

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	1
ILLINOIS CONTRACT NO. 60V02				

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF NORTHBROOK

**TRAFFIC DATA**

IL 68 (DUNDEE RD)  
2013 ADT = 33,900  
POSTED SPEED LIMIT = 40-45 MPH

LANDWEHR RD.  
2010 ADT = 11,700  
POSTED SPEED LIMIT = 35 MPH

PFINGSTEN RD.  
2010 ADT = 13,600  
POSTED SPEED LIMIT = 40 MPH

(Loc 2)  
PROJECT BEGINS  
STA. 70 + 28

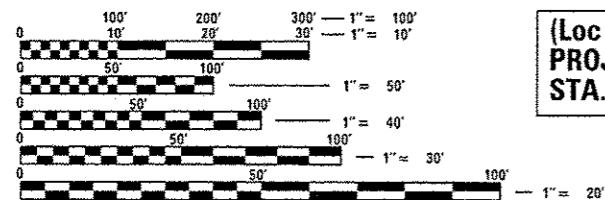
(Loc 1)  
PROJECT BEGINS  
STA. 45 + 68

(Loc 1)  
PROJECT ENDS  
STA. 53 + 74

PROJECT LIMIT  
STA. 97 + 60

Loc 2  
PROJECT ENDS  
STA. 80 + 00

PROJECT LIMIT  
STA. 83 + 56



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

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

PROJECT ENGINEER ISSAM RAYYAN (847) 705-4237  
PROJECT MANAGER ALAIN MIDY (847) 705-4178

CONTRACT NO. 60V02

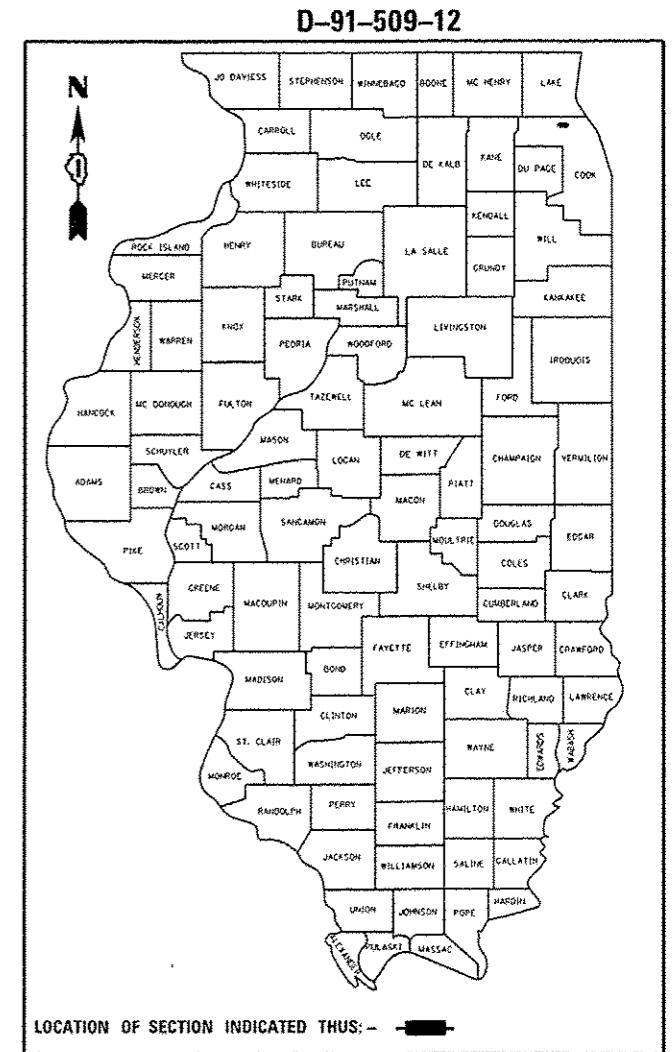
F.A.P. ROUTE 343: IL 68 (DUNDEE RD)  
1) AT LANDWEHR RD.  
2) AT PFINGSTEN RD.  
SECTION: (30 & 1820) N-2 (12)  
TURNING LANES  
PROJECT: ACCM-0343 (029)  
COOK COUNTY

C-91-509-12  
T 42 N



NORTHFIELD TOWNSHIP

GROSS LENGTH = 3182 FT. = .60 MILE  
NET LENGTH = 3182 FT. = .60 MILE



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *December 9, 2015*

*Alan F. Midy*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*Sam Z...* 2016  
*Mahmoud M. Adis* P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

*Jan 29, 2016*  
*Omer Asman* P.E.  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

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**STATE STANDARDS**

STANDARD NO	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C & D PATCHES
606001-06	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
701101-04	OFF ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701421-07	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY 45-55 MPH
701426-07	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS ≥ 45 MPH
701427-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS ≥ 40 MPH
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE, INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-04	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
814001-03	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
876001-03	PEDESTRIAN PUSH BUTTON POST
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-10	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATION

**GENERAL NOTES:**

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF NORTHBROOK.

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

USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS AND FOR TYING PCC PAVEMENT WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS.

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

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

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

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

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

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

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

THE ENGINEER SHALL CONTACT JOE ECKERT, AREA TRAFFIC FIELD ENGINEER AT (847) 705-4412 OR AT JOE.ECKERT@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

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

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

ALL PIPE UNDERDRAINS SHALL BE PLACED AT A DEPTH OF 30" BELOW THE TOP OF PROPOSED PAVEMENT OR AS DEEP AS POSSIBLE AND IN ACCORDANCE WITH CHECK SHEET #19 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF PIPE UNDERDRAIN PAY ITEM.

ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED ACCORDING TO DISTRICT ONE DETAIL - "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11),"

CONTRACTOR WILL MEASURE SKIP/DASH SPACING FROM THE LAST EXISTING DASH OUTSIDE THE PROPOSED ROADWAY LIMIT, AND USE THIS DIMENSION TO BEGIN ADDING NEW.

EXACT LOCATION OF SIDEWALK TO BE VERIFIED BY THE RESIDENT ENGINEER.

SIDEWALK RAMP MODIFICATIONS WITHIN THE LIMITS OF THE PROJECT SHALL CONFORM TO THE APPLICABLE HIGHWAY STANDARDS INCLUDED IN THE PLANS.

