

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60F14		

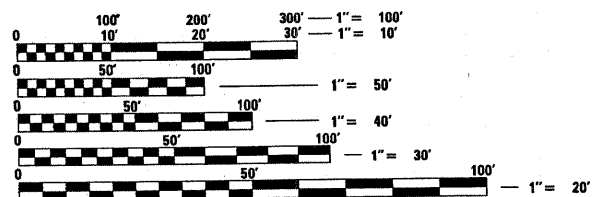
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

**FAP 350: ILLINOIS 50 (CICERO AVENUE)  
AT MORNING GLORY DRIVE / VILLAGE COMMONS  
SECTION: 101W-EXT-R-1  
TRAFFIC SIGNAL INSTALLATION  
PROJECT NO.: ACHPP-HPP-2768(002)  
COOK COUNTY  
C-91-037-09**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE  
OF MATTESON

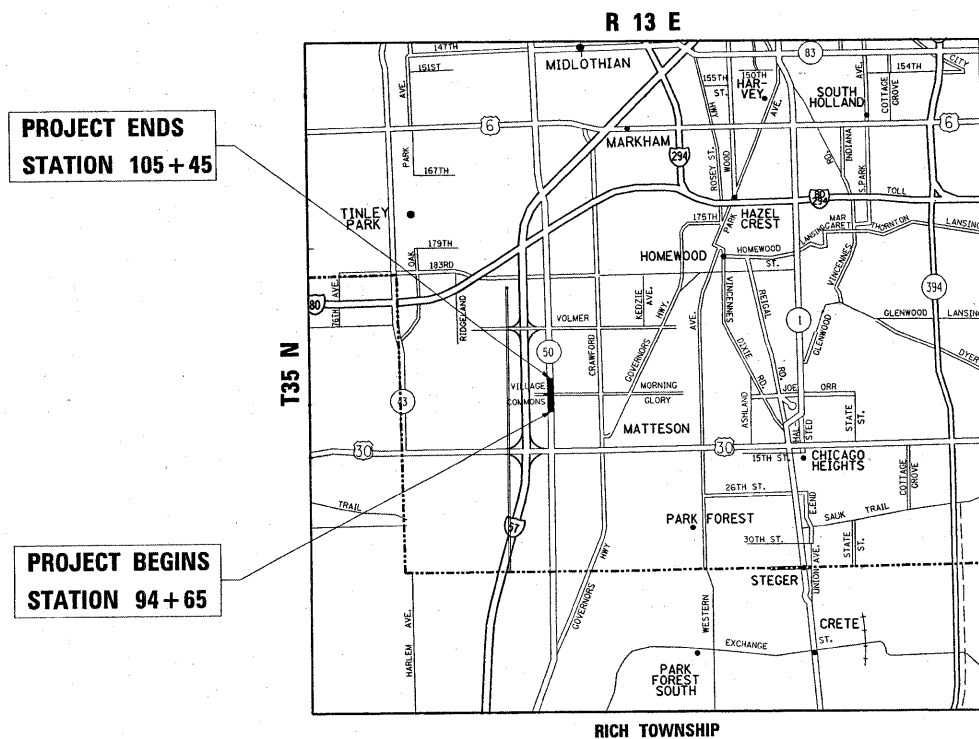


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 60F14



GROSS AND NET LENGTH OF PROJECT = 1,180.00 FEET = 0.20 MILE



**TRAFFIC DATA**

2008 ADT = 20,800  
SPEED LIMIT = 50 MPH

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED MARCH 18, 2009

*Diana M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009  
*Charles J. Ingersoll*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2009  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS**

GENERAL NOTES:

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT 800-892-0123 (OR 811) FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF MATTESON.

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

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

ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS 45 MPH WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H)

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

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

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

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

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER LINEAL FOOT FOR "STEEL PLATE BEAM GUARDRAIL REMOVAL."

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6-8	EXISTING TYPICAL SECTIONS
9-11	PROPOSED TYPICAL SECTIONS
12	SCHEDULE OF QUANTITIES
13-14	EXISTING AND PROPOSED ROADWAY PLAN
15	PROPOSED PAVEMENT MARKING PLANS
16-24	PROPOSED TRAFFIC SIGNAL PLAN AND DETAILS (TO BE PROVIDED)
25	DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)
26	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
27	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
28	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
29	BUTT JOINT AND HMA TAPER DETAILS
30	DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBE TY 1 SPL
31	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAY
32	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
33	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
34	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
35	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
36	ARTERIAL ROAD INFORMATION SIGN
37-40	CROSS SECTIONS

LIST OF STATE STANDARDS:

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSES
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME AND LIDS TYPE 1
604086-02	FRAME AND GRATE TYPE 23
606001-04	COMCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-05	TRAFFIC BARRIER TERMINAL, TYPE 2.
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
701101-02	OFF-ROAD, MULTILANE, LESS THAN 4.5m (15') AWAY, FOR SPEED . 45 MPH
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01	TRAFFIC CONTROL DEVICES

SUMMARY OF QUANTITIES					50% STATE 50% VILLAGE				SUMMARY OF QUANTITIES					50% STATE 50% VILLAGE			
CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED. 20% STATE 1000-2A	CONSTRUCTION TYPE CODE				CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	80% FED. 20% STATE 1000-2A	CONSTRUCTION TYPE CODE			
					STATE 50% Y031-1F	VILLAGE OF MATTESON 50% Y031-1F	VILLAGE OF MATTESON 100% Y031-3D								STATE 50% Y031-1F	VILLAGE OF MATTESON 50% Y031-1F	VILLAGE OF MATTESON 100% Y031-3D
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	18	18					44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SO YD	47	47				
20200100	EARTH EXCAVATION	CU YD	1210	1210					48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	5	5				
20201006	GRADING AND SHAPING SHOULDERS	UNIT	2.5	2.5					60250200	CATCH BASINS TO BE ADJUSTED	EACH	3	3				
21101815	COMPOST FURNISH AND PLACE, 4"	SQ YD	280	280					60253100	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4					60254330	CATCH BASINS TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	1	1				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4	4					60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4					60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6				
25100630	EROSION CONTROL BLANKET	SQ YD	280	280					*60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2025	2025				
25200110	SODDING, SALT TOLERANT	SQ YD	280	280					60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	480	480				
25200200	SUPPLEMENTAL WATERING	UNIT	3	3					60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	3630	3630				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	6	6					*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	112	112				
28000400	PERIMETER EROSION BARRIER	FOOT	200	200					*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1				
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2428	2428					*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1				
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	1601	1601					63200310	GUARDRAIL REMOVAL	FOOT	162	162				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2	2					67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
40600300	AGGREGATE (PRIME COAT)	TON	8	8					67100100	MOBILIZATION	L SUM	1	1				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	1.5	1.5					70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	307	307					70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
40600895	CONSTRUCTING TEST STRIP	EACH	2	2					70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	14	14				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	142	142					70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6		3	3		
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	32	32					70300100	SHORT-TERM PAVEMENT MARKING	FOOT	755	755				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	614	614					70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	364	364				
42001300	PROTECTIVE COAT	SQ YD	1061	1061					70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5060	5060				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	424	424					70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1935	1935				
42400800	DETECTABLE WARNINGS	SQ FT	48	48					70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	245	245				
44000100	PAVEMENT REMOVAL	SQ YD	467	467					70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	155	155				
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	3717	3717					70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3825	3825				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2807	2807					*72000200	SIGN PANEL - TYPE 2	SO FT	53.76		26.88	26.88		
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	187	187					*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	364	364				
44003100	MEDIAN REMOVAL	SQ FT	9362	9362													
44004250	PAVED SHOULDER REMOVAL	SQ YD	730	730													
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	75	75													
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	65	65													

\* SPECIALTY ITEMS

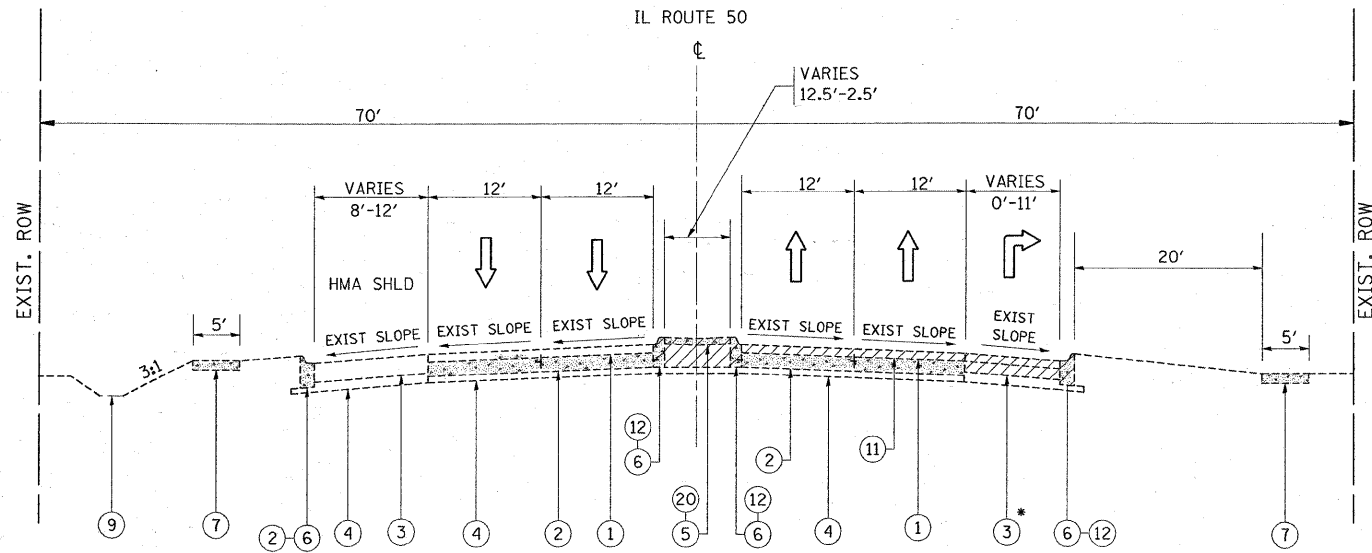
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	50% STATE 50% VILLAGE				CODE NO	ITEM	UNIT	TOTAL QUANTITIES	50% STATE 50% VILLAGE			
				STATE 50% Y031-1F	VILLAGE OF MATTESON 50% Y031-1F	VILLAGE OF MATTESON 100% Y031-3D	STATE 50% Y031-1F					VILLAGE OF MATTESON 50% Y031-1F	VILLAGE OF MATTESON 100% Y031-3D		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5060				* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1678					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1935				* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1582					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	245				* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2543					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	155				* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	35					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	100				* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2					
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1				* 87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	2					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	90				* 87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1					
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1434		717	717	* 87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1					
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	12		6	6	* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8					
* 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	33		16.5	16.5	* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4					
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	26		13	13	* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54					
* 81001100	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	FOOT	20		10	10	* 87900200	DRILL EXISTING HANDHOLE	EACH	1					
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	167		83.5	83.5	* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	7					
* 81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	4		2	2	* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1					
* 81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	56		28	28	* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4					
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	222		111	111	* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4					
* 81019000	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	FOOT	75		37.5	37.5	* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4					
* 81400100	HANDHOLE	EACH	5		2.5	2.5	* 88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2					
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4		2	2	* 88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	11					
* 81400300	DOUBLE HANDHOLE	EACH	2		1	1	* 88500100	INDUCTIVE LOOP DETECTOR	EACH	10					
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1632		816	816	* 88600100	DETECTOR LOOP, TYPE I	FOOT	1057					
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		0.5	0.5	* 88700200	LIGHT DETECTOR	EACH	2					
* 85700305	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1		0.5	0.5	* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					
* 86000105	MASTER CONTROLLER (SPECIAL)	EACH	1		0.5	0.5	* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	6					
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	2		1	1	* 89502200	MODIFY EXISTING CONTROLLER	EACH	1					
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	979		489.5	489.5	* X0322256	TEMPORARY INFORMATION SIGNING	SO FT	77.1	77.1				
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1690		845	845	* X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1315					
							* X0325096	OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1					

\* SPECIALTY ITEMS



SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE				SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE							
				URBAN	80% FED. 20% STATE	STATE 50% Y031-1F	VILLAGE OF MATTESON 50% Y031-1F					VILLAGE OF MATTESON 100% Y031-3D							
*X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			0.5	0.5												
*X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1			0.5	0.5												
*X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	1315			657.5	657.5												
*X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	478			239	239												
*X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	313					313											
#Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	12	12															

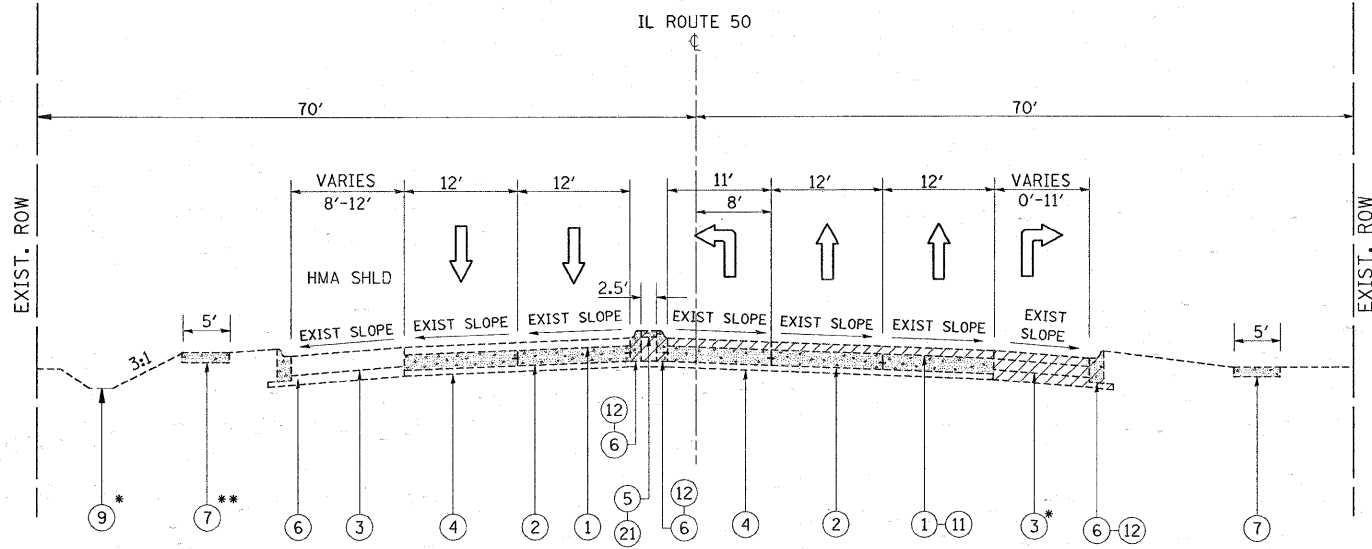
- \* SPECIALTY ITEMS
- \* NON PARTICIPATING ITEMS



\* EXISTING SWALE/DITCH  
STA. 94+03 TO STA. 96+51  
\*\* EXISTING PCC SIDEWALK  
STA. 96+50 TO STA. 99+03

**EXISTING TYPICAL SECTION  
IL ROUTE 50 (SOUTH LEG)  
STA. 94+65 TO STA. 100+00**

\* EXISTING TAPER (RIGHT)  
STA. 97+22 TO STA. 98+79  
\* EXISTING STORAGE (RIGHT)  
STA. 98+79 TO STA. 99+49  
\* EXISTING HMA SHOULDER (RIGHT)  
STA. 94+65 TO STA. 98+79



\* EXISTING SWALE/DITCH  
STA. 94+03 TO STA. 96+51  
\*\* EXISTING PCC SIDEWALK  
STA. 96+50 TO STA. 99+03

**EXISTING TYPICAL SECTION  
IL ROUTE 50 & VILLAGE COMMONS/  
205TH ST. INTERSECTION (SOUTH LEG)  
STA. 100+00 & STA. 10+00**

\* EXISTING TAPER (RIGHT)  
STA. 97+22 TO STA. 98+79  
\* EXISTING STORAGE (RIGHT)  
STA. 98+79 TO STA. 99+49  
\* EXISTING HMA SHOULDER (RIGHT)  
STA. 94+65 TO STA. 98+79

**LEGEND**

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

**NOTES:**

ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICESRO AVENUE) EXISTING TYPICAL SECTION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et\pr_work\PW\DOT\GALBANNB\dms98605\design.dgn		DRAWN -	REVISED -			350	101W-EXT-R-1	COOK	40	6	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60F14					
PLOT DATE = 3/25/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA. TO STA.			

# LEGEND

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

### NOTES:

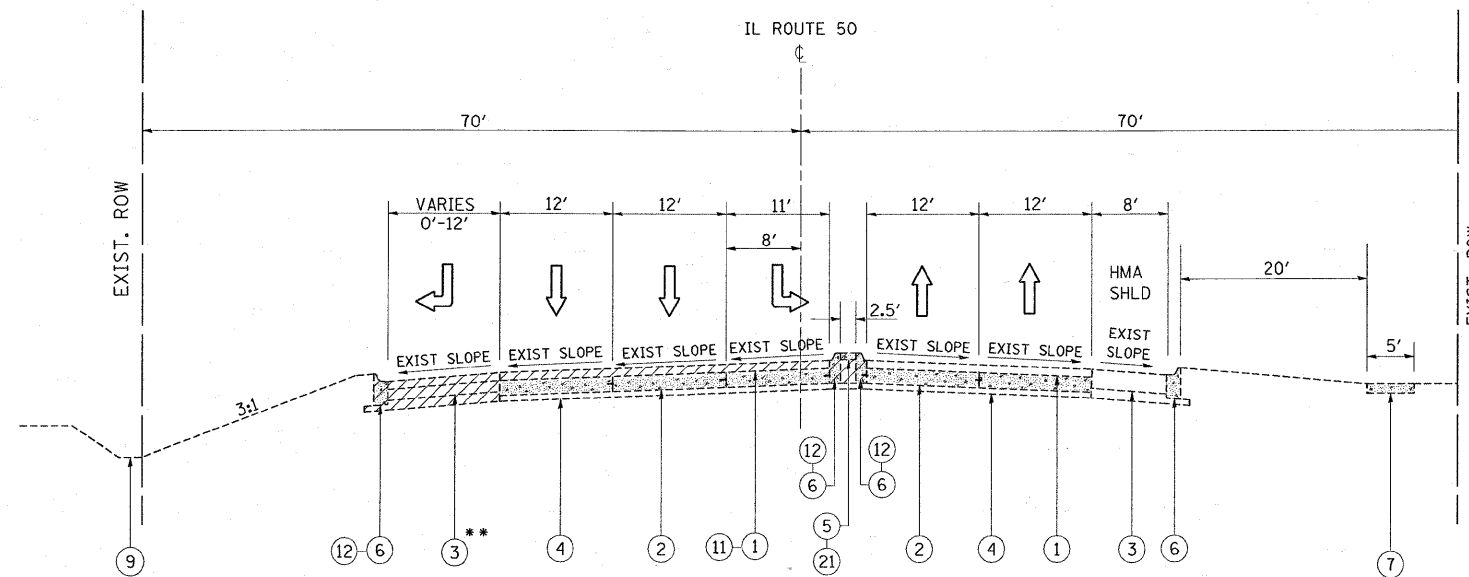
ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

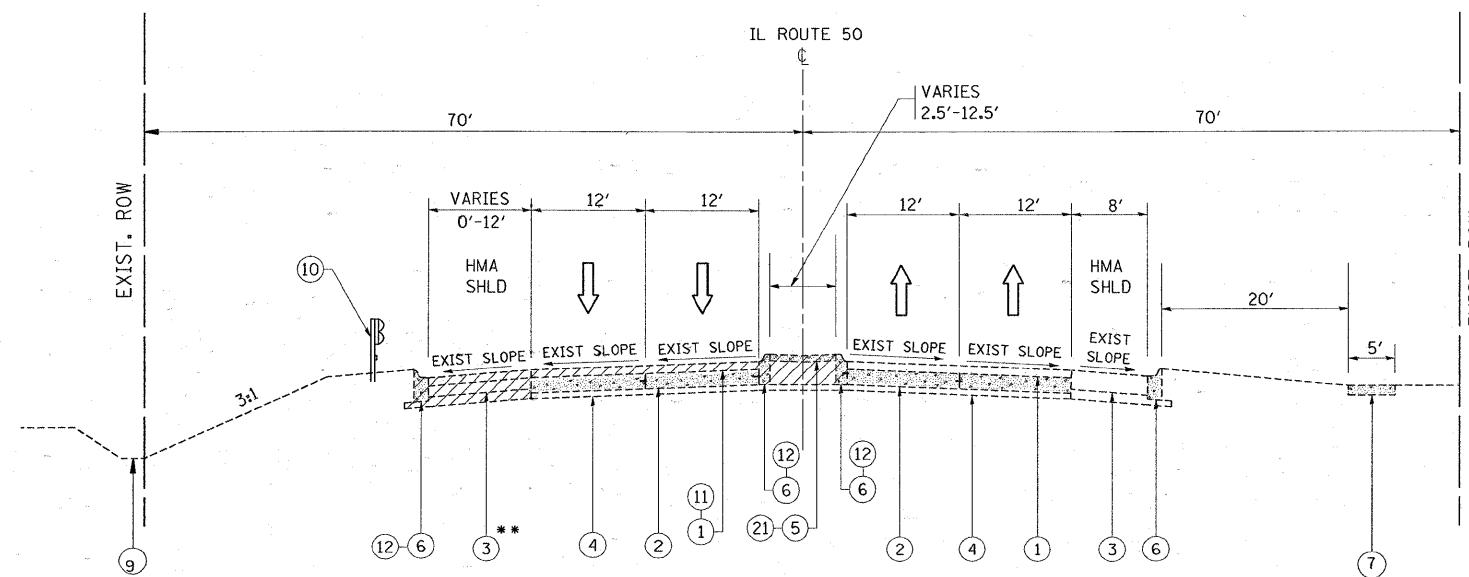
"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

 DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS



**EXISTING TYPICAL SECTION  
IL ROUTE 50 & VILLAGE COMMONS/  
205TH ST. INTERSECTION (NORTH LEG)  
STA. 100+00 & STA. 10+00**

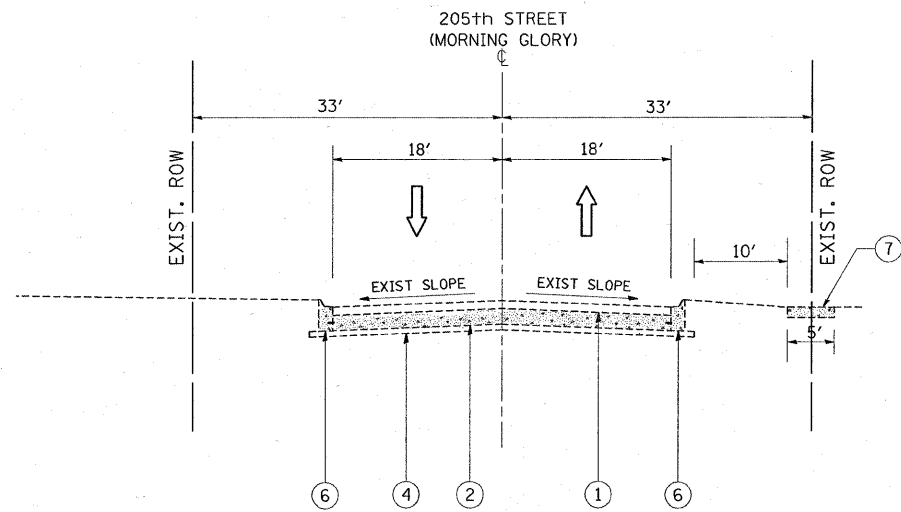
- \*\* EXISTING TAPER (RIGHT)  
STA. 101+83 TO STA. 102+87
- \*\* EXISTING STORAGE (RIGHT)  
STA. 100+55 TO STA. 101+83
- \*\* EXISTING HMA SHOULDER (RIGHT)  
STA. 101+83 TO STA. 105+45



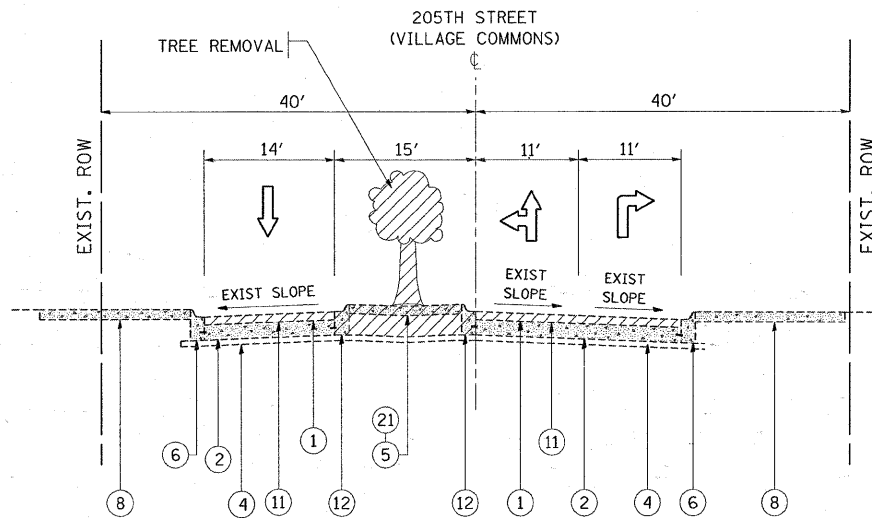
**EXISTING TYPICAL SECTION  
IL ROUTE 50 (NORTH LEG)  
STA. 100+00 to STA. 105+45**

- \*\* EXISTING TAPER (RIGHT)  
STA. 101+83 TO STA. 102+87
- \*\* EXISTING STORAGE (RIGHT)  
STA. 100+55 TO STA. 101+83
- \*\* EXISTING HMA SHOULDER (RIGHT)  
STA. 101+83 TO STA. 105+45

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) EXISTING TYPICAL SECTION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\p\WIDOT\GALBANNB\dms88605\design\ee.dgn		DRAWN -	REVISED -		350	101W-EXT-R-1	COOK	40	7			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60F14							
PLOT DATE = 3/25/2009		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.		



