11-18-11 LETTING ITEM 079

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60L42		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.P. 846: IL ROUTE 53
AT RIVER ROAD
SECTION: 4–N–3
INTERSECTION IMPROVEMENT
PROJECT: HSIP-0846(022)
WILL COUNTY
C–91–696–10

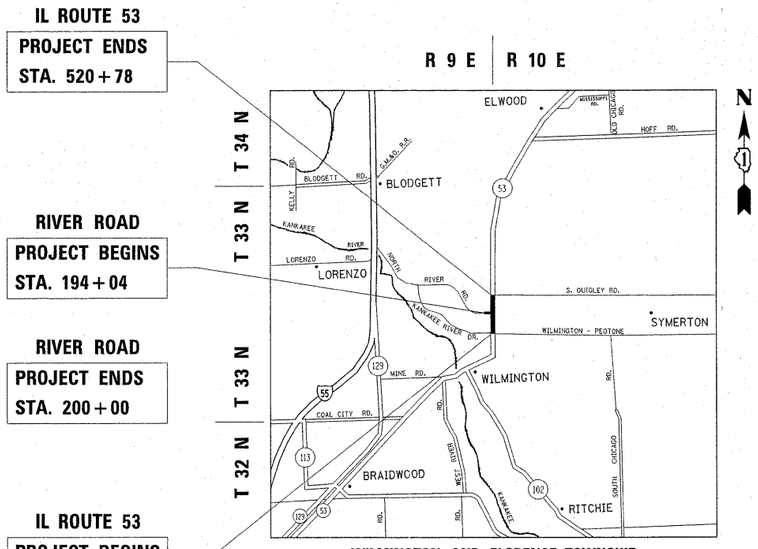
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF WILMINGTON

TRAFFIC DATA:

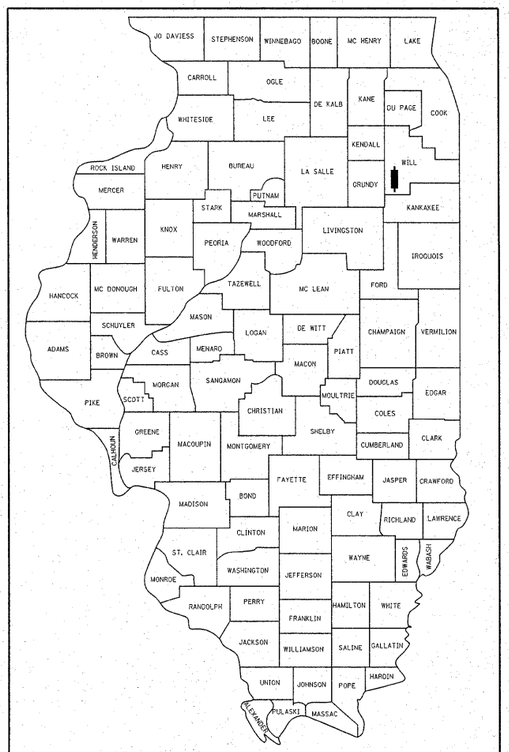
IL ROUTE 53:
2009 ADT = 6,700 – 8,900
SPEED LIMIT = 55 MPH

RIVER ROAD:
2009 ADT = 4,250
SPEED LIMIT = 55 MPH



WILMINGTON AND FLORENCE TOWNSHIP

D–91–696–10



LOCATION OF SECTION INDICATED THUS: –

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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

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

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

CONTRACT NO. 60L42

IL ROUTE 53:
GROSS AND NET LENGTH OF PROJECT = 4642 FEET = 0.89 MILES

RIVER ROAD:
GROSS AND NET LENGTH OF PROJECT = 596 FEET = 0.11 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 22, 20 11
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 14 20 11
Scott E. Stitt, P.E. /a
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 14 20 11
Christine M. Reed /a
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS:

STATE STANDARDS:

000001-06	STANDARD SYMBOLS, ABBREVIATION AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
601001-04	SUB-SURFACE DRAINS
604001-03	FRAME AND LIDS, TYPE 1
701001-02	OFF-ROAD OPERATION 2L, 2W, MORE THAN 15' AWAY
701006-03	OFF-ROAD OPERATIONS 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS $\geq$ 45 MPH
701206-03	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS $\geq$ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS $\geq$ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS $\geq$ 45 MPH
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS $\geq$ 45 MPH
780001-02	TYPICAL PAVEMENT MARKINGS
701901-01	TRAFFIC CONTROL DEVICES
701502-04	
701701-07	

GENERAL NOTES:

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE WILL COUNTY DEPARTMENT OF HIGHWAYS, AND THE CITY OF WILMINGTON.

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

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

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

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

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

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

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

THE ENGINEER SHALL CONTACT MR. LAWRENCE HILL, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

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

WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT STRIPING INDICATING PASSING RESTRICTIONS, "NO PASSING ZONES NOT STRIPED NEXT _____ MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH OTHER LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES. THE SIGNS SHALL BE PLACED JUST PRIOR TO REMOVAL OR COVERING OF THE STRIPE AND SHALL REMAIN IN PLACE UNTIL FULL NO PASSING ZONE STRIPING HAS BEEN RESTORED. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL MAILBOXES WITHIN THE SITE. RELOCATION OF MAILBOXES, IF REQUIRED, WILL NOT BE ELIGIBLE FOR PAYMENT.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT RIVER ROAD
INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	2
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 90% FED. 10% STATE LS3E 0004	ROADWAY 90% FED.-10% STATE LS3E 0005	MULTI-USE PATH 100% COUNTY 07ND 0028	TRAFFIC SIGNAL 90% FED 5% STATE 5% COUNTY LS3E 0021	EMERGENCY VEHICLE PREEMPTION 100% CITY 07PD 0021		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	122	122						
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	30	30						
20101200	TREE ROOT PRUNING	EACH	5	5						
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5						
20200100	EARTH EXCAVATION	CU YD	3667	3667						
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3315	3315						
20800150	TRENCH BACKFILL	CU YD	10	10						
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7825	7825						
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	25,890	25,890						
21400100	GRADING AND SHAPING DITCHES	FOOT	4460	4460						
* 25000210	SEEDING, CLASS 2A	ACRE	5.3	5.3						
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	475	475						
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	475	475						
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	475	475						
* 25100630	EROSION CONTROL BLANKET	SQ YD	25890	25890						
* 25200200	SUPPLEMENTAL WATERING	UNIT	1	1						
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	530	530						
28000305	TEMPORARY DITCH CHECKS	FOOT	22	22						
28000400	PERIMETER EROSION BARRIER	FOOT	4925	4925						
~~28000500~~	~~INLET AND PIPE PROTECTION~~	~~EACH~~	~~12~~	~~12~~						
31101100	SUBBASE GRANULAR MATERIAL, TYPE B	CU YD	665	665						
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	950	75		875				
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	175	175						
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	480	480						
35501330	HOT-MIX ASPHALT BASE COURSE, 11 1/2"	SQ YD	3150	3150						
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	22	13	8	1				
40600300	AGGREGATE (PRIME COAT)	TON	91	49	40	2				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	27	12	15					
40600895	CONSTRUCTING TEST STRIP	EACH	3	2		1				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	65	65						
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	130	60	70					
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "B", N50	TON	185	85		100				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1745	935	810					

	SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 90% FED.-10% STATE 0004	ROADWAY 90% FED.-10% STATE 0005	MULTI-USE PATH 100% COUNTY 0028	TRAFFIC SIGNAL 90% FED. 5% STATE 5% COUNTY 0021	EMERGENCY VEHICLE PREEMPTION 100% CITY 0021		
42001300	PROTECTIVE COAT	SQ YD	104	100		4				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	60	60						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	200			200				
42400800	DETECTABLE WARNINGS	SQ FT	85			85				
44000100	PAVEMENT REMOVAL	SQ YD	150	150						
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	17500	7900	9600					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	675	675						
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	150	150						
44002209	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/4"	SQ YD	1030	475	555					
44003100	MEDIAN REMOVAL	SQ FT	540	540						
44004250	PAVED SHOULDER REMOVAL	SQ YD	3105	3105						
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	220	100	120					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	310	140	170					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	365	175	190					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	4150	4150						
50105220	PIPE CULVERT REMOVAL	FOOT	160	160						
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	6	6						
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	161	161						
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	11	11						
60107600	PIPE UNDERDRAINS 4"	FOOT	550	550						
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	180	180						
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	120	120						
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1125	1125						
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1						
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	8	8						
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6						
67100100	MOBILIZATION	L SUM	1	1						
~~70100450~~	~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701201~~	~~L SUM~~	~~1~~				~~1~~			
~~70100455~~	~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701206~~	~~L SUM~~	~~1~~				~~1~~			
~~70100460~~	~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701306~~	~~L SUM~~	~~1~~				~~1~~			
~~70100600~~	~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701336~~	~~L SUM~~	~~1~~				~~1~~			
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5						

* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT RIVER ROAD
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	3
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: ROADWAY 90% FED. 10% STATE 0004	ROADWAY 90% FED. 10% STATE 0005	MULTI-USE PATH 100% COUNTY 0028	TRAFFIC SIGNAL 90% FED. 5% STATE 5% COUNTY 0021	EMERGENCY VEHICLE PREEMPTION 100% CITY 0021
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	2125	1610	515			
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	327.6	291.2	36.4			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	21295	11560	9735			
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1575	1465	110			
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	30	30				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	275	275				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	100	100				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	715	540	175			
*72000100	SIGN PANEL - TYPE 1	SQ FT	21				21	
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	327.6	291.2	36.4			
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	21295	11560	9735			
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1575	1465	110			
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	30	30				
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	275	275				
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	100	100				
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	230	145	85			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	200	125	75			
*80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1				1	
*81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2855				2855	
*81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	52				52	
*81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	64				64	
*81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	228				228	
*81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	292				292	
*81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	327				327	
*81400200	HEAVY-DUTY HANDHOLE	EACH	9				9	
*81400300	DOUBLE HANDHOLE	EACH	2				2	

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE: ROADWAY 90% FED. 10% STATE 0004	ROADWAY 90% FED. 10% STATE 0005	MULTI-USE PATH 100% COUNTY 0028	TRAFFIC SIGNAL 90% FED. 5% STATE 5% COUNTY 0021	EMERGENCY VEHICLE PREEMPTION 100% CITY 0021
*81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3197				3197	
*85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1				1	
*85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1				1	
*85700300	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1				1	
*86000100	MASTER CONTROLLER	EACH	1				1	
*86200120	UNINTERRUPTIBLE POWER SUPPLY	EACH	2				2	
*86400100	TRANSCEIVER - FIBER OPTIC	EACH	2				2	
*87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	865				865	
*87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1525				900	625
*87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1855				1855	
*87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	575				575	
*87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1585				1585	
*87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	80				80	
*87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2				2	
*87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1				1	
*87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1				1	
*87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1				1	
*87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8				8	
*87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4				4	
*87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	39				39	
*87900200	DRILL EXISTING HANDHOLE	EACH	1				1	
*88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5				5	
*88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3				3	
*88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3				3	
*88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5				5	
*88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1				1	

* SPECIALTY ITEMS

Rev.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT RIVER ROAD
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	4
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY 90% FED. 10% STATE 0004	ROADWAY 90% FED. 10% STATE 0005	MULTI-USE PATH 100% COUNTY 0028	TRAFFIC SIGNAL 90% FED. 5% STATE 5% COUNTY 0021	EMERGENCY VEHICLE PREEMPTION 100% CITY 0021	
*88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1				1		
*88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4				4		
*88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	10				10		
*88500100	INDUCTIVE LOOP DETECTOR	EACH	12				12		
*88600100	DETECTOR LOOP, TYPE I	FOOT	811				811		
*88700200	LIGHT DETECTOR	EACH	2					2	
*88700300	LIGHT DETECTOR AMPLIFIER	EACH	1					1	
*88800100	PEDESTRIAN PUSH-BUTTON	EACH	4				4		
*89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1				1		
*89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1				1		
*A2002920	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	12	12					
*B2001666	TREE, CRATAEGUS CRUSGALLI INERMIS (THORN LESS COCKSPUR HAWTHORN), 6' HEIGHT, SHRUB FORM, BALLED AND BURLAPPED	EACH	9	9					
*K0029634	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	2	2					
*87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3125				3125		
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1	1					
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	3	3					
X4024000	TEMPORARY ACCESS (FIELD ENTRANCE)	EACH	1	1					
X4060826	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	875	470	405				
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.75	0.25				
*87100010	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3160				3160		
*87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6, 1C	FOOT	1080				1080		
*X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	625					625	
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	7825	7825					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	77.1	77.1					
*Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1				1		
Z0042002	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1250	1250					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004	ROADWAY 0005	MULTI-USE PATH 0028	TRAFFIC SIGNAL 0021	EMERGENCY VEHICLE PREEMPTION 0021	

* SPECIALTY ITEMS

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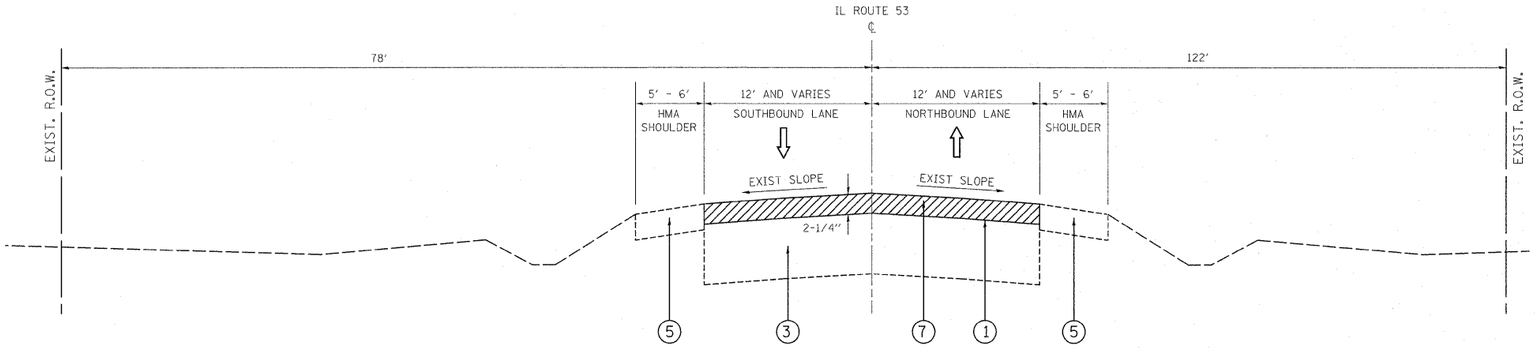
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

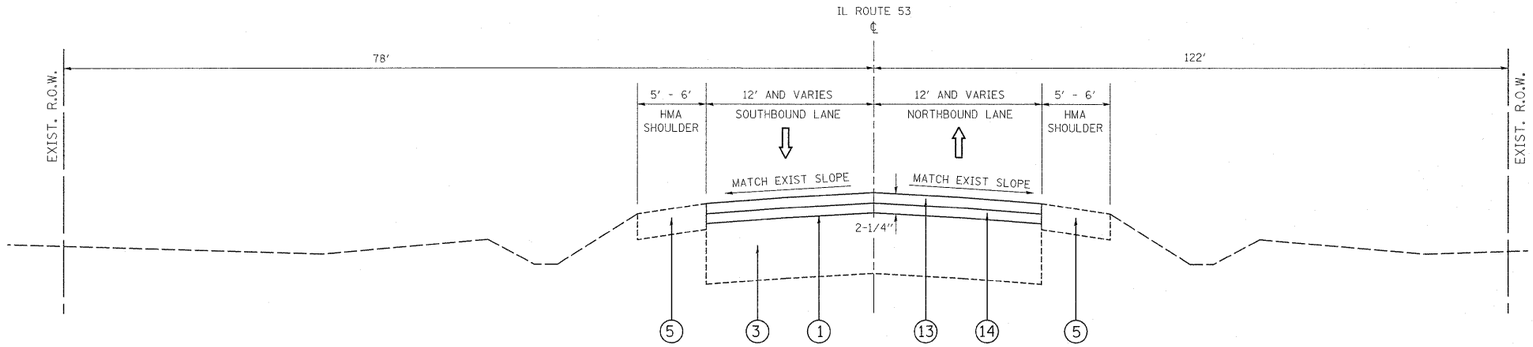
IL ROUTE 53 AT RIVER ROAD
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	5
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
IL ROUTE 53
STA. 474+36 TO STA. 489+66
STA. 508+38 TO STA. 515+00



PROPOSED TYPICAL SECTION
IL ROUTE 53
STA. 474+36 TO STA. 489+66
STA. 508+38 TO STA. 515+00

HOT-MIX ASPHALT MIXTURE NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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. FOR "PERCENT OF RAP" SEE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

LEGEND:

1. EXISTING HMA SURFACE AFTER MILLING (0" AND VARIES)
2. EXISTING HMA SURFACE AFTER MILLING (9-1/2" AND VARIES)
3. EXISTING P.C.C. PAVEMENT, 10"
4. EXISTING AGGREGATE BASE, 6"
5. EXISTING HMA SHOULDER TO REMAIN IN PLACE
6. EXISTING HMA SHOULDER TO BE REMOVED
7. PROPOSED HMA SURFACE REMOVAL, 2-1/4"
8. PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
9. PROPOSED AGGREGATE SUBGRADE, 12"
10. PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE, 6"
11. PROPOSED PIPE UNDERDRAINS, 4" (SEE TYPICAL SECTION NOTES)
12. PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
13. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
14. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
15. PROPOSED HOT-MIX ASPHALT BASE COURSE, 11-1/2"
16. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
17. PROPOSED HOT-MIX ASPHALT SHOULDER, 8" (2 LIFTS)
18. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 5-3/4"
19. PROPOSED TOPSOIL FURNISH AND PLACE, 4"
20. PROPOSED SEEDING, CLASS 2A

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 MM) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	 4% @ 70 GYR. 4% @ 50 GYR.
PAVEMENT WIDENING HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 MM) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	 4% @ 70 GYR. 4% @ 50 GYR. 4% @ 70 GYR.
HMA SHOULDER HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 MM)	 2% @ 50 GYR.
PATCHING CLASS D PATCH (HMA BINDER IL-19 MM), 10" HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 MM), 2-1/4"	 4% @ 70 GYR. 4% @ 70 GYR.
HMA DRIVEWAY (P.E.) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM), 2" HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM), 6"	 4% @ 50 GYR. 4% @ 50 GYR.
HMA DRIVEWAY (C.E.) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM), 2" HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM), 8"	 4% @ 50 GYR. 4% @ 50 GYR.
HMA FIELD ENTRANCE HOT-MIX ASPAHLT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM), 2"	 4% @ 50 GYR.
HMA MULTI-PURPOSE PATH HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM)	 4% @ 50 GYR.

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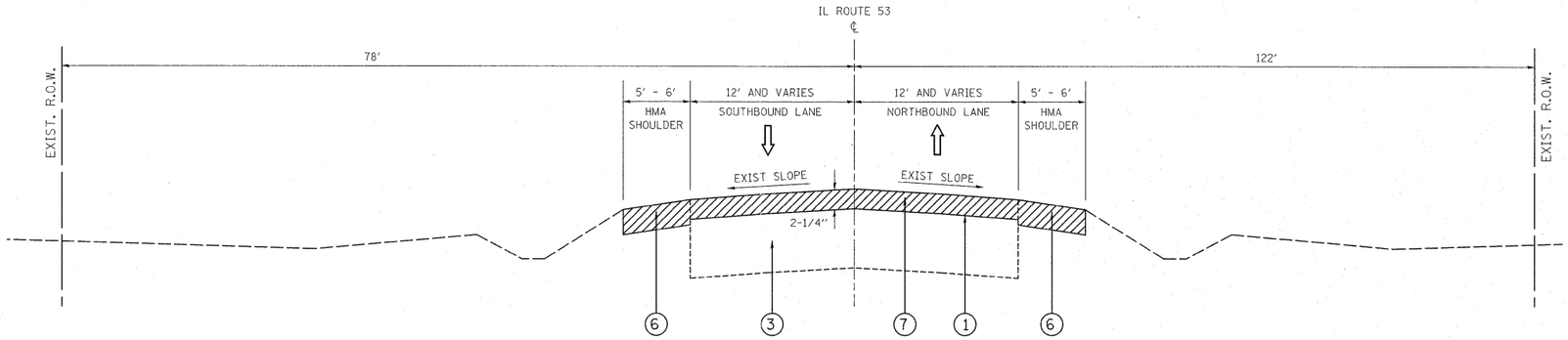
	PLOT DATE = 9/8/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

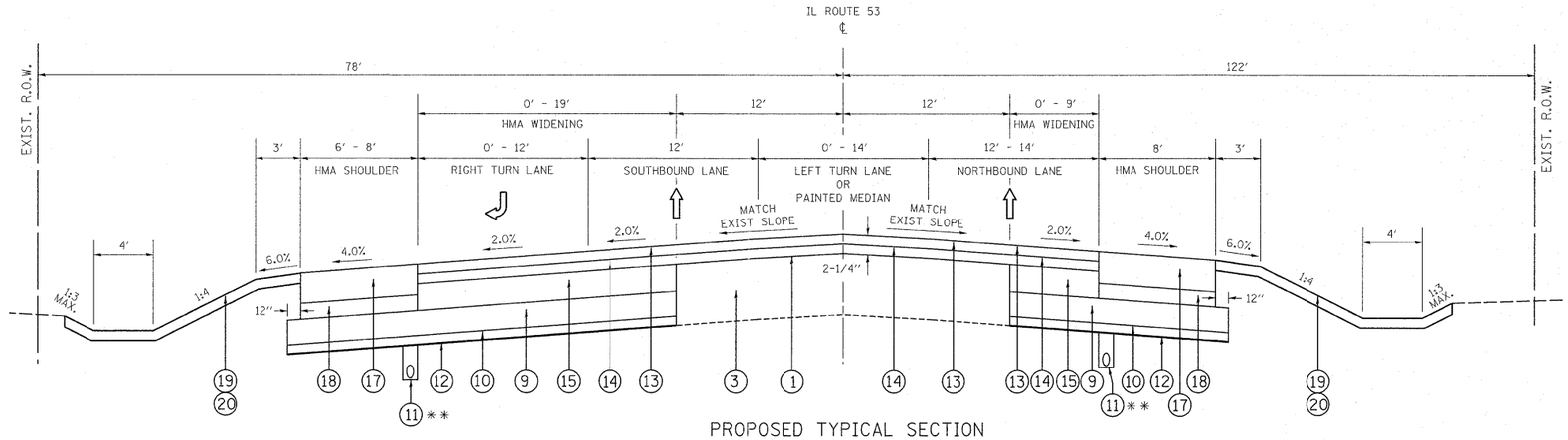
IL ROUTE 53 AT RIVER ROAD
EXISTING AND PROPOSED TYPICAL SECTIONS

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

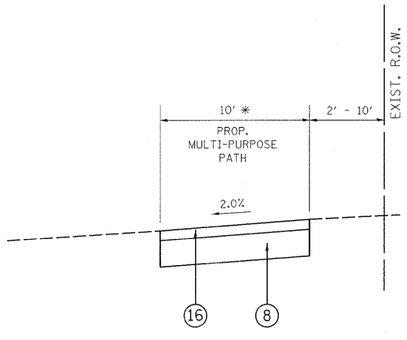
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	6
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
IL ROUTE 53
STA. 489+66 TO STA. 508+38



PROPOSED TYPICAL SECTION
IL ROUTE 53
STA. 489+66 TO STA. 508+38



PROPOSED TYPICAL SECTION
PROPOSED MULTI-USE PATH
IL ROUTE 53
STA. 495+30 RT TO STA. 499+60 RT
STA. 497+00 LT TO STA. 499+60 LT

TYPICAL SECTION NOTES:

* PROPOSED MULTI PURPOSE PATH SHALL BE SLOPED AT 2.0% TOWARDS ROADWAY

** PROPOSED PIPE UNDERDRAINS SHALL BE PLACED LONGITUDINALLY AT THE FOLLOWING LOCATIONS AS DETERMINED BY THE ENGINEER:

FROM: STA. 491+00 LT TO STA. 491+50 LT
STA. 491+00 RT TO STA. 491+50 RT
STA. 494+50 LT TO STA. 495+00 LT
STA. 494+50 RT TO STA. 495+00 RT
STA. 498+00 LT TO STA. 498+50 LT
STA. 498+00 RT TO STA. 498+50 RT
STA. 502+50 RT TO STA. 503+00 RT
STA. 503+50 LT TO STA. 504+00 LT

*** PROPOSED PIPE UNDERDRAINS SHALL BE PLACED LONGITUDINALLY AT THE FOLLOWING LOCATIONS AS DETERMINED BY THE ENGINEER:

FROM: STA. 195+00 RT TO STA. 195+50 RT
STA. 198+00 RT TO STA. 198+50 RT
STA. 198+00 LT TO STA. 195+50 LT

LEGEND:

(1) EXISTING HMA SURFACE AFTER MILLING (0″ AND VARIES)
(2) EXISTING HMA SURFACE AFTER MILLING (9-1/2″ AND VARIES)
(3) EXISTING P.C.C. PAVEMENT, 10″
(4) EXISTING AGGREGATE BASE, 6″
(5) EXISTING HMA SHOULDER TO REMAIN IN PLACE
(6) EXISTING HMA SHOULDER TO BE REMOVED
(7) PROPOSED HMA SURFACE REMOVAL, 2-1/4″
(8) PROPOSED AGGREGATE BASE COURSE, TYPE B, 8″
(9) PROPOSED AGGREGATE SUBGRADE, 12″
(10) PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE, 6″
(11) PROPOSED PIPE UNDERDRAINS, 4″ (SEE TYPICAL SECTION NOTES)
(12) PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(13) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2″
(14) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
(15) PROPOSED HOT-MIX ASPHALT BASE COURSE, 11-1/2″
(16) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2″
(17) PROPOSED HOT-MIX ASPHALT SHOULDER, 8″ (2 LIFTS)
(18) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 5-3/4″
(19) PROPOSED TOPSOIL FURNISH AND PLACE, 4″
(20) PROPOSED SEEDING, CLASS 2A

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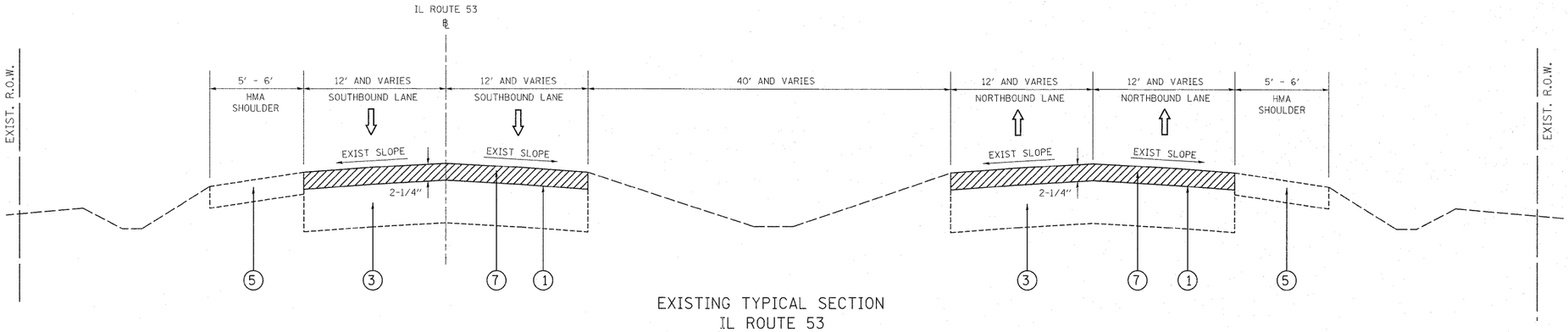
		DRAWN -	REVISED -
9-13-2011	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/8/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

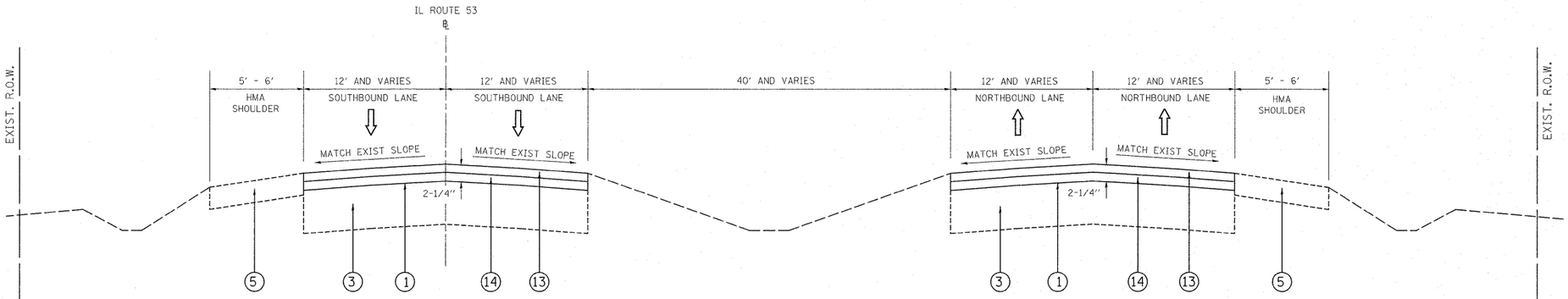
IL ROUTE 53 AT RIVER ROAD
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	7
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
IL ROUTE 53
STA. 515+00 TO STA. 520+78



PROPOSED TYPICAL SECTION
IL ROUTE 53
STA. 515+00 TO STA. 520+78

LEGEND:

(1) EXISTING HMA SURFACE AFTER MILLING (0" AND VARIES)
(2) EXISTING HMA SURFACE AFTER MILLING (9-1/2" AND VARIES)
(3) EXISTING P.C.C. PAVEMENT, 10"
(4) EXISTING AGGREGATE BASE, 6"
(5) EXISTING HMA SHOULDER TO REMAIN IN PLACE
(6) EXISTING HMA SHOULDER TO BE REMOVED
(7) PROPOSED HMA SURFACE REMOVAL, 2-1/4"
(8) PROPOSED AGGREGATE BASE COURSE, TYPE B, 8"
(9) PROPOSED AGGREGATE SUBGRADE, 12"
(10) PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE, 6"
(11) PROPOSED PIPE UNDERDRAINS, 4" (SEE TYPICAL SECTION NOTES)
(12) PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(13) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
(14) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
(15) PROPOSED HOT-MIX ASPHALT BASE COURSE, 11-1/2"
(16) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
(17) PROPOSED HOT-MIX ASPHALT SHOULDER, 8" (2 LIFTS)
(18) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 5-3/4"
(19) PROPOSED TOPSOIL FURNISH AND PLACE, 4"
(20) PROPOSED SEEDING, CLASS 2A

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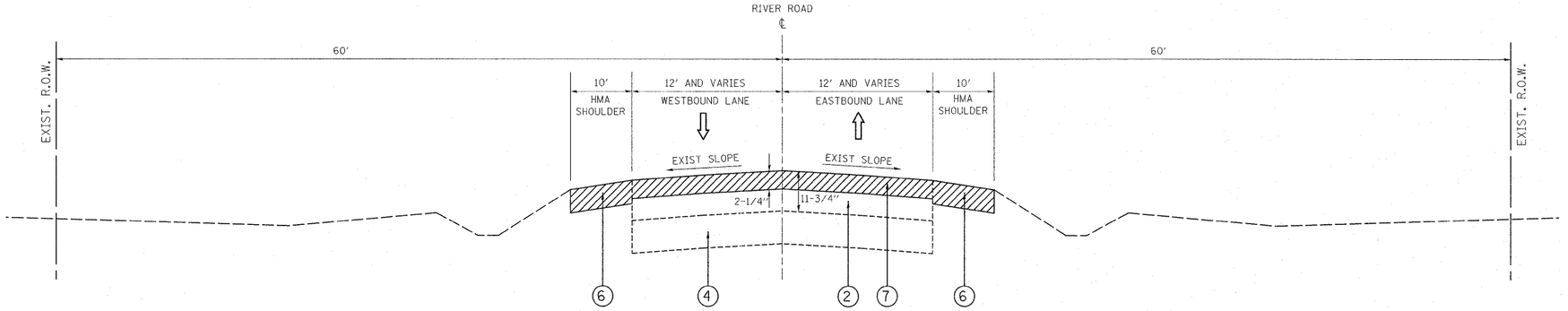
9-13-2011	PLOT DATE = 9/8/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