FILE NAME: pm\ILBBERID\TEG.illinois.gov\PI007\Documents\DOT Offices\District 1\Projects\PI2502\Drawings\Design\PI25012-sht-staging.dwg	USER NAME: hardnetbr	DESIGNED: -	REVISIONS:	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>				F.A.P. RTE. 343	SECTION 130 & 10201 N-2 (12)	COUNTY CODE	TOTAL SHEETS 97	SHEET NO. 2
		CHECKED: -	REVISIONS:		SCALE: 1/2" = 1'	SHEET OF	SHEETS	STA. TO STA.	CONTRACT NO. 60V02				
		DATE: -	REVISIONS:		ILLINOIS FED. AID PROJECT								
Default													

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	20	20				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18				
20101000	TEMPORARY FENCE	FOOT	279	279				
20101200	TREE ROOT PRUNING	EACH	2	2				
20101700	SUPPLEMENTAL WATERING	UNIT	28	28				
20200100	EARTH EXCAVATION	CU YD	1456	1456				
20800150	TRENCH BACKFILL	CU YD	1040	1040				
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	665	665				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	68				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	68				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	68				
25200110	SODDING, SALT TOLERANT	SQ YD	3667	3667				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	132	132				
28000400	PERIMETER EROSION BARRIER	FOOT	1585	1585				
28000510	INLET FILTERS	EACH	14	14				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	1636	1636				

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	748	748				
35501309	HOT-MIX ASPHALT BASE COURSE, 6 1/4"	SO YD	463	463				
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	252	252				
35501322	HOT-MIX ASPHALT BASE COURSE, 9 1/2"	SO YD	994	994				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	11261	11261				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	25	25				
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	690	690				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	224	224				
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	28	28				
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	1635	1635				
42001300	PROTECTIVE COAT	SO YD	471	471				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	728	728				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6316	6316				
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	398	398				
42400800	DETECTABLE WARNINGS	SO FT	446	446				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SO YD	15245	15245				



SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY	COMBO	COMBO	TRAFFIC	0021	TOTAL QUANTITIES	ROADWAY	COMBO	COMBO	TRAFFIC	0021	TOTAL QUANTITIES	ROADWAY	COMBO	COMBO	TRAFFIC	0021
				0004	TRAFFIC SIGNAL 0021 LANDWEHR	TRAFFIC SIGNAL 0021 PFINGSTEN	TRAFFIC SIGNAL 0021 INTERCONNECT	EVP		0004	TRAFFIC SIGNAL 0021 LANDWEHR	TRAFFIC SIGNAL 0021 PFINGSTEN	TRAFFIC SIGNAL 0021 INTERCONNECT	EVP		0004	TRAFFIC SIGNAL 0021 LANDWEHR	TRAFFIC SIGNAL 0021 PFINGSTEN	TRAFFIC SIGNAL 0021 INTERCONNECT	EVP
				80% FED 20% STATE	80% FED 15% STATE 5% LOCAL	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL		80% FED 20% STATE	80% FED 15% STATE 5% LOCAL	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL		80% FED 20% STATE	80% FED 15% STATE 5% LOCAL	80% FED 20% STATE	80% FED 20% STATE	100% LOCAL
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9						72000100	SIGN PANEL - TYPE 1	SO FT	101.5	68.5	16.5	16.5				
67100100	MOBILIZATION	LSUM	1	1						72000200	SIGN PANEL - TYPE 2	SO FT	63	13	25	25				
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	LSUM	1	1						72900100	METAL POST - TYPE A	FOOT	179	179						
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	LSUM	1	1						78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	542	542						
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	LSUM	1	1						78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6163	6163						
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1						78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2582	2582						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1						78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1335	1335						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	30	30						78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	380	380						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	1						78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	450	450						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	9124	9124						78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	450	450						
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	542	542						81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2169		1226	713	230			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6163	6163						81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	97		97					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2582	2582						81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	212		66	146				
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	1335	1335						81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	980		480	500				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	380	380						81400100	HANDHOLE	EACH	11		7	4				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3042	3042						81400200	HEAVY-DUTY HANDHOLE	EACH	8		4	4				

FILE NAME =	USER NAME = hrdmrtbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 68 (DUNDEE RD) AT 1) LANDWEHR, 2) PFINGSTEN SUMMARY OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
OFFICE/DISTRICT/PROJECT/PIES/2012/CAD/DATE/DESIGN/PIES/2012/DRAWING/DATE	CHECKED -	REVISED -	343			(30 & 1820) N-2 (12)	COOK	97	5	
PLOT SCALE = 1/8" = 1' IN.	DATE -	REVISED -	CONTRACT NO. 60V02							
PLOT DATE = 12/11/2015	DATE -	REVISED -	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL
81400300	DOUBLE HANDHOLE	EACH	4		2	2		
81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	750		395	355		
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	8		4	4		
84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	8		4	4		
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3				3	
86400100	TRANSCEIVER - FIBER OPTIC	EACH	2				2	
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	7076				7076	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2968		1514	1454		
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3836		1570	1510	756	
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3135		1362	1773		
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	5052		2583	2469		
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4291		2558	1733		
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	71		29	42		
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2977		1527	1450		
87702950	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.	EACH	4		1	3		
87702960	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.	EACH	2		1	1		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL
87702985	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.	EACH	1		1			
87703010	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1		1			
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8		4	4		
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	93		41	52		
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21		21			
87900200	DRILL EXISTING HANDHOLE	EACH	1		1			
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3		3			
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4		2	2		
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4		2	2		
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	24		12	12		
88500100	INDUCTIVE LOOP DETECTOR	EACH	19		10	9		
88600100	DETECTOR LOOP, TYPE I	FOOT	2183		756	1427		
88800100	PEDESTRIAN PUSH-BUTTON	EACH	7		3	4		
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2		1	1		
89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	29		13	16		
89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	16		8	8		

FILE NAME =	USER NAME =	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 68 (DUNDEE RD) AT 1) LANDWEHR, 2) PFINGSTEN SUMMARY OF QUANTITIES</b>	F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
						343	(30 & 1820) N-2 (12)	COOK	97	6	
						CONTRACT NO. 60V02					
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

\* SPECIALTY ITEMS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL	
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	9		5	4			
89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	8		4	4			
89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	4					4	
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	2					2	
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7076				7076		
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2		1	1			
89502380	REMOVE EXISTING HANDHOLE	EACH	21		8	13			
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	4		1	3			
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	18		9	9			
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	751					751	
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	400				400		
X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	2		1	1			
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	5	5					
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	150	150					
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	50	50					
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	252	252					