EXISTING TYPICAL SECTION  
MORNING GLORY DRIVE/205TH STREET (EAST LEG)



EXISTING TYPICAL SECTION  
VILLAGE COMMONS/205TH STREET (WEST LEG)  
STA. 5+74 TO STA. 10+00

• MEDIAN TO BE REMOVED  
STA. 8+50.95 TO STA. 9+41.95

## LEGEND

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

### NOTES:

ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

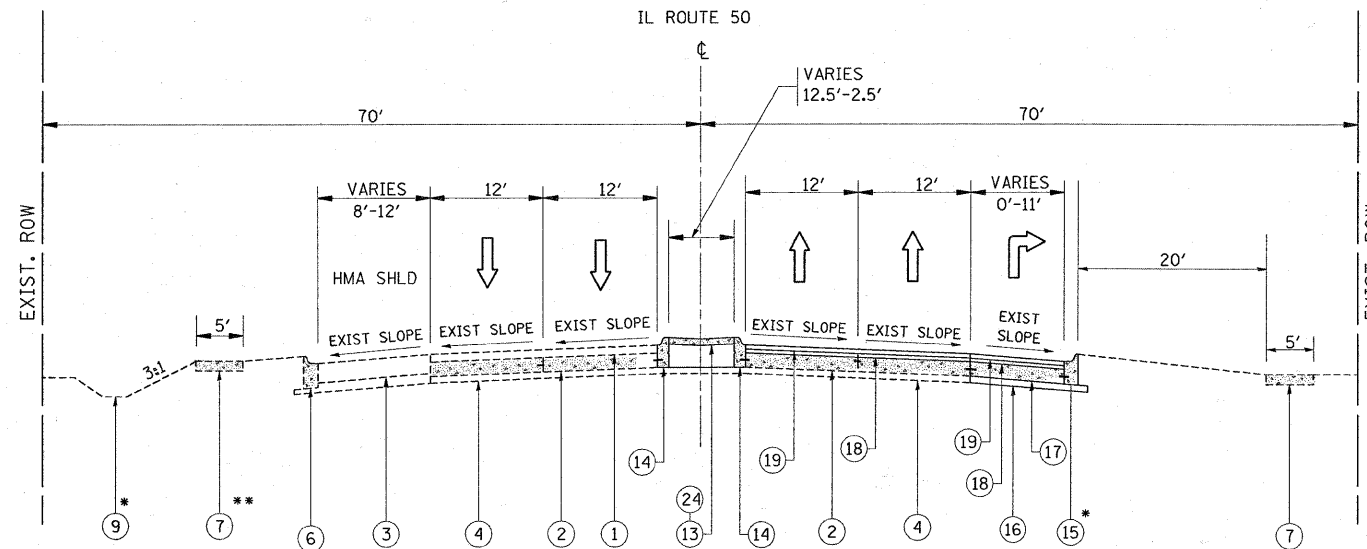
ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) EXISTING TYPICAL SECTION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or\pwork\PWIDOT\GALBANNB\dms88605\de	ign_00.dgn	DRAWN -	REVISED -			350	101W-EXT-R-1	COOK	40	8
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 60F14				
PLOT DATE = 3/25/2009		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

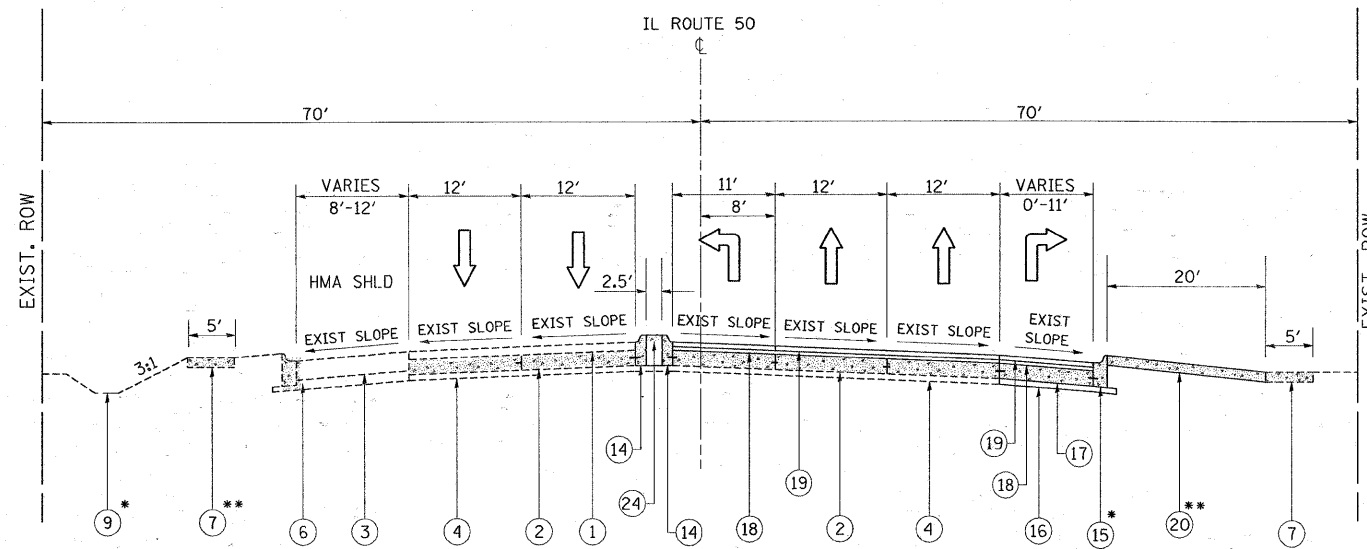


\* EXISTING SWALE/DITCH  
STA. 94+03 TO STA. 96+51

\*\* EXISTING PCC SIDEWALK  
STA. 96+50 TO STA. 99+03

**PROPOSED TYPICAL SECTION  
IL ROUTE 50 (SOUTH LEG)  
STA. 94+65 TO STA. 100+00**

\* COMB. CC & G M-6.24  
STA. 97+07.75 TO STA. 99+47.75



\* EXISTING SWALE/DITCH  
STA. 94+03 TO STA. 96+51

\*\* EXISTING PCC SIDEWALK  
STA. 96+50 TO STA. 99+03

**PROPOSED TYPICAL SECTION  
IL ROUTE 50 & VILLAGE COMMONS/  
205TH ST. INTERSECTION (SOUTH LEG)  
STA. 100+00 & STA. 10+00**

\* COMB. CC & G M-6.24  
STA. 97+07.75 TO STA. 99+47.75

\*\* CONNECT TO EXISTING  
PCC SIDEWALK

### LEGEND

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

#### NOTES:

ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

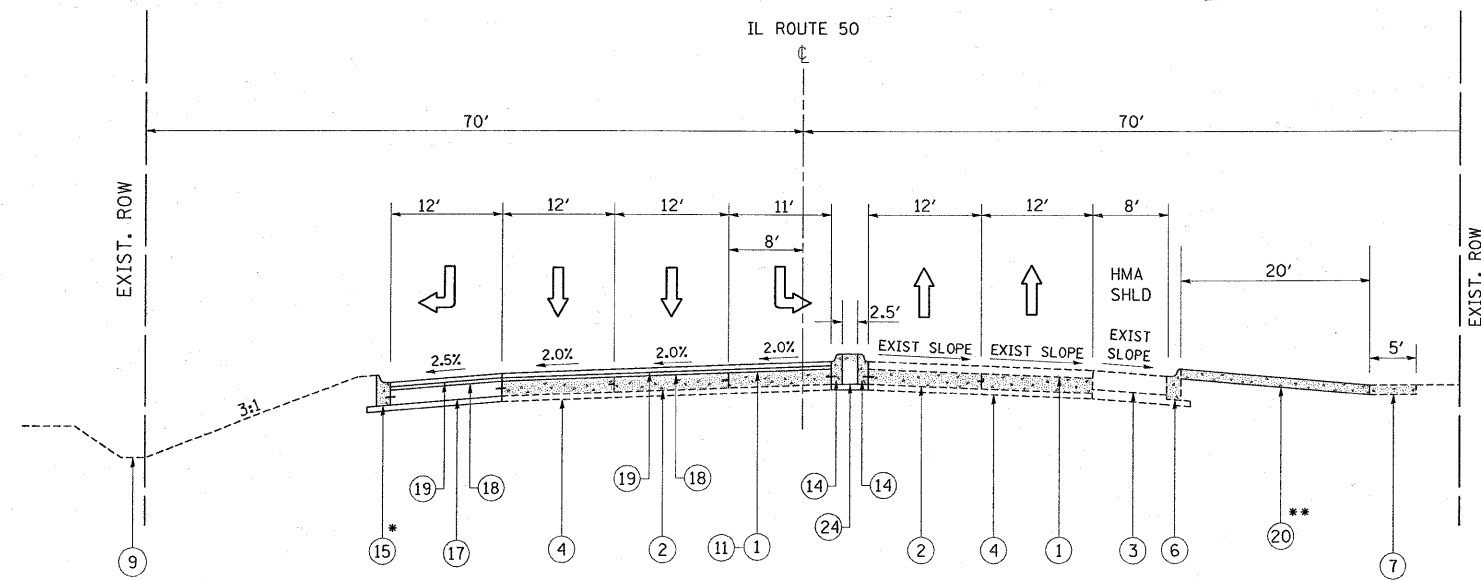
TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) PROPOSED TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\GALBANNB\dms88605\design\aa.dgn		DRAWN -	REVISED -		350	101W-EXT-R-1	COOK	40	9			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 60F14							
PLOT DATE = 3/25/2009		DATE -	REVISED -		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

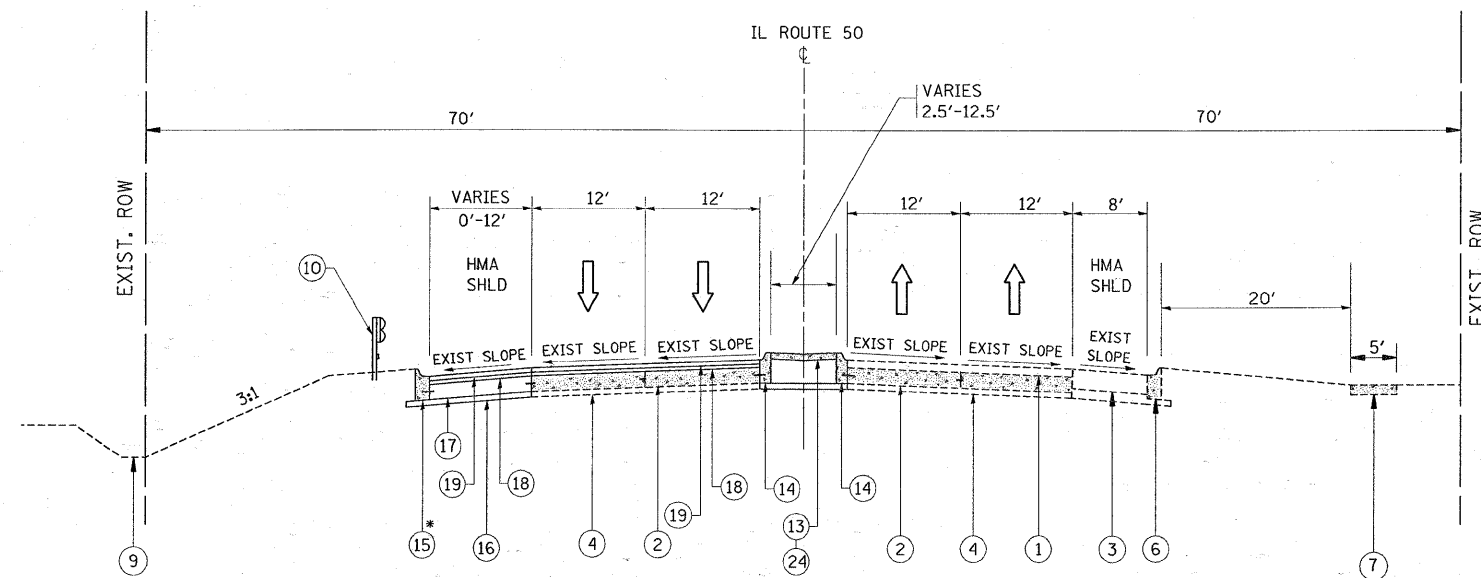




\* PROP. COMB. CC & G. M-6.24  
STA. 100+53.11 TO STA. 102+93.11

**PROPOSED TYPICAL SECTION  
IL ROUTE 50 & VILLAGE COMMONS/  
205TH ST. INTERSECTION (NORTH LEG)  
STA. 100+00 & STA. 10+00**

\*\* CONNECT TO EXISTING  
PCC SIDEWALK



\* PROP. COMB. CC & G. M-6.24  
STA. 100+53.11 TO STA. 102+93.11

**PROPOSED TYPICAL SECTION  
IL ROUTE 50 (NORTH LEG)  
STA. 100+00 TO STA. 105+45**

### LEGEND

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

#### NOTES:

ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

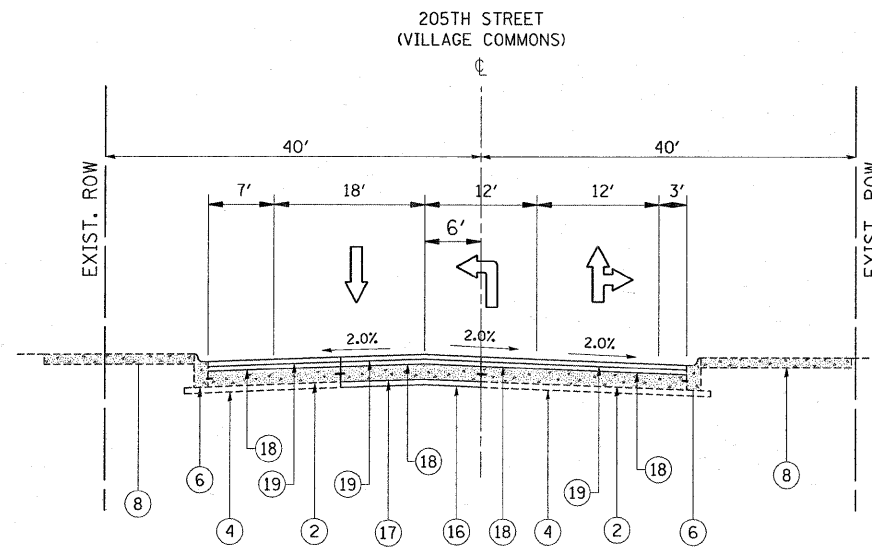
ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS

FILE NAME =	USER NAME = galbenib	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) PROPOSED TYPICAL SECTION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\FWIDOT\GALBANNB\dms88605\des	gn_aadgn	DRAWN -	REVISED -			350	101W-EXT-R-1	COOK	40	10	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60F14					
	PLOT DATE = 3/25/2009	DATE -	REVISED -			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA. TO STA.			



PROPOSED TYPICAL SECTION  
VILLAGE COMMONS/205TH STREET (WEST LEG)

### LEGEND

- ① EXISTING HMA SURFACING, 3"±
- ② EXISTING CONCRETE BASE COURSE, 10"
- ③ EXISTING HMA SHOULDER, 10"
- ④ EXISTING STABILIZED SUB-BASE, 4"
- ⑤ EXISTING CONCRETE MEDIAN, 4"
- ⑥ EXISTING COMB. CONC. C & G, TYPE B-6.12
- ⑦ EXISTING PCC SIDEWALK, 5"
- ⑧ EXISTING BRICK SIDEWALK
- ⑨ EXISTING SWALE/DITCH
- ⑩ EXISTING SPBGR, TYPE A
- ⑪ PROP. HMA SURFACE REMOVAL, 3"
- ⑫ PROP. COMB. CURB & GUTTER REMOVAL
- ⑬ PROP. CONCRETE MEDIAN SURFACE, 4"
- ⑭ PROP. COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑮ PROP. COMB. CONC. CURB & GUTTER, TYPE M-6.24
- ⑯ PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑰ PROP. PCC BASE COURSE, 10"
- ⑱ PROP. LEVELING BINDER (MACHINE METHOD), N70, 1"
- ⑲ PROP. HMA SURFACE COURSE, MIX "D" N70, 2"
- ⑳ PROP. PCC SIDEWALK, 5"
- ㉑ PROP. PCC MEDIAN REMOVAL
- ㉒ PROP. PAVED SHOULDER REMOVAL
- ㉓ PROP. PAVEMENT REMOVAL
- ㉔ PROP. CONCRETE MEDIAN, TYPE SB-6.12  
STA. 97+05 TO STA. 99+44  
STA. 100+65 TO STA. 103+05

HOT-MIX ASPHALT MIXTURE REQUIREMENTS  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

MIXTURE USE	AC/PG	AIR VOIDS (%)
<b>MAINLINE RESURFACING</b>		
HMA SURFACE COURSE MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 Gyr.
LEVELING BINDER (MM) N70 (IL 9.5 mm)	PG 64-22/58-22*	4% @ 70 Gyr.
<b>PATCHING</b>		
CLASS D PATCH (HMA BINDER IL-19 mm)	PG 64-22 / 58-22*	4% @ 70 Gyr.
<b>SHOULDER RESURFACING</b>		
HMA SURFACE COURSE MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 Gyr.
LEVELING BINDER (MM) N70 (IL 9.5 mm)	PG 64-22/58-22*	4% @ 70 Gyr.

NOTE:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 POUNDS PER SQUARE YARD

\* WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

NOTES:

ADDITIONAL SUB-BASE GRANULAR MATERIAL UNDER PROPOSED CURB AND GUTTER SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER SQUARE YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

ANY SAW CUTTING REQUIRED TO REMOVE AN ITEM ADJACENT TO AN ITEM TO BE SAVE WILL BE CONSIDERED AS PART OF THE REMOVAL ITEM AND WILL NOT BE PAID FOR SEPARATELY.

TURF RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE COST PER LINEAL FOOT OF COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 & TYPE M-6.24.

"THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING".

DENOTES REMOVAL ITEM SEE PLAN SHEETS FOR EXACT LOCATIONS

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 50 (CICERO AVENUE) PROPOSED TYPICAL SECTION</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
cd:\pw_work\PW\DOT\GALBANNB\dms98685\dgn	sgn.aas.dgn	DRAWN -	REVISED -			350	101W-EXT-R-1	COOK	40	11	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 60F14					
	PLOT DATE = 3/25/2009	DATE -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

EARTHWORK SCHEDULE FOR IL 50 (SOUTH LEG)  
(SHOULDER & RIGHT TURN LANE)

LOCATION ①	EARTH EXCAVATION ②	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③	EMBANKMENT ④	EMBANKMENT BALANCE WASTE (+) OR SHORTAGE (-) ⑤
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 95+00 TO 96+00	71.30	60.61	8.33	+52.28
STA. 96+00 TO 97+00	70.37	59.81	8.33	+51.48
STA. 97+00 TO 98+00	73.15	62.18	5.56	+56.62
STA. 98+00 TO 99+00	75.93	64.54	1.85	+62.69
TOTAL	290.75	247.14	24.07	+223.07

NOTE:

COLUMN 1, 2 & 4 = LOCATION AND QUANTITIES FROM CROSS SECTION  
CUT = EARTH EXCAVATION FILL = EMBANKMENT

COLUMN 3 = QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

COLUMN 5 = EARTHWORK REQUIRED.  
(-) = QUANTITY OF FILL OR EMBANKMENT NEEDED  
(+) = QUANTITY TO BE WASTED

\* SINCE THE EARTH EXCAVATION QUANTITY IS GREATER THAN EMBANKMENT NEEDED ONLY PAY ITEM IS FOR EARTH EXCAVATION, NO PAY ITEM FOR BORROW OR FURNISHED EXCAVATION IS NEEDED.

EARTHWORK SCHEDULE FOR IL 50 (NORTH LEG)  
MEDIAN

LOCATION ①	EARTH EXCAVATION ②	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③	EMBANKMENT ④	EMBANKMENT BALANCE WASTE (+) OR SHORTAGE (-) ⑤
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 101+00 TO 102+00	29.63	25.19	0.93	+24.26
STA. 102+00 TO 103+00	42.59	36.20	1.85	+34.35
STA. 103+00 TO 104+00	74.07	62.96	12.96	+50.00
STA. 104+00 TO 105+00	93.52	79.49	12.96	+66.53
TOTAL	239.81	203.04	28.70	+175.14

NOTE:

COLUMN 1, 2 & 4 = LOCATION AND QUANTITIES FROM CROSS SECTION  
CUT = EARTH EXCAVATION FILL = EMBANKMENT

COLUMN 3 = QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

COLUMN 5 = EARTHWORK REQUIRED.  
(-) = QUANTITY OF FILL OR EMBANKMENT NEEDED  
(+) = QUANTITY TO BE WASTED

\* SINCE THE EARTH EXCAVATION QUANTITY IS GREATER THAN EMBANKMENT NEEDED ONLY PAY ITEM IS FOR EARTH EXCAVATION, NO PAY ITEM FOR BORROW OR FURNISHED EXCAVATION IS NEEDED.

EARTHWORK SCHEDULE FOR VILLAGE COMMONS

LOCATION ①	EARTH EXCAVATION ②	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③	EMBANKMENT ④	EMBANKMENT BALANCE WASTE (+) OR SHORTAGE (-) ⑤
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 8+51 TO 9+00	23.77	20.20	0.00	+20.20
STA. 9+00 TO 9+36	13.46	11.44	0.00	+11.44
STA. 9+36 TO 9+50	6.67	5.67	0.00	+5.67
TOTAL	43.90	37.31	0.00	+37.31

NOTE:

COLUMN 1, 2 & 4 = LOCATION AND QUANTITIES FROM CROSS SECTION  
CUT = EARTH EXCAVATION FILL = EMBANKMENT

COLUMN 3 = QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

COLUMN 5 = EARTHWORK REQUIRED.  
(-) = QUANTITY OF FILL OR EMBANKMENT NEEDED  
(+) = QUANTITY TO BE WASTED

\* SINCE THE EARTH EXCAVATION QUANTITY IS GREATER THAN EMBANKMENT NEEDED ONLY PAY ITEM IS FOR EARTH EXCAVATION, NO PAY ITEM FOR BORROW OR FURNISHED EXCAVATION IS NEEDED.

