

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	1
FED. ROAD DIST. NO. -		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.U. 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD & STONY CREEK & AT RIDGELAND AVENUE
BRIDGE REPLACEMENT & INTERSECTION RECONSTRUCTION

SECTION 15VB-1-R-1
PROJECT NO. ACM-ACBRF-3578(010)
COOK COUNTY
C-91-050-02

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

MINOR ARTERIAL ROADWAY

DESIGN DESIGNATION

3440 (26) ARTERIAL 6.03 (PCC-20)

TRAFFIC DATA

SOUTHWEST HIGHWAY
103 ST. TO RIDGELAND AVE.
2020 ADT=34,000

RIDGELAND AVE.
2020 ADT=27,000

POSTED SPEED LIMIT=65 km/H (40 MPH)
DESIGN SPEED LIMIT=70 km/H (45 MPH)

PROJECT DESCRIPTION

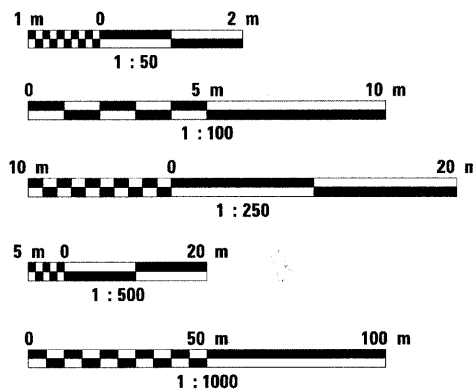
THE PROPOSED IMPROVEMENT CONSISTS OF THE PAVEMENT WIDENING AND RECONSTRUCTION OF SOUTHWEST HIGHWAY, STRUCTURE REPLACEMENT, AND TRAFFIC SIGNAL MODERNIZATION.

DISTRICT 1 - DESIGN / CONSULTANT SERVICES / RAJENDRA SHAH (847) 705-4555

PATRICK
ENGINEERING INC.
LISLE, ILLINOIS

PROJECT LOCATED IN THE VILLAGES OF CHICAGO RIDGE AND OAK LAWN

METRIC RATIOS



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

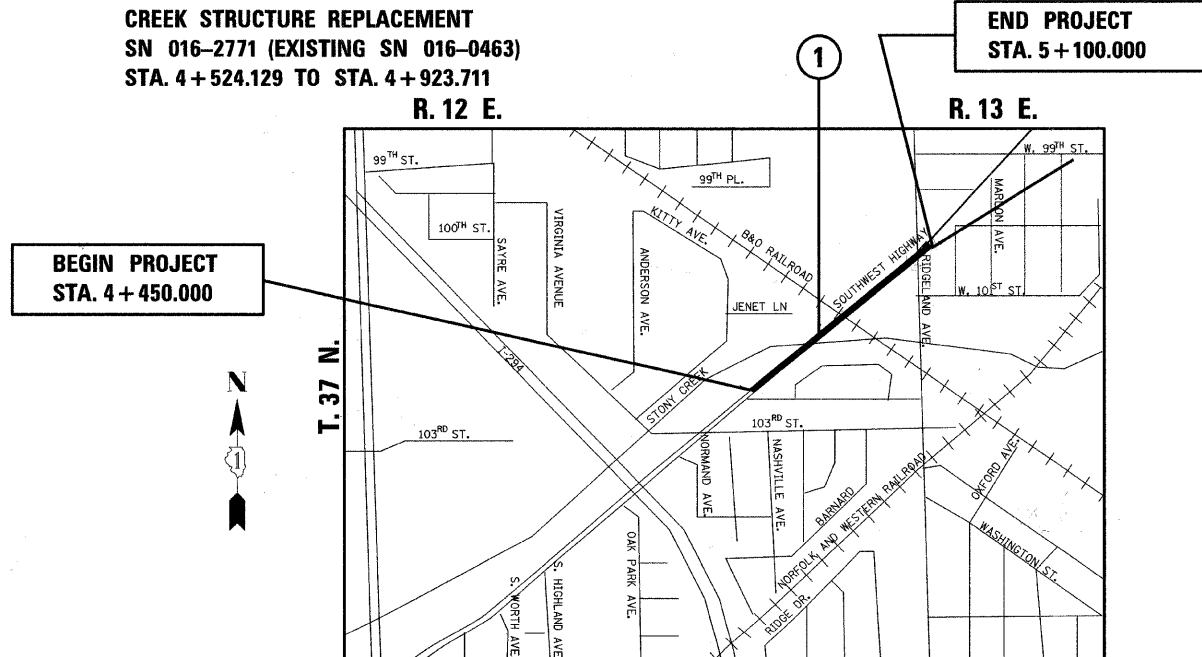
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123 OR 811

CONTRACT NO. 62388

PROPOSED STRUCTURE

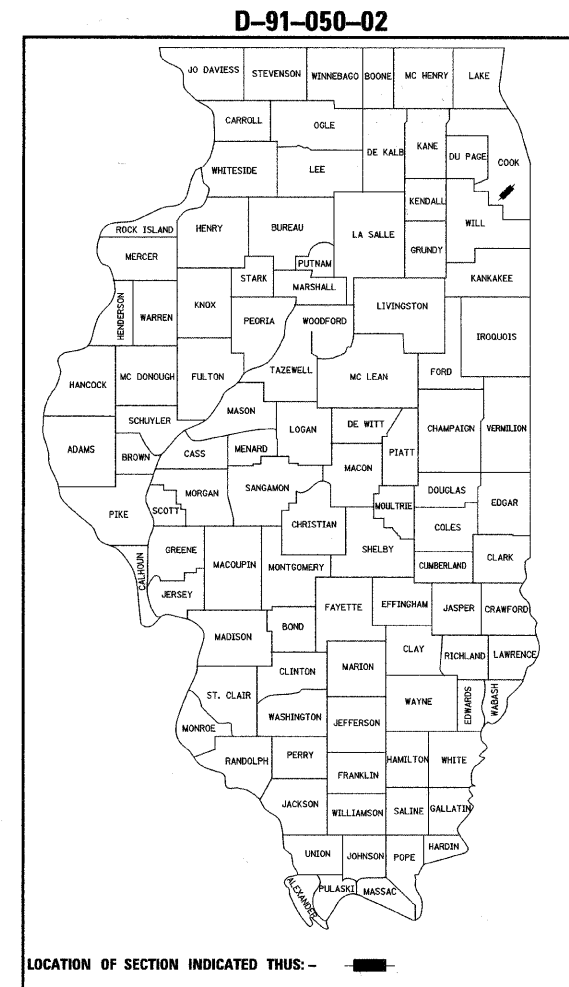
- ① SOUTHWEST HIGHWAY OVER B&O RAILROAD AND STONY CREEK STRUCTURE REPLACEMENT SN 016-2771 (EXISTING SN 016-0463) STA. 4 + 524.129 TO STA. 4 + 923.711

END PROJECT
STA. 5 + 100.000

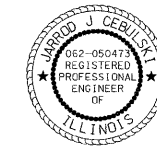


**WORTH TOWNSHIP
LOCATION MAP**
SCALE 1:15,000

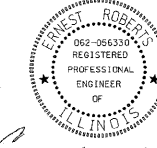
GROSS LENGTH SOUTHWEST HIGHWAY = 650 m = 0.650 km
NET LENGTH SOUTHWEST HIGHWAY = 650 m = 0.650 km



Paul M. Lopez
PAUL M. LOPEZ, P.E., S.E.
NO. 081-005231
EXP. DATE: 11/30/10
DATE: 06/17/2009
SHEETS: 86-209



Jarrod J. Cebulski
JARROD J. CEBULSKI, P.E.
NO. 062-050473
EXP. DATE: 11/30/09
DATE: 06/17/2009
SHEETS: 1-50 AND 210-241



Ernest Roberts
ERNEST ROBERTS, P.E.
NO. 062-056330
EXP. DATE: 11/30/09
DATE: 06/17/2009
SHEETS: 51-66



P.K. Gandhi
P.K. GANDHI, P.E.
NO. 062-034993
EXP. DATE: 11/30/09
SHEETS: 67-85

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 25, 2009

Don O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 2, 2009
Charles G. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 2009
Christine M. Reed
DIRECTOR, HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388

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 FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- 10 FT (3m) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES INCLUDING THE VILLAGE OF CHICAGO RIDGE AND OAK LAWN.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- BARRICADES; THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- ALL STORM SEWER CONNECTIONS WITH PIPES 675 MM (27 INCHES) DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 675 MM (27 INCHES) DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR A SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ART. 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUDED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TYING PC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- THE CONTRACTOR SHALL CONTACT PATRICE HARRIS - IDOT BUREAU OF TRAFFIC AT (708) 597-9800 AT LEAST TWO WEEKS PRIOR TO THE INSTALLATION OF PERMANENT PAVEMENT MARKINGS.
- CSX TRANSPORTATION INC.'s (CSXT) ACCESS ROAD FACILITIES MUST REMAIN UNOBSTRUCTED AT ALL TIMES.
- SUBMITTALS OF ALL CONTRACTOR PROCEDURES WITHIN THE RAILROAD R.O.W. WILL REQUIRE A MINIMUM OF 30 DAYS OF REVIEW AND MUST BE SENT TO CSX TRANSPORTATION INC., DAVE FETTE, REGIONAL DIRECTOR RIGHT OF WAY CONSTRUCTION, 1717 DIXIE HIGHWAY, SUITE 400, FT. WRIGHT, KY 41001, OR HIS DESIGNATE.
- THE CONTRACTOR SHALL CONTACT CSXT ROADMASTER PAT BENIOR AT (708) 201-5164 AT LEAST 30 DAYS IN ADVANCE TO ARRANGE FOR CSXT FLAGMAN PRIOR TO ANY ACCESS ON CSXT PROPERTY.
- NO ENTRY ONTO CSXT (RAILROAD) RIGHT-OF-WAY WILL BE PERMITTED UNTIL THE INSURANCE REQUIREMENTS (SEE SPECIAL PROVISIONS) HAVE BEEN SUBMITTED TO AND APPROVED BY CSXT RISK MANAGEMENT.
- WHEN PLACING PCC PAVEMENT, NO TRUCKS OR MIXERS ARE TO DRIVE ON THE AGGREGATE SUBGRADE WITHOUT APPROVAL OF THE RESIDENT ENGINEER.
- ALL NEW FENCING AND RAILING SHOULD BE PLACED TO AVOID CONFLICT WITH ALL LIGHTING FOUNDATIONS.
- ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

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001001-02	AREAS OF REINFORCEMENT BARS
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420111-02	PCC PAVEMENT ROUNDOUTS
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601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
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602011-01	CATCH BASIN, TYPE C
602301-02	INLET, TYPE A
604091-02	FRAME AND GRATE, TYPE 24
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606301-04	PCC ISLANDS AND MEDIANS
606306-03	CORRUGATED PC CONCRETE MEDIANS
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630001-08	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
631031-07	TRAFFIC BARRIER TERMINAL TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
664001-02	CHAIN LINK FENCE
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE, 1W OR 2W, CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
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814006-02	DOUBLE HANDHOLES
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878001-07	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
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TS-02	MASS ARM MOUNTED STREET NAME SIGNS
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GEN. NOTES (CON'T.)

- THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER IN STREAM WORK BY THE CONTRACTOR; THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO COORDINATE AND HAVE HIS WORK PLAN APPROVED BY THE CORPS. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE <http://www.lrc.usace.army.mil/>

COMMITMENTS

- AS REQUESTED BY THE VILLAGE OF CHICAGO RIDGE, PROVIDE A PEDESTRIAN PUSH BUTTON ACTUATED TRAFFIC SIGNAL AND CROSSWALK MARKINGS AT THE 103RD ST./ TRACEY AVE./ VIRGINIA AVE. AND SOUTHWEST HIGHWAY INTERSECTION.
- A TEMPORARY CHAIN-LINK FENCE WITH A MINIMUM HEIGHT OF 5 FEET SHALL BE PLACED ALONG THE TEMPORARY EASEMENT LIMITS NEAR THE SOUTH ABUTMENT OF THE BRIDGE. THE TEMPORARY FENCE SHALL BE PLACED PRIOR TO THE REMOVAL OF ANY EXISTING FENCING. THE APPROXIMATE LIMITS OF THIS FENCE SHALL BE FROM STA. 4+490 TO 4+571 AND WILL SERVE TO PROVIDE SECURITY AND PRIVACY TO THE RESIDENCES AFFECTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
INDEX OF SHEETS, HIGHWAY STANDARDS,
GENERAL NOTES & COMMITMENTS

SCALE: VERT. 1:50
HORIZ. 1:500
DATE: 6/17/09
DRAWN BY: DES
CHECKED BY: JUC

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	8
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388

ACM ACBRF ← ACM →

SUMMARY OF QUANTITIES		UNIT	TOTAL QTY.	80% FEDERAL 20% STATE				80% FED 15% STATE	100% OAK LAWN	100% CHICAGO RIDGE			
				ROADWAY	BRIDGE	RETAINING WALL	TRAFFIC SIG. INTERCON.	5% OAK LAWN	LIGHTING	LIGHTING	EMERGENCY PRE-EMPTION	PED. PUSH BUTTONS	BRIDGE SW BARRIER
				J000-2A	X371-2A	Y007	Y031-1F	SW HWY @ RIDGELAND	YO30-1E	YO30-1E	Y031-3D	Y031-1F	SFTY-2A
* M8101050	CONDUIT PUSHED, 50MM DIA., GALVANIZED STEEL	METER	101					101					
* M8100060	CONDUIT IN TRENCH, 50MM DIA., GALVANIZED STEEL	METER	146					146					
* M8100070	CONDUIT IN TRENCH, 65MM DIA., GALVANIZED STEEL	METER	6					6					
* M8100100	CONDUIT IN TRENCH, 100MM DIA., GALVANIZED STEEL	METER	12					12					
* M8101040	CONDUIT PUSHED, 40MM DIA., GALVANIZED STEEL	METER	28					14				14	
* M8101060	CONDUIT PUSHED, 65MM DIA., GALVANIZED STEEL	METER	3					3					
* M8101070	CONDUIT PUSHED, 75MM DIA., GALVANIZED STEEL	METER	88					6		82			
* M8101090	CONDUIT PUSHED, 100MM DIA., GALVANIZED STEEL	METER	124					124					
* M8120230	CONDUIT EMBEDDED IN STRUCTURE, 50 MM DIA. PVC	METER	29					29					
* M8120250	CONDUIT EMBEDDED IN STRUCTURE, 75 MM DIA. PVC	METER	2							2			
* M8130120	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 150MM X 150MM X 100MM	EACH	8							8			
* M8180143	AERIAL CABLE, 3-1/2 NO. 4, ALUMINUM, WITH MESSENGER WIRE	METER	656							115	541		
* M8190200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	METER	440				140			63	237		
* M8301130	LIGHT POLE, ALUMINUM, 15.2M M.H., 4.5M MAST ARM	EACH	3							1	2		
* M8305020	LIGHT POLE, ALUMINUM, 14.5M M.H., 2.5M MAST ARM	EACH	8								8		
* M8305050	LIGHT POLE, ALUMINUM, 14.5M M.H., 4.5M MAST ARM	EACH	1								1		
* M8307390	LIGHT POLE, WOOD, 18.30 METER, CLASS 4	EACH	1								1		
* M8307420	LIGHT POLE, WOOD, 18.30 METER, CLASS 4, WITH 4.5 METER MAST ARM	EACH	8							3	5		
* M8307570	LIGHT POLE, WOOD, 30.48 METER, CLASS 2, WITH 4.5 METER MAST ARM	EACH	8								8		
* M8360100	LIGHT POLE FOUNDATION, 600MM DIAMETER	METER	9							3	6		
* M8380095	BREAKAWAY DEVICE, TRANSFORMER BASE, 381MM BOLT CIRCLE	EACH	3							1	2		
* M8731210	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	METER	585					385				200	
* M8731220	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	METER	962					681				281	
* M8731240	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	METER	649					649					
* M8731250	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	METER	660					660					
* M8731300	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	METER	771					771					
* M8731800	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	METER	7					7					
* M8750450	TRAFFIC SIGNAL POST, GALVANIZED STEEL 3.00 METER	EACH	2					2					
* M8750510	TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.85 METER	EACH	4					2	2				
* M8770740	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 9.14 METER	EACH	1					1					
* M8770745	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 9.75 METER	EACH	1					1					

* SPECIALTY ITEM

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 SUMMARY OF QUANTITIES

SCALE: DRAWN BY: DES
 DATE: 6/17/09 CHECKED BY: JUC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

ACM
ACBRF
ACM

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QTY.	80% FEDERAL 20% STATE				80% FED 15% STATE	100% OAK LAWN	100% CHICAGO RIDGE			
				ROADWAY	BRIDGE	RETAINING WALL	TRAFFIC SIG. INTERCON.	5% OAK LAWN	LIGHTING	LIGHTING	EMERGENCY PRE-EMPTION	PED. PUSH BUTTONS	BRIDGE SW BARRIER
				J000-2A	X371-2A	Y007	Y031-1F	SW HWY @ RIDGELAND	YO30-1E	YO30-1E	Y031-3D	Y031-1F	SFTY-2A
* M8770790	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 10.36 METER	EACH	1					1					
* M8770095	STEEL MAST ARM ASSEMBLY AND POLE, 15.24 METER	EACH	1					1					
* M8780100	CONCRETE FOUNDATION, TYPE A	METER	6					5				1	
* M8780150	CONCRETE FOUNDATION, TYPE C	METER	2					2					
* M8780400	CONCRETE FOUNDATION, TYPE E 750MM DIAMETER	METER	5					5					
MX030063	STORM SEWER (WATER MAIN REQUIREMENTS) 300MM	METER	83							10			
MX030199	TEMPORARY PAVEMENT	SQ M	1,576		1,576								
MX032178	TEMPORARY INFORMATION SIGNING	SQ M	37		37								
MX030243	CONDUIT ATTACHED TO STRUCTURE, 75MM DIA. GALVANIZED STEEL, PVC COATED	METER	400								400		
MX032651	MULCH PLACEMENT 100M	SQ M	65		65								
MX032680	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	KG	200		200								
MX032723	PREFORMED DETECTOR LOOP	METER	44					44					
MX032819	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	METER	134					134					
* M033445	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU M	9.4										
MX033276	TEMPORARY SOIL RETENTION SYSTEM	SQ M	62		62								
MX033399	CONDUIT ATTACHED TO STRUCTURE, 50MM DIA. RIGID GALVANIZED STEEL, PVC COATED	METER	424		424								
* MX033767	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, LETTERS AND SYMBOLS	SQ M	75		75								
* MX033460	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 100MM	METER	25,009		25,009								
* MX033461	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 150MM	METER	937		937								
* MX033781	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 300MM	METER	301		301								
* MX033782	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 600MM	METER	192		192								
MX207010	POROUS GRANULAR EMBANKMENT, SUBGRADE 300MM	SQ M	535		535								
* MX816008	UNIT DUCT, WITH 3-1/C NO. 6 AND 1/C NO. 8 GROUND, 600V (EPR-TYPE RHW), 30MM DIA., POLYETHYLENE	METER	758						65		693		
* MX816060	UNIT DUCT, WITH 2-1/C NO. 6 AND 1/C NO. 6 GROUND, 600V (EPR-TYPE RHW), 25MM DIA., POLYETHYLENE	METER	105						29		76		
* MX871055	FIBER OPTIC CABLE IN CONDUIT NO. 625/125, MM12F SM 12F	METER	134					134					
* MX873027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	METER	7					7					
* MX873030	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	METER	726				640	86					
MZ020500	EPOXY PAVEMENT MARKING REMOVAL	METER	4668		4668								
MZ001050	AGGREGATE SUBGRADE 300MM	SQ M	8,225		8,225								
MZ020600	EPOXY PAVEMENT MARKING REMOVAL	SQ M	7		7								
MZ034390	MODULAR EXPANSION JOINT 160MM	METER	36.6		36.6								
MZ064800	SELECTIVE CLEARING	UNIT	15		15								
X5080600	MECHANICAL SPLICERS	EACH	1094		1094								

* SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
SUMMARY OF QUANTITIES

SCALE: DRAWN BY: DES
DATE: 6/17/09 CHECKED BY: JJC



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Rev 10-9-09 Rev.

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QTY.	80% FEDERAL 20% STATE				80% FED 15% STATE	100% OAK	100% CHICAGO RIDGE				
				ROADWAY	BRIDGE	RETAINING WALL	TRAFFIC SIG. INTERCON.	5% OAK LAWN	LAWN	LIGHTING	LIGHTING	EMERGENCY PRE-EMPTION	PED. PUSH BUTTONS	BRIDGE SW BARRIER
				J000-2A	X371-2A	Y007	Y031-1F	SW HWY @ RIDGELAND	YO30-1E	YO30-1E	YO31-3D	YO31-1F	SFTY-2A	
X0322141	REMOVE TEMPORARY WOOD POLE	EACH	1							1				
X0322215	CLEANING BRIDGE SCUPPER AND DOWNPOUTS	EACH	8		8									
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	100	100										
* X0323792	LIGHTING CONTROLLER, SINGLE DOOR, CONSOLE TYPE	EACH	1							1				
X0323817	SEDIMENT CONTROL, SILT CURTAIN	EACH	1	1										
X0323830	DRAINAGE SCUPPERS, DS-11	EACH	34		34									
* X0324387	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	15						2	13				
* X0325705	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1				1							
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3										
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	7	7										
* 80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1							1				
* X8050015	SERVICE INSTALLATION-POLE MOUNTED	EACH	1				1							
* X8250090	COMBINATION POLE LIGHTING CONTROLLER	EACH	1							1				
* X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1				1							
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8				4	4						
* 88030015	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	8				4	4						
* 88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	6				2	4						
XX002113	TEMPORARY LIGHTING CONTROLLER	EACH	1							1				
X6700410	ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	CAL MO	20	20										
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1										
Z0030020	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4										
Z0030320	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 2	EACH	4	4										
Z0032300	JACKING EXISTING SUPERSTRUCTURE	L SUM	1		1									
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1										
X0326759	TIE ROD ASSEMBLIES	EACH	24		24									
* A2008080	TREE, TILIA CORDATA 'GLENLIVEN' (GLENLI VEN GREENSPIRE LINDEN), 2" CALIPER, BALLED AND BURLAPPED	EACH	15	15										
* X0324302	REMOVAL OF TEMPORARY LIGHTING FIXTURE, SALVAGE	EACH	16						3	13				
* MX033724	GROUND ROD 16MM DIA. X 3.0M	EACH	19						4	15				
MX033761	ANCHOR BOLTS, M30	EACH	136		136									
MX033783	TEMPORARY CHAIN LINK FENCE	METER	300		300									
① Z0076600	TRAINEES	HOUR	1500	1500										

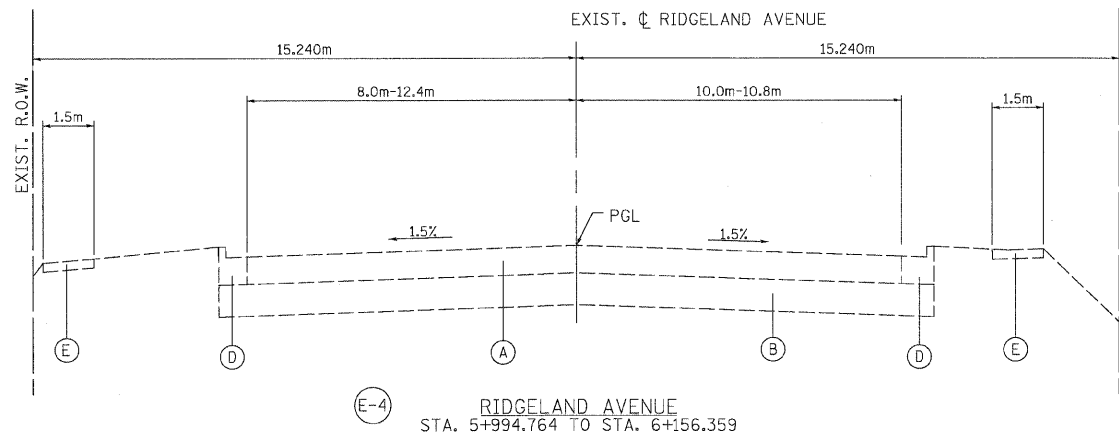
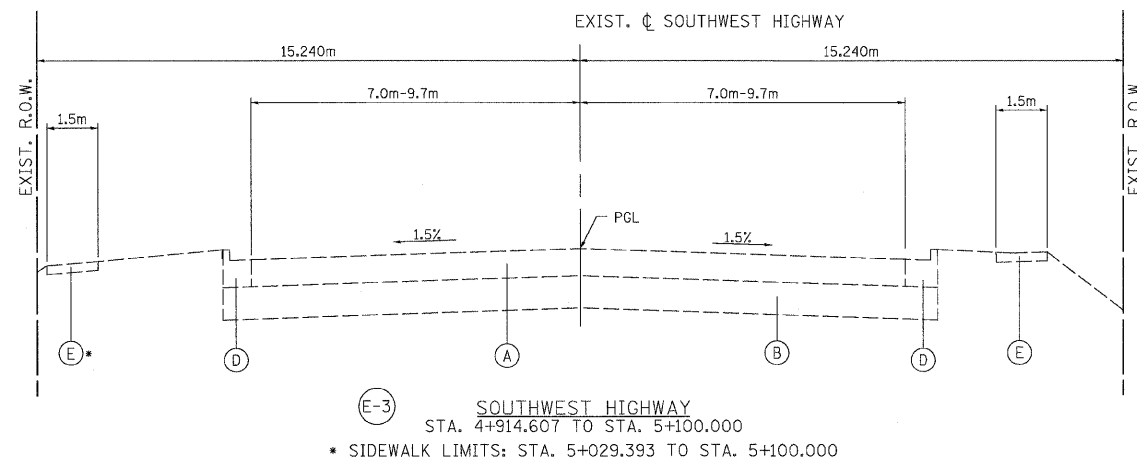
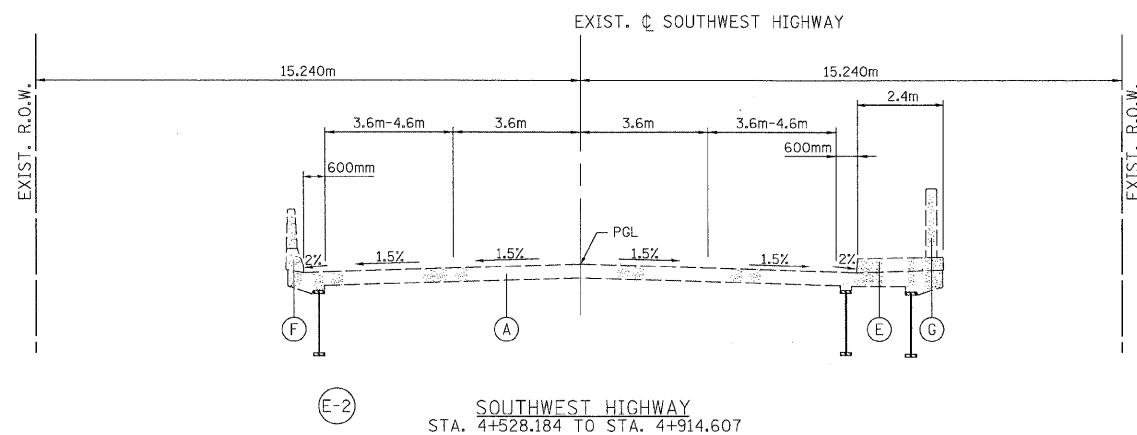
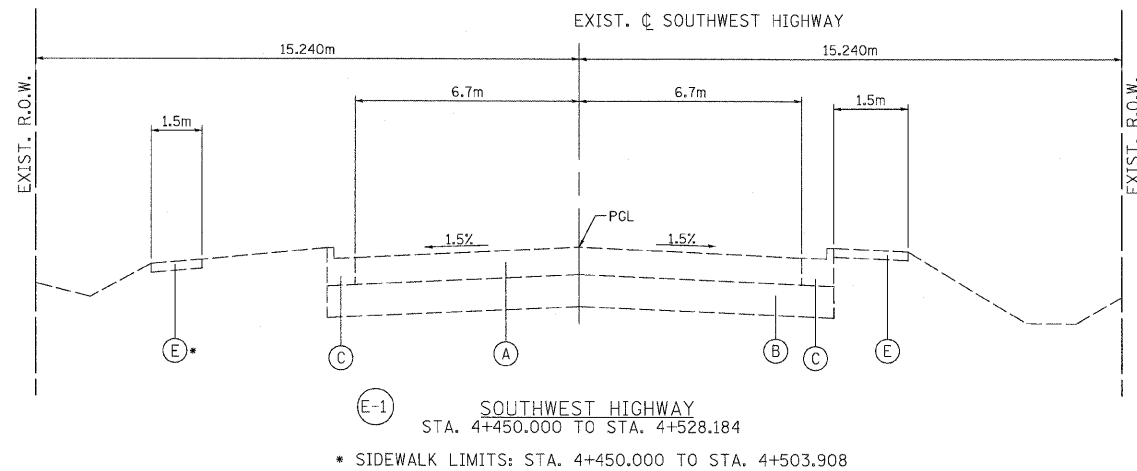
① Y000
* SPECIALTY ITEM

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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK SUMMARY OF QUANTITIES
NAME	DATE	
		SCALE: _____
		DATE: 6/17/09
		DRAWN BY: DES
		CHECKED BY: JJC

Rev.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



EXISTING LEGEND

- (A) PCC PAVEMENT, 200 mm
- (B) AGGREGATE SUBGRADE, 300 mm
- (C) COMB. CONC. CURB & GUTTER, TYPE B-15.30
- (D) COMB. CONC. CURB & GUTTER, TYPE B-15.60
- (E) PCC SIDEWALK, 125 mm
- (F) CONCRETE PARAPET
- (G) CONCRETE BARRIER

NOTES:

1. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR BECAUSE OF VARIATIONS OF THE ASSUMED THICKNESS OR FROM THE THICKNESS SHOWN ON THE PLANS EVEN IF THAT THICKNESS MEASURES MORE THAN 100 MM (4 IN).

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
EXISTING TYPICAL SECTIONS

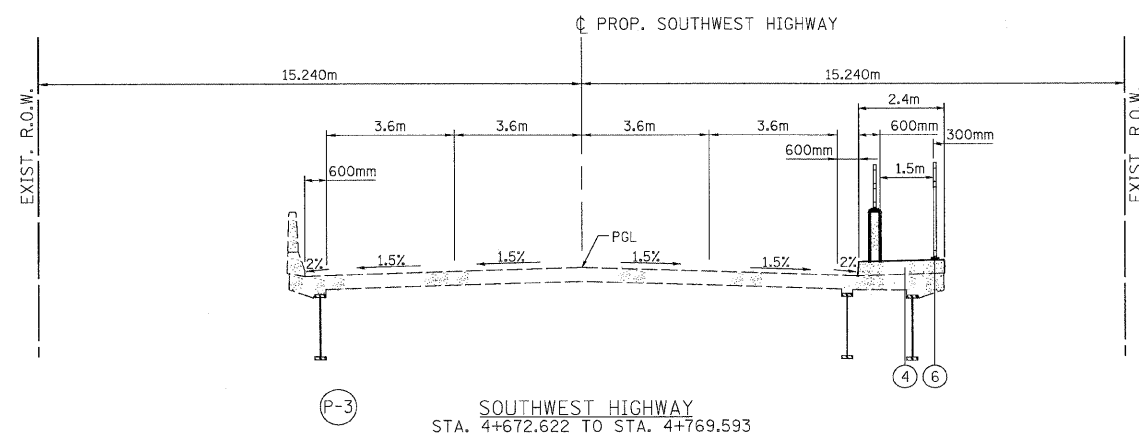
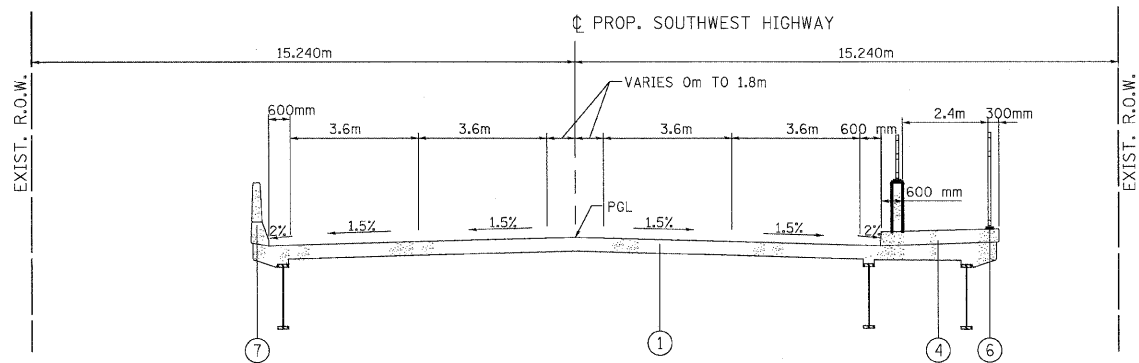
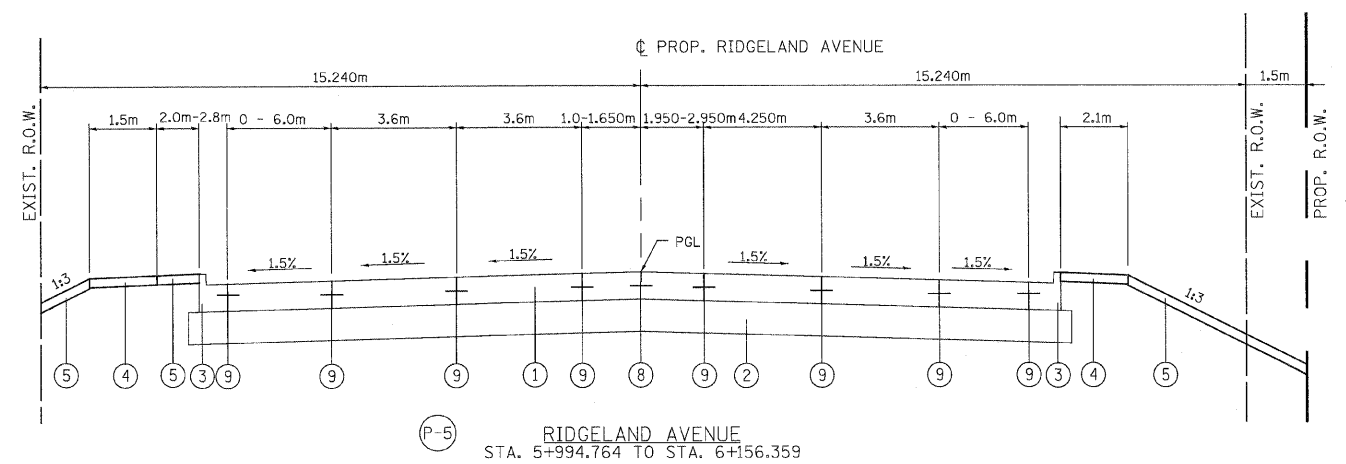
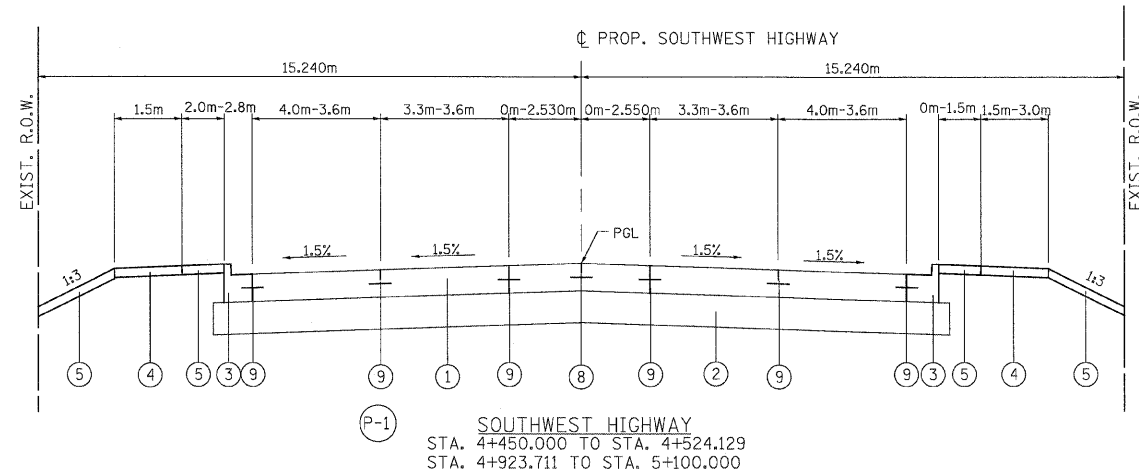
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 250 mm (JOINTED)
- ② AGGREGATE SUBGRADE 300 mm
- ③ COMBINATION CONCRETE CURB & GUTTER, TYPE B-15.60
- ④ PORTLAND CEMENT CONCRETE SIDEWALK 125 mm
- ⑤ SODDING, SALT TOLERANT/SEEDING CLASS 2 & TOPSOIL FURNISH AND PLACE, 100 mm
- ⑥ BICYCLE RAILING
- ⑦ CONCRETE PARAPET (INCLUDED IN UNIT BID PRICE FOR CONCRETE SUPERSTRUCTURE)
- ⑧ LONGITUDINAL SAWED JOINT, NO. 19 TIE BARS @ 750 CTS. (INCLUDED IN UNIT BID PRICE FOR PCC PAVEMENT 250 MM)
- ⑨ LONGITUDINAL CONSTRUCTION JOINT, NO. 19 TIE BARS @ 600 CTS. (INCLUDED IN UNIT BID PRICE FOR PCC PAVEMENT 250 MM)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
PAY ITEM	AC TYPE	VOIDS
TEMPORARY PAVEMENT		
HMA BINDER COURSE, IL-19.0mm, 200 mm	PG 64-22*	2% @ 50 GYR
HMA SURFACE COURSE, MIX "D", IL-9.5mm, N50, 50 mm	PG 64-22	4% @ 50 GYR
SHOULDERS		
HMA SHOULDER, 152 mm	PG 64-22*	2% @ 30 GYR

*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22
 THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 2.4 KG/m²/mm

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK PROPOSED TYPICAL SECTIONS
NAME	DATE	
		SCALE: NONE DATE: 6/17/09 DRAWN BY: DES CHECKED BY: JJC

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				

LOCATION	REM. AND DISP. OF UNSUITABLE MATERIAL	SUITABLE EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
SOUTHWEST HIGHWAY					
4+400 TO 4+414	2.415	4.291	5.082	5.082	-1.864
4+414 TO 4+450	16.020	56.916	42.687	38.682	4.005
4+450 TO 4+475	10.500	41.613	31.209	31.738	-5.28
4+475 TO 4+500	8.500	18.300	13.725	53.063	-39.338
4+500 TO 4+520	4.000	7.030	5.273	168.650	-163.378
4+520 TO 4+525	0.085	0.000	0.000	53.345	-53.345
4+525 TO 4+550	15.200	111.200	83.400	95.025	-11.625
4+550 TO 4+575	0.000	0.000	0.000	0.000	0.000
4+575 TO 4+600	0.000	0.000	0.000	0.000	0.000
4+600 TO 4+625	0.000	0.000	0.000	0.000	0.000
4+625 TO 4+650	0.000	0.000	0.000	0.000	0.000
4+650 TO 4+675	0.000	0.000	0.000	0.000	0.000
4+675 TO 4+700	0.000	0.000	0.000	0.000	0.000
4+700 TO 4+725	0.000	0.000	0.000	0.000	0.000
4+725 TO 4+750	0.000	0.000	0.000	0.000	0.000
4+750 TO 4+775	0.000	0.000	0.000	0.000	0.000
4+775 TO 4+800	0.000	0.000	0.000	0.000	0.000
4+800 TO 4+825	0.000	0.000	0.000	0.000	0.000
4+825 TO 4+850	0.000	0.000	0.000	0.000	0.000
4+850 TO 4+875	0.000	0.000	0.000	0.000	0.000
4+875 TO 4+900	0.000	0.000	0.000	0.000	0.000
4+900 TO 4+925	7.450	45.750	34.313	99.688	-65.375
4+925 TO 4+927	0.050	0.871	0.653	22.578	-21.925
4+927 TO 4+938	2.280	16.041	12.030	150.271	-138.241
4+938 TO 4+950	5.520	14.778	11.084	106.848	-95.765
4+950 TO 4+965	5.400	18.398	13.798	74.168	-60.369
4+965 TO 5+000	8.500	42.040	31.530	107.415	-75.885
5+000 TO 5+010	2.000	1.440	1.080	12.040	-10.960
5+010 TO 5+025	1.720	0.005	0.004	13.245	-13.241
5+025 TO 5+036	8.300	16.406	12.305	11.385	0.919
5+036 TO 5+050	15.260	27.055	20.291	16.730	3.561
5+050 TO 5+077	28.000	26.500	19.875	14.796	5.079
5+077 TO 5+100	13.500	12.421	9.316	14.203	-4.887
SUB TOTALS	154.700	461.053	345.790	1088.950	-743.160
RIDGELAND					
5+994 TO 6+000	4.235	14.638	10.979	8.418	2.561
6+000 TO 6+025	20.245	64.968	48.726	40.388	8.338
6+025 TO 6+040	17.250	35.505	26.629	39.398	-12.769
6+040 TO 6+050	12.350	25.170	18.878	35.685	-16.808
6+050 TO 6+055	12.450	14.773	11.079	24.123	-13.043
6+055 TO 6+075	37.650	43.310	32.483	76.950	-44.468
6+075 TO 6+100	26.540	27.623	20.717	94.963	-74.246
6+100 TO 6+125	19.547	18.816	14.112	78.238	-64.126
6+125 TO 6+150	12.540	26.898	20.173	7.000	13.173
6+150 TO 6+156	6.450	8.073	6.055	0.210	5.845
SUB TOTALS	169.257	279.772	209.829	405.371	-195.542
GRAND TOTALS	323.957	740.825	555.618	1,494.320	-938.702

TREE REMOVAL (6 TO 15 UNITS)			TOTAL
STATION	OFFSET		
4+458.970	14.603	RT	1
4+460.751	15.528	RT	1
4+464.472	15.343	RT	1
4+467.526	15.343	RT	1
4+521.410	8.635	RT	1
4+519.000	13.053	RT	1
4+519.010	14.321	RT	1
4+520.050	12.192	RT	1
4+520.240	12.961	RT	1
4+520.620	11.990	RT	1
4+520.940	12.852	RT	1
4+523.137	16.620	RT	1
4+530.930	13.168	RT	1
4+531.550	12.931	RT	1
4+553.030	13.924	RT	1
4+610.490	11.666	RT	1
4+612.220	11.648	RT	1
4+627.530	12.535	RT	1
4+803.480	9.005	LT	1
4+807.500	10.093	LT	1
4+823.990	10.524	LT	1
4+827.470	5.133	LT	1
4+839.990	10.104	LT	1
4+852.790	11.437	LT	1
4+862.720	11.980	LT	1
4+864.950	8.499	LT	1
4+866.110	9.812	LT	1
4+872.310	9.355	LT	1
4+875.460	10.268	LT	1
4+879.460	10.855	LT	1
4+893.156	12.789	LT	1
4+896.756	12.460	LT	1
4+897.180	11.527	LT	1
4+897.704	12.900	LT	1
4+907.470	11.383	LT	1
4+909.380	8.638	LT	1
4+913.960	13.267	LT	1
4+917.330	13.030	LT	1
4+919.150	12.491	LT	1
4+921.580	11.726	LT	1
4+923.830	13.471	LT	1
4+924.910	12.911	LT	1
4+926.400	11.228	LT	1
4+927.350	12.241	LT	1
4+929.120	12.851	LT	1
4+930.390	11.681	LT	1
4+941.820	12.490	LT	1
4+944.230	12.966	LT	1
4+944.880	12.592	LT	1
TOTAL			49

TREE TRUNK PROTECTION		
STATION	OFFSET	UNITS
4+443.906	14.000	RT 1
4+446.996	14.800	RT 1
4+449.458	14.400	RT 1
4+476.342	14.800	RT 1
4+515.938	16.682	RT 1
4+516.916	16.853	RT 1
4+520.888	15.500	RT 1
4+861.675	15.600	RT 1
4+929.884	17.800	RT 1
4+935.751	27.300	RT 1
TOTAL		10

TREE REMOVAL (OVER 15 UNITS)		
STATION	OFFSET	TOTAL
4+508.650	12.167	LT 1
4+513.830	12.906	RT 1
4+881.990	12.645	LT 1
4+903.560	8.9548	LT 1
6+057.290	13.908	RT 1
TOTAL		5

REVISIONS	
NAME	DATE

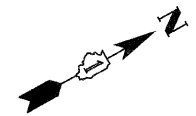
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 SCHEDULE OF QUANTITIES

SCALE: N/A
 DATE: 6/17/09

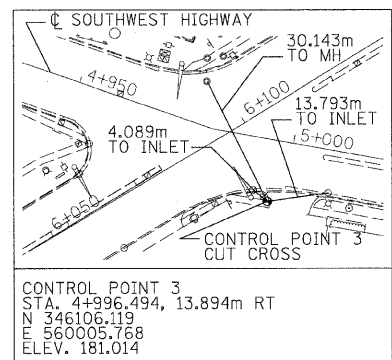
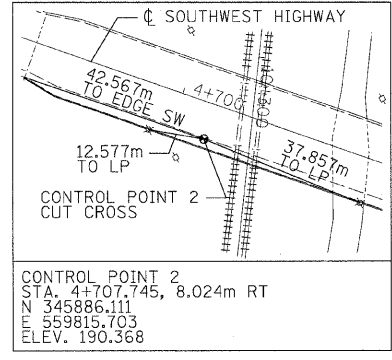
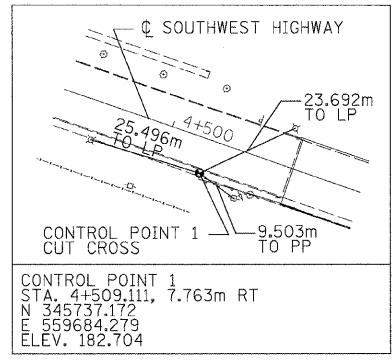
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 62388



BEGIN PROJECT
STA. 4+450.000



BENCH MARK:
E. FLANGE BOLT OF F.H. AT SOUTHWEST CORNER
OF RIDGELAND AVENUE AND SOUTHWEST
HIGHWAY - EL. 181.825
STA. 4+949.210 (SW HWY), 21.113m RT
N 346075.623
E 559965.871

PROP. CURVE P-SW
PI STA = 4+981.784
 $\Delta = 8^\circ 52' 45''$ (LT)
R = 1,400.000 m
T = 108.697 m
L = 216.959 m
E = 4.213 m
e = NORMAL CROWN
P.C. STA = 4+873.086
P.T. STA = 5+090.045

END IMPROVEMENT
STA. 6+156.359

END PROJECT
STA. 5+100.000

ALIGNMENT POINT	N	E
PC 4+873.086	559931.272	346004.627
PI 4+981.565	560003.297	346086.035
PT 5+090.045	560087.026	346155.351

ALIGNMENT POINT	N	E
POT 5+895.863	559806.033	346093.219
POT 6+096.011	560006.122	346088.375

LOCATION	N	E
☐ SOUTHWEST HIGHWAY = STA. 4+988.112	560011.665	346088.241
☐ RIDGELAND AVE = STA. 6+101.470		
☐ SOUTHWEST HIGHWAY = STA. 5+103.239	560097.189	346163.765
☐ W 100TH ST = STA. 1+000.000		
☐ RIDGELAND AVE = STA. 5+981.726	559891.870	346091.141
☐ W 101ST ST = STA. 1+000.000		
☐ SOUTHWEST HIGHWAY = STA. 5+133.007	560120.119	346182.748
☐ MARION AVE = STA. 1+000.000		
☐ SOUTHWEST HIGHWAY = STA. 5+676.060	559586.358	346100.742
☐ W 102ND PLACE = STA. 1+000.000		
☐ RIDGELAND AVE = STA. 5+575.235	559485.592	346104.193
☐ W 103RD ST = STA. 1+000.000		

NAME	DATE

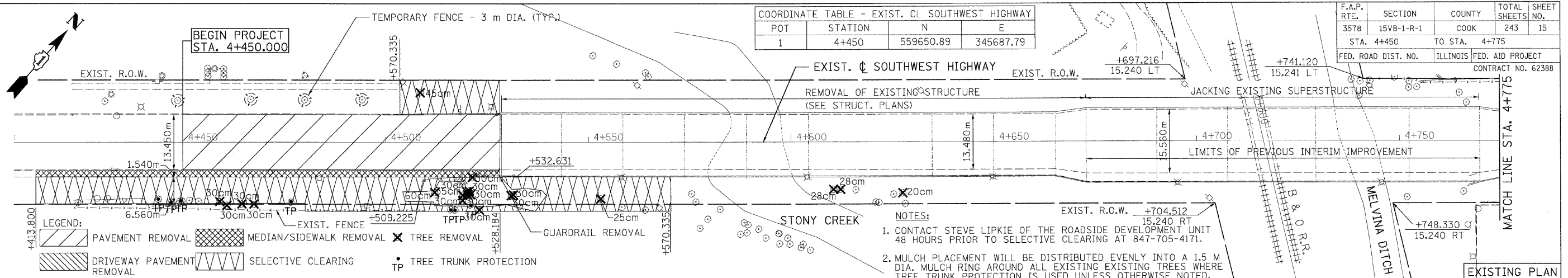
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
ALIGNMENT, TIES, & BENCHMARKS

SCALE: 1:1000
DATE: 6/17/09
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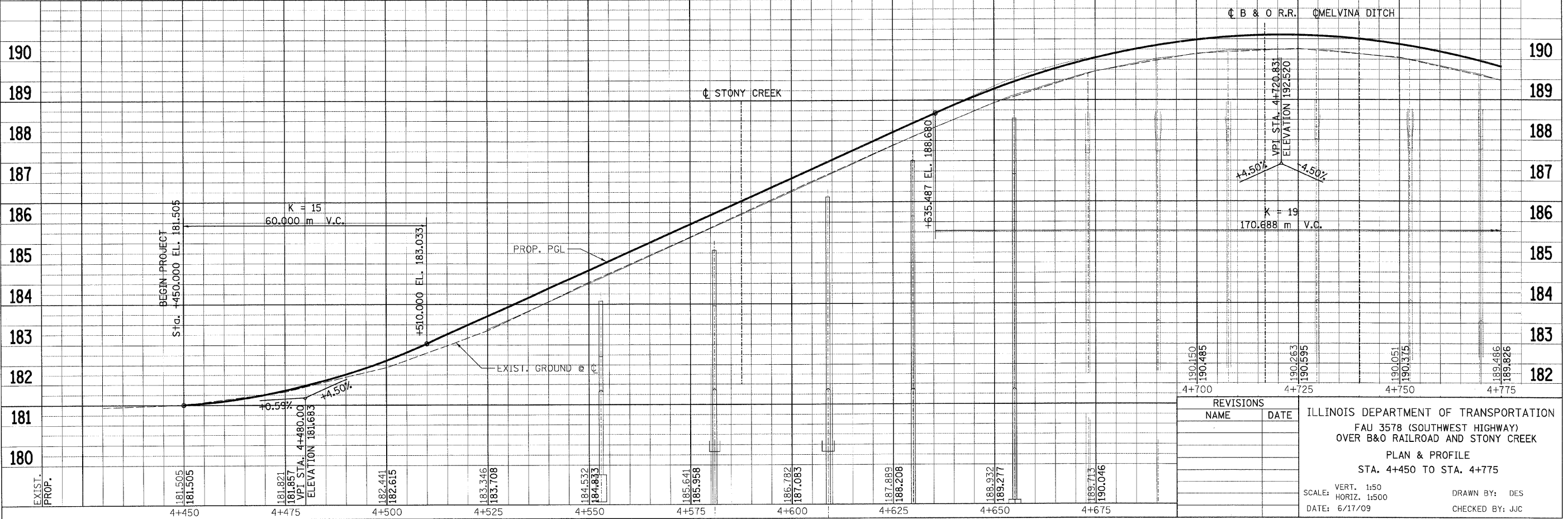
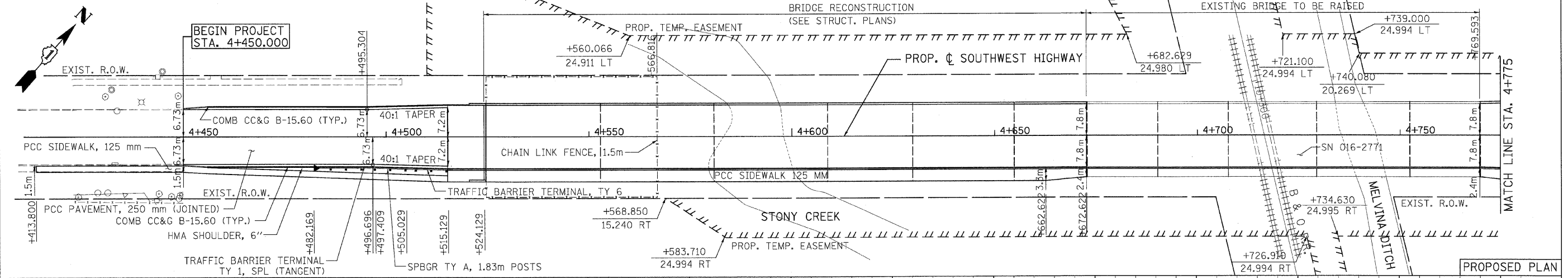
COORDINATE TABLE - EXIST. CL SOUTHWEST HIGHWAY

POT	STATION	N	E
1	4+450	559650.89	345687.79

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V8-1-R-1	COOK	243	15
STA. 4+450		TO STA. 4+775		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				

- LEGEND:
- PAVEMENT REMOVAL
 - MEDIAN/SIDEWALK REMOVAL
 - TREE REMOVAL
 - TREE TRUNK PROTECTION
 - DRIVEWAY PAVEMENT REMOVAL
 - SELECTIVE CLEARING
 - TREE TRUNK PROTECTION

- NOTES:
- CONTACT STEVE LIPKIE OF THE ROADSIDE DEVELOPMENT UNIT 48 HOURS PRIOR TO SELECTIVE CLEARING AT 847-705-4171.
 - MULCH PLACEMENT WILL BE DISTRIBUTED EVENLY INTO A 1.5 M DIA. MULCH RING AROUND ALL EXISTING TREES WHERE TREE TRUNK PROTECTION IS USED UNLESS OTHERWISE NOTED.



REVISIONS	
NAME	DATE

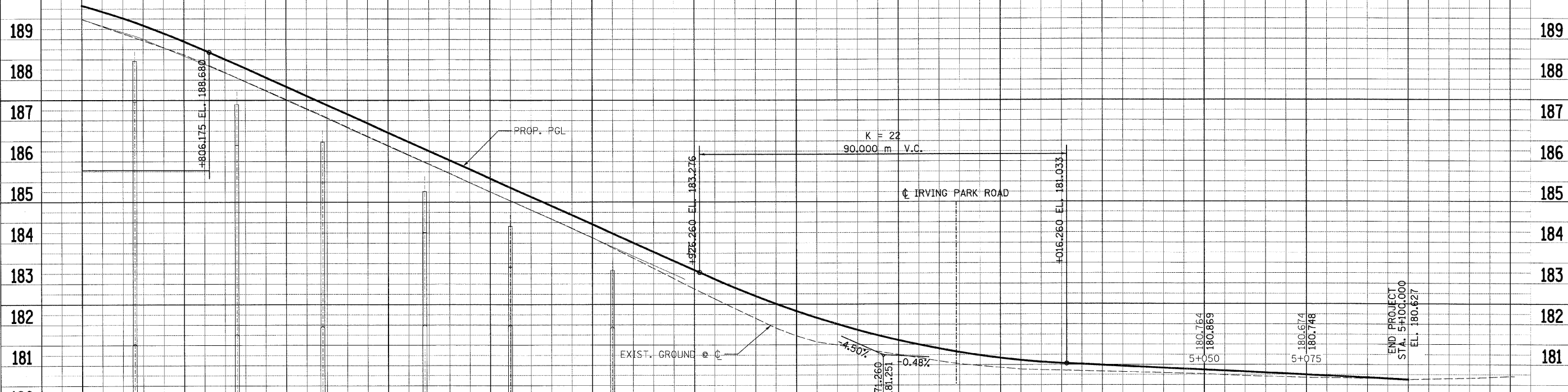
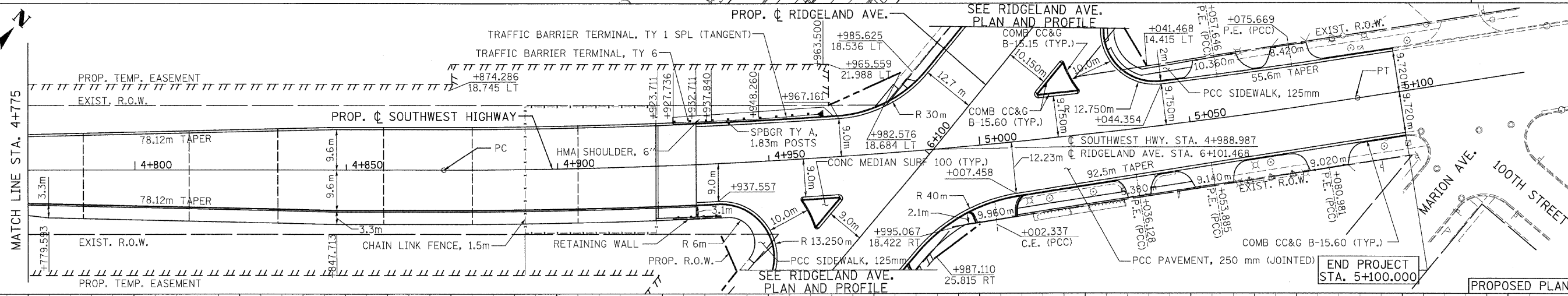
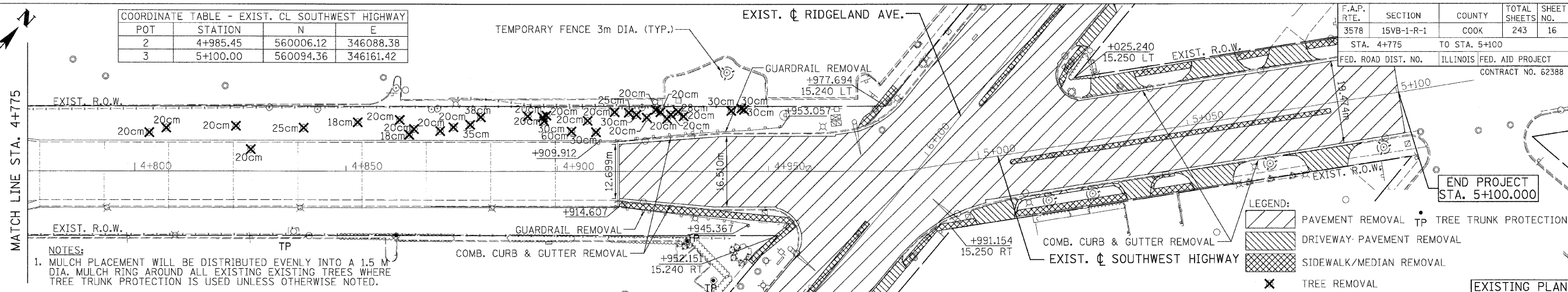
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PLAN & PROFILE
 STA. 4+450 TO STA. 4+775

SCALE: VERT. 1:50
 HORIZ. 1:500
 DATE: 6/17/09
 DRAWN BY: DES
 CHECKED BY: JJC



COORDINATE TABLE - EXIST. CL. SOUTHWEST HIGHWAY			
POT	STATION	N	E
2	4+985.45	560006.12	346088.38
3	5+100.00	560094.36	346161.42

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	16
STA. 4+775		TO STA. 5+100		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62388		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PLAN & PROFILE
 STA. 4+775 TO STA. 5+100

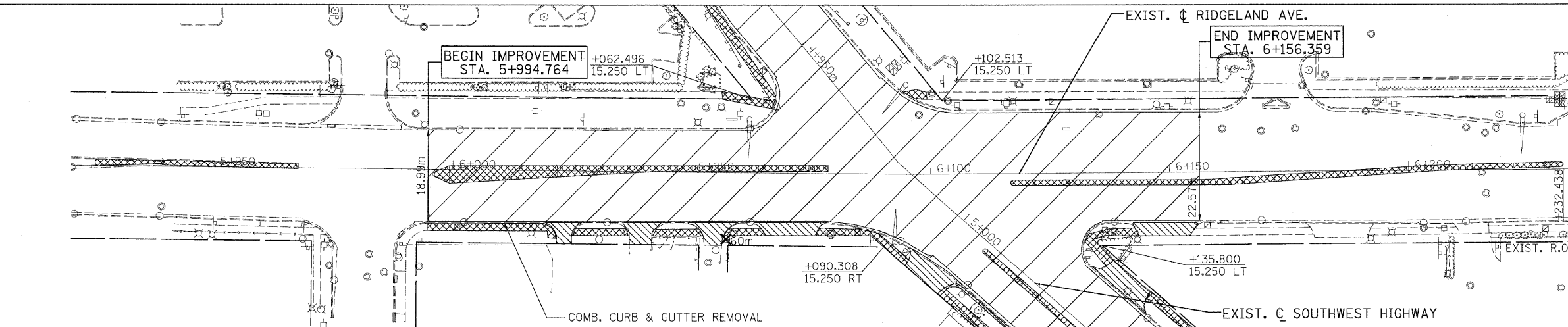
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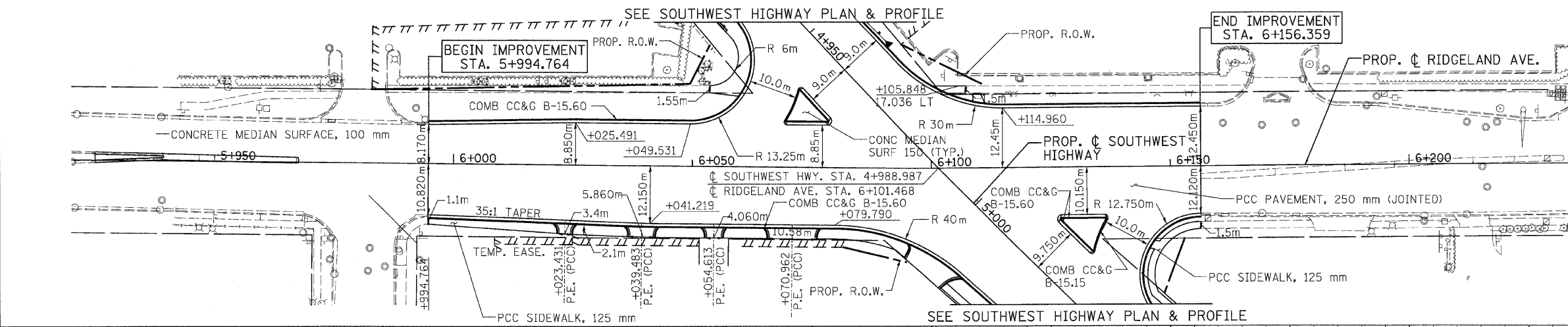
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PATRICK ENGINEERING INC.
 ILLINOIS

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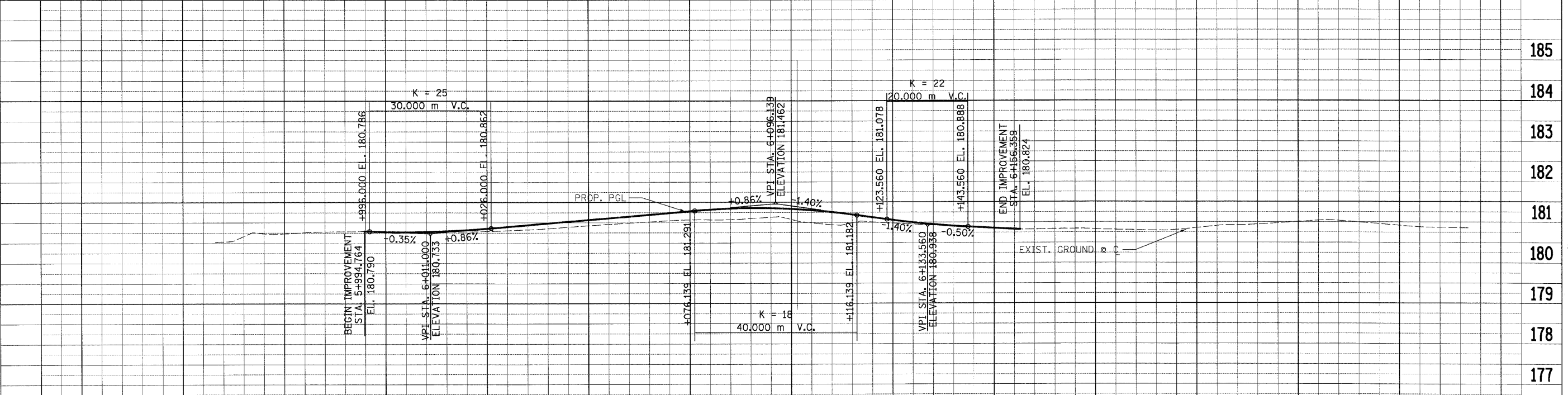
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	17
STA. 5+994.764		TO STA. 6+156.359		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



EXISTING PLAN



PROPOSED PLAN



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PLAN & PROFILE (RIDGELAND)
 STA. 5+994.764 TO STA. 6+156.359

SCALE: VERT. 1:50
 HORIZ. 1:500
 DATE: 6/17/09

DRAWN BY: DES
 CHECKED BY: JJC

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	18
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62388

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE MAINTENANCE OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE STAGING PLANS.
3. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGHOUT THE PROJECT AREA AT ALL TIMES.
4. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL ENTRANCES, APPROACHES, AND TEMPORARY ROADS WITHIN THE PROJECT LIMITS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "TEMPORARY ACCESS (PRIVATE OR COMMERCIAL ENTRANCE)".
5. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
6. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION SPECIAL".
7. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR "CHANGEABLE MESSAGE SIGN".
8. THE CONTRACTOR SHALL PLACE "CAUTION NEW LANES OPEN" SIGNS AT EVERY ENTRANCE AND SIDE ROAD AT LEAST TWO WEEKS PRIOR TO THE OPENING OF NEW LANES TO TRAFFIC AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR INFORMATION.
9. THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT EVERY COMMERCIAL ENTRANCE WITHIN THE PROJECT LIMITS WHERE THE ENTRANCE IS OBSTRUCTED DUE TO CONSTRUCTION AND/OR AS DIRECTED BY THE ENGINEER. SEE TEMPORARY INFORMATION SIGNS DETAIL FOR INFORMATION.
10. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY IN THE UNIT PRICE PER SQUARE METER FOR "TEMPORARY INFORMATION SIGNS".
11. ALL TEMPORARY CONCRETE BARRIERS SHALL BE EQUIPPED WITH A 150 mm PAINT STRIPE AND TYPE C REFLECTORS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER FOR "TEMPORARY CONCRETE BARRIER".
12. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF (4) SANDBAGS PER BARRICADE.
13. FOR BRIDGE CONSTRUCTION STAGING, SEE SOUTHWEST HIGHWAY STRUCTURAL PLANS.
14. ANY SAW CUTTING OF THE EXISTING PAVEMENT FOR STAGE CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE METER FOR "PAVEMENT REMOVAL".
15. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE MAINTENANCE OF TRAFFIC STAGING SHALL BE MASKED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PAVEMENT MARKING REMOVAL".
16. EXISTING SIGNAL WARNING FLASHER TO BE RELOCATED AND REMAIN IN PLACE DURING CONSTRUCTION. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
RAILROAD AND STONY CREEK
SUGGESTED STAGING OF CONSTRUCTION
& TRAFFIC CONTROL
GENERAL NOTES

SCALE: NONE
DATE: 18
DRAWN BY: CPK
CHECKED BY: DES

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SEQUENCE OF CONSTRUCTION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388

CONSTRUCTION STAGING

1. THE FOLLOWING IS THE CONSTRUCTION STAGING FOR THIS PROJECT. THE PURPOSE OF THIS STAGING IS TO MINIMIZE DELAYS TO THE MOTORIST. THE CONTRACTOR MAY ALTER THE SEQUENCE OF CONSTRUCTION WITH THE PRIOR APPROVAL OF THE ENGINEER.
2. PRIOR TO THE START OF CONSTRUCTION, REQUIRED TRAFFIC CONTROL DEVICES SHALL BE IN PLACE.
3. FLAGGERS SHALL BE POSITIONED IN ADVANCE OF THE WORK OPERATION AND REMAIN THERE UNTIL THE OPERATION IS COMPLETE. THIS WORK SHALL BE PAID FOR IN THE CONTRACT UNIT COST LUMP SUM FOR RAILROAD FLAGMEN.

PRESTAGE

CONSTRUCTION

1. INSTALL AND ACTIVATE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
2. THE CONTRACTOR SHALL INSTALL ALL OF THE TEMPORARY LIGHT POLE COMPLETE WITH TEMPORARY WOOD POLES, AERIAL CABLES, WIRE RACKS, LIGHTING CONTROLLER, AND CONNECTIONS TO OR THROUGH EXISTING LIGHT POLES AS PROPOSED ON THE LIGHTING PLANS. ALL TEMPORARY LIGHT POLES AND EXISTING POLES TO REMAIN SHALL BE COMPLETELY OPERATIONAL BEFORE ANY EXISTING POLES ARE REMOVED OR DISCONNECTED.
3. CONSTRUCT TEMPORARY PAVEMENT ON SOUTHWEST HIGHWAY AT NORTHWEST QUADRANT OF RIDGELAND AVENUE AND SOUTHWEST HIGHWAY.

MAINTENANCE OF TRAFFIC

TRAFFIC WILL REMAIN IN EXISTING CONDITIONS WITH LANE CLOSURES OR SHOULDER CLOSURES USED WHERE REQUIRED. TWO WAY TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARD 701701.

STAGE 1

CONSTRUCTION

1. PLACE STAGE 1 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS.
2. ACTIVATE TEMPORARY TRAFFIC SIGNALS AT SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
3. PLACE TEMPORARY CONCRETE BARRIER AT LOCATIONS SHOWN IN THE PLANS
4. REMOVE AND RECONSTRUCT THE EXISTING SOUTH SIDE OF THE PROPOSED BRIDGE, PAVEMENT, AND CURB AND GUTTER ALONG THE EASTBOUND LANES OF SOUTHWEST HIGHWAY.

NOTE: SEE PLANS FOR LOCATIONS TO CONSTRUCT TEMPORARY PAVEMENT IN PLACE OF CURB AND GUTTER ALONG THE ROADWAY AND PEDESTRIAN SIDEWALK, PARAPET, AND BICYCLE RAILING ON THE BRIDGE.

5. CONSTRUCT TEMPORARY PAVEMENT ON SOUTHWEST HIGHWAY AT SOUTHWEST QUADRANT OF RIDGELAND AVENUE AND SOUTHWEST HIGHWAY AND ALONG SOUTHWEST HIGHWAY EASTBOUND LANES.
6. NO WORK WILL BE DONE AT THE INTERSECTION AT THIS TIME. STAGE 1 CONSTRUCTS THE PROPOSED EASTBOUND LANES OF SOUTHWEST HIGHWAY UP TO THE NORTH BRIDGE LIMITS.

MAINTENANCE OF TRAFFIC

TRAFFIC WILL BE SHIFTED TO THE WESTBOUND LANES ALONG SOUTHWEST HIGHWAY FOR STAGE 1 CONSTRUCTION. A LEFT TURN ONLY LANE AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR BOTH DIRECTIONS ALONG SOUTHWEST HIGHWAY. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 2

CONSTRUCTION

1. PLACE TEMPORARY HOT MIX ASPHALT RAMP FROM EASTBOUND ELEVATED BRIDGE LIMITS TO EXISTING PAVEMENT AT RIDGELAND AVENUE AS SHOWN ON MOT PLANS.
2. REMOVE STAGE 1 TRAFFIC CONTROL DEVICES ALONG SOUTHWEST HIGHWAY AND SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED EASTBOUND LANES.
3. PLACE STAGE 2 TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
4. RESET TEMPORARY TRAFFIC SIGNALS AT SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
5. RELOCATE TEMPORARY CONCRETE BARRIER AT LOCATIONS SHOWN IN THE PLANS.
6. REMOVE AND RECONSTRUCT THE EXISTING NORTH SIDE OF THE PROPOSED BRIDGE, PAVEMENT, AND CURB AND GUTTER ALONG THE EASTBOUND LANES OF SOUTHWEST HIGHWAY. (SEE BRIDGE PLANS FOR STAGING INFORMATION).
7. BARRIER MEDIAN REMOVAL WILL BE DONE ON SOUTH LEG OF INTERSECTION AS SHOWN ON PLANS. NO OTHER WORK WILL BE DONE AT THE INTERSECTION AT THIS TIME. STAGE 2 CONSTRUCTS THE PROPOSED WESTBOUND LANES OF SOUTHWEST HIGHWAY UP TO THE NORTH BRIDGE LIMITS.

MAINTENANCE OF TRAFFIC

TRAFFIC WILL BE SHIFTED TO THE NEWLY CONSTRUCTED PAVEMENT FROM STAGE 1. A LEFT TURN ONLY AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR BOTH DIRECTIONS ALONG SOUTHWEST HIGHWAY. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 3 - SUBSTAGE A

CONSTRUCTION

1. SHIFT TRAFFIC CONTROL DEVICES ALONG SOUTHWEST HIGHWAY AS SHOWN ON THE PLANS. TRAFFIC WILL REMAIN ON THE EASTBOUND LANES.
2. PLACE TEMPORARY HOT MIX ASPHALT RAMP FROM WESTBOUND ELEVATED BRIDGE LIMITS TO EXISTING PAVEMENT AT RIDGELAND AVENUE AS SHOWN ON MOT PLANS.
3. REMOVE EXISTING MEDIANS ALONG RIDGELAND AVENUE AND CONSTRUCT TEMPORARY PAVEMENT ALONG RIDGELAND AVENUE PER PLAN. PLACE TRAFFIC CONTROL DEVICES ALONG RIDGELAND AVENUE AND SHIFT TRAFFIC TO THE SOUTHBOUND LANES.
4. PLACE STAGE 3 SUBSTAGE A TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
5. RESET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
6. RELOCATE TEMPORARY CONCRETE BARRIER AS NEEDED AND SHOWN ON THE PLANS.
7. REMOVE AND RECONSTRUCT THE NORTHEAST CORNER PAVEMENT OF THE SOUTHWEST HIGHWAY AND RIDGELAND AVENUE INTERSECTION. CONSTRUCT THE NORTHBOUND PAVEMENT ALONG RIDGELAND AVENUE FROM STA. 5+994.745 TO STA. 6+155.216.
8. PAVEMENT IN NORTHEAST QUADRANT OF INTERSECTION SHOULD BE CONSTRUCTED TO ALLOW TURNING MOVEMENTS. THE INNER SECTION AND CURB & GUTTER WOULD BE DONE FIRST AS SHOWN ON THE PLANS. THIS INNER SECTION WOULD THEN BE USED FOR TRAFFIC AS THE OUTER SECTION IS COMPLETED AT THE END OF STAGE 3 SUBSTAGE A. TEMPORARY PAVEMENT WILL BE PLACED IN AREA OF NE QUADRANT WHERE CORNER ISLAND IS TO BE BUILT.
9. BEGIN INSTALLATION OF PROPOSED PERMANENT TRAFFIC SIGNALS AT THE INTERSECTION OF SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.

