6-11-10 Letting, Item 244

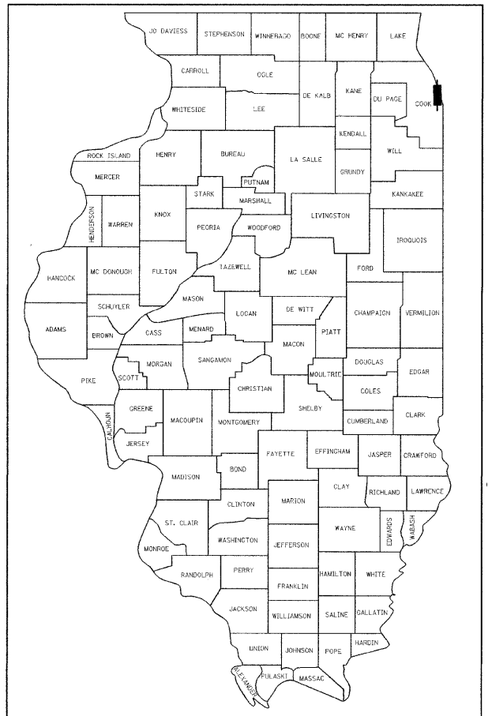
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	1
	ILLINOIS	CONTRACT NO. 63417		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PLANS FOR PROPOSED FEDERAL AID HIGHWAY PROJECT

FAU ROUTE 2865 SHERIDAN ROAD / FOREST AVENUE
BURNHAM PLACE TO CHICAGO AVENUE
ROADWAY IMPROVEMENTS
SECTION 08-00250-02-PV
PROJECT ARA-HD-HPP-2356(003)
COOK COUNTY
JOB NO. C-91-148-10



LOCATION OF SECTION INDICATED THUS: – ■ –

PROJECT IS LOCATED IN THE CITY OF EVANSTON

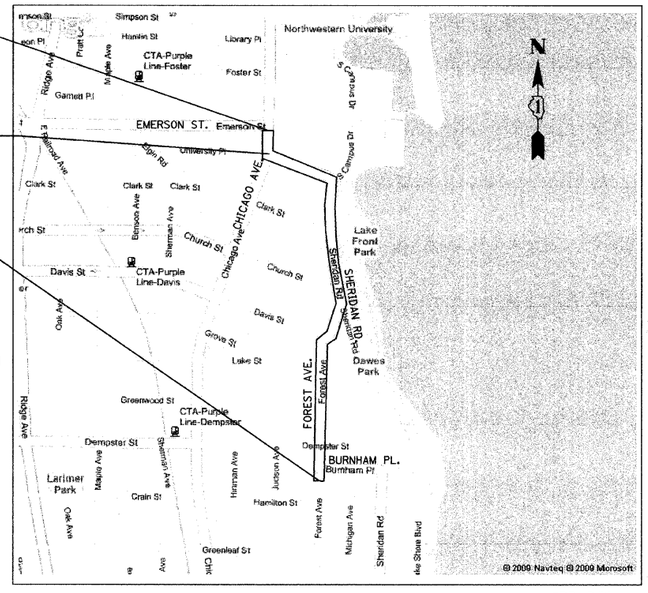
PROJECT ENDS SHERIDAN ROAD STATION 606+38.44

STA 568+93.27 SHERIDAN RD =
STA 602+98.94 CHICAGO AVE

PROJECT BEGINS FOREST AVENUE STATION 522+00

R. 14E

T. 41N



EVANSTON TOWNSHIP

3RD P.M.

LOCATION MAP

NOT TO SCALE

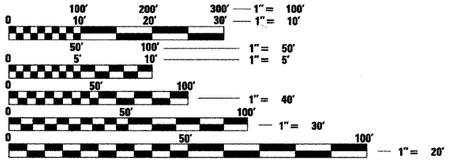
PROJECT LENGTH
GROSS/NET LENGTH = 5,033 FT (0.953 MILES)

DESIGN DESIGNATION

SHERIDAN ROAD/FOREST AVENUE:
ARTERIAL
DESIGN SPEED: 30 MPH
POSTED SPEED: 30 MPH
ADT = 17,000 (2007)

DESCRIPTION OF IMPROVEMENT

THIS IMPROVEMENT CONSISTS OF ROADWAY RESURFACING AND MINOR RECONSTRUCTION, STORM SEWER AND DRAINAGE STRUCTURE ADJUSTMENTS AND INSTALLATION, TRAFFIC SIGNAL IMPROVEMENTS, STRIPING, AND ALL INCIDENTAL AND COLLATERAL WORK AS NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.



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

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

CONTRACT NO. 63417

DAVID W. BLOCK
062-050966
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
3-11-10

DAVID W. BLOCK, P.E.
NO. 062-050966
EXP. DATE 11/30/11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 3/12/2010
Paul Schiess
CITY OF EVANSTON, CITY ENGINEER

PASSED March 31, 2010
for Christine Haefeli Holt
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW April 1, 2010
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION 1 ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

IDOT FEDERAL AID DESIGN ENGINEER
KEVIN STALLWORTH 847/705-4169
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, ILLINOIS 60173
(847) 605-9600
TranSystems

INDEX OF SHEETS

STATE STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C & D PATCHES
542606-01	REINFORCED CONCRETE PIPE TEE
602001-01	CATCH BASIN, TYPE A
602011-01	CATCH BASIN, TYPE C
602301-02	INLET, TYPE A
602306-02	INLET, TYPE B
602401-02	MANHOLE, TYPE A
602406-03	MANHOLE TYPE A 6' (1.8 M) DIAMETER
602411-01	MANHOLE TYPE A 7' (2.1 M) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604006-04	FRAME AND GRATE, TYPE 3
604036-02	GRATE TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGN DESIGNATION DIAGRAMS & PHASE SEQUENCING
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
878001-08	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
INDEX OF SHEETS AND STATE STANDARDS

NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	2
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

A. GENERAL

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".

2. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST I.D.O.T. STANDARD.

3. THE PAVEMENT ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED SURFACE COURSE OR P.C.C. PAVEMENT, UNLESS OTHERWISE INDICATED.

4. THE THICKNESSES OF HOT MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE COURSE UPON WHICH THE HOT MIX ASPHALT MATERIALS ARE PLACED.

5. THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK.

6. THE CONTRACTOR SHALL NOTIFY THE CITY OF EVANSTON (847) 866-2924 72 HOURS PRIOR TO THE COMMENCEMENT OF WORK.

7. THE CONTRACTOR SHALL LIMIT ANY DROP-OFF BETWEEN LANES TO 2" DURING ANY OVERNIGHT PERIOD.

8. THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES BEING UNABLE TO VISIT THE SITE AND PERFORM TESTING WILL CAUSE THE CONTRACTOR TO SUSPEND OPERATION TO BE TESTED UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COSTS OF SUSPENSION OF WORK TO BE BORNE BY THE CONTRACTOR.

9. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON CITY OF EVANSTON DATUM. THE CITY OF EVANSTON DATUM IS NOT THE SAME AS THE CITY OF CHICAGO. THE CONVERSION FACTOR FROM THE EVANSTON DATUM TO USGS IS 579.70.

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

11. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND ON THE PLAN SHEETS. CARE SHOULD BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.

12. ALL UNBALLASTED TYPE I AND TYPE II BARRICADES SHALL HAVE TWO SANDBAGS ON THE BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SANDBAGS PER BARRICADES.

13. CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7:00AM AND 4:00PM MONDAY THROUGH FRIDAY. WRITTEN PERMISSION FROM THE CITY ENGINEER OR SENIOR ENGINEER IS REQUIRED FOR SATURDAY WORK AT LEAST 24 HOURS IN ADVANCE. CONSTRUCTION ACTIVITIES ON SUNDAY ARE PROHIBITED. NO WORK WILL BE PERFORMED ON STATE OF ILLINOIS OBSERVED HOLIDAYS. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF HEAVY EQUIPMENT, INCLUDING BUT NOT LIMITED TO THE WARMING UP OF ANY PIECE OF EQUIPMENT OR TURNING ON ENGINES. CONSTRUCTION ACTIVITIES SHALL NOT BEGIN BEFORE 7:00AM.

B. UTILITIES

14. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THEIR ACCURACY IS NOT GUARANTEED. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE PROPERTY IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND ARTICLE 107.20 OF THE "STANDARD SPECIFICATIONS", AND SHALL RESTORE SUCH PROPERTY AT HIS OWN EXPENSE. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRE-CONSTRUCTION CONFERENCE. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.

16. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES IN ACCORDANCE WITH STATE LAW. ADVANCED NOTICE OF 48 HOURS REQUIRED.

C. DRAINAGE

17. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE CLEANED AND FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF INLET FILTERS.

18. THE COST OF CONNECTING EXISTING STORM SEWER TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF STORM SEWER. CONNECTIONS WITH DISSIMILAR MATERIALS SHALL BE MADE USING BAND SEAL OR FERNCO COUPLINGS WITH STAINLESS STEEL SHEAR RINGS. CATCH BASINS, MANHOLES AND INLETS CONSTRUCTED IN A LOCATION WHERE AN EXISTING STRUCTURE WAS REMOVED SHALL INCLUDE UP TO FIVE FEET OF PIPE TO CONNECT EACH EXISTING PIPE. THE NECESSARY PIPE BEYOND FIVE FEET WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "STORM SEWER" AND OF THE TYPE AND SIZE REQUIRED.

19. THE CONTRACTOR SHALL CONFIRM ALL EXISTING STORM SEWER PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATION OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK SHALL BE AT THE CONTRACTOR'S EXPENSE AND MAY LEAD TO THE REJECTION OF THE STRUCTURE IN THE FIELD.

20. ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR CONSTRUCTION, ADJUSTMENT OR RECONSTRUCTION OF ANY VALVE VAULT, MANHOLE, OR CATCH BASIN SHALL HAVE THE WORD "WATER", "SANITARY", OR "STORM", AS APPROPRIATE, CAST INTO THE LID. FRAMES AND GRATES FURNISHED UNDER THIS CONTRACT SHALL BE GRAY IRON CASTINGS CONFORMING TO THE SPECIFICATIONS FOR GRAY IRON CASTINGS, ASTM A-48, CLASS 35. CIRCULAR LIDS FOR MANHOLES AND VAULTS SHALL HAVE LARGE (2.5 INCH NOMINAL) PICK HOLES. CIRCULAR LIDS FOR CLOSING CATCH BASINS SHALL HAVE LARGE (2.5 INCH NOMINAL) PICK HOLES:

FRAMES AND GRATES ON STRUCTURES SHALL BE AS FOLLOWS:

EXISTING INLETS AND CATCH BASINS; NEW CATCH BASINS AND INLETS ON COMBINED SEWER SYSTEM:
EAST JORDAN IRON WORKS 1050, TYPE M1 GRATE WITH LARGE (2.5 INCH NOMINAL) PICK HOLES OR EQUAL.

NEW CATCH BASINS AND TYPE A INLETS FOR RELIEF SEWER WORK (CB & INL):
EAST JORDAN IRON WORKS 7045, TYPE M1 GRATE OR EQUAL.

MANHOLES:
EAST JORDAN IRON WORKS 1050 FRAME AND 1020 EXTRA HEAVY DUTY COVER WITH LARGE (2.5 INCH NOMINAL) PICK HOLES OR EQUAL.

21. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. WHEN LOCATED WITHIN THE CURB LINE, FRAME ELEVATION GIVEN REFLECT THE EDGE OF PAVEMENT ELEVATIONS. ALL OTHER FRAME ELEVATIONS ARE GIVEN AT THE CENTER. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.

22. HOT MIX ASPHALT OR P.C. CONCRETE PAVEMENT REMOVED DUE TO STORM SEWER OR WATER MAIN CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT IF OPEN TO TRAFFIC. THIS INCLUDES THE MAIN ROADS AND SIDE STREETS. "HOT-MIX ASPHALT FOR PATCHING POTHOLES (HOT-MIX)" MAY BE REQUIRED BY THE ENGINEER TO BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.

23. ANY DEWATERING OF SEWER AND WATER MAIN TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED INCLUDED IN THE COST OF TRENCH BACKFILL. IN THE EVENT THAT SOFT MATERIALS ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL, UPON THE APPROVAL OF THE ENGINEER, OVER EXCAVATE TO A DEPTH OF 12 INCHES BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

24. ALL EXISTING FIRE HYDRANTS, FRAMES, GRATES, AND LIDS THAT ARE BEING REPLACED REMAIN THE PROPERTY OF THE CITY OF EVANSTON. THE CONTRACTOR SHALL DELIVER ALL REPLACED FIRE HYDRANTS, FRAMES, GRATES AND LIDS TO THE PUBLIC WORKS FACILITY. SUCH DELIVERY SHALL BE CONSIDERED INCLUDED IN THE COST OF FIREHYDRANTS TO BE RELOCATED, FRAMES AND GRATES, OR FRAMES AND LIDS.

25. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED IN TO THE PROPOSED IMPROVEMENT (AS DETERMINED BY THE ENGINEER) SHALL BE SEALED WITH 2 FOOT LONG NON-SHRINK CONCRETE OR MORTAR PLUG TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF REMOVING INLETS, REMOVING CATCH BASINS, OR STORM SEWER REMOVAL.

26. ADJUSTMENT RINGS, MAXIMUM OF 11" IN HEIGHT, WILL BE ALLOWED IN THE ADJUSTMENT OF CATCH BASIN, MANHOLE, INLET AND VALVE VAULT STRUCTURES. COMMON BRICK AND CAST IRON ADJUSTING RINGS WILL NOT BE ALLOWED. ALL TYPE 8 GRATES ON RESTRICTED DEPTH DRAINAGE STRUCTURES SHALL BE ADJUSTED TO PLAN GRADE WITH 4" MINIMUM ADJUSTMENT RINGS. THE RINGS SHALL BE INCLUDED IN THE COST OF THE NEW INLET OR CATCH BASIN.

27. THE CONTRACTOR SHALL BE AWARE THAT THERE ARE EXISTING LAWN SPRINKLER SYSTEMS LOCATED ALONG SHERIDAN ROAD. IF A SPRINKLER SYSTEM IS LOCATED BETWEEN THE EXISTING SIDEWALK AND THE PROPOSED BACK OF CURB, PROTECTION OF SYSTEM SHALL BE CONSIDERED INCLUDED IN THE COST OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

28. IF A LAWN SPRINKLER SYSTEM IS LOCATED BEYOND THE EXISTING SIDEWALK AND IS DAMAGED DURING CONSTRUCTION, IT SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. REPLACEMENT SYSTEMS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.

29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL WORK INVOLVING THE SPRINKLER SYSTEMS WITH THE OWNERS. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL OF ANY RELOCATIONS OR REPAIRS FROM THE OWNERS PRIOR TO FINAL PAYMENT.

D. MISCELLANEOUS

30. THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT INTERRUPTION. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER NO LESS THAN 48 HOURS IN ADVANCE OF THE INTERRUPTION OF ACCESS AND/OR SERVICES AND SHALL NOTIFY THE OWNER OF THE TIME AND DURATION OF THE INTERRUPTION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE COST OF TEMPORARY ACCESS (PRIVATE ENTRANCE).

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

32. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB & GUTTER, SIDEWALK, AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. ALL SAWCUTTING SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL UNLESS OTHERWISE NOTED. NO DROP HAMMER, GUILLOTINE-TYPE BREAKER OR EARTH SAW SHALL BE USED TO BREAK AND SAW PAVEMENT.

33. PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINEER'S OPINION, THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT IN ACCORDANCE WITH ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.

34. CURB AND GUTTER JOINTS SHALL BE PLACED AS PER STANDARD 606001 AND IN ADDITION ONE INCH EXPANSION JOINTS AND BARS SHALL BE PLACED AT PC'S, AT EXISTING CURB, SUMMITS, AND HAVE A MAXIMUM SPACING OF 150'.

35. THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER MATERIAL EXCAVATED OR REMOVED DUE TO CONSTRUCTION OPERATIONS, AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM SITE ON THE DAY IT IS EXCAVATED.

36. WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK 5". SIDEWALK CROSS SLOPE THRU THE DRIVEWAY AREA SHALL BE A MAXIMUM OF 2%.

37. WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS PRIOR TO FINAL ACCEPTANCE AT A RATE SPECIFIED BY THE ENGINEER AND IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.

38. ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES AND NECESSARY EXCAVATIONS MAY BE USED IN THE CONSTRUCTION OF THE IMPROVEMENT AFTER APPROVAL BY THE TESTING AGENCY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED AS INCLUDED IN THE COST OF "TRENCH BACKFILL", AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

39. EXCAVATION REQUIRED TO CLEAN SIDE ROAD DITCHES OR CONSTRUCT SIDE ROAD APPROACHES SHALL BE CONSIDERED INCLUDED IN THE COST OF "EARTH EXCAVATION".

40. EXISTING FENCE THAT IS TO REMAIN, WHICH HAS BEEN DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATIONS OR DAMAGED BY THE CONTRACTOR SHALL BE RECONNECTED AND/OR REPLACED IN KIND AT NO ADDITIONAL COST TO THE CONTRACT.

41. ALL EXCAVATION AND EMBANKMENT SHALL BE CONSTRUCTED FOUR (4) INCHES BELOW FINISHED GRADE LINE TO ALLOW FOR TOP SOIL PLACEMENT AS DESIGNATED IN THE PLANS FOR THIS CONTRACT.

42. ALL EXISTING GRASS AREAS DISTURBED BY THE CONSTRUCTION OPERATIONS SHALL BE SODDED AS DIRECTED BY THE ENGINEER.

43. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF THE CITY OF EVANSTON BENCHMARKS ALONG SHERIDAN ROAD.

E. DRIVEWAYS AND ENTRANCES

44. ALL EXCAVATION OF DRIVEWAYS SHALL BE PAID FOR AS "DRIVEWAY PAVEMENT REMOVAL".

45. THE CONTRACTOR SHALL CONSTRUCT ALL COMMERCIAL AND PRIVATE DRIVEWAYS IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

46. ALL DRIVEWAYS SHALL BE RECONSTRUCTED IN KIND IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

F. SIGNS

47. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS THAT INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS IN CONFORMANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE CONSIDERED AS INCLUDED IN THE COST OF REMOVING AND RESETTING STREET SIGNS.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS AND PAID FOR AS REMOVING AND RESETTING STREET SIGNS:

1. SIGNS SHALL NOT BE MOVED UNTIL THE PROGRESS OF WORK REQUIRES IT.

2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER, AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.

3. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATIONS FROM THE EDGES OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.

4. ALL UNUSED SIGNS SHALL BE RETURNED TO THE CITY.

5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS IN ORDER TO MAINTAIN PROPER SIGN ELEVATIONS. THESE POSTS SHALL BE CONSIDERED AS INCLUDED IN THE COST OF REMOVING AND RESETTING STREET SIGNS.

H. ADDITIONAL NOTES

48. THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE PARKWAYS SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

49. THE CONTRACTOR MUST OBTAIN A FIRE HYDRANT PERMIT FROM THE CITY IN ORDER TO OBTAIN ACCESS TO CITY WATER. FOR INFORMATION CALL (847)866-2942.

50. A HIGH PRESSURE WATER SPRAY OR "HYDRO-BLAST" SHALL BE USED DURING PAVEMENT MARKING REMOVAL. THE PRESSURE AT THE NOZZLE SHALL BE APPROXIMATELY 25,000 PSI (172,000 KPA), WITH MAXIMUM FLOW RATE OF 15 GAL/MIN (56 L/MIN). THE NOZZLE SHALL BE IN CLOSE PROXIMITY TO THE PAVEMENT SURFACE.

51. I. POINTS OF CONTACT

CITY OF EVANSTON
TRANSPORTATION & ENGINEERING DIVISION
MR. PAUL SCHNEIDER, P.E.
DIRECTOR OF TRANSPORTATION
2100 RIDGE AVENUE
EVANSTON, IL 60201
PH: (847) 866-8291
FAX: (847) 866-2964

CITY OF EVANSTON
TRANSPORTATION & ENGINEERING DIVISION
MR. SAT NAGAR, P.E.
SENIOR ENGINEER
2100 RIDGE AVENUE
EVANSTON, IL 60201
PH: (847) 866-2967
FAX: (847) 866-2964

52. NOTE: THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT 773.685.8386 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.

53. THE ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

54. THE "BITUMINOUS PATCHING MIXTURE (GROUP II)" IS A COLD MIX AND SHALL BE USED FOR PATCHING POTHOLES WHEN HOT MIX ASPHALT IS NOT AVAILABLE.

PIPE MATERIAL SPECIFICATION

WHERE POLYVINYL CHLORIDE PIPE (P.V.C.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE SDR 26 IN CONFORMANCE WITH:

6" TO 15" PIPE ASTM D-3034

18" OR LARGER PIPE ASTM F-679

WHERE DUCTILE IRON PIPE (D.I.P.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE;

FOR SEWER : CLASS 50 IN CONFORMANCE WITH:

ANSI A-21.51 PIPE

ANSI A-21.11 JOINT

FOR WATER: CLASS 52 IN CONFORMANCE WITH:

Mechanical Joints; AWWA C-153

Push-On Joints; AWWA C-153

WHERE EXTRA STRENGTH CLAY PIPE (E.S.V.C.P.) IS CALLED FOR ON THE CONTRACT PLANS, IT SHALL BE IN CONFORMANCE WITH:

ASTM C-700 PIPE

ASTM C-425 JOINT

M.W.R.D. TYPICAL GENERAL NOTES

1. The MWRD Local Sewer Systems Section Field Office must be notified at least two (2) working days prior to the commencement of work (call 708-588-4055).

2. ELEVATION FROM EVANSTON DATUM=579.70 FEET ABOVE MEAN TIDE AT NEW YORK

3. All floor drains shall discharge to the sanitary sewer system. This project has "no floor drain".

4. All downspouts and footing drains shall discharge to the storm sewer system. *"(For City of Evanston Requirements: discharge to grade)"*. This project has "no footing drains and downspouts".

5. All sanitary sewer pipes materials and joints (and storm sewer pipe materials and joints in a combined sewer area) shall conform to:

Pipe Material Spec.	Joint Spec	Pipe Material Spec.	Joint Spec
Vitrified Clay Pipe			
VCP C-700	C-425	***ABS Composite/Truss Pipe***	
VCP (No-Bell) C- 700		8"-15" dia.	
Joint	C-425	ABS D-2680	D-2680
Collar	D-1784		
Concrete Pipe C-14	C-443	***PVC Gravity Sewer Pipe***	
RCP C-76	C-443	6"-15" dia. SDR26	D-3212 or
ACP C-428	D-1869	D-3034	D-2855
ABS Sewer Pipe		18"-27" dia. F/dy= 46	D-3212 or
Solid wall 6" dia. SDR 23.50		F-679	D-2855
ABS D-2751	D-2751		
		CISP A-74	C-564
		DIP A-21.51	A-21.11

(Note: The District has approved less common pipe materials on a qualified basis in addition to those above. Please contact the District in considering using pipe not listed above).

6. All sanitary sewer construction, and also storm sewer construction in combined sewer areas, requires stone bedding with stone 1/4" to 1" in size, with minimum thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches nor more than eight (8) inches. Material shall be CA-11 or CA-13 and shall be extended at least 12" above the top of the pipe when using PVC.

7. "Band Seal" or similar flexible-type couplings shall be used in the connection of sewer pipe of dissimilar materials. *"(For City of Evanston Requirements: "Band Seal Flexible couplings as manufactured by Mission Rubber Company or equal shall be used for connections of new pipe to existing pipe, and where dissimilar pipe and joint materials are encountered. Couplings shall be a minimum of 8-inches long for connections 4-inch through 8-inch pipe and a minimum of 12-inches long for connections on larger pipes (These are special order items).*

8. When connecting to an existing sewer main by means other that an existing wye, tee, or an existing manhole, one of the following methods shall be used:
   1. Circular saw-cut of sewer main by proper tools ("Shewer-Tap" machine or similar) and proper installation of hub-wye saddle or hub-tee saddle.
   2. Remove an entire section of pipe (breaking only the top of one bell) and replace with a wye or tee branch section.
   3. With pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using "Band Seal" or similar couplings to hold it firmly in place.

9. Whenever a sanitary/combines sewer crosses under a water main, the minimum vertical distance from the top of the sewer to the bottom of the water main shall be 18 inches. Furthermore, a minimum horizontal distance of 10 feet between sanitary/combined sewers and water mains shall be maintained unless: the sewer is laid in a separate trench, keeping a minimum 18" vertical separation; or the sewer is laid in the same trench with the water main located at the opposite side on a bench of undisturbed earth, keeping a minimum 18" vertical separation. If either the vertical or horizontal distances described above can not be maintained, or the sewer crosses above the water main, the sewer shall be constructed to water main standards.

10. All existing septic systems shall be abandoned. Abandoned Tanks shall be filled with granular material or removed.

11. All sanitary manholes, (and storm manholes in combined sewer areas), shall have a minimum inside diameter of 48 inches, and shall be cast in place or pre-cast reinforced concrete.

12. All abandoned sewers shall be plugged with two foot (2') long non-shrink concrete or mortar plugs at both ends.

13. All inlet and outlet pipes of sanitary sewer manholes and other underground structures (and in combined sewer areas, also all combined/ storm sewer manholes, catch basins, inlets, and underground detention storage structures) shall be joined with watertight flexible rubber connections, conforming to A.S.T.M. C-443 and C-923 with stainless steel band.

14. DRAIN TILES OR PERFORATED PIPES ENCOUNTERED DURING CONSTRUCTION SHALL BE PLUGGED OR REMOVED AND SHALL NOT BE CONNECTED OR TRIBUTARY TO SEWER SYSTEM/S THAT DISCHARGE TO MWRD. THIS WORK SHALL BE PAID FOR AS STORM SEWER REMOVAL OF THE SIZE ENCOUNTERED.

Trap Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - CEC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SHERIDAN ROAD / FOREST AVENUE GENERAL NOTES**
		DRAWN - NFT	REVISED -		
	PLOT SCALE = #SCALE#	CHECKED - DWB	REVISED -		NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	3
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	PAY ITEM	UNIT	QUANTITY	I000-2A ROADWAY 80% HPP 20% STATE	Y031-1F SIGNALS 80% HPP 20% STATE	Y031-1F SIGNALS EMERGENCY VEHICLE PREEMPTION	I000-2A ROADWAY NON-PART 100% CITY OF EVANSTON (LOCAL FUNDS)
20101000	TEMPORARY FENCE	FOOT	8,440	8,440			
20101100	TREE TRUNK PROTECTION	EACH	211	211			
20101200	TREE ROOT PRUNING	EACH	211	211			
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	36	36			
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	70	70			
20200100	EARTH EXCAVATION	CU YD	2,342	2,342			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,285	2,285			
20400800	FURNISHED EXCAVATION	CU YD	62	62			
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	77	77			
20800150	TRENCH BACKFILL	CU YD	2,964	2,964			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	17,272	17,272			
21301072	EXPLORATION TRENCH 72" DEPTH	FOOT	200	200.0			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	214	214			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	214	214			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	214	214			
25200100	SODDING	SQ YD	17,272	17,272			
25200200	SUPPLEMENTAL WATERING	UNIT	260	260			
28000400	PERIMETER EROSION BARRIER	FOOT	459	459			
28000500	INLET AND PIPE PROTECTION	EACH	1	1			
28000510	INLET FILTERS	EACH	76	76			
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	6,951	6,951			
35101500	AGGREGATE BASE COURSE, TYPE B	CU YD	465	465			
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	3,970	3,970			
40600300	AGGREGATE (PRIME COAT)	TON	82	82			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	10	10			
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	1,052	1,052			
40600895	CONSTRUCTING TEST STRIP	EACH	2	2			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	282	282			
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1,751	1,751			
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,607	1,607			
40701891	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 1/2"	SQ YD	2,899	2,899			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	638	638			
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	198	198			
42400430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	23,075	23,075			
42400800	DETECTABLE WARNINGS	SQ FT	869	869			

* SPECIALTY ITEM

FILE NAME = $FILEL$

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - CEC	REVISED -	
DRAWN - CEC	REVISED -	
CHECKED - DWB	REVISED -	
DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUMMARY OF QUANTITIES

NOT TO SCALE | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	4
		CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES				I000-2A ROADWAY 80% HPP 20% STATE	Y031-1F SIGNALS 80% HPP 20% STATE	Y031-1F SIGNALS EMERGENCY VEHICLE PREEMPTION	I000-2A ROADWAY NON-PART 100% CITY OF EVANSTON (LOCAL FUNDS)
CODE NO	PAY ITEM	UNIT	QUANTITY				
44000100	PAVEMENT REMOVAL	SQ YD	7,690	7,690			
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	19,126	19,126			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	723	723			
44000600	SIDEWALK REMOVAL	SQ FT	20,046	20,046			
44001900	COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)	FOOT	9,978	9,978			
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	14	14			
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	183	183			
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	52	52			
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	1,919	1,919			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,150	4,150			
54219202	REINFORCED CONCRETE PIPE TEE, 48" PIPE WITH 48" RISER	EACH	1	1			
550A2360	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 24"	FOOT	82	82			
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	20	20			
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	165	165			
550A2580	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 30"	FOOT	984	984			
55100200	STORM SEWER REMOVAL 6"	FOOT	6	6			
55100300	STORM SEWER REMOVAL 8"	FOOT	120	120			
55100400	STORM SEWER REMOVAL 10"	FOOT	18	18			
55100500	STORM SEWER REMOVAL 12"	FOOT	18	18			
55100800	STORM SEWER REMOVAL 16"	FOOT	6	6			
* 56300300	ADJUSTING WATER SERVICE LINES	FOOT	15	15			
* 56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	5	5			
* 56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1	1			
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	10	10			
60200305	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	21	21			
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	2	2			
60207105	CATCH BASINS, TYPE C, TYPE 3 FRAME AND GRATE	EACH	2	2			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	9	9			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2			
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5			
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2			
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	8	8			
60235700	INLETS, TYPE A, TYPE 3 FRAME AND GRATE	EACH	15	15			
60240210	INLETS, TYPE B, TYPE 1 FRAME, OPEN LID	EACH	2	2			

* SPECIALTY ITEM

FILE NAME = $FILEL$

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - CEC
DRAWN - CEC
CHECKED - DWB
DATE - 04/09/2010

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUMMARY OF QUANTITIES

SHEET NO. 2 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	5
		CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES				I000-2A ROADWAY 80% HPP 20% STATE	Y031-1F SIGNALS 80% HPP 20% STATE	Y031-1F SIGNALS EMERGENCY VEHICLE PREEMPTION	I000-2A ROADWAY NON-PART 100% CITY OF EVANSTON (LOCAL FUNDS)
CODE NO	PAY ITEM	UNIT	QUANTITY				
60240220	INLETS, TYPE B, TYPE 3 FRAME AND GRATE	EACH	1	1			
60249400	VALVE BOXES 6"	EACH	1				1
60250200	CATCH BASINS TO BE ADJUSTED	EACH	10	10			
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5			
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	5	5			
60260100	INLETS TO BE ADJUSTED	EACH	8	8			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	24	24			
60266600	VALVE BOXES TO BE ADJUSTED	EACH	18	18			
60266910	VALVE BOXES TO BE REMOVED	EACH	1				1
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	25	25			
60404300	FRAMES AND GRATES, TYPE 3	EACH	2	2			
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	4	4			
60500040	REMOVING MANHOLES	EACH	1	1			
60500050	REMOVING CATCH BASINS	EACH	20	20			
60500060	REMOVING INLETS	EACH	13	13			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2,680	2,680			
60604200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	8,547	8,547			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8			
67100100	MOBILIZATION	L SUM	1	1.0			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1.0			
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1.0			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1.0			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1.0			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	16	16			
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,486	1,486			
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	200	200			
70300210	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	218	218			
70300220	TEMPORARY PAVEMENT MARKING LINE 4"	FOOT	13,182	13,182			
70300240	TEMPORARY PAVEMENT MARKING LINE 6"	FOOT	940	940			
70300250	TEMPORARY PAVEMENT MARKING LINE 8"	FOOT	154	154			
70300260	TEMPORARY PAVEMENT MARKING LINE 12"	FOOT	256	256			
70300280	TEMPORARY PAVEMENT MARKING LINE 24"	FOOT	463	463			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	120	120			
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	656	656			
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,704	11,704			

• SPECIALTY ITEM

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUMMARY OF QUANTITIES

SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	6
		CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	PAY ITEM	UNIT	QUANTITY	I000-2A ROADWAY 80% HPP 20% STATE	Y031-1F SIGNALS 80% HPP 20% STATE	Y031-1F SIGNALS EMERGENCY VEHICLE PREEMPTION	I000-2A ROADWAY NON-PART 100% CITY OF EVANSTON (LOCAL FUNDS)
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,277	3,277			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	663	663			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,028	1,028			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	433	433			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	306	306			
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	338	338			
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	91		91		
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	162		162		
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	65		65		
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	102		102		
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	59		59		
* 81400100	HANDHOLE	EACH	3		3		
* 81400300	DOUBLE HANDHOLE	EACH	1		1		
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	301		301		
* 85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1		1		
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	584		584		
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	807		807		
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,140		1,140		
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	118		118		
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	219		219		
* 87500600	TRAFFIC SIGNAL POST, 10 FT.	EACH	1		1		
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	4		4		
* 87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	2		2		
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	28		28		
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4		
* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3		3		
* 88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2		
* 88030310	SIGNAL HEAD, LED, 3-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1		1		
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6		6		
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	2		2		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	156		156		
* 88700200	LIGHT DETECTOR	EACH	2			2	
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1			1	
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	6		6		
X0321556	SANITARY MANHOLES TO BE ADJUSTED	EACH	12	12			

* SPECIALTY ITEM

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SHERIDAN ROAD /FOREST AVENUE SUMMARY OF QUANTITIES**
		DRAWN - CEC	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -		SHEET NO. 4 OF 5 SHEETS STA. TO STA.
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	7
		CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO	PAY ITEM	UNIT	QUANTITY	1000-2A ROADWAY 80% HPP 20% STATE	Y031-1F SIGNALS 80% HPP 20% STATE	Y031-1F SIGNALS EMERGENCY VEHICLE PREEMPTION	1000-2A ROADWAY NON-PART 100% CITY OF EVANSTON (LOCAL FUNDS)
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	247	247			
	X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	152	152			
	X0323677	STREET SWEEPING	HOUR	30	30			
	X0323868	DRAINAGE RESTRICTOR	EACH	7	7			
	X0324878	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	5	5			
	X0325207	TELEVISION INSPECTION OF SEWER	FOOT	5,460	5,460			
	X0325537	ELASTOMERIC CHECK VALVE 30" DIAMETER	EACH	1	1			
	X0326415	STORM SEWERS, (WATER MAIN REQUIREMENTS) TYPE 1, 16"	FOOT	844	844			
•	X0326740	LINE MANHOLE	FOOT	67				67
	X0517100	STORM SEWERS, DUCTILE IRON PIPE 8"	FOOT	26	26			
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	4	4			
	X4023000	TEMPORARY ACCESS (ROAD)	EACH	7	7			
	X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1	1			
•	X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1		
•	X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1		1		
•	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	568		568		
•	X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	181			181	
	XX002118	STORM SEWER DUCTILE IRON 12"	FOOT	1,852	1,852			
	XX003668	PRECONSTRUCTION VIDEO TAPING	L SUM	1	1.0			
	XX004018	REMOVE AND RELAY BRICK SIDEWALK	SQ FT	278	278			
	XX004774	BRICK DRIVEWAY REMOVAL AND REPLACEMENT	SQ FT	624	624			
*	XX004812	VIDEO TAPING OF SEWERS	FOOT	18,248				18,248
*	XX005721	WATER METER TO BE ADJUSTED	EACH	1				1
•	XX006891	CIPP LINER FOR SANITARY SEWER MAIN 8"	FOOT	28				28
•	XX007078	VALVE VAULTS TO BE LINED	EACH	6				6
	XX007079	CONCRETE RIBBON	FOOT	1,445	1,445			
	Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	3,206	3,206			
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	51	51			
	Z0004910	HOT-MIX ASPHALT FOR PATCHING POTHOLES (HOT MIX)	TON	25	25			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	Z0019600	DUST CONTROL WATERING	UNIT	100	100			
	Z0051500	REMOVING AND RESETTING STREET SIGNS	EACH	14	14			
△	Z0076600	TRAINEES	HOUR	1,000	1,000			
	LR442020	BITUMINOUS PATCHING MIXTURE (GROUP II)	TON	15	15			
	X4200408	PORTLAND CEMENT CONCRETE PAVEMENT 8", SPECIAL	SQ YD	1,093				1,093

* SPECIALTY ITEM

△ Y080

FILE NAME = $FILEL$

USER NAME = $USER$ | PLOT SCALE = $SCALE$ | PLOT DATE = $DATE$

DESIGNED - CEC	REVISED -	
DRAWN - CEC	REVISED -	
CHECKED - DWB	REVISED -	
DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUMMARY OF QUANTITIES

SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	8
		CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

EXISTING LEGEND

(A) HOT-MIX ASPHALT BINDER AND SURFACE COURSES (6" AND VARIES)

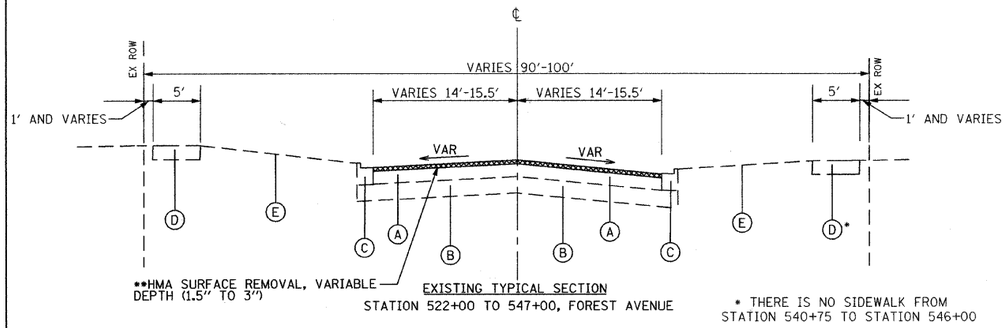
(B) AGGREGATE BASE COURSE (6" AND VARIES)

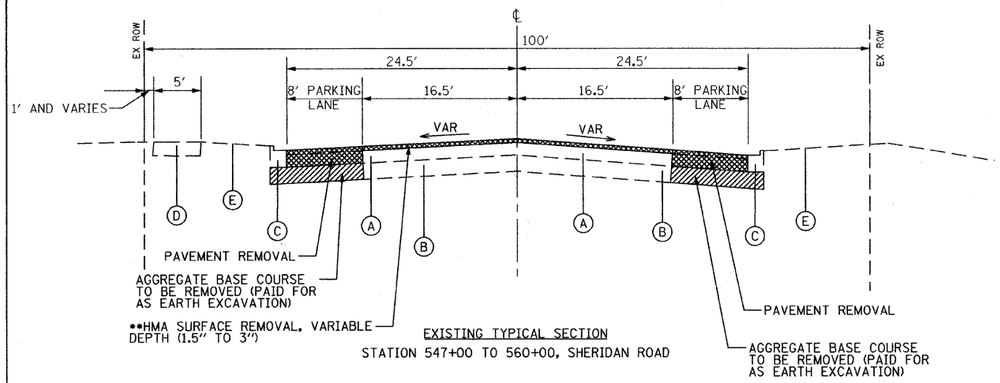
(C) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (TO BE REMOVED AND PAID FOR AS COMBINATION CURB AND GUTTER REMOVAL (SPECIAL)) (SPECIAL BECAUSE IT INCLUDES EXCAVATION FOR PR SUB-BASE GRANULAR MATERIAL TYPE B 4" UNDER THE PR CURB FOR NON CROSS SECTION AREAS. THIS EXCAVATION IS PAID FOR AS EARTH EXCAVATION IN CROSS SECTION AREAS.)

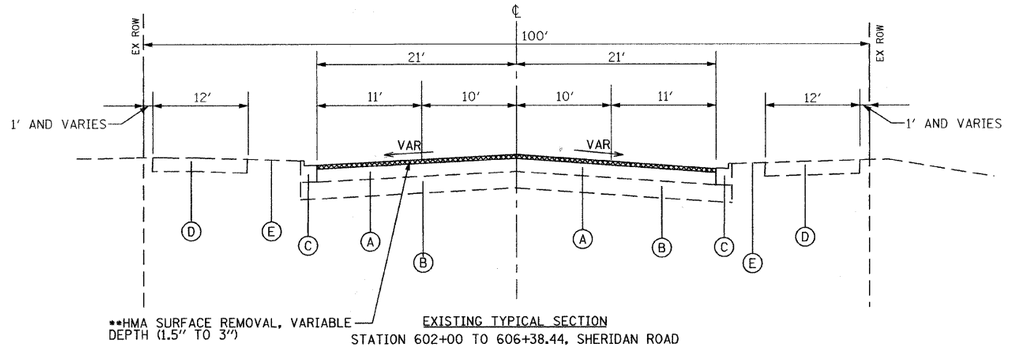
(D) PORTLAND CEMENT CONCRETE SIDEWALK (5") (TO BE REMOVED AS SHOWN ON PLANS AND PAID FOR AS SIDEWALK REMOVAL)

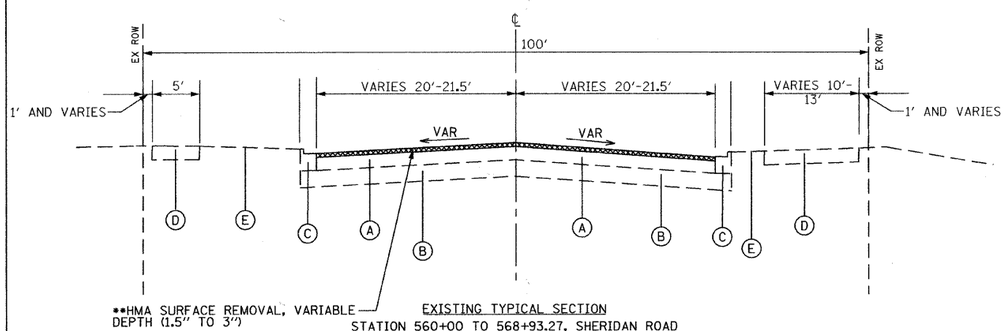
(E) GROUND SURFACE (ASSUME EXISTING TOPSOIL DEPTH 4")

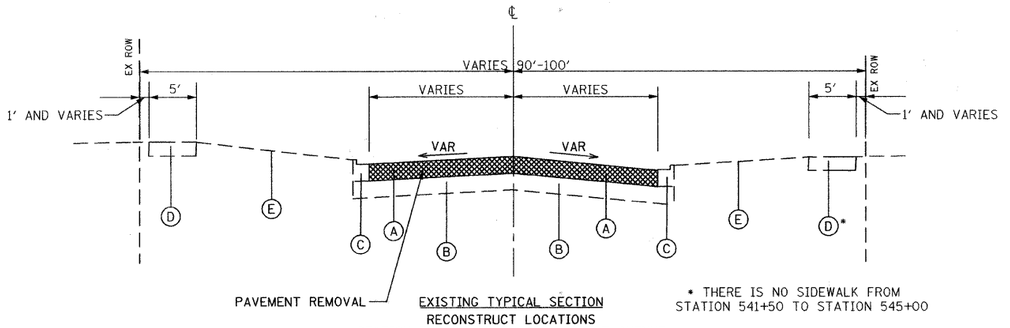
NOTE: ASSUME EXISTING DRIVEWAY THICKNESS 8" AND EXISTING TOPSOIL THICKNESS 4"











** NOTE: SEE PAVING DETAILS SHEETS 40 AND 41 FOR DETAILS.

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

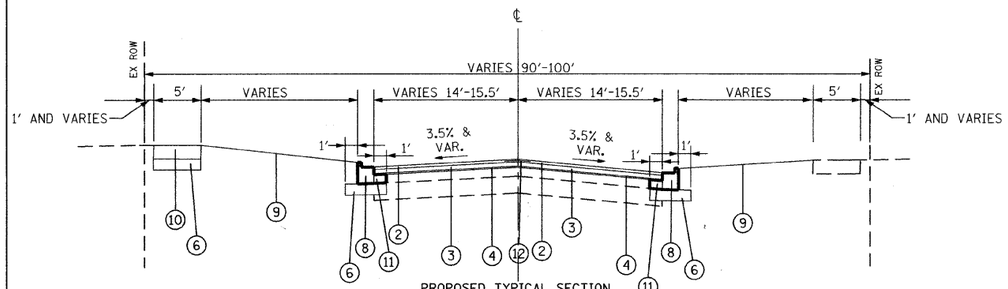
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

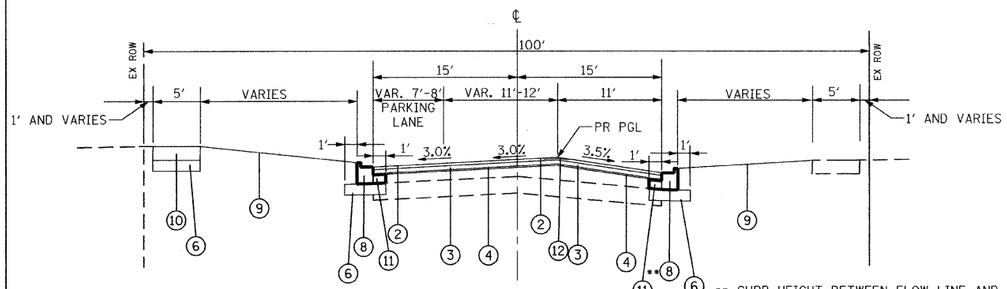
SHERIDAN ROAD / FOREST AVENUE
EXISTING TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	9
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

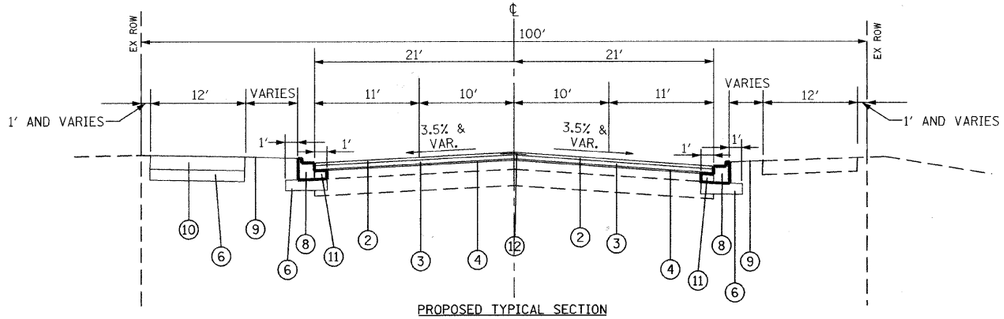


PROPOSED TYPICAL SECTION
STATION 522+00 TO 528+70, FOREST AVENUE
STATION 538+60 TO 547+00, FOREST AVENUE

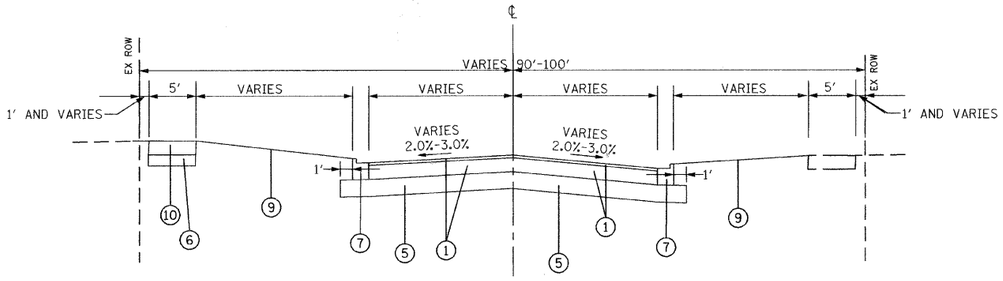


PROPOSED TYPICAL SECTION
STATION 528+70 TO 538+60, FOREST AVENUE

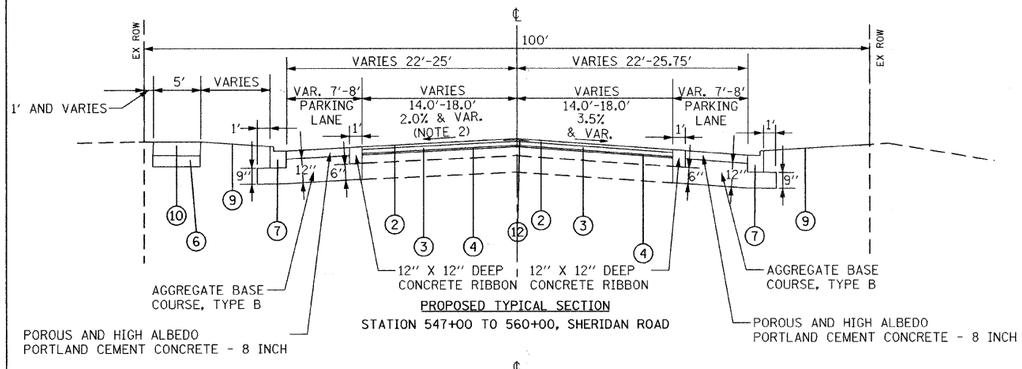
** CURB HEIGHT BETWEEN FLOW LINE AND TOP OF CURB SHALL BE 4"
STATION 530+32 TO 531+28 AND
STATION 535+28 TO 536+56 (PAID FOR AS
COMB CONC C&G, TYPE B-6.12 (SPECIAL))



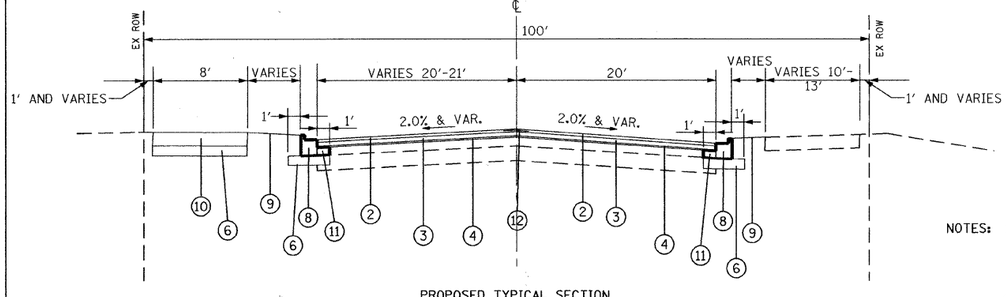
PROPOSED TYPICAL SECTION
STATION 602+00 TO 606+38.44, SHERIDAN ROAD



PROPOSED TYPICAL SECTION
RECONSTRUCT LOCATIONS
STATION 526+00 TO 526+68, FOREST AVENUE
STATION 531+17 TO 532+13, FOREST AVENUE
STATION 536+23 TO 537+60 LT, FOREST AVENUE
STATION 539+35 TO 540+37 LT, FOREST AVENUE
STATION 544+50 TO 545+80 LT, SHERIDAN ROAD
STATION 552+50 TO 554+00 RT, SHERIDAN ROAD
STATION 559+75 TO 561+25 LT, SHERIDAN ROAD AND
STATION 563+00 TO 564+37 LT, SHERIDAN ROAD



PROPOSED TYPICAL SECTION
STATION 547+00 TO 560+00, SHERIDAN ROAD



PROPOSED TYPICAL SECTION
STATION 560+00 TO 568+93.27, SHERIDAN ROAD

PROPOSED LEGEND

1. HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10.5"
   HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1.5" (PAID FOR AS HMA PAVEMENT (FULL DEPTH) 10.5")
   HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 9" (PAID FOR AS HMA PAVEMENT (FULL DEPTH) 10.5") (IN 3 LIFTS)
2. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1.5"
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 2-1/4" MIN. DEPTH & VARIES (SEE PAVEMENT DETAILS ON SHEETS 40 - 41 FOR ACTUAL DEPTHS) (NOTE 1)
4. LEVELING BINDER (MACHINE METHOD), N70 - 3/4" MIN. TO 2 1/4" MAX. (SEE PAVEMENT DETAILS ON SHEETS 40 - 41 FOR ACTUAL DEPTHS)
5. AGGREGATE SUBGRADE 12"
6. SUB-BASE GRANULAR MATERIAL, TYPE B 4"
7. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
8. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (SPECIAL)
9. TOPSOIL FURNISH AND PLACE, 4" SODDING
10. PORTLAND CEMENT CONCRETE SIDEWALK 5", SPECIAL (AT LOCATIONS SHOWN ON PLANS)
11. PAVEMENT REMOVAL
12. STRIP REFLECTIVE CRACK CONTROL TREATMENT

NOTES:
1. HMA BINDER COURSE ONLY USED WHEN PROPOSED PAVEMENT ELEV IS HIGH ENOUGH TO ALLOW CONSTRUCTION OF MIN. 2-1/4" DEPTH OF BINDER (SEE SHEETS 40 - 41)
2. CROSS SLOPE REVERSED AT CHURCH AND CLARK

HMA MIX REQUIREMENT CHART

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

MIXTURE TYPE	AIR VOIDS @ Ndes
HMA PAVEMENT (FULL DEPTH) 10.5"	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1 1/2"	4% @ 70 GYRATIONS
HMA BINDER COURSE, IL-19.0, N70, 9"	4% @ 70 GYRATIONS
RESURFACING	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1 1/2"	4% @ 70 GYRATIONS
HMA BINDER COURSE, IL-19.0, N70, 2 1/4" MIN. AND VARIES	4% @ 70 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70 3/4" MIN. TO 2 1/4" MAX.	4% @ 70 GYRATIONS
HOT-MIX ASPHALT (HMA) DRIVEWAYS	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5mm) 2"	4% @ 50 GYRATIONS
HMA BINDER COURSE, IL-19.0, N50, 4"	4% @ 50 GYRATIONS
CLASS D PATCHES (HMA BINDER IL - 19 mm) 9"	4% @ 70 GYRATIONS
HOT-MIX ASPHALT FOR PATCHING POTHOLES (HOT MIX) (HMA BINDER IL - 19mm)	4% @ 70 GYRATIONS

NOTES: 1.) THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2.) THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
PROPOSED TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	10
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EARTH EXCAVATION (CU YD)				EXCAVATION TO BE USED IN EMBANKMENT (ADJ FOR 15% SHRINKAGE) (CU YD)				EMBANKMENT (CU YD)				EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)			
PHASE III	PHASE IV	PHASE V	PHASE VI	PHASE III	PHASE IV	PHASE V	PHASE VI	PHASE III	PHASE IV	PHASE V	PHASE VI	PHASE III	PHASE IV	PHASE V	PHASE VI
266	603	877	596	226	513	745	507	288	142	165	162	-62	+371	+580	+345

EARTHWORK SUMMARY OF QUANTITIES

	PHASE III	PHASE IV	PHASE V	PHASE VI	TOTAL
EARTH EXCAVATION	266	603	877	596	2,342
EMBANKMENT	288	142	165	162	757
FURNISHED EXCAVATION	62	-	-	-	62

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

LOCATION	VOLUME (CU YD)
VOLUME FOR TOPSOIL STRIPPING	1,683
VOLUME FOR SIDEWALK SUBGRADE	356
VOLUME FOR DRIVEWAY SUBGRADE	169
VOLUME FOR RECONSTRUCTION AREAS	77
TOTAL	2,285

NOTE: FOUR INCH DEPTH WAS ASSUMED FOR SIDEWALK SUBGRADE, DRIVEWAY SUBGRADE, AND FOR TOPSOIL STRIPPING. FOR PR SIDEWALK PLACED WHERE THERE WAS NO EX SIDEWALK REMOVED, AN ADDITIONAL 5 INCHES WAS ADDED, FOR 9 INCH DEPTH TOTAL. IT IS ASSUMED THAT 5% OF RECONSTRUCTED AREA AND PERMEABLE PAVEMENT AREA WILL HAVE UNSUITABLE MATERIAL FOR A 1 FOOT DEPTH.

POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH

STA.	LT/RT	AREA (SY)
522+15	RT	40
523+44	LT	23
524+47	LT	27
524+57	RT	36
525+12	RT	37
527+58	RT	36
528+59	LT	38
528+74	RT	81
529+60	RT	41
535+06	RT	71
538+13	RT	37
538+86	LT	67
540+00	LT	16
542+33	LT	23
544+06	LT	19
556+49	LT	46
	TOTAL	638

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH

STA.	LT/RT	AREA (SY)
561+34	RT	83
561+80	LT	58
566+62	LT	57
	TOTAL	198

HOT-MIX ASPHALT DRIVEWAY PAVEMENT

STA.	LT/RT	AREA (SY)
530+15	RT	51
	TOTAL	51

INLET & PIPE PROTECTION

STA.	LT/RT
543+00	LT
TOTAL	1 EA

BRICK DRIVEWAY REMOVAL AND REPLACEMENT

STA.	LT/RT	AREA (SF)
527+57	LT	347
539+87	87' LT	102
544+47	LT	175
	TOTAL	624

REMOVE AND RELAY BRICK SIDEWALK

STA.	LT/RT	AREA (SF)
530+77	LT	149
546+27	LT	129
	TOTAL	278

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)

FROM STA.	TO STA.	LT/RT	LENGTH (FT)
522+00	526+00	LT	401
522+00	523+38	RT	182
523+63	526+00	RT	273
526+20	526+20	LT	25
526+20	526+20	RT	23
526+49	526+49	LT	24
526+49	526+49	RT	23
526+68	531+17	LT	450
526+68	531+28	RT	460
531+49	531+49	LT	23
531+49	531+49	RT	17
531+83	531+83	LT	23
531+84	531+84	RT	17
532+13	536+23	LT	413
532+13	536+56	RT	443
536+56	536+73	RT	50
536+73	536+73	LT	23
537+03	537+03	LT	23
537+03	540+59	RT	403
537+60	539+35	LT	180
539+69	539+73	LT	18
539+81	539+85	LT	18
540+37	544+50	LT	398
540+68	544+59	RT	422
544+48	544+67	RT	23
544+55	544+86	RT	52
544+95	547+45	RT	256
545+80	547+20	LT	195
547+18	547+84	LT	135

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)

FROM STA.	TO STA.	LT/RT	LENGTH (FT)
553+34	554+44	LT	216
552+40	552+50	RT	10
SW X CLARK/JUDSON		LT	138
N. SIDE CLARK	556+80	LT	327
554+00	554+55	RT	74
554+38	555+00	RT	60
554+84	556+11	RT	149
558+10	560+20	RT	246
558+95	559+75	LT	84
560+37	567+63	RT	779
561+25	563+00	LT	175
563+83	563+83	LT	17
564+18	564+18	LT	16
564+37	602+38	LT	467
567+63	606+39	RT	402
602+38	606+39	LT	394
		TOTAL	8,547

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

FROM STA.	TO STA.	LT/RT	LENGTH (FT)
526+00	526+20	LT/RT	60
526+49	526+68	LT/RT	60
531+17	531+49	LT/RT	91
531+85	532+13	LT/RT	85
536+23	536+73	LT	64
537+03	537+60	LT	71
539+35	539+73	LT	99
539+85	540+37	LT	100
544+50	545+80	LT	119
544+58	544+72	RT	36
544+86	544+95	RT	22
547+45	552+40	RT	498
547+84	553+34	LT	556
552+50	554+00	RT	150
556+11	558+10	RT	204
556+80	558+91	LT	217
559+75	561+25	LT	124
563+00	563+83	LT	94
564+18	564+37	LT	30
		TOTAL	2,680

TEMPORARY INFORMATION SIGNING

STATION	# OF SIGNS	AREA (SF)
SOUTH OF RCA SIGN	2*	51.4
522+15 RT	1**	6.25
523+44 LT	1**	6.25
524+47 LT	1**	6.25
524+57 RT	1**	6.25
525+12 RT	1**	6.25
527+57 LT	1**	6.25
527+58 RT	1**	6.25
528+59 LT	1**	6.25
528+74 RT	1**	6.25
529+60 RT	1**	6.25
530+15 RT	1**	6.25
535+06 RT	1**	6.25
538+13 RT	1**	6.25
538+86 LT	1**	6.25
539+87 LT	1**	6.25
540+00 LT	1**	6.25
542+33 LT	1**	6.25
544+06 LT	1**	6.25

STATION	# OF SIGNS	AREA (SF)
544+47 LT	1**	6.25
556+49 LT	1**	6.25
561+34 RT	1**	6.25
561+80 LT	1**	6.25
566+62 LT	1**	6.25
NORTH OF RCA SIGN	2*	51.4
TOTAL	25	247

* ARTERIAL ROAD INFORMATION SIGN 1 SIGN = 25.7 SF
** DRIVEWAY ENTRANCE SIGN 1 SIGN = 6.25 SF

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

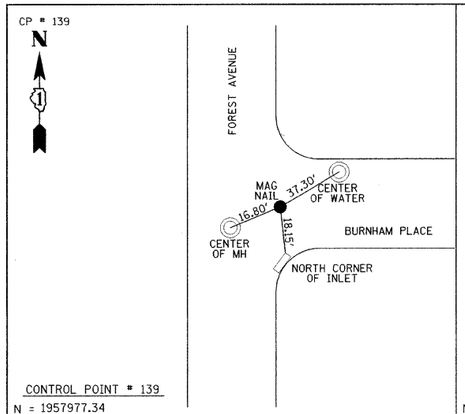
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - NFT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
SCHEDULE OF QUANTITIES

NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	11
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONTROL POINT # 139
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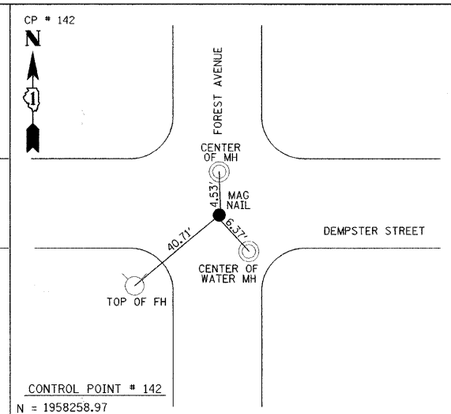
E = 1163108.46
Z = 12.75



CONTROL POINT # 142
N = 1958258.97
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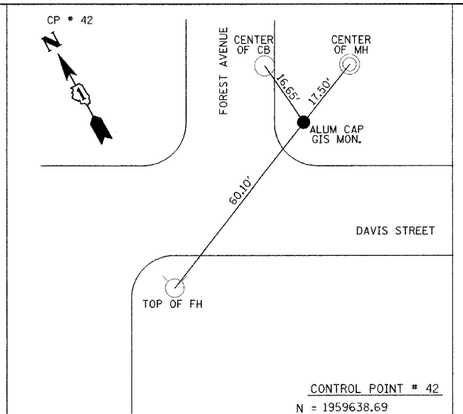

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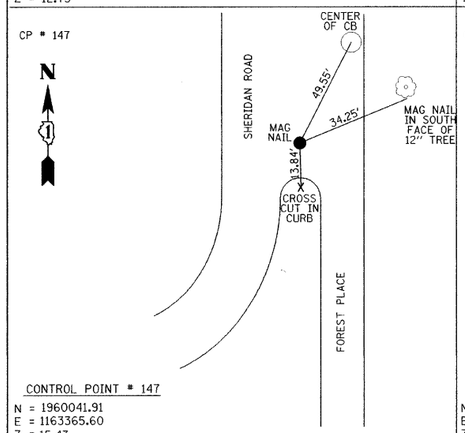

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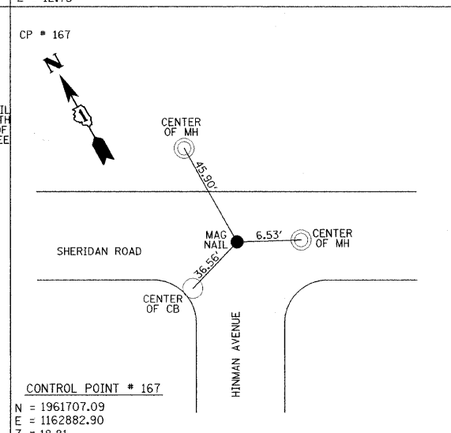

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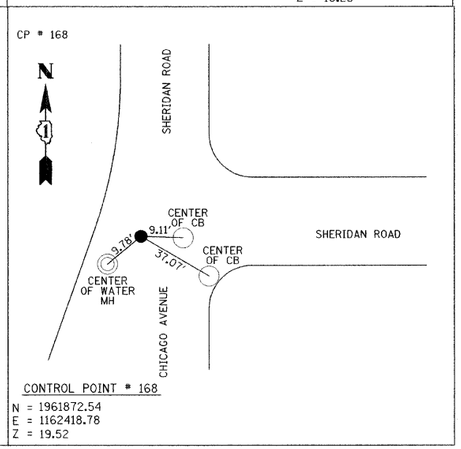


CONTROL POINT # 168
N = 1961872.54
E = 1162418.78
Z = 19.52

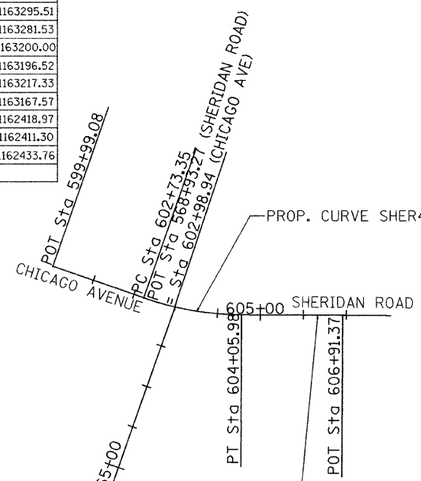
BENCHMARK SUMMARY

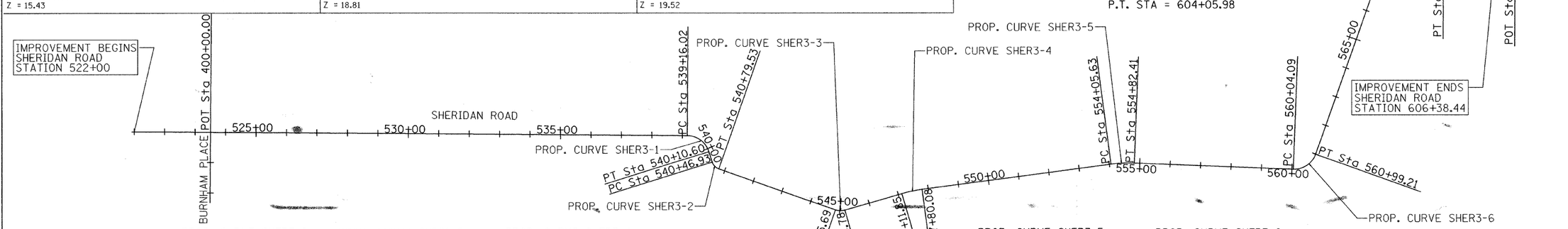
NAME	ELEVATION	STATION	DESCRIPTION
TBM # 139	12.75	523+49.31, 16.07' RT	SET MAG NAIL E. SIDE OF FOREST AVE. AT THE ℄ OF BURNHAM PLACE.
TBM # 142	12.75	526+30.84, 1.10' RT	SET MAG NAIL ℄-℄ OF FOREST AVE. AND DEMPSTER ST.
TBM # 42	16.25	540+77.47, 18.71' RT	FOUND GIS MONUMENT AT NE CORNER OF FOREST AVE. AND DAVIS ST.
TBM # 147	15.43	544+98.31, 14.00' RT	SET MAG NAIL AT THE INTERSECTION OF FOREST PL. AND SHERIDAN RD. S. OF CHURCH ST.
TBM # 167	18.81	564+00.90, 0.76' LT	SET MAG NAIL ℄-℄ OF SHERIDAN RD. AND HINMAN AVE.
TBM # 168	19.52	568+93.62, 0.44' RT	SET MAG NAIL ℄-℄ OF SHERIDAN RD. AND CHICAGO AVE.

COORDINATE INFORMATION

LOCATION	STATION	NORTHING	EASTING
BURNHAM PLACE POT	400+00.00	1957978.66	1163092.40
SHERIDAN ROAD PC	539+16.02	1959544.12	1163103.83
SHERIDAN ROAD PT	540+10.60	1959615.17	1163156.49
SHERIDAN ROAD PC	540+46.93	1959625.99	1163191.17
SHERIDAN ROAD. PT	540+79.53	1959647.83	1163213.78
SHERIDAN ROAD PC	544+85.69	1960030.83	1163348.98
SHERIDAN ROAD. PT	545+16.78	1960061.40	1163349.86
SHERIDAN ROAD PC	547+11.85	1960248.75	1163295.51
SHERIDAN ROAD. PT	547+80.08	1960315.47	1163281.53
SHERIDAN ROAD PC	554+05.63	1960935.69	1163200.00
SHERIDAN ROAD. PT	554+82.41	1961012.29	1163196.52
SHERIDAN ROAD PC	560+04.09	1961533.55	1163217.33
SHERIDAN ROAD. PT	560+99.21	1961607.19	1163167.57
SHERIDAN ROAD POT	568+93.27	1961872.01	1162418.97
SHERIDAN ROAD PC	602+73.35	1961847.61	1162411.30
SHERIDAN ROAD. PT	604+05.98	1961977.71	1162433.76

PROP. CURVE SHER4-1
PI STA. = 603+40.28
Δ = 18° 59′ 53″ (LT)
D = 14° 19′ 26″
R = 400.00′
T = 66.93′
L = 132.63′
E = 5.56′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 602+73.35
P.T. STA = 604+05.98





PROP. CURVE SHER3-1
PI STA. = 539+70.76
Δ = 72° 15′ 22″ (RT)
D = 76° 23′ 40″
R = 75.00′
T = 54.75′
L = 94.58′
E = 17.86′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 539+16.02
P.T. STA = 540+10.60

PROP. CURVE SHER3-2
PI STA. = 540+64.52
Δ = 53° 22′ 38″ (LT)
D = 163° 42′ 08″
R = 35.00′
T = 17.59′
L = 32.61′
E = 4.17′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 540+46.93
P.T. STA = 540+79.53

PROP. CURVE SHER3-3
PI STA. = 545+01.75
Δ = 35° 37′ 13″ (LT)
D = 114° 35′ 30″
R = 50.00′
T = 16.06′
L = 31.08′
E = 2.52′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 544+85.69
P.T. STA = 545+16.78

PROP. CURVE SHER3-4
PI STA. = 547+46.03
Δ = 8° 41′ 16″ (RT)
D = 12° 43′ 57″
R = 450.00′
T = 34.18′
L = 68.23′
E = 1.30′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 547+11.85
P.T. STA = 547+80.08

PROP. CURVE SHER3-5
PI STA. = 554+44.12
Δ = 9° 46′ 33″ (RT)
D = 12° 43′ 57″
R = 450.00′
T = 38.48′
L = 76.78′
E = 1.64′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 554+05.63
P.T. STA = 554+82.41

PROP. CURVE SHER3-6
PI STA. = 560+59.25
Δ = 72° 40′ 07″ (LT)
D = 76° 23′ 40″
R = 75.00′
T = 55.16′
L = 95.12′
E = 18.10′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 560+04.09
P.T. STA = 560+99.21

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - NFT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

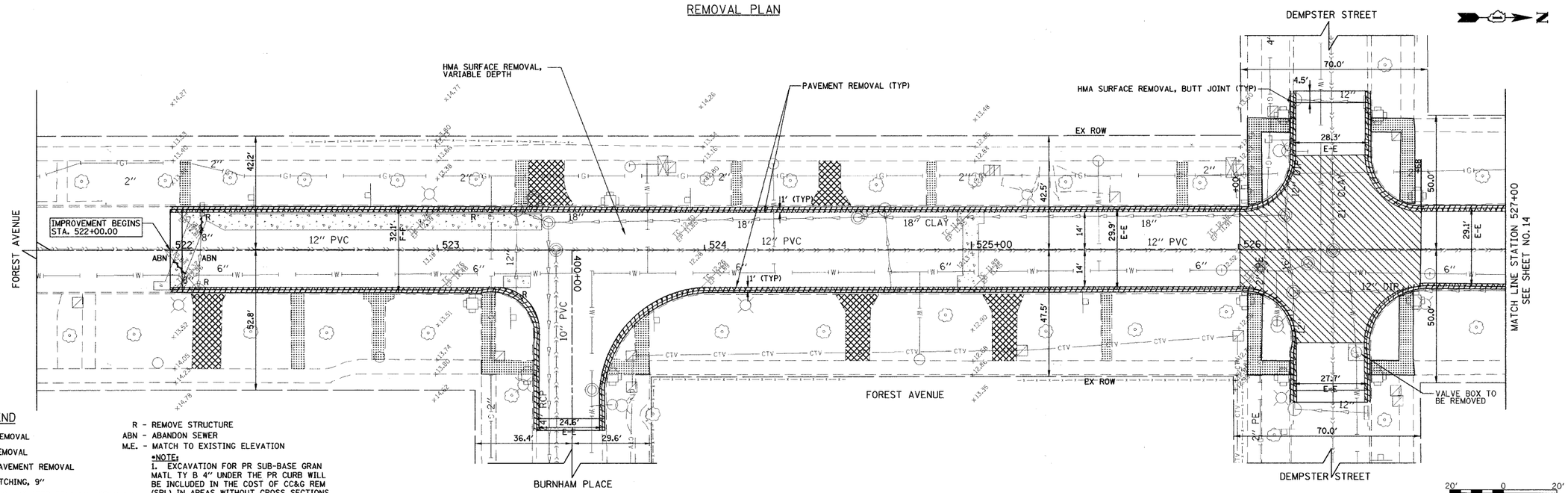
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
ALIGNMENT, TIES AND BENCHMARKS

NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	12
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

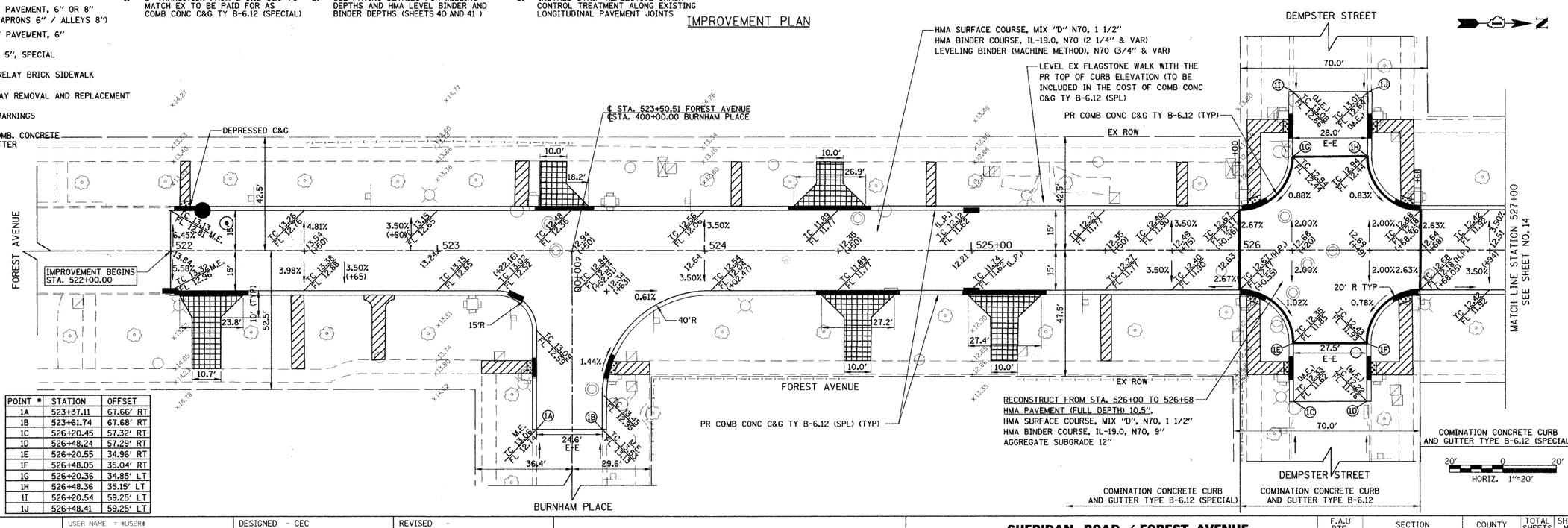
*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

IMPROVEMENT PLAN



POINT #	STATION	OFFSET
1A	523+37.11	67.66' RT
1B	523+61.74	67.68' RT
1C	526+20.45	57.32' RT
1D	526+48.24	57.29' RT
1E	526+20.55	34.96' RT
1F	526+48.05	35.04' RT
1G	526+20.36	34.85' LT
1H	526+48.36	35.15' LT
1I	526+20.54	59.25' LT
1J	526+48.41	59.25' LT

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -

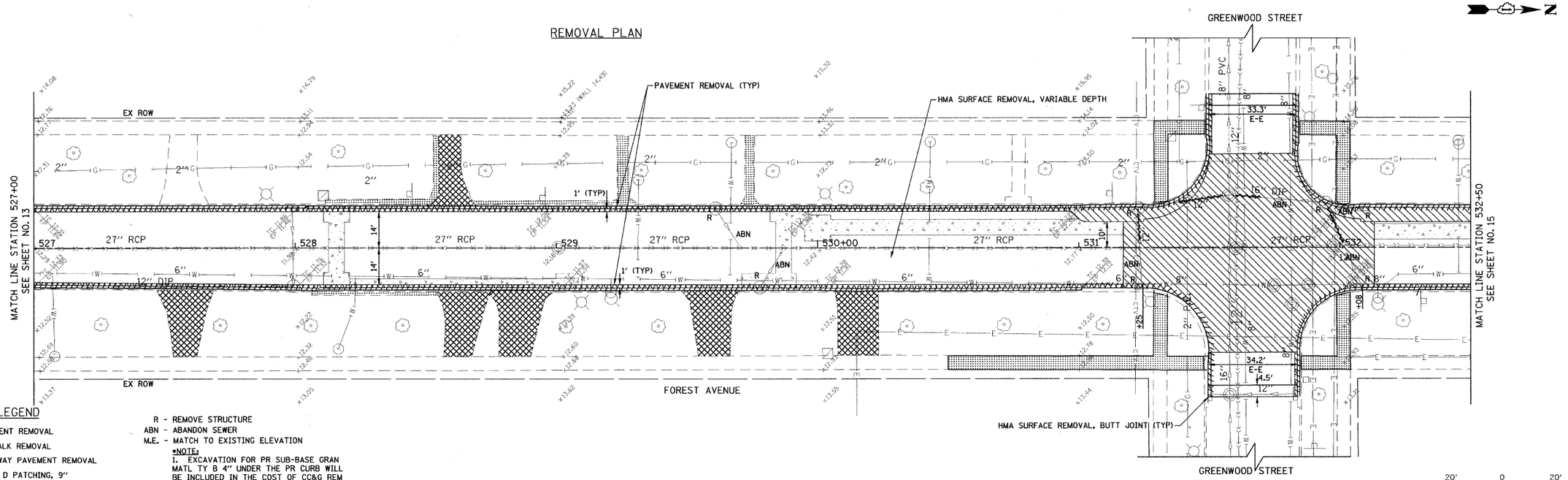
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 1 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	13
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

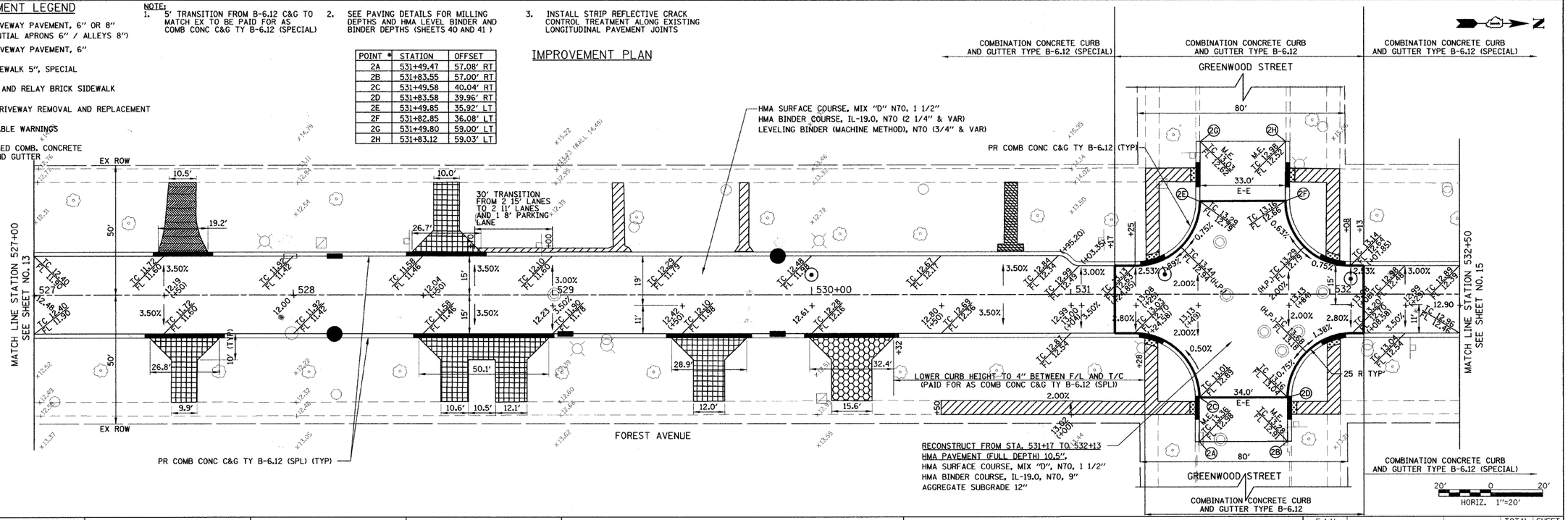
IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

POINT *	STATION	OFFSET
2A	531+49.47	57.08' RT
2B	531+83.55	57.00' RT
2C	531+49.58	40.04' RT
2D	531+83.58	39.96' RT
2E	531+49.85	35.92' LT
2F	531+82.85	36.08' LT
2G	531+49.80	59.00' LT
2H	531+83.12	59.03' LT

IMPROVEMENT PLAN

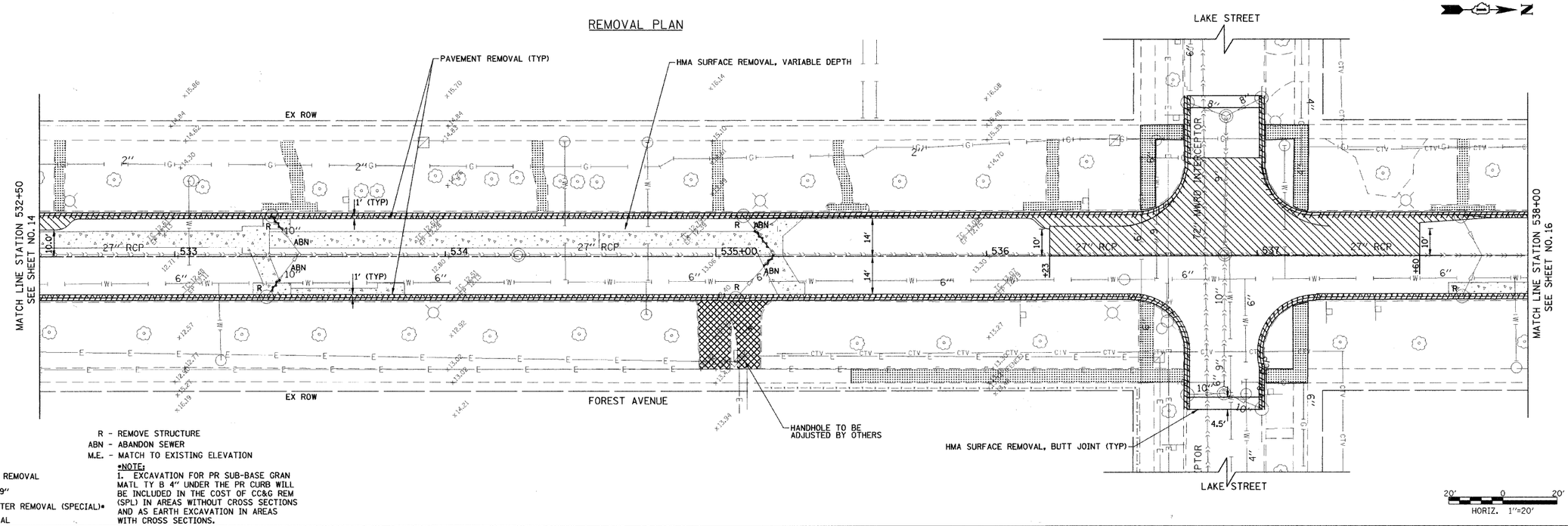


Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = *FILE1*	USER NAME = *USER*	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHERIDAN ROAD / FOREST AVENUE REMOVAL AND IMPROVEMENT PLAN
		DRAWN - NFT	REVISED -		
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -		SCALE: SHEET NO. 2 OF 10 SHEETS STA. TO STA.
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	14
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

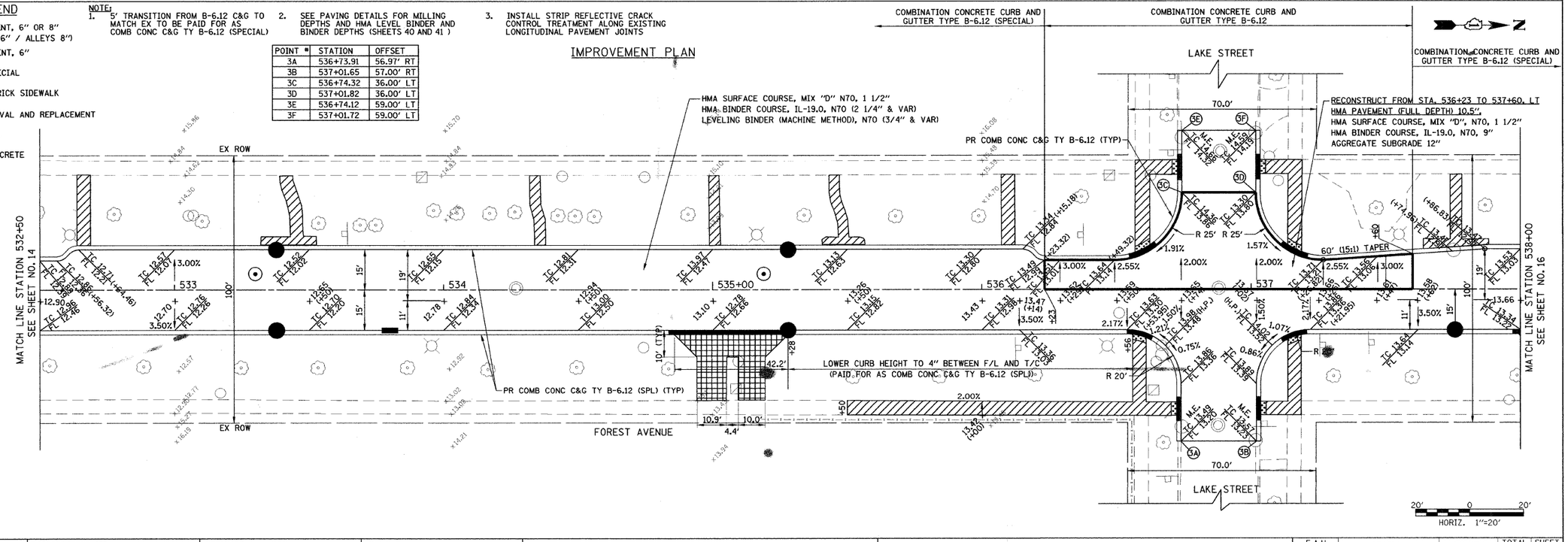
IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

POINT #	STATION	OFFSET
3A	536+73.91	56.97' RT
3B	537+01.65	57.00' RT
3C	536+74.32	36.00' LT
3D	537+01.82	36.00' LT
3E	536+74.12	59.00' LT
3F	537+01.72	59.00' LT

IMPROVEMENT PLAN



Tran Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
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	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

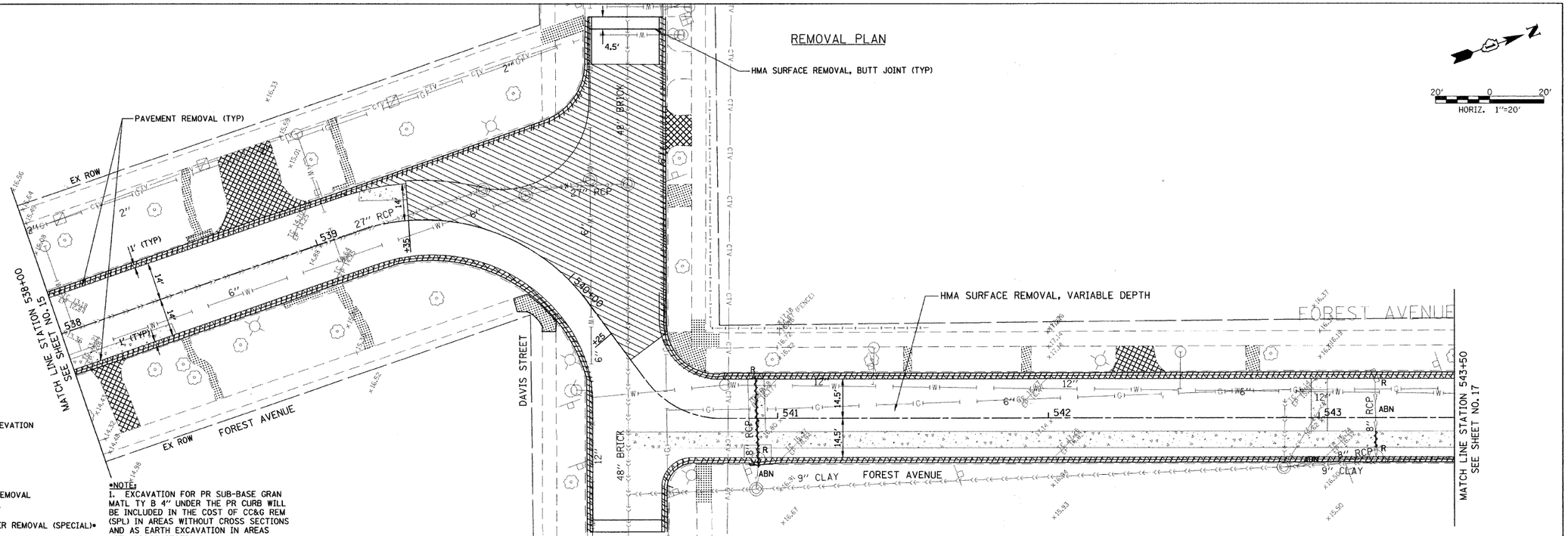
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 3 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	15
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

REMOVAL LEGEND

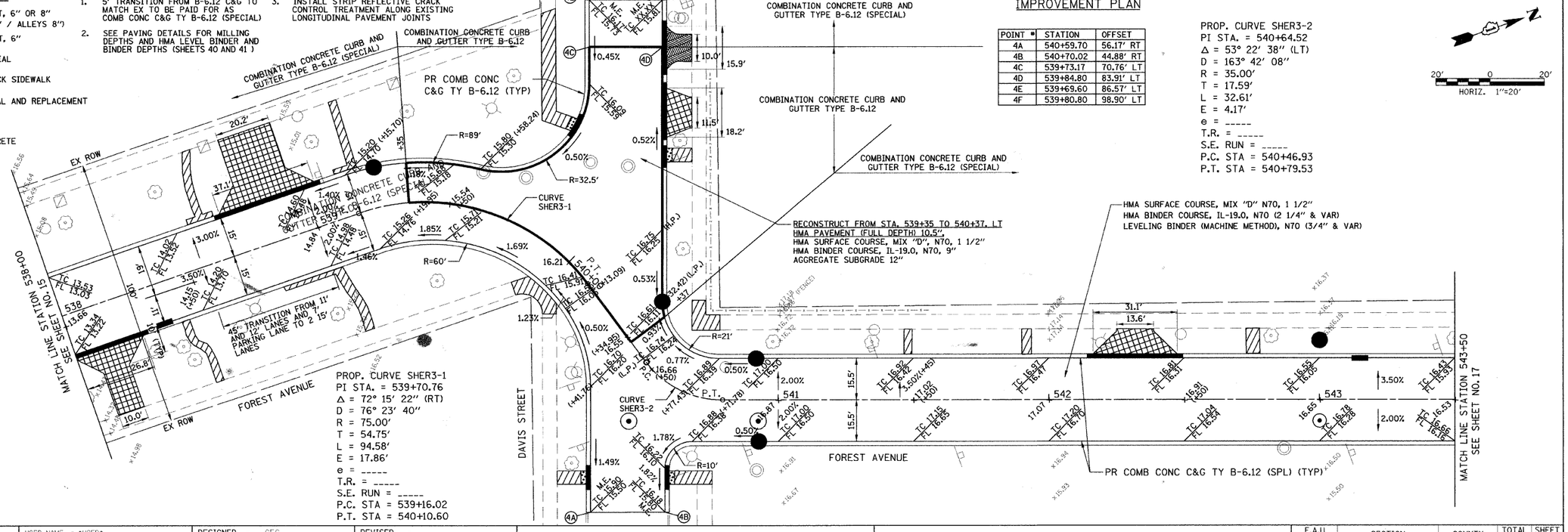
- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS



IMPROVEMENT PLAN

POINT *	STATION	OFFSET
4A	540+59.70	56.17' RT
4B	540+70.02	44.88' RT
4C	539+73.17	70.76' LT
4D	539+84.80	83.91' LT
4E	539+69.60	86.57' LT
4F	539+80.80	98.90' LT

PROP. CURVE SHER3-1
PI STA. = 539+70.76
Δ = 72° 15' 22" (RT)
D = 76° 23' 40"
R = 75.00'
T = 54.75'
L = 94.58'
E = 17.86'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 539+16.02
P.T. STA = 540+10.60

PROP. CURVE SHER3-2
PI STA. = 540+64.52
Δ = 53° 22' 38" (LT)
D = 163° 42' 08"
R = 35.00'
T = 17.59'
L = 32.61'
E = 4.17'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 540+46.93
P.T. STA = 540+79.53

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
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	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

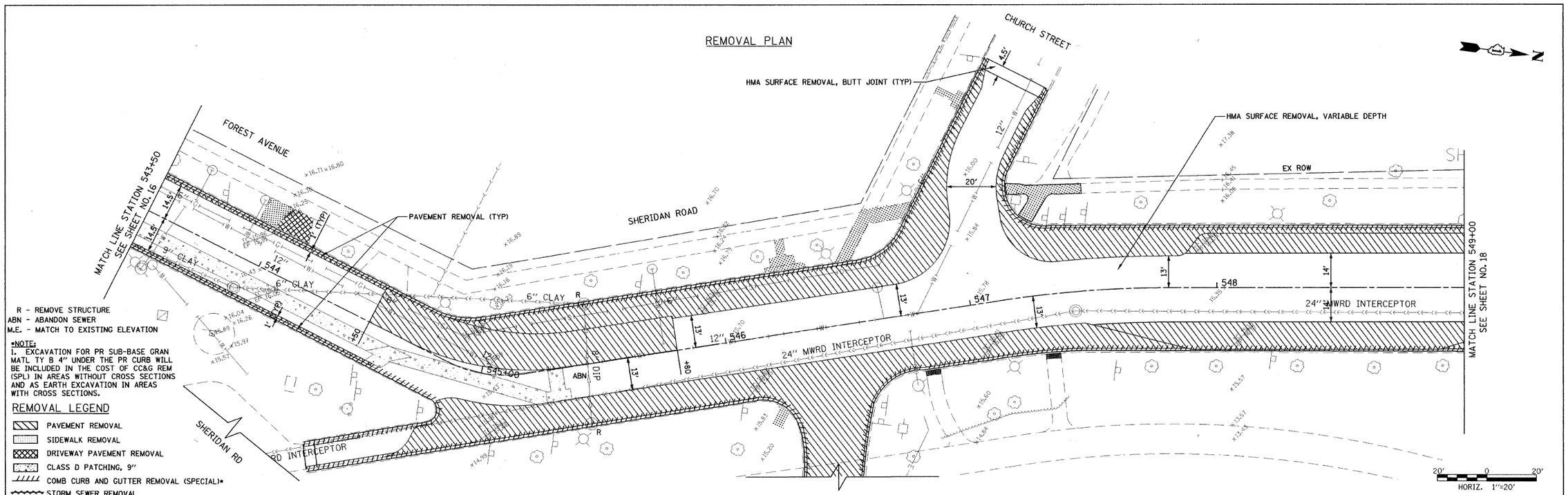
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 4 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	16
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

IMPROVEMENT LEGEND

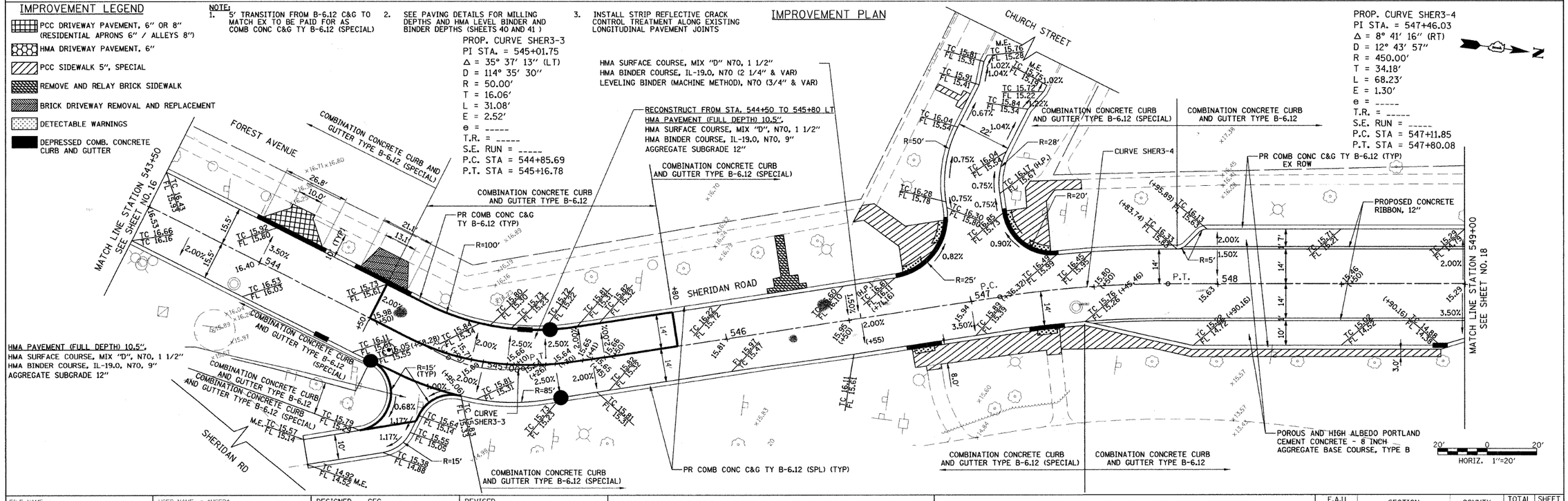
- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

PROP. CURVE SHER3-3
PI STA. = 545+01.75
Δ = 35° 37' 13" (LT)
D = 114° 35' 30"
R = 50.00'
T = 16.06'
L = 31.08'
E = 2.52'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 544+85.69
P.T. STA = 545+16.78

PROP. CURVE SHER3-4
PI STA. = 547+46.03
Δ = 8° 41' 16" (RT)
D = 12° 43' 57"
R = 450.00'
T = 34.18'
L = 68.23'
E = 1.30'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 547+11.85
P.T. STA = 547+80.08

IMPROVEMENT PLAN



Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = *FILE*	USER NAME = *USER*	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -

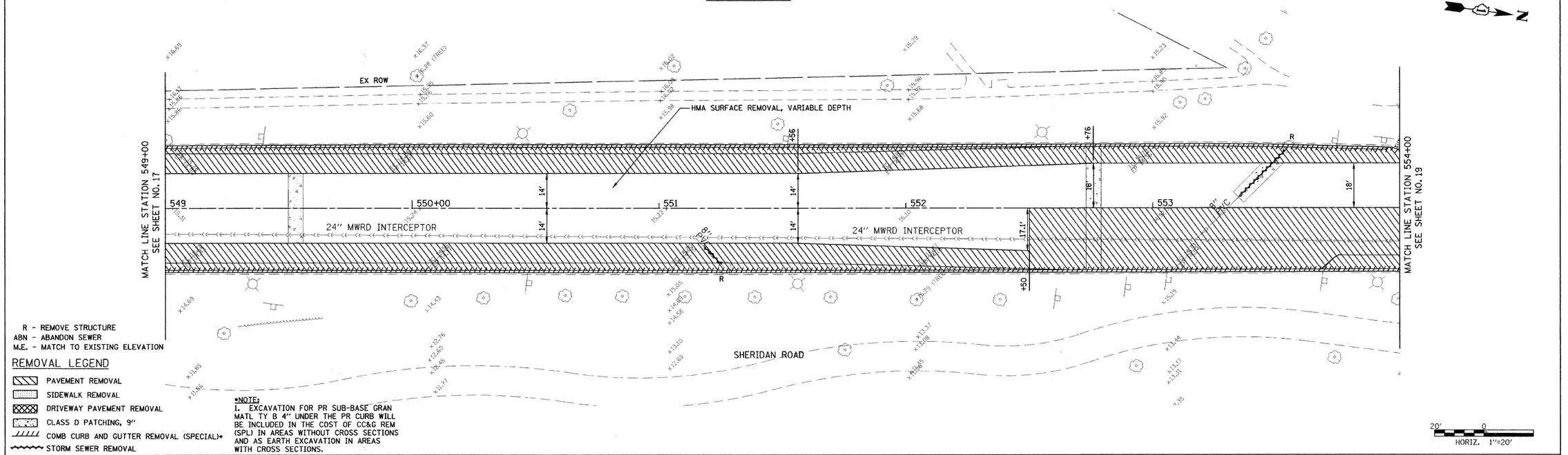
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 5 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	17
			CONTRACT NO. 63417	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

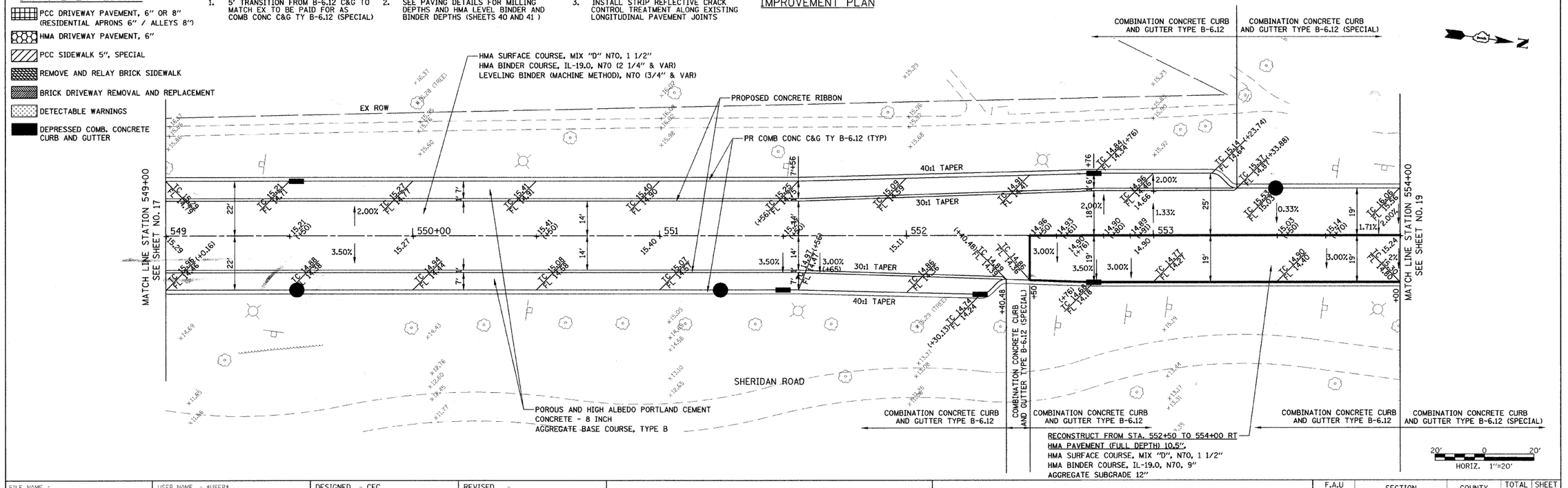
HORIZ. 1"=20'

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

IMPROVEMENT PLAN



RECONSTRUCT FROM STA. 552+50 TO 554+00 RT
HMA PAVEMENT (FULL DEPTH) 10.5",
HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
HMA BINDER COURSE, IL-19.0, N70, 9"
AGGREGATE SUBGRADE 12"

HORIZ. 1"=20'

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

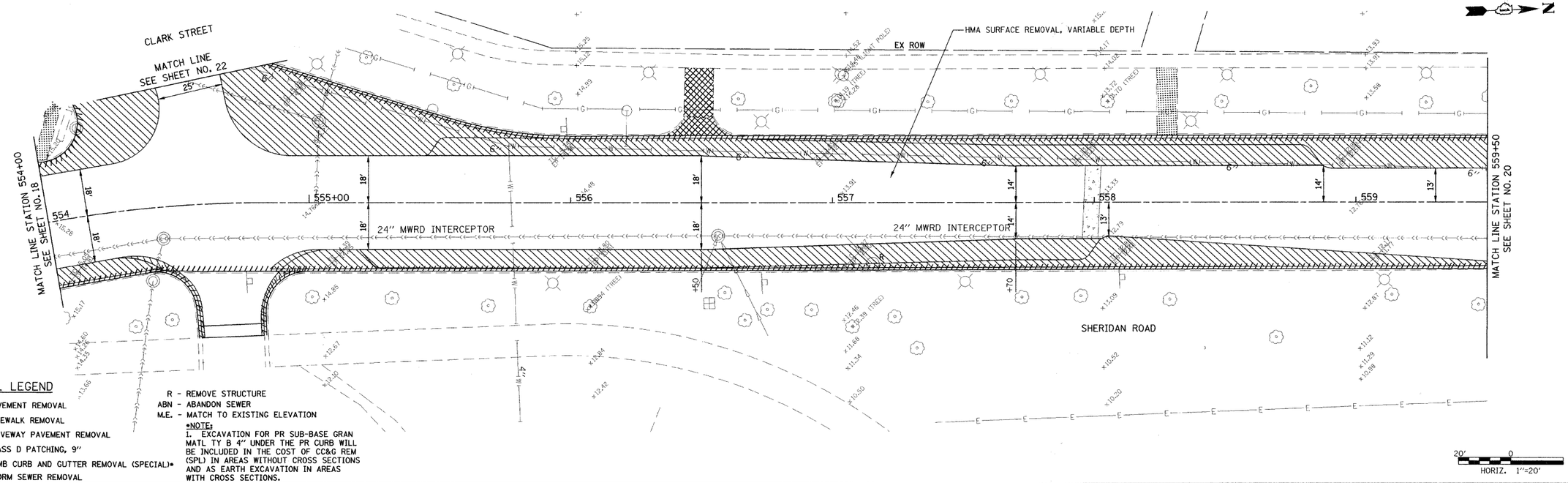
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 6 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	18
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

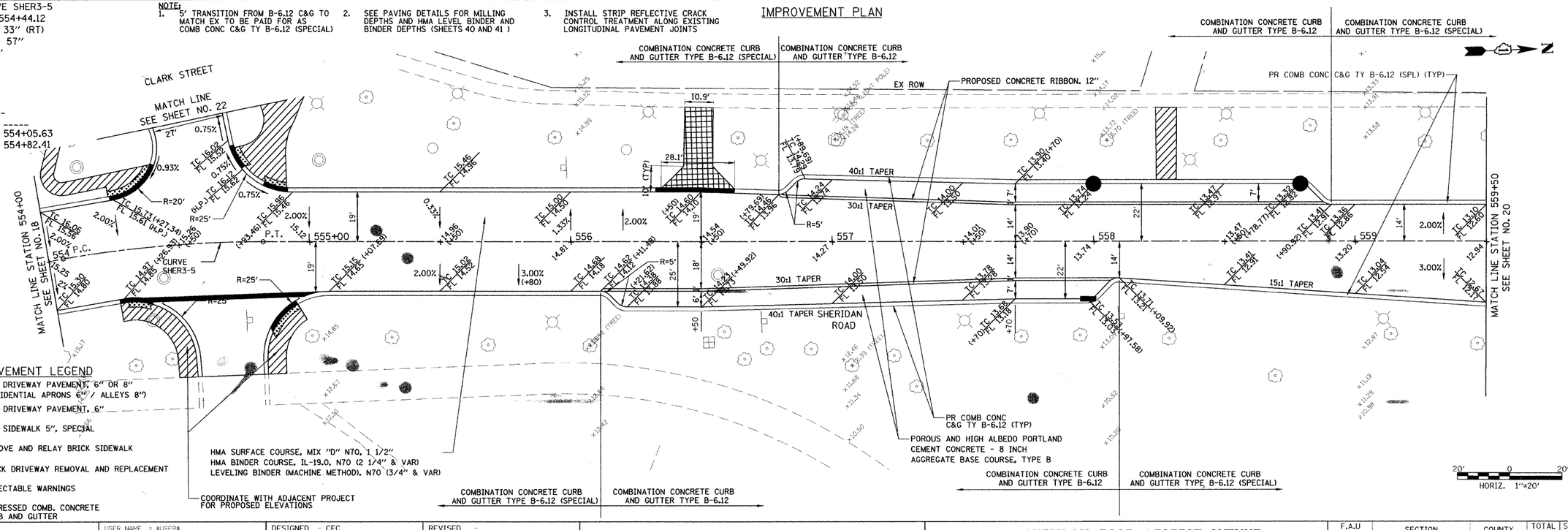
*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

20' 0
HORIZ. 1"=20'

PROP. CURVE SHER3-5
PI STA. = 554+44.12
Δ = 9° 46' 33" (RT)
D = 12° 43' 57"
R = 450.00'
T = 38.48'
L = 76.78'
E = 1.64'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 554+05.63
P.T. STA = 554+82.41

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

IMPROVEMENT PLAN



IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

20' 0 20'
HORIZ. 1"=20'

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

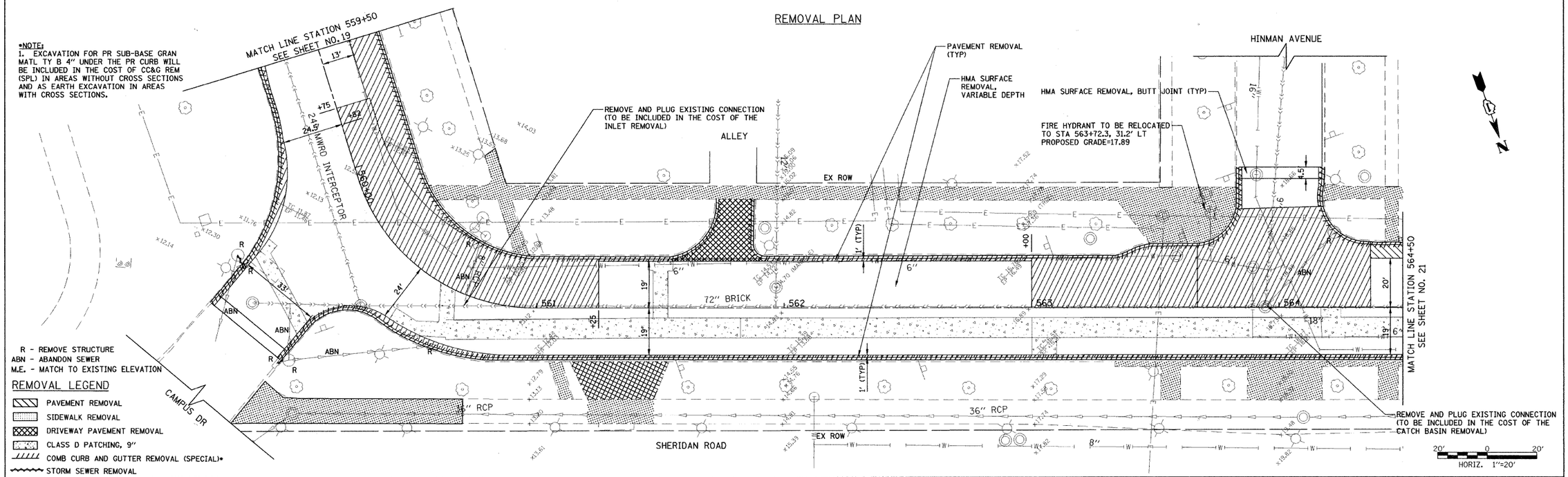
SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 7 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	19
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.