EARTHWORK SCHEDULE FOR IL 50 (SOUTH LEG)  
MEDIAN

LOCATION ①	EARTH EXCAVATION ②	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③	EMBANKMENT ④	EMBANKMENT BALANCE WASTE (+) OR SHORTAGE (-) ⑤
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 95+00 TO 96+00	103.70	88.15	1.85	+86.30
STA. 96+00 TO 97+00	99.07	84.21	0.93	+83.28
STA. 97+00 TO 98+00	88.89	75.56	1.85	+73.71
STA. 98+00 TO 99+00	87.96	74.77	0.93	+73.84
TOTAL	379.62	322.69	5.56	+317.13

NOTE:

COLUMN 1, 2 & 4 = LOCATION AND QUANTITIES FROM CROSS SECTION  
CUT = EARTH EXCAVATION FILL = EMBANKMENT

COLUMN 3 = QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

COLUMN 5 = EARTHWORK REQUIRED.  
(-) = QUANTITY OF FILL OR EMBANKMENT NEEDED  
(+) = QUANTITY TO BE WASTED

\* SINCE THE EARTH EXCAVATION QUANTITY IS GREATER THAN EMBANKMENT NEEDED ONLY PAY ITEM IS FOR EARTH EXCAVATION, NO PAY ITEM FOR BORROW OR FURNISHED EXCAVATION IS NEEDED.

EARTHWORK SCHEDULE FOR IL 50 (NORTH LEG)  
SHOULDER & RIGHT TURN LANE

LOCATION ①	EARTH EXCAVATION ②	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE ③	EMBANKMENT ④	EMBANKMENT BALANCE WASTE (+) OR SHORTAGE (-) ⑤
	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 101+00 TO 102+00	76.85	65.32	16.67	+48.65
STA. 102+00 TO 103+00	63.89	54.31	29.63	+24.68
STA. 103+00 TO 104+00	57.41	48.80	17.59	+31.21
STA. 104+00 TO 105+00	56.48	48.01	4.63	+43.38
TOTAL	254.63	216.44	68.52	+147.92

NOTE:

COLUMN 1, 2 & 4 = LOCATION AND QUANTITIES FROM CROSS SECTION  
CUT = EARTH EXCAVATION FILL = EMBANKMENT

COLUMN 3 = QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

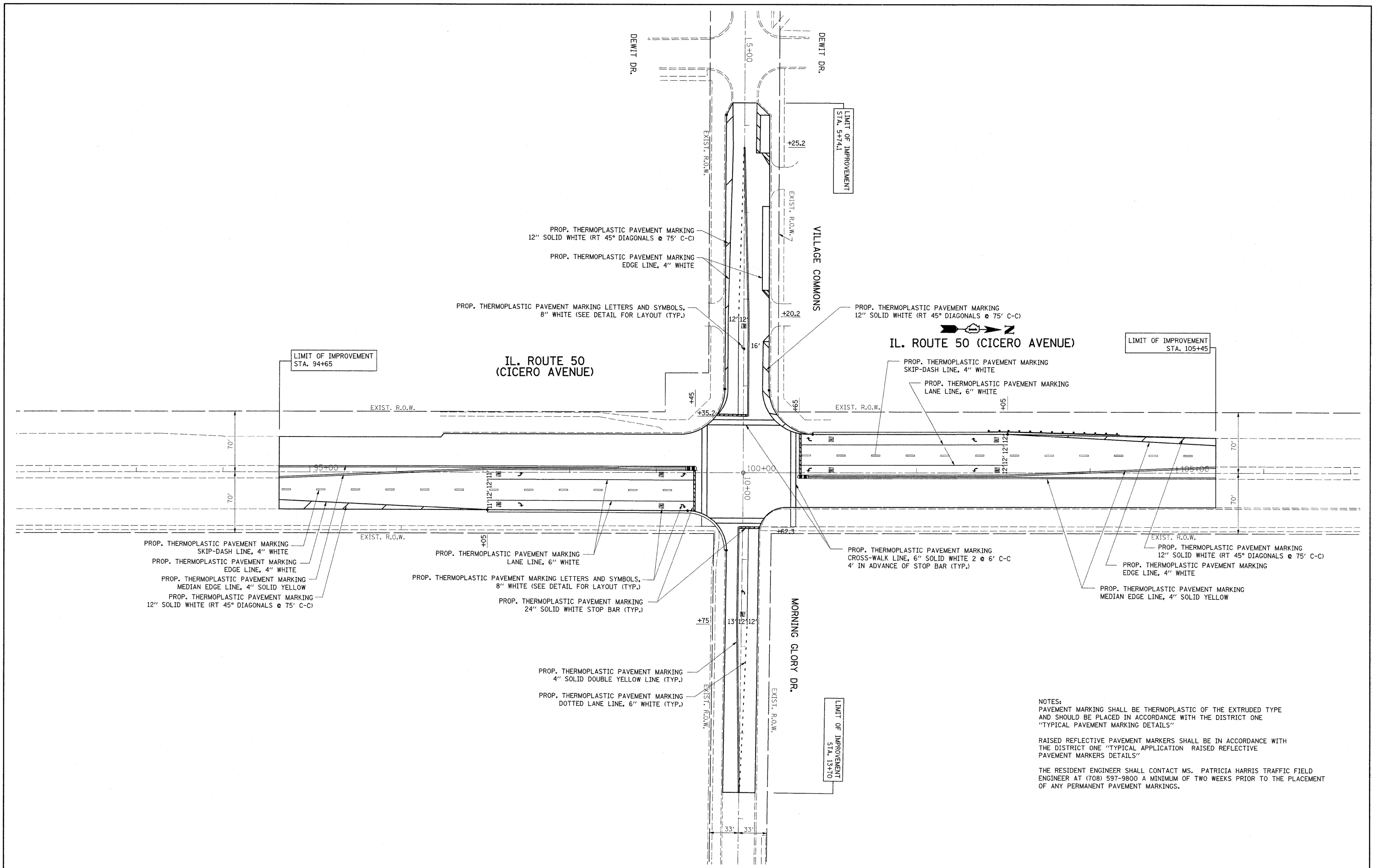
COLUMN 5 = EARTHWORK REQUIRED.  
(-) = QUANTITY OF FILL OR EMBANKMENT NEEDED  
(+) = QUANTITY TO BE WASTED

\* SINCE THE EARTH EXCAVATION QUANTITY IS GREATER THAN EMBANKMENT NEEDED ONLY PAY ITEM IS FOR EARTH EXCAVATION, NO PAY ITEM FOR BORROW OR FURNISHED EXCAVATION IS NEEDED.









PROP. THERMOPLASTIC PAVEMENT MARKING  
SKIP-DASH LINE, 4" WHITE  
PROP. THERMOPLASTIC PAVEMENT MARKING  
EDGE LINE, 4" WHITE  
PROP. THERMOPLASTIC PAVEMENT MARKING  
MEDIAN EDGE LINE, 4" SOLID YELLOW  
PROP. THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE (RT 45° DIAGONALS @ 75' C-C)

PROP. THERMOPLASTIC PAVEMENT MARKING  
LANE LINE, 6" WHITE  
PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS,  
8" WHITE (SEE DETAIL FOR LAYOUT (TYP.))  
PROP. THERMOPLASTIC PAVEMENT MARKING  
24" SOLID WHITE STOP BAR (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING  
4" SOLID DOUBLE YELLOW LINE (TYP.)  
PROP. THERMOPLASTIC PAVEMENT MARKING  
DOTTED LANE LINE, 6" WHITE (TYP.)

PROP. THERMOPLASTIC PAVEMENT MARKING  
CROSS-WALK LINE, 6" SOLID WHITE 2 @ 6' C-C  
4' IN ADVANCE OF STOP BAR (TYP.)

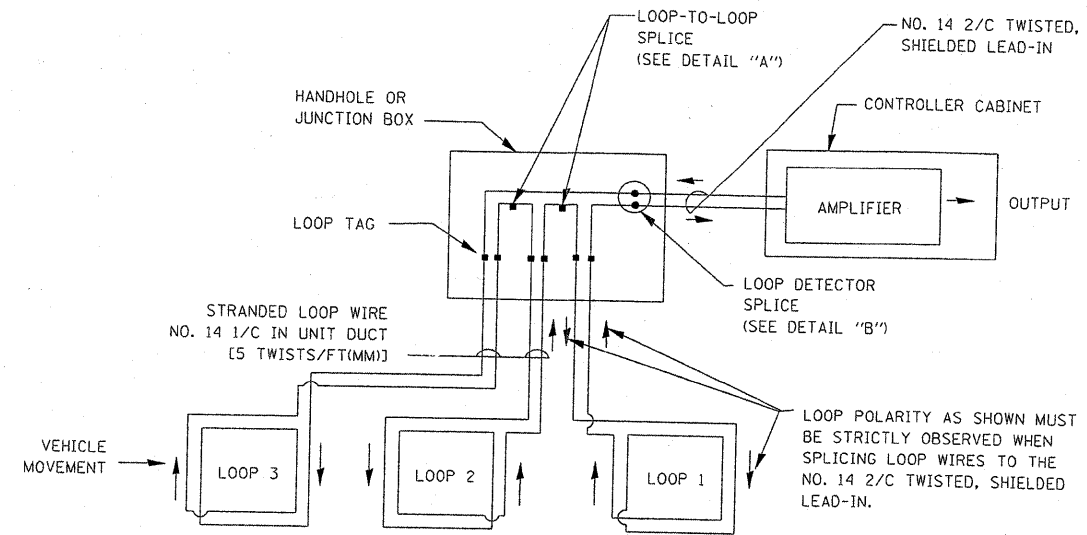
PROP. THERMOPLASTIC PAVEMENT MARKING  
12" SOLID WHITE (RT 45° DIAGONALS @ 75' C-C)  
PROP. THERMOPLASTIC PAVEMENT MARKING  
EDGE LINE, 4" WHITE  
PROP. THERMOPLASTIC PAVEMENT MARKING  
MEDIAN EDGE LINE, 4" SOLID YELLOW

NOTES:  
PAVEMENT MARKING SHALL BE THERMOPLASTIC OF THE EXTRUDED TYPE  
AND SHOULD BE PLACED IN ACCORDANCE WITH THE DISTRICT ONE  
"TYPICAL PAVEMENT MARKING DETAILS"  
  
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH  
THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE  
PAVEMENT MARKERS DETAILS"  
  
THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICIA HARRIS TRAFFIC FIELD  
ENGINEER AT (708) 597-9800 A MINIMUM OF TWO WEEKS PRIOR TO THE PLACEMENT  
OF ANY PERMANENT PAVEMENT MARKINGS.

FILE NAME = c:\pw_work\pwidot\liszekrf\dms88603\shd-pmk.dgn	USER NAME = liszekrf	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROP. PAVEMENT MARKING PLAN IL. ROUTE 50 (CICERO AVE.) AT MORNING GLORY/VILLAGE COMMONS</b>				F.A.P. RTE. 350	SECTION 101W-EXT-R-I	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 15
					SCALE: 1"=50'	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60F14		
									FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

**LOOP DETECTOR NOTES**

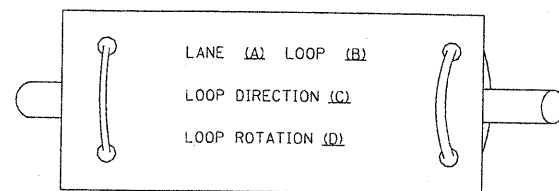
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



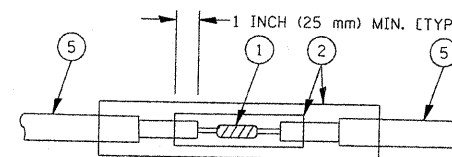
**DETECTOR LOOP WIRING SCHEMATIC**

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

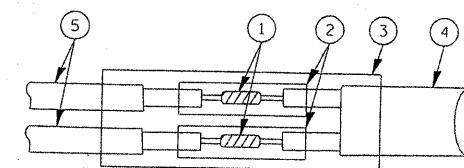
**LOOP LEAD-IN CABLE TAG**



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



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



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

**LOOP DETECTOR SPLICE**

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS

SCALE: VERT. NONE  
HORIZ. DATE 09/11-2007

F.A.P. RTE. 350 SECTION 101W-EXT-R-1 COUNTY COOK TOTAL SHEETS 40 SHEET NO. 16

CONTRACT NO. 60F14

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

DRAWN BY: BL  
CHECKED BY: ER/TC

FILE NAME = \$FILEL\$	USER NAME = \$USER\$	DESIGNED - NB/TCM	REVISED -
		DRAWN - NB/TCM	REVISED -
		CHECKED - NB/TCM	REVISED -
		DATE - 03/13/2009	REVISED -

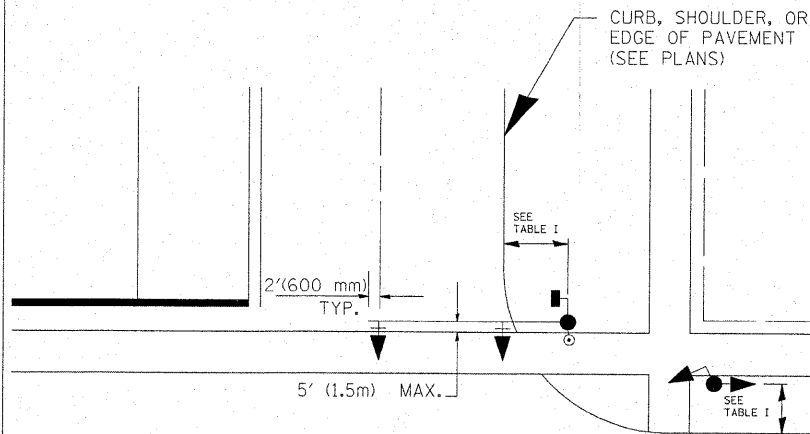
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

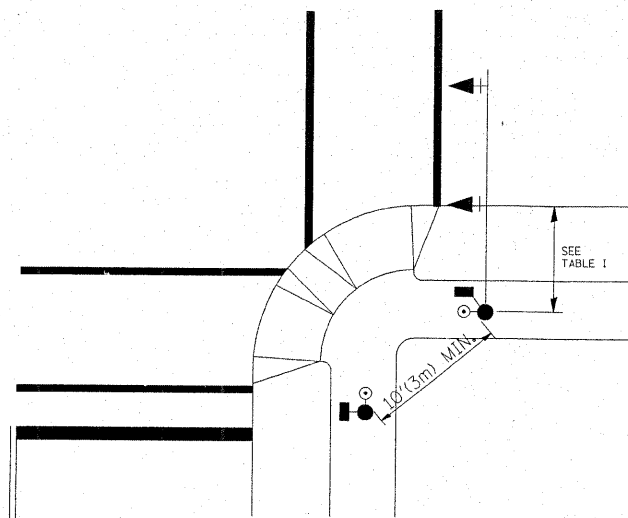
SCALE: NTS SHEET NO. 1 OF 4 SHEETS STA. TO STA.

**TRAFFIC SIGNAL MAST ARM AND POST**

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



**PEDESTRIAN SIGNAL PUSHBUTTON**



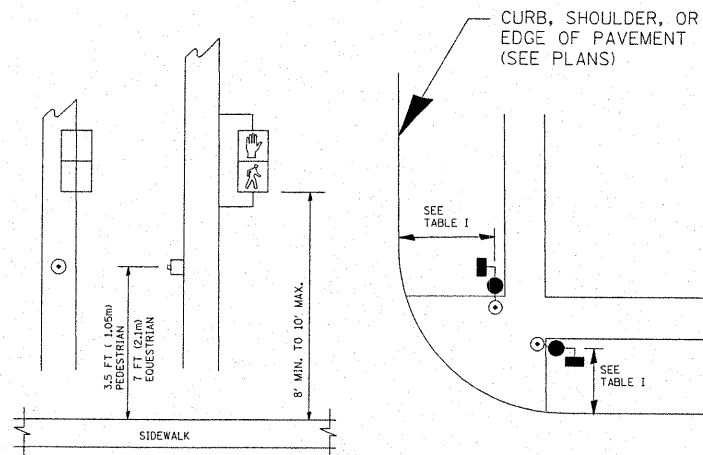
RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

**NOTES:**

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
  
AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
  
PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL-WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.  
B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.  
C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.  
D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).  
E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

**PEDESTRIAN SIGNAL POST**

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION



**TABLE I**

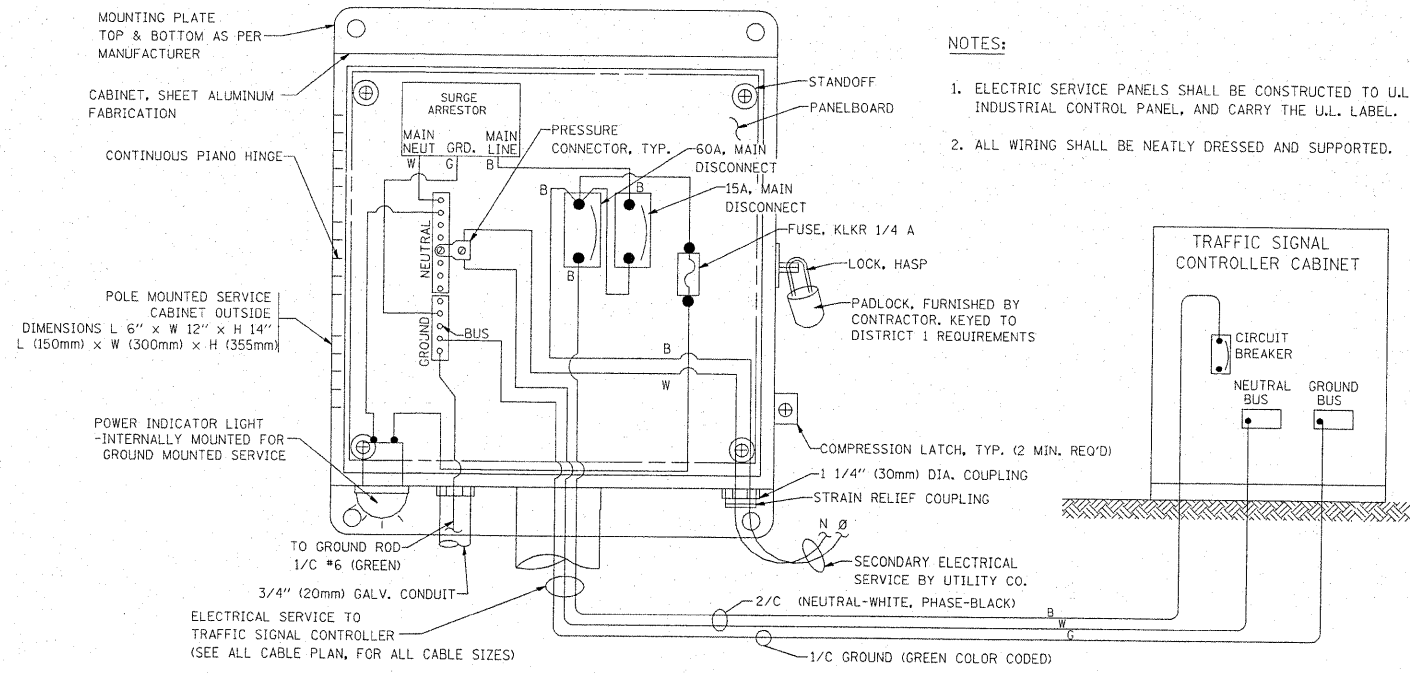
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS NAME      DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION  DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: VERT. NONE HORIZ. NONE DATE 09-11-2007		DRAWN BY: BL CHECKED BY: ER/TC	
F.A.P. RTE. 350	SECTION 101W-EXT-R-1 COOK	COUNTY COOK	TOTAL SHEETS 40
SCALE: NTS		SHEET NO. 2 OF 4 SHEETS	STA. TO STA.
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
FILE NAME =		CONTRACT NO. 60F14	
USER NAME = #USER#		ILLINOIS FED. AID PROJECT	
DESIGNED - NB/TCM			
DRAWN - NB/TCM			
CHECKED - NB/TCM			
DATE - 03/13/2009			

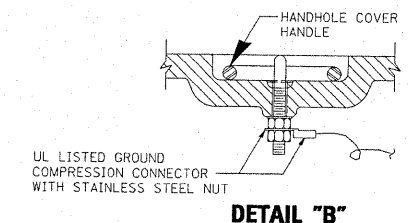
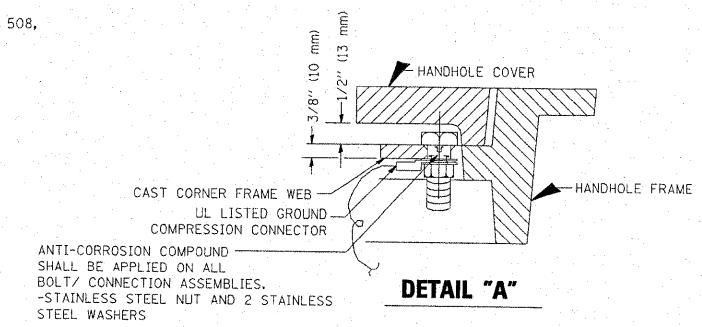
FILE NAME =	USER NAME = #USER#	DESIGNED - NB/TCM	REVISED -
#FILE#		DRAWN - NB/TCM	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - NB/TCM	REVISED -
	PLOT DATE = #DATE#	DATE - 03/13/2009	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

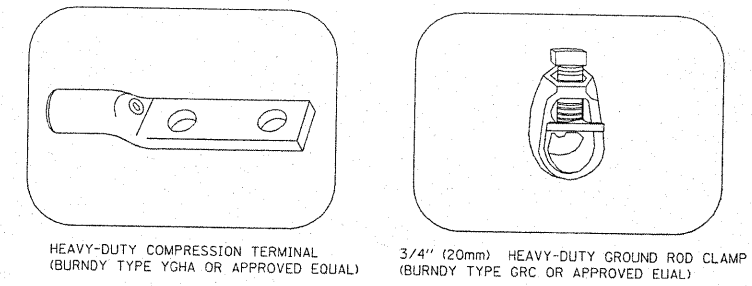
**DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS**



