1-18-13 LETTING ITEM 131

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	1
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU 1295 (KENSINGTON ROAD)
FOREST AVENUE TO IL 83 (ELMHURST ROAD)
ROADWAY RECONSTRUCTION
SECTION: 09-00154-00-PV
PROJECT M-9003 (435)
VILLAGE OF MOUNT PROSPECT
COOK COUNTY
C-91-875-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF MOUNT PROSPECT

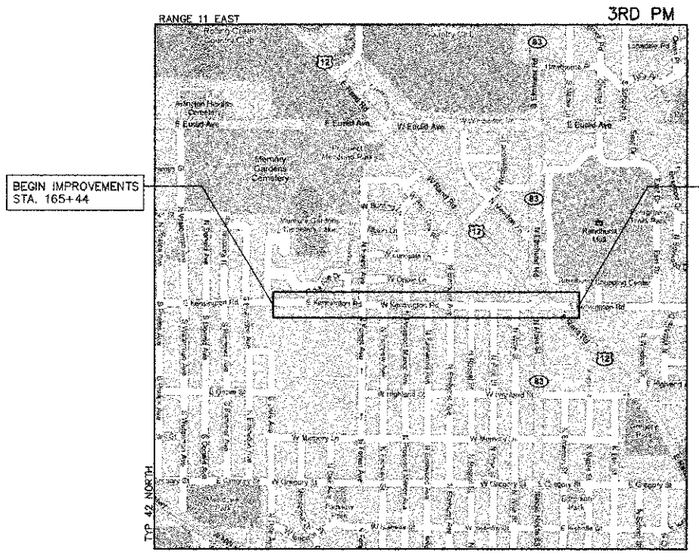
KENSINGTON ROAD
DESIGN DESIGNATION

FUNCTIONAL CLASSIFICATION: URBAN COLLECTOR

POSTED SPEED LIMIT: 30 mph

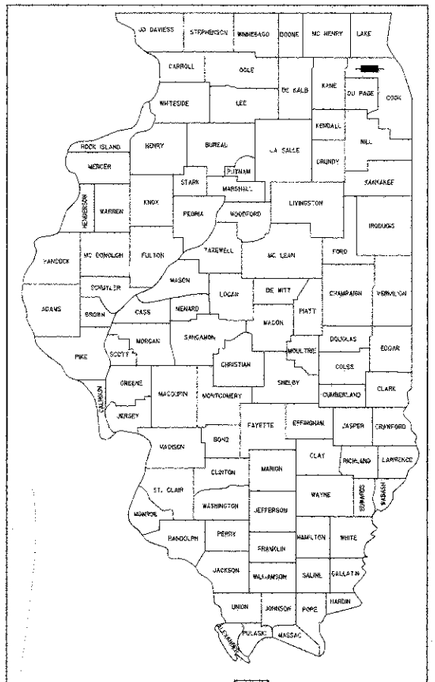
DESIGN SPEED LIMIT: 35 mph

2030 TRAFFIC: 8,000

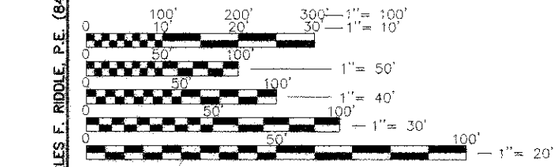


LOCATION MAP
(NOT TO SCALE)

GROSS AND NET LENGTH OF PROJECT = 4,260 FEET (0.807 MILES)



LOCATION OF SECTION INDICATED THUS:



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
CALL 811
811
Know what's **below.** **Call** before you dig.

CONTRACT NO: 63746

STATE OF ILLINOIS

APPROVED: November 6 2012
Jeffrey A. Knieriem
VILLAGE OF MOUNT PROSPECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PASSED: November 19 20 12
C. Holt C. HOLT
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW November 15 20 12
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL

Kevin L. Belgrave 11/08/12
KEVIN L. BELGRAVE, P.E. DATE

062-051250 LICENSED PROFESSIONAL ENGINEER KEVIN L. BELGRAVE STATE OF ILLINOIS

EXPIRES: 11/30/13
SEAL

PROFESSIONAL ELECTRICAL ENGINEER'S SIGNATURE & SEAL

Arthur J Penn 11/08/12
ARTHUR PENN, P.E. DATE

062-040111 LICENSED PROFESSIONAL ENGINEER ARTHUR J. PENN STATE OF ILLINOIS

EXPIRES: 11/30/13
SEAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

GHA GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive ▪ Vernon Hills, IL 60061
Phone: 847-478-9700 Fax: 847-478-9701

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

SHEET INDEX

LIST OF DISTRICT ONE DETAILS

BD–01	DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W AND FACE OF CURB & EDGE OF SHOULDER >= 15'(4.5M)
BD–02	DRIVEWAY DETAILS DISTANCE BETWEEN R.O.W AND FACE OF CURB < 15'(4.5M)
BD–07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD–08	DETAIL FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD–12	MANHOLE WITH RESTRICTOR PLATE
BD–22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD–32	BUTT JOINT AND HMA TAPER DETAIL
BD–37	MANHOLE TYPE A 7 FOOT DIAMETER
BE–220	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT
BE–300	LIGHT POLE FOUNDATION 30' TO 35' M.H. 11 ½" BOLT CIRCLE
BE–310	LIGHT POLE FOUNDATION OFFSET TO 40' TO 47 ½' M.H. 15" BOLT CIRCLE
TC–10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC–11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC–13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC–14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC–16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC–18	SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS.
TC–22	ARTERIAL ROAD INFORMATION SIGN
TC–26	DRIVEWAY ENTRANCE

LIST OF IDOT HIGHWAY STANDARDS

STANDERD NO	DESCRIPTION
280001–07	TEMPORARY EROSION CONTROL SYSTEM
424001–07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016–01	MID–BLOCK CURB RAMPS FOR SIDEWALKS
424021–01	DEPRESSED CORNER FOR SIDEWALKS
442201–03	CLASS C AND D PATCHES
542301–03	PRECAST REINFORCED CONCRETE FLARED END SECTION
602001–02	CATCH BASIN TYPE A
602011–02	CATCH BASIN TYPE C
602016–02	CATCH BASIN TYPE D
602301–03	INLET TYPE A
602306–03	INLET TYPE B
602401–03	MANHOLE TYPE A
602406–05	MANHOLE TYPE A 6' DIAMETER
602411–03	MANHOLE TYPE A 7' DIAMETER
602601–02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701–02	MANHOLE STEPS
604001–03	FRAME AND LIDS TYPE 1
604036–02	GRATE TYPE 8
604086–02	FRAME AND GRATE TYPE 23
606001–05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006–04	OFF–ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011–03	OFF–ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101–03	OFF–ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106–02	OFF–ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301–04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311–03	LANE CLOSURE 2L, 2W MOVING OPERATIONS – DAY ONLY
701501–06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502–05	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606–08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701–08	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801–05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901–02	TRAFFIC CONTROL DEVICES
720001–01	SIGN PANEL MOUNTING DETAILS
720006–03	SIGN PANEL ERECTION DETAILS
720011–01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001–01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001–03	TYPICAL PAVEMENT MARKINGS
781001–03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001–02	HANDHOLES
814006–02	DOUBLE HANDHOLES
825001–01	LIGHTING CONTROLLER POLE MOUNTED, 240V

FILE NAME = 4185.300–D11.dwg	USER NAME = PAUL SWIATEK	DESIGNED – BVS	REVISED –	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, DISTRICT ONE DETAILS KENSINGTON ROAD IMPROVEMENTS				
		DRAWN – PJS	REVISED –						
	PLOT SCALE = 1" = .0833'	CHECKED – KLB	REVISED –		SCALE: N.T.S.	SHEET NO. OF SHEETS	STA.	TO STA.	
	PLOT DATE = 10/17/2012	DATE – 10/17/12	REVISED –						

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09–00154–00–PV	COOK	119	02
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

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

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITIES OF MT. PROSPECT AND ARLINGTON HEIGHTS.

3. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

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

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

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

7. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED EACH LOCATION.

8. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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

10. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 ½ INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

11. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER 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.

12. PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSTABLE MATERIAL SHOULD BE REMOVED TO THE DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED ACCORDING TO ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS.

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

14. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

15. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

16. THE ENGINEER SHALL CONTACT THE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINING WORK.

17. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC FIELD ENGINEER, WALTER CZARNY, AT (847) 715-8419, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

18. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

19. THE CONTRACTOR SHALL PLACE PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT 1 TYPICAL PAVEMENT MARKING DETAIL (TC-13).

20. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT IN ACCORDANCE WITH DISTRICT 1 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11).

21. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.

22. ALL DRAINAGE ITEMS INCLUDING PIPES, CULVERTS, AND MANHOLES; THAT ARE SET IN PLACE WITH NO CONNECTING END SHALL BE BLOCKED WITH MASONRY BEFORE BACKFILL IS PLACED OVERTOP, SO AS TO PREVENT FILL FROM ENTERING.

23. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

24. TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.

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

26. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF THE UTMOST IMPORTANCE TO THE VILLAGE OF MT. PROSPECT. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

27. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

28. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIRMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

29. TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

30. ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.

31. PER MWRD REQUIREMENTS, THE CONTRACTOR SHALL USE CA-11 OR CA-13 STONE BEDDING FOR ALL STORM SEWER CONSTRUCTION.

32. THE CONTRACTOR SHALL BORE ALL PROPOSED STREET LIGHT CABLE WITHIN THE CRITICAL ROOT ZONE OF ANY TREES. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

FILE NAME = 4185.800-DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	03
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

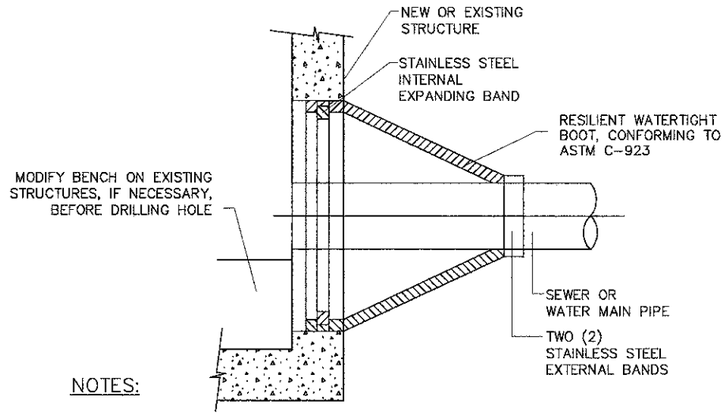
METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO

MWRD TYPICAL GENERAL NOTES

1. THE MWRD LOCAL SEWER SYSTEMS SECTIONS FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).
2. ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM. U.S.G.S. DATUM = CHICAGO CITY DATUM +579.48
3. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
4. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
5. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINT IN COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.	PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE VCP C-700 VCP (NO-BELL) C-700 JOINT COLLAR	 C-425 C-425 D-1784	ABS COMPOSITE/TRUSS PIPE 8"-15" DIA. ABS D-2680	 D-2680
CONCRETE PIPE C-14 RCP C-76 ACP C-428	C-443 C-443 D-1869	PVC GRAVITY SEWER PIPE 6"-15" DIA. SDR 26 D-3034 18"-27" DIA. F/DY=46 F-679	 D-3212 OR D-2855 D-3212 OR D-2855
		CISP A-74	C-564
ABS SEWER PIPE 8"-15" DIA. ABS D-2680	 D-2680	DIP A-21.51	A-21.11

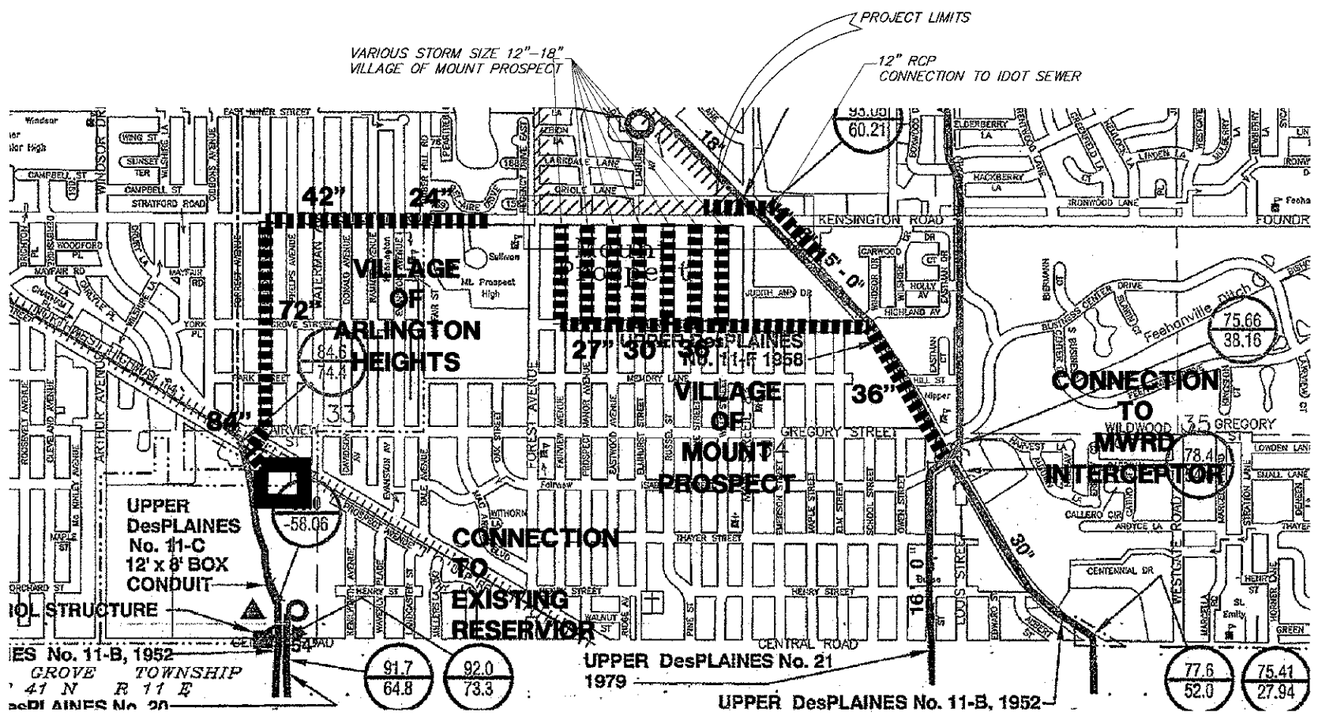
6. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¾" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIALS SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
7. "BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.
8. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISITNG WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:
   A. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB-WYE SADDLE OR HUB-TEE SADDLE.
   B. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
   C. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
9. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPERATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPERATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPERATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CAN NOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.
10. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
11. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
12. WATERTIGHT FLEXIBLE RUBBER CONNECTORS, CONFORMING TO A.S.T.M. C-923 WITH STAINLESS STEEL BAND, SHALL BE PROVIDED FOR SEWER CONNECTIONS WITH GREASE BASIN AND TRIPLE BASIN.
13. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, DRAIN TILES/UNDERDRAINS/ PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TO BE TRIBUTARY TO THE COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN A COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
14. ALL ABANDONED SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH A MINIMUM OF TWO (2) FEET LONG NON-SHRINK CONCRETE/MORTAR PLUGS.



NOTES:

1. FOR CONNECTION TO EXISTING, CORE-DRILL CIRCULAR OPENING IN STRUCTURE WALL OF DIAMETER TO FIT THE REQUIRED BOOT SIZE.
2. KOR-N SEAL FLEXIBLE RUBBER BOOT INCOMPLIANCE WITH ASTM C923.
3. CUT, SHAPE AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW FROM NEW CONNECTION.
4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.

PIPE CONNECTION TO STRUCTURE



MWRD ROUTING MAP

SCALE 1"=1000'

FILE NAME = 4185.800-DTI.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MWRD GENERAL NOTES & DETAILS KENSINGTON ROAD IMPROVEMENTS
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -		SCALE N.T.S. SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	4
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	144	144			
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	289	289			
	20101000	TEMPORARY FENCE	FOOT	6,280	6,280			
	20101100	TREE TRUNK PROTECTION	EACH	30	30			
*	20101200	TREE ROOT PRUNING	EACH	30	30			
	20101700	SUPPLEMENTAL WATERING	UNIT	30	30			
	20200100	EARTH EXCAVATION	CU YD	10,219	10,219			
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	2,615	2,615			
	20400800	FURNISHED EXCAVATION	CU YD	563	563			
	20800150	TRENCH BACKFILL	CU YD	3,240	3,240			
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	7,850	7,850			
*	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	13,900	13,900			
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	275	275			
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	275	275			
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	275	275			
*	25200110	SODDING, SALT TOLERANT	SQ YD	13,900	13,900			
	28000510	INLET FILTERS	EACH	106	106			
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	SQ YD	2,615	2,615			
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	16,500	16,500			
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1,795.0	1,795.0			
	35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	260	260			
	35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	935	935			
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	190	190			
	40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1,510	1,510			
	40600300	AGGREGATE (PRIME COAT)	TON	29	29			
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	130	130			
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	40	40			
	40600990	TEMPORARY RAMP	SQ YD	40	40			

* SPECIALTY ITEM

FILE NAME = 4185.800-DTI.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	05
		CONTRACT #: 63748		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	235	235			
40701891	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10 1/2"	SQ YD	13,220	13,220			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	10	10			
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	790	790			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	16,145	16,145			
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	1,480	1,480			
42400800	DETECTABLE WARNINGS	SQ FT	472	472			
44000100	PAVEMENT REMOVAL	SQ YD	9,950	9,950			
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2,675	2,675			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,435	2,435			
44000300	CURB REMOVAL	FOOT	170	170			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	4,680	4,680			
44000600	SIDEWALK REMOVAL	SQ FT	9,975	9,975			
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	30	30			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2,070	2,070			
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTION 12"	EACH	1	1			
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	2,470	2,470			
550A2530	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 15"	FOOT	205	205			
550A2560	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 24"	FOOT	865	865			
550A2580	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 30"	FOOT	55	55			
550A2600	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 36"	FOOT	665	665			
550A2620	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 48"	FOOT	735	735			
550A2640	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 60"	FOOT	285	285			
55100300	STORM SEWER REMOVAL 8"	FOOT	250	250			
55100400	STORM SEWER REMOVAL 10"	FOOT	125	125			
55100500	STORM SEWER REMOVAL 12"	FOOT	490	490			
55100700	STORM SEWER REMOVAL 15"	FOOT	1,705	1,705			
55100900	STORM SEWER REMOVAL 18"	FOOT	30	30			

* SPECIALTY ITEM

FILE NAME = 4185,800-DTI.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	06
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	15	15			
60203905	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1			
60205030	CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1			
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	3	3			
60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	33	33			
60218300	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	14	14			
60219000	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1			
60219530	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1			
60221000	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7	7			
60222230	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1			
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1			
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	5	5			
60224439	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	1	1			
60224446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3			
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	17	17			
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	15	15			
60259330	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	1	1			
60260100	INLETS TO BE ADJUSTED	EACH	2	2			
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	16	16			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	17	17			
60406100	FRAMES AND LIDS, TYPE I, CLOSED LID	EACH	4	4			
60500040	REMOVING MANHOLES	EACH	1	1			
60500050	REMOVING CATCH BASINS	EACH	34	34			
60500060	REMOVING INLETS	EACH	19	19			
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	8,670	8,670			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9			

* SPECIALTY ITEM

FILE NAME = 4185.800-QT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES KENSINGTON ROAD IMPROVEMENTS
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	07
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
	67100100	MOBILIZATION	L SUM	1	1			
	70300100	SHORT TERM PAVEMENT MARKINGS	FOOT	3,000	3,000			
	70300210	TEMPORARY PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	700	700			
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9,200	9,200			
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3,000	3,000			
	70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	600	600			
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	530	530			
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	500	500			
	72000100	SIGN PANEL - TYPE 1	SQ FT	302		302		
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	22		22		
	72900200	METAL POST - TYPE B	FOOT	690		690		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	700	700			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,200	9,200			
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,000	3,000			
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	600	600			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	530	530			
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1	
*	80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1			1	
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	169		94	75	
*	81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA	FOOT	615		600	15	
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA	FOOT	96		96		
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA	FOOT	148	93		55	
*	81028730	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1-1/4" DIAMETER	FOOT	550			550	
*	81028740	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1-1/2" DIAMETER	FOOT	3,255			3,255	
*	81400100	HANDHOLE	EACH	2		2		
*	81400200	HEAVY-DUTY HANDHOLE	EACH	2	2			
*	81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO 8	FOOT	19,660			19,660	
*	81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO 6	FOOT	10,850			10,850	

* SPECIALTY ITEM

FILE NAME = 4185.800--DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES KENSINGTON ROAD IMPROVEMENTS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PJS	REVISED -			1295	09--00154--00--PV	COOK	119	08
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -					CONTRACT #: 63746		
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
*	81702460	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO 3/0	FOOT	40			40	
*	82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	22			22	
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1		
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,783		1,783		
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,545		1,545		
*	87702210	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 20 FT AND 30 FT	EACH	1		1		
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4		
*	87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4			4	
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	12		12		
*	87900200	DRILL EXISTING HANDHOLE	EACH	6		6		
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3		3		
*	88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2		
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1		1		
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2		2		
*	88055150	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1		1		
*	88055160	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	17		17		
*	88055200	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1		1		
*	88055350	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1		1		
*	88060110	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED	EACH	4		4		
*	88060180	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-5 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED	EACH	1		1		
*	88060390	COMBINATION SIGNAL HEAD, LED, 3-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 2-3 SECTION, BRACKET MOUNTED	EACH	1		1		
*	88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINIUM	EACH	23		23		
*	88500100	INDUCTIVE LOOP DETECTOR	EACH	6		6		
*	88600100	DETECTOR LOOP, TYPE I	FOOT	765		765		
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1		
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,843		2,843		
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1		
*	89502380	REMOVE EXISTING HANDHOLE	EACH	3		3		

* SPECIALTY ITEM

FILE NAME = 4185.800-DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	09
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	3		3		
*	A2000324	TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4			
*	A2002924	TREE, CELTIS OCCIENTALIS (COMMON HACKBERRY), 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4			
*	A2004515	TREE, GINKGO BILOBA AUTUMN GOLD (AUTUMN GOLD GINKGO), 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4			
*	A2008124	TREE, TILIA CORDATA GREENSPIRE (GREENSPIRE LITTLE LEAF LINDEN), 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4			
*	A2008424	TREE, TILIA TOMENTOSA STERLING (STERLING SILVER LINDEN), 3" CALIPER, BALLED AND BURLAPPED	EACH	5	5			
*	B2004520	TREE, MALUS RED JEWEL (RED JEWEL CRAB APPLE), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3			
*	B2005216	TREE, MALUS SUTYZAM (SUGAR TYME CRAB APPLE), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	3	3			
*	B2006322	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 3" CALIPER, BALLED AND BURLAPPED	EACH	3	3			
	X0320239	CONCRETE WALL REMOVAL	FOOT	30	30			
*	X0324878	ADJUSTING SANITARY SEWER SERVICE LINE	EACH	11	11			
	X0327371	PLUG EXISTING PIPE	CU YD	50	50			
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	420	420			
	X5538600	STORM SEWERS TO BE CLEANED 36"	FOOT	330	330			
*	X5620128	ADJUSTING WATER SERVICE LINES	EACH	11	11			
	X6020096	MANHOLES, TYPE A, 6'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	2	2			
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	10	10			
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
	X7240505	RELOCATE SIGN PANEL AND POST	EACH	5	5			
*	X8250505	LIGHTING CONTROLLER, SPECIAL	EACH	1			1	
*	X8300001	LIGHT POLE, SPECIAL	EACH	22			22	
*	X8360210	LIGHT POLE FOUNDATION, 24" DIAMETER, SPECIAL	FOOT	153			153	
*	X8360215	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET	FOOT	60			60	
*	X8620200	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL	EACH	1		1		
*	XX003338	TEST HOLE	EACH	20	20			
	XX004210	DUCTILE IRON PIPE STORM SEWERS, 12"	FOOT	220	220			
	Z0004522	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	945	945			
	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	320	320			

* SPECIALTY ITEM

FILE NAME = 4185.800--DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09--00154--00--PV	COOK	119	10
		CONTRACT #	63746	
		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	004 RECONSTRUCTION	021 TRAFFIC SIGNALS	021 LIGHTING	042 TRAINEES
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1			
	Z0018804	TEMPORARY DRAINAGE SYSTEM NO. 1	FOOT	340	340			
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52			
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1		
	Z0062456	TEMPORARY PAVEMENT	SQ YD	2,500	2,500			
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1			
	Z0076600	TRAINEES	HOUR	1,000				1,000
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000				1,000
	XX008749	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 23 FRAME AND GRATE, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	3	3			
	XX008750	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 23 FRAME AND GRATE, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	1	1			
	XX006055	MANHOLES, TYPE A, 7'-DIAMETER, WITH 2 TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE	EACH	2	2			
*	88060410	COMBINATION SIGNAL HEAD, LED, 3-FACE, 2-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED	EACH	2	2			
*	88060415	COMBINATION SIGNAL HEAD, LED, 3-FACE, 2-3 SECTION OPTICALLY PROGRAMMED, 1-5 SECTION, BRACKET MOUNTED	EACH	1	1			

* SPECIALTY ITEM

FILE NAME = 4185.800-DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	11
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

STA. 179+50 TO STA. 191+50 ESTIMATED 12" UNDERCUT (1200') (36') (1') / 27 = 1600 CU YD

STA. 197+50 TO STA. 201+70 ESTIMATED 12" UNDERCUT (400') (58') (1') / 27 = 902 CU YD

STA. 204+00 TO STA. 207+84 ESTIMATED 12" UNDERCUT (384') (8') (1') / 27 = 113 CU YD

TOTAL ESTIMATED QUANTITY = 2,615 CU YD

NOTE: THE LIMITS OF UNSUITABLE SOIL REMOVAL HAVE BEEN ESTIMATED BASED ON SOIL BORING DATA. THE LIMITS OF UNDERCUT SHALL BE VERIFIED AND RE-ESTABLISHED DURING CONSTRUCTION BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. THE PLAN QUANTITIES ARE ESTIMATED AND ANY ADDITIONS OR SUBTRACTIONS RESULTING FROM THE CHANGE IN LIMITS OF UNDERCUTTING SHALL BE MADE BY THE ENGINEER. THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY OF WORK PERFORMED.

EARTHWORK SCHEDULE

STATION			EARTH EXCAVATION (CUT VOLUME)	EARTH EMBANKMENT (FILL VOLUME)
Kensington Road			(CU YD)	(CU YD)
165+50	TO	166+00	18	1
166+00	TO	166+50	28	1
166+50	TO	167+00	40	0
167+00	TO	167+50	50	2
167+50	TO	168+00	57	3
168+00	TO	168+50	61	2
168+50	TO	169+00	57	8
169+00	TO	169+50	52	13
169+50	TO	170+00	45	13
170+00	TO	170+50	45	10
170+50	TO	171+00	51	5
171+00	TO	171+50	54	3
171+50	TO	172+00	55	3
172+00	TO	172+50	59	2
172+50	TO	173+00	65	1
173+00	TO	173+50	69	1
173+50	TO	174+00	66	0
174+00	TO	174+50	64	1
174+50	TO	175+00	67	1
175+00	TO	175+50	101	0
175+50	TO	176+00	136	5
176+00	TO	176+50	120	13
176+50	TO	177+00	125	14
177+00	TO	177+50	157	6
177+50	TO	178+00	169	2
178+00	TO	178+50	173	4
178+50	TO	179+00	222	1
179+00	TO	179+50	219	0
179+50	TO	180+00	155	5
180+00	TO	180+50	135	11
180+50	TO	181+00	126	13
181+00	TO	181+50	131	33
181+50	TO	182+00	191	40
182+00	TO	182+50	231	17
182+50	TO	183+00	207	7
183+00	TO	183+50	224	2
183+50	TO	184+00	182	13
184+00	TO	184+50	120	18
184+50	TO	185+00	143	28
185+00	TO	185+50	221	23
185+50	TO	186+00	239	10
186+00	TO	186+50	179	23

EARTHWORK SCHEDULE

STATION			EARTH EXCAVATION (CUT VOLUME)	EARTH EMBANKMENT (FILL VOLUME)
Kensington Road			(CU YD)	(CU YD)
186+50	TO	187+00	183	24
187+00	TO	187+50	206	12
187+50	TO	188+00	180	9
188+00	TO	188+50	198	21
188+50	TO	189+00	231	14
189+00	TO	189+50	204	7
189+50	TO	190+00	201	9
190+00	TO	190+50	175	9
190+50	TO	191+00	147	9
191+00	TO	191+50	153	8
191+50	TO	192+00	184	4
192+00	TO	192+50	195	0
192+50	TO	193+00	160	1
193+00	TO	193+50	122	5
193+50	TO	194+00	120	3
194+00	TO	194+50	107	13
194+50	TO	195+00	77	20
195+00	TO	195+50	100	9
195+50	TO	196+00	125	5
196+00	TO	196+50	155	3
196+50	TO	197+00	160	5
197+00	TO	197+50	141	4
197+50	TO	198+00	150	1
198+00	TO	198+50	158	1
198+50	TO	199+00	157	2
199+00	TO	199+50	160	2
199+50	TO	200+00	201	0
200+00	TO	200+50	245	0
200+50	TO	201+00	227	0
201+00	TO	201+50	194	1
201+50	TO	202+00	96	1
202+00	TO	END	0	0
Kensington Road				
205+00	TO	205+50	32	0
205+50	TO	206+00	41	0
206+00	TO	206+50	46	0
206+50	TO	207+00	39	0
207+00	TO	207+50	26	0
207+50	TO	208+00	13	0
208+00	TO	208+50	3	0
208+50	TO	END	0	0
TOTALS			10219	563

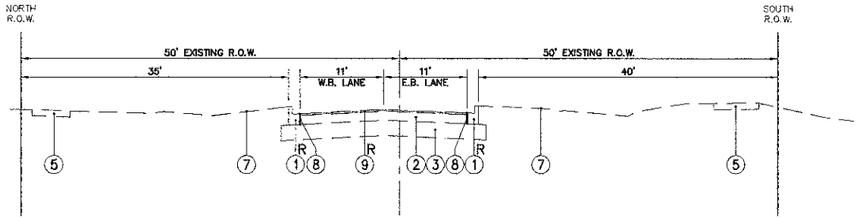
FILE NAME = 4185.800-DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
KENSINGTON ROAD IMPROVEMENTS

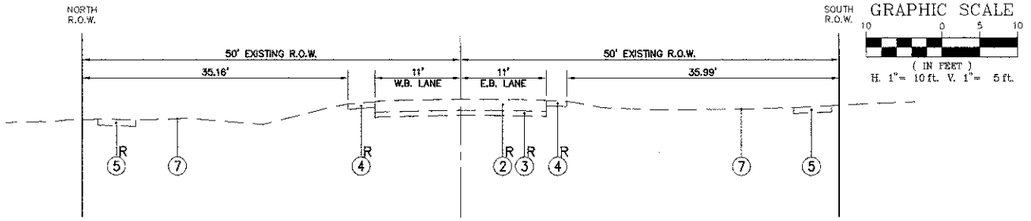
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	12
		CONTRACT #:	63745	
		ILLINOIS FED. AID PROJECT		



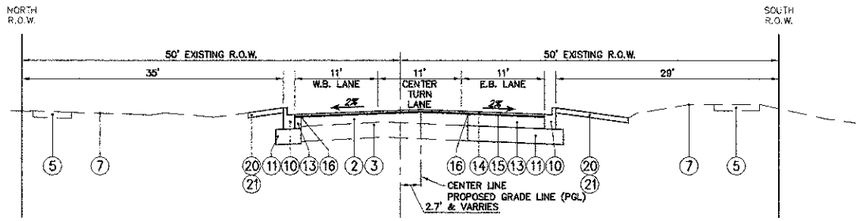
EXISTING TYPICAL SECTION

STA. 165+44 TO STA. 175+21
KENSINGTON ROAD



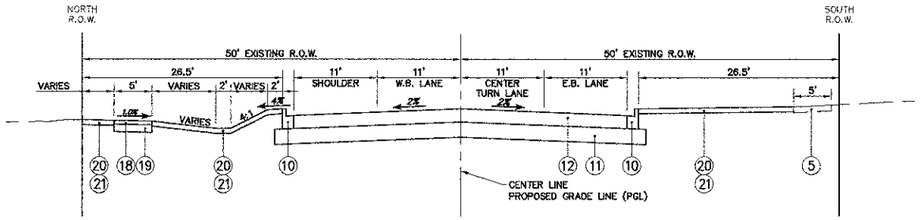
EXISTING TYPICAL SECTION

STA. 188+50 TO STA. 196+66
KENSINGTON ROAD



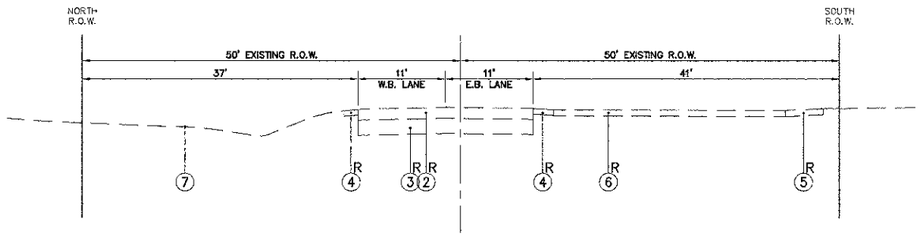
PROPOSED TYPICAL SECTION

STA. 165+44 TO STA. 175+21
KENSINGTON ROAD



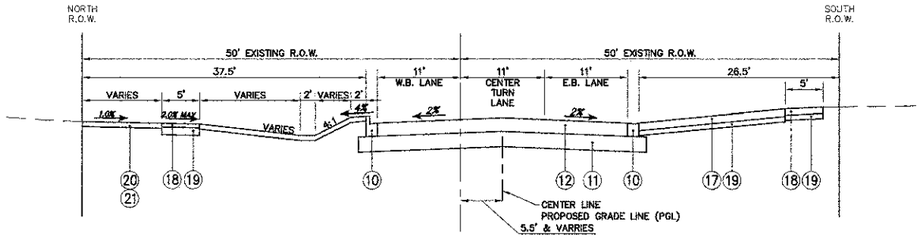
PROPOSED TYPICAL SECTION

STA. 188+50 TO STA. 196+66
KENSINGTON ROAD



EXISTING TYPICAL SECTION

STA. 175+21 TO STA. 188+50
KENSINGTON ROAD



PROPOSED TYPICAL SECTION

STA. 175+21 TO STA. 188+50
KENSINGTON ROAD

LEGEND:

1. EXISTING B6.12 CURB & GUTTER
2. EXISTING BITUMINOUS PAVEMENT
3. EXISTING AGGREGATE SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING SIDEWALK
6. EXISTING DRIVEWAY
7. EXISTING GROUND
8. PROPOSED SAWCUT EXISTING PAVEMENT
9. PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
10. PROPOSED COMB. CONC CURB AND GUTTER TYPE B6.12
11. PROPOSED AGGREGATE SUB GRADE IMPROVEMENT 12"
12. PROPOSED HOT MIX ASPHALT PAVEMENT (FULL DEPTH), 10½"
13. PROPOSED HOT MIX ASPHALT BASE COURSE WIDENING, 9"
14. PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
15. PROPOSED LEVELING BINDER (MACHINE METHOD) N50, ¾"
16. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
17. PROPOSED P.C.C. DRIVEWAY PAVEMENT, 6" (RESIDENTIAL)
    HMA DRIVEWAY, 6" (RESIDENTIAL)
    HMA DRIVEWAY, 8" (COMMERCIAL)
18. PROPOSED P.C.C. SIDEWALK, 5"
    PCC SIDEWALK, 6" AT RESIDENTIAL DRIVEWAYS
19. PROPOSED SUB BASE GRANULAR MATERIAL TYPE B 4"
20. SODDING, SALT TOLERANT
21. TOPSOIL FURNISH AND PLACE 4"

(R) ITEM TO BE REMOVED

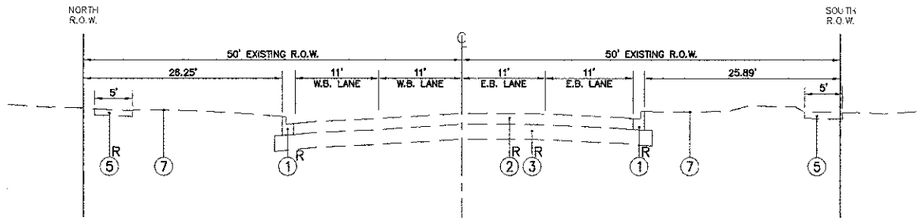
FILE NAME = 4185-800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
KENSINGTON ROAD IMPROVEMENTS

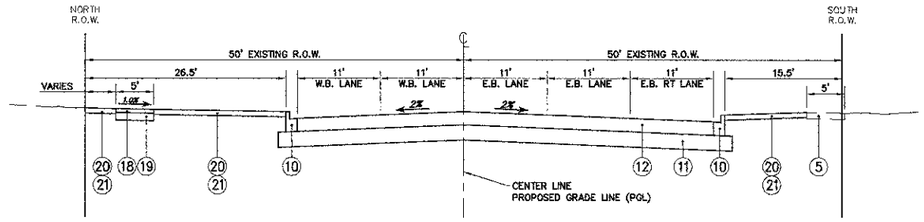
SCALE 1"=10' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	13
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

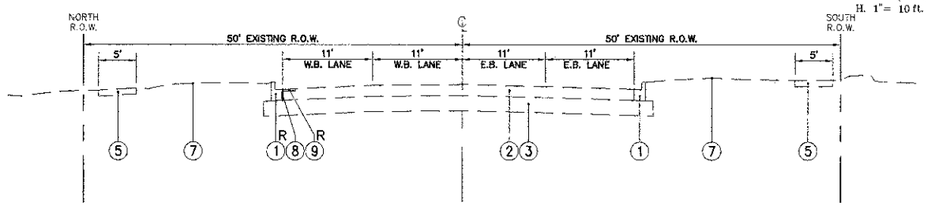
STA. 196+66 TO STA. 201+66
KENSINGTON ROAD



PROPOSED TYPICAL SECTION

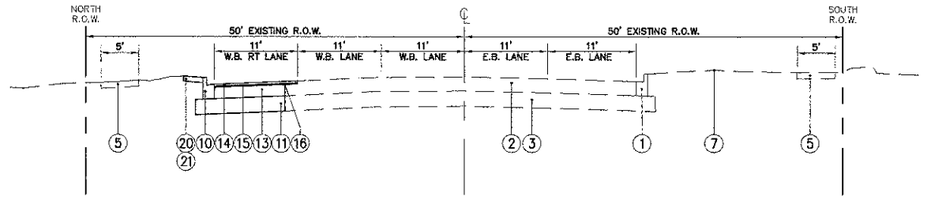
STA. 196+66 TO STA. 201+66
KENSINGTON ROAD

GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



EXISTING TYPICAL SECTION

STA. 203+64 TO STA. 208+04
KENSINGTON ROAD



PROPOSED TYPICAL SECTION

STA. 203+64 TO STA. 208+04
KENSINGTON ROAD

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	DEPTH
HOT-MIX ASPHALT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50 (IL 9.5 mm)	4% @ 50 GYR	1½"
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm)	4% @ 50 GYR	¾"
HOT-MIX ASPHALT FULL DEPTH		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR	1½"
HOT-MIX ASPHALT BINDER COURSE, IL-19mm, N50	4% @ 50 GYR	9" (IN 3 LIFTS)
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm)	4% @ 50 GYR	2"
HOT-MIX ASPHALT BINDER COURSE, IL-19mm, N50	4% @ 50 GYR	4" (IN 1 LIFT)
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm)	4% @ 50 GYR	2"
HOT-MIX ASPHALT BINDER COURSE, IL-19mm, N50	4% @ 50 GYR	6" (IN 2 LIFTS)
HOT-MIX ASPHALT PATCHING		
CLASS D PATCH (HMA BINDER IL-19mm)	4% @ 70 GYR	10½" (IN 4 LIFTS)
HOT MIX ASPHALT WIDENING		
HOT MIX ASPHALT BASE COURSE WIDENING	4% @ 70 GYR	9" (IN 3 LIFTS)

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/N

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA, THE "AC TYPE" SHALL BE "PG 64-22" UNLESS OTHERWISE MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

LEGEND:

1. EXISTING B6.12 CURB & GUTTER
2. EXISTING BITUMINOUS PAVEMENT
3. EXISTING AGGREGATE SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING SIDEWALK
6. EXISTING DRIVEWAY
7. EXISTING GROUND
8. PROPOSED SAWCUT EXISTING PAVEMENT
9. PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 2¼"
10. PROPOSED COMB. CONC CURB AND GUTTER TYPE B6.12
11. PROPOSED AGGREGATE SUB GRADE IMPROVEMENT 12"
12. PROPOSED HOT MIX ASPHALT PAVEMENT (FULL DEPTH), 10½"
13. PROPOSED HOT MIX ASPHALT BASE COURSE WIDENING, 9"
14. PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1½"
15. PROPOSED LEVELING BINDER (MACHINE METHOD) N50, ¾"
16. PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
17. PROPOSED P.C.C. DRIVEWAY PAVEMENT, 6" (RESIDENTIAL)
    HMA DRIVEWAY, 6" (RESIDENTIAL)
    HMA DRIVEWAY, 8" (COMMERCIAL)
18. PROPOSED P.C.C. SIDEWALK, 5"
    PCC SIDEWALK, 6" AT RESIDENTIAL DRIVEWAYS
19. PROPOSED SUB BASE GRANULAR MATERIAL TYPE B 4"
20. SODDING, SALT TOLERANT
21. TOPSOIL FURNISH AND PLACE 4"

(R) ITEM TO BE REMOVED

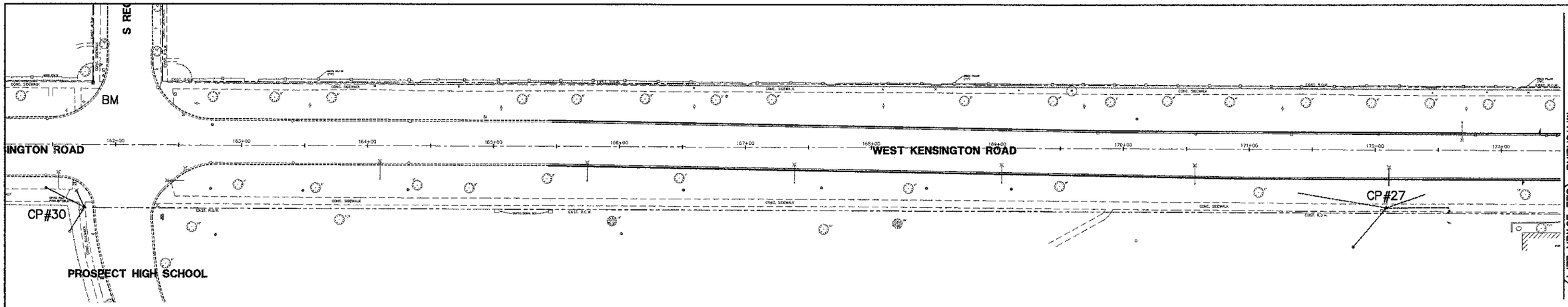
FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

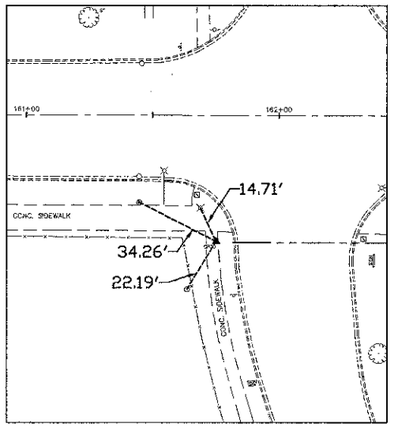
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
KENSINGTON ROAD IMPROVEMENTS

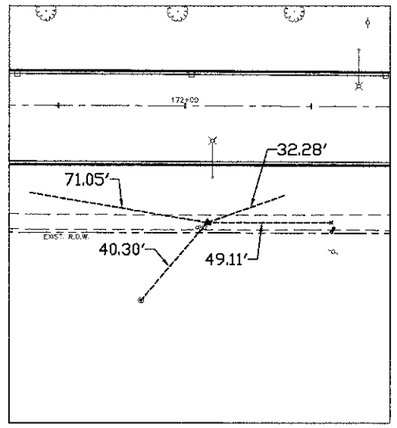
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. TO STA.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	14
		CONTRACT #: 83746		
		ILLINOIS FED. AID PROJECT		

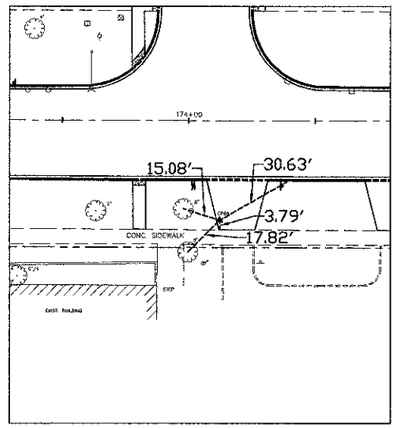




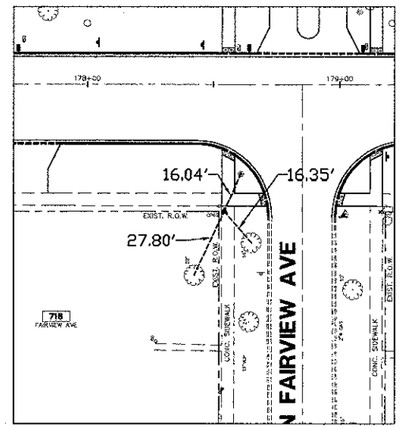
CONTROL POINT #30
STATION 161+75.38 49.52' R
CROSS IN SIDEWALK
SCALE: 1"=30'



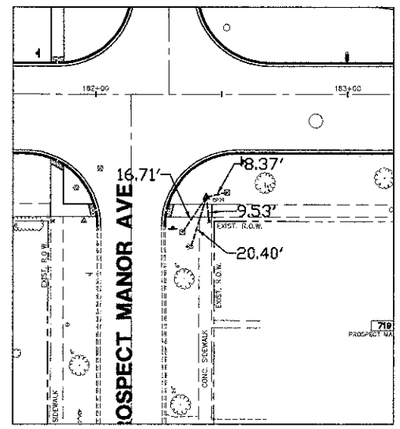
CONTROL POINT #27
STATION 172+09.05 45.84' R
CROSS IN SIDEWALK
SCALE: 1"=30'



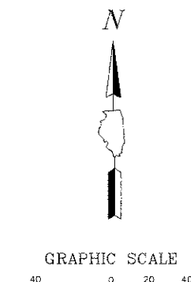
CONTROL POINT #60
STATION 174+12.32 39.08' R
'MAG' NAIL
SCALE: 1"=30'

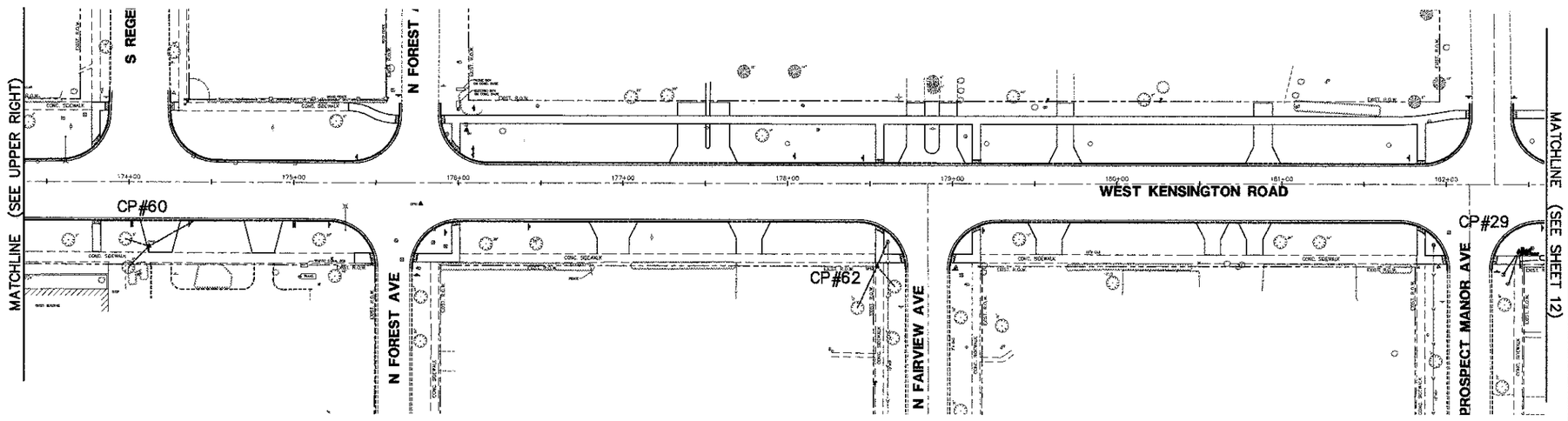


CONTROL POINT #62
STATION 178+54.31 49.86' R
CROSS IN SIDEWALK
SCALE: 1"=30'



CONTROL POINT #29
STATION 182+44.21 40.86' R
CROSS IN SIDEWALK
SCALE: 1"=30'





BENCHMARK:
LOCATION ADDRESS:
#28 REGENCY WEST DRIVE
ARLINGTON HEIGHTS, ILLINOIS

SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT #56
3" DIAMETER ALUMINUM DISC ON TOP OF I-ROD IN GROUND 49'±
NORTH OF THE CENTERLINE OF KENSINGTON ROAD AND 29'± WEST OF
THE CENTERLINE OF REGENCY WEST DRIVE.
(CENTER OF DISC IS 5"X5" FROM B/W CORNER)

ELEVATION: 677.99 DATUM: (NGVD 29)

CONTROL

NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
20	1972288.86	1090627.33	676.88	IRON PIPE
26	1972313.49	1091231.44	676.23	CROSS IN SW
27	1972226.87	1088913.47	675.86	CROSS IN SW
29	1972230.59	1089948.52	675.91	CROSS IN SW
30	1972226.62	1087879.80	677.54	CROSS IN SW
60	1972232.95	1089116.77	675.84	SET MAG NAIL
62	1972221.48	1089558.85	675.41	FOUND CROSS IN SW
65	1972221.89	1091532.26	672.83	FOUND CROSS IN SW
148	1972221.53	1091867.01	671.39	FOUND CROSS NOTCH
4296	1972326.26	1087886.70	677.96	BM-ARLINGTON
4298	1972408.29	1087943.11	667.44	CROSS IN SW

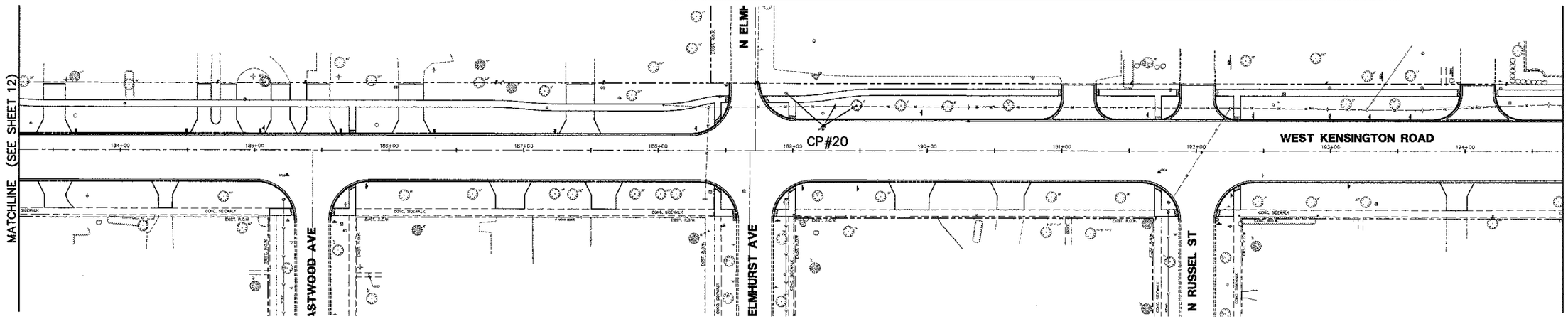
FILE NAME = 4185--ALIGNMENT--TIE PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

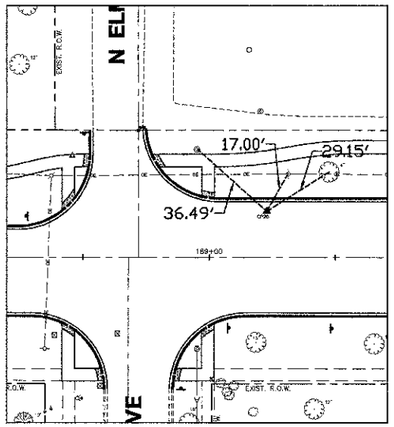
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
KENSINGTON ROAD IMPROVEMENTS

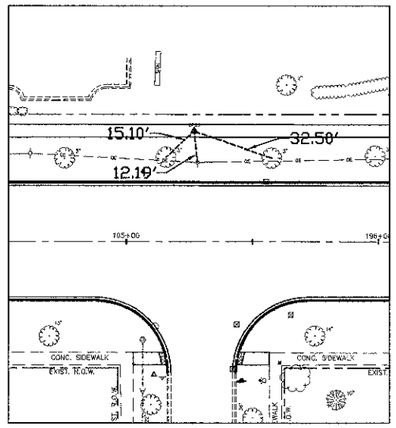
SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. 161+50 TO STA. 183+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	15
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

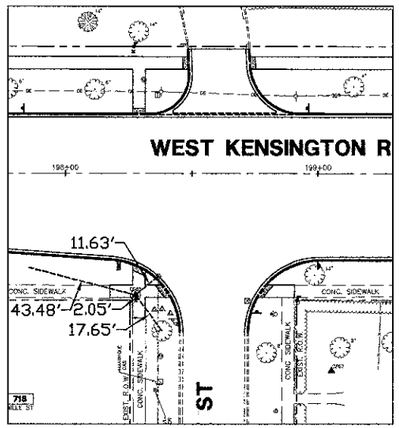




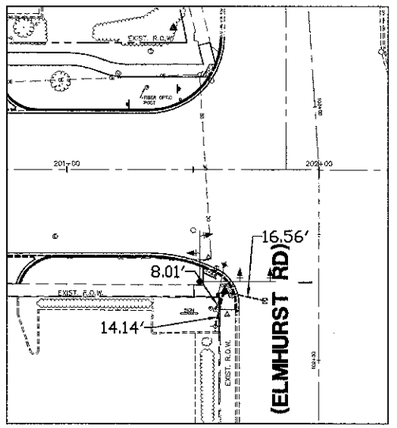
CONTROL POINT #20
STATION 189+22.76 18.26' L
IRON ROD
SCALE: 1"=30'



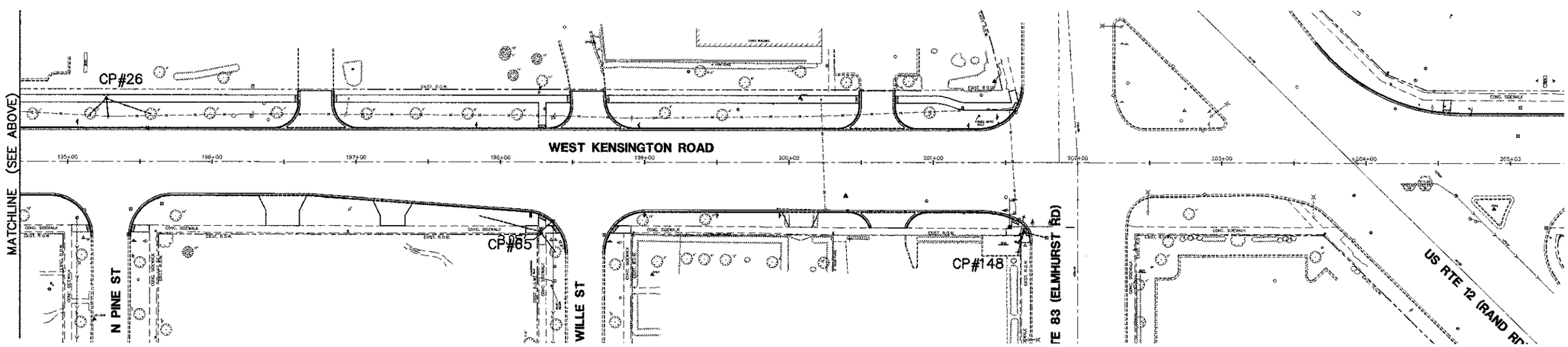
CONTROL POINT #26
STATION 195+26.83 43.30' L
CROSS IN SIDEWALK
SCALE: 1"=30'



CONTROL POINT #65
STATION 198+27.71 48.09' R
CROSS IN SIDEWALK
SCALE: 1"=30'



CONTROL POINT #148
STATION 201+62.47 48.22' R
CROSS IN SIDEWALK
SCALE: 1"=30'



BENCHMARK:
LOCATION ADDRESS:
#28 REGENCY WEST DRIVE
ARLINGTON HEIGHTS, ILLINOIS

SOURCE BENCHMARK:
VILLAGE OF ARLINGTON HEIGHTS MONUMENT #56
3" DIAMETER ALUMINUM DISC ON TOP OF I-ROD IN GROUND 49'± NORTH OF THE CENTERLINE OF KENSINGTON ROAD AND 29'± WEST OF THE CENTERLINE OF REGENCY WEST DRIVE.
(CENTER OF DISC IS 5"X5" FROM B/W CORNER)

ELEVATION: 677.99 DATUM: (NGVD 29)

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

CONTROL

NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
20	1972288.86	1090627.33	676.88	IRON PIPE
26	1972313.49	1091231.44	676.23	CROSS IN SW
27	1972226.87	1088913.47	675.86	CROSS IN SW
29	1972230.59	1089948.52	675.91	CROSS IN SW
30	1972226.62	1087879.80	677.54	CROSS IN SW
60	1972232.95	1089116.77	675.84	SET MAG NAIL
62	1972221.48	1089558.85	675.41	FOUND CROSS IN SW
65	1972221.89	1091532.26	672.83	FOUND CROSS IN SW
148	1972221.53	1091867.01	671.39	FOUND CROSS NOTCH
4296	1972326.26	1087886.70	677.96	BM-ARLINGTON
4298	1972408.29	1087943.11	667.44	CROSS IN SW

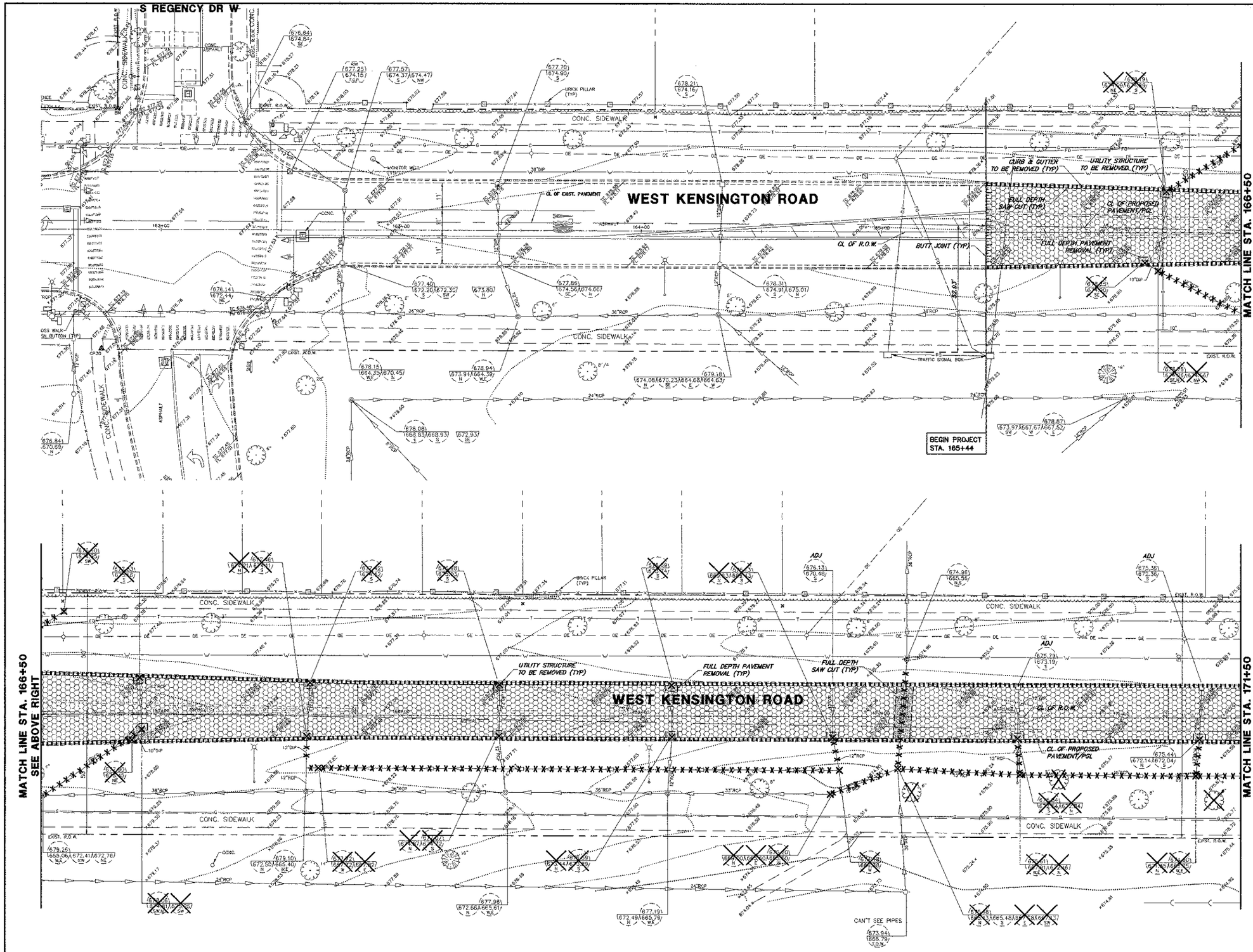
FILE NAME = 4185-ALIGNMENT-TIE PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT AND TIES
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=50' | SHEET NO. OF SHEETS | STA. xxx | TO STA. 189+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	16
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- HMA SURFACE REMOVAL
- PCC SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- GRAVEL REMOVAL
- CURB REMOVAL
- TREE REMOVAL
- UTILITY STRUCTURE REMOVAL
- UTILITY LINE REMOVAL
- UTILITY LINE ABANDONMENT
- SAWCUT, FULL DEPTH
- HMA SURFACE REMOVAL, BUTT JOINT
- UTILITY STRUCTURE TO BE REMOVED
- SIGN TO BE RELOCATED
- MAIL BOX TO BE RELOCATED
- POWER/LIGHT POLE TO BE RELOCATED
- STREET ADDRESS — 215

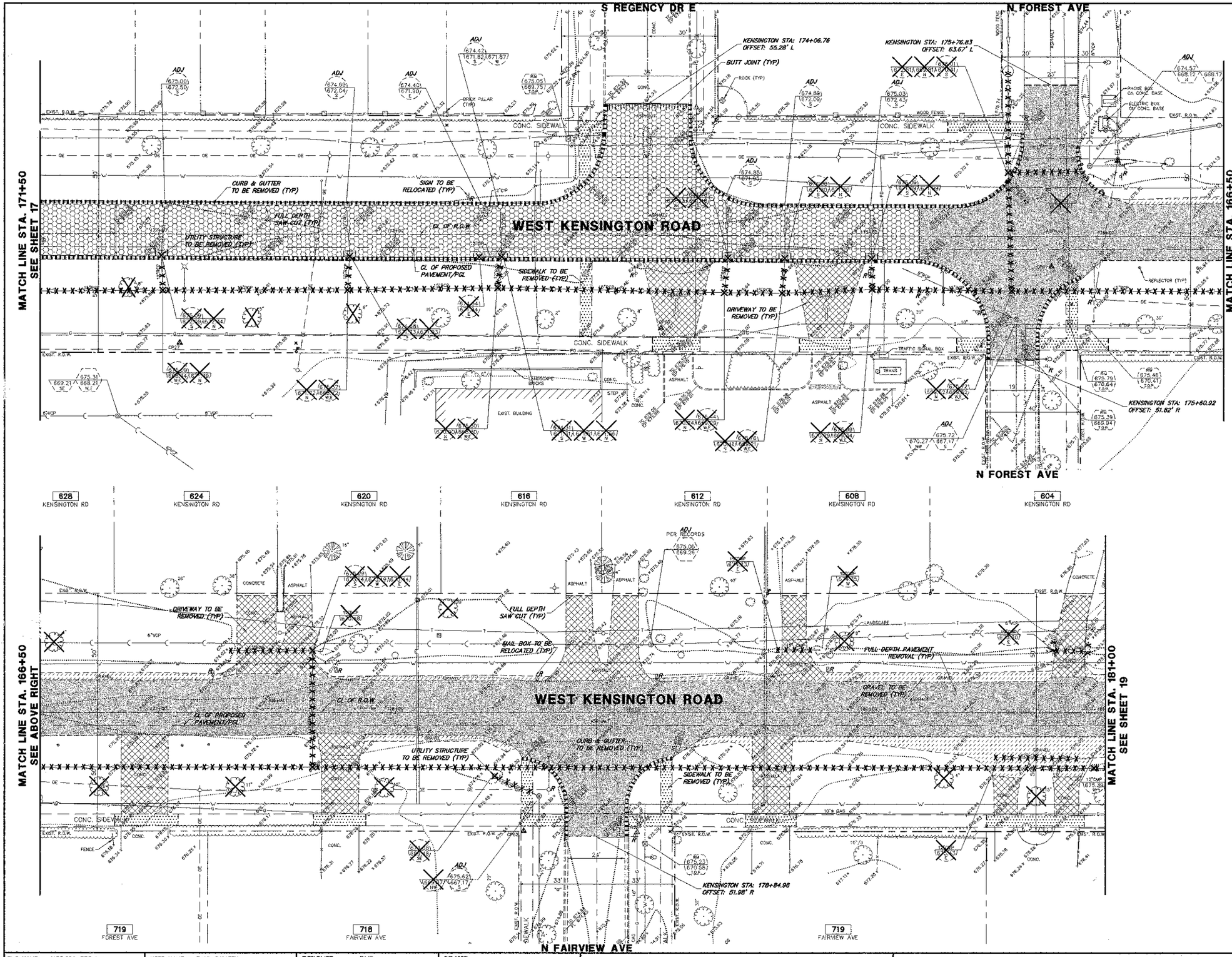
FILE NAME = 4185.500-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS / DEMOLITION PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 161+50 TO STA. 171+50

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	17
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- HMA SURFACE REMOVAL
- PCC SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- GRAVEL REMOVAL
- CURB REMOVAL
- TREE REMOVAL
- UTILITY STRUCTURE REMOVAL
- UTILITY LINE REMOVAL
- UTILITY LINE ABANDONMENT
- SAWCUT, FULL DEPTH
- HMA SURFACE REMOVAL, BUTT JOINT
- UTILITY STRUCTURE TO BE REMOVED
- SIGN TO BE RELOCATED
- MAIL BOX TO BE RELOCATED
- POWER/LIGHT POLE TO BE RELOCATED
- STREET ADDRESS (215)

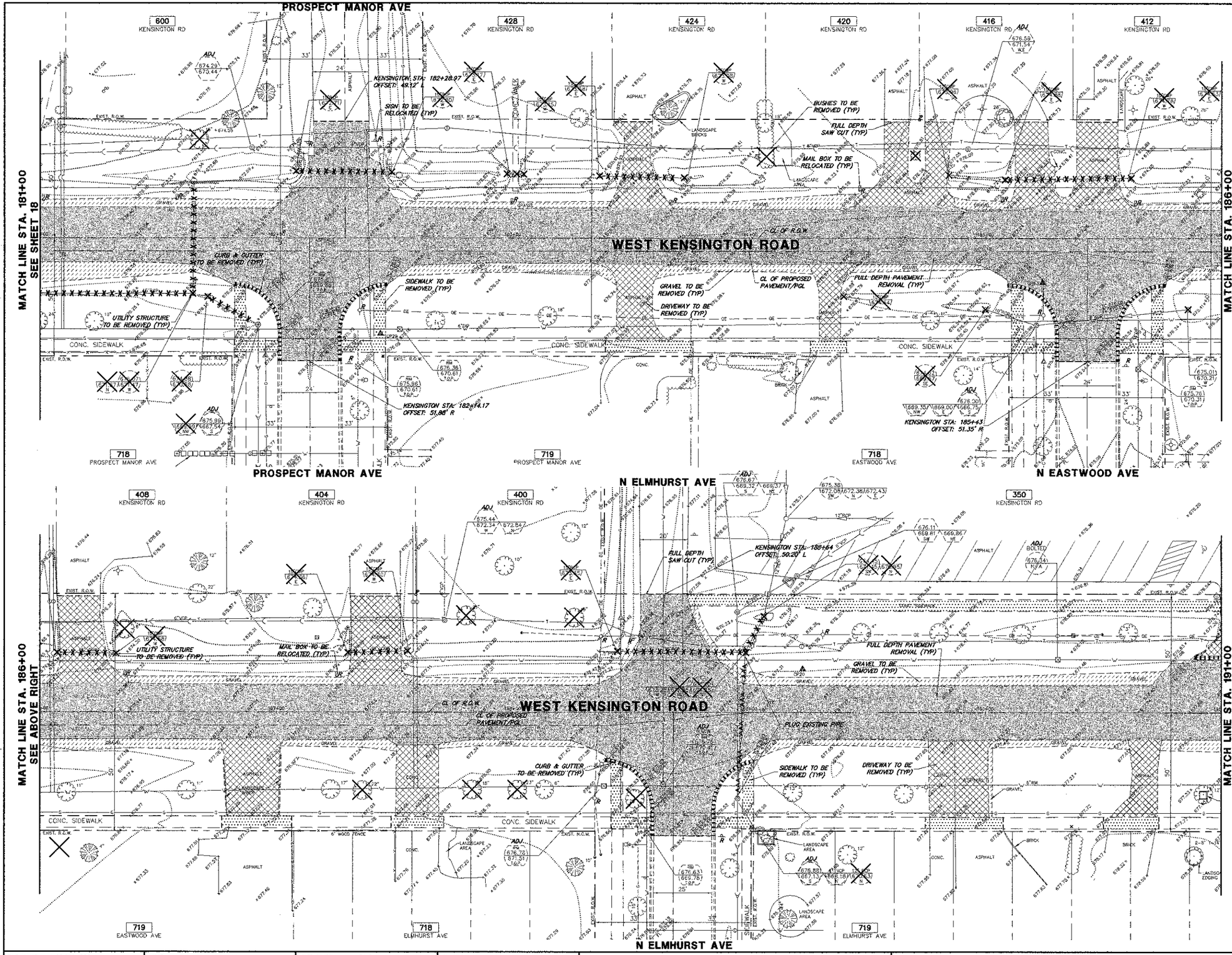
FILE NAME = 4185.600-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS / DEMOLITION PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 171+50 TO STA. 181+00

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	18
		CONTRACT: 63746		
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- HMA SURFACE REMOVAL
- PCC SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- GRAVEL REMOVAL
- CURB REMOVAL
- TREE REMOVAL
- UTILITY STRUCTURE REMOVAL
- UTILITY LINE REMOVAL
- UTILITY LINE ABANDONMENT
- SAWCUT, FULL DEPTH
- HMA SURFACE REMOVAL, BUTT JOINT
- UTILITY STRUCTURE TO BE REMOVED
- SIGN TO BE RELOCATED
- MAIL BOX TO BE RELOCATED
- POWER/LIGHT POLE TO BE RELOCATED
- STREET ADDRESS (215)

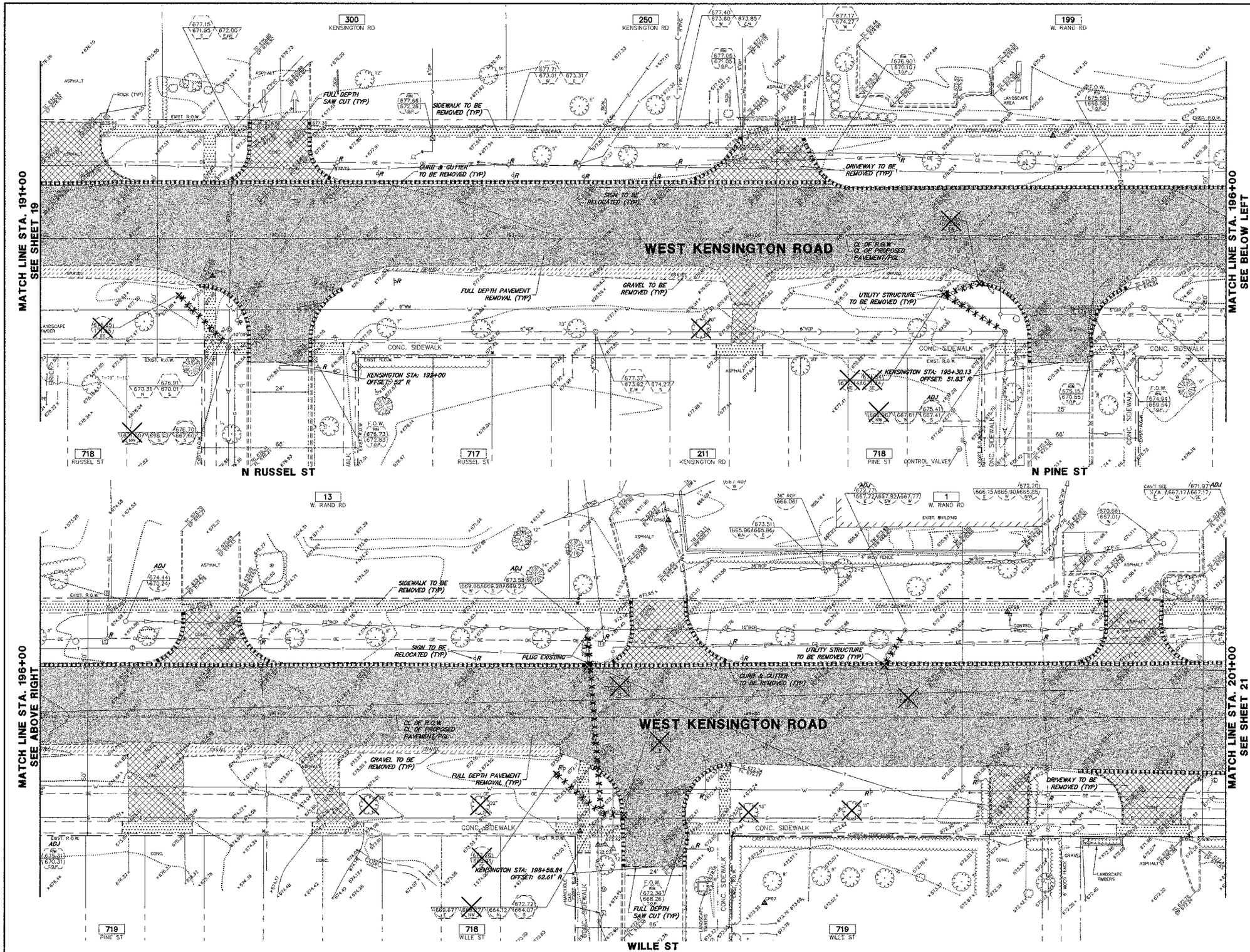
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS / DEMOLITION PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 181+00 TO STA. 191+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	19
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- HMA SURFACE REMOVAL
- PCC SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- GRAVEL REMOVAL
- CURB REMOVAL
- TREE REMOVAL
- UTILITY STRUCTURE REMOVAL
- UTILITY LINE REMOVAL
- UTILITY LINE ABANDONMENT
- SAWCUT, FULL DEPTH
- HMA SURFACE REMOVAL, BUTT JOINT
- UTILITY STRUCTURE TO BE REMOVED
- SIGN TO BE RELOCATED
- MAIL BOX TO BE RELOCATED
- POWER/LIGHT POLE TO BE RELOCATED
- STREET ADDRESS 215