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 0004 80% FED 20% STATE	COMBO TRAFFIC SIGNAL 0021 LANDWEHR 80% FED 15% STATE 5% LOCAL	COMBO TRAFFIC SIGNAL 0021 PFINGSTEN 80% FED 20% STATE	TRAFFIC SIGNAL 0021 INTERCONNECT 80% FED 20% STATE	0021 EVP 100% LOCAL	
X8100105	CONDUIT SPLICE	EACH	3					3	
X8210040	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 400WATT	EACH	8		4	4			
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	2		1	1			
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	7076					7076	
X8772115	TEMPORARY MAST ARM, ALUMINUM, 15FT	EACH	8		4	4			
Z0007510	ENGINEERED BARRIER	SQ YD	230	230					
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1					
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	2					
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	205.6	205.6					
Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	8		4	4			
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6		3	3			
Z0033040	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	2		1	1			
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	2					2	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2		1	1			
X1400148	ELECTRIC CABLE ASSEMBLY IN CONDUIT, 2/C #10 WITH #10 GROUND	FOOT	950		440	510			
Z0076000	TRAINEES	HOOR	500	500					
Z0076004	TRAINEES TRAINING PROGRAM GRADUATE	HOOR	500	500					

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
OFFICE =	PROJECT =	CHECKED -	REVISED -
PLOT SCALE =	PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 68 (DUNDEE RD) AT 1) LANDWEHR, 2) PFINGSTEN  
SUMMARY OF QUANTITIES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 18201 N-2 (12)	COOK	97	7
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V02	

**HMA MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
<b>PAVEMENT WIDENING (IL 68)</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, (IL 9.5 mm) 1 3/4"	4% @ 70 GYR	<b>QCP</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"	3.5% @ 50 GYR	<b>QC/OA</b>
HOT-MIX- ASPHALT BASE COURSE, (HMA BINDER IL-19.0mm), 9 1/2"	4% @ 70 GYR	<b>QC/OA</b>
<b>PAVEMENT WIDENING (PFINGSTEN RD)</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, (IL 9.5 mm) 1 3/4"	4% @ 70 GYR	<b>QCP</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"	3.5% @ 50 GYR	<b>QC/OA</b>
HOT-MIX- ASPHALT BASE COURSE, (HMA BINDER IL-19.0mm), 6 1/4"	4% @ 70 GYR	<b>QC/OA</b>
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5 mm) 1 3/4"	4% @ 70 GYR	<b>QCP</b>
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	3.5% @ 50 GYR	<b>QC/OA</b>
<b>DRIVEWAY</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 2" (IL-9.5mm)	4% @ 50 GYR	<b>QC/OA</b>
HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19mm) 8"	4% @ 50 GYR	<b>QC/OA</b>
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	<b>QC/OA</b>

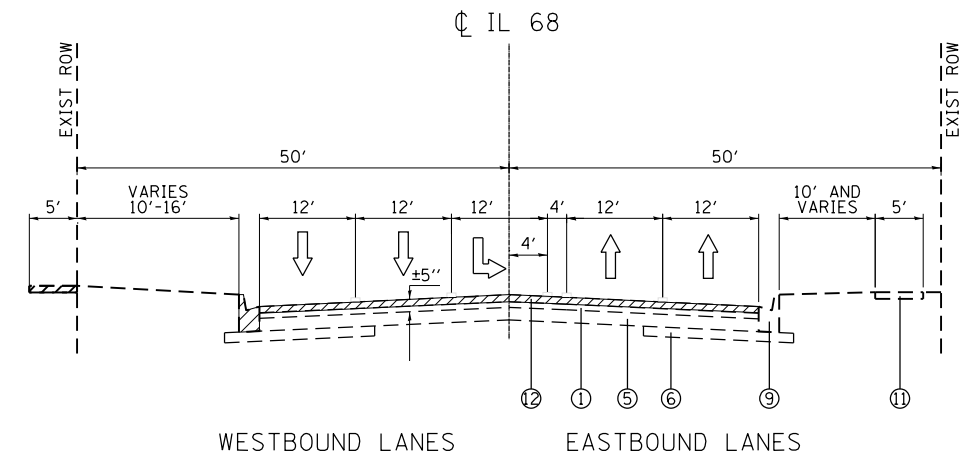
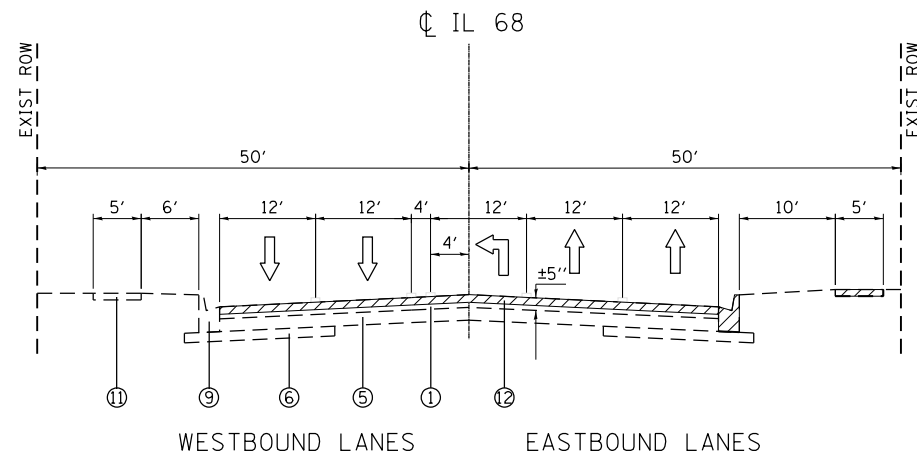
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA); QUALITY CONTROL FOR PERFORMANCE (QCP), PAY FOR PERFORMANCE (PFP)

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN.