R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

REMOVAL LEGEND

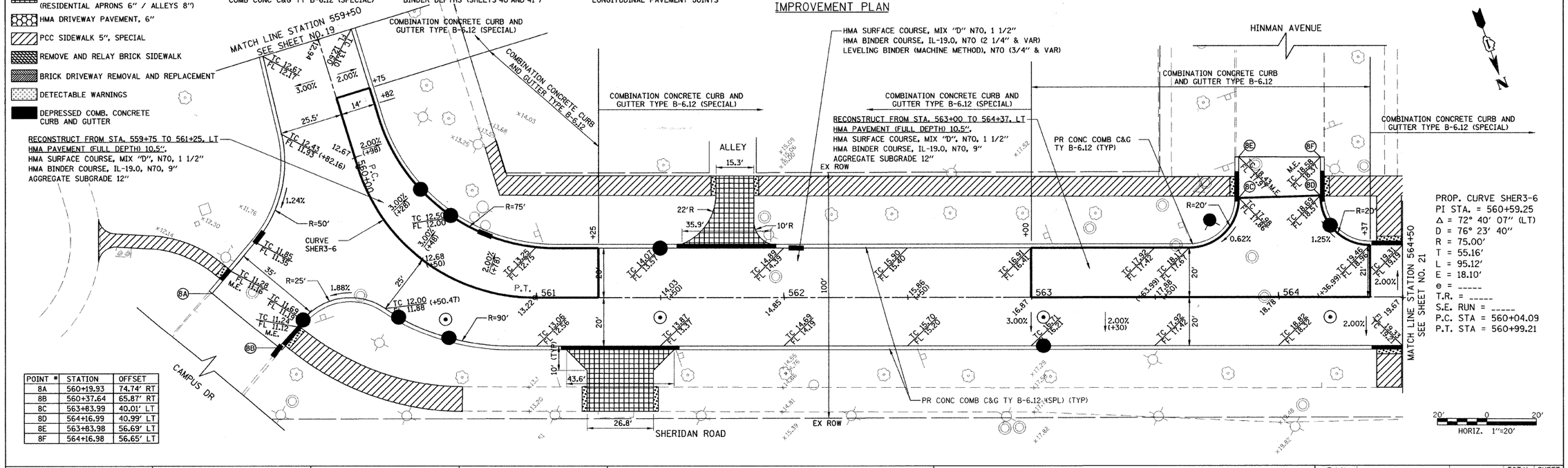
- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
1. 5' TRANSITION FROM B-6.12 C&G TO MATCH EX TO BE PAID FOR AS COMB CONC C&G TY B-6.12 (SPECIAL)
2. SEE PAVING DETAILS FOR MILLING DEPTHS AND HMA LEVEL BINDER AND BINDER DEPTHS (SHEETS 40 AND 41)
3. INSTALL STRIP REFLECTIVE CRACK CONTROL TREATMENT ALONG EXISTING LONGITUDINAL PAVEMENT JOINTS

IMPROVEMENT PLAN



PROP. CURVE SHER3-6
PI STA. = 560+59.25
Δ = 72° 40' 07" (LT)
D = 76° 23' 40"
R = 75.00'
T = 55.16'
L = 95.12'
E = 18.10'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 560+04.09
P.T. STA = 560+99.21

POINT #	STATION	OFFSET
8A	560+19.93	74.74' RT
8B	560+37.64	65.87' RT
8C	563+83.99	40.01' LT
8D	564+16.99	40.99' LT
8E	563+83.98	56.69' LT
8F	564+16.98	56.65' LT

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1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

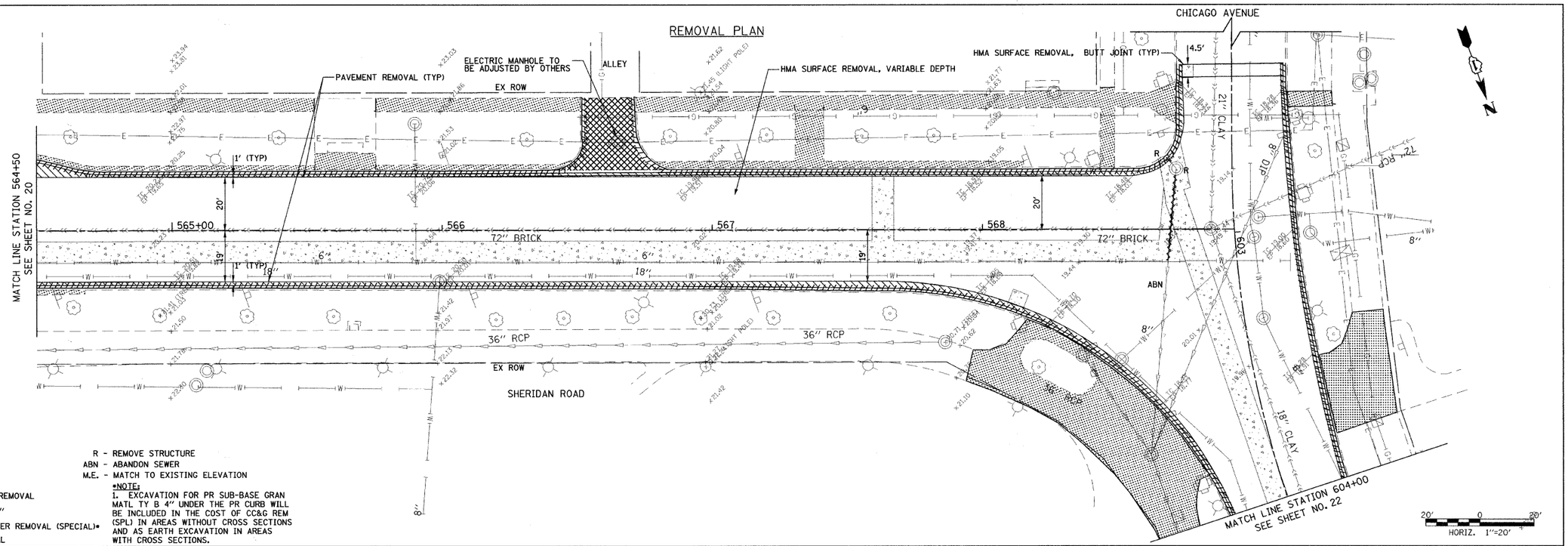
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 8 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	20
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
M.E. - MATCH TO EXISTING ELEVATION

*NOTE:
1. EXCAVATION FOR PR SUB-BASE GRAN MATL TY B 4" UNDER THE PR CURB WILL BE INCLUDED IN THE COST OF CC&G REM (SPL) IN AREAS WITHOUT CROSS SECTIONS AND AS EARTH EXCAVATION IN AREAS WITH CROSS SECTIONS.

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
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- PCC SIDEWALK 5", SPECIAL
- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- DEPRESSED COMB. CONCRETE CURB AND GUTTER

NOTE:
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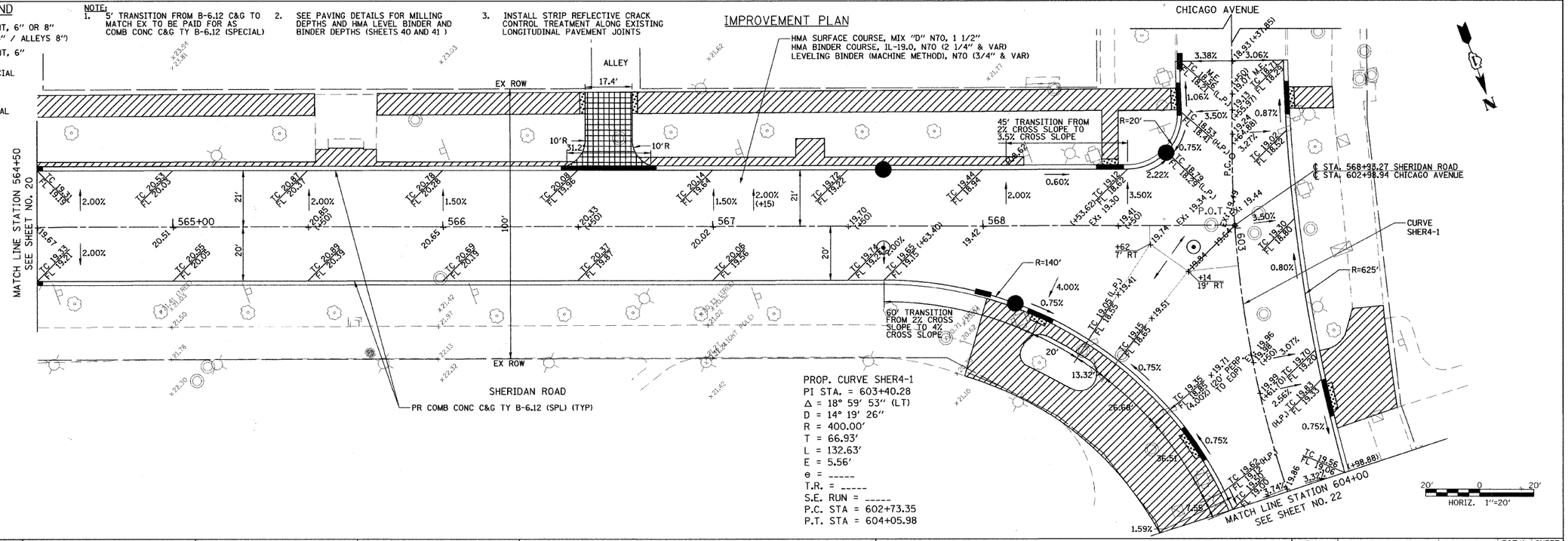
IMPROVEMENT PLAN



PROP. CURVE SHER4-1
PI STA. = 603+40.28
Δ = 18° 59' 53" (LT)
D = 14° 19' 26"
R = 400.00'
T = 66.93'
L = 132.63'
E = 5.56'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA = 602+73.35
P.T. STA = 604+05.98

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1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = *FILE1*	USER NAME = *USER*	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -

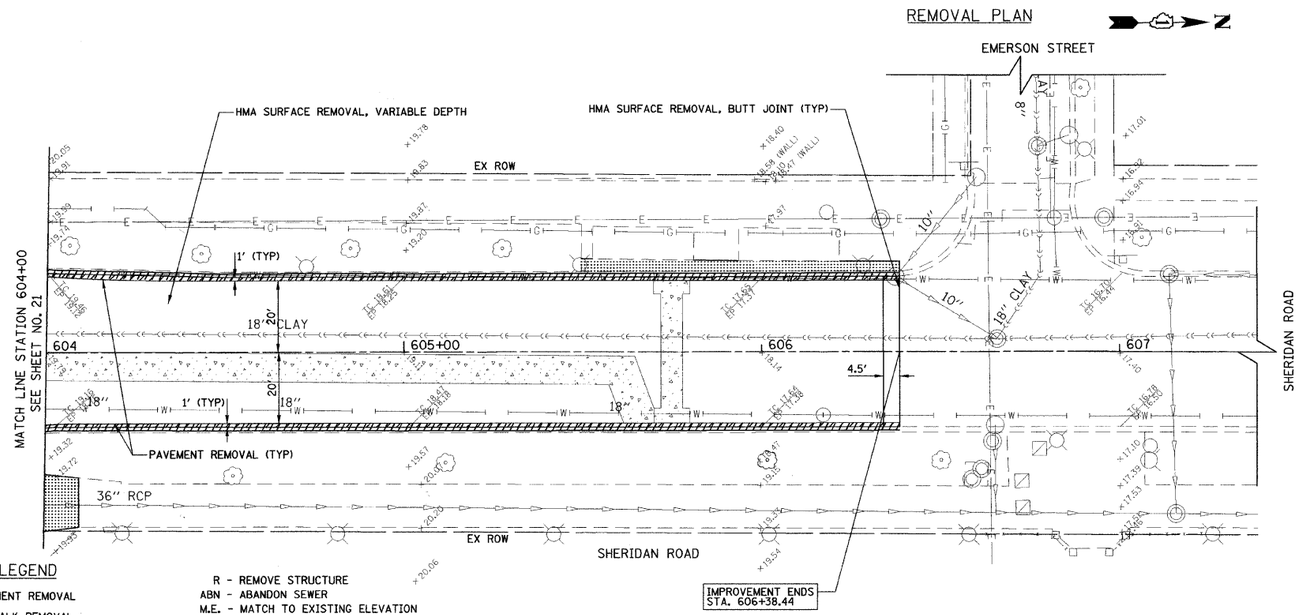
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 9 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	21
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REMOVAL PLAN



REMOVAL LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- CLASS D PATCHING, 9"
- COMB CURB AND GUTTER REMOVAL (SPECIAL)*
- STORM SEWER REMOVAL

R - REMOVE STRUCTURE
ABN - ABANDON SEWER
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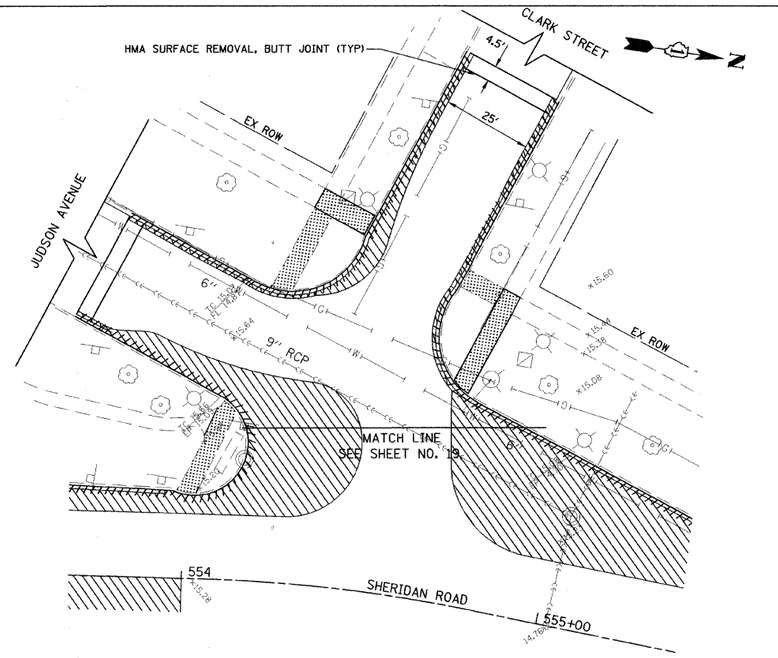
HORIZ. 1"=20'



HORIZ. 1"=20'

IMPROVEMENT LEGEND

- PCC DRIVEWAY PAVEMENT, 6" OR 8" (RESIDENTIAL APRONS 6" / ALLEYS 8")
- HMA DRIVEWAY PAVEMENT, 6"
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- REMOVE AND RELAY BRICK SIDEWALK
- BRICK DRIVEWAY REMOVAL AND REPLACEMENT
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NOTE:
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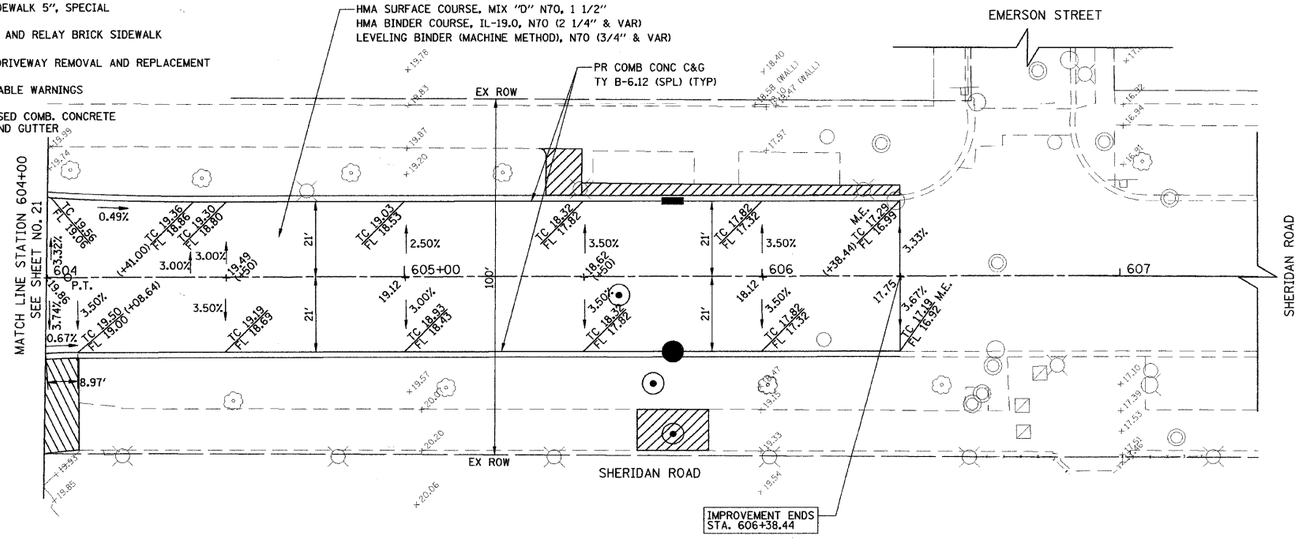
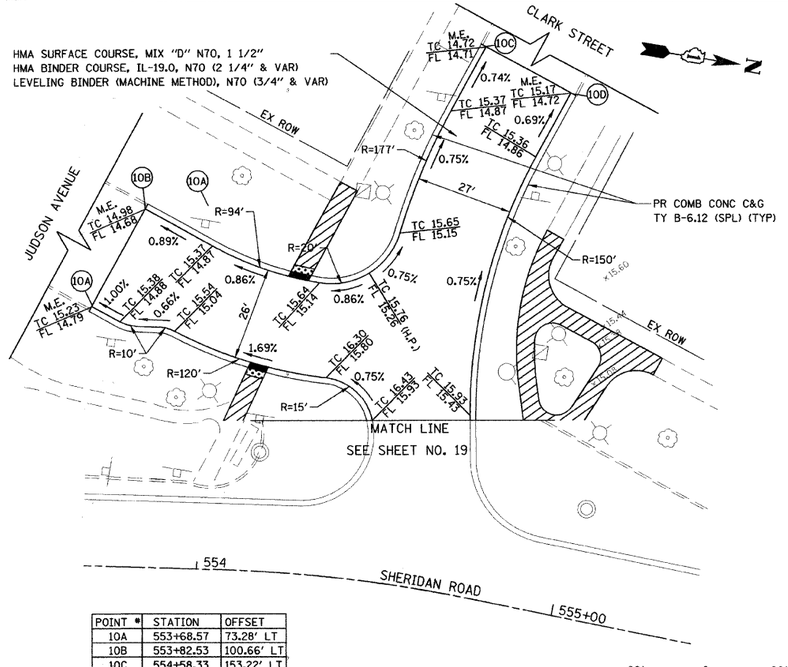
IMPROVEMENT PLAN



HORIZ. 1"=20'



POINT *	STATION	OFFSET
10A	553+68.57	73.28' LT
10B	553+82.53	100.66' LT
10C	554+58.33	153.22' LT
10D	554+77.81	144.33' LT

HORIZ. 1"=20'

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

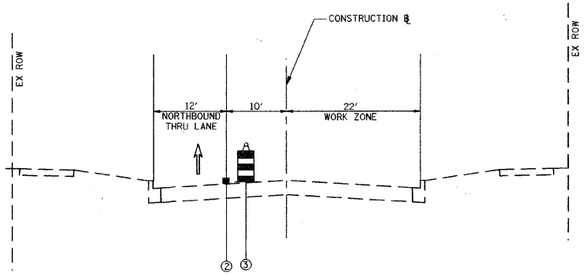
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

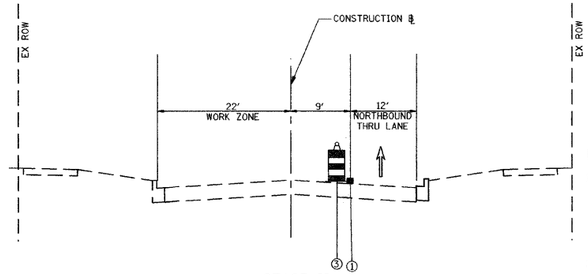
SHERIDAN ROAD / FOREST AVENUE
REMOVAL AND IMPROVEMENT PLAN

SCALE: | SHEET NO. 10 OF 10 SHEETS | STA. | TO STA.

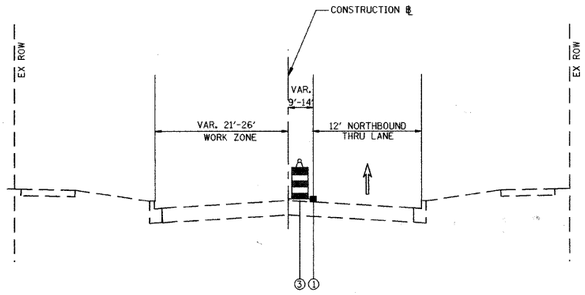
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	22
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STAGE I
SHERIDAN ROAD/CHICAGO
AVENUE INTERSECTION TO
EMERSON STREET
STATION 602+00 TO 607+00

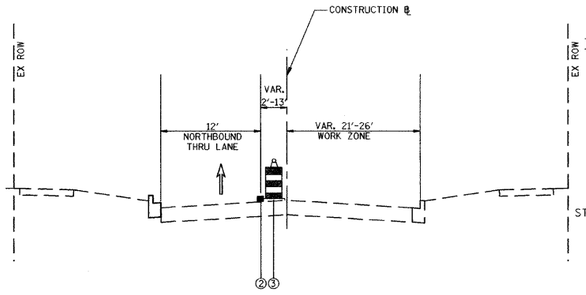


STAGE II
SHERIDAN ROAD/CHICAGO
AVENUE INTERSECTION
TO EMERSON STREET
STATION 602+00 TO 607+00

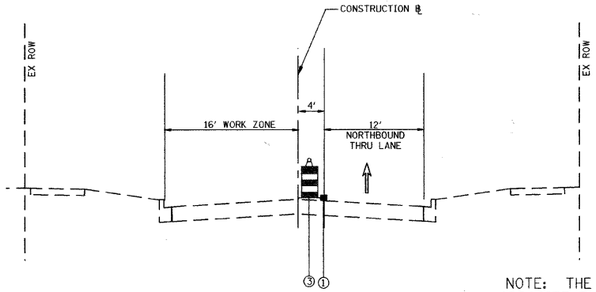


STAGE III
STA. 552+40 TO STA. 560+50 (CAMPUS DRIVE)

NOTE: THE STAGING IS OPPOSITE THESE TYPICAL SECTIONS FROM STA. 560+50 TO 569+00

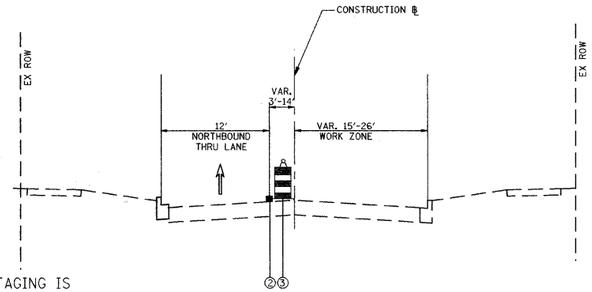


STAGE IV
STA. 552+40 TO STA. 560+50 (CAMPUS DRIVE)



STAGE V
STA. 522+00 TO 541+00 (NORTH OF DAVIS STREET)

NOTE: THE STAGING IS OPPOSITE THESE TYPICAL SECTIONS FROM STA. 541+00 TO 552+40



STAGE VI
STA. 522+00 TO 541+00 (NORTH OF DAVIS STREET)

MAINTENANCE OF TRAFFIC LEGEND:

① TEMPORARY PAINT PAVEMENT MARKING LINE - 4" (SINGLE YELLOW)

② TEMPORARY PAINT PAVEMENT MARKING LINE - 4" (WHITE)

③ DRUM TYPE BARRICADES AT 50' CENTERS ON TANGENTS, 25' ON TAPERS AND 10' ON RADII (USE POST MOUNTED VERTICAL PANELS WITH WARNING LIGHTS ADJACENT TO RECONSTRUCTION SECTIONS)

④ SHORT-TERM PAVEMENT MARKING

NOTES:

1 CONTRACTOR SHALL COMPLETE CONSTRUCTION OF THE PROPOSED STORM SEWER IN EACH SECTION BEFORE CONTINUING TO THE NEXT SECTION IN THE FOLLOWING SEQUENCE:
- A. SHERIDAN ROAD - CHICAGO AVENUE TO NORTH END
- B. SHERIDAN ROAD - CLARK STREET TO CHICAGO AVENUE
- C. SHERIDAN ROAD/FOREST AVENUE - DAVIS STREET TO CLARK STREET
- D. FOREST AVENUE - BURNHAM PLACE TO DAVIS STREET

2 "TEMPORARY PAINT PAVEMENT MARKING LINE - 24"" (WHITE) SHALL BE INSTALLED AT INTERSECTIONS AS DIRECTED BY THE ENGINEER.

3 "PAVEMENT MARKING TAPE, TYPE III" SHALL BE INSTALLED ON SURFACES TO REMAIN IN PLACE OUTSIDE OF CONSTRUCTION ZONE AS DIRECTED BY THE ENGINEER.

4 "WORK ZONE PAVEMENT MARKING REMOVAL" SHALL BE USED TO REMOVE CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER.

5 "SHORT-TERM PAVEMENT MARKING" SHALL BE INSTALLED AFTER PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.

TEMPORARY TRAFFIC CONTROL STANDARD LIST:

701301-03 LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701501-05 URBAN LANE CLOSURE 2L 2W - UNDIVIDED
701606-06 URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-06 URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04 URBAN LANE CLOSURE MULTILANE IW OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01 TRAFFIC CONTROL DEVICES

TC 10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC 16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC 22 ARTERIAL ROAD INFORMATION SIGN
TC 26 DRIVEWAY ENTRANCE SIGNING

STAGE IV (NORTH AND SOUTH) - STA. 552+40 TO 560+50 CONSTRUCT EAST SIDE OF IMPROVEMENT, STA. 560+50 TO 569+00 CONSTRUCT SOUTH SIDE OF IMPROVEMENT.

1. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE WEST TRAVEL LANE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE NORTH TRAVEL LANE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE EAST SIDE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE SOUTH SIDE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.
7. COMPLETELY RESTORE PARKWAY ON THE EAST SIDE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE SOUTH SIDE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.
8. ADJUST UTILITY STRUCTURES IN PAVEMENT TO FINAL GRADE FOR STAGE I THRU IV AREAS.
9. INSTALL HOT MIX-ASPHALT SURFACE COURSE FOR STAGE I THRU IV AREAS.
10. PLACE SHORT-TERM PAVEMENT MARKINGS FOR STAGE I THRU IV AREAS.
11. PLACE PERMANENT PAVEMENT MARKINGS FOR STAGE I THRU IV AREAS.
12. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS FOR STAGE I THRU IV AREAS.
13. AT THE END OF STAGE IV, REMOVE THE DETOUR ROUTE AND OPEN SHERIDAN ROAD TO TWO-WAY TRAFFIC FOR THE WINTER SHUT-DOWN PERIOD.

IF ITEMS 8 THRU 12 ABOVE CANNOT BE COMPLETED BEFORE WINTER SHUTDOWN WHICH SHALL BE BETWEEN NOVEMBER 15 AND MARCH 15 (THE CONTRACTOR SHALL NOT BE CHARGED WORKING DAYS BETWEEN THESE DATES), THEN SKIP THOSE ITEMS AND COMPLETE THE BELOW ITEMS BEFORE WINTER SHUTDOWN:

1. PLACE TEMPORARY PAINT PAVEMENT MARKINGS ON HMA BINDER OR LEVEL BINDER COURSE AS SHOWN ON PAVEMENT MARKING PLANS (PAID FOR AS TEMPORARY PAINT PAVEMENT MARKINGS).
2. CONSTRUCT HMA SURFACING RAMPS AT SIDE STREETS AND DRIVEWAYS AS DIRECTED BY THE ENGINEER (PAID FOR AS HOT-MIX ASPHALT FOR PATCHING POTHOLES (HOT MIX)).
3. ADJUST WATER VALVE VAULTS, WATER VALVE BOXES, AND MWRD STRUCTURES IN PAVEMENT TO HMA BINDER/LEVEL BINDER ELEVATION. AN ADDITIONAL QUANTITY OF ADJUSTMENTS HAS BEEN PROVIDED TO ADJUST THESE STRUCTURES TO THE FINAL SURFACE ELEVATION.
4. REMOVE THE DETOUR ROUTE AND OPEN SHERIDAN ROAD TO TWO-WAY TRAFFIC FOR THE WINTER SHUT-DOWN PERIOD.

IF THE CONTRACTOR DOES NOT HAVE THE ROADWAY OPEN FOR WINTER SHUTDOWN BY NOVEMBER 15, THE CONTRACTOR WILL BE CHARGED DOUBLE THE AMOUNT SHOWN IN THE BDE SPECIAL PROVISION "LIQUIDATED DAMAGES". THE CONTRACTOR SHALL BE CHARGED WORKING DAYS UNTIL THE ROADWAY IS OPEN FOR WINTER SHUTDOWN.

1. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700: APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
4. ALL SIGNS SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
5. ALL BARRICADES OR DRUMS AT LANE DIVERSIONS WITHIN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
6. BARRICADES OR DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 25' ALONG TAPERS AND 10' AROUND RADII.
7. DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLOURESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
8. TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701501 UNLESS AUTHORIZED BY THE ENGINEER TO USE ALTERNATE ARRANGEMENT.
9. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST TWO WEEKS IN ADVANCE OF THE CHANGE.
10. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED.
11. TEMPORARY LANE CLOSURES WILL BE ALLOWED ONLY BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M., WITH TRAFFIC MAINTAINED IN ACCORDANCE WITH STANDARD 701501 UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
12. "FRESH OIL" SIGNS (W21-2-4848) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING ALONG SHERIDAN ROAD AND THE CROSS STREETS. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE APPLICABLE TRAFFIC CONTROL STANDARD PAY ITEM.
13. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, DRUMS, WARNING LIGHTS, AND SIGNS SHALL BE INCLUDED IN THE APPLICABLE TRAFFIC CONTROL STANDARD PAY ITEM.
14. QUANTITIES FOR SHORT-TERM PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE TRAFFIC CONTROL STANDARD PAY ITEM AND SHALL BE MEASURED SEPARATELY FOR PAYMENT.
15. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION EXCEPT FOR THE PERIODS OF SHORT DURATION WHEN APPROVED BY THE ENGINEER. TEMPORARY ACCESS SHALL BE PROVIDED IN ACCORDANCE WITH THE SPECIAL PROVISION TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (ROAD).
16. DAY-TIME LANE CLOSURES MAY ONLY BE UTILIZED BETWEEN THE HOURS OF 9:00 A.M. TO 3:00 P.M. THEY SHALL BE IMPLEMENTED ACCORDING TO HIGHWAY STANDARD 701501-05. "ONE-LANE ROAD AHEAD" AND "FLAGGER" SIGNS SHALL BE MOUNTED ON PORTABLE SIGN SUPPORTS.
17. SIDEWALK CLOSURES SHALL BE IMPLEMENTED ACCORDING TO HIGHWAY STANDARD 701801-04.
18. SIDEWALK ACCESS ACROSS SHERIDAN ROAD SHALL BE MAINTAINED AT ALL TIMES. CONCRETE CONSTRUCTION AT INTERSECTION CORNERS SHALL BE STAGED IN SUCH A WAY AS TO PROVIDE AT LEAST ONE ACCESS POINT TO CROSS CONSTRUCTION ZONE AT EACH INTERSECTION. THIS WORK SHALL BE PROVIDED IN ACCORDANCE WITH THE SPECIAL PROVISION "AGGREGATE FOR TEMPORARY ACCESS".
19. TO AVOID DRIVER CONFUSION, ANY PORTABLE SIGNS WHICH ARE NOT BEING USED FOR THEIR INTENDED PURPOSE SHALL BE REMOVED IMMEDIATELY.

STAGE I - INTERSECTION OF SHERIDAN/CHICAGO TO EMERSON ST. CONSTRUCT EAST SIDE OF IMPROVEMENT.

1. IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC (AS SHOWN ON STAGE I AND II DETOUR PLAN) AND INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE WEST TRAVEL LANE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE EAST SIDE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.
7. COMPLETELY RESTORE PARKWAY ON THE EAST SIDE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.

STAGE II - INTERSECTION OF SHERIDAN/CHICAGO TO EMERSON ST. CONSTRUCT WEST SIDE OF IMPROVEMENT.

1. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE EAST TRAVEL LANE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE WEST SIDE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.
7. COMPLETELY RESTORE PARKWAY ON THE WEST SIDE OF SHERIDAN ROAD FROM STA. 602+00 TO STA. 607+00.

STAGE III (NORTH AND SOUTH) - STA. 552+40 TO 560+50 CONSTRUCT WEST SIDE OF IMPROVEMENT, STA. 560+50 TO 569+00 CONSTRUCT NORTH SIDE OF IMPROVEMENT.

1. END USE OF STAGE I AND II DETOUR ROUTE AND IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC (AS SHOWN ON STAGE III AND IV NORTH DETOUR PLAN FROM STA. 555+50 NORTH AND AS SHOWN ON STAGE III AND IV SOUTH DETOUR PLAN FROM STA. 552+40 TO STA. 555+50) AND INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE EAST TRAVEL LANE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE SOUTH TRAVEL LANE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE WEST SIDE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE NORTH SIDE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.
7. COMPLETELY RESTORE PARKWAY ON THE WEST SIDE OF SHERIDAN ROAD FROM STA. 552+40 TO 560+50, AND ON THE NORTH SIDE OF SHERIDAN ROAD FROM STA. 560+50 TO 569+00.

STAGE V - STA. 522+00 TO 541+00 CONSTRUCT WEST SIDE OF IMPROVEMENT AND STA. 541+00 TO STA. 552+40 CONSTRUCT EAST SIDE OF IMPROVEMENT

1. IMPLEMENT DETOUR ROUTE FOR SOUTHBOUND TRAFFIC (AS SHOWN ON STAGE V AND VI DETOUR PLAN) AND INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE EAST TRAVEL LANE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE WEST TRAVEL LANE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM AND PART OF TRAFFIC SIGNAL AT CHURCH.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE WEST SIDE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE EAST SIDE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.
7. COMPLETELY RESTORE PARKWAY ON THE WEST SIDE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE EAST SIDE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.

STAGE VI - STA. 522+00 TO 541+00 CONSTRUCT EAST SIDE OF IMPROVEMENT STA. 541+00 TO STA. 552+40 CONSTRUCT WEST SIDE OF IMPROVEMENT

1. INSTALL TRAFFIC CONTROL TO ESTABLISH ONE-WAY NORTHBOUND TRAFFIC ON THE WEST TRAVEL LANE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE EAST TRAVEL LANE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.
2. PLACE ALL CONSTRUCTION SIGNS, TEMPORARY PAVEMENT MARKINGS AND BARRICADES.
3. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
4. ADJUST PAVEMENT UTILITY STRUCTURES AND MILL EXISTING ASPHALT SURFACE.
5. INSTALL STORM SEWER SYSTEM AND PART OF TRAFFIC SIGNAL AT CHURCH.
6. COMPLETE ALL CONCRETE CONSTRUCTION ITEMS, PATCHING, AND LEVELING BINDER AND BINDER COURSE PAVING ON THE EAST SIDE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE WEST SIDE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.
7. COMPLETELY RESTORE PARKWAY ON THE EAST SIDE OF FOREST AVENUE/SHERIDAN ROAD FROM STA. 522+00 TO 541+00 AND ON THE WEST SIDE OF FOREST PLACE/SHERIDAN ROAD FROM STA. 541+00 TO 555+00.

STAGE VII - HMA SURFACE COURSE CONSTRUCTION FROM STA. 522+00 TO 555+00

1. END USE OF STAGE V AND VI SOUTHBOUND DETOUR.
2. INSTALL TRAFFIC CONTROL TO ESTABLISH TWO-WAY TRAFFIC.
3. PLACE TEMPORARY PAVEMENT MARKINGS FOR TWO-WAY TRAFFIC ON FOREST AVENUE/FOREST PLACE/SHERIDAN ROAD FROM STA. 522+00 TO 555+00.
4. ADJUST UTILITY STRUCTURES IN PAVEMENT FROM STA. 522+00 TO 555+00 TO FINAL GRADE.
5. INSTALL HOT-MIX ASPHALT SURFACE COURSE FROM STA. 522+00 TO 555+00.
6. PLACE SHORT-TERM PAVEMENT MARKINGS FROM STA. 522+00 TO 555+00.
7. PLACE PERMANENT PAVEMENT MARKINGS FROM STA. 522+00 TO 555+00.
8. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS FROM STA. 522+00 TO 555+00.

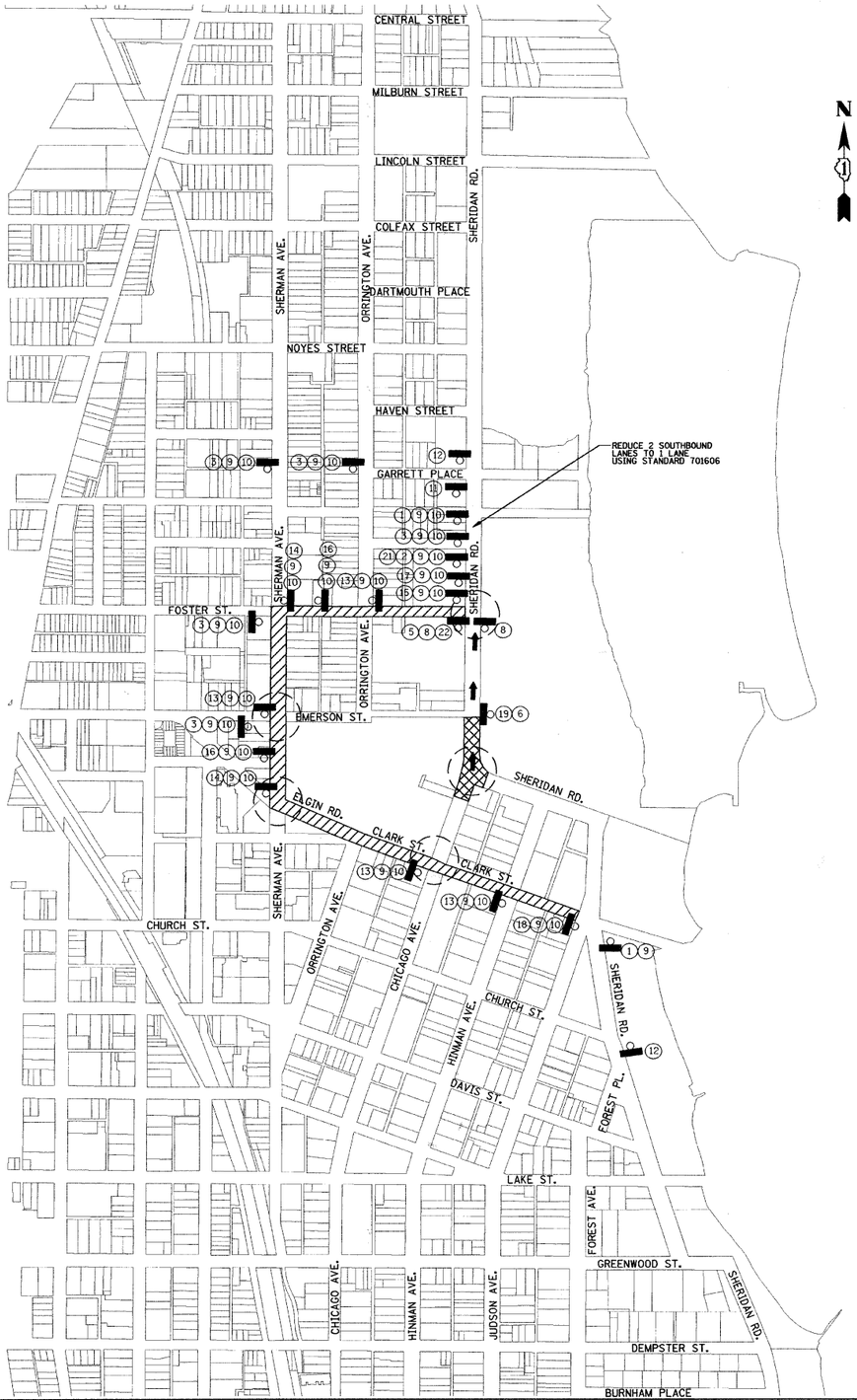
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - CEC	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUGGESTED TRAFFIC CONTROL PLANS
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	23
		CONTRACT NO. 63417		
		ILLINOIS FED. AID PROJECT		



DETOUR GENERAL NOTES:

1. DURING CONSTRUCTION STAGE I AND STAGE II ONLY NORTHBOUND TRAFFIC WILL BE ACTIVE WITH ONLY ONE LANE.
2. SHERIDAN ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS PLACED IN ACCORDANCE WITH THE DETOUR PLAN AND AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
4. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND AS DIRECTED BY THE ENGINEER.
5. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL CONTROL DEVICES.
6. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
7. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF THEIR REPRESENTATIVES ON THE CONSTRUCTION SITE, AND THEIR REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
9. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
10. SIGN NUMBERS 6, 7, 19, AND 20 SHALL ALSO BE PROVIDED AND INSTALLED ON PERMANENT MOUNTS TO BE PLACED IN FRONT OF ALL DRIVEWAY ENTRANCES.
11. SIGN NUMBER 8 "DO NOT ENTER" SHOULD BE POSTED ON BOTH SIDES OF THE STREET.

LEGEND

- SIGNALIZED INTERSECTION
- CONSTRUCTION ZONE (STAGES I & II)
- DETOUR ROUTE (STAGES I & II)
- CONSTRUCTION WARNING SIGN (NUMBER DENOTES TYPE)
- FLASHING LIGHT

SCHEDULE OF QUANTITIES

(1) W20-1 (O)-48 — 48" X 48" — BLACK ON ORANGE

(2) W20-2 — 48" X 48" — BLACK ON ORANGE

(3) W20-3A — 48" X 48" — BLACK ON ORANGE

(4) ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ "LOCAL TRAFFIC ONLY" SIGN

(5) ROAD CLOSED TO ALL TRAFFIC TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ R11-2 (48" x 30")

(6) R3-1 — 24" X 24"

(7) R3-2 — 24" X 24"

(8) R5-1 — 30" X 30" — RED ON WHITE

(9) SHERIDAN RD.

(10) SOUTHBOUND

(11) CHANGEABLE MESSAGE SIGN

(12) TEMPORARY INFORMATION SIGNING

(13) M4-9 — 30" X 24" — BLACK ON ORANGE

(14) M4-9L — 30" X 24" — BLACK ON ORANGE

(15) M4-9R — 30" X 24" — BLACK ON ORANGE

(16) M4-9(BL) — 30" X 24" — BLACK ON ORANGE

(17) M4-9(BR) — 30" X 24" — BLACK ON ORANGE

(18) M4-8A — 24" X 18" — BLACK ON ORANGE

(19) R6-1 — 36" X 12" — BLACK ON WHITE

(20) R6-1 — 36" X 12" — BLACK ON WHITE

(21) W20-3 — 48" X 48" — BLACK ON ORANGE

(22) DETOUR TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ M4-10 (48" x 18")

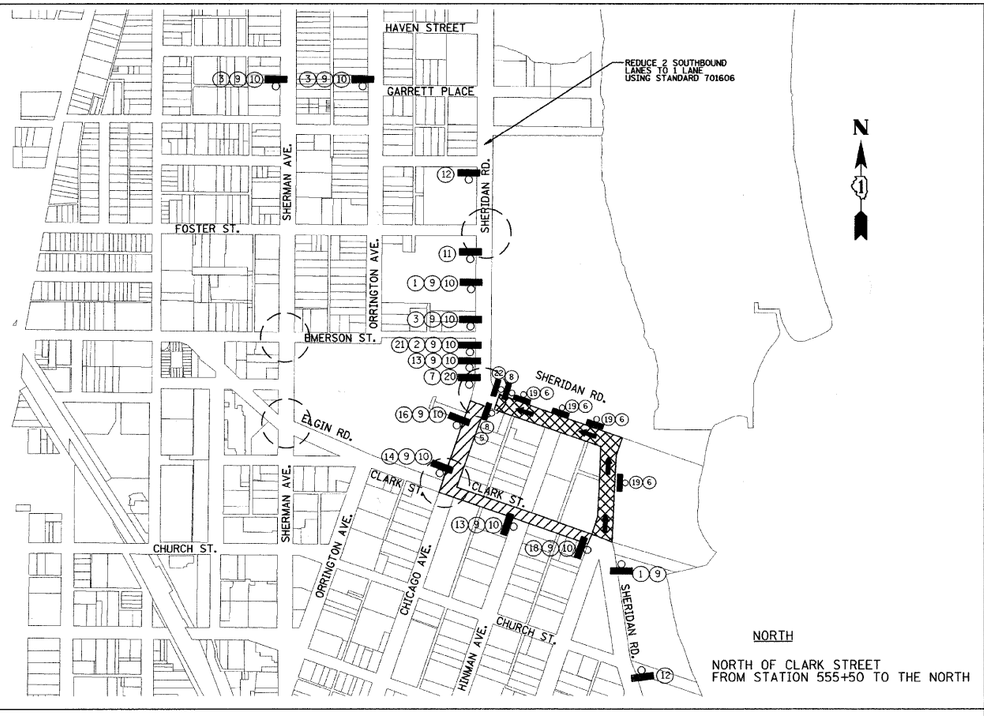
FILE NAME = $FILE$	USER NAME - $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - CEC	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUGGESTED DETOUR PLANS – STAGE I & II

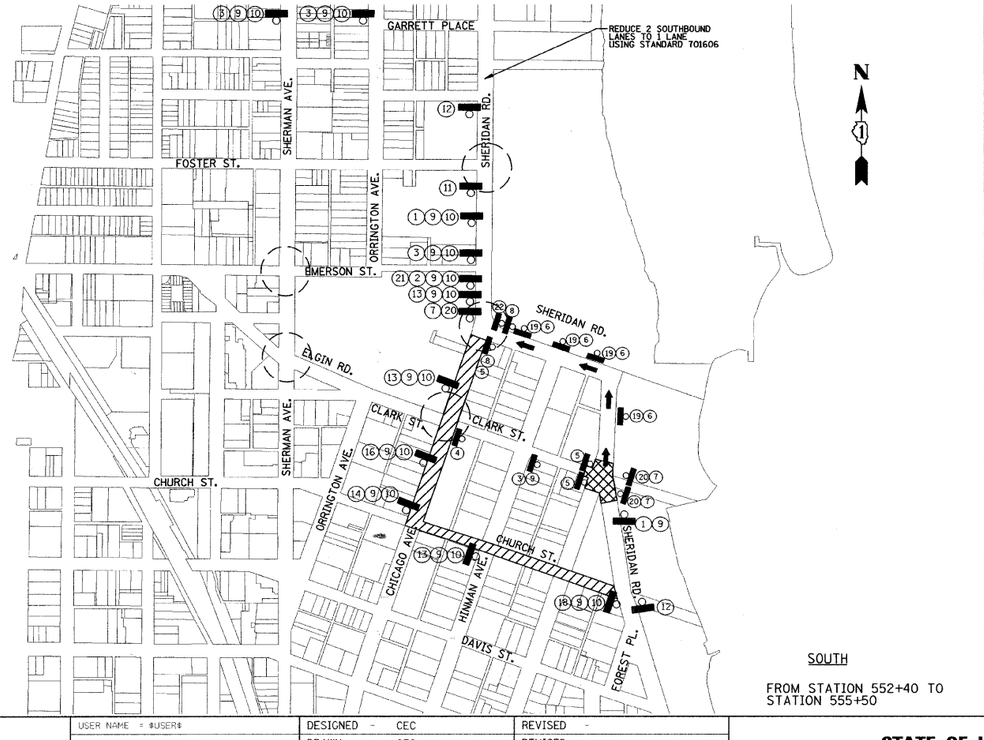
SCALE: N.T.S. | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	24
		CONTRACT NO. 63417		
		ILLINOIS FED. AID PROJECT		



NORTH

NORTH OF CLARK STREET FROM STATION 555+50 TO THE NORTH



SOUTH

FROM STATION 552+40 TO STATION 555+50

DETOUR GENERAL NOTES:

1. DURING CONSTRUCTION STAGE III AND STAGE IV ONLY NORTHBOUND TRAFFIC WILL BE ACTIVE WITH ONLY ONE LANE.
2. SHERIDAN ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS PLACED IN ACCORDANCE WITH THE DETOUR PLAN AND AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
4. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND AS DIRECTED BY THE ENGINEER.
5. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL CONTROL DEVICES.
6. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
7. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF THEIR REPRESENTATIVES ON THE CONSTRUCTION SITE, AND THEIR REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
9. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
10. SIGN NUMBERS 6, 7, 19, AND 20 SHALL ALSO BE PROVIDED AND INSTALLED ON PERMANENT MOUNTS TO BE PLACED IN FRONT OF ALL DRIVEWAY ENTRANCES.
11. SIGN NUMBER 8 "DO NOT ENTER" SHOULD BE POSTED ON BOTH SIDES OF THE STREET.