MAINTENANCE OF TRAFFIC

A LEFT TURN ONLY AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR ALL DIRECTIONS OF TRAFFIC AT THE INTERSECTION. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 3 - SUBSTAGE B

CONSTRUCTION

1. TRAFFIC CONTROL DEVICES ALONG SOUTHWEST HIGHWAY ARE SHIFTED NORTH WITH TRAFFIC MAINTAINED IN THE WESTBOUND LANES. THE LANE CONFIGURATION ALONG RIDGELAND AVENUE IS KEPT SIMILAR TO STAGE 3 SUBSTAGE A.
2. PLACE STAGE 3 SUBSTAGE B TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
3. RESET TRAFFIC SIGNAL HEADS FOR THE TEMPORARY TRAFFIC SIGNALS AT SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
4. REMOVE AND RECONSTRUCT THE SOUTHWEST QUADRANT OF THE INTERSECTION OF SOUTHWEST HIGHWAY AND RIDGELAND AVENUE.
5. PAVEMENT IN SOUTHWEST QUADRANT OF INTERSECTION SHOULD BE CONSTRUCTED TO ALLOW TURNING MOVEMENTS. THE INNER SECTION AND CURB & GUTTER WOULD BE DONE FIRST AS SHOWN ON THE PLANS. THIS INNER SECTION WOULD THEN BE USED FOR TRAFFIC AS THE OUTER SECTION IS COMPLETED AT THE END OF STAGE 3 SUBSTAGE B.
6. DUE TO THE PROFILE BEING RAISED, TEMPORARY RAMPS ON RIDGELAND AND SOUTHWEST HIGHWAY MUST BE PROVIDED TO BRIDGE EXISTING PAVEMENT TO PROPOSED PAVEMENT IN THE NORTHWEST QUADRANT DURING STAGE 3 SUBSTAGE B.

MAINTENANCE OF TRAFFIC

A LEFT TURN ONLY AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR ALL DIRECTIONS OF TRAFFIC AT THE INTERSECTION. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 4 - SUBSTAGE A

CONSTRUCTION

1. TRAFFIC CONTROL DEVICES AND LANE CONFIGURATION ALONG SOUTHWEST HIGHWAY ARE KEPT SIMILAR TO STAGE 3 - SUBSTAGE B. TRAFFIC ALONG RIDGELAND AVENUE IS SHIFTED TO THE NEWLY CONSTRUCTED NORTHBOUND LANES.
2. PLACE STAGE 4 SUBSTAGE A TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
3. REMOVE AND RECONSTRUCT THE SOUTHWEST CORNER PAVEMENT OF THE SOUTHWEST HIGHWAY AND RIDGELAND AVENUE INTERSECTION. CONSTRUCT THE SOUTHBOUND PAVEMENT ALONG RIDGELAND AVENUE FROM STA. 5+994.745 TO 6+155.216.
4. PAVEMENT IN SOUTHWEST QUADRANT OF INTERSECTION SHOULD BE CONSTRUCTED TO ALLOW TURNING MOVEMENTS. THE INNER SECTION AND CURB & GUTTER WOULD BE DONE FIRST AS SHOWN ON THE PLANS. THIS INNER SECTION WOULD THEN BE USED FOR TRAFFIC AS THE OUTER SECTION IS COMPLETED AT THE END OF STAGE 4 SUBSTAGE A.
5. TEMPORARY RAMP ON SOUTHWEST HIGHWAY WILL REMAIN IN PLACE TO BRIDGE EXISTING PAVEMENT TO PROPOSED PAVEMENT IN THE NW QUADRANT DURING STAGE 4 SUBSTAGE A.

MAINTENANCE OF TRAFFIC

A LEFT TURN ONLY AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR ALL DIRECTIONS OF TRAFFIC AT THE INTERSECTION. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 4 - SUBSTAGE B

CONSTRUCTION

1. TRAFFIC CONTROL DEVICES ALONG SOUTHWEST HIGHWAY ARE SHIFTED SOUTH WITH TRAFFIC MAINTAINED IN THE EASTBOUND LANES. THE LANE CONFIGURATION ALONG RIDGELAND AVENUE IS KEPT SIMILAR TO STAGE 4 SUBSTAGE A.
2. PLACE STAGE 4 SUBSTAGE B TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
3. REMOVE AND RECONSTRUCT THE NORTHWEST CORNER PAVEMENT OF THE SOUTHWEST HIGHWAY AND RIDGELAND AVENUE INTERSECTION.

MAINTENANCE OF TRAFFIC

A LEFT TURN ONLY AND COMBINATION THRU AND RIGHT TURN LANE WILL BE PROVIDED FOR ALL DIRECTIONS OF TRAFFIC AT THE INTERSECTION. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701701 AND 701606.

STAGE 5

CONSTRUCTION

1. REMOVE STAGE 4 SUBSTAGE B TRAFFIC CONTROL DEVICES AND SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED LANES.
2. REMOVE TEMPORARY CONCRETE BARRIER.
3. USE IDOT SHOULDER AND LANE CLOSURE STANDARDS TO REMOVE TEMPORARY PAVEMENT ALONG THE EASTBOUND SHOULDER OF SOUTHWEST HIGHWAY AND TO CONSTRUCT THE CURB AND GUTTER AND SIDEWALK ALONG THE EASTBOUND LANES. CONSTRUCT THE PROPOSED ISLANDS IN THE SOUTHWEST HIGHWAY AND RIDGELAND AVENUE INTERSECTION.
4. INSTALL PERMANENT PAVEMENT MARKINGS, RAISED PAVEMENT REFLECTORS AND LANDSCAPING IN ACCORDANCE WITH IDOT TRAFFIC CONTROL STANDARDS 701426 AND 701701.
5. ALL PROPOSED PERMANENT LIGHT POLES SHALL BE INSTALLED, WIRED, AND MADE COMPLETELY OPERATIONAL BEFORE ANY EXISTING POLES ARE DISCONNECTED OR REMOVED.

MAINTENANCE OF TRAFFIC

TRAFFIC WILL BE DRIVING IN THE PERMANENT PAVEMENT MARKING LAYOUT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
RAILROAD AND STONY CREEK
SUGGESTED STAGING OF CONSTRUCTION
& TRAFFIC CONTROL
SEQUENCE OF CONSTRUCTION

SCALE: 1:500

DRAWN BY: CPK

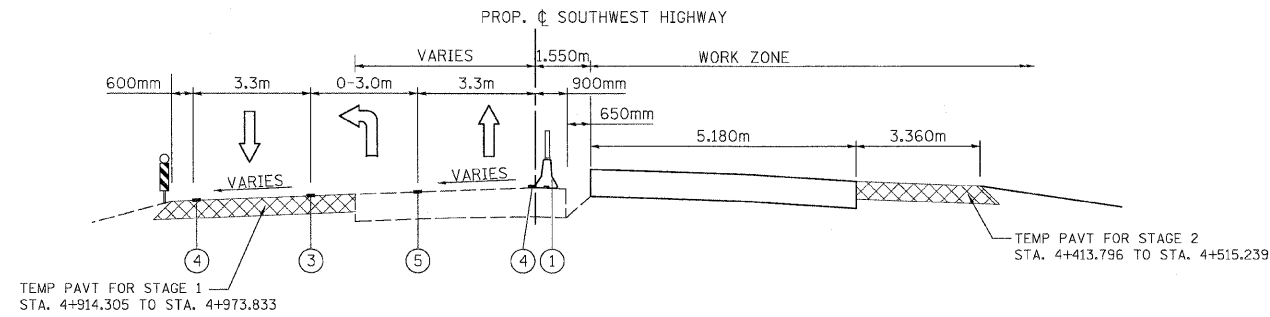
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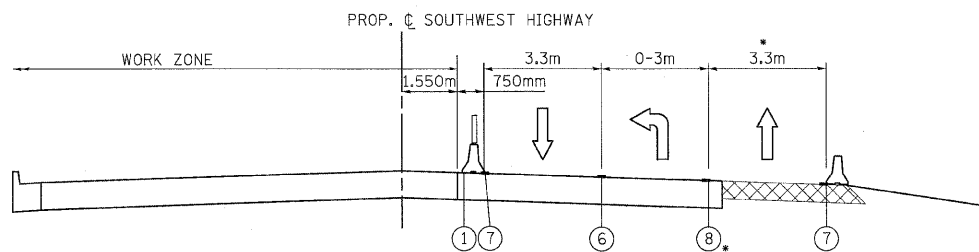
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	20
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



STAGE 1 CONSTRUCTION

STA. 4+450.000 TO STA. 4+524.129
 STA. 4+923.711 TO STA. 4+932.718

NOTE: SEE BRIDGE STAGING PLANS FOR
 STA. 4+524.129 TO STA. 4+923.711

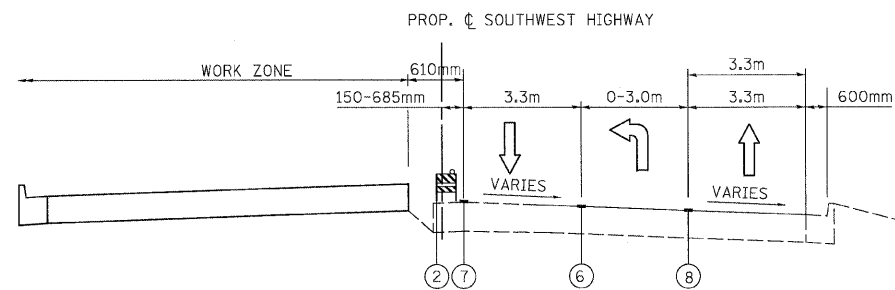


STAGE 2 CONSTRUCTION

STA. 4+450.000 TO STA. 4+524.129
 STA. 4+923.711 TO STA. 4+932.718

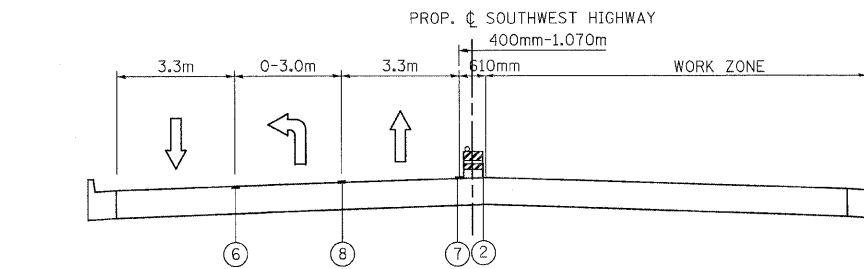
NOTE: SEE BRIDGE STAGING PLANS FOR
 STA. 4+524.129 TO STA. 4+923.711

CONSTRUCT SIDEWALK AND C&G FROM
 STA. 4+413.800 TO STA. 4+524.129 &
 STA. 4+923.711 TO STA. 4+932.718 DURING
 STAGE 5 USING IDOT STANDARD 701606-04
 FOR A LANE CLOSURE



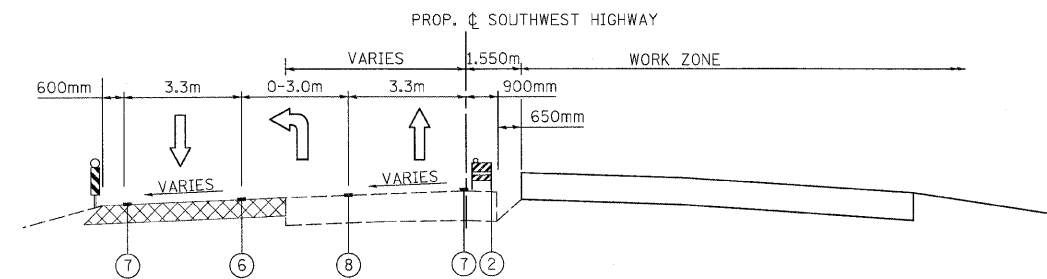
STAGE 3A CONSTRUCTION

STA. 4+987.253 TO STA. 5+100.000



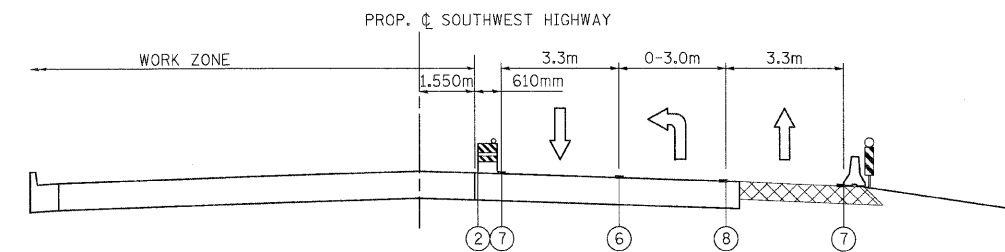
STAGE 3B CONSTRUCTION

STA. 4+987.253 TO STA. 5+100.000



STAGE 4A CONSTRUCTION

STA. 4+932.718 TO STA. 4+987.253



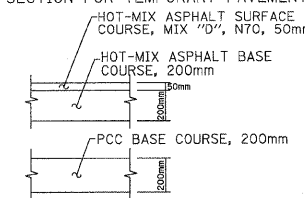
STAGE 4B CONSTRUCTION

STA. 4+932.718 TO STA. 4+987.253

LEGEND

- ① TEMPORARY CONCRETE BARRIER
- ② TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (15 m C-C, 7.5 m @ TAPERS & 3.5 m ALONG RADII)
- ③ TEMP PAVT MK LINE, 100 mm (DOUBLE YELLOW)
- ④ TEMP PAVT MK LINE, 100 mm (WHITE EDGE LINE)
- ⑤ TEMP PAVT MK LINE, 150 mm (WHITE)
- ⑥ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 100 mm (DOUBLE YELLOW)
- ⑦ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 100 mm (WHITE EDGE LINE)
- ⑧ WET REFLECTIVE TEMPORARY TAPE, TYPE III 150 mm (WHITE)
- ⑨ WET REFLECTIVE TEMPORARY TAPE, TYPE III (SP) 100 mm YELLOW W/ 100mm YELLOW 3m DASH - 9m SKIP
- MODULAR GLARE SCREEN, TEMPORARY
- TEMPORARY PAVEMENT
- VERTICAL PANELS @ 15m C-C WITH STEADY BURNING LIGHTS

TEMPORARY PAVEMENT DETAILS
 (CONTRACTOR HAS THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT)

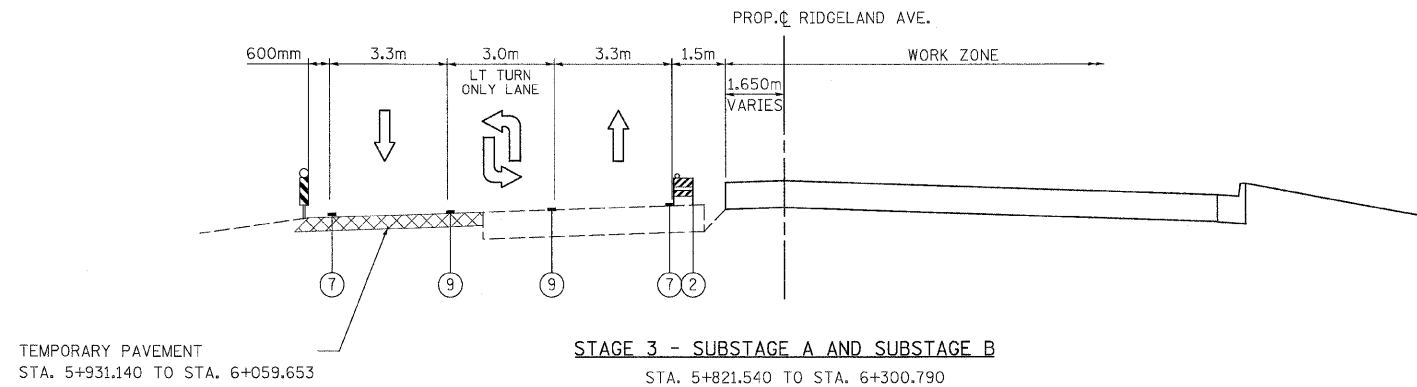


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
 SOUTHWEST HIGHWAY

SCALE: NONE
 DATE: 6/17/09
 DRAWN BY: CPK
 CHECKED BY: DES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	21
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62388				

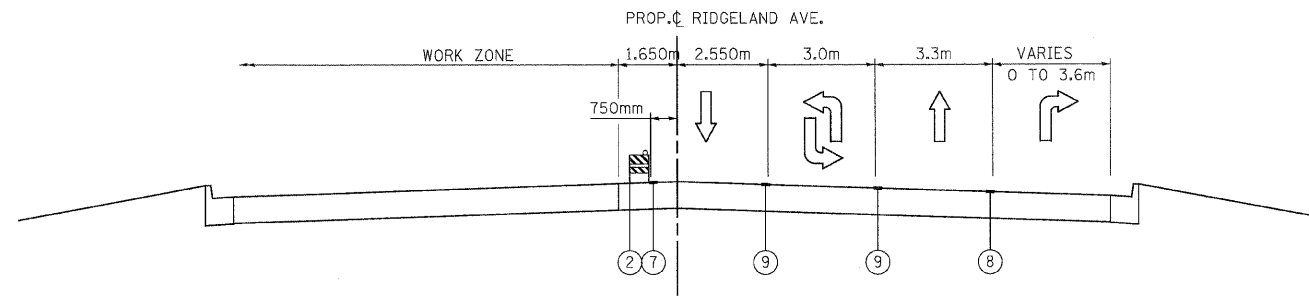


STAGE 3 - SUBSTAGE A AND SUBSTAGE B

STA. 5+821.540 TO STA. 6+300.790

NOTE: FOR SUBSTAGE B, THE LANE CONFIGURATION IS SHIFTED ALONG SOUTHWEST HIGHWAY WHILE THE LANE CONFIGURATION ALONG RIDGELAND AVE. REMAINS THE SAME AS SUBSTAGE A.

TEMPORARY PAVEMENT
STA. 5+931.140 TO STA. 6+059.653



STAGE 4 - SUBSTAGE A AND SUBSTAGE B

STA. 5+895.212 TO STA. 6+329.554

NOTE: FOR SUBSTAGE B, THE LANE CONFIGURATION IS SHIFTED ALONG SOUTHWEST HIGHWAY WHILE THE LANE CONFIGURATION ALONG RIDGELAND AVE. REMAINS THE SAME AS SUBSTAGE A.

LEGEND

- | | |
|---|--|
| ① TEMP CONCRETE BARRIER | ⑦ PAVT MKG TAPE, TYPE III, 100 mm (WHITE EDGE LINE) |
| ② TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS (15 m C-C, 7.5 m @ TAPERS & 3.5 m ALONG RADII) | ⑧ PAVT MKG TAPE, TYPE III 150 mm (WHITE) |
| ③ TEMP PAVT MK LINE, 100 mm (DOUBLE YELLOW) | ⑨ PAVT MKG TAPE, TYPE III (SP) 100 mm YELLOW W/ 100mm YELLOW 10' DASH - 30' SKIP |
| ④ TEMP PAVT MK LINE, 100 mm (WHITE EDGE LINE) | MODULAR GLARE SCREEN, TEMPORARY |
| ⑤ TEMP PAVT MK LINE, 150 mm (WHITE) | TEMPORARY PAVEMENT |
| ⑥ PAVT MKG TAPE, TYPE III, 100 mm (DOUBLE YELLOW) | VERTICAL PANELS @ 50' C-C WITH STEADY BURNING LIGHTS |

REVISIONS	
NAME	DATE

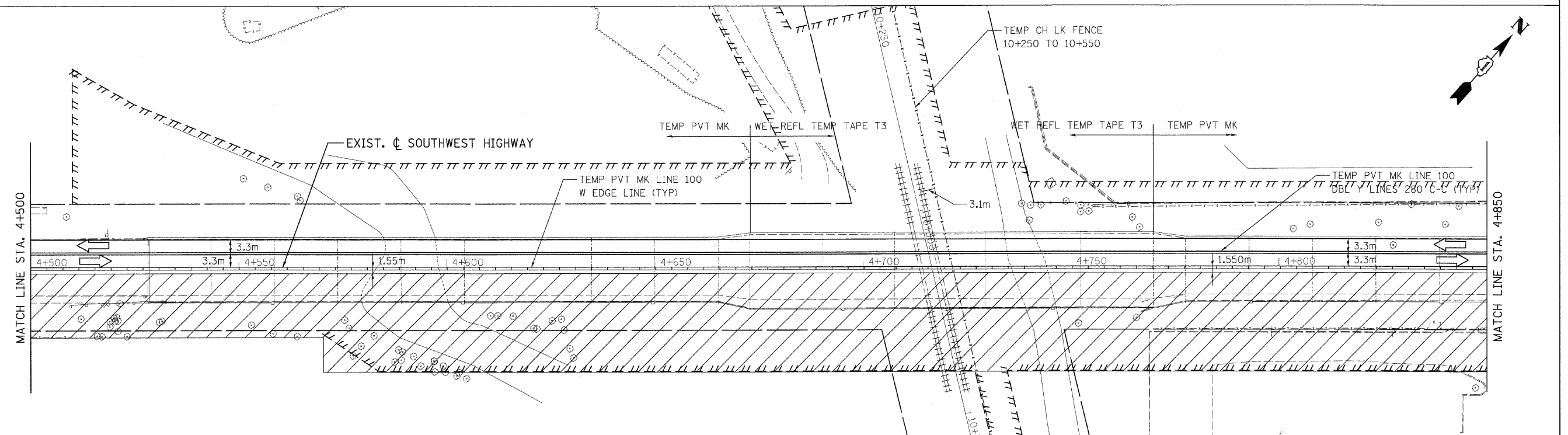
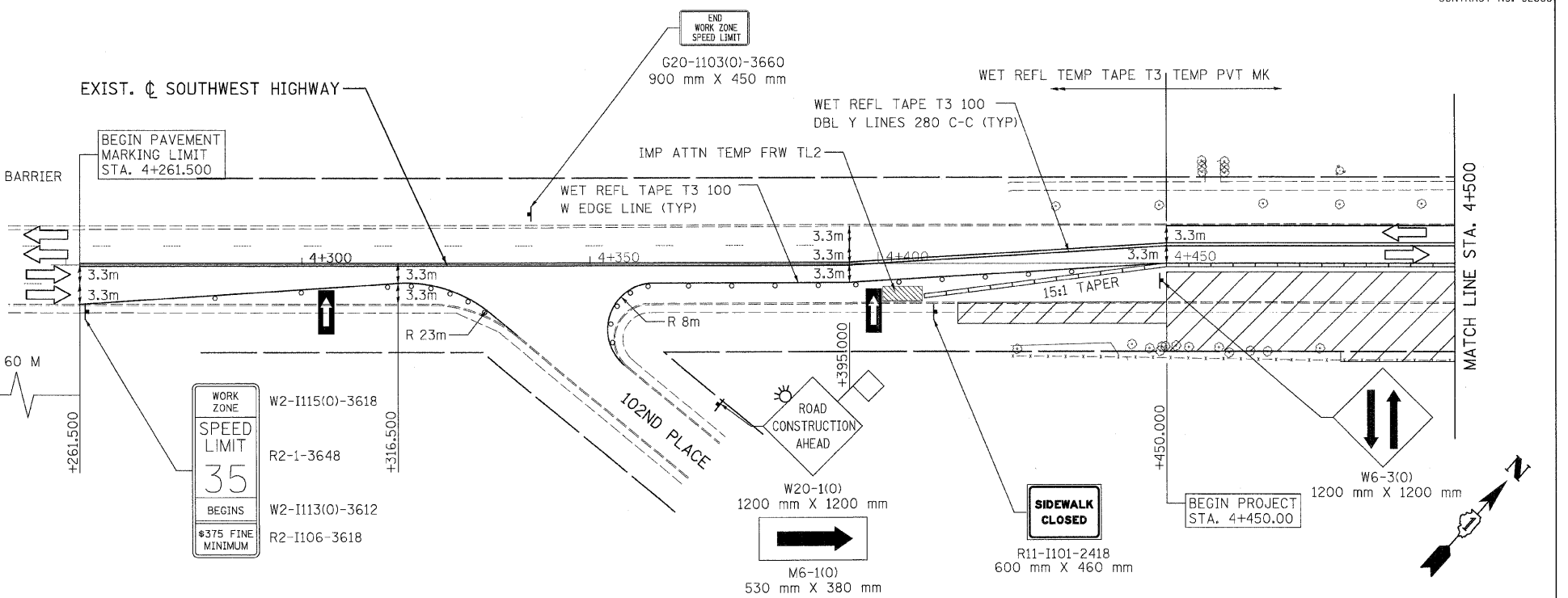
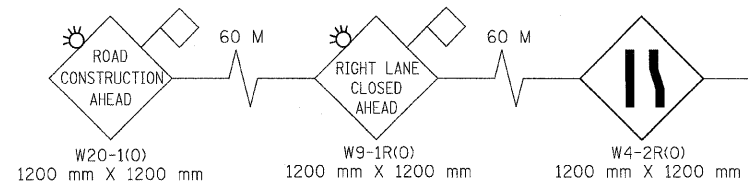
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
MOT TYPICAL SECTIONS
RIDGELAND AVENUE
SCALE: NONE
DATE: 6/17/09
DRAWN BY: CPK
CHECKED BY: DES

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PATRICK ENGINEERING INC.
 LISLE, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	22
STA. BEGIN PROJECT TO STA. 4+850				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62388				

LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ⏏ VERTICAL PANEL WITH STEADY BURNING LIGHT
- ⏏ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ➔ ARROW BOARD
- ▨ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS



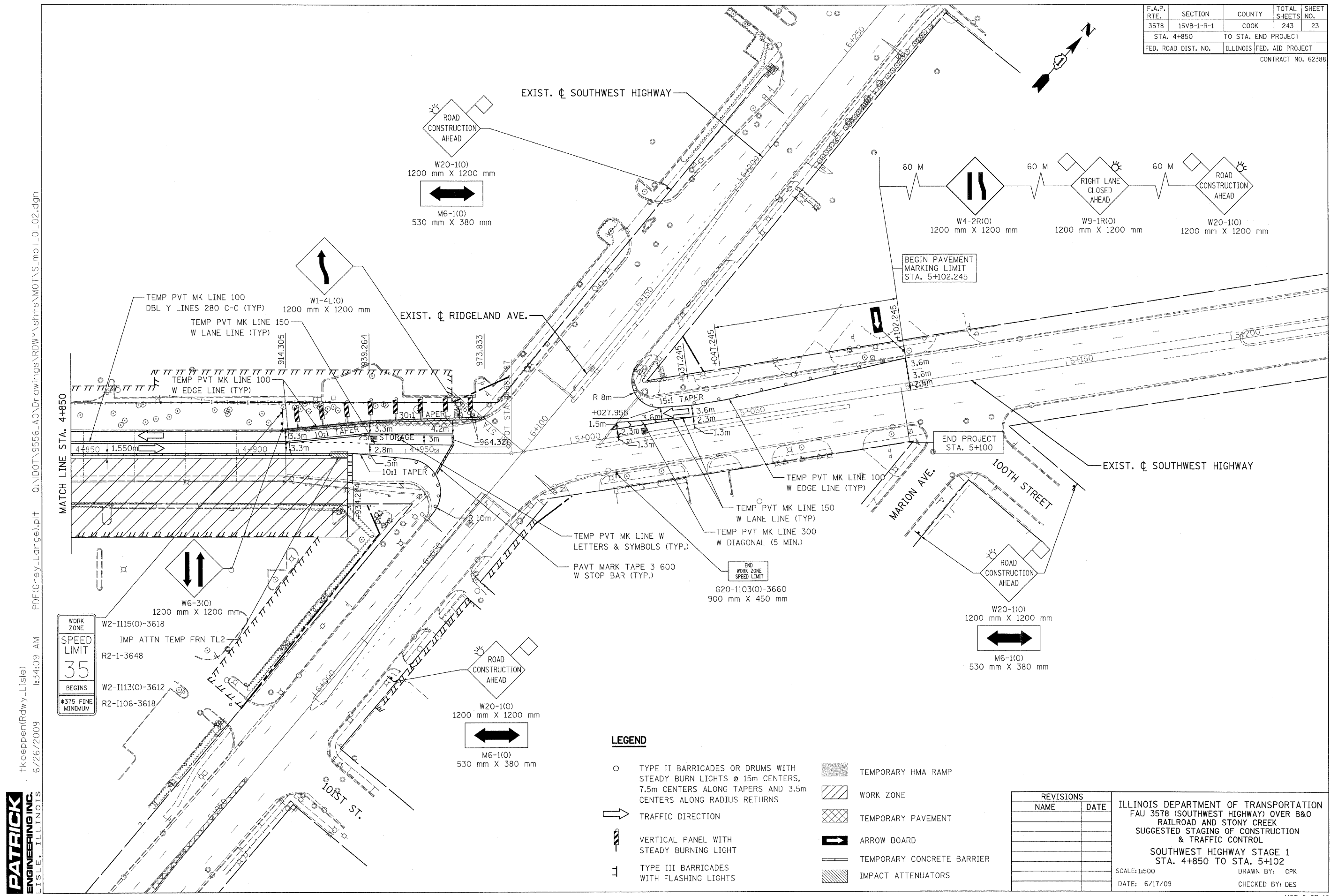
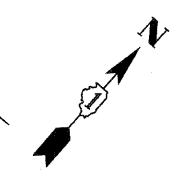
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
 RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION
 & TRAFFIC CONTROL
 SOUTHWEST HIGHWAY STAGE 1
 STA. 4+261 TO STA. 4+850
 SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
 CHECKED BY: DES

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	23
STA. 4+850		TO STA. END PROJECT		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				



WORK ZONE	
SPEED LIMIT	35
BEGINS	W2-II13(O)-3612
ENDS	W2-II15(O)-3618
IMP ATTN TEMP FRN TL2	
R2-1-3648	
R2-II106-3618	
#375 FINE MINIMUM	

LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ⏏ VERTICAL PANEL WITH STEADY BURNING LIGHT
- ⏏ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ➔ ARROW BOARD
- ▨ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

REVISIONS	
NAME	DATE

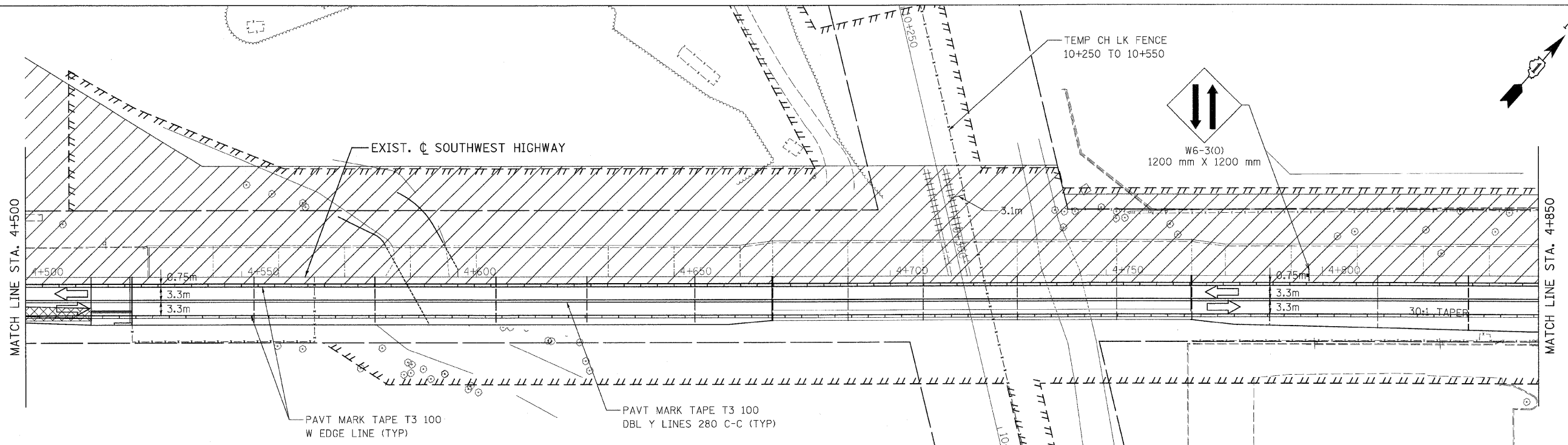
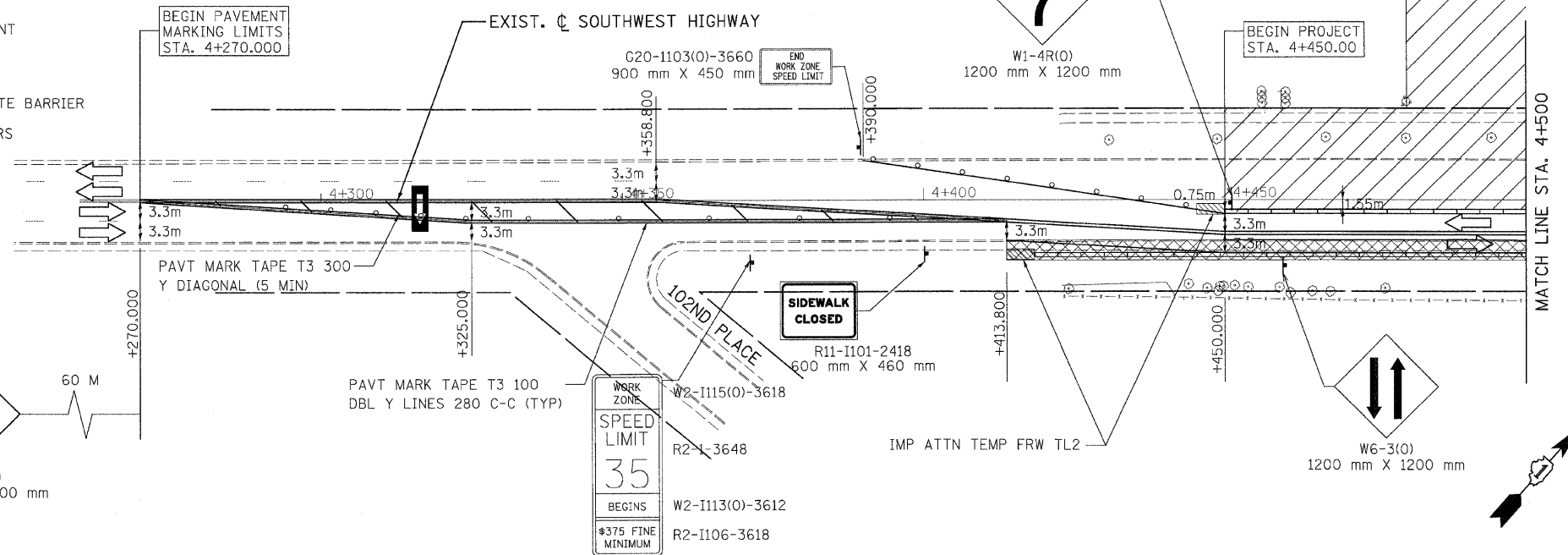
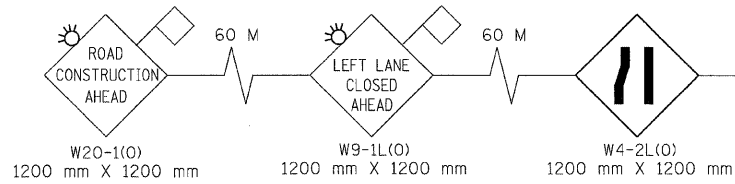
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FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
RAILROAD AND STONY CREEK
SUGGESTED STAGING OF CONSTRUCTION
& TRAFFIC CONTROL
SOUTHWEST HIGHWAY STAGE 1
STA. 4+850 TO STA. 5+102
SCALE: 1:500
DATE: 6/17/09
DRAWN BY: CPK
CHECKED BY: DES

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PATRICK ENGINEERING INC.
LISLE, ILLINOIS
MOT 6 OF 16

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	24
STA. BEGIN PROJECT TO STA. 4+850				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ▬ VERTICAL PANEL WITH STEADY BURNING LIGHT
- ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▧ WORK ZONE
- ▩ TEMPORARY PAVEMENT
- ▭ ARROW BOARD
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS



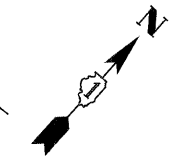
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
 RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION
 & TRAFFIC CONTROL
 SOUTHWEST HIGHWAY STAGE 2
 BEGIN STA. 4+270 TO STA. 4+850
 SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
 CHECKED BY: DES

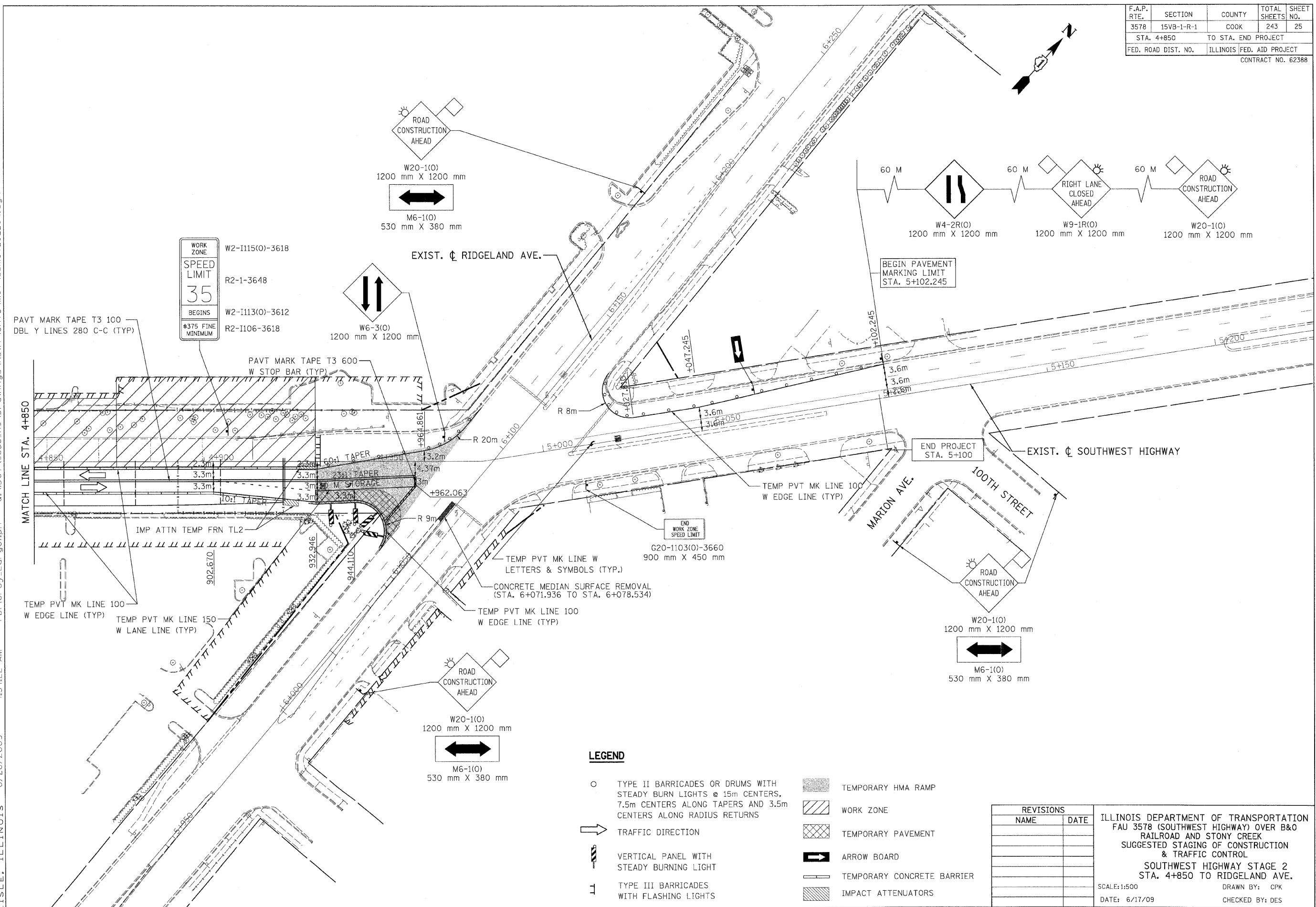
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	25
STA. 4+850		TO STA. END PROJECT		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



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WORK ZONE

SPEED LIMIT

35

BEGINS

#375 FINE MINIMUM

W2-1115(O)-3618

R2-1-3648

W2-1113(O)-3612

R2-1106-3618

W20-1(O)
1200 mm X 1200 mm

M6-1(O)
530 mm X 380 mm

60 M

W4-2R(O)
1200 mm X 1200 mm

60 M

RIGHT LANE CLOSED AHEAD

60 M

W9-1R(O)
1200 mm X 1200 mm

W20-1(O)
1200 mm X 1200 mm

BEGIN PAVEMENT MARKING LIMIT
STA. 5+102.245

END PROJECT
STA. 5+100

END WORK ZONE SPEED LIMIT

G20-1103(O)-3660
900 mm X 450 mm

ROAD CONSTRUCTION AHEAD

W20-1(O)
1200 mm X 1200 mm

M6-1(O)
530 mm X 380 mm

LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- TRAFFIC DIRECTION
- ⊥ VERTICAL PANEL WITH STEADY BURNING LIGHT
- T TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

REVISIONS	
NAME	DATE

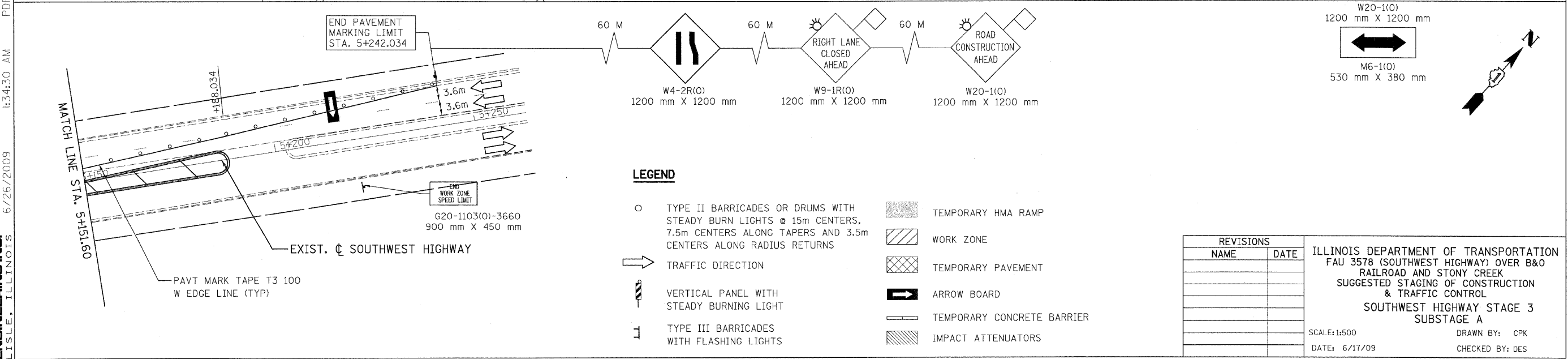
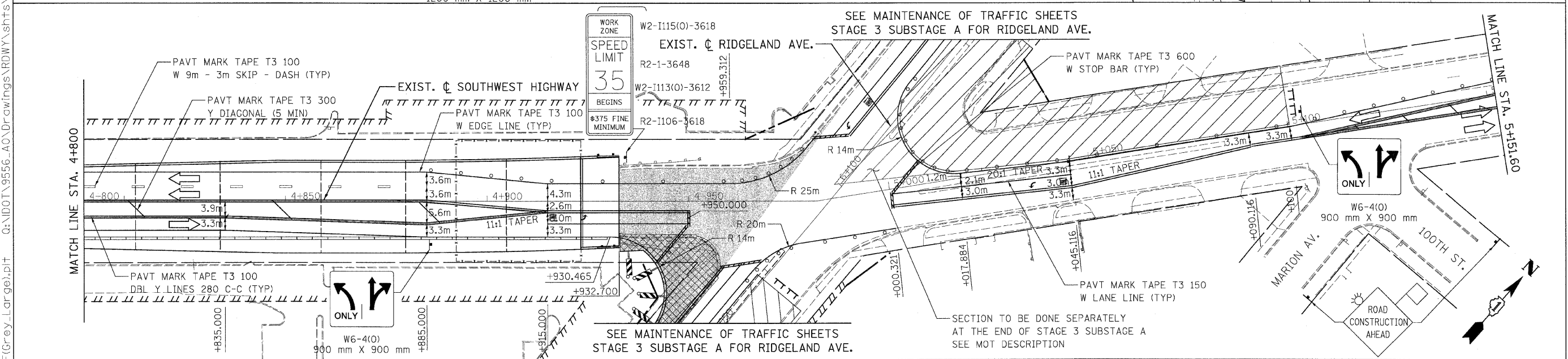
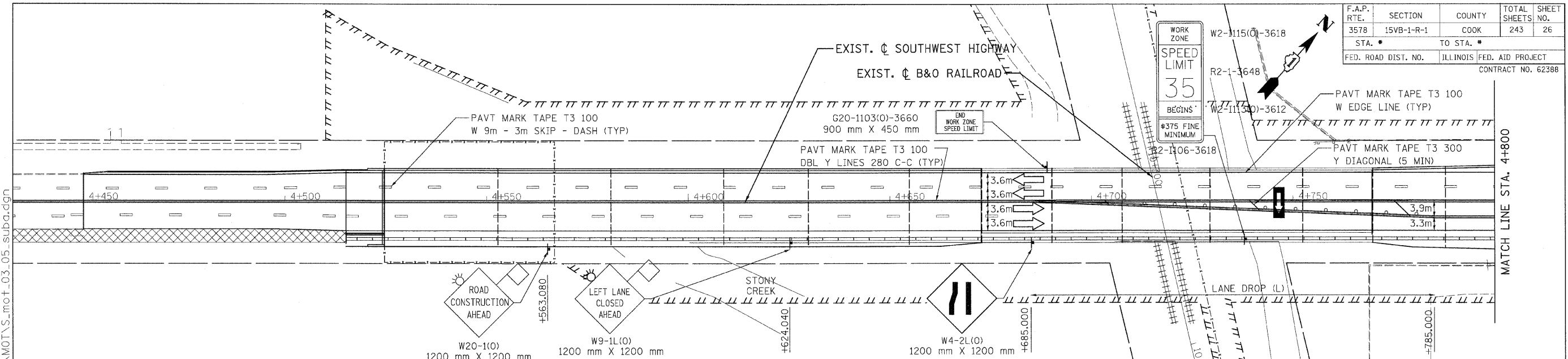
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
 RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION
 & TRAFFIC CONTROL
 SOUTHWEST HIGHWAY STAGE 2
 STA. 4+850 TO RIGDELAND AVE.

SCALE: 1:500
 DATE: 6/17/09

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 CHECKED BY: DES



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	26
STA. * TO STA. *		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		CONTRACT NO. 62388		



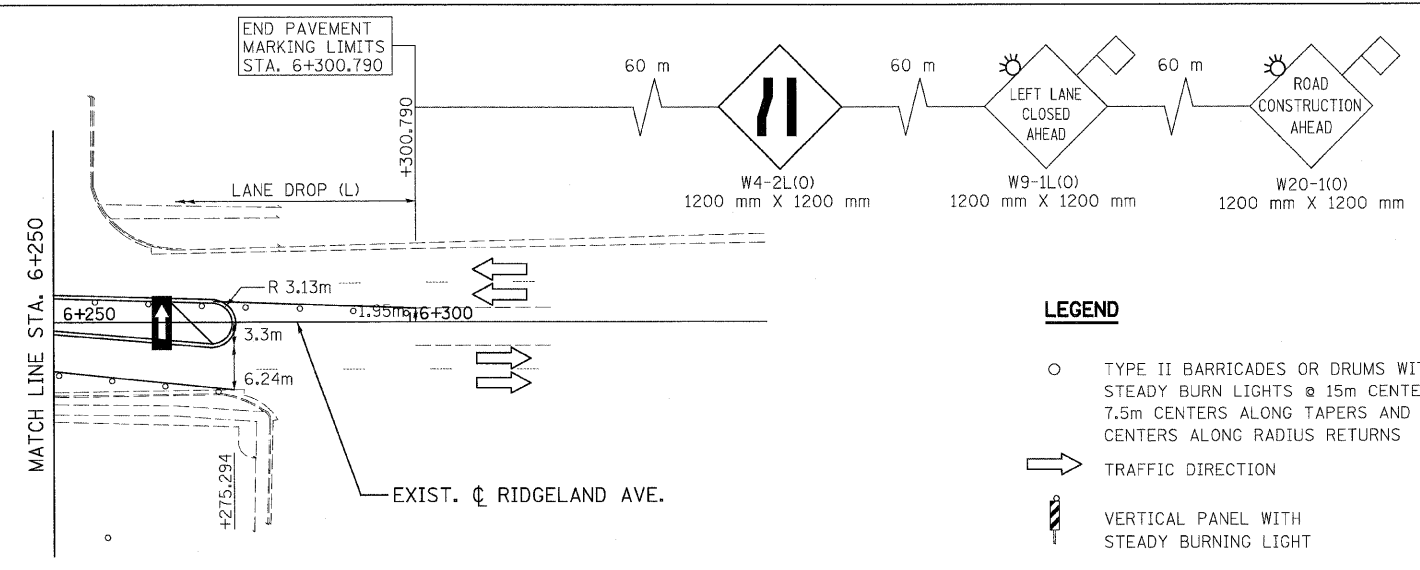
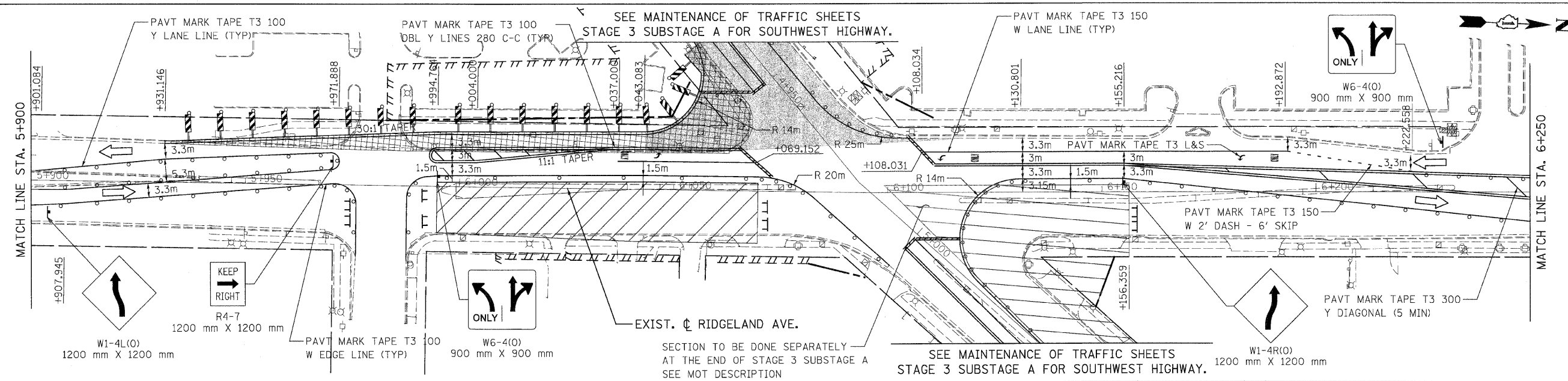
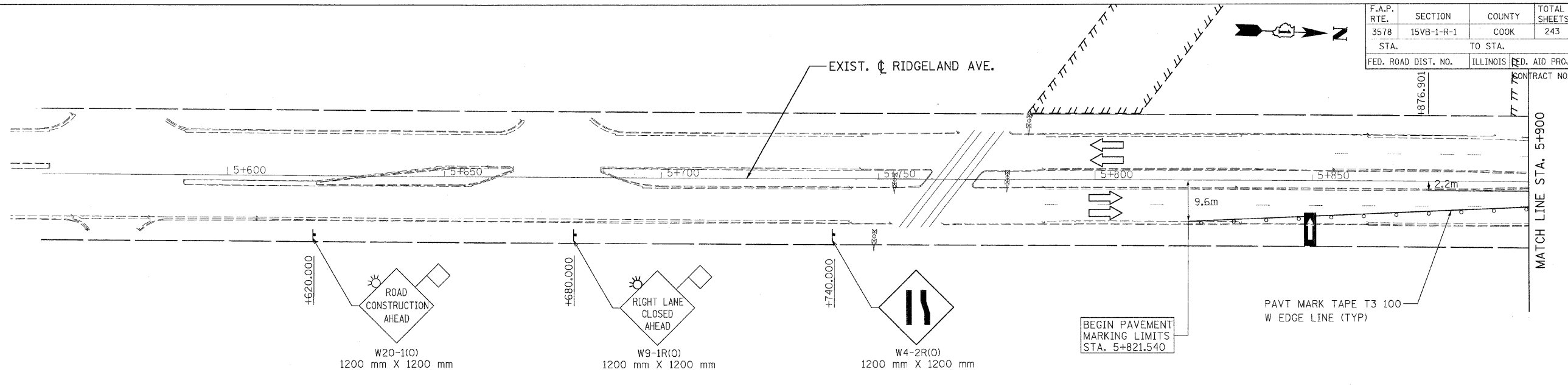
- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
 - ➔ TRAFFIC DIRECTION
 - ⚡ VERTICAL PANEL WITH STEADY BURNING LIGHT
 - ⚡ TYPE III BARRICADES WITH FLASHING LIGHTS
 - ▨ TEMPORARY HMA RAMP
 - ▨ WORK ZONE
 - ▨ TEMPORARY PAVEMENT
 - ➔ ARROW BOARD
 - ▨ TEMPORARY CONCRETE BARRIER
 - ▨ IMPACT ATTENUATORS

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL SOUTHWEST HIGHWAY STAGE 3 SUBSTAGE A
NAME	DATE	
		SCALE: 1:500 DATE: 6/17/09 DRAWN BY: CPK CHECKED BY: DES

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LISLE, ILLINOIS

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	27
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 62388		



LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- TRAFFIC DIRECTION
- VERTICAL PANEL WITH STEADY BURNING LIGHT
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TEMPORARY HMA RAMP
- WORK ZONE
- TEMPORARY PAVEMENT
- ARROW BOARD
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS

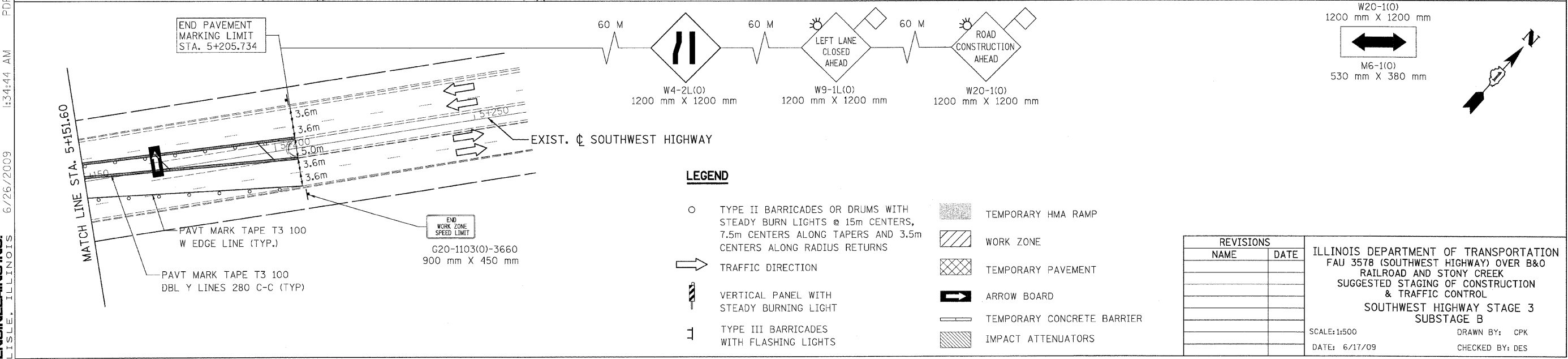
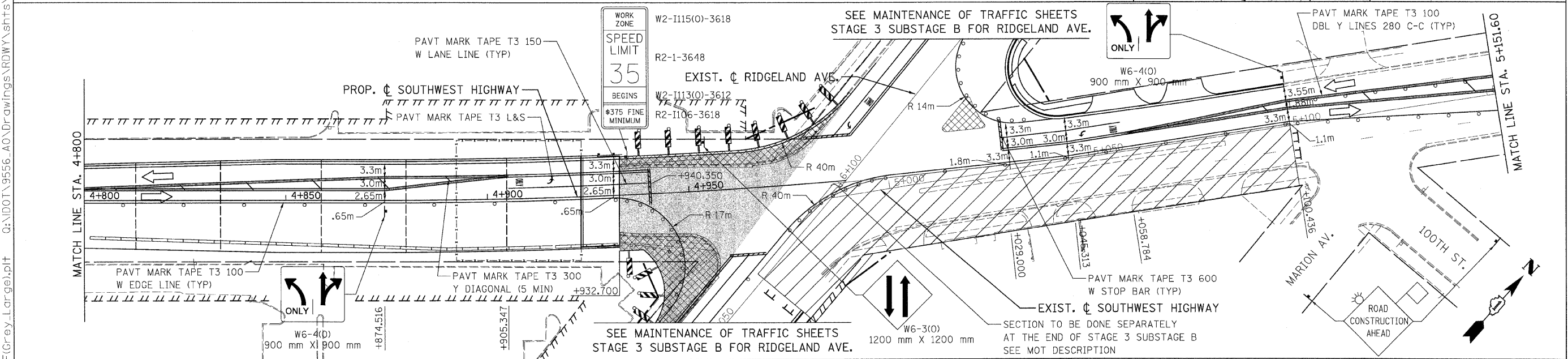
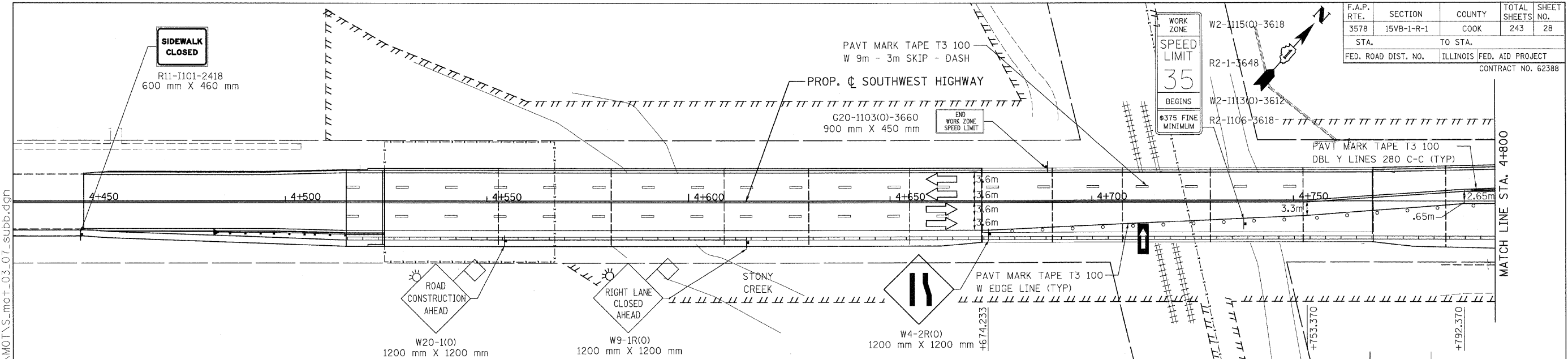
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
 RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION
 & TRAFFIC CONTROL
 RIDGELAND AVENUE STAGE 3
 SUBSTAGE A

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	28
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62388		



- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
 - ➔ TRAFFIC DIRECTION
 - ⚡ VERTICAL PANEL WITH STEADY BURNING LIGHT
 - ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
 - ▨ TEMPORARY HMA RAMP
 - ▧ WORK ZONE
 - ▩ TEMPORARY PAVEMENT
 - ➡ ARROW BOARD
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▨ IMPACT ATTENUATORS

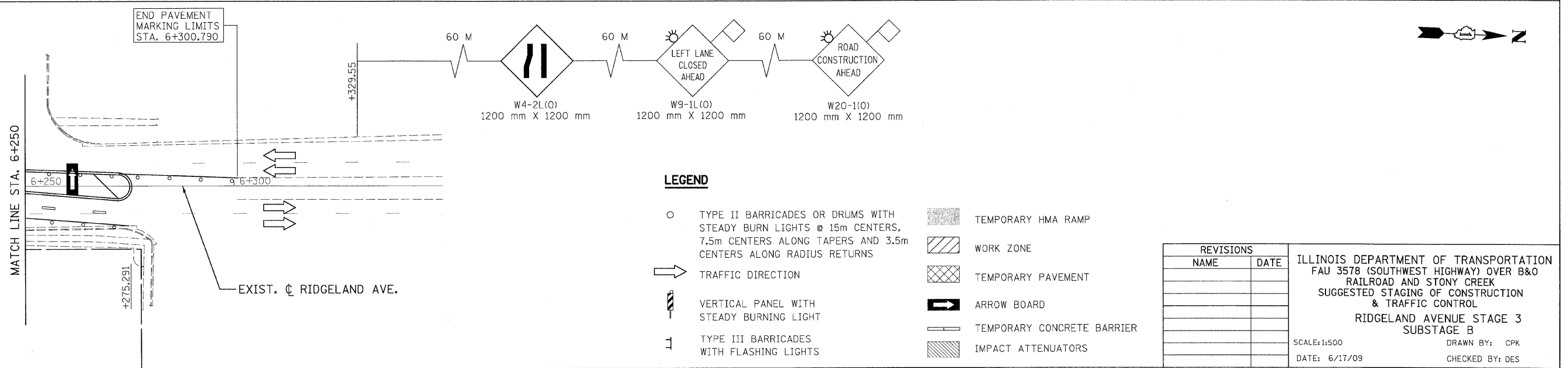
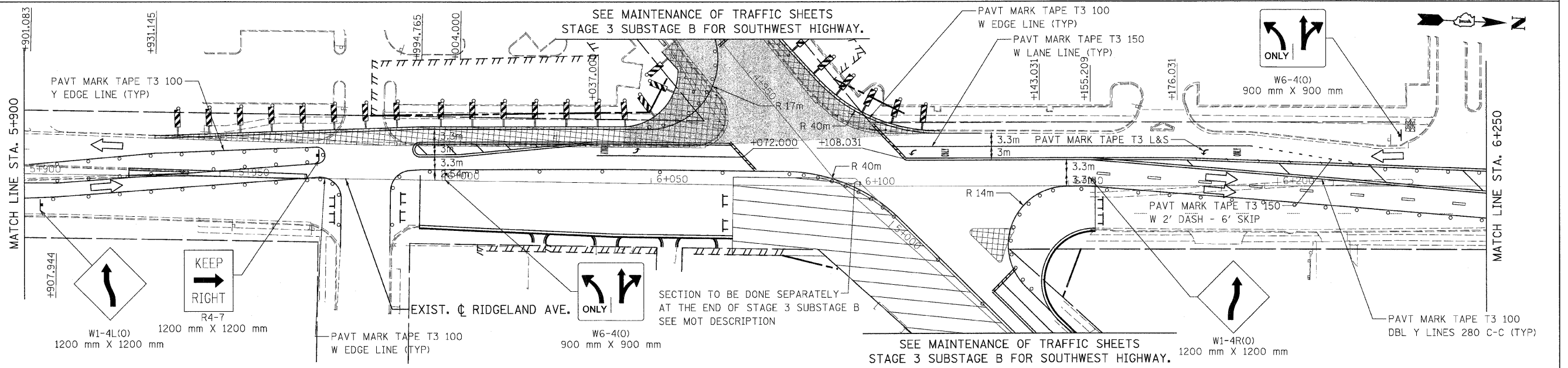
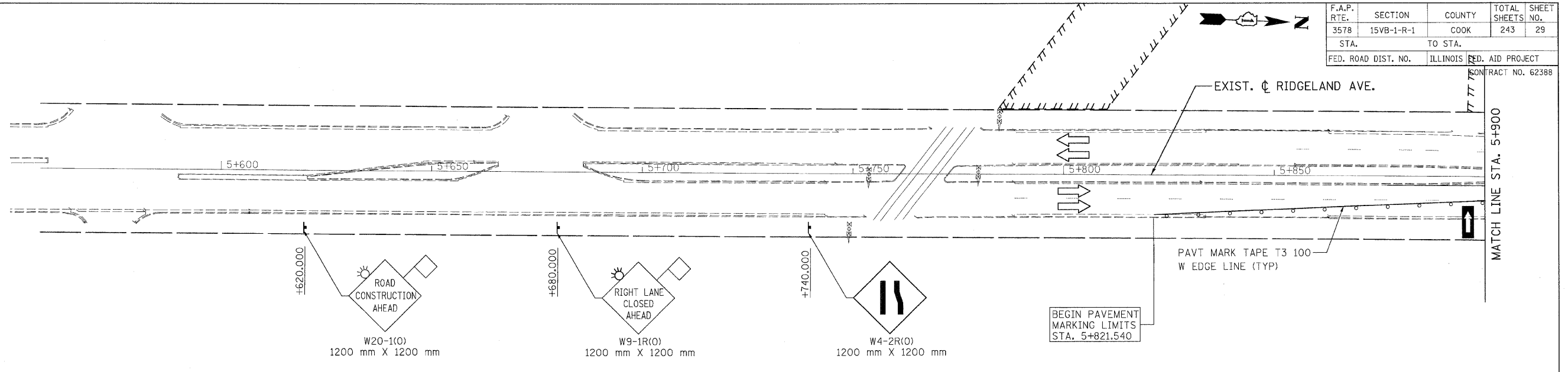
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
SOUTHWEST HIGHWAY STAGE 3 SUBSTAGE B
 SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
 CHECKED BY: DES

PATRICK ENGINEERING INC.
 LISLE, ILLINOIS

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	29
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 62388		



- LEGEND**
- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
 - ➔ TRAFFIC DIRECTION
 - ⚡ VERTICAL PANEL WITH STEADY BURNING LIGHT
 - ⚡ TYPE III BARRICADES WITH FLASHING LIGHTS
 - ▨ TEMPORARY HMA RAMP
 - ▨ WORK ZONE
 - ▨ TEMPORARY PAVEMENT
 - ➡ ARROW BOARD
 - ▨ TEMPORARY CONCRETE BARRIER
 - ▨ IMPACT ATTENUATORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
RIDGELAND AVENUE STAGE 3 SUBSTAGE B

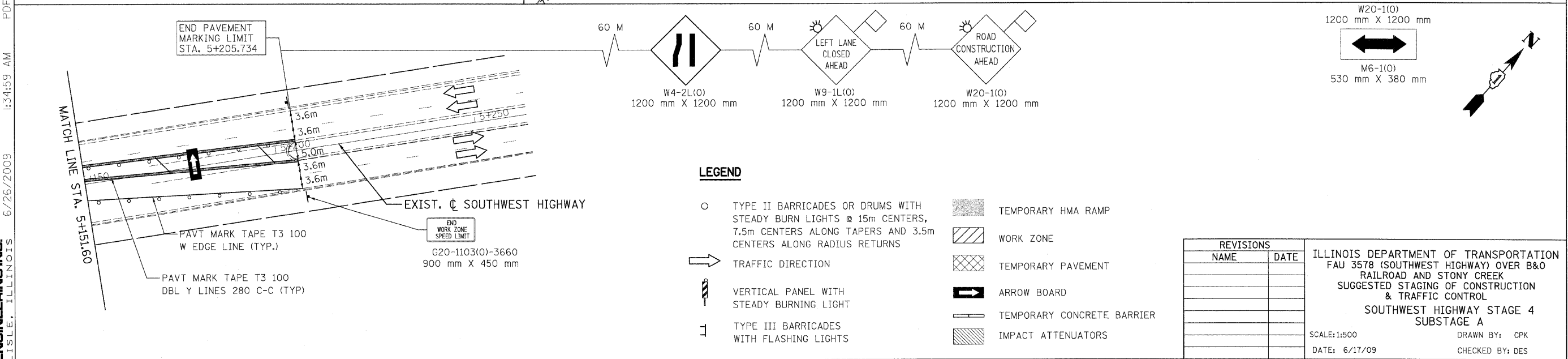
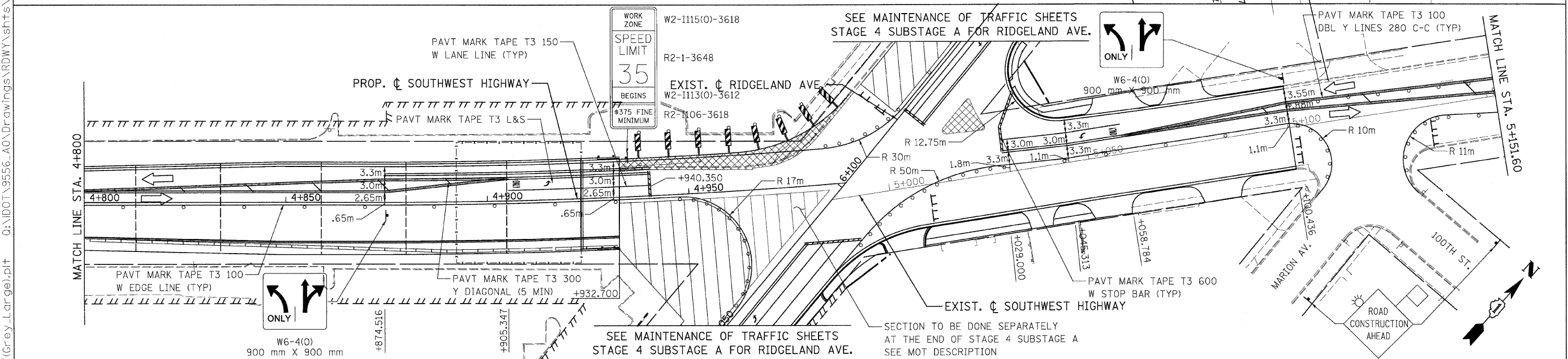
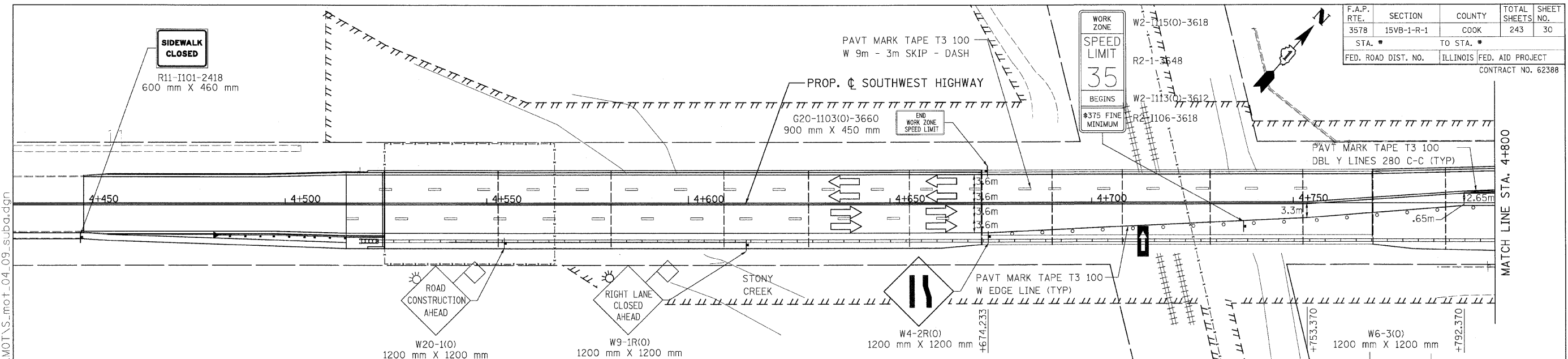
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	30
STA. * TO STA. *		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		CONTRACT NO. 62388		



LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ➔ ARROW BOARD
- ▨ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

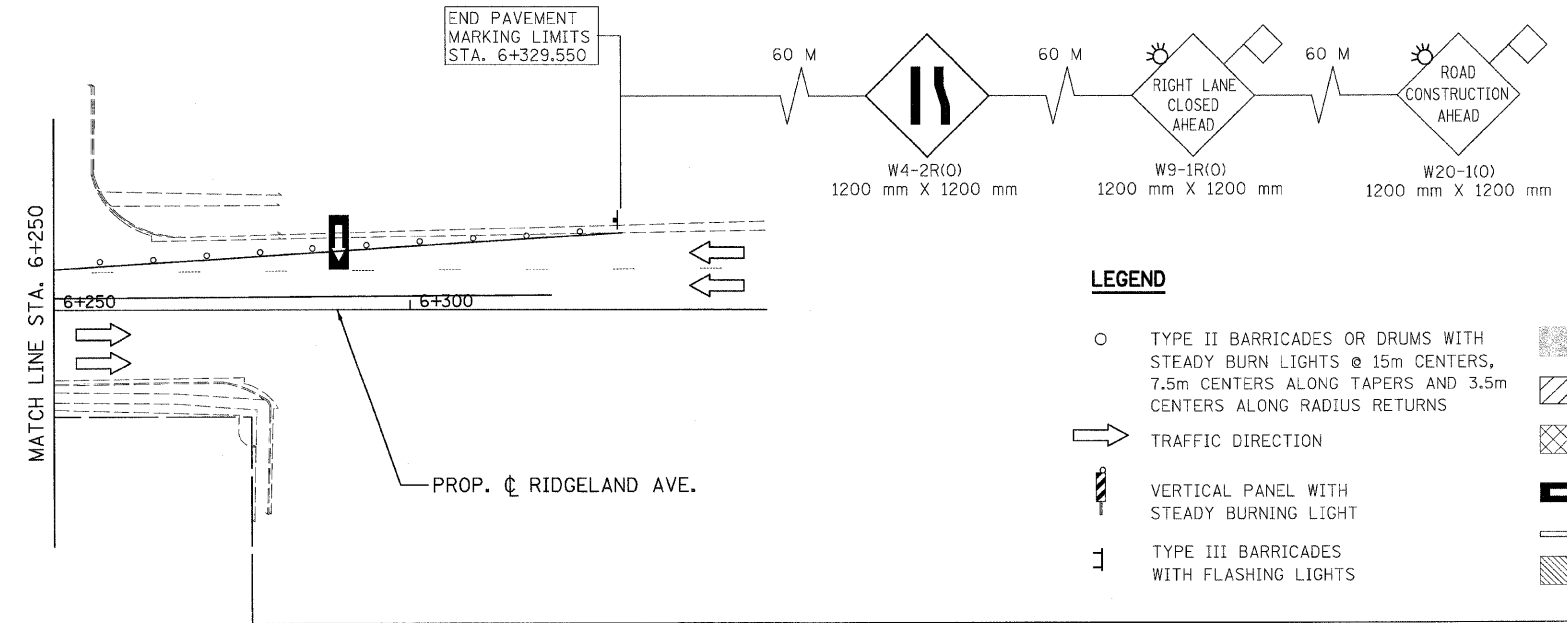
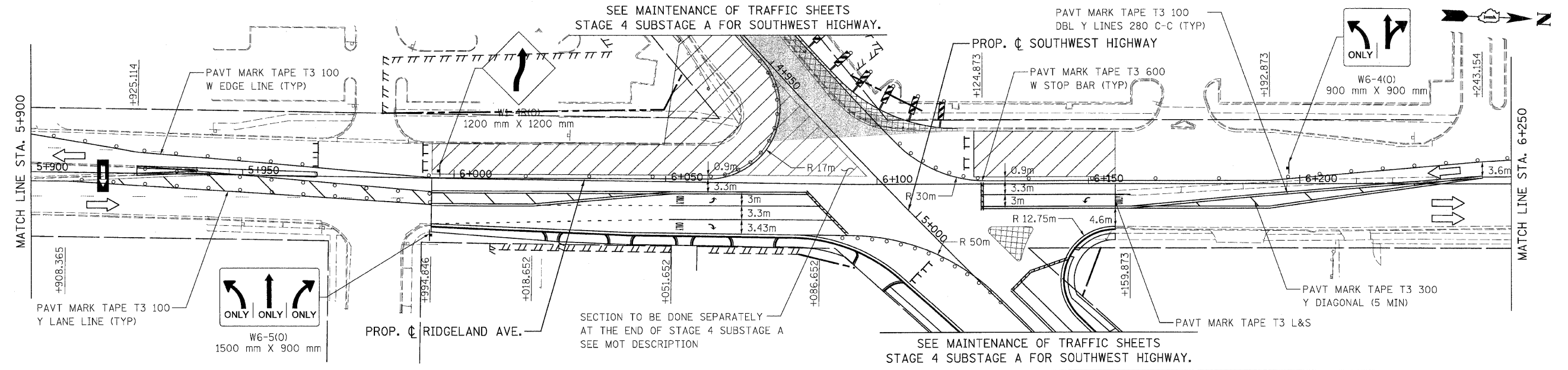
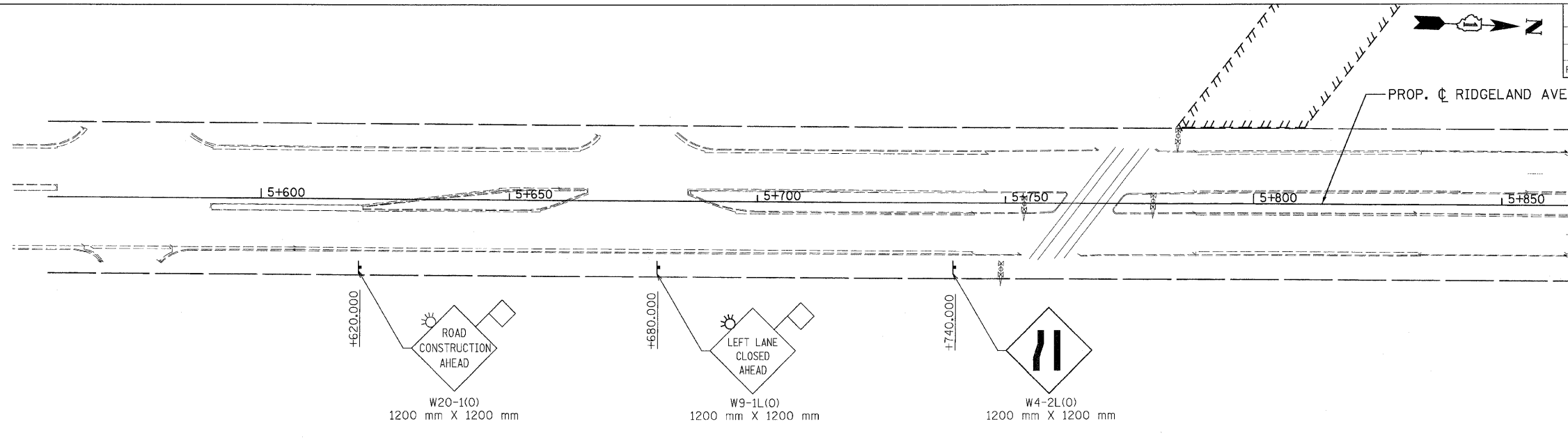
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
SOUTHWEST HIGHWAY STAGE 4 SUBSTAGE A
 SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 62388		



LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ▬ VERTICAL PANEL WITH STEADY BURNING LIGHT
- ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▩ WORK ZONE
- ▧ TEMPORARY PAVEMENT
- ➡ ARROW BOARD
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

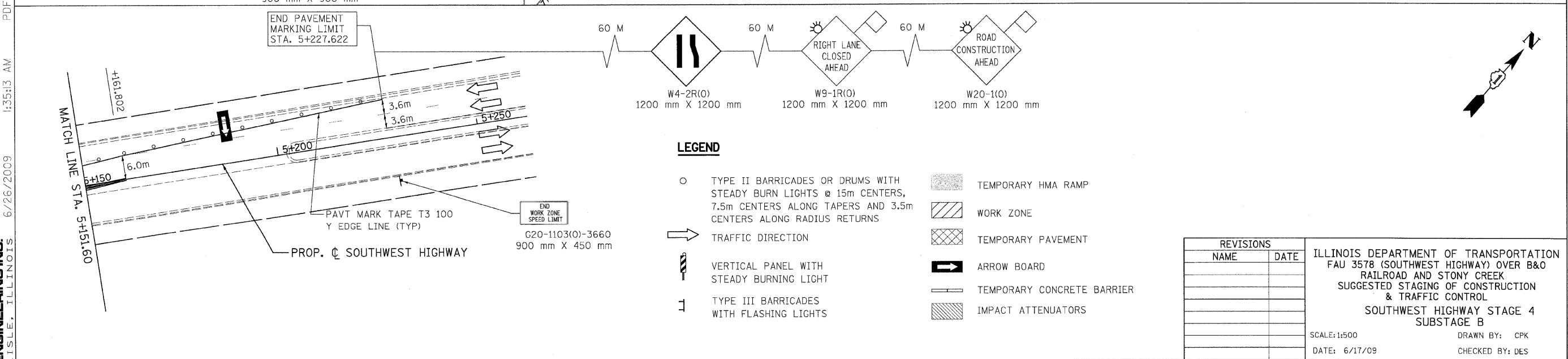
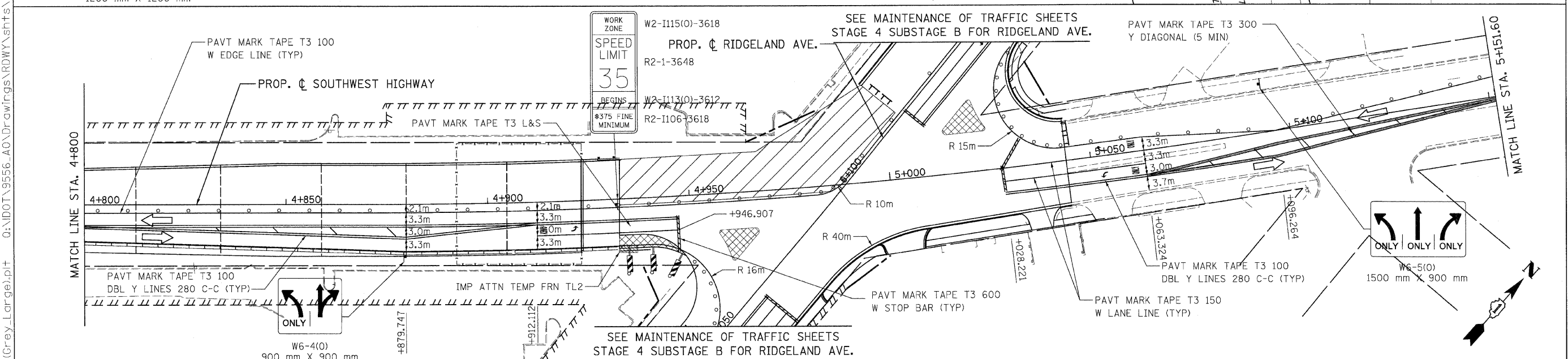
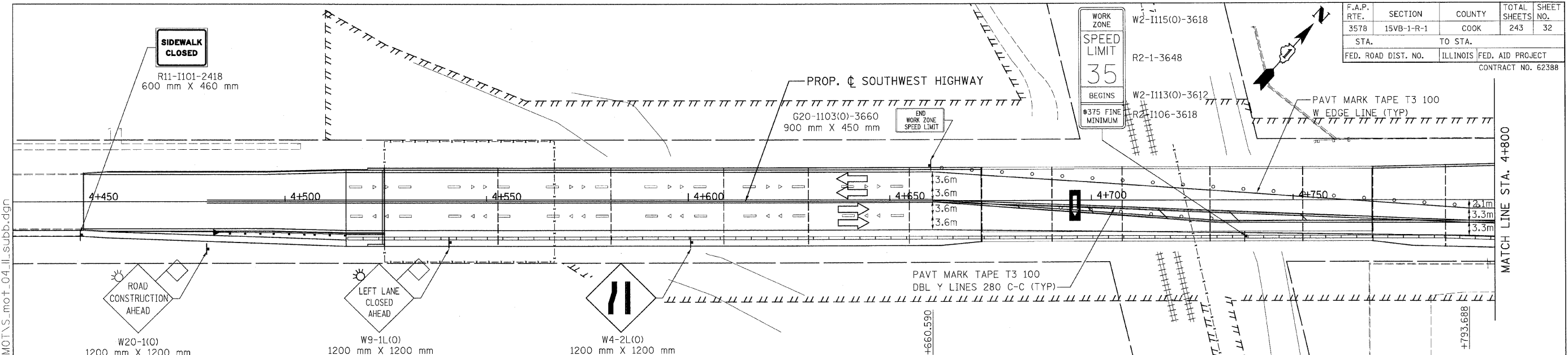
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
 RIDGELAND AVENUE STAGE 4 SUBSTAGE A

SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	32
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ⚡ VERTICAL PANEL WITH STEADY BURNING LIGHT
- T TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ➔ ARROW BOARD
- ▨ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

REVISIONS	
NAME	DATE

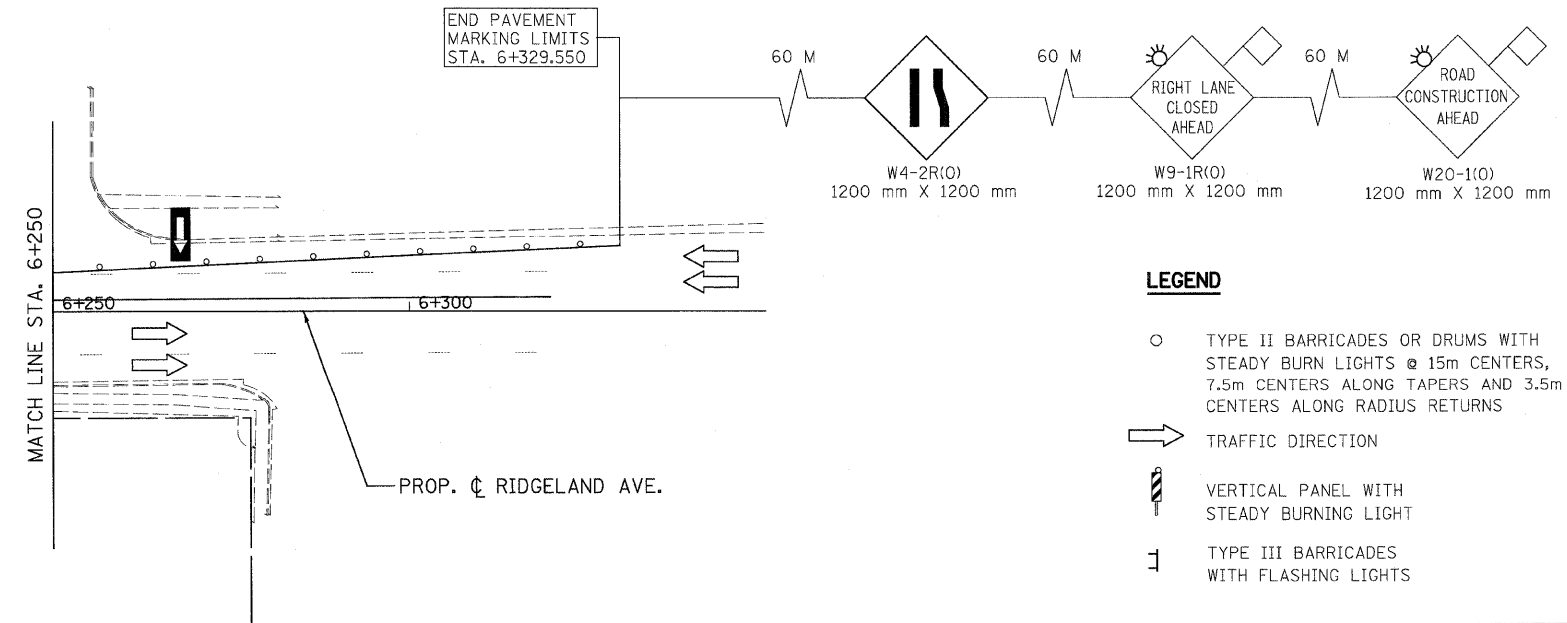
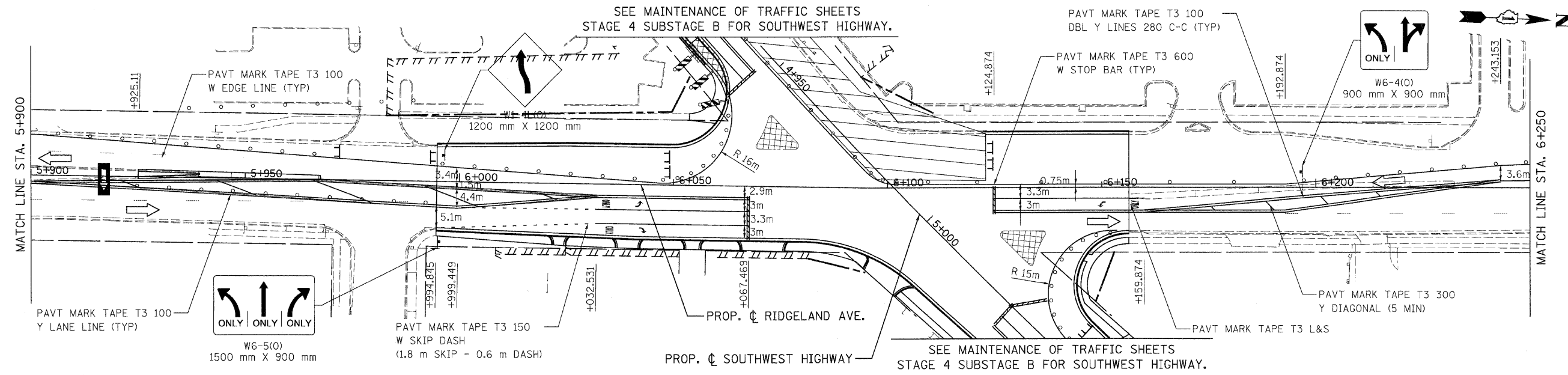
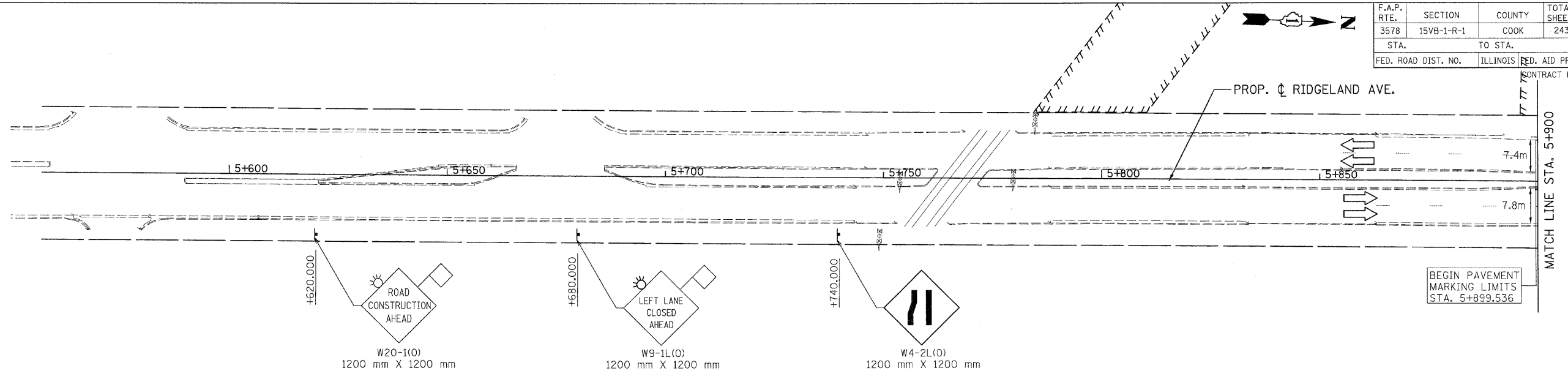
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION & TRAFFIC CONTROL
 SOUTHWEST HIGHWAY STAGE 4 SUBSTAGE B

SCALE: 1:500
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 62388		



LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURN LIGHTS @ 15m CENTERS, 7.5m CENTERS ALONG TAPERS AND 3.5m CENTERS ALONG RADIUS RETURNS
- ➔ TRAFFIC DIRECTION
- ⚡ VERTICAL PANEL WITH STEADY BURNING LIGHT
- ⊥ TYPE III BARRICADES WITH FLASHING LIGHTS
- ▨ TEMPORARY HMA RAMP
- ▨ WORK ZONE
- ▨ TEMPORARY PAVEMENT
- ➔ ARROW BOARD
- ▬ TEMPORARY CONCRETE BARRIER
- ▨ IMPACT ATTENUATORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O
 RAILROAD AND STONY CREEK
 SUGGESTED STAGING OF CONSTRUCTION
 & TRAFFIC CONTROL
 RIDGELAND AVENUE STAGE 4
 SUBSTAGE B

SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: CPK
 CHECKED BY: DES

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	34
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388

GENERAL CONSTRUCTION SEQUENCE

PRE-STAGE AND STAGE 1

BRIDGE CONSTRUCTION OVER STONEY CREEK AND B&O R.R. ROADWAY RECONSTRUCTION
 EB SWHY: STA. 4+450 TO STA.5+110
 SB RIDGELAND AVE.: STA. 5+990 TO STA. 6+240

1. ALL EROSION CONTROL MEASURES SOUTH OF SOUTHWEST HIGHWAY AND WEST OF RIDGELAND AVE. WILL BE IN PLACE FOR STAGE 1
2. INSTALL EROSION BARRIER PRIOR TO EXCAVATION OR THE REMOVAL OF ANY EXISTING VEGETATION. INSTALL PERIMETER EROSION BARRIER TO PROTECT ALL CULVERTS, AND TREES AS SHOWN ON THE PLANS.
3. CONSTRUCT TEMPORARY CONSTRUCTION ENTRANCES.
4. CONSTRUCT PROPOSED OUTLET DITCHES, CHANNELS, AND ROADSIDE DITCHES WITHIN EACH GRADING UNIT PRIOR TO BEGINNING EARTHWORK IN THAT UNIT. INSTALL DITCH CHECKS IN DITCH AND STABILIZE AS SHOWN ON THE PLANS.
5. CONSTRUCT EMBANKMENT/EXCAVATION AND STABILIZE SIDESLOPES AS SHOWN ON THE PLAN.
6. INSTALL INLET AND PIPE PROTECTION AS SHOWN ON THE PLANS AS STRUCTURES ARE PUT IN PLACE.

STAGE 2

BRIDGE CONSTRUCTION OVER STONEY CREEK AND B&O R.R. ROADWAY RECONSTRUCTION
 EB SWHY: STA. 4+450 TO STA.5+110
 SB RIDGELAND AVE.: STA. 5+990 TO STA. 6+240

1. ALL EROSION CONTROL MEASURES EAST OF ϕ RIDGELAND AVENUE WILL BE IN PLACE FOR STAGE 2B. ALL EROSION CONTROL MEASURES SOUTH OF ϕ SOUTHWEST HIGHWAY WILL REMAIN IN PLACE DURING STAGE 1B.
2. INSTALL EROSION BARRIER PRIOR TO EXCAVATION OR THE REMOVAL OF ANY EXISTING VEGETATION. INSTALL PERIMETER SILT FENCE TO PROTECT ALL WETLANDS, CULVERTS, AND TREES AS SHOWN ON THE PLANS.
3. CONSTRUCT PROPOSED OUTLET DITCHES, CHANNELS, AND ROADSIDE DITCHES WITHIN EACH GRADING UNIT PRIOR TO BEGINNING EARTHWORK IN THAT UNIT. INSTALL DITCH CHECKS IN DITCH AND STABILIZE AS SHOWN ON THE PLANS.
4. CONSTRUCT EMBANKMENT/EXCAVATION AND STABILIZE SIDESLOPES AS SHOWN ON THE PLAN.
5. INSTALL INLET AND PIPE PROTECTION AS SHOWN ON THE PLANS AS STRUCTURES ARE PUT IN PLACE.

STAGE 3

BRIDGE CONSTRUCTION OVER STONEY CREEK AND B&O R.R. ROADWAY RECONSTRUCTION
 WB SWHY: STA. 4+450 TO STA.5+110
 SB RIDGELAND AVE.: STA. 6+100 TO STA. 6+120

1. ALL EROSION CONTROL MEASURES NORTH AND SOUTH OF ϕ SOUTHWEST HIGHWAY FROM STA. 4+450 TO STA. 5+990 WILL BE IN PLACE FOR STAGE 2A. ALL EROSION CONTROL MEASURES EAST AND WEST OF ϕ RIDGELAND AVENUE FROM STA. 5+990 TO STA. 6+240 WILL ALSO BE IN PLACE FOR STAGE 2A.
2. INSTALL EROSION BARRIER PRIOR TO EXCAVATION OR THE REMOVAL OF ANY EXISTING VEGETATION. INSTALL PERIMETER EROSION BARRIER TO PROTECT ALL WETLANDS, CULVERTS, AND TREES AS SHOWN ON THE PLANS.
3. CONSTRUCT EMBANKMENT/EXCAVATION AND STABILIZE SIDESLOPES AS SHOWN ON THE PLAN.
4. INSTALL INLET AND PIPE PROTECTION AS SHOWN ON THE PLANS AS STRUCTURES ARE PUT IN PLACE.
5. SPECIAL ATTENTION SHOULD BE PAID AT THE OUTLET EAST OF STONEY CREEK. DITCH CHECKS AND PERIMETER EROSION BARRIER AS SHOWN ON THE PLANS SHALL BE MAINTAINED AT THE OUTLET AND ALONG THE DITCH AT ALL TIMES.

STAGE 4

BRIDGE CONSTRUCTION OVER STONEY CREEK AND B&O R.R. ROADWAY RECONSTRUCTION
 WB SWHY: STA. 4+450 TO STA.5+110
 NB RIDGELAND AVE.: STA. 6+100 TO STA. 6+120

1. ALL EROSION CONTROL MEASURES NORTH AND SOUTH OF ϕ SOUTHWEST HIGHWAY FROM STA. 4+450 TO STA. 5+990 WILL BE IN PLACE FOR STAGE 2B. ALL EROSION CONTROL MEASURES EAST AND WEST OF ϕ RIDGELAND AVENUE FROM STA. 5+990 TO STA. 6+240 WILL ALSO BE IN PLACE FOR STAGE 2B.
2. INSTALL SILT FILTER FENCE PRIOR TO EXCAVATION OR THE REMOVAL OF ANY EXISTING VEGETATION. INSTALL PERIMETER EROSION BARRIER TO PROTECT ALL WETLANDS, CULVERTS, AND TREES AS SHOWN ON THE PLANS.
3. TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE PERMANENT STABILIZATION PLAN HAS BEEN IMPLEMENTED AND FINAL STABILIZATION VEGETATION IS 70% VIABLE.

EROSION CONTROL GENERAL NOTES

ALL WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 15-116 OF THE COOK COUNTY COUNTYWIDE STORM WATER AND FLOOD PLAIN ORDINANCE, EFFECTIVE SEPTEMBER 24, 1991 AND ALL SUB-SEQUENT REVISIONS. ALL SEDIMENT AND EROSION CONTROL MEASURES WILL BE INSTALLED PER IDOT STANDARD 280001 OR AS SPECIFIED HEREIN AND PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. ALL CONSTRUCTION ACTIVITIES WILL BE IN ACCORDANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORM WATER PERMIT ILR40.

EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE SEQUENCE OF STAGE CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE FOR APPROVAL.

SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE THE PROJECT SITE IS OTHERWISE DISTURBED.

ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AS SOON AS PRACTICAL AFTER CONSTRUCTION ACTIVITIES IN THAT AREA HAVE CONCLUDED. ALL ERODABLE/BARE AREAS SHALL BE SEEDED EVERY 7 DAYS WITH TEMPORARY EROSION CONTROL SEEDING. ERODABLE AREAS OUTSIDE AND DOWN SLOPE FROM THE CONSTRUCTION LIMITS SHALL BE SIMILARLY SEEDED.

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT OR BY HIS WORK CREWS. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN WETLANDS.

WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.

WHEN TEMPORARY DRAINAGE IS ESTABLISHED, EROSION CONTROL MEASURES MAY BE REQUIRED BY THE ENGINEER.

GRAVEL ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, SHALL BE PROVIDED TO PREVENT SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORKDAY AND AS NEEDED.

CLEANING OF VEHICLES AND EQUIPMENT, INCLUDING CONCRETE MIXERS, SHALL BE PERFORMED IN A MANNER TO REDUCE THE AMOUNT OF POLLUTANTS TRIBUTARY TO STORM SEWERS AND OPEN WATERS TO THE MAXIMUM EXTENT PRACTICAL.

ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTION RUNOFF. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE FILTER DEVICE.

THE ENGINEER SHALL INSPECT EROSION CONTROL MEASURES PERIODICALLY AND WITHIN 24 HOURS OF ANY STORM EXCEEDING 1.3 CENTIMETER PRECIPITATION. DAMAGED AND INEFFECTIVE EROSION CONTROL MEASURES SHALL BE REPAIRED OR REPLACED WITHIN 72 HOURS. EROSION CONTROL SYSTEMS REPLACED DUE TO SEDIMENT LOADING WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.

THE COST OF REPAIRING OR REMOVING SEDIMENT FROM EROSION CONTROL SYSTEMS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE EROSION CONTROL ITEM.

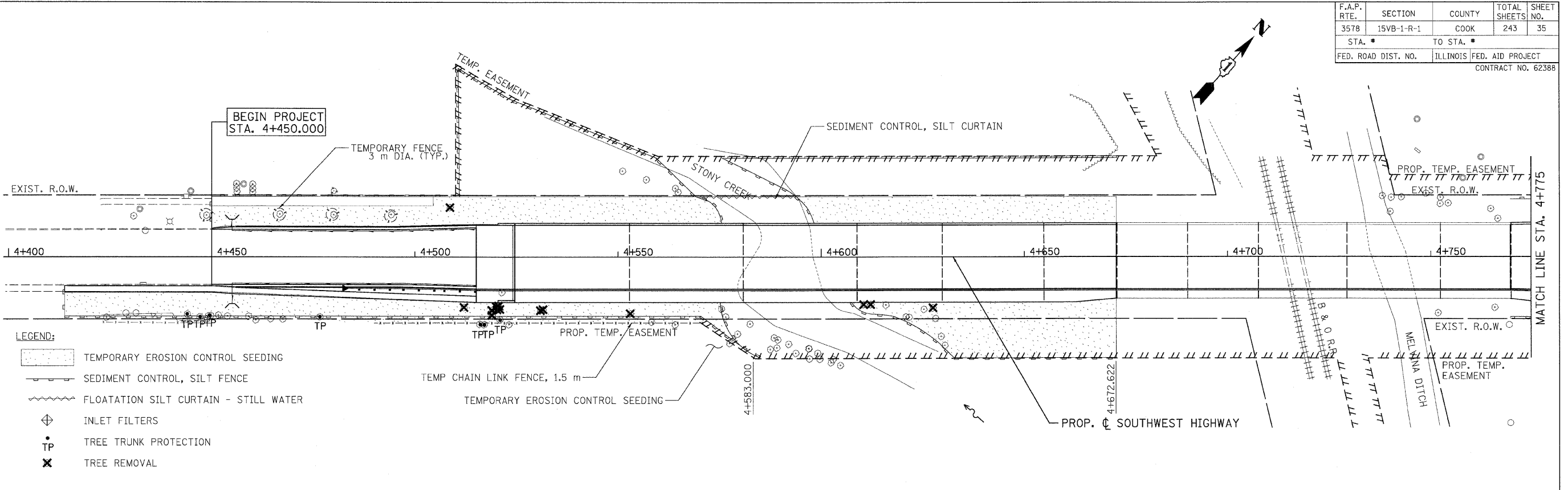
ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONEY CREEK EROSION AND SEDIMENT CONTROL PLAN NOTES
NAME	DATE	
		SCALE: NTS DATE: 6/17/09 DRAWN BY: MAT CHECKED BY: DES

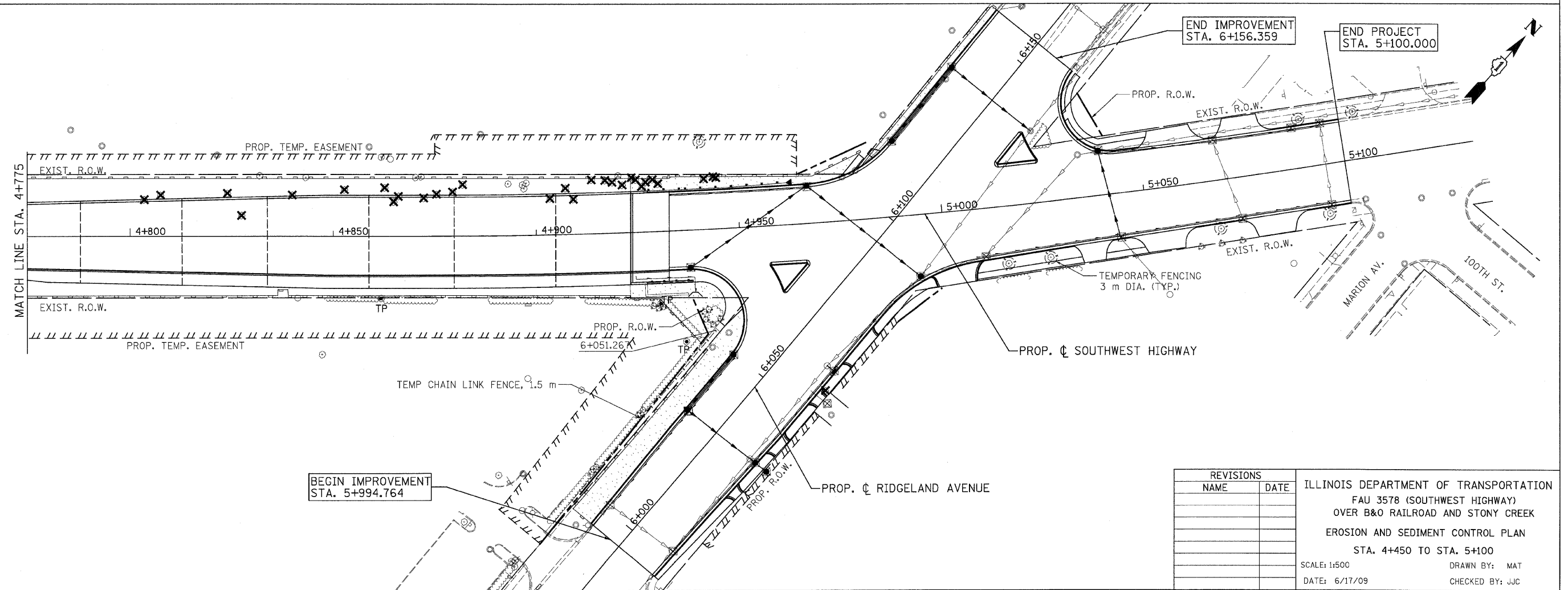
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	35
STA. #		TO STA. #		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



- LEGEND:**
- TEMPORARY EROSION CONTROL SEEDING
 - SEDIMENT CONTROL, SILT FENCE
 - FLOTATION SILT CURTAIN - STILL WATER
 - INLET FILTERS
 - TREE TRUNK PROTECTION
 - TREE REMOVAL



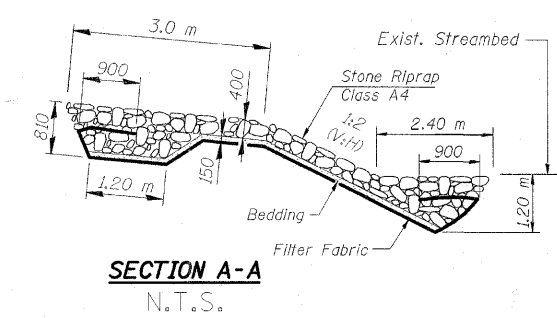
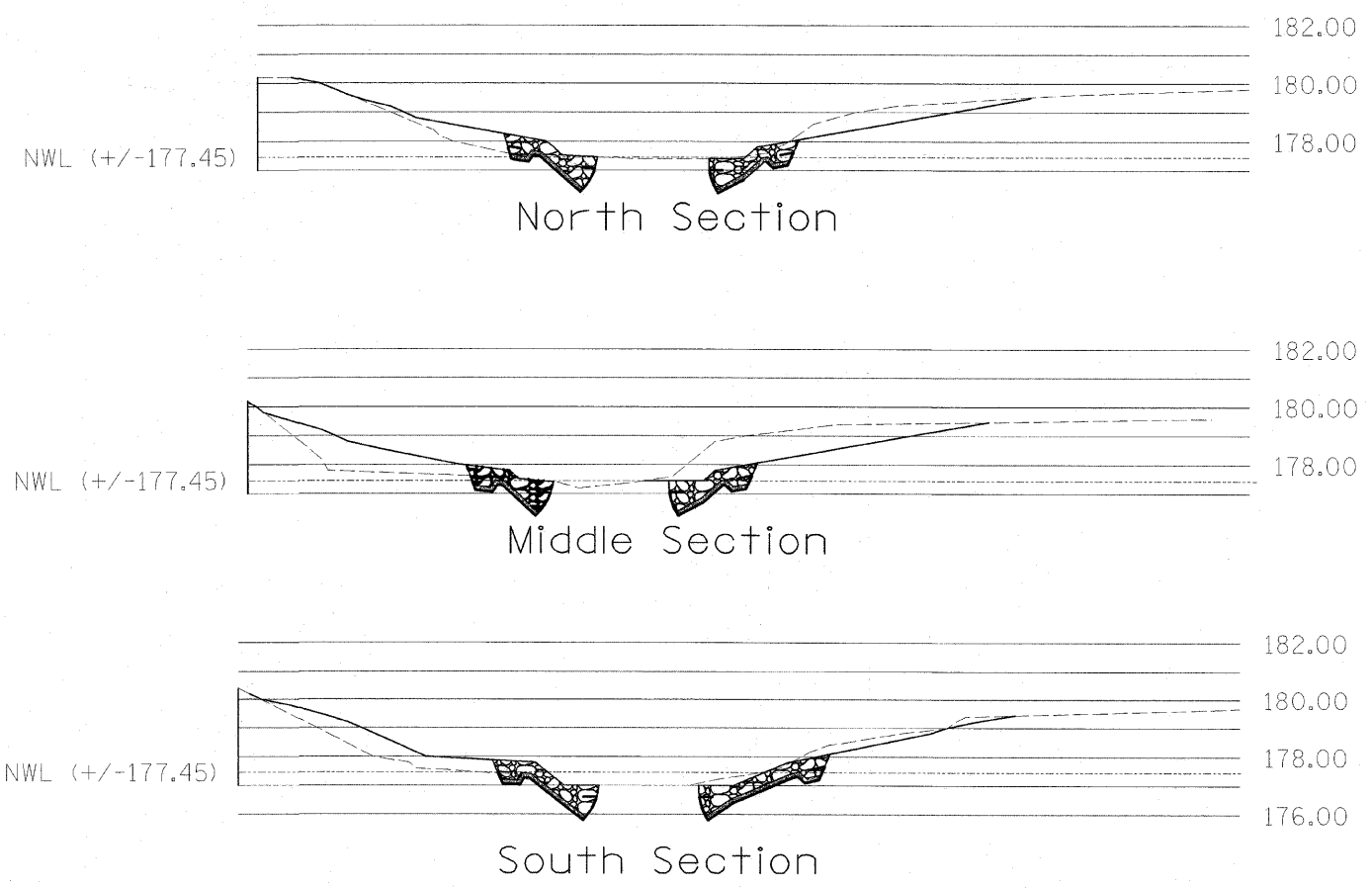
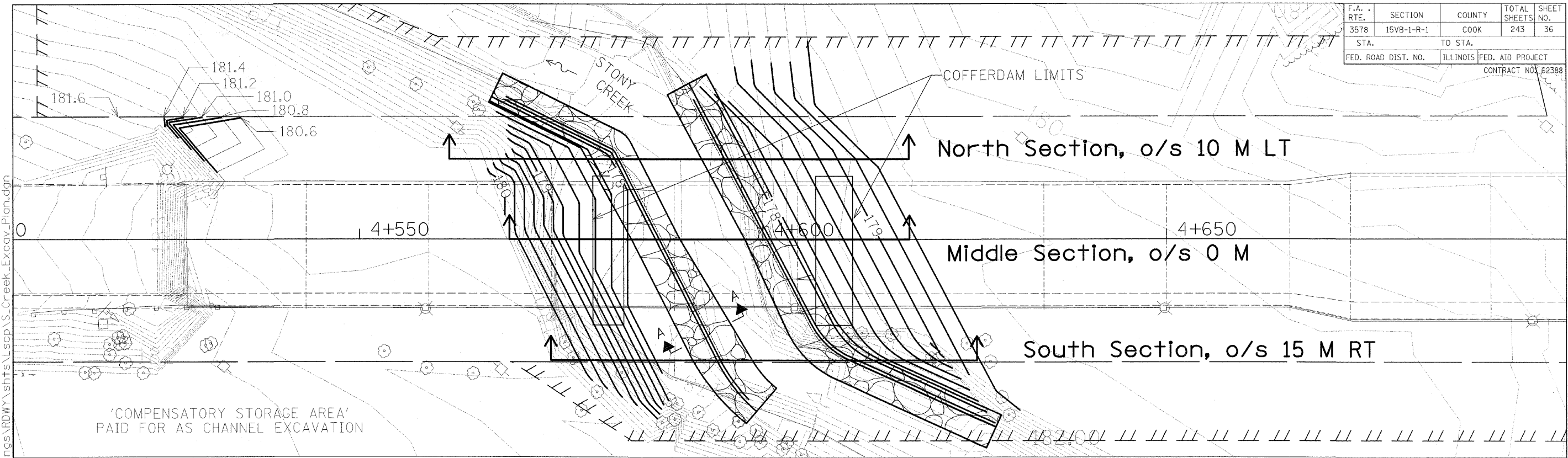
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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 EROSION AND SEDIMENT CONTROL PLAN
 STA. 4+450 TO STA. 5+100
 SCALE: 1:500
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	36
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 62388	



CREEK GRADING BILL OF MATERIAL

ITEM	UNIT	TOTAL
Channel Excavation	Cu. M	914
Stone Riprap, Class A4	Sq. M	838
Filter Fabric	Sq. M	732

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK PROPOSED GRADING PLAN FOR STONY CREEK
NAME	DATE	

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LISLE, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

INLETS TO BE ADJUSTED			
LT/RT	STATION	OFFSET	EA.
RT	5+073	10.19	1
TOTAL =			1

MANHOLES TO BE ADJUSTED			
LT/RT	STATION	OFFSET	EA.
LT	4+976	10.83	1
LT	4+980	12.16	1
LT	4+977	5.69	1
LT	5+035	10.53	1
LT (RIDGE)	6+135	12.12	1
TOTAL =			5

PROPOSED DRAINAGE STRUCTURES						
STRUCTURE NO.	STATION	OFFSET	RIM ELEV.	INVERT	STRUCTURE TYPE	
2A	4+967	9.30	LT 181.67	180.12 (S), 180.07 (E)	CB TA 1.2 DIA T24F&G	
2B	4+938	9.30	RT 182.66	180.47 (N)	CB TA 1.2 DIA T24F&G	
2C	4+994	15.30	RT 180.85	179.72 (W), MATCH EX. (N & S)	CB TA 1.2 DIA T24F&G	
2D	5+044	9.75	LT 180.75	179.62 (SE), 179.57 (NW)	CB TA 1.2 DIA T24F&G	
3A	6+033	15.70	RT 180.73	179.18 (W)	CB TA 1.2 DIA T24F&G	
3B	6+032	12.16	RT 180.73	179.10 (W), 179.15 (E)	CB TA 1.2 DIA T24F&G	
3C	6+032	9.15	LT 180.78	179.20 (N), 179.15 (E)	CB TA 1.2 DIA T24F&G	
3D	6+050	9.15	LT 180.92	179.37 (S)	CB TA 1.2 DIA T24F&G	
3E	6+062	12.43	RT 180.98	179.43 (W)	INLETS, TA, T24 F&G	
3F	6+115	12.75	LT 181.20	179.65 (N)	CB TA 1.2 DIA T24F&G	
3G	6+138	12.75	LT 180.92	179.41 (S), 179.36 (E)	CB TA 1.2 DIA T24F&G	

INLETS TO BE RECONSTRUCTED			
LT/RT	STATION	OFFSET	EA.
RT	5+043	10.90	1
TOTAL =			1

MANHOLES TO BE RECONSTRUCTED			
LT/RT	STATION	OFFSET	EA.
LT	5+024	17.72	1
TOTAL =			1

REMOVING INLETS			
LT/RT	STATION	OFFSET (m)	EA.
LT	4+976	7.46	1
LT	5+001	31.23	1
LT	5+003	28.48	1
LT (RIDGE)	6+032	8.59	1
TOTAL =			4

STORM SEWER REMOVAL 300MM			
LT/RT	START STATION	END STATION	FT
LT	4+980	4+976	6.4
LT/RT	4+976	4+956	29.7
RT	4+956	4+955	7.2
RT	4+955	4+969	19.4
LT	4+999	5+002	3.8
LT	5+002	5+022	21.6
LT	5+022	5+024	2.0
LT/RT	5+042	5+043	22.0
LT (RIDGE)	6+032	6+032	19.1
LT (RIDGE)	6+029	6+030	3.3
TOTAL =			134

PROPOSED STORM SEWERS								
PIPE NO.	FROM	TO	LENGTH (m)	DIA. (mm)	TYPE	SLOPE (%)	TOTAL BACKFILL (CM)	
2-1	2B	2A	34.4	300	SS, CLASS A, TY 1, 300MM	1%	32.2	
2-2	2A	2C	35.3	300	SS, (WATER MAIN REQ.) 300MM	1%	17.2	
2-3	EX. INL.	2D	20.6	300	SS, CLASS A, TY 1, 300MM	1%	6.8	
3-1	3A	3B	2.6	300	SS, CLASS A, TY 1, 300MM	1%	1.8	
3-2	3B	EX. CB	1.1	300	SS, CLASS A, TY 1, 300MM	1%	0.8	
3-3	3C	EX. CB	19.3	300	SS, CLASS A, TY 1, 300MM	1%	13.5	
3-4	3D	3C	17.2	300	SS, CLASS A, TY 1, 300MM	1%	12.0	
3-5	3E	EX. CB	1.2	300	SS, CLASS A, TY 1, 300MM	1%	0.8	
3-6	3G	EX. MH	22.6	300	SS, (WATER MAIN REQ.) 300MM	1%	14.4	
3-7	3F	EX. MH	24.2	300	SS, (WATER MAIN REQ.) 300MM	1%	15.0	
TOTAL							178.50	114.4

CATCH BASINS TO BE ADJUSTED			
LT/RT	STATION	OFFSET	EA.
RT	5+010	11.92	1
LT	5+068	9.91	1
LT	5+095	10.19	1
RT	5+095	10.09	1
LT (RIDGE)	6+001	8.30	1
RT (RIDGE)	6+002	10.93	1
TOTAL =			6

PIPE UNDERDRAIN				
ROADWAY	STATION	STATION	LENGTH (m)	LT/RT
SW	4+455.0	4+455.0	2.8	LT
SW	4+455.0	4+455.0	5.0	RT
SW	4+455.0	4+515.1	60.1	LT
SW	4+455.0	4+515.1	60.1	RT
SW	4+932.9	4+966.6	33.4	LT
SW	5+007.5	5+095.1	88.1	RT
SW	5+044.1	5+094.8	50.4	LT
RIDGE	6+002.1	6+049.5	47.5	LT
RIDGE	6+003.1	6+079.8	76.7	RT
RIDGE	6+115.0	6+137.9	14.9	LT
TOTAL =			439.0	

REMOVING CATCH BASINS			
LT/RT	STATION	OFFSET (m)	EA.
LT	4+921	6.31	1
RT	4+920	8.01	1
RT	4+956	14.75	1
RT	4+955	21.98	1
RT	4+993	15.30	1
LT	5+022	19.14	1
LT	5+042	9.22	1
TOTAL =			7

CONCRETE HEADWALLS FOR PIPE DRAIN			
LT/RT	STATION	OFFSET	EA.
LT	4+455	9.20	1
RT	4+455	11.40	1
RT	4+939	15.40	1
TOTAL =			3

CATCH BASINS TO BE RECONSTRUCTED			
LT/RT	STATION	OFFSET	EA.
RT (RIDGE)	6+062	10.28	1
RT (RIDGE)	6+032	10.61	1
TOTAL =			2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 DRAINAGE & UTILITIES
 SCHEDULE

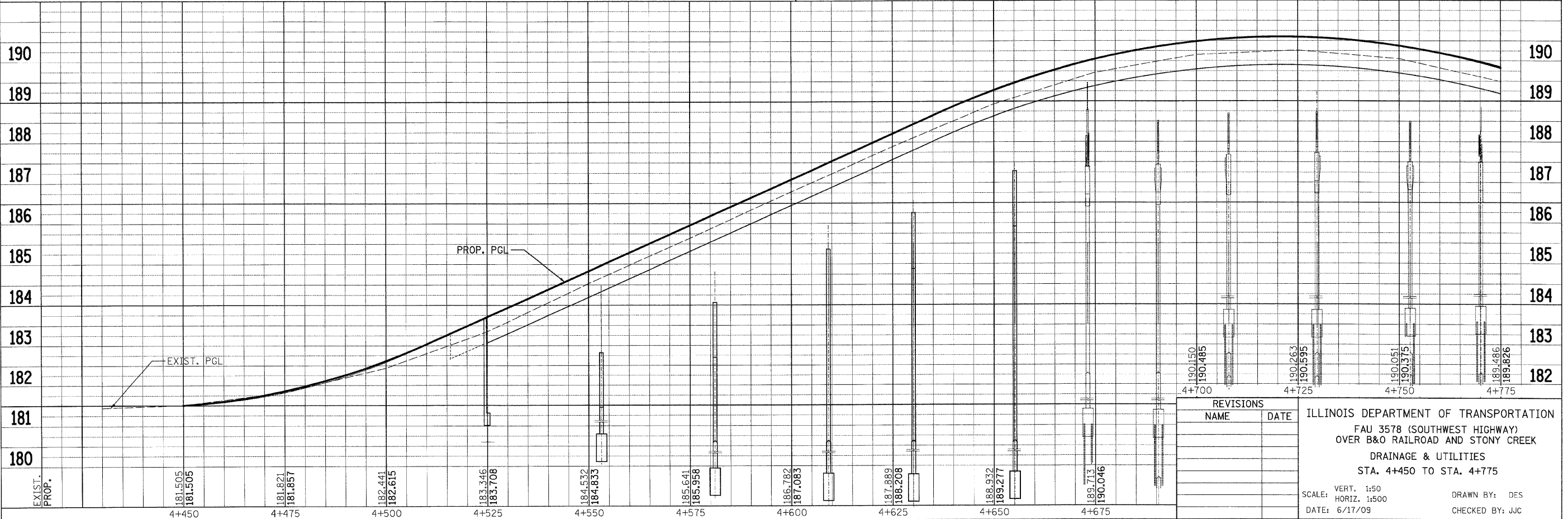
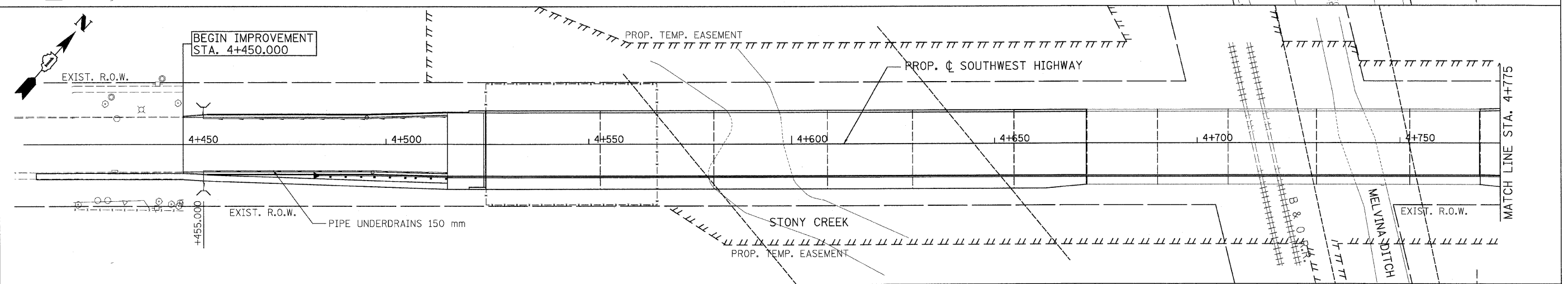
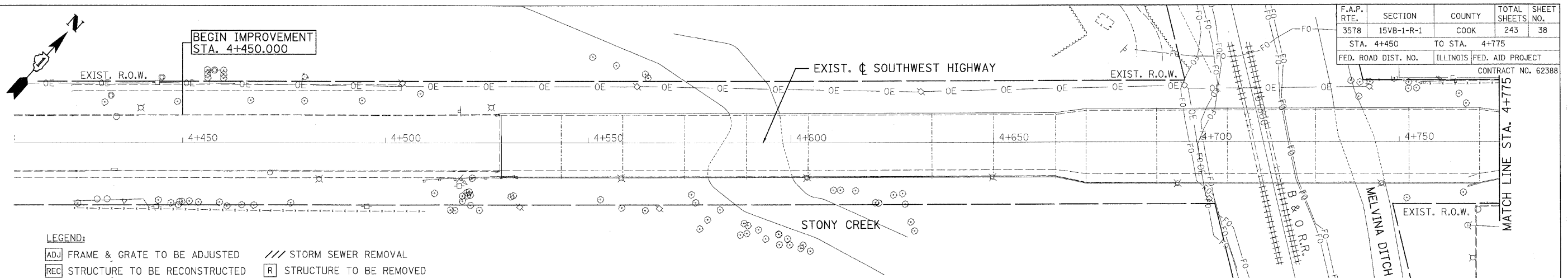
SCALE: VERT. N/A
 HORIZ. N/A
 DATE: 6/17/09

DRAWN BY: DES
 CHECKED BY: JJC

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	38
STA. 4+450		TO STA. 4+775		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 62388	



REVISIONS	
NAME	DATE

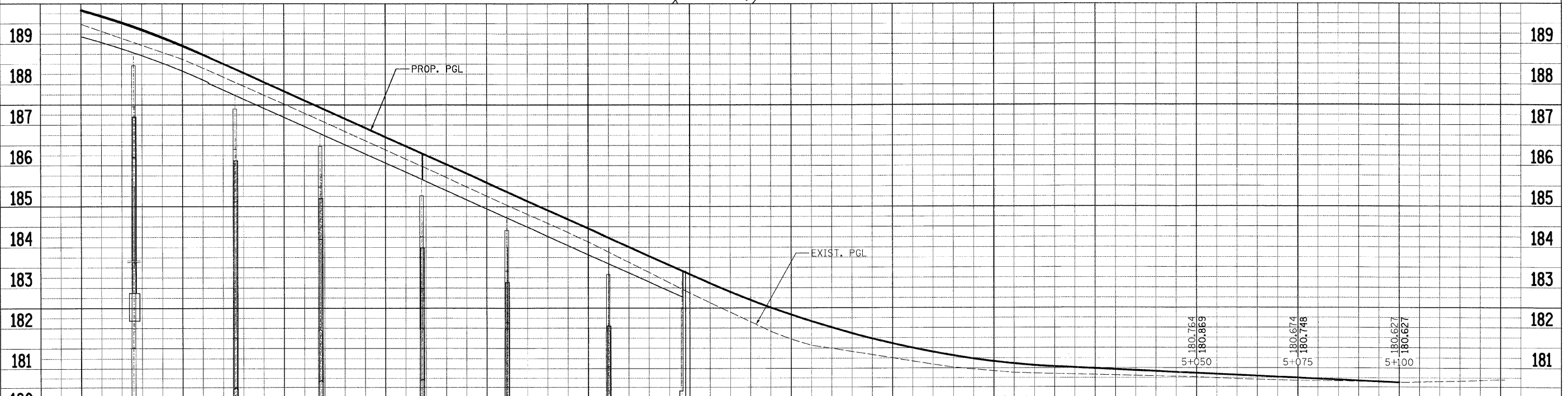
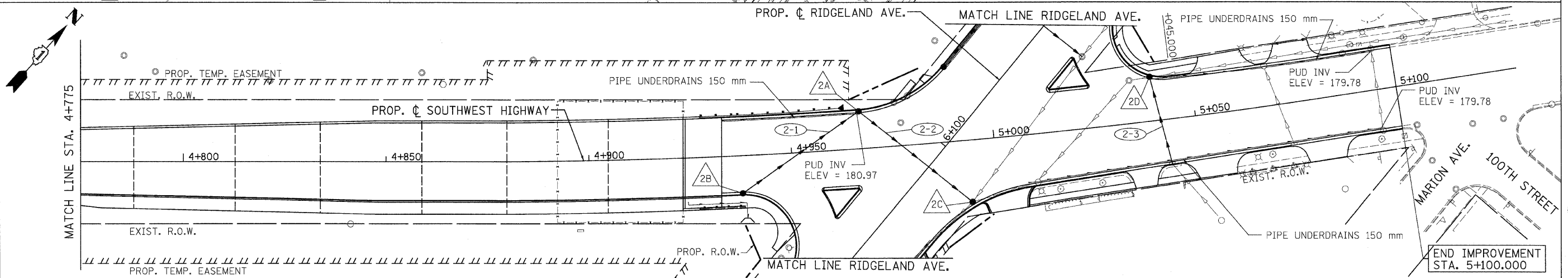
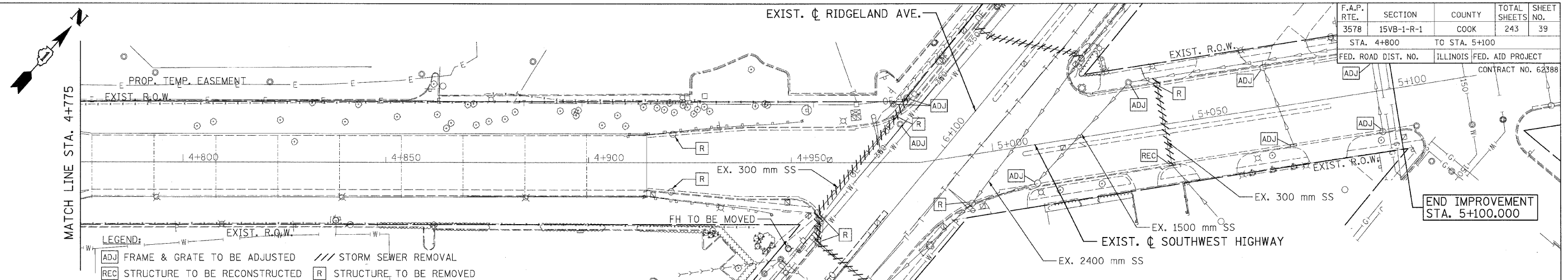
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 DRAINAGE & UTILITIES
 STA. 4+450 TO STA. 4+775

SCALE: VERT. 1:50 DRAWN BY: DES
 HORIZ. 1:500 CHECKED BY: JJC
 DATE: 6/17/09

tkoepen(Rdwy_Listie) 6/26/2009 10:36:13 AM Q:\DOT\9556_A0\Drawings\RDWY\shfts\Draw\S.Dra.01.dgn



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	39
STA. 4+800		TO STA. 5+100		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. 62388		



EXIST. PROP.	189.486 189.826	188.622 188.947	187.520 187.832	186.393 186.707	185.255 185.582	184.135 184.457	182.874 183.332	181.723 182.333	181.256 181.612	180.931 181.171	180.830 180.991
STATION	4+775	4+800	4+825	4+850	4+875	4+900	4+925	4+950	4+975	5+000	5+025

REVISIONS	
NAME	DATE

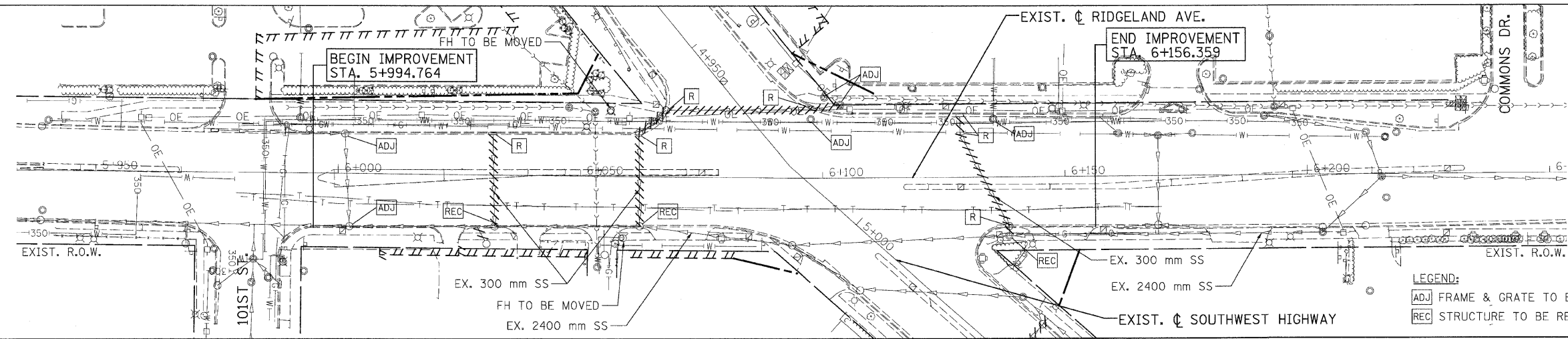
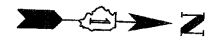
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 DRAINAGE & UTILITIES
 STA. 4+800 TO STA. 5+100

SCALE: VERT. 1:50
 HORIZ. 1:500
 DATE: 6/17/09

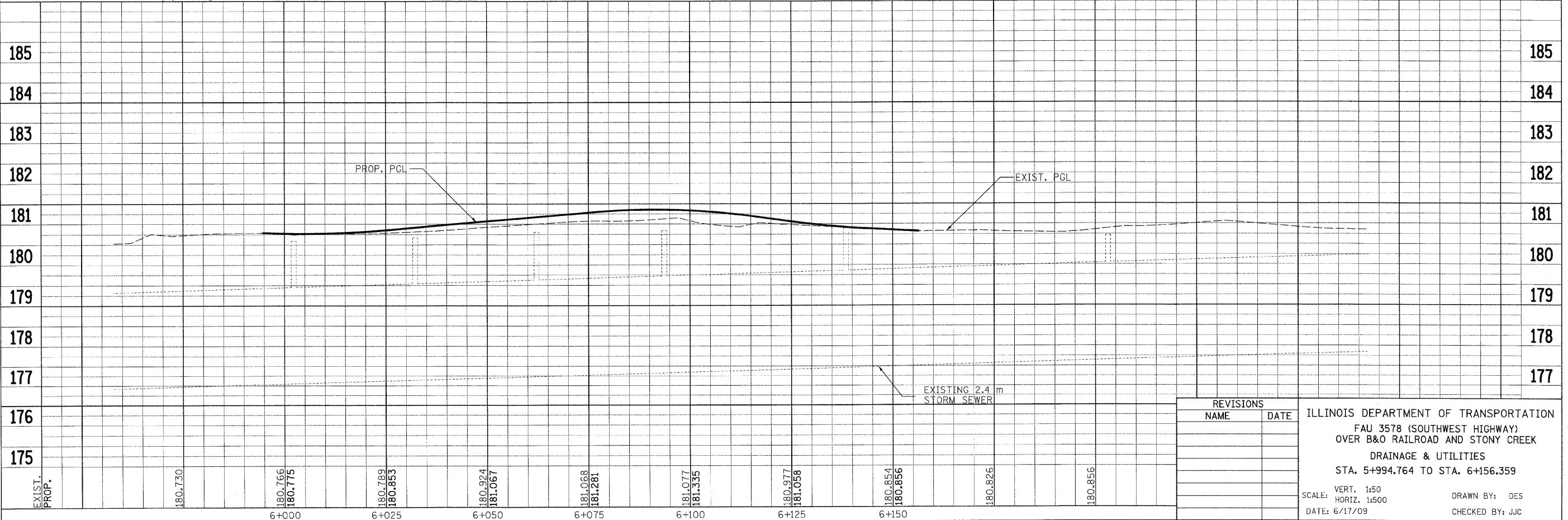
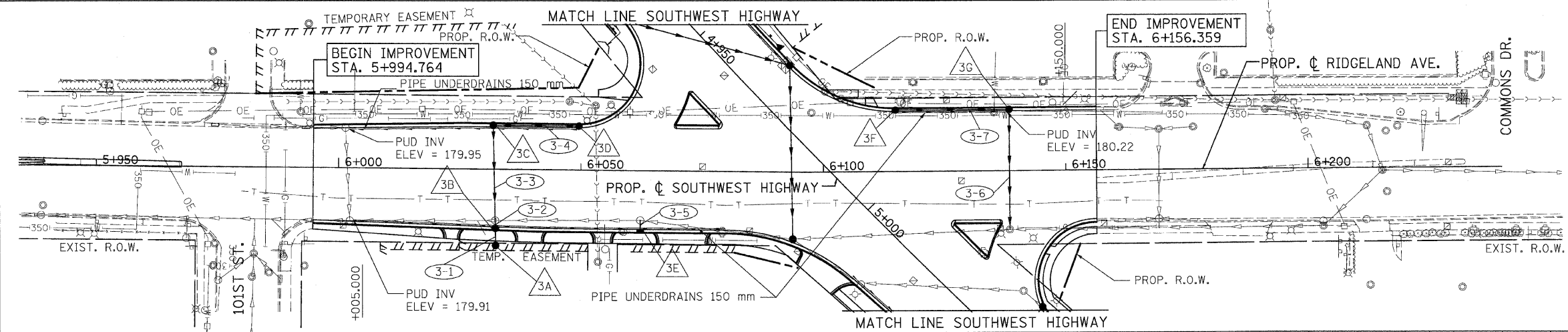
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 CHECKED BY: JJC

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PATRICK ENGINEERING INC.
 LISIE, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	40
STA. 5+994.764		TO STA. 6+156.359		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



LEGEND:
 [ADJ] FRAME & GRATE TO BE ADJUSTED [R] STRUCTURE TO BE REMOVED
 [REC] STRUCTURE TO BE RECONSTRUCTED [//] STORM SEWER REMOVAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 DRAINAGE & UTILITIES
 STA. 5+994.764 TO STA. 6+156.359

VERT. 1:50
 SCALE: HORIZ. 1:500
 DATE: 6/17/09

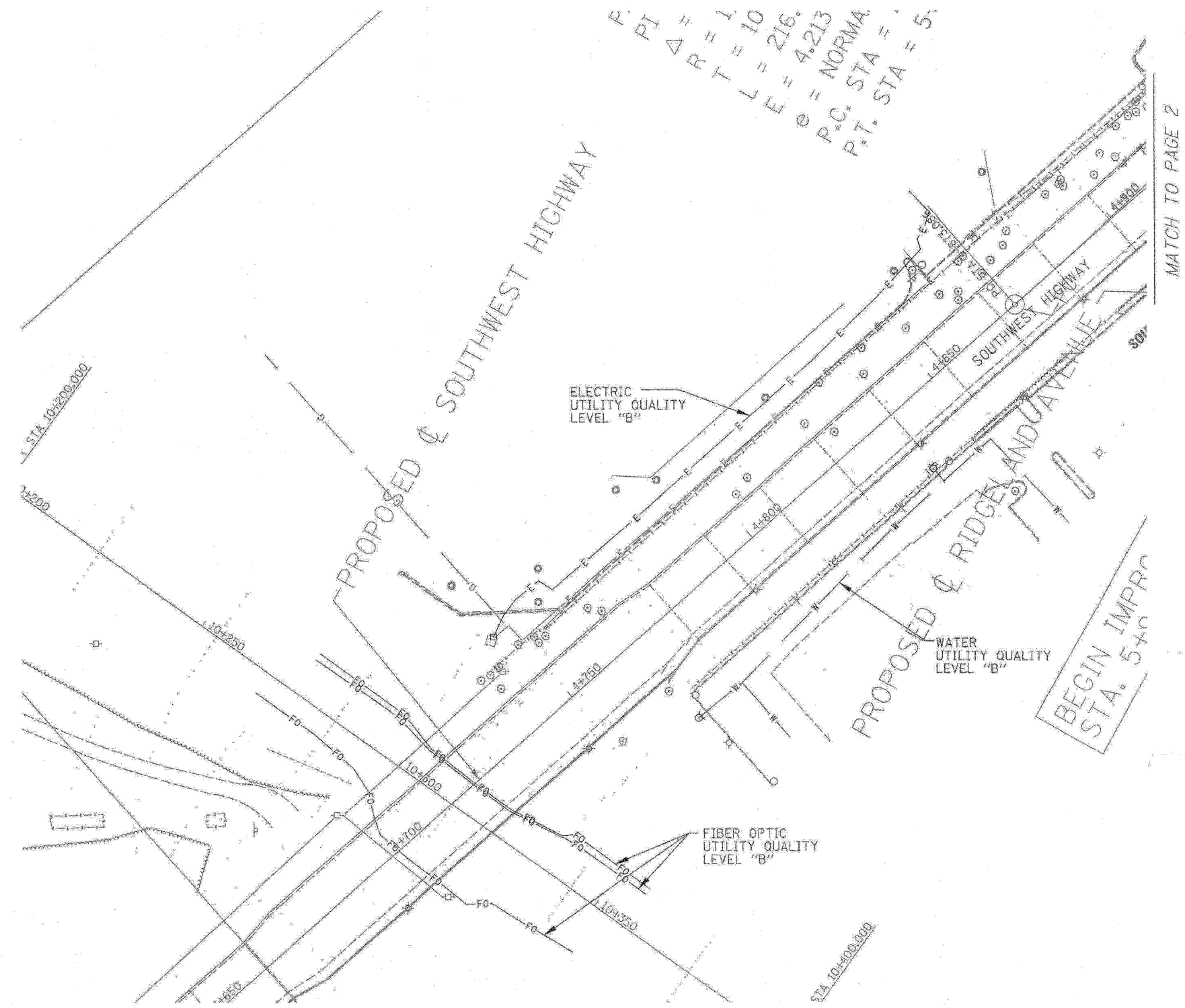
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 CHECKED BY: JJC

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PATRICK ENGINEERING INC.
 Lisle, Illinois

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
15VB-1-R-1	Cook	243	42
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



$E \cdot P \cdot I = 1$
 $\Delta R \cdot T = 10$
 $L = 216$
 $E = 4.213$
 $\theta = \text{NORMA}$
 $P.C. STA = 5$
 $P.T. STA = 5$



—T—T—	TELEPHONE
—W—W—	WATER
—G—G—	GAS
—FO—FO—FO—	FIBER OPTIC
—E—E—	ELECTRIC



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING * LOCATING

ILO9500240
 Checked by: *Sandra J. RE*
 PAGE 1 OF 2
 Utility Quality Level "B" : Designating

Utility shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. TBE's SUE field investigation was performed during the period 10-03-05 through 12-02-05. Changes to utilities after these dates may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.



205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

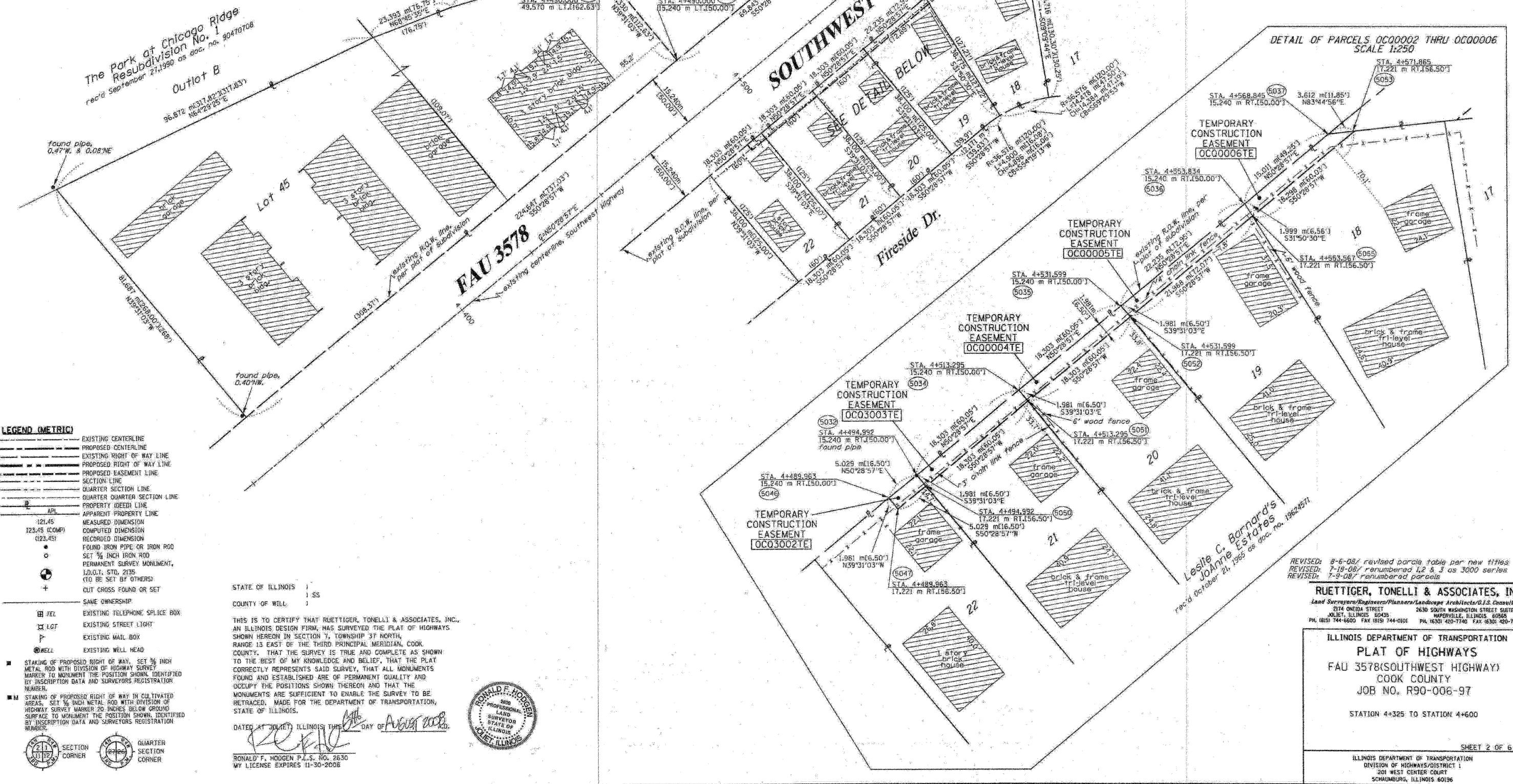
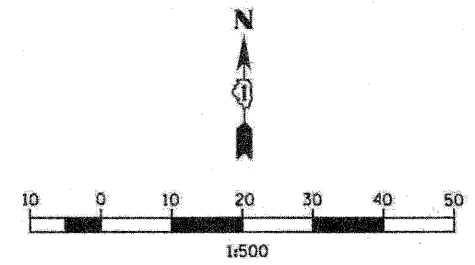
ILLINOIS DEPARTMENT OF TRANSPORTATION
 Southwest Highway over B&O Railroad,
 Stoney Creek and at Ridgeland Avenue,
 Cook County, IL
 Section No. 15VB-1-R-1
 Contract No. 62388
 DRAWN BY - KLC
 SCALE : 1:500

PART OF THE SE 1/4 OF SECTION 7, T37N, R13 EAST OF THE 3rd PM, COOK COUNTY, ILLINOIS

SEE CONTINUATION ON SHEET 3

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS		EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
						TEMP	PERM			
0C03001	INDIVIDUAL OWNERS OF THE TIMBER FALLS CONDOMINIUM ASSOCIATION PER DECLARATION OF CONDOMINIUM 96462402, AMENDED PER DOC. 0427344059	2.618 10594	N/A	N/A	2.618 10594	0.285 1154	N/A	GRADING	24-07-411-016-1001 thru -1036	
0C03802	JOSE R. VILLANUEVA	0.172 697	N/A	N/A	0.172 697	0.052 107	N/A	GRADING	24-07-406-022	
0C03003	HIBA TALIB & THABET TALIB	0.172 697	N/A	N/A	0.172 697	0.009 36	N/A	GRADING	24-07-406-034	
0C00004	JORGE VEGA & CINDY L. VEGA	0.172 697	N/A	N/A	0.172 697	0.009 36	N/A	GRADING	24-07-406-032 24-07-406-033	
0C00005	DAVID VINCENT COLAVECCHI	0.185 750	N/A	N/A	0.185 750	0.011 44	N/A	GRADING	24-07-406-030 24-07-406-031	
0C00006	GREGORY J. SWANN & DAWN M. ENLIND	0.225 910	N/A	N/A	0.225 910	0.008 33	N/A	GRADING	24-07-406-018	



DETAIL OF PARCELS 0C00002 THRU 0C00006 SCALE 1:250

LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY IDEED LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.I. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING TELEPHONE SPlice BOX
- EXISTING STREET LIGHT
- EXISTING MAIL BOX
- EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
COUNTY OF WILL)

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 7, TOWNSHIP 37 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS 21st DAY OF August 2008.

RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2008



REVISED: 8-6-08/ revised parcel table per new titles
REVISED: 7-18-08/ renumbered 1, 2 & 3 as 3000 series
REVISED: 7-9-08/ renumbered parcels

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
2174 OREGA STREET 2630 SOUTH WASHINGTON STREET SUITE 110
JOLIET, ILLINOIS 60455 HAVREVILLE, ILLINOIS 60855
PH. (815) 744-6600 FAX (815) 744-0101 PH. (630) 420-7740 FAX (630) 420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU 3578(SOUTHWEST HIGHWAY)
COOK COUNTY
JOB NO. R90-006-97

STATION 4+325 TO STATION 4+600

SHEET 2 OF 6

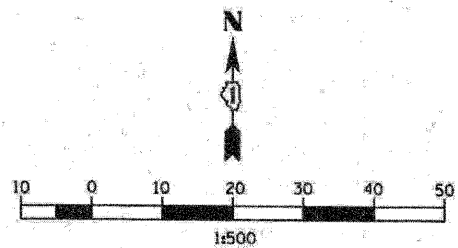
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHUMBERG, ILLINOIS 60136

PART OF THE SE 1/4 OF SECTION 7, T37N, R13 EAST OF THE 3rd PM, COOK COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

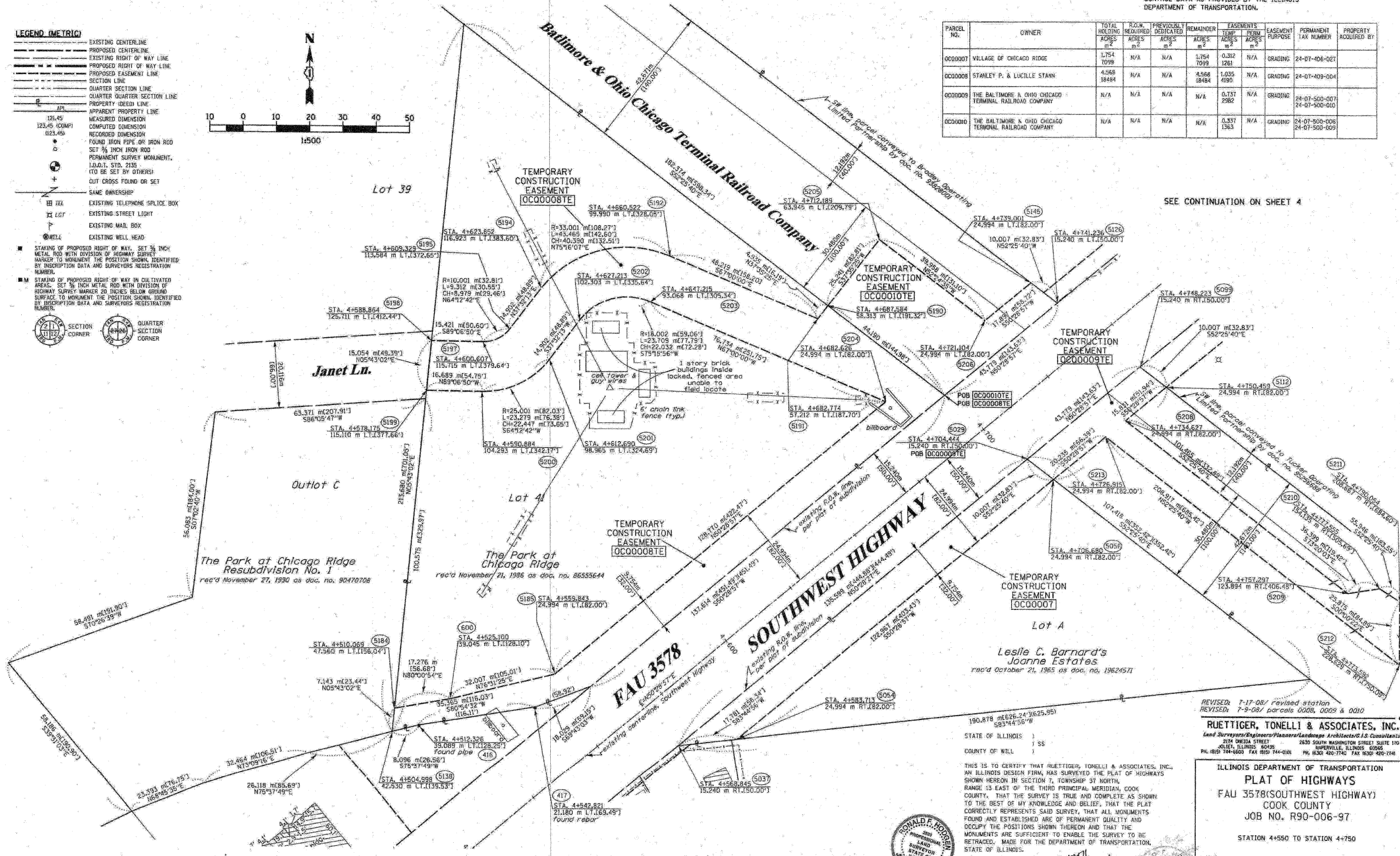
LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING TELEPHONE SPLICE BOX
- EXISTING STREET LIGHT
- EXISTING MAIL BOX
- EXISTING WELL HEAD



PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	EASEMENTS PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
000007	VILLAGE OF CHICAGO RIDGE	1.754 7099	N/A	N/A	1.754 7099	0.312 1261	N/A	GRADING	24-07-406-027	
000008	STANLEY P. & LUCILLE STANN	4.568 18484	N/A	N/A	4.568 18484	1.035 4190	N/A	GRADING	24-07-409-004	
000009	THE BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD COMPANY	N/A	N/A	N/A	N/A	0.737 2982	N/A	GRADING	24-07-500-007 24-07-500-010	
000010	THE BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD COMPANY	N/A	N/A	N/A	N/A	0.337 1363	N/A	GRADING	24-07-500-005 24-07-500-009	

SEE CONTINUATION ON SHEET 4



SEE CONTINUATION ON SHEET 2

REVISED: 7-17-08/ revised station
 REVISED: 7-9-08/ parcels 0008, 0009 & 0010

RUETTIGER, TONELLI & ASSOCIATES, INC.
 Lead Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
 2174 ONEIDA STREET SUITE 170
 COLEER, ILLINOIS 60438 NAPERVILLE, ILLINOIS 60566
 PH. (815) 744-6600 FAX (815) 744-0101 PH. (630) 400-7742 FAX (630) 400-7741



THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 7, TOWNSHIP 37 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CHICAGO, ILLINOIS THIS 17th DAY OF July 2008.