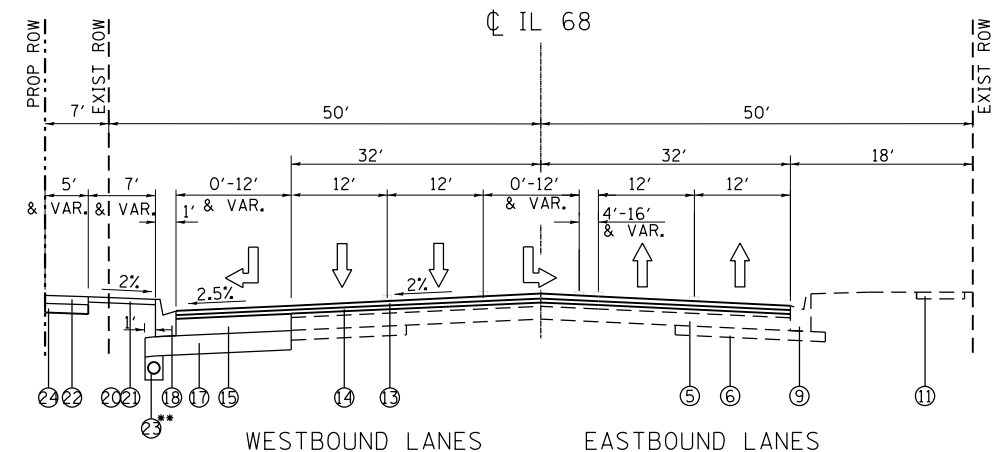
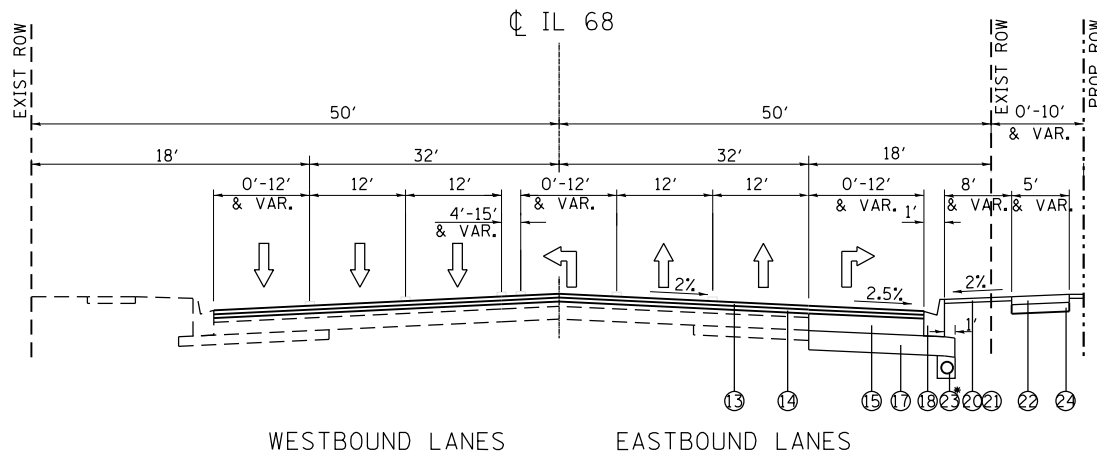
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUANTITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

**NOTE:**  
CONTRACTOR SHALL MILL FIRST BEFORE PATCHING



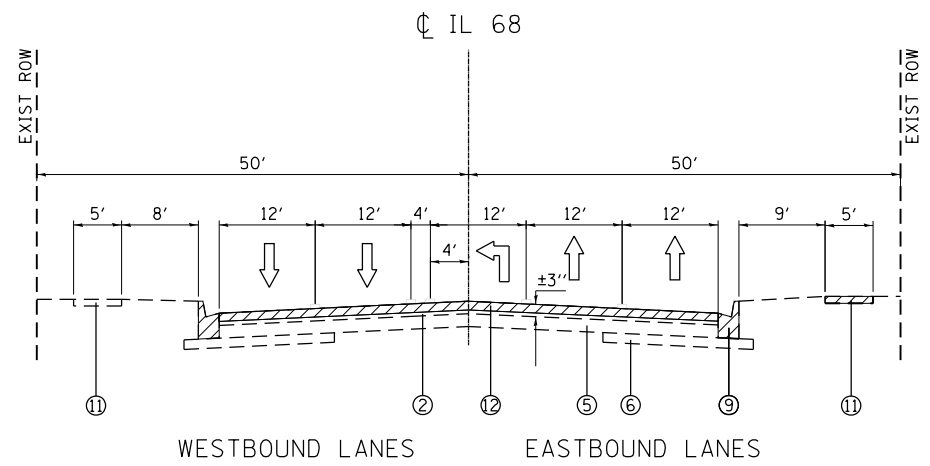
- REMOVAL ITEMS: [Hatched Box]
- LEGEND:
- ① EXISTING HOT-MIX ASPHALT, ±5"
  - ② EXISTING HOT-MIX ASPHALT, ±3"
  - ③ EXISTING HOT-MIX ASPHALT, ±9 1/4"
  - ④ EXISTING HOT-MIX ASPHALT ±12"
  - ⑤ EXISTING P.C. CONCRETE BASE COURSE, ±9"
  - ⑥ EXISTING SUB-BASE GRANULAR MATERIAL, ±6"
  - ⑦ EXISTING SUB-BASE GRANULAR MATERIAL, ±4"
  - ⑧ EXISTING CONCRETE MEDIAN, TYPE C-4
  - ⑨ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.12
  - ⑩ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.24
  - ⑪ EXISTING SIDEWALK
  - ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - ⑬ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 1 3/4"
  - ⑭ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"
  - ⑮ PROPOSED HOT-MIX ASPHALT BASE COURSE, 9 1/2"
  - ⑯ PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/4"
  - ⑰ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
  - ⑱ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.12
  - ⑲ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.24
  - ⑳ PROPOSED TOPSOIL FURNISH AND PLACE, 6" (TYP)
  - ㉑ PROPOSED SODDING
  - ㉒ PROPOSED P.C.C. SIDEWALK 5"
  - ㉓ PROPOSED PIPE UNDERDRAIN, 4"
  - ㉔ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"



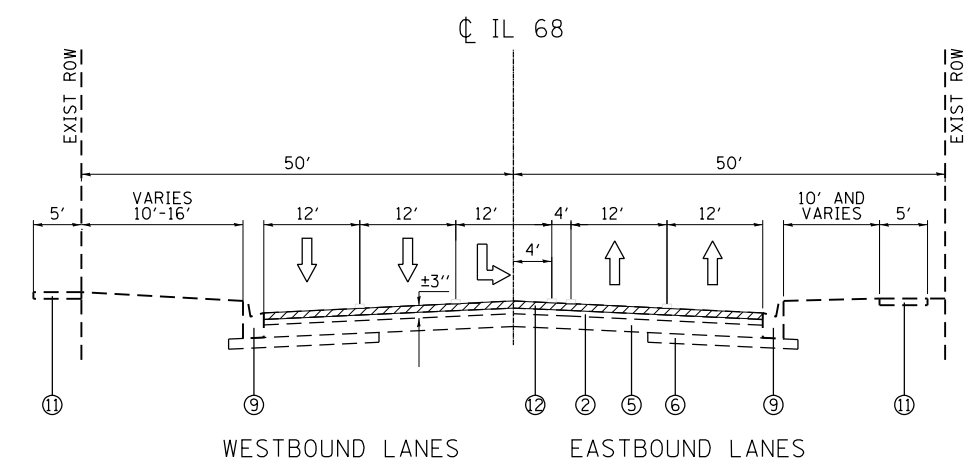
\*PROPOSED PIPE UNDERDRAIN, 4"  
STA 46+20 TO STA 49+60