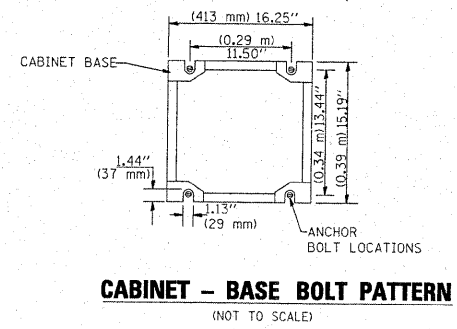
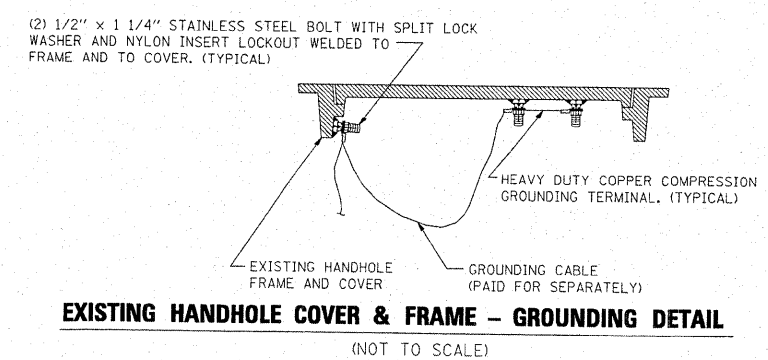
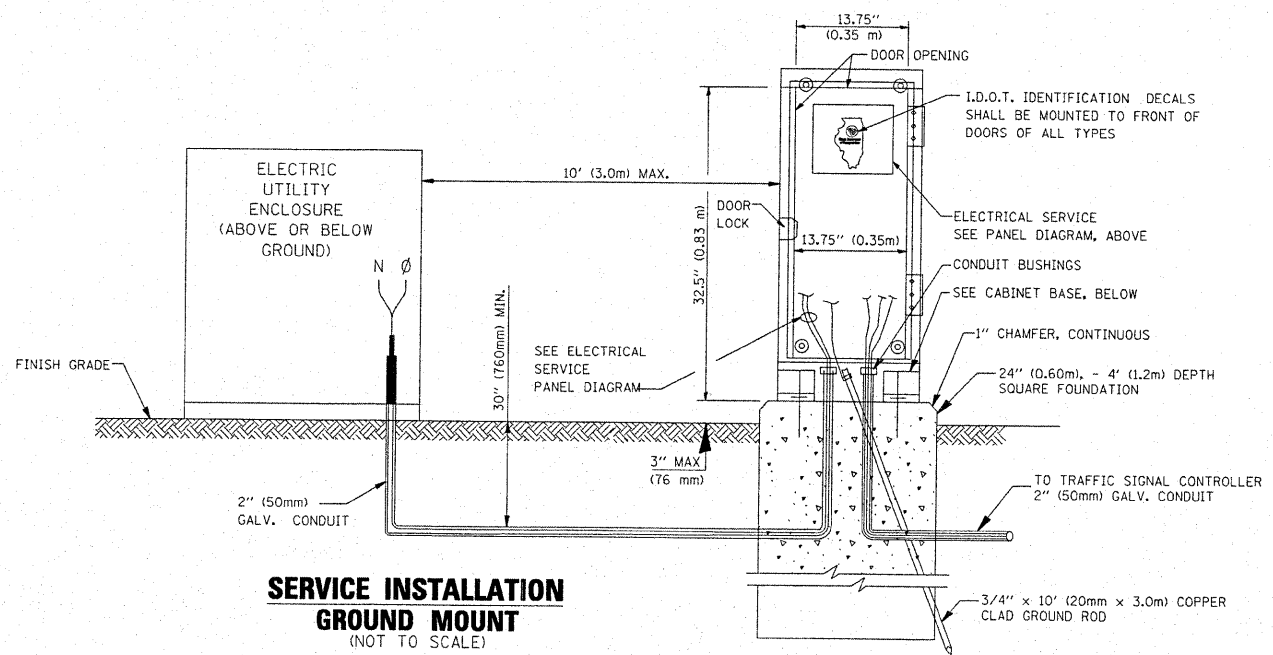
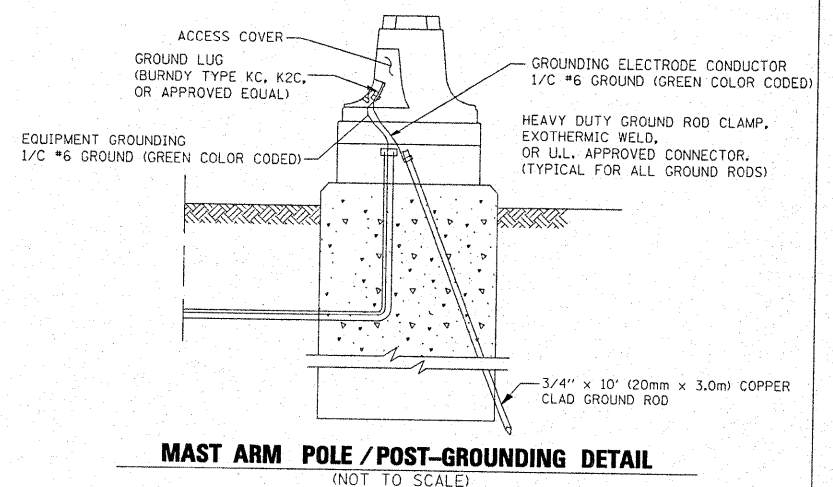
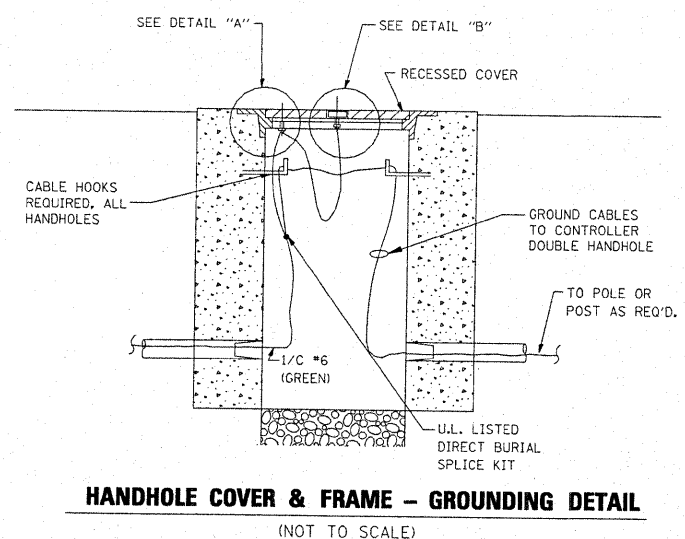
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



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



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, U.L. 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.



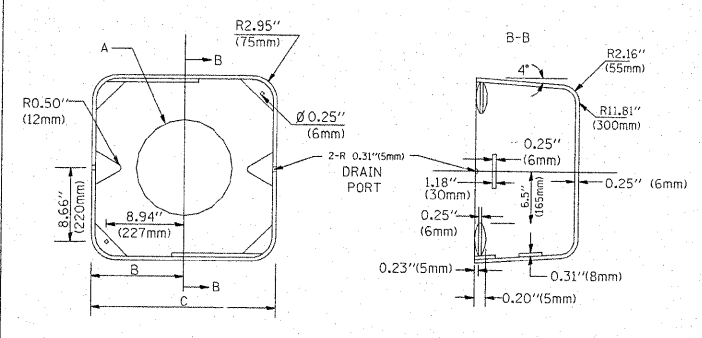
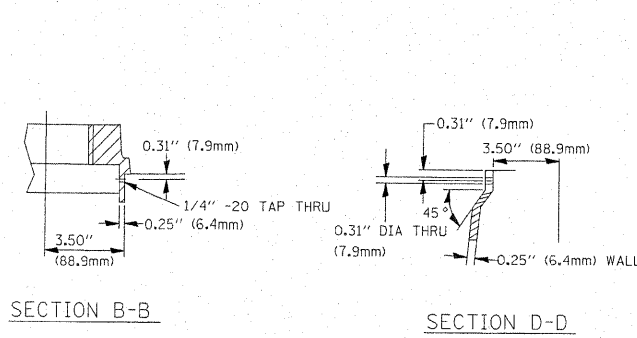
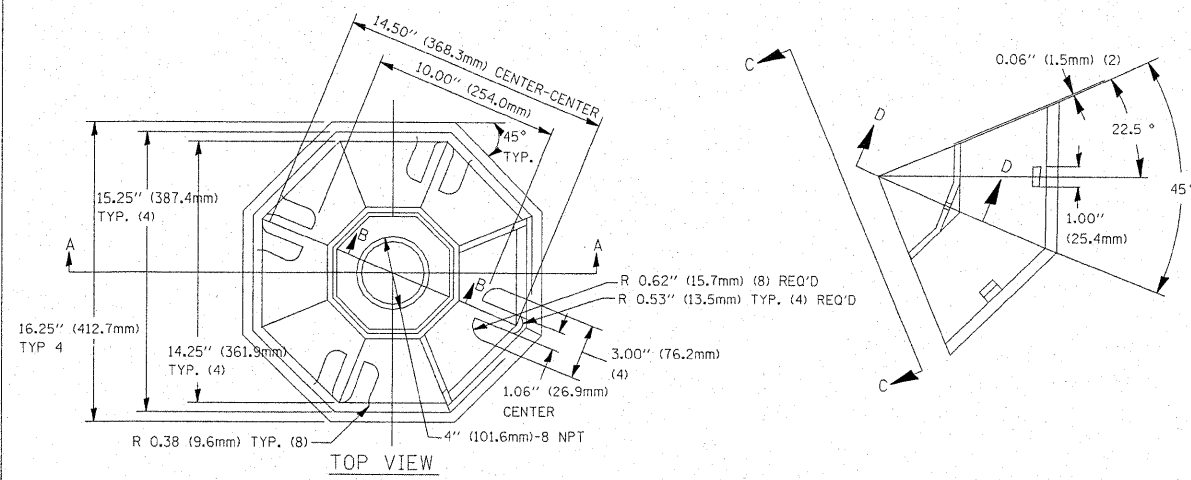
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION			
NAME	DATE	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			

SCALE: VERT. NONE	DRAWN BY: BL	
HORIZ. 09-11-2007	CHECKED BY: ER/TC	
DATE	F.A.P. SECTION	COUNTY
350	101W-EXT-R-1	COOK
SHEET NO. 3 OF 4 SHEETS		TOTAL SHEETS 40
STA. TO STA.		SHEET NO. 18
SCALE: NTS		CONTRACT NO. 60F14
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT

FILE NAME =	USER NAME = #USER#	DESIGNED - NB/TCM	REVISED -
#FILE#		DRAWN - NB/TCM	REVISED -
		CHECKED - NB/TCM	REVISED -
		DATE - 03/13/2009	REVISED -

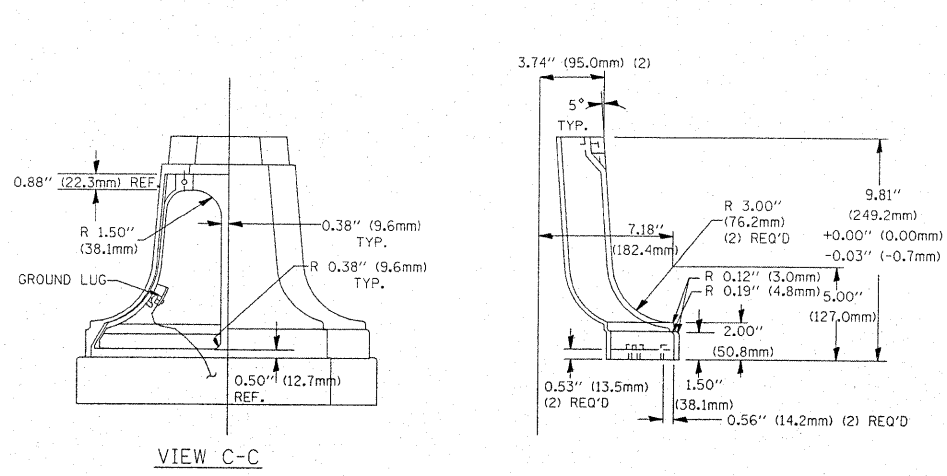
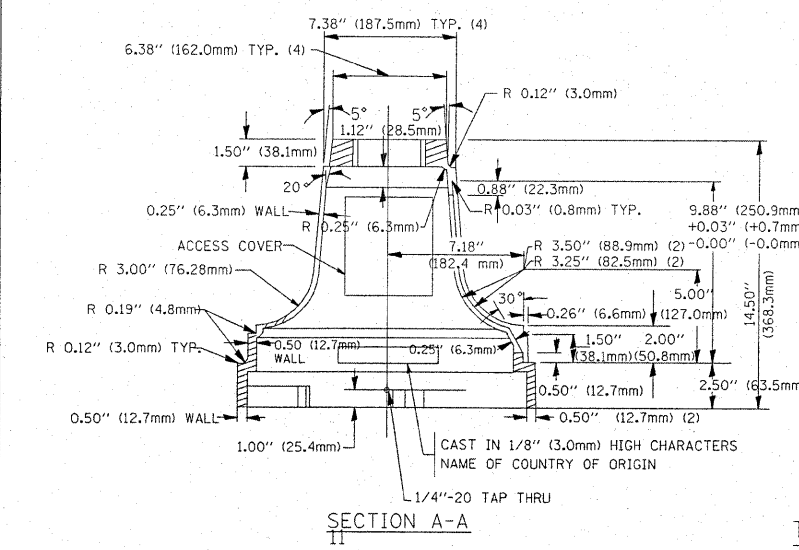
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

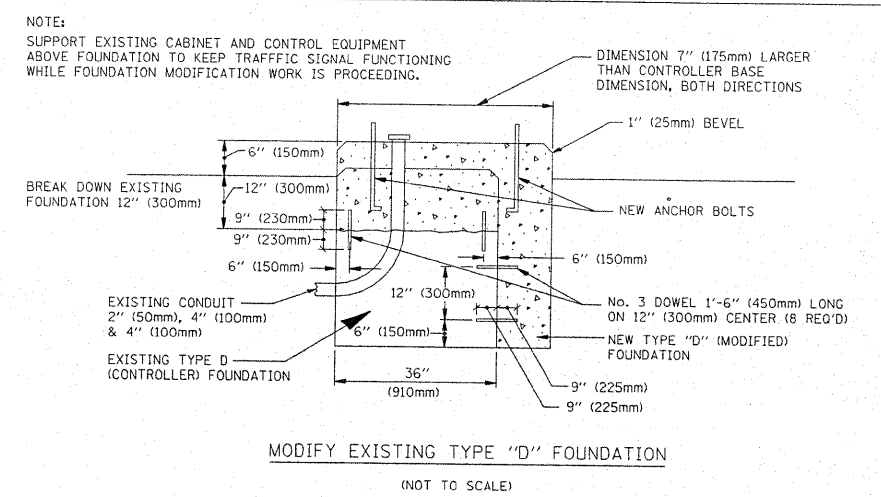


TYPE	A	B	C	HEIGHT	WEIGHT
I	∅ 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	∅ 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

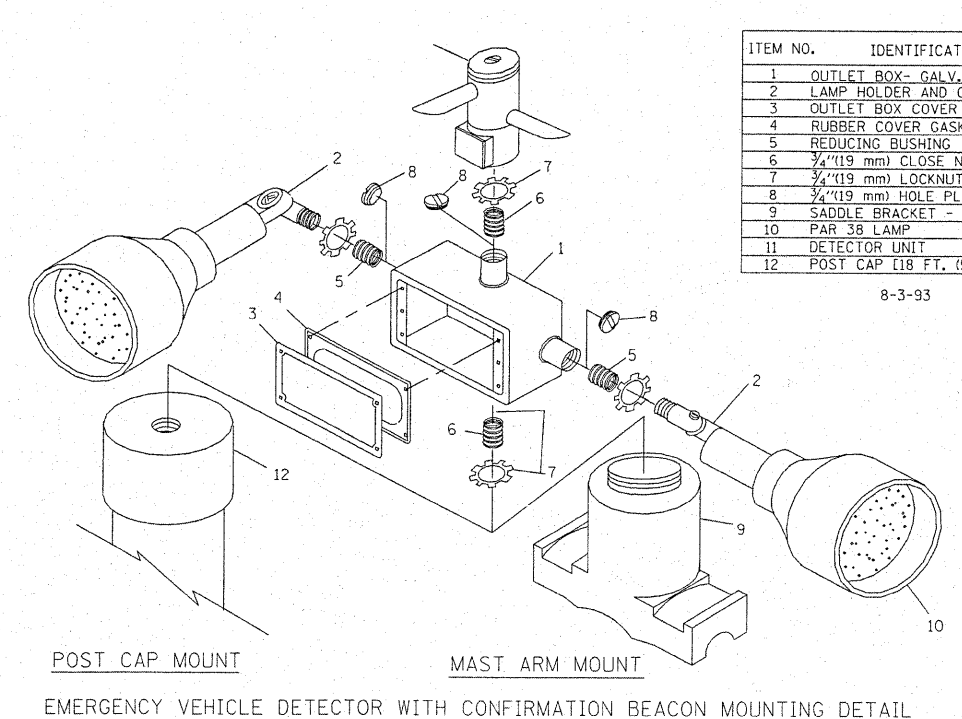
MATERIAL:  
 - ASTM A48 CLASS 30 GREY IRON  
 - ASTM A123 HOT DIPPED GALVANIZED



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

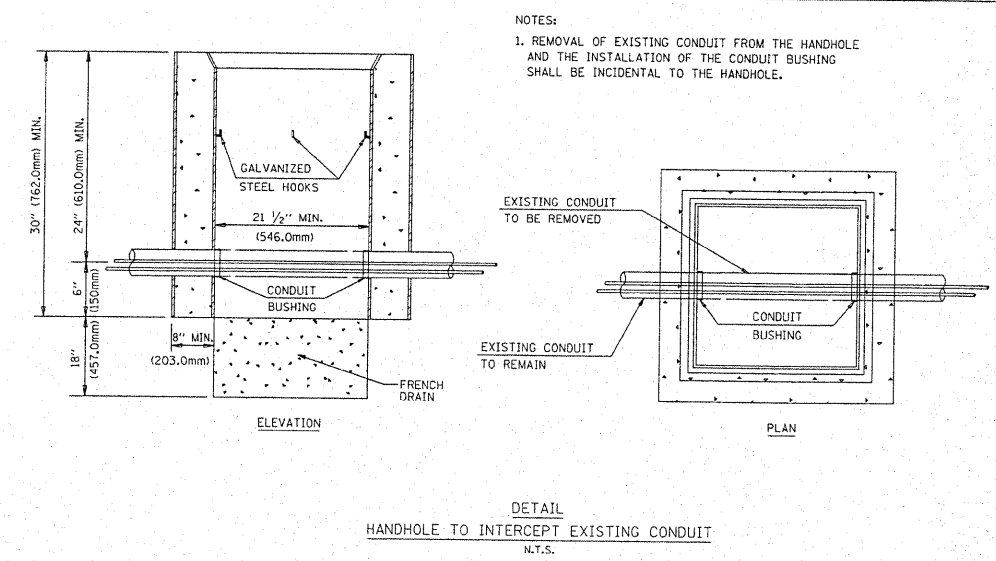
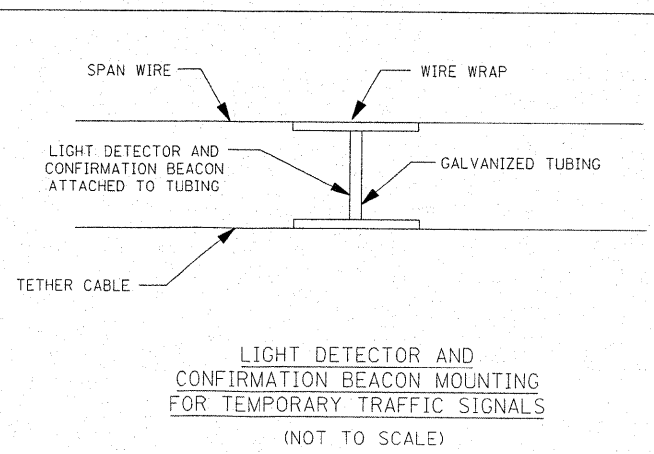


NOTE:  
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\"(19 mm) CLOSE NIPPLE
7	3/4\"(19 mm) LOCKNUT
8	3/4\"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

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



REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

SCALE: VERT. NONE  
 HORIZ. DATE 09-11-2007

DRAWN BY: BL  
 CHECKED BY: ER/TC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	19

CONTRACT NO. 60F14

FILE NAME =	USER NAME = #USER#	DESIGNED - NB/TCM	REVISED -
#FILE#		DRAWN - NB/TCM	REVISED -
		CHECKED - NB/TCM	REVISED -
		DATE - 03/13/2009	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

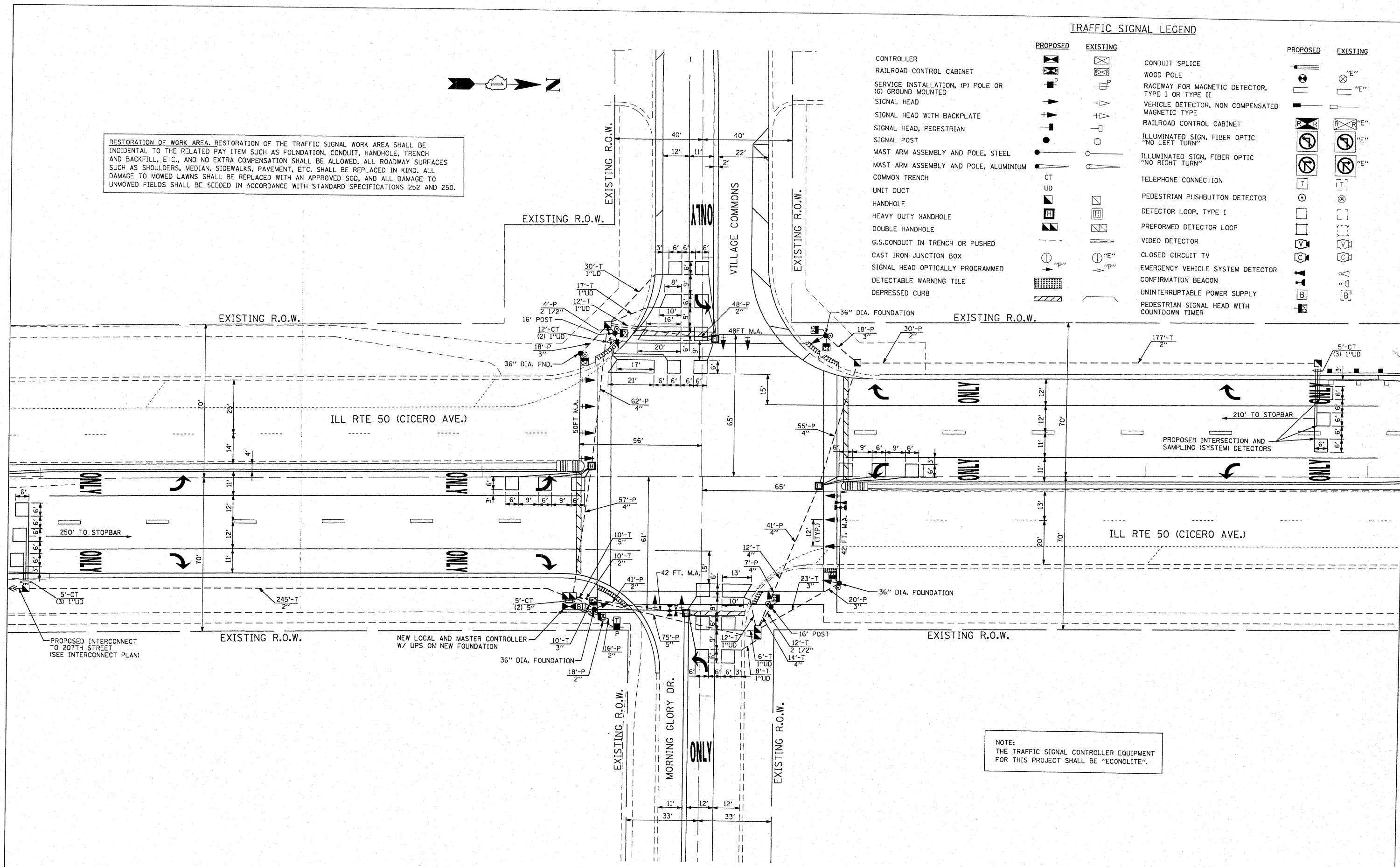
SCALE: NTS SHEET NO. 4 OF 4 SHEETS STA. TO STA.



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, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250.

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	CONDUIT SPLICE	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET	[Symbol]	[Symbol]	WOOD POLE	[Symbol]	[Symbol]
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNTED	[Symbol]	[Symbol]	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]	RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]	TELEPHONE CONNECTION	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINIUM	[Symbol]	[Symbol]	PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]	DETECTOR LOOP, TYPE I	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]	PERFORMED DETECTOR LOOP	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]	VIDEO DETECTOR	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]	CLOSED CIRCUIT TV	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]	EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
G.S.CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]	CONFIRMATION BEACON	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]	UNINTERRUPTIBLE POWER SUPPLY	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	[Symbol]	[Symbol]
DETECTABLE WARNING TILE	[Symbol]	[Symbol]			
DEPRESSED CURB	[Symbol]	[Symbol]			



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

FILE NAME =	USER NAME = \$USER\$	DESIGNED - NB/TCM	REVISED -
\$FILEL\$		DRAWN - NB/TCM	REVISED -
		CHECKED - NB/TCM	REVISED -
		DATE - 03/13/2009	REVISED -

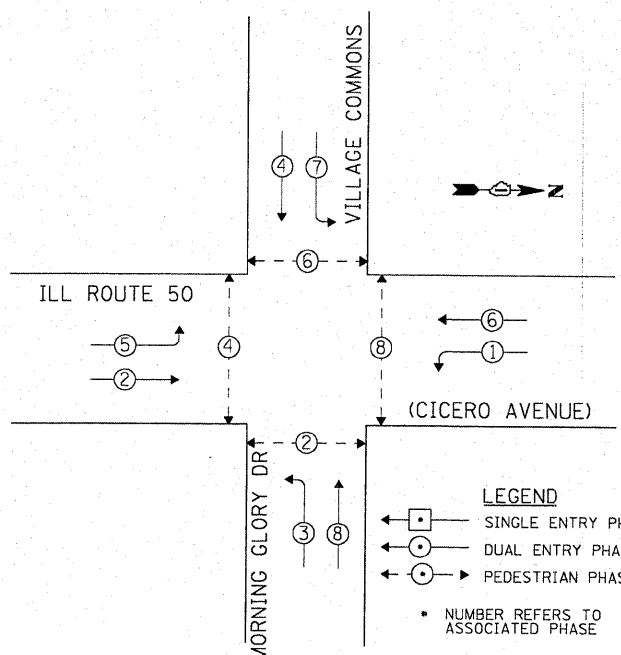
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL PLAN  
ILL RTE 50 (CICERO AVE) AT MORNING GLORY DR./VILLAGE COMMONS

F.A.P RTE. 350	SECTION 101W-EXT-R-1	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 20
SCALE: 1"=20'		CONTRACT NO. 60F14		
SHEET NO. OF SHEETS		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

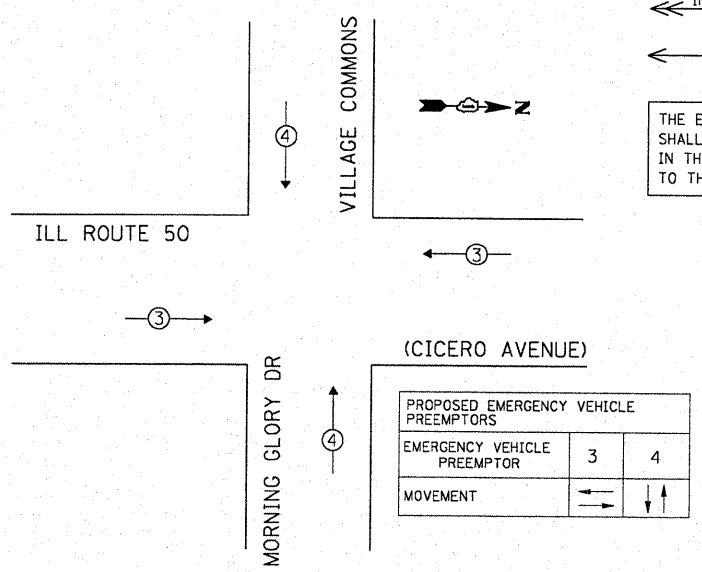
APEX CONSULTING ENGINEERS, LLC  
111 E. Wacker Drive Suite 520  
Chicago, IL 60601

CONTROLLER SEQUENCE

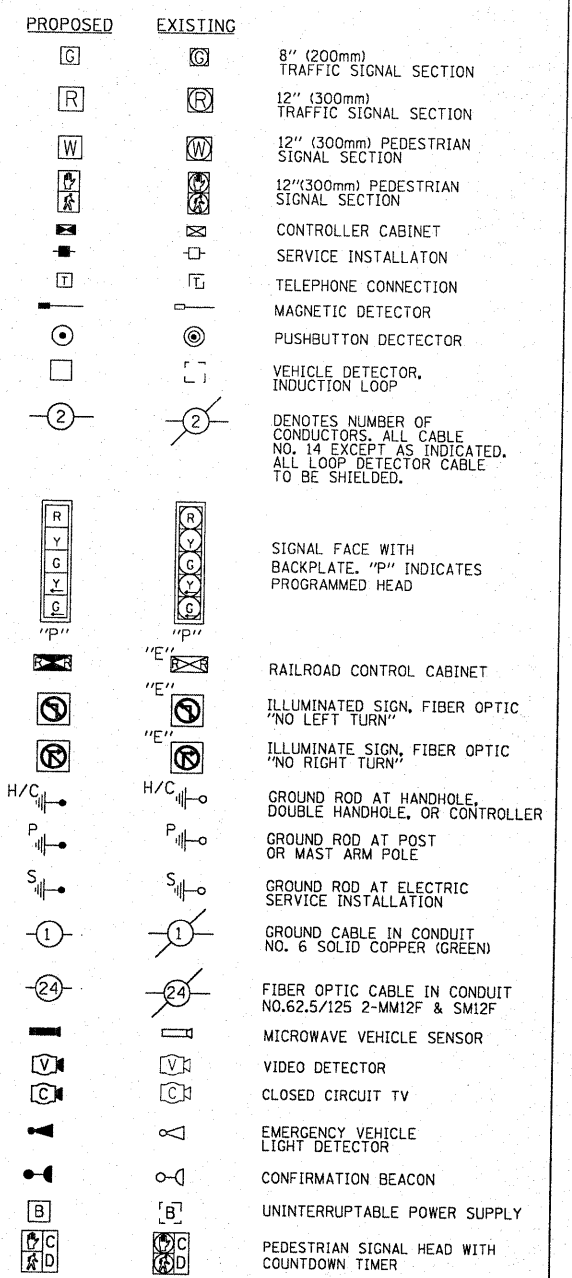


PHASE DESIGNATION DIAGRAM

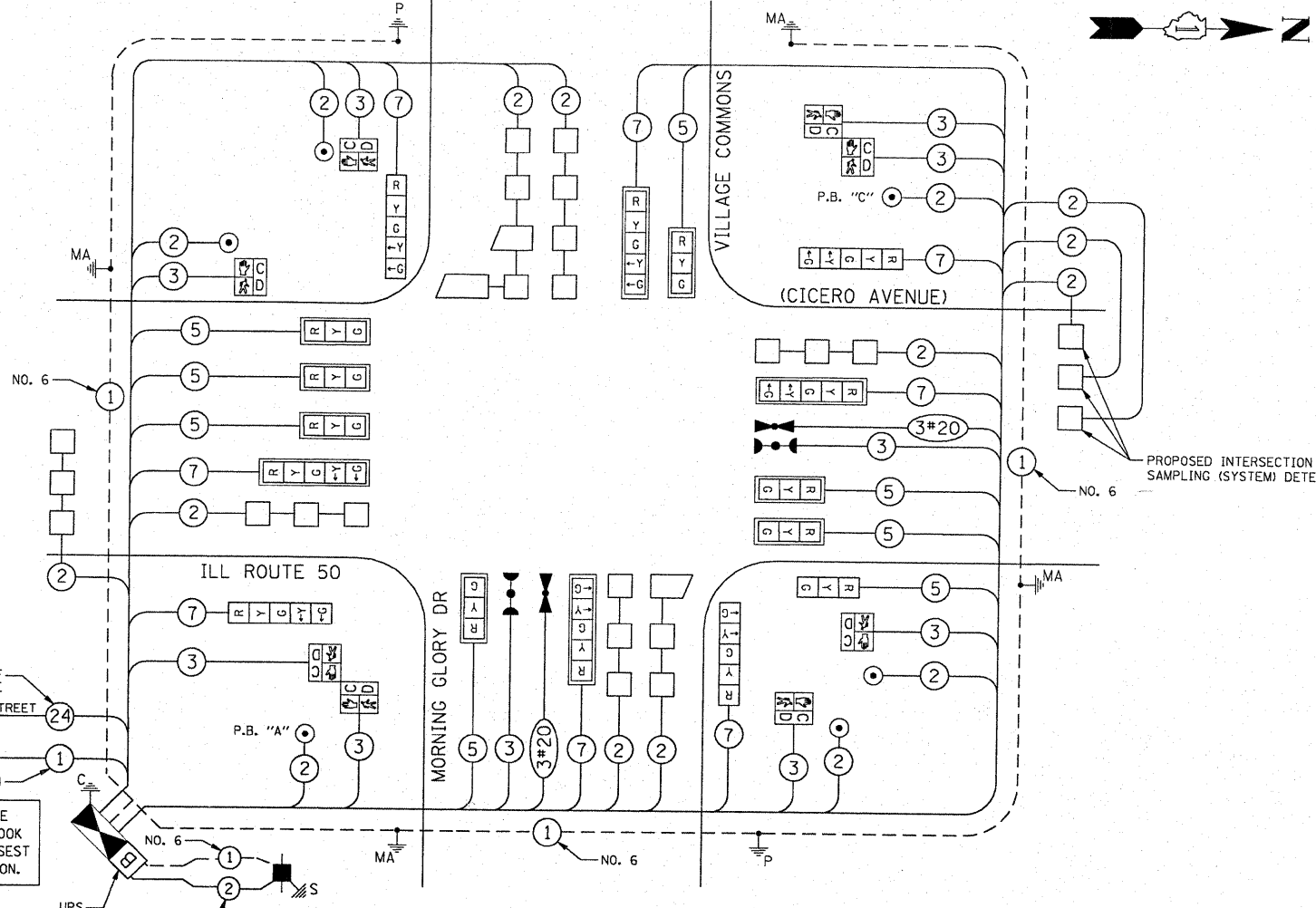
EMERGENCY VEHICLE PREEMPTION SEQUENCE



CABLE PLAN LEGEND



NO. 62.5/125 MM12F & SM12F FIBER OPTIC CABLE  
 INTERCONNECT TO 207TH STREET  
 TRACER CABLE  
 NO. 14  
 THE END OF THE TRACER CABLE SHALL BE TIED TO A CABLE HOOK IN THE DOUBLE HANDHOLE CLOSEST TO THE CONTROLLER FOUNDATION.



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM	QUANTITY	UNIT	ITEM
40	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	* 313	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED
53.75	SQ FT	SIGN PANEL - TYPE 2	2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
432	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.
12	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.
33	FOOT	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.
26	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	8	FOOT	CONCRETE FOUNDATION, TYPE A
20	FOOT	CONDUIT IN TRENCH, 5" DIA., GALVANIZED STEEL	4	FOOT	CONCRETE FOUNDATION, TYPE C
155	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	54	FOOT	CONCRETE FOUNDATION, TYPE E 36" DIAMETER
4	FOOT	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	7	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
56	FOOT	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	1	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
222	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
75	FOOT	CONDUIT PUSHED, 5" DIA., GALVANIZED STEEL	4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
4	EACH	HANDHOLE	4	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
4	EACH	HEAVY-DUTY HANDHOLE	2	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
2	EACH	DOUBLE HANDHOLE	11	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
630	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK	10	EACH	INDUCTIVE LOOP DETECTOR
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	1057	FOOT	DETECTOR LOOP, TYPE I
1	EACH	UNINTERRUPTIBLE POWER SUPPLY	2	EACH	LIGHT DETECTOR
1	EACH	TRANSCIEVER - FIBER OPTIC	* 1	EACH	LIGHT DETECTOR AMPLIFIER
979	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	6	EACH	PEDESTRIAN PUSH-BUTTON
1690	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	1	EACH	SERVICE INSTALLATION, POLE MOUNT
1678	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C			
1582	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C			
2543	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1-PAIR			
35	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C			
478	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C			

TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	17	0.50	136.00	
(YELLOW)	16	25	0.25	100.00	
(GREEN)	16	15	0.25	60.00	
ARROW	16	12	0.10	19.20	
PED. SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN			0.05	-	
FLASHER					
ENERGY COSTS TO:				TOTAL =	615.20

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2=
E - M. ARM POLE		SIGNAL POST	2 (1.0)		6m+L-0.6m=
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

\* 100% COST TO VILLAGE OF MATTESON

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

NOTE:  
 PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4  
 PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8

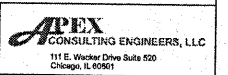
FILE NAME = #FILE#  
 USER NAME = #USER#  
 DESIGNED - NB/TCM  
 DRAWN - NB/TCM  
 CHECKED - NB/TCM  
 DATE - 03/13/2009  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

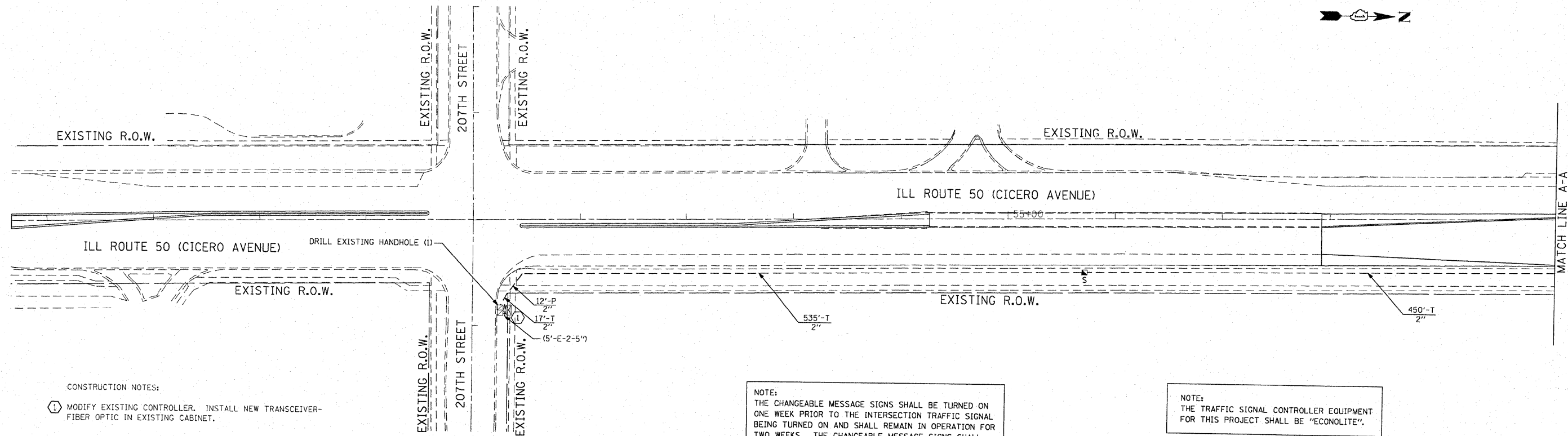
PROPOSED CABLE PLAN  
 ILL RTE 50 (CICERO AVE) AT MORNING GLORY DR./VILLAGE COMMONS  
 SCALE: NTS  
 SHEET NO. OF SHEETS STA. TO STA.

F.A.P R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	21
CONTRACT NO. 60F14				

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT



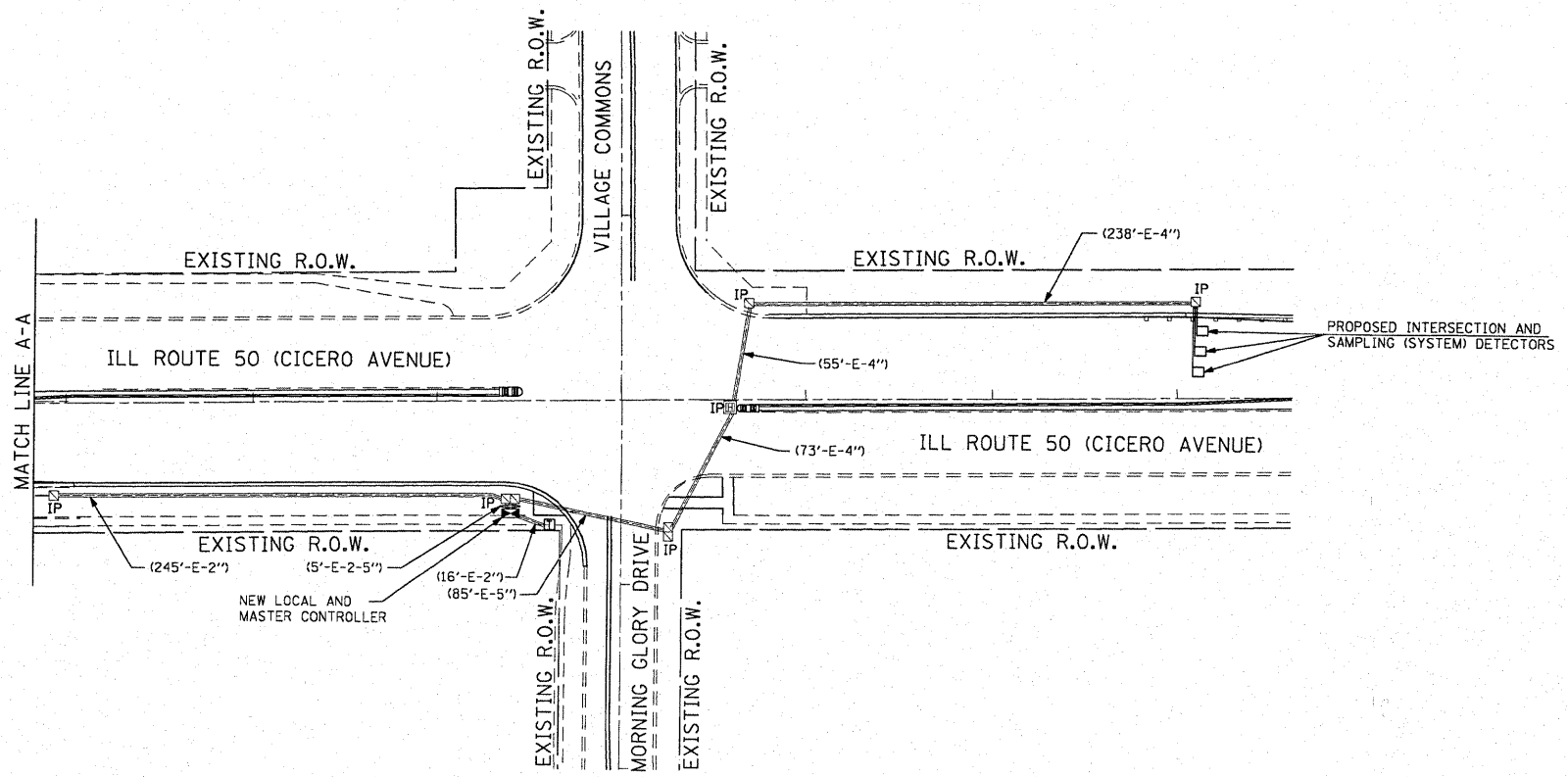




CONSTRUCTION NOTES:  
 ① MODIFY EXISTING CONTROLLER. INSTALL NEW TRANSCEIVER-FIBER OPTIC IN EXISTING CABINET.

NOTE:  
 THE CHANGEABLE MESSAGE SIGNS SHALL BE TURNED ON ONE WEEK PRIOR TO THE INTERSECTION TRAFFIC SIGNAL BEING TURNED ON AND SHALL REMAIN IN OPERATION FOR TWO WEEKS. THE CHANGEABLE MESSAGE SIGNS SHALL NOTIFY DRIVERS OF THE NEW TRAFFIC SIGNAL.

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



INTERCONNECT PLAN LEGEND

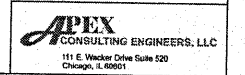
	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT		
TELEPHONE CONNECTION		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED SYSTEM		
INTERSECTION	S	I
UNIT DUCT	IP	
COMMON TRENCH	UD	
DETECTOR LOOP, TYPE 1	CT	
PREFORMED DETECTOR LOOP		

FILE NAME =	USER NAME = #USER#	DESIGNED - NB/TCM	REVISED -
#FILEL#		DRAWN - NB/TCM	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - NB/TCM	REVISED -
	PLOT DATE = #DATE#	DATE - 03/13/2009	REVISED -














STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

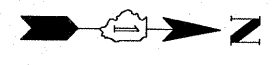
INTERCONNECT PLAN  
 ILL ROUTE 50 (CICERO AVENUE)  
 FROM 207TH STREET TO MORNING GLORY DR./VILLAGE COMMONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	23
SCALE:		SHEET NO. OF SHEETS		STA. TO STA.
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 60F14		



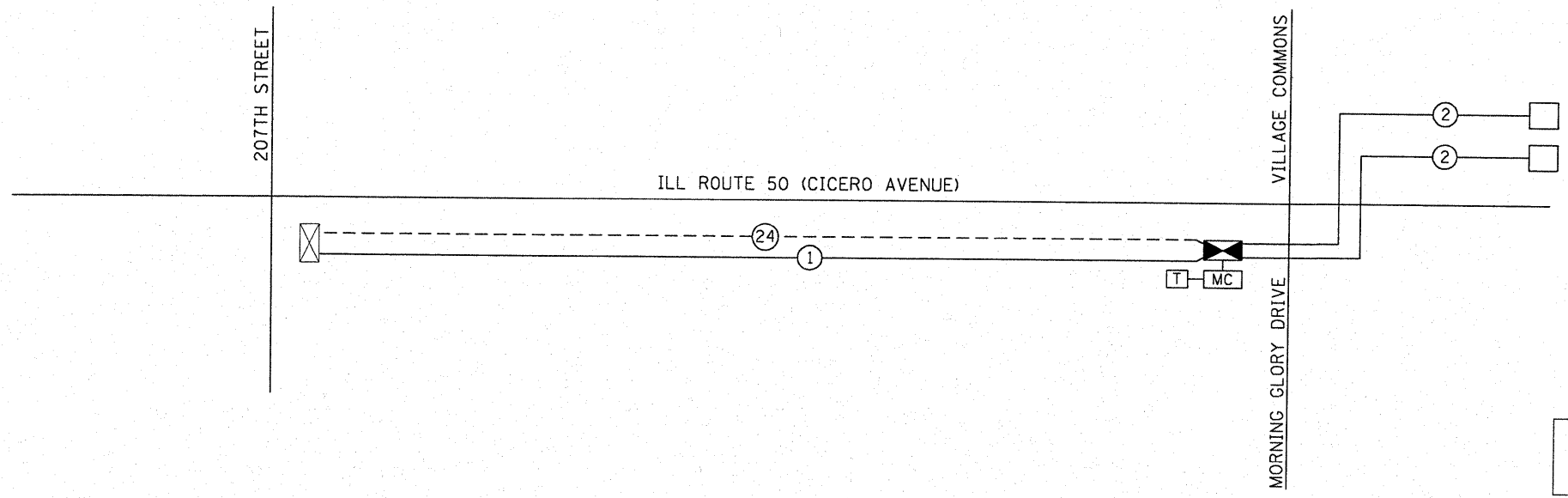
TEMPORARY WIRELESS INTERCONNECT SCHEMATIC LEGEND

-  INTERSECTION CONTROLLER
-  EXISTING INTERSECTION CONTROLLER
-  MASTER CONTROLLER
-  EXISTING MASTER CONTROLLER
-  MASTER MASTER CONTROLLER
-  PROPOSED FIBER OPTIC CABLE- NO.62.5/125 2-MM12F & SM12F
-  EXISTING FIBER OPTIC CABLE-NO. 62.5/125 2-MM12F & SM12F
-  TELEPHONE CONNECTION
-  PROPOSED TRACER CABLE NO. 14 1C
-  EXISTING TELEPHONE CONNECTION
-  EXISTING TRACER CABLE 1/C (AS SPECIFIED)
-  EXISTING INTERCONNECT CABLE-NO. 62.5/125 12F FIBER OPTIC CABLE
-  WIRELESS INTERCONNECT (ANTENNA)



INTERCONNECT SCHEDULE OF QUANTITIES

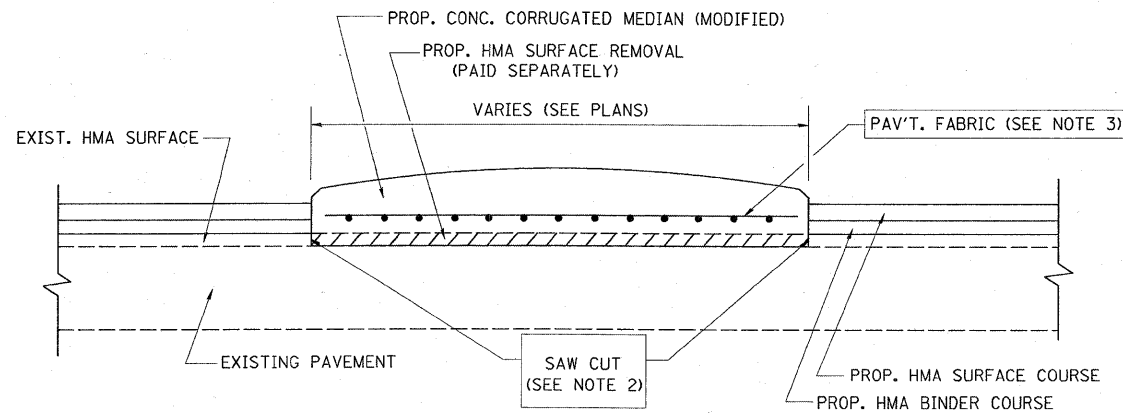
QUANTITY	UNIT	ITEM
6	CAL MO	CHANGEABLE MESSAGE SIGN
1002	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
12	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
1	EACH	HANDHOLE
1002	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	MASTER CONTROLLER (SPECIAL)
1	EACH	TRANSCEIVER - FIBER OPTIC
1315	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
1315	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F
1	EACH	DRILL EXISTING HANDHOLE
1	EACH	MODIFY EXISTING CONTROLLER
1	L SUM	OPTIMIZE TRAFFIC SIGNAL SYSTEM



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



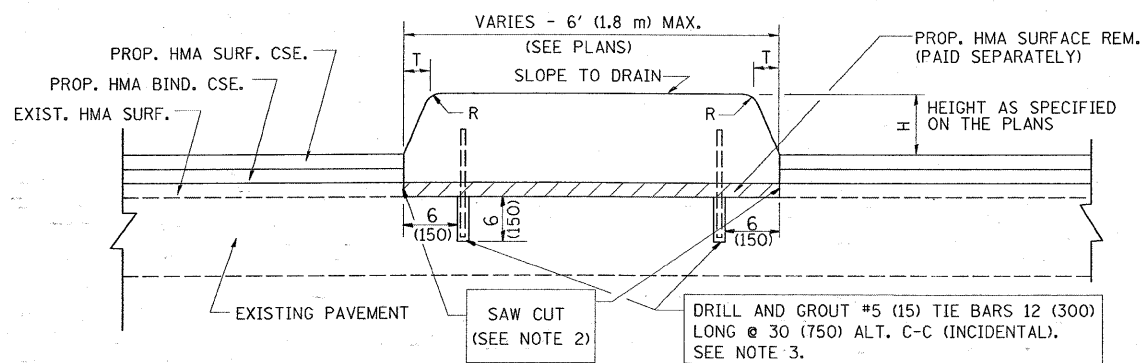




- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
  2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE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

**DETAILS FOR CORRUGATED MEDIAN (MODIFIED)**

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



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

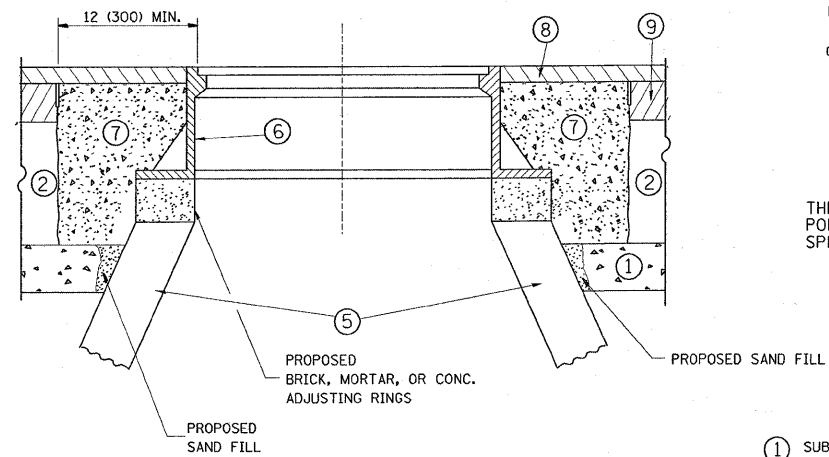
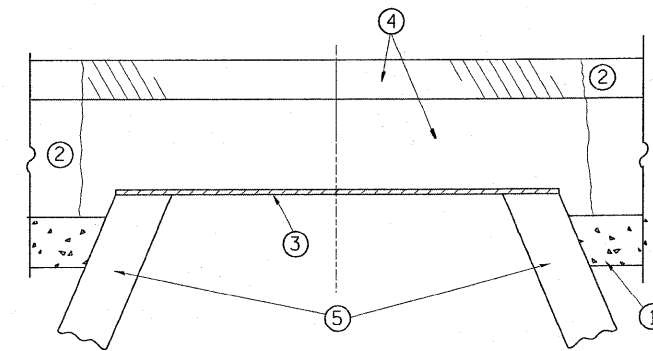
H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

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

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

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

FILE NAME =	USER NAME = galbennb	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ce:\pwwork\pwwork\galbennb\dms88605\d1s	Std.dgn	DRAWN -	REVISED - R. SHAH 10-25-94		350	101W-EXT-R-1	COOK	40	25			
	PLOT SCALE = 5/8, 20/00 ' / IN.	CHECKED -	REVISED - E. GOMEZ 08-28-00		<b>BD600-02 (BD-5)</b>			CONTRACT NO. 60F14				
	PLOT DATE = 3/25/2009	DATE - 05-14-90	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

**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.

**NOTES:**

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

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

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

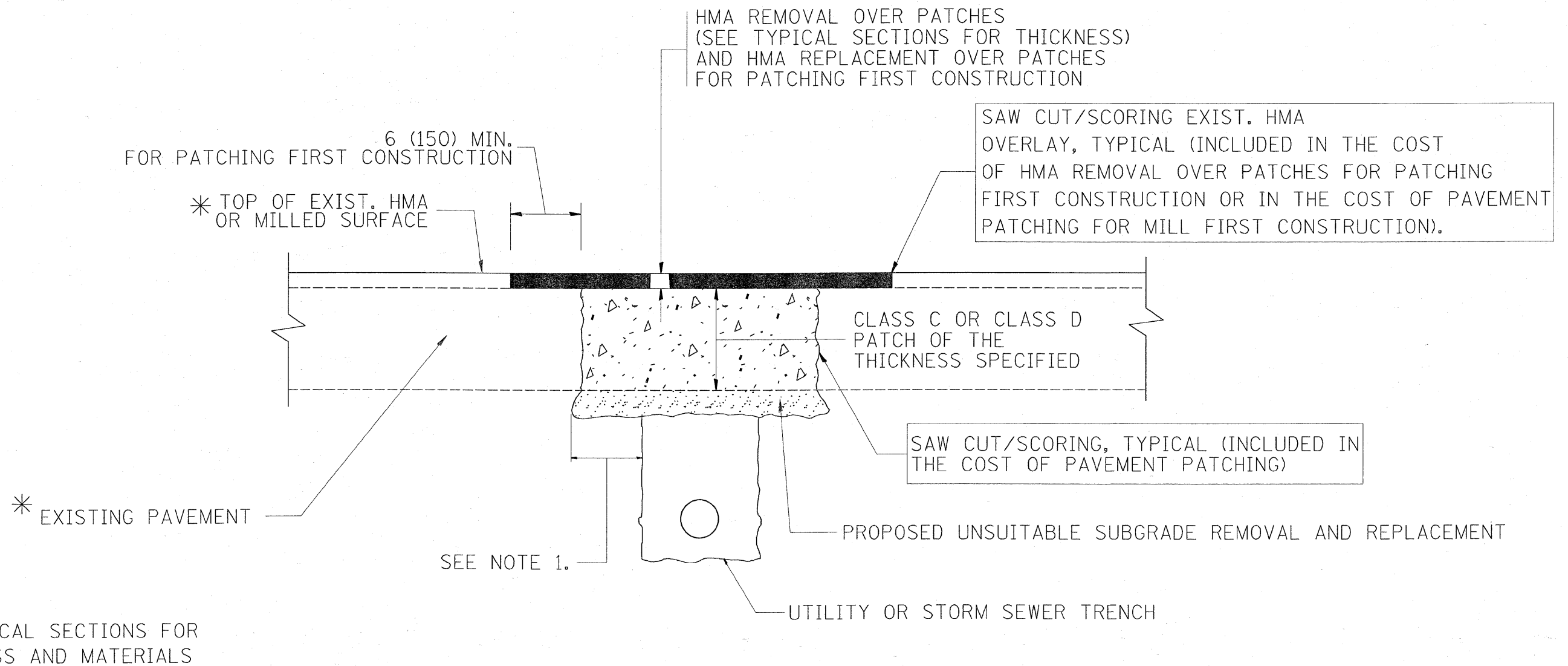
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = galbennb	DESIGNED - R. SHAH	REVISED - R. SHAH 03-10-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\pwwork\galbennb\dms88685\dms88685.dgn	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97		350	101W-EXT-R-1	COOK	40	26			
PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04			<b>BD600-03 (BD-8)</b>				CONTRACT NO. 60F14			
PLOT DATE = 3/25/2009	DATE - 10-25-94	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

FILE NAME =	USER NAME = galbarrb	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE. 350	SECTION 101W-EXT-R-1	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 27
ca:\pwork\pwork\galbarrb\dms88605\d.s	Std.dgn	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<b>BD400-04 (BD-22)</b>		CONTRACT NO. 60F14	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT							
	PLOT DATE = 3/25/2009	DATE - 10-25-94	REVISED - K. ENG 10-27-08									

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

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

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

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

18" (450) MAX.

1/4" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

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

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

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

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

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

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

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

**BASIS OF PAYMENT:**

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

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

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

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

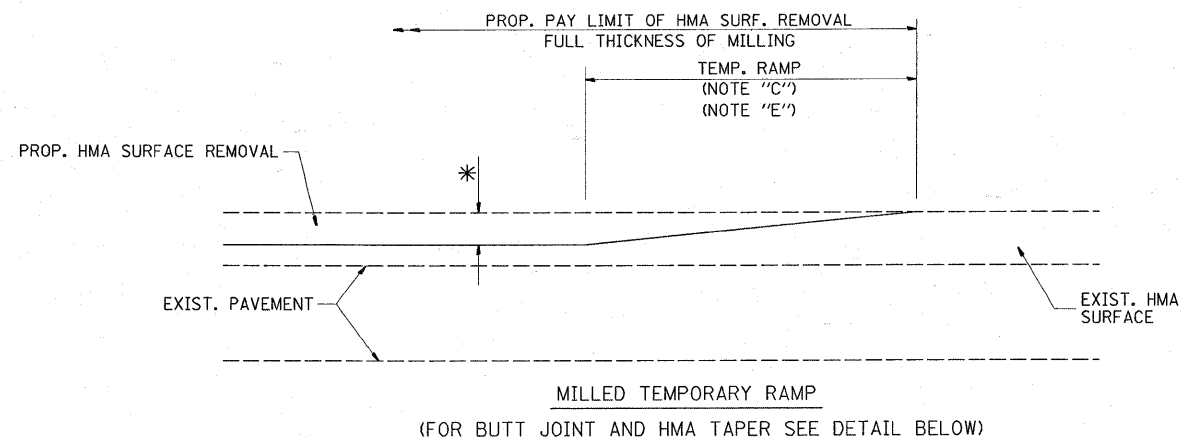
⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

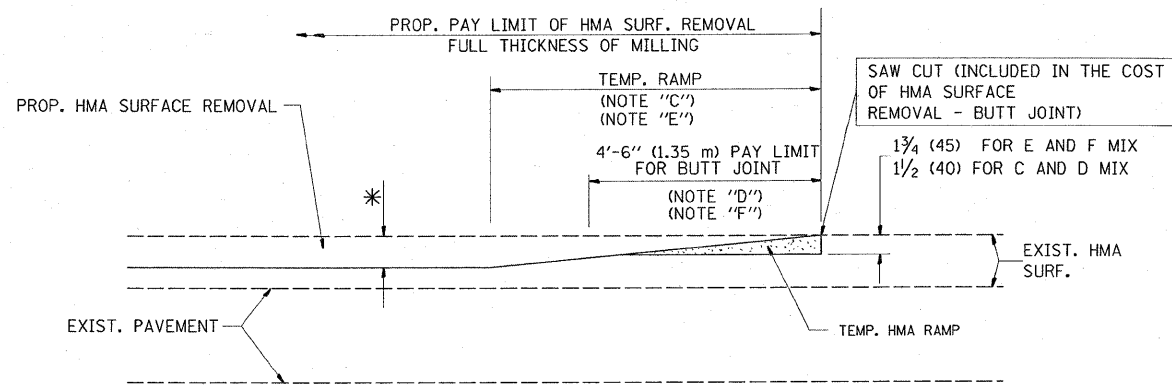
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = galbannb	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
not\pw\work\p\wdot\galbannb\des\88685\01	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97			350	101W-EXT-R-1	COOK	40	28
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01			<b>BD600-06 (BD-24)</b>		CONTRACT NO. 60F14		
	PLOT DATE = 3/25/2009	DATE - 03-11-94	REVISED - R. BORO 01-01-07			SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.

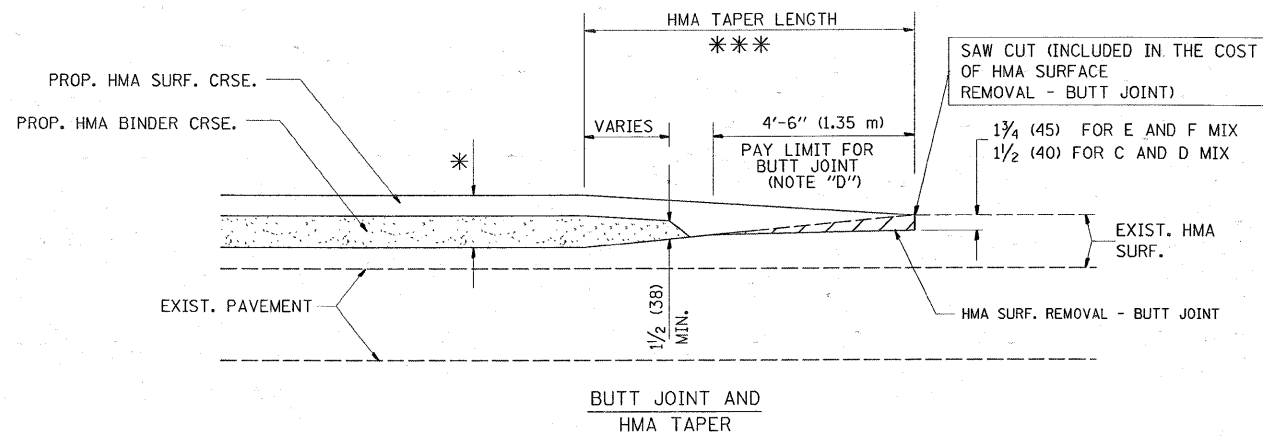


**OPTION 1**

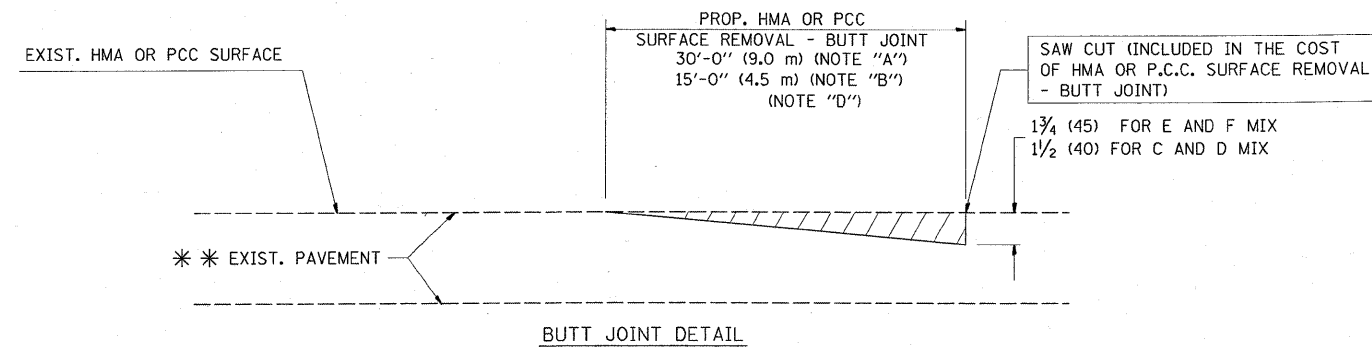


**OPTION 2**  
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

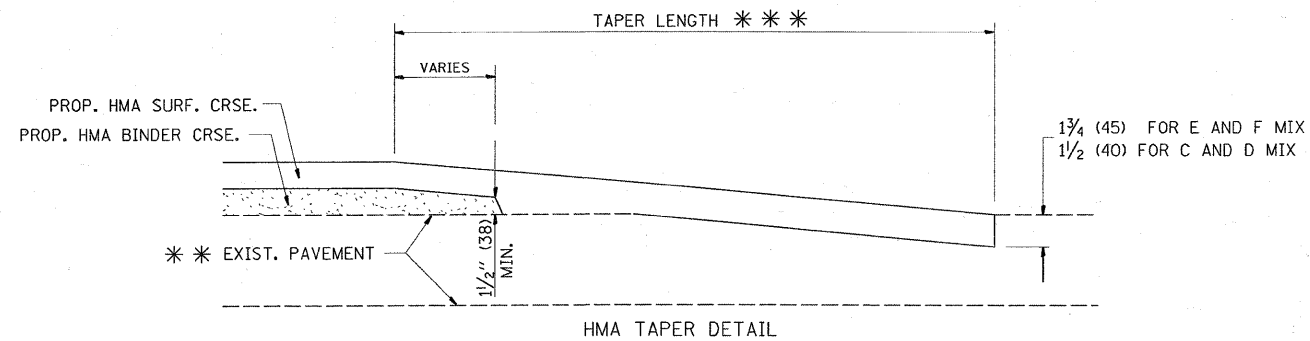
**TYPICAL TEMPORARY RAMP**



**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.

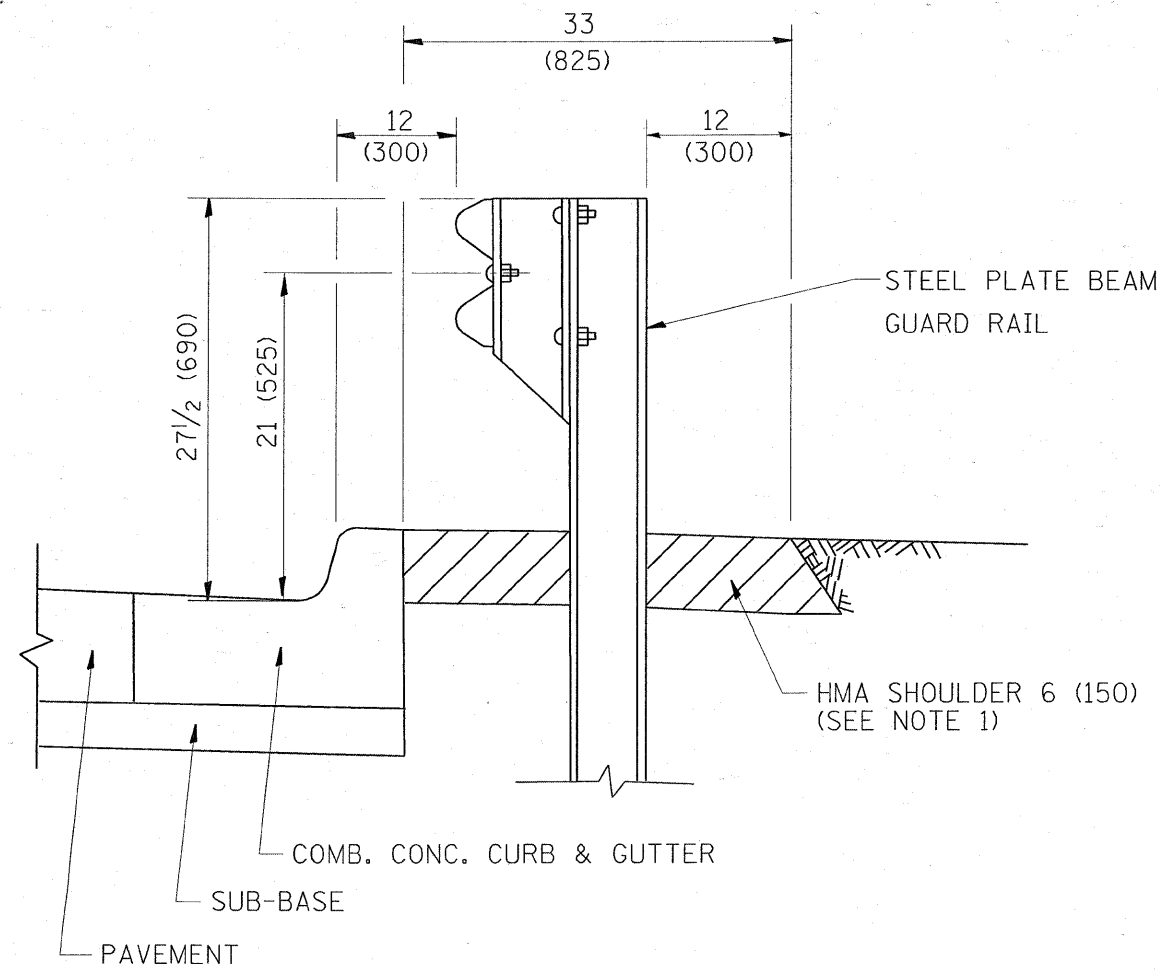
FILE NAME =	USER NAME = galbarrnib	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
at:\pw\work\p\dot\galbarrnib\dms88605\Dis	Std.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 3/25/2009	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	29
BD400-05 BD32			CONTRACT NO. 60F14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

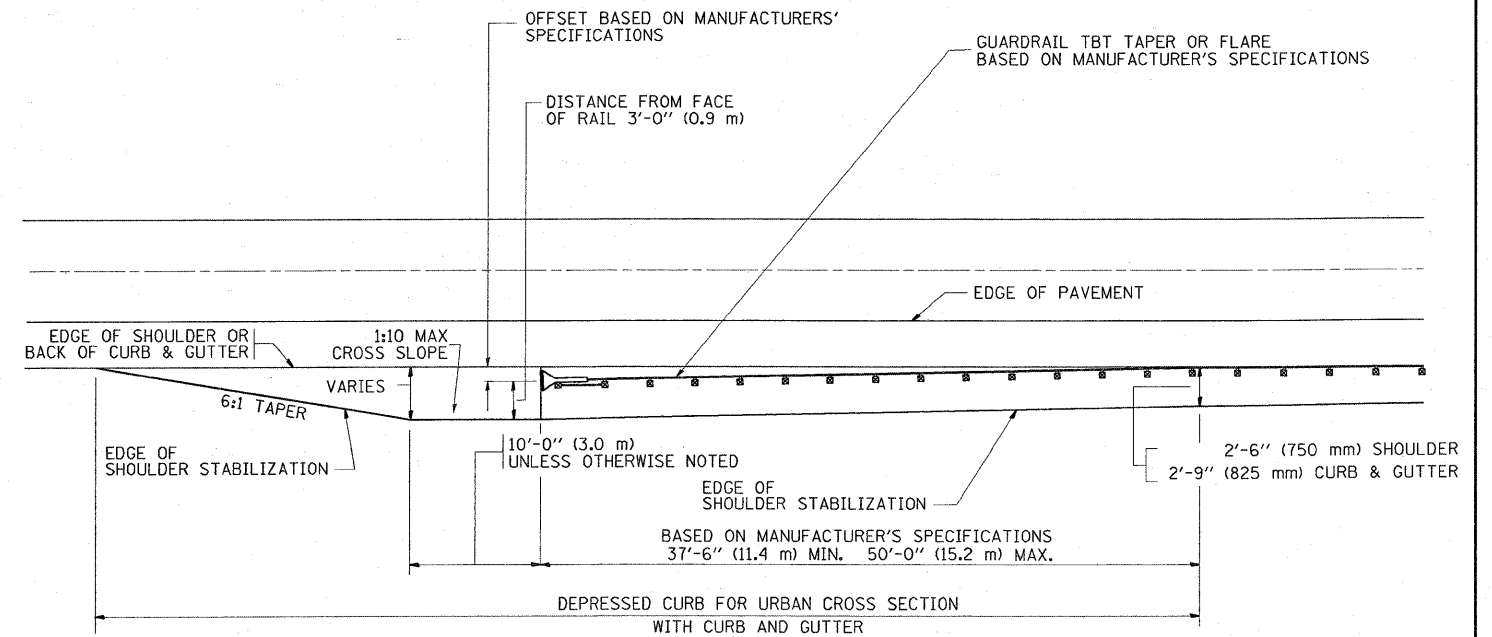


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

**DETAILS FOR STEEL PLATE BEAM  
GUARD RAIL ADJACENT TO CURB AND GUTTER  
[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]**

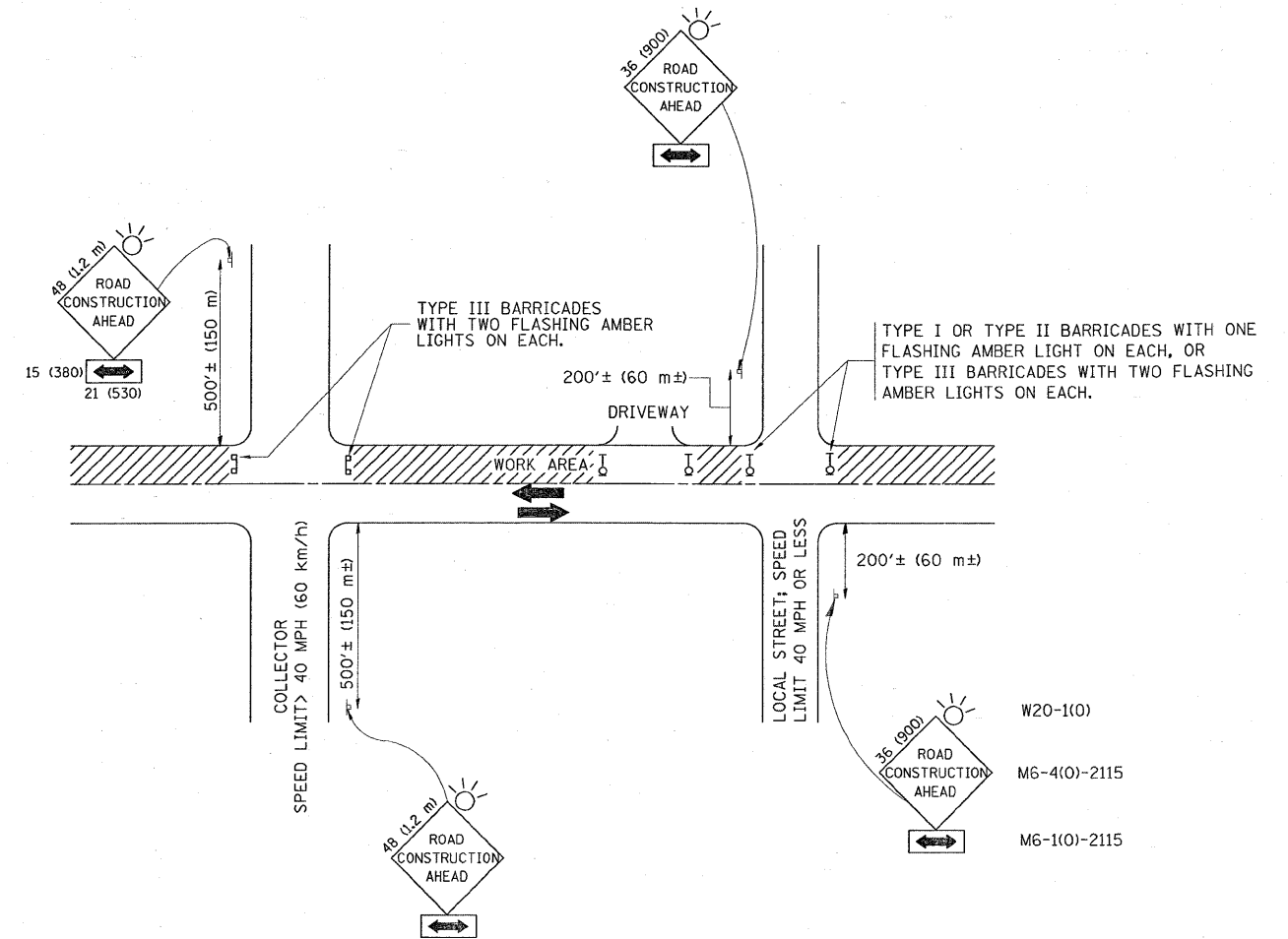


**STABILIZATION AT TBT TY. 1 SPL.**

TBT = TRAFFIC BARRIER TERMINAL  
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = galbarr	DESIGNED - M. DE YONG	REVISED - R. SHAH 02-23-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\dot\galbarr\bd\bd60010\1011.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97			350	101W-EXT-R-1	COOK	40	30
PLOT SCALE = 50.0000 ' / IN.		CHECKED -	REVISED - E. GOMEZ 08-28-00			<b>BD600-10 (BD 34)</b>		CONTRACT NO. 60F14		
PLOT DATE = 3/25/2009		DATE - 09-22-90	REVISED - R. BORO 01-01-07			FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		





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.