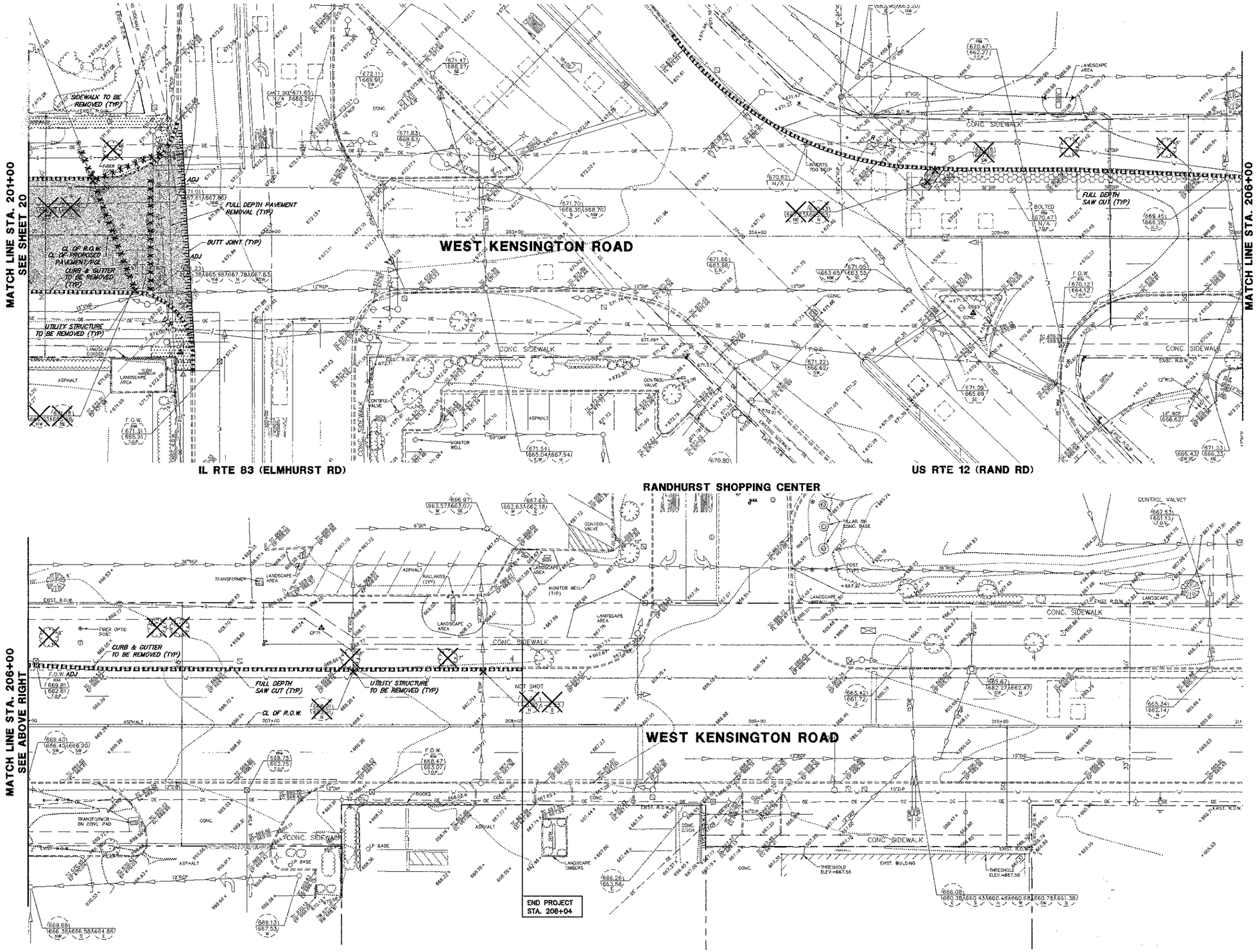
FILE NAME = 4185.800-PRJ.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS / DEMOLITION PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 191+00 TO STA. 201+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	20
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

LEGEND:

- BITUMINOUS PAVEMENT REMOVAL
- HMA SURFACE REMOVAL
- PCC SIDEWALK REMOVAL
- DRIVEWAY REMOVAL
- GRAVEL REMOVAL
- CURB REMOVAL
- TREE REMOVAL
- UTILITY STRUCTURE REMOVAL
- UTILITY LINE REMOVAL
- UTILITY LINE ABANDONMENT
- SAWCUT, FULL DEPTH
- HMA SURFACE REMOVAL, BUTT JOINT
- UTILITY STRUCTURE TO BE REMOVED
- SIGN TO BE RELOCATED
- MAIL BOX TO BE RELOCATED
- POWER/LIGHT POLE TO BE RELOCATED
- STREET ADDRESS (215)

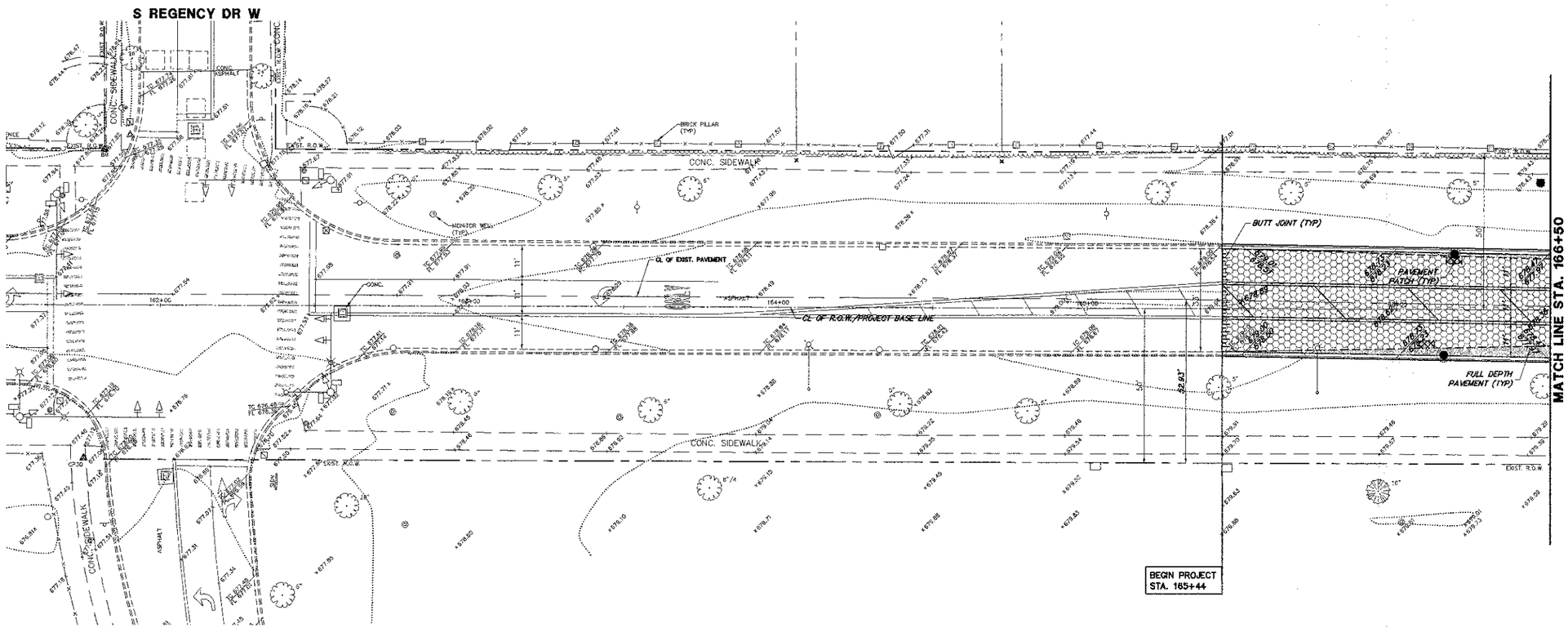
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

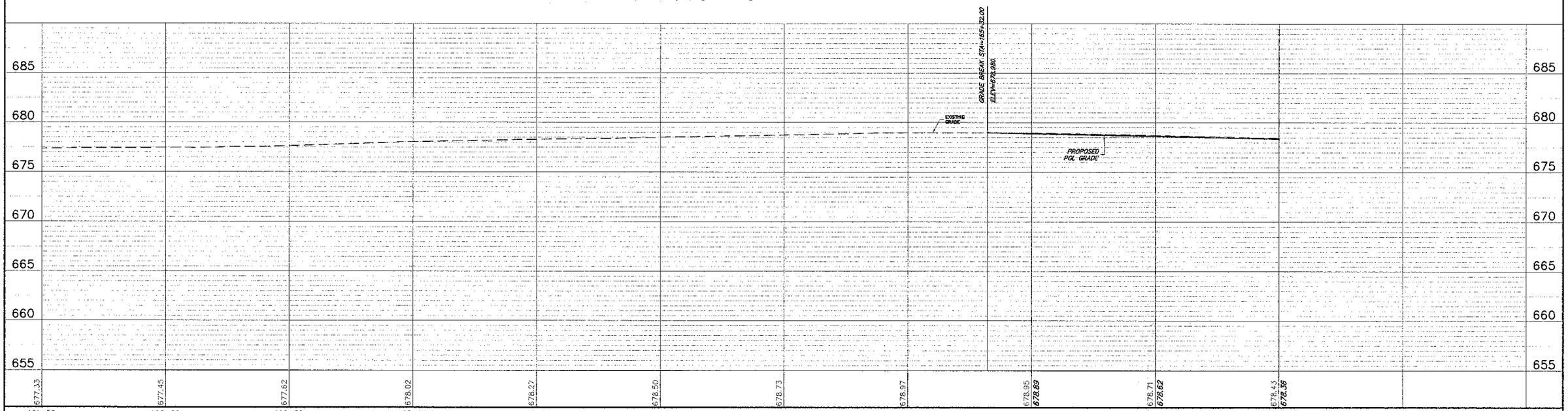
EXISTING CONDITIONS / DEMOLITION PLAN
KENSINGTON ROAD IMPROVEMENTS

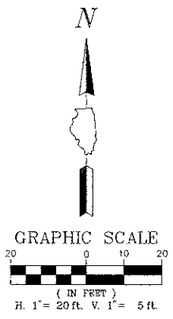
SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 201+00 TO STA. 211+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	21
		CONTRACT #: 63748		
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD





LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

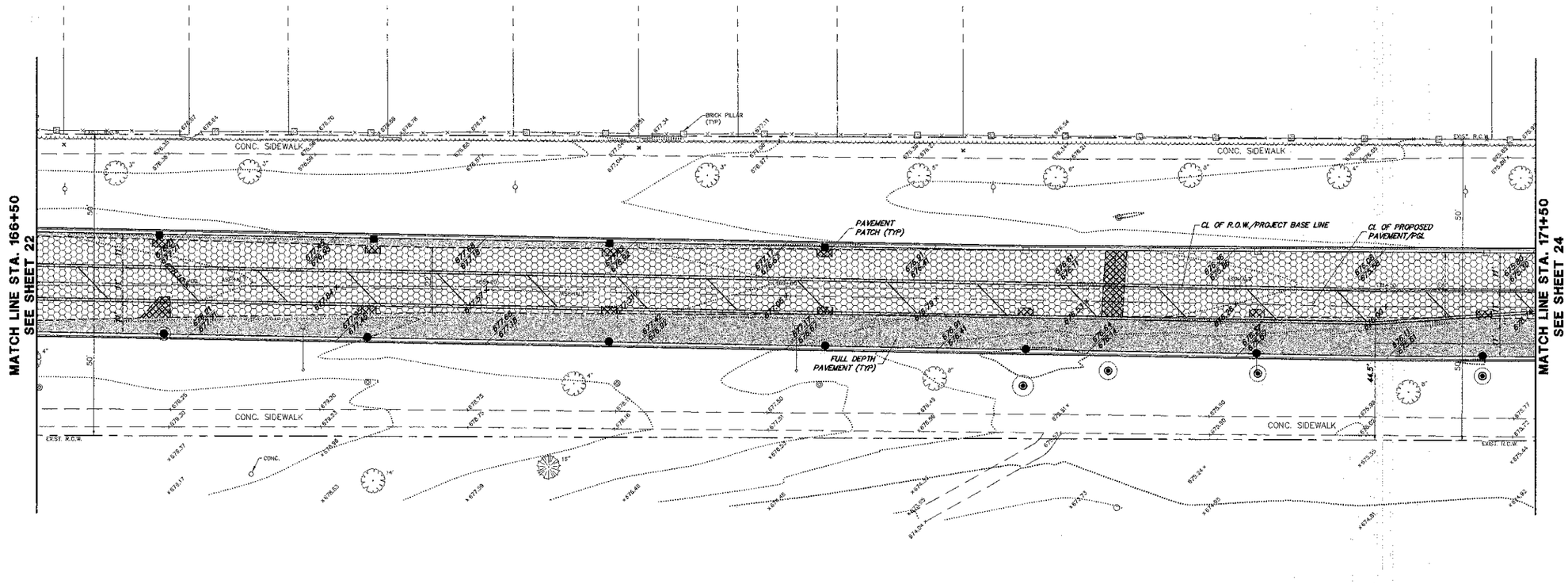
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

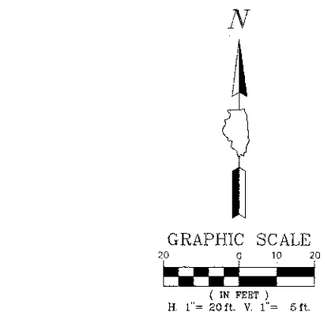
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 161+50 TO STA. 166+50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	22
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



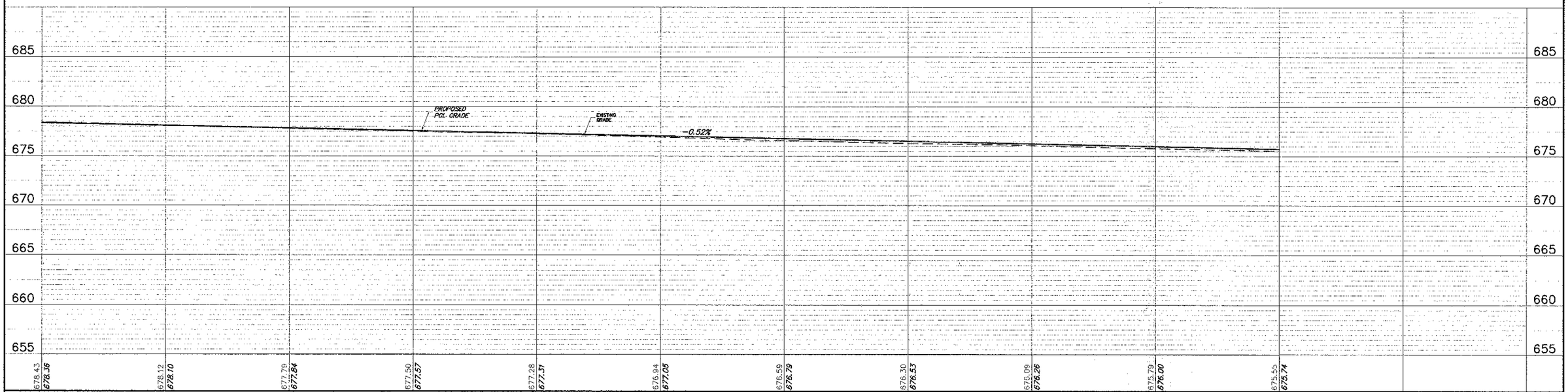


LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

WEST KENSINGTON ROAD



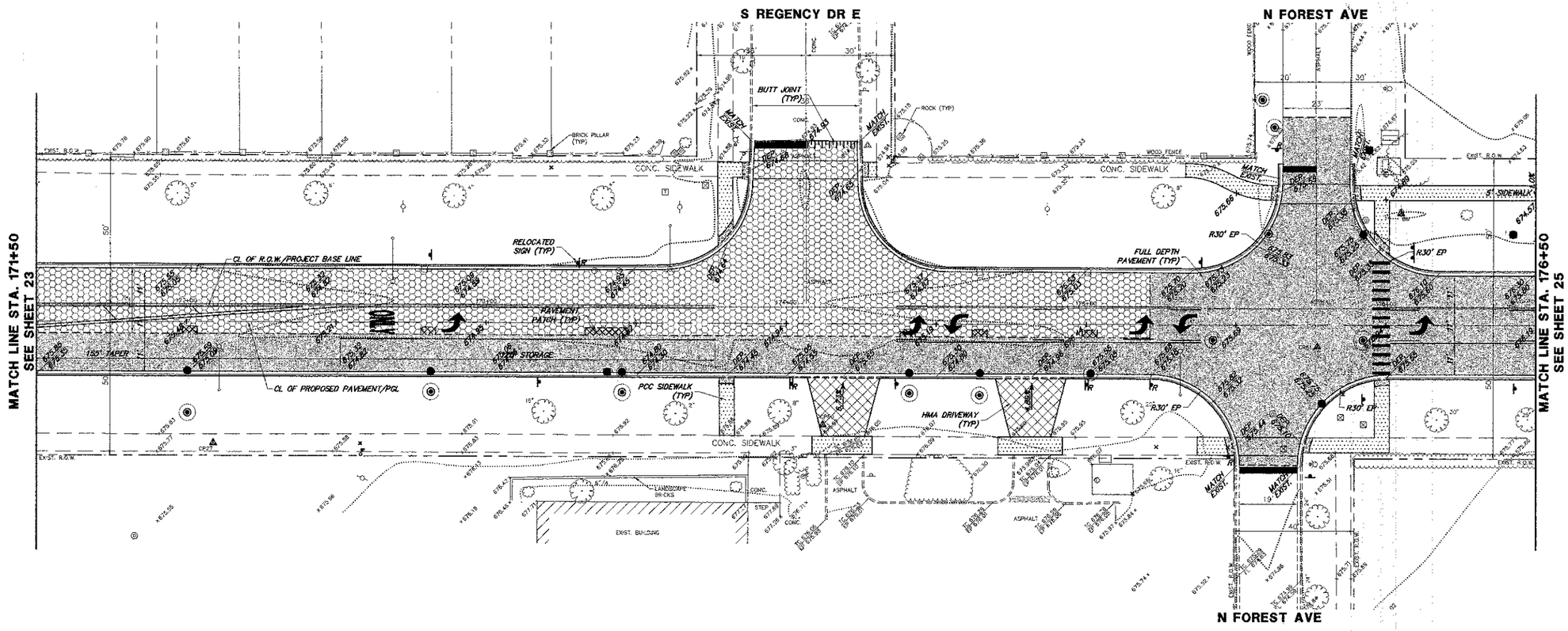
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

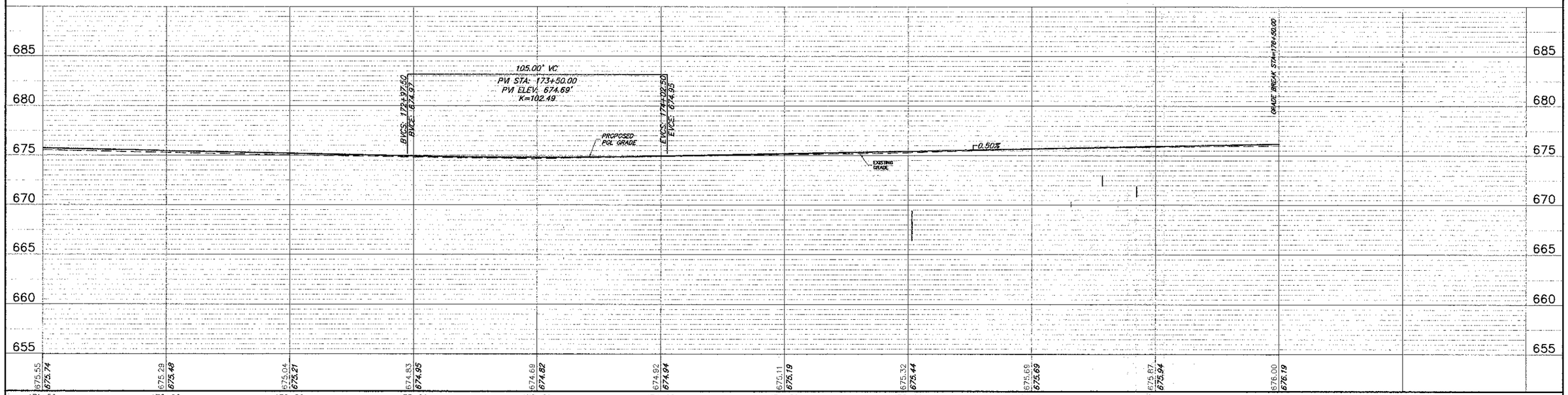
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 166+50 TO STA. 171+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	23
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		





N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN (R)
- PROPOSED MAIL BOX (R)
- PROPOSED POWER/LIGHT POLE (R)
- STREET ADDRESS (215)

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

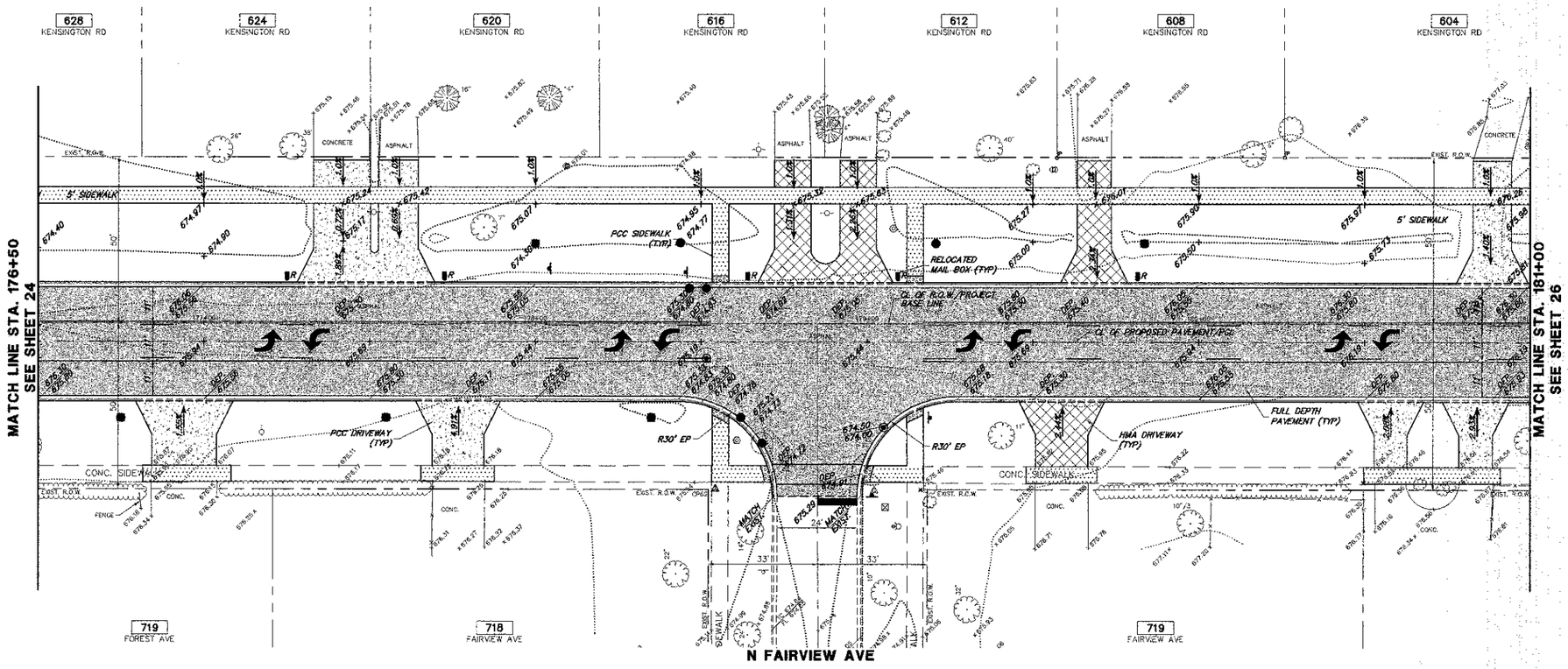
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .06'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

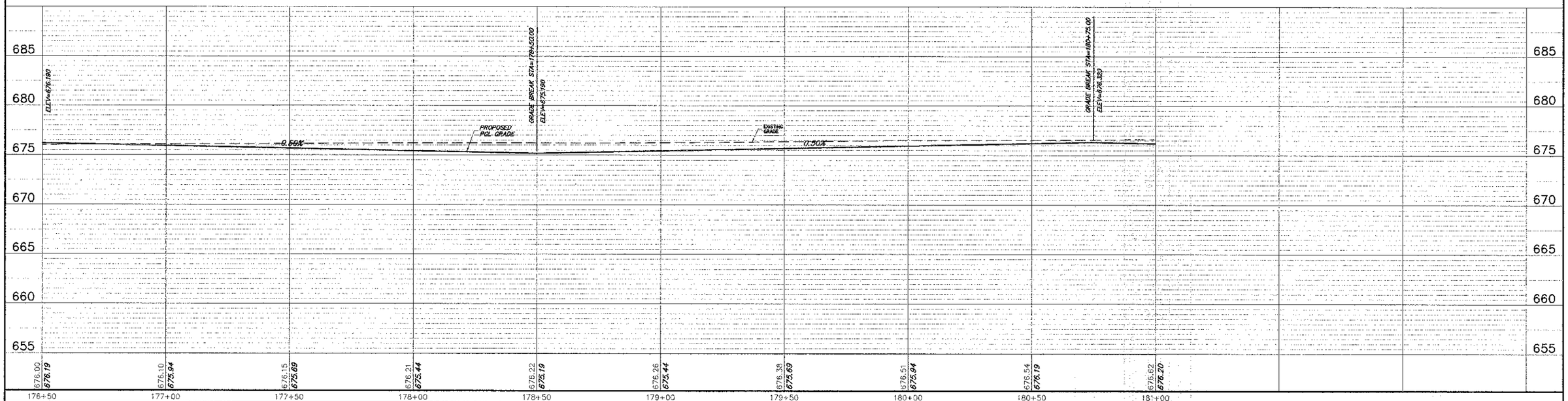
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 171+50 TO STA. 176+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	24
		CONTRACT #:	63745	
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD



N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

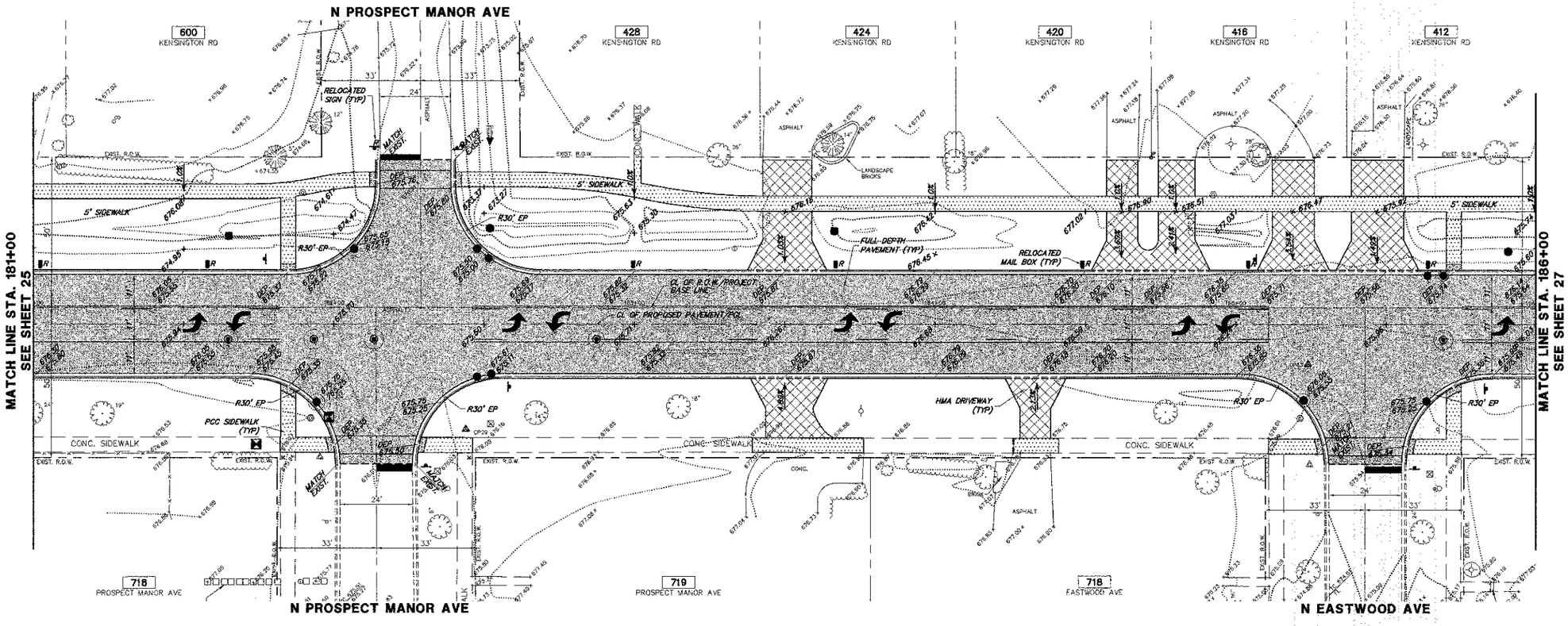
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

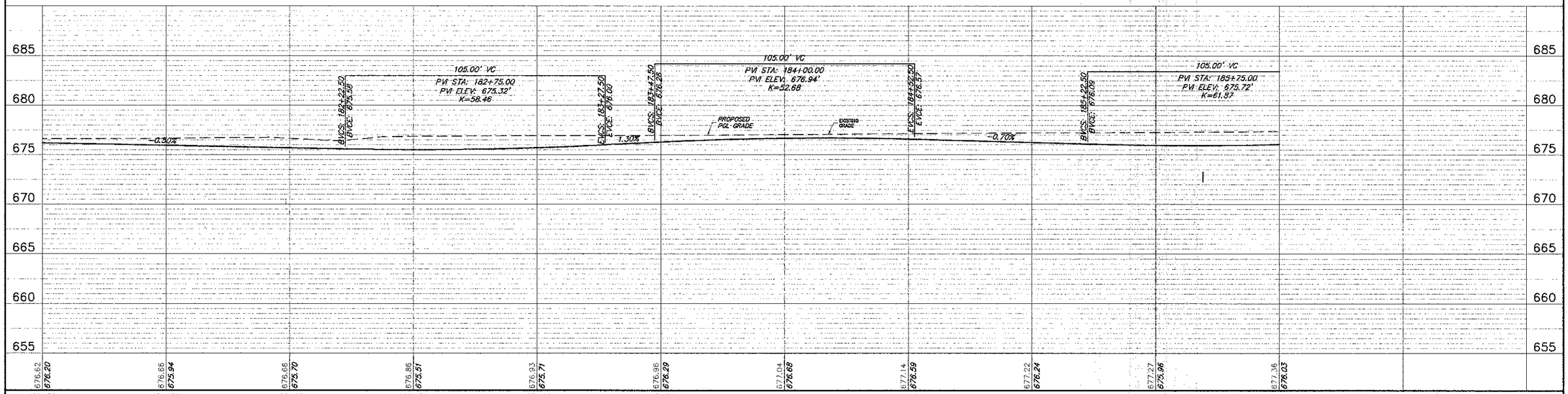
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 176+50 TO STA. 181+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09--00154--00--PV	COOK	119	25
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD



N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20ft. V. 1"= 5ft.

LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

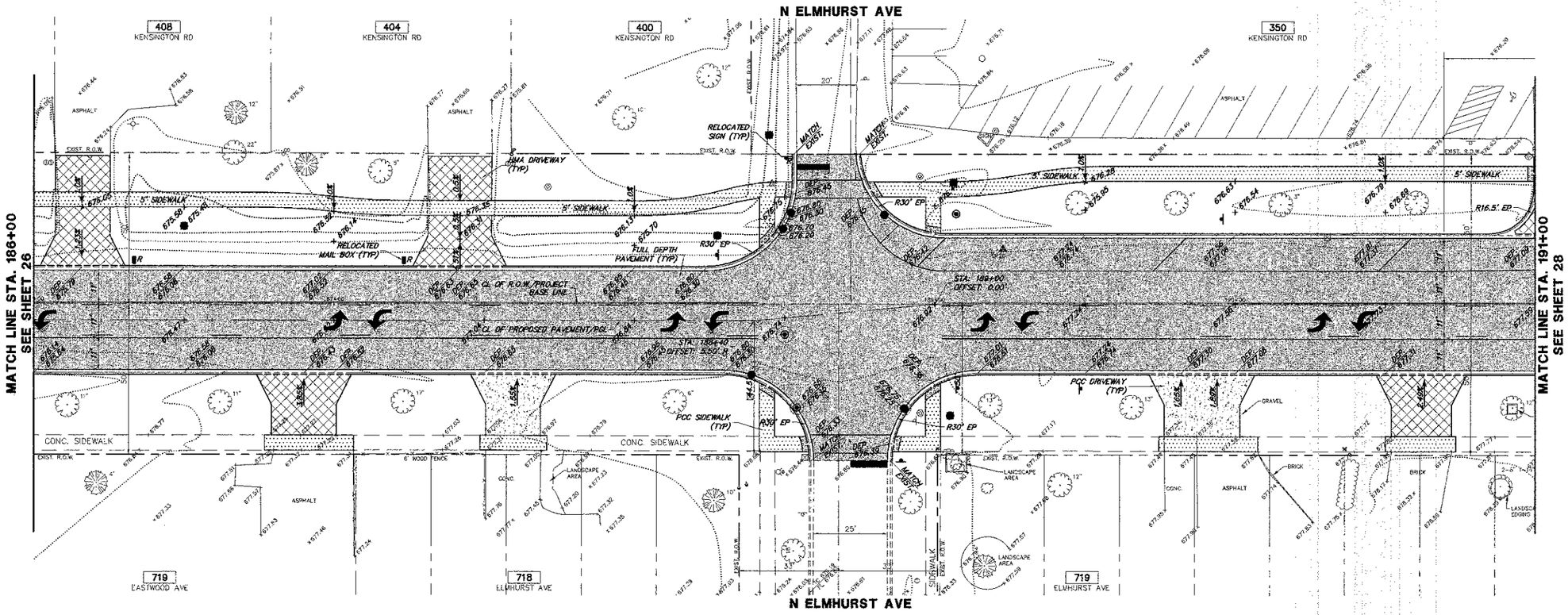
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

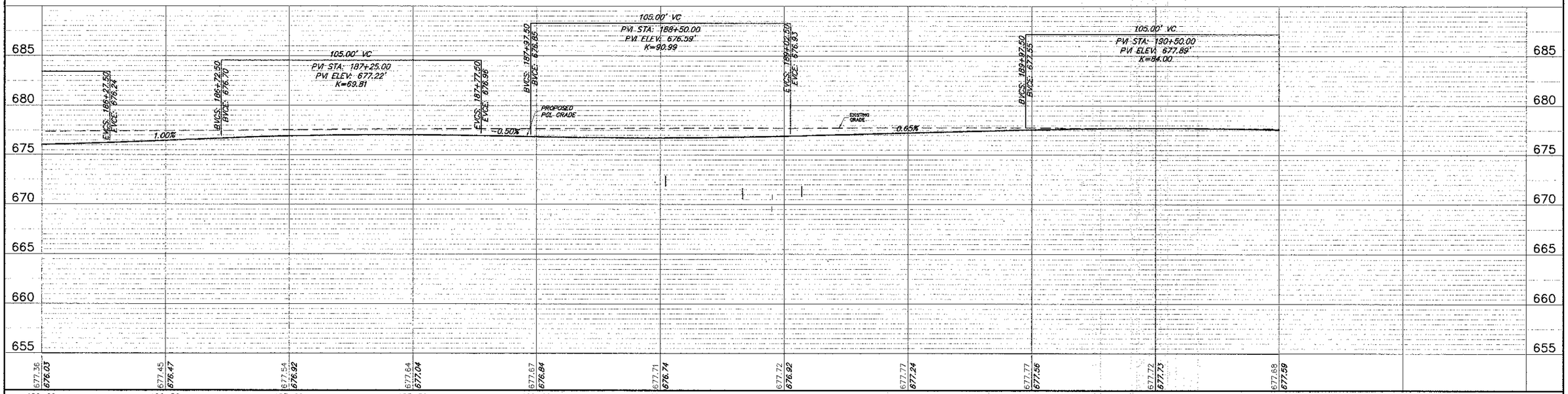
SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 181+00 TO STA. 186+00

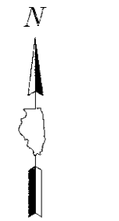
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	26
		CONTRACT #:	63746	

ILLINOIS FED. AID PROJECT



WEST KENSINGTON ROAD





LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

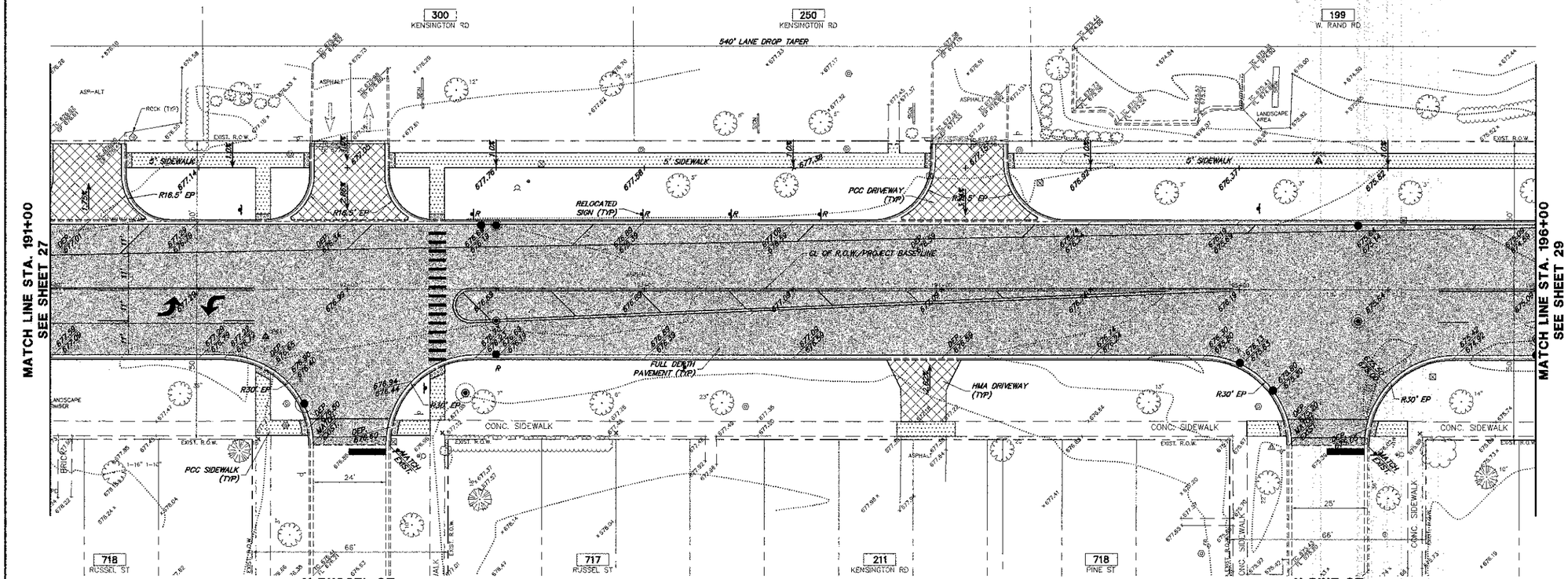
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

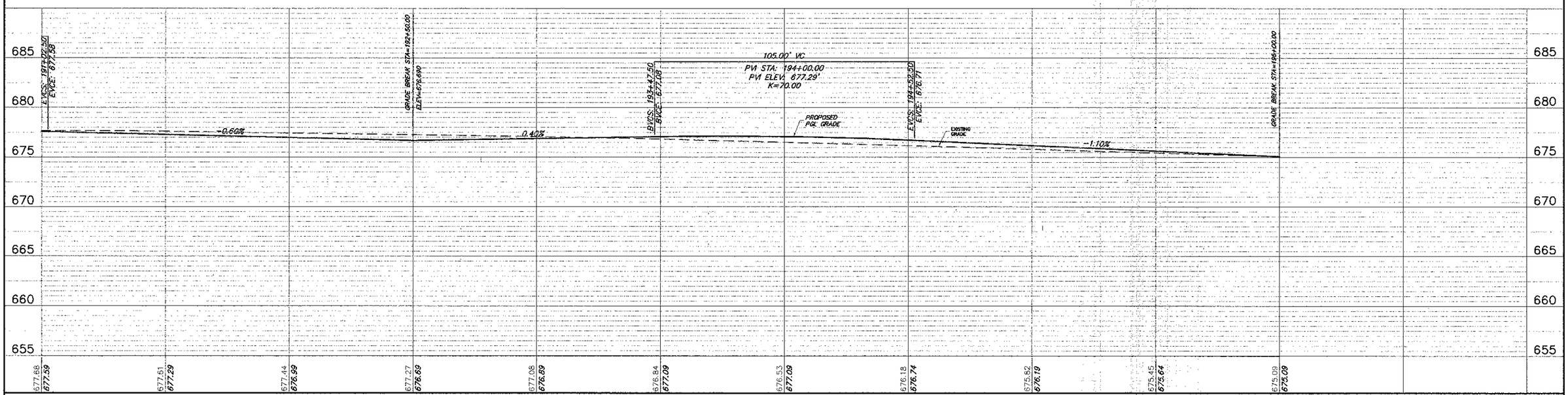
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

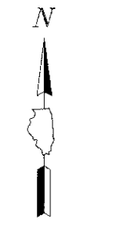
SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 186+00 TO STA. 191+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	27
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD





LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN — R
- PROPOSED MAIL BOX — R
- PROPOSED POWER/LIGHT POLE — P R
- STREET ADDRESS — 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

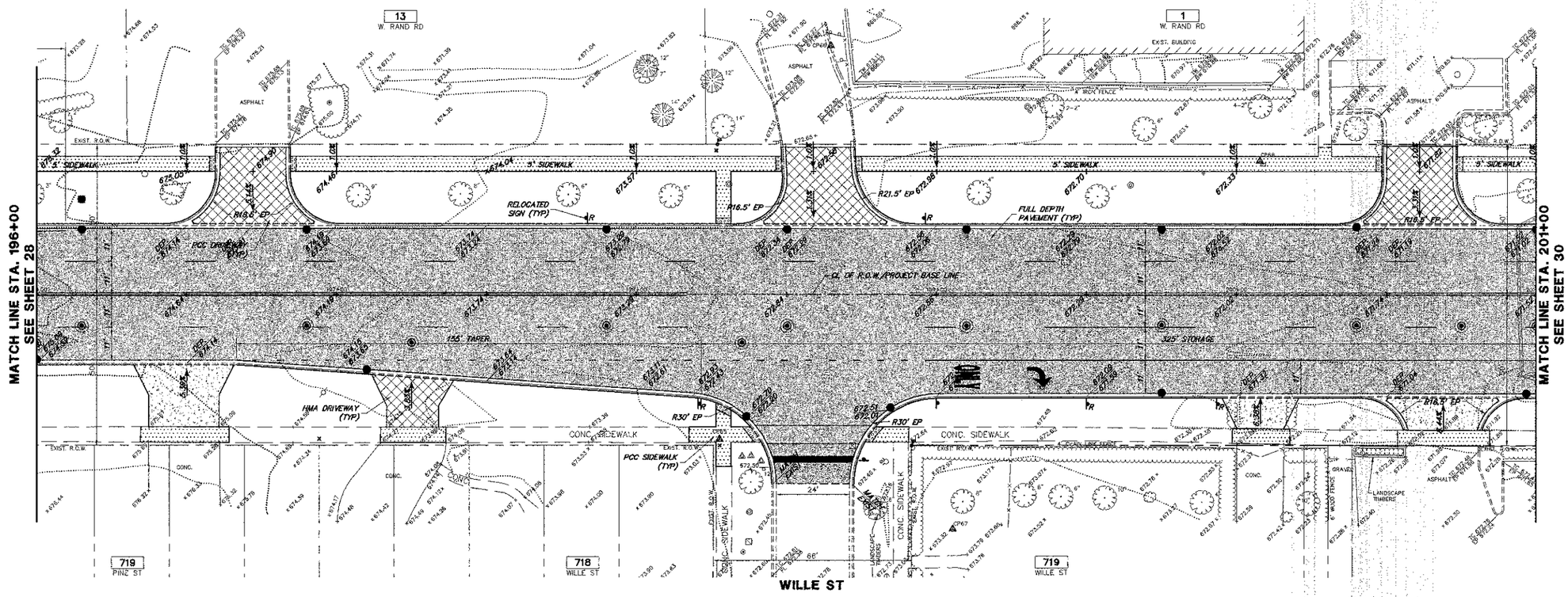
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

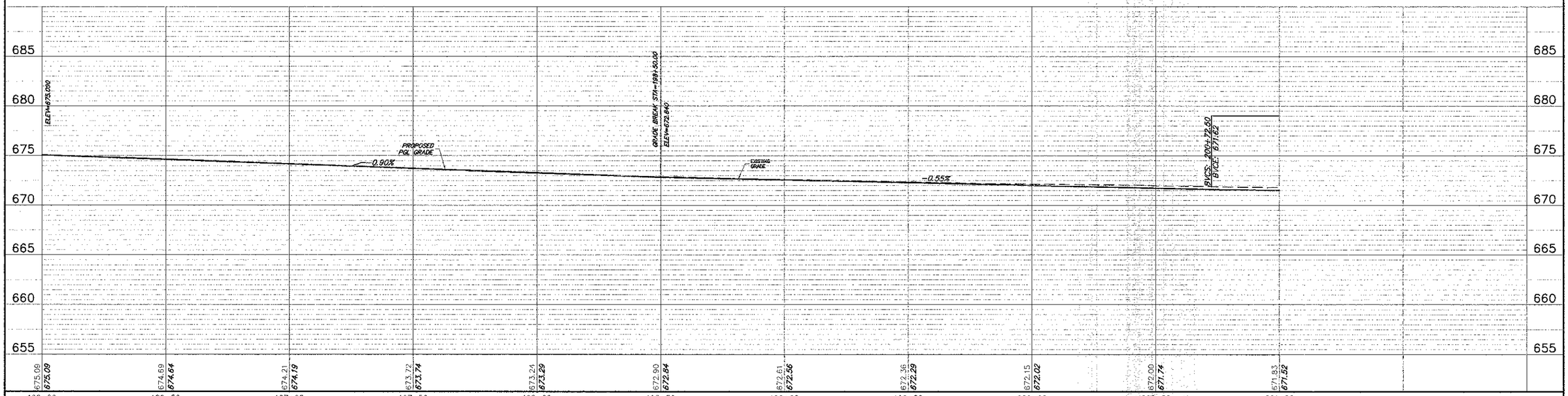
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 191+00 TO STA. 196+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	28
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			



WEST KENSINGTON ROAD



N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN — R
- PROPOSED MAIL BOX — R
- PROPOSED POWER/LIGHT POLE — R R
- STREET ADDRESS — 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

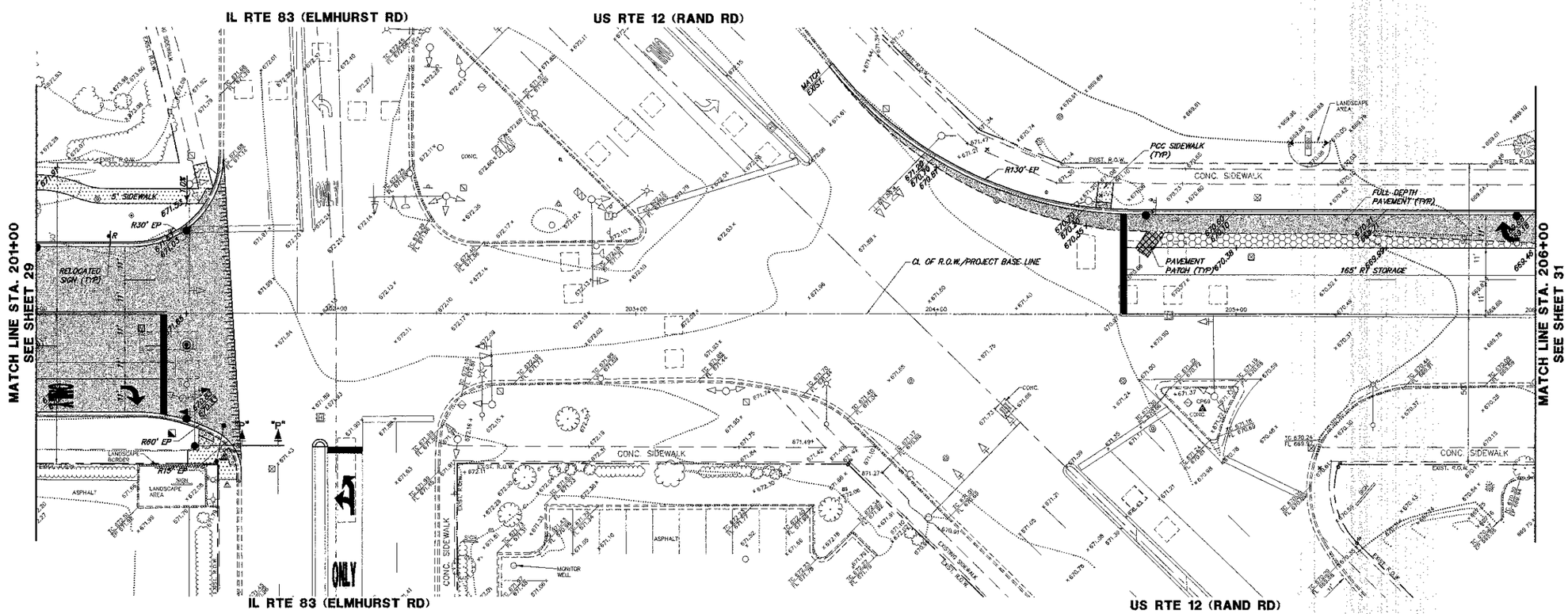
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

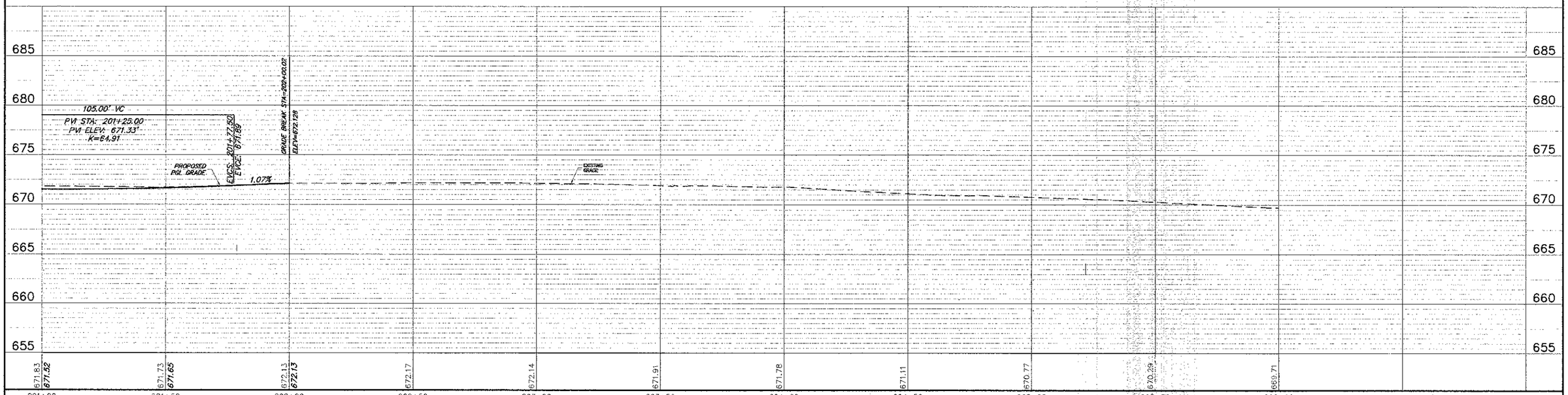
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 196+00 TO STA. 201+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	29
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD



N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20ft. V. 1"= 5ft.

LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS (215)

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

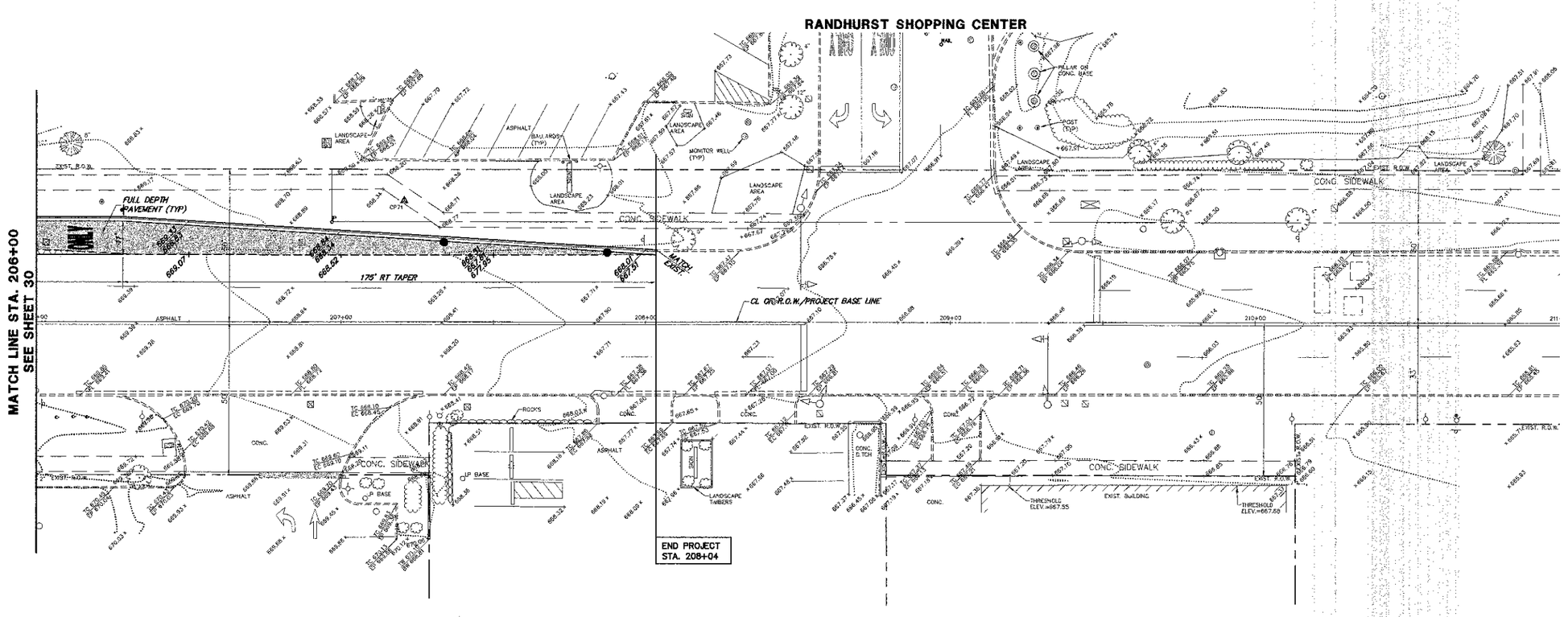
FILE NAME = 4185,800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

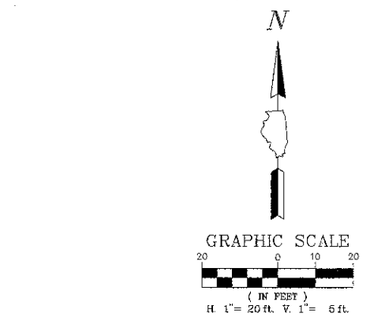
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 201+00 TO STA. 206+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	30
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



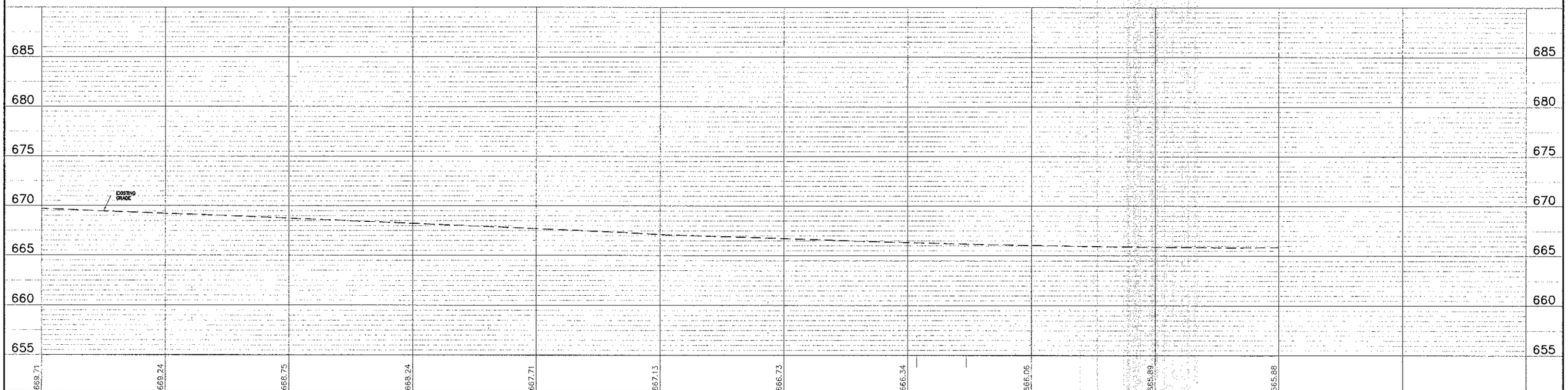


LEGEND:

- HMA PAVEMENT (SEE TYPICAL SECTION)
- HMA RESURFACING (SEE TYPICAL SECTION)
- PCC SIDEWALK (SEE TYPICAL SECTION)
- HMA BIKE PATH (SEE TYPICAL SECTION)
- PCC DRIVEWAY (SEE TYPICAL SECTION)
- HMA DRIVEWAY (SEE TYPICAL SECTION)
- PAVEMENT PATCH (SEE DETAIL)
- B6.12 CURB & GUTTER – REGULAR
- B6.12 CURB & GUTTER – DEPRESSED
- DETECTABLE WARNING
- PROPOSED SIGN
- PROPOSED MAIL BOX
- PROPOSED POWER/LIGHT POLE
- STREET ADDRESS 215

NOTE:
WHEN PAVEMENT WIDENING IS LESS THAN 6' WIDE, PCC BASE COURSE 9" SHALL BE USED.

WEST KENSINGTON ROAD



FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

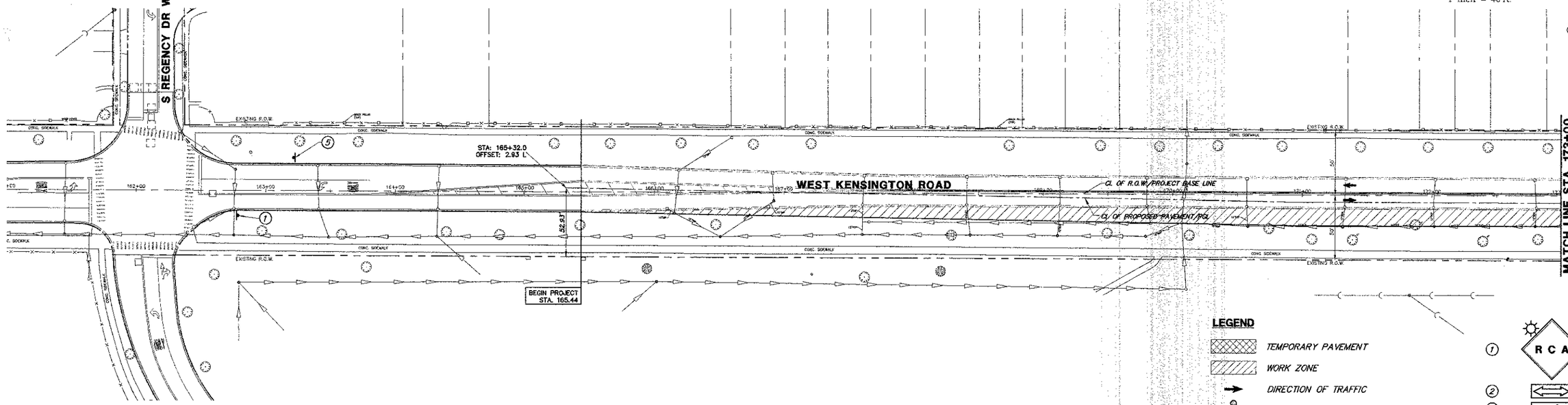
ROADWAY PLAN & PROFILE - KENSINGTON ROAD
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 201+00 TO STA. 206+00

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	31
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

N

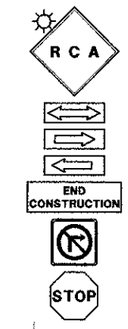


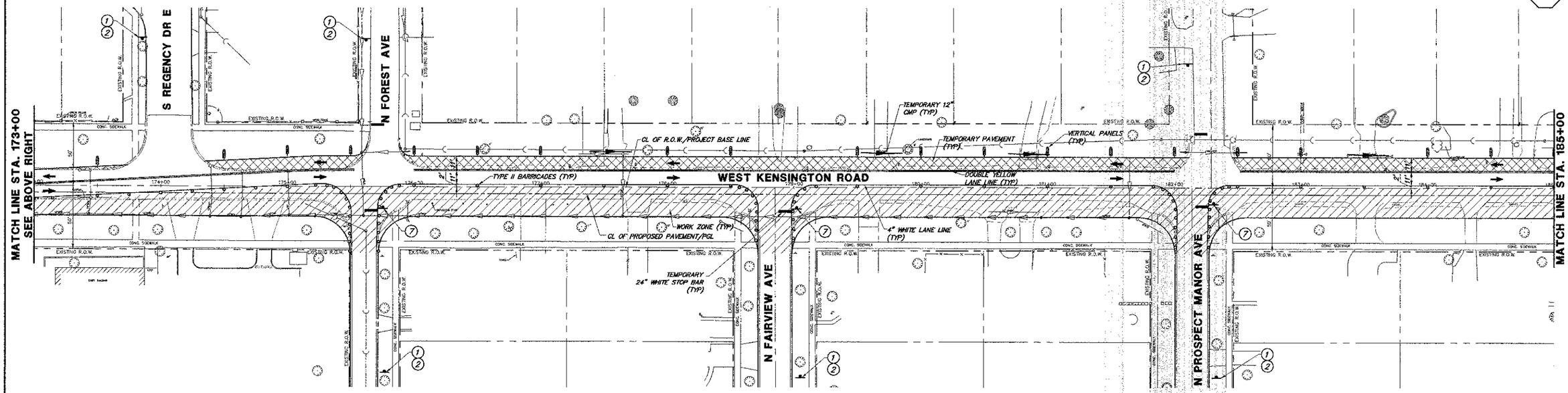
NOTE:
THE CONTRACTOR SHALL NOT CLOSE ADJACENT SIDE STREETS AT THE SAME TIME. UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.

INSTALL TEMPORARY 12" CMP CULVERTS AT SIDE ROADS AND DRIVEWAYS DURING STAGE 1 AS REQUIRED (TO BE PAID FOR AS TEMPORARY DRAINAGE SYSTEM NO.1)

LEGEND

TEMPORARY PAVEMENT	(1)
WORK ZONE	
DIRECTION OF TRAFFIC	(2)
VERTICAL PANELS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT C-C.	(3)
TYPE II BARRICADES OR DRUMS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT CENTERS ALONG ROADWAY, 25 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII.	(4) (5) (6)
TYPE III BARRICADES WITH FLASHING LIGHTS	
ARROW BOARD	(7)





FILE NAME = 4185.800-STAGING PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=40' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	32
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

N

MATCH LINE STA. 185+00
SEE SHEET 32

N EASTWOOD AVE

N ELMHURST AVE

WEST KENSINGTON ROAD

CL OF R.O.W./PROJECT BASE LINE

TEMPORARY PAVEMENT (TYP)

CL OF PROPOSED PAVEMENT/PGL

STA: 189+00
OFFSET: 0.00 L

OFFSET: 2.50 R

DOUBLE YELLOW LANE LINE (TYP)

WORK ZONE (TYP)

TEMPORARY 24" WHITE STOP BAR (TYP)

VERTICAL PANELS (TYP)

TYPE II BARRICADES (TYP)

4" WHITE LANE LINE (TYP)

N RUSSEL ST

N PINE CT

MATCH LINE STA. 197+00
SEE BELOW LEFT

MATCH LINE STA. 197+00
SEE ABOVE RIGHT

WILLE ST

TYPE III BARRICADES (TYP)

IL RTE 83 (ELMHURST RD)

US RTE 12 (RAND RD)

EAST KENSINGTON ROAD

100'

250' TAPER

MATCH LINE STA. 208+00
SEE BELOW LEFT

MATCH LINE STA. 208+00
SEE ABOVE RIGHT

ADVANCED SIGNAGE PER STANDARD 701606

NOTE:
THE CONTRACTOR SHALL NOT CLOSE ADJACENT SIDE STREETS AT THE SAME TIME, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.

INSTALL TEMPORARY 12" CMP CULVERTS AT SIDE ROADS AND DRIVEWAYS DURING STAGE 1 AS REQUIRED (TO BE PAID FOR AS TEMPORARY DRAINAGE SYSTEM NO.1)

LEGEND

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- VERTICAL PANELS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT C-C.
- TYPE II BARRICADES OR DRUMS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT CENTERS ALONG ROADWAY, 25 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII.
- TYPE III BARRICADES WITH FLASHING LIGHTS
- ARROW BOARD

(1) RCA
(2)
(3)
(4)
(5) END CONSTRUCTION
(6)
(7) STOP

FILE NAME = 4185.800-STAGING PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = 08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 1
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	33
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

N

S REGENCY DR W

STA: 165+32.0
OFFSET: 2.93 L

WEST KENSINGTON ROAD

CL OF R.O.W./PROJECT BASE LINE

CL OF PROPOSED PAVEMENT/PGL

52.83'

BEGIN PROJECT
STA. 165.44

MATCH LINE STA. 173+00
SEE BELOW LEFT

EXISTING R.O.W.

CONC. SIDEWALK

LEGEND

- TEMPORARY PAVEMENT (1)
- WORK ZONE
- DIRECTION OF TRAFFIC (2)
- VERTICAL PANELS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT C-C. (3) (4)
- TYPE II BARRICADES OR DRUMS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT CENTERS ALONG ROADWAY, 25 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII. (5) (6)
- TYPE III BARRICADES WITH FLASHING LIGHTS
- ARROW BOARD (7)

R C A

END CONSTRUCTION

STOP

NOTE:
THE CONTRACTOR SHALL NOT CLOSE ADJACENT SIDE STREETS AT THE SAME TIME. UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.

MATCH LINE STA. 173+00
SEE ABOVE RIGHT

S REGENCY DR E

N FOREST AVE

TEMPORARY 4" WHITE LANE LINE (TYP)

CL OF R.O.W./PROJECT BASE LINE

WORK ZONE (TYP)

TYPE II BARRICADES (TYP)

WEST KENSINGTON ROAD

DOUBLE YELLOW LANE LINE (TYP)

CL OF PROPOSED PAVEMENT/PGL

TEMPORARY 24" WHITE STOP BAR (TYP)

N FAIRVIEW AVE

N PROSPECT MANOR AVE

MATCH LINE STA. 185+00
SEE SHEET 35

FILE NAME = 4185.800-STAGING PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 2
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	34
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

N

MATCH LINE STA. 185+00
SEE SHEET 34

N EASTWOOD AVE

N ELMHURST AVE

WEST KENSINGTON ROAD

N RUSSEL ST

N PINE CT

MATCH LINE STA. 197+00
SEE BELOW LEFT

TEMPORARY 24" WHITE STOP BAR (TYP)

CL OF R.O.W./PROJECT BASE LINE

CL OF R.O.W./PROJECT BASE LINE/PGL

CL OF PROPOSED PAVEMENT/PGL

WORK ZONE (TYP)

TEMPORARY 4" WHITE LANE LINE (TYP)

TYPE II BARRICADES (TYP)

DOUBLE YELLOW LANE LINE (TYP)

TEMPORARY 24" WHITE STOP BAR (TYP)

STA. 189+00
OFFSET 0.00

STA. 189+45
OFFSET 5.50 R

10' 10'

11' 10'

MATCH LINE STA. 197+00
SEE ABOVE RIGHT

WILLE ST

IL RTE 83 (ELMHURST RD)

TYPE III BARRICADES (TYP)

US RTE 12 (RAND RD)

90'

250' TAPER

EAST KENSINGTON ROAD

MATCH LINE STA. 208+00
SEE BELOW LEFT

MATCH LINE STA. 208+00
SEE ABOVE RIGHT

TYPE II BARRICADES (TYP)

ADVANCED SIGNAGE PER STANDARD 701606

100'

250' TAPER

EAST KENSINGTON ROAD

NOTE:
THE CONTRACTOR SHALL NOT CLOSE ADJACENT SIDE STREETS AT THE SAME TIME. UNLESS AUTHORIZED IN WRITING BY THE ENGINEER.

LEGEND

- TEMPORARY PAVEMENT
- WORK ZONE
- DIRECTION OF TRAFFIC
- VERTICAL PANELS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT C-C.
- TYPE II BARRICADES OR DRUMS WITH "BI-DIRECTIONAL" STEADY BURN LIGHTS @ 50 FT CENTERS ALONG ROADWAY, 25 FT CENTERS ON TAPERS AND 10 FT CENTERS ALONG RADII.
- TYPE III BARRICADES WITH FLASHING LIGHTS
- ARROW BOARD

(1) RCA
(2)
(3)
(4)
(5) END CONSTRUCTION
(6)
(7) STOP

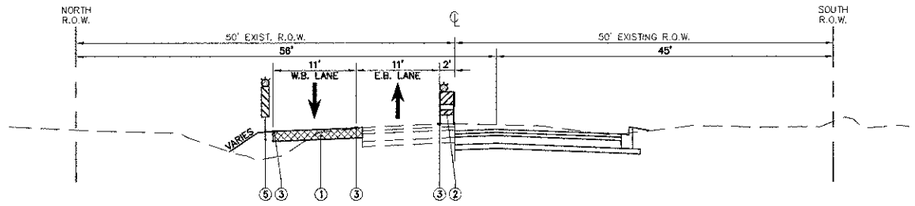
FILE NAME = 4185.800-STAGING PLAN.dwg	USER NAME = PAUL SWATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

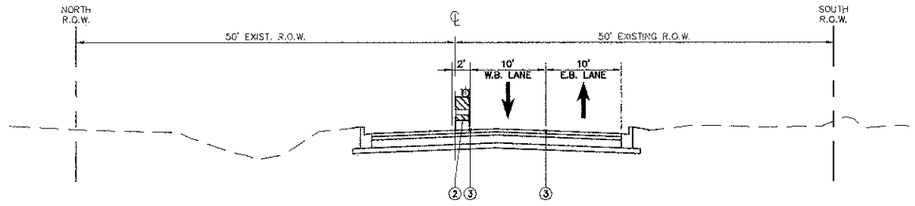
STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - STAGE 2
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

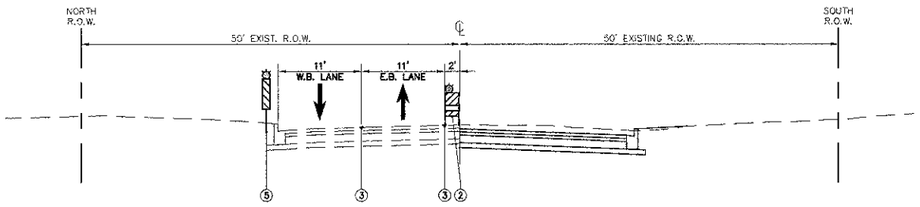
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	35
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



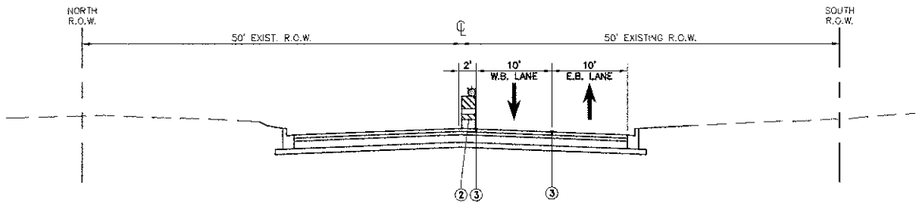
KENSINGTON ROAD STAGE 1
SHOWN AT STA. 184+00
FROM STA. 175+50 TO STA. 190+50



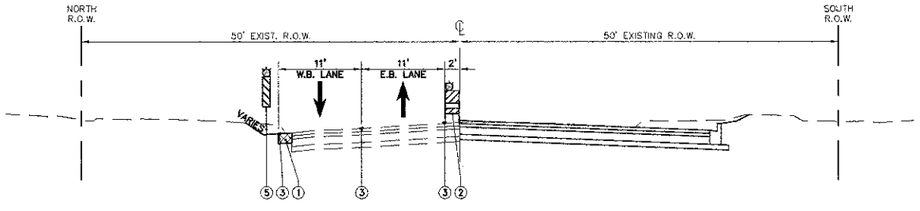
KENSINGTON ROAD STAGE 2
SHOWN AT STA. 184+00
FROM STA. 175+50 TO STA. 190+50



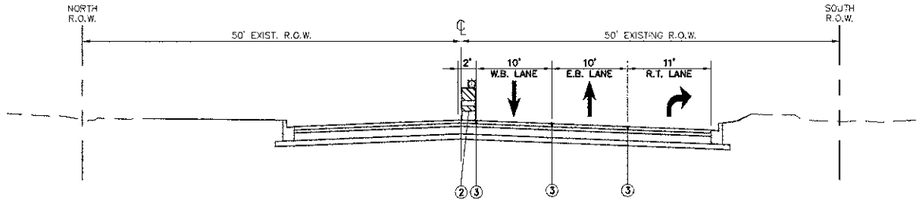
KENSINGTON ROAD STAGE 1
SHOWN AT STA. 193+00
FROM STA. 190+50 TO STA. 194+00



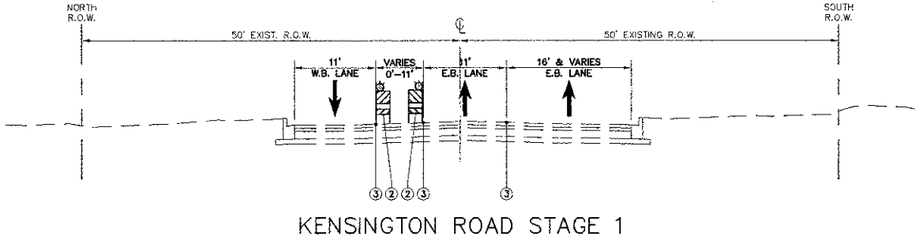
KENSINGTON ROAD STAGE 2
SHOWN AT STA. 193+00
FROM STA. 190+50 TO STA. 196+50



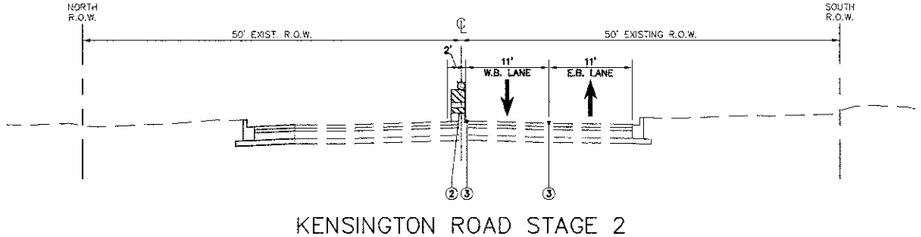
KENSINGTON ROAD STAGE 1
SHOWN AT STA. 201+00
FROM STA. 194+00 TO STA. 201+50



KENSINGTON ROAD STAGE 2
SHOWN AT STA. 201+00
FROM STA. 196+50 TO STA. 201+50



KENSINGTON ROAD STAGE 1
SHOWN AT STA. 206+00
FROM STA. 201+50 TO STA. 209+00



KENSINGTON ROAD STAGE 2
SHOWN AT STA. 206+00
FROM STA. 201+50 TO STA. 209+00

LEGEND:

1. TEMPORARY PAVEMENT, 8"
2. TYPE II BARRICADES OR DRUMS WITH "BI-DIRECTIONAL" STEADY BURNING LIGHTS (50 FT C-C @ TANGENTS, 25 FT C-C @ TAPERS & 12 FT ALING RADII)
3. TEMPORARY PAVEMENT MARKINGS
4. EXISTING PAVEMENT MARKINGS
5. VERTICAL PANELS WITH "BI-DIRECTIONAL" STEADY BURNING LIGHTS (50 FT C-C)

NOTES

1 SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THERMOPLASTIC PAVEMENT MARKINGS AND TAPE INFORMATION.

2 SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR TEMPORARY PAVEMENT CONSTRUCTION STAGING.

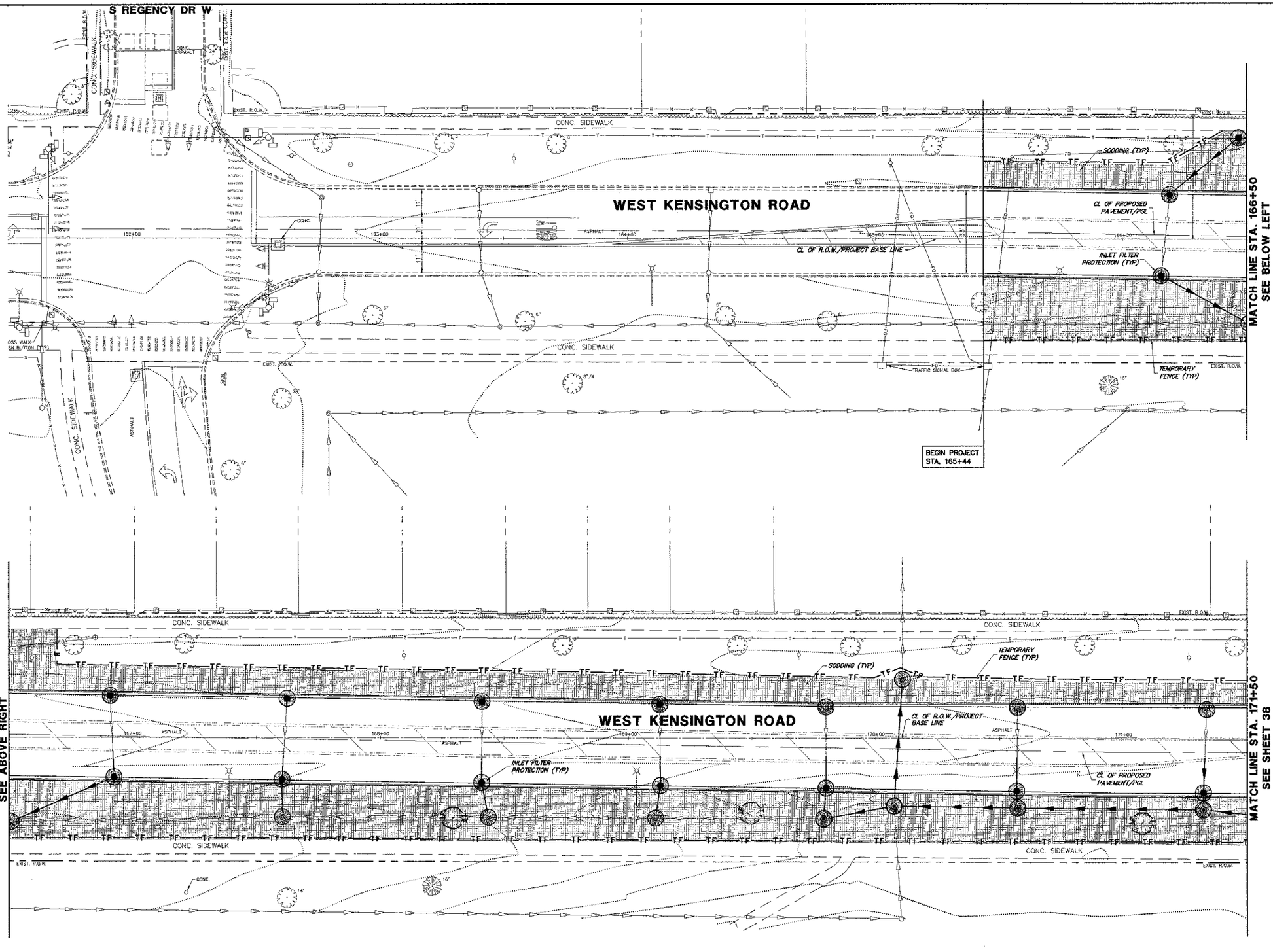
FILE NAME = 4185.800-STAGING PLAN.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - TYPICAL SECTIONS
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	36
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

EROSION CONTROL LEGEND

- SODDING, SALT TOLERATE
- STORM SEWER INLET PROTECTION – INLET FILTER BASKET
- TEMPORARY FENCE — TF —
- DITCH CHECK – GEO–RIDGE
- SEDIMENT TRAP WITH COIR ROLL (S)
- TEMPORARY FENCE

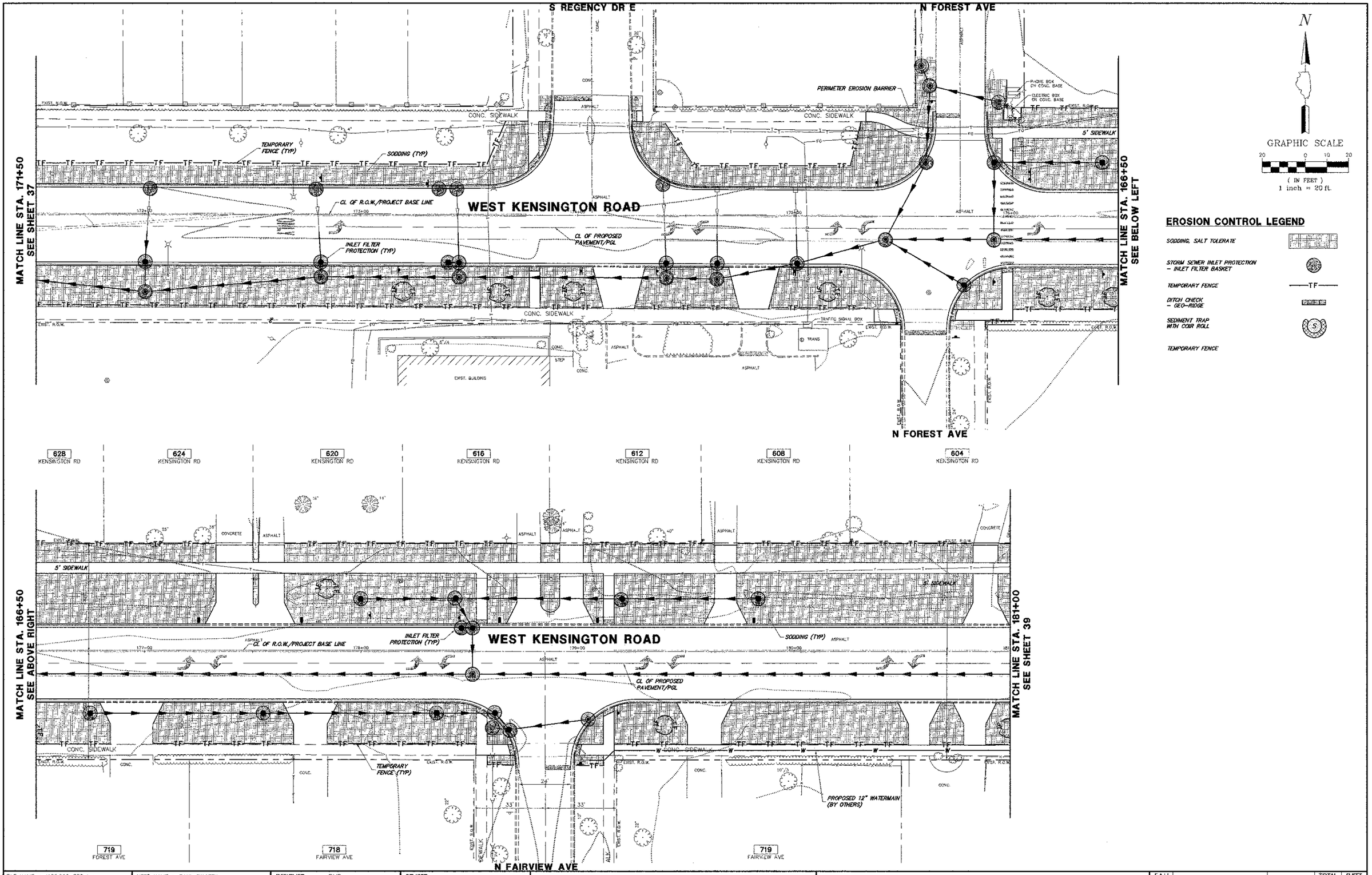
FILE NAME = 4185.800–PRJ.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - FJS	REVISED -
	PLOT SCALE = 1" = 08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 161+50 TO STA. 171+50

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09–00154–00–PV	COOK	119	37
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)

1 inch = 20 ft.

