

FOR INDEX OF SHEETS, SEE SHEET NO. 2

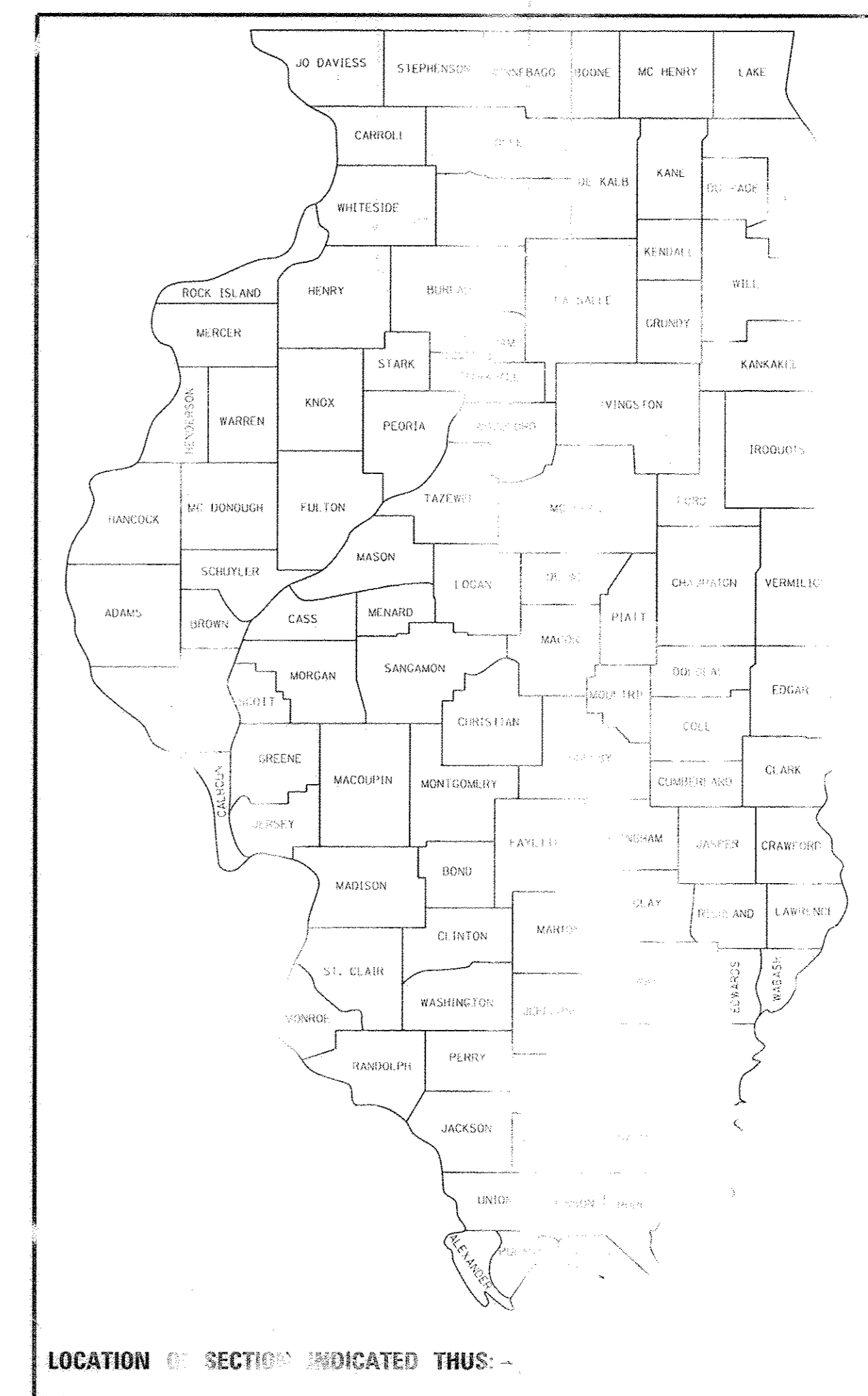
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1024 (INDIANWOOD BOULEVARD)
MONEE ROAD TO SAUK TRAIL
RESURFACING

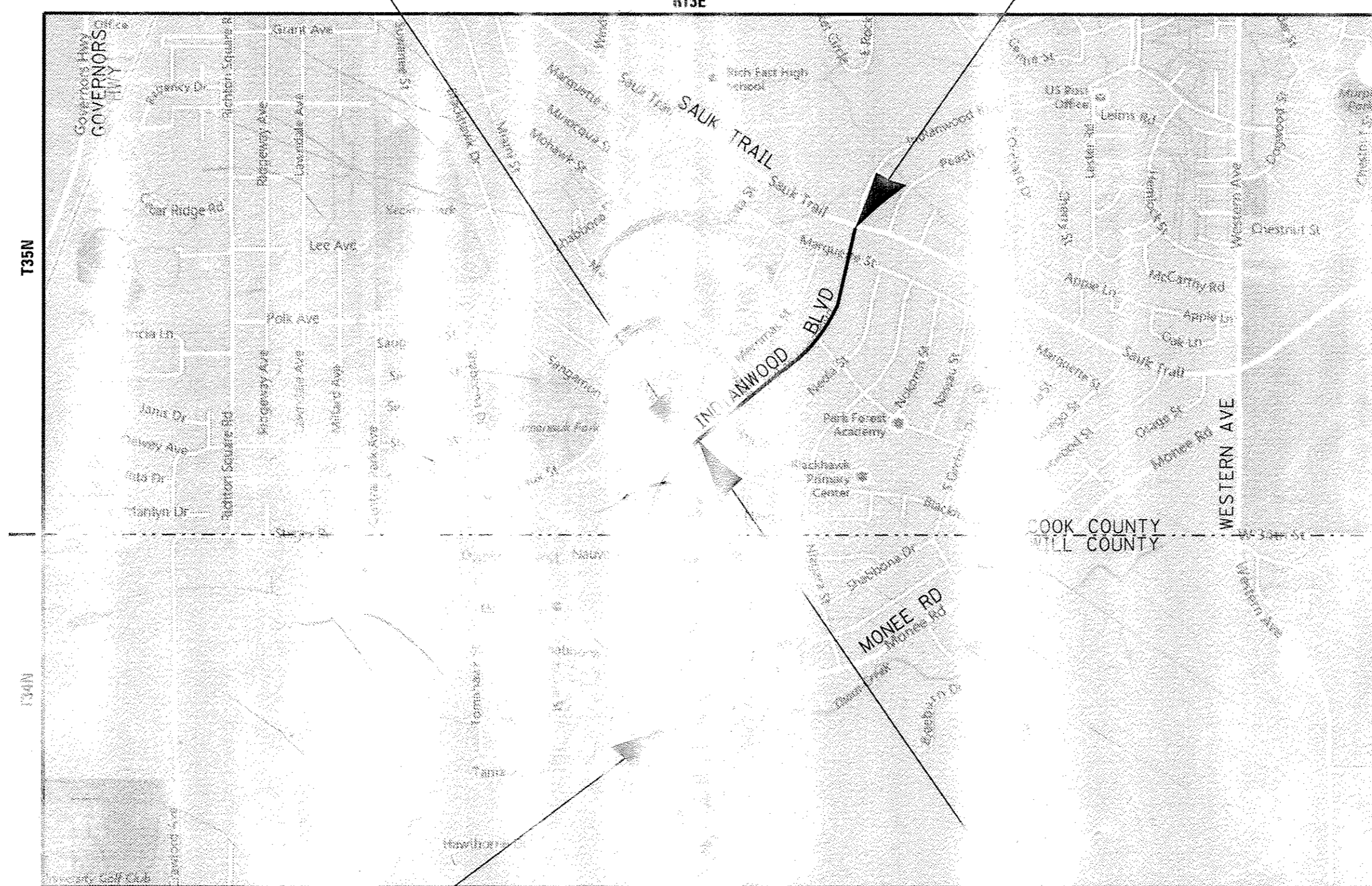
SECTION: 14-00101-00-RS
PROJECT: M-4003(450)
VILLAGE OF PARK FOREST
COOK & WILL COUNTIES



END RESURFACING /
BEGIN OMISSION
STA. 36 + 87.68

C-91-174-15
LOCATION MAP
R13E

INDIANWOOD BLVD
IMPROVEMENT ENDS
STA. 63 + 03.63

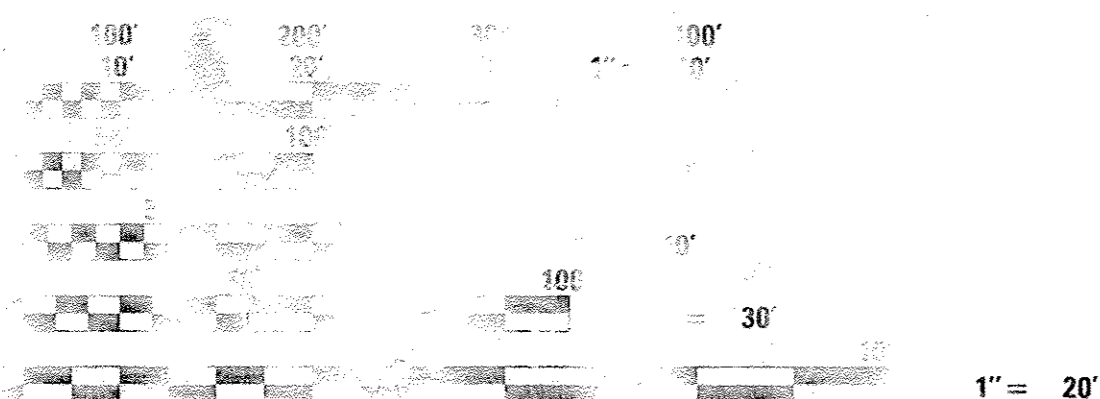


TRAFFIC DATA

INDIANWOOD BOULEVARD
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED LIMIT = 30 MPH
2014 ADT = 1,300 VPD

FUNCTIONAL CLASSIFICATION

MAJOR COLLECTOR



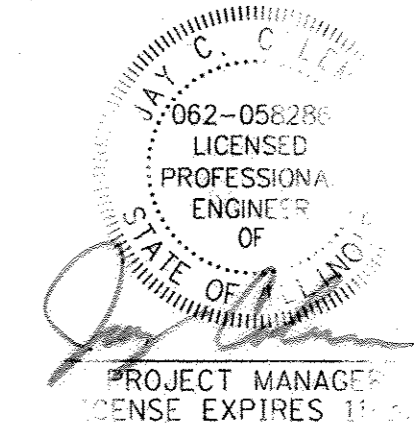
SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS THE ABOVE SCALES MAY BE USED.

DATE: 8/11/16
PROJECT NO. X0401205 X0401206

INDIANWOOD BLVD
IMPROVEMENT BEGINS
STA. 10 + 11.57

SECTION 35 & 36, T35N, R13E
SECTION 35 & 36, T35N, R13E
GROSS LENGTH = 5.102 MILES
NET LENGTH = 4.984 MILES

END OMISSION
BEGIN RESURFACING
STA. 37 + 83.12



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED: 8/14/16
VILLAGE ENGINEER: [Signature]
PASSED: AUGUST 23, 2016
DISTRICT ENGINEER: CHRISTOPHER
FOR BID LIMITED REVIEW: August 29, 2016
REGIONAL: [Signature]

PRINTED BY THE STATE OF ILLINOIS
PROJECT NO.:

BAXTER WOODMAN
Consulting Engineers

PROGRAM AND OFFICE

TRACT NO. 61D21

COMMITMENTS

THERE ARE NO COMMITMENTS ON THIS PROJECT.

HIGHWAY STANDARDS

000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
 424001-08 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 424006-02 DIAGONAL CURB RAMPS FOR SIDEWALKS
 424011-02 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
 424021-03 DEPRESSED CORNER FOR SIDEWALKS
 424026-01 ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
 424031-01 MEDIAN PEDESTRIAN CROSSINGS
 442201-03 CLASS C AND D PATCHES
 602001-02 CATCH BASIN TYPE A
 602011-02 CATCH BASIN TYPE C
 602301-04 INLET - TYPE A
 602401-03 MANHOLE TYPE A
 602601-04 PRECAST REINFORCED CONCRETE FLAT SLAB TOP
 604001-04 FRAME AND LIDS TYPE 1
 604056-04 FRAME AND GRATE TYPE 11V
 606001-06 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
 701101-05 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
 701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
 701427-04 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
 701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
 701901-05 TRAFFIC CONTROL DEVICES
 720001-01 SIGN PANEL MOUNTING DETAILS
 720006-04 SIGN PANEL ERECTION DETAILS
 728001-01 TELESCOPING STEEL SIGN SUPPORT
 780001-05 TYPICAL PAVEMENT MARKINGS
 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 886001-01 DETECTOR LOOP INSTALLATIONS
 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

INDEX OF SHEETS

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 8/8/2016
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	DESIGNED - KDL	REVISED -	VILLAGE OF PARK FOREST, ILLINOIS INDIANWOOD BOULEVARD RESURFACING	INDEX OF SHEETS, HIGHWAY STANDARDS AND COMMITMENTS			F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 2
	DRAWN - CJC	REVISED -									
CHECKED - JCC	REVISED -										
DATE - 08-08-16	FILE - 130774SHT_Index.dgn				SCALE: NONE	STA.	TO STA.	CONTRACT NO. 61D21			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT											

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
- THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. AT LOCATIONS OF POTENTIAL CONFLICT, THE CONTRACTOR SHALL DETERMINE THE DEPTHS OF THE EXISTING UTILITIES TO CHECK FOR GRADE CONFLICTS WITH PROPOSED CONSTRUCTION. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED CONSTRUCTION.
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5- FEET.
- A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
- THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR (CONTACT INFORMATION TO BE PROVIDED AT THE PRECONSTRUCTION MEETING) AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
- DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF AN ADA-COMPLIANT CAST-IN-PLACE COMPOSITE 24"x48" MINIMUM NOMINAL SIZE PANEL AS MANUFACTURED BY ARMOR-TILE, ADA SOLUTIONS, INC., OR TUFTILE. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL COLOR SHALL BE RED AND SHALL BE APPROVED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE APPROPRIATE REMOVAL PAY ITEMS.
- TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
- ALL POSTS, RAILROAD TIES, DECORATIVE STONES AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
- THE COST OF MAKING ANY SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE SEWER OR STRUCTURE.
- IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.
- STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
- A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.

GENERAL NOTES (CONTINUED)

- ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."
- ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/4 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF FOREST PARK. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE VILLAGE OF PARK FOREST.
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- PARKING OR MANEUVERING OF MACHINERY OR VEHICLES, STOCKPILING OF MATERIALS OR ANY OTHER USE WILL NOT BE ALLOWED UPON UNPAVED AREAS WITHIN THE PROJECT LIMITS.
- A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO PRUNING OR ROOT PRUNING, THE CONTRACTOR SHALL CALL TODD CANN (VILLAGE OF PARK FOREST) AT 708.748.2005.
- PRUNE TREE LIMBS THAT MIGHT BE DAMAGED BY EQUIPMENT OPERATIONS AT LEAST ONE WEEK PRIOR TO THE START OF CONSTRUCTION BY A CERTIFIED ARBORIST. ANY TREE LIMBS THAT ARE BROKEN BY CONSTRUCTION EQUIPMENT AFTER THE INITIAL PRUNING MUST BE PRUNED CORRECTLY WITHIN 72 HOURS. QUANTITIES OF 5 EACH FOR TREE PRUNING (1 TO 10 INCH DIAMETER) AND 50 EACH FOR TREE PRUNING (OVER 10 INCH DIAMETER) HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER.
- EXISTING SIGNS; SIGN POSTS; FRAMES AND LIDS; AND FRAMES AND GRATES THAT ARE REPLACED AS PART OF THIS PROJECT SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS YARD AT 75 PARK STREET. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEMS.

NOTES REGARDING WORK WITHIN THE COOK COUNTY RIGHT-OF-WAY (ON SAUK TRAIL)

- SAUK TRAIL SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES. ANY SHORT TERM ACTIVITY THAT ENCROACHES INTO THE TRAFFIC LANES OF SAUK TRAIL WILL ONLY BE ALLOWED BETWEEN THE HOURS OF 9:00AM AND 3:00PM AND SHALL BE IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS.
- IF ANY EXISTING PAVEMENT MARKING OR SIGNING AT THE INTERSECTION OF INDIANWOOD BOULEVARD AND SAUK TRAIL IS DISTURBED DUE TO THE IMPROVEMENT, IT SHALL BE REINSTALLED AT THE SAME LOCATION BY FOLLOWING COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARDS.
- CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR VILLAGE.
- COOK COUNTY IS NOT PART OF JULIE. FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL, AND LANDSCAPING DIVISION AT 312-603-1730.
- FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITIES, SEE COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".
- THE TRAFFIC SIGNAL WORK SHALL BE INSTALLED BY AN ELECTRICAL CONTRACTOR APPROVED BY THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS.
- ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE OF THE TYPE AND BRAND THAT IS ACCEPTABLE TO THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS. ONE (1) COPY OF ALL APPROVED CATALOG CUTS TO BE FURNISHED TO THE COUNTY PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL INFORM COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.

MAINTENANCE OF TRAFFIC AND CONSTRUCTION STAGING NOTES

- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED OR ON-STREET PARKING WILL BE RESTRICTED DUE TO CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURES AND RESTRICTIONS. EVERY EFFORT SHALL BE MADE TO NOTIFY RESIDENTS INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM 12' CLEAR WIDTH ROADWAY FOR EACH DIRECTION. INGRESS AND EGRESS TO DRIVEWAYS AND SIDE STREETS SHALL BE MAINTAINED.
- RESTRICTIONS TO ON-STREET PARKING WILL BE ALLOWED ONLY ON ONE SIDE OF INDIANWOOD BOULEVARD AT A TIME UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- CONSTRUCTION OPERATIONS SHALL BE STAGED SO THAT ONE TRAFFIC LANE REMAINS IN PLACE ON EACH SIDE OF MEDIAN. TRAFFIC SHALL NOT BE ROUTED TO THE OPPOSING SIDE OF THE MEDIAN.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
- BARRICADES AND DRUMS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS EXCEPT WHEN FLASHING LIGHTS ARE SPECIFIED BY THE HIGHWAY STANDARDS OR DETAIL DRAWINGS. BARRICADES AND DRUMS SHALL BE PLACED AT NO GREATER THAN 50' INTERVALS ALONG THE PROPOSED WORK ZONE AND 25' WITHIN TAPERED SECTIONS OR AS DIRECTED BY THE ENGINEER.
- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.
- EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY SIGNIFICANT CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO DRIVEWAYS AND SIDE ROADS DURING CONSTRUCTION, UTILIZING PAY ITEMS TEMPORARY ACCESS (PRIVATE ENTRANCE) AND TEMPORARY ACCESS (COMMERCIAL ENTRANCE).
- ALL COMMERCIAL PROPERTIES SHALL BE PROVIDED AT LEAST ONE INGRESS AND ONE EGRESS EITHER ON THE MAINLINE OR A SIDE STREET AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DRIVEWAY CLOSURES/MODIFICATIONS WITH THE LOCAL BUSINESSES AND THE ENGINEER. COMMERCIAL DRIVEWAYS WHICH CANNOT BE CLOSED, AS DETERMINED BY THE ENGINEER, SHALL BE CONSTRUCTED IN STAGES OR WILL BE CONSTRUCTED WHEN BUSINESSES ARE NOT OPEN USING HIGH EARLY STRENGTH CONCRETE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEMS BEING CONSTRUCTED.

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	DESIGNED - KDL	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - JCC	REVISED -
	DATE - 08-08-16	FILE - 130774SHT_GenNotes.dgn

VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

SCALE: NONE	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	3
CONTRACT NO. 61D21				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0005	0021
				STU	LOCAL
				80 / 20	100
20101000	TEMPORARY FENCE	FOOT	3,535	3,535	
20101200	TREE ROOT PRUNING	EACH	37	37	
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	50	50	
20101700	SUPPLEMENTAL WATERING	UNIT	70	70	
20200100	EARTH EXCAVATION	CU YD	490	490	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	580	580	
21400100	GRADING AND SHAPING DITCHES	FOOT	70	70	
28000510	INLET FILTERS	EACH	43	43	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	450	450	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	4,380	4,380	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	18,060	18,060	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	18	18	
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,910	1,910	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	390	390	

* SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0005	0021
				STU	LOCAL
				80 / 20	100
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,260	2,260	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	5	5	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	3,070	3,070	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	120	120	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9,900	9,900	
42400800	DETECTABLE WARNINGS	SQ FT	800	800	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,430	2,430	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	11,580	11,580	
44000600	SIDEWALK REMOVAL	SQ FT	10,700	10,700	
44201717	CLASS D PATCHES, TYPE II, 6 INCH	SQ YD	1,220	1,220	
44201721	CLASS D PATCHES, TYPE III, 6 INCH	SQ YD	1,210	1,210	
44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	5,620	5,620	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	22	22	
60260100	INLETS TO BE ADJUSTED	EACH	15	15	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	4	4	

* SPECIALTY ITEM

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**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

SUMMARY OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 4
CONTRACT NO. 61D21				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0005	0021
				STU	LOCAL
				80 / 20	100
60404805	FRAMES AND GRATES, TYPE 11V	EACH	11	11	
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5	
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	8	8	
60500060	REMOVING INLETS	EACH	22	22	
60608562	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	11,580	11,580	
67100100	MOBILIZATION	LSUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1	
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	13,500	13,500	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,500	4,500	
72000100	SIGN PANEL - TYPE 1	SQ FT	684	251	433
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	48	10	38
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2		2

* SPECIALTY ITEM

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0005	0021
				STU	LOCAL
				80 / 20	100
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	82	53	29
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	1,364	482	882
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	195	195	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,630	10,630	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	919	919	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,062	1,062	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	109	109	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
* 88600100	DETECTOR LOOP, TYPE I	FOOT	175	175	
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	20	20	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	98	98	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	2	2	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	26,750	26,750	
X6026052	SANITARY MANHOLES FRAME AND ADJUSTMENT SEALING	EACH	15	15	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	20	20	

* SPECIALTY ITEM

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	CHECKED - JCC	REVISED -
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**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

SUMMARY OF QUANTITIES		
SCALE: NONE	STA.	TO STA.

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 61021				

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0005 STU 80 / 20	0021 LOCAL 100
XX006821	CONCRETE TRUCK WASHOUT	LSUM	1	1	
XX007278	PARKWAY RESTORATION	SQ YD	9,100	9,100	
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	470	470	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103	

* SPECIALTY ITEM

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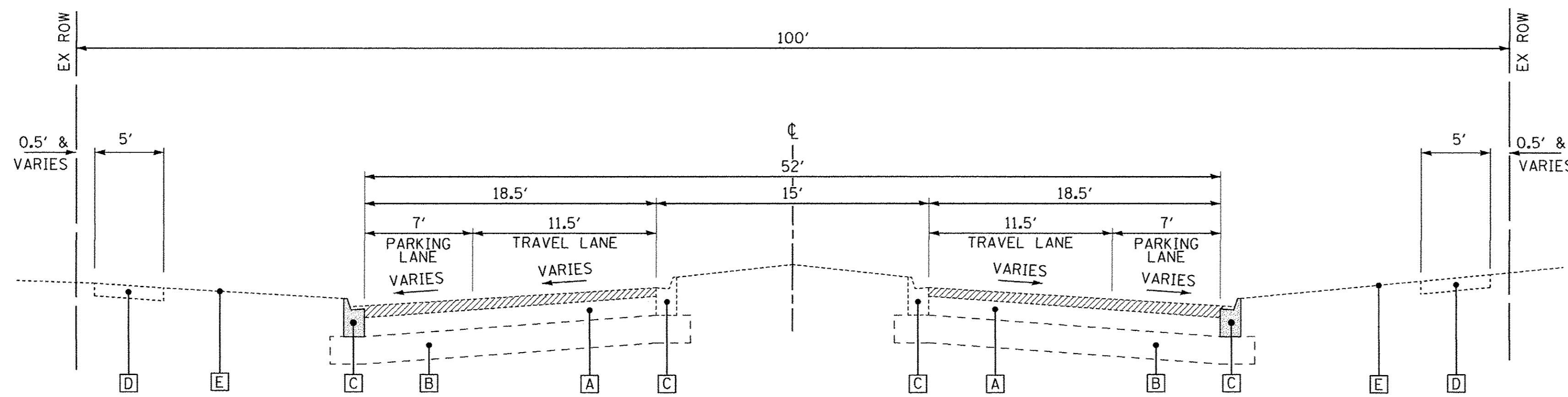
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**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

SUMMARY OF QUANTITIES

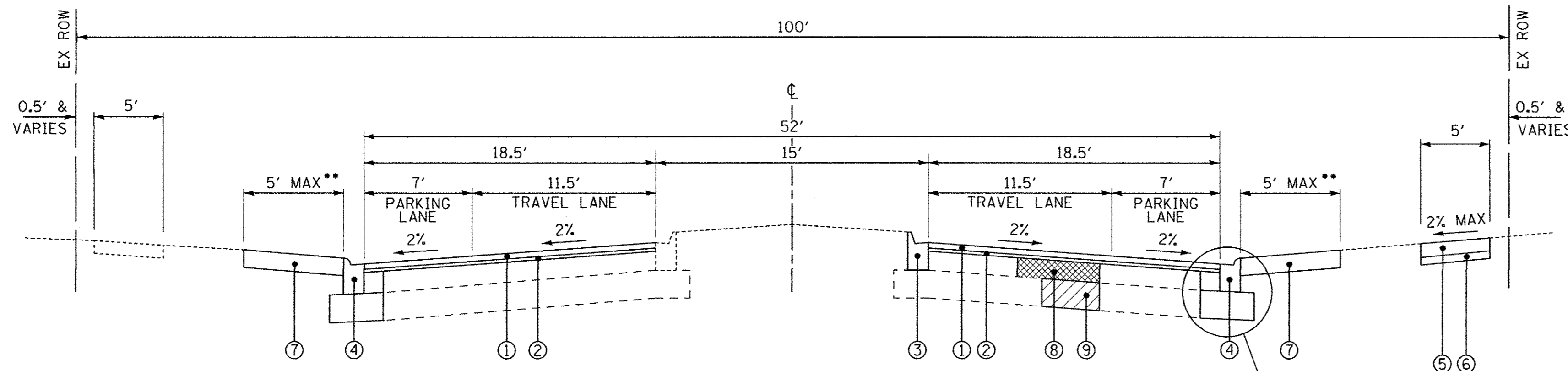
SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61021	



EXISTING TYPICAL SECTION

INDIANWOOD BOULEVARD
 STA 10+11.57 TO STA 63+03.63*
 *(OMISSION STA 36+87.68 TO STA 37+83.12)



PROPOSED TYPICAL SECTION

INDIANWOOD BOULEVARD
 STA 10+11.57 TO STA 63+03.63*
 *(OMISSION STA 36+87.68 TO STA 37+83.12)
 **UNLESS APPROVED BY THE ENGINEER

LEGEND

EXISTING

- A HMA PAVEMENT
- B AGGREGATE BASE
- C COMBINATION CONCRETE CURB AND GUTTER
- D SIDEWALK
- E GROUND

- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- COMBINATION CURB AND GUTTER REMOVAL

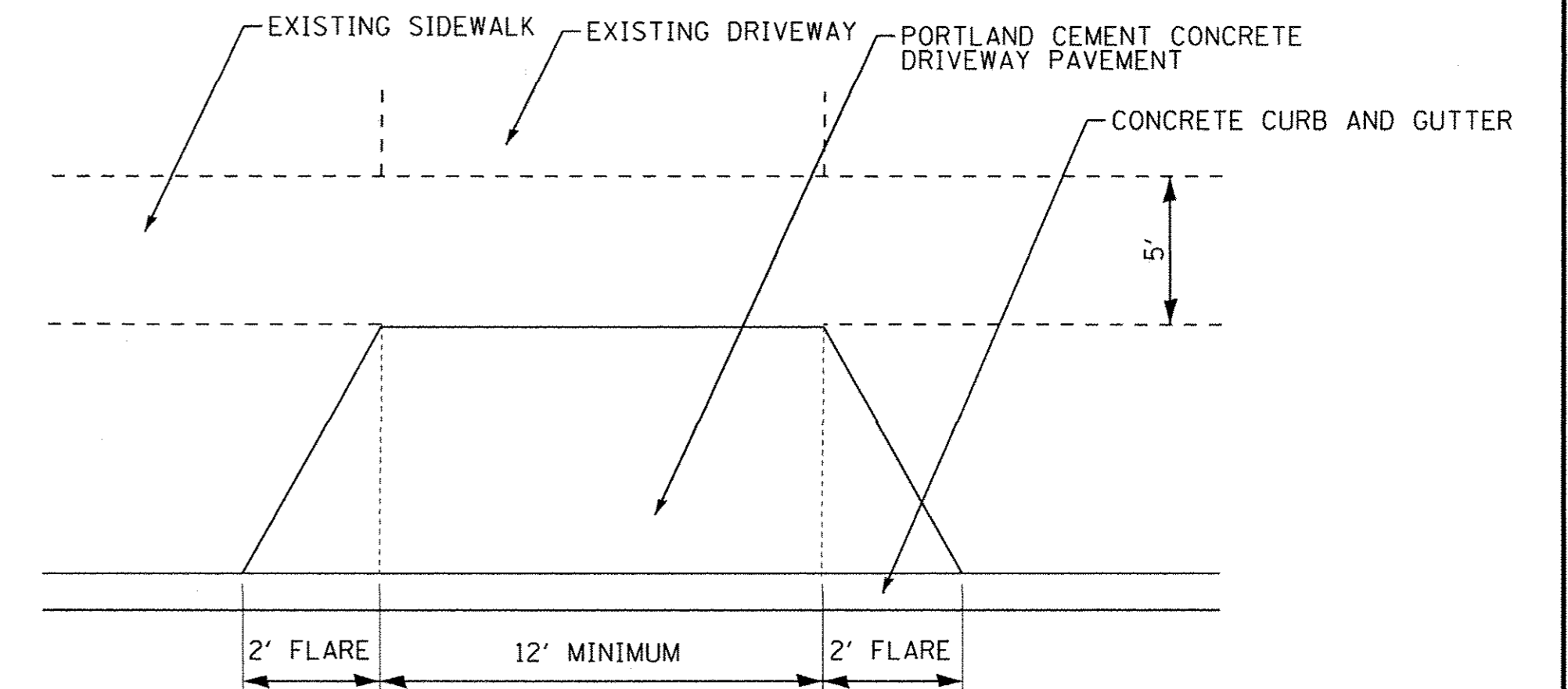
PROPOSED

- 1 HMA SURFACE COURSE, MIX "D", N50 - 1 1/2"
- 2 POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50 - VARIES 3/4" TO 1"
- 3 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT *
- 4 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12
- 5 PCC SIDEWALK, 5-INCH *
- 6 AGGREGATE BASE COURSE TYPE B, 4" *
- 7 PARKWAY RESTORATION
- 8 CLASS D PATCHES, 6 INCH *
- 9 AGGREGATE SUBGRADE IMPROVEMENT *

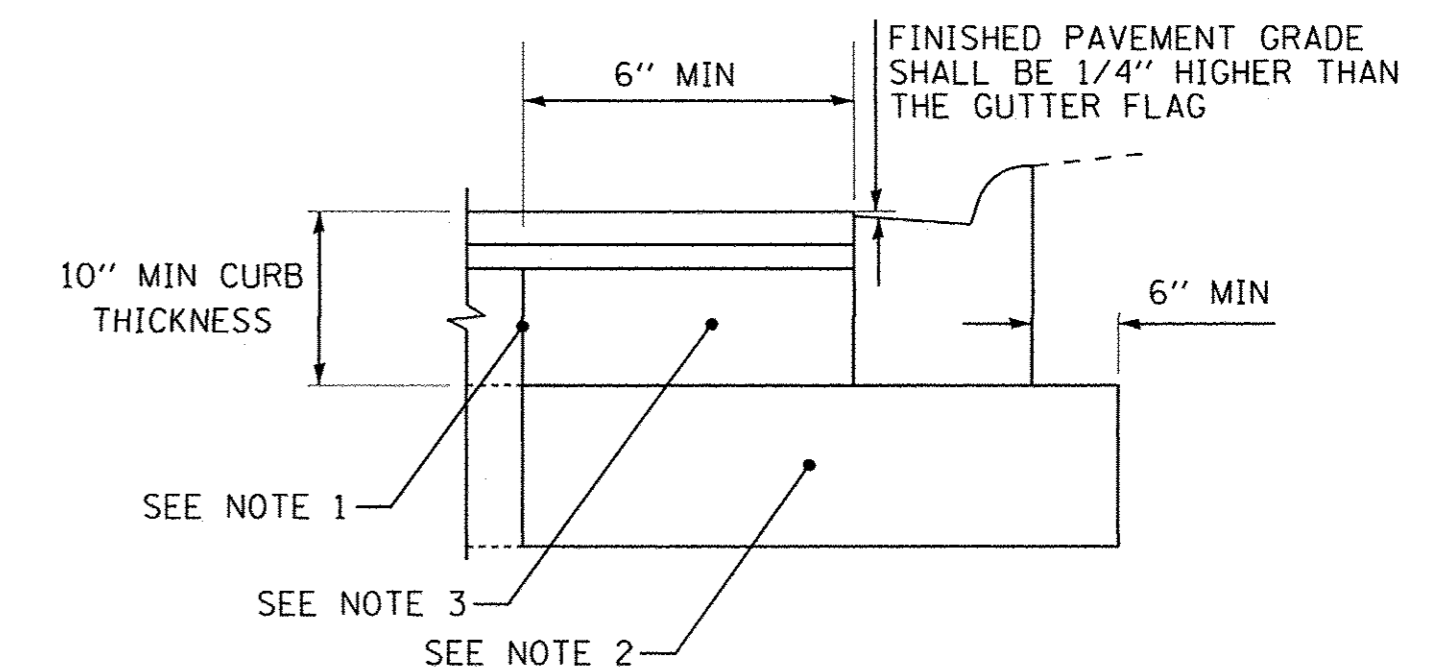
* AT LOCATIONS DETERMINED BY THE ENGINEER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1 1/2"	4% @ 50 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50: 3/4" MIN & VARIES	3.5% @ 50 Gyr.
INCIDENTAL HOT-MIX ASPHALT SURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1 1/2"	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0mm)	4% @ 70 Gyr.

NOTES:
 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
 3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.



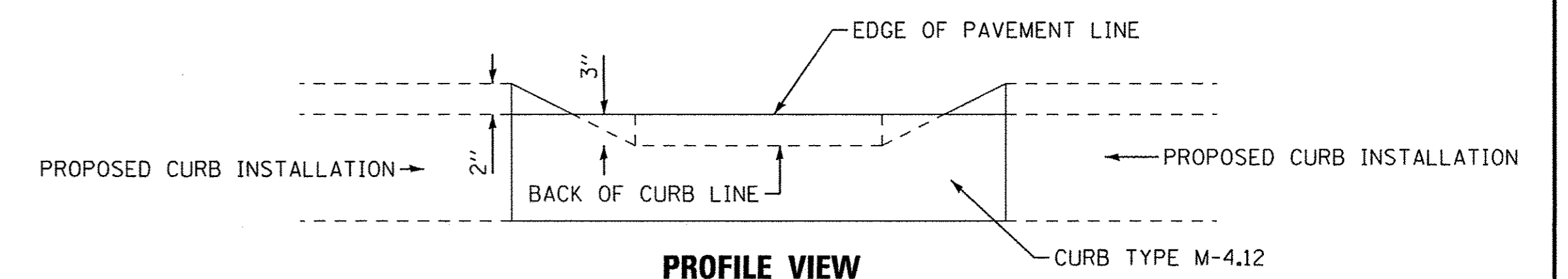
DRIVEWAY DETAIL



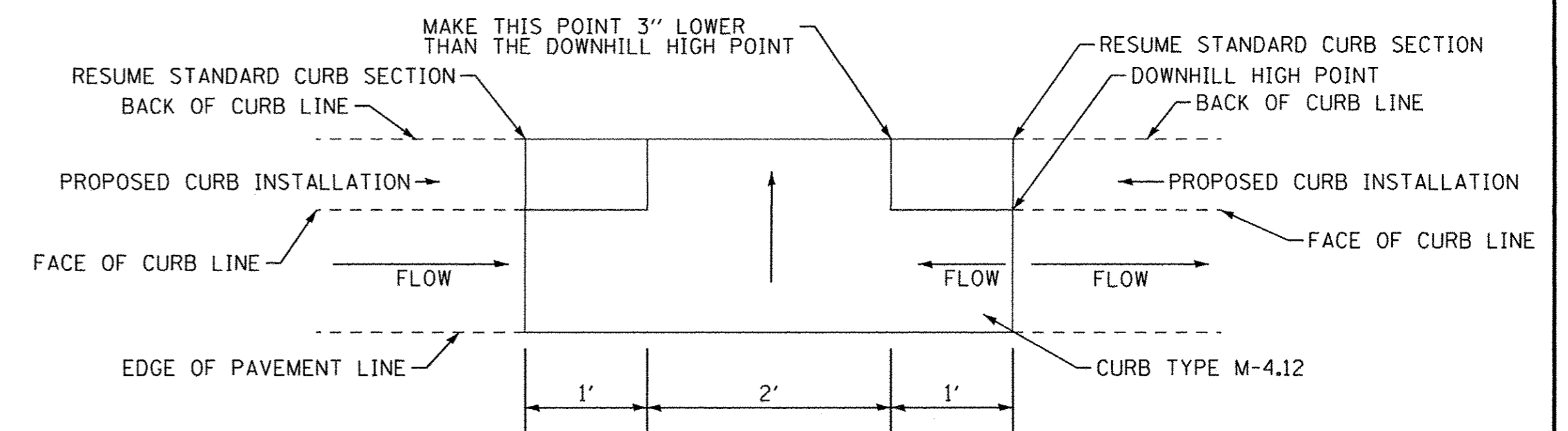
DETAIL A NOTES:

1. IN RESURFACING AREAS WITH NEW CURB AND GUTTER, SAWCUT EDGE OF PAVEMENT 6" FROM EDGE OF PAVEMENT.
2. WHERE THE EXISTING AGGREGATE BASE IS LESS THAN 4", AGGREGATE BASE COURSE, TYPE B 4" SHALL BE FURNISHED AND PLACED.
3. FILL GAP WITH CLASS SI CONCRETE TO TOP OF MILLED SURFACE.
4. ALL WORK, EQUIPMENT AND MATERIALS (INCLUDING SAWCUTTING, EXCAVATION, AGGREGATE BASE COURSE, AND CLASS SI CONCRETE) SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB & GUTTER TYPE M-4.12.

DETAIL A



PROFILE VIEW



PLAN VIEW

CURB AND GUTTER OPENING DETAIL

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**VILLAGE OF PARK FOREST, ILLINOIS
 INDIANWOOD BOULEVARD
 RESURFACING**

TYPICAL SECTIONS

SCALE: NONE

STA. TO STA.

