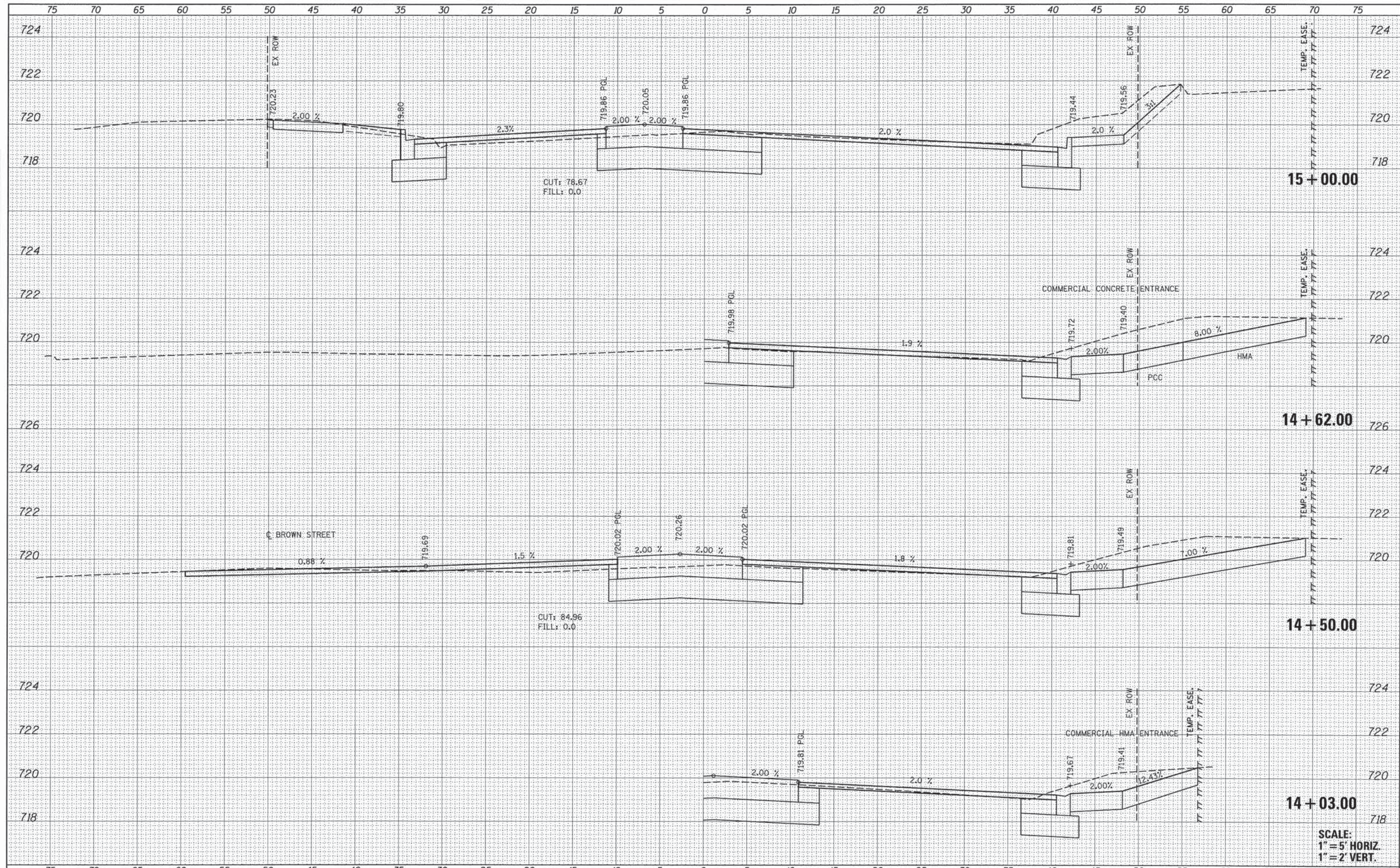
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	