RONALD F. HOUSEN P.L.S. NO. 2630
 MY LICENSE EXPIRES 11-30-2008

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU 3578(SOUTHWEST HIGHWAY)
COOK COUNTY
JOB NO. R90-006-97
 STATION 4+550 TO STATION 4+750

SHEET 3 OF 6

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/DISTRICT 1
 201 WEST CENTER COURT
 SCHAMLUNBERG, ILLINOIS 60196

PART OF THE SE 1/4 OF SECTION 7, T37N, R13 EAST OF THE 3rd PM, COOK COUNTY, ILLINOIS

LEGEND (METRIC)

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT-OF-WAY LINE
- PROPOSED RIGHT-OF-WAY LINE
- PROPOSED EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPEARANT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 5/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT, I.O.S.T. STD. 2135 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING TELEPHONE SPlice BOX
- EXISTING STREET LIGHT
- EXISTING MAIL BOX
- EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY, SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS, SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

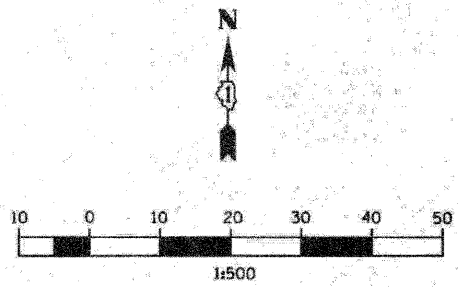
PARCEL NO.	OWNER	TOTAL HOLDING ACRES	R.O.W. REQUIRED ACRES	PREVIOUSLY DEDICATED ACRES	REMAINDER ACRES	EASEMENTS TEMP ACRES	EASEMENTS PERM ACRES	EASEMENT PURPOSE	PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
0C00011	CENTRO BRADLEY SPE I, LLC	26.028 105332	0.306 1240	0.296 1200	25.722 104092	0.382 1544	N/A	GRADING	24-07-401-060 24-07-401-061	
0C00012	CENTRO BRADLEY SPE II, LLC	5.467 22124	0.425 1719	0.278 1123	5.642 20405	0.664 2687	N/A	GRADING	24-07-402-007	

STATE OF ILLINOIS)
COUNTY OF WILL) SS

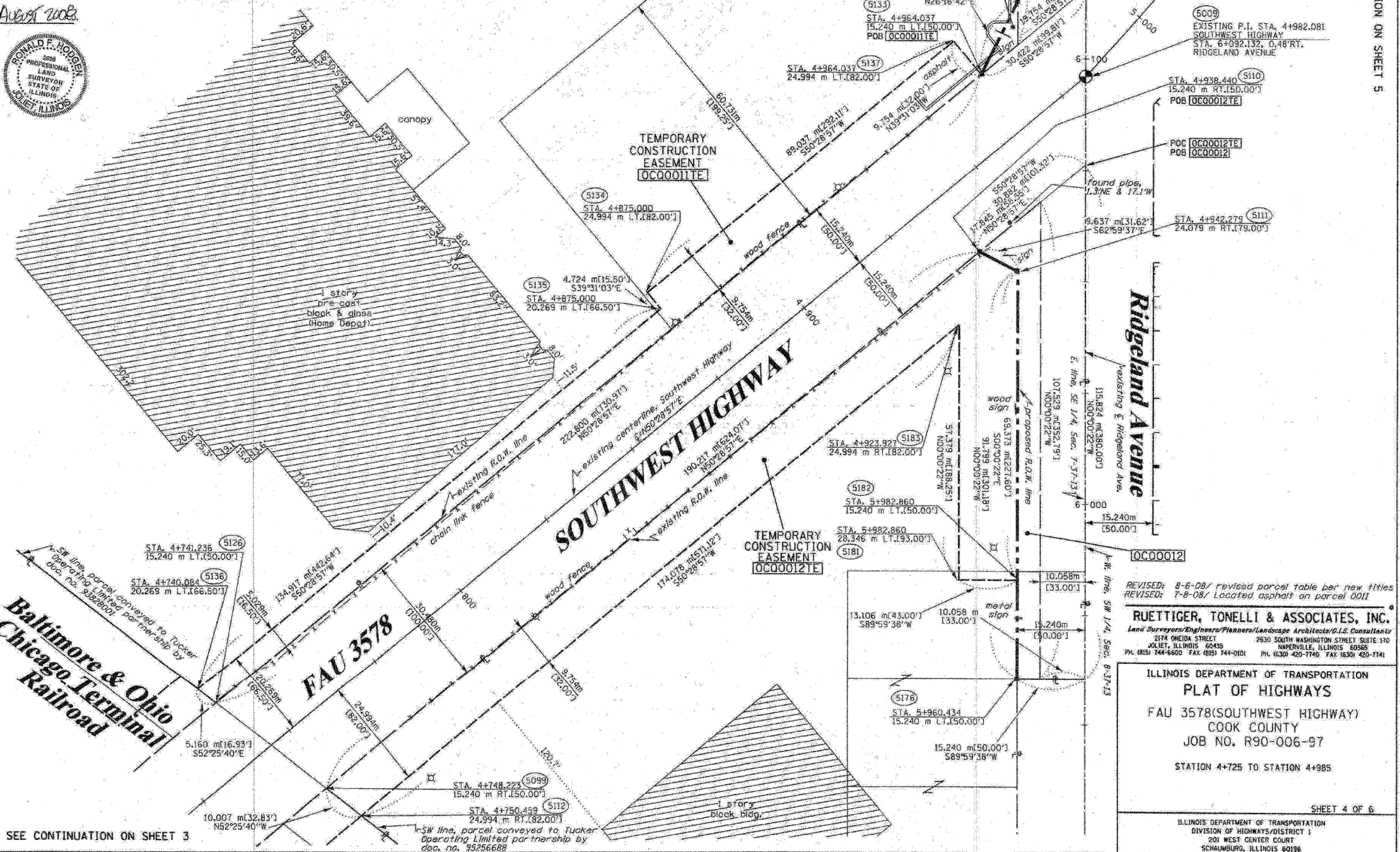
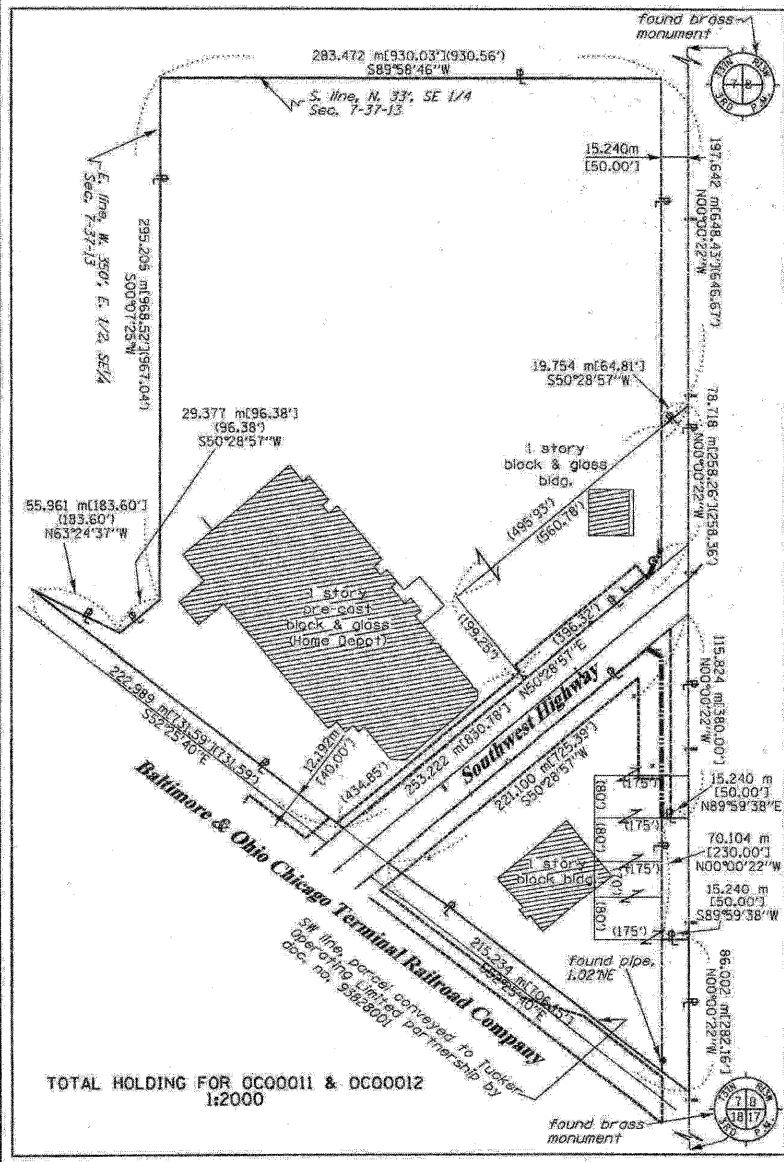
THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 7, TOWNSHIP 37 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS, THIS 6th DAY OF August 2008.

Ronald F. Hodgen
RONALD F. HODGEN P.L.S., NO. 2630
MY LICENSE EXPIRES 11-30-2008



BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



SEE CONTINUATION ON SHEET 5

REVISED: 8-6-08/ revised parcel table per new titles
REVISED: 7-8-08/ Located asphalt on parcel 0011

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
2174 ONEIDA STREET
JOLIET, ILLINOIS 60435
PH: (815) 744-6600 FAX: (815) 744-0101 RL: (630) 420-7740 FAX: (630) 420-7741

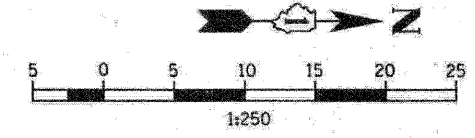
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU 3578(SOUTHWEST HIGHWAY)
COOK COUNTY
JOB NO. R90-006-97
STATION 4+725 TO STATION 4+985

SHEET 4 OF 6

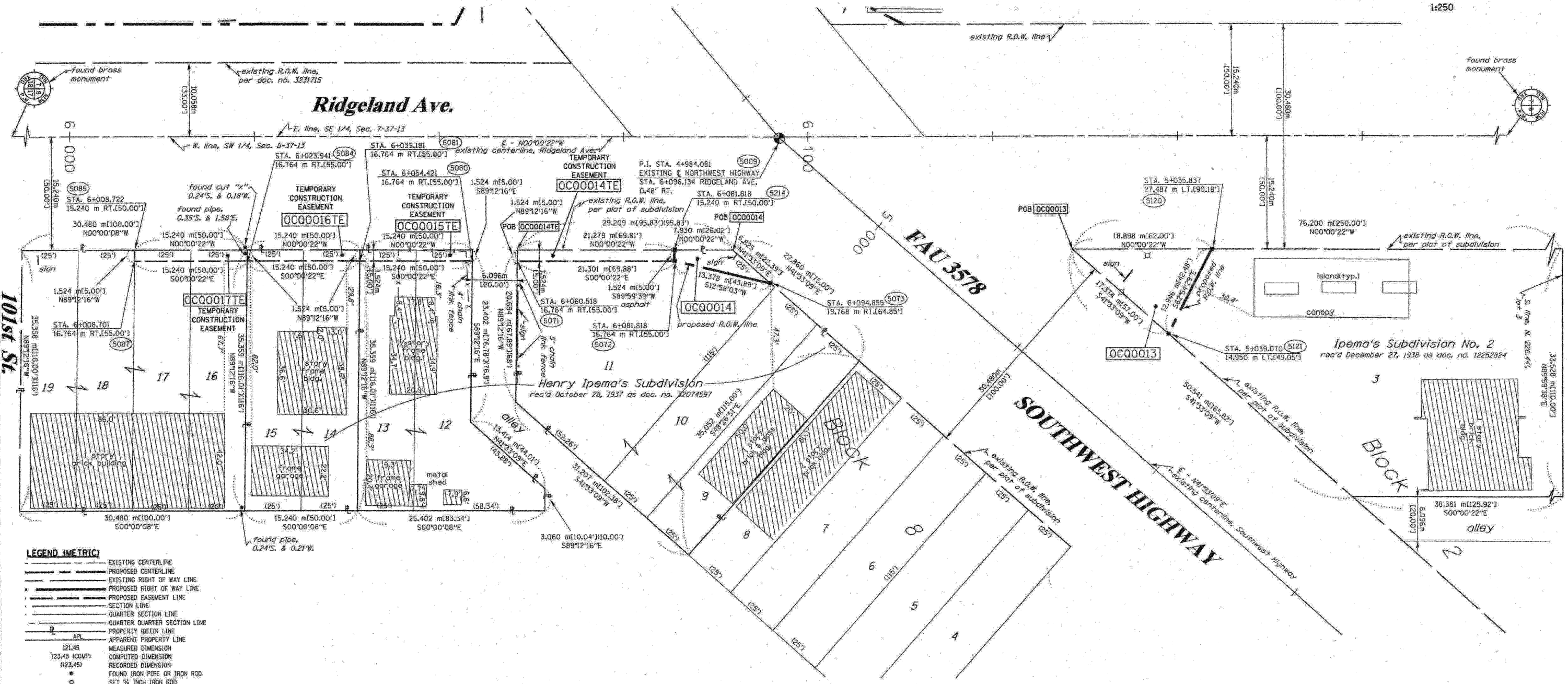
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMBURG, ILLINOIS 60196

PART OF THE SW 1/4 OF SECTION 8, T37N, R13 EAST OF THE 3rd PM, COOK COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.



SEE CONTINUATION ON SHEET 4



- LEGEND (METRIC)
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
PROPOSED EASEMENT LINE
SECTION LINE
QUARTER SECTION LINE
QUARTER QUARTER SECTION LINE
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
MEASURED DIMENSION
COMPUTED DIMENSION
RECORDED DIMENSION
FOUND IRON PIPE OR IRON ROD
SET 5/8 INCH IRON ROD
PERMANENT SURVEY MONUMENT
I.G.O.T. STD. 2135
(CO BE SET BY OTHERS)
CUT CROSS-FOUND OR SET
SAME OWNERSHIP
EXISTING TELEPHONE SPLICE BOX
EXISTING STREET LIGHT
EXISTING MAIL BOX
EXISTING WELL HEAD

Table with columns: PARCEL NO., OWNER, TOTAL HOLDING ACRES, R.O.W. REQUIRED ACRES, PREVIOUSLY DEDICATED ACRES, REMAINDER ACRES, EASEMENTS TEMP PERM ACRES, EASEMENT PURPOSE, PERMANENT TAX NUMBER, PROPERTY ACQUIRED BY.

STATE OF ILLINOIS
COUNTY OF WILL

RUETTIGER, TONELLI & ASSOCIATES, INC.
Lead Surveyors/Engineers/Planners/Landscape Architects/L.S. Consultants

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 8, TOWNSHIP 37 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF...

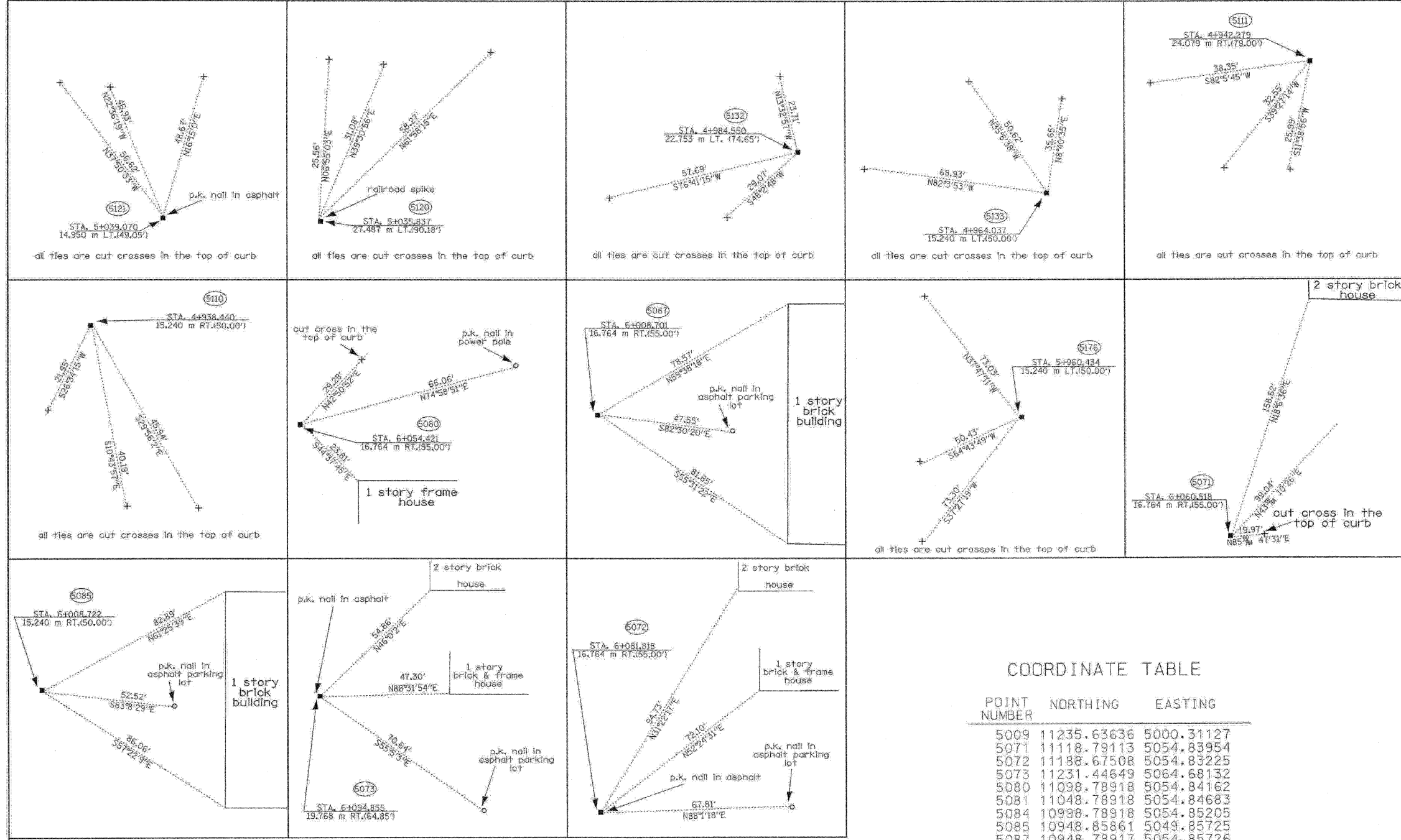
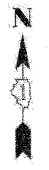
DATED AT JOLIET, ILLINOIS THIS 20th DAY OF JULY 2009
RONALD F. HODGEN P.L.S. NO. 2630
MY LICENSE EXPIRES 11-30-2010

REVISED: 1-7-09/ revised parcels 0014 thru 0017
REVISED: 8-6-08/ revised parcel table per new titles
REVISED: 7-9-08/ added asphalt

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU 3578(SOUTHWEST HIGHWAY)
COOK COUNTY
JOB NO. R90-006-97
STATION 4+975 TO STATION 5+075

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMLURG, ILLINOIS 60196

BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM.



LEGEND

- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- TEMPORARY EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPL
- APPARENT PROPERTY LINE
- 121.45 MEASURED DIMENSION
- 123.45 (COMP) COMPUTED DIMENSION
- 023.450 RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD
- SET 3/8 INCH IRON ROD
- PERMANENT SURVEY MONUMENT
- I.D.O.T. STD. 2135 (TO BE SET BY OTHERS)
- + CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- TEL EXISTING TELEPHONE SPlice BOX
- LG7 EXISTING STREET LIGHT
- MAIL EXISTING MAIL BOX
- WELL EXISTING WELL HEAD
- STAKING OF PROPOSED RIGHT OF WAY. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

COORDINATE TABLE

POINT NUMBER	NORTHING	EASTING
5009	11235.63636	5000.31127
5071	11118.79113	5054.83954
5072	11188.67508	5054.83225
5073	11231.44649	5064.68132
5080	11098.78918	5054.84162
5081	11048.78918	5054.84683
5084	10998.78918	5054.85205
5085	10948.85861	5049.85725
5087	10948.78917	5054.85726
5110	11105.95690	4921.67293
5111	11091.59993	4949.84237
5120	11427.43281	5049.80740
5121	11408.08867	5087.62227
5132	11291.21196	4949.82156
5133	11236.53643	4922.82488
5176	10790.42293	4949.87377

STATE OF ILLINOIS)
COUNTY OF WILL) SS

THIS IS TO CERTIFY THAT RUETTIGER, TONELLI & ASSOCIATES, INC., AN ILLINOIS DESIGN FIRM, HAS SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 26, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT JOLIET, ILLINOIS THIS _____ DAY OF _____, A.D.

RONALD F. HOOGEN P.L.S. NO. 2630

RUETTIGER, TONELLI & ASSOCIATES, INC.
Land Surveyors/Engineers/Planners/Landscape Architects/G.I.S. Consultants
2174 ONEIDA STREET JOLIET, ILLINOIS 62450
2630 SOUTH WASHINGTON STREET SUITE 170 MPRVILLE, ILLINOIS 62455
PH. (815) 744-6600 FAX (815) 744-0001 PH. (630) 420-7740 FAX (630) 420-7741

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAU 3578 (SOUTHWEST HIGHWAY)

COOK COUNTY
JOB NO. R-90-006-97
STATION TO STATION

SHEET 6 OF

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 1
201 WEST CENTER COURT
SCHAMBERG, ILLINOIS 60196

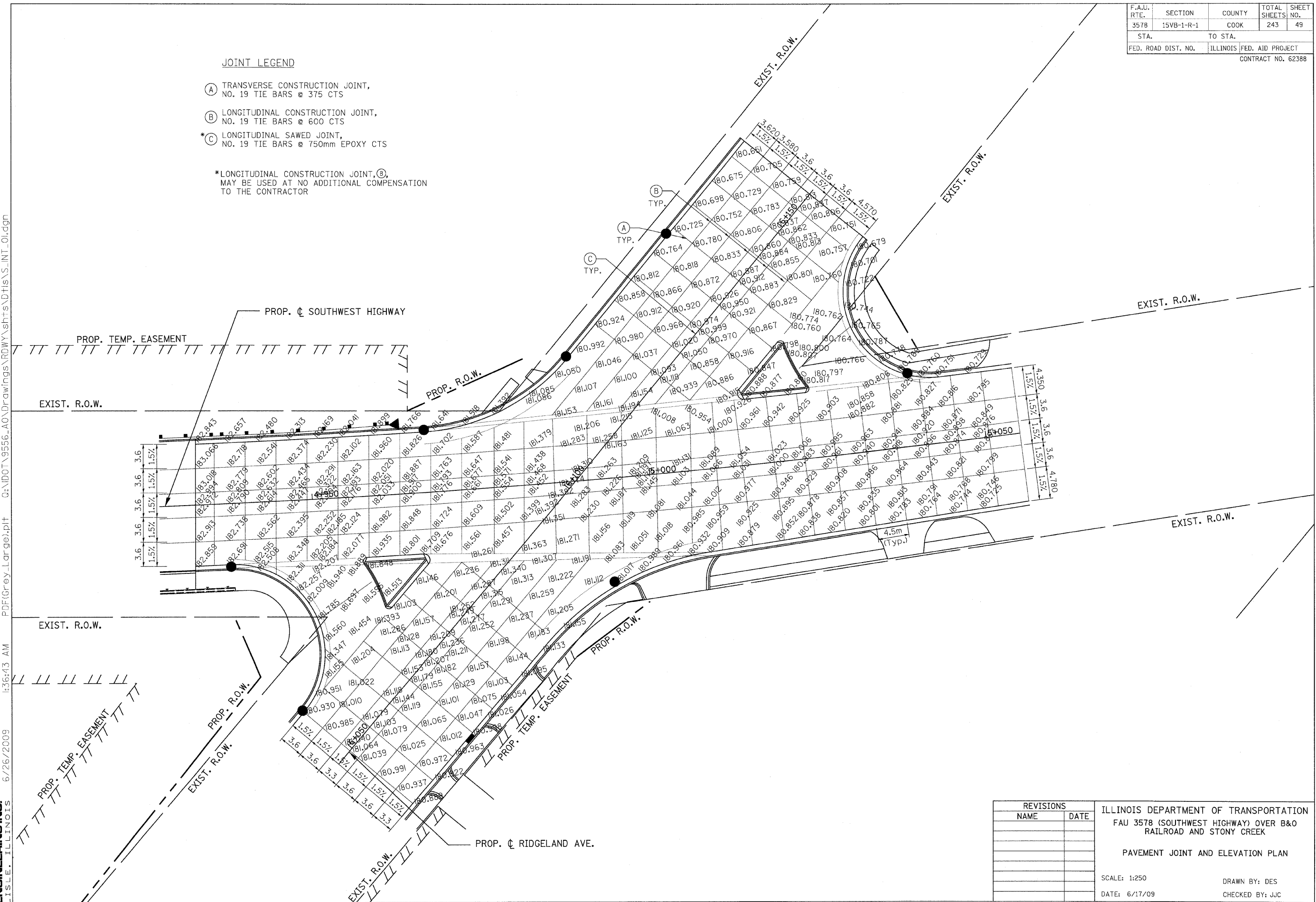
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	49
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

JOINT LEGEND

- (A) TRANSVERSE CONSTRUCTION JOINT, NO. 19 TIE BARS @ 375 CTS
- (B) LONGITUDINAL CONSTRUCTION JOINT, NO. 19 TIE BARS @ 600 CTS
- (C) LONGITUDINAL SAWED JOINT, NO. 19 TIE BARS @ 750mm EPOXY CTS

*LONGITUDINAL CONSTRUCTION JOINT, (B), MAY BE USED AT NO ADDITIONAL COMPENSATION TO THE CONTRACTOR

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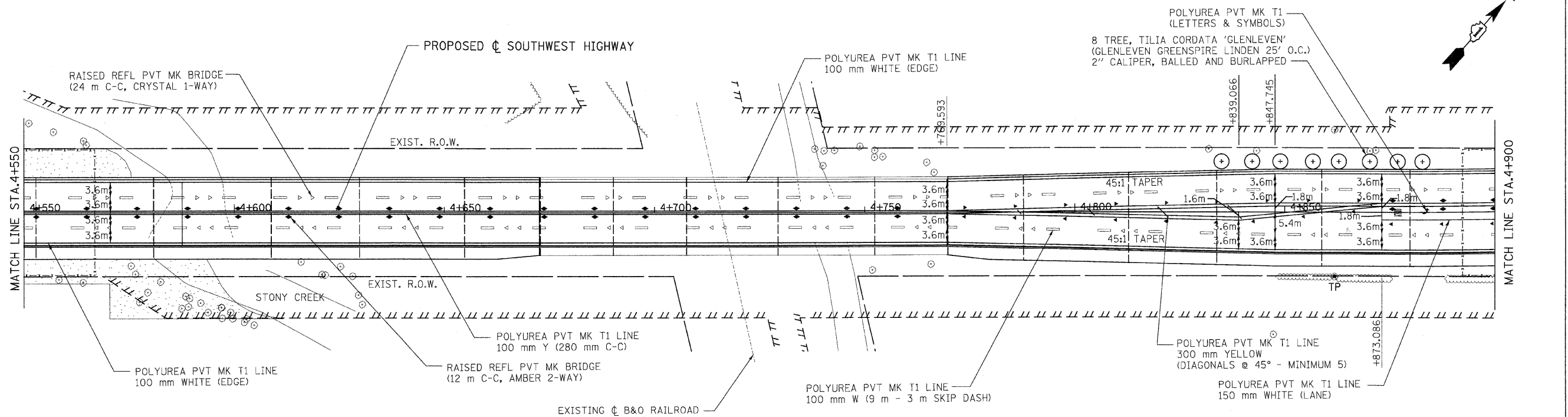
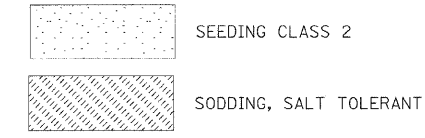
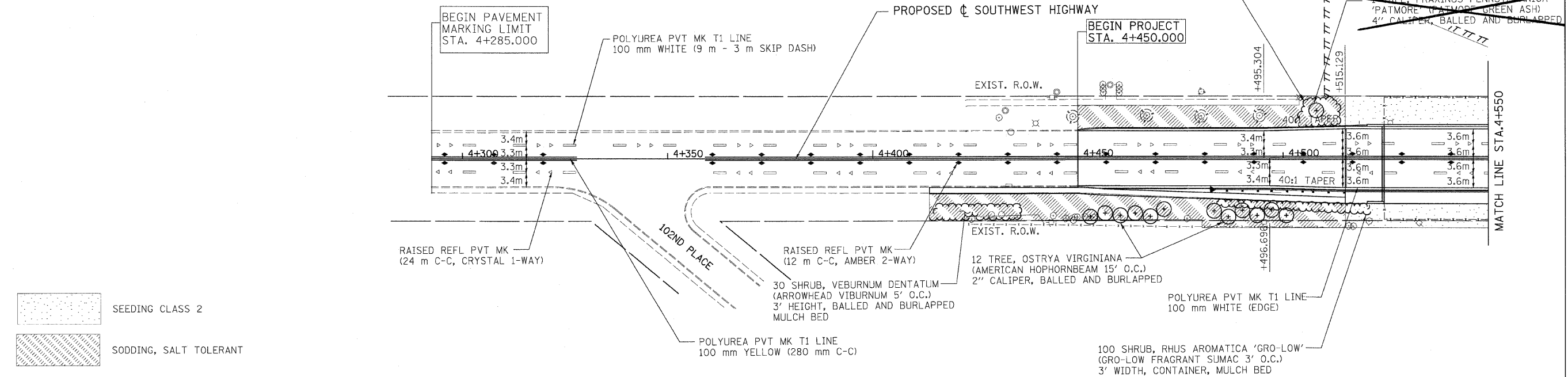
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY) OVER B&O RAILROAD AND STONY CREEK
 PAVEMENT JOINT AND ELEVATION PLAN
 SCALE: 1:250
 DATE: 6/17/09
 DRAWN BY: DES
 CHECKED BY: JJC



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	50
STA. 4+285		TO STA. 4+900		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388



NOTES:

1. ALL PAVEMENT SHALL BE PROVIDED WITH POLYUREA PAVEMENT MARKINGS, TYPE 1.
2. THE CONTRACTOR SHALL CONTACT MS. PATRICE HARRIS AT 708-597-9800 TWO WEEKS PRIOR TO INSTALLING FINAL PAVEMENT MARKINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PAVEMENT MARKING & LANDSCAPING PLAN
 SHEET 1 OF 3

SCALE: 1:500
 DATE: 6/17/09
 DRAWN BY: BB/SA
 CHECKED BY: PKG



PM1

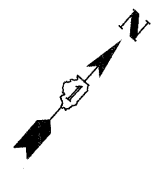
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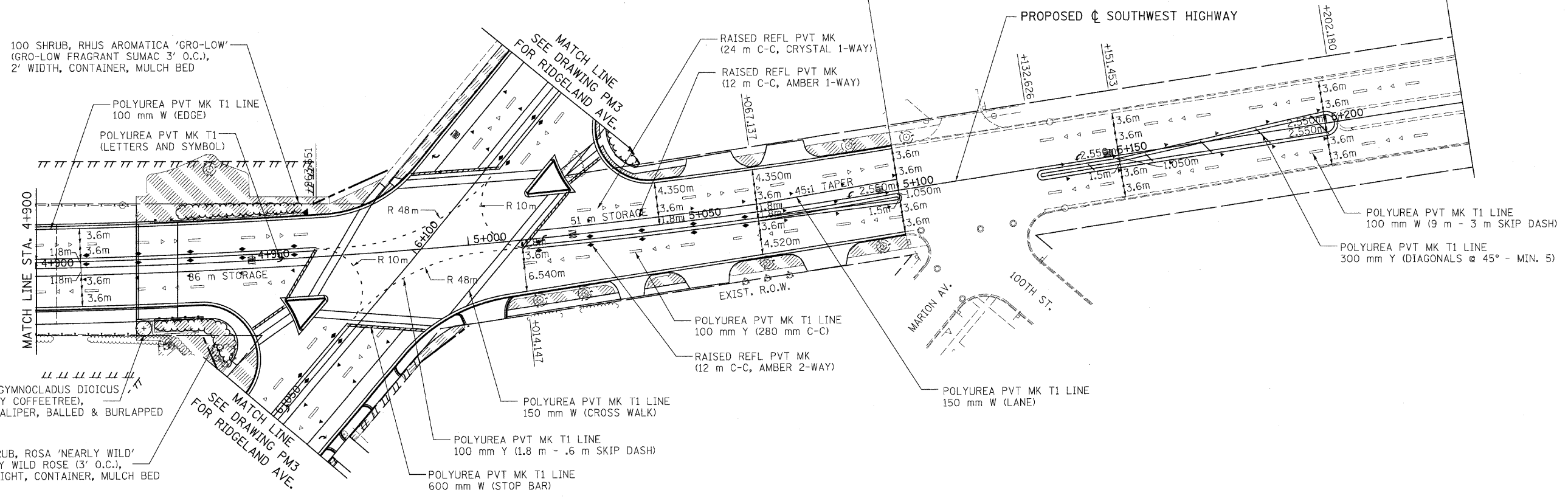
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	51
STA. 4+900		TO STA. 5+231.75		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62388



END PAVEMENT MARKING LIMIT
STA. 5+231.750

END PROJECT
STA. 5+100.000



100 SHRUB, RHUS AROMATICA 'GRO-LOW'
(GRO-LOW FRAGRANT SUMAC 3' O.C.),
2' WIDTH, CONTAINER, MULCH BED

POLYUREA PVT MK T1 LINE
100 mm W (EDGE)
POLYUREA PVT MK T1
(LETTERS AND SYMBOL)

1 TREE, GYMNOCLADUS DIOICUS
(KENTUCKY COFFEETREE),
2-1/2" CALIPER, BALLED & BURLAPPED

50 SHRUB, ROSA 'NEARLY WILD'
(NEARLY WILD ROSE (3' O.C.),
24" HEIGHT, CONTAINER, MULCH BED

- SEEDING CLASS 2
- SODDING, SALT TOLERANT

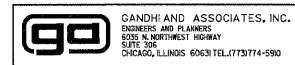
NOTES:

1. ALL PAVEMENT SHALL BE PROVIDED WITH POLYUREA PAVEMENT MARKINGS, TYPE 1.
2. THE CONTRACTOR SHALL CONTACT MS. PATRICE HARRIS AT 708-597-9800 TWO WEEKS PRIOR TO INSTALLING FINAL PAVEMENT MARKINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
PAVEMENT MARKING & LANDSCAPING PLAN
SHEET 2 OF 3

SCALE: 1:500
DATE: 6/17/09
DRAWN BY: BB/SA
CHECKED BY: PKG

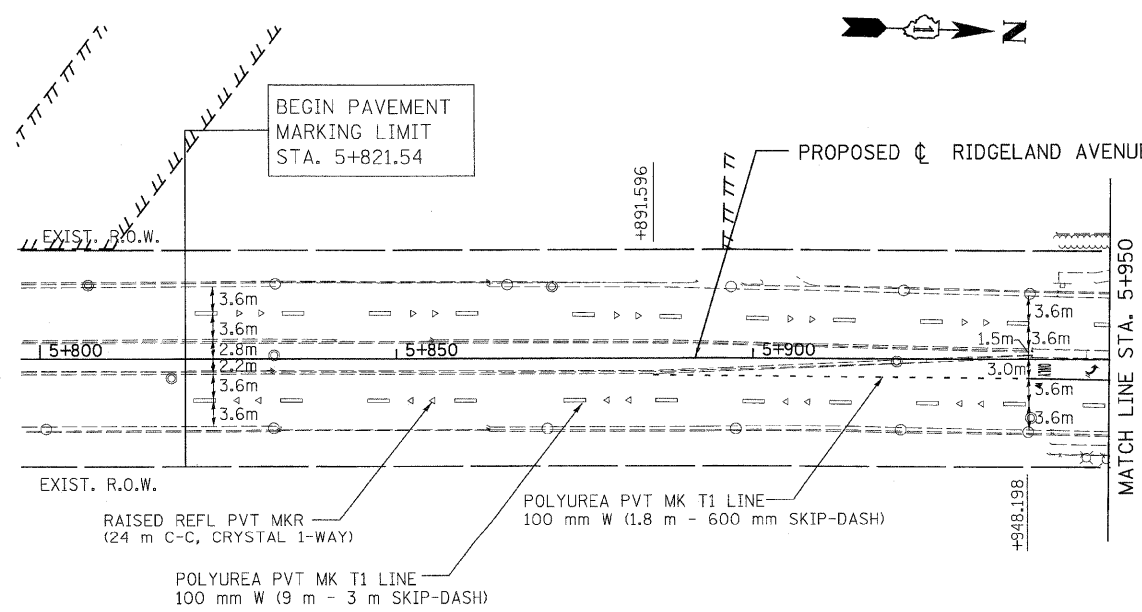
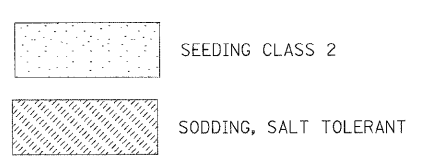
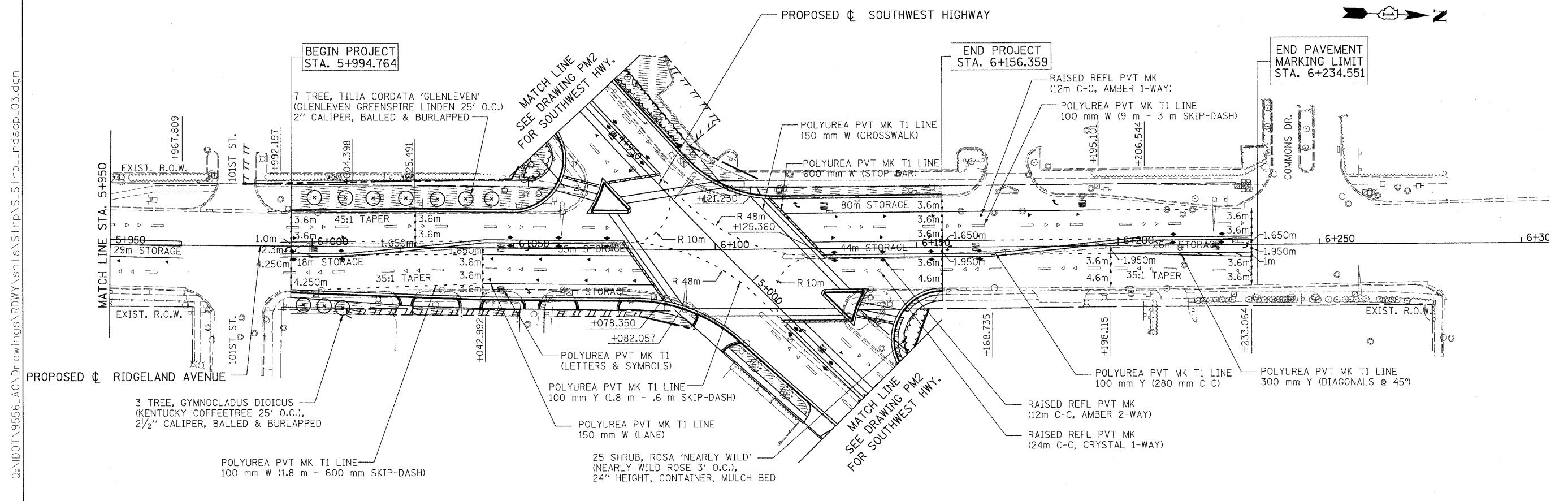
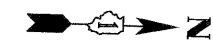


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PM2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	52
STA. 5+821.54		TO STA. 6+300.79		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62368				

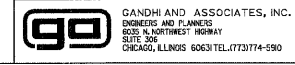


NOTES:
 ALL PAVEMENT SHALL BE PROVIDED WITH POLYUREA PAVEMENT MARKINGS, TYPE 1.
 THE CONTRACTOR SHALL CONTACT MS. PATRICE HARRIS AT 708-597-9800 TWO WEEKS PRIOR TO INSTALLING FINAL PAVEMENT MARKINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PAVEMENT MARKING & LANDSCAPING PLAN
 SHEET 3 OF 3

SCALE: 1:500
 DATE: 5-08-2009
 DRAWN BY: BB/SA
 CHECKED BY: PKG



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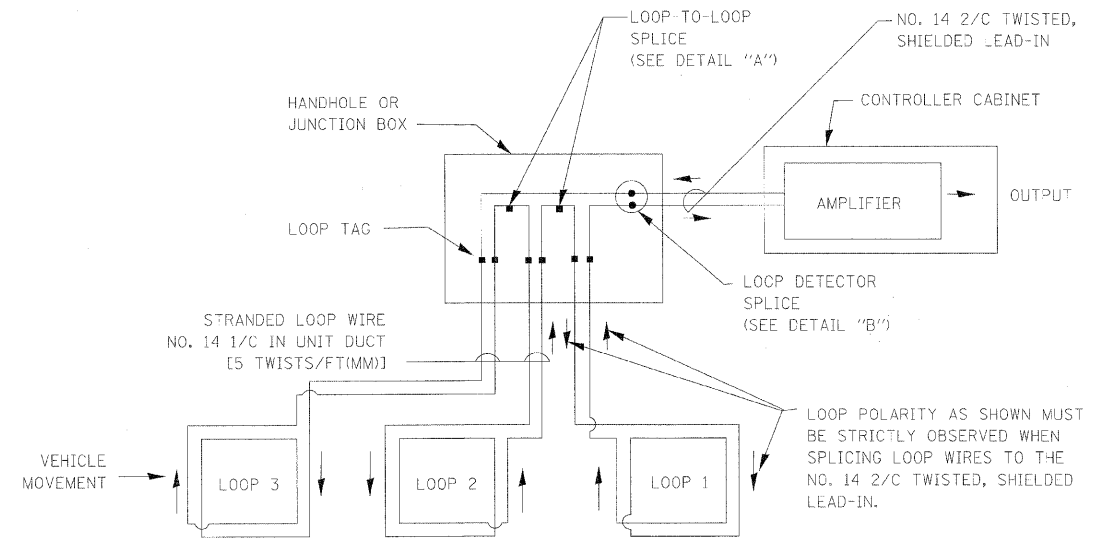


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	53
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT #62388

LOOP DETECTOR NOTES

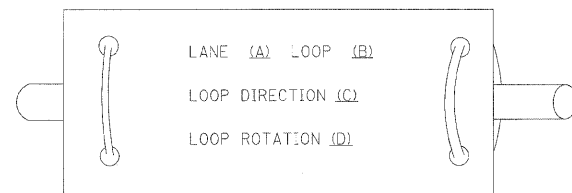
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



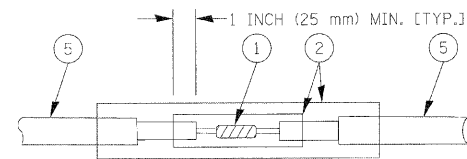
DETECTOR LOOP WIRING SCHEMATIC

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

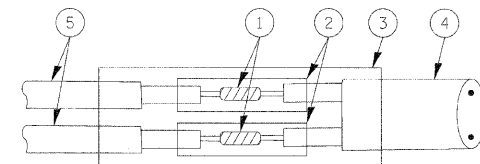
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

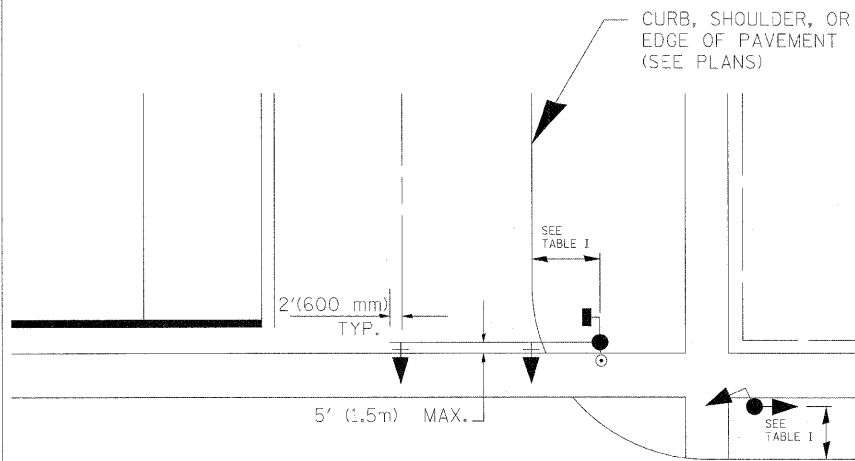
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DATE 06-17-2009
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

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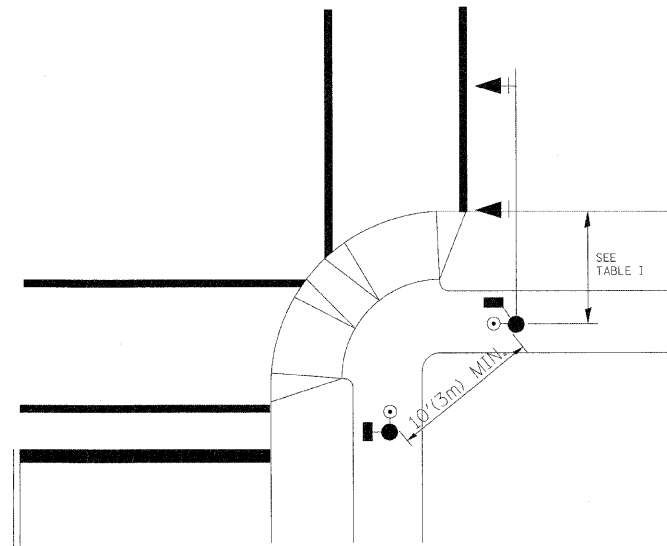
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	64
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT #62388				

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

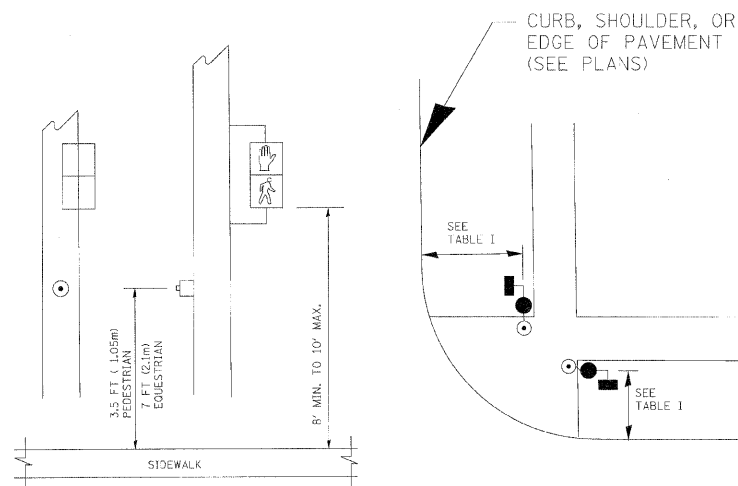


TABLE I

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

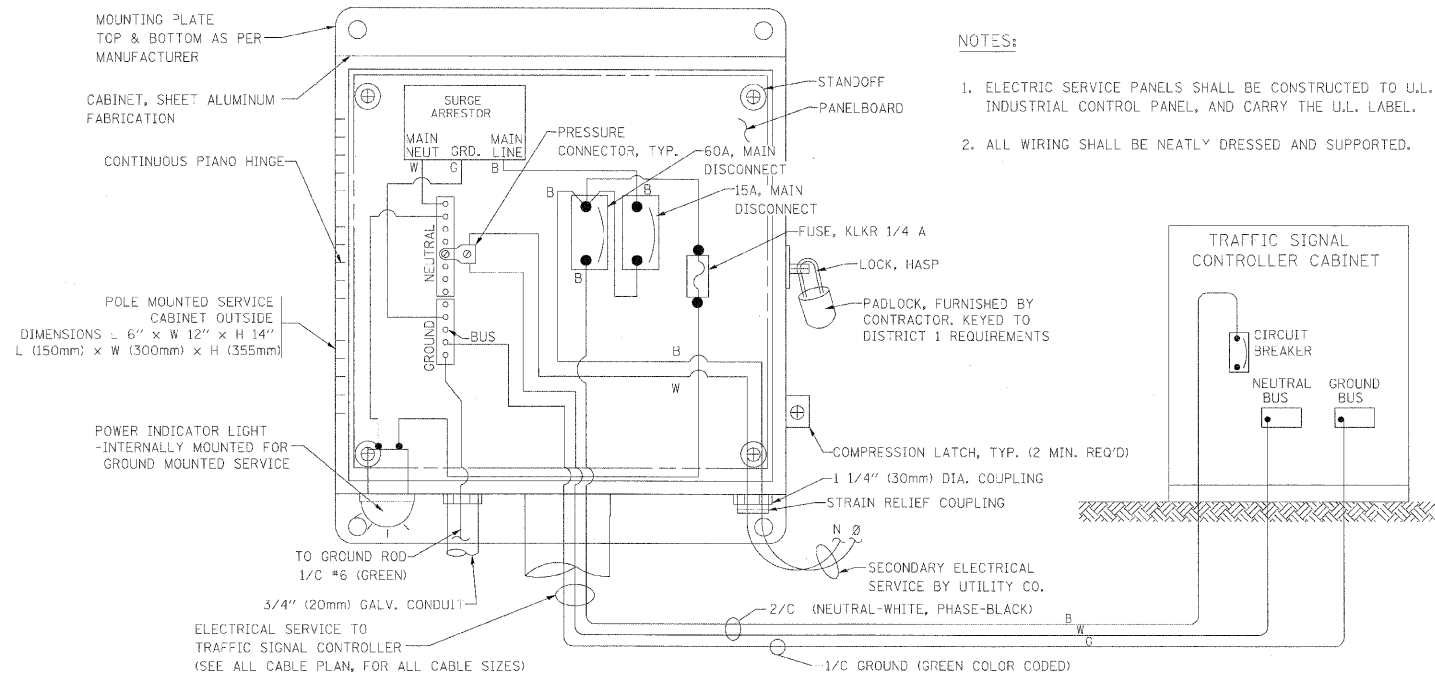
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

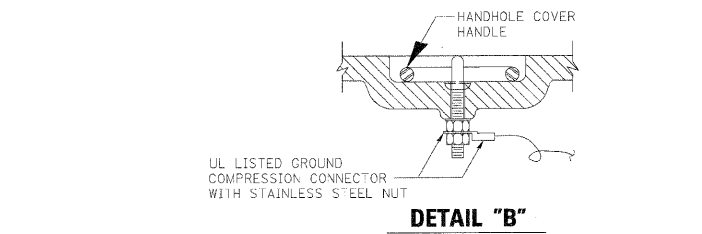
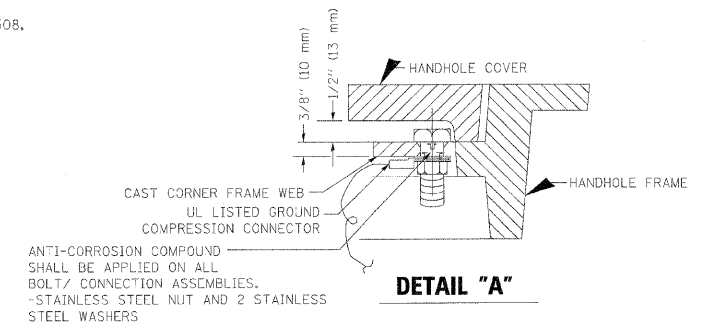
SCALE: VERT. NONE
HORIZ. NONE
DATE 06-17-2009

DRAWN BY: RWP
DESIGNED BY: DAZ
CHECKED BY: DAZ
SHEET 2 OF 4

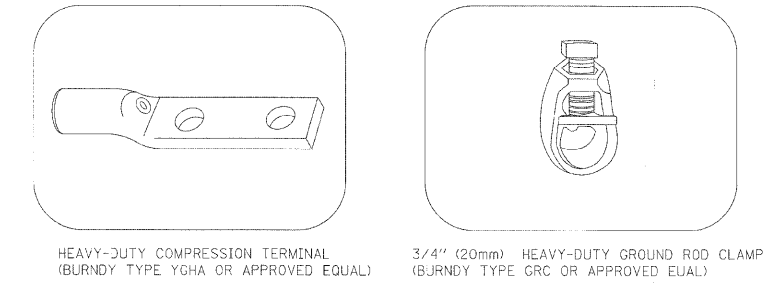
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	55
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
CONTRACT #62388				



- 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.

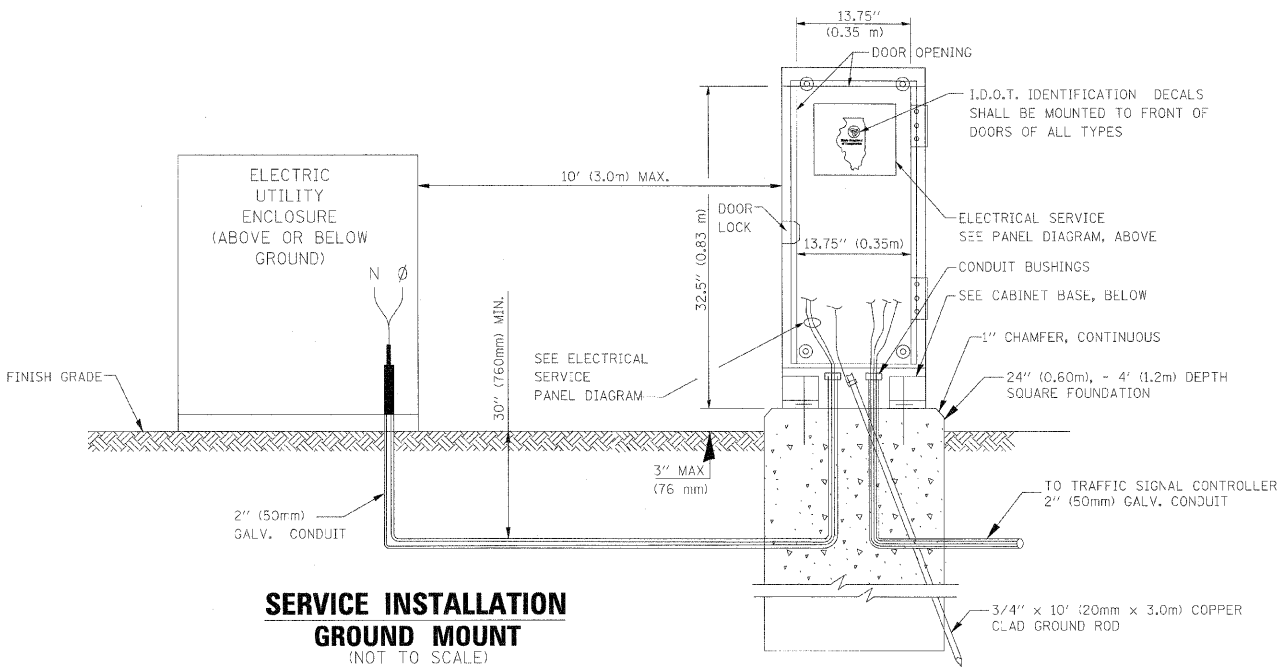


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED 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.

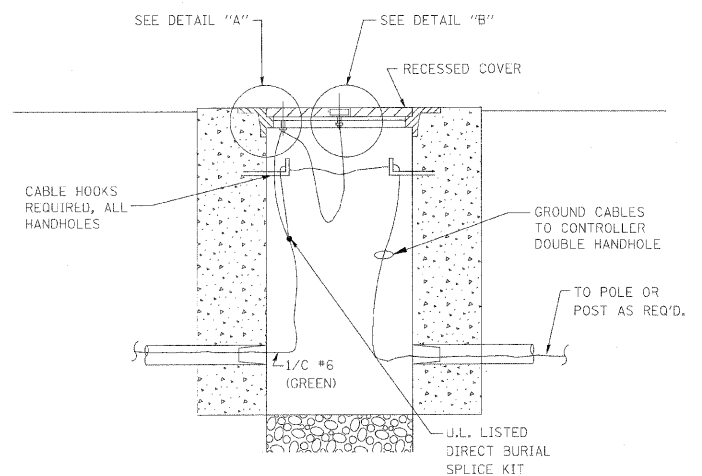


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

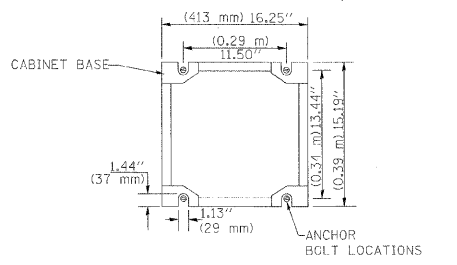
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



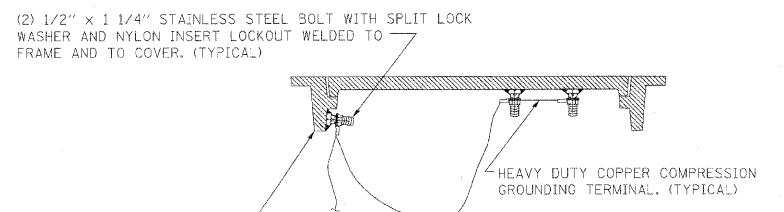
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)



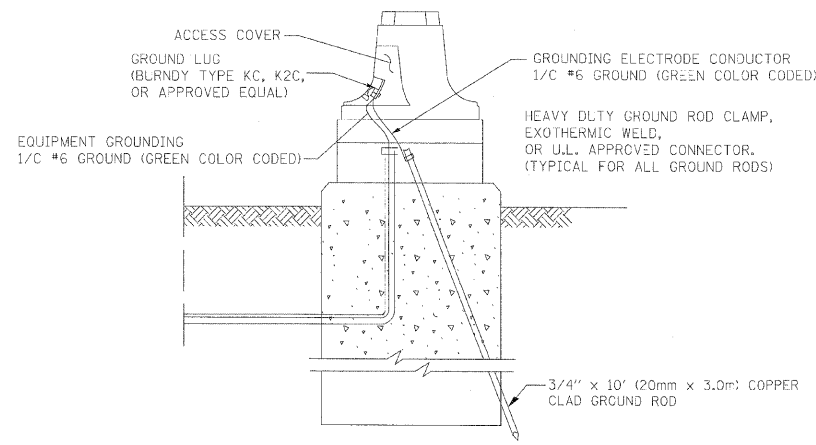
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



CABINET - BASE BOLT PATTERN (NOT TO SCALE)



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



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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL

DESIGN DETAILS

SCALE: VERT. NONE
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 DATE 06-17-2009

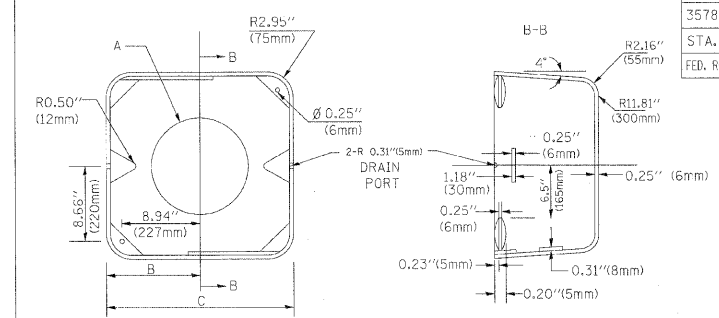
DRAWN BY: RWP
 CHECKED BY: DAZ
 SHEET 3 OF 4

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 5/16/2009

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	56
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONTRACT #62388

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

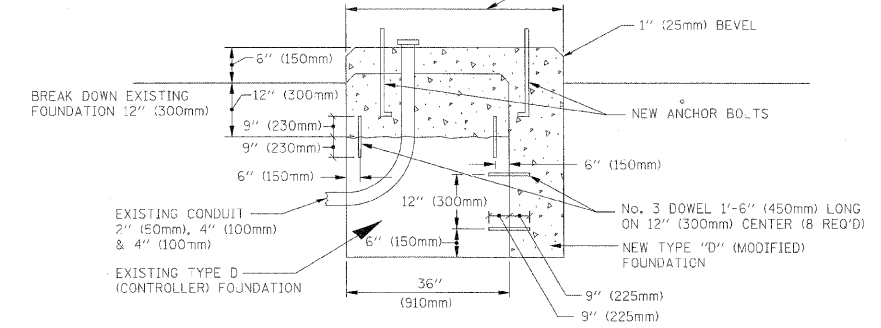


TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	Ø 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

SHROUD DETAIL

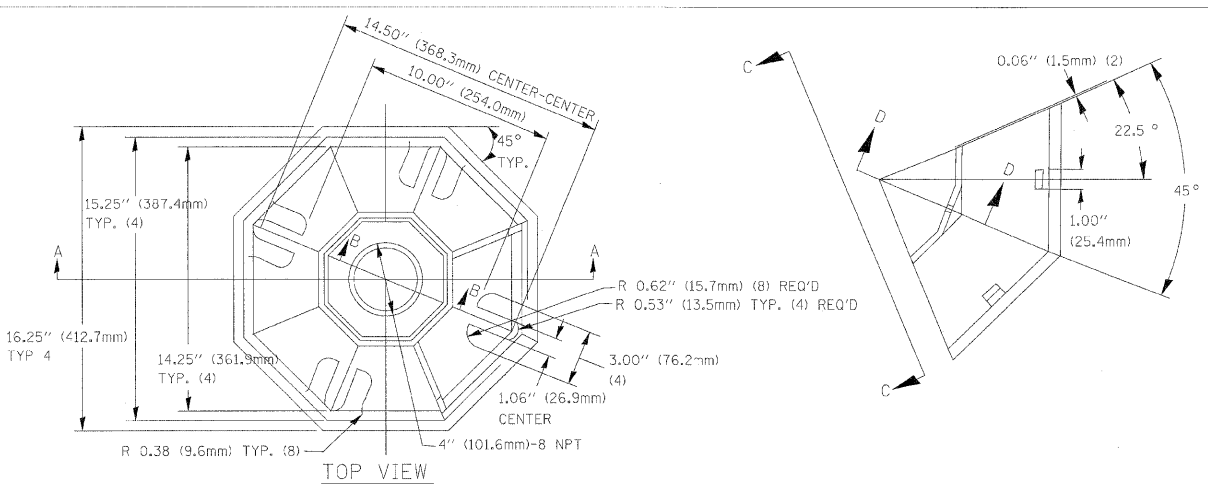
NOTE:

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

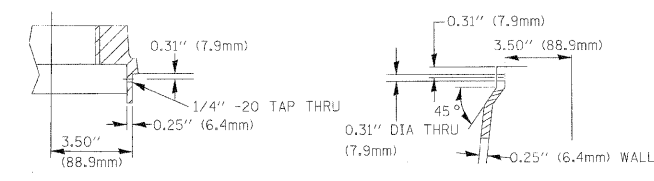


MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

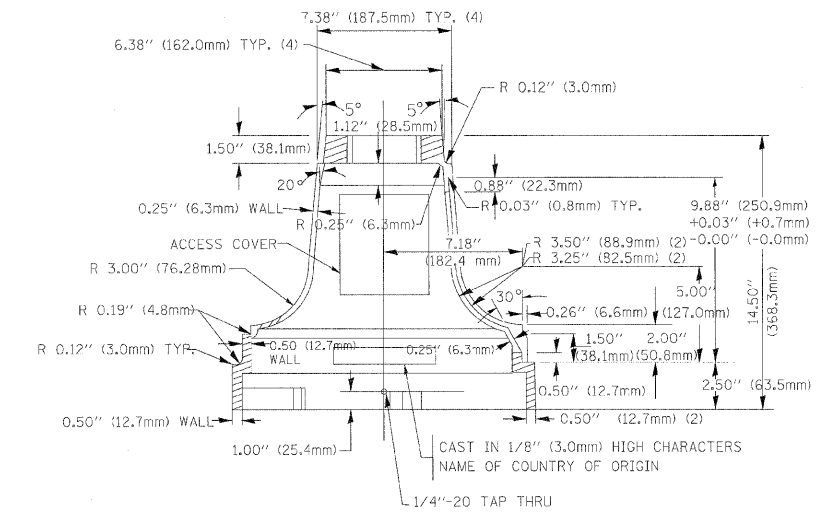


TOP VIEW

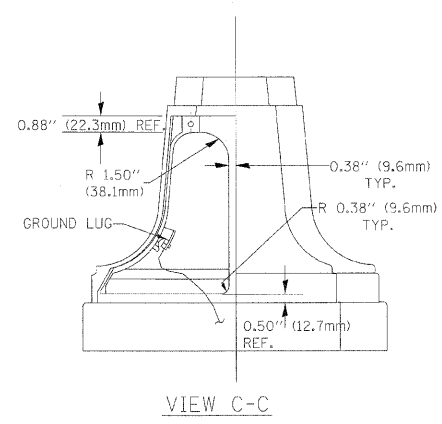


SECTION B-B

SECTION D-D



SECTION A-A

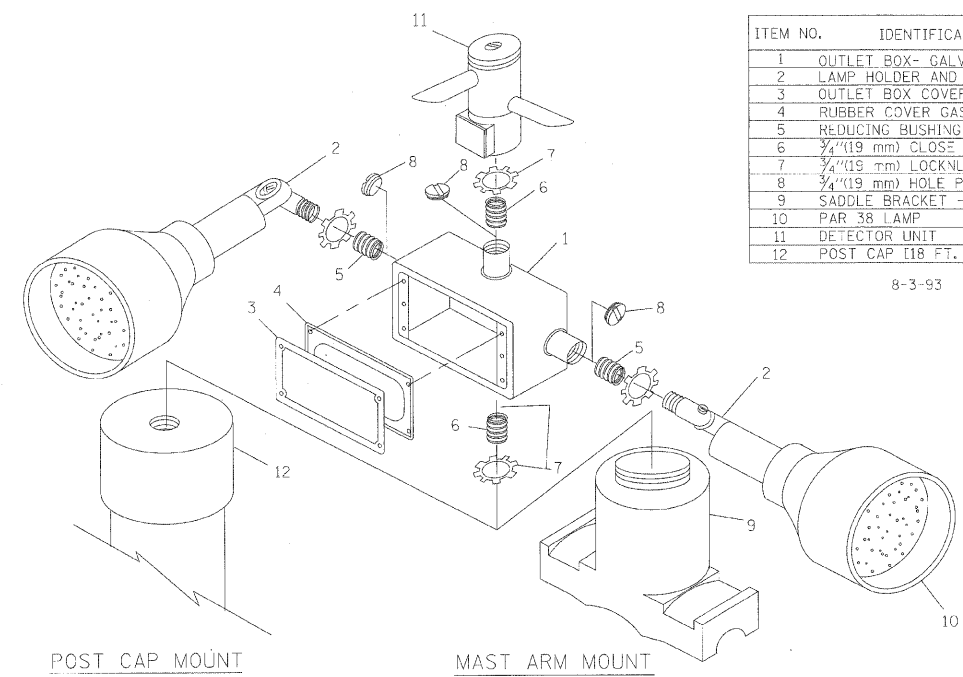


VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

NOTES:

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



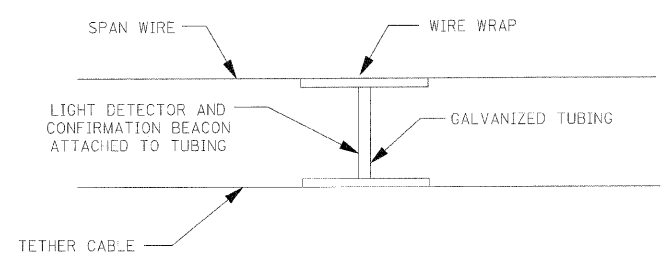
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18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

8-3-93

POST CAP MOUNT

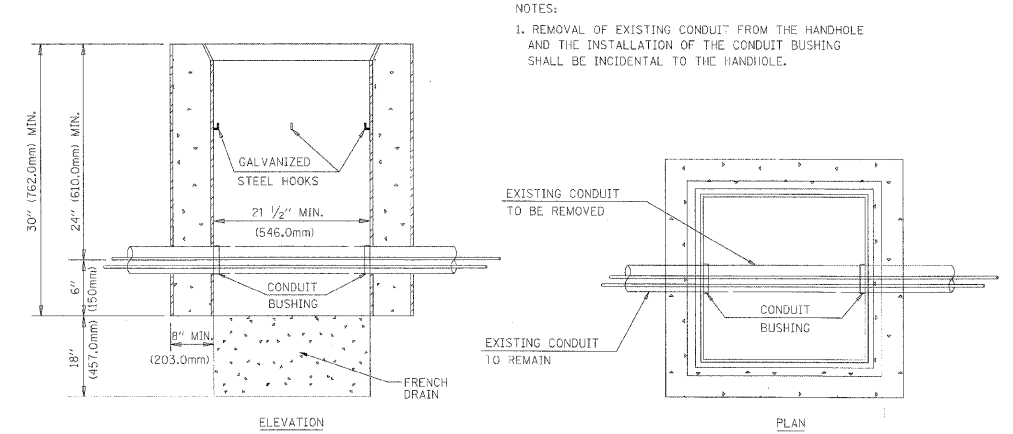
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT N.T.S.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 06-17-2009

DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 4 OF 4

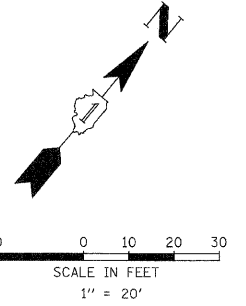
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RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH 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.

CONVERSION TABLE

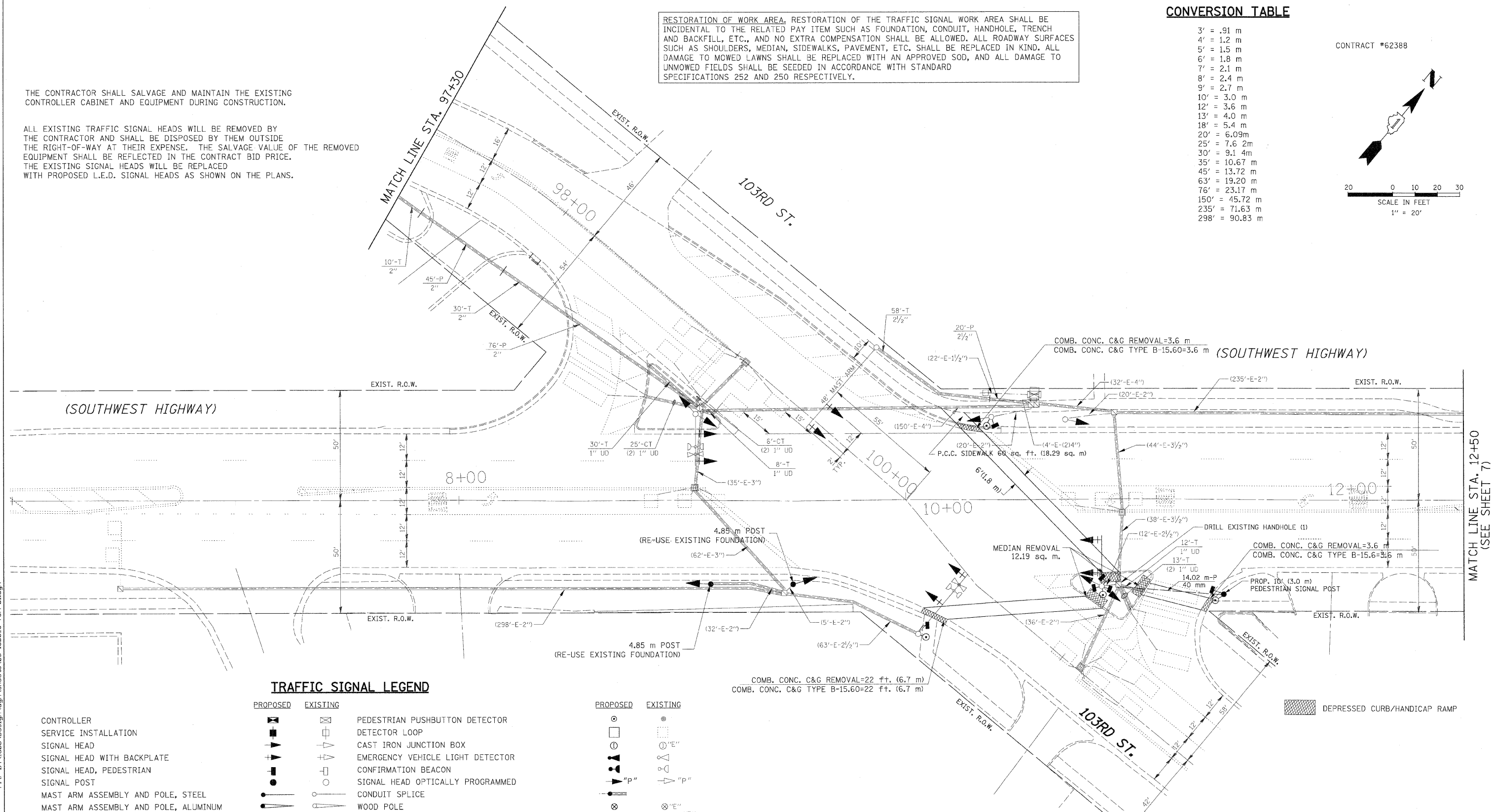
3'	=	.91 m
4'	=	1.2 m
5'	=	1.5 m
6'	=	1.8 m
7'	=	2.1 m
8'	=	2.4 m
9'	=	2.7 m
10'	=	3.0 m
12'	=	3.6 m
13'	=	4.0 m
18'	=	5.4 m
20'	=	6.09 m
25'	=	7.62 m
30'	=	9.14 m
35'	=	10.67 m
45'	=	13.72 m
63'	=	19.20 m
76'	=	23.17 m
150'	=	45.72 m
235'	=	71.63 m
298'	=	90.83 m

CONTRACT #62388



THE CONTRACTOR SHALL SALVAGE AND MAINTAIN THE EXISTING CONTROLLER CABINET AND EQUIPMENT DURING CONSTRUCTION.