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D21	

SCHEDULE OF QUANTITIES

TEMPORARY FENCE			
STATION	O/S	RT/LT	QUANTITY
10+65	34	LT	30
10+97	35	RT	30
11+08	35	LT	30
11+63	35	LT	30
11+87	35	RT	30
12+11	36	RT	30
12+69	34	RT	30
12+71	35	LT	40
13+13	35	RT	30
13+19	37	LT	30
14+51	37	RT	30
14+57	34	LT	30
14+95	30	LT	30
15+16	35	RT	30
15+70	35	RT	30
15+90	34	LT	30
17+77	34	RT	75
18+19	34	LT	65
18+82	35	LT	30
19+25	33	RT	30
20+08	34	RT	30
20+61	36	LT	30
20+87	34	LT	30
21+14	34	RT	30
21+36	36	RT	30
22+53	36	RT	30
24+07	36	RT	30
24+81	34	LT	30
26+21	34	LT	30
26+81	34	LT	30
28+09	35	LT	30
28+72	35	LT	30
29+04	37	RT	30
29+42	35	LT	30
30+37	34	RT	30
30+81	32	RT	30
31+16	32	RT	30
31+62	33	RT	45
31+97	37	LT	30
32+19	34	RT	65
33+61	35	LT	60
34+55	32	RT	30
35+37	34	LT	55
35+66	36	RT	45
36+09	35	LT	30
36+76	36	LT	30
37+93	36	RT	30
38+05	36	LT	30
38+43	34	LT	40
AS DIRECTED BY ENGINEER			300
TOTAL			3535

TREE ROOT PRUNING			
STATION	O/S	LT / RT	QUANTITY
10+65	34	LT	1
14+95	30	LT	1
15+70	35	RT	1
18+18	34	RT	1
20+61	36	LT	1
20+87	34	LT	1
24+07	36	RT	1
24+81	34	LT	1
25+00	33	LT	1
26+21	34	LT	1
28+72	35	LT	1
29+42	35	LT	1
30+37	34	RT	1
31+16	32	RT	1
34+55	32	RT	1
35+37	34	LT	1
36+76	36	LT	1
40+66	37	LT	1
42+62	35	LT	1
43+44	35	RT	1
50+80	35	RT	1
53+86	37	LT	1
55+56	35	LT	1
56+07	35	RT	1
56+38	35	LT	1
58+77	34	LT	1
62+28	35	LT	1
AS DIRECTED BY ENGINEER			10
TOTAL			37

INLET FILTERS			
STATION	O/S		QUANTITY
16+51	27'	RT	1
16+67	25'	LT	1
16+82		CL	1
17+55	26'	LT	1
17+56	25'	RT	1
25+23	25'	LT	1
25+27	26'	RT	1
25+95	26'	LT	1
25+95	27'	RT	1
31+56	1'	LT	1
31+58	27'	LT	1
31+58	25'	RT	1
36+34	26'	RT	1
36+34	27'	LT	1
36+41	1'	RT	1
37+53	49'	RT	1
37+54	47'	LT	1
39+79	27'	RT	1
39+95	26'	RT	1
39+95	27'	LT	1
39+98	31'	LT	1
41+09	31'	LT	1
41+15		CL	1
45+39	55'	RT	1
45+45	31'	LT	1
45+66	52'	RT	1
48+83	26'	RT	1
48+84	26'	LT	1
49+36	32'	LT	1
54+87	27'	LT	1
54+87	26'	RT	1
59+85	26'	LT	1
60+06	61'	RT	1
60+17		CL	1
60+29	70'	RT	1
60+79		CL	1
60+89	26'	RT	1
60+90	26'	LT	1
AS DIRECTED BY THE ENGINEER			5
TOTAL			43

INLETS, TYPE A, TYPE 11V FRAME AND GRATE			
STATION	O/S		QUANTITY
16+51	27'	RT	1
16+67	25'	LT	1
17+55	26'	LT	1
17+56	25'	RT	1
25+27	26'	RT	1
25+95	26'	LT	1
31+58	25'	RT	1
36+34	27'	LT	1
39+78	26'	RT	1
45+39	54'	RT	1
48+83	26'	RT	1
48+83	26'	LT	1
48+94	29'	RT	1
54+87	27'	RT	1
59+85	26'	LT	1
60+90	26'	LT	1
AS DIRECTED BY ENGINEER			5
TOTAL			22

INLETS TO BE ADJUSTED			
STATION	O/S		QUANTITY
25+23	25'	LT	1
31+58	27'	LT	1
36+34	26'	RT	1
39+95	26'	RT	1
45+66	52'	RT	1
48+90	29'	RT	1
54+87	29'	RT	1
54+87	29'	RT	1
54+87	26'	RT	1
60+89	26'	RT	1
AS DIRECTED BY ENGINEER			5
TOTAL			15

VALVE BOXES TO BE ADJUSTED			
STATION	O/S		QUANTITY
13+66	31'	RT	1
17+17	26'	RT	1
17+17	31'	RT	1
17+27	33'	RT	1
TOTAL			4

FRAMES AND GRATES, TYPE 11V			
STATION	O/S		QUANTITY
25+23	25'	LT	1
31+58	27'	LT	1
39+95	26'	RT	1
45+66	52'	RT	1
54+87	26'	RT	1
60+89	26'	RT	1
AS DIRECTED BY ENGINEER			5
TOTAL			11

FRAMES AND LIDS, TYPE 1, OPEN LID			
STATION	O/S		QUANTITY
AS DIRECTED BY ENGINEER			5
TOTAL			5

FRAMES AND LIDS, TYPE 1, CLOSED LID			
STATION	O/S		QUANTITY
10+24	34'	LT	1
13+01	35'	LT	1
45+46	0'	RT	1
AS DIRECTED BY ENGINEER			5
TOTAL			8

REMOVING INLETS			
STATION	O/S		QUANTITY
16+51	27'	RT	1
16+67	25'	LT	1
17+55	26'	LT	1
17+56	25'	RT	1
25+27	26'	RT	1
25+95	27'	RT	1
25+95	26'	LT	1
31+58	25'	RT	1
36+34	27'	LT	1
39+78	26'	RT	1
45+39	54'	RT	1
48+83	26'	RT	1
48+83	26'	LT	1
48+94	29'	RT	1
54+87	27'	RT	1
59+85	26'	LT	1
60+90	26'	LT	1
AS DIRECTED BY ENGINEER			5
TOTAL			22

SANITARY MANHOLES FRAME AND ADJUSTMENT SEALING			
STATION	O/S		QUANTITY
10+24	34'	LT	1
13+01	35'	LT	1
18+00	30'	LT	1
19+82	35'	LT	1
30+13	43'	RT	1
31+76	43'	LT	1
33+50	40'	LT	1
40+90	24'	RT	1
58+57	35'	LT	1
61+91	34'	LT	1
62+76	32'	LT	1
AS DIRECTED BY THE ENGINEER			4
TOTAL			15

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)			
STATION	O/S		QUANTITY
14+30	29'	RT	1
16+82	0'	LT	1
25+58	1'	RT	1
29+85	2'	RT	1
39+95	27'	LT	1
41+09	31'	LT	1
41+15	0'	RT	1
45+46	0'	RT	1
60+17	0'	RT	1
62+50	24'	RT	1
62+62	33'	RT	1
AS DIRECTED BY ENGINEER			9
TOTAL			20

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**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

SCHEDULE OF QUANTITIES

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	8
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 61D21		

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**VILLAGE OF PARK FOREST, ILLINOIS
 INDIANWOOD BOULEVARD
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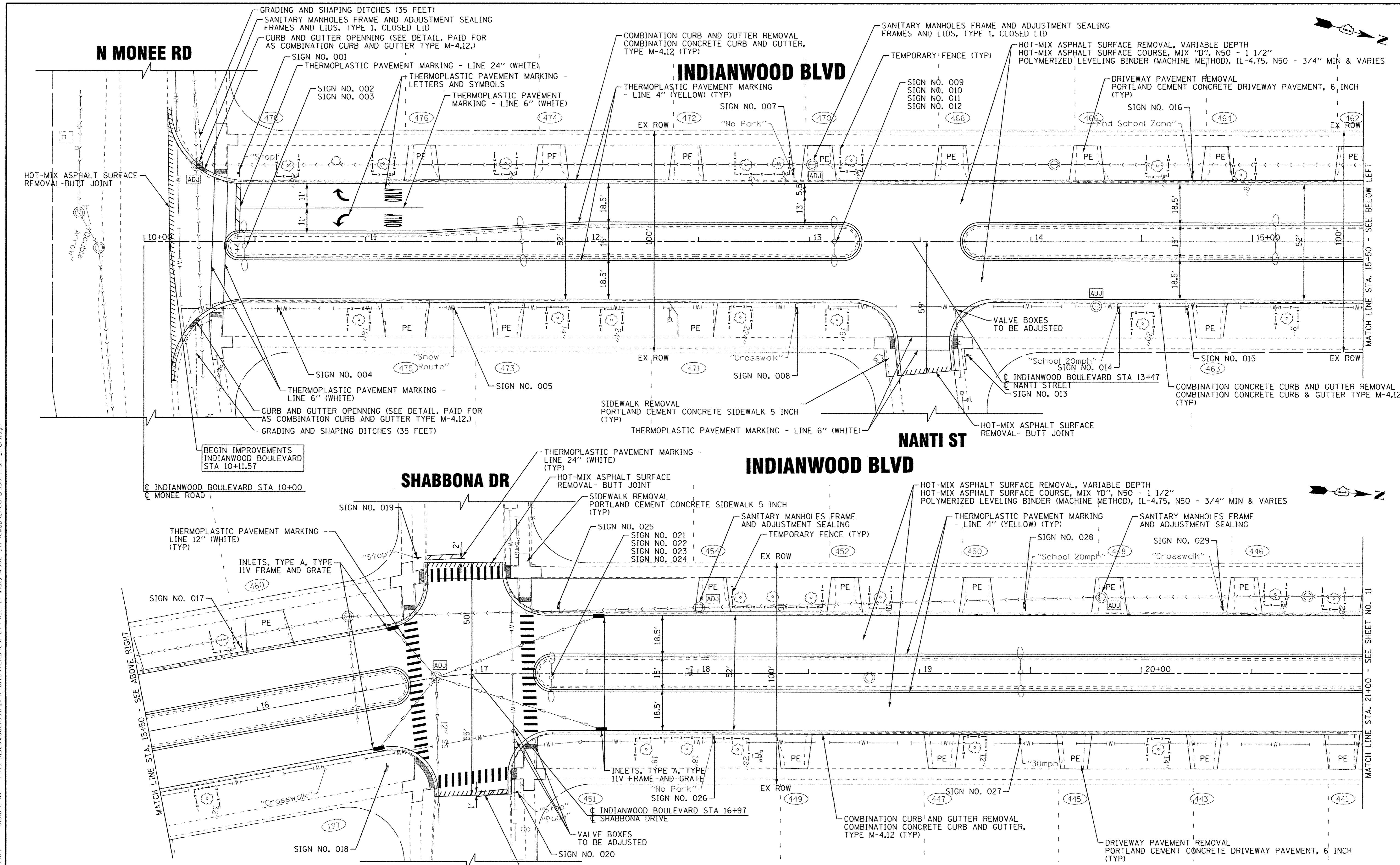
SCHEDULE OF QUANTITIES

SCALE: NONE STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	9
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO. 61D21				

DRIVEWAYS						
ADDRESS	REMOVAL AREA (SQ FT)	REPLACEMENT AREA (SQ FT)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	PCC DRIVEWAY PAVEMENT, 6" (SQ YD)	PCC DRIVEWAY PAVEMENT, 8" (SQ YD)	BRICK DRIVEWAY REMOVAL AND REPLACEMENT (SQ YD)
302	146.206	202.6	16.2	22.5	-	-
303	185.51	246.8	20.6	27.4	-	-
304	261.88	311.6	29.1	34.6	-	-
311	160.11	261.4	17.8	29.0	-	-
312	198.43	603.7	22.0	67.1	-	-
313	177.55	263.3	19.7	29.3	-	-
314	267.02	(SEE 312)	29.7	(SEE 312)	-	-
315	169.40	266.2	18.8	29.6	-	-
316	194.00	265.3	21.6	29.5	-	-
317	192.50	263.2	21.4	29.2	-	-
318	159.06	266.0	17.7	29.6	-	-
319	227.41	261.4	25.3	29.0	-	-
320	179.76	607.8	20.0	67.5	-	-
321	157.41	257.7	17.5	28.6	-	-
322	171.52	(SEE 320)	19.1	(SEE 320)	-	-
323	195.80	524.1	21.8	58.2	-	-
324	264.85	286.9	29.4	31.9	-	-
325	197.08	(SEE 323)	21.9	(SEE 323)	-	-
327	199.02	452.9	22.1	50.3	-	-
326/328	429.04	487.5	47.7	54.2	-	-
329	206.42	(SEE 327)	22.9	(SEE 327)	-	-
330	157.84	256.1	17.5	28.5	-	-
331	204.73	264.2	22.7	29.4	-	-
332/334	325.94	379.8	36.2	42.2	-	-
333	220.61	263.6	24.5	29.3	-	-
335	342.65	752.8	38.1	83.6	-	-
336/338	526.02	547.7	58.4	60.9	-	-
337	303.97	(SEE 335)	33.8	(SEE 335)	-	-
339/341	355.36	412.9	39.5	45.9	-	-
340	304.70	337.3	33.9	37.5	-	-
342	163.75	521.0	18.2	57.9	-	-
343	168.00	562.0	18.7	62.4	-	-
344	163.62	(SEE 342)	18.2	(SEE 342)	-	-
345	189.33	(SEE 343)	21.0	(SEE 343)	-	-
346/348	460.12	498.2	51.1	55.4	-	-
347	175.25	261.6	19.5	29.1	-	-
349	-	-	-	-	-	9.3
350/352	414.20	469.3	46.0	52.1	-	-
354	190.08	262.3	21.1	29.1	-	-
356	186.80	258.0	20.8	28.7	-	-
362	291.92	338.8	32.4	37.6	-	-
365	291.31	338.8	32.4	37.6	-	-
371	268.18	366.5	29.8	40.7	-	-
373	304.62	365.5	33.8	40.6	-	-
Water Tower	621.39	582.9	69.0	-	64.8	-
375	199.40	280.6	22.2	31.2	-	-
377	238.20	272.0	26.5	30.2	-	-
402	156.47	257.2	17.4	28.6	-	-
403	199.26	273.3	22.1	30.4	-	-
404	147.27	262.9	16.4	29.2	-	-
405	170.98	265.8	19.0	29.5	-	-
406	175.56	264.5	19.5	29.4	-	-
408	152.79	264.6	17.0	29.4	-	-
410	210.84	280.9	23.4	31.2	-	-
411	164.07	258.5	18.2	28.7	-	-
412	217.52	287.6	24.2	32.0	-	-
413	289.28	347.3	32.1	38.6	-	-
414	175.74	267.3	19.5	29.7	-	-
415	249.14	321.6	27.7	35.7	-	-

DRIVEWAYS						
ADDRESS	REMOVAL AREA (SQ FT)	REPLACEMENT AREA (SQ FT)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	PCC DRIVEWAY PAVEMENT, 6" (SQ YD)	PCC DRIVEWAY PAVEMENT, 8" (SQ YD)	BRICK DRIVEWAY REMOVAL AND REPLACEMENT (SQ YD)
416	167.48	260.2	18.6	28.9	-	-
418	221.22	268.1	24.6	29.8	-	-
167	308.78	350.2	34.3	38.9	-	-
432 Church	426.40	473.9	47.4	-	52.7	-
425	333.58	371.8	37.1	41.3	-	-
428	233.89	300.5	26.0	33.4	-	-
431	171.78	250.6	19.1	27.8	-	-
432	142.55	248.6	15.8	27.6	-	-
433	214.79	250.5	23.9	27.8	-	5.1
434	201.11	248.4	22.3	27.6	-	-
435	149.52	251.5	16.6	27.9	-	-
436	202.00	250.5	22.4	27.8	-	-
437	142.27	459.2	15.8	51.0	-	-
438	166.75	250.9	18.5	27.9	-	-
439	168.14	(SEE 437)	18.7	(SEE 437)	-	-
440	213.68	248.4	23.7	27.6	-	-
441	183.25	249.7	20.4	27.7	-	-
442	209.07	249.3	23.2	27.7	-	-
443	156.17	248.2	17.4	27.6	-	-
444	181.16	247.7	20.1	27.5	-	-
445	151.30	247.5	16.8	27.5	-	-
446	151.29	247.2	16.8	27.5	-	-
447	150.53	244.3	16.7	27.1	-	-
448	173.96	247.3	19.3	27.5	-	-
449	173.90	245.8	19.3	27.3	-	-
450	185.36	247.5	20.6	27.5	-	-
452	154.66	247.8	17.2	27.5	-	-
454	173.88	246.1	19.3	27.3	-	-
460	293.66	327.2	32.6	36.4	-	-
462	180.01	243.1	20.0	27.0	-	-
463	170.00	250.9	18.9	27.9	-	-
464	149.62	246.2	16.6	27.4	-	-
466	185.12	246.2	20.6	27.4	-	-
468	168.16	252.7	18.7	28.1	-	-
470	178.44	249.8	19.8	27.8	-	-
471	262.61	289.1	29.2	32.1	-	-
472	176.11	251.5	19.6	27.9	-	-
473	169.40	247.5	18.8	27.5	-	-
474	146.20	249.9	16.2	27.8	-	-
475	327.48	341.5	36.4	37.9	-	-
476	154.67	251.2	17.2	27.9	-	-
Totals			2430	3070	120	20



NOTE: SEE SIGN SCHEDULE FOR SIGN REMOVAL AND INSTALLATION

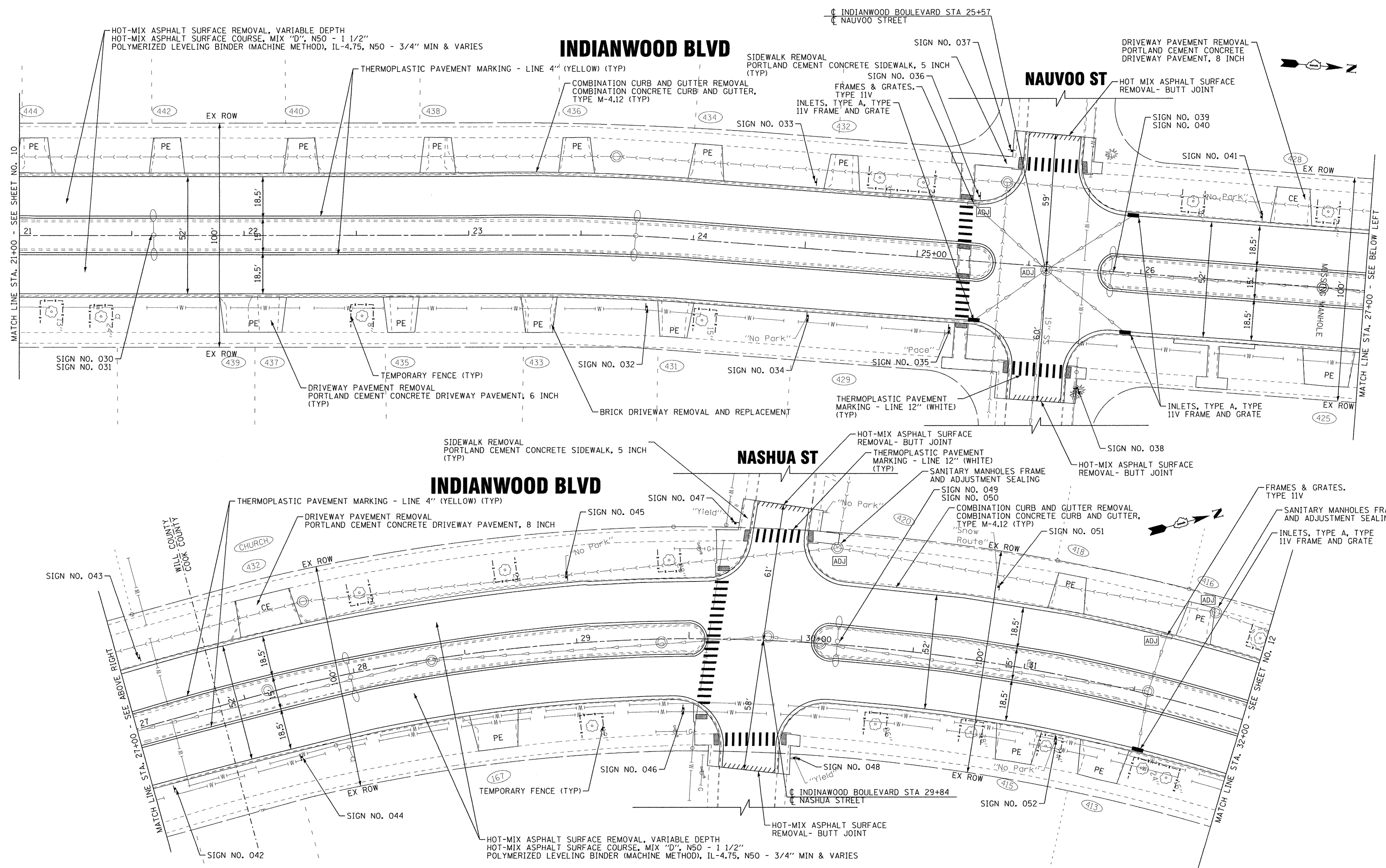
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	DRAWN - CJC	REVISED -
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	DATE - 08-08-16	FILE - 130774SHT_Plan1.dgn

VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

ROADWAY PLAN		
INDIANWOOD BOULEVARD		
SCALE: 1" = 20'	STA. 10+00 TO STA. 21+00	

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 10
CONTRACT NO. 61D21				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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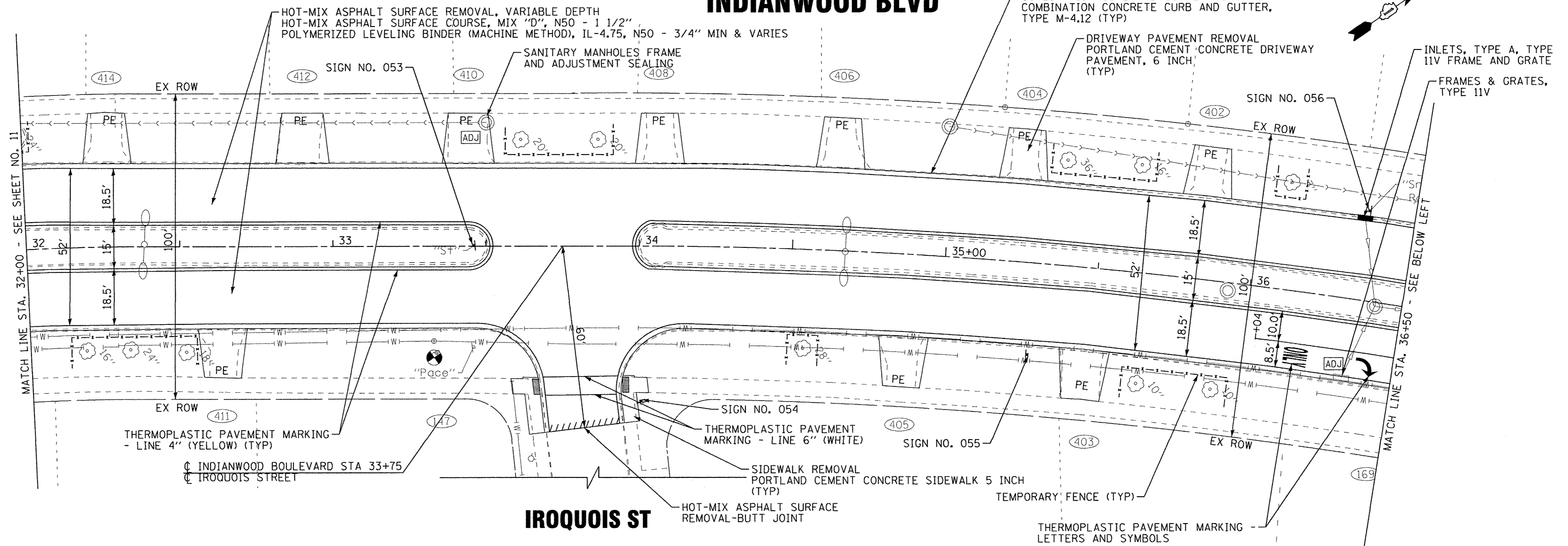
**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

**ROADWAY PLAN
INDIANWOOD BOULEVARD**

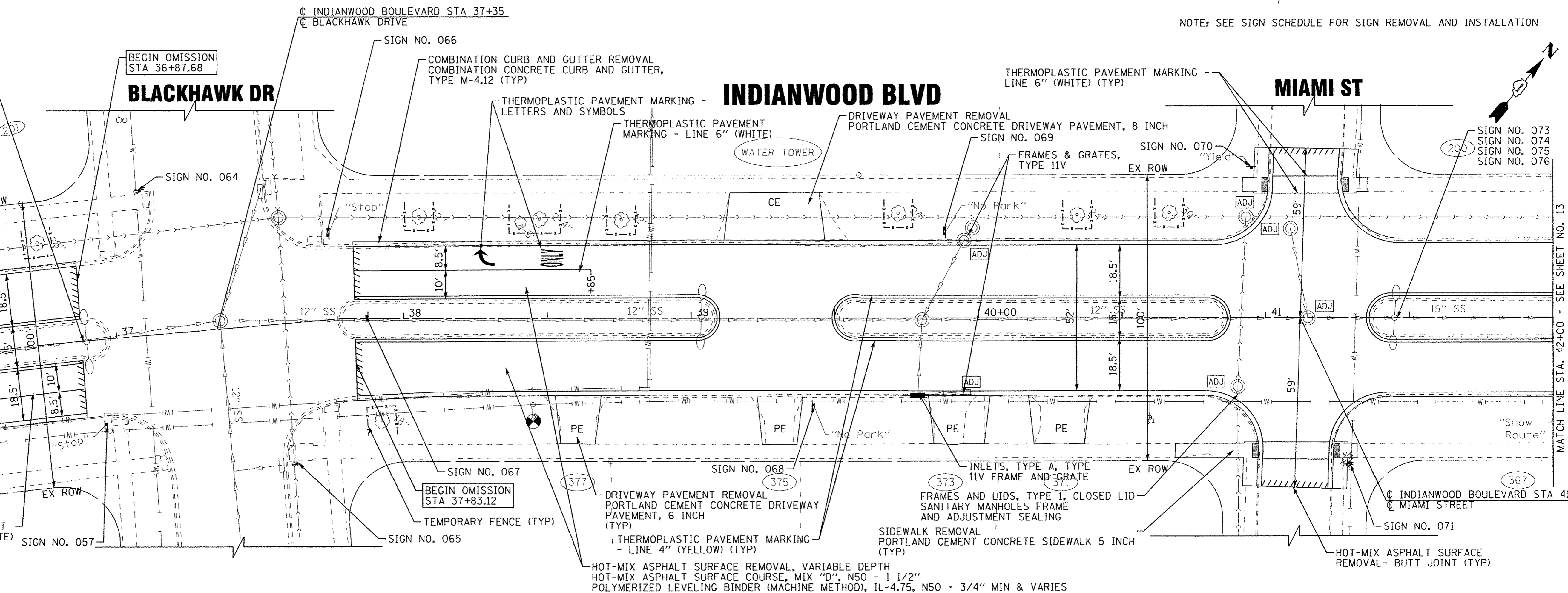
SCALE: 1" = 20'
STA. 21+00 TO STA. 32+00

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 11
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D21	

INDIANWOOD BLVD

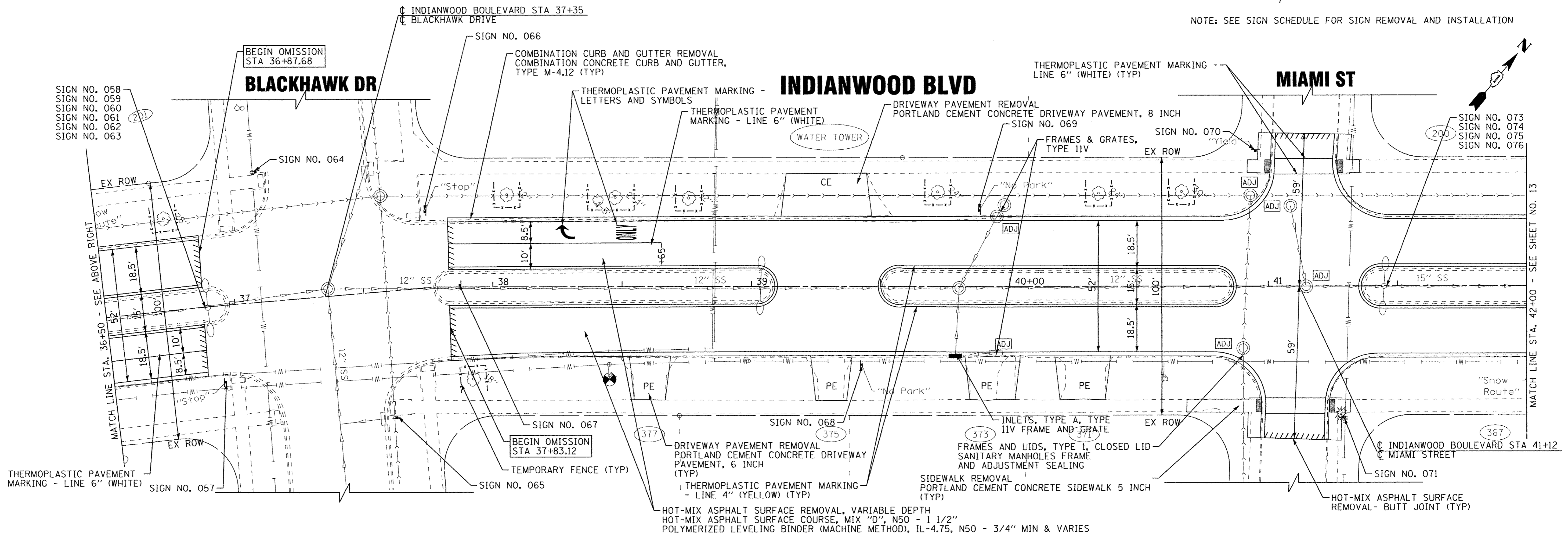


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INDIANWOOD BLVD



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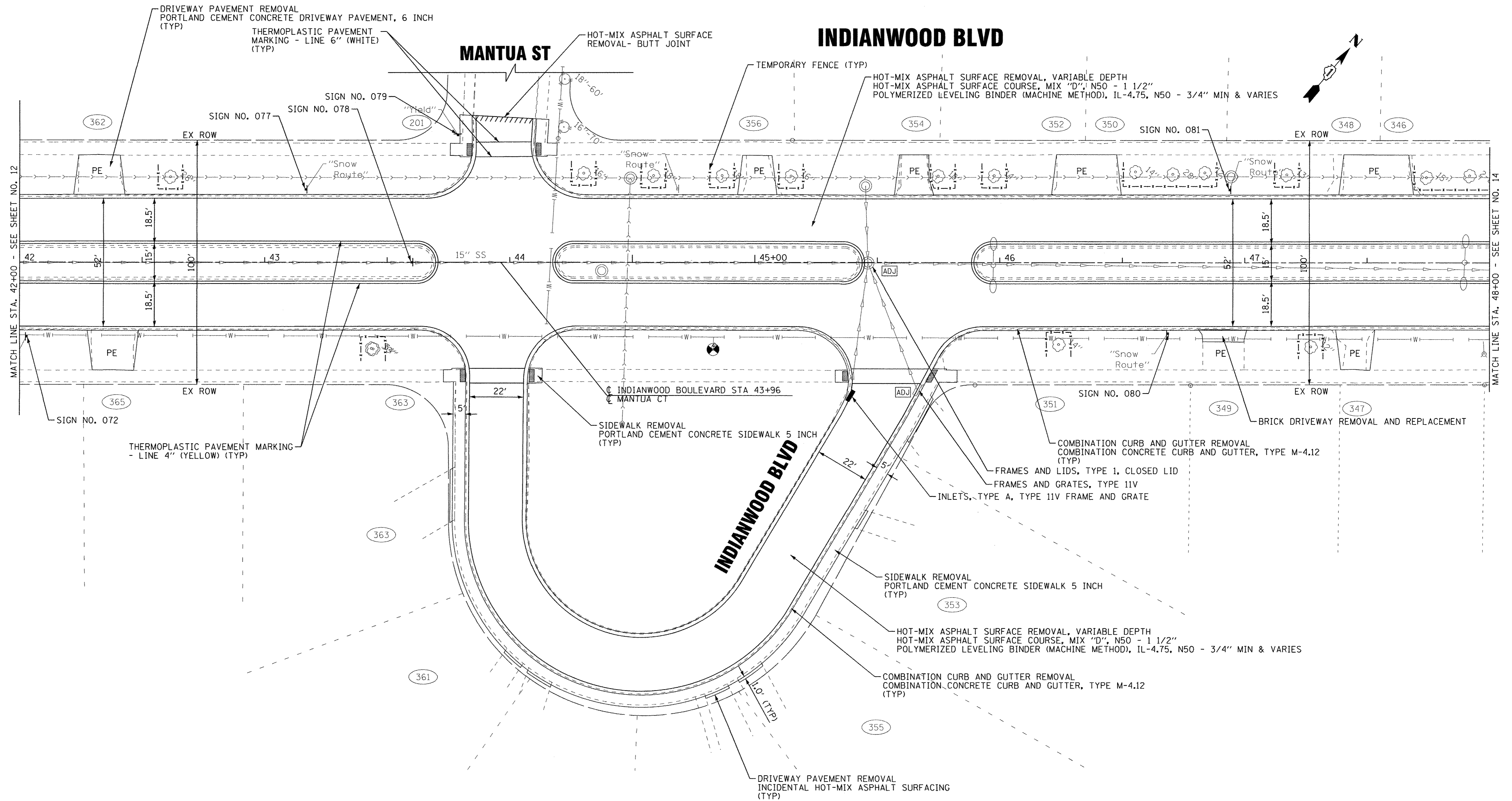
VILLAGE OF PARK FOREST, ILLINOIS INDIANWOOD BOULEVARD RESURFACING

ROADWAY PLAN INDIANWOOD BOULEVARD

SCALE: 1" = 20'

STA. 32+00 TO STA. 42+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	12
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D21	



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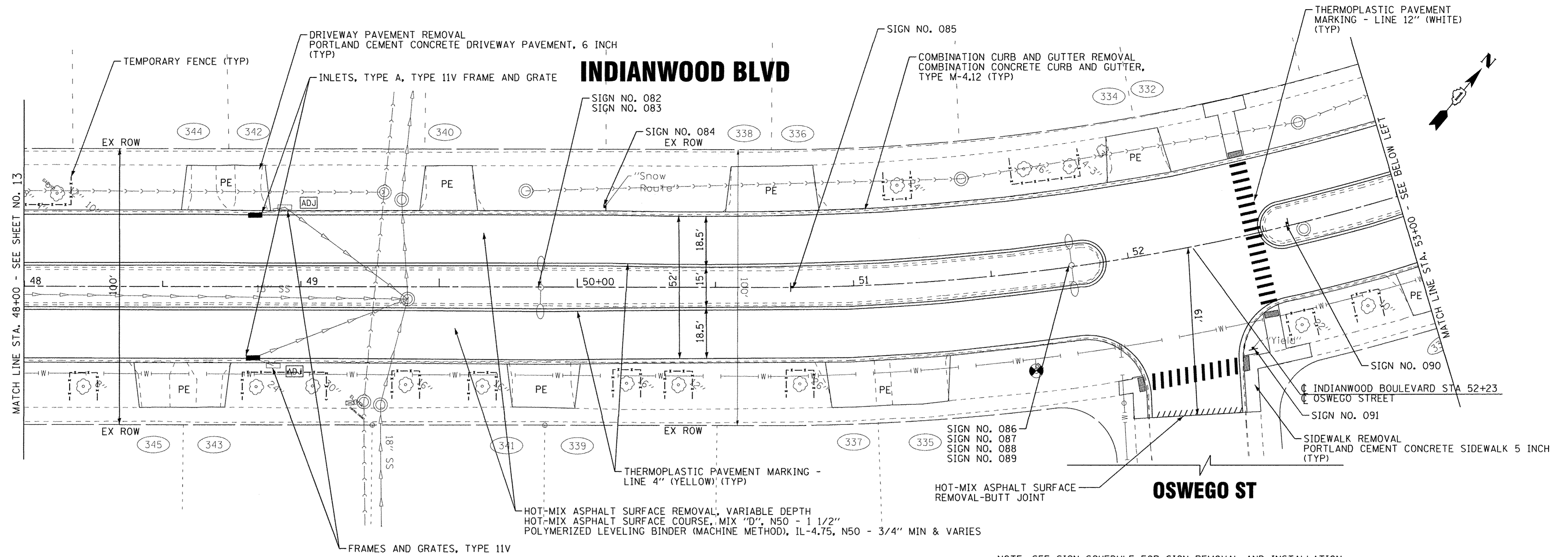
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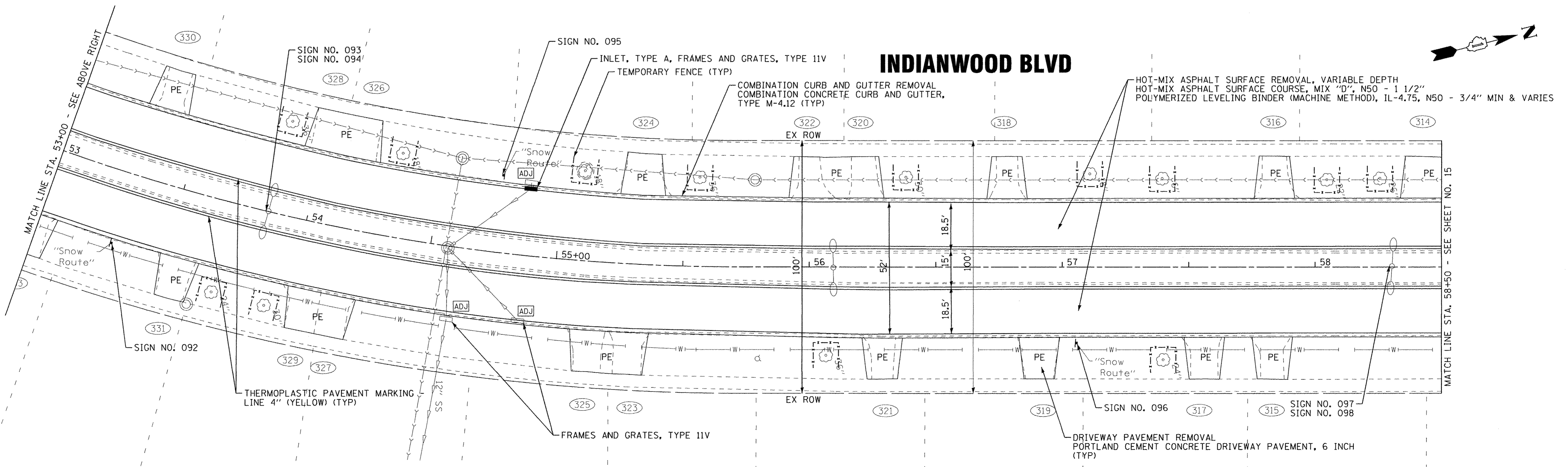
VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

SCALE: 1" = 20'	STA. 42+00 TO STA. 48+00
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F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 13
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



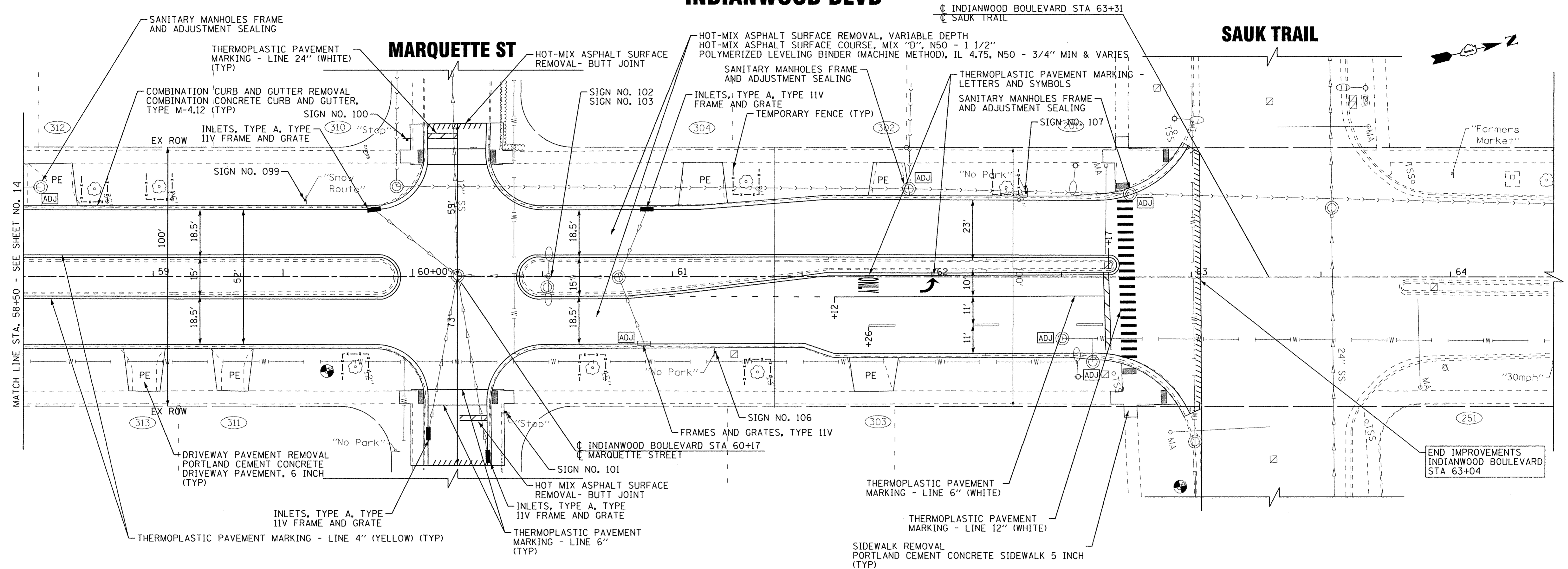
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	DRAWN - CJC	REVISED -					1024	14-00101-00-RS	COOK/WILL	37	14
	CHECKED - JCC	REVISED -					CONTRACT NO. 61D21				
	DATE - 08-08-16	FILE - 130774SHT_Plan5.dgn					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
					SCALE: 1" = 20'	STA. 48+00 TO STA. 58+50					

INDIANWOOD BLVD



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VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

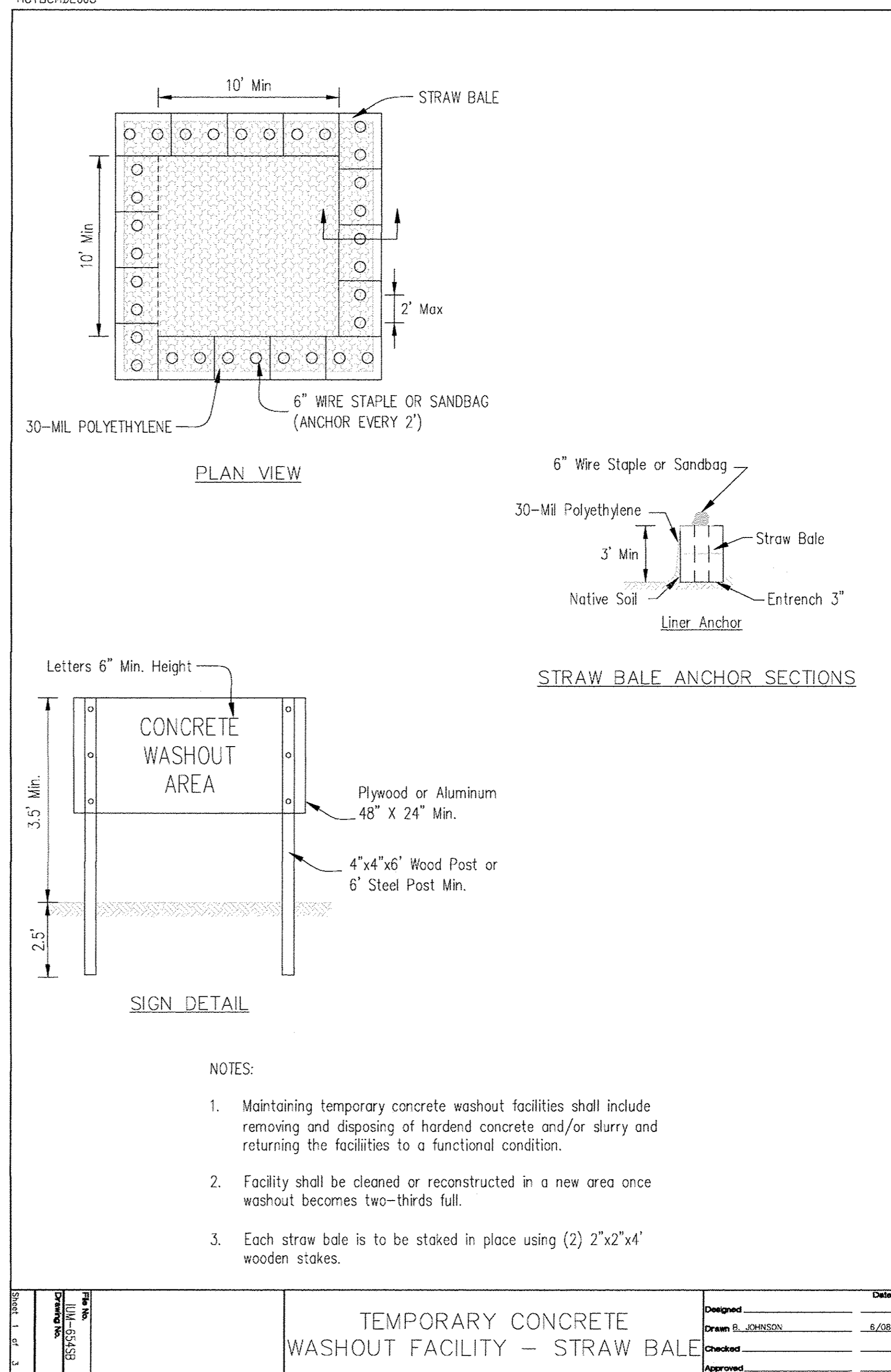
ROADWAY PLAN	
INDIANWOOD BOULEVARD	
SCALE: 1" = 20'	STA. 58+50 TO STA. 64+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	15
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 61D21	

EROSION CONTROL NOTES

- A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

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	DATE - 08-08-16	FILE - 130774SHT_Erosion.dgn

**VILLAGE OF PARK FOREST, ILLINOIS
 INDIANWOOD BOULEVARD
 RESURFACING**

EROSION CONTROL NOTES AND DETAILS

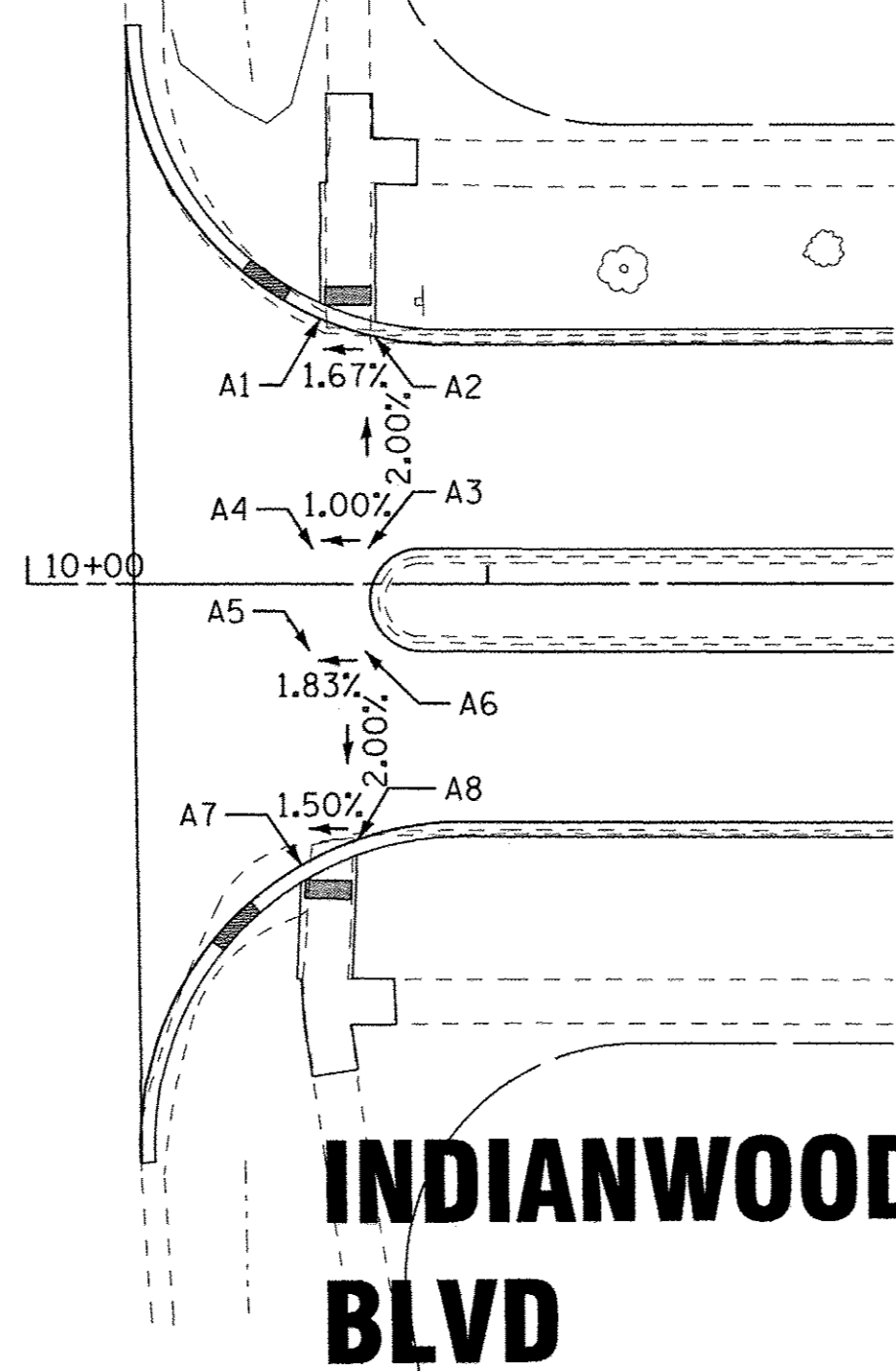
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	16
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 61D21