LEGEND

SIGNALIZED INTERSECTION

CONSTRUCTION ZONE (STAGES III & IV)

DETOUR ROUTE (STAGES III & IV)

CONSTRUCTION WARNING SIGN (NUMBER DENOTES TYPE)

FLASHING LIGHT

SCHEDULE OF QUANTITIES

(1) W20-1 (0)-48 — 48" X 48" — BLACK ON ORANGE — ROAD CONSTRUCTION AHEAD

(2) W20-2 — 48" X 48" — BLACK ON ORANGE — DETOUR AHEAD

(3) W20-3A — 48" X 48" — BLACK ON ORANGE — ROAD CLOSED AHEAD

(4) ROAD CLOSED TO THRU TRAFFIC TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ "LOCAL TRAFFIC ONLY" SIGN

(5) ROAD CLOSED TO ALL TRAFFIC TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ R11-2 (48" x 30") — ROAD CLOSED

(6) R3-1 — 24" X 24"

(7) R3-2 — 24" X 24"

(8) R5-1 — 30" X 30" — RED ON WHITE — DO NOT ENTER

(9) SHERIDAN RD.

(10) SOUTHBOUND

(11) CHANGEABLE MESSAGE SIGN

(12) TEMPORARY INFORMATION SIGNING

(13) M4-9 — 30" X 24" — BLACK ON ORANGE — DETOUR

(14) M4-9L — 30" X 24" — BLACK ON ORANGE — DETOUR

(15) M4-9R — 30" X 24" — BLACK ON ORANGE — DETOUR

(16) M4-9(BL) — 30" X 24" — BLACK ON ORANGE — DETOUR

(17) M4-9(BR) — 30" X 24" — BLACK ON ORANGE — DETOUR

(18) M4-8A — 24" X 18" — BLACK ON ORANGE — END DETOUR

(19) R6-1 — 36" X 12" — BLACK ON WHITE — ONE WAY

(20) R6-1 — 36" X 12" — BLACK ON WHITE — ONE WAY

(21) W20-3 — 48" X 48" — BLACK ON ORANGE — ROAD CLOSED 500'

(22) DETOUR TYPE III BARRICADE STANDARD FLASHING (IDOT HWY STD 701901) W/ M4-10 (48" x 18") — DETOUR

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /FOREST AVENUE
SUGGESTED DETOUR PLANS – STAGES III & IV

SCALE: N.T.S. | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	25
		CONTRACT NO. 63417		
	ILLINOIS FED. AID PROJECT			

DETOUR GENERAL NOTES:

1. DURING CONSTRUCTION STAGE V AND VI ONLY NORTHBOUND TRAFFIC WILL BE ACTIVE WITH ONLY ONE LANE.
2. SHERIDAN ROAD SHALL NOT BE CLOSED UNTIL ALL SIGNING IS PLACED IN ACCORDANCE WITH THE DETOUR PLAN AND AS DIRECTED BY THE ENGINEER.
3. THE ENGINEER SHALL BE NOTIFIED AT LEAST TWO WEEKS PRIOR TO THE DAY THE DETOUR IS TO BE IN EFFECT. THE CONTRACTOR WILL CONTACT THE APPROPRIATE LOCAL AGENCIES AND INTERESTED PARTIES.
4. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", AND AS DIRECTED BY THE ENGINEER.
5. THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE AS REQUIRED BY THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL CONTROL DEVICES.
6. ADDITIONAL SIGNING AND/OR BARRICADES DEEMED NECESSARY BY THE ENGINEER SHALL BE PROVIDED AND INSTALLED AT NO ADDITIONAL COST.
7. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE NAMES AND PHONE NUMBERS OF THEIR REPRESENTATIVES ON THE CONSTRUCTION SITE, AND THEIR REPRESENTATIVE RESPONSIBLE FOR THE DETOUR SIGNING, PRIOR TO THE START OF WORK.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FIELD LOCATION OF ALL DETOUR AND CONSTRUCTION SIGNING. THE CONTRACTOR MAY REQUEST THE ENGINEER TO FIELD VERIFY THE POSITIONS OF ANY SIGNS.
9. ACTUAL LOCATIONS FOR SIGNING SHOWN ON THE DETOUR PLAN MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
10. SIGN NUMBERS 6, 7, 19, AND 20 SHALL ALSO BE PROVIDED AND INSTALLED ON PERMANENT MOUNTS TO BE PLACED IN FRONT OF ALL DRIVEWAY ENTRANCES.
11. SIGN NUMBER 8 "DO NOT ENTER" SHOULD BE POSTED ON BOTH SIDES OF THE STREET.

LEGEND

SIGNALIZED INTERSECTION

CONSTRUCTION ZONE (STAGES V & VI)

DETOUR ROUTE (STAGES V & VI)

CONSTRUCTION WARNING SIGN (NUMBER DENOTES TYPE)

FLASHING LIGHT

SCHEDULE OF QUANTITIES

(1) W20-1 (0)-48 — 48" X 48" — BLACK ON ORANGE

(2) W20-2 — 48" X 48" — BLACK ON ORANGE

(3) W20-3A — 48" X 48" — BLACK ON ORANGE

(4) ROAD CLOSED TO THRU TRAFFIC — TYPE III BARRICADE — STANDARD FLASHING (IDOT HWY STD 701901) W/ "LOCAL TRAFFIC ONLY" SIGN

(5) ROAD CLOSED TO ALL TRAFFIC — TYPE III BARRICADE — STANDARD FLASHING (IDOT HWY STD 701901) W/ R11-2 (48" x 30")

(6) R3-1 — 24" X 24"

(7) R3-2 — 24" X 24"

(8) R5-1 — 30" X 30" — RED ON WHITE

(9) SHERIDAN RD.

(10) SOUTHBOUND

(11) CHANGEABLE MESSAGE SIGN

(12) TEMPORARY INFORMATION SIGNING

(13) M4-9 — 30" X 24" — BLACK ON ORANGE

(14) M4-9L — 30" X 24" — BLACK ON ORANGE

(15) M4-9R — 30" X 24" — BLACK ON ORANGE

(16) M4-9(BL) — 30" X 24" — BLACK ON ORANGE

(17) M4-9(BR) — 30" X 24" — BLACK ON ORANGE

(18) M4-8A — 24" X 18" — BLACK ON ORANGE

(19) R6-1 — 36" X 12" — BLACK ON WHITE

(20) R6-1 — 36" X 12" — BLACK ON WHITE

(21) W20-3 — 48" X 48" — BLACK ON ORANGE

(22) DETOUR — TYPE III BARRICADE — STANDARD FLASHING (IDOT HWY STD 701901) W/ M4-10 (48" x 18")

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHERIDAN ROAD /FOREST AVENUE SUGGESTED DETOUR PLANS – STAGES V & VI
		DRAWN - CEC	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -		SCALE: N.T.S. | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	26
		CONTRACT NO. 63417		
	ILLINOIS FED. AID PROJECT			

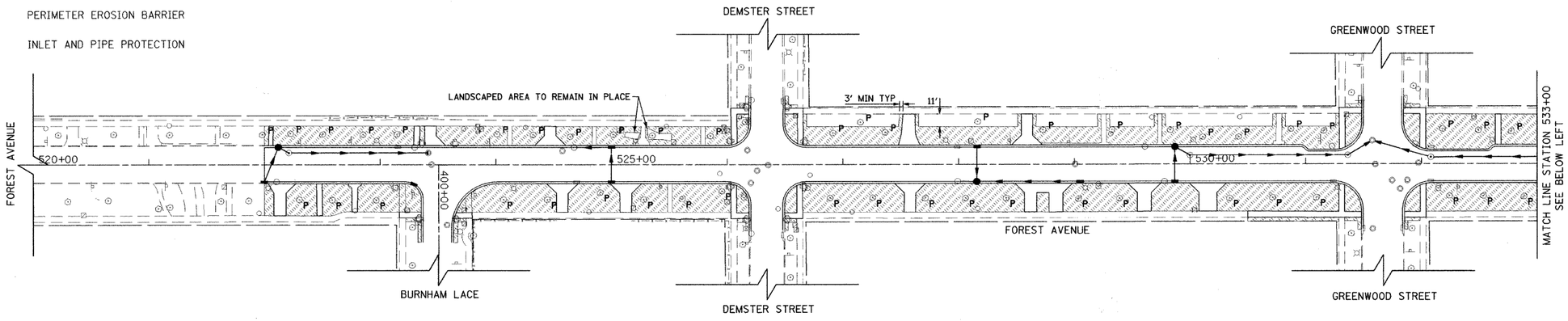
LEGEND

SODDING
TOPSOIL FURNISH AND PLACE, 4"
NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER
(LIMITS DEFINED ON FINAL PLANS)

P — TEMPORARY FENCE, PRUNING, AND ROOT PRUNING

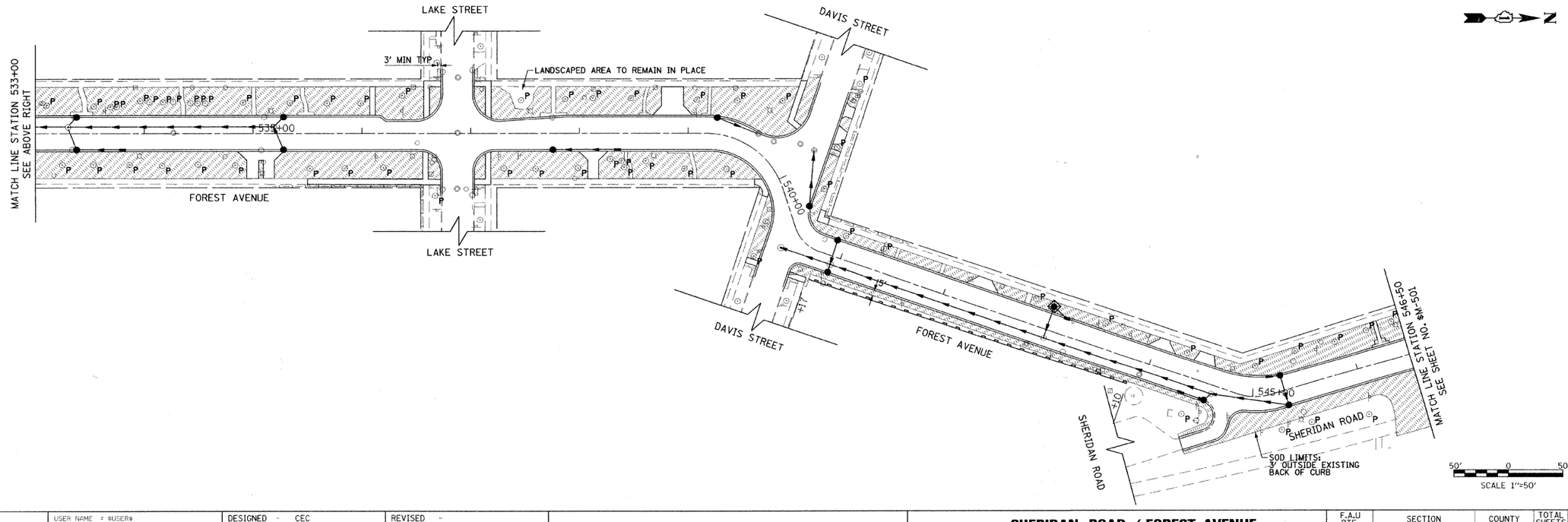
PERIMETER EROSION BARRIER

INLET AND PIPE PROTECTION



NOTE: INLET FILTERS SHALL BE PROVIDED ON ALL EXISTING AND PROPOSED INLETS AND CATCH BASINS WITHIN THE PROJECT LIMITS

50' 0 50'
SCALE 1"=50'



50' 0 50'
SCALE 1"=50'

Tran Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHERIDAN ROAD / FOREST AVENUE LANDSCAPING AND EROSION CONTROL PLANS
		DRAWN NFO	REVISED		
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	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -		

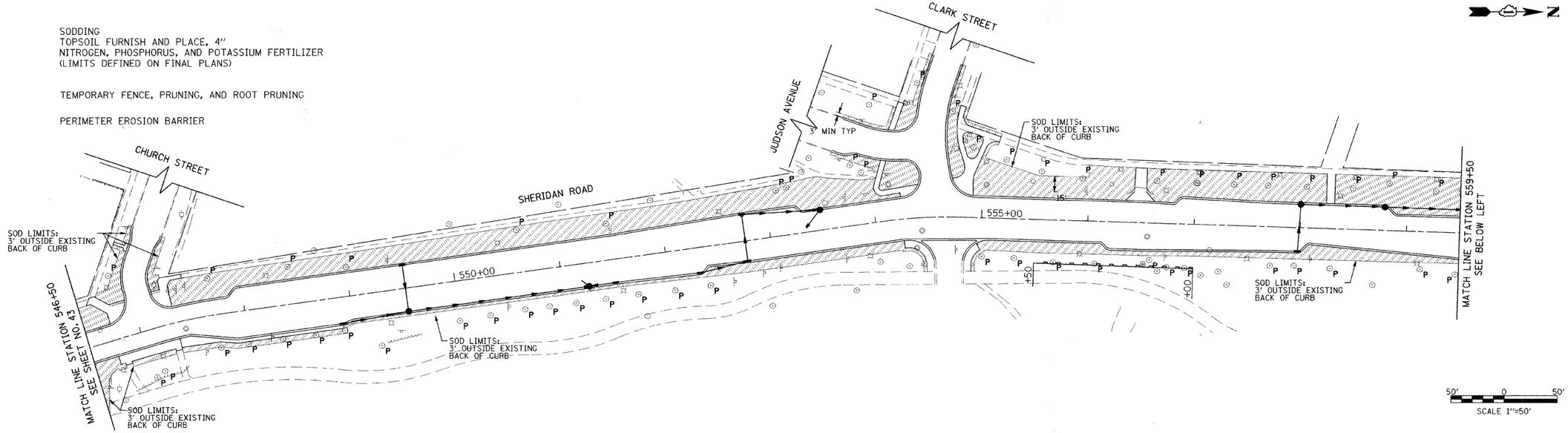
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	27
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

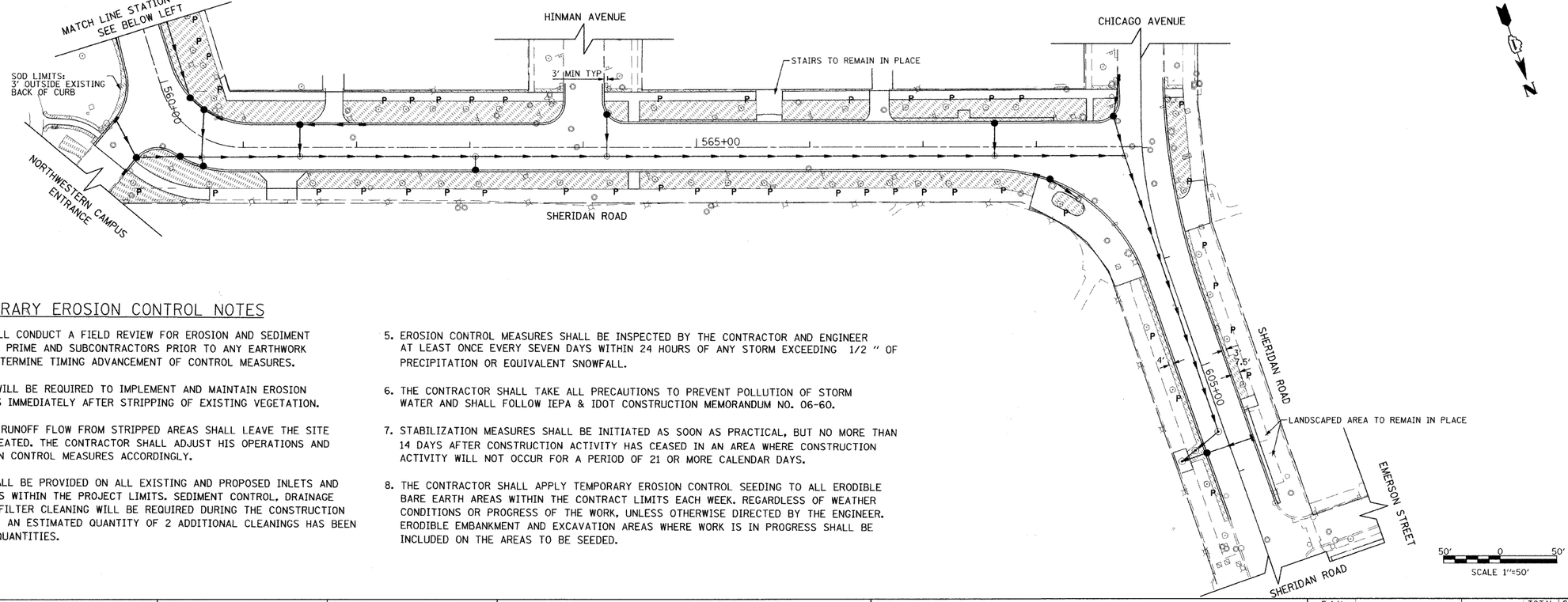
LEGEND

SODDING
TOPSOIL FURNISH AND PLACE, 4"
NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER
(LIMITS DEFINED ON FINAL PLANS)

P TEMPORARY FENCE, PRUNING, AND ROOT PRUNING

PERIMETER EROSION BARRIER





TEMPORARY EROSION CONTROL NOTES

1. THE ENGINEER SHALL CONDUCT A FIELD REVIEW FOR EROSION AND SEDIMENT CONTROL WITH THE PRIME AND SUBCONTRACTORS PRIOR TO ANY EARTHWORK OPERATIONS TO DETERMINE TIMING ADVANCEMENT OF CONTROL MEASURES.
2. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
3. NO CONCENTRATED RUNOFF FLOW FROM STRIPPED AREAS SHALL LEAVE THE SITE WITHOUT BEING TREATED. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT EROSION CONTROL MEASURES ACCORDINGLY.
4. INLET FILTERS SHALL BE PROVIDED ON ALL EXISTING AND PROPOSED INLETS AND OPEN CATCH BASINS WITHIN THE PROJECT LIMITS. SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING WILL BE REQUIRED DURING THE CONSTRUCTION PERIOD AS NEEDED. AN ESTIMATED QUANTITY OF 2 ADDITIONAL CLEANINGS HAS BEEN INCLUDED IN THE QUANTITIES.
5. EROSION CONTROL MEASURES SHALL BE INSPECTED BY THE CONTRACTOR AND ENGINEER AT LEAST ONCE EVERY SEVEN DAYS WITHIN 24 HOURS OF ANY STORM EXCEEDING 1/2 " OF PRECIPITATION OR EQUIVALENT SNOWFALL.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PREVENT POLLUTION OF STORM WATER AND SHALL FOLLOW IEPA & IDOT CONSTRUCTION MEMORANDUM NO. 06-60.
7. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICAL, BUT NO MORE THAN 14 DAYS AFTER CONSTRUCTION ACTIVITY HAS CEASED IN AN AREA WHERE CONSTRUCTION ACTIVITY WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.
8. THE CONTRACTOR SHALL APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL ERODIBLE BARE EARTH AREAS WITHIN THE CONTRACT LIMITS EACH WEEK. REGARDLESS OF WEATHER CONDITIONS OR PROGRESS OF THE WORK, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ERODIBLE EMBANKMENT AND EXCAVATION AREAS WHERE WORK IS IN PROGRESS SHALL BE INCLUDED ON THE AREAS TO BE SEEDED.

Tran Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

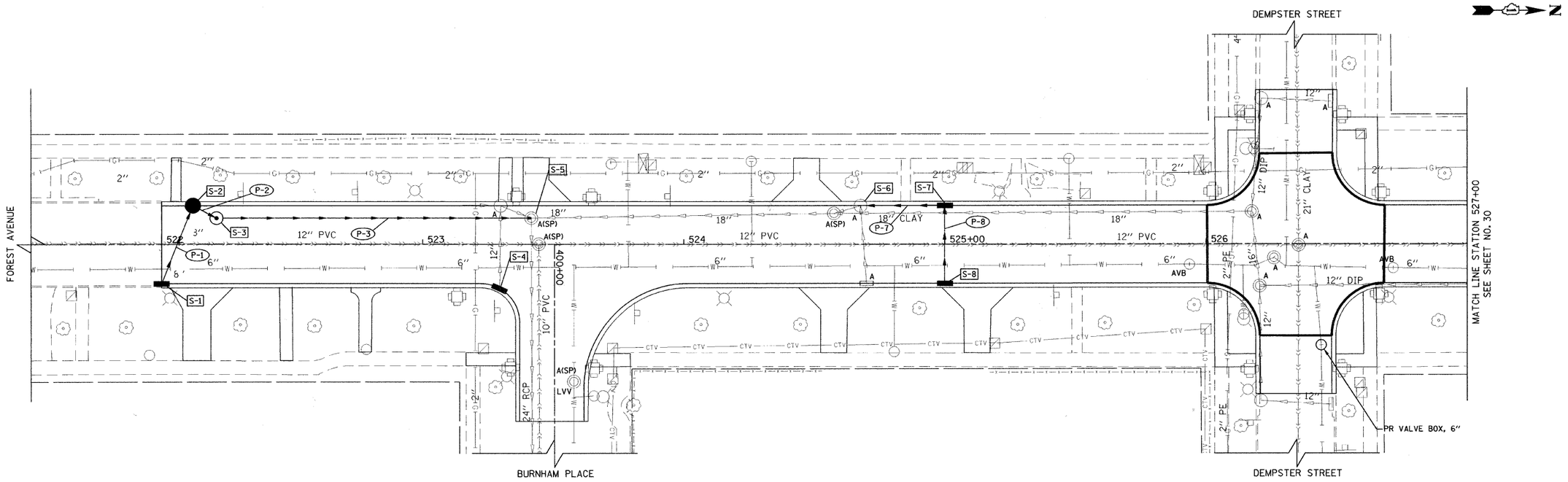
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFO	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
LANDSCAPING AND EROSION CONTROL PLANS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	28
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-1	522+00	15.0' RT	PR INL TY A	T3F&G	13.02								10.10
S-2	522+12	15.0' LT	PR CB TY A •	T3F&G	12.86		9.71		9.81				
S-3	522+21	10.2' LT	PR MH TY A - 4' DIA	T1F&G CL	13.14	4.11					9.65		
S-4	523+29	16.9' RT	PR INL TY A	T3F&G	12.48							9.61(EX)	
S-5	523+42	10.2' LT	EX MH	T1F&G CL	12.64	2.73(EX)		2.32(EX)		3.50	5.48(EX)		
S-6	524+68	15.0' LT	EX CB ••	T3F&G	11.74	7.70		8.16(EX)	6.91(EX)				
S-7	525+00	15.0' LT	PR INL TY B	T3F&G	11.68			8.15		8.00			
S-8	525+00	15.0' RT	PR INL TY A	T3F&G	11.68							8.43	

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT

• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

•• INDICATES THAT IF STRUCTURE S-6 DOES NOT HAVE A HALF-TRAP, A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE MUST BE INSTALLED AND IT SHALL BE CONSIDERED INCLUDED IN THE COST OF PIPE P-7 (SEE SEWER DETAILS).

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-1	DIP	-	-	12"	29.4	34.37%	28
P-2	DIP	-	-	12"	6.3	1.00%	2
P-3	SS RG	A	2	15"	121	0.50%	144
P-7••	DIP	-	-	12"	30	1.00%	9
P-8	DIP	-	-	12"	28	1.00%	7

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

DRAINAGE SYMBOLS

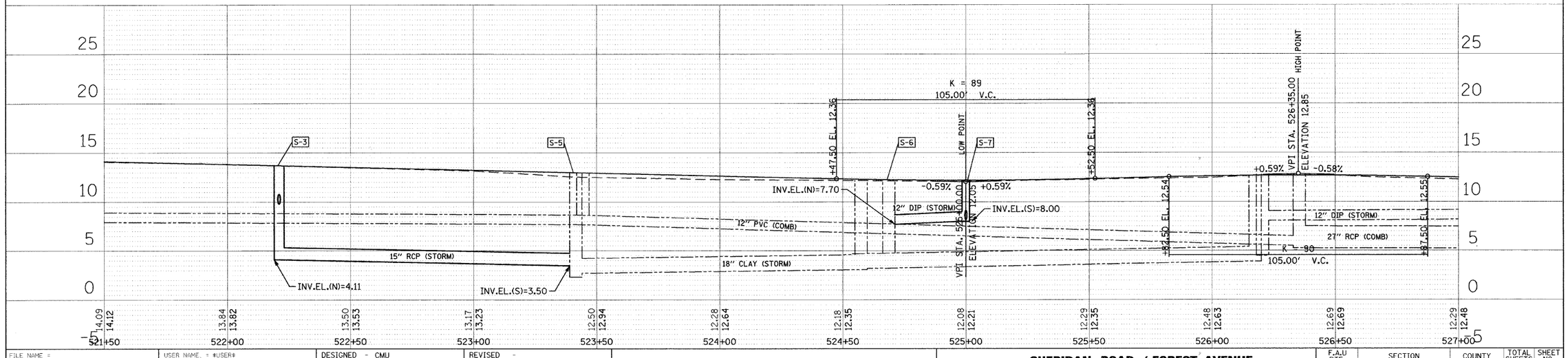
EXISTING / PROPOSED

- STORM SEWER LINE
- COMBINED SEWER LINE
- SANITARY SEWER LINE
- STORM SEWER INLET
- STORM SEWER CB
- MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'



PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / DRAWN / PLOTTED / NOTE BOOK / NO. — BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / R.N. NOTES / STRUCTURE NOTATIONS CHKD — BY / DATE

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

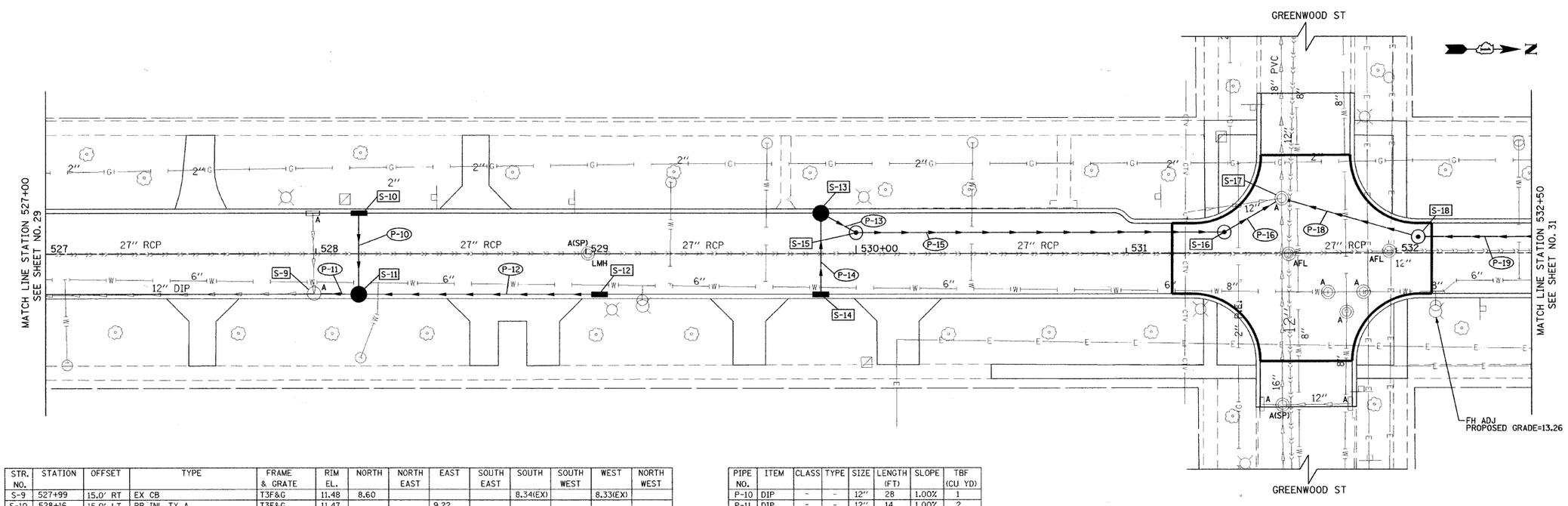
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 1 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	29
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-9	527+99	15.0' RT	EX CB	T3F&G	11.48	8.60				8.34(EX)		8.33(EX)	
S-10	528+16	15.0' LT	PR INL TY A	T3F&G	11.47			9.22					
S-11	528+16	15.0' RT	PR CB TY A •	T3F&G	11.47	8.74				8.74		8.94	
S-12	529+05	15.0' RT	PR INL TY A	T3F&G	11.86					9.61			
S-13	529+87	15.0' LT	PR CB TY A •	T3F&G	11.98		9.02	9.12					
S-14	529+87	15.0' RT	PR INL TY A	T3F&G	12.14							9.39	
S-15	530+00	7.7' LT	PR MH TY A - 4' DIA	T1F&G CL	12.26	7.82					8.91		
S-16	531+36	7.7' LT	PR MH TY A - 4' DIA	T1F&G CL	12.84					6.50			6.40
S-17	531+58	20.2' LT	EX MH	T1F&G CL	12.85	PLUG	7.55	7.63(EX)	6.30	PLUG		6.13(EX)	
S-18	532+08	6.00' LT	PR MH TY A - 4' DIA	T1F&G CL	12.85	7.85					7.75		

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT

• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-10	DIP	-	-	12"	28	1.00%	1
P-11	DIP	-	-	12"	14	1.00%	2
P-12	DIP	-	-	12"	87	1.00%	4
P-15	DIP	-	-	12"	132.3	1.00%	73
P-13	DIP	-	-	12"	10.9	1.00%	3
P-14	DIP	-	-	12"	27	1.00%	4
P-16	SS RG	A	2	12"	20.1	0.50%	15
P-18	DIP	-	-	16"	50	0.40%	26
P-19	DIP	-	-	16"	120	0.40%	48

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

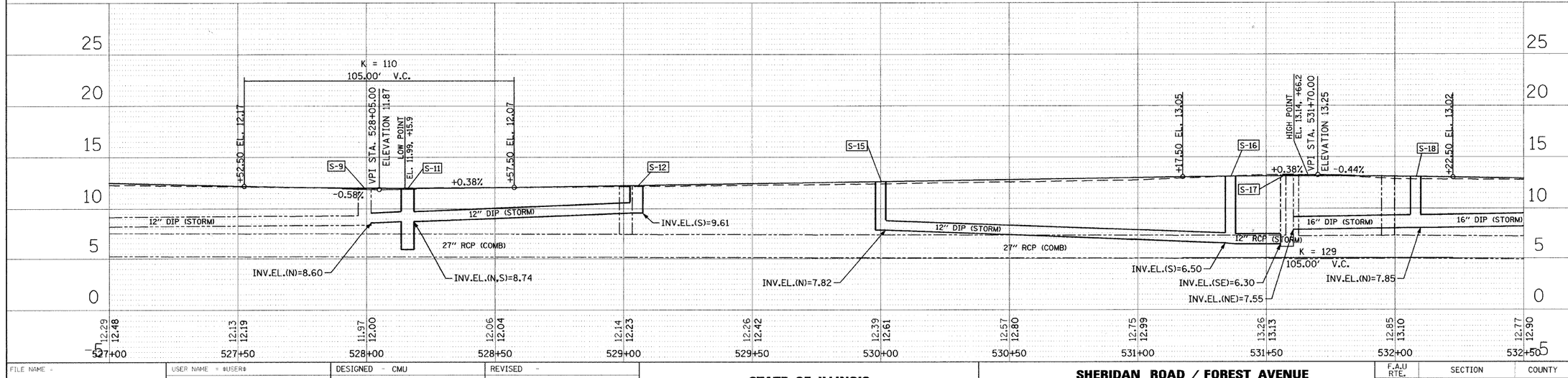
DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'



PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / PLAN CHECKED / NOTE BOOK / NO. / FIELD BOOK / PLOT FILE NAME / BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / ELEV. NOTED / NOTE BOOK / NO. / STRUCTURE NOTATING CHKD / BY / DATE

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - CMU	REVISED -
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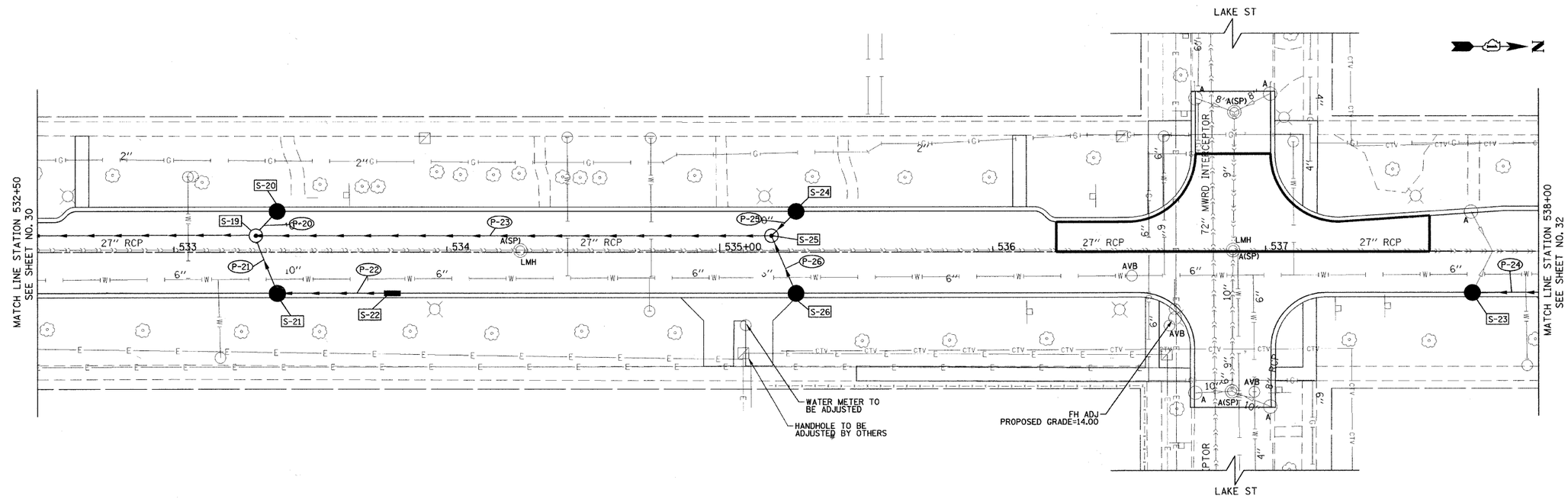
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 2 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	30
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-19	533+30	6.0' LT	PR MH TY A - 4' DIA	T1F&G CL	12.35	8.43	9.03			8.33			9.23
S-20	533+38	15.0' LT	PR CB TY A •	T3F&G	12.08				9.33				
S-21	533+38	15.0' RT	PR CB TY A •	T3F&G	12.27	9.33					9.23		
S-22	533+80	15.0' RT	PR INL TY A	T3F&G	12.33					9.73			
S-23	537+76	15.0' RT	PR CB TY A (W/R)	T1F&G CL	13.19	10.19							9.84(EX)
S-24	535+28	15.0' LT	PR CB TY A •	T3F&G	12.62				9.62				
S-25	535+19	6.0' LT	PR MH TY A - 4' DIA	T1F&G CL	12.87		9.87			9.17			9.53
S-26	535+28	15.0' RT	PR CB TY A •	T3F&G	12.81						10.06		

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-20	DIP	-	-	12"	10	1.00%	2
P-21	DIP	-	-	12"	20	1.00%	4
P-22	DIP	-	-	12"	40	1.00%	5
P-23	DIP	-	-	16"	185	0.40%	51
P-24	DIP	-	-	12"	56.4	1.00%	9
P-25	DIP	-	-	16"	8.8	1.00%	2
P-26	DIP	-	-	12"	18.8	0.00%	33

DIP - DUCTILE IRON PIPE CLASS 50

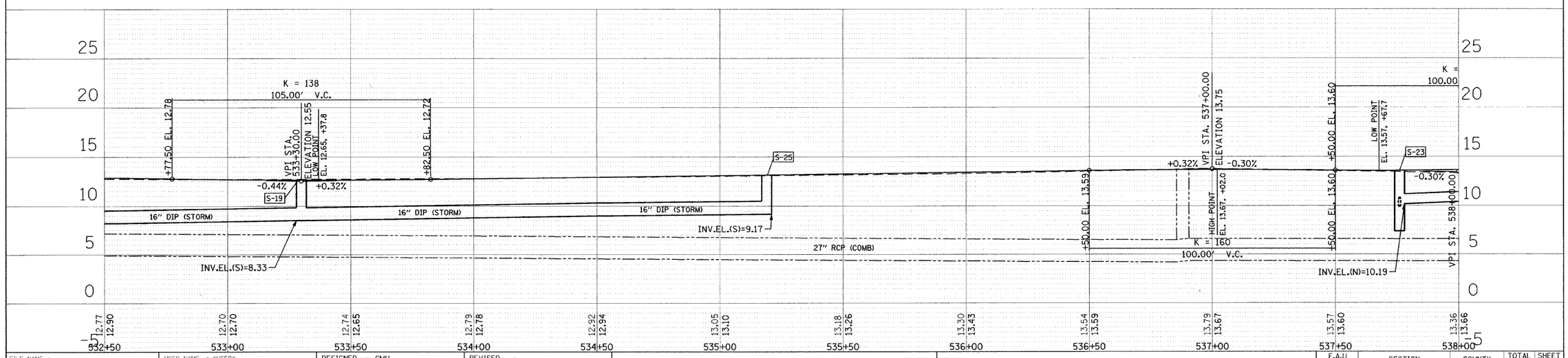
DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'



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		DRAWN - CMU	REVISED -	
	PLOT SCALE - $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 3 OF 10 SHEETS | STA. | TO STA

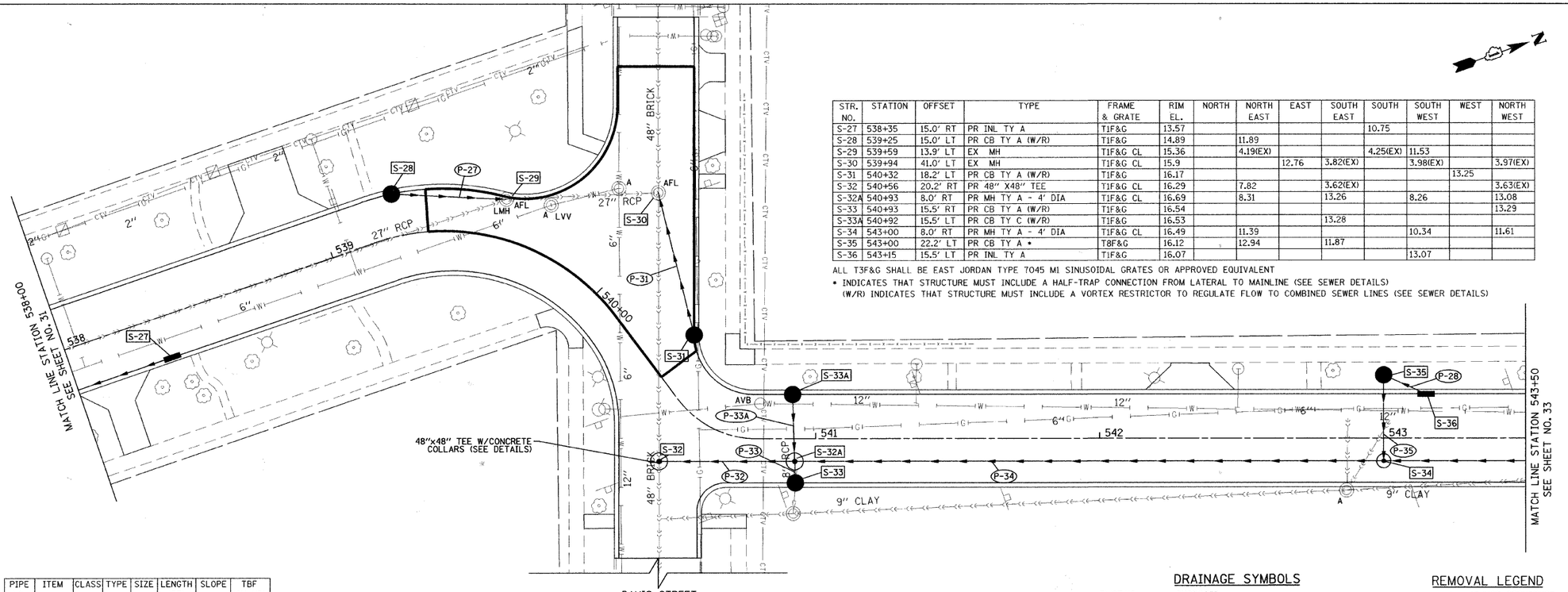
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	31
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED, DRAWN, ALIGNMENT CHECKED, GRADES CHECKED, R.M. NOTED, STRUCTURE NOTATIONS CHKED, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, DRAWN, GRADES CHECKED, R.M. NOTED, NOTE BOOK, NO., BY, DATE

STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-27	538+35	15.0' RT	PR INL TY A	T1F&G	13.57					10.75			
S-28	539+25	15.0' LT	PR CB TY A (W/R)	T1F&G	14.89		11.89						
S-29	539+59	13.9' LT	EX MH	T1F&G CL	15.36		4.19(EX)			4.25(EX)	11.53		
S-30	539+94	41.0' LT	EX MH	T1F&G CL	15.9			12.76	3.82(EX)		3.98(EX)		3.97(EX)
S-31	540+32	18.2' LT	PR CB TY A (W/R)	T1F&G	16.17							13.25	
S-32	540+56	20.2' RT	PR 48" X48" TEE	T1F&G CL	16.29		7.82		3.62(EX)				3.63(EX)
S-32A	540+93	8.0' RT	PR MH TY A - 4' DIA	T1F&G CL	16.69		8.31		13.26		8.26		13.08
S-33	540+93	15.5' RT	PR CB TY A (W/R)	T1F&G	16.54								13.29
S-33A	540+92	15.5' LT	PR CB TY C (W/R)	T1F&G	16.53				13.28				
S-34	543+00	8.0' RT	PR MH TY A - 4' DIA	T1F&G CL	16.49		11.39				10.34		11.61
S-35	543+00	22.2' LT	PR CB TY A •	T8F&G	16.12		12.94		11.87				
S-36	543+15	15.5' LT	PR INL TY A	T1F&G	16.07						13.07		

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)
(W/R) INDICATES THAT STRUCTURE MUST INCLUDE A VORTEX RESTRICTOR TO REGULATE FLOW TO COMBINED SEWER LINES (SEE SEWER DETAILS)



PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-27	DIP	-	-	12"	36.1	1.00%	9
P-28	DIP	-	-	12"	13.4	1.00%	3
P-31	DIP	-	-	12"	49	1.00%	9
P-32	SS RG	A	2	15"	43.8	1.00%	48
P-33	DIP	-	-	12"	3.5	1.00%	1
P-33A	DIP	-	-	12"	20	1.00%	5
P-34	DIP	-	-	16"	203.4	1.00%	209
P-35	DIP	-	-	12"	26.2	1.00%	11

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

DRAINAGE SYMBOLS

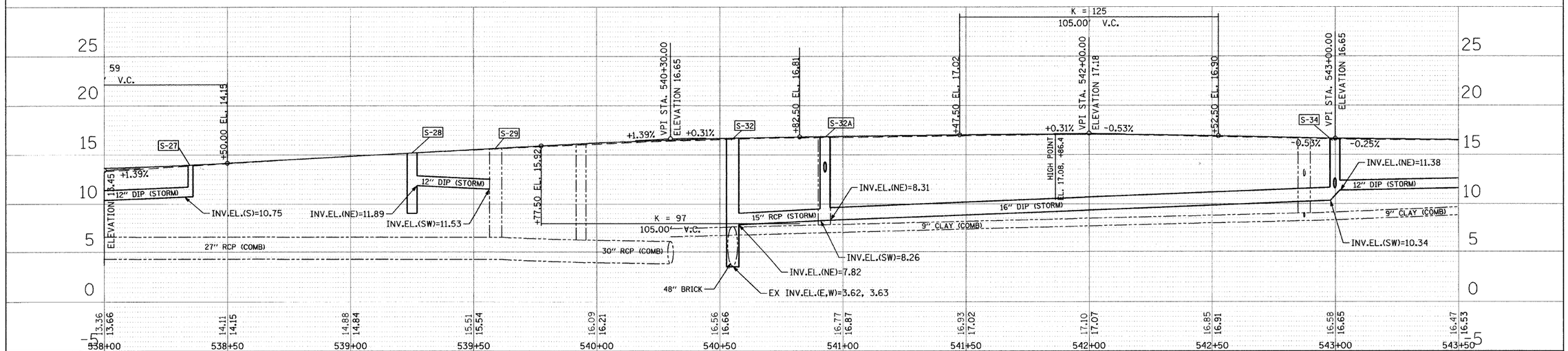
EXISTING / PROPOSED

- STORM SEWER LINE
- COMBINED SEWER LINE
- SANITARY SEWER LINE
- STORM SEWER INLET
- STORM SEWER CB
- MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' 5'
HORIZ. 1"=20'
VERT. 1"=5'



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	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

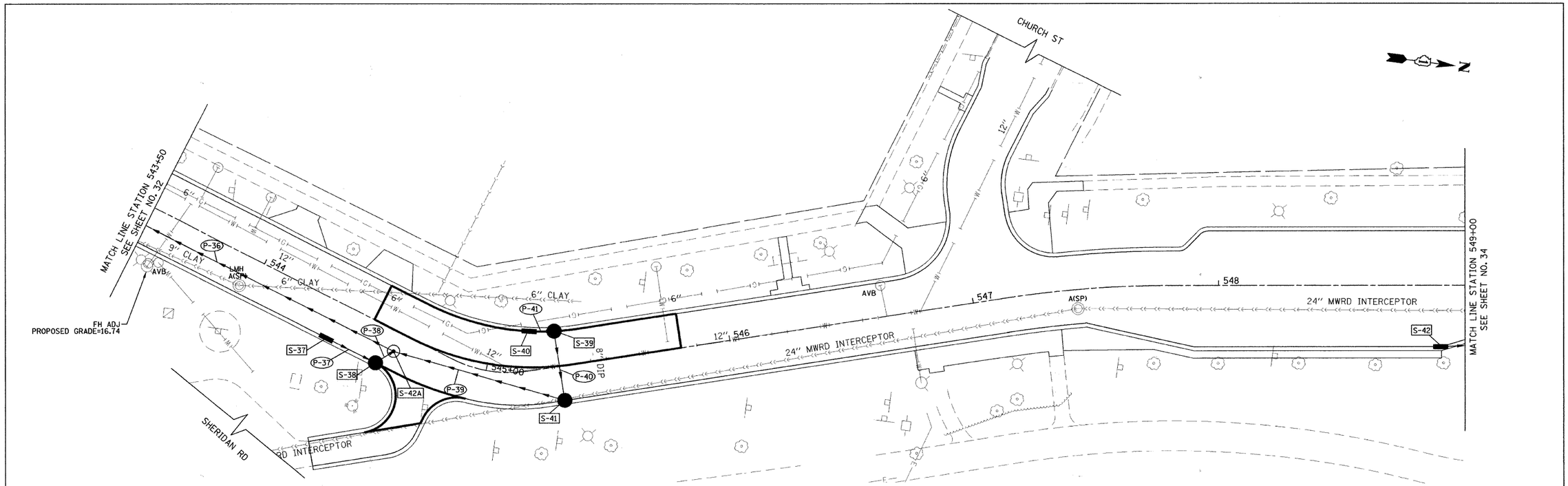
SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 4 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	32
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — DATE / BY / SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / R.M. NOTED / ROAD SYS. NAME / NOTE BOOK / NO.

PROFILE — DATE / BY / SURVEYED / DRAWN / GRADES CHECKED / R.M. NOTED / STRUCTURE NOTATIONS CHKD / NOTE BOOK / NO.