ALL EXISTING TRAFFIC SIGNAL HEADS WILL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED 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. THE EXISTING SIGNAL HEADS WILL BE REPLACED WITH PROPOSED L.E.D. SIGNAL HEADS AS SHOWN ON THE PLANS.



TRAFFIC SIGNAL LEGEND

CONTROLLER SERVICE INSTALLATION		PEDESTRIAN PUSHBUTTON DETECTOR	
SIGNAL HEAD		DETECTOR LOOP	
SIGNAL HEAD WITH BACKPLATE		CAST IRON JUNCTION BOX	
SIGNAL HEAD, PEDESTRIAN		EMERGENCY VEHICLE LIGHT DETECTOR	
SIGNAL POST		CONFIRMATION BEACON	
MAST ARM ASSEMBLY AND POLE, STEEL		SIGNAL HEAD OPTICALLY PROGRAMMED	
MAST ARM ASSEMBLY AND POLE, ALUMINUM		CONDUIT SPLICE	
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		WOOD POLE	
UNIT DUCT		RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	
COMMON TRENCH		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	
HANDHOLE		RAILROAD CONTROL CABINET	
HEAVY DUTY HANDHOLE		TELEPHONE CONNECTION	
DOUBLE HANDHOLE		ILLUMINATED SIGN "NO LEFT TURN"	
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)		ILLUMINATED SIGN "NO RIGHT TURN"	

REVISIONS	DATE

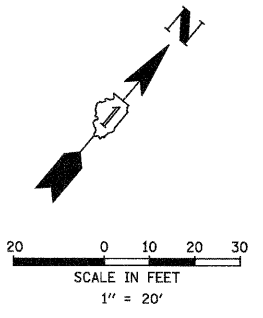
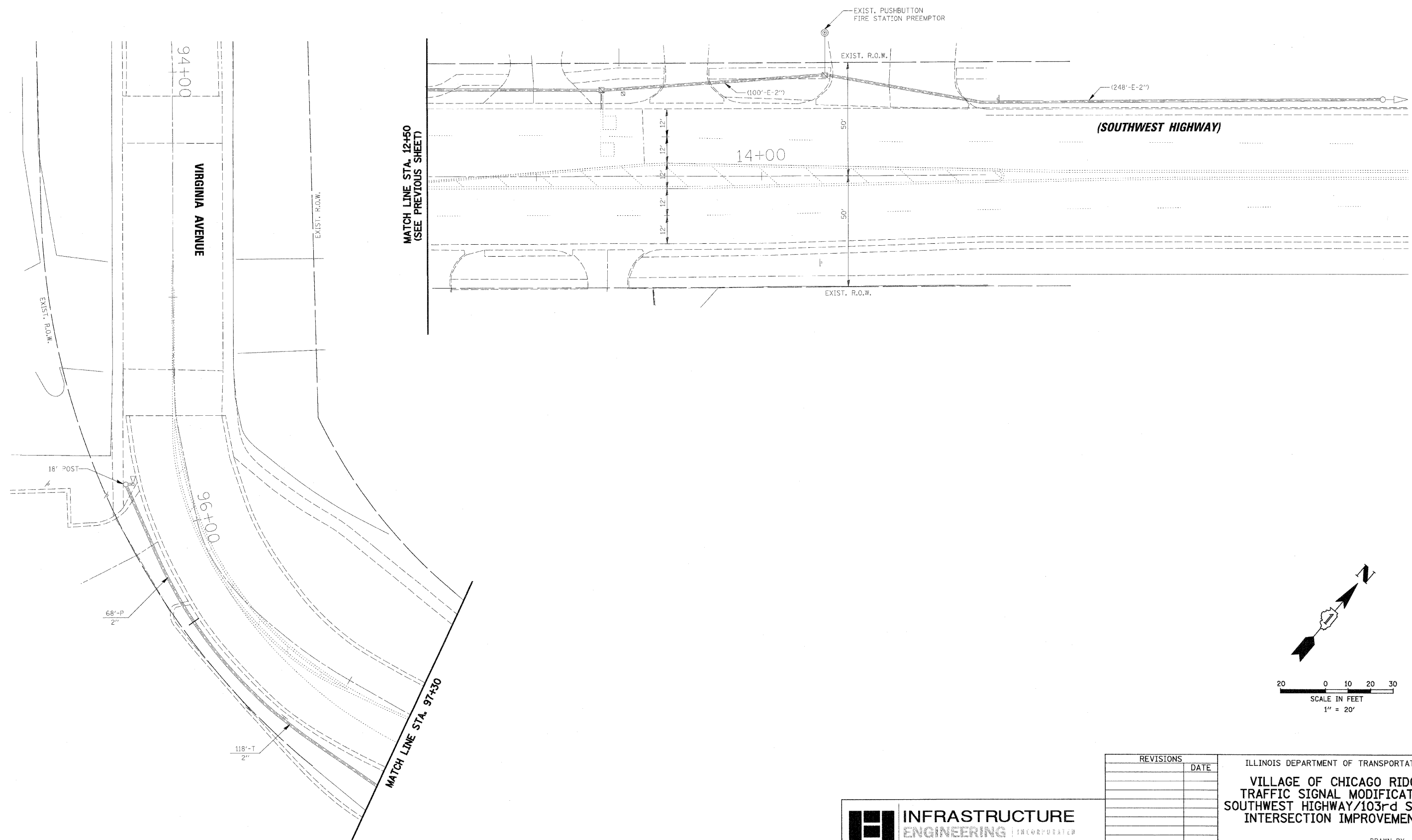
INFRASTRUCTURE ENGINEERING INCORPORATED
 33 West Monroe | Suite 1540 | Chicago, IL 60603
 P 312.425.9560 | F 312.425.9564 | www.infrastructure-eng.com

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF CHICAGO RIDGE TRAFFIC SIGNAL MODIFICATION
SOUTHWEST HIGHWAY/103RD STREET INTERSECTION IMPROVEMENTS
 SCALE: 1"=20'
 DATE: 06-17-2009
 DRAWN BY: BL
 DESIGNED BY: ERR
 CHECKED BY: RB

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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	58
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62388



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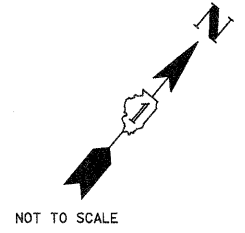
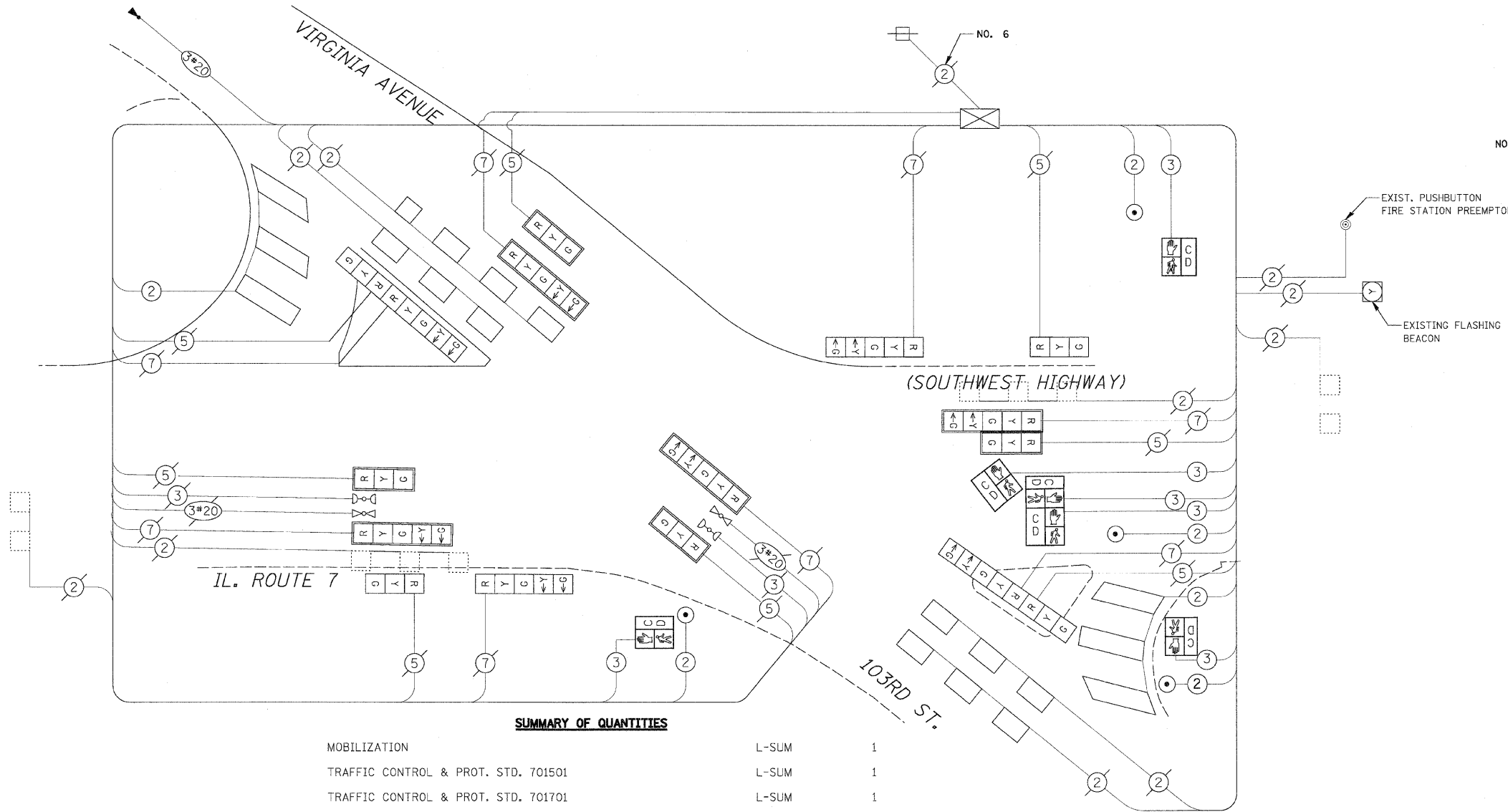
REVISIONS	
DATE	

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF CHICAGO RIDGE
TRAFFIC SIGNAL MODIFICATION
SOUTHWEST HIGHWAY/103rd STREET
INTERSECTION IMPROVEMENTS

SCALE: 1"=20'
 DATE: 06-17-2009

DRAWN BY: BL
 DESIGNED BY: ERR
 CHECKED BY: RB

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NOT TO SCALE

CABLE PLAN LEGEND

- | EXISTING | PROPOSED | |
|----------|----------|---|
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION C/D INDICATES COUNTDOWN SIGNAL HEAD |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE INSTALLATION |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F |
| | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD. |
| | | RAILROAD CONTROL CABINET |
| | | ILLUMINATED SIGN "NO LEFT TURN" |
| | | ILLUMINATED SIGN "NO RIGHT TURN" |
| | | GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HH), OR CONTROLLER (C) |
| | | GROUND ROD AT POST (P) OR MAST ARM POLE (MA) |
| | | GROUND ROD AT ELECTRIC SERVICE INSTALLATION |

SUMMARY OF QUANTITIES

MOBILIZATION	L-SUM	1			
TRAFFIC CONTROL & PROT. STD. 701501	L-SUM	1			
TRAFFIC CONTROL & PROT. STD. 701701	L-SUM	1			
TRAFFIC CONTROL & PROT. STD. 701801	L-SUM	1			
PEDESTRIAN PUSH BUTTON	EACH	4	COMBINATION CONCRETE CURB AND GUTTER REMOVAL	METER	13.9
PED. PUSH BUTTON POST GALV. STEEL, TYPE II	EACH	1	PORTLAND CEMENT, CONCRETE SIDEWALK, 125 mm	SQ. METER	18.29
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED W/COUNTDOWN TIMER	EACH	4	COMBINATION CONCRETE CURB AND GUTTER, TY. B-15.60	METER	13.9
PEDESTRIAN SIGNAL HEAD, L.E.D., 2-FACE, BRACKET MOUNTED W/COUNTDOWN TIMER	EACH	1	MEDIAN REMOVAL	SQ. METER	12.19
DRILL EXISTING HANDHOLE	EACH	1	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	8
MAINT. OF EXIST. TRAFFIC SIGNAL INSTALLATION	EACH	1	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
CONC. FOUNDATION TYPE A	EACH	1.2	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
THERMOPLASTIC PAV'T MARKING LINE-150 mm	METER	115	SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
CONDUIT PUSHED, 40 mm DIA., GALV. STEEL	METER	14.02	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
ELEC. CABLE IN CONDUIT, SIGNAL NO. 14, 2C	METER	200	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
ELEC. CABLE IN CONDUIT, SIGNAL NO. 14, 3C	METER	281			
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 4.85 m	EACH	2			
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			
MODIFY EXISTING CONTROLLER	EACH	1			

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	16	INCAND.	17	0.50	136.00
(YELLOW)	16		25	0.25	100.00
(GREEN)	16		15	0.25	60.00
ARROW	16		12	0.10	19.20
PED. SIGNAL	6		25	1.00	150.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN			35	0.05	

ENERGY COSTS TO: TOTAL = 632.70

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

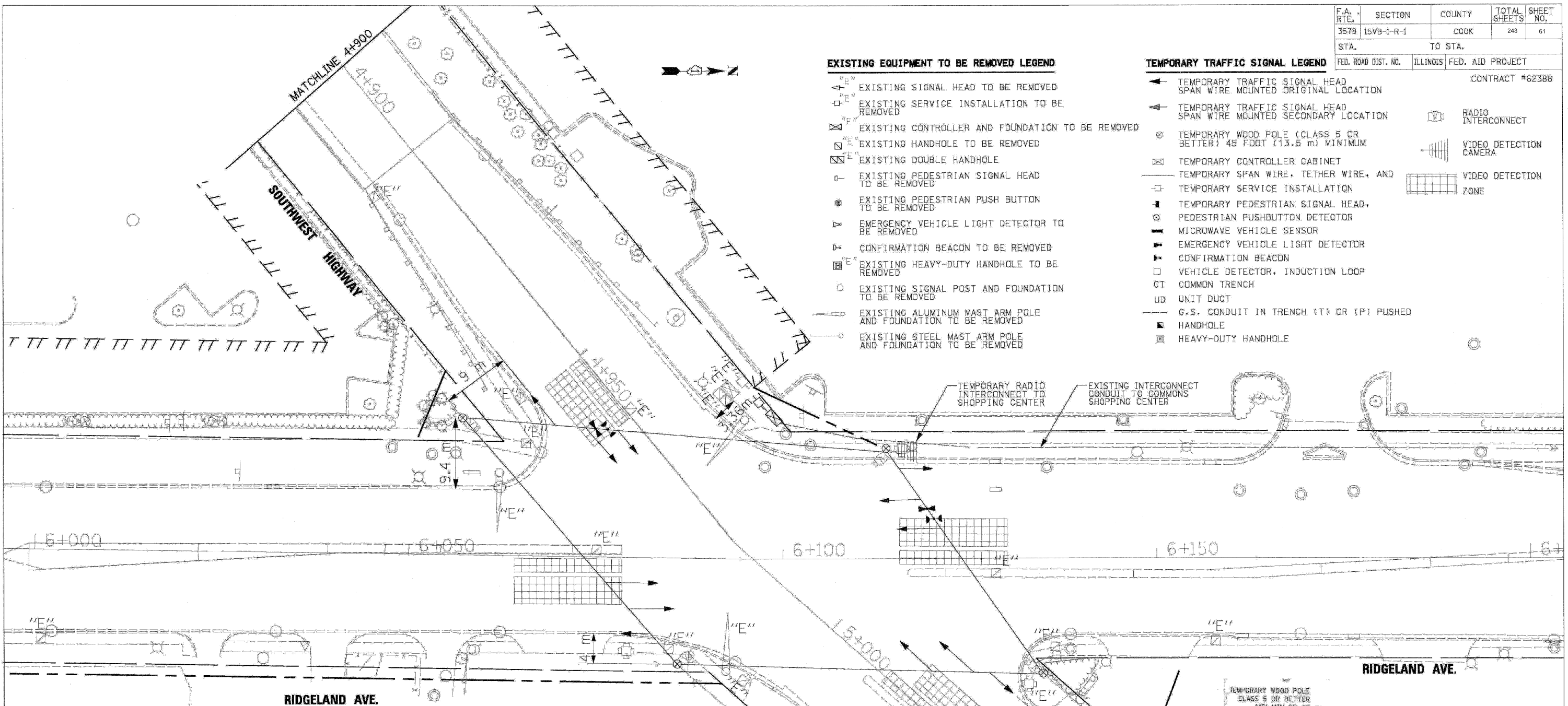
ENERGY SUPPLY: CONTACT: MR. DOUG BROWNFIELD
 PHONE: (708) 235-2339
 COMPANY: COMED

FOUNDATION (DEPTH)	FT.	(m)	CABLE SLACK	VERTICAL
TYPE A - POST	4	(1.2)	HANDHOLE	ALL FOUNDATIONS
D - CONTROLLER	4	(1.2)	DOUBLE HANDHOLE	MAST ARM (L) POLE
C - M. ARM POLE			SIGNAL POST	20'-H-2=
24" (600mm)	10	(3.0)	CONTROLLER CAB.	(6m-H-0.6m)=
30" (750mm)	15	(4.6)	FIBER OPTIC	BRACKET MOUNTED
			ELECTRIC SERVICE	PED. PUSHBUTTON
			GROUND CABLE	ELECTRIC SERVICE
				SERVICE TO GROUND
				POST MOUNTED

INFRASTRUCTURE ENGINEERING INCORPORATED
 33 West Monroe | Suite 1540 | Chicago, IL 60603
 P 312.425.9560 | F 312.425.9564 | www.infrastructure-eng.com

REVISIONS	DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION
		VILLAGE OF CHICAGO RIDGE SOUTHWEST HIGHWAY/103rd STREET INTERSECTION IMPROVEMENTS CABLE PLAN
		SCALE: N.T.S. DRAWN BY: BL
		DATE: 06-17-2009 DESIGNED BY: ERR
		CHECKED BY: RB

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EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ▲ "E" EXISTING SIGNAL HEAD TO BE REMOVED
- "E" EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊠ "E" EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊞ "E" EXISTING HANDHOLE TO BE REMOVED
- ⊞ "E" EXISTING DOUBLE HANDHOLE
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED
- ▽ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊞ CONFIRMATION BEACON TO BE REMOVED
- ⊞ "E" EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

TEMPORARY TRAFFIC SIGNAL LEGEND

- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.5 m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD,
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- MICROWAVE VEHICLE SENSOR
- ▽ EMERGENCY VEHICLE LIGHT DETECTOR
- ▽ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH (T) OR (P) PUSHED
- HANDHOLE
- ⊞ HEAVY-DUTY HANDHOLE
- ⊞ RADIO INTERCONNECT
- ⊞ VIDEO DETECTION CAMERA
- ⊞ VIDEO DETECTION ZONE

NOTES FOR TEMPORARY TRAFFIC SIGNALS

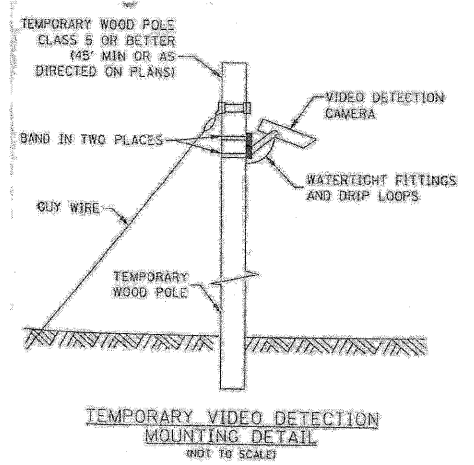
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE (300 mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON. IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. THE CONTRACTOR SHALL DISCONNECT THE EXISTING EMERGENCY VEHICLE PRE-EMPTION (EVP) EQUIPMENT AND RETURN TO OWNER TO BE REUSED FOR THE PERMANENT TRAFFIC SIGNAL INSTALLATION.

8. THE EXISTING ELECTRIC SERVICE POLE WILL BE RELOCATED AS SHOWN ON THE PROPOSED PLAN. INSTALL NEW ELECTRICAL SERVICE.

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.

4	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD
1	EACH	ALUMINUM MAST ARM ASSEMBLY AND POLE
1	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
3	EACH	SIGNAL HEAD, 3-FACE, 2-3 SECTION, 1-5 SECTION
3	EACH	TRAFFIC SIGNAL POST
1	EACH	SERVICE INSTALLATION
8	EACH	TRAFFIC SIGNAL BACKPLATE
1	EACH	CONTROLLER AND CABINET, COMPLETE

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



REVISION	DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF CHICAGO RIDGE
TEMPORARY TRAFFIC SIGNAL
MODIFICATION PLAN
SOUTHWEST HWY/RIDGELAND AVE.

SCALE: 250 m
DATE: 03-25-2009

DRAWN: BL
DESIGNED BY: ERR
CHECKED: RB

INFRASTRUCTURE ENGINEERING [INCORPORATED]
33 West Monroe | Suite 1540 | Chicago, IL 60603
P 312.425.9560 | F 312.425.9564 | www.infrastructure-eng.com

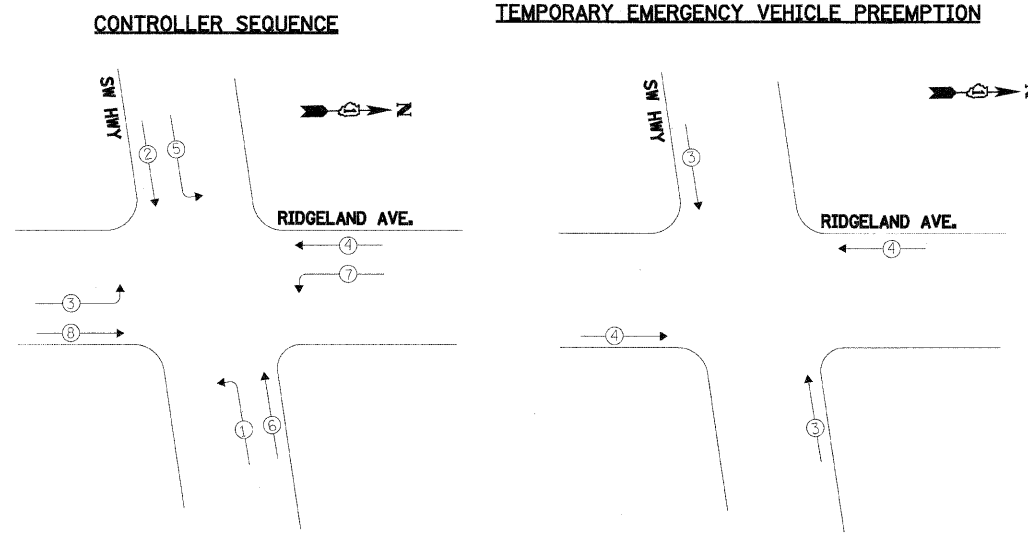
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	62
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT #62388

NOTE:

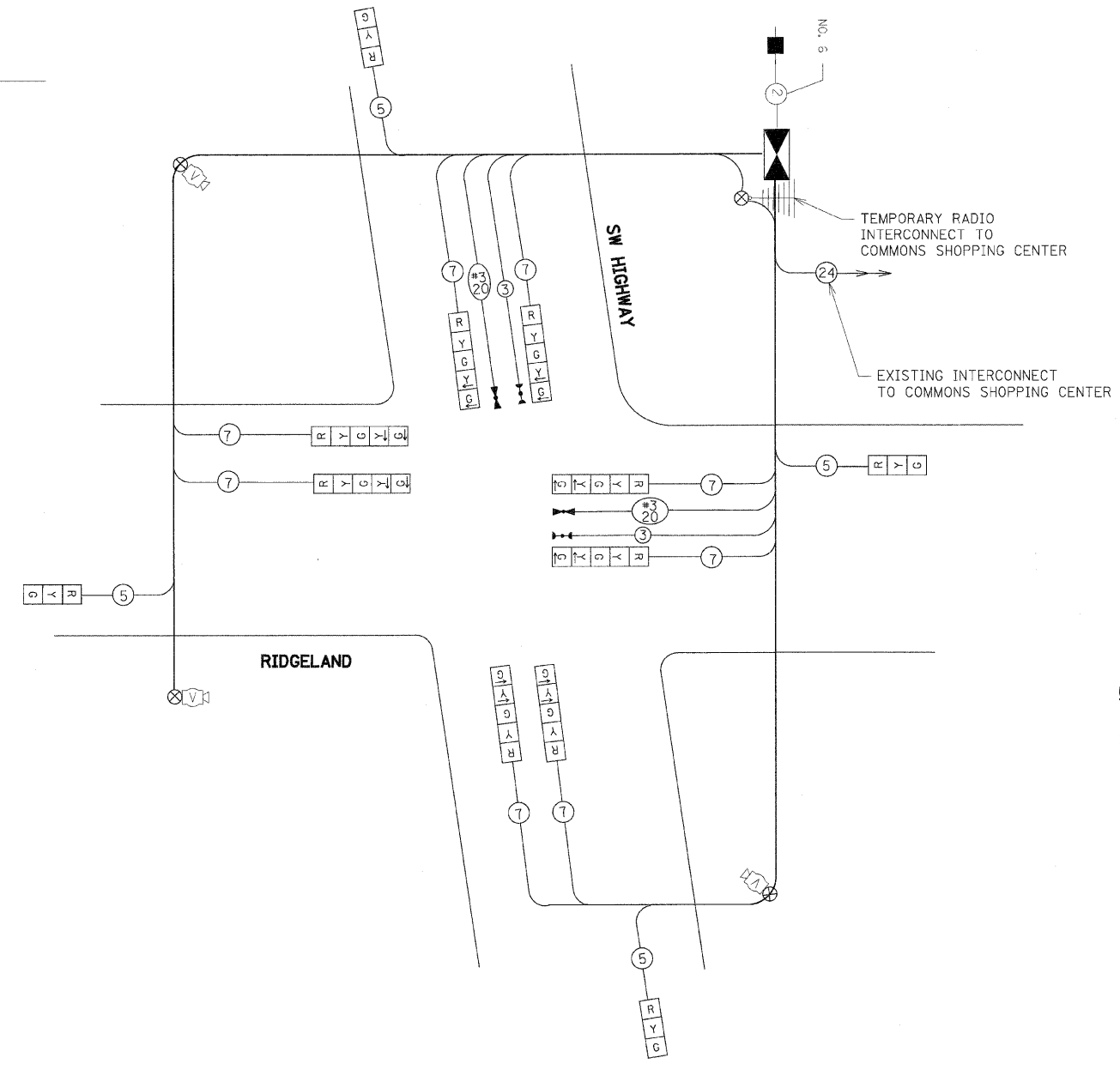
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THE PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM INSTALLATION



- LEGEND**
- ←○→ DUAL ENTRY PHASE
 - ←○→ PEDESTRIAN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTOR TYPE		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	←



- CABLE PLAN LEGEND**
- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
 - ☒ TEMPORARY CONTROLLER CABINET
 - ☐ TEMPORARY SERVICE INSTALLATION
 - DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
 - ∇ EMERGENCY VEHICLE LIGHT DETECTOR
 - CONFIRMATION BEACON
 - VEHICLE DETECTOR, INDUCTION LOOP
 - ⊙ PUSHBUTTON DETECTOR
 - [P] 12"(300mm) PEDESTRIAN SIGNAL SECTION
 - ▬ MICROWAVE VEHICLE SENSOR
 - ⊞ RADIO INTERCONNECT
 - ⊞ VIDEO DETECTION CAMERA
 - ⊗ WOOD POLE

CONSTRUCTION NOTE:

ALL LEFT-TURN PHASES WILL BE MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	405
ARROW	8	135	12	0.16	162
CONTROLLER	1	100	100	1.00	100
TOTAL =					1882

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 WEST CENTER COURT
 SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: DOUG BROWNFIELD
 PHONE: (708) 235-2339
 COMPANY: COMED

TEMPORARY CABLE PLAN

INFRASTRUCTURE ENGINEERING | INCORPORATED
 33 West Monroe | Suite 1540 | Chicago, IL 60603
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REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF CHICAGO RIDGE
TEMPORARY CABLE PLAN
TEMPORARY PHASE DESIGNATION
SOUTHWEST HWY/RIDGELAND AVE.

SCALE: DATE: 06-17-2009

DRAWN BY: BL
 DESIGNED BY: ERR
 CHECKED BY: RB

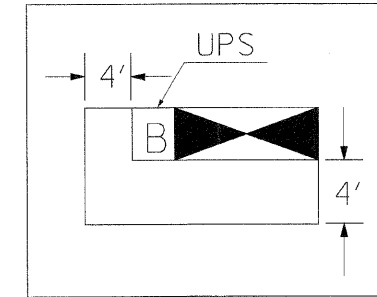
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT #62388

DETAIL "A"

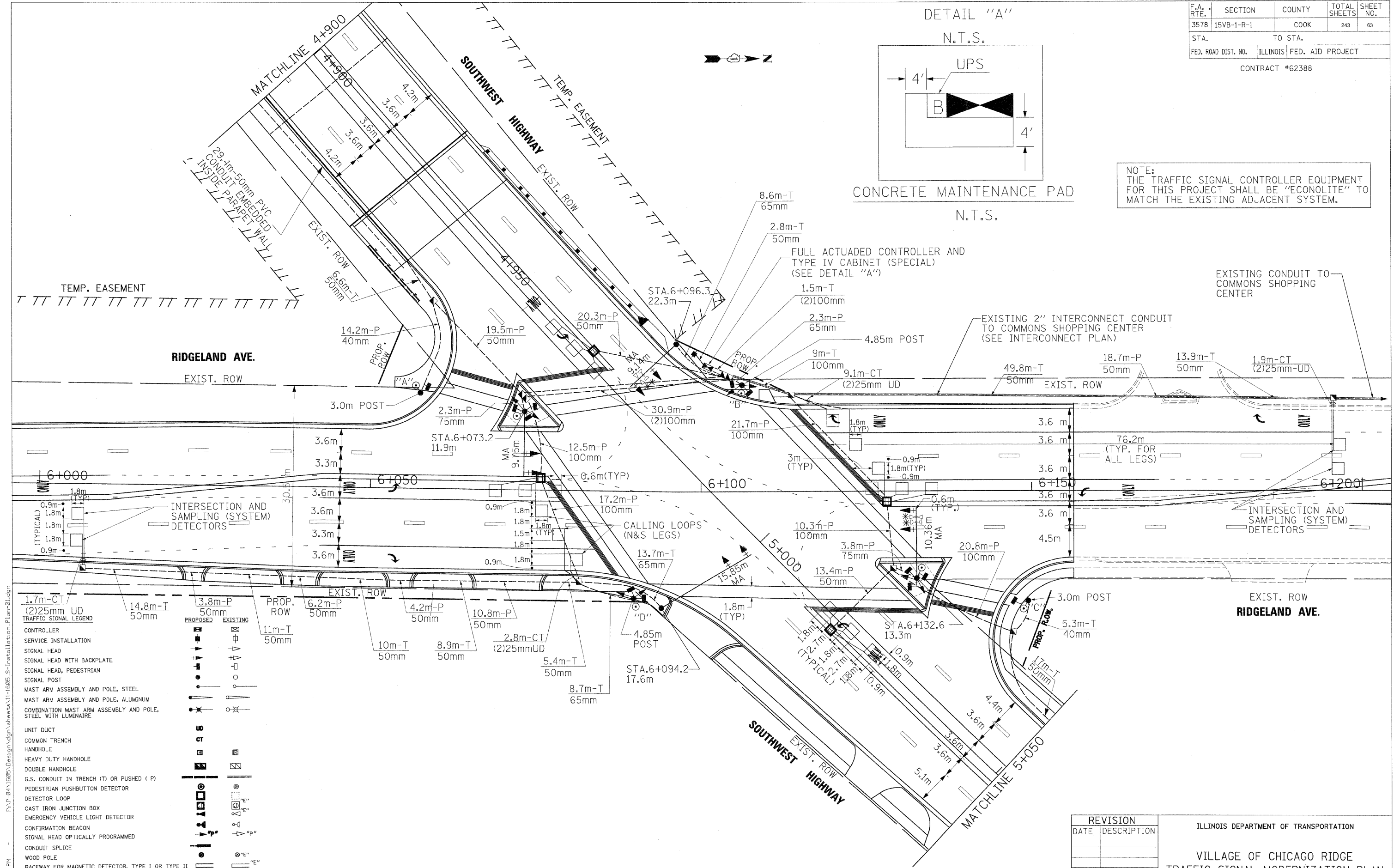
N.T.S.



CONCRETE MAINTENANCE PAD

N.T.S.

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



SYMBOL	DESCRIPTION
(Symbol)	CONTROLLER
(Symbol)	SERVICE INSTALLATION
(Symbol)	SIGNAL HEAD
(Symbol)	SIGNAL HEAD WITH BACKPLATE
(Symbol)	SIGNAL HEAD, PEDESTRIAN
(Symbol)	SIGNAL POST
(Symbol)	MAST ARM ASSEMBLY AND POLE, STEEL
(Symbol)	MAST ARM ASSEMBLY AND POLE, ALUMINUM
(Symbol)	COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
(Symbol)	UNIT DUCT
(Symbol)	COMMON TRENCH
(Symbol)	HANDHOLE
(Symbol)	HEAVY DUTY HANDHOLE
(Symbol)	DOUBLE HANDHOLE
(Symbol)	G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
(Symbol)	PEDESTRIAN PUSHBUTTON DETECTOR
(Symbol)	DETECTOR LOOP
(Symbol)	CAST IRON JUNCTION BOX
(Symbol)	EMERGENCY VEHICLE LIGHT DETECTOR
(Symbol)	CONFIRMATION BEACON
(Symbol)	SIGNAL HEAD OPTICALLY PROGRAMMED
(Symbol)	CONDUIT SPLICE
(Symbol)	WOOD POLE
(Symbol)	RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
(Symbol)	VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
(Symbol)	RAILROAD CONTROL CABINET
(Symbol)	TELEPHONE CONNECTION
(Symbol)	ILLUMINATED SIGN "NO LEFT TURN"
(Symbol)	ILLUMINATED SIGN "NO RIGHT TURN"

** RE-INSTALL THE EXISTING E.V.P. EQUIPMENT TO THE PERMANENT TRAFFIC SIGNAL MODIFICATION.

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REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF CHICAGO RIDGE
 TRAFFIC SIGNAL MODERNIZATION PLAN
 SOUTHWEST HWY/RIDGELAND AVE.

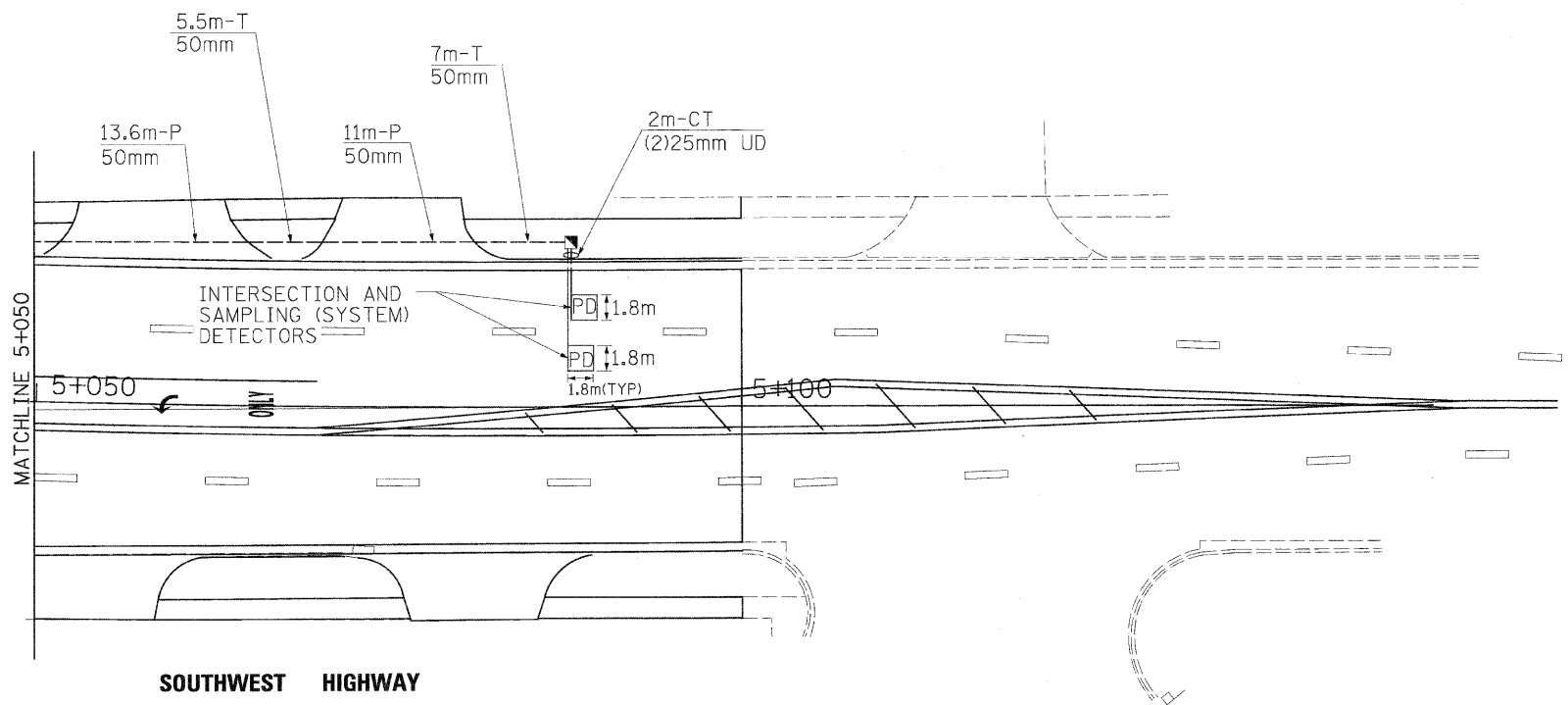
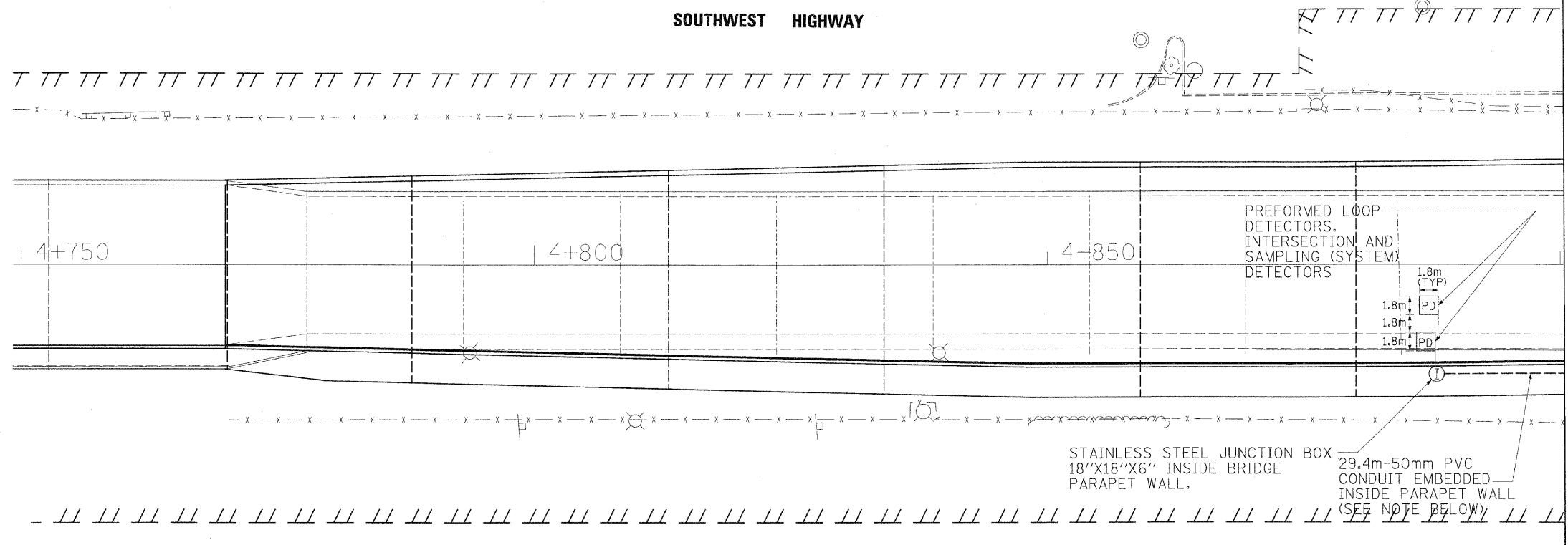
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 DATE: 06-17-2009

DRAWN: BL
 DESIGNED BY: ERR
 CHECKED: RB

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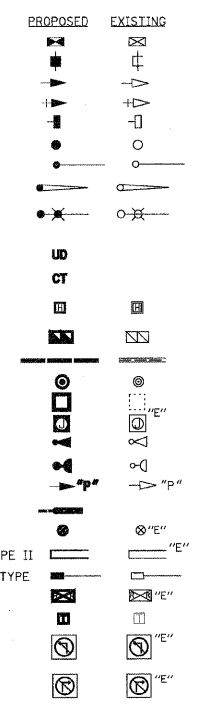
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	64
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62388



NOTE:
CONDUIT ATTACHED TO STRUCTURE WILL BE PROVIDED FOR FUTURE INTERCONNECT UNDERNEATH THE PROPOSED BRIDGE STRUCTURE. FOR MORE INFORMATION ON LOCATION SIZE AND TYPE, PLEASE SEE THE STRUCTURAL PLAN.

- TRAFFIC SIGNAL LEGEND**
- CONTROLLER
 - SERVICE INSTALLATION
 - SIGNAL HEAD
 - SIGNAL HEAD WITH BACKPLATE
 - SIGNAL HEAD, PEDESTRIAN
 - SIGNAL POST
 - MAST ARM ASSEMBLY AND POLE, STEEL
 - MAST ARM ASSEMBLY AND POLE, ALUMINUM
 - COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
 - UNIT DUCT
 - COMMON TRENCH
 - HANDHOLE
 - HEAVY DUTY HANDHOLE
 - DOUBLE HANDHOLE
 - G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
 - PEDESTRIAN PUSHBUTTON DETECTOR
 - DETECTOR LOOP
 - CAST IRON JUNCTION BOX
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - CONFIRMATION BEACON
 - SIGNAL HEAD OPTICALLY PROGRAMMED
 - CONDUIT SPLICE
 - WOOD POLE
 - RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
 - VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 - RAILROAD CONTROL CABINET
 - TELEPHONE CONNECTION
 - ILLUMINATED SIGN "NO LEFT TURN"
 - ILLUMINATED SIGN "NO RIGHT TURN"



REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF CHICAGO RIDGE
TRAFFIC SIGNAL INSTALLATION PLAN
SOUTHWEST HWY/RIDGELAND AVE.

SCALE: 250 m
DATE: 06-17-2009
DRAWN: BL
DESIGNED BY: ERR
CHECKED: RB

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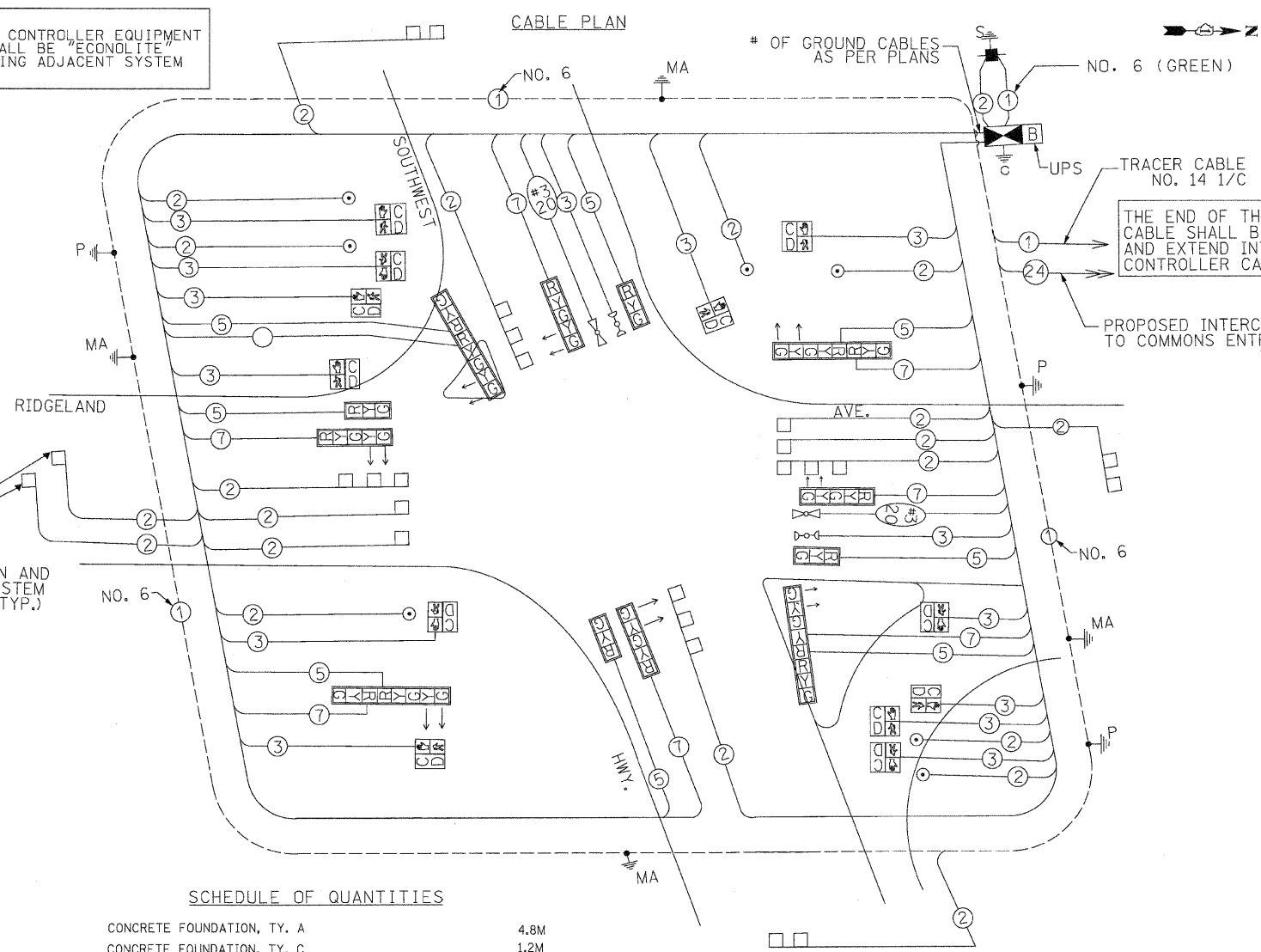
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CONTRACT #62388

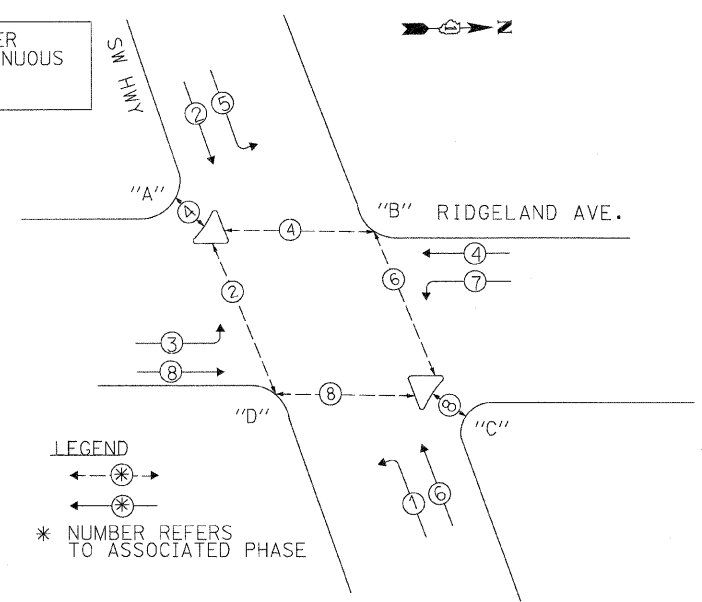
CABLE PLAN LEGEND

- EXISTING**
- 8" (200mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION C/D INDICATES COUNTDOWN SIGNAL HEAD
 - CONTROLLER CABINET
 - SERVICE INSTALLATION
 - TELEPHONE CONNECTION
 - MAGNETIC DETECTOR
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - CONFIRMATION BEACON
 - PUSHBUTTON DETECTOR
 - VEHICLE DETECTOR, INDUCTION LOOP
 - DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
 - SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD
- PROPOSED**
- RAILROAD CONTROL CABINET
 - SIGNAL FACE WITH ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
 - ILLUMINATE SIGN, FIBER OPTIC "NO RIGHT TURN"
 - GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
 - GROUND ROD AT POST OR MAST ARM POLE
 - GROUND ROD AT ELECTRIC SERVICE INSTALLATION
 - GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
 - FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
 - MICROWAVE VEHICLE SENSOR

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THE PROJECT SHALL BE "ECONDLITE" TO MATCH THE EXISTING ADJACENT SYSTEM INSTALLATION



CONTROLLER SEQUENCE



SUMMARY OF QUANTITIES

- 1 PUSH BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
- 2 PUSH BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
- 3 PUSH BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
- 4 PUSH BUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8

SCHEDULE OF QUANTITIES

SCHEDULE OF QUANTITIES

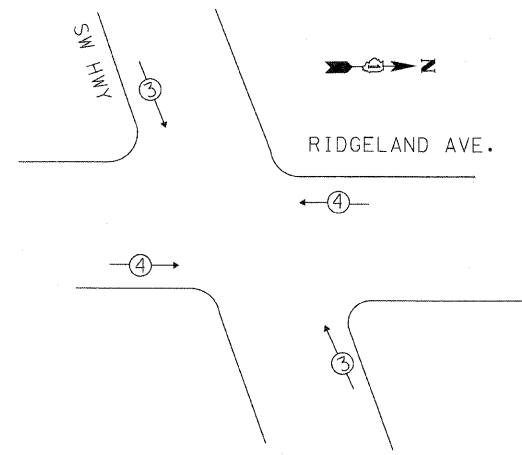
PED. PUSH BUTTON	EACH	7
DOUBLE HANDHOLE	EACH	2
PED. SIGNAL HEAD, L.E.D., 1 FACE BRACKET MOUNT W/ COUNTDOWN TIMER	EACH	2
PED. SIGNAL HEAD, L.E.D. 2 FACE BRACKET MOUNT W/ COUNTDOWN TIMER	EACH	2
PED. SIGNAL HEAD, L.E.D. 3 FACE BRACKET MOUNT W/ COUNTDOWN TIMER	EACH	2
PED. PUSH BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	2
HEAVY DUTY HANDHOLE	EACH	4
HANDHOLE	EACH	9
FULL-ACTUATED, CONTROLLER & TY. IV CABINET, SPECIAL	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1

CONCRETE FOUNDATION, TY. A	4.8M
CONCRETE FOUNDATION, TY. C	1.2M
CONCRETE FOUNDATION, TY. E 750 mm DIA.	4.8M
SERVICE INSTALLATION, POLE MOUNT	1 EACH
CONDUIT PUSH 50mm DIA. GALV. STEEL	101.2M
CONDUIT PUSH 75mm DIA. GALV. STEEL	6.1M
CONDUIT IN TRENCH, 50mm DIA., GALV. STEEL	146.1M
CONDUIT IN PUSH, 40mm DIA.	14.2M
CONDUIT IN TRENCH, 40 mm DIA., GALV. STEEL	5.3M
CONDUIT PUSHED, 65 mm DIA., GALV. STEEL	2.3M
CONDUIT IN TRENCH, 65mm DIA., GALV. STEEL	5.3M
CONDUIT IN TRENCH, 100 mm DIA., GALV. STEEL	12M
CONDUIT PUSHED, 100 mm DIA., GALV. STEEL	123.5M
ELEC. CABLE IN CONDUIT LEAD-IN NO. 14 1-PAIR	771.10M
ELEC. CABLE IN CONDUIT SIGNAL NO. 14 2C	385M
ELEC. CABLE IN CONDUIT SIGNAL NO. 14 3C	680.5M
ELEC. CABLE IN CONDUIT SIGNAL NO. 14 5C	648.48M
ELEC. CABLE IN CONDUIT SIGNAL NO. 14 7C	659.38M
ELEC. CABLE IN CONDUIT SERVICE, NO. 6 2C	6.3M
ELEC. CABLE IN CONDUIT GROUNDING, NO. 6 1C	6.3M
ELEC. CABLE IN CONDUIT NO. 20 3/C TWISTED, SHIELDED	85.7M
SIGN PANEL-TYPE 2	14.48 SQ. METER
TEMPORARY TRAFFIC SIGNAL INSTALLATION	1 EACH
TRANSCEIVER-FIBER OPTIC	1 EACH
UNINTERRUPTABLE POWER SUPPLY (UPS)	1 EACH

SCHEDULE OF QUANTITIES

PREFORMED DETECTOR LOOP	43.90M
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM-LEVEL II	1 EACH
SIGNAL HEAD, L.E.D., 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	4 EACH
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	4 EACH
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION MAST ARM MOUNTED	4 EACH
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	1 EACH
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	8 EACH
TRAFFIC SIGNAL POST, GALV. STEEL 3 m	2 EACH
TRAFFIC SIGNAL POST, GALV. STEEL 4.85 m	2 EACH
STEEL COMBINATION MAST ARM ASSEMBLY & POLE 9.14m	1 EACH
INDUCTIVE LOOP DETECTOR	13 EACH
RELOCATE EXISTING, EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	1 EACH
RELOCATE EXISTING, EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	1 EACH
REMOVE EXISTING HANDHOLE	12 EACH
REMOVE ELECTRICAL CABLE FROM CONDUIT	133.5M
STEEL COMBINATION MAST ARM ASSEMBLY & POLE 9.75 m	1 EACH
STEEL COMBINATION MAST ARM ASSEMBLY & POLE 10.36 m	1 EACH
STEEL COMBINATION MAST ARM ASSEMBLY & POLE 15.85 m	1 EACH
REMOVE EXISTING CONCRETE FOUNDATION	4 EACH
REMOVE EXISTING SERVICE INSTALLATION	1 EACH

EMERGENCY VEHICLE PEEPTION



PROPOSED EMERGENCY VEHICLE PEEPTION TYPE		
EMERGENCY VEHICLE PEEPTION	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)	15	17		0.50	127.50
(YELLOW)	15	25		0.25	93.75
(GREEN)	15	15		0.25	93.75
ARROW	16	12		0.10	19.20
PED. SIGNAL	12	25		1.00	300
CONTROLLER	1	100		1.00	100
ILLUM. SIGN				0.50	
FLASHER					
TOTAL =					734.20

FOUNDATION (DEPTH)	FT.	(m)	CABLE SLACK	FT.	(m)	VERTICAL	FT.	(m)
TYPE A - POST	4	(1.2)	HANDHOLE	6.5	(2.0)	ALL FOUNDATIONS	3.5	(1.0)
D - CONTROLLER	4	(1.2)	DOUBLE HANDHOLE	3	(4.0)	MAST ARM (L) POLE	20'	HL-2=
C - M. ARM POLE			SIGNAL POST	2	(1.0)		(6m+L-0.6m)=	
24" (600mm)	10	(3.0)	CONTROLLER CAB.	1	(0.5)	BRACKET MOUNTED	13	(4.0)
30" (750mm)	15	(4.6)	FIBER OPTIC	13	(4.0)	PED. PUSHBUTTON	4	(1.2)
			ELECTRIC SERVICE	1	(0.5)	ELECTRIC SERVICE	13.5	(4.1)
			GROUND CABLE	1	(0.5)	SERVICE TO GROUND	13.5	(4.1)
						POST MOUNTED	6	(1.8)

ENERGY COSTS TO:
ILLINOIS DEPT. OF TRANSPORTATION
201 W CENTER CT
SCHAUMBURG, IL 60196-1096
CONTACT: DOUG BROWNFIELD
PHONE: (708) 235-2339
COMPANY: ComED

100% COST TO THE VILLAGE OF CHICAGO RIDGE

INFRASTRUCTURE ENGINEERING | INCORPORATED
33 West Monroe | Suite 1540 | Chicago, IL 60603
P 312.425.9560 | F 312.425.9564 | www.infrastructure-eng.com

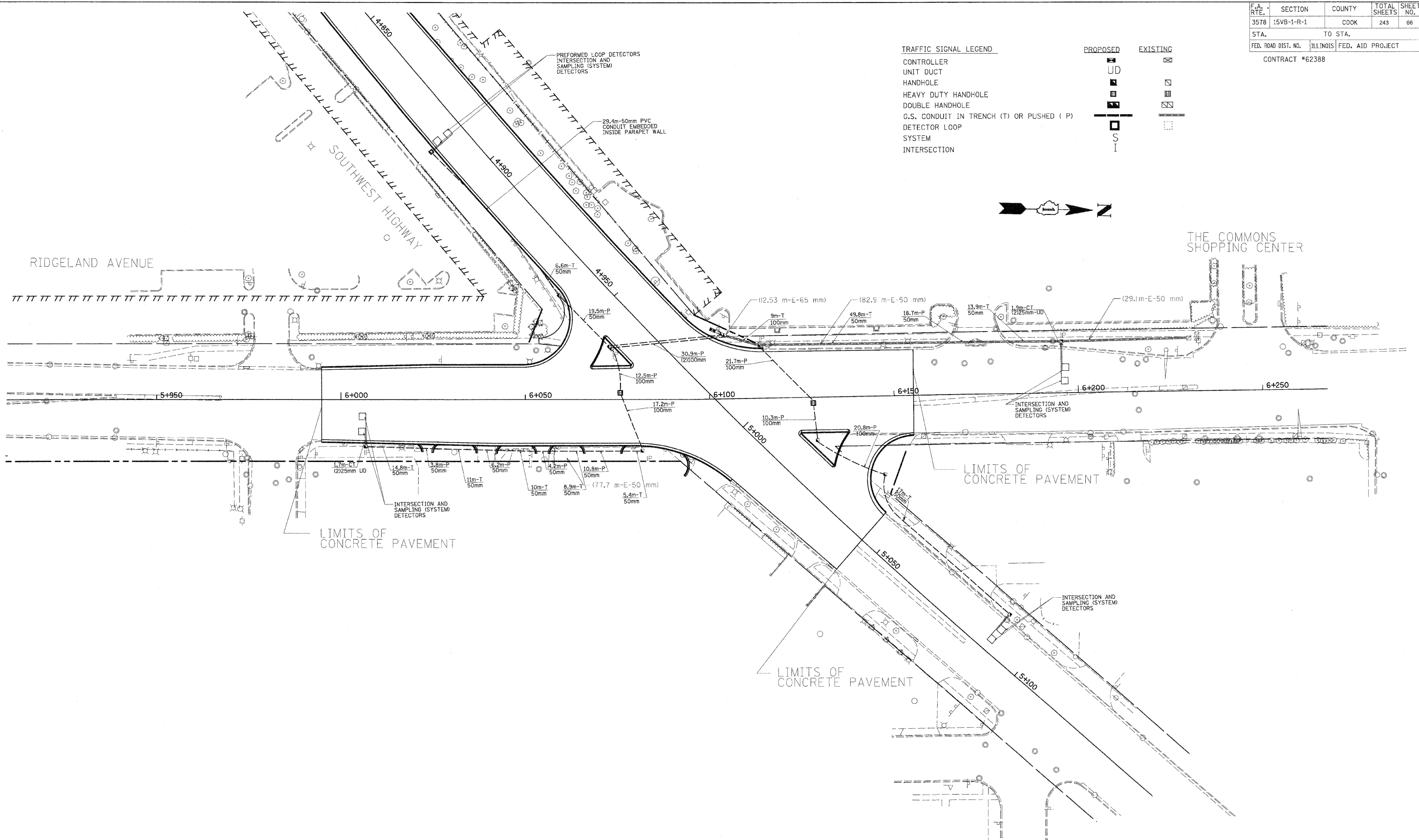
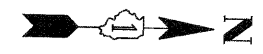
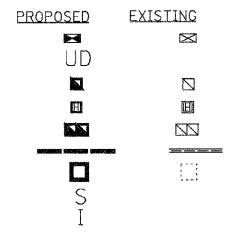
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
VILLAGE OF CHICAGO RIDGE
SCHEDULE OF QUANTITIES, CABLE PLAN
PHASE DESIGNATION PLAN AND
EMERGENCY VEHICLE PEEPTION SEQUENCE
SOUTHWEST HWY/RIDGELAND AVE.
SCALE: N.T.S.
DATE: 06/17/2009
DRAWN BY: BL
DESIGNED BY: ERR
CHECKED BY: RB

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	66
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT #62388				

TRAFFIC SIGNAL LEGEND

CONTROLLER
UNIT DUCT
HANDHOLE
HEAVY DUTY HANDHOLE
DOUBLE HANDHOLE
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
DETECTOR LOOP SYSTEM
INTERSECTION



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REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

VILLAGE OF CHICAGO RIDGE
PROPOSED INTERCONNECT PLAN
SOUTHWEST HWY. & RIDGELAND AVE.

INFRASTRUCTURE ENGINEERING | INCORPORATED

33 West Monroe | Suite 1540 | Chicago, IL 60603
P 312.425.9560 | F 312.425.9564 | www.infrastructure-eng.com

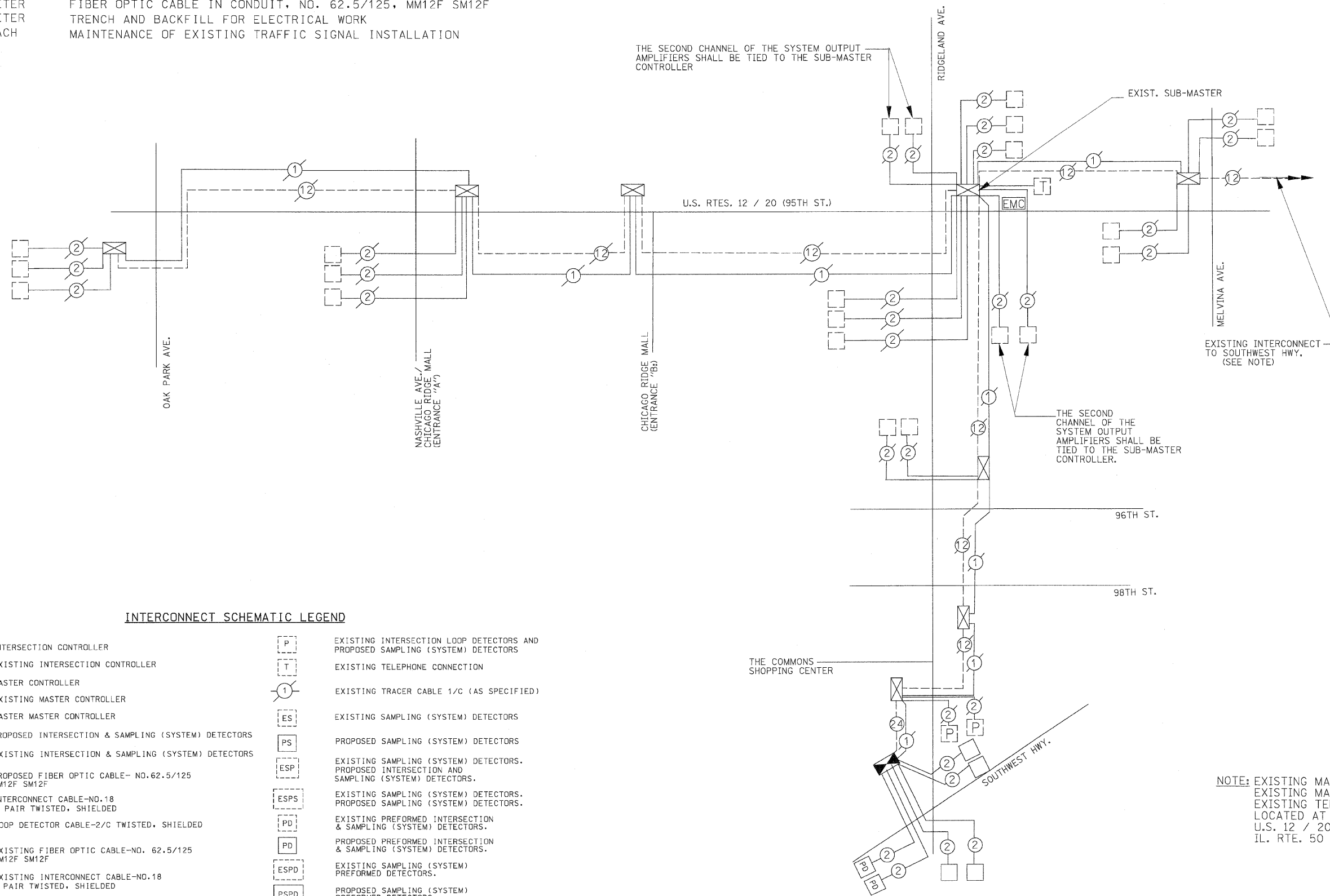
SCALE: DRAWN BY: BL
DATE: 06-17-2009 DESIGNED BY: ERR
CHECKED BY: RB

INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
133.5	METER	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
133.5	METER	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F
140.00	METER	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	243	67
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT #62388



INTERCONNECT SCHEMATIC LEGEND

	INTERSECTION CONTROLLER		EXISTING INTERSECTION LOOP DETECTORS AND PROPOSED SAMPLING (SYSTEM) DETECTORS
	EXISTING INTERSECTION CONTROLLER		EXISTING TELEPHONE CONNECTION
	MASTER CONTROLLER		EXISTING TRACER CABLE 1/C (AS SPECIFIED)
	EXISTING MASTER CONTROLLER		EXISTING SAMPLING (SYSTEM) DETECTORS
	MASTER MASTER CONTROLLER		PROPOSED SAMPLING (SYSTEM) DETECTORS
	PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS.
	EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS		EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.
	PROPOSED FIBER OPTIC CABLE- NO.62.5/125 MM12F SM12F		EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.
	INTERCONNECT CABLE-NO.18 3 PAIR TWISTED, SHIELDED		EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS.
	LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED		PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS.
	EXISTING FIBER OPTIC CABLE-NO. 62.5/125 MM12F SM12F		EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS.
	EXISTING INTERCONNECT CABLE-NO.18 3 PAIR TWISTED, SHIELDED		PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS.
	EXISTING LOOP DETECTOR CABLE-2/C TWISTED, SHIELDED		EXISTING INTERCONNECT CABLE-NO. 62.5/125 12F FIBER OPTIC CABLE
	TELEPHONE CONNECTION		PROPOSED INTERCONNECT CABLE-NO. 62.5/125 12F FIBER OPTIC CABLE
	PROPOSED TRACER CABLE NO. 14 1C		

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

NOTE: EXISTING MASTER-MASTER CONTROLLER EXISTING MASTER CONTROLLER AND EXISTING TELEPHONE CONNECTION ARE LOCATED AT THE INTERSECTION OF U.S. 12 / 20 (95TH ST.) AND IL. RTE. 50 (CICERO AVE.)



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REVISIONS	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 VILLAGE OF CHICAGO RIDGE
 TEMPORARY/PROPOSED INTERCONNECT SCHEMATIC
 SOUTHWEST HWY/RIDGELAND AVE.

SCALE:
 DATE: 06-17-2009

DRAWN BY: BL
 DESIGNED BY: ERR
 CHECKED BY: RB

Upper Case to Lower Case

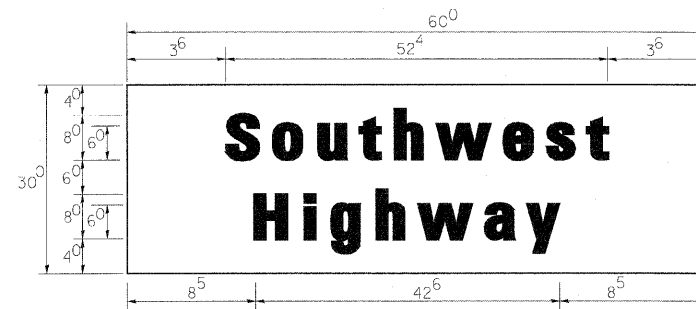
Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2³ DENOTES $\frac{3}{8}$

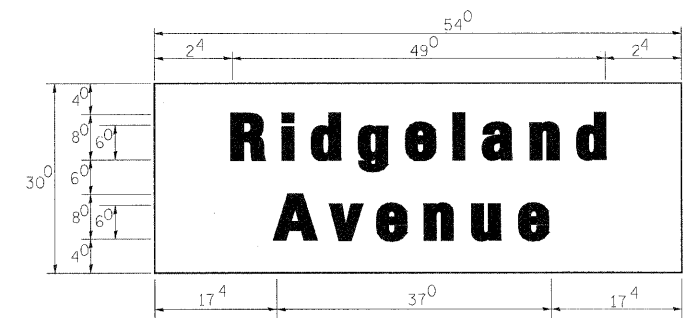
UPPER AND LOWER CASE LETTER WIDTHS CONTRACT #62388

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2

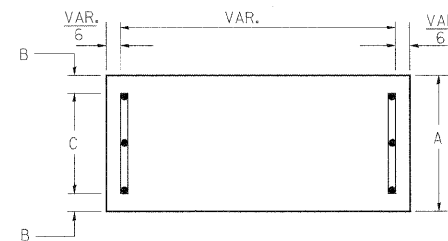


— Sq. M. each
 12.5 Sq. Ft. each
 — 2 Required
 Design Series D

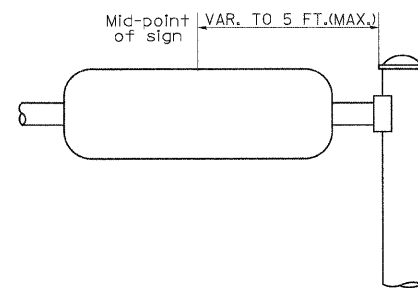


— Sq. M. each
 11.25 Sq. Ft. each
 — 2 Required
 Design Series D

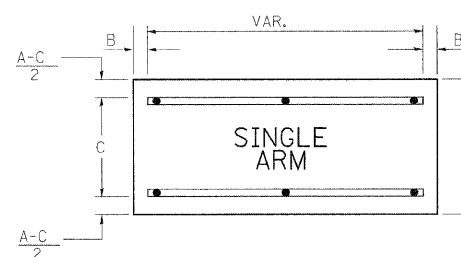
SUPPORTING CHANNELS



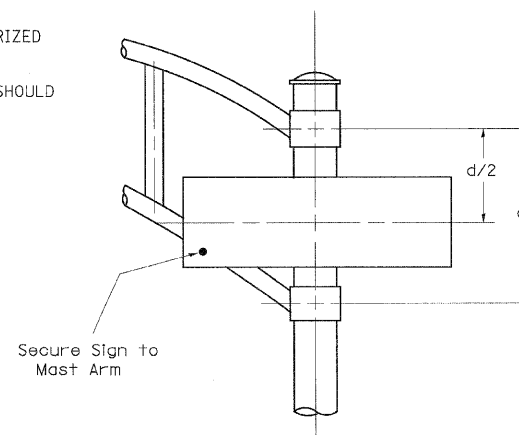
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



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



DUAL ARM

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

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	
	C	D	C	D	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 ⁴	1 ²	1 ⁴	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 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	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 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 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	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 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	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	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g i j	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				
l m n q u																				
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 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	
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	1 ²	1 ⁴	1 ²	
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 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	
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	1 ¹	1 ²	1 ⁴	
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 ¹	1 ²	1 ²	1 ⁴	1 ²	
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 ¹	1 ²	1 ²	1 ⁴	1 ²	



















Number to Number

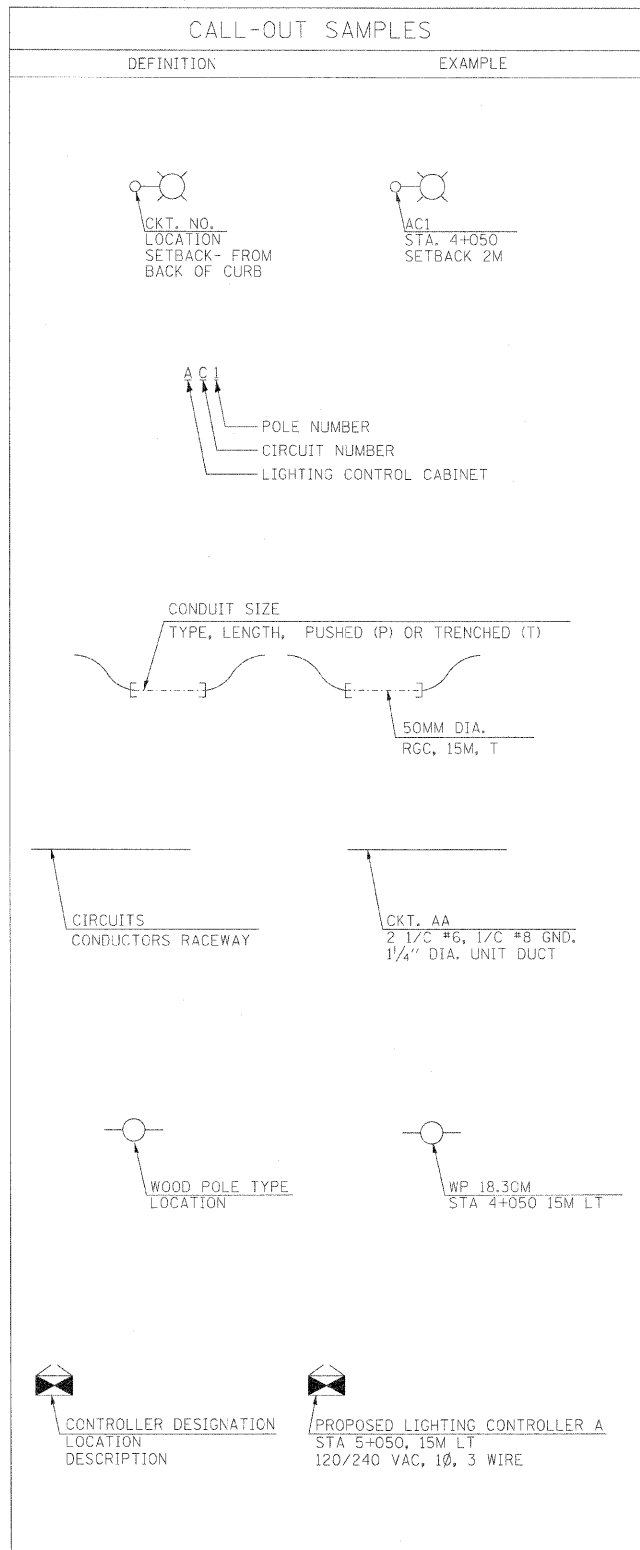
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	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 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	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 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²
6	1 ⁶	1 ⁷	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 ⁴	1 ⁵	1 ⁴	1 ⁵
7	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴
8	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷

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

LEGEND

-  PROPOSED COMBINATION LIGHTING UNIT
13.72M M.H., 4.5M M.A., 400W, 240V HPS LUMINAIRE
-  PROPOSED LIGHTING UNIT (BRIDGE MOUNTED)
14.5M M.H., 2.5M M.A., 400W, 240V HPS LUMINAIRE
-  PROPOSED LIGHTING UNIT (T-BASE, GROUND MOUNTED)
15.2M M.H., 4.5M M.A., 400W, 240V HPS LUMINAIRE
-  PROPOSED LIGHTING UNIT (WALL MOUNTED)
14.5M M.H., 4.5M M.A., 400W, 240V HPS LUMINAIRE
-  EXISTING LIGHTING UNIT TO REMAIN
400W, 240V HPS LUMINAIRE
-  EXISTING COMBINATION UNIT TO BE REMOVED
400W, 240V HPS LUMINAIRE
-  EXISTING LIGHTING UNIT TO BE REMOVED
400W, 240V HPS LUMINAIRE
-  TEMPORARY LIGHTING UNIT,
15.2M M.H., 4.5M M.A., 400W, 240V HPS LUMINAIRE
MOUNTED ON WOOD POLE, SIZE AS NOTED
-  RIGID GALVANIZED STEEL CONDUIT (RGC)
PUSHED (P), OR TRENCHED (T)
SIZE AS INDICATED
-  UNIT DUCT, AS SPECIFIED IN PLANS
-  EXISTING UNDERGROUND WIRING TO REMAIN
UNLESS OTHERWISE NOTED
-  EXISTING UNIT DUCT TO BE ABANDONED
-  AERIAL CABLE WITH MESSENGER WIRE
-  PROPOSED LIGHTING CONTROLLER
-  EXISTING VILLAGE OF CHICAGO RIDGE
LIGHTING CONTROLLER TO BE REMOVED
-  PROPOSED WOOD POLE, 18.30M
-  ELECTRIC UTILITY POLE
-  ELECTRIC GROUND ROD



ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
mm	MILLIMETER
MH	MOUNTING HEIGHT
NO. #	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED, SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

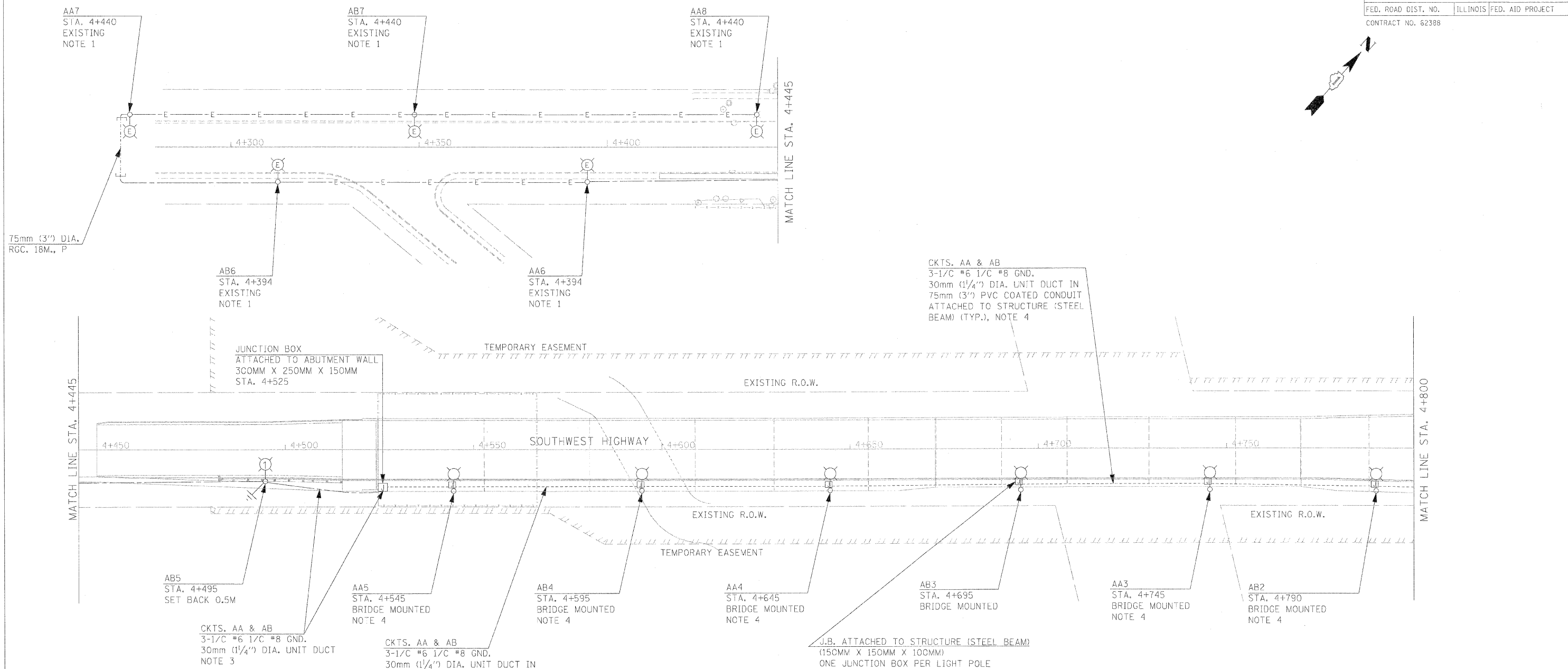
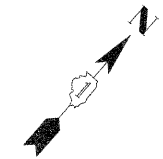
GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUIT, UNIT DUCTS, DIRECT BURIAL CABLE, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS.
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. FOR THE EXISTING LIGHT POLE AND FOUNDATIONS THAT ARE TO BE REMOVED, THE ASSOCIATED UNDERGROUND CONDUITS AND CABLE SHALL BE SEPARATED FROM RESPECTIVE FOUNDATIONS AT 760 MM (2.5 FEET) BELOW GRADE AND SHALL BE ABANDONED.
9. ALL LIGHTING EQUIPMENT REMOVED AS PART OF THIS CONTRACT SHALL REMAIN THE PROPERTY OF THE VILLAGE OF CHICAGO RIDGE AND SHALL BE DELIVERED TO THE VILLAGE PUBLIC WORKS YARD LOCATED AT 10046 ANDERSON AVE, CHICAGO RIDGE, ILLINOIS 60415.
10. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 760 MM (30 INCHES) DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDER DRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE/VILLAGE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
11. WHERE MULTIPLE CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
12. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
13. WHEREVER THE TEMPORARY AERIAL CABLE IS REQUIRED TO CROSS AN EXISTING AND/OR PROPOSED ROADWAY, THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 6 METER (20 FEET) OF VERTICAL CLEARANCE OVER THE ROADWAY AT ALL TIMES.
14. THE CONTRACTOR MUST VERIFY IN THE FIELD ALL EXISTING LIGHT POLE CIRCUITS AND WIRING PRIOR TO ANY LIGHTING WORK BEING PERFORMED. THE CONTRACTOR SHALL DISCONNECT THE WIRING OF THE LIGHT POLES TO BE REMOVED AT THE EXISTING LIGHTING CONTROLLER BEFORE ANY LIGHTING EQUIPMENT REMOVAL CAN TAKE PLACE. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF CHICAGO RIDGE PUBLIC WORKS DEPARTMENT AT (708) 425-8766 FOR ACCESS TO THE EXISTING LIGHTING CONTROLLER CABINET.