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PLOT SCALE = #SCALE#	CHECKED - MAS	REVISED -	REVISED - 06-19-14		CONTRACT NO. 63865						
PLOT DATE = 6/26/2014	DATE - 01-07-13	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT						

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	
TEMP. EASE.	
EX. ROW	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
NO.	
TEMP. EASE.	
EX. ROW	
AREAS CHECKED	

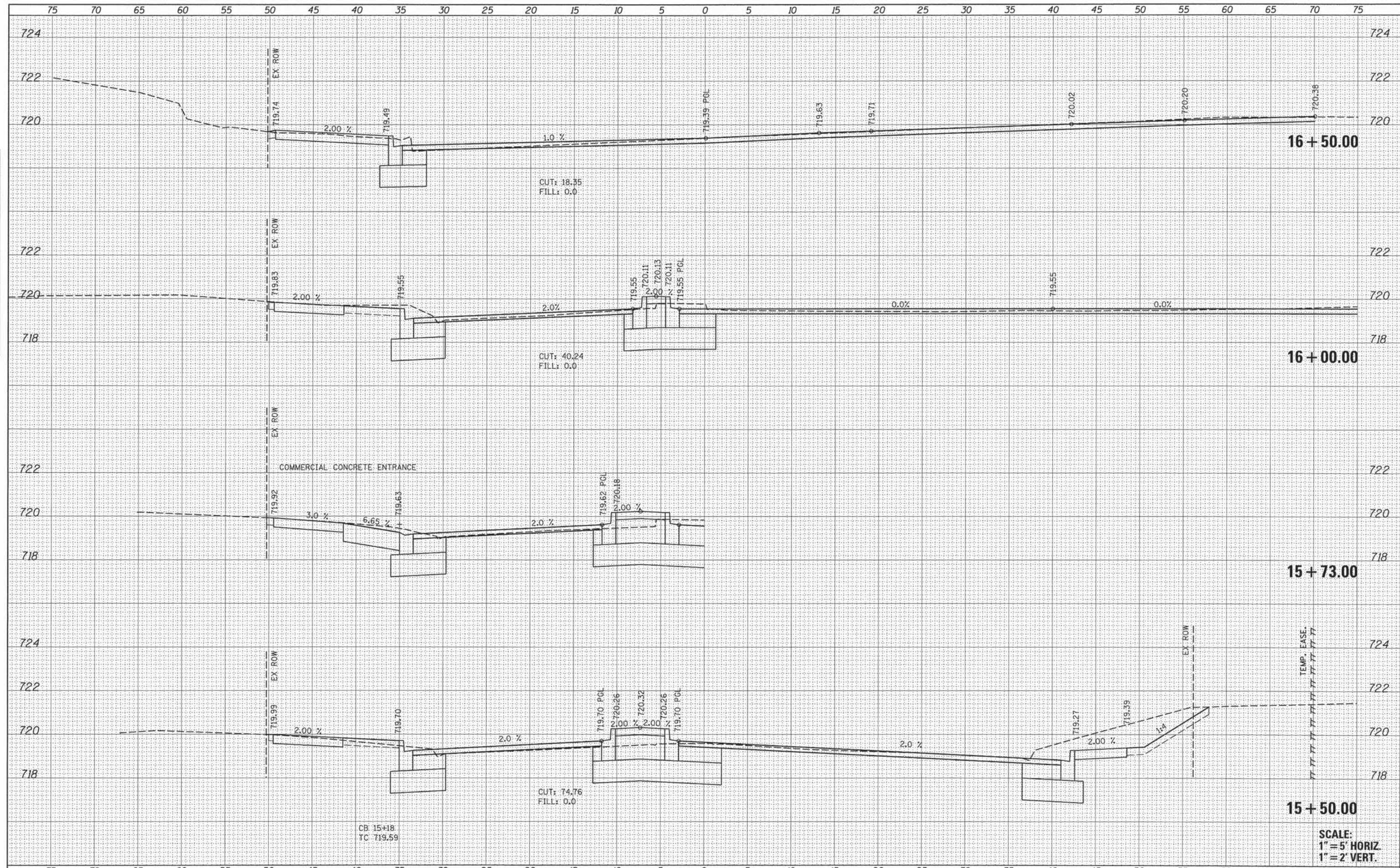


SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = P:\080201\ood\phase 2\dwg\080201-xa-wilke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS			F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 79
	PLOT SCALE = #SCALE#	DRAWN - AC	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 14+03.30	TO STA. 15+00.00	CONTRACT NO. 63865	
	PLOT DATE = 6/19/2014	CHECKED - MAS	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 01-07-13	REVISED -									

DATE	
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DESIGNED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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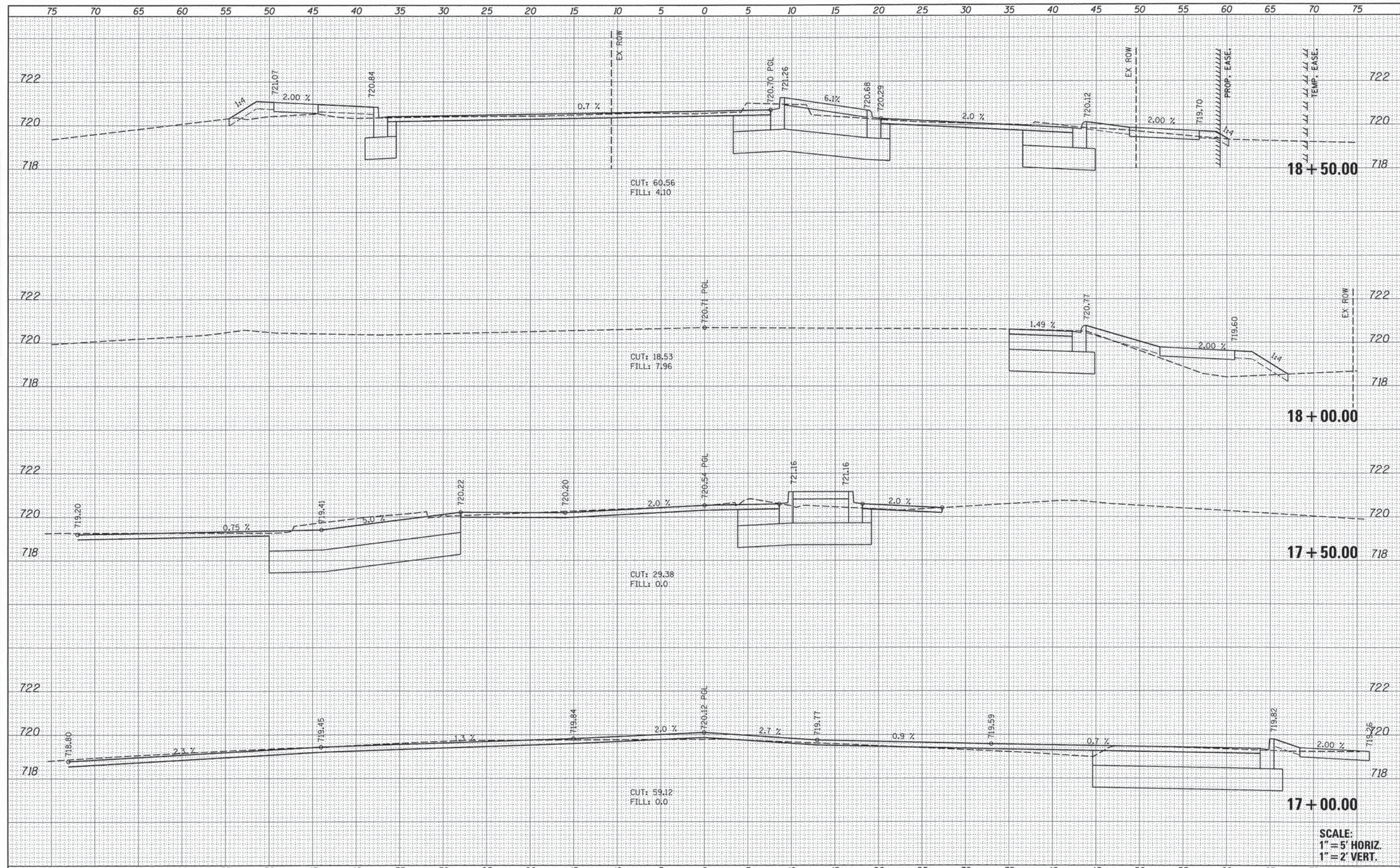
DATE	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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PLOT SCALE = #SCALE#	CHECKED - MAS	DATE - 01-07-13	REVISED -			CONTRACT NO. 63865					
PLOT DATE = 6/19/2014	DATE - 01-07-13	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					

DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY PLOTTED	
NOTE BOOK	
AREAS CHECKED	

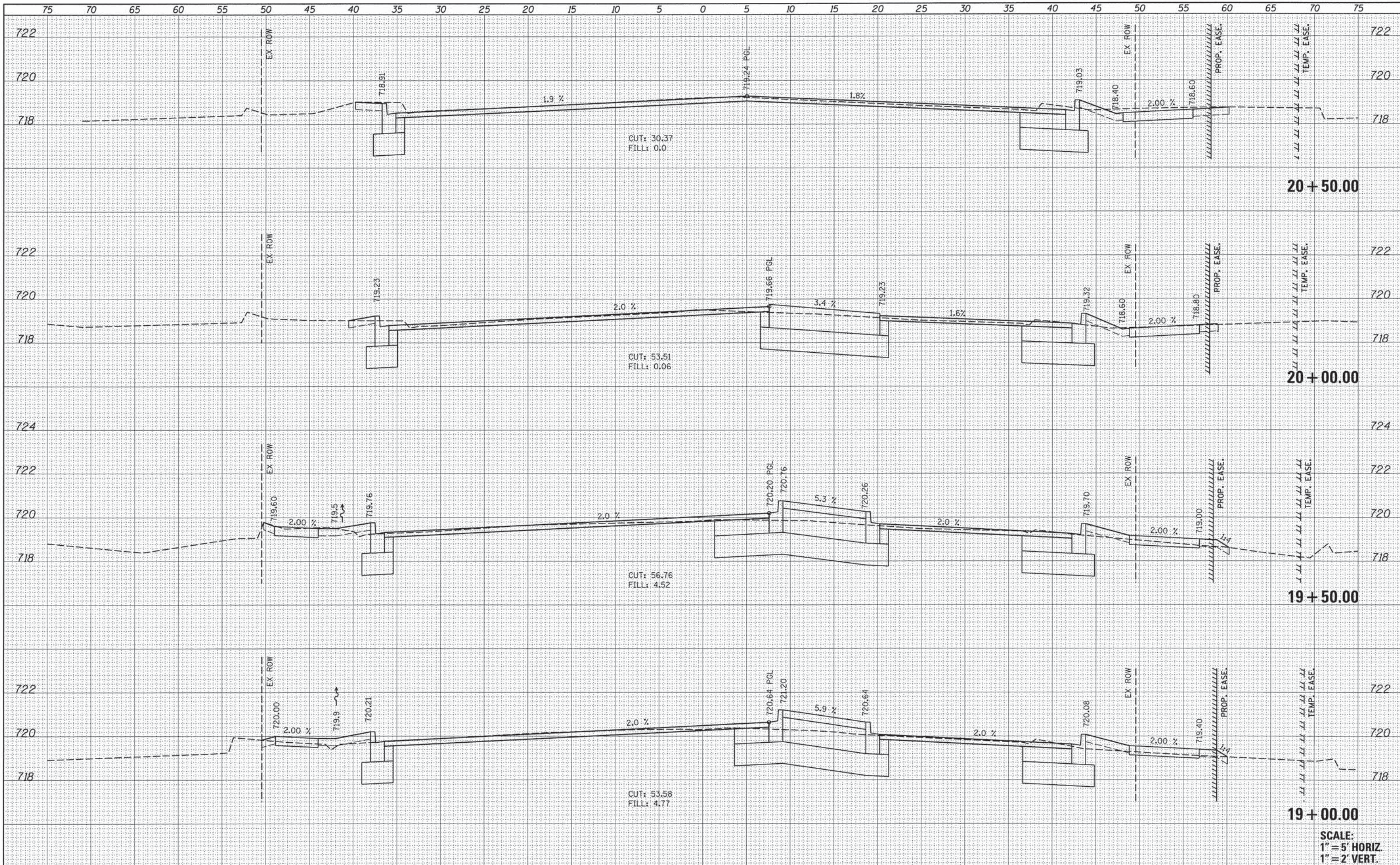


SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = P:\080201\cad\phase 2\dwg\080201-x5-Wilke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 03-21-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS				F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 81
PLOT SCALE = \$SCALE#	CHECKED - MAS	REVISOR -	REVISOR -		SCALE:	SHEET	OF	SHEETS	STA. 17+00.00	TO STA. 18+50.00	CONTRACT NO. 63865		
PLOT DATE = 6/19/2014	DATE - 01-07-13	REVISOR -	REVISOR -		ILLINOIS FED. AID PROJECT								

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

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



SCALE:
 1" = 5' HORIZ.
 1" = 2' VERT.

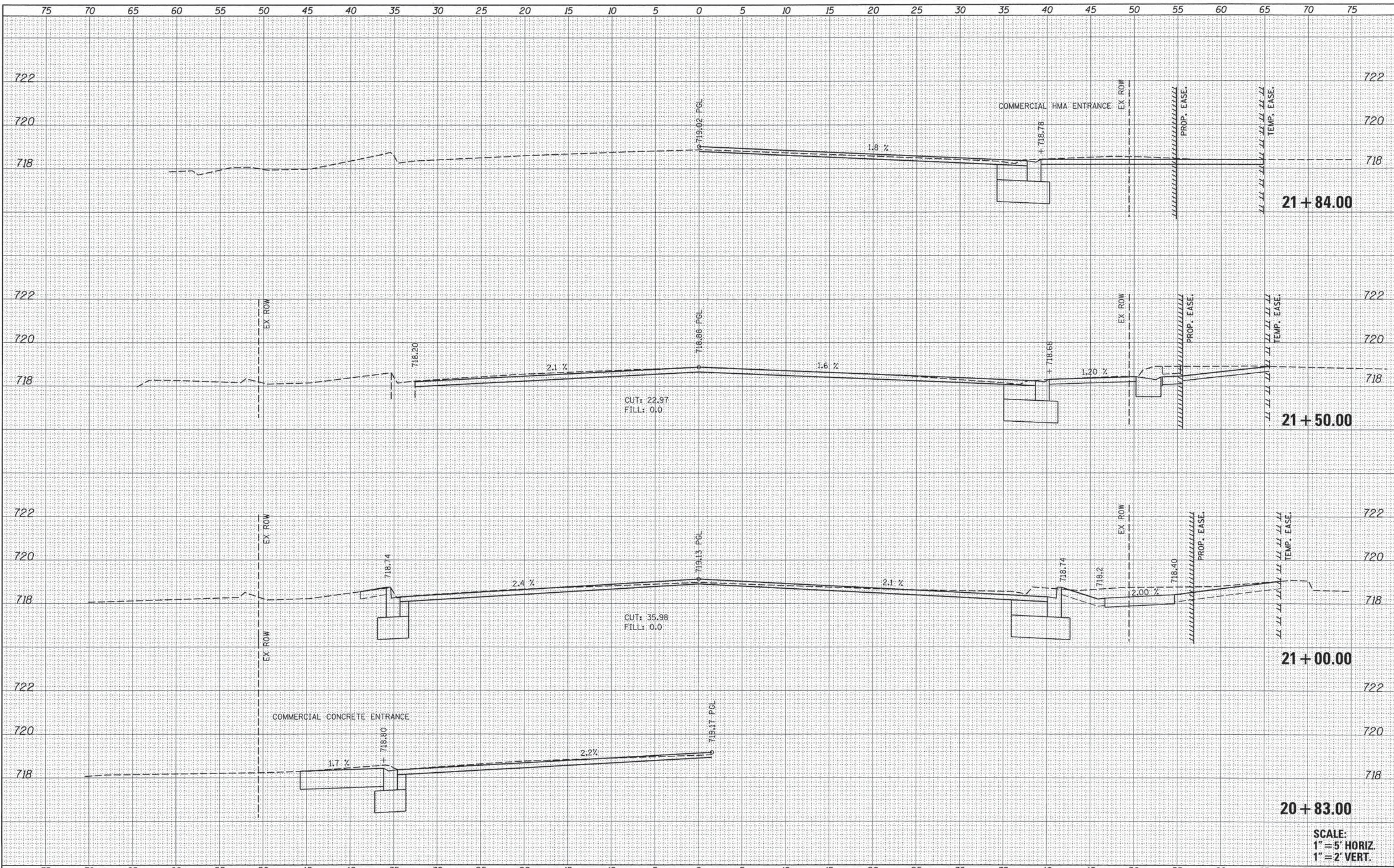
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PLOT SCALE = #SCALE#	CHECKED - MAS	DATE - 01-07-13	REVISED -	SCALE: SHEET OF SHEETS STA. 19+00.00 TO STA. 20+50.00		CONTRACT NO. 63865		
PLOT DATE = 6/19/2014	DATE - 01-07-13	REVISED -		ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

WILKE ROAD CROSS SECTIONS

DATE	
BY	
FINAL SURVEY	
SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
NOTE BOOK	
NO.	
AREAS CHECKED	



21 + 84.00

21 + 50.00

21 + 00.00

20 + 83.00

SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = F:\080201\cad\phase 2\dwg\080201-x5-Wilke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-14
		DRAWN - AC	REVISED -
		CHECKED - MAS	REVISED -
		DATE - 01-07-13	REVISED -

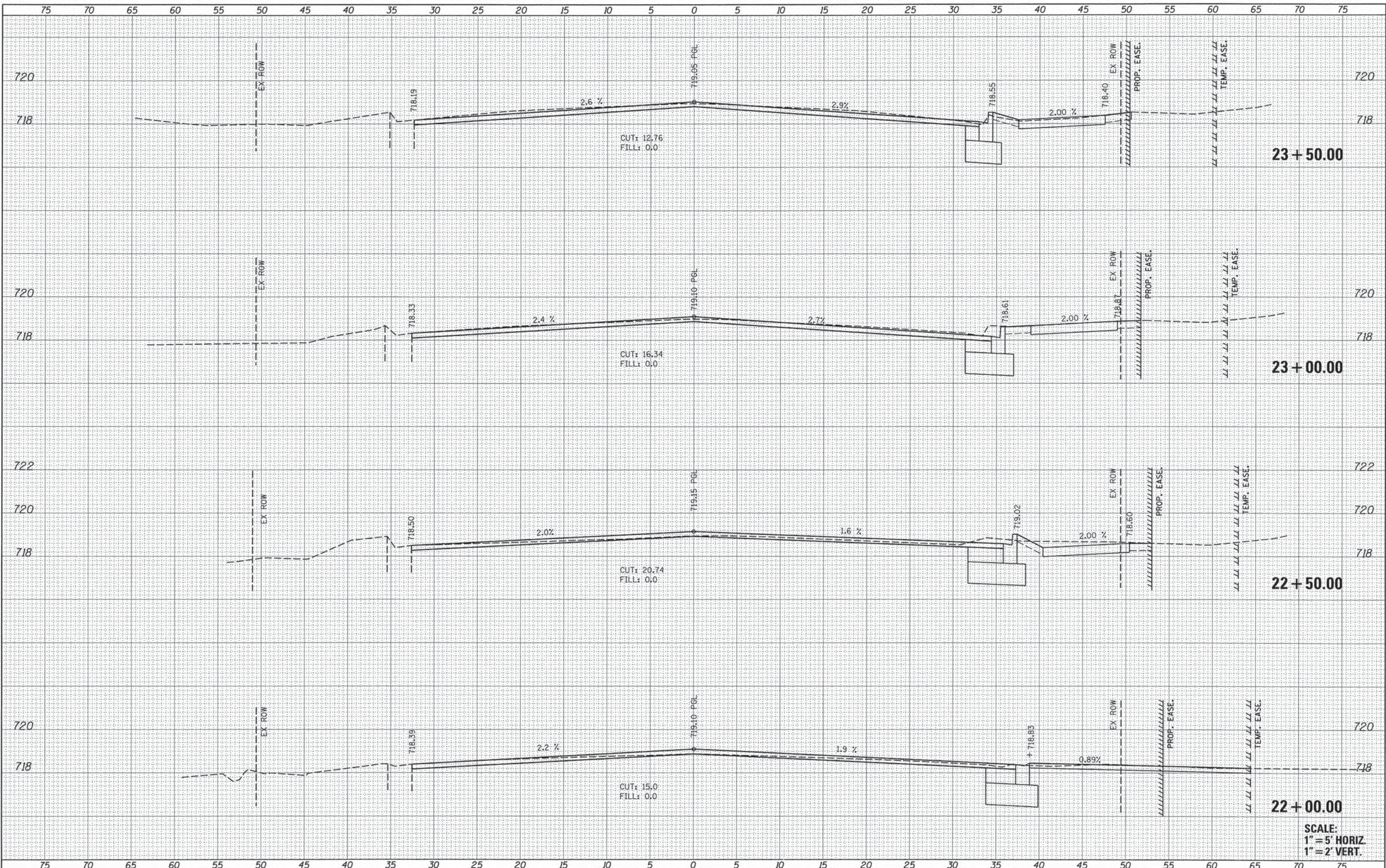
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA. 20+83.00	TO STA. 22+00.00
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	08-00185-01-FP	COOK	85	83
				CONTRACT NO. 63865
ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY	
REVISIONS	
NOTE BOOK	
NO.	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
REVISIONS	
NOTE BOOK	
NO.	
AREAS CHECKED	

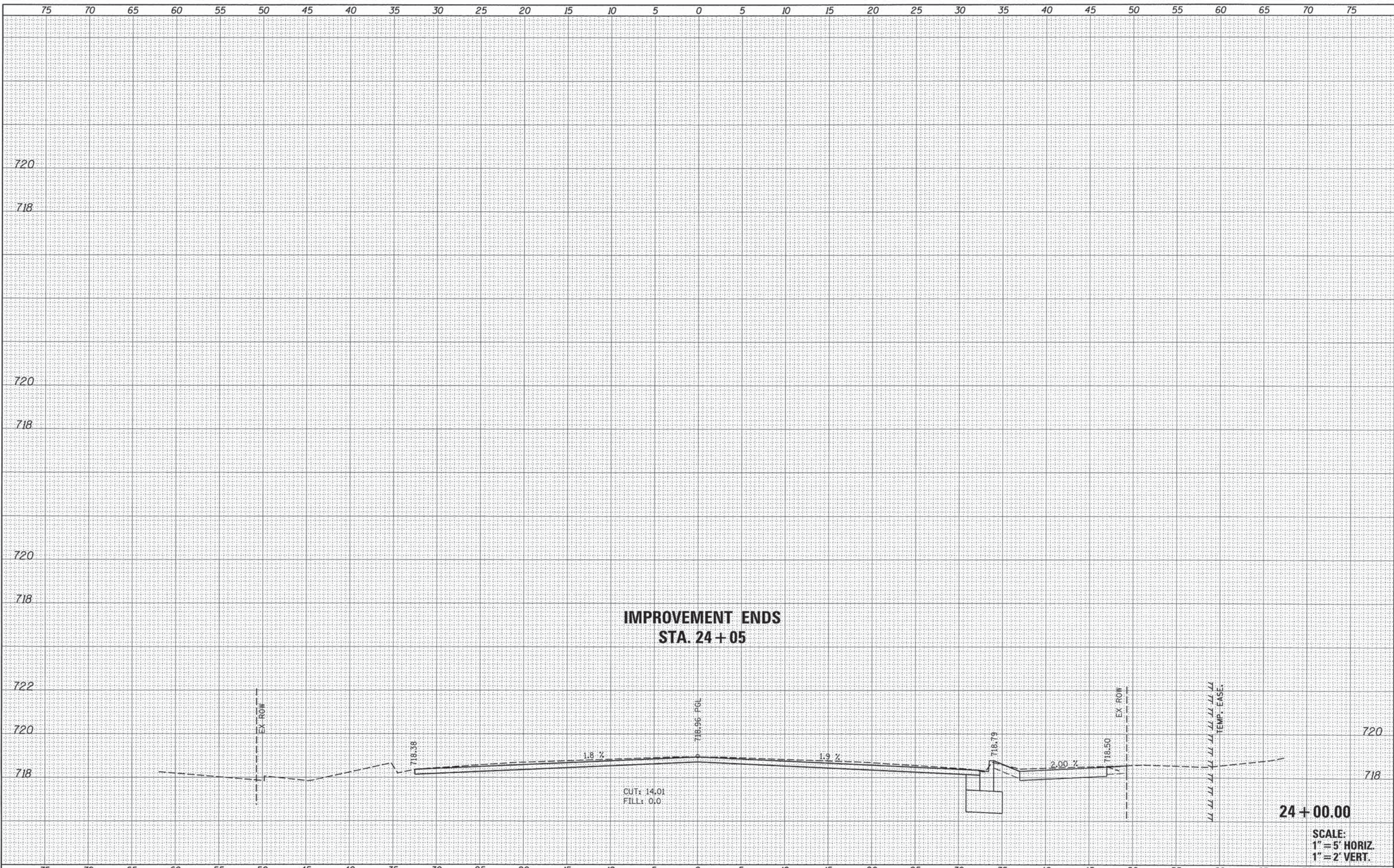


SCALE:
1" = 5' HORIZ.
1" = 2' VERT.

FILE NAME = P:\080201\ced\phase 2\dwg\080201-x5-Wilke.dgn	USER NAME = \$USER\$	DESIGNED - DAY	REVISED - 06-19-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS				F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 84
PLOT SCALE = \$SCALE\$	CHECKED - MAS	DATE - 01-07-13	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 22+50.00	TO STA. 24+00.00	CONTRACT NO. 63865		
PLOT DATE = 6/19/2014	DATE - 01-07-13	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

DATE	
BY	
FINAL SURVEY	
SUBMITTED	
NOTE BOOK	
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TEMPLATE	
AREAS	
CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SUBMITTED	
NOTE BOOK	
NO.	
TEMPLATE	
AREAS	
CHECKED	



**IMPROVEMENT ENDS
STA. 24 + 05**

CUT: 14.01
FILL: 0.00

24 + 00.00

**SCALE:
1" = 5' HORIZ.
1" = 2' VERT.**

FILE NAME = P:\000201\oad\phase 2\dwg\000201-x5-w1ke.dgn	USER NAME = #USER#	DESIGNED - DAY	REVISED - 06-19-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILKE ROAD CROSS SECTIONS				F.A.U. RTE. 3512	SECTION 08-00185-01-FP	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 85
	PLOT SCALE = #SCALE#	DRAWN - AC	REVISED -		SCALE:	SHEET	OF	SHEETS	STA. 22+50.00	TO STA. 24+00.00	ILLINOIS FED. AID PROJECT		
	PLOT DATE = 6/19/2014	CHECKED - MAS	REVISED -								CONTRACT NO. 63865		
		DATE - 01-07-13	REVISED -								CONTRACT NO. 63865		