EROSION CONTROL LEGEND

- SODDING, SALT TOLERATE
- STORM SEWER INLET PROTECTION – INLET FILTER BASKET
- TEMPORARY FENCE — TF —
- DITCH CHECK – GEO–RIDGE
- SEDIMENT TRAP WITH COIR ROLL (S)
- TEMPORARY FENCE

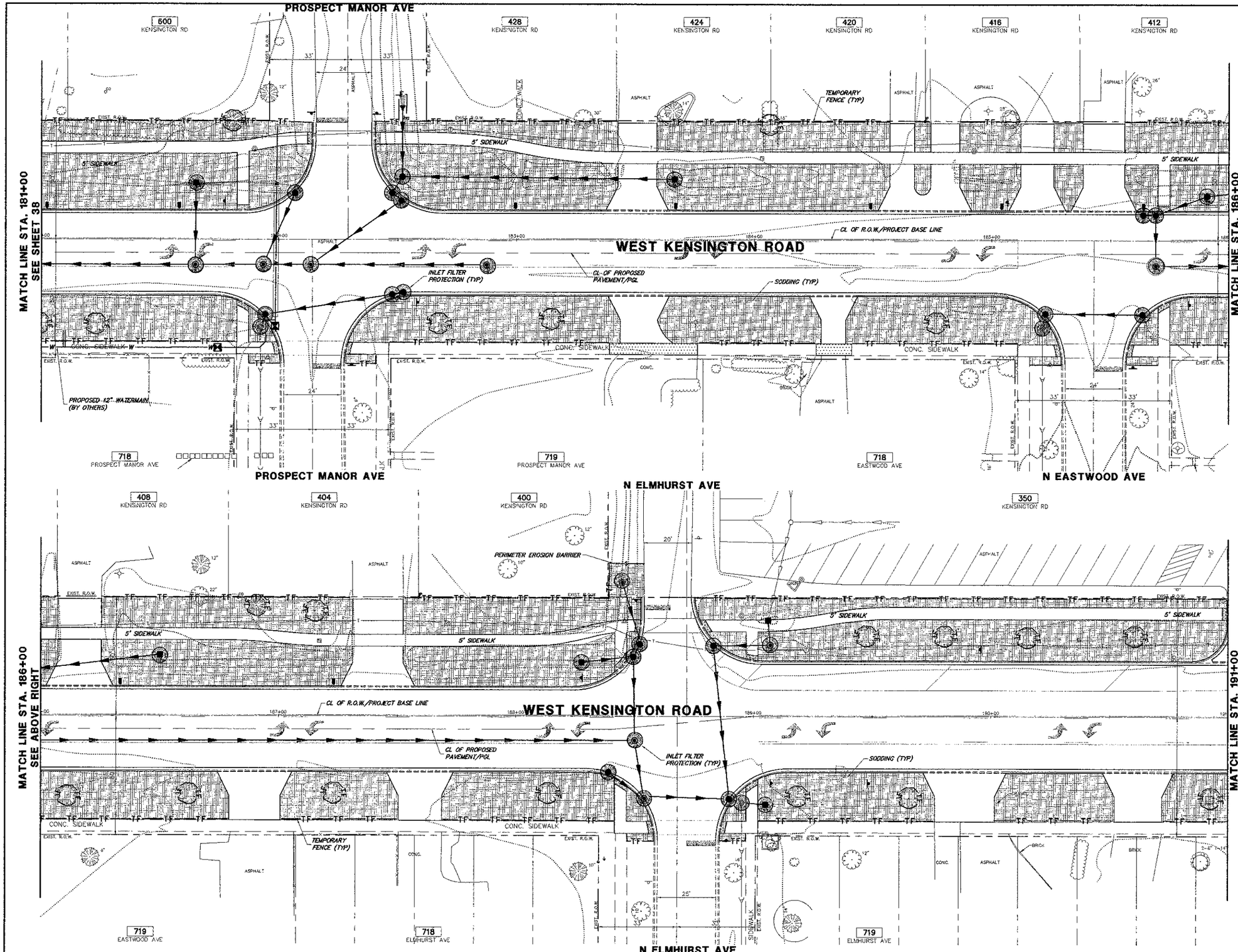
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 171+50 TO STA. 181+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09--00154--00--PV	COOK	119	38
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

EROSION CONTROL LEGEND

- SODDING, SALT TOLERATE
- STORM SEWER INLET PROTECTION – INLET FILTER BASKET
- TEMPORARY FENCE — TF —
- DITCH CHECK – GEO-RIDGE
- SEDIMENT TRAP WITH COIR ROLL (S)
- TEMPORARY FENCE

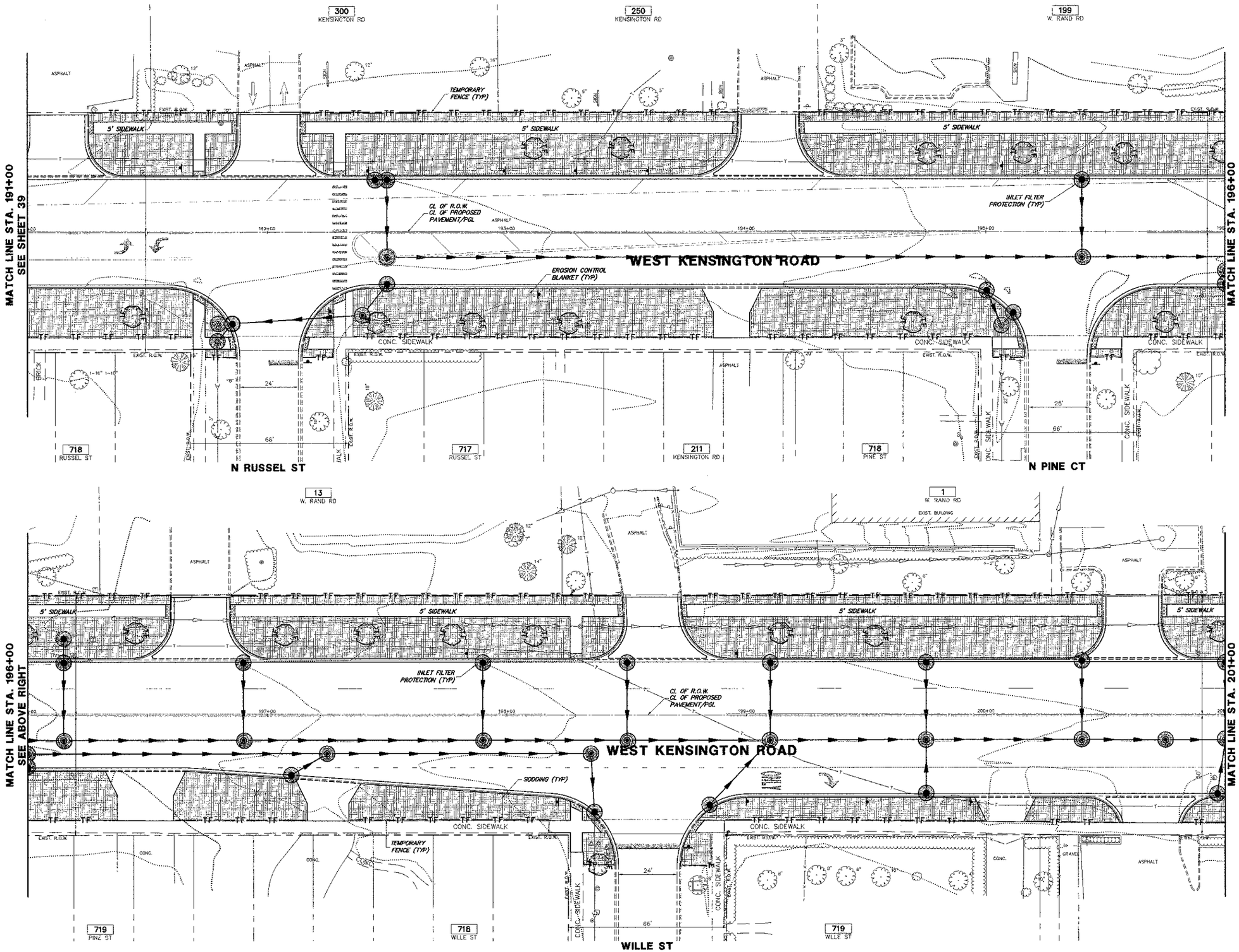
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 181+00 TO STA. 191+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
1295	09-00154-00-PV	COOK	119	39
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

EROSION CONTROL LEGEND

- SODDING, SALT TOLERATE
- STORM SEWER INLET PROTECTION – INLET FILTER BASKET
- TEMPORARY FENCE —TF—
- DITCH CHECK – GEO–RIDGE
- SEDIMENT TRAP WITH COIR ROLL
- TEMPORARY FENCE

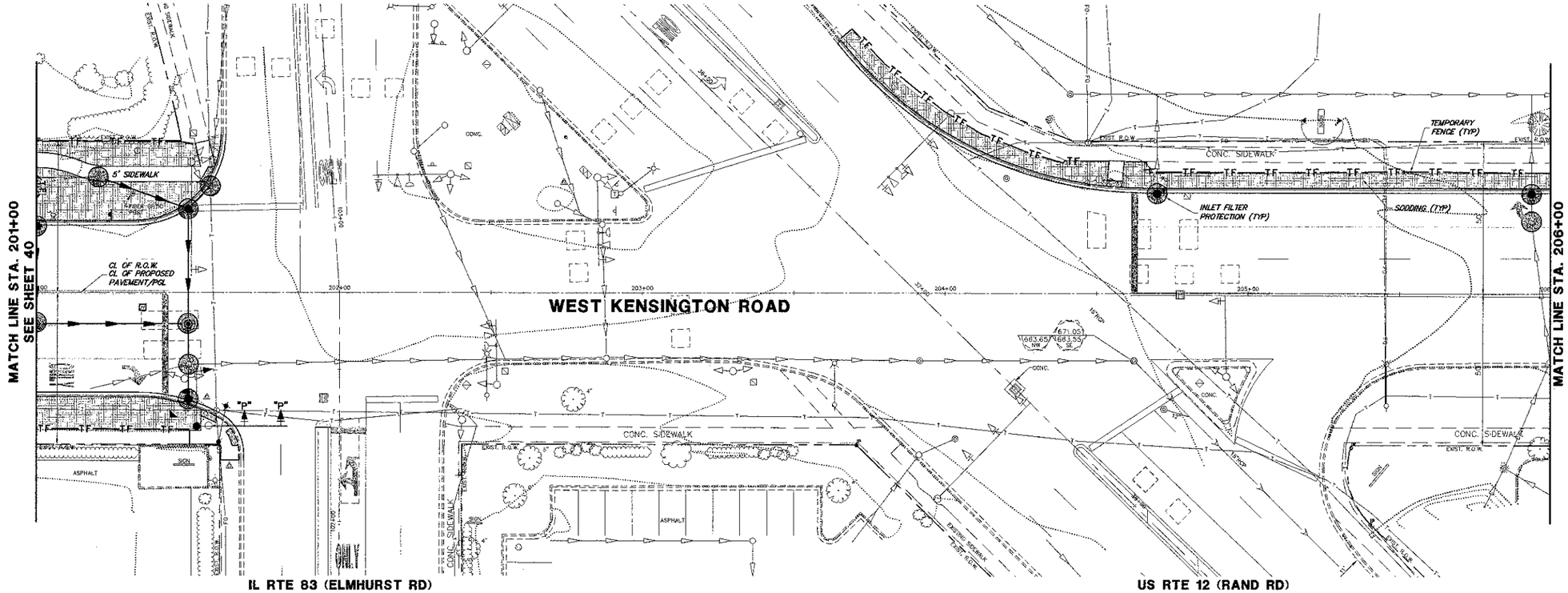
FILE NAME = 4185.800–PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED – BVS	REVISED –
		DRAWN – PJS	REVISED –
	PLOT SCALE = 1" = .08'	CHECKED – KLB	REVISED –
	PLOT DATE = 10/17/2012	DATE – 10/17/12	REVISED –

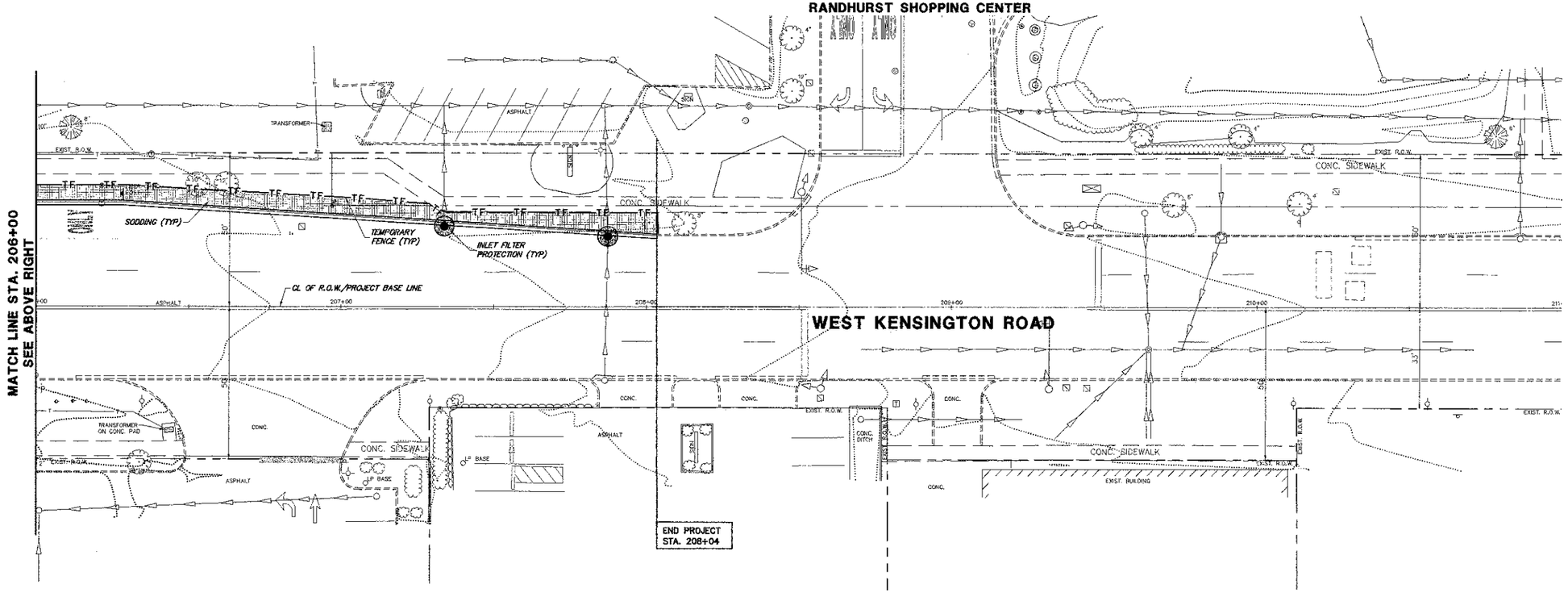
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

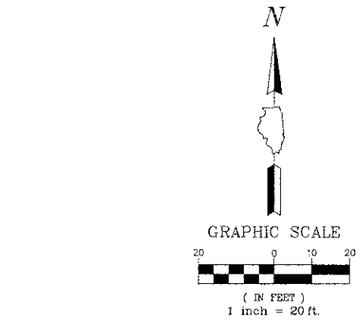
SOIL EROSION AND SEDIMENT CONTROL PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 191+00 TO STA. 201+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09–00154–00–PV	COOK	119	40
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		







FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 201+00 TO STA. 211+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	41
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

SEDIMENTATION AND EROSION CONTROL NOTES

A. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THE SOIL EROSION AND SEDIMENT CONTROL PLANS, THE STANDARD DETAILS, THE PLAN NARRATIVE, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.

B. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE (SWPPP) AND THE ILLINOIS GENERAL CONSTRUCTION PERMIT (ILR10) AND BECOME FAMILIAR WITH THEIR CONTENTS AND SIGN THE CERTIFICATION FORMS.

C. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY, PROJECT ENGINEER OR OWNER.

D. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.

E. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.

F. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.

G. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

H. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED. WATER USE MUST NOT CAUSE ADDITIONAL EROSION.

I. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

J. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE (SWPPP), SHALL BE INITIATED AS SOON AS PRACTICABLE.

K. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT, WASHING SHALL BE IMPLEMENTED AND PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

L. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED BY THE END OF THE DAY.

M. ON-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.

N. ERODIBLE STOCKPILES MUST BE ENCLOSED WITH SILT FENCE BY THE END OF THE WORK DAY.

O. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

P. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.

Q. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES

R. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

S. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.

T. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL ULTIMATELY BE RESPONSIBLE FOR MAINTAINENCE AND REPAIR.

U. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).

V. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

SEQUENCE OF MAJOR ACTIVITIES

1. OWNER FILES NOTICE OF INTENT (NOI) AT LEAST 30 DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OPERATIONS.
2. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES.
   - ORANGE CONSTRUCTION FENCING AND/OR SILT FENCE AROUND WETLANDS AND OTHER AREAS NOT TO BE DISTURBED.
   - PERIMETER SILT FENCE.
   - STABILIZED CONSTRUCTION ENTRANCE WITH WASH RACK.
   - INLET PROTECTION ON EXISTING STRUCTURES CLOSE TO THE DISTURBED AREA.
3. CONTRACTOR PERFORMS WEEKLY AND "AFTER RAIN EVENT" INSPECTIONS STARTING UPON DISTURBANCE OF THE SITE (DEMOLITION OR INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL MEASURES).
4. DEMOLITION
5. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB).
6. CONSTRUCT SEDIMENT TRAPPING DEVICES (SEDIMENT TRAPS, BASINS AND SEDIMENT REMOVAL CHANNELS).
7. DEWATER INTO SEDIMENT REMOVAL CHANNEL, WHICH DISCHARGES TO AN UPLAND AREA. THE HOSE IN THE AREA BEING DEWATERED MUST BE ATTACHED TO A FLOATING DEVICE WITH A SCREEN.
8. CONSTRUCT DETENTION FACILITIES AND OUTLET CONTROL STRUCTURE WITH RESTRICTOR AND TEMPORARY PERFORATED RISER. PERMANENTLY STABILIZE THE AREA WITH TOPSOIL, SEED AND EROSION CONTROL BLANKET.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING PLANT GROWTH IN BOTTOM AND SIDE SLOPES OF BASIN. DEWATERING, AS NEEDED, SHALL BE INCIDENTAL TO THE CONTRACTOR'S SCOPE.
10. ABANDON THE EXISTING SITE STORM DRAINAGE; PROTECTION OF POINTS OF ENTRY INTO EXISTING STORM DRAINAGE SYSTEM.
11. STRIP TOPSOIL, STOCK TOPSOIL AND GRADE SITE.
12. TEMPORARY CONTAINMENT OF SOIL/AGGREGATE STOCKPILES (SEED AND SILT FENCE AROUND TOE OF SLOPE).
13. INSTALL UTILITIES AND ASSOCIATED INLET & OUTLET PROTECTION.
14. CONSTRUCT BUILDING AND PAVEMENT.
15. FINE GRADE.
16. INSTALL TOPSOIL, SEED, AND PERMANENT EROSION CONTROL.
17. REMOVE TEMPORARY EROSION CONTROL MEASURE – ONLY – WHEN SITE HAS ACHIEVED FULL STABILIZATION.
18. OWNER TO FILE NOTICE OF TERMINATION (NOT).

FILE NAME = 4185.800-DT1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

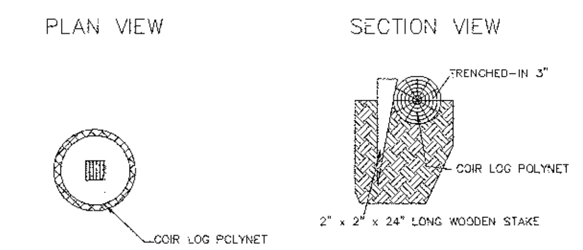
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL EROSION AND SEDIMENT CONTROL NOTES
KENSINGTON ROAD IMPROVEMENTS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	42
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

COIR ROLL DETAIL INLET PROTECTION



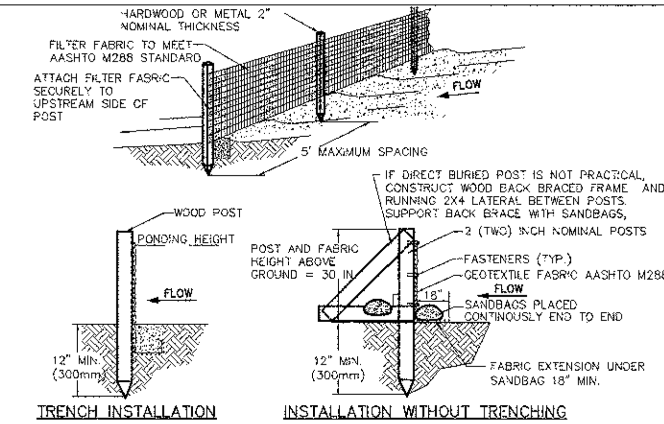
DROP INLET OR MANHOLE
INLET PROTECTION FOR DROP INLETS OR MANHOLES

* USE 9LB DENSITY 12" DIAMETER, 20' LONG COIR LOG POLYNET FOR STANDARD CIRCULAR DRAINAGE STRUCTURES. PLACE THE COIR LOG AROUND THE STRUCTURE AND JOIN THE ENDS TOGETHER WITH COIR TWINE. USE 2"x2"x24" WOODEN STAKES SPACED 3' APART TO HOLD DOWN LOG POLYNET.

NOTES:
1. DO NOT SCALE DRAWING.
2. REFER TO MANUFACTURER'S PRODUCT SPECIFICATIONS TO ENSURE QUALITY OF THE PRODUCTS

MAINTENANCE
1. CLEAN OUT SEDIMENT BEHIND LOG WHEN 1/2 FULL
2. RESECURE LOOSE LOGS
3. REPLACE LOGS AS NEEDED
4. REMOVE WHEN NOT NEEDED

SILT FENCE INSTALLATION DETAIL



1. SET POSTS AND EXCAVATE OR SLIT-TRENCH A 6-INCH DEEP TRENCH UPSLOPE ALONG THE LINE OF THE POST

2. ATTACH AASHTO GEOTEXTILE FILTER FABRIC TO EACH POST WITH A MINIMUM OF 3(THREE) FASTENERS PER POST AND EXTEND TO THE BOTTOM OF THE TRENCH. ACCEPTABLE FASTENERS INCLUDE STAPLES, ZIP-TIES, OR WIRE TIES.

3. BACKFILL AND COMPACT THE EXCAVATED SPOIL MATERIALS

PROPERTY	TEST PROCEDURE	
Grab Elongation		
Machine Direction	ASTM D-4533	123 lbs
X-Machine Direction	ASTM D-4833	101 lbs
Permittivity	ASTM D-4491	0.05 sec^{-1}
A.S.O.	ASTM D-4751	30 u.s. Sieve
UV Stability	ASTM D-4355	70%

NOTES:
1. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

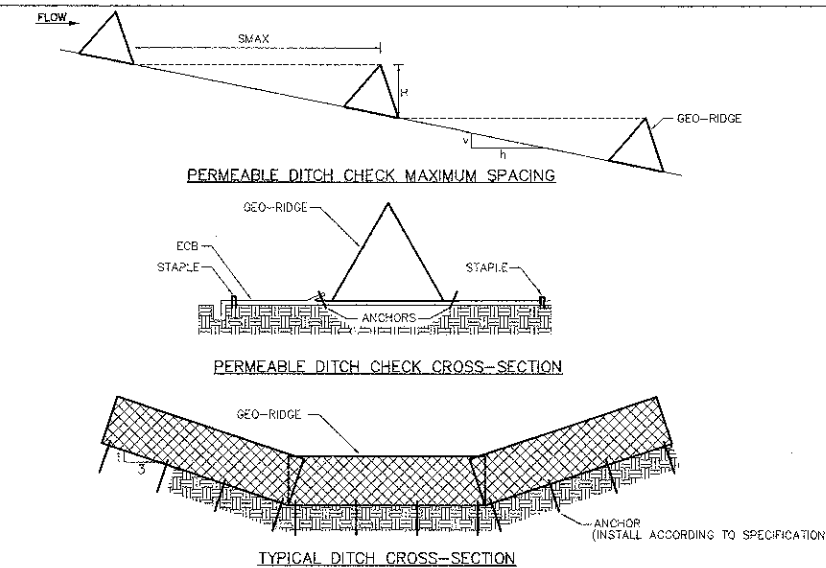
2. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" (225mm) MAXIMUM RECOMMENDED STORAGE HEIGHT.

3. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

4. FABRIC AND INSTALLATION SHALL MEET THE REQUIREMENTS OF AASHTO STANDARD SPECIFICATION M-288-00.

5. SLICING METHOD IS PREFERRED.

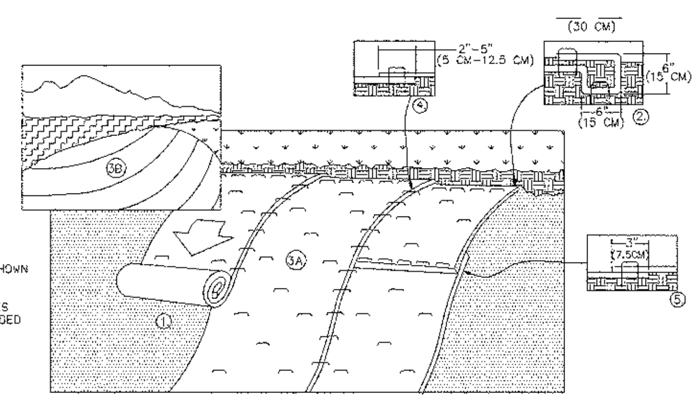
GEO-RIDGE PERMEABLE DITCH CHECK



NOTES:
1. THE PERMEABLE DITCH CHECK SHALL BE GEO-RIDGE, OR EQUIVALENT.
2. THE PERMEABLE DITCH CHECK SHALL BE ANCHORED WITH 10" GALVANIZED ARDOX SPIKES WITH A 3/8" X 1.5" GALVANIZED WASHER.
3. THE EROSION CONTROL BLANKET (ECB) SHALL BE A MACHINE-PRODUCED MAT OF 100% COCONUT FIBER MATRIX STITCH BONDED WITH UV STABILIZED THREAD BETWEEN TWO UV STABILIZED POLYPROPYLENE NETTINGS. THE ECB SHALL BE C125 AS MANUFACTURED BY NORTH AMERICAN GREEN (NAG), OR EQUIVALENT.
4. THE PERMEABLE DITCH CHECK SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
5. THE PERMEABLE DITCH CHECK SHALL BE CLEANED WHEN SEDIMENT HAS ACCUMULATED HALF THE HEIGHT OF THE DITCH CHECK.
6. THE PERMEABLE DITCH CHECK SHALL BE REMOVED ONLY AFTER SITE HAS ACHIEVED FULL STABILIZATION.
7. THE DEGRADEABLE VERSION SHALL ONLY BE USED ON TOP OF AN EROSION CONTROL BLANKET, TURF REINFORCEMENT MAT OR STABILIZED AREA.

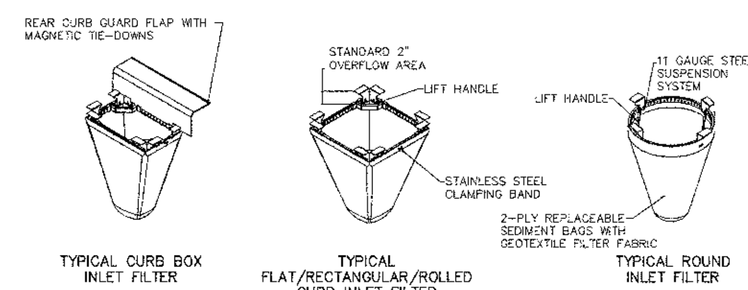
EROSION CONTROL BLANKET SLOPE INSTALLATION

STAPLE PLACEMENTS SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. SEE STAPLE PATTERN GUIDES FOR ACTUAL RECOMMENDED PLACEMENTS.



1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP'S), INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP'S IN A 6" (15 CM) WIDE TRENCH WITH APPROXIMATELY 12" (30 CM) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" (30 CM) PORTION OF RECP'S BACK OVER SEED AND COMPACTED SOIL. SECURE RECP'S OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" (30 CM) APART ACROSS THE WIDTH OF THE RECP'S.
3. ROLL THE RECP'S (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. RECP'S WILL UNROLL WITH APPROPRIATE SIDE AGAINST SOIL SURFACE. ALL RECP'S MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE. WHEN USING THE DOT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF PARALLEL RECP'S MUST BE STAPLED WITH APPROXIMATELY 2"-5" (5 CM - 12.5 CM) OVERLAP DEPENDING ON RECP'S TYPE.
5. CONSECUTIVE RECP'S SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" (7.5 CM) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30 CM) APART ACROSS ENTIRE RECP'S WIDTH.
NOTE:
*IN LOOSE SOIL, CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15 CM) MAY BE NECESSARY TO PROPERLY SECURE THE RECP'S.

INLET FILTER BASKET DETAIL



TYPICAL CURB BOX INLET FILTER

TYPICAL FLAT/RECTANGULAR/ROLLED CURB INLET FILTER

TYPICAL ROUND INLET FILTER

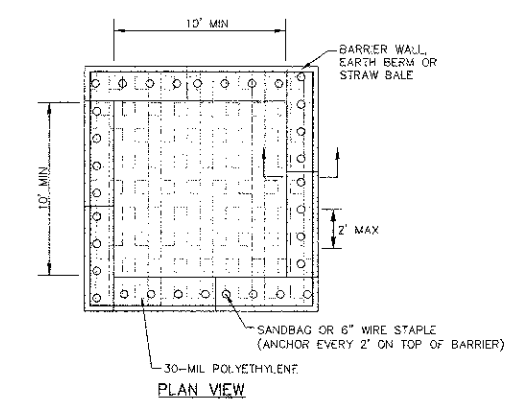
ACCEPTABLE MANUFACTURER'S AS LISTED BELOW 1. INLET & PIPE PROTECTION, INC. Naperville, IL 60564 847 722-0690

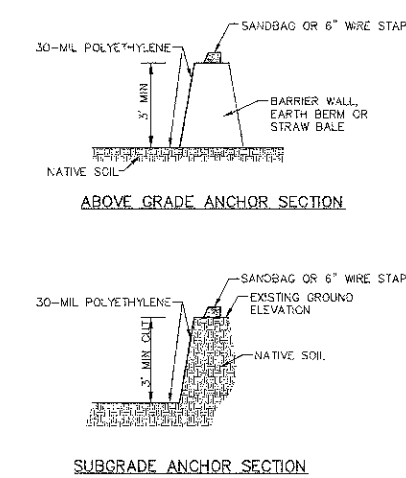
2. MARATHON MATERIALS, INC. Plainfield, IL 60544 800-983-9493

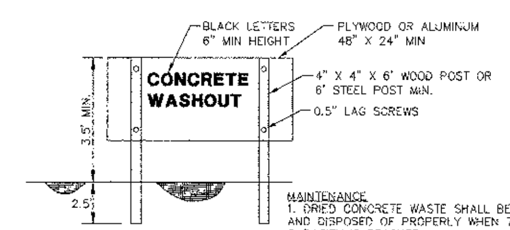
MAINTENANCE
1. CLEAN OUT AFTER EVERY RAIN EVENT

Material Property	Test Method	Value (min. ave.)	
> Inner Filter Bag Specs ($2ft^3$ min vol)		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4535	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Premittivity	ASTM D 4491	2.0/sec.	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft.	145gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/-15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Gauge, Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi Yield Strength > 36,000 psi	

CONCRETE WASHOUT







CONCRETE WASHOUT SIGN DETAIL (OR EQUIVALENT)

MAINTENANCE
1. DRIED CONCRETE WASTE SHALL BE PICKED UP AND DISPOSED OF PROPERLY WHEN 75% OF CAPACITY IS REACHED.

2. HARDENED CONCRETE CAN BE PROPERLY RECYCLED AND REUSED ONSITE OR HAULED OFF-SITE TO AN APPROPRIATE FACILITY.

NOTES
1. ACTUAL LAYOUT DETERMINED IN FIELD.

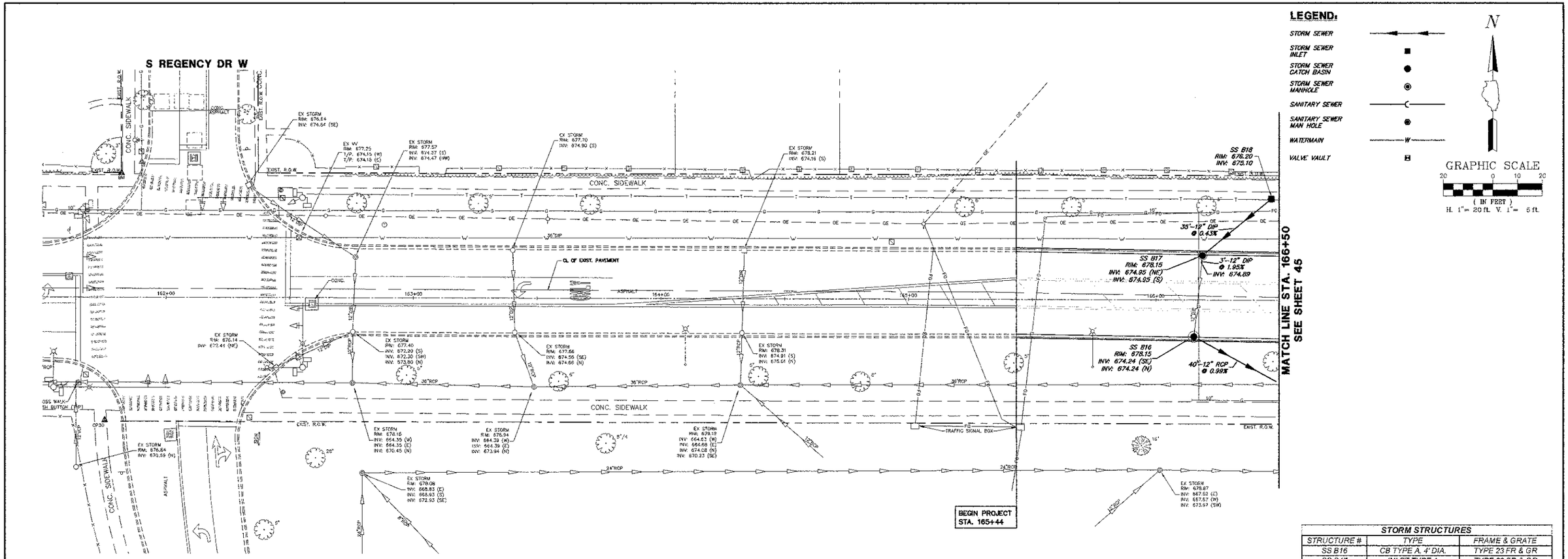
2. THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.

3. CONCRETE WASHOUT SHOULD NOT BE ALLOWED IN STREET OR TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE.

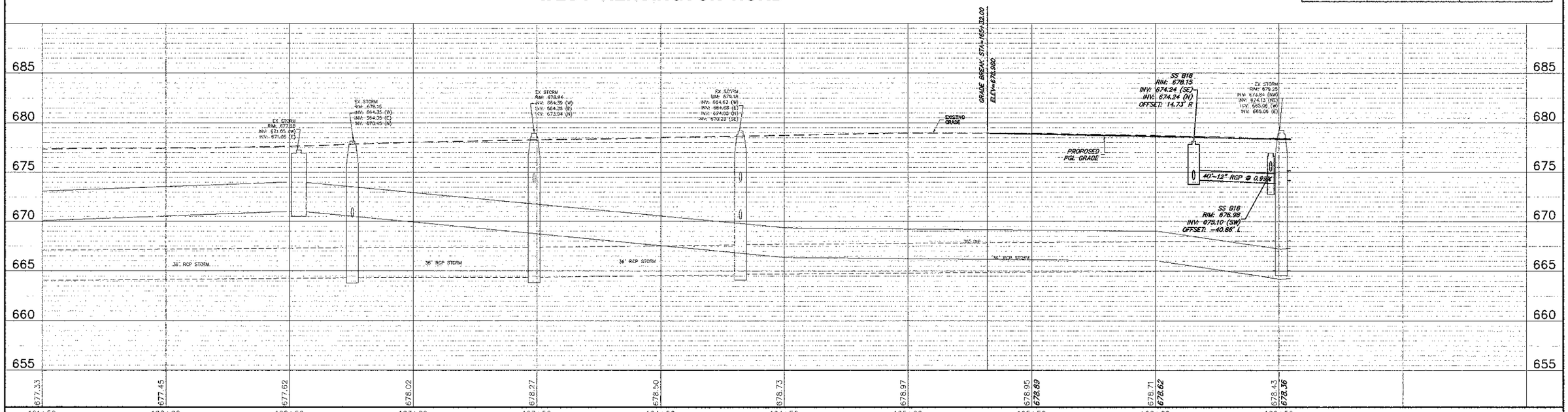
4. CONCRETE WASHOUT AREA TO BE LOCATED AT LEAST 10' BEHIND CURB IF ADJACENT TO A PAVED ROAD.

5. IF USING STRAW BALES, STAKE IN PLACE USING (2) 2"X2"X4' WOODEN STAKES.

6. STRAW BALES SHALL BE TRENCHED IN 3".



WEST KENSINGTON ROAD



STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS B16	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS B17	INLET TYPE A	TYPE 23 FR & GR
SS B18	INLET TYPE A	TYPE 8 GR

FILE NAME = 4185.800-PR3.dwg

USER NAME = PAUL SWIATEK | PLOT SCALE = 1" = .08' | PLOT DATE = 10/17/2012

DESIGNED - BVS | DRAWN - PJS | CHECKED - KLB | DATE - 10/17/12

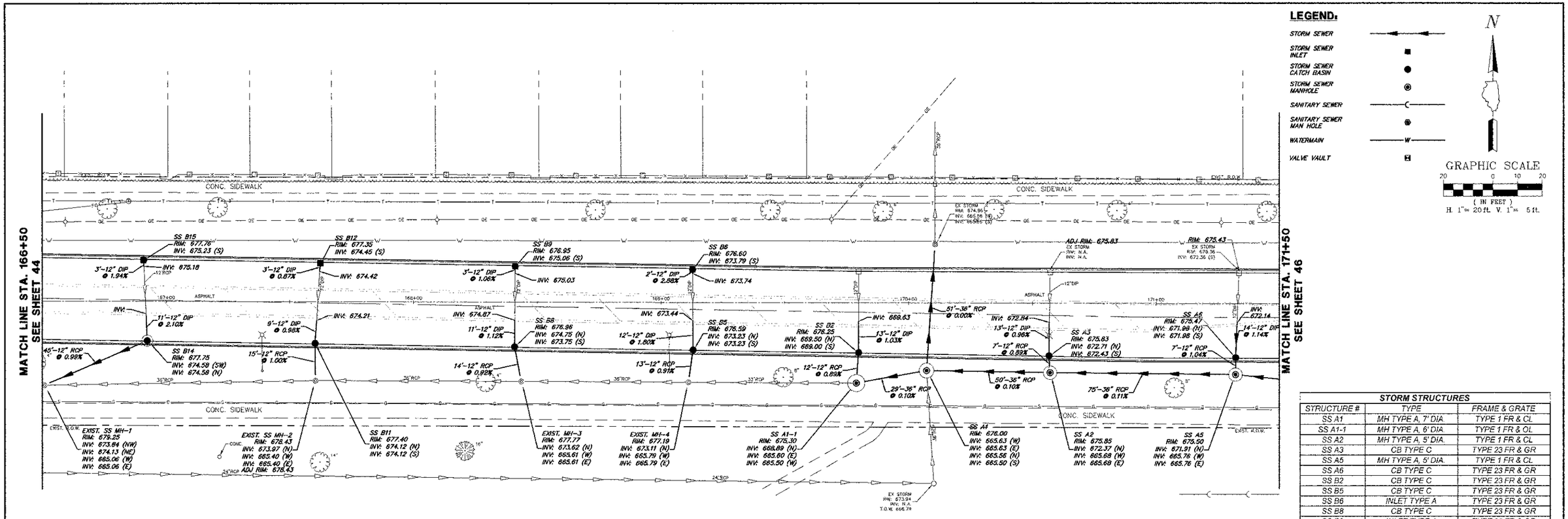
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY - PLAN AND PROFILE
KENSINGTON ROAD IMPROVEMENTS

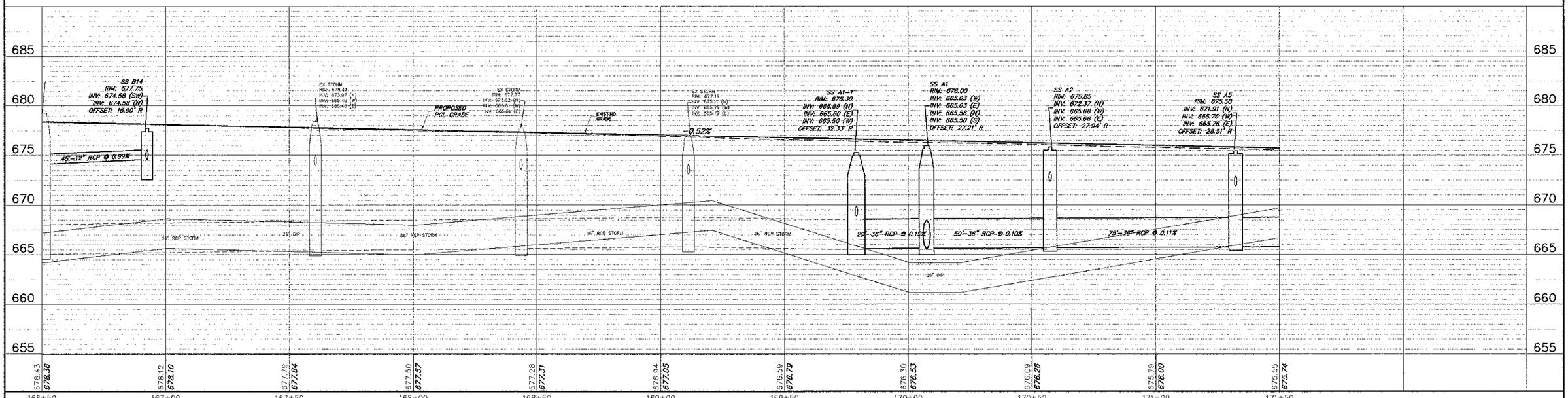
SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 161+50 TO STA. 166+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	44
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



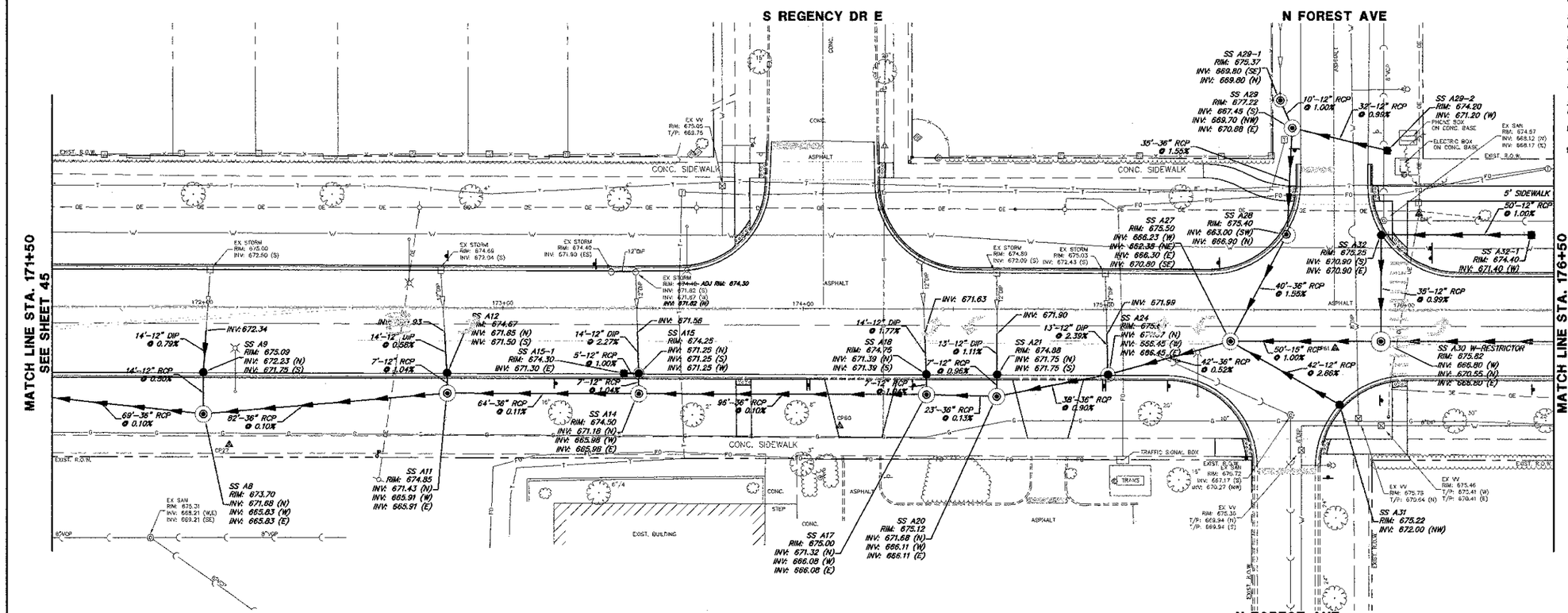
STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS A1	MH TYPE A, 7' DIA.	TYPE 1 FR & CL
SS A1-1	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A2	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A3	CB TYPE C	TYPE 23 FR & GR
SS A5	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A6	CB TYPE C	TYPE 23 FR & GR
SS B2	CB TYPE C	TYPE 23 FR & GR
SS B5	CB TYPE C	TYPE 23 FR & GR
SS B6	INLET TYPE A	TYPE 23 FR & GR
SS B8	CB TYPE C	TYPE 23 FR & GR
SS B9	INLET TYPE A	TYPE 23 FR & GR
SS B11	CB TYPE C	TYPE 23 FR & GR
SS B12	INLET TYPE A	TYPE 23 FR & GR
SS B14	CB TYPE A, 4' DIA	TYPE 23 FR & GR
SS B15	INLET TYPE A	TYPE 23 FR & GR

WEST KENSINGTON ROAD



FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY - PLAN AND PROFILE KENSINGTON ROAD IMPROVEMENTS
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -		SCALE: 1"=20' SHEET NO. OF SHEETS STA. 166+50 TO STA. 171+50
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

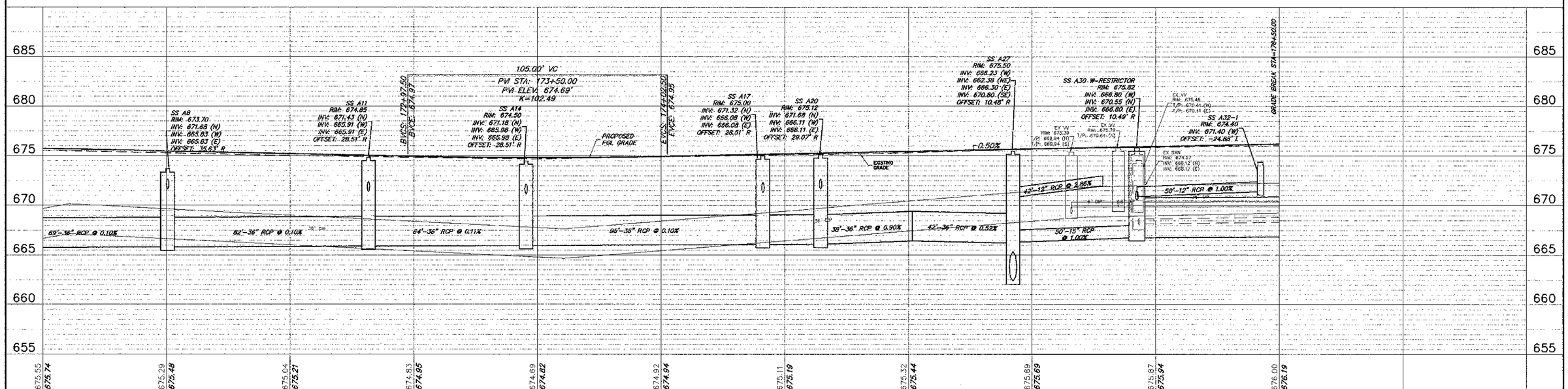
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	45
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS A8	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A9	CB TYPE C	TYPE 23 FR & GR
SS A11	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A12	CB TYPE C	TYPE 23 FR & GR
SS A14	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A15	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS A15-1	INLET TYPE A	TYPE 23 FR & GR
SS A17	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A18	CB TYPE C	TYPE 23 FR & GR
SS A20	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A21	CB TYPE C	TYPE 23 FR & GR
SS A23	MH TYPE A, 5' DIA.	TYPE 1 FR & CL
SS A24	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS A26	MH TYPE A, 7' DIA.	TYPE 23 FR & GR
SS A27	MH TYPE A, 7' DIA.	TYPE 1 FR & CL
SS A28	MH TYPE A, 5' DIA.	TYPE 23 FR & GR
SS A29	MH TYPE A, 5' DIA.	TYPE 1 FR & OL
SS A29-1	MH TYPE A, 4' DIA.	TYPE 1 FR & OL
SS A29-2	INLET TYPE A	TYPE 8 GRATE
* SS A30	MH TYPE A, 7' DIA.	TYPE 1 FR & CL (2)
SS A31	INLET TYPE A	TYPE 23 FR & GR
SS A32	CB TYPE C	TYPE 23 FR & GR
SS A 32-1	INLET TYPE A	TYPE 8 GRATE

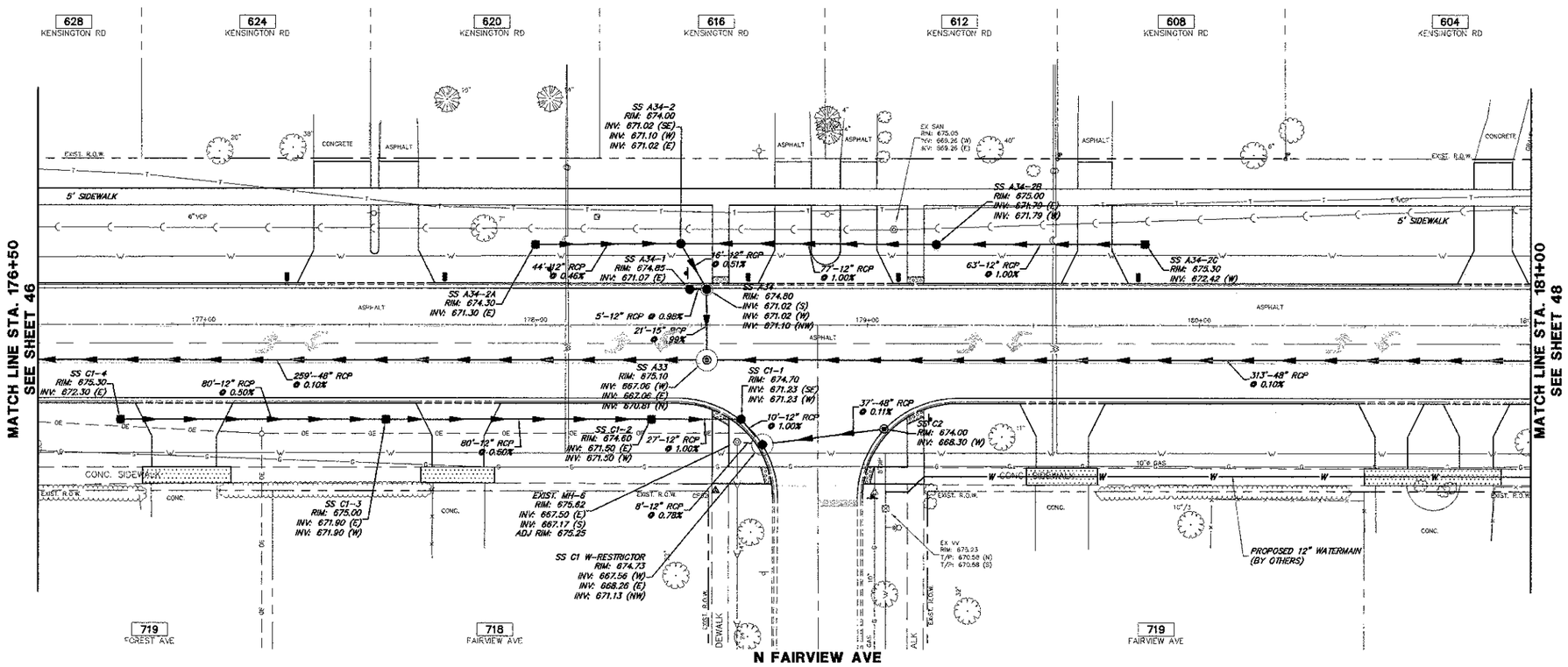
* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL

WEST KENSINGTON ROAD



FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE AND UTILITY - PLAN AND PROFILE KENSINGTON ROAD IMPROVEMENTS		
		DRAWN - PJS	REVISED -				
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -		SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. 171+50 TO STA. 176+50
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -				

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	46
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



LEGEND:

- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

N

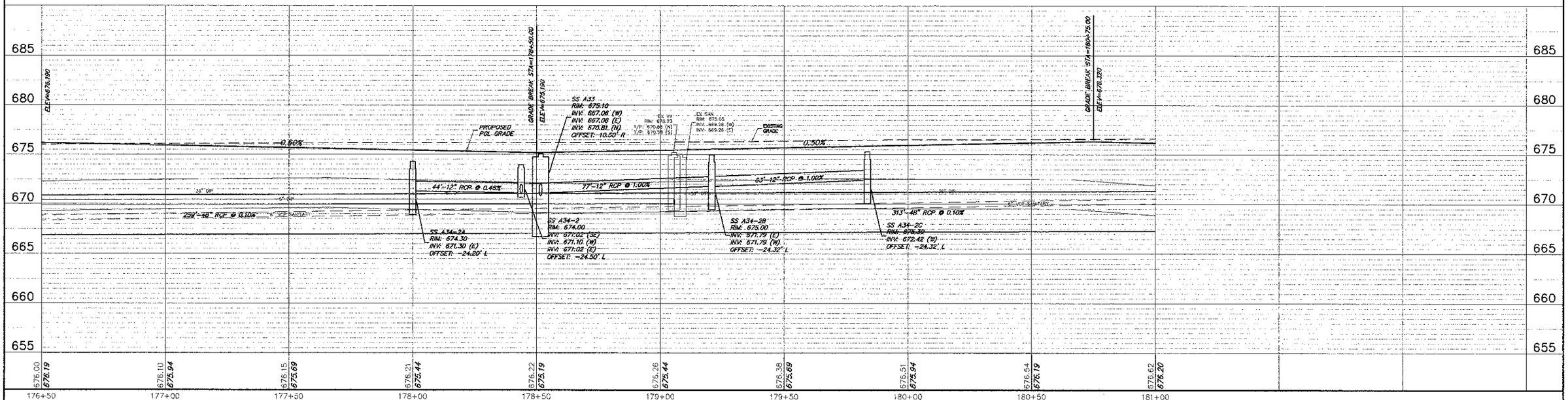
GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

ORM STRUCTURES

STRUCTURE #	TYPE	FRAME & GRATE
SS A33	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A34	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS A34-1	INLET TYPE A	TYPE 23 FR & GR
SS A34-2	INLET TYPE A	TYPE 8 GRATE
SS A34-2A	INLET TYPE A	TYPE 8 GRATE
SS A34-2B	CB TYPE C	TYPE 8 GRATE
SS A34-2C	INLET TYPE A	TYPE 8 GRATE
* SS C1	MH TYPE A, 7' DIA.	TYPE 23 FR & GR, TYPE 1 FR & CL
SS C2	MH TYPE A, 7' DIA.	TYPE 23 FR & GR
SS C1-1	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS C1-2	INLET TYPE A	TYPE 8 GRATE
SS C1-3	INLET TYPE A	TYPE 8 GRATE
SS C1-4	INLET TYPE A	TYPE 8 GRATE

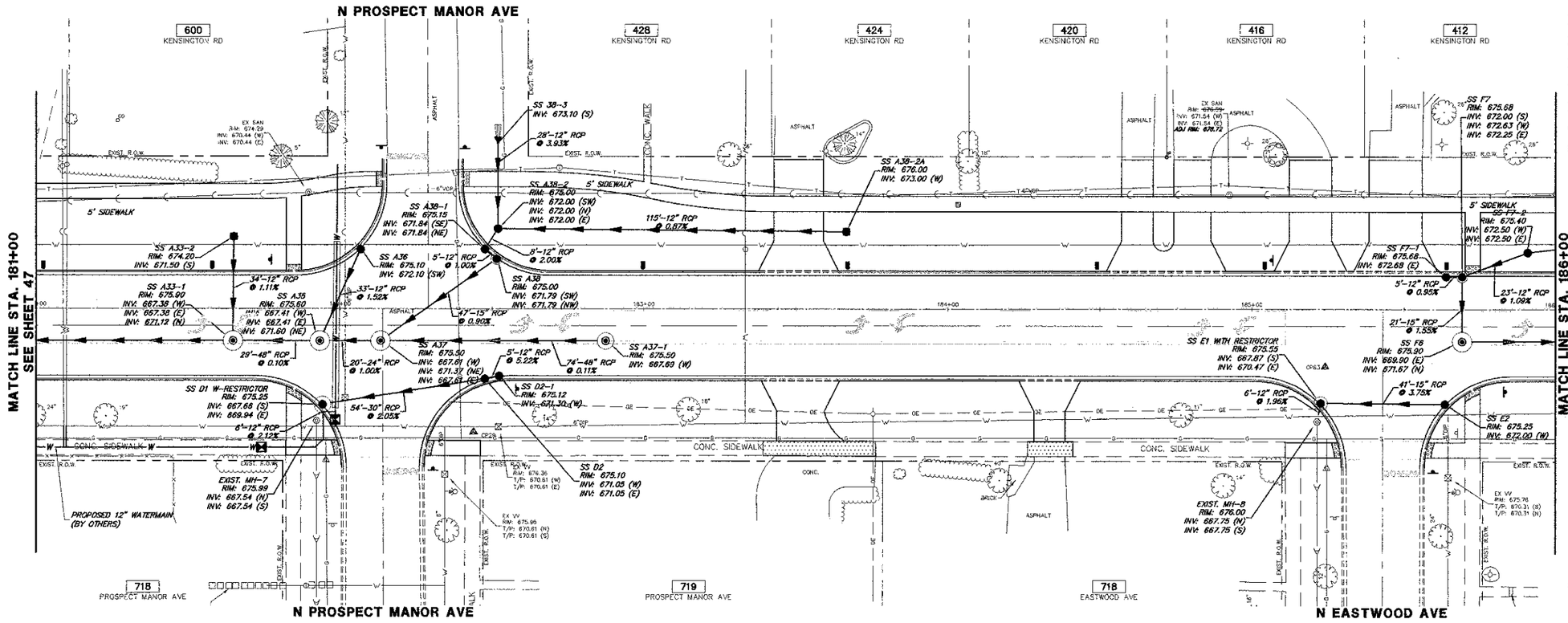
* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL

WEST KENSINGTON ROAD



FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRAINAGE AND UTILITY - PLAN AND PROFILE KENSINGTON ROAD IMPROVEMENTS**
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -		SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 176+50 TO STA. 181+00
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	47
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



LEGEND:

- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

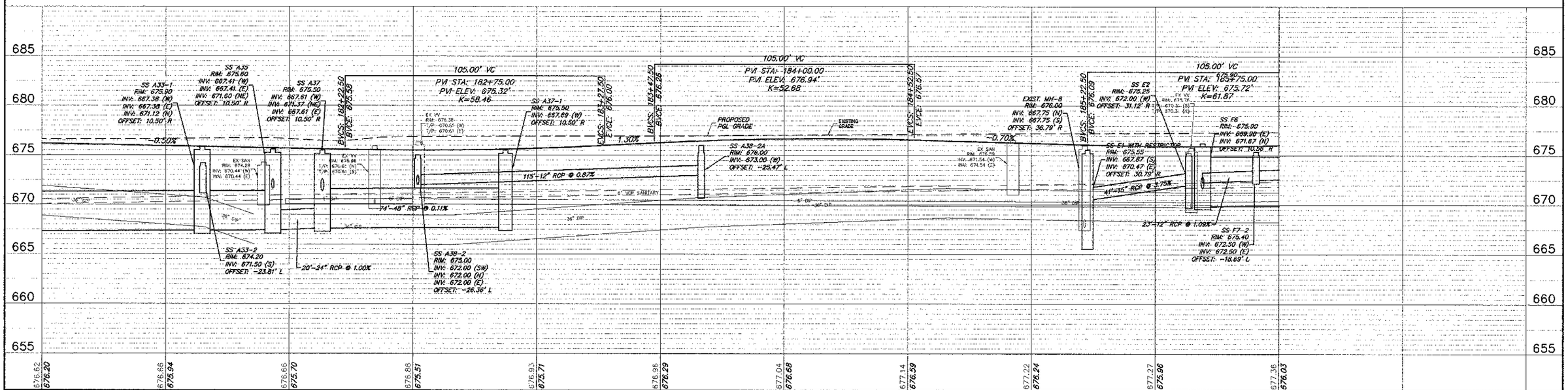
N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS A33-1	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A33-2	INLET TYPE A	TYPE 8 GRATE
SS A35	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A36	INLET TYPE A	TYPE 8 GRATE
SS A37	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A37-1	MH TYPE A, 6' DIA.	TYPE 1 FR & CL
SS A38	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS A38-1	CB TYPE C	TYPE 23 FR & GR
SS A38-2	CB TYPE C	TYPE 8 GRATE
SS A38-2A	INLET TYPE A	TYPE 8 GRATE
SS A38-3	12" DIA FES	
* SS D1	MH TYPE A, 6' DIA.	TYPE 23 FR & GR, TYPE 1 FR & CL
SS D2	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS D2-1	INLET TYPE A	TYPE 23 FR & GR
* SS E1	MH TYPE A, 6' DIA.	TYPE 23 FR & GR, TYPE 1 FR & CL
SS E2	INLET TYPE A	TYPE 23 FR & GR
SS F6	MH TYPE A, 7' DIA.	TYPE 1 FR & CL
SS F7	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F7-1	INLET TYPE A	TYPE 23 FR & GR
SS F7-2	INLET TYPE A	TYPE 8 GRATE

* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL

WEST KENSINGTON ROAD



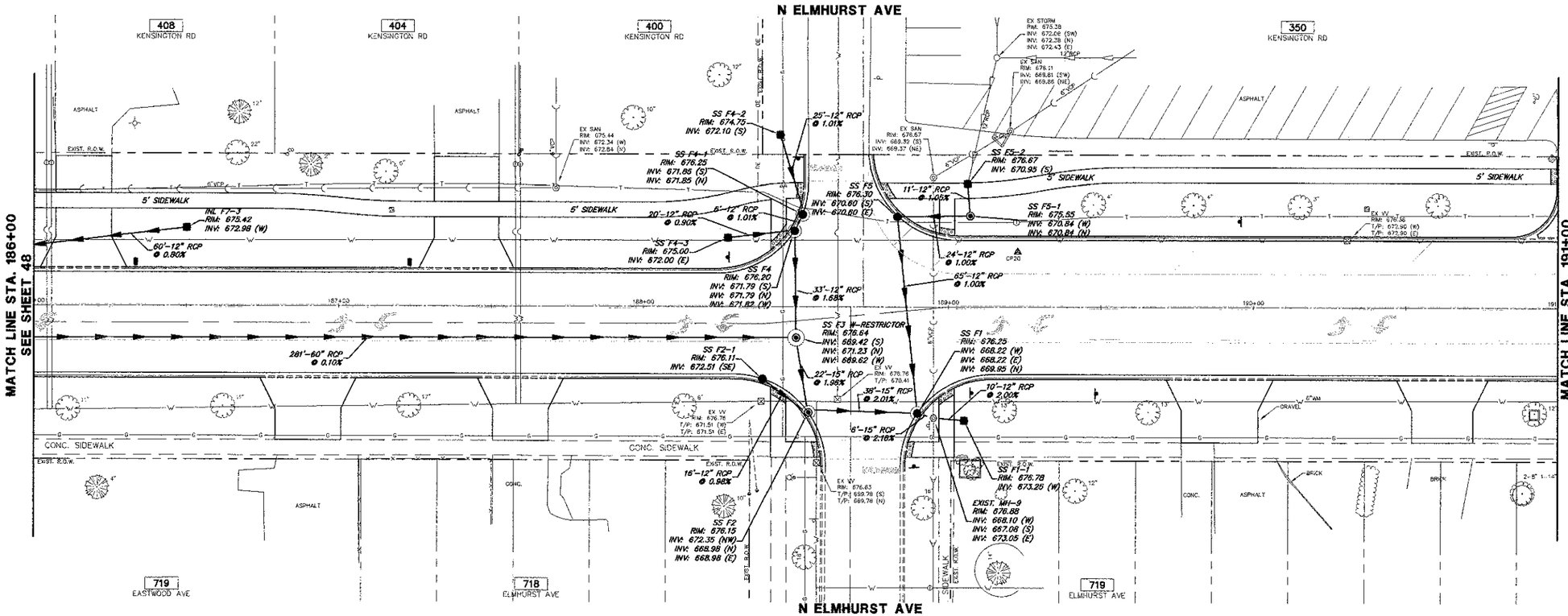
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY - PLAN AND PROFILE
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 181+00 TO STA. 186+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	48
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



WEST KENSINGTON ROAD

LEGEND:

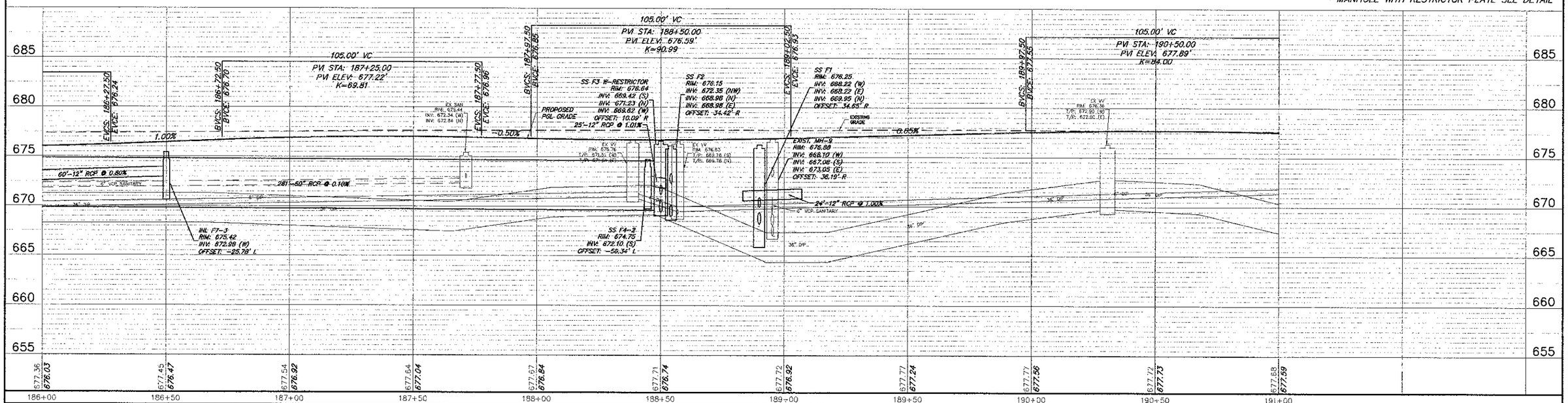
- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1" = 20 ft. V. 1" = 5 ft.