\*\*PROPOSED PIPE UNDERDRAIN, 4"  
STA 50+30 TO STA 53+73





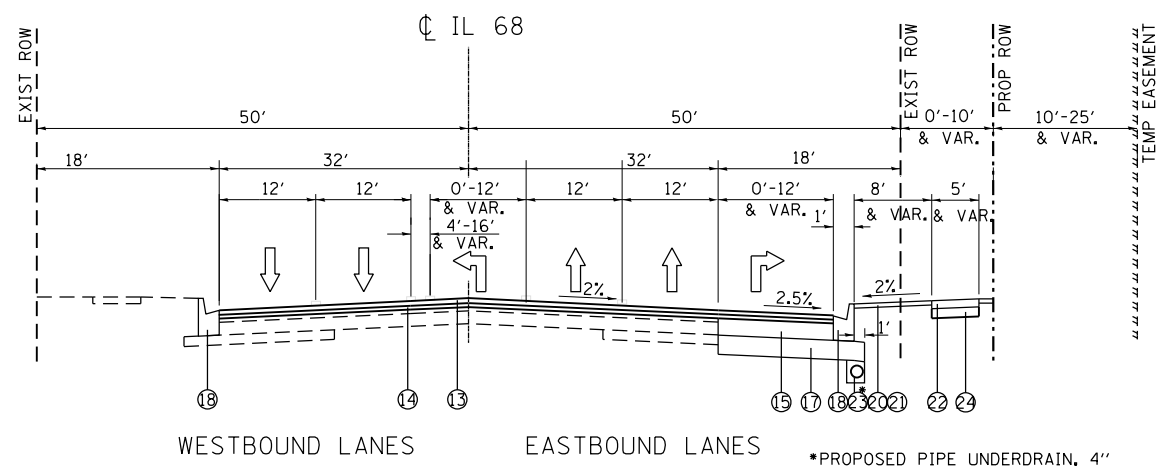
**EXISTING TYPICAL CROSS SECTION**  
 IL ROUTE 68 (DUNDEE RD)/PFINGSTEN RD  
 WEST LEG  
 STA 72+64 TO STA 76+64



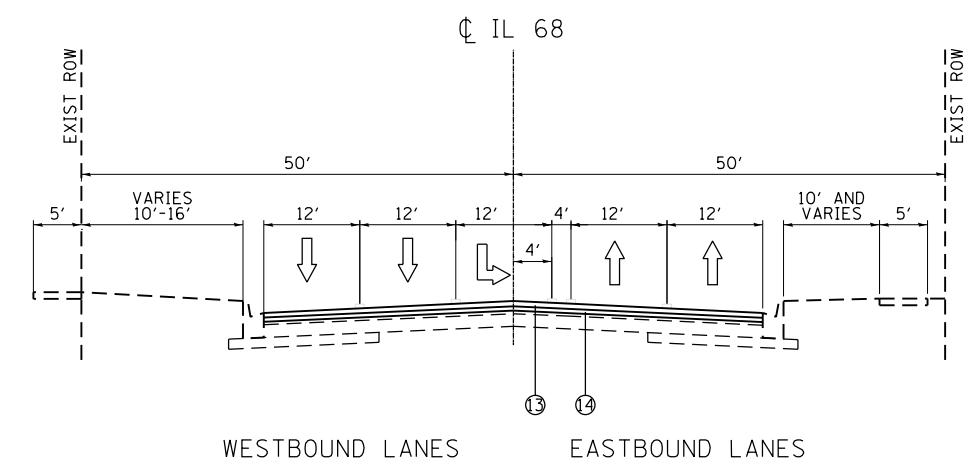
**EXISTING TYPICAL CROSS SECTION**  
 IL ROUTE 68 (DUNDEE RD)/PFINGSTEN RD  
 EAST LEG  
 STA 76+64 TO STA 77+55

REMOVAL ITEMS:

- LEGEND:**
- ① EXISTING HOT-MIX ASPHALT, ±5"
  - ② EXISTING HOT-MIX ASPHALT, ±3"
  - ③ EXISTING HOT-MIX ASPHALT, ±9 1/4"
  - ④ EXISTING HOT-MIX ASPHALT ±12"
  - ⑤ EXISTING P.C. CONCRETE BASE COURSE, ±9"
  - ⑥ EXISTING SUB-BASE GRANULAR MATERIAL, ±6"
  - ⑦ EXISTING SUB-BASE GRANULAR MATERIAL, ±4"
  - ⑧ EXISTING CONCRETE MEDIAN, TYPE C-4
  - ⑨ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.12
  - ⑩ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.24
  - ⑪ EXISTING SIDEWALK
  - ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
  - ⑬ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 1 3/4"
  - ⑭ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"
  - ⑮ PROPOSED HOT-MIX ASPHALT BASE COURSE, IL-19.0mm, 9 1/2"
  - ⑯ PROPOSED HOT-MIX ASPHALT BASE COURSE, IL-19.0mm, 6 1/4"
  - ⑰ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
  - ⑱ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.12
  - ⑲ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.24
  - ⑳ PROPOSED TOPSOIL FURNISH AND PLACE, 6" (TYP)
  - ㉑ PROPOSED SODDING
  - ㉒ PROPOSED P.C.C. SIDEWALK 5"
  - ㉓ PROPOSED PIPE UNDERDRAIN, 4"
  - ㉔ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"

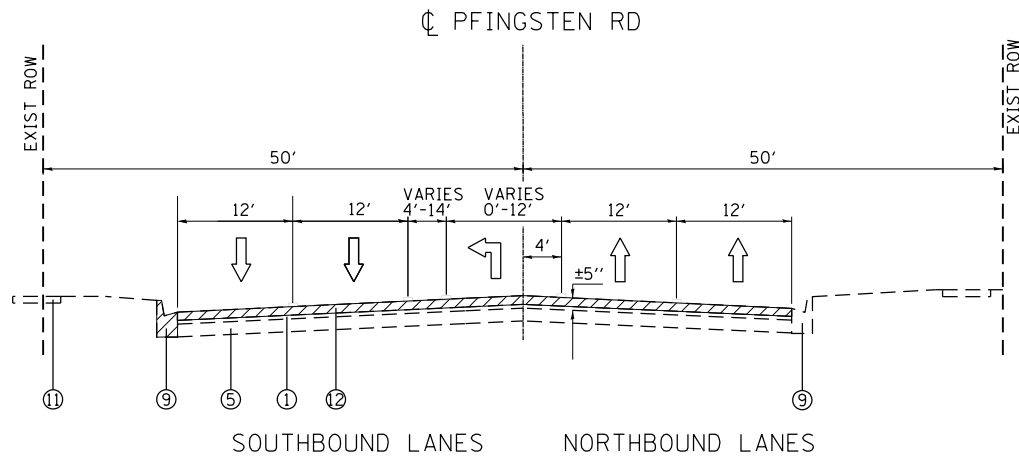


**PROPOSED TYPICAL CROSS SECTION**  
 IL ROUTE 68 (DUNDEE RD)/PFINGSTEN RD  
 WEST LEG  
 STA 72+64 TO STA 77+50  
 \*PROPOSED PIPE UNDERDRAIN, 4"  
 STA 72+64 TO STA 76+32