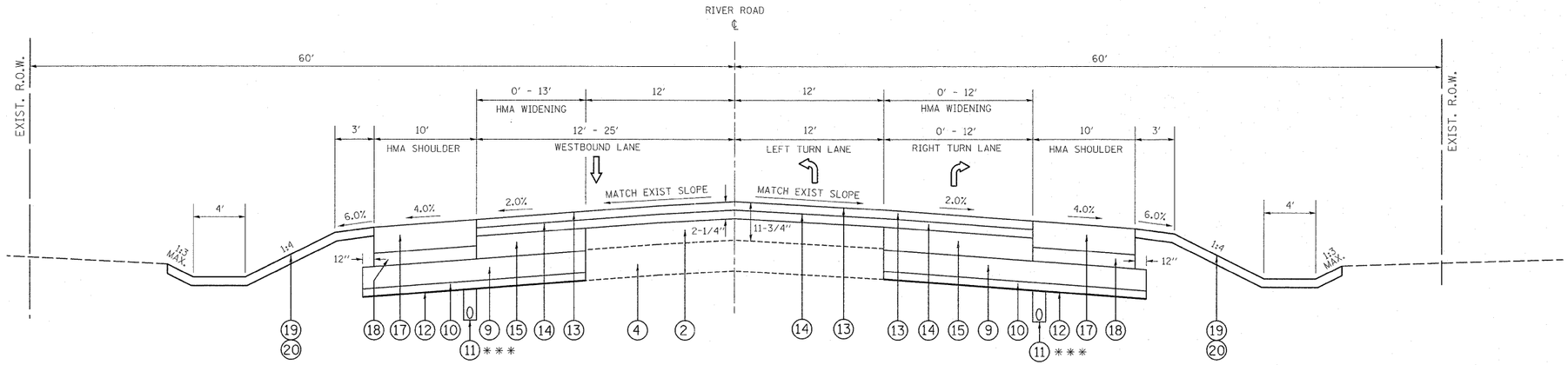
IL ROUTE 53 AT RIVER ROAD
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	8
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION
RIVER ROAD
STA. 194+04 TO STA. 200+00



PROPOSED TYPICAL SECTION
RIVER ROAD
STA. 194+04 TO STA. 200+00

TYPICAL SECTION NOTES:

* PROPOSED MULTI PURPOSE PATH SHALL BE SLOPED AT 2.0% TOWARDS ROADWAY

** PROPOSED PIPE UNDERDRAINS SHALL BE PLACED LONGITUDINALLY AT THE FOLLOWING LOCATIONS AS DETERMINED BY THE ENGINEER:

FROM: STA. 491+00 LT TO STA. 491+50 LT
STA. 491+00 RT TO STA. 491+50 RT
STA. 494+50 LT TO STA. 495+00 LT
STA. 494+50 RT TO STA. 495+00 RT
STA. 498+00 LT TO STA. 498+50 LT
STA. 498+00 RT TO STA. 498+50 RT
STA. 502+50 RT TO STA. 503+00 RT
STA. 503+50 LT TO STA. 504+00 LT

*** PROPOSED PIPE UNDERDRAINS SHALL BE PLACED LONGITUDINALLY AT THE FOLLOWING LOCATIONS AS DETERMINED BY THE ENGINEER:

FROM: STA. 195+00 RT TO STA. 195+50 RT
STA. 198+00 RT TO STA. 198+50 RT
STA. 198+00 LT TO STA. 195+50 LT

LEGEND:

(1) EXISTING HMA SURFACE AFTER MILLING (0″ AND VARIES)
(2) EXISTING HMA SURFACE AFTER MILLING (9-1/2″ AND VARIES)
(3) EXISTING P.C.C. PAVEMENT, 10″
(4) EXISTING AGGREGATE BASE, 6″
(5) EXISTING HMA SHOULDER TO REMAIN IN PLACE
(6) EXISTING HMA SHOULDER TO BE REMOVED
(7) PROPOSED HMA SURFACE REMOVAL, 2-1/4″
(8) PROPOSED AGGREGATE BASE COURSE, TYPE B, 8″
(9) PROPOSED AGGREGATE SUBGRADE, 12″
(10) PROPOSED POROUS GRANULAR EMBANKMENT, SUBGRADE, 6″
(11) PROPOSED PIPE UNDERDRAINS, 4″ (SEE TYPICAL SECTION NOTES)
(12) PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(13) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N70, 1-1/2″
(14) PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4″
(15) PROPOSED HOT-MIX ASPHALT BASE COURSE, 11-1/2″
(16) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX ″D″, N50, 2″
(17) PROPOSED HOT-MIX ASPHALT SHOULDER, 8″ (2 LIFTS)
(18) PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 5-3/4″
(19) PROPOSED TOPSOIL FURNISH AND PLACE, 4″
(20) PROPOSED SEEDING, CLASS 2A

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	PLOT DATE = 9/8/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AT RIVER ROAD
EXISTING AND PROPOSED TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	9
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TREE REMOVAL SCHEDULE (IL ROUTE 53)

LOCATION	OFFSET	DESCRIPTION			REASON FOR REMOVAL
		DIAMETER	6 TO 15 UNITS	OVER 15 UNITS	
STATION	FEET	INCHES			
STA. 500+23.88	25.83	30		30	PAVEMENT WIDENING
STA. 501+37.71	28.12	5 @ 6"	30		PAVEMENT WIDENING
STA. 501+37.76	28.37	5 @ 9"	45		PAVEMENT WIDENING
STA. 501+86.63	28.30	14	14		PAVEMENT WIDENING
STA. 501+89.11	29.11	14	14		PAVEMENT WIDENING
STA. 501+94.46	31.12	7	7		PAVEMENT WIDENING
STA. 501+94.87	28.45	12	12		PAVEMENT WIDENING
		TOTAL	122	30	

EARTHWORK SCHEDULE LEGEND:

(1) LOCATION FROM PLAN

(2) QUANTITY OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL FROM CROSS SECTIONS

(3) QUANTITY OF EARTH EXCAVATION (CUT) FROM CROSS SECTIONS

(4) QUANTITY OF EARTH EXCAVATION (CUT) ADJUSTED FOR A SHRINKAGE FACTOR OF 15%

(5) QUANTITY OF EMBANKMENT (FILL) FROM CROSS SECTIONS

(6) QUANTITY OF POROUS GRANULAR EMBANKMENT, SUBGRADE FROM CROSS SECTIONS

(7) ADJUSTED EARTH EXCAVATION (CUT) MINUS EMBANKMENT (FILL) - (COLUMN 4 MINUS COLUMN 5)
(+) = QUANTITY OF EARTH TO BE WASTED
(-) = QUANTITY OF FURNISHED EXCAVATION NEEDED

EARTHWORK SCHEDULE (RIVER ROAD)

LOCATION (1)	UNSUITABLE MATERIAL (2)	EARTH EXCAVATION (3)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (4)	EMBANKMENT (5)	POROUS GRANULAR EMBANKMENT, SUBGRADE (6)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (7)
STATION	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 193+00 TO STA. 194+00	93	23	20	50	50	-30
STA. 194+00 TO STA. 194+04	5	3	3	3	3	+0
STA. 194+04 TO STA. 195+00	139	118	101	61	73	+40
STA. 195+00 TO STA. 196+00	167	145	124	67	97	+57
STA. 196+00 TO STA. 196+80	116	97	83	67	107	+16
STA. 196+80 TO STA. 197+00	22	21	18	22	34	-4
STA. 197+00 TO STA. 198+00	150	136	116	123	189	-7
STA. 198+00 TO STA. 198+50	82	80	68	38	66	+30
STA. 198+50 TO STA. 199+00	84	94	80	27	47	+53
TOTAL	858	717	613	458	666	+155

EARTHWORK SCHEDULE (IL ROUTE 53)

LOCATION (1)	UNSUITABLE MATERIAL (2)	EARTH EXCAVATION (3)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (4)	EMBANKMENT (5)	POROUS GRANULAR EMBANKMENT, SUBGRADE (6)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (7)
STATION	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD	CUBIC YARD
STA. 490+00 TO STA. 491+00	113	141	120	34	38	+86
STA. 491+00 TO STA. 492+00	113	186	159	10	45	+149
STA. 492+00 TO STA. 493+00	113	204	174	8	52	+166
STA. 493+00 TO STA. 494+00	126	212	181	8	60	+173
STA. 494+00 TO STA. 495+00	130	208	177	10	65	+167
STA. 495+00 TO STA. 495+55	79	117	100	7	37	+93
STA. 495+55 TO STA. 496+00	78	82	70	20	30	+50
STA. 496+00 TO STA. 497+00	191	145	124	76	67	+48
STA. 497+00 TO STA. 498+00	193	145	124	60	67	+64
STA. 498+00 TO STA. 499+00	195	188	160	34	73	+126
STA. 499+00 TO STA. 500+00	150	212	181	13	62	+168
STA. 500+00 TO STA. 501+00	150	232	198	10	60	+188
STA. 501+00 TO STA. 502+00	184	215	183	25	69	+158
STA. 502+00 TO STA. 503+00	112	117	100	23	45	+77
STA. 503+00 TO STA. 504+00	93	115	98	12	39	+86
STA. 504+00 TO STA. 504+20	22	28	24	2	9	+22
STA. 504+20 TO STA. 505+00	76	109	93	8	30	+85
STA. 505+00 TO STA. 506+00	106	119	102	21	39	+81
STA. 506+00 TO STA. 507+00	99	82	70	32	38	+38
STA. 507+00 TO STA. 508+00	95	69	59	54	36	+5
STA. 508+00 TO STA. 508+38	39	24	21	28	13	-7
TOTAL	2457	2950	2518	495	974	+2023

BENCHMARKS

CP#1 - "X" CUT IN CONC, ISLAND IN INTERSECTION - ELEV. 562.97

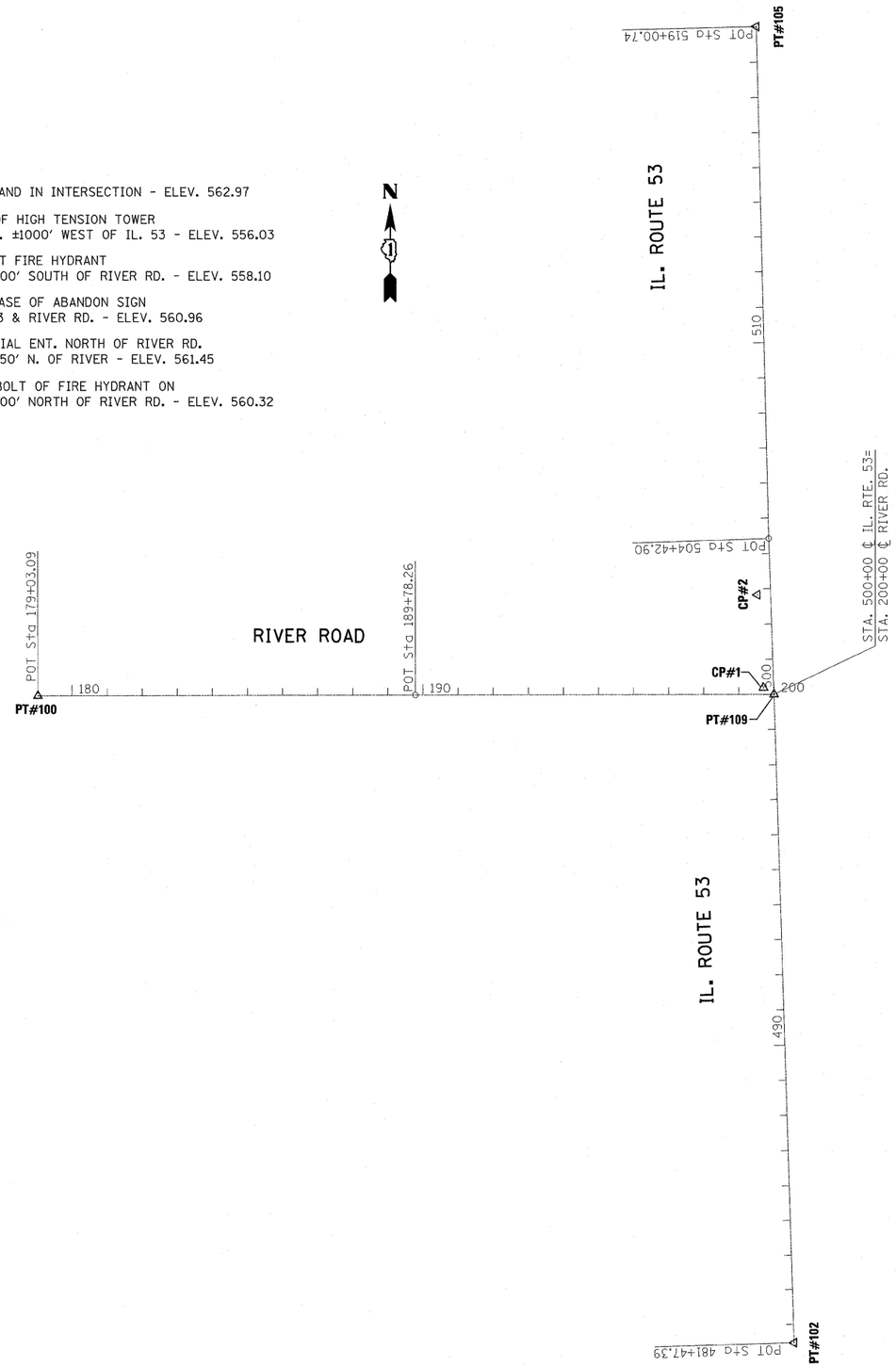
BM#1 - "□" IN CONC. BASE OF HIGH TENSION TOWER
SOUTH SIDE RIVER RD. ±1000' WEST OF IL. 53 - ELEV. 556.03

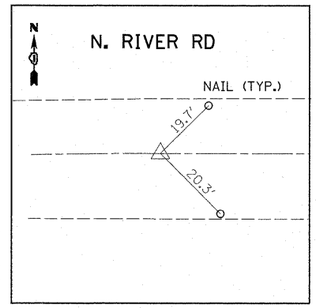
BM#2 - "X" IN EASTERLY BOLT FIRE HYDRANT
EAST SIDE IL. 53 ±1000' SOUTH OF RIVER RD. - ELEV. 558.10

BM#3 - "□" IN S.W. CONC. BASE OF ABANDON SIGN
IN N.W. CORNER IL. 53 & RIVER RD. - ELEV. 560.96

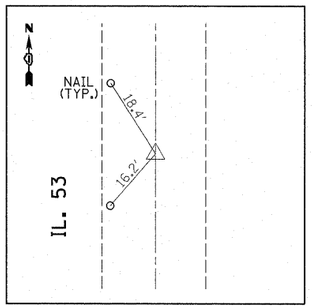
CP#2 - MAG NAIL IN COMMERCIAL ENT. NORTH OF RIVER RD.
ON W. SIDE IL. 53 ±250' N. OF RIVER - ELEV. 561.45

BM#4 - "X" SOUTHWESTERLY BOLT OF FIRE HYDRANT ON
EAST SIDE IL. 53 ±1000' NORTH OF RIVER RD. - ELEV. 560.32

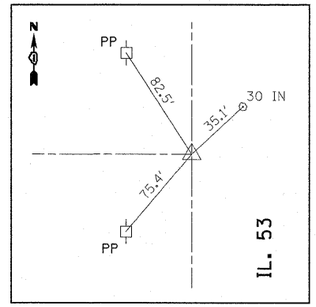




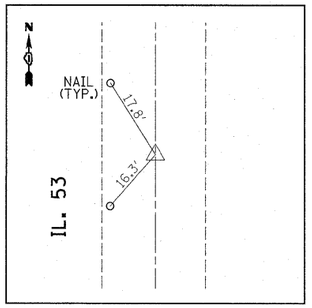
PT #100
MAG NAIL SET
STA. 179+03.09
N 1697576.3995
E 1037201.8763



PT #105
MAG NAIL SET
STA. 519+00.74
N 1699482.6796
E 1039247.6525



PT #109
MAG NAIL SET ℄-℄
N 1697582.6480
E 1039298.7809



PT #102
MAG NAIL SET
STA. 481+47.39
N 1695730.9224
E 1039356.1261

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		DRAWN -	REVISED -
	PLOT SCALE = 200.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES AND BENCHMARKS
IL ROUTE 53 AT RIVER ROAD

SCALE: 1"= 200' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	11
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
CHANGES CHECKED
BLM. NOTED
STRUCTURE NO'S/ATN'S CHK'D
NOTE BOOK
NO.
BY
DATE

LEGEND:
⊗ TREE REMOVAL

BEGIN PROJECT STA. 474+36

E. KANKAKEE RIVER DR.

EX. 3 SPAN SHLDR.

10' 10'

EXIST. R.O.W.

EXIST. HMA SHLDR.

475+00

12' 12'

W. PEOTONE RD.

EXIST. R.O.W.

EXIST. HMA SHLDR.

EXIST. HMA SHOULDER

480+00

POT STA 481+47.39

77.68'

122.32'

EXIST. R.O.W.

EXIST. HMA SHOULDER

485+00

7.5'

11.8'

13.8'

5.5'

EXIST. HMA SHOULDER

EXIST. R.O.W.

IL. ROUTE 53

MATCHLINE STA. 487+00

LEGEND:
⊗ TREE REMOVAL

F.O. WARNING SIGN

BEGIN PROJECT STA. 474+36

E. KANKAKEE RIVER DR.

W. PEOTONE RD.

PROP. HMA SURFACE REMOVAL, 2-¼"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1-½"

EXIST. R.O.W.

475+00

480+00

485+00

EXIST. R.O.W.

IL. ROUTE 53

MATCHLINE STA. 487+00

EXIST. R.O.W.

EXIST. R.O.W.

PROFILE
SURVEYED
PLOTTED
CHANGES CHECKED
BLM. NOTED
STRUCTURE NO'S/ATN'S CHK'D
NOTE BOOK
NO.

560
555
550
545
540

IL. ROUTE 53 EXISTING ℄ PROFILE
IL. ROUTE 53 PROPOSED ℄ PROFILE

558.35

558.32
558.32

558.25
558.25

RESURFACING AREA NO PROFILE INFORMATION

486+00

487+00

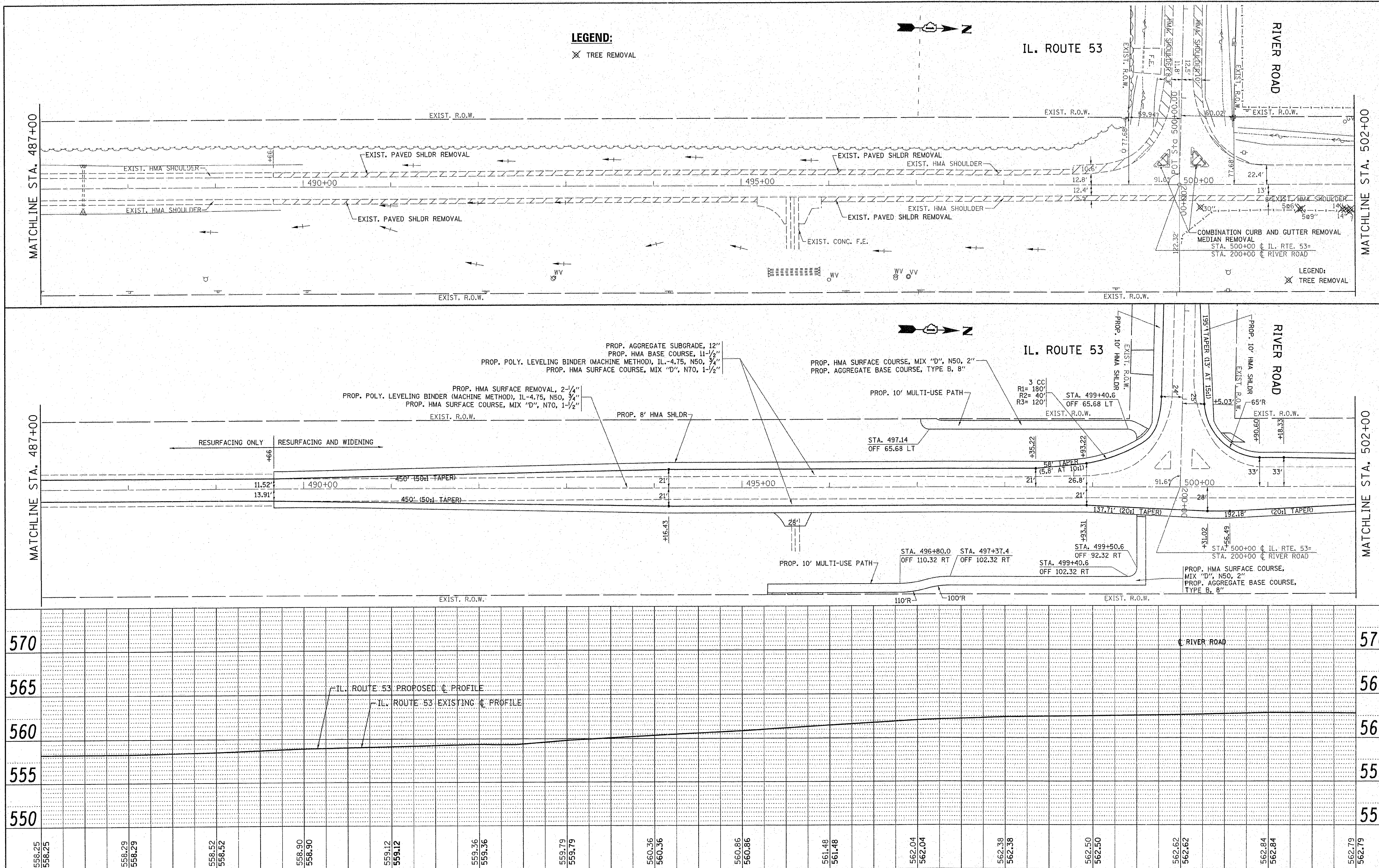
FILE NAME = P142009-sht-plnprf.dgn	USER NAME = beckertcm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED ROADWAY PLAN AND PROFILE
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 474+36.00 TO STA. 487+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	12
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			


LEGEND:
TREE REMOVAL
IL. ROUTE 53
RIVER ROAD
MATCHLINE STA. 487+00
MATCHLINE STA. 502+00
EXIST. R.O.W.
EXIST. PAVED SHLDR REMOVAL
EXIST. HMA SHOULDER
EXIST. CONC. F.E.
COMBINATION CURB AND GUTTER REMOVAL
MEDIAN REMOVAL
STA. 500+00 ℄ IL. RTE. 53=
STA. 200+00 ℄ RIVER ROAD
PROP. AGGREGATE SUBGRADE, 12"
PROP. HMA BASE COURSE, 11-1/2"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
PROP. HMA SURFACE REMOVAL, 2-1/4"
PROP. 8' HMA SHLDR
RESURFACING ONLY
RESURFACING AND WIDENING
450' (50:1 TAPER)
PROP. HMA SURFACE COURSE, MIX "D", N50, 2"
PROP. AGGREGATE BASE COURSE, TYPE B, 8"
PROP. 10' MULTI-USE PATH
STA. 497.14
OFF 65.68 LT
STA. 499+40.6
OFF 65.68 LT
58' TAPER (5.8' AT 10:1)
137.71' (20:1 TAPER)
192.18' (20:1 TAPER)
STA. 496+80.0 OFF 110.32 RT
STA. 497+37.4 OFF 102.32 RT
STA. 499+50.6 OFF 92.32 RT
STA. 499+40.6 OFF 102.32 RT
PROP. 10' HMA SHLDR
195' TAPER (13' AT 15:1)
℄ RIVER ROAD
IL. ROUTE 53 PROPOSED ℄ PROFILE
IL. ROUTE 53 EXISTING ℄ PROFILE
570
565
560
555
550
487+00
488+00
489+00
490+00
491+00
492+00
493+00
494+00
495+00
496+00
497+00
498+00
499+00
500+00
501+00
502+00

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	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -	
	PLOT DATE = 9/12/2011	CHECKED -	REVISED -	
		DATE -	REVISED -	

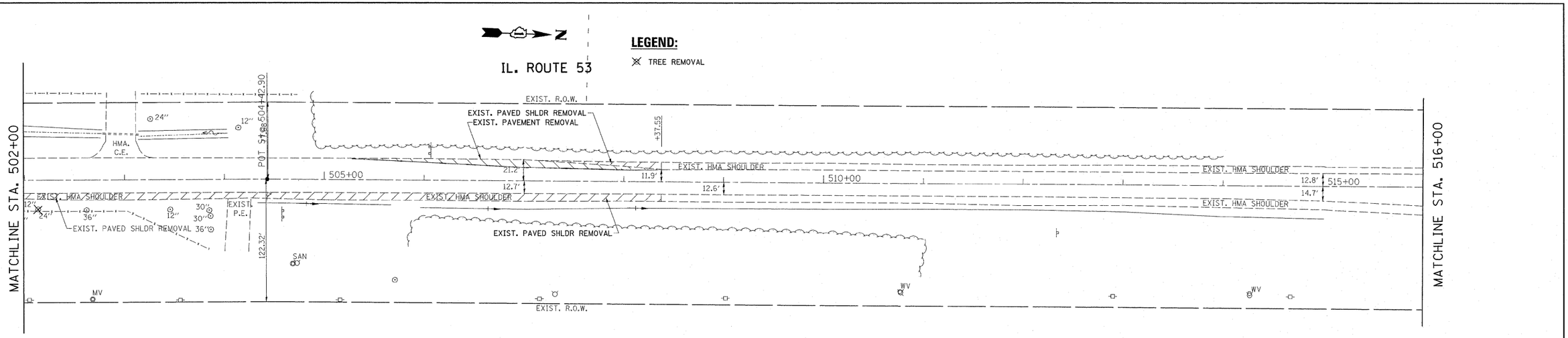
EXISTING & PROPOSED ROADWAY PLAN AND PROFILE
IL. ROUTE 53 AT RIVER ROAD

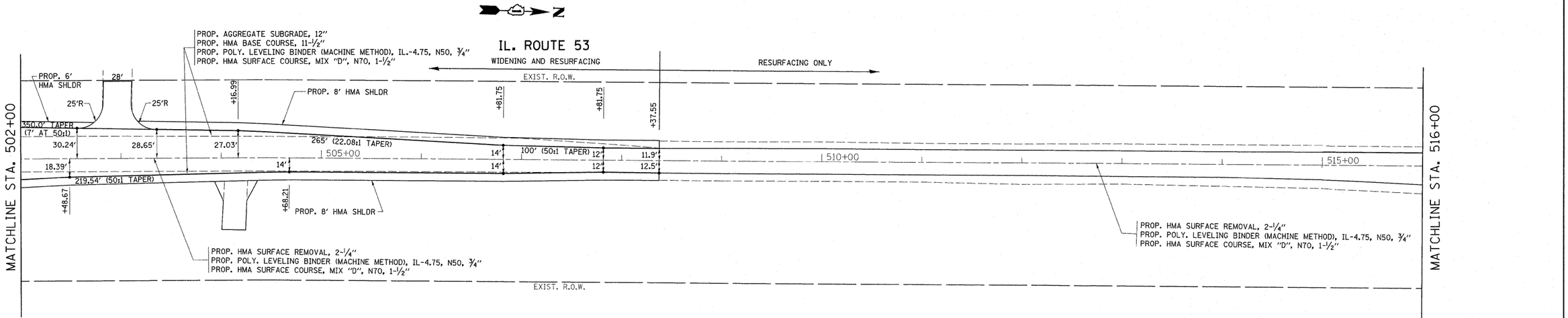
HOR. SCALE: 1"=5' VER. SCALE: 1"=50' SHEET NO. OF SHEETS STA. 487+00.00 TO STA. 502+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	13
		CONTRACT NO. 60L42		

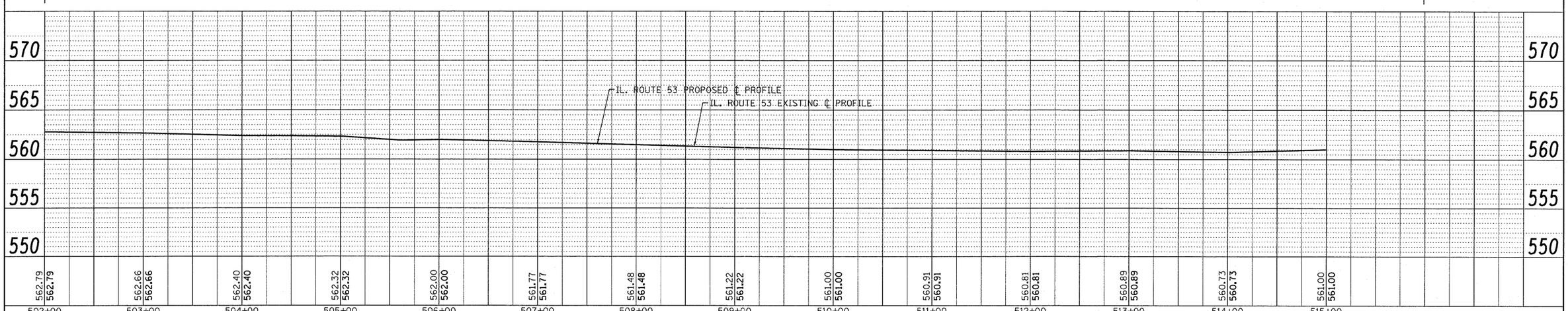
ILLINOIS FED. AID PROJECT

PLAN
SURVEYED DATE
DRAWN
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE





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



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9-13-2011		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/12/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED ROADWAY PLAN AND PROFILE
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50'
SHEET NO. OF SHEETS
STA. 502+00.00 TO STA. 515+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	14
		CONTRACT NO. 60L42		
	ILLINOIS	FED. AID PROJECT		

PLAN
SURVEYED
PLOTTED
PROJECT CHECKED
NOTE BOOK
NO.
DATE
BY
R/W CHECKED
R/W NOTED
ADD FILE NAME

END PROJECT STA. 520+78

LEGEND:

⊗ TREE REMOVAL

MATCHLINE STA. 516+00

EXIST. R.O.W.

77.68'

EXIST. HMA SHOULDER

EXIST. HMA SHOULDER

IL. ROUTE 53

520+00

525+00

POT Sta 530+00.00

530+00

EXIST. HMA SHOULDER

122.32'

EXIST. HMA SHOULDER

EXIST. R.O.W.

W. ARSENAL RD.
S. QUIGLEY RD.

N

END PROJECT STA. 520+78

MATCHLINE STA. 516+00

EXIST. R.O.W.

IL. ROUTE 53

520+00

525+00

530+00

PROP. HMA SURFACE REMOVAL, 2-¼"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, ¾"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1-½"

EXIST. R.O.W.