STRUCTURE #	TYPE	FRAME & GRATE
SS F1	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F1-1	CB TYPE C	TYPE 8 GRATE
SS F2	MH TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F2-1	INLET TYPE A	TYPE 23 FR & GR
* SS F3	MH TYPE A, 7' DIA.	TYPE 1 FR & CL (2)
SS F4	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F4-1	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F4-2	INLET TYPE A	TYPE 8 GRATE
SS F4-3	INLET TYPE A	TYPE 8 GRATE
SS F5	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS F5-1	MH TYPE A, 4' DIA.	TYPE 8 GRATE
SS F5-2	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS F7-3	INLET TYPE A	TYPE 8 GRATE

* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL



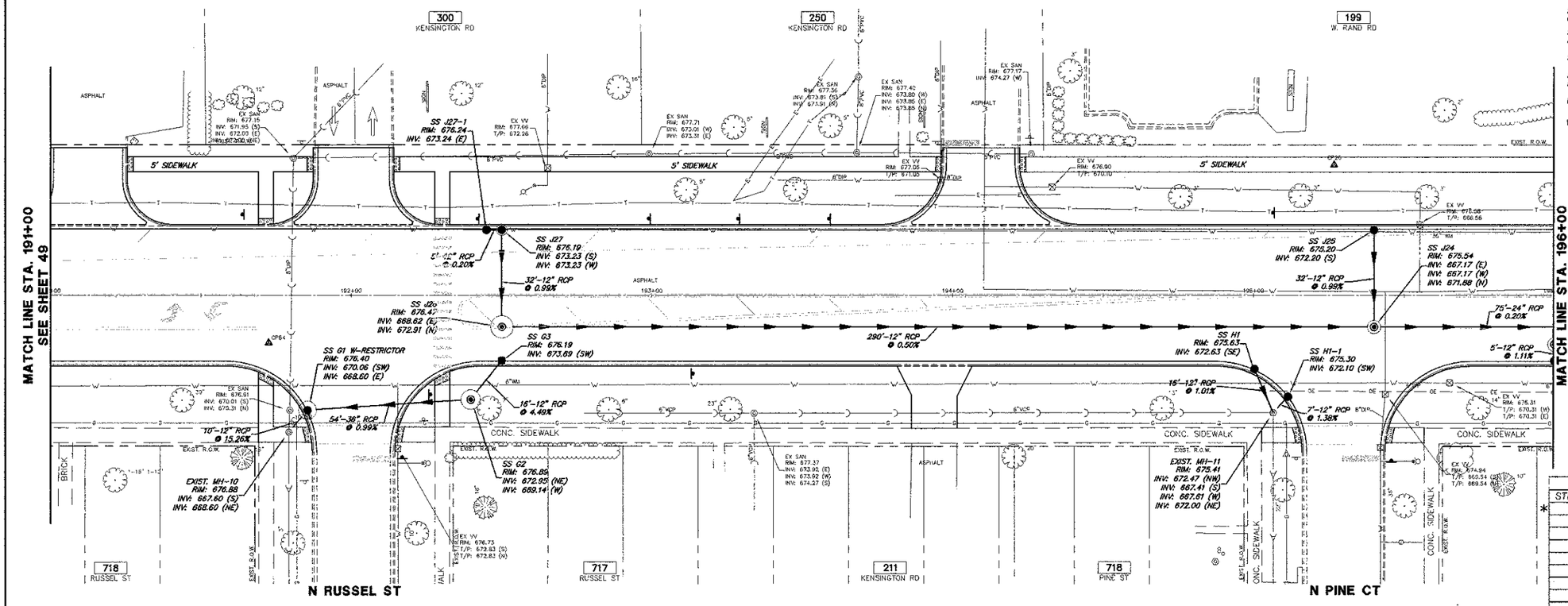
FILE NAME = 4185.800-PRJ.dwg	USER NAME = PAUL SWATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY - PLAN AND PROFILE
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 186+00 TO STA. 191+00

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	49
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			



LEGEND:

- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20ft. V. 1"= 5ft.

STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS G1	MH TYPE A, 6' DIA.	TYPE 23 FR & GR, TYPE 1 FR & CL
SS G2	CB TYPE A, 5' DIA.	TYPE 1 FR & CL
SS G3	INLET TYPE A	TYPE 23 FR & GR
SS H1	CB TYPE C	TYPE 23 FR & GR
SS H1-1	CB TYPE C	TYPE 23 FR & GR
SS J24	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J25	CB TYPE C	TYPE 23 FR & GR
SS J26	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J27	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS J27-1	INLET TYPE A	TYPE 23 FR & GR

* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL

WEST KENSINGTON ROAD

FILE NAME = 4185.600-PR3.dwg
USER NAME = PAUL SWIATEK
PLOT SCALE = 1" = .08'
PLOT DATE = 10/17/2012

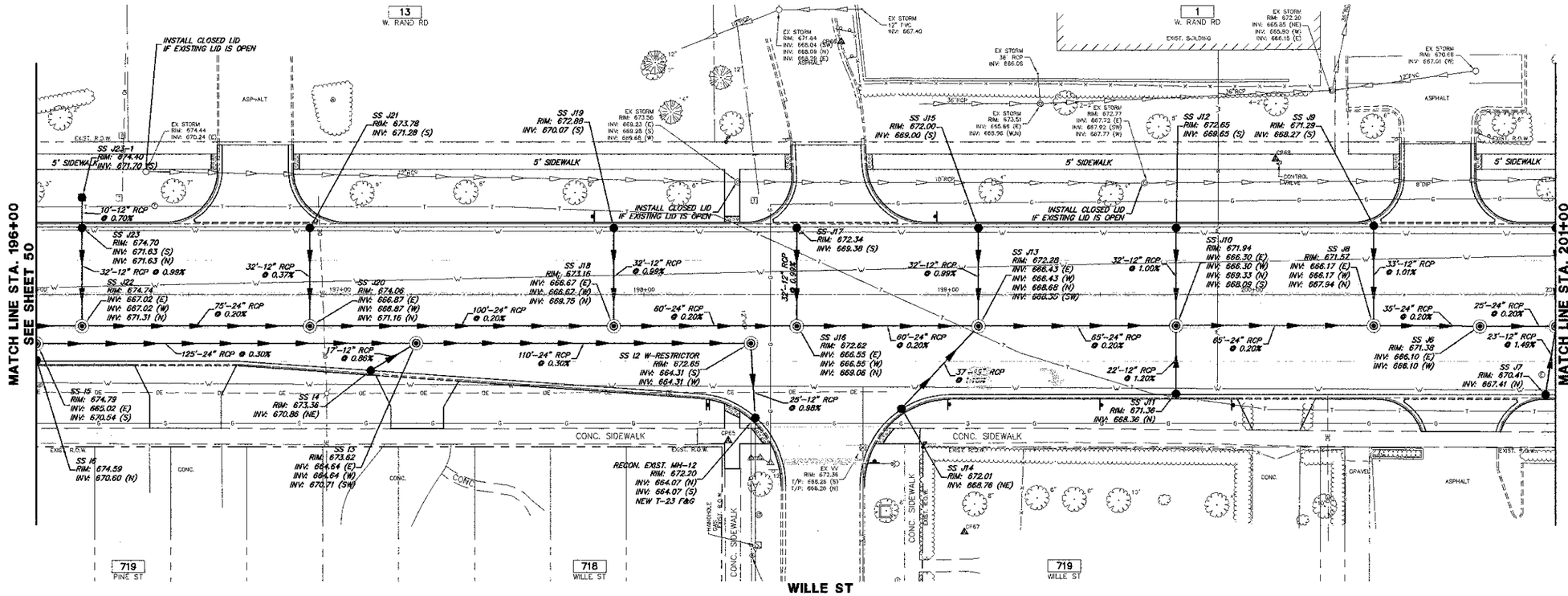
DESIGNED - BVS	REVISED -	
DRAWN - PJS	REVISED -	
CHECKED - KLB	REVISED -	
DATE - 10/17/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY - PLAN AND PROFILE
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 191+00 TO STA. 196+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	50
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



LEGEND:

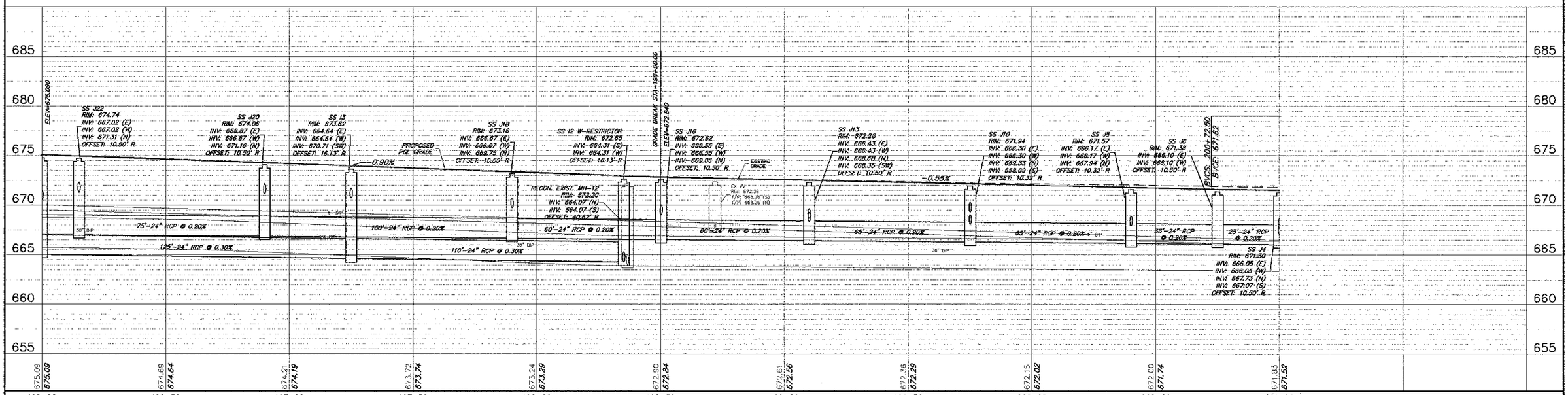
- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

N

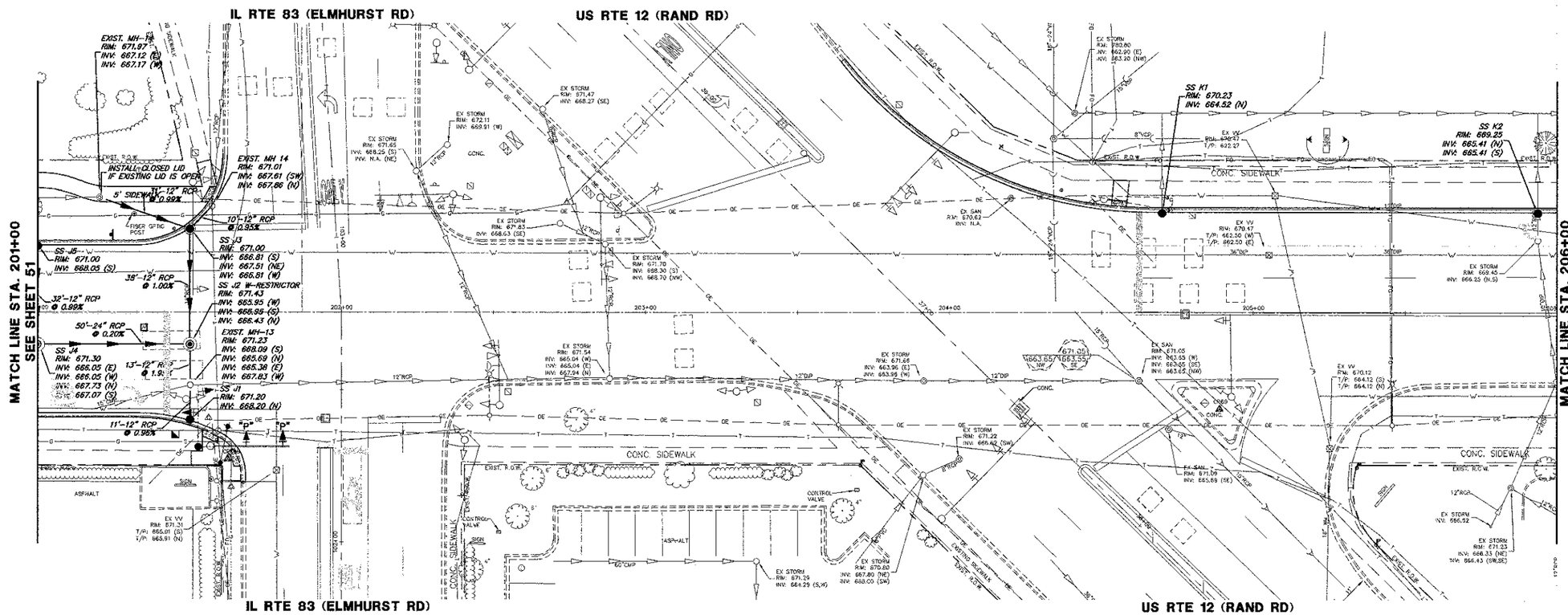
GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS I2	MH TYPE A, 6' DIA.	TYPE 1 FR & CL (2)
SS I3	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS I4	CB TYPE C	TYPE 23 FR & GR
SS I5	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J6	CB TYPE C	TYPE 23 FR & GR
SS J6	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J7	CB TYPE C	TYPE 23 FR & GR
SS J8	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J9	CB TYPE C	TYPE 23 FR & GR
SS J10	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J11	CB TYPE C	TYPE 23 FR & GR
SS J12	CB TYPE C	TYPE 23 FR & GR
SS J13	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J14	CB TYPE C	TYPE 23 FR & GR
SS J15	CB TYPE C	TYPE 23 FR & GR
SS J16	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J17	CB TYPE C	TYPE 23 FR & GR
SS J18	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J19	CB TYPE C	TYPE 23 FR & GR
SS J20	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J21	CB TYPE C	TYPE 23 FR & GR
SS J22	MH TYPE A, 4' DIA.	TYPE 1 FR & CL
SS J23	CB TYPE C	TYPE 23 FR & GR
SS J23-1	INLET TYPE A	TYPE 8 GRATE

* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL



FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRAINAGE AND UTILITY - PLAN AND PROFILE KENSINGTON ROAD IMPROVEMENTS**			FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PJS	REVISED -					1295	09-00154-00-PV	COOK	119	51
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -								CONTRACT #: 63746	
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		SCALE 1"=20'	SHEET NO. OF SHEETS	STA. 196+00 TO STA. 201+00				ILLINOIS FED. AID PROJECT	



LEGEND:

- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN (W)
- VALVE VAULT (V)

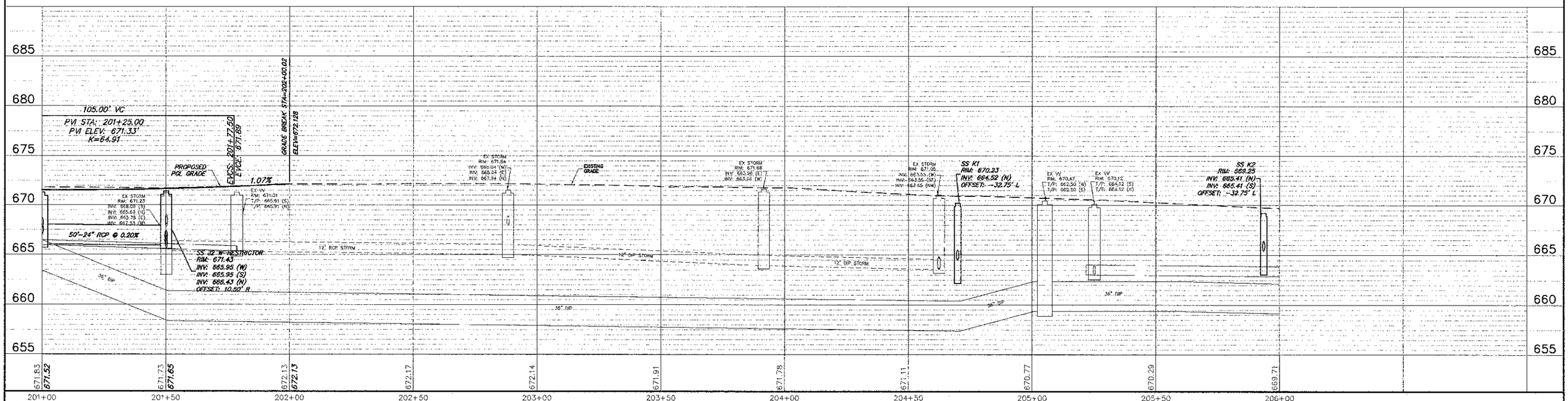
N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS J1	CB TYPE C	TYPE 23 FR & GR
* SS J2	MH TYPE A, 6' DIA.	TYPE 1 FR & CL (2)
SS J3	CB TYPE A, 4' DIA.	TYPE 23 FR & GR
SS J4	MH TYPE A, 4 DIA.	TYPE 1 FR & CL
SS J5	CB TYPE C	TYPE 23 FR & GR
SS K1	CB TYPE C	TYPE 23 FR & GR
SS K2	CB TYPE C	TYPE 23 FR & GR

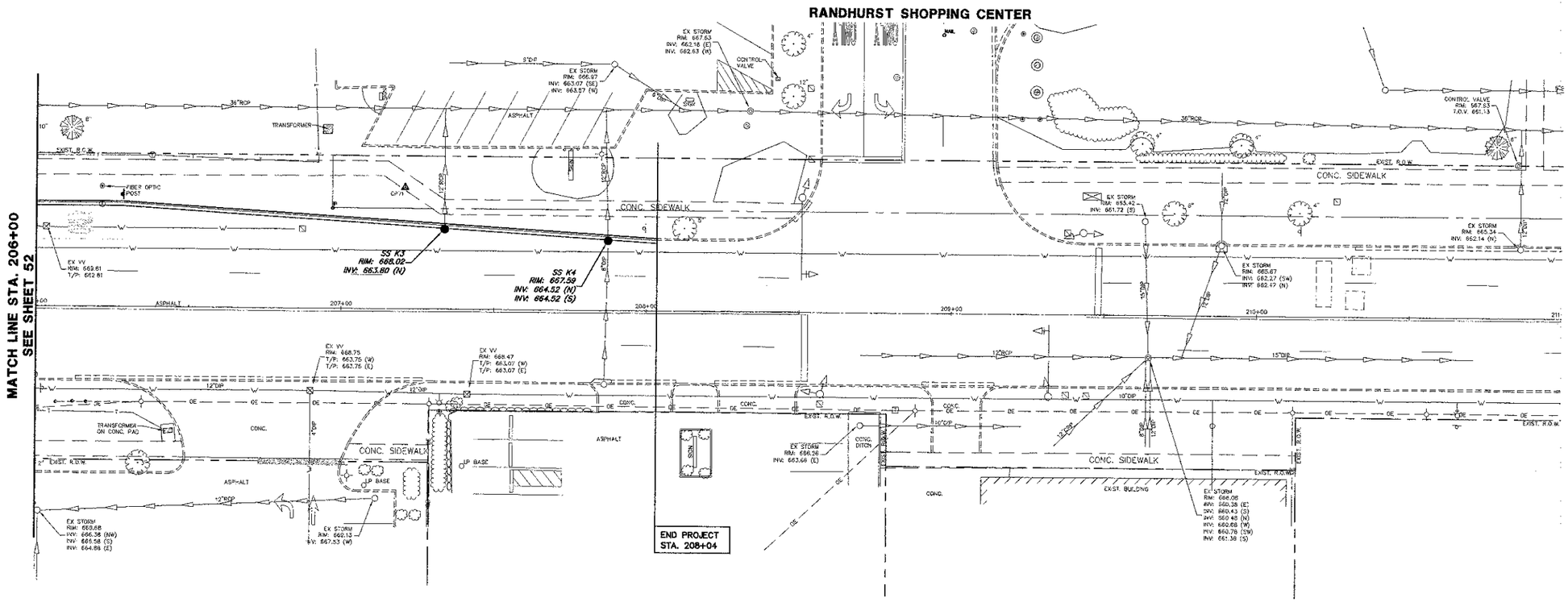
* MANHOLE WITH RESTRICTOR PLATE SEE DETAIL

WEST KENSINGTON ROAD



FILE NAME = 4185.600-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DRAINAGE AND UTILITY - PLAN AND PROFILE KENSINGTON ROAD IMPROVEMENTS**
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = 08'	CHECKED - KLB	REVISED -		SCALE: 1"=20' SHEET NO. OF SHEETS STA. 201+00 TO STA. 206+00
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	52
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



LEGEND:

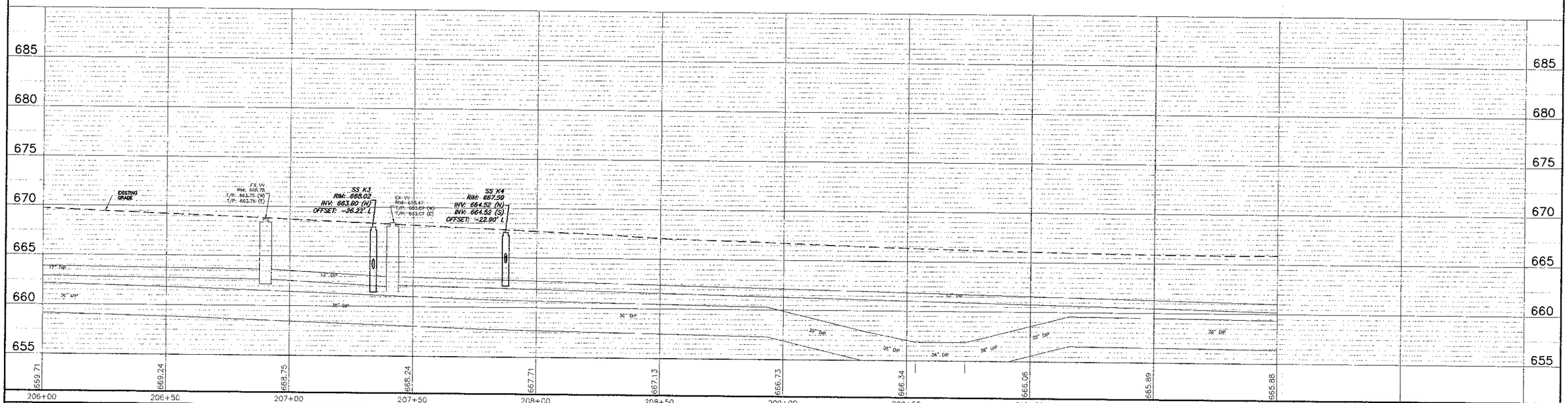
- STORM SEWER
- STORM SEWER INLET
- STORM SEWER CATCH BASIN
- STORM SEWER MANHOLE
- SANITARY SEWER
- SANITARY SEWER MAN HOLE
- WATERMAIN
- VALVE VAULT

N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
H. 1"= 20 ft. V. 1"= 5 ft.

STORM STRUCTURES		
STRUCTURE #	TYPE	FRAME & GRATE
SS K3	CB TYPE C	TYPE 23 FR & GR
SS K4	CB TYPE C	TYPE 23 FR & GR

WEST KENSINGTON ROAD



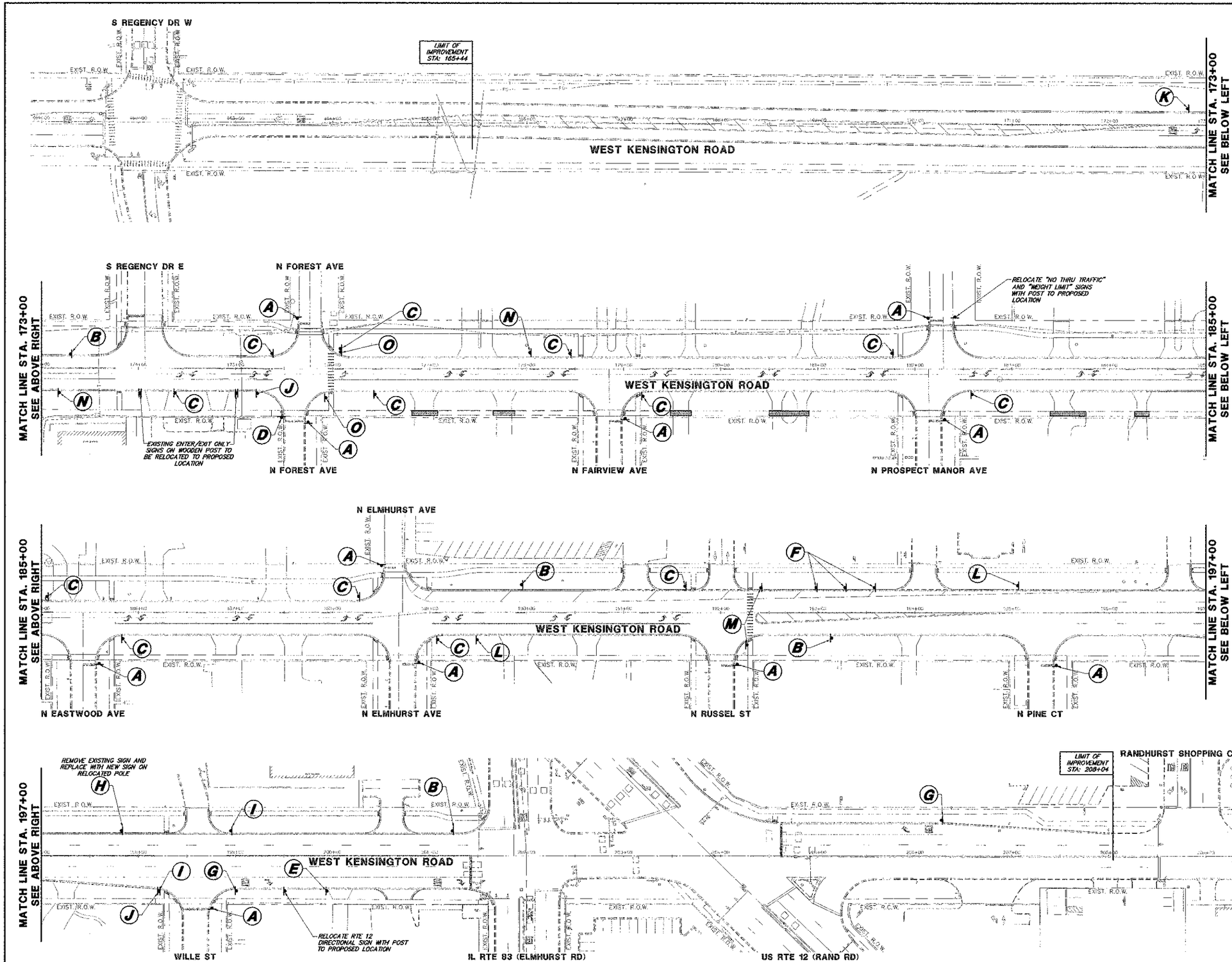
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY - PLAN AND PROFILE
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=20' | SHEET NO. OF SHEETS | STA. 201+00 TO STA. 206+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	53
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			



N

GRAPHIC SCALE

50 0 25 50

(IN FEET)

1 inch = 50 ft.

LEGEND

(X) *PROPOSED SIGN PANEL AND METAL POST, TYPE B*

A — STOP — R1–1 — *TOTAL: 11*

B — SPEED LIMIT 30 — R2–1 — *TOTAL: 4*

C — CENTER LANE ONLY — R3–9b — *TOTAL: 13*

D — DO NOT ENTER — R5–1 — *TOTAL: 1*

E — DO NOT BLOCK DRIVEWAY — R10–7 — *TOTAL: 1*

F — W1–8 — *TOTAL: 3*

G — ONLY — R3–5R — *TOTAL: 2*

H — W4–2 — *TOTAL: 1*

I — R3–2 — *TOTAL: 2*

J — R3–1 — *TOTAL: 2*

K — SCHOOL S4–3P / SPEED LIMIT 20 R2–1 / WHEN CHILDREN ARE PRESENT S4–2P — *TOTAL: 1*

L — W11–15 / AHEAD W16–9P — *TOTAL: 2*

M — W11–15 / W16–7P — *TOTAL: 2*

N — S1–1 / AHEAD W16–9P — *TOTAL: 2*

O — S1–1 / W16–7P — *TOTAL: 2*

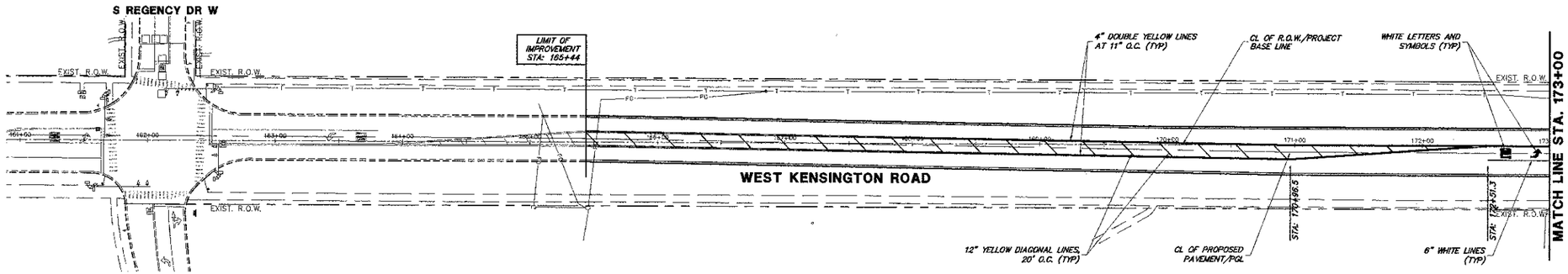
FILE NAME = 4185.800-PR3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLS	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

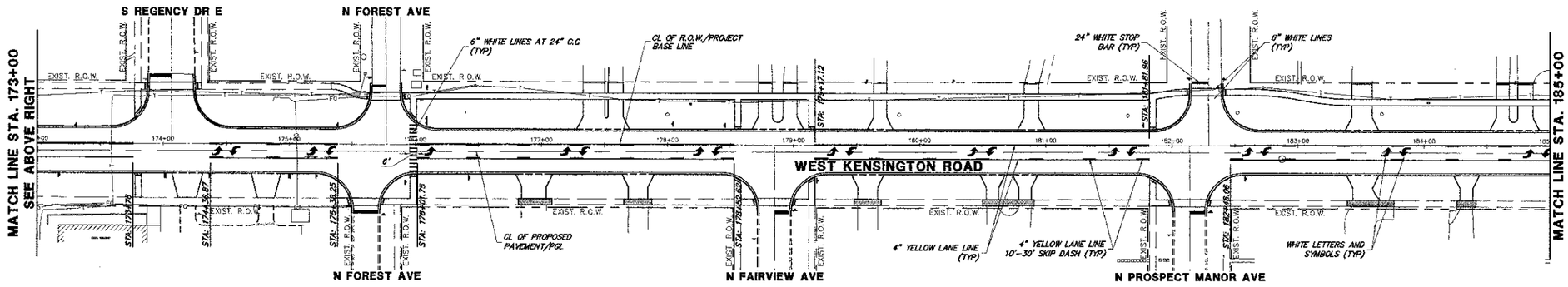
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

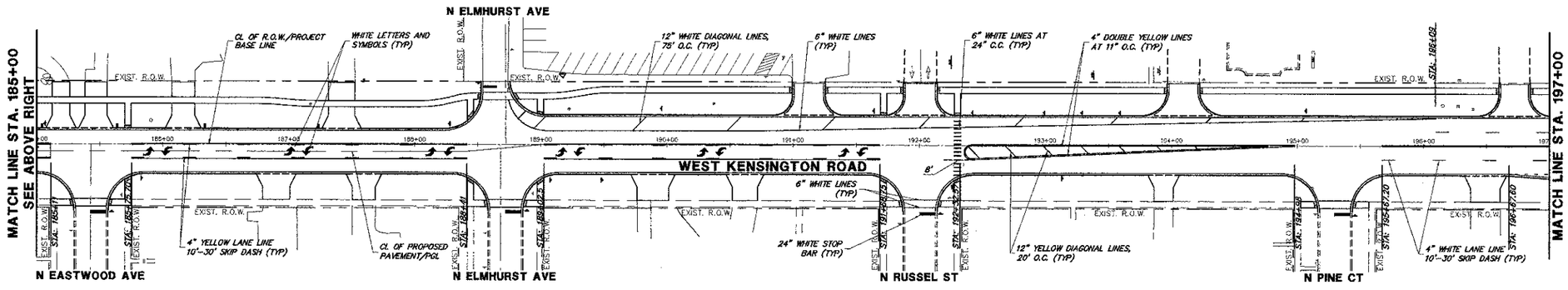
SIGNAGE PLAN
KENSINGTON ROAD IMPROVEMENTS

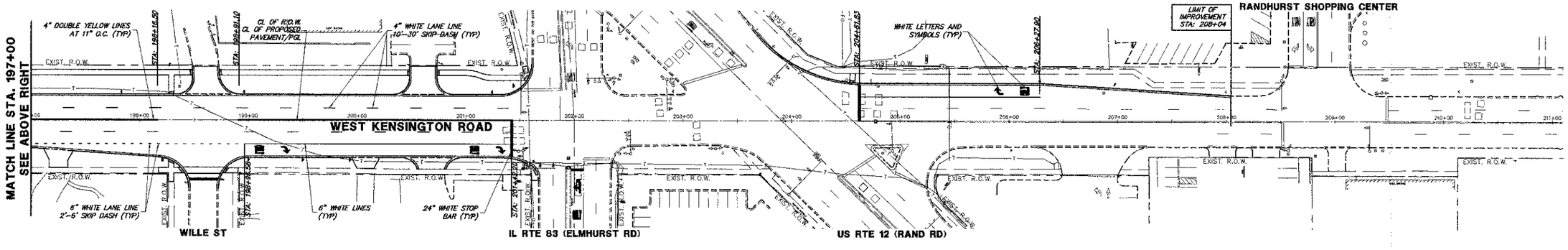
SCALE 1"=50' | SHEET NO. OF SHEETS | STA. 161+00 TO STA. 211+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	54
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			









N

GRAPHIC SCALE

50 0 25 50

(IN FEET)
1 inch = 50 ft.

NOTES:
ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.

FILE NAME = 4185,800-PR3.dwg	USER NAME = PAUL SWATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
KENSINGTON ROAD IMPROVEMENTS

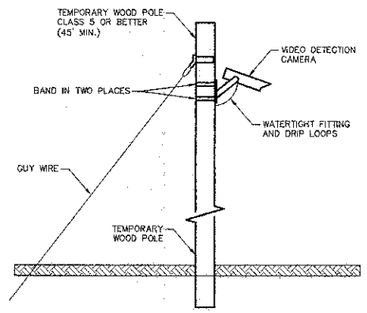
SCALE 1"=50' | SHEET NO. OF SHEETS | STA. 161+00 TO STA. 211+00

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	55
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

MATCHLINE (SEE SHEET T2)

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.

21	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
6	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
3	EACH	SIGNAL HEAD, 3-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 3-FACE, 2-3 SECTION, 1-5 SECTION
1	EACH	ALUMINUM MAST ARM ASSEMBLY
2	EACH	TRAFFIC SIGNAL POST
20	EACH	TRAFFIC SIGNAL BACKPLATE
6	EACH	INCANDESCENT CONFIRMATION BEACON



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)

N

GRAPHIC SCALE

20 0 10 20

(IN FEET)

1 inch = 20 ft.

NOTE:

THE EXISTING LOCAL CONTROLLER IS AN ECONOLITE ASC/2S-2100 AND THE EXISTING MASTER CONTROLLER IS AN ECONOLITE ASC/2M-1000 IN A TYPE V CABINET.

KENSINGTON ROAD

FOUNDRY RD

U.S. RTE 12 (RAND RD)

IL RTE 83 (ELMHURST RD)

EXIST. PAINTED MEDIAN

EXIST. R.O.W.

EXIST. 16' POST

EXIST. 18' POST

EXIST. 14' POST

TEMPORARY PAVEMENT (TYP.)

VERTICAL PANELS (TYP.)

TYPE II BARRICADES (TYP.)

TYPE III BARRICADES (TYP.)

WORK AREA

ONLY

10'-INTO H.H. 4" C.N.C.

MATCHLINE (SEE SHEET T2)

Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay items such as foundation, conduit, handhole, trench and backfill, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded in accordance with Standard Specifications 252 and 250 respectively.

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

CONSTRUCTION NOTES:

① ALL NOTED EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE EXISTING CONTROLLER DURING STAGE I & II CONSTRUCTION.

② THE EXISTING EMERGENCY VEHICLE DETECTORS AND CONFIRMATION BEACONS SHALL REMAIN ACTIVATED DURING STAGE I & II CONSTRUCTION.

③ THE SOUTHBOUND MAST ARM AND SIGNAL HEADS WILL REMAIN IN OPERATION FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL. ALL EXISTING SIGNAL HEADS SHALL BE CABLED OVERHEAD FROM THE TOP OF THE MAST ARM TO THE TEMPORARY WOOD POLE, ON THE OVERHEAD SPAN WIRE, AND DOWN TO THE CONTROLLER CABINET.

④ EXISTING MAST ARM ASSEMBLY AND FOUNDATION SHALL BE REMOVED AFTER ALL NEW MAST ARM ASSEMBLIES, POSTS, AND HANDHOLES ARE INSTALLED AND OPERATIONAL.

⑤ CONTRACTOR SHALL CONNECT ALL TEMPORARY ELECTRICAL CABLES INTO THEIR PROPER TERMINAL LOCATIONS.

⑥ THE CONTRACTOR SHALL KEEP THE PROGRAMMED HEADS ACTIVATED FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL AND REALIGN THE PROGRAMMED HEADS FOR ALL CONSTRUCTION STAGING.

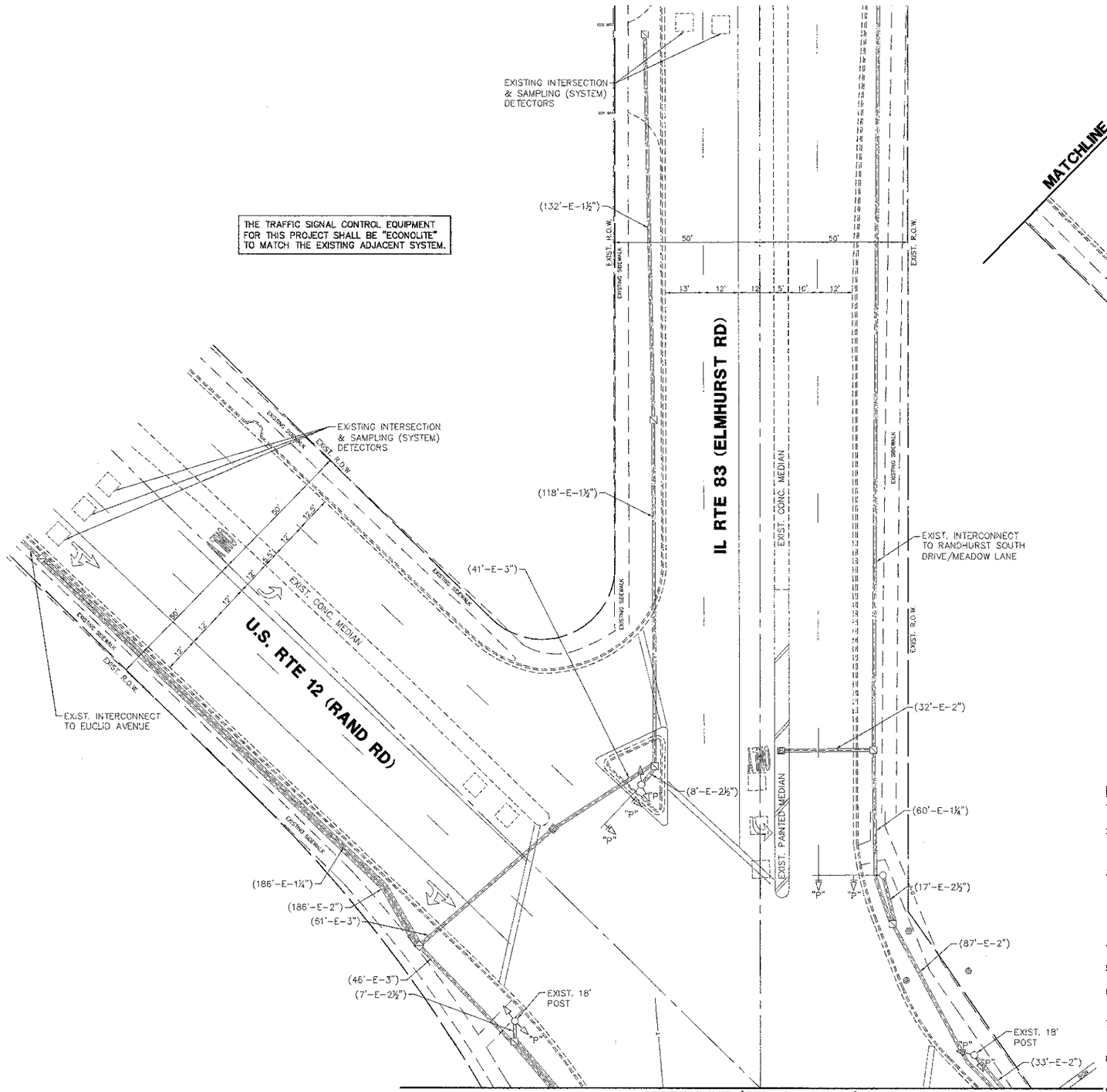
⑦ THE CONTRACTOR SHALL INSTALL THE TEMPORARY SIGNAL HEADS ON A TEMPORARY SIGNAL POST LOCATED IN A BARREL. THE ELECTRIC CABLES SHALL BE INSTALLED FROM THE TOP OF THE SIGNAL POST TO THE OVERHEAD SPAN WIRE AND DOWN TO THE CONTROLLER CABINET.

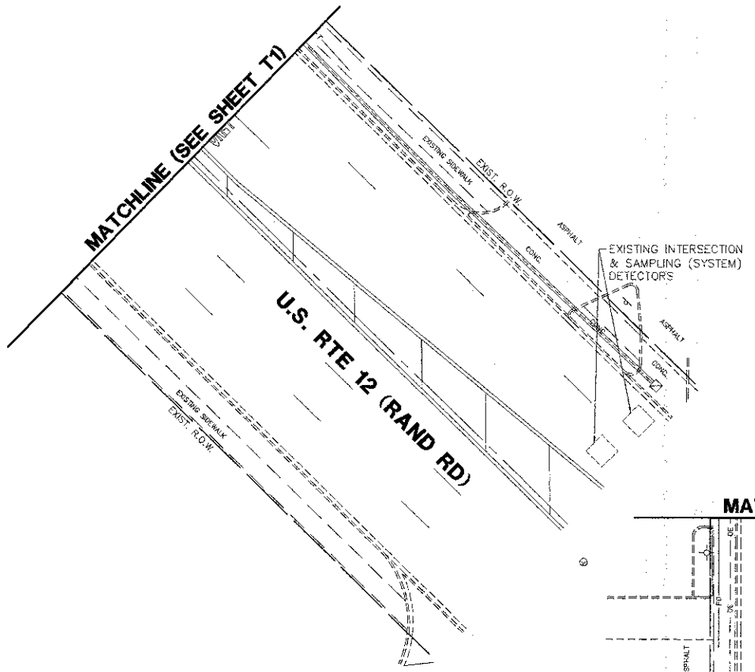
MATCHLINE (SEE SHEET T2)

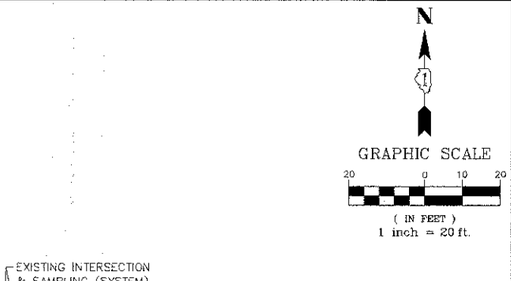
GHA #4185.805

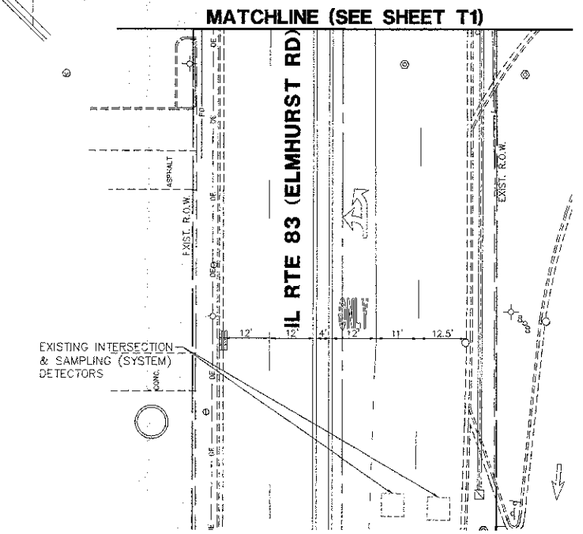
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMP. TRAFFIC SIGNAL INSTALLATION & REMOVE EXIST. TRAFFIC SIGNAL EQUIPMENT PLAN U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) - STAGE I & KENSINGTON ROAD / FOUNDRY RD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ZCW	REVISED -			1295	09-00154-00-PV	COOK	119	56
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -					CONTRACT #: 63746		
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -		SCALE 1"=20' SHEET NO. T1 OF T24SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

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









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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 CONTROLLER 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. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF THE DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMP. TRAFFIC SIGNAL INSTALLATION & REMOVE EXIST. TRAFFIC SIGNAL EQUIPMENT PLAN U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) - STAGE 1 & KENSINGTON ROAD / FOUNDRY RD

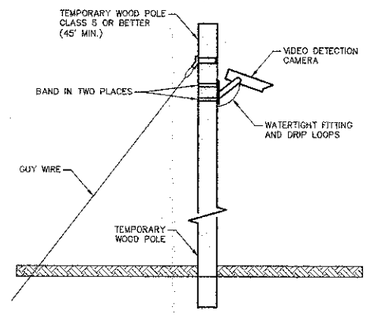
SCALE: 1"=20' | SHEET NO. T2 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	57
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

MATCHLINE (SEE SHEET T4)

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.

21	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
6	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
3	EACH	SIGNAL HEAD, 3-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 3-FACE, 2-3 SECTION, 1-5 SECTION
1	EACH	ALUMINUM MAST ARM ASSEMBLY
2	EACH	TRAFFIC SIGNAL POST
20	EACH	TRAFFIC SIGNAL BACKPLATE
6	EACH	INCANDESCENT CONFIRMATION BEACON



TEMPORARY VIDEO DETECTION MOUNTING DETAIL

(NOT TO SCALE)

N

GRAPHIC SCALE

20 0 10 20

(IN FEET)

1 inch = 20 ft.

NOTE:

THE EXISTING LOCAL CONTROLLER IS AN ECONOLITE ASC/2S-2100 AND THE EXISTING MASTER CONTROLLER IS AN ECONOLITE ASC/2M-1000 IN A TYPE V CABINET.

U.S. RTE 12 (RAND RD)

KENSINGTON ROAD

FOUNDRY RD

IL RTE 83 (ELMHURST RD)

TEMPORARY PAVEMENT (TYP.)

TYPE III BARRICADES (TYP.)

TYPE II BARRICADES (TYP.)

WORK ZONE

EXIST. PAINTED MEDIAN

EXIST. R.O.W.

EXIST. 18' POST

EXIST. 16' POST

EXIST. 14' POST

CONC. SIDEWALK

ASPHALT

ONLY

MATCHLINE (SEE SHEET T4)

Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay items such as foundation, conduit, handhole, trench and backfill, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded in accordance with Standard Specifications 252 and 250 respectively.

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

CONSTRUCTION NOTES:

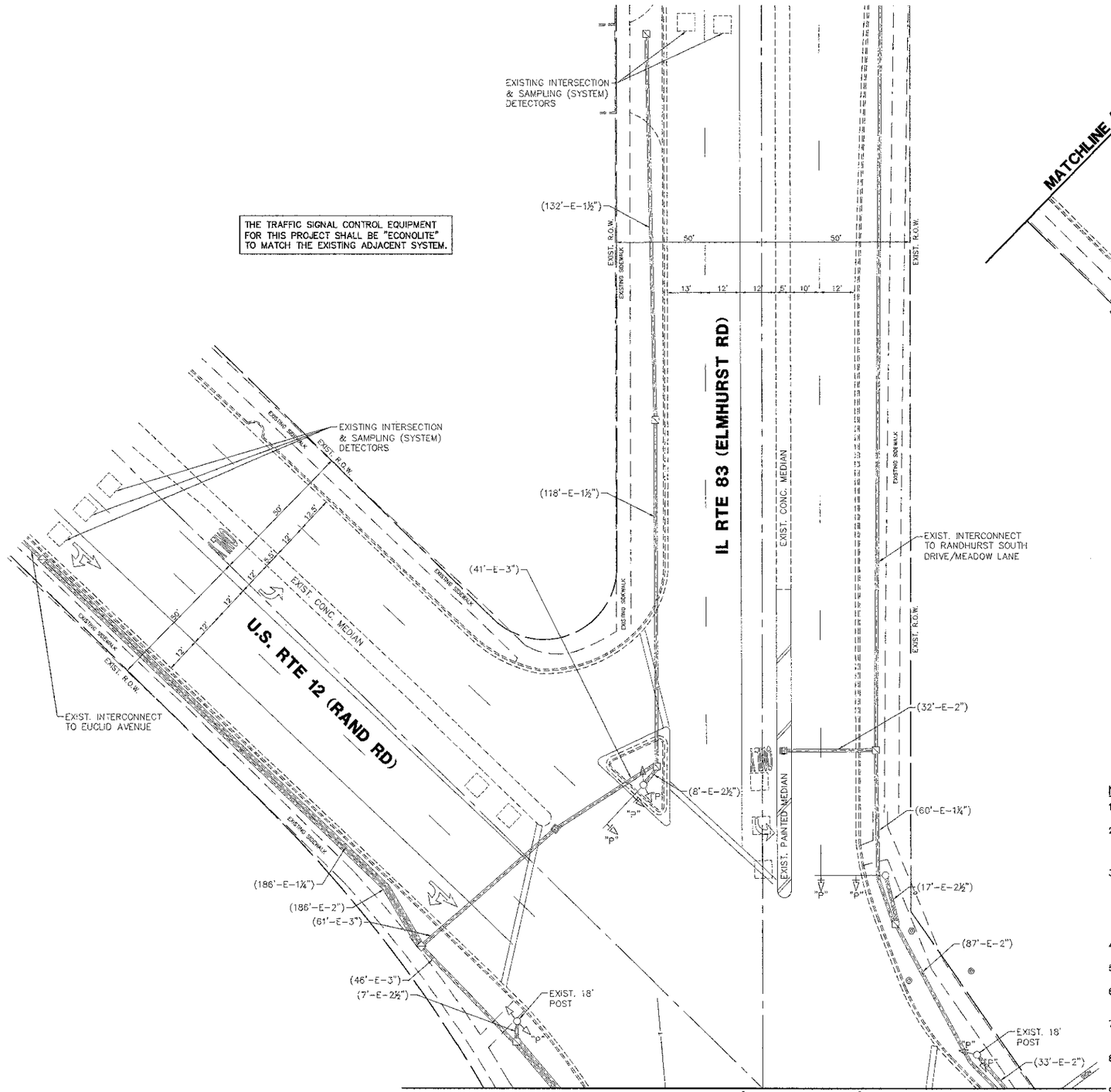
1. ALL NOTED EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE EXISTING CONTROLLER DURING STAGE I & II CONSTRUCTION.
2. THE EXISTING EMERGENCY VEHICLE DETECTORS AND CONFIRMATION BEACONS SHALL REMAIN ACTIVATED DURING STAGE I & II CONSTRUCTION.
3. THE SOUTHBOUND MAST ARM AND SIGNAL HEADS WILL REMAIN IN OPERATION FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL. ALL EXISTING SIGNAL HEADS SHALL BE CABLED OVERHEAD FROM THE TOP OF THE MAST ARM TO THE TEMPORARY WOOD POLE, ON THE OVERHEAD SPAN WIRE, AND DOWN TO THE CONTROLLER CABINET.
4. EXISTING MAST ARM ASSEMBLY AND FOUNDATION SHALL BE REMOVED AFTER ALL NEW MAST ARM ASSEMBLIES, POSTS, AND HANDHOLES ARE INSTALLED AND OPERATIONAL.
5. THE CONTRACTOR SHALL KEEP THE PROGRAMMED HEADS ACTIVATED FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL AND REALIGN THE PROGRAMMED HEADS FOR ALL CONSTRUCTION STAGING.
6. THE CONTRACTOR SHALL INSTALL THE TEMPORARY SIGNAL HEADS ON A TEMPORARY SIGNAL POST LOCATED IN A BARREL. THE ELECTRIC CABLES SHALL BE INSTALLED FROM THE TOP OF THE SIGNAL POST TO THE OVERHEAD SPAN WIRE AND DOWN TO THE CONTROLLER CABINET.

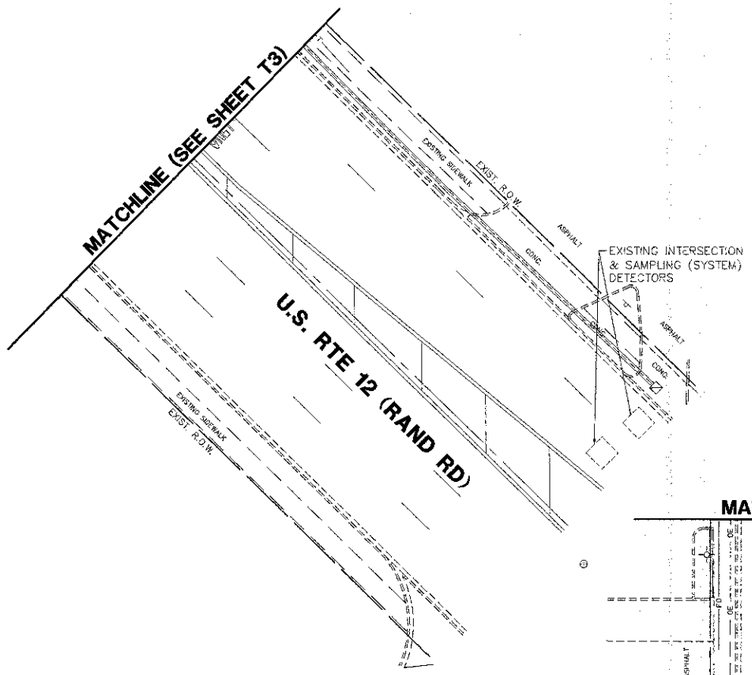
MATCHLINE (SEE SHEET T4)

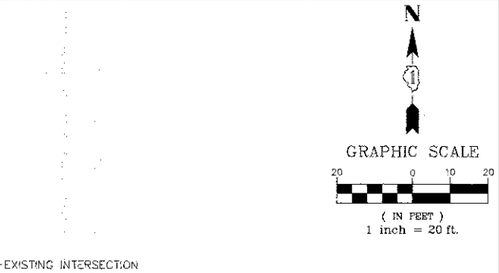
GHA #4185.805

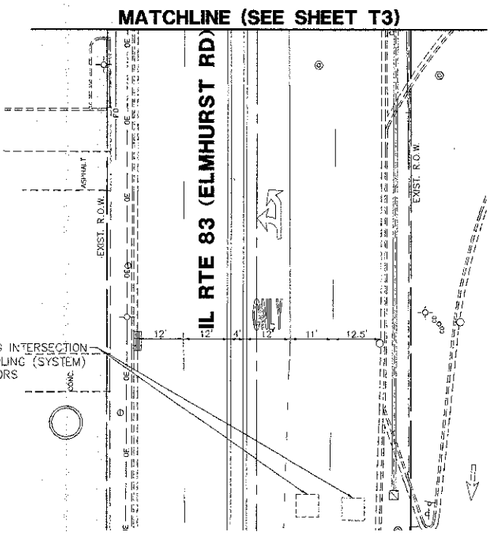
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMP. TRAFFIC SIGNAL INSTALLATION PLAN U.S. RTE 12 (RAND RD) AT IL RTE 83 ELMHURST RD) - STAGE II & KENSINGTON ROAD / FOUNDRY RD	F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ZCW	REVISED -			1295	09-00154-00-PV	COOK	119	58
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -					CONTRACT #: 63746		
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -		SCALE 1"=20' / SHEET NO. T3 OF T24 SHEETS / STA. / TO STA.			ILLINOIS FED. AID PROJECT		

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









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 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 LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. 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 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 CONTROLLER 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. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF THE DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

GHA #4185.805

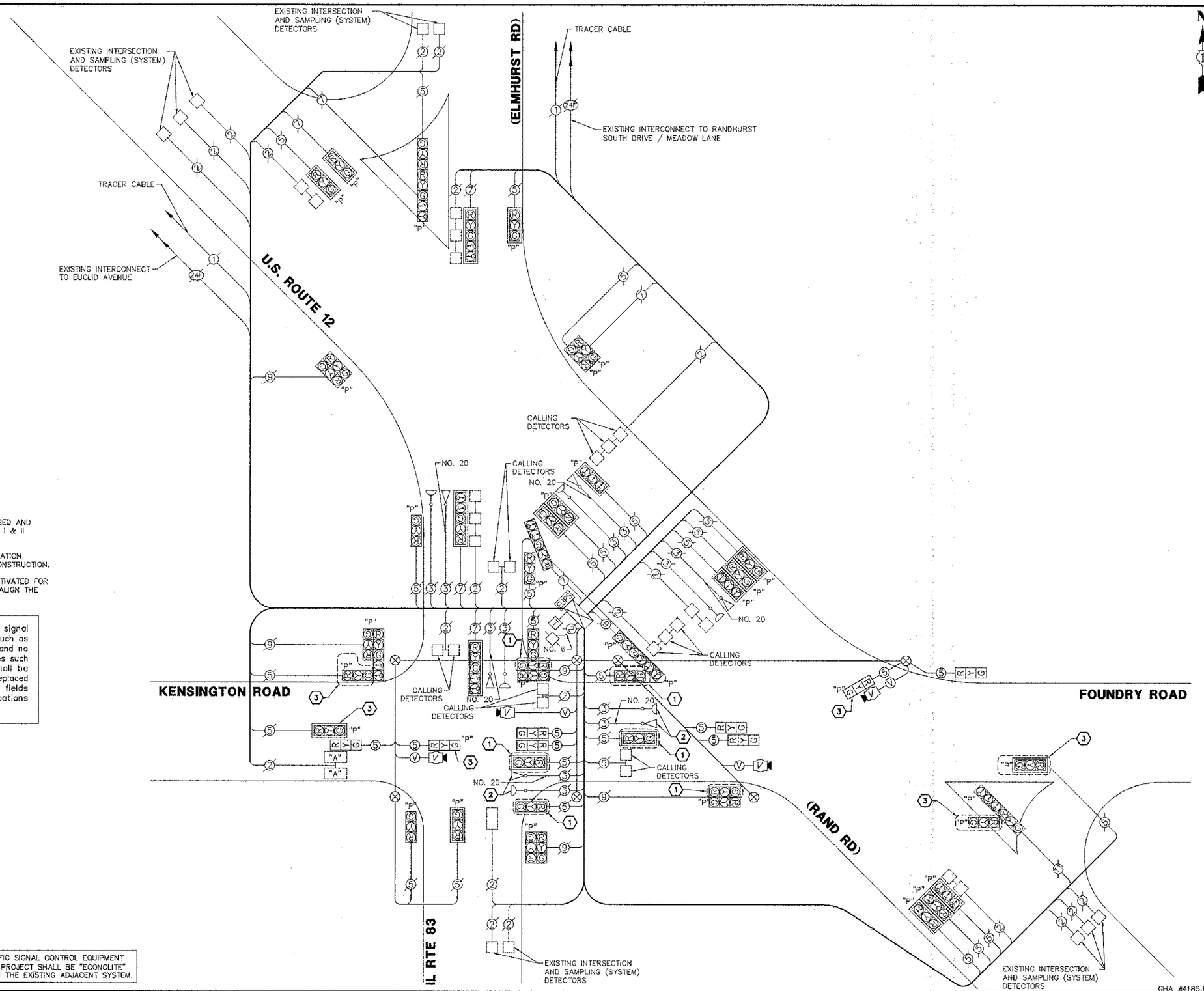
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMP. TRAFFIC SIGNAL INSTALLATION PLAN U.S. RTE 12 (RAND RD) AT IL RTE 83 ELMHURST RD) - STAGE II & KENSINGTON ROAD / FOUNDRY RD

SCALE: 1"=20' | SHEET NO. T4 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	59
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



CONSTRUCTION NOTES:

1. ALL NOTED EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED AT THE EXISTING CONTROLLER DURING STAGE I & II CONSTRUCTION.
2. THE EXISTING EMERGENCY VEHICLE DETECTORS AND CONFIRMATION BEACONS SHALL REMAIN ACTIVATED DURING STAGE I & II CONSTRUCTION.
3. THE CONTRACTOR SHALL KEEP THE PROGRAMMED HEADS ACTIVATED FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL AND REALIGN THE PROGRAMMED HEADS FOR ALL CONSTRUCTION STAGING.

Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay items such as foundation, conduit, handhole, trench and backfill, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, 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.

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

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE L.E.D.	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	51	135	17	0.50	433.50
SIGNAL (YELLOW)	51	135	25	0.25	318.75
SIGNAL (GREEN)	51	135	15	0.25	191.25
ARROW	12	135	12	0.10	14.40
PED. SIGNAL	–	90	25	1.00	–
CONTROLLER	1	–	100	1.00	100.00
MASTER CONTROLLER	1	–	100	1.00	100.00
L.E.D. ST. NAME SIGN	–	–	64	0.50	–
VIDEO SYSTEM	–	–	150	1.00	–
BATTERY BACKUP	–	–	25	1.00	–
ILLUMINATED SIGN	–	–	25	0.05	–
				TOTAL =	1,157.90

ENERGY COSTS – BILLED TO: ILLINOIS DEPT. OF TRANSPORTATION
(ADDRESS) 201 W. CENTER COURT
(ADDRESS) SCHAUMBURG, IL 60169
ENERGY SUPPLY – CONTACT: NEW BUSINESS
PHONE: 1-866-639-3552
COMPANY: COMED

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

FILE NAME = 4185.805-TR1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - XXX	REVISED -
		DRAWN - XXX	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - XXX	REVISED -
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

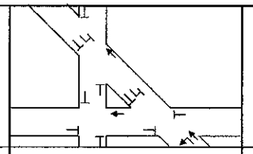
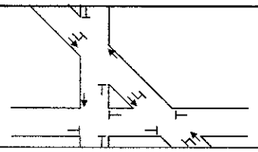
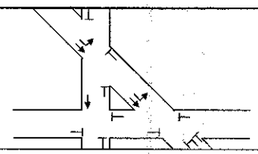
TEMPORARY CABLE PLAN - STAGE I & II
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON RD / FOUNDRY RD

SCALE: N.A. | SHEET NO. 15 OF 24 SHEETS | STA. | TO STA.

GHA #4185.805

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	60
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

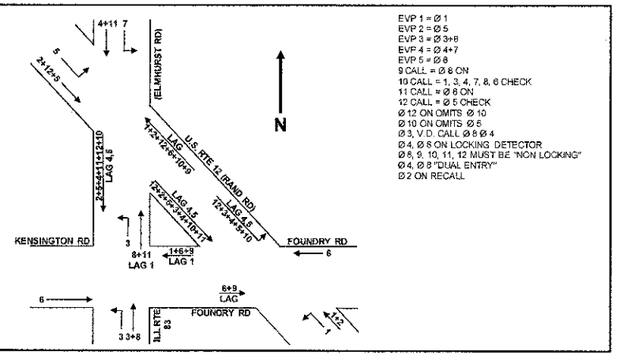
TEMPORARY SEQUENCE OF OPERATION

MOVEMENT (N)																																														
PHASE		1					2																				5																			
INTERVAL		1	2A	2B	2C	2D	3	4A	4B	4C	4D	5A	5B	5C	5D	6A	6B	6C	6D	7A	7B	7C	7D	8A	8B	8C	8D	9	10A	10B	10C	10D	11A	11B	11C	11D	12A	12B	12C	12D	13A	13B	14A	14B	14C	14D
CHANGE TO			2					5				3+7		3+8		4+7		4+8		6				1					1				2				3+7		3+8		4+7	4+8	6			
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	R	G	G	G	G	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	G	G	Y	R
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	G	G	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←G	←Y	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	Y	R	G	G	G	G	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	G	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	Y	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	←R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	←Y	R	R	R	←Y	R	R	R	←Y	R	R	R	←Y	R	←Y	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	G	G	G	G	G	G	Y	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	←R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	←G	←G	←Y	R	←G	←G	←Y	R	←G	←G	←G	←G	←G	←G	←G	←G	←Y	R

NOTES:

1. PHASE 3 VEHICLE DETECTOR SHALL PLACE ONE VEHICLE CALL INTO PHASE 8
2. PHASE 8 MUST BE ON LOCKING DETECTION
3. PHASE 2 MUST BE ON RECALL
4. ANTIBACKUP & DUAL ENTRY SHALL BE TURNED ON FOR PHASES 3, 4, 7, & 8
5. TIMED OVERLAP PHASES
   Ø 9 - EB WB Ø 6 (FOUNDRY)
   Ø 10 - NB SB Ø 2, Ø 5 (U.S. RTE 12)
   Ø 11 - NB SB Ø 4, Ø 8 (IL RTE 83)
6. RING STRUCTURE & PHASE ASSIGNMENT DIAGRAM

1 2 12 10 5 | 3 4 | 11 | 6 9
7 8



EVP 1 = Ø 1
EVP 2 = Ø 5
EVP 3 = Ø 3+8
EVP 4 = Ø 4+7
EVP 5 = Ø 8
9 CALL = Ø 8 ON
10 CALL = 1, 3, 4, 7, 8, 6 CHECK
11 CALL = Ø 6 ON
12 CALL = Ø 5 CHECK
Ø 12 ON OMITS Ø 10
Ø 10 ON OMITS Ø 5
Ø 3, V.D. CALL Ø 8 Ø 4
Ø 4, Ø 8 ON LOCKING DETECTOR
Ø 6, 9, 10, 11, 12 MUST BE "NON LOCKING"
Ø 4, Ø 8 "DUAL ENTRY"
Ø 2 ON RECALL

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

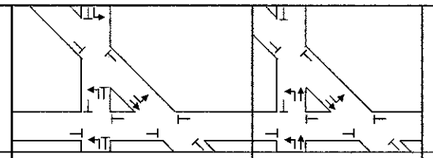
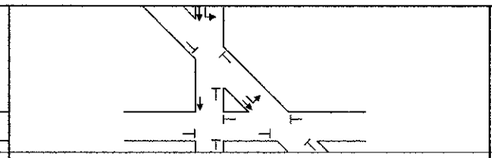
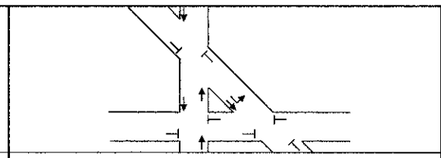
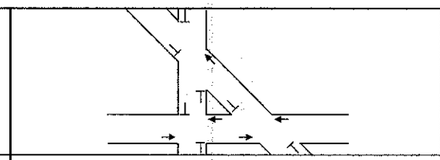
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SEQUENCE OF OPERATION - SHEET 1 OF 2
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. 16 OF 24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	61
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

TEMPORARY SEQUENCE OF OPERATIONS

MOVEMENT ↑ N																																			FLASH
PHASE	3+7					3+8		4+7									4+8									6								
INTERVAL	15	16	17	18A	18B	19	20	21	22A	22B	22C	22D	23A	23B	23C	23D	24	25	26A	26B	26C	26D	27A	27B	27C	27D	28	29A	29B	29C	29D	30A	30B	30C	30D	
CHANGE TO		3+8	4+8	4+7			4+8		1,6				2				4+8		1,6				2					1				2				
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS N/B	G	G	G	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS N/B	G ← G	G ← G	G ← Y	Y	R	G ← G	G ← Y	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS N/B	R	R	R	R	R	G	G	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS N/B	R ← G	R ← G	R ← Y	R ← Y	R	G ← G	G ← Y	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS S/B	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	G	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS S/B	R ← G	R ← Y	R ← Y	R ← G	R ← G	R	R	G ← G	Y	R	R	R	Y	R	R	R	G ← Y	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS S/B	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	Y	R	R
US RTE 12 (RAND RD) AT KENSINGTON/FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS NW/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON/FOUNDRY RD LEFT TURN SIGNALS NW/B	← R	R	R	R	R	← R	R	← R	R	R	R	R	R	R	R	R	R	← R	R	R	R	R	R	R	R	R	← R	R	R	R	R	R	R	R	R	← R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS NW/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	G	G	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS SE/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS SE/B	← R	R	R	R	R	← R	R	← R	R	R	R	R	R	R	R	R	R	← R	R	R	R	R	R	R	R	R	← R	R	R	R	R	R	R	R	R	← R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS SE/B	G	G	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS SE/B	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	← Y	R	← G	← G	← Y	R	← G	← G	← G	← Y	R	← G	← G	← Y	R	R	← R	R	R	R	R	R	R	R	R	R	← R

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

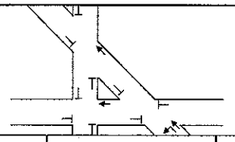
TEMPORARY SEQUENCE OF OPERATION - SHEET 2 OF 2
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. 17 OF 124 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	62
		CONTRACT #: 63746		
		ILLINOIS FED. A/D PROJECT		

TEMPORARY FIRE LANE NO. 1 PHASE 1 — TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

MOVEMENT ↑ N

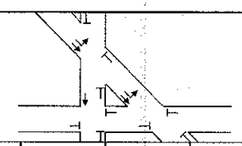


CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	3		9				15		19		21				25				28		FIRE LANE NO. 1	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1X	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	1C	2	1E	1F	1G	2	1J	2	1L	2	1N	1P	1Q	2	1S	1T	1U	2	1W	2	X	
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R ← Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	Y	R	G	G	Y	R	R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	←R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	Y	R	G	G	Y	R	Y	R	Y	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	←R	R	R	←G	←G	←Y	R	←Y	R	←Y	R	←G	←G	←Y	R	←G	←G	←Y	R	R	R	←R	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

TEMPORARY FIRE LANE NO. 2 PHASE 5 — TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

MOVEMENT ↑ N



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3		9	15		19		21		25				28		FIRE LANE NO. 2	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	2	1J	2	1L	2	1N	2	1Q	2	1S	2	X	
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R ← Y	R	R	R	Y	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	G	G	G	R	R	R	R	G	G	G	G	R	R	G	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	R	R	R	R	R	R	R	R	R	R	R	R	←G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	←G	←G	←G	←G	←G	←G	←G	←G	R	R	←G	◇

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

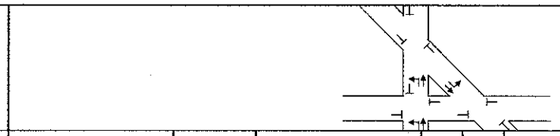
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE - SHEET 1 OF 3
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. 18 OF 124 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	63
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

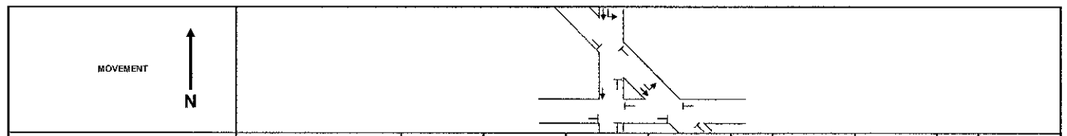
TEMPORARY FIRE LANE NO. 3 PHASE 3+8 — TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3		9				15	19	21				25				28		FIRE LANE NO. 3	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	1H	1J	1K	2	2	2	1P	1Q	1R	2	1T	1U	1V	2	1Y	2		
IL RTE 83 (ELMHURST RD) KENSINGTON/FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	G	G	R	R	R	R	G	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) KENSINGTON/FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	G ← G	G ← G	R	R	R	R	G	G	G	G	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	R	G	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R ← G	G ← G	R	R	R	R	G	G	G	G	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON/FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	Y	R	G	G	Y	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	← Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	← R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	← Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	← R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	← G	R	R	← G	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

TEMPORARY FIRE LANE NO. 4 PHASE 4+7 — TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3		9		15		19		21	25		28		FIRE LANE NO. 4	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	1H	2	1K	2	1M	2	2	1Q	2	1S	2		
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R ← G	R ← G	R	R	G ← G	R	R	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	G	G	G	G	R	R	R	R	G	G	G	R	R	G	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	← Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	← R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	Y	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	← Y	R	R	R	R	R	R	R	R	R	R	← R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	← G	← G	← G	← G	← G	← G	← G	← G	← G	R	R	← G	◇

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

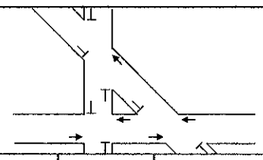
SCALE: N.A. | SHEET NO. 79 OF 124 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	64
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

TEMPORARY FIRE LANE NO. 5 PHASE 6

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS

MOVEMENT ↑ N



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		3		9				15		19		21				25				28	FIRE LANE NO. 5	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	2	◇
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	1F	1G	1H	2	1K	2	1M	2	1P	1Q	1R	2	1T	1U	1V	2	2		◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	←Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	←Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON/FOUNDRY RD ALL SIGNALS	S/B	R	R	Y	R	G	G	Y	R	R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	Y	R	G	G	Y	R	Y	R	Y	R	G	G	Y	R	G	G	Y	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	←G	←G	←Y	R	←Y	R	←Y	R	←G	←G	←Y	R	←G	←G	←Y	R	R	←R	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T10 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	65
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

MATCHLINE (SEE SHEET T12)

CONSTRUCTION NOTES:

1. RE-CONNECT ALL EXISTING CABLING FROM BAGGED HEAD.
2. REMOVE EXISTING SIGN AND REPLACE WITH R10-5 (ALL REQUIRED).
3. ALL EXISTING CONFIRMATION BEACONS SHALL BE RETROFITTED WITH LED INDICATORS. THIS WORK SHALL BE INCIDENTAL TO THE PAY ITEM: UNINTERRUPTIBLE POWER SUPPLY (UPS).
4. ALL CABINET MODIFICATIONS AND/OR LOAD SWITCH REPLACEMENTS REQUIRED FOR PROPER OPERATION OF THE LED SIGNAL AND LED CONFIRMATION BEACON INDICATIONS TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE PAY ITEM: "MODIFYING EXISTING CONTROLLER CABINET".

NOTE:

THE EXISTING LOCAL CONTROLLER IS AN ECONOLITE ASC/2S-2100 AND THE EXISTING MASTER CONTROLLER IS AN ECONOLITE ASC/2M-1000 IN A TYPE V CABINET.

N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 ft.

SIGN DETAIL

LEFT ON GREEN ARROW ONLY

R10-5 (30"x36") (6 REQUIRED)

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

U.S. RTE 12 (RAND RD)

KENSINGTON ROAD

FOUNDRY RD

IL RTE 83 (ELMHURST RD)

DRILL EXISTING HANDHOLE (1)

DRILL EXISTING HANDHOLE (2)

DRILL EXISTING HANDHOLE (3)

RELOCATED COMED UTILITY POLE W/ STREETLIGHT (SEE ROADWAY PLANS)

20' & 30' MAST ARM W/ 36" DIAMETER FOUNDATION

RELOCATED COMED UTILITY POLE W/ STREETLIGHT (SEE ROADWAY PLANS)

MATCHLINE (SEE SHEET T12)

MATCHLINE (SEE SHEET T12)

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN -
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: 1"=20' | SHEET NO. T11 OF T24 SHEETS | STA. | TO STA.

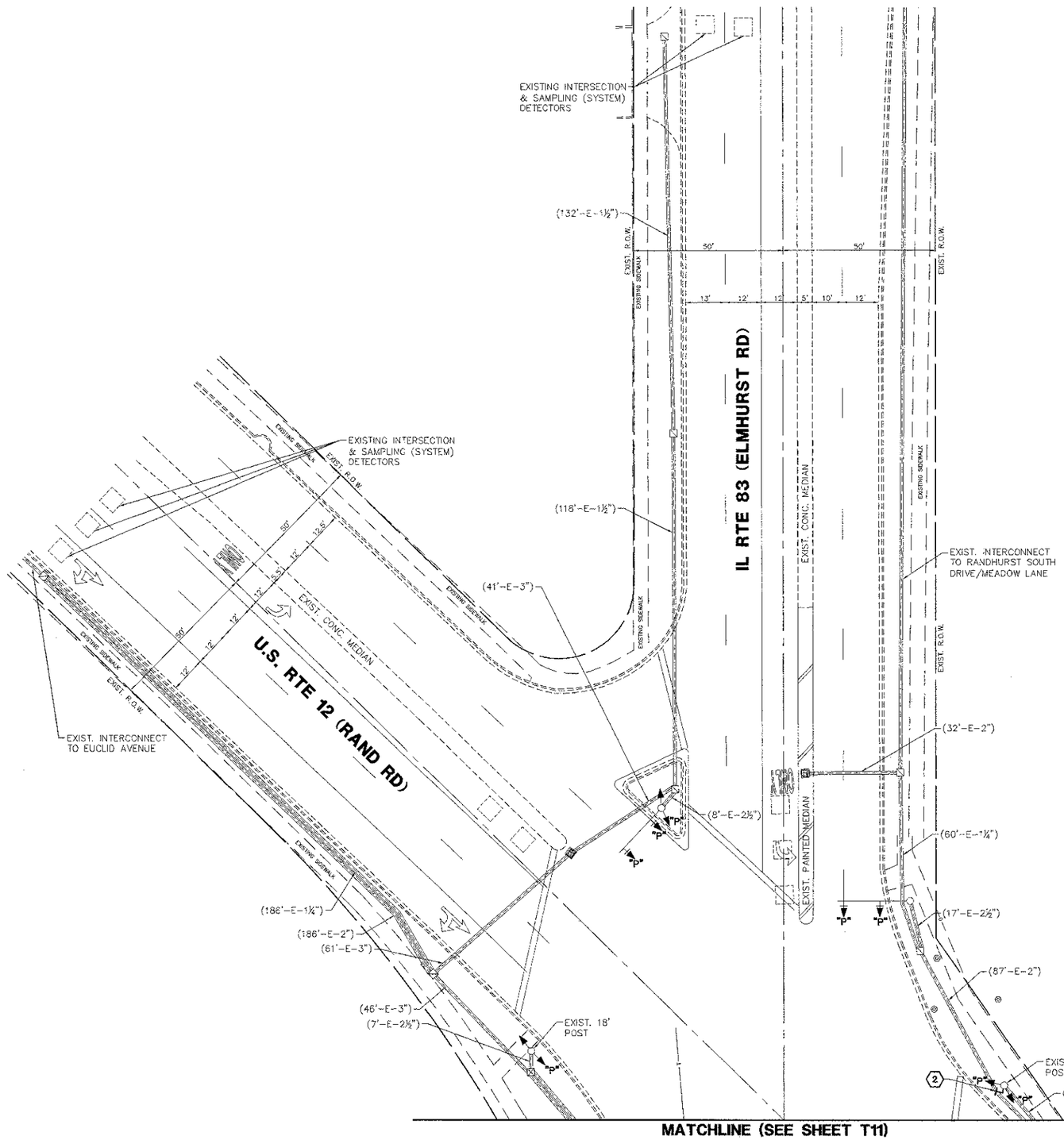
GHA #4185.805

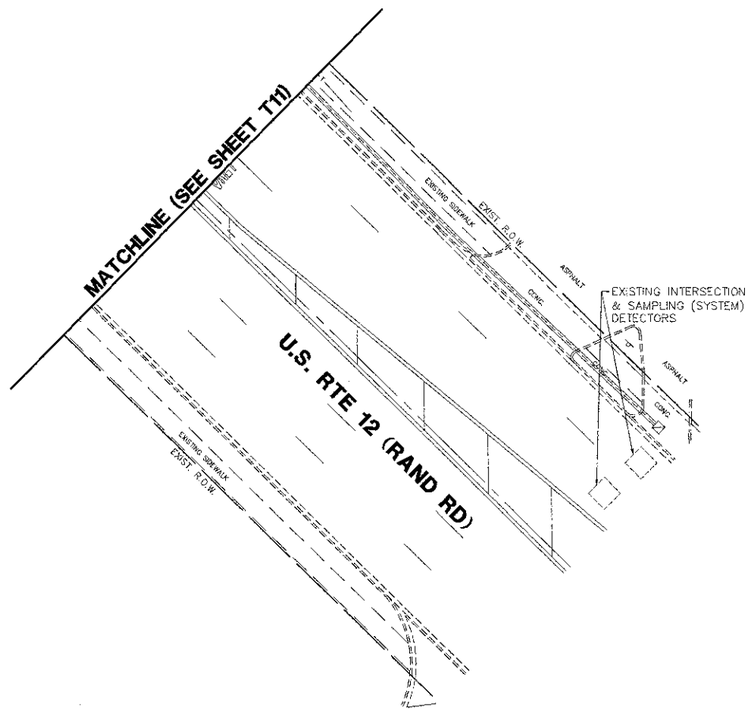
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	66
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

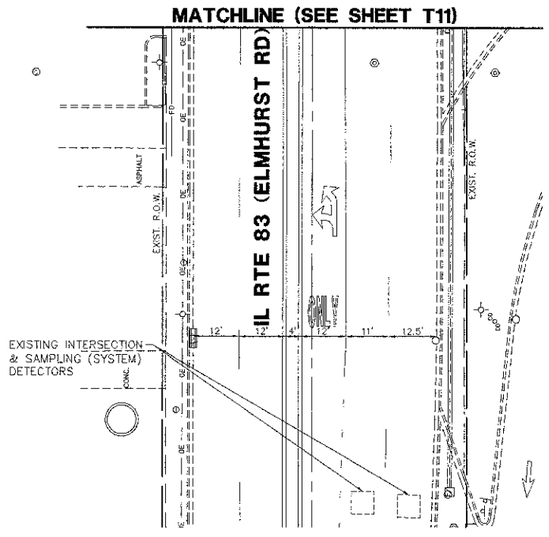
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

N

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 ft.







GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN -
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD)
AND KENSINGTON ROAD / FOUNDRY ROAD

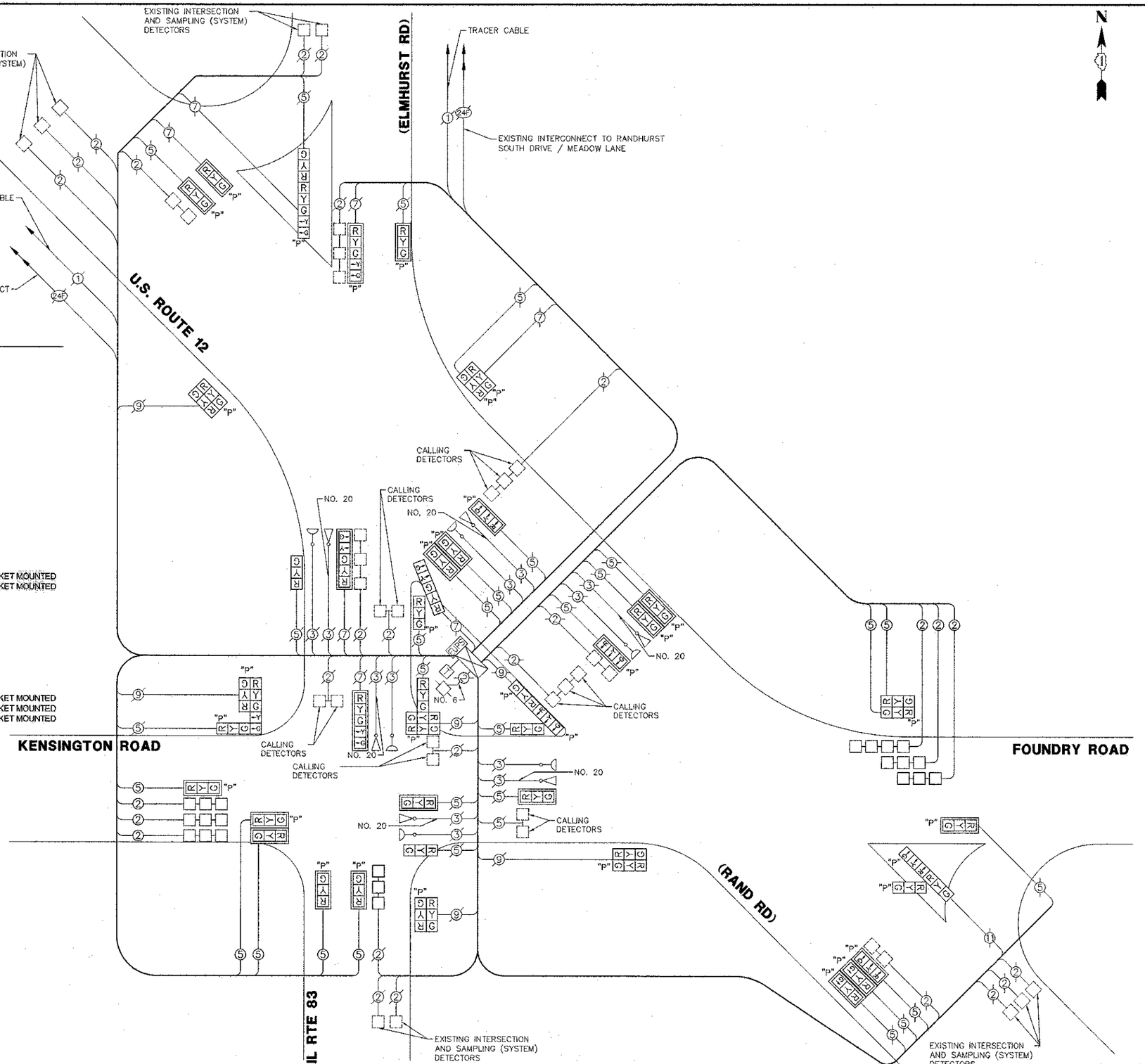
SCALE: 1"=20' | SHEET NO. T12 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	67
		CONTRACT #: 63748		
		ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

U.S. RTE 12 (RAND ROAD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

NO.	QUANT.	UNIT	
1.	30.00	SQ FT	SIGN PANEL - TYPE 1
2.	94	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
3.	15	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2-1/2" DIA.
4.	96	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
5.	93	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
6.	2	EACH	HANDHOLE
7.	2	EACH	HEAVY-DUTY HANDHOLE
8.	1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
9.	1,783	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
10.	1,545	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
11.	1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 20 FT. AND 30 FT.
12.	4	FOOT	CONCRETE FOUNDATION, TYPE A
13.	12	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
14.	6	EACH	DRILL EXISTING HANDHOLE
15.	3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
16.	2	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
17.	1	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
18.	2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
19.	1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
20.	17	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
21.	1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
22.	1	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
23.	1	EACH	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-5 SECTION OPTICALLY PROGRAMMED; 1-3 SECTION, BRACKET MOUNTED
24.	1	EACH	COMBINATION SIGNAL HEAD, LED, 3-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 2-3 SECTION, BRACKET MOUNTED
25.	23	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
26.	6	EACH	INDUCTIVE LOOP DETECTOR
27.	765	FOOT	DETECTOR LOOP, TYPE I
28.	1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
29.	2,843	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
30.	1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
31.	3	EACH	REMOVE EXISTING HANDHOLE
32.	3	EACH	REMOVE EXISTING CONCRETE FOUNDATION
33.	1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2
34.	1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
35.	4	EACH	COMBINATION SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED
36.	2	EACH	COMBINATION SIGNAL HEAD, LED, 3-FACE, 2-3 SECTION OPTICALLY PROGRAMMED, 1-3 SECTION, BRACKET MOUNTED
37.	1	EACH	COMBINATION SIGNAL HEAD, LED, 3-FACE, 2-3 SECTION OPTICALLY PROGRAMMED, 1-5 SECTION, BRACKET MOUNTED



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
		WATTAGE			
TYPE	NO. LAMPS	INCAND.	L.E.D.	% OPERATION	
SIGNAL (RED)	51	135	17	0.50	433.50
SIGNAL (YELLOW)	51	135	25	0.25	318.75
SIGNAL (GREEN)	51	135	15	0.25	191.25
ARROW	12	135	12	0.10	14.40
PED. SIGNAL	--	90	25	1.00	--
CONTROLLER	1	--	100	1.00	100.00
MASTER CONTROLLER	--	--	100	1.00	100.00
L.E.D. ST. NAME SIGN	--	--	64	0.50	--
VIDEO SYSTEM	--	--	150	1.00	--
BATTERY BACKUP	--	--	25	1.00	--
ILLUMINATED SIGN	--	--	25	0.05	--
				TOTAL =	1,157.90

ENERGY COSTS - BILLED TO: ILLINOIS DEPT. OF TRANSPORTATION
(ADDRESS) 201 W. CENTER COURT
(ADDRESS) SCHAUMBURG, IL 60169
ENERGY SUPPLY - CONTACT: NEW BUSINESS
PHONE: 1-866-639-3552
COMPANY: COMED

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

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -	
		DRAWN - ZCW	REVISED -	
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -	

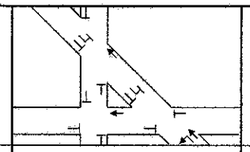
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

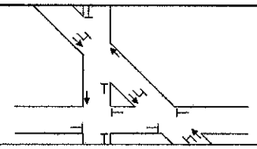
SCHEDULE OF QUANTITIES AND CABLE PLAN
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

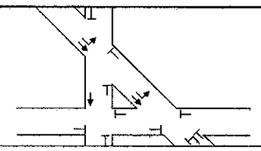
SCALE: N.A. | SHEET NO. T13 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	68
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

SEQUENCE OF OPERATION





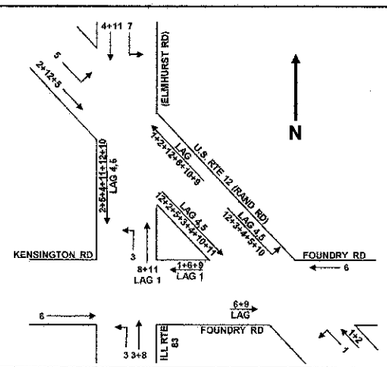


MOVEMENT																																											
PHASE		1					2																					5																
INTERVAL		1	2A	2B	2C	2D	3	4A	4B	4C	4D	5A	5B	5C	5D	6A	6B	6C	6D	7A	7B	7C	7D	8A	8B	8C	8D	9	10A	10B	10C	10D	11A	11B	11C	11D	12A	12B	12C	12D	13A	13B	14A	14B	14C	14D
CHANGE TO			2					5				3+7	3+8			4+7	4+8			6				1					1				2				3+7	3+8			4+7	4+8	6			
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	R	G	G	G	G	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	G	G	Y	R
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	G	G	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←G	←Y	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	Y	R	G	G	G	G	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	G	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	Y	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	←R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	←Y	R	R	R	←Y	R	R	R	←Y	R	R	R	←Y	R	←Y	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G	G	G	G	G	G	G	Y	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	←R	R	R	R	R	←R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	←G	←G	←Y	R	←G	←G	←Y	R	←G	←G	←G	←G	←G	←G	←G	←G	←Y	R

NOTES:

1. PHASE 3 VEHICLE DETECTOR SHALL PLACE ONE VEHICLE CALL INTO PHASE 8
2. PHASE 8 MUST BE ON LOCKING DETECTION
3. PHASE 2 MUST BE ON RECALL
4. ANTIBACKUP & DUAL ENTRY SHALL BE TURNED ON FOR PHASES 3, 4, 7, & 8
5. TIMED OVERLAP PHASES
   Ø 9 - EB WB Ø 6 (FOUNDRY)
   Ø 10 - NB SB Ø 2, Ø 5 (U.S. RTE 12)
   Ø 11 - NB SB Ø 4, Ø 8 (IL RTE 83)
6. RING STRUCTURE & PHASE ASSIGNMENT DIAGRAM

1	2	12	10	5	3	4	11	6	9
					7	8			



EVP 1 = Ø 1
EVP 2 = Ø 5
EVP 3 = Ø 3+8
EVP 4 = Ø 4+7
EVP 5 = Ø 6
9 CALL = Ø 8 ON
10 CALL = 1, 3, 4, 7, 8, 6 CHECK
11 CALL = Ø 8 ON
12 CALL = Ø 5 CHECK
Ø 12 ON OMITS Ø 10
Ø 10 ON OMITS Ø 5
Ø 3, V.D. CALL Ø 8 Ø 4
Ø 4, Ø 8 ON LOCKING DETECTOR
Ø 8, 9, 10, 11, 12 MUST BE "NON LOCKING"
Ø 4, Ø 8 "DUAL ENTRY"
Ø 2 ON RECALL

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -	
		DRAWN - ZCW	REVISED -	
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -	
	PLOT DATE = 12/03/2012	DATE - 10/17/12	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T14 OF T17 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	69
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

SEQUENCE OF OPERATIONS

MOVEMENT ↑ N																																		FLASH
PHASE		3+7					3+8		4+7									4+8									6								
INTERVAL		15	16	17	18A	18B	19	20	21	22A	22B	22C	22D	23A	23B	23C	23D	24	25	26A	26B	26C	26D	27A	27B	27C	27D	28	29A	29B	29C	29D	30A	30B	30C	30D	
CHANGE TO			3+8	4+8	4+7			4+8		1,6				2				4+8		1,6				2					1				2				
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	G	G	G	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	G ← G	G ← G	G ← Y	Y	R	G ← G	G ← Y	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	G	G	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R ← G	R ← G	R ← Y	R ← Y	R	G ← G	G ← Y	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	G	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R ← G	R ← Y	R ← Y	R ← G	R ← G	R	R	G ← G	Y	R	R	R	Y	R	R	R	G ← Y	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R	R	R	R
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	Y	R	R
US RTE 12 (RAND RD) AT KENSINGTON/FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON/FOUNDRY RD LEFT TURN SIGNALS	NW/B	←R	R	R	R	R	←R	R	←R	R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	←R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	G	G	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	←R	R	R	R	R	←R	R	←R	R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	R	←R	R	R	R	R	R	R	R	←R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	G	G	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	←Y	R	←G	←G	←Y	R	←G	←G	←G	←Y	R	←G	←G	←Y	R	R	←R	R	R	R	R	R	R	R	R	R	←R

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

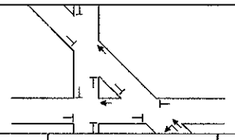
SEQUENCE OF OPERATION
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T15 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	70
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

FIRE LANE NO. 1 PHASE 1 EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

MOVEMENT ↑ N

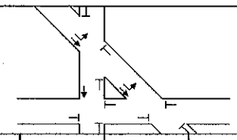


CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	3		9				15		19		21				25				28		FIRE LANE NO. 1	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1X	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	1C	2	1E	1F	1G	2	1J	2	1L	2	1N	1P	1Q	2	1S	1T	1U	2	1W	2		
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R←Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R←Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	Y	R	G	G	Y	R	R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	←R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	Y	R	G	G	Y	R	Y	R	Y	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	←R	R	R	←G	←G	←Y	R	←Y	R	←Y	R	←G	←G	←Y	R	←G	←G	←Y	R	R	R	←R	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

FIRE LANE NO. 2 PHASE 5 EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

MOVEMENT ↑ N



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3	9	15		19		21		25		28		FIRE LANE NO. 2	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	2	1J	2	1L	2	1N	2	1Q	2	1S	2		
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R←Y	R	Y	R	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R←Y	R	R	R	Y	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	G	G	G	R	R	R	R	G	G	G	G	R	R	G	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	R	R	R	R	R	R	R	R	R	R	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	R	R	R	R	R	R	R	R	R	R	←G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	←G	←G	←G	←G	←G	←G	←G	←G	R	R	←G	◇

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

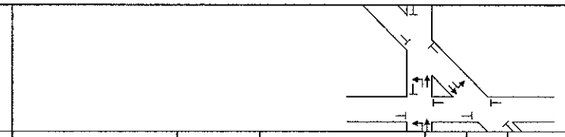
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T16 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	71
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

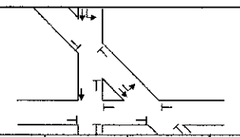
FIRE LANE NO. 3 PHASE 3+8 EMERGENGY VEHICLE PREEMPTION SEQUENCE OF OPERATION



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3		9				15	19	21				25				28		FIRE LANE NO. 3	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	1H	1J	1K	2	2	2	1P	1Q	1R	2	1T	1U	1V	2	1Y	2		
IL RTE 83 (ELMHURST RD) KENSINGTON/FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	G	G	R	R	R	R	G	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) KENSINGTON/FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	G ← G	G ← G	R	R	R	R	G	G	G	G	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	R	G	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R ← G	G ← G	R	R	R	R	G	G	G	G	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	R	Y	R	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON/FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	Y	R	G	G	Y	R	R	R	G	G	Y	R	G	G	Y	R	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	←G	R	R	←G	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

FIRE LANE NO. 4 PHASE 4+7 EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1				3		9		15		19		21	25		28		FIRE LANE NO. 4	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	1D	2	1F	2	1H	2	1K	2	1M	2	2	1Q	2	1S	2		
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R ← Y	R	Y	R	R	Y	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R ← G	R ← G	R	R	G ← G	R	R	R	R	G ← G	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON / FOUNDRY RD ALL SIGNALS	S/B	R	R	R	R	G	G	G	G	R	R	R	R	G	G	G	R	R	G	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	Y	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	R	R	G	G	G	G	G	G	G	G	G	G	G	R	R	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	R	R	←G	←G	←G	←G	←G	←G	←G	←G	←G	R	R	←G	◇

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

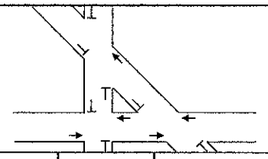
EMERGENCY VEHICLE PREEMPTION SEQUENCE
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T17 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09--00154--00--PV	COOK	119	72
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

FIRE LANE NO. 5 PHASE 6 EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATIONS

MOVEMENT ↑ N



CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		3		9				15		19		21				25				28	FIRE LANE NO. 5	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	2	◇
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	1F	1G	1H	2	1K	2	1M	2	1P	1Q	1R	2	1T	1U	1V	2	2	/	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) KENSINGTON / FOUNDRY RD MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	←Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) NEAR AND FAR RIGHT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT US RTE 12 (RAND RD) MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	←Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	◇
IL RTE 83 (ELMHURST RD) AT KENSINGTON/FOUNDRY RD ALL SIGNALS	S/B	R	R	Y	R	G	G	Y	R	R	R	R	R	G	G	Y	R	G	G	Y	R	R	R	◇
KENSINGTON/FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT US RTE 12 (RAND RD) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
KENSINGTON / FOUNDRY RD AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	W/B	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	NW/B	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	NW/B	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) ALL SIGNALS	NW/B	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	◇
US RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) LEFT TURN SIGNALS	SE/B	R	R	R	R	←Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	←R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD NEAR AND FAR RIGHT AND MID MAST ARM SIGNALS	SE/B	R	R	Y	R	G	G	Y	R	Y	R	Y	R	G	G	Y	R	G	G	Y	R	R	R	◇
US RTE 12 (RAND RD) AT KENSINGTON / FOUNDRY RD LEFT TURN SIGNALS	SE/B	R	R	R	R	←G	←G	←Y	R	←Y	R	←Y	R	←G	←G	←Y	R	←G	←G	←Y	R	R	←R	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 IS TERMINATED.

FOR INFORMATION ONLY

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - JRD	REVISED -
		DRAWN - ZCW	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE
U.S. RTE 12 (RAND RD) AT IL RTE 83 (ELMHURST RD) AND KENSINGTON ROAD / FOUNDRY ROAD

SCALE: N.A. | SHEET NO. T18 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	73
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

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

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

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

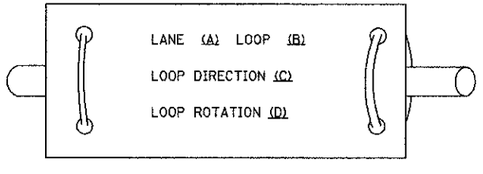
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

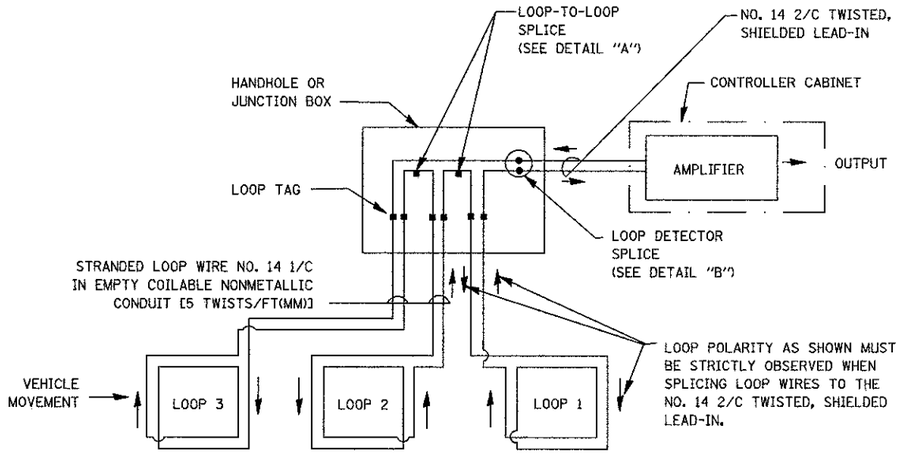


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

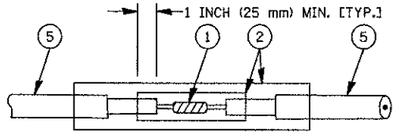
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

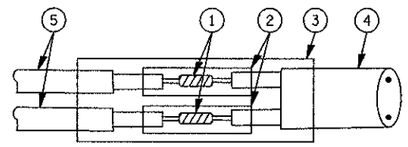


DETECTOR LOOP WIRING SCHEMATIC

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

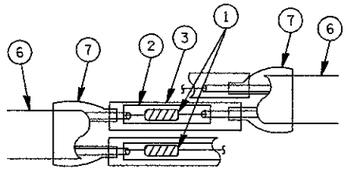


DETAIL "A"
LOOP-TO-LOOP SPLICE



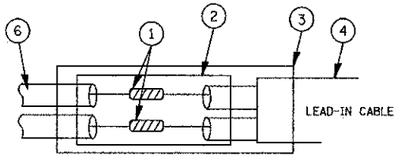
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-25-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

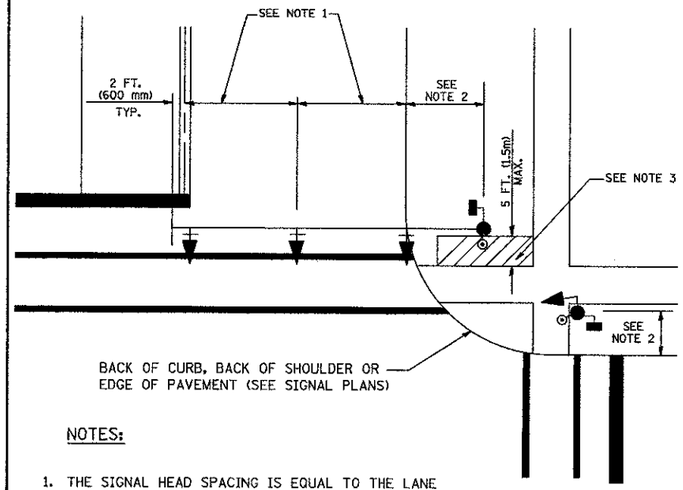
DISTRICT ONE (SHEET 1 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 119 OF 124 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	74
	TS-05	CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

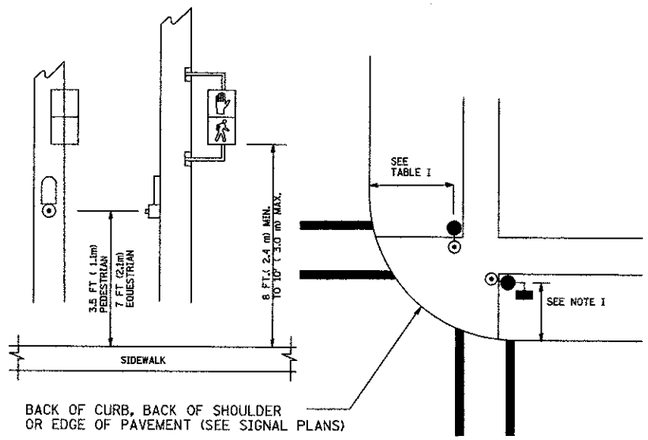
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

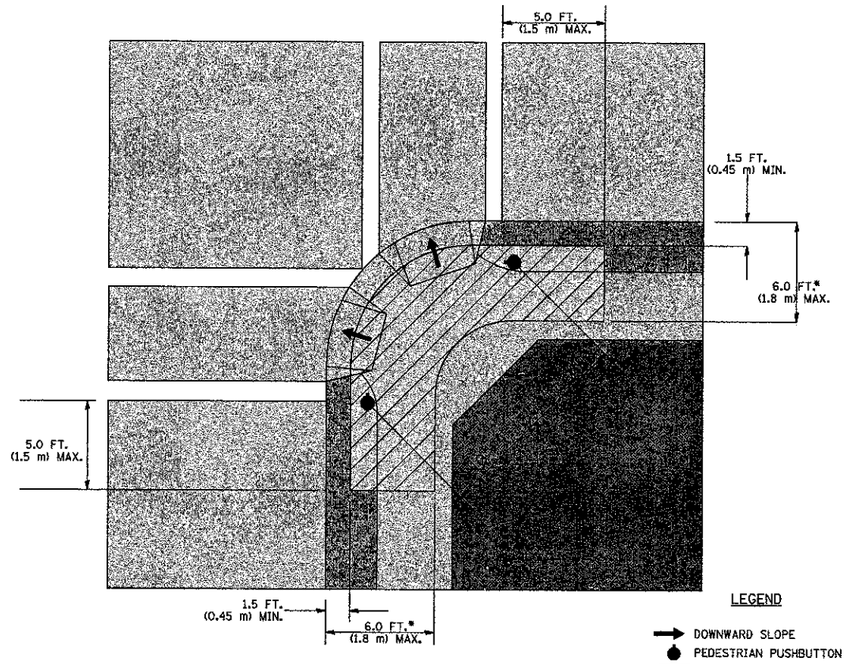
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.

THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.

THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.

THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.

THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-28-09	REVISED -

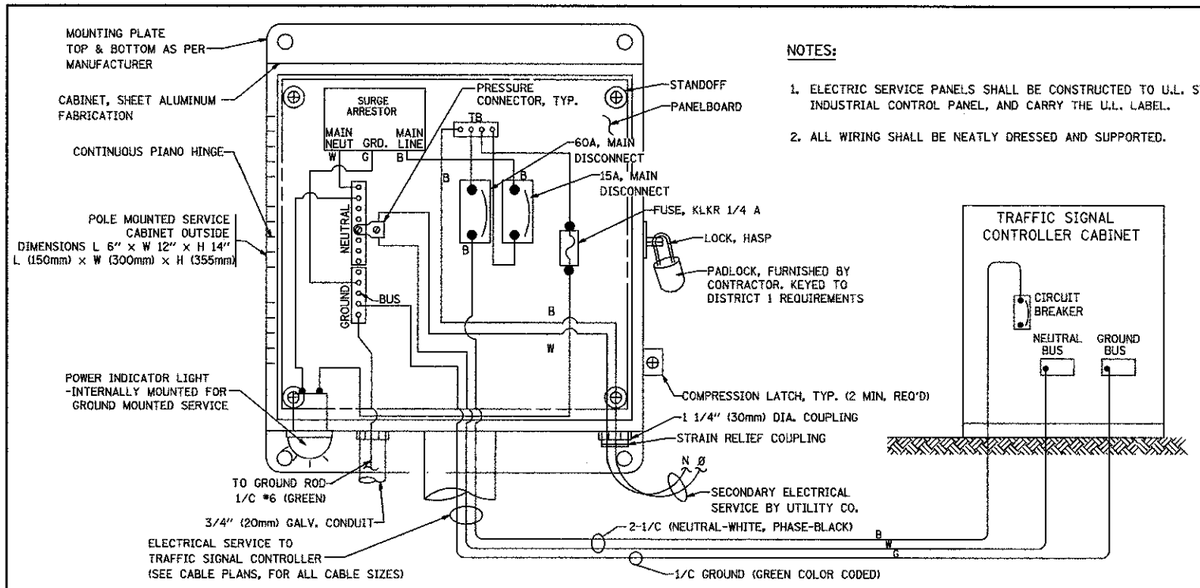
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE (SHEET 2 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. T20 OF T24 SHEETS | STA. | TO STA.

GHA #4185.805

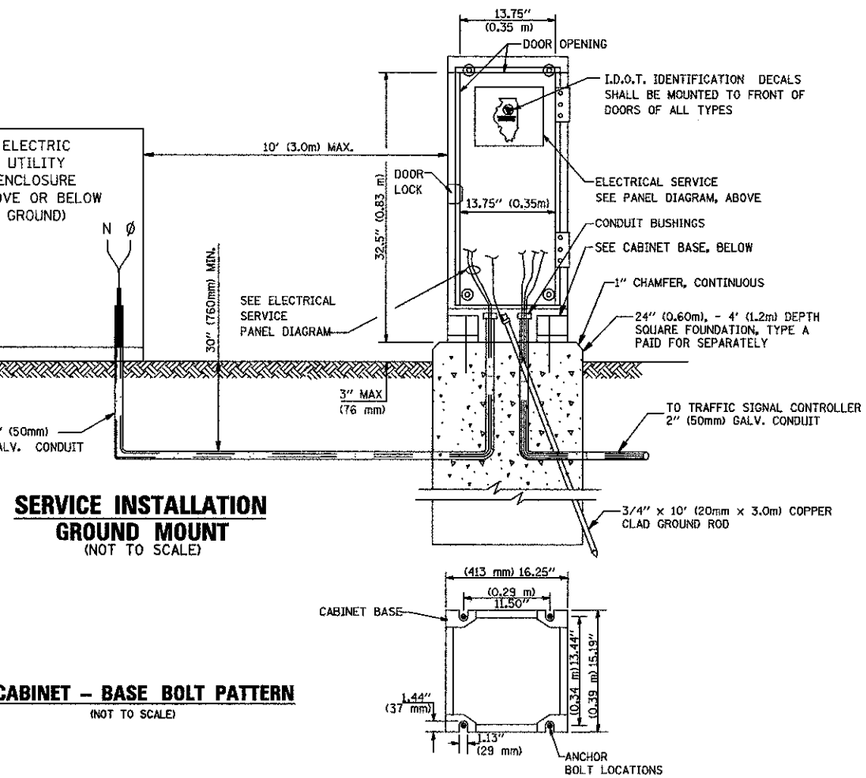
FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	75
	TS-05	CONTRACT #:	63748	
		ILLINOIS FED. AID PROJECT		



NOTES:

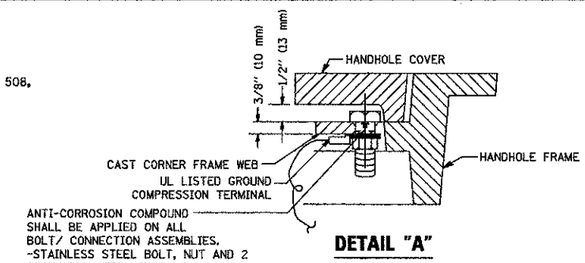
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

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

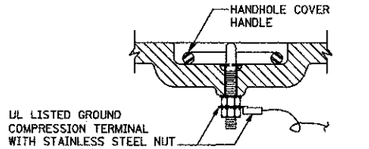


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN
(NOT TO SCALE)



DETAIL "A"

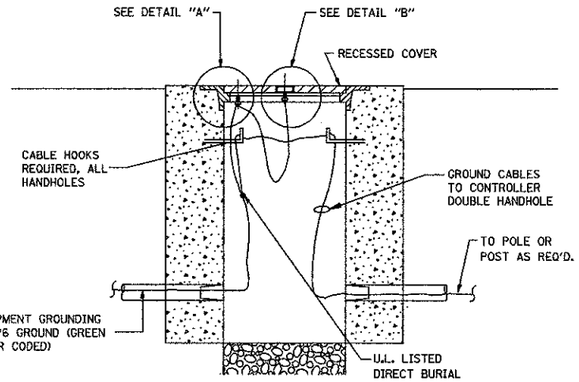


DETAIL "B"

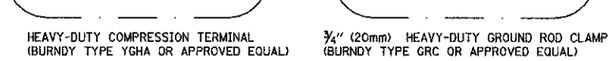
NOTES:

GROUNDING SYSTEM

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

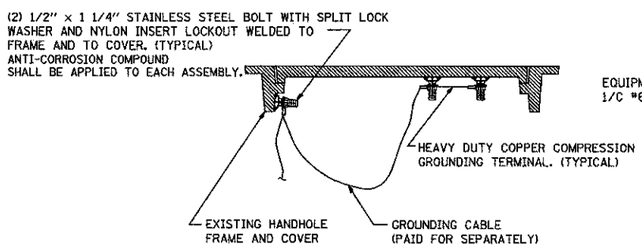


HANDHOLE COVER & FRAME – GROUNDING DETAIL
(NOT TO SCALE)

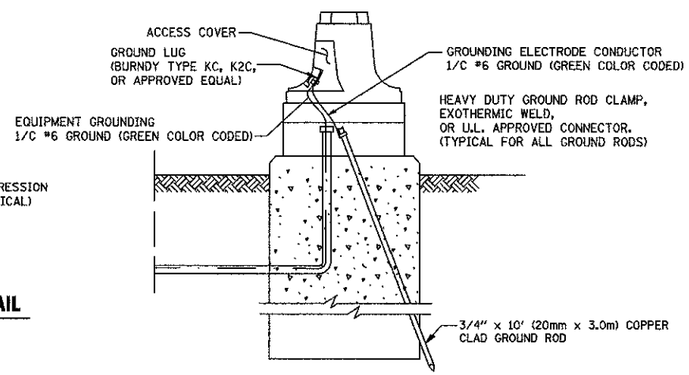


NOTES:

- 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.



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



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

GHA #4185.805

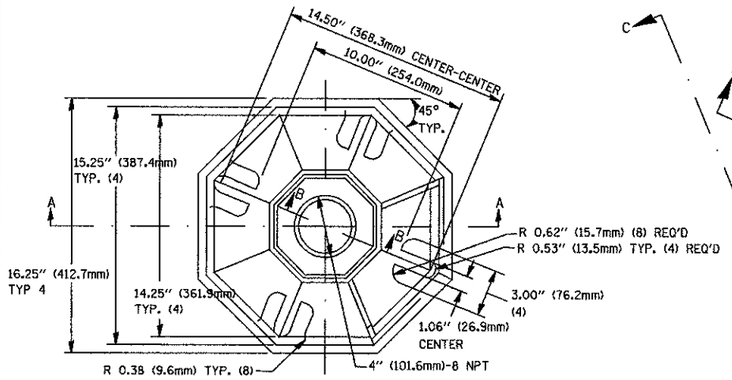
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

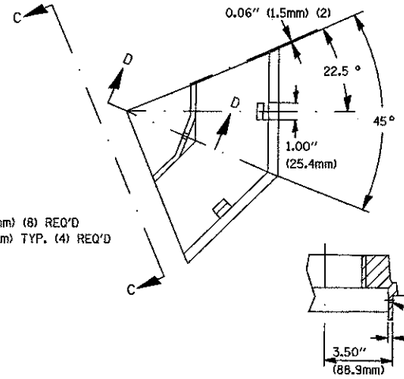
DISTRICT ONE (SHEET 3 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

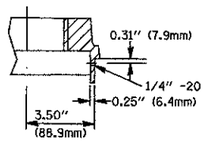
SCALE: NONE | SHEET NO. T21 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	76
	TS-05	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

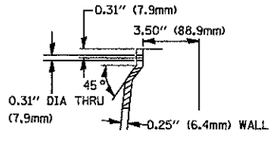


TOP VIEW

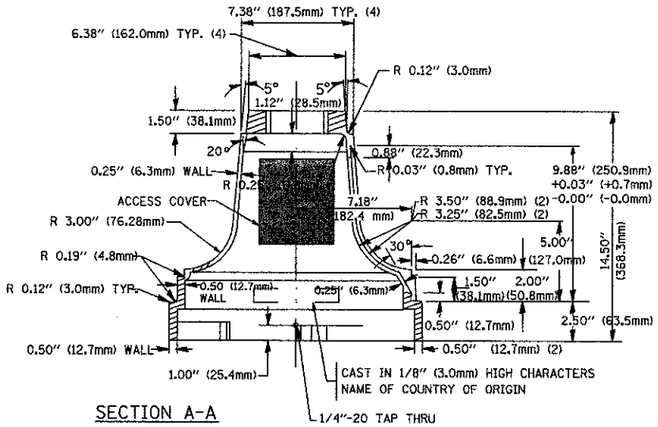




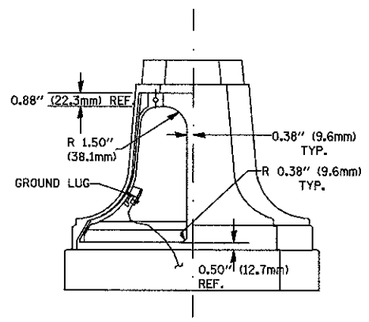
SECTION B-B



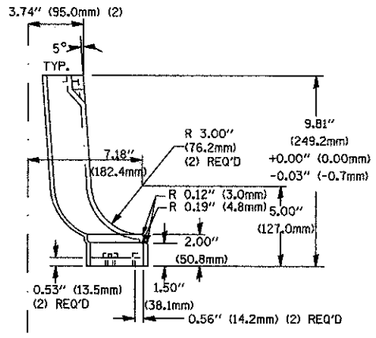
SECTION D-D



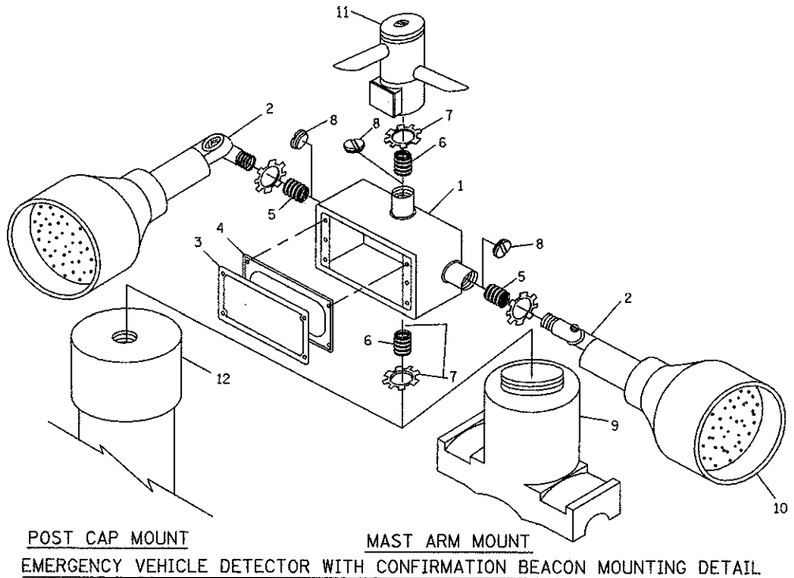
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



POST CAP MOUNT

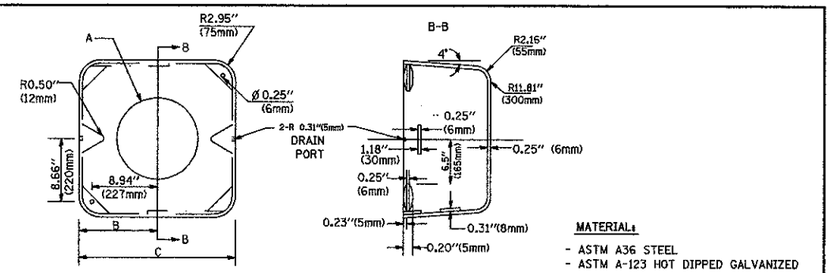
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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



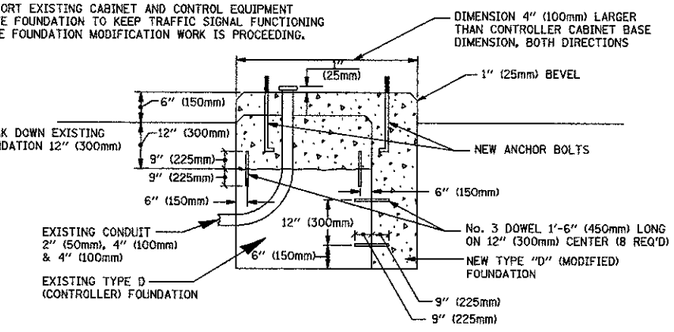
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

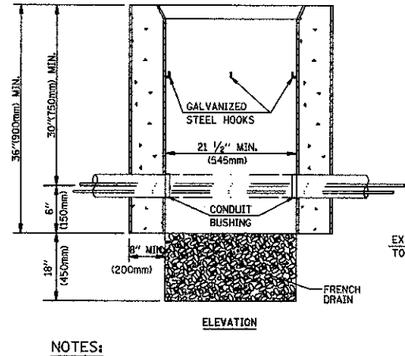
NOTES:

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

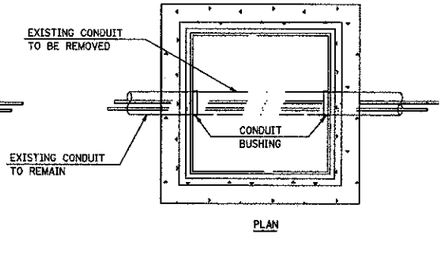
NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



ELEVATION



PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

GHA #4185.805

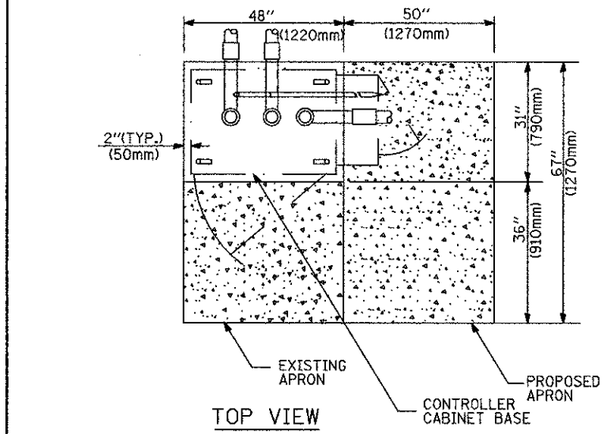
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

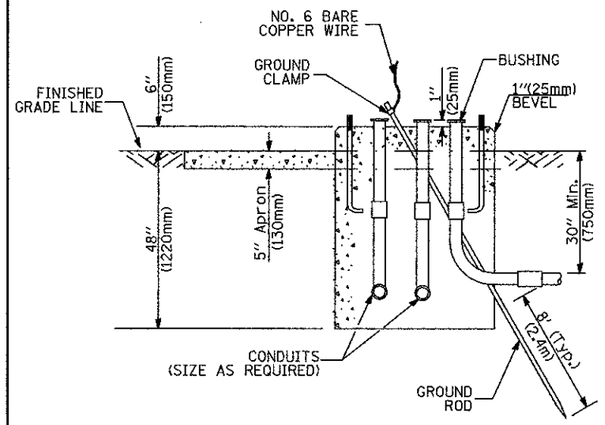
DISTRICT ONE (SHEET 4 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. T22 OF T24SHEETS | STA. | TO STA.

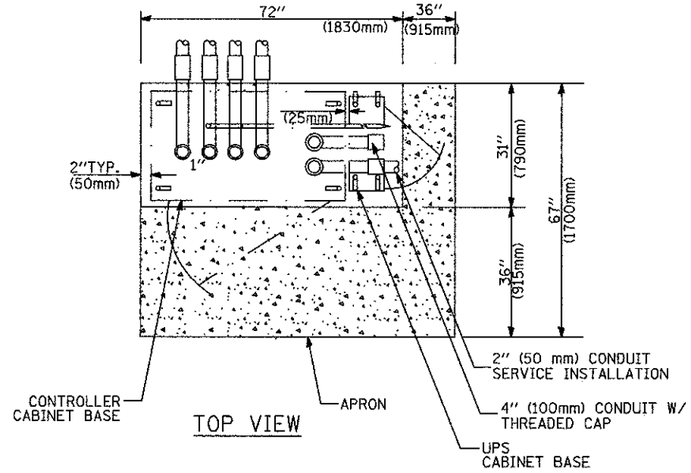
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	77
	TS-05	CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			



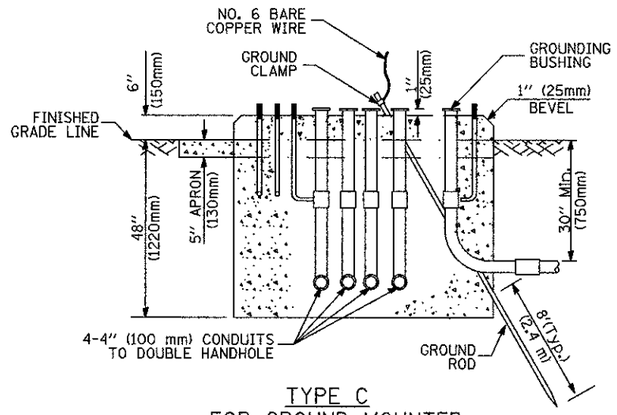
TOP VIEW



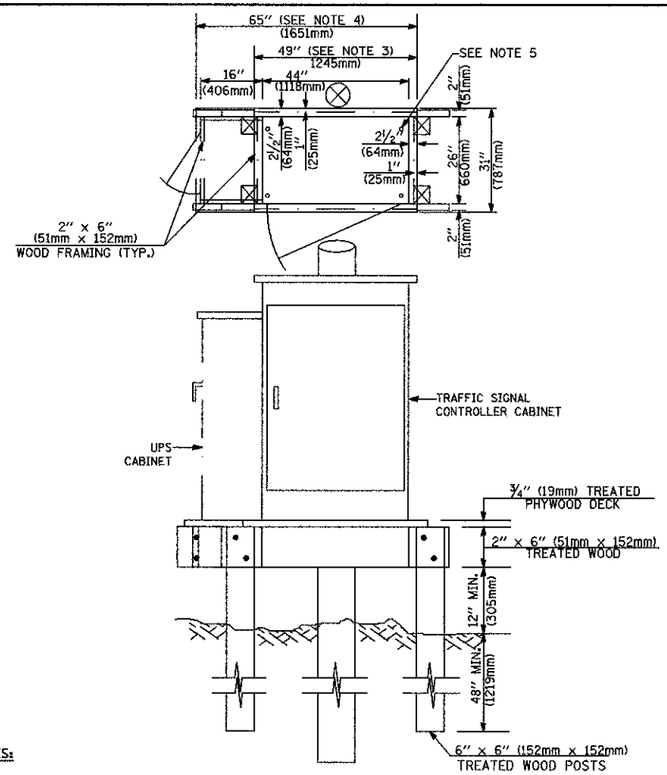
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

GHA #4185.805

FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE (SHEET 5 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. T23 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	78
	TS-05	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

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

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLE	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
RELOCATE ITEM	RL		
ABANDON ITEM	A		
12" (300mm) TRAFFIC SIGNAL SECTION		R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	
SIGNAL FACE		R Y G Y G	R Y G Y G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G Y G "P"	R Y G Y G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW UW	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER	R ERR	ERR	RR
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED		5	5
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		1	1

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

RAILROAD SYMBOLS

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

GHA #4185.805

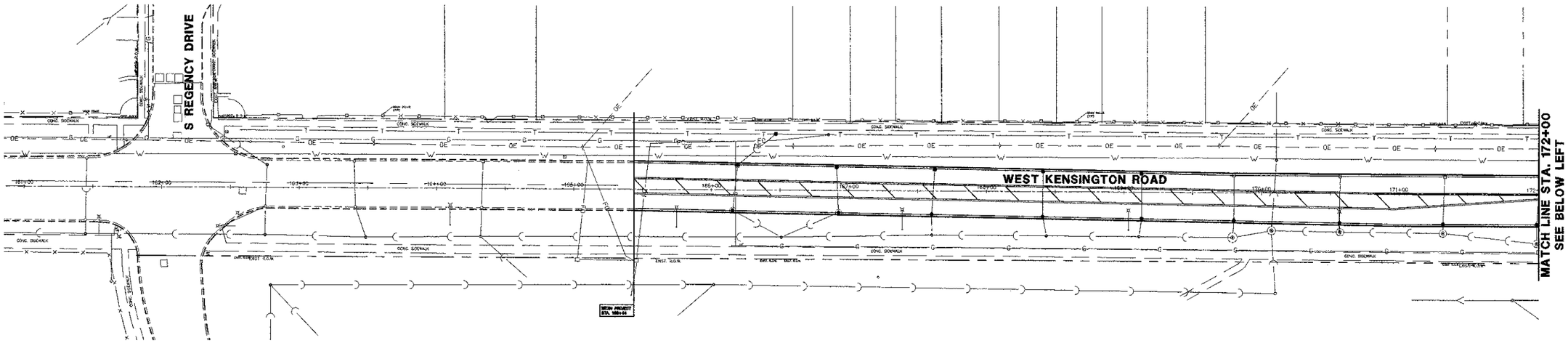
FILE NAME = 4185.805-TR1.dwg	USER NAME = GHA	DESIGNED - DAD/BCK	REVISED -
		DRAWN - BCK	REVISED -
	PLOT SCALE = 1" = .0833'	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE (SHEET 6 OF 6)
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. T24 OF T24 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	79
	TS-05	CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



N

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1 inch = 40 ft.

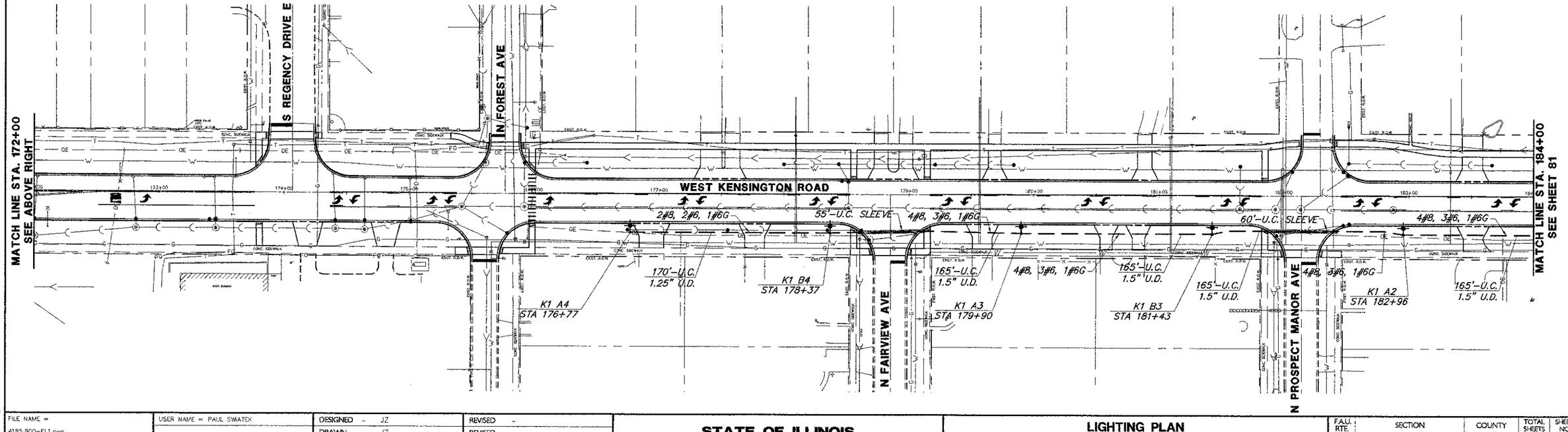
POLE PLACEMENT KENSINGTON RD		
STATION	POLE LABEL	SETBACK
176+77	K1 A4	7.0'
178+37	K1 B4	7.0'
179+90	K1 A3	7.0'
181+43	K1 B3	7.0'
182+96	K1 A2	7.0'

NOTES:
1. SETBACK IS MEASURED FROM THE FACE OF CURB TO CENTER OF POLE (TYPICAL).

SP	QUANTITY	UNIT	DESCRIPTION
1.	150	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
2.	170	FOOT	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.
3.	660	FOOT	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA.
4.	3135	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8
5.	3300	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6
6.	5	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT
* 7.	5	EACH	LIGHT POLE, SPECIAL
* 8.	45	FOOT	LIGHT POLE FOUNDATION, 24" DIAMETER, SPECIAL

LEGEND

- PROPOSED STREET LIGHT WITH GFCI, 250W HPS LUMINAIRE WITH HOUSE SIDE SHIELD, 30 FT M.H., 10 FT DAVIT ARM
- P1 A1 / STA 2+50 — P1 – DENOTES LIGHTING CONTROLLER; A1 – DENOTES LUMINAIRE NUMBER ON GIVEN CIRCUIT; STA # – DENOTES STATIONING LOCATION
- PHASE, NEUTRAL, & GROUND, 600V, XLP TYPE–USE IN UNIT DUCT (U.D.) CONDUIT (OR AS SHOWN)
- 2.5" RIGID GALVANIZED STEEL CONDUIT SLEEVE FOR ALL STREET AND ALLEY CROSSINGS (OR SIZE AS SHOWN)
- PROPOSED CONTROLLER CABINET
- PROPOSED ELECTRIC SERVICE INSTALLATION



GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive • Vernon Hills, IL. 60061

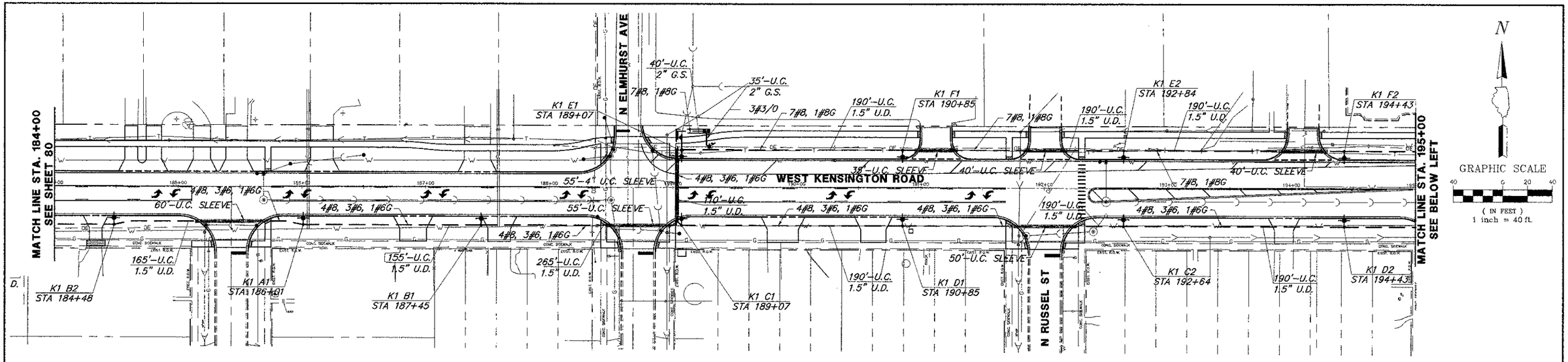
FILE NAME = 4185.BC0-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. L1 OF L8 SHEETS | STA. 161+00 TO STA. 184+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	80
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



POLE PLACEMENT KENSINGTON RD		
STATION	POLE LABEL	SETBACK
184+48	K1 B2	7.0'
186+01	K1 A1	7.0'
187+45	K1 B1	7.0'
189+07	K1 C1	7.0'
190+85	K1 D1	7.0'
192+64	K1 C2	7.0'
194+43	K1 D2	7.0'
196+21	K1 C3	7.0'
198+00	K1 D3	7.0'

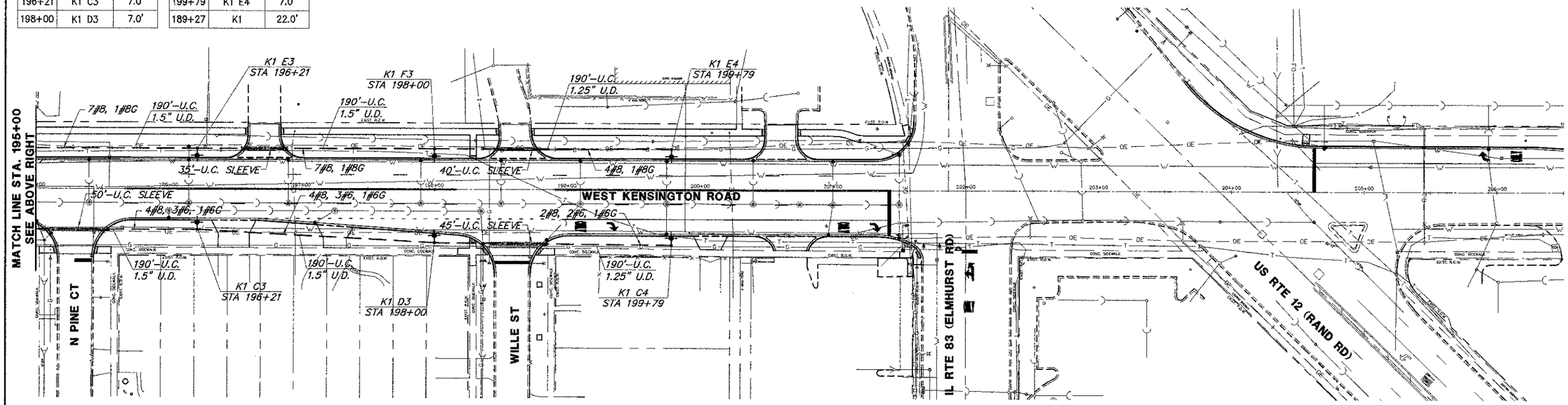
POLE PLACEMENT KENSINGTON RD		
STATION	POLE LABEL	SETBACK
199+79	K1 C4	7.0'
189+07	K1 E1	7.0'
190+85	K1 F1	7.0'
192+64	K1 E2	7.0'
194+43	K1 F2	7.0'
196+21	K1 E3	7.0'
198+00	K1 F3	7.0'
199+79	K1 E4	7.0'
189+27	K1	22.0'

NOTES:
1. SETBACK IS MEASURED FROM THE FACE OF CURB TO CENTER OF POLE (TYPICAL).
2. LIGHT POLES C1, D1, C2, D2, AND C3 MAY REQUIRE AN OFFSET FOUNDATION. THE PAY ITEM FOR AN OFFSET FOUNDATION HAS BEEN INCLUDED IN THIS CONTRACT, BUT THE FINAL DECISION TO INSTALL AN OFFSET FOUNDATION SHALL BE MADE BY THE ENGINEER.

SP	QUANTITY	UNIT	DESCRIPTION
1.	1	EACH	ELECTRIC SERVICE INSTALLATION
* 2.	1	L SUM	ELECTRIC UTILITY SERVICE CONNECTION
3.	75	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
4.	450	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
5.	55	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
6.	380	FOOT	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/4" DIA.
7.	2595	FOOT	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 1 1/2" DIA.
8.	16525	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8
9.	7550	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6
10.	40	FOOT	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 3/0
11.	17	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT
12.	4	FOOT	CONCRETE FOUNDATION, TYPE D
* 13.	1	EACH	LIGHTING CONTROLLER, SPECIAL
* 14.	17	EACH	LIGHT POLE, SPECIAL
* 15.	108	FOOT	LIGHT POLE FOUNDATION, 24" DIAMETER, SPECIAL
* 16.	60	FOOT	LIGHT POLE FOUNDATION, 24" DIAMETER, OFFSET

LEGEND

- PROPOSED STREET LIGHT WITH GFCI, 250W HPS LUMINAIRE WITH HOUSE SIDE SHIELD, 30 FT M.H., 10 FT DAVIT ARM
- P1 A1 / STA 2+50 — P1 – DENOTES LIGHTING CONTROLLER; A1 – DENOTES LUMINAIRE NUMBER ON GIVEN CIRCUIT; STA # – DENOTES STATIONING LOCATION
- PHASE, NEUTRAL, & GROUND, 600V, XLP TYPE–USE IN UNIT DUCT (U.D.) CONDUIT (OR AS SHOWN)
- 2.5" RIGID GALVANIZED STEEL CONDUIT SLEEVE FOR ALL STREET AND ALLEY CROSSINGS (OR SIZE AS SHOWN)
- PROPOSED CONTROLLER CABINET
- "P" PROPOSED ELECTRIC SERVICE INSTALLATION



GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive • Vernon Hills, IL 60061

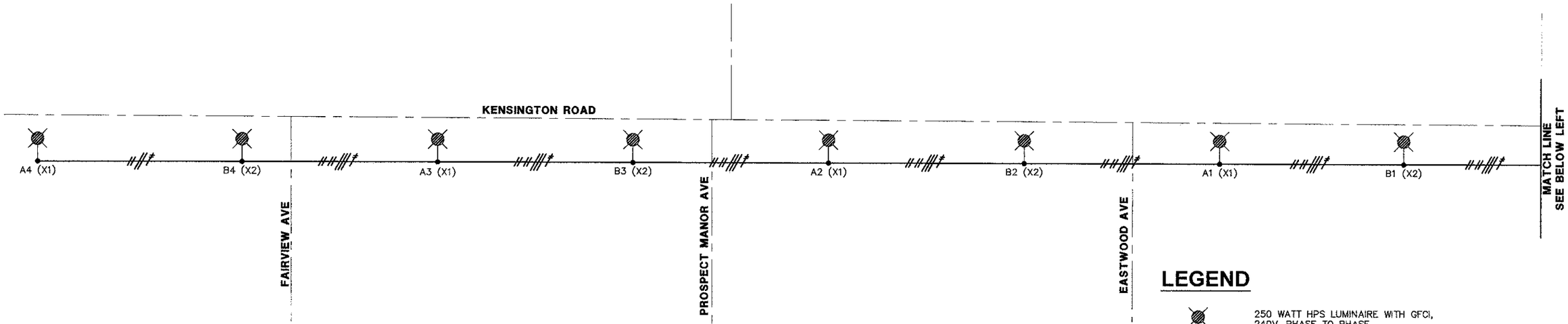
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=40' | SHEET NO. L2 OF L8 SHEETS | STA. 184+00 TO STA. 206+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	81
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



NOTES:
1. THE LIGHT POLE MOUNTED PHOTOCELL WIRING (3-1/C #12 AWG, 600V, XLP-RHW) SHALL BE RAN IN THE SAME CONDUIT AS THE CIRCUIT CONDUCTORS.

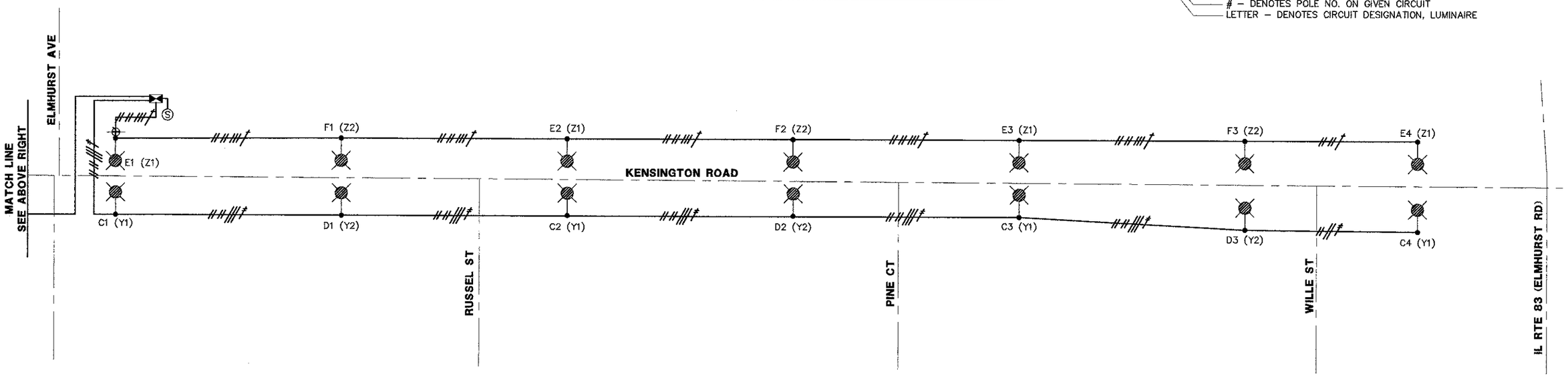
LOAD TABULATION AND VOLTAGE DROP
FOR LIGHTING CONTROLLER "K1"

CABLE COLOR	CIRCUIT	WATTS	AMPS	VOLTAGE DROP	CABLE SIZE
RED – RED	A	1250	5.2 @ 240v	3.1% (A1)	#8 AWG
BLACK – BLACK	B	1250	5.2 @ 240v	2.5% (B1)	#8 AWG
RED – RED	C	1250	5.2 @ 240v	2.3% (C4)	#8 AWG
BLACK – BLACK	D	938	3.9 @ 240v	1.7% (D3)	#8 AWG
RED – RED	E	1250	5.2 @ 240v	2.1% (E4)	#8 AWG
BLACK – BLACK	F	938	3.9 @ 240v	1.5% (F3)	#8 AWG
BLUE	X1	720	6 @ 120v	4.5% (A1)	#6 AWG
ORANGE	X2	720	6 @ 120v	3.7% (B1)	#6 AWG
BLUE	Y1	720	6 @ 120v	3.3% (C4)	#6 AWG
ORANGE	Y2	540	4.5 @ 120v	2.5% (D3)	#6 AWG
BLUE	Z1	720	6 @ 120v	4.8% (E4)	#8 AWG
ORANGE	Z2	540	4.5 @ 120v	3.6% (F3)	#8 AWG
	TOTAL	10836	61.7		

N

LEGEND

- 250 WATT HPS LUMINAIRE WITH GFCI, 240V, PHASE TO PHASE, 30' M.H. – 10' DAVIT ARM
- PHOTOCELL MOUNTED ON LIGHT POLE
- 4–1/C #8 AWG & 1/C #8 AWG GROUND, 600V. (TYPE XLP–RHW)
- 7–1/C #8 AWG & 1/C #8 AWG GROUND, 600V. (TYPE XLP–RHW)
- 2–1/C #8 AWG, 2–1/C #6 AWG, & 1/C #6 AWG GROUND, 600V. (TYPE
- 4–1/C #8 AWG, 3–1/C #6 AWG, & 1/C #6 AWG GROUND, 600V. (TYPE
- PROPOSED LIGHTING CONTROLLER
- (S) PROPOSED 200A/2P, 240/120 VOLT, SINGLE PHASE COMED SERVICE. 3–1/C #3/0 IN 2" RIGID GALVANIZED STEEL.
- A# (Z#) POLE LABEL
  - (Z#) – DENOTES RECEPTACLE CIRCUIT
  - # – DENOTES POLE NO. ON GIVEN CIRCUIT
  - LETTER – DENOTES CIRCUIT DESIGNATION, LUMINAIRE



GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive • Vernon Hills, IL 60061

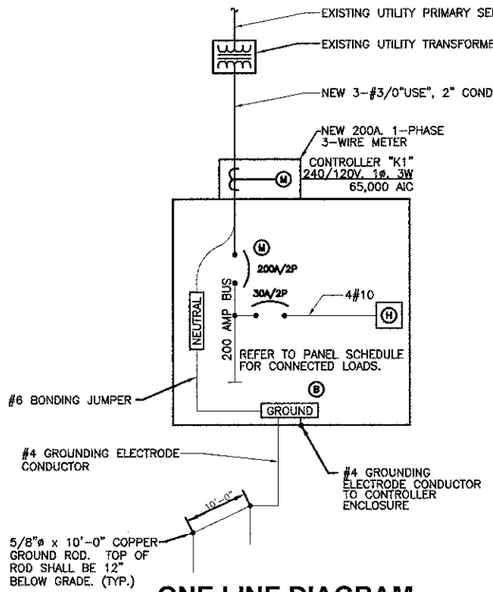
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
KENSINGTON ROAD IMPROVEMENTS

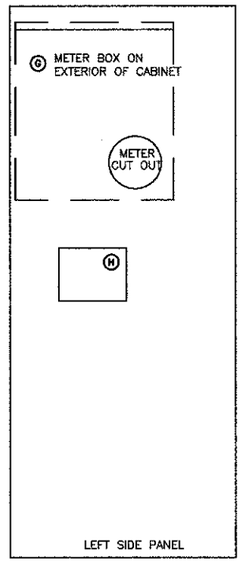
SCALE: NTS | SHEET NO. L3 OF L8 SHEETS | STA. | TO STA.

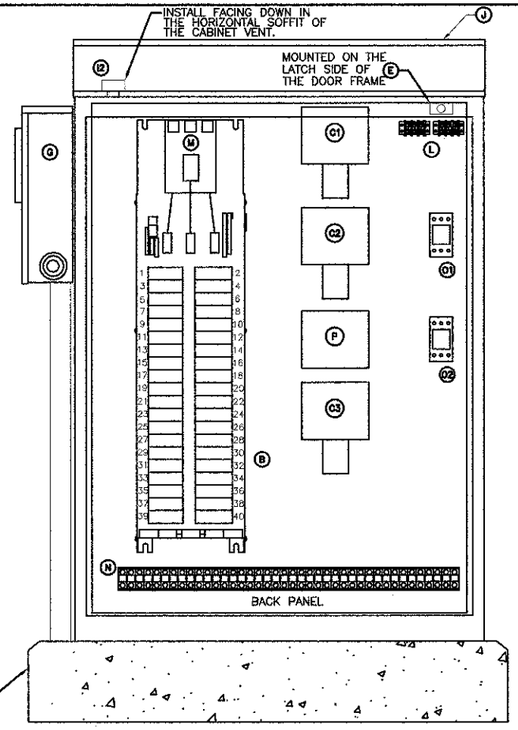
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	82
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		



1 ONE LINE DIAGRAM CONTROLLER "K1"

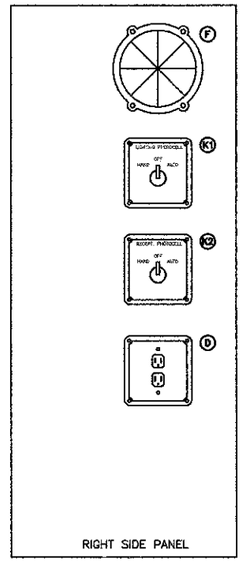
NO SCALE

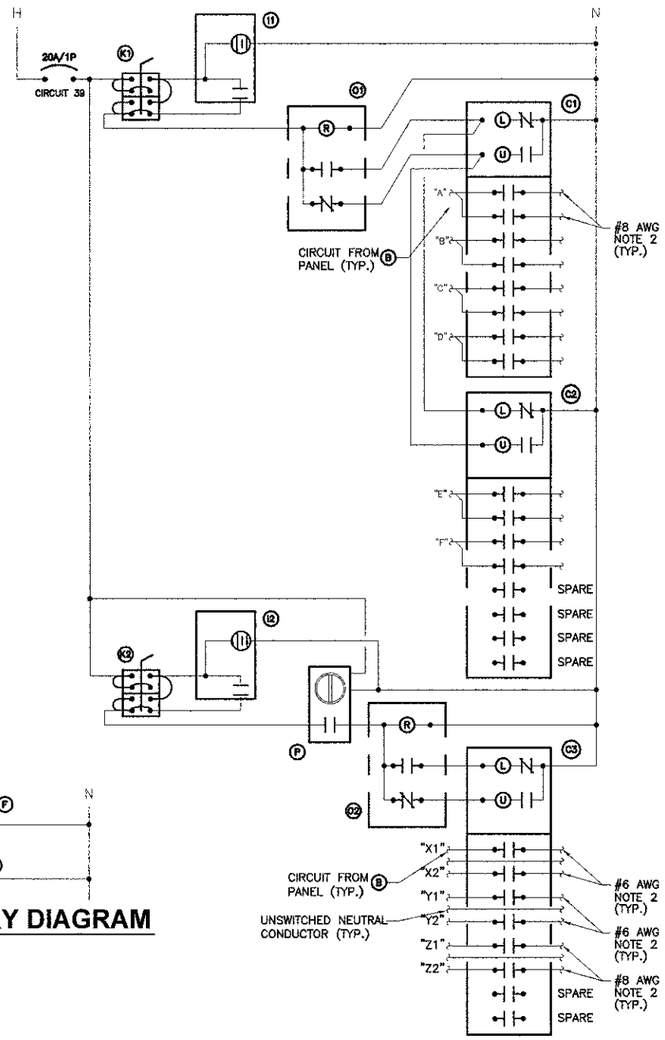




2 LIGHTING CONTROL CABINET

NO SCALE
U.L. LISTED
IDOT APPROVED





3 CABINET ELEMENTARY DIAGRAM

NO SCALE

4 LIGHTING CONTROL ELEMENTARY DIAGRAM

NO SCALE

NOTES:
1. ALL CABINET INTERIOR WIRING SHALL BE STRANDED COPPER #12 AWG THWN UNLESS NOTED OTHERWISE.
2. ROUTE TO STREET LIGHTING LUMINAIRES VIA TERMINAL BLOCK. (N)

Ⓑ PANEL NAME: CONTROLLER "K1" — CONNECTED 9.4 KVA

TYPE: BOLT-ON
MOUNTING: SURFACE - INTERIOR ONLY
FED FROM: UTILITY
AIC RATING: 65,000
SOLID NEUTRAL
GROUND BUS
MAIN: 200A MCB
VOLTS: 240/120
PHASE: 1
WIRE: 3

CKT NO.	LOAD DESCRIPTION	WIRE SIZE	LOAD KVA	BREAKER AMP	BREAKER P	LOAD KVA	WIRE SIZE	LOAD DESCRIPTION	CKT NO.
1	"A" POLE LIGHTING	*S	1.3	20 : 2	20 : 1	0.7	*S	"X1" 4 RECEPT.	2
3		---	---	---	---	0.7	*S	"X2" 4 RECEPT.	4
5	"B" POLE LIGHTING	*S	1.3	20 : 2	20 : 1	0.7	*S	"Y1" 4 RECEPT.	6
7		---	---	---	---	0.5	*S	"Y2" 3 RECEPT.	8
9	"C" POLE LIGHTING	*S	1.3	30 : 2	20 : 1	0.7	*S	"Z1" 4 RECEPT.	10
11		---	---	---	---	0.5	*S	"Z2" 3 RECEPT.	12
13	"D" POLE LIGHTING	*S	0.9	30 : 2	20 : 1			SPARE	14
15		---	---	---	---			SPARE	16
17	"E" POLE LIGHTING	*S	1.3	30 : 2	20 : 1			SPARE	18
19		---	---	---	---			SPARE	20
21	"F" POLE LIGHTING	*S	0.9	30 : 2				SPACE	22
23		---	---	---	---			SPACE	24
25	SPARE			30 : 2				SPACE	26
27	SPARE	---	---	---	---			SPACE	28
29	SPARE			30 : 2				SPACE	30
31	SPARE	---	---	---	---			SPACE	32
33	SURGE ARRESTOR	*O	0.1	30 : 2				SPACE	34
35		---	---	---	---			SPACE	36
37	LGT, RECEPT. IN CABINET	12	0.3	20 : 1				SPACE	38
39	LGT CONTROL	12	0.1	20 : 1				SPACE	40

NOTES: *S = REFER TO WIRING DIAGRAM FOR WIRE SIZE. *O = REFER TO ONE LINE DIAGRAM ON THIS SHEET FOR WIRE SIZE.