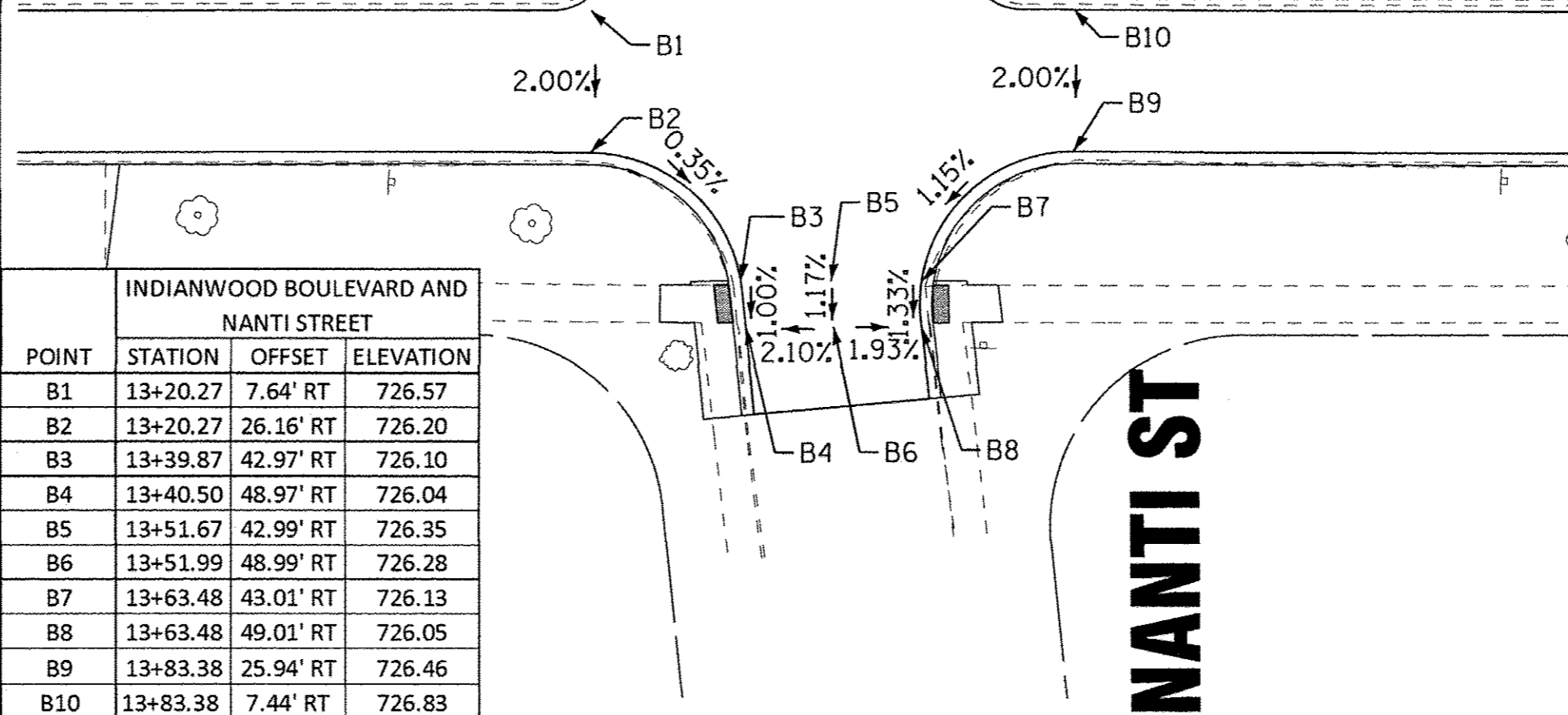
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POINT	STATION	OFFSET	ELEVATION
A1	10+31.85	28.81' LT	715.88
A2	10+37.79	26.89' LT	715.98
A3	10+37.02	3.87' LT	716.44
A4	10+31.01	3.78' LT	716.38
A5	10+30.64	7.30' RT	716.46
A6	10+36.65	7.30' RT	716.57
A7	10+29.87	30.51' RT	716.07
A8	10+35.96	27.73' RT	716.16



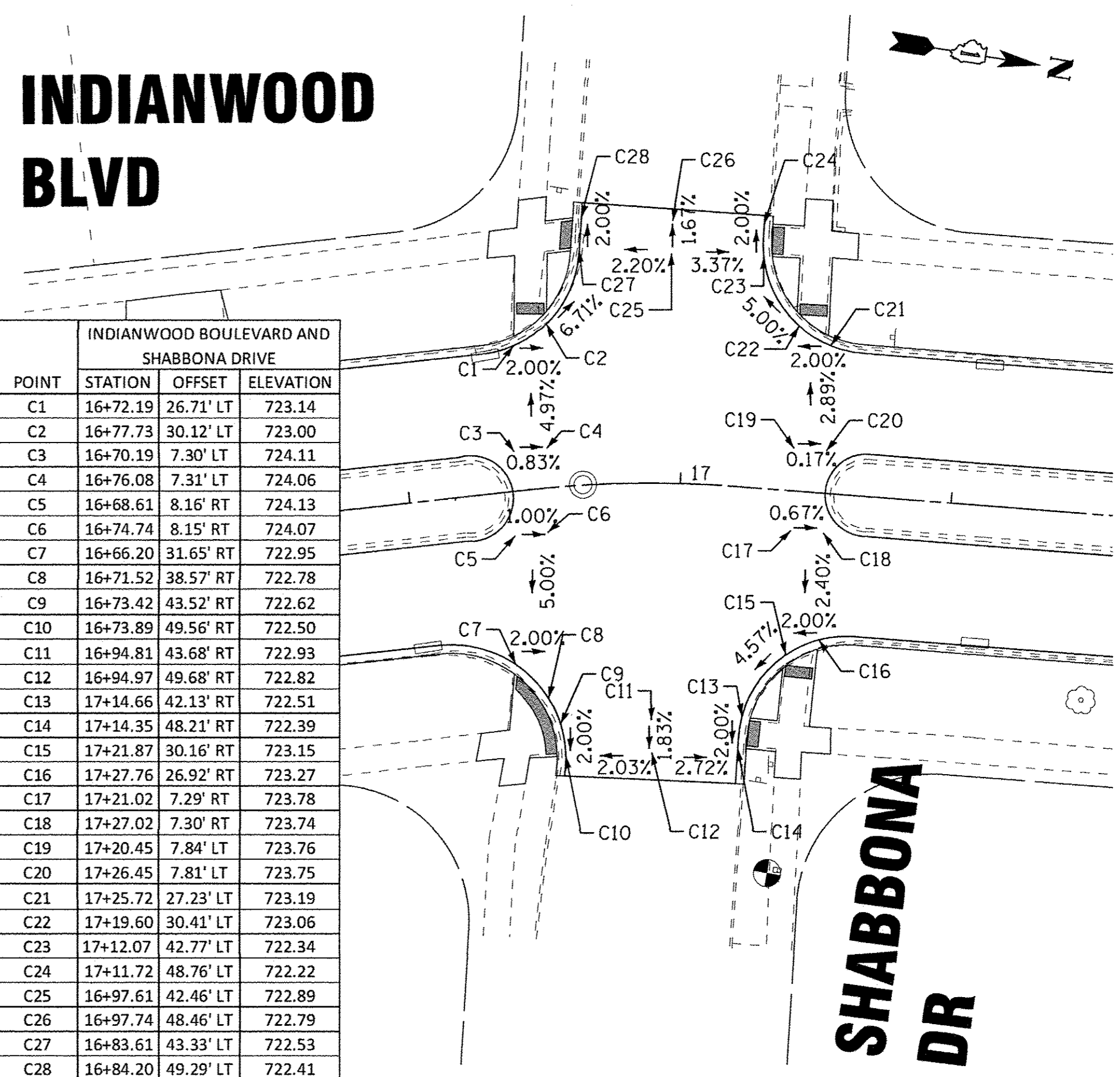
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
B1	13+20.27	7.64' RT	726.57
B2	13+20.27	26.16' RT	726.20
B3	13+39.87	42.97' RT	726.10
B4	13+40.50	48.97' RT	726.04
B5	13+51.67	42.99' RT	726.35
B6	13+51.99	48.99' RT	726.28
B7	13+63.48	43.01' RT	726.13
B8	13+63.48	49.01' RT	726.05
B9	13+83.38	25.94' RT	726.46
B10	13+83.38	7.44' RT	726.83



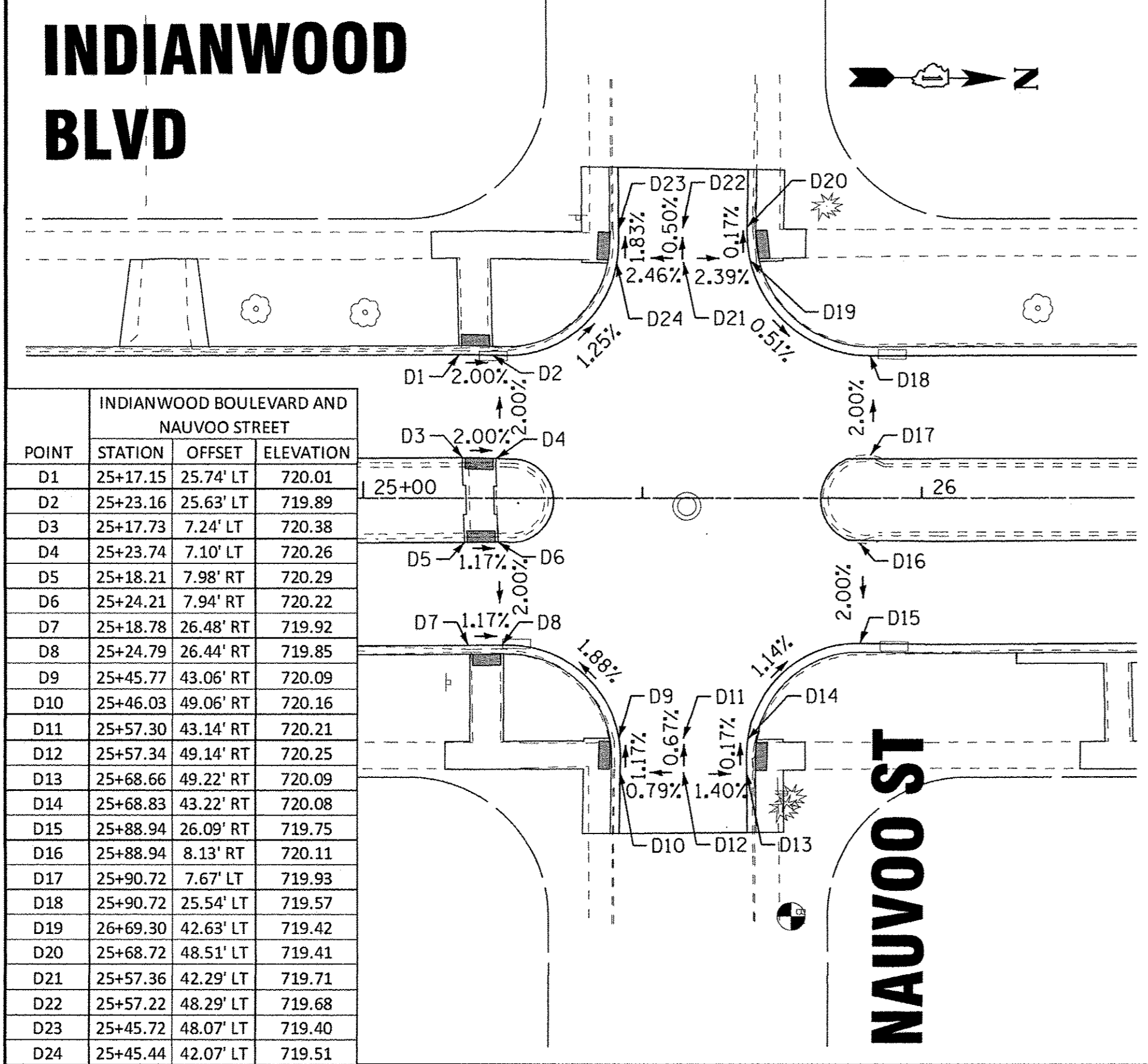
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
C1	16+72.19	26.71' LT	723.14
C2	16+77.73	30.12' LT	723.00
C3	16+70.19	7.30' LT	724.11
C4	16+76.08	7.31' LT	724.06
C5	16+68.61	8.16' RT	724.13
C6	16+74.74	8.15' RT	724.07
C7	16+66.20	31.65' RT	722.95
C8	16+71.52	38.57' RT	722.78
C9	16+73.42	43.52' RT	722.62
C10	16+73.89	49.56' RT	722.50
C11	16+94.81	43.68' RT	722.93
C12	16+94.97	49.68' RT	722.82
C13	17+14.66	42.13' RT	722.51
C14	17+14.35	48.21' RT	722.39
C15	17+21.87	30.16' RT	723.15
C16	17+27.76	26.92' RT	723.27
C17	17+21.02	7.29' RT	723.78
C18	17+27.02	7.30' RT	723.74
C19	17+20.45	7.84' LT	723.76
C20	17+26.45	7.81' LT	723.75
C21	17+25.72	27.23' LT	723.19
C22	17+19.60	30.41' LT	723.06
C23	17+12.07	42.77' LT	722.34
C24	17+11.72	48.76' LT	722.22
C25	16+97.61	42.46' LT	722.89
C26	16+97.74	48.46' LT	722.79
C27	16+83.61	43.33' LT	722.53
C28	16+84.20	49.29' LT	722.41



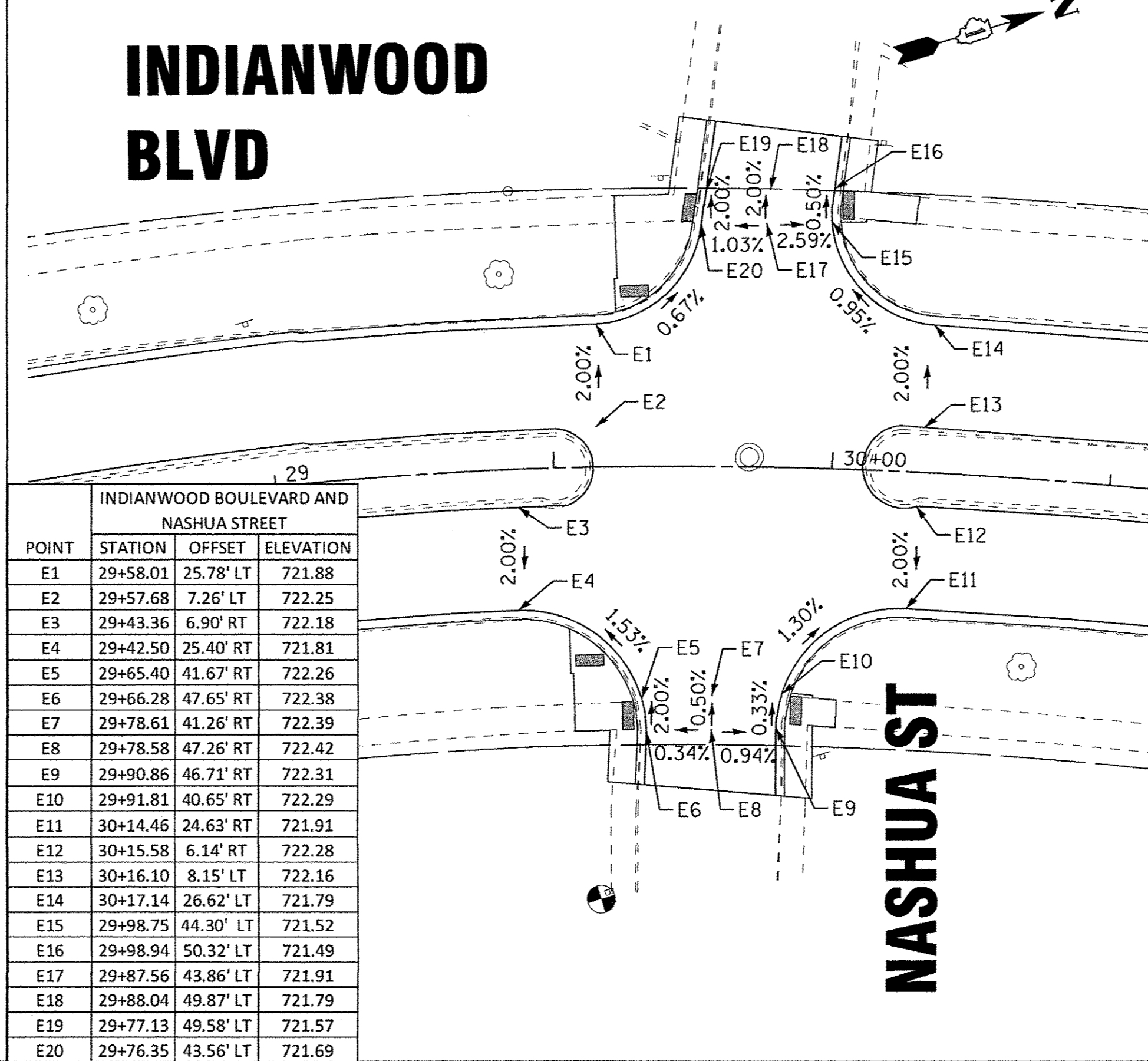
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
D1	25+17.15	25.74' LT	720.01
D2	25+23.16	25.63' LT	719.89
D3	25+17.73	7.24' LT	720.38
D4	25+23.74	7.10' LT	720.26
D5	25+18.21	7.98' RT	720.29
D6	25+24.21	7.94' RT	720.22
D7	25+18.78	26.48' RT	719.92
D8	25+24.79	26.44' RT	719.85
D9	25+45.77	43.06' RT	720.09
D10	25+46.03	49.06' RT	720.16
D11	25+57.30	43.14' RT	720.21
D12	25+57.34	49.14' RT	720.25
D13	25+68.66	49.22' RT	720.09
D14	25+68.83	43.22' RT	720.08
D15	25+88.94	26.09' RT	719.75
D16	25+88.94	8.13' RT	720.11
D17	25+90.72	7.67' LT	719.93
D18	25+90.72	25.54' LT	719.57
D19	26+69.30	42.63' LT	719.42
D20	25+68.72	48.51' LT	719.41
D21	25+57.36	42.29' LT	719.71
D22	25+57.22	48.29' LT	719.68
D23	25+45.72	48.07' LT	719.40
D24	25+45.44	42.07' LT	719.51



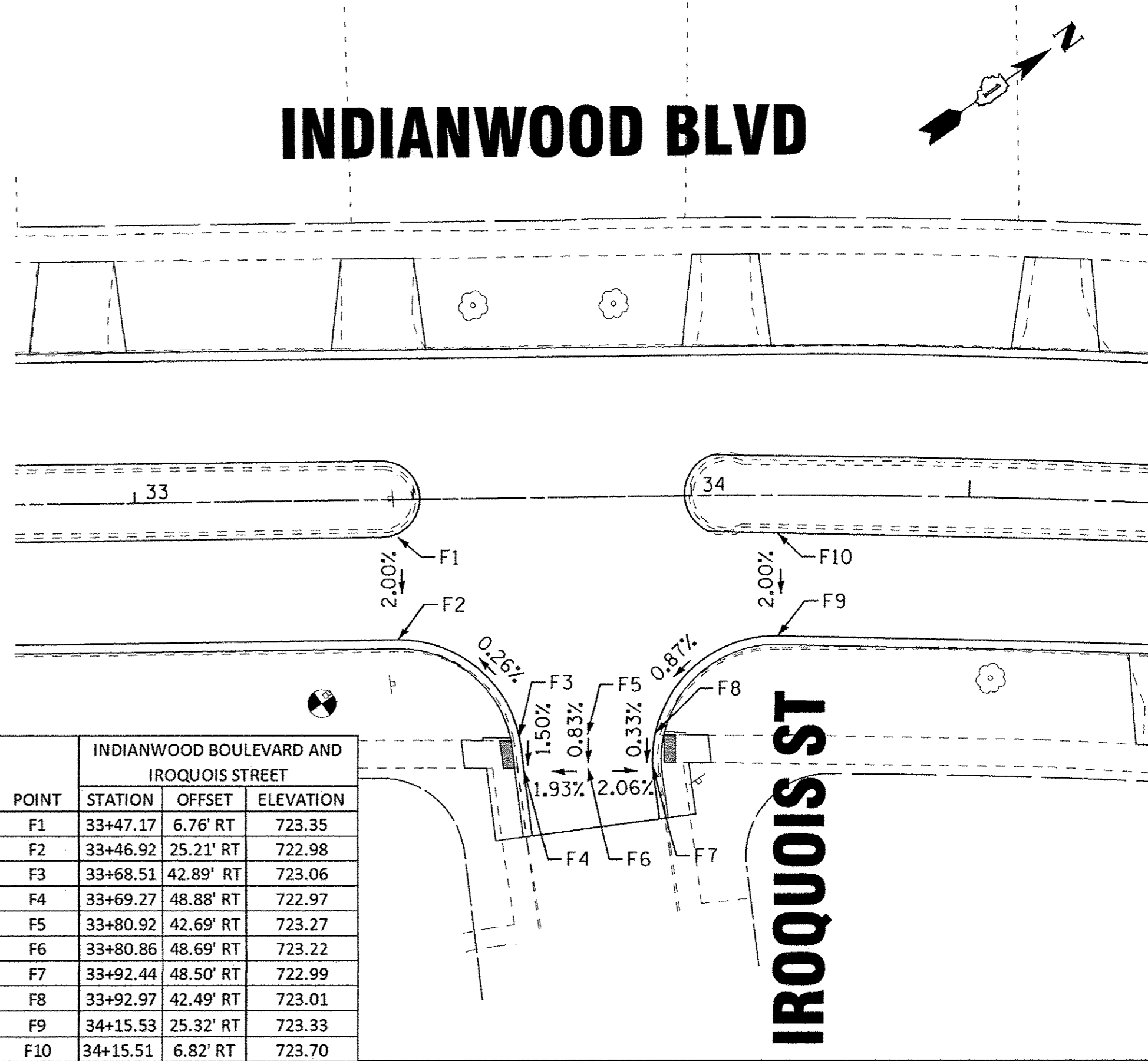
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
E1	29+58.01	25.78' LT	721.88
E2	29+57.68	7.26' LT	722.25
E3	29+43.36	6.90' RT	722.18
E4	29+42.50	25.40' RT	721.81
E5	29+65.40	41.67' RT	722.26
E6	29+66.28	47.65' RT	722.38
E7	29+78.61	41.26' RT	722.39
E8	29+78.58	47.26' RT	722.42
E9	29+90.86	46.71' RT	722.31
E10	29+91.81	40.65' RT	722.29
E11	30+14.46	24.63' RT	721.91
E12	30+15.58	6.14' RT	722.28
E13	30+16.10	8.15' LT	722.16
E14	30+17.14	26.62' LT	721.79
E15	29+98.75	44.30' LT	721.52
E16	29+98.94	50.32' LT	721.49
E17	29+87.56	43.86' LT	721.91
E18	29+88.04	49.87' LT	721.79
E19	29+77.13	49.58' LT	721.57
E20	29+76.35	43.56' LT	721.69



INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
F1	33+47.17	6.76' RT	723.35
F2	33+46.92	25.21' RT	722.98
F3	33+68.51	42.89' RT	723.06
F4	33+69.27	48.88' RT	722.97
F5	33+80.92	42.69' RT	723.27
F6	33+80.86	48.69' RT	723.22
F7	33+92.44	48.50' RT	722.99
F8	33+92.97	42.49' RT	723.01
F9	34+15.53	25.32' RT	723.33
F10	34+15.51	6.82' RT	723.70



VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

INTERSECTION DETAILS

BAXTER & WOODMAN
Consulting Engineers

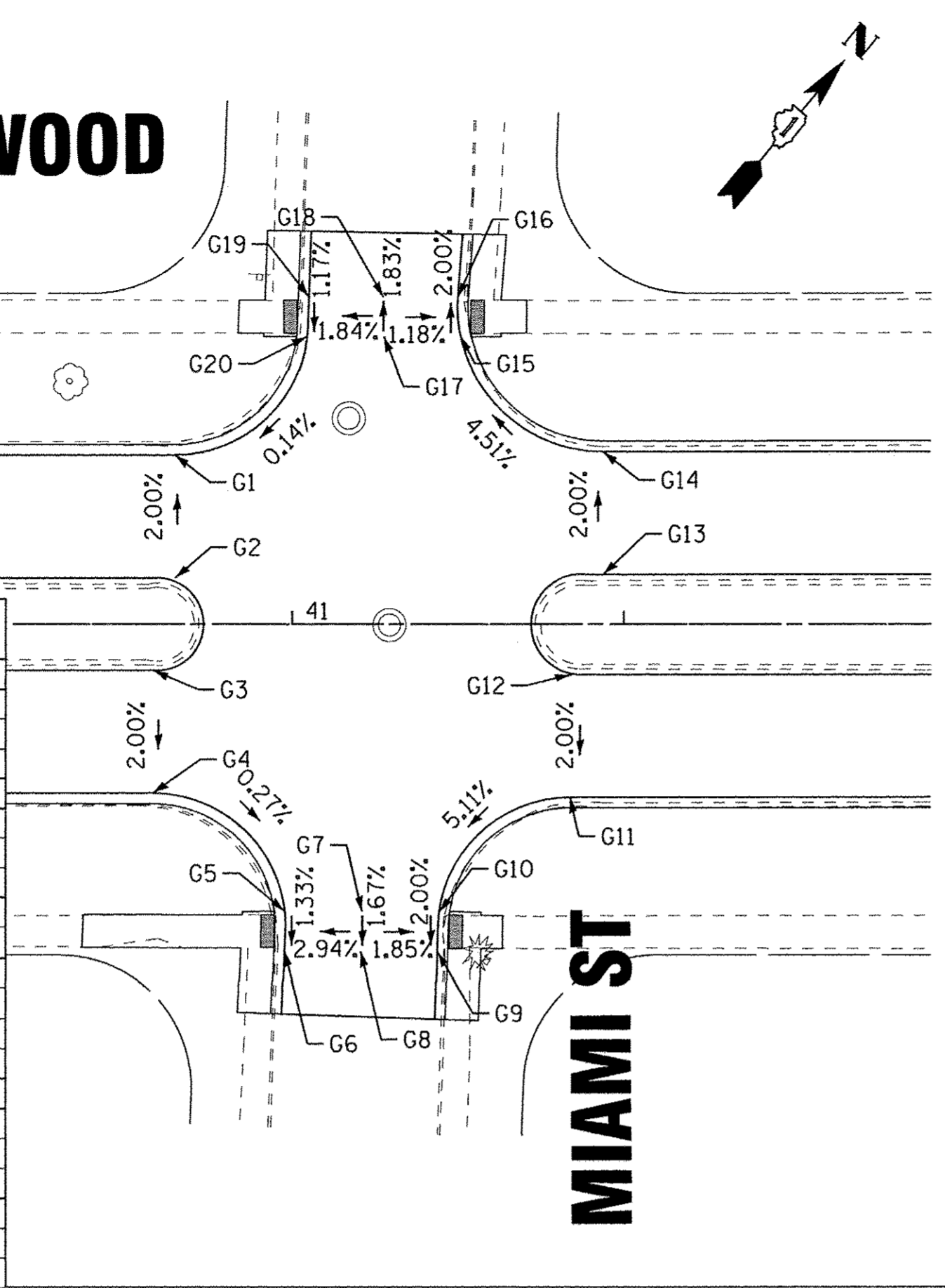
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DRAWN - CJC	REVISED -
CHECKED - JCC	REVISED -
DATE - 08-08-16	FILE - 130774SHT_Intersection_Details.dgn

F.A.P. RTE. 1024	SECTION 14-00101-00-R5	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 17
CONTRACT NO. 61D21				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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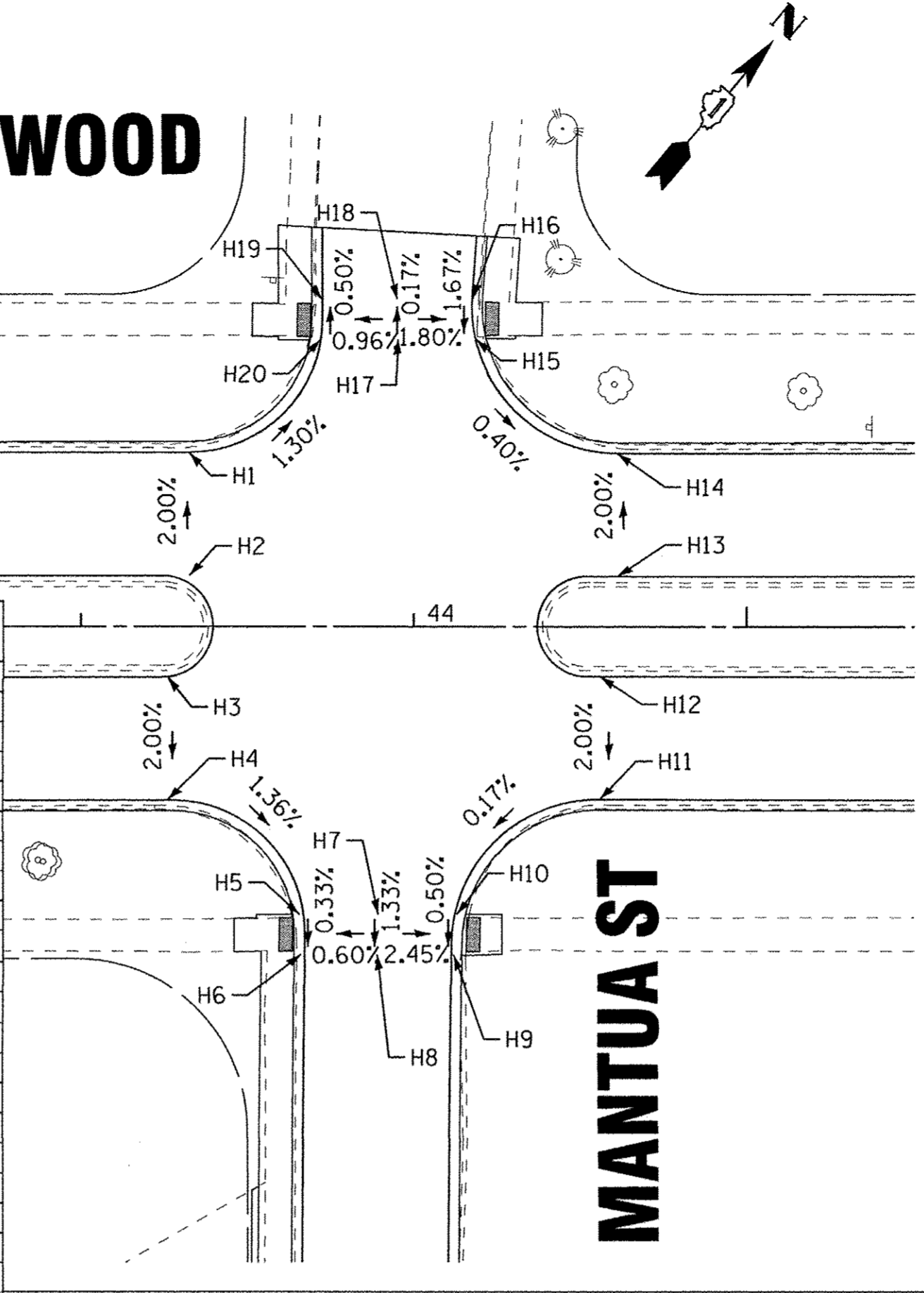
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
G1	48+82.34	25.44' LT	719.51
G2	40+82.34	6.94' LT	719.88
G3	40+79.55	6.99' RT	719.72
G4	40+79.06	25.49' RT	719.35
G5	40+98.92	43.42' RT	719.27
G6	40+98.86	49.42' RT	719.19
G7	41+10.56	43.45' RT	719.62
G8	41+10.38	49.45' RT	719.52
G9	41+21.89	49.48' RT	719.29
G10	41+22.19	43.49' RT	719.41
G11	41+42.00	26.14' RT	720.88
G12	41+42.00	7.64' RT	721.25
G13	41+46.91	7.46' LT	721.36
G14	41+46.91	25.96' LT	720.99
G15	41+25.39	43.35' LT	719.64
G16	41+24.97	49.35' LT	719.52
G17	41+13.81	43.37' LT	719.77
G18	41+13.72	49.37' LT	719.66
G19	41+02.48	49.38' LT	719.54
G20	41+02.23	43.38' LT	719.47



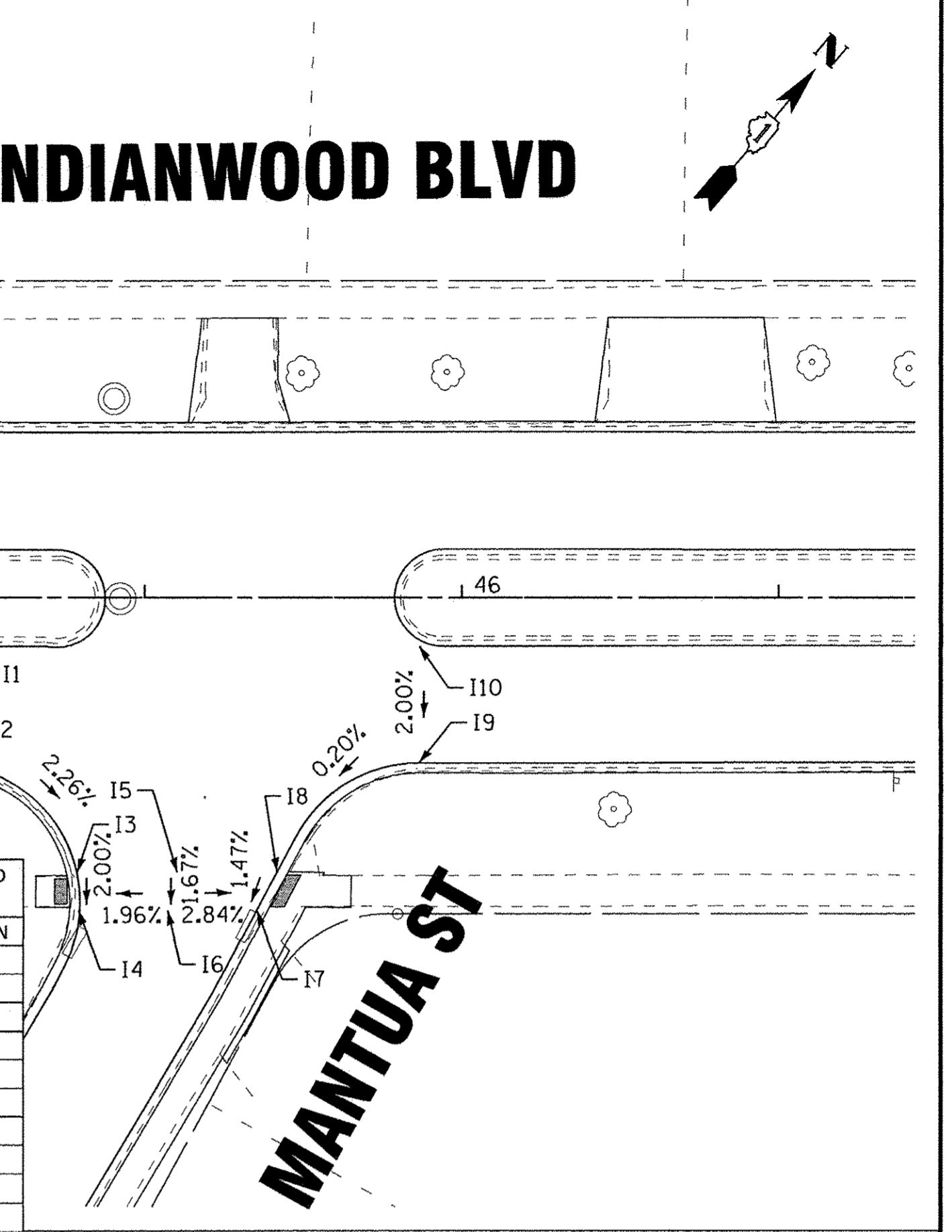
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
H1	43+66.26	26.12' LT	722.50
H2	43+66.26	7.62' LT	722.87
H3	43+63.01	7.59' RT	722.84
H4	43+63.03	26.09' RT	722.47
H5	43+82.88	43.36' RT	722.08
H6	43+83.11	49.36' RT	722.06
H7	43+94.68	43.36' RT	722.18
H8	43+94.56	49.36' RT	722.10
H9	44+06.01	49.36' RT	721.84
H10	44+06.48	43.36' RT	721.87
H11	44+28.04	26.00' RT	721.82
H12	44+28.04	7.50' RT	722.19
H13	44+30.57	7.53' LT	722.22
H14	44+30.57	26.03' LT	721.85
H15	44+09.20	43.22' LT	721.97
H16	44+08.70	49.21' LT	722.07
H17	43+97.61	43+16' LT	722.23
H18	43+97.47	49.16' LT	722.22
H19	43+86.24	49.11' LT	722.10
H20	43+86.02	43.11' LT	722.13



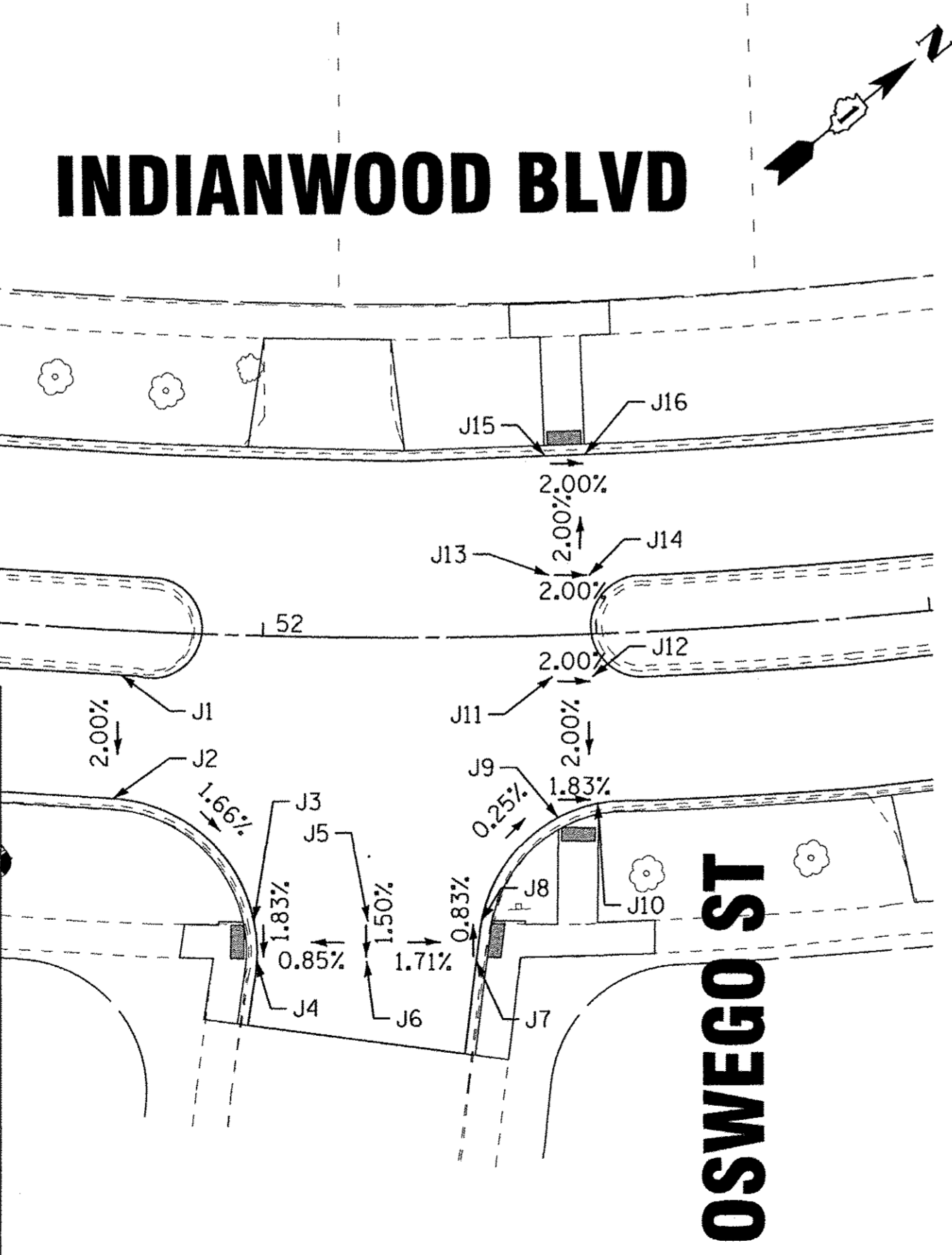
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
I1	45+18.71	7.69' RT	721.38
I2	45+18.71	26.19' RT	721.01
I3	45+39.41	43.46' RT	720.35
I4	45+39.62	49.46' RT	720.23
I5	45+55.16	43+46' RT	720.60
I6	45+53.67	49.46' RT	720.50
I7	45+67.72	49.45' RT	720.10
I8	45+70.92	43.45' RT	720.20
I9	45+93.35	26.16' RT	720.26
I10	45+93.35	7.67' RT	720.63



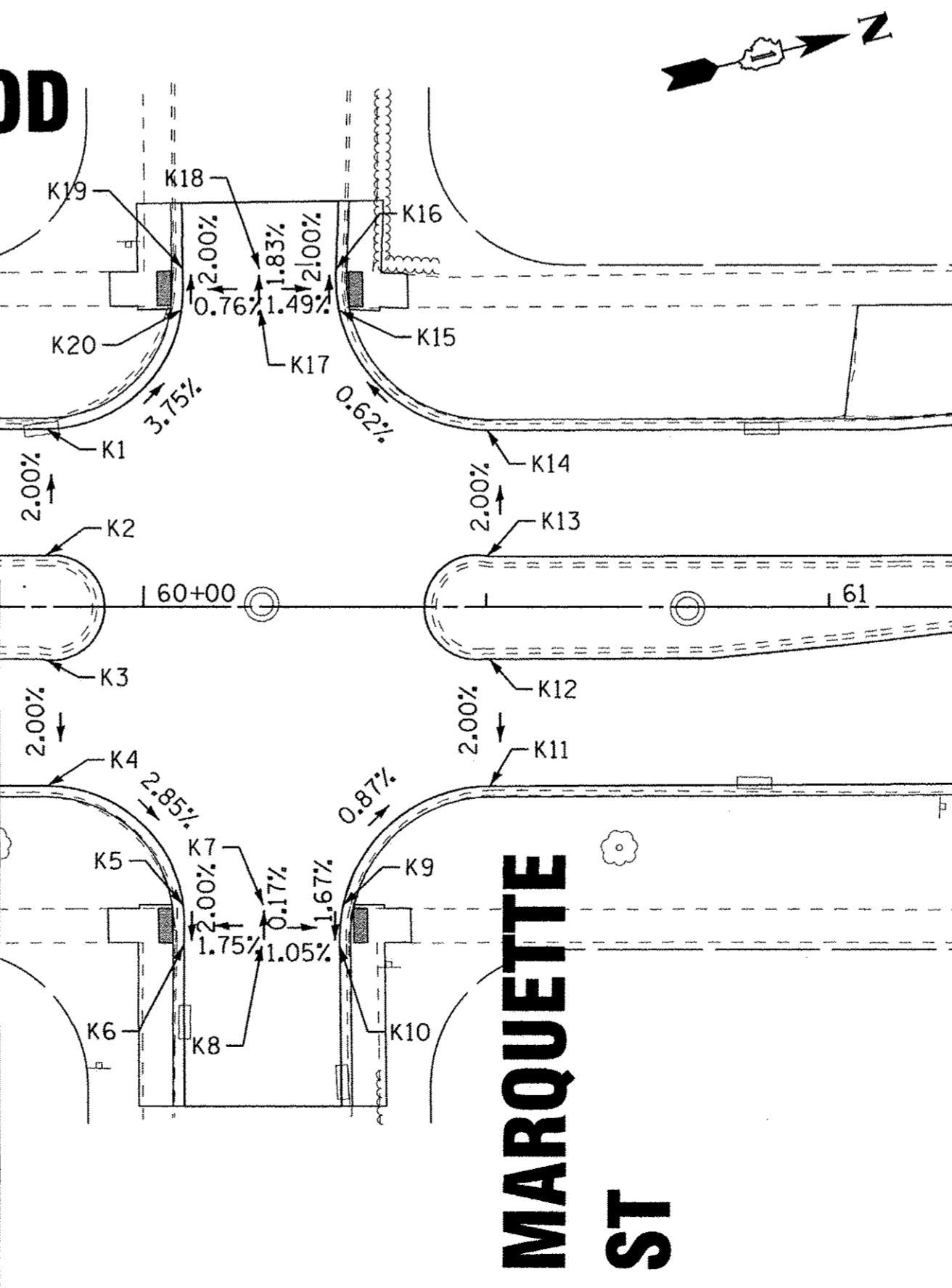
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
J1	51+79.15	6.69' RT	720.29
J2	51+78.89	25.19' RT	719.92
J3	51+99.79	42.68' RT	719.42
J4	52+00.34	48.67' RT	719.31
J5	52+15.95	42.42' RT	719.54
J6	52+15.82	48.42' RT	719.45
J7	52+31.29	48.48' RT	719.17
J8	52+32.11	42.49' RT	719.12
J9	52+43.38	27.25' RT	719.07
J10	52+49.18	25.35' RT	718.96
J11	52+43.22	6.20' RT	719.44
J12	52+49.17	6.39' RT	719.32
J13	52+43.09	8.99' LT	719.35
J14	52+49.16	8.79' LT	719.23
J15	52+42.94	26.97' LT	719.03
J16	52+49.15	26.99' LT	718.91