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-37	544+36	15.5' RT	PR INL TY A	T1F&G	15.79		12.79						
S-38	544+58	15.5' RT	PR CB TY A (W/R)	T1F&G	15.61						12.60		12.50
S-39	545+30	14.5' LT	PR CB TY A (W/R)	T1F&G	15.3			12.75		12.80			
S-40	545+20	16.0' LT	PR INL TY A	T1F&G	15.27	12.83							
S-41	545+30	14.0' RT	PR CB TY A (W/R)	T1F&G	15.29					12.57		12.62	
S-42	548+90	25.0' RT	PR INL TY A	T1F&G	14.45	12.20							
S-42A	544+63	8.0' RT	PR MH TY A - 4' DIA	T1F&G CL	15.72	12.23			12.45		12.18		

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
(W/R) INDICATES THAT STRUCTURE MUST INCLUDE A VORTEX RESTRICTOR TO REGULATE FLOW TO COMBINED SEWER LINES (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-36	DIP	-	-	12"	158.7	0.50%	81
P-37	DIP	-	-	12"	19.3	1.00%	4
P-38	DIP	-	-	12"	4.7	1.00%	2
P-39	DIP	-	-	12"	68.8	0.50%	13
P-40	DIP	-	-	12"	24.5	0.50%	3
P-41	DIP	-	-	12"	7	0.50%	1

DIP - DUCTILE IRON PIPE CLASS 50

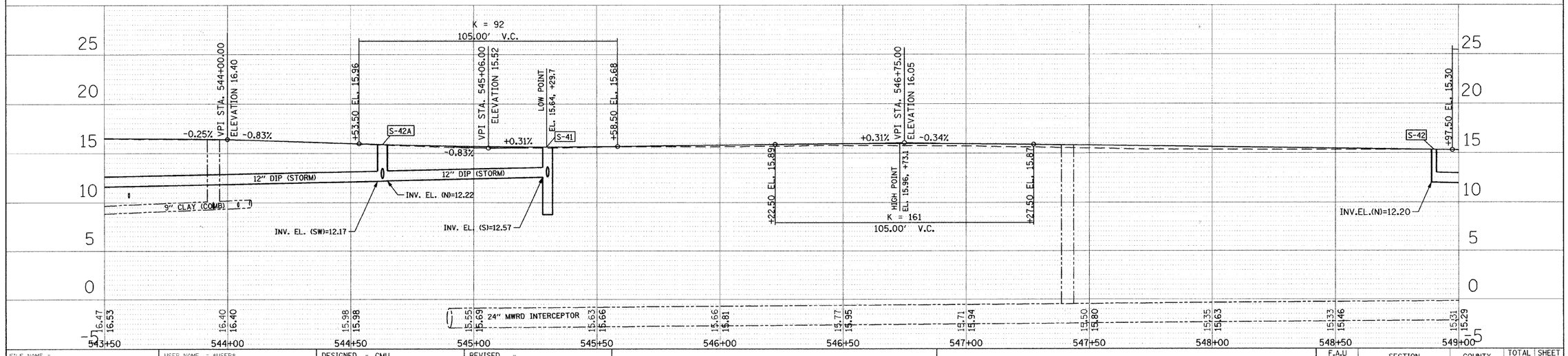
DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' 5'
HORIZ. 1"=20'
VERT. 1"=5'



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		DRAWN - CMU	REVISED -	
	PLOT SCALE = #SCALE#	CHECKED - DWB	REVISED -	
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

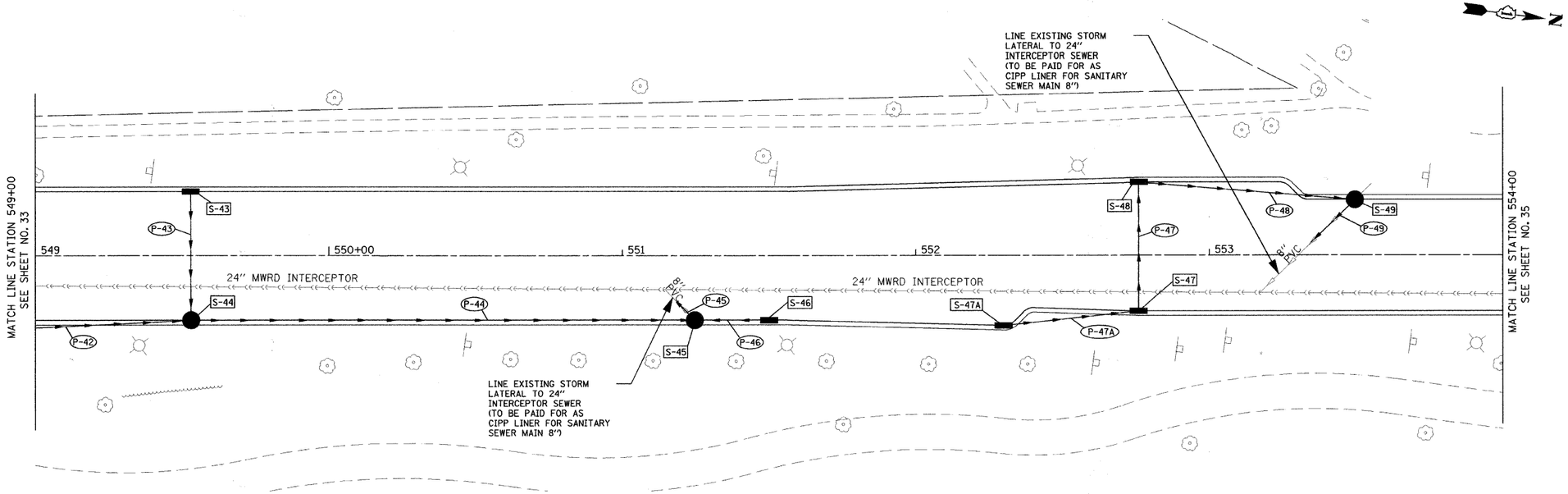
SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 5 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	33
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN: SURVEYED, DRAWN, ALIGNMENT CHECKED, R.O.P. & R/W MARKED, NOTE BOOK, NO., DATE, BY, ADJU. R/W NAME

PROFILE: SURVEYED, DRAWN, GRADES CHECKED, B.M. NOTED, STRUCTURE NO'S/PIPE CK'D, NOTE BOOK, NO., DATE, BY



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-43	549+53	22.0' LT	PR INL TY A	T1F&G	14.77			12.02					
S-44	549+53	22.0' RT	PR CB TY A (W/R)	T1F&G	14.44	11.55				11.60		11.60	
S-45	551+25	22.0' RT	PR CB TY A (W/R)	T1F&G	14.58	11.70				10.71	10.61		
S-46	551+50	22.0' RT	PR INL TY A	T1F&G	14.50					11.92			
S-47	552+76	19.0' RT	PR INL TY B	T1F&G	14.24					11.83		11.78	
S-47A	552+30	23.9' RT	PR INL TY A	T1F&G	14.30	12.05							
S-48	552+76	25.0' LT	PR INL TY B	T1F&G	14.40	11.32		11.37					
S-49	553+50	19.0' LT	PR CB TY A (W/R)	T1F&G	15.09				10.75	10.97			

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
(W/R) INDICATES THAT STRUCTURE MUST INCLUDE A VORTEX RESTRICTOR TO REGULATE FLOW TO COMBINED SEWER LINES (SEE SEWER DETAILS

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-42	DIP	-	-	12"	60.1	1.00%	14
P-43	DIP	-	-	12"	42	1.00%	6
P-44	DIP	-	-	12"	168.2	0.50%	60
P-46	DIP	-	-	12"	22.3	1.00%	3
P-45	DIP	-	-	8"	6.8	-	2
P-47	DIP	-	-	12"	41	1.00%	5
P-47A	DIP	-	-	12"	43.8	0.50%	5
P-48	DIP	-	-	12"	70.4	0.50%	19
P-49	DIP	-	-	8"	19	-	8

DIP - DUCTILE IRON PIPE CLASS 50

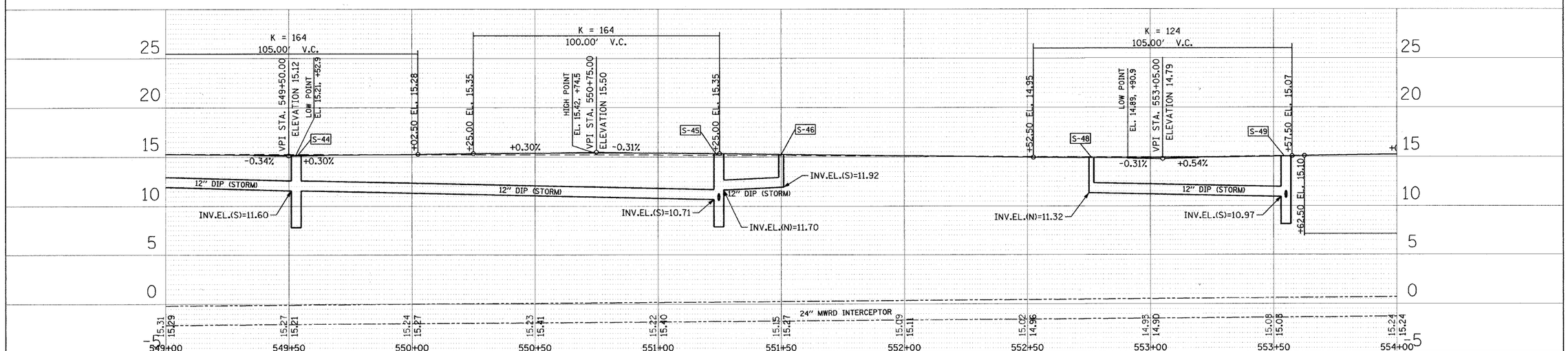
DRAINAGE SYMBOLS

EXISTING	PROPOSED	
		STORM SEWER LINE
		COMBINED SEWER LINE
		SANITARY SEWER LINE
		STORM SEWER INLET
		STORM SEWER CB
		MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'



TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

PLAN / PROFILE
SURVEYED / ADJUSTED / ALIGNMENT CHECKED / GRADES CHECKED / R.M. NOTED / PLANS CHECKED / FIELD BOOK / NOTE BOOK / NO. / FILE NAME / STRUCTURE NOTATIONS CK'D / BY / DATE

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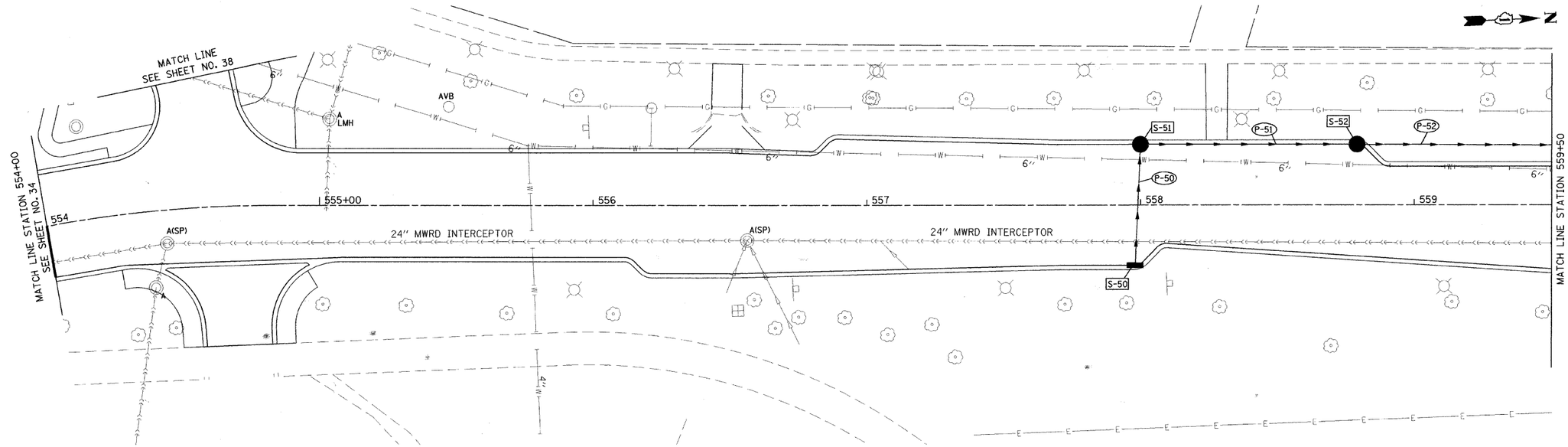
		DRAWN - CMU	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN
SCALE: | SHEET NO. 6 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	34
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-50	557+98	22.0' RT	PR CB TY A (W/R)	T3F&G	13.09				10.75	10.97			
S-51	558+00	22.0' LT	PR INL TY A	T3F&G	13.30			10.39				10.59	
S-52	558+79	22.0' LT	PR CB TY A *	T3F&G	12.88	10.29							

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
* INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-50	DIP	-	-	12"	41	0.50%	5
P-51	DIP	-	-	16"	75.1	0.50%	10
P-52	DIP	-	-	16"	137.2	0.50%	39

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

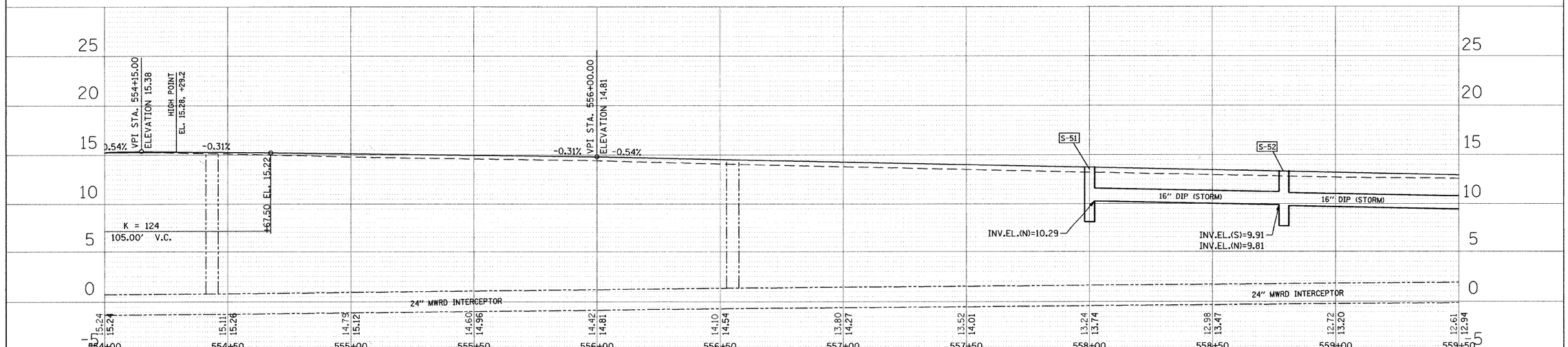
DRAINAGE SYMBOLS

EXISTING	PROPOSED	
		STORM SEWER LINE
		COMBINED SEWER LINE
		SANITARY SEWER LINE
		STORM SEWER INLET
		STORM SEWER CB
		MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' 5'
HORIZ. 1"=20'
VERT. 1"=5'



PLAN / PROFILE — SURVEYED, DRAWN, ALIGNMENT CHECKED, GRADES CHECKED, BLM. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., PLOT FILE NAME, BY, DATE

Transystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
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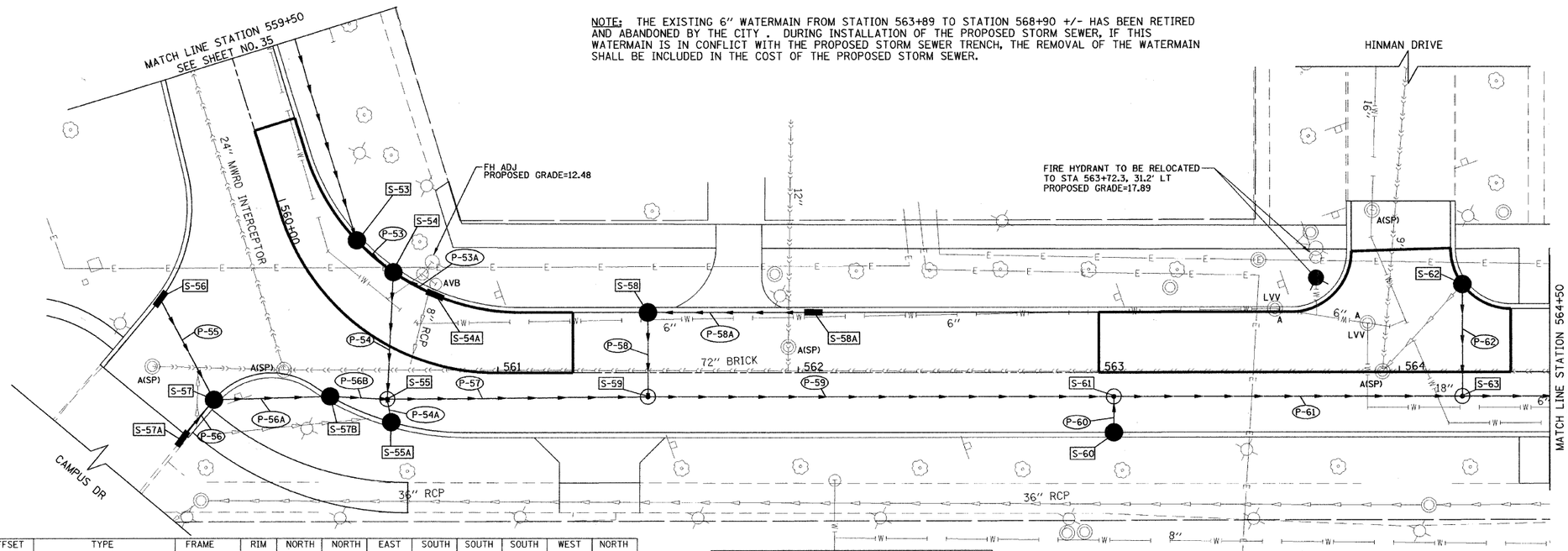
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 7 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	35
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE: THE EXISTING 6" WATERMAIN FROM STATION 563+89 TO STATION 568+90 +/- HAS BEEN RETIRED AND ABANDONED BY THE CITY . DURING INSTALLATION OF THE PROPOSED STORM SEWER, IF THIS WATERMAIN IS IN CONFLICT WITH THE PROPOSED STORM SEWER TRENCH, THE REMOVAL OF THE WATERMAIN SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-53	560+26	19.1' LT	PR CB TY A •	T3F&G	12.05					9.12			9.02
S-54	560+48	21.1' LT	PR CB TY A •	T3F&G	12.04		8.86		8.96				9.12
S-54A	560+70	21.7' LT	PR INL TY A	T3F&G	12.35				9.25				
S-55	560+69	16.2' RT	PR MH TY A - 5' DIA	T1F&G CL	12.34	9.14			8.53		8.67		8.43
S-55A	560+72	22.9' RT	PR CB TY A •	T3F&G	12.17					9.17			
S-56	560+13	47.5' RT	PR INL TY A	T3F&G	11.41	9.10							
S-57	560+36	50.9' RT	PR CB TY A	T3F&G	11.25		8.75			8.75			8.75
S-57A	560+38	67.5' RT	PR INL TY A	T3F&G	10.81						8.81		
S-57B	560+55	24.5' RT	PR CB TY A •	T3F&G	11.98				8.60				8.60
S-58	561+50	20.0' LT	PR CB TY A •	T3F&G	13.63		10.13						10.53
S-58A	562+05	20.0' LT	PR INL TY A	T3F&G	14.55				11.05				
S-59	561+50	8.0' RT	PR MH TY A - 5' DIA	T1F&G CL	13.79				8.29		9.90		8.19
S-60	563+05	20.0' RT	PR CB TY A •	T3F&G	16.40						12.90		
S-61	563+05	8.0' RT	PR MH TY A - 6' DIA	T1F&G CL	16.74		12.83		8.00				7.90
S-62	564+21	29.1' LT	PR CB TY A •	T3F&G	18.79		15.29						
S-63	564+21	8.0' RT	PR MH TY A - 6' DIA	T1F&G CL	18.99				7.76		14.97		7.66

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 MI SINUSOIDAL GRATES OR APPROVED EQUIVALENT
• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-53	DIP	-	-	16"	12.6	0.50%	2
P-53A	DIP	-	-	12"	12.7	1.00%	3
P-54	DIP	-	-	16"	37.6	0.50%	8
P-54A	DIP	-	-	12"	3.3	1.00%	1
P-55	DIP	-	-	12"	34.7	1.00%	2
P-56	DIP	-	-	12"	13.8	0.44%	1
P-56A	DIP	-	-	12"	34.7	0.44%	10
P-56B	DIP	-	-	16"	14.5	0.44%	4
P-57	SS RG	A	1	24"	81.8	0.17%	33
P-58	DIP	-	-	12"	23.5	1.00%	7
P-58A	DIP	-	-	12"	52	1.00%	11
P-59	SS RG	A	2	30"	149.5	0.13%	134
P-60	DIP	-	-	12"	7	1.00%	2
P-61	SS RG	A	2	30"	109.9	0.13%	170
P-62	DIP	-	-	12"	32.1	1.00%	10

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

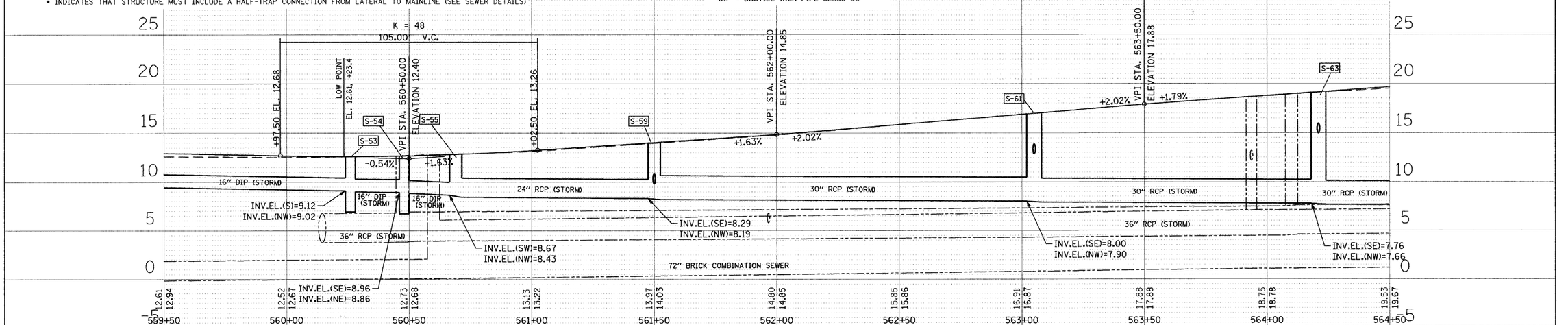
DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'



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		DRAWN - CMU	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - DWB	REVISED -
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

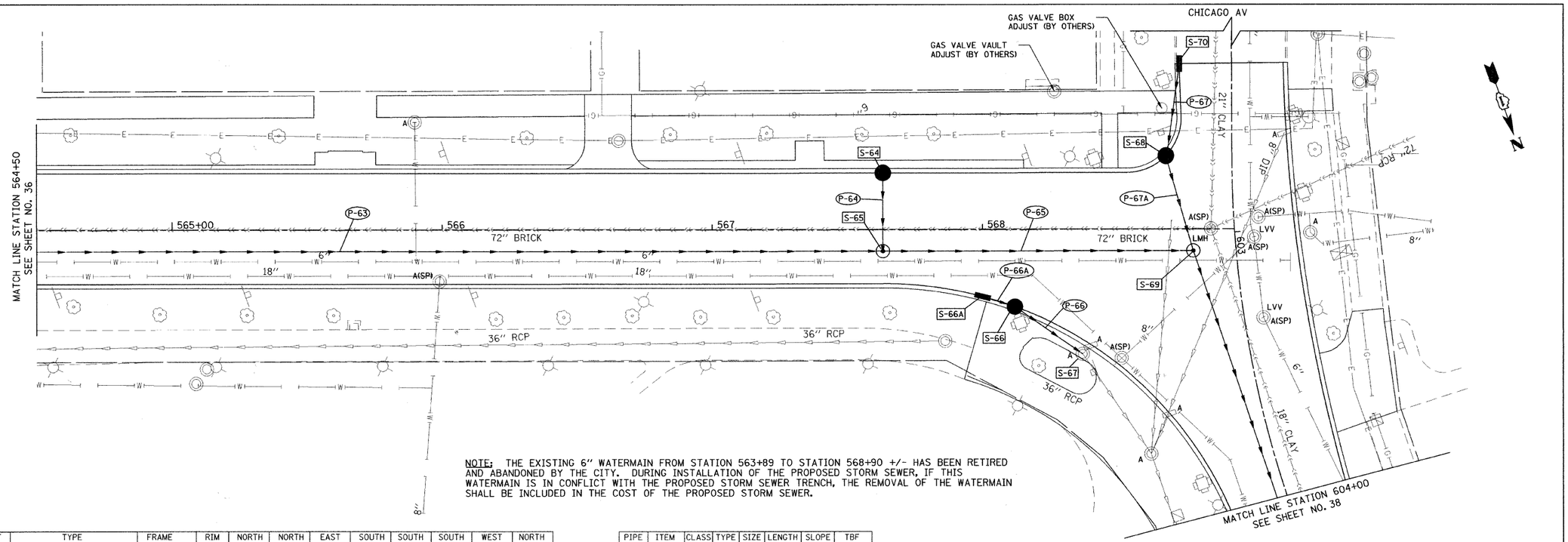
SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 8 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	36
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / GRADES CHECKED / R.M.& NO TES / PLAN & PROFILE NOTATIONS CHECKED / NOTE BOOK / NO. / BY / DATE

PROFILE — SURVEYED / DRAWN / GRADES CHECKED / R.M. NO TES / PROFILE NOTATIONS CHECKED / NOTE BOOK / NO. / BY / DATE



NOTE: THE EXISTING 6" WATERMAIN FROM STATION 563+89 TO STATION 568+90 +/- HAS BEEN RETIRED AND ABANDONED BY THE CITY. DURING INSTALLATION OF THE PROPOSED STORM SEWER, IF THIS WATERMAIN IS IN CONFLICT WITH THE PROPOSED STORM SEWER TRENCH, THE REMOVAL OF THE WATERMAIN SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-64	567+63	21.0' LT	PR CB TY A •	T3F&G	19.19		15.69						
S-65	567+63	8.0' RT	PR MH TY A - 6' DIA	T1F&G CL	19.45				7.22		15.45		7.12
S-66	568+12	28.7' RT	PR CB TY A •	T3F&G	18.84				16.02				15.92
S-66A	568+00	24.9' RT	PR INL TY A	T3F&G	18.93								16.12
S-67	568+37	46.3' RT	EX MH	T1F&G CL	19.11				15.73		15.61(EX)		15.54(EX)
S-68	568+68	27.0' LT	PR CB TY A •	T3F&G	18.35	14.86					14.96		
S-69	568+78	8.0' RT	PR MH TY A - 6' DIA	T1F&G CL	19.75	6.88			6.98	14.54			
S-70	602+38	19.4' RT	PR INL TY A	T3F&G	18.27		15.27						

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-63	SS RG	A	2	30"	336.2	0.13%	651
P-64	DIP	-	-	12"	24	1.00%	7
P-65	SS RG	A	2	30"	108.9	0.13%	230
P-66	DIP	-	-	12"	26.1	0.75%	5
P-66A	DIP	-	-	12"	9.6	1.00%	2
P-67	DIP	-	-	12"	31.5	1.00%	7
P-67A	DIP	-	-	12"	31.4	1.00%	12

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

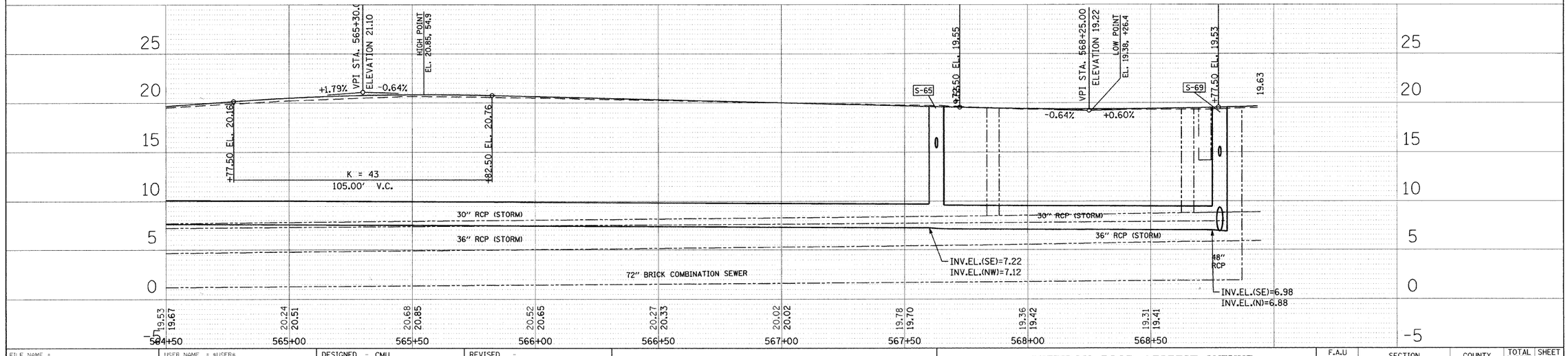
DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

20' 0 20'
5' 5'
HORIZ. 1"=20'
VERT. 1"=5'



TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

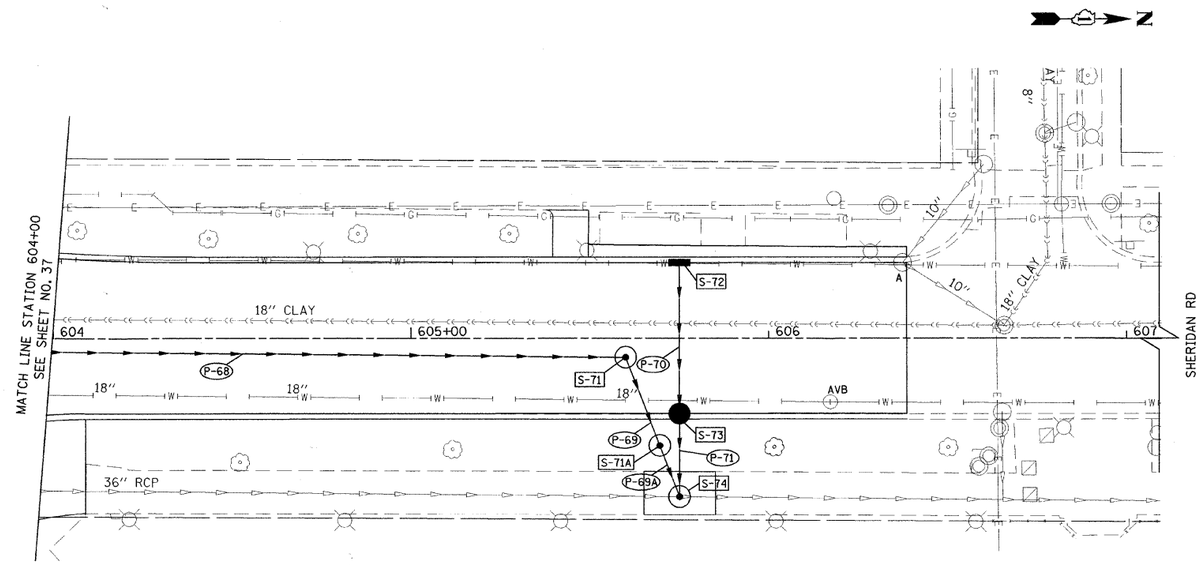
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 9 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	37
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STR. NO.	STATION	OFFSET	TYPE	FRAME & GRATE	RIM EL.	NORTH	NORTH EAST	EAST	SOUTH EAST	SOUTH	SOUTH WEST	WEST	NORTH WEST
S-71	605+60	5.2' RT	PR MH TY A - 6' DIA	T1F&G CL	18.34		6.45			6.55			
S-71A	605+69	29.9' RT	PR MH TY A - 7' DIA (W/CV)	T1F&G CL	18.77		6.43				6.43		
S-72	605+75	21.0' LT	PR INL TY A	T3F&G	17.63			14.13					
S-73	605+75	21.0' RT	PR CB TY A •	T3F&G	17.63			13.64				13.74	
S-74	605+75	44.2' RT	PR MH TY A - 7' DIA	T1F&G CL	19.48	5.98(EX)				5.98(EX)	6.41	13.46	

ALL T3F&G SHALL BE EAST JORDAN TYPE 7045 M1 SINUSOIDAL GRATES OR APPROVED EQUIVALENT
• INDICATES THAT STRUCTURE MUST INCLUDE A HALF-TRAP CONNECTION FROM LATERAL TO MAINLINE (SEE SEWER DETAILS)
(W/CV) INDICATES THAT A CHECK VALVE SHALL BE INSTALLED IN THIS STRUCTURE (SEE SEWER DETAILS)

PIPE NO.	ITEM	CLASS	TYPE	SIZE	LENGTH (FT)	SLOPE	TBF (CU YD)
P-68	SS RG	A	2	30"	251.3	0.13%	518
P-69	SS RG	A	2	30"	20	0.13%	44
P-69A	SS RG	A	2	30"	8.3	0.13%	20
P-70	DIP	-	-	12"	39	1.00%	11
P-71	DIP	-	-	12"	18.2	1.00%	12

SS RG - STORM SEWER RUBBER GASKET
DIP - DUCTILE IRON PIPE CLASS 50

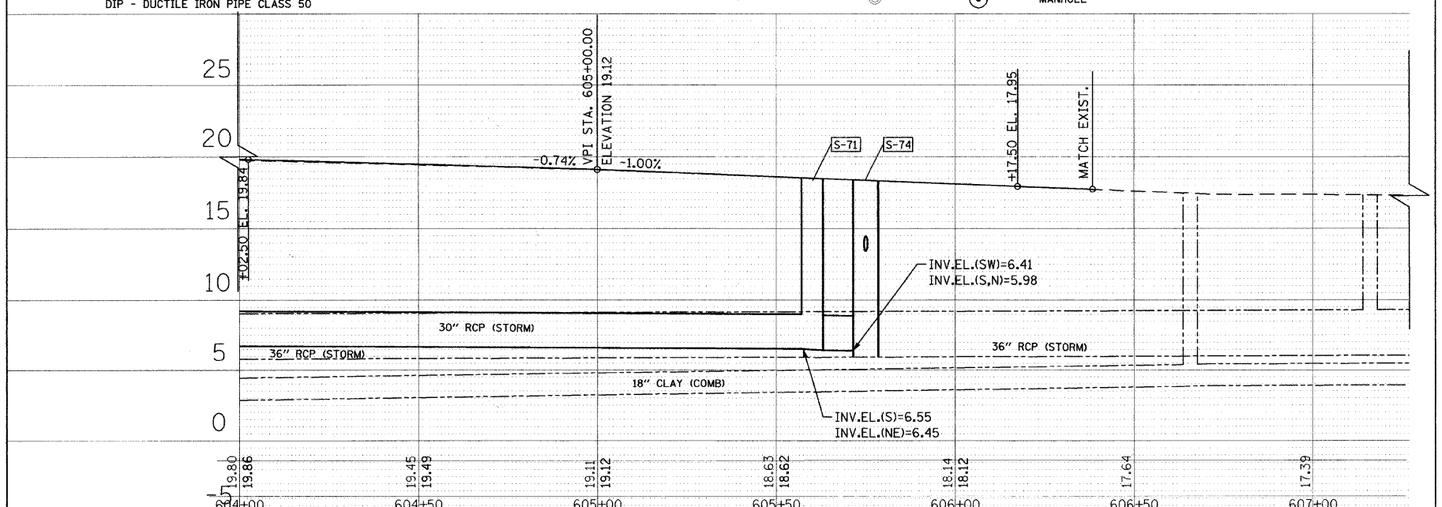
REMOVAL LEGEND

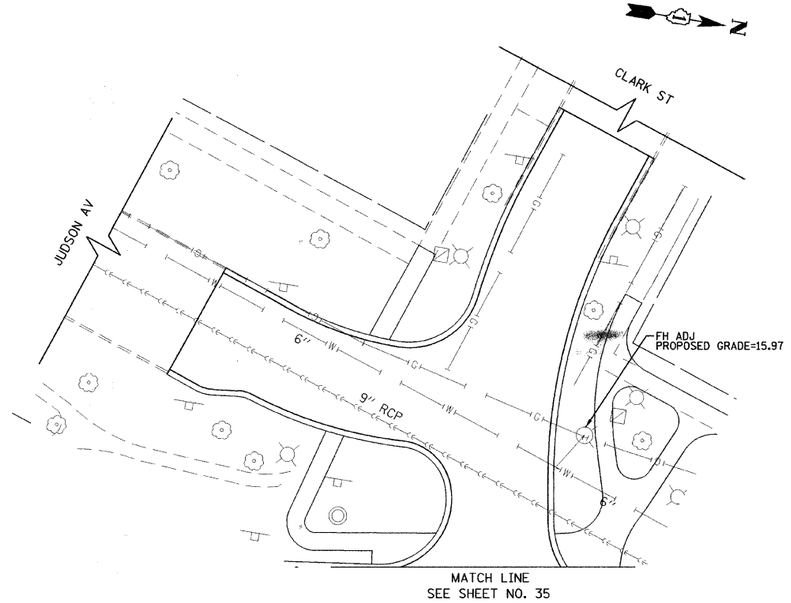
A - ADJUST STRUCTURE
A(SP) - FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
AVB - VALVE BOX TO BE ADJUSTED
LMH - LINE MANHOLE
LVV - LINE VALVE VAULT
AFL - PAID FOR AS SANITARY MANHOLES TO BE ADJUSTED AND FRAMES AND LIDS, TYPE 1, CLOSED LID

DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

20' 0 20'
5' HORIZ. 1"=20' 5'
VERT. 1"=5'





DRAINAGE SYMBOLS

EXISTING	PROPOSED
	STORM SEWER LINE
	COMBINED SEWER LINE
	SANITARY SEWER LINE
	STORM SEWER INLET
	STORM SEWER CB
	MANHOLE

REMOVAL LEGEND

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20' 0 20'
HORIZ. 1"=20'

PLAN / PROFILE: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, B.M. NOTED, STRUCTURE NO'S ATTACHED, PLOT FILE NAME, NOTE BOOK, NO., BY, DATE

Tranˢystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

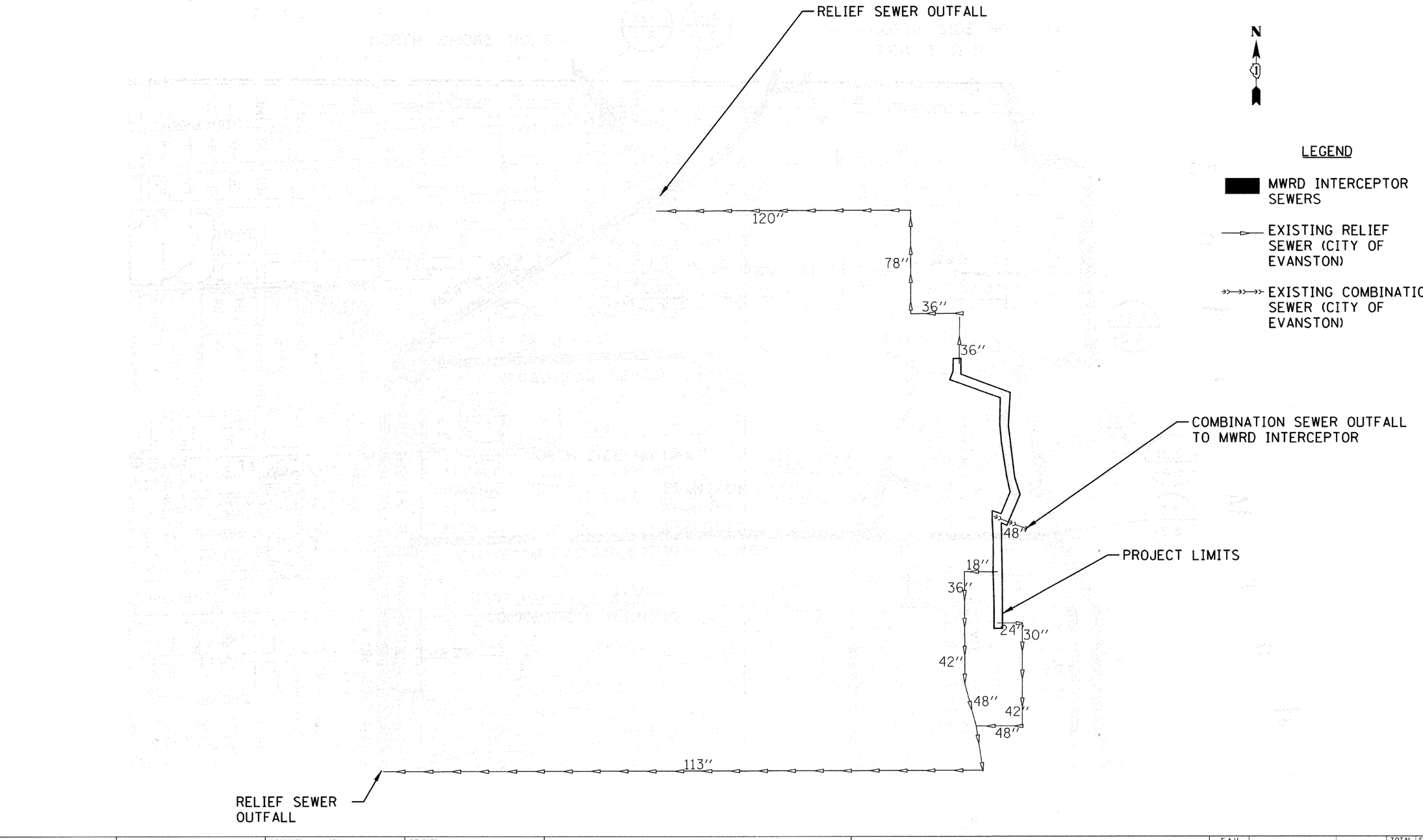
FILE NAME =	USER NAME = $USER$	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
DRAINAGE AND UTILITIES PLAN

SCALE: | SHEET NO. 10 OF 10 SHEETS | STA. | TO STA

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	38
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
MWRDGC ROUTING MAP

NOT TO SCALE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	39
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MILLING DEPTHS

STATION	MILL DEPTH LEFT (IN)	MILL DEPTH ℄ (IN)	MILL DEPTH RIGHT (IN)
522+00	MATCH EXISTING		
523+00	1.5	3	3
523+40	1.5	1.5	1.5
524+00	1.5	1.5	3
524+47	1.5	3	1.5
524+57	1.5	3	1.5
525+00	3	3	3
525+12	3	3	3
526+00	1.5	3	3
526+34.37	REC	REC	REC
526+68	3	3	3
527+00	1.5	3	1.5
527+58	3	3	3
528+00	3	3	3
528+60	3	3	3
528+85	3	1.5	3
529+00	1.5	3	3
529+60	3	1.5	1.5
530+00	3	1.5	1.5
530+15	1.5	1.5	1.5
530+95.21	1.5	1.5	1.5
531+00	1.5	1.5	1.5
531+03.35	1.5	1.5	1.5
531+24.85	3	3	1.5
531+66.53	REC	REC	REC
532+00	REC	REC	REC
532+08	3	1.5	1.5
532+56.32	3	1.5	1.5
532+64.46	3	1.5	1.5
533+00	3	3	3
534+00	3	3	3
535+00	1.5	3	1.5
535+10	3	3	1.5
536+00	3	3	3
536+15.18	3	3	3
536+23.32	3	3	3
536+49.32	REC	3	1.5
537+00	REC	3	3
537+26.82	REC	3	3
537+60	3	1.5	1.5
537+66.82	1.5	1.5	1.5
537+74.96	1.5	1.5	1.5
538+00	3	1.5	1.5
538+13	3	1.5	1.5
538+85	3	3	3
539+00	1.5	3	1.5
539+15.70	1.5	3	3
539+19.95	1.5	3	3
539+35	1.5	3	3
539+50	REC	3	3
540+00	REC	1.5	3
540+25	1.5	1.5	3
540+45	3	1.5	3
540+50	1.5	1.5	1.5
540+77.43	1.5	1.5	3
541+00	1.5	1.5	3
542+00	3	3	3
542+33	3	3	3
543+00	1.5	1.5	3
544+00	3	3	3
544+08	3	3	3
544+50	3	3	3
545+00	REC	3	3
545+23.57	REC	1.5	3
545+50	REC	3	3
545+80	3	3	1.5
546+00	1.5	3	1.5
547+00	1.5	3	1.5
548+00	1.5	1.5	1.5
549+00	3	3	3
550+00	1.5	3	1.5
551+00	1.5	3	1.5
551+56.47	3	1.5	1.5
552+00	1.5	3	1.5
552+50	3	3	3
553+00	1.5	3	REC
553+06.25	3	3	REC
553+91.33	3	3	REC

MILLING DEPTHS

STATION	MILL DEPTH LEFT (IN)	MILL DEPTH ℄ (IN)	MILL DEPTH RIGHT (IN)
554+00	1.5	3	3
554+50	3	3	1.5
554+93.46	1.5	1.5	1.5
555+00	1.5	1.5	1.5
555+17.46	1.5	1.5	1.5
555+27.60	1.5	1.5	1.5
555+42.46	1.5	1.5	1.5
555+50	1.5	1.5	1.5
555+52.60	1.5	1.5	1.5
556+00	3	1.5	1.5
556+14.52	3	1.5	1.5
556+50	1.5	1.5	1.5
557+00	1.5	1.5	1.5
557+64.52	1.5	1.5	1.5
558+00	3	1.5	1.5
558+10	3	1.5	1.5
559+00	1.5	1.5	1.5
559+75	3	3	1.5
560+00	REC	3	1.5
560+50.47	REC	3	3
561+00	REC	1.5	1.5
561+25	3	1.5	1.5
561+35	3	1.5	1.5
561+82	3	3	1.5
562+00	1.5	3	1.5
563+00	3	3	1.5
564+00	REC	3	3
564+36.99	3	1.5	3
565+00	1.5	1.5	3
565+35	3	3	1.5
565+60	3	3	1.5
566+00	3	3	3
566+60	3	3	3
567+00	3	3	3
567+63.40	3	3	3
568+00	1.5	3	3
568+38.83	1.5	1.5	1.5
568+53.62	1.5	1.5	1.5
SHERIDAN/CHICAGO INTERSECTION			
602+37.85	MATCH EXISTING		
602+50.00	1.5	1.5	3
603+00.00	1.5	3	3
603+50.00	1.5	1.5	1.5
604+00.00	3	1.5	1.5
604+50.00	3	3	1.5
605+00.00	3	3	3
606+00.00	3	3	3
606+38.44	MATCH EXISTING		

NOTES:
1. REC = RECONSTRUCTION SECTION
2. MILLING PAID FOR AS HMA SURFACE COURSE REMOVAL, VARIABLE DEPTH
3. THE ℄ DEPTHS ARE REFERENCED TO THE PROPOSED CROWN FROM STATION 529+00 TO STATION 538+13.

HMA LEVEL BINDER DEPTHS

STATION	LEVEL BINDER DEPTH LT (IN)	LEVEL BINDER DEPTH ℄ (IN)	LEVEL BINDER DEPTH RT (IN)
522+00	MATCH EXISTING		
523+00	0.8	2.0	0.8
523+40	0.8	0.8	1.1
524+00	0.8	0.8	0.8
524+47	0.8	0.8	0.8
524+57	0.8	0.8	0.8
525+00	0.8	0.8	0.8
525+12	0.8	2.2	0.8
526+00	0.8	0.8	0.8
526+34.37	REC	REC	REC
526+68	0.8	0.8	0.8
527+00	1.0	0.8	1.0
527+58	1.3	1.9	2.2
528+00	1.5	1.7	0.8
528+60	1.7	1.5	1.1
528+85	2.1	0.8	0.8
529+00	0.8	0.8	0.8
529+60	0.8	0.8	0.8
530+00	0.8	0.8	0.8
530+15	1.4	0.8	0.8
530+95.21	1.1	0.8	0.8
531+00	1.1	0.8	0.8
531+03.35	0.8	0.8	0.8
531+24.85	1.3	0.8	0.8
531+66.53	REC	REC	REC
532+00	REC	REC	REC
532+08	1.6	0.8	0.8
532+56.32	0.7	0.8	0.8
532+64.46	0.9	0.8	0.8
533+00	0.9	0.8	0.8
534+00	0.8	0.8	0.8
535+00	1.0	0.8	0.8
535+10	0.8	0.8	0.8
536+00	2.2	0.8	0.8
536+15.18	0.9	0.8	0.8
536+23.32	0.8	0.8	0.8
536+49.32	REC	0.8	0.8
537+00	REC	0.8	0.8
537+26.82	REC	0.8	0.8
537+60	1.4	0.8	0.8
537+66.82	1.0	0.8	0.8
537+74.96	0.8	0.8	0.8
538+00	0.8	0.8	0.8
538+13	0.8	0.8	0.8
538+85	0.8	2.2	0.8
539+00	0.8	1.9	0.8
539+15.70	0.8	1.5	0.8
539+19.95	0.8	1.5	0.8
539+35	1.2	1.6	0.8
539+50	REC	1.7	0.8
540+00	REC	1.4	0.8
540+25	1.2	1.1	0.8
540+45	0.8	1.2	1.7
540+50	0.8	1.1	1.4
540+77.43	0.8	1.0	0.8
541+00	0.8	1.3	0.8
542+00	2.1	1.1	0.9
542+33	0.8	1.7	1.7
543+00	0.8	0.8	1.7
544+00	0.8	1.5	2.0
544+08	0.8	1.4	1.6
544+50	0.8	1.6	0.8
545+00	REC	0.8	1.8
545+23.57	REC	1.2	0.8
545+50	REC	1.9	0.8
545+80	0.8	2.0	1.0
546+00	0.8	0.8	1.4
547+00	0.8	0.8	0.8
548+00	0.8	0.8	1.2
549+00	0.8	1.2	1.0
550+00	1.1	1.7	1.4
551+00	0.8	0.8	0.8
551+56.47	0.8	1.3	0.8
552+00	0.9	1.9	1.4
552+50	1.7	0.8	1.3
553+00	1.4	1.1	REC
553+06.25	0.8	1.3	REC
553+91.33	0.8	1.4	REC

HMA LEVEL BINDER DEPTHS

STATION	LEVEL BINDER DEPTH LT (IN)	LEVEL BINDER DEPTH ℄ (IN)	LEVEL BINDER DEPTH RT (IN)
554+00	0.8	1.5	0.8
554+50	0.8	0.8	0.8
554+93.46	0.8	0.8	0.8
555+00	0.8	0.8	0.8
555+17.46	0.8	0.8	0.8
555+27.60	0.8	0.8	0.8
555+42.46	0.8	0.8	0.8
555+50	0.8	0.8	0.8
555+52.60	0.8	0.8	0.8
556+00	0.8	0.8	0.8
556+14.52	0.8	0.8	0.8
556+50	0.8	0.8	0.8
557+00	0.8	0.8	0.8
557+64.52	0.8	0.8	0.8
558+00	0.8	0.8	0.8
558+10	0.8	0.8	0.8
559+00	0.8	0.8	0.8
559+75	1.3	0.8	0.8
560+00	REC	0.8	1.3
560+50.47	REC	0.9	0.8
561+00	REC	1.0	0.8
561+25	1.1	0.8	0.8
561+35	1.5	0.8	0.8
561+82	0.8	2.0	0.8
562+00	0.8	2.1	0.8
563+00	0.8	1.0	0.8
564+00	REC	1.7	0.8
564+36.99	0.8	1.1	0.8
565+00	0.8	0.8	0.8
565+35	0.8	0.8	0.8
565+60	2.0	0.8	0.8
566+00	0.8	0.8	0.8
566+60	1.0	2.0	0.8
567+00	0.8	1.5	0.8
567+63.40	0.8	0.8	0.8
568+00	0.8	2.1	0.8
568+38.83	0.8	1.1	0.8
568+53.62	0.8	1.2	0.8
SHERIDAN/CHICAGO INTERSECTION			
602+37.85	MATCH EXISTING		
602+50.00	1.1	1.0	0.8
603+00.00	0.8	0.8	1.5
603+50.00	0.8	1.0	0.8
604+00.00	1.5	0.8	0.8
604+50.00	0.8	2.0	1.3
605+00.00	0.9	1.5	1.1
606+00.00	1.6	1.3	1.5
606+38.44	MATCH EXISTING		

NOTES:
1. REC = RECONSTRUCTION SECTION
2. DEPTH REPRESENTS INITIAL LIFT OF LEVEL BINDER CONSTRUCTION
3. THE ℄ DEPTHS ARE REFERENCED TO THE PROPOSED CROWN FROM STATION 529+00 TO STATION 538+13.

HMA BINDER DEPTHS

STATION	BINDER DEPTH LT (IN)	BINDER DEPTH ℄ (IN)	BINDER DEPTH RT (IN)
522+00	MATCH EXISTING		
523+00	2.4		3.0
523+40	4.8	4.3	
524+00	2.6	3.6	3.5
524+47	4.2	2.8	2.9
524+57	3.5	2.4	3.0
525+00	3.5	2.3	3.3
525+12	2.7		2.5
526+00	3.0	2.5	3.6
526+34.37	REC	REC	REC
526+68	3.4	2.4	2.9
527+00		2.9	
527+58			
528+00			2.4
528+60			
528+85			2.6
529+00		2.9	3.8
529+60	3.4	2.4	3.3
530+00	2.3	3.0	3.6
530+15		3.0	3.0
530+95.21		3.5	4.2
531+00		3.5	4.2
531+03.35		3.6	4.8
531+24.85		3.6	4.8
531+66.53	REC	REC	REC
532+00	REC	REC	REC
532+08		4.3	3.9
532+56.32		2.6	3.2
532+64.46		2.4	2.9
533+00		2.4	2.7
534+00		2.5	3.4
535+00		3.3	2.6
535+10	2.4	3.6	3.5
536+00		3.8	3.4
536+15.18		3.8	3.4
536+23.32		3.6	3.8
536+49.32	REC	3.2	2.4
537+00	REC		
537+26.82	REC	3.2	2.4
537+60		2.5	3.8
537+66.82		2.7	4.4
537+74.96	2.6	3.2	3.8
538+00	3.3	4.5	3.6
538+13	2.5	3.2	2.6
538+85	3.6		3.8
539+00	2.8		2.3
539+15.70	2.7		3.2
539+19.95	2.5		3.0
539+35			3.2
539+50	REC		3.5
540+00	REC		3.6
540+25			2.6
540+45	3.6		
540+50	3.2		
540+77.43	4.2		3.4
541+00	3.9		3.0
542+00			
542+33	2.3		
543+00	2.6		
544+00			
544+08			
544+50			
545+00	REC	2.4	
545+23.57	REC		2.6
545+50	REC		2.9
545+80			
546+00		2.7	
547+00	3.5	3.6	
548+00	7.1	2.5	
549+00			
550+00			
551+00	2.3	2.9	4.9
551+56.47	2.6		5.0
552+00			
552+50			
553+00			REC
553+06.25	2.7		REC
553+91.33	3.5		REC

HMA BINDER DEPTHS

STATION	BINDER DEPTH LT (IN)	BINDER DEPTH ℄ (IN)	BINDER DEPTH RT (IN)
554+00	4.7		
554+50	3.4	2.5	2.4
554+93.46	4.3	3.0	3.9
555+00	3.7	3.2	4.6
555+17.46	5.1	3.3	5.0
555+27.60	6.2	3.5	4.9
555+42.46	6.1	3.6	5.3
555+50	5.4	3.6	5.5
555+52.60	3.8	3.7	5.5
556+00	2.6	3.9	4.7
556+14.52	2.3	4.2	5.0
556+50		4.5	5.7
557+00	2.7	4.9	5.7
557+64.52	3.0	5.1	5.6
558+00	3.6	5.2	5.3
558+10	3.3	5.3	5.7
559+00	2.4	5.1	6.6
559+75		3.6	3.7
560+00	REC	2.6	
560+50.47	REC		2.6
561+00	REC		4.8
561+25			3.5
561+35			3.0
561+82			3.0
562+00	2.6		2.9
563+00			2.9
564+00	REC		2.5
564+36.99	2.4		3.2
565+00	4.0	2.3	3.7
565+35	2.7	3.5	4.9
565+60		3.0	4.8
566+00	3.8	2.4	3.8
566+60			3.0
567+00	2.6		2.3
567+63.40	3.6		3.3
568+00	4.1		3.1
568+38.83	6.7		5.0
568+53.62	6.5		4.2
SHERIDAN/CHICAGO INTERSECTION			
602+37.85	MATCH EXISTING		
602+50.00			3.1
603+00.00	2.5	2.3	
603+50.00	3.3		
604+00.00			2.8
604+50.00	3.0		
605+00.00			
606+00.00			
606+38.44	MATCH EXISTING		

NOTES:
1. REC = RECONSTRUCTION SECTION
2. MINIMUM BINDER DEPTH IS 2-1/4" (2.3")
3. A SECOND LIFT OF LEVEL BINDER SHALL BE CONSTRUCTED IN PARTS OF SECTIONS WHERE THE MINIMUM DEPTH OF BINDER COURSE CAN NOT BE PAVED TO PROVIDE A PLATFORM FOR HMA SURFACE COURSE.
4. THE ℄ DEPTHS ARE REFERENCED TO THE PROPOSED CROWN FROM STATION 529+00 TO STATION 538+13.