W. ARSENAL RD.
S. QUIGLEY RD.

N

PROFILE
SURVEYED
PLOTTED
PROJECT CHECKED
NOTE BOOK
NO.
DATE
BY
R/W NOTED
STRUCTURE NOTATNS CHKD

RESURFACING AREA NO PROFILE INFORMATION

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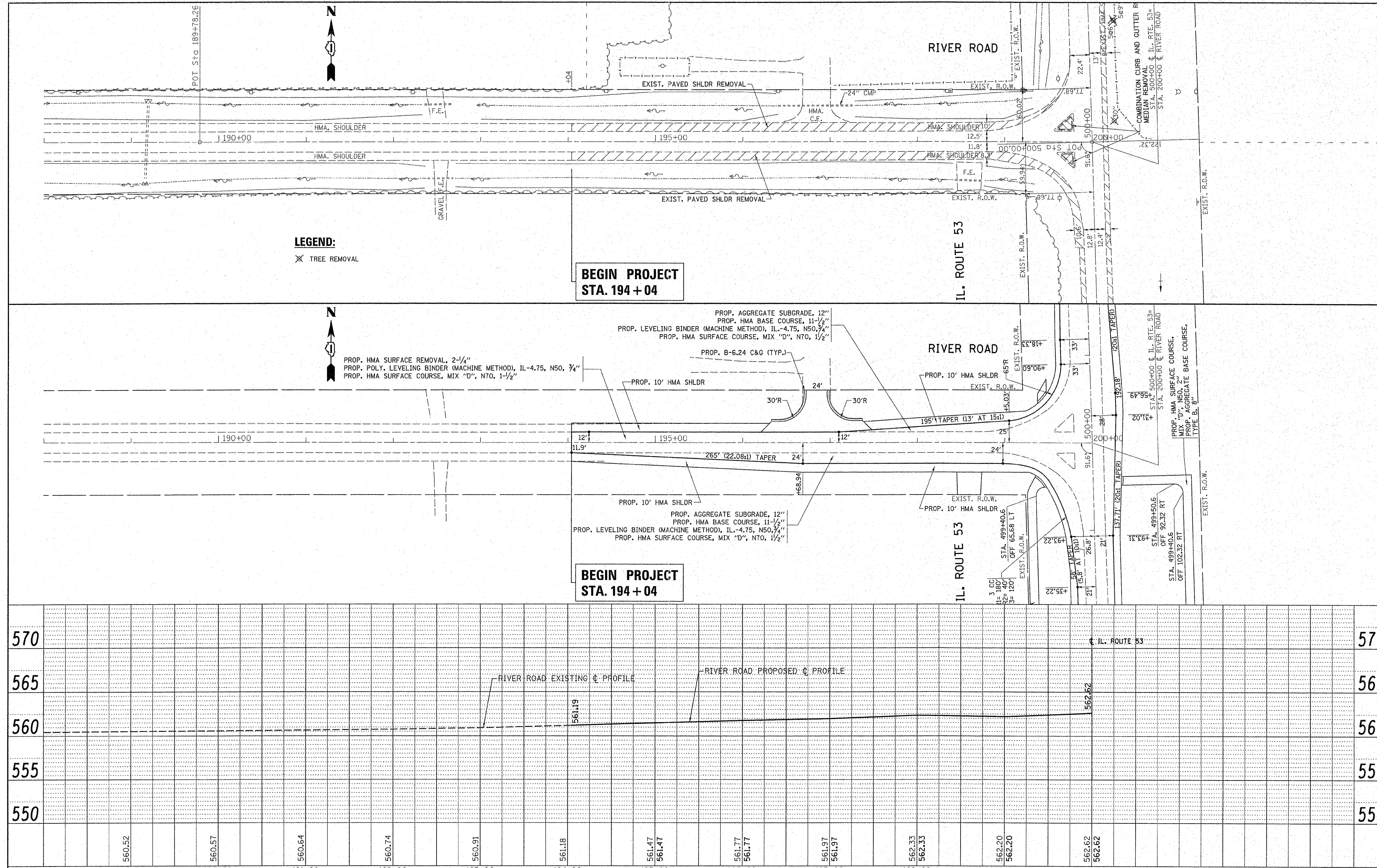
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED ROADWAY PLAN AND PROFILE
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50'
SHEET NO. OF SHEETS
STA. 502+00.00 TO STA. 515+00.00

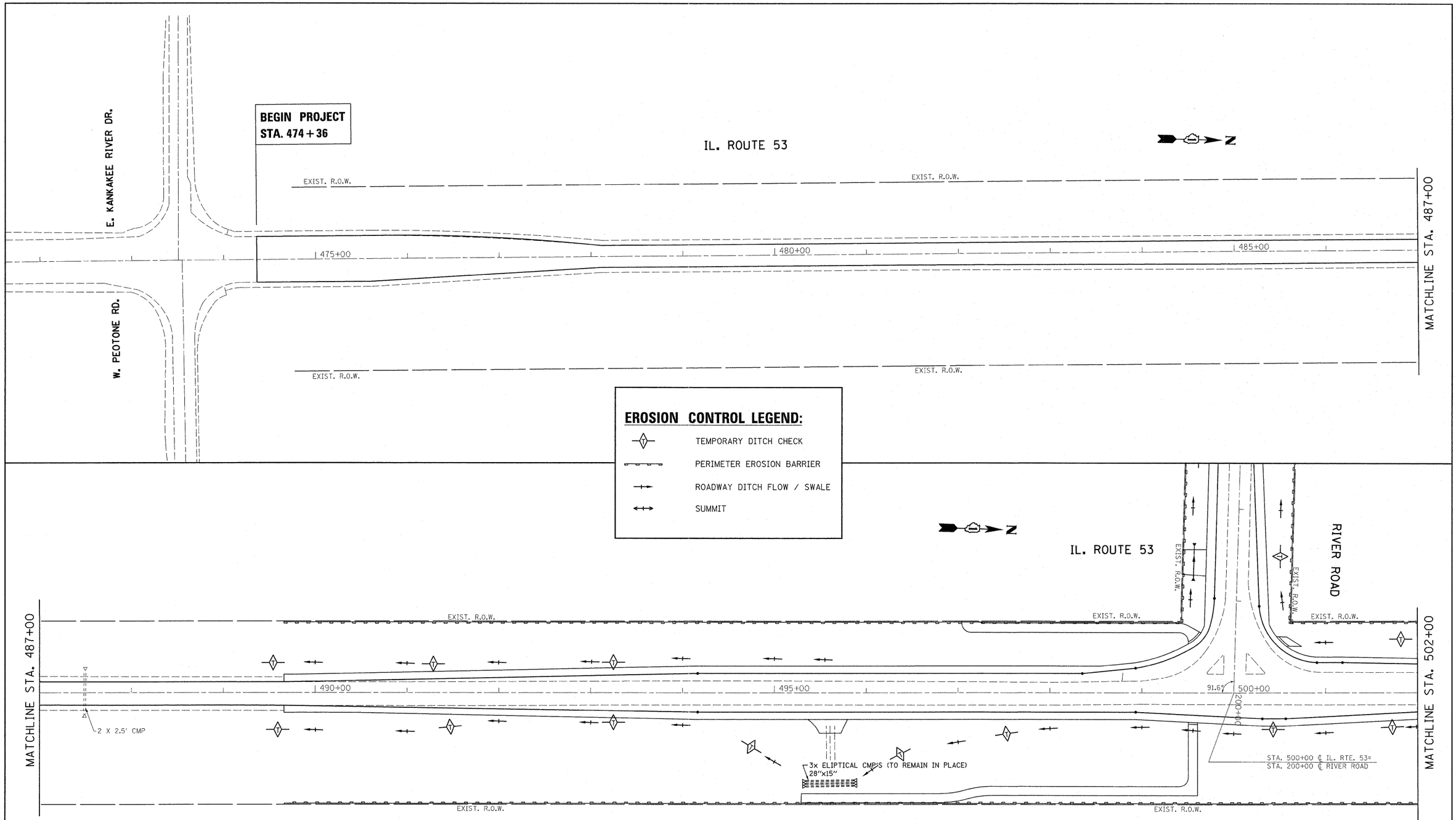
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	15
		CONTRACT NO. 60L42		
	ILLINOIS	FED. AID PROJECT		



N
POT Sta 189+78.26
RIVER ROAD
EXIST. PAVED SHLDR REMOVAL
24" CMP
EXIST. R.O.W.
HMA. SHOULDER
HMA. C.E.
F.E.
GRAVEL F.E.
190+00
195+00
500+00
200+00
POT Sta 500+00.00
COMBINATION CURB AND GUTTER REMOVAL
MEDIAN REMOVAL
STA. 500+00 ℄ IL. RTE. 53= STA. 200+00 ℄ RIVER ROAD
LEGEND:
TREE REMOVAL
BEGIN PROJECT
STA. 194+04
IL. ROUTE 53
PROP. AGGREGATE SUBGRADE, 12"
PROP. HMA BASE COURSE, 11-1/2"
PROP. LEVELING BINDER (MACHINE METHOD), IL.-4.75, N50,3/4"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1/2"
PROP. B-6.24 C&G (TYP.)
PROP. HMA SURFACE REMOVAL, 2-1/4"
PROP. POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
PROP. HMA SURFACE COURSE, MIX "D", N70, 1-1/2"
PROP. 10' HMA SHLDR
195' TAPER (13' AT 15:1)
265' (22.08:1) TAPER
30'R
PROP. HMA SURFACE COURSE, MIX "D", N50, 2"
PROP. AGGREGATE BASE COURSE, TYPE B, 8"
STA. 499+40.6 OFF 65.68 LT
STA. 499+50.6 OFF 92.32 RT
STA. 499+40.6 OFF 102.32 RT
570
565
560
555
550
℄ IL. ROUTE 53
RIVER ROAD EXISTING ℄ PROFILE
RIVER ROAD PROPOSED ℄ PROFILE
561.19
562.62
560.52
560.57
560.64
560.74
560.91
561.18
561.47
561.77
561.97
562.33
562.20
188+00
189+00
190+00
191+00
192+00
193+00
194+00
195+00
196+00
197+00
198+00
199+00
200+00

FILE NAME = P142009-sht-plnprf.dgn	USER NAME = beckertcm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED ROADWAY PLAN AND PROFILE IL. ROUTE 53 AT RIVER ROAD
9-13-2011	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -		HOR. SCALE: 1"=5' VER. SCALE: 1"=50' SHEET NO. OF SHEETS STA. 186+00.00 TO STA. 200+00.00
	PLOT DATE = 9/12/2011	CHECKED -	REVISED -		
		DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	16
		CONTRACT NO. 60L42		
		ILLINOIS FED. AID PROJECT		



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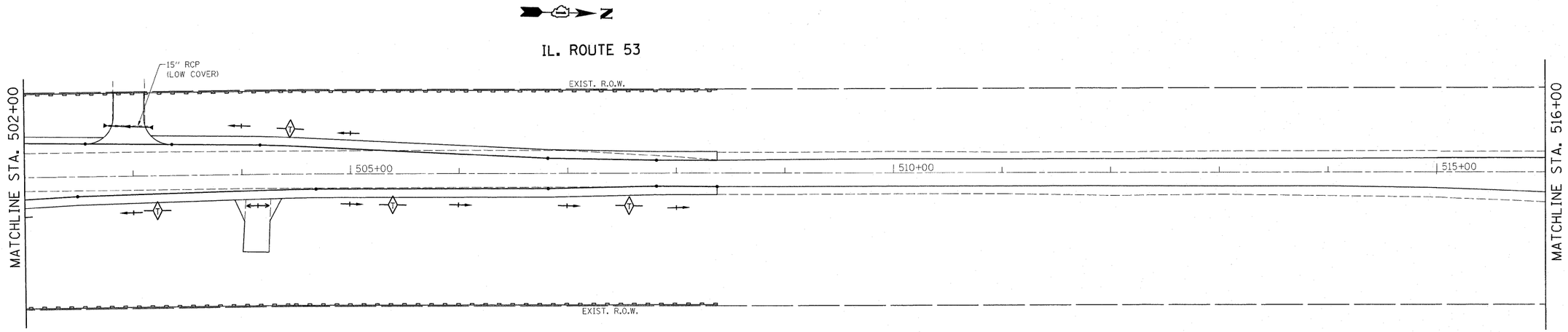
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/12/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
IL. ROUTE 53 AT RIVER ROAD

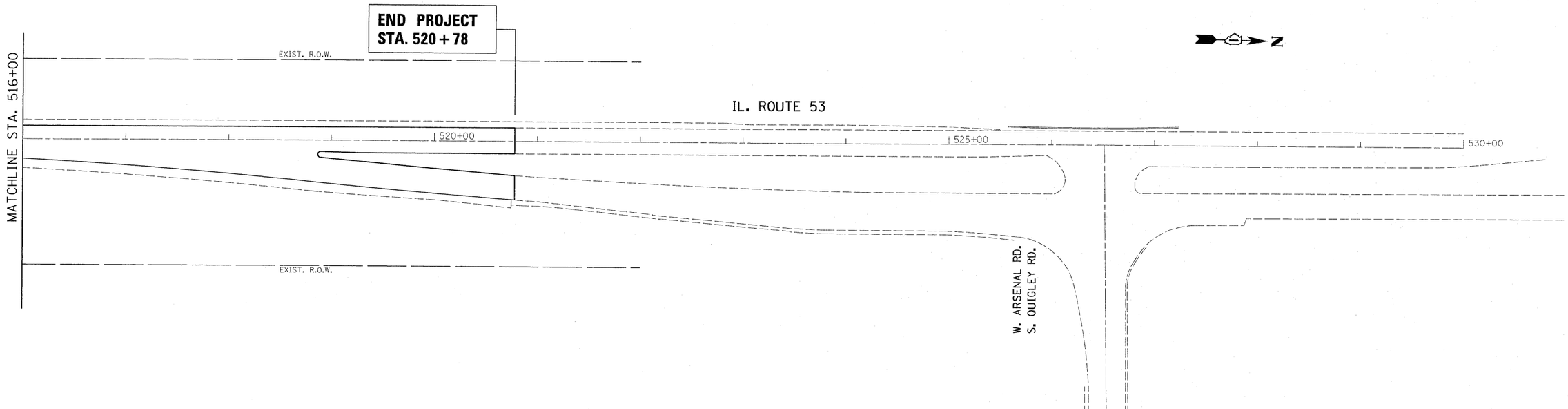
SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 474+36.00 TO STA. 502+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	17
		CONTRACT NO. 60L42		
	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL LEGEND:

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- ROADWAY DITCH FLOW / SWALE
- SUMMIT



FILE NAME = P142009-sht-eros.dgn 9-13-2011	USER NAME = beckertcm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
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	PLOT DATE = 9/12/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 502+00.00 TO STA. 520+78.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	18
		CONTRACT NO. 60L42		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL LEGEND:

- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- ROADWAY DITCH FLOW / SWALE
- SUMMIT

N

RIVER ROAD

EXIST. R.O.W.

15" RCP (LOW COVER)

STA. 500+00 ℄ IL. RTE. 53
STA. 200+00 ℄ RIVER ROAD

190+00

195+00

200+00

500+00

91.67'

EXIST. R.O.W.

EXIST. R.O.W.

IL. ROUTE 53

BEGIN PROJECT
STA. 194 + 04

N

3x ELIPTICAL CMP'S (TO REMAIN IN PLACE)
28"X15"

495+00

FILE NAME = P142009-sht-eros.dgn	USER NAME = beckertcm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
9-13-2011	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/12/2011	DATE -	REVISED -

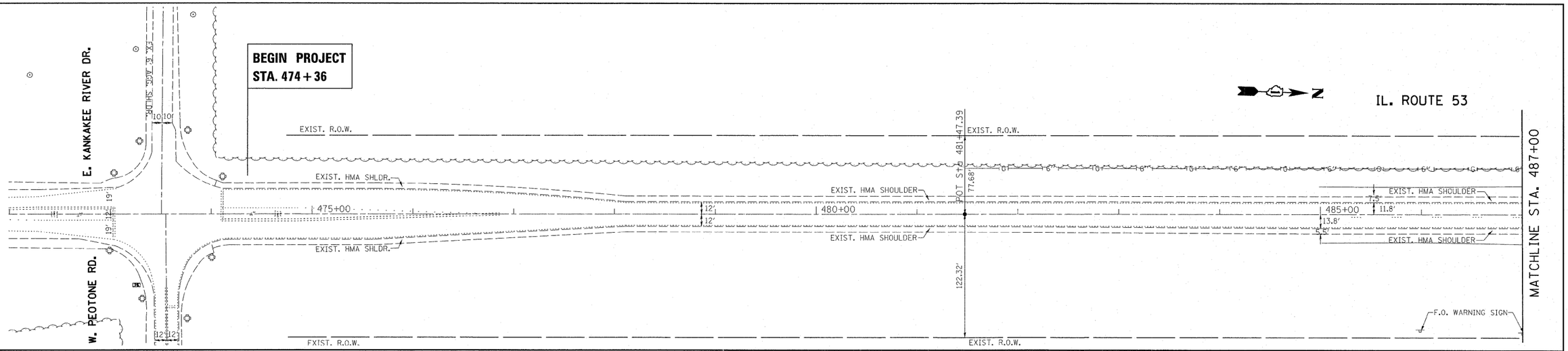
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

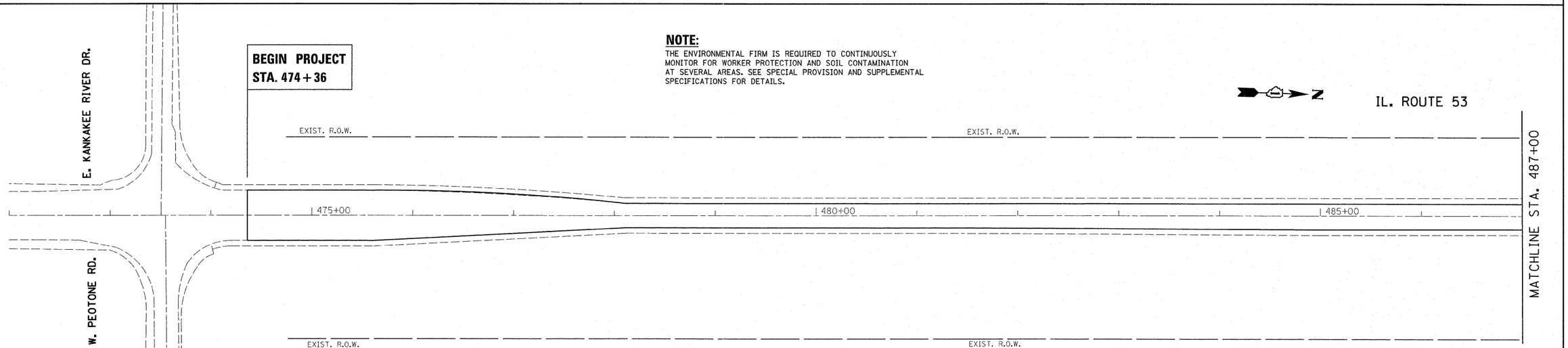
EROSION CONTROL PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 194+04.00 TO STA. 200+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	19
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			

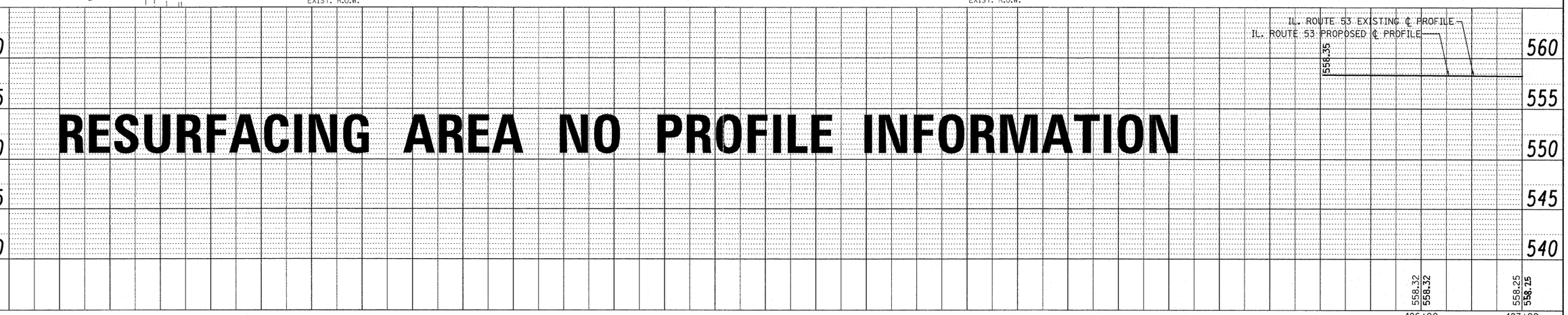
PLAN
SURVEYED
PLOTTED
DRAWN
CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE





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

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



RESURFACING AREA NO PROFILE INFORMATION

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

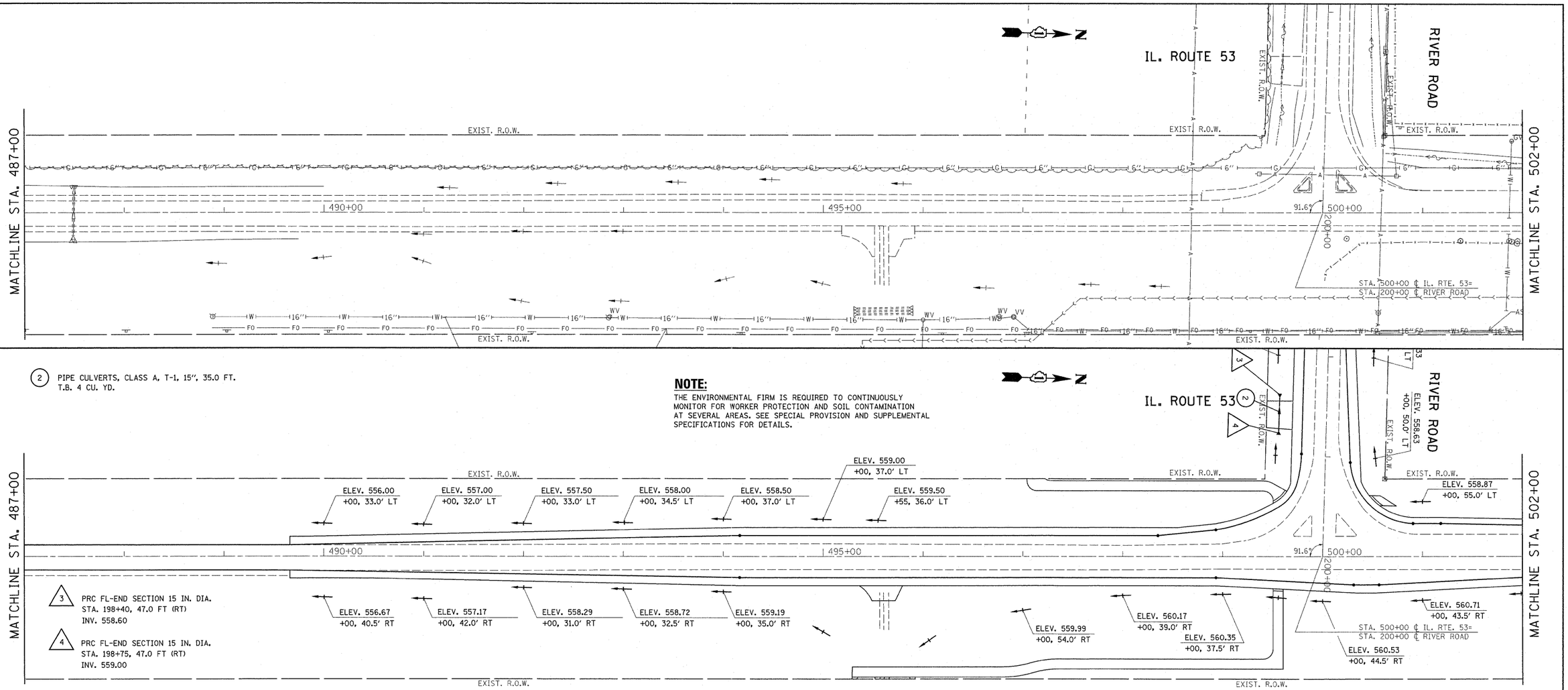
EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 474+36.00 TO STA. 487+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	20
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
DRAWN BY / CHECKED
ALIGNMENT / CHECKED
RT. OF WAY CHECKED
P.400 FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
DRAWN BY / CHECKED
R.W. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

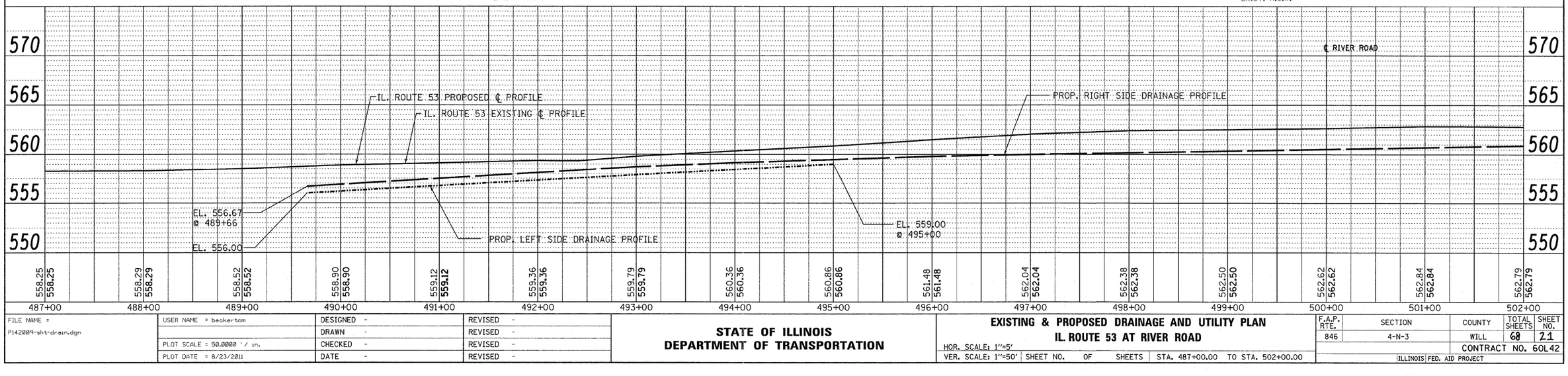


(2) PIPE CULVERTS, CLASS A, T-1, 15", 35.0 FT.
T.B. 4 CU. YD.

△3 PRC FL-END SECTION 15 IN. DIA.
STA. 198+40, 47.0 FT (RT)
INV. 558.60

△4 PRC FL-END SECTION 15 IN. DIA.
STA. 198+75, 47.0 FT (RT)
INV. 559.00

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



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	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

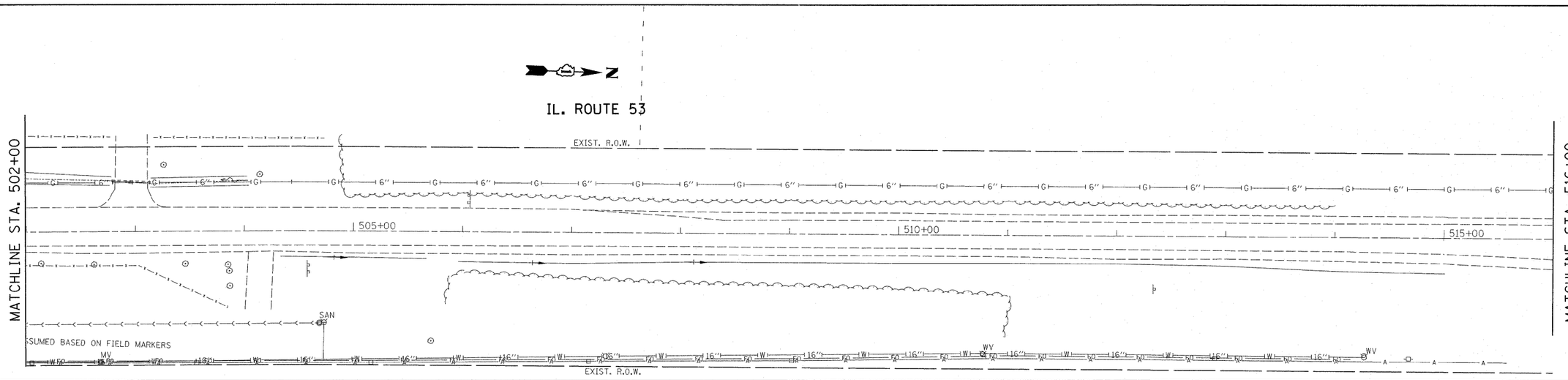
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 487+00.00 TO STA. 502+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	21
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			

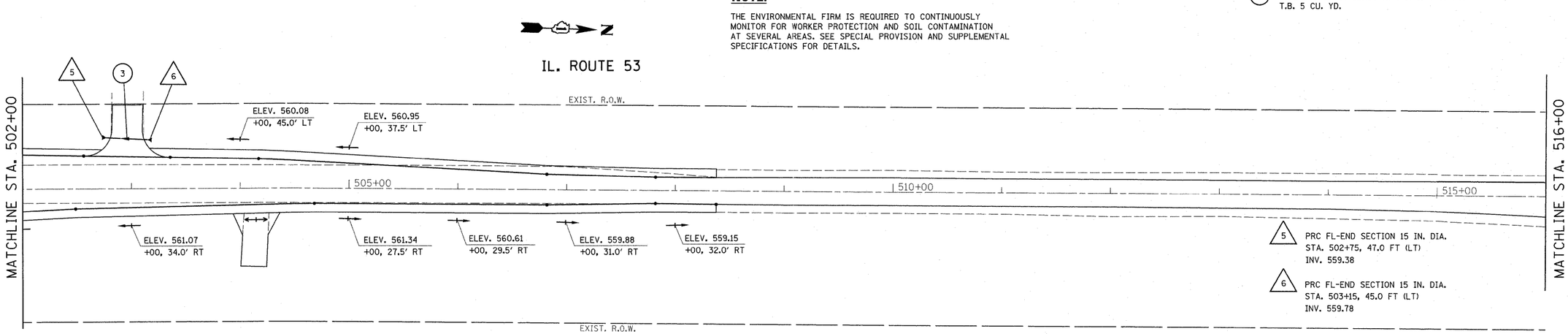
PLAN
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



NOTE:

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

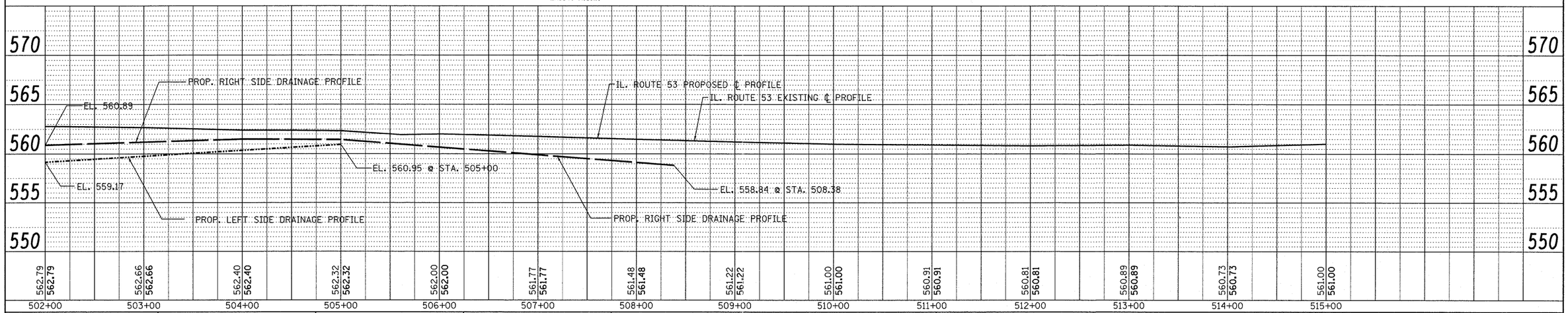
(3) PIPE CULVERTS, CLASS A, T-1, 15", 40 FT.
T.B. 5 CU. YD.