ONE-LINE DIAGRAM NOTES

1. AIC RATINGS LISTED FOR EQUIPMENT ARE MINIMUM REQUIREMENTS FOR BUS BRACING AND DEVICE RATING. ALL EQUIPMENT SHALL BE FULLY RATED UNLESS SPECIFICALLY NOTED AS SERIES RATED.
2. ALL FUSES FROM 0 AMPERE TO 200 AMPERE SHALL BE DUAL ELEMENT, CLASS RK-5 UNLESS NOTED OTHERWISE.

BILL OF MATERIALS FOR LIGHTING CONTROLLER "K1"

ITEM (#)	QUANTITY	DESCRIPTION
B	1	BRANCH CIRCUIT PANEL INTERIOR WITH DEAD FRONT TRIM, 200A COPPER BUS, 240/120 VOLT, MOLDED CASE THERMAL MAGNETIC CIRCUIT BREAKERS, BOLT ON TYPE, AIC RATING OF 65,000 AMPS AT 240 VOLTS.
C1 C2 C3	3	MECHANICAL CONTACTOR, 8 POLE, 30 AMP, 120V COIL WITH NEMA-1 ENCLOSURE. PROVIDE WITH TWO-WIRE CONTROL FOR PHOTOCELL INTERFACE.
D	1	GFI RECEPTACLE 120V, 20A, SPECIFICATION. GRADE, NEMA 5-20R IN WEATHER-PROOF BOX WITH WEATHERPROOF COVER.
E	1	20A SPDT MICRO SWITCH (MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR OPENED), 120 VOLT.
F	1	80 WATT LIGHT FIXTURE, VAPOR TIGHT WITH GLOBE, GUARD, AND MOUNTING BOX. LAMP PROVIDED WITH FIXTURE.
G	1	WEATHERPROOF METER FITTING, 1 PHASE, 3 WIRE, 200 AMP.
H	1	SURGE ARRESTOR, 100KA RATED, 120/240V, 1ø, 3W SERVICE.
I1 I2	2	PHOTOCELL, 120V, 1500 VA RATED, SINGLE POLE, SINGLE POLE CONTACT, WEATHERPROOF AND CORROSION PROOF ENCLOSURE, U.L. LISTED. RECEPT. PHOTOCELL MOUNTED ON CABINET (TORK 3000). LIGHTING PHOTOCELL LIGHT POLE MOUNTED (REFER TO WIRING DIAGRAM FOR LOCATION)(TORK 2007A).
J	1	CABINET ENCLOSURE PAD MOUNTED, ALUMINUM, N.E.M.A. 3R CONSTRUCTION, FACTORY PAINTED BLACK, WITH KEY LOCKING DOOR. KEY CYLINDER SHALL MATCH EXISTING VILLAGE LIGHTING CONTROLLER LOCKS (CORBIN). 30"W. 48"H. 18"D.
K1 K2	2	HAND-OFF-AUTO SELECTOR SWITCH, 600V RATED, IN GRADE MOUNTED CAST ALUMINUM ENCLOSURE.
L	2	COPPER LOAD TERMINAL BLOCK TO PHOTOCELLS.
M	1	MAIN CIRCUIT BREAKER, MOLDED CASE THERMAL MAGNETIC, SERVICE ENTRANCE DUTY RATED 240 VOLT, 200 AMP, 2 POLE, AIC RATING OF 65,000 AMPS AT 240 VOLTS. INTEGRAL TO BRANCH PANEL.
N	1	COPPER LOAD TERMINAL BLOCK FOR AWG#6 AND AWG#12
O1 O2	2	FORM TYPE C RELAY. ELECTRICALLY HELD, ONE NORMALLY OPEN (N.O.) AND ONE NORMALLY CLOSED (N.C.) CONTACTS, 600V CONTINUOUS DUTY COIL, 30 AMP CONTACT RATING.
P	1	TIME CLOCK CONTROL. 4 POSITION, 7 DAY TIME SWITCH, WITH RESERVE POWER, 40 AMP, 120V. (TORK W400AL)

CONTROLLER NOTES:

1. THE CONTROL CABINET SHALL BE U.L. LISTED UNDER U.L. 508A.
2. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
3. THE METER FITTING AND EXPOSED SERVICE CONDUIT SHALL BE PAINTED BLACK TO MATCH THE CONTROLLER CABINET.
4. THE ENCLOSURE SHALL BE VENTED. ONE INCH SCREENED VENT HOLES WILL BE PROVIDED IN THE OVER HANG.
5. THE CABINET SHALL BE PROVIDED WITH A 5" X 8" STAINLESS STEEL NAMEPLATE, ENGRAVED WITH 1" LETTERING TO READ "VILLAGE OF MOUNT PROSPECT STREET LIGHTING."
6. THE FESTOON RECEPTACLES SHALL OPERATE BY PHOTOCELL/TIME CLOCK CONTROLLED CONTACTORS. THE PHOTOCELL AND TIME CLOCK OPERATE IN SERIES. TIME CLOCK SHALL BE SET TO TURN ON DAILY FROM 5AM TO 1AM; THE CIRCUITS WILL TURN ON FROM SUNSET TO 1AM AND ALSO FROM 5AM TO SUNRISE.
7. THE DOORS SHALL BE GASKETED PER SPECIFICATIONS. THE DOOR HANDLE SHALL BE ½" STAINLESS STEEL WITH KEY LOCK (CORBIN), AND HAVE A PROVISION FOR PADLOCKING
8. THE MOUNTING PANEL SHALL BE ½ INCH ARBORON MATERIAL. EXPOSED BUS BARS SHALL BE INSULATED.
9. CONNECTOR SCREWS SHALL BE PAINTED WHITE FOR THE NEUTRAL BUS AND GREEN FOR THE GROUNDING BUS.
10. ALL WIRES TO BE WITHOUT SPLICES.
11. ALL MULTIPLE CONNECTIONS TO A SINGLE SOURCE WILL BE ACCOMPLISHED BY USE OF SPLICE BLOCKS OR MULTI CONNECTION LUGS.
12. ALL LUGS SHALL BE OF COPPER SCREWS AND CONNECTORS, SPRING HELD.
13. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
14. ALL DEVICES SHALL BE FRONT REMOVABLE.
15. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED USING THE FOLLOWING ABBREVIATIONS:
    R - RED Y - YELLOW
    B - BLACK W - WHITE
    BL - BLUE G - GREEN
16. ALL CONTROL CABINET ITEMS SHALL HAVE SUITABLE IDENTIFICATION. OPEN CIRCUIT BREAKERS, CONTACTORS AND OTHER OPEN DEVICES SHALL HAVE PERMANENT SELF STICKING TAGS. DEVICES IN ENCLOSURES SHALL HAVE ENGRAVED 2-COLOR LAMINATED PLASTIC NAMEPLATES ATTACHED TO ENCLOSURES WITH SCREWS. NAMEPLATES SHALL BE ENGRAVED TO CORRESPOND TO DESIGNATIONS ON THE DRAWINGS, AS INDICATED OR AS DIRECTED BY THE ENGINEER, BY MEANS OF BRADY MARKERS. ALL CONTROL WIRING SHALL BE STRANDED AND LABELED AT EACH END (NUMBER TO MATCH PROVIDED CONTROLLER SCHEMATIC DIAGRAM).
17. A COPY OF THE CONTROLLER SCHEMATIC DIAGRAM SHALL BE PROVIDED INSIDE OF THE CONTROLLER, IDENTIFYING ALL DEVICES AND CONTROL WIRING.
18. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.
19. SEALING GROMMETS SHALL BE PROVIDED FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL.
20. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive * Vernon Hills, IL. 60061

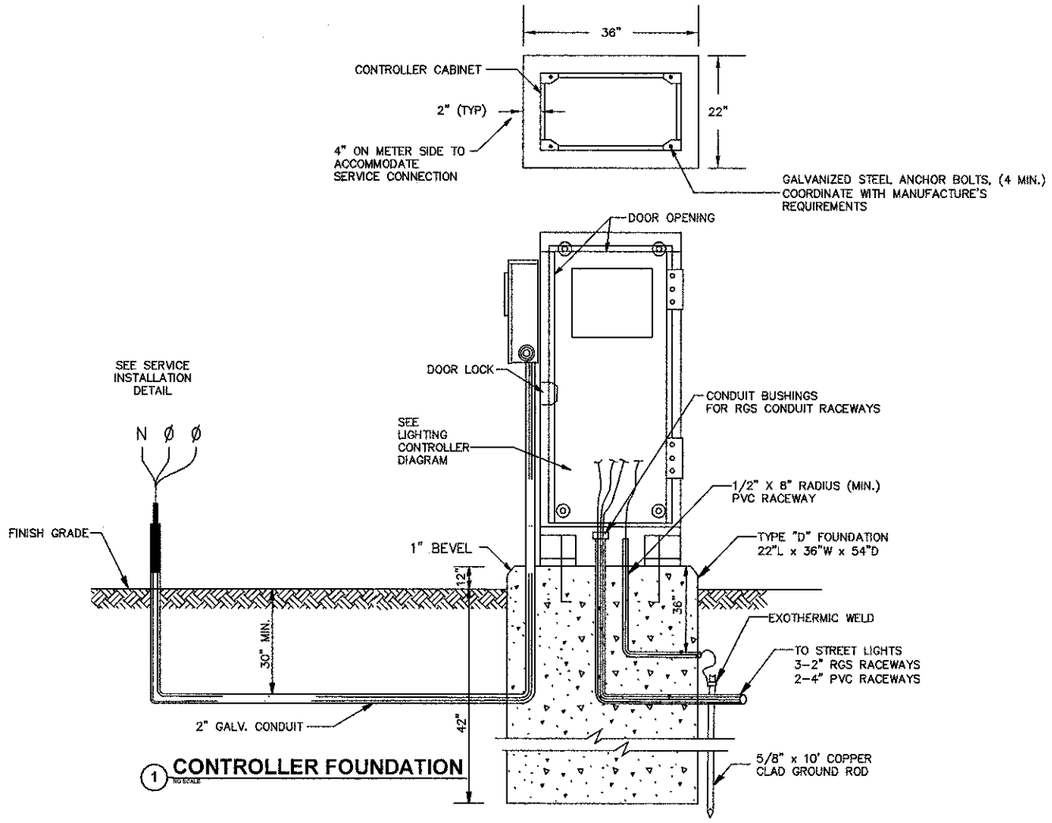
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

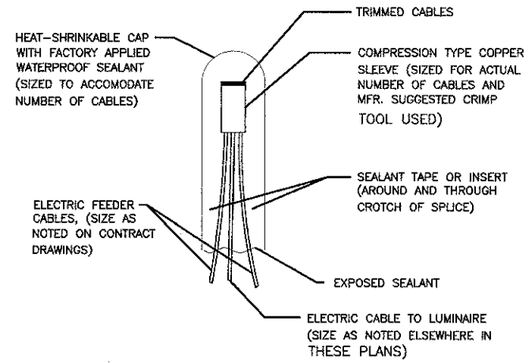
LIGHTING CONTROLLER
KENSINGTON ROAD IMPROVEMENTS

SCALE: NTS | SHEET NO. L4 OF L8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	83
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

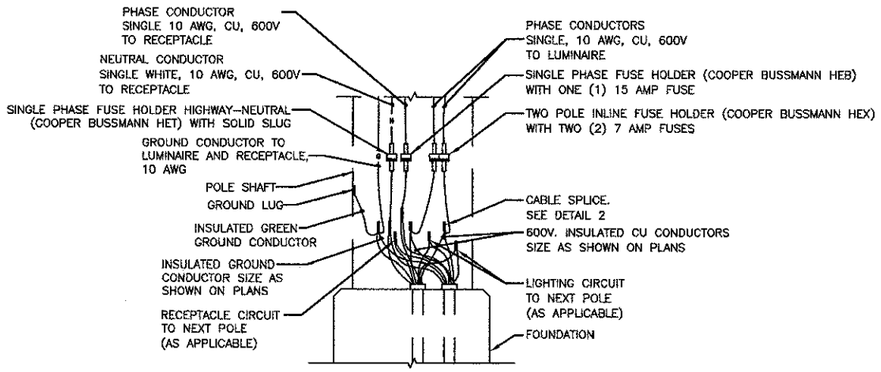


1 CONTROLLER FOUNDATION
NO SCALE



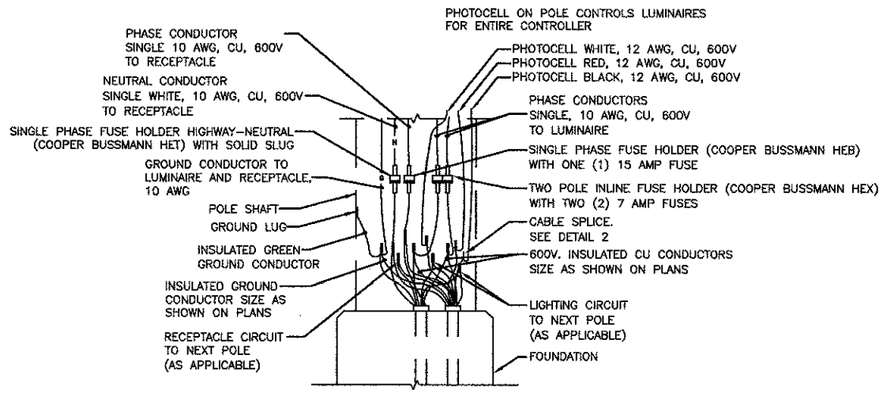
SPLICING ELECTRIC CABLES
2 BASIC MATERIALS AND METHODS
NO SCALE

NOTES:
1. THE NUMBER OF CABLES IN SPLICE MAY VARY



3 POLE BASE WIRING DIAGRAM
NO SCALE

NOTES:
1. REFER TO LOAD TABLE FOR PHASE CONDUCTOR CABLE COLOR
2. ALL FUSE HOLDERS SHALL INCLUDE BOOTS (COOPER BUSSMANN)



4 POLE BASE WIRING DIAGRAM WITH PHOTOCELL
NO SCALE

NOTES:
1. REFER TO LOAD TABLE FOR PHASE CONDUCTOR CABLE COLOR
2. ALL FUSE HOLDERS SHALL INCLUDE BOOTS (COOPER BUSSMANN)

GENERAL LIGHTING NOTES:

1. THE OWNER OF THE PROPOSED LIGHTING SYSTEM SHALL BE THE VILLAGE OF MOUNT PROSPECT.
2. ALL WORK SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE, THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND ANY APPLICABLE LOCAL CODES. IF DISCREPANCIES EXIST THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER TO DETERMINE THE PROPER COURSE OF ACTION.
3. THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE INSTALLATION OF ANY COMPONENT OF THE LIGHTING SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
4. CARE SHALL BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, DETECTORS, AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY, STATE, OR VILLAGE.
5. ALL PROPOSED LIGHT POLES SHALL SATISFY IDOT'S MINIMUM SETBACK REQUIREMENTS OF 3 FEET FOR FRANGIBLE POLES AND 7 FEET FOR NON-FRANGIBLE POLES, MEASURED FROM THE FACE OF CURB TO THE CENTER OF THE LIGHT POLE.
6. THE CONTRACTOR SHALL MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES AND CONTROLLERS FOR VERIFICATION AND APPROVAL BY THE ENGINEER, PRIOR TO STARTING WORK.
7. IF LIGHTS ARE POSITIONED NEAR OVERHEAD UTILITIES, THE CONTRACTOR SHALL CONTACT THE LOCAL UTILITY FOR LOCATION APPROVAL.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ESTABLISHMENT OF FINISHED GRADE. THE RESIDENT ENGINEER MAY ASSIST THE CONTRACTOR, AS APPLICABLE, BUT THE RESPONSIBILITY FOR COORDINATING THE FINISHED GRADE ELEVATION WITH THE TOP OF THE FOUNDATION HEIGHTS SHALL REMAIN WITH THE CONTRACTOR.
9. CONTRACTOR SHALL COORDINATE ALL SERVICE CONNECTIONS WITH THE LOCAL UTILITY COMPANY.
10. THE ELECTRICAL SUPPLY SHALL BE A PROPERLY GROUNDED AC SYSTEM.
11. ALL PROPOSED LIGHT FIXTURES SHALL BE EQUIPPED WITH HOUSE SIDE SHIELDS.
12. ALL FOUNDATIONS SHALL BE EQUIPPED WITH A GROUNDING ROD.
13. GROUNDING CONNECTIONS AT THE FOUNDATIONS SHALL BE EXOTHERMICALLY WELDED, AS SPECIFIED, AND SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING THE FOUNDATION.
14. THE EQUIPMENT GROUNDING CONDUCTOR (GREEN WIRE) SHALL BE INSULATED.
15. THE GROUNDING CONDUCTOR SHALL EXTEND CONTINUOUSLY WITH ALL CIRCUIT CONDUCTORS
16. THE GROUNDING CONDUCTOR SHALL BE SPLICED AND BONDED AT EACH POLE.
17. ALL CONDUCTORS AND EQUIPMENT SHALL HAVE PROPER OVERCURRENT PROTECTION. OVERCURRENT PROTECTION SHALL BE PROVIDED FOR EACH LUMINAIRE AND ITS ASSOCIATED BRANCH CIRCUIT THROUGH THE USE OF POLE BASE FUSING. ALL POLE BASE FUSES SHALL BE COPPER BUSSMANN, AS SPECIFIED, SIZED FOR ASSOCIATED LINE/LOAD TERMINAL CONNECTIONS.
18. UPON COMPLETION OF THE PERMANENT LIGHTING SYSTEM, THE CONTRACTOR SHALL REQUEST IN WRITING A PREFINAL INSPECTION. A MINIMUM OF THREE DAYS NOTICE SHALL BE GIVEN TO THE VILLAGE OF MOUNT PROSPECT. UPON COMPLETION OF INSPECTION AND APPROVAL OF WORK, THE VILLAGE SHALL TAKE MAINTENANCE OF THE LIGHTING SYSTEM.
19. THE PROPOSED LIGHTING SYSTEM SHALL BE TESTED ACCORDING TO ART. 801.13 OF THE STANDARD SPECIFICATIONS, PRIOR TO THE FINAL INSPECTION.
20. THE CABLE IDENTIFICATION LABELS SHALL BE WEATHER AND UV RESISTANT.
21. THE PROPOSED LIGHTING SYSTEM SHALL HAVE LABELS INSTALLED ACCORDING TO ARTICLE 1069.06.

GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive • Vernon Hills, IL 60061

FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
KENSINGTON ROAD IMPROVEMENTS

SCALE: NTS | SHEET NO. L5 OF L8 SHEETS | STA. | TO STA.

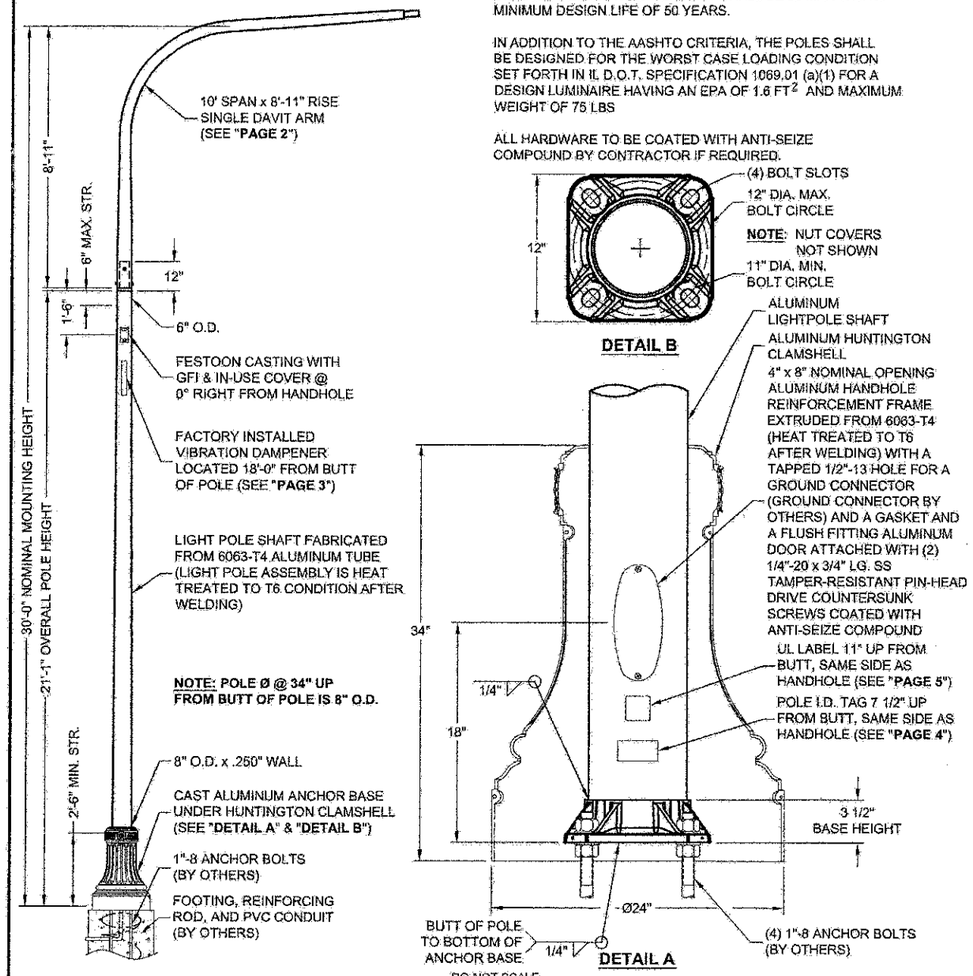
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	84
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

UNITS SHALL BE MANUFACTURED IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATION FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES,AND TRAFFIC SIGNALS. DESIGN WIND VELOCITY SHALL BE 90 MPH WITH A MINIMUM DESIGN LIFE OF 50 YEARS.

IN ADDITION TO THE AASHTO CRITERIA, THE POLES SHALL BE DESIGNED FOR THE WORST CASE LOADING CONDITION SET FORTH IN IL D.O.T. SPECIFICATION 1069.01 (a)(1) FOR A DESIGN LUMINAIRE HAVING AN EPA OF 1.6 FT^2 AND MAXIMUM WEIGHT OF 75 LBS

ALL HARDWARE TO BE COATED WITH ANTI-SEIZE COMPOUND BY CONTRACTOR IF REQUIRED.



DETAIL B

ALUMINUM LIGHTPOLE SHAFT

ALUMINUM HUNTINGTON CLAMSHELL

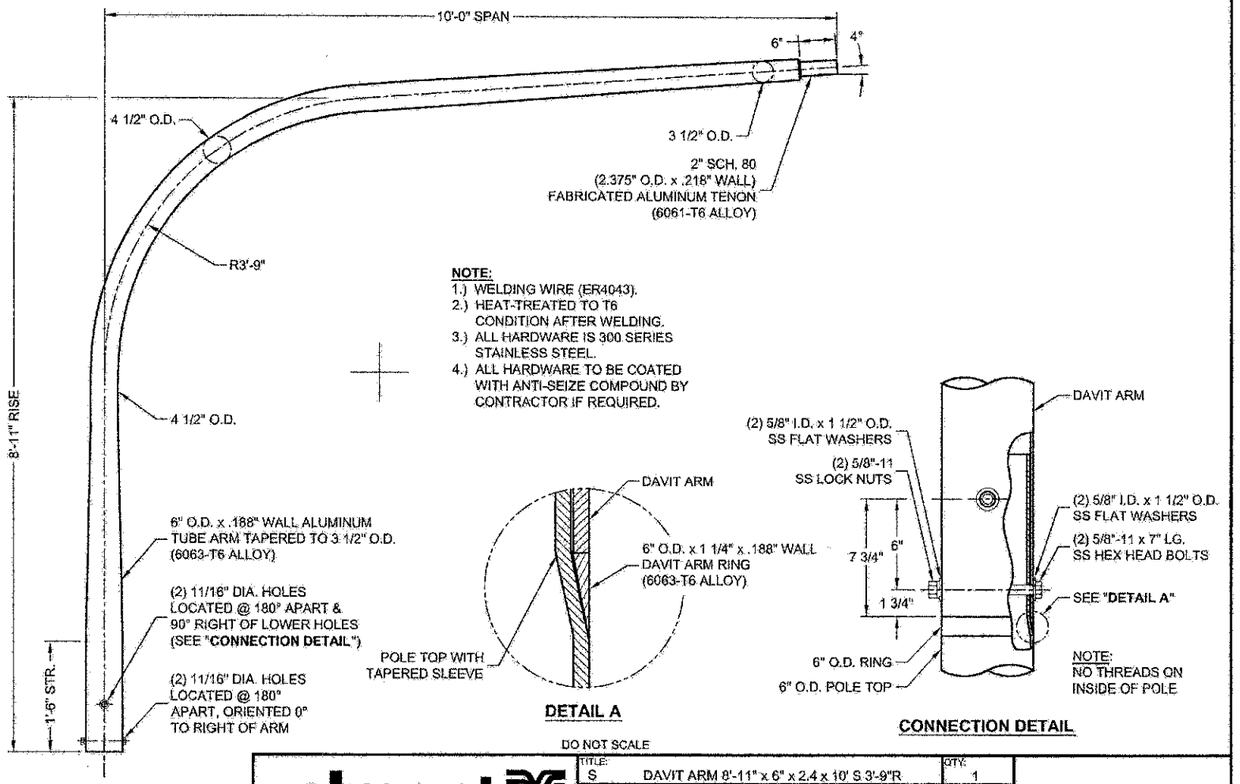
4" x 8" NOMINAL OPENING ALUMINUM HANDHOLE REINFORCEMENT FRAME EXTRUDED FROM 6063-T4 (HEAT TREATED TO T6 AFTER WELDING) WITH A TAPPED 1/2"-13 HOLE FOR A GROUND CONNECTOR (GROUND CONNECTOR BY OTHERS) AND A GASKET AND A FLUSH FITTING ALUMINUM DOOR ATTACHED WITH (2) 1/4"-20 x 3/4" LG. SS TAMPER-RESISTANT PIN-HEAD DRIVE COUNTERSUNK SCREWS COATED WITH ANTI-SEIZE COMPOUND

UL LABEL 11" UP FROM BUTT, SAME SIDE AS HANDHOLE (SEE "PAGE 5")

POLE I.D. TAG 7 1/2" UP FROM BUTT, SAME SIDE AS HANDHOLE (SEE "PAGE 4")

DO NOT SCALE

valmont	TITLE: S ANCHOR BASE LIGHT POLE		QTY: 1
Valmont Industries, Inc. Structures Division 20805 Eaton Ave Farmington, Minnesota 55024-7932 Phone: (651) 463-8990 (800) 899-7577 Fax: (651) 463-3349	MODEL NO.: MATERIAL: ALUMINUM ALLOY FINISH: POWDER PAINT - VALMONT BLACK DBL PROJECT: MT PROSPECT SOLD TO: ERM SHIP TO: P.O. NO: REP: LTG SOL OF IL		DWN BY: PTP CHK'D BY: APPR BY: CEN DATE: 10-09-12
LUMINAIRE POLE WITH RESPECT TO ELECTRICAL HAZARDS ONLY NOT FOR MECHANICAL STRENGTH OR WIND LOADING 30 UM – SUITABLE FOR WET LOCATIONS			DWG NO: DR6297
"CONFIDENTIAL" The information contained in this drawing is privileged and confidential, and may be protected from disclosure. Please be aware that any use or dissemination of this drawing may be subject to legal restriction or sanction.	REV DATE REVISION DESCRIPTION BY		PAGE: 1/5



DO NOT SCALE

valmont	TITLE: S DAVIT ARM 8'-11" x 6" x 2.4 x 10' S 3'-9"R		QTY: 1
Valmont Industries, Inc. Structures Division 20805 Eaton Ave Farmington, Minnesota 55024-7932 Phone: (651) 463-8990 (800) 899-7577 Fax: (651) 463-3349	MODEL NO.: MATERIAL: ALUMINUM ALLOY FINISH: POWDER PAINT - VALMONT BLACK DBL PROJECT: MT PROSPECT SOLD TO: ERM SHIP TO: P.O. NO: REP: LTG SOL OF IL		DWN BY: PTP CHK'D BY: APPR BY: CEN DATE: 10-09-12
"CONFIDENTIAL" The information contained in this drawing is privileged and confidential, and may be protected from disclosure. Please be aware that any use or dissemination of this drawing may be subject to legal restriction or sanction.			DWG NO: DR6297 PAGE: 2/5
	REV DATE REVISION DESCRIPTION BY		

GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive ▪ Vernon Hills, IL 60061

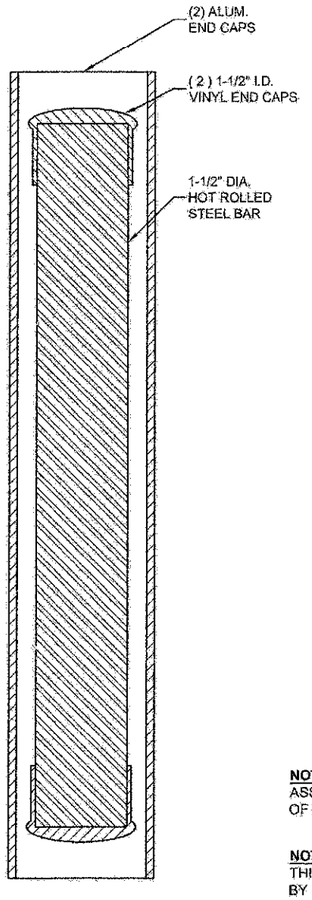
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
KENSINGTON ROAD IMPROVEMENTS

SCALE: NTS | SHEET NO. 16 OF 18 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	85
		CONTRACT #. 63746		
		ILLINOIS FED. AID PROJECT		



NOTE:
ASSEMBLY ATTACHED TO INSIDE OF POLE SHAFT

NOTE:
THIS PRODUCT IS PROTECTED BY U.S. PATENT. CAUTION, DO NOT DUPLICATE OR DISTRIBUTE WITHOUT PERMISSION FROM VALMONT.

DO NOT SCALE

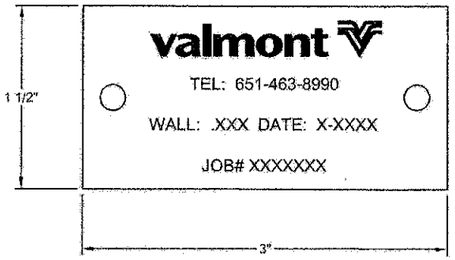
valmont

Valmont Industries, Inc. Structures Division
20805 Eaton Ave Farmington, Minnesota 55024-7932
Phone: (651) 463-8990 (800) 899-7577
Fax: (651) 463-3349

****CONFIDENTIAL****
The information contained in this drawing is privileged and confidential, and may be protected from disclosure. Please be aware that any use or dissemination of this drawing may be subject to legal restriction or sanction.

TITLE:	S VIBRATION DAMPENER
MODEL NO.:	
MATERIAL:	ALUMINUM ALLOY
FINISH:	POWDER PAINT - VALMONT BLACK DBL
PROJECT:	MT PROSPECT
SOLD TO:	ERM
SHIP TO:	
P.O. NO:	
REP:	LTG SOL OF IL
QTY:	1
DWN BY:	PTP
CHK'D BY:	
APP'D BY:	CEN
DATE:	10-09-12
DWG NO:	DR6297
PAGE:	3/5

REV	DATE	REVISION DESCRIPTION	BY
△			
△			
△			



DO NOT SCALE

valmont

Valmont Industries, Inc. Structures Division
20805 Eaton Ave Farmington, Minnesota 55024-7932
Phone: (651) 463-8990 (800) 899-7577
Fax: (651) 463-3349

****CONFIDENTIAL****
The information contained in this drawing is privileged and confidential, and may be protected from disclosure. Please be aware that any use or dissemination of this drawing may be subject to legal restriction or sanction.

TITLE:	S POLE ID TAGS
MODEL NO.:	
MATERIAL:	ALUMINUM ALLOY
FINISH:	POWDER PAINT - VALMONT BLACK DBL
PROJECT:	MT PROSPECT
SOLD TO:	ERM
SHIP TO:	
P.O. NO:	
REP:	LTG SOL OF IL
QTY:	1
DWN BY:	PTP
CHK'D BY:	
APP'D BY:	CEN
DATE:	10-09-12
DWG NO:	DR6297
PAGE:	4/5

REV	DATE	REVISION DESCRIPTION	BY
△			
△			
△			

GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive • Vernon Hills, IL. 60061

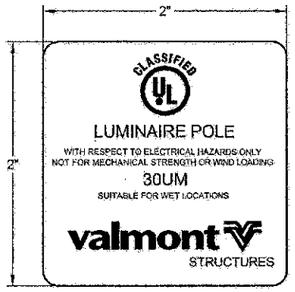
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
KENSINGTON ROAD IMPROVEMENTS

SCALE: NTS | SHEET NO. L7 OF L8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	86
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



DO NOT SCALE

valmont
Valmont Industries, Inc. Structures Division
20805 Eaton Ave Farmington, Minnesota 55024-7932
Phone: (651) 463-8930 (800) 899-7577
Fax: (651) 463-3349

TITLE:	S UL LABEL
MODEL NO.:	
MATERIAL:	ALUMINUM ALLOY
FINISH:	POWDER PAINT - VALMONT BLACK DBL
PROJECT:	MT PROSPECT
SOLD TO:	ERM
SHIP TO:	
P.O. NO:	
REP:	LTG SOL OF IL

QTY:	1
DWN BY:	PTP
CHK'D BY:	
APP'D BY:	CEW
DATE:	10-09-12
DWG NO:	DR6297
PAGE:	5/5

REV	DATE	REVISION DESCRIPTION	BY
3			
2			
1			

GHA GEWALT HAMILTON ASSOCIATES, INC.
850 Forest Edge Drive ▪ Vernon Hills, IL 60061

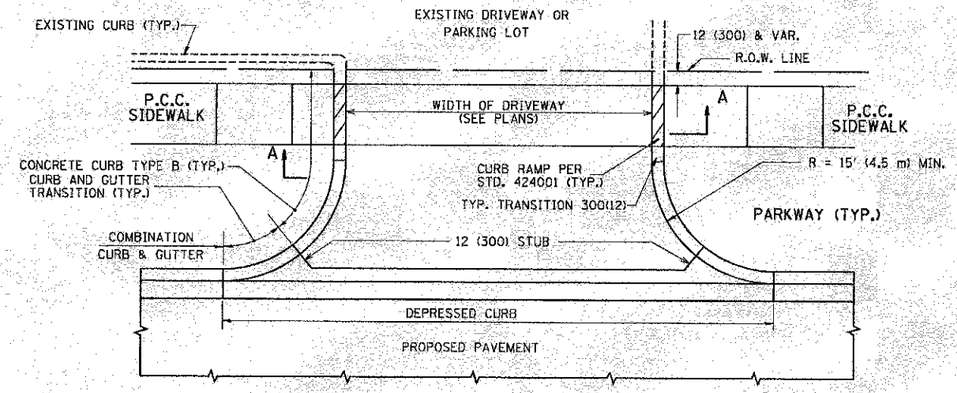
FILE NAME = 4185.800-EL1.dwg	USER NAME = PAUL SWIATEK	DESIGNED - JZ	REVISED -
		DRAWN - JZ	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - AJP	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

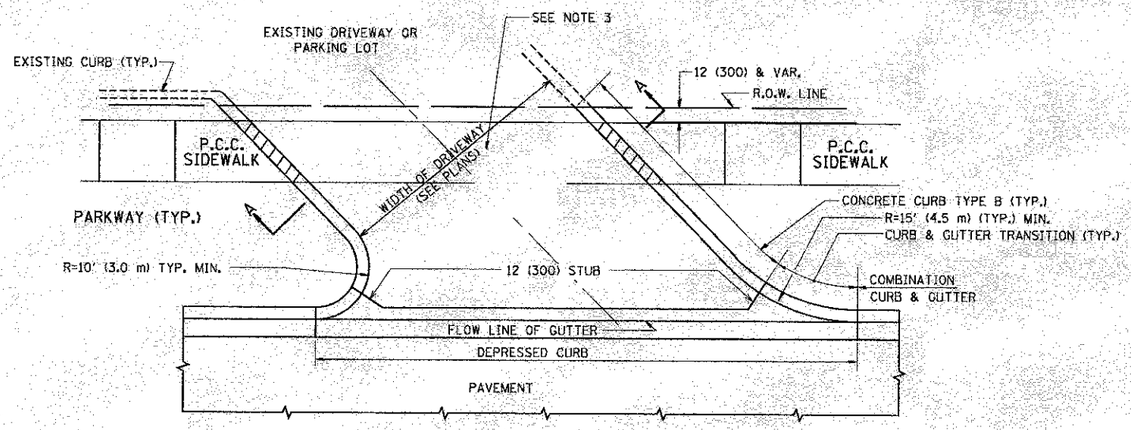
LIGHTING DETAILS
KENSINGTON ROAD IMPROVEMENTS

SCALE: NTS | SHEET NO. L8 OF L8 SHEETS | STA. | TO STA.

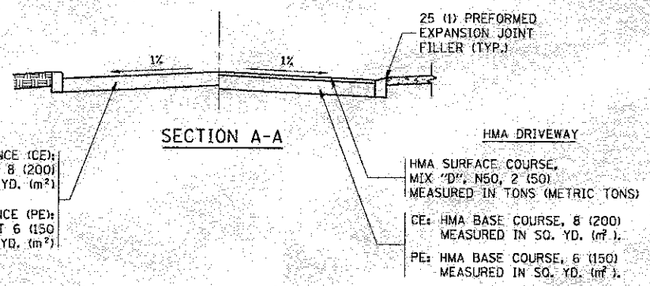
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	87
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



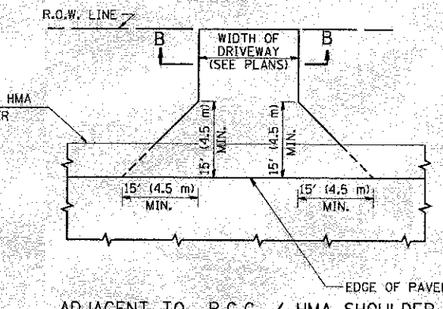
WITH CONCRETE CURB, TYPE B



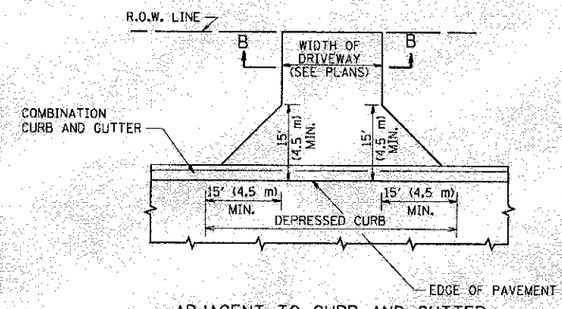
WITH CONCRETE CURB, TYPE B



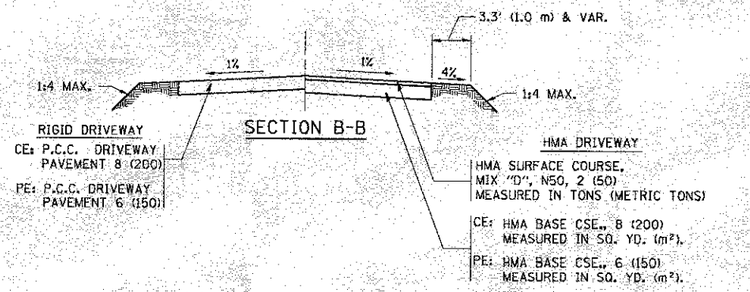
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

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

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

GENERAL NOTES:

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

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

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

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

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

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

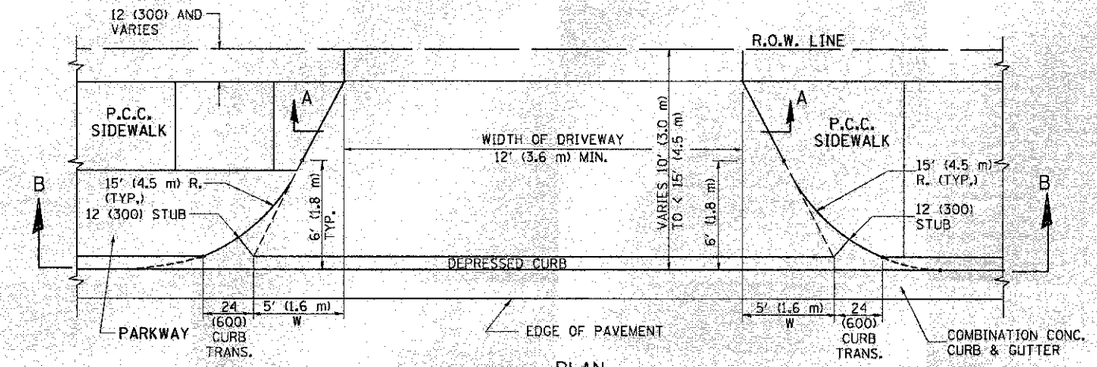
FILE NAME = c:\pw_work\pwidot\layss\d0188315\bd01.dgn	USER NAME = layss	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 06-11-08
FILE NAME = 4155BC0-BT1.dwg	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

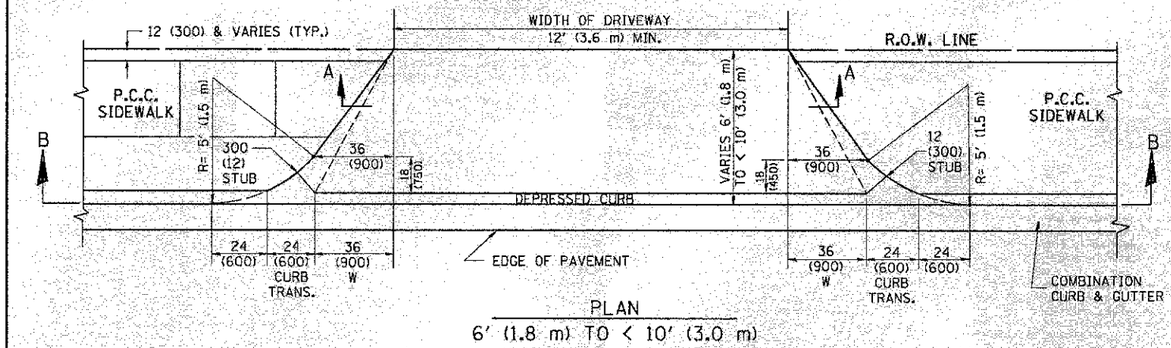
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	88
	BD-01	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



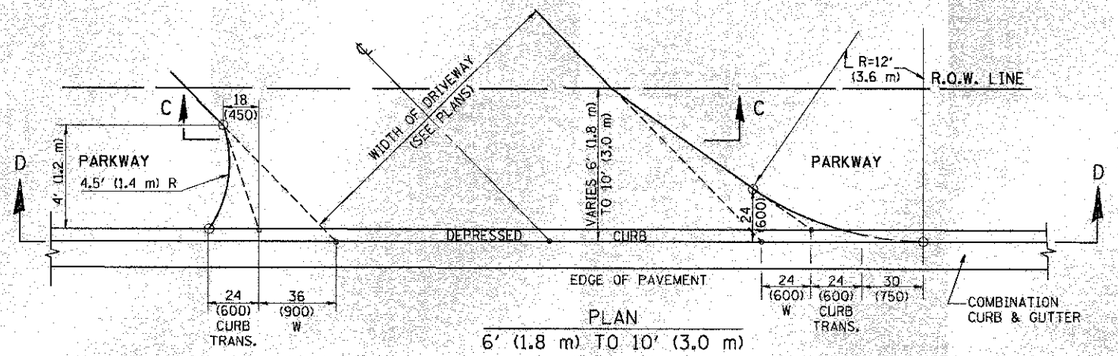
PLAN

10' (3.0 m) TO < 15' (4.5 m)



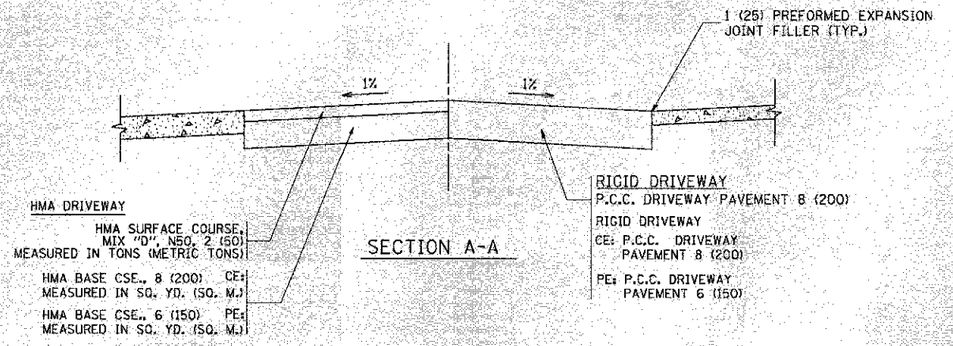
PLAN

6' (1.8 m) TO < 10' (3.0 m)

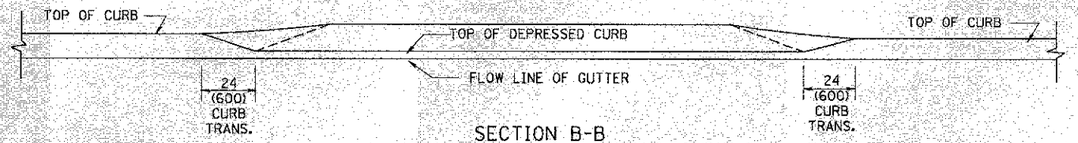


PLAN

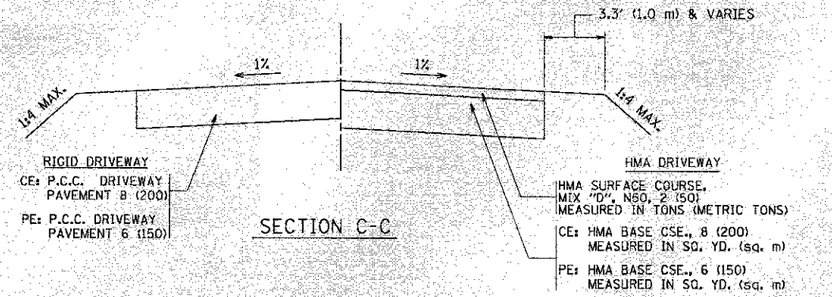
6' (1.8 m) TO 10' (3.0 m)



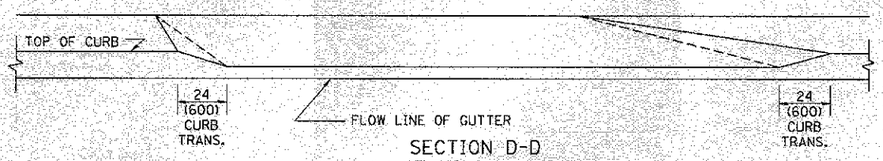
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

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

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

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

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

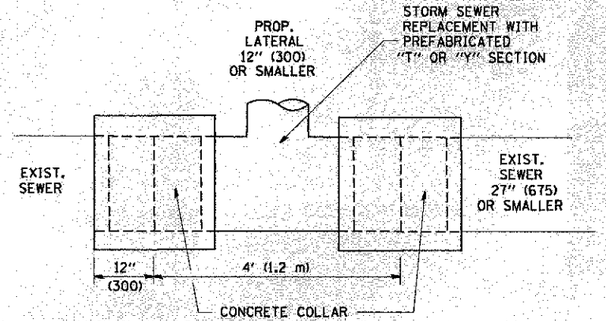
FILE NAME = c:\pw_work\pwidot\layse\d0186315\bd02.dgn	USER NAME = layse	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
		DRAWN -	REVISED - P. LoFLEUR 04-15-03
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
FILE NAME = 4185.800-OTI.dwg	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

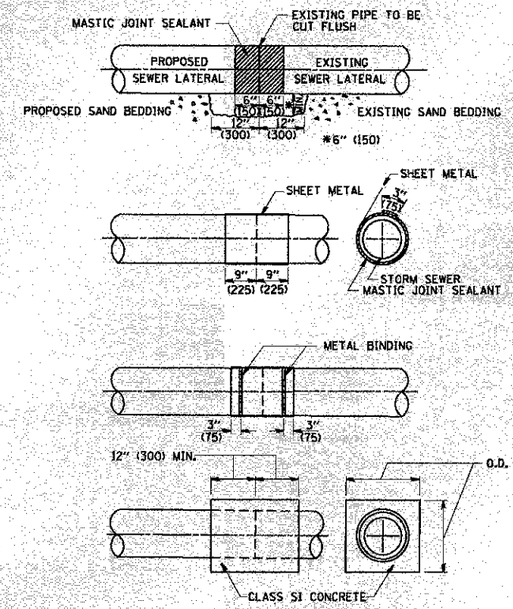
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	89
	BD-02	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

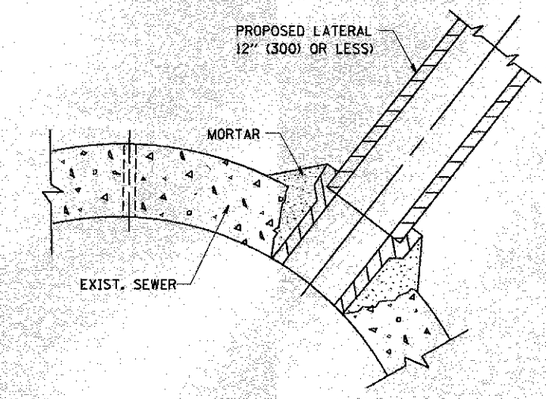


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

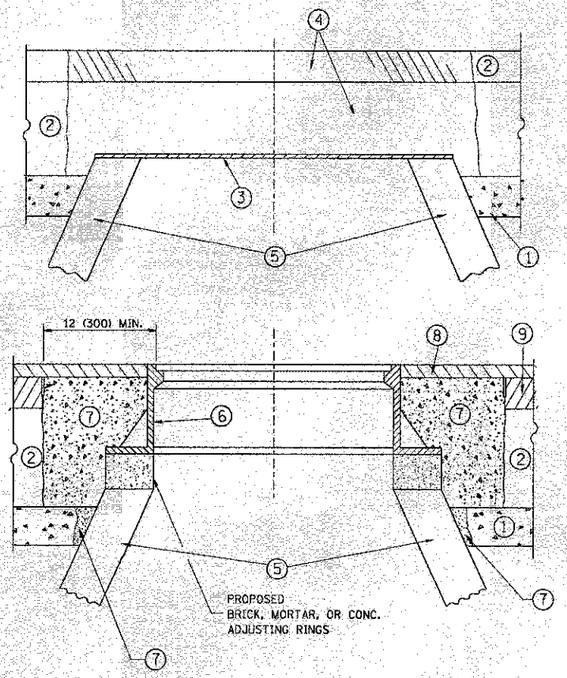
FILE NAME = W:\chasste\d\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 08-09-94
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
FILE NAME = s185.800-DT1.dwg	PLOT DATE = 1/4/2000	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

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

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	90
	BD-07	CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

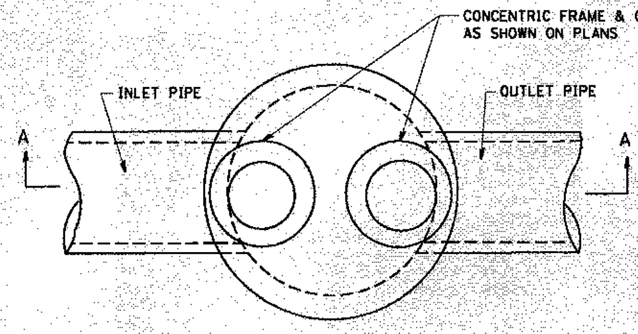
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN -	REVISED - R. BORO 01-01-07	
	PLOT SCALE = 1968.5000 ' / in	CHECKED -	REVISED - R. BORO 03-09-11	
FILE NAME = 4185.800-0T1.dwg	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11	

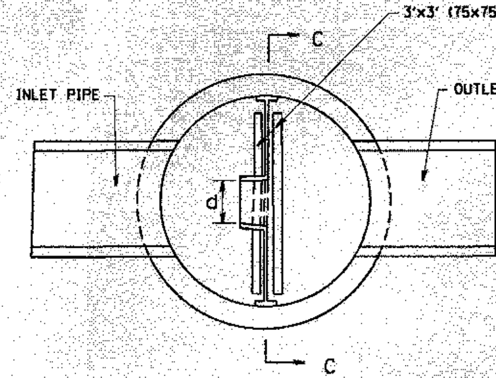
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

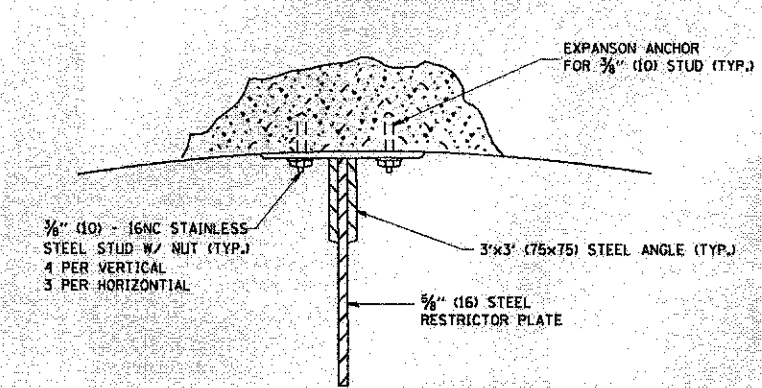
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	91
	BD-08	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



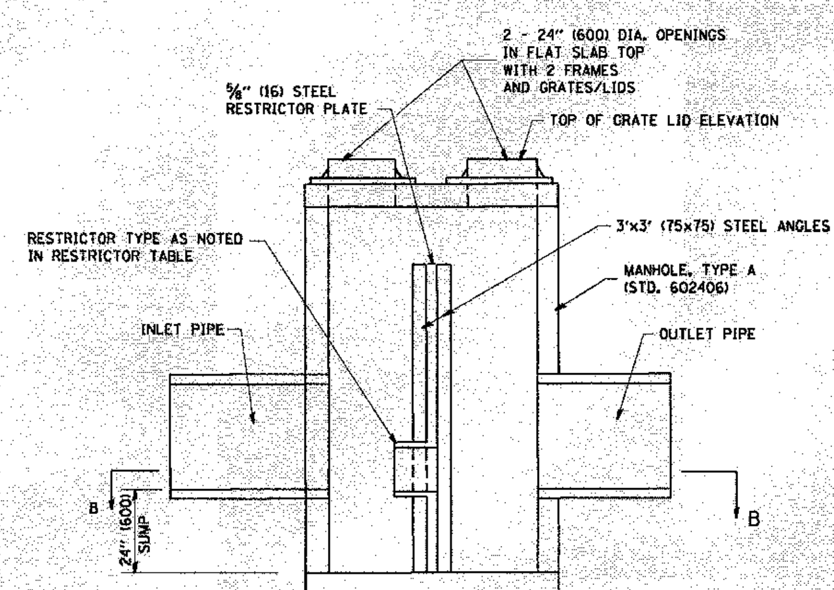
PLAN



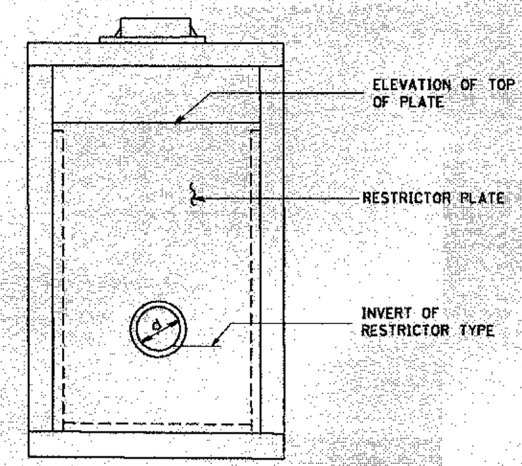
SECTION B-B



ANGLE FASTENER DETAIL



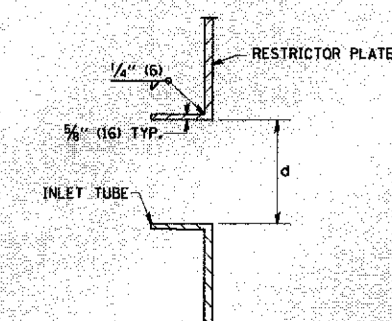
SECTION A-A



SECTION C-C

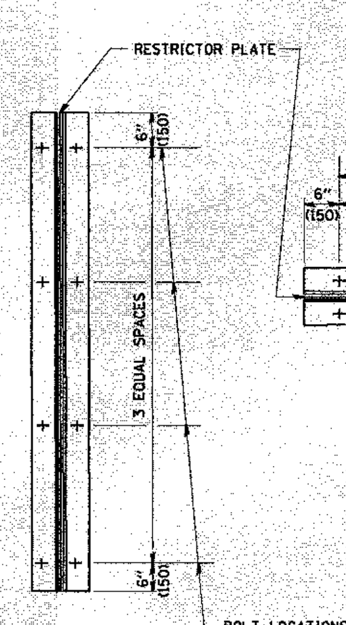
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES ,TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH

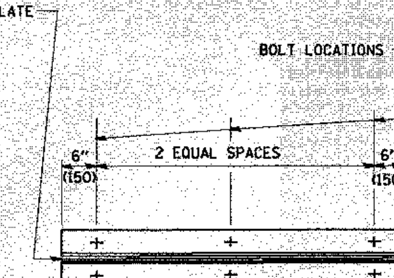


INLET TUBE DETAIL

~~STATION~~ STRUCTURE	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
A30	7'	TY 1 (2)	SHARP EDGE	8.44"	666.80	671.69
C1	7'	TY 1, TY 23	SHARP EDGE	4.88"	668.00	673.30
D1	6'	TY 1, TY 23	SHARP EDGE	5.20"	669.90	673.55
E1	6'	TY 1, TY 23	SHARP EDGE	5.75"	670.80	673.25
F3	7'	TY 1 (2)	SHARP EDGE	11.25"	669.62	674.90
G1	6'	TY 1, TY 23	SHARP EDGE	6.00"	668.52	672.14
I2	6'	TY 1, TY 23	SHARP EDGE	7.88"	664.28	667.02
J2	6'	TY 1, TY 23	SHARP EDGE	10.92"	665.95	669.17



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTIAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x⅜ (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

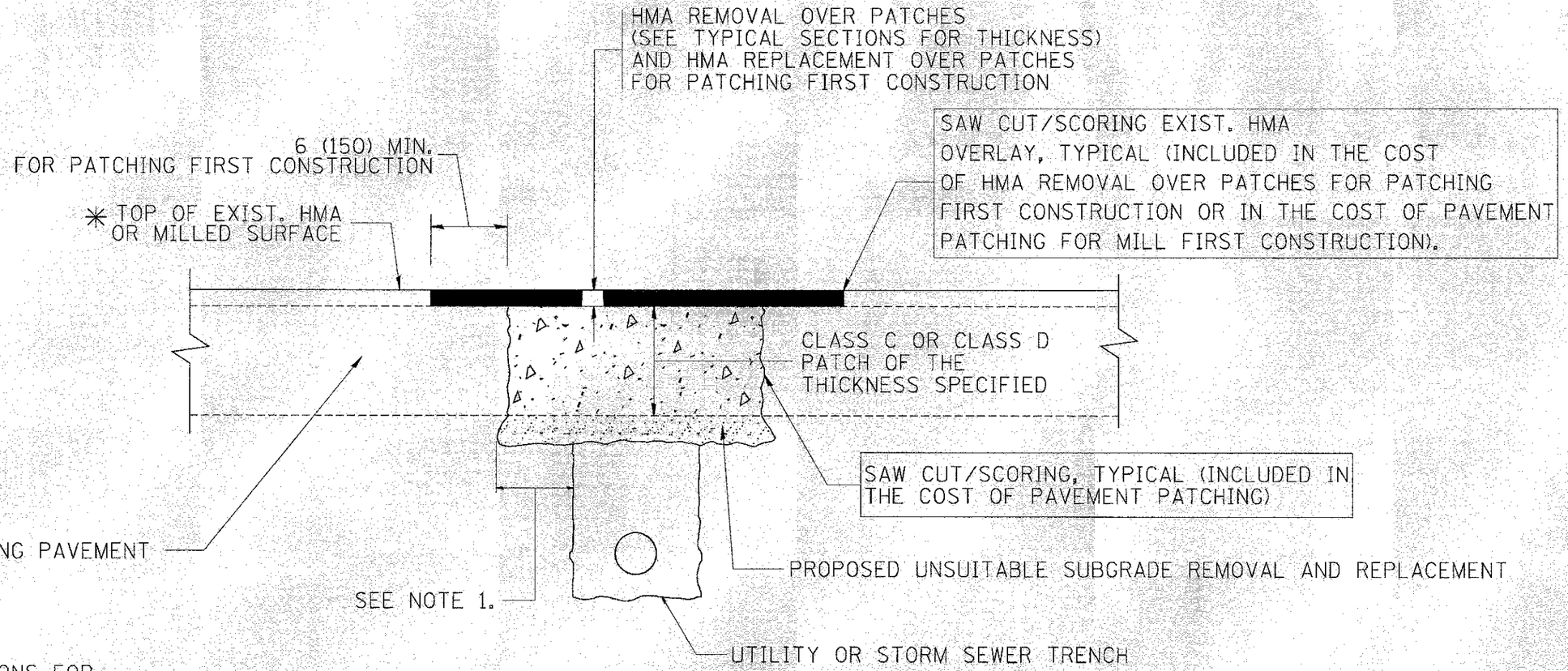
FILE NAME = W:\diststd\22x34\bd12.dgn	USER NAME = gaglianobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN -	REVISED - E. GOMEZ 08-28-00	
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 01-08-01	
FILE NAME = 4165.800-DTI.dwg	PLOT DATE = 1/4/2008	DATE - 09-09-94	REVISED -	

MANHOLE WITH RESTRICTOR PLATE

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	92
BD-12		CONTRACT #: 63746		

ILLINOIS FED. AID PROJECT



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

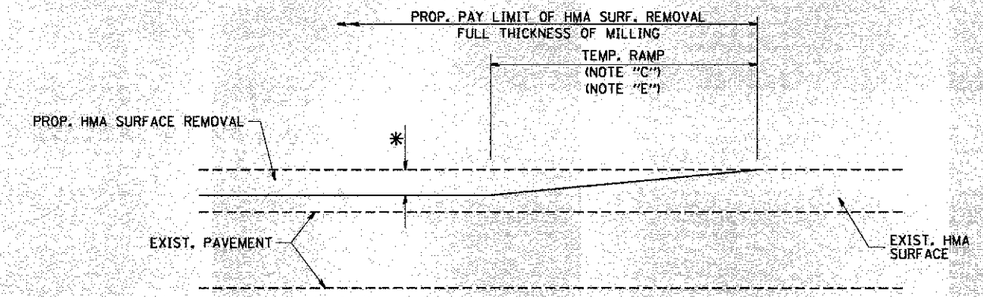
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		
FILE NAME = 4185.800-DTI.dwg	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

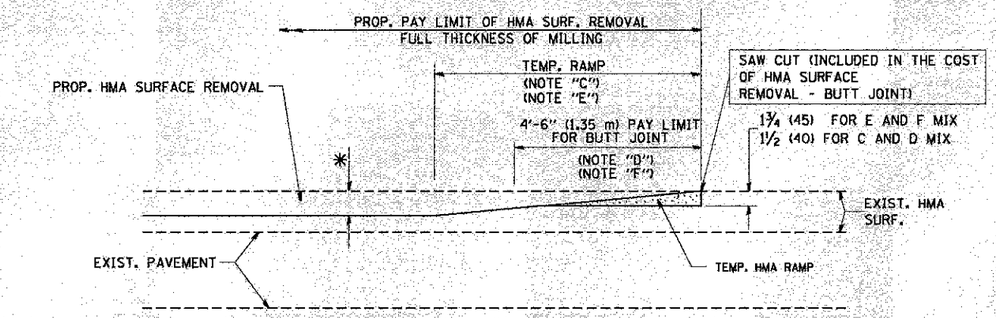
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	93
	BD-22	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

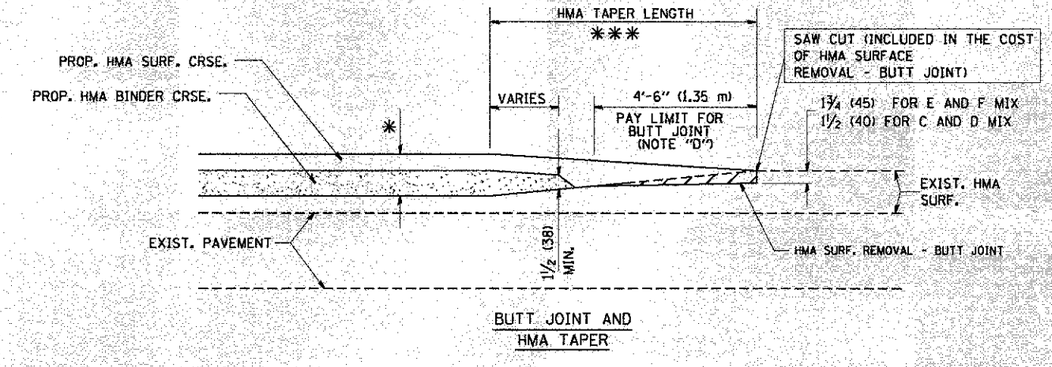


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

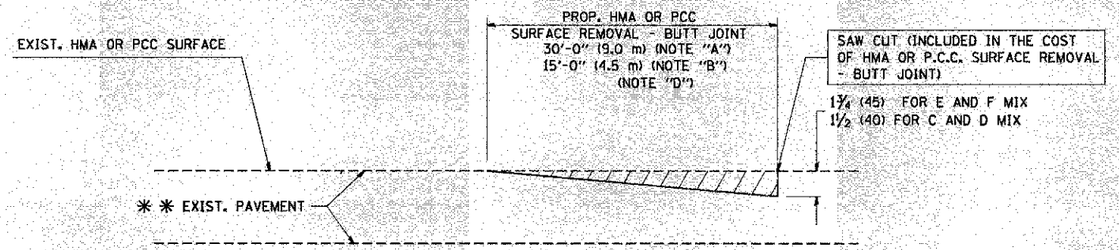
OPTION 2

TYPICAL TEMPORARY RAMP

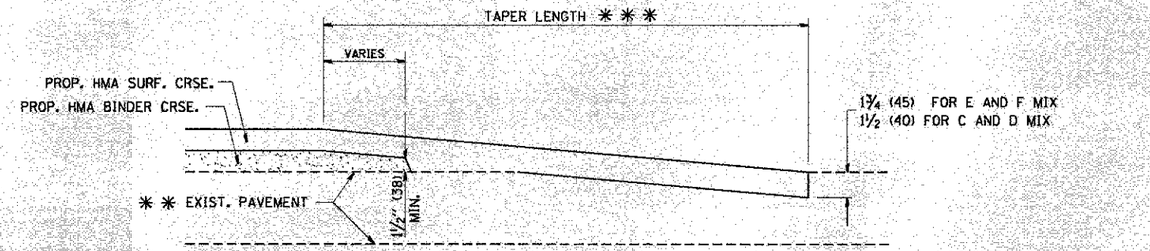


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

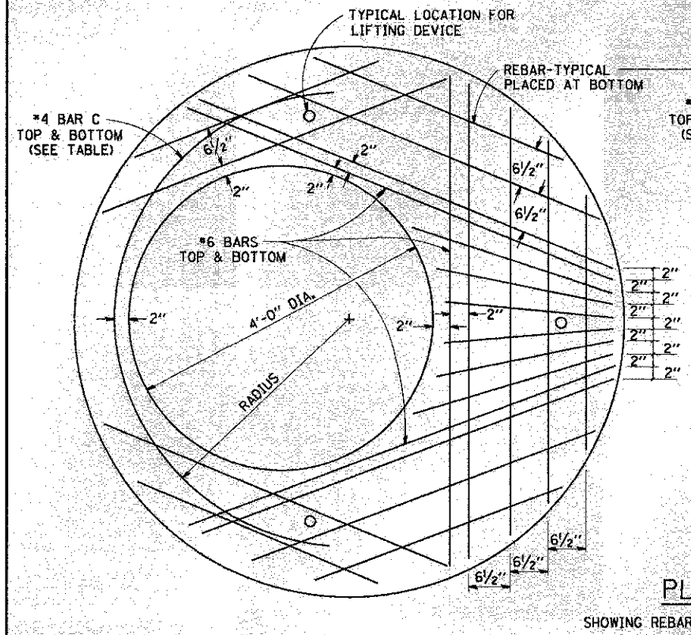
FILE NAME = W:\district1\22x34\bd32.dgn	USER NAME = gogliomb	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
FILE NAME = 4155.800-DT1.dwg	PLOT DATE = 1/4/2006	DATE - 06-13-90	REVISED - R. BORO 01-01-07

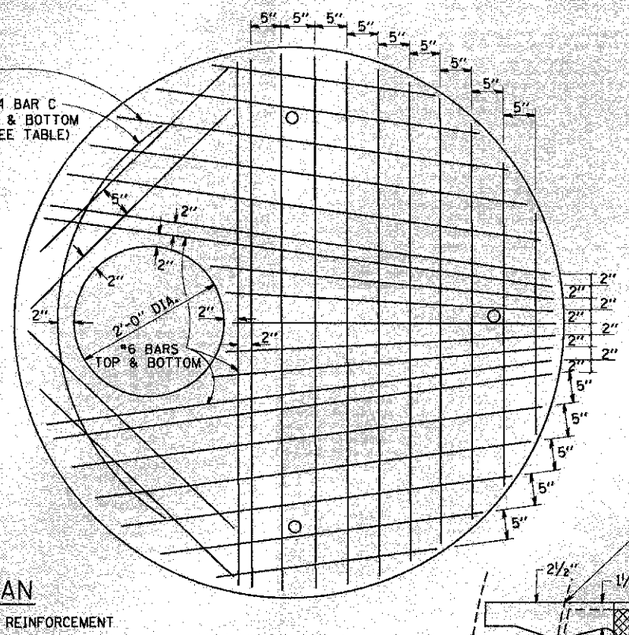
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

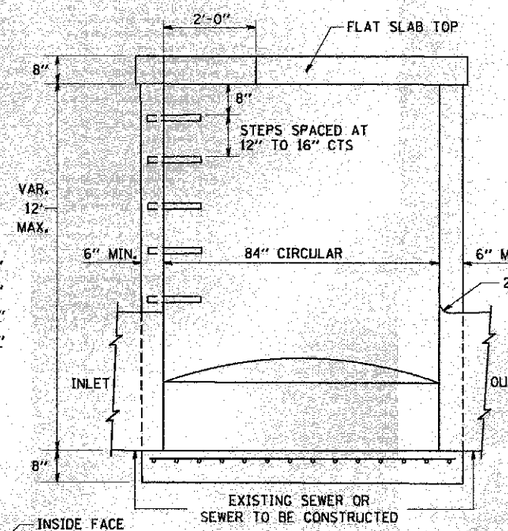
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	94
	BD-32	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			





PLAN

SHOWING REBAR REINFORCEMENT



ELEVATION

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

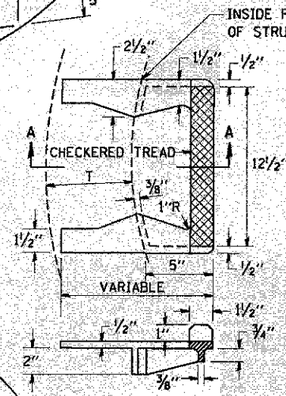
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

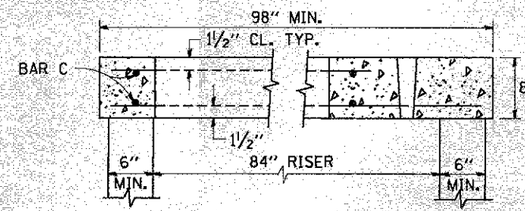
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

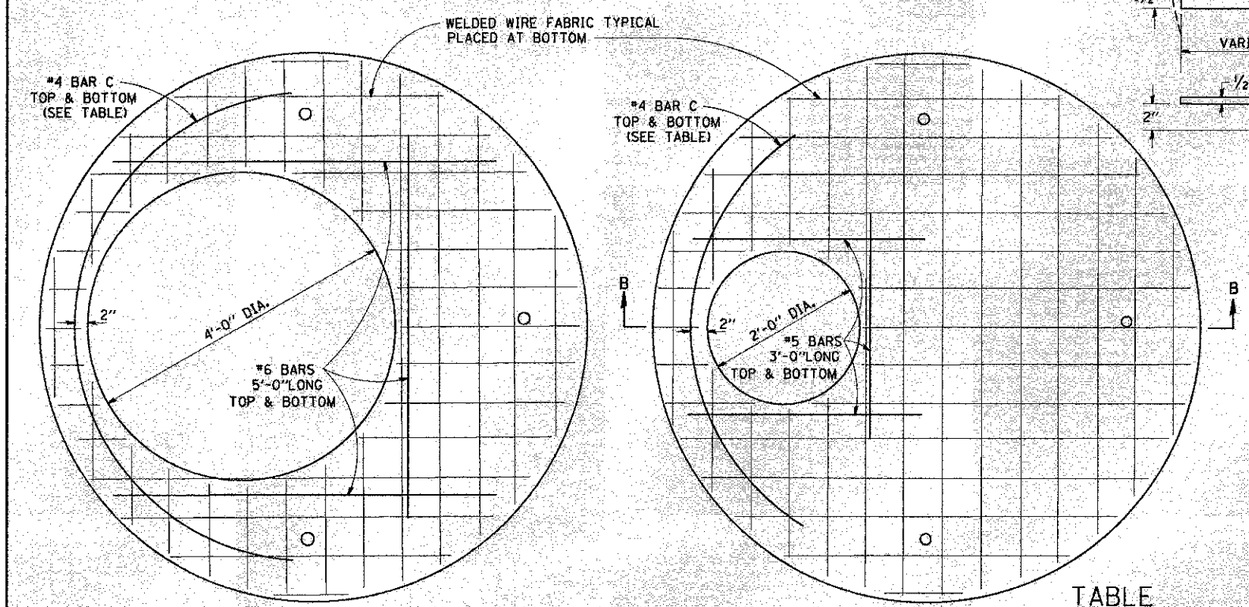


SEC. A-A

CAST IRON STEPS



SECTION B-B



PLAN

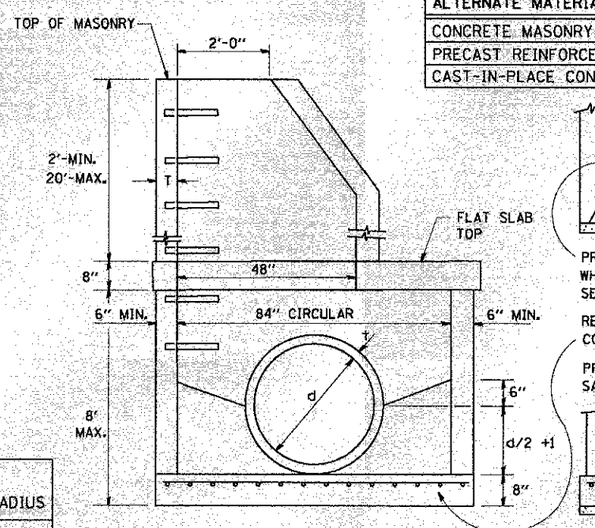
SHOWING WELDED WIRE FABRIC REINFORCEMENT

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.

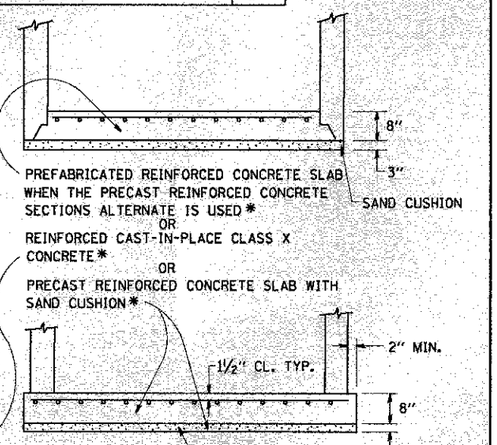
TABLE

DIAMETER OF OPENING	REINFORCEMENT "A_s" WWF OR EACH DIRECTION	BAR SIZE	BAR C SIZE	BAR C LENGTH	BAR C RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



ELEVATION



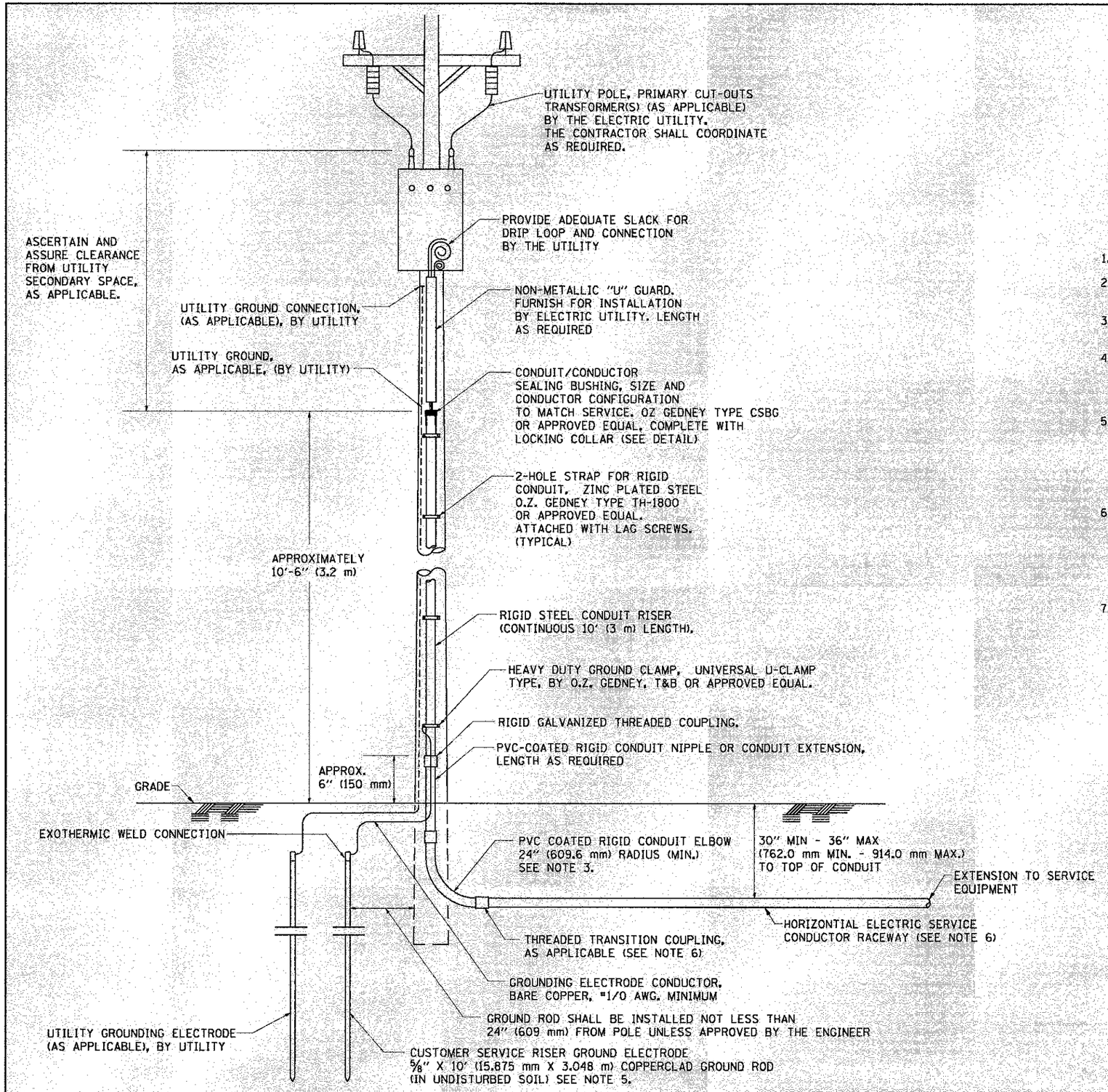
FILE NAME = W:\diststd\22x34\bd37.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
FILE NAME = 4185,800-DTI.dwg	PLOT DATE = 1/14/2008	DATE - 10-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE TYPE A
7 FOOT DIAMETER

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

F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	95
	BD-37	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

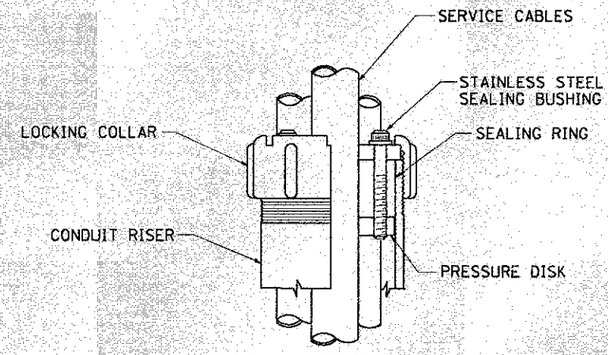


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. 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.
5. 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.
6. THE HORIZONTAL ELECTRIC 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.
7. 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 IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

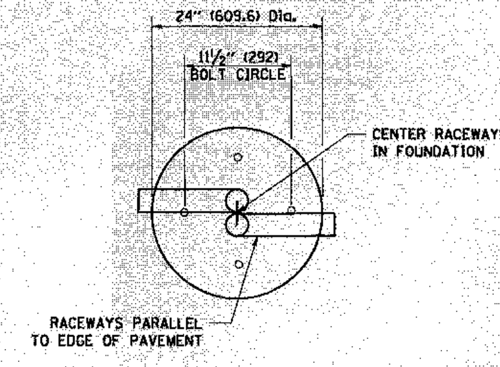


SEALING BUSHING DETAIL

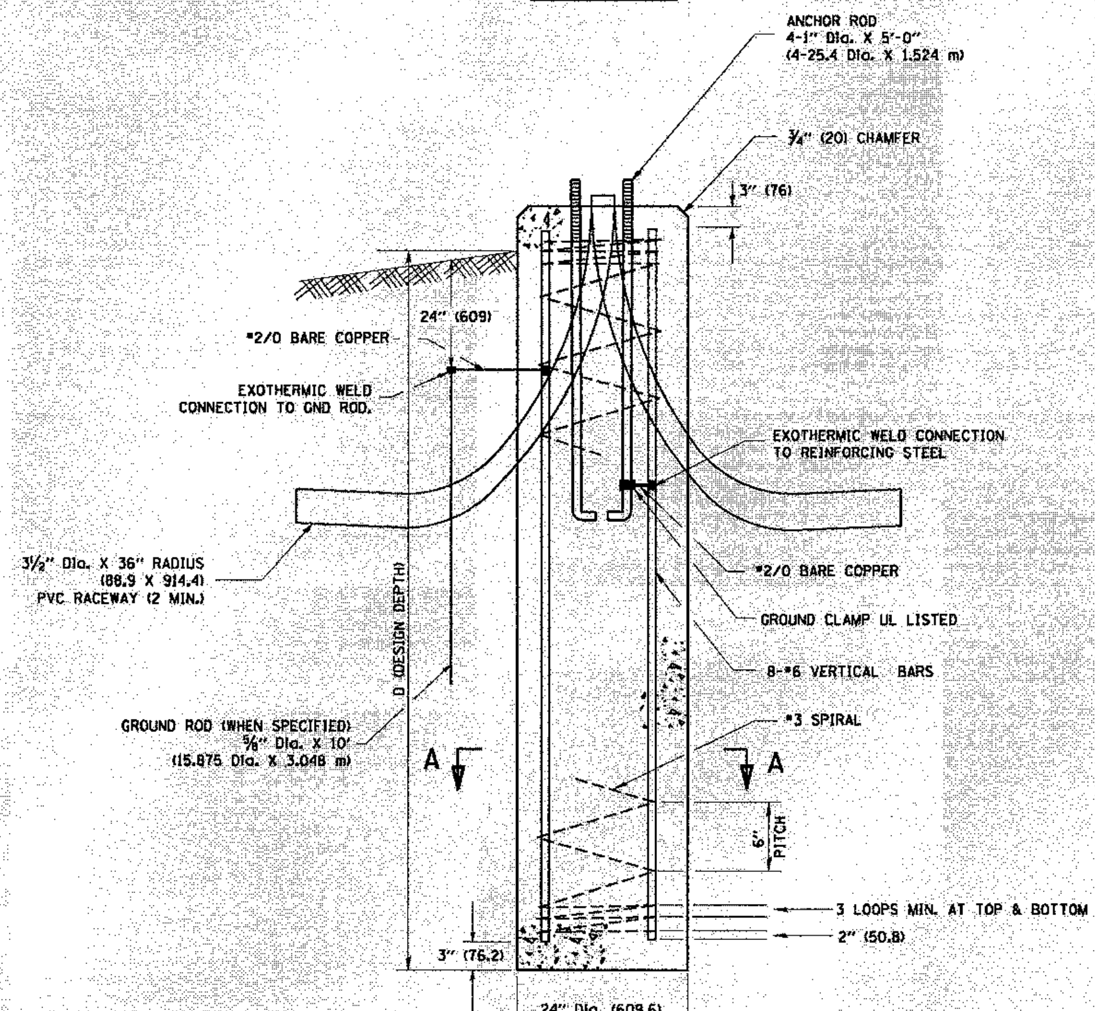
FILE NAME = W:\diststd\22x34\be220.dgn	USER NAME = gegluenobt	DESIGNED -	REVISED - 03-03-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT		FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				1295	09-00154-00-PV	COOK	119	96
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - MEA	REVISED -					BE-220	CONTRACT #: 63748		
FILE NAME = 4185.806-OTI.dwg	PLOT DATE = 1/4/2006	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

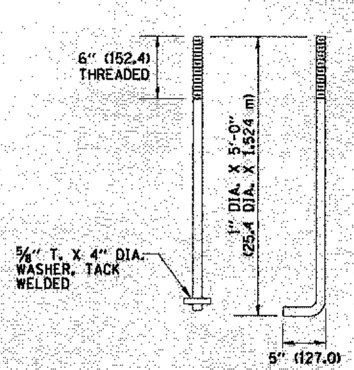
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND Ø = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND Ø = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND Ø = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



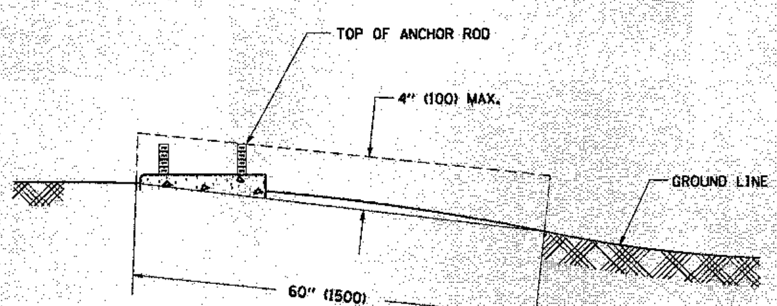
TOP VIEW



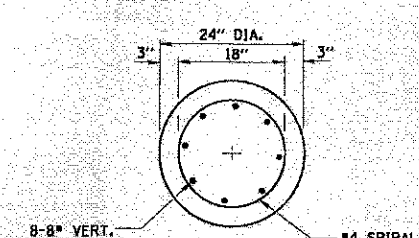
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

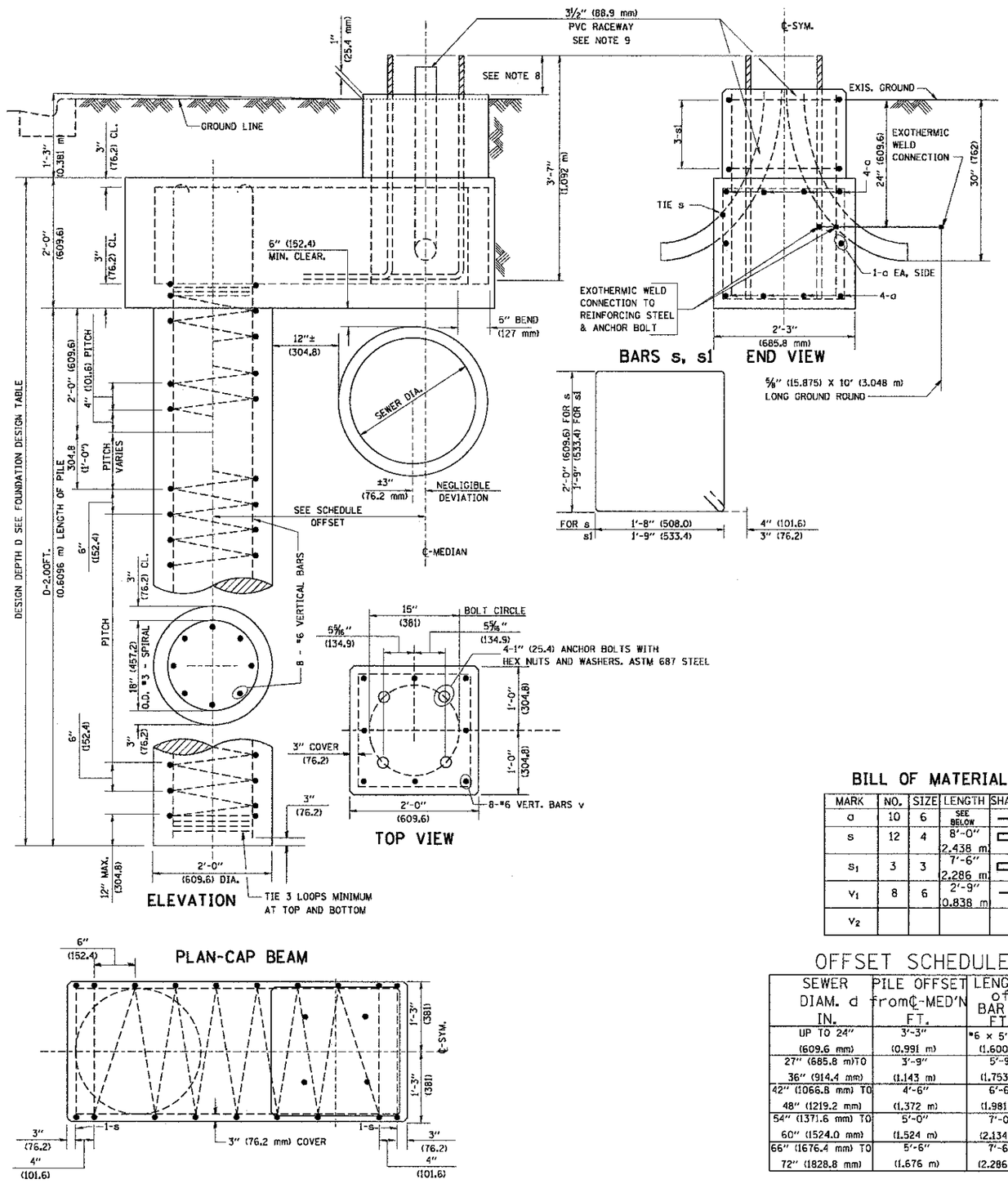
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, 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.
4. 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.
5. 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 ¾-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. 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.
8. 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.
9. 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.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) 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.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

FOUNDATION DESIGN TABLE

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM		TWIN ARM	
			VERT BARS	SPIRAL	VERT BARS	SPIRAL
SOFT CLAY	13′-0″ (3.962 m)	15′-0″ (4.572 m)	8-#6X12′-6″ (3.810 m)	#3X122′ (37.186 m)	8-#6X14′-3″ (4.343 m)	#3X141′ (42.977 m)
MEDIUM CLAY	9′-6″ (2.896 m)	10′-9″ (3.277 m)	8-#6X9′-0″ (2.743 m)	#3X90′ (27.432 m)	8-#6X10′-0″ (3.048 m)	#3X100′ (30.480 m)
STIFF CLAY	7′-0″ (2.134 m)	8′-0″ (2.438 m)	8-#6X6′-6″ (1.981 m)	#3X66′ (20.112 m)	8-#6X7′-6″ (2.286 m)	#3X76′ (23.165 m)
LOOSE SAND	9′-0″ (2.743 m)	10′-0″ (3.048 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)	8-#6X9′-6″ (2.896 m)	#3X94′ (28.651 m)
MEDIUM SAND	8′-3″ (2.515 m)	9′-0″ (2.743 m)	8-#6X8′-0″ (2.438 m)	#3X78′ (23.774 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)
DENSE SAND	7′-9″ (2.362 m)	9′-0″ (2.743 m)	8-#6X7′-6″ (2.286 m)	#3X73′ (22.250 m)	8-#6X8′-6″ (2.591 m)	#3X85′ (25.908 m)
ROCK OR SOLIDIFIED SLAG	5′-0″ (1.524 m)	5′-0″ (1.524 m)	NONE	NONE	NONE	NONE

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
3. EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24″ (609.6 mm) OR 30″ (762.0 mm) IN DIAMETER.
4. 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.
5. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
6. 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.
7. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2¾″ (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
8. RACEWAYS SHALL PROJECT 1″ (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
9. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERECTED.



BILL OF MATERIAL

MARK	NO.	SIZE	LENGTH	SHAPE
a	10	6	SEE BELOW	—
s	12	4	8′-0″ 2.438 m	□
s_1	3	3	7′-6″ 2.286 m	□
v_1	8	6	2′-9″ 0.838 m	—
v_2				

OFFSET SCHEDULE

SEWER DIAM. d IN.	PILE OFFSET from℄-MED'N FT.	LENGTH of BAR a FT.
UP TO 24″ (609.6 mm)	3′-3″ (0.991 m)	#6 x 5′-3″ (1.600 m)
27″ (685.8 m)TO 36″ (914.4 mm)	3′-9″ (1.143 m)	5′-9″ (1.753 m)
42″ (1066.8 mm) TO 48″ (1219.2 mm)	4′-6″ (1.372 m)	6′-6″ (1.981 m)
54″ (1371.6 mm) TO 60″ (1524.0 mm)	5′-0″ (1.524 m)	7′-0″ (2.134 m)
66″ (1676.4 mm) TO 72″ (1828.8 mm)	5′-6″ (1.676 m)	7′-6″ (2.286 m)

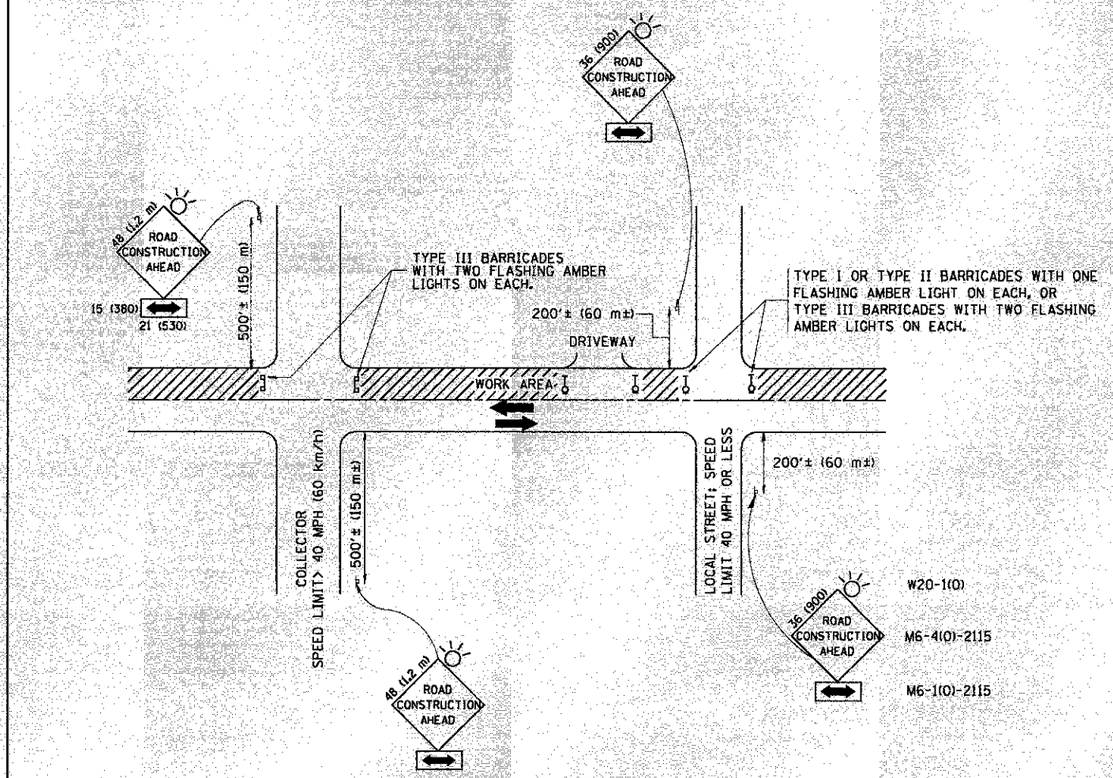
FILE NAME = K:\diastd22x34\be318.dgn	USER NAME = bourdl	DESIGNED -	REVISED - 06-16-08 R. TOMSONS
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
FILE NAME = 4185.800-DT1.dwg	PLOT DATE = 6/16/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION OFFSET
40′ (12.192 m) TO 47 1/2 ′ (14.478 m) M.H.
15″ (381 mm) BOLT CIRCLE

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	98
	BE-310	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



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

NOTES;

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

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

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

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

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

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

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

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

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

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

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

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

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

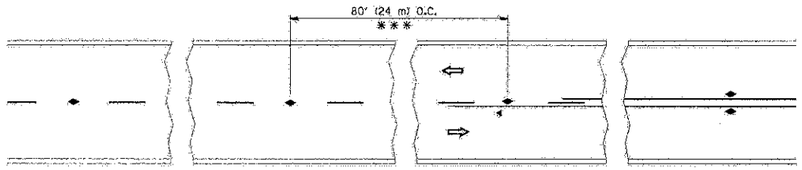
FILE NAME = W:\district1\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
FILE NAME = 4136.800-DT1.dwg		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/A/2000	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

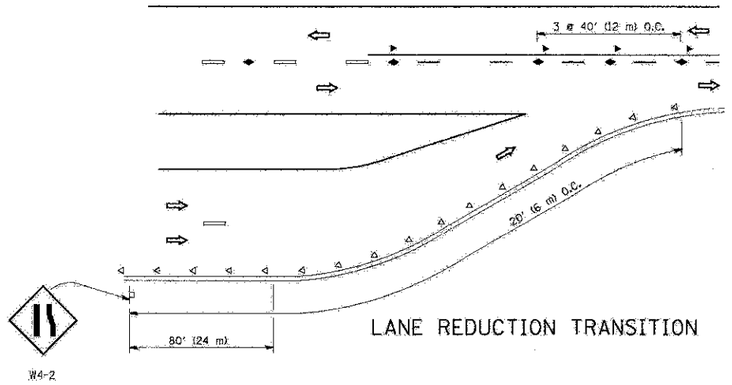
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	99
	TC-10	CONTRACT #: 63748		
	ILLINOIS FED. AID PROJECT			

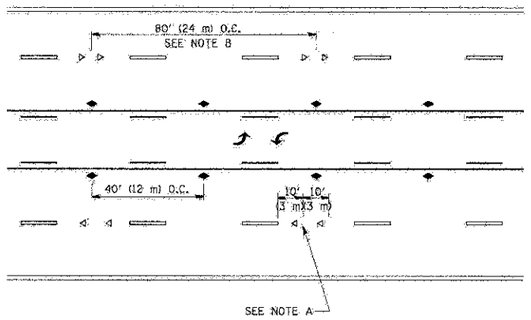


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

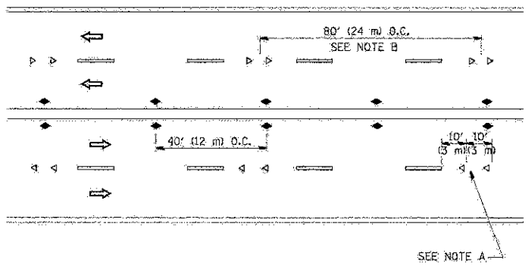
TWO-LANE/TWO-WAY



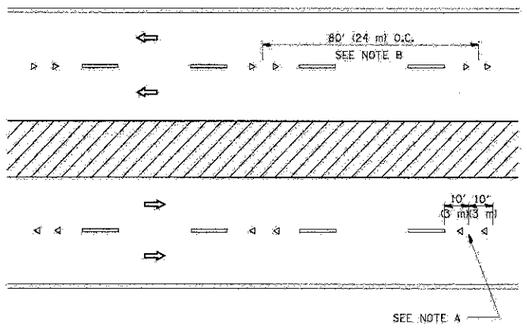
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

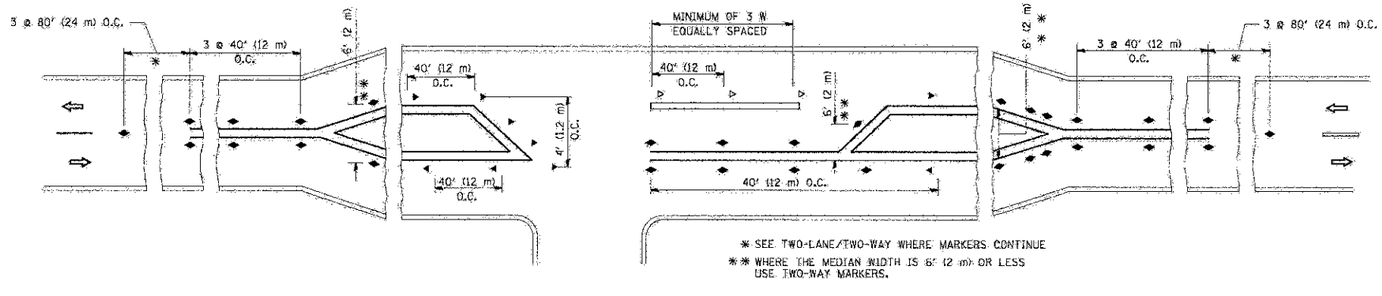
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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



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

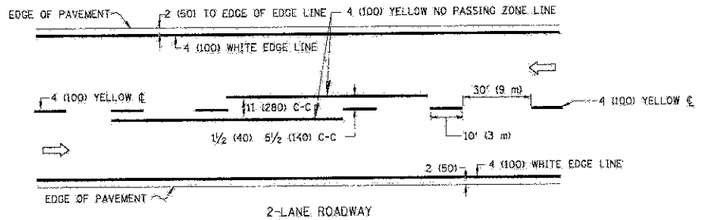
** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

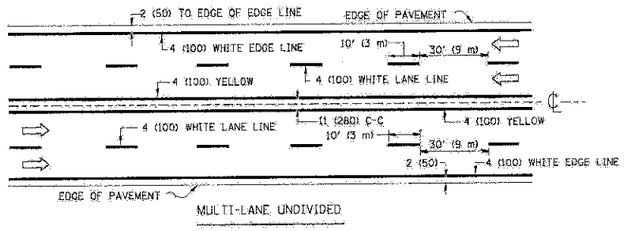
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = c:\pw_work\pw-ide6\leyva\d0106215\tc11.dgn	USER NAME = leyva	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**
		DRAWN -	REVISED - T. RAMMACHER 03-12-99		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.
FILE NAME = 4185800-DT1.dwg	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		

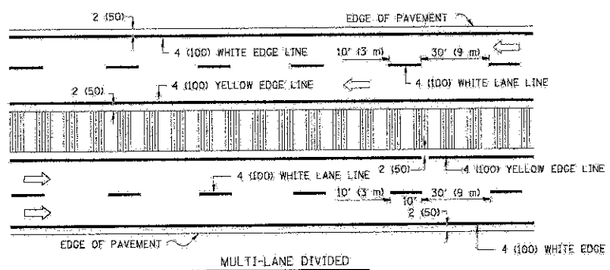
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	100
	TC-11	CONTRACT #	63746	
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY



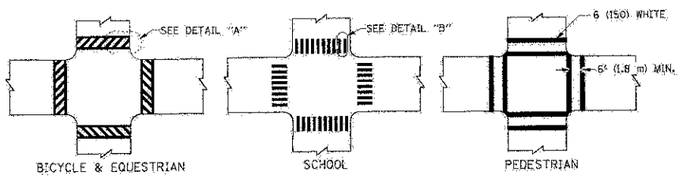
MULTI-LANE UNDIVIDED



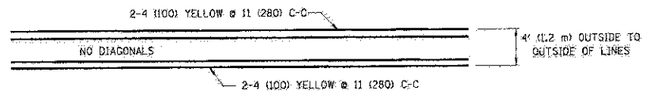
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

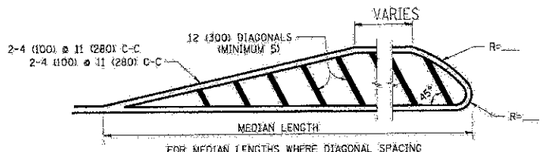
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



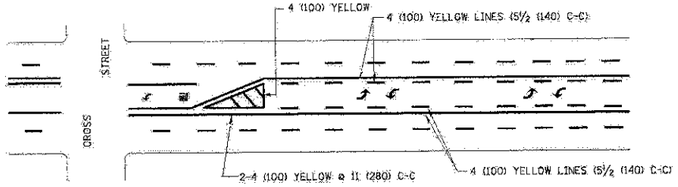
4' (1.2 m) WIDE MEDIANS ONLY



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

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

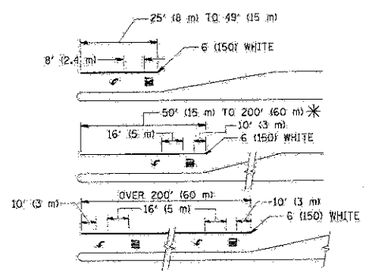
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

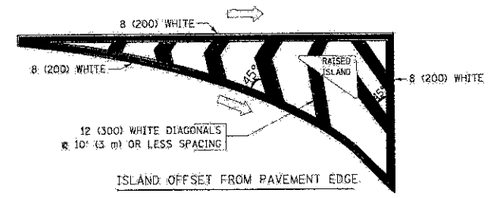


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

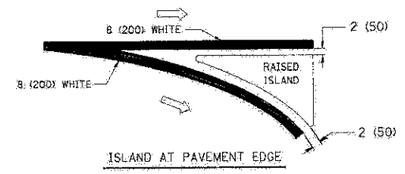
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 6 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)).	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS, 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001. AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

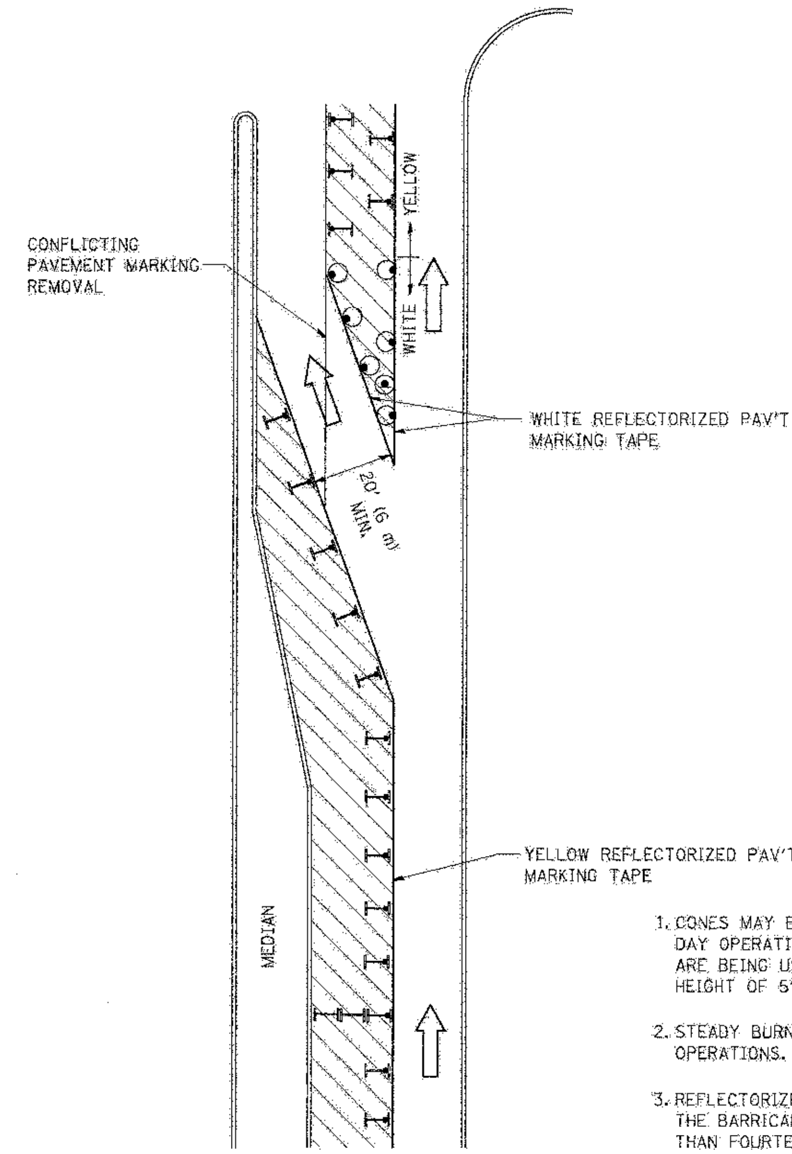
FILE NAME = c:\pw_work\pwidot\drivakousn\d2186315\tc13.dgn	USER NAME = drivakousn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
FILE NAME = 4185.800-DTI.dwg	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

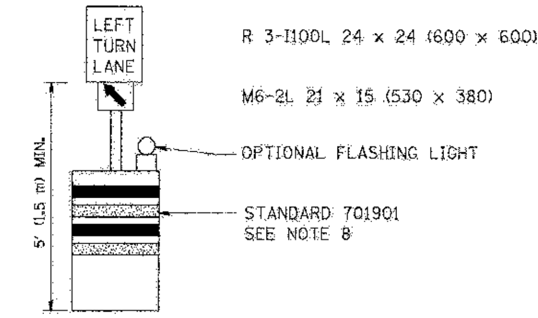
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	101
	TC-13	CONTRACT #	63746	
		ILLINOIS FED. AID PROJECT		





GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

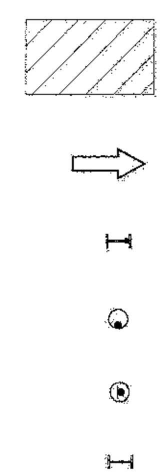
7. FORM OPER 725 IS REQUIRED.

8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHR 350 PREQUIREMENTS.

9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND



WORK AREA

LANE OPEN TO TRAFFIC

TYPE I OR II BARRICADE WITH STEADY BURN LIGHT

DRUM WITH STEADY BURN LIGHT

DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL

TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

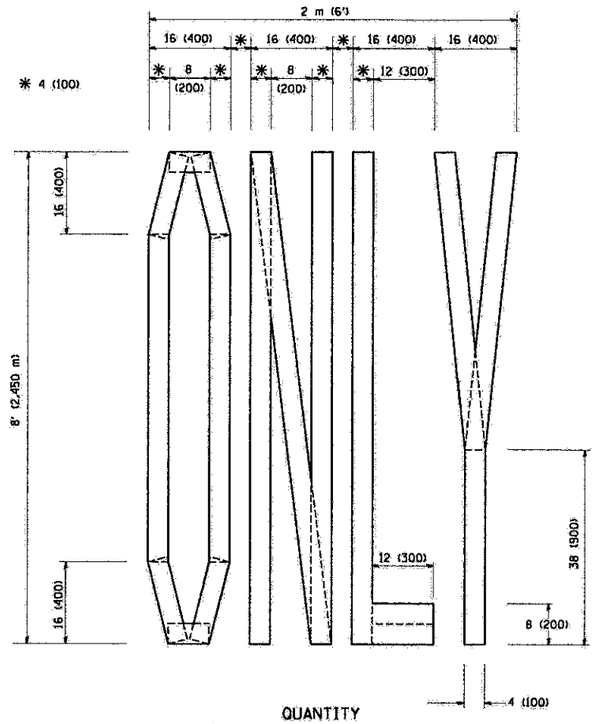
FILE NAME = c:\pw_work\PWIDOT\DRIVAKOSGN\d0108315\tc14.dgn	USER NAME = drivakosgn	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	PLOT SCALE = 49.9999 ' / IN.	REVISED - A. HOUSEH 11-07-95	REVISED -
FILE NAME = 4185.800-071.dwg	PLOT DATE = 9/14/2009	REVISED - A. HOUSEH 10-12-96	REVISED -
		REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

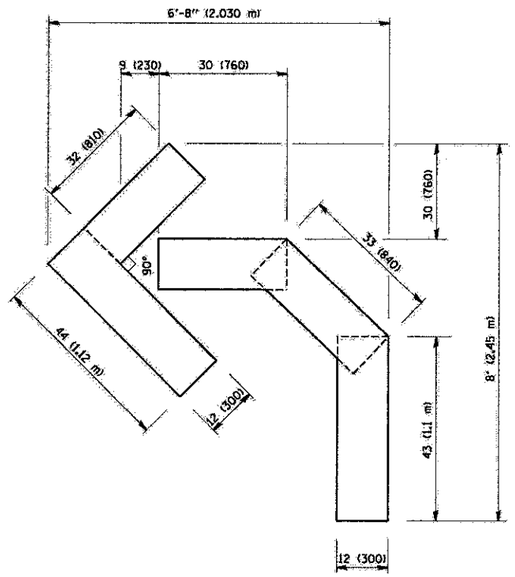
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

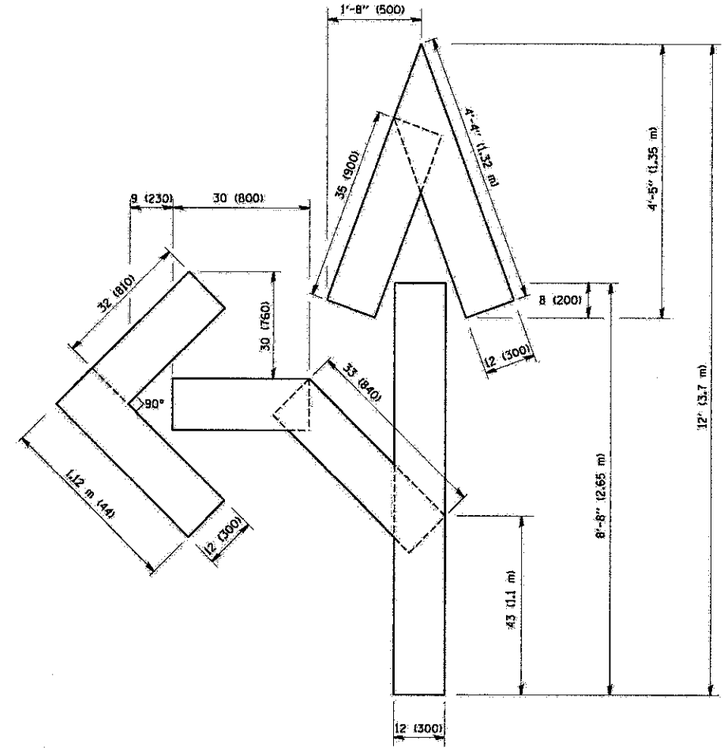
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	102
	TC-14	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



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



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



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
FILE NAME = 4185.800-DT1.dwg	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

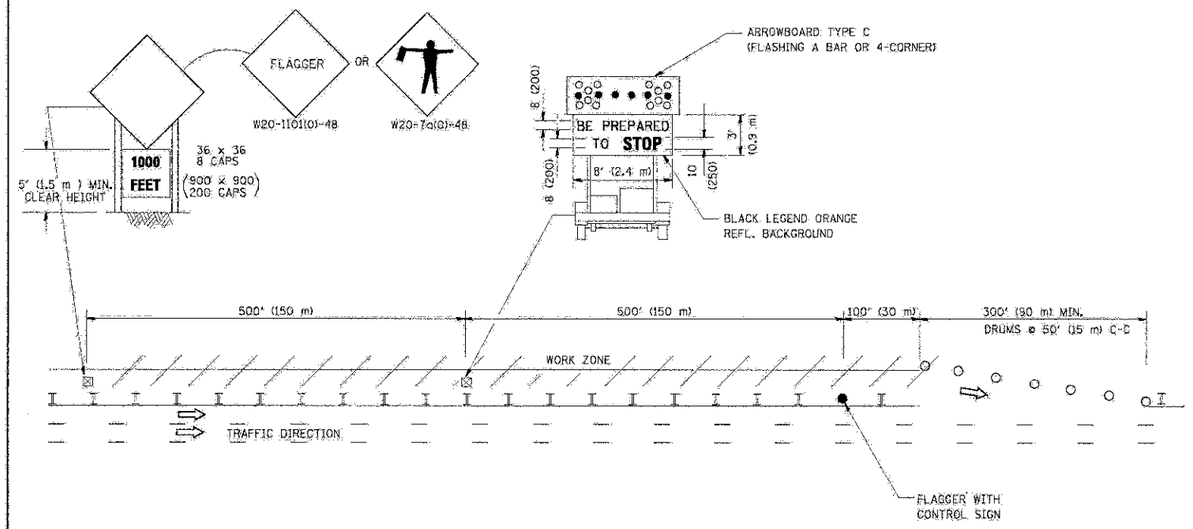
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

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

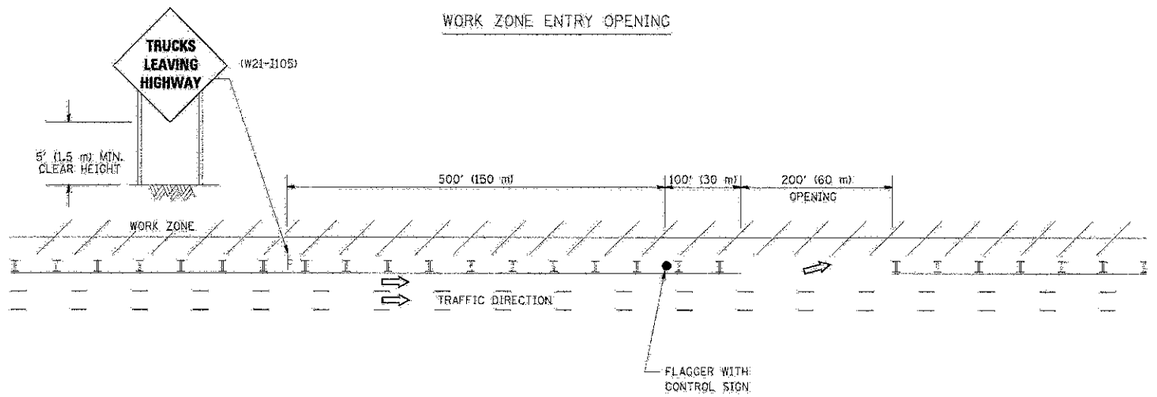
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	103
	TC-16	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

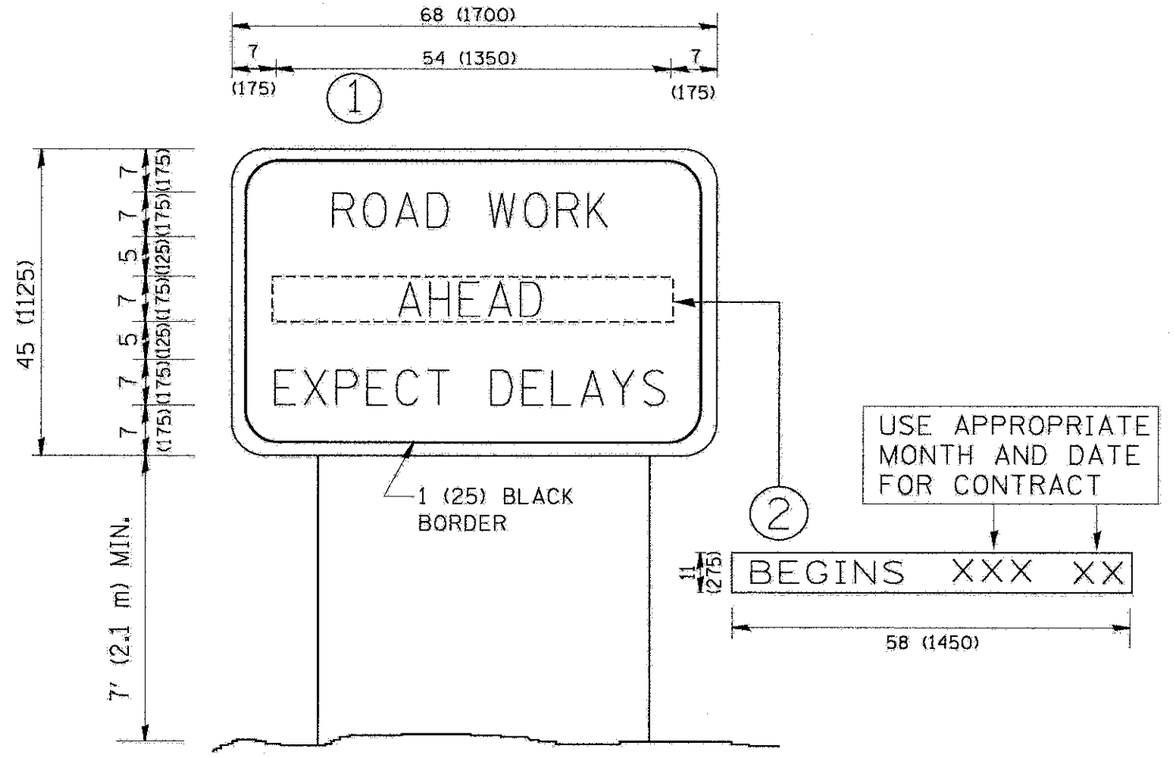
FILE NAME = W:\district1\22x34\tc18.dgn	USER NAME = Tayse	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07
FILE NAME = 4185.800-DT1.dwg	PLOT DATE = 1/26/2010	DATE -	REVISED - S.P.B. 12-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	104
	TC-18	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

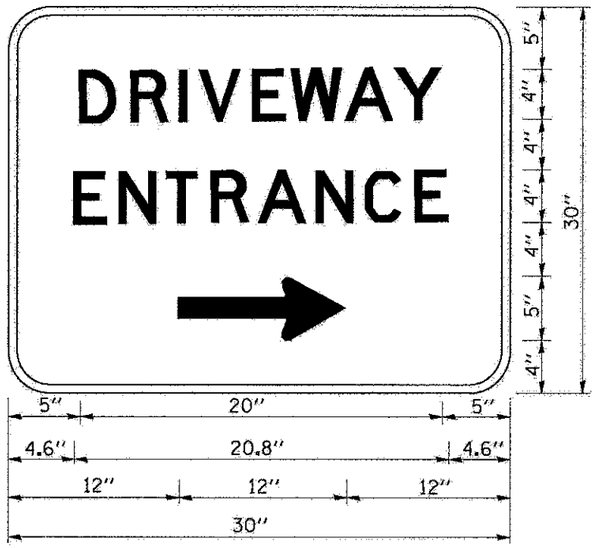
FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
FILE NAME = 4185.800-DT1.dwg	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	105
	TC-22	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			



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

NOTES:

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

FILE NAME = W:\drawstd\22x34\to26.dgn	USER NAME = gaglionabt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
FILE NAME = 4185.80G-DT1.dwg	PLOT DATE = 1/4/2008	DATE -	REVISED -

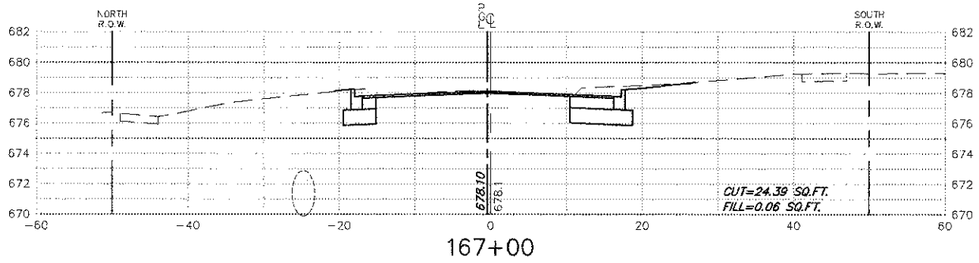
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

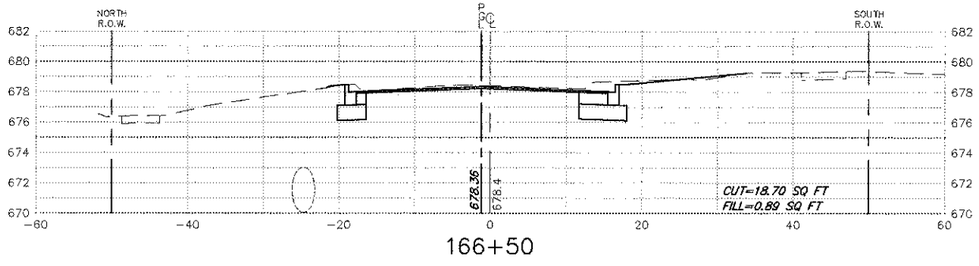
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	106
	TC-26	CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

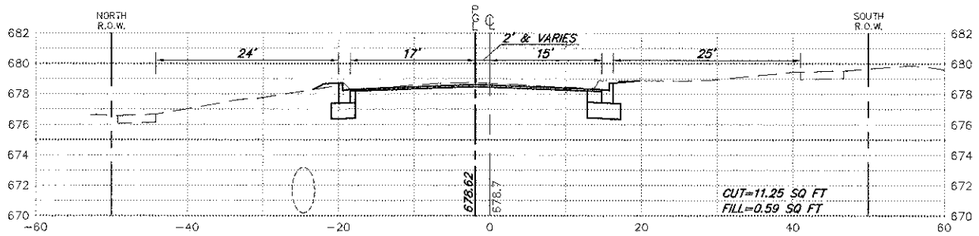
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



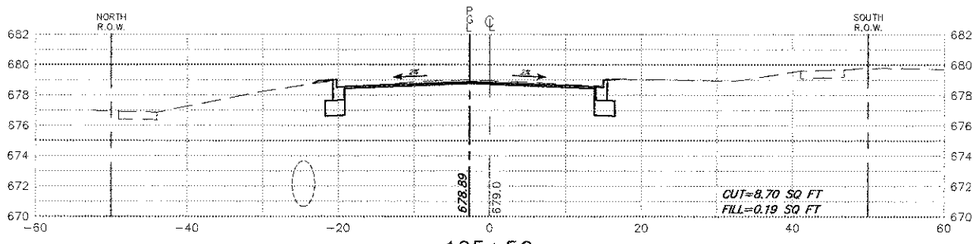
167+00



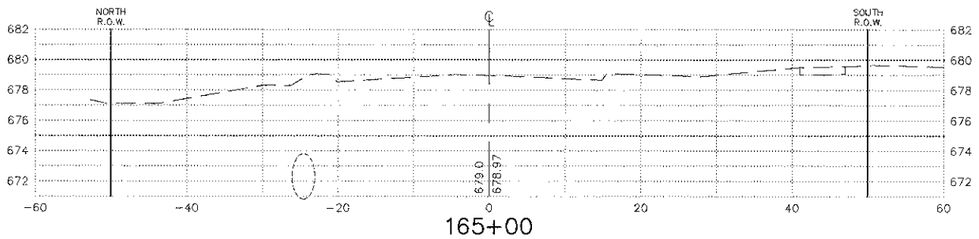
166+50



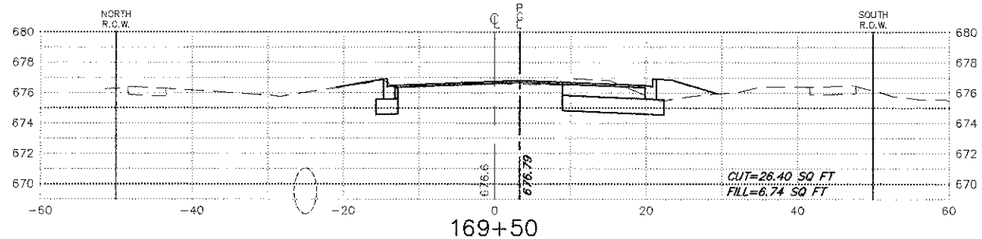
166+00



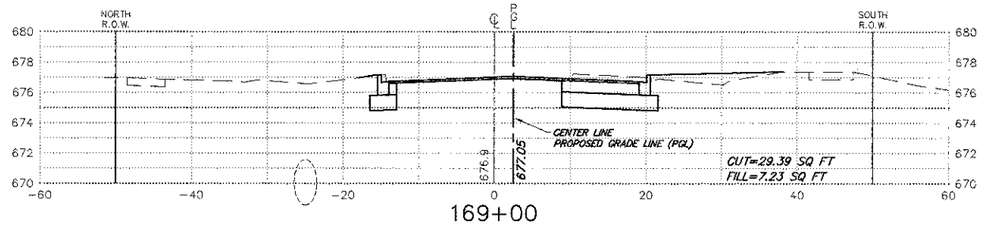
165+50



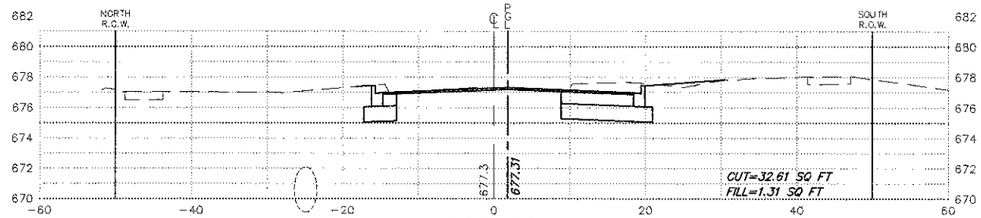
165+00



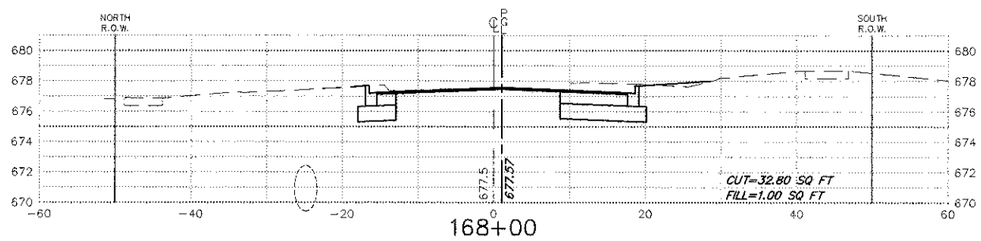
169+50



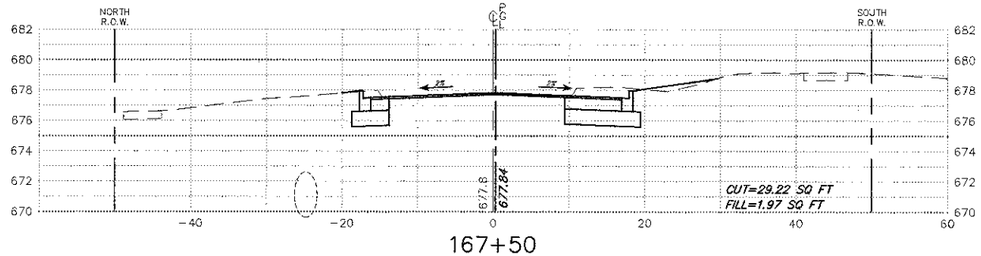
169+00



168+50



168+00



167+50

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

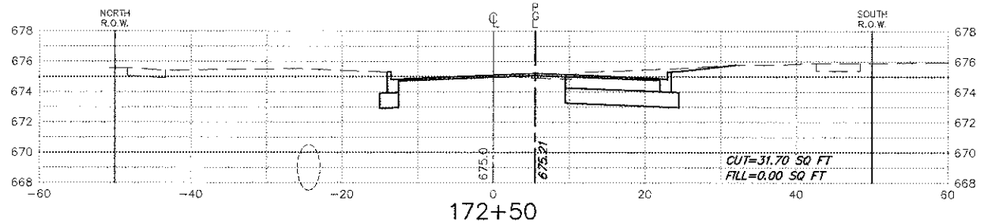
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 165+00 TO STA. 169+50
KENSINGTON ROAD IMPROVEMENTS

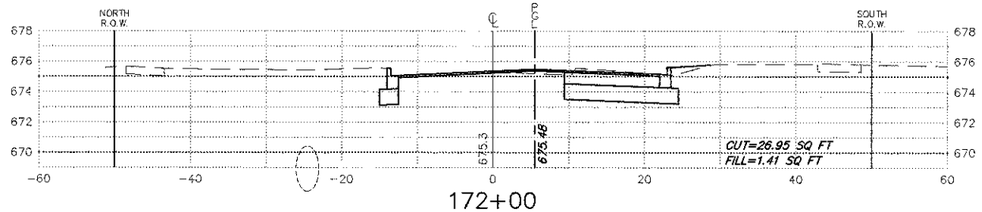
SCALE 1"=10' | SHEET NO. OF SHEETS | STA. 165+00 TO STA. 169+50

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	107
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			

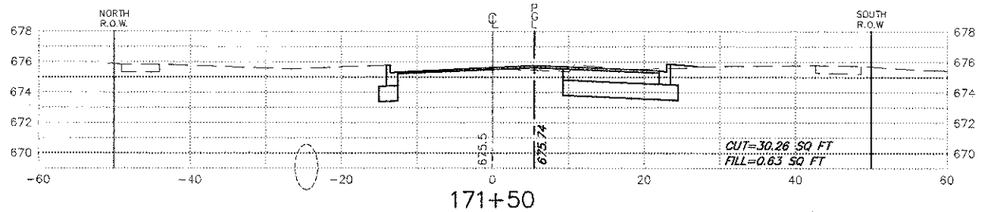
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



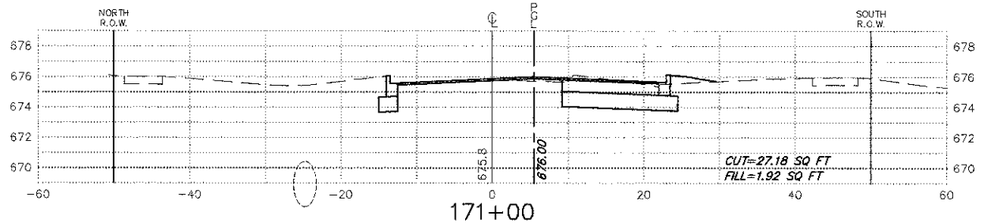
172+50



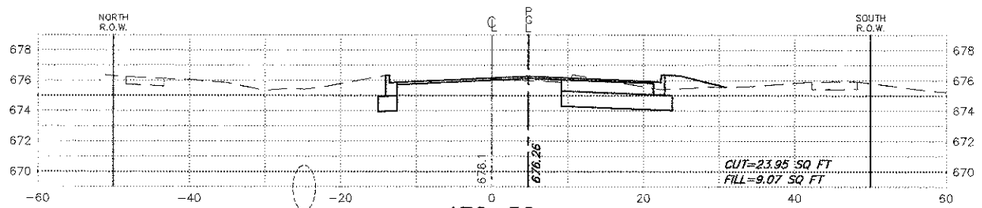
172+00



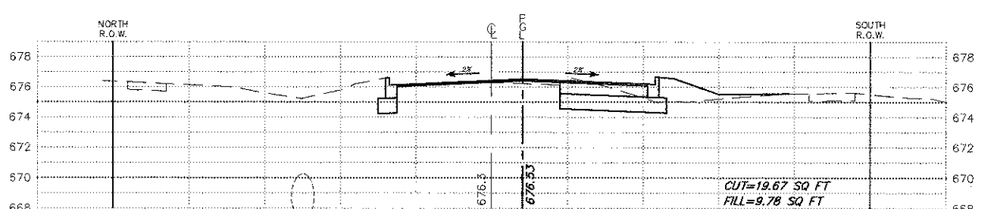
171+50



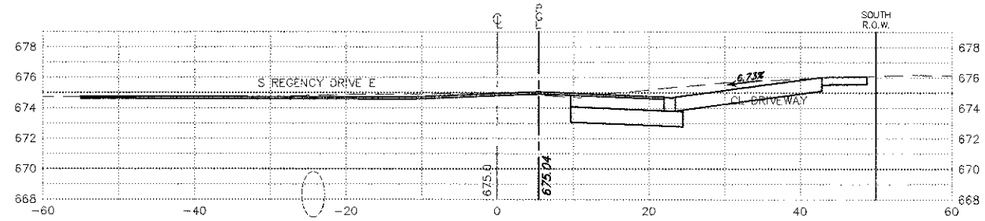
171+00



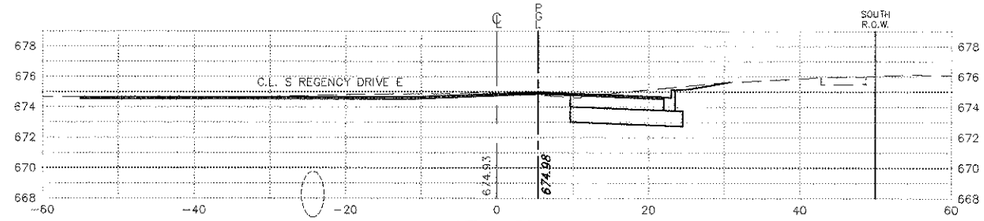
170+50



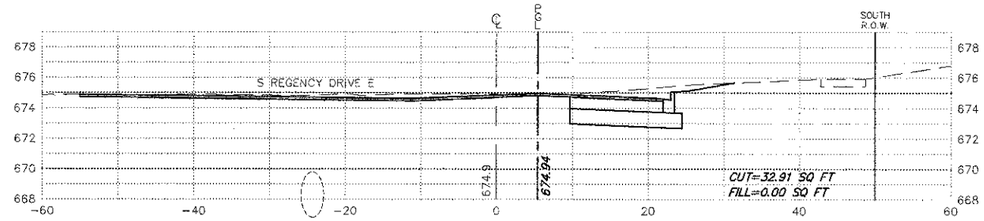
170+00



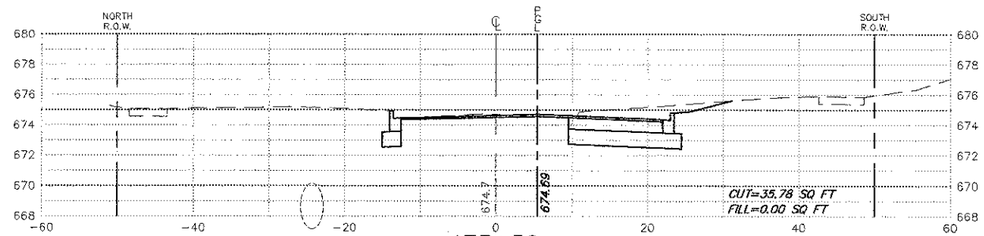
174+19



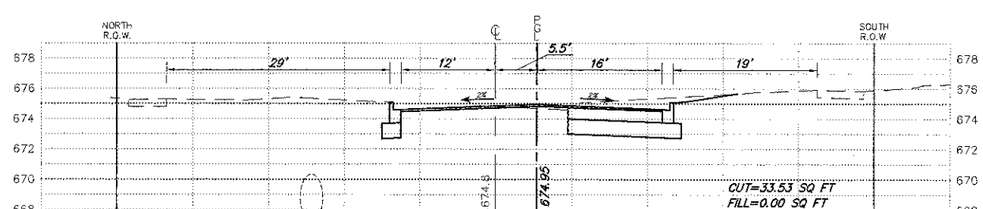
174+07



174+00



173+50



173+00

FILE NAME = 4185.600-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 170+00 TO STA. 174+19
KENSINGTON ROAD IMPROVEMENTS

SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 170+00 TO STA. 174+19

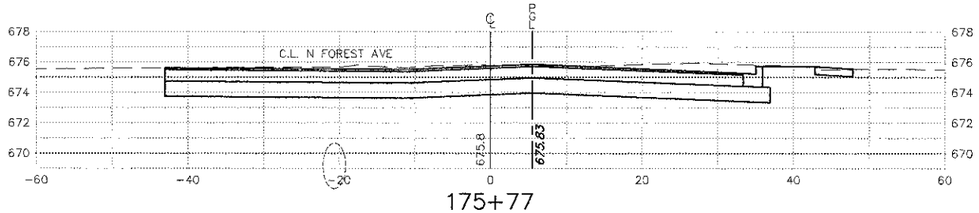
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	108
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

GRAPHIC SCALE

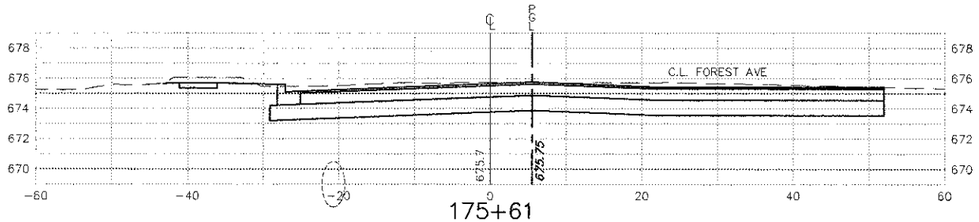
10 0 5 10

(IN FEET)

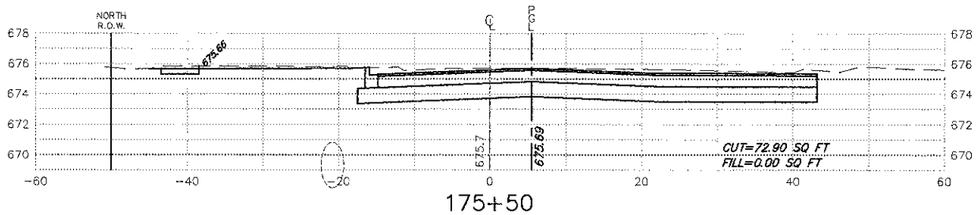
H. 1"= 10 ft. V. 1"= 5 ft.



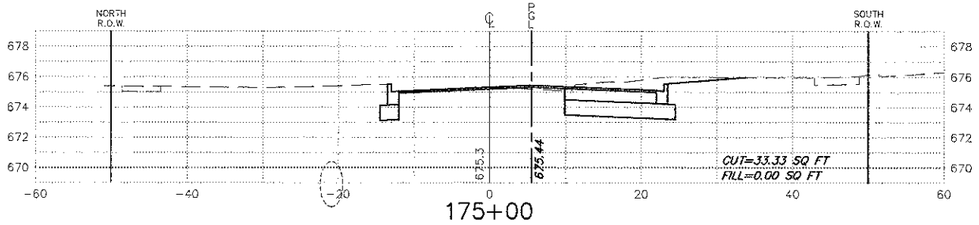
175+77



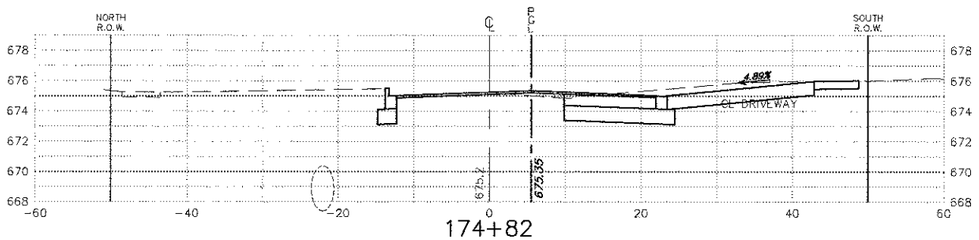
175+61



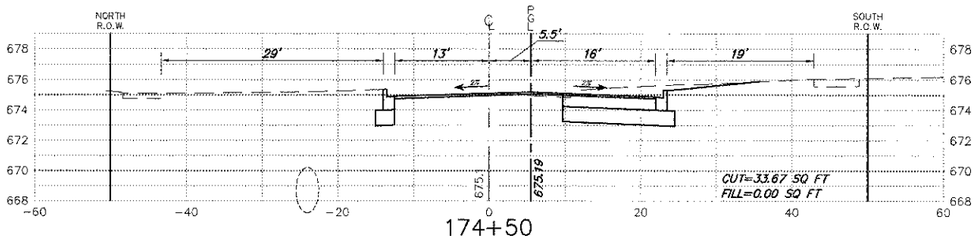
175+50



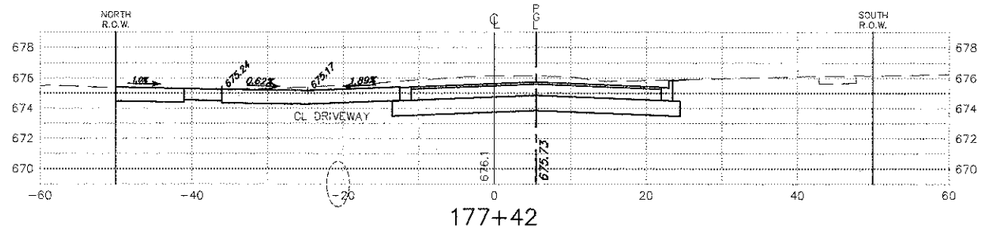
175+00



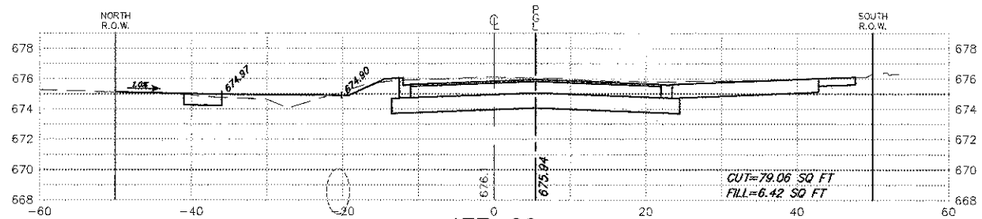
174+82



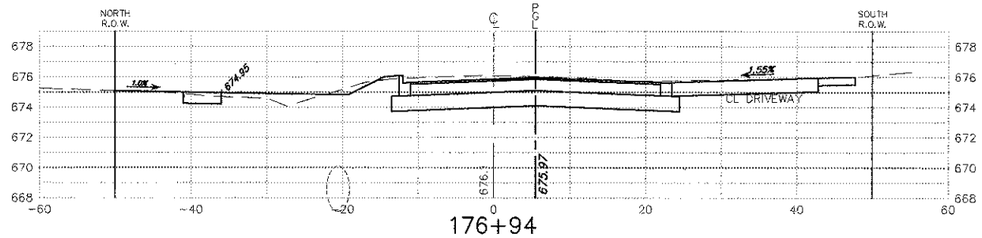
174+50



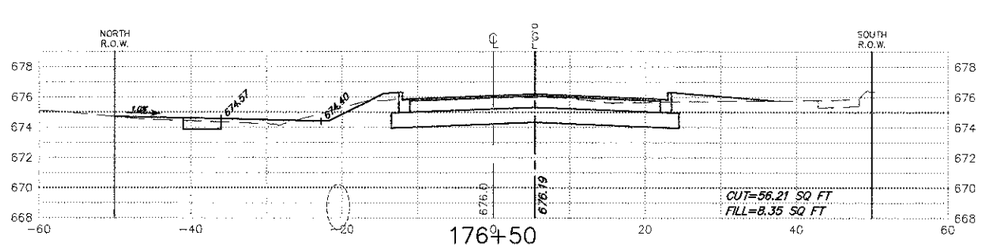
177+42



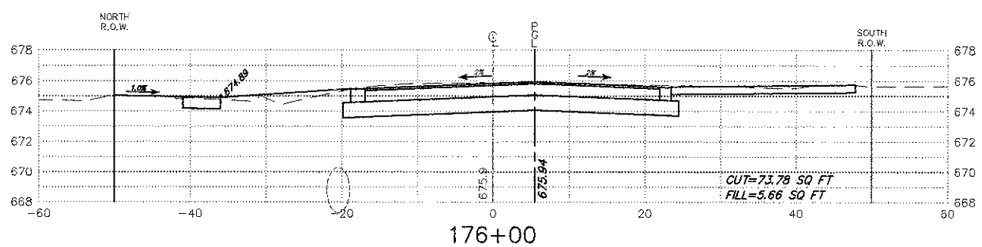
177+00



176+94



176+50



176+00

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

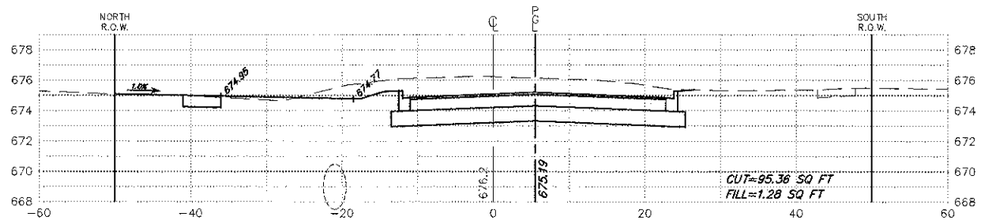
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 174+50 TO STA. 177+42
KENSINGTON ROAD IMPROVEMENTS

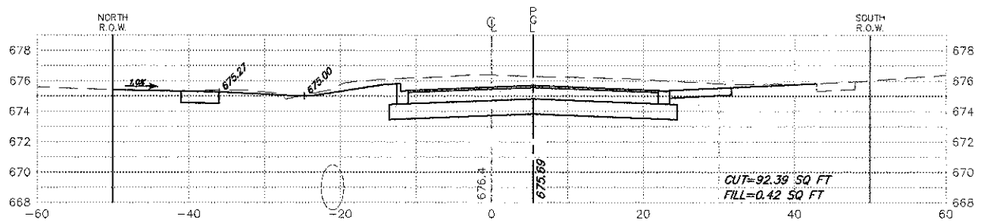
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 174+50 TO STA. 177+42

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	109
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

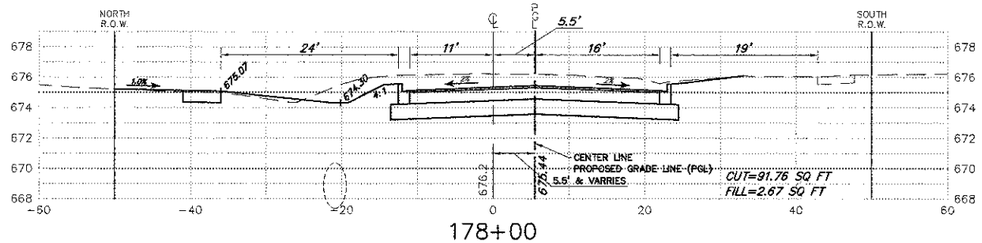
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.