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

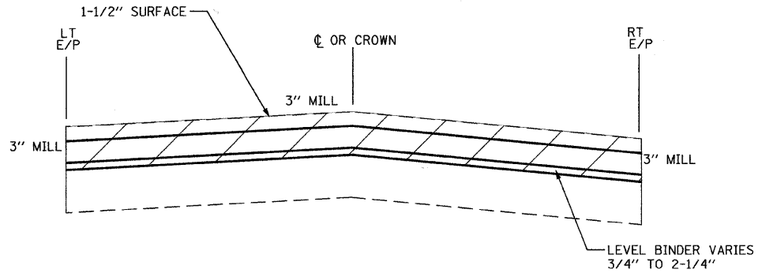
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
PAVING DETAILS

SCALE: NOT TO SCALE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

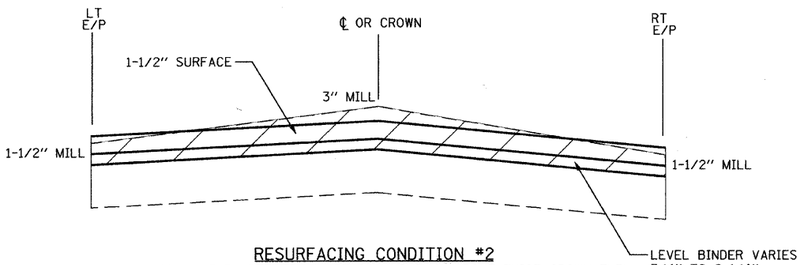
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	40
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RESURFACING CONDITION #1

PROP CROWN ELEV BETWEEN 1" BELOW AND 3/4" ABOVE EXIST CROWN ELEV

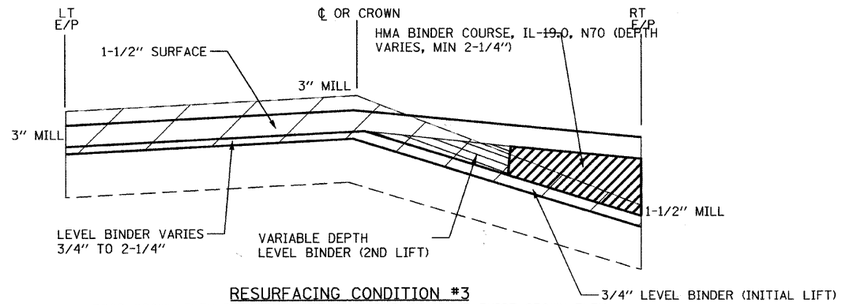
1. EXISTING CROWN SLOPE SIMILAR TO PROPOSED
2. MILL 3" ACROSS SECTION
2. LEVEL BINDER VARIES 3/4" TO 2-1/4"
3. HMA SURFACE COURSE, MIX "D", N70



RESURFACING CONDITION #2

PROP CROWN ELEV BETWEEN 1" BELOW AND 3/4" ABOVE EXIST CROWN ELEV

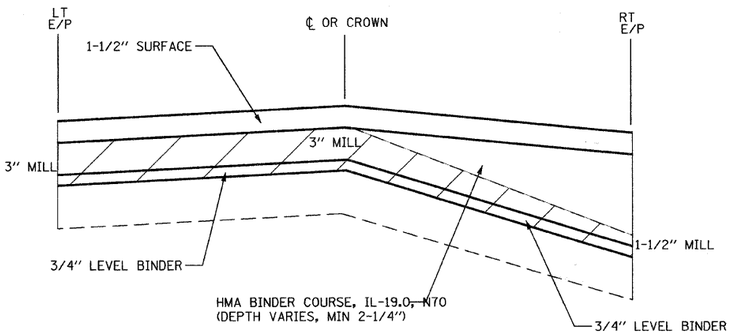
1. EXISTING CROSS SLOPES STEEPER THAN PROPOSED
2. MILL 3" AT CROWN AND 1-1/2" AT E/P
3. LEVEL BINDER VARIES 3/4" TO 2-1/4"
4. HMA SURFACE COURSE, MIX "D", N70



RESURFACING CONDITION #3

PROP CROWN ELEV BETWEEN 1" BELOW AND 3/4" ABOVE EXIST CROWN ELEV

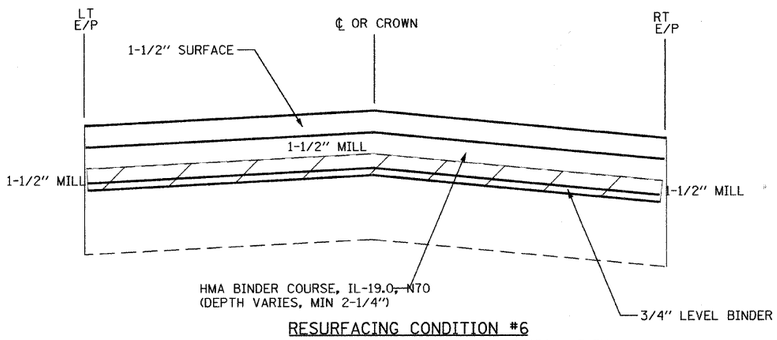
1. EXISTING CROSS SLOPES STEEPER THAN PROPOSED (CONSTRUCT BINDER)
2. MILL 3" AT CROWN AND 1-1/2" AT E/P
3. LEVEL BINDER VARIES 3/4" TO 2-1/4" (LT OR RT)
4. LEVEL BINDER 3/4" INITIAL LIFT (LT OR RT)
5. HMA BINDER COURSE, IL-19.0, N70 MIN 2-1/4" (LT OR RT)
6. SECOND LEVEL BINDER LIFT TO MATCH HMA BINDER COURSE, IL-19.0, N70
7. HMA SURFACE COURSE, MIX "D", N70



RESURFACING CONDITION #5

PROP CROWN ELEV BETWEEN 1-1/2" ABOVE AND 3" ABOVE EXIST CROWN ELEV

1. MILL 3" AT CROWN AND 1-1/2" AT E/P
2. LEVEL BINDER 3/4" ACROSS SECTION
3. HMA BINDER COURSE, IL-19.0, N70 MIN 2-1/4"
4. HMA SURFACE COURSE, MIX "D", N70



RESURFACING CONDITION #6

PROP CROWN ELEV 3" OR HIGHER THAN EXIST CROWN ELEV

1. MILL 1-1/2" ACROSS SECTION
2. LEVEL BINDER 3/4" ACROSS SECTION
3. HMA BINDER COURSE, IL-19.0, N70 MIN 2-1/4"
4. HMA SURFACE COURSE, MIX "D", N70

NOTES:

1. MIN MILL DEPTH = 1-1/2" (TO REMOVE EXIST SURFACE COURSE)
2. MAX MILL DEPTH = 3"
3. MIN BINDER DEPTH = 2-1/4"
4. SURFACE DEPTH = 1-1/2"

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

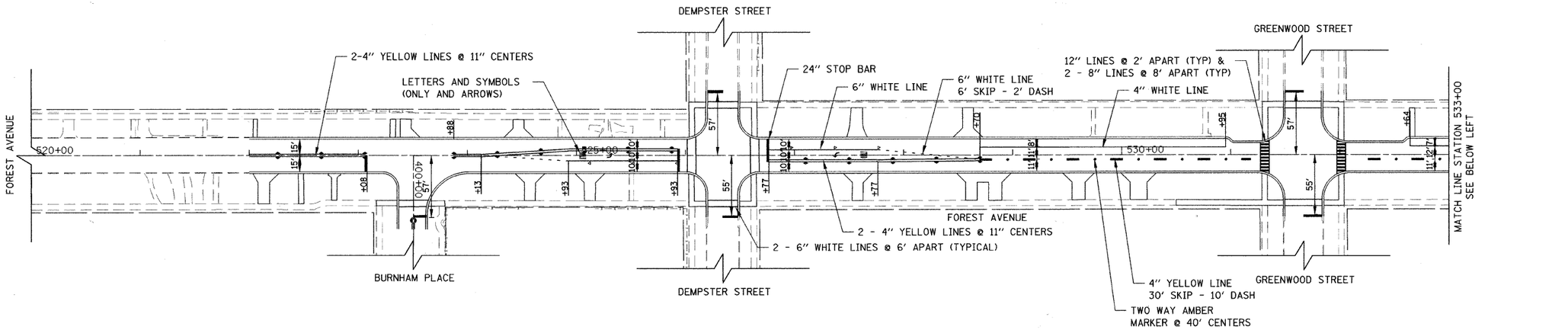
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

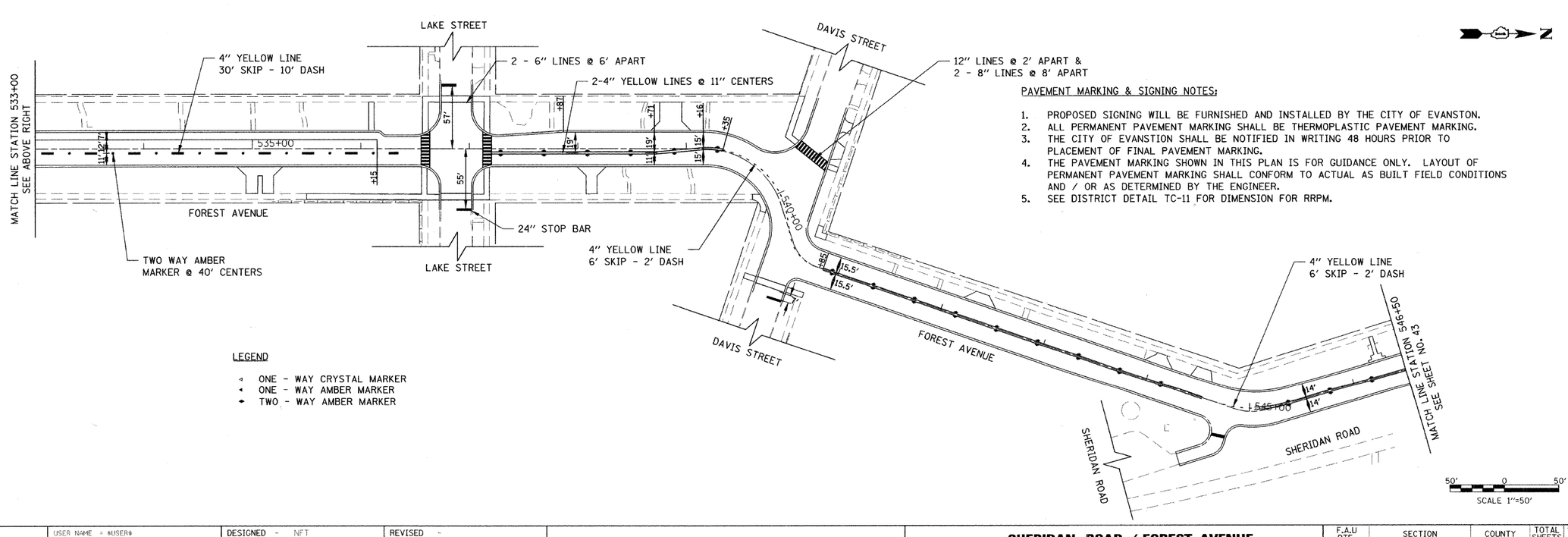
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
PAVING DETAILS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	41
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





PAVEMENT MARKING & SIGNING NOTES:

1. PROPOSED SIGNING WILL BE FURNISHED AND INSTALLED BY THE CITY OF EVANSTON.
2. ALL PERMANENT PAVEMENT MARKING SHALL BE THERMOPLASTIC PAVEMENT MARKING.
3. THE CITY OF EVANSTION SHALL BE NOTIFIED IN WRITING 48 HOURS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKING.
4. THE PAVEMENT MARKING SHOWN IN THIS PLAN IS FOR GUIDANCE ONLY. LAYOUT OF PERMANENT PAVEMENT MARKING SHALL CONFORM TO ACTUAL AS BUILT FIELD CONDITIONS AND / OR AS DETERMINED BY THE ENGINEER.
5. SEE DISTRICT DETAIL TC-11 FOR DIMENSION FOR RRPM.

LEGEND

- ONE - WAY CRYSTAL MARKER
- ONE - WAY AMBER MARKER
- TWO - WAY AMBER MARKER

Trans Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

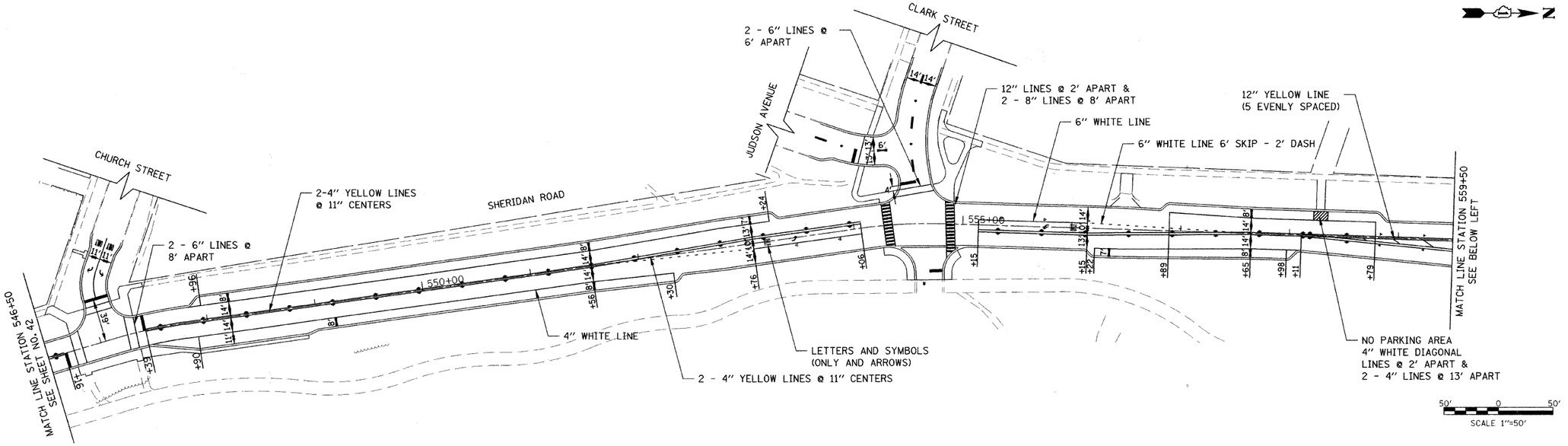
FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - NFT	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - DWB	REVISED -
	PLOT DATE = *DATE*	DATE - 04/09/2010	REVISED -

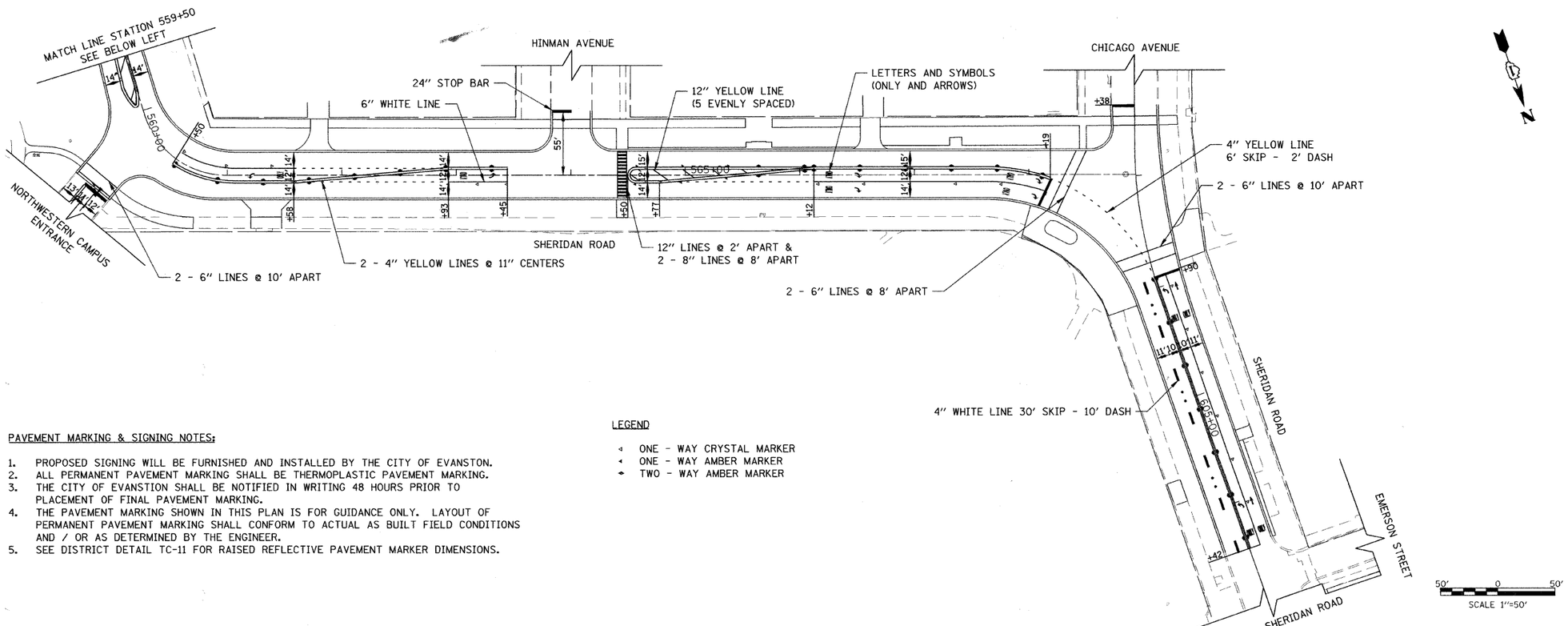
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
PAVEMENT MARKING AND SIGNING PLANS

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	42
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





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5. SEE DISTRICT DETAIL TC-11 FOR RAISED REFLECTIVE PAVEMENT MARKER DIMENSIONS.

LEGEND

- ONE - WAY CRYSTAL MARKER
- ONE - WAY AMBER MARKER
- TWO - WAY AMBER MARKER

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

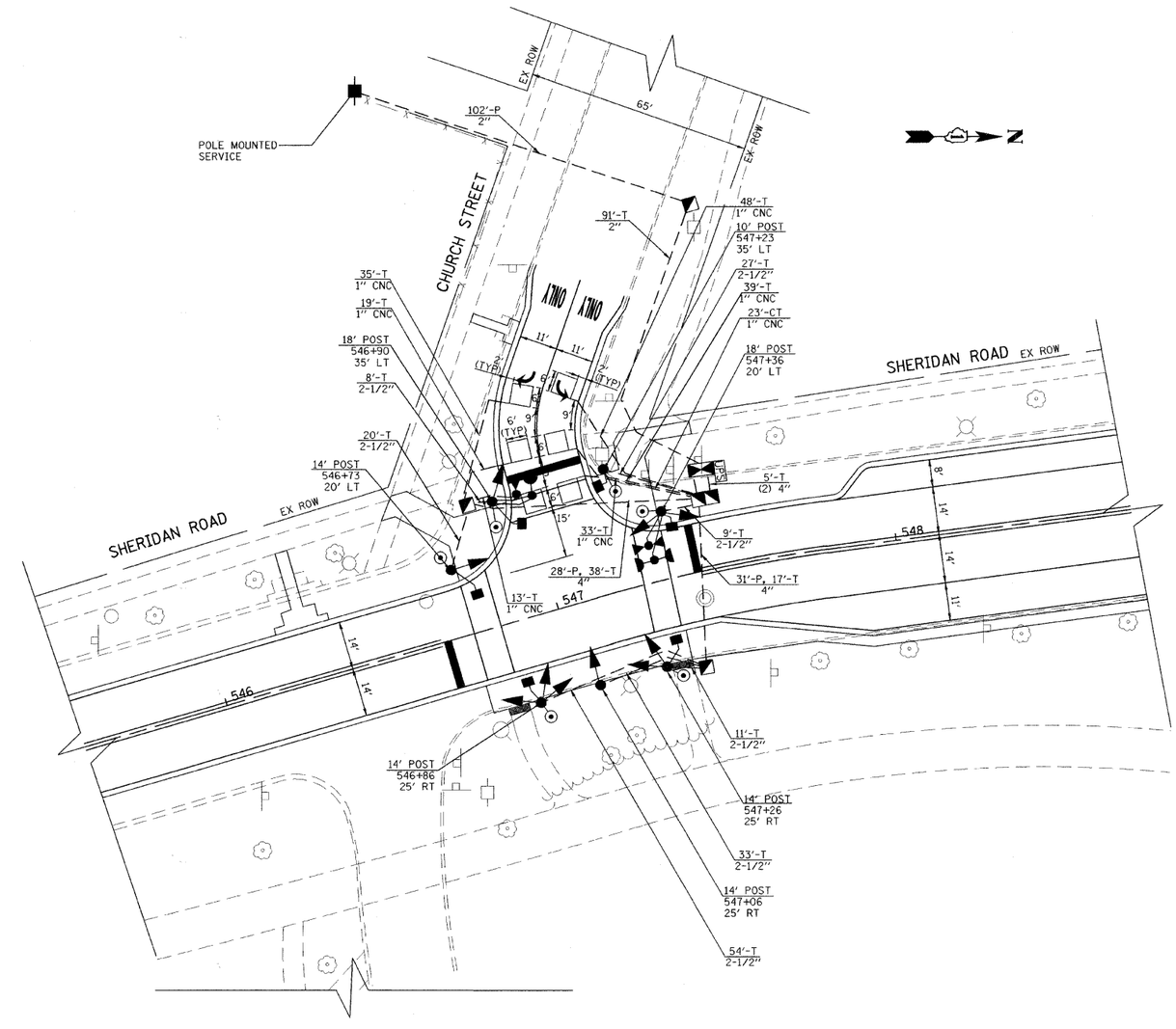
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - NFT	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
PAVEMENT MARKING AND SIGNING PLANS

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	43
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD.

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

SCALE 1"=20'

20' 0 20'

Tran Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - KMM	REVISED -
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD AT CHURCH STREET
TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: 1"=20' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	44
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

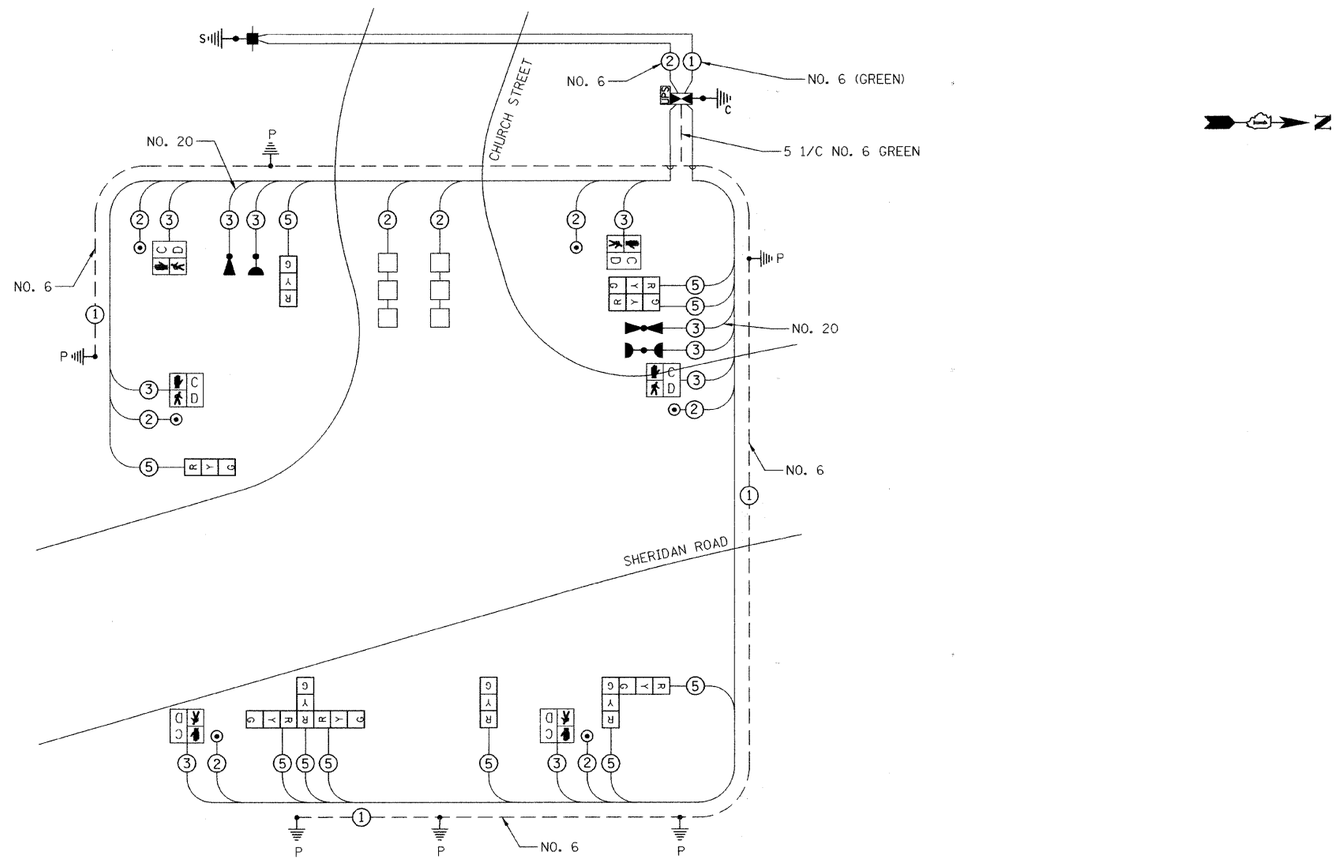
SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
91	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
162	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
65	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
102	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
59	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
3	EACH	HANDHOLE
1	EACH	DOUBLE HANDHOLE
301	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL
584	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
807	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1,140	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
118	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
219	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C
1	EACH	TRAFFIC SIGNAL POST, 10 FT.
4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
28	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 3-FACE, 3-SECTION, BRACKET MOUNTED
6	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
2	EACH	INDUCTIVE LOOP DETECTOR
156	FOOT	DETECTOR LOOP, TYPE I
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
6	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
1	EACH	UNINTERRUPTIBLE POWER SUPPLY
568	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
181	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE".

CABLE PLAN
NOT TO SCALE



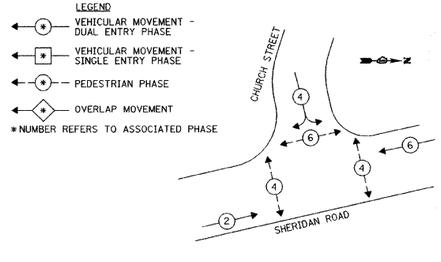
I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	10	—	17	0.50	85
(YELLOW)	10	—	25	0.25	62.5
(GREEN)	10	—	15	0.25	37.5
ARROW	—	—	—	—	—
PED SIGNAL	6	—	25	1.00	100
CONTROLLER	1	—	100	1.00	100
VIDEO SYSTEM	—	—	—	—	—
				TOTAL =	385

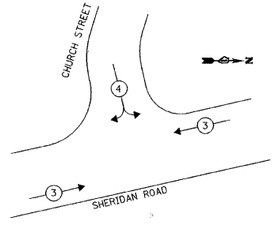
ENERGY COSTS TO: CITY OF EVANSTON
2100 RIDGE AVENUE
EVANSTON, IL 60201

ENERGY SUPPLY: CONTACT: LARRY SHANK
PHONE: (847) 816-5465
COMPANY: COMED

PROPOSED CONTROLLER SEQUENCE



EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	4	3
MOVEMENT	↘	↙

PHASE DESIGNATION DIAGRAM

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CMU	REVISED -
		DRAWN - CMU	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - KMM	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD AT CHURCH STREET
CABLE PLAN, SEQUENCE OF OPERATIONS AND SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	45
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	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.

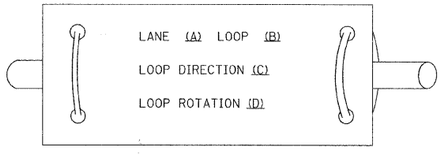
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

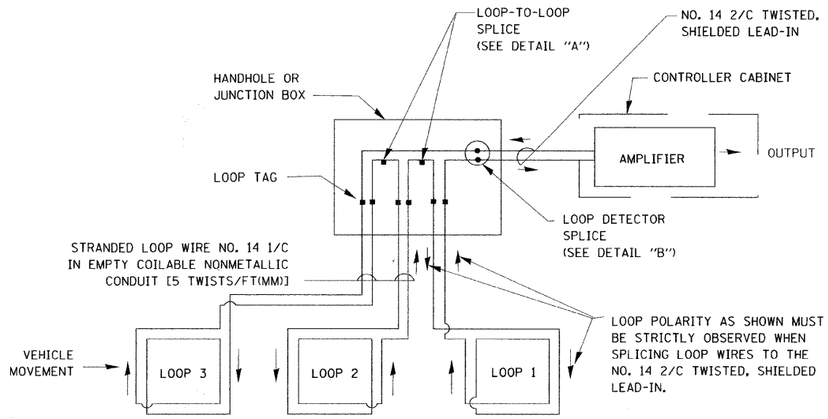


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

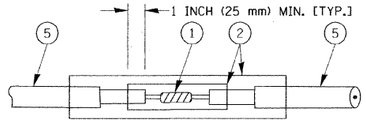
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

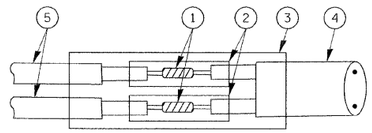


DETECTOR LOOP WIRING SCHEMATIC

- 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.

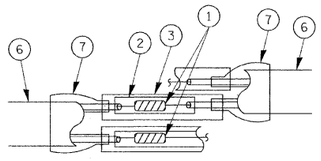


DETAIL "A"
LOOP-TO-LOOP SPLICE



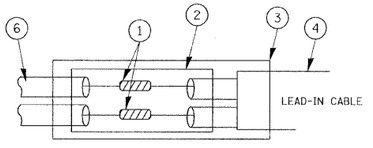
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



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 LENGHT 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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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

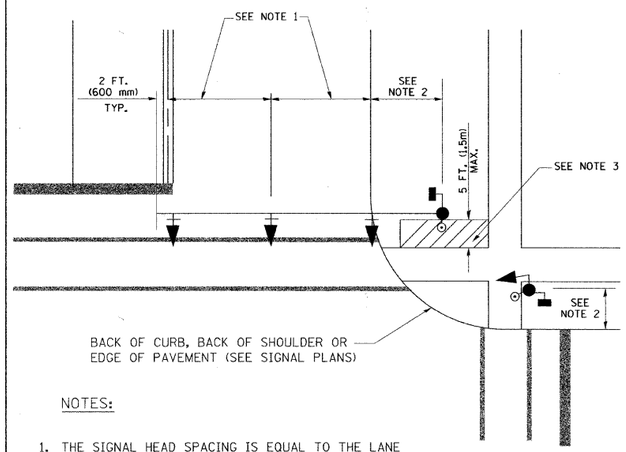
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	46
		CONTRACT NO.	63417	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

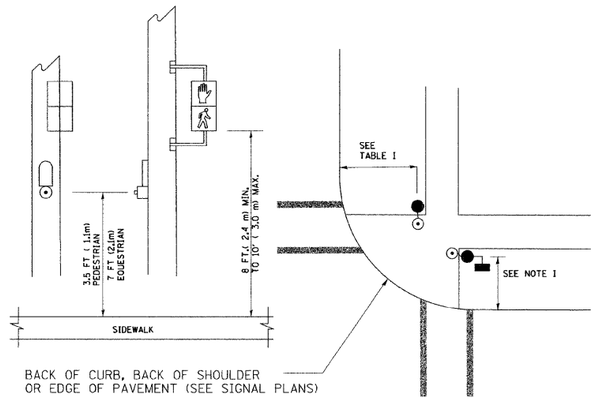
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

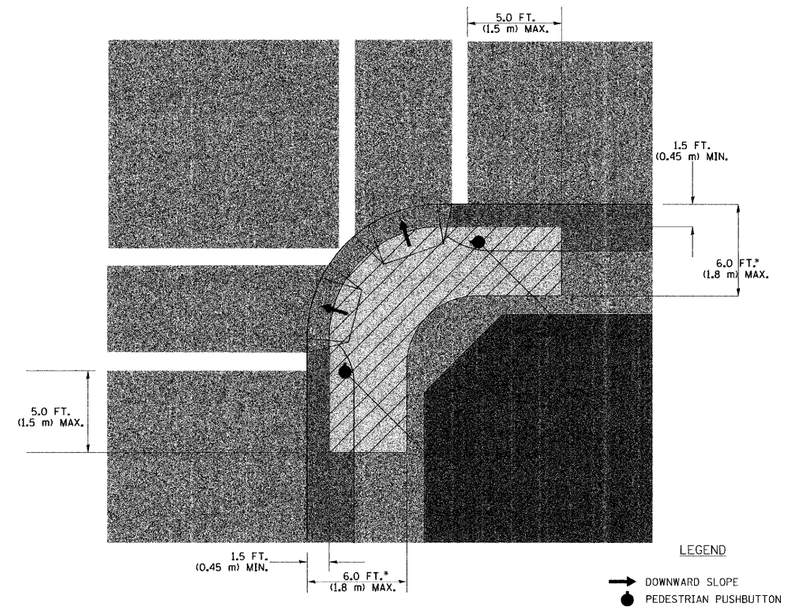
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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.

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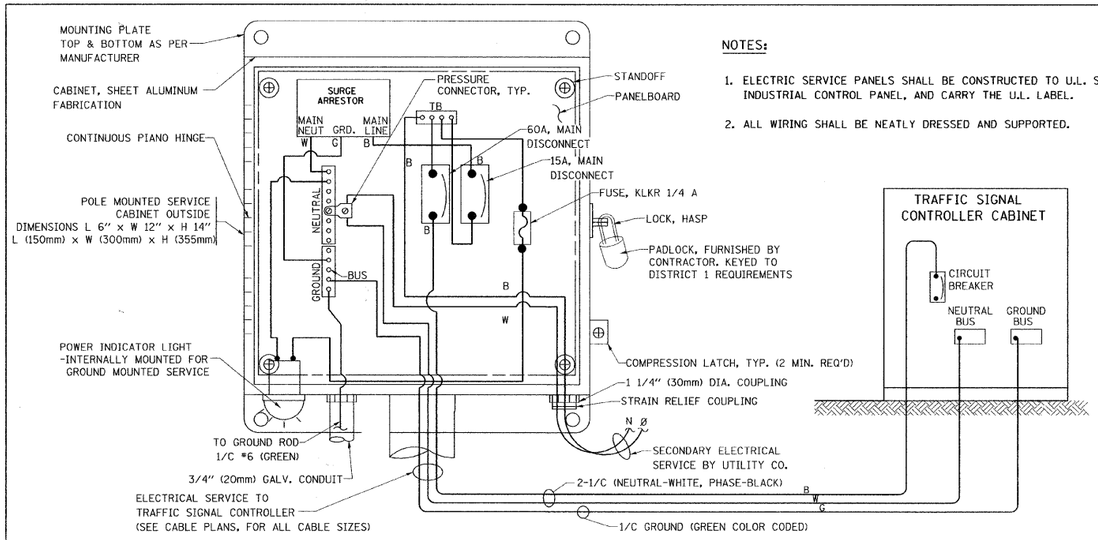
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	47
		CONTRACT NO.	63417	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



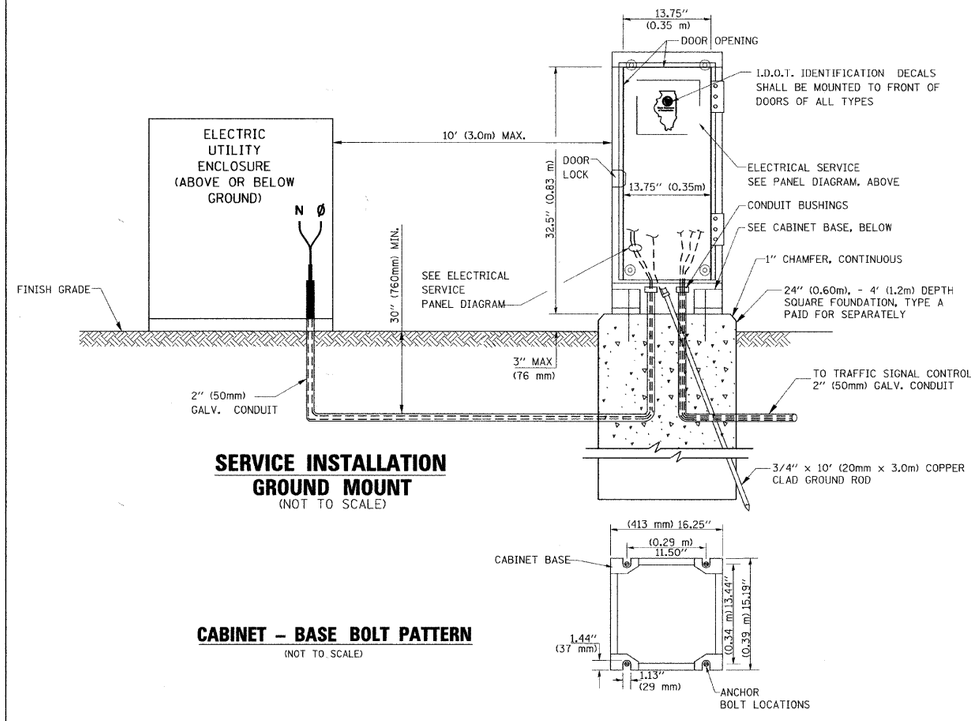
NOTES:

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.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

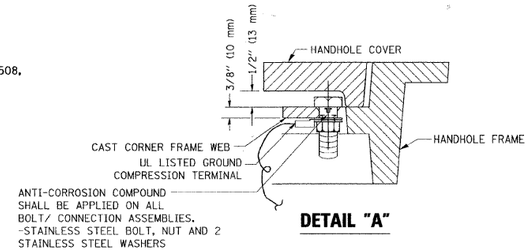


SERVICE INSTALLATION GROUND MOUNT

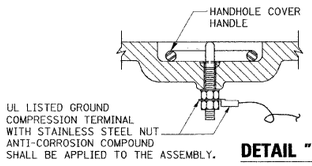
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



DETAIL "A"



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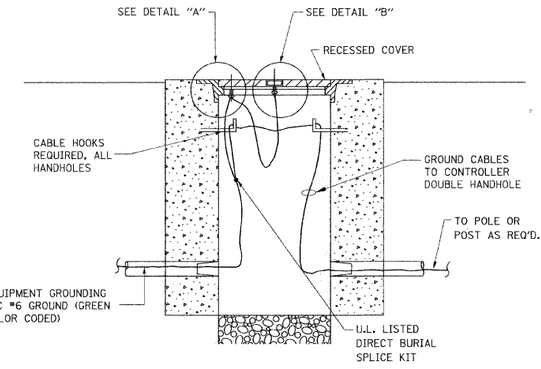
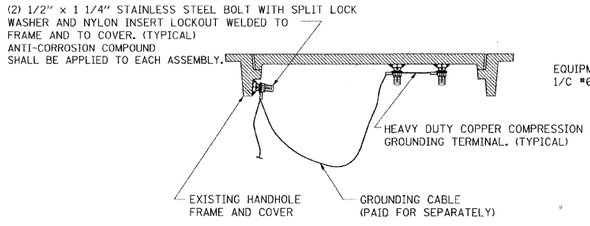


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



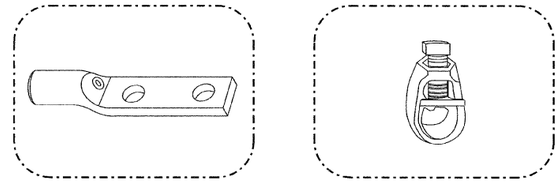
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC,). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

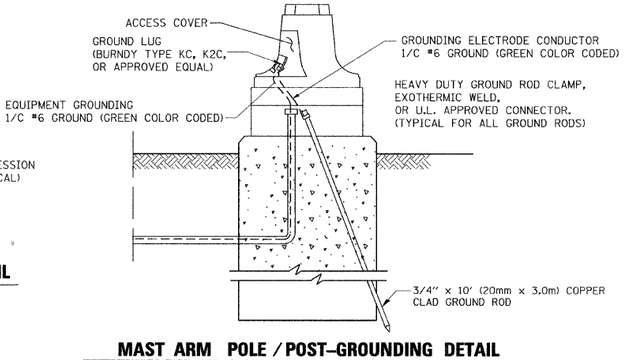


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

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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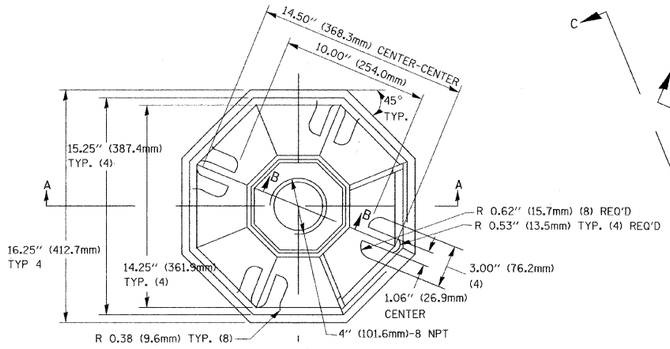
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

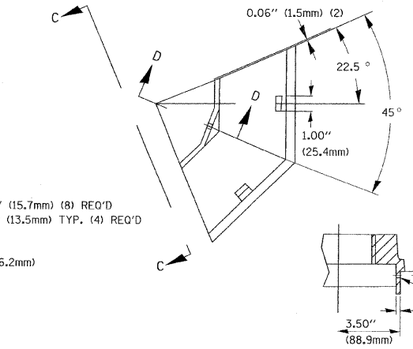
DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

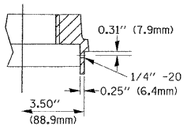
SCALE: | SHEET NO. 3 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	48
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TOP VIEW





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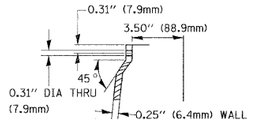

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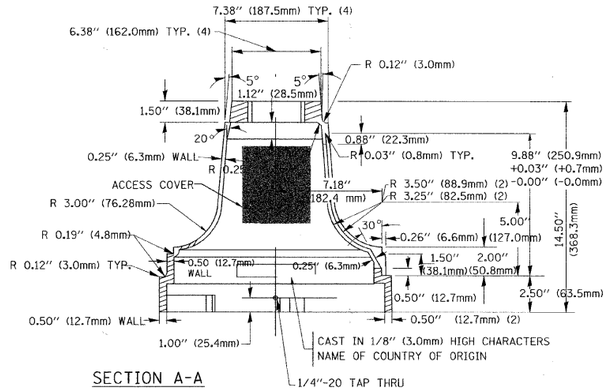

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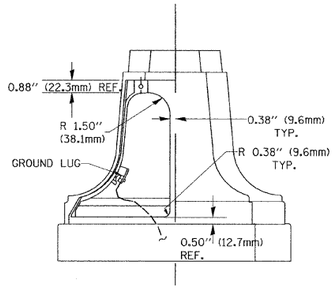
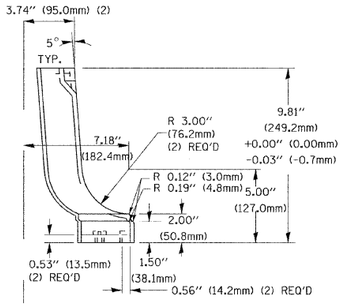
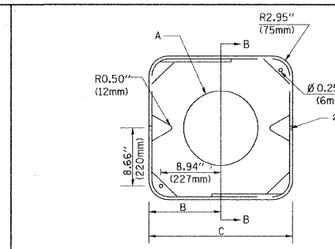
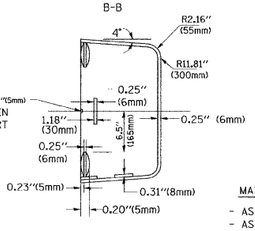


VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A





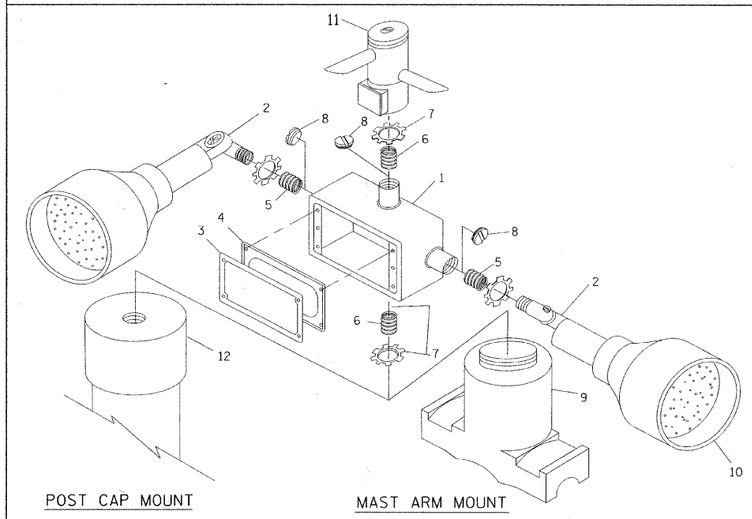
MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

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

SHROUD

NOTES:

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



POST CAP MOUNT

MAST ARM MOUNT

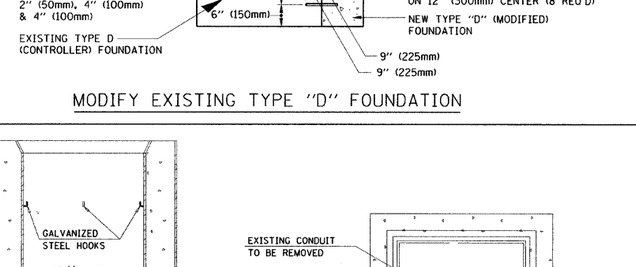
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

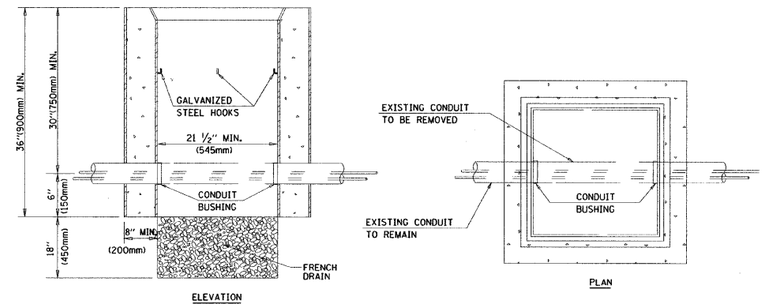
NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(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.

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

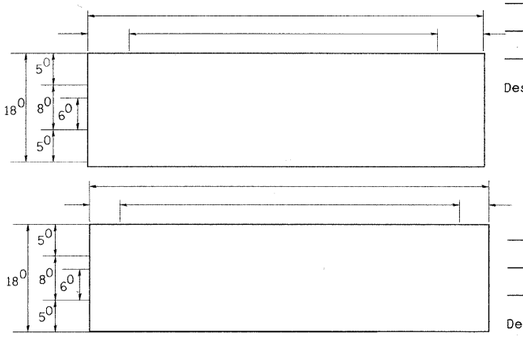
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	49
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

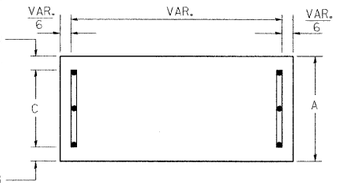
PANEL SIGN DESIGN TYPE 1



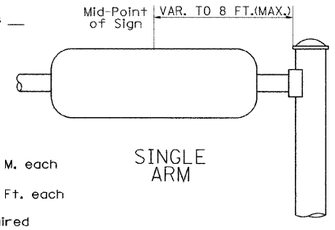
___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

SUPPORTING CHANNELS



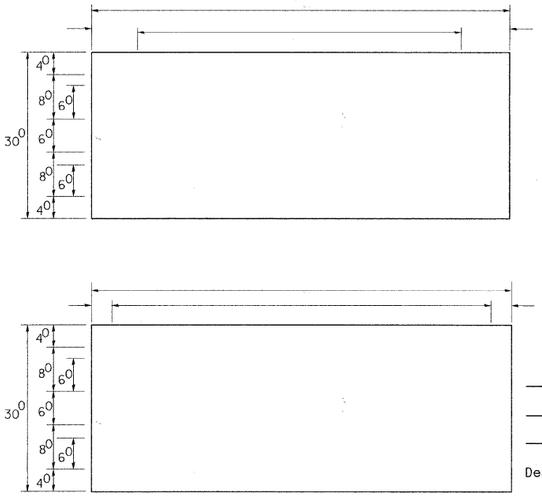
A	B	C
18″	2″	14″



SINGLE ARM

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

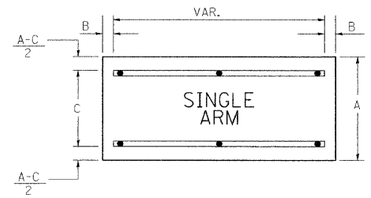
PANEL SIGN DESIGN TYPE 2



___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

___ Sq. M. each
___ Sq. Ft. each
___ Required
Design Series ___

SUPPORTING CHANNELS



SINGLE ARM

A	B	C
18″	2″	12″
30″	2″	22″

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2′-6″ x 8′-0″ MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8′-0″.
4. ALL BORDERS SHALL BE ¾″ WIDE AND CORNER RADIUS SHALL BE 2-1/4 ″.
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

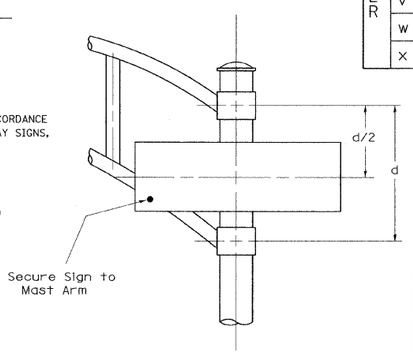
* J.O. HERBERT CO.
MIDLOTHIAN, VA.

* WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼″ x 14 x 1″ H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note #5.

Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{2}	1^{4}
B	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{6}	1^{7}
C E G	1^{4}	1^{5}	2^{0}	2^{1}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
D O Q R	1^{4}	1^{5}	2^{0}	2^{1}	1^{4}	1^{5}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}
F	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}
H I M N	2^{0}	2^{1}	2^{2}	2^{4}	2^{0}	2^{1}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}	2^{0}	2^{1}
J U	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}
K L	1^{1}	1^{2}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
P	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{4}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
S	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
T	1^{1}	1^{2}	1^{6}	1^{7}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
V	0^{6}	1^{0}	1^{4}	1^{5}	1^{1}	1^{2}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
Y	0^{5}	0^{6}	1^{4}	1^{5}	0^{6}	1^{0}	0^{5}	0^{6}	0^{5}	0^{7}	0^{5}	0^{6}	0^{6}	1^{0}	1^{1}	1^{2}
Z	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}	1^{6}	1^{7}	2^{0}	2^{1}

Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j l m n q u	1^{6}	1^{7}	2^{2}	2^{4}	1^{6}	1^{7}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{6}	1^{7}
b f k o p s	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
c e	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}	1^{2}	1^{4}
r	0^{6}	1^{0}	1^{2}	1^{4}	0^{6}	1^{0}	0^{3}	0^{3}	0^{5}	0^{6}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}
t z	1^{2}	1^{4}	1^{6}	1^{7}	1^{2}	1^{4}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}	1^{2}	1^{4}
v y	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	0^{6}	1^{0}	0^{6}	1^{0}	1^{1}	1^{2}	1^{1}	1^{2}
w	1^{1}	1^{2}	1^{4}	1^{5}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}
x	1^{2}	1^{4}	1^{6}	1^{7}	1^{1}	1^{2}	0^{5}	0^{6}	1^{1}	1^{2}	1^{1}	1^{2}	1^{1}	1^{2}	1^{2}	1^{4}

Number To Number
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{6}	1^{7}
1	2^{0}	2^{1}	2^{0}	2^{1}	2^{0}	2^{1}	1^{6}	1^{7}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}	1^{4}	1^{5}	2^{0}	2^{1}	2^{0}	2^{1}
2 3 4	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{6}	1^{7}	1^{4}	1^{5}
5	1^{4}	1^{5}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
6	1^{6}	1^{7}	1^{4}	1^{5}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{4}	1^{5}
7	1^{2}	1^{4}	1^{2}	1^{4}	1^{4}	1^{5}	1^{2}	1^{5}	0^{5}	0^{6}	1^{2}	1^{4}	1^{4}	1^{5}	1^{1}	1^{2}	1^{4}	1^{5}	1^{2}	1^{4}
8	1^{6}	1^{7}	1^{6}	1^{7}	1^{4}	1^{5}	1^{2}	1^{5}	1^{2}	1^{4}	1^{4}	1^{5}	1^{6}	1^{7}	1^{2}	1^{4}	1^{6}	1^{7}	1^{4}	1^{5}

EXAMPLE, $2^{(3)}$ DENOTES $\frac{3}{8}$″

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	D	8 INCH UPPER CASE LETTERS SERIES C	D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	D
A	3^{6}	5^{0}	5^{0}	6^{5}	a	3^{5}	4^{2}
B	3^{2}	4^{0}	4^{3}	5^{3}	b	3^{5}	4^{2}
C	3^{2}	4^{0}	4^{3}	5^{3}	c	3^{5}	4^{1}
D	3^{2}	4^{0}	4^{3}	5^{3}	d	3^{5}	4^{2}
E	3^{0}	3^{5}	4^{0}	4^{7}	e	3^{5}	4^{2}
F	3^{0}	3^{5}	4^{0}	4^{7}	f	2^{3}	2^{6}
G	3^{2}	4^{0}	4^{3}	5^{3}	g	3^{5}	4^{2}
H	3^{2}	4^{0}	4^{3}	5^{3}	h	3^{5}	4^{2}
I	0^{7}	0^{7}	1^{1}	1^{2}	i	1^{1}	1^{1}
J	3^{0}	3^{6}	4^{0}	5^{0}	j	2^{0}	2^{2}
K	3^{2}	4^{1}	4^{3}	5^{4}	k	3^{5}	4^{2}
L	3^{0}	3^{5}	4^{0}	4^{7}	l	1^{1}	1^{1}
M	3^{7}	4^{5}	5^{1}	6^{1}	m	6^{0}	7^{0}
N	3^{2}	4^{0}	4^{3}	5^{3}	n	3^{5}	4^{2}
O	3^{4}	4^{2}	4^{5}	5^{5}	o	3^{6}	4^{3}
P	3^{2}	4^{0}	4^{3}	5^{3}	p	3^{5}	4^{2}
Q	3^{4}	4^{2}	4^{5}	5^{5}	q	3^{5}	4^{2}
R	3^{2}	4^{0}	4^{3}	5^{3}	r	2^{6}	3^{2}
S	3^{2}	4^{0}	4^{3}	5^{3}	s	3^{6}	4^{2}
T	3^{0}	3^{5}	4^{0}	4^{7}	t	2^{7}	3^{2}
U	3^{2}	4^{0}	4^{3}	5^{3}	u	3^{5}	4^{2}
V	3^{5}	4^{4}	4^{7}	6^{0}	v	4^{2}	4^{7}
W	4^{4}	5^{2}	6^{0}	7^{0}	w	5^{5}	6^{4}
X	3^{4}	4^{0}	4^{5}	5^{3}	x	4^{4}	5^{1}
Y	3^{6}	5^{0}	5^{0}	6^{6}	y	4^{6}	5^{3}
Z	3^{2}	4^{0}	4^{3}	5^{3}	z	3^{6}	4^{3}

NUMBER	6 INCH SERIES C	D	8 INCH SERIES C	D
1	1^{2}	1^{4}	1^{5}	2^{0}
2	3^{2}	4^{0}	4^{3}	5^{3}
3	3^{2}	4^{0}	4^{3}	5^{3}
4	3^{5}	4^{3}	4^{7}	5^{7}
5	3^{2}	4^{0}	4^{3}	5^{3}
6	3^{2}	4^{0}	4^{3}	5^{3}
7	3^{2}	4^{0}	4^{3}	5^{3}
8	3^{2}	4^{0}	4^{3}	5^{3}
9	3^{2}	4^{0}	4^{3}	5^{3}
0	3^{4}	4^{2}	4^{5}	5^{5}

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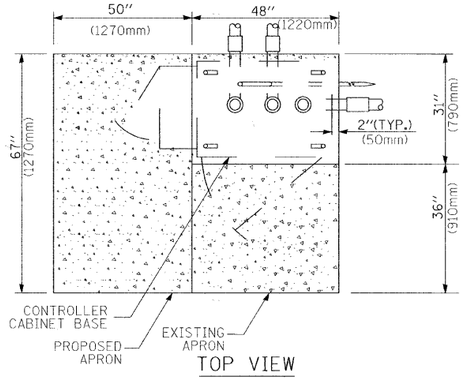
	PLOT DATE = 10/6/2009	DATE - 03/15/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

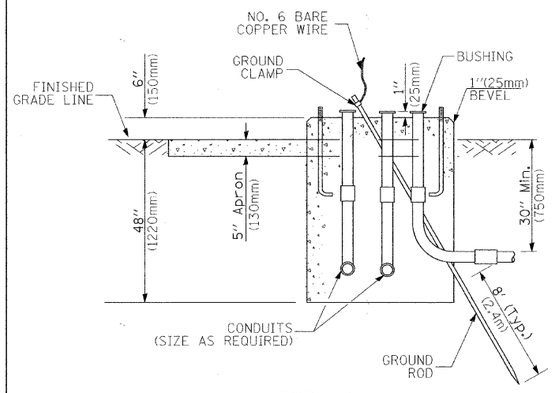
DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

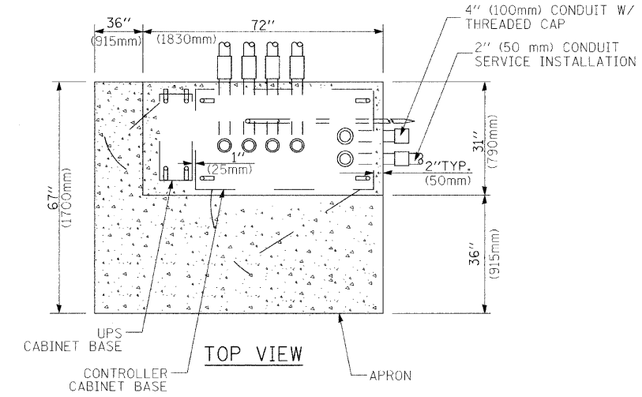
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	50
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



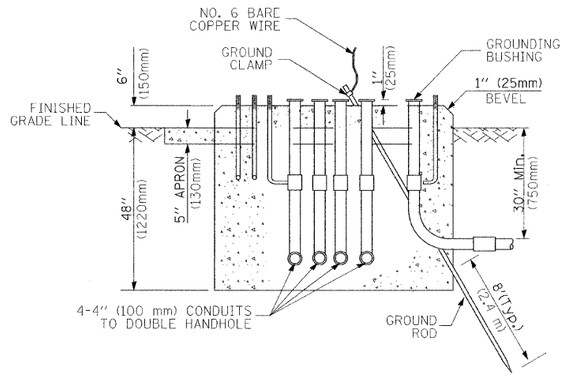
TOP VIEW



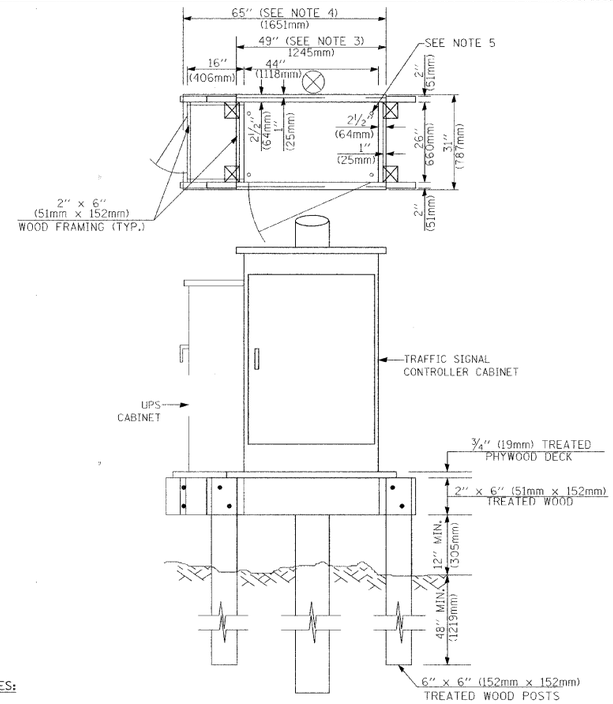
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	51
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		RC	RC
COMMUNICATIONS CABINET	R CC	CC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		I	I
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVED	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING (SYSTEM) DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

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

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		DRAWN - BCK	REVISED -	
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	PLOT DATE = 10/6/2009	DATE - 10/28/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	52
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

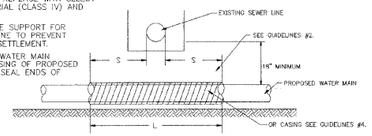
PROPOSED WATER MAIN BELOW EXISTING SEWER LINE WITH 18" MINIMUM VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B

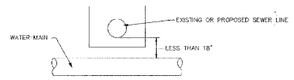
GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT.
4. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING.

NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AND MEASURED PERPENDICULAR TO EXISTING SEWER LINE.



PLACEMENT OF WATER MAIN BELOW EXISTING OR PROPOSED SEWER LINE WITH LESS THAN 18" MINIMUM VERTICAL SEPARATION. NOT ALLOWED*



NOT ALLOWED*
MUST MAINTAIN 18" VERTICAL SEPARATION

WATER AND SEWER SEPARATION REQUIREMENTS

PROPOSED SEWER LINE WITH 18"MINIMUM VERTICAL SEPARATION ABOVE EXISTING WATER MAIN.

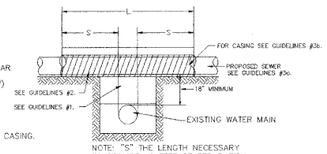
NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B

GUIDELINES

1. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF PROPOSED SEWER TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
2. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L" FEET.

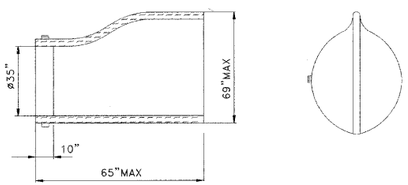
3a. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR;

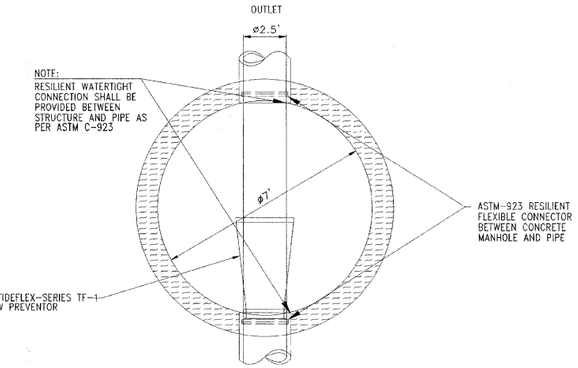
b. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.



NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AND MEASURED PERPENDICULAR TO EXISTING SEWER LINE.

WATER AND SEWER SEPARATION REQUIREMENTS





SECTIONAL PLAN ON MH

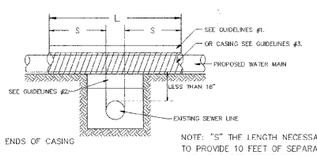
CHECK VALVE
NOTE:TIDEFLEX-SERIES TF-1

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE WITH LESS THAN 18" VERTICAL SEPARATION.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF WATER MAIN AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT THE LENGTH OF "L".
2. IF SELECT GRANULAR BACKFILL EXISTS, REMOVE WITHIN WIDTH OF EXISTING SEWER LINE TRENCH AND REPLACE WITH SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT.
3. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED WATER MAIN AND SEAL ENDS OF CASING
4. POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN CASING AND SEWER.



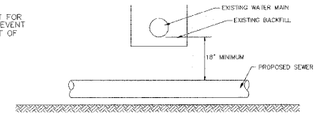
NOTE: "S" THE LENGTH NECESSARY TO PROVIDE 10 FEET OF SEPARATION AND MEASURED PERPENDICULAR TO EXISTING SEWER LINE.

WATER AND SEWER SEPARATION REQUIREMENTS

PROPOSED SEWER LINE BELOW EXISTING WATER MAIN WITH 18" MINIMUM VERTICAL SEPARATION.

GUIDELINES

1. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.



PROPOSED SEWER LINE BELOW EXISTING WATER MAIN WITH LESS THAN 18" VERTICAL SEPARATION.

GUIDELINES

1. OMIT SELECT GRANULAR EMBEDMENT AND GRANULAR BACKFILL TO ONE (1) FOOT OVER TOP OF SEWER AND USE SELECT EXCAVATED MATERIAL (CLASS IV) AND COMPACT FOR "S" FEET ON EACH SIDE OF WATER MAIN.

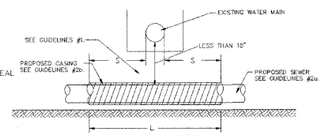
2a. CONSTRUCT "L" FEET OF PROPOSED SEWER OF WATER MAIN MATERIAL AND PRESSURE TEST, OR;

b. USE "L" FEET OF WATER MAIN MATERIAL FOR CASING OF PROPOSED SEWER AND SEAL ENDS OF CASING.

3. PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH.

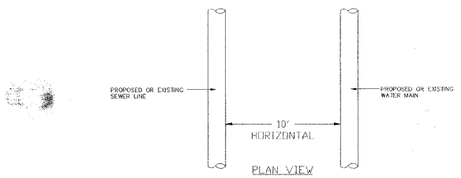
NOTE: "S" THE LENGHT NECESSARY TO PROVIDE 10 FEET OF SEPARATION AS MEASURED PERPENDICULAR TO EXISTING WATER MAIN.

NOTE: COMPACTION REQUIREMENTS REFER TO 20-2.20B



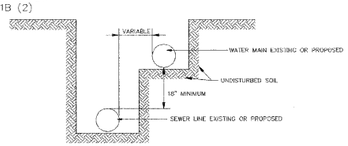
WATER AND SEWER SEPARATION REQUIREMENTS

WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10 FEET OR MORE FROM EXISTING WATER (OR SEWER), NO SPECIAL CONSTRUCTION REQUIRED.
SEE SECTION 41-2.01B (1)



PLAN VIEW

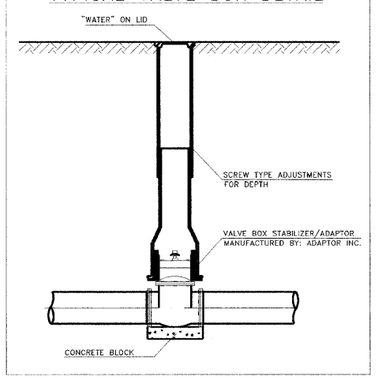
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10 FEET FROM EXISTING WATER (OR SEWER), DETAILS BELOW SHALL APPLY.
SEE SECTION 41-2.01B (2)



WATER AND SEWER SEPARATION REQUIREMENTS

WHEN CATCH BASIN IS CONNECTED TO THE EXISTING COMBINED SEWER, THE CONTRACTOR WILL BE REQUIRED TO INSTALL A RESTRICTOR AS SHOWN IN THIS DETAIL. THIS WORK SHALL BE PAID FOR AS "DRAINAGE RESTRICTOR". REFER TO SPECIAL PROVISIONS IN CONTRACT PROPOSAL.

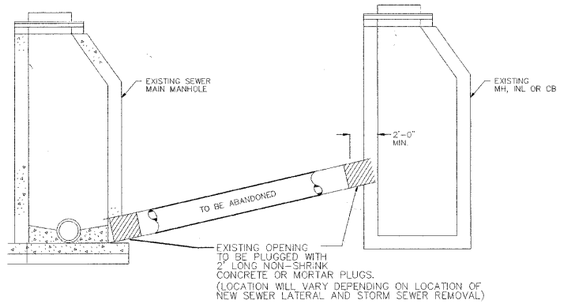
TYPICAL VALVE BOX DETAIL

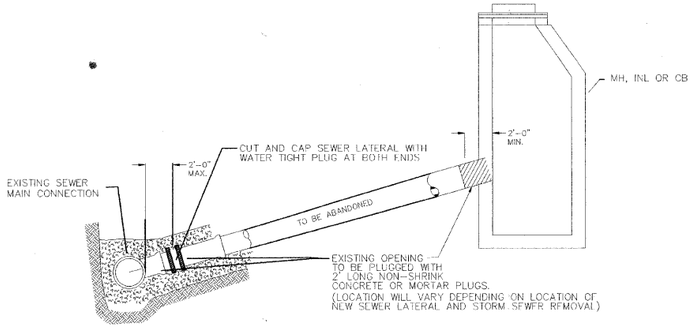


Tran Systems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SHERIDAN ROAD / FOREST AVENUE CITY OF EVANSTON DETAILS**
		DRAWN - NFT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -		NOT TO SCALE | SHEET NO. 1 OF 2 SHEETS | STA. TO STA.
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -		

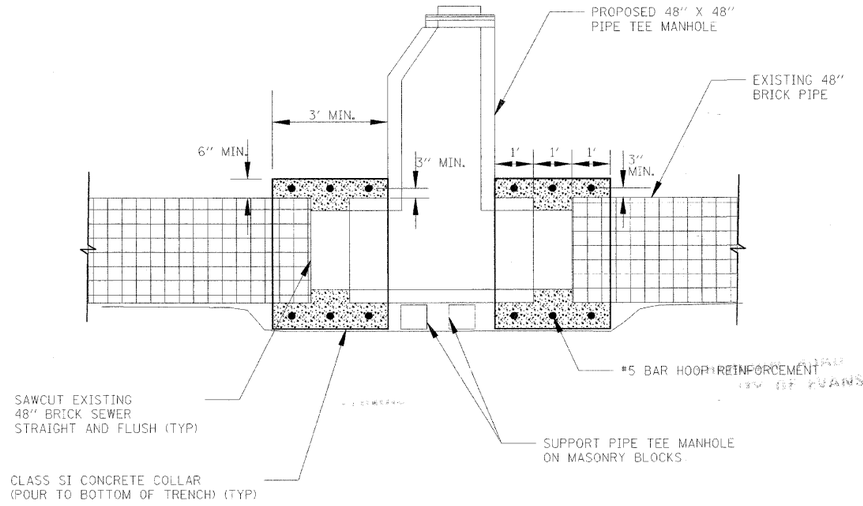
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	53
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

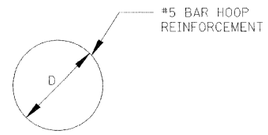


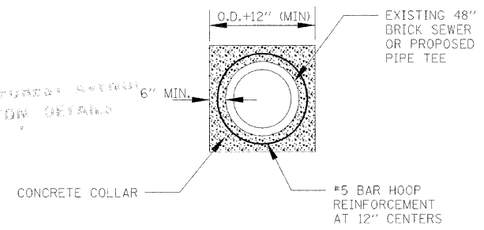


PLUG EXISTING STORM SEWERS

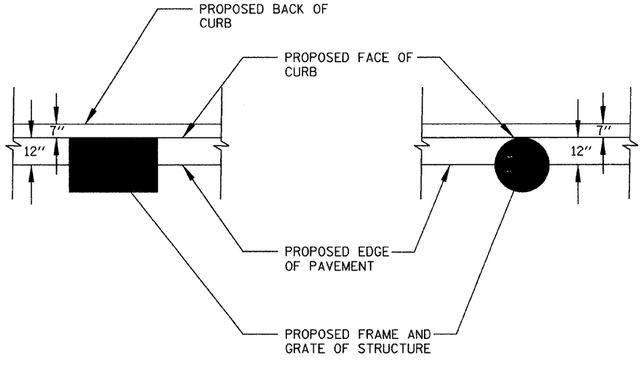
(MANHOLE, CATCH BASIN, INLET OR SEWER MAIN)



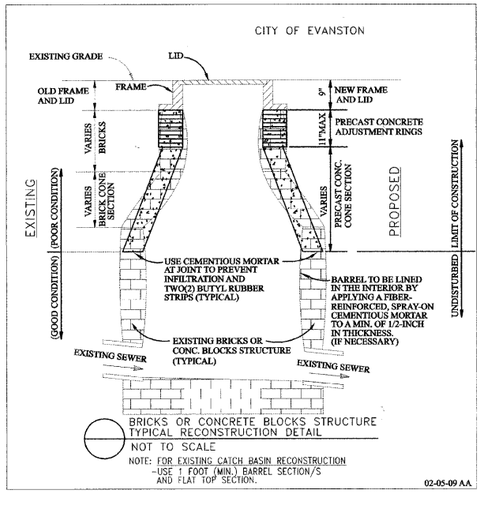




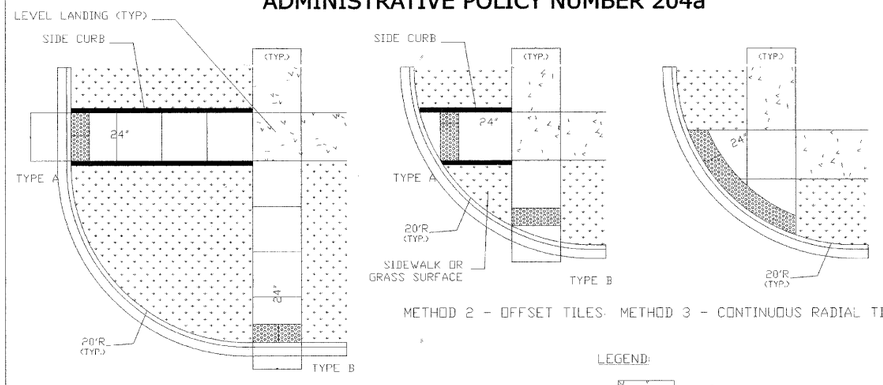
PIPE TEE MANHOLE COLLAR DETAIL



FRAME & GRATE POSITIONING DETAIL IN B-6.12 CURB AND GUTTER



CURB RAMPS DETAIL
ADMINISTRATIVE POLICY NUMBER 204a



METHOD 1 - PERPENDICULAR TILES

METHOD 2 - OFFSET TILES METHOD 3 - CONTINUOUS RADIAL TILES

LEGEND:

- Sidewalk
- Ramp
- Detectable Warnings, Red
- Non walking area (Grass)

GENERAL NOTES:

1. THE PRODUCT USED FOR INSTALLING DETECTABLE WARNINGS SHALL BE THE FOLLOWING:
   a) PREFABRICATED POLYMER CONCRETE CAST-IN-PLACE DETECTABLE WARNING PANELS
   b) COLOR - RED BRICK
2. MANUFACTURED BY ONE OF THE FOLLOWING:
   a) ARMORCAST PRODUCTS COMPANY (818-982-3600)
   b) DETECTABLE WARNING SYSTEMS, INC. (866-999-7452)
   c) OR APPROVED EQUAL
3. ADDITIONAL INSTALLATION REQUIREMENTS: PANELS MUST BE CUT IN A NEAT AND WORKMAN LIKE MANNER PER MANUFACTURERS REQUIREMENTS TO MATCH THE ENTIRE CURB RAMP WIDTH WITH A MINIMUM OF 3 PINS PER PANEL CAST INTO THE CONCRETE RAMP. THE CURB RAMP WIDTH WILL VARY WITH A TYPICAL WIDTH OF 5'-6". THE PANEL SIZE AND METHOD USED FOR INSTALLING DETECTABLE WARNINGS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
4. DETECTABLE WARNING TILES SHALL BE INSTALLED THE FULL WIDTH OF THE CURB RAMP AS SHOWN ABOVE, ON THE PLANS, OR AS DIRECTED BY THE ENGINEER. TYPICAL WIDTHS ARE AS FOLLOWS:
   a) 5' - 6" FOR METHODS 1 AND 2
   b) VARIOUS LENGTHS OF RADIAL TILES FOR METHOD 3
5. A LEVEL LANDING (MINIMUM OF 5'X5' AREA WITH SLOPE IN ALL DIRECTIONS LESS THAN 2%) SHALL BE INSTALLED PRIOR TO ALL CURB RAMPS. METHOD 3 REQUIRES ENTIRE CORNER TO BE A LEVEL LANDING.
6. A DEVIATION OF A ¼" OR MORE FROM ADJACENT SURFACES IS NOT ALLOWED.
7. SIDE CURBS AS SHOWN IN METHODS 1 AND 2 AS THE TYPE A RAMP WILL NOT BE PAID FOR SEPERATELY BUT WILL BE MEASURED FOR PAYMENT AS PCC SIDEWALK AND WILL BE REQUIRED AS DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS, WHILE TYPE B RAMPS WILL REQUIRE CURB OPENING SIDE FLARES.
8. SEE APPLICABLE PORTIONS OF IDOT HIGHWAY STANDARD 424001 (CURB RAMPS FOR SIDEWALKS), THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 424 (PORTLAND CEMENT CONCRETE SIDEWALK), AND THE AMERICANS WITH DISIBILITIES ACT ACCESSIBLITY GUILDLINES (ADAAG) FOR ADDITONAL REQUIREMENTS.
9. DEPRESSED CURB AND GUTTER ADJACENT TO CURB RAMPS SHALL BE INSTALLED TO THE DIMENSIONS PROVIDED IN IDOT HIGHWAY STANDARD 606001 (CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER)
10. WHEN USING METHOD 3 ROADWAY CURB RADII SHALL BE INSTALLED AT 15', 20', OR 25' RADIUS TO THE BACK OF CURB AS NOTED ON PLANS OR AS DIRECTED BY ENGINEER.

CITY OF EVANSTON
PUBLIC WORKS DEPARTMENT
DIVISION OF TRANSPORTATION

APPROVED BY	DATE
DIRECTOR OF TRANSPORTATION/CITY ENGINEER	
DIRECTOR OF PUBLIC WORKS	

TranSystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

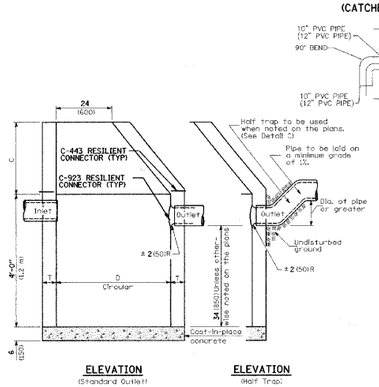
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - NFT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

SHERIDAN ROAD / FOREST AVENUE
CITY OF EVANSTON DETAILS

SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

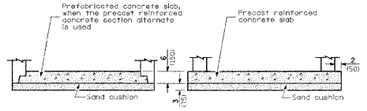
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	54
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL C
(CATCHBASIN TRAP)



ELEVATION
(Standard Outlet)

ELEVATION
(Half Trap)



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m)	30 (750)	5 (125)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Brick Masonry	4'-0" (1.2 m)	30 (750)	8 (200)
	5'-0" (1.5 m)	3'-9" (1.15 m)	8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m)	30 (750)	4 (100)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Cast-in-place Concrete	4'-0" (1.2 m)	30 (750)	6 (150)
	5'-0" (1.5 m)	3'-9" (1.15 m)	6 (150)

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

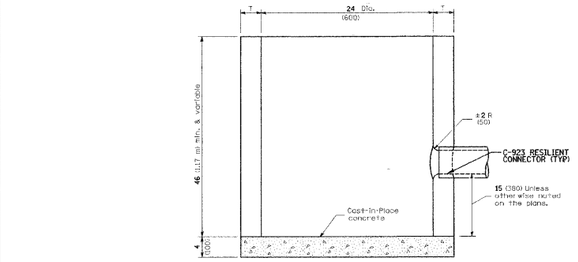
All catch basins shall be 4'-0" (1.2 m) in diameter unless otherwise noted on the plans.

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

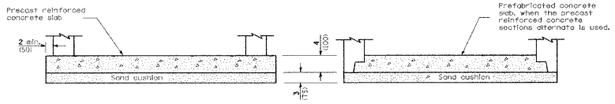
All dimensions are in inches (millimeters) unless otherwise shown.

CATCH BASIN TYPE A



ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3 (75)
Concrete Masonry Units	5 (125)
Cast-in-Place Concrete	6 (150)
Brick Masonry	8 (200)

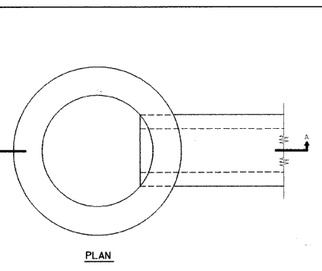
ELEVATION



ALTERNATE BOTTOM SLAB

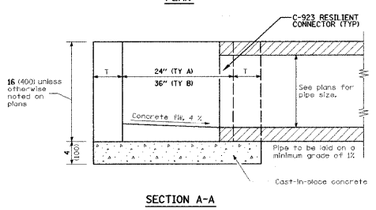
All dimensions are in inches (millimeters) unless otherwise shown.

CATCH BASIN TYPE C

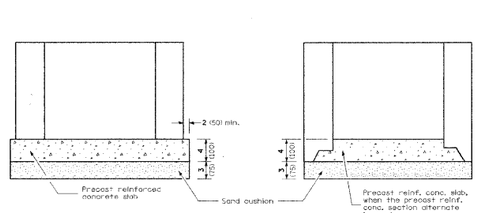


PLAN

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNITS	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



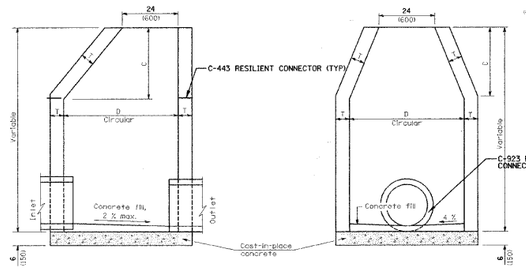
SECTION A-A



ALTERNATE METHODS

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

INLET - TYPE A AND TYPE B

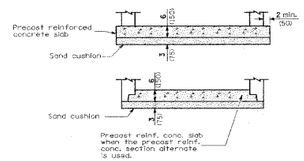


ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Concrete Masonry Units	4'-0" (1.2 m)	30 (750)	5 (125)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Brick Masonry	4'-0" (1.2 m)	30 (750)	8 (200)
	5'-0" (1.5 m)	3'-9" (1.15 m)	8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m)	30 (750)	4 (100)
	5'-0" (1.5 m)	3'-9" (1.15 m)	5 (125)
Cast-in-place Concrete	4'-0" (1.2 m)	30 (750)	6 (150)
	5'-0" (1.5 m)	3'-9" (1.15 m)	6 (150)

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).



ALTERNATE BOTTOM SLAB

GENERAL NOTES

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

MANHOLE TYPE A

Transystems
1051 PERIMETER DRIVE, SUITE 1025
SCHAUMBURG, IL 60173

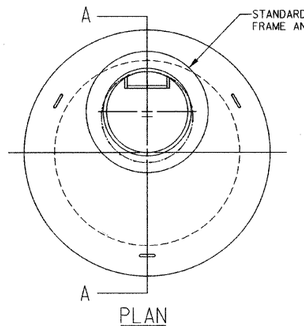
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - NFT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

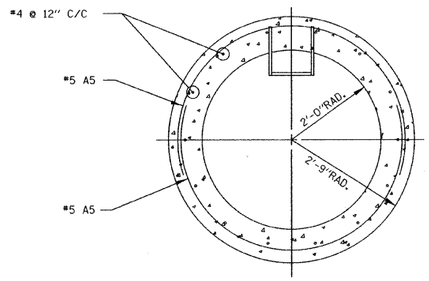
SHERIDAN ROAD / FOREST AVENUE
MWRDGC DETAILS

NOT TO SCALE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

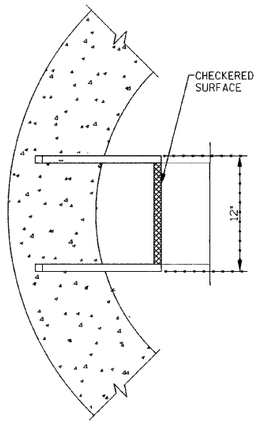
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	55
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



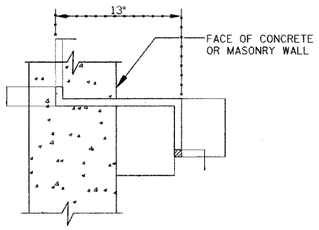
PLAN



SECTIONAL PLAN



PLAN



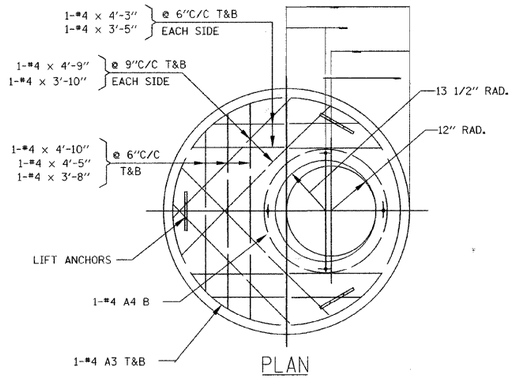
ELEVATION

MANHOLE STEPS

SCALE: 2"= 1'- 0"

MATERIAL:

DUCTILE IRON GRADE 65-45-12
FULLY ANNEALED CONFORMING
TO ASTM SPECIFICATIONS



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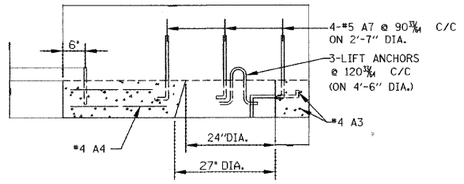
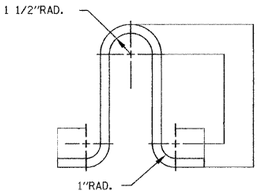


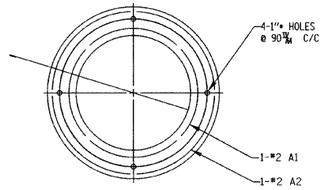
SECTION
PRECAST TOP SLAB DETAIL

SCALE: 3/4" = 1'-0"

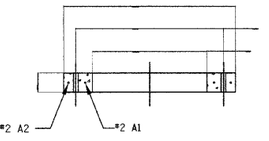


LIFT ANCHOR DETAIL

SCALE: 3" = 1'-0"
MATERIAL: 5/8" DIA. x 2'-3"A-36 STEEL
ROD GALVANIZED AFTER FABRICATION

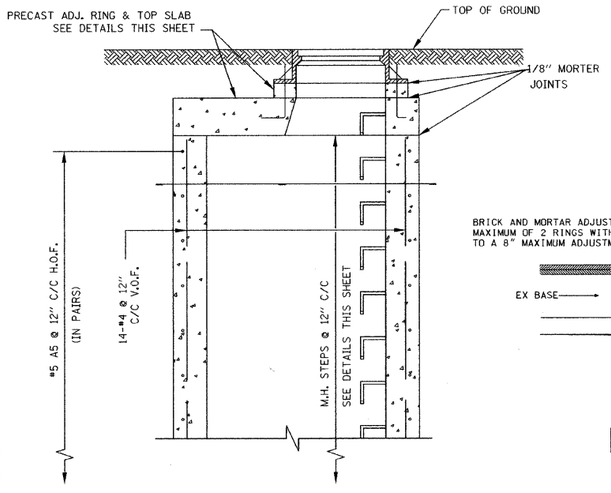


PLAN



SECTION
PRECAST ADJUSTMENT RING DETAIL

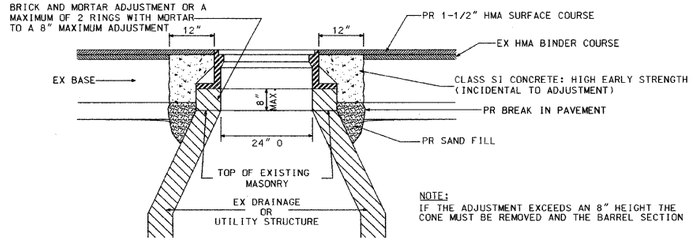
SCALE: 1" = 1'-0"



SECTION "A-A"

STANDARD MANHOLE BARREL

SCALE: 3/4" = 1'-0"

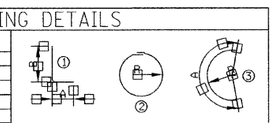


NOTE:
IF THE ADJUSTMENT EXCEEDS AN 8" HEIGHT THE CONE MUST BE REMOVED AND THE BARREL SECTION

DETAIL OF TYPE I FRAME ADJUSTMENT

RE-BAR BENDING DETAILS

MARK	SIZE	LENGTH	TYPE	A	B	R
A1	#2	7'-6"	②	–	–	13 1/2"
A2	#2	9'-6"	②	–	–	17"
A3	#4	15'-0"	②	–	–	29 1/2"
A4	#4	9'-3"	②	–	–	16 1/2"
A5	#5	8'-9"	③	8'-9"	–	29 1/2"
A7	#5	2'-0"	①	6"	1'-6"	–



NOTE:

9" THICK PRECAST CONCRETE RINGS WITH CAST IN PLACE RUNGS MAY BE USED IN PLACE OF CAST IN PLACE CONCRETE WHEN EXTENDING THE HEIGHT OF THE MANHOLE BARREL. ALL EXTENSION SHALL BE IN ONE PIECE AND IN INCREMENTS OF 12".

ALL JOINTS SHALL BE CLEANED, SQUARED AND GROUTED IN A MANNER TO PRECLUDE POSSIBILITY OF LEAKS AT JOINT.

THE PRECAST TOP SLAB SHALL BE REMOVED AND REPLACED AS REQUIRED.

ALL ELEMENTS OF THE MANHOLE DISTURBED OR DAMAGED DURING ALTERATION SHALL BE CORRECTED OR REPLACED TO MEET THE STANDARD HEREIN SHOWN AND SPECIFIED.

ALL CONCRETE SHALL BE CLASS "A".

ALL GROUT SHALL BE 1 PART CEMENT TO 3 PARTS SAND WITH MINIMUM WATER TO ACHIEVE A STIFF PLASTIC CONSISTANCY WITH ZERO SLUMP.

ALL WORKMANSHIP AND MATERIALS NOT SPECIFIED SHALL BE AS PER STANDARD PREPRINTED MWRDGC SPECIFICATIONS TITLED:
GENERAL SPECIFICATIONS - CONSTRUCTION CONTRACTS
GENERAL SPECIFICATIONS - SEWERS
GENERAL SPECIFICATIONS - CONCRETE

PROCEDURE:

A) TO RAISE ELEVATION 0" TO 8" MAX., ADD 4" THICK ADJUSTMENT RINGS AS DETAILED. INCREMENTS OF LESS THAN 4" SHALL BE OBTAINED BY HAND PACKING A DRY CEMENT GROUT OVER 100% OF THE BEARING AREA.

B) TO RAISE ELEVATION OVER 8" AND LESS THAN 12", REMOVE THE 4" ADJUSTMENT RING AND EXTEND THE 9" THICK MANHOLE BARREL 12" WITH CAST IN PLACE CONCRETE REINFORCED AS DETAILED AND WITH LADDER RUNG AS DETAILED. TOP OF EXISTING CONCRETE TO BE CLEANED AND ROUGHENED AND NEW CONCRETE PLACED IN A MANNER TO INSURE BONDING AND NO LEAKAGE. FOR INCREMENTS BETWEEN 8" AND 12" PLACE GROUT FILLER AS IN (A) ABOVE.

C) TO RAISE ELEVATION 12" AND ABOVE, ADD TO 9" THICK MANHOLE BARREL ONLY IN INCREMENTS OF 12" WITH RUNGS AT 12" O.C. AS DESCRIBED IN (B). FOR INCREMENTS BETWEEN 12" ADD OR REMOVE 4" ADJUSTMENT RINGS AND GROUT FILLER AS DESCRIBED IN (A) AND (B).

D) TO LOWER ELEVATION 0" TO 4", REMOVE 4" THICK ADJUSTMENT RING AND FILL INCREMENTS OF 0" TO 4" WITH GROUT AS DESCRIBED IN (A).

E) TO LOWER ELEVATION MORE THAN 4", REMOVE 9" THICK MANHOLE BARREL ONLY IN INCREMENTS OF 12" AND ADD OR REMOVE 4" THICK ADJUSTMENT RINGS AND GROUT AS REQUIRED AND AS DESCRIBED IN (A) AND (B).

TranSystems
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SCHAUMBURG, IL 60173

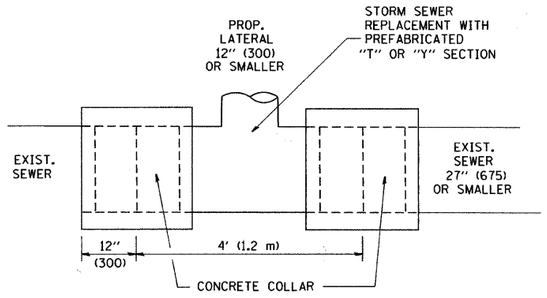
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - NFT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD / FOREST AVENUE
MWRDGC STANDARD NO. 8-121

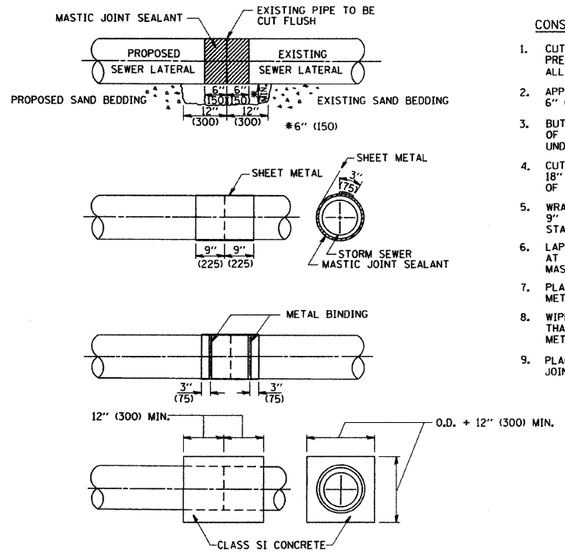
NOT TO SCALE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	56
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

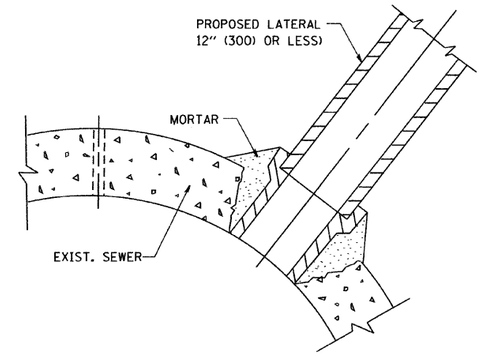


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

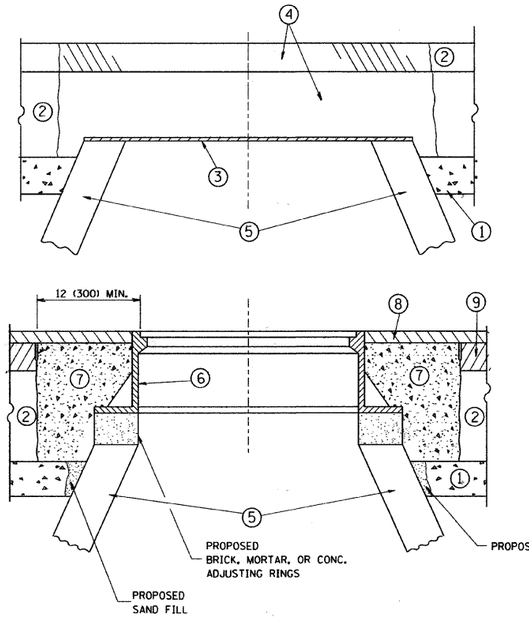
FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	57
	BD500-01 (BD-7)	CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

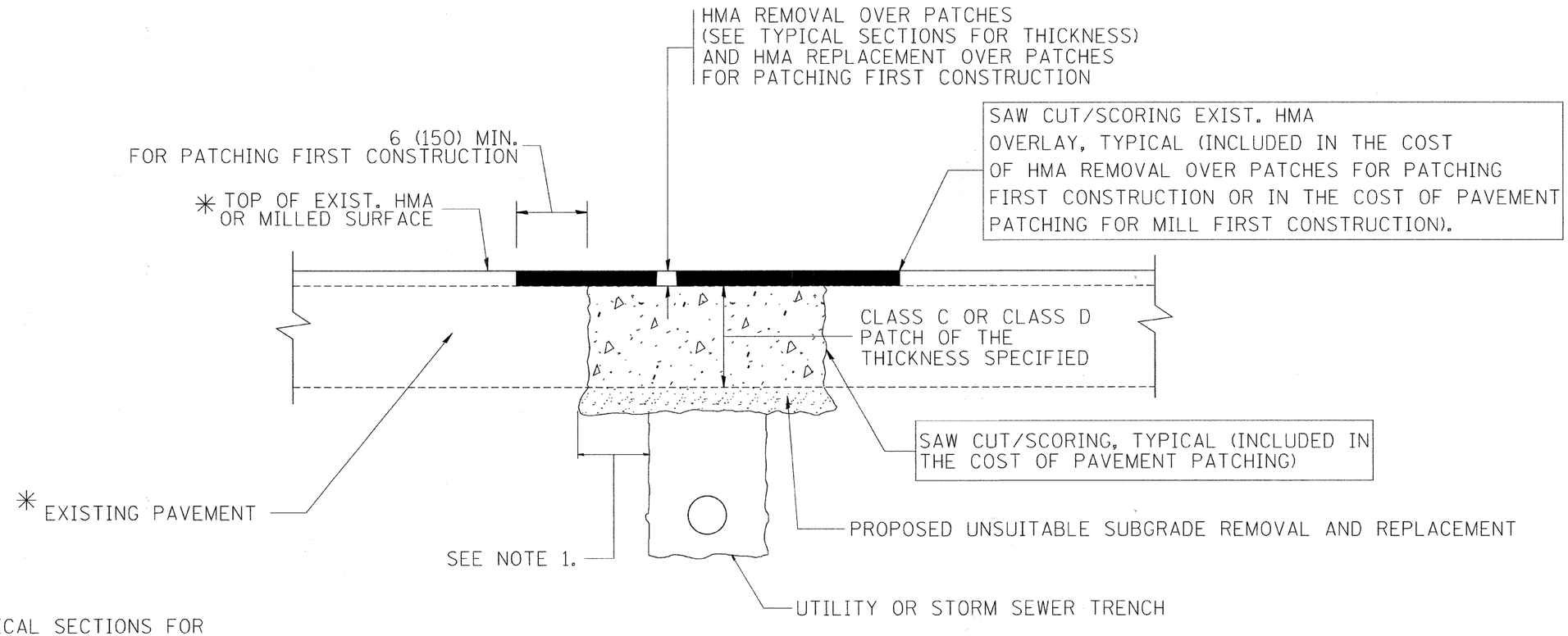
FILE NAME = W:\diststd\22x34\bd08.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	DATE - 10-25-94	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	58
	BD600-03 (BD-8)	CONTRACT NO.	63417	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

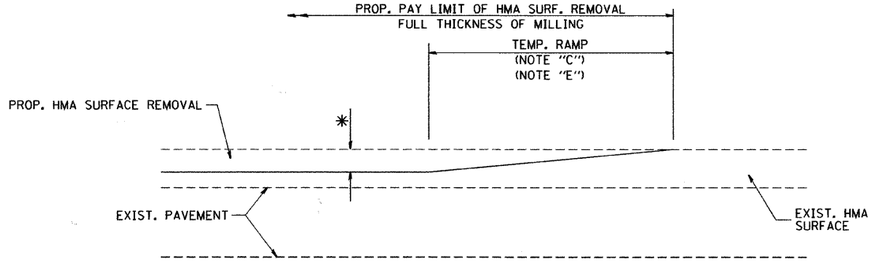
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

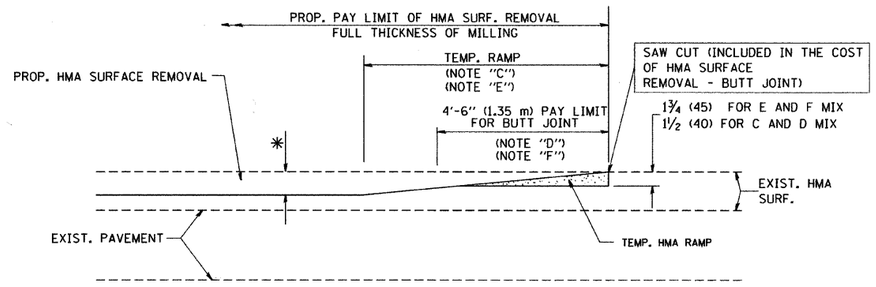
FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07					2865	08-00250-02-PV	COOK	79	59
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO.	63417	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

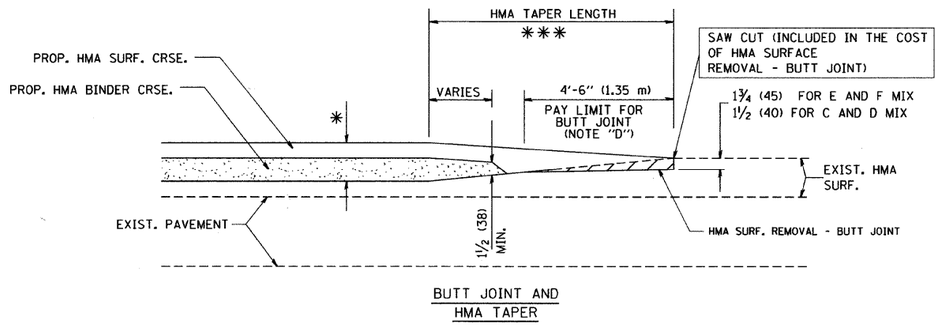


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

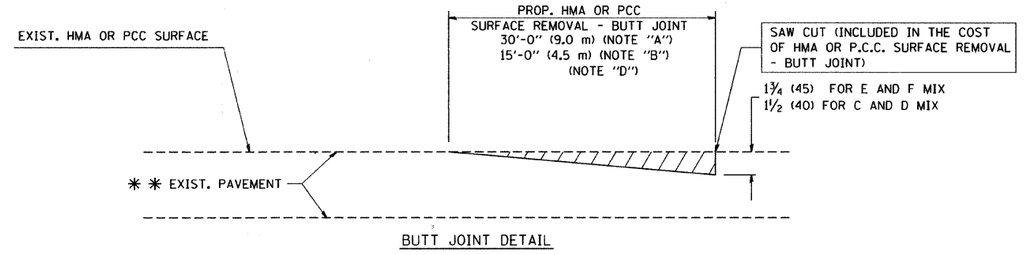
OPTION 2

TYPICAL TEMPORARY RAMP

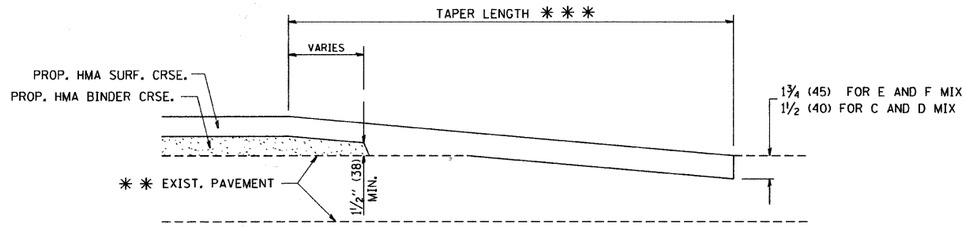


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

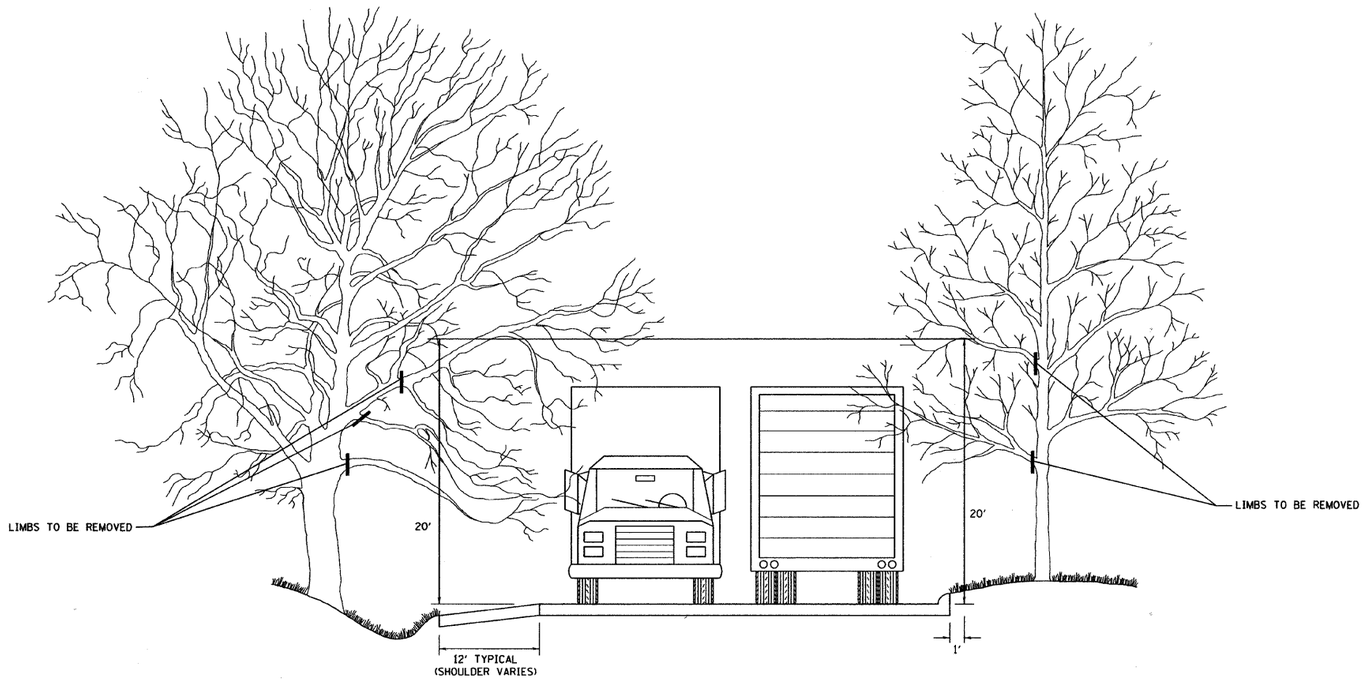
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	60
	BD400-05 BD32	CONTRACT NO.	63417	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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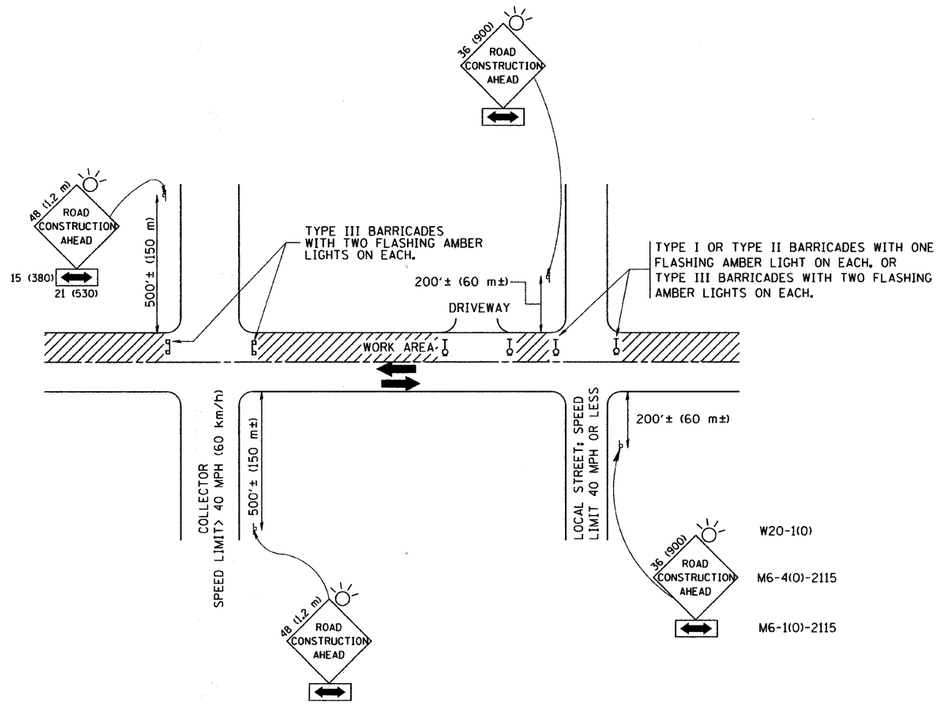
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	61
	BM-20	CONTRACT NO. 63417		
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.