REVISIONS	
NAME	DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	70
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



- NOTES:**
1. THE CONTRACTOR SHALL VERIFY THE WIRING OF THESE LIGHT POLES IN THE FIELD, AND WITH THE VILLAGE OF CHICAGO RIDGE PUBLIC WORKS DEPARTMENT. THE EXISTING LIGHT POLES TO REMAIN THAT WERE CONNECTED TO THE EXISTING LIGHTING CONTROLLER SHALL BE CONNECTED TO THE NEW VILLAGE OF CHICAGO RIDGE MAINTAINED LIGHTING CONTROLLER LOCATED AT THE INTERSECTION OF RIDGELAND AVENUE AND SOUTHWEST HIGHWAY.
 2. THE CONTRACTOR SHALL INSTALL NEW UNIT DUCT IN TRENCH FROM POLE* AB5 TO PROPOSED WALL MOUNTED JUNCTION BOX ON ABUTMENT WALL AS SHOWN. THE CONTRACTOR SHALL THEN INSTALL THE UNIT DUCT IN A PVC COATED STEEL CONDUIT ATTACHED TO ABUTMENT WALL UP TO THE PROPOSED JUNCTION BOX.
 3. THE CONTRACTOR SHALL INSTALL NEW UNIT DUCT IN TRENCH FROM POLE* AB5 TO PROPOSED WALL MOUNTED JUNCTION BOX ON ABUTMENT WALL AS SHOWN. THE CONTRACTOR SHALL THEN INSTALL THE UNIT DUCT IN A PVC COATED STEEL CONDUIT ATTACHED TO ABUTMENT UP TO THE PROPOSED JUNCTION BOX.
 4. CONDUITS AND JUNCTION BOXES CALLED OUT TO BE ATTACHED TO STRUCTURE SHALL BE ATTACHED TO BRIDGE STEEL BEAM CLOSEST TO LIGHT POLE. ALL CONNECTIONS AND CLAMPS USED SHALL BE WEATHER PROOF. ALL CLAMPS AND BRACKETS SHALL BE ATTACHED WITH SCREWS OR BOLTS, NO WELDING TO THE BRIDGE BEAMS IS ALLOWED. SEE STRUCTURAL DETAILS FOR MORE INFORMATION.

PATRICK
ENGINEERING INC.
LISLE, ILLINOIS

GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

REVISIONS	
NAME	DATE

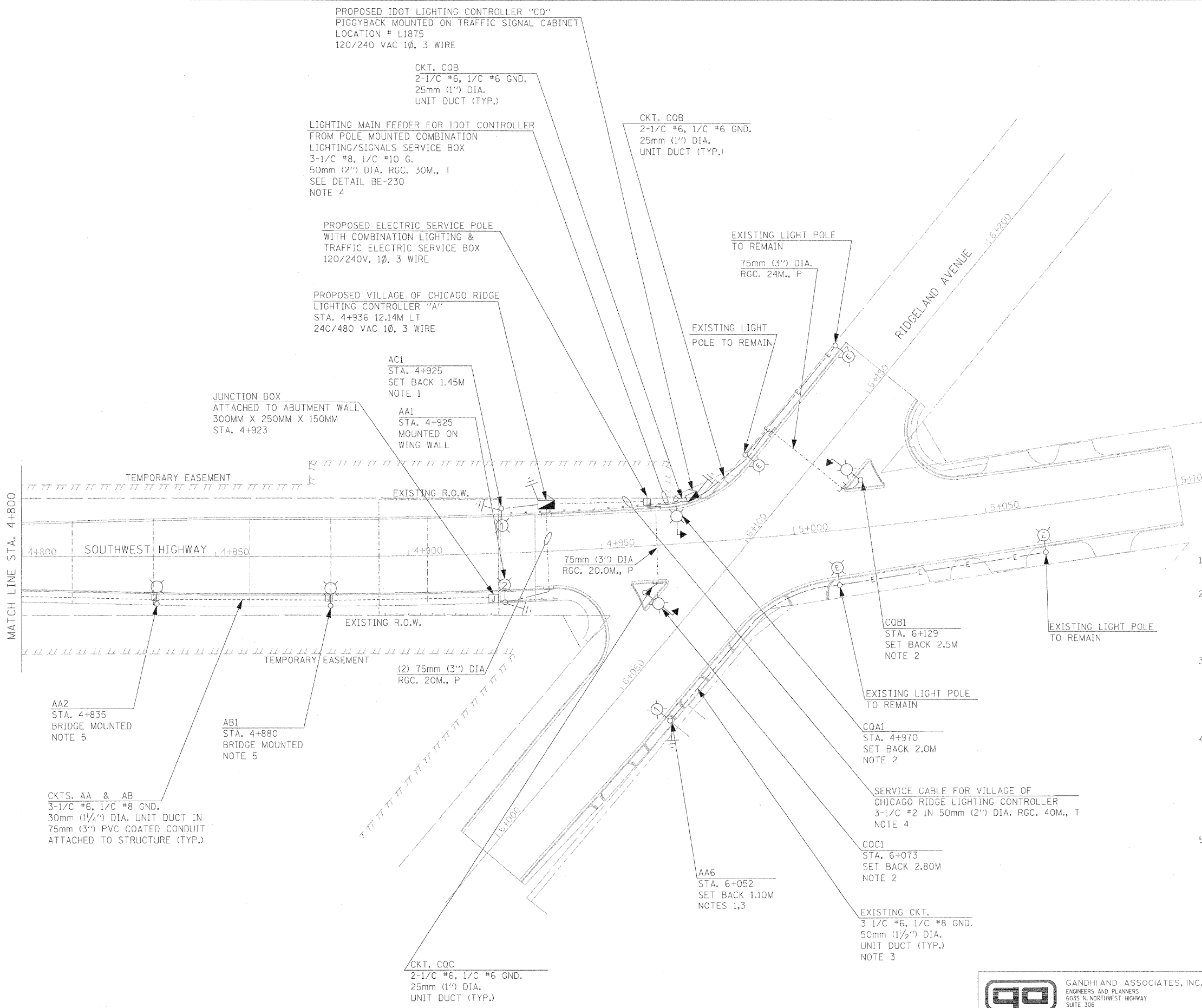
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
PROPOSED ROADWAY LIGHTING
SHEET 1 OF 2

SCALE: 1:500
DATE: JUNE 17, 2009
DRAWN BY: RDP/KGP
CHECKED BY: PKG/MAE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	71

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

CONTRACT NO. 62388



NOTES:

1. ALL PROPOSED GROUND MOUNTED LIGHT POLES SHALL HAVE TRANSFORMER BASES.
2. COMBINATION TRAFFIC SIGNALS AND LIGHTING POLES; MOUNTING HEIGHT IS 13.72M AND LIGHTING MAST ARM IS 4.5M LONG. PAY ITEM FOR COMBINATION POLE IS LISTED UNDER TRAFFIC SIGNALS QUANTITIES. COMBINATION POLE PAY ITEM INCLUDES LIGHTING MAST ARM BUT LUMINAIRE IS NOT INCLUDED IN COMBINATION POLE ITEM.
3. THE CONTRACTOR SHALL CONNECT THE PROPOSED LIGHT POLE TO THE EXISTING LIGHTING CONTROLLER LOCATED AT MERRIMAC AVENUE, WHICH IS MAINTAINED BY THE VILLAGE OF OAK LAWN. THE EXISTING CIRCUIT THAT SHALL BE ASSIGNED TO THE PROPOSED POLE SHALL BE THE SAME AS THE ONE THAT WAS ASSIGNED TO THE POLE BEING REMOVED THAT IS CLOSEST TO THE INTERSECTION.
4. ALL MATERIALS, EQUIPMENT, AND LABOR NEEDED TO INSTALL AND CONNECT THE ELECTRIC SERVICE FROM THE COMED UTILITY TRANSFORMER TO THE LIGHTING CONTROLLER CABINET SHALL BE PART OF PAY ITEM NO. 80400100 - ELECTRIC SERVICE INSTALLATION. THAT SHALL INCLUDE THE APPROVED METER SOCKET, COMBINATION SERVICE BOX, CABLE, CONDUIT AND TRENCHING FOR THE CONDUIT SHOWN ON THE PLANS. ALL CONNECTIONS, SPLICING, AND WIRING TO THE NEW LIGHTING CONTROLLER SHALL ALSO INCLUDED UNDER THE SAME PAY ITEM.
5. CONDUITS AND JUNCTION BOXES CALLED OUT TO BE ATTACHED TO STRUCTURE SHALL BE ATTACHED TO BRIDGE STEEL BEAM CLOSEST TO LIGHT POLE. ALL CONNECTIONS AND CLAMPS USED SHALL BE PVC COATED. ALL CLAMPS AND BRACKETS SHALL BE ATTACHED WITH SCREWS OR BOLTS, NO WELDING TO THE BRIDGE BEAMS IS ALLOWED. SEE STRUCTURAL DETAILS FOR MORE INFORMATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PROPOSED ROADWAY LIGHTING
 SHEET 2 OF 2

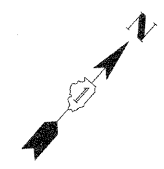
SCALE: 1:500
 DATE: JUNE 17, 2009

DRAWN BY: RDP/KGP
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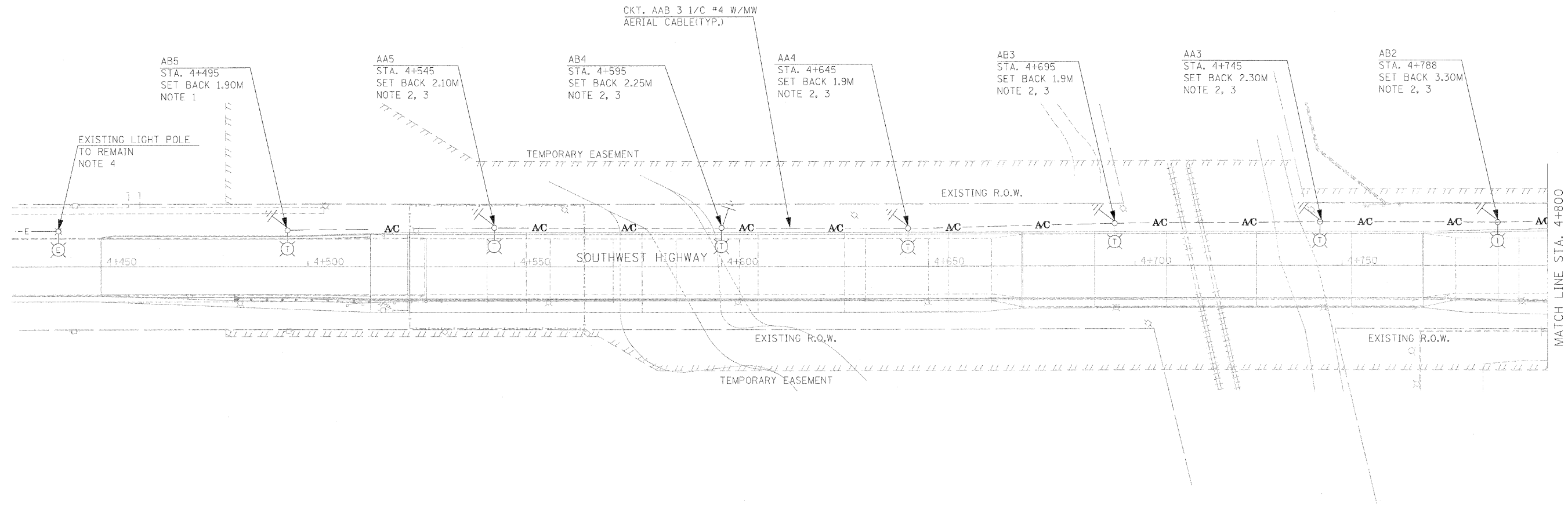
PATRICK
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 LISLE, ILLINOIS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	72
S/A.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				



NOTES:

1. USE 18.30M LONG WOOD POLE AT THIS LOCATION TO PROVIDE A 15.2M MOUNTING HEIGHT.
2. USE 30.48M LONG WOOD POLE AT THIS LOCATION TO PROVIDE A 15.2M MOUNTING HEIGHT.
3. THE CONTRACTOR SHALL BE AWARE OF THE LONG LEAD TIME FOR ORDERING 100 FOOT TEMPORARY WOOD POLES.
4. THE EXISTING LIGHT POLES TO REMAIN SHALL BE WIRED AND FULLY OPERATIONAL AT ALL TIMES DURING AND AFTER CONSTRUCTION.



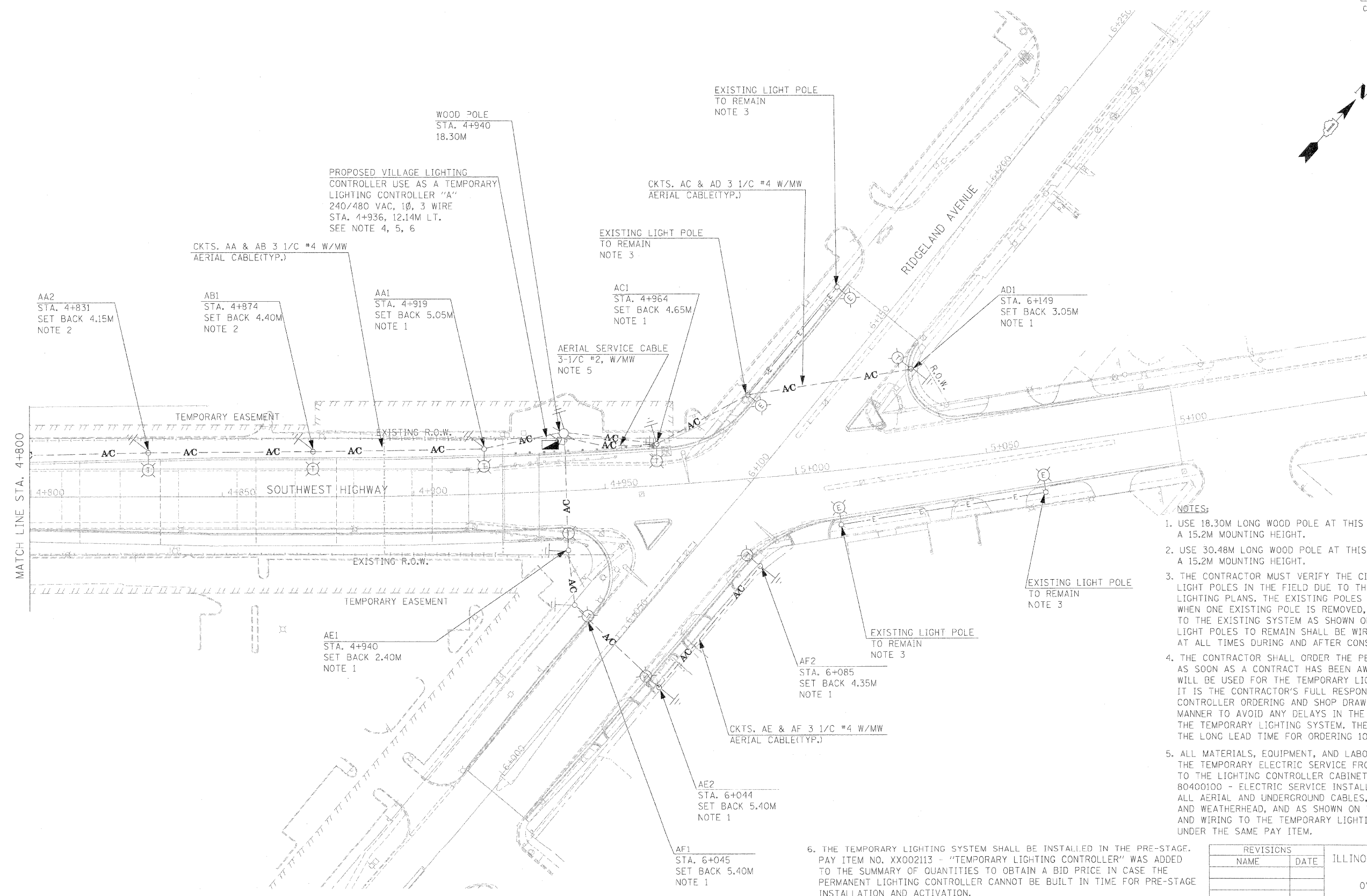
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ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
TEMPORARY ROADWAY LIGHTING
SHEET 1 OF 2
SCALE: 1:500
DATE: JUNE 17, 2009
DRAWN BY: RDP/KGP
CHECKED BY: PKG/MAE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	73
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



- NOTES:**
1. USE 18.30M LONG WOOD POLE AT THIS LOCATION TO PROVIDE A 15.2M MOUNTING HEIGHT.
 2. USE 30.48M LONG WOOD POLE AT THIS LOCATION TO PROVIDE A 15.2M MOUNTING HEIGHT.
 3. THE CONTRACTOR MUST VERIFY THE CIRCUITING OF ALL EXISTING LIGHT POLES IN THE FIELD DUE TO THE LACK OF EXISTING OR AS-BUILT LIGHTING PLANS. THE EXISTING POLES TO REMAIN THAT ARE IMPACTED WHEN ONE EXISTING POLE IS REMOVED, MUST BE RECONNECTED BACK TO THE EXISTING SYSTEM AS SHOWN ON THESE PLANS. THE EXISTING LIGHT POLES TO REMAIN SHALL BE WIRED AND FULLY OPERATIONAL AT ALL TIMES DURING AND AFTER CONSTRUCTION.
 4. THE CONTRACTOR SHALL ORDER THE PERMANENT LIGHTING CONTROLLER AS SOON AS A CONTRACT HAS BEEN AWARDED. THE PERMANENT CONTROLLER WILL BE USED FOR THE TEMPORARY LIGHTING AS SHOWN ON THESE PLANS. IT IS THE CONTRACTOR'S FULL RESPONSIBILITY TO COMPLETE THE LIGHTING CONTROLLER ORDERING AND SHOP DRAWING REVIEW PROCESS IN A TIMELY MANNER TO AVOID ANY DELAYS IN THE INSTALLATION AND OPERATION OF THE TEMPORARY LIGHTING SYSTEM. THE CONTRACTOR SHALL BE AWARE OF THE LONG LEAD TIME FOR ORDERING 100 FOOT TEMPORARY WOOD POLES.
 5. ALL MATERIALS, EQUIPMENT, AND LABOR NEEDED TO INSTALL AND CONNECT THE TEMPORARY ELECTRIC SERVICE FROM THE COMED UTILITY TRANSFORMER TO THE LIGHTING CONTROLLER CABINET SHALL BE PART OF PAY ITEM NO. 80400100 - ELECTRIC SERVICE INSTALLATION. THAT SHALL INCLUDE THE ALL AERIAL AND UNDERGROUND CABLES, CONDUITS, TRENCHING, SERVICE RISER, AND WEATHERHEAD, AND AS SHOWN ON THE PLANS. ALL CONNECTIONS, SPLICING, AND WIRING TO THE TEMPORARY LIGHTING CONTROLLER SHALL ALSO INCLUDED UNDER THE SAME PAY ITEM.

6. THE TEMPORARY LIGHTING SYSTEM SHALL BE INSTALLED IN THE PRE-STAGE. PAY ITEM NO. XX002113 - "TEMPORARY LIGHTING CONTROLLER" WAS ADDED TO THE SUMMARY OF QUANTITIES TO OBTAIN A BID PRICE IN CASE THE PERMANENT LIGHTING CONTROLLER CANNOT BE BUILT IN TIME FOR PRE-STAGE INSTALLATION AND ACTIVATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 TEMPORARY ROADWAY LIGHTING
 SHEET 2 OF 2

SCALE: 1:500
 DATE: JUNE 17, 2009
 DRAWN BY: RDP/KGP
 CHECKED BY: PKG/MAE

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 ENGINEERS AND PLANNERS
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 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL: 773/774-5910

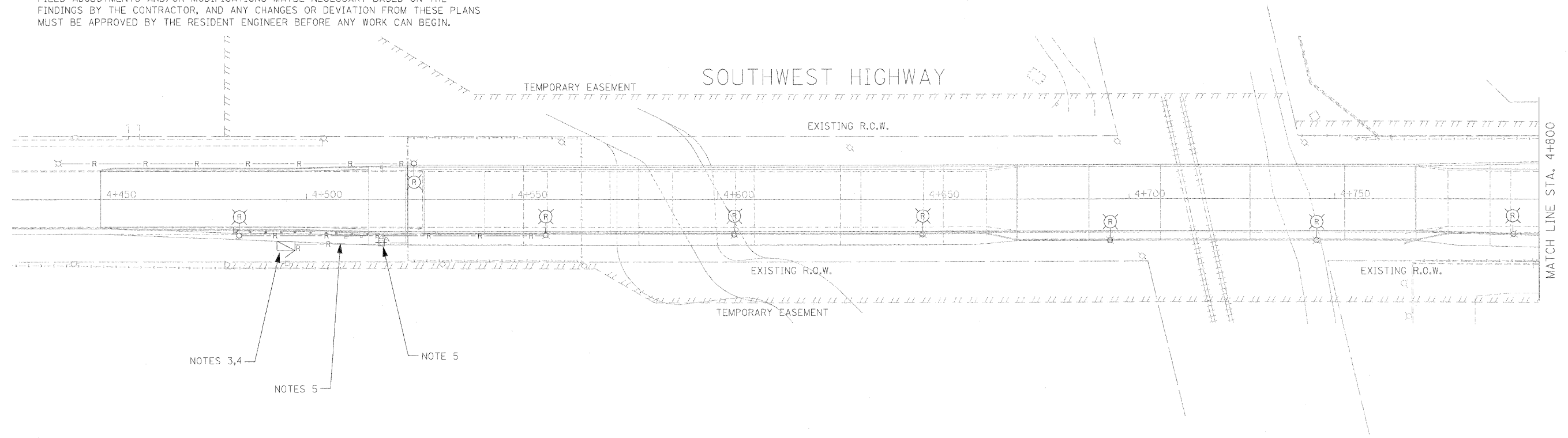
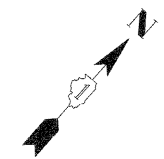
PATRICK
 ENGINEERING INC.
 LISLE, ILLINOIS

NOTES:

1. THE CONTRACTOR SHALL VERIFY IN THE FIELD THE CONNECTIONS AND WIRING OF ALL EXISTING LIGHT POLES TO BE REMOVED.
2. THE TEMPORARY LIGHTING SYSTEM MUST BE INSTALLED AND FULLY OPERATIONAL BEFORE ANY EXISTING LIGHTING UNITS ARE DISCONNECTED OR REMOVED.
3. THE CONTRACTOR SHALL DISCONNECT THE WIRING OF THE LIGHTING UNITS TO BE REMOVED AT THE CONTROLLER BEFORE THE LIGHTING UNITS ARE REMOVED.
4. THE CONTRACTOR SHALL KEEP THE EXISTING VILLAGE OF CHICAGO RIDGE LIGHTING CONTROLLER IN PLACE AND FULLY OPERATIONAL TO POWER THE EXISTING LIGHTS LOCATED OFF OF THE SOUTHWEST HIGHWAY BRIDGE. THE CONTRACTOR SHALL INSTALL ALL OF THE PROPOSED LIGHTING CONDUITS AND UNIT DUCTS TO POWER THE EXISTING LIGHT POLES THAT WILL REMAIN ON SOUTHWEST HIGHWAY BEFORE THE EXISTING CONTROLLER IS REMOVED AS SHOWN ON THESE PLANS.
5. THE CONTRACTOR SHALL DISCONNECT THE SERVICE FEEDER CABLES AT THE LIGHTING CONTROLLER, AND REMOVE THE EXISTING ELECTRIC SERVICE INSTALLATION EQUIPMENT. THAT SHALL NOT TAKE PLACE UNTIL THE EXISTING LIGHT POLES TO REMAIN HAVE BEEN CONNECTED TO THE NEW VILLAGE LIGHTING CONTROLLER, AND ARE FULLY OPERATIONAL.
6. ALL EXISTING CONDUITS AND UNIT DUCTS THAT ARE CONNECTED TO ANY EXISTING LIGHT POLES THAT ARE AFFECTED BY THE LIGHTING IMPROVEMENTS MUST BE FIELD VERIFIED BY THE CONTRACTOR. THIS IS DUE TO THE LACK OF AS BUILT LIGHTING PLANS THAT SHOW THE EXISTING UNDERGROUND WIRING, AND CONDUIT/UNIT DUCT ROUTING. MINOR FIELD ADJUSTMENTS AND/OR MODIFICATIONS MAYBE NECESSARY BASED ON THE FINDINGS BY THE CONTRACTOR, AND ANY CHANGES OR DEVIATION FROM THESE PLANS MUST BE APPROVED BY THE RESIDENT ENGINEER BEFORE ANY WORK CAN BEGIN.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	74
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62388



NOTES 3,4
 NOTES 5
 NOTE 5



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 ENGINEERS AND PLANNERS
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 SUITE 306
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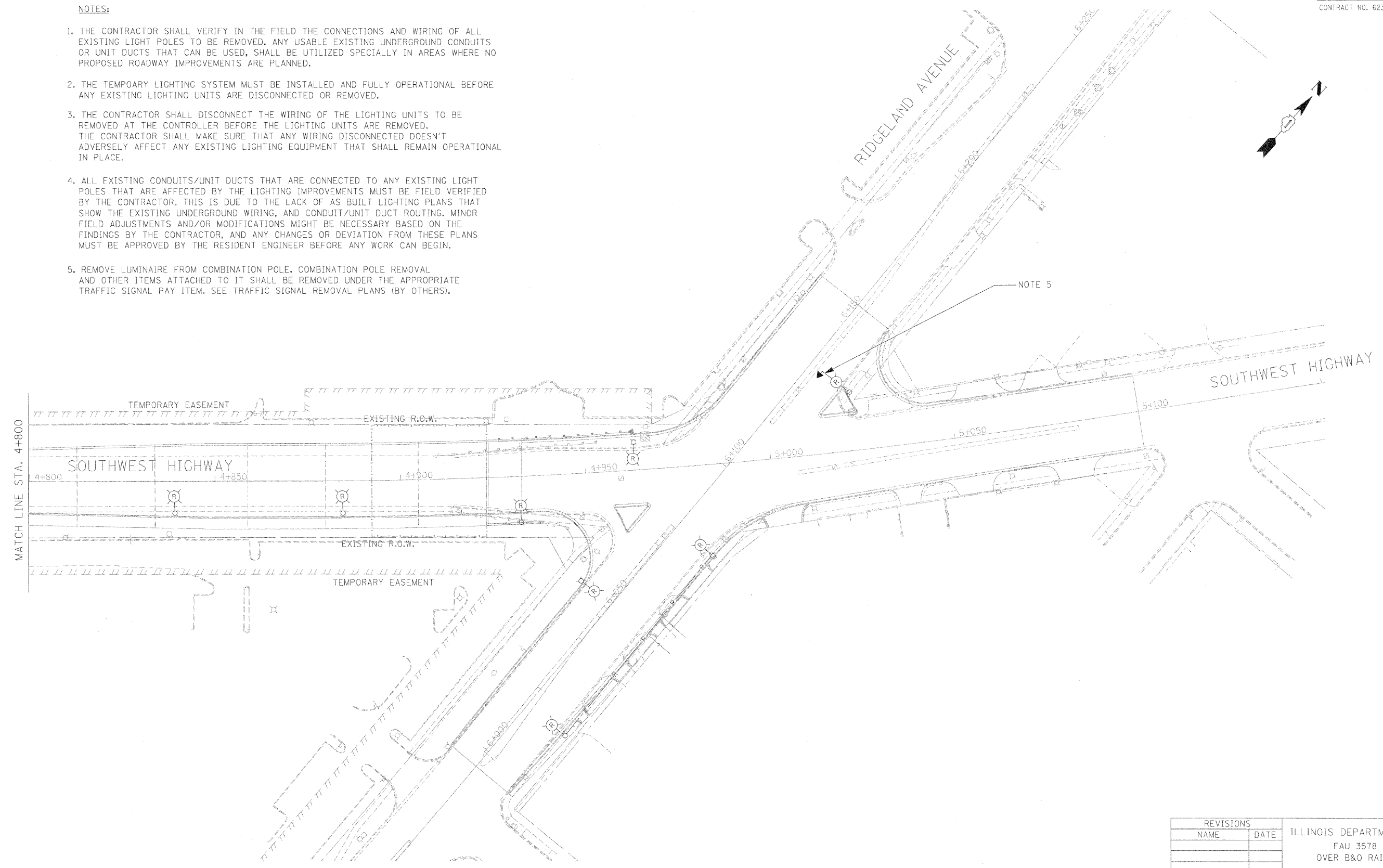
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 LIGHTING REMOVAL PLAN
 SHEET 1 OF 2
 SCALE: 1:500
 DATE: JUNE 17, 2009
 DRAWN BY: RDP/KGP
 CHECKED BY: PKG/MAE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	75
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

NOTES:

1. THE CONTRACTOR SHALL VERIFY IN THE FIELD THE CONNECTIONS AND WIRING OF ALL EXISTING LIGHT POLES TO BE REMOVED. ANY USABLE EXISTING UNDERGROUND CONDUITS OR UNIT DUCTS THAT CAN BE USED, SHALL BE UTILIZED SPECIALLY IN AREAS WHERE NO PROPOSED ROADWAY IMPROVEMENTS ARE PLANNED.
2. THE TEMPORARY LIGHTING SYSTEM MUST BE INSTALLED AND FULLY OPERATIONAL BEFORE ANY EXISTING LIGHTING UNITS ARE DISCONNECTED OR REMOVED.
3. THE CONTRACTOR SHALL DISCONNECT THE WIRING OF THE LIGHTING UNITS TO BE REMOVED AT THE CONTROLLER BEFORE THE LIGHTING UNITS ARE REMOVED. THE CONTRACTOR SHALL MAKE SURE THAT ANY WIRING DISCONNECTED DOESN'T ADVERSELY AFFECT ANY EXISTING LIGHTING EQUIPMENT THAT SHALL REMAIN OPERATIONAL IN PLACE.
4. ALL EXISTING CONDUITS/UNIT DUCTS THAT ARE CONNECTED TO ANY EXISTING LIGHT POLES THAT ARE AFFECTED BY THE LIGHTING IMPROVEMENTS MUST BE FIELD VERIFIED BY THE CONTRACTOR. THIS IS DUE TO THE LACK OF AS BUILT LIGHTING PLANS THAT SHOW THE EXISTING UNDERGROUND WIRING, AND CONDUIT/UNIT DUCT ROUTING. MINOR FIELD ADJUSTMENTS AND/OR MODIFICATIONS MIGHT BE NECESSARY BASED ON THE FINDINGS BY THE CONTRACTOR, AND ANY CHANGES OR DEVIATION FROM THESE PLANS MUST BE APPROVED BY THE RESIDENT ENGINEER BEFORE ANY WORK CAN BEGIN.
5. REMOVE LUMINAIRE FROM COMBINATION POLE. COMBINATION POLE REMOVAL AND OTHER ITEMS ATTACHED TO IT SHALL BE REMOVED UNDER THE APPROPRIATE TRAFFIC SIGNAL PAY ITEM. SEE TRAFFIC SIGNAL REMOVAL PLANS (BY OTHERS).



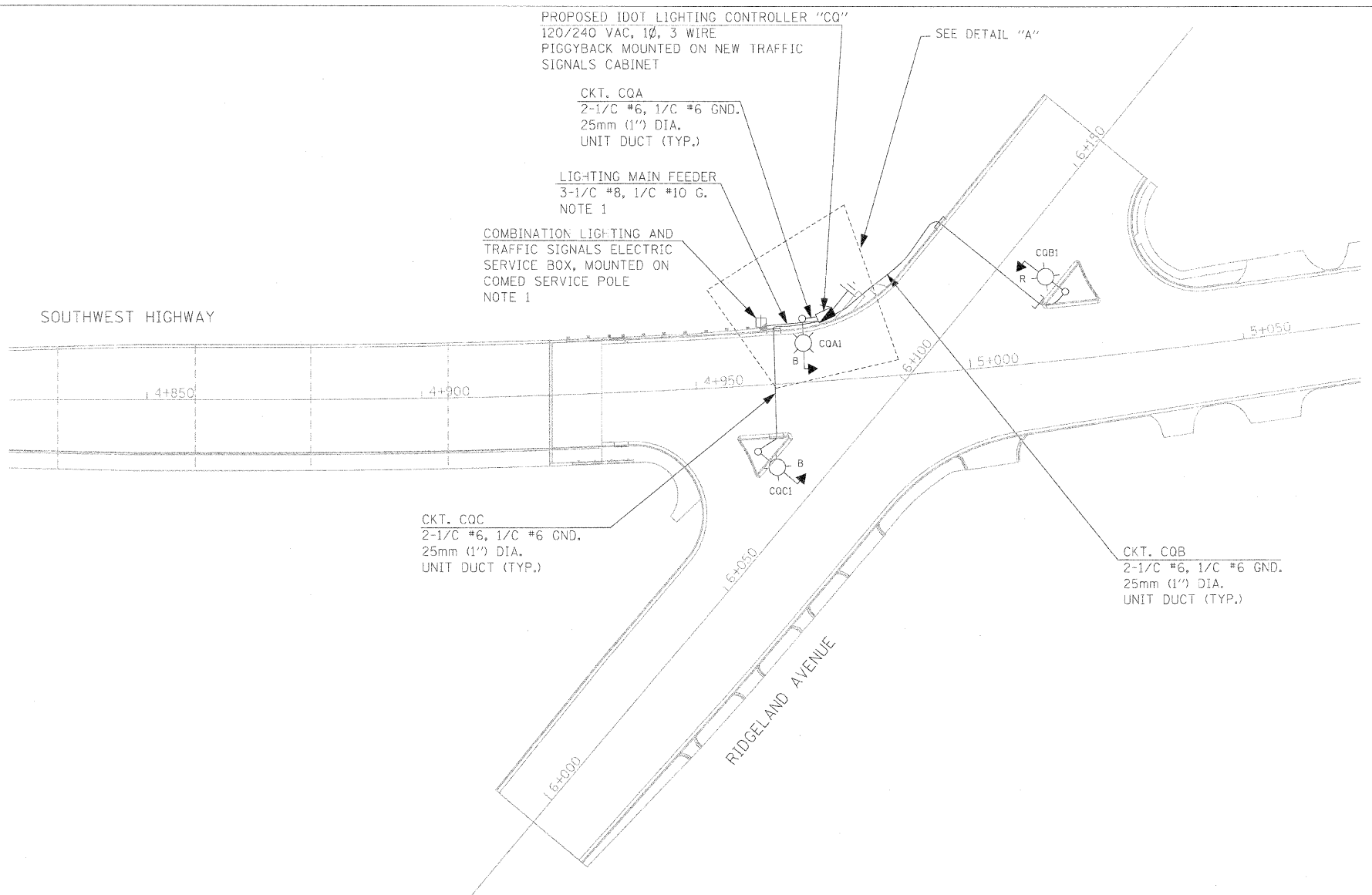
PATRICK
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GA GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

REVISIONS	
NAME	DATE

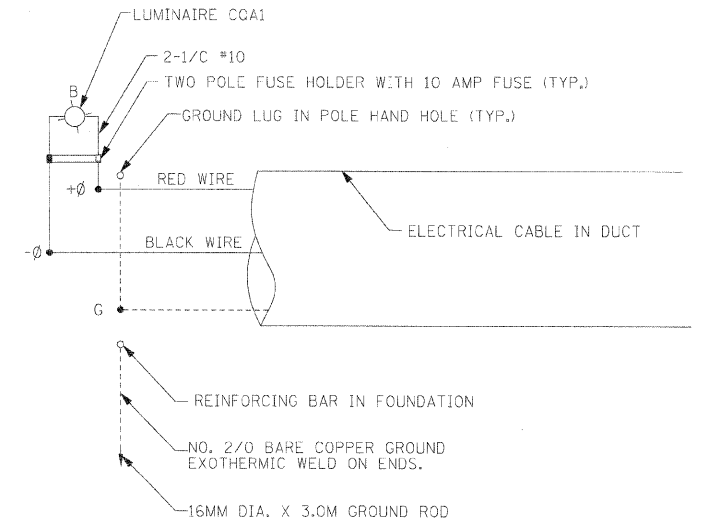
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
LIGHTING REMOVAL PLAN
SHEET 2 OF 2
SCALE: 1:500
DATE: JUNE 17, 2009
DRAWN BY: RDP/KGP
CHECKED BY: PKG/MAE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	76
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



LOAD TABLE
PROPOSED IDOT LIGHTING CONTROLLER "CO"

CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	2.1	504	B	2.1	504
C	2.1	504			
TOTAL	4.2	1008	TOTAL	2.1	504



DETAIL "A"
LUMINAIRE WIRING CONNECTION (TYP.)

LEGEND

- PROPOSED COMBINATION LIGHTING UNIT
13.72M M.H., 4.5M M.A., 400W 240V HPS LUMINAIRE
(BLACK PHASE)
- PROPOSED COMBINATION LIGHTING UNIT
13.72M M.H., 4.5M M.A., 400W 240V HPS LUMINAIRE
(RED PHASE)
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED
- ELECTRIC UTILITY POLE WITH COMBINATION LIGHTING
AND TRAFFIC SIGNALS ELECTRIC SERVICE BOX
- ELECTRIC GROUND ROD

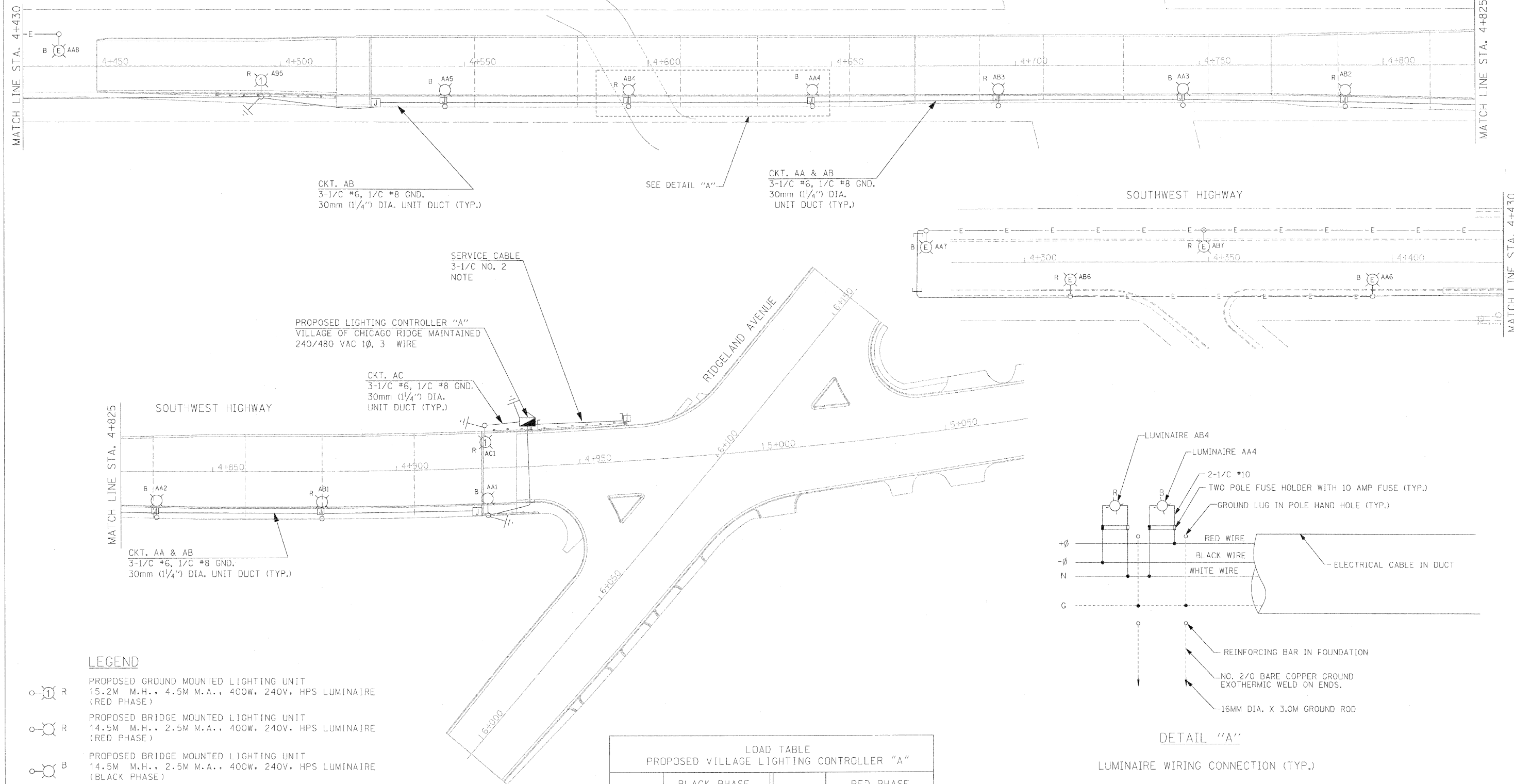
NOTE:
1. THE SERVICE FEEDER CABLES ARE INSTALLED FROM THE COMED POLE MOUNTED COMBINATION LIGHTING AND TRAFFIC SIGNALS ELECTRIC SERVICE BOX. SEE DETAIL BE-230 FOR MORE INFORMATION.

REVISIONS	
NAME	DATE

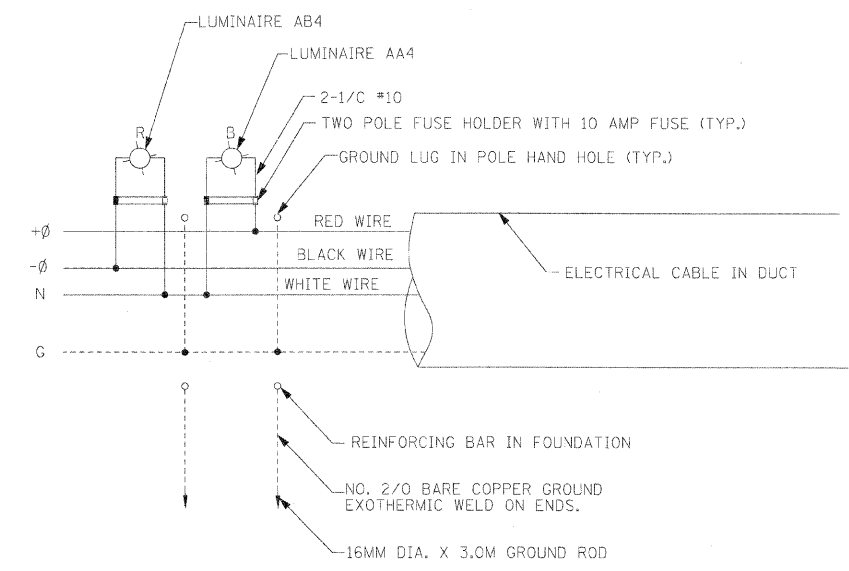
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK
PROPOSED ROADWAY LIGHTING
SINGLE LINE DIAGRAM
IDOT CONTROLLER "CO"
SCALE: 1:500
DATE: JUNE 17, 2009
DRAWN BY: RD-P/KGP
CHECKED BY: PKG/MAE

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6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910





PROPOSED LIGHTING CONTROLLER "A"
 VILLAGE OF CHICAGO RIDGE MAINTAINED
 240/480 VAC 1Ø, 3 WIRE



- LEGEND**
- PROPOSED GROUND MOUNTED LIGHTING UNIT
15.2M M.H., 4.5M M.A., 400W, 240V, HPS LUMINAIRE (RED PHASE)
 - PROPOSED BRIDGE MOUNTED LIGHTING UNIT
14.5M M.H., 2.5M M.A., 400W, 240V, HPS LUMINAIRE (RED PHASE)
 - PROPOSED BRIDGE MOUNTED LIGHTING UNIT
14.5M M.H., 2.5M M.A., 40CW, 240V, HPS LUMINAIRE (BLACK PHASE)
 - EXISTING LIGHTING UNIT TO REMAIN
400W, 240V, HPS LUMINAIRE
 - PROPOSED VILLAGE OF CHICAGO RIDGE LIGHTING CONTROLLER
GROUND MOUNTED, SINGLE DOOR
 - ELECTRIC UTILITY POLE
 - ELECTRIC GROUND ROD

LOAD TABLE PROPOSED VILLAGE LIGHTING CONTROLLER "A"					
CIRCUIT	BLACK PHASE		CIRCUIT	RED PHASE	
	AMPS	WATTS		AMPS	WATTS
A	16.8	4032	B	14.7	3528
			C	2.1	504
TOTAL	16.8	4032	TOTAL	16.8	4032

DETAIL "A"
 LUMINAIRE WIRING CONNECTION (TYP.)

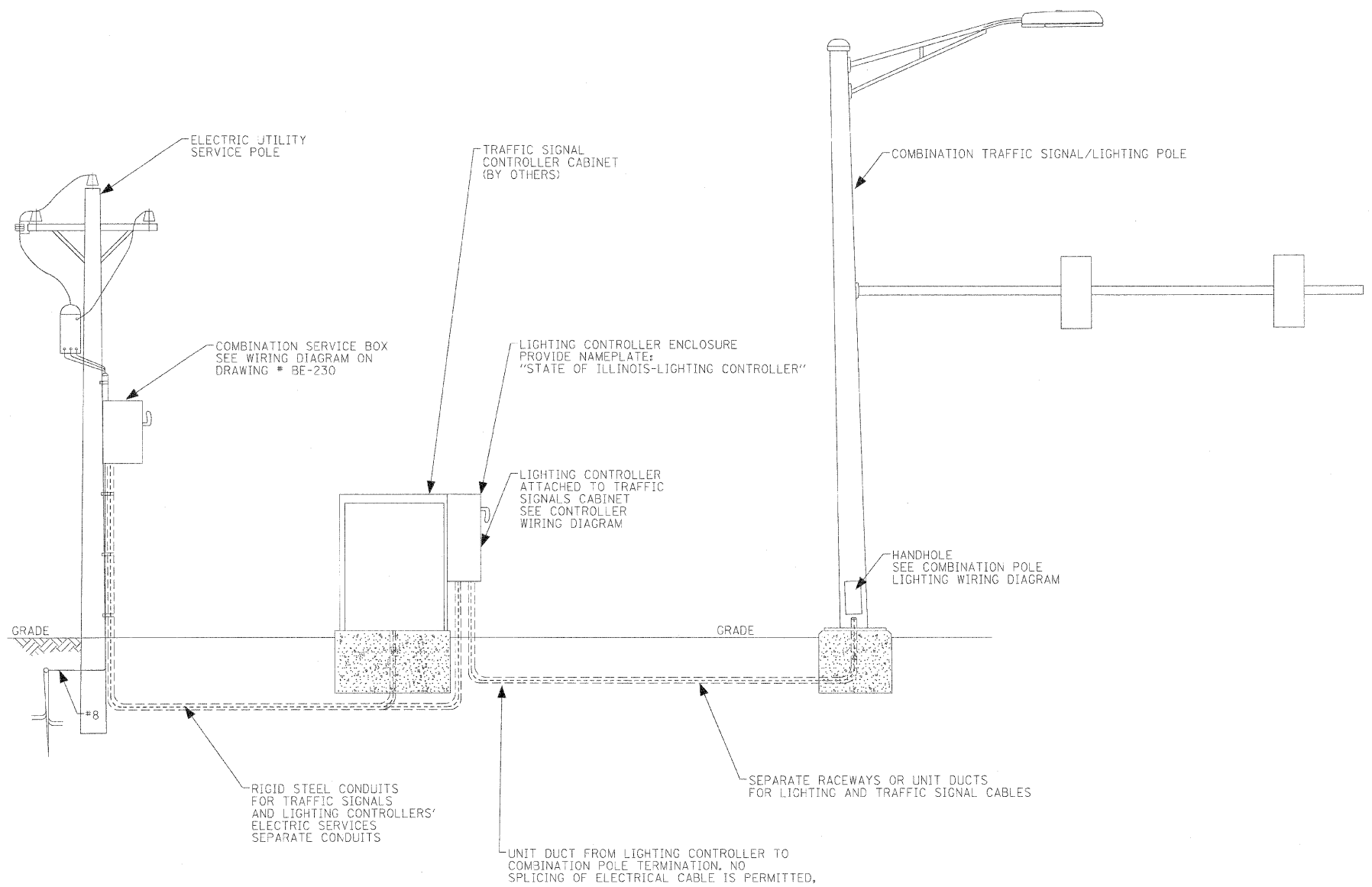
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 PROPOSED ROADWAY LIGHTING
 SINGLE LINE DIAGRAM
 VILLAGE CONTROLLER "A"
 SCALE: 1:500
 DATE: JUNE 17, 2009
 DRAWN BY: RDP/KGP
 CHECKED BY: PKG/MAF

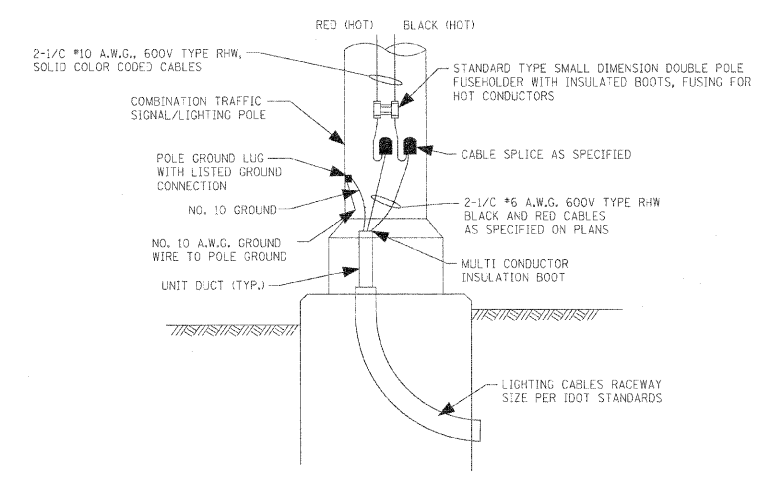
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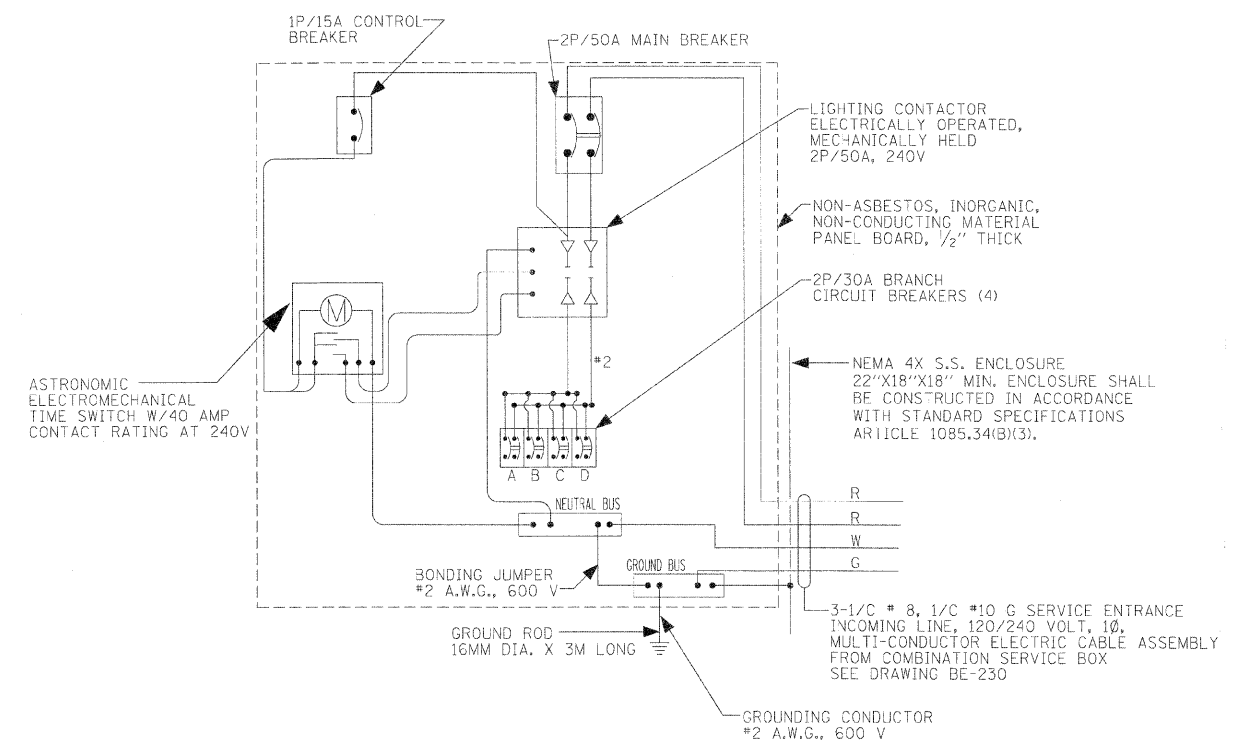
F.A.P. R.T.L.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	78
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



COMBINATION POLE LIGHTING CABLING - TYPICAL
N.T.S.
(SEE TRAFFIC SIGNAL PLANS ROUTING REQUIREMENT AND FOR CONDUCTOR AND CONDUIT SIZES)



COMBINATION POLE LIGHTING WIRING DIAGRAM
N.T.S.



COMBINATION POLE LIGHTING CONTROLLER PANEL WIRING DIAGRAM

PATRICK
ENGINEERING INC.
LISLE, ILLINOIS

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6033 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: 773/774-5910

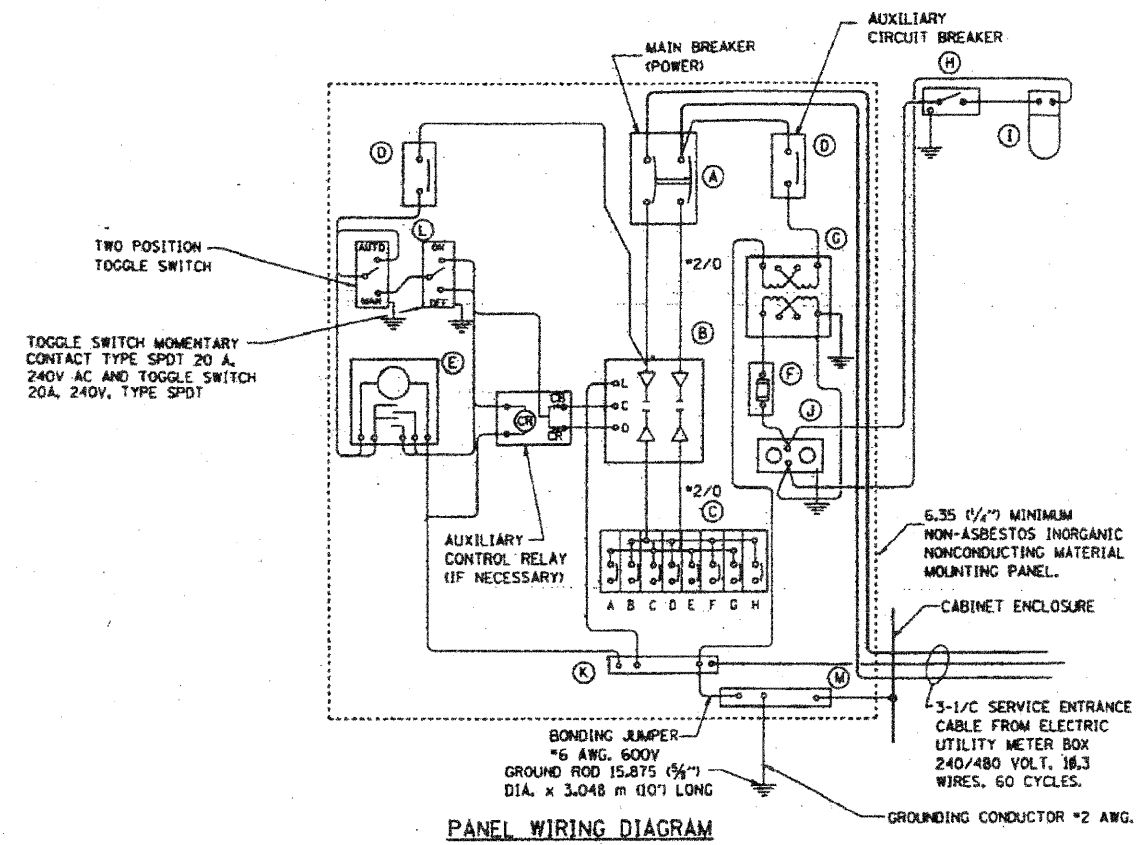
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 3578 (SOUTHWEST HIGHWAY)
OVER B&O RAILROAD AND STONY CREEK

MISCELLANEOUS DETAILS

SCALE: N.T.S. DRAWN BY: RDP/KGP
DATE: JUNE 17, 2009 CHECKED BY: PKG/MAE

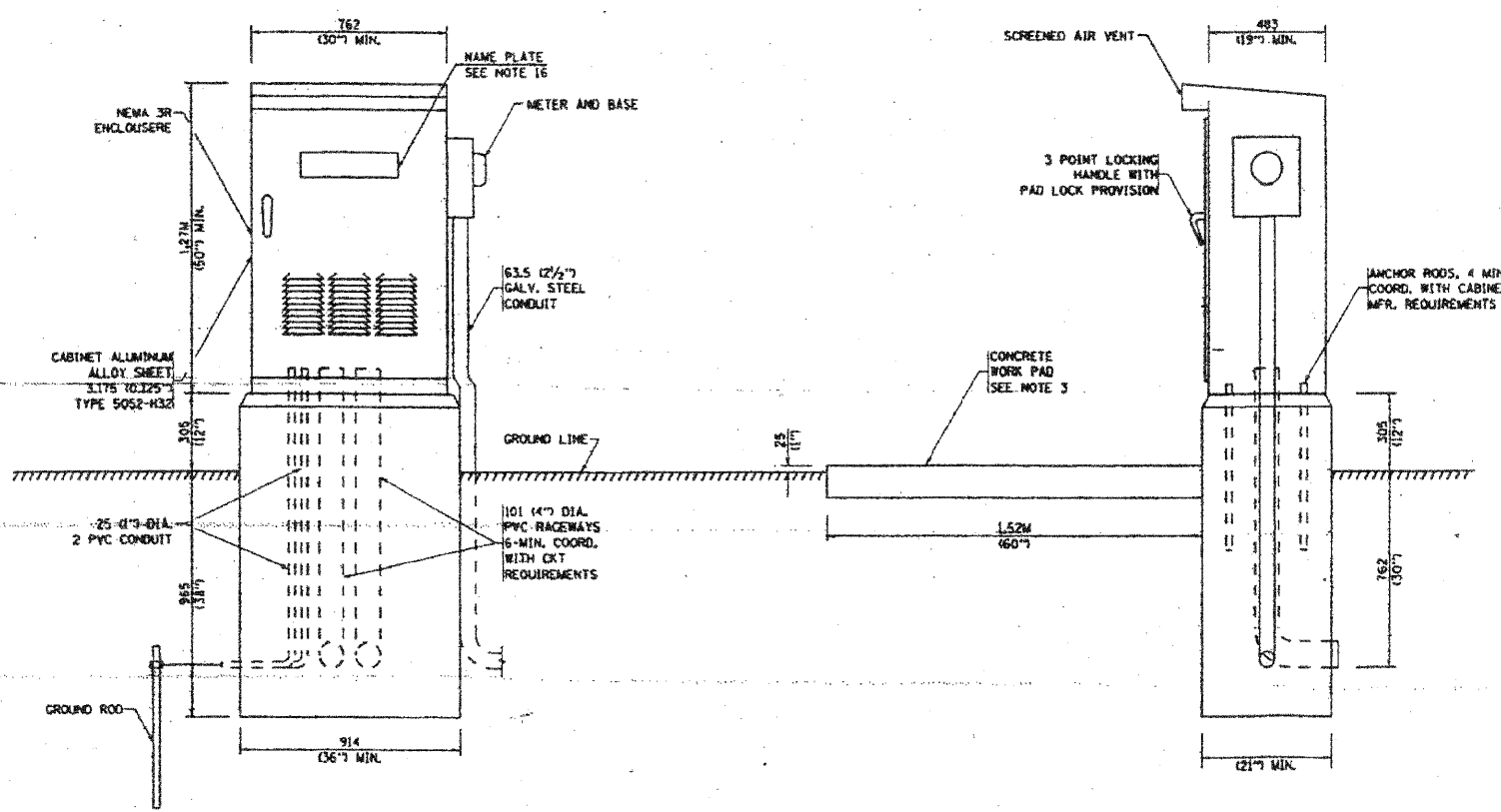
SECTION	COUNTY	SHEET NO.
15V8-1R-COOK	248	79
STA.	TO STA.	
CONTRACT NO.	62388	



PANEL WIRING DIAGRAM

PANEL EQUIPMENT

ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100AMP. FRAME, 100AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME, 50 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100AMP. FRAME, 15AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER (TIME SWITCH).
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA. SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN.
I	1	INCANDESCENT LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 6.35 (1/4") X 25.4 (1") X 304.8 mm (12") LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 101.6 (4") X 101.6 mm (4") BOX.
M	1	COPPER GROUND BUS 6.35 (1/4") X 25.4 (1") X 304.8 mm (12") LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS



NOTES:

- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
- IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 50.8 mm (2") TOP SOIL. LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 914.4 mm (36") x 18,288 mm (60") x 101 mm (4") MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
- DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
- DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
- DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 6.35 mm (1/4") DIA. STAINLESS STEEL HINGE PIN.
- ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
- CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
- METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
- CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED
- THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL"
- 304.8 (12") X 406.4 mm (16") STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "VILLAGE OF CHICAGO RIDGE STREET LIGHTING"

BE-215

ILLINOIS DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER
SINGLE DOOR
CHICAGO RIDGE

REVISIONS	
NAME	DATE

SCALE: NONE DRAWN BY JS
DATE: 08/28/00 CHECKED BY

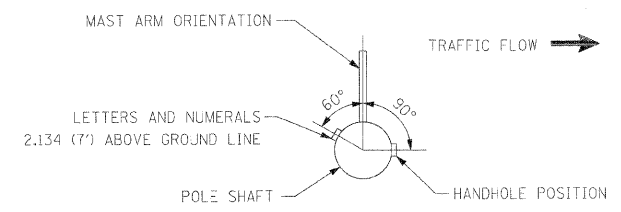
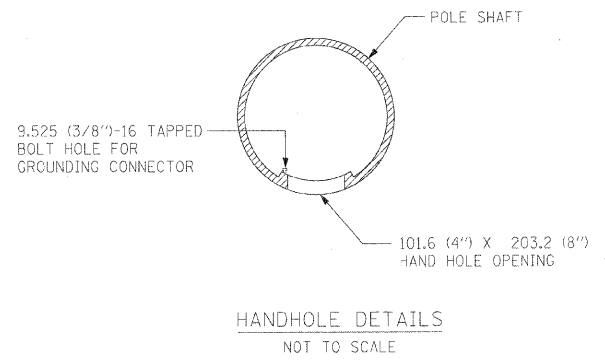
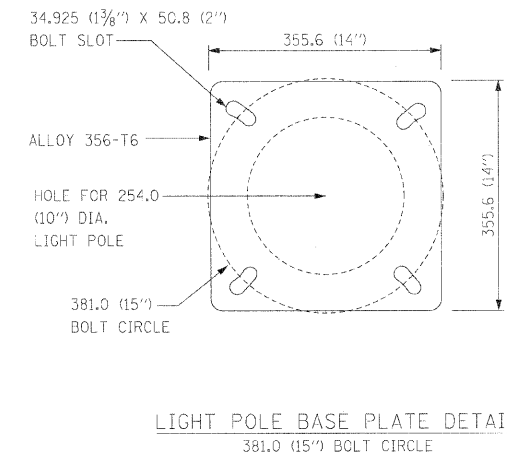
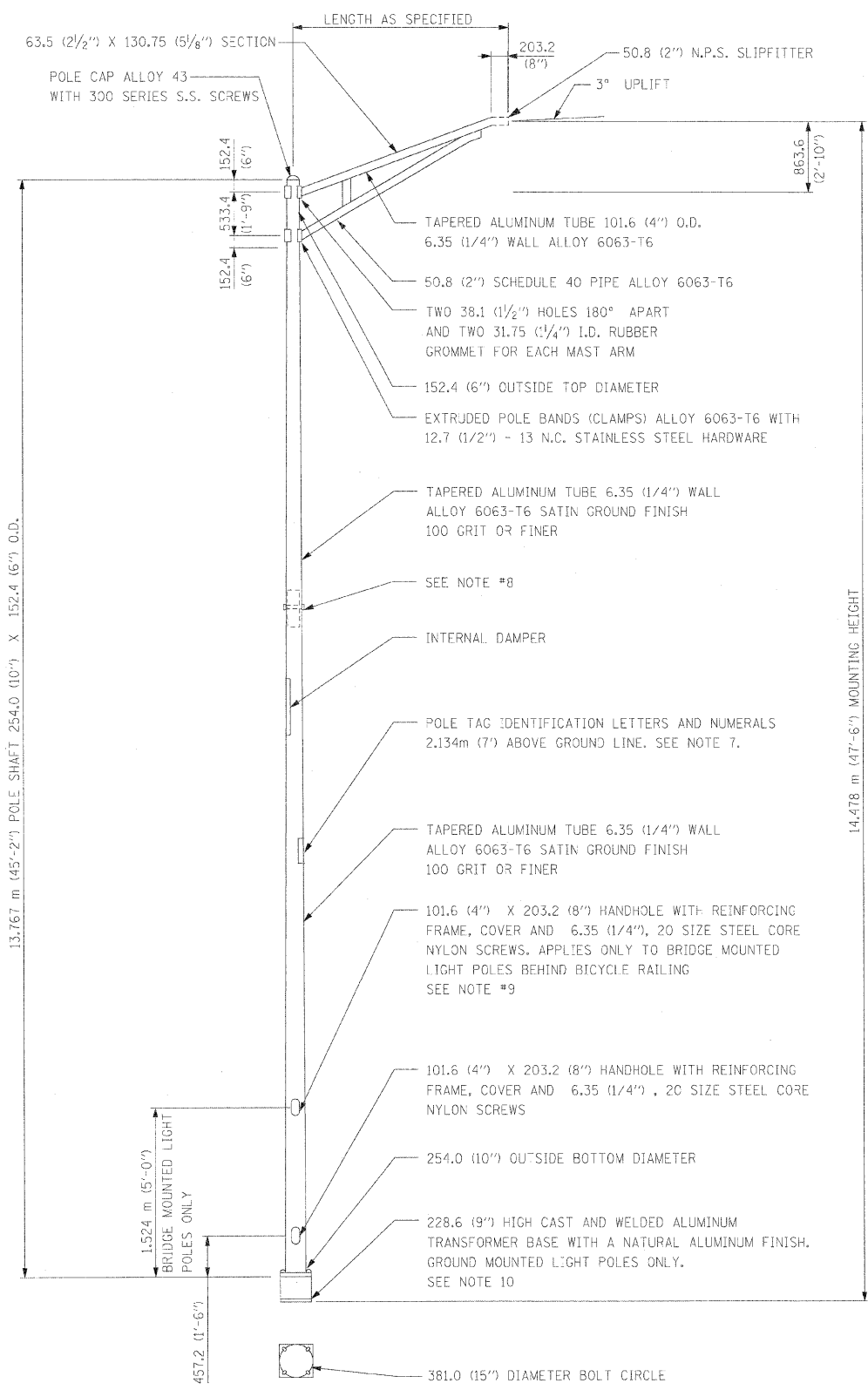
REVISION DATE: 08/20/04

DATE TIME
DRAW SPEC
USER

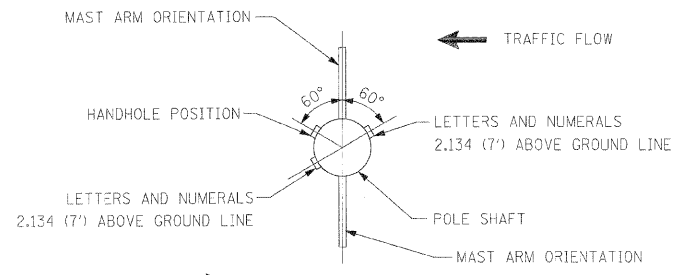
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15VB-1-R-1	COOK	248	80
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

NOTES:

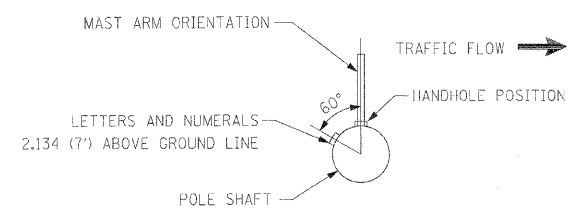
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE. THE MOUNTING HEIGHT FOR GROUND MOUNTED LIGHT POLES WITH T-BASES IS APPROX. 14.707M (48'-3").
- LIGHT POLES SHALL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
- THE LIGHT POLE SHALL MEET AASHTO DESIGN CRITERIA.
- THE INSTALLING CONTRACTOR SHALL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL, OR APPROVED EQUAL.
- LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS, OR SHIMS.
- LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED. THE CONTRACTOR SHALL COMPLY WITH ARTICLE 1069.02 OF IDOT STANDARD SPECIFICATIONS. THE LETTERS AND NUMERALS FOR LIGHTING UNITS SHALL BE 4 IN. HIGH, BLACK, SERIES "D" AS DESCRIBED IN THE FEDERAL HIGHWAY ADMINISTRATION'S "STANDARD ALPHABETS FOR HIGHWAY SIGNS". PLACEMENT OF NUMBERS SHALL BE AS SHOWN ON THE PLANS. THE PLACEMENT OF THE NUMBERS SHALL BE COORDINATED WITH THE ACCIDENT REFERENCE MARKER AND HANDHOLE DOOR AS APPLICABLE. THE LETTERS AND NUMERALS SHALL BE SCREENED ON SILVER-WHITE, PRESSURE SENSITIVE, REFLECTIVE, 4 1/2 IN. BY 4 IN., TYPE A SHEETING ACCORDING TO APPLICABLE PORTIONS OF SECTION 1091. AN ALTERNATE COLOR SCHEME, SUCH AS BLACK ON YELLOW, SHALL BE USED FOR THE VILLAGE MAINTAINED LIGHTING SYSTEM SO THAT THEY CAN EASILY BE DIFFERENTIATED FROM THE IDOT MAINTAINED LIGHTING SYSTEM.
- TWO PIECE SHAFT SHALL BE MATCHED, MARKED, AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
- THIS HANDHOLE APPLIES ONLY TO BRIDGE MOUNTED LIGHT POLES, AND IS LOCATED 1524 mm (5'-0") FROM THE BASE OF THE POLE. ONLY ONE HANDHOLE PER LIGHT POLE IS NEEDED.
- THE TRANSFORMER BASES SHALL ONLY BE INSTALLED ON GROUND MOUNTED LIGHT POLES. THE TRANSFORMER BASE SHALL NOT BE INSTALLED ON THE BRIDGE PARAPET MOUNTED LIGHT POLES.