5 PRC FL-END SECTION 15 IN. DIA.
STA. 502+75, 47.0 FT (LT)
INV. 559.38

6 PRC FL-END SECTION 15 IN. DIA.
STA. 503+15, 45.0 FT (LT)
INV. 559.78

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



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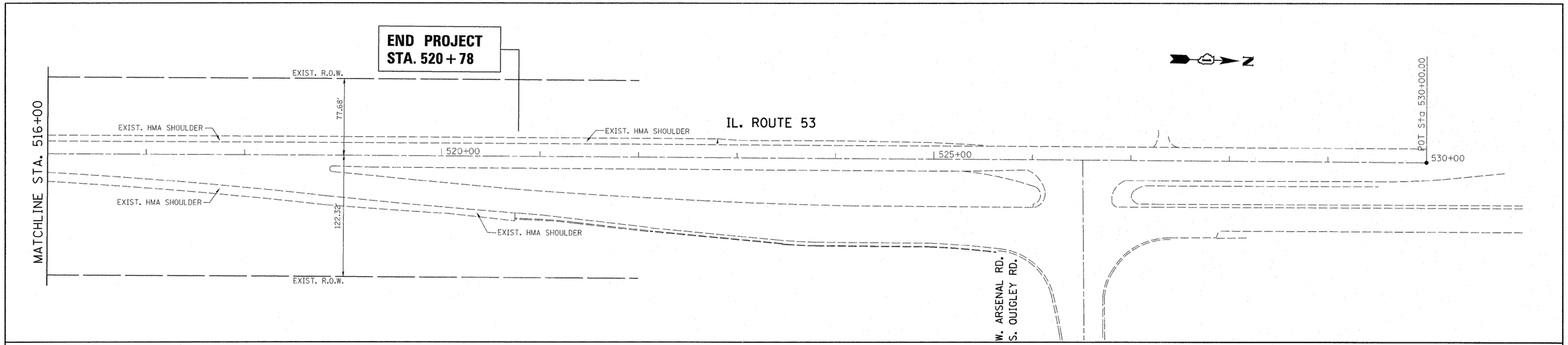
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

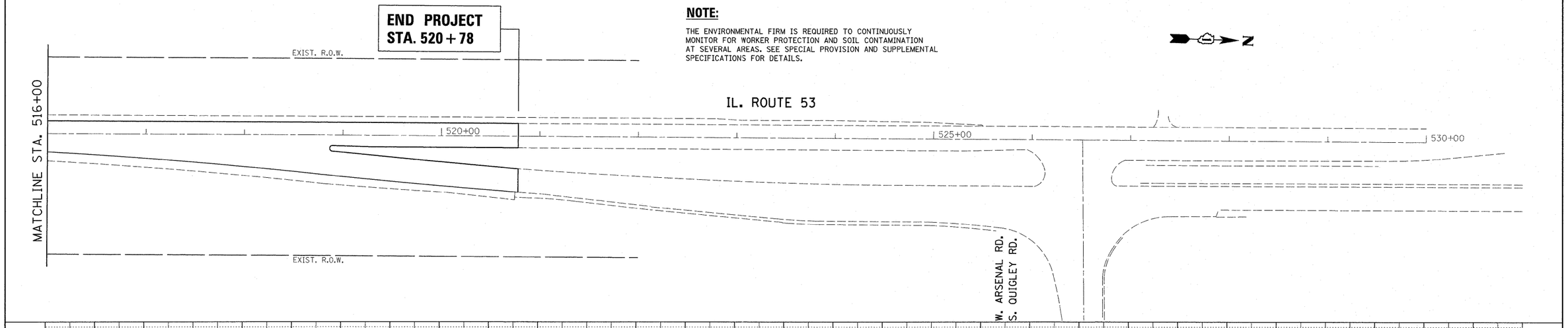
EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 502+00.00 TO STA. 515+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	22
		CONTRACT NO. 60L42		
	ILLINOIS	FED. AID PROJECT		



PLAN
SURVEYED
PLOTTED
QUANTITIES CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE



NOTE:

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

PROFILE
SURVEYED
PLOTTED
QUANTITIES CHECKED
R.O.W. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

RESURFACING AREA NO PROFILE INFORMATION

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		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN
IL. ROUTE 53 AT RIVER ROAD

HOR. SCALE: 1"=5'
VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 502+00.00 TO STA. 515+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	23
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
CROSS SECTIONED CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

N

RIVER ROAD

EXIST. R.O.W.

24" CMP

190+00

195+00

500+00

200+00

STA. 500+00 ℄ IL. RTE. 53
STA. 200+00 ℄ RIVER ROAD

91.6'

16" FO

IL. ROUTE 53

BEGIN PROJECT
STA. 194+04

(1) PIPE CULVERTS, CLASS A, T-1, 15", 86.0 FT.
T.B. 6 CU. YD.

(2) PIPE CULVERTS, CLASS A, T-1, 15", 35.0 FT.
T.B. 4 CU. YD.

ELEV. 566.74
+00, 43.7' LT

ELEV. 556.89
+00, 41.0' LT

ELEV. 577.04
+00, 41.0' LT

ELEV. 557.19
+00, 42.0' LT

ELEV. 558.33
+00, 45.5' LT

ELEV. 558.63
+00, 50.0' LT

ELEV. 558.
+00, 55.0

ELEV. 560.7
+00, 43.5' R

ELEV. 557.05
+00, 40.0' RT

ELEV. 577.33
+00, 40.0' RT

ELEV. 577.65
+00, 43.0' RT

ELEV. 557.93
+00, 47.5' RT

ELEV. 558.21
+00, 50.0' RT

ELEV. 558.49
+00, 50.0' RT

ELEV. 560.53
+00, 44.5' RT

ELEV. 560.35
+00, 37.5' RT

ELEV. 560.17
+00, 39.0' RT

1 PRC FL-END SECTION 15 IN. DIA.
STA. 196+40, 40.0 FT (LT)
INV. 557.22

2 PRC FL-END SECTION 15 IN. DIA.
STA. 197+26, 40.0 FT (LT)
INV. 558.12

3 PRC FL-END SECTION 15 IN. DIA.
STA. 198+40, 47.0 FT (RT)
INV. 558.60

4 PRC FL-END SECTION 15 IN. DIA.
STA. 198+75, 47.0 FT (RT)
INV. 559.00

NOTE:

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

PROFILE
SURVEYED
PLOTTED
CROSS SECTIONED CHECKED
B.M. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

℄ IL. ROUTE 53

RIVER ROAD EXISTING ℄ PROFILE

RIVER ROAD PROPOSED ℄ PROFILE

EL. 557.05
@ STA. 193+00

EL. 556.10
@ STA. 192+70

PROP. RIGHT SIDE DRAINAGE PROFILE

PROP. LEFT SIDE DRAINAGE PROFILE

EL. 559.15

EL. 558.87

570 565 560 555 550

560.43 560.52 560.57 560.64 560.74 560.91 561.18 561.47 561.47 561.77 561.77 561.97 561.97 562.33 562.33 562.20 562.20 562.62 562.62

188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00 199+00 200+00

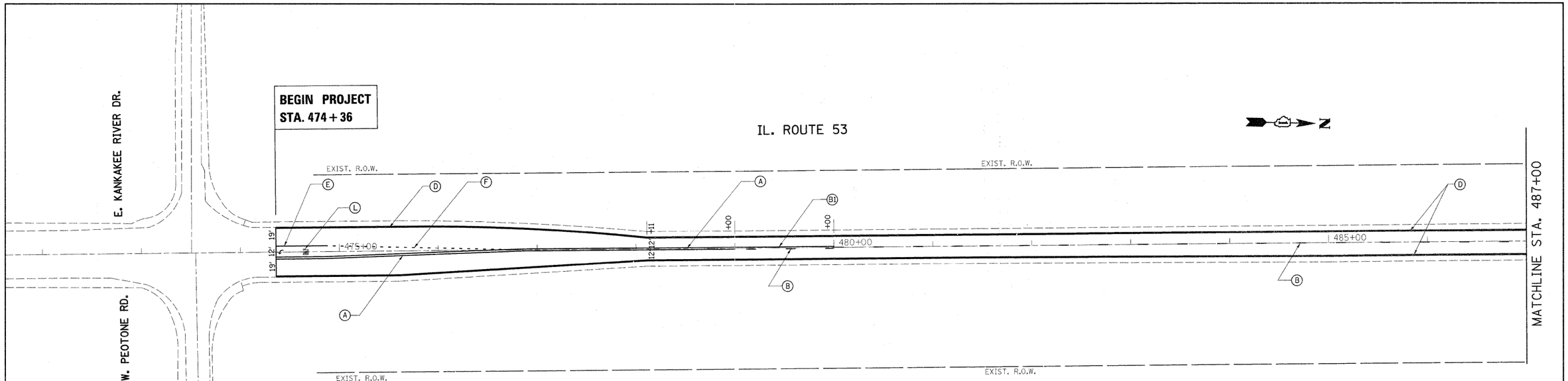
FILE NAME = P142009-sht-drain.dgn	USER NAME = beckertcm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN
IL. ROUTE 53 AT RIVER ROAD

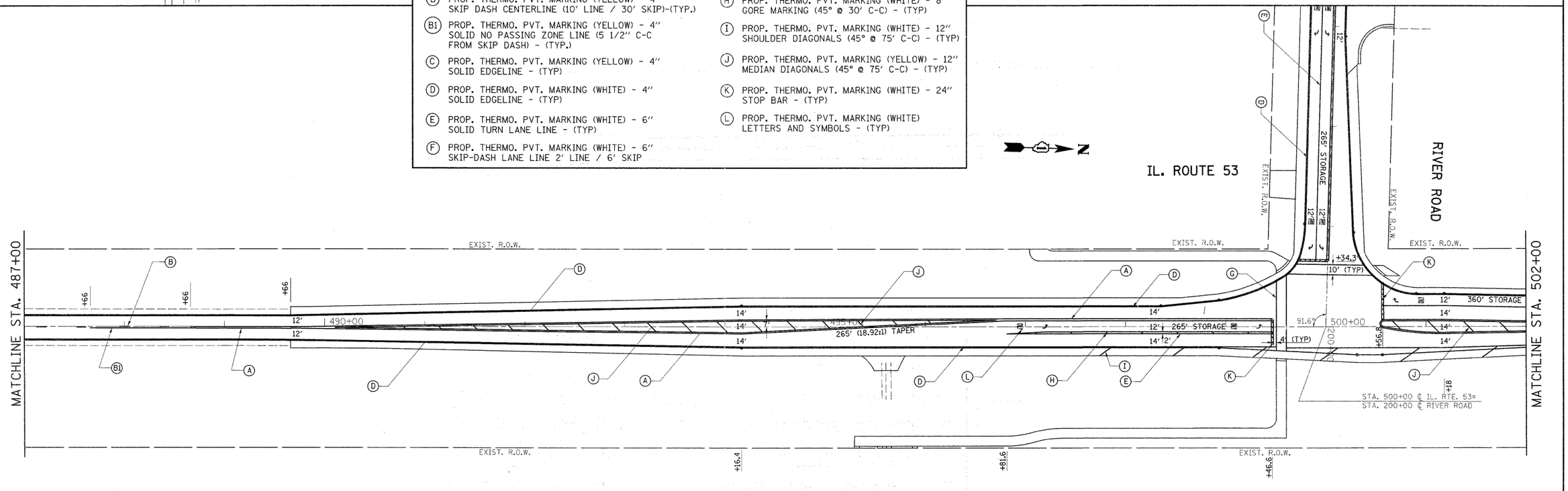
HOR. SCALE: 1"=50' | VER. SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 186+00.00 TO STA. 200+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	24
		CONTRACT NO. 60L42		
		ILLINOIS FED. AID PROJECT		



PAVEMENT MARKING LEGEND:

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SKIP DASH CENTERLINE (10' LINE / 30' SKIP)-(TYP.)
- (B1) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID NO PASSING ZONE LINE (5 1/2" C-C FROM SKIP DASH) - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP)
- (E) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH LANE LINE 2' LINE / 6' SKIP
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID CROSSWALK.
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 8" GORE MARKING (45° @ 30' C-C) - (TYP)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 12" SHOULDER DIAGONALS (45° @ 75' C-C) - (TYP)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" MEDIAN DIAGONALS (45° @ 75' C-C) - (TYP)
- (K) PROP. THERMO. PVT. MARKING (WHITE) - 24" STOP BAR - (TYP)
- (L) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP)



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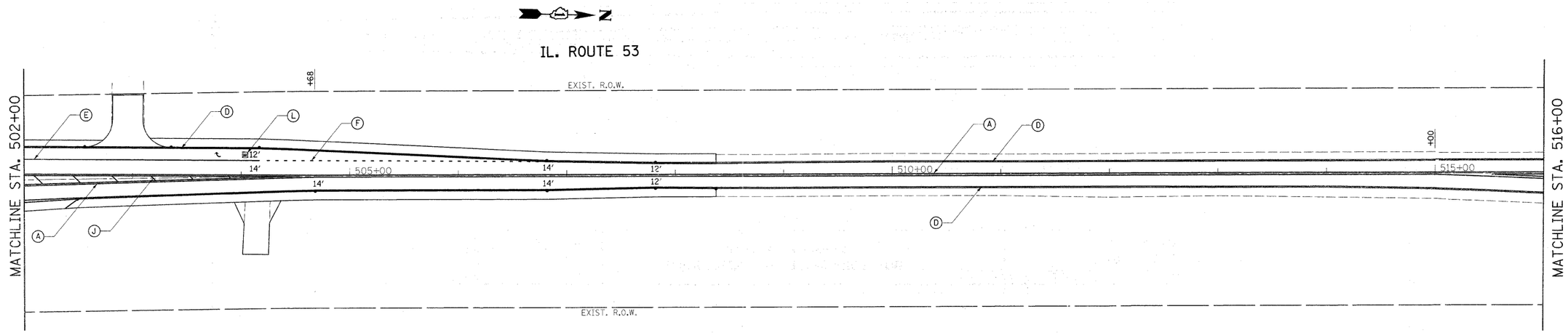
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/29/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
IL. ROUTE 53 AT RIVER ROAD

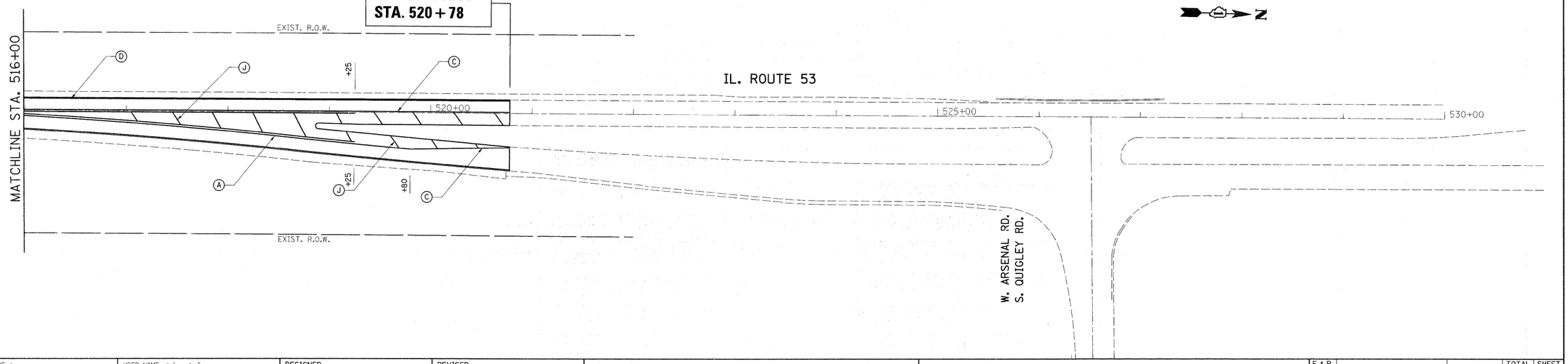
SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 486+00.00 TO STA. 417+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	25
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND:

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SKIP DASH CENTERLINE (10' LINE / 30' SKIP)-(TYP.)
- (B1) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID NO PASSING ZONE LINE (5 1/2" C-C FROM SKIP DASH) - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP)
- (E) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH LANE LINE 2' LINE / 6' SKIP
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID CROSSWALK.
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 8" GORE MARKING (45° @ 30' C-C) - (TYP)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 12" SHOULDER DIAGONALS (45° @ 75' C-C) - (TYP)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" MEDIAN DIAGONALS (45° @ 75' C-C) - (TYP)
- (K) PROP. THERMO. PVT. MARKING (WHITE) - 24" STOP BAR - (TYP)
- (L) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP)



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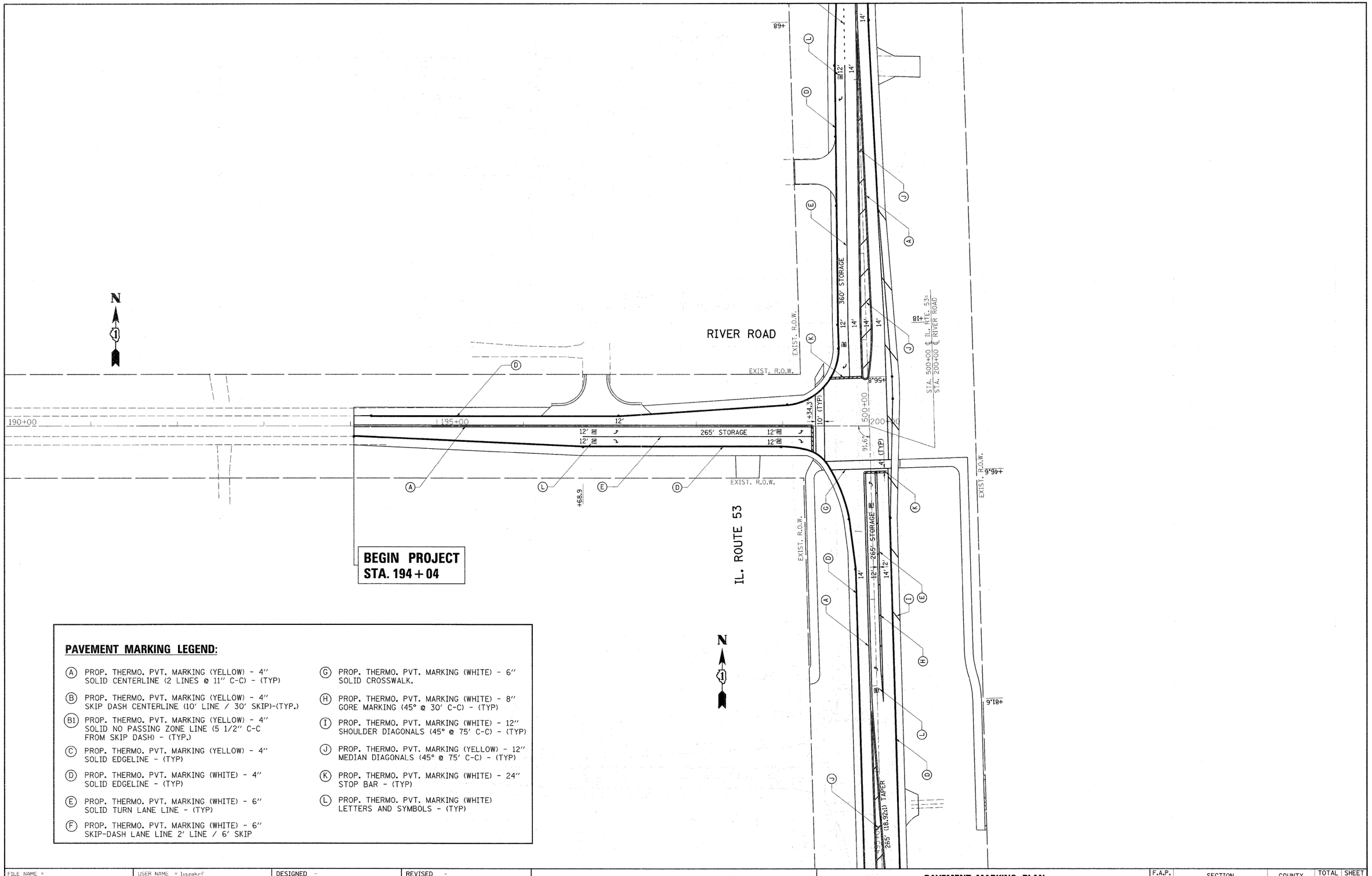
	PLOT DATE = 9/29/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 486+00.00 TO STA. 417+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	26
		CONTRACT NO. 60L42		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND:

- (A) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID CENTERLINE (2 LINES @ 11" C-C) - (TYP)
- (B) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SKIP DASH CENTERLINE (10' LINE / 30' SKIP)-(TYP.)
- (B1) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID NO PASSING ZONE LINE (5 1/2" C-C FROM SKIP DASH) - (TYP.)
- (C) PROP. THERMO. PVT. MARKING (YELLOW) - 4" SOLID EDGELINE - (TYP)
- (D) PROP. THERMO. PVT. MARKING (WHITE) - 4" SOLID EDGELINE - (TYP)
- (E) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID TURN LANE LINE - (TYP)
- (F) PROP. THERMO. PVT. MARKING (WHITE) - 6" SKIP-DASH LANE LINE 2' LINE / 6' SKIP
- (G) PROP. THERMO. PVT. MARKING (WHITE) - 6" SOLID CROSSWALK.
- (H) PROP. THERMO. PVT. MARKING (WHITE) - 8" GORE MARKING (45° @ 30' C-C) - (TYP)
- (I) PROP. THERMO. PVT. MARKING (WHITE) - 12" SHOULDER DIAGONALS (45° @ 75' C-C) - (TYP)
- (J) PROP. THERMO. PVT. MARKING (YELLOW) - 12" MEDIAN DIAGONALS (45° @ 75' C-C) - (TYP)
- (K) PROP. THERMO. PVT. MARKING (WHITE) - 24" STOP BAR - (TYP)
- (L) PROP. THERMO. PVT. MARKING (WHITE) LETTERS AND SYMBOLS - (TYP)

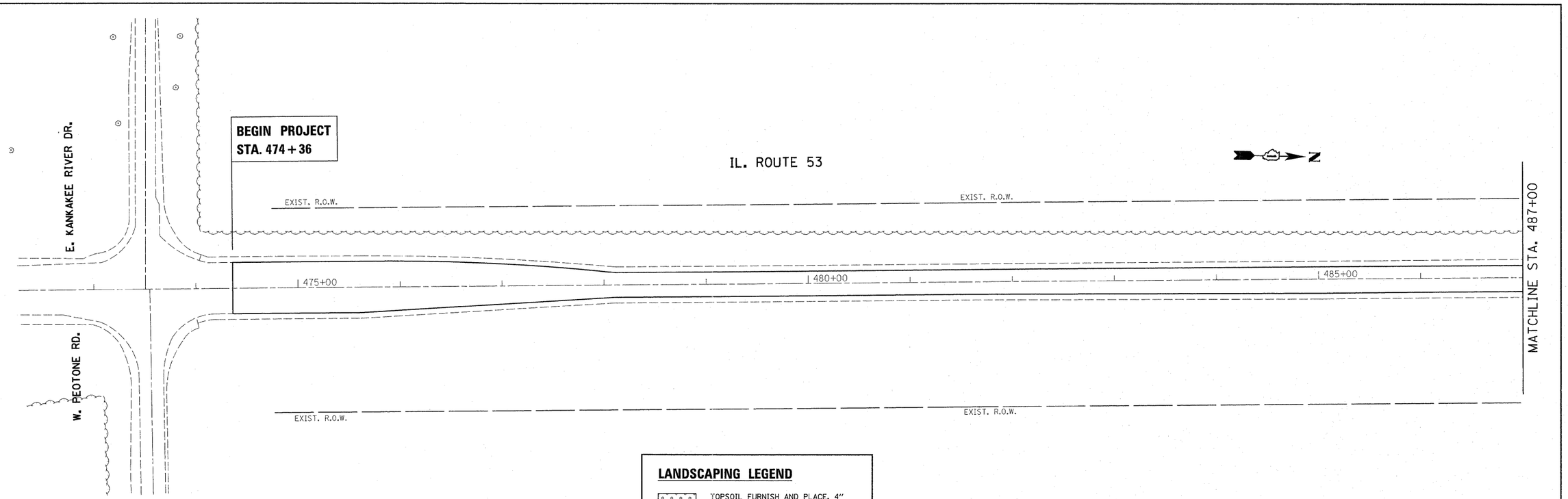
FILE NAME = P142009-sht-pmk.dgn 9-26-2011	USER NAME = liszekrf	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 9/29/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 190+00.00 TO STA. 200+00.00

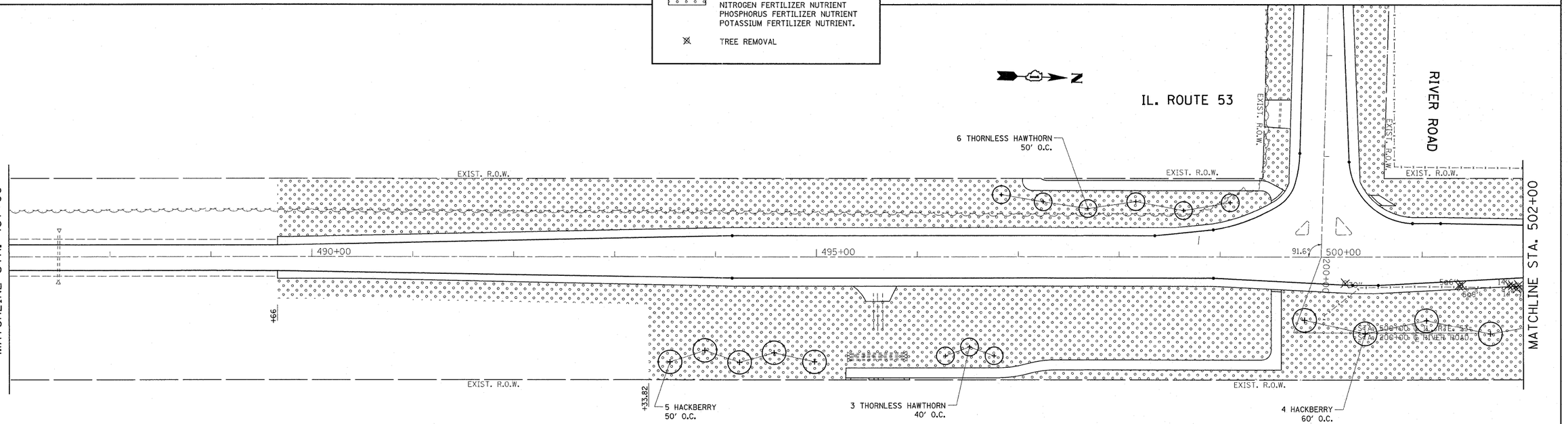
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	27
		CONTRACT NO. 60L42		
		ILLINOIS FED. AID PROJECT		



LANDSCAPING LEGEND

TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 2A.
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT.

TREE REMOVAL



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	PLOT DATE = 9/12/2011	DATE -	REVISED -

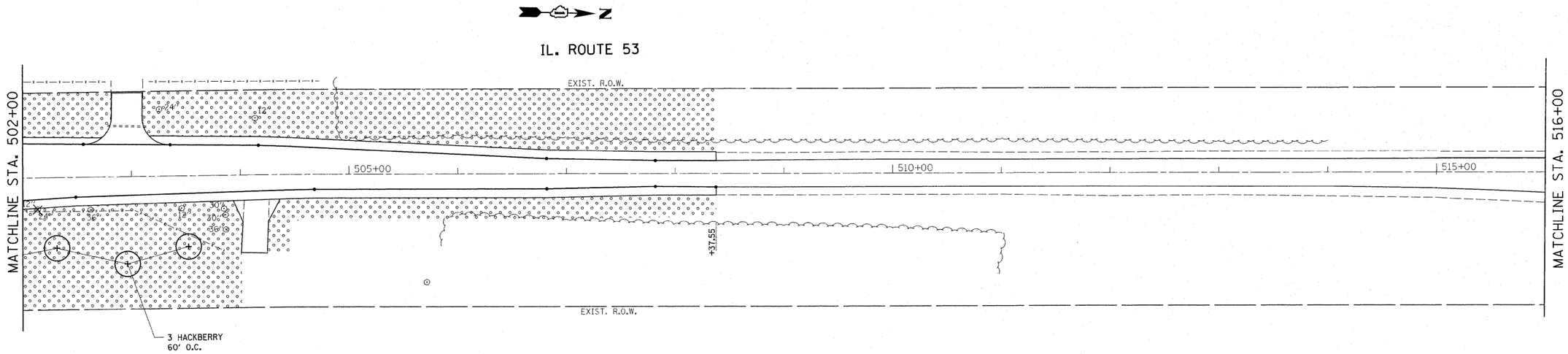
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 474+36.00 TO STA. 502+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	28

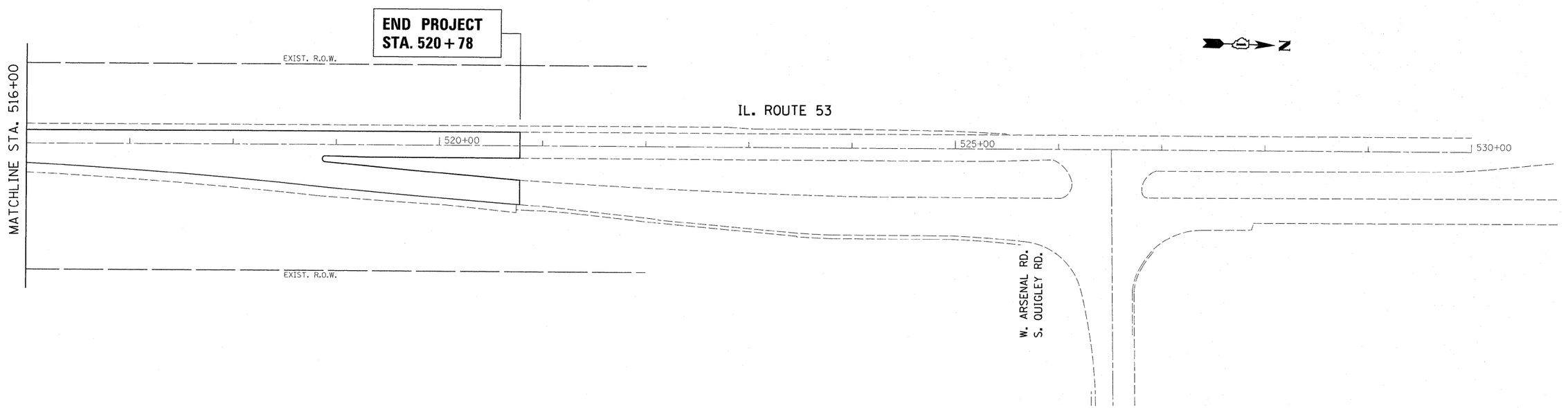
CONTRACT NO. 60L42
ILLINOIS | FED. AID PROJECT



LANDSCAPING LEGEND

TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 2A.
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT.

TREE REMOVAL



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	PLOT DATE = 9/12/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

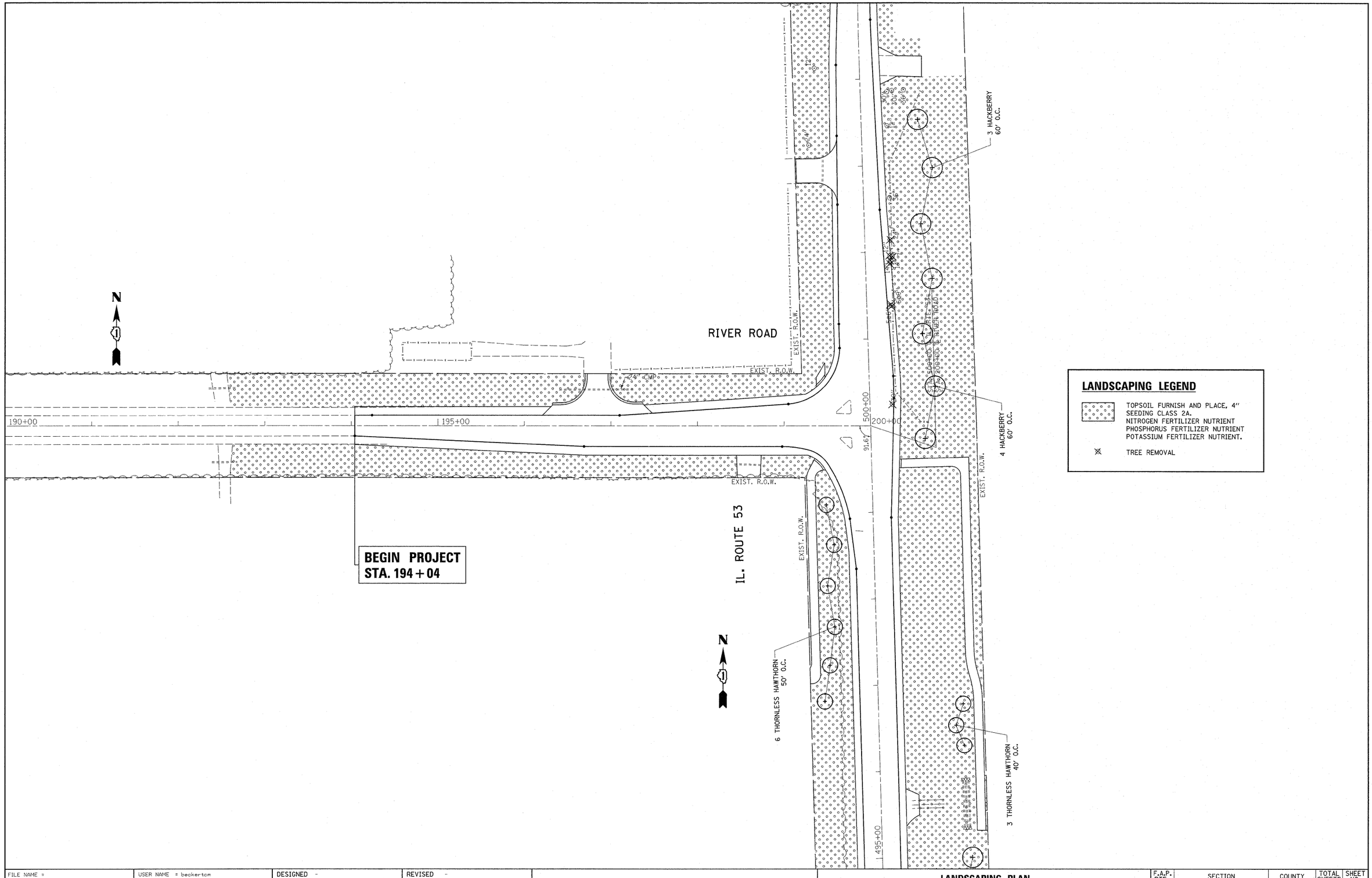
LANDSCAPING PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 502+00.00 TO STA. 520+78.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	29

CONTRACT NO. 60L42

ILLINOIS | FED. AID PROJECT



LANDSCAPING LEGEND

TOPSOIL FURNISH AND PLACE, 4"
SEEDING CLASS 2A.
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT.

TREE REMOVAL

FILE NAME = P142009-sht-landscp.dgn 9-13-2011	USER NAME = beckertam	DESIGNED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
IL. ROUTE 53 AT RIVER ROAD

SCALE: 1"= 50' | SHEET NO. OF SHEETS | STA. 194+04 TO STA. 200+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	30
	CONTRACT NO. 60L42			
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

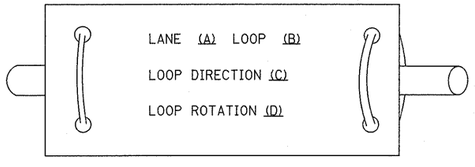
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

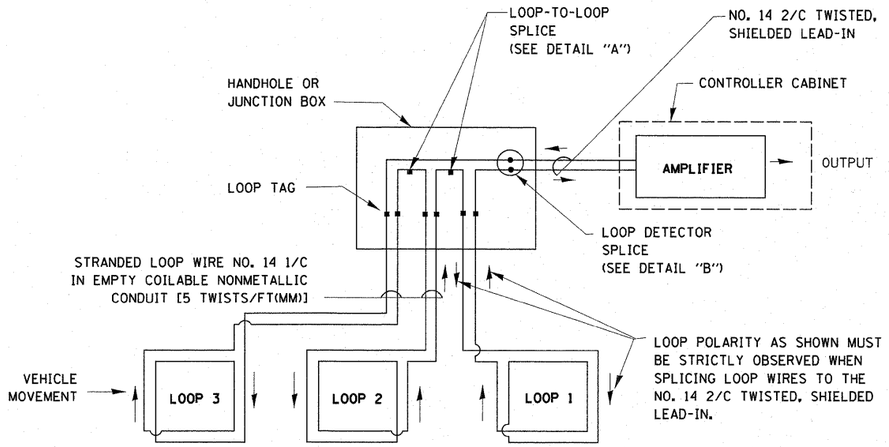


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

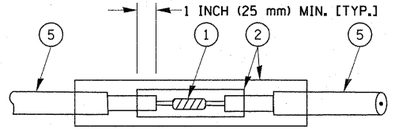
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

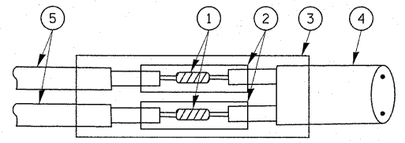


DETECTOR LOOP WIRING SCHEMATIC

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

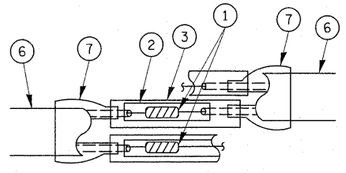


DETAIL "A"
LOOP-TO-LOOP SPLICE



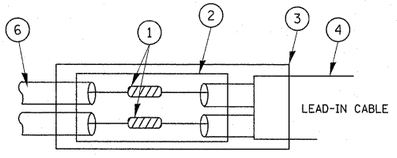
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

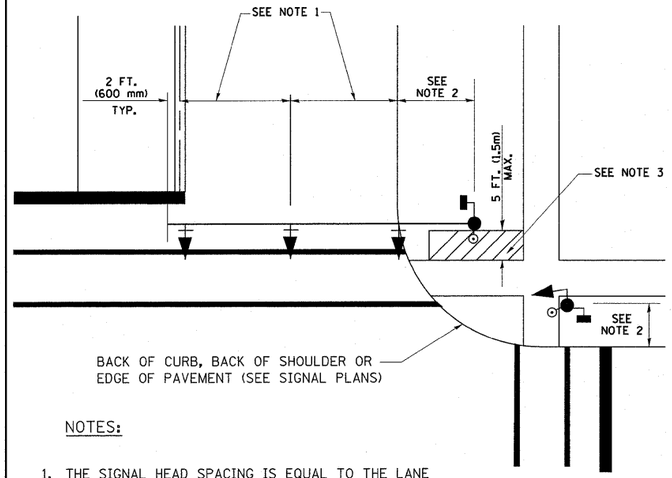
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	31
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

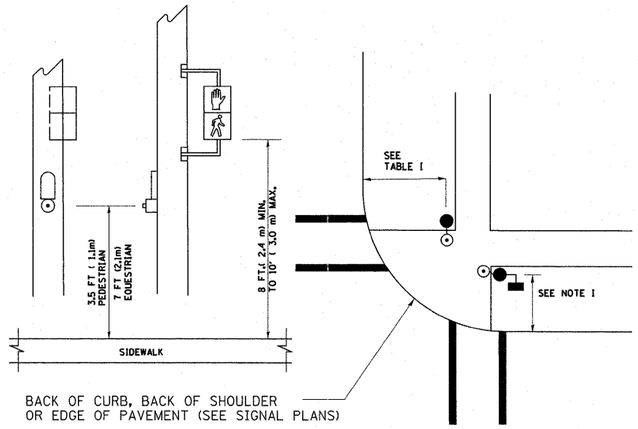
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

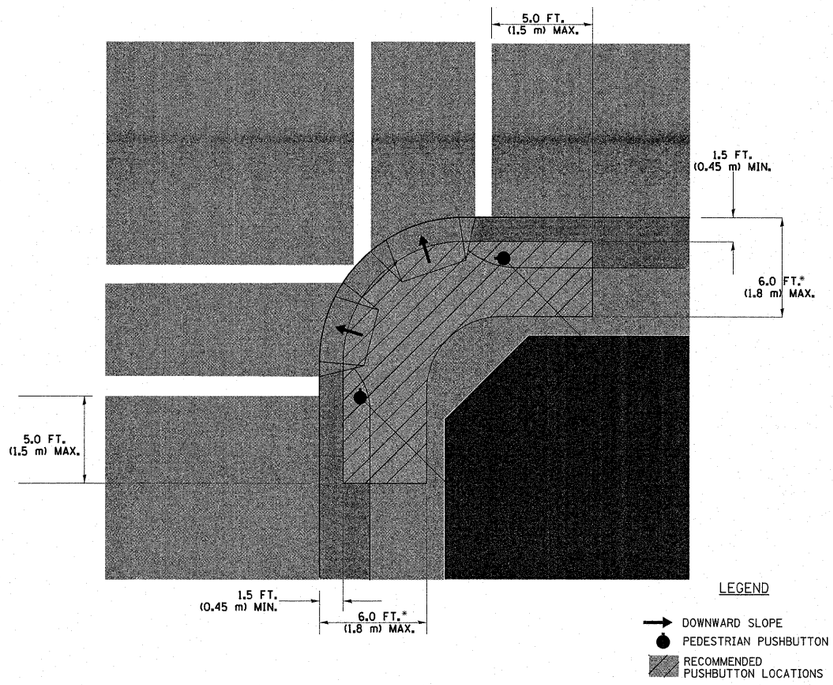
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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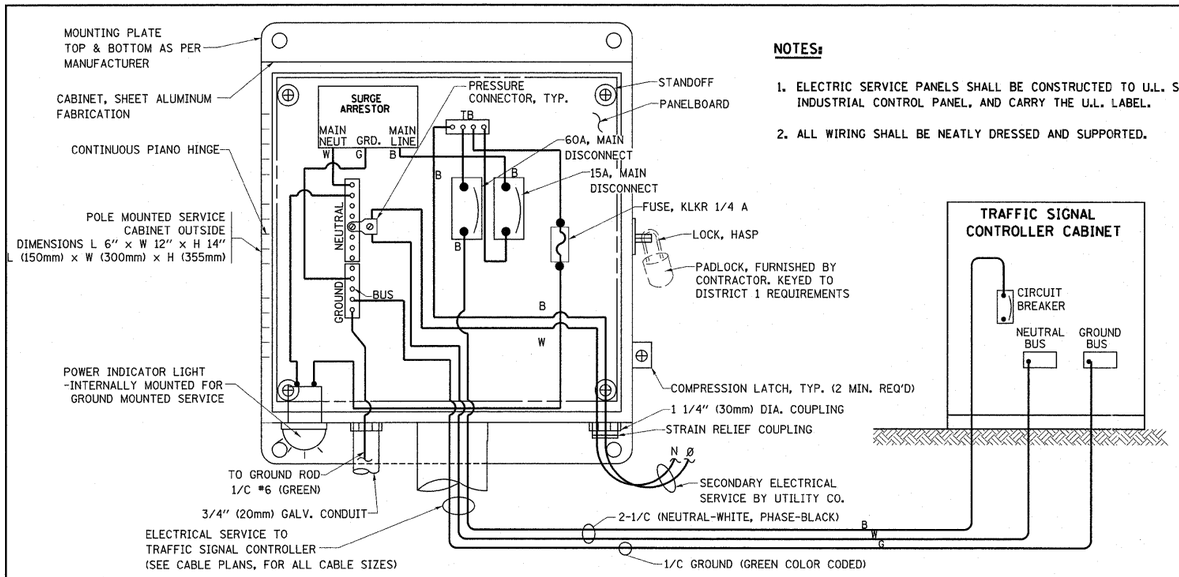
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	32
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



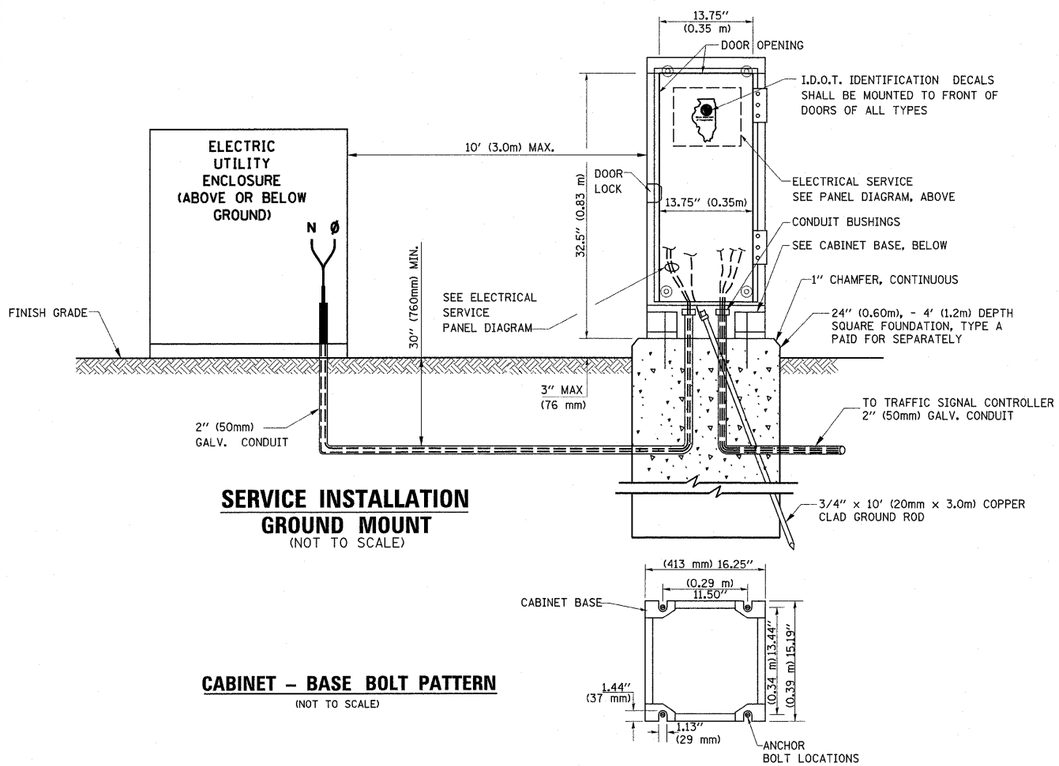
NOTES:

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

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

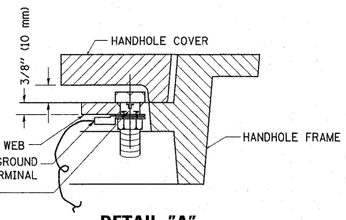


SERVICE INSTALLATION GROUND MOUNT

(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



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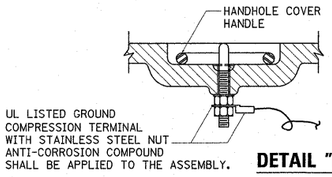

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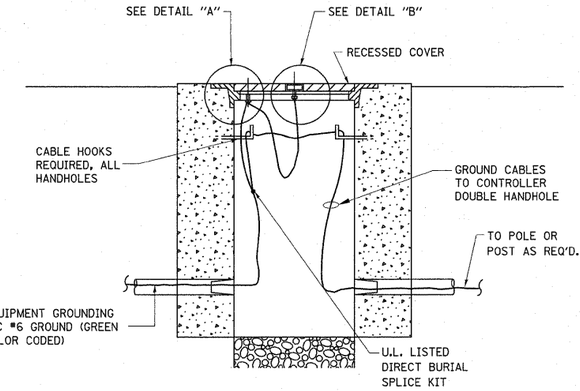
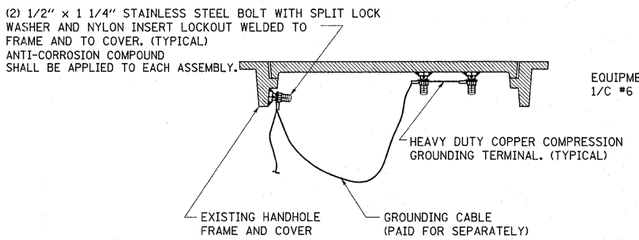


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



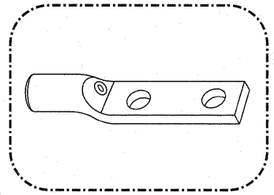
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

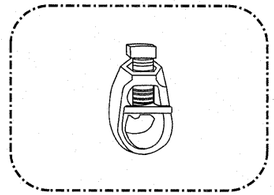
NOTES:

GROUNDING SYSTEM

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



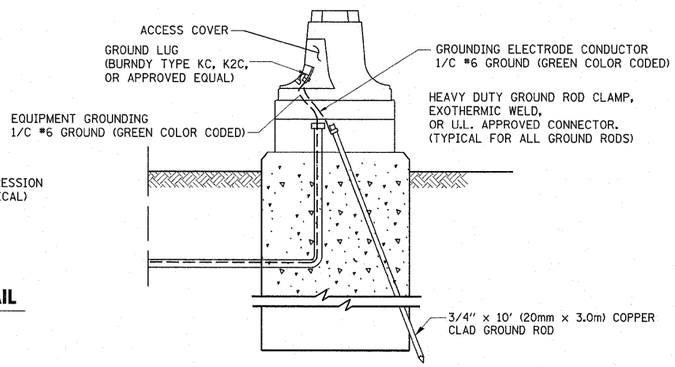
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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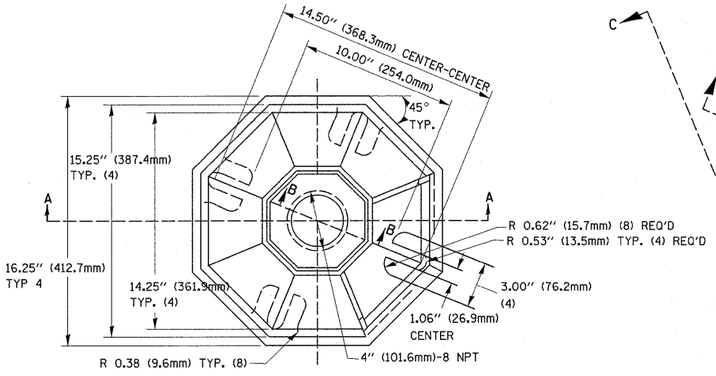
	PLOT DATE = 8/23/2011	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

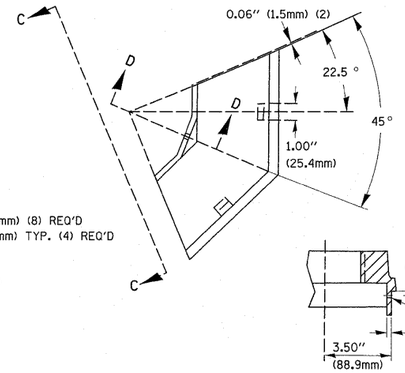
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 3 OF 6 SHEETS | STA. | TO STA.

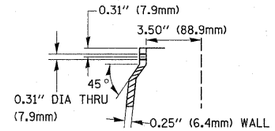
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	33
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



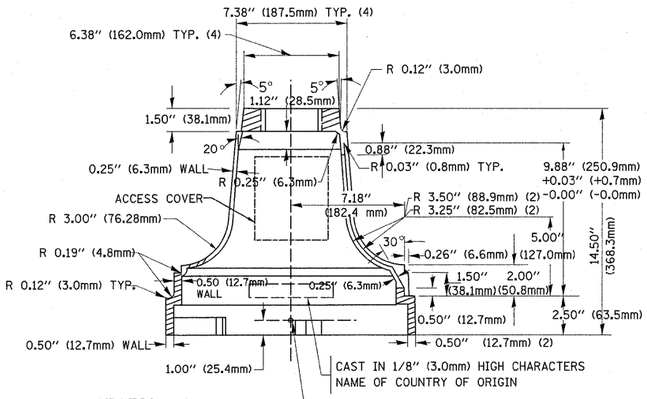
TOP VIEW



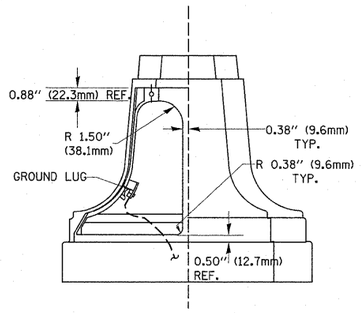
SECTION B-B



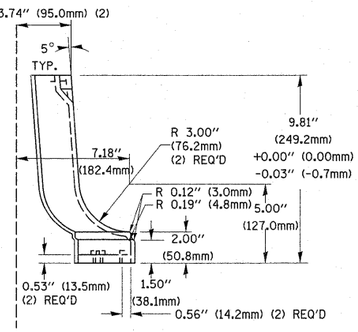
SECTION D-D



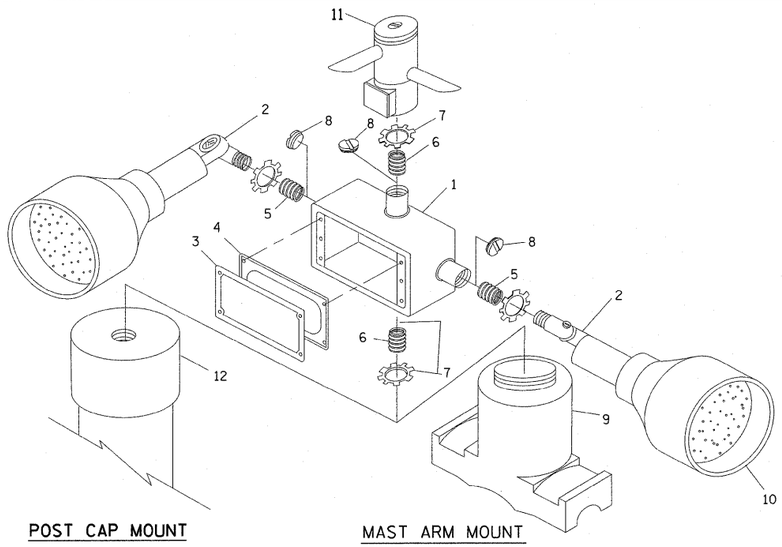
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

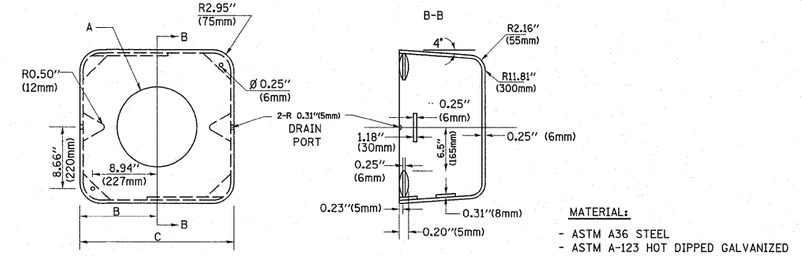
MAST ARM MOUNT

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



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

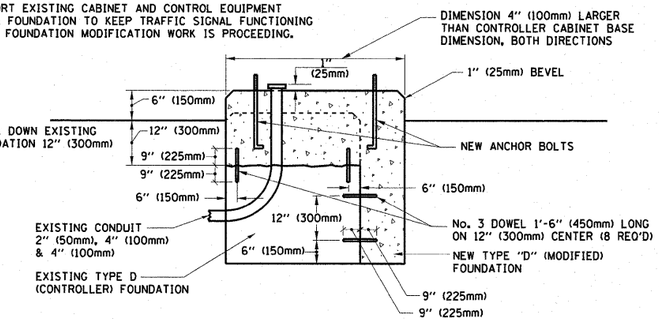
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

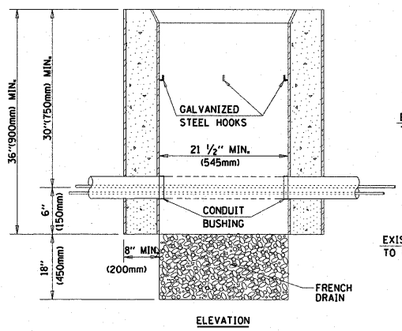
NOTES:

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

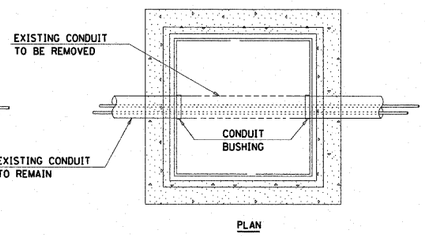
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



ELEVATION



PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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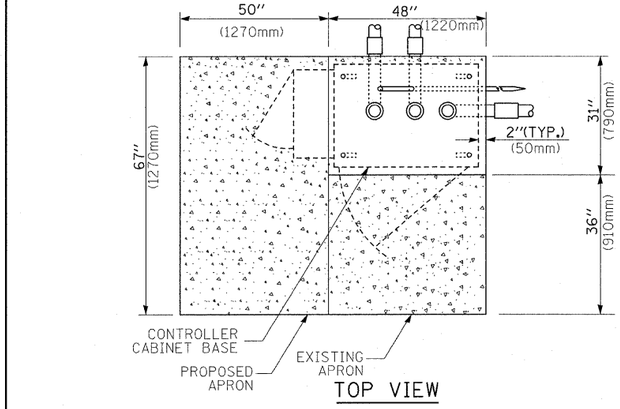
	PLOT DATE = 8/23/2011	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

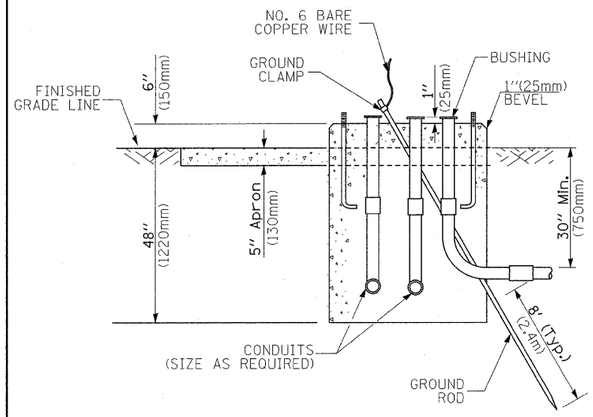
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 4 OF 6 SHEETS | STA. | TO STA.

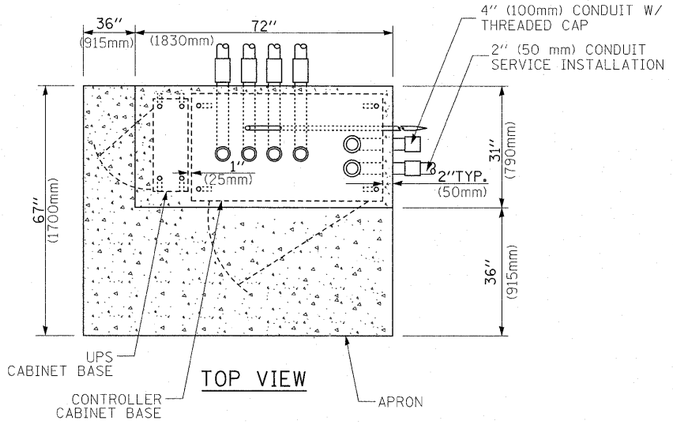
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	34
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TOP VIEW



TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



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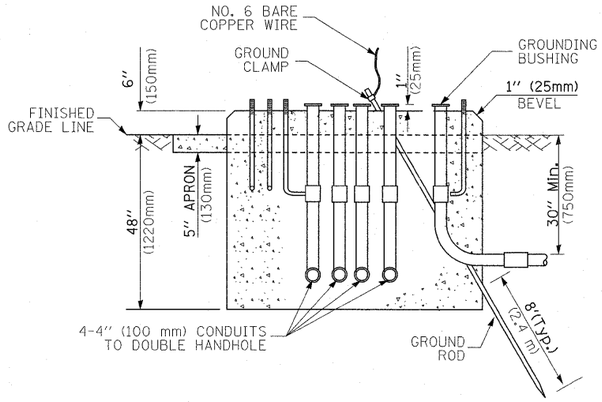
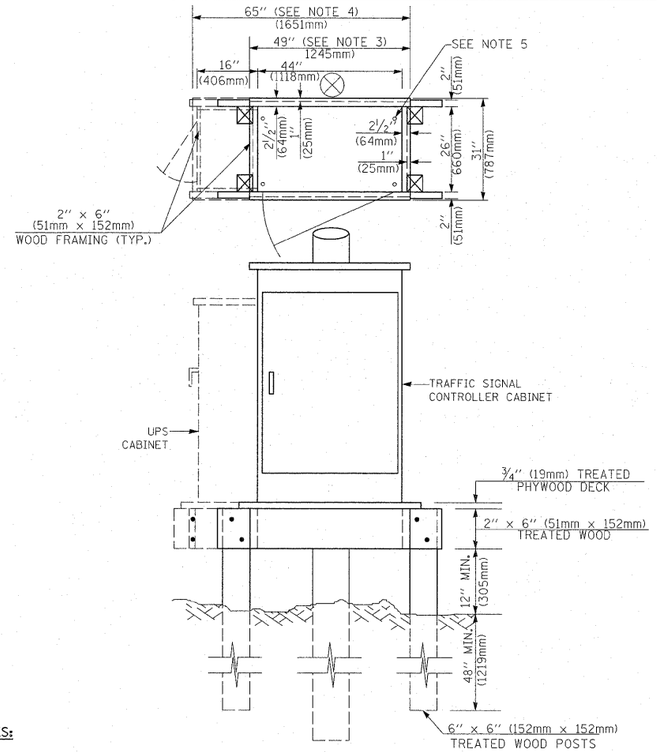


TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	4-N-3	WILL	68	35
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

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

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

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

RAILROAD SYMBOLS

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

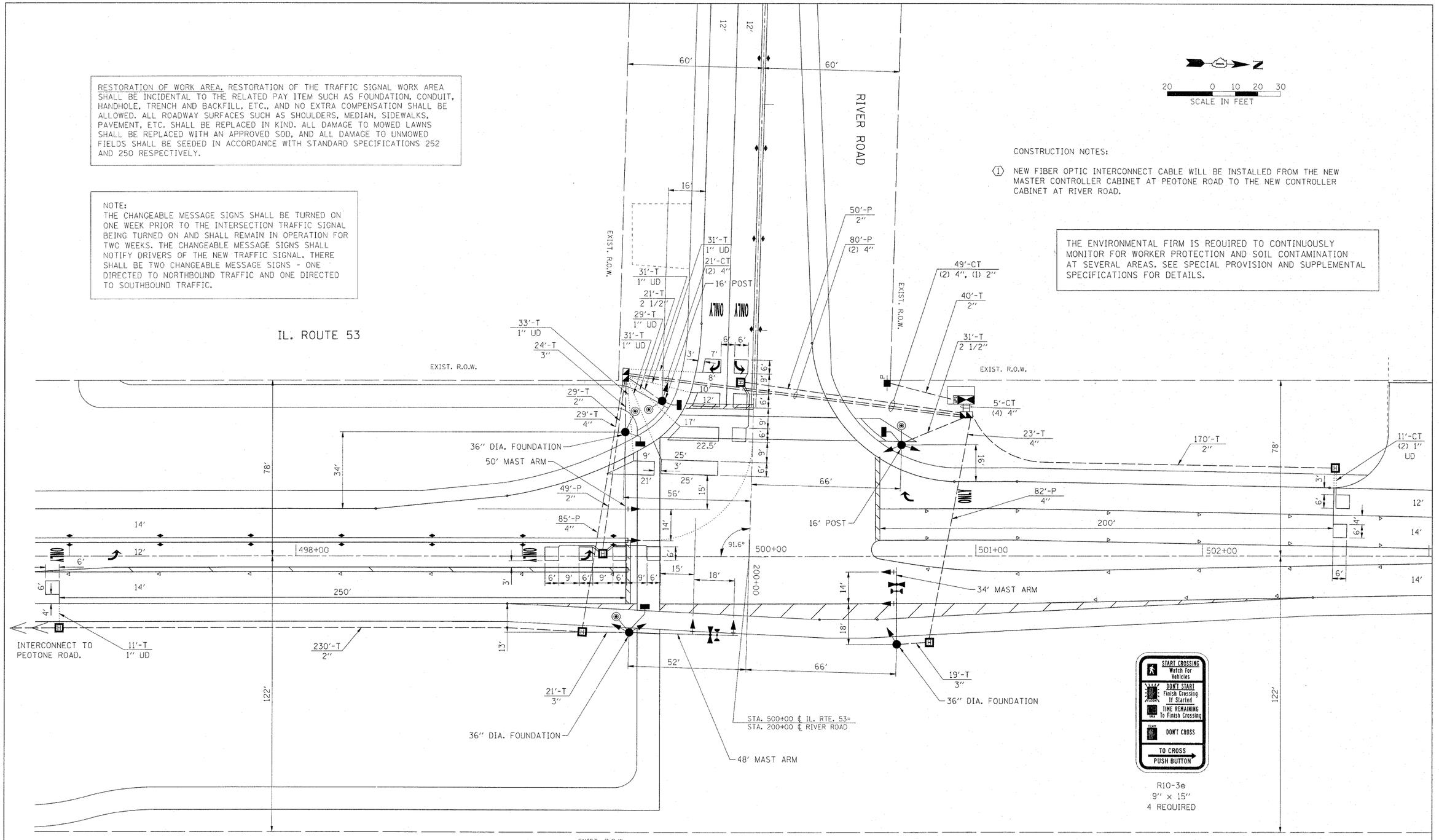
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	36
	TS-05	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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



CONSTRUCTION NOTES:

(1) NEW FIBER OPTIC INTERCONNECT CABLE WILL BE INSTALLED FROM THE NEW MASTER CONTROLLER CABINET AT PEOTONE ROAD TO THE NEW CONTROLLER CABINET AT RIVER ROAD.

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

R10-3e
9" x 15"
4 REQUIRED

APEX CONSULTING ENGINEERS, LLC
111 E. Wacker Drive, Suite 820
Chicago, IL 60601

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9-26-2011	PLOT SCALE = $SCALE$	DRAWN - WHI	REVISED -
	PLOT DATE = 9/30/2011	CHECKED - DEB	REVISED -
		DATE - 8/2/2011	REVISED -

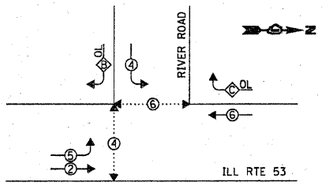
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL PLAN
ILL ROUTE 53 AND RIVER ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	37
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



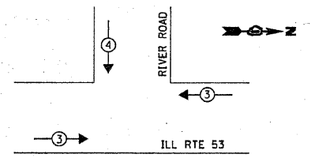
LEGEND

- SINGLE ENTRY PHASE
- DUAL ENTRY PHASE
- OL OVERLAP
- PEDESTRIAN PHASE
- • NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5
C	=	6	+	4

EMERGENCY VEHICLE PREEMPTION SEQUENCE



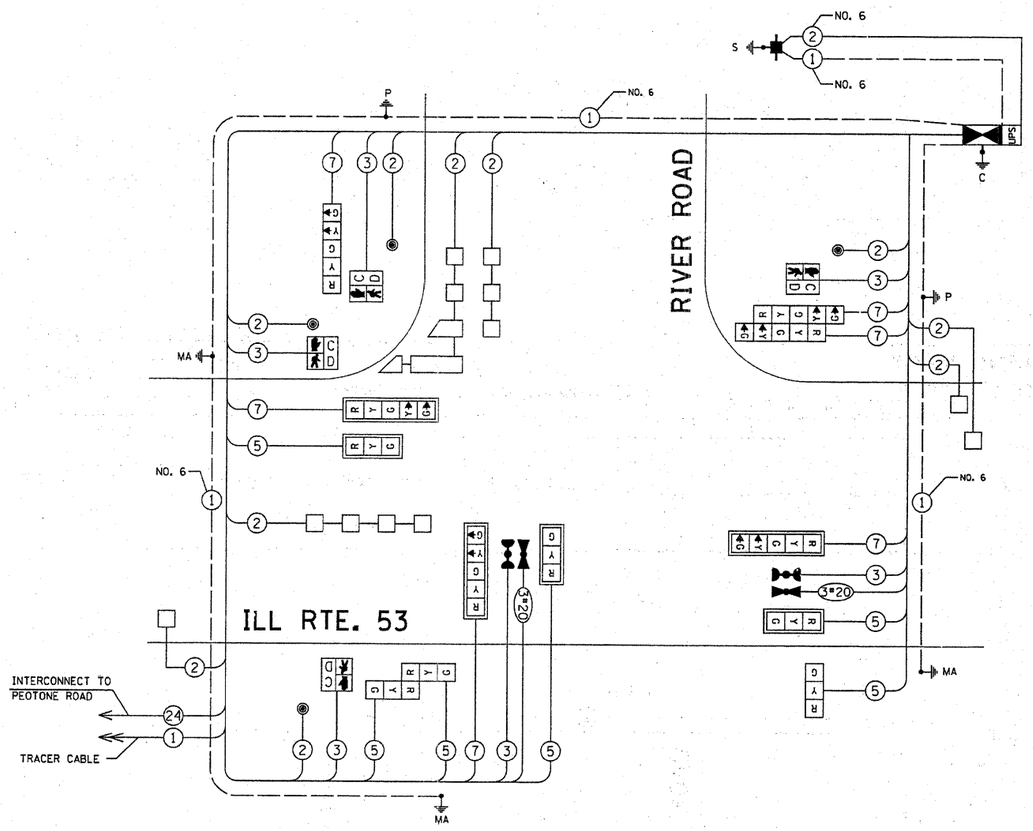
PROPOSED EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	12		12	0.10	14.40
PED. SIGNAL	4		29	1.00	116.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
FLASHER				0.05	
ENERGY COSTS TO:				TOTAL =	452.40

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: JAMES GLOVER
PHONE: (815) 724-5054
COMPANY: COMMONWEALTH EDISON



RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE ENDS OF THE TRACER CABLES SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINETS.

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

CABLE PLAN

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
21.0	SQ FT	SIGN PANEL - TYPE 1
518	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
52	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
64	FOOT	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL
228	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
139	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
327	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
6	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
860	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1	EACH	TRANSCEIVER - FIBER OPTIC
865	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1525	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1855	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
575	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1585	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1-PAIR
80	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.

QUANTITY	UNIT	ITEM
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.
8	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
39	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
3	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 3-SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 2-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
6	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
6	EACH	INDUCTIVE LOOP DETECTOR
776	FOOT	DETECTOR LOOP, TYPE I
* 2	EACH	LIGHT DETECTOR
* 1	EACH	LIGHT DETECTOR AMPLIFIER
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION, POLE MOUNT
1	EACH	UNINTERRUPTIBLE POWER SUPPLY
1080	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
* 625	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED

* 100% COST TO THE CITY OF WILMINGTON

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111 E. Wacker Drive, Suite 520
Chicago, IL 60601

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	PLOT DATE = 8/2/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL ROUTE 53 AT RIVER ROAD
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY PREEMPTION SEQUENCE

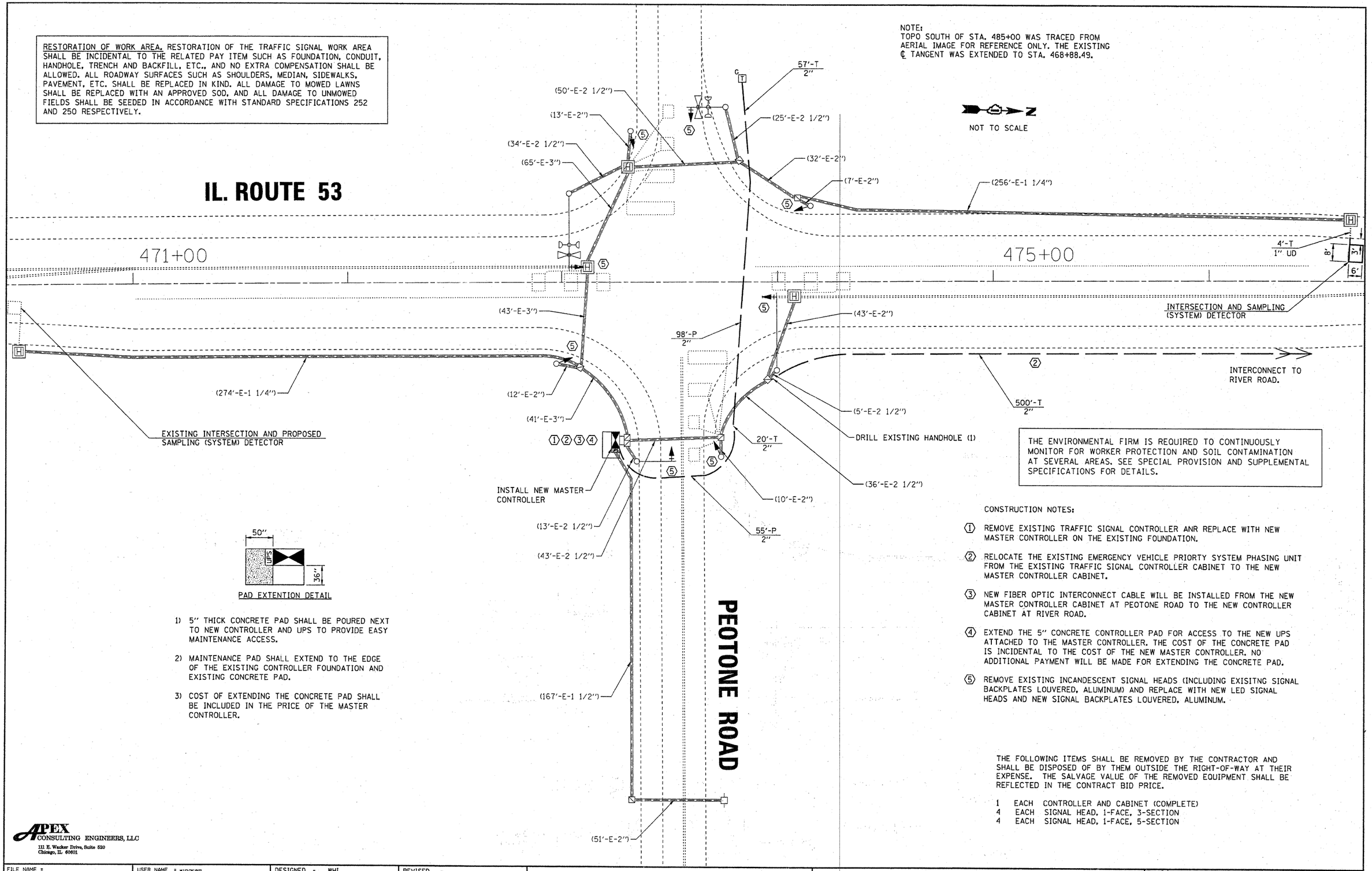
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	38
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
TOPO SOUTH OF STA. 485+00 WAS TRACED FROM AERIAL IMAGE FOR REFERENCE ONLY. THE EXISTING ℄ TANGENT WAS EXTENDED TO STA. 468+88.49.

NOT TO SCALE



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

PAD EXTENTION DETAIL

1) 5" THICK CONCRETE PAD SHALL BE POURED NEXT TO NEW CONTROLLER AND UPS TO PROVIDE EASY MAINTENANCE ACCESS.

2) MAINTENANCE PAD SHALL EXTEND TO THE EDGE OF THE EXISTING CONTROLLER FOUNDATION AND EXISTING CONCRETE PAD.

3) COST OF EXTENDING THE CONCRETE PAD SHALL BE INCLUDED IN THE PRICE OF THE MASTER CONTROLLER.

CONSTRUCTION NOTES:

(1) REMOVE EXISTING TRAFFIC SIGNAL CONTROLLER ANR REPLACE WITH NEW MASTER CONTROLLER ON THE EXISTING FOUNDATION.

(2) RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORTY SYSTEM PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET TO THE NEW MASTER CONTROLLER CABINET.

(3) NEW FIBER OPTIC INTERCONNECT CABLE WILL BE INSTALLED FROM THE NEW MASTER CONTROLLER CABINET AT PEOTONE ROAD TO THE NEW CONTROLLER CABINET AT RIVER ROAD.

(4) EXTEND THE 5" CONCRETE CONTROLLER PAD FOR ACCESS TO THE NEW UPS ATTACHED TO THE MASTER CONTROLLER. THE COST OF THE CONCRETE PAD IS INCIDENTAL TO THE COST OF THE NEW MASTER CONTROLLER. NO ADDITIONAL PAYMENT WILL BE MADE FOR EXTENDING THE CONCRETE PAD.

(5) REMOVE EXISTING INCANDESCENT SIGNAL HEADS (INCLUDING EXISITNG SIGNAL BACKPLATES LOUVERED, ALUMINUM) AND REPLACE WITH NEW LED SIGNAL HEADS AND NEW SIGNAL BACKPLATES LOUVERED, ALUMINUM.

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

1	EACH	CONTROLLER AND CABINET (COMPLETE)
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION

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111 E. Wacker Drive, Suite 520
Chicago, IL 60601

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	PLOT DATE = 8/9/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL MODIFICATION PLAN
ILL ROUTE 53 AND PEOTONE ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	39
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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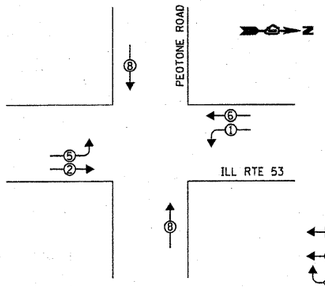
CONTROLLER SEQUENCE

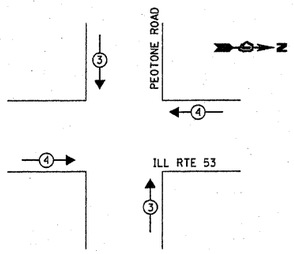


LEGEND

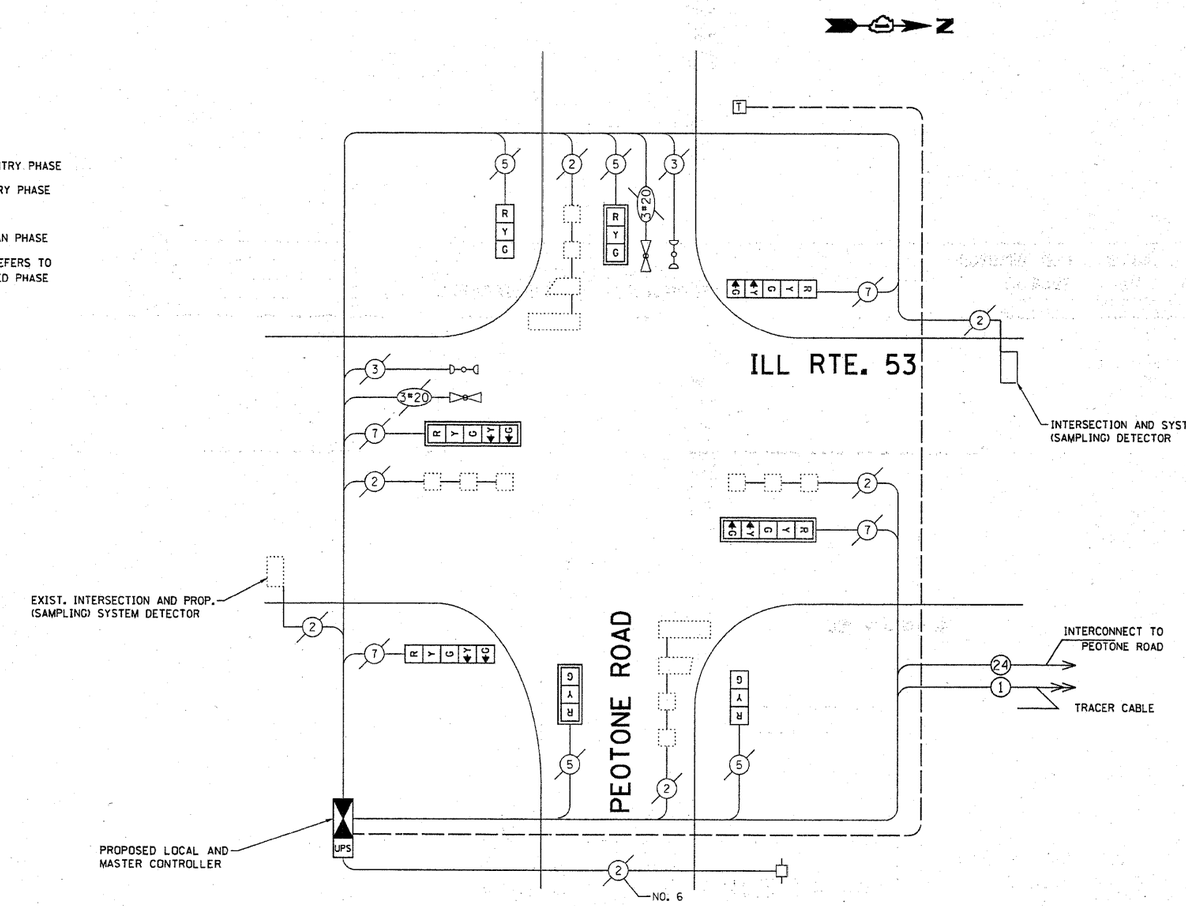
- SINGLE ENTRY PHASE
- DUAL ENTRY PHASE
- OL — OVERLAP
- PEDESTRIAN PHASE
- • — NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓↑	←→



CABLE PLAN

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE ENDS OF THE TRACER CABLES SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINETS.

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

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

TYPE	NO. LAMPS	X WATTAGE INCAND.	WATTAGE LED	X % OPERATION	TOTAL WATTAGE
SIGNAL (RED)	8		17	0.50	68.00
(YELLOW)	8		25	0.25	50.00
(GREEN)	8		15	0.25	30.00
ARROW	8		12	0.10	9.60
PED. SIGNAL	-		29	1.00	-
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
FLASHER				0.05	
ENERGY COSTS TO:				TOTAL =	257.60

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY CONTACT: JAMES GLOVER
PHONE: (815) 724-5054
COMPANY: COMMONWEALTH EDISON

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET
1	EACH	MASTER CONTROLLER
1	EACH	TRANSCEIVER - FIBER OPTIC
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
6	EACH	INDUCTIVE LOOP DETECTOR
35	FOOT	DETECTOR LOOP, TYPE I
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	UNINTERRUPTIBLE POWER SUPPLY

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111 E. Wacker Drive, Suite 920
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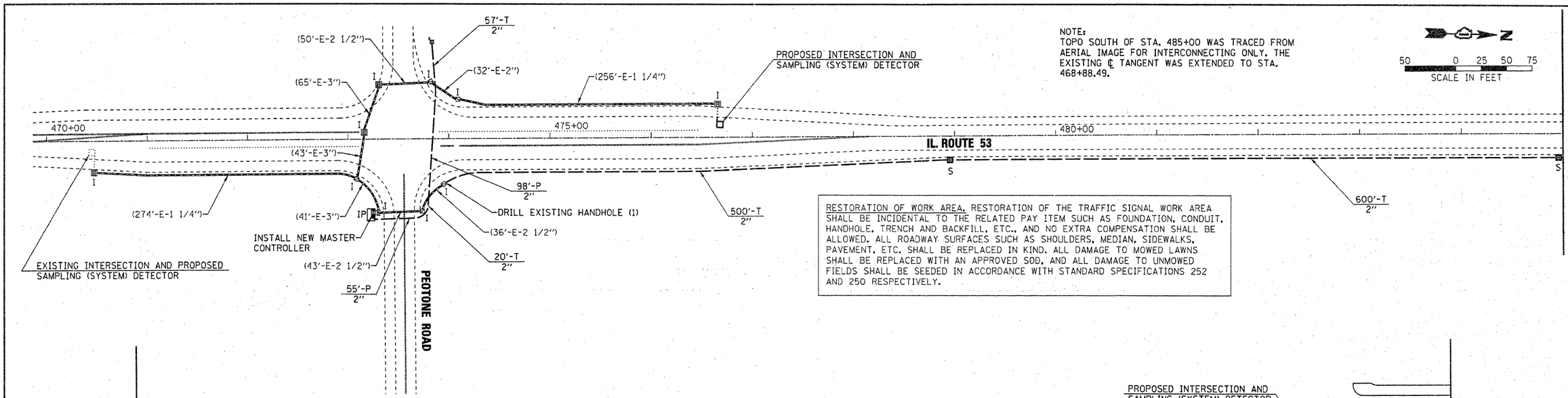
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILL ROUTE 53 AT PEOTONE ROAD
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY PREEMPTION SEQUENCE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	40
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTE:
TOPO SOUTH OF STA. 485+00 WAS TRACED FROM AERIAL IMAGE FOR INTERCONNECTING ONLY. THE EXISTING ℄ TANGENT WAS EXTENDED TO STA. 468+88.49.

N

50 0 25 50 75
SCALE IN FEET

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

CONSTRUCTION NOTES:

(1) NEW FIBER OPTIC INTERCONNECT CABLE WILL BE INSTALLED FROM THE NEW MASTER CONTROLLER CABINET AT PEOTONE ROAD TO THE NEW CONTROLLER CABINET AT RIVER ROAD.

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

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111 E. Wacker Drive, Suite 820
Chicago, IL 60601

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	PLOT DATE = 8/2/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN
ILL ROUTE 53 FROM PEOTONE ROAD TO RIVER ROAD

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	41
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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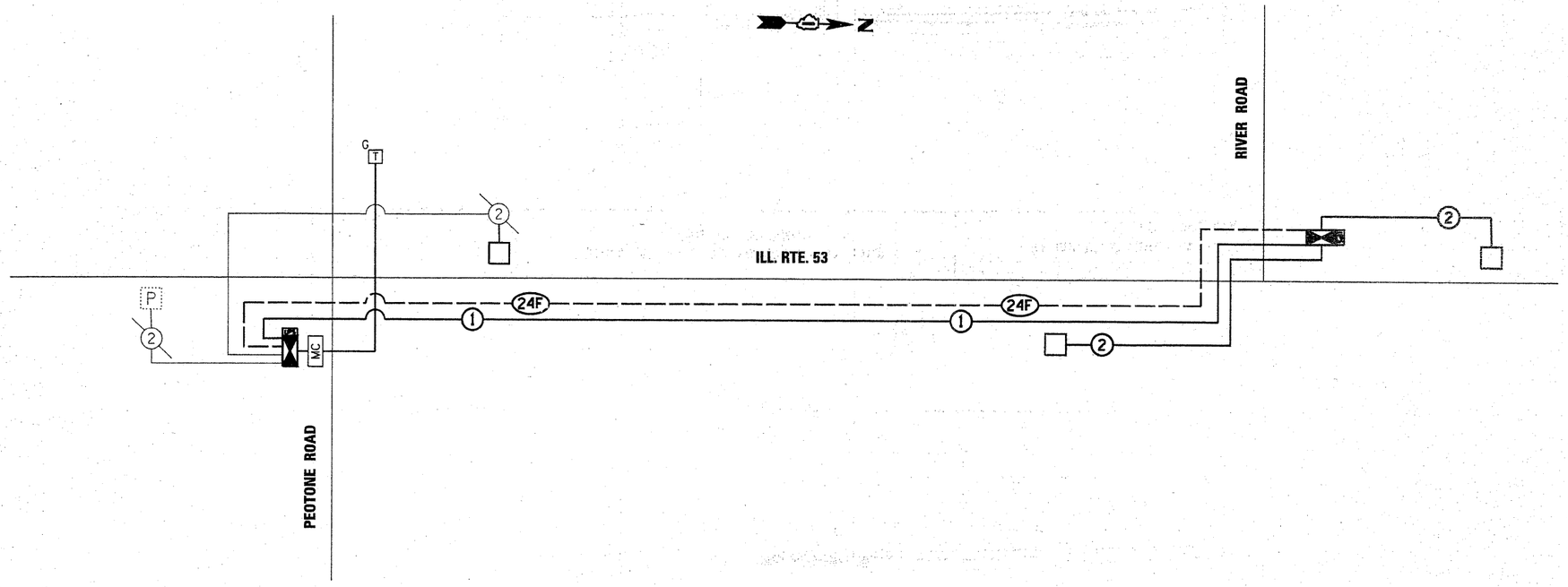

THE ENVIRONMENTAL FIRM IS REQUIRED TO CONTINUOUSLY MONITOR FOR WORKER PROTECTION AND SOIL CONTAMINATION AT SEVERAL AREAS. SEE SPECIAL PROVISION AND SUPPLEMENTAL SPECIFICATIONS FOR DETAILS.

SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2337
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	153
HEAVY-DUTY HANDHOLE	EACH	3
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2337
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DRILL EXISTING HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	FOOT	3125
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3160
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

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	PLOT DATE = 8/2/2011	DATE - 8/2/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC
ILL ROUTE 53 FROM PEOTONE ROAD TO RIVER ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	42
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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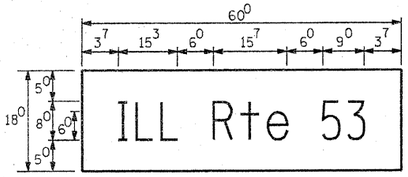
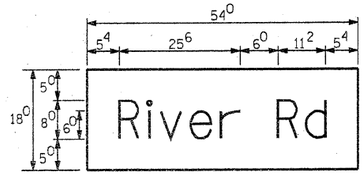
PANEL SIGN DESIGN TYPE 1



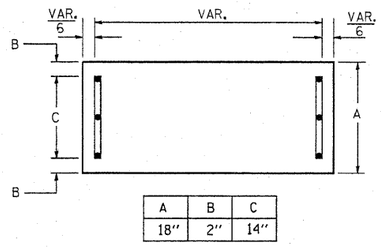
___ Sq. M. each
7.50 Sq. Ft. each
1 Required
Design Series D

PANEL SIGN DESIGN TYPE 1

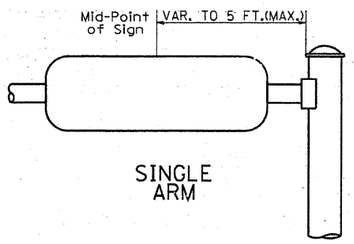


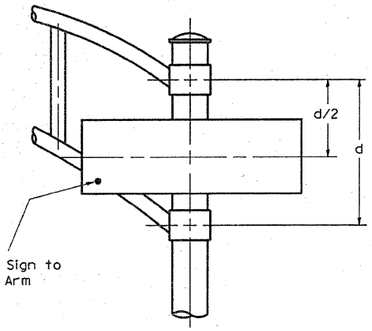
___ Sq. M. each
6.75 Sq. Ft. each
2 Required
Design Series D

SUPPORTING CHANNELS



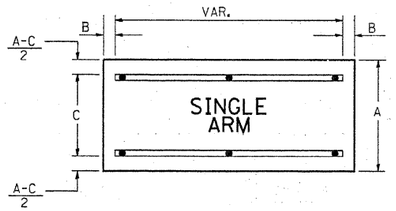
A	B	C
18"	2"	14"





DUAL ARM

SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"

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

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
   - * A.K.T. CORPORATION, SCHAUMBURG, IL
   - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
   - * TUCKER COMPANY, INC., WAUWATOSA, WI
   - * WESTERN TRAFFIC CONTROL INC., CICERO, IL

PARTS LISTING:

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

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

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

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

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

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

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

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

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

UPPER AND LOWER CASE LETTER WIDTHS

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

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

APEX CONSULTING ENGINEERS, LLC
111 E. Wacker Drive, Suite 820
Chicago, IL 60601

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	60	43
		CONTRACT NO. 60L42		
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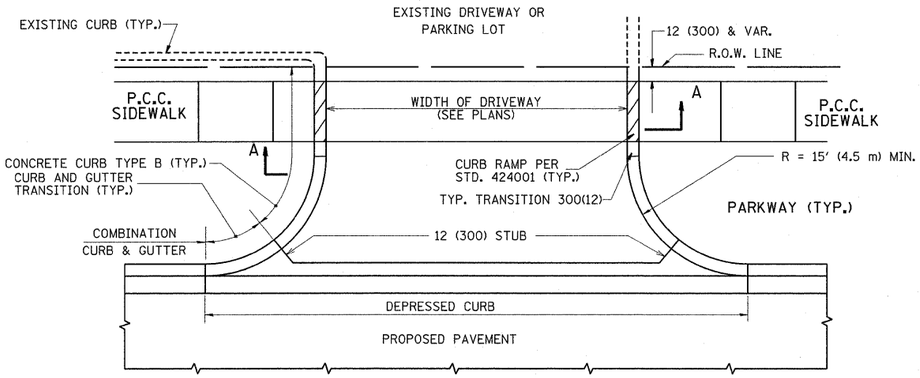
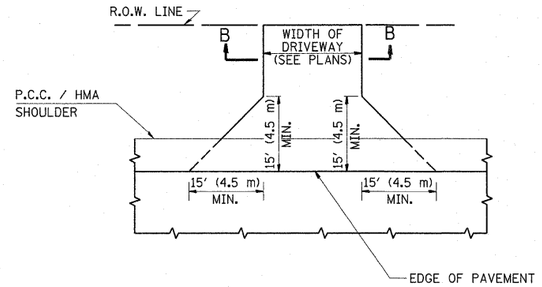
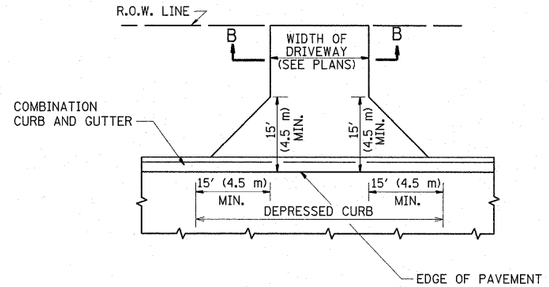


WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



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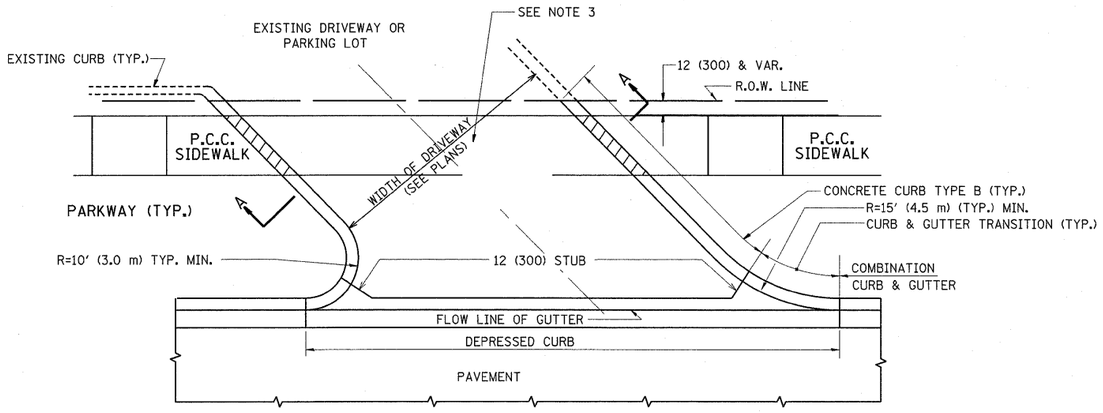
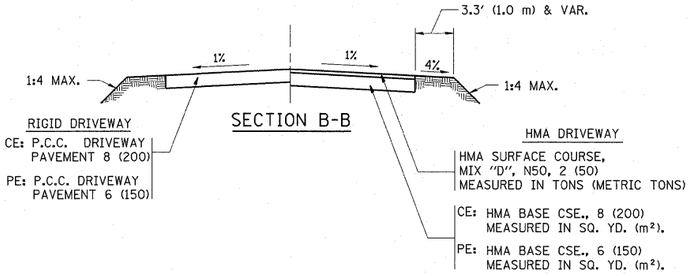
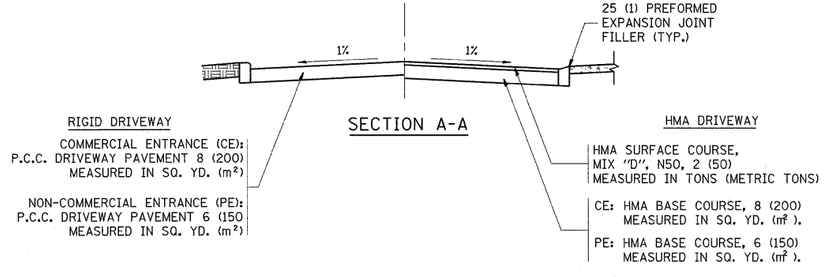


WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX "D", N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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9-13-2011		DRAWN -	REVISED - R. BORO 01-01-07
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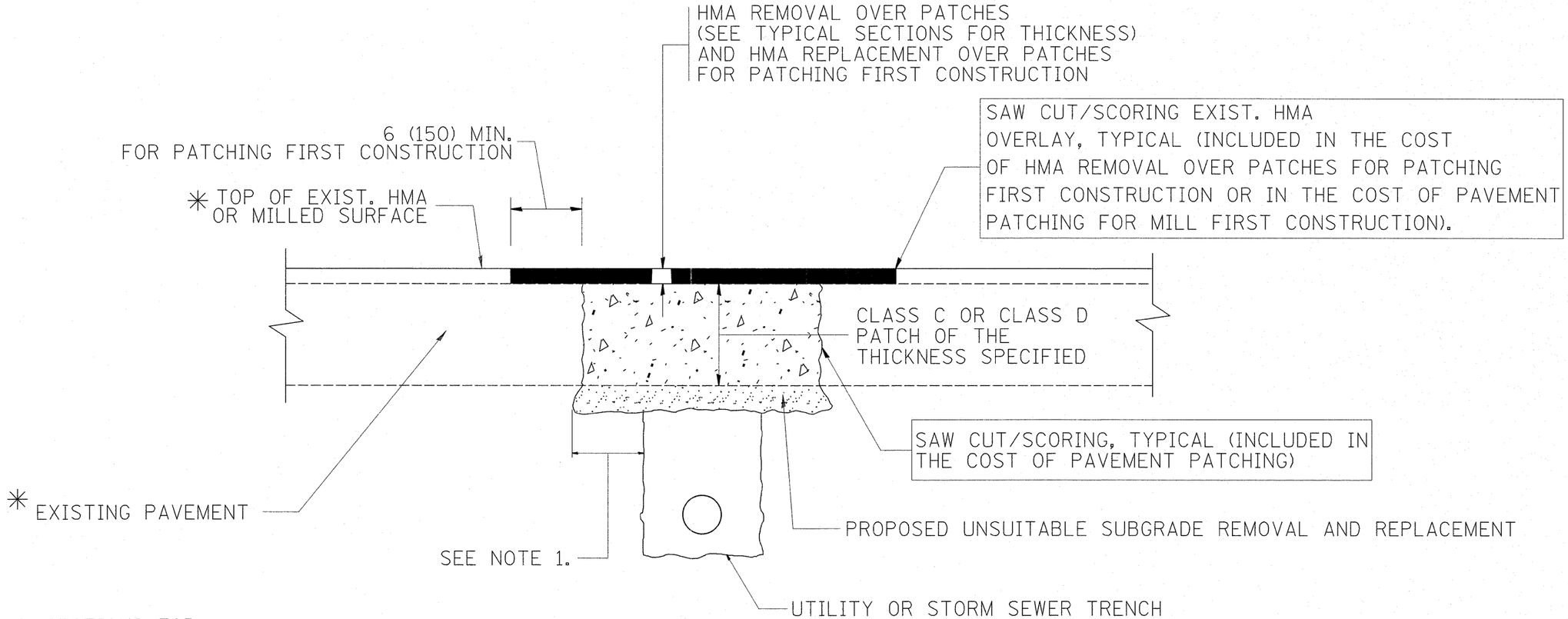
	PLOT DATE = 9/8/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	44
	BD0156-07 (BD-01)	CONTRACT NO. 60L42		
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 4½ 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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	PLOT DATE = 8/23/2011	CHECKED -	REVISED - R. BORO 09-04-07		
		DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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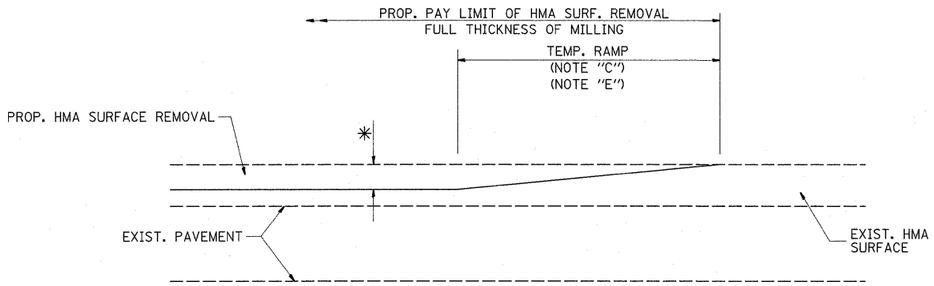
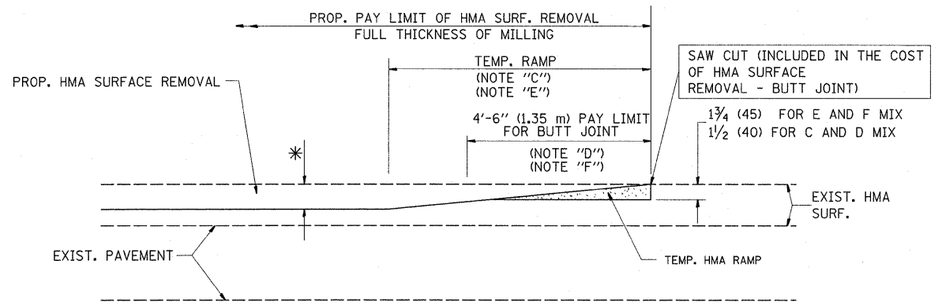


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

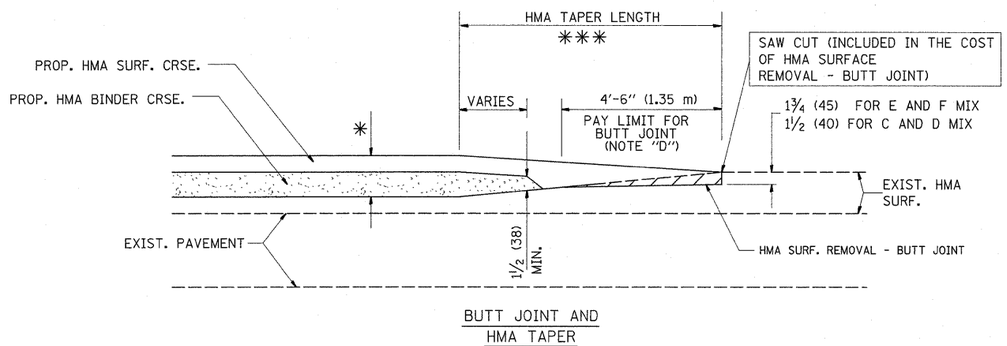


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

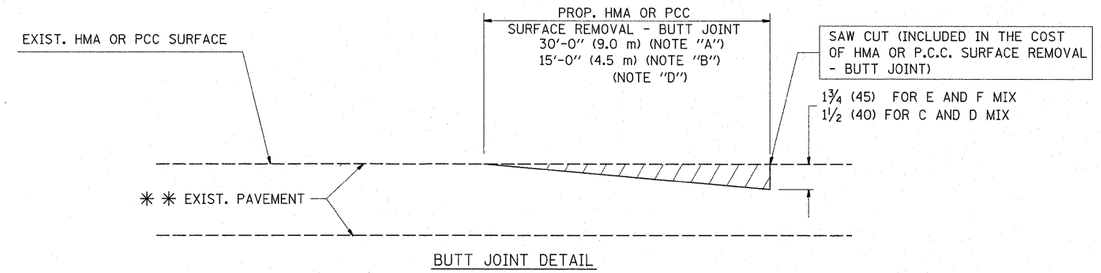
OPTION 2

TYPICAL TEMPORARY RAMP

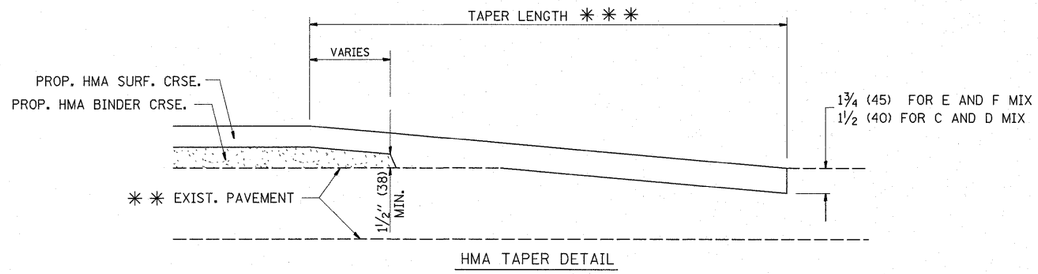


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

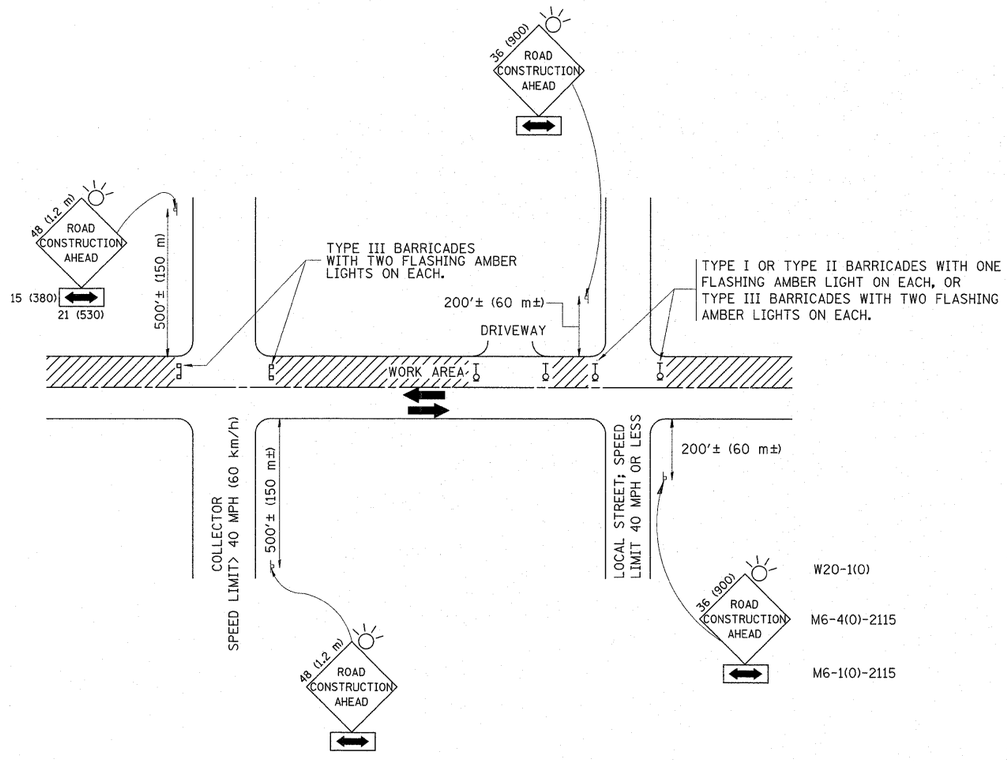
FILE NAME = c:\pw_work\pwidot\beckertcm\d0150277\D	USER NAME = beckertcm	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 8/23/2011	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	46
	BD400-05 BD32	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

FILE NAME = c:\pw_work\pwidot\beckertcm\d0150277\DistStd.dgn	USER NAME = beckertcm	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 8/23/2011	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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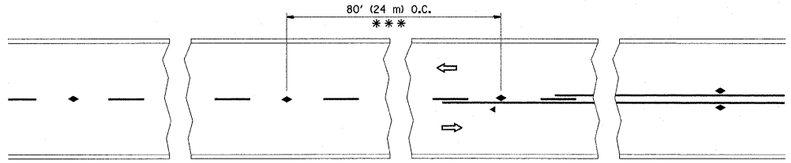
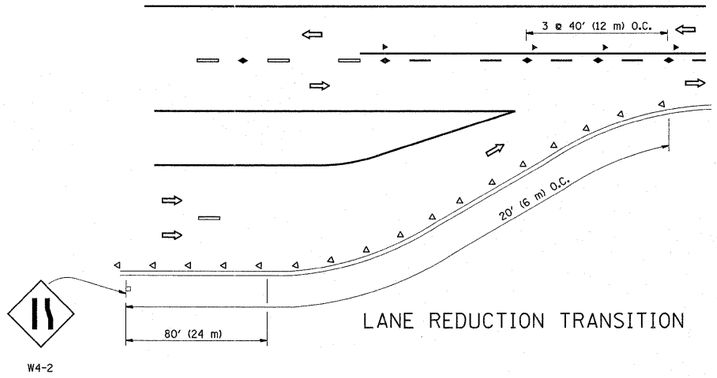
	TC-10	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

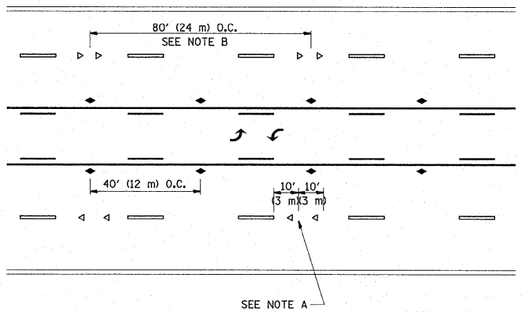


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

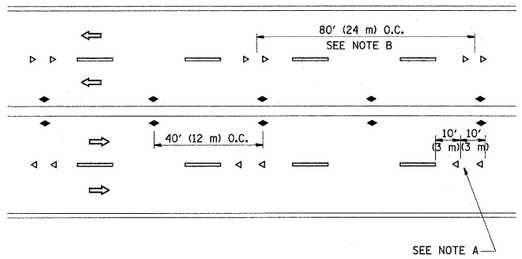
TWO-LANE/TWO-WAY



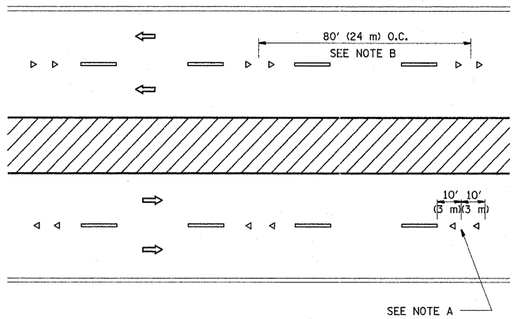
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

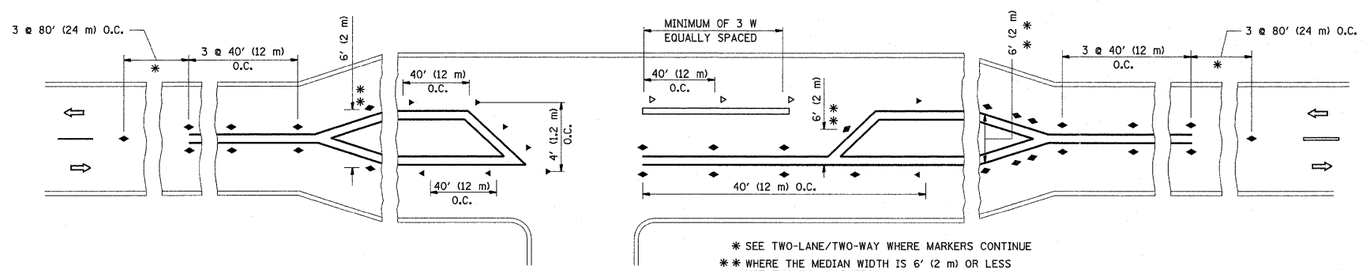
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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



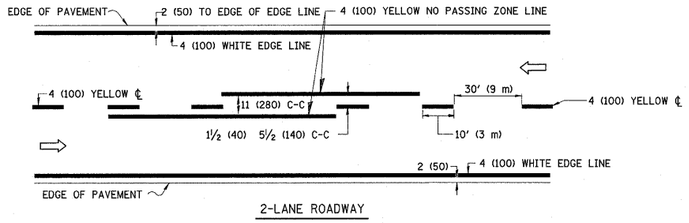
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

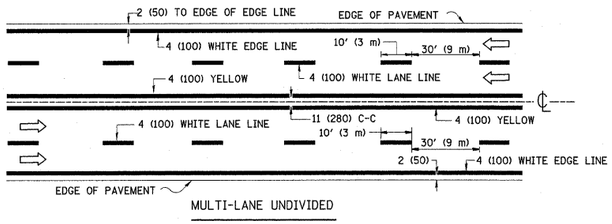
LEFT TURN

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

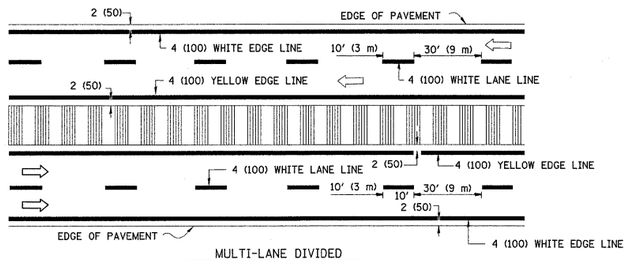
FILE NAME = c:\pw_work\pwidot\beckertcm\d0150277\D...tStd.dgn	USER NAME = beckertcm	DESIGNED -	REVISED -T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED -T. RAMMACHER 03-12-99			846	4-N-3	WILL	68	48
	PLOT DATE = 8/23/2011	CHECKED -	REVISED -T. RAMMACHER 01-06-00				TC-11	CONTRACT NO. 60L42		
		DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



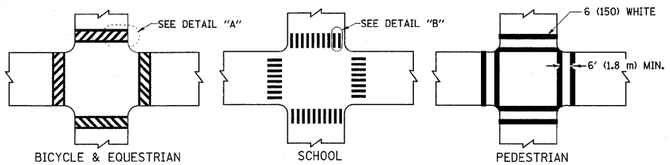
MULTI-LANE UNDIVIDED

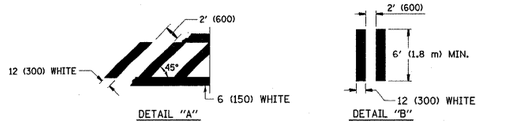


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

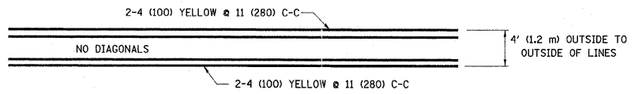
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

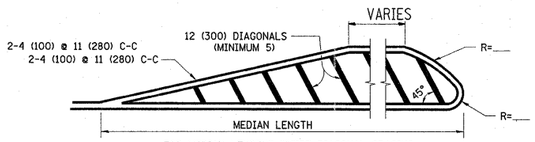




TYPICAL CROSSWALK MARKING



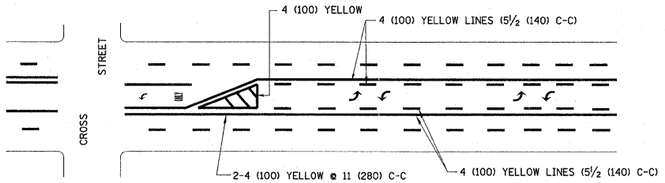
4′ (1.2 m) WIDE MEDIANS ONLY



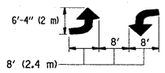
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4′ (1.2 m) WIDE

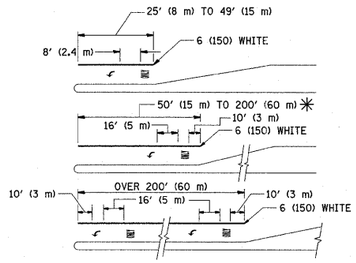


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200′ (60 m) TO 300′ (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

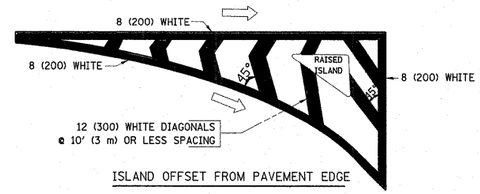


FULL SIZE LETTERS 8′ (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

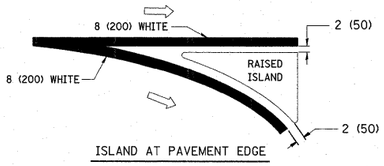
✳ TURN LANES IN EXCESS OF 400′ (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10′ (3 m) LINE WITH 30′ (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊠ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊠ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10′ (3 m) LINE WITH 30′ (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2′ (600) LINE WITH 6′ (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8′ (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊠ 4 (100) EACH DIRECTION 8′ (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10′ (3 m) LINE WITH 30′ (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊠ 6 (150) 12 (300) ⊠ 45° 12 (300) ⊠ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6′ (1.8 m) APART 2′ (600) APART 2′ (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4′ (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊠ 4 (100) WITH 12 (300) DIAGONALS ⊠ 45° NO DIAGONALS USED FOR 4′ (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊠ 45°	SOLID	WHITE	DIAGONALS: 15′ (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20′ (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30′ (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6′ (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ⊠ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50′ (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75′ (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150′ (45 m) C-C (OVER 45MPH (70 km/h))

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

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

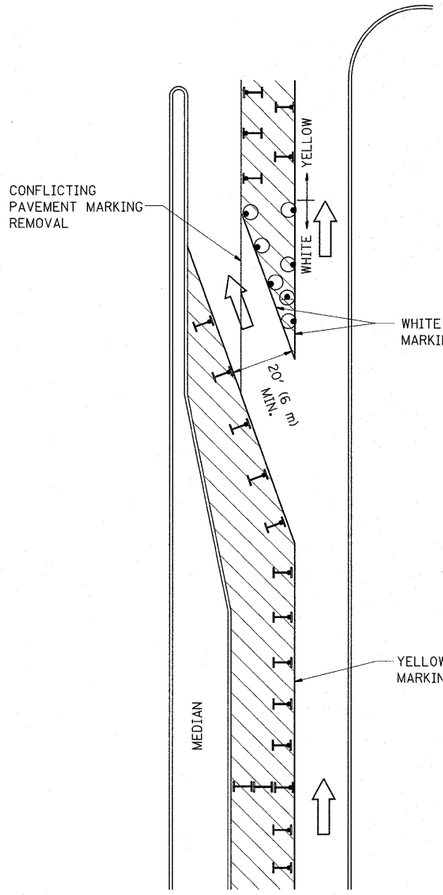
FILE NAME = c:\pw_work\pwidot\beckertcm\d0150277\DistStd.dgn	USER NAME = beckertcm	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
		DRAWN -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 50.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE - 03-19-90	REVISED -

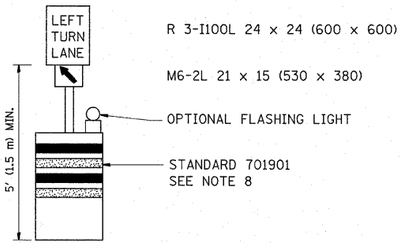
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	49
	TC-13	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

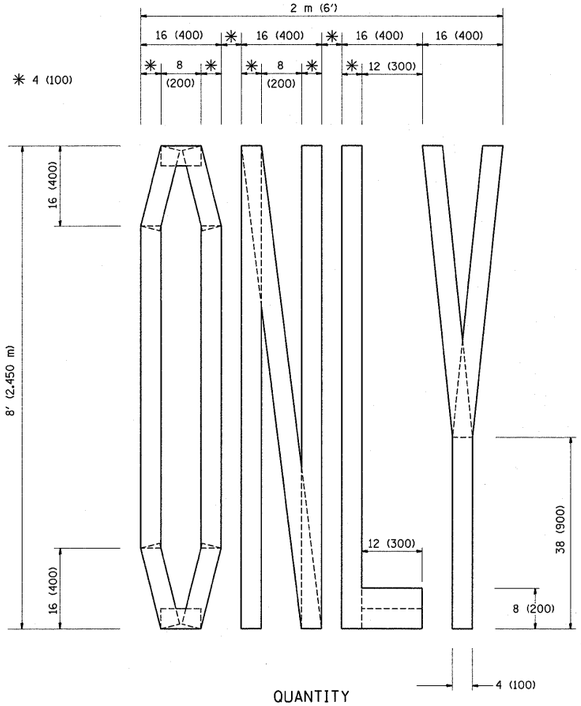
FILE NAME = c:\pw_work\pwidot\beckertom\d0150277\DistStd.dgn	USER NAME = beckertom	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 50.0000 ' / in.	REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT DATE = 8/23/2011	REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

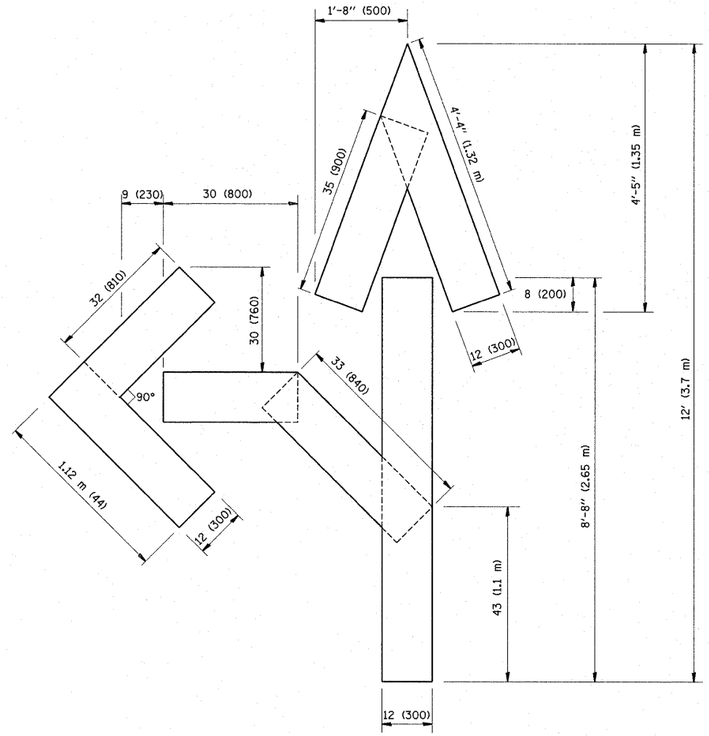
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

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

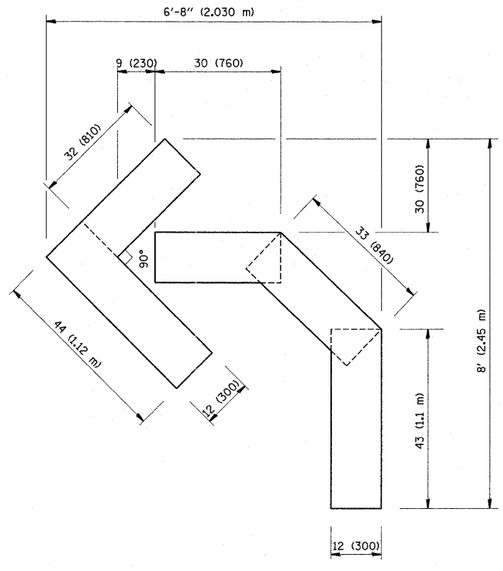
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	50
	TC-14	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



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



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

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

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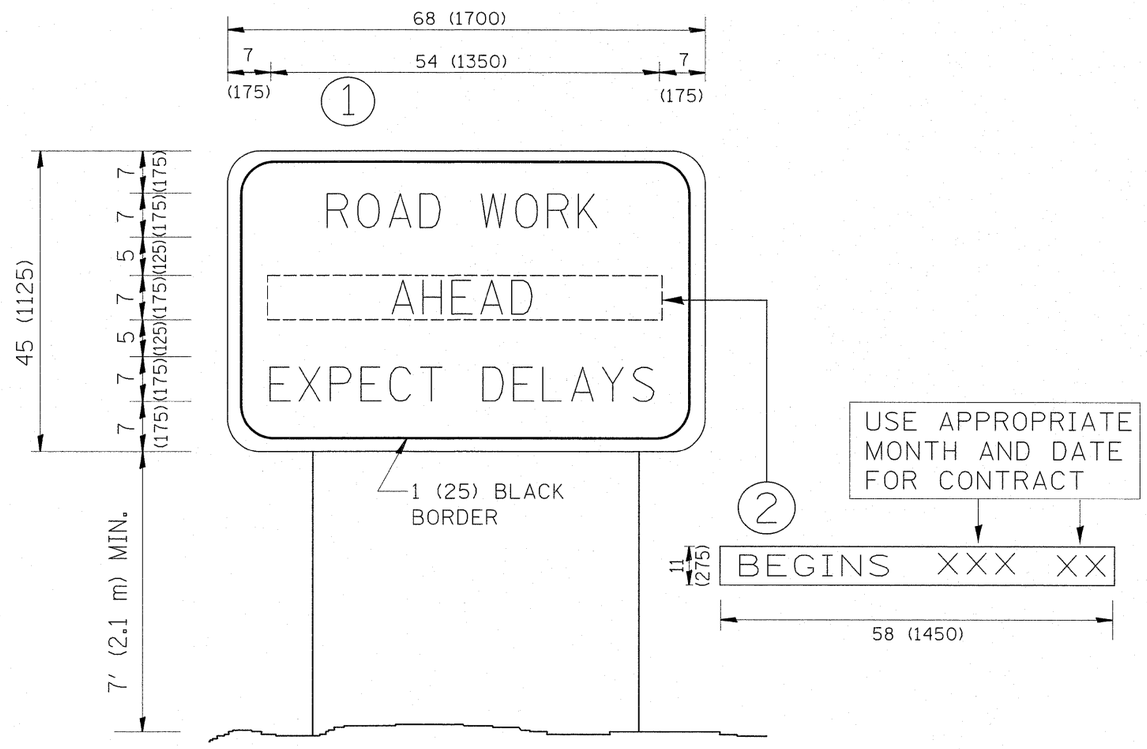
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 8/23/2011	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	51
	TC-16	CONTRACT NO. 60L42		
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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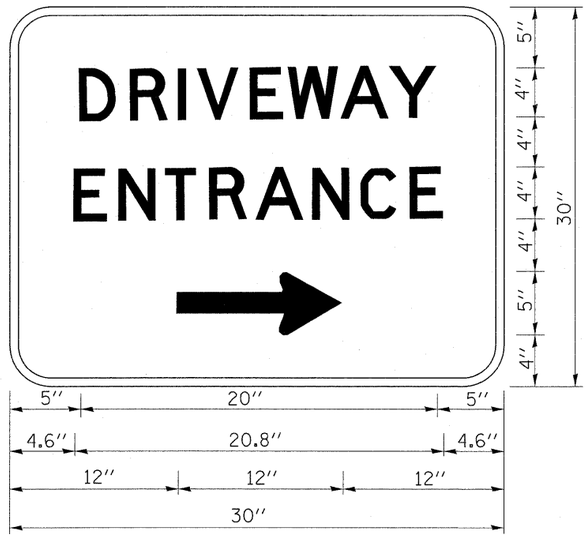
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99
	PLOT DATE = 8/23/2011	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	52
	TC-22	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

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

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

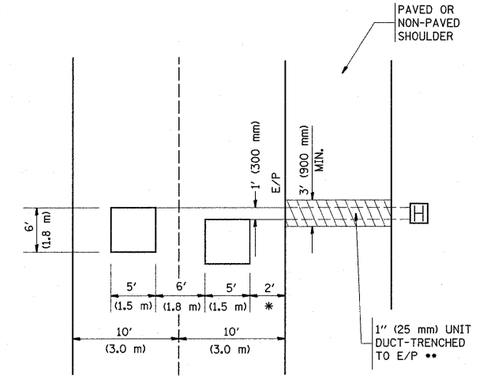
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	53
	TC-26	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

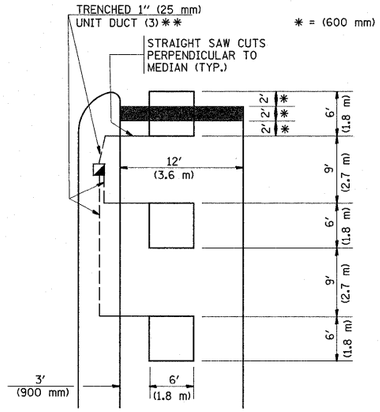


* = (600 mm)

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

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

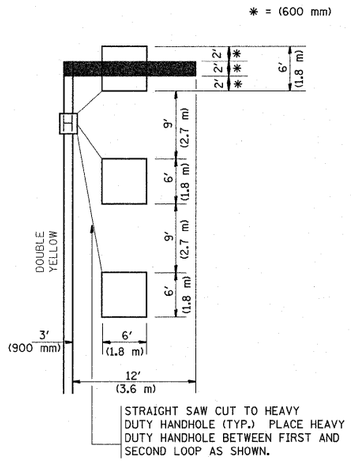
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

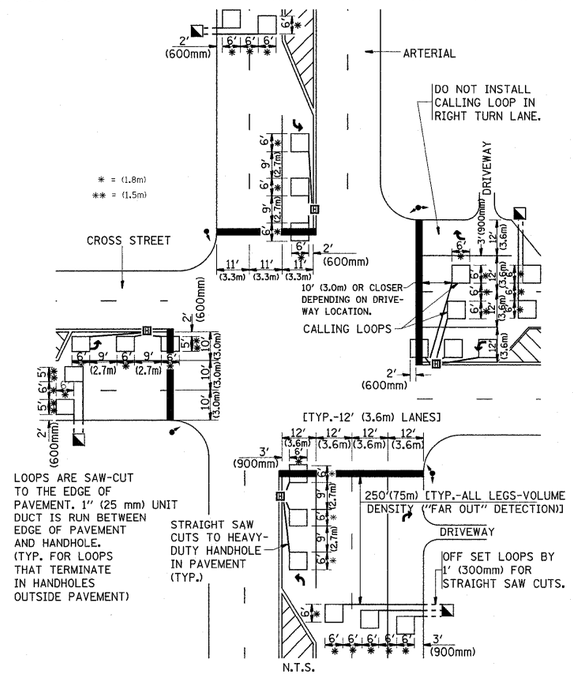
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



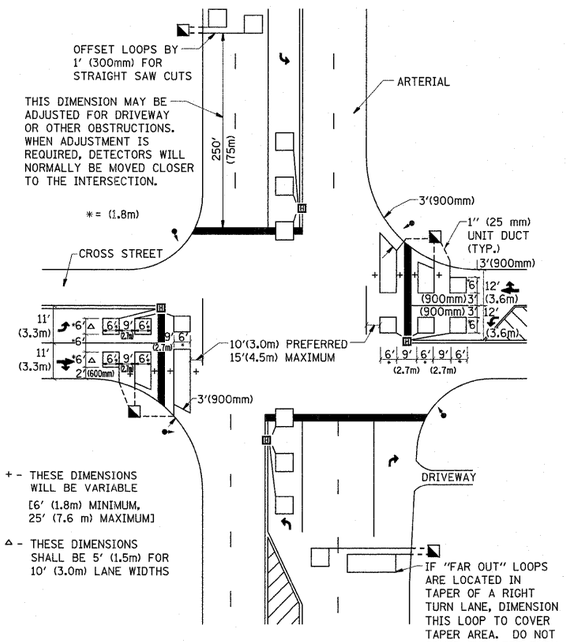
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

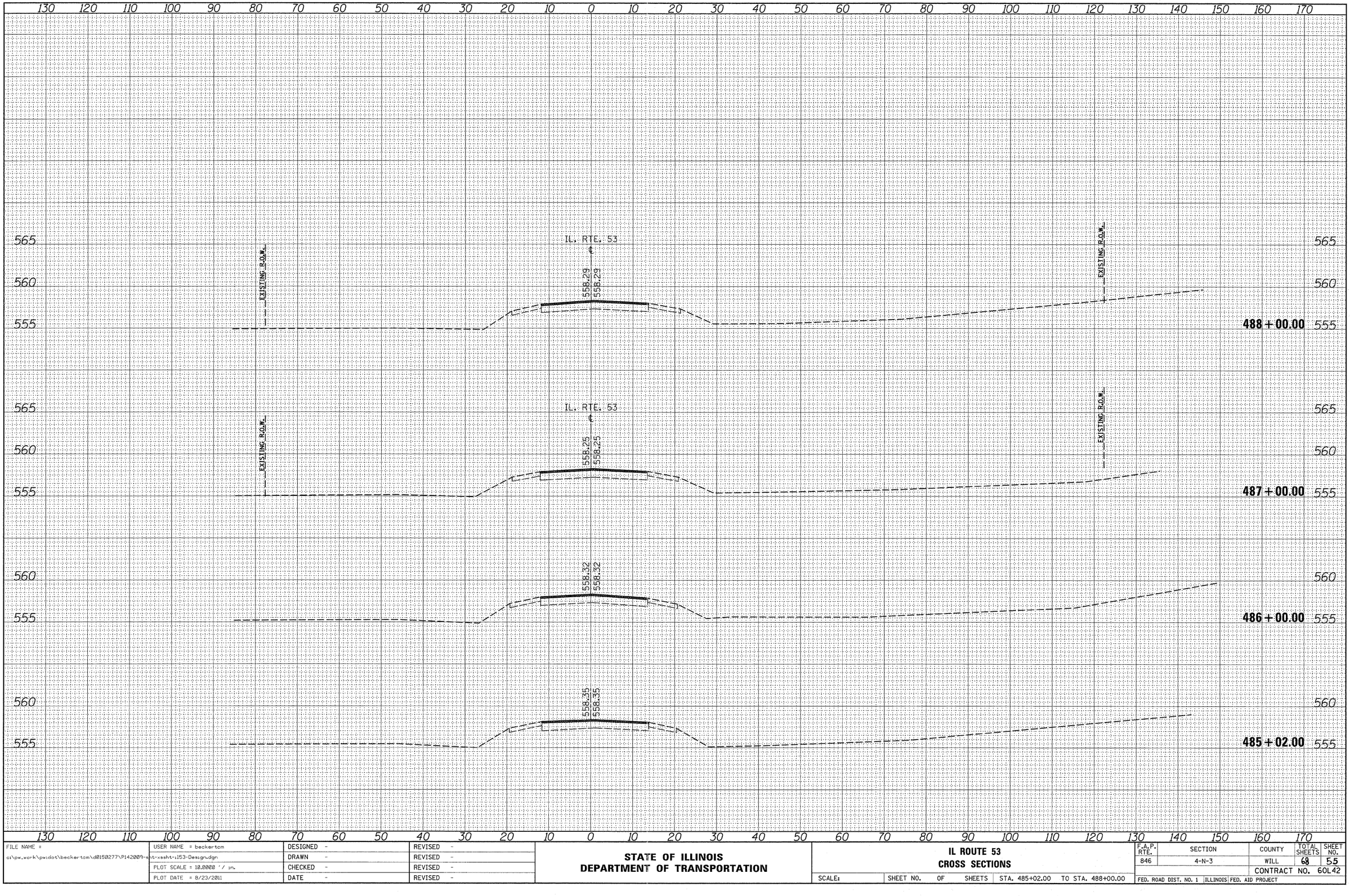
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	54
	TS-07	CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 485+02.00 TO STA. 488+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	55
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

565
560
555

EXISTING R.O.W.

IL. RTE. 53

557.00 — 6% — 4% — 2% — 559.12 — 2% — 4% — 6% — 557.17

559.12

CUT = 48 SF
FILL = 3 SF
UM = 32 SF
PGE = 11 SF

EXISTING R.O.W.

491 + 00.00

565
560
555

EXISTING R.O.W.

IL. RTE. 53

556.00 — 6% — 4% — 558.90 — 4% — 6% — 556.67

558.90

CUT = 28 SF
FILL = 15 SF
UM = 29 SF
PGE = 9 SF

EXISTING R.O.W.

490 + 00.00

565
560
555

EXISTING R.O.W.

IL. RTE. 53

558.51

558.51

EXISTING R.O.W.

489 + 00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
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AREAS CHECKED
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DATE

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 489+00.00 TO STA. 491+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	56
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

565
560
555

EXISTING R.O.W.

IL. RTE. 53 ℄

560.36
560.36

1:4 6% 4% 2% 2% 4% 6%

558.50

559.15

CUT = 56 SF
FILL = 2 SF
UM = 36 SF
PGE = 17 SF

494+00.00

EXISTING R.O.W.

565
560
555

EXISTING R.O.W.

IL. RTE. 53 ℄

559.80
559.80

1:4 6% 4% 2% 2% 4% 6%

558.00

558.72

CUT = 58 SF
FILL = 2 SF
UM = 32 SF
PGE = 15 SF

493+00.00

EXISTING R.O.W.

565
560
555

EXISTING R.O.W.

IL. RTE. 53 ℄

559.37
559.37

1:4 6% 4% 2% 2% 4% 6%

557.50

558.29

CUT = 52 SF
FILL = 2 SF
UM = 29 SF
PGE = 13 SF

492+00.00

EXISTING R.O.W.

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 492+00.00 TO STA. 494+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	57
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

570 565 560

EXISTING R.O.W.

IL. RTE. 53 ℄

561.48 561.48

6% 4% 2% 2% 4% 2.2% 2.00%

560.15 560.20 559.80 560.60 560.80

CUT = 40 SF
FILL = 21 SF
UM = 50 SF
PGE = 18 SF

496 + 00.00

EXISTING R.O.W.

570 565 560

EXISTING R.O.W.

IL. RTE. 53 ℄

561.20 561.20

4.6% 4% 2% 2% 4% 4.0% 1.00%

559.50 562.55 562.65

CUT = 58 SF
FILL = 3 SF
UM = 43 SF
PGE = 18 SF

495 + 55.00

EXISTING R.O.W.

570 565 560 555

EXISTING R.O.W.

IL. RTE. 53 ℄

560.86 560.86

4.6% 4% 2% 2% 4% 4%

559.00 559.91

CUT = 56 SF
FILL = 3 SF
UM = 34 SF
PGE = 18 SF

495 + 00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

FINAL SURVEY
NOTE BOOK
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AGREES		
AREAS CHECKED		

ORIGINAL SURVEY
NOTE BOOK
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AGREES		
AREAS CHECKED		

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 495+00.00 TO STA. 496+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	58
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

570 565 560

EXISTING R.O.W.

2.00%

560.34 560.54

6% 4% 2%

IL. RTE. 53 ℄

562.50 562.50

561.21

2% 4% 6% 1:4 1:3

560.35

0.34%

561.31 561.35

EXISTING R.O.W.

CUT = 61 SF
FILL = 6 SF
UM = 54 SF
PGE = 21 SF

499 + 00.00

570 565 560

EXISTING R.O.W.

1.28%

559.85 559.98

1:4 6% 4% 2%

IL. RTE. 53 ℄

562.38 562.38

560.61

2% 4% 6% 1:4

560.17

0.34%

560.74 560.78

EXISTING R.O.W.

CUT = 40 SF
FILL = 12 SF
UM = 51 SF
PGE = 18 SF

498 + 00.00

570 565 560

EXISTING R.O.W.

1:4 6% 4% 2%

IL. RTE. 53 ℄

562.04 562.04

560.25

2% 4% 6%

559.99

2.00%

560.98 561.18

EXISTING R.O.W.

CUT = 38 SF
FILL = 20 SF
UM = 53 SF
PGE = 18 SF

497 + 00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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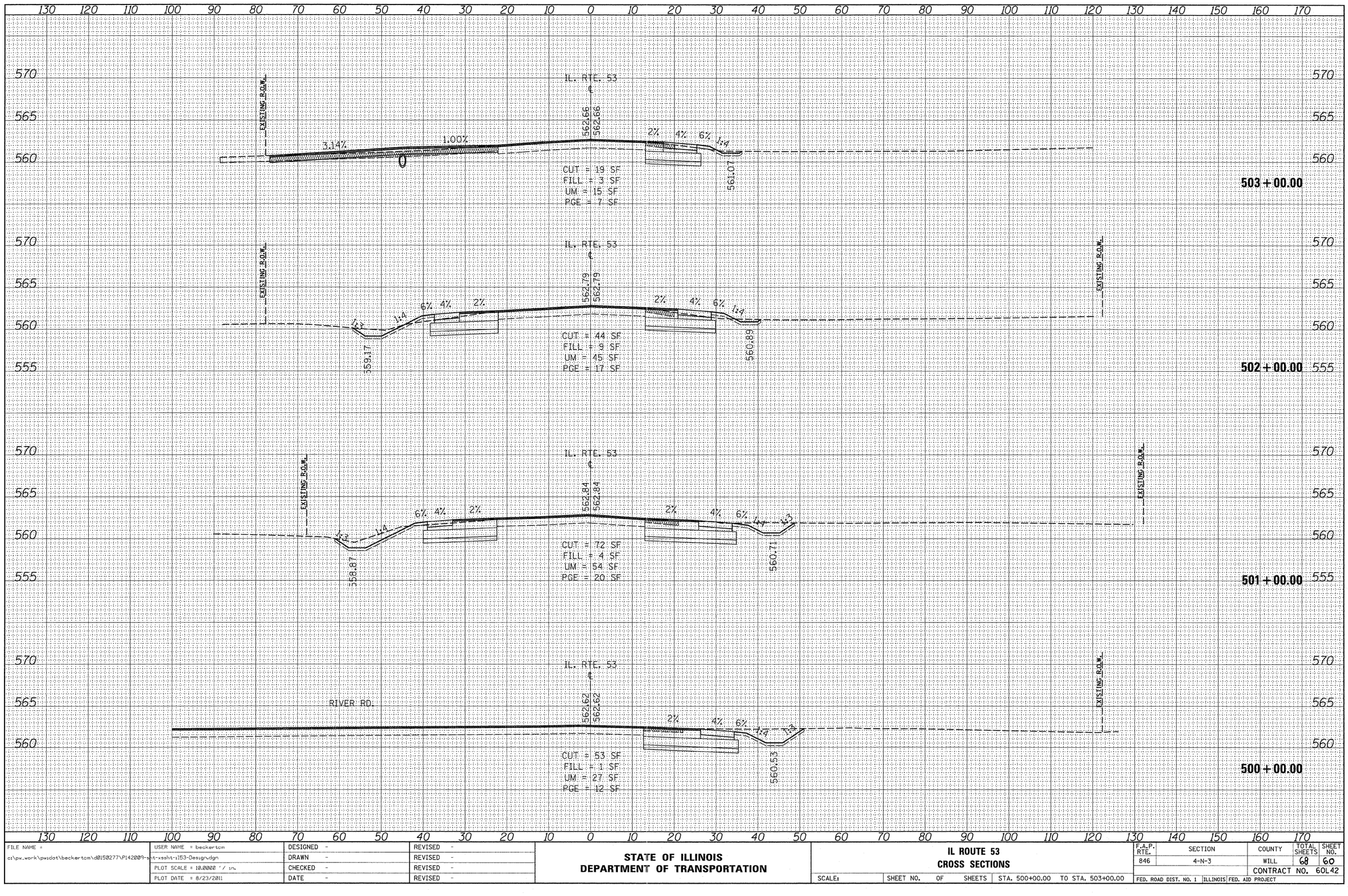
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 497+00.00 TO STA. 499+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	59
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

BY	DATE

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

BY	DATE

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	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 500+00.00 TO STA. 503+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	60
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

570
565
560

EXISTING R.O.W.

IL. RTE. 53
℄

562.33
562.33

1:4 1:4 6% 4% 2% 4% 6% 4%

560.95

561.34

CUT = 41 SF
FILL = 3 SF
UM = 28 SF
PGE = 11 SF

505 + 00.00

EXISTING R.O.W.

570
565
560

EXISTING R.O.W.

IL. RTE. 53
℄

562.39
562.39

1:4 1:4 6% 4% 2% 2% 0.94%

560.24

CUT = 32 SF
FILL = 2 SF
UM = 23 SF
PGE = 9 SF

504 + 20.00

EXISTING R.O.W.

570
565
560

EXISTING R.O.W.

IL. RTE. 53
℄

562.39
562.39

1:4 6% 4% 2% 2% 4% 6%

560.08

561.52

CUT = 43 SF
FILL = 3 SF
UM = 35 SF
PGE = 14 SF

504 + 00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

FINAL SURVEY

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

ORIGINAL SURVEY

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

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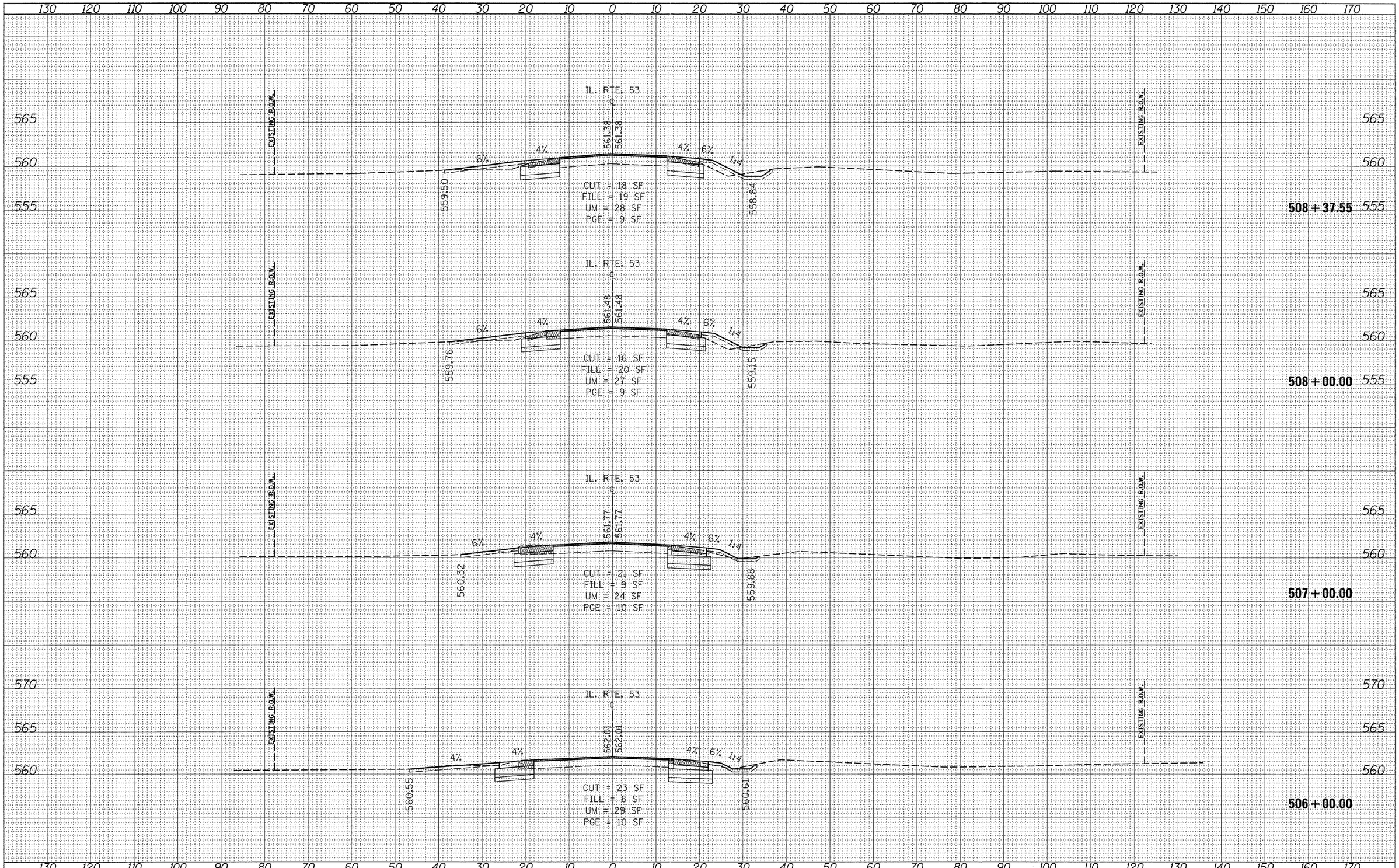
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 504+00.00 TO STA. 505+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	61
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 506+00.00 TO STA. 508+37.55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	62
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

560

IL. RTE. 53
℄
560.89
560.89

513 + 00.00

560

IL. RTE. 53
℄
560.81
560.81

512 + 00.00

560

IL. RTE. 53
℄
560.91
560.91

511 + 00.00

565

EXISTING R.O.W.

IL. RTE. 53
℄
560.99
560.99

560

510 + 00.00

565

EXISTING R.O.W.

IL. RTE. 53
℄
561.22
561.22

EXISTING R.O.W.

560

509 + 00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 509+00.00 TO STA. 513+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	63
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

IL. RTE. 53
℄
561.00
561.00

560

514 + 99.00

560

IL. RTE. 53
℄
560.73
560.73

560

514 + 00.00

560

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

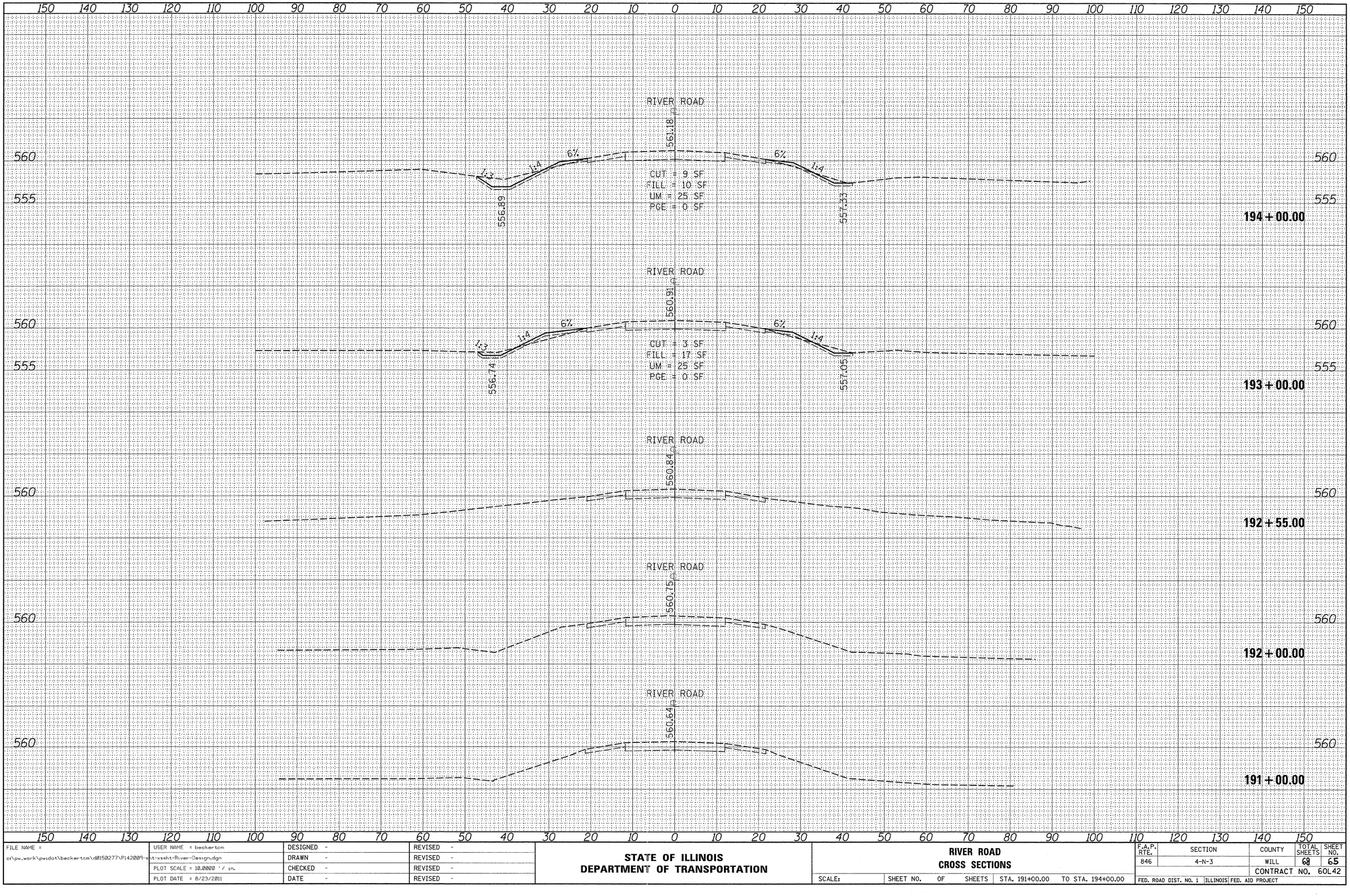
IL ROUTE 53
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 514+00.00 | TO STA. 514+99.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	64
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 191+00.00 TO STA. 194+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	65
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

570 565 560 555

EXISTING R.O.W.

RIVER ROAD

561.77 (P)
561.77

6% 4% 2% 4% 6%

1:3 1:4 1:4 1:3

557.19

CUT = 41 SF
FILL = 22 SF
UM = 49 SF
PGE = 16 SF

557.93

EXISTING R.O.W.

196 + 00.00

EXISTING R.O.W.

RIVER ROAD

561.47 (P)
561.47

6% 4% 2% 4% 6%

1:3 1:4 1:4 1:3

557.04

CUT = 37 SF
FILL = 14 SF
UM = 41 SF
PGE = 14 SF

557.65

EXISTING R.O.W.

195 + 00.00

EXISTING R.O.W.

RIVER ROAD

561.19 (P)
561.19

6% 4% 4% 6%

1:3 1:4 1:4

556.90

CUT = 29 SF
FILL = 20 SF
UM = 37 SF
PGE = 11 SF

557.38

EXISTING R.O.W.

194 + 03.94

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

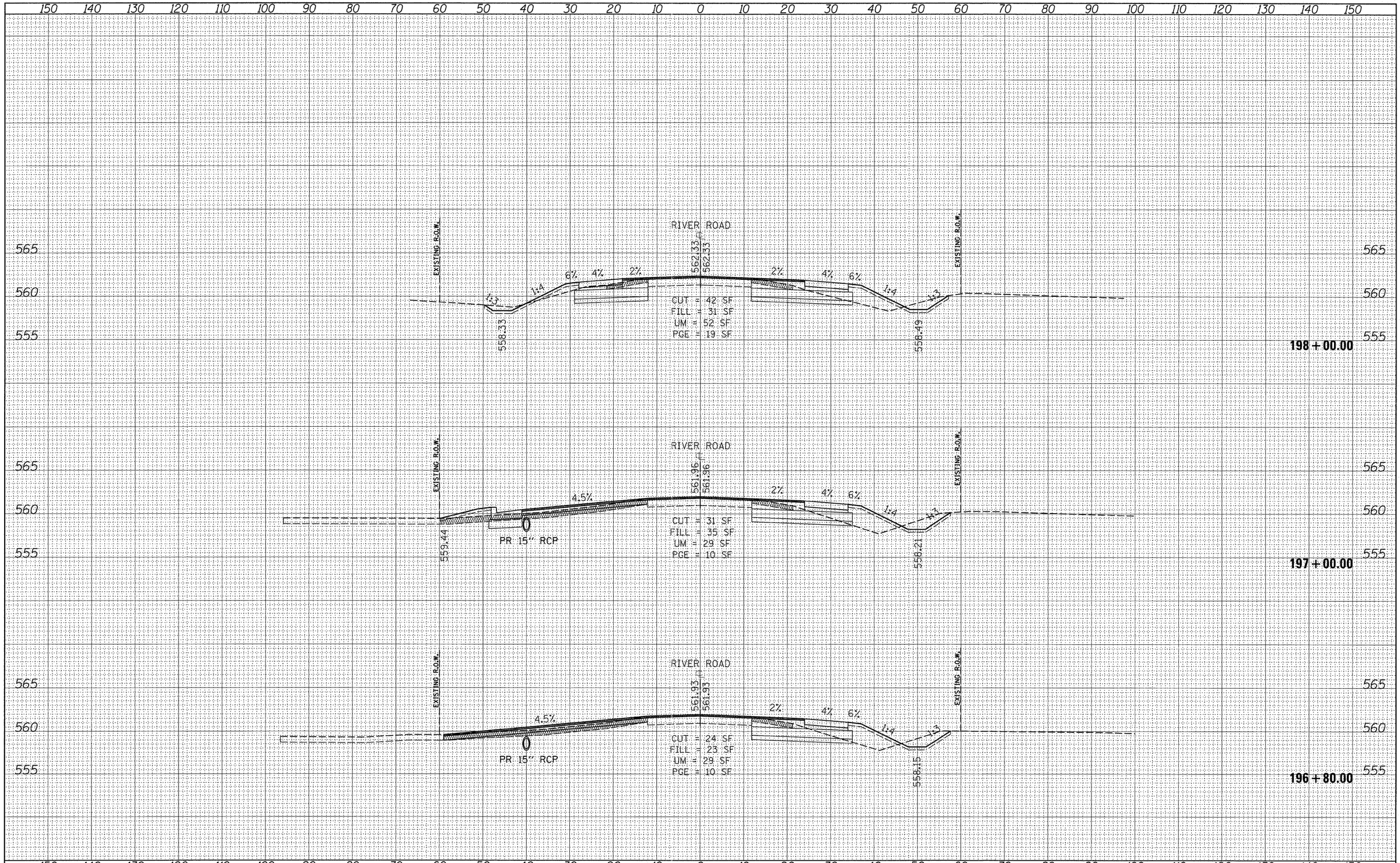
RIVER ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 194+03.94 | TO STA. 196+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	66
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 196+80.00 TO STA. 198+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	67
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

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

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

575 570 565 560 555

200 + 00.00

RIVER ROAD

IL ROUTE 53

562.62 (P)

562.62

IL ROUTE 53

199 + 00.00

RIVER ROAD

EXISTING R.O.W.

562.20 (P)

562.20

EXISTING R.O.W.

6% 4% 2% 2% 4% 6%

1:4 1:3 1:4 1:4 1:3

558.63

559.20

CUT = 57 SF
FILL = 19 SF
UM = 54 SF
PGE = 22 SF

198 + 50.00

RIVER ROAD

EXISTING R.O.W.

562.27 (P)

562.27

EXISTING R.O.W.

6% 4% 2% 2% 3% 5%

1:3 1:4

558.48

CUT = 44 SF
FILL = 10 SF
UM = 36 SF
PGE = 17 SF

0

PR 15" RCP

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/23/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIVER ROAD
CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 198+50.00 TO STA. 200+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	4-N-3	WILL	68	68
		CONTRACT NO. 60L42		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		