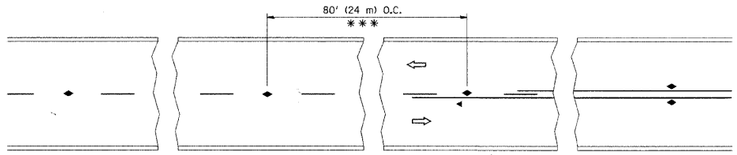
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

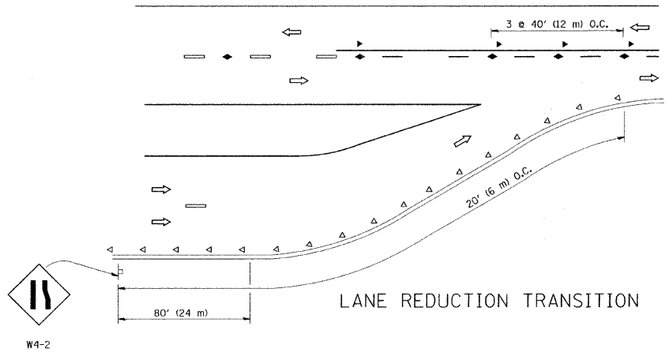
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	62
	TC-10	CONTRACT NO.	63417	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

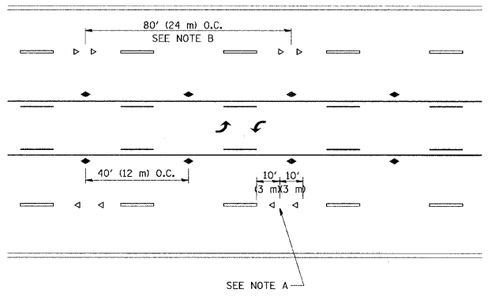


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

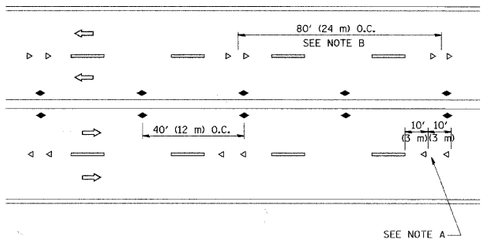
TWO-LANE/TWO-WAY



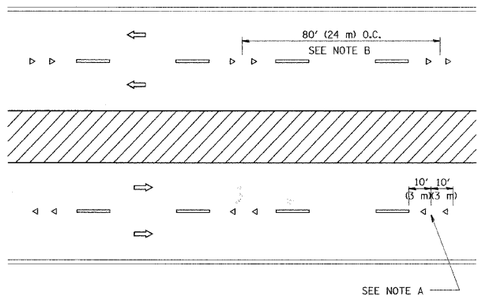
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

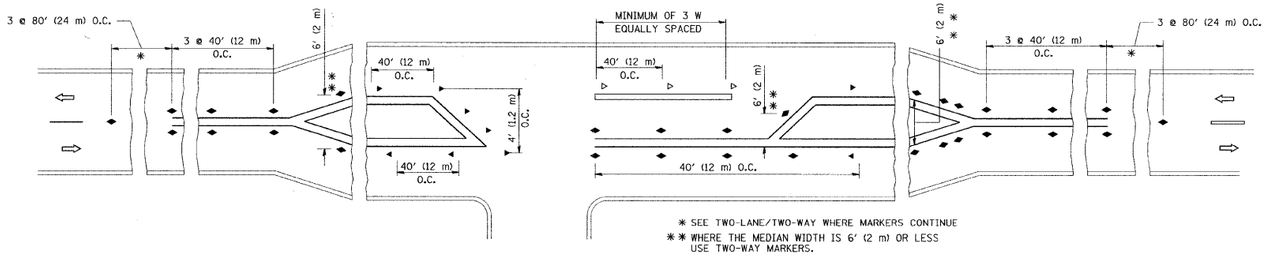
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

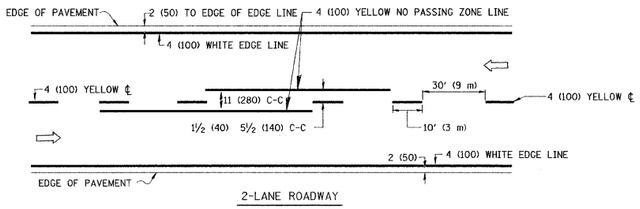
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

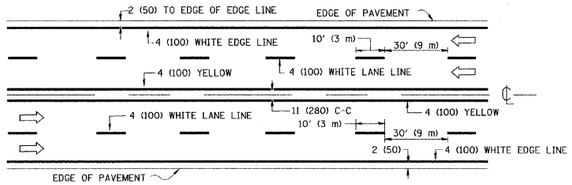
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc11.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCIUS 09-09-09		

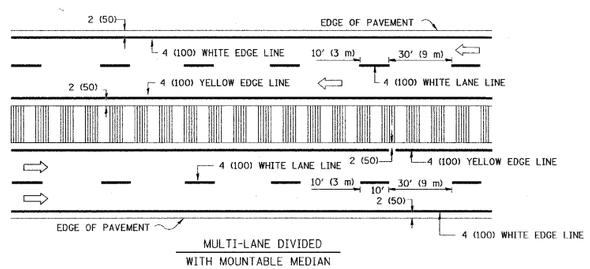
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	63
	TC-11	CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



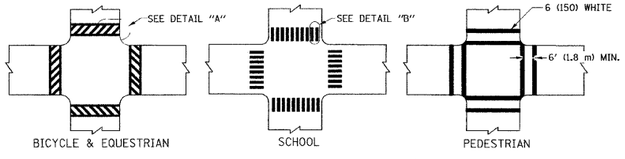
MULTI-LANE UNDIVIDED

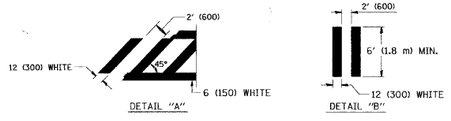


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

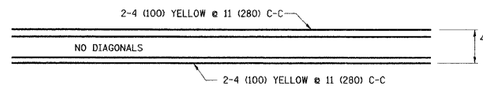
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

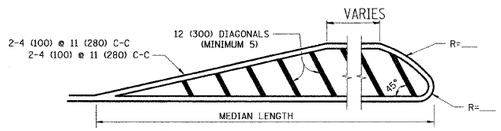




TYPICAL CROSSWALK MARKING



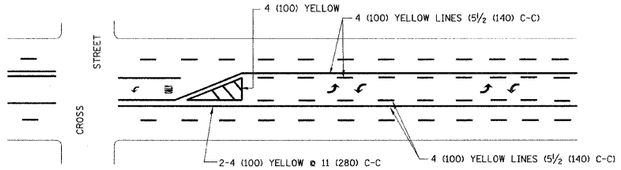
4' (1.2 m) WIDE MEDIANS ONLY



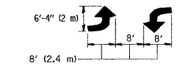
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

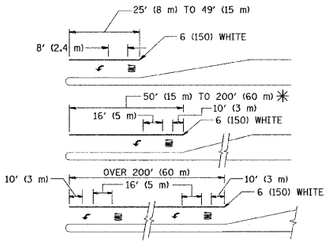


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

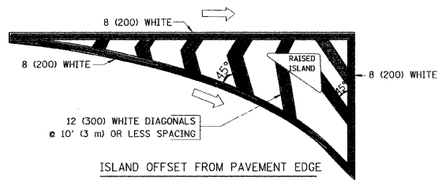


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

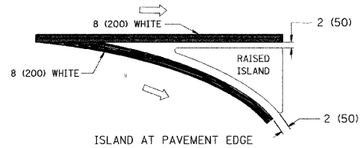
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



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 FOR BOTH DIRECTIONS	4 (100) 2 ⧈ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⧈ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⧈ 6 (150) 12 (300) ⧈ 45° 12 (300) ⧈ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⧈ 4 (100) WITH 12 (300) DIAGONALS ⧈ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⧈ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
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.

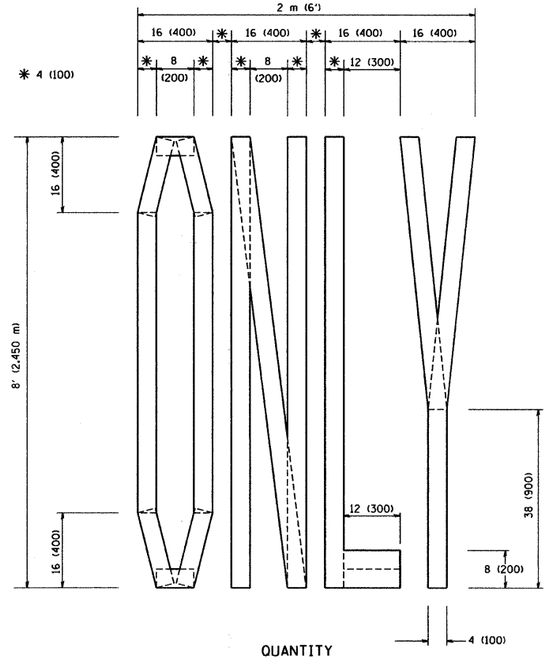
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\tc13.dgn	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
	PLOT SCALE = 50.000 ' / IN.	DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT DATE = 9/9/2009	CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

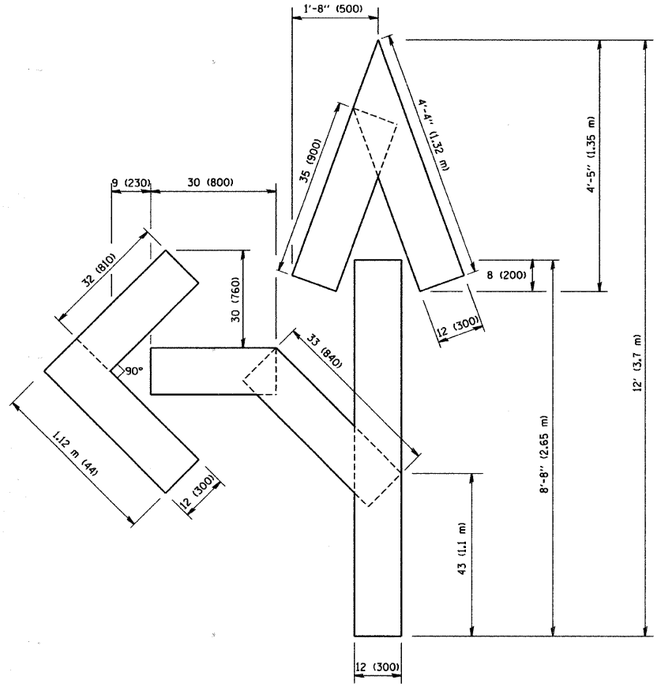
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

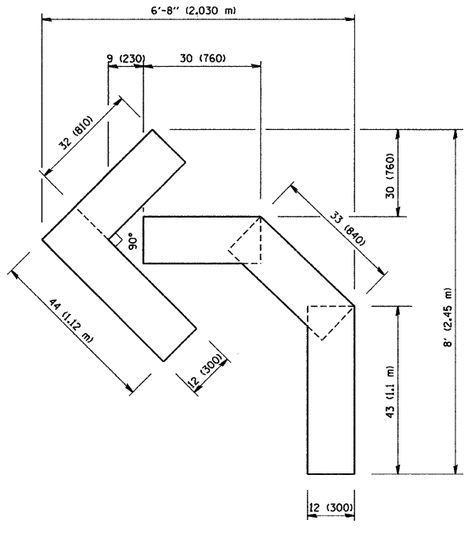
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	64
	TC-13	CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

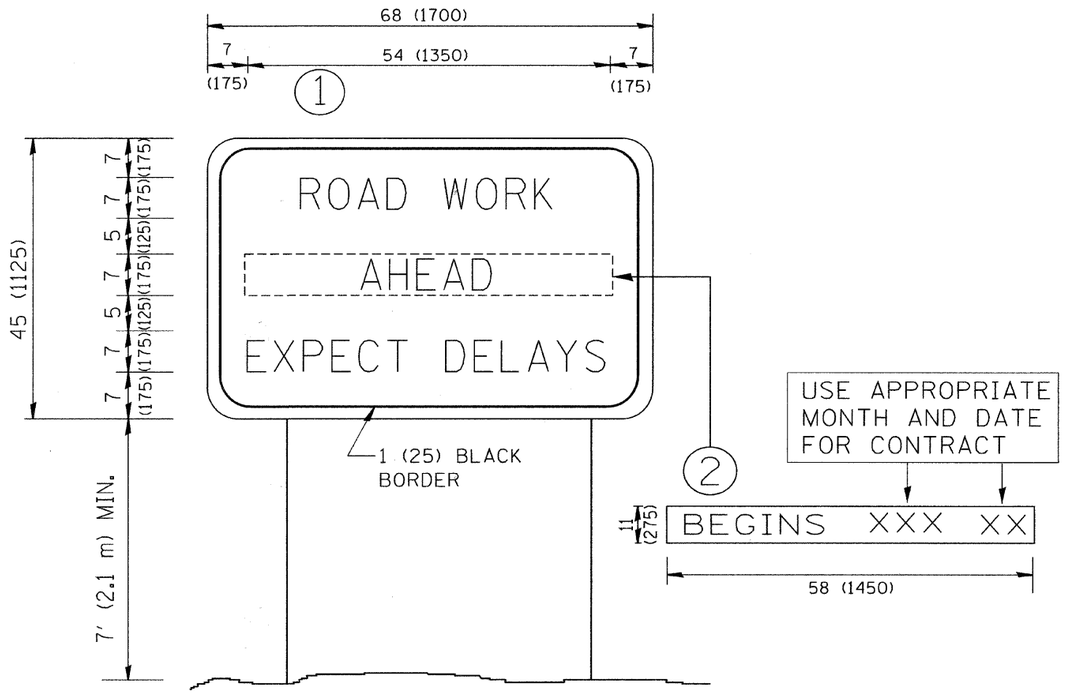
FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	65
	TC-16	CONTRACT NO. 63417		
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.

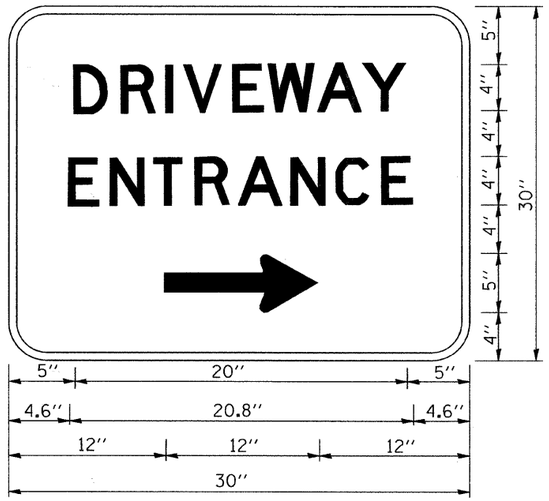
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	66
	TC-22	CONTRACT NO. 63417		
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''.

FILE NAME = W:\diststd\22x34\tc26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	67
	TC-26	CONTRACT NO. 63417		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

531+66.53

GREENWOOD STREET

-2.00%

-2.00%

GREENWOOD STREET

STAGE V
SUITABLE
CUT = 60.23SF
FILL = 0.00 SF

STAGE VI
SUITABLE
CUT = 63.39SF
FILL = 0.00 SF

531+66.53

526+34.37

DEMPSTER STREET

-2.00%

-2.00%

DEMPSTER STREET

STAGE V
SUITABLE
CUT = 56.62SF
FILL = 0.00 SF

STAGE VI
SUITABLE
CUT = 55.44SF
FILL = 0.00 SF

526+34.37

526+00.00

EX ROW

EX B/C

12.23

12.63

-2.67%

-2.67%

12.23

EX B/C

STAGE V
SUITABLE
CUT = 20.63SF
FILL = 3.84 SF

STAGE VI
SUITABLE
CUT = 21.62 SF
FILL = 4.27 SF

526+00.00

FINAL SURVEY NOTE BOOK	BY	DATE
SURVEYED		
PLOTTED		
PLOT DATE		
AREAS		
AREAS CHECKED		
NO.		

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10'
5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

SCALE: | SHEET NO. OF SHEETS | STA. 526+00.00 TO STA. 536+50.00

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	68
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

537+00.00

LAKE STREET

2.10%

13.37

-2.00%

13.67

-1.50%

13.51

LAKE STREET

0.73%

537+00.00

STAGE V | STAGE VI

SUITABLE
CUT = 59.37SF
FILL = 0.00 SF

SUITABLE
CUT = 0.00 SF
FILL = 0.00 SF

536+50.00

EX B/C

-2.53%

-2.30%

EX B/C

2.0 %

536+50.00

STAGE V | STAGE VI

SUITABLE
CUT = 24.73SF
FILL = 3.46 SF

SUITABLE
CUT = 1.33 SF
FILL = 8.46 SF

532+00.00

EX B/C

4.2 %

12.61

-2.36%

13.10

-2.53%

12.66

EX B/C

0.5 %

532+00.00

STAGE V | STAGE VI

SUITABLE
CUT = 20.49SF
FILL = 0.26 SF

SUITABLE
CUT = 20.16 SF
FILL = 0.22 SF

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

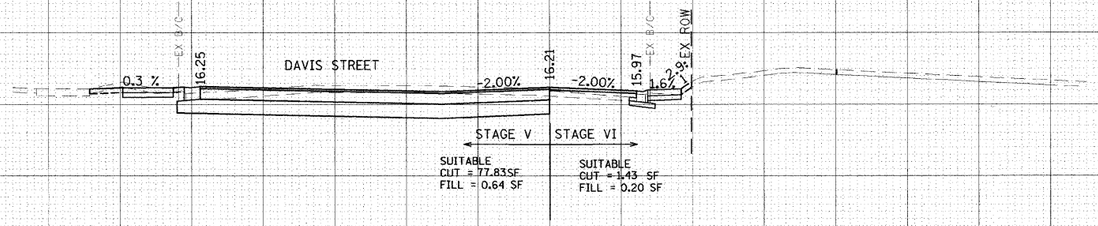
SCALE: | SHEET NO. OF SHEETS | STA. 537+00.00 TO STA. 540+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	69
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

540+00.00



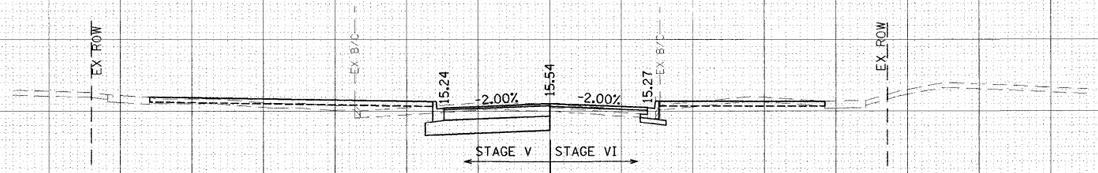
STAGE V | STAGE VI

SUITABLE
CUT = 77.83SF
FILL = 0.64 SF

SUITABLE
CUT = 1.43 SF
FILL = 0.20 SF

540+00.00

539+50.00



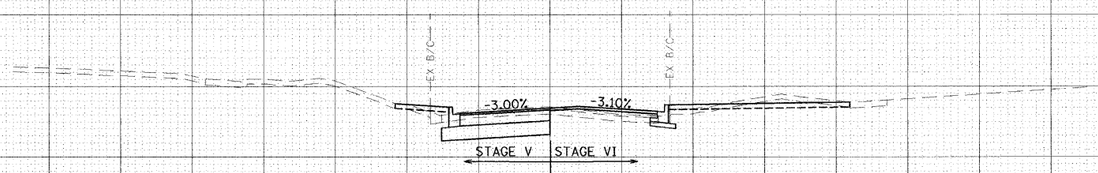
STAGE V | STAGE VI

SUITABLE
CUT = 26.83SF
FILL =14.00 SF

SUITABLE
CUT = 4.91 SF
FILL = 1.34 SF

539+50.00

537+50.00



STAGE V | STAGE VI

SUITABLE
CUT = 22.43SF
FILL = 3.22 SF

SUITABLE
CUT = 7.25 SF
FILL = 2.49 SF

537+50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	
		DRAWN - CEC	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5' — HORIZ. 1"=10' VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

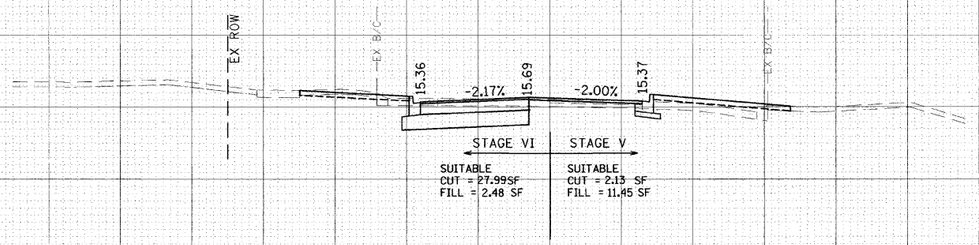
SCALE: | SHEET NO. OF SHEETS | STA. 544+50.00 TO STA. 545+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	70
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

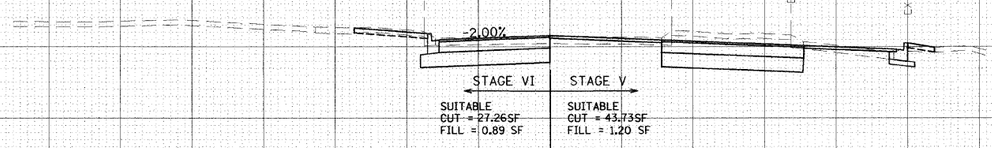
545+00.00



545+00.00

20
15
10

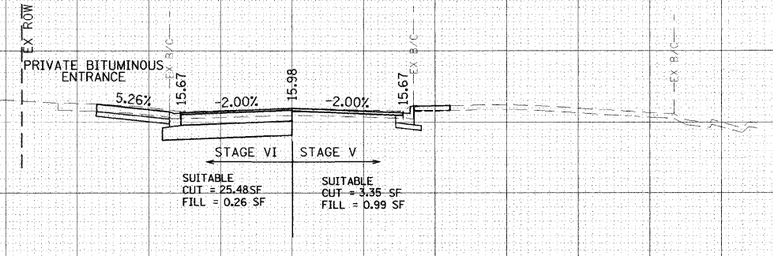
544+77.00



544+77.00

20
15
10

544+50.00



544+50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
DRAWN
AREAS CHECKED
BY
DATE

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

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - CEC	REVISED -	
		DRAWN - CEC	REVISED -	
	PLOT SCALE = #SCALE#	CHECKED - DWB	REVISED -	
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' HORIZ. 1"=10'
5' VERT. 1"=5' 5'

SCALE: | SHEET NO. OF SHEETS | STA. 546+00.00 TO STA. 548+00.00

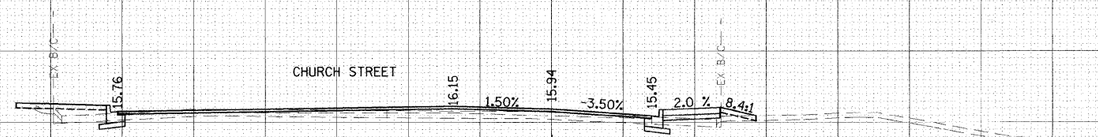
SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	71
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

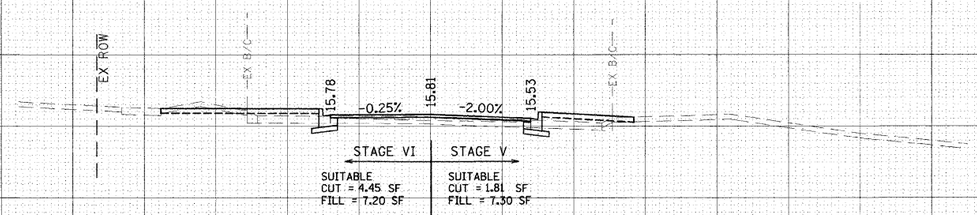
547+00.00



547+00.00

20
15
10

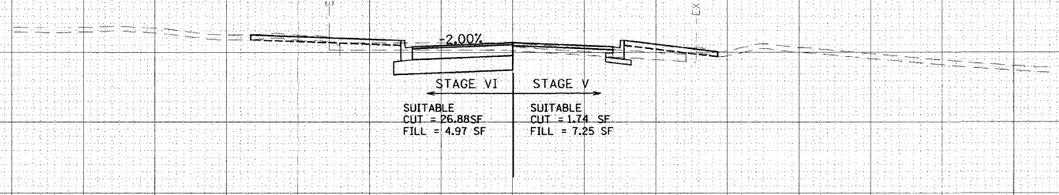
546+00.00



546+00.00

20
15
10

545+50.00



545+50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

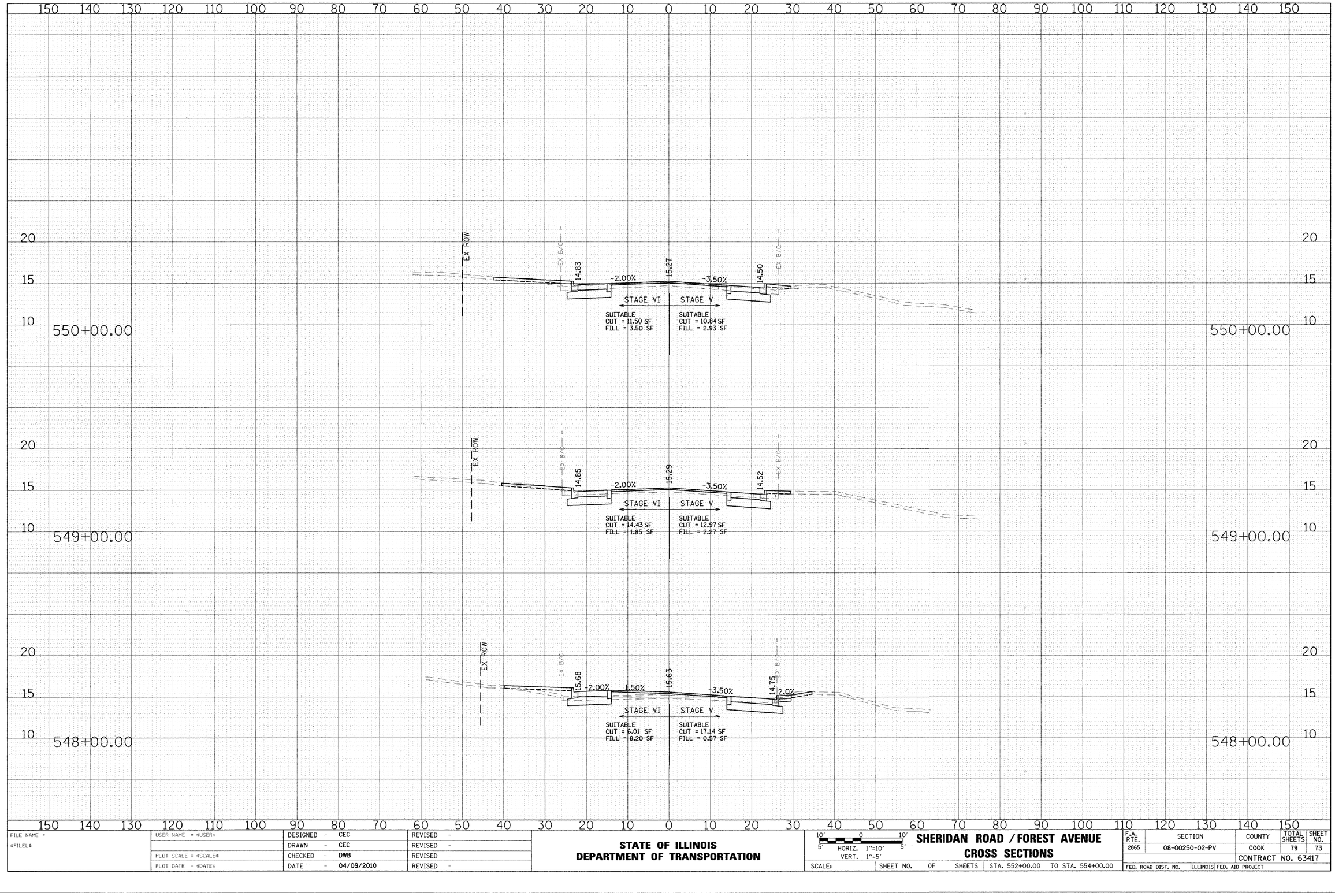
SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 549+00.00 TO STA. 551+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	72
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPORARY AREAS	
	AREAS CHECKED	

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



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

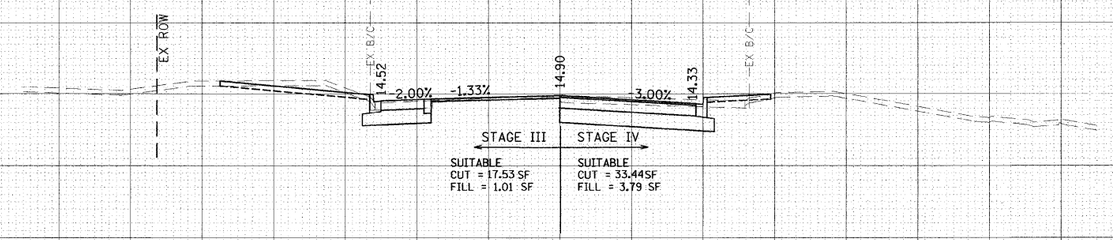
SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 552+00.00 TO STA. 554+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	73
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

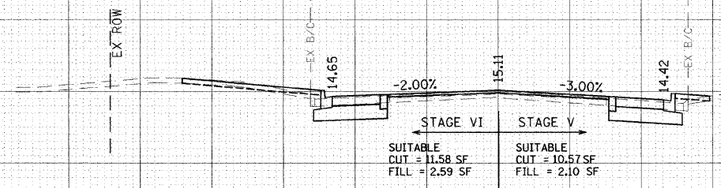
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10 553+00.00



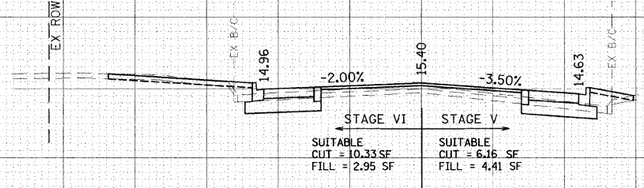
553+00.00

20
15
10 552+00.00



552+00.00

20
15
10 551+00.00



551+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

	BY	DATE
FINAL SURVEY		
SURVEYED		
PLOTTED		
TRIANGULATE		
NOTE BOOK		
AREAS		
AREAS CHECKED		
NO.		

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

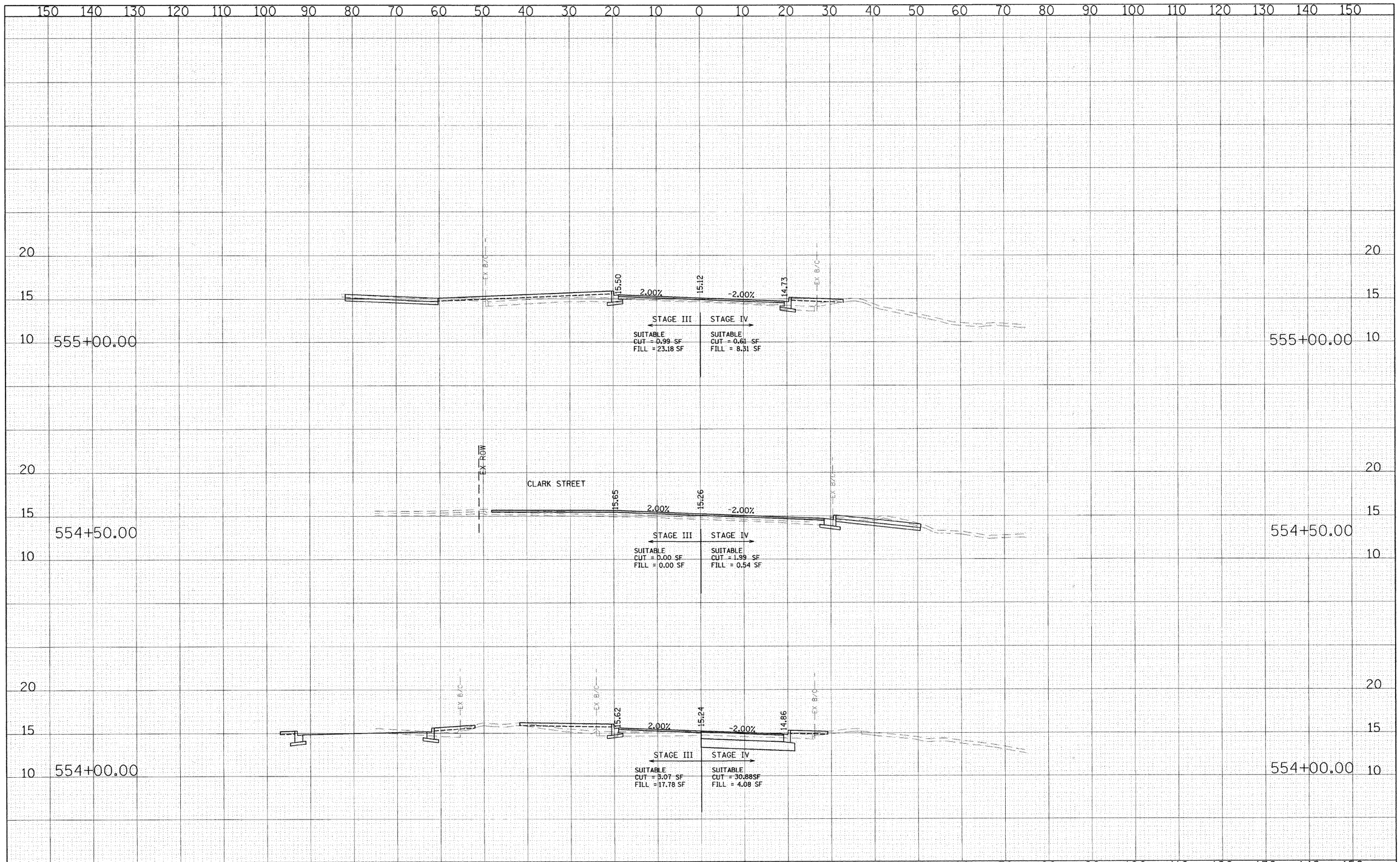
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	**STATE OF ILLINOIS**
		DRAWN - CEC	REVISED -	**DEPARTMENT OF TRANSPORTATION**
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -	
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -	

10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 554+50.00 TO STA. 555+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	74
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	DATE

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - DWB	REVISED -
	PLOT DATE = #DATE#	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

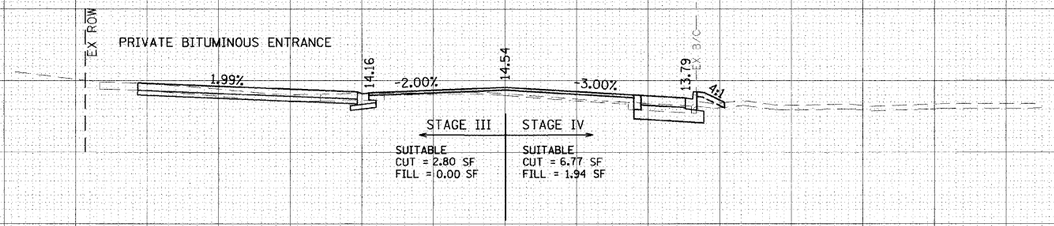
SCALE: | SHEET NO. OF SHEETS | STA. 556+00.00 TO STA. 557+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	75
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

20
15
10

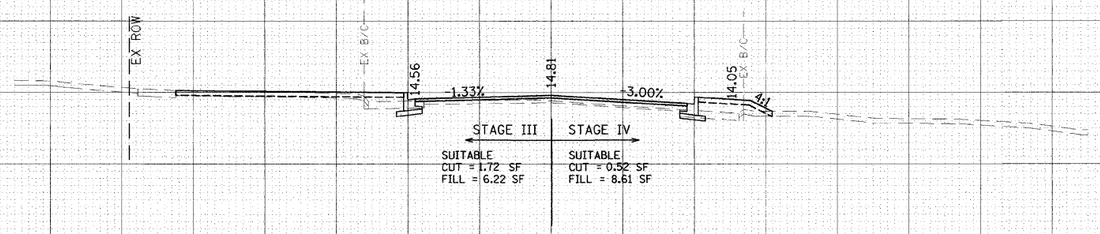
556+50.00



556+50.00

20
15
10

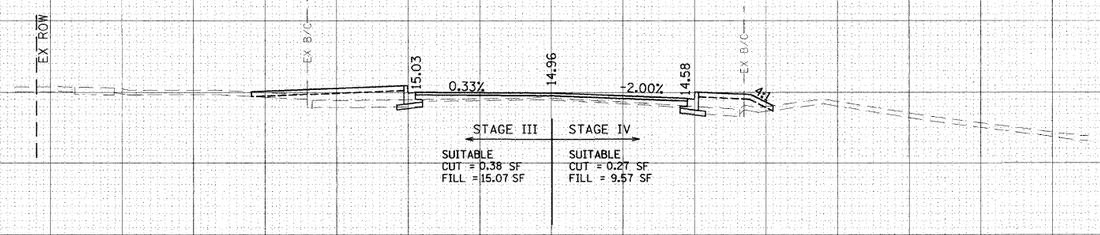
556+00.00



556+00.00

20
15
10

555+50.00



555+50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY — NOTE BOOK — NO. — BY — DATE
SURVEYED
PLOTTED
ISSUE DATE
AREAS
AREAS CHECKED

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

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5' — HORIZ. 1"=10' VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

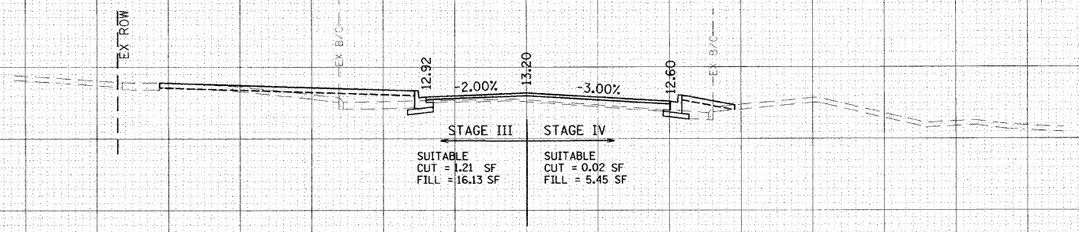
SCALE: | SHEET NO. OF SHEETS | STA. 558+00.00 TO STA. 560+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	76
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

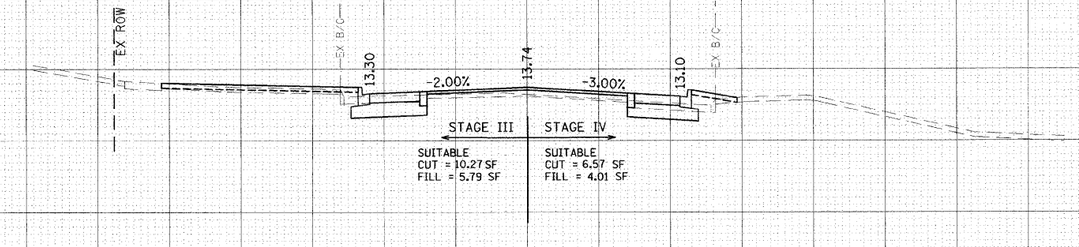
20
15
10

559+00.00



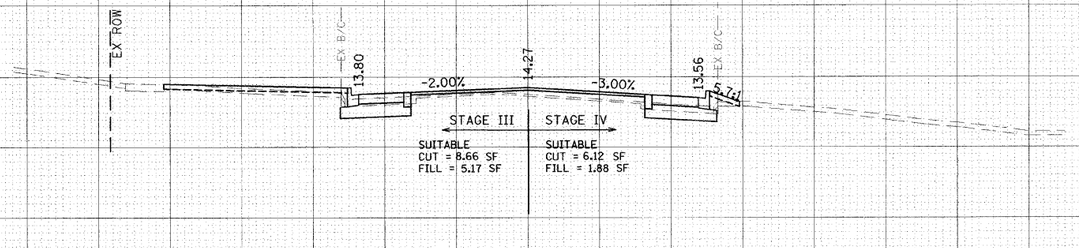
559+00.00

558+00.00



558+00.00

557+00.00



557+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

ORIGINAL CURVE — SURVEYED — PLOTTED — TEMPLATE — NOTE BOOK — AREAS — AREAS CHECKED — NO. — BY — DATE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

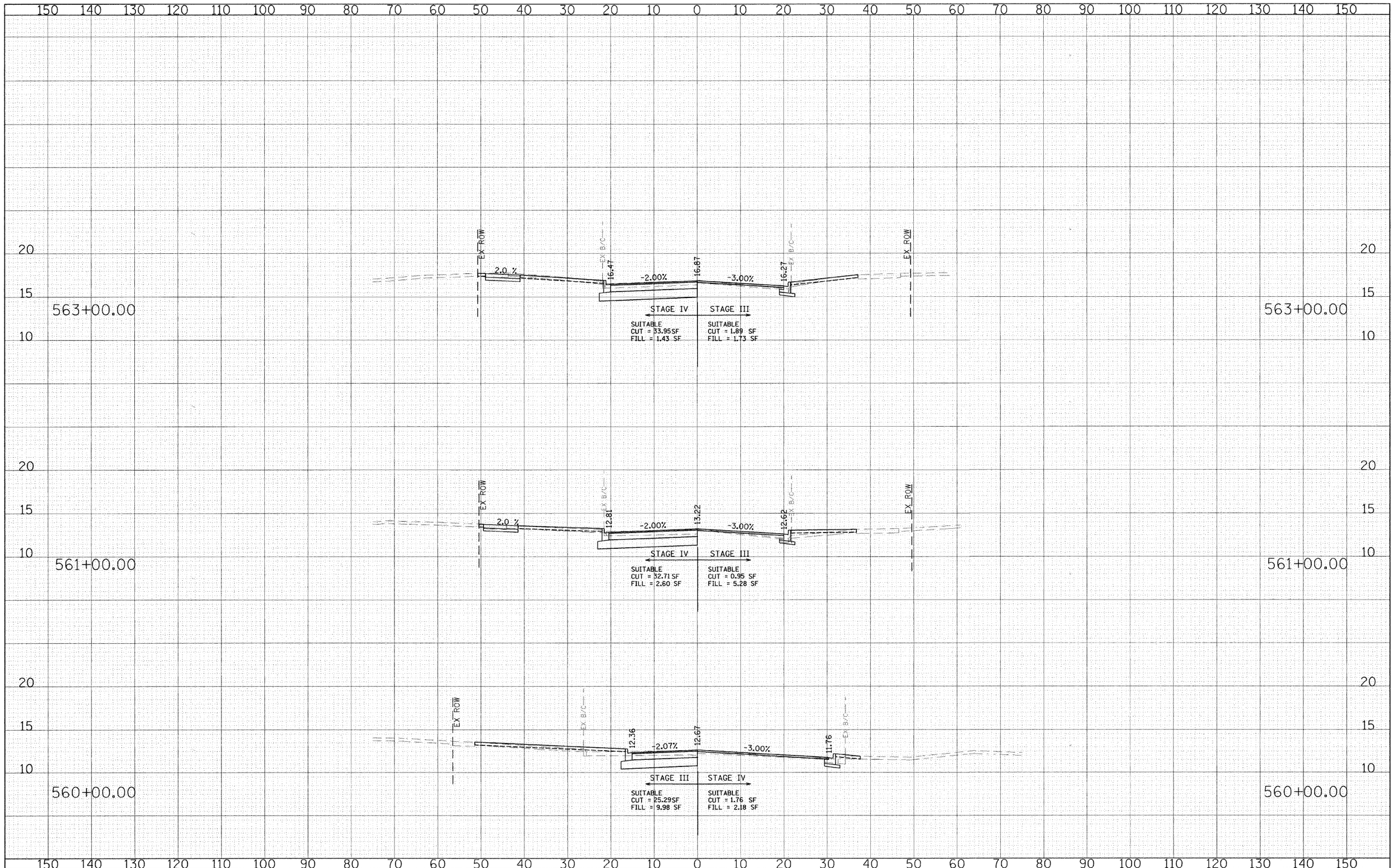
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10' 0 10' / 5' 5' — HORIZ. 1"=10' — VERT. 1"=5'

SCALE: | SHEET NO. OF SHEETS | STA. 561+00.00 TO STA. 564+00.00

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	77
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BY	DATE
SURVEYED	
PLOTTED	
PHOTO RATE	
AREAS	
AREAS CHECKED	

FINAL SURVEY
NOTE BOOK
NO.

ORIGINAL SURVEY
NOTE BOOK
NO.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -
		DRAWN - CEC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

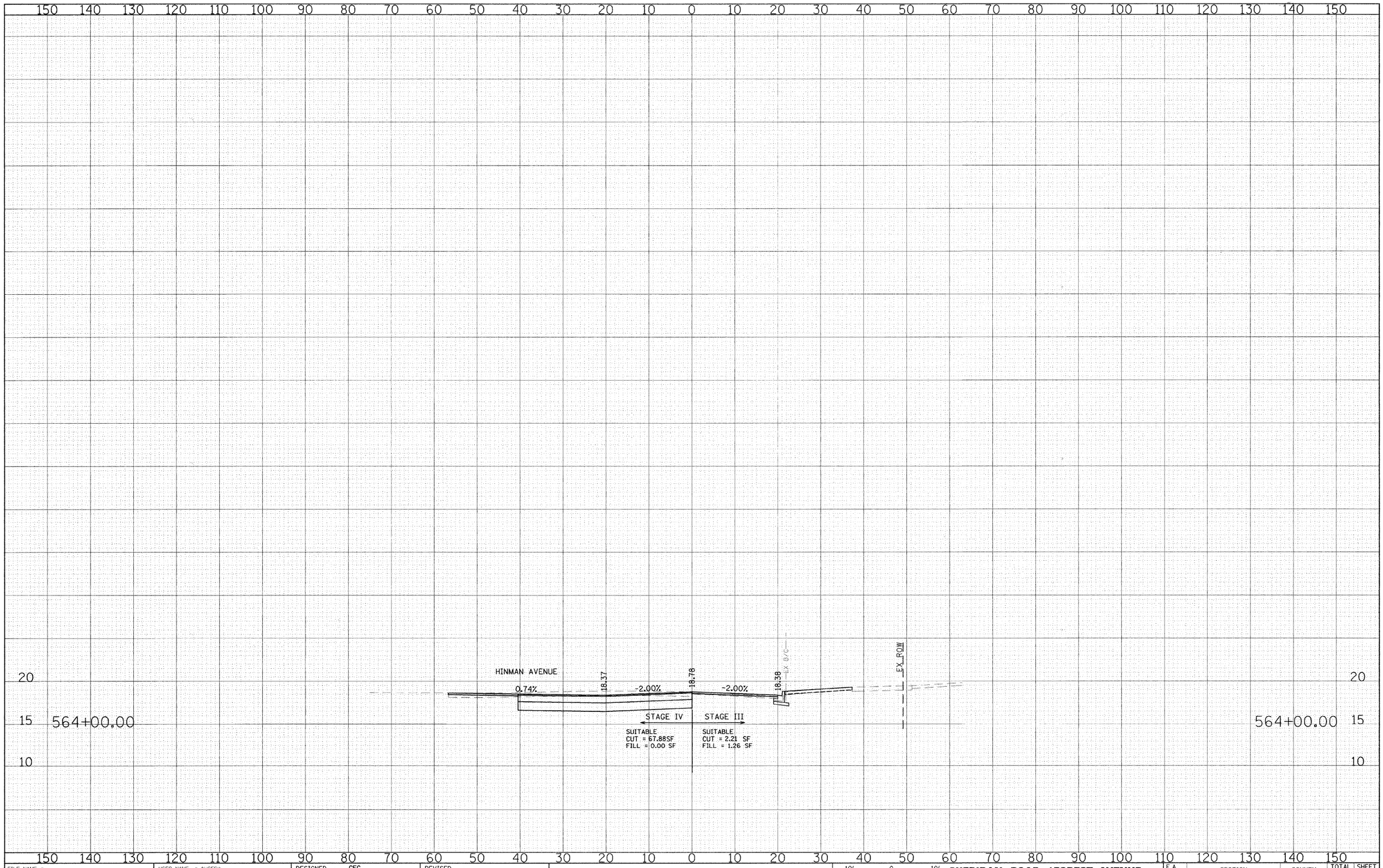
10' 0 10' / 5' 5'
HORIZ. 1"=10'
VERT. 1"=5'

SHERIDAN ROAD / FOREST AVENUE
CROSS SECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	78
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	CHECKED		
	AREAS		
	AREAS CHECKED		



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CEC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHERIDAN ROAD / FOREST AVENUE CROSS SECTIONS
		DRAWN - CEC	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DWB	REVISED -		HORIZ. 1"=10' VERT. 1"=5'
	PLOT DATE = $DATE$	DATE - 04/09/2010	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-02-PV	COOK	79	79
		CONTRACT NO. 63417		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		