

PROPOSED HIGHWAY PLANS

F.A.P. 350: IL ROUTE 50 (CICERO AVE.)
 34TH STREET TO PERSHING ROAD
 SECTION: 2010-050-1
 SAFETY IMPROVEMENT
 PROJECT: HSIP-0350(038)
 COOK COUNTY
 C-91-662-10

| | | | | |
|-----------------------|------------|--------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | *44 | 1 |
| FED. ROAD DIST. NO. 1 | ILLINOIS | CONTRACT NO. | 60L26 | |

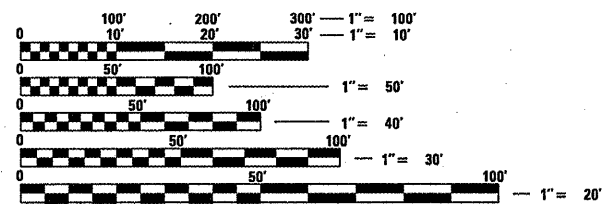
D-91-662-10 *44 43=47

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE TOWN OF CICERO, THE VILLAGE OF STICKNEY, AND THE CITY OF CHICAGO

TRAFFIC DATA:

IL ROUTE 50 (CICERO AVE.):
 2009 ADT = 41,300
 SPEED LIMIT = 35 MPH



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.

C.U.A.N.
 CHICAGO UTILITY ALERT NETWORK
 1-312-744-7000

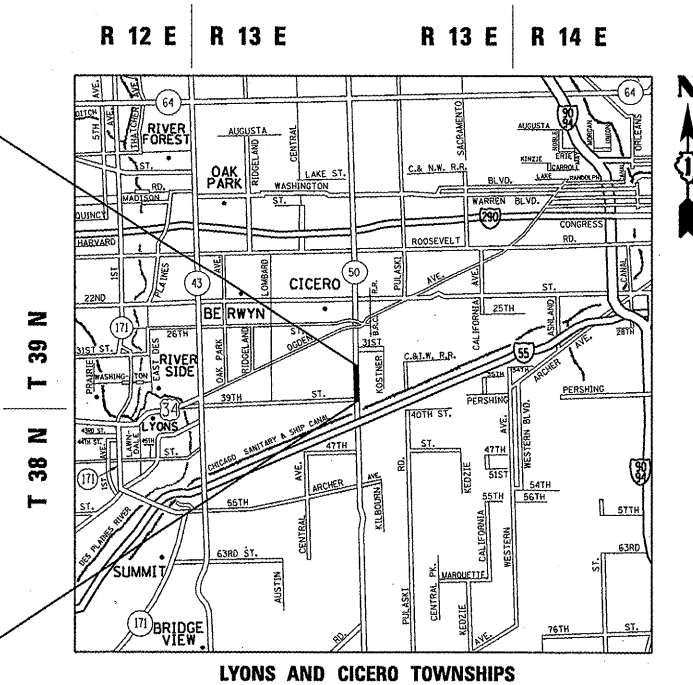
J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811

PROJECT ENGINEER: JENPAI CHANG (847) 705-4432
 PROJECT MANAGER: KEN ENG (847) 705-4247

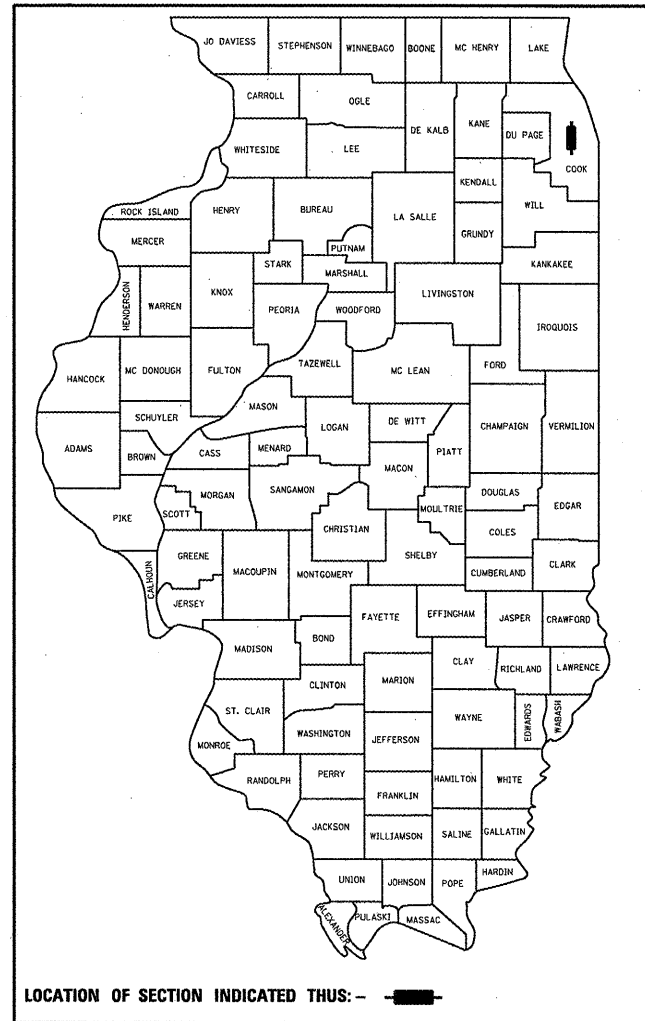
CONTRACT NO. 60L26

PROJECT ENDS
 STA. 544 + 44

PROJECT BEGINS
 STA. 506 + 80



GROSS AND NET LENGTH OF PROJECT = 3764 FEET = 0.71 MILES



LOCATION OF SECTION INDICATED THIS: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 1, 2012

Diane M. O'Hara
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

MARCH 23 2012
John D. Baranzelli, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

MARCH 23 2012
William R. Flesler
 acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS:

| SHEET NO. | DESCRIPTION |
|-----------|--|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES |
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| 5 | EXISTING AND PROPOSED TYPICAL SECTIONS |
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| 22 | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24) |
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| 28 | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14) |
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| 31-36 | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05) |
| 37-44 | CROSS SECTIONS |

STATE STANDARDS:

| | |
|-------------|--|
| 000001 - 06 | STANDARD SYMBOLS, ABBREVIATION AND PATTERNS |
| 280001 - 06 | TEMPORARY EROSION CONTROL SYSTEMS |
| 424001 - 06 | PERPENDICULAR CURB RAMPS FOR SIDEWALKS |
| 424016 | MID-BLOCK CURB RAMPS FOR SIDEWALKS |
| 424021 | DEPRESSED CORNER FOR SIDEWALKS |
| 701101 - 02 | OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701427 | LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPER FOR SPEEDS ≤ 40 MPH |
| 701601 - 07 | URBAN LANE CLOSURE MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN |
| 701602 - 05 | URBAN LANE CLOSURE, MULTILANE, 2W, WITH BIDIRECTIONAL LEFT TURN LANE |
| 701701 - 08 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801 - 05 | LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 701901 - 02 | TRAFFIC CONTROL DEVICES |
| 780001 - 03 | TYPICAL PAVEMENT MARKINGS |

GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE TOWN OF CICERO AND THE VILLAGE OF STICKNEY.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED (STATE STANDARD 424001), USE TYPE B RAMPS UNLESS OTHERWISE SPECIFIED.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

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

THE ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE AND THE BUREAU OF CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM TO CONTINUOUSLY MONITOR FOR WORKER SAFETY AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

CITY OF CHICAGO GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

SIDEWALK HANDICAPPED RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.

Rev.

| | | | | | | | | | | | |
|---|----------------------------------|------------|-----------|---|--|--------------------|---------------------|--------|--------------|-----------------------|----------|
| FILE NAME = | USER NAME = rothenbergmp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD) INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| c:\pw\work\pvidot\rothenbergmp\d0150229 | P111109-shr-ssht-1150-Design.dgn | DRAWN - | REVISED - | | | 350 | 2010-050-1 | COOK | 44 | 2 | |
| | PLOT SCALE = 100.0000 "/ in. | CHECKED - | REVISED - | | | CONTRACT NO. 60L26 | | | | | |
| | PLOT DATE = 2/1/2012 | DATE - | REVISED - | | | SCALE: | SHEET NO. OF SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS |

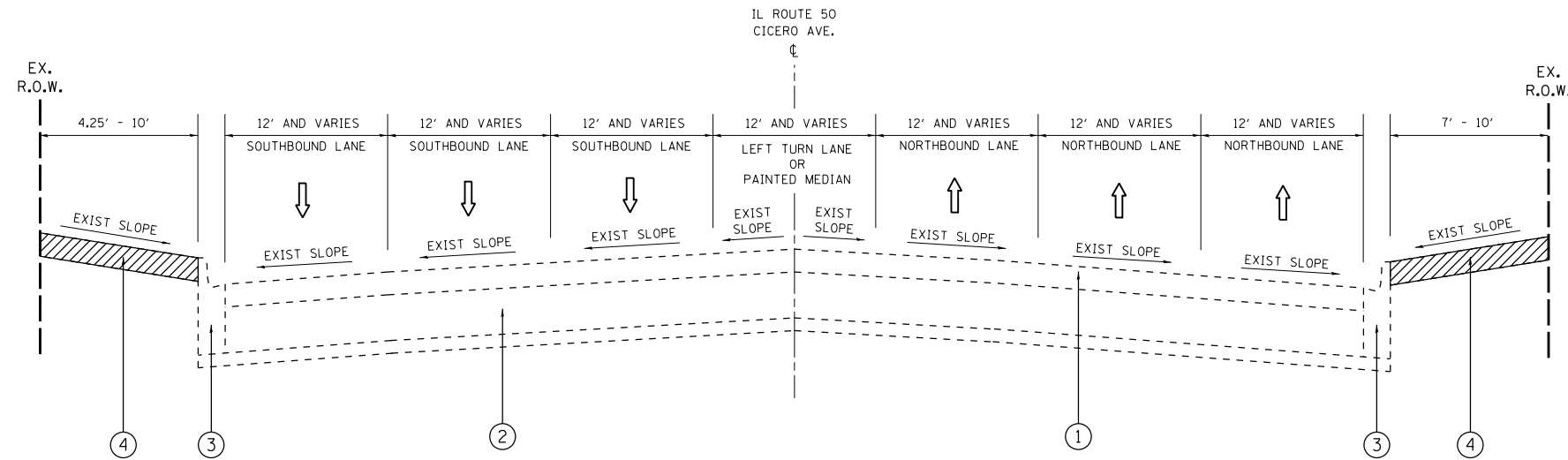
| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|--|-----------------|------------------|------------------------|--|--|--|--|-----------------------|---|------|------------------|------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | SAFETY | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | SAFETY | | | | |
| | | | | 0021 | | | | | | | | | 0021 | | | | |
| 81603051 | UNIT DUCT, 600V, WITH 3-1/4" NO. 6, 1/4" NO. 8 GROUND, (XLP-TYPE USE), 1 1/4" DIA., POLYETHYLENE | FOOT | 2692 | 2692 | | | | | * 81028220 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 208 | 208 | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 177 | 177 | | | | | * 82102250 | LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT | EACH | 11 | 11 | | | | |
| 20201200 | REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL | CU YD | 307 | 307 | | | | | * 83007500 | LIGHT POLE, ALUMINUM, 35 FT. M.H., 12 FT. MAST ARM | EACH | 11 | 11 | | | | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 42 | 42 | | | | | * 83600200 | LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 207 | 207 | | | | |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SO YD | 90 | 90 | | | | | * 83800505 | BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT | EACH | 108 | 108 | | | | |
| 25000400 | NITROGEN FERTILIZER NUTRIENT | POUND | 2 | 2 | | | | | * 84200500 | REMOVAL OF LIGHTING UNIT, SALVAGE | EACH | 2 | 2 | | | | |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT | POUND | 2 | 2 | | | | | * 84200804 | REMOVAL OF POLE FOUNDATION | EACH | 23 | 23 | | | | |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT | POUND | 2 | 2 | | | | | * 84400105 | RELOCATE EXISTING LIGHTING UNIT | EACH | 16 | 16 | | | | |
| 25200110 | SODDING, SALT TOLERANT | SO YD | 90 | 90 | | | | | * 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH | 1 | 1 | | | | |
| 28000400 | PERIMETER EROSION BARRIER | FOOT | 550 | 550 | | | | | * 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C | FOOT | 250 | 250 | | | | |
| 28000510 | INLET FILTERS | EACH | 35 | 35 | | | | | * 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 254 | 254 | | | | |
| 42001300 | PROTECTIVE COAT | SO YD | 4800 | 4800 | | | | | * 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 60 | 60 | | | | |
| 42400200 | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH | SO FT | 42400 | 42400 | | | | | * 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 60 | 60 | | | | |
| 42400800 | DETECTABLE WARNINGS | SO FT | 200 | 200 | | | | | * 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT | 194 | 194 | | | | |
| 44000100 | PAVEMENT REMOVAL | SO YD | 2700 | 2700 | | | | | * 87502440 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. | EACH | 1 | 1 | | | | |
| 44000600 | SIDEWALK REMOVAL | SO FT | 6775 | 6775 | | | | | * 87502500 | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. | EACH | 1 | 1 | | | | |
| * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 1304 | 1304 | | | | | * 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 8 | 8 | | | | |
| * 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | 1 | | | | | * 88030240 | SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED | EACH | 1 | 1 | | | | |
| * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 9 | 9 | | | | | * 88102717 | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 1 | 1 | | | | |
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 6 | 6 | | | | | * 88102747 | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER | EACH | 1 | 1 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1 | 1 | | | | | * 88800100 | PEDESTRIAN PUSH-BUTTON | EACH | 3 | 3 | | | | |
| 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | 1 | | | | | * 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 | 1 | | | | |
| 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 | L SUM | 1 | 1 | | | | | * 89502376 | REBUILD EXISTING HANDHOLE | EACH | 4 | 4 | | | | |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | 1 | | | | | * 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 1 | 1 | | | | |
| 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 | L SUM | 1 | 1 | | | | | * X0325924 | CLEAN, RELAMP AND MAINTENANCE OF EXISTING LUMINAIRE | EACH | 50 | 50 | | | | |
| * 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6" | FOOT | 395 | 395 | | | | | Δ X5537800 | STORM SEWERS TO BE CLEANED 12" | FOOT | 1750 | 1750 | | | | |
| * 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 345 | 345 | | | | | * X8100863 | INTERCEPT EXISTING CONDUIT | EACH | 3 | 3 | | | | |
| * 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 521 | 521 | | | | | | | | | | | | | |
| * 78008250 | POLYUREA PAVEMENT MARKING TYPE I - LINE 12" | FOOT | 205 | 205 | | | | | | | | | | | | | |
| 78300100 | PAVEMENT MARKING REMOVAL | SO FT | 950 | 950 | | | | | | | | | | | | | |
| * 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. | FOOT | 37 | 37 | | | | | | | | | | | | | |

* SPECIALTY ITEMS
Δ NON-PARTICIPATING ITEMS
(100% STATE)

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | |
|-----------------------|--|-------|------------------|------------------------|--|--|--|--|-----------------------|------|------|------------------|------------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | SAFETY | | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | SAFETY | | | | |
| | | | | 0021 | | | | | | | | | 0021 | | | | |
| Z0004562 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 265 | 265 | | | | | | | | | | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1 | 1 | | | | | | | | | | | | | |
| Z0018400 | DRAINAGE STRUCTURES TO BE ADJUSTED | EACH | 5 | 5 | | | | | | | | | | | | | |
| Δ Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 35 | 35 | | | | | | | | | | | | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SO FT | 163.9 | 163.9 | | | | | | | | | | | | | |
| * Z0033024 | MAINTAIN EXISTING LIGHTING SYSTEM | L SUM | 1 | 1 | | | | | | | | | | | | | |

* SPECIALTY ITEMS
 Δ NON-PARTICIPATING ITEMS
 (100% STATE)

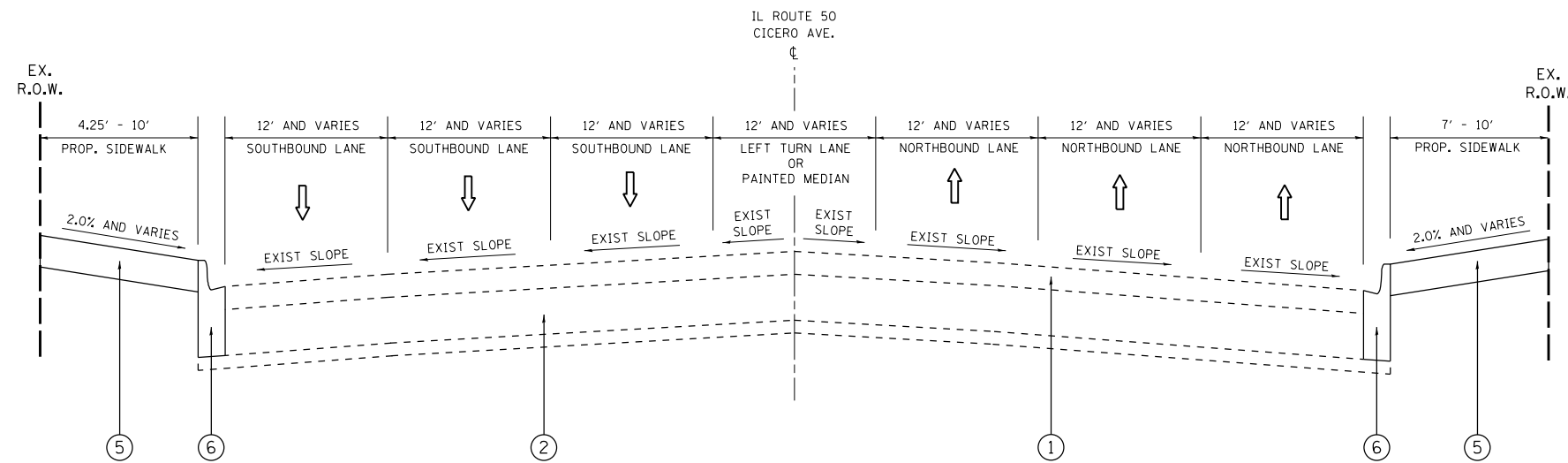
| | | | | | | | | | | | |
|-------------|------------------------|------------|-----------|---|--|--------------------|---------------------|--------------|---|-----------|--|
| FILE NAME = | USER NAME = rathenberg | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD) SUMMARY OF QUANTITIES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| | | DRAWN - | REVISED - | | | 350 | 2010-050-1 | COOK | 44 | 4 | |
| | | CHECKED - | REVISED - | | | CONTRACT NO. 60L26 | | | | | |
| | | DATE - | REVISED - | | | SCALE: | SHEET NO. OF SHEETS | STA. TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |



EXISTING TYPICAL SECTION
IL 50 (CICERO AVE.)
STA. 506+80 TO STA. 544+44

LEGEND:

- ① EXISTING HMA SURFACE (6" TO 8-1/2")
- ② EXISTING P.C.C. PAVEMENT, 10"
- ③ EXISTING CURB AND GUTTER - TYPE B-6.24
- ④ EXISTING HMA PAVEMENT REMOVAL OR EXISTING P.C.C. SIDEWALK REMOVAL
- ⑤ PROPOSED P.C.C. SIDEWALK, 5"
- ⑥ PROPOSED COMB. CONC. C&G REMOVAL AND REPLACEMENT



PROPOSED TYPICAL SECTION
IL 50 (CICERO AVE.)
STA. 506+80 TO STA. 544+44

| | | | |
|---------------------------------------|-----------------------------------|------------|-----------|
| FILE NAME = | USER NAME = rothenbergmp | DESIGNED - | REVISED - |
| ct:\pwork\pwork\rothenbergmp\d0150229 | P111109-shr-xssht-1150-Design.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / 1". | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2012 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
EXISTING AND PROPOSED TYPICAL SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 5 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60L26 | |

EARTHWORK SCHEDULE (IL ROUTE 50 - CICERO AVE.) - STA. 506+00 TO STA. 545+00

| LOCATION ① | EARTH EXCAVATION ② | EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③ | EMBANKMENT ④ | EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) ⑤ |
|---------------------------------|-----------------------|--|-----------------|--|
| STATION | CUBIC YARD | CUBIC YARD | CUBIC YARD | CUBIC YARD |
| STA. 506+00 TO STA. 507+00 | 4 | 3 | 2 | +1 |
| STA. 507+00 TO STA. 507+41 | 4 | 3 | 2 | +1 |
| STA. 507+41 TO STA. 508+00 | 5 | 4 | 3 | +1 |
| STA. 508+00 TO STA. 509+00 | 10 | 8 | 6 | +2 |
| STA. 509+00 TO STA. 510+00 | 8 | 7 | 8 | -1 |
| STA. 510+00 TO STA. 510+79 | 3 | 2 | 5 | -3 |
| STA. 510+79 TO STA. 511+00 | 1 | 1 | 1 | +0 |
| STA. 511+00 TO STA. 512+00 | 4 | 3 | 4 | -1 |
| STA. 512+00 TO STA. 513+00 | 4 | 3 | 4 | -1 |
| STA. 513+00 TO STA. 513+38 | 2 | 1 | 2 | -1 |
| STA. 513+38 TO STA. 514+00 | 3 | 2 | 3 | -1 |
| STA. 514+00 TO STA. 515+00 | 4 | 3 | 4 | -1 |
| STA. 515+00 TO STA. 515+44 | 2 | 1 | 2 | -1 |
| STA. 515+44 TO STA. 516+00 | 3 | 2 | 3 | -1 |
| STA. 516+00 TO STA. 516+51 | 2 | 1 | 2 | -1 |
| STA. 516+51 TO STA. 517+00 | 2 | 1 | 2 | -1 |
| STA. 517+00 TO STA. 517+83 | 4 | 3 | 4 | -1 |
| STA. 517+83 TO STA. 518+00 | 1 | 1 | 1 | +0 |
| STA. 518+00 TO STA. 519+00 | 4 | 3 | 4 | -1 |
| STA. 519+00 TO STA. 520+00 | 4 | 3 | 4 | -1 |
| STA. 520+00 TO STA. 521+00 | 4 | 3 | 4 | -1 |
| STA. 521+00 TO STA. 522+00 | 4 | 3 | 4 | -1 |
| STA. 522+00 TO STA. 522+55 | 3 | 2 | 3 | -1 |
| STA. 522+55 TO STA. 523+00 | 2 | 1 | 2 | -1 |
| STA. 523+00 TO STA. 524+00 | 4 | 3 | 4 | -1 |
| STA. 524+00 TO STA. 525+00 | 4 | 3 | 4 | -1 |
| STA. 525+00 TO STA. 526+00 | 4 | 3 | 4 | -1 |
| STA. 526+00 TO STA. 527+00 | 4 | 3 | 4 | -1 |
| STA. 527+00 TO STA. 528+00 | 4 | 3 | 4 | -1 |
| STA. 528+00 TO STA. 529+00 | 4 | 3 | 4 | -1 |
| STA. 529+00 TO STA. 530+00 | 4 | 3 | 4 | -1 |
| STA. 530+00 TO STA. 531+00 | 4 | 3 | 4 | -1 |
| STA. 531+00 TO STA. 532+00 | 4 | 3 | 4 | -1 |
| STA. 532+00 TO STA. 533+00 | 4 | 3 | 4 | -1 |
| STA. 533+00 TO STA. 534+00 | 4 | 3 | 4 | -1 |
| STA. 534+00 TO STA. 534+77 | 3 | 2 | 3 | -1 |
| STA. 534+77 TO STA. 535+00 | 1 | 1 | 1 | +0 |
| STA. 535+00 TO STA. 536+00 | 4 | 3 | 4 | -1 |
| STA. 536+00 TO STA. 536+48 | 2 | 1 | 2 | -1 |
| STA. 536+48 TO STA. 537+00 | 2 | 1 | 2 | -1 |
| STA. 537+00 TO STA. 537+40 | 2 | 1 | 2 | -1 |
| STA. 537+40 TO STA. 538+00 | 3 | 2 | 3 | -1 |
| STA. 538+00 TO STA. 539+00 | 4 | 3 | 4 | -1 |
| STA. 539+00 TO STA. 540+00 | 4 | 3 | 4 | -1 |
| STA. 540+00 TO STA. 540+28 | 2 | 1 | 2 | -1 |
| STA. 540+28 TO STA. 540+65 | 2 | 1 | 2 | -1 |
| STA. 540+65 TO STA. 541+00 | 2 | 1 | 2 | -1 |
| STA. 541+00 TO STA. 542+00 | 4 | 3 | 4 | -1 |
| STA. 542+00 TO STA. 543+00 | 4 | 3 | 4 | -1 |
| STA. 543+00 TO STA. 543+45 | 2 | 1 | 2 | -1 |
| STA. 543+45 TO STA. 544+00 | 3 | 2 | 3 | -1 |
| STA. 544+00 TO STA. 544+60 | 2 | 1 | 2 | -1 |
| STA. 544+60 TO STA. 545+00 | 0 | 0 | 0 | +0 |
| EARTHWORK SCHEDULE TOTAL | 177 | 127 | 169 | -42 |

EARTHWORK SCHEDULE LEGEND:

- ① LOCATION FROM PLAN
- ② QUANTITY OF EARTH EXCAVATION (CUT) FROM CROSS SECTIONS
- ③ QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%
- ④ QUANTITY OF EMBANKMENT (FILL) FROM CROSS SECTIONS
- ⑤ ADJUSTED EARTH EXCAVATION (CUT) MINUS EMBANKMENT (FILL) - (COLUMN 3 MINUS COLUMN 4)
 (+) = QUANTITY OF EARTH TO BE WASTED
 (-) = QUANTITY OF FURNISHED EXCAVATION NEEDED

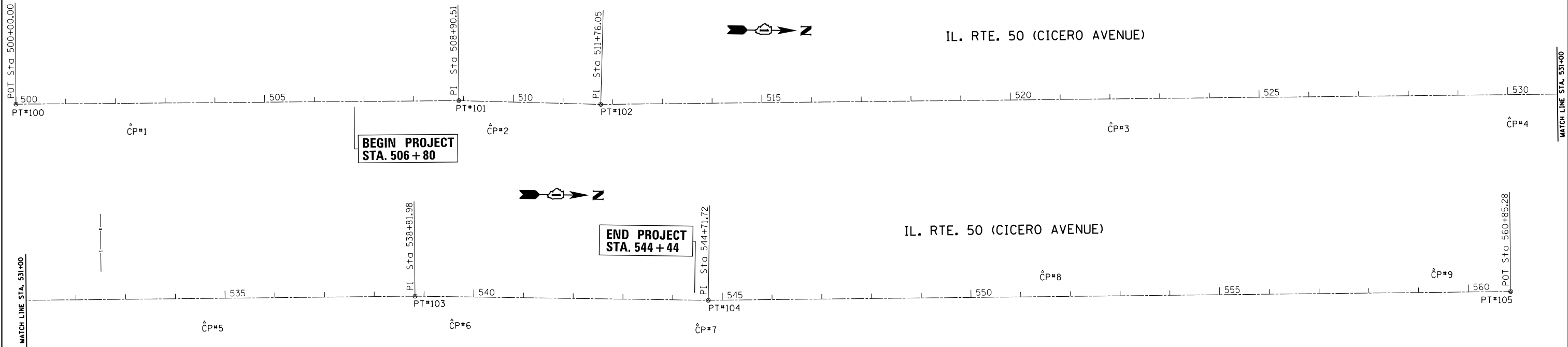
| | | | |
|---|-----------------------------------|------------|-----------|
| FILE NAME = | USER NAME = rothenbergmp | DESIGNED - | REVISED - |
| ct:\pw\work\p\dot\rothenbergmp\d0150229 | P111109-shr-xssht-1150-Design.dgn | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/1/2012 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
SCHEDULE OF QUANTITIES**

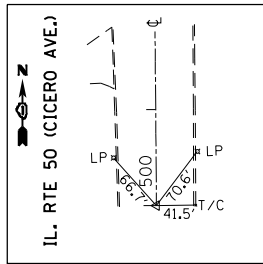
SCALE: SHEET NO. OF SHEETS STA. TO STA.

| | | | | |
|---|------------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 6 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60L26 | |



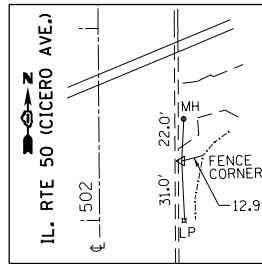
CONTROL POINT #100

FD X-CUT BOLT OF FH
 STA. 500+00.00
 N=1877539.9824
 E=1145030.7238



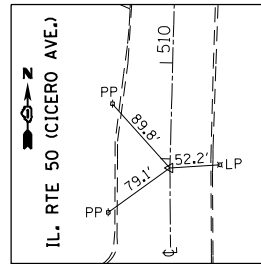
CONTROL POINT #1

X-CUT
 STA. 502+30.59 R
 N=1877771.3525
 E=1145069.2864



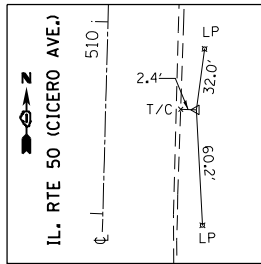
CONTROL POINT #101

SET MAG NAIL
 STA. 508+90.51 R
 N=1878430.3232
 E=1145013.6146



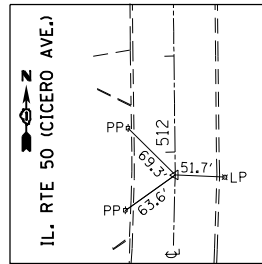
CONTROL POINT #2

SET MAG NAIL
 STA. 509+55.41 R
 N=1878494.4913
 E=1145061.8801



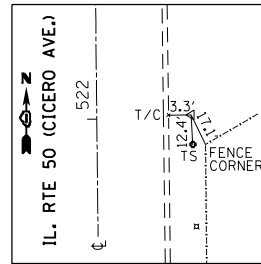
CONTROL POINT #102

SET MAG NAIL
 STA. 511+76.05
 N=1878715.8326
 E=1145018.0056



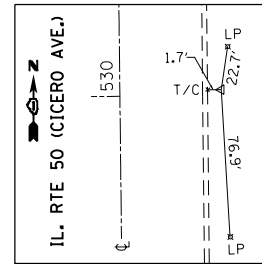
CONTROL POINT #3

SET MAG NAIL
 STA. 522+01.65 R
 N=1879742.2671
 E=1145044.7777



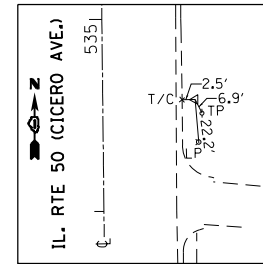
CONTROL POINT #4

SET MAG NAIL
 STA. 530+02.93 R
 N=1880543.3121
 E=1145025.5294



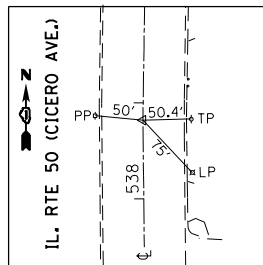
CONTROL POINT #5

SET MAG NAIL
 STA. 534+57.74 R
 N=1880998.0262
 E=1145016.2326



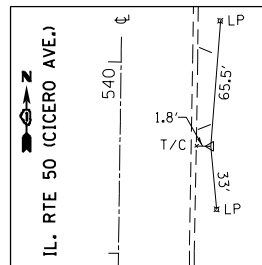
CONTROL POINT #103

SET MAG NAIL
 STA. 538+81.98
 N=1881421.1139
 E=1144958.9094



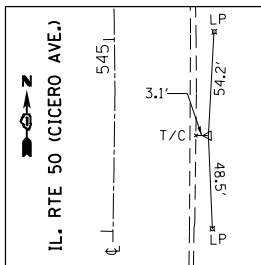
CONTROL POINT #6

SET MAG NAIL
 STA. 539+56.63 R
 N=1881495.6247
 E=1145006.4072



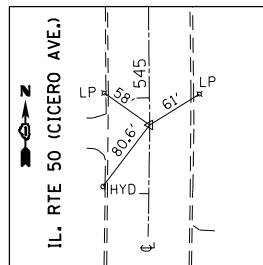
CONTROL POINT #7

FD X-CUT
 STA. 544+50.52 R
 N=1881989.5158
 E=1145009.5896



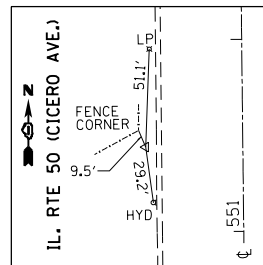
CONTROL POINT #104

SET MAG NAIL
 STA. 544+71.72
 N=1882010.8523
 E=1144960.6561



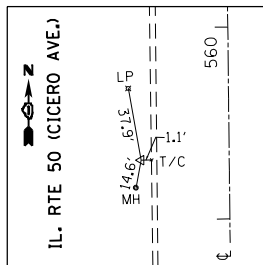
CONTROL POINT #8

SET
 STA. 551+44.43 L
 N=1882682.2863
 E=1144895.1486



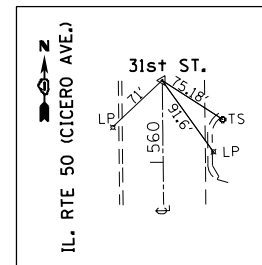
CONTROL POINT #9

SET
 STA. 559+31.19 L
 N=1883468.9573
 E=1144882.4563



CONTROL POINT #105

SET MAG NAIL
 STA. 560+85.28 L
 N=1883624.0246
 E=1144924.9645



BENCHMARK #1

ELEV. 597.61
 X-CUT BOLT OF FH
 STA. 503+93/49' (L)

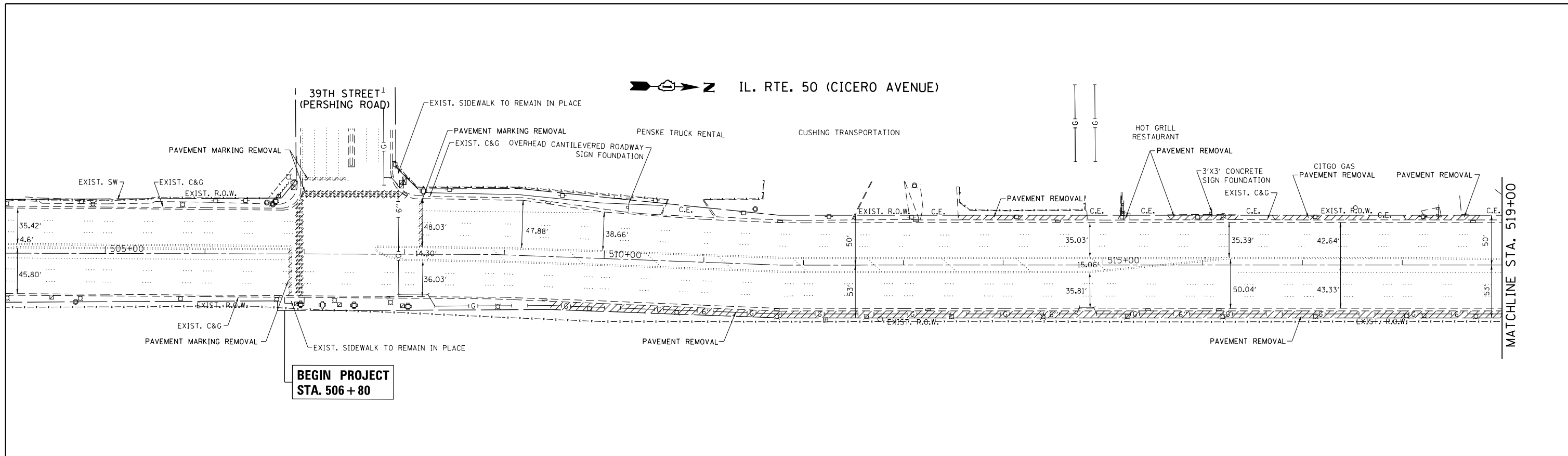
BENCHMARK #2

ELEV. 596.32
 X-CUT BASE OF LP
 STA. 536+12/49' (L)

BENCHMARK #3

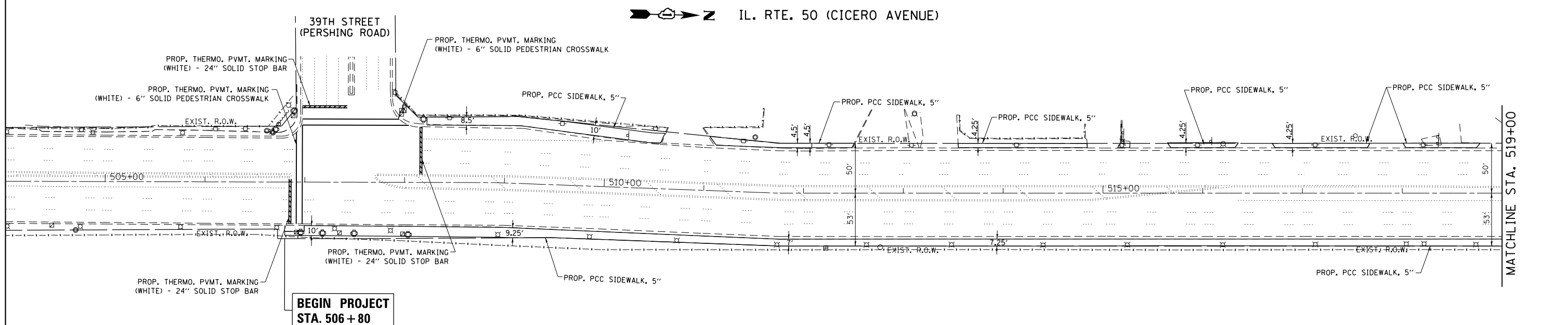
ELEV. 601.79
 X-CUT BASE OF TCB
 STA. 560+40/51' (L)

| | | | | | | | | | | | | |
|---|------------------------------|------------|-----------|---|---|--|--|--------------------|------------|--------|--------------|-----------|
| FILE NAME = c:\pwork\pwork\pwork\rothenbergmp\d0150248 | USER NAME = rothenbergmp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ALIGNMENT, TIES AND BENCHMARKS IL. ROUTE 50 (CICERO AVENUE) (34TH STREET TO PERSHING ROAD) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = 200.0000' / in. | CHECKED - | REVISED - | | | | | 350 | 2010-050-1 | COOK | 44 | 7 |
| PLOT DATE = 2/3/2012 | DATE - | REVISED - | REVISED - | | SCALE: SHEET NO. OF SHEETS STA. TO STA. | | | CONTRACT NO. 60L26 | | | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | | | | | |



EXISTING

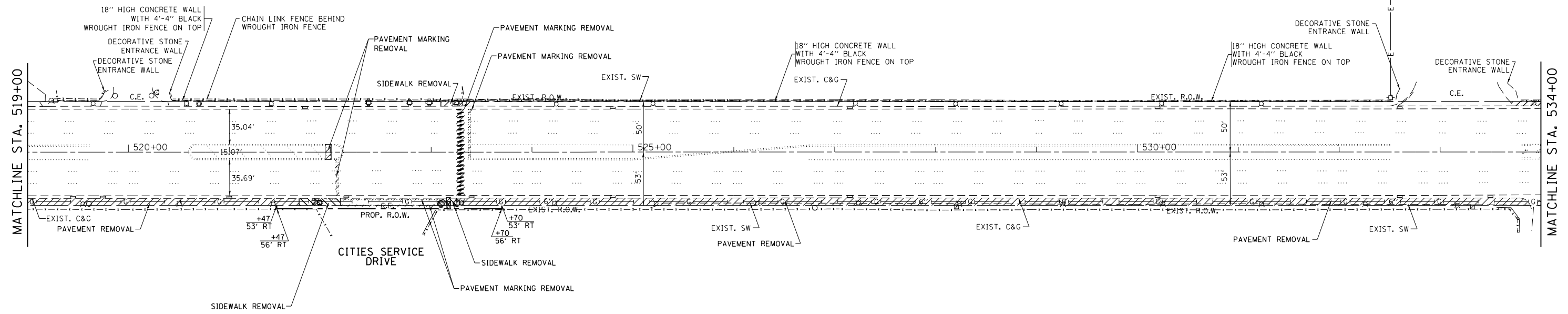
NOTE:
 THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.



PROPOSED

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------|------------|-----------|---|---|-----------|-----------|----------------------------------|--------------------|-------------|-----------------|-------------|
| FILE NAME = P111109-sh1-plan1.dgn | USER NAME = rothenbergmp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN IL. ROUTE 50 (CICERO AVENUE) (34TH STREET TO PERSHING ROAD) | | | F.A.P. RTE. 350 | SECTION 2010-050-I | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 8 |
| | PLOT SCALE = 100.0000' / in. | DRAWN - | REVISED - | | SCALE: 1" = 50' | SHEET NO. | OF SHEETS | STA. 504+00.00 TO STA. 519+00.00 | CONTRACT NO. 60L26 | | | |
| | PLOT DATE = 2/3/2012 | CHECKED - | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |
| | | DATE - | REVISED - | | | | | | | | | |

IL. RTE. 50 (CICERO AVENUE)

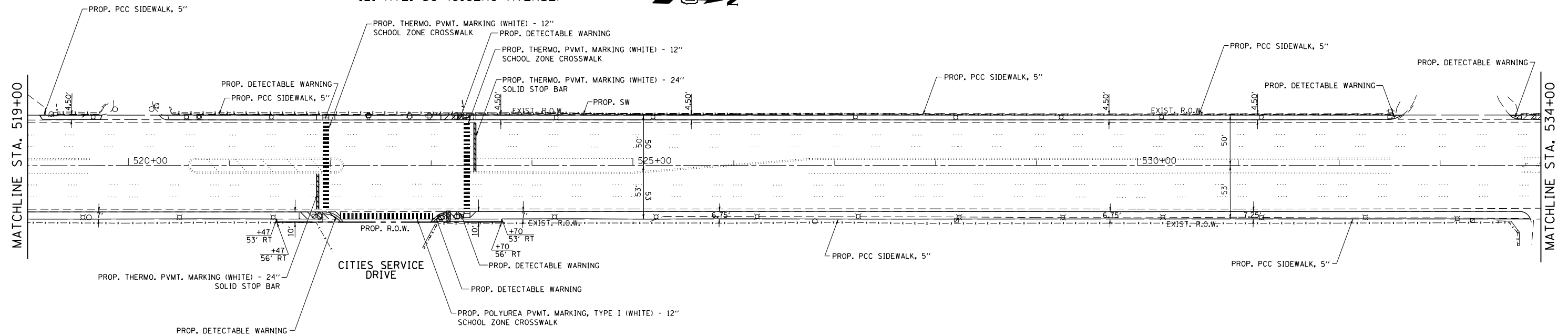


EXISTING

NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

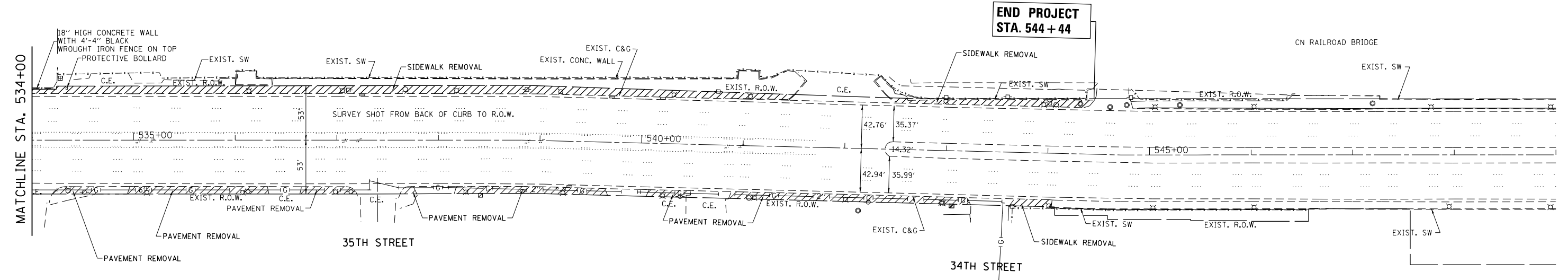
IL. RTE. 50 (CICERO AVENUE)



PROPOSED

| | | | | | | | | | | | | |
|-----------------------------------|------------------------------|------------|-----------|---|---|--|--|-------------------|----------------------|----------------------------------|--------------------|---------------|
| FILE NAME = P111109-sh1-plan1.dgn | USER NAME = rothenbergmp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN IL. ROUTE 50 (CICERO AVENUE) (34TH STREET TO PERSHING ROAD) | | | F.A.P. RTE. = 350 | SECTION = 2010-050-I | COUNTY = COOK | TOTAL SHEETS = 44 | SHEET NO. = 9 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 519+00.00 TO STA. 534+00.00 | CONTRACT NO. 60L26 | |
| PLOT DATE = 2/3/2012 | DATE - | REVISED - | REVISED - | | | | | | | | | |

IL. RTE. 50 (CICERO AVENUE)

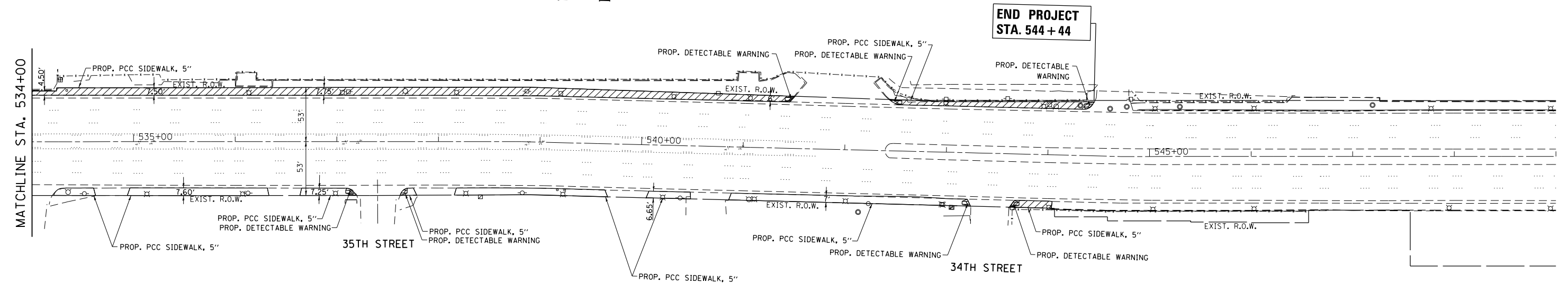


EXISTING

NOTE:

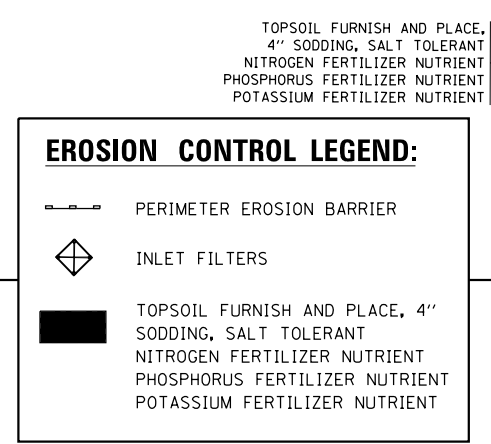
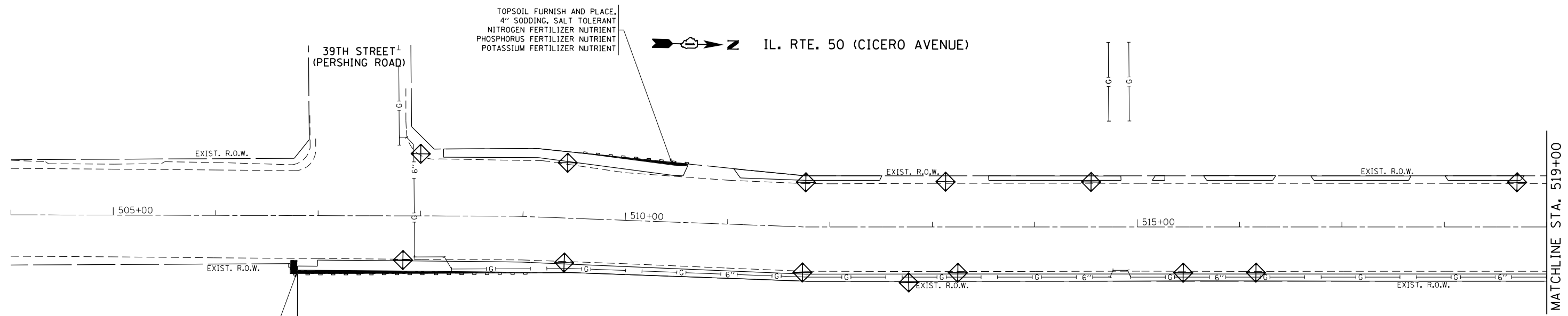
THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

IL. RTE. 50 (CICERO AVENUE)






PROPOSED

| | | | | | | | | | | |
|-----------------------------------|------------------------------|------------|-----------|---|---|-----------------|---------------------|----------------------------------|--------------------|--------------|
| FILE NAME = P111109-shr-plan1.dgn | USER NAME = rothenbergmp | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING & PROPOSED ROADWAY PLAN IL. ROUTE 50 (CICERO AVENUE) (34TH STREET TO PERSHING ROAD) | F.A.P. RTE. 350 | SECTION 2010-050-1 | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 10 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 534+00.00 TO STA. 549+00.00 | CONTRACT NO. 60L26 | |
| PLOT DATE = 2/3/2012 | DATE - | REVISED - | REVISED - | | | | | | | |



EROSION CONTROL LEGEND:

-  PERIMETER EROSION BARRIER
-  INLET FILTERS
-  TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT

**BEGIN PROJECT
STA. 506 + 80**

IL. RTE. 50 (CICERO AVENUE)

CITIES SERVICE
DRIVE

| | | | |
|-------------------------------------|------------------------------|------------|-----------|
| FILE NAME = P111109-shr-eros.dgn | USER NAME = rothenbergmp | DESIGNED - | REVISED - |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/3/2012 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN
IL. ROUTE 50 (CICERO AVE.) (35TH STREET TO PERSHING ROAD)**

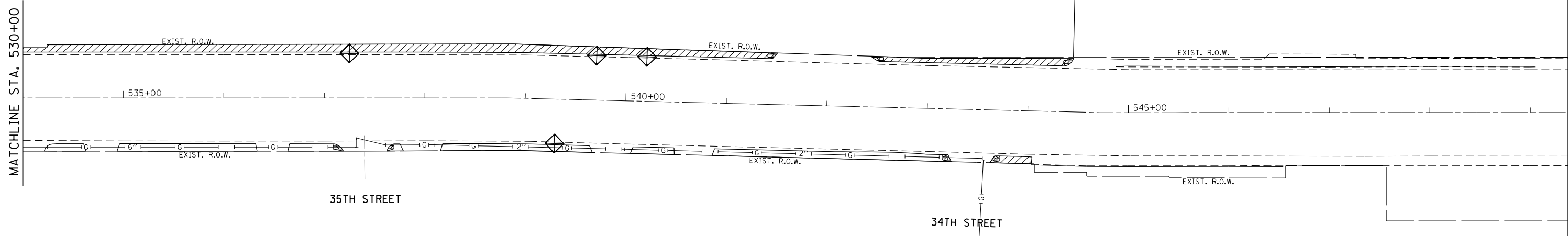
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 500+00.00 TO STA. 530+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|---------------------------|
| 350 | 2010-050-1 | COOK | 44 | 11 |
| | | | | CONTRACT NO. 60L26 |
| ILLINOIS FED. AID PROJECT | | | | |




IL. RTE. 50 (CICERO AVENUE)



END PROJECT
STA. 544 + 44



EROSION CONTROL LEGEND:

-  PERIMETER EROSION BARRIER
-  INLET FILTERS
-  TOPSOIL FURNISH AND PLACE, 4"
SODDING, SALT TOLERANT
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT

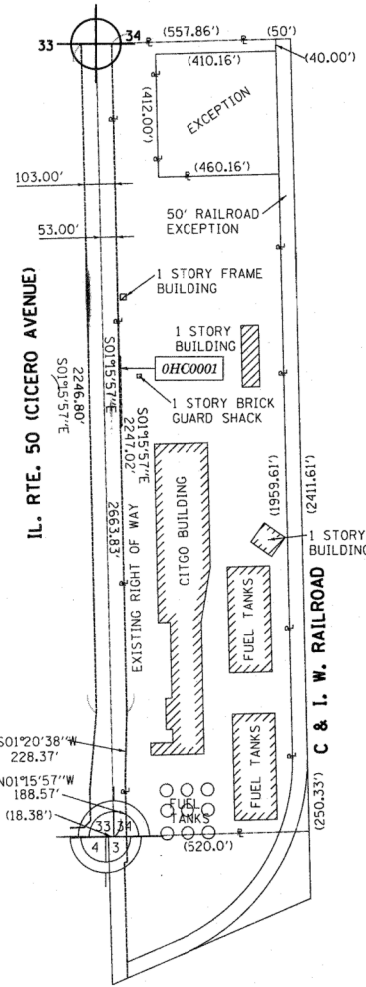
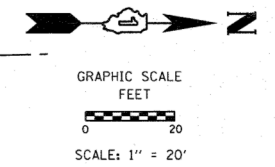
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| FILE NAME = P111109-shr-eros.dgn | USER NAME = rothenbergmp | DESIGNED - | REVISED - |
| | | DRAWN - | REVISED - |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/3/2012 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
IL. ROUTE 50 (CICERO AVE.) (35TH STREET TO PERSHING ROAD)

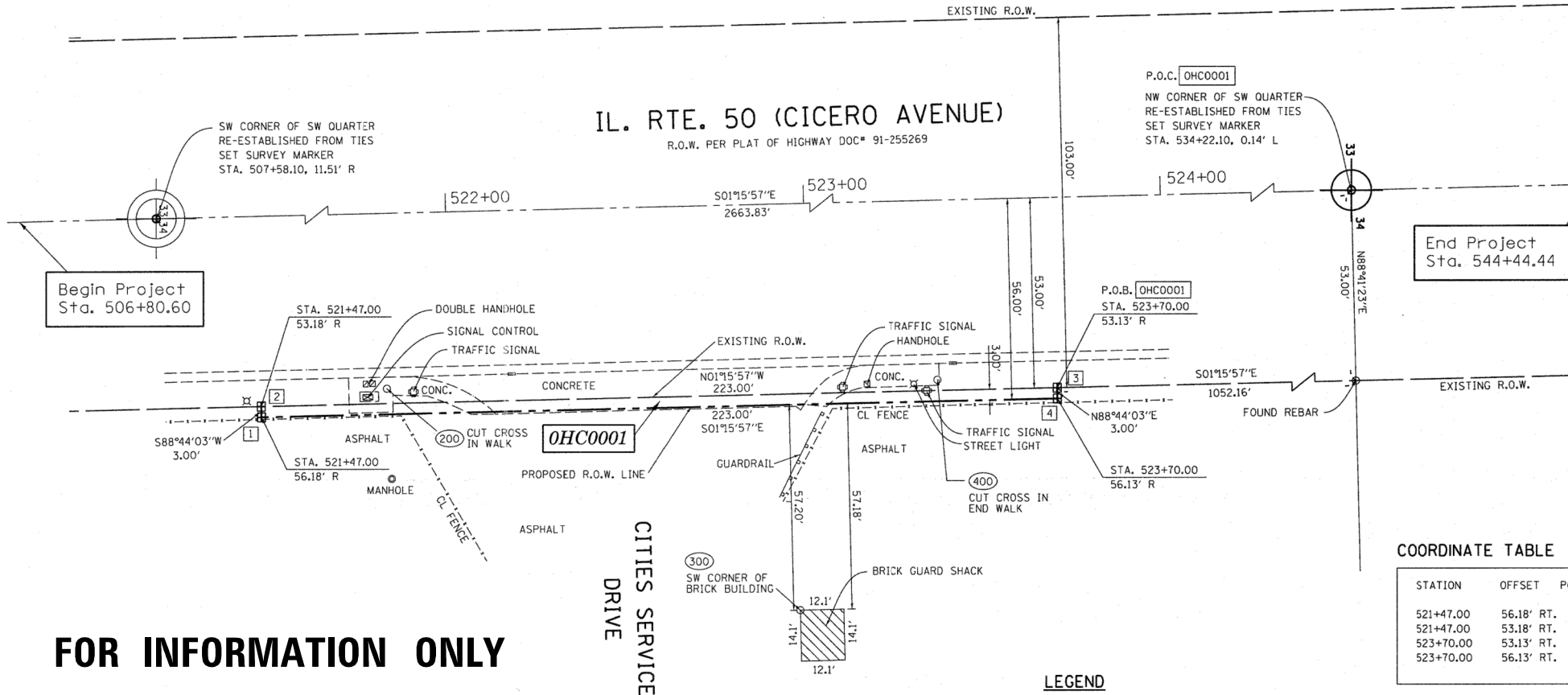
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 530+00.00 TO STA. 545+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|--------------------|
| 350 | 2010-050-1 | COOK | 44 | 12 |
| | | | | CONTRACT NO. 60L26 |
| ILLINOIS FED. AID PROJECT | | | | |



TOTAL HOLDING DIAGRAM PARCEL OHCO001
SCALE: 1" = 300'

Bearings are referenced to the Illinois Coordinate System, NAD83, East Zone, as provided by the Illinois Department of Transportation.
Coordinates are referenced to the Illinois Coordinate System, NAD83, East Zone, and are on the ground.

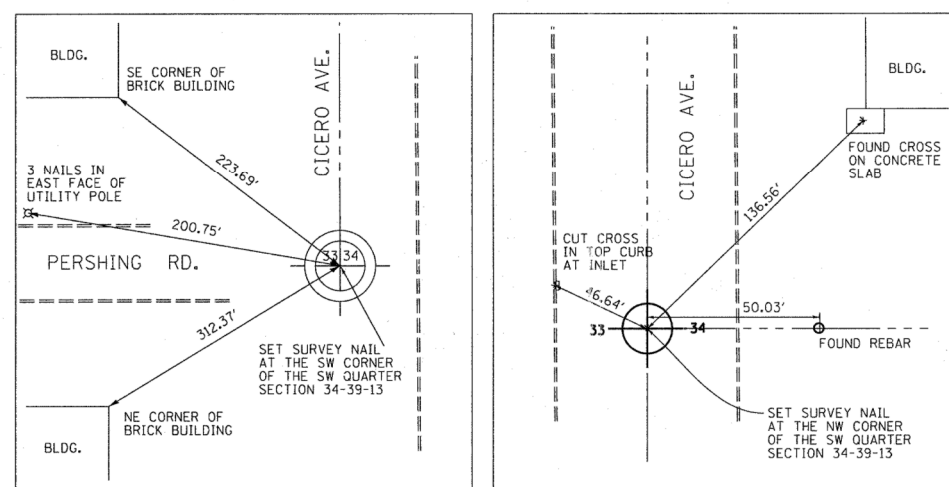


FOR INFORMATION ONLY

| PT. # | TIE # | TIE DISTANCE (FEET) |
|-------|-------|---------------------|
| 1 | 200 | 36.21' |
| | 300 | 160.17' |
| | 400 | 189.66' |
| 2 | 200 | 35.74' |
| | 300 | 161.26' |
| | 400 | 189.59' |
| 3 | 200 | 189.54' |
| | 300 | 94.93' |
| | 400 | 33.56' |
| 4 | 200 | 187.63' |
| | 300 | 93.05' |
| | 400 | 33.96' |

COORDINATE TABLE

| STATION | OFFSET | POINT | NORTHING | EASTING |
|-----------|------------|-------|------------|------------|
| 521+47.00 | 56.18' RT. | 1 | 1879687.78 | 1145052.97 |
| 521+47.00 | 53.18' RT. | 2 | 1879687.71 | 1145049.97 |
| 523+70.00 | 53.13' RT. | 3 | 1879910.66 | 1145045.04 |
| 523+70.00 | 56.13' RT. | 4 | 1879910.73 | 1145048.04 |



- LEGEND**
- SECTION CORNER (9 10 16 15)
 - QUARTER CORNER (16 15)
 - STATE OF ILLINOIS
 - COUNTY OF KANE
 - SECTION LINE (dashed line)
 - QUARTER SECTION LINE (dash-dot line)
 - QUARTER, QUARTER SECTION LINE (dash-dot-dot line)
 - PLATTED LOT LINES (long dashed line)
 - PROPERTY (DEED) LINE (short dashed line)
 - APL (long dash-short dash line)
 - APPROXIMATE PROPERTY LINE (dash-dot-dot-dot line)
 - EXISTING CENTERLINE (solid line)
 - PROPOSED CENTERLINE (dashed line)
 - EXISTING RIGHT OF WAY LINE (long dashed line)
 - PROPOSED RIGHT OF WAY LINE (dash-dot line)
 - PROPOSED EASEMENT (dash-dot-dot line)
 - MEASURED DIMENSION (solid line)
 - COMPUTED DIMENSION (dashed line)
 - RECORDED DIMENSION (dash-dot line)
 - EXISTING BUILDING (hatched area)
 - IRON PIPE OR ROD FOUND (circle with dot)
 - CUT CROSS FOUND OR SET (circle with cross)
 - "MAG" NAIL SET (circle with cross)
 - 5/8" REBAR SET (circle with dot)
 - TI, T2, T3 (stake symbols)
 - BT1, BT2, BT3 (stake symbols)
 - STAKING OF PROPOSED RIGHT OF WAY (dashed line)
 - STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS (dashed line)
 - PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (circle with cross)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET (dashed line)

THIS IS TO CERTIFY THAT I, CHRIS E. PETERSON, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 34, TOWNSHIP 39 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____ 2010 A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3678
LICENSE EXPIRATION DATE: 11-30-2012

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

RECEIVED
DEC 03 2011
PLATS & LEGALS

ENGINEERING ENTERPRISES, INC.
CIVIL ENGINEERS & LAND SURVEYORS
52 WHEELER ROAD
SUGAR GROVE, ILLINOIS
PH: (630-466-6700) www.eeiweb.com

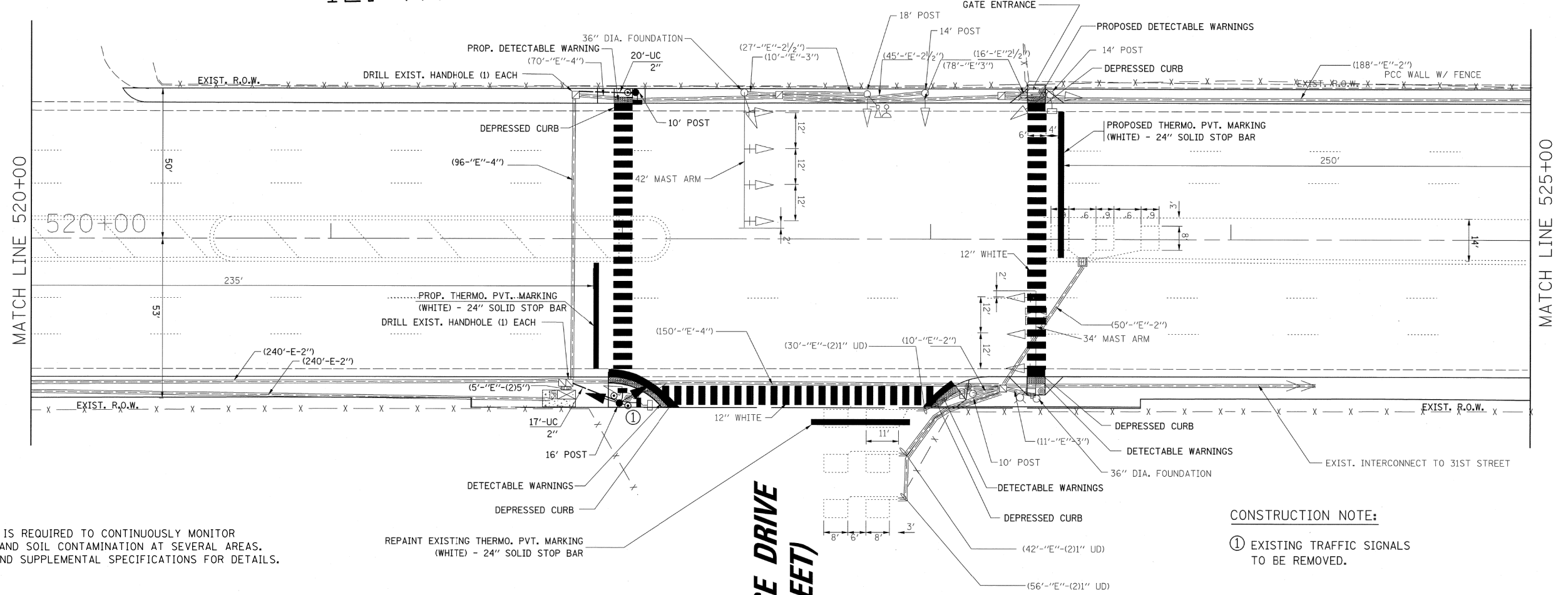
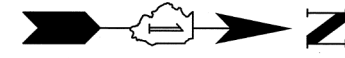
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
ILL ROUTE 50

LIMITS: Chicago Motor Speedway to Pershing Road COUNTY: COOK
PROJECT: CICERO AVE. JOB NO.: R-90-006-11
STATION 521+47.00 TO STATION 523+70.00
SCALE: 1"=20' SHEET 1 OF 1

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

| PARCEL NUMBER | OWNER | TOTAL HOLDINGS ACRES | AREA TAKEN | | AREA IN EXISTING R.O.W. ACRES | REMAINDER AREA ACRES | EASEMENT AREA | | EASEMENT PURPOSE | PERMANENT INDEX NUMBER | PROPERTY ACQUIRED BY |
|---------------|-----------------------------|----------------------|------------|---------|-------------------------------|----------------------|---------------|-------------|-----------------------|---|----------------------|
| | | | ACRES | SO FEET | | | ACRES | SQUARE FEET | | | |
| OHCO001 | CITGO PETROLEUM CORPORATION | 35.286 | 0.015 | 669.00 | N/A | 35.271 | N/A | N/A | SIDEWALK CONSTRUCTION | 16-34-301-005 16-34-301-008 16-34-301-009 16-34-301-004 16-34-301-006 | |

IL. RTE. 50 (CICERO AVENUE)



NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

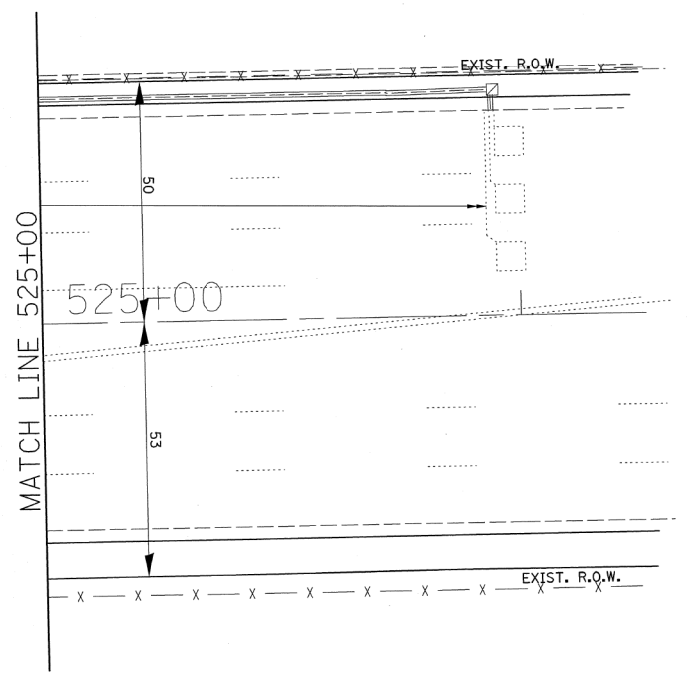
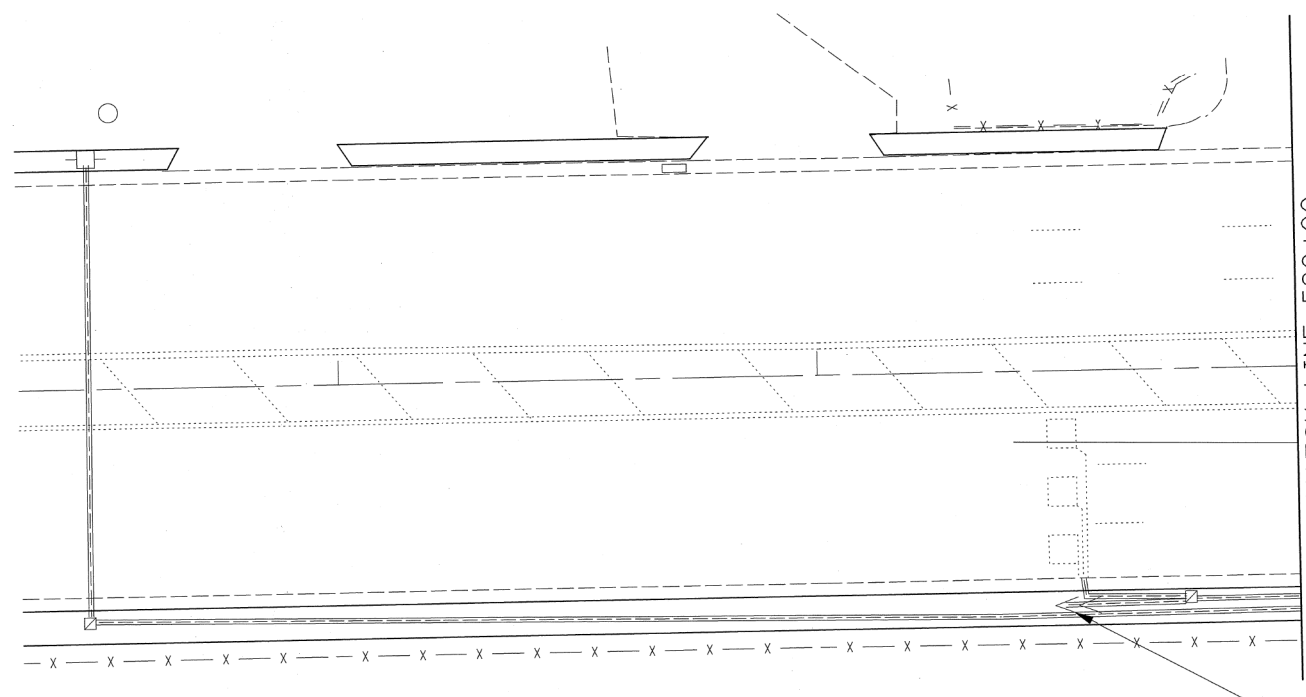
CONSTRUCTION NOTE:

① EXISTING TRAFFIC SIGNALS TO BE REMOVED.

**CITIES SERVICE DRIVE
(37th STREET)**

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

- 1 EACH SIGNAL HEAD 2-FACE, 3-SECT., 5-SECT.
- 1 EACH TRAFFIC SIGNAL POST
- 1 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN PUSH-BUTTON



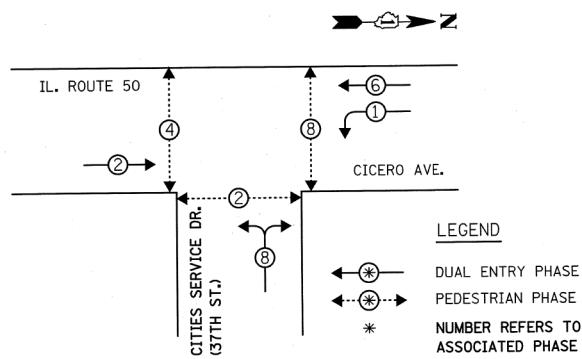
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| | PLOT DATE = 1/31/2012 | DATE - 08/18/2011 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC SIGNAL MODERNIZATION PLAN
IL. ROUTE 50 (CICERO AVE.) AND CITIES SERVICE DRIVE / 37th STREET
CICERO, ILLINOIS

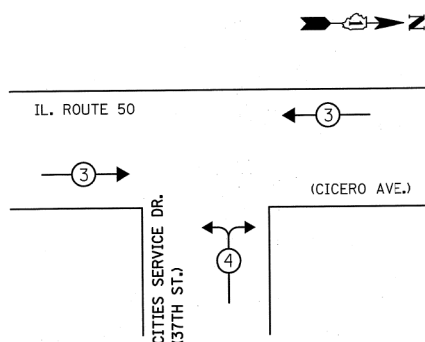
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|---------------------------|--------------------|-------------|-----------------|--------------------|
| F.A.P. RTE. 350 | SECTION 2010-050-I | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 14 |
| SCALE: \$SCALE\$ | | | | CONTRACT NO. 60L26 |
| ILLINOIS FED. AID PROJECT | | | | |

CONTROLLER SEQUENCE

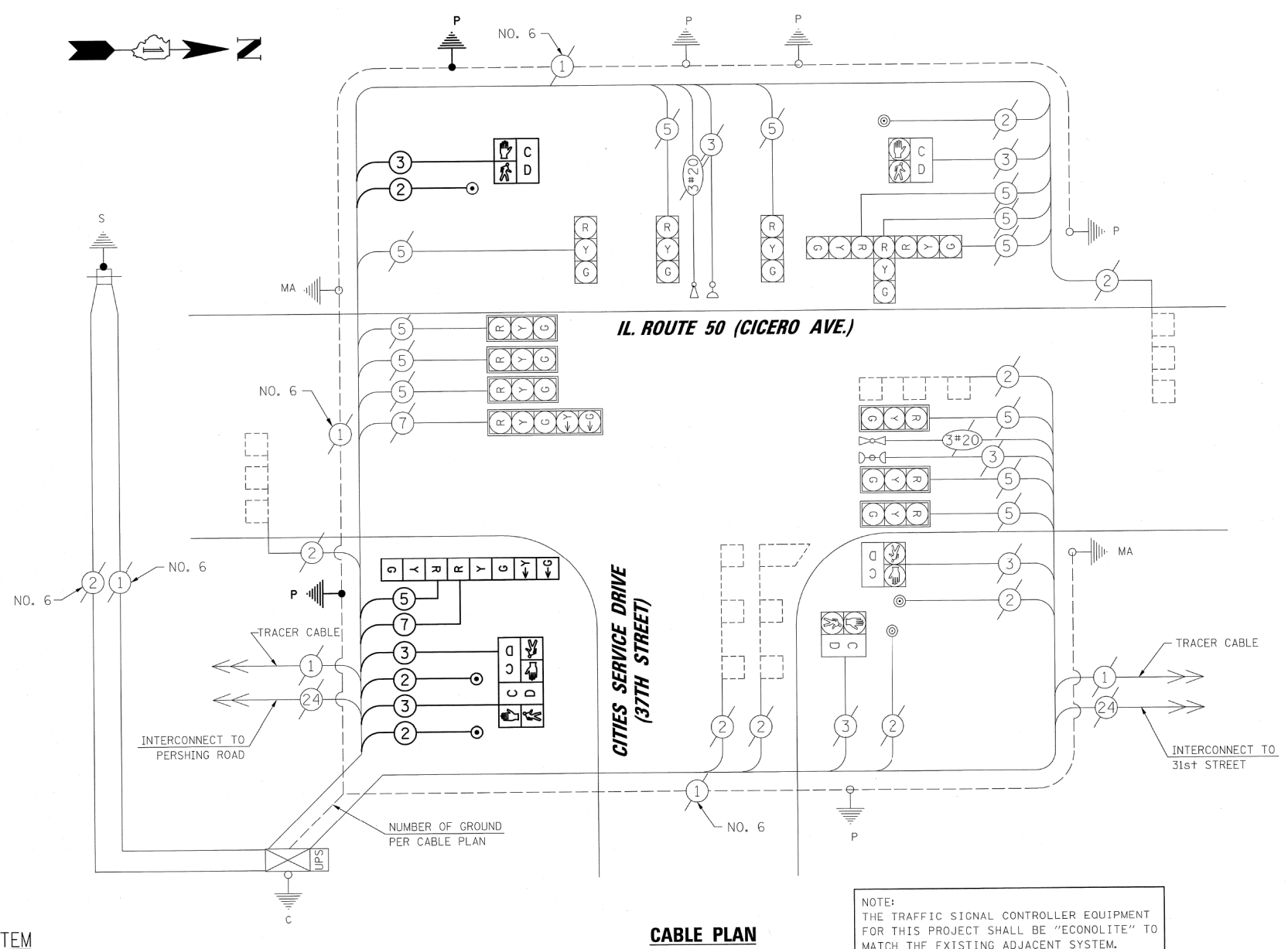


PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



| PROPOSED EMERGENCY VEHICLE PREEMPTORS | | |
|---------------------------------------|-----|---|
| EMERGENCY VEHICLE PREEMPTOR | 3 | 4 |
| MOVEMENT | ← → | ↔ |



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

SCHEDULE OF QUANTITIES

| QNTY. | UNIT | PAY ITEM |
|-------|------|--|
| 37 | FOOT | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. |
| 1 | EACH | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION |
| 250 | FOOT | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C |
| 254 | FOOT | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C |
| 60 | FOOT | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C |
| 60 | FOOT | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C |
| 194 | FOOT | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C |
| 1 | EACH | TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. |
| 1 | EACH | TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. |
| 8 | FOOT | CONCRETE FOUNDATION, TYPE A |
| 1 | EACH | PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER |
| 1 | EACH | PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER |
| 3 | EACH | PEDESTRIAN PUSH-BUTTON |
| 1 | EACH | SIGNAL HEAD, L.E.D., 2-FACE, 3-SECT., 5-SECT., BRACKET MOUNTED |
| 1 | EACH | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT |
| 1 | EACH | REMOVE EXISTING CONCRETE FOUNDATION |
| 4 | EACH | REBUILD EXISTING HANDHOLE |

NOTE: THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS | | | | | TOTAL WATTAGE |
|--|--------------|-----------------|------|-------------|----------------|
| TYPE | NO. OF LAMPS | WATTAGE INCAND. | LED | % OPERATION | |
| SIGNAL (RED) | 15 | 17 | 0.50 | | 127.50 |
| (YELLOW) | 15 | 25 | 0.25 | | 93.75 |
| (GREEN) | 15 | 15 | 0.25 | | 56.25 |
| ARROW | 4 | 12 | 0.10 | | 4.80 |
| PED. SIGNAL | 6 | 25 | 1.00 | | 150.00 |
| CONTROLLER | 1 | 100 | 1.00 | | 100.00 |
| ILLUM. SIGN | - | 25 | 0.05 | | - |
| VIDEO SYSTEM | - | 150 | 1.00 | | - |
| FLASHER | | | 0.50 | | |
| ENERGY COSTS TO: | | | | | TOTAL = 532.30 |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: STEVE FITZGERALD
 PHONE: (708) 235-2327
 COMPANY: COMED

| | | | |
|---|----------------------|-------------------|---------------------|
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| | | CHECKED - SM | REVISED - |
| | | DATE - 08/18/2011 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 IL. ROUTE 50 (CICERO AVE.) AND CITIES SERVICE DRIVE (37TH STREET)
 CICERO, ILLINOIS

| | | | | |
|---|--------------------|-------------|-----------------|--------------|
| F.A.P. RTE. 350 | SECTION 2010-050-I | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 15 |
| CONTRACT NO. 60L26 | | | | |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | |

GENERAL NOTES:

- AT THE START OF THE PROJECT THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR MAINTENANCE OF THE EXISTING, AND THE PERMANENT LIGHTING IN COMPLIANCE WITH THE SPECIFICATIONS.
- THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK, LIGHTING OR OTHER BEGINS. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF STICKNEY AT 708-749-4400, AND THE TOWN OF CICERO DEPARTMENT OF PUBLIC WORKS OFFICES AT 708-656-3600.
- IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES. THE RESIDENT ENGINEER SHALL EXAMINE THE PROPOSED LOCATIONS AND SHALL CONFIRM THEM BEFORE THE LIGHT POLES ARE INSTALLED.
- A GROUND ROD SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION, AS INDICATED IN THE STANDARD DETAILS.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. THE GROUNDING CONNECTIONS AT THE FOUNDATIONS SHALL BE WELDED BY EXOTHERMIC WELDING. THE GROUNDING CONNECTIONS SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACK FILLING, AS APPLICABLE.
- ALL THE PROPOSED LIGHTING UNITS SHALL BE INSTALLED ON CONCRETE FOUNDATIONS. NO LIGHT POLE SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATION HAS CURED, AS APPROVED BY THE RESIDENT ENGINEER.
- TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE LIGHT POLES AND OF THE MAST ARMS, THE LIGHT POLES SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT THE LUMINAIRES. THE LIGHT POLES WILL NOT BE PAID FOR UNTIL THE LUMINAIRES ARE INSTALLED.
- QUANTITIES OF BORED AND PULLED CONDUIT AND CONDUIT PUSHED, WHERE INDICATED ON THE DRAWINGS, ARE APPROXIMATE QUANTITIES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS. ALL CONDUIT IS TO BE BORED AND PULLED UNLESS OTHERWISE NOTED.
- FROM STA. 519+62 TO 533+90 AND STA. 543+95 TO 544+03 ON THE WEST SIDE OF CICERO AVENUE, THE PROPOSED LIGHT POLES SHALL BE SET ON NEW FOUNDATIONS DIRECTLY BEHIND THE PROPOSED SIDEWALKS OR AS CLOSE TO THE LIMITS OF THE ROW AS POSSIBLE. THE CENTER LINE OF THE PROPOSED LIGHT POLES WILL THUS BE APPROXIMATELY 7 FEET FROM THE BACK OF CURB OR 1 FOOT INSIDE OF THE EXISTING ROW UNLESS OTHERWISE NOTED. FOUNDATIONS THAT DO NOT MEET THIS CRITERIA SHALL BE PLACED AS CLOSE AS POSSIBLE TO THE EXISTING FENCE WALL BUT WITHIN THE EXISTING ROW ALONG THE WEST SIDE OF CICERO AVENUE IN ORDER TO MAINTAIN MINIMUM ADA CLEARANCE. LIGHT POLES INSTALLED ON THE EAST SIDE OF CICERO AVENUE SHALL BE INSTALLED ON EXISTING FOUNDATIONS WITH NEW BREAKAWAY COUPLINGS.
- EXISTING LIGHTING TO BE REMOVED AND NOT RELOCATED MUST BE SALVAGED AND RETURNED TO VILLAGE OF STICKNEY OR THE TOWN OF CICERO PUBLIC WORKS. THIS SHALL INCLUDE ANY FABRICATED OR PREFABRICATED OBJECT USED AS A PROTECTIVE COVERING FOR ANY EXISTING LIGHTING FOUNDATION WITHIN THE PROJECT LIMITS. THE CONTRACTOR MUST ARRANGE AN INSPECTION WITH THE VILLAGE OF STICKNEY OR TOWN OF CICERO PUBLIC WORKS PERSONNEL PRIOR TO THE REMOVAL OF ANY LIGHTING UNITS. ANY DAMAGE INCURRED AS A RESULT OF LIGHTING UNIT REMOVAL OR STORAGE MUST BE REPAIRED AT THE CONTRACTORS COST TO THE SATISFACTION OF THE VILLAGE OF STICKNEY OR TOWN OF CICERO PUBLIC WORKS REPRESENTATIVE. NO ADDITIONAL PAYMENT WILL BE MADE.
- REFER TO THE TRAFFIC SIGNAL PLANS FOR THE EXACT LOCATIONS OF EXISTING AND PROPOSED TRAFFIC SIGNAL POLES AT THE INTERSECTION OF CITIES SERVICE DRIVE.
- TRENCHES FOR LIGHTING RACEWAYS AND BORED AND PULLED DUCT SHALL HAVE A MINIMUM DEPTH OF 30 INCHES.
- CONTRACTOR SHALL CLEAN, RELAMP, AND SERVICE EXISTING LUMINAIRES ON ALL EXISTING LIGHT STANDARDS THAT ARE NOT BEING REPLACED WITHIN THE PROJECT LIMITS. IF THE EXISTING POLE IS MISSING THE POLE HAND HOLE COVER OR PROTECTIVE SHROUD FOR THE BREAKAWAY COUPLINGS, IT SHALL BE REPLACED AND INCLUDED IN THE COST OF THIS PAY ITEM. NO ADDITIONAL PAYMENT SHALL BE MADE.
- THE LIGHT STANDARDS ADJACENT TO THE EXISTING BUS SHELTERS ALONG THE WEST SIDE OF CICERO AVENUE INCLUDE AN EXISTING POLE MOUNTED FLOOD LIGHT ATTACHED TO SERVICE THE EXISTING BUS SHELTERS. THE CONTRACTOR SHALL TAKE CARE TO PROTECT AND RESTORE THE POLE MOUNTED FLOOD LIGHTS ON THE RELOCATED LIGHT STANDARDS. THIS COST SHALL BE INCLUDED IN THE COST OF "RELOCATE EXISTING LIGHTING UNIT". NO ADDITIONAL PAYMENT SHALL BE MADE.
- CONTRACTOR SHALL STAGE CONSTRUCTION TO MAINTAIN CONTINUOUS LIGHTING ON AT LEAST ONE SIDE OF THE STREET AT ALL TIMES THROUGHOUT THE DURATION OF THE PROJECT.









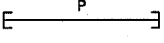

BILL OF MATERIALS

| DESCRIPTION | UNIT | QUANTITY |
|---|-------|----------|
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA. | FOOT | 208 |
| LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT | EACH | 11 |
| LIGHT POLE, ALUMINUM, 35 FT. M.H., 12 FT. MAST ARM | EACH | 11 |
| LIGHT POLE FOUNDATION, 24" DIAMETER | FOOT | 207 |
| BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT | EACH | 108 |
| REMOVE EXISTING LIGHTING UNIT, SALVAGE | EACH | 2 |
| REMOVAL OF POLE FOUNDATION | EACH | 23 |
| RELOCATE EXISTING LIGHTING UNIT | EACH | 16 |
| CLEAN, RELAMP AND MAINTENANCE OF EXISTING LUMINAIRE | EACH | 50 |
| INTERCEPT EXISTING CONDUIT | EACH | 3 |
| MAINTAIN EXISTING LIGHTING SYSTEM | L SUM | 3 |
| UNIT DUCT, 600V, 3-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE | FOOT | 2692 |

NOTE:

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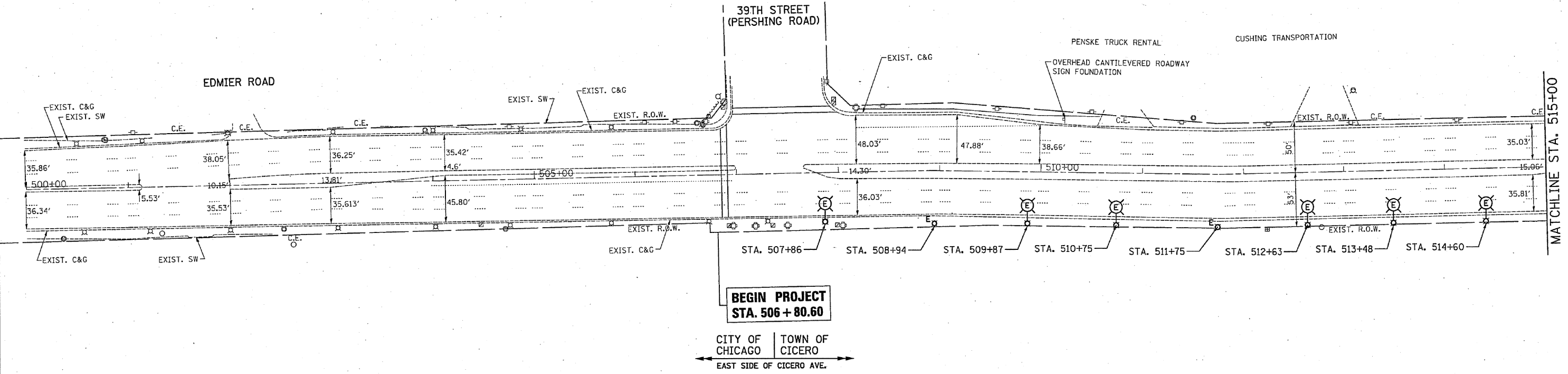
LEGEND

-  EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED
-  PROPOSED LIGHTING UNIT 35 FOOT M.H., 12 FOOT M.A., 250W HPS M-C-III LUMINAIRE
-  EXISTING LIGHTING UNIT
-  LOCATION OF REINSTALLED LIGHTING UNIT
-  EXISTING CONCRETE LIGHTING FOUNDATION TO BE REUSED
-  EXISTING CONCRETE LIGHTING FOUNDATION TO BE REMOVED
-  EXISTING LIGHTING CONTROLLER
-  EXISTING COMED SERVICE POLE
-  PROPOSED GALVANIZED STEEL CONDUIT 3" PUSHED, AS INDICATED ON THE PLANS
-  PROPOSED UNIT DUCT, BORED AND PULLED, WITH 3-1/C No. 6 AND 1/C No. 8 GROUND, 600V (XLP-TYPE USE), 1 1/4" DIA., POLYETHYLENE



IL. RTE. 50 (CICERO AVENUE)

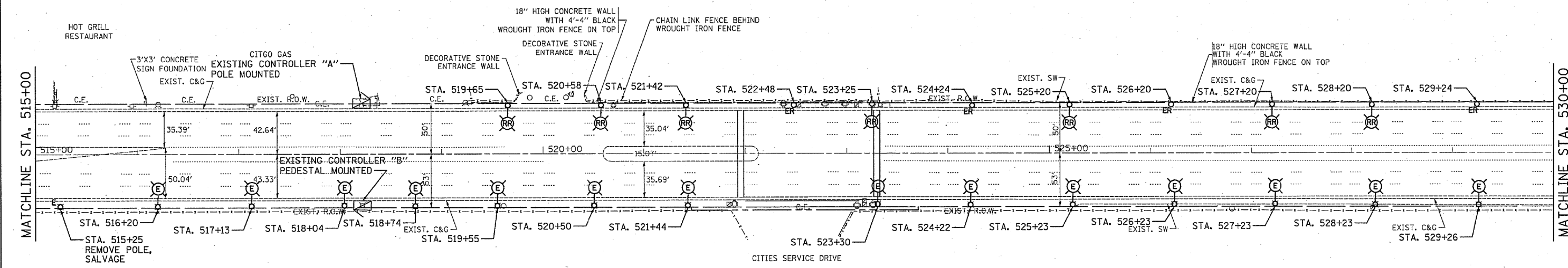
CITY OF CHICAGO | VILLAGE OF STICKNEY
WEST SIDE OF CICERO AVE.



CITY OF CHICAGO | TOWN OF CICERO
EAST SIDE OF CICERO AVE.

HAWTHORNE RACECOURSE

IL. RTE. 50 (CICERO AVENUE)



NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

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| | PLOT DATE = *DATE* | DATE - 10/14/11 | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
EXISTING LIGHTING PLAN

SCALE: 1"= 50' SHEET NO. OF SHEETS STA. 500+00.00 TO STA. 530+00.00

| | | | | |
|---------------------------|------------|--------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 17 |
| CONTRACT NO. 60L26 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

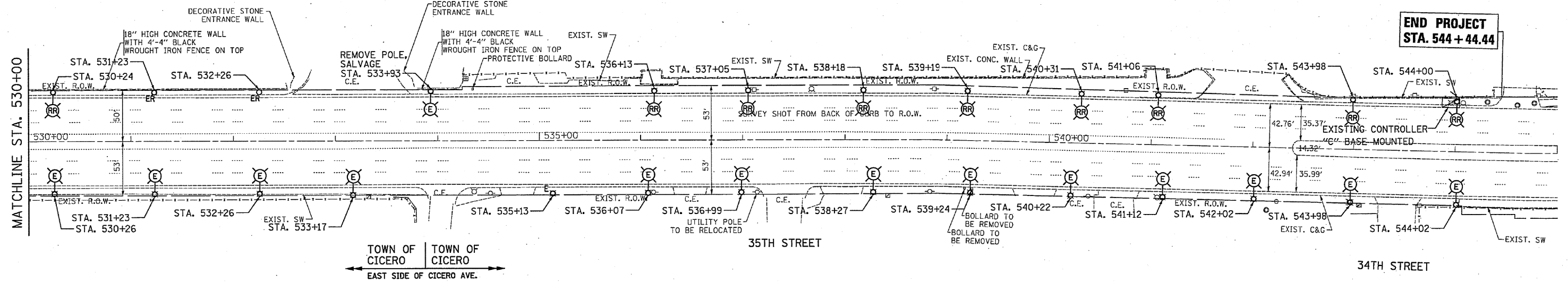
VILLAGE OF STICKNEY | TOWN OF CICERO
 WEST SIDE OF CICERO AVE.

CHICAGO MOTOR SPEEDWAY/
 SPORTSMANS PARK

NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

IL. RTE. 50 (CICERO AVENUE)



| | | | |
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| | PLOT DATE = #DATE# | DATE - 10/14/11 | REVISED - |

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
 EXISTING LIGHTING PLAN

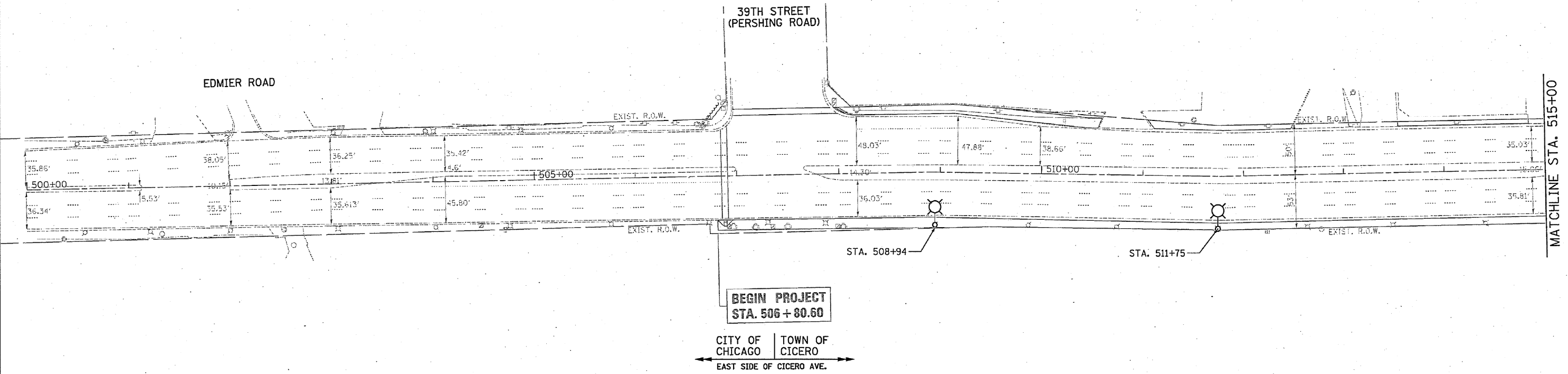
SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 530+00.00 TO STA. 545+00.00

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 18 |
| CONTRACT NO. 60L26 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |



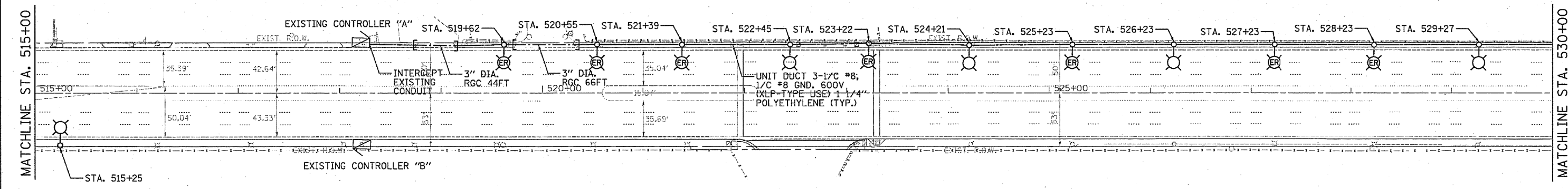
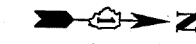
IL. RTE. 50 (CICERO AVENUE)

CITY OF CHICAGO | VILLAGE OF STICKNEY
WEST SIDE OF CICERO AVE.



CITY OF CHICAGO | TOWN OF CICERO
EAST SIDE OF CICERO AVE.

IL. RTE. 50 (CICERO AVENUE)



NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

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| | PLOT DATE = #DATE# | DATE - 10/14/11 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
PROPOSED LIGHTING PLAN
SCALE: 1"= 50' SHEET NO. OF SHEETS STA. 500+00.00 TO STA. 530+00.00

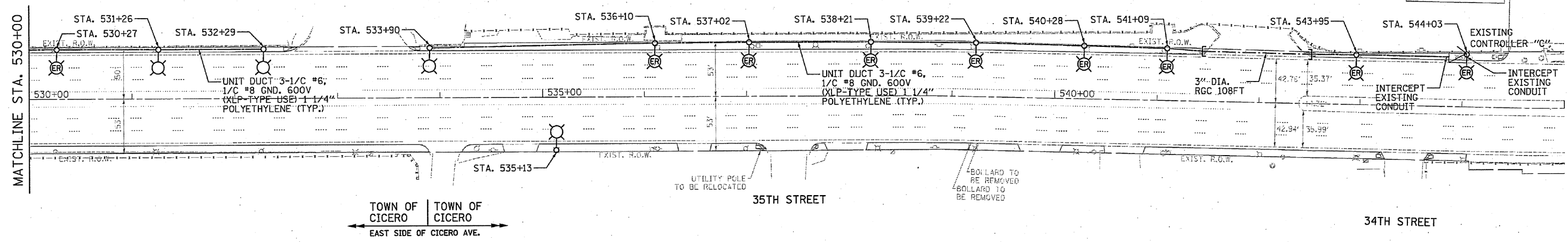
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|--------|--------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 19 |
| CONTRACT NO. 60L26 | | | | |
| ILLINOIS FED. AID PROJECT | | | | |

VILLAGE OF STICKNEY | TOWN OF CICERO
 WEST SIDE OF CICERO AVE.

NOTE:

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

IL. RTE. 50 (CICERO AVENUE)



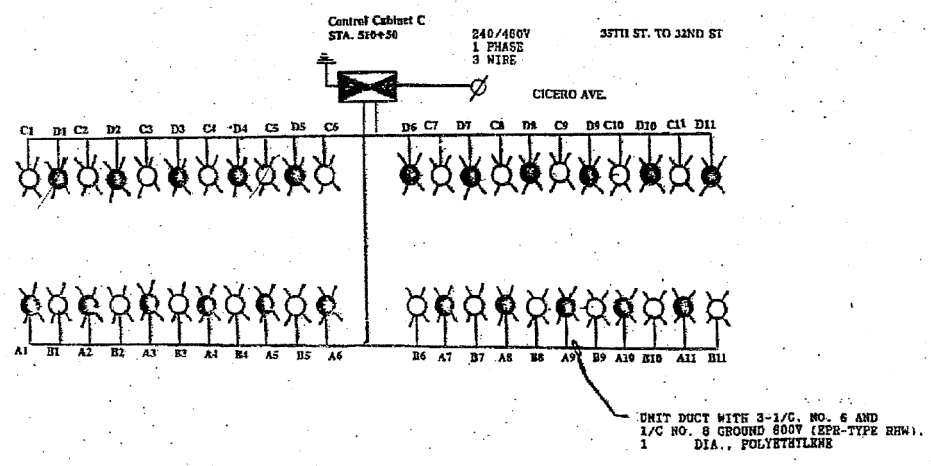
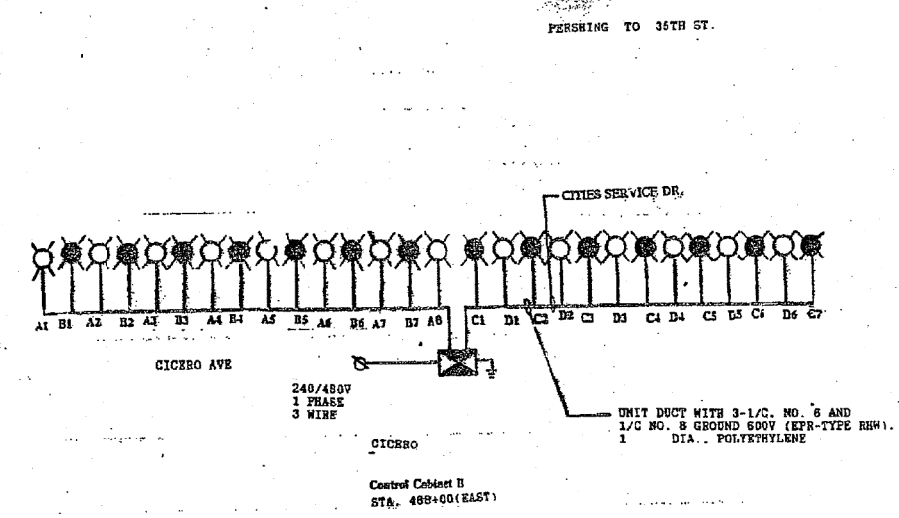
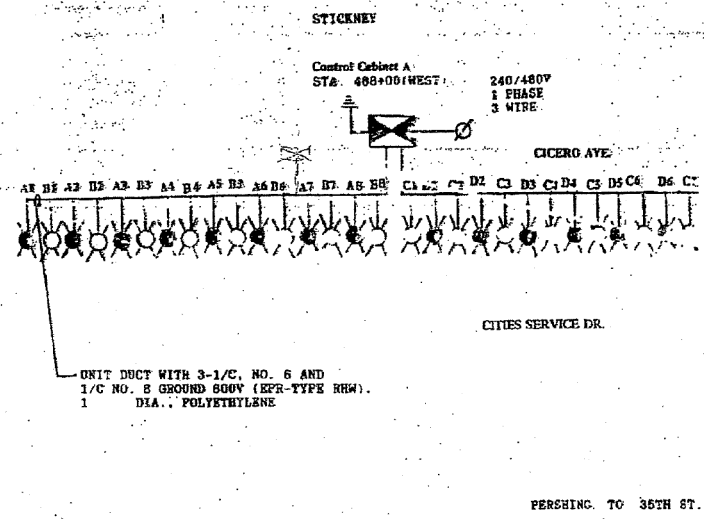
END PROJECT
 STA. 544+44.44

TOWN OF CICERO | TOWN OF CICERO
 EAST SIDE OF CICERO AVE.

35TH STREET

34TH STREET

| | | | | | | | | | | |
|------------------------|----------------------|-----------------|-----------|---|---|---------------------------|--------------------|----------------------------------|-----------------|--------------|
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| | PLOT SCALE = #SCALE# | CHECKED - GR | REVISED - | | | CONTRACT NO. 60L26 | | | | |
| | PLOT DATE = #DATE# | DATE - 10/14/11 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: 1"= 50' | SHEET NO. | OF SHEETS | STA. 530+00.00 TO STA. 545+00.00 | | |



FOR INFORMATION ONLY

NOTES:

1. PROPOSED LIGHTING CIRCUIT SHALL BE ALTERNATING FROM LUMINAIRE TO ADJACENT LUMINAIRE.
2. CONTROLLER DESIGNATIONS ARE FOR CONSTRUCTION CLARITY. DESIGNATIONS AT POLES DO NOT INCLUDE POLE I.D. NUMBERS.
3. EXISTING CONTROLLER CIRCUIT DIAGRAMS ARE PROVIDED FOR CONSTRUCTION CLARITY ONLY AND DO NOT REPRESENT AS BUILT DRAWINGS.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN ACTUAL FIELD CONDITIONS AND EXISTING CIRCUITRY. NO ADDITIONAL PAYMENT SHALL BE MADE. THE DIAGRAMS DEPICTED IN THIS SHEET ARE PROVIDED FOR INFORMATION ONLY.

| | | | | | | | | | | | | |
|-------------|--------------------|-----------------|-----------|---|---|---------------------|--------------|-------------|------------|--------|--------------|-----------|
| FILE NAME = | USER NAME = #USER# | DESIGNED - MK | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD) EXISTING ROADWAY LIGHTING WIRING DIAGRAM | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| #FILES# | | DRAWN - YJ | REVISED - | | SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA. | 350 | 2010-050-1 | COOK | 44 | 21 |
| | | CHECKED - GR | REVISED - | | CONTRACT NO. 60L26 | | | | | | | |
| | | DATE - 10/14/11 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | |

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

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

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

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

18" (450) MAX.

1/4" (5) **

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

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

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

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

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

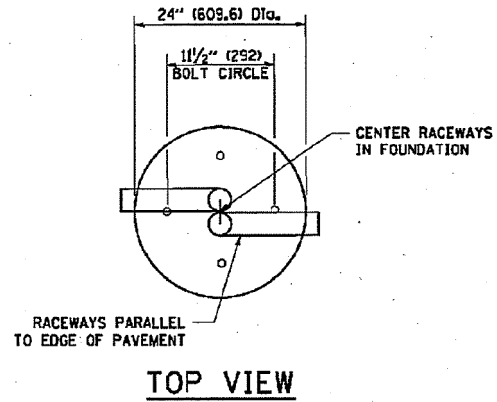
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

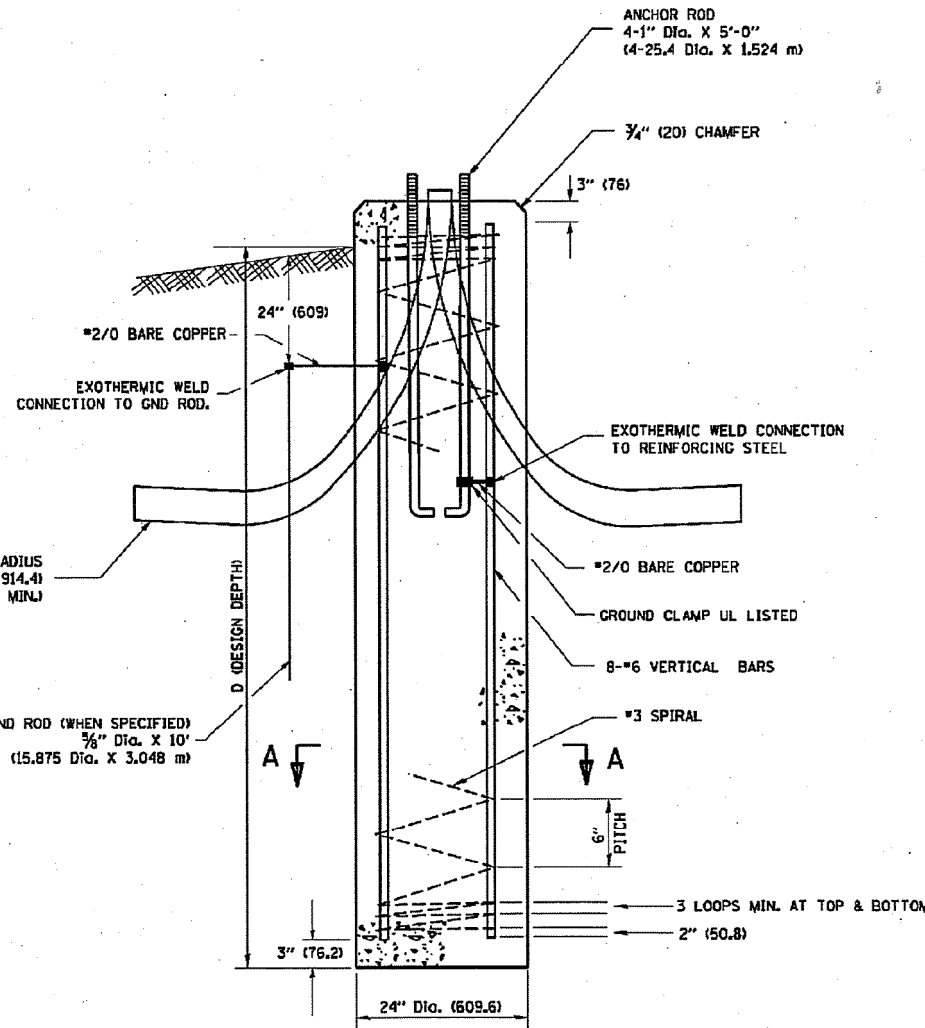
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|--|-----------------------------------|----------------------|-----------------------------|---|--|-------------------------|-------------------------|---------------------------|--------------|---|
| FILE NAME = | USER NAME = rothenbergmp | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\pw\work\p\idot\rothenbergmp\d0150229 | P111109-shr-xssht-1150-Design.dgn | DRAWN - | REVISED - A. ABBAS 03-21-97 | | | 350 | 2010-050-1 | COOK | 44 | 22 |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - M. GOMEZ 01-22-01 | | | BD600-06 (BD-24) | | CONTRACT NO. 60L26 | | |
| | PLOT DATE = 2/1/2012 | DATE - 03-11-94 | REVISED - R. BORO 12-15-09 | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | 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

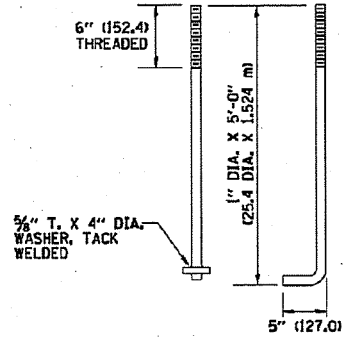
| SOIL CONDITIONS | DESIGN DEPTH "D" OF FOUNDATION | |
|-------------------------------------|--------------------------------|---------------------|
| | SINGLE ARM POLE | TWIN ARM POLE |
| SOFT CLAY Qu = 0.375 TON/SQ. FT. | 11'-0" (3.35 m) | 12'-8" (3.85 m) |
| MEDIUM CLAY Qu = 0.75 TON/SQ.FT | 9'-0" (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) |



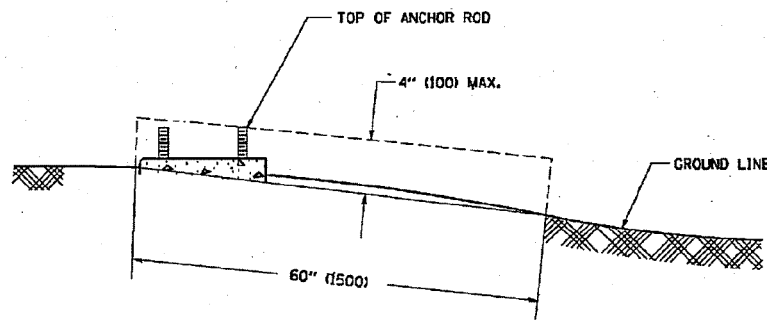
TOP VIEW



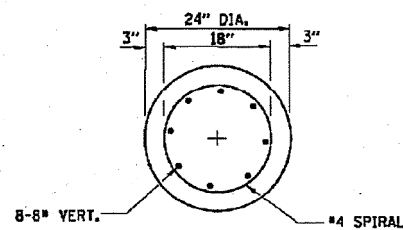
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



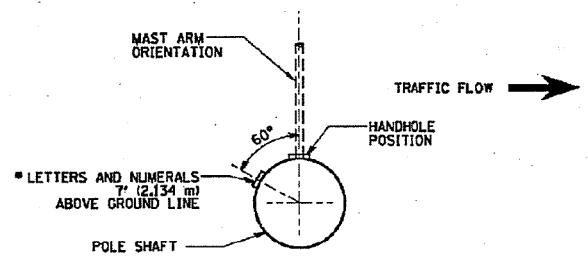
FOUNDATION EXTENSION DETAIL



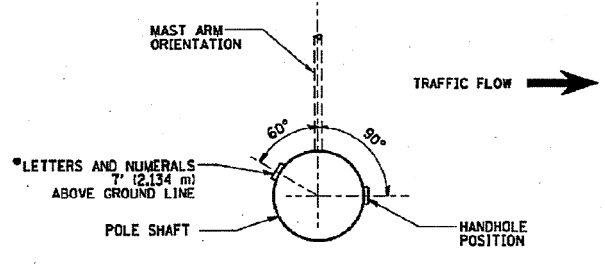
SECTION A-A

NOTES

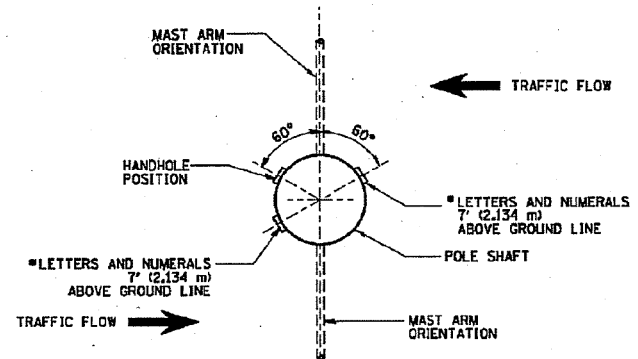
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, 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 0H, 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.



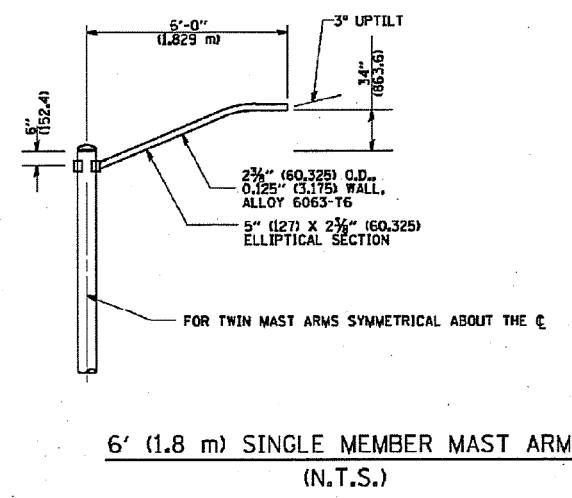
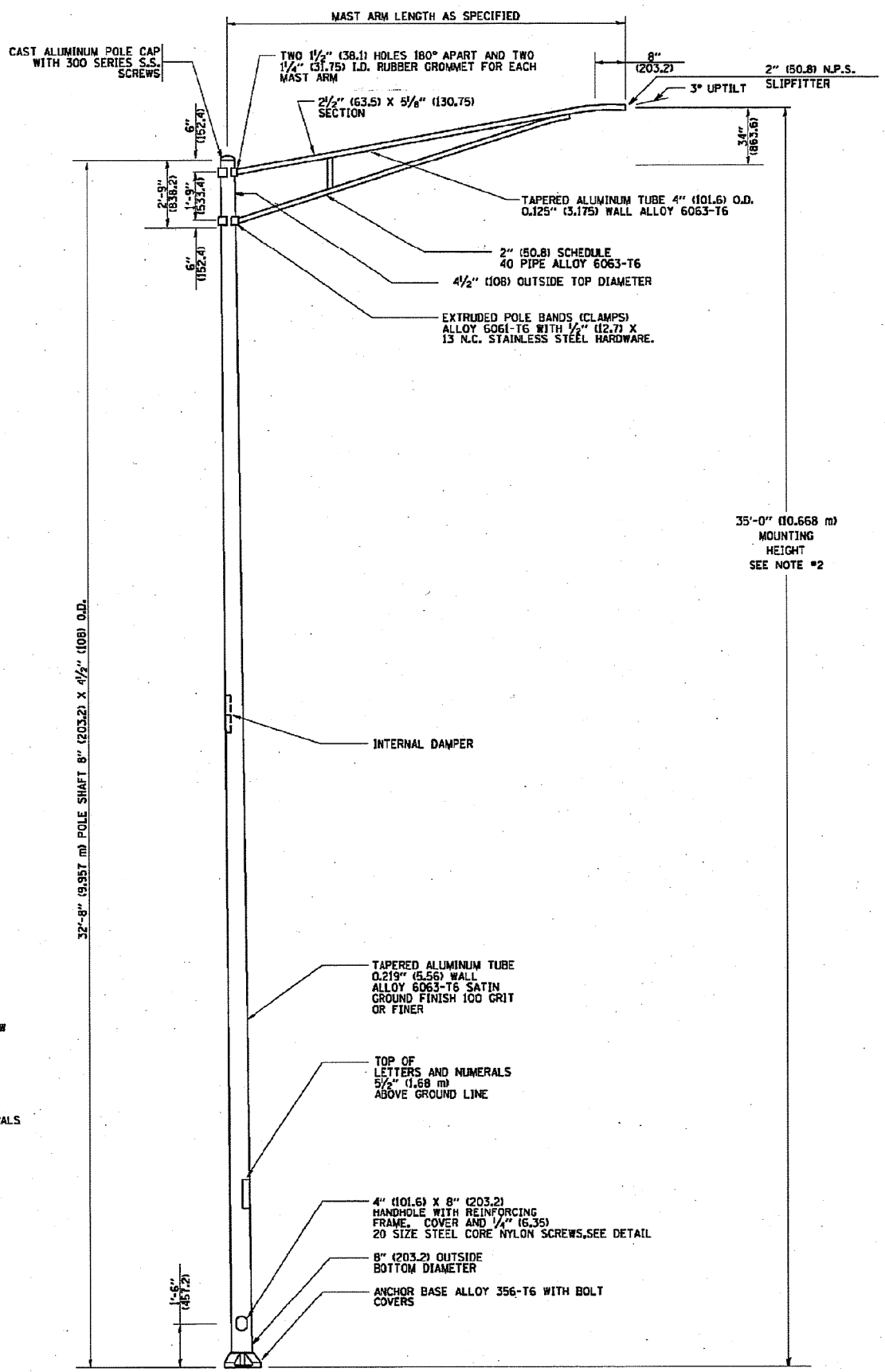
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



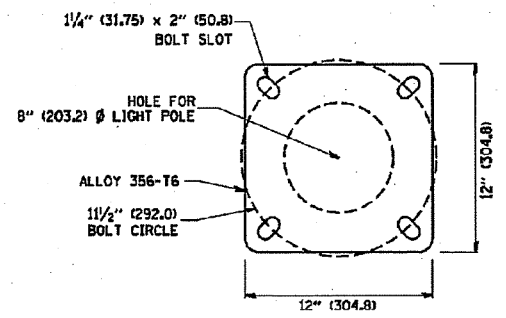
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



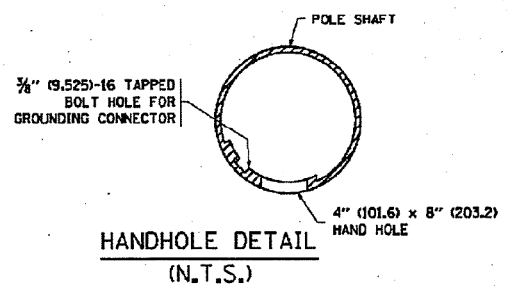
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



- NOTES:
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



LIGHT POLE BASE PLATE DETAIL
11 1/2\"/>



HANDHOLE DETAIL
(N.T.S.)

| | | | |
|---|---------------------------|------------|-------------------------------|
| FILE NAME = W:\data\td\22x34\be102.dgn | USER NAME = goglio-nbt | DESIGNED - | REVISED - R. TOMSONS 09-06-00 |
| | | DRAWN - | REVISED - R. TOMSONS 09-02-03 |
| | PLOT SCALE = 50.000 / IN. | CHECKED - | REVISED - |
| | PLOT DATE = 1/4/2008 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------|-------------------------|------|---------|
| ALUMINUM LIGHT POLE | | | |
| 35'-0\"/> | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|------------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 24 |
| BE-402 | | | CONTRACT NO. 60L26 | |
| 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.

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

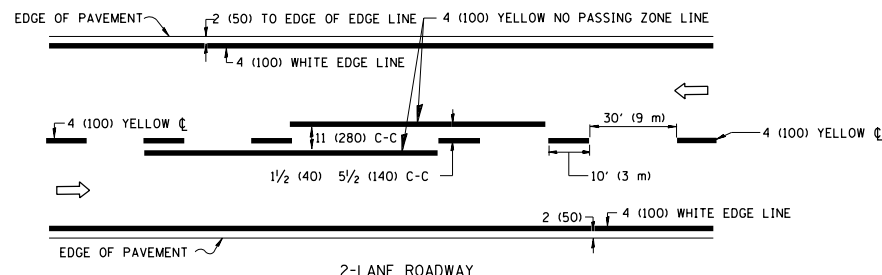
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| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - A. HOUSEH 10-15-96 |
| | PLOT DATE = 2/1/2012 | DATE - 06-89 | REVISED - T. RAMMACH 01-06-00 |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

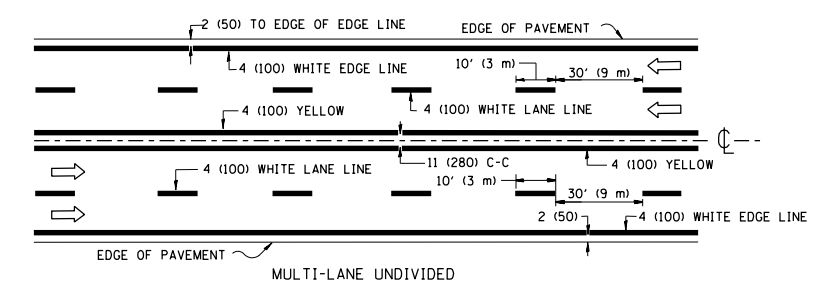
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

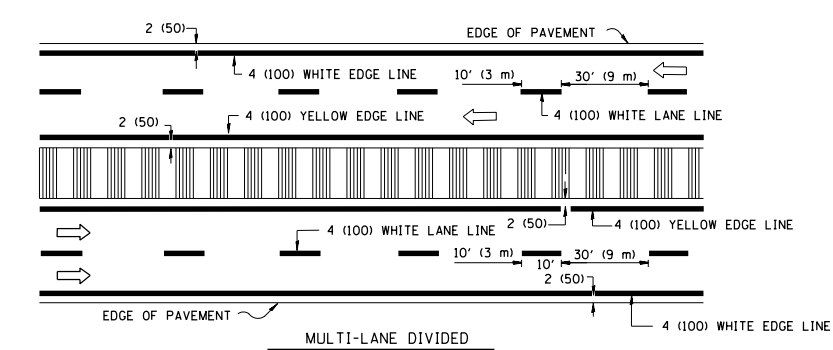
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 26 |
| TC-10 | | | CONTRACT NO. 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



2-LANE ROADWAY



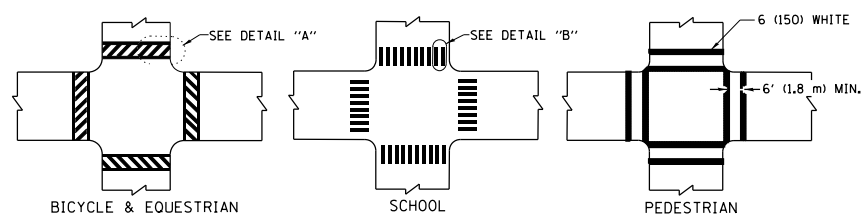
MULTI-LANE UNDIVIDED



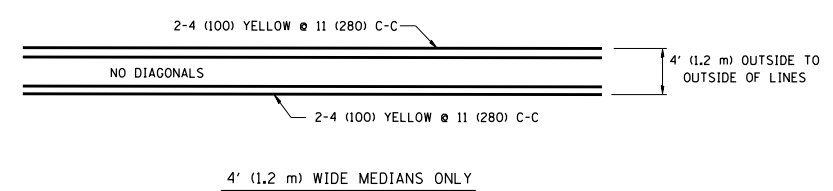
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

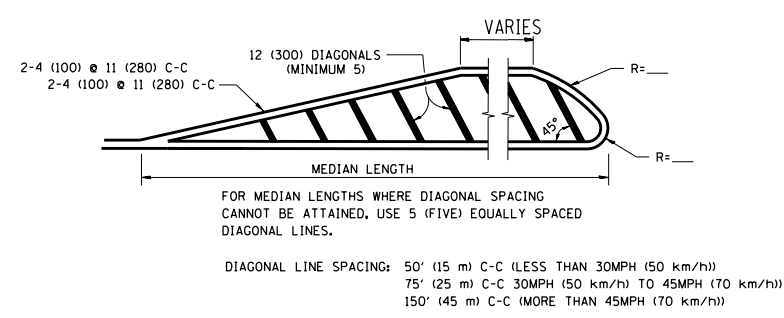
TYPICAL LANE AND EDGE LINE MARKING



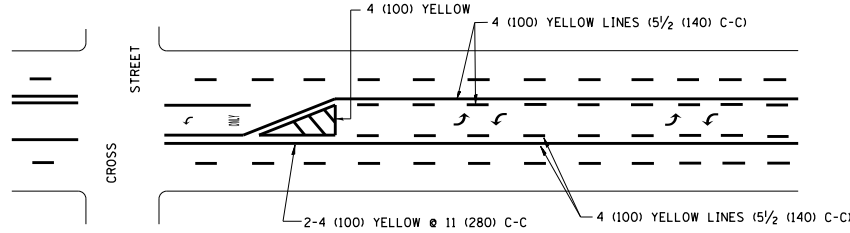
TYPICAL CROSSWALK MARKING



4' (1.2 m) WIDE MEDIANS ONLY



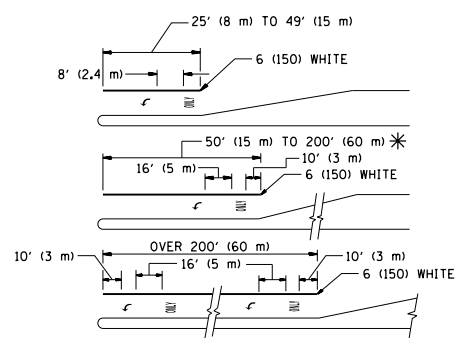
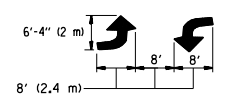
MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

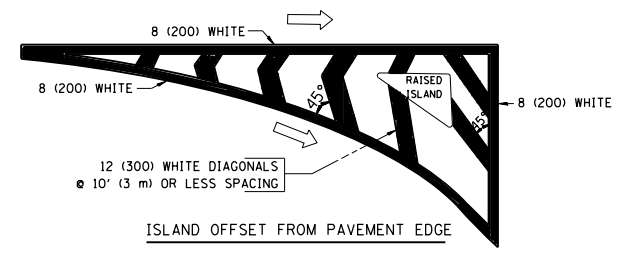
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



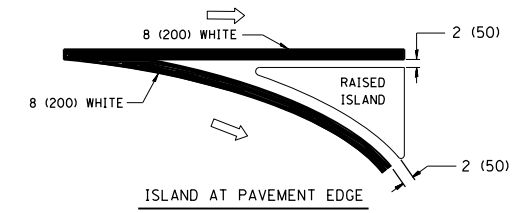
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

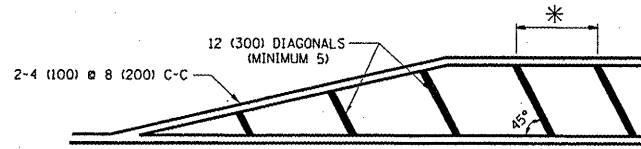
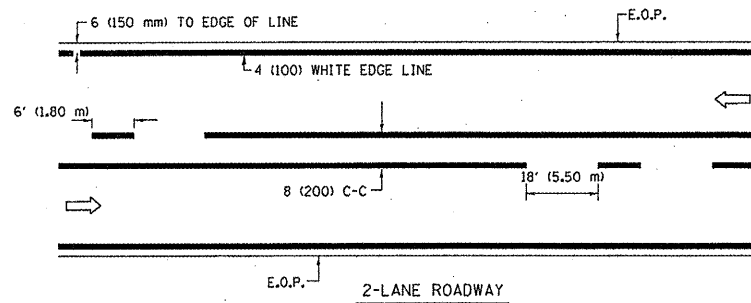
All dimensions are in inches (millimeters) unless otherwise shown.

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| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

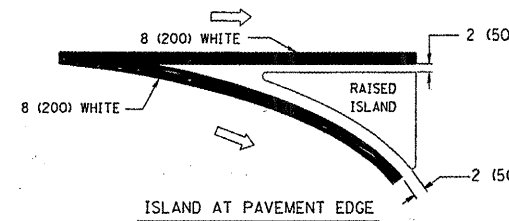
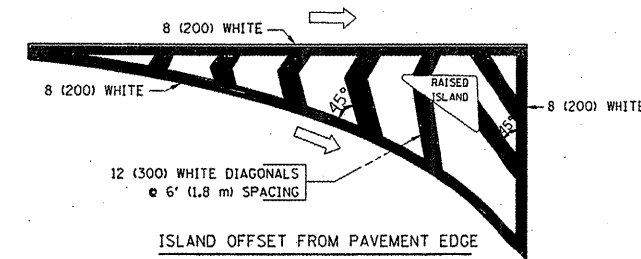
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|---------------------------|-------------------------|------|---------|
| DISTRICT ONE | | | |
| TYPICAL PAVEMENT MARKINGS | | | |
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| | | | | |
|---|------------|--------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 27 |
| TC-13 | | CONTRACT NO. 60L26 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

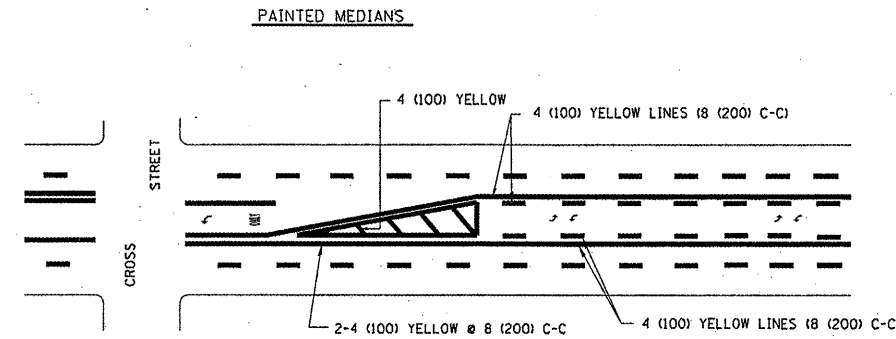
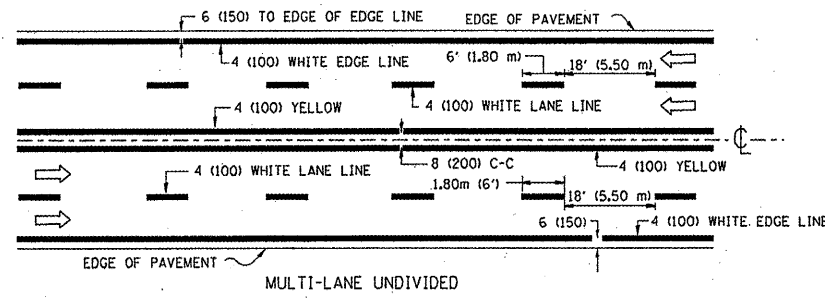


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

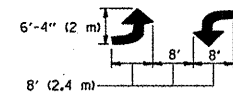
* DIAGONAL LINE SPACING: 20' (6.1 m) C-C



TYPICAL ISLAND MARKING

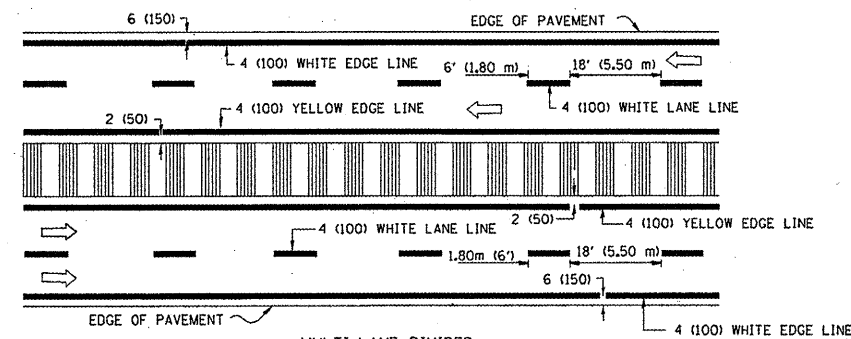


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



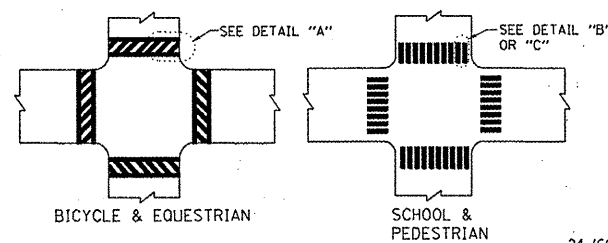
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

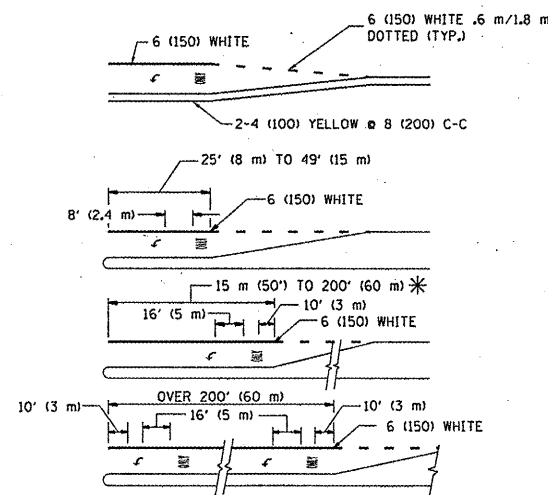


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 4 (100) | SKIP-DASH | YELLOW | 6' (1.80 m) LINE WITH 18' (5.50 m) SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 4 (100) | SOLID | YELLOW | 8 (200) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 4 (100) 2 @ 4 (100) | SOLID SOLID | YELLOW YELLOW | 8 (200) C-C |
| LANE LINES | 4 (100) 5 (125) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 6' (1.80 m) LINE WITH 18' (5.50 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) 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' (2.4 m)) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN) | 12 (300) @ 45° 24 (600) @ 90° | SOLID SOLID | WHITE WHITE | 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° | SOLID | YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC | 8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 8 (200) WITH 12 (300) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h)) |
| RAILROAD CROSSING | 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²) |

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

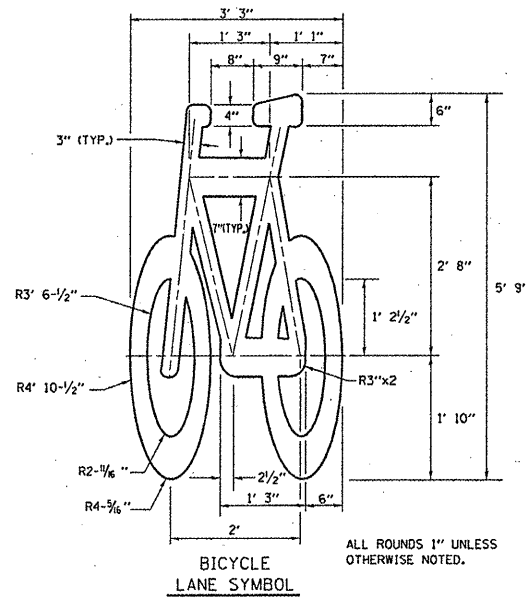
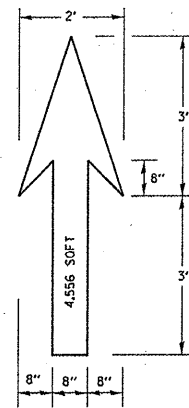
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| PLOT SCALE = 100.0000' / 1 in. | | CHECKED - | REVISED - |
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

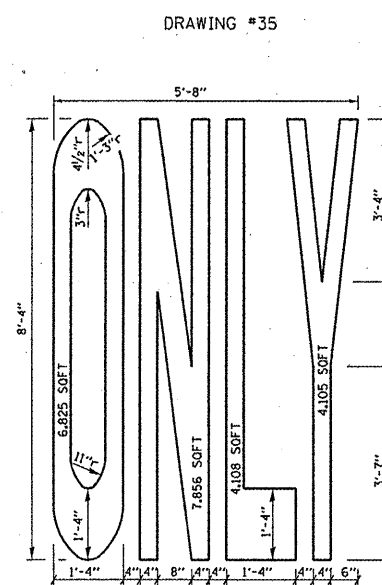
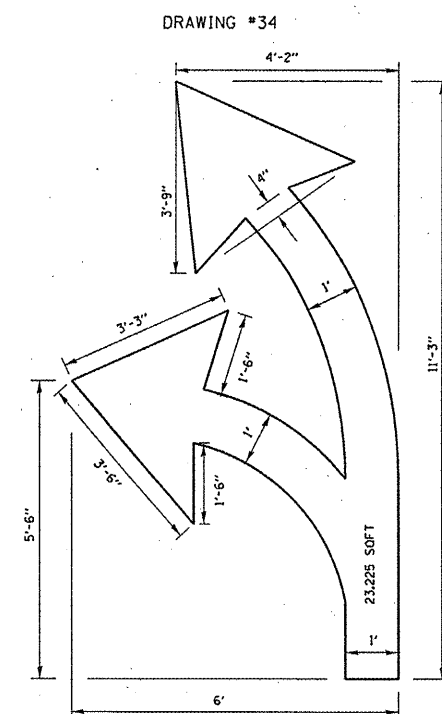
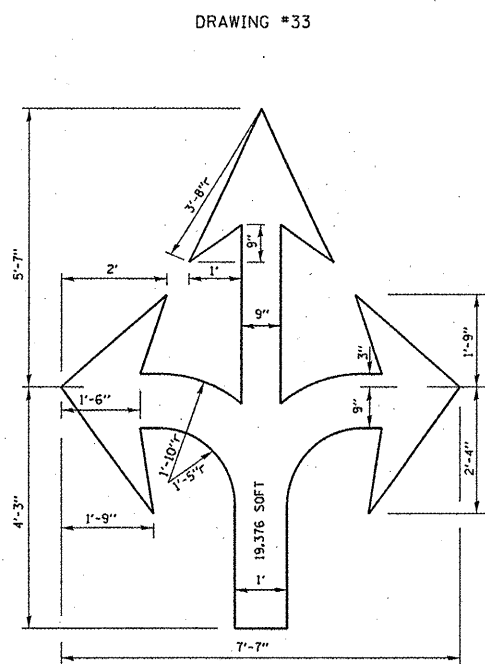
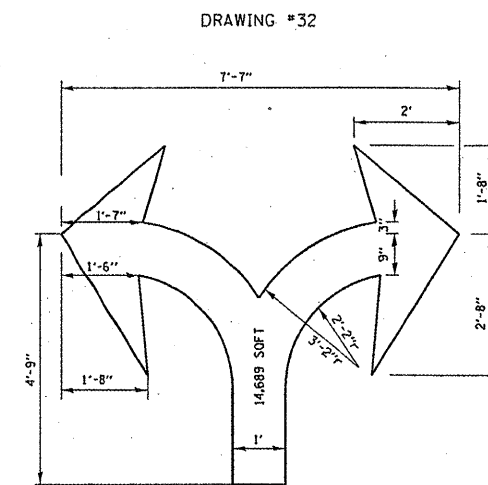
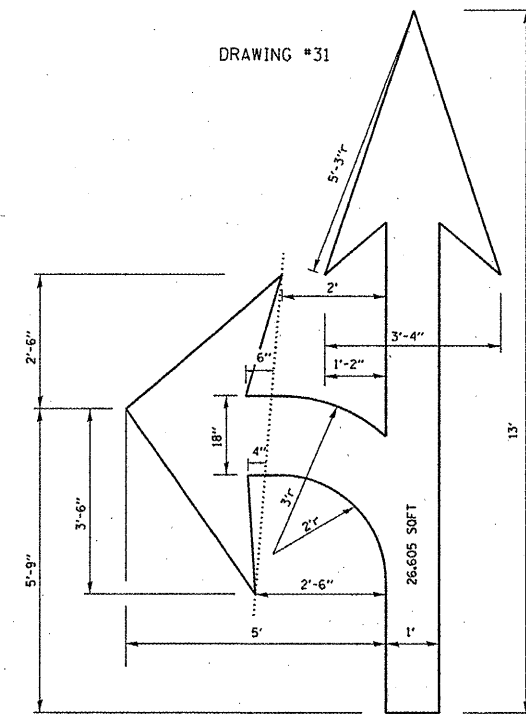
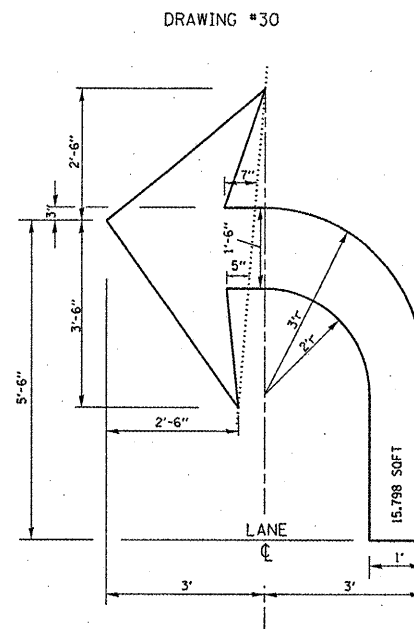
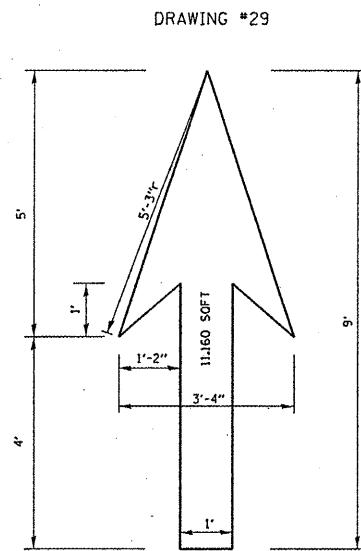
SCALE: NONE SHEET NO. 1 OF 3 SHEETS STA. TO STA.

| | | | | |
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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 27A |
| TC-24 | | CONTRACT NO. 60L26 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



- NOTE:**
- FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 - THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



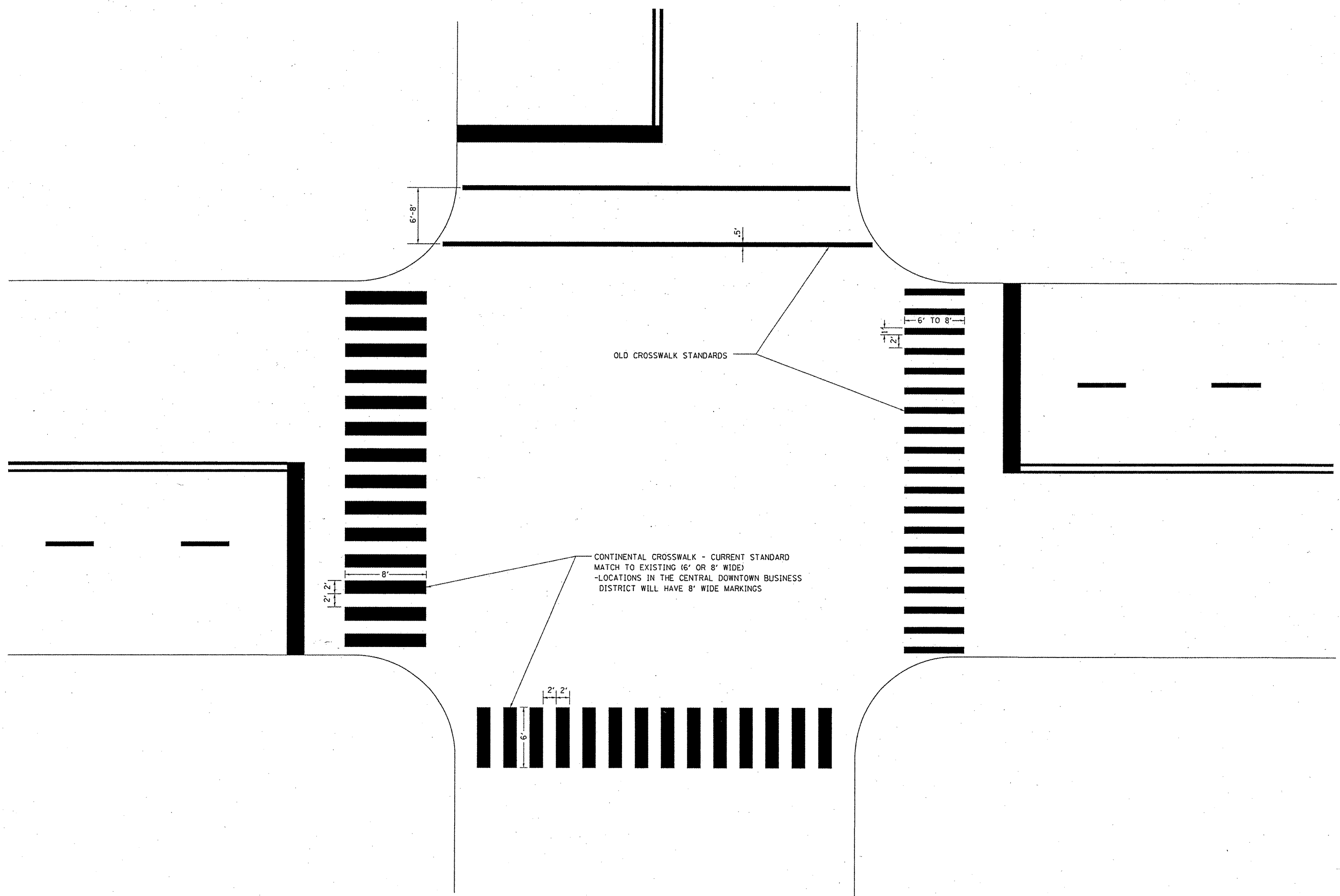
NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

| | | | |
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| | PLOT SCALE = 100.0000' / 1" | CHECKED - | REVISED - |
| | PLOT DATE = 3/2/2012 | DATE - | REVISED - |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| | | | |
|---------------------------|-------------------------|------|---------|
| CITY OF CHICAGO | | | |
| TYPICAL PAVEMENT MARKINGS | | | |
| SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA. |

| | | | | |
|---|------------|--------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 278 |
| TC-24 | | | CONTRACT NO. 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



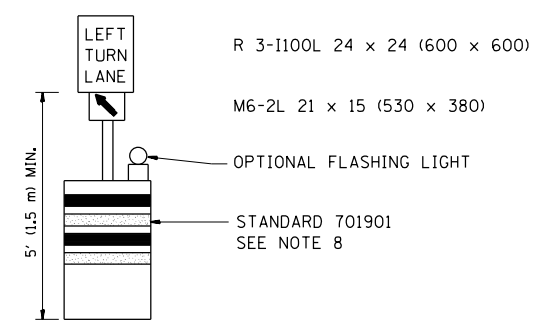
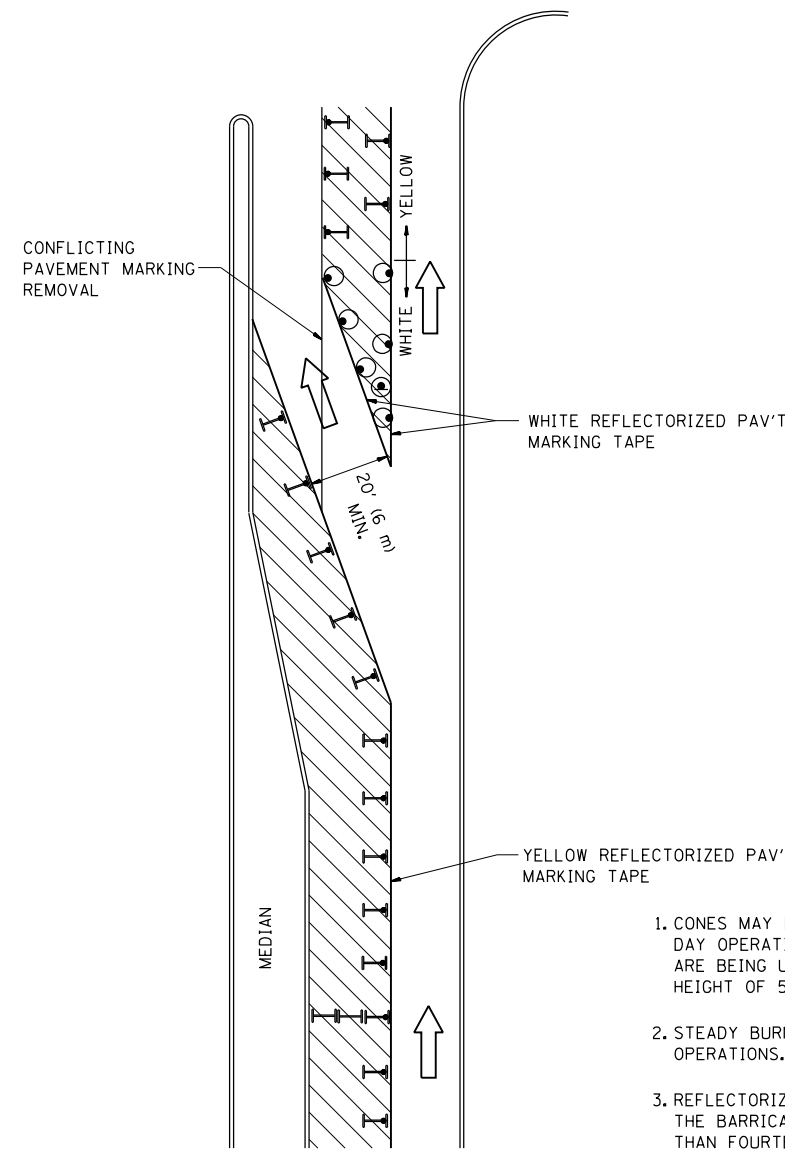
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| | PLOT DATE = 3/2/2012 | DATE - | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS**

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

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------|--------------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 27C |
| TC-24 | | | CONTRACT NO. 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

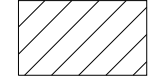







GENERAL NOTES

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

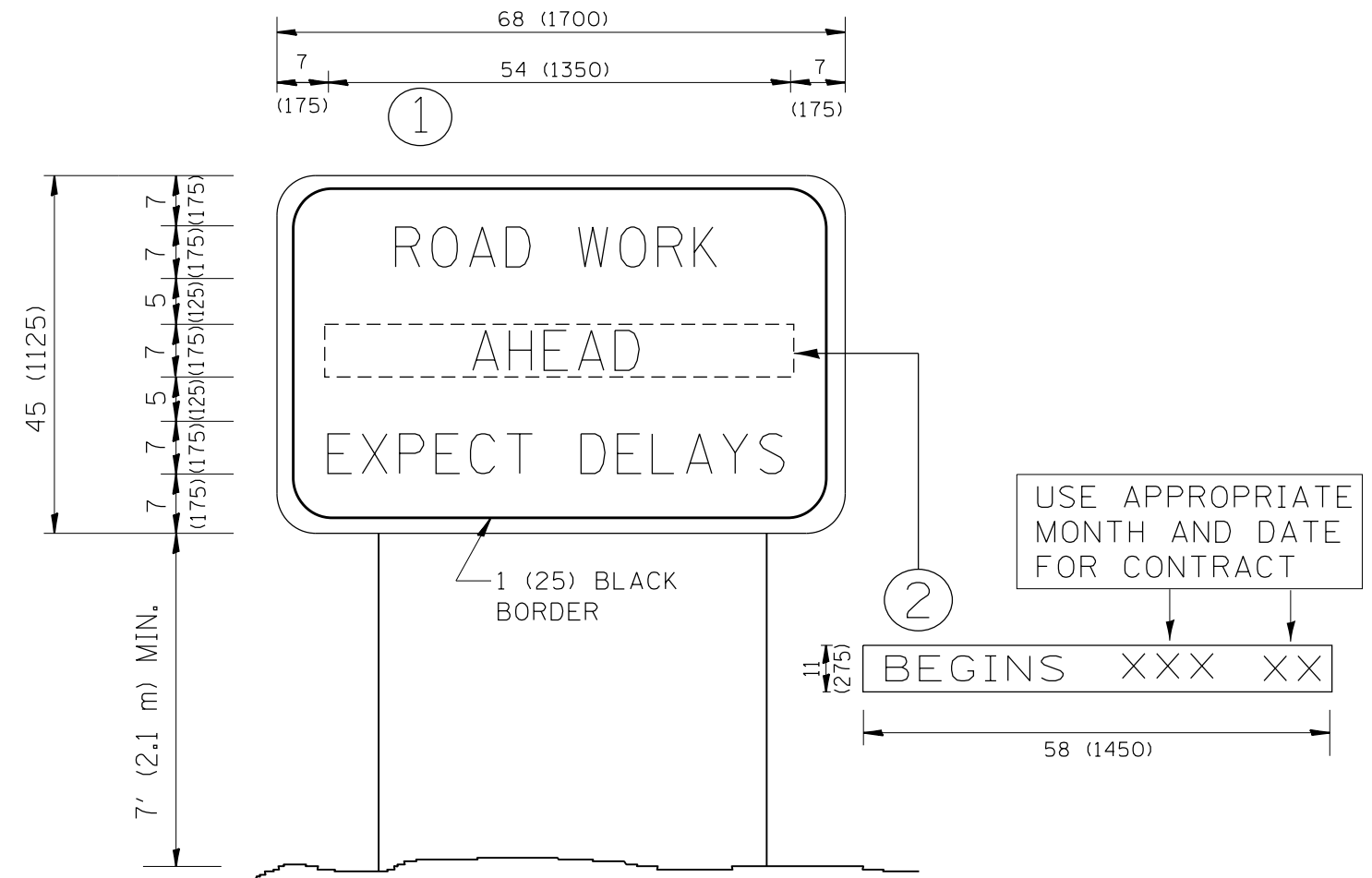
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

| | | | |
|---|-----------------------------------|--------------------------------|----------------------------|
| FILE NAME = | USER NAME = rothenbergmp | REVISED -T, RAMMACHER 09-08-94 | REVISED - R, BORO 09-14-09 |
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| | PLOT DATE = 2/1/2012 | REVISED -T, RAMMACHER 01-06-00 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

| TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) | | | |
|--|-------------------------|------|---------|
| SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. |

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---|------------|--------------------|--------------|-----------|
| 350 | 2010-050-1 | COOK | 44 | 28 |
| TC-14 | | CONTRACT NO. 60L26 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

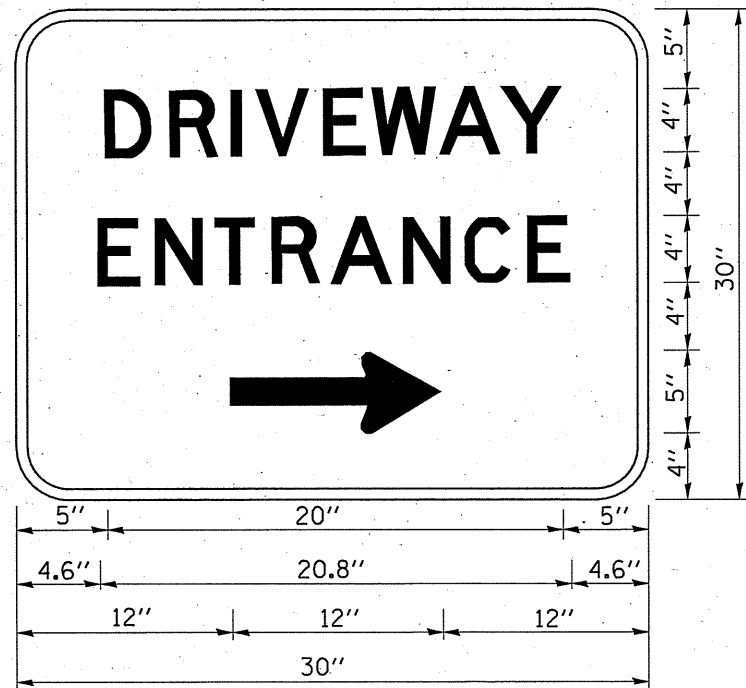


NOTES:

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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|---|------------------------------------|------------|---------------------------------|---|---|-------------------------|------|---------------------------|---|--------|--------------|-----------|
| FILE NAME = | USER NAME = rothenbergmp | DESIGNED - | REVISED - R. MIRS 09-15-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ARTERIAL ROAD INFORMATION SIGN | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| ct:\pw\work\p\dot\rothenbergmp\d0150229 | P111109-sh-t-xssht-1150-Design.dgn | DRAWN - | REVISED - R. MIRS 12-11-97 | | 350 | 2010-050-1 | COOK | 44 | 29 | | | |
| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | | TC-22 | | | CONTRACT NO. 60L26 | | | | |
| | PLOT DATE = 2/1/2012 | DATE - | REVISED - C. JUCIUS 01-31-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |



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

NOTES:

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

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| | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - |
| | PLOT DATE = 2/3/2012 | DATE - | REVISED - |

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

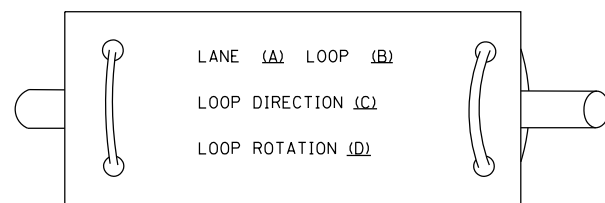
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| F.A.R RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 30 |
| TC-26 | | | CONTRACT NO. 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

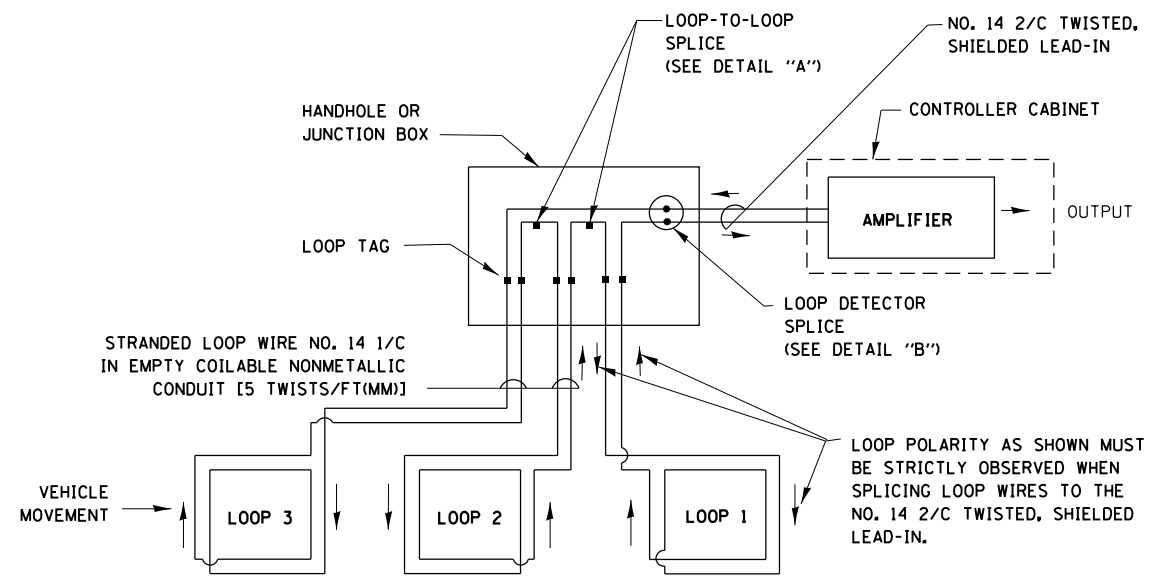
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

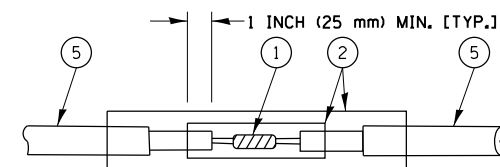


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

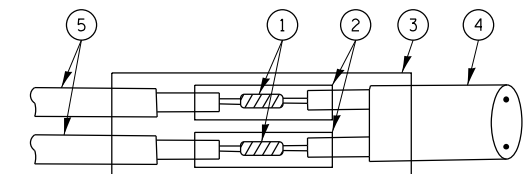


DETECTOR LOOP WIRING SCHEMATIC

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

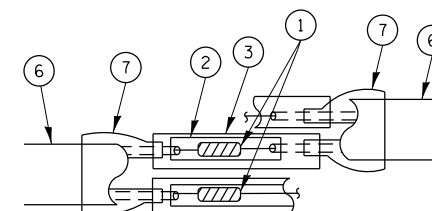


**DETAIL "A"
LOOP-TO-LOOP SPLICE**

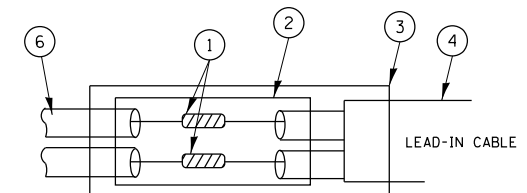


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

TYPE I LOOP



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

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

| | | | |
|---|------------------------------------|-----------------|-----------|
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| ca:\pw\work\p1dot\rothenbergmp\d0150229 | P111109-sh-t-xssht-1150-Design.dgn | DRAWN - BCK | REVISED - |
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| | PLOT DATE = 2/1/2012 | DATE - 10-28-09 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

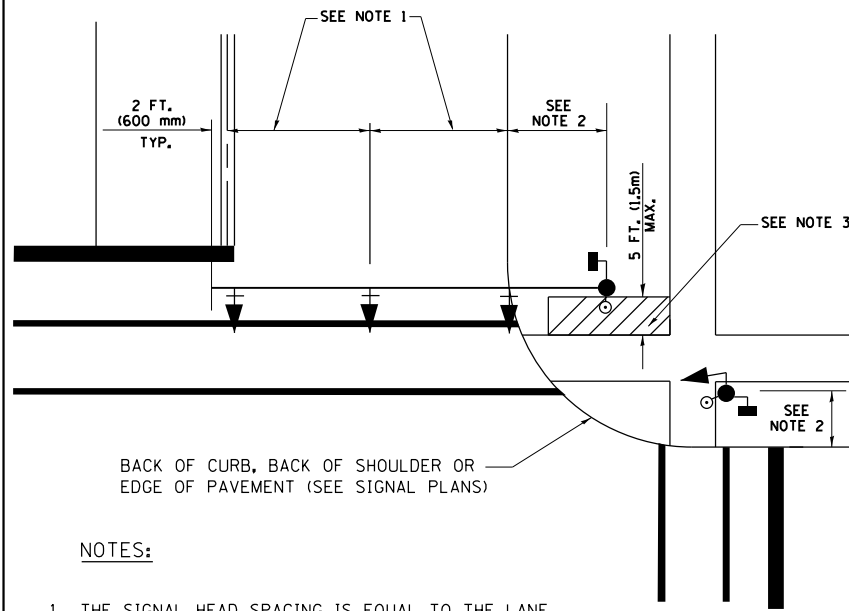
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

| | | | | |
|---|------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 31 |
| TS-05 | | CONTRACT NO. 60L26 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

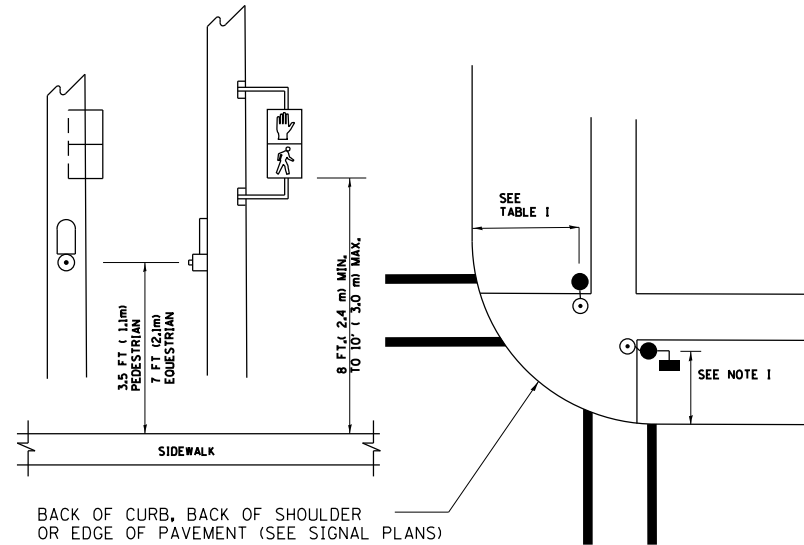
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

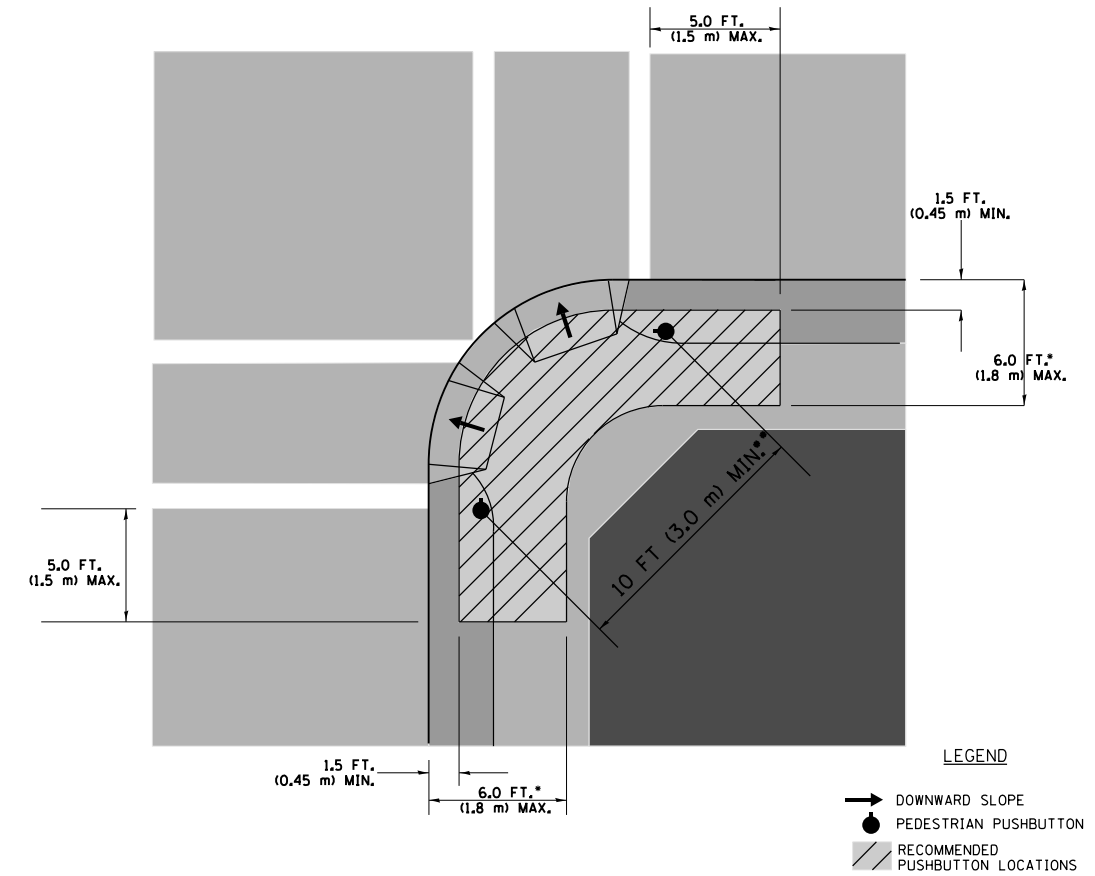
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

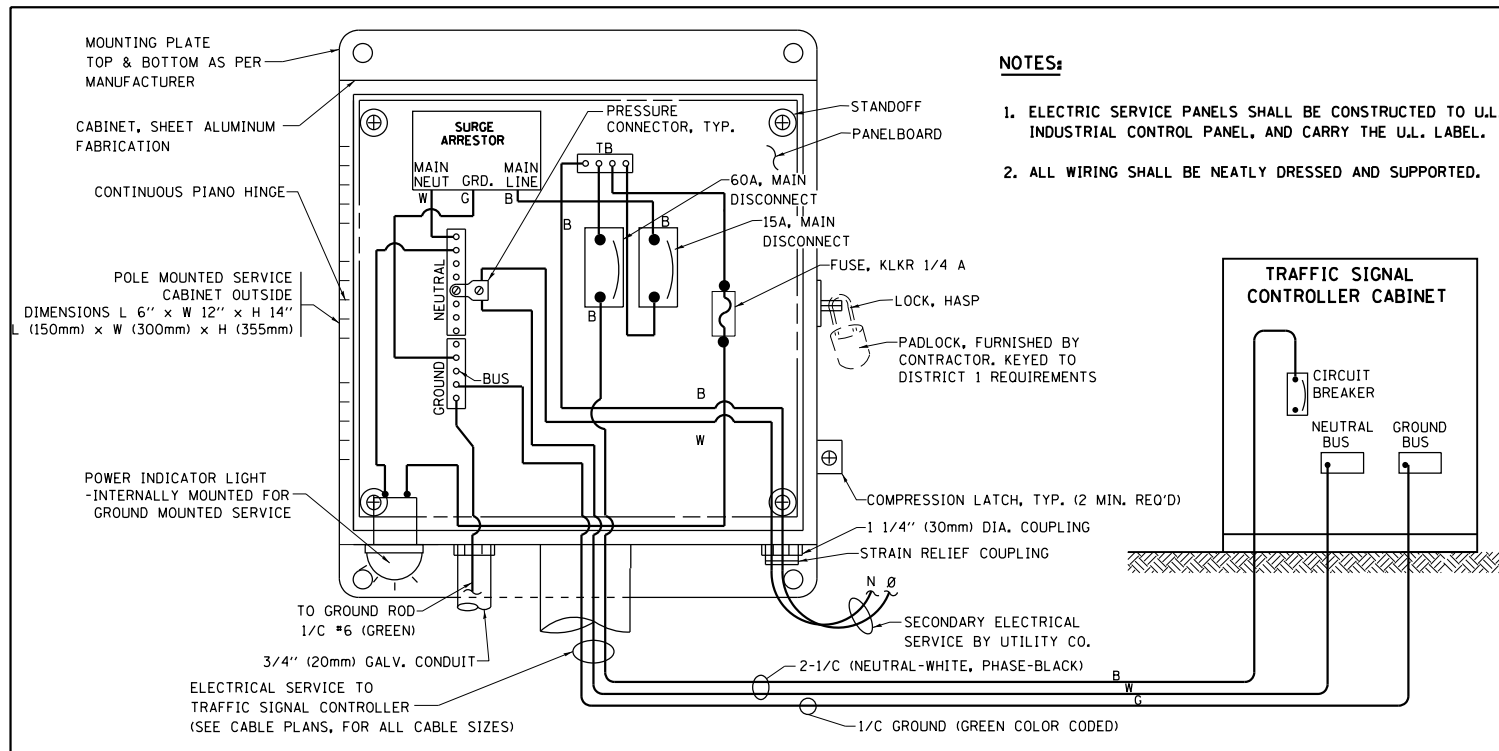
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

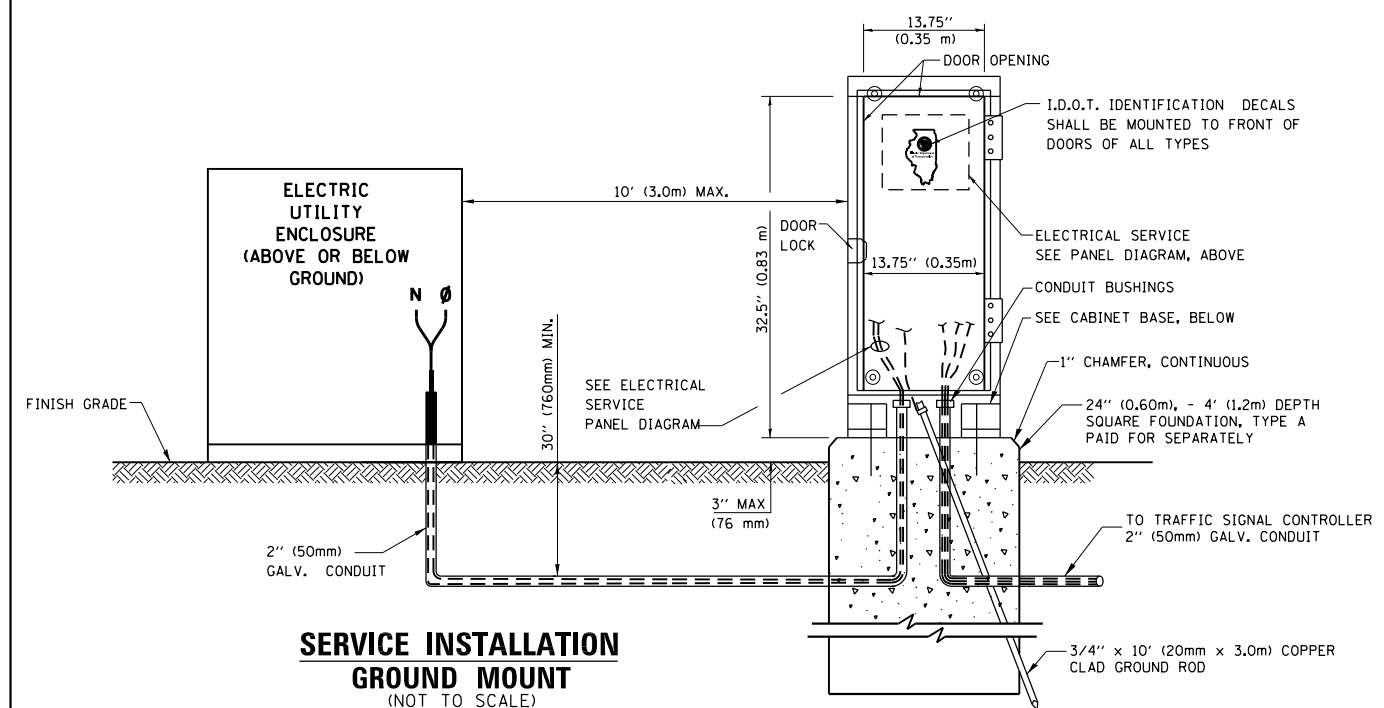
| TRAFFIC SIGNAL EQUIPMENT | COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION) | SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION) |
|------------------------------------|---|---|
| TRAFFIC SIGNAL MAST ARM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

NOTES:

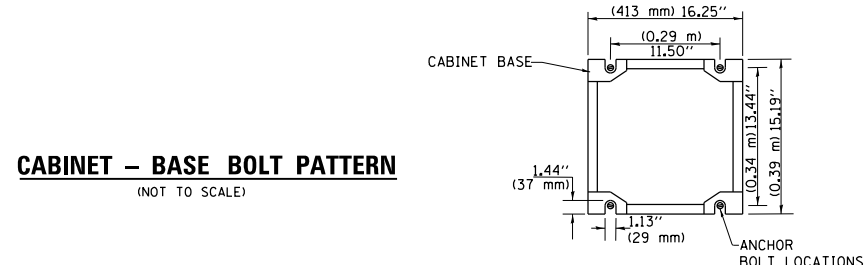
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



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

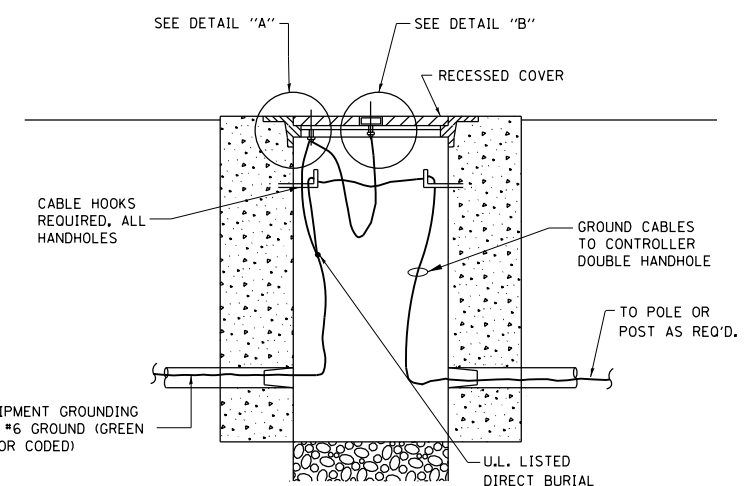
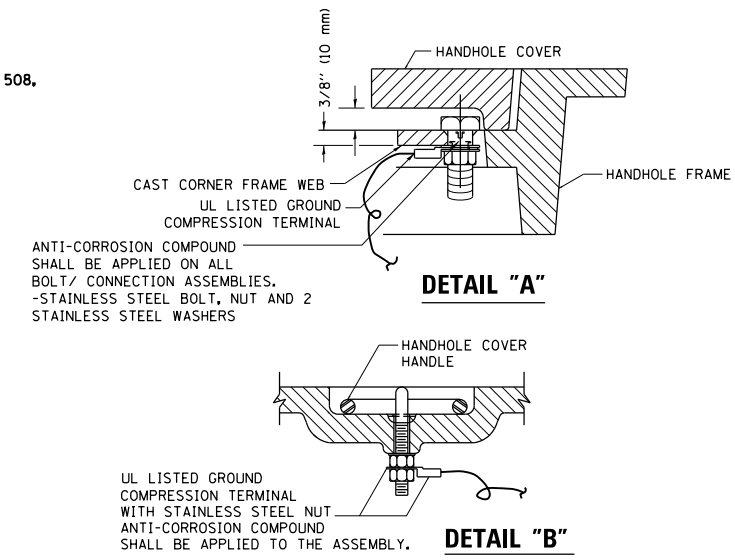


SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

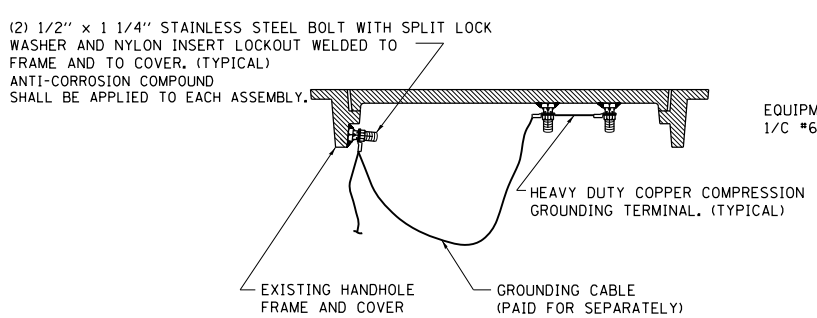


CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

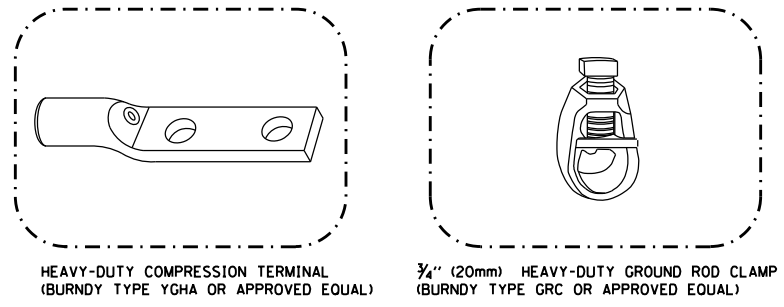
- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



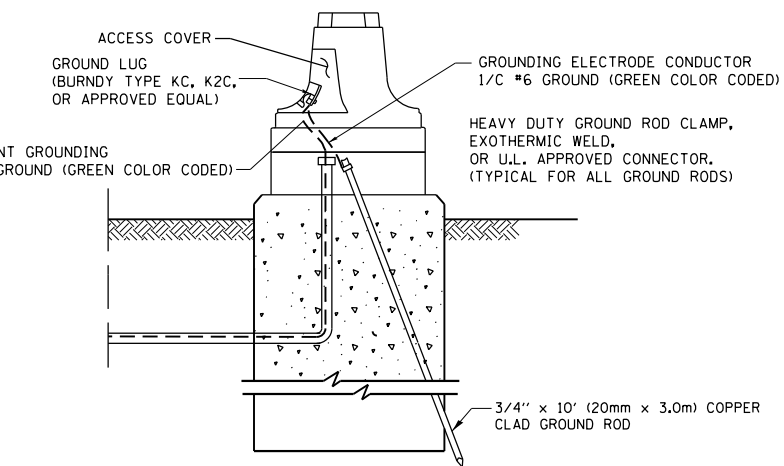
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



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.