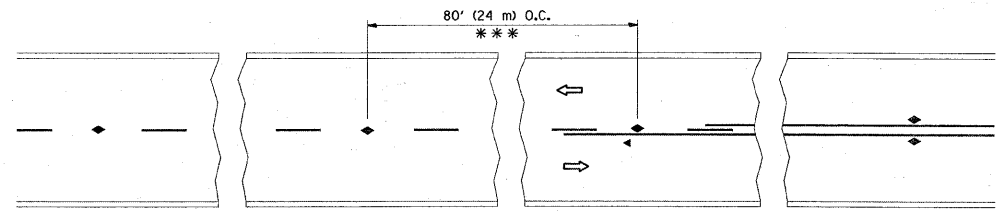
FILE NAME =	USER NAME = galbannb	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
c:\pwork\pwork\galbannb\dms88625\Di	Std.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 3/25/2009	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

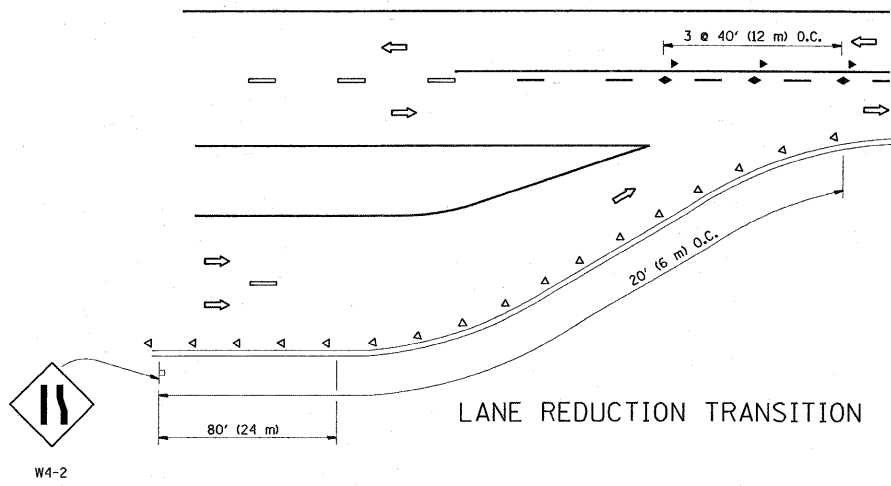
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	31
TC-10			CONTRACT NO. 60F14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

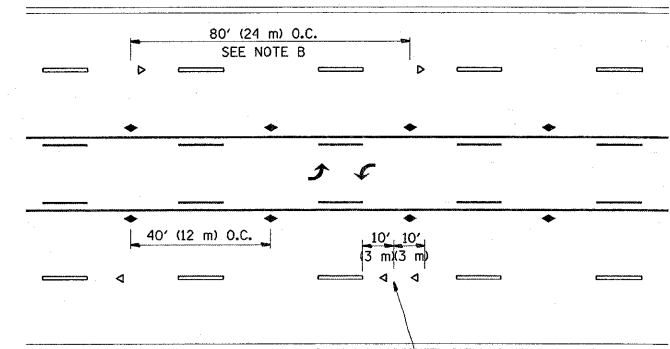


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

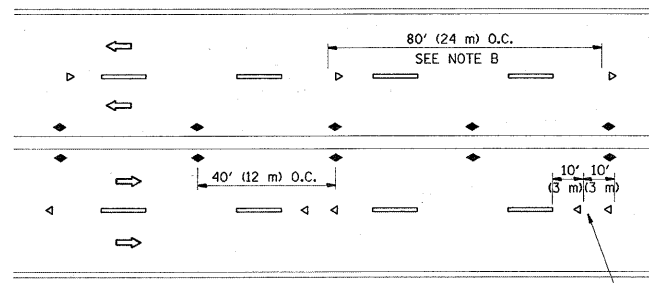
TWO-LANE/TWO-WAY



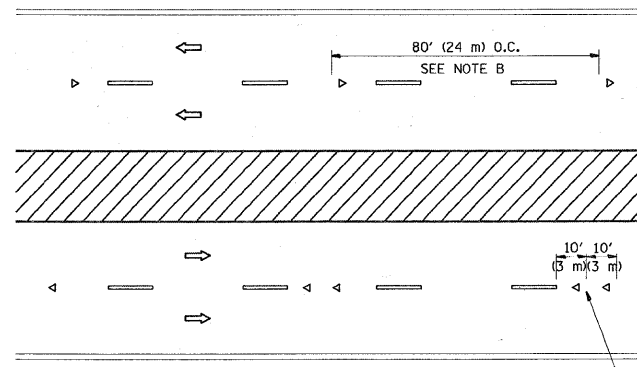
LANE REDUCTION TRANSITION



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

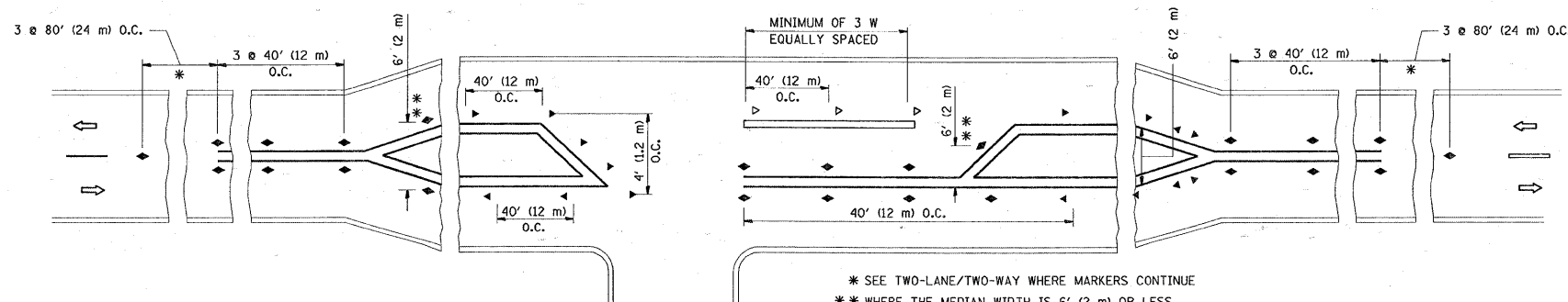
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.



LEFT TURN

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

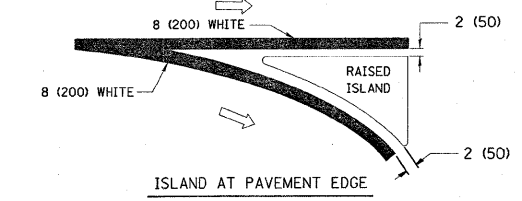
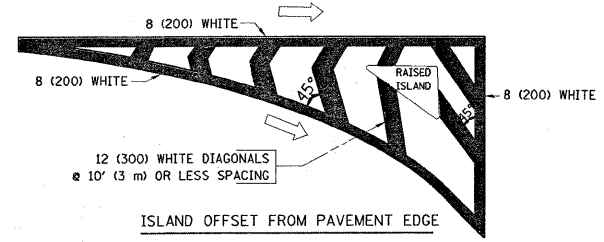
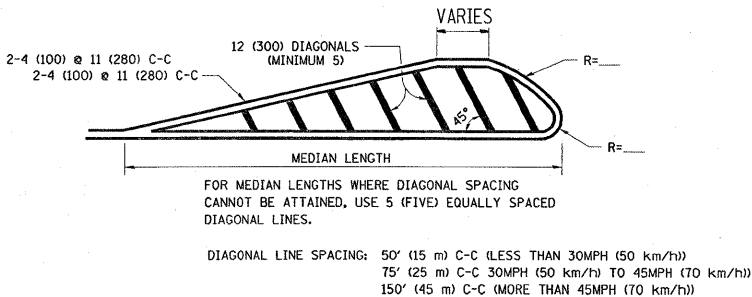
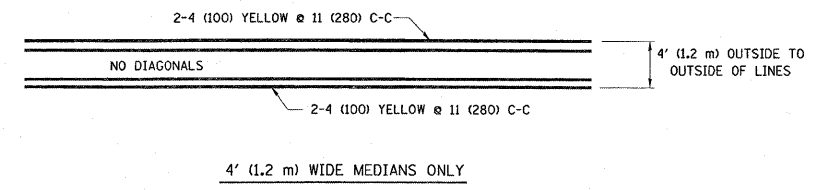
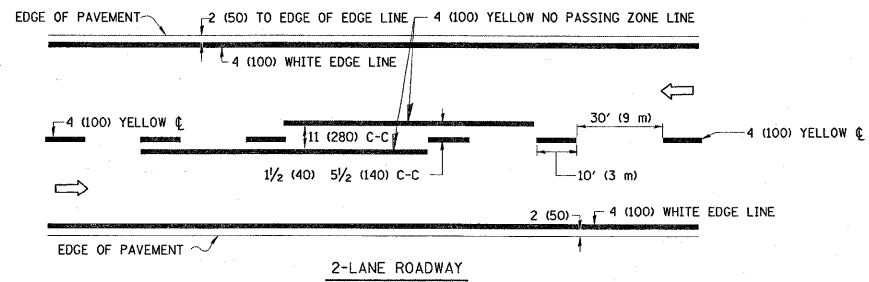
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = galbannb	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
...	Std.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/25/2009	DATE -	REVISED -

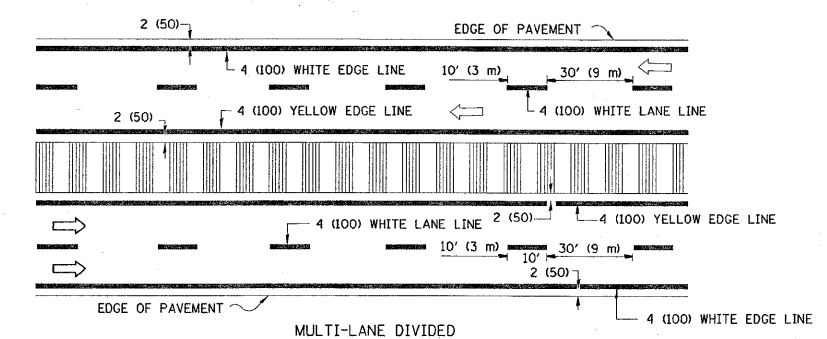
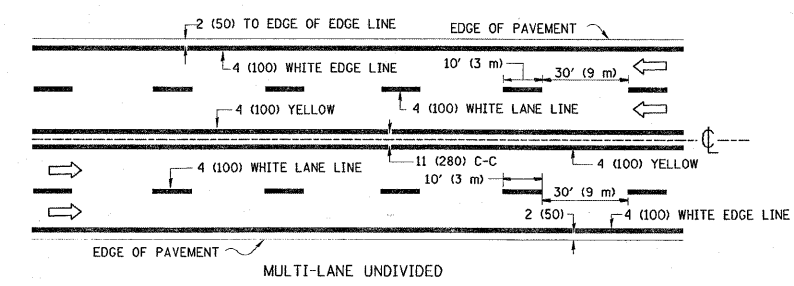
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	32
TC-11			CONTRACT NO. 60F14	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

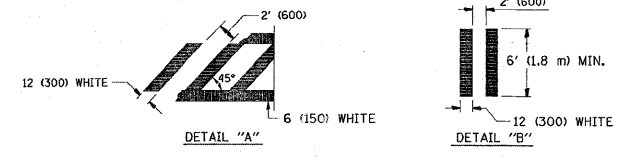
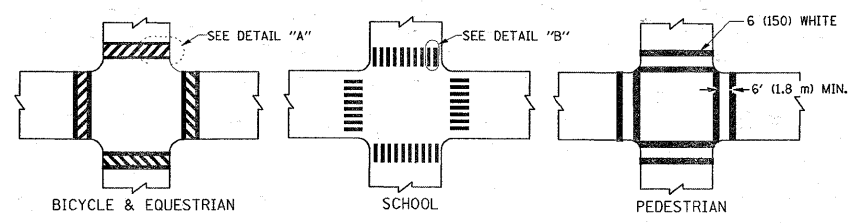


TYPICAL ISLAND MARKING

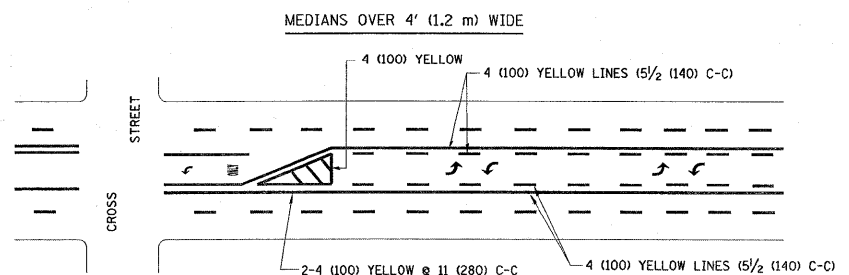


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

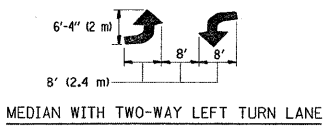
TYPICAL LANE AND EDGE LINE MARKING



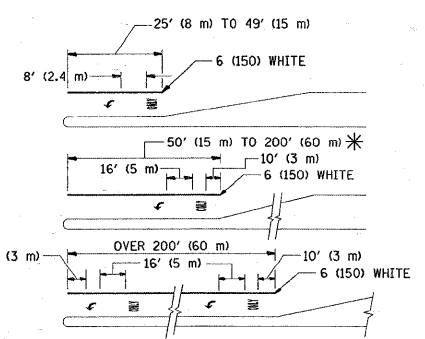
TYPICAL CROSSWALK MARKING



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



TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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 <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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))

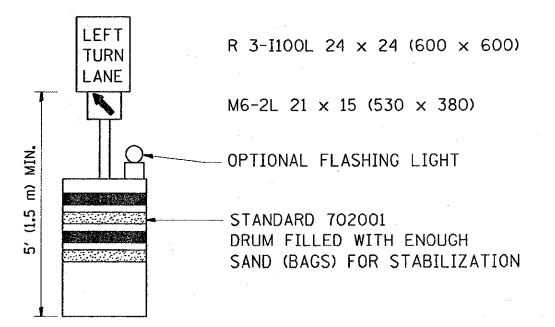
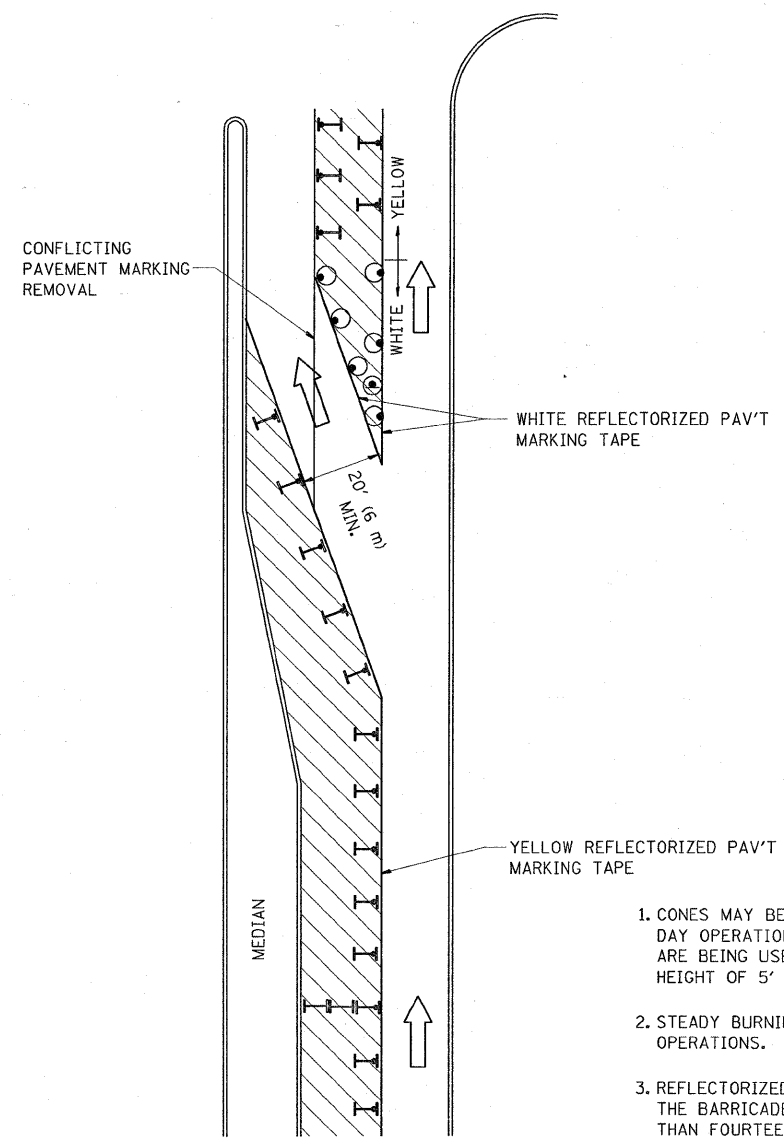
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

FILE NAME =	USER NAME = galbennb	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
ea:\pwork\pwwd\galbennb\dms88685\d3	Std.dgn	DRAWN	REVISED - A. HOUSEH 10-09-96
	PLOT SCALE = 50,0000' / IN.	CHECKED	REVISED - A. HOUSEH 10-17-96
	PLOT DATE = 3/25/2009	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

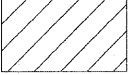
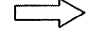




DISTRICT ONE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		350	101W-EXT-R-1	COOK	40	33
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			
		TC-13 CONTRACT NO. 60F14				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



**GENERAL NOTES**

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

**LEGEND**

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

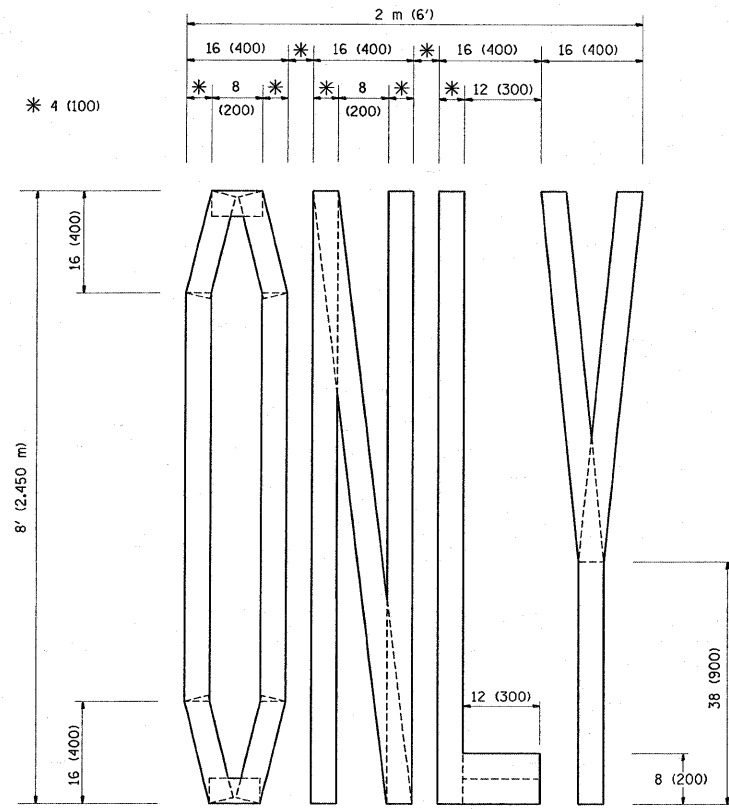
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = galborib	DESIGNED -	REVISED -T. RAMMACHER 09-08-94
ca:\pwwork\pwwork\galborib\dms88685\dms	Std.dgn	DRAWN -	REVISED - A. HOUSEH 11-07-95
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-12-96
	PLOT DATE = 3/25/2009	DATE -	REVISED -T. RAMMACHER 01-06-00

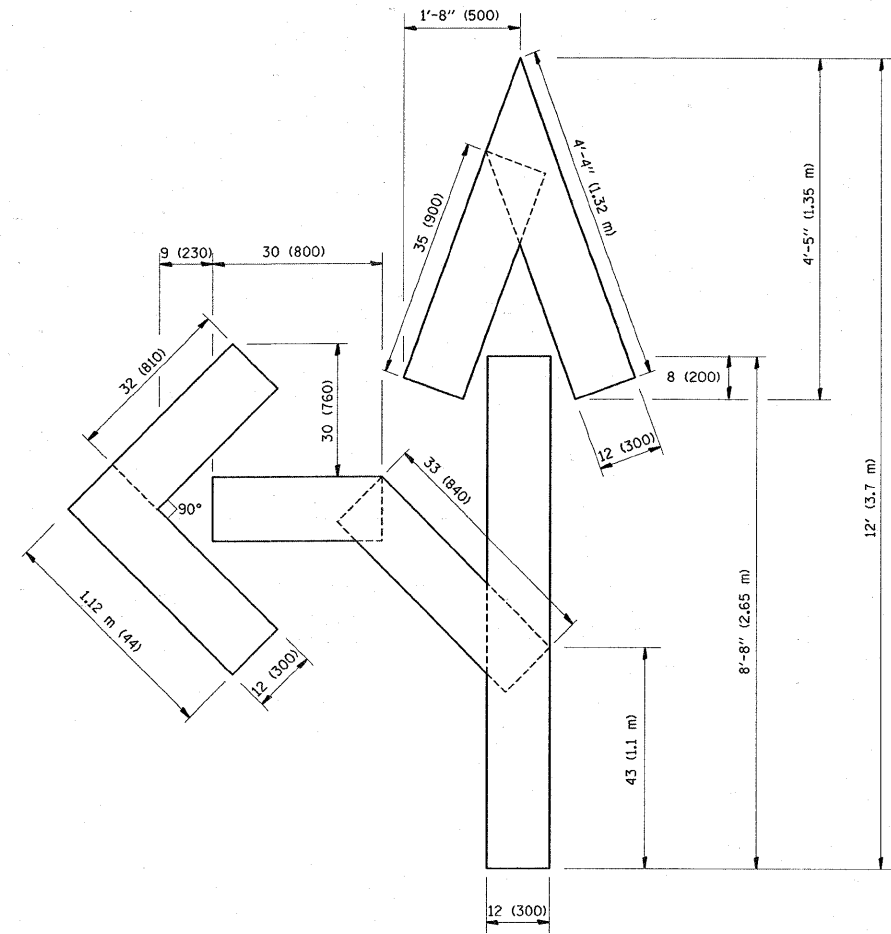
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