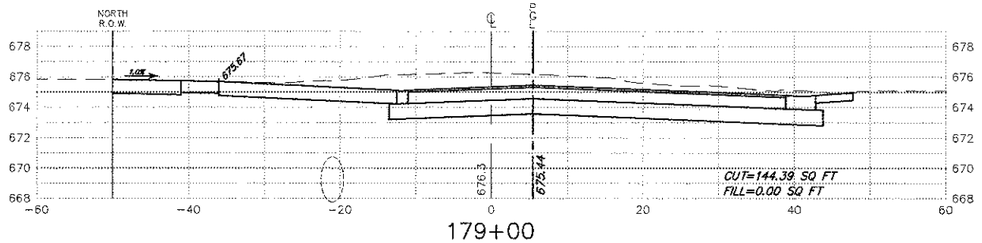
178+50



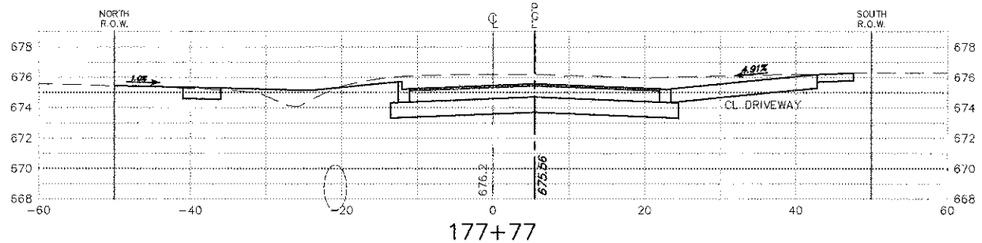
179+50



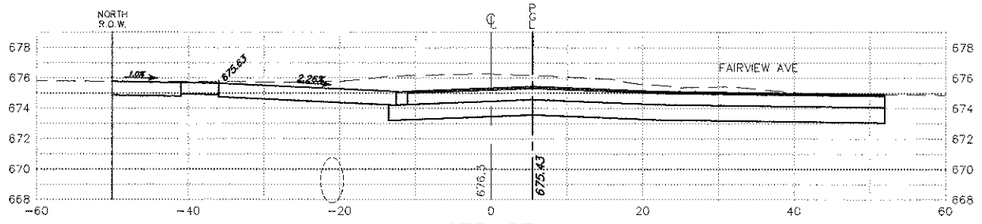
178+00



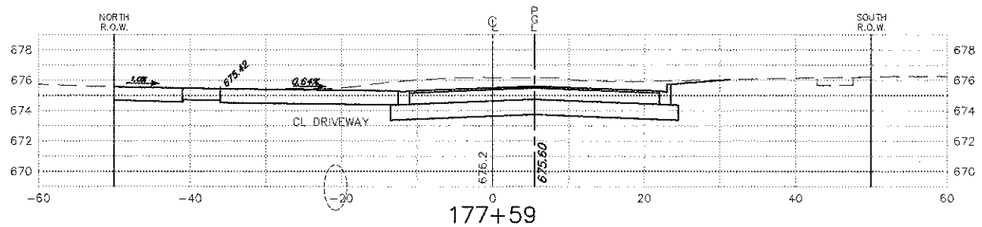
179+00



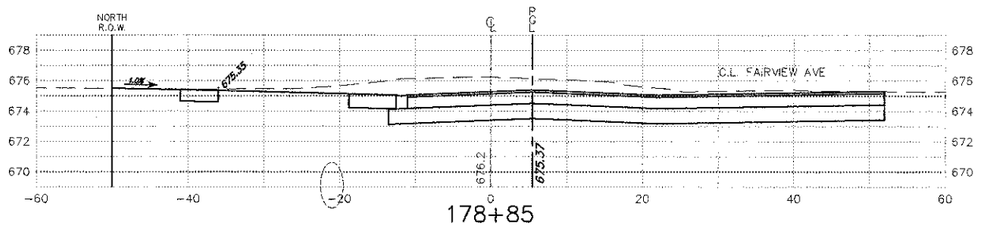
177+77



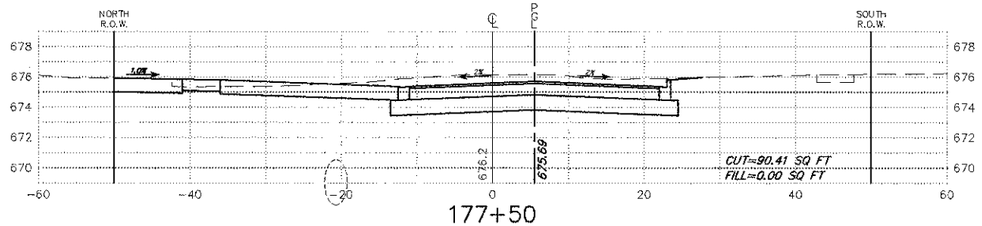
178+97



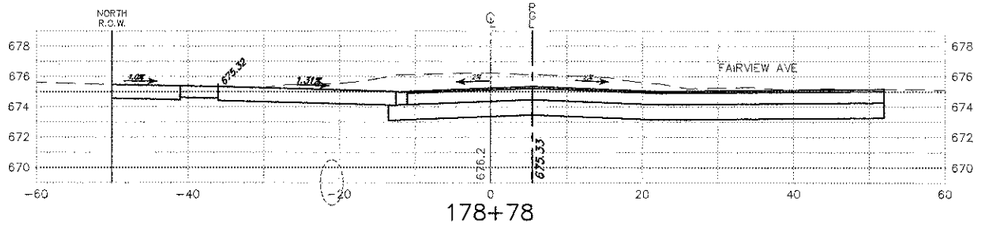
177+59



178+85



177+50

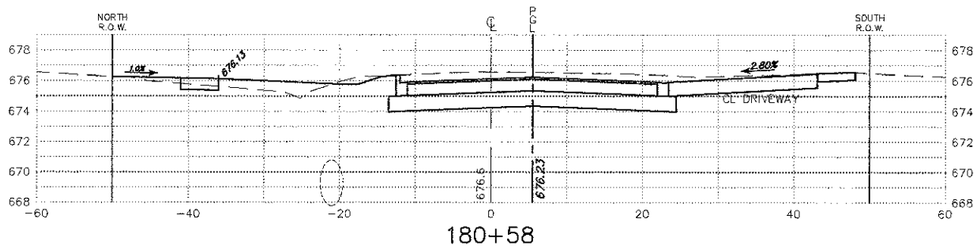


178+78

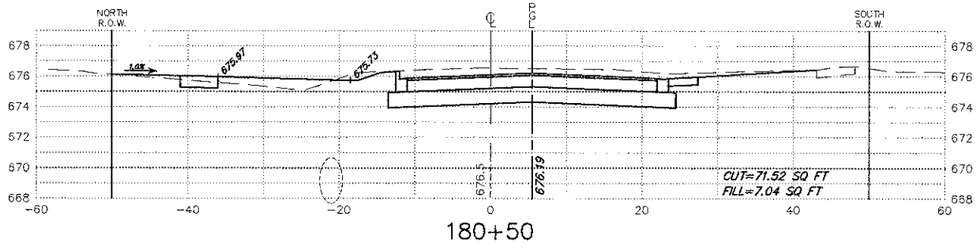
FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CROSS SECTIONS STA. 177+50 TO STA. 179+50 KENSINGTON ROAD IMPROVEMENTS**
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -		SCALE: 1"=10' SHEET NO. OF SHEETS STA. 177+50 TO STA. 179+50
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	110
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

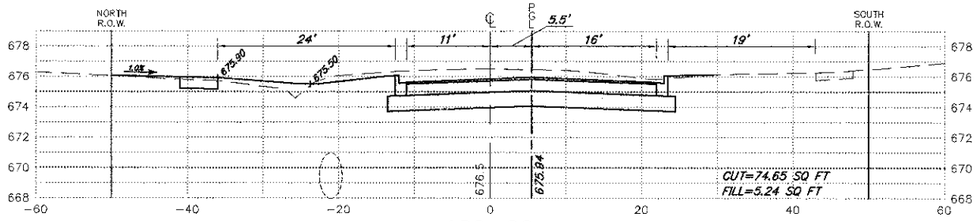
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



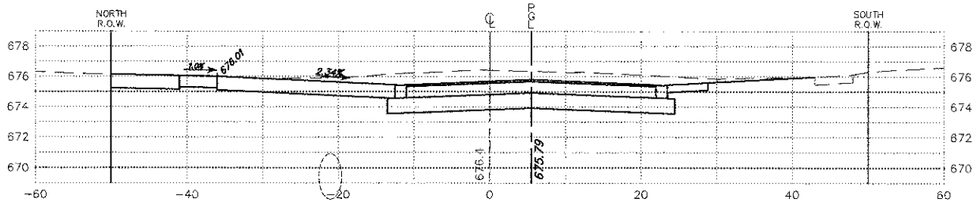
180+58



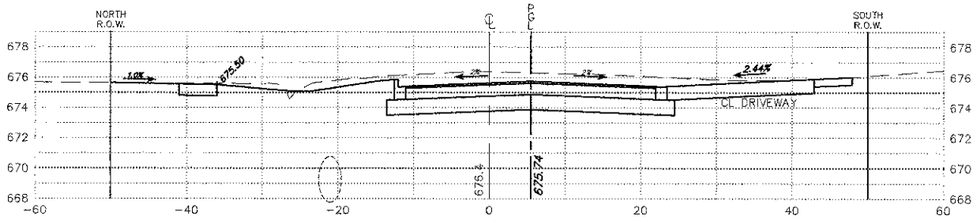
180+50



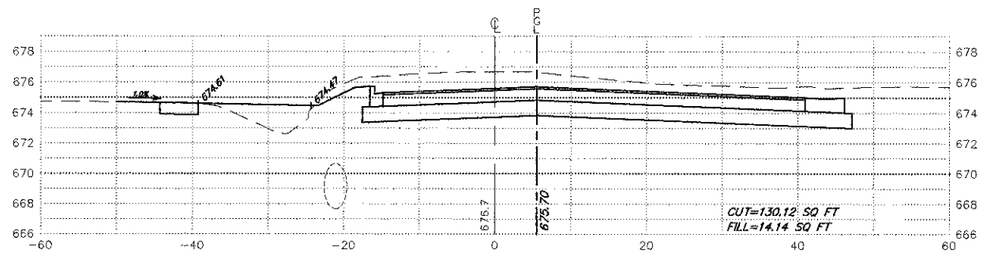
180+00



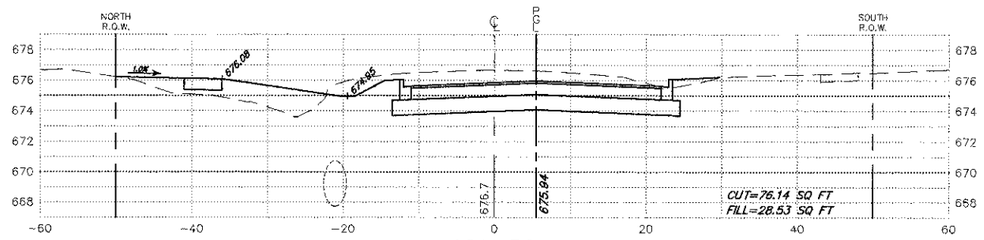
179+69



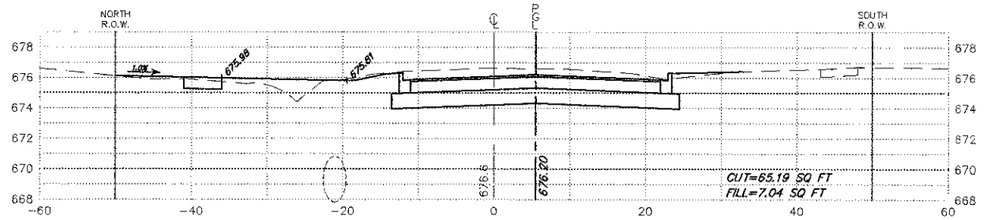
179+59



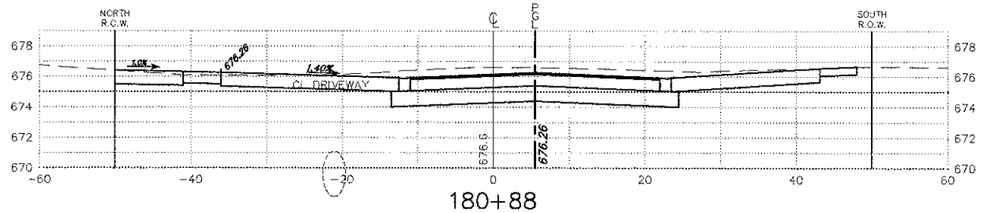
182+00



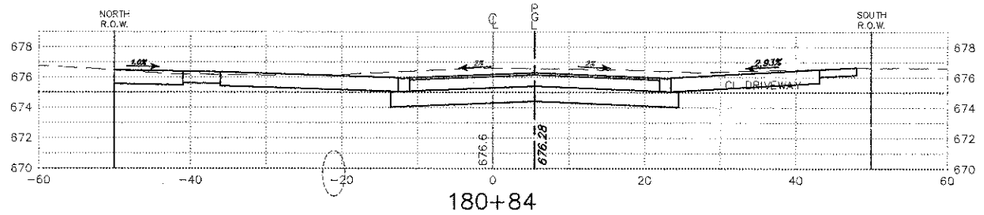
181+50



181+00



180+88

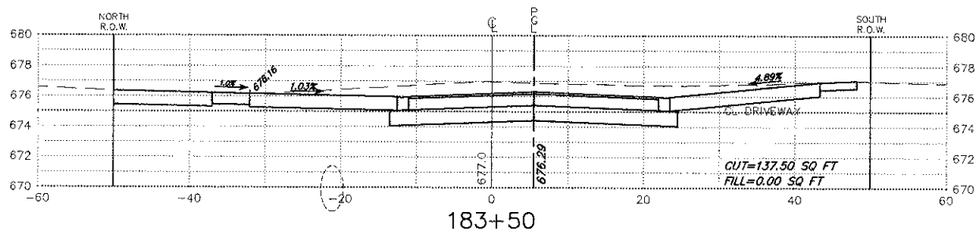


180+84

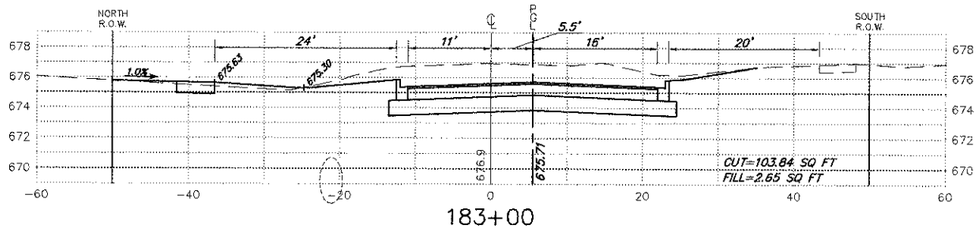
FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 179+59 TO STA. 182+00 KENSINGTON ROAD IMPROVEMENTS
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .05'	CHECKED - KLB	REVISED -		SCALE 1"=10' SHEET NO. OF SHEETS STA. 179+59 TO STA. 182+00
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	111
		CONTRACT #: 63748		
		ILLINOIS FED. AID PROJECT		

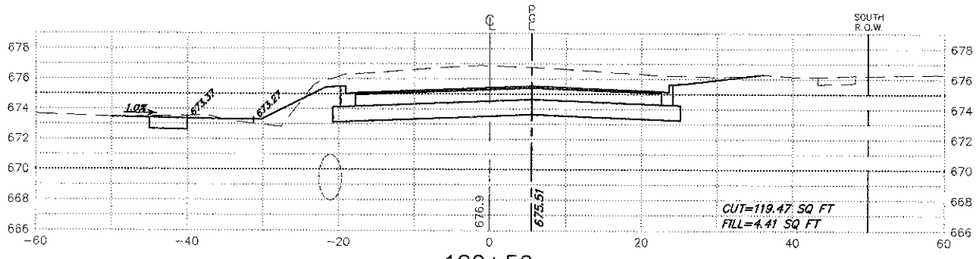
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.



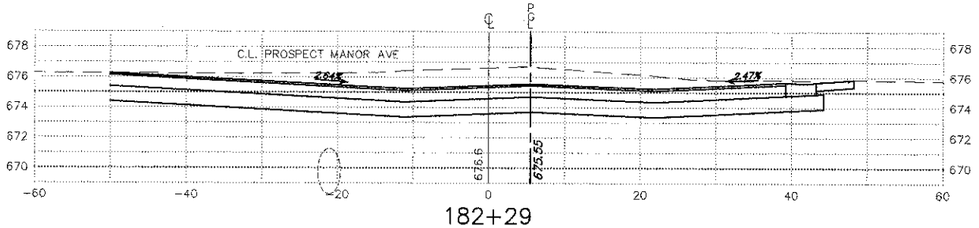
183+50



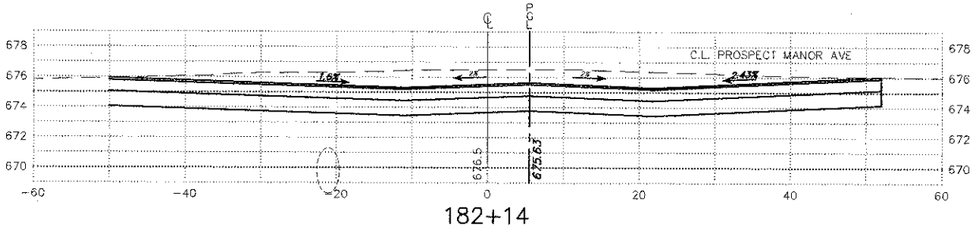
183+00



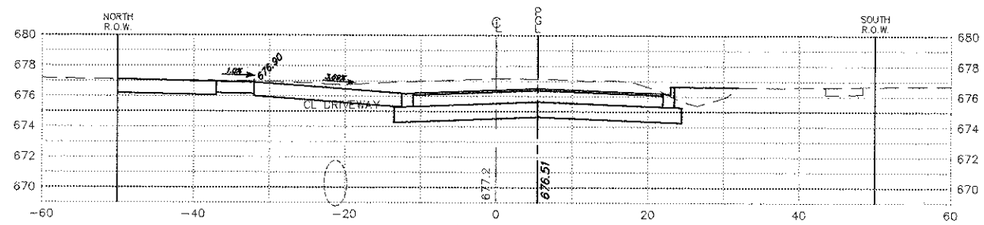
182+50



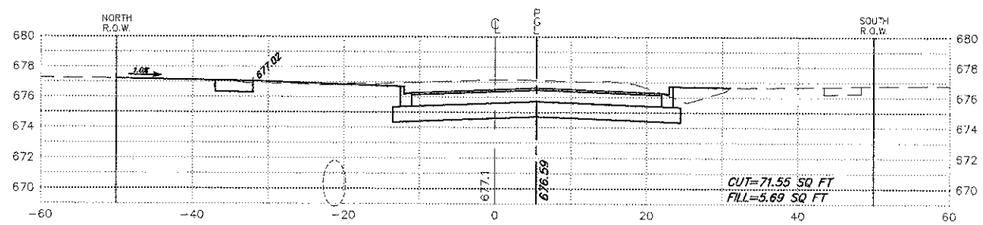
182+29



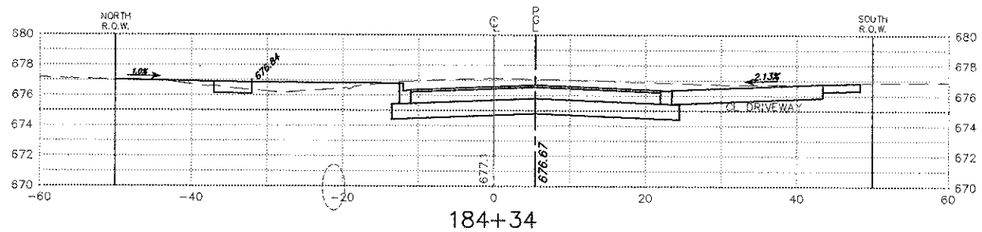
182+14



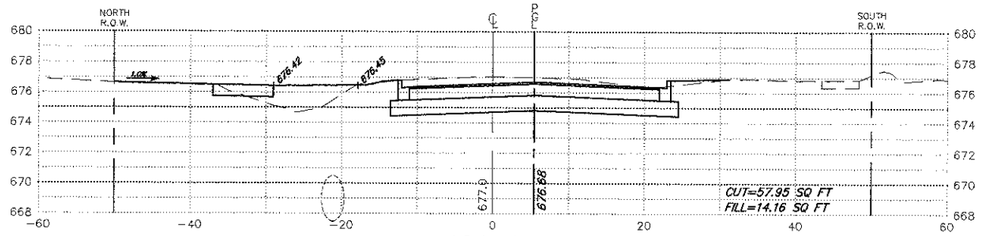
184+62



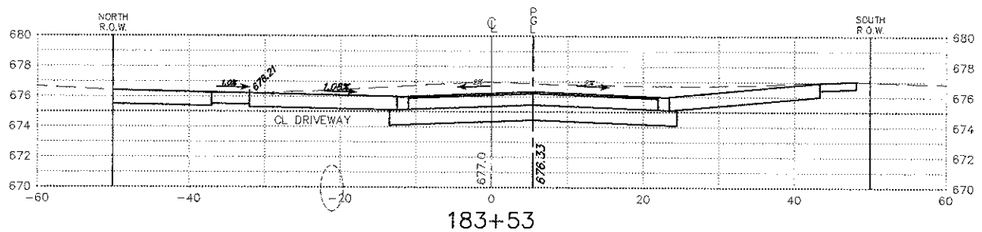
184+50



184+34



184+00

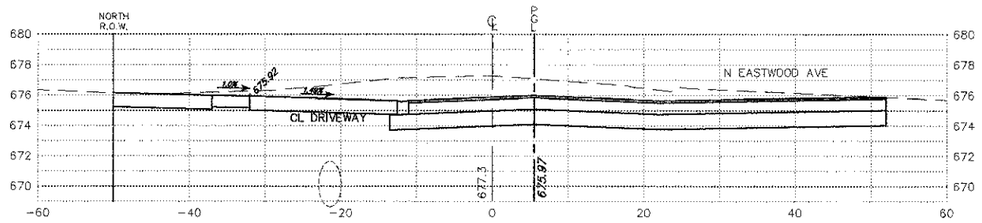


183+53

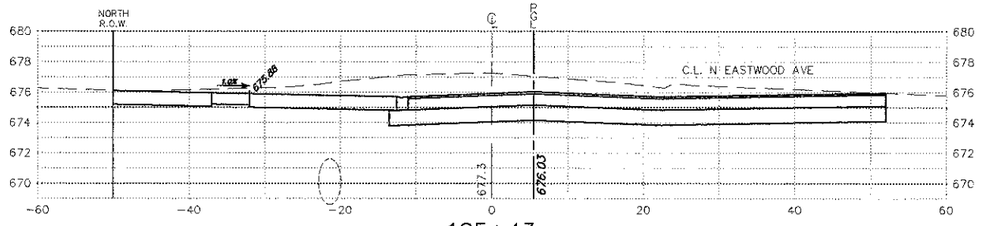
FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS STA. 182+14 TO STA. 184+62 KENSINGTON ROAD IMPROVEMENTS
		DRAWN - PJS	REVISED -		
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -		SCALE: 1"=10' SHEET NO. OF SHEETS STA. 182+14 TO STA. 184+62
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -		

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	112
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

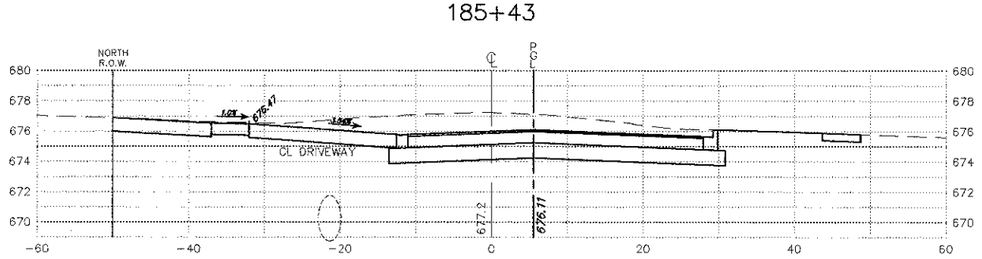
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



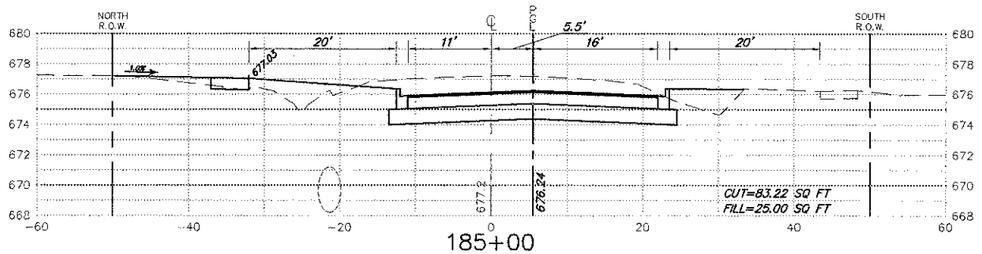
185+47



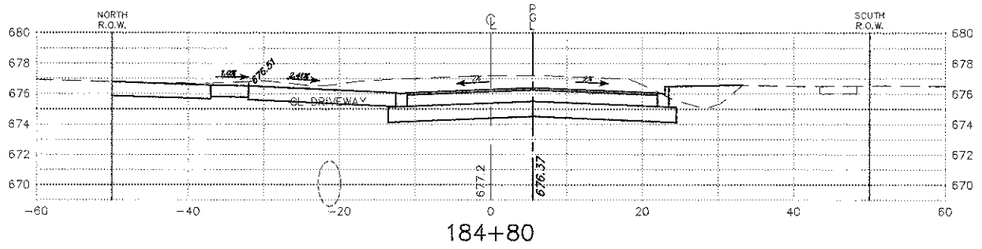
185+43



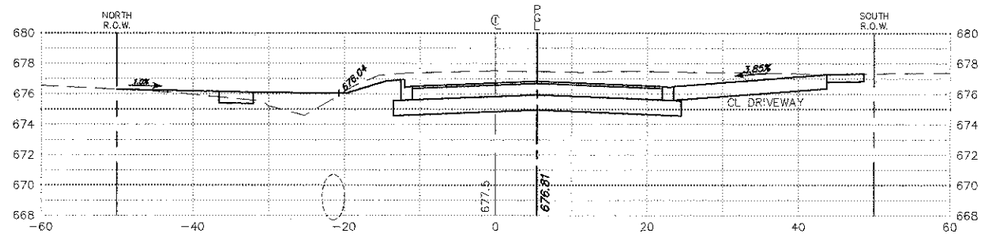
185+19



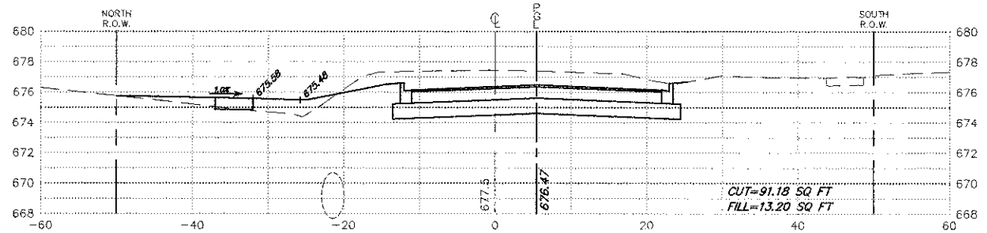
185+00



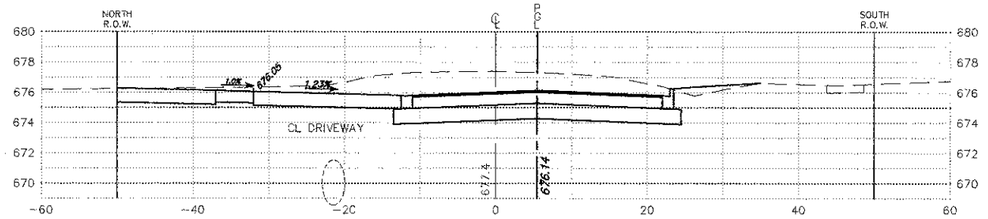
184+80



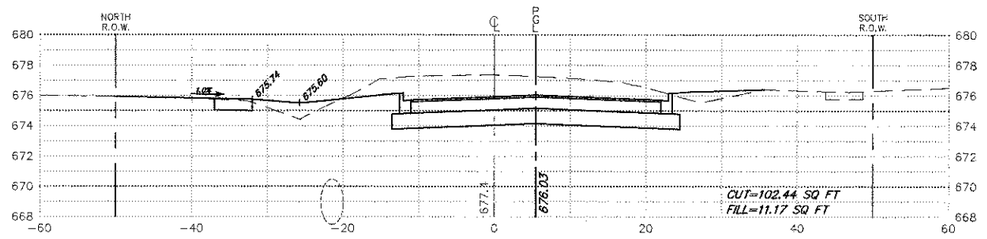
186+90



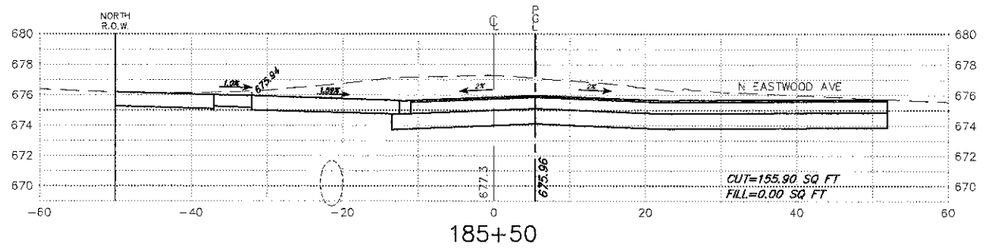
186+50



186+16



186+00



185+50

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

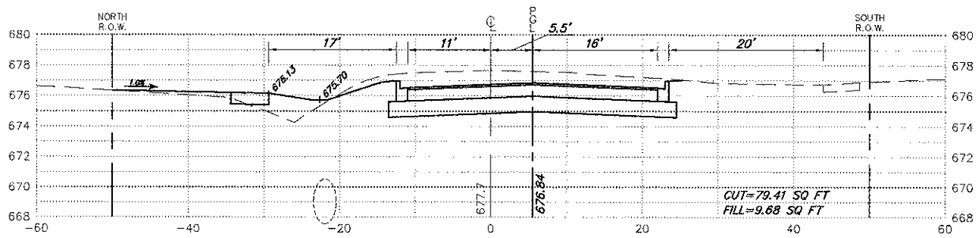
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 184+80 TO STA. 186+90
KENSINGTON ROAD IMPROVEMENTS

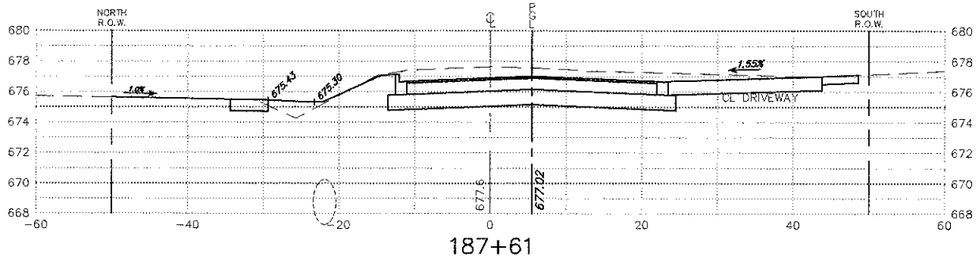
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 184+80 TO STA. 186+90

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	113
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

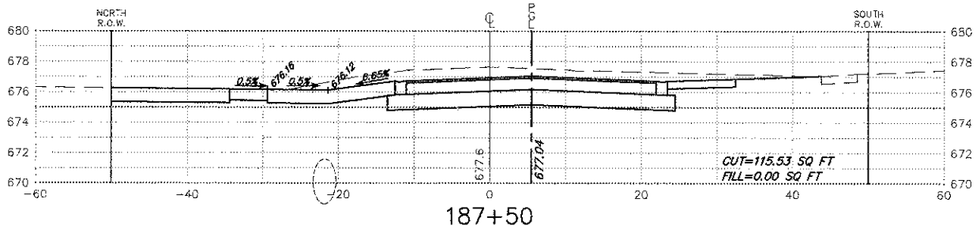
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1" = 10 ft. V. 1" = 5 ft.



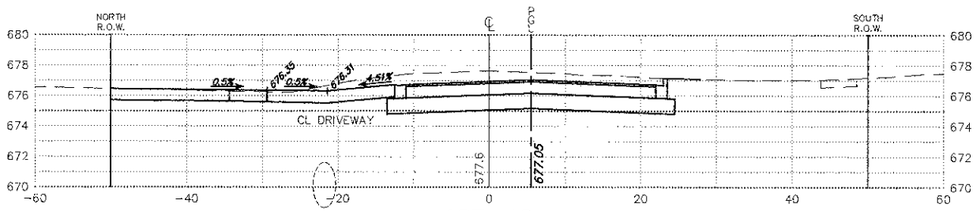
188+00



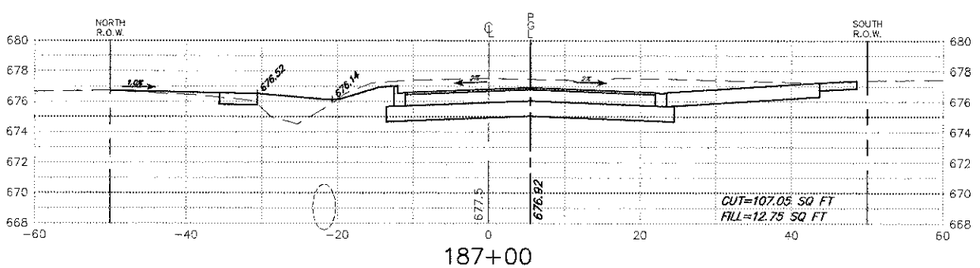
187+61



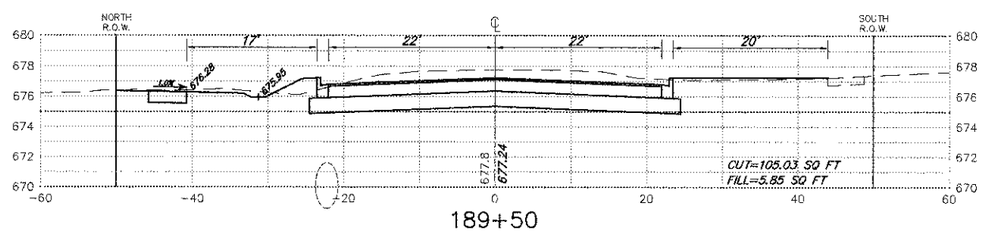
187+50



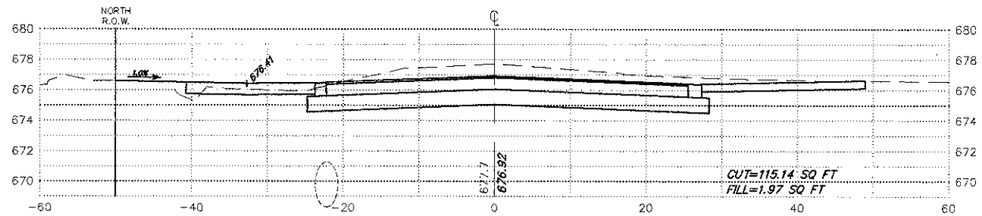
187+42



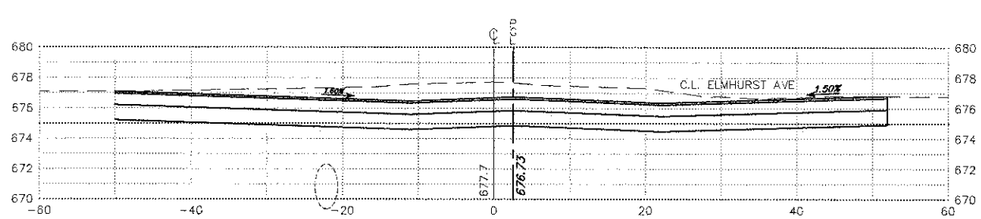
187+00



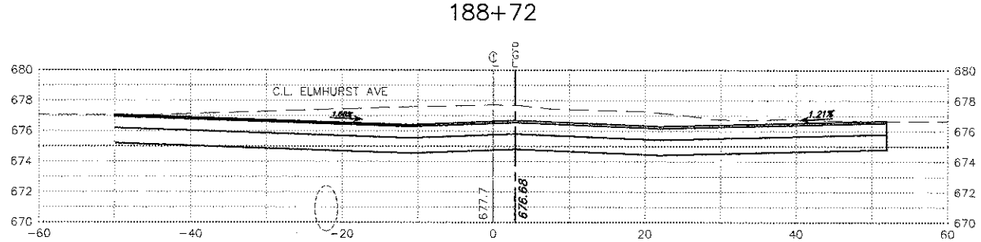
189+50



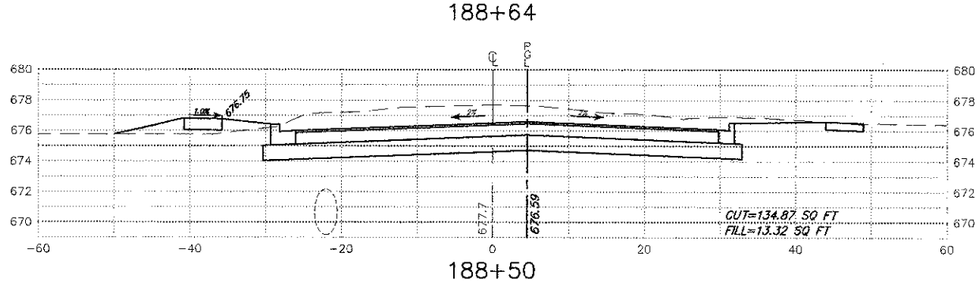
189+00



188+72



188+64



188+50

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

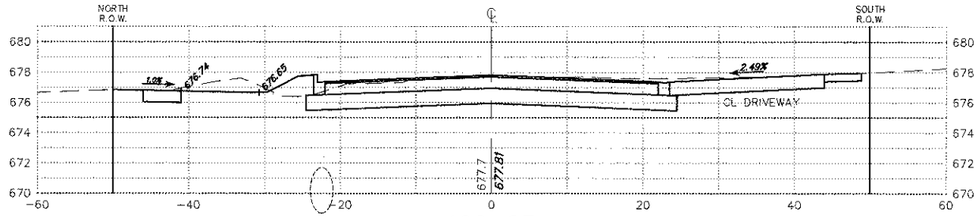
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 187+00 TO STA. 189+50
KENSINGTON ROAD IMPROVEMENTS

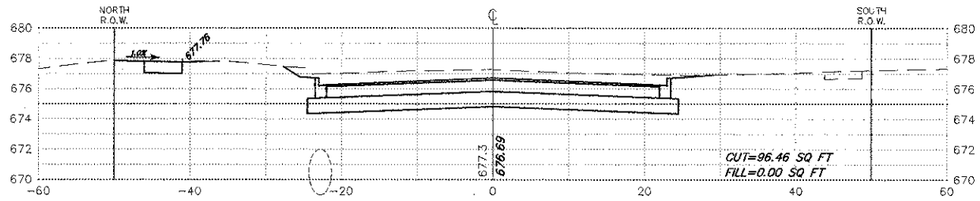
SCALE 1"=10' | SHEET NO. OF SHEETS | STA. 187+00 TO STA. 189+50

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	114
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

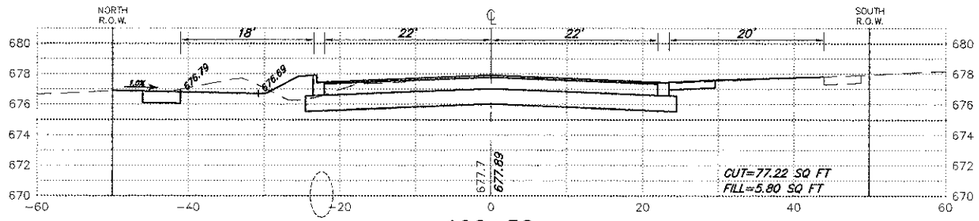
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



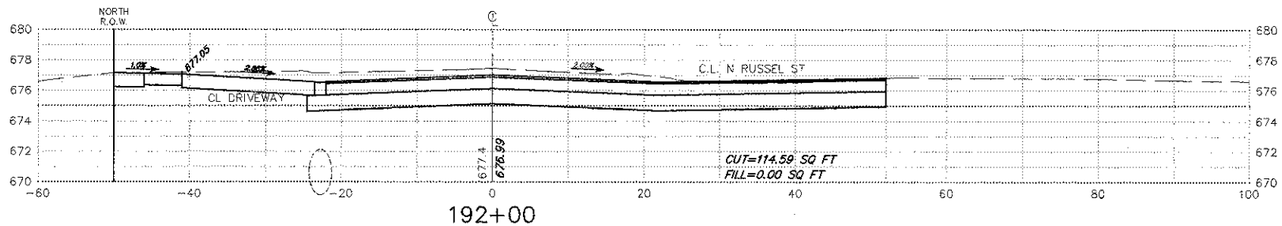
190+63



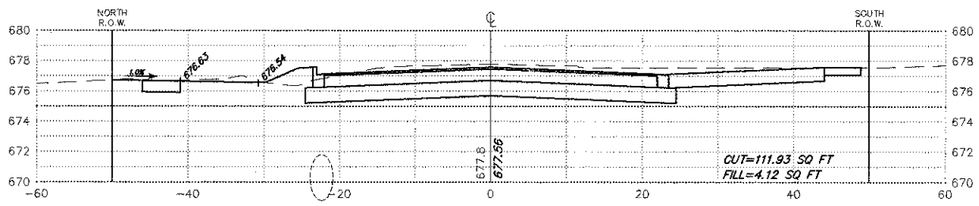
192+50



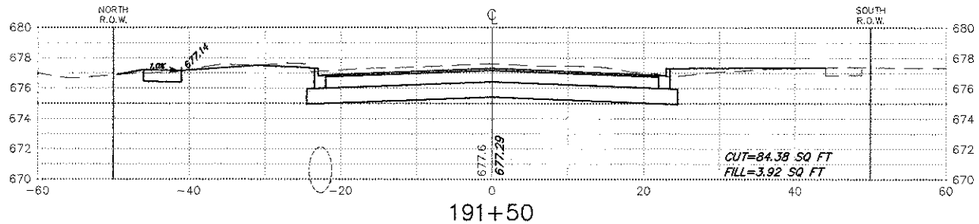
190+50



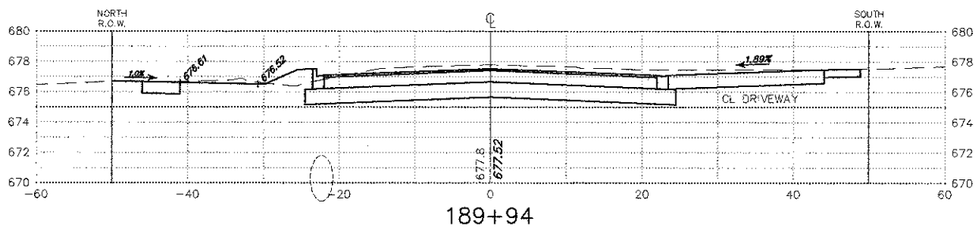
192+00



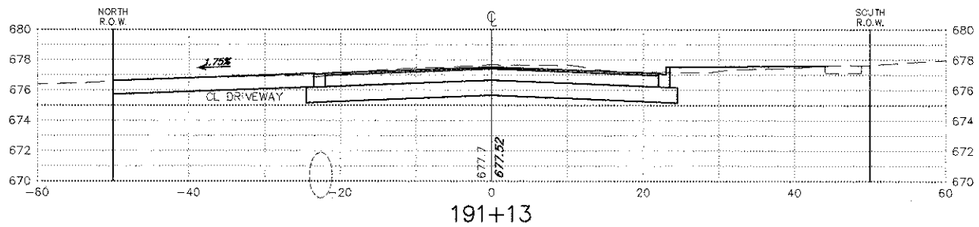
190+00



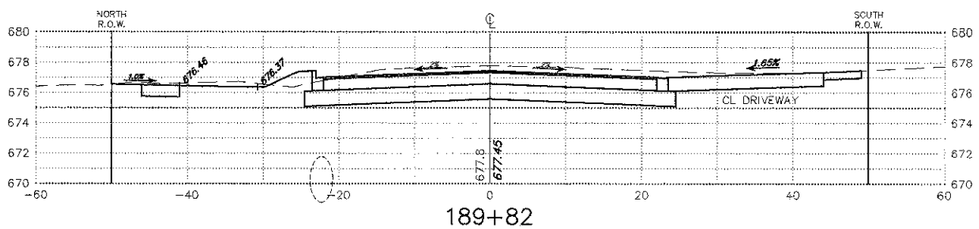
191+50



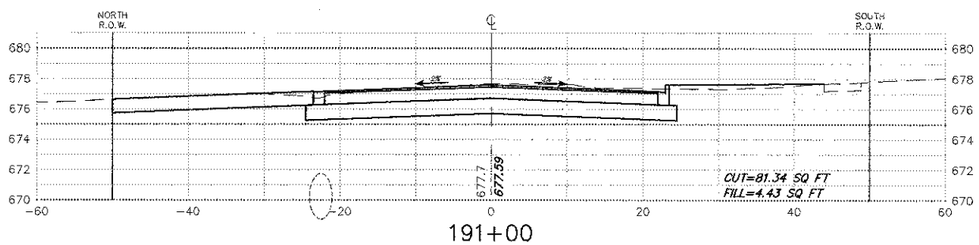
189+94



191+13



189+82



191+00

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

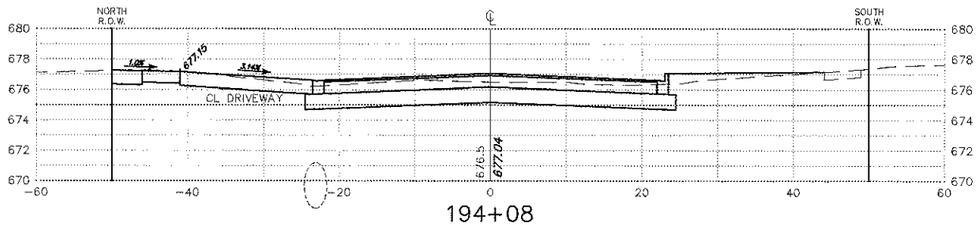
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 189+82 TO STA. 192+50
KENSINGTON ROAD IMPROVEMENTS

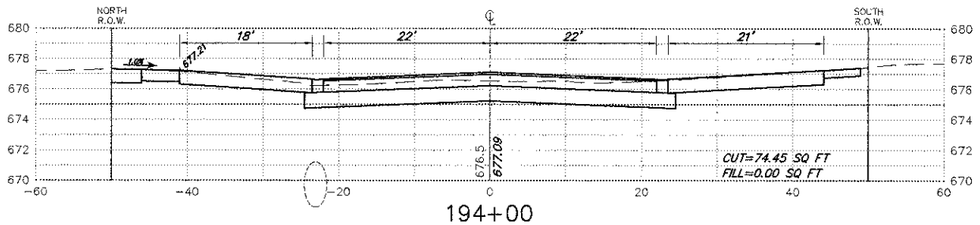
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 189+82 TO STA. 192+50

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	115
		CONTRACT #:	63746	
		ILLINOIS FED. AID PROJECT		

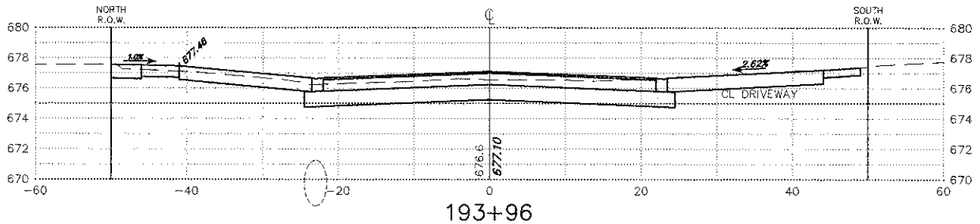
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10ft. V. 1"= 5ft.



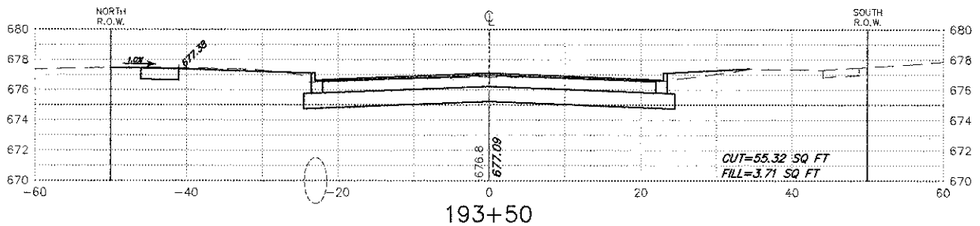
194+08



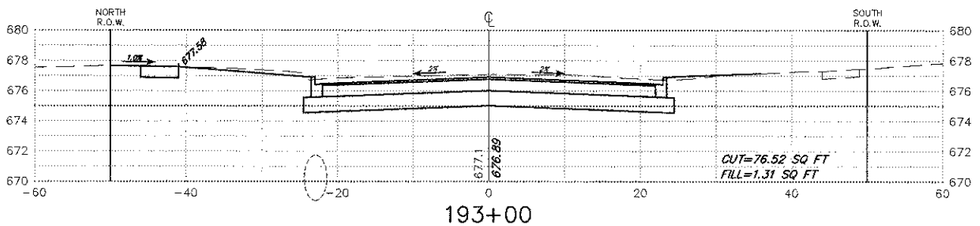
194+00



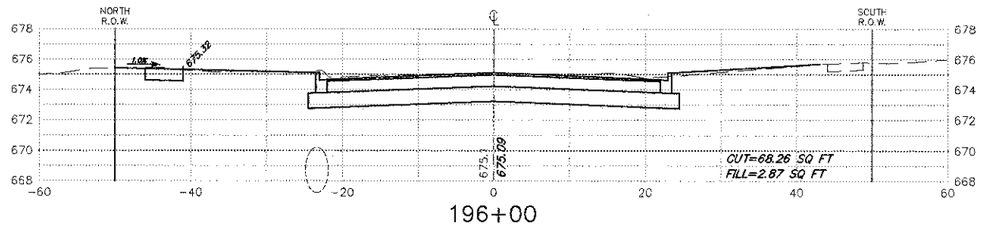
193+96



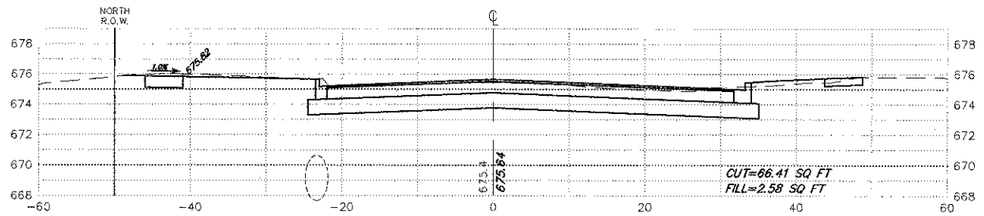
193+50



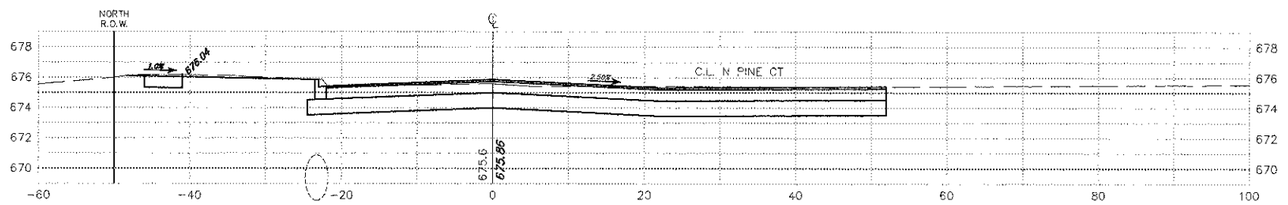
193+00



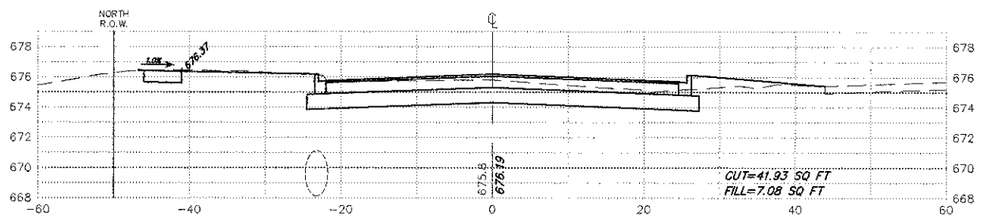
196+00



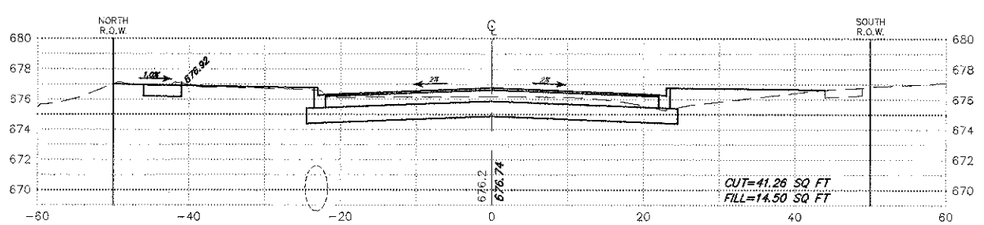
195+50



195+30



195+00



194+50

FILE NAME = 4:85.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

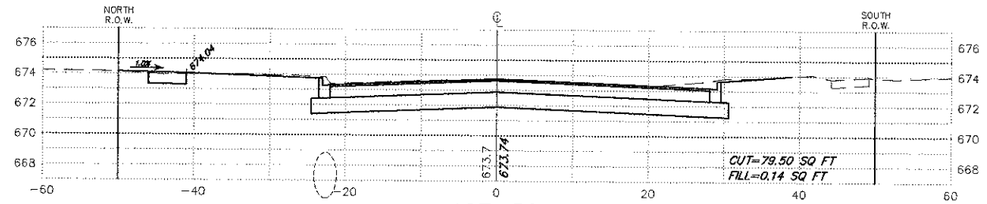
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 193+00 TO STA. 196+00
KENSINGTON ROAD IMPROVEMENTS

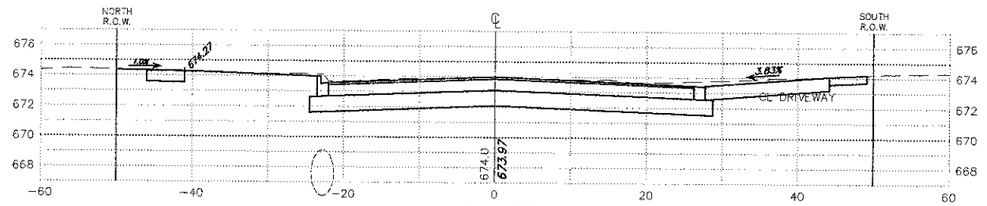
SCALE 1"=10' | SHEET NO. OF SHEETS | STA. 193+00 TO STA. 196+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	116
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

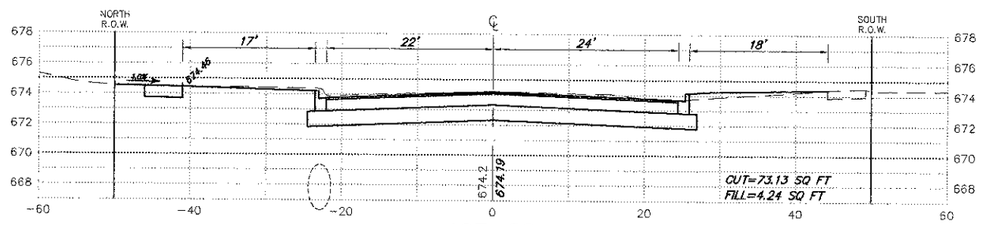
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



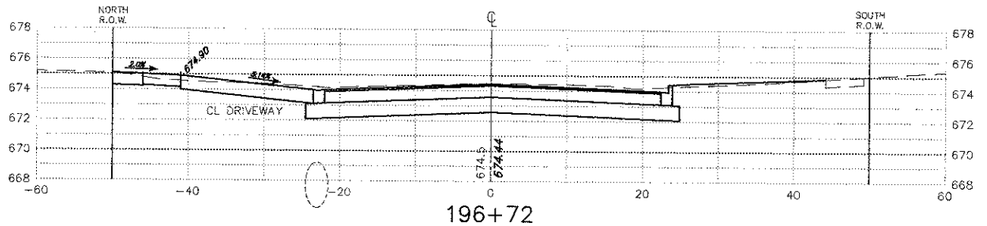
197+50



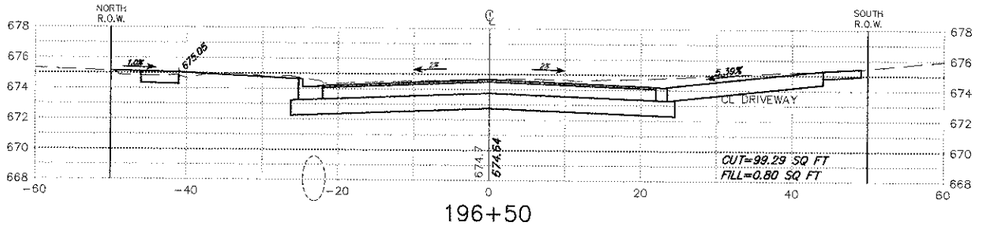
197+25



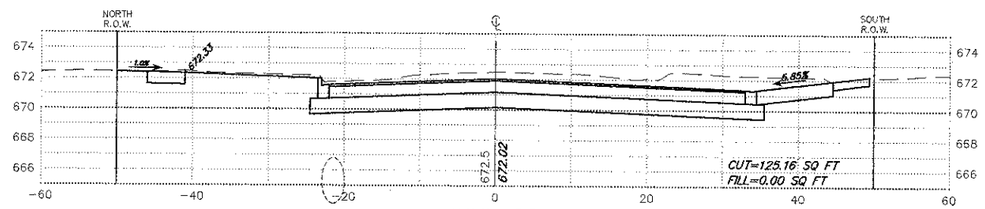
197+00



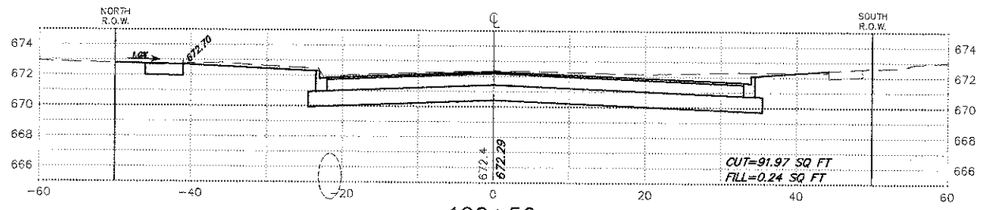
196+72



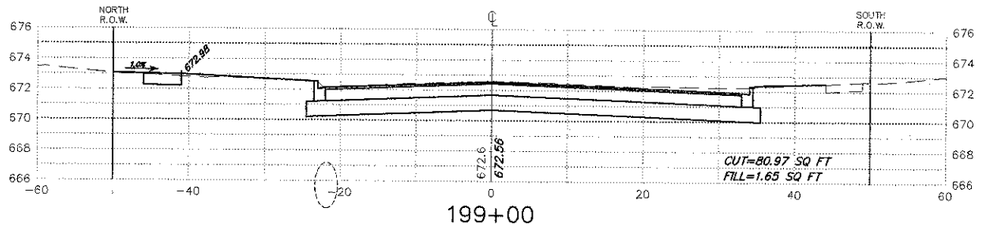
196+50



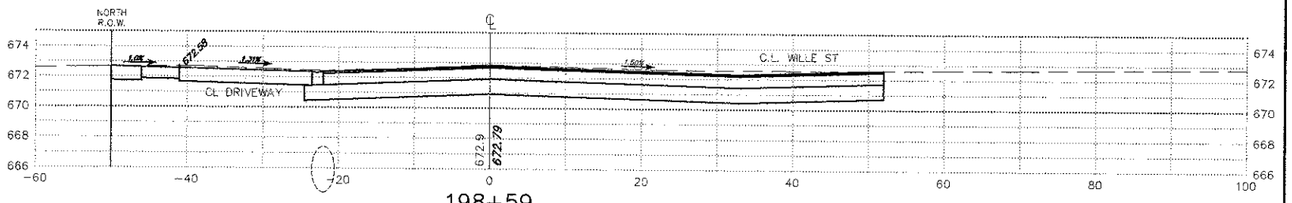
200+00



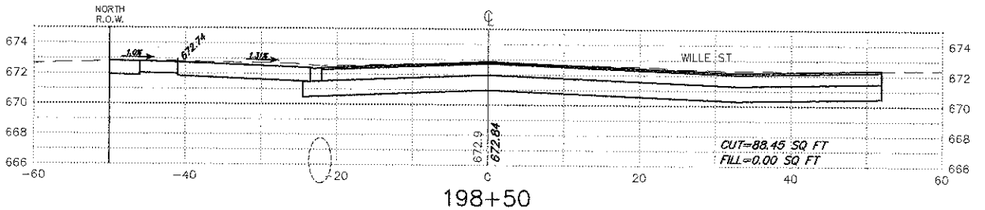
199+50



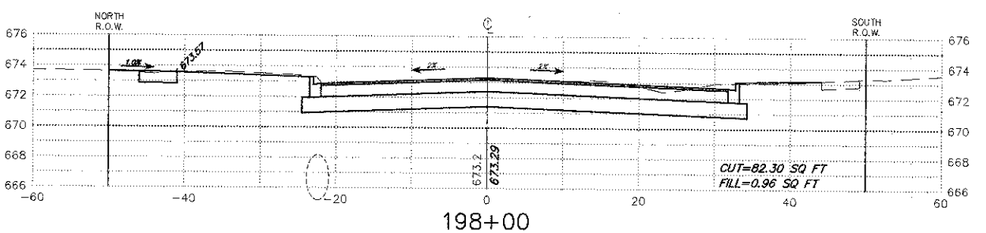
199+00



198+59



198+50



198+00

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

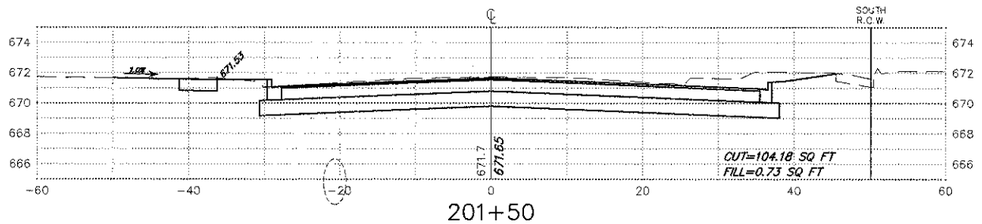
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 196+50 TO STA. 200+00
KENSINGTON ROAD IMPROVEMENTS

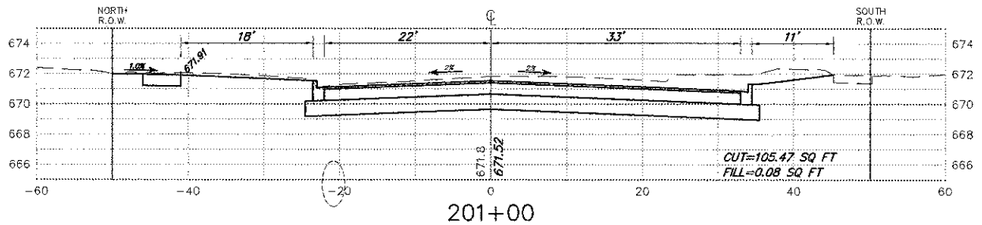
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 196+50 TO STA. 200+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	117
		CONTRACT #:	63746	
	ILLINOIS FED. AID PROJECT			

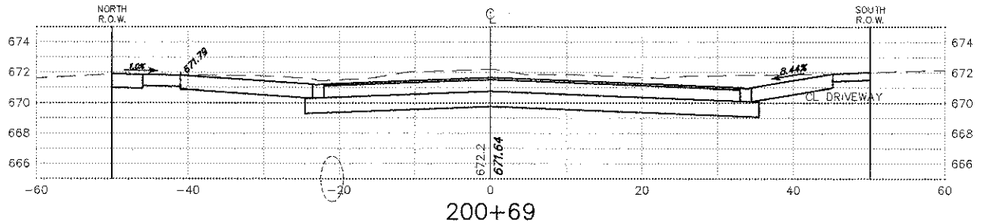
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"=10 ft. V. 1"=5 ft.



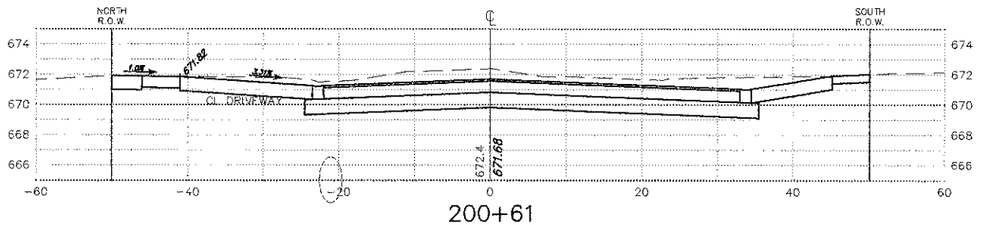
201+50



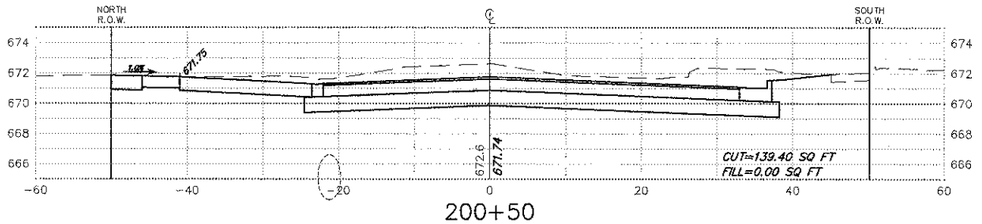
201+00



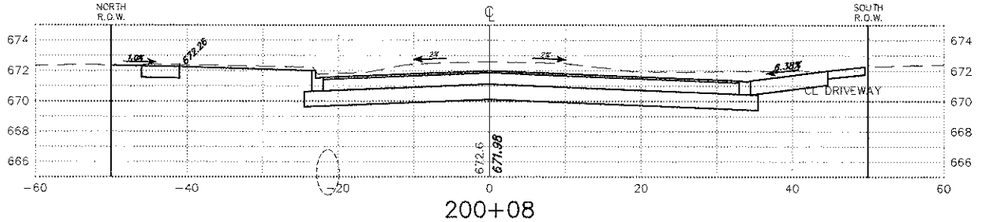
200+69



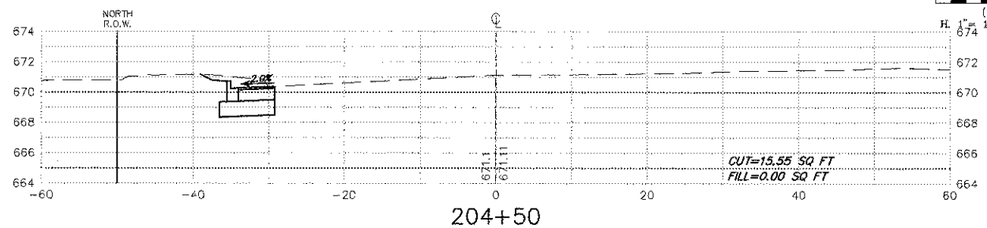
200+61



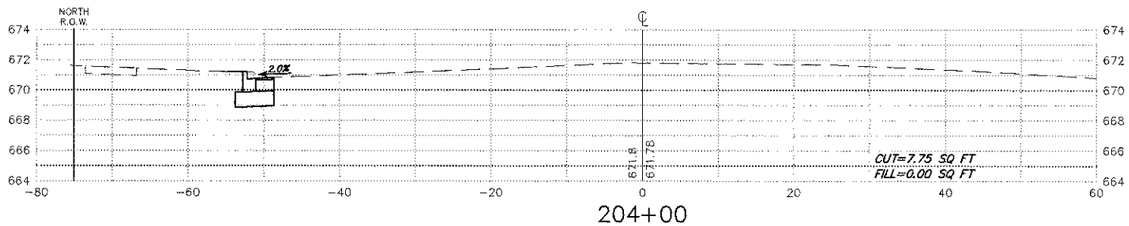
200+50



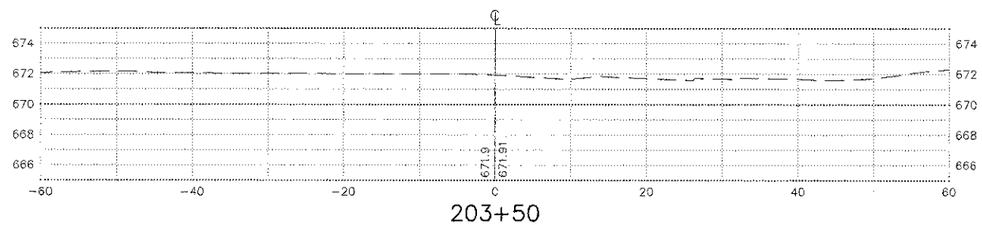
200+08



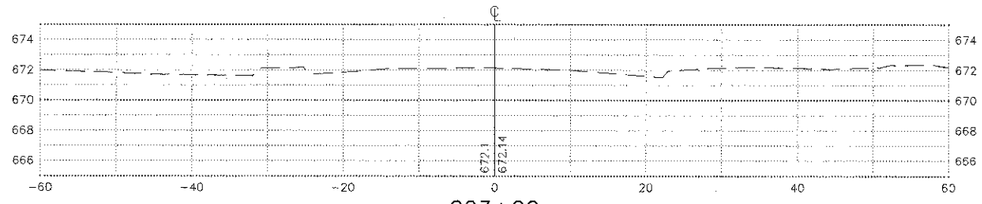
204+50



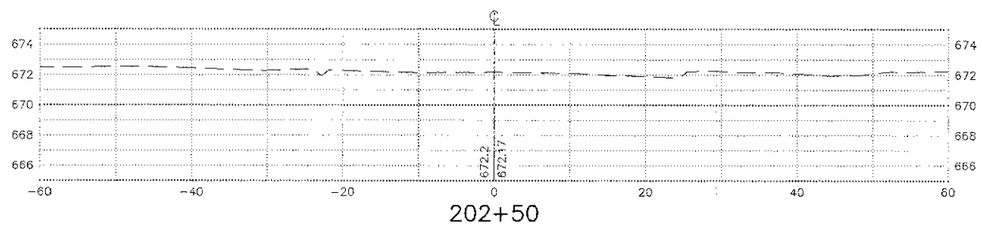
204+00



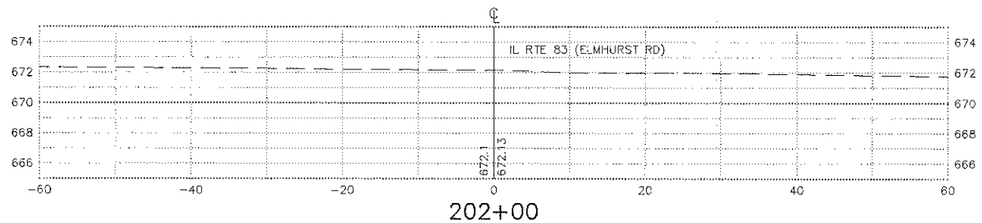
203+50



203+00



202+50



202+00

FILE NAME = 4:85.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

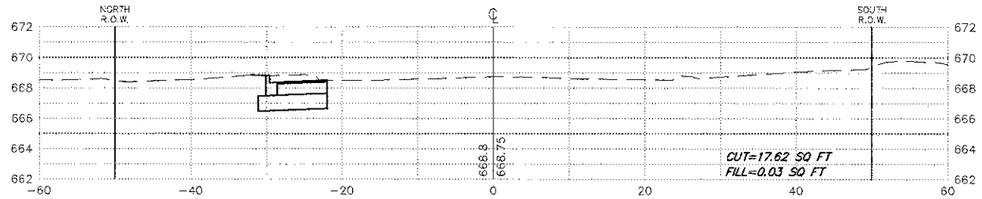
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 200+08 TO STA. 204+50
KENSINGTON ROAD IMPROVEMENTS

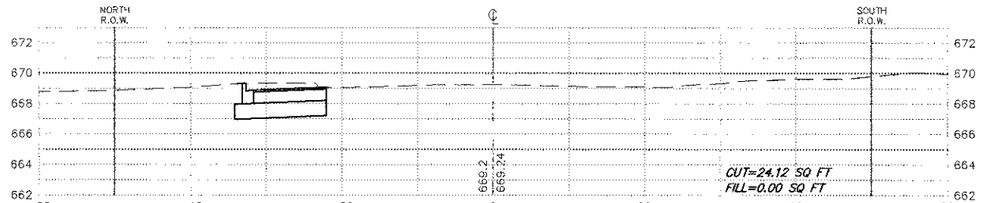
SCALE: 1"=10' | SHEET NO. OF SHEETS | STA. 200+08 TO STA. 204+50

F.A.U RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	118
		CONTRACT #: 63746		
		ILLINOIS FED. AID PROJECT		

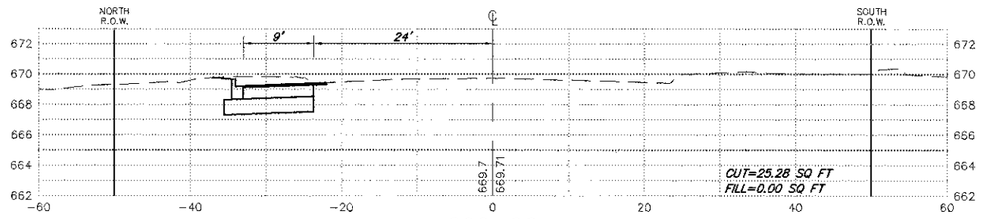
GRAPHIC SCALE
10 0 5 10
(IN FEET)
H. 1"= 10 ft. V. 1"= 5 ft.



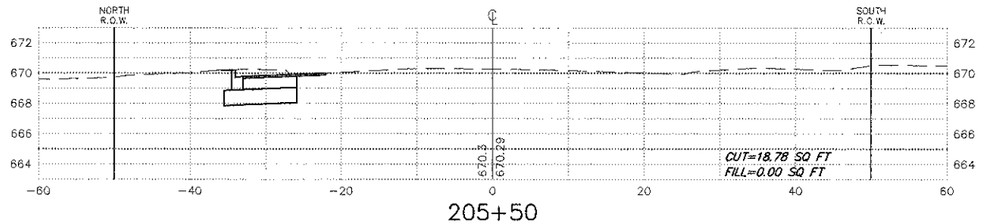
207+00



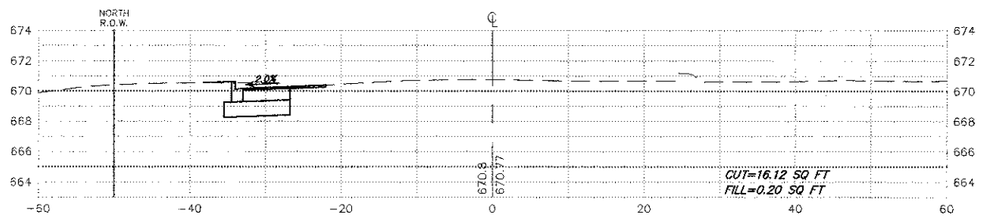
206+50



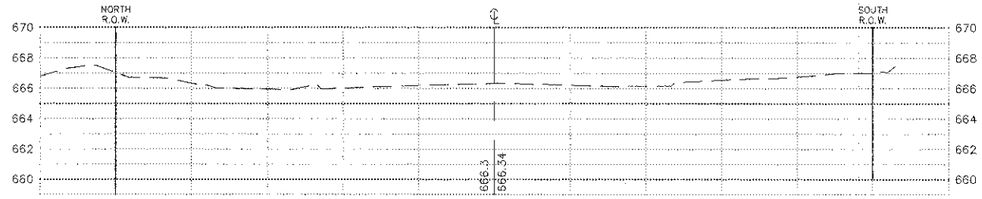
206+00



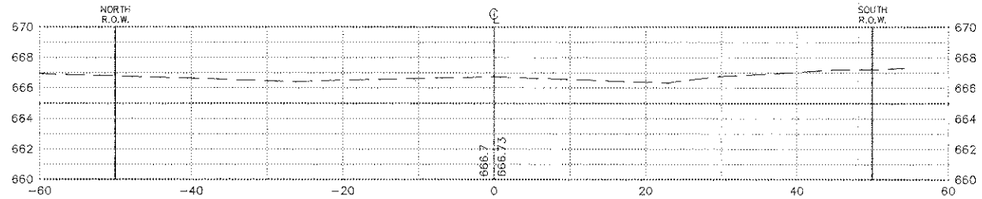
205+50



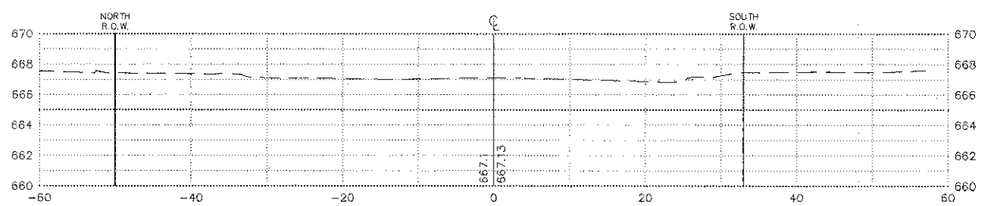
205+00



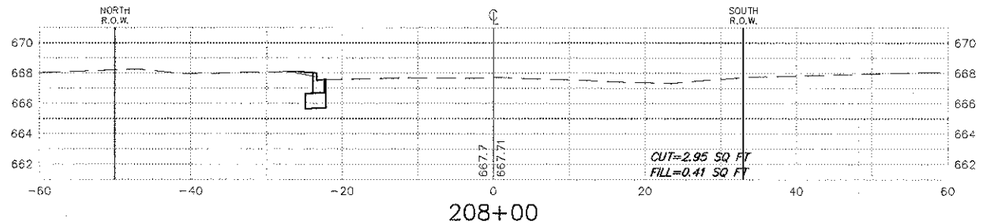
209+50



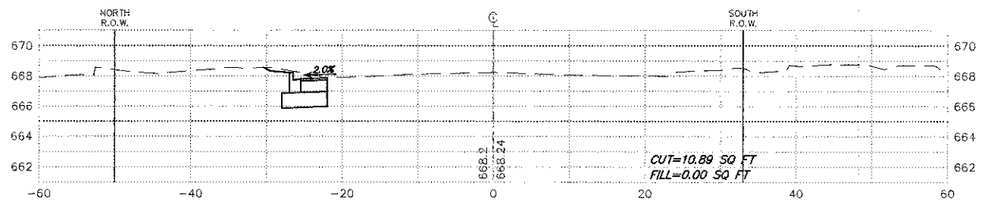
209+00



208+50



208+00



207+50

FILE NAME = 4185.800-XSEC3.dwg	USER NAME = PAUL SWIATEK	DESIGNED - BVS	REVISED -
		DRAWN - PJS	REVISED -
	PLOT SCALE = 1" = .08'	CHECKED - KLB	REVISED -
	PLOT DATE = 10/17/2012	DATE - 10/17/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS STA. 205+00 TO STA. 209+50
KENSINGTON ROAD IMPROVEMENTS

SCALE 1"=10' | SHEET NO. OF SHEETS | STA. 205+00 TO STA. 209+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1295	09-00154-00-PV	COOK	119	119
		CONTRACT #: 63746		
	ILLINOIS FED. AID PROJECT			