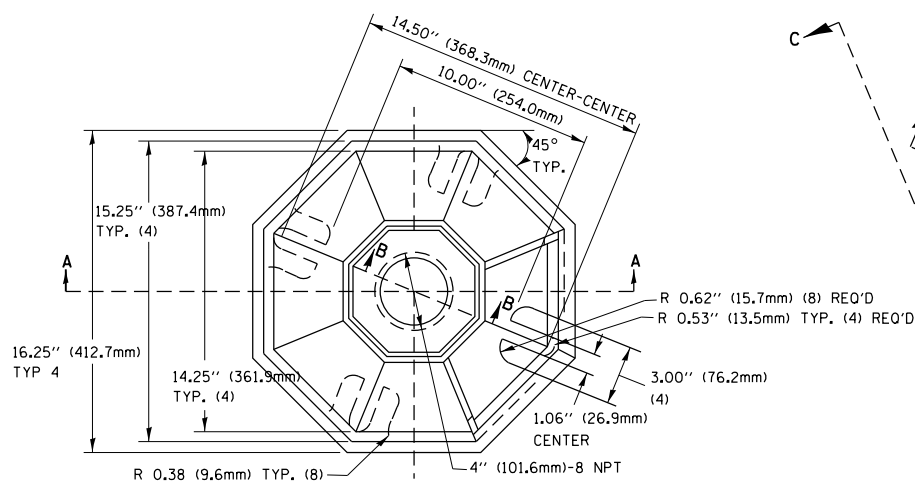
MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

| | | | |
|--------------------------------------|-----------------------------------|-----------------|-----------|
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| | PLOT DATE = 2/1/2012 | DATE - 10-28-09 | REVISED - |

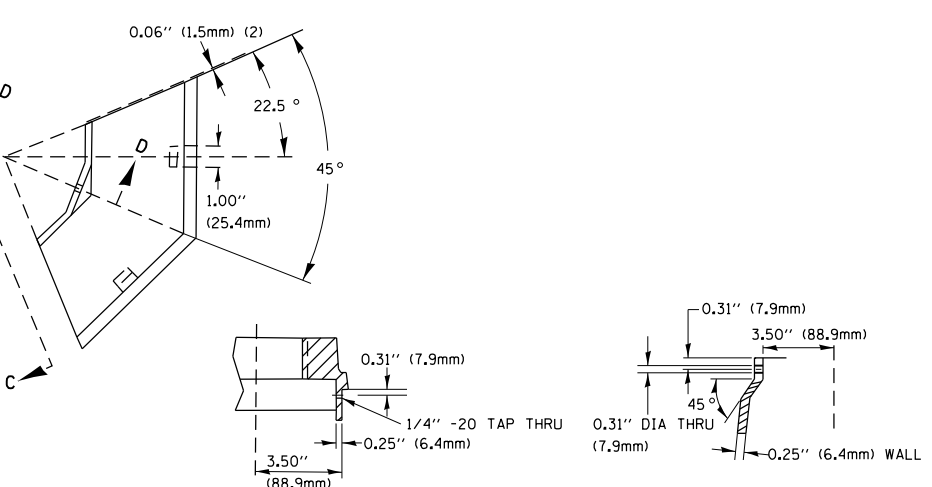
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

| | | | | |
|---|------------|---------------------------|--------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-1 | COOK | 44 | 33 |
| TS-05 | | CONTRACT NO. 60L26 | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

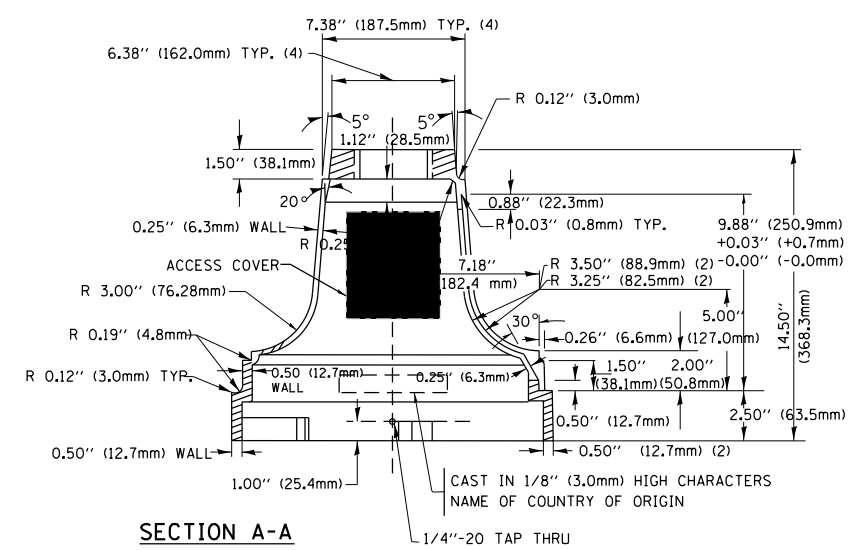


TOP VIEW

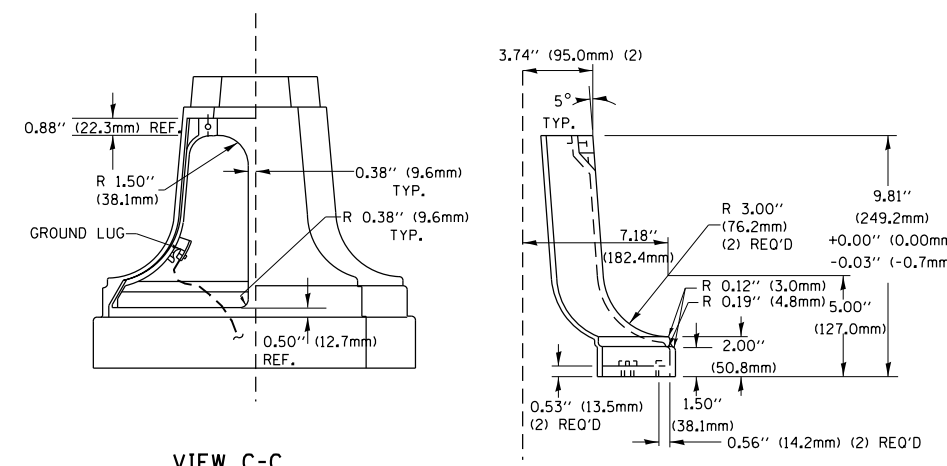


SECTION B-B

SECTION D-D

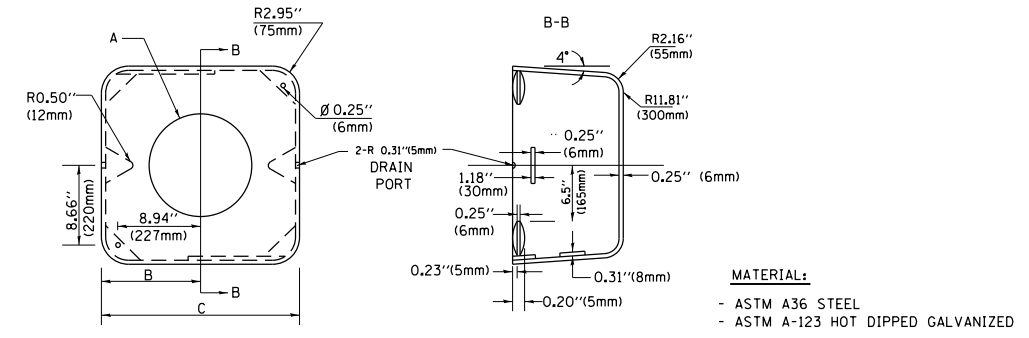


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

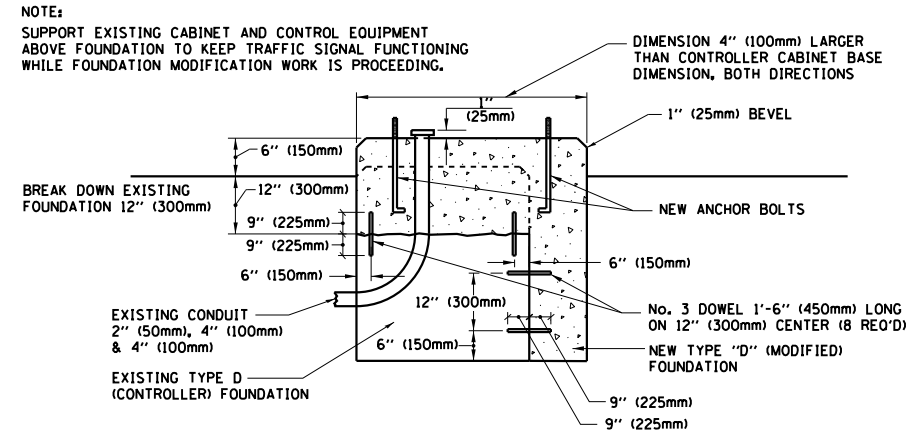


MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

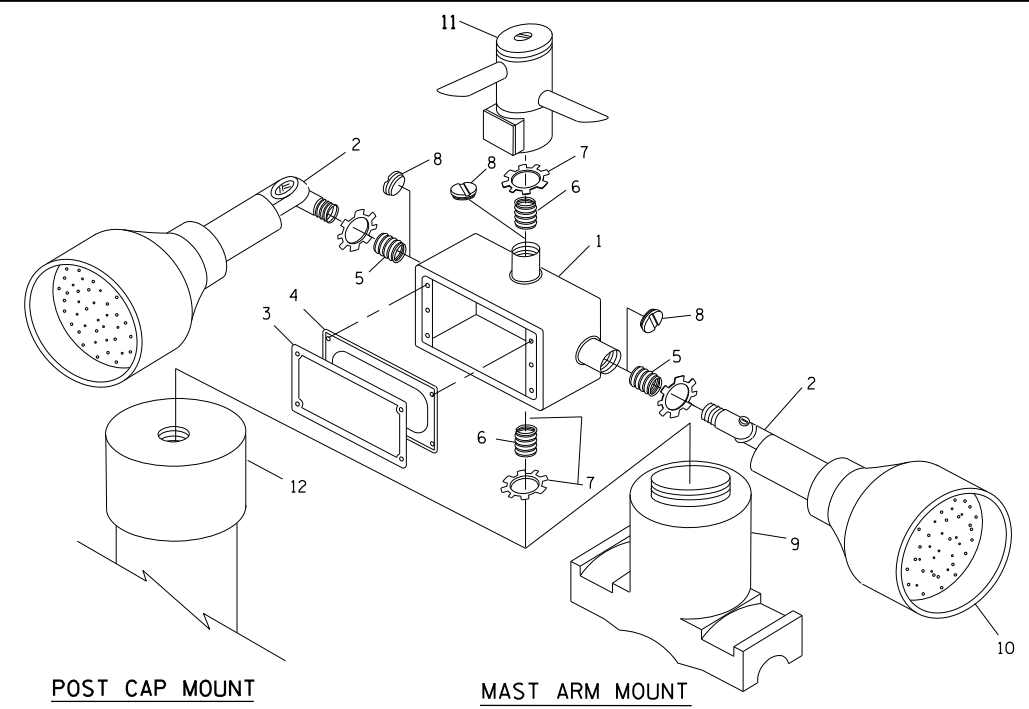
| A | B | C | HEIGHT | WEIGHT |
|-----------|----------------|---------------|--------------------------|-----------------|
| VARIABLES | 9.5" (241mm) | 19" (483mm) | 7" (178mm) - 12" (300mm) | 53 lbs (24kg) |
| VARIABLES | 10.75" (273mm) | 21.5" (546mm) | 7" (178mm) - 12" (300mm) | 68 lbs (31 kg) |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

SHROUD

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



MODIFY EXISTING TYPE "D" FOUNDATION



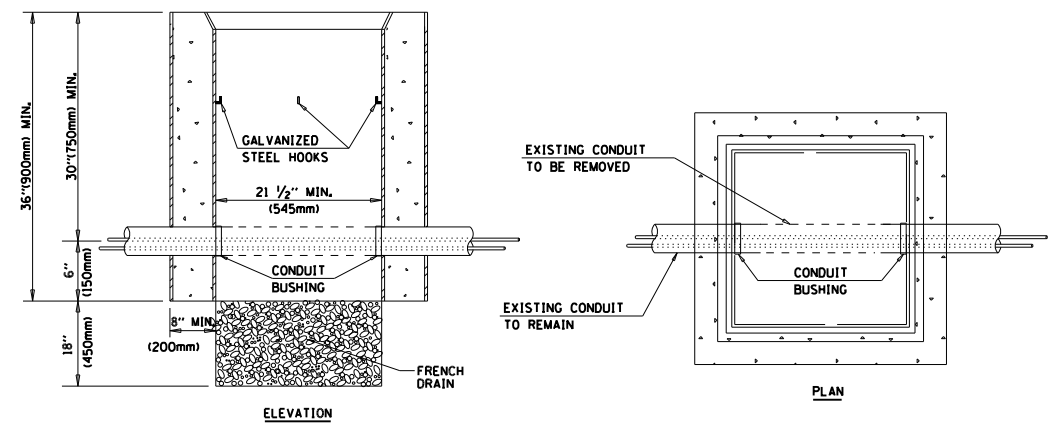
POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

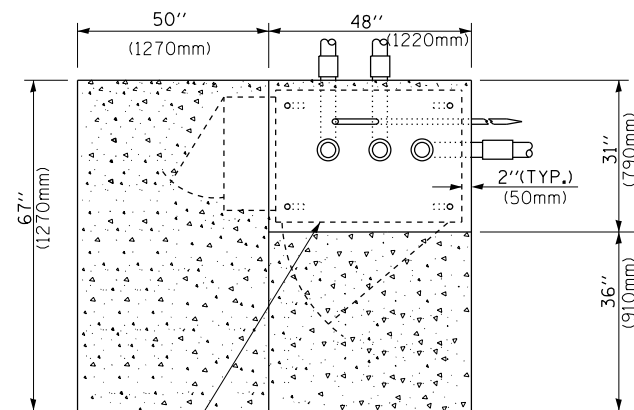


ELEVATION

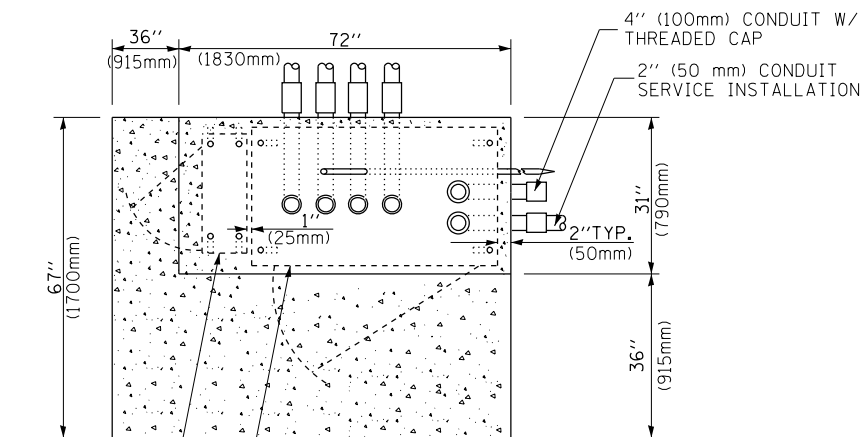
PLAN

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

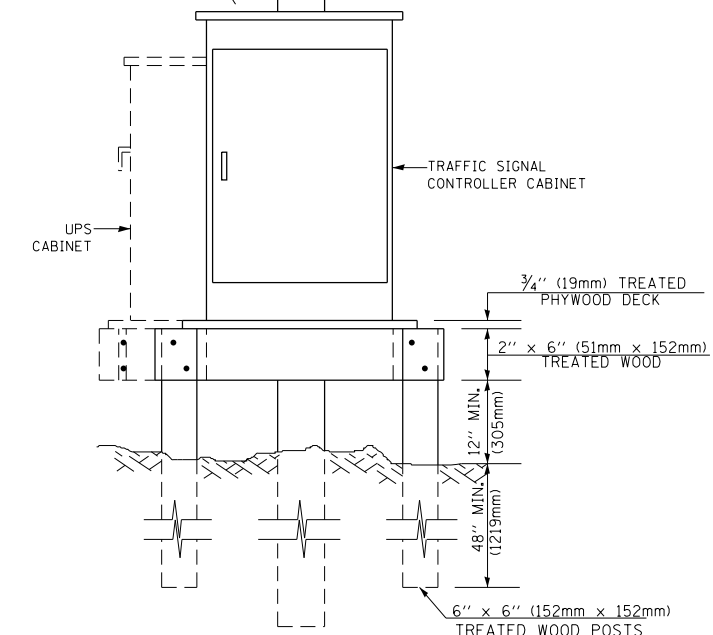
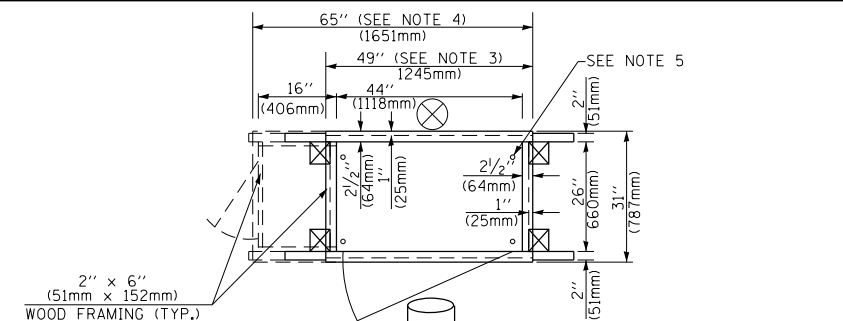
HANDHOLE TO INTERCEPT EXISTING CONDUIT



CONTROLLER CABINET BASE
EXISTING APRON
PROPOSED APRON
TOP VIEW

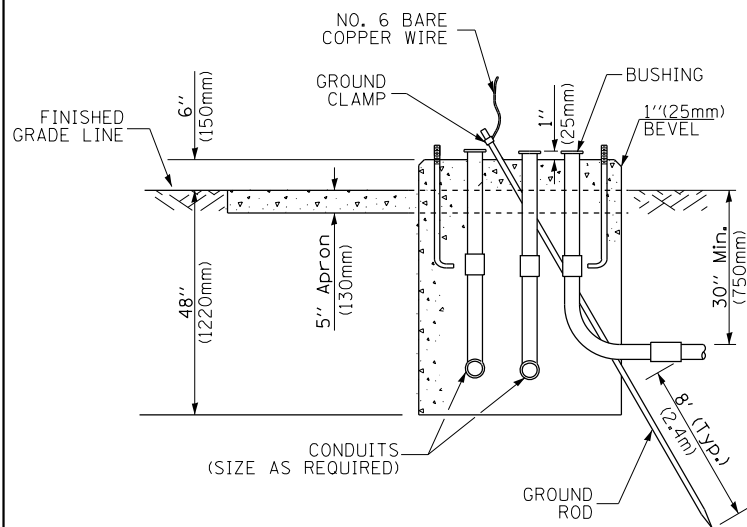


UPS CABINET BASE
CONTROLLER CABINET BASE
APRON
TOP VIEW

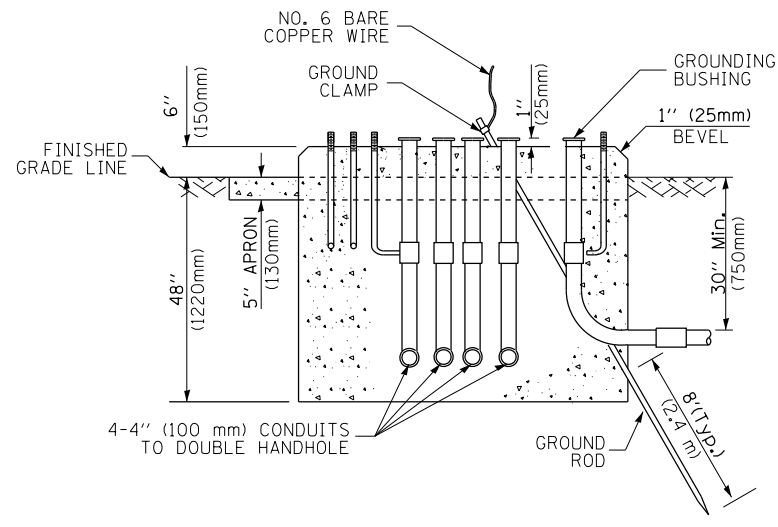


- NOTES:**
- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 - BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**



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



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

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

| MAST ARM LENGTH | FOUNDATION DEPTH | FOUNDATION DIAMETER | SPIRAL DIAMETER | QUANTITY OF REBARS | SIZE OF REBARS |
|--|------------------|---------------------|-----------------|--------------------|----------------|
| Less than 30' (9.1 m) | 10'-0" (3.0 m) | 30" (750mm) | 24" (600mm) | 8 | 6(19) |
| Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m) | 13'-6" (4.1 m) | 30" (750mm) | 24" (600mm) | 8 | 6(19) |
| Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m) | 11'-0" (3.4 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m) | 13'-0" (4.0 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m) | 15'-0" (4.6 m) | 36" (900mm) | 30" (750mm) | 12 | 7(22) |
| Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m) | 21'-0" (6.4 m) | 42" (1060mm) | 36" (900mm) | 16 | 8(25) |
| Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m) | 25'-0" (7.6 m) | 42" (1060mm) | 36" (900mm) | 16 | 8(25) |

- NOTES:**
- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (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.
 - Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
 - Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
 - For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

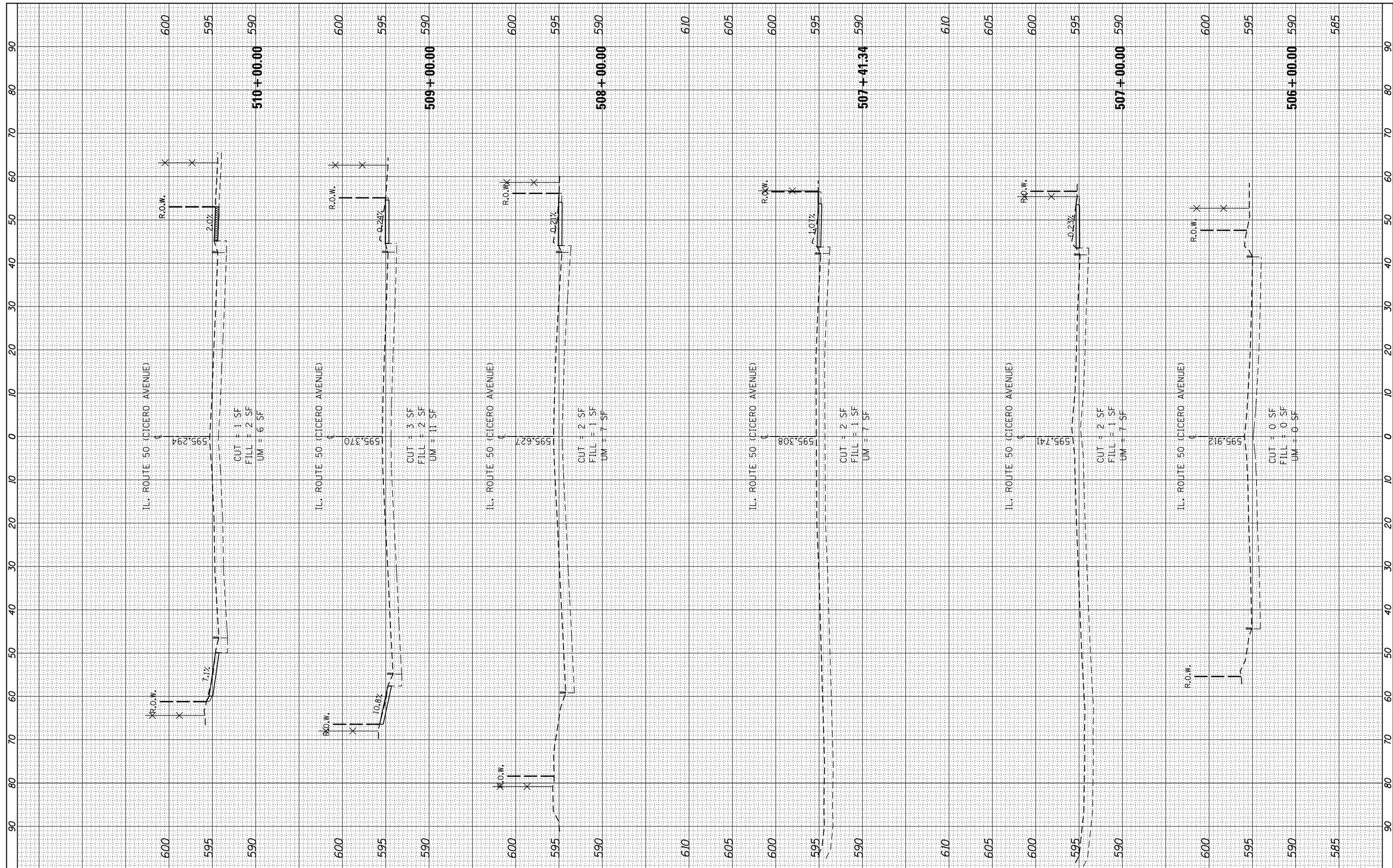
| ITEM | REMOVAL | EXISTING | PROPOSED | ITEM | REMOVAL | EXISTING | PROPOSED | ITEM | REMOVAL | EXISTING | PROPOSED |
|---|---------|----------|----------|---|---------|----------|----------|---|---------|----------|----------|
| CONTROLLER CABINET | | | | EMERGENCY VEHICLE LIGHT DETECTOR | | | | ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE | | | |
| RAILROAD CONTROL CABINET | | | | CONFIRMATION BEACON | | | | COAXIAL CABLE | | | |
| COMMUNICATIONS CABINET | | | | HANDHOLE | | | | VENDOR CABLE FOR CAMERA | | | |
| MASTER CONTROLLER | | | | HEAVY DUTY HANDHOLE | | | | COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED | | | |
| MASTER MASTER CONTROLLER | | | | DOUBLE HANDHOLE | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F | | | |
| UNINTERRUPTIBLE POWER SUPPLY | | | | JUNCTION BOX | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F | | | |
| SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT | | | | GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P) | | | | FIBER OPTIC CABLE NO. 62.5/125, MM12F SM21F | | | |
| TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT | | | | TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE | | | | FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS) | | | |
| STEEL MAST ARM ASSEMBLY AND POLE | | | | COMMON TRENCH | | | | GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE | | | |
| ALUMINUM MAST ARM ASSEMBLY AND POLE | | | | COILABLE NONMETALLIC CONDUIT (EMPTY) | | | | CONTROLLER CABINET AND FOUNDATION TO BE REMOVED | | | |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE | | | | SYSTEM ITEM | | S | S | STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED | | | |
| STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA | | | | INTERSECTION ITEM | | I | IP | ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED | | | |
| SIGNAL POST | | | | REMOVE ITEM | R | | | STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED | | | |
| TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM | | | | RELOCATE ITEM | RL | | | SIGNAL POST AND FOUNDATION TO BE REMOVED | | | |
| GUY WIRE | | | | ABANDON ITEM | A | | | INTERSECTION & SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD | | | | 12" (300mm) TRAFFIC SIGNAL SECTION | | | | SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE) | | | | 12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE | | | | EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD WITH BACKPLATE | | | | SIGNAL FACE | | | | EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR | | | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | | | | SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD | | | | PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR | | | |
| FLASHER INSTALLATION (S DENOTES SOLAR POWER) | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL | | | | PREFORMED SAMPLING (SYSTEM) DETECTOR | | | |
| PEDESTRIAN SIGNAL HEAD | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED | | | | | | | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | | | 12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID | | | | | | | |
| ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR | | | | PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER | | | | | | | |
| ILLUMINATED SIGN "NO LEFT TURN" | | | | RADIO INTERCONNECT | | | | | | | |
| ILLUMINATED SIGN "NO RIGHT TURN" | | | | RADIO REPEATER | | | | | | | |
| DETECTOR LOOP, TYPE I | | | | DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED | | | | | | | |
| PREFORMED DETECTOR LOOP | | | | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) | | | | | | | |
| MICROWAVE VEHICLE SENSOR | | | | | | | | | | | |
| 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 | | |

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

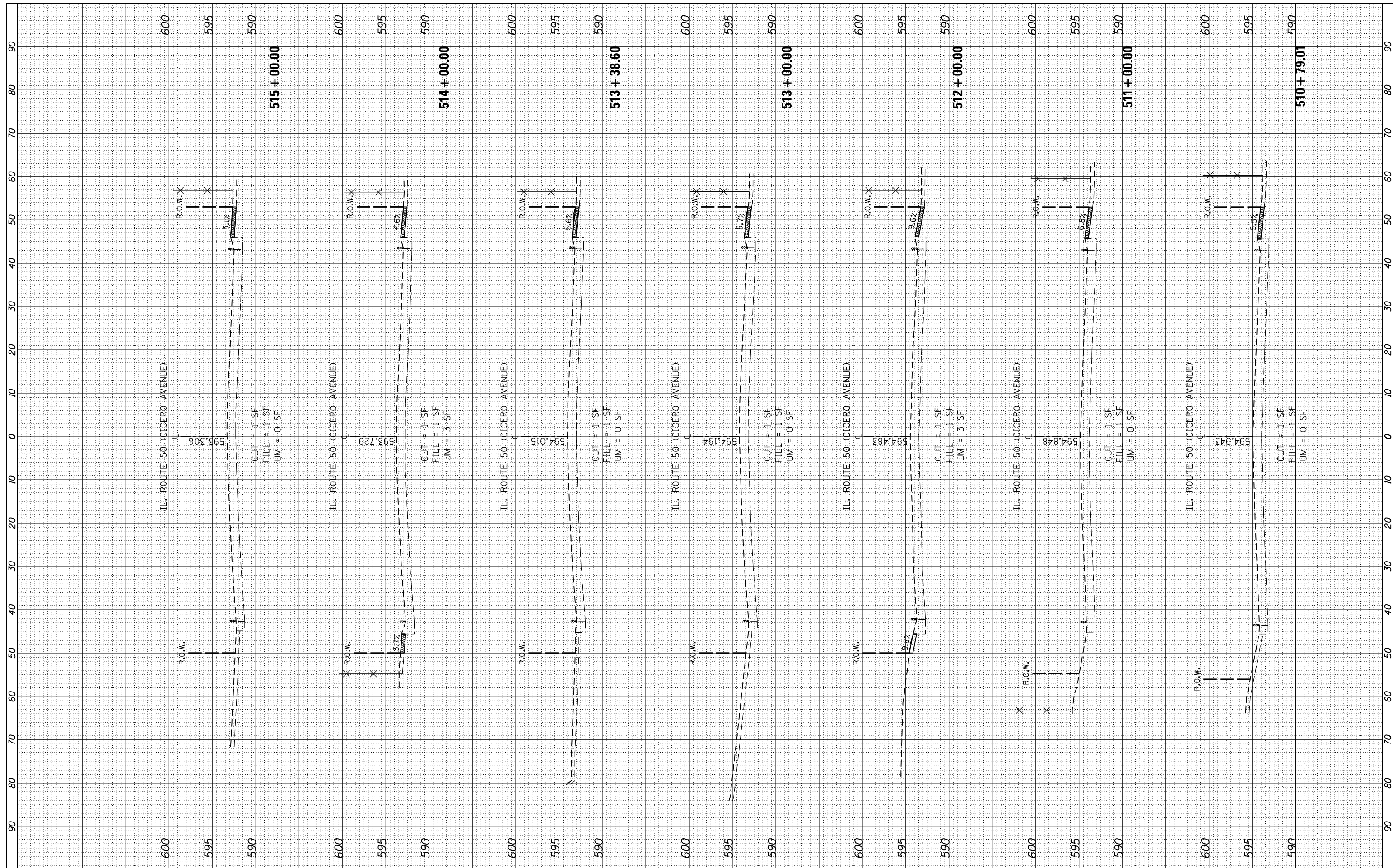
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 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 506+00.00 TO STA. 510+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-I | COOK | 44 | 37 |
| CONTRACT NO. | | | 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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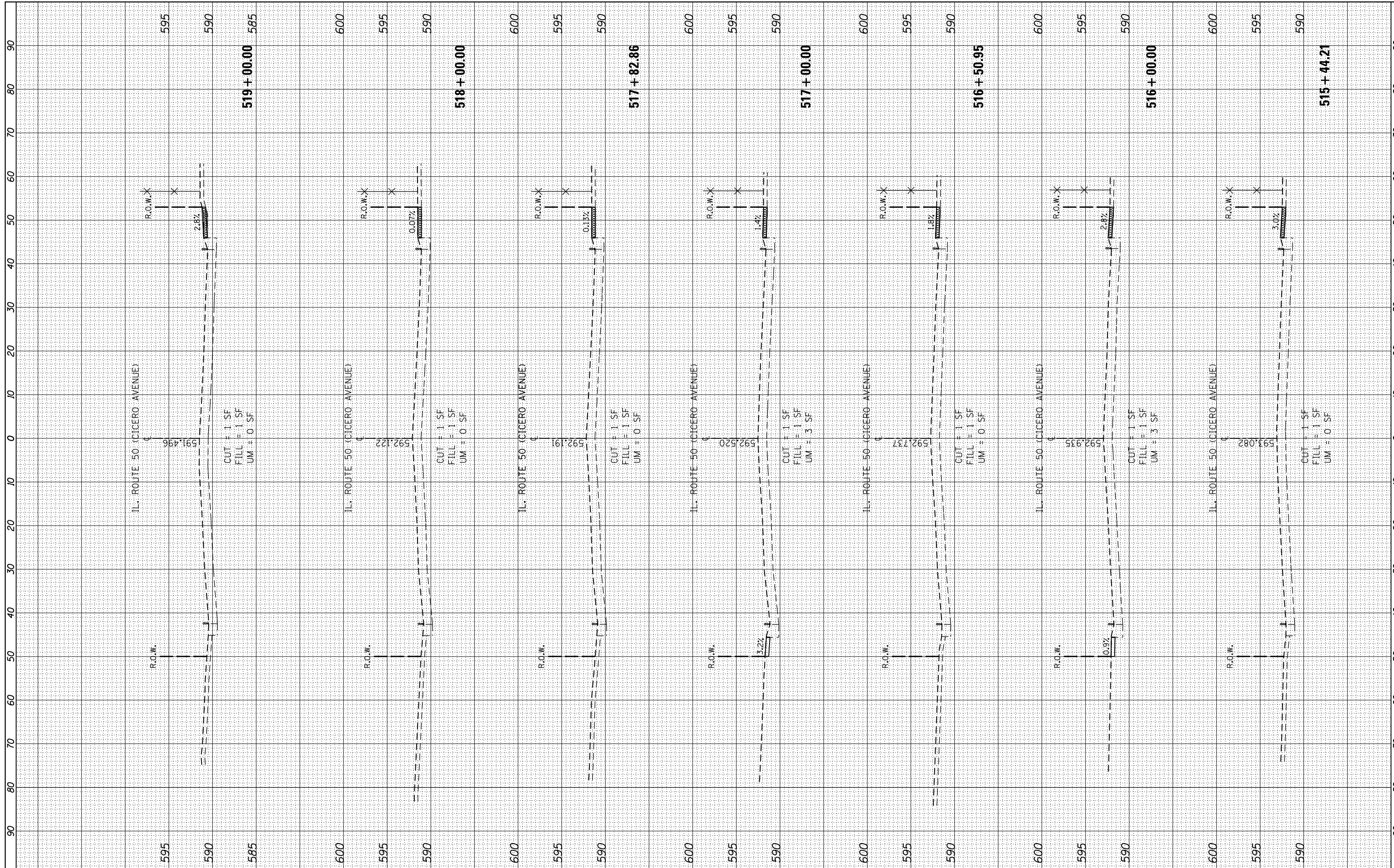
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
 CROSS SECTIONS
 SCALE: SHEET NO. OF SHEETS STA. 510+79.01 TO STA. 515+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-I | COOK | 44 | 38 |
| CONTRACT NO. | | | 60L26 | |
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
 CROSS SECTIONS**

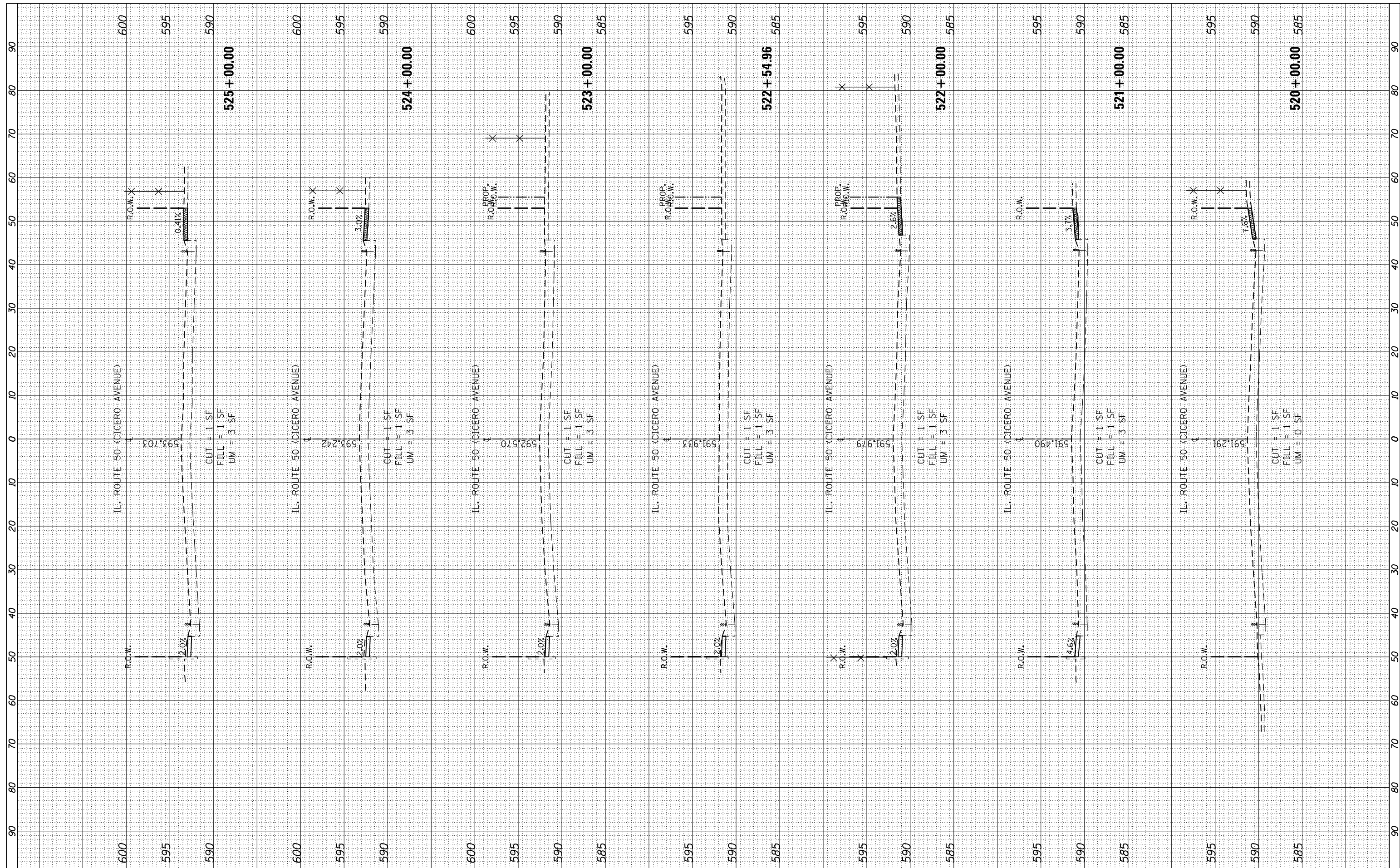
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| 350 | 2010-050-I | COOK | 44 | 39 |
| CONTRACT NO. 60L26 | | | | |

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

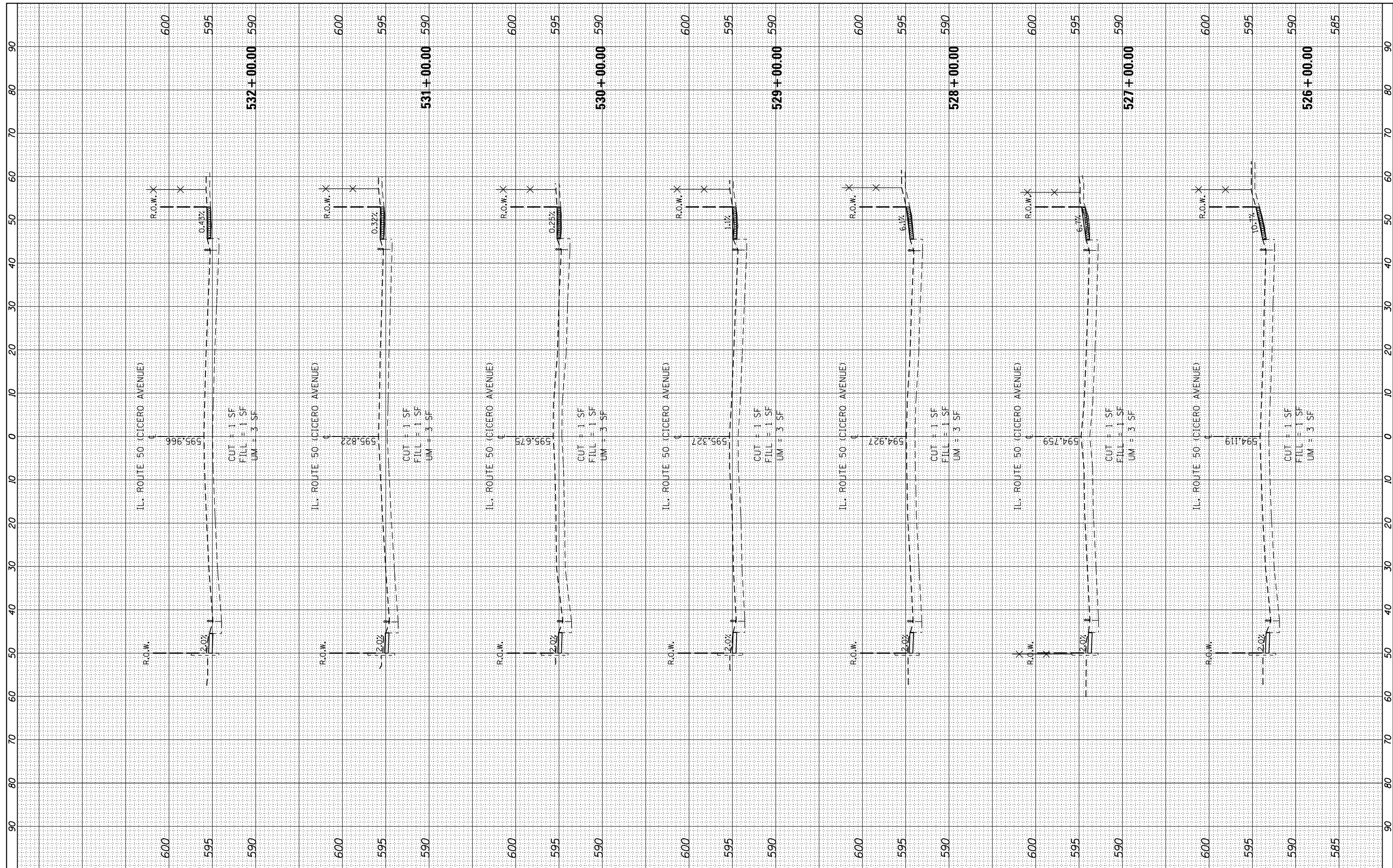
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CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 520+00.00 TO STA. 525+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-I | COOK | 44 | 40 |
| CONTRACT NO. 60L26 | | | | |
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

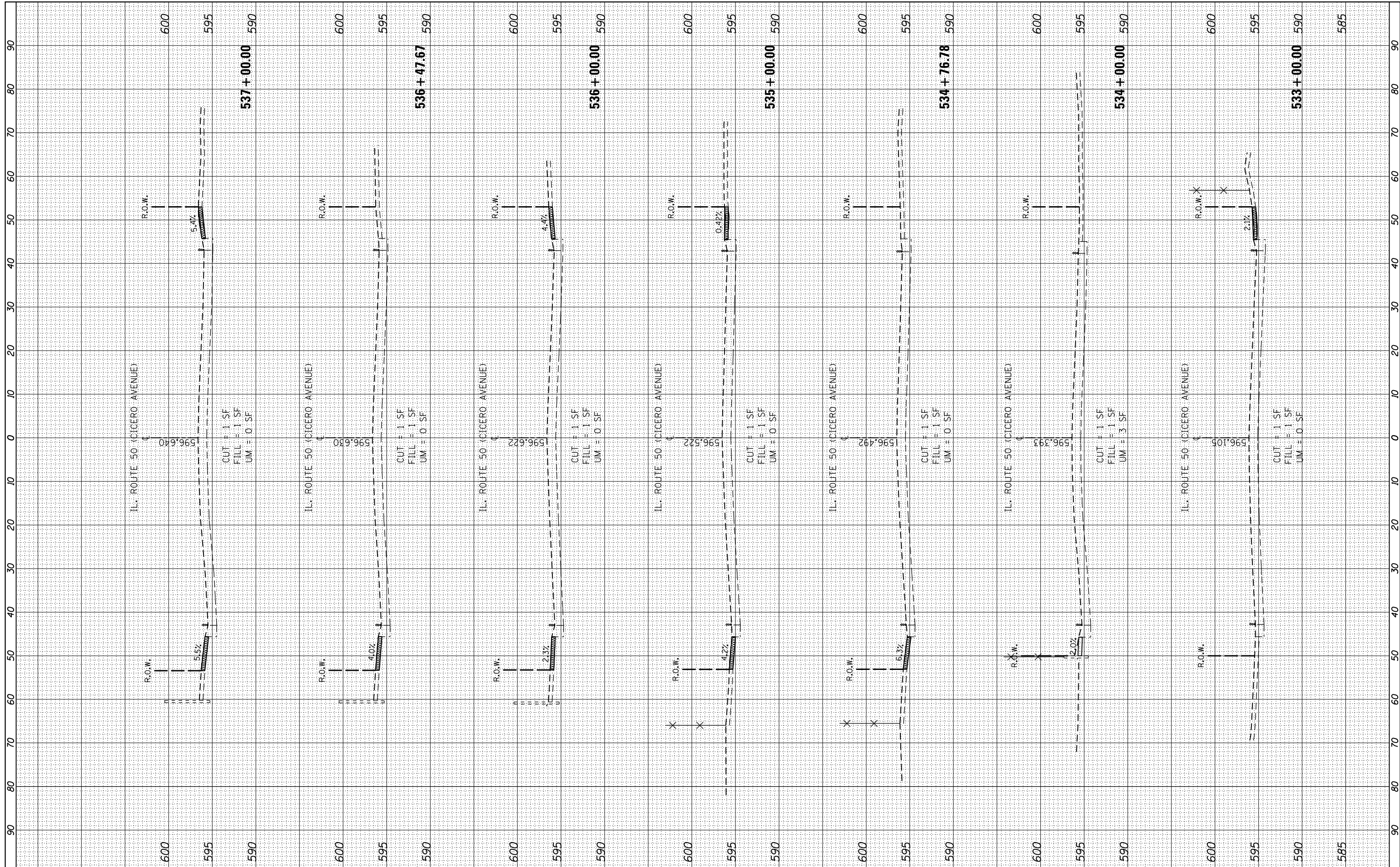
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SCALE: SHEET NO. OF SHEETS STA. 526+00.00 TO STA. 532+00.00

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| F.A.P. RTE. 350 | SECTION 2010-050-I | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 41 |
| CONTRACT NO. 60L26 | | | | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

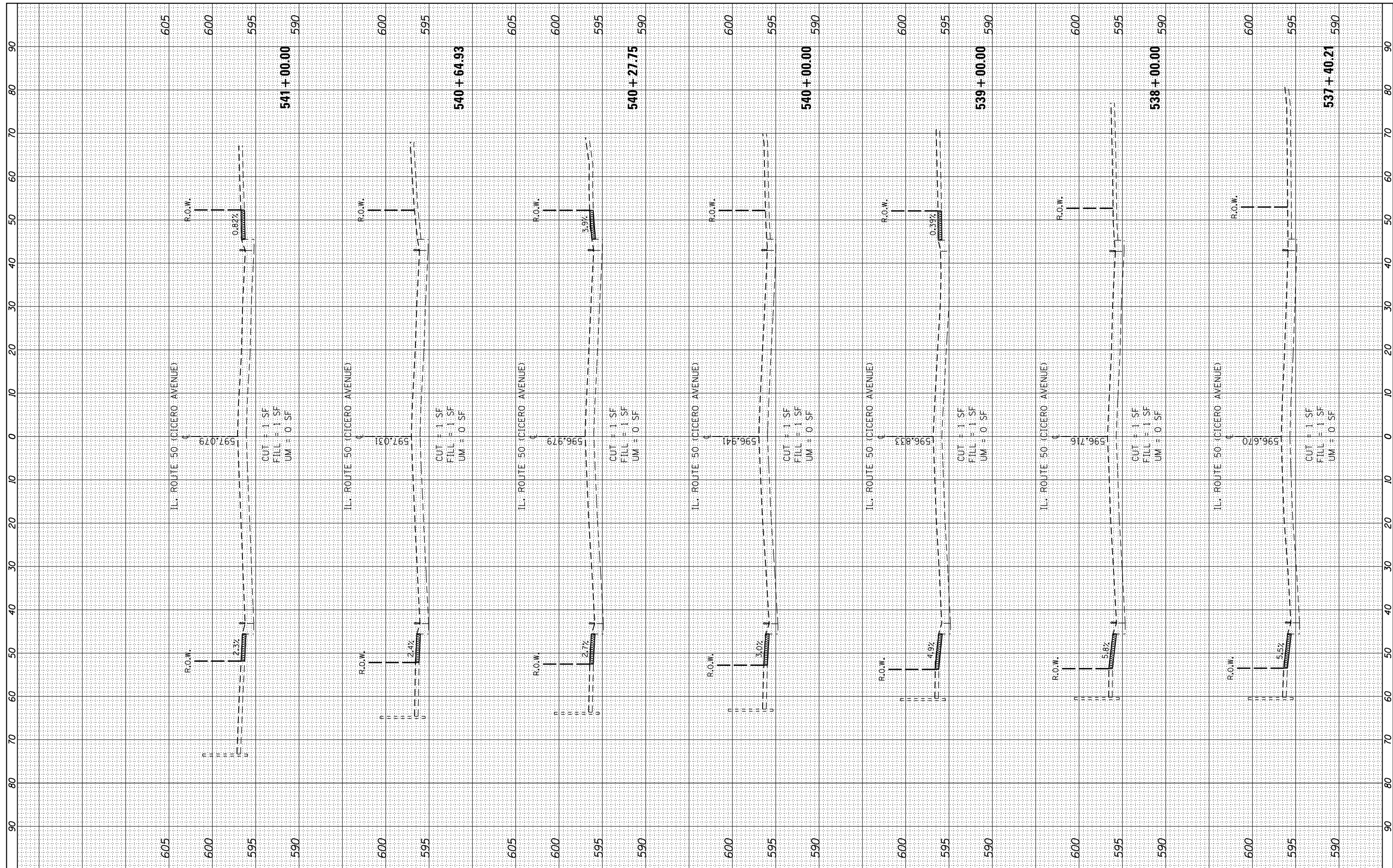
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 CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 533+00.00 TO STA. 537+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-I | COOK | 44 | 42 |
| CONTRACT NO. | | | | 60L26 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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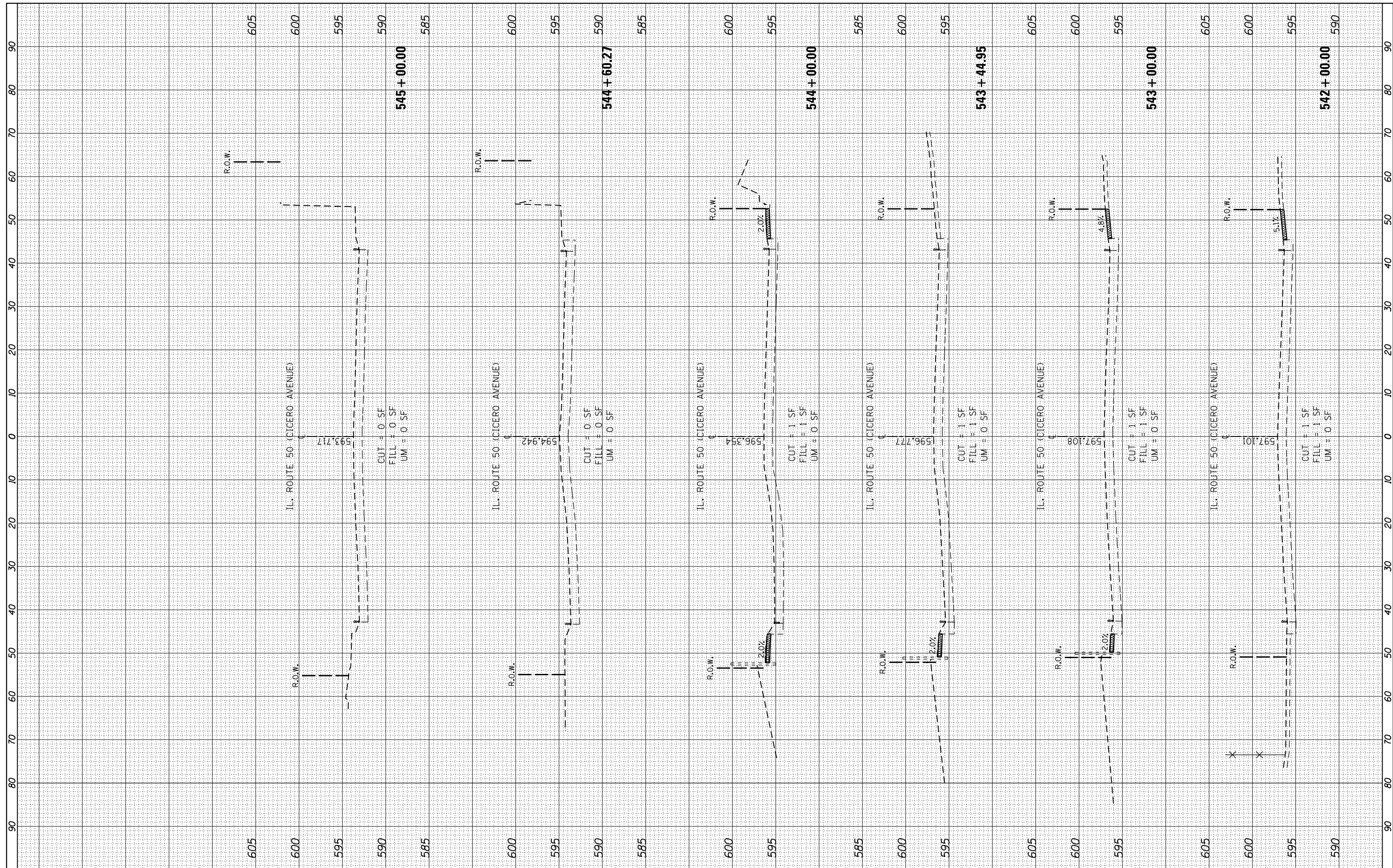
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
 CROSS SECTIONS**
 SCALE: SHEET NO. OF SHEETS STA. 537+40.21 TO STA. 541+00.00

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| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 350 | 2010-050-I | COOK | 44 | 43 |
| CONTRACT NO. | | | 60L26 | |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL RTE. 50 (CICERO AVE.) - (34TH STREET TO PERSHING ROAD)
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 542+00.00 TO STA. 545+00.00

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| F.A.P. RTE. 350 | SECTION 2010-050-I | COUNTY COOK | TOTAL SHEETS 44 | SHEET NO. 44 |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 60L26 | |