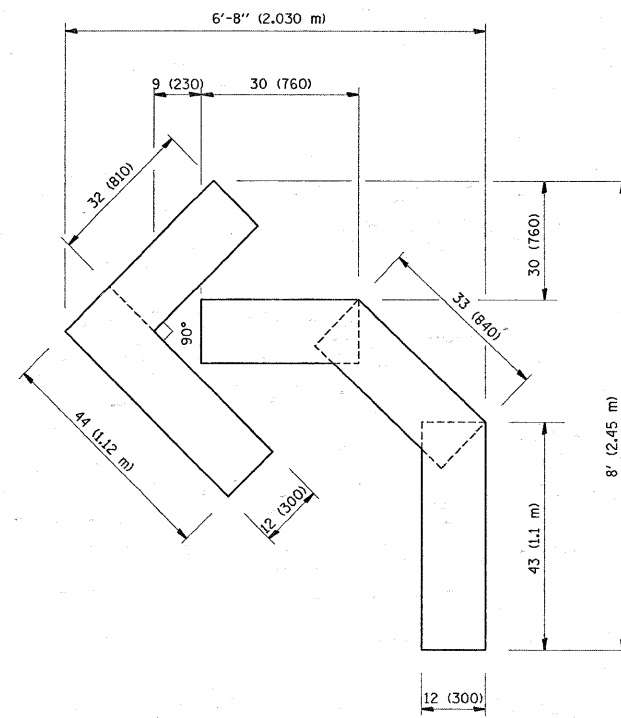
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	34
TC-14		CONTRACT NO. 60F14		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



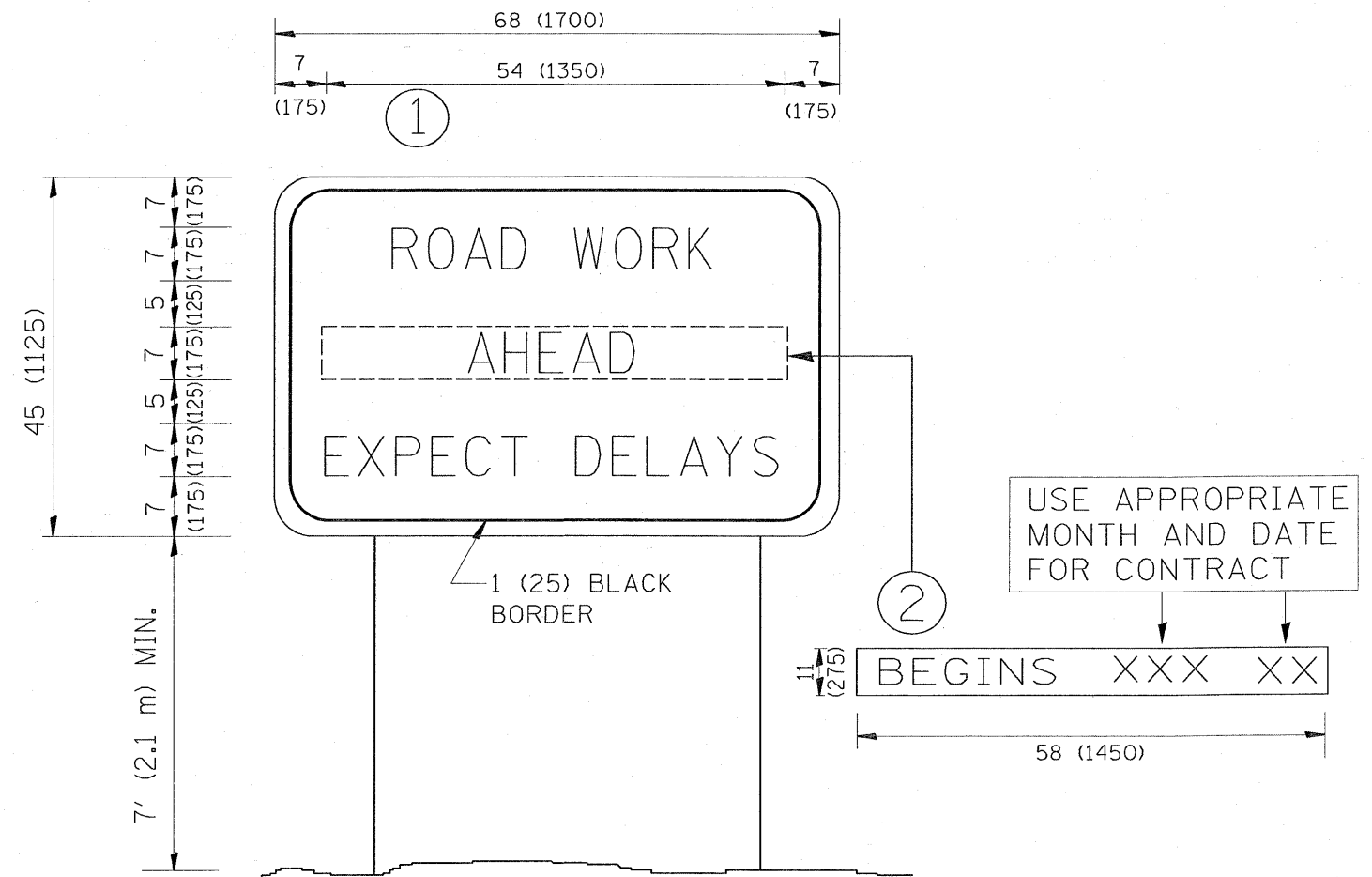
QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



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 =	USER NAME = ga1barrb	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\ga1barrb\dms88685\01s	Std.dgn	DRAWN -	REVISED -T. RAMMACHER 11-04-97					350	101W-EXT-R-1	COOK	40	35
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -T. RAMMACHER 03-02-98		<b>TC-16</b>			CONTRACT NO. 60F14				
PLOT DATE = 3/25/2009		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	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.

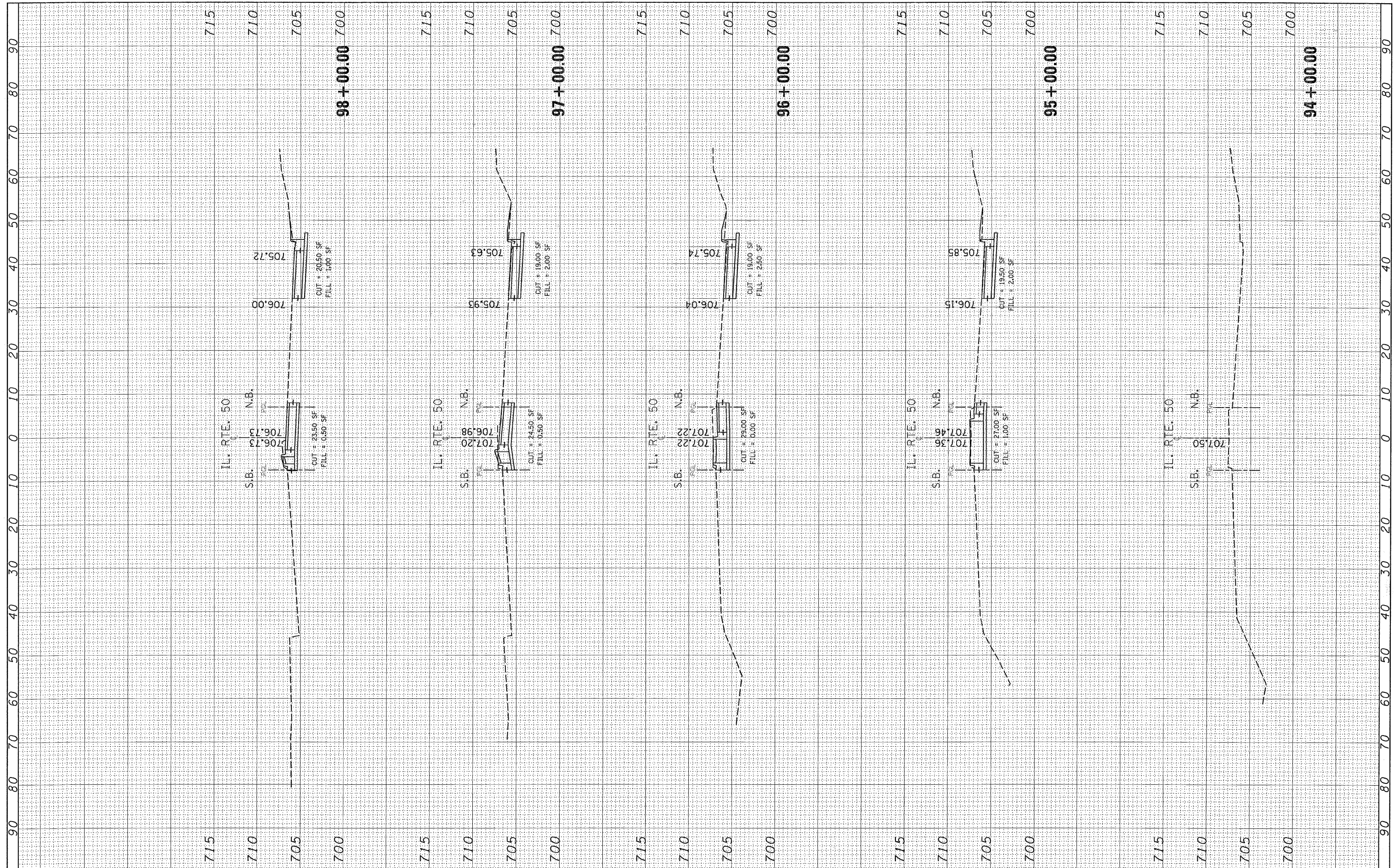
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = galbarrb	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\pwwork\pwwork\galbarrb\dms88685\0.s	Std.dgn	DRAWN -	REVISED - R. MIRS 12-11-97			350	101W-EXT-R-1	COOK	40	36
	PLOT SCALE = 50,0000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		CONTRACT NO. 60F14		
	PLOT DATE = 3/25/2009	DATE -	REVISED - C. JUCIUS 01-31-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



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

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



FILE NAME = c:\pw\work\pwidet\galbannb\dms88605\xs\_1150.shdgn

USER NAME = galbannb  
 PLOT SCALE = 10,0000' / IN.  
 PLOT DATE = 3/25/2009

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS 50 (CICERO AVENUE)**

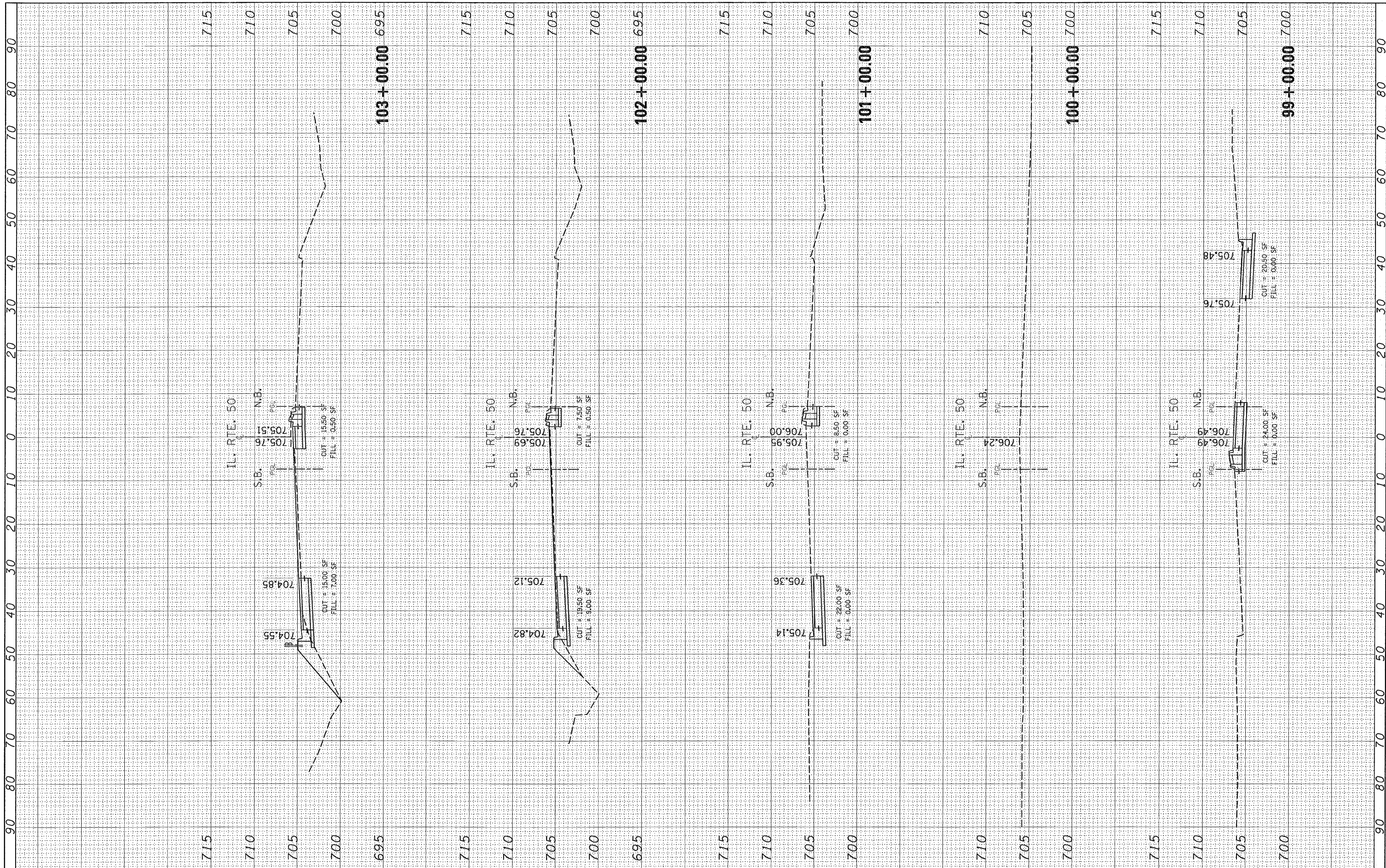
SCALE: SHEET NO. OF SHEETS STA. 94+00.00 TO STA. 98+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	37
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60F14	



FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
REVISIONS		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
REVISIONS		
NO.		



FILE NAME = c:\pw\_work\pwwork\galbarrb\dms88605\xs\_1150.sh  
 USER NAME = galbarrb  
 PLOT SCALE = 10.0000' / IN.  
 PLOT DATE = 3/25/2009

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVIS  
 REVIS  
 REVIS

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ILLINOIS 50 (CICERO AVENUE)

SCALE: SHEET NO. OF SHEETS STA. 99+00.00 TO STA. 103+00.00

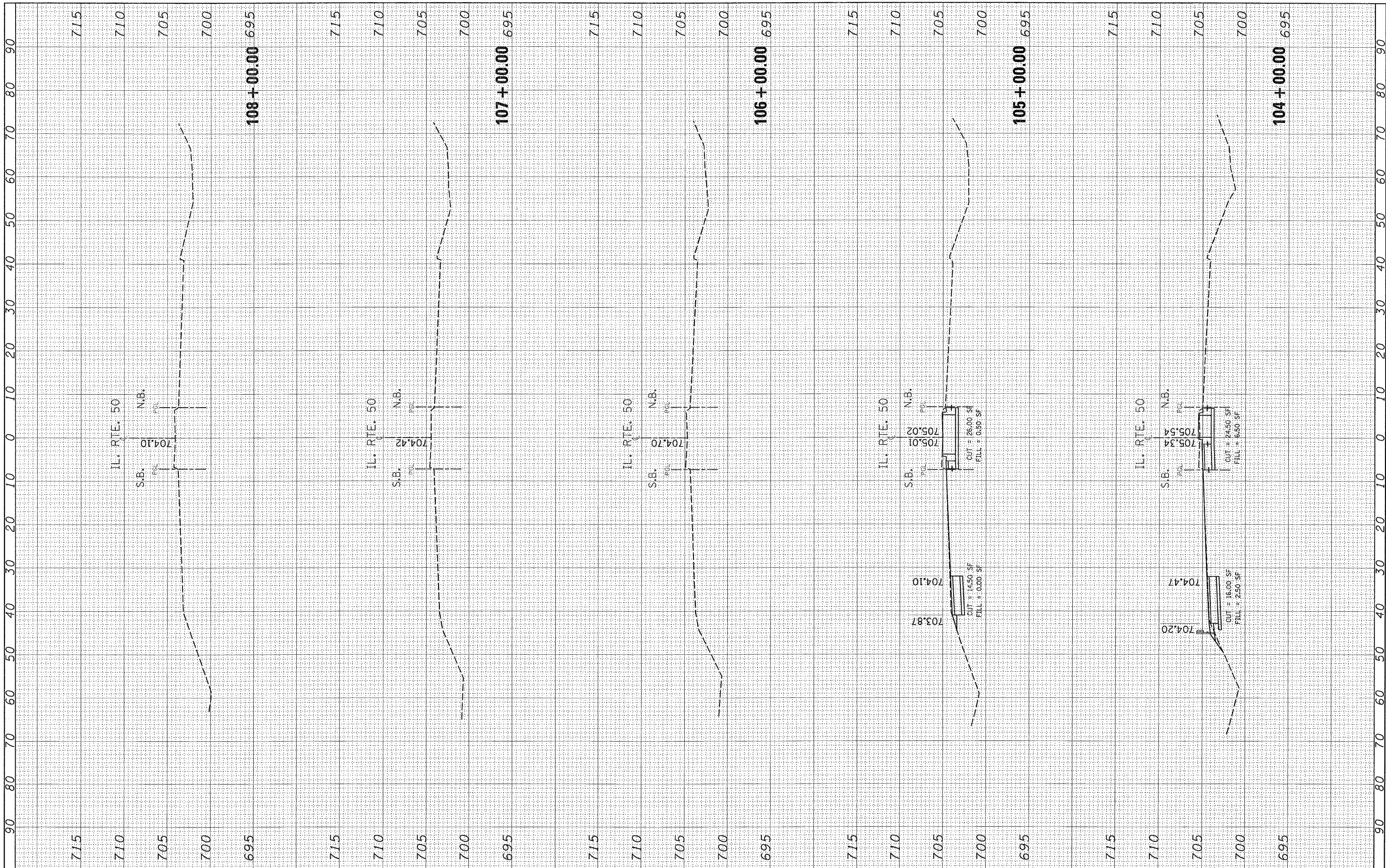
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	38
CONTRACT NO. 60F14				

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



FINAL SURVEY NO.	SURVEYED BY	DATE
NOTE BOOK NO.	TEMP. DATE	
	AREAS CHECKED	

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



FILE NAME = c:\pw\_work\pwidot\galbarrb\dms88605\xs\_1150.sh  
 USER NAME = galbarrb

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISÉ -  
 REVISÉ -  
 REVISÉ -  
 REVISÉ -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET NO. OF SHEETS STA. 104+00.00 TO STA. 108+00.00

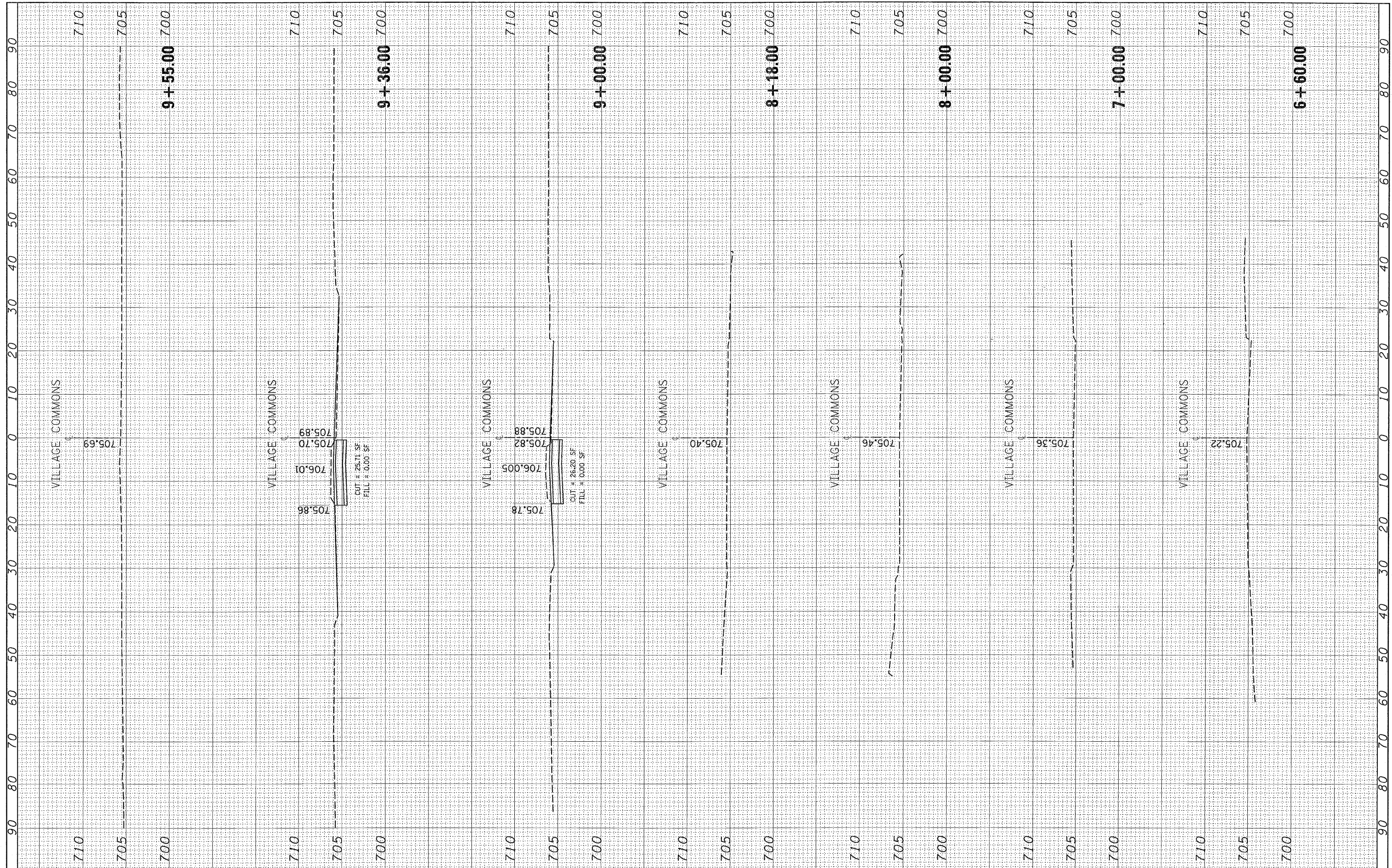
**ILLINOIS 50 (CICERO AVENUE)**

F.A.P. RTE. 350	SECTION 101W-EXT-R-1	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 39
CONTRACT NO. 60F14				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



FINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK NO.	FLIPPED		
	AREAS		
	CHECKED		

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



FILE NAME = c:\pwork\p\1011\1011\GALBANN\ds88625\vs.vilcom.dwg

USER NAME = galbann  
 DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE -

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**VILLAGE COMMONS**

SCALE: SHEET NO. OF SHEETS STA. 6+60.00 TO STA. 9+55.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
350	101W-EXT-R-1	COOK	40	40
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60F14	