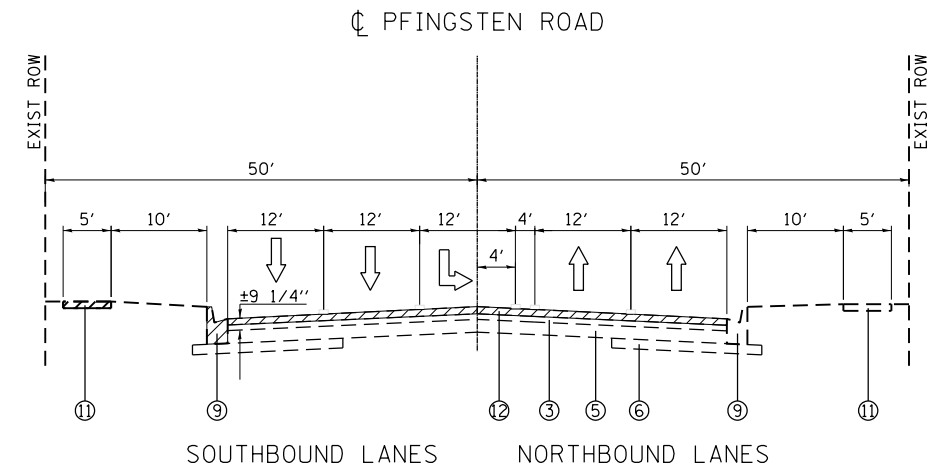
**PROPOSED TYPICAL CROSS SECTION**  
 IL ROUTE 68 (DUNDEE RD)/PFINGSTEN RD  
 EAST LEG  
 STA 76+64 TO STA 77+55

FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTION IL 68 (DUNDEE RD) AT PFINGSTEN RD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI2500\Drawings\Design\PI25012-shr-staging.dgn	PLotted	CHECKED -	REVISED -			343	(30 & 1820) N-2 (12)	COOK	97	9	
Default	PLotted	DATE -	REVISED -			<b>CONTRACT NO. 60V02</b>					
	PLotted	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



**EXISTING TYPICAL CROSS SECTION**

PFINGSTEN ROAD/IL 68 (DUNDEE RD)  
SOUTH LEG  
STA 89+11 TO STA 90+00



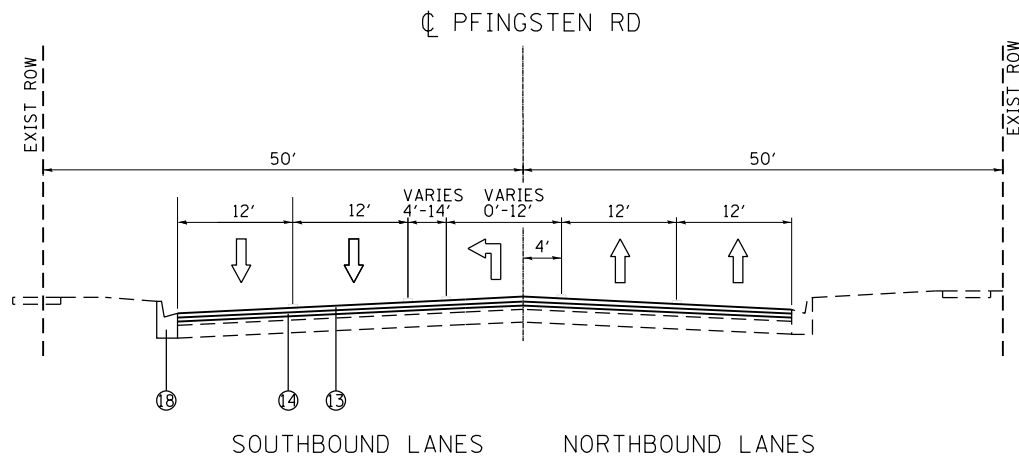
**EXISTING TYPICAL CROSS SECTION**

PFINGSTEN ROAD/IL 68 (DUNDEE RD)  
NORTH LEG  
STA 90+00 TO STA 95+80

REMOVAL ITEMS:

**LEGEND:**

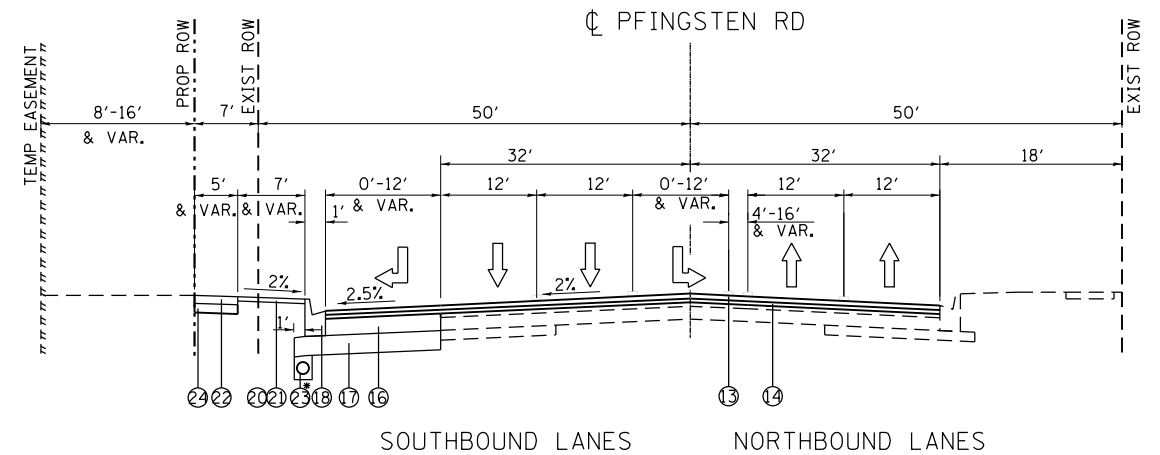
- ① EXISTING HOT-MIX ASPHALT, ±5"
- ② EXISTING HOT-MIX ASPHALT, ±3"
- ③ EXISTING HOT-MIX ASPHALT, ±9 1/4"
- ④ EXISTING HOT-MIX ASPHALT ±12"
- ⑤ EXISTING P.C. CONCRETE BASE COURSE, ±9"
- ⑥ EXISTING SUB-BASE GRANULAR MATERIAL, ±6"
- ⑦ EXISTING SUB-BASE GRANULAR MATERIAL, ±4"
- ⑧ EXISTING CONCRETE MEDIAN, TYPE C-4
- ⑨ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.12
- ⑩ EXISTING COMB CONC CURB AND GUTTER, TYPE B-6.24
- ⑪ EXISTING SIDEWALK
- ⑫ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ⑬ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 1 3/4"
- ⑭ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"
- ⑮ PROPOSED HOT-MIX ASPHALT BASE COURSE, 9 1/2"
- ⑯ PROPOSED HOT-MIX ASPHALT BASE COURSE, 6 1/4"
- ⑰ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑱ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.12
- ⑲ PROPOSED COMB CONC CURB AND GUTTER, TYPE B-6.24
- ⑳ PROPOSED TOPSOIL FURNISH AND PLACE, 6" (TYP)
- ㉑ PROPOSED SODDING
- ㉒ PROPOSED P.C.C. SIDEWALK 5"
- ㉓ PROPOSED PIPE UNDERDRAIN, 4"
- ㉔ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"