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAU 3578 (SOUTHWEST HIGHWAY)
 OVER B&O RAILROAD AND STONY CREEK
 ALUMINUM LIGHT POLE
 14.478 m (47'-6")
 MOUNTING HEIGHT

SCALE: NONE
 DATE: JUN 17, 2009

DRAWN BY: RDP/KGP
 CHECKED BY: PKG/MAE

GA GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL: (773) 774-5910

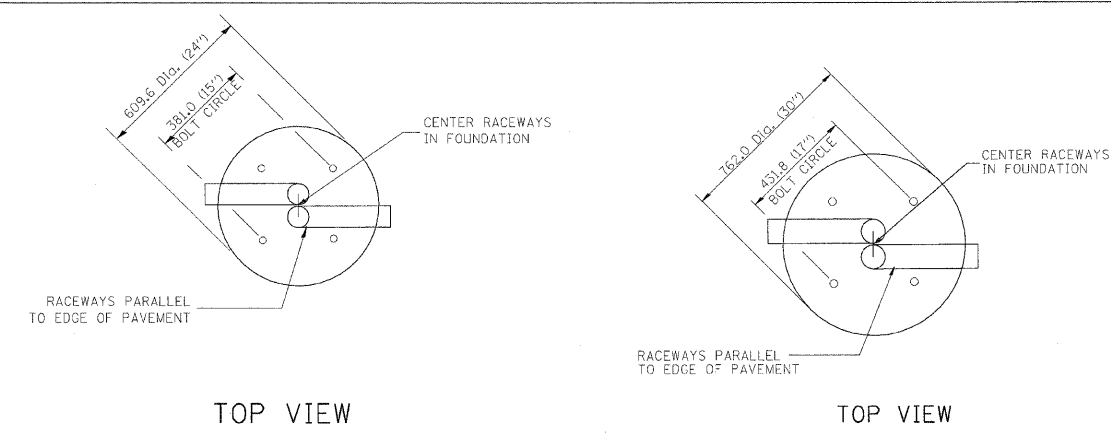
PATRICK
 ENGINEERING INC.
 LISLE, ILLINOIS

F. A. REC.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	248	81
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62388

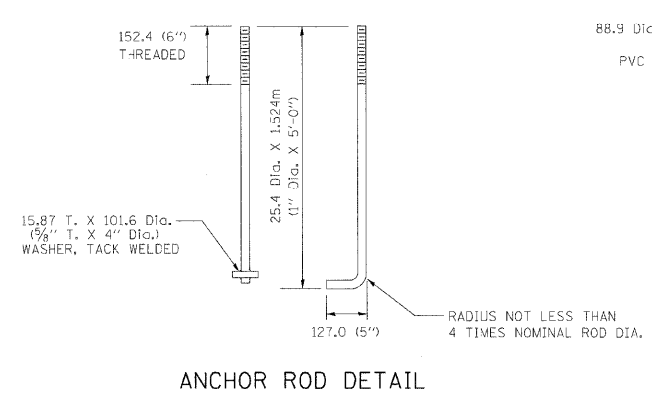
LIGHT POLE FOUNDATION DEPTH TABLE
12.192M (40 FT.) TO 14.478M (47.5 FT.) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	3.96M (13'-0")	4.57M (15'-0")
MEDIUM CLAY Qu = 0.75 TON/SQ. FT.	2.09M (9'-6")	3.23M (10'-9")
STIFF CLAY Qu = 1.50 TON/SQ. FT.	2.13M (7'-0")	2.44M (8'-0")
LOOSE SAND φ = 34°	2.74M (9'-0")	3.05M (10'-0")
MEDIUM SAND φ = 37.5°	2.52M (8'-3")	2.74M (9'-0")
DENSE SAND φ = 40°	2.36M (7'-9")	2.74M (9'-0")

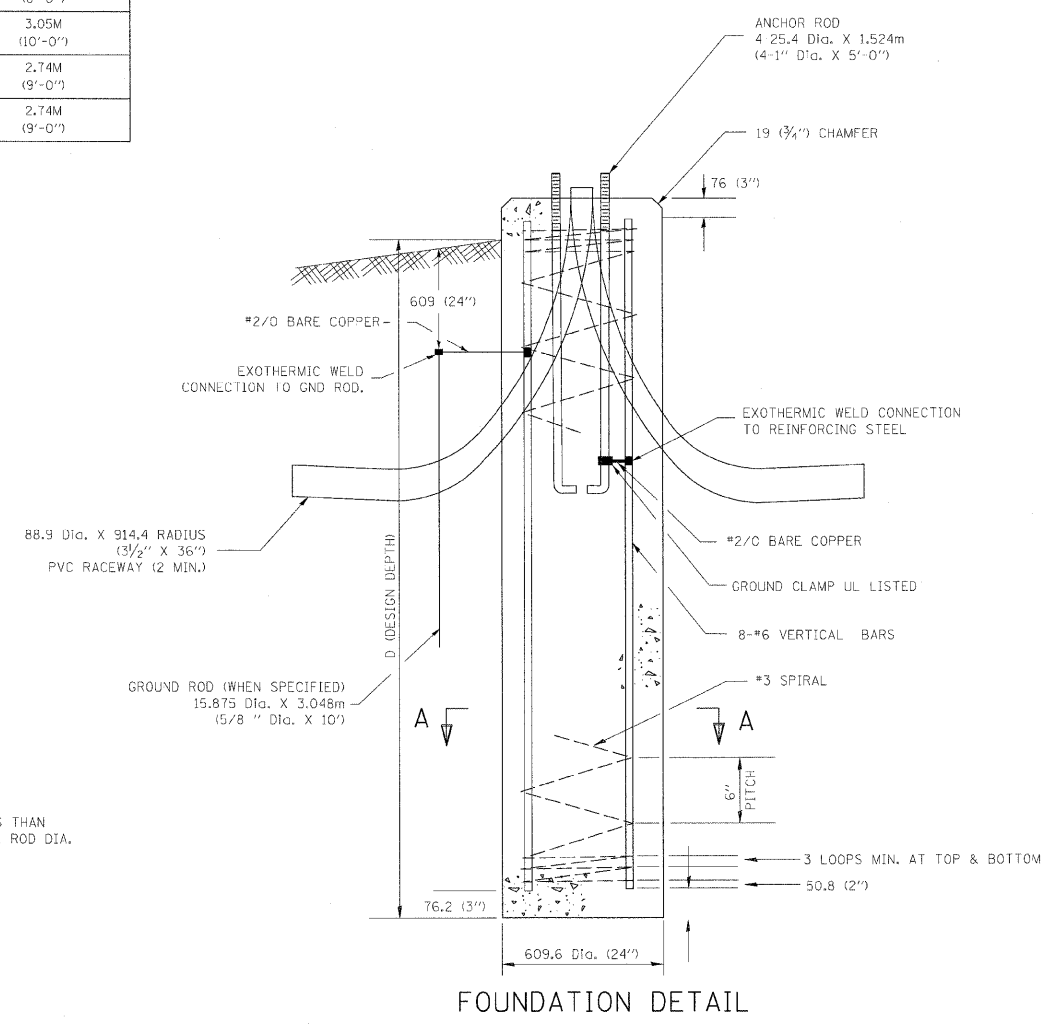


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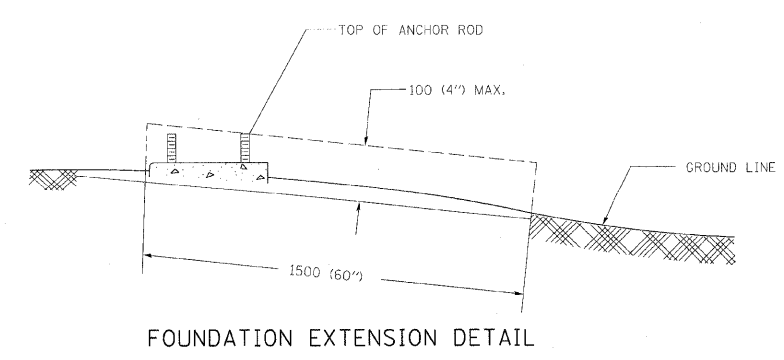
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 1.5M (60 IN.) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 20MM (3/4-IN.).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 150 MM (6 INCHES) WITH A MINIMUM OF 75 MM (3 INCHES) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 69.3MM (2 3/4") ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 152.4MM (6") PITCH OR MAY SUBSTITUTE #3 TIES AT 304.8MM (12") O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 25.4MM (1") ABOVE THE TOP OF THE FOUNDATION.



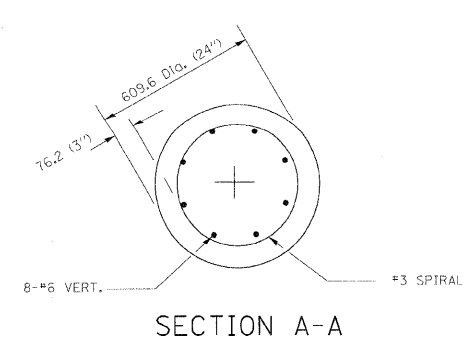
ANCHOR ROD DETAIL



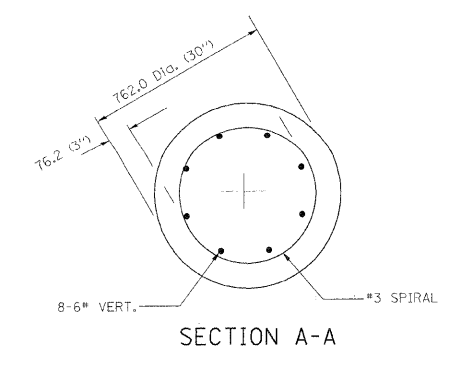
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

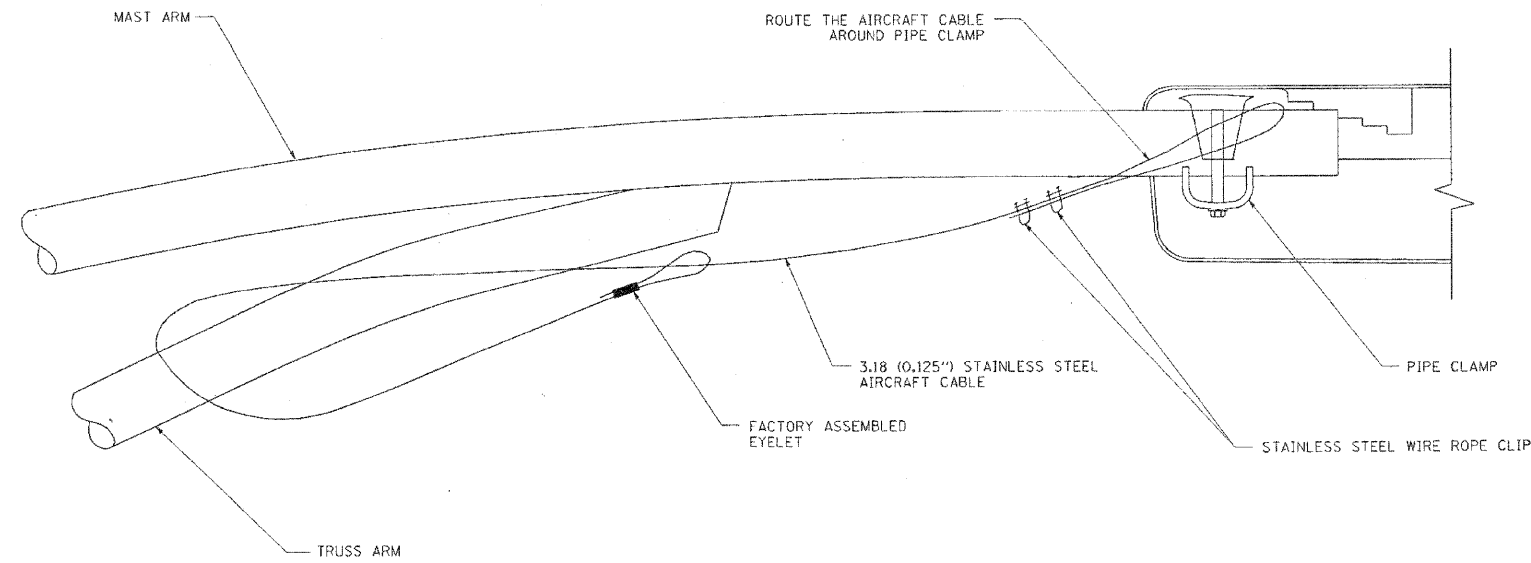
REVISIONS	
NAME	DATE

E-301
ILLINOIS DEPARTMENT OF TRANSPORTATION

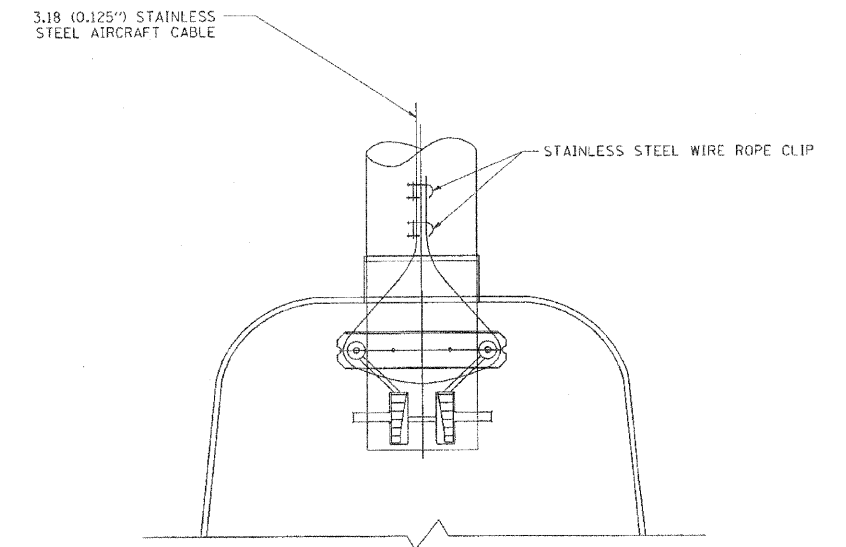
LIGHT POLE FOUNDATION
12.192M (40') TO 14.478M (47 1/2') M.H.
381 (15") BOLT CIRCLE

SCALE: NONE
DATE: **DATE**

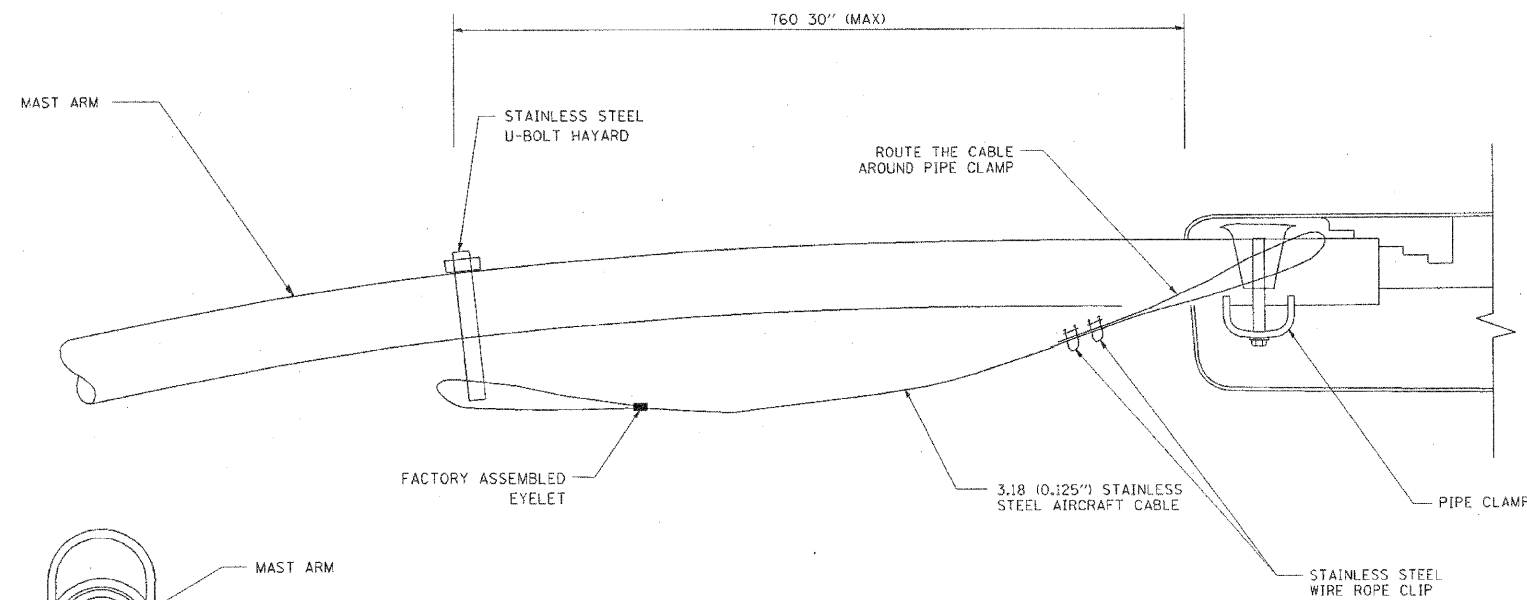
DRAWN BY: JKM
CHECKED BY:



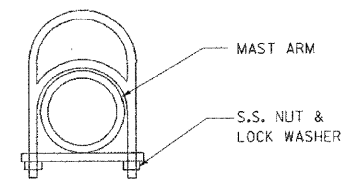
SIDE VIEW (TRUSS ARM)
N.T.S.



BOTTOM VIEW
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



STAINLESS STEEL U-BOLT HAYARD

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 3.18 (0.125") STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

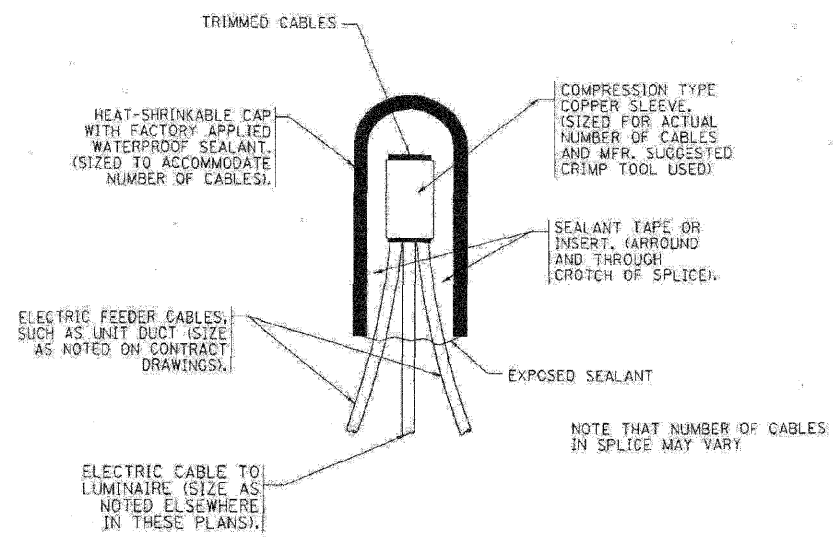
LUMINAIRE SAFETY CABLE ASSEMBLY

SCALE: NONE
DATE 05/19/2003

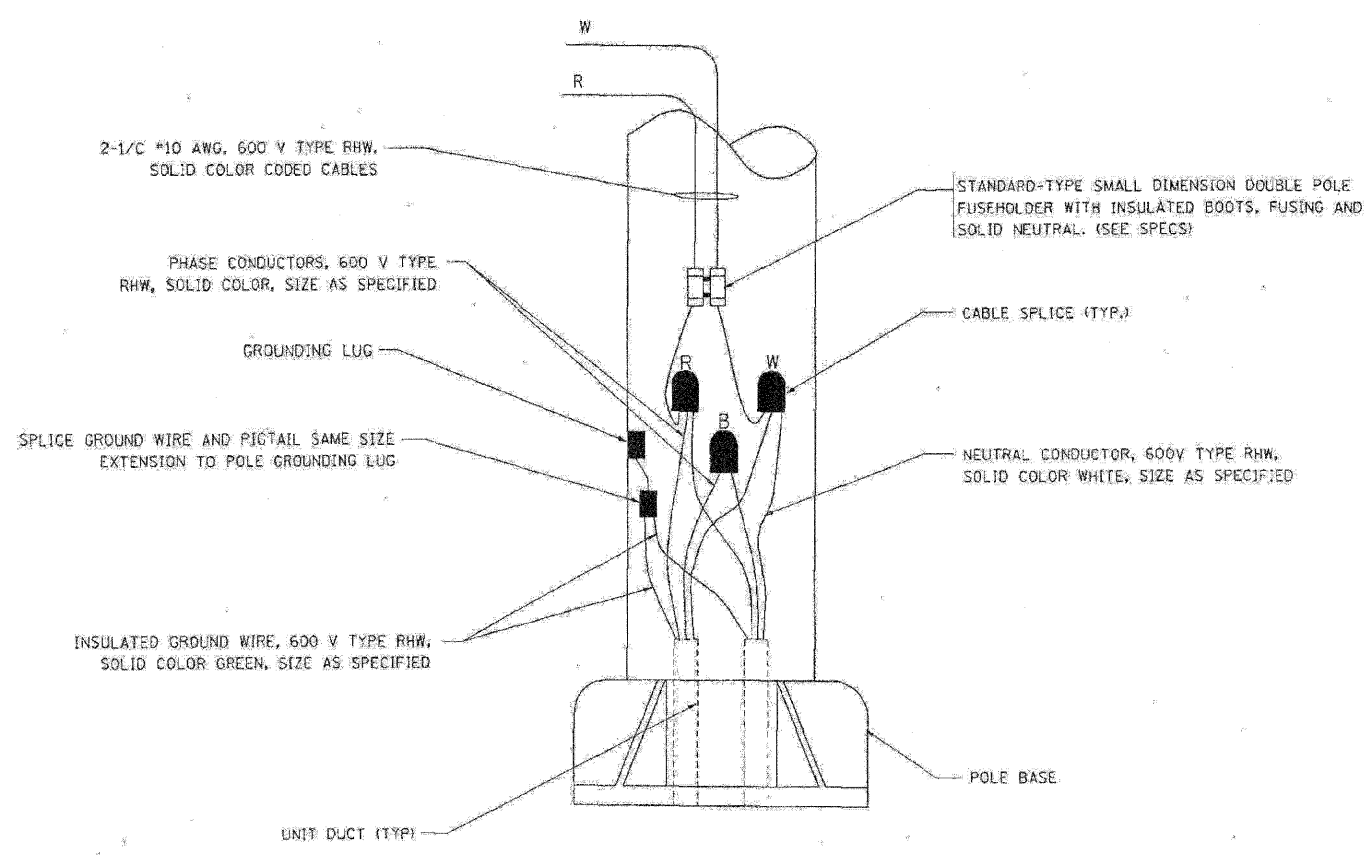
DRAWN BY
CHECKED BY

BE-701

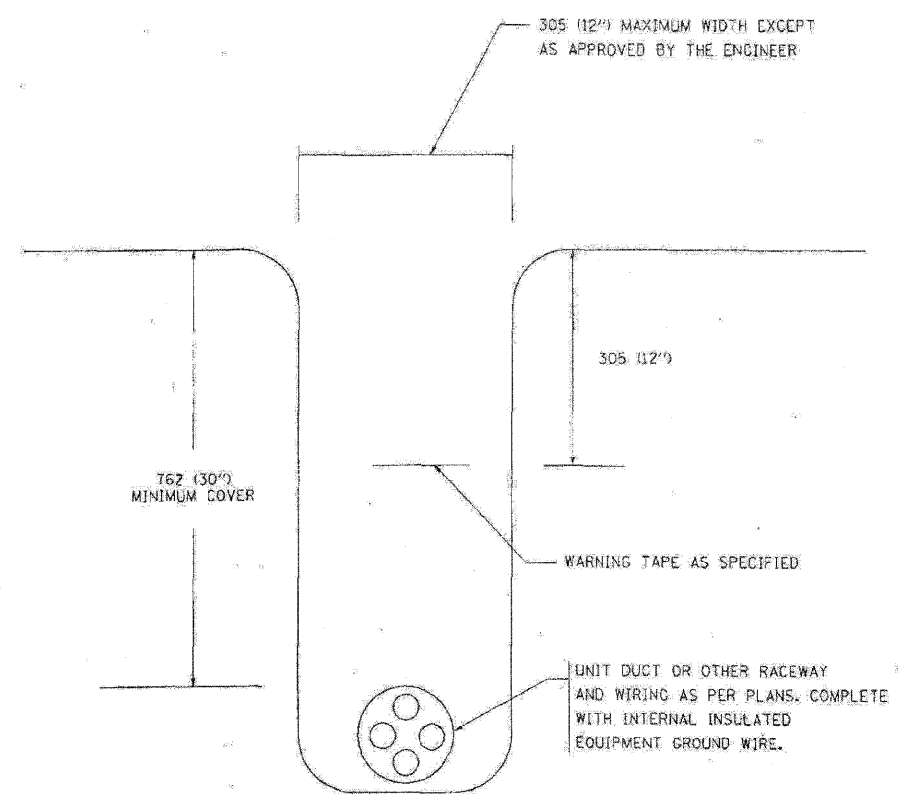
REVISION DATE:



TYPICAL SPLICE DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.

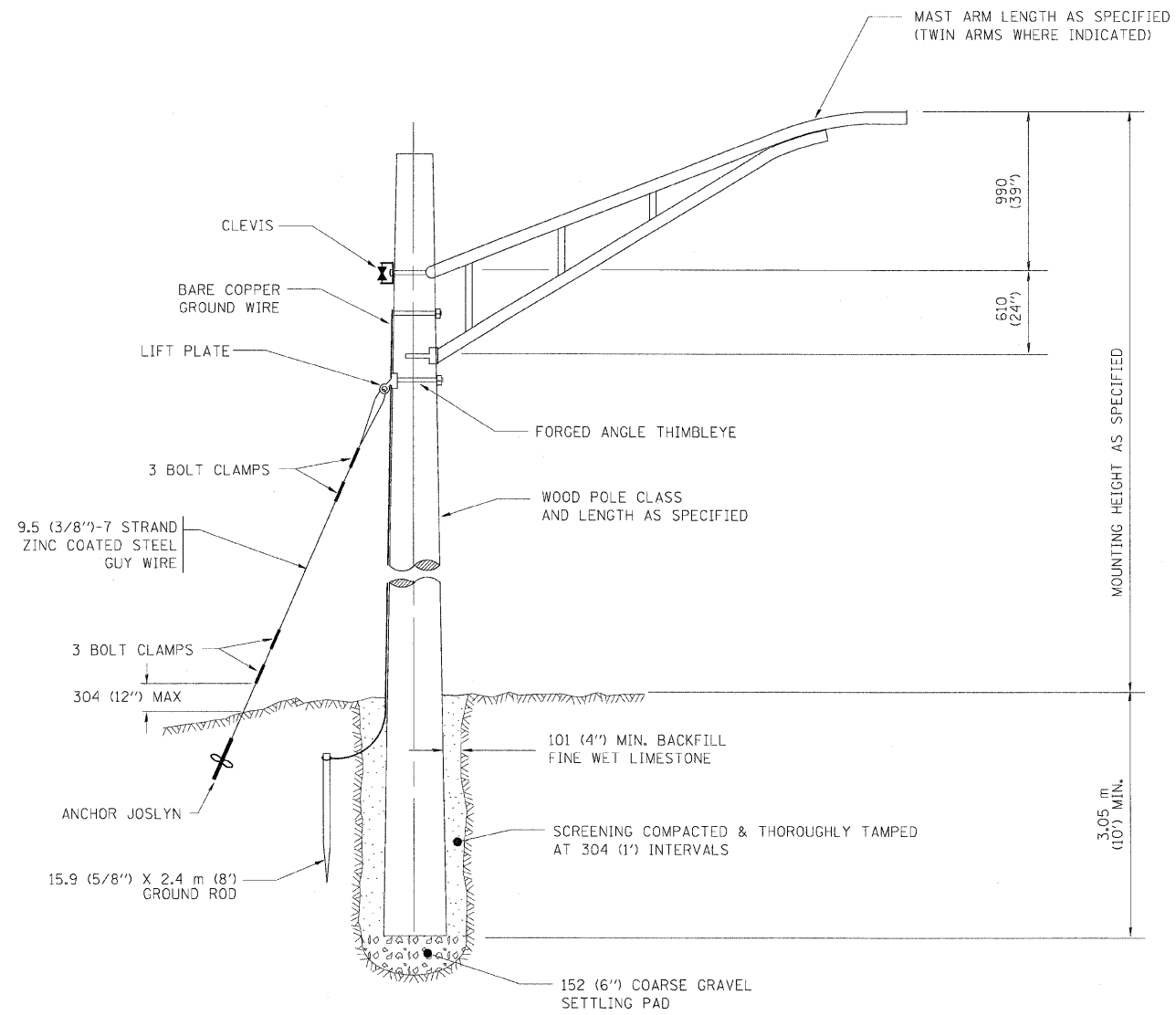
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISC. ELECTRICAL DETAILS
SHEET A

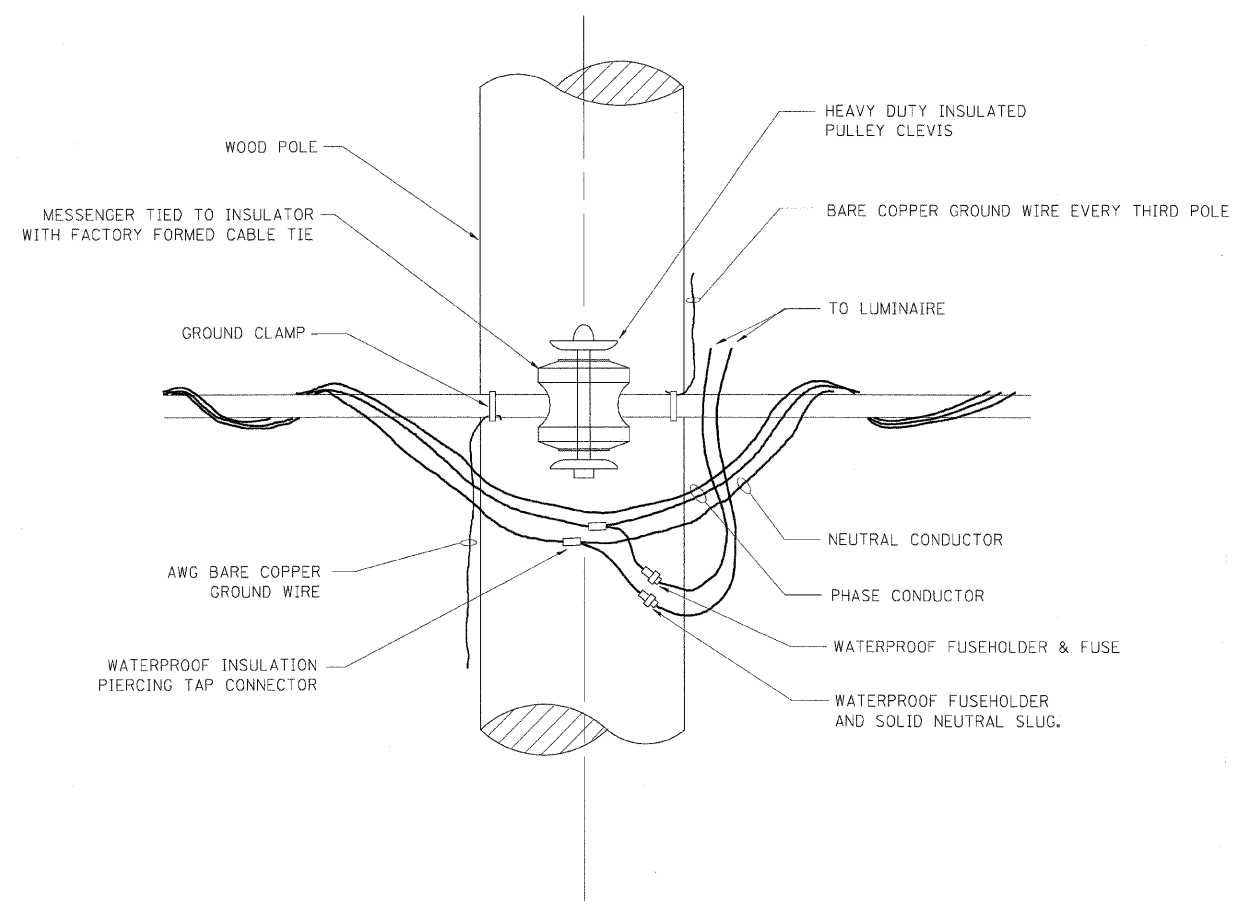
SCALE: NONE
DATE: 05/19/2003

DRAWN BY:
CHECKED BY:



TEMPORARY LIGHT POLE DETAIL

NOTES:
1. ALL DIMENSIONS IN MILLIMETERS (INCHES) UNLESS OTHERWISE INDICATED



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

REVISIONS	
NAME	DATE

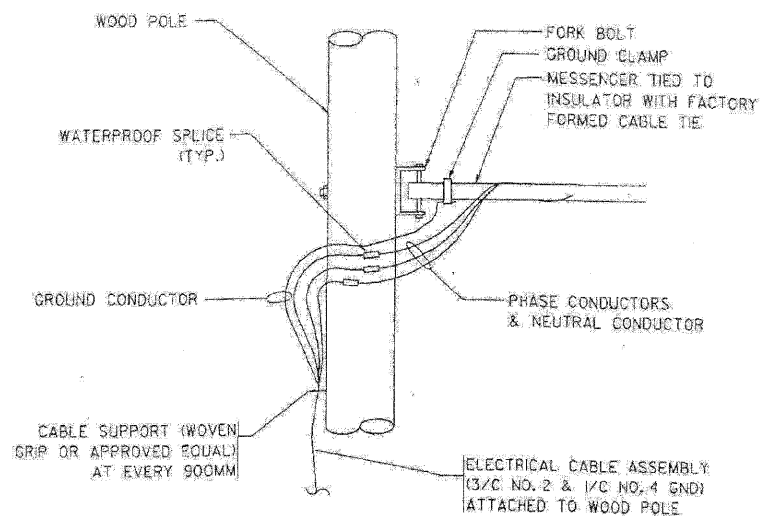
ILLINOIS DEPARTMENT OF TRANSPORTATION

**TEMPORARY LIGHT POLE
DETAILS**

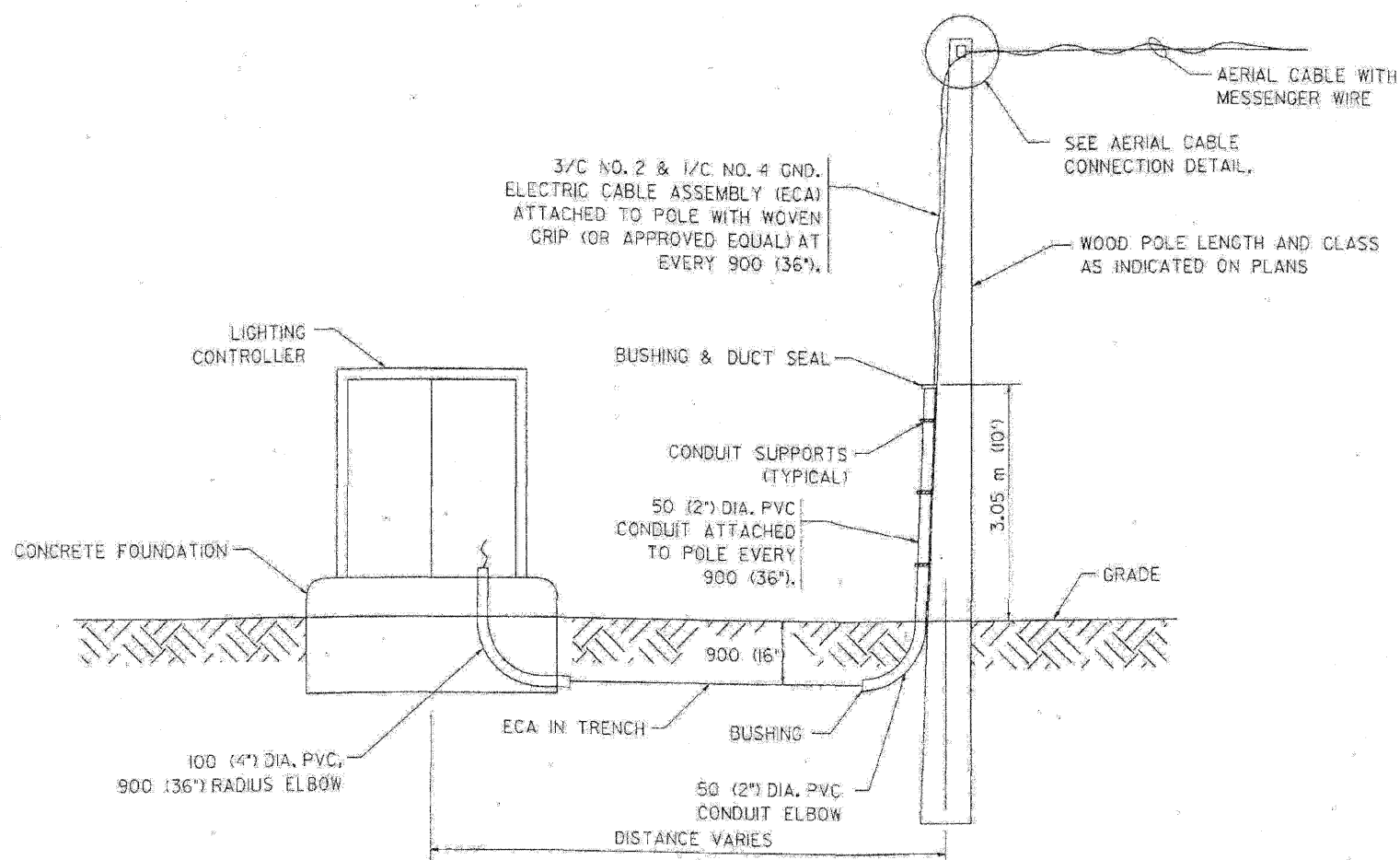
SCALE: NONE
DATE 05/20/2003

DRAWN BY _____
CHECKED BY _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			248	85
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



AERIAL CABLE CONNECTION DETAIL
N.T.S.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

NOTES:

1. ALL DIMENSIONS IN MILLIMETERS (INCHES) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

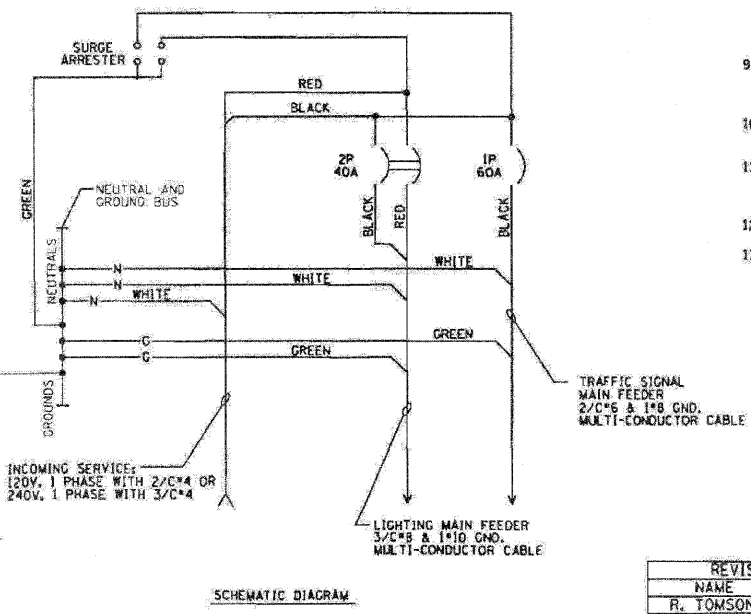
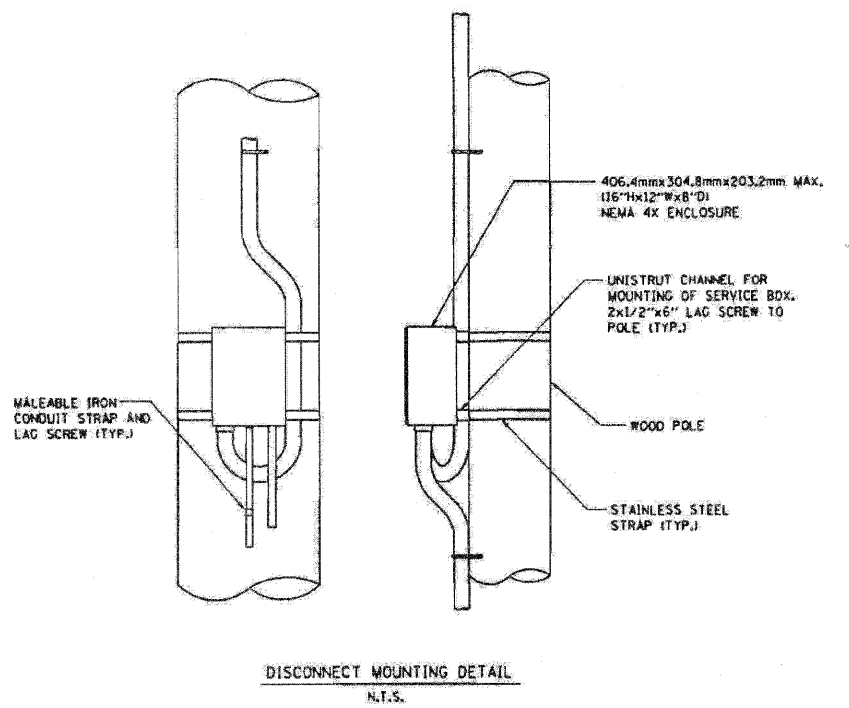
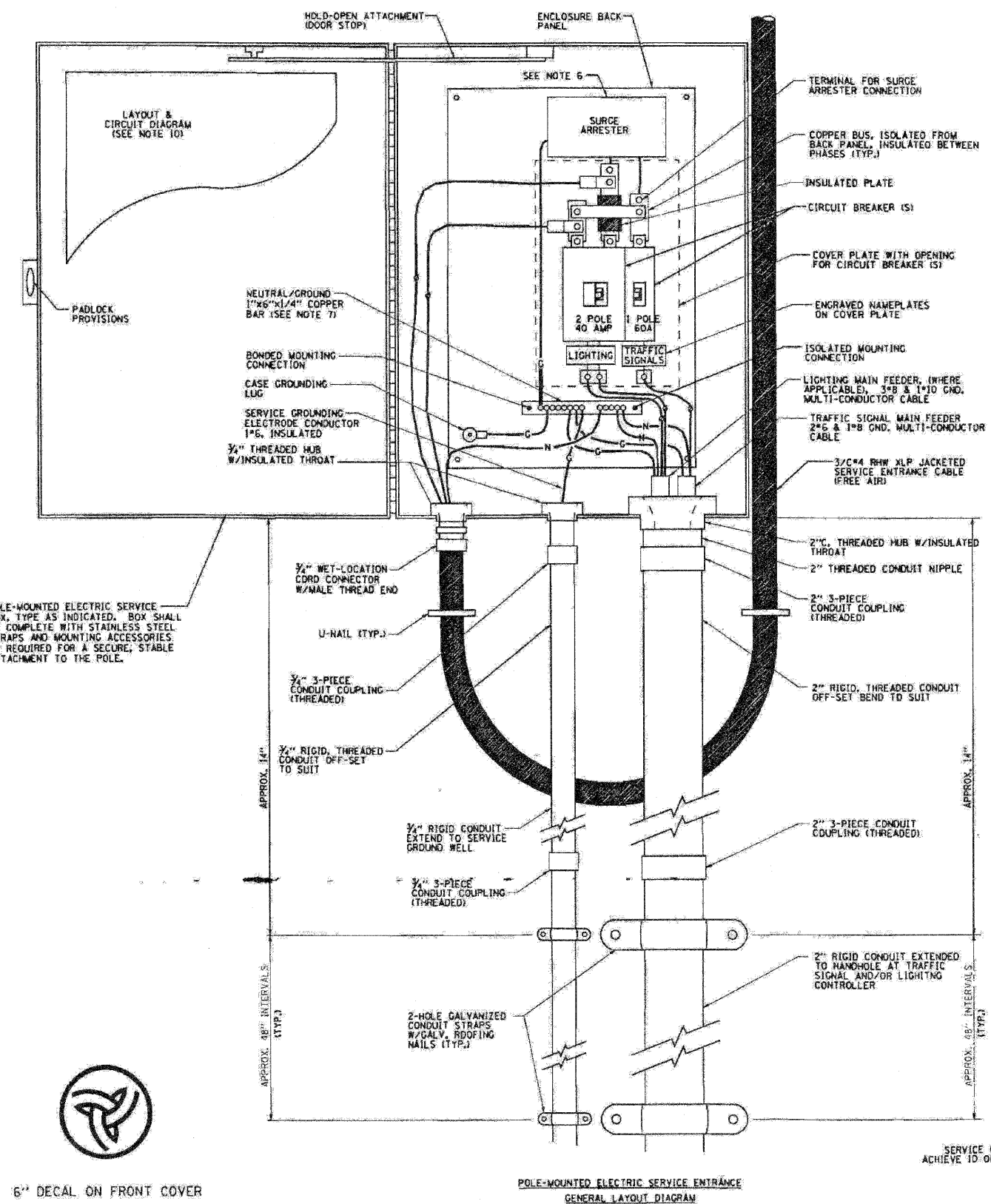
TEMPORARY AERIAL CABLE INSTALLATION

SCALE: NONE
DATE: 05/21/2003

DRAWN BY
CHECKED BY

BE-801

SECTION	COUNTY	TYP. SHEETS	SHEET NO.
		248	86
STA. TO STA.			
POL. NO. DIST. NO.	BLK. NO.	POL. AND PROJECT	
CONTRACT NO. 62388			



- NOTES:**
- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
 - THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS, AS FOLLOWS:
 - TYPE A FULLY EQUIPPED FOR 240/120V. 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER.
 - TYPE A1 FULLY EQUIPPED FOR 240/120V. 3W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER.
 - TYPE B EQUIPPED FOR 120V. SERVICE, COMPLETE WITH 1P. 60A. TRAFFIC SIGNALS MAIN BREAKER.
 - TYPE B1 EQUIPPED FOR 120V. SERVICE, COMPLETE WITH 1P. 40A. TRAFFIC SURVEILLANCE MAIN BREAKER.
 - THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE AS LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
 - THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12\"/>

6\"/>

POLE-MOUNTED ELECTRIC SERVICE ENTRANCE GENERAL LAYOUT DIAGRAM

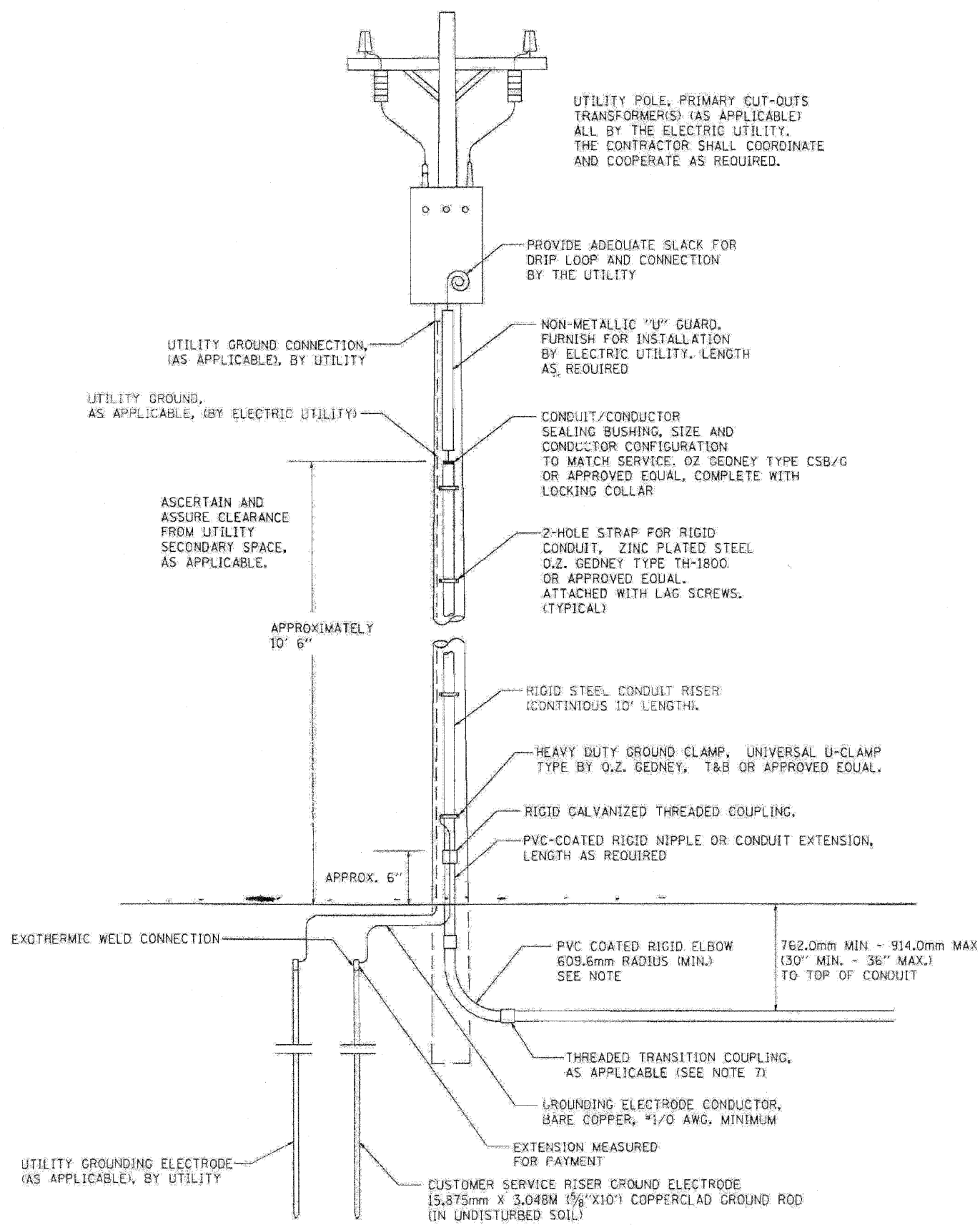
SCHEMATIC DIAGRAM

REVISIONS	
NAME	DATE
R. TOMSONS	8-13-04

ILLINOIS DEPARTMENT OF TRANSPORTATION
 COMBINATION LIGHTING & TRAFFIC
 POLE MOUNTED ELECTRIC SERVICE BOX DETAIL

SCALE: NONE
 DATE: 8/13/04
 DRAWN BY:
 CHECKED BY:

*DATE-TIME
 *CON-SPED
 *V-RE-230
 USE IT



UTILITY POLE, PRIMARY CUT-OUTS TRANSFORMERS (AS APPLICABLE) ALL BY THE ELECTRIC UTILITY. THE CONTRACTOR SHALL COORDINATE AND COOPERATE AS REQUIRED.

PROVIDE ADEQUATE SLACK FOR DRIP LOOP AND CONNECTION BY THE UTILITY

UTILITY GROUND CONNECTION, (AS APPLICABLE), BY UTILITY

NON-METALLIC "U" GUARD, FURNISH FOR INSTALLATION BY ELECTRIC UTILITY. LENGTH AS REQUIRED

UTILITY GROUND, AS APPLICABLE, (BY ELECTRIC UTILITY)

CONDUIT/CONDUCTOR SEALING BUSHING, SIZE AND CONDUCTOR CONFIGURATION TO MATCH SERVICE. OZ GEDNEY TYPE CSB/G OR APPROVED EQUAL, COMPLETE WITH LOCKING COLLAR

ASCERTAIN AND ASSURE CLEARANCE FROM UTILITY SECONDARY SPACE, AS APPLICABLE.

2-HOLE STRAP FOR RIGID CONDUIT, ZINC PLATED STEEL O.Z. GEDNEY TYPE TH-1800 OR APPROVED EQUAL, ATTACHED WITH LAG SCREWS. (TYPICAL)

APPROXIMATELY 10' 6"

RIGID STEEL CONDUIT RISER (CONTINUOUS 10' LENGTH)

HEAVY DUTY GROUND CLAMP, UNIVERSAL U-CLAMP TYPE BY O.Z. GEDNEY, T&B OR APPROVED EQUAL.

RIGID GALVANIZED THREADED COUPLING.

PVC-COATED RIGID NIPPLE OR CONDUIT EXTENSION, LENGTH AS REQUIRED

APPROX. 6"

EXOTHERMIC WELD CONNECTION

PVC COATED RIGID ELBOW 609.6mm RADIUS (MIN.) SEE NOTE 762.0mm MIN. - 914.0mm MAX (30" MIN. - 36" MAX.) TO TOP OF CONDUIT

THREADED TRANSITION COUPLING, AS APPLICABLE (SEE NOTE 7)

GROUNDING ELECTRODE CONDUCTOR, BARE COPPER, #1/0 AWG. MINIMUM

EXTENSION MEASURED FOR PAYMENT

UTILITY GROUNDING ELECTRODE (AS APPLICABLE), BY UTILITY

CUSTOMER SERVICE RISER GROUND ELECTRODE 15.875mm X 3.048m (5/8" X 10') COPPERCLAD GROUND ROD (IN UNDISTURBED SOIL)

NOTES

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF ELECTRIC UTILITY SERVICE INSTALLATION.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE SERVICE METER SOCKET, AS APPLICABLE, MOUNTED ELSEWHERE AS INDICATED SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRICAL UTILITY SERVICE INSTALLATION PAY ITEM.
- THE SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ELECTRIC SERVICE INSTALLATION
ABOVE GROUND
BE - 220

SCALE: VERT. HORIZ. DATE 4/25/2005 DRAWN BY CHECKED BY

Bench Mark:

E. Flange Bolt of F.H. at S.W. corner Ridgeland & SW Highway - El. 181.825

Existing Structure:

S.N. 016-0463 was originally constructed in 1934. The overall length of the existing bridge is 386.75 m. The superstructure was reconstructed in 1959 and the bridge was partially reconstructed in 1999. The portion of the existing bridge remaining from the 1959 reconstruction consists of 18 simple spans comprised of pretensioned concrete deck beams, with an out-to-out width of 15.7 m. The portion of the existing bridge reconstructed in 1999 consists of five new rolled continuous wide flange beam spans to form a unit of 96.971 m. The out-to-out width of the concrete deck is 18.50 m. Two 7.70 m reinforced concrete slab spans were also constructed in 1999 to transition the new structure to the original.

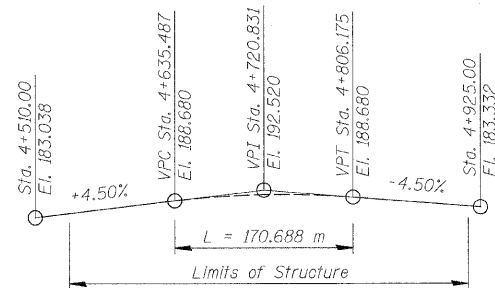
Proposed Improvements:

The Contractor shall remove the existing structure as required to construct new spans 1-6 and 12-18. These thirteen new spans will consist of rolled continuous wide flange beams. Spans 7-11 will be raised by 330± mm, to provide 7.0 m of vertical clearance over the railroad.

Prior to beginning Stage I Work, temporary roadway lighting shall be mounted on poles set in the existing groundline along the west parapet of the existing bridge. Temporary lighting locations are shown as See Lighting Plans for details.

Notes:

- Road shall be kept open to one lane of traffic in each direction at all times by utilizing stage construction. No Pedestrian Traffic is allowed on the bridge during all stages of construction.
- All dimensions are in millimeters (mm), except as noted.
- Offsets are measured from ϕ SW Highway to edge of deck.
- Salvage - See note 21 of General Notes on Sheet SA 4.



PROFILE GRADE SOUTHWEST HIGHWAY
(Along PGL Roadway)

WATERWAY INFORMATION
(STONY CREEK)

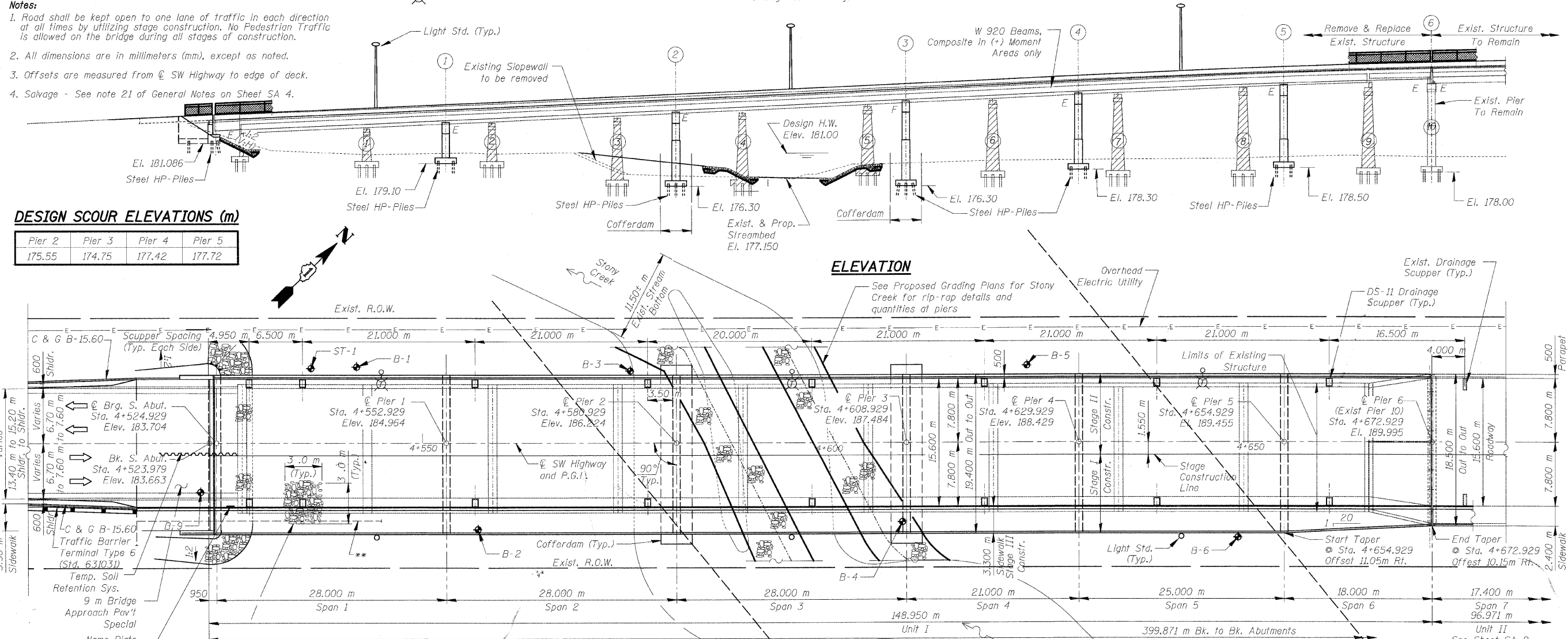
Max Recorded H.W.E. = 180.90 m (7/18-20/96)

Flood	Freq. (Yr.)	Q (cms)	Opening (Sq. m)		Natural H.W.E. (m)	Head (m)		Headwater El. (m)	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	50	47.57	208.0	217.2	181.00	0.00	0.00	181.00	181.00
Base	100	53.24	234.2	244.4	181.16	0.00	0.00	181.16	181.16
Overtopping	>500								
Max. Calc.	500	58.33	277.3	289.2	181.42	0.00	0.00	181.42	181.42

All elevations are in Highway Datum
IDOT Datum = FIS Datum + 0.789 m

DESIGN SCOUR ELEVATIONS (m)

Pier 2	Pier 3	Pier 4	Pier 5
175.55	174.75	177.42	177.72



ELEVATION

See Proposed Grading Plans for Stony Creek for rip-rap details and quantities at piers

DESIGN SPECIFICATIONS
2002 AASHTO Standard Specifications for Highway Bridges
2003 AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges

LOADING MS18
Allowance for Future Wearing Surface = 2.4 kN/m²

PATRICK ENGINEERING INC.
LISLE, ILLINOIS

DESIGN STRESSES
EXISTING CONSTRUCTION
f'_c = 24 MPa
f_y = 400 MPa (Reinf.)
f_y = 345 MPa (M270M Grade 345)

NEW CONSTRUCTION
f'_c = 24 MPa
f_y = 400 MPa (Reinf.)
f_y = 345 MPa (M270M Grade 345)

SEISMIC DATA
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.038g
Site Coefficient (S) = 1.0

** Conduit for future interconnect. (See Conduit Note on Sheet SA 2 of SA 110)

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Paul M. Lopez
ENGINEER OF BRIDGES AND STRUCTURES

PATRICK ENGINEERING, INC.
PAUL M. LOPEZ, S.E.



PAUL M. LOPEZ, P.E., S.E.
NO. 081-005231
EXP. DATE: 11/30/10
DATE: 06/17/2009

PLAN

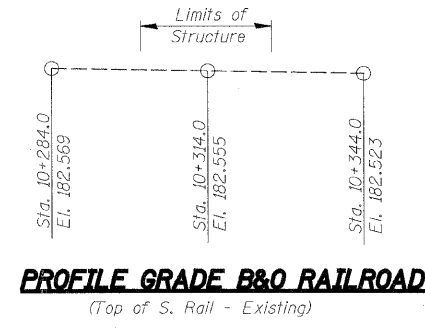
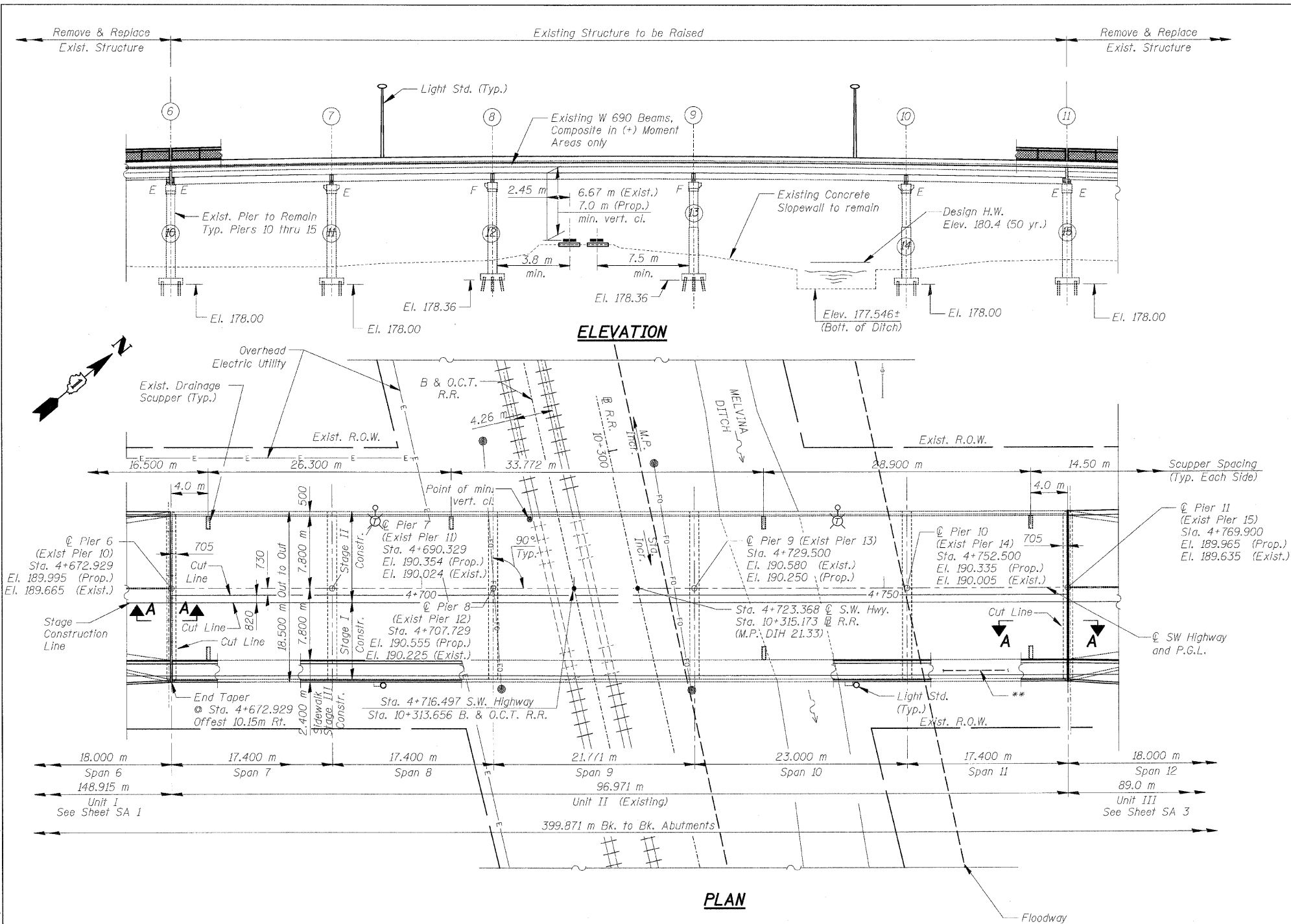


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN AND ELEVATION
UNIT I
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
FAU 3578 SECTION 15V B-1-R-1
STRUCTURE NUMBER 016-2771
COOK COUNTY STATION 4+716.497
SCALE: NONE DRAWN BY: E. Mroozek
DATE: 6/17/09 CHECKED BY: G. Hatlestad

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	89
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				



PROFILE GRADE B&O RAILROAD
(Top of S. Rail - Existing)

** Conduit for future interconnect.
(See Conduit Note)

CONDUIT NOTE:

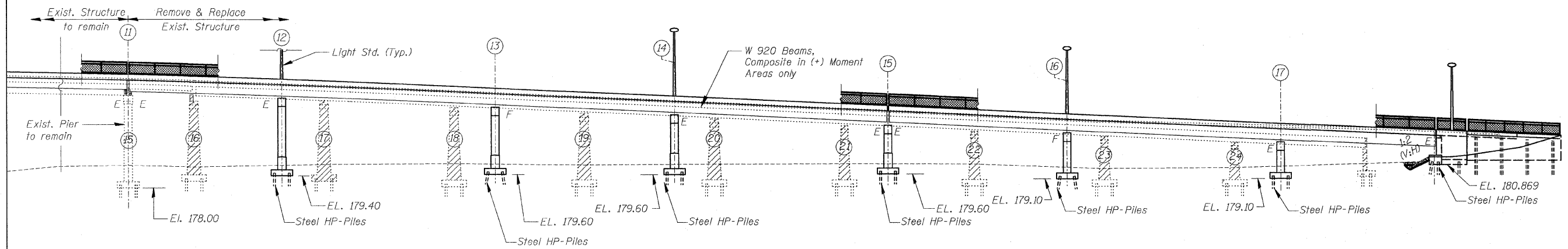
1. Install 50-mm (2-inch) Dia. PVC coated rigid conduit for future interconnect. The conduit shall be securely fastened to the bridge, see Section 811 of the Standard Specifications for conduit installation and support. The contractor shall provide expansion fittings or liquid tight flexible metal conduit loops to match the locations of the expansion joints in the bridge deck. Expansion fittings shall be capable of a 6-inch (150-mm) total movement. Pull boxes shall be furnished and installed in accordance with Section 813. The contractor shall provide pull boxes at a maximum spacing of 150-m with a minimum of one pull box provided between expansion fittings. The conduit shall extend beyond the ends of the approach slabs and daylight into the side slope. The ends of the conduit shall be capped.
2. See lighting plans for details of conduit for roadway lighting.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL PLAN AND ELEVATION UNIT II SOUTHWEST HIGHWAY OVER B&O RAILROAD AND STONY CREEK FAU 3578 SECTION 15V B-1-R-1 STRUCTURE NUMBER 016-2771 COOK COUNTY STATION 4+716.497
NAME	DATE	
		SCALE: NONE DATE: 6/17/09
		DRAWN BY: E. Mroozek CHECKED BY: G. Hatlestad

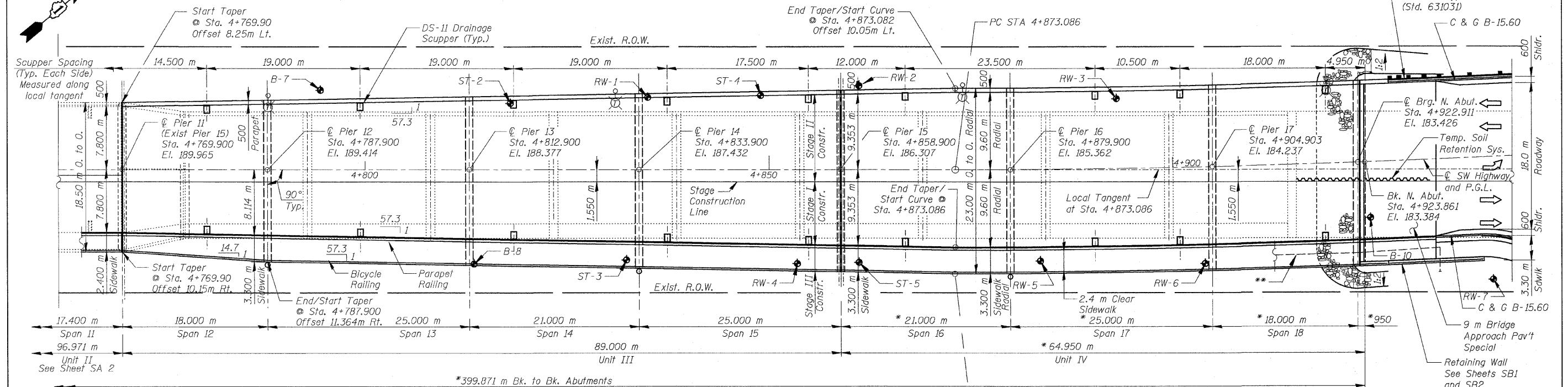


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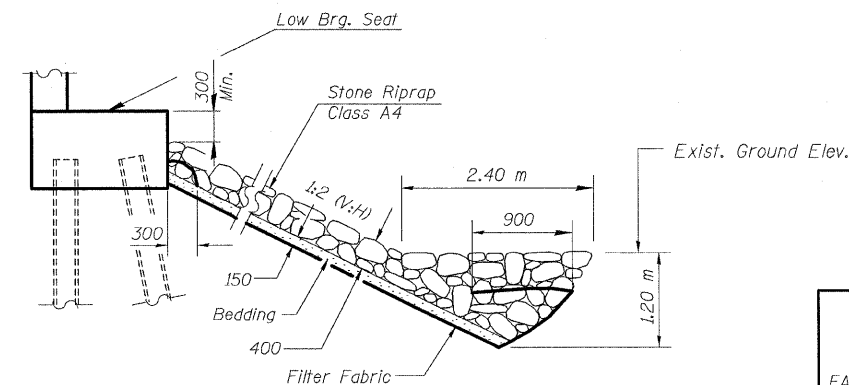
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	90
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		CONTRACT NO. 62388		



ELEVATION



PLAN



STONE RIPRAP ANCHOR DETAIL AT ABUTMENT

STATION 4+716.497
 BUILT 200_ BY
 STATE OF ILLINOIS
 FAU 3578 SECTION 15V B-1-R-1
 F.A. PROJ.
 LOADING MS18
 STR. NO. 016-2771

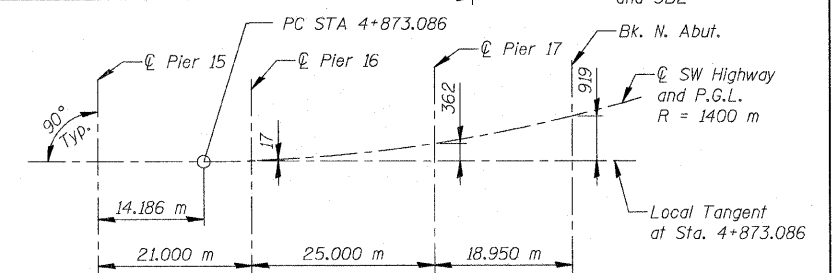
NAME PLATE
 See Std. 515001

PROP. CURVE P-SW

PI STA = 4+981.784
 $\Delta = 8^\circ 52' 45''$ (LT)
 $R = 1,400.000$ m
 $T = 108.697$ m
 $L = 216.960$ m
 $E = 4.213$ m
 $e =$ Normal Crown
 P.C. STA = 4+873.086
 P.T. STA = 5+090.046

* Measured along local tangent

** Conduit for future interconnect.
 (See Conduit Note on Sheet SA 2 of SA 110)



OFFSET SKETCH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL PLAN AND ELEVATION
 UNIT III & UNIT IV
 SOUTHWEST HIGHWAY OVER
 B&O RAILROAD AND STONY CREEK
 FAU 3578 SECTION 15V B-1-R-1
 STRUCTURE NUMBER 016-2771
 COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: E. Mroczek
 DATE: 6/17/09 CHECKED BY: G. Hattestad

\$FILE\$
 \$TIME\$
 \$DATE\$



GENERAL NOTES

- Fasteners shall be high strength bolts. Bolts M22, open holes 24mm ϕ , unless otherwise noted.
- Calculated mass of structural steel: M270M Grade 345 = 7860 kg
- No field welding is permitted except as specified in the contract documents.
- Anchor bolts shall be set before bolting diaphragms over supports.
- The structural steel bearing plates of the Elastomeric Bearing Assembly & the plates of the Steel Extensions shall conform to the requirements of AASHTO M270M Grade 345.
- The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the wide flange beams and all splice plate material except fill plates.
- Reinforcement bars shall conform to the requirements of ASTM A706M Grade 420. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 3 mm. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 3 mm adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two 3 mm adjusting shims shall be provided for each bearing and placed as detailed.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- Concrete Sealer shall be applied to the seat area of the abutments and Piers 6, 11 and 15.
- When the deck pour is stopped for the day at one or more of the transverse Bonded Construction Joints in the deck Pouring Sequence as shown, the next pour shall not be made until both of the following requirements are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 4.5 MPA or a minimum compressive strength of 24 MPA.
- All construction joints shall be bonded.
- All dimensions are in millimeters (mm) except as noted.
- The Inorganic zinc rich primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be reddish brown Munsell No. 2.5YR 3/4. See special provision for "Cleaning and Painting New Metal Structures". The SSPC QP-1 Painting Contractor Certification will be required for this contract. Field painting of new structural steel provided by the Fabrication Contract is included in this contract. All work for Cleaning and Painting Structural Steel provided by the Fabrication Contract will not be paid for separately but shall be considered as included in the contract unit price for Erecting Structural Steel. The cost associated with shop priming the new Structural Steel provided by the Fabrication Contract will be included in that contract.
- Prior to beginning any work within or above the railroad right-of-way, the Contractor shall comply with the requirements set forth by Articles 107.11 and 107.12 of the Standard Specifications.
- The Contractor is solely responsible for arranging access to the site with the necessary property owners. In addition, the contractor is advised of overhead utility lines that may potentially interfere with certain construction equipment. The Contractor shall use appropriate equipment that provides adequate clearance to the utility lines or make arrangements with the respective utility companies to accommodate his specific equipment. No additional compensation will be considered for gaining access to the site, or addressing utility accommodations or any associated delays.
- See the General Notes on Sheet 2 for notes regarding access to the railroad right-of-way.
- See Sheet SA 8 for salvaging of existing structural supports.
- Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
- Protective coat shall be applied to the entire surface of the sidewalk barrier.
- If the Contractor's procedures for existing beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

25. The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal of the superstructure.

26. Slipforming of the concrete parapets is not allowed.

INDEX OF SHEETS

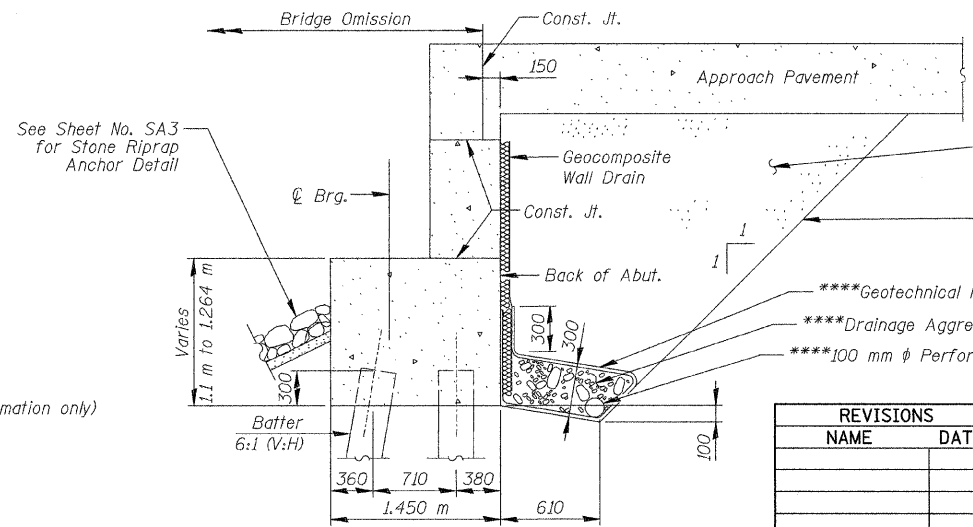
- SA1 General Plan and Elevation - Unit I
- SA2 General Plan and Elevation - Unit II
- SA3 General Plan and Elevation- Unit III & Unit IV
- SA4 General Notes, Total Bill of Mat'l & Index of Sheets
- SA5 Construction Staging & Removal Details - Unit I
- SA6 Construction Staging & Removal Details - Unit II
- SA7 Construction Staging & Removal Details - Unit III & IV
- SA8 Temporary Superstructure Support Removal
- SA8A Temporary Superstructure Support Removal II
- SA9 Top of Slab Elevations - Unit I - A
- SA10 Top of Slab Elevations - Unit I - B
- SA11 Top of Slab Elevations - Unit I - C
- SA12 Top of Slab Elevations - Unit I - D
- SA13 Top of Slab Elevations - Unit III - A
- SA14 Top of Slab Elevations - Unit III - B
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- SA16 Top of Slab Elevations - Unit IV - A
- SA17 Top of Slab Elevations - Unit IV - B
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- SA18A Top of Slab Elevations - APPR. PAVT
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- SA20 Superstructure Details - Unit I - A
- SA21 Superstructure Details - Unit I - B
- SA22 Superstructure - Unit II
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- SA23A Superstructure Details - Unit II - A
- SA24 Superstructure - Unit III
- SA25 Superstructure Details - Unit III - A
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- SA27 Superstructure - Unit IV
- SA28 Superstructure Details - Unit IV - A
- SA29 Superstructure Details - Unit IV - B
- SA30 Modular Expansion Joint
- SA30A Modular Expansion Joint
- SA30B Modular Expansion Joint
- SA30C Expansion Joint Details
- SA31 Drainage Scupper Details
- SA32 Bicycle Railing Details I
- SA32A Bicycle Railing Details II
- SA33 Framing Plan - Unit I
- SA34 Framing Plan - Unit III
- SA35 Framing Plan - Unit IV
- SA35A End Diaphragms at Modular Jnts.
- SA36 Beam Details - Unit I
- SA37 Beam Details - Unit III
- SA38 Beam Details - Unit IV
- SA39 Lighting Support Bracket Details
- SA40 Bearing Details - Unit I South Abutment & Pier 3
- SA41 Bearing Details - Unit I Piers 1, 2, 4, & 5
- SA42 Bearing Details - Piers 6 & 11
- SA43 Steel Extension Details - Unit II
- SA44 Bearing Details - Unit III Piers 12, 13, 14 & 15
- SA45 Bearing Details - Unit IV Piers 15, 16, 17 and N. Abut
- SA46 Anchor Bolt Details
- SA47 South Abutment
- SA48 South Abutment Details
- SA49 North Abutment
- SA50 North Abutment Details
- SA51 Pier 1
- SA52 Pier 2
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- SA58 Pier 12
- SA59 Pier 13
- SA60 Pier 14
- SA61 Pier 15
- SA62 Pier 16
- SA63 Pier 17
- SA64 Temporary Concrete Barrier
- SA65A Pile Detail
- SA66 to SA78 - Soil Boring Logs
- SA79 to SA110 - Interim Bridge Plans (For Information only)

SHEET SA 4 of SA110

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	91
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	CONTRACT NO. 62388

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
* Porous Granular Embankment, Special	Cu m		171	171
Stone Riprap, Class A4	Sq m		623	623
Filter Fabric	Sq m		623	623
Removal of Existing Structures	Each		1	1
Concrete Removal	Cu m	85.8	12.5	98.3
Structure Excavation	Cu m		1,491	1,491
Cofferdam Excavation	Cu m		560	560
Cofferdam (Location - 1)	Each		1	1
Cofferdam (Location - 2)	Each		1	1
Concrete Structures	Cu m		1,378.7	1,378.7
Concrete Superstructure	Cu m	1,798.2		1,798.2
Bridge Deck Grooving	Sq m	4,971		4,971
Seal Coat Concrete	Cu m		155.5	155.5
Protective Coat	Sq m	7,366	16	7,382
** Furnishing and Erecting Structural Steel	kg	7,860		7,860
*** Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	26,160		26,160
Reinforcement Bars, Epoxy Coated	kg	255,760	91,520	347,280
Elastomeric Bearing Assembly, Type I	Each	72		72
Elastomeric Bearing Assembly, Type II	Each	46		46
Furnishing Steel Piles HP310X79	m		3,599.2	3,599.2
Driving Piles	m		3,599.2	3,599.2
Test Pile Steel HP310X79	Each		7	7
Pile Shoes	Each		276	276
Name Plates	Each	1		1
Concrete Sealer	Sq m		99	99
Geocomposite Wall Drain	Sq m		109	109
* Pipe Underdrains for Structures 100mm	m		64	64
* Temporary Soil Retention System	Sq m		61.6	61.6
Bicycle Railing	m	417.6		417.6
Protective Shield	Sq m	371.4		371.4
Drainage Scuppers, DS-II	Each	34		34
Bar Splicers	Each	3,567	418	3,985
* Jacking Existing Superstructure	L Sum			1
* Tie-Rod Assemblies	Each		24	24
Anchor Bolts, M24	Each		40	40
Anchor Bolts, M30	Each		136	136
Anchor Bolts, M36	Each		196	196
Preformed Joint Strip Seal	m	64.3		64.3
* Modular Expansion Joint 160mm	m		36.6	36.6
* Cleaning Bridge Scuppers and Downspouts	Each		8.0	8.0
* Mechanical Splicers	Each	1,094		1,094
* Conduit Attached To Structure, 50 mm Dia. Rigid Galvanized Steel, PVC Coated	m	424		424



TYPICAL SECTION THRU ABUTMENT

Dimensions @ Rt. L's

All drainage system components shall extend to 600 mm from the end of each wingwall, except an outlet pipe shall extend until intersecting with the side slopes. The pipe shall drain into concrete headwalls.

* See Special Provisions
 ** See General Note 2
 *** For erecting 812,820 kg of structural steel to be delivered to the site by the Fabrication Contractor.

Backfill with uncompacted porous granular embankment (Special) by Bridge Contractor after Superstructure is in place.
 Excavation for placing Porous Granular Embankment (Special) is paid for as Structure Excavation.

**** Geotechnical Fabric for French Drains
 **** Drainage Aggregate
 **** 100 mm ϕ Perforated Pipe Drain
 **** Included in the cost of Pipe Underdrains for Structures

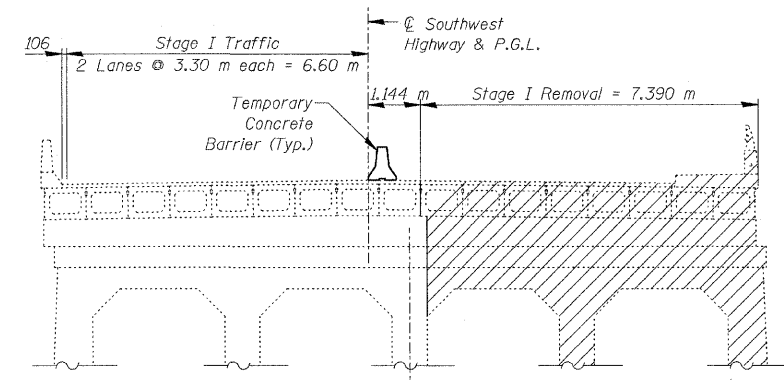
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES, TOTAL BILL OF MAT'L & INDEX OF SHEETS
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
 FAU 3578 SECTION 15V B-1-R-1
 STRUCTURE NUMBER 016-2771
 COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: E. Mroozek
 DATE: 6/17/09 CHECKED BY: G. Hottelrad

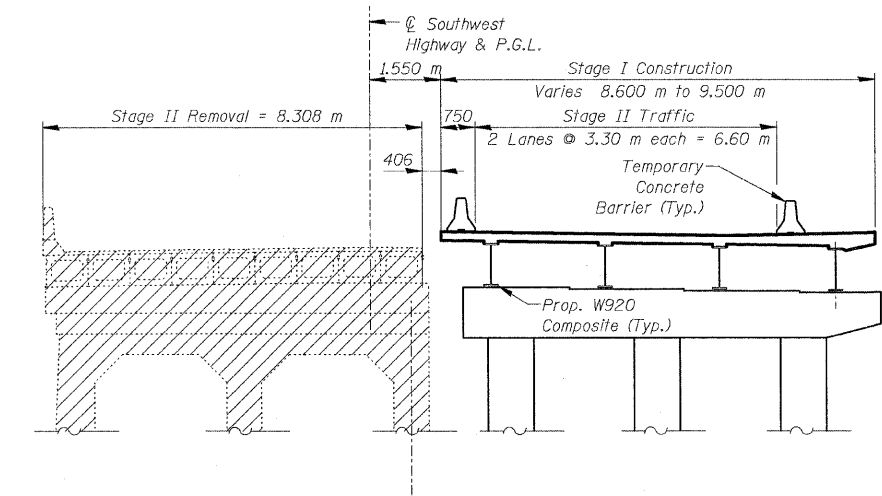
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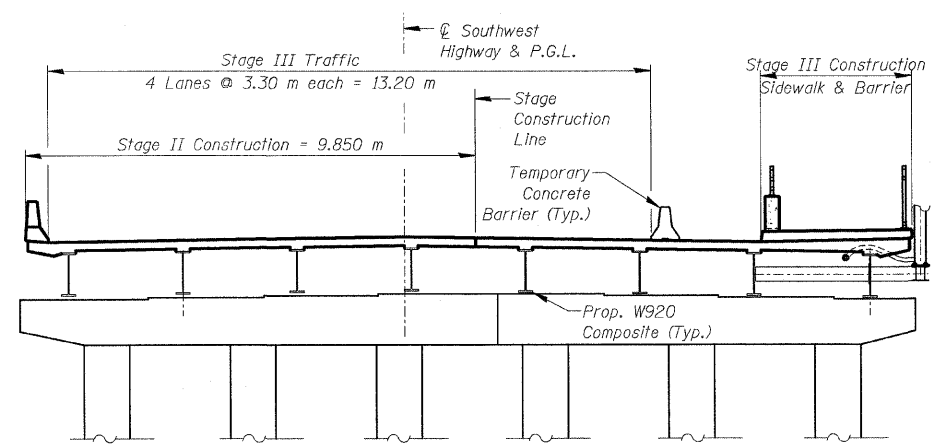
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	92
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				



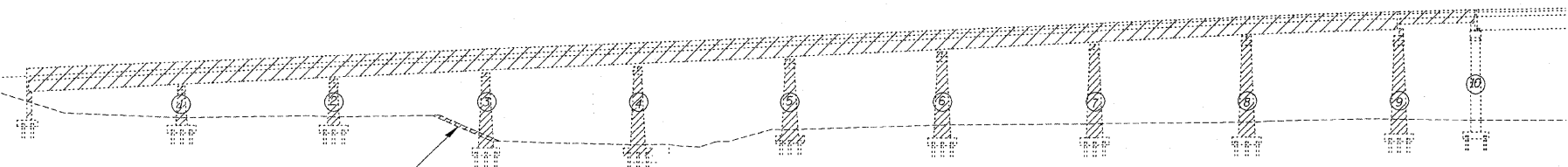
STAGE I REMOVAL



STAGE I CONSTRUCTION / STAGE II REMOVAL

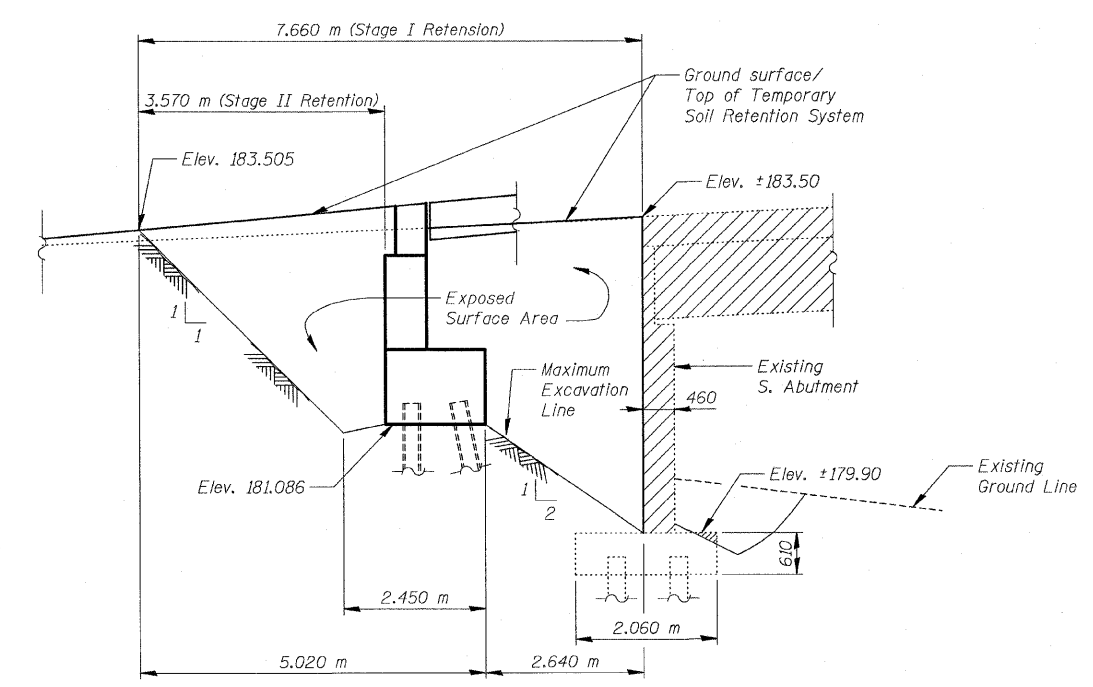


STAGE II & STAGE III CONSTRUCTION



Existing Slopewall to be removed, Cost included with Structure Removal

EXISTING STRUCTURE REMOVAL - ELEVATION



TEMPORARY SOIL RETENTION SYSTEM ELEVATION
(at South Abutment)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. m	23.4

LEGEND:

- Structure Removal
- Existing Structure
- Proposed Structure

NOTES:

1. All dimensions are in millimeters (mm) except as noted.
2. Pedestrian Traffic shall be prohibited during all stages of construction.
3. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION STAGING & REMOVAL DETAILS - UNIT I
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
 FAU 3578 SECTION 15V B-1-R-1
 STRUCTURE NUMBER 016-2771
 COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: E. Mroozek
 DATE: 6/17/09 CHECKED BY: G. Hatlestad

\$USERS \$DATES \$FILES \$TIMES

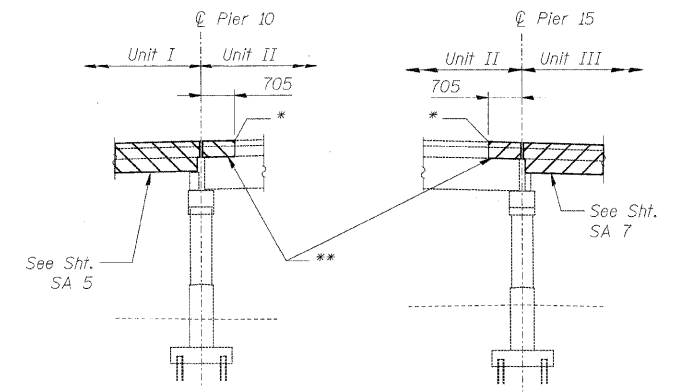


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	93
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				

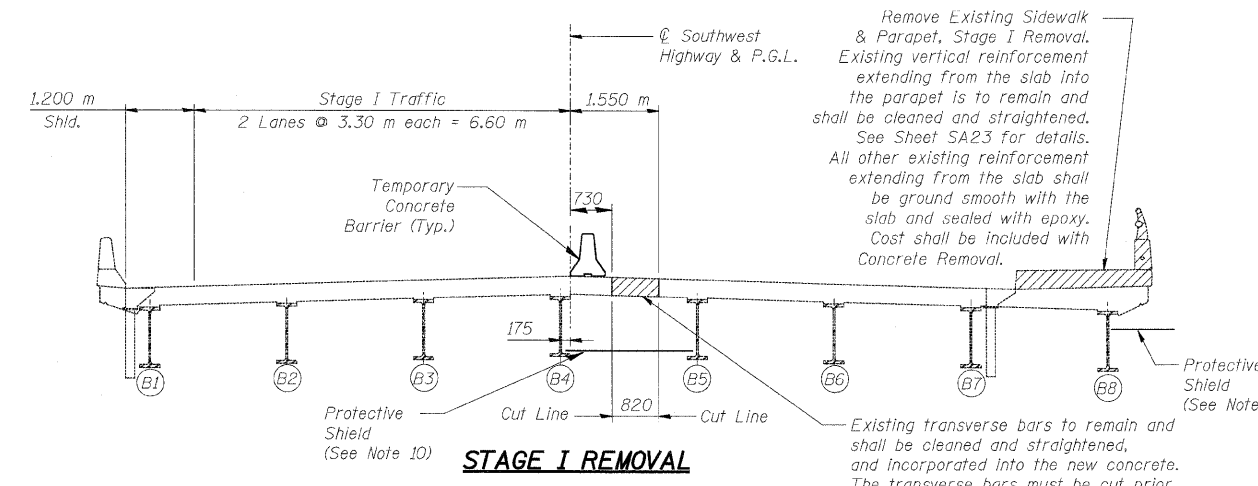
SHEET SA 6 of SA110

SUPERSTRUCTURE CONSTRUCTION SEQUENCE

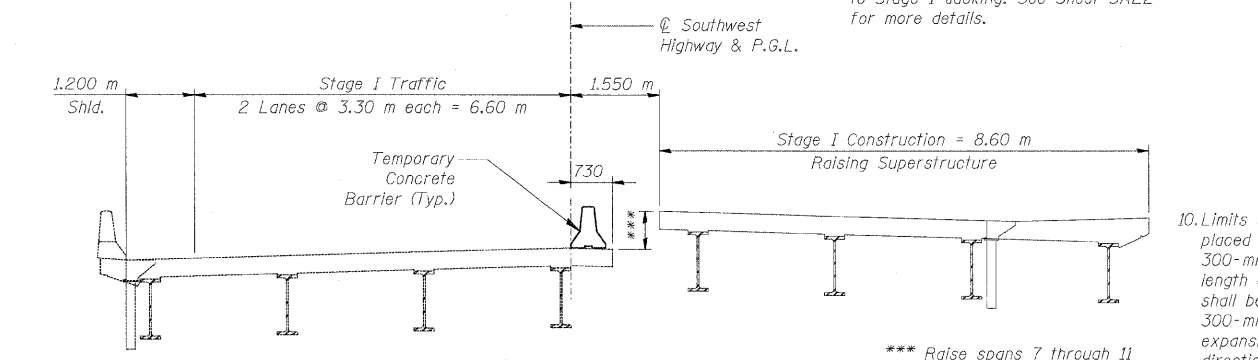
1. Stage I - Sidewalk, Parapet and Deck (between Cut Lines) Removal.
2. Remove existing Intermediate Diaphragms between Beams B4 & B5. Also cut End Diaphragms between Beams B4 & B5. See "Existing End Diaphragms between Beams B4 & B5" detail.
3. The Contractor shall record bottom of Beam and top of Bridge Seat elevations (Beams B5 - B8) at each Substructure element. This information shall be submitted to the Engineer for review prior to beginning the jacking operations.
4. Stage I - Jack Beams B5 - B8. (Jacks shall be capable of lifting 150% of the computed Dead Load Reaction. See Table on this sheet for the reactions.) Remove existing End Diaphragms (see Removal of Existing End Diaphragm detail) and install new End Diaphragms for Modular Joints. See Sheet SA 35A for details. Deck Construction with Modular Joints.
5. The Contractor shall record bottom of Beam and top of Bridge Seat elevations (Beams B1- B4) at each Substructure element. This information shall be submitted to the Engineer for review prior to beginning the jacking operations.
6. Stage II - Jack Beams B1 - B4. Measure the vertical clearance (7.0m min.)
7. Reinstall existing Intermediate Diaphragms between Beams B4 & B5 with new M20 H.S. Bolts reusing the existing holes. Remove the existing End Diaphragms (see Removal of Existing Diaphragm detail) and install the End Diaphragms for the Modular Joints. See Sheet SA 35A for details.
8. Stage II - Deck Construction (between Beams B4 & B5 and Modular Joints).
9. Stage III - Sidewalk and Parapet Construction.



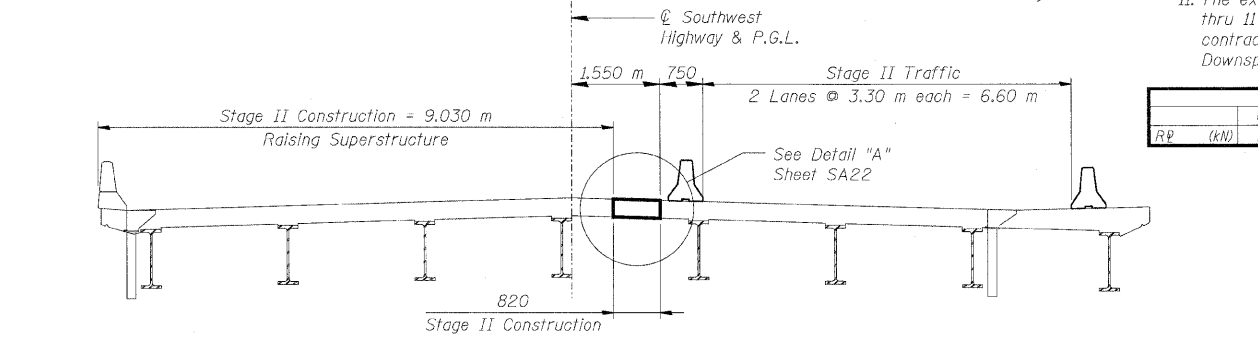
* Saw Cut through Overlay into Slab 3/4" (19 mm).
 ** Existing longitudinal bars to remain and shall be cleaned and straightened, and incorporated into the new concrete.
REMOVAL FOR JOINT RECONSTRUCTION



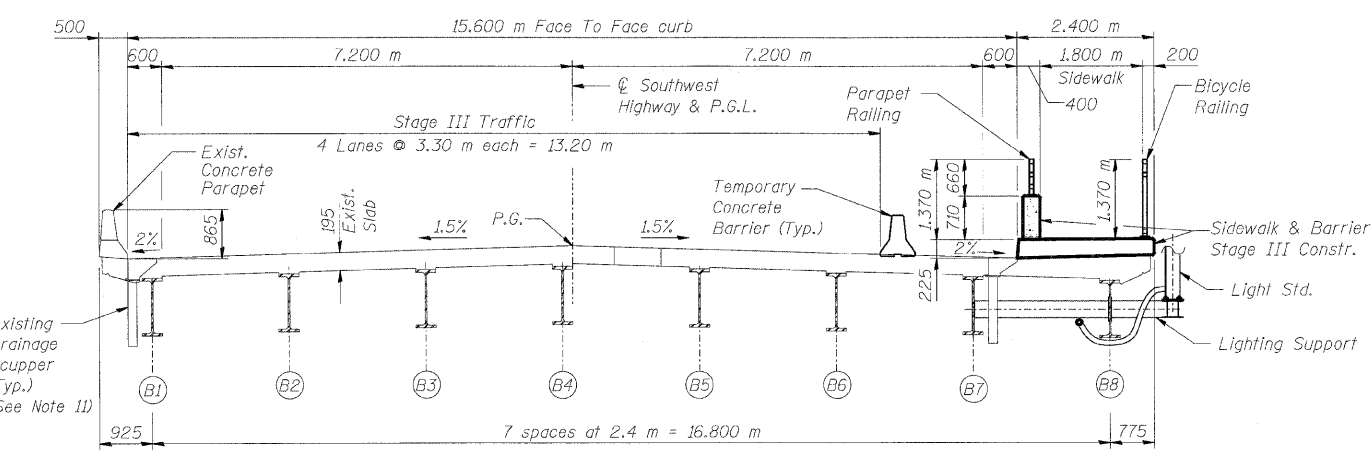
STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II CONSTRUCTION

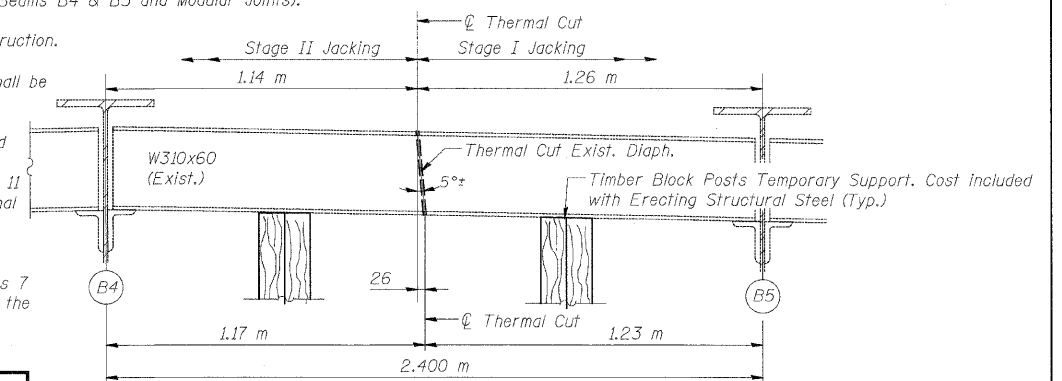


STAGE III CONSTRUCTION

10. Limits of Unit II Protective Shield: Protective Shield shall be placed between Beams 4 & 5 and between Beam 8 & 300-mm beyond the edge of deck fascia for the full length of spans 7 thru 11. In addition, Protective Shield shall be placed full width extending a minimum of 300-mm beyond the edge of deck under the pier 6 and 11 expansion joints and extending 900-mm in the longitudinal direction.

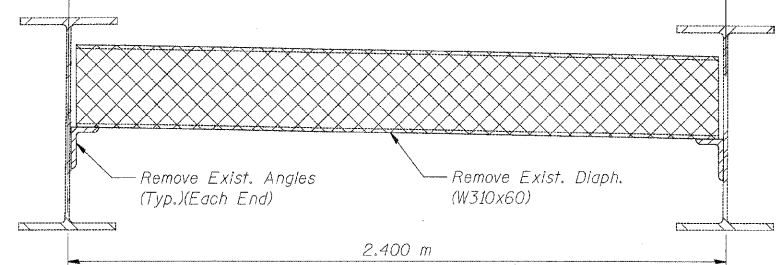
11. The existing drainage scuppers and downspouts in spans 7 thru 11 shall be cleaned. The cost shall be paid for at the contract price for Cleaning Bridge Scuppers and Downspouts.

	Pier 10	Pier 11	Pier 12	Pier 13	Pier 14	Pier 15
RP (kN)	232.7	232.7	232.7	232.7	232.7	232.7



EXISTING END DIAPHRAGMS BETWEEN BEAMS B4 & B5

Note: Thermal cutting of existing end diaphragms shall be performed in accordance with section 505 of the Standard Specifications. The cost of thermal cutting shall be included with Erecting Structural Steel.



REMOVAL OF EXISTING END DIAPHRAGMS

(See Note 3)

LEGEND:

	Structure Removal
	Concrete Removal
	Existing Structure
	Proposed Structure

NOTES:

1. All dimensions are in millimeters (mm) except as noted.
2. All Pedestrian Traffic shall be prohibited during all stages of construction.
3. Removal of existing end diaphragms and painting of existing structural steel shall be performed in accordance with section 505 and 506 of the Standard Specifications respectively. The cost of diaphragm removal and painting shall be included with Erecting Structural Steel.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. m	85.8
Jacking Existing Superstructure	L.Sum	1
Protective Shield	Sq. m	371.4

**** See Special Provision

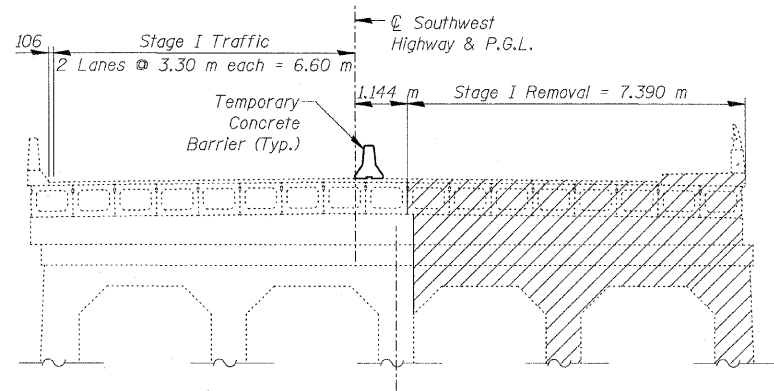
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION STAGING & REMOVAL DETAILS - UNIT II
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
 FAU 3578 SECTION 15V B-1-R-1
 STRUCTURE NUMBER 016-2771
 COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: E. Mroozek
 DATE: 6/17/09 CHECKED BY: G. Hatlestad

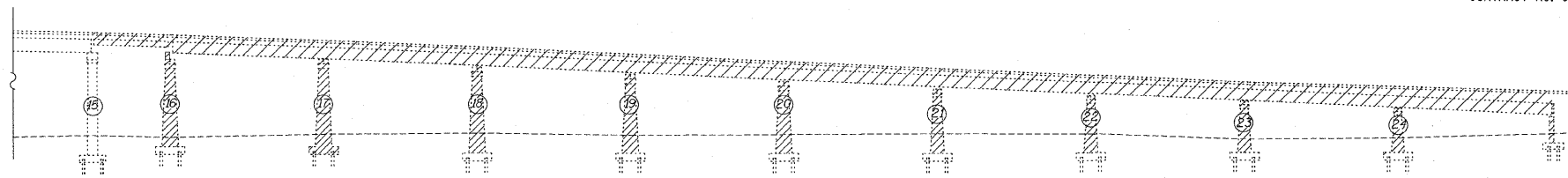
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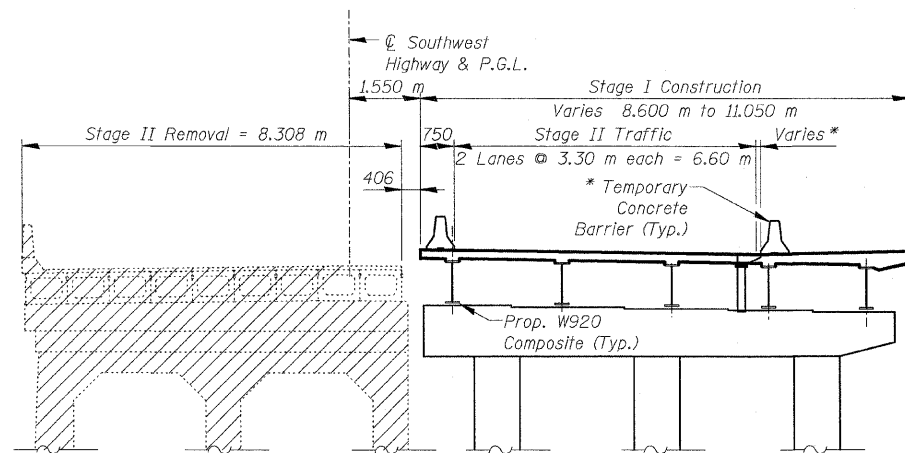
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	94
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62388				



STAGE I REMOVAL

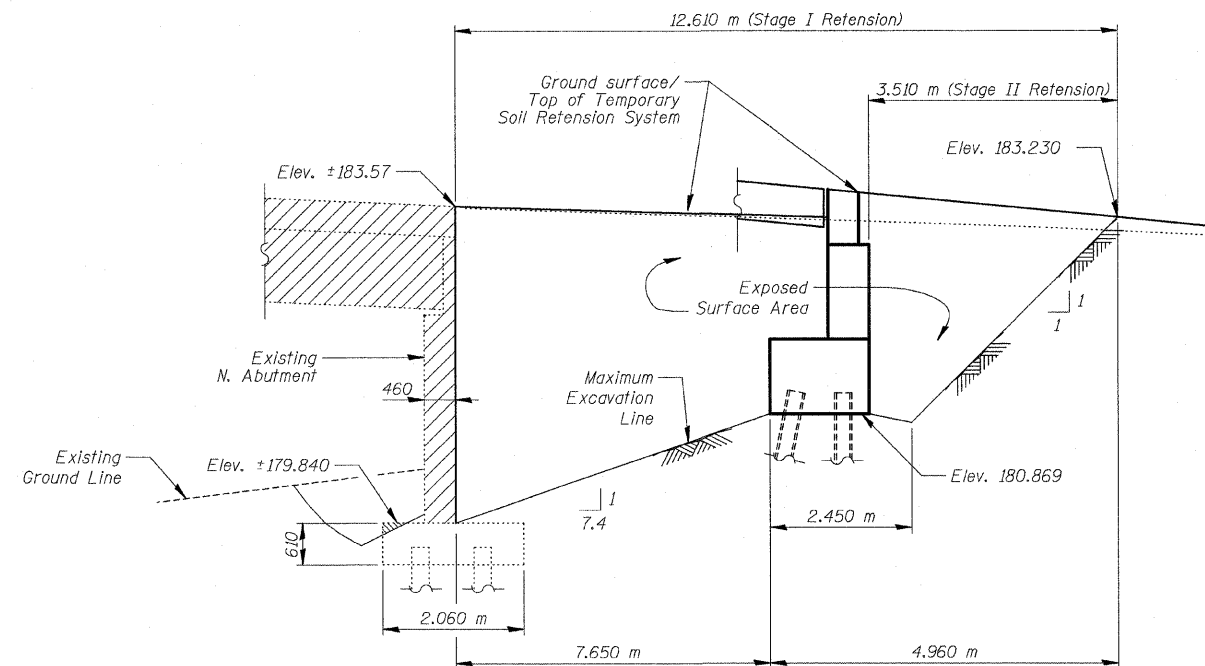


EXISTING STRUCTURE REMOVAL - ELEVATION



STAGE I CONSTRUCTION / STAGE II REMOVAL

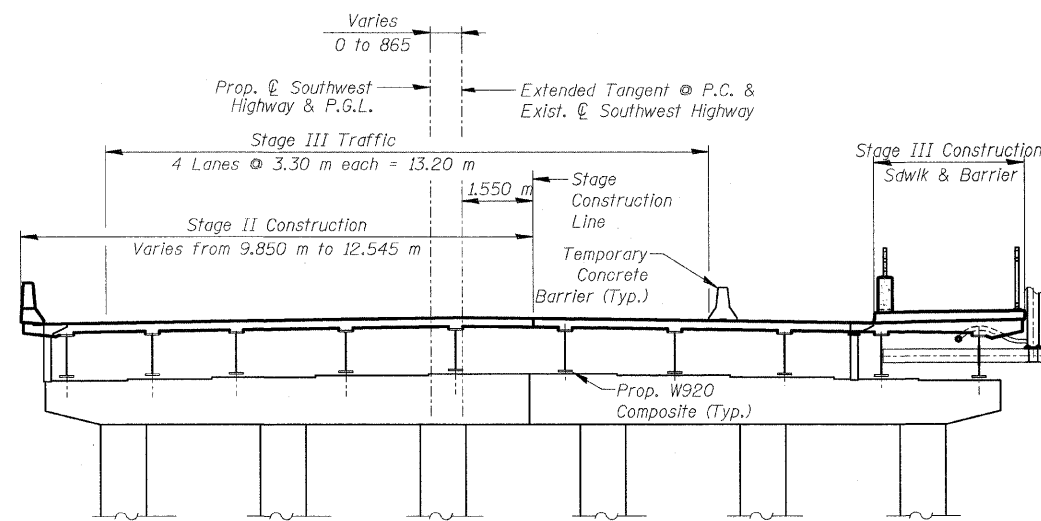
* Temporary Barrier shall not cover the scupper.



TEMPORARY SOIL RETENTION SYSTEM ELEVATION
(at North Abutment)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Temporary Soil Retention System	Sq. m	38.2



STAGE II CONSTRUCTION & STAGE III CONSTRUCTION

LEGEND:

- Structure Removal
- Existing Structure
- Proposed Structure

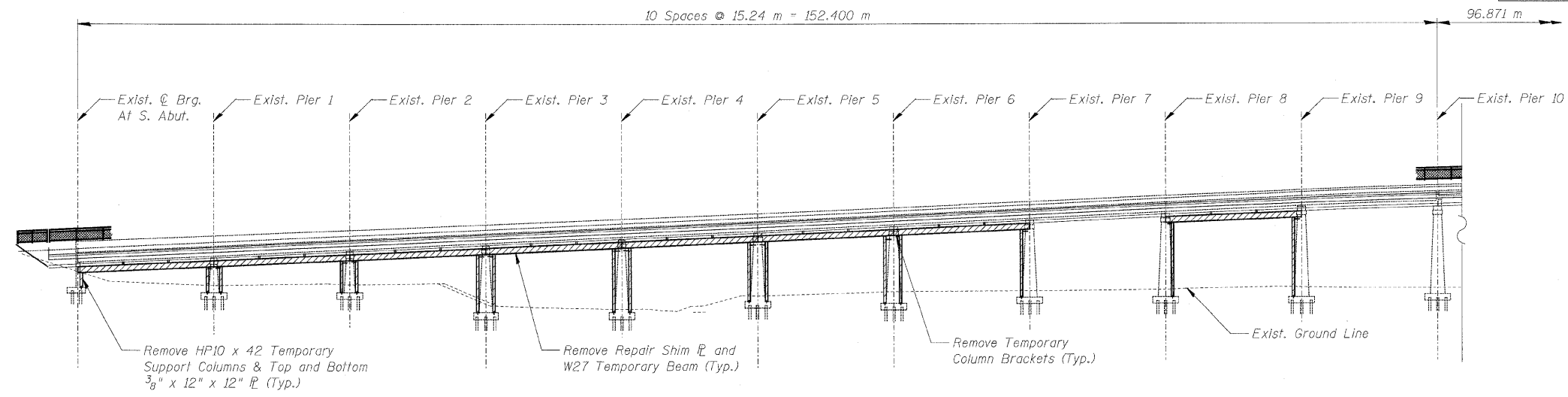
NOTES:

- All dimensions are in millimeters (mm) except as noted.
- Pedestrian Traffic shall be prohibited during all stages of construction.
- A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

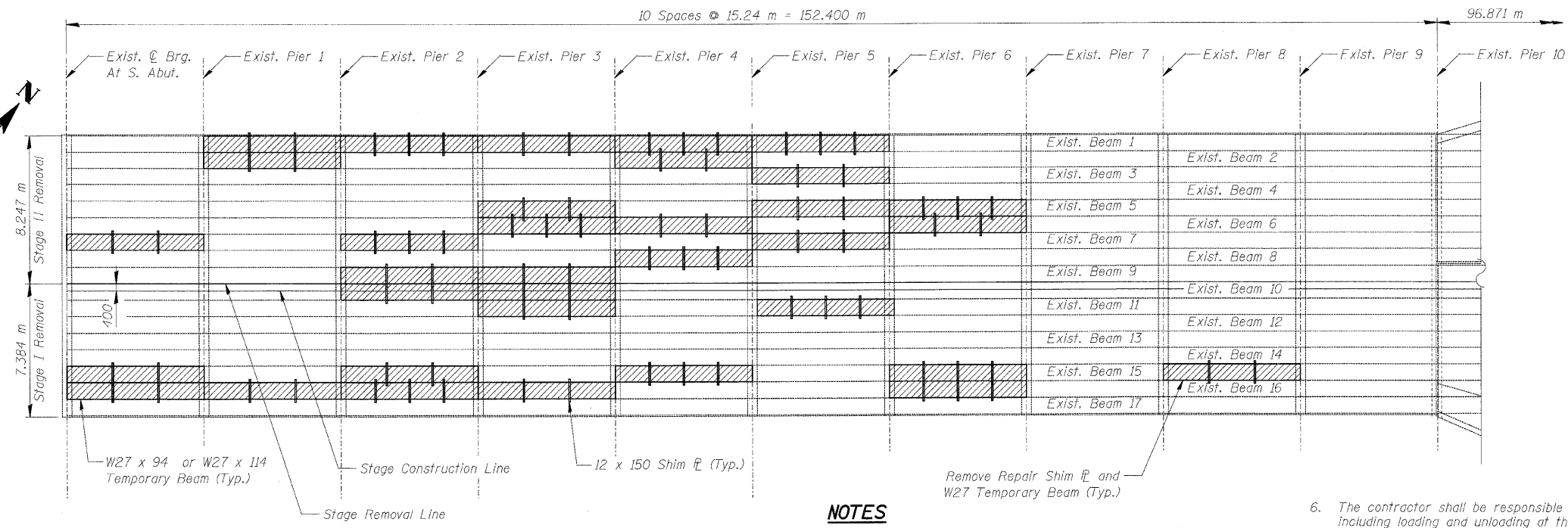
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION STAGING & REMOVAL DETAILS - UNITS III & IV
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
FAU 3578 SECTION 15V B-1-R-1
STRUCTURE NUMBER 016-2771
COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: **E. Mroozek**
 DATE: 6/17/09 CHECKED BY: **G. Hatlestad**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	95
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		CONTRACT NO. 62388		



PARTIAL ELEVATION



PARTIAL PLAN

LEGEND

- Temporary Superstructure Support Removal
- Existing Structure
- Temporary Support System

NOTES

1. Refer to existing plans if additional details are required. The Existing Bridge Plans and Temporary Support Plans are available from IDOT and will be made available to the Contractor upon written request.
2. Payment for removal of the Temporary Superstructure Support System will be included with Removal of Existing Structures.
3. Work this sheet with sheet Nos. SA5 and SA7.
4. Shim Plates shall be cut along Stage Removal Line in order to maintain support for the existing prestressed box beams that carry traffic during Stage I Construction.
5. The contractor shall salvage all existing steel support members including I-beams, columns, and shims and deliver them to a location specified by the Engineer. The Engineer shall be given at least 48-hour notice before delivery.
6. The contractor shall be responsible for all handling of material including loading and unloading at the designated location. The contractor shall provide suitable blocking to keep all material off the ground and in between consecutive layers. In no event shall the contractor stack the material more than four layers in height. All cost associated with this work including but not limited to removing, handling, delivery (up to 35-miles), and blocking shall not be paid for separately but shall be included in the cost for Erecting Structural Steel.

REVISIONS	
NAME	DATE

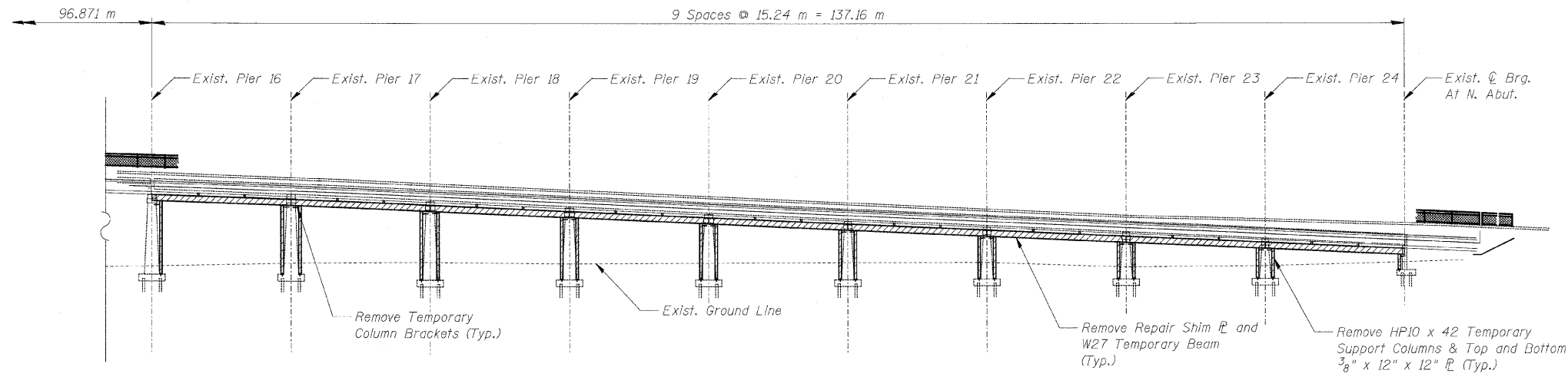
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY SUPERSTRUCTURE SUPPORT REMOVAL I
SOUTHWEST HIGHWAY OVER
B&O RAILROAD AND STONY CREEK
FAU 3578 SECTION 15V B-1-R-1
STRUCTURE NUMBER 016-2771
COOK COUNTY STATION 4+716.497

SCALE: NONE DRAWN BY: **M. Tryon**
 DATE: 6/17/09 CHECKED BY: **G. Hatlestad**

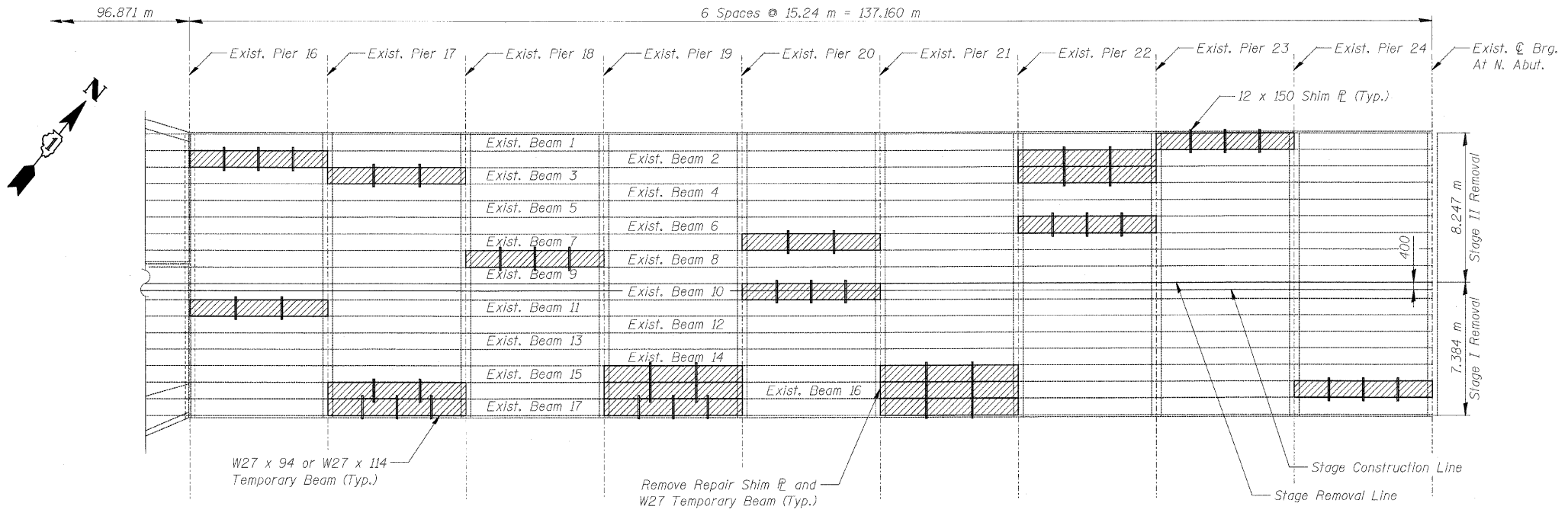
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	96
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		CONTRACT NO. 62388		



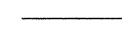


PARTIAL ELEVATION



PARTIAL PLAN

LEGEND

-  Temporary Superstructure Support Removal
-  Existing Structure
-  Temporary Support System

NOTES

1. See Sheet SA8 for notes.

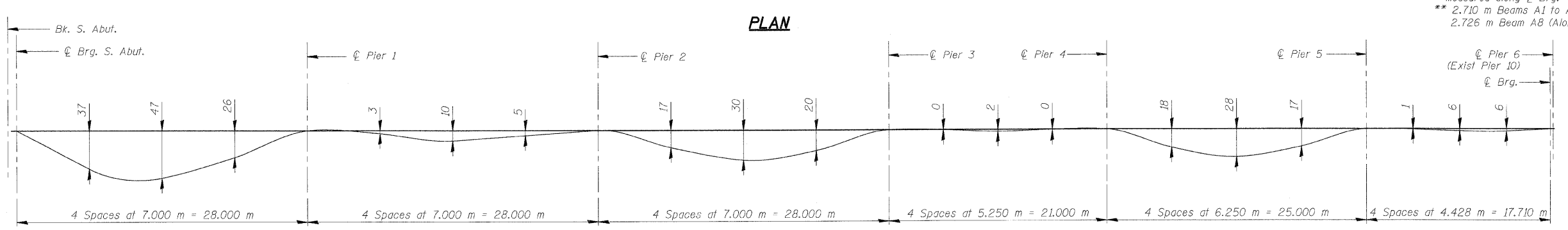
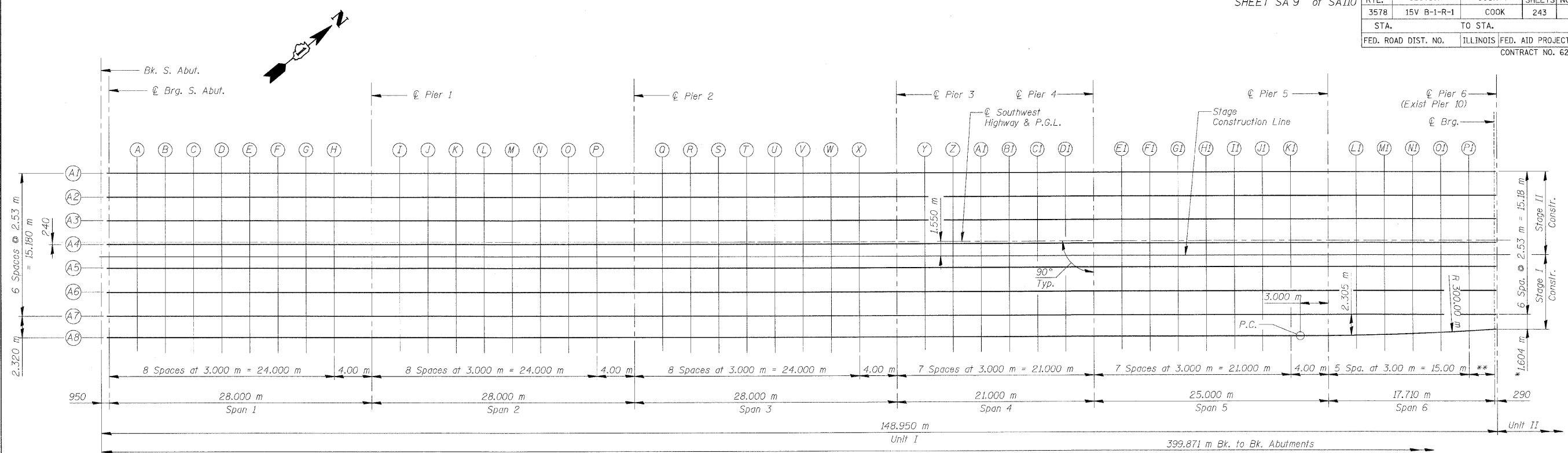
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY SUPERSTRUCTURE
 SUPPORT REMOVAL II
 SOUTHWEST HIGHWAY OVER
 B&O RAILROAD AND STONY CREEK
 FAU 3578 SECTION 15V B-1-R-1
 STRUCTURE NUMBER 016-2771
 COOK COUNTY STATION 4+716.497
 SCALE: NONE DRAWN BY: M. Tryon
 DATE: 6/17/09 CHECKED BY: G. Hattestad

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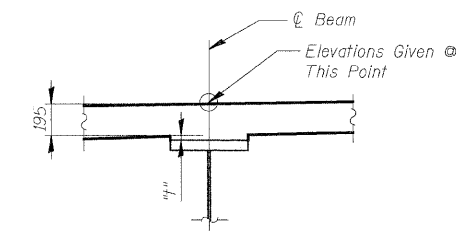


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	97
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62388				



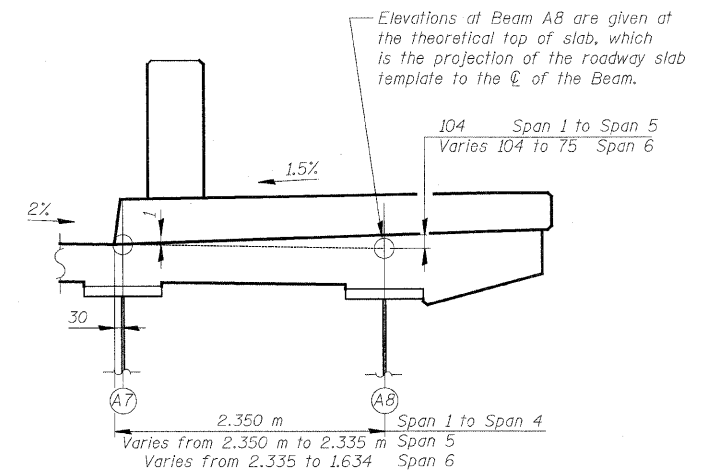
DEAD LOAD DEFLECTION DIAGRAM

(Includes the weight of concrete only)
 Note: The above deflections are not to be used in the field if the Engineer is working from the Theoretical Grade Elevations Adjusted for Dead Load Deflections as shown on sheets SA10 thru SA12.



FILLET HEIGHTS

To determine "t", after all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets SA9 thru SA11. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflections" shown on sheets SA9 thru SA11, minus slab thickness, equals the fillet height "t" above top flange on girder.



LOCATION OF ELEVATIONS AT FASCIA BEAM

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TOP OF SLAB ELEVATIONS - UNIT I - A SOUTHWEST HIGHWAY OVER B&O RAILROAD AND STONY CREEK FAU 3578 SECTION 15V B-1-R-1 STRUCTURE NUMBER 016-2771 COOK COUNTY STATION 4+716.497 SCALE: NONE DRAWN BY: E. Mroozek DATE: 6/17/09 CHECKED BY: G. Hatlestad



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F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	98
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 62388	

BEAM A1

BEAM A2

BEAM A3

CENTERLINE ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	4+523.979	-7.350	183.551	183.551
⊙ Brg. S. Abut.	4+524.929	-7.350	183.593	183.593
A	4+527.929	-7.350	183.728	183.746
B	4+530.929	-7.350	183.863	183.896
C	4+533.929	-7.350	183.998	184.041
D	4+536.929	-7.350	184.133	184.180
E	4+539.929	-7.350	184.268	184.313
F	4+542.929	-7.350	184.403	184.440
G	4+545.929	-7.350	184.538	184.564
H	4+548.929	-7.350	184.673	184.686
⊙ Brg. Pier 1	4+552.929	-7.350	184.853	184.853
I	4+555.929	-7.350	184.988	184.986
J	4+558.929	-7.350	185.123	185.124
K	4+561.929	-7.350	185.258	185.264
L	4+564.929	-7.350	185.393	185.402
M	4+567.929	-7.350	185.528	185.538
N	4+570.929	-7.350	185.663	185.671
O	4+573.929	-7.350	185.798	185.803
P	4+576.929	-7.350	185.933	185.934
⊙ Brg. Pier 2	4+580.929	-7.350	186.113	186.113
Q	4+583.929	-7.350	186.248	186.254
R	4+586.929	-7.350	186.383	186.397
S	4+589.929	-7.350	186.518	186.541
T	4+592.929	-7.350	186.653	186.681
U	4+595.929	-7.350	186.788	186.818
V	4+598.929	-7.350	186.923	186.950
W	4+601.929	-7.350	187.058	187.078
X	4+604.929	-7.350	187.193	187.204
⊙ Brg. Pier 3	4+608.929	-7.350	187.373	187.373
Y	4+611.929	-7.350	187.508	187.506
Z	4+614.929	-7.350	187.643	187.643
A1	4+617.929	-7.350	187.778	187.780
B1	4+620.929	-7.350	187.913	187.915
C1	4+623.929	-7.350	188.048	188.048
D1	4+626.929	-7.350	188.183	188.182
⊙ Brg. Pier 4	4+629.929	-7.350	188.318	188.318
E1	4+632.929	-7.350	188.453	188.460
F1	4+635.929	-7.350	188.588	188.605
G1	4+638.929	-7.350	188.723	188.745
H1	4+641.929	-7.350	188.858	188.875
I1	4+644.929	-7.350	188.993	188.996
J1	4+647.929	-7.350	189.128	189.107
K1	4+650.929	-7.350	189.263	189.211
⊙ Brg. Pier 5	4+654.929	-7.350	189.344	189.344
L1	4+657.929	-7.350	189.446	189.446
M1	4+660.929	-7.350	189.543	189.546
N1	4+663.929	-7.350	189.635	189.641
O1	4+666.929	-7.350	189.723	189.730
P1	4+669.929	-7.350	189.806	189.810
⊙ Brg. Pier 6	4+672.639	-7.350	189.876	189.876
⊙ Pier 6	4+672.929	-7.350	189.884	189.884

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	4+523.979	-4.820	183.590	183.590
⊙ Brg. S. Abut.	4+524.929	-4.820	183.632	183.632
A	4+527.929	-4.820	183.767	183.785
B	4+530.929	-4.820	183.902	183.935
C	4+533.929	-4.820	184.037	184.080
D	4+536.929	-4.820	184.172	184.219
E	4+539.929	-4.820	184.307	184.352
F	4+542.929	-4.820	184.442	184.479
G	4+545.929	-4.820	184.577	184.603
H	4+548.929	-4.820	184.712	184.725
⊙ Brg. Pier 1	4+552.929	-4.820	184.892	184.892
I	4+555.929	-4.820	185.027	185.025
J	4+558.929	-4.820	185.162	185.163
K	4+561.929	-4.820	185.297	185.303
L	4+564.929	-4.820	185.432	185.441
M	4+567.929	-4.820	185.567	185.577
N	4+570.929	-4.820	185.702	185.710
O	4+573.929	-4.820	185.837	185.842
P	4+576.929	-4.820	185.972	185.973
⊙ Brg. Pier 2	4+580.929	-4.820	186.152	186.152
Q	4+583.929	-4.820	186.287	186.293
R	4+586.929	-4.820	186.422	186.436
S	4+589.929	-4.820	186.557	186.580
T	4+592.929	-4.820	186.692	186.720
U	4+595.929	-4.820	186.827	186.857
V	4+598.929	-4.820	186.962	186.989
W	4+601.929	-4.820	187.097	187.117
X	4+604.929	-4.820	187.232	187.243
⊙ Brg. Pier 3	4+608.929	-4.820	187.412	187.412
Y	4+611.929	-4.820	187.547	187.545
Z	4+614.929	-4.820	187.682	187.682
A1	4+617.929	-4.820	187.817	187.819
B1	4+620.929	-4.820	187.952	187.954
C1	4+623.929	-4.820	188.087	188.087
D1	4+626.929	-4.820	188.222	188.221
⊙ Brg. Pier 4	4+629.929	-4.820	188.357	188.357
E1	4+632.929	-4.820	188.492	188.499
F1	4+635.929	-4.820	188.627	188.644
G1	4+638.929	-4.820	188.762	188.784
H1	4+641.929	-4.820	188.897	188.914
I1	4+644.929	-4.820	189.032	189.035
J1	4+647.929	-4.820	189.167	189.145
K1	4+650.929	-4.820	189.302	189.249
⊙ Brg. Pier 5	4+654.929	-4.820	189.382	189.382
L1	4+657.929	-4.820	189.484	189.484
M1	4+660.929	-4.820	189.581	189.584
N1	4+663.929	-4.820	189.674	189.680
O1	4+666.929	-4.820	189.761	189.768
P1	4+669.929	-4.820	189.844	189.848
⊙ Brg. Pier 6	4+672.639	-4.820	189.915	189.915
⊙ Pier 6	4+672.929	-4.820	189.923	189.923

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	4+523.979	-2.290	183.628	183.628
⊙ Brg. S. Abut.	4+524.929	-2.290	183.670	183.670
A	4+527.929	-2.290	183.805	183.823
B	4+530.929	-2.290	183.940	183.973
C	4+533.929	-2.290	184.075	184.118
D	4+536.929	-2.290	184.210	184.257
E	4+539.929	-2.290	184.345	184.390
F	4+542.929	-2.290	184.480	184.517
G	4+545.929	-2.290	184.615	184.641
H	4+548.929	-2.290	184.750	184.763
⊙ Brg. Pier 1	4+552.929	-2.290	184.930	184.930
I	4+555.929	-2.290	185.065	185.063
J	4+558.929	-2.290	185.200	185.201
K	4+561.929	-2.290	185.335	185.341
L	4+564.929	-2.290	185.470	185.479
M	4+567.929	-2.290	185.605	185.615
N	4+570.929	-2.290	185.740	185.748
O	4+573.929	-2.290	185.875	185.880
P	4+576.929	-2.290	186.010	186.011
⊙ Brg. Pier 2	4+580.929	-2.290	186.190	186.190
Q	4+583.929	-2.290	186.325	186.331
R	4+586.929	-2.290	186.460	186.474
S	4+589.929	-2.290	186.595	186.618
T	4+592.929	-2.290	186.730	186.758
U	4+595.929	-2.290	186.865	186.895
V	4+598.929	-2.290	187.000	187.027
W	4+601.929	-2.290	187.135	187.155
X	4+604.929	-2.290	187.270	187.281
⊙ Brg. Pier 3	4+608.929	-2.290	187.450	187.450
Y	4+611.929	-2.290	187.585	187.583
Z	4+614.929	-2.290	187.720	187.720
A1	4+617.929	-2.290	187.855	187.857
B1	4+620.929	-2.290	187.990	187.992
C1	4+623.929	-2.290	188.125	188.125
D1	4+626.929	-2.290	188.260	188.259
⊙ Brg. Pier 4	4+629.929	-2.290	188.395	188.395
E1	4+632.929	-2.290	188.530	188.537
F1	4+635.929	-2.290	188.665	188.682
G1	4+638.929	-2.290	188.800	188.822
H1	4+641.929	-2.290	188.935	188.952
I1	4+644.929	-2.290	189.070	189.073
J1	4+647.929	-2.290	189.205	189.183
K1	4+650.929	-2.290	189.340	189.287
⊙ Brg. Pier 5	4+654.929	-2.290	189.420	189.420
L1	4+657.929	-2.290	189.522	189.522
M1	4+660.929	-2.290	189.619	189.622
N1	4+663.929	-2.290	189.712	189.718
O1	4+666.929	-2.290	189.799	189.806
P1	4+669.929	-2.290	189.882	189.886
⊙ Brg. Pier 6	4+672.639	-2.290	189.953	189.953
⊙ Pier 6	4+672.929	-2.290	189.960	189.960

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	4+523.979	0.00	183.662	183.662
⊙ Brg. S. Abut.	4+524.929	0.00	183.704	183.704
A	4+527.929	0.00	183.839	183.857
B	4+530.929	0.00	183.974	184.007
C	4+533.929	0.00	184.109	184.152
D	4+536.929	0.00	184.244	184.291
E	4+539.929	0.00	184.379	184.424
F	4+542.929	0.00	184.514	184.551
G	4+545.929	0.00	184.649	184.675
H	4+548.929	0.00	184.784	184.797
⊙ Brg. Pier 1	4+552.929	0.00	184.964	184.964
I	4+555.929	0.00	185.099	185.097
J	4+558.929	0.00	185.234	185.235
K	4+561.929	0.00	185.369	185.375
L	4+564.929	0.00	185.504	185.513
M	4+567.929	0.00	185.639	185.649
N	4+570.929	0.00	185.774	185.782
O	4+573.929	0.00	185.909	185.914
P	4+576.929	0.00	186.044	186.045
⊙ Brg. Pier 2	4+580.929	0.00	186.224	186.224
Q	4+583.929	0.00	186.359	186.365
R	4+586.929	0.00	186.494	186.508
S	4+589.929	0.00	186.629	186.652
T	4+592.929	0.00	186.764	186.792
U	4+595.929	0.00	186.899	186.929
V	4+598.929	0.00	187.034	187.061
W	4+601.929	0.00	187.169	187.189
X	4+604.929	0.00	187.304	187.315
⊙ Brg. Pier 3	4+608.929	0.00	187.484	187.484
Y	4+611.929	0.00	187.619	187.617
Z	4+614.929	0.00	187.754	187.754
A1	4+617.929	0.00	187.889	187.891
B1	4+620.929	0.00	188.024	188.026
C1	4+623.929	0.00	188.159	188.159
D1	4+626.929	0.00	188.294	188.293
⊙ Brg. Pier 4	4+629.929	0.00	188.429	188.429
E1	4+632.929	0.00	188.564	188.571
F1	4+635.929	0.00	188.699	188.716
G1	4+638.929	0.00	188.834	188.856
H1	4+641.929	0.00	188.969	1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3578	15V B-1-R-1	COOK	243	99
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62388				

BEAM A4

STAGE CONSTRUCTION LINE

BEAM A5

BEAM A6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	4+523.979	0.240	183.658	183.658	Bk. S. Abut.	4+523.979	1.550	183.639	183.639	Bk. S. Abut.	4+523.979	2.770	183.620	183.620	Bk. S. Abut.	4+523.979	5.300	183.583	183.583
⊙ Brg. S. Abut.	4+524.929	0.240	183.700	183.700	⊙ Brg. S. Abut.	4+524.929	1.550	183.681	183.681	⊙ Brg. S. Abut.	4+524.929	2.770	183.662	183.662	⊙ Brg. S. Abut.	4+524.929	5.300	183.625	183.625
A	4+527.929	0.240	183.835	183.853	A	4+527.929	1.550	183.816	183.834	A	4+527.929	2.770	183.797	183.815	A	4+527.929	5.300	183.760	183.778
B	4+530.929	0.240	183.970	184.003	B	4+530.929	1.550	183.951	183.984	B	4+530.929	2.770	183.932	183.965	B	4+530.929	5.300	183.895	183.928
C	4+533.929	0.240	184.105	184.148	C	4+533.929	1.550	184.086	184.129	C	4+533.929	2.770	184.067	184.110	C	4+533.929	5.300	184.030	184.073
D	4+536.929	0.240	184.240	184.287	D	4+536.929	1.550	184.221	184.268	D	4+536.929	2.770	184.202	184.249	D	4+536.929	5.300	184.165	184.212
E	4+539.929	0.240	184.375	184.420	E	4+539.929	1.550	184.356	184.401	E	4+539.929	2.770	184.337	184.382	E	4+539.929	5.300	184.300	184.345
F	4+542.929	0.240	184.510	184.547	F	4+542.929	1.550	184.491	184.528	F	4+542.929	2.770	184.472	184.509	F	4+542.929	5.300	184.435	184.472
G	4+545.929	0.240	184.645	184.671	G	4+545.929	1.550	184.626	184.652	G	4+545.929	2.770	184.607	184.633	G	4+545.929	5.300	184.570	184.596
H	4+548.929	0.240	184.780	184.793	H	4+548.929	1.550	184.761	184.774	H	4+548.929	2.770	184.742	184.755	H	4+548.929	5.300	184.705	184.718
⊙ Brg. Pier 1	4+552.929	0.240	184.960	184.960	⊙ Brg. Pier 1	4+552.929	1.550	184.941	184.941	⊙ Brg. Pier 1	4+552.929	2.770	184.922	184.922	⊙ Brg. Pier 1	4+552.929	5.300	184.885	184.885
I	4+555.929	0.240	185.095	185.093	I	4+555.929	1.550	185.076	185.074	I	4+555.929	2.770	185.057	185.055	I	4+555.929	5.300	185.020	185.018
J	4+558.929	0.240	185.230	185.231	J	4+558.929	1.550	185.211	185.212	J	4+558.929	2.770	185.192	185.193	J	4+558.929	5.300	185.155	185.156
K	4+561.929	0.240	185.365	185.371	K	4+561.929	1.550	185.346	185.352	K	4+561.929	2.770	185.327	185.333	K	4+561.929	5.300	185.290	185.296
L	4+564.929	0.240	185.500	185.509	L	4+564.929	1.550	185.481	185.490	L	4+564.929	2.770	185.462	185.471	L	4+564.929	5.300	185.425	185.434
M	4+567.929	0.240	185.635	185.645	M	4+567.929	1.550	185.616	185.626	M	4+567.929	2.770	185.597	185.607	M	4+567.929	5.300	185.560	185.570
N	4+570.929	0.240	185.770	185.778	N	4+570.929	1.550	185.751	185.759	N	4+570.929	2.770	185.732	185.740	N	4+570.929	5.300	185.695	185.703
O	4+573.929	0.240	185.905	185.910	O	4+573.929	1.550	185.886	185.891	O	4+573.929	2.770	185.867	185.872	O	4+573.929	5.300	185.830	185.835
P	4+576.929	0.240	186.040	186.041	P	4+576.929	1.550	186.021	186.022	P	4+576.929	2.770	186.002	186.003	P	4+576.929	5.300	185.965	185.966
⊙ Brg. Pier 2	4+580.929	0.240	186.220	186.220	⊙ Brg. Pier 2	4+580.929	1.550	186.201	186.201	⊙ Brg. Pier 2	4+580.929	2.770	186.182	186.182	⊙ Brg. Pier 2	4+580.929	5.300	186.145	186.145
Q	4+583.929	0.240	186.355	186.361	Q	4+583.929	1.550	186.336	186.342	Q	4+583.929	2.770	186.317	186.323	Q	4+583.929	5.300	186.280	186.286
R	4+586.929	0.240	186.490	186.504	R	4+586.929	1.550	186.471	186.485	R	4+586.929	2.770	186.452	186.466	R	4+586.929	5.300	186.415	186.429
S	4+589.929	0.240	186.625	186.648	S	4+589.929	1.550	186.606	186.629	S	4+589.929	2.770	186.587	186.610	S	4+589.929	5.300	186.550	186.573
T	4+592.929	0.240	186.760	186.788	T	4+592.929	1.550	186.741	186.769	T	4+592.929	2.770	186.722	186.750	T	4+592.929	5.300	186.685	186.713
U	4+595.929	0.240	186.895	186.925	U	4+595.929	1.550	186.876	186.906	U	4+595.929	2.770	186.857	186.887	U	4+595.929	5.300	186.820	186.850
V	4+598.929	0.240	187.030	187.057	V	4+598.929	1.550	187.011	187.038	V	4+598.929	2.770	186.992	187.019	V	4+598.929	5.300	186.955	186.982
W	4+601.929	0.240	187.165	187.185	W	4+601.929	1.550	187.146	187.166	W	4+601.929	2.770	187.127	187.147	W	4+601.929	5.300	187.090	187.110
X	4+604.929	0.240	187.300	187.311	X	4+604.929	1.550	187.281	187.292	X	4+604.929	2.770	187.262	187.273	X	4+604.929	5.300	187.225	187.236
⊙ Brg. Pier 3	4+608.929	0.240	187.480	187.480	⊙ Brg. Pier 3	4+608.929	1.550	187.461	187.461	⊙ Brg. Pier 3	4+608.929	2.770	187.442	187.442	⊙ Brg. Pier 3	4+608.929	5.300	187.405	187.405
Y	4+611.929	0.240	187.615	187.613	Y	4+611.929	1.550	187.596	187.594	Y	4+611.929	2.770	187.577	187.575	Y	4+611.929	5.300	187.540	187.538
Z	4+614.929	0.240	187.750	187.750	Z	4+614.929	1.550	187.731	187.731	Z	4+614.929	2.770	187.712	187.712	Z	4+614.929	5.300	187.675	187.675
AI	4+617.929	0.240	187.885	187.887	AI	4+617.929	1.550	187.866	187.868	AI	4+617.929	2.770	187.847	187.849	AI	4+617.929	5.300	187.810	187.812
BI	4+620.929	0.240	188.020	188.022	BI	4+620.929	1.550	188.001	188.003	BI	4+620.929	2.770	187.982	187.984	BI	4+620.929	5.300	187.945	187.947
CI	4+623.929	0.240	188.155	188.155	CI	4+623.929	1.550	188.136	188.136	CI	4+623.929	2.770	188.117	188.117	CI	4+623.929	5.300	188.080	188.080
DI	4+626.929	0.240	188.290	188.289	DI	4+626.929	1.550	188.271	188.270	DI	4+626.929	2.770	188.252	188.251	DI	4+626.929	5.300	188.215	188.214
⊙ Brg. Pier 4	4+629.929	0.240	188.425	188.425	⊙ Brg. Pier 4	4+629.929	1.550	188.406	188.406	⊙ Brg. Pier 4	4+629.929	2.770	188.387	188.387	⊙ Brg. Pier 4	4+629.929	5.300	188.350	188.350
EI	4+632.929	0.240	188.560	188.567	EI	4+632.929	1.550	188.541	188.548	EI	4+632.929	2.770	188.522	188.529	EI	4+632.929	5.300	188.485	188.492
FI	4+635.929	0.240	188.696	188.713	FI	4+635.929	1.550	188.676	188.693	FI	4+635.929	2.770	188.658	188.675	FI	4+635.929	5.300	188.620	188.637
GI	4+638.929	0.240	188.832	188.853	GI	4+638.929	1.550	188.808	188.833	GI	4+638.929	2.770	188.790	188.815	GI	4+638.929	5.300	188.752	188.777
HI	4+641.929	0.240	188.955	188.983	HI	4+641.929	1.550	188.935	188.963	HI	4+641.929	2.770	188.917	188.945	HI	4+641.929	5.300	188.879	188.907
II	4+644.929	0.240	189.077	189.103	II	4+644.929	1.550	189.058	189.084	II	4+644.929	2.770	189.039	189.065	II	4+644.929	5.300	189.001	189.027
JI	4+647.929	0.240	189.195	189.214	JI	4+647.929	1.550	189.175	189.194	JI	4+647.929	2.770	189.157	189.176	JI	4+647.929	5.300	189.119	189.138
KI	4+650.929	0.240	189.308	189.318	KI	4+650.929	1.550	189.288	189.298	KI	4+650.929	2.770	189.270	189.280	KI	4+650.929	5.300	189.232	189.242
⊙ Brg. Pier 5	4+654.929	0.240	189.451	189.451	⊙ Brg. Pier 5	4+654.929	1.550	189.432	189.432	⊙ Brg. Pier 5	4+654.929	2.770	189.413	189.413	⊙ Brg. Pier 5	4+654.929	5.300	189.375	189.375
LI	4+657.929	0.240	189.553	189.553	LI	4+657.929	1.550	189.533	189.533	LI	4+657.929	2.770	189.515	189.515	LI	4+657.929	5.300	189.477	189.477
MI	4+660.929	0.240	189.650	189.653	MI	4+660.929	1.550	189.631	189.634	MI	4+660.929	2.770	189.612	189.615	MI	4+660.929	5.300	189.574	189.577
NI	4+663.929	0.240	189.743	189.749	NI	4+663.929	1.550	189.723	189.729	NI	4+663.929	2.770	189.705	189.711	NI	4+663.929	5.300	189.667	189.673
OI	4+666.929	0.240	189.830	189.837	OI	4+666.929	1.550	189.811	189.818										