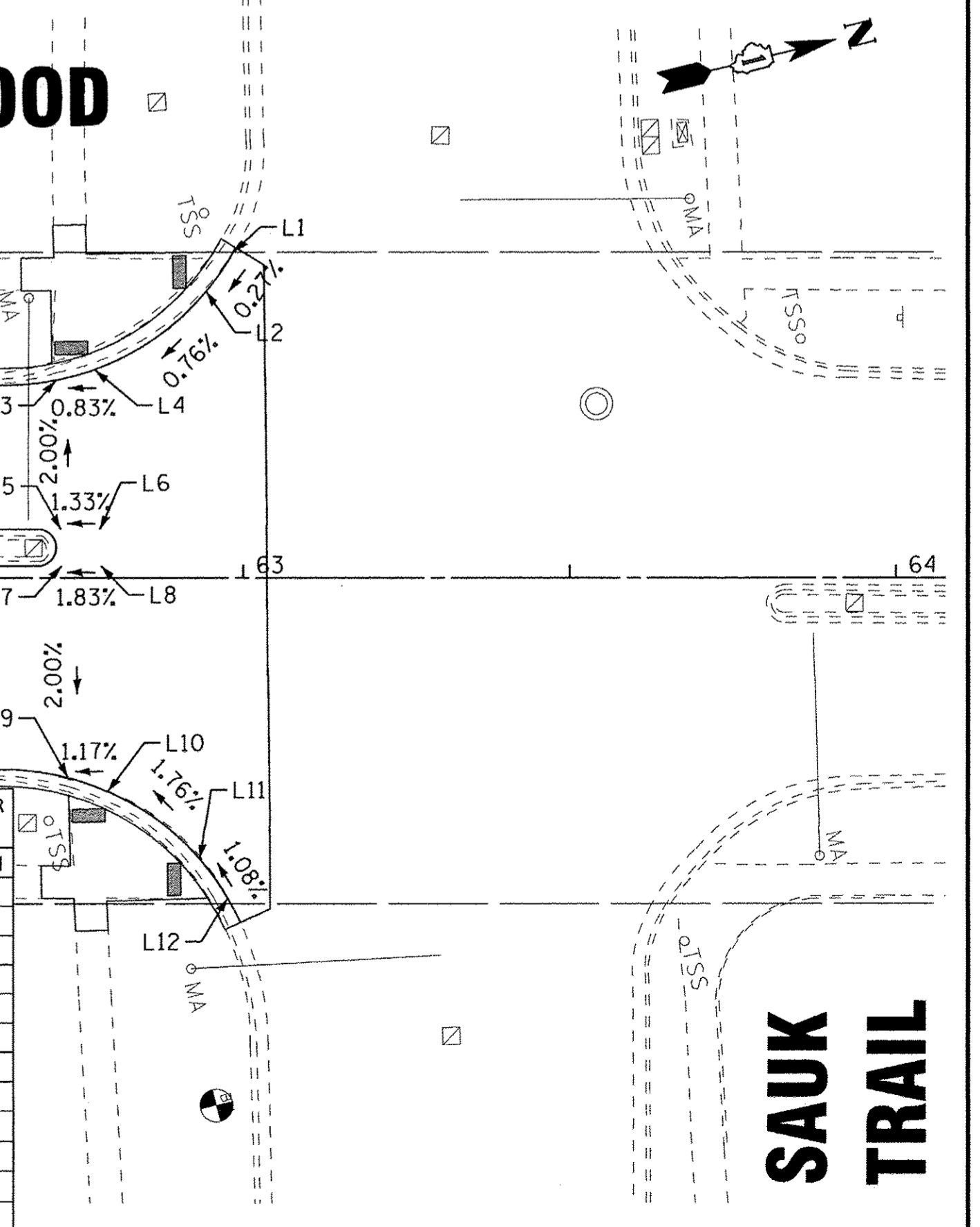
INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
K1	59+85.80	26.00' LT	713.85
K2	59+85.80	7.50' LT	714.22
K3	59+85.99	7.81' RT	714.34
K4	59+85.99	26.17' RT	713.96
K5	60+05.80	43.49' RT	713.14
K6	60+05.91	49.49' RT	713.02
K7	60+17.46	43.49' RT	713.23
K8	60+17.27	49.49' RT	713.22
K9	60+29.13	43.49' RT	713.20
K10	60+28.64	49.49' RT	713.10
K11	60+50.51	26.15' RT	712.94
K12	60+50.51	7.65' RT	713.31
K13	60+50.10	7.33' LT	713.23
K14	60+50.10	25.83' LT	712.86
K15	60+28.51	43.34' LT	712.67
K16	60+28.10	49.34' LT	712.55
K17	60+17.06	43.38' LT	712.84
K18	60+16.91	49.38' LT	712.73
K19	60+05.72	49.42' LT	712.61
K20	60+05.61	43.42' LT	712.73



INDIANWOOD BLVD

POINT	STATION	OFFSET	ELEVATION
L1	62+98.46	50.00' LT	716.03
L2	62+94.33	44.00' LT	716.01
L3	62+71.31	30.35' LT	715.80
L4	62+77.26	32.01' LT	715.85
L5	62+72.00	7.42' LT	716.26
L6	62+78.01	7.42' LT	716.34
L7	62+72.17	1.82' RT	716.25
L8	62+78.18	1.82' RT	716.36
L9	62+73.16	30.60' RT	715.60
L10	62+79.22	32.70' RT	715.67
L11	62+93.33	43.09' RT	715.98
L12	62+97.64	49.10' RT	716.06



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 10-424-AM 8/23/2016
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BAXTER & WOODMAN
Consulting Engineers

DESIGNED - KDL	REVISED -
DRAWN - CJC	REVISED -
CHECKED - JCC	REVISED -
DATE - 08-08-16	FILE - 130774SHT_Intersection Details.dgn

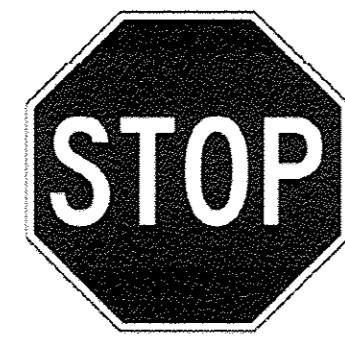
VILLAGE OF PARK FOREST, ILLINOIS INDIANWOOD BOULEVARD RESURFACING

INTERSECTION DETAILS

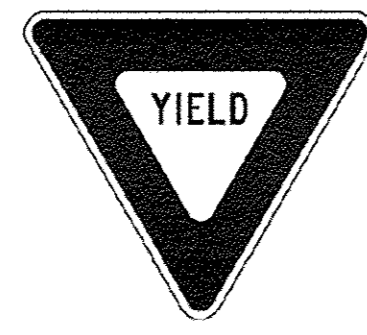
SCALE: NONE

STA. TO STA.

F.A.P. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 18
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
CONTRACT NO. 61D21				



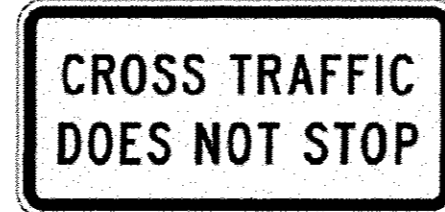
R1-1
30"X30"
36"X36"



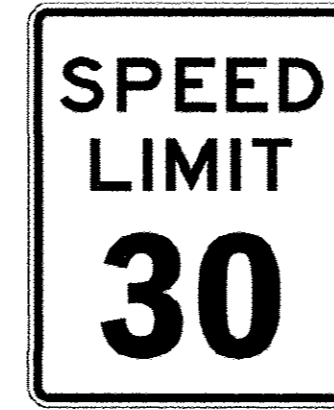
R1-2
36"X36"X36"



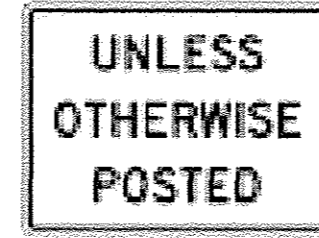
R1-3P
18"X6"



W4-4p
24"X12"



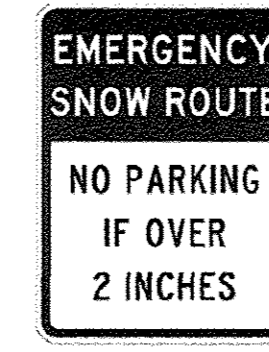
R2-1 (30)
36"X30"



R2-5P
24"X18"



R5-2
24"X24"



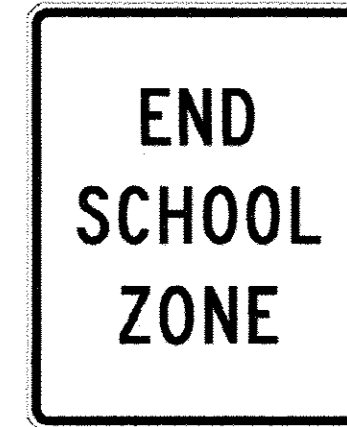
R7-203
18"X24"



R7-1 (MODIFIED)
12"X18"



W16-9P
24"X12"



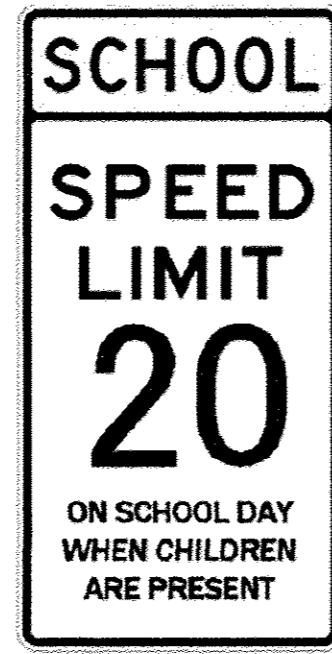
S5-2
24"X30"



S1-1: CON.
36"X36"



W11-2
36"X36"



S4-1100
24"X48"



W16-7pL
24"X12"



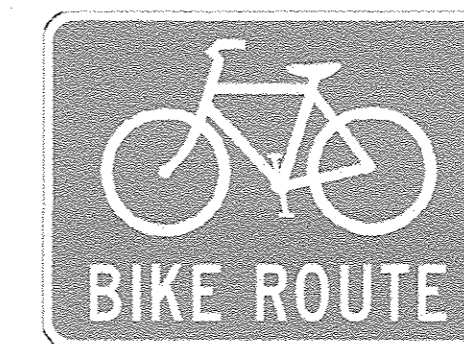
W16-7pR
24"X12"



R14-1 (MODIFIED)
24"X18"

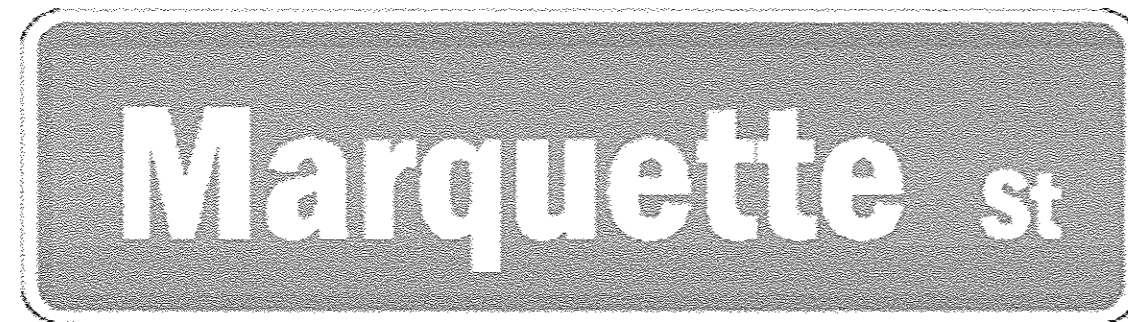


R2-6P
24"X18"

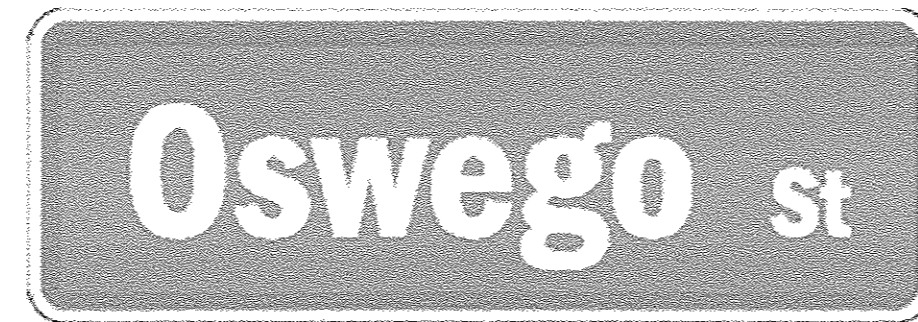


D11-1
24"X18"

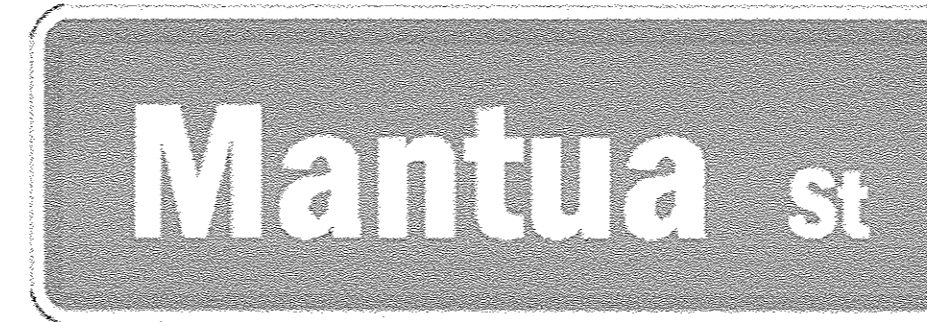
NOTE: SCHOOL AREA SIGNS, PEDESTRIAN CROSSINGS SIGNS AND ARROW PLAQUES SHALL HAVE FLUORESCENT YELLOW-GREEN BACKGROUND WITH A BLACK LEGEND AND BORDER UNLESS OTHERWISE SPECIFIED.



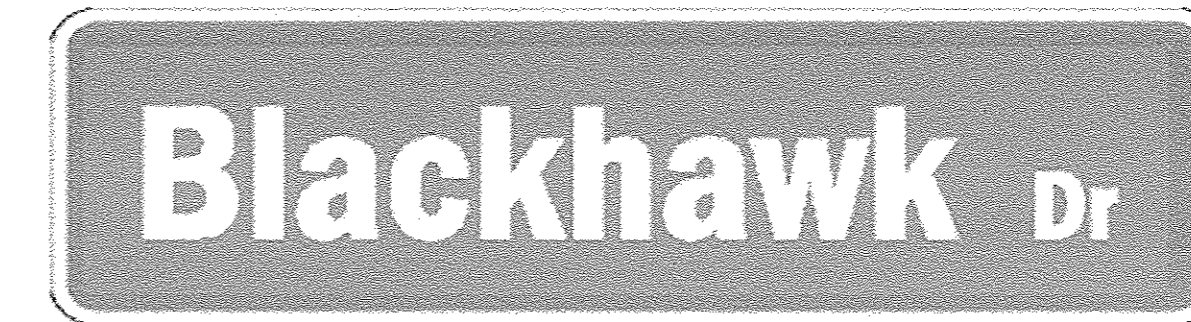
D3-1
9"X VARIES



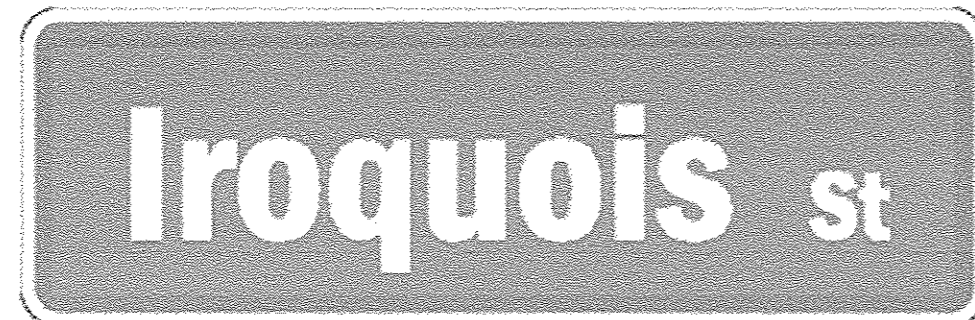
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9"X VARIES



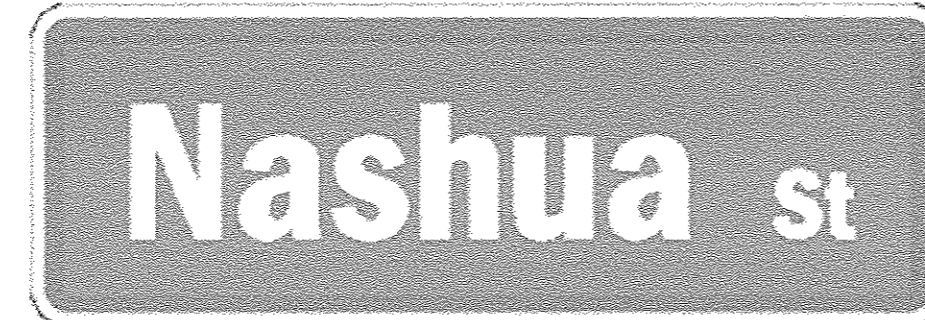
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9"X VARIES



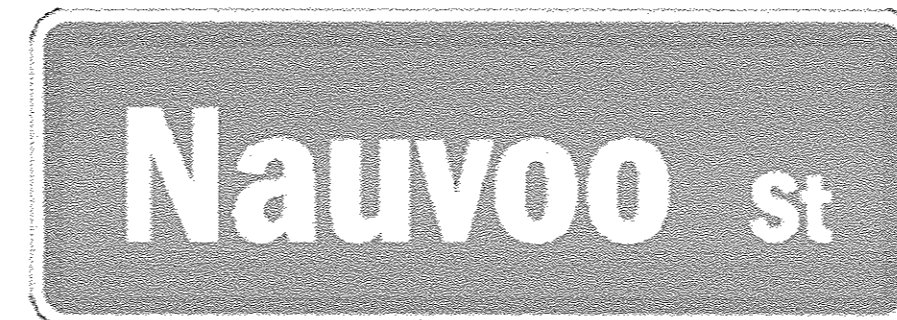
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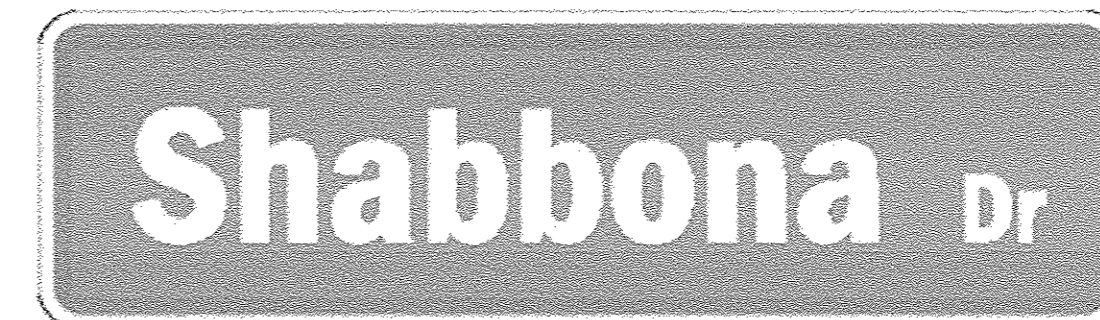
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9"X VARIES



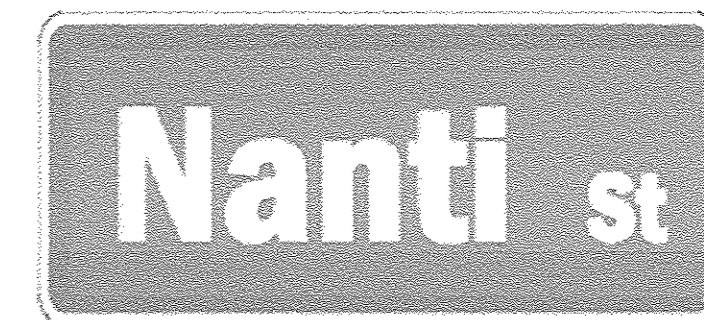
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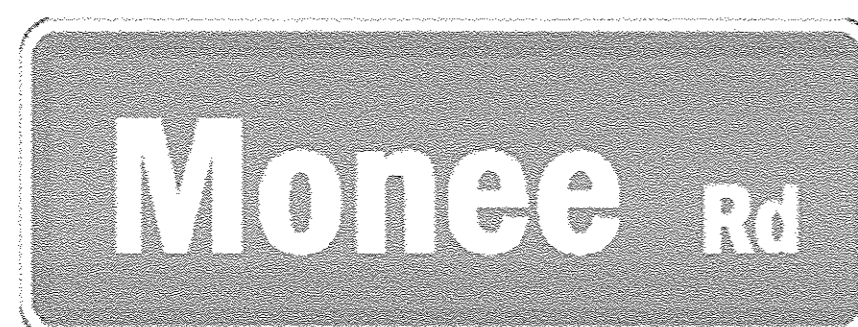
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9"X VARIES



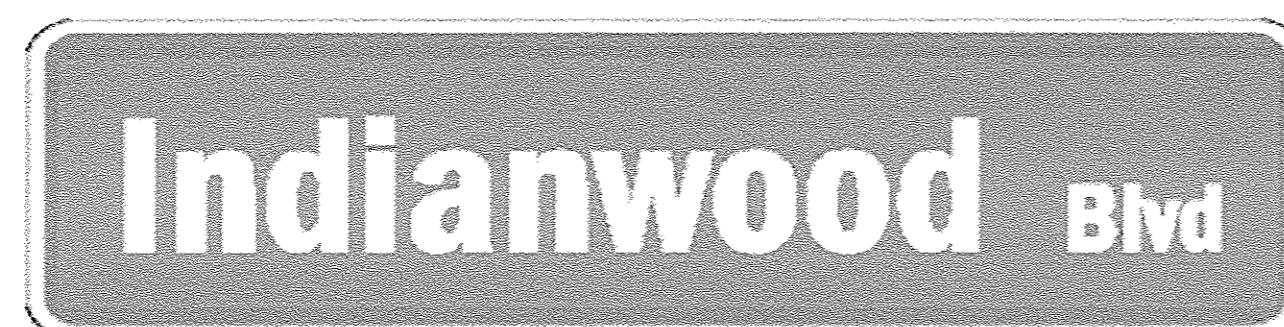
D3-1
9"X VARIES



D3-1
9"X VARIES



D3-1
9"X VARIES



D3-1
9"X VARIES



D3-1
9"X VARIES

D3-1 NOTE:
STREET NAME SIGNS SHALL BE ON 9 INCH WIDE GREEN EXTRUDED BLADES WITH 3/8 INCH WHITE MARGIN. TEXT SHALL BE MIXED-CASE SERIES B HIGHWAY GOTHIC IN TITLE CASE. TEXT HEIGHT SHALL BE 6 INCHES FOR STREET NAMES, AND 4 INCHES FOR END ABBREVIATIONS (ST, AVE, ETC). WHERE NECESSARY, TEXT SHALL BE SHIFTED UP TO ACCOMMODATE LOWER CASE G, J, Q, Y, ETC.

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DESIGNED -	PARK FOREST	REVISED -	
		REVISED -	
		REVISED -	
DATE -	08-08-16	FILE -	130774SHT_SignDet.dgn

VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING

SIGN DETAILS

SCALE: NONE

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	19
CONTRACT NO. 61D21				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

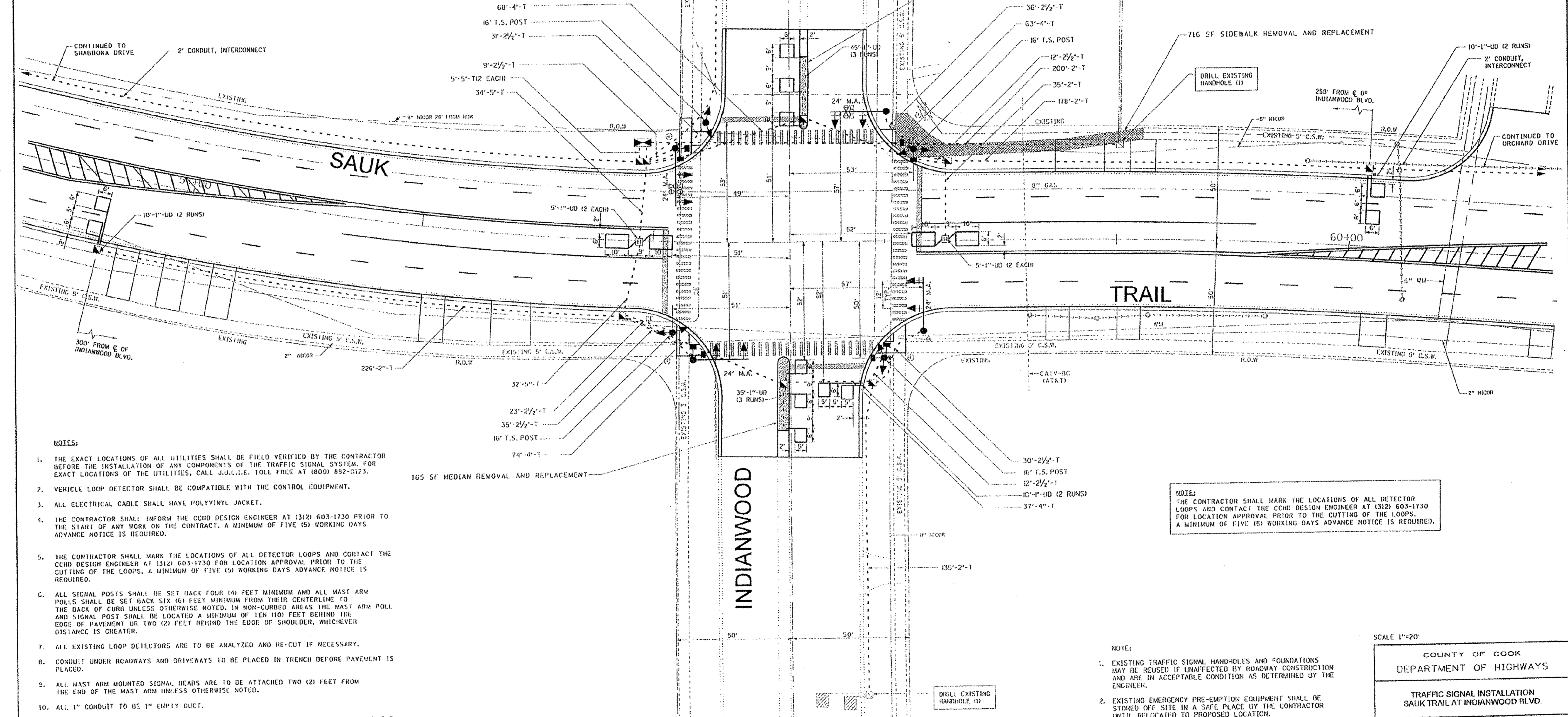
SIGN ID NO.	STATION	OFFSET	DIRECTION FACING [NB,SB,EB,WB]	SIGN NUMBER [SEE DETAIL DRAWING]	MOUNTING TYPE	SIGN PANEL			TELESCOPING STEEL SIGN SUPPORT [FEET]	STREET NAME SIGN [DOUBLE SIDED]	REMOVE SIGN PANEL - TYPE 1 [SQFT]	REMOVE SIGN PANEL ASSEMBLY - TYPE A [EACH]	REMOVE SIGN PANEL ASSEMBLY - TYPE B [EACH]
						HEIGHT [IN]	WIDTH [IN]	AREA [SQ FT]					
001	10+43	30.7 LT	SB	R1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
002	10+45	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	12	24	2.00		Indianwood Blvd.	2.75		
003	10+45	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Monee Rd.	1.88		
004	10+60	30.4 RT	NB	R5-2	TELESCOPING STEEL POST	24	24	4.00	15.50				
005	11+40	30.4 RT	NB	R14-1Mod	TELESCOPING STEEL POST	18	24	3.00				1	
006	THIS SIGN HAS BEEN DELETED												
007	12+93	30.4 LT	SB	D11-1	TELESCOPING STEEL POST	24	18	3.00	15.50				
008	12+94	30.0 RT	SB	R7-203	TELESCOPING STEEL POST	36	36	9.00	32.00			1	
009	13+11	MEDIAN	NB	S1-1	TELESCOPING STEEL POST	12	24	2.00					
009	13+11	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75		
010	13+11	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	27	1.69		Nanti St.	1.69		
011	13+11	MEDIAN	NB	R2-1	LIGHT POLE MOUNTED	36	30	7.50			7.50		
012	13+11	MEDIAN	NB	R2-5P	LIGHT POLE MOUNTED	18	24	3.00					
013	13+72	51.3 RT	WB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
014	14+40	29.8 RT	NB	S4-1100	TELESCOPING STEEL POST	48	24	8.00	17.50			1	
015	14+70	30.4 RT	NB	R2-6P	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
016	14+73	29.4 LT	SB	D11-1	TELESCOPING STEEL POST	24	18	3.00	15.50			1	
017	15+98	29.8 LT	SB	S5-2	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
018	16+53	35.6 RT	SB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
019	16+81	54.5 LT	NB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00			1	
019	16+81	54.5 LT	EB	R1-1	TELESCOPING STEEL POST	12	24	2.00					
020	17+19	53.5 RT	WB	W4-4P	TELESCOPING STEEL POST	36	36	9.00	32.00			1	
021	17+34	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	12	24	2.00					
022	17+34	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75	1	
023	17+34	MEDIAN	NB	S1-1	LIGHT POLE MOUNTED	9	38	2.38		Shabbona Dr.	2.38		
024	17+34	MEDIAN	NB	S1-1	LIGHT POLE MOUNTED	36	36	9.00					
024	17+34	MEDIAN	NB	W16-7PR	LIGHT POLE MOUNTED	12	24	2.00					
025	17+37	29.7 LT	SB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00			1	
025	17+37	29.7 LT	SB	W16-7PL	TELESCOPING STEEL POST	12	24	2.00					
026	18+07	28.9 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
027	19+45	29.4 RT	NB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
027	19+45	29.4 RT	NB	S5-2	TELESCOPING STEEL POST	30	24	5.00	15.50			1	
028	19+47	29.9 LT	SB	S4-1100	TELESCOPING STEEL POST	48	24	8.00	17.50			1	
028	19+47	29.9 LT	SB	R2-6P	TELESCOPING STEEL POST	18	24	3.00					
029	20+36	30.4 LT	SB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00			1	
029	20+36	30.4 LT	SB	W16-9P	TELESCOPING STEEL POST	12	24	2.00					
030	21+60	MEDIAN	NB	R2-1	LIGHT POLE MOUNTED	36	30	7.50					
031	21+60	MEDIAN	SB	R2-1	LIGHT POLE MOUNTED	36	30	7.50					
032	23+81	31.0 RT	NB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
032	23+81	31.0 RT	NB	W16-9P	TELESCOPING STEEL POST	12	24	2.00					
033	24+53	29.7 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50				
033	24+53	29.7 LT	SB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
034	24+54	30.0 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
034	24+54	30.0 RT	NB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
035	25+17	30.6 RT	NB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
035	25+17	30.6 RT	NB	W16-7PL	TELESCOPING STEEL POST	12	24	2.00					
036	25+26	29.2 LT	SB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
036	25+26	29.2 LT	SB	W16-7PL	TELESCOPING STEEL POST	12	24	2.00					
037	25+38	50.2 LT	EB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
038	25+76	52.9 RT	WB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
039	25+87	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75		
040	25+87	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	32	2.00		Nauvoo St.	2.00		
041	26+52	29.3 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.00			1	
041	26+52	29.3 LT	SB	R7-1 Mod	TELESCOPING STEEL POST	18	12	1.50					
042	27+09	30.2 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
042	27+09	30.2 RT	NB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
043	27+09	30.2 LT	SB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
043	27+09	30.2 LT	SB	W16-9P	TELESCOPING STEEL POST	12	24	2.00					
044	27+67	31.6 RT	NB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
044	27+67	31.6 RT	NB	W16-9P	TELESCOPING STEEL POST	12	24	2.00					
045	28+98	29.7 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.00				
045	28+98	29.7 LT	SB	R7-1 Mod	TELESCOPING STEEL POST	18	12	1.50					
046	29+47	31.1 RT	NB	S1-1	TELESCOPING STEEL POST	36	36	9.00	32.00				
046	29+47	31.1 RT	NB	W16-7PL	TELESCOPING STEEL POST	12	24	2.00					
047	29+69	51.9 LT	EB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
048	30+00	51.7 RT	WB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
049	30+16	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75		
050	30+16	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	32	2.00		Nashua St.	2.00		
051	30+83	34.1 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
051	30+83	34.1 LT	SB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
052	31+20	28.2 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50				
052	31+20	28.2 RT	NB	R7-203	TELESCOPING STEEL POST	24	18	3.00				1	

SIGN ID NO.	STATION	OFFSET	DIRECTION FACING [NB,SB,EB,WB]	SIGN NUMBER [SEE DETAIL DRAWING]	MOUNTING TYPE	SIGN PANEL			TELESCOPING STEEL SIGN SUPPORT [FEET]	STREET NAME SIGN [DOUBLE SIDED]	REMOVE SIGN PANEL - TYPE 1 [SQFT]	REMOVE SIGN PANEL ASSEMBLY - TYPE A [EACH]	REMOVE SIGN PANEL ASSEMBLY - TYPE B [EACH]
						HEIGHT [IN]	WIDTH [IN]	AREA [SQ FT]					
053	33+46	MEDIAN	EB & WB	D3-1	TELESCOPING STEEL POST	9	44	2.75	16.00	Indianwood Blvd.	2.75		
054	34+00	50.7 RT	NB & SB	D3-1	TELESCOPING STEEL POST	9	34	2.13		Iroquois St.	2.13		
055	35+29	30.2 RT	WB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59				
055	35+29	30.2 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00					
056	36+35	29.4 LT	NB	R7-1 Mod	TELESCOPING STEEL POST	18	12	1.50					
056	36+35	29.4 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50				
056	36+35	29.4 LT	SB	R7-203	TELESCOPING STEEL POST	24	18	3.00				1	
057	36+94	29.8 RT	NB	R1-1	TELESCOPING STEEL POST	36	36	9.00	15.50				
057	36+94	29.8 RT	NB	R1-3P	TELESCOPING STEEL POST	6	18	0.75					
058	36+89	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75		
059	36+89	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	40	2.50		Blackhawk Dr.	2.50		
060	36+89	MEDIAN	SB	R2-1	LIGHT POLE MOUNTED	36	30	7.50				1	
061	36+89	MEDIAN	SB	R2-5P	LIGHT POLE MOUNTED	18	24	3.00					
062	36+89	MEDIAN	NB	W11-2	LIGHT POLE MOUNTED	36	36	9.00					
063	36+89	MEDIAN	NB	W16-7PR	LIGHT POLE MOUNTED	12	24	2.00					
064	37+12	50.3 LT	EB	R1-1	TELESCOPING STEEL POST	36	36	9.00	31.00			1	
064	37+12	50.3 LT	EB	R1-3P	TELESCOPING STEEL POST	6	18	0.75					
065	37+59	49.1 RT	WB	R1-1	TELESCOPING STEEL POST	36	36	9.00	31.00				1
065	37+59	49.1 RT	WB	R1-3P	TELESCOPING STEEL POST	6	18	0.75					
066	37+76	29.4 LT	SB	R1-1	TELESCOPING STEEL POST	36	36	9.00	31.00				1
066	37+76	29.4 LT	SB	R1-3P	TELESCOPING STEEL POST	6	18	0.75					
067	37+87	MEDIAN	SB	W11-2	TELESCOPING STEEL POST	36	36	9.00	26.00		11.00		
067	37+87	MEDIAN	SB	W16-7PR	TELESCOPING STEEL POST	12	24	2.00					
068	39+42	30.26 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.00			1	
068	39+42	30.26 RT	NB	R7-1 Mod	TELESCOPING STEEL POST	18	12	1.50					
069	39+88	29.4 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.00			1	
069	39+88	29.4 LT	SB	R7-1 Mod	TELESCOPING STEEL POST	18	12	1.50					
070	40+95	52.3 LT	EB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
071	41+29	50.81 RT	WB	R1-2	TELESCOPING STEEL POST	36	36	9.00	15.59			1	
072	42+03	30.3 RT	NB	D11-1	TELESCOPING STEEL POST	18	24	3.00				1	
072	42+03	30.3 RT	NB	R7-203	TELESCOPING STEEL POST	24	18	3.00	15.50				
073	41+45	MEDIAN	EB & WB	D3-1	LIGHT POLE MOUNTED	9	44	2.75		Indianwood Blvd.	2.75		
074	41+45	MEDIAN	NB & SB	D3-1	LIGHT POLE MOUNTED	9	30	1.88		Miami St.	1.88		
075	41+45	MEDIAN	NB	R2-1	LIGHT POLE MOUNTED	36	30	7.50					
076	41+45	MEDIAN	NB	R2-5P	LIGHT POLE MOUNTED	18	24	3.00					
077	43+17	29.8 LT	SB	D11-1	TELESCOPING STEEL POST	18	24	3.00	15.50			1	
077	43+17	29.8 LT	SB	R7-203	TELESCOPING STEEL POST	24	18	3.00					
078	43+60	MEDIAN	EB & WB	D3-1	TELESCOPING STEEL POST	9	44	2.75	16.00	Indianwood Blvd.	2.75		
078	43+60	MEDIAN	NB &										

EXISTING	PROPOSED
CONTROLLER	CONTROLLER
SERVICE INSTALLATION	SERVICE INSTALLATION
SIGNAL HEAD	SIGNAL HEAD
SIGNAL HEAD WITH BACKPLATE	SIGNAL HEAD WITH BACKPLATE
SIGNAL HEAD, PEDESTRIAN	SIGNAL HEAD, PEDESTRIAN
SIGNAL POST	SIGNAL POST
MAST ARM ASSEMBLY AND POLE	MAST ARM ASSEMBLY AND POLE
HANDHOLE	HANDHOLE
HEAVY DUTY HANDHOLE	HEAVY DUTY HANDHOLE
DOUBLE HANDHOLE	DOUBLE HANDHOLE
GALVANIZED STEEL CONDUIT	GALVANIZED STEEL CONDUIT
EMERGENCY VEHICLE SYSTEM DETECTOR	EMERGENCY VEHICLE SYSTEM DETECTOR
CONFIRMATION BEACON	CONFIRMATION BEACON
PEDESTRIAN PUSHBUTTON	PEDESTRIAN PUSHBUTTON
DETECTOR LOOP	DETECTOR LOOP

THIS RECORD DRAWING HAS BEEN INCLUDED FOR INFORMATION REGARDING THE LAYOUT OF DETECTOR LOOP REPLACEMENT

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
88600100	DETECTOR LOOP TYPE 1	FOOT	175
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL	EACH	1



- NOTES:**
- THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR EXACT LOCATIONS OF THE UTILITIES, CALL J.O.U.I.E. TOLL FREE AT (800) 892-0123.
 - VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
 - ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL JACKET.
 - THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT, A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
 - THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
 - ALL SIGNAL POSTS SHALL BE SET BACK FOUR (4) FEET MINIMUM AND ALL MAST ARM PULLS SHALL BE SET BACK SIX (6) FEET MINIMUM FROM THEIR CENTERLINE TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLL AND SIGNAL POST SHALL BE LOCATED A MINIMUM OF TEN (10) FEET BEHIND THE EDGE OF PAVEMENT OR TWO (2) FEET BEHIND THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER.
 - ALL EXISTING LOOP DETECTORS ARE TO BE ANALYZED AND RE-CUT IF NECESSARY.
 - CONDUIT UNDER ROADWAYS AND DRIVEWAYS TO BE PLACED IN TRENCH BEFORE PAVEMENT IS PLACED.
 - ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED TWO (2) FEET FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED.
 - ALL 1" CONDUIT TO BE 1" EMPTY DUCT.
 - THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.

- NOTE:**
- EXISTING TRAFFIC SIGNAL HANDHOLES AND FOUNDATIONS MAY BE REUSED IF UNAFFECTED BY ROADWAY CONSTRUCTION AND ARE IN ACCEPTABLE CONDITION AS DETERMINED BY THE ENGINEER.
 - EXISTING EMERGENCY PRE-EMPTION EQUIPMENT SHALL BE STORED OFF SITE IN A SAFE PLACE BY THE CONTRACTOR UNTIL RELOCATED TO PROPOSED LOCATION.

SCALE 1"=20'

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
SAUK TRAIL AT INDIANWOOD BLVD.

COMPUTED BY: R.L.S. APPROVED: [Signature] DATE: 8/28/2016
DRAWN BY: W.A.C.



DESIGNED	REVISIONS
KDL	-
DRAWN	REVISIONS
CJC	-
CHECKED	REVISIONS
JCC	-
DATE	FILE
08-08-16	130774SHT_Signal.dgn

**VILLAGE OF PARK FOREST, ILLINOIS
INDIANWOOD BOULEVARD
RESURFACING**

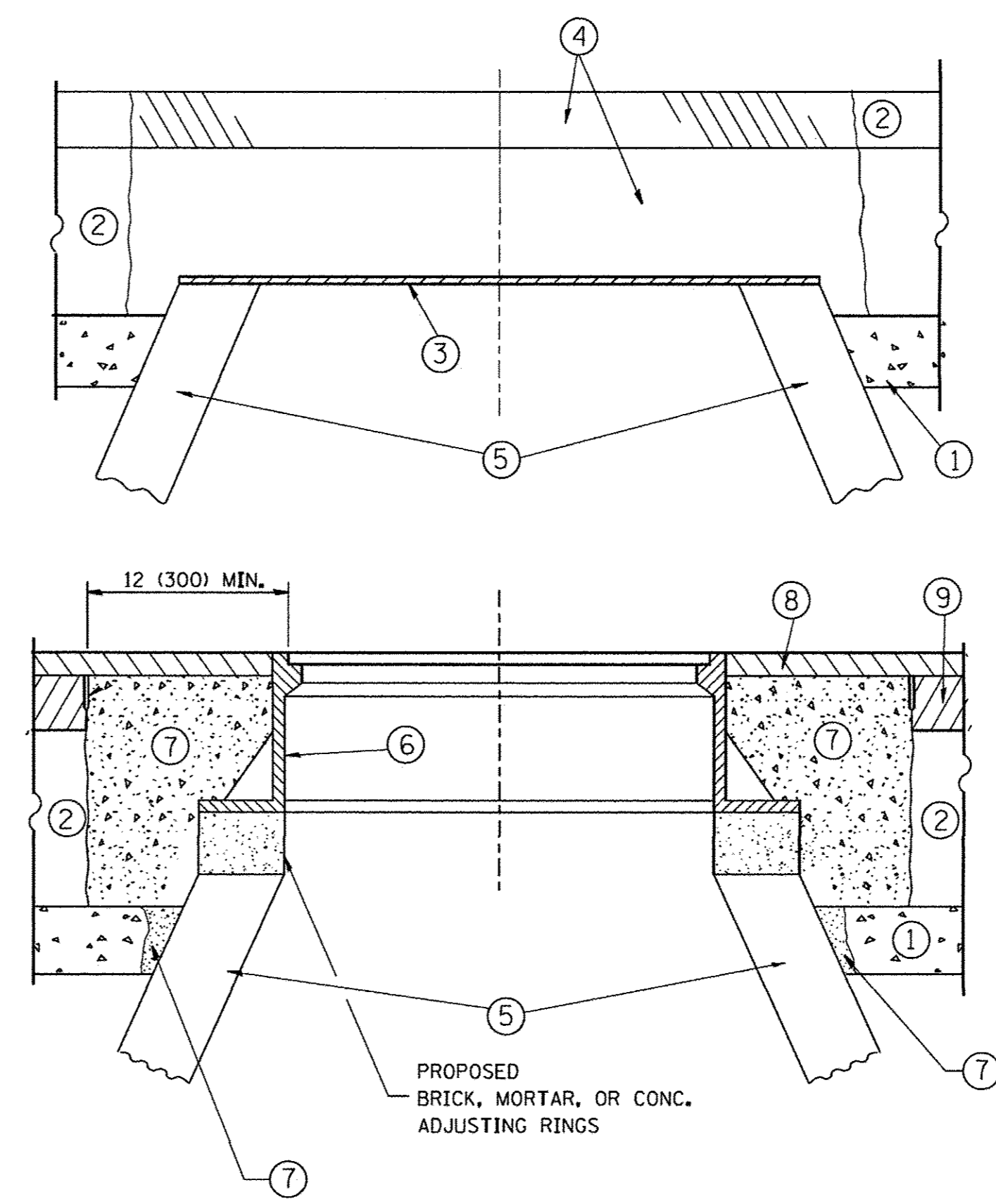
**TRAFFIC SIGNAL PLAN
INDIANWOOD BOULEVARD AND SAUK TRAIL**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	21

CONTRACT NO. 61D21

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 8/28/2016

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 8/6/2016
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CONSTRUCTION PROCEDURES

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

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

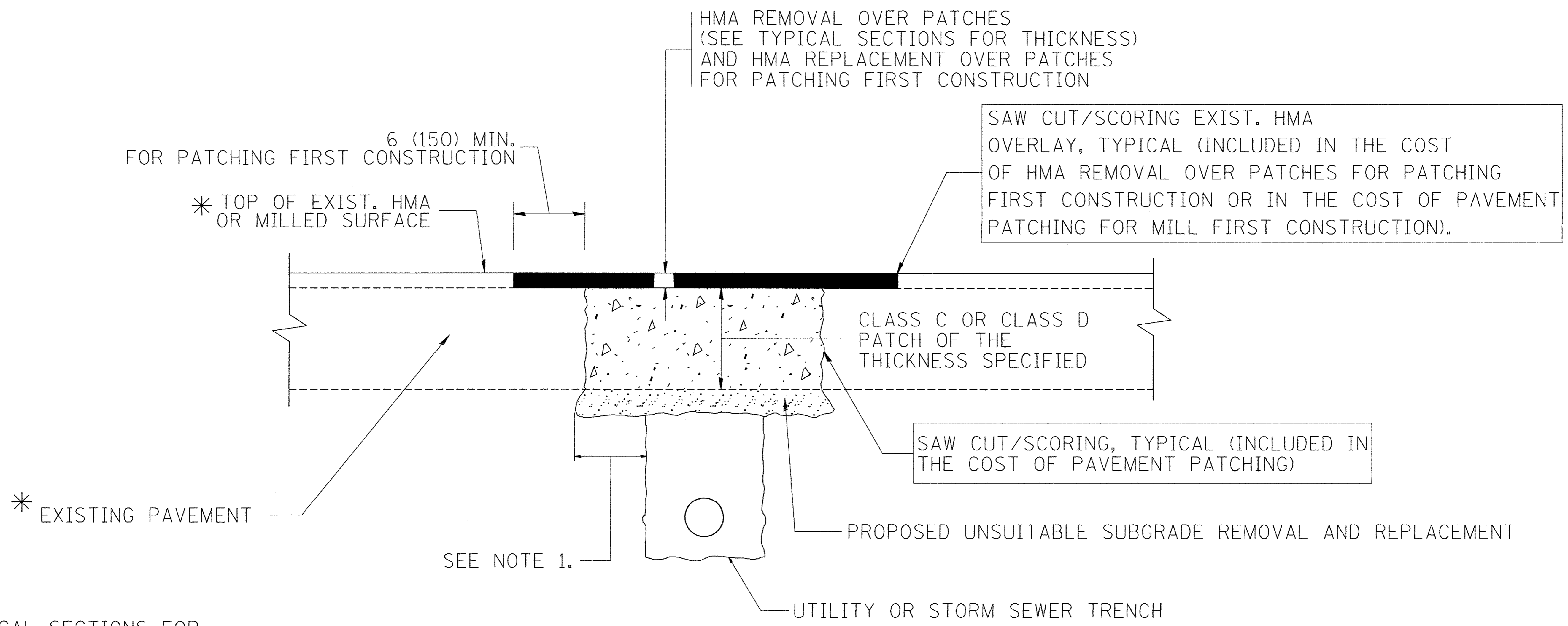
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
cs:\p\work\p\dot\bauer\d\0100315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 03-09-11
		DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	22
BD600-03 (BD-8)		CONTRACT NO. 61021		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

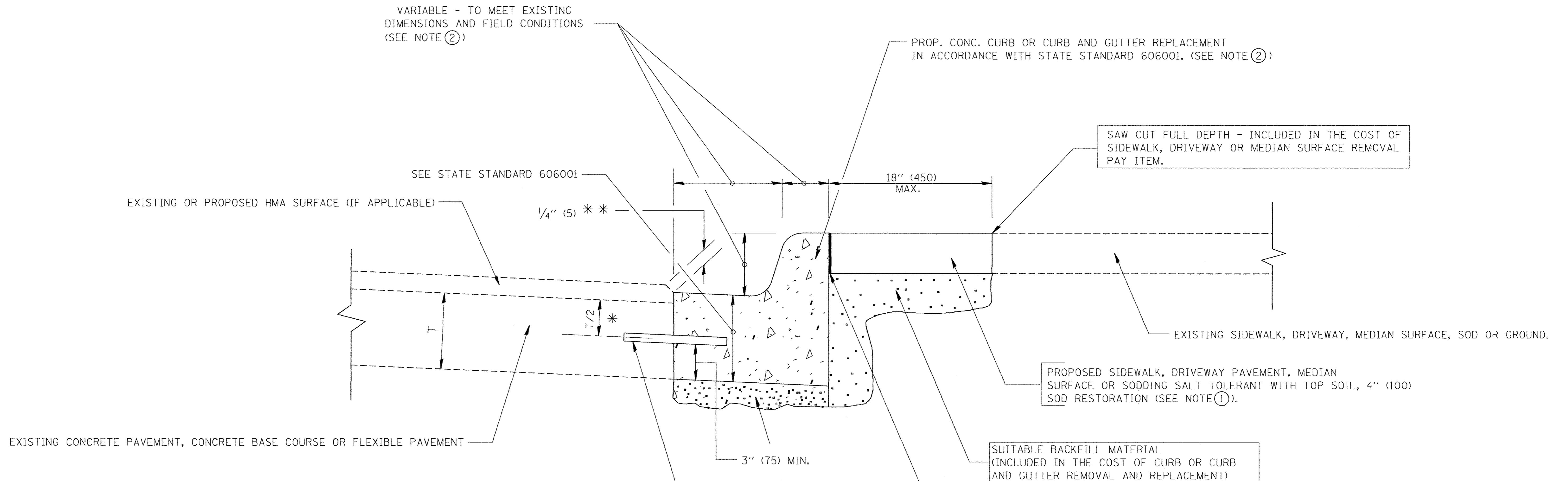
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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 LICENSE NO. - 186-00127 - EXPIRES 4/30/2015
 8/16/2016 10:05:55 AM
 c:\projects\diststd22x34\bd22.dgn
 USER: bauerdl
 PLOT SCALE = 50,000' / IN.
 PLOT DATE = 10/27/2008

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 23
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		CONTRACT NO. 61021		
	PLOT DATE = 10/27/2008	CHECKED -	REVISED - R. BORO 09-04-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
		DATE - 10-25-94	REVISED - K. ENG 10-27-08										



* 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.

- SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)
- PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)
- UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
- REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

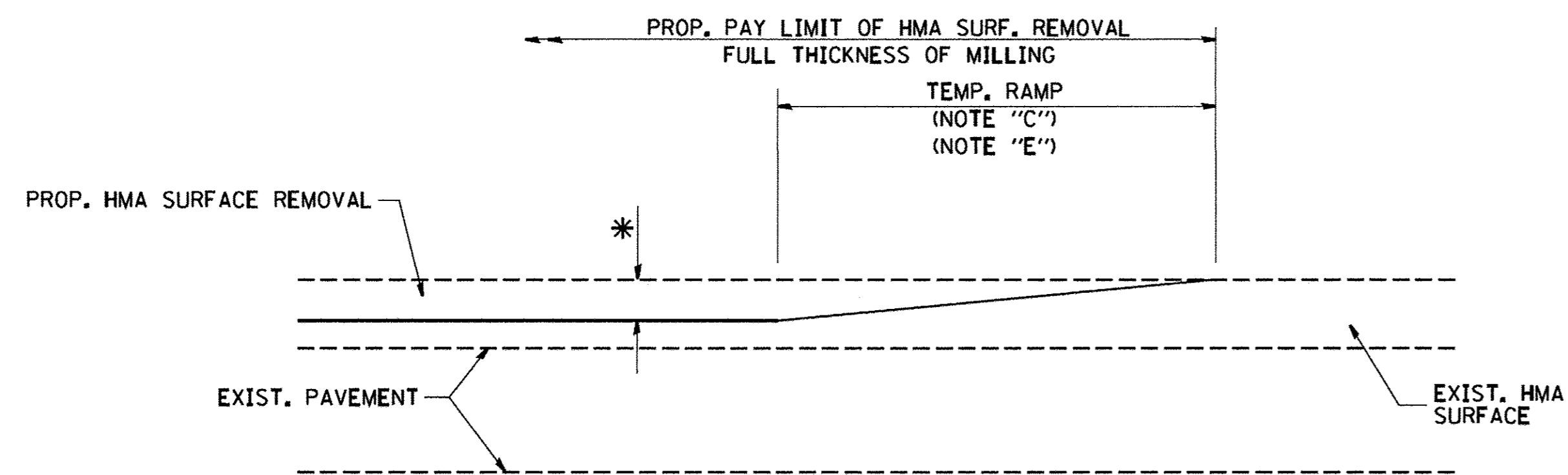
BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

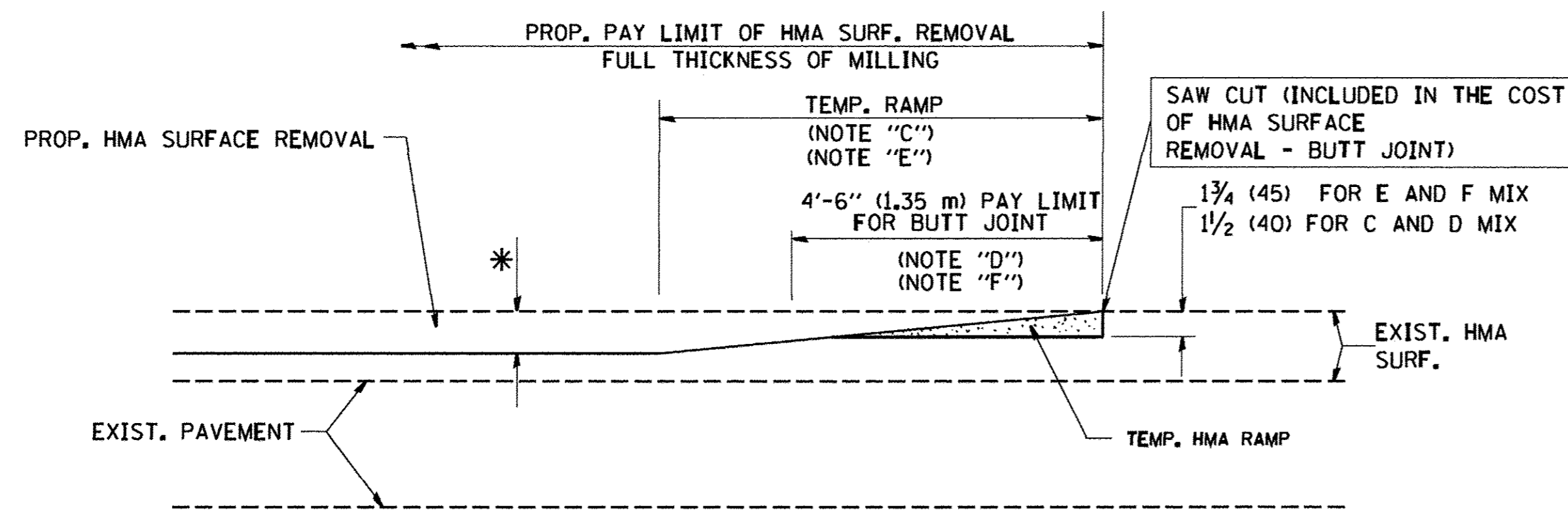
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FILE NAME =	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\drivakosgn\d0108315\bd24.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97		1024	14-00101-00-RS	COOK/WILL	37	24			
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 61021				
PLOT DATE = 12/15/2009		DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



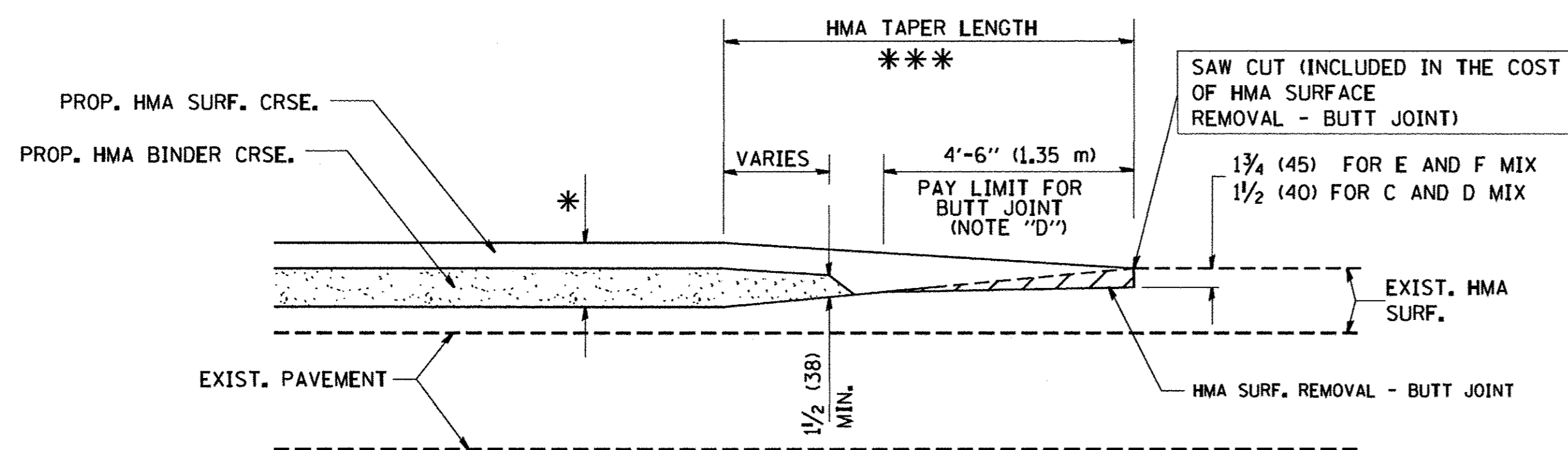
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

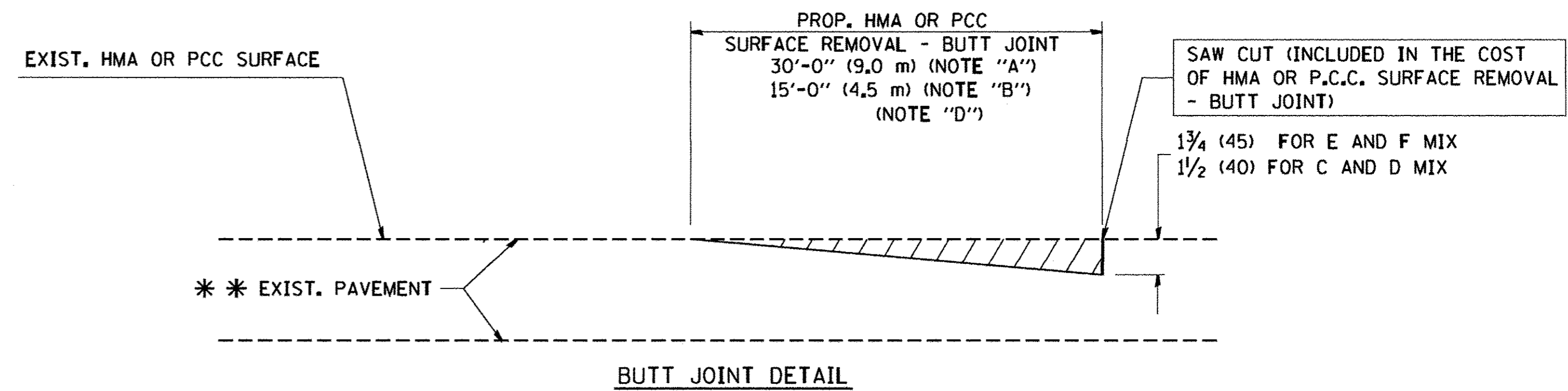


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

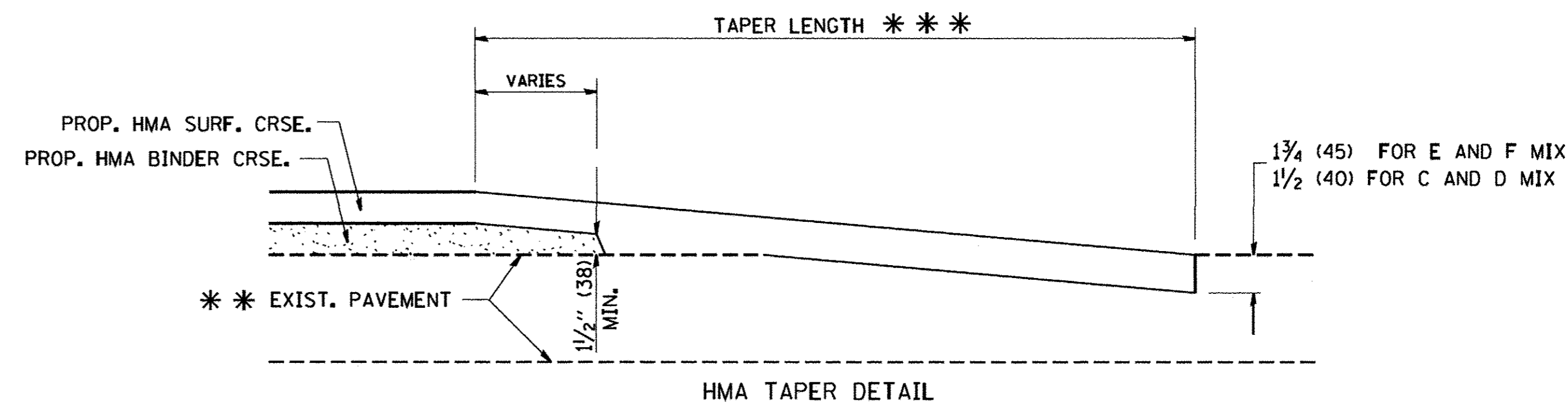
OPTION 2
TYPICAL TEMPORARY RAMP



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



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

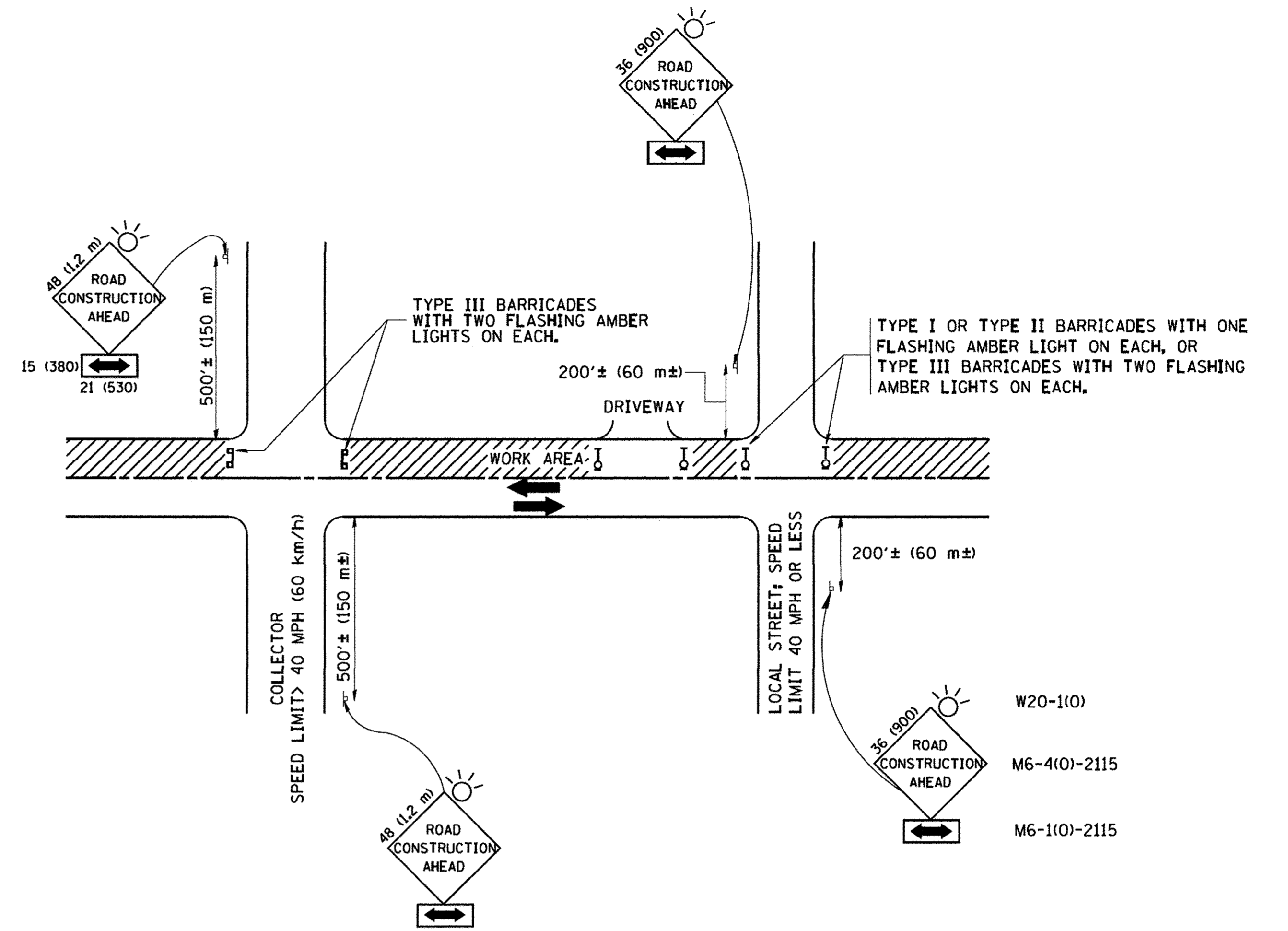
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS			
SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA. TO STA.

F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	25
BD400-05 BD32			CONTRACT NO. 61D21	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

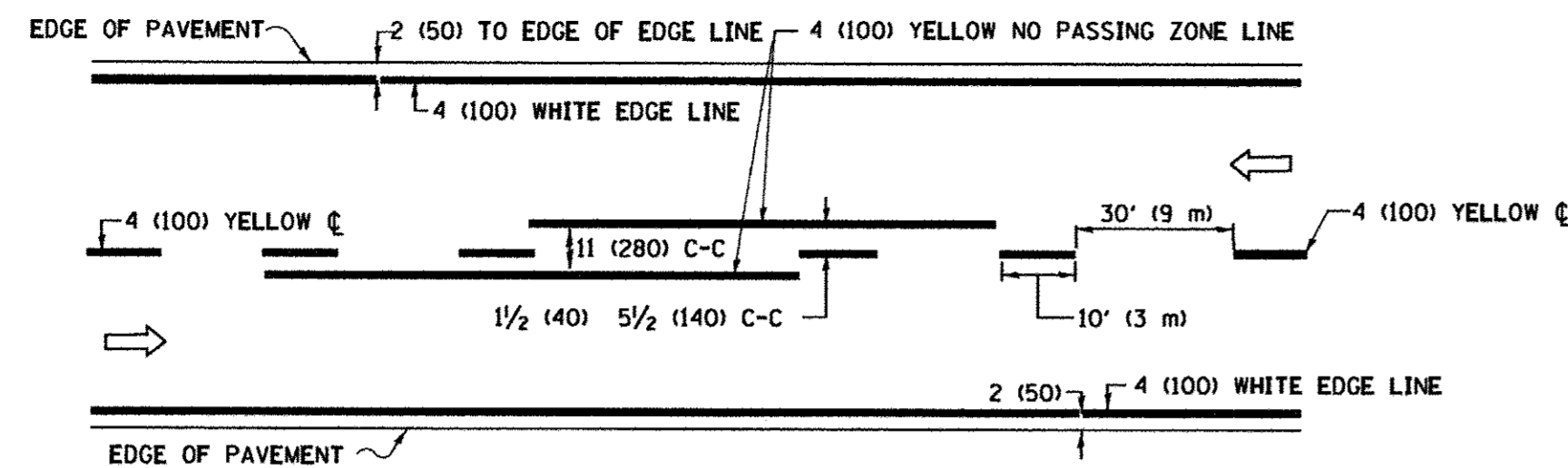
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 DRAWN -
 CHECKED -
 DATE - 06-89
 REVISED - J. OBERLE 10-18-95
 REVISED - A. HOUSEH 03-06-96
 REVISED - A. HOUSEH 10-15-96
 REVISED - T. RAMMACHER 01-06-00

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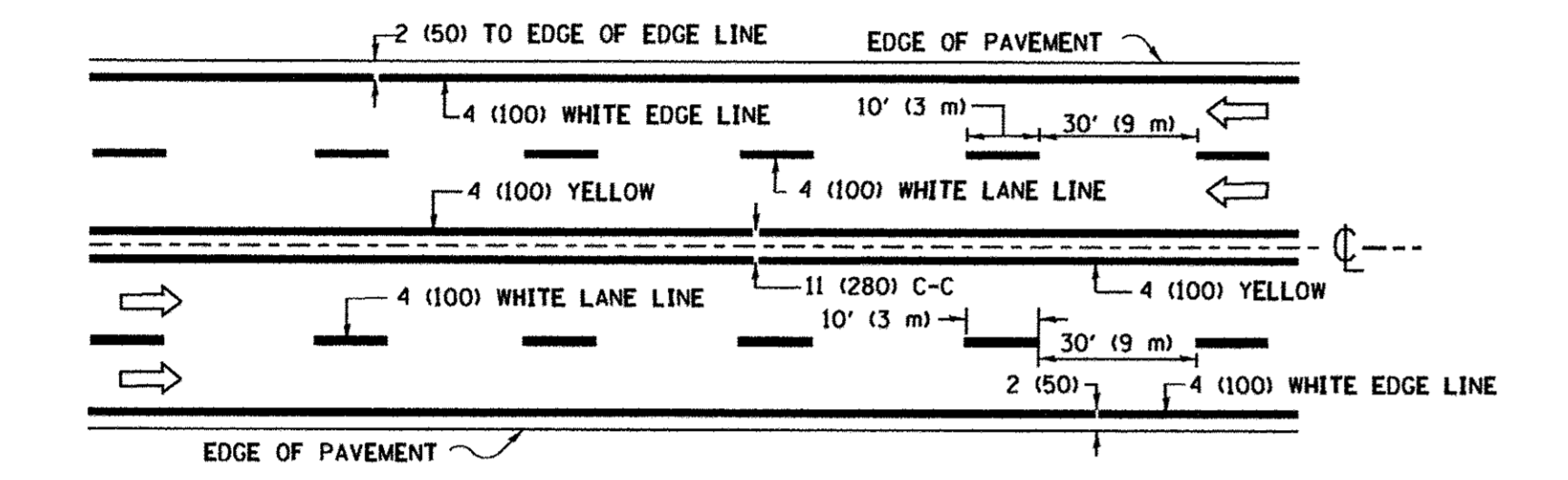
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

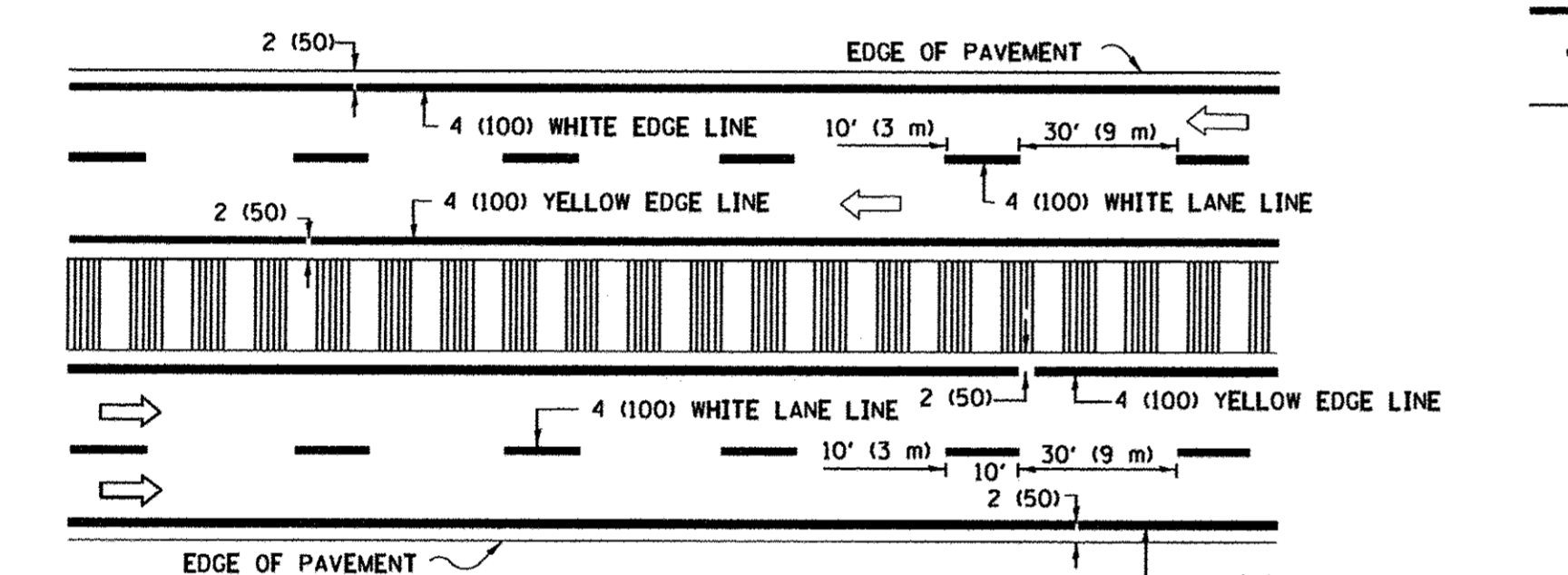
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	26
TC-10			CONTRACT NO. 61021	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

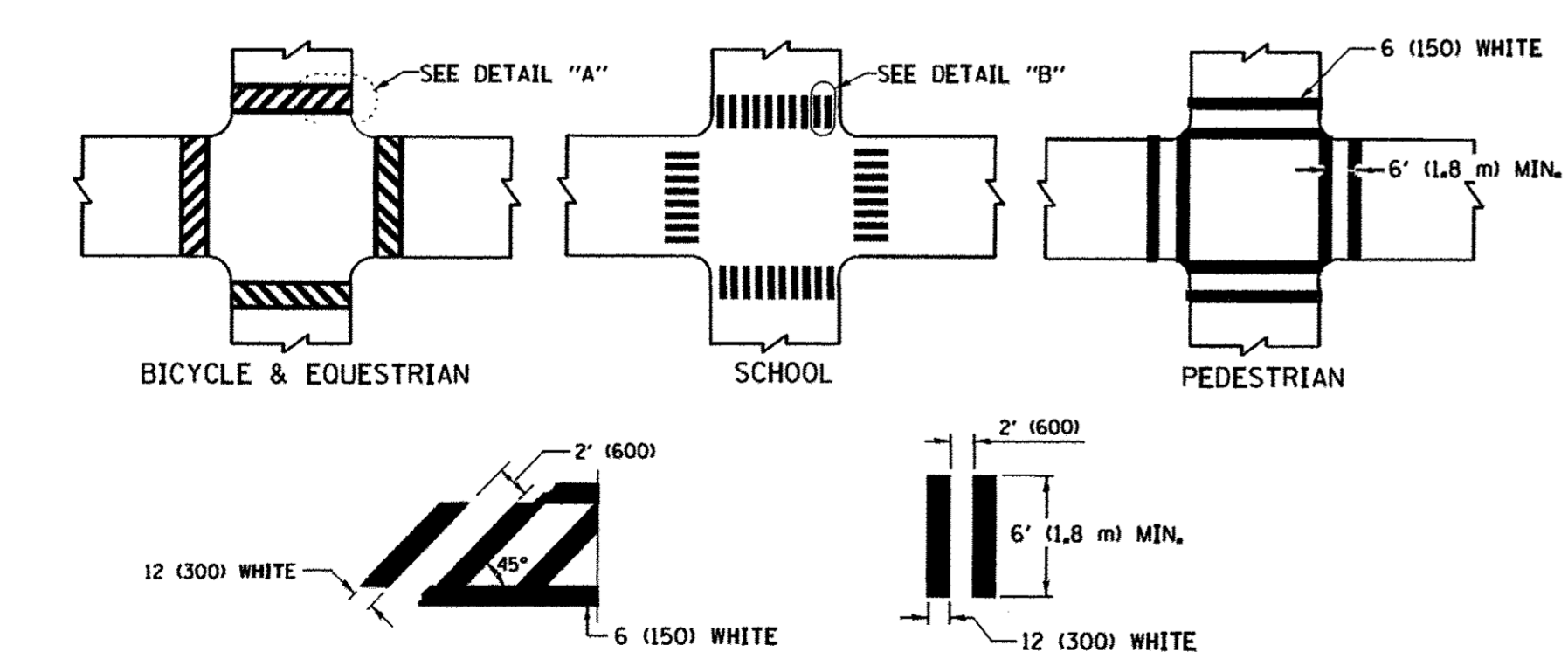


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

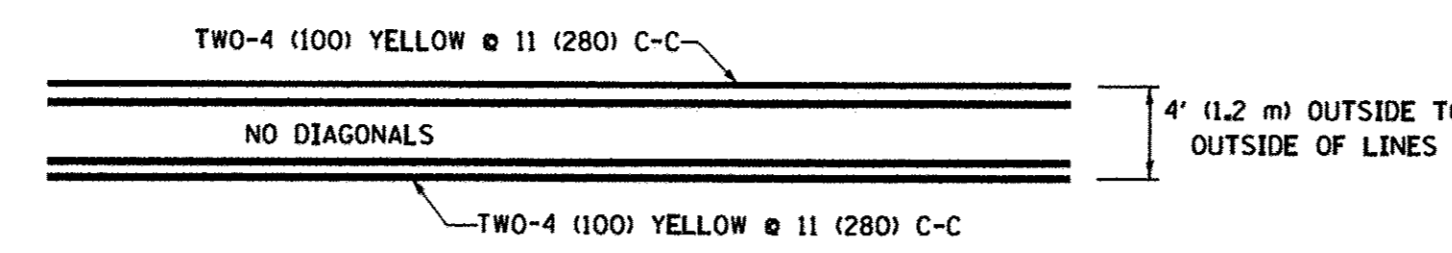


DETAIL "A"

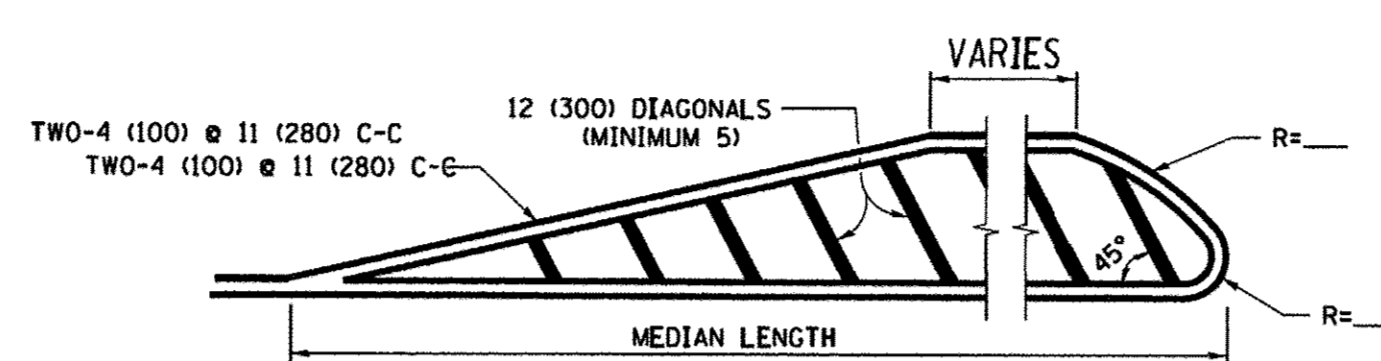
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



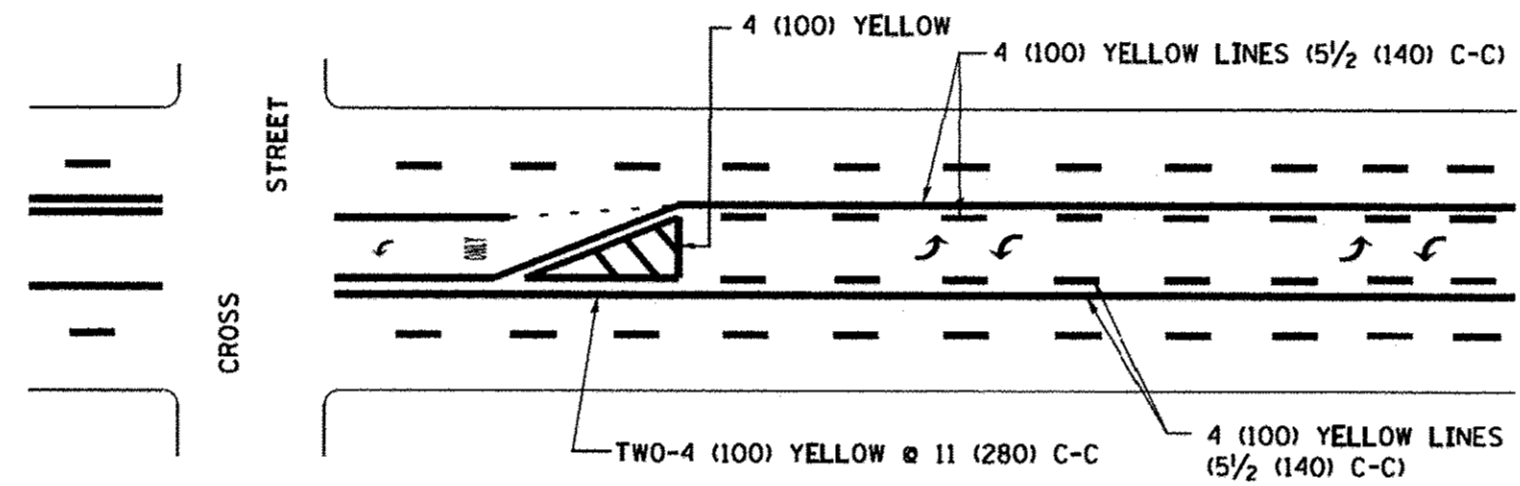
4' (1.2 m) WIDE MEDIANS ONLY



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

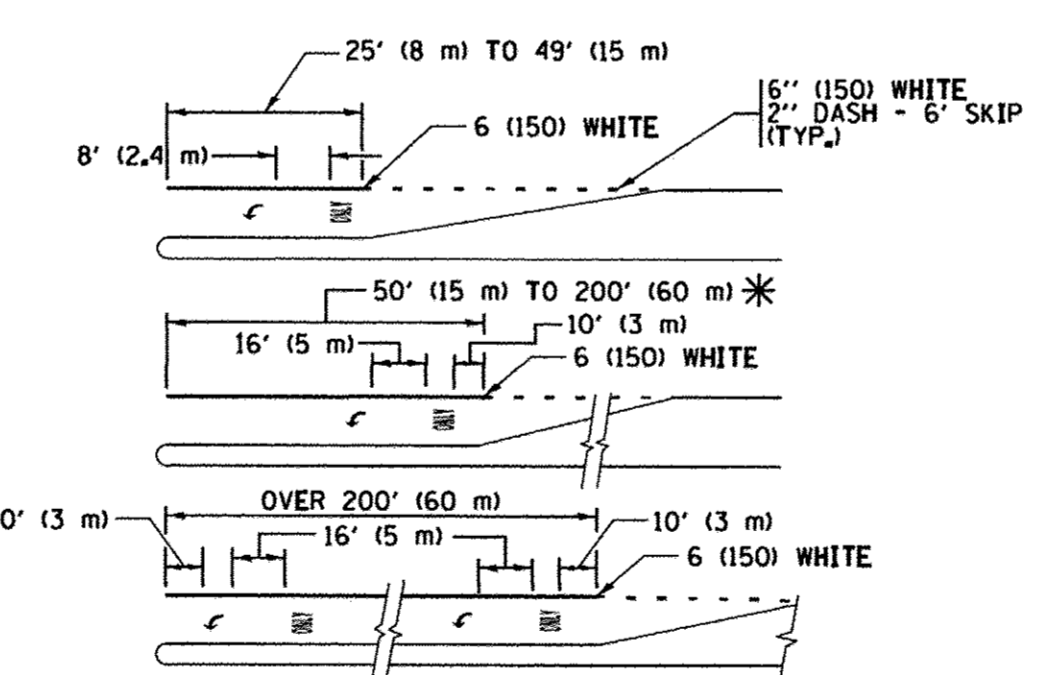
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

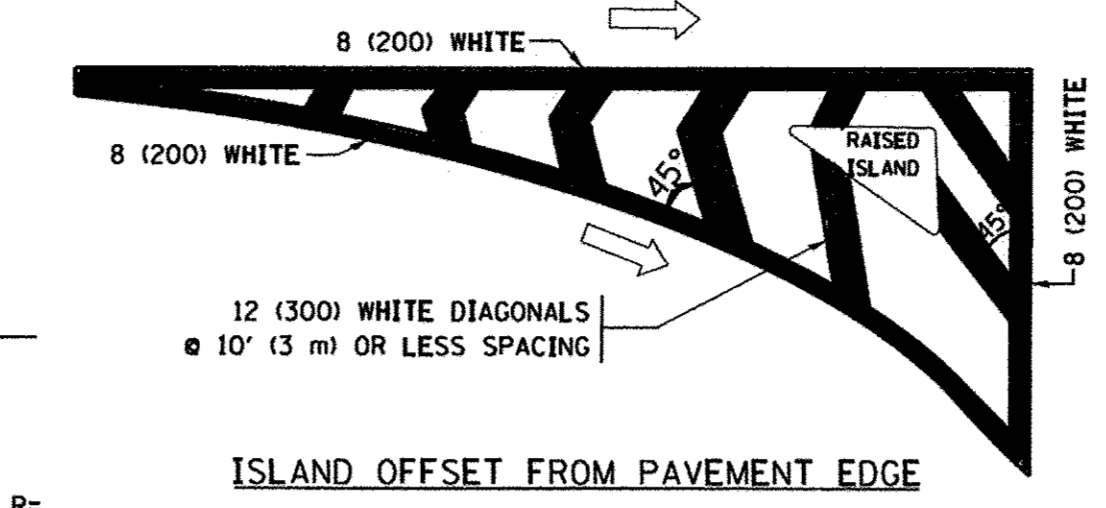


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

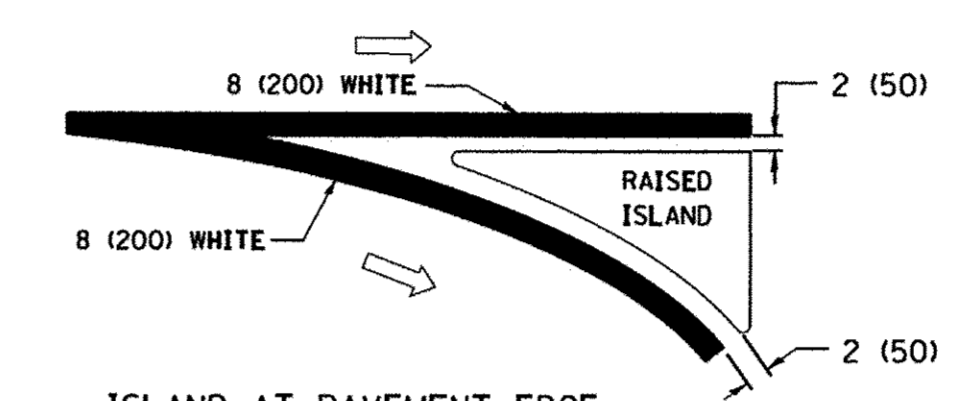
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

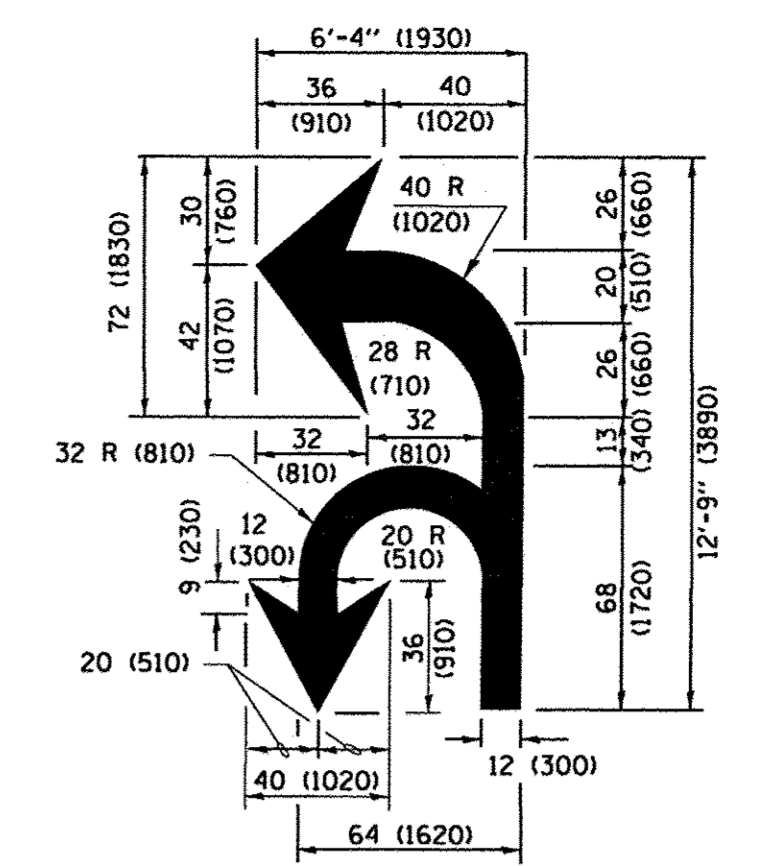


ISLAND OFFSET FROM PAVEMENT EDGE

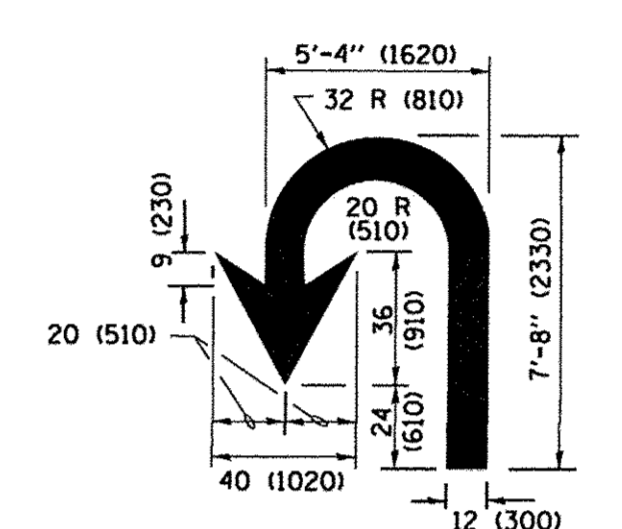


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



LANE REDUCTION TRANSITION

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

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18" (4.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 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

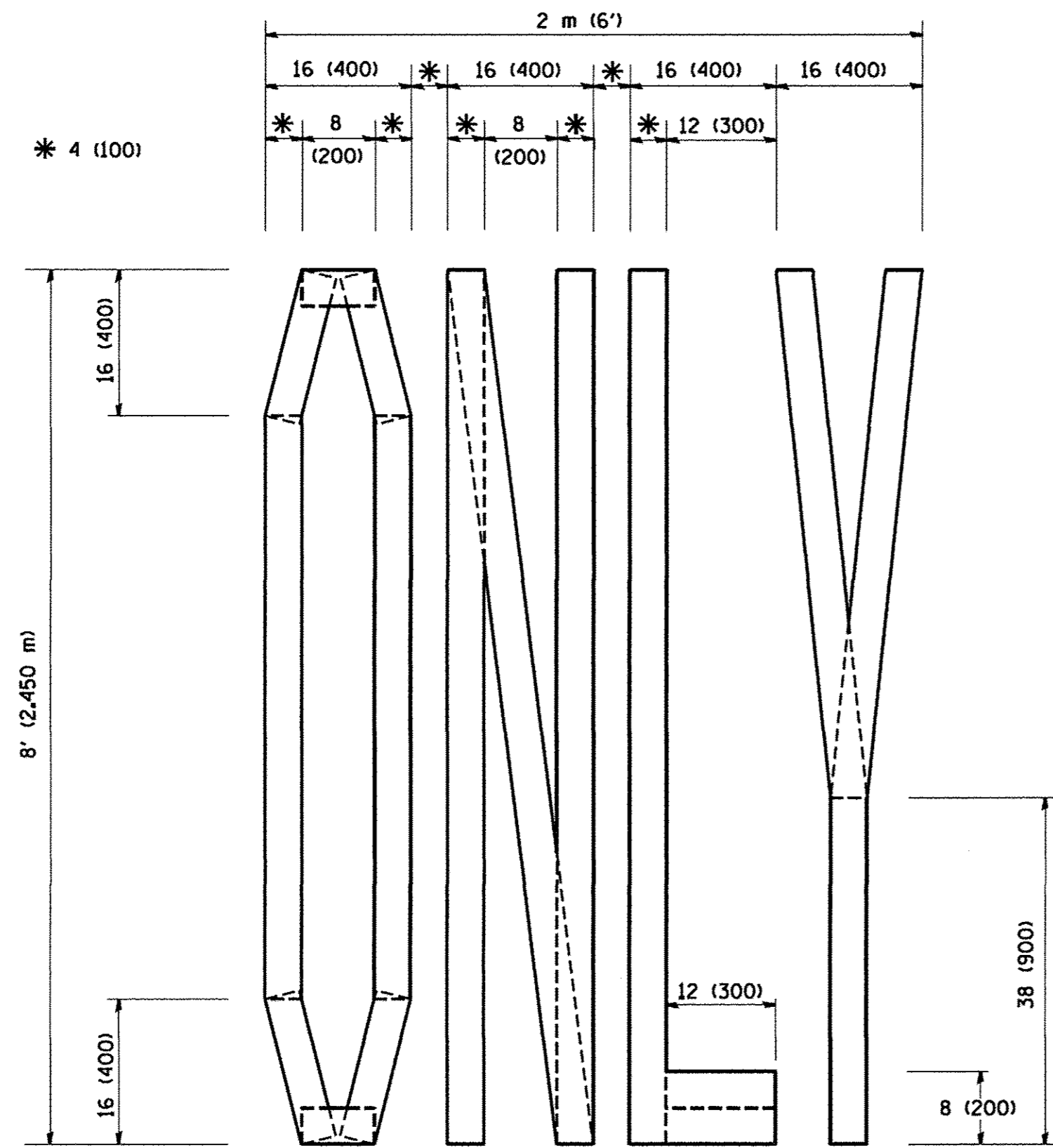
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

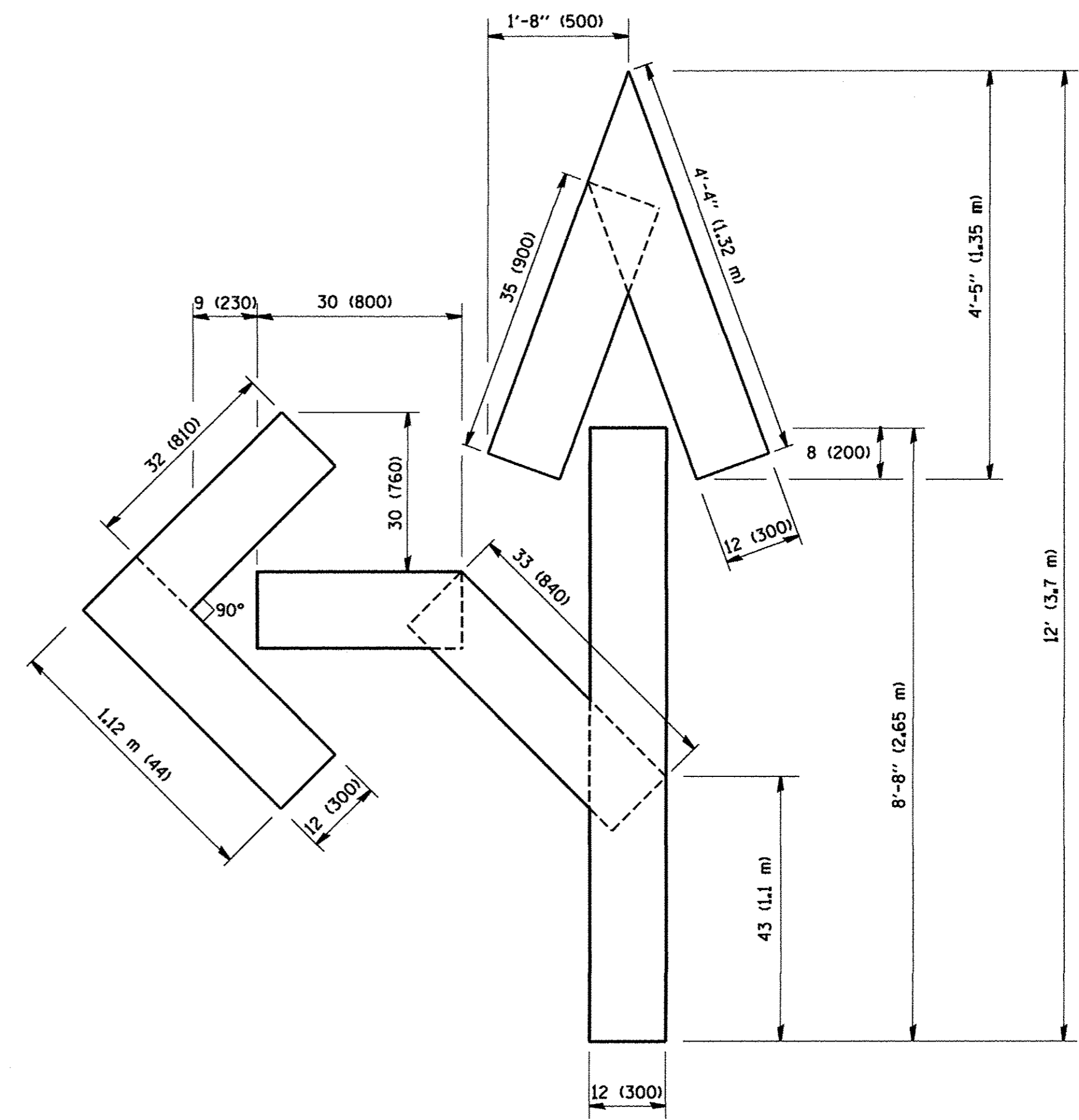
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 8/2/2016

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			C. JUCIUS 12-21-15	
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Plot Date = 4/13/2016				

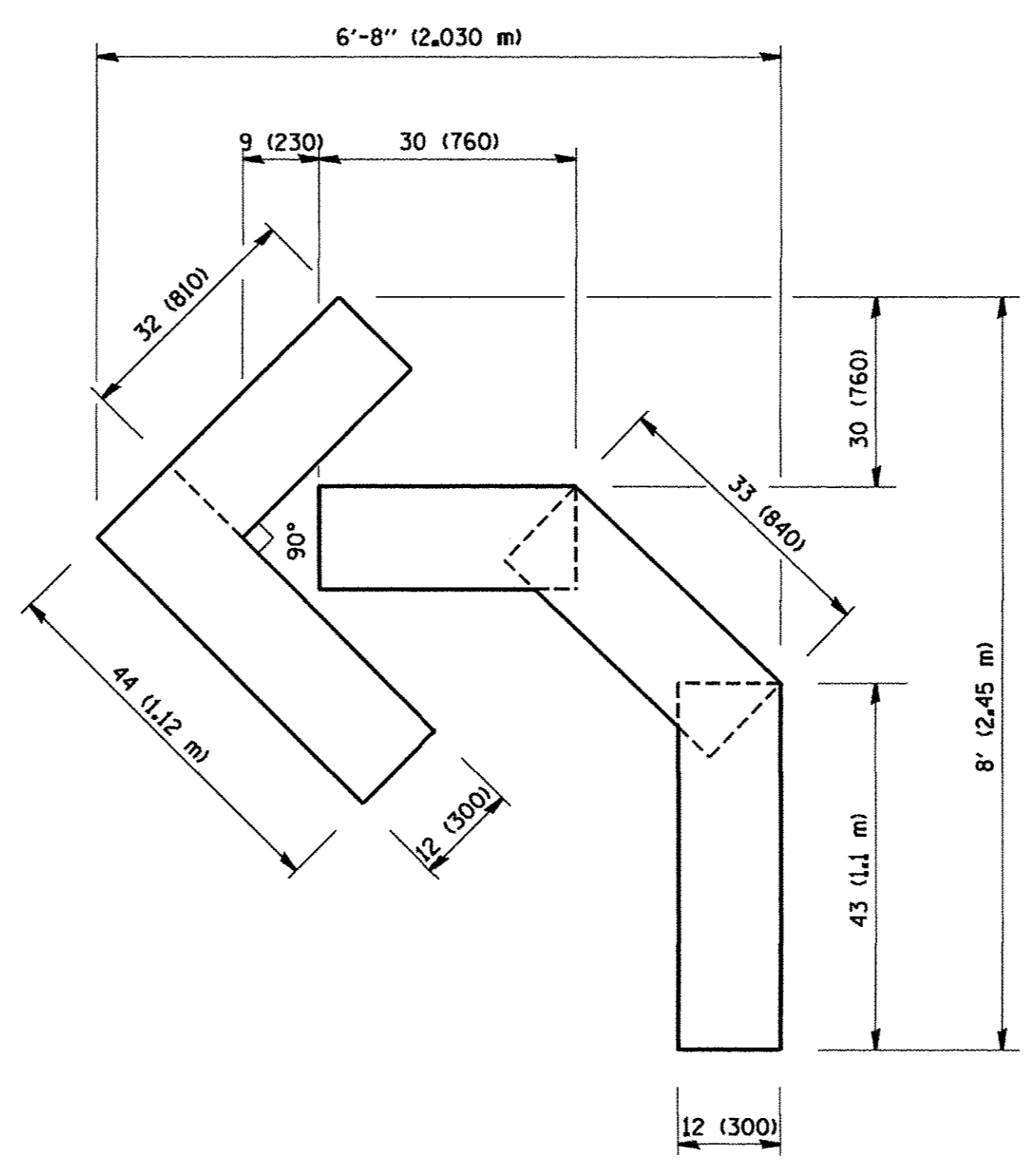
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SCALE: NONE	SHEET 1	OF 1	SHEETS	1024	14-00101-00-RS	COOK/WILL	37	27
				TC-13		CONTRACT NO. 61D21		
				ILLINOIS FED. AID PROJECT				



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



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



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

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

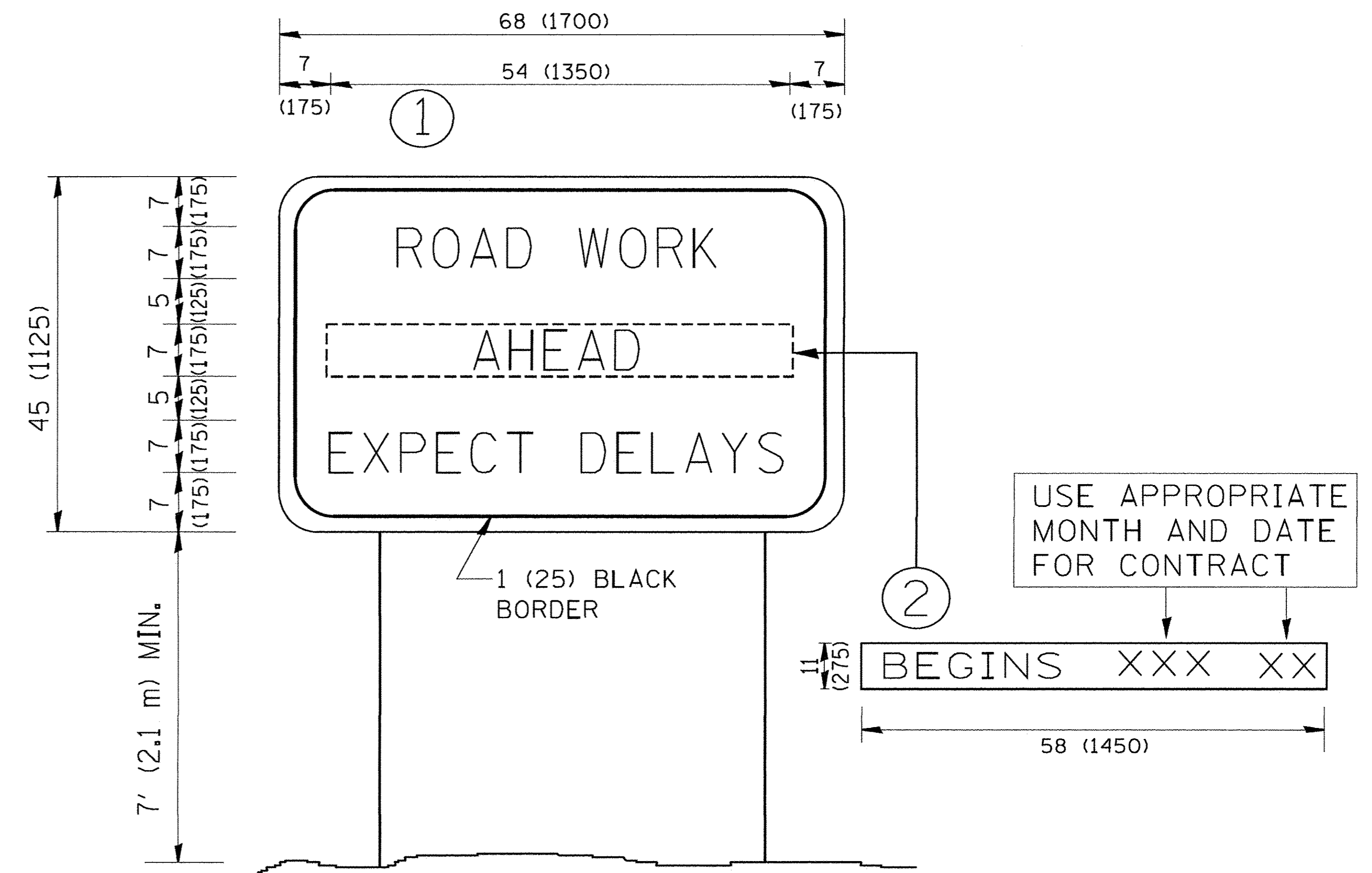
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		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000" / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	28
TC-16			CONTRACT NO. 61021	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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		DRAWN -	REVISED - R. MIRS 12-11-97
		CHECKED -	REVISED - T. RAMMACHER 02-02-99
		DATE -	REVISED - C. JUCIUS 01-31-07
	PLOT SCALE = 50.000 ' / IN.		
	PLOT DATE = 1/4/2008		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	29
TC-22			CONTRACT NO. 61021	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

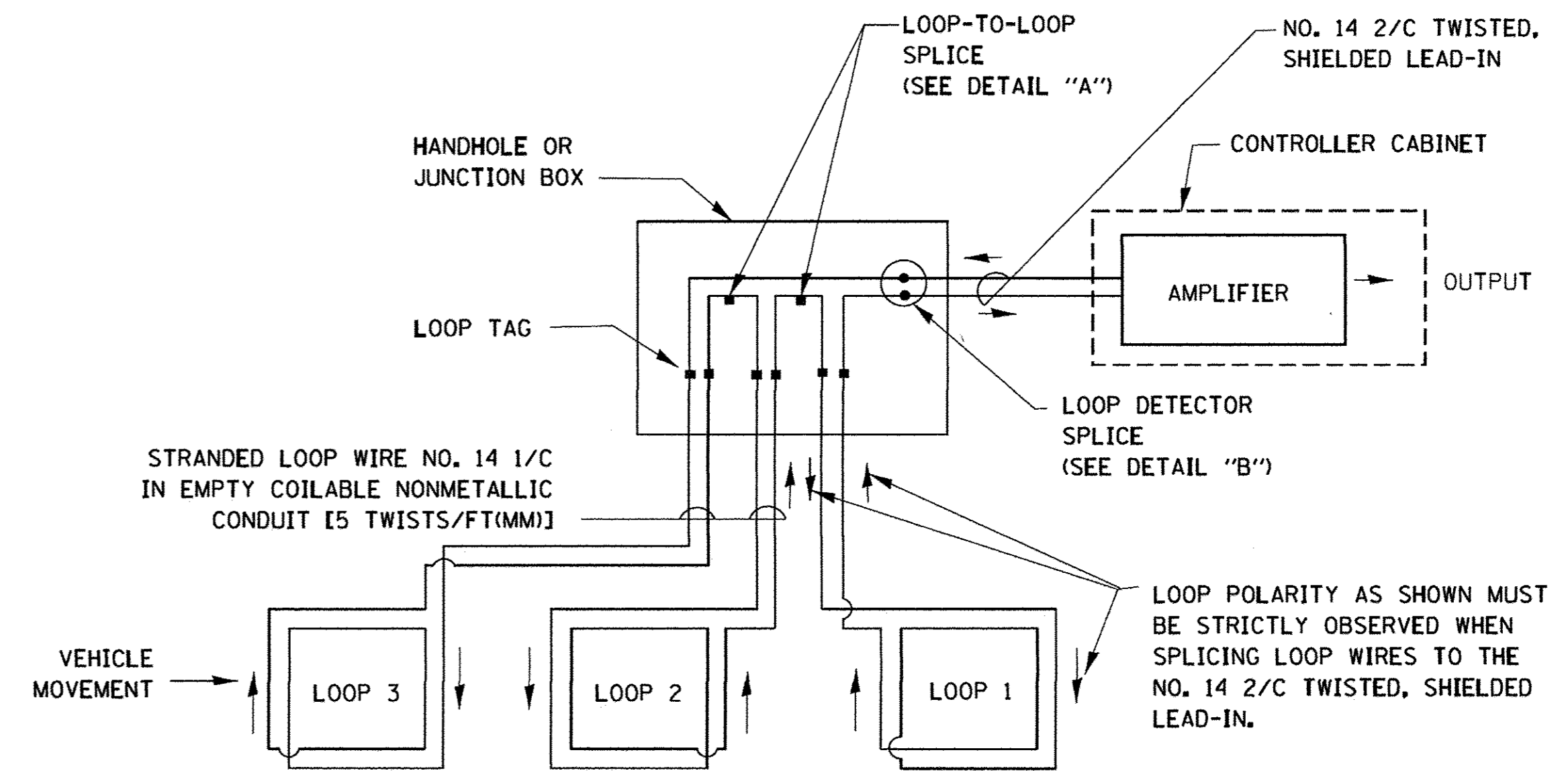
TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED																	
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE																				
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE																				
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA																				
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED																				
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F																				
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F																				
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																				
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																				
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F																				
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE																				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED																				
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED																				
SIGNAL POST				REMOVE ITEM	R			ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED																				
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED																				
GUY WIRE				ABANDON ITEM	A			SIGNAL POST AND FOUNDATION TO BE REMOVED																				
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				INTERSECTION & SAMPLING (SYSTEM) DETECTOR																				
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				SAMPLING (SYSTEM) DETECTOR																				
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				QUEUE DETECTOR																				
SIGNAL HEAD OPTICALLY PROGRAMMED				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED QUEUE DETECTOR																				
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR																				
PEDESTRIAN SIGNAL HEAD				"RB" INDICATES REFLECTIVE BACKPLATE				PREFORMED SAMPLING (SYSTEM) DETECTOR																				
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="width: 25%;">EXISTING</th> <th style="width: 25%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td>RAILROAD CONTROL CABINET</td> <td></td> <td></td> </tr> <tr> <td>RAILROAD CANTILEVER MAST ARM</td> <td></td> <td></td> </tr> <tr> <td>FLASHING SIGNAL</td> <td></td> <td></td> </tr> <tr> <td>CROSSING GATE</td> <td></td> <td></td> </tr> <tr> <td>CROSSBUCK</td> <td></td> <td></td> </tr> </tbody> </table>				EXISTING	PROPOSED	RAILROAD CONTROL CABINET			RAILROAD CANTILEVER MAST ARM			FLASHING SIGNAL			CROSSING GATE			CROSSBUCK		
	EXISTING	PROPOSED																										
RAILROAD CONTROL CABINET																												
RAILROAD CANTILEVER MAST ARM																												
FLASHING SIGNAL																												
CROSSING GATE																												
CROSSBUCK																												
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED																								
ILLUMINATED SIGN "NO LEFT TURN"				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																								
ILLUMINATED SIGN "NO RIGHT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																								
DETECTOR LOOP, TYPE I				RADIO INTERCONNECT																								
PREFORMED DETECTOR LOOP				RADIO REPEATER																								
MICROWAVE VEHICLE SENSOR				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																								
VIDEO DETECTION CAMERA				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																								
VIDEO DETECTION ZONE																												
PAN, TILT, ZOOM CAMERA																												
WIRELESS DETECTOR SENSOR																												
WIRELESS ACCESS POINT																												

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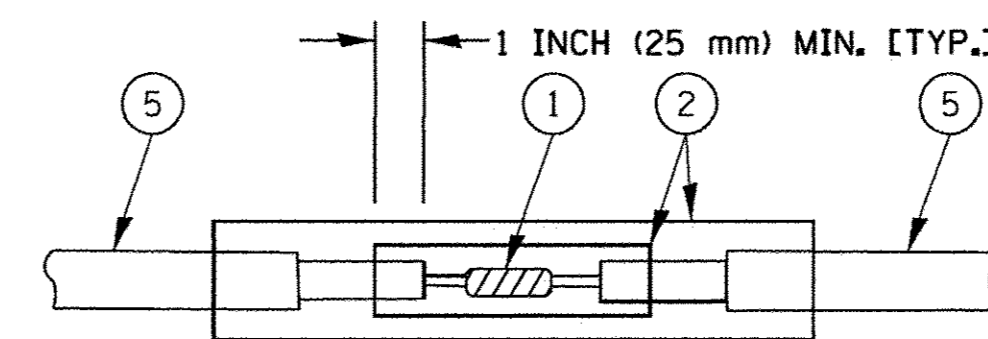
LOOP DETECTOR NOTES

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

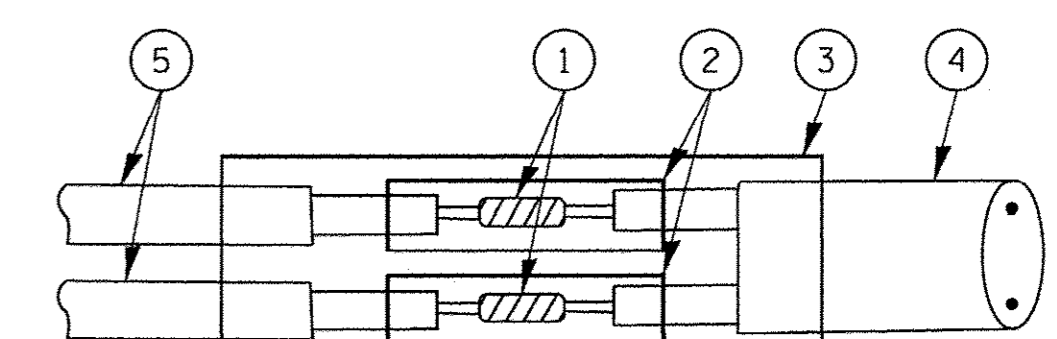


DETECTOR LOOP WIRING SCHEMATIC

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

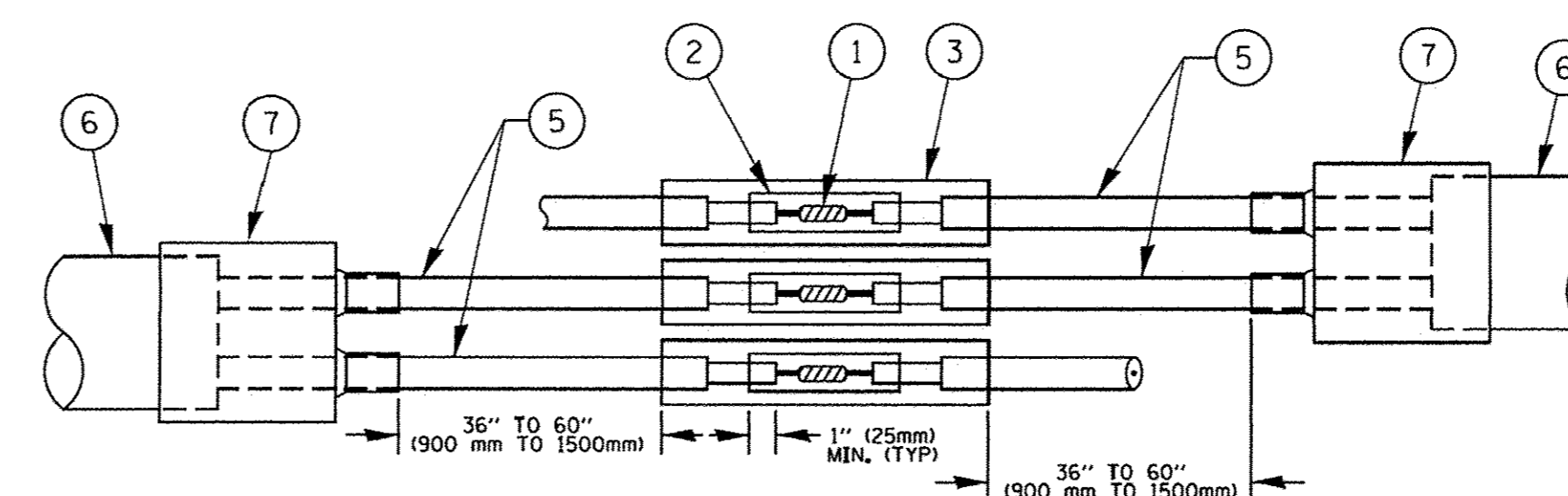


DETAIL "A"
LOOP-TO-LOOP SPLICE

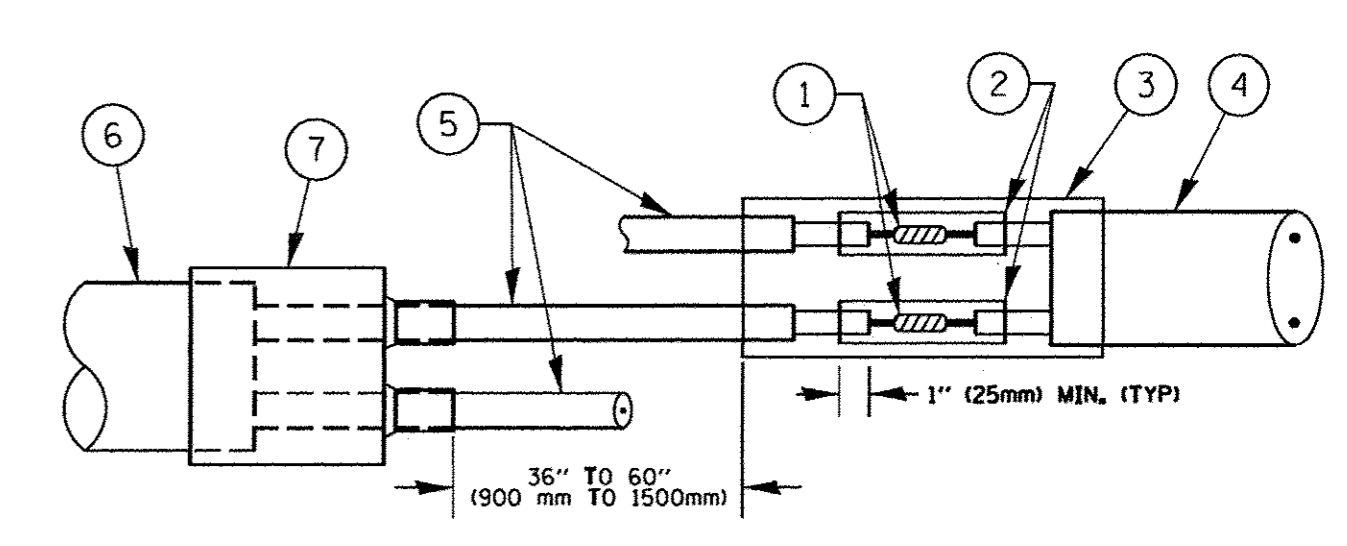


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



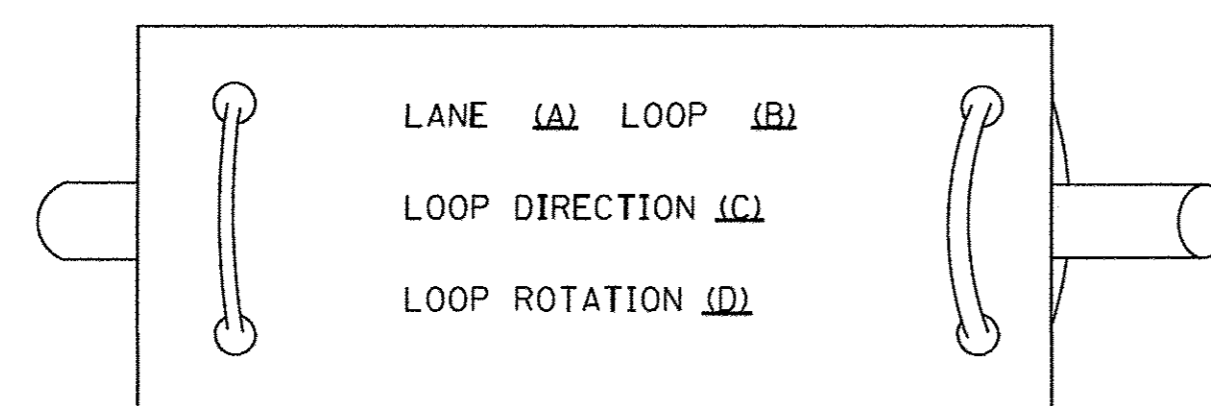
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

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

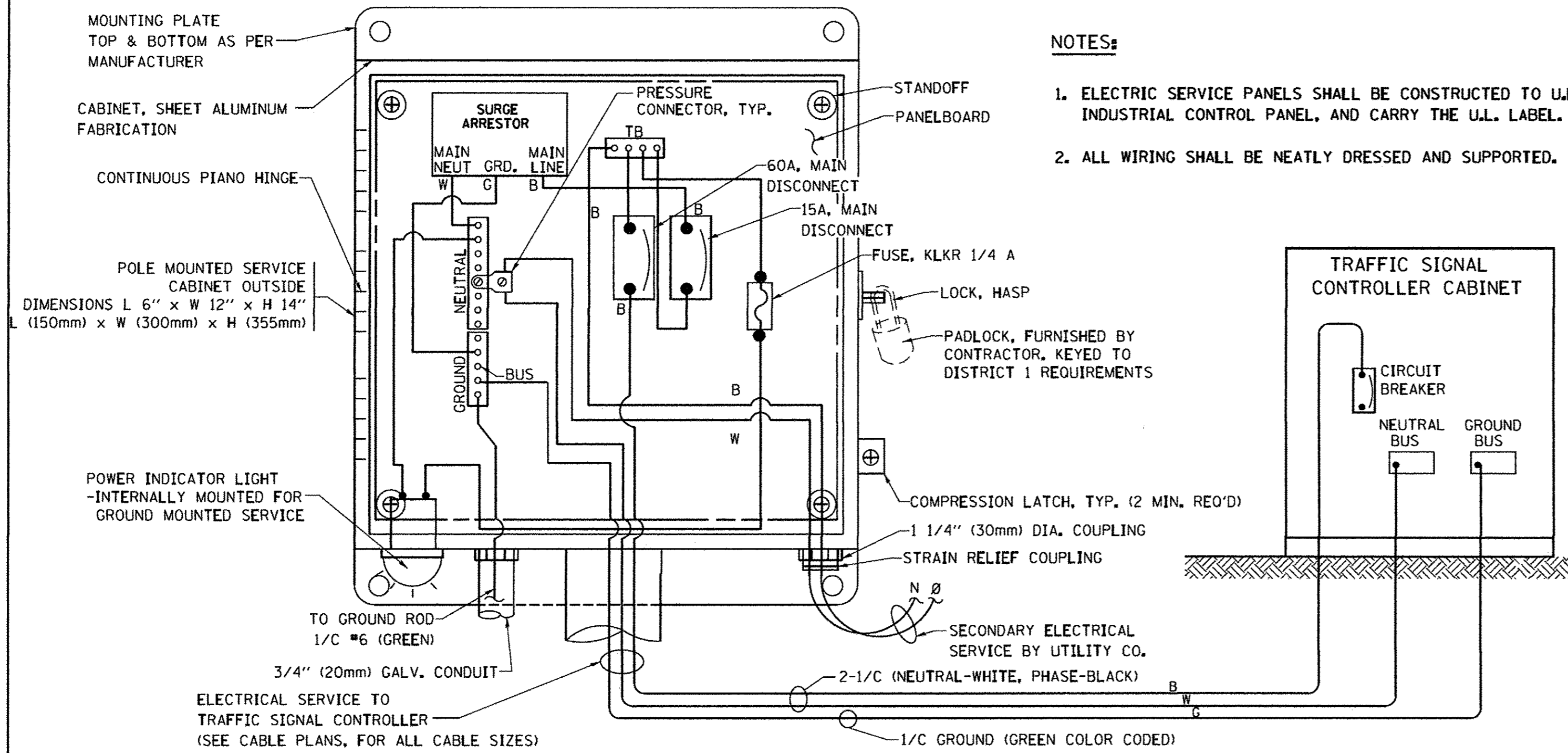
LOOP LEAD-IN CABLE TAG



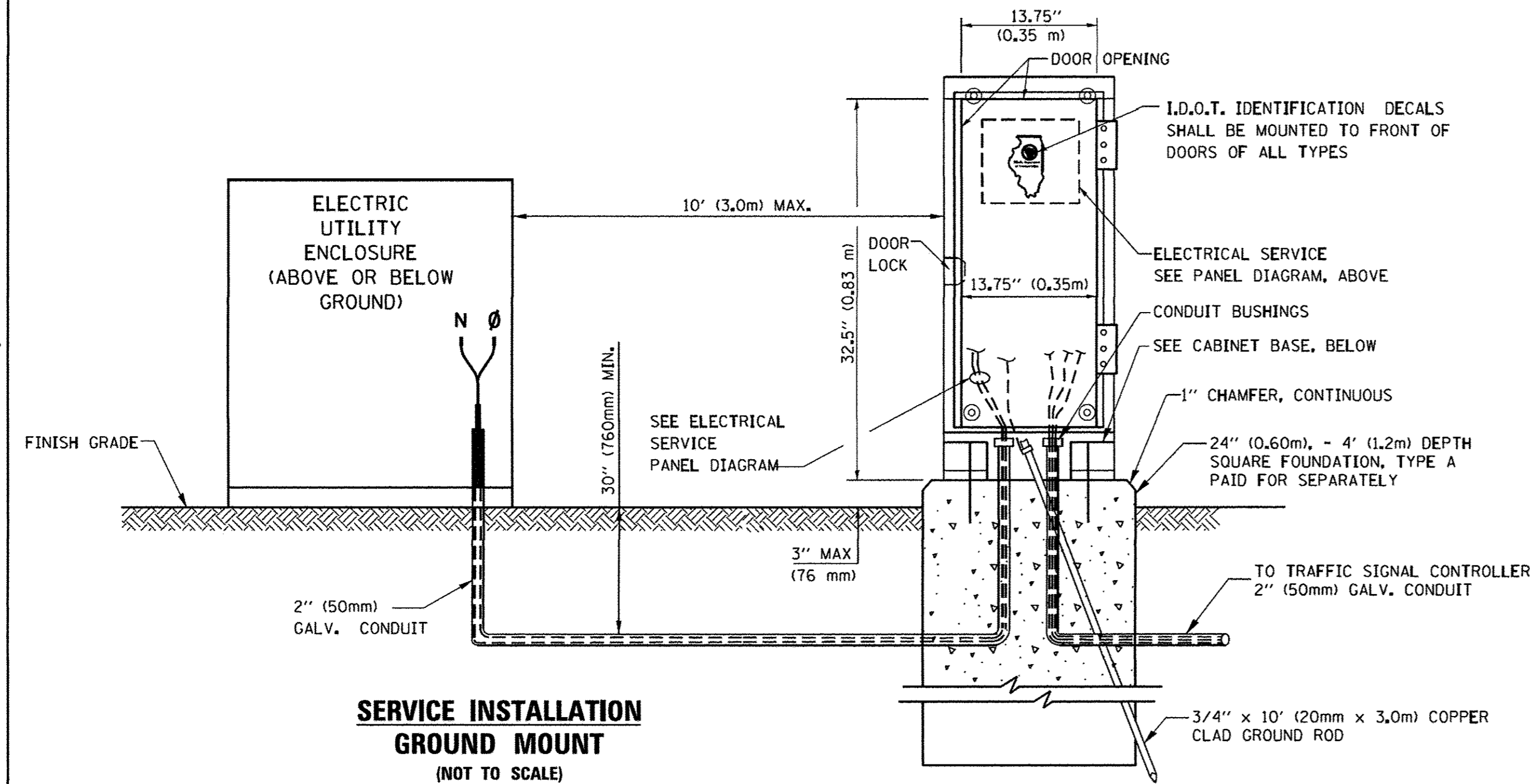
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

FILE NAME = USER NAME = footejm DESIGNED - DAD REVISED - DAG 1-1-14
 DRAWN - BCK CHECKED - DAD REVISED -
 PLOT SCALE = 50.0000' / 1" DATE - 10-28-09
 PLOT DATE = 1/13/2014
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SHEET NO. 2 OF 7 SHEETS STA. TO STA.
 F.A. RTE. 1024 SECTION 14-00101-00-RS COUNTY COOK/WILL TOTAL SHEETS 37 SHEET NO. 31
 TS-05 CONTRACT NO. 61021
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

FILE NAME =	USER NAME = footejm	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED - DAD	REVISED -					TS-05		CONTRACT NO. 61021		
		DATE - 10-28-09	REVISED -					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

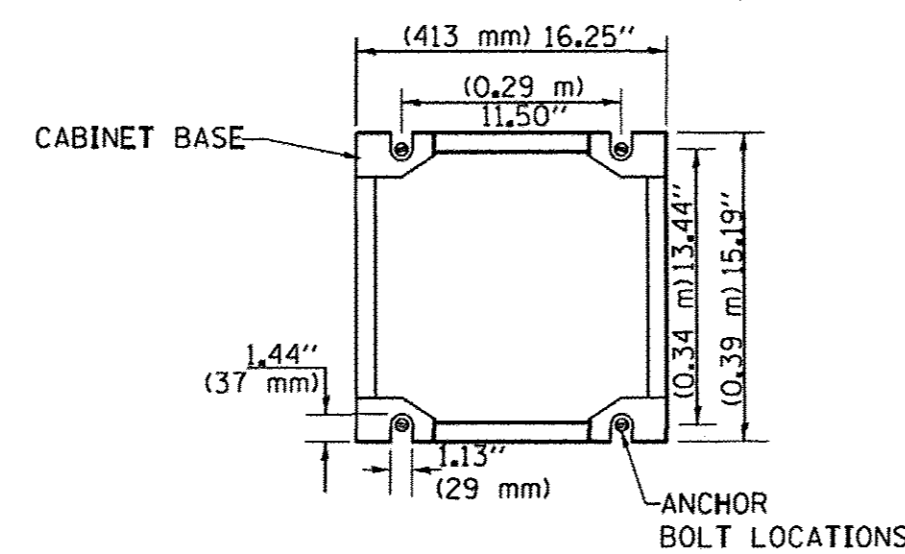


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



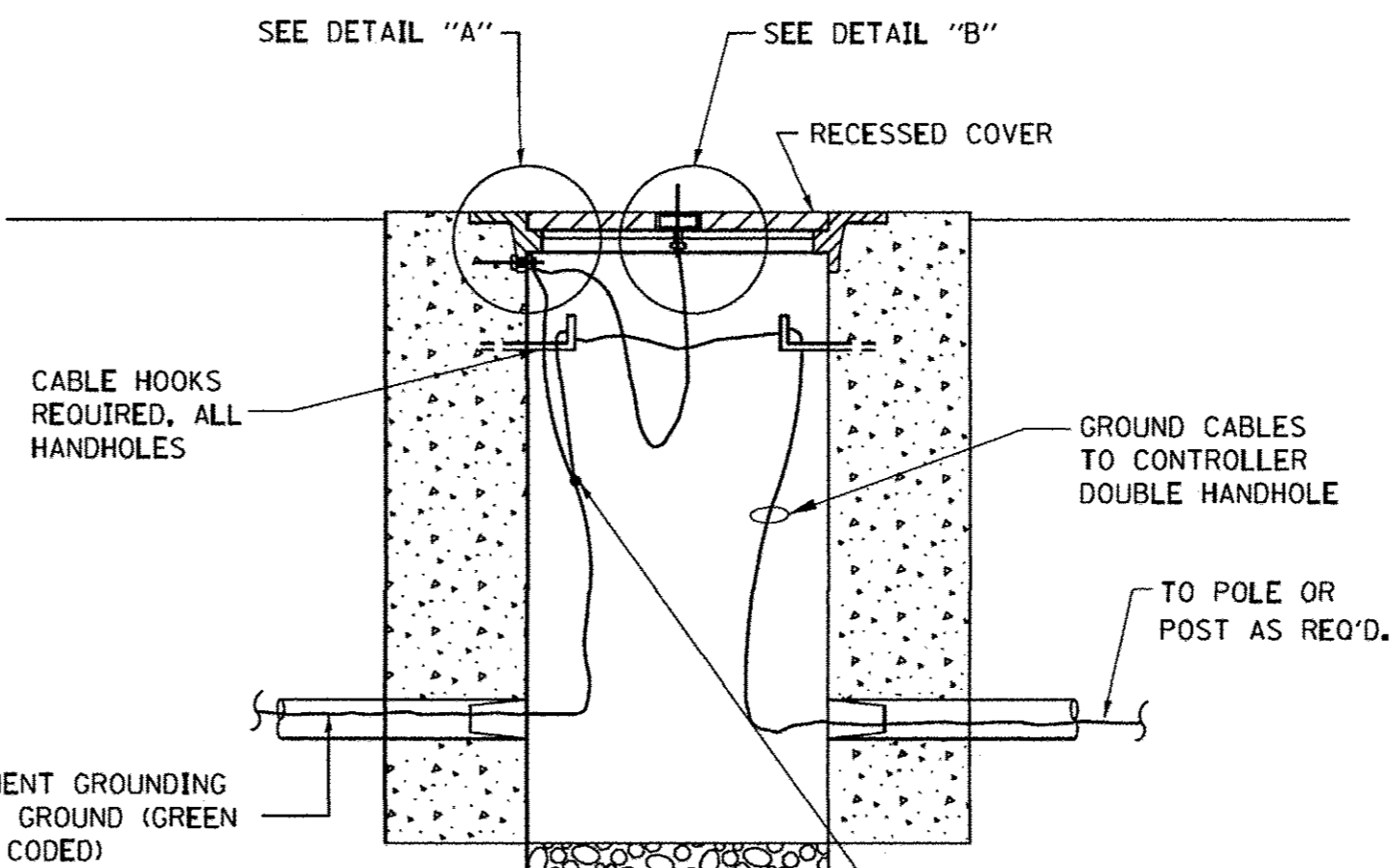
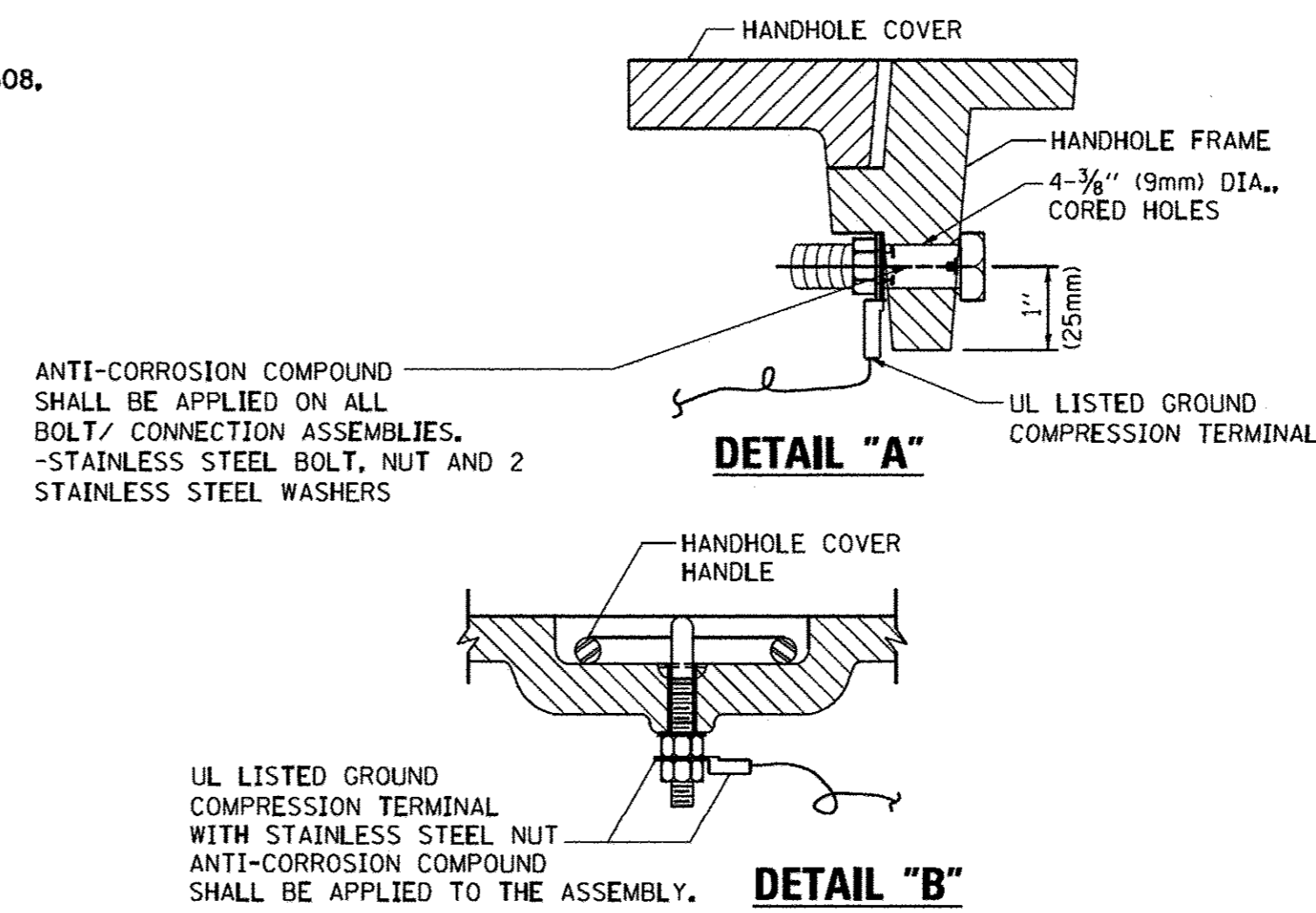
SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

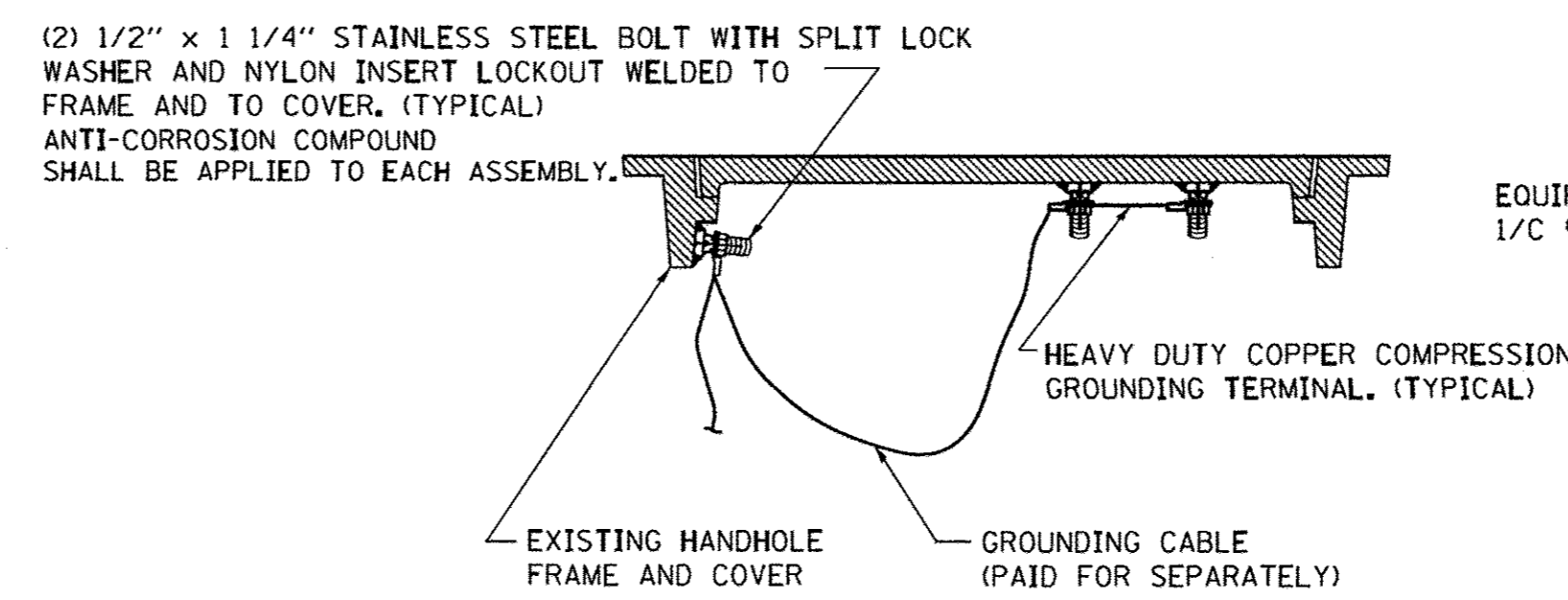


NOTES:

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



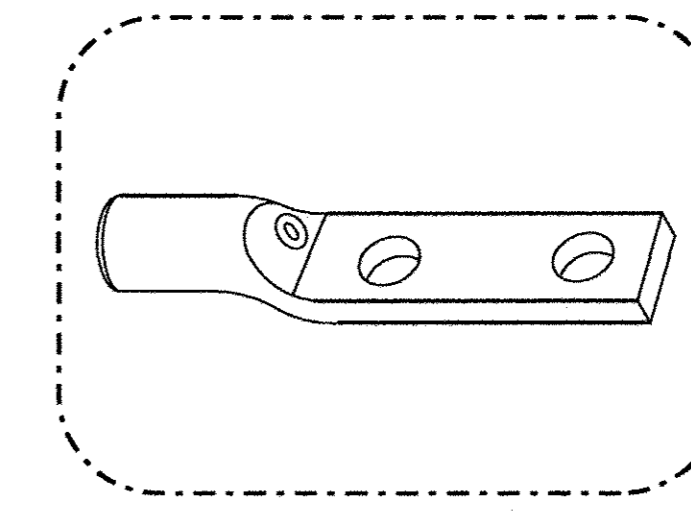
HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



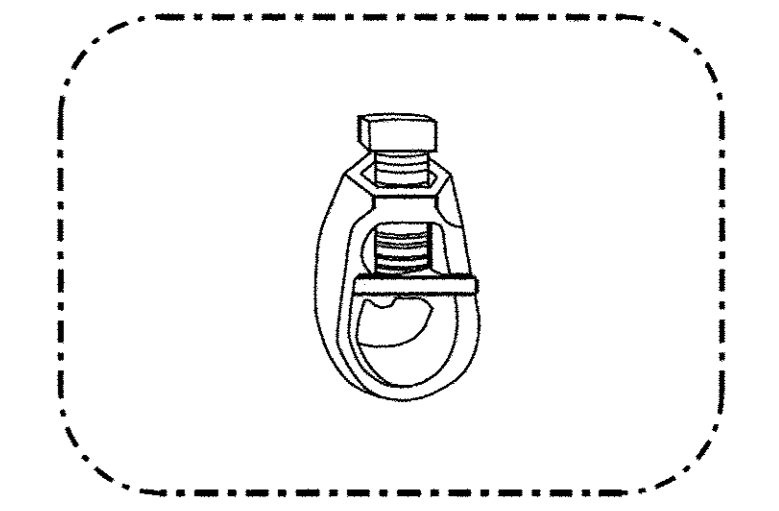
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

NOTES:
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\"/>



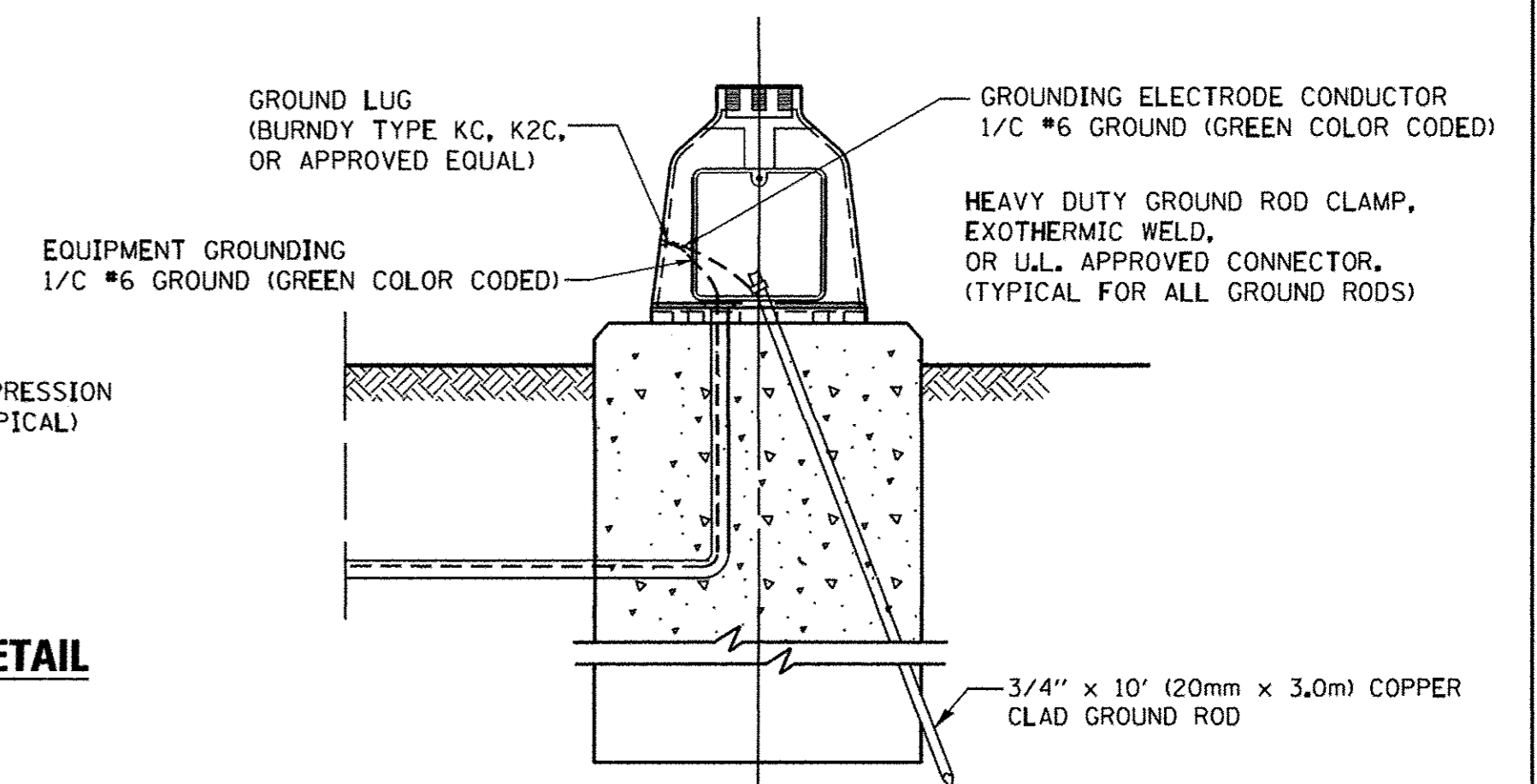
HEAVY-DUTY COMPRESSION TERMINAL
 (BURNDY TYPE YCHA OR APPROVED EQUAL)



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

NOTES:

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



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

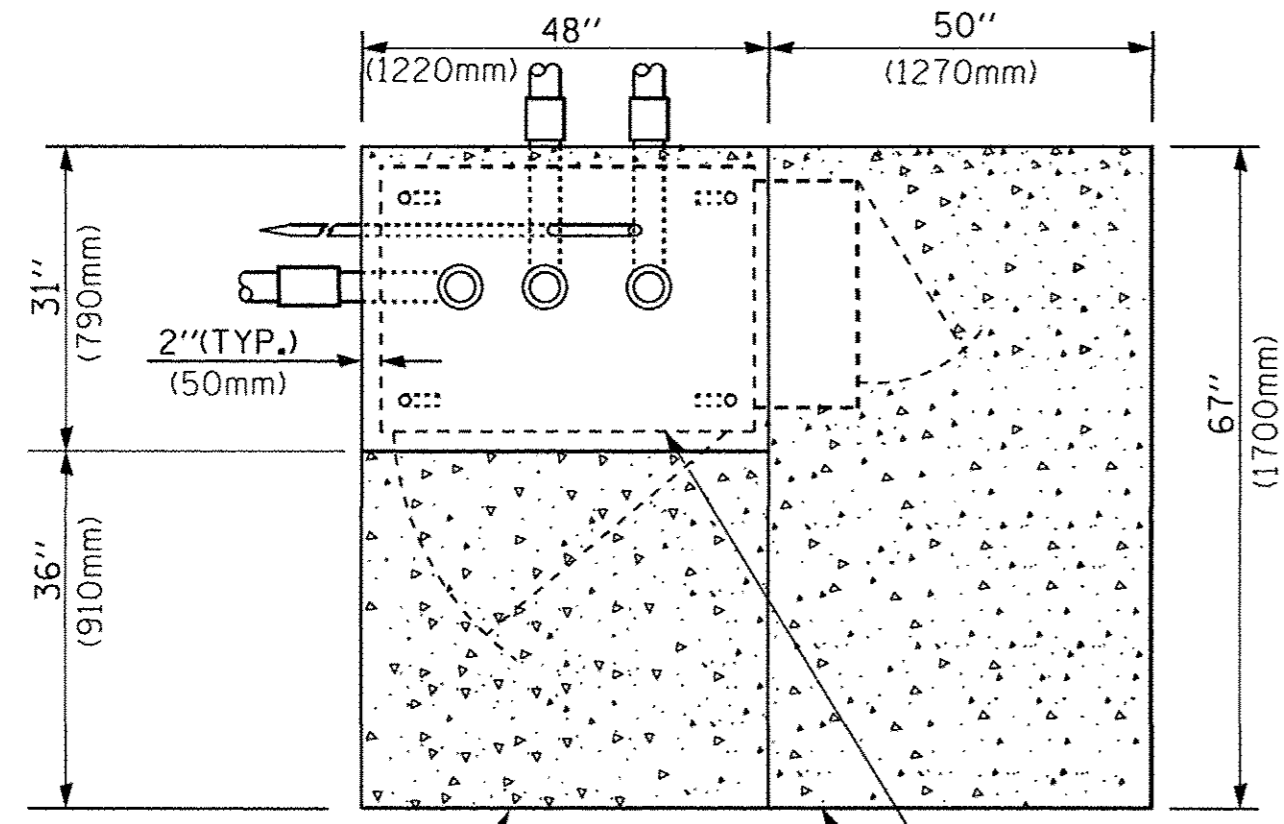
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 LICENSE NO. - 184-00023 - EXPIRES 4/30/2015
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 PLOT SCALE = 50.0000' / 1\"/>

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
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		DATE -	REVISED -
		10-28-09	

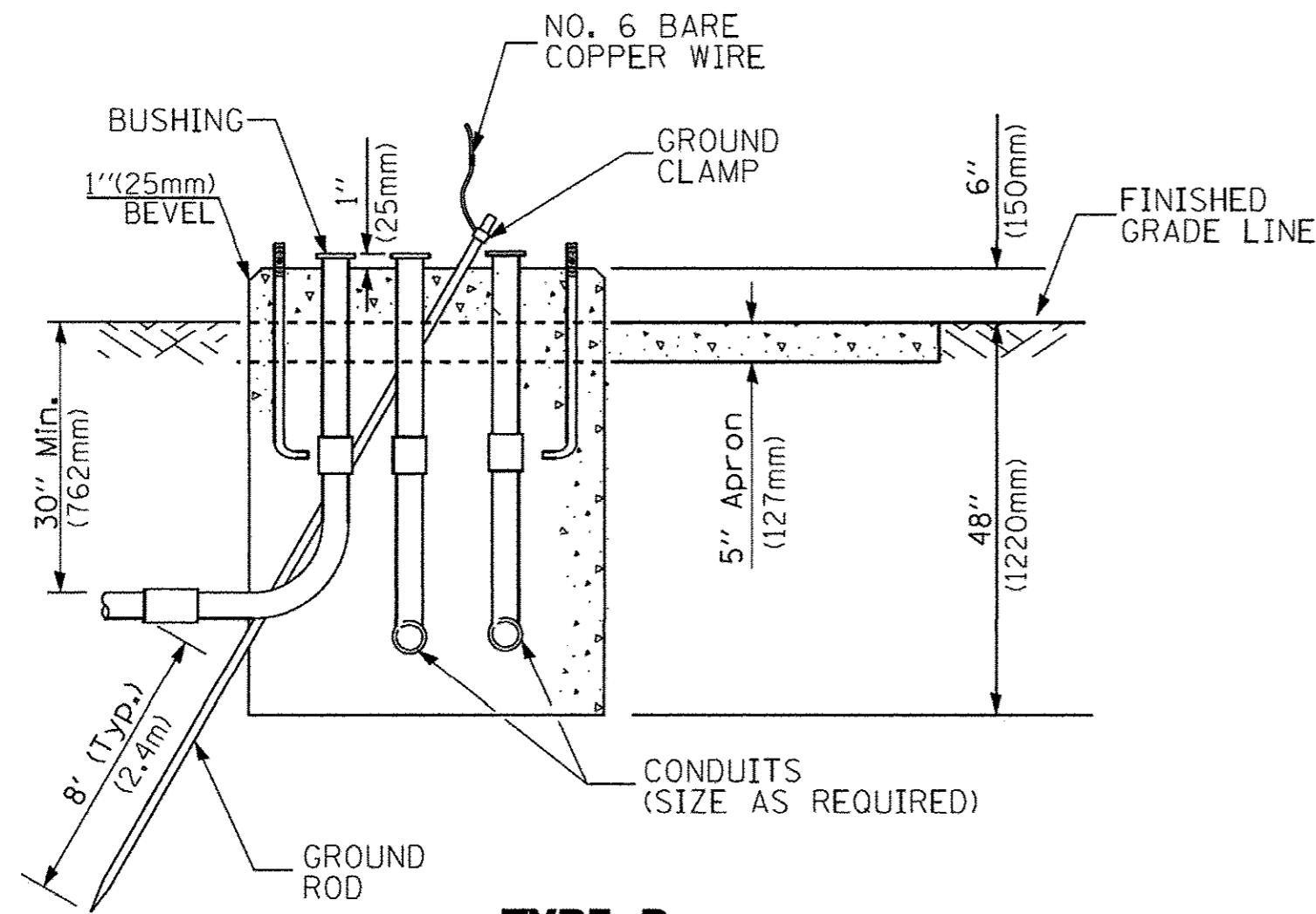
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS
STA.	TO STA.

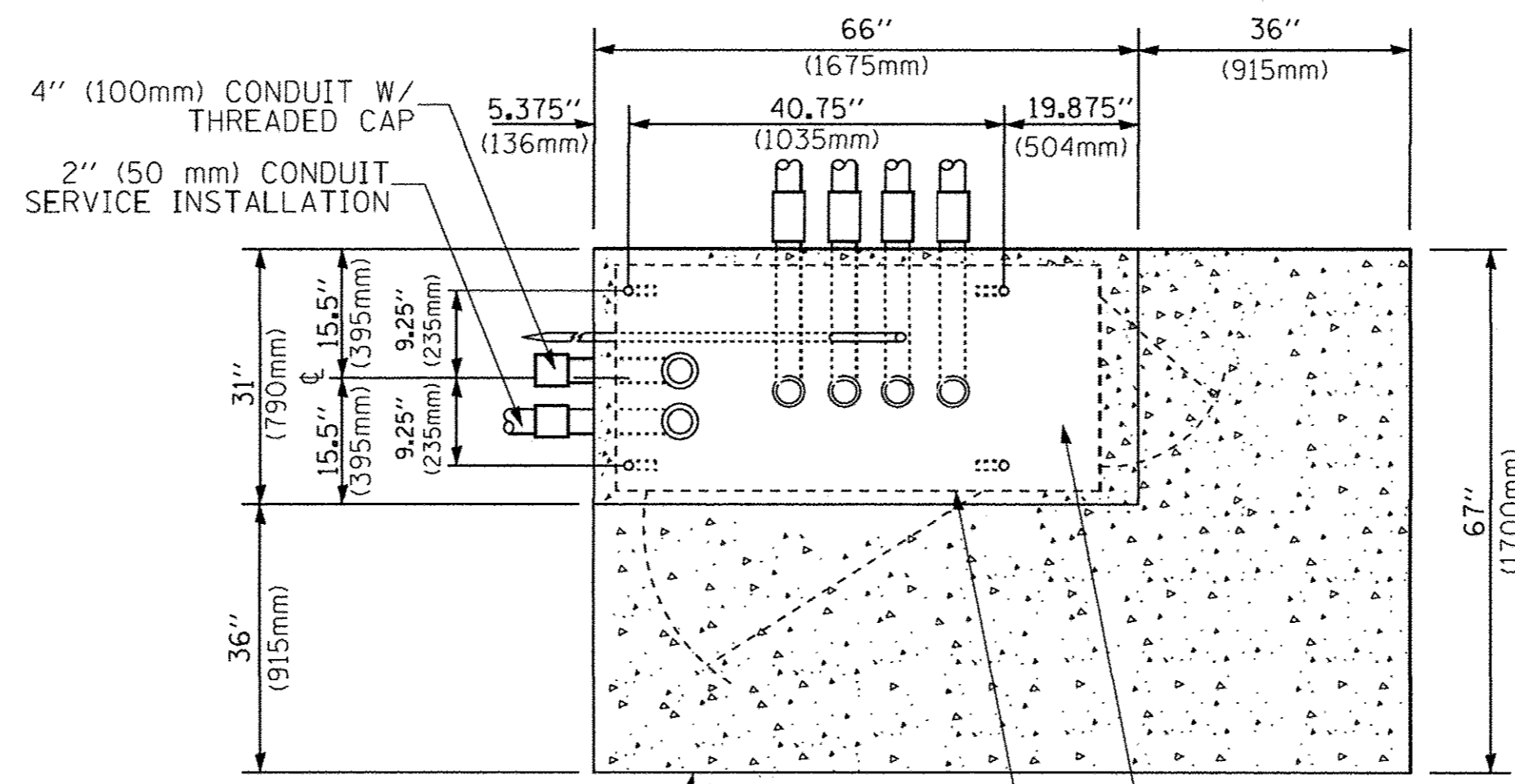
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL.	37	33
TS-05		CONTRACT NO. 61021		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



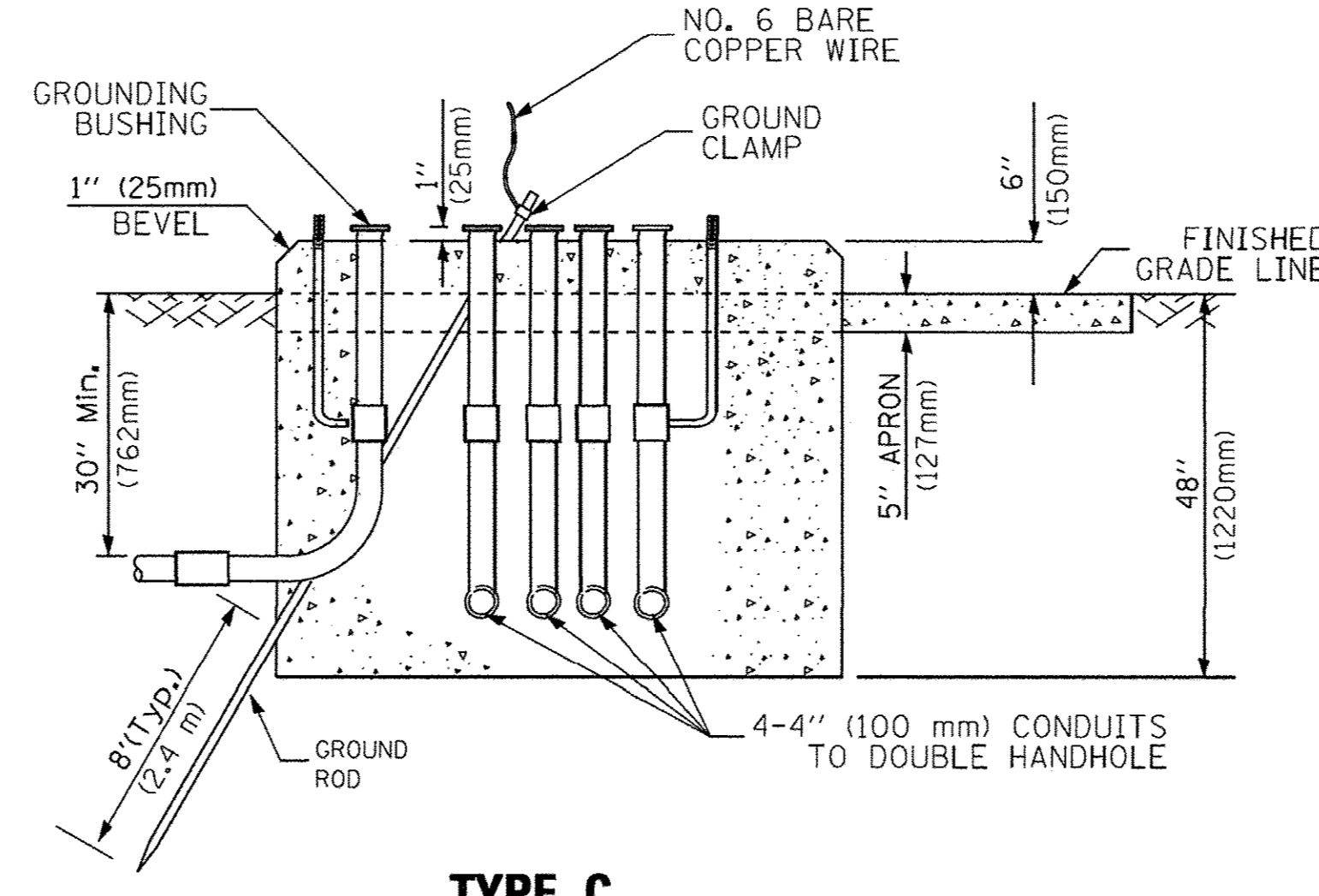
TOP VIEW
EXISTING APRON
CONTROLLER CABINET BASE
PROPOSED APRON



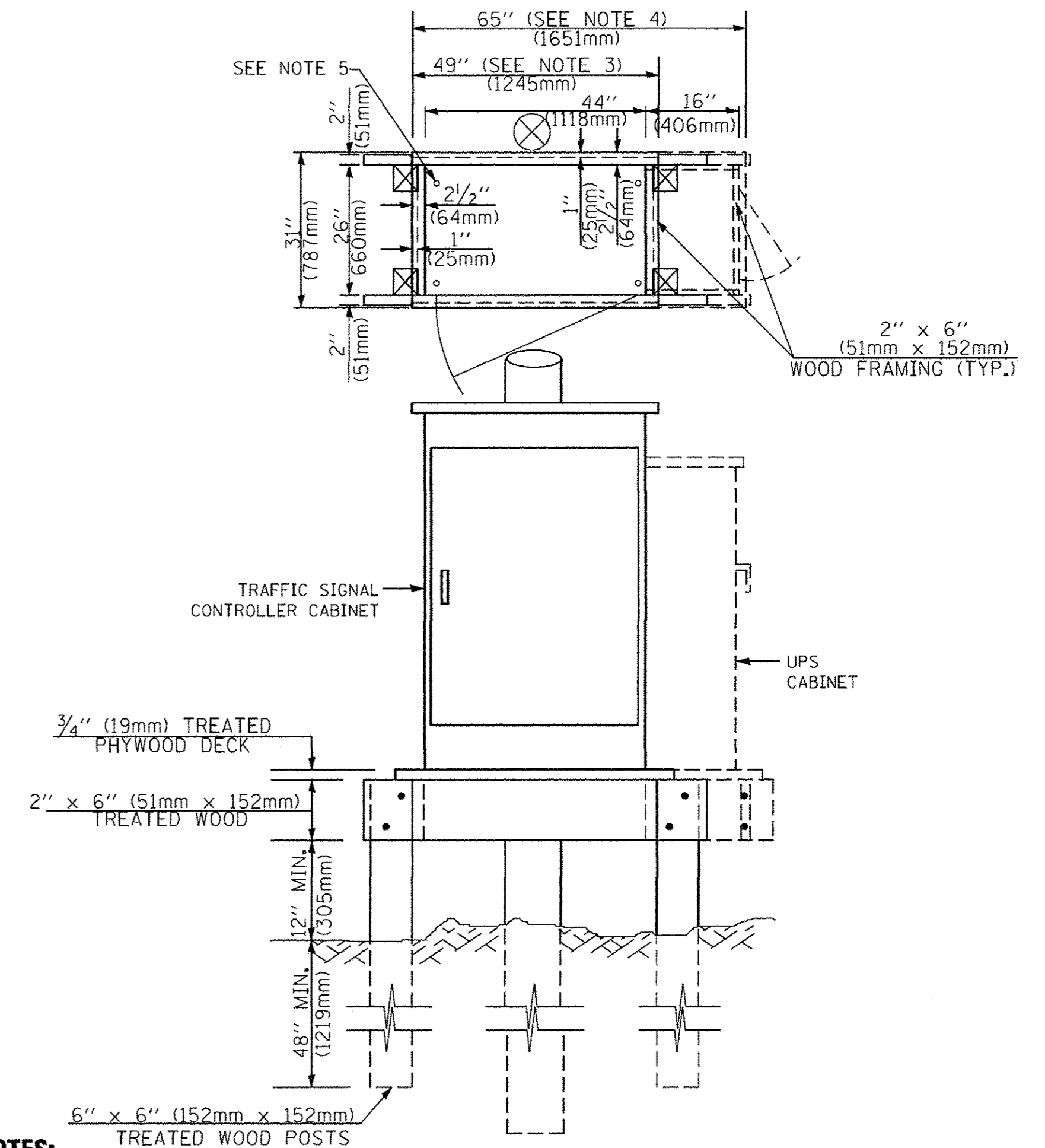
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW
APRON
CONTROLLER CABINET BASE
UPS BATTERY COMPARTMENT



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



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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

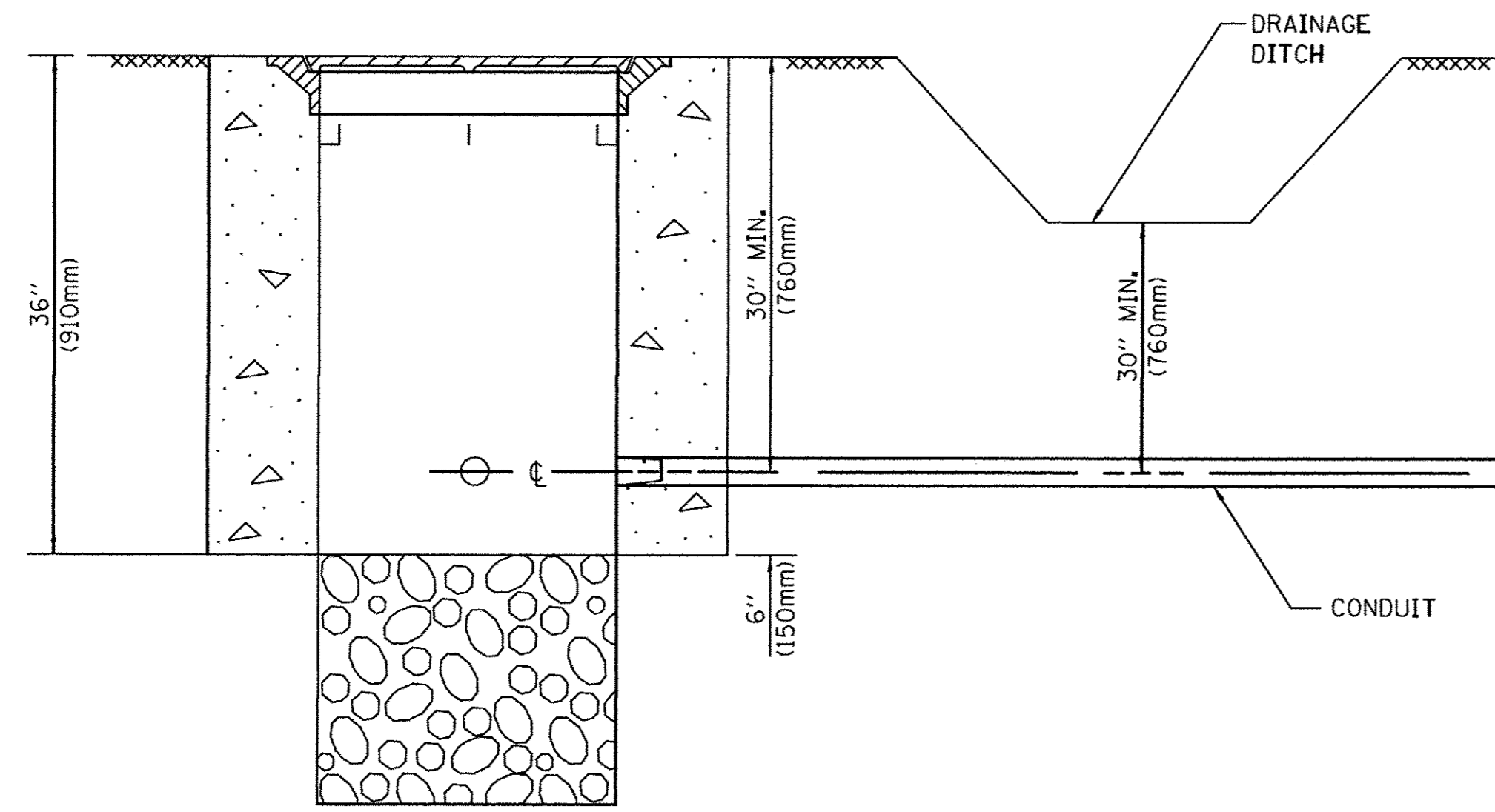
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SHEET NO. 5 OF 7 SHEETS
 STA. TO STA.
 F.A. RTE. 1024
 SECTION 14-00101-00-RS
 COUNTY COOK/WILL
 TOTAL SHEETS 37
 SHEET NO. 34
 TS-05
 CONTRACT NO. 61D21
 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
ct\pwork\pwsdot\footem\vd0108315\ts05.dgn	footemj	DAG	DAG 1-1-14
PLOT SCALE = 50.0000' / 1"	CHECKED -	DAD	REVISED -
PLOT DATE = 1/13/2014	DATE -	10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

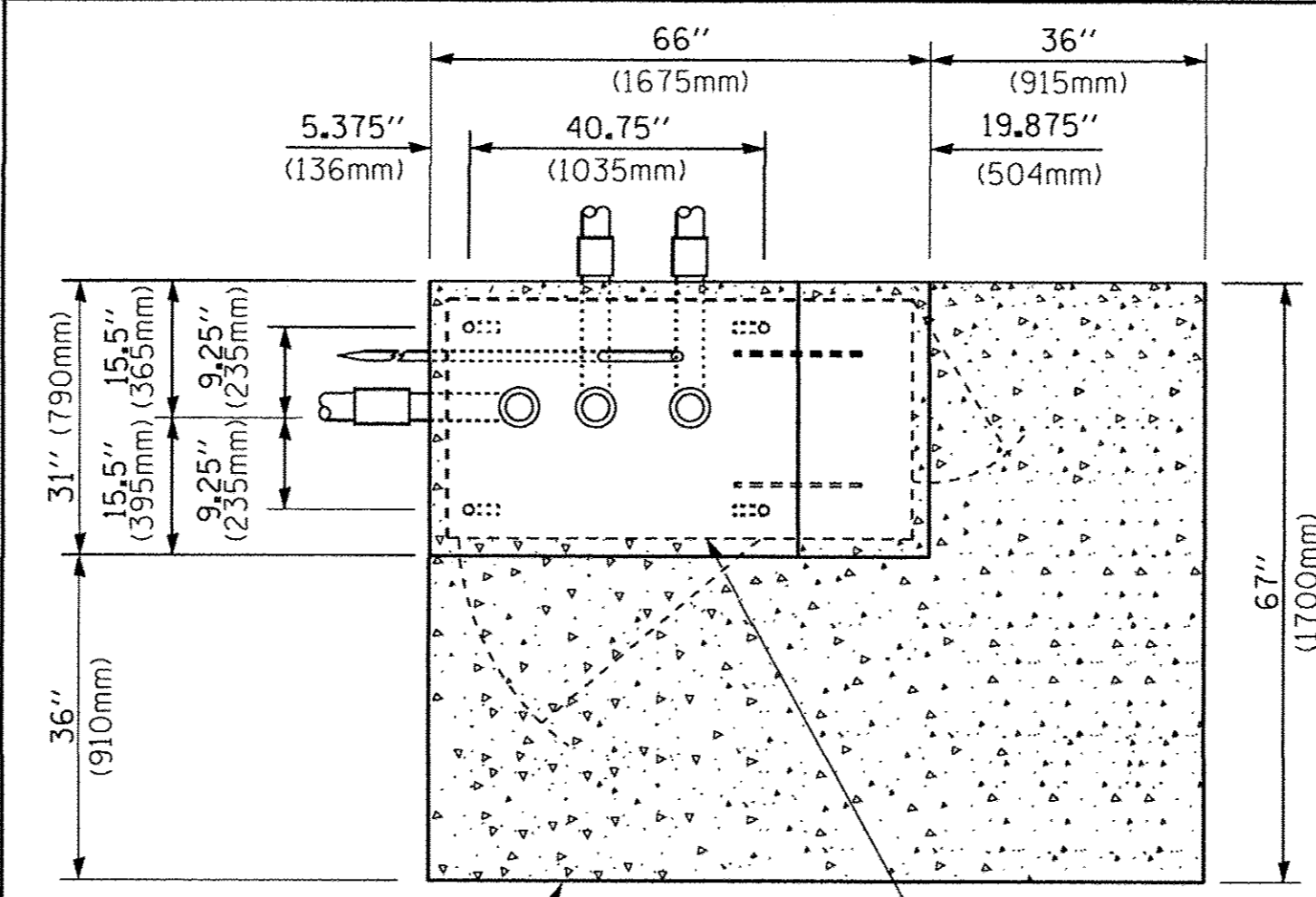
SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA. TO STA.	F.A. RTE. 1024	SECTION 14-00101-00-RS	COUNTY COOK/WILL	TOTAL SHEETS 37	SHEET NO. 34
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			TS-05		CONTRACT NO. 61D21		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



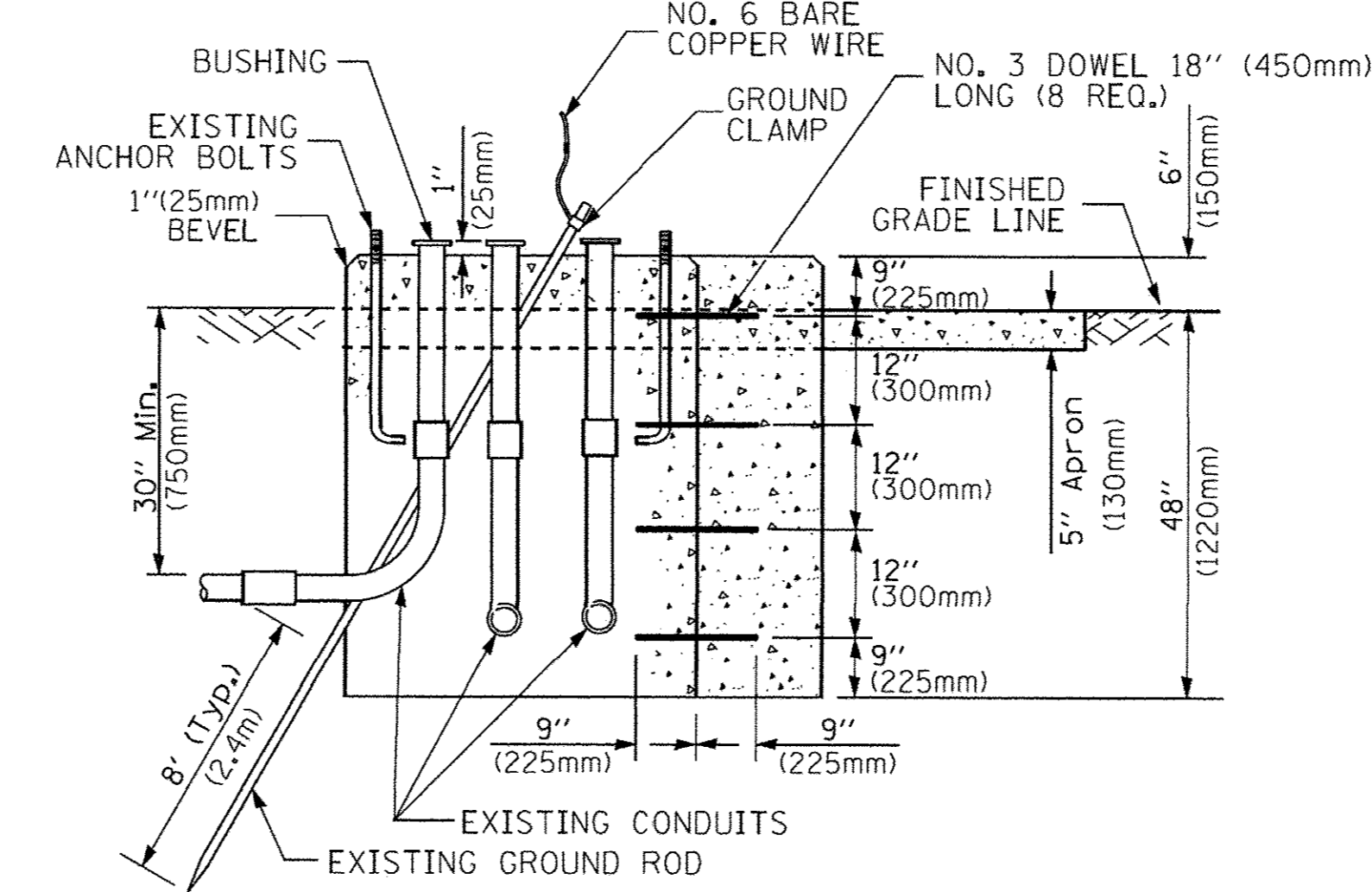
NOTES:

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.

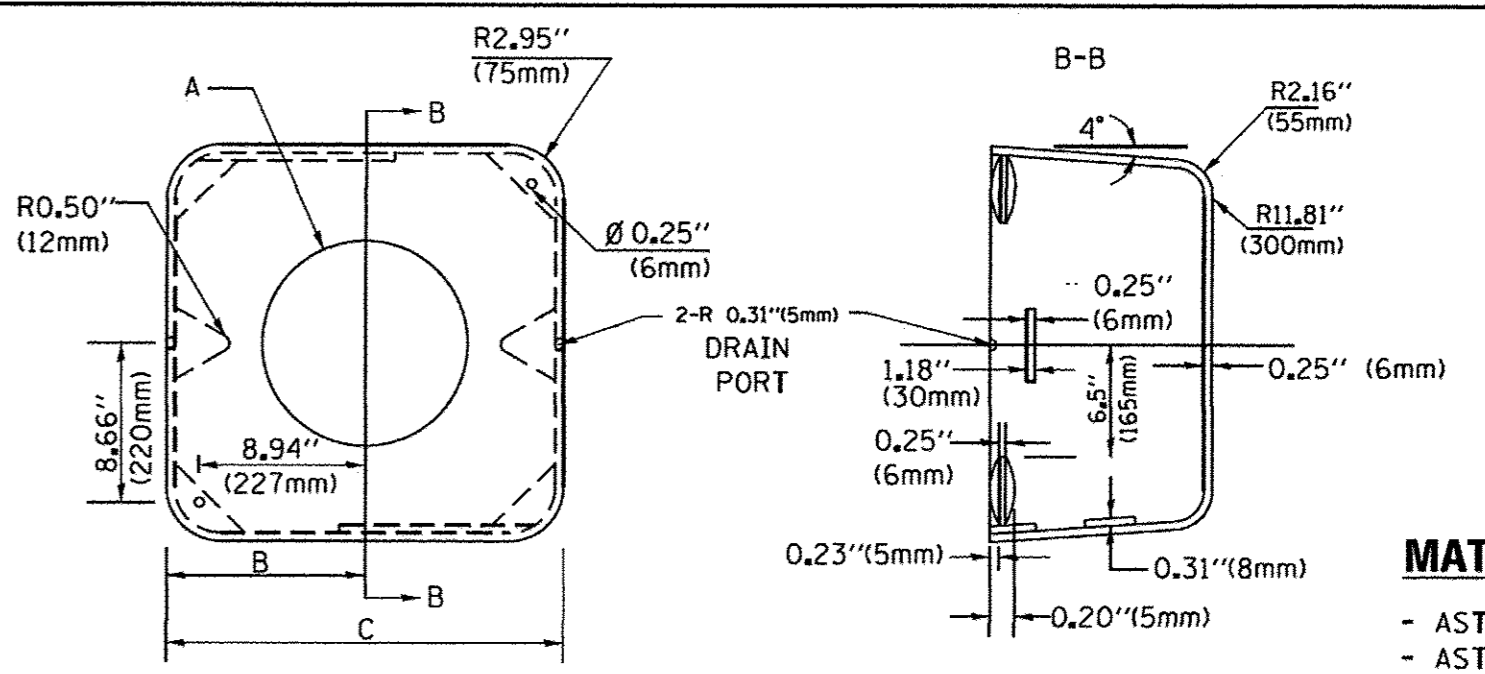
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



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



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

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

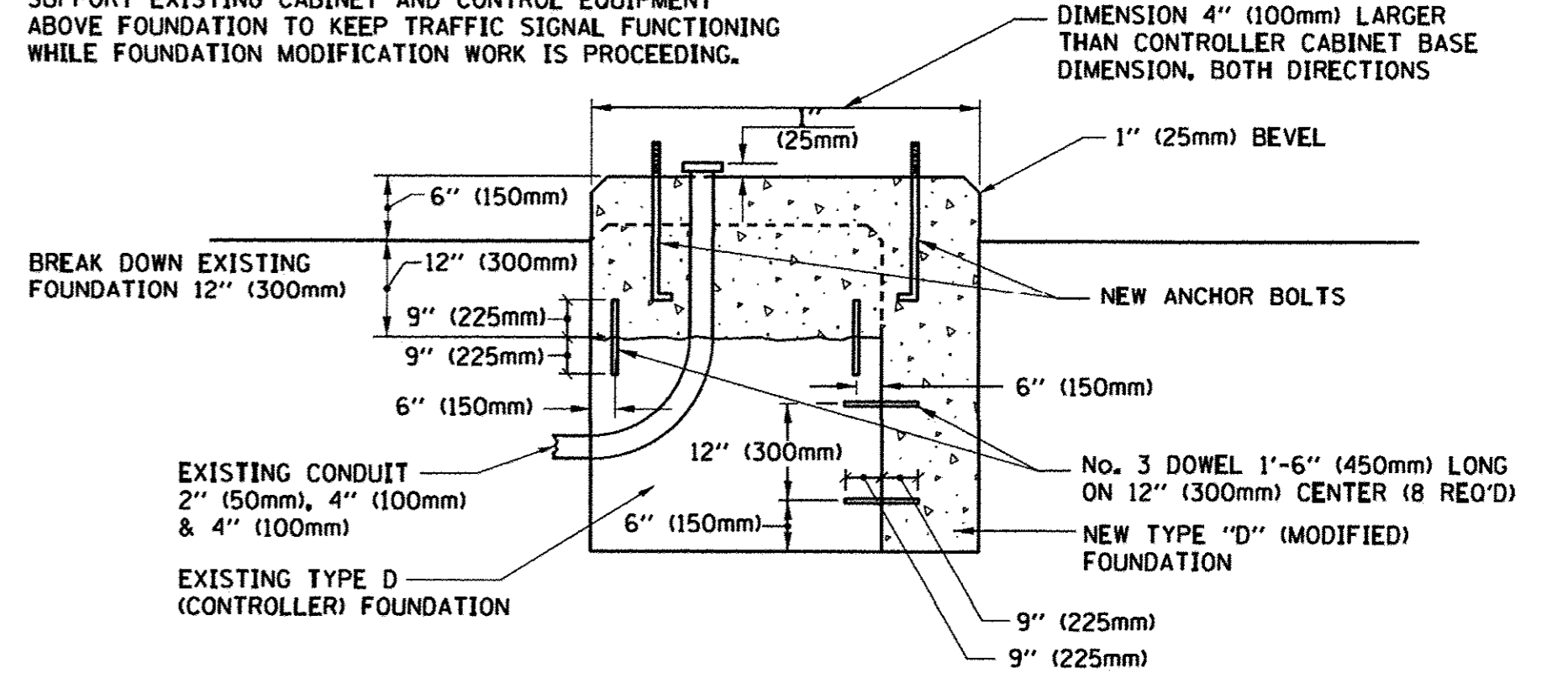
SHROUD

NOTES:

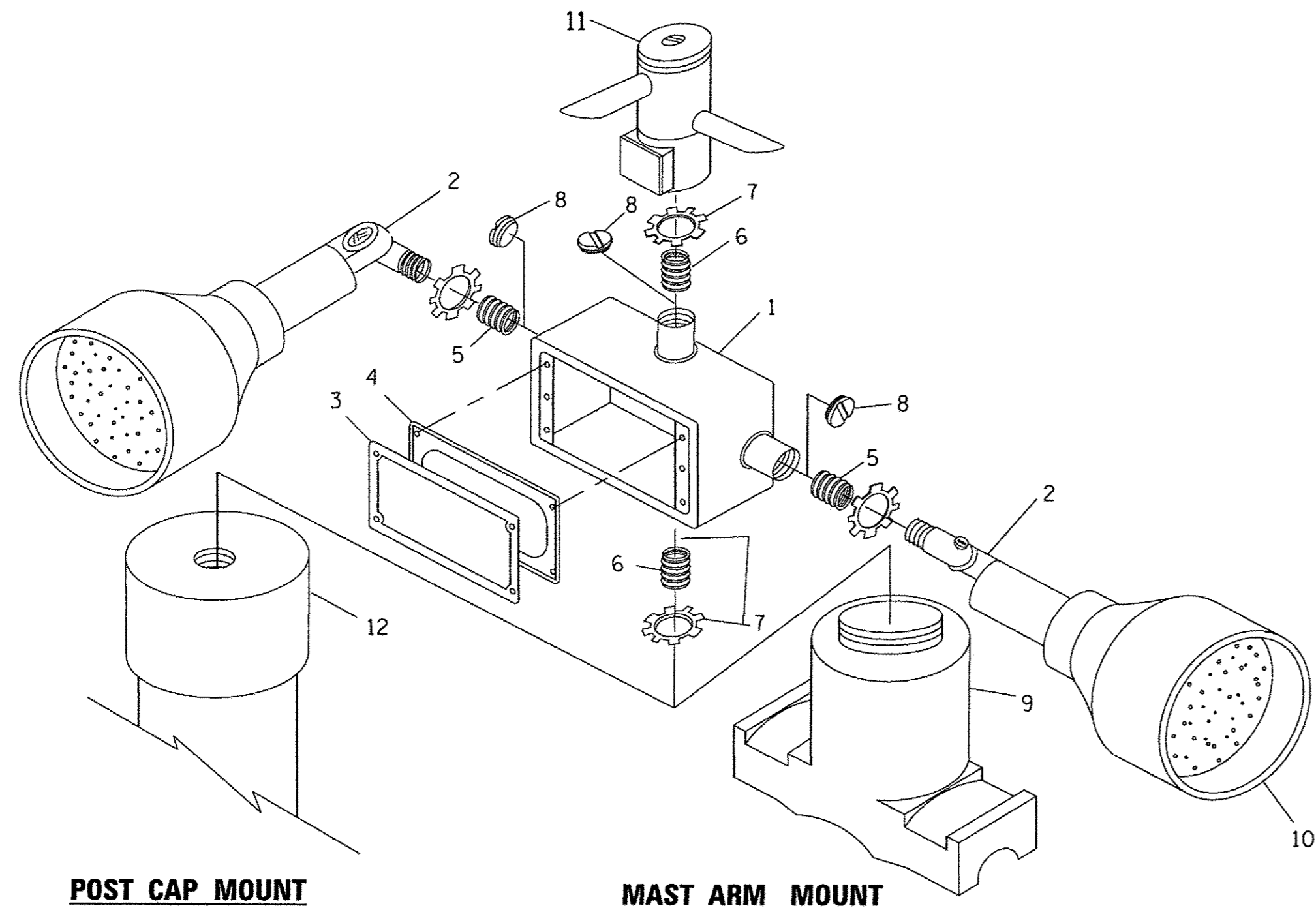
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

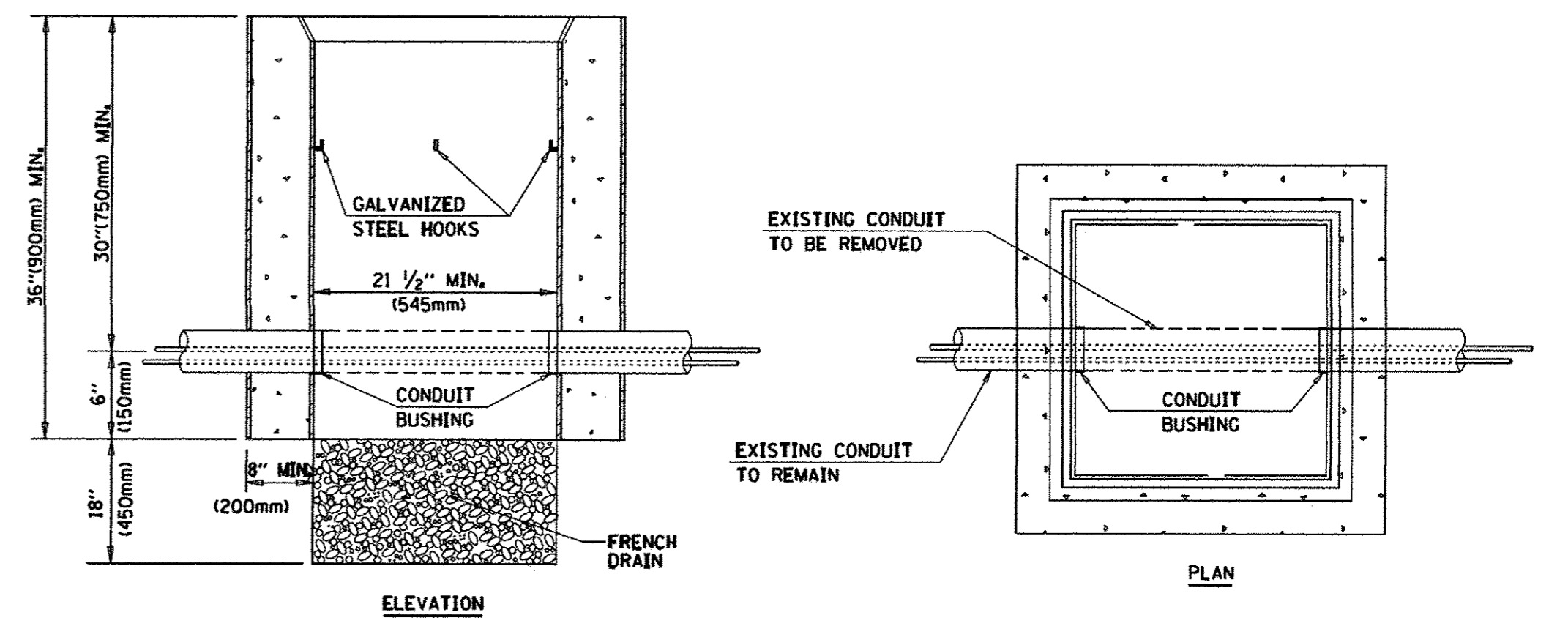
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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.



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

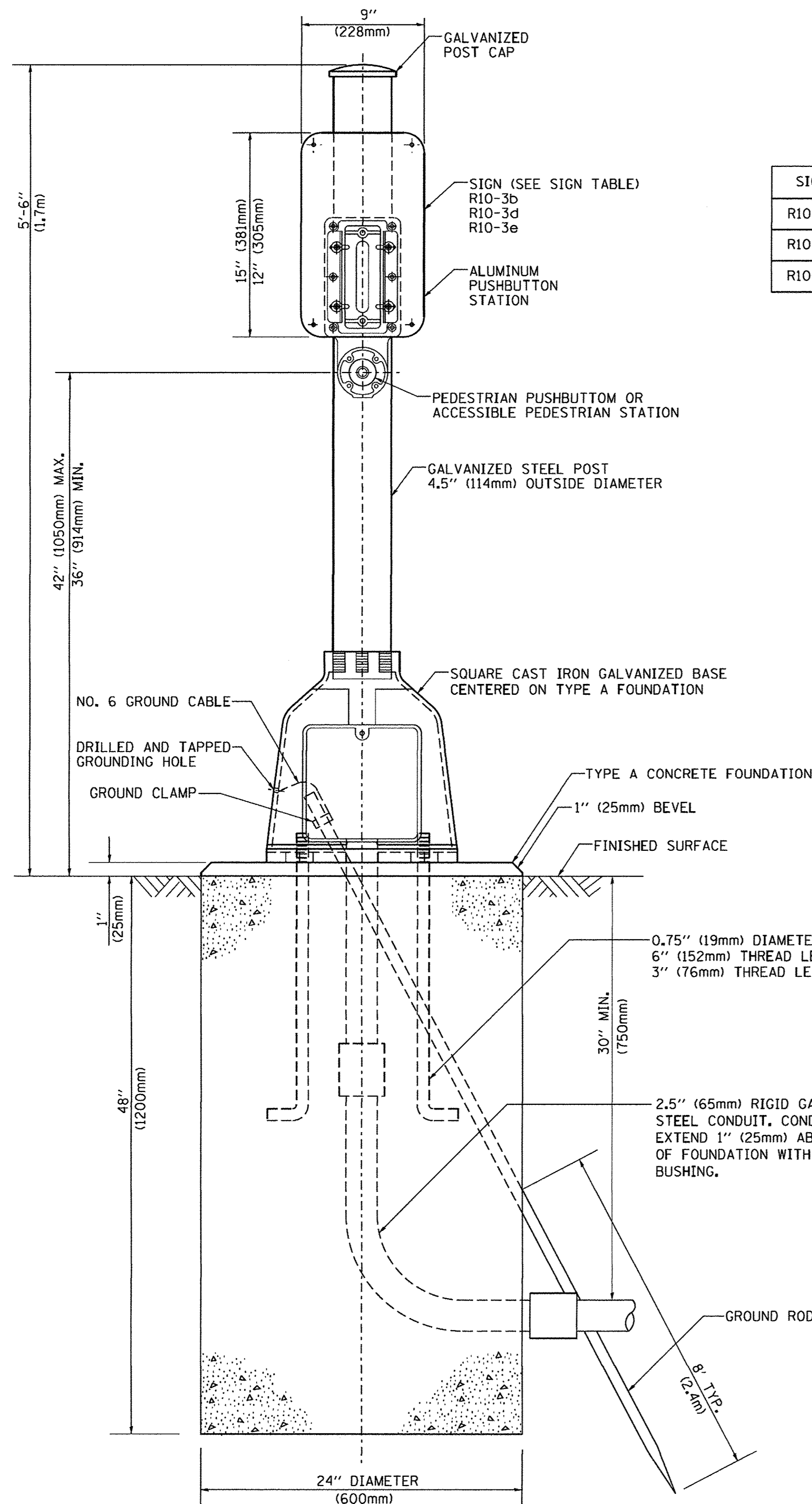
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 STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 384-0021 - EXPIRES 12/31/2015
 8/29/2016

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		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

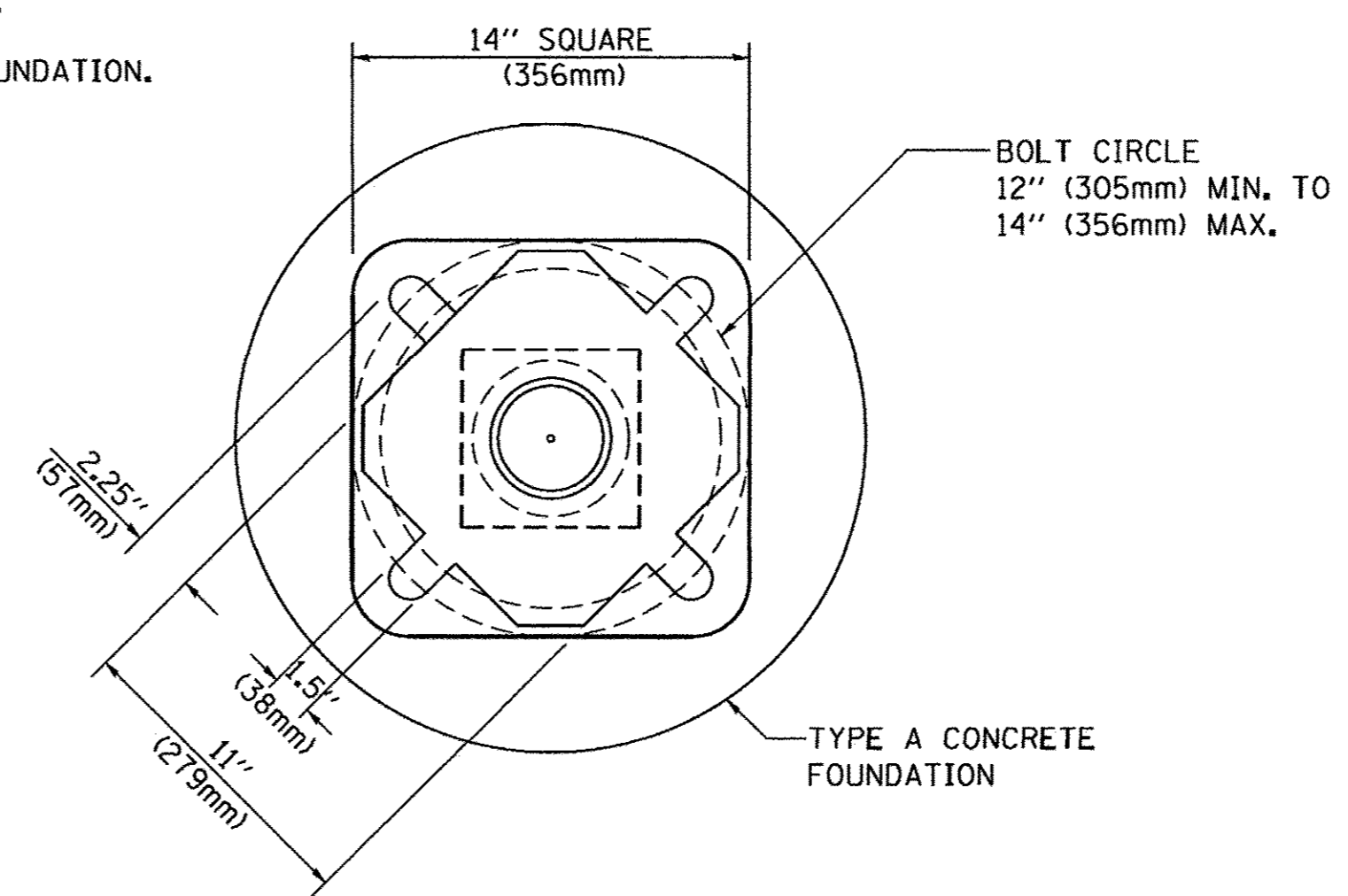
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS
SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	35
TS-05			CONTRACT NO. 61D21	
FED. ROAD DIST. NO. 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)



BOLT PATTERN
PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
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	PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

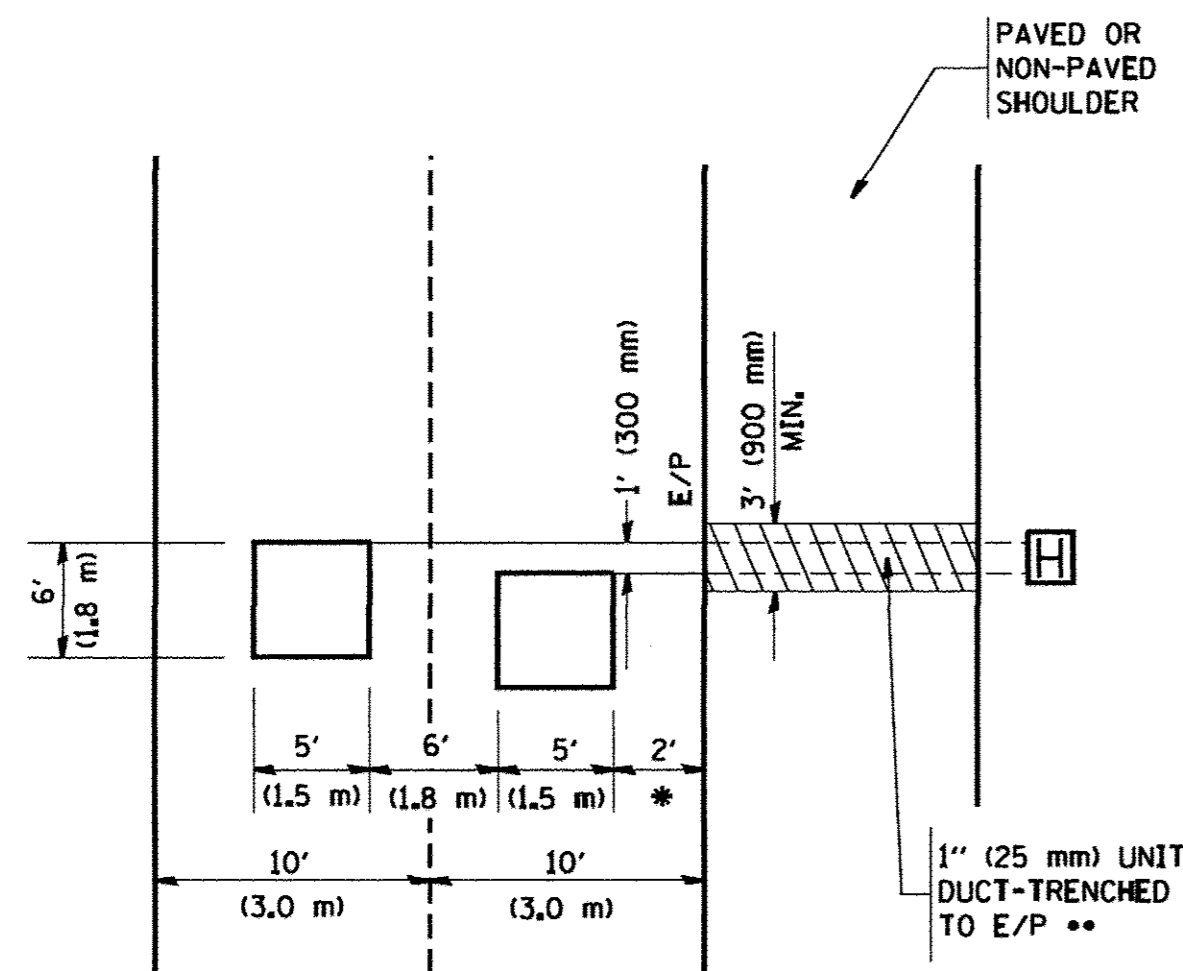
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	36
TS-05		CONTRACT NO. 61021		
FED. ROAD DIST. NO. 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.

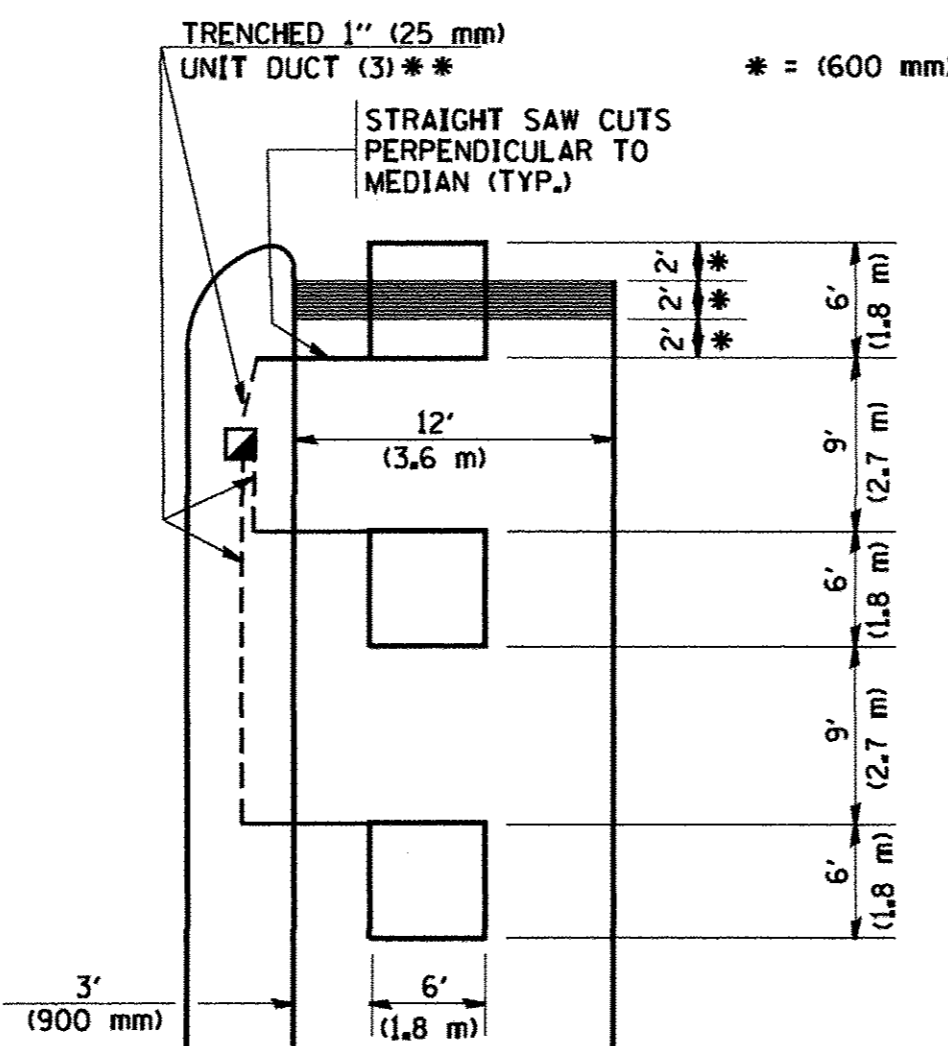


* = (600 mm)

** 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 B14001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



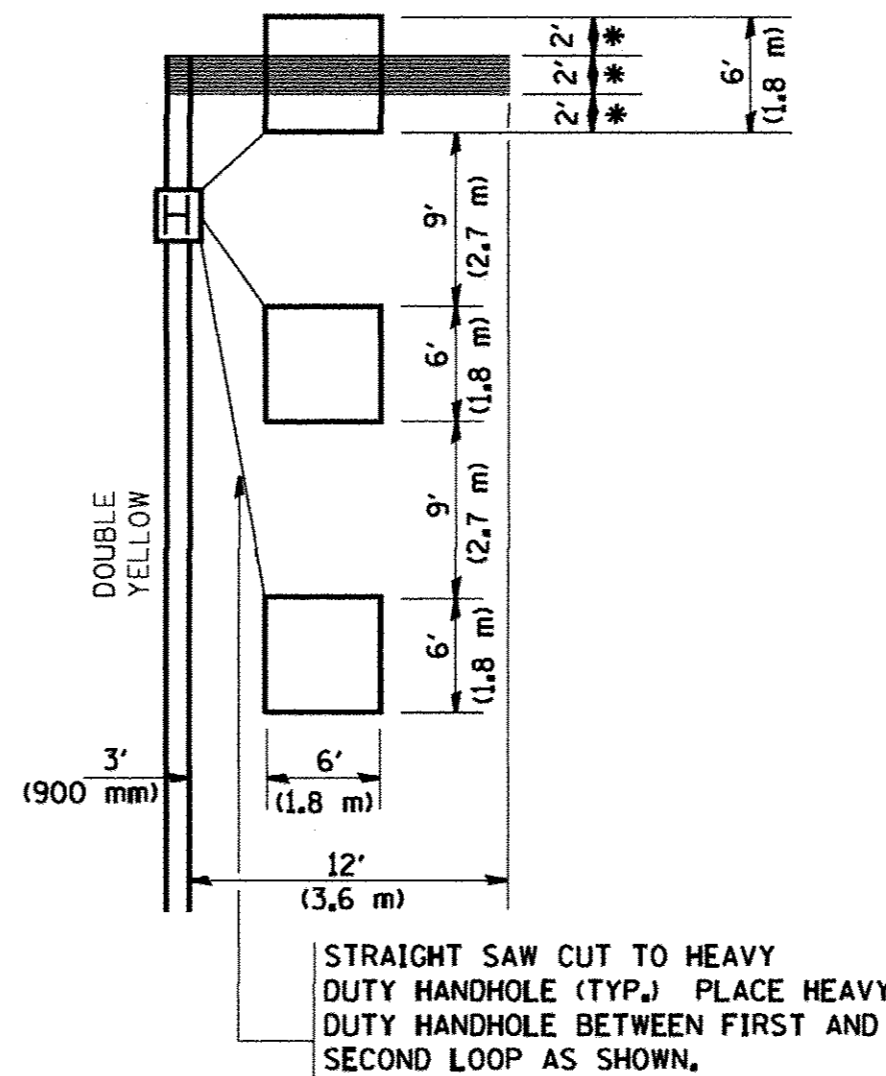
* = (600 mm)

** 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

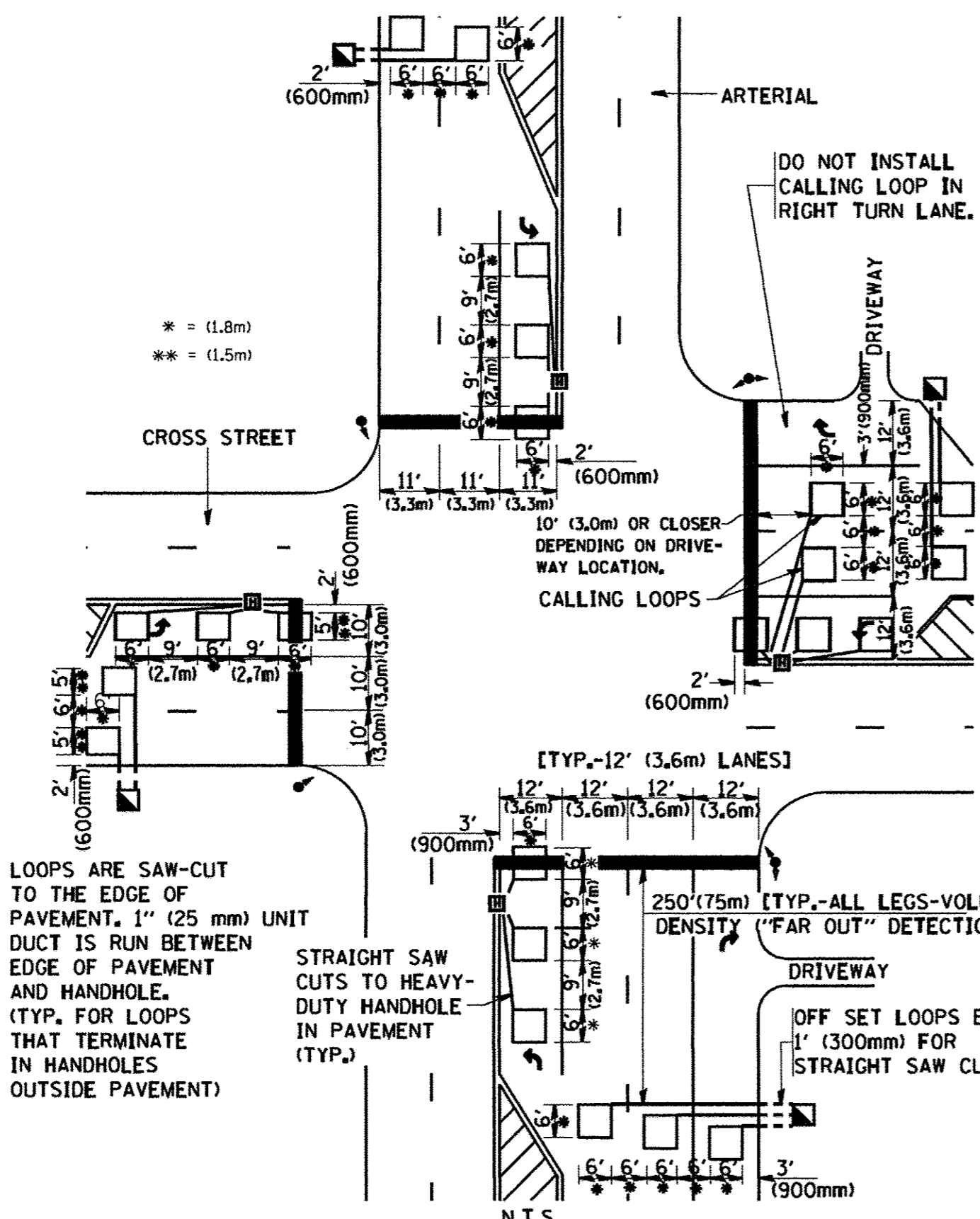
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)**

* = (600 mm)



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)**



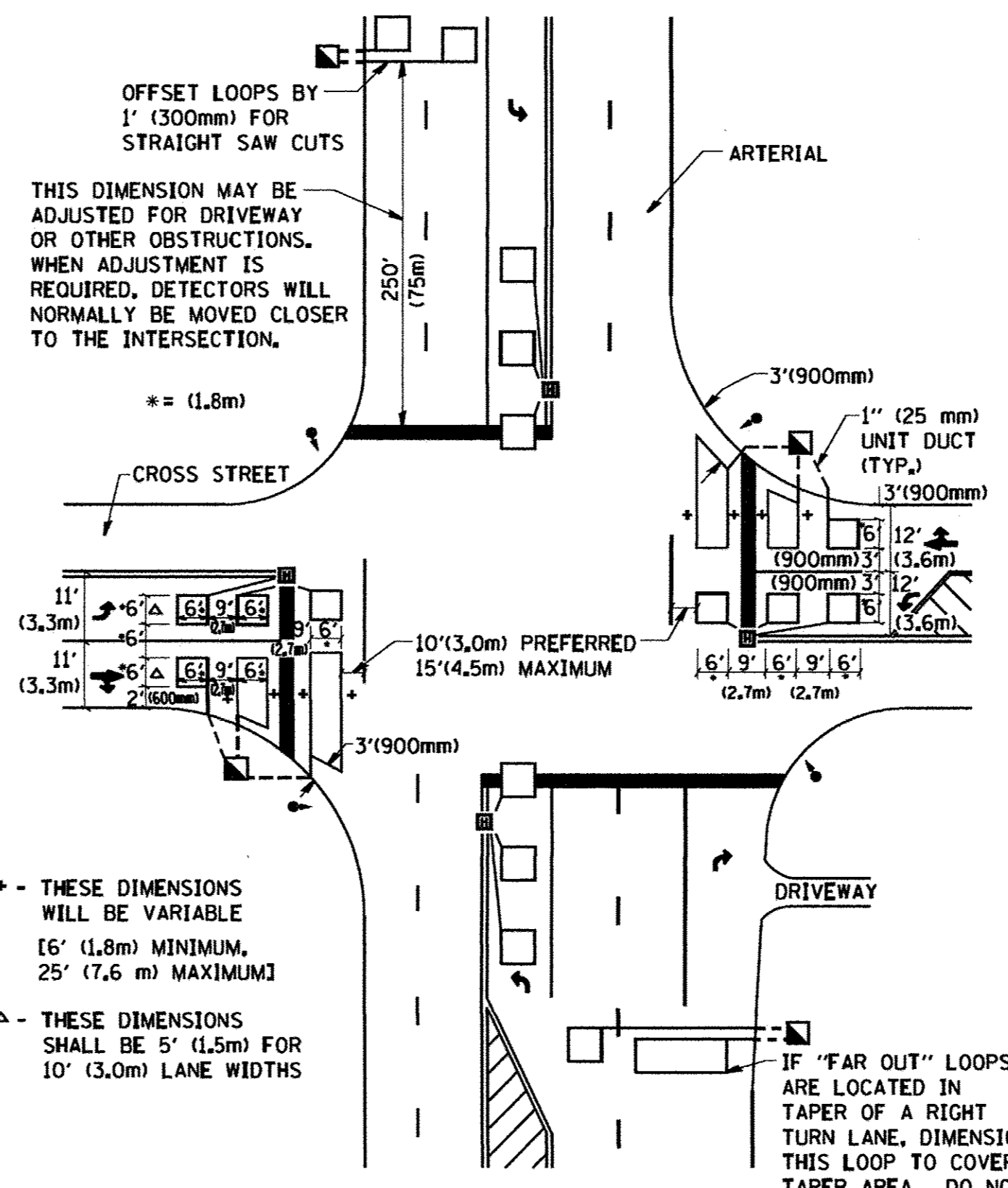
* = (1.8m)
** = (1.5m)

LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE (TYP.) FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

STRAIGHT SAW CUTS TO HEAVY-DUTY HANDHOLE IN PAVEMENT (TYP.)

**DETAIL 1
N.T.S.**

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



± - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**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 SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. 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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 LICENSE NO. 184-00021 - EXPRES 4/30/2015
 8/6/2016
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PLOT DATE = 1/4/2008	DATE -		

**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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1024	14-00101-00-RS	COOK/WILL	37	37
TS-07		CONTRACT NO. 61D21		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				