**PROPOSED TYPICAL CROSS SECTION**

PFINGSTEN ROAD/IL 68 (DUNDEE RD)  
SOUTH LEG  
STA 89+11 TO STA 90+00

•• PCC SIDEWALK 7"  
STA 91+98 TO STA 92+16  
STA 92+68 TO STA 92+78



**PROPOSED TYPICAL CROSS SECTION**

\*PROPOSED PIPE UNDERDRAIN, 4"  
STA 90+32 TO STA 94+74

PFINGSTEN RD/IL ROUTE 68 (DUNDEE RD)  
NORTH LEG  
STA 90+00 TO STA 95+80

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -
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Default	PLOT DATE = 1/15/2016	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTION PFINGSTEN RD AT IL 68 (DUNDEE RD)</b>		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:		SHEET 3	OF 3	SHEETS	STA. TO STA.	
		343	(30 & 1820) N-2 (12)	COOK	97	10
						CONTRACT NO. 60V02
ILLINOIS FED. AID PROJECT						

## PIPE UNDERDRAIN SCHEDULE

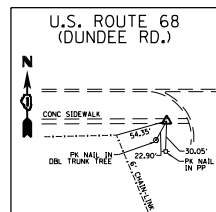
IL RTE. 68 AT LANDWEHR RD.	4" PIPE UNDERDRAIN (FEET)
STA. 46+20 TO STA. 49+60	340
STA. 50+30 TO STA. 53+73	343
IL RTE. 68 AT PHINGSTEN RD.	
STA. 72+64 TO STA. 76+32	368
PHINGSTEN RD. AT IL RTE 68	
STA. 90+32 TO STA. 94+74	442
TOTAL	1493

## TREE REMOVAL SCHEDULE

IL RTE. 68 AT PFINGSTEN RD.	OFFSET	SIZE
STA. 75+50	RT 51'	6"
STA. 75+81	RT 51'	8"
PHINGSTEN RD. AT IL RTE. 68		
STA. 92+98	LT 56'	4"
STA. 93+54	LT 52'	18"

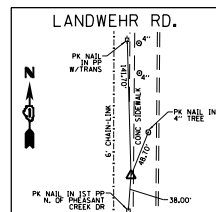
## EARTHWORK SCHEDULE

IL RTE. 68 AT LANDWEHR RD.	EARTH EXCAVATION (CU. YD.)	TOP SOIL EXCAVATION (CU. YD.)	EXCAVATION USED AS EMBANKMENT (SHRINKAGE 15%) (CU. YD.)	TOP SOIL EXCAVATION (SHRINKAGE 15%) (CU. YD.)	EMBANKMENT (CU. YD.)	TOP SOIL PLACEMENT (CU. YD.)	EARTH WORK BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)	TOP SOIL BALANCE SURPLUS (+) OR SHORTAGE (-) (CU. YD.)
STA. 46+60 TO STA. 49+13	669	320	569	272	0	195	569	77
STA. 50+86 TO STA. 53+01								
IL RTE. 68 AT PHINGSTEN RD.	355	140	302	119	1	80	301	39
STA. 74+03 TO STA. 75+11								
PHINGSTEN RD. AT IL RTE 68	432	205	367	175	18	159	349	16
STA. 91+32 TO STA. 93+32								
TOTAL	1456	665	1238	566	19	434	1219	132



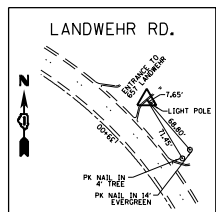
**CONTROL POINT #1**

"X" CUT IN  
CONC. SIDEWALK  
STA. 39+96.8  
N=1993314.1240  
E=1112103.3290



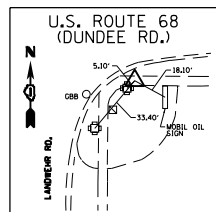
**CONTROL POINT #2**

"X" CUT IN  
CONC. SIDEWALK  
STA. 20+90.6  
N=1992454.2280  
E=1113058.0080



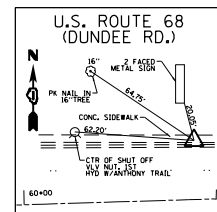
**CONTROL POINT #3**

"X" CUT IN  
BACK OF CURB  
STA. 39+08.8  
N=1994260.8790  
E=1113024.4240



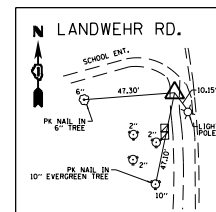
**CONTROL POINT #4**

"X" CUT IN  
CONC. SIDEWALK  
STA. 50+62.7  
N=1993317.3340  
E=1113169.2160



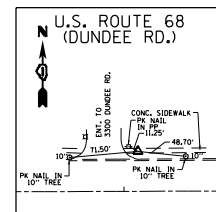
**CONTROL POINT #5**

"X" CUT IN  
CONC. SIDEWALK  
STA. 60+89.4  
N=1993412.7520  
E=1114194.5040



**CONTROL POINT #6**

"X" CUT IN  
CONC. SIDEWALK  
STA. 34+78.7  
N=1993830.8320  
E=1113117.1940



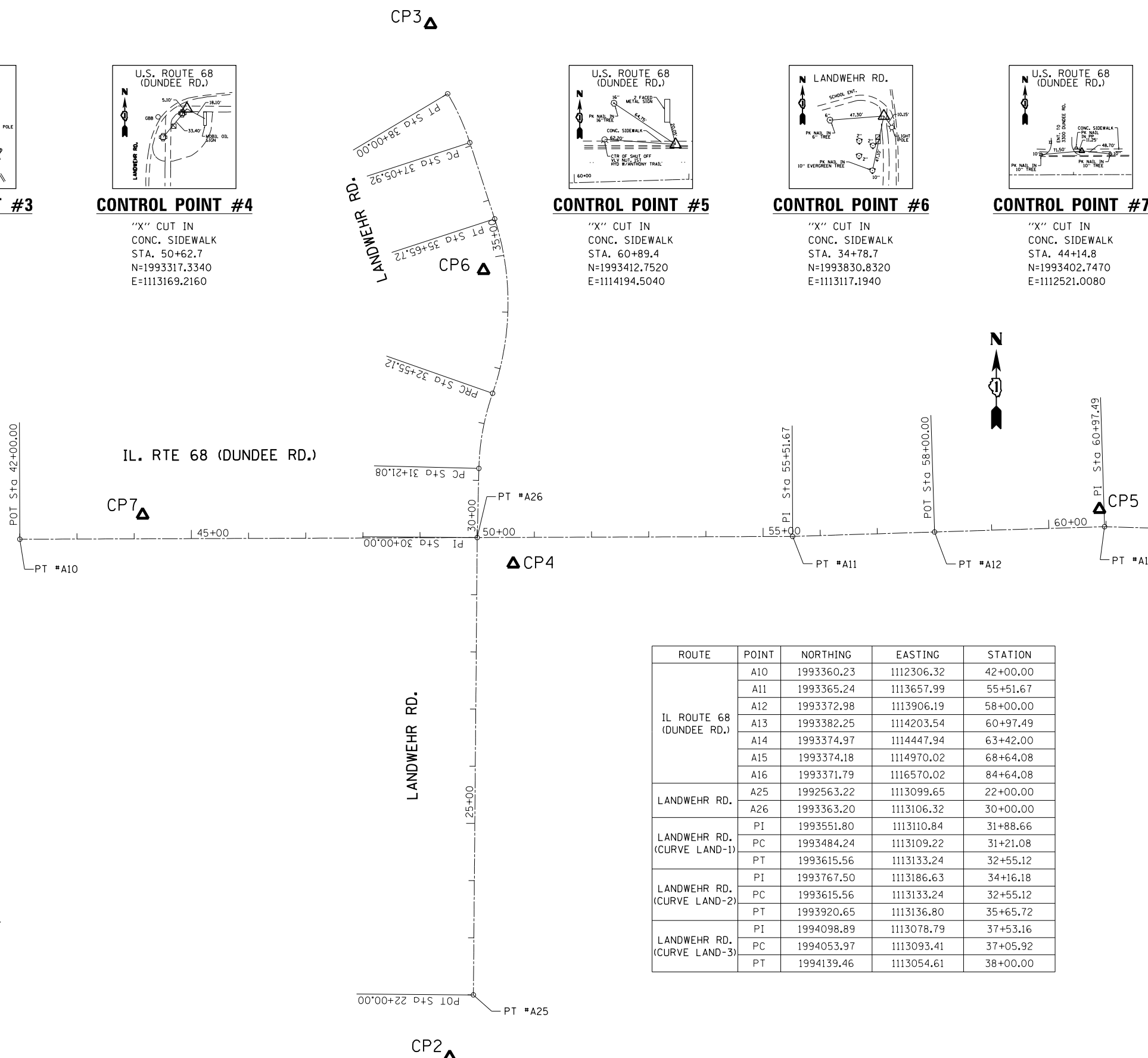
**CONTROL POINT #7**

"X" CUT IN  
CONC. SIDEWALK  
STA. 44+14.8  
N=1993402.7470  
E=1112521.0080

EXIST. CURVE E\_LAND-1  
PI STA. = 31+88.66  
Δ = 17° 59' 09" (RT)  
D = 13° 25' 06"  
R = 427.00'  
T = 67.58'  
L = 134.04'  
E = 5.31'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 31+21.08  
P.T. STA. = 32+55.12

EXIST. CURVE E\_LAND-2  
PI STA. = 34+16.18  
Δ = 37° 23' 09" (LT)  
D = 12° 02' 13"  
R = 476.00'  
T = 161.05'  
L = 310.60'  
E = 26.51'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 32+55.12  
P.T. STA. = 35+65.72

EXIST. CURVE E\_LAND-3  
PI STA. = 37+53.16  
Δ = 12° 46' 28" (LT)  
D = 13° 34' 38"  
R = 422.00'  
T = 47.24'  
L = 94.09'  
E = 2.64'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 37+05.92  
P.T. STA. = 38+00.00



**BENCHMARK SBM#6**

ELEV. 678.07  
"X" -CUT ON TOP OF SW FLANGE  
BOLT OF FIRE HYDRANT ON THE  
SOUTH SIDE OF DRIVEWAY  
ENTRANCE FOR BLDGS \*600 - \*650  
ACADEMY DR. & ON THE EAST SIDE  
OF LANDWEHR RD.

**BENCHMARK SBM#8**

ELEV. 681.41  
□ - CUT ON TOP OF SE CORNER  
F IDOT TRAFFIC CONTROL BOX  
CONC. PAD AT NW CORNER OF  
DUNDEE RD. & LANDWEHR RD.

**BENCHMARK SBM#7**

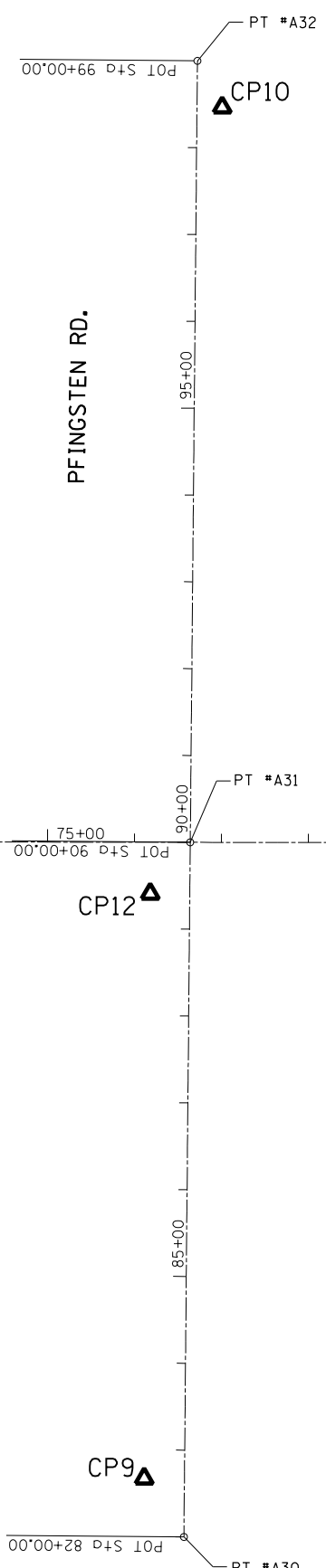
ELEV. 679.88  
"X" -CUT ON TOP OF NE FLANGE  
BOLT OF FIRE HYDRANT AT SE  
CