

PROGRAM AND OFFICE ENGINEER: CHAD F. RIDDLE, P.E., (847) 705-4406, SCHAUMBURG, IL

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

ROADWAY DATA

ROADWAY DESIGNATION:

SAUK TRAIL (W) = MINOR ARTERIAL

SAUK TRAIL (E) = MINOR ARTERIAL

AVERAGE DAILY TRAFFIC (ADT):

SAUK TRAIL (W) = 23,500

SAUK TRAIL (E) = 24,400

SPEED LIMIT (POSTED):

SAUK TRAIL (W) = 40 MPH

SAUK TRAIL (E) = 30 MPH

(E) = EAST OF GOVERNORS HIGHWAY

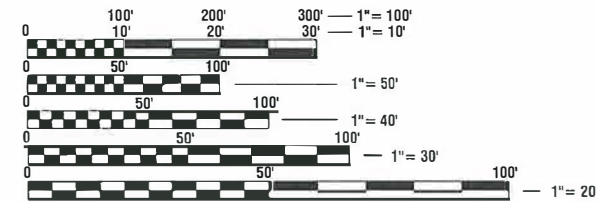
(W) = WEST OF GOVERNORS HIGHWAY



EXPIRES NOV. 30, 2019

Theodore G. Sianis
SIGNATURE

1/13/2018
DATE



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: RONALD NORDMEYER, P.E.
PROJECT MANAGER: THEODORE G. SIANIS, P.E.

CONTRACT NO. 61E56

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

FAU 1632 (SAUK TRAIL), FAU 3778 (GOVERNORS HIGHWAY), RICHTON ROAD
GOVERNORS HIGHWAY TO RICHTON SQUARE, POPLAR AVE TO SAUK TRAIL, SAUK TRAIL TO POPLAR AVENUE

SIDEWALK

SECTION: 15-00059-00-SW

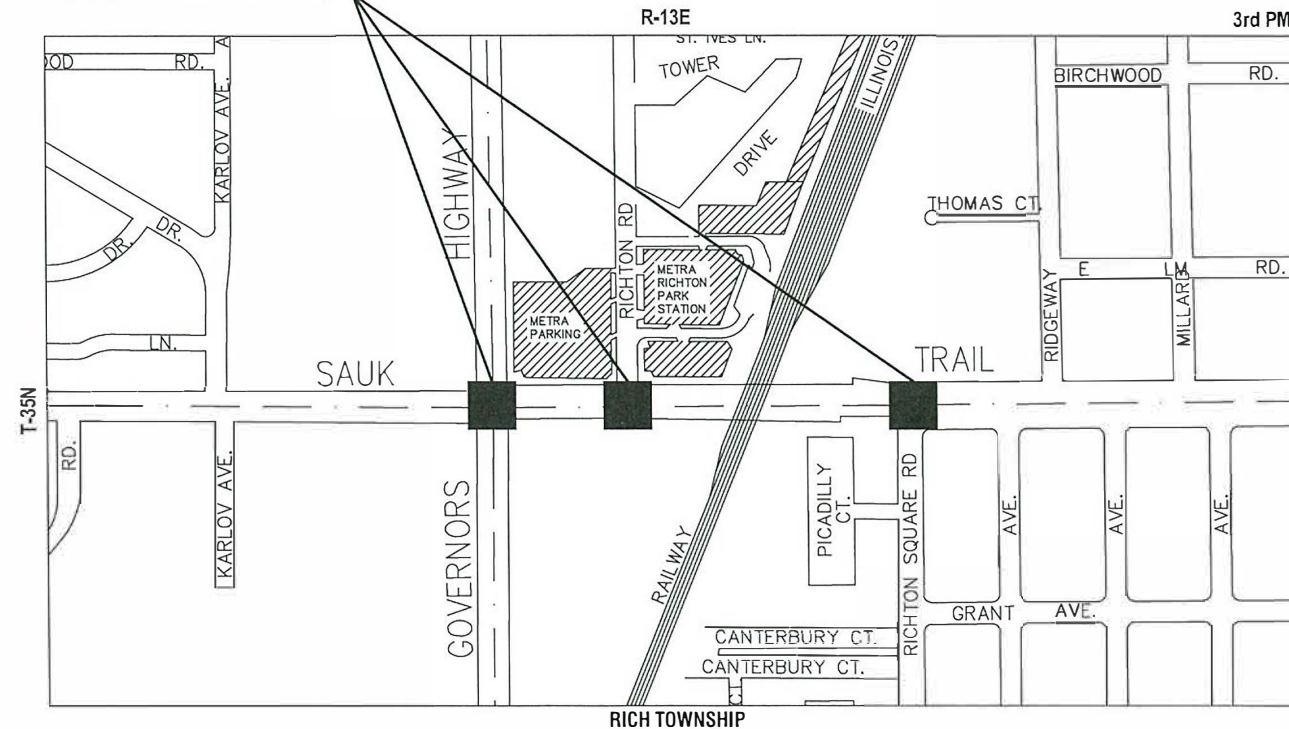
PROJECT: 4FN5(197)

VILLAGE OF RICHTON PARK

COOK COUNTY

Job. No.: C-91-283-16

IMPROVEMENT INTERSECTIONS



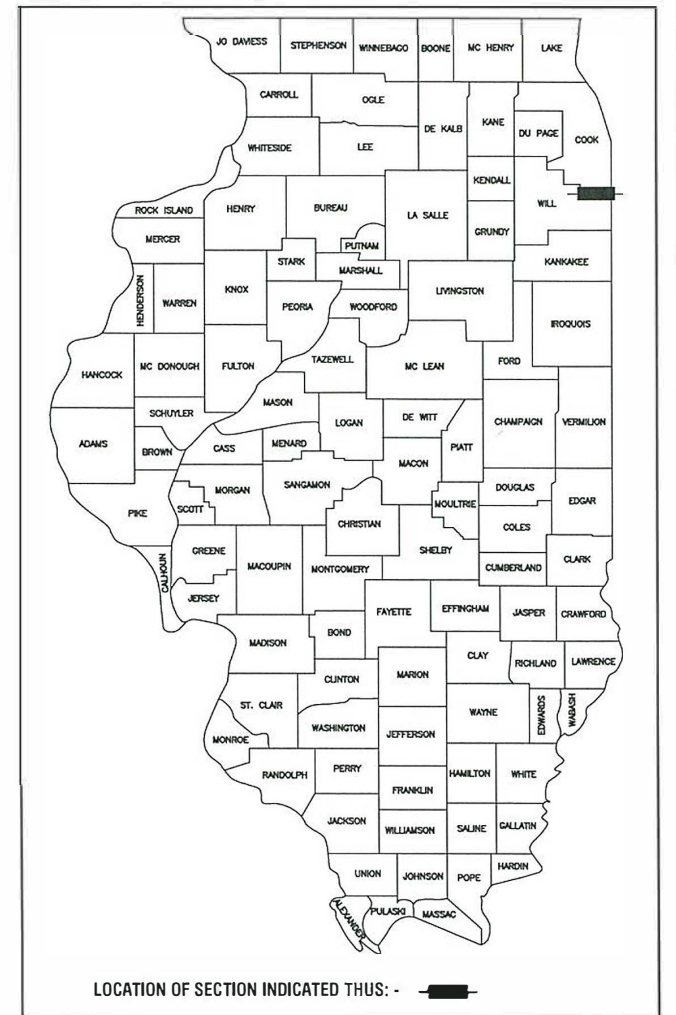
LOCATION MAP

N.T.S.

GROSS AND NET LENGTH = 400 FT. = 0.08 MILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15-00059-00-SW	15-00059-00-SW	COOK	68	1
FEDERAL ROAD DISTRICT 1	ILLINOIS	CONTRACT NO. 61E56		

*1632/3778



LOCATION OF SECTION INDICATED THIS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED January 5, 2018
[Signature]
VILLAGE OF RICHTON PARK, PRESIDENT

PASSED JANUARY 24 2018
[Signature]
DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW JANUARY 24 2018
[Signature]
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

DESIGN FIRM REGISTRATION
No. 184-000450

ClarkDietz

977 NORTH OAKLAWN AVENUE
SUITE 106
ELMHURST, IL 60126
PHONE: 630.413.4130
FAX: 312.648.0204

SUMMARY OF QUANTITIES				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SAFETY 80% CMAP 20% RTA 0021
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	268	268
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	4
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4	4
25200110	SODDING, SALT TOLERANT	SQ YD	268	268
25200200	SUPPLEMENTAL WATERING	UNIT	18	18
28000510	INLET FILTERS	EACH	8	8
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	268	268
* 30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	627	627
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	409	409
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6	6
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1	1
42001100	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	514	514
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3679	3679
42400800	DETECTABLE WARNINGS	SQ FT	260	260
44000100	PAVEMENT REMOVAL	SQ YD	514	514
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	13	13
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	405	405
44000600	SIDEWALK REMOVAL	SQ FT	3379	3379
44003100	MEDIAN REMOVAL	SQ FT	422	422
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	10	10
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2
60260300	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	1	1
* 60604900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (VARIABLE WIDTH GUTTER FLAG)	FOOT	406	406
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	96	96
60624600	CORRUGATED MEDIAN	SQ FT	194	194

LEGEND: * - SPECIAL PROVISION ITEM, # - SPECIALITY ITEM

SUMMARY OF QUANTITIES				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	SAFETY 80% CMAP 20% RTA 0021
# 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20
# 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1
# 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1
67100100	MOBILIZATION	L SUM	1	1
70107006	PAVEMENT MARKING BLACKOUT TAPE, 6"	FOOT	3690	3690
70107024	PAVEMENT MARKING BLACKOUT TAPE, 24"	FOOT	262	262
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2369	2369
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	37	37
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	5198	5198
# 72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	5	5
# 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	10	10
# 73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1
# 73700100	REMOVE GROUND MOUNTED SIGN SUPPORT	EACH	1	1
# 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	134	134
# 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1633	1633
# 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	127	127
# 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	392	392
# 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	6	6
# 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	35	35
# 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	190	190
# 81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.	FOOT	26	26
# 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	15	15
# 81028770	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	52	52
# 81028790	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	80	80
# 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3615	3615

LEGEND: * - SPECIAL PROVISION ITEM, # - SPECIALITY ITEM

FILE NAME = R0130250-GENERAL INFORMATION.DWG

USER NAME = ANA A. NINO FLORES

DESIGNED - TSIANIS

REVISED -

DRAWN - BBUTTERFIELD

REVISED -

PLOT SCALE =

CHECKED -

REVISED -

PLOT DATE = 5/4/2018 5:31 PM

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE

SHEET NO. 1 OF 2 SHEETS

STA. TO STA.

F.A.U. RTE.

* 15-00059-00-SW

*1632/3778

FEDERAL ROAD DISTRICT 1 ILLINOIS

FED. AID PROJECT

SECTION

15-00059-00-SW

COOK

68

CONTRACT NO. 61E56

COUNTY

COOK

68

SHEET NO.

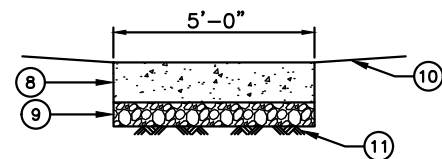
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TOTAL SHEETS

68

SHEET NO.

3

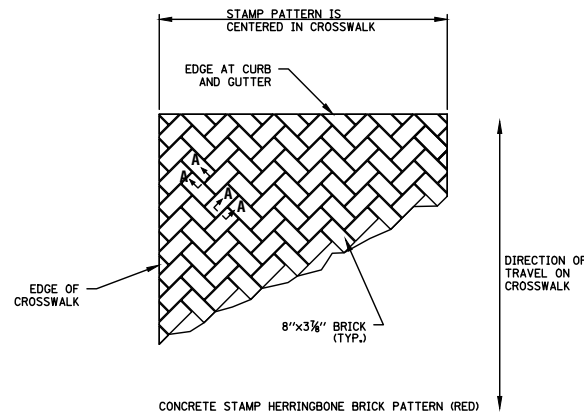


- ⑧ PORTLAND CEMENT CONCRETE SIDEWALK 5"
- ⑨ AGGREGATE BASE COURSE, TYPE B 4"
- ⑩ EXISTING SURFACE ABUTTING SIDEWALK
- ⑪ UNDISTURBED EARTH

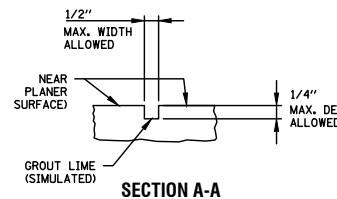
NOTES:

1. EXPANSION JOINTS SHALL BE PLACED AS DIRECTED BY ENGINEER.
2. DISTURBED AREAS AROUND PROPOSED SIDEWALK FROM CONCRETE FORMS SHALL BE BACKFILLED WITH EXCAVATED MATERIAL BY THE CONTRACTOR AT NO COST TO THE OWNER.
3. CONTRACTOR IS REQUIRED TO PROVIDE PERSONNEL TO PROTECT NEWLY POURED CONCRETE FROM VANDALISM UNTIL THE CONCRETE HAS SUFFICIENTLY HARDENED.

SIDEWALK TYPICAL SECTION



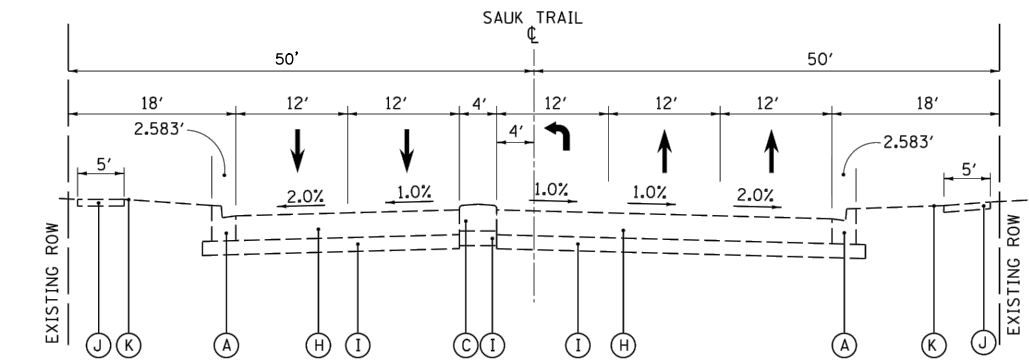
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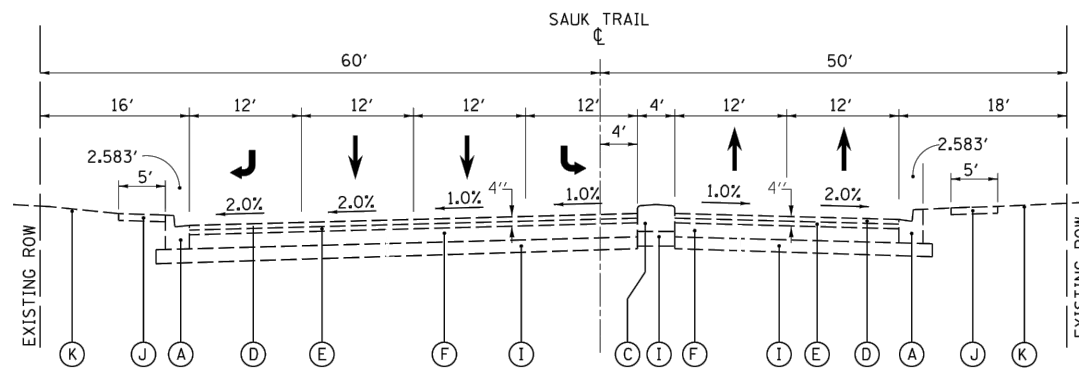
NOTES:

1. THE STAMP PATTERN SHALL BE IN CONFORMANCE WITH THE REQUIREMENTS OF "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" JULY 26, 2011 (PROWAG) SECTIONS: R302.7 SURFACES R302.7.1 VERTICAL ALIGNMENT R302.7.2 VERTICAL SURFACE DISCONTINUITIES
2. THE CONCRETE STAMP PATTERN COLOR SHALL BE "RED BRICK". SEE SPECIAL PROVISIONS FOR REQUIREMENTS

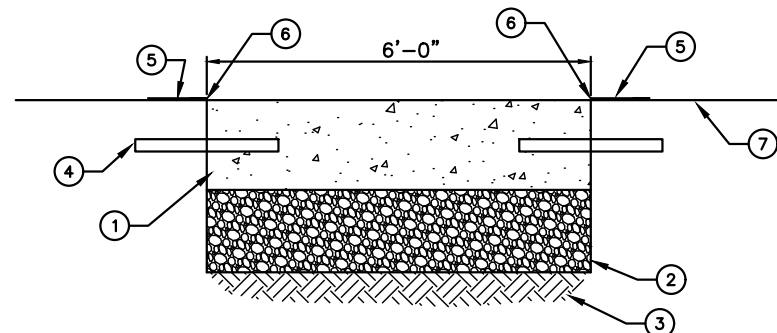
CONCRETE STAMP PATTERN DETAILS



**EXISTING TYPICAL SECTION - SAUK TRAIL
AT THE INTERSECTIONS OF:
RICHTON ROAD
RICHTON SQUARE ROAD**

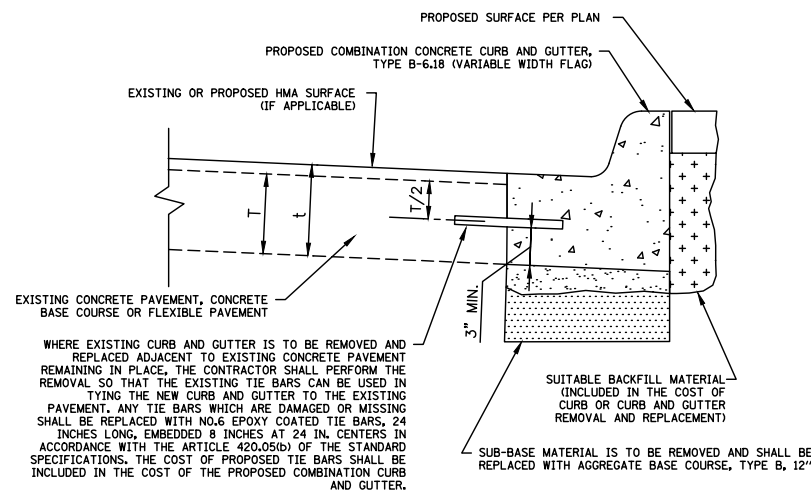


**EXISTING TYPICAL SECTION - SAUK TRAIL
AT THE INTERSECTION OF:
GOVERNORS HIGHWAY**



- ① STAMPED DECORATIVE H.E.S. P.C.C. CROSSWALK, 10"
- ② AGGREGATE BASE COURSE, TYPE B 12"
- ③ UNDISTURBED EARTH (COMPACTED)
- ④ NO. 6 X 24" TIE BARS, PER IDOT STD. 420001-08 (WHEN CROSSWALK ABUTS CONC. PAVEMENT OR BASE)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 6"
- ⑥ HOT POURED JOINT SEALING COMPOUND
- ⑦ EXISTING CONCRETE/ASPHALT ROADWAY

CROSSWALK TYPICAL SECTION



WHERE EXISTING CURB AND GUTTER IS TO BE REMOVED AND REPLACED ADJACENT TO EXISTING CONCRETE PAVEMENT REMAINING IN PLACE, THE CONTRACTOR SHALL PERFORM THE REMOVAL SO THAT THE EXISTING TIE BARS CAN BE USED IN TYING THE NEW CURB AND GUTTER TO THE EXISTING PAVEMENT. ANY TIE BARS WHICH ARE DAMAGED OR MISSING SHALL BE REPLACED WITH NO.6 EPOXY COATED TIE BARS, 24 INCHES LONG, EMBEDDED 8 INCHES AT 24 IN. CENTERS IN ACCORDANCE WITH THE ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS. THE COST OF PROPOSED TIE BARS SHALL BE INCLUDED IN THE COST OF THE PROPOSED COMBINATION CURB AND GUTTER.

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

SUB-BASE MATERIAL IS TO BE REMOVED AND SHALL BE REPLACED WITH AGGREGATE BASE COURSE, TYPE B, 12".

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

NOTE:
SEE DISTRICT 1 STANDARD DRAWING BD 24 "CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT" FOR ADDITIONAL DETAILS
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

EXISTING LEGEND

- Ⓐ B-6.24 CURB AND GUTTER
- Ⓒ CONCRETE MEDIAN
- Ⓓ HOT-MIX ASPHALT SURFACE COURSE
- Ⓔ HOT-MIX ASPHALT BINDER COURSE
- Ⓕ BITUMINOUS BASE COURSE
- Ⓖ P.C.C. PAVEMENT
- Ⓘ GRANULAR SUB-BASE
- Ⓙ P.C.C. SIDEWALK
- Ⓚ LANDSCAPING

FILE NAME = R0138250-GENERAL INFORMATION.DWG

USER NAME = ANA A. NINO FLORES

DESIGNED - TSIANIS

REVISED -

PLOT SCALE = ----

DRAWN - BBUTTERFIELD

REVISED -

PLOT DATE = 5/4/2018 5:31 PM

CHECKED -

REVISED -

DATE - -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE

SHEET NO. 1 OF 2 SHEETS

STA.

TO STA.

F.A.U. RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

* 1632/3778

15-00059-00-SW

COOK

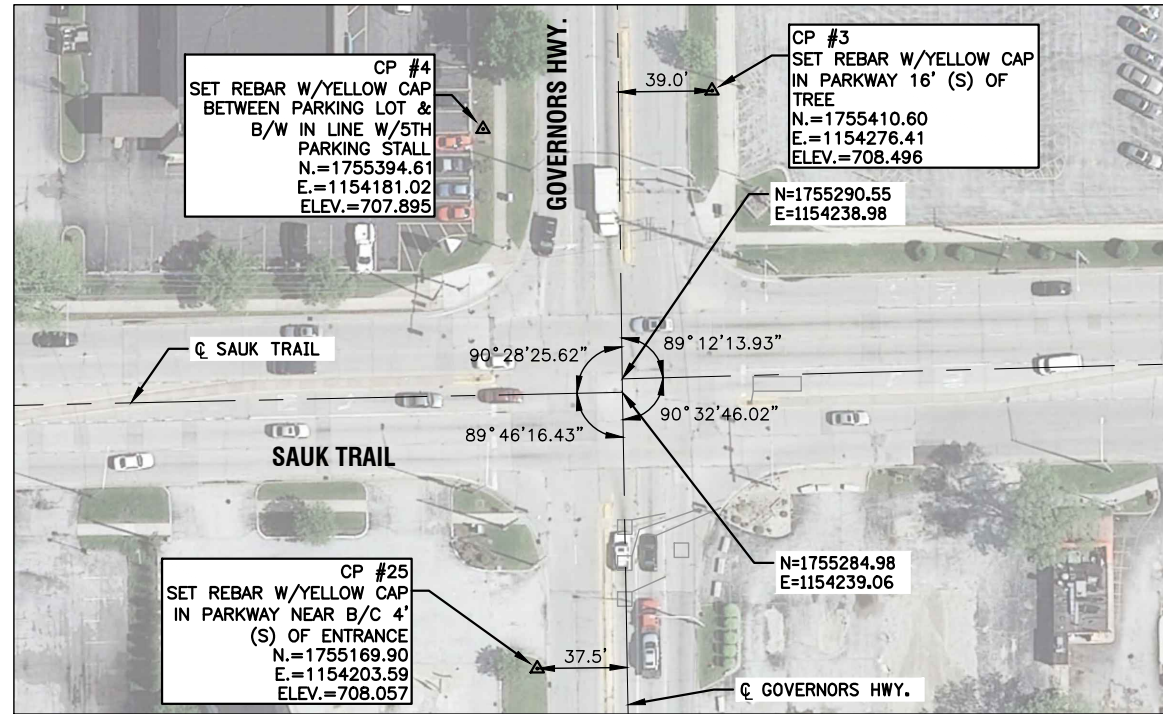
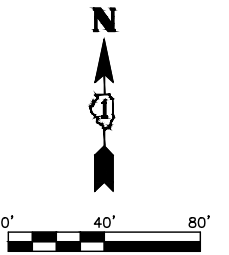
68

5

CONTRACT NO. 61E56

FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT

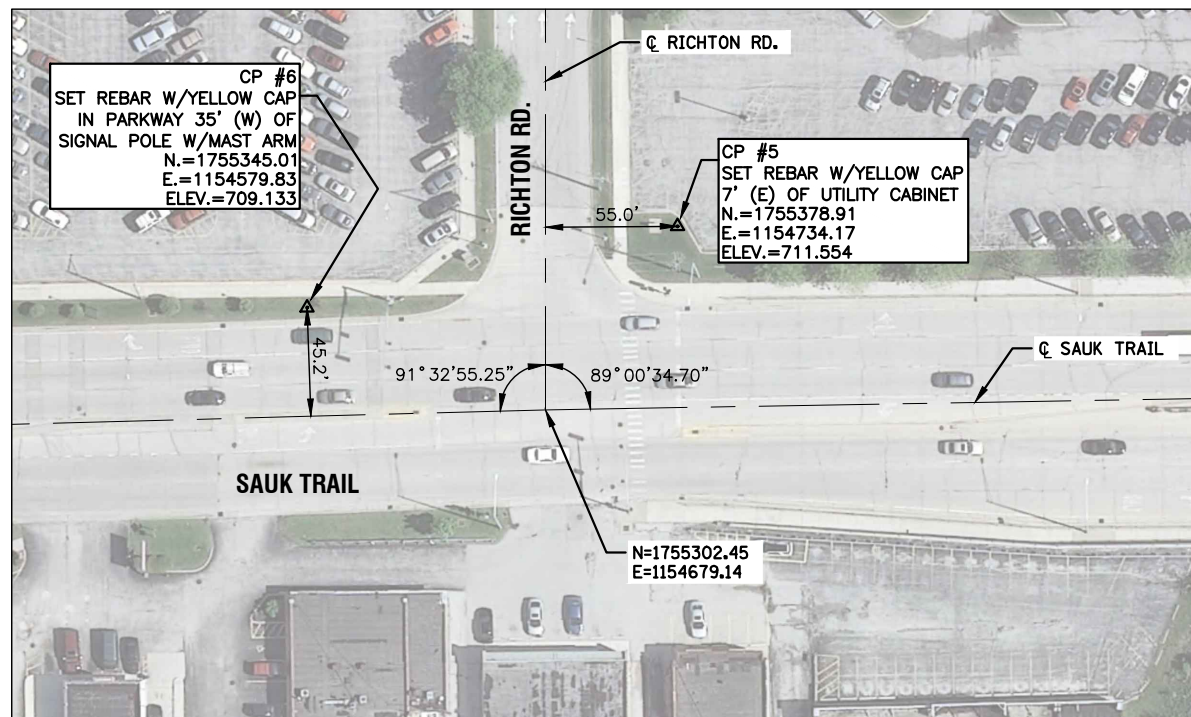
CONTROL POINT LOCATIONS AND INFORMATION



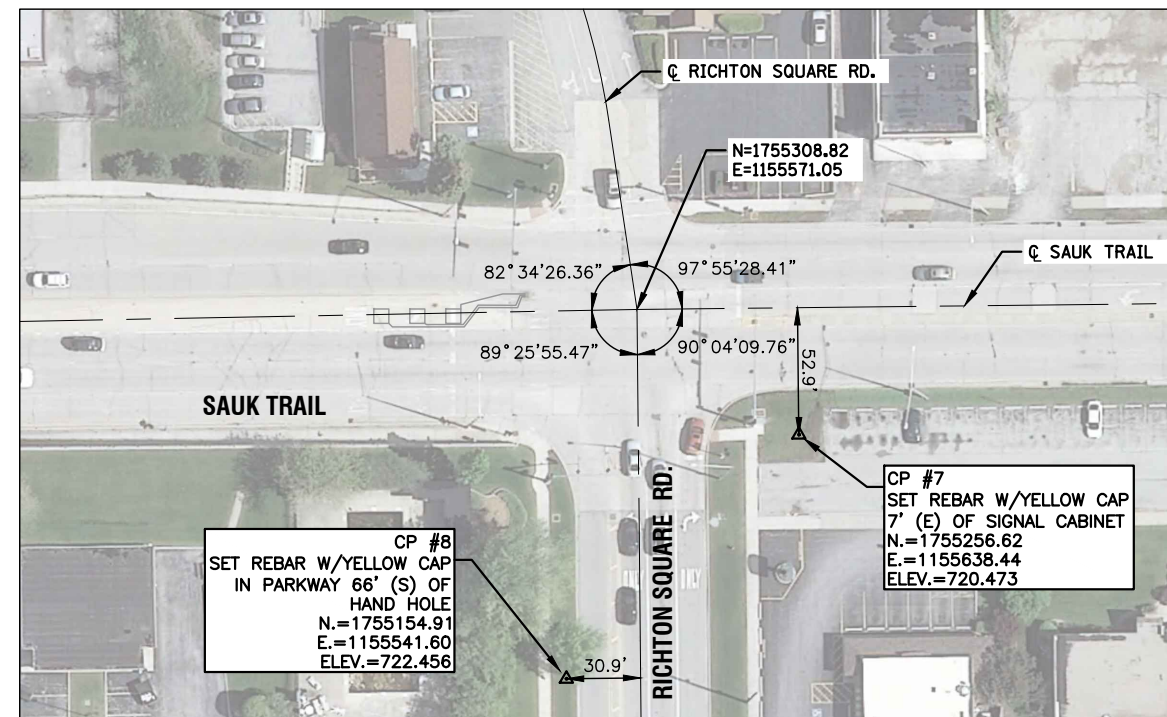
SAUK TRAIL & GOVERNORS HWY

BENCHMARK INFORMATION

- BM #2 - N.E. FLANGE BOLT OF FIRE HYDRANT, S.E. CORNER GOVERNORS & SAUK. ELEV - 709.64
- BM #3 - S.W. FLANGE BOLT OF FIRE HYDRANT, S.E. CORNER RICHTON & SAUK. ELEV - 712.49
- BM #4 - S.E. FLANGE BOLT OF FIRE HYDRANT, S.E. CORNER OF RICHTON SQUARE & SAUK. ELEV - 722.78

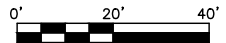


SAUK TRAIL & RICHTON RD



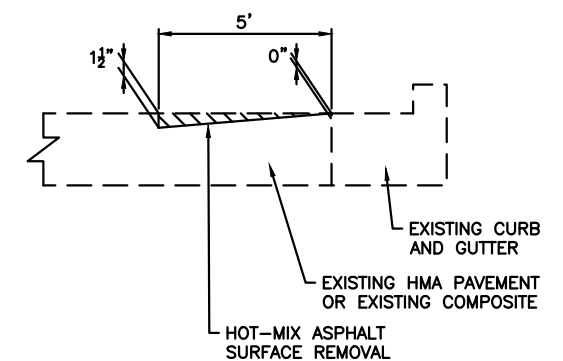
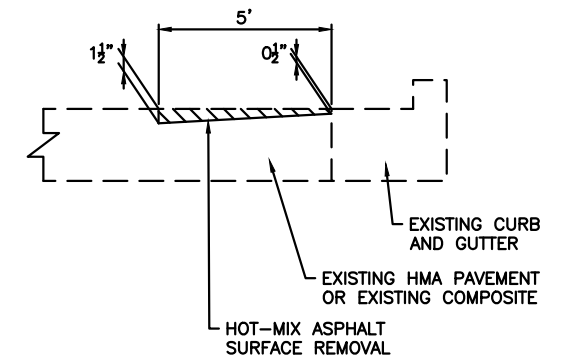
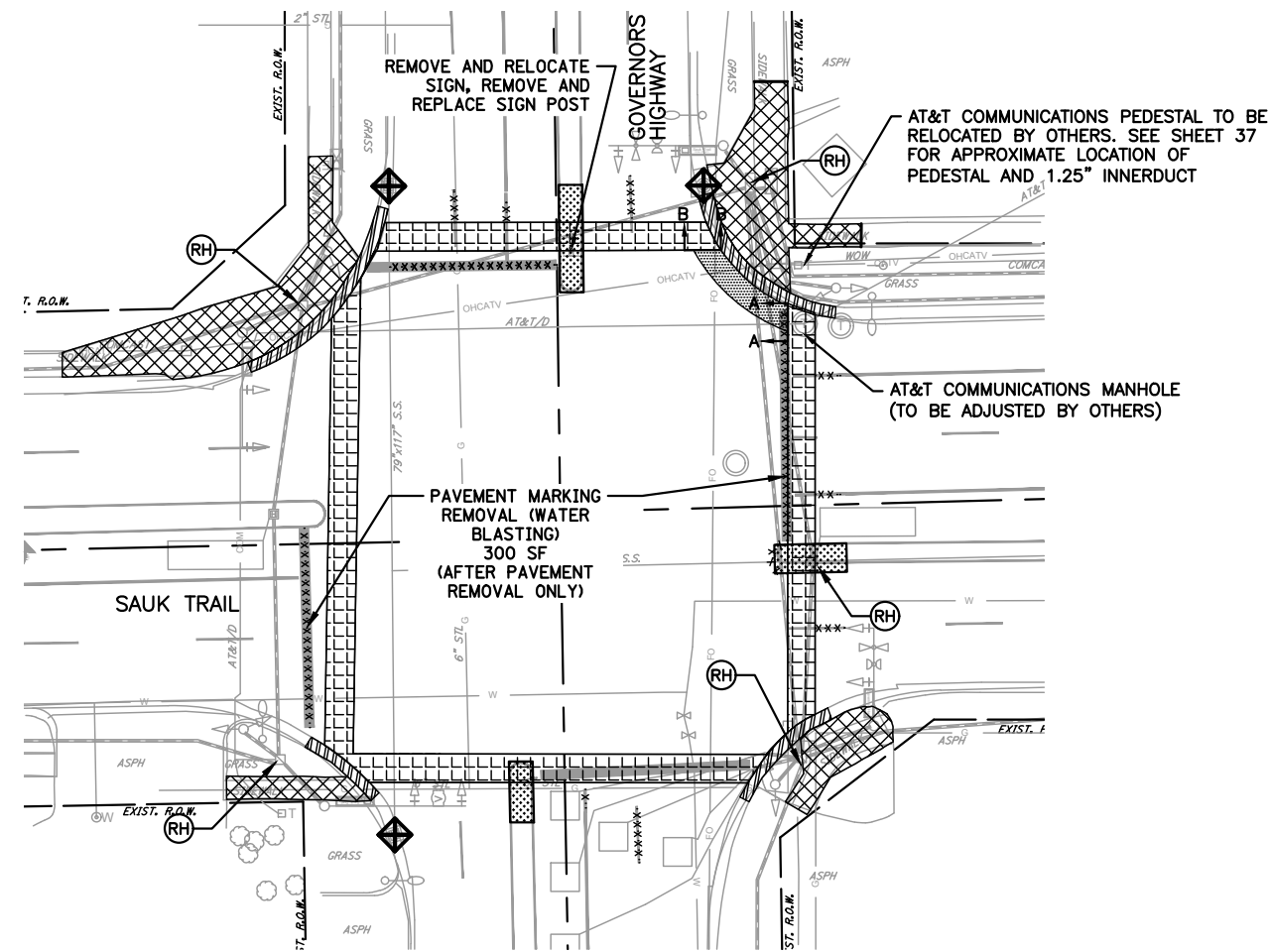
SAUK TRAIL & RICHTON SQUARE RD

FILE NAME = R0138250-CONTROLBMS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROL POINT LOCATIONS & INFORMATION			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -					*	15-00059-00-SW	COOK	68	7
	PLOT DATE = 5/4/2018 5:31 PM	CHECKED - -	REVISED -					*1632/3778		CONTRACT NO. 61E56		
				SCALE: 1" = 40'			SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT



LEGEND

- HOT MIX ASPHALT SURFACE REMOVAL, 1 1/2" - 13 SY
- MEDIAN REMOVAL - 270 SF
- PAVEMENT REMOVAL - 206 SY
- SIDEWALK REMOVAL - 1,740 SF
- COMBINATION CURB & GUTTER REMOVAL - 130 LF
- MANHOLES TO BE ADJUSTED - 0 EACH
- REBUILD EXISTING HANDHOLE - 5 EACH
- INLET FILTER OR INLET & PIPE PROTECTION - 3 EACH



SAUK TRAIL & GOVERNORS HIGHWAY

- NOTE: 1) WATER BLASTING METHOD SHALL BE USED TO REMOVE PAVEMENT MARKINGS AT THE GOVERNORS HIGHWAY INTERSECTION. GRINDING METHOD SHALL BE USED TO REMOVE PAVEMENT MARKINGS AT THE RICHTON ROAD AND RICHTON SQUARE ROAD INTERSECTIONS.
- 2) SEE TYPICAL SECTION SHEET FOR PROPOSED RESURFACE DETAIL.


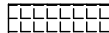





FILE NAME = R0138250-REMOVALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = ----			
PLOT DATE = 5/4/2018 5:32 PM			

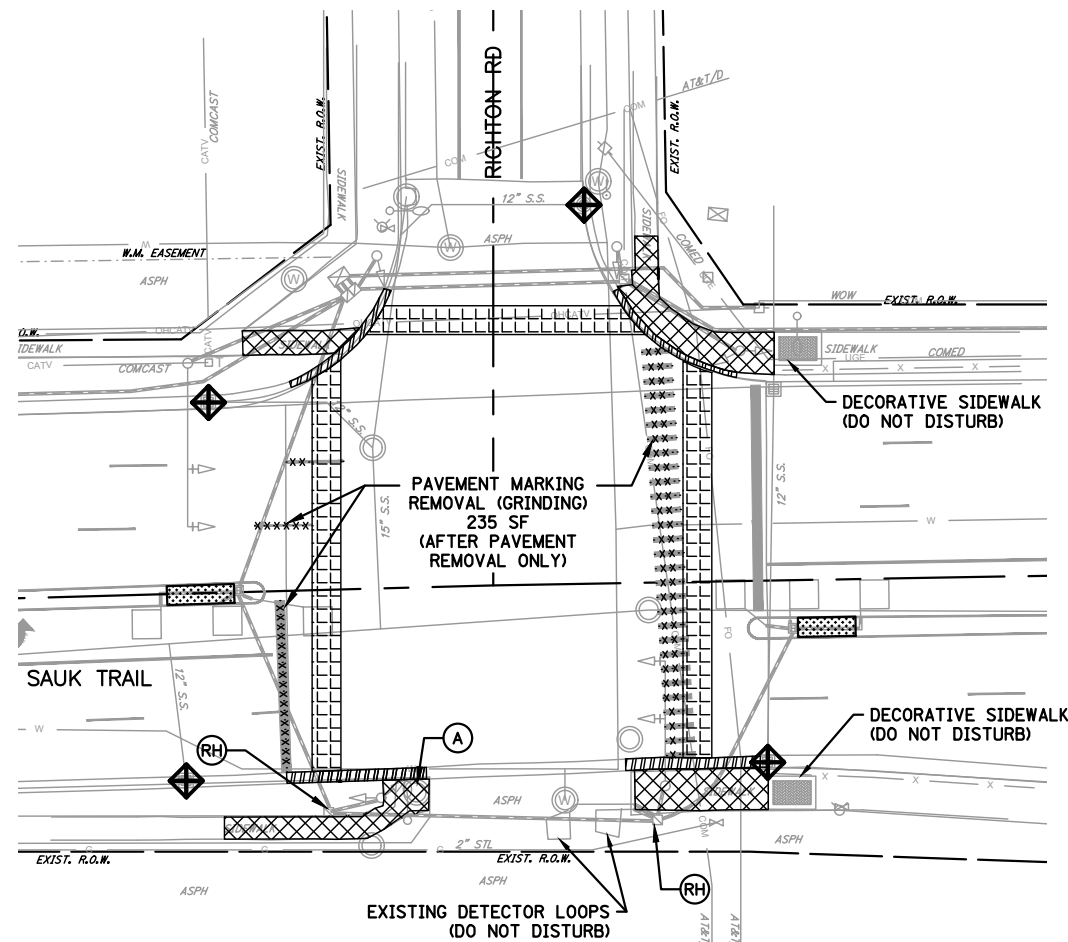
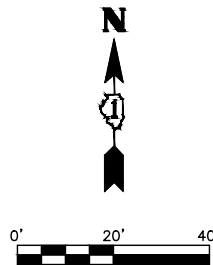
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVALS - GOVERNORS HWY

SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 8
			*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT							








LEGEND

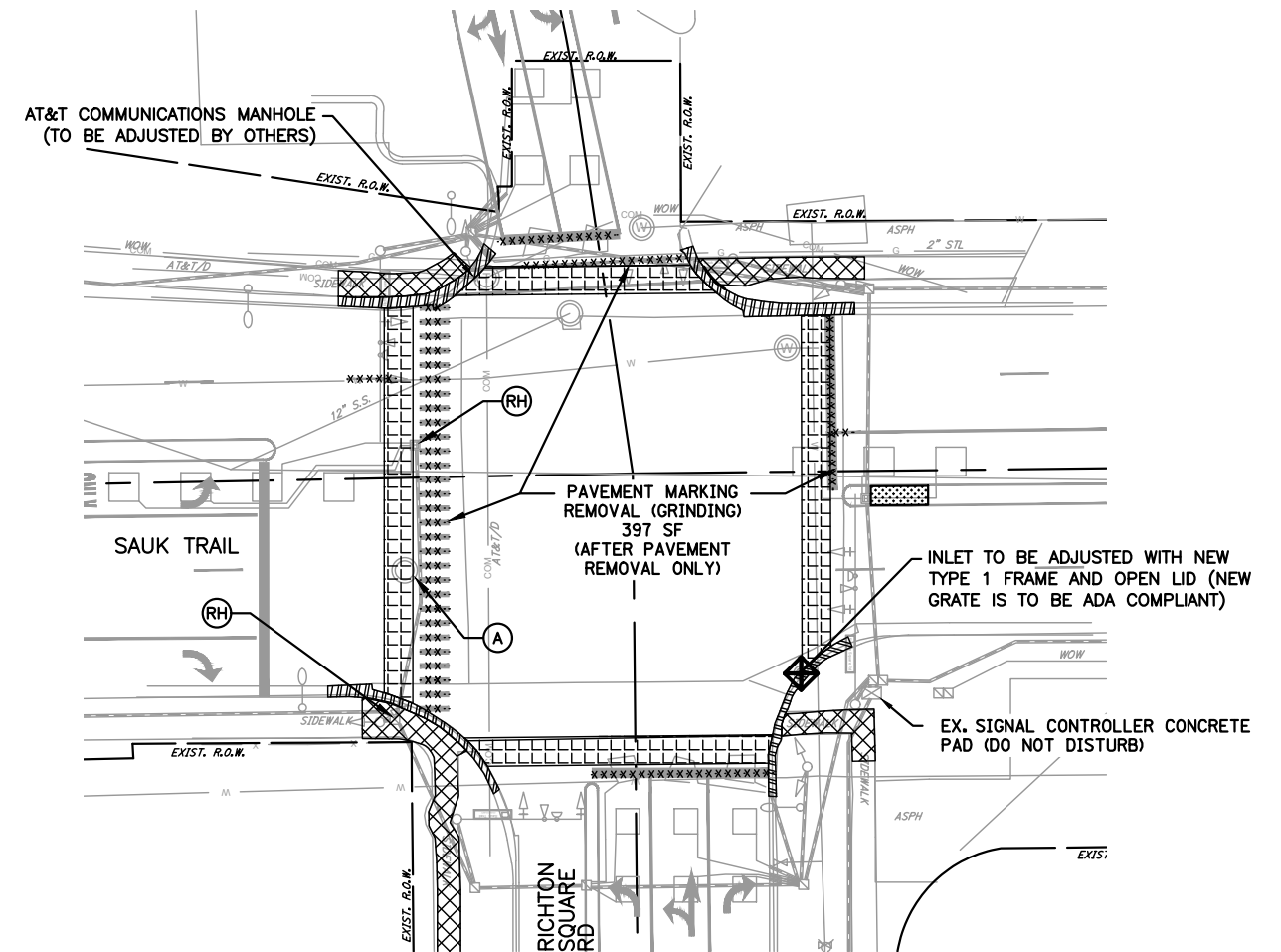
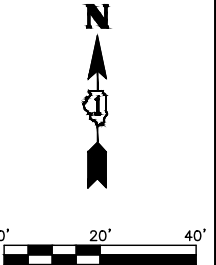
-  MEDIAN REMOVAL - 104 SF
-  PAVEMENT REMOVAL - 145 SY
-  SIDEWALK REMOVAL - 880 SF
-  COMBINATION CURB & GUTTER REMOVAL - 116 LF
-  MANHOLES TO BE ADJUSTED - 1 EACH
-  REBUILD EXISTING HANDHOLE - 2 EACH
-  INLET FILTER OR INLET & PIPE PROTECTION - 4 EACH



SAUK TRAIL & RICHTON ROAD

LEGEND

-  PAVEMENT REMOVAL - 163 SY
-  MEDIAN REMOVAL - 48 SF
-  SIDEWALK REMOVAL - 759 SF
-  COMBINATION CURB & GUTTER REMOVAL - 159 LF
-  MANHOLES TO BE ADJUSTED - 1 EACH
-  REBUILD EXISTING HANDHOLE - 2 EACH
-  INLET FILTER OR INLET & PIPE PROTECTION - 1 EACH



SAUK TRAIL & RICHTON SQUARE ROAD

- NOTE: 1) WATER BLASTING METHOD SHALL BE USED TO REMOVE PAVEMENT MARKINGS AT THE GOVERNORS HIGHWAY INTERSECTION. GRINDING METHOD SHALL BE USED TO REMOVE PAVEMENT MARKINGS AT THE RICHTON ROAD AND RICHTON SQUARE ROAD INTERSECTIONS.
- 2) SEE TYPICAL SECTION SHEET FOR PROPOSED RESURFACE DETAIL.

FILE NAME = R0138250-REMOVALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
	PLOT DATE = 5/4/2018 5:32 PM		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVALS - RICHTON & RICHTON SQUARE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1" = 20'		*	15-00059-00-SW	COOK	68	9
SHEET NO. 2 OF 2 SHEETS		*1632/3778		CONTRACT NO. 61E56		
STA. TO STA.		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

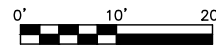
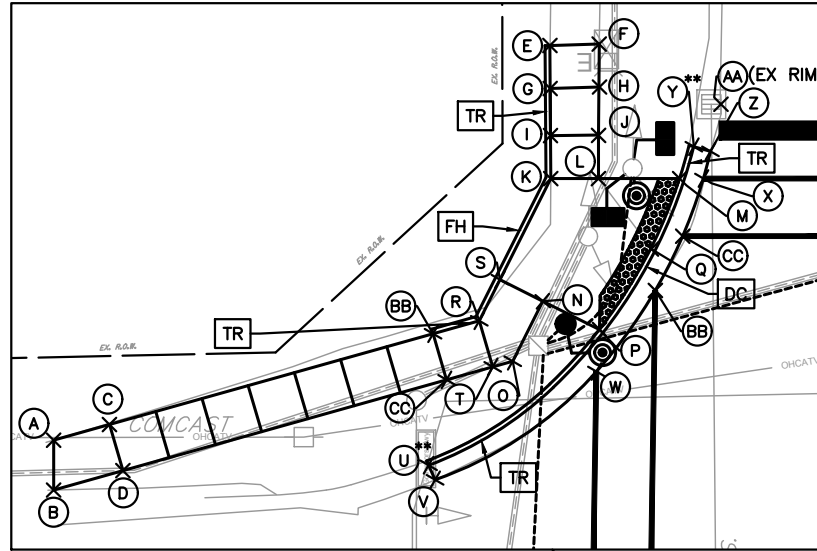
NOTES:

CS = CROSS SLOPE
 LS = LONGITUDINAL SLOPE
 FH = FULL HEIGHT CURB (6" OR MATCH EXISTING)
 TR = TRANSITION CURB TO FULL HEIGHT OR MATCH EXISTING
 DC = DEPRESSED CURB
 ** = FLOWLINE ELEVATION

ALL GRADES ARE T/W GRADES

NORTHWEST QUADRANT

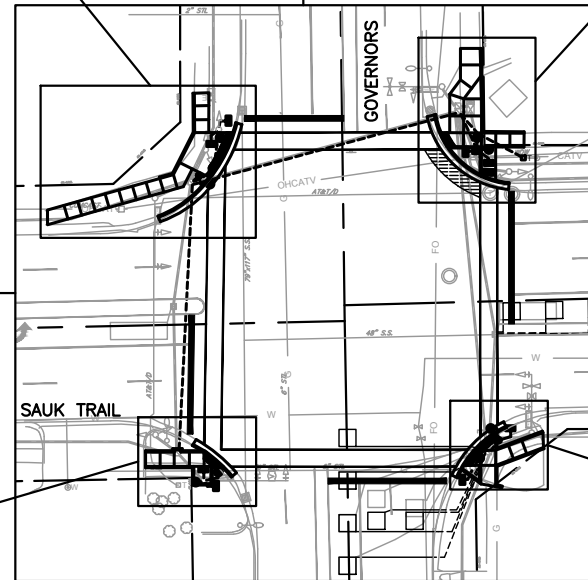
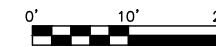
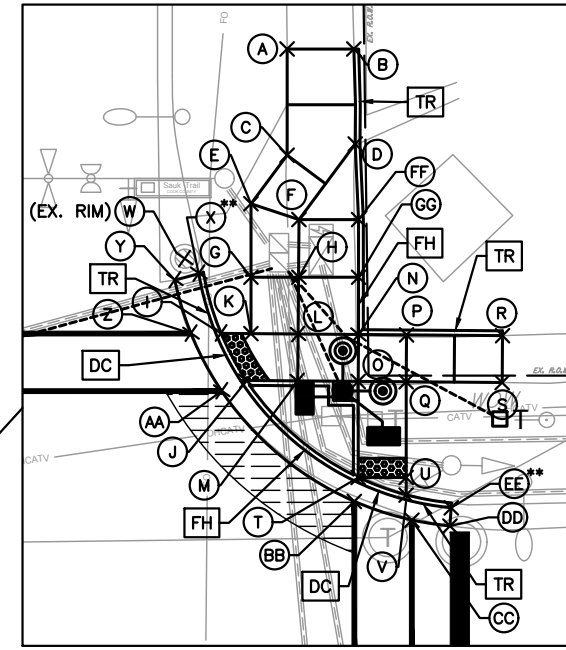
Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	708.25	707.81	0.44	5.2	8.46%
CS	C	D	708.45	708.40	0.05	5.0	1.00%
LS	A	C	708.25	708.45	0.20	6.0	3.33%
LS	B	D	707.81	708.40	0.59	7.4	7.97%
LS	C	BB	708.45	708.00	0.45	35.0	1.29%
LS	BB	R	708.00	707.65	0.35	5.0	7.00%
LS	D	CC	708.40	707.93	0.47	35.0	1.34%
LS	CC	T	707.93	707.58	0.35	5.0	7.00%
CS	BB	CC	708.00	707.93	0.07	5.0	1.40%
LS	T	O	707.58	707.55	0.03	2.2	1.36%
LS	R	S	707.65	707.58	0.07	4.8	1.46%
CS	R	T	707.65	707.58	0.07	5.0	1.40%
LS	O	N	707.55	707.51	0.04	7.0	0.57%
LS	N	P	707.51	707.41	0.10	6.6	1.52%
CS	N	S	707.51	707.58	0.07	5.0	1.40%
CS	S	K	707.58	707.41	0.17	11.8	1.44%
CS	K	L	707.41	707.33	0.08	5.0	1.60%
CS	L	M	707.33	707.20	0.13	8.5	1.53%
CS	M	Q	707.20	707.32	0.12	7.8	1.54%
CS	Q	P	707.32	707.41	0.09	10.0	0.90%
CS	K	Q	707.41	707.32	0.09	12.7	0.71%
CS	S	Q	707.58	707.32	0.26	16.1	1.61%
LS	E	G	707.85	707.71	0.14	4.5	3.11%
LS	F	H	707.68	707.63	0.05	4.5	1.11%
CS	E	F	707.85	707.68	0.17	5.1	3.33%
CS	G	H	707.71	707.63	0.08	5.1	1.57%
LS	G	I	707.71	707.55	0.16	4.9	3.27%
LS	H	J	707.63	707.47	0.16	5.0	3.20%



CS	I	J	707.55	707.47	0.08	5.0	1.60%
LS	I	K	707.55	707.41	0.14	4.5	3.11%
LS	J	L	707.47	707.33	0.14	4.5	3.11%
CS	U	V	707.50	707.47	0.03	1.6	1.87%
LS	V	W	707.47	707.41	0.06	20.5	0.29%
LS	W	X	707.41	707.15	0.26	23.2	1.12%
LS	X	Z	707.15	707.05	0.10	2.9	3.45%
CS	Y	Z	706.96	707.05	0.09	1.8	5.00%
LS	Z	AA	707.05	706.83	0.22	5.0	4.40%
LS	W	BB	707.41	707.39	0.02	10.5	0.19%
LS	BB	CC	707.39	707.29	0.10	6.3	1.59%
LS	CC	X	707.29	707.15	0.14	6.4	2.19%

NORTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	708.56	708.65	0.09	7.0	1.29%
LS	A	C	708.56	708.17	0.39	11.1	3.51%
LS	B	D	708.65	708.20	0.45	9.9	4.55%
CS	C	D	708.17	708.20	0.03	7.2	0.42%
LS	C	E	708.17	707.95	0.22	6.3	3.49%
LS	D	F	708.20	707.97	0.23	9.8	2.35%
CS	E	F	707.95	707.97	0.02	5.3	0.38%
LS	E	G	707.95	707.68	0.27	7.7	3.51%
LS	F	H	707.97	707.70	0.27	6.0	4.50%
CS	G	H	707.68	707.70	0.02	5.0	0.40%
LS	G	K	707.68	707.60	0.08	5.9	1.36%
LS	H	L	707.70	707.67	0.03	5.9	0.51%
CS	I	K	707.55	707.60	0.05	3.1	1.61%
CS	K	L	707.60	707.67	0.07	5.0	1.40%
CS	I	J	707.55	707.56	0.01	5.5	0.18%
LS	J	M	707.56	707.60	0.04	5.4	0.74%
CS	L	M	707.67	707.60	0.07	5.0	1.40%
CS	I	M	707.55	707.60	0.05	9.4	0.53%
LS	L	N	707.67	707.76	0.09	6.3	1.43%
LS	M	O	707.60	707.69	0.09	6.3	1.43%
CS	N	O	707.76	707.69	0.07	5.0	1.40%
LS	N	P	707.76	707.84	0.08	5.0	1.60%
CS	O	Q	707.69	707.76	0.07	5.0	1.40%
CS	P	Q	707.84	707.76	0.08	5.0	1.60%
LS	P	R	707.84	708.32	0.48	10.0	4.80%
LS	Q	S	707.76	708.25	0.49	10.0	4.90%
CS	R	S	708.32	708.25	0.07	5.0	1.40%
LS	O	T	707.69	707.42	0.27	10.0	2.70%
LS	Q	U	707.76	707.42	0.34	10.0	3.40%
CS	T	U	707.42	707.42	0.00	5.0	0.00%
CS	T	V	707.42	707.39	0.03	5.4	0.56%
CS	U	V	707.42	707.39	0.03	1.8	1.67%
LS	W	X	707.51	707.51	0.00	2.1	0.00%
CS	X	Y	707.51	707.51	0.00	2.6	0.00%
LS	Y	Z	707.51	707.54	0.03	5.8	0.52%
LS	Z	AA	707.54	707.57	0.03	6.8	0.44%
LS	AA	BB	707.57	707.40	0.17	18.2	0.93%
LS	BB	CC	707.40	707.37	0.03	6.3	0.48%
LS	CC	DD	707.37	707.35	0.02	4.0	0.50%
CS	DD	EE	707.35	707.24	0.11	0.7	15.71%
CS	F	FF	707.97	708.09	0.12	6.2	1.94%
CS	H	GG	707.70	707.82	0.12	6.3	1.92%
CS	N	GG	707.76	707.82	0.06	6.0	1.00%
CS	GG	FF	707.82	708.09	0.27	6.0	4.50%
CS	FF	D	708.09	708.20	0.11	7.9	1.39%

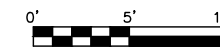
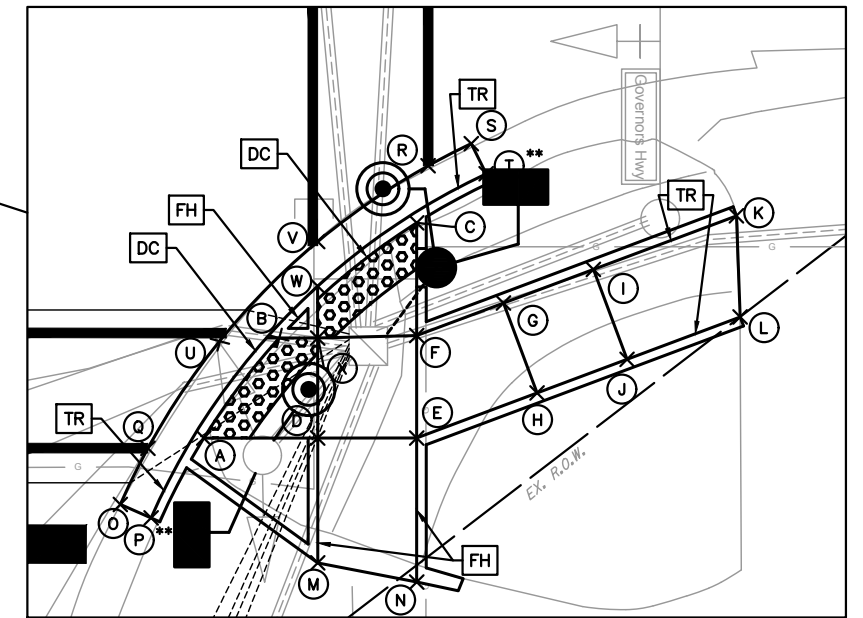
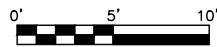
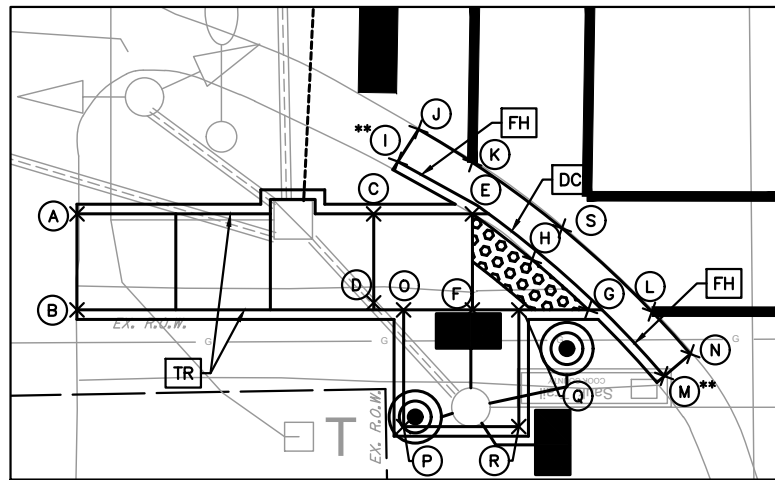


SOUTHWEST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	708.55	708.55	0.00	5.0	0.00%
LS	A	C	708.55	707.50	1.05	15.5	6.77%
LS	B	D	708.55	707.56	0.99	15.5	6.39%
CS	C	D	707.50	707.56	0.06	5.0	1.20%
LS	C	E	707.50	707.44	0.06	5.1	1.18%
LS	D	O	707.56	707.54	0.02	1.6	1.25%
LS	O	F	707.54	707.48	0.06	3.6	1.67%
LS	F	Q	707.48	707.47	0.01	2.4	0.42%
LS	O	P	707.54	707.60	0.06	6.1	0.98%
LS	R	Q	707.53	707.47	0.06	6.1	0.98%
LS	P	R	707.60	707.53	0.07	6.0	1.17%
CS	E	F	707.44	707.48	0.04	5.0	0.80%
CS	E	H	707.44	707.45	0.01	3.9	0.26%
CS	H	G	707.45	707.40	0.05	3.9	1.28%
CS	F	H	707.48	707.45	0.03	4.1	0.73%
CS	Q	G	707.47	707.40	0.07	3.6	1.94%
CS	I	J	707.39	707.45	0.06	2.0	3.00%
LS	J	K	707.45	707.46	0.01	3.3	0.30%
LS	K	S	707.46	707.48	0.02	5.5	0.36%
LS	S	L	707.48	707.44	0.04	6.7	0.60%
LS	H	S	707.45	707.48	0.03	2.3	1.30%
LS	L	N	707.44	707.42	0.02	3.0	0.67%
CS	M	N	707.32	707.42	0.10	1.8	5.56%

SOUTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	707.61	707.60	0.01	6.5	0.15%
CS	B	X	707.60	707.63	0.03	2.0	1.50%
CS	X	F	707.63	707.69	0.06	5.1	1.18%
CS	F	E	707.69	707.77	0.08	5.3	1.51%
CS	E	D	707.77	707.69	0.08	5.1	1.57%
CS	D	A	707.69	707.61	0.08	5.9	1.36%
CS	D	X	707.69	707.63	0.06	5.2	1.15%
LS	D	M	707.69	708.18	0.49	6.5	7.54%
LS	N	E	708.36	707.77	0.59	7.5	7.87%
CS	M	N	708.18	708.36	0.18	5.2	3.46%
LS	F	G	707.69	707.89	0.20	5.0	4.00%
LS	E	H	707.77	707.96	0.19	6.7	2.84%
CS	G	H	707.89	707.96	0.07	5.0	1.40%
LS	G	I	707.89	708.04	0.15	5.0	3.00%
LS	H	J	707.96	708.14	0.17	5.0	3.50%
CS	I	J	708.04	708.14	0.10	5.0	1.90%
LS	I	K	708.04	708.15	0.11	8.0	1.38%
LS	J	L	708.14	708.26	0.13	6.3	1.98%
CS	K	L	708.15	708.26	0.11	5.3	2.08%
CS	O	P	707.58	707.66	0.08	1.8	4.44%
LS	O	Q	707.58	707.56	0.02	3.3	0.61%
LS	Q	U	707.56	707.57	0.01	7.3	0.14%
LS	U	V	707.57	707.53	0.04	6.4	0.63%
LS	V	R	707.53	707.52	0.01	7.3	0.14%
LS	R	S	707.52	707.51	0.01	2.5	0.40%
CS	S	T	707.51	707.41	0.10	1.8	5.56%
CS	W	C	707.59	707.57	0.02	6.5	0.31%
LS	X	W	707.63	707.59	0.04	5.0	0.80%
LS	F	C	707.69	707.57	0.12	5.9	2.03%



FILE NAME = R0138250-CURBRAMPS.DWG

USER NAME = ANA A. NINO FLORES

DESIGNED - TSIANIS

REVISED -

PLOT SCALE =

DRAWN - BBUTTERFIELD

REVISED -

PLOT DATE = 5/4/2018 5:33 PM

CHECKED -

REVISED -

DATE -

REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CURB RAMP PLANS - GOVERNORS HWY

SCALE: VARIES

SHEET NO. 1 OF 3 SHEETS

STA.

TO STA.

F.A.U. RTE.

*1632/3778

FEDERAL ROAD DISTRICT 1 ILLINOIS

FED. AID PROJECT

SECTION

15-00059-00-SW

COUNTY

COOK

TOTAL SHEETS

68

SHEET NO.

10

CONTRACT NO.

61E56</

NOTES:

CS = CROSS SLOPE
 LS = LONGITUDINAL SLOPE
 FH = FULL HEIGHT CURB (6" OR MATCH EXISTING)
 TR = TRANSITION CURB TO FULL HEIGHT OR MATCH EXISTING
 DC = DEPRESSED CURB
 ** = FLOWLINE ELEVATION

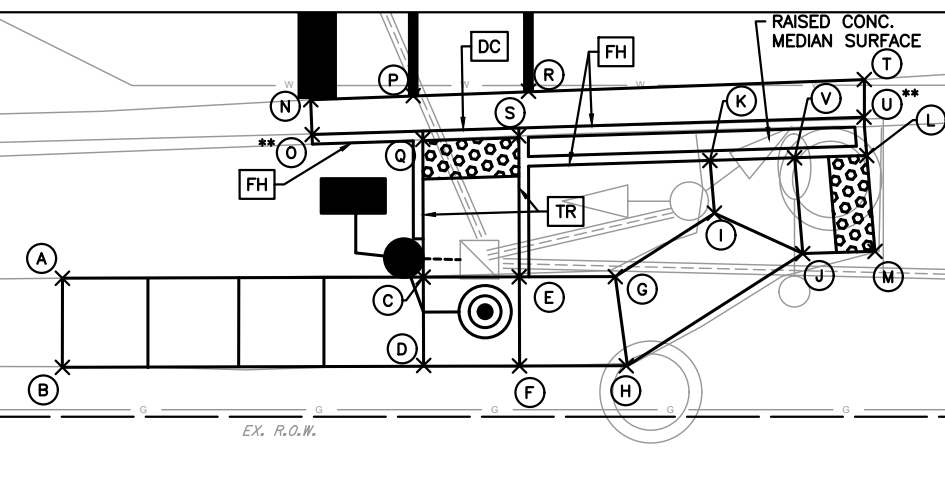
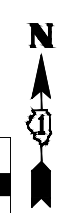
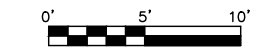
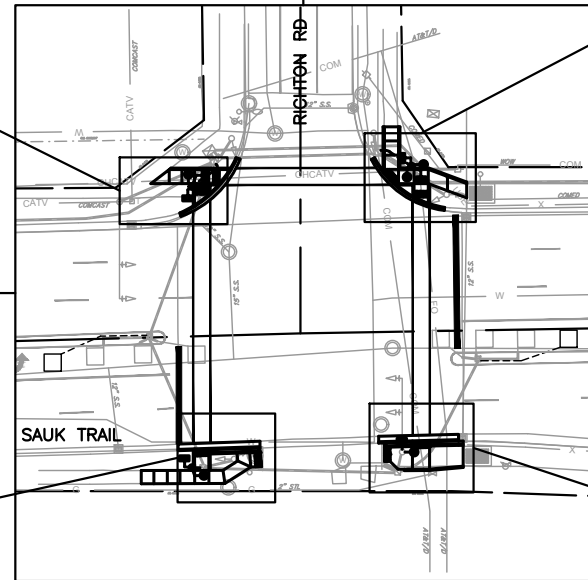
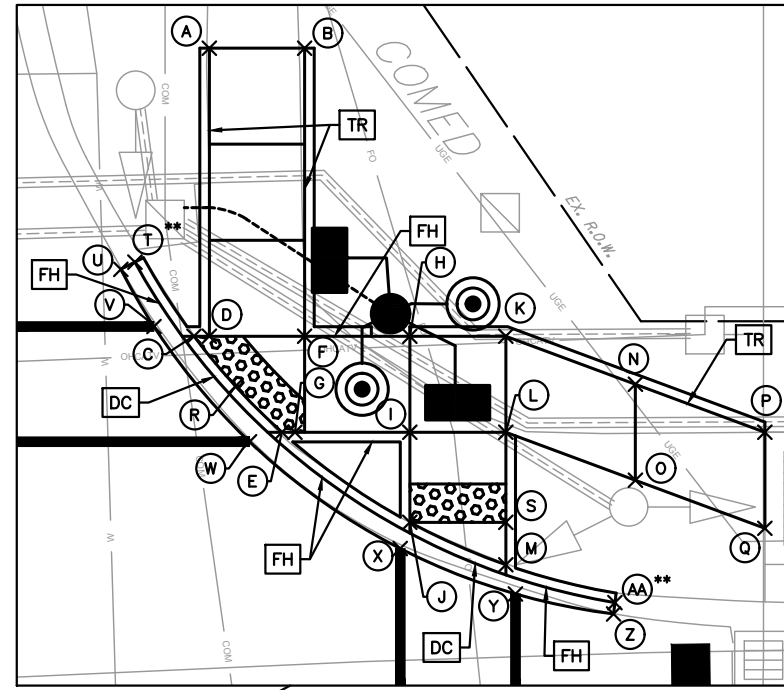
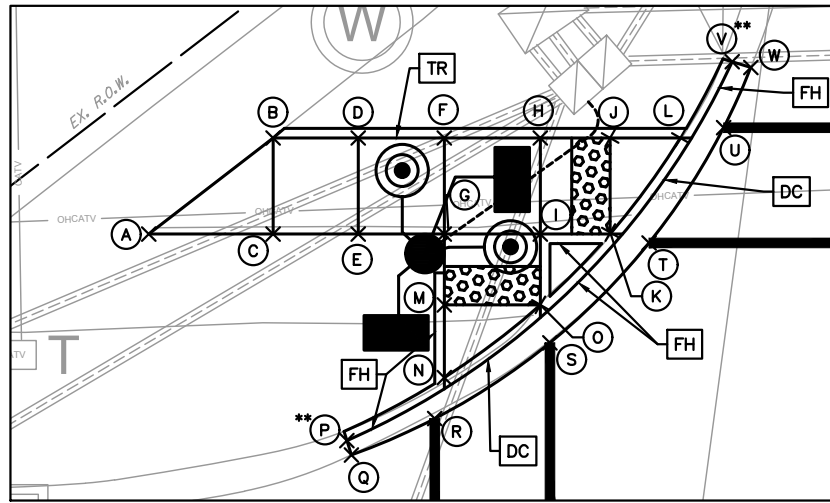
ALL GRADES ARE T/W GRADES

NORTHWEST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	709.77	709.91	0.14	8.2	1.71%
LS	A	C	709.77	709.83	0.06	6.5	0.92%
CS	B	C	709.91	709.83	0.08	5.0	1.60%
LS	B	D	709.91	709.59	0.32	4.4	7.27%
LS	C	E	709.83	709.51	0.32	4.4	7.27%
CS	D	E	709.59	709.51	0.08	5.0	1.60%
LS	D	F	709.59	709.50	0.09	4.5	2.00%
LS	E	G	709.51	709.43	0.08	4.5	1.78%
CS	F	G	709.50	709.43	0.07	5.0	1.40%
CS	F	H	709.50	709.51	0.01	5.0	0.20%
CS	G	I	709.43	709.43	0.00	5.0	0.00%
CS	H	I	709.51	709.43	0.08	5.0	1.60%
LS	H	J	709.51	709.47	0.04	3.6	1.11%
LS	I	K	709.43	709.39	0.04	3.7	1.08%
CS	J	K	709.47	709.39	0.08	4.9	1.63%
CS	J	L	709.47	709.44	0.03	3.7	0.81%
CS	K	L	709.39	709.44	0.05	6.1	0.82%
LS	G	M	709.43	709.36	0.07	3.7	1.89%
LS	I	O	709.43	709.36	0.07	3.7	1.89%
CS	M	O	709.36	709.36	0.00	5.0	0.00%
LS	M	N	709.36	709.29	0.07	3.8	1.84%
CS	N	O	709.29	709.36	0.07	6.3	1.11%
CS	P	Q	709.16	709.21	0.05	0.8	6.25%
LS	Q	R	709.21	709.24	0.03	4.7	0.64%
LS	R	S	709.24	709.33	0.09	7.2	1.25%
LS	S	T	709.33	709.42	0.09	7.3	1.23%
LS	T	U	709.42	709.48	0.06	7.2	0.83%
LS	U	W	709.48	709.49	0.01	3.4	0.29%
CS	V	W	709.43	709.49	0.06	1.0	6.00%

NORTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	710.86	710.91	0.05	5.0	1.00%
LS	A	D	710.86	710.14	0.72	15.0	4.80%
LS	B	F	710.91	710.20	0.71	15.0	4.73%
CS	C	D	710.13	710.14	0.01	0.8	1.25%
CS	D	F	710.14	710.20	0.06	5.0	1.20%
CS	F	G	710.20	710.19	0.01	5.0	0.20%
CS	G	E	710.19	710.19	0.00	0.7	0.00%
CS	C	R	710.13	710.16	0.03	3.3	0.91%
CS	R	E	710.16	710.19	0.03	3.4	0.88%
CS	F	R	710.20	710.16	0.04	4.0	1.00%
LS	F	H	710.20	710.28	0.08	6.0	1.33%
LS	G	I	710.19	710.25	0.06	6.0	1.00%
CS	H	I	710.28	710.25	0.03	5.0	0.60%
CS	H	K	710.28	710.35	0.07	5.0	1.40%
CS	I	L	710.25	710.32	0.07	5.0	1.40%
CS	K	L	710.35	710.32	0.03	5.0	0.60%
LS	I	J	710.25	710.21	0.04	4.7	0.85%
LS	L	S	710.32	710.28	0.04	4.7	0.85%
CS	J	S	710.21	710.28	0.07	5.0	1.40%
LS	S	M	710.28	710.25	0.03	2.2	1.36%
CS	J	M	710.21	710.25	0.04	5.5	0.73%
LS	K	N	710.35	710.65	0.30	7.2	4.17%
LS	L	O	710.32	710.62	0.30	7.2	4.17%
CS	N	O	710.65	710.62	0.03	5.0	0.60%
LS	N	P	710.65	710.94	0.29	7.2	4.03%
LS	O	Q	710.62	710.88	0.26	7.2	3.61%
CS	P	Q	710.94	710.88	0.06	5.0	1.20%
CS	T	U	709.99	710.02	0.03	0.8	3.75%
LS	U	V	710.02	710.06	0.04	3.4	1.18%
LS	V	W	710.06	710.16	0.10	7.8	1.28%
LS	W	X	710.16	710.18	0.02	9.7	0.21%
LS	X	Y	710.18	710.22	0.04	6.5	0.62%
LS	Y	Z	710.22	710.20	0.02	5.2	0.38%
CS	Z	AA	710.20	710.16	0.04	0.6	6.67%

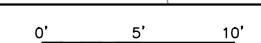
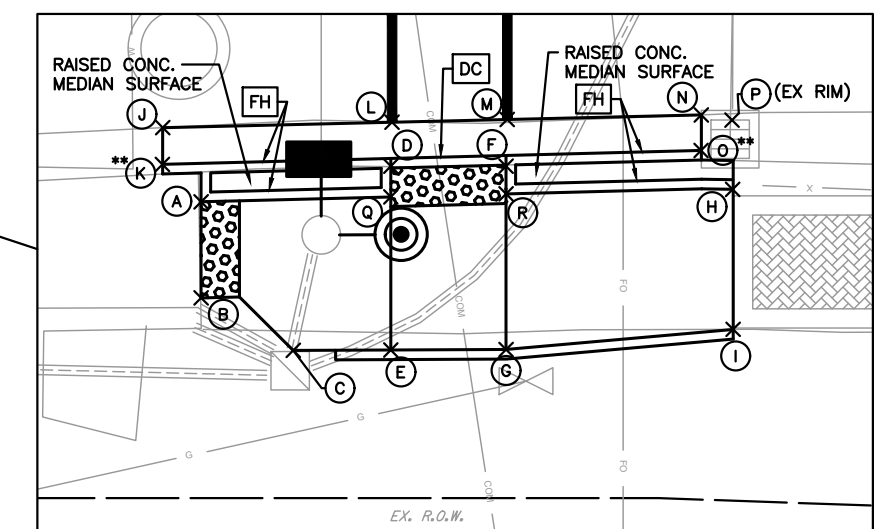


SOUTHWEST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	709.73	709.74	0.01	4.6	0.22%
LS	A	C	709.73	709.50	0.23	18.3	1.26%
LS	B	D	709.74	709.55	0.19	18.3	1.04%
CS	C	D	709.50	709.55	0.05	4.6	1.09%
CS	C	E	709.50	709.51	0.01	6.1	0.16%
CS	D	F	709.55	709.56	0.01	6.0	0.17%
CS	E	F	709.51	709.56	0.05	4.7	1.06%
CS	C	Q	709.50	709.38	0.12	7.1	1.69%
CS	E	S	709.51	709.45	0.06	7.3	0.82%
CS	Q	S	709.38	709.45	0.07	5.0	1.40%
LS	E	G	709.51	709.64	0.13	4.6	2.83%
LS	F	H	709.56	709.68	0.12	5.1	2.35%
CS	G	H	709.64	709.68	0.04	4.7	0.85%
LS	G	I	709.64	709.67	0.03	6.1	0.49%
LS	H	J	709.68	709.70	0.02	10.8	0.19%
CS	I	J	709.67	709.70	0.03	5.1	0.59%
CS	I	K	709.67	709.68	0.01	2.8	0.36%
LS	K	V	709.68	709.72	0.04	4.4	0.91%
LS	V	L	709.72	709.70	0.02	3.8	0.53%
CS	V	J	709.72	709.70	0.02	5.0	0.40%
LS	J	M	709.70	709.63	0.07	3.8	1.84%
CS	L	M	709.70	709.63	0.07	5.0	1.40%
CS	O	N	709.25	709.29	0.04	1.8	2.22%
LS	N	P	709.29	709.39	0.10	5.3	1.89%
LS	P	R	709.39	709.43	0.04	6.0	0.67%
LS	R	T	709.43	709.61	0.18	17.5	1.03%
CS	T	U	709.61	709.77	0.16	2.0	8.00%

SOUTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	710.18	710.25	0.07	5.0	1.40%
LS	A	Q	710.18	710.31	0.13	10.3	1.26%
CS	B	C	710.25	710.31	0.06	5.9	1.02%
LS	C	E	710.31	710.40	0.09	5.1	1.76%
CS	D	Q	710.29	710.31	0.02	1.5	1.33%
CS	Q	E	710.31	710.40	0.09	8.0	1.13%
CS	D	F	710.29	710.33	0.04	6.0	0.67%
CS	E	G	710.40	710.50	0.10	6.0	1.67%
CS	F	R	710.33	710.35	0.02	1.5	1.33%
CS	R	G	710.35	710.50	0.15	8.0	1.87%
LS	R	H	710.35	711.04	0.69	11.8	5.85%
LS	G	I	710.50	711.17	0.67	11.8	5.68%
CS	H	I	711.04	711.17	0.13	7.3	1.78%
CS	J	K	710.29	710.14	0.15	1.9	7.89%
LS	J	L	710.29	710.24	0.05	11.9	0.42%
LS	L	M	710.24	710.28	0.04	6.0	0.67%
LS	M	N	710.28	710.55	0.27	10.1	2.67%
CS	N	O	710.55	710.55	0.00	1.8	0.00%
LS	O	P	710.55	710.55	0.00	1.5	0.00%



FILE NAME = R0138250-CURBRAMP.DWG

USER NAME = ANA A. NINO FLORES

DESIGNED - TSIANIS

REVISED -

PLOT SCALE =

DRAWN - BBUTTERFIELD

REVISED -

PLOT DATE = 5/4/2018 5:33 PM

CHECKED -

REVISED -

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP PLANS - RICHTON RD

SCALE: VARIES

SHEET NO. 2 OF 3 SHEETS

STA.

TO STA.

F.A.U.
RTE.

SECTION
15-00059-00-SW

COUNTY
COOK

TOTAL SHEETS
68

SHEET NO.
11

*1632/3778

CONTRACT NO. 61E56

FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT

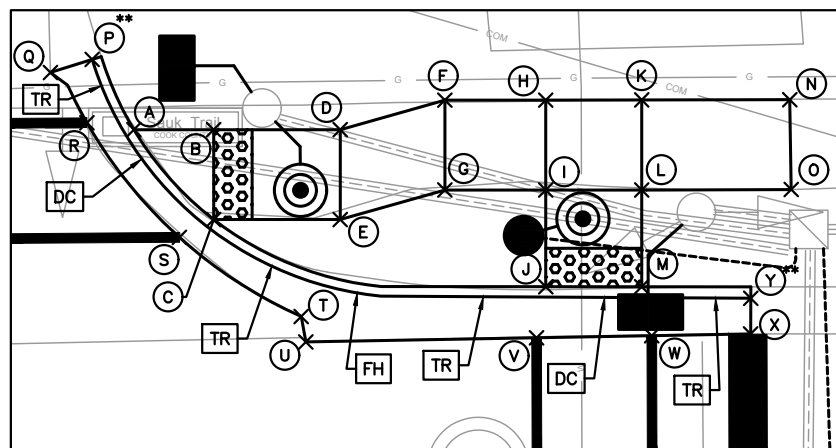
NOTES:

CS = CROSS SLOPE
 LS = LONGITUDINAL SLOPE
 FH = FULL HEIGHT CURB (6" OR MATCH EXISTING)
 TR = TRANSITION CURB TO FULL HEIGHT OR MATCH EXISTING
 DC = DEPRESSED CURB
 ** = FLOWLINE ELEVATION

ALL GRADES ARE T/W GRADES

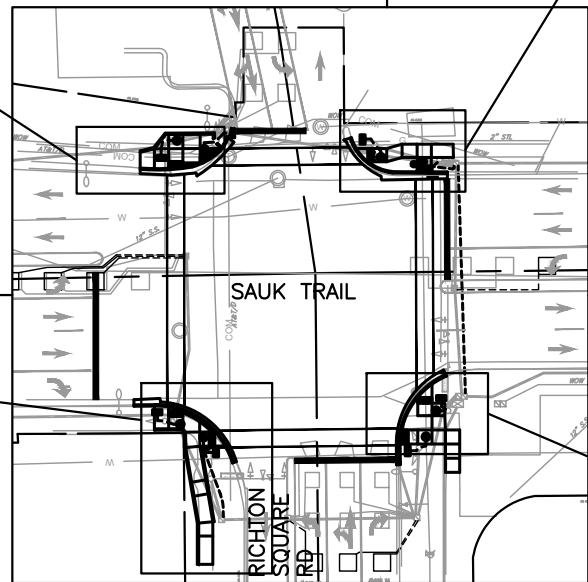
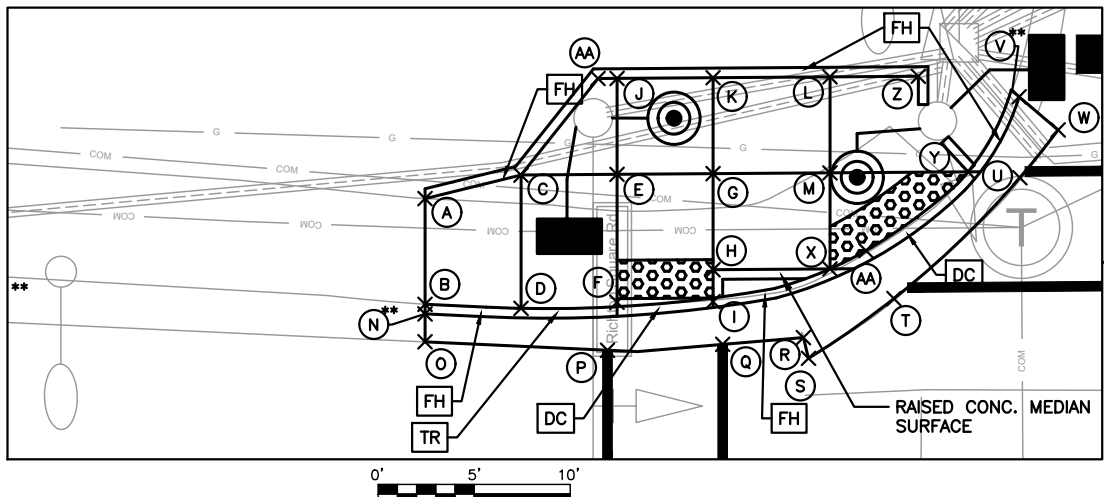
NORTHWEST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	719.44	719.34	0.10	5.5	1.82%
LS	A	C	719.44	719.48	0.04	5.1	0.78%
LS	B	D	719.34	719.36	0.02	5.0	0.40%
CS	C	D	719.48	719.36	0.12	6.9	1.74%
LS	C	E	719.48	719.15	0.33	5.0	6.60%
LS	D	F	719.36	719.04	0.32	5.0	6.40%
CS	E	F	719.15	719.04	0.11	6.9	1.59%
CS	C	AA	719.48	719.30	0.18	6.4	2.81%
CS	E	J	719.15	719.24	0.09	5.0	1.80%
LS	AA	J	719.30	719.24	0.06	1.0	6.00%
CS	J	K	719.24	719.33	0.09	5.0	1.80%
CS	E	G	719.15	719.24	0.09	5.0	1.80%
CS	F	I	719.04	719.13	0.09	5.0	1.80%
LS	I	H	719.13	719.15	0.02	1.5	1.33%
CS	H	G	719.15	719.24	0.09	5.0	1.80%
CS	G	K	719.24	719.33	0.09	5.0	1.80%
LS	K	L	719.33	719.42	0.09	6.1	1.48%
LS	G	M	719.24	719.33	0.09	6.1	1.48%
LS	H	X	719.15	719.26	0.11	6.1	1.80%
CS	L	M	719.42	719.33	0.09	5.0	1.80%
CS	M	X	719.33	719.26	0.07	5.0	1.40%
LS	L	Z	719.42	719.44	0.02	4.6	0.43%
LS	M	Y	719.33	719.40	0.07	7.2	0.97%
CS	X	Y	719.26	719.40	0.14	8.8	1.59%
CS	Z	Y	719.44	719.40	0.04	5.8	0.69%
CS	N	O	718.84	718.90	0.06	1.5	4.00%
LS	O	P	718.90	719.03	0.13	9.5	1.37%
LS	P	Q	719.03	719.08	0.05	6.0	0.83%
LS	Q	R	719.08	719.15	0.07	4.2	1.67%
CS	R	S	719.15	719.10	0.05	1.1	4.55%
LS	S	T	719.10	719.33	0.23	5.4	4.26%
LS	T	U	719.33	719.52	0.19	8.8	2.16%
LS	U	W	719.52	719.59	0.07	3.5	2.00%
CS	W	V	719.59	719.43	0.16	2.7	5.93%



NORTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
LS	A	B	719.72	719.76	0.04	4.2	0.95%
CS	B	C	719.76	719.69	0.07	4.7	1.49%
CS	A	C	719.72	719.69	0.03	6.4	0.47%
LS	B	D	719.76	719.80	0.04	6.6	0.61%
LS	C	E	719.69	719.77	0.08	6.6	1.21%
CS	D	E	719.80	719.77	0.03	4.7	0.64%
LS	D	F	719.80	719.77	0.03	5.7	0.53%
LS	E	G	719.77	719.69	0.08	5.7	1.40%
CS	F	G	719.77	719.69	0.08	4.7	1.70%
LS	F	H	719.77	719.71	0.06	5.3	1.13%
LS	G	I	719.69	719.65	0.04	5.3	0.75%
CS	H	I	719.71	719.65	0.06	4.7	1.28%
CS	H	K	719.71	719.71	0.00	5.0	0.00%
CS	I	L	719.65	719.64	0.01	5.0	0.20%
CS	K	L	719.71	719.64	0.07	4.7	1.49%
CS	I	J	719.65	719.59	0.06	5.0	1.20%
CS	L	M	719.64	719.57	0.07	5.0	1.40%
CS	J	M	719.59	719.57	0.02	5.0	0.40%
LS	K	N	719.71	719.85	0.14	7.7	1.82%
LS	L	O	719.64	719.90	0.26	7.8	3.33%
CS	N	O	719.85	719.90	0.05	4.7	1.06%
CS	P	Q	719.52	719.66	0.14	2.3	6.09%
LS	Q	R	719.66	719.68	0.02	4.0	0.50%
LS	R	S	719.68	719.67	0.01	7.9	0.13%
LS	S	T	719.67	719.60	0.07	6.7	1.04%
CS	T	U	719.60	719.58	0.02	1.3	1.54%
LS	U	V	719.58	719.56	0.02	12.0	0.17%
LS	V	W	719.56	719.55	0.01	6.0	0.17%
LS	W	X	719.55	719.54	0.01	5.1	0.20%
CS	X	Y	719.54	719.45	0.09	1.8	5.00%



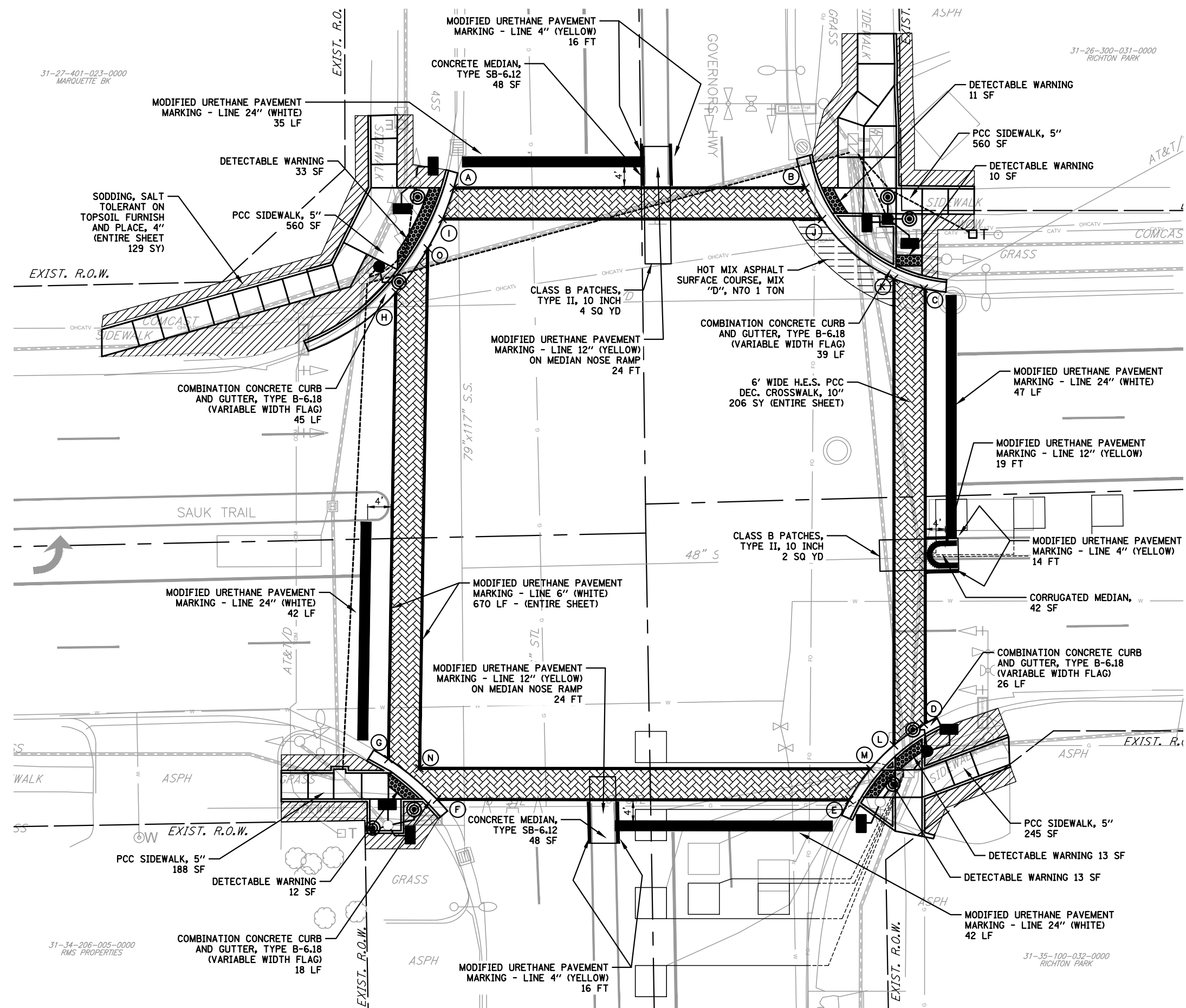
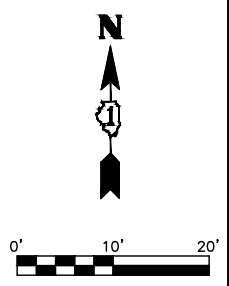
SOUTHWEST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	719.47	719.51	0.04	8.0	0.50%
LS	A	C	719.47	719.09	0.38	5.0	7.60%
LS	B	E	719.51	719.23	0.28	5.0	5.60%
CS	E	D	719.23	719.15	0.08	4.3	1.86%
CS	D	C	719.15	719.09	0.06	3.3	1.82%
CS	E	H	719.23	719.32	0.09	5.0	1.80%
CS	G	H	719.24	719.32	0.08	4.3	1.86%
CS	G	F	719.24	719.22	0.02	2.0	1.00%
CS	C	F	719.09	719.22	0.13	5.2	2.50%
LS	G	J	719.24	719.36	0.12	6.2	1.94%
LS	H	I	719.32	719.34	0.02	1.6	1.25%
CS	I	K	719.34	719.43	0.09	5.0	1.80%
LS	J	K	719.36	719.43	0.07	3.6	1.94%
CS	I	M	719.34	719.44	0.10	5.4	1.85%
CS	K	N	719.43	719.52	0.09	5.0	1.80%
LS	M	N	719.44	719.52	0.08	5.0	1.60%
LS	K	L	719.43	719.75	0.32	5.2	6.15%
LS	N	O	719.52	719.84	0.32	5.2	6.15%
LS	O	P	719.84	719.84	0.00	3.6	0.00%
CS	L	P	719.75	719.84	0.09	6.1	1.48%
LS	M	Q	719.44	720.43	0.99	12.4	7.98%
LS	N	R	719.52	720.34	0.82	12.0	6.83%
CS	Q	R	720.43	720.34	0.09	5.0	1.80%
LS	Q	S	720.43	720.52	0.09	5.0	1.80%
LS	R	T	720.34	720.43	0.09	5.0	1.80%
CS	S	T	720.52	720.43	0.09	5.0	1.80%

SOUTHEAST QUADRANT

Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	B	720.05	719.96	0.09	5.0	1.80%
LS	A	C	720.05	720.06	0.01	6.3	0.16%
LS	B	D	719.96	719.97	0.01	5.6	0.18%
CS	C	D	720.06	719.97	0.09	4.9	1.84%
CS	D	F	719.97	719.97	0.00	5.0	0.00%
CS	C	E	720.06	720.06	0.00	5.0	0.00%
CS	F	E	719.97	720.06	0.09	4.9	1.84%
LS	F	H	719.97	720.05	0.08	4.8	1.67%
LS	E	G	720.06	720.14	0.08	4.8	1.67%
CS	H	G	720.05	720.14	0.09	4.9	1.84%
CS	H	J	720.05	720.14	0.09	5.0	1.80%
CS	G	I	720.14	720.23	0.09	5.0	1.80%
CS	J	I	720.14	720.23	0.09	4.9	1.84%
LS	G	CC	720.14	720.42	0.28	5.0	5.60%
LS	I	DD	720.23	720.37	0.14	5.0	2.80%
CS	CC	DD	720.42	720.37	0.05	5.0	1.00%
LS	CC	EE	720.42	720.46	0.04	5.0	0.80%
LS	DD	FF	720.37	720.44	0.07	5.0	1.40%
CS	EE	FF	720.46	720.44	0.02	5.0	0.40%
LS	F	AA	719.97	719.58	0.39	5.0	7.80%
LS	H	BB	720.05	719.66	0.39	5.0	7.80%
CS	Z	AA	719.49	719.58	0.09	5.0	1.80%
CS	AA	BB	719.58	719.66	0.08	4.5	1.78%

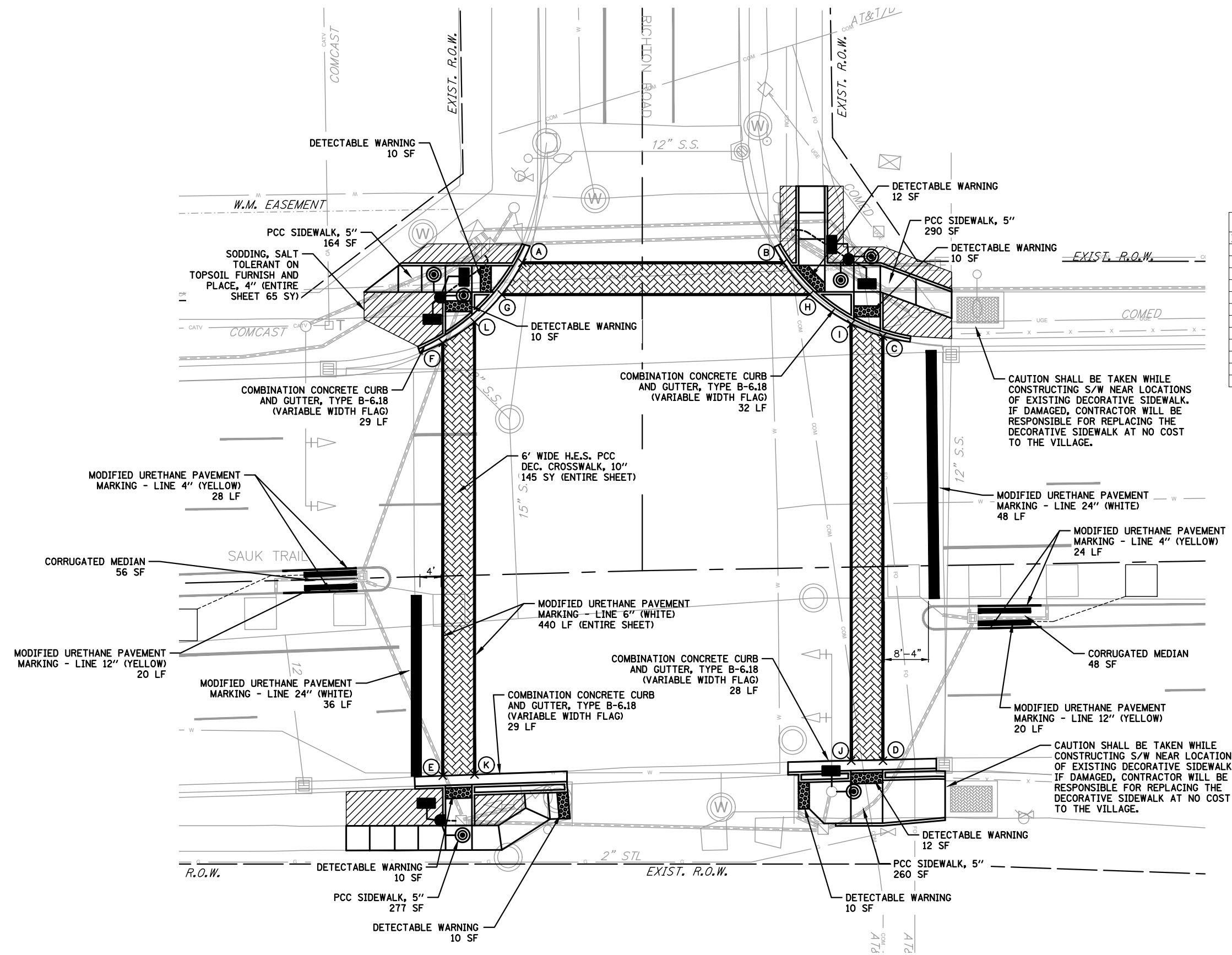
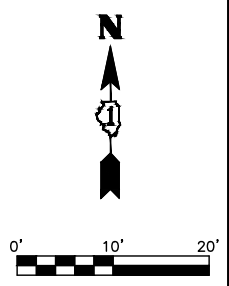
LS	Z	W	719.49	719.41	0.08	4.4	1.82%
LS	AA	X	719.58	719.50	0.08	4.4	1.82%
LS	BB	Y	719.66	719.58	0.08	4.4	1.82%
CS	W	X	719.41	719.50	0.09	5.0	1.80%
CS	X	Y	719.50	719.58	0.08	4.5	1.78%
LS	W	K	719.41	719.37	0.04	2.0	2.00%
LS	X	L	719.50	719.46	0.04	2.0	2.00%
LS	L	M	719.46	719.39	0.07	4.6	1.52%
CS	K	M	719.37	719.39	0.02	6.8	0.29%
CS	K	L	719.37	719.46	0.09	5.0	1.80%
CS	N	O	720.31	720.26	0.05	0.9	5.56%
LS	N	P	720.31	720.07	0.24	6.8	3.53%
LS	P	Q	720.07	719.84	0.23	6.0	3.83%
LS	Q	R	719.84	719.23	0.61	14.5	4.21%
LS	R	S	719.23	719.26	0.03	0.6	5.00%
LS	S	T	719.26	719.40	0.14	7.9	1.77%
LS	T	U	719.40	719.48	0.08	4.1	1.95%
CS	U	V	719.48	719.38	0.10	1.8	5.56%



CROSSWALK SLOPES							
Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δ z (ft)	Δ L (ft)	Slope
CS	A	I	707.13	707.29	0.16	6.4	2.50%
LS	A	B	707.13	707.54	0.41	67.6	0.61%
LS	I	J	707.29	707.57	0.28	73.0	0.38%
CS	B	J	707.54	707.57	0.03	6.8	0.44%
CS	K	C	707.40	707.37	0.03	6.3	0.48%
LS	K	L	707.40	707.53	0.13	89.6	0.15%
LS	C	D	707.37	707.52	0.15	83.5	0.18%
CS	L	D	707.53	707.52	0.01	7.3	0.14%
CS	M	E	707.58	707.56	0.02	7.3	0.27%
LS	M	N	707.58	707.50	0.08	86.7	0.09%
LS	E	F	707.56	707.46	0.10	79.3	0.13%
CS	N	F	707.50	707.46	0.04	6.9	0.58%
CS	G	N	707.46	707.50	0.04	6.2	0.65%
LS	G	H	707.46	707.41	0.05	89.7	0.06%
LS	N	O	707.50	707.39	0.11	99.9	0.11%
CS	H	O	707.41	707.39	0.02	10.5	0.19%

CROSSWALK INFLECTION POINTS		
POINT	NORTH	EAST
A	1755351.34	1154202.13
B	1755351.34	1154269.74
C	1755331.91	1154292.75
D	1755248.37	1154292.75
E	1755233.66	1154278.16
F	1755233.77	1154198.90
G	1755241.54	1154189.55
H	1755331.24	1154190.99
I	1755345.34	1154199.97
J	1755345.34	1154272.93
K	1755333.85	1154286.75
L	1755244.21	1154286.75
M	1755239.65	1154282.24
N	1755239.78	1154195.53
O	1755339.69	1154197.13

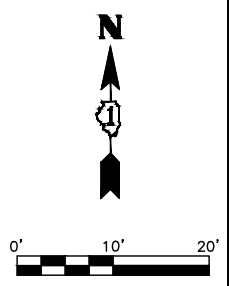
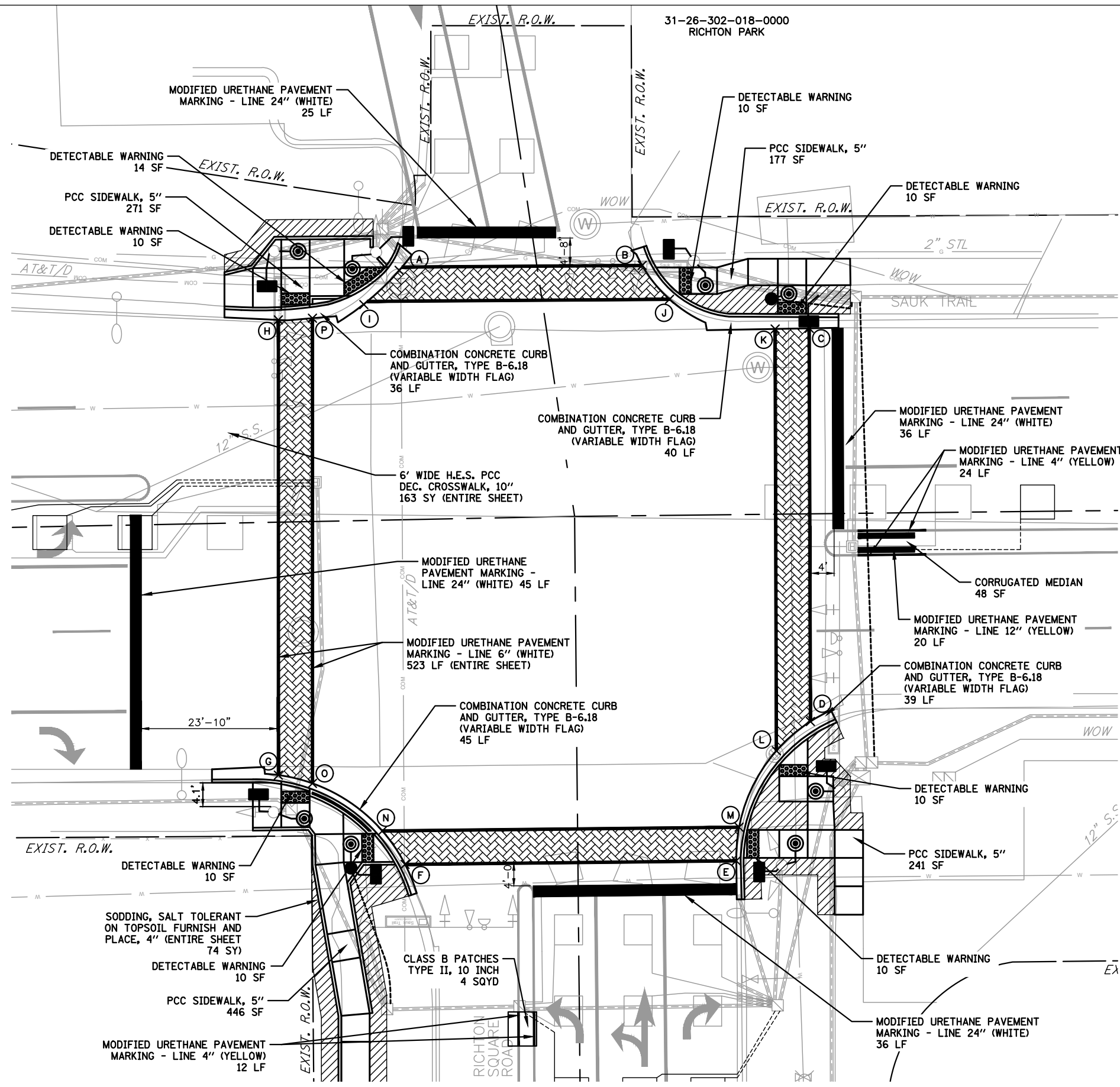
CURB LIMITS		
POINT	NORTH	EAST
NW	1755319.97	1154174.18
NW	1755354.17	1154202.87
NE	1755356.91	1154268.05
NE	1755331.29	1154296.72
SE	1755249.51	1154295.00
SE	1755230.73	1154276.73
SW	1755231.56	1154200.91
SW	1755243.26	1154186.75



CROSSWALK SLOPES							
Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	G	709.48	709.42	0.06	7.2	0.83%
LS	A	B	709.48	710.08	0.60	49.4	1.21%
LS	G	H	709.42	710.16	0.74	58.2	1.27%
CS	B	H	710.08	710.16	0.08	7.8	1.03%
CS	I	C	710.18	710.21	0.03	6.5	0.46%
LS	I	J	710.18	710.24	0.06	82.6	0.07%
LS	C	D	710.21	710.28	0.07	80.1	0.09%
CS	J	D	710.24	710.28	0.04	6.0	0.67%
CS	E	K	709.38	709.42	0.04	6.0	0.67%
LS	E	F	709.38	709.25	0.13	81.9	0.16%
LS	K	L	709.42	709.33	0.09	85.6	0.11%
CS	F	L	709.25	709.33	0.08	7.2	1.11%

CROSSWALK INFLECTION POINTS		
POINT	NORTH	EAST
A	1755360.69	1154656.46
B	1755360.69	1154705.84
C	1755346.77	1154724.66
D	1755266.68	1154724.66
E	1755263.68	1154641.42
F	1755345.55	1154641.42
G	1755354.69	1154652.58
H	1755354.69	1154710.82
I	1755349.13	1154718.66
J	1755266.53	1154718.66
K	1755263.92	1154647.42
L	1755349.49	1154647.42

CURB LIMITS		
POINT	NORTH	EAST
NW	1755343.65	1154637.08
NW	1755363.83	1154657.88
NE	1755363.67	1154704.11
NE	1755345.73	1154729.77
SE	1755266.91	1154734.77
SE	1755266.25	1154706.72
SW	1755264.53	1154664.91
SW	1755263.48	1154636.08



CROSSWALK SLOPES							
Type	P1	P2	P1 Elev (ft)	P2 Elev (ft)	Δz (ft)	ΔL (ft)	Slope
CS	A	I	719.52	719.33	0.19	8.7	2.18%
LS	A	B	719.52	719.68	0.16	42.3	0.38%
LS	I	J	719.33	719.67	0.34	53.2	0.64%
CS	B	J	719.68	719.67	0.01	7.7	0.13%
CS	K	C	719.55	719.55	0.00	6.0	0.00%
LS	K	L	719.55	719.26	0.29	74.3	0.39%
LS	C	D	719.55	719.40	0.15	69.2	0.22%
CS	L	D	719.26	719.40	0.14	7.9	1.77%
CS	M	E	719.84	720.07	0.23	6.0	3.83%
LS	M	N	719.84	719.60	0.24	62.8	0.38%
LS	E	F	720.07	719.88	0.19	58.3	0.33%
CS	N	F	719.60	719.88	0.28	7.1	3.94%
CS	G	O	719.07	719.23	0.16	6.2	2.58%
LS	G	H	719.07	719.03	0.04	80.2	0.05%
LS	O	P	719.23	719.08	0.15	81.9	0.18%
CS	H	P	719.03	719.08	0.05	6.0	0.83%

CROSSWALK INFLECTION POINTS		
POINT	NORTH	EAST
A	1755352.73	1155540.65
B	1755353.03	1155582.94
C	1755341.94	1155612.36
D	1755272.70	1155612.57
E	1755248.15	1155599.52
F	1755247.52	1155541.20
G	1755263.25	1155618.90
H	1755343.42	1155518.90
I	1755346.69	1155534.54
J	1755347.06	1155587.76
K	1755341.83	1155606.36
L	1755267.55	1155606.58
M	1755254.08	1155600.01
N	1755253.42	1155637.19
O	1755261.79	1155524.90
P	1755343.73	1155524.90

CURB LIMITS		
POINT	NORTH	EAST
NW	1755343.86	1155509.40
NW	1755354.90	1155542.37
NE	1755355.64	1155581.05
NE	1755342.03	1155617.51
SE	1755274.67	1155616.19
SE	1755241.37	1155599.62
SW	1755242.45	1155543.24
SW	1755264.28	1155507.20

FILE NAME = R0138258-CROSSWALKS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE =			
PLOT DATE = 5/4/2018 5:48 PM			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSSWALK PLANS - RICHTON SQUARE RD

SCALE: 1" = 10' SHEET NO. 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	15
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC NARRATIVE

PEDESTRIAN MAINTENANCE OF TRAFFIC

THE CONSTRUCTION OF THE ADA IMPROVEMENTS SHALL BE SEQUENCED SO THAT AN ACCESSIBLE ROUTE TO THE RICHTON PARK METRA STATION IS PROVIDED AT ALL TIMES THROUGH THE INTERSECTION THAT IS UNDER CONSTRUCTION.

1. SIDEWALK CLOSURES SHALL BE IN ACCORDANCE WITH IDOT STANDARD DRAWING 701801 "SIDEWALK, CORNER OR CROSSWALK CLOSURE" CURRENT AT THE TIME OF LETTING.
2. THE CONTRACTOR SHALL PROVIDE, AS NEEDED, A TEMPORARY ADA ACCESSIBLE ROUTE THROUGH OR AROUND WORK AREAS. AN ADA ACCESSIBLE ROUTE SHALL INCLUDE, AS NEEDED, BUT NOT LIMITED TO, TEMPORARY ADA COMPLIANT CURB RAMPS, TEMPORARY CROSSWALK MARKINGS, ADA COMPLIANT TEMPORARY SIDEWALK, AND OTHER ITEMS REQUIRED FOR ADA COMPLIANCE.
3. TEMPORARY ADA ACCESSIBLE ROUTES SHALL BE IN ACCORDANCE WITH THE PEDESTRIAN REQUIREMENTS IN THE FOLLOWING MUTCD SECTIONS:
 - a. 6D.01 PEDESTRIAN CONSIDERATIONS
 - b. 6D.02 ACCESSIBILITY CONSIDERATIONS
 - c. 6F.14 SIDEWALK CLOSED SIGNS (R9-9, R9-10, R9-11, R9-11A)
 - d. 6F.63 CHANNELIZING DEVICES
 - e. 6F.71 LONGITUDINAL CHANNELIZING DEVICES
 - f. 6F.74 DETECTABLE EDGING FOR PEDESTRIANS
4. TEMPORARY ADA ACCESSIBLE ROUTES SHALL BE BOTH ACCESSIBLE AND DETECTABLE:
 - a. DEVICES USED TO CHANNELIZE PEDESTRIANS SHALL BE DETECTABLE TO USERS OF LONG CANES AND VISIBLE TO PERSONS HAVING LOW VISION (REFER TO MUTCD SECTION 6F.63 CHANNELIZING DEVICES, FOR MORE INFORMATION).
 - b. WHERE CHANNELIZING DEVICES ARE USED TO CHANNELIZE PEDESTRIANS, THERE SHALL BE CONTINUOUS DETECTABLE BOTTOM AND TOP SURFACES TO BE DETECTABLE TO USERS OF LONG CANES. THE BOTTOM OF THE BOTTOM SURFACE SHALL BE NO HIGHER THAN 2 INCHES ABOVE THE GROUND. THE TOP OF THE TOP SURFACE SHALL BE NO LOWER THAN 32 INCHES ABOVE THE GROUND (REFER TO MUTCD SECTION 6F.63 CHANNELIZING DEVICES, FOR MORE INFORMATION).
 - c. IF USED FOR PEDESTRIAN TRAFFIC CONTROL, LONGITUDINAL CHANNELIZING DEVICES SHALL BE INTERLOCKED TO DELINEATE OR CHANNELIZE FLOW. THE INTERLOCKING DEVICES SHALL NOT HAVE GAPS THAT ALLOW PEDESTRIANS TO STRAY FROM THE CHANNELIZING PATH (REFER TO MUTCD SECTION 6F.71 LONGITUDINAL CHANNELIZING DEVICES, FOR MORE INFORMATION).
 - d. INDIVIDUAL CHANNELIZING DEVICES, TAPE, OR ROPE USED TO CONNECT INDIVIDUAL DEVICES, OTHER DISCONTINUOUS BARRIERS AND DEVICES, AND PAVEMENT MARKINGS ARE NOT DETECTABLE BY PERSONS WITH VISUAL DISABILITIES AND ARE INCAPABLE OF PROVIDING DETECTABLE PATH GUIDANCE ON TEMPORARY OR REALIGNED SIDEWALKS OR OTHER PEDESTRIAN FACILITIES AND SHALL NOT BE USED (REFER TO MUTCD SECTION 6F.74 DETECTABLE EDGING FOR PEDESTRIANS, FOR MORE INFORMATION).
 - e. TEMPORARY ADA ACCESSIBLE ROUTES SHALL BE BOTH ACCESSIBLE AND DETECTABLE BY PEDESTRIANS WITH VISUAL DISABILITIES. A CONTINUOUSLY DETECTABLE EDGING SHALL BE PROVIDED THROUGHOUT THE LENGTH OF THE TEMPORARY ADA ACCESSIBLE ROUTES SUCH THAT IT CAN BE FOLLOWED BY PEDESTRIANS USING LONG CANES FOR GUIDANCE. THIS EDGING SHALL PROTRUDE AT LEAST 6 INCHES ABOVE THE SURFACE OF THE SIDEWALK OR PATHWAY, WITH THE BOTTOM OF THE EDGING A MAXIMUM OF 2.5 INCHES ABOVE THE SURFACE. THIS EDGING SHALL BE CONTINUOUS THROUGHOUT THE LENGTH OF THE TEMPORARY ADA ACCESSIBLE ROUTES EXCEPT FOR GAPS AT LOCATIONS WHERE PEDESTRIANS OR VEHICLES WILL BE TURNING OR CROSSING. THIS EDGING SHALL CONSIST OF A PREFABRICATED OR FORMED IN-PLACE CURBING OR OTHER CONTINUOUS DEVICE THAT IS PLACED ALONG THE EDGE OF THE SIDEWALK OR WALKWAY. THIS EDGING SHALL BE FIRMLY ATTACHED TO THE GROUND OR TO OTHER DEVICES. ADJACENT SECTIONS OF THIS EDGING SHOULD BE INTERCONNECTED SUCH THAT THE EDGING IS NOT DISPLACED BY PEDESTRIAN OR VEHICULAR TRAFFIC OR WORK OPERATIONS, AND SUCH THAT IT DOES NOT CONSTITUTE A HAZARD TO PEDESTRIANS, WORKERS, OR OTHER ROAD USERS (REFER TO MUTCD SECTION 6F.74 DETECTABLE EDGING FOR PEDESTRIANS, FOR MORE INFORMATION).
 - f. IF ESTABLISHING OR MAINTAINING AN ALTERNATE PEDESTRIAN ROUTE IS NOT FEASIBLE DURING THE PROJECT, AN ALTERNATE MEANS OF PROVIDING FOR PEDESTRIANS MAY BE USED, SUCH AS ASSIGNING SOMEONE THE RESPONSIBILITY OF ASSISTING PEDESTRIANS WITH DISABILITIES THROUGH THE PROJECT LIMITS (REFER TO MUTCD SECTION 6D.01 PEDESTRIAN CONSIDERATIONS, FOR MORE INFORMATION).
5. ONLY ONE INTERSECTION QUADRANT MAY BE CLOSED TO PEDESTRIAN TRAFFIC AT ANY TIME.
6. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE ADA ACCESSIBLE CROSSWALK IN THE EAST-WEST DIRECTION ACROSS THE INTERSECTION THAT IS UNDER CONSTRUCTION.
7. AT ALL INTERSECTIONS, EXCEPT GOVERNORS HIGHWAY AT SAUK TRAIL, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF ONE ADA ACCESSIBLE CROSSWALK IN THE NORTH-SOUTH DIRECTION ACROSS THE INTERSECTION THAT IS UNDER CONSTRUCTION.
8. A CROSSWALK ON WHICH PEDESTRIAN TRAFFIC IS BEING MAINTAINED SHALL BE FULLY MARKED BY EXISTING, PROPOSED, OR SHORT-TERM PAVEMENT MARKINGS AS SHOWN IN THE TYPICAL CROSSWALK MARKING FOR PEDESTRIAN DETAIL ON "DISTRICT ONE TYPICAL PAVEMENT MARKING," TC-13 STANDARD DRAWING.

CONSTRUCTION SCHEDULE

THE CONSTRUCTION DURATIONS AT EACH INTERSECTION SHALL BE NOT EXCEED THE FOLLOWING:

- | | |
|--------------------------------------|-----------------|
| A. GOVERNORS HIGHWAY AT SAUK TRAIL | 35 WORKING DAYS |
| B. RICHTON SQUARE ROAD AT SAUK TRAIL | 45 WORKING DAYS |
| C. RICHTON ROAD AT SAUK TRAIL | 35 WORKING DAYS |

INTERSECTION CONSTRUCTION SEQUENCE

THE ADA IMPROVEMENTS SHALL BE CONSTRUCTED AT ONE INTERSECTION AT A TIME. THE INTERSECTIONS SHALL BE CONSTRUCTED IN THE FOLLOWING ORDER:

- A. GOVERNORS HIGHWAY AT SAUK TRAIL
- B. RICHTON SQUARE ROAD AT SAUK TRAIL
- C. RICHTON ROAD AT SAUK TRAIL

A. SEQUENCE OF CONSTRUCTION - GOVERNORS HIGHWAY AT SAUK TRAIL

- A1. TRAFFIC CONTROL AND SCHEDULE REQUIREMENTS
- A1.1. ON GOVERNORS HIGHWAY THE PROPOSED ADA IMPROVEMENTS SHALL BE COMPLETED WITHOUT USING LONG TERM PERMANENT LANE CLOSURES. IDOT STANDARDS 701601, 701701, AND 701901 AND IDOT DISTRICT 1 STANDARD TC-14, AS APPLICABLE, SHALL BE FOLLOWED TO STAGE LANE CLOSURES. THE STAGING SHOWN FOR GOVERNORS HIGHWAY PHASE 1 AND 2 IS FOR REFERENCE TO ILLUSTRATE HOW THE APPROPRIATE IDOT STANDARDS AND IDOT DISTRICT 1 STANDARD MAY BE APPLIED.
- A1.2. WHEN OPEN EXCAVATION IS TO REMAIN IN THE LANE OVERNIGHT AT GOVERNORS HIGHWAY, THE TRENCH SHALL BE BACKFILLED TO THE REQUIRED HEIGHT AND STEEL PLATING USED TO COVER THE TRENCH AND THE LANE SHALL BE OPEN TO TRAFFIC OVERNIGHT.
- A1.3. THE LANE WHERE THE STAMPED CONCRETE CROSSWALK IS PLACED MAY REMAIN CLOSED OVERNIGHT FOR A PERIOD OF THREE DAYS UNTIL THE STAMPED CONCRETE CROSSWALK IS CURED OR AS DIRECTED BY THE ENGINEER.
- A1.4. THE DURATION OF PHASE 1 SHALL NOT BE LONGER THAN 7 CONSECUTIVE CALENDAR DAYS. THE DURATION OF PHASE 2 SHALL NOT BE LONGER THAN 7 CONSECUTIVE CALENDAR DAYS.
- A2. TRAFFIC SIGNAL PRE-PHASE
- A2.1. TRAFFIC SIGNAL IMPROVEMENTS, LESS LOOP DETECTORS, ARE TO BE CONSTRUCTED.
- A2.2. TRAFFIC SHALL BE MAINTAINED ON EXISTING LANES.
- A2.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."

- A2.4. CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
 - A3. PHASE 1
 - A3.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE INTERSECTION QUADRANTS, INCLUDING THE ADJACENT LANES. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, CURB AND GUTTER, CONCRETE CROSSWALK, CONCRETE SIDEWALK, LANDSCAPE RESTORATION, AND PAVEMENT SURFACE.
 - A3.2. NO TURNS SHALL BE ALLOWED AT THE INTERSECTION. TURNS SHALL BE MAINTAINED ON THE DETOURS. THE OUTSIDE THROUGH LANES AND THE LEFT TURN LANES ON GOVERNORS HIGHWAY AND SAUK TRAIL, AND THE WESTBOUND RIGHT TURN LANE ON SAUK TRAIL SHALL BE TEMPORARILY CLOSED TO TRAFFIC. TRAFFIC SHALL BE MAINTAINED ON THE INSIDE THROUGH LANES.
 - A3.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - A4. PHASE 2
 - A4.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE MEDIANS AND INSIDE LANES. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, CURB AND GUTTER, CONCRETE CROSSWALK, CONCRETE SIDEWALK, LANDSCAPE RESTORATION, AND PAVEMENT SURFACE.
 - A4.2. NO TURNS SHALL BE ALLOWED AT THE INTERSECTION. TURNS SHALL BE MAINTAINED ON THE DETOURS. THE INSIDE THROUGH LANES AND THE LEFT TURN LANES ON GOVERNORS HIGHWAY AND SAUK TRAIL, AND THE WESTBOUND RIGHT TURN LANE ON SAUK TRAIL SHALL BE TEMPORARILY CLOSED TO TRAFFIC. TRAFFIC SHALL BE MAINTAINED ON THE OUTSIDE THROUGH LANES.
 - A4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - A5. FINAL PHASE
 - A5.1. THE REMAINING PORTIONS OF THE ADA IMPROVEMENTS AT GOVERNORS HIGHWAY AND SAUK TRAIL ARE TO BE COMPLETED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, TRAFFIC SIGNAL DETECTOR LOOPS, PAVEMENT MARKING, AND LANDSCAPING.
 - A5.2. THE NORTHBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON LANES USING IDOT TRAFFIC CONTROL STANDARD FOR DAYTIME LANE CLOSURES.
 - A5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- B. SEQUENCE OF CONSTRUCTION - RICHTON SQUARE ROAD AT SAUK TRAIL**
- B1. TRAFFIC SIGNAL PRE-PHASE
 - B1.1. TRAFFIC SIGNAL IMPROVEMENTS, LESS LOOP DETECTORS, ARE TO BE CONSTRUCTED.
 - B1.2. TRAFFIC SHALL BE MAINTAINED ON LANES. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B1.3. CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
 - B2. PHASE 1
 - B2.1. ADA IMPROVEMENTS CONSTRUCTED IN PHASES 1A, 1B, AND 1C SHALL INCLUDE, BUT ARE NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
 - B2.2. ON RICHTON SQUARE ROAD SOUTH OF THE SAUK TRAIL INTERSECTION THE NORTHBOUND LEFT-TURN AND RIGHT-TURN LANES SHALL BE CLOSED TO TRAFFIC. NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND THROUGH LANES. RICHTON SQUARE ROAD NORTHBOUND TRAFFIC AT THE INTERSECTION SHALL BE MAINTAINED PER PHASES 1A, 1B, AND 1C NOTES.
 - B2.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B2.4. PHASE 1A
 - B2.4.1. ON SAUK TRAIL THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE SOUTHWEST AND SOUTHEAST INTERSECTION QUADRANTS, THE EASTBOUND OUTSIDE THROUGH LANE AND THE EASTBOUND RIGHT-TURN LANE OF SAUK TRAIL. ON RICHTON SQUARE ROAD THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE SOUTHBOUND THROUGH LANE AND THE NORTHBOUND RIGHT-TURN LANE.
 - B2.4.2. ON SAUK TRAIL THE OUTSIDE EASTBOUND THROUGH LANE AND THE EASTBOUND RIGHT-TURN LANE SHALL BE CLOSED TO TRAFFIC. EASTBOUND TRAFFIC SHALL BE MAINTAINED ON THE INSIDE THROUGH LANES.
 - B2.4.3. ON RICHTON SQUARE ROAD THE SOUTHBOUND THROUGH LANE SHALL BE CLOSED TO TRAFFIC AND SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND LEFT-TURN LANE. NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND THROUGH/LEFT-TURN LANE.
 - B2.4.4. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B2.5. PHASE 1B
 - B2.5.1. ON RICHTON SQUARE ROAD THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE NORTHBOUND RIGHT-TURN LANE AND THROUGH LANE.
 - B2.5.2. ON SAUK TRAIL TRAFFIC SHALL BE MAINTAINED IN THE LANES.
 - B2.5.3. ON RICHTON SQUARE ROAD SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND THROUGH LANE. RICHTON SQUARE ROAD NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND THROUGH/LEFT-TURN LANE.
 - B2.5.4. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B2.6. PHASE 1C
 - B2.6.1. ON RICHTON SQUARE ROAD THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE NORTHBOUND LEFT-TURN LANE AND THROUGH/LEFT-TURN LANE.
 - B2.6.2. ON SAUK TRAIL TRAFFIC SHALL BE MAINTAINED IN THE LANES.
 - B2.6.3. ON RICHTON SQUARE ROAD SOUTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND THROUGH LANE. RICHTON SQUARE ROAD NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND THROUGH/RIGHT-TURN LANE.
 - B2.6.4. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B3. PHASE 2
 - B3.1. THE ADA IMPROVEMENT ARE TO BE CONSTRUCTED IN THE INSIDE THROUGH LANES AND MEDIAN OF SAUK TRAIL.
 - B3.2. ON SAUK TRAIL THE INSIDE THROUGH LANES SHALL BE CLOSED TO TRAFFIC AND TRAFFIC SHALL BE MAINTAINED ON THE OUTSIDE THROUGH LANES. EASTBOUND AND WESTBOUND LEFT-TURN LANES SHALL BE PROVIDED.
 - B3.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B3.4. PHASE 2A
 - B3.4.1. THE PORTION OF THE ADA IMPROVEMENTS ADJACENT TO THE EASTBOUND THROUGH LANE ARE TO BE CONSTRUCTED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
 - B3.4.2. THE EASTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE EASTBOUND LEFT-TURN

- B3.4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B3.5. PHASE 2B
 - B3.5.1. THE PORTION OF THE ADA IMPROVEMENTS ADJACENT TO THE WESTBOUND THROUGH LANE ARE TO BE CONSTRUCTED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
 - B3.5.2. THE WESTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE WESTBOUND LEFT-TURN LANE. THE EASTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE EASTBOUND INSIDE THROUGH LANE.
 - B3.5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B4. PHASE 3
 - B4.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE WESTBOUND OUTSIDE THROUGH LANE OF SAUK TRAIL. ADA IMPROVEMENTS CONSTRUCTED IN PHASES 3A, 3B, AND 3C SHALL INCLUDE, BUT ARE NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
 - B4.2. ON SAUK TRAIL THE WESTBOUND OUTSIDE THROUGH LANE SHALL BE CLOSED TO TRAFFIC AND WESTBOUND TRAFFIC SHALL BE MAINTAINED ON THE INSIDE THROUGH LANES.
 - B4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B4.4. PHASE 3A
 - B4.4.1. THE ADA IMPROVEMENT ARE TO BE CONSTRUCTED IN NORTHEAST QUADRANT.
 - B4.4.2. ON RICHTON SQUARE ROAD THE NORTHBOUND THROUGH LANE SHALL BE CLOSED TO TRAFFIC AND NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND RIGHT-TURN LANE. THE SOUTHBOUND RIGHT-TURN LANE SHALL BE CLOSED TO SOUTHBOUND TRAFFIC AND SOUTHBOUND THROUGH AND TURNING TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND THROUGH/RIGHT-TURN LANE.
 - B4.4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B4.5. PHASE 3B
 - B4.5.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN SOUTHBOUND LEFT-TURN LANE.
 - B4.5.2. ON RICHTON SQUARE ROAD THE NORTHBOUND THROUGH TRAFFIC SHALL BE MAINTAINED ON THE NORTHBOUND LANE. THE SOUTHBOUND LEFT-TURN LANE SHALL BE CLOSED TO SOUTHBOUND TRAFFIC AND SOUTHBOUND THROUGH AND TURNING TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND THROUGH/RIGHT-TURN LANE.
 - B4.5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B4.6. PHASE 3C
 - B4.6.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN NORTHWEST QUADRANT.
 - B4.6.2. ON RICHTON SQUARE ROAD THE NORTHBOUND THROUGH SHALL BE MAINTAINED ON THE NORTHBOUND LANE. THE SOUTHBOUND THROUGH LANE SHALL BE CLOSED TO SOUTHBOUND TRAFFIC AND SOUTHBOUND THROUGH AND TURNING TRAFFIC SHALL BE MAINTAINED ON THE SOUTHBOUND LEFT-TURN LANE.
 - B4.6.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - B5. FINAL PHASE
 - B5.1. THE REMAINING PORTIONS OF THE ADA IMPROVEMENTS AT RICHTON SQUARE ROAD AND SAUK TRAIL ARE TO BE COMPLETED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, TRAFFIC SIGNAL DETECTOR LOOPS, PAVEMENT MARKING, AND LANDSCAPING.
 - B5.2. THE NORTHBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON LANES USING IDOT TRAFFIC CONTROL STANDARD FOR DAYTIME LANE CLOSURES.
 - B5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C. SEQUENCE OF CONSTRUCTION - RICHTON ROAD AT SAUK TRAIL**
- C1. TRAFFIC SIGNAL PRE-PHASE
 - C1.1. TRAFFIC SIGNAL IMPROVEMENTS, LESS LOOP DETECTORS, ARE TO BE CONSTRUCTED.
 - C1.2. TRAFFIC SHALL BE MAINTAINED ON LANES. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - C1.3. CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
 - C2. PHASE 1
 - C2.1. THE ADA IMPROVEMENT ARE TO BE CONSTRUCTED IN THE WESTBOUND THROUGH/RIGHT-TURN LANE AND THE OUTSIDE THROUGH LANE OF SAUK TRAIL. ADA IMPROVEMENTS CONSTRUCTED IN PHASES 1A, 1B, AND 1C SHALL INCLUDE, BUT ARE NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
 - C2.2. ON SAUK TRAIL THE WESTBOUND THROUGH/RIGHT-TURN LANE SHALL BE CLOSED TO TRAFFIC AND WESTBOUND TRAFFIC SHALL BE MAINTAINED ON THE WESTBOUND INSIDE AND OUTSIDE THROUGH LANES.
 - C2.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - C2.4. PHASE 1A
 - C2.4.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN NORTHEAST AND NORTHWEST QUADRANTS INCLUDING THE SAUK TRAIL THROUGH/RIGHT-TURN AND WESTBOUND OUTSIDE THROUGH LANE AND THE RICHTON ROAD TWO EASTERNMOST LANES.
 - C2.4.2. ON RICHTON ROAD THE TWO EASTERNMOST LANES SHALL BE CLOSED TO TRAFFIC AND NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON WESTERNMOST NORTHBOUND LANES.
 - C2.4.3. ON SAUK TRAIL THE WESTBOUND OUTSIDE THROUGH LANE SHALL BE CLOSED TO TRAFFIC AND THE WESTBOUND THROUGH TRAFFIC SHALL BE MAINTAINED ON THE WESTBOUND INSIDE THROUGH LANE.
 - C2.4.4. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
 - C2.5. PHASE 1B
 - C2.5.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE NORTHEAST AND NORTHWEST QUADRANTS INCLUDING THE SAUK TRAIL THROUGH/RIGHT-TURN LANE AND THE RICHTON ROAD TWO WESTERNMOST LANES.
 - C2.5.2. ON RICHTON ROAD THE TWO WESTERNMOST LANES SHALL BE CLOSED TO TRAFFIC AND NORTHBOUND TRAFFIC SHALL BE MAINTAINED ON EASTERNMOST NORTHBOUND LANE.

- C2.5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C3. PHASE 2
- C3.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE INSIDE THROUGH LANES AND MEDIAN OF SAUK TRAIL.
- C3.2. ON SAUK TRAIL THE INSIDE THROUGH LANES SHALL BE CLOSED TO TRAFFIC AND TRAFFIC SHALL BE MAINTAINED ON THE OUTSIDE THROUGH LANES. EASTBOUND AND WESTBOUND LEFT-TURN LANES SHALL BE PROVIDED.
- C3.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C3.4. PHASE 2A
- C3.4.1. THE PORTION OF THE ADA IMPROVEMENTS ADJACENT TO THE WESTBOUND THROUGH LANE ARE TO BE CONSTRUCTED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
- C3.4.2. THE WESTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE WESTBOUND LEFT-TURN LANE. THE EASTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE EASTBOUND INSIDE THROUGH LANE.
- C3.4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C3.5. PHASE 2B
- C3.5.1. THE PORTION OF THE ADA IMPROVEMENTS ADJACENT TO THE EASTBOUND THROUGH LANE ARE TO BE CONSTRUCTED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, MEDIAN ISLAND, CONCRETE CROSSWALK, CONCRETE SIDEWALK, AND PAVEMENT SURFACE.
- C3.5.2. THE EASTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE EASTBOUND LEFT-TURN LANE. THE WESTBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON THE WESTBOUND INSIDE THROUGH LANE.
- C3.5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C4. PHASE 3
- C4.1. THE ADA IMPROVEMENTS ARE TO BE CONSTRUCTED IN THE SOUTHEAST AND SOUTHWEST QUADRANTS, INCLUDING THE OUTSIDE EASTBOUND THROUGH LANE OF SAUK TRAIL. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, REMOVALS AND ADJUSTMENTS, DRAINAGE MODIFICATIONS, CURB AND GUTTER, CONCRETE CROSSWALK, CONCRETE SIDEWALK, LANDSCAPE RESTORATION, AND PAVEMENT SURFACE.
- C4.2. ON SAUK TRAIL THE OUTSIDE THROUGH LANES SHALL BE CLOSED TO TRAFFIC AND TRAFFIC SHALL BE MAINTAINED ON THE INSIDE THROUGH LANES.
- C4.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."
- C5. FINAL PHASE
- C5.1. THE REMAINING PORTIONS OF THE ADA IMPROVEMENT AT RICHTON SQUARE ROAD AND SAUK TRAIL ARE TO BE COMPLETED. THIS WORK SHALL INCLUDE, BUT IS NOT LIMITED TO, MAINTENANCE OF TRAFFIC, TEMPORARY EROSION AND SEDIMENT CONTROL, TRAFFIC SIGNAL DETECTOR LOOPS, PAVEMENT MARKING, AND LANDSCAPING.
- C5.2. THE NORTHBOUND LEFT TURNING TRAFFIC SHALL BE MAINTAINED ON LANES USING IDOT TRAFFIC CONTROL STANDARD FOR DAYTIME LANE CLOSURES.
- C5.3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED PER THE SECTION OF THESE NOTES TITLED "PEDESTRIAN MAINTENANCE OF TRAFFIC."

TRAFFIC CONTROL TAPER RATES

SPEED (MPH)	TAPER RATE	
	LANE MERGE	LANE SHIFT
25	11:1	6:1
30	15:1	8:1
35	21:1	11:1
40	27:1	14:1
45	45:1	23:1

TRAFFIC CONTROL CONES, DRUM, BARRICADE SPACING

TAPERS	20' SPACING
TANGENT	25' SPACING FOR THE FIRST 250', 50' SPACING AFTER THE FIRST 250'
CURVES/ RADII	10' SPACING

TRAFFIC CONTROL SPEED LIMITS

TRAFFIC CONTROL SHALL BE PROVIDED FOR THE POSTED SPEED LIMITS.

1. POSTED 45 MPH
 - a. GOVERNORS HIGHWAY
2. POSTED 40 MPH
 - a. SAUK TRAIL WEST OF GOVERNORS HIGHWAY
3. POSTED 30 MPH
 - a. SAUK TRAIL EAST OF GOVERNORS HIGHWAY
 - b. KARLOV AVENUE SOUTH OF SAUK TRAIL
 - c. RICHTON ROAD
 - d. RICHTON SQUARE ROAD
4. POSTED 25 MPH
 - a. KARLOV AVENUE NORTH OF SAUK TRAIL

FILE NAME = R0138258-MOT NARRATIVE.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC NARRATIVE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -						*	15-00059-00-SW	COOK	68	16
	PLOT DATE = 5/4/2018 5:34 PM	CHECKED - --	REVISED -		*1632/3778				CONTRACT NO. 61E56				
		DATE - --	REVISED -		SCALE: NONE	SHEET NO. 1 OF 19 SHEETS	STA. TO STA.	FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT					



DETOUR ROUTE LEGEND

- DETOUR ROUTE

- SN1 SAUK TRAIL TURNS AT NORTHBOUND GOVERNORS HIGHWAY
DETOUR ROUTE 1
- SN2 SAUK TRAIL TURNS AT NORTHBOUND GOVERNORS HIGHWAY
DETOUR ROUTE 2
- SS1 SAUK TRAIL AT SOUTHBOUND GOVERNORS HIGHWAY
DETOUR ROUTE 1
- SS2 SAUK TRAIL AT SOUTHBOUND GOVERNORS HIGHWAY
DETOUR ROUTE 2
- GE1 GOVERNORS HIGHWAY TURNS AT EASTBOUND SAUK TRAIL
DETOUR ROUTE 1
- GE2 GOVERNORS HIGHWAY TURNS AT EASTBOUND SAUK TRAIL
DETOUR ROUTE 2
- GW1 GOVERNORS HIGHWAY TURNS AT WESTBOUND SAUK TRAIL
DETOUR ROUTE 1
- GW2 GOVERNORS HIGHWAY TURNS AT WESTBOUND SAUK TRAIL
DETOUR ROUTE 2

- DETOUR SIGN
(SEE DETOUR ROUTE MARKER ASSEMBLIES SHEET)

- DIRECTION OF DETOUR
- DETOUR ROUTE MARKER ASSEMBLY AS INDICATED

FILE NAME =	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

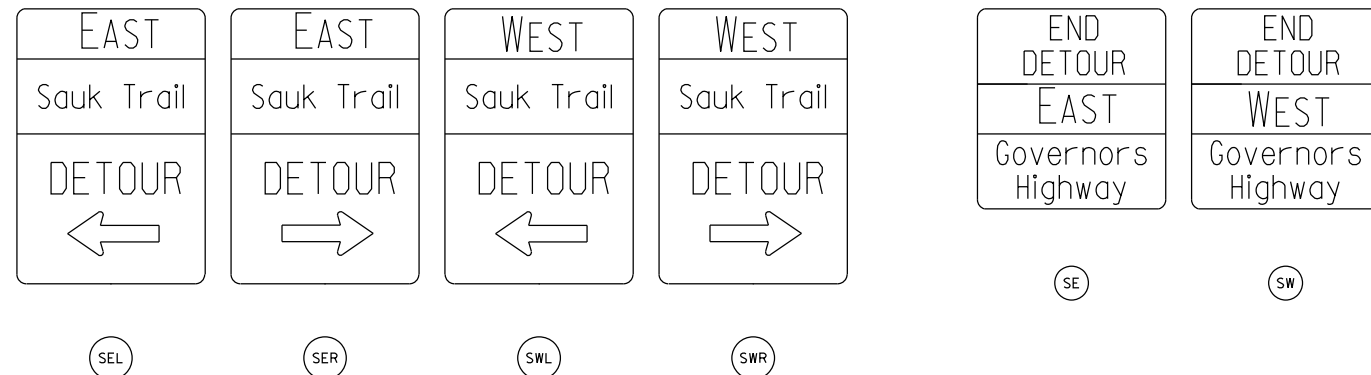
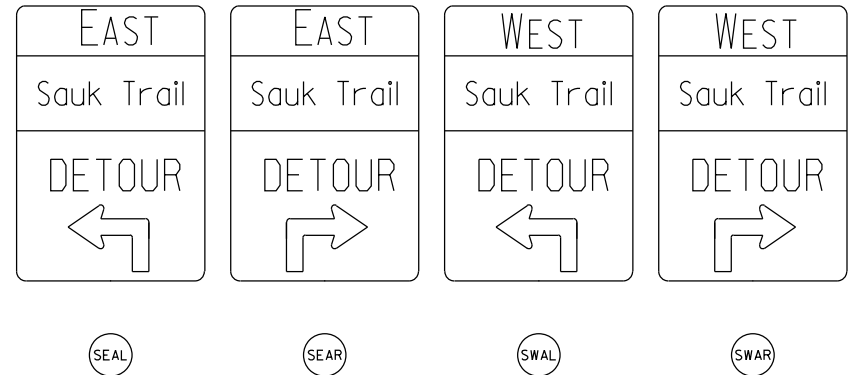
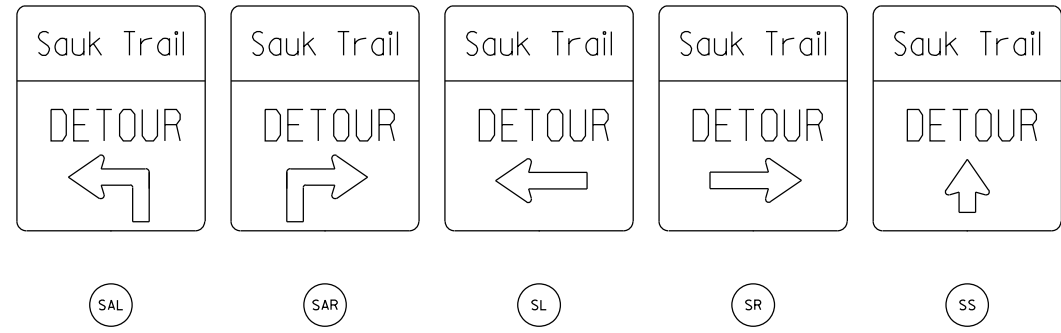
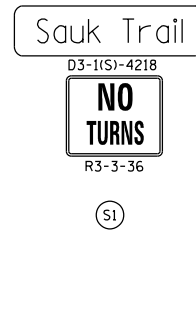
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR
GOVERNORS HIGHWAY AND SAUK TRAIL**

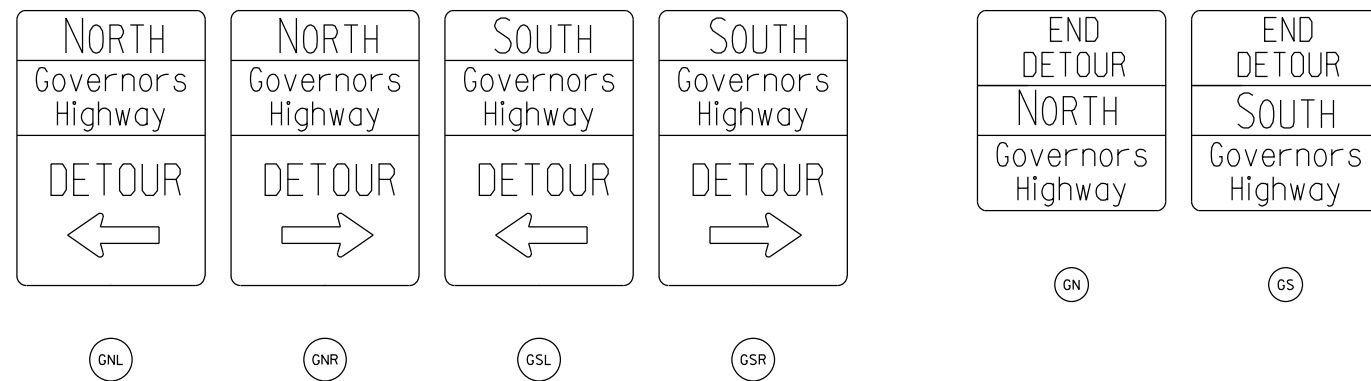
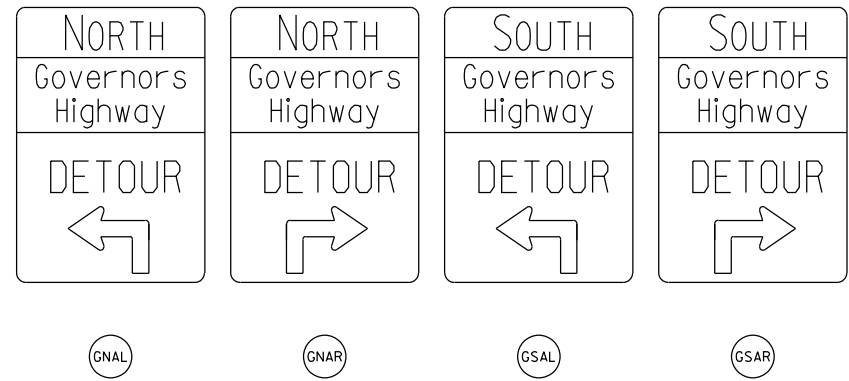
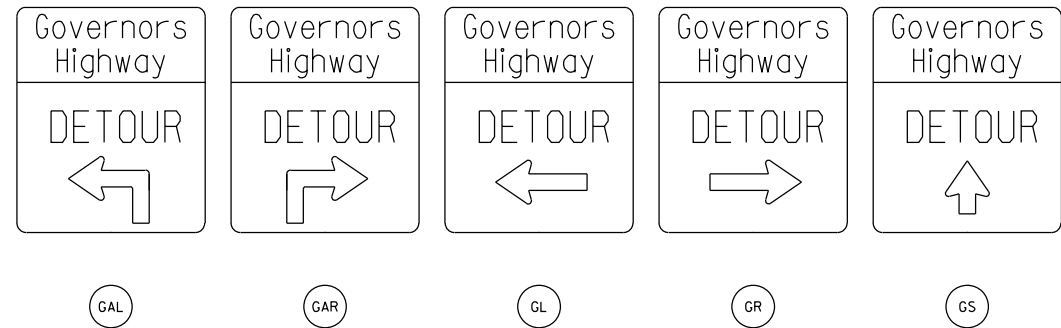
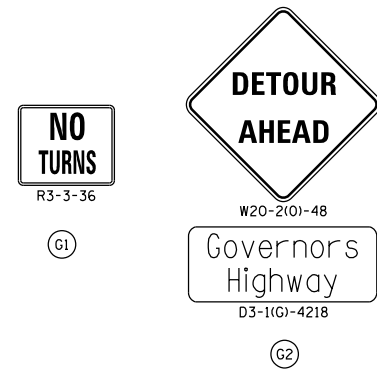
SCALE: NONE SHEET 2 OF SHEET 19 STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	17
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

SAUK TRAIL DETOUR ROUTE MARKERS ASSEMBLIES



GOVERNORS HIGHWAY DETOUR ROUTE MARKERS ASSEMBLIES



LEGEND
 DETOUR SIGN

FILE NAME =	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

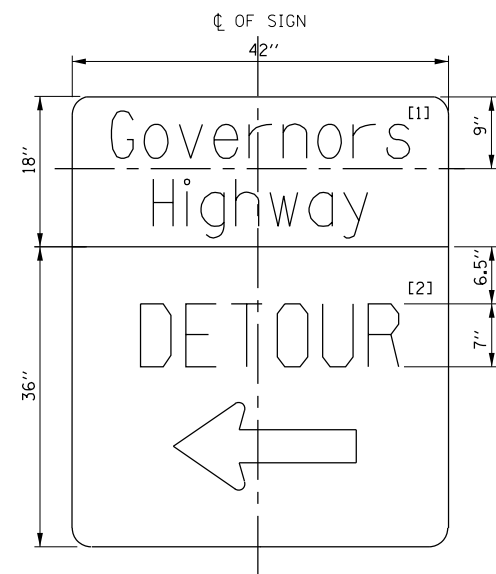
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE MARKERS ASSEMBLIES
 GOVERNORS HIGHWAY AND SAUK TRAIL

SCALE: NONE SHEET 3 OF SHEET 19 STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	18
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

M4-9 DETOUR WITH ARROW DETAILS



(GOVERNORS HIGHWAY WITH LEFT ARROW IS SHOWN)

[1] STREET NAME DETAILS

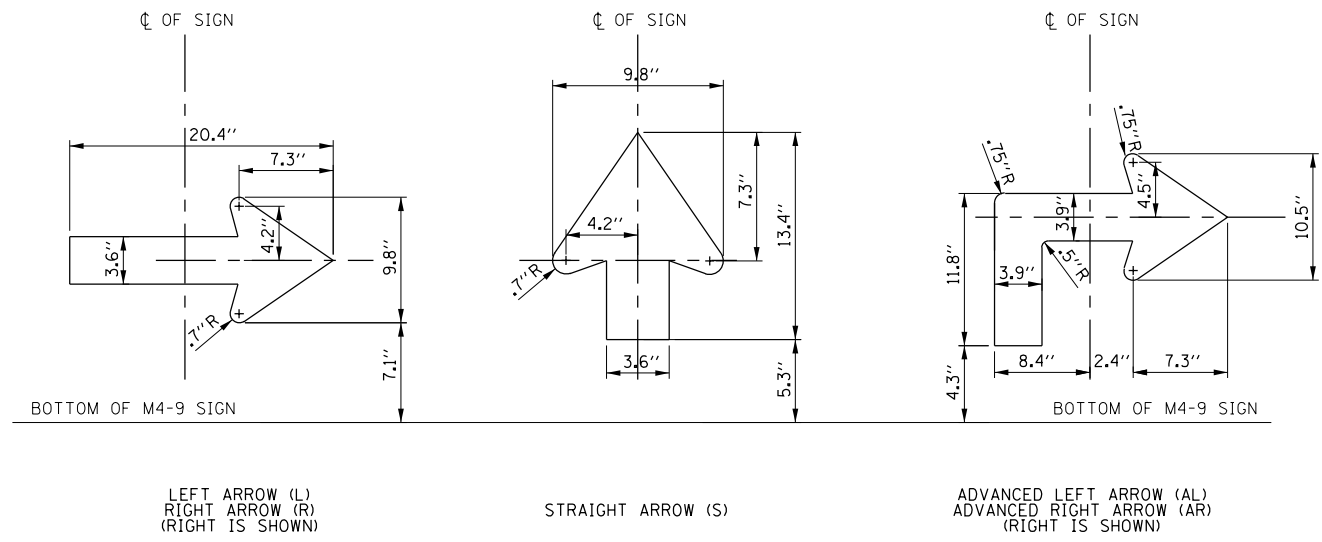
G	o	v	e	r	n	o	r	s										
3.09	4.08	0.96	3.66	0.48	4.26	0.48	3.54	0.84	2.28	0.72	3.54	0.90	3.66	0.96	2.28	0.36	2.82	3.09
H	i	g	h	w	a	y												
4.95	4.08	1.32	0.96	0.96	3.60	1.20	3.54	0.66	6.78	0.42	3.42	0.66	4.50	4.95				



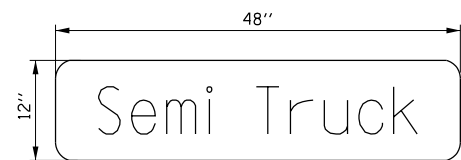
S	a	u	k	T	r	a	i	l										
1.86	4.08	0.60	3.42	1.08	3.54	1.20	3.84	6.00	3.72	0.78	2.28	0.66	3.42	0.96	0.96	0.78	0.96	1.86



[2] ARROW DETAILS

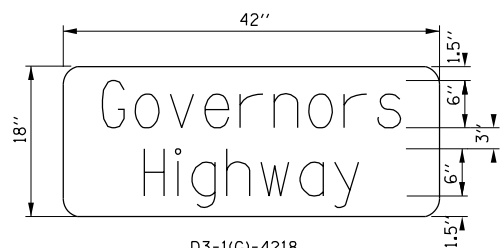


SIGN DETAILS



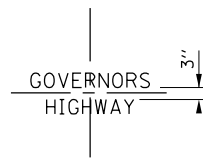
M4-4(S)-4812

S	e	m	i	T	r	u	c	k										
2.4	4.08	0.60	3.54	0.84	5.94	1.14	0.96	6.00	3.72	0.78	2.28	0.66	3.54	0.96	3.54	0.78	3.84	2.4



D3-1(G)-4218

G	o	v	e	r	n	o	r	s										
3.09	4.08	0.96	3.66	0.48	4.26	0.48	3.54	0.84	2.28	0.72	3.54	0.90	3.66	0.96	2.28	0.36	2.82	3.09
H	i	g	h	w	a	y												
4.95	4.08	1.32	0.96	0.96	3.60	1.20	3.54	0.66	6.78	0.42	3.42	0.66	4.50	4.95				



D3-1(S)-4218

S	a	u	k	T	r	a	i	l										
1.86	4.08	0.60	3.42	1.08	3.54	1.20	3.84	6.00	3.72	0.78	2.28	0.66	3.42	0.96	0.96	0.78	0.96	1.86



NOTE:

- THE FOLLOWING CHARACTERISTICS ARE TO BE USED FOR GOVERNORS HIGHWAY, SAUK TRAIL AND SEMI TRUCK WORDS.

FONT: D
UPPER-CASE LETTER HEIGHT: 6"
- SEE DETOUR ROUTE MARKERS ASSEMBLIES SHEET FOR M4-9 LEGEND COMBINATIONS.
- BLACK LEGEND AND BORDER ON ORANGE BACKGROUND.

FILE NAME =	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
SIGN DETAILS

SCALE: NONE SHEET 4 OF SHEET 19 STA. TO STA.

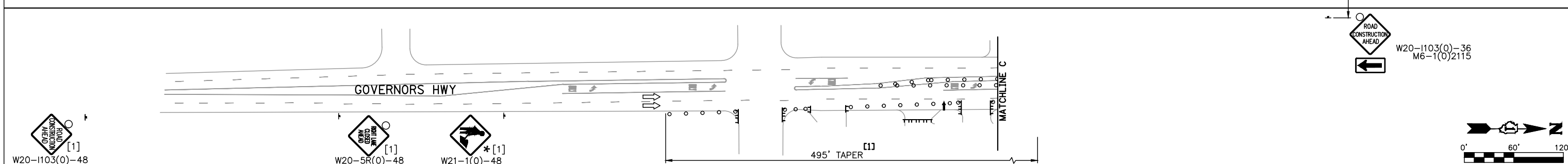
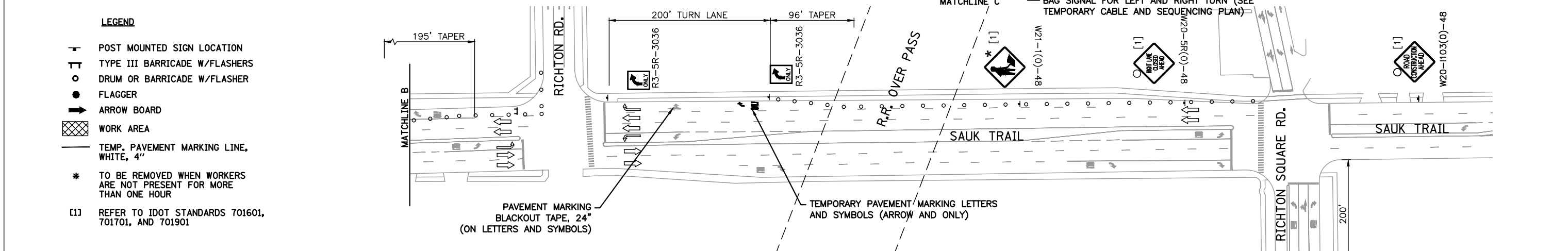
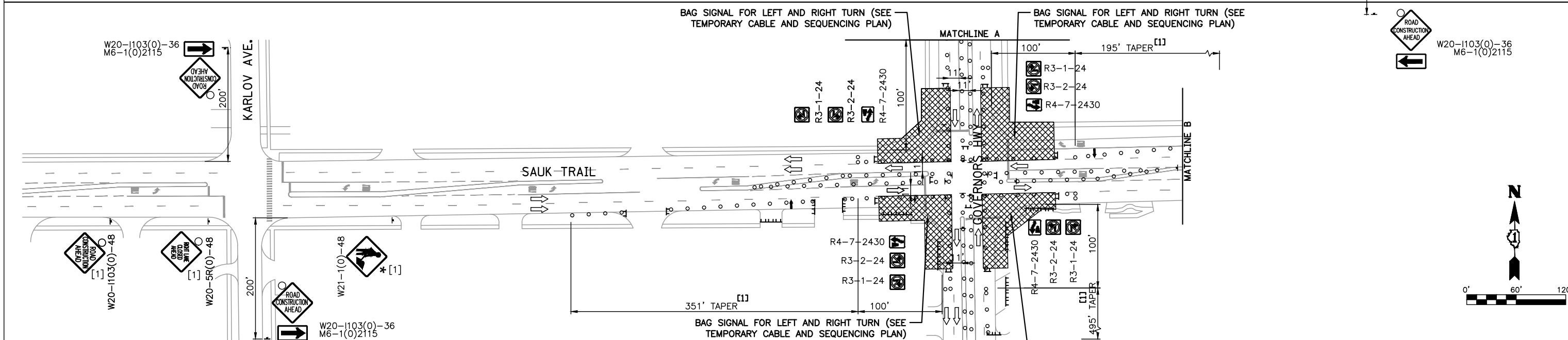
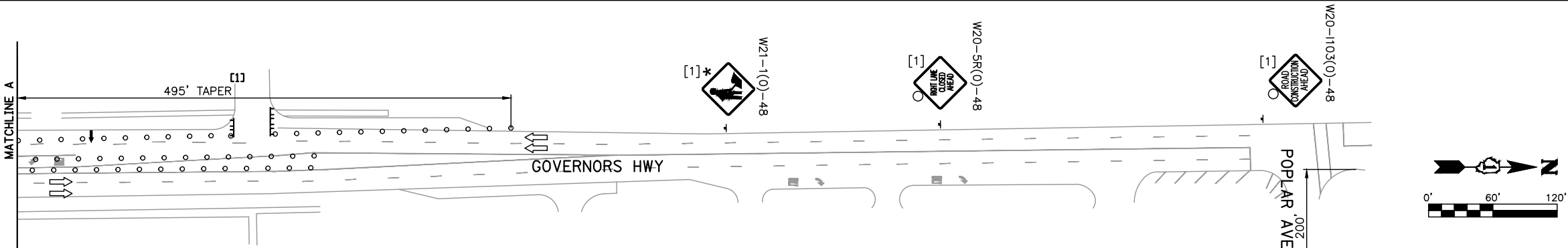
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	19
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC NOTES - PHASE 1

ON GOVERNORS HIGHWAY THE PROPOSED CROSSWALK/ SIDEWALK WORK SHALL BE COMPLETED WITHOUT USING LONG-TERM PERMANENT LANE CLOSURES. IDOT STANDARDS 701601, 701701, AND 701901 AND IDOT DISTRICT 1 STANDARD TC-14, AS APPLICABLE, SHALL BE FOLLOWED TO STAGE LANE CLOSURES. THE STAGING SHOWN ON GOVERNORS HIGHWAY IS FOR REFERENCE TO ILLUSTRATE HOW THE APPROPRIATE IDOT STANDARDS AND IDOT DISTRICT 1 STANDARD MAY BE APPLIED.

WHEN OPEN EXCAVATION IS TO REMAIN IN THE LANE OVERNIGHT AT GOVERNORS HIGHWAY, THE TRENCH SHALL BE BACKFILLED TO THE REQUIRED HEIGHT AND STEEL PLATING USED TO COVER THE TRENCH AND THE LANE SHALL BE OPEN TO TRAFFIC OVERNIGHT.

THE LANE WHERE THE STAMPED CONCRETE SIDEWALK IS PLACED MAY REMAIN CLOSED OVERNIGHT FOR A PERIOD OF THREE DAYS UNTIL THE STAMPED CONCRETE IS CURED OR AS DIRECTED BY THE ENGINEER.



- LEGEND**
- ↑ POST MOUNTED SIGN LOCATION
 - ⊥ TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ARROW BOARD
 - ▨ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR
 - [1] REFER TO IDOT STANDARDS 701601, 701701, AND 701901

FILE NAME = R0138258-MOT.GLDWG
 USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 5:35 PM

DESIGNED -	TSIANIS	REVISED -	
DRAWN -	BBUTTERFIELD	REVISED -	
CHECKED -		REVISED -	
DATE -		REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
 GOVERNORS HIGHWAY - PHASE 1
 SCALE: 1" = 60' SHEET NO. 5 OF 19 SHEETS STA. TO STA.

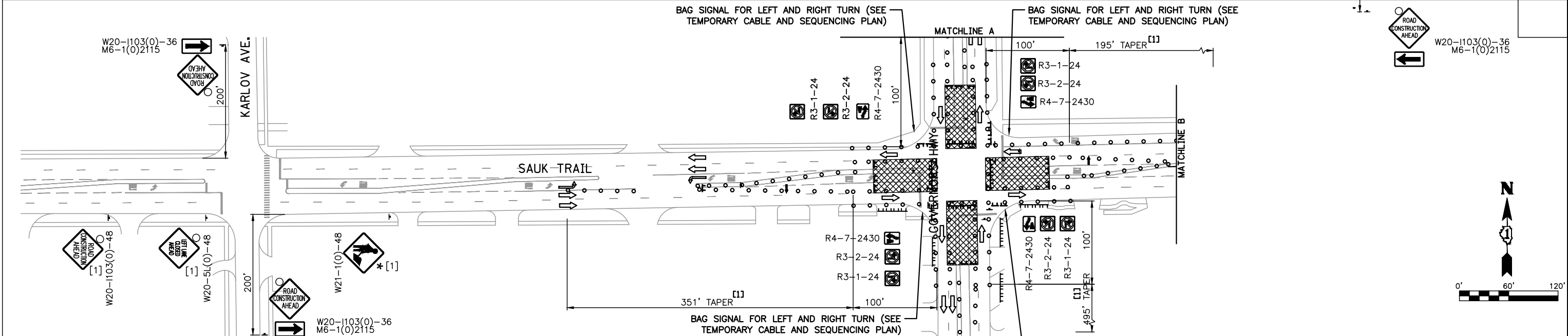
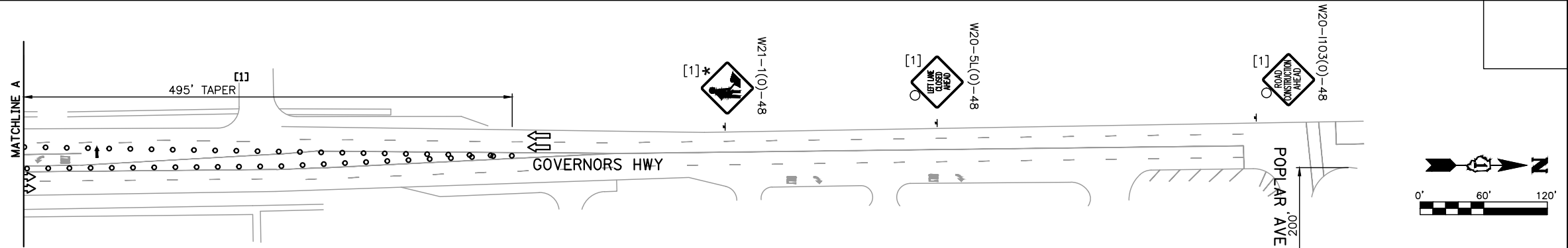
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	20
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC NOTES - PHASE 2

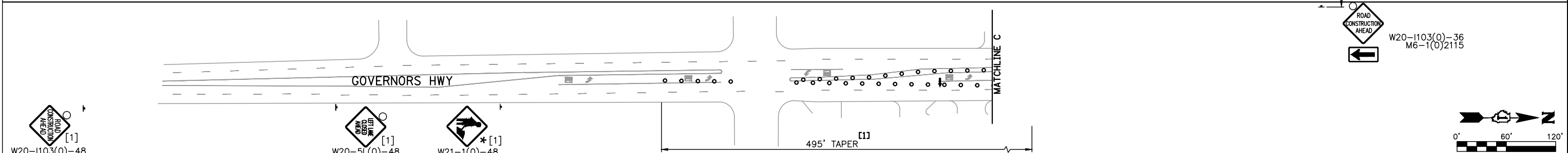
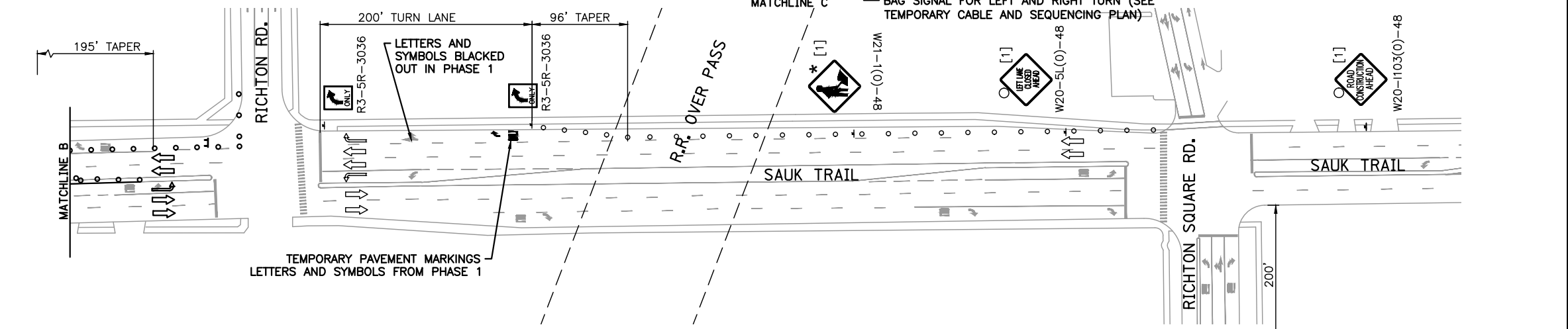
ON GOVERNORS HIGHWAY THE PROPOSED CROSSWALK/ SIDEWALK WORK SHALL BE COMPLETED WITHOUT USING LONG-TERM PERMANENT LANE CLOSURES. IDOT STANDARDS 701601, 701701, AND 701901 AND IDOT DISTRICT 1 STANDARD TC-14, AS APPLICABLE, SHALL BE FOLLOWED TO STAGE LANE CLOSURES. THE STAGING SHOWN ON GOVERNORS HIGHWAY IS FOR REFERENCE TO ILLUSTRATE HOW THE APPROPRIATE IDOT STANDARDS AND IDOT DISTRICT 1 STANDARD MAY BE APPLIED.

WHEN OPEN EXCAVATION IS TO REMAIN IN THE LANE OVERNIGHT AT GOVERNORS HIGHWAY, THE TRENCH SHALL BE BACKFILLED TO THE REQUIRED HEIGHT AND STEEL PLATING USED TO COVER THE TRENCH AND THE LANE SHALL BE OPEN TO TRAFFIC OVERNIGHT.

THE LANE WHERE THE STAMPED CONCRETE SIDEWALK IS PLACED MAY REMAIN CLOSED OVERNIGHT FOR A PERIOD OF THREE DAYS UNTIL THE STAMPED CONCRETE IS CURED OR AS DIRECTED BY THE ENGINEER.



- LEGEND**
- † POST MOUNTED SIGN LOCATION
 - ⊥ TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ARROW BOARD
 - ▨ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR
 - [1] REFER TO IDOT STANDARDS 701601, 701701, AND 701901



FILE NAME = R0138258-MOT GHDWG

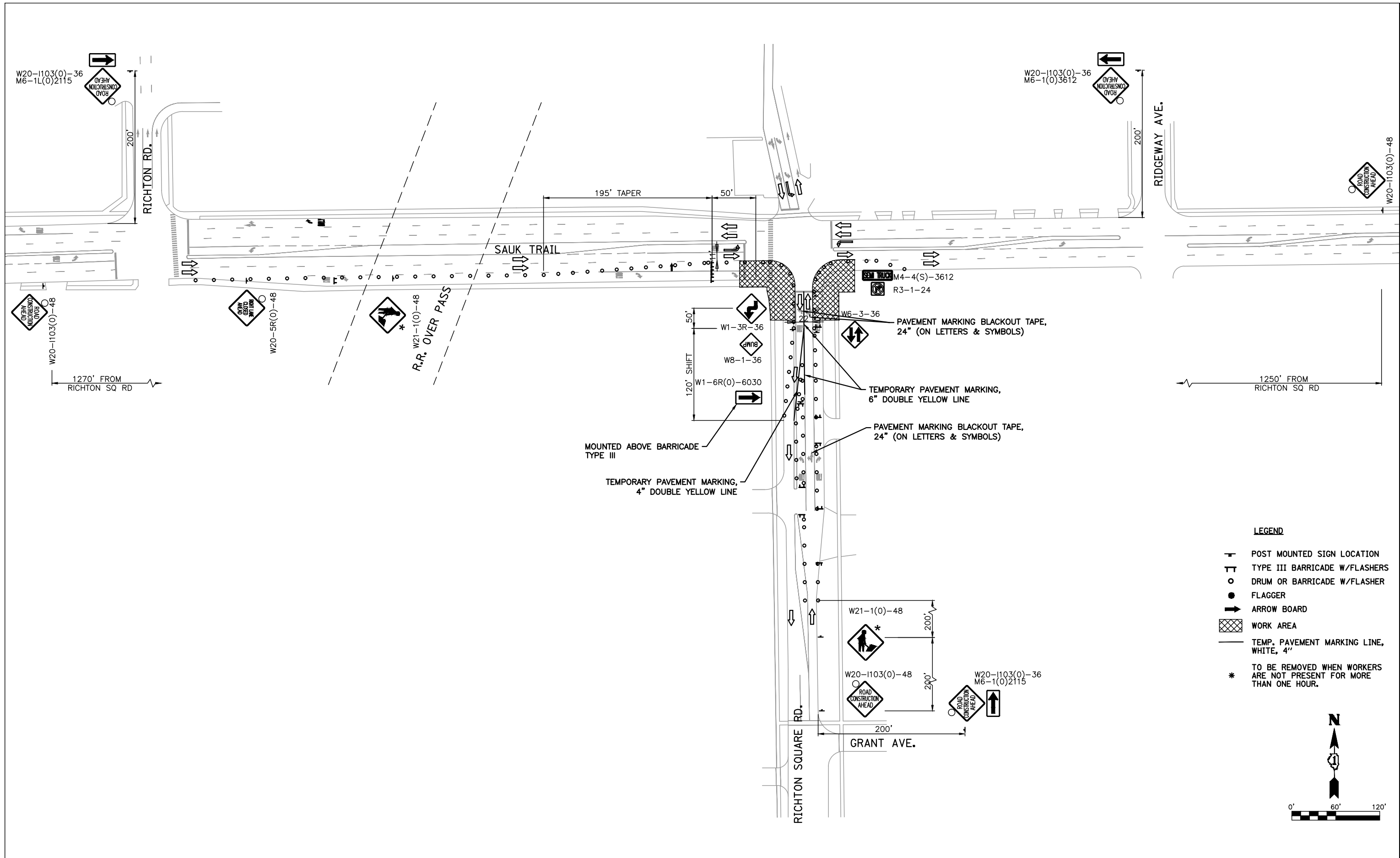
USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
DRAWN - BBUTTERFIELD	CHECKED -	REVISED -
PLOT SCALE = ----	DATE - -	REVISED -
PLOT DATE = 5/4/2018 5:35 PM		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

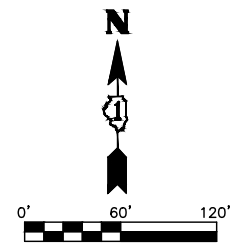
**MAINTENANCE OF TRAFFIC
GOVERNORS HIGHWAY - PHASE 2**

SCALE: 1" = 60' SHEET NO. 6 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	21
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



- LEGEND**
- ┆ POST MOUNTED SIGN LOCATION
 - TT TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ➔ ARROW BOARD
 - ▨ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138250-MOT RS.DWG
 USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 5:35 PM

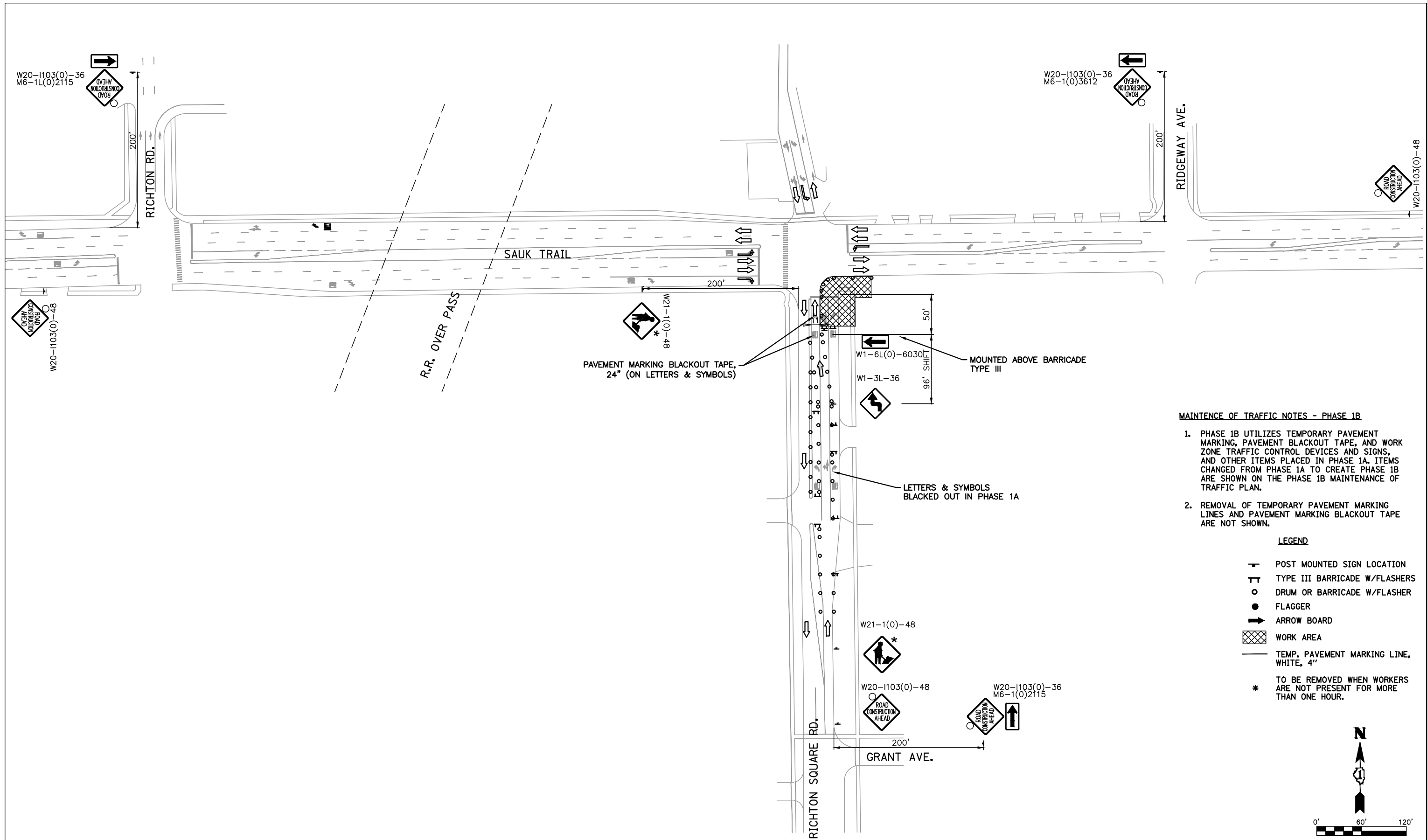
DESIGNED -	TSIANIS	REVISED -	
DRAWN -	BBUTTERFIELD	REVISED -	
CHECKED -		REVISED -	
DATE -		REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
 RICHTON SQUARE RD - PHASE 1A**

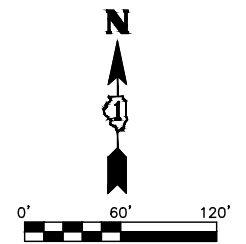
SCALE: 1" = 60' SHEET NO. 7 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

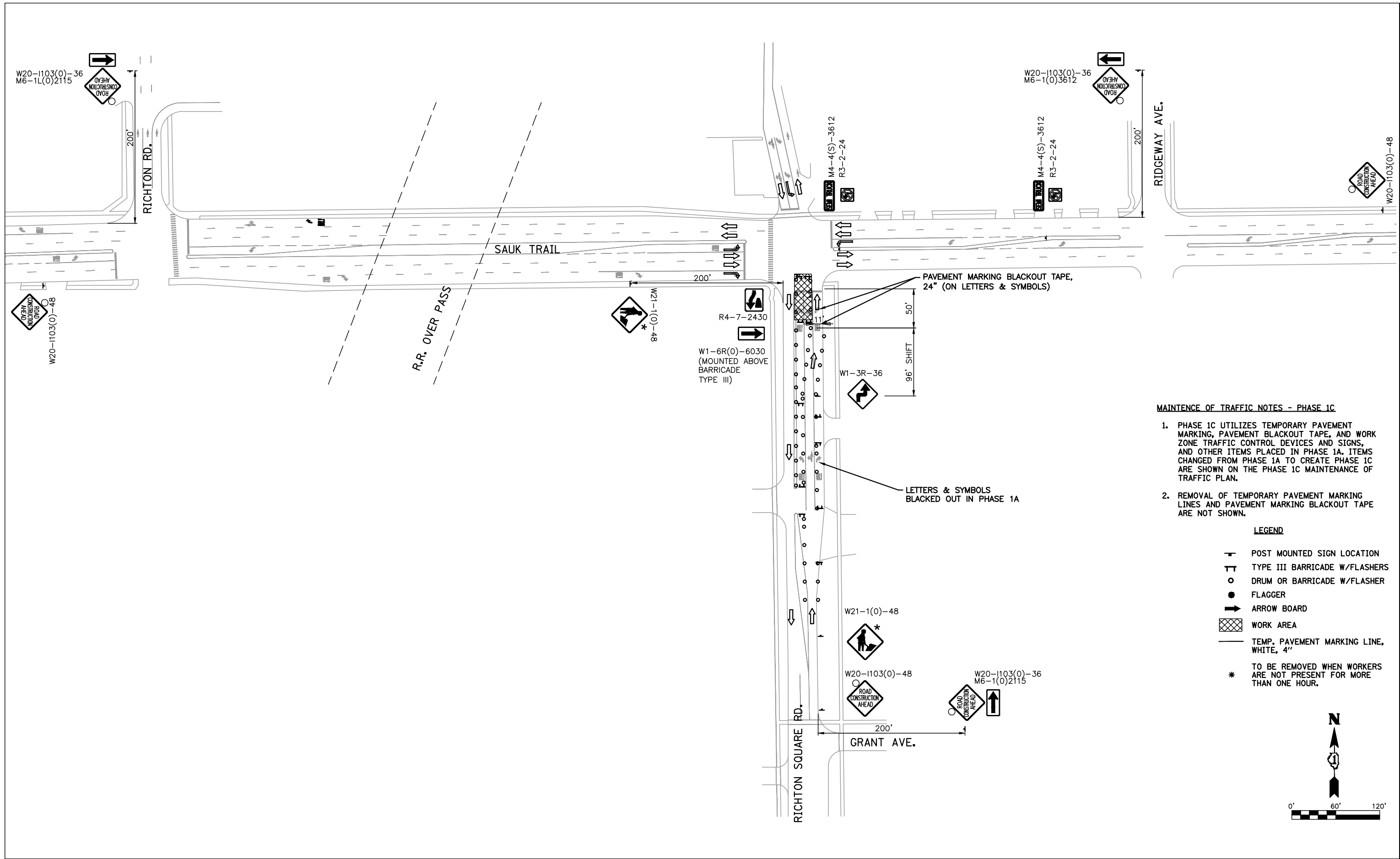


- MAINTENANCE OF TRAFFIC NOTES - PHASE 1B**
- PHASE 1B UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 1A. ITEMS CHANGED FROM PHASE 1A TO CREATE PHASE 1B ARE SHOWN ON THE PHASE 1B MAINTENANCE OF TRAFFIC PLAN.
 - REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

- LEGEND**
- POST MOUNTED SIGN LOCATION
 - TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ARROW BOARD
 - WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.

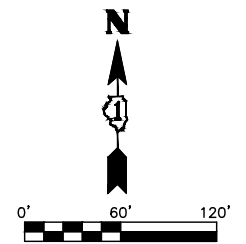


FILE NAME = R0138258-MOT RS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RICHTON SQUARE RD - PHASE 1B		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = ----	CHECKED - -	REVISED -		SCALE: 1" = 60'	SHEET NO. 8 OF 19 SHEETS	STA.	TO STA.	*1632/3778	COOK	68	23
	PLOT DATE = 5/4/2018 5:35 PM	DATE - -	REVISED -		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT		CONTRACT NO. 61E56					



- MAINTENANCE OF TRAFFIC NOTES - PHASE 1C**
- PHASE 1C UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 1A. ITEMS CHANGED FROM PHASE 1A TO CREATE PHASE 1C ARE SHOWN ON THE PHASE 1C MAINTENANCE OF TRAFFIC PLAN.
 - REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

- LEGEND**
- POST MOUNTED SIGN LOCATION
 - TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ARROW BOARD
 - WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138258-MOT RS.DWG
 USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 5:35 PM

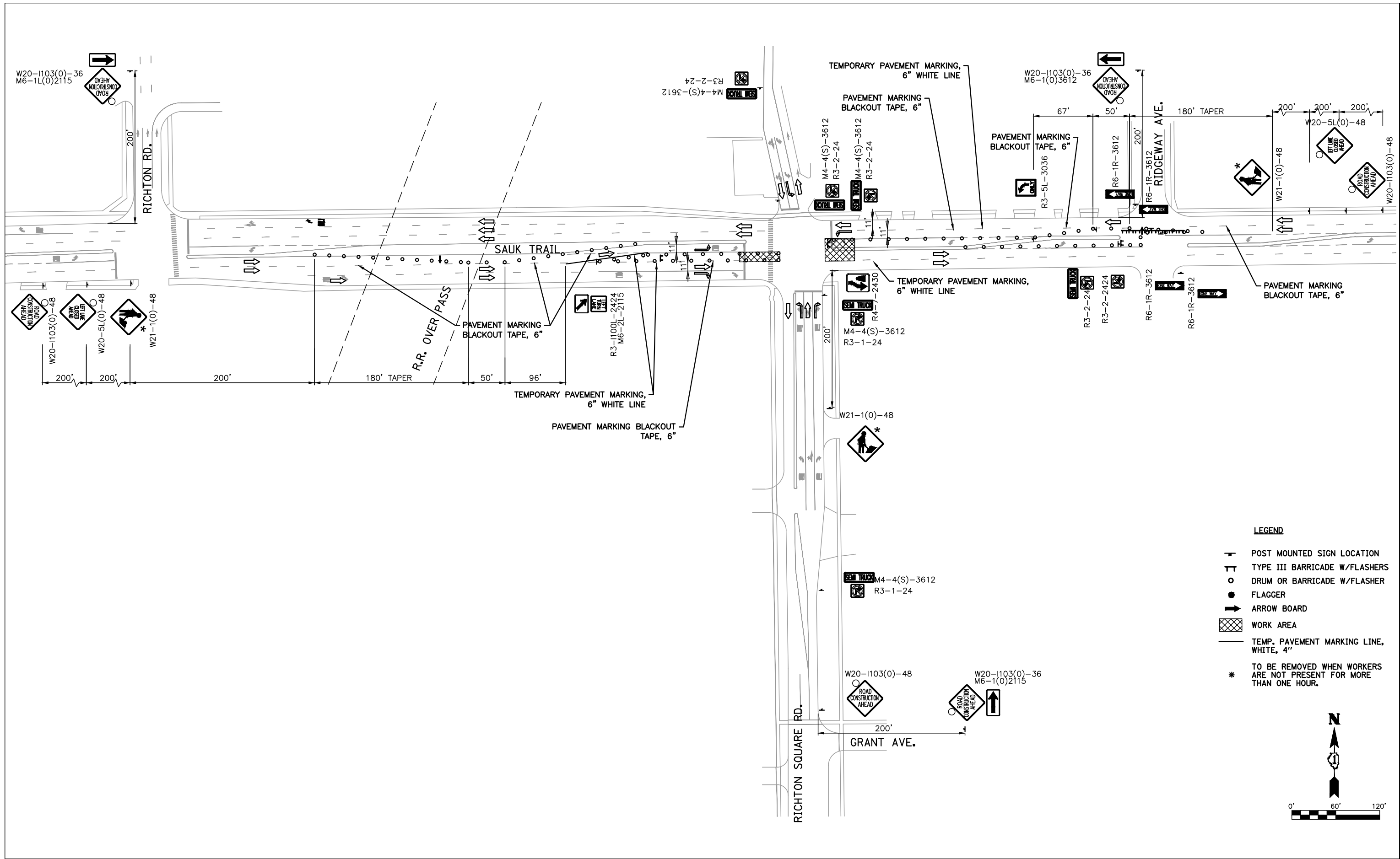
DESIGNED -	TSIANIS	REVISED -	
DRAWN -	BBUTTERFIELD	REVISED -	
CHECKED -	--	REVISED -	
DATE -	--	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

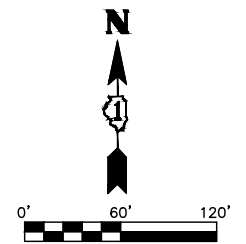
**MAINTENANCE OF TRAFFIC
RICHTON SQUARE RD - PHASE 1C**

SCALE: 1" = 60' SHEET NO. 9 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	24
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



- LEGEND**
- ⊥ POST MOUNTED SIGN LOCATION
 - ⊥⊥ TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ➔ ARROW BOARD
 - ▣ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



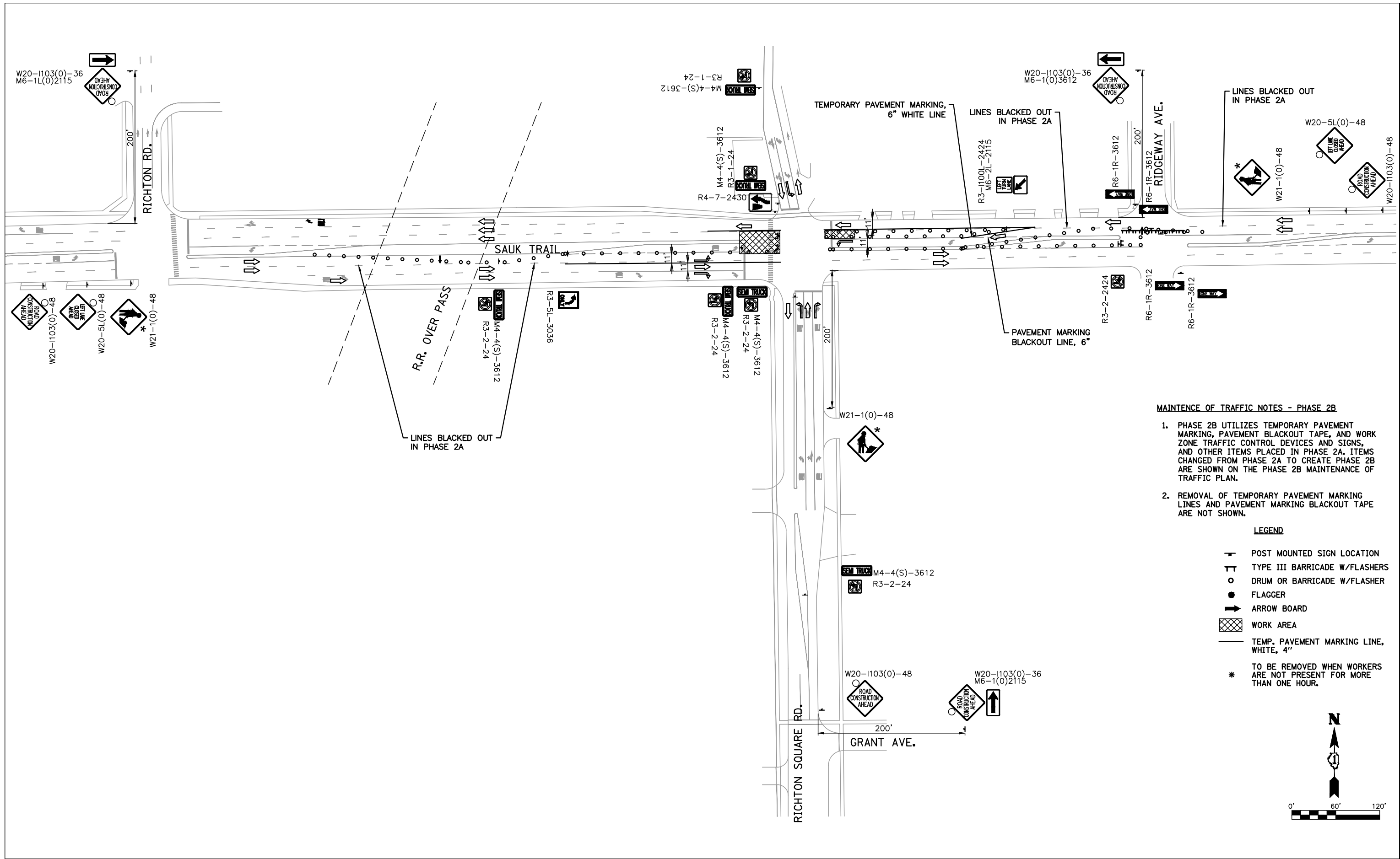
FILE NAME = R0138250-MOT RS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = ----			
PLOT DATE = 5/4/2018 5:35 PM			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
RICHTON SQUARE RD - PHASE 2A**

SCALE: 1" = 60' SHEET NO. 10 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	25
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

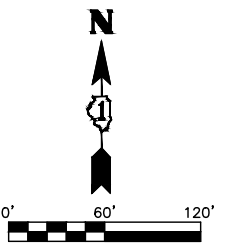


MAINTENANCE OF TRAFFIC NOTES - PHASE 2B

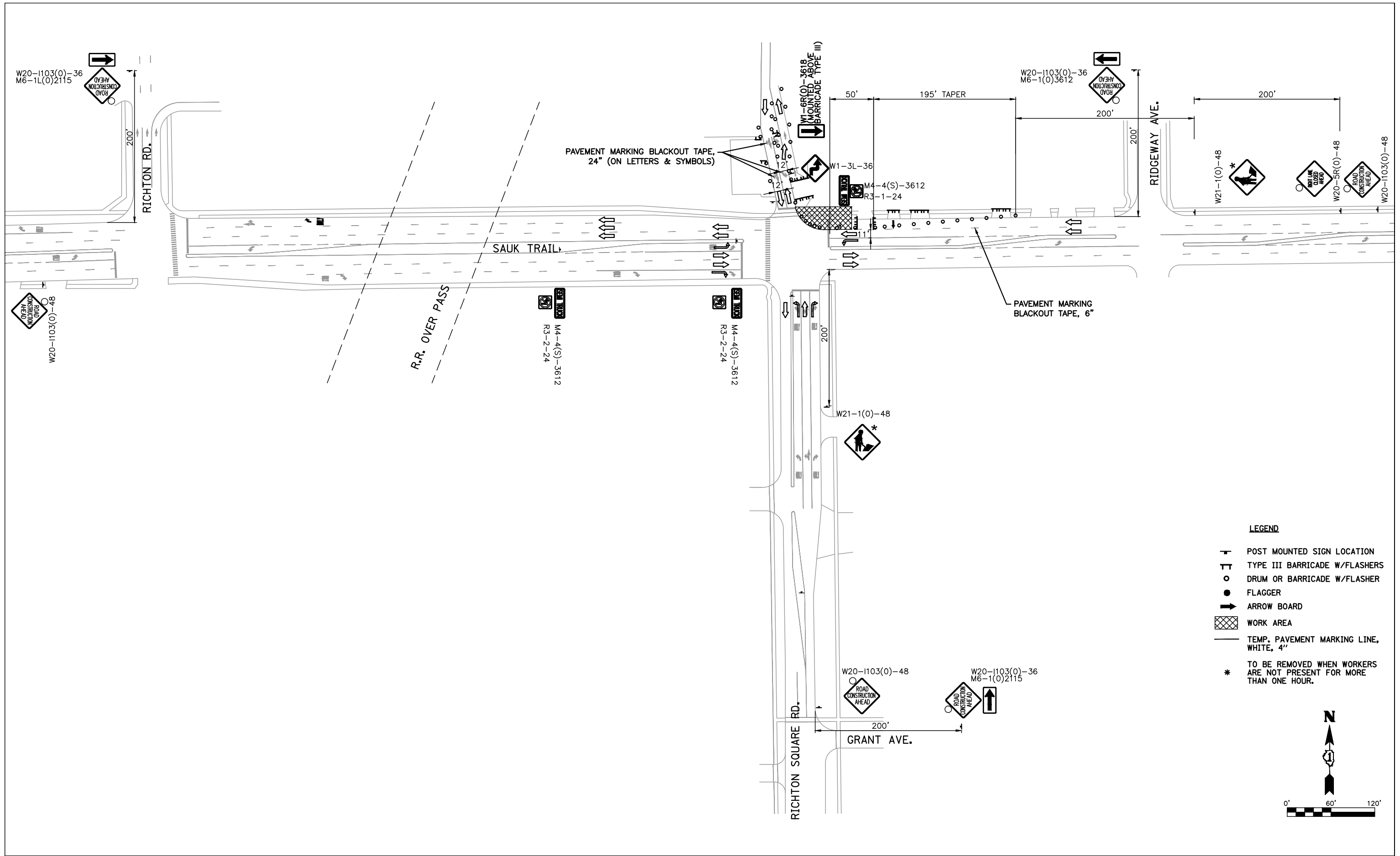
1. PHASE 2B UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 2A. ITEMS CHANGED FROM PHASE 2A TO CREATE PHASE 2B ARE SHOWN ON THE PHASE 2B MAINTENANCE OF TRAFFIC PLAN.
2. REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

LEGEND

- POST MOUNTED SIGN LOCATION
- TYPE III BARRICADE W/FLASHERS
- DRUM OR BARRICADE W/FLASHER
- FLAGGER
- ARROW BOARD
- WORK AREA
- TEMP. PAVEMENT MARKING LINE, WHITE, 4"
- * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138258-MOT RS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RICHTON SQUARE RD - PHASE 2B	F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 26	
		DRAWN - BBUTTERFIELD	REVISED -		SCALE: 1" = 60'	SHEET NO. 11 OF 19 SHEETS	STA.	TO STA.	CONTRACT NO. 61E56		
		CHECKED - -	REVISED -		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT						
		DATE - -	REVISED -								



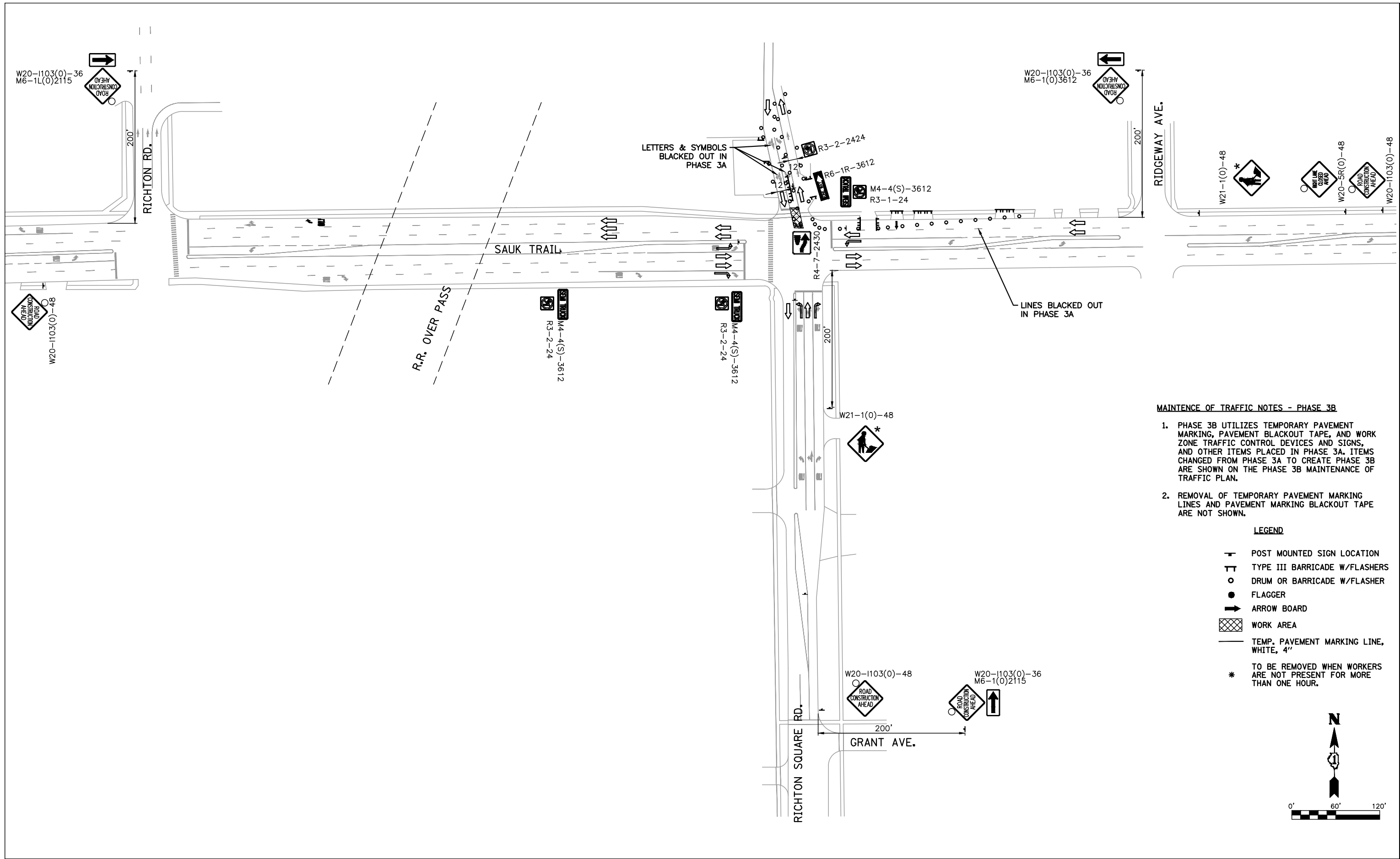
FILE NAME = R0138250-MOT RS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED - -	REVISED -
		DATE - -	REVISED -
	PLOT DATE = 5/4/2018 5:35 PM		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
RICHTON SQUARE RD - PHASE 3A**

SCALE: 1" = 60' SHEET NO. 12 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	27
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



MAINTENANCE OF TRAFFIC NOTES - PHASE 3B

1. PHASE 3B UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 3A. ITEMS CHANGED FROM PHASE 3A TO CREATE PHASE 3B ARE SHOWN ON THE PHASE 3B MAINTENANCE OF TRAFFIC PLAN.
2. REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

LEGEND

- ⊥ POST MOUNTED SIGN LOCATION
- ⊥⊥ TYPE III BARRICADE W/FLASHERS
- DRUM OR BARRICADE W/FLASHER
- FLAGGER
- ➔ ARROW BOARD
- ▨ WORK AREA
- PAVEMENT MARKING LINE, WHITE, 4"
- * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.

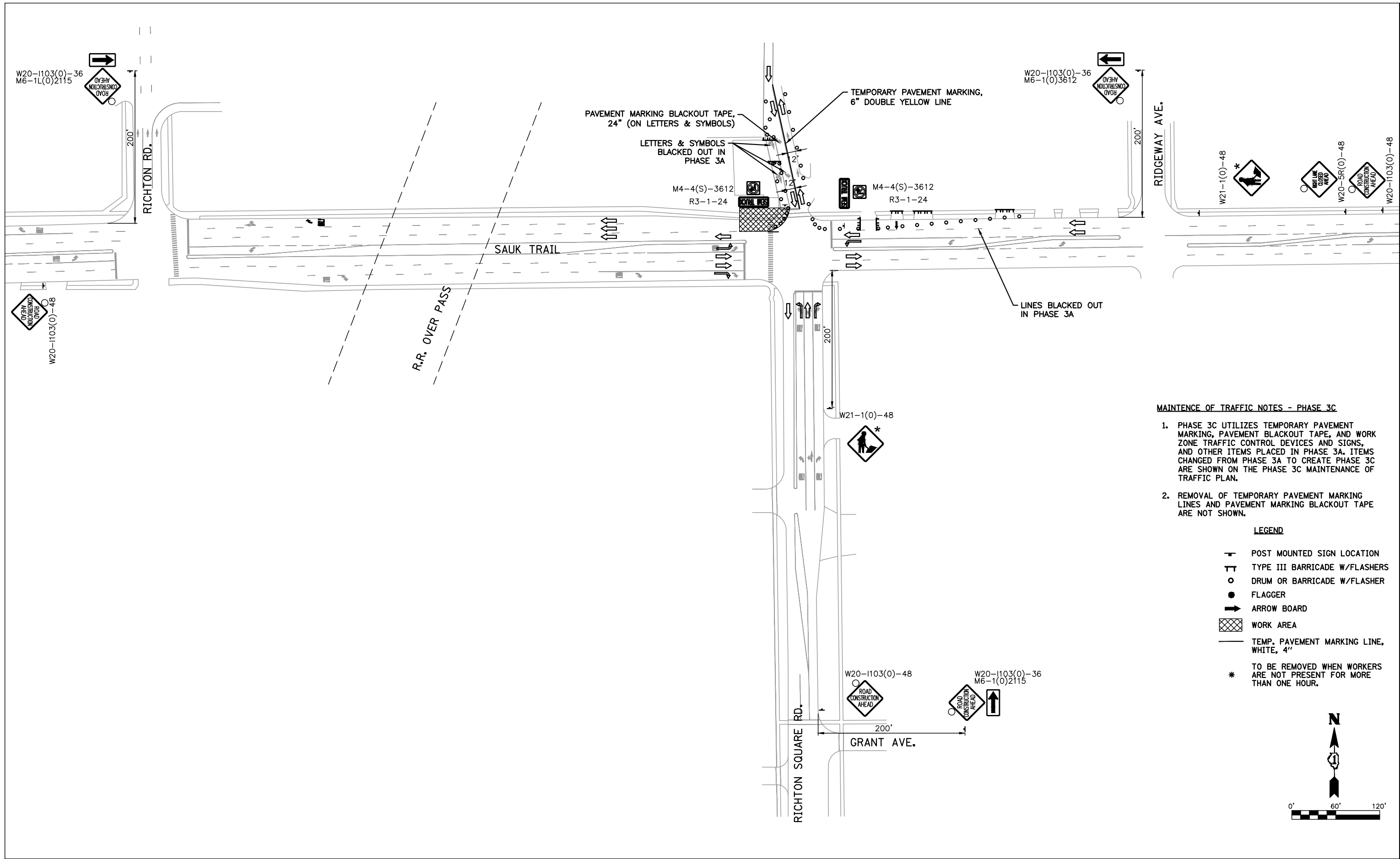
FILE NAME = R0138258-MOT RS.DWG

USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
	DRAWN - BBUTTERFIELD	REVISED -
PLOT SCALE = ----	CHECKED - -	REVISED -
PLOT DATE = 5/4/2018 5:35 PM	DATE - -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC RICHTON SQUARE RD - PHASE 3B		
SCALE: 1" = 60'	SHEET NO. 13 OF 19 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	28
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

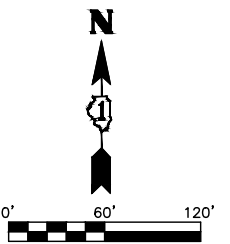


MAINTENANCE OF TRAFFIC NOTES - PHASE 3C

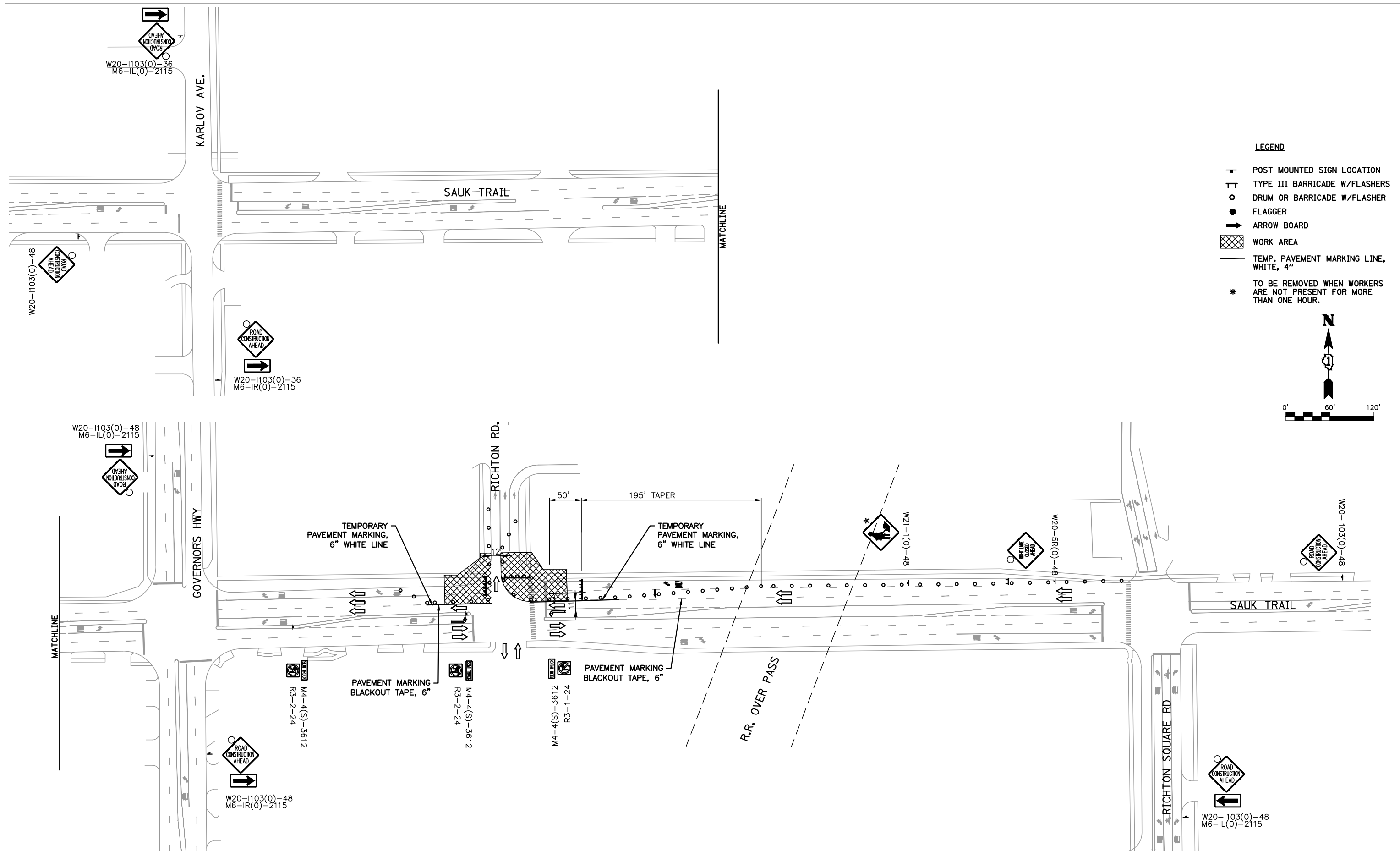
1. PHASE 3C UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 3A. ITEMS CHANGED FROM PHASE 3A TO CREATE PHASE 3C ARE SHOWN ON THE PHASE 3C MAINTENANCE OF TRAFFIC PLAN.
2. REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

LEGEND

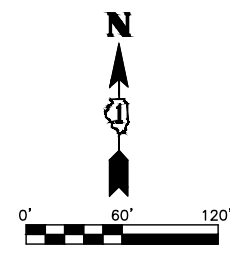
- T — POST MOUNTED SIGN LOCATION
- TT — TYPE III BARRICADE W/FLASHERS
- DRUM OR BARRICADE W/FLASHER
- FLAGGER
- ➔ ARROW BOARD
- ▣ WORK AREA
- PAVEMENT MARKING LINE, WHITE, 4"
- * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138250-MOT RS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RICHTON SQUARE RD - PHASE 3C	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - BBUTTERFIELD	REVISED -			*	15-00059-00-SW	COOK	68	29	
		CHECKED - -	REVISED -			*1632/3778 CONTRACT NO. 61E56					
		DATE - -	REVISED -			FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT					
PLOT DATE = 5/4/2018 5:35 PM				SCALE: 1" = 60' SHEET NO. 14 OF 19 SHEETS STA. TO STA.							



- LEGEND**
- ⊥ POST MOUNTED SIGN LOCATION
 - ⊥⊥ TYPE III BARRICADE W/FLASHERS
 - DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ➔ ARROW BOARD
 - ▨ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.











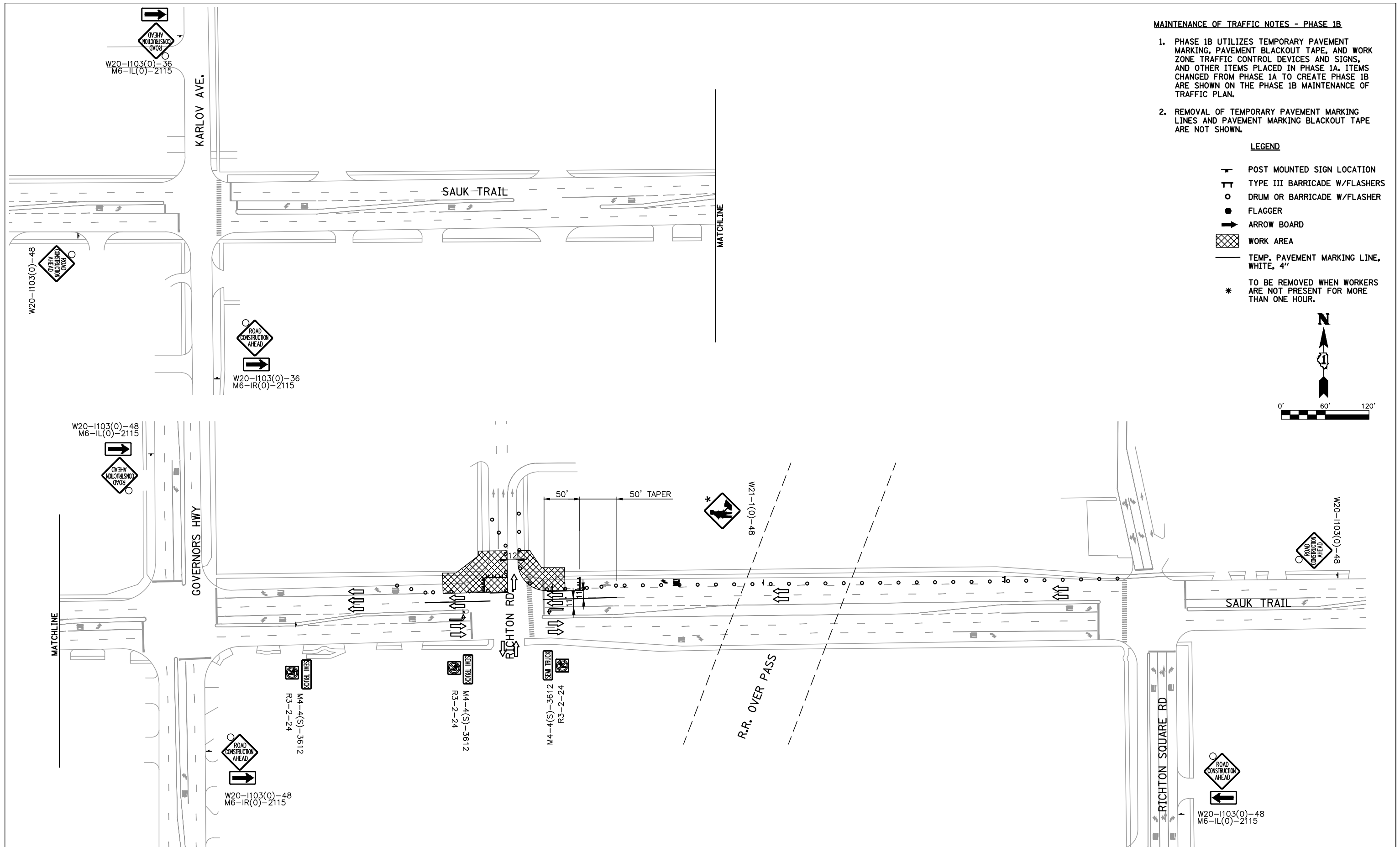
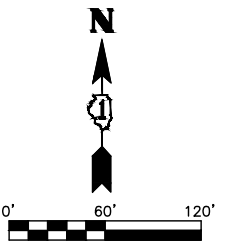
FILE NAME = R0138250-MOT RRD.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RICHTON RD - PHASE 1A			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 5/4/2018 5:35 PM	DATE - -	REVISED -					*1632/3778		CONTRACT NO. 61E56		
				SCALE: 1" = 60'		SHEET NO. 15 OF 19 SHEETS		STA. TO STA.		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT		

MAINTENANCE OF TRAFFIC NOTES - PHASE 1B

1. PHASE 1B UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 1A. ITEMS CHANGED FROM PHASE 1A TO CREATE PHASE 1B ARE SHOWN ON THE PHASE 1B MAINTENANCE OF TRAFFIC PLAN.
2. REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

LEGEND

-  POST MOUNTED SIGN LOCATION
-  TYPE III BARRICADE W/FLASHERS
-  DRUM OR BARRICADE W/FLASHER
-  FLAGGER
-  ARROW BOARD
-  WORK AREA
-  TEMP. PAVEMENT MARKING LINE, WHITE, 4"
-  * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138250-MOT RRD.WG

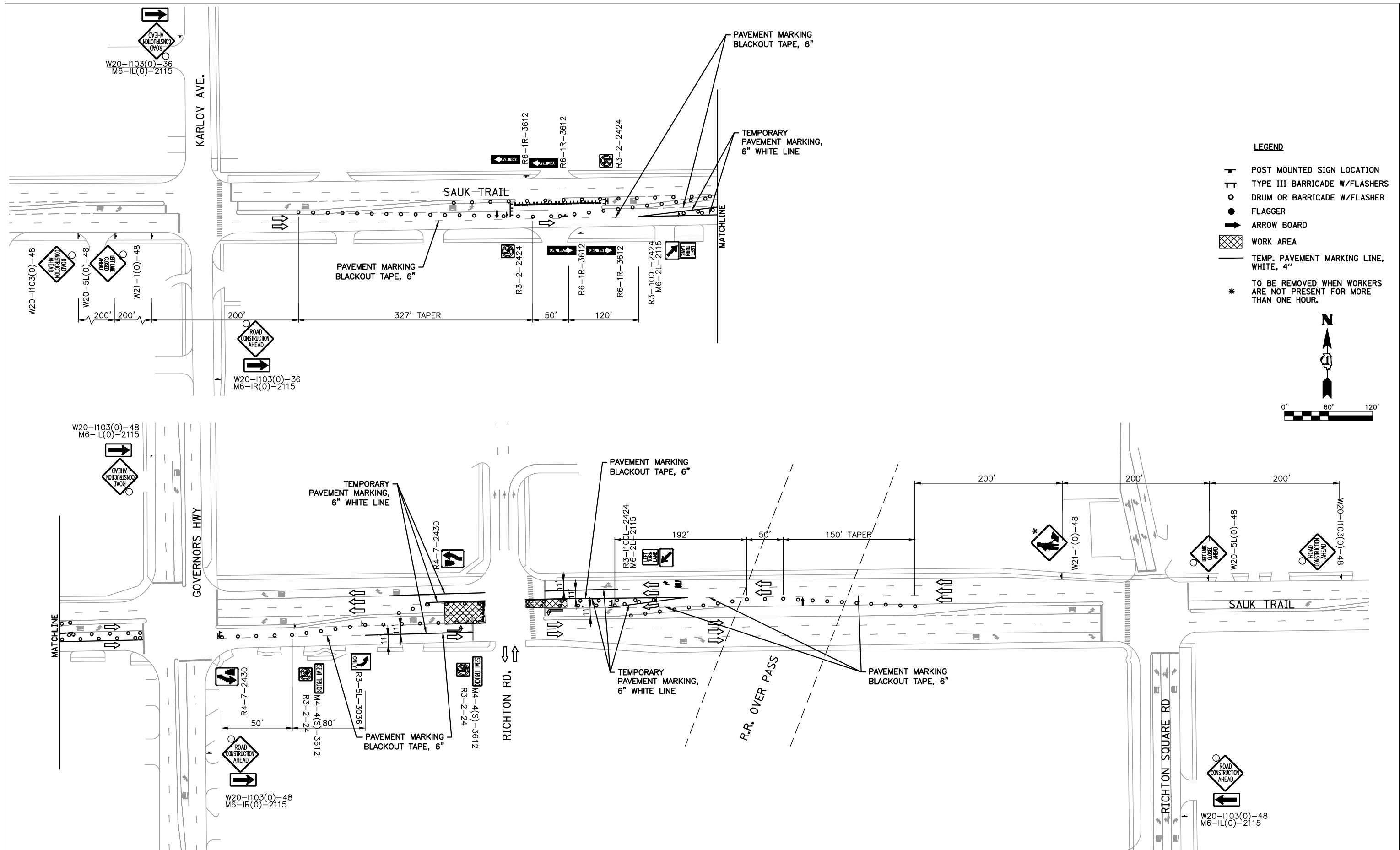
USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
	DRAWN - BBUTTERFIELD	REVISED -
PLOT SCALE = ----	CHECKED - -	REVISED -
PLOT DATE = 5/4/2018 5:36 PM	DATE - -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
RICHTON RD - PHASE 1B

SCALE: 1" = 60' SHEET NO. 16 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	31
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



FILE NAME = R0138258-MOT RRD.WG

USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -
PLOT DATE = 5/4/2018 5:36 PM	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
RICHTON RD - PHASE 2A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	32
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

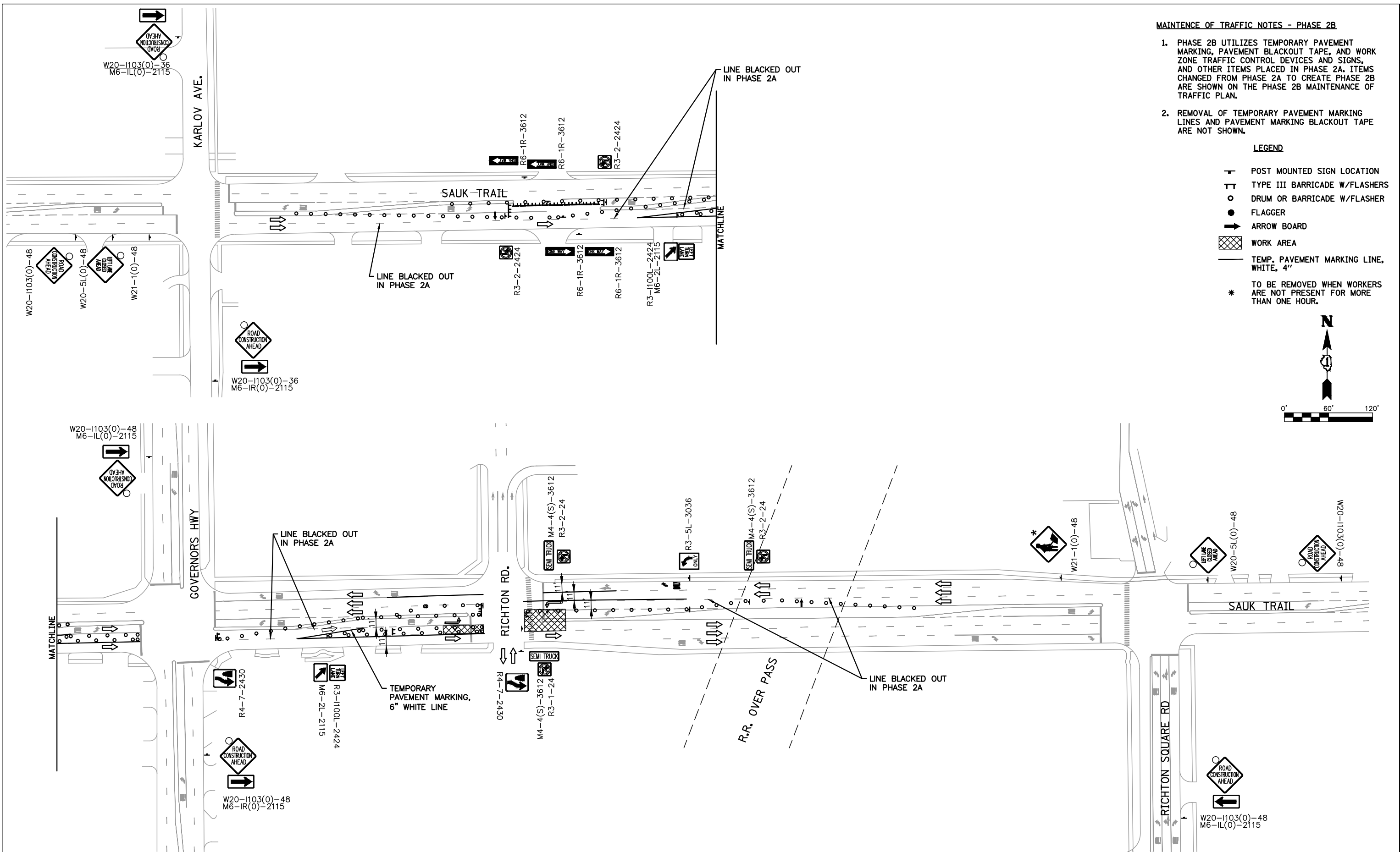
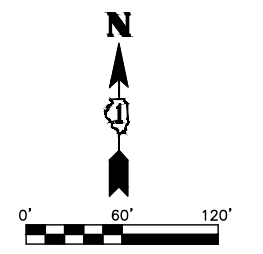
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MAINTENANCE OF TRAFFIC NOTES - PHASE 2B

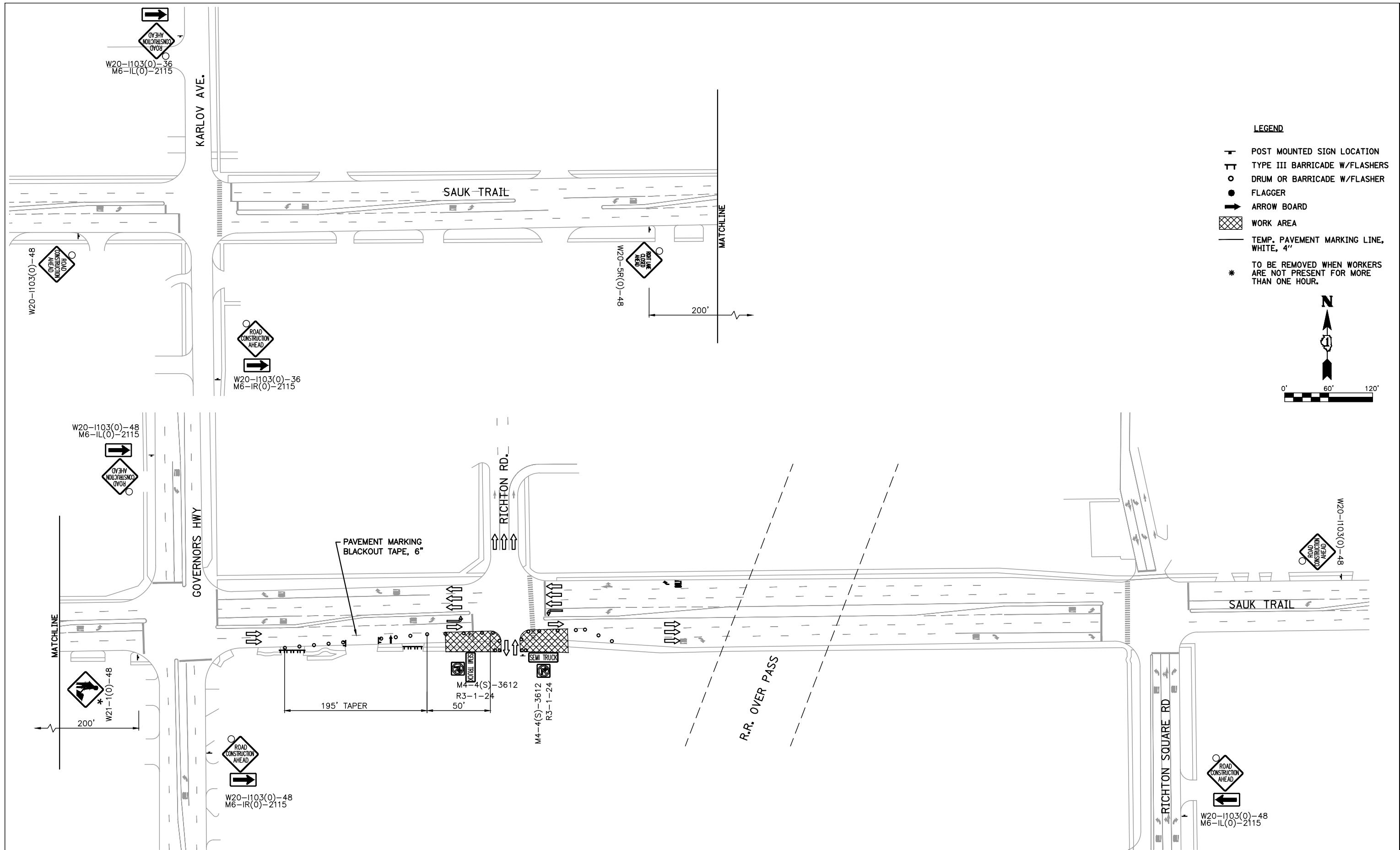
- PHASE 2B UTILIZES TEMPORARY PAVEMENT MARKING, PAVEMENT BLACKOUT TAPE, AND WORK ZONE TRAFFIC CONTROL DEVICES AND SIGNS, AND OTHER ITEMS PLACED IN PHASE 2A. ITEMS CHANGED FROM PHASE 2A TO CREATE PHASE 2B ARE SHOWN ON THE PHASE 2B MAINTENANCE OF TRAFFIC PLAN.
- REMOVAL OF TEMPORARY PAVEMENT MARKING LINES AND PAVEMENT MARKING BLACKOUT TAPE ARE NOT SHOWN.

LEGEND

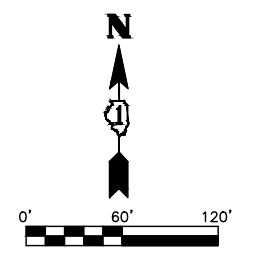
- POST MOUNTED SIGN LOCATION
- TYPE III BARRICADE W/FLASHERS
- DRUM OR BARRICADE W/FLASHER
- FLAGGER
- ARROW BOARD
- WORK AREA
-
- * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



FILE NAME = R0138250-MOT RL.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RICHTON RD - PHASE 2B	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	CHECKED - -	REVISED -			* 15-00059-00-SW	COOK	68	33	
PLOT DATE = 5/4/2018 5:36 PM	DATE - -	REVISED -	REVISED -	SCALE: 1" = 60'	SHEET NO. 18 OF 19 SHEETS	STA.	TO STA.	*1632/3778 FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT		
								CONTRACT NO. 61E56		



- LEGEND**
- T POST MOUNTED SIGN LOCATION
 - TT TYPE III BARRICADE W/FLASHERS
 - O DRUM OR BARRICADE W/FLASHER
 - FLAGGER
 - ➔ ARROW BOARD
 - ▨ WORK AREA
 - TEMP. PAVEMENT MARKING LINE, WHITE, 4"
 - * TO BE REMOVED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



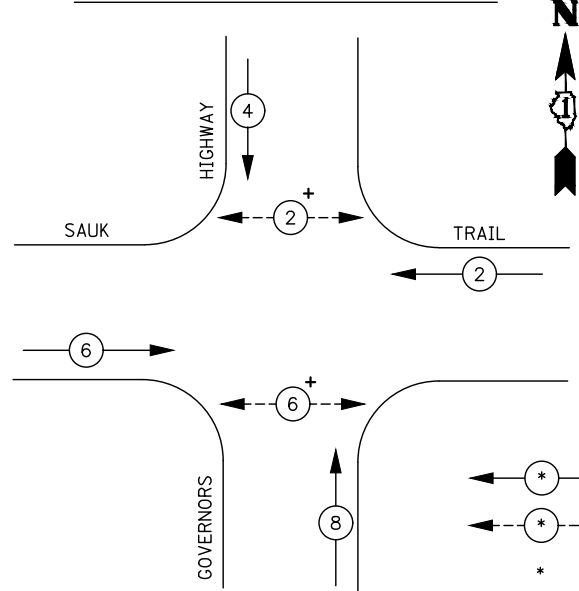
FILE NAME = R0138250-MOT RR.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC RIGHTON RD - PHASE 3			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -					*	15-00059-00-SW	COOK	68	34
	PLOT DATE = 5/4/2018 5:36 PM	CHECKED - -	REVISED -					*1632/3778				CONTRACT NO. 61E56
	DATE - -	REVISED -		SCALE: 1" = 60'	SHEET NO. 19 OF 19 SHEETS	STA.	TO STA.	FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED		
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD				
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE				
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS				
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER				
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"				
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED				
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)				
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C				
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE				
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED				
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		 	SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F				
WOOD POLE			INTERSECTION ITEM							
GUY WIRE			REMOVE ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE				
SIGNAL HEAD			RELOCATE ITEM							
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM							
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED							
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED							
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED							
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I							
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP							
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR							
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR							
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR							
CONFIRMATION BEACON			WIRELESS ACCESS POINT							
WIRELESS INTERCONNECT										
WIRELESS INTERCONNECT RADIO REPEATER										

TEMPORARY CONTROLLER SEQUENCE



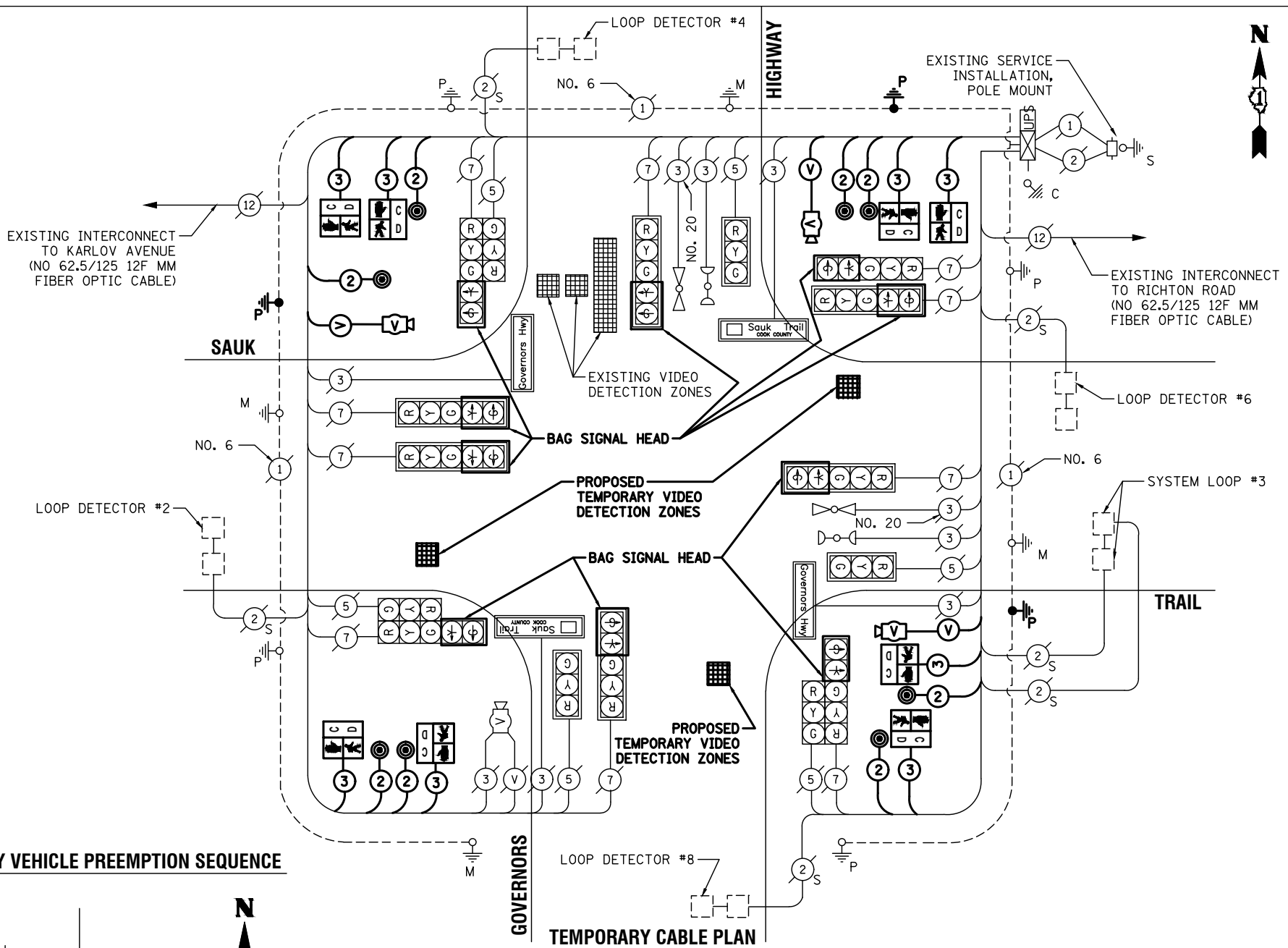
LEGEND
 * DUAL ENTRY PHASE
 * PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

+ CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE EAST-WEST PEDESTRIAN CROSSING AT ALL TIMES. SEE MAINTENANCE OF TRAFFIC PLANS FOR DETAILS.

SCHEDULE OF QUANTITIES

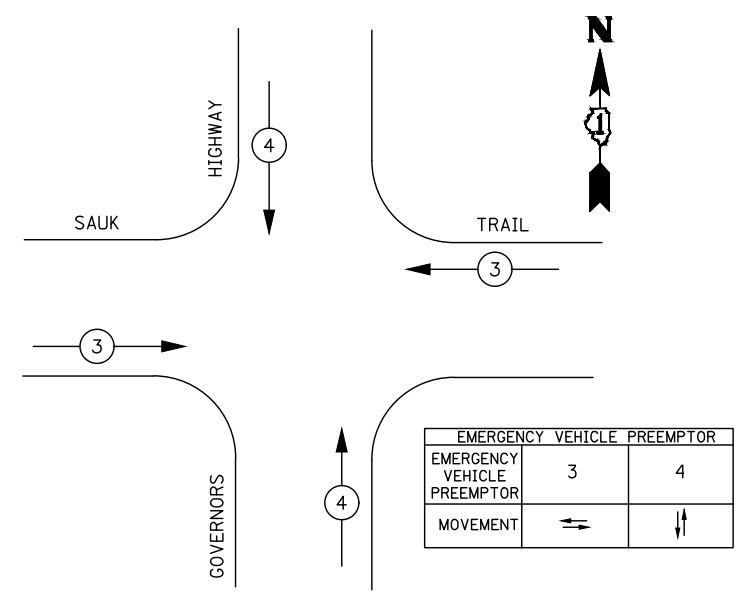
ITEM DESCRIPTION	UNITS	QTY.
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

** PAY ITEMS ALSO SHOWN ON PROPOSED CABLE AND SEQUENCING PLAN ON SHEET 41.



TEMPORARY CABLE PLAN

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



NOTES:

1. TEMPORARY VIDEO DETECTION SHALL BE INSTALLED DURING THE MOT TRAFFIC SIGNAL PRE-PHASE FOR THIS INTERSECTION AND AT THE SAME TIME AS THE PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS. SEE MAINTENANCE OF TRAFFIC PLANS FOR MORE INFORMATION.
2. TEMPORARY VIDEO DETECTION WIRING SHALL BE ROUTED THROUGH THE EXISTING MAST ARM POLE CAPS.
3. CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
4. LEFT AND RIGHT TURN ARROWS SHALL BE BAGGED ON ALL LEGS.
5. ANY PROPOSED PEDESTRIAN PUSH-BUTTON OR SIGNAL HEAD NOT IN OPERATION SHALL BE BAGGED.

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
PED. SIGNAL (LED)	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	16	15	0.45	108.00
(ARROW)	10	12	0.10	12.00
VIDEO DETECTION	4	25	1.00	100
ILLUMINATED LED STREET NAME 6'	2	108	0.40	86.4
ILLUMINATED LED STREET NAME 8'	2	144	0.40	115.20
TOTAL =				877.60

ENERGY COSTS TO: COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 8287077121
SUPPLEMENT NO. SC150213

ENERGY COSTS SHARE: COOK COUNTY: 100%

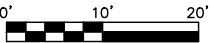
ENERGY SUPPLY CONTACT: COMPANY: ComEd
PHONE: (866) 639-3532

EFFECTIVE DATE: TO BE DETERMINED

MATCH LINE - SEE SHEET 38

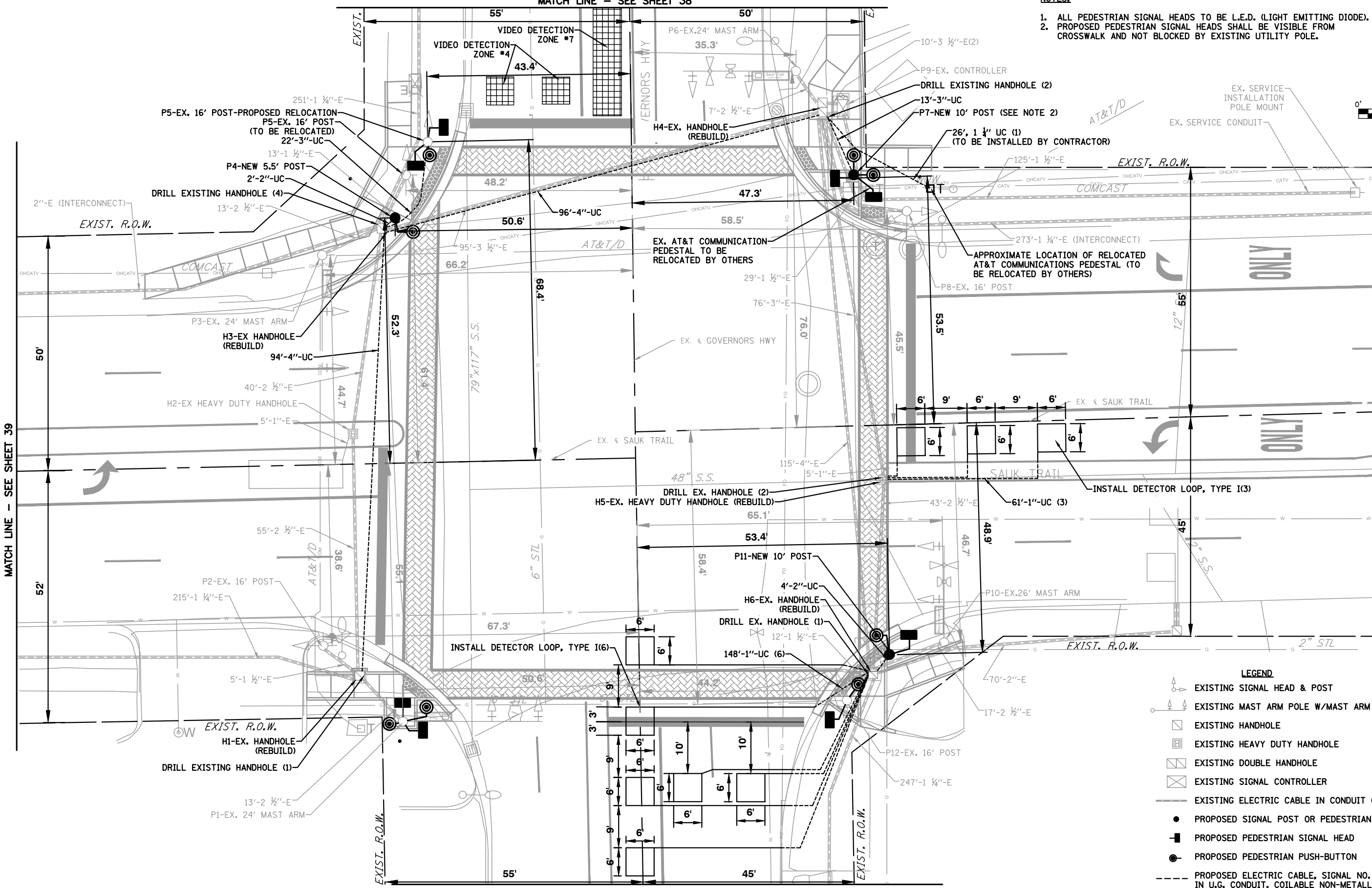
NOTES:

- 1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).
- 2. PROPOSED PEDESTRIAN SIGNAL HEADS SHALL BE VISIBLE FROM CROSSWALK AND NOT BLOCKED BY EXISTING UTILITY POLE.



MATCH LINE - SEE SHEET 39

MATCH LINE - SEE SHEET 40



- LEGEND**
- EXISTING SIGNAL HEAD & POST
 - EXISTING MAST ARM POLE W/MAST ARM
 - EXISTING HANDHOLE
 - EXISTING HEAVY DUTY HANDHOLE
 - EXISTING DOUBLE HANDHOLE
 - EXISTING SIGNAL CONTROLLER
 - EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 - PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSH-BUTTON
 - PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.

FILE NAME = R0138250-PEDSIGNALS.DWG
 USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 6:09 PM

DESIGNED - TSIANIS	REVISED -
DRAWN - BBUTTERFIELD	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

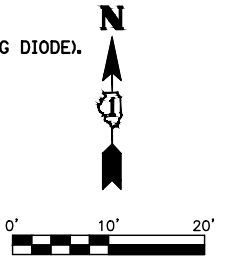
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PEDESTRIAN SIGNAL MODERNIZATION - GOVERNORS HWY
 SCALE: 1" = 10' SHEET NO. 2 OF 6 SHEETS STA. TO STA.

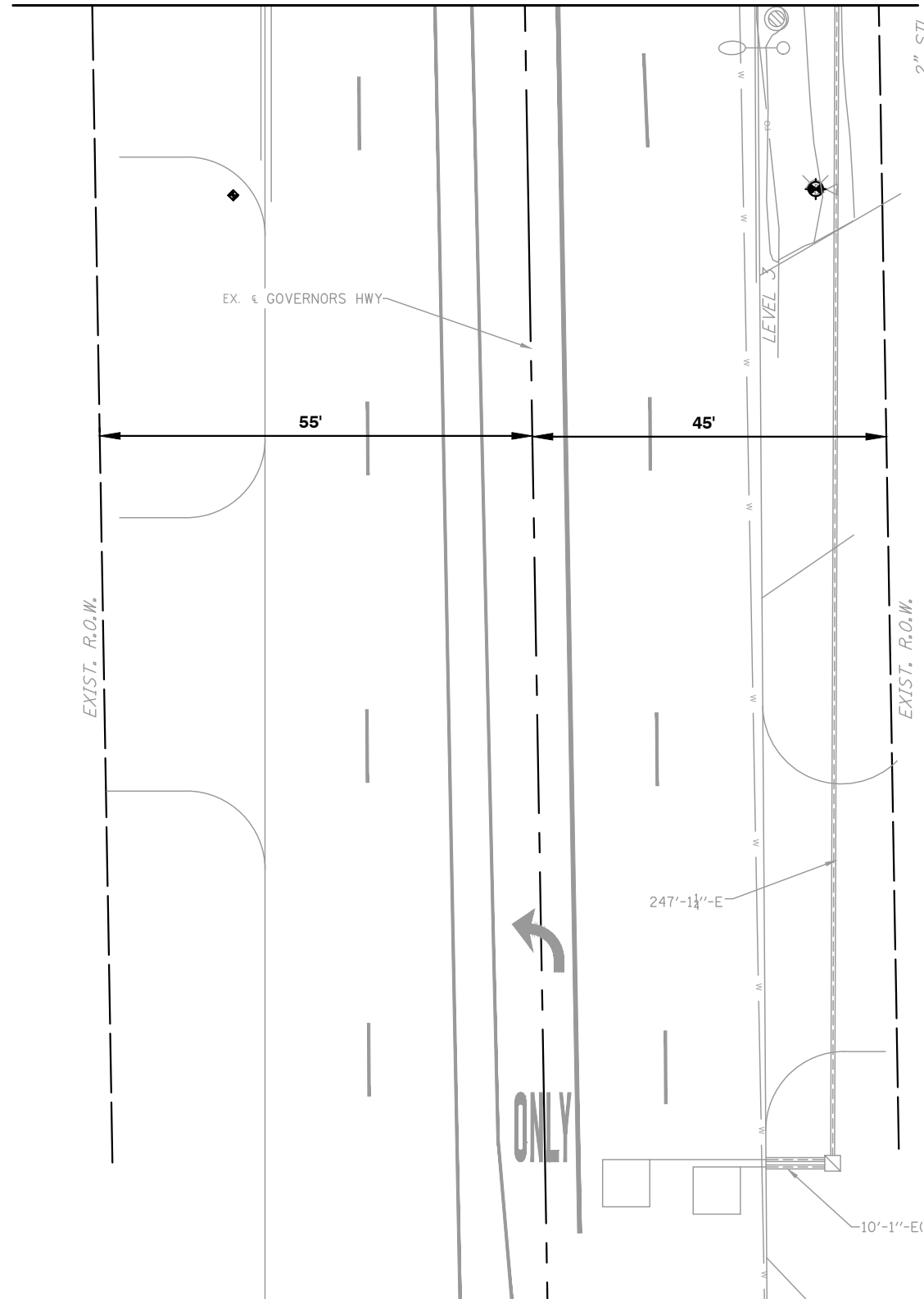
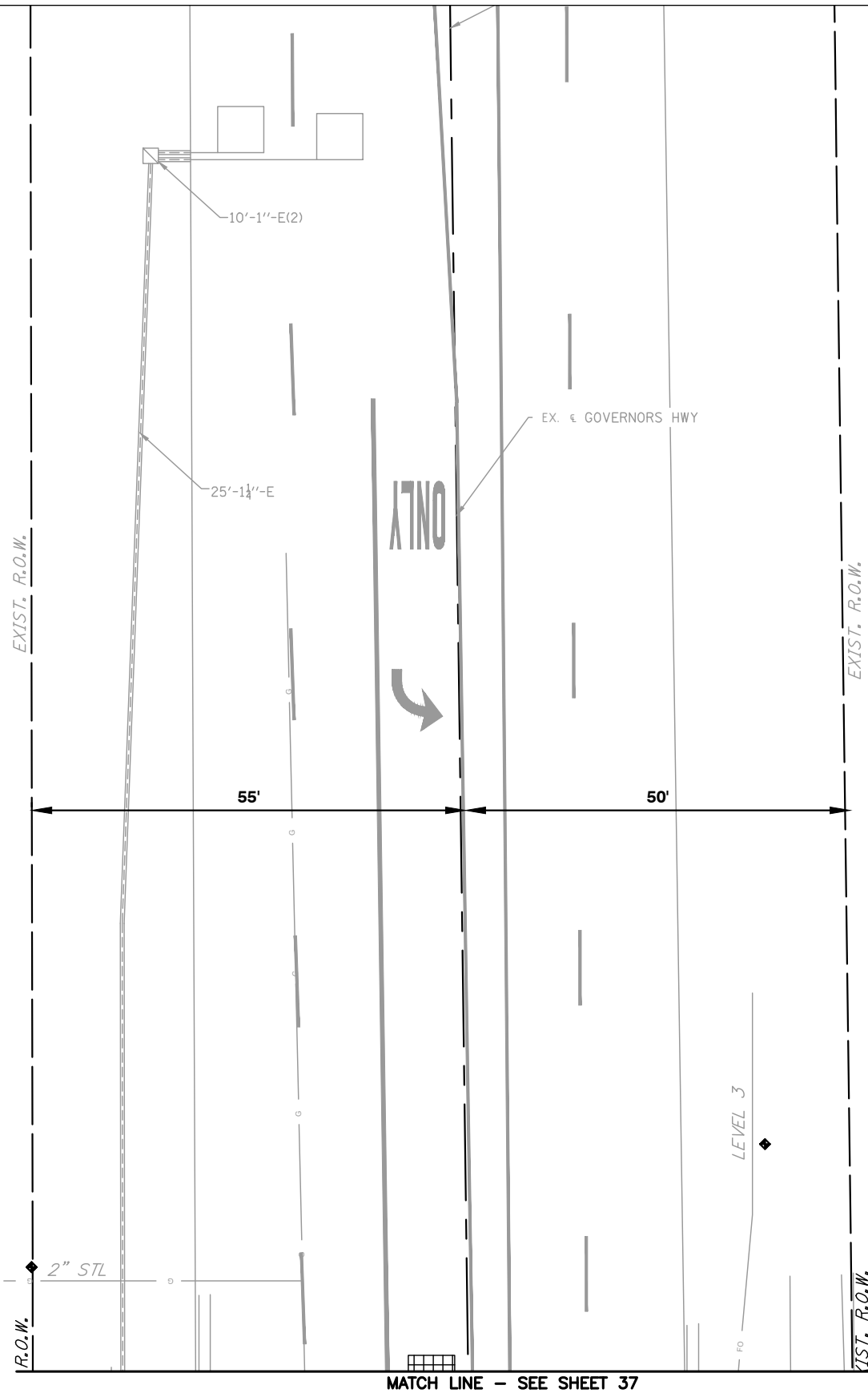
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	37
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

NOTES:

1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).



MATCH LINE - SEE SHEET 37



- LEGEND**
- EXISTING SIGNAL HEAD & POST
 - EXISTING MAST ARM POLE W/MAST ARM
 - EXISTING HANDHOLE
 - EXISTING HEAVY DUTY HANDHOLE
 - EXISTING DOUBLE HANDHOLE
 - EXISTING SIGNAL CONTROLLER
 - EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 - PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSH-BUTTON
 - PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.

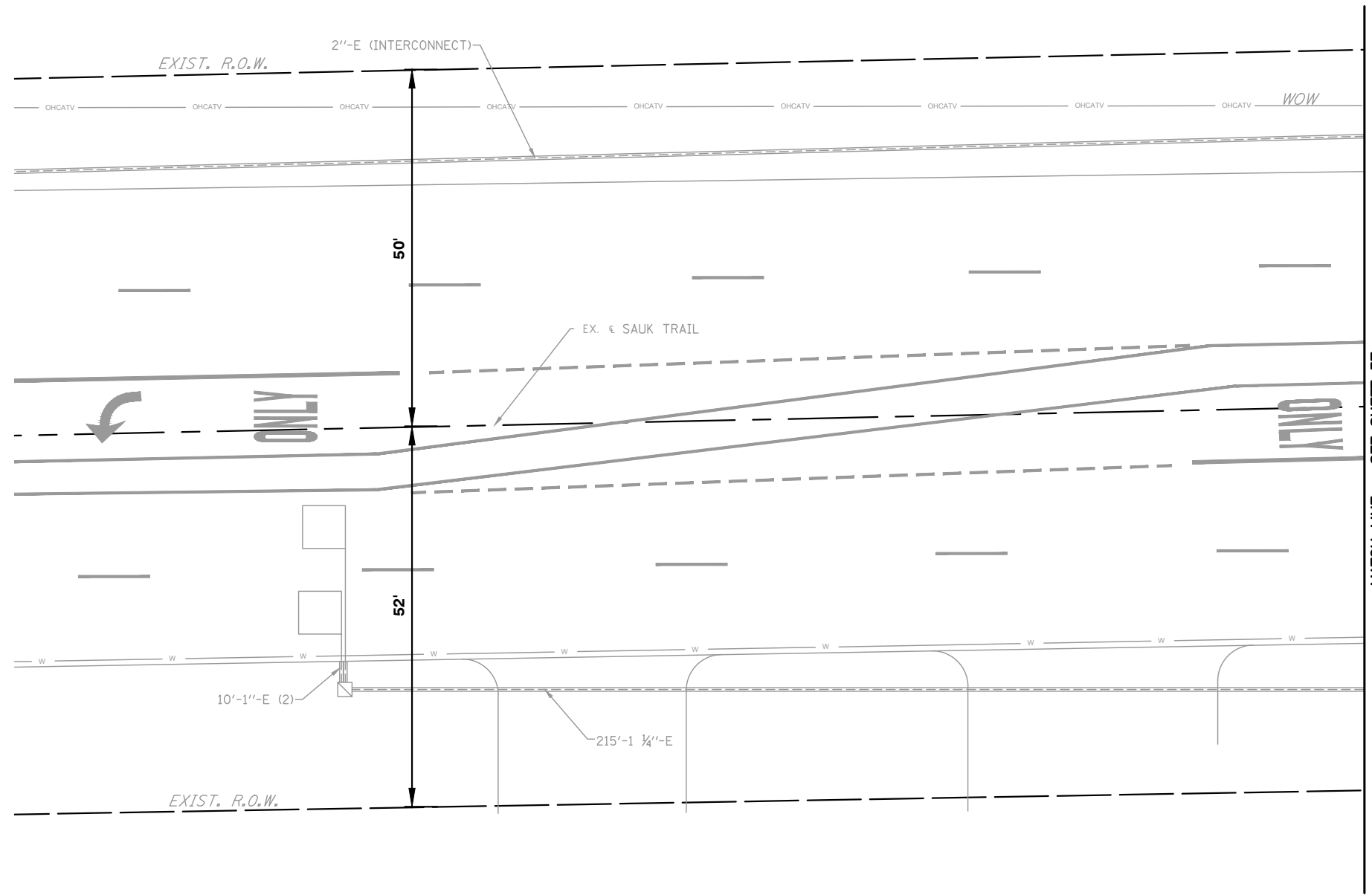
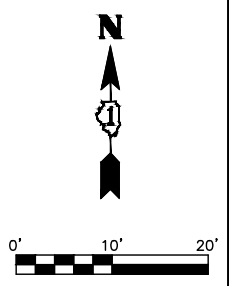
FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = ----			
PLOT DATE = 5/4/2018 6:09 PM			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN SIGNAL MODERNIZATION - GOVERNORS HWY (N.+ S.)

SCALE: 1" = 10' SHEET NO. 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	38
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



MATCH LINE - SEE SHEET 37

LEGEND

- EXISTING SIGNAL HEAD & POST
- EXISTING MAST ARM POLE W/MAST ARM
- EXISTING HANDHOLE
- EXISTING HEAVY DUTY HANDHOLE
- EXISTING DOUBLE HANDHOLE
- EXISTING SIGNAL CONTROLLER
- EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
- PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSH-BUTTON
- PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.

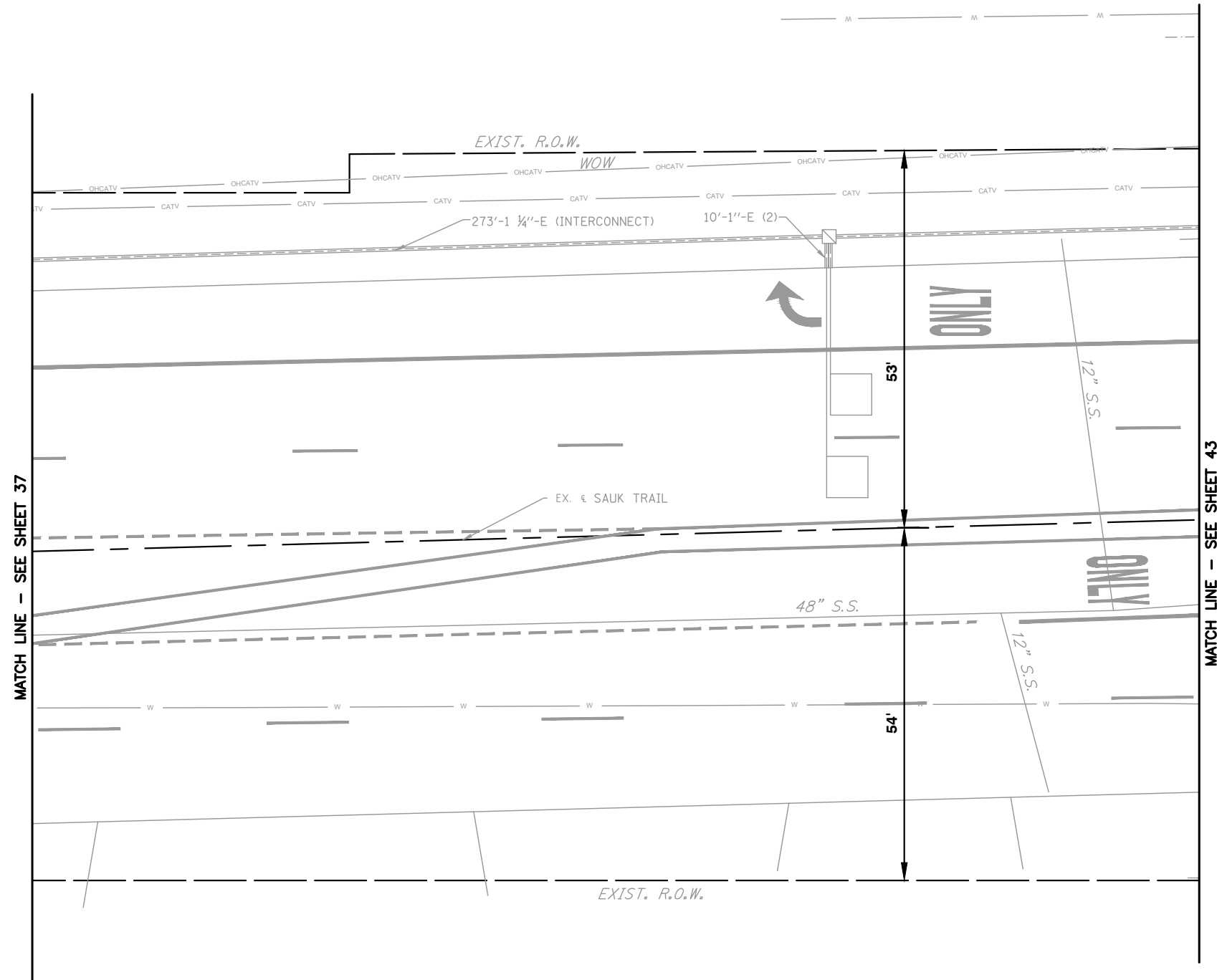
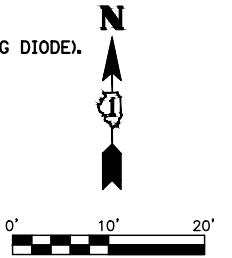
NOTES:

1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).

FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PEDESTRIAN SIGNAL MODERNIZATION - GOVERNORS HWY (W.)	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	CHECKED - -	REVISED -			*	15-00059-00-SW	COOK	68	39
	PLOT DATE = 5/4/2018 6:09 PM	DATE - -	REVISED -			*1632/3778		CONTRACT NO. 61E56		FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT
					SCALE: 1" = 10'	SHEET NO. 4 OF 6 SHEETS		STA. TO STA.		

NOTES:

1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).



MATCH LINE - SEE SHEET 43

MATCH LINE - SEE SHEET 37

- LEGEND**
- EXISTING SIGNAL HEAD & POST
 - EXISTING MAST ARM POLE W/MAST ARM
 - EXISTING HANDHOLE
 - EXISTING HEAVY DUTY HANDHOLE
 - EXISTING DOUBLE HANDHOLE
 - EXISTING SIGNAL CONTROLLER
 - EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 - PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSH-BUTTON
 - PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.

FILE NAME = R0130250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
	PLOT DATE = 5/4/2018 6:09 PM		

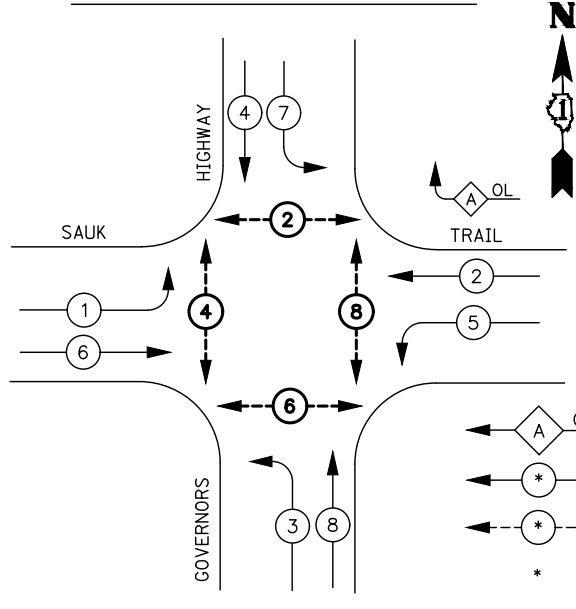
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PEDESTRIAN SIGNAL MODERNIZATION - GOVERNORS HWY (E.)

SCALE: 1" = 10' SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	40
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

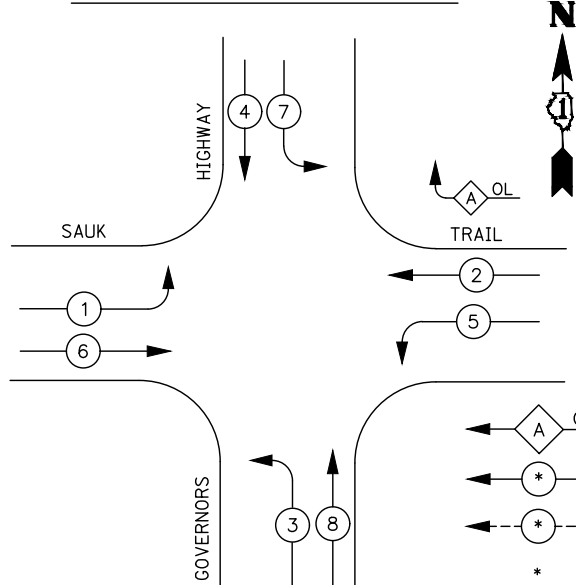
PROPOSED CONTROLLER SEQUENCE



OVERLAP LETTER PERMISSIVE PHASE PROTECTED PHASE
 A = 2 + 7

LEGEND
 OL OVERLAP
 * DUAL ENTRY PHASE
 * PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

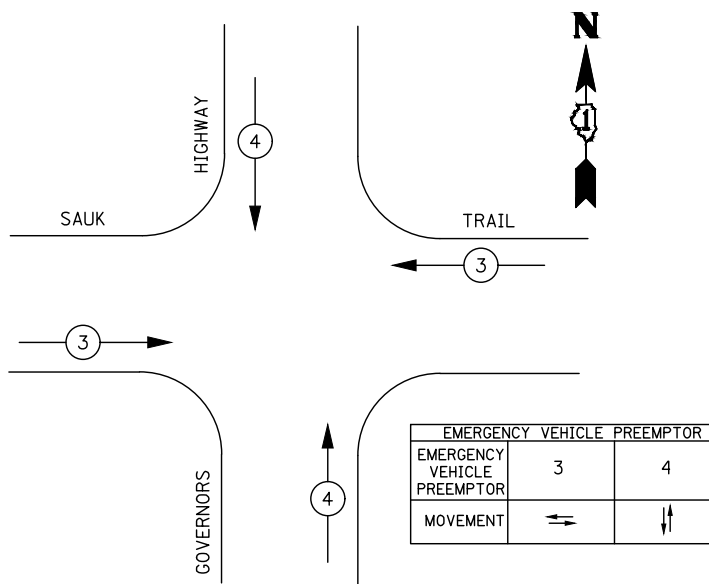
EXISTING CONTROLLER SEQUENCE



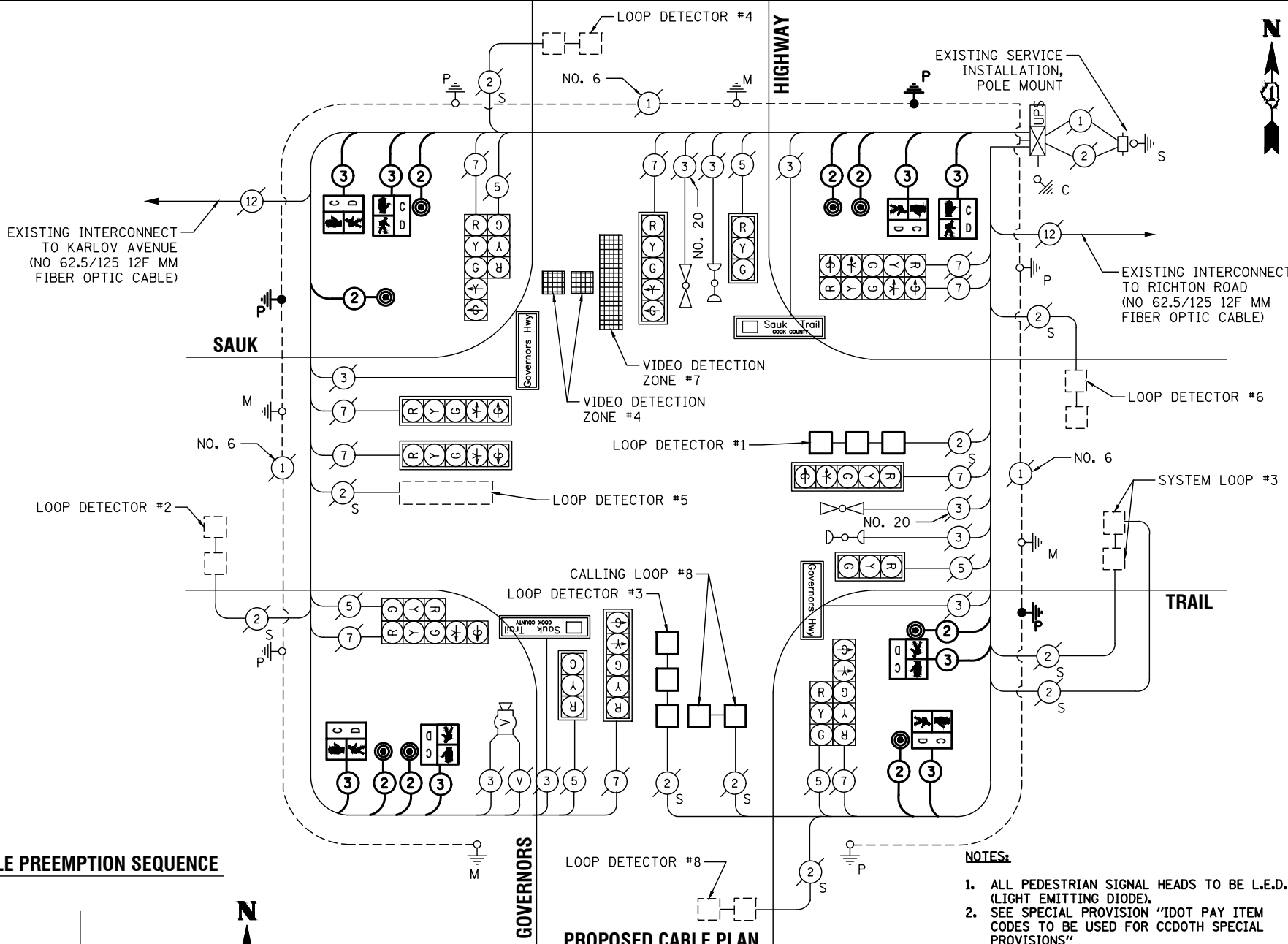
OVERLAP LETTER PERMISSIVE PHASE PROTECTED PHASE
 A = 2 + 7

LEGEND
 OL OVERLAP
 * DUAL ENTRY PHASE
 * PEDESTRIAN PHASE
 * NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR	
EMERGENCY VEHICLE PREEMPTOR	3 4
MOVEMENT	↔ ↕



- NOTES:**
- ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).
 - SEE SPECIAL PROVISION "IDOT PAY ITEM CODES TO BE USED FOR CCDOH SPECIAL PROVISIONS"

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION ²	UNITS	QTY.
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.	FOOT	26
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	6
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	35
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	190
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1365
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1395
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	180
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	180
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	70
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	2
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
DRILL EXISTING HANDHOLE	EACH	11
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
PEDESTRIAN PUSH-BUTTON	EACH	8
DETECTOR LOOP, TYPE I	FOOT	376
MODIFY EXISTING CONTROLLER	EACH	1
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1
REBUILD EXISTING HANDHOLE	EACH	5
ROD AND CLEAN EXISTING CONDUIT	FOOT	128
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
 TRAFFIC SIGNAL INSTALLATION
 ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	10	5	1.00	50.00
PED. SIGNAL (LED)	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	16	15	0.45	108.00
(ARROW)	10	12	0.10	12.00
VIDEO DETECTION	1	25	1.00	25
ILLUMINATED LED STREET NAME 6'	2	108	0.40	86.4
ILLUMINATED LED STREET NAME 8'	2	144	0.40	115.20
TOTAL =				852.60

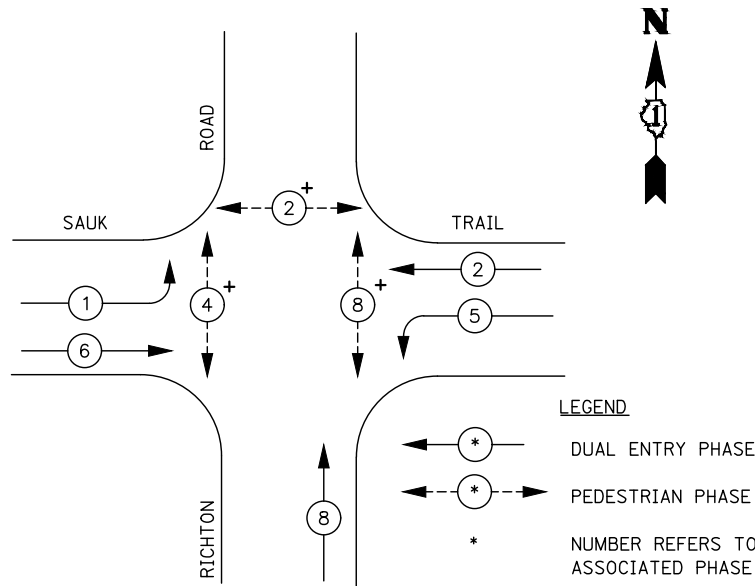
ENERGY COSTS TO:
 COOK COUNTY BUREAU OF ADMINISTRATION
 118 N. CLARK STREET, ROOM 801
 CHICAGO, IL 60602
 TOWER ACCOUNT NO. 8287077121
 SUPPLEMENT NO. SC150213

ENERGY COSTS SHARE:
 COOK COUNTY: 100%

ENERGY SUPPLY CONTACT:
 COMPANY: ComEd
 PHONE: (866) 639-3532

EFFECTIVE DATE:
 TO BE DETERMINED

TEMPORARY CONTROLLER SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	QTY.
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

** PAY ITEMS ALSO SHOWN ON PROPOSED CABLE AND SEQUENCING PLAN ON SHEET 45.

**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
PED. SIGNAL (LED)	6	25	1.00	150.00
12" SIGNAL (RED)	10	17	0.50	85.00
(YELLOW)	10	25	0.05	12.50
(GREEN)	10	15	0.45	67.50
(ARROW)	4	12	0.10	4.80
VIDEO DETECTION	4	25	1.00	100
TOTAL =				519.80

ENERGY COSTS TO:
COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 8287077121
SUPPLEMENT NO. SC150214

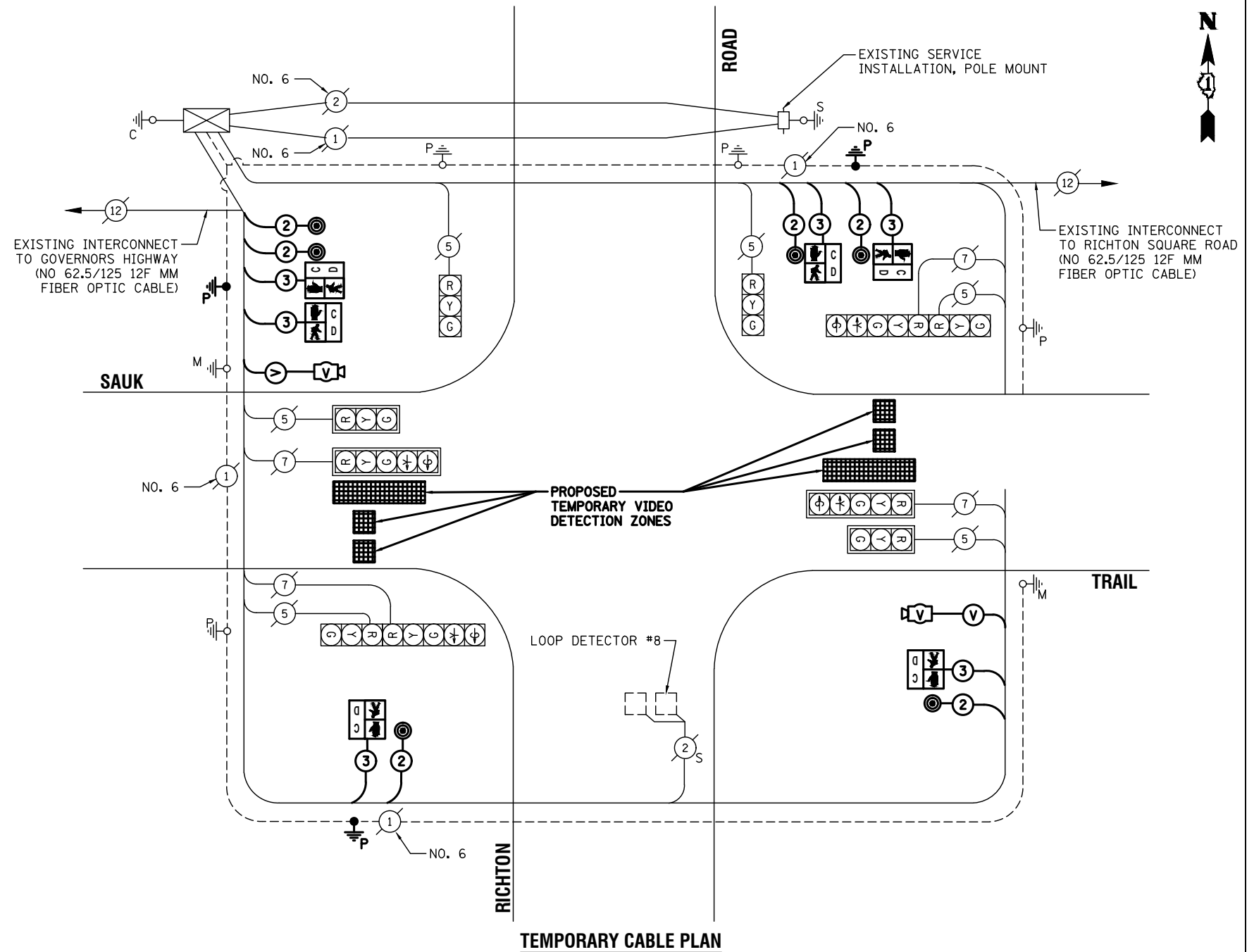
ENERGY COSTS SHARE:
COOK COUNTY: 50%

Village of Richton Park
4455 Sauk Trail
Richton Park, IL 60471

RICHTON PARK: 50%

ENERGY SUPPLY CONTACT
COMPANY: ComEd
PHONE: (866) 639-3532

EFFECTIVE DATE:
TO BE DETERMINED



NOTES:

- TEMPORARY VIDEO DETECTION SHALL BE INSTALLED DURING THE MOT TRAFFIC SIGNAL PRE-PHASE FOR THIS INTERSECTION AND AT THE SAME TIME AS THE PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS. SEE MAINTENANCE OF TRAFFIC PLANS FOR MORE INFORMATION.
- TEMPORARY VIDEO DETECTION WIRING SHALL BE ROUTED THROUGH THE EXISTING MAST ARM POLE CAPS.
- CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
- LEFT AND RIGHT TURN ARROWS SHALL BE BAGGED ON ALL LEGS.
- ANY PROPOSED PEDESTRIAN PUSH-BUTTON OR SIGNAL HEAD NOT IN OPERATION SHALL BE BAGGED.

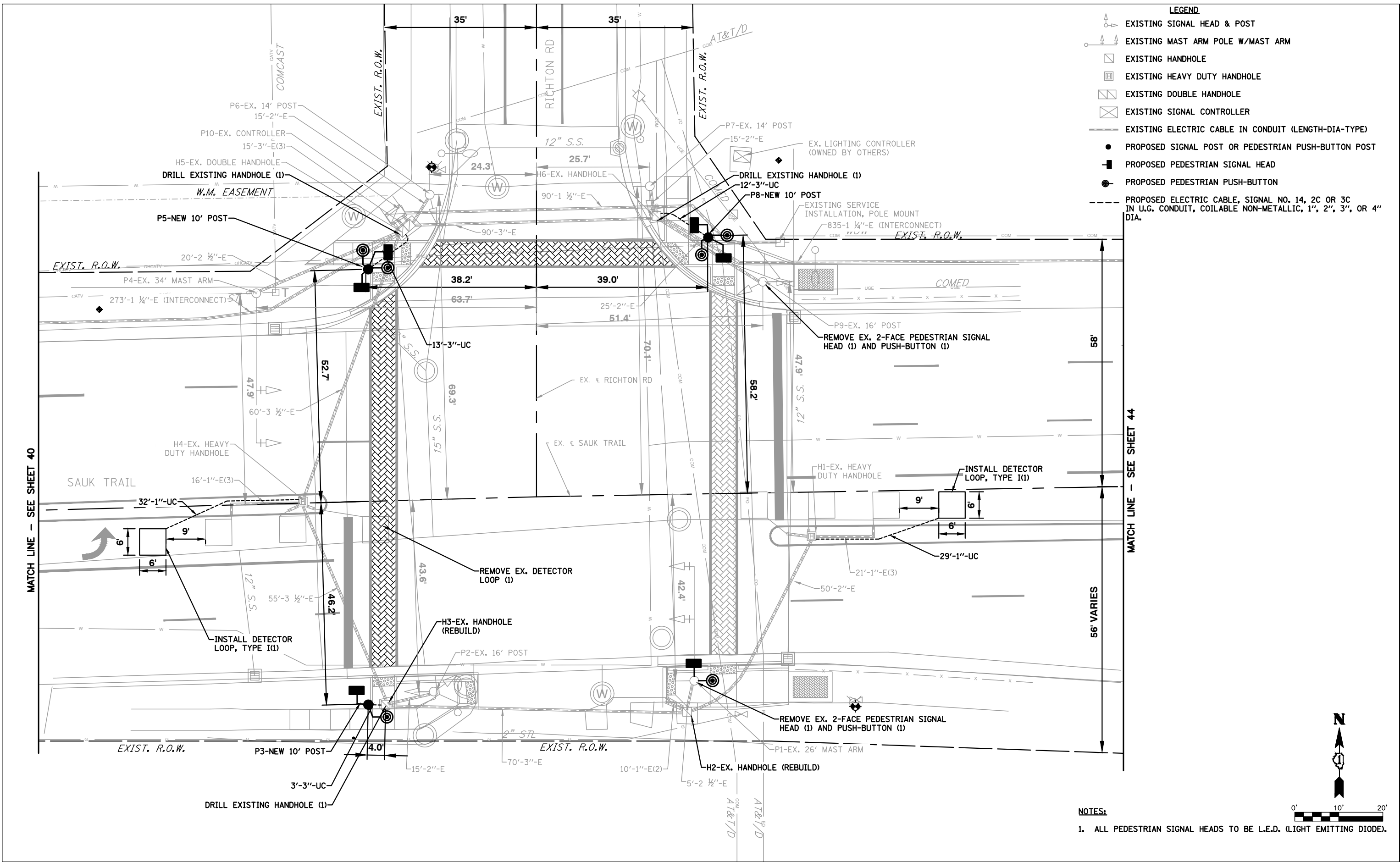
FILE NAME = R0138250-TEMP SIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**TEMPORARY CABLE & SEQUENCING PLAN - RICHTON RD
PHASES 1, 2, + 3**

SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	42
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				














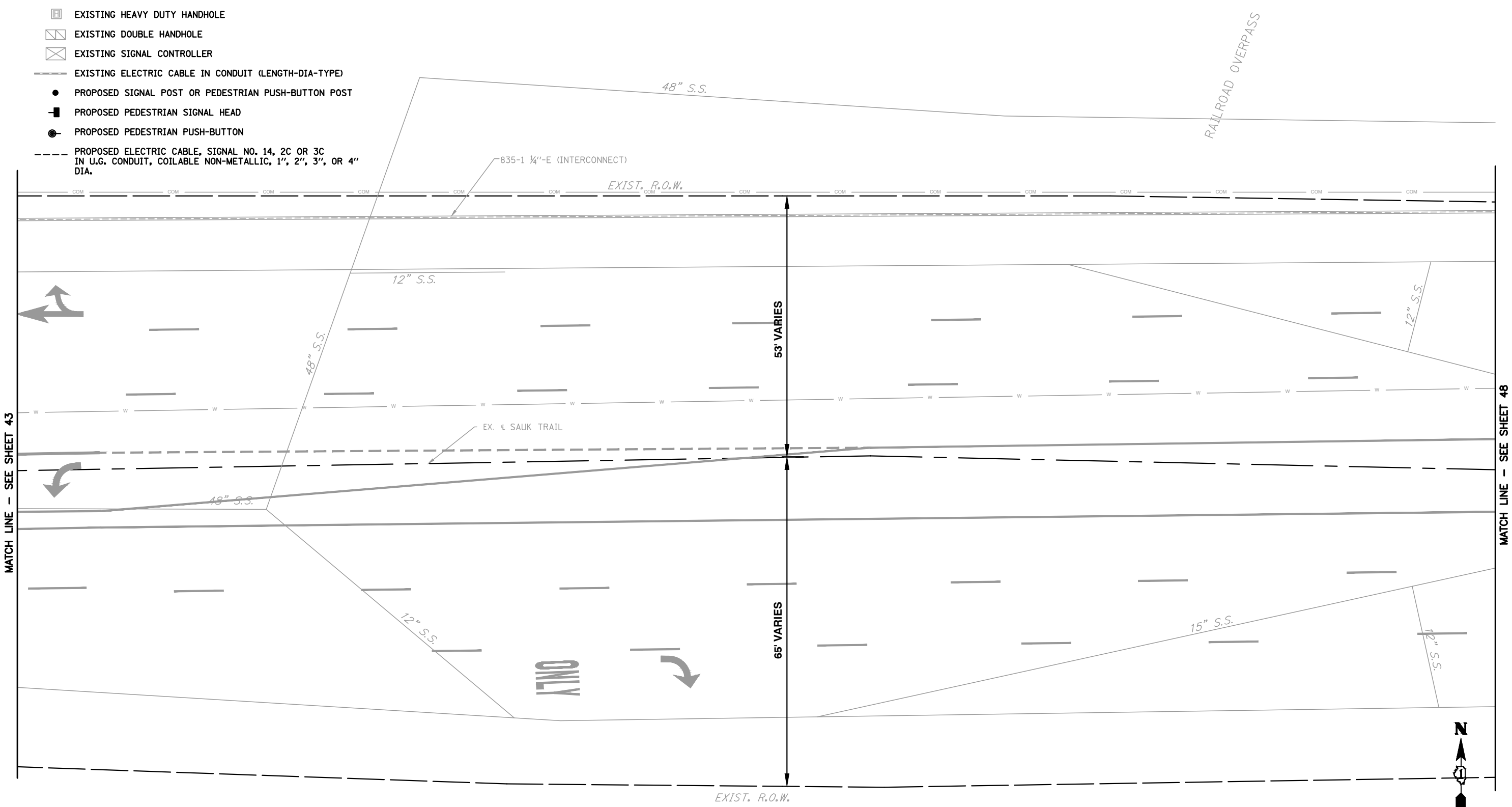
- LEGEND**
- EXISTING SIGNAL HEAD & POST
 - EXISTING MAST ARM POLE W/MAST ARM
 - EXISTING HANDHOLE
 - EXISTING HEAVY DUTY HANDHOLE
 - EXISTING DOUBLE HANDHOLE
 - EXISTING SIGNAL CONTROLLER
 - EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 - PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSH-BUTTON
 - PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1', 2', 3', OR 4' DIA.

NOTES:
 1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).

FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PEDESTRIAN SIGNAL MODERNIZATION - RICHTON RD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -			*	15-00059-00-SW	COOK	68	43
	PLOT DATE = 5/4/2018 6:10 PM	CHECKED -	REVISED -			*1632/3778		CONTRACT NO. 61E56		
	DATE -	REVISED -		SCALE: 1" = 10'	SHEET NO. 2 OF 4 SHEETS	STA. TO STA.	FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT			

LEGEND

-  EXISTING SIGNAL HEAD & POST
-  EXISTING MAST ARM POLE W/MAST ARM
-  EXISTING HANDHOLE
-  EXISTING HEAVY DUTY HANDHOLE
-  EXISTING DOUBLE HANDHOLE
-  EXISTING SIGNAL CONTROLLER
-  EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
-  PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
-  PROPOSED PEDESTRIAN SIGNAL HEAD
-  PROPOSED PEDESTRIAN PUSH-BUTTON
-  PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.



NOTES:

1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).



FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED - -	REVISED -
		DATE - -	REVISED -
PLOT SCALE = ----			
PLOT DATE = 5/4/2018 6:10 PM			

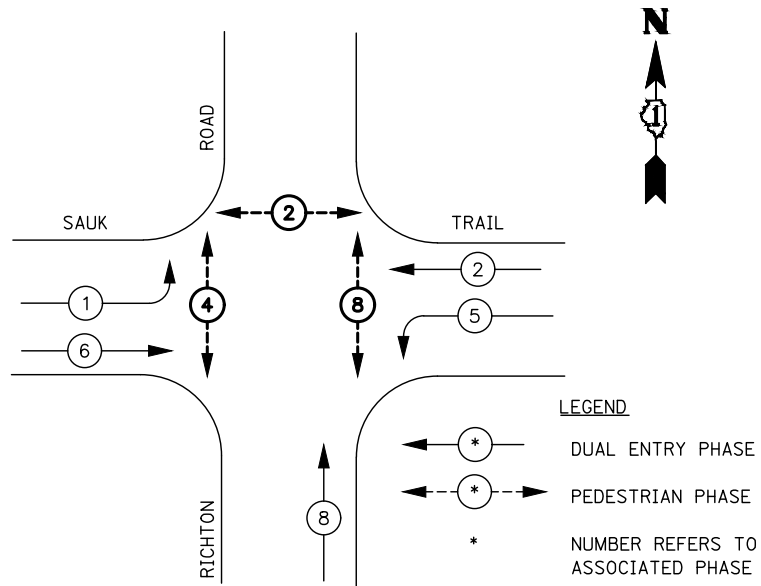
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PEDESTRIAN SIGNAL MODERNIZATION - RICHTON RD (E.)

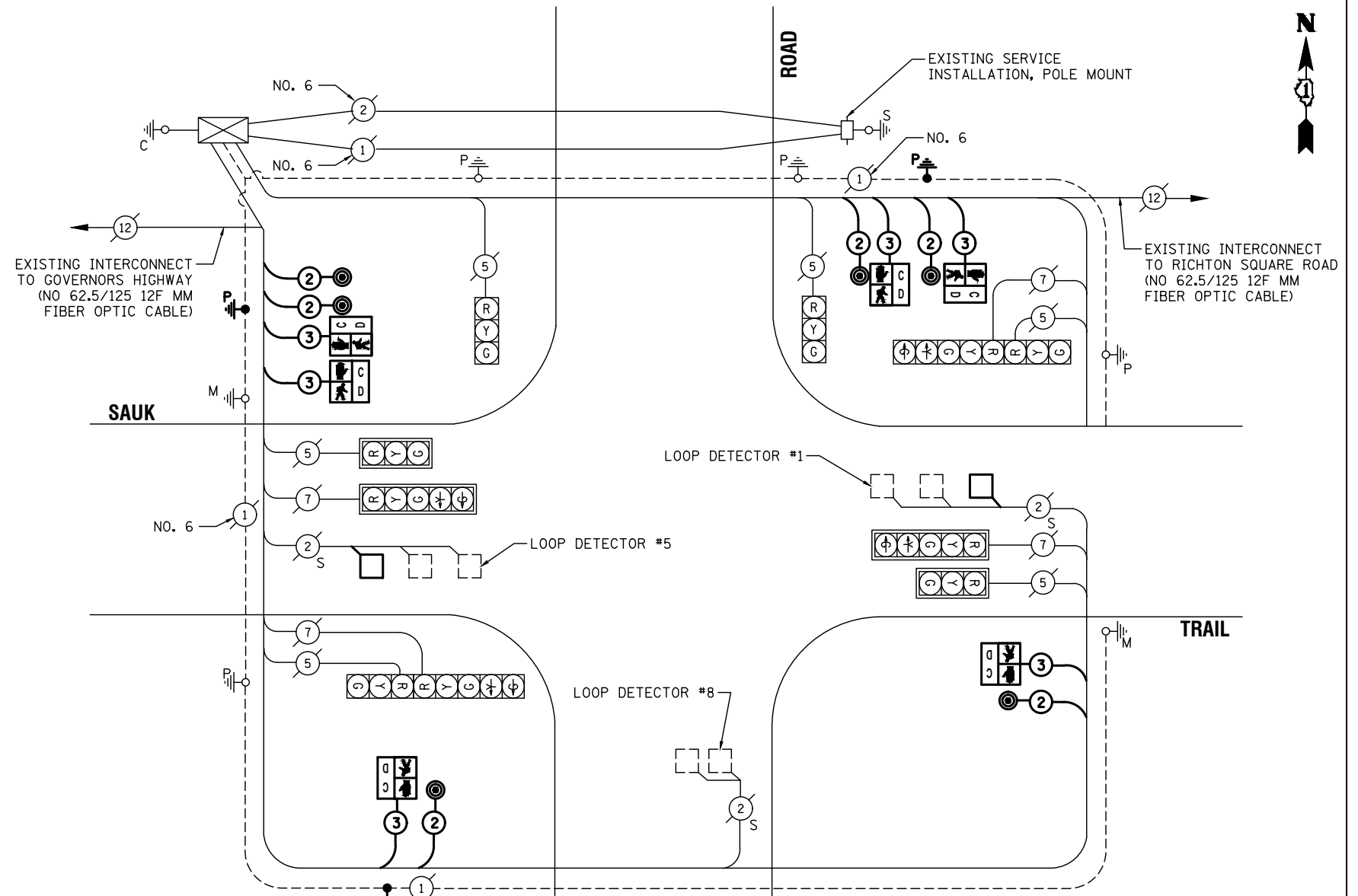
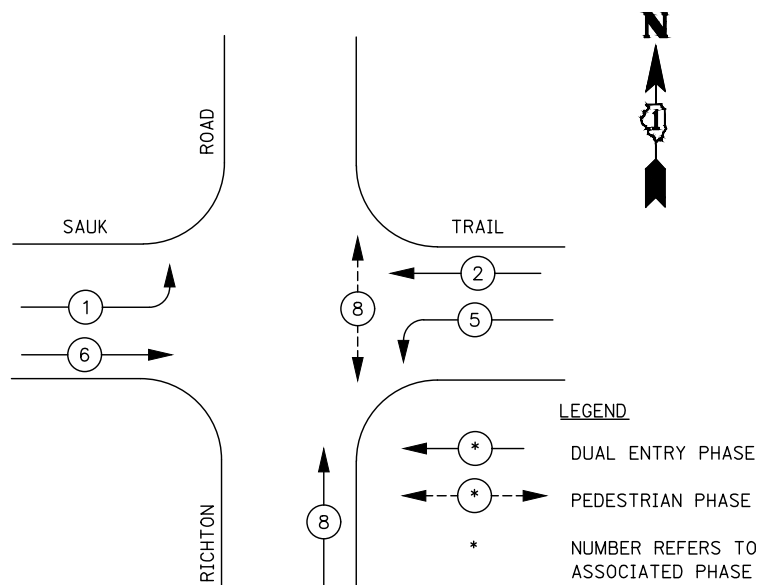
SCALE: 1" = 10' SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 44
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

PROPOSED CONTROLLER SEQUENCE



EXISTING CONTROLLER SEQUENCE



PROPOSED CABLE PLAN

- NOTES:**
1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).
 2. SEE SPECIAL PROVISION "IDOT PAY ITEM CODES TO BE USED FOR CCDOH SPECIAL PROVISIONS"

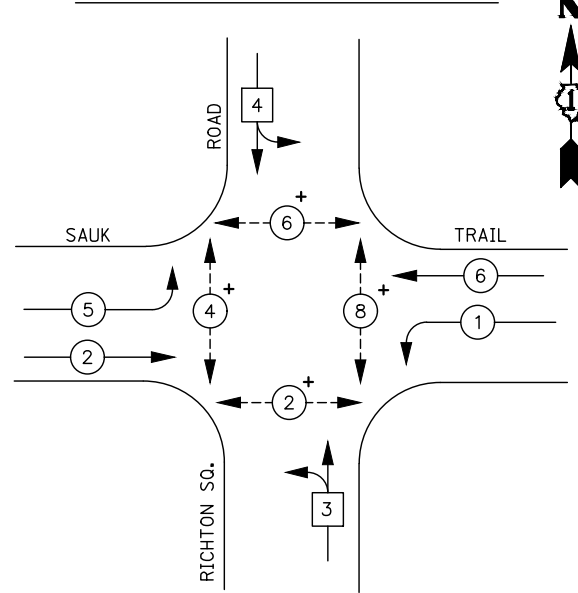
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION ²	UNITS	QTY.
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	28
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	905
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	905
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	60
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	3
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
PEDESTRIAN PUSH-BUTTON	EACH	6
DETECTOR LOOP, TYPE I	FOOT	79
MODIFY EXISTING CONTROLLER	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
ROD AND CLEAN EXISTING CONDUIT	FOOT	300
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
PED. SIGNAL (LED)	6	25	1.00	150.00
12" SIGNAL (RED)	10	17	0.50	85.00
(YELLOW)	10	25	0.05	12.50
(GREEN)	10	15	0.45	67.50
(ARROW)	4	12	0.10	4.80
VIDEO DETECTION	4	25	1.00	100
TOTAL =				519.80

ENERGY COSTS TO: COOK COUNTY BUREAU OF ADMINISTRATION 118 N. CLARK STREET, ROOM 801 CHICAGO, IL 60602 TOWER ACCOUNT NO. 8287077121 SUPPLEMENT NO. SC150214	ENERGY COSTS SHARE: COOK COUNTY: 50%
Village of Richton Park 4455 Sauk Trail Richton Park, IL 60471	RICHTON PARK: 50%
ENERGY SUPPLY CONTACT COMPANY: ComEd PHONE: (866) 639-3532	EFFECTIVE DATE: TO BE DETERMINED

TEMPORARY CONTROLLER SEQUENCE



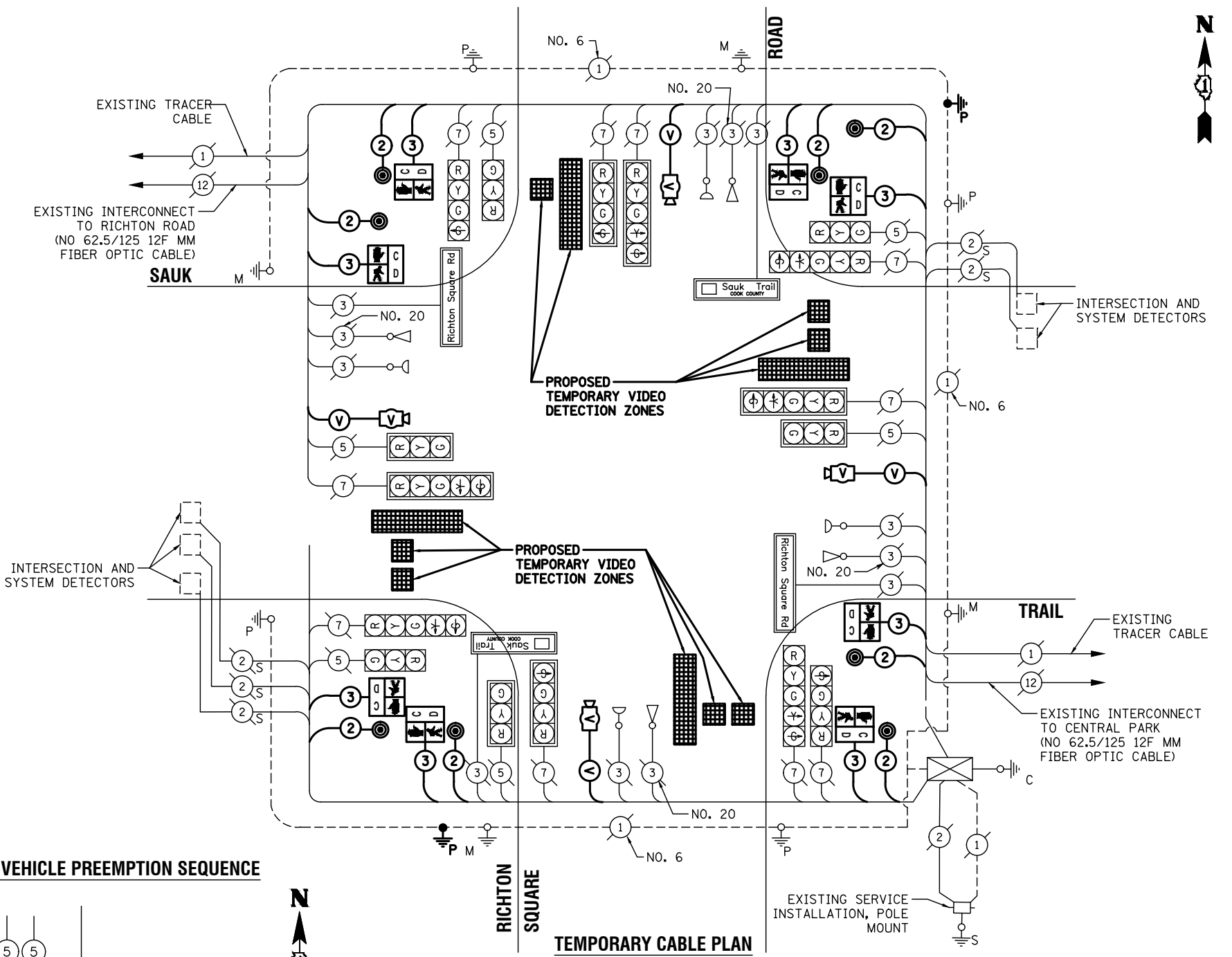
- LEGEND**
- * SINGLE ENTRY PHASE
 - * DUAL ENTRY PHASE
 - * PEDESTRIAN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE

+ CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE NORTH-SOUTH AND ONE EAST-WEST PEDESTRIAN CROSSING AT ALL TIMES. SEE MAINTENANCE OF TRAFFIC PLANS FOR DETAILS.

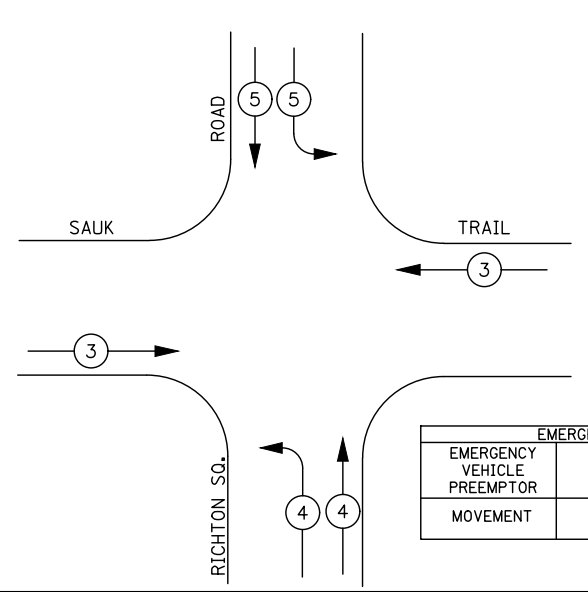
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	QTY.
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

** PAY ITEMS ALSO SHOWN ON PROPOSED CABLE AND SEQUENCING PLAN ON SHEET 45.



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	→

- NOTES:**
- TEMPORARY VIDEO DETECTION SHALL BE INSTALLED DURING THE MOT TRAFFIC SIGNAL PRE-PHASE FOR THIS INTERSECTION AND AT THE SAME TIME AS THE PROPOSED PEDESTRIAN SIGNAL HEADS AND PUSH BUTTONS. SEE MAINTENANCE OF TRAFFIC PLANS FOR MORE INFORMATION.
 - TEMPORARY VIDEO DETECTION WIRING SHALL BE ROUTED THROUGH THE EXISTING MAST ARM POLE CAPS.
 - CONTRACTOR MUST CONTACT COUNTY TO INSPECT AND APPROVE PEDESTRIAN SIGNAL INSTALLATION PRIOR TO OPERATION.
 - LEFT AND RIGHT TURN ARROWS SHALL BE BAGGED ON ALL LEGS.
 - ANY PROPOSED PEDESTRIAN PUSH-BUTTON OR SIGNAL HEAD NOT IN OPERATION SHALL BE BAGGED.

**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
PED. SIGNAL (LED)	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	20	15	0.45	135.00
(ARROW)	6	12	0.10	7.20
VIDEO DETECTION	4	25	1.00	100
ILLUMINATED LED STREET NAME 6'	2	108	0.40	86.4
ILLUMINATED LED STREET NAME 8'	2	144	0.40	115.20
TOTAL =				899.80

ENERGY COSTS TO:
COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 8287077121
SUPPLEMENT NO. SC150214

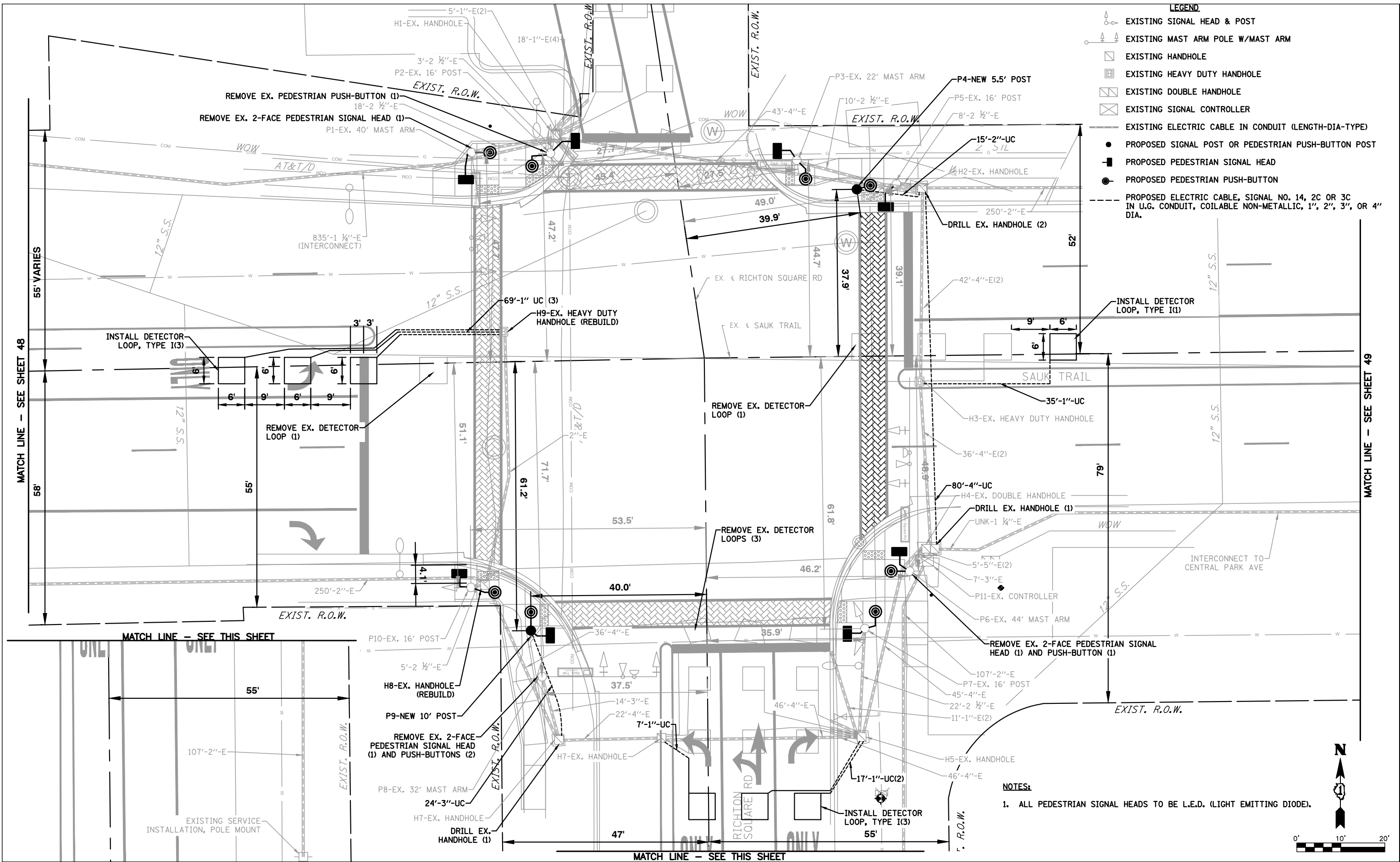
ENERGY COSTS SHARE:
COOK COUNTY: 50%

Village of Richton Park
4455 Sauk Trail
Richton Park, IL 60471

RIGHTON PARK: 50%

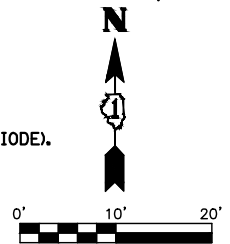
ENERGY SUPPLY CONTACT
COMPANY: ComEd
PHONE: (866) 639-3532

EFFECTIVE DATE:
TO BE DETERMINED



- LEGEND**
- EXISTING SIGNAL HEAD & POST
 - EXISTING MAST ARM POLE W/MAST ARM
 - EXISTING HANDHOLE
 - EXISTING HEAVY DUTY HANDHOLE
 - EXISTING DOUBLE HANDHOLE
 - EXISTING SIGNAL CONTROLLER
 - EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 - PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 - PROPOSED PEDESTRIAN SIGNAL HEAD
 - PROPOSED PEDESTRIAN PUSH-BUTTON
 - PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.

NOTES:
 1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).



FILE NAME = R0138250-PEDSIGNALS.DWG
 USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 6:10 PM












DESIGNED - TSIANIS	REVISED -
DRAWN - BBUTTERFIELD	REVISED -
CHECKED -	REVISED -
DATE - -	REVISED -

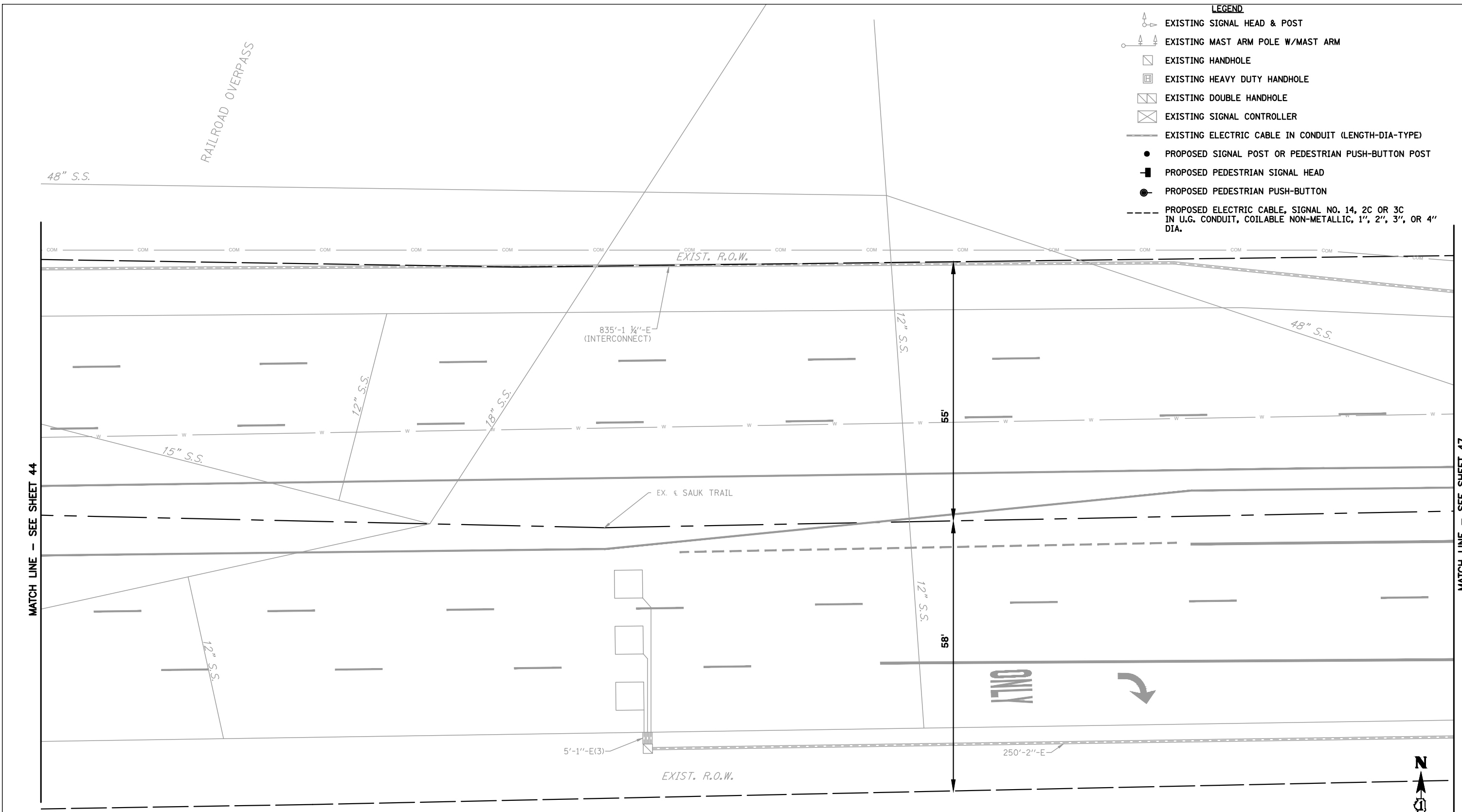
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN SIGNAL MODERNIZATION - RICHTON SQUARE RD

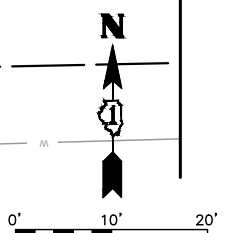
SCALE: 1" = 10' SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	47
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

- LEGEND**
-  EXISTING SIGNAL HEAD & POST
 -  EXISTING MAST ARM POLE W/MAST ARM
 -  EXISTING HANDHOLE
 -  EXISTING HEAVY DUTY HANDHOLE
 -  EXISTING DOUBLE HANDHOLE
 -  EXISTING SIGNAL CONTROLLER
 -  EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
 -  PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
 -  PROPOSED PEDESTRIAN SIGNAL HEAD
 -  PROPOSED PEDESTRIAN PUSH-BUTTON
 -  PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.



NOTES:
 1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).



FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
PLOT SCALE = ----			
PLOT DATE = 5/4/2018 6:10 PM			












**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

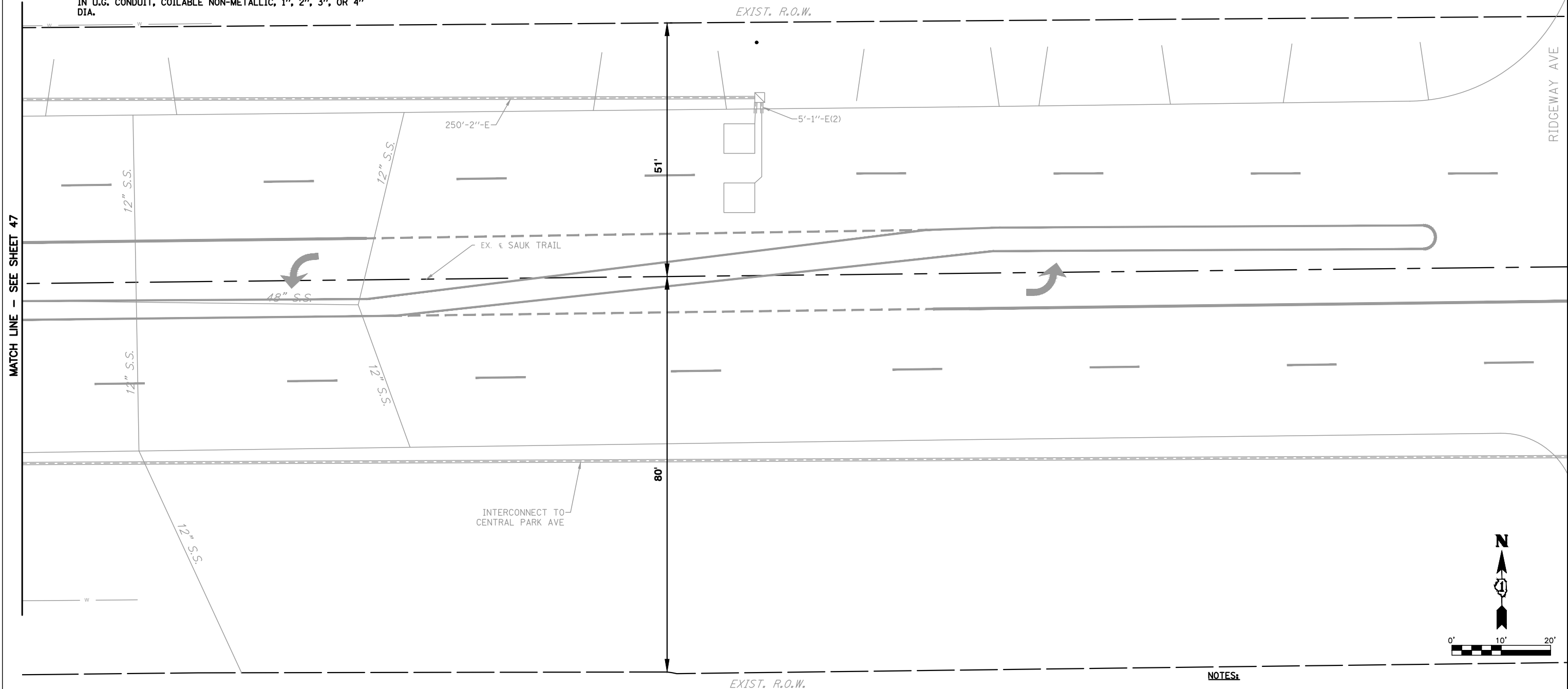
PEDESTRIAN SIGNAL MODERNIZATION - RICHTON SQUARE RD (W.)

SCALE: 1" = 10' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

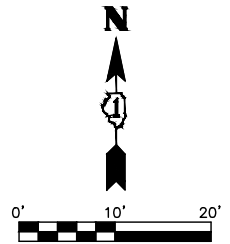
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	48
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

LEGEND

-  EXISTING SIGNAL HEAD & POST
-  EXISTING MAST ARM POLE W/MAST ARM
-  EXISTING HANDHOLE
-  EXISTING HEAVY DUTY HANDHOLE
-  EXISTING DOUBLE HANDHOLE
-  EXISTING SIGNAL CONTROLLER
-  EXISTING ELECTRIC CABLE IN CONDUIT (LENGTH-DIA-TYPE)
-  PROPOSED SIGNAL POST OR PEDESTRIAN PUSH-BUTTON POST
-  PROPOSED PEDESTRIAN SIGNAL HEAD
-  PROPOSED PEDESTRIAN PUSH-BUTTON
-  PROPOSED ELECTRIC CABLE, SIGNAL NO. 14, 2C OR 3C IN U.G. CONDUIT, COILABLE NON-METALLIC, 1", 2", 3", OR 4" DIA.



MATCH LINE - SEE SHEET 47



NOTES:
 1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).

FILE NAME = R0138250-PEDSIGNALS.DWG	USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
		DRAWN - BBUTTERFIELD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -
	PLOT DATE = 5/4/2018 6:10 PM		

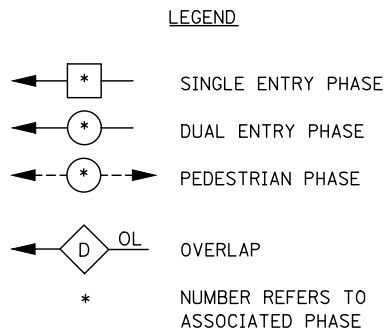
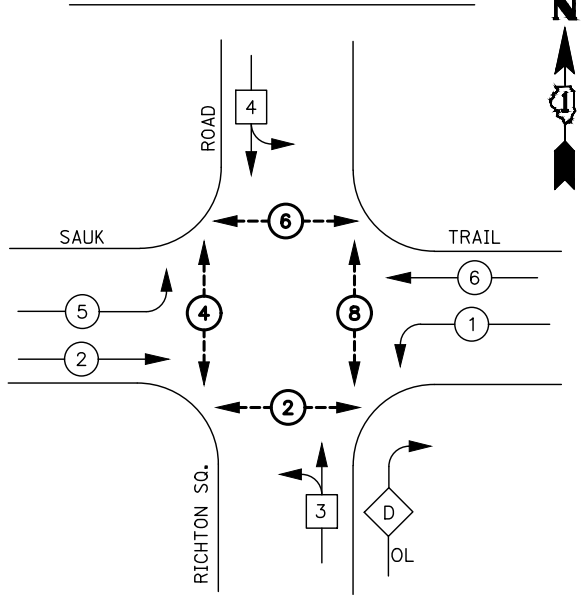
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN SIGNAL MODERNIZATION - RICHTON SQUARE RD (E.)

SCALE: 1" = 10' SHEET NO. 4 OF 5 SHEETS STA. TO STA.

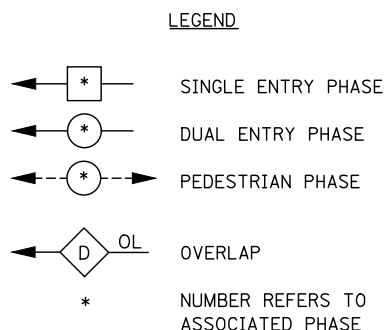
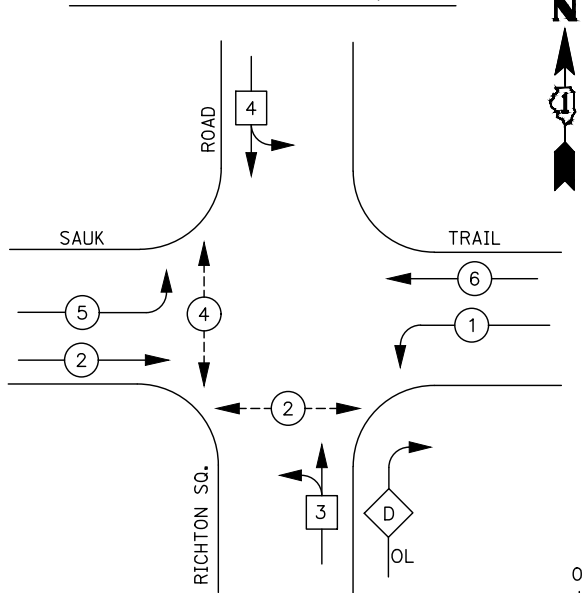
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	49
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

PROPOSED CONTROLLER SEQUENCE



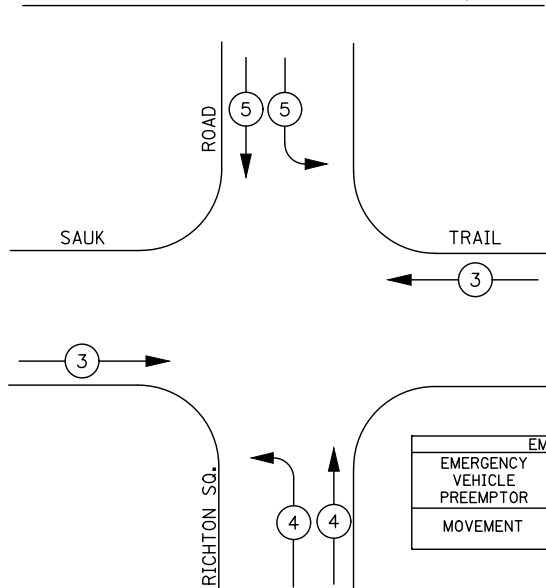
OVERLAP LETTER PERMISSIVE PHASE PROTECTED PHASE
 D = 3 + 1

EXISTING CONTROLLER SEQUENCE

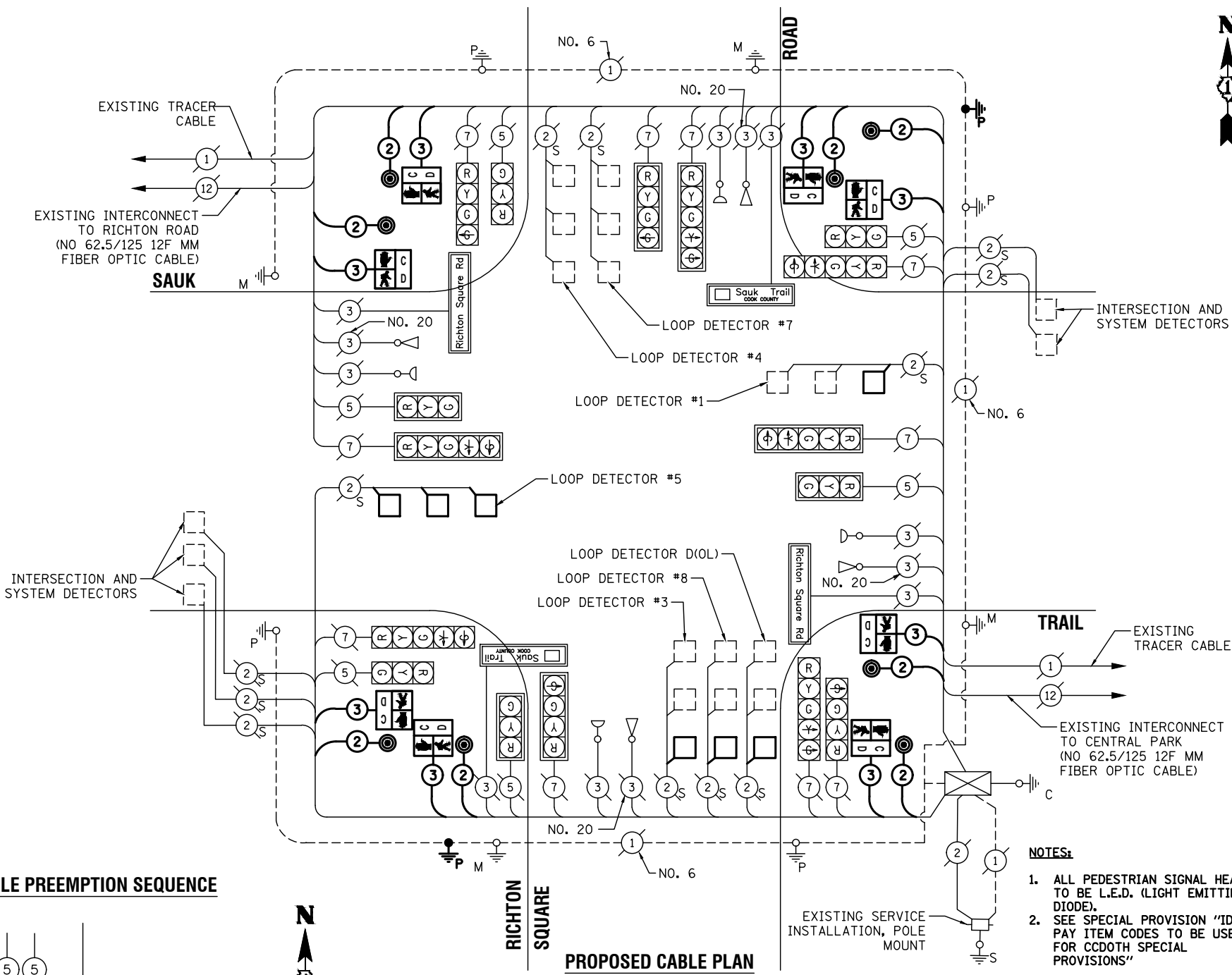


OVERLAP LETTER PERMISSIVE PHASE PROTECTED PHASE
 D = 3 + 1

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	←	↑	↓



PROPOSED CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION ²	UNITS	QTY.
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	15
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA.	FOOT	24
UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 4" DIA.	FOOT	80
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1345
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1350
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	35
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
PEDESTRIAN PUSH-BUTTON	EACH	8
DETECTOR LOOP, TYPE I	FOOT	261
MODIFY EXISTING CONTROLLER	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
ROD AND CLEAN EXISTING CONDUIT	FOOT	275
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	8
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

- NOTES:**
1. ALL PEDESTRIAN SIGNAL HEADS TO BE L.E.D. (LIGHT EMITTING DIODE).
 2. SEE SPECIAL PROVISION "IDOT PAY ITEM CODES TO BE USED FOR CCDOH SPECIAL PROVISIONS"

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
 TRAFFIC SIGNAL INSTALLATION
 ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	%OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	12	5	1.00	60.00
PED. SIGNAL (LED)	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	20	15	0.45	135.00
(ARROW)	6	12	0.10	7.20
ILLUMINATED LED STREET NAME 6'	2	108	0.40	86.4
ILLUMINATED LED STREET NAME 8'	2	144	0.40	115.20
TOTAL =				859.80

ENERGY COSTS TO:
 COOK COUNTY BUREAU OF ADMINISTRATION
 118 N. CLARK STREET, ROOM 801
 CHICAGO, IL 60602
 TOWER ACCOUNT NO. 8287077121
 SUPPLEMENT NO. SC150214

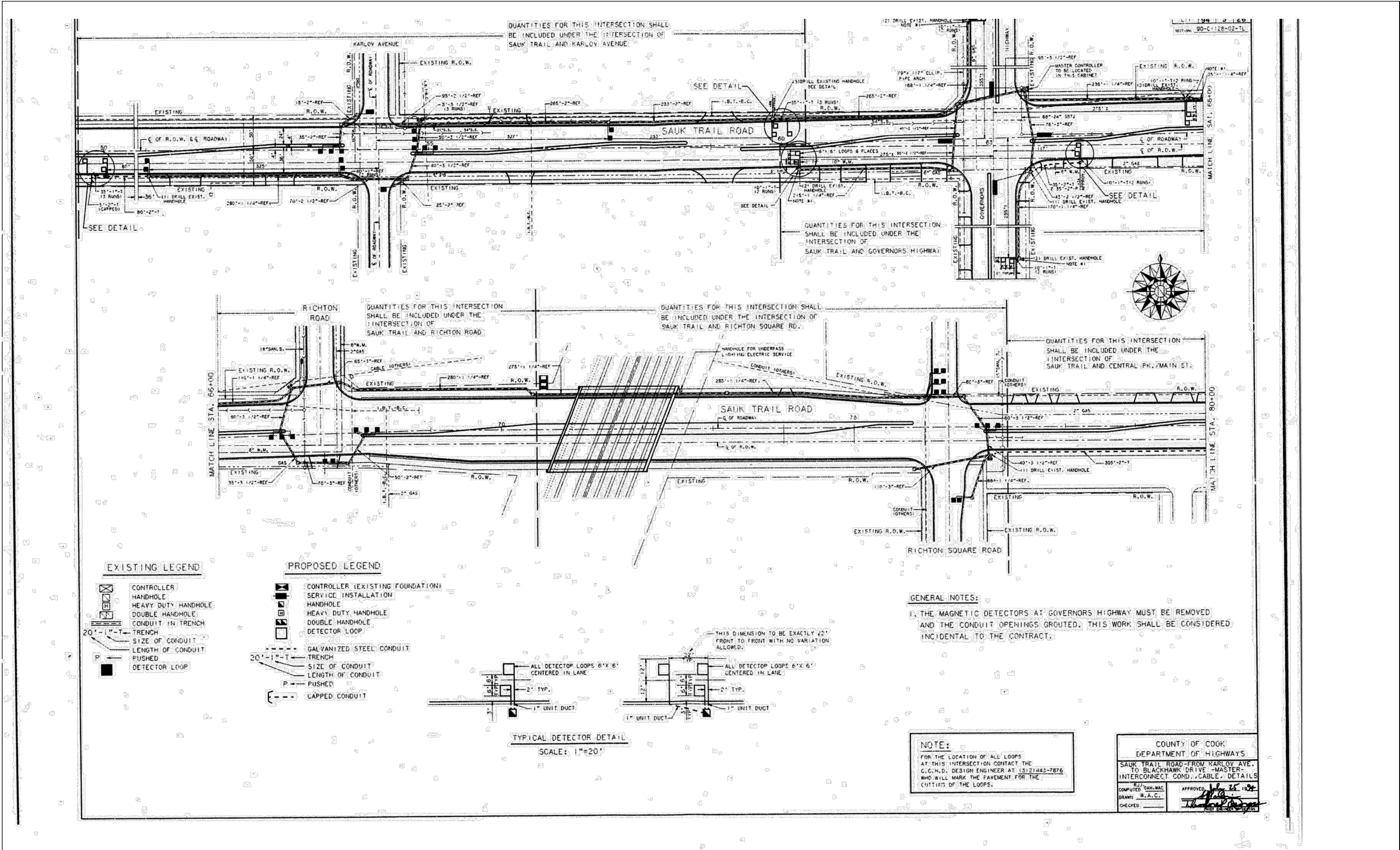
ENERGY COSTS SHARE:
 COOK COUNTY: 50%

ENERGY SUPPLY CONTACT:
 COMPANY: ComEd
 PHONE: (866) 639-3532

EFFECTIVE DATE:
 TO BE DETERMINED

Village of Richton Park
 4455 Sauk Trail
 Richton Park, IL 60471

RIGHTON PARK: 50%



FILE NAME = R0138258-AS-BUILT INTERCONNECT.DWG

USER NAME = ANA A. NINO FLORES
 PLOT SCALE = ----
 PLOT DATE = 5/4/2018 5:37 PM

DESIGNED - TSANIS
 DRAWN - BBUTTERFIELD
 CHECKED - --
 DATE - -

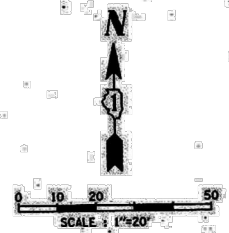
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INTERCONNECT PLANS
 SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

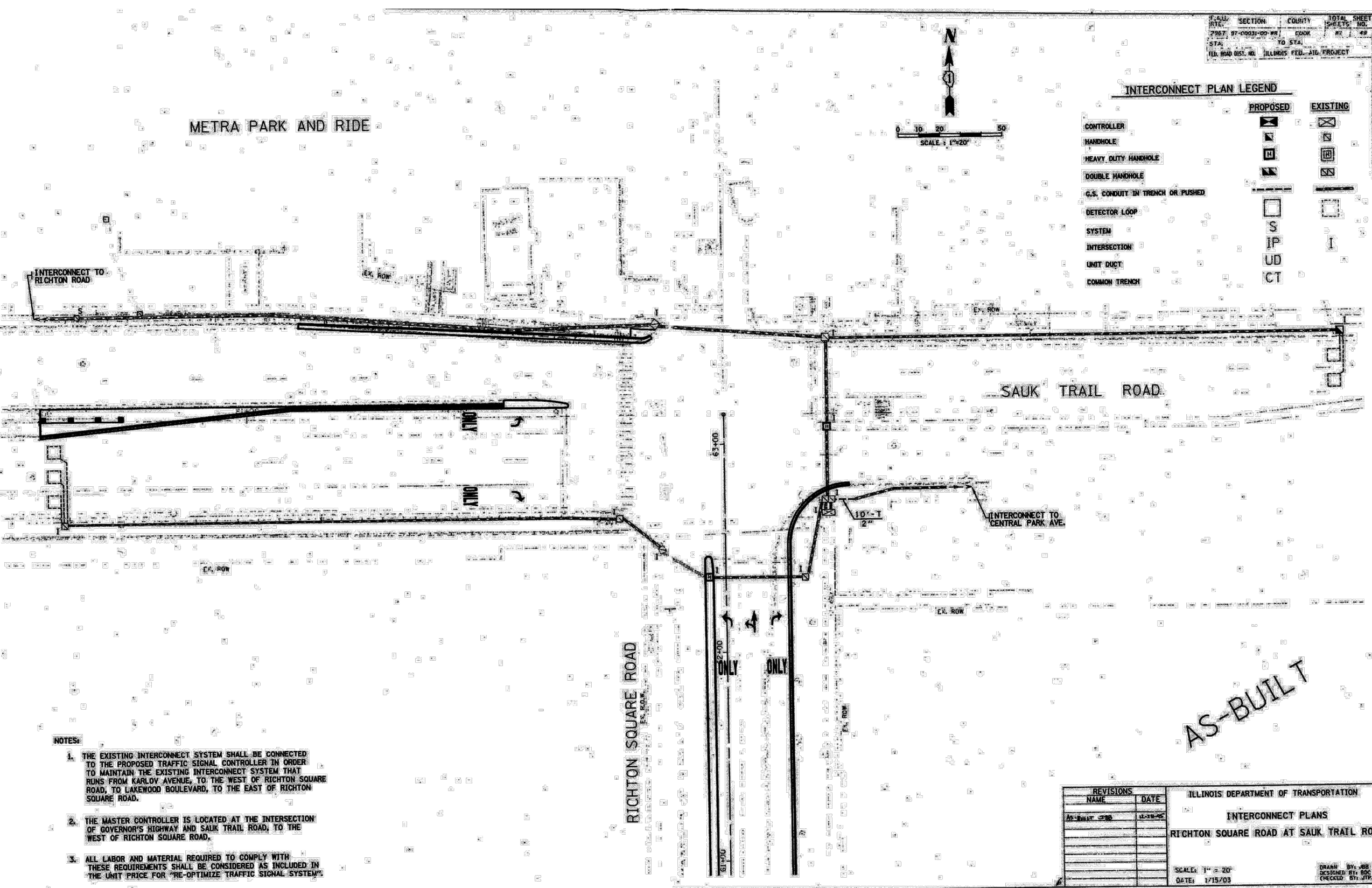
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	51
*1632/3778		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

F.A.U. SECTION COUNTY TOTAL SHEET
 RTE. 15-00059-00 SW COOK 68 52
 STA. TO STA.
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
SYSTEM	[Symbol]	[Symbol]
INTERSECTION	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]



NOTES:

1. THE EXISTING INTERCONNECT SYSTEM SHALL BE CONNECTED TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER IN ORDER TO MAINTAIN THE EXISTING INTERCONNECT SYSTEM THAT RUNS FROM KARLOV AVENUE, TO THE WEST OF RICHTON SQUARE ROAD, TO LAKEWOOD BOULEVARD, TO THE EAST OF RICHTON SQUARE ROAD.
2. THE MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF GOVERNOR'S HIGHWAY AND SAUK TRAIL ROAD, TO THE WEST OF RICHTON SQUARE ROAD.
3. ALL LABOR AND MATERIAL REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE CONSIDERED AS INCLUDED IN THE UNIT PRICE FOR "RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM".

REVISIONS	
NAME	DATE
AS-BUILT	12-28-05

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT PLANS
 RICHTON SQUARE ROAD AT SAUK TRAIL ROAD
 SCALE: 1" = 20'
 DATE: 1/15/03
 DRAWN BY: JBS
 DESIGNED BY: BDC
 CHECKED BY: JTP/ROR

03-1-2117

FILE NAME = R0138250-AS-BUILT INTERCONNECT.DWG

USER NAME = ANA A. NINO FLORES	DESIGNED - TSIANIS	REVISED -
PLOT SCALE = ----	DRAWN - BBUTTERFIELD	REVISED -
PLOT DATE = 5/4/2018 5:37 PM	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

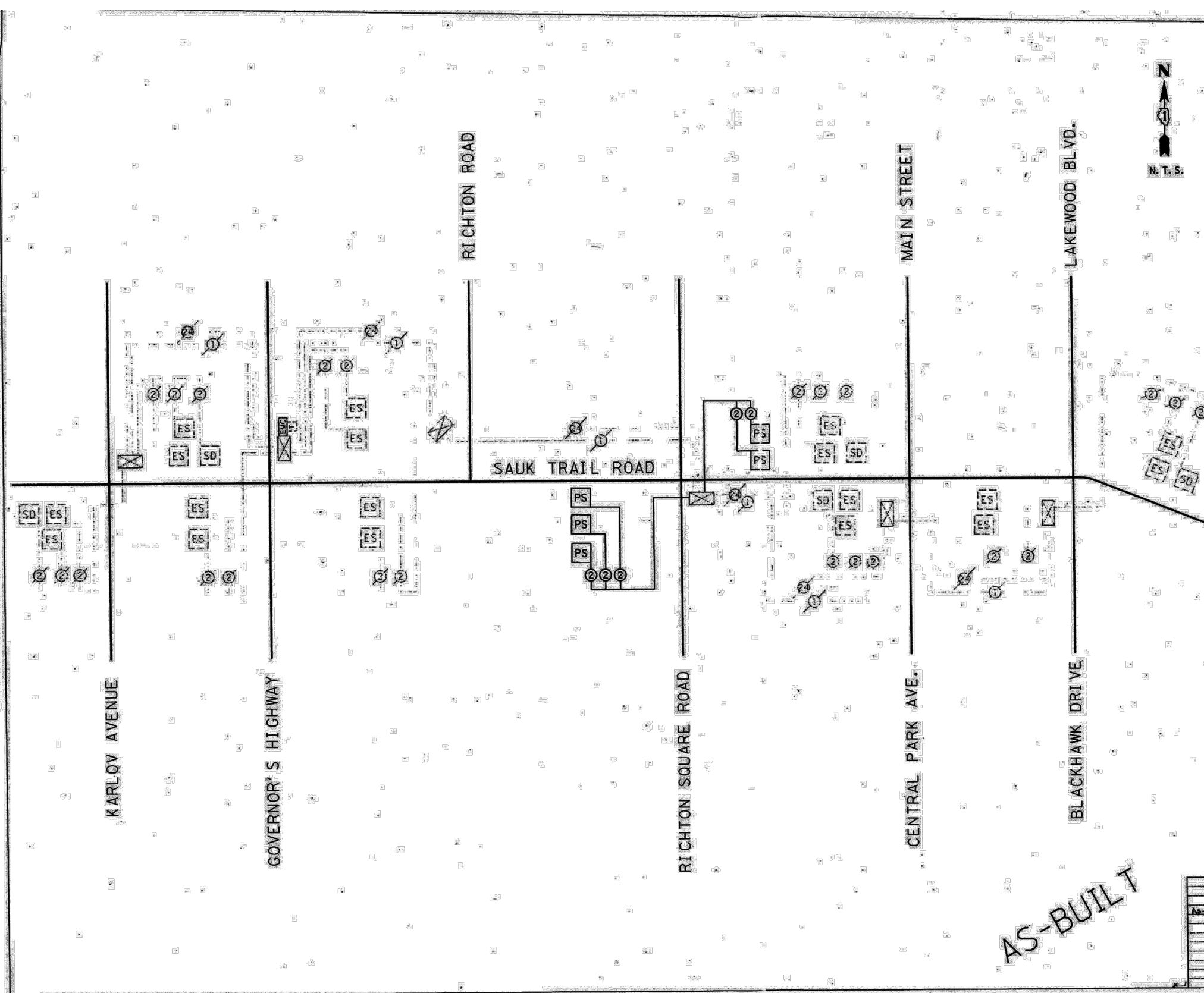
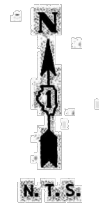
TRAFFIC SIGNAL INTERCONNECT PLANS
 SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	52
*1632/3778			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

F.A.U. SECTION COUNTY TOTAL SHEETS NO.	2067 97-00031-00-SW COOK 68 53
STA. TO STA.	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

INTERCONNECT SCHEMATIC LEGEND

- EXISTING INTERSECTION CONTROLLER [Symbol]
- PROPOSED INTERSECTION CONTROLLER [Symbol]
- EXISTING MASTER CONTROLLER [Symbol]
- PROPOSED MASTER CONTROLLER [Symbol]
- MASTER MASTER CONTROLLER [Symbol]
- EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS [Symbol]
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING INTERSECTION LOOP DETECTORS [Symbol]
- PROPOSED SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING SAMPLING (SYSTEM) DETECTORS [Symbol]
- PROPOSED SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS [Symbol]
- PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS [Symbol]
- EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS [Symbol]
- PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS [Symbol]
- EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM2F SM12F [Symbol]
- PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM2F SM12F [Symbol]
- EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE [Symbol]
- PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE [Symbol]
- EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED [Symbol]
- PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED [Symbol]
- EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED [Symbol]
- PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED [Symbol]
- EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED) [Symbol]
- PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED) [Symbol]
- EXISTING TELEPHONE CONNECTION [Symbol]
- PROPOSED TELEPHONE CONNECTION [Symbol]
- EXISTING SPEED DETECTOR LOOPS (SYSTEM) [Symbol]



AS-BUILT

REVISIONS	NAME	DATE
AS-BUILT	DDG	11-24-07

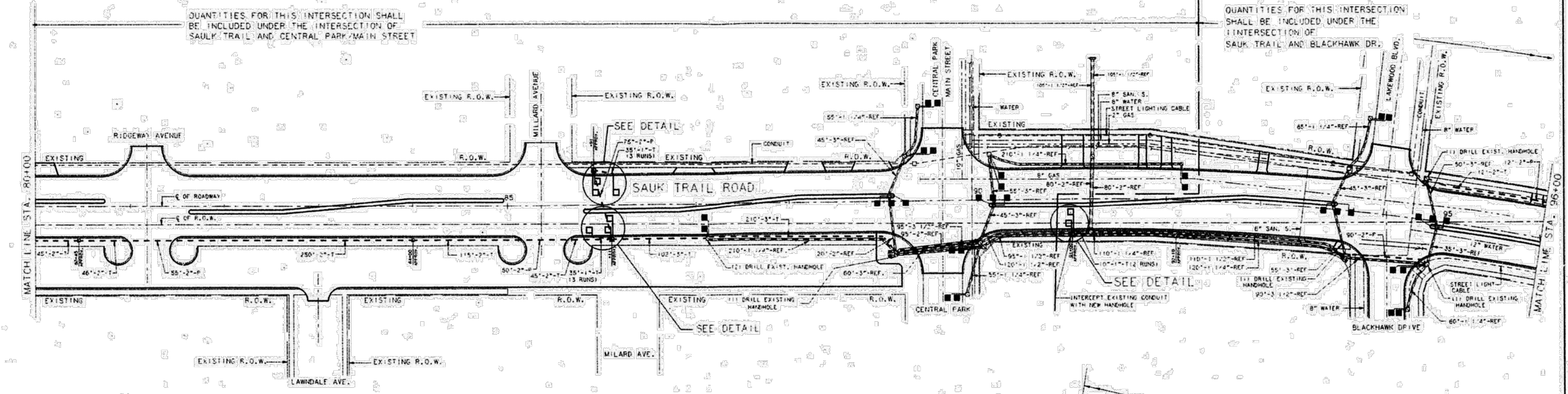
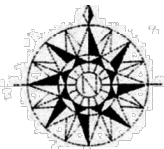
ILLINOIS DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC

SCALE: NONE

DATE: 5-15-03

DRAWN BY: JBB
DESIGNED BY: DDG
CHECKED BY: JTR/RDM



- | EXISTING LEGEND | | PROPOSED LEGEND | |
|-----------------|--------------------------|-----------------|--|
| | CONTROLLER HANDHOLE | | CONTROLLER SERVICE INSTALLATION HANDHOLE |
| | HEAVY DUTY HANDHOLE | | HEAVY DUTY HANDHOLE |
| | DOUBLE HANDHOLE | | DOUBLE HANDHOLE |
| | GALVANIZED STEEL CONDUIT | | GALVANIZED STEEL CONDUIT |
| | TRENCH | | TRENCH |
| | SIZE OF CONDUIT | | SIZE OF CONDUIT |
| | LENGTH OF CONDUIT | | LENGTH OF CONDUIT |
| | PUSHED | | PUSHED |
| | DETECTOR LOOP | | DETECTOR LOOP |
| | | | CONDUIT CAPPED |

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS
SAUK TRAIL ROAD-FROM KARLOV AVE.
TO BLACKHAWK DRIVE -MASTER-
INTERCONNECT COND. CABLE DETAILS

R.J.J. COMPUTED G.M.W.B. APPROVED *[Signature]* 25 1924
DRAWN W.A.C. CHECKED *[Signature]*

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

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

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

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

T/2 *

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

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

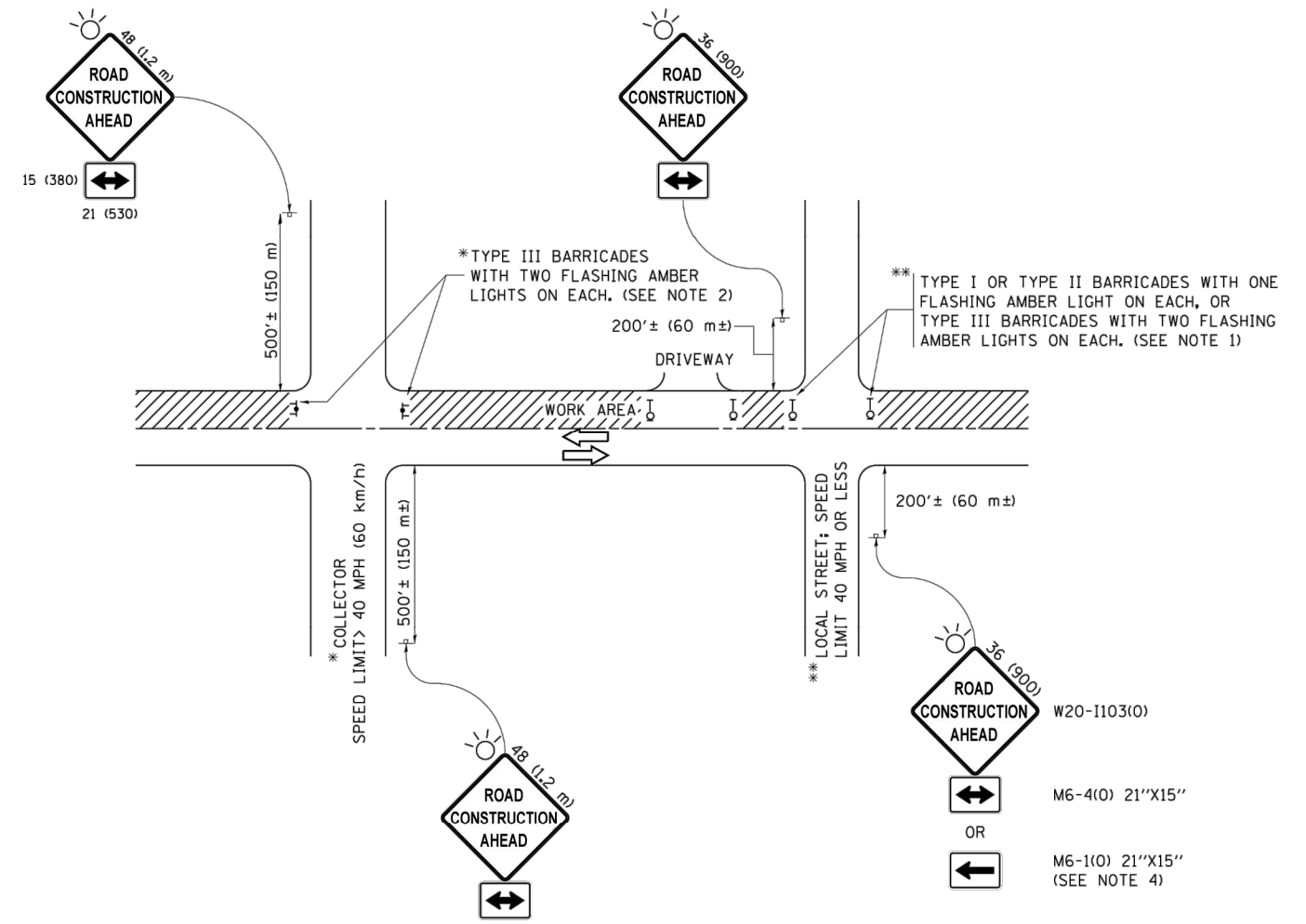
BASIS OF PAYMENT:

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = drsvkoegn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
α\pw_work\pwsdot\drsvkoegn\0108315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01					*	15-00059-00-SW	COOK	68	55
PLOT SCALE = 58.000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09			*1632/3778 BD600-06 (BD-24)			CONTRACT NO. 61E56				
PLOT DATE = 12/15/2009	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



NOTES:

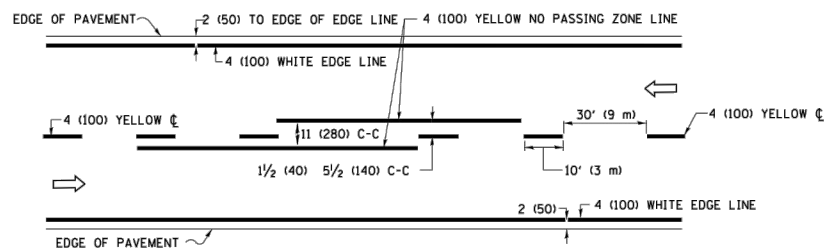
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- 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 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).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

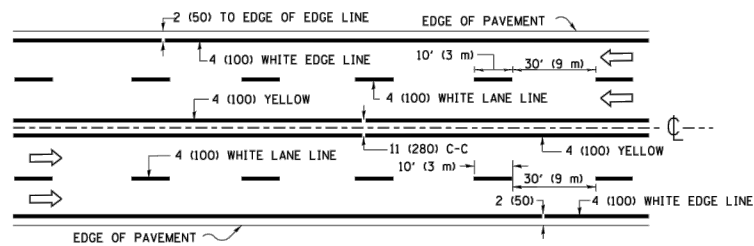
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pw\il084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\Dist1\2016\Drawings\CAD\sheet\to1.dgn			REVISED - T. RAMMACHER 01-06-00
Default	PLOT SCALE = 58.000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

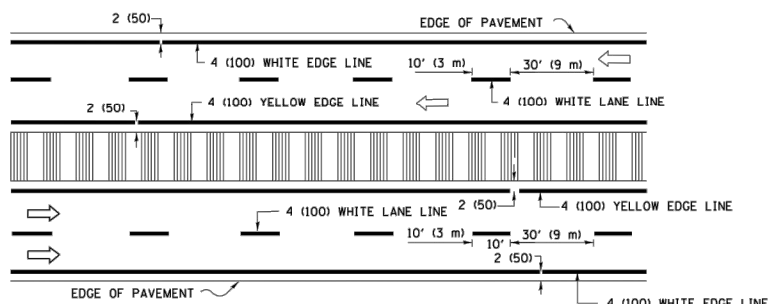
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 56
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 61E56		
*1632/3778 TC-10 FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT						



2-LANE ROADWAY

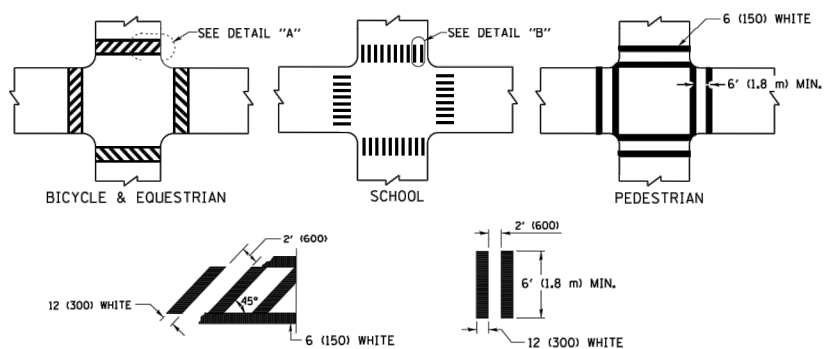


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

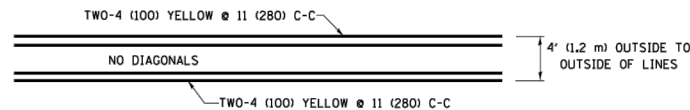


DETAIL "A"

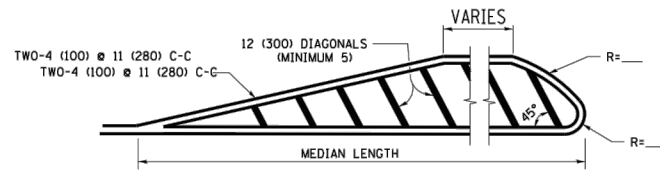
DETAIL "B"

TYPICAL CROSSWALK MARKING

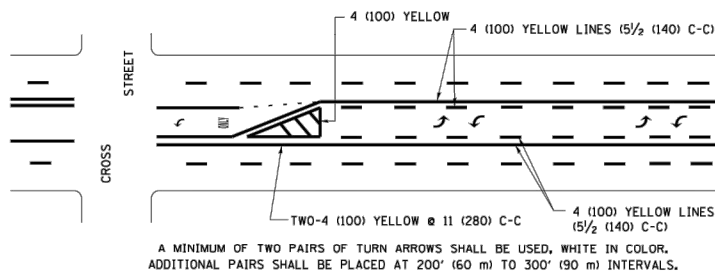
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



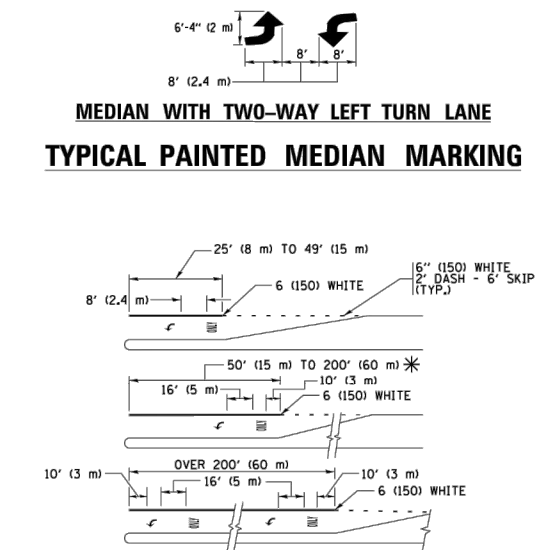
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



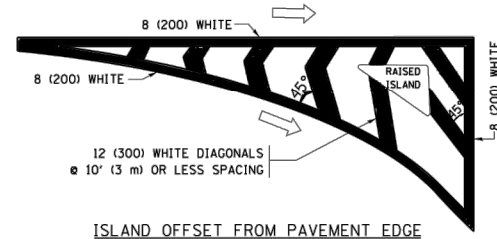
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**



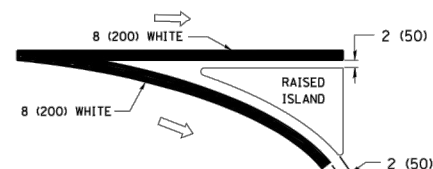
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

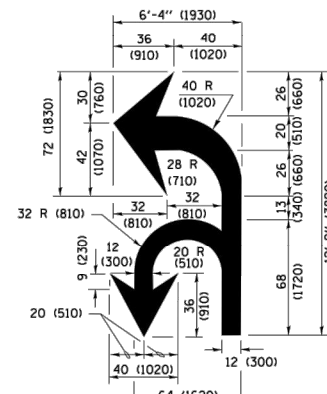


ISLAND OFFSET FROM PAVEMENT EDGE

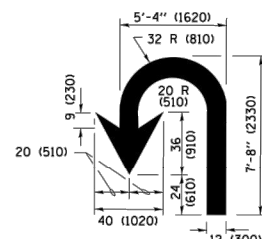


ISLAND AT PAVEMENT EDGE

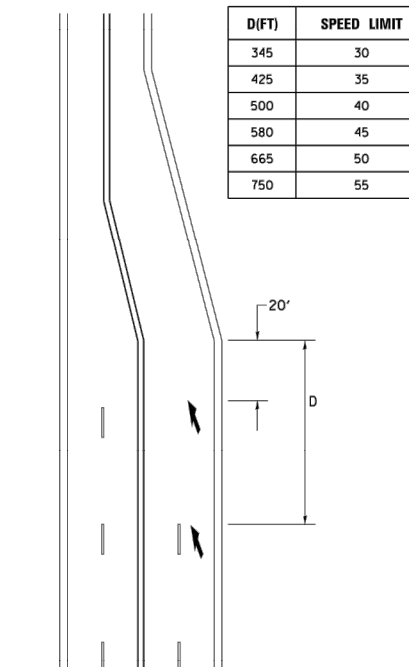
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) ON FREEWAYS	SKIP-DASH	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	WHITE	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW		WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

FILE NAME = W:\data\td\22\34\tol3.dgn	USER NAME = lsguo	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
Default	PLOT SCALE = 58.000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 57
			*1632/3778 TC-13		CONTRACT NO. 61E56		
			FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

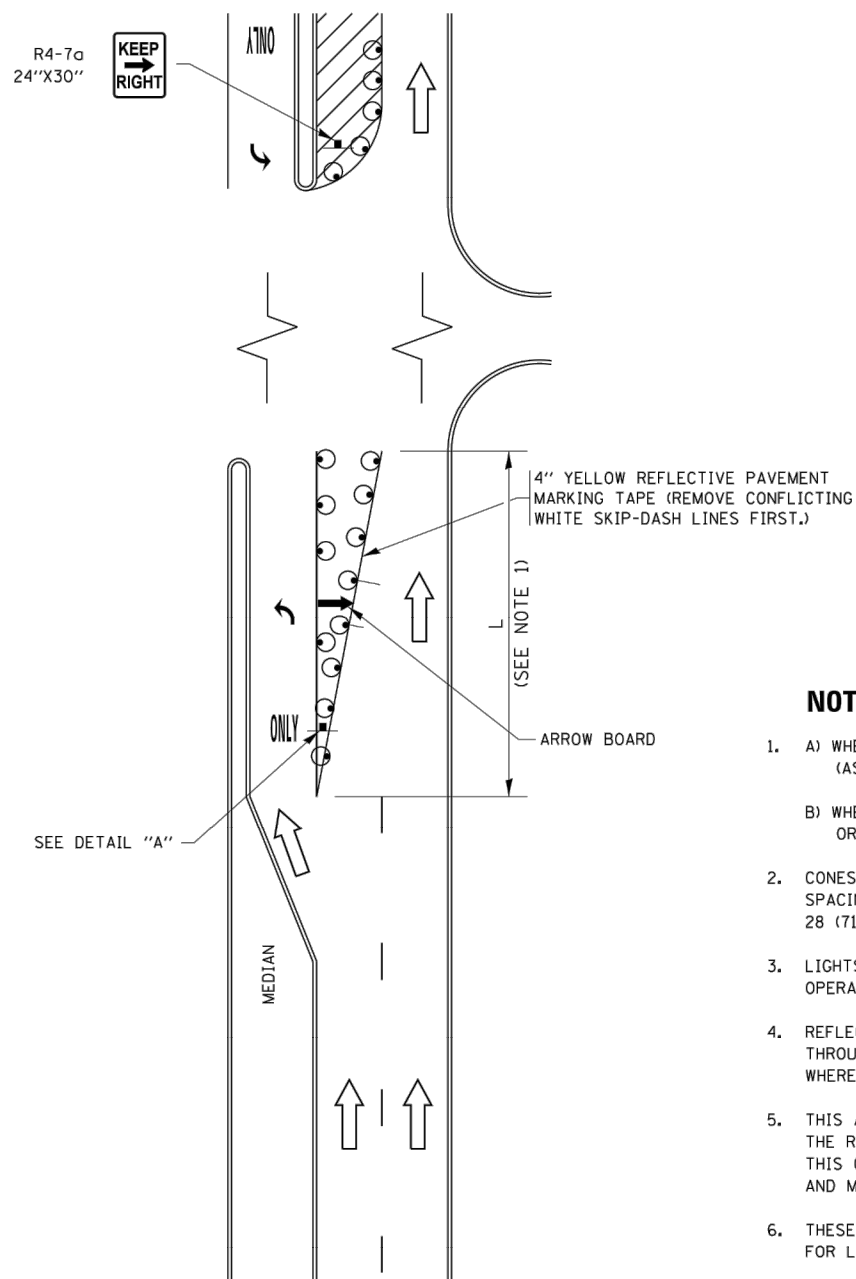
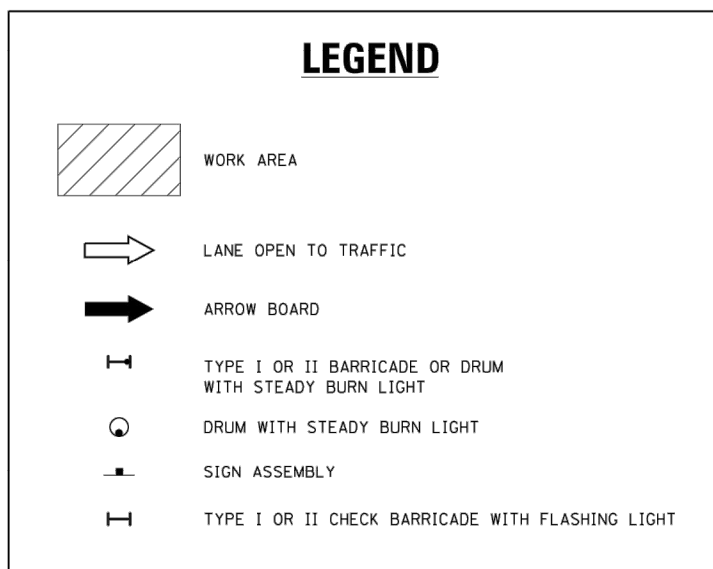


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

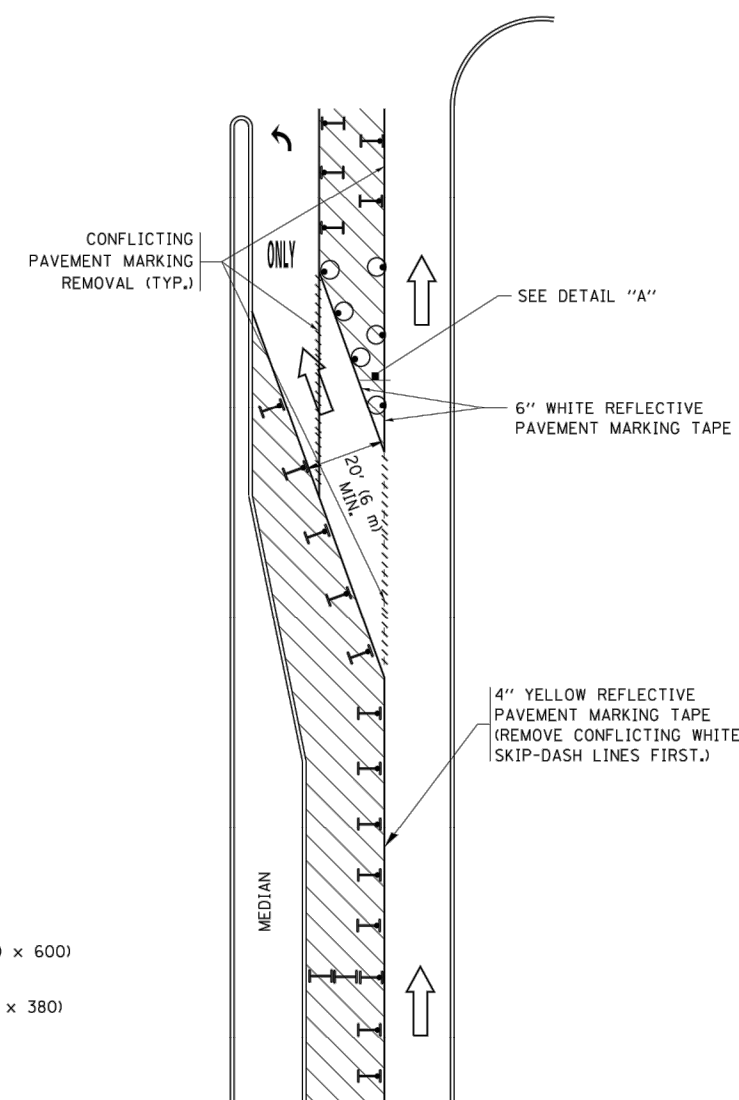
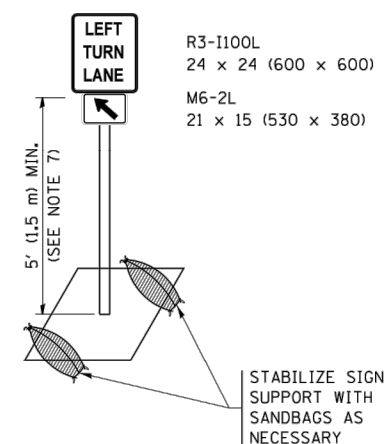


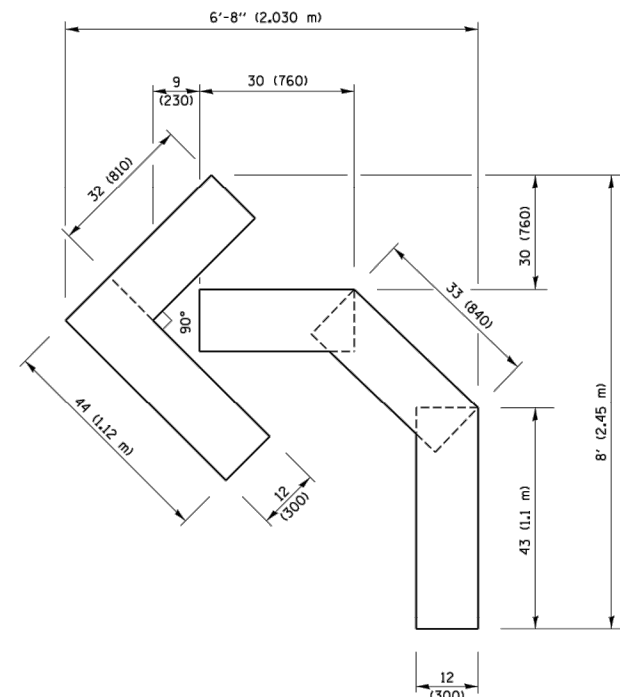
FIGURE 2



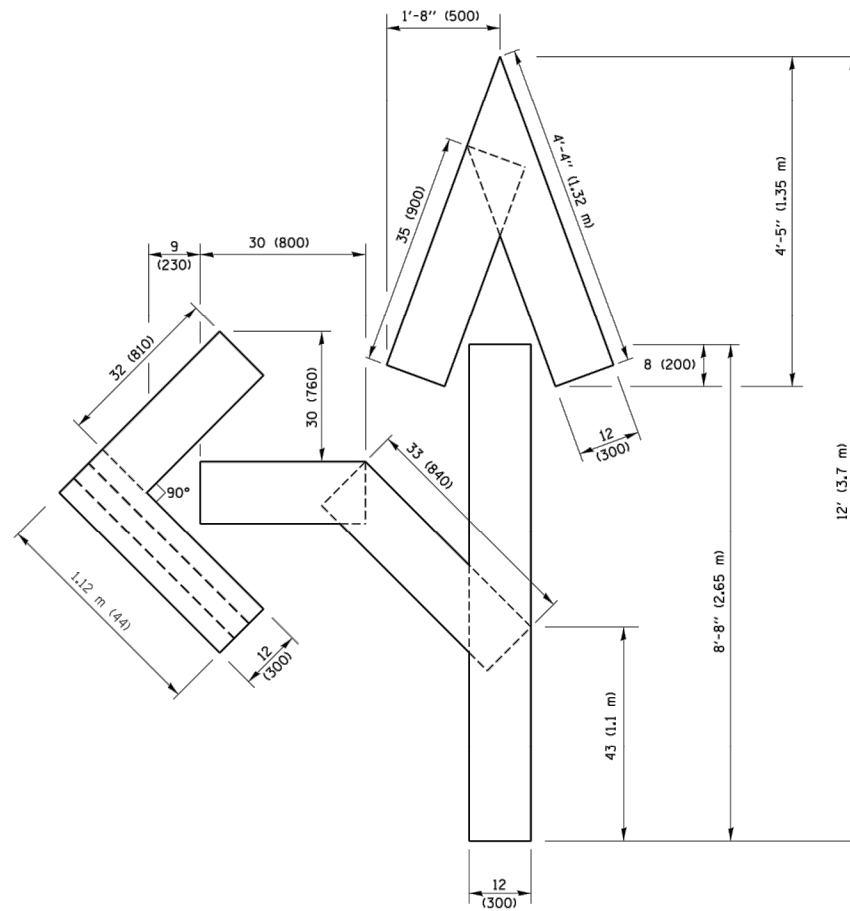
DETAIL A

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

FILE NAME =	USER NAME = footemj	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default		REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 07-01-13		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	* 15-00059-00-SW	COOK	68	58	
		REVISED -T. RAMMACHER 01-06-00	REVISED - A. SCHUETZE 09-15-16						*1632/3778 TC-14				CONTRACT NO. 61E56
									FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

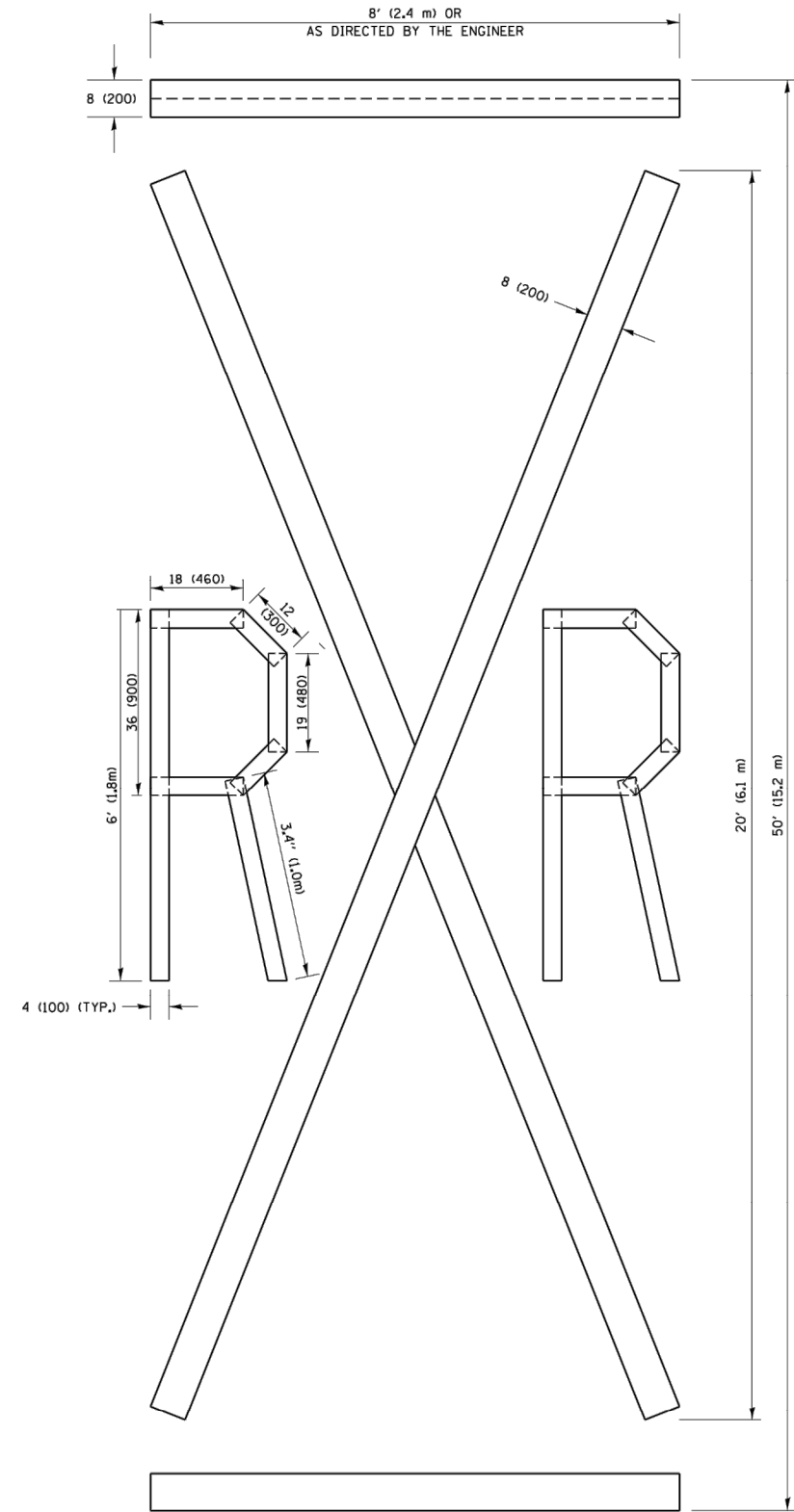


QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)



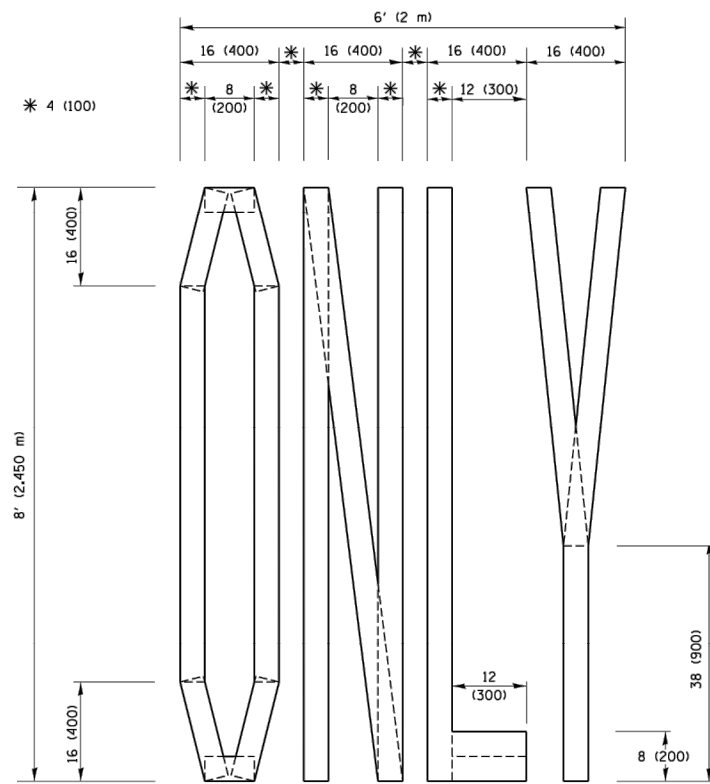
QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

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



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

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



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

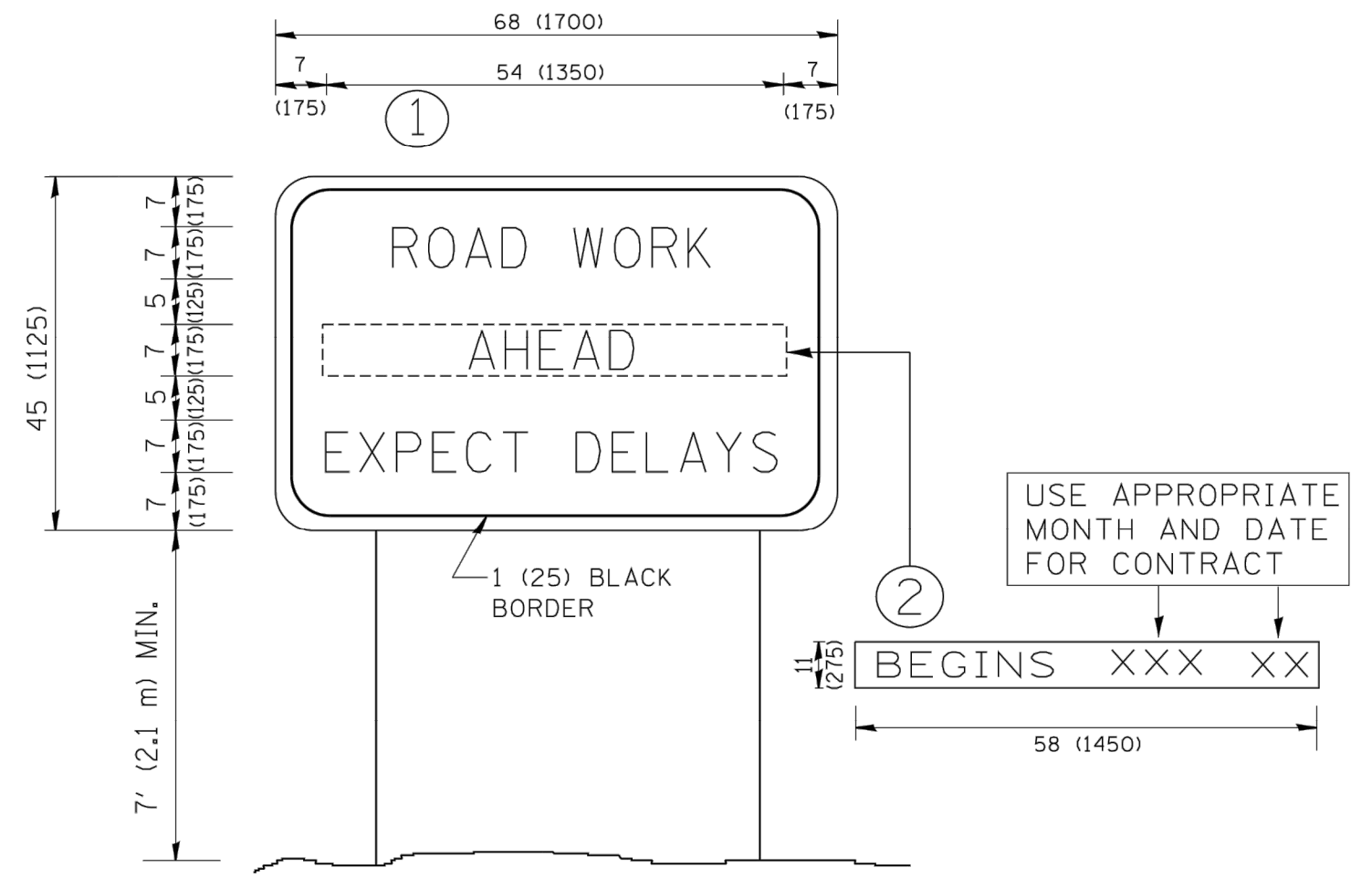
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pw\IL084EBIDINTEG.illinois.gov\PI\DOT Documents\DOT Offices\District 1\Projects\District 1\2016\DOT Data\CAD sheets\to16.dgn			REVISED - E. GOMEZ 08-28-00
			REVISED - E. GOMEZ 08-28-00
Default	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	59
*1632/3778 TC-16			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

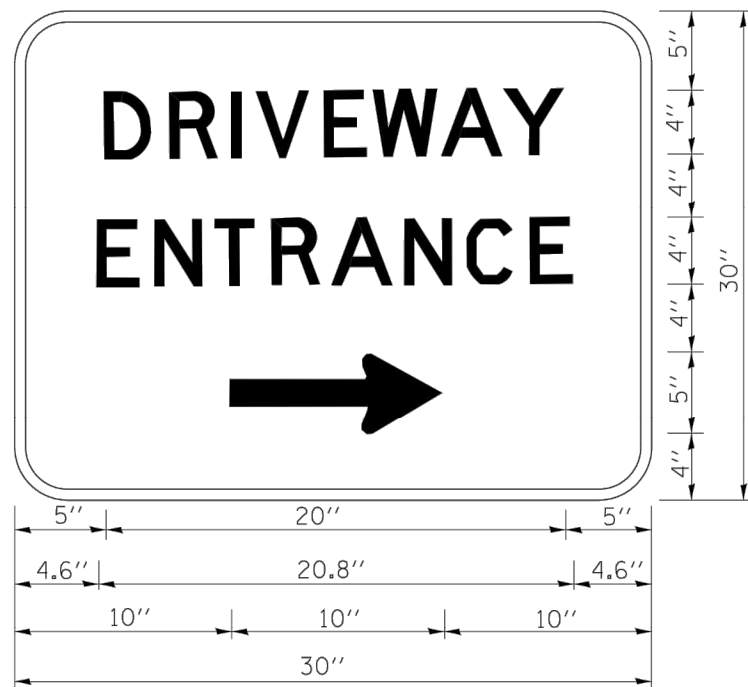
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		PLOT SCALE = 58.000' / IN.	REVISED - T. RAMMACHER 02-02-99
		PLOT DATE = 1/4/2008	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	60
*1632/3778 TC-22			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

FILE NAME =	USER NAME = gegl1enobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
o:\ps_work\pwsdot\gegl1enobt\d8188315\to26.dgn		DRAWN -	REVISED -
	PLOT SCALE = 58.800' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

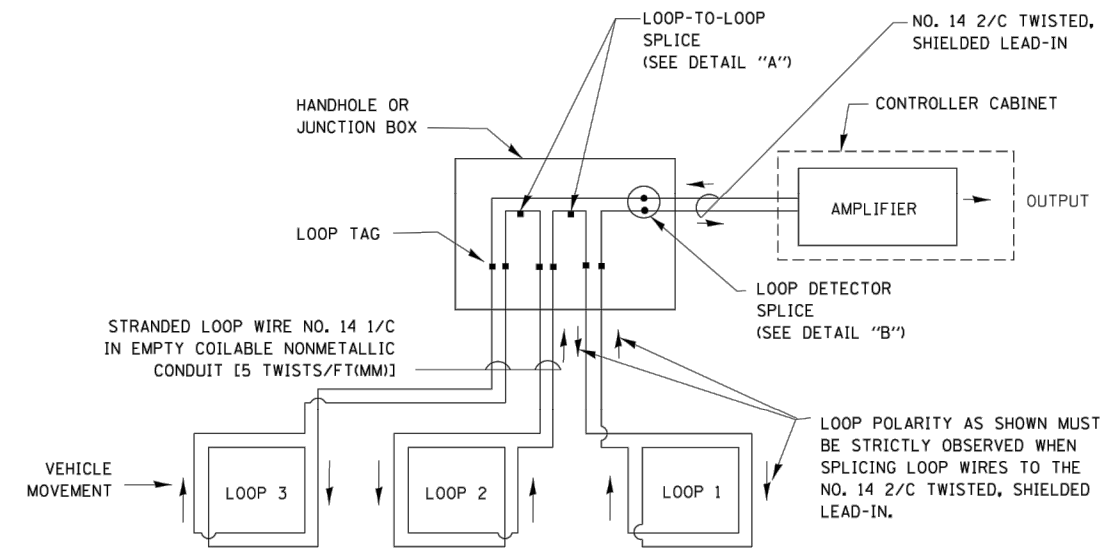
DRIVEWAY ENTRANCE SIGNAGE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	61
*1632/3778 TC-26			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

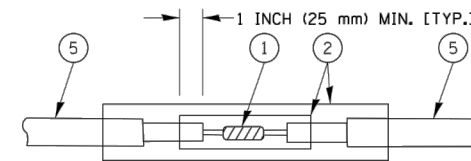
LOOP DETECTOR NOTES

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

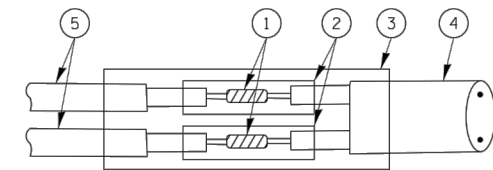


DETECTOR LOOP WIRING SCHEMATIC

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



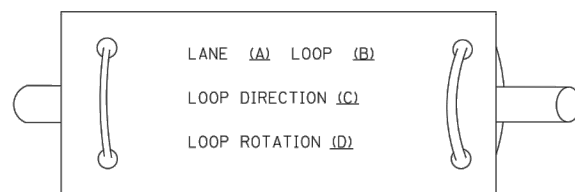
DETAIL "A"
LOOP-TO-LOOP SPLICE



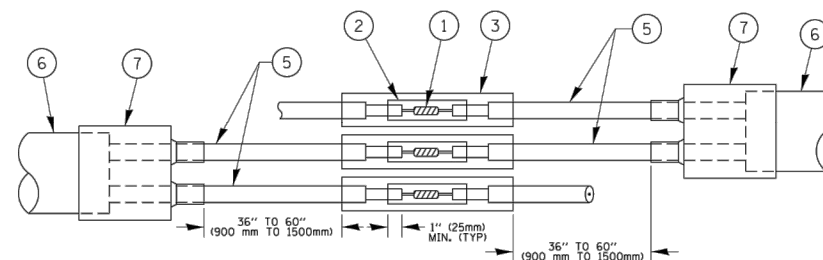
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

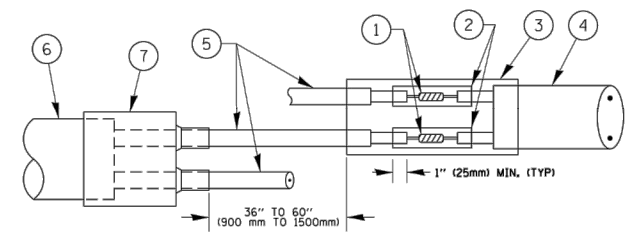
LOOP LEAD-IN CABLE TAG



- 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

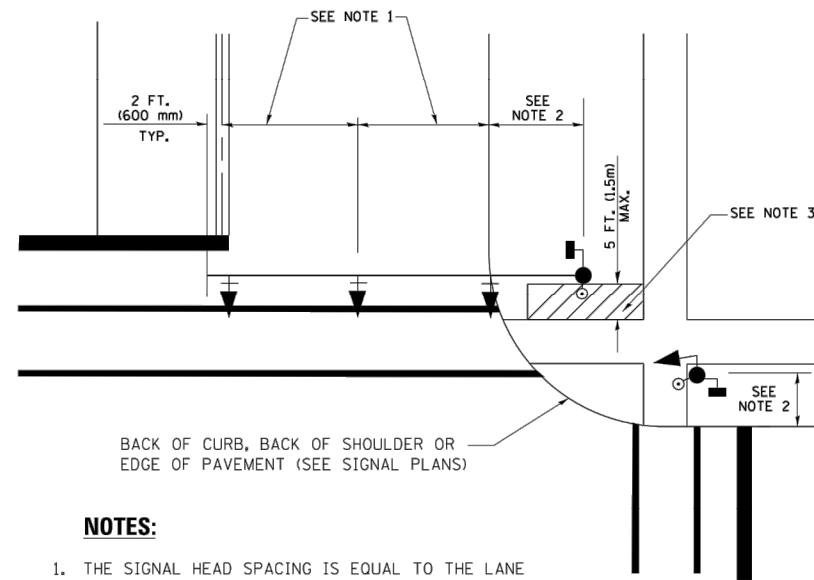
PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
α\pw_work\pwsdot\footem\vd8108315\ta05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	* 15-00059-00-SW	COOK	68	62	
		CHECKED - DAD	REVISED -						*1632/3778 TS-05				
		DATE - 10-28-09	REVISED -						FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 61E56

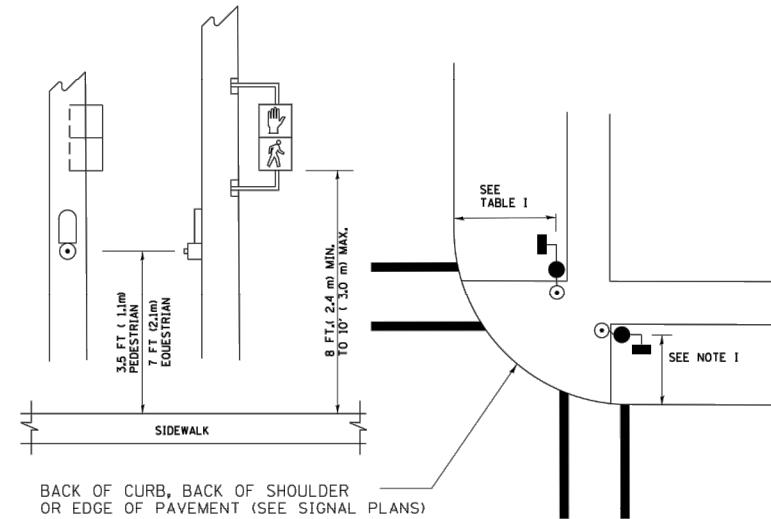
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

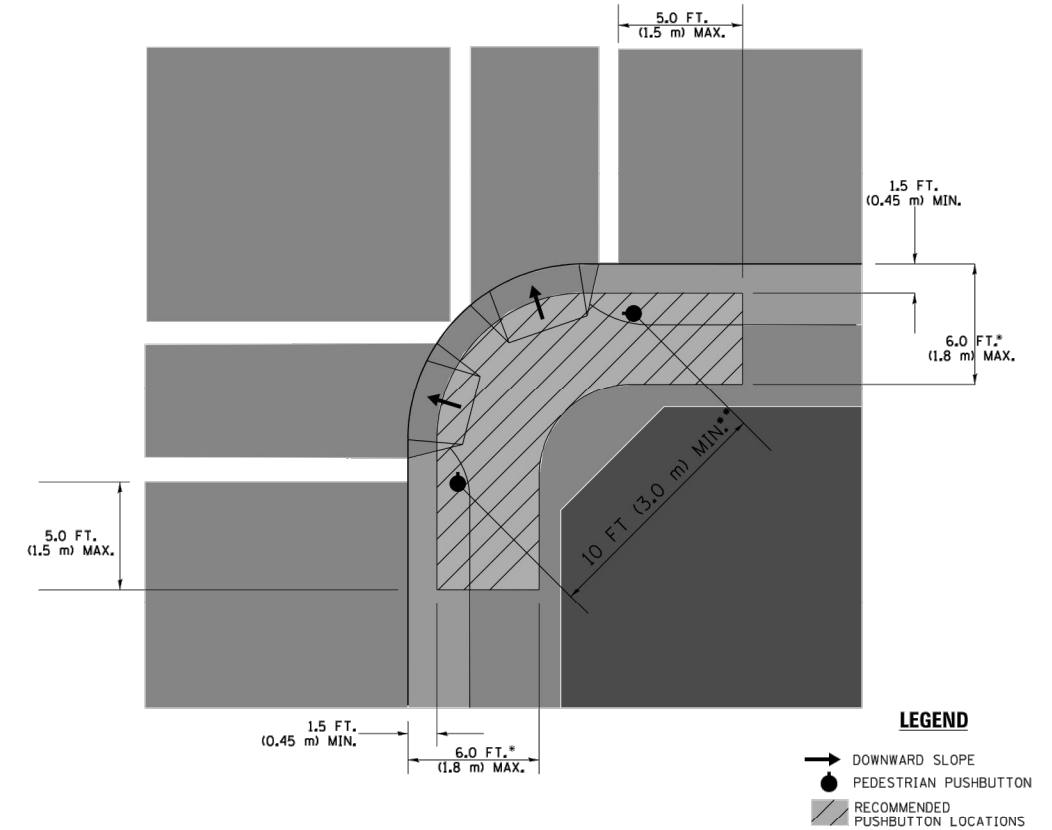
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

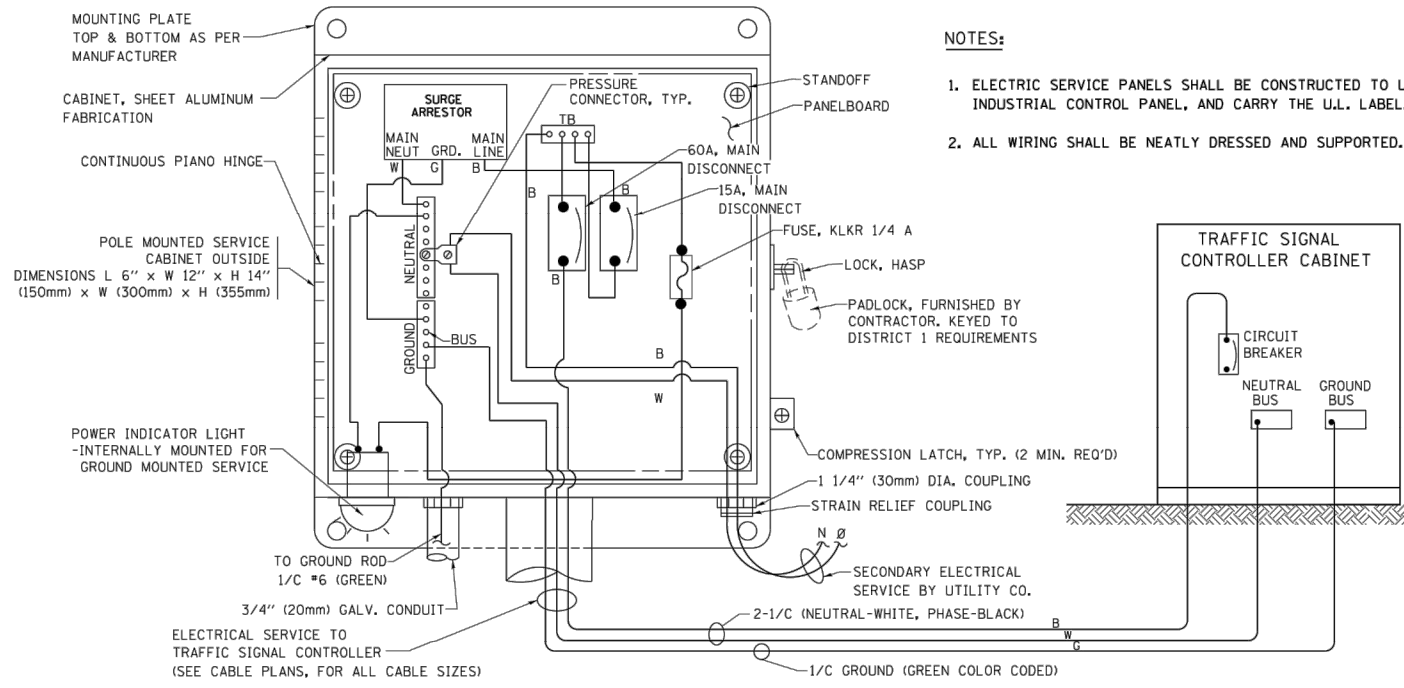
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

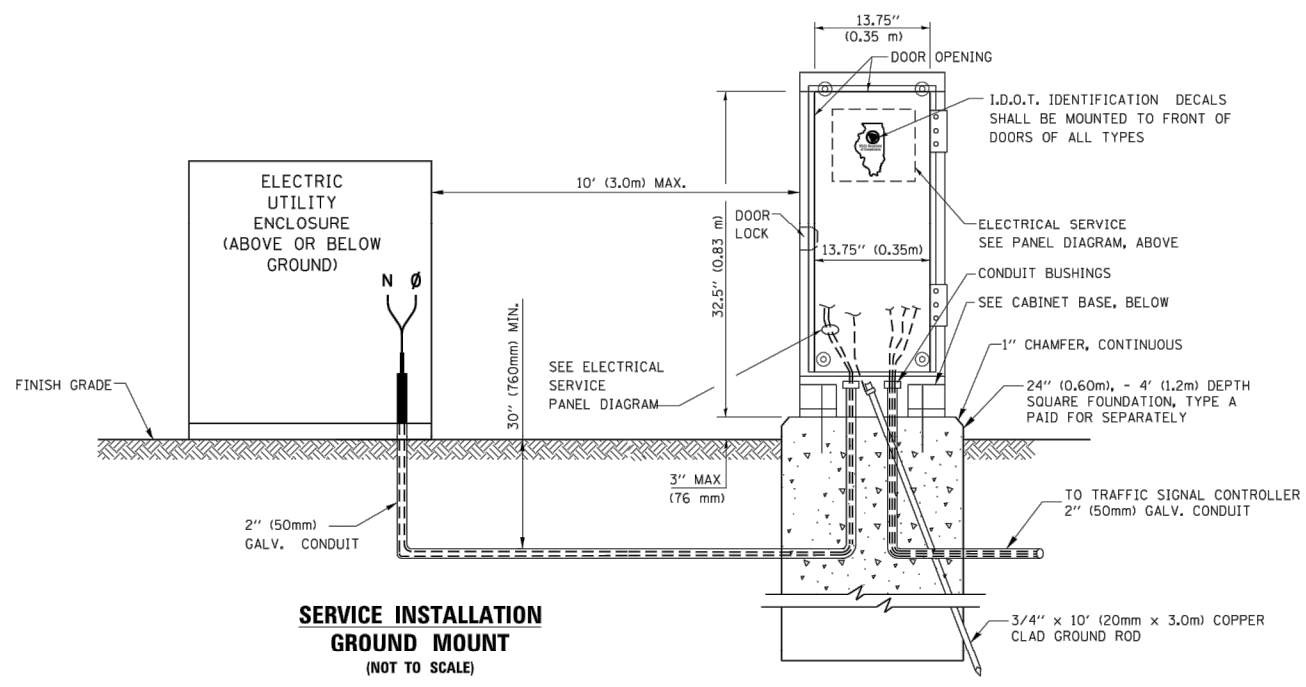
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

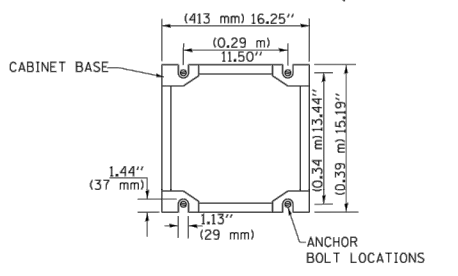
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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



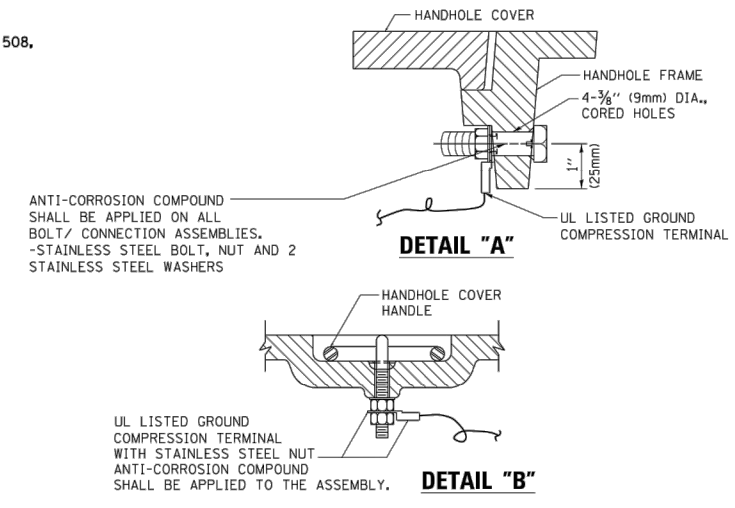
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

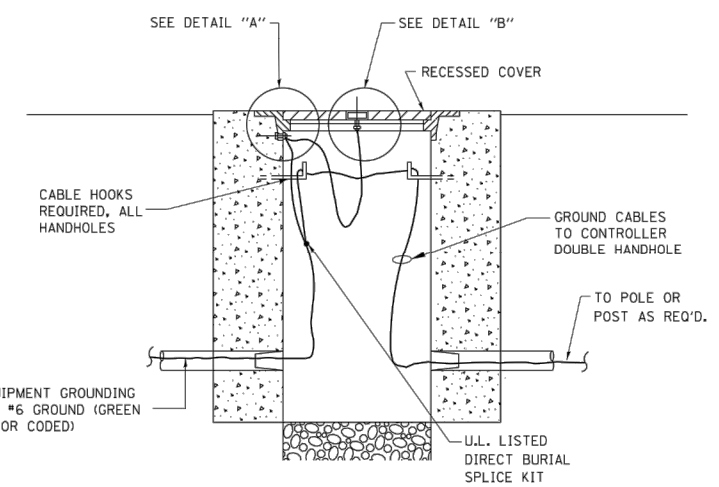


CABINET – BASE BOLT PATTERN (NOT TO SCALE)

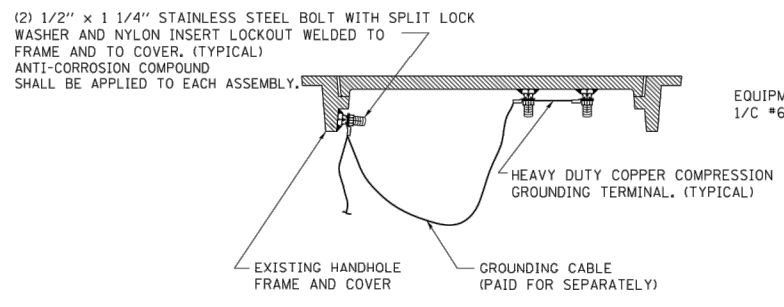


NOTES:
GROUNDING SYSTEM

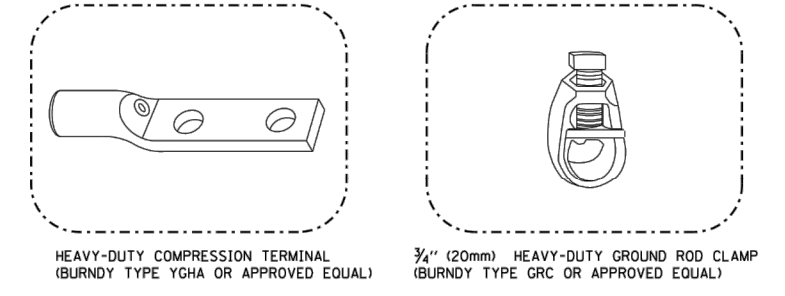
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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



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

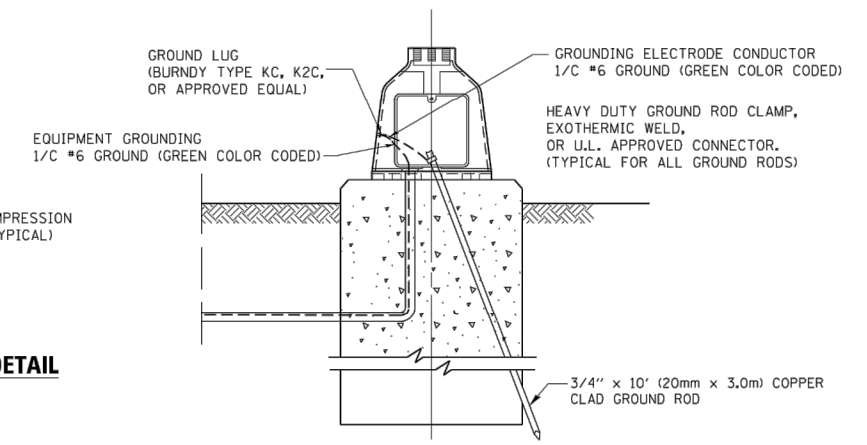


EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL (NOT TO SCALE)



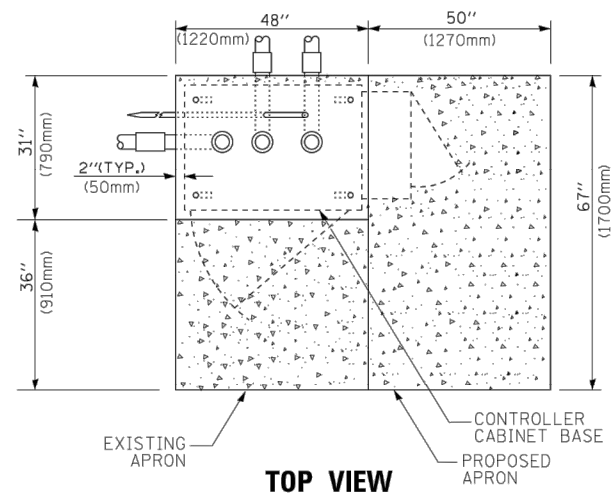
NOTES:

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

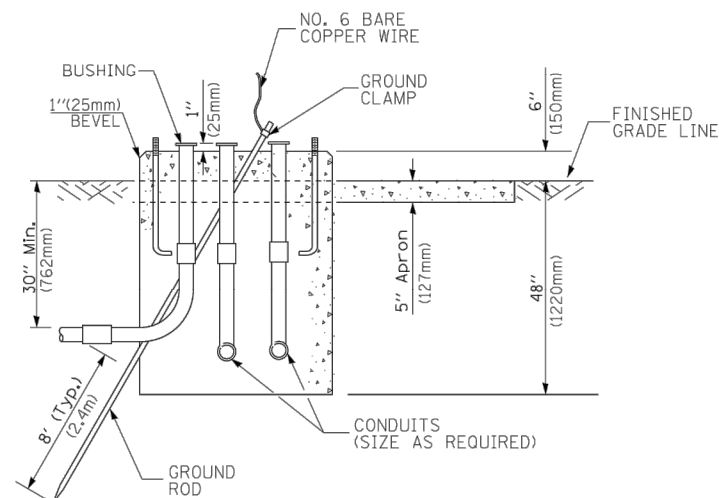


MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

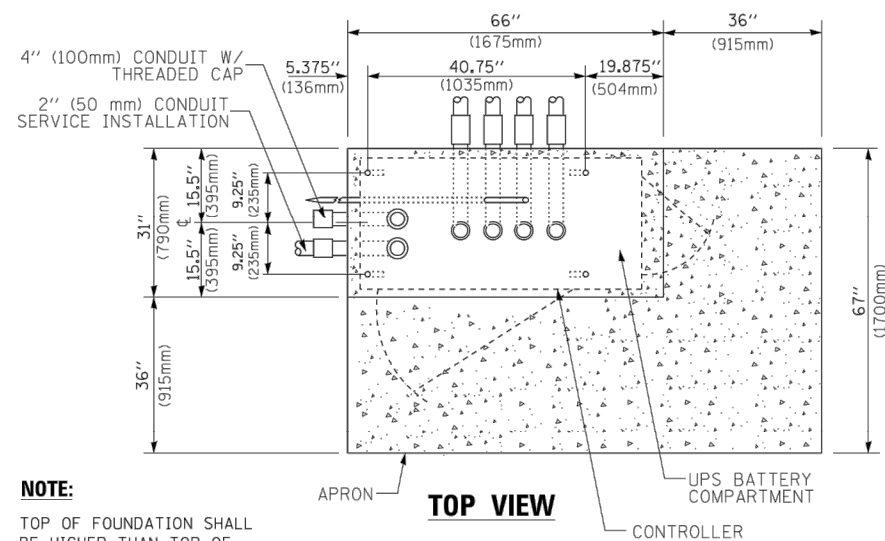
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α\p\work\pwsdot\footemj\d8108315\ta85.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA. TO STA.	* 15-00059-00-SW	COOK	68	64	
		CHECKED - DAD	REVISED -					*1632/3778 TS-05				
		DATE - 10-28-09	REVISED -					FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



TOP VIEW



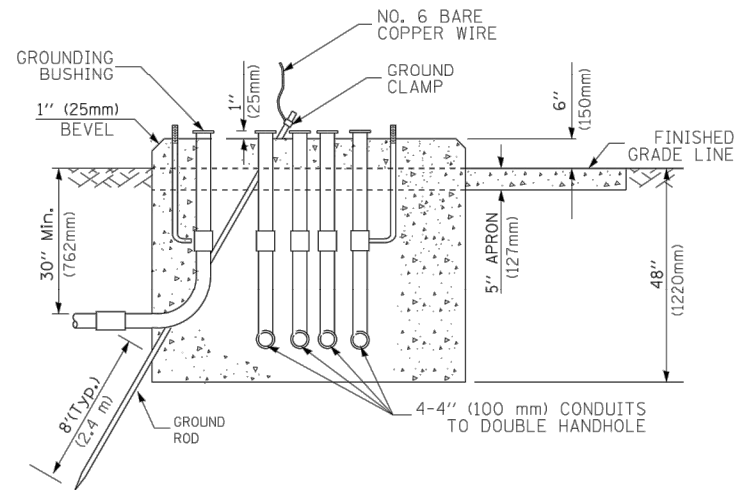
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



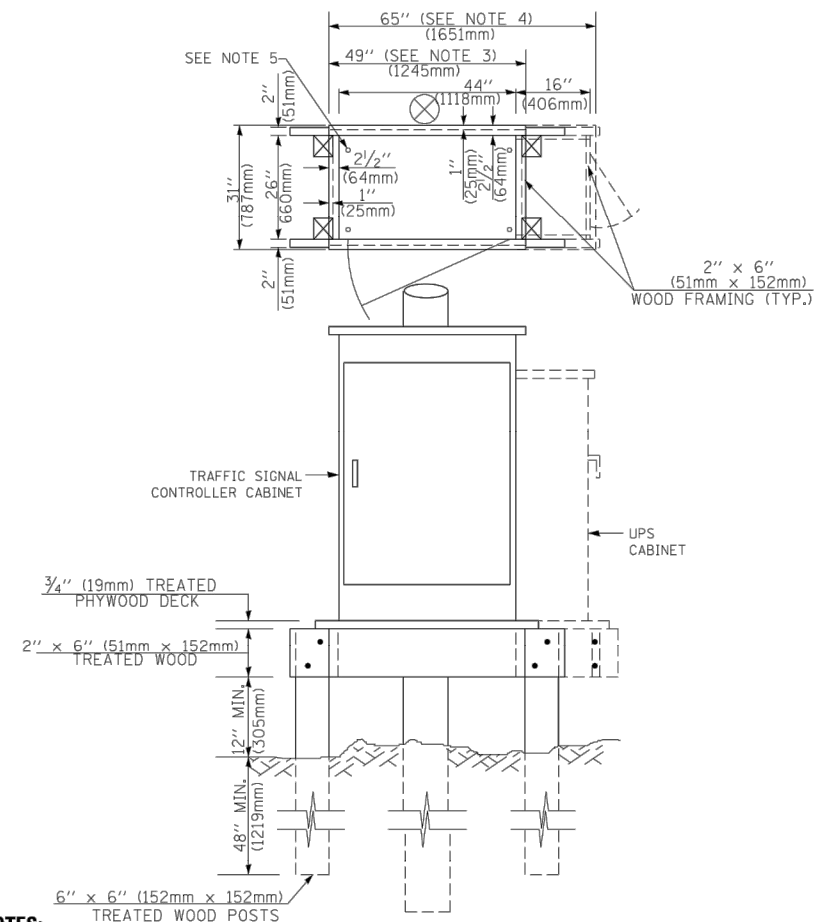
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

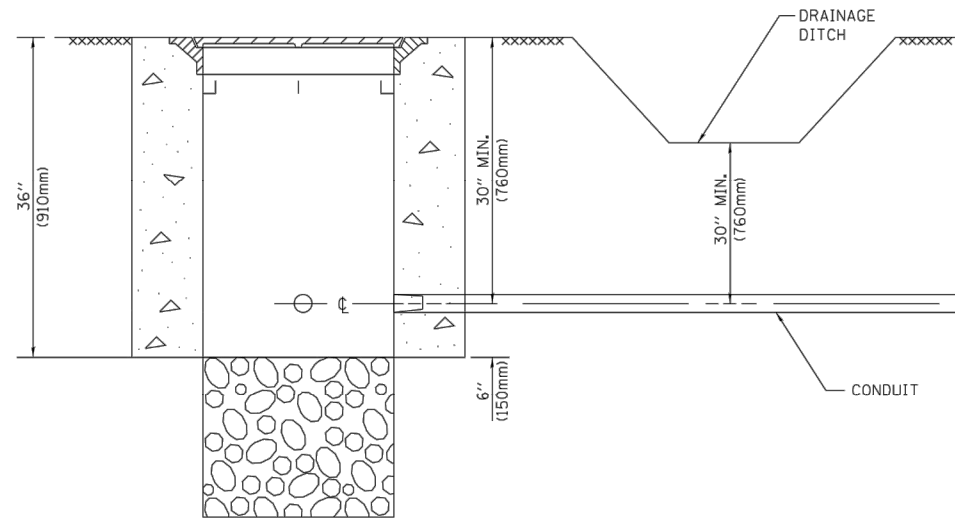
DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

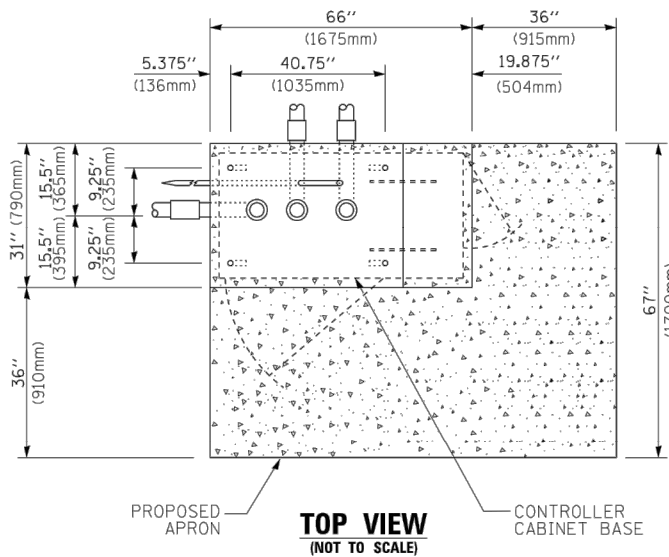
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



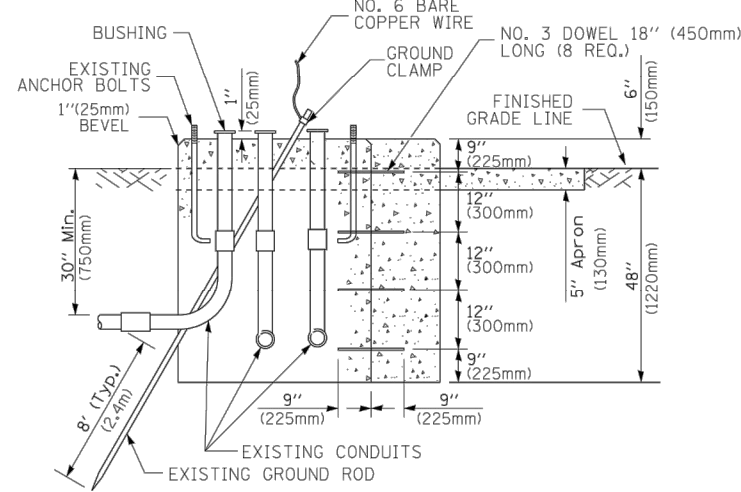
NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

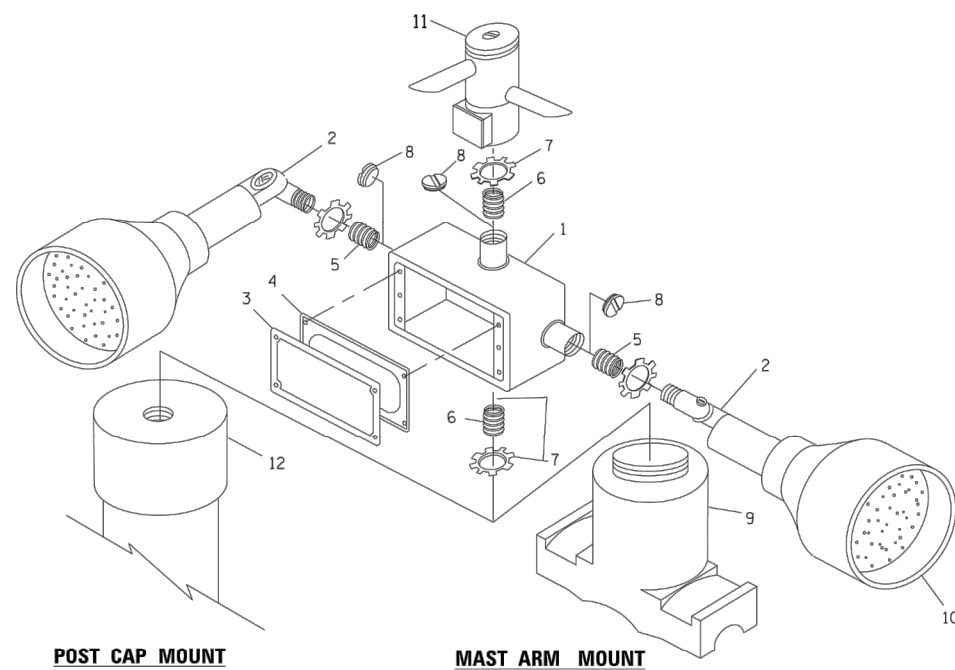


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

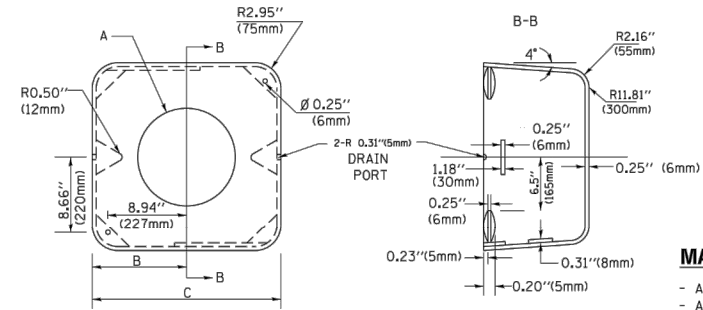
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE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



POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



MATERIAL:

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

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

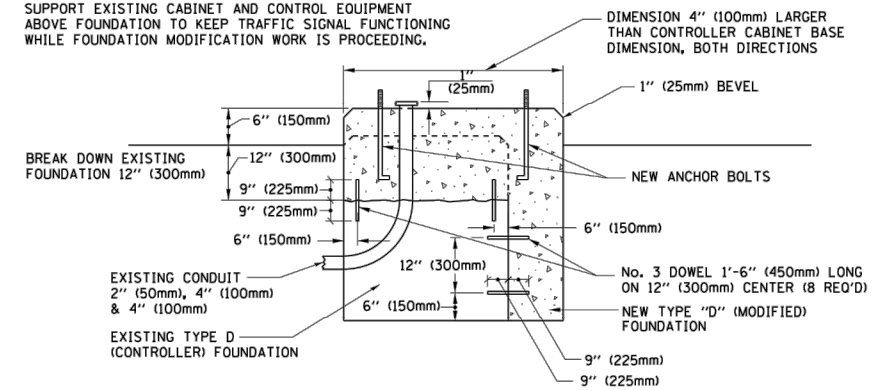
SHROUD

NOTES:

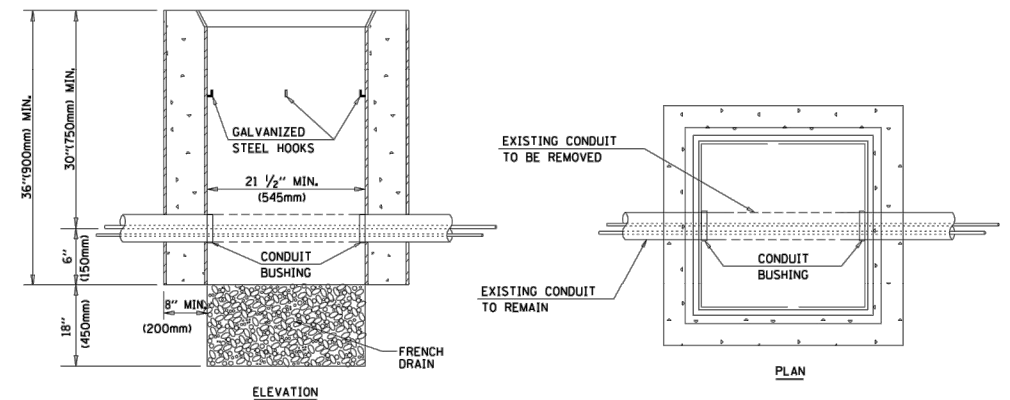
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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c:\pw_work\pwsdot\footem\vd8108315\ta85.dgn

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PLOT DATE = 1/13/2014

DESIGNED - DAD
DRAWN - BCK
CHECKED - DAD
DATE - 10-28-09

REVISED - DAG 1-1-14
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

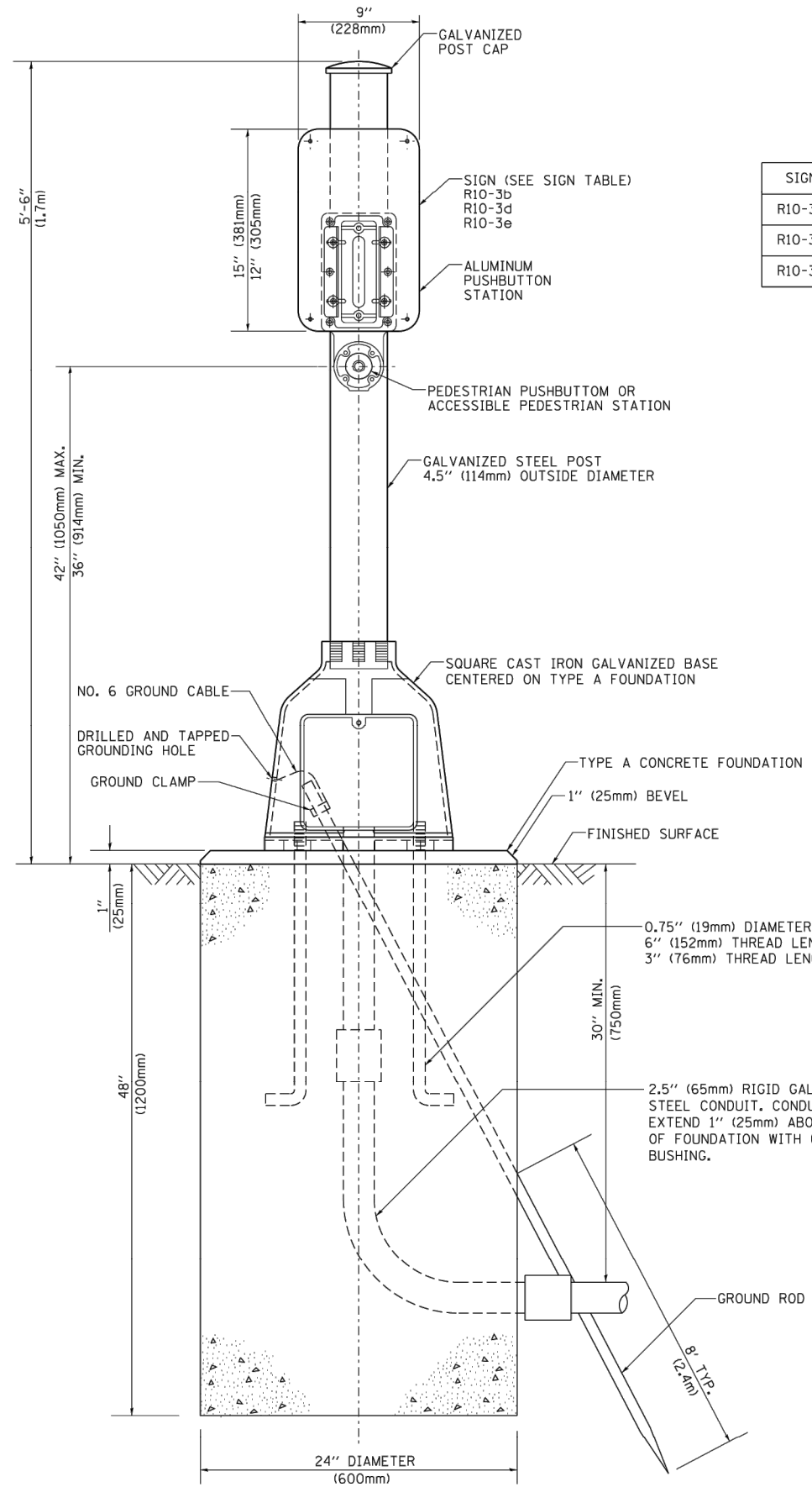
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

SHEET NO. 6 OF 7 SHEETS

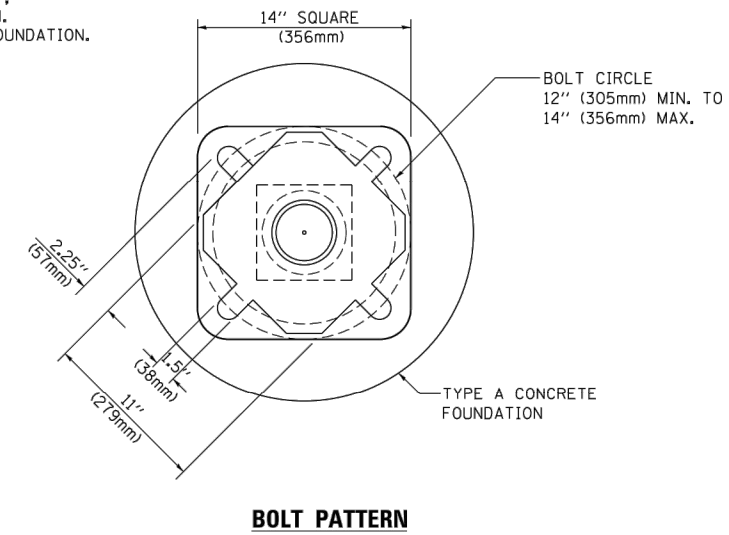
STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	66
*1632/3778 TS-05		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				



SIGN TABLE

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



PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
α\pw_work\pwsdot\footem\vd8108315\ta85.dgn		DRAWN - GND	REVISED -
		CHECKED - DAD	REVISED -
		DATE - 10/1/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

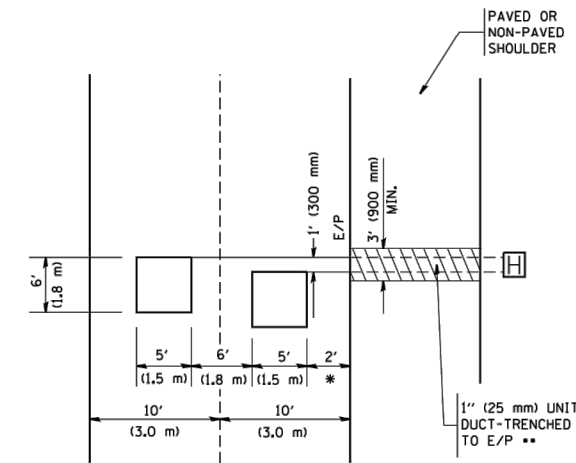
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	67
*1632/3778 TS-05		CONTRACT NO. 61E56		
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

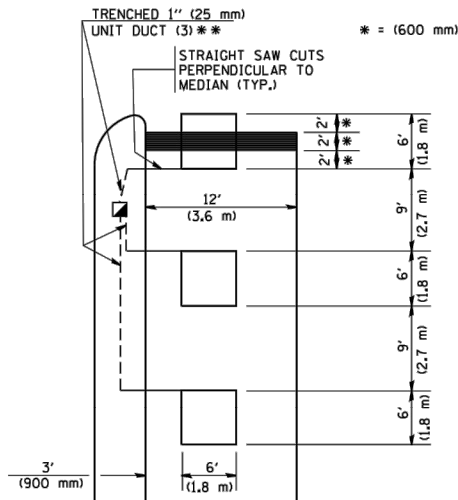


* = (600 mm)

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

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

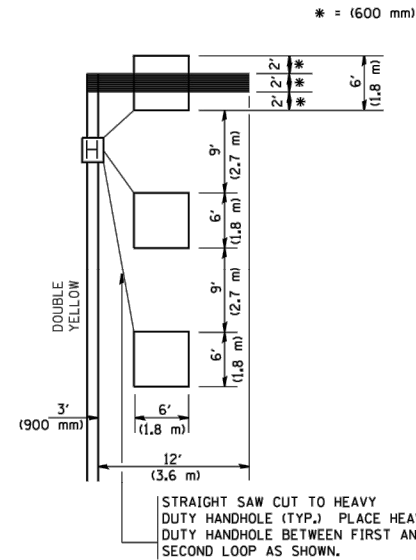
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

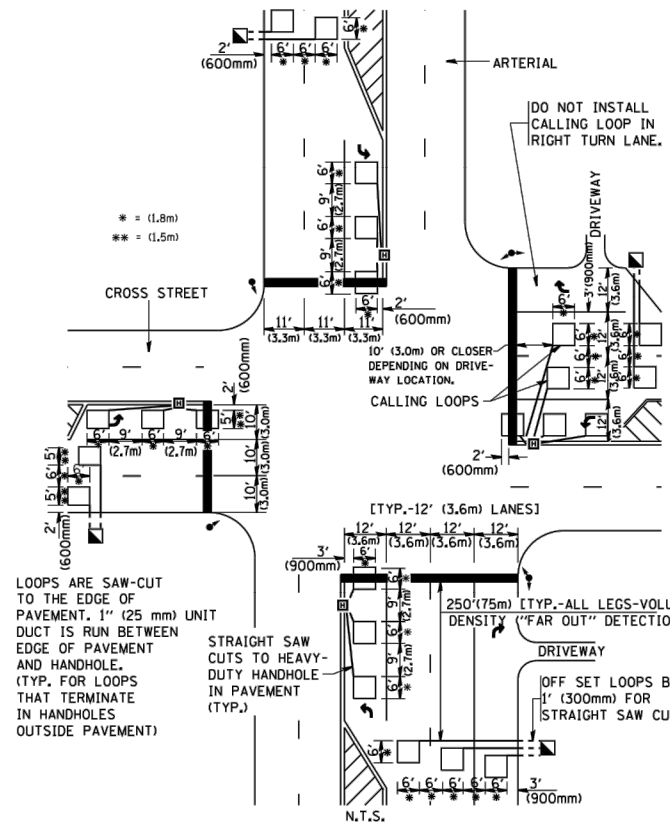
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



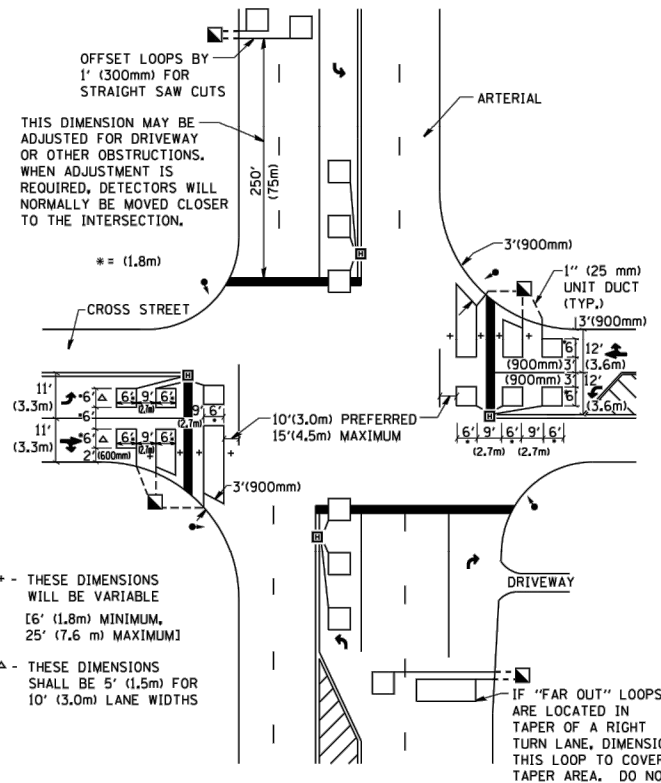
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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PLOT SCALE = 58.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 1/4/2008	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	15-00059-00-SW	COOK	68	68
*1632/3778 TS-07			CONTRACT NO. 61E56	
FEDERAL ROAD DISTRICT 1 ILLINOIS FED. AID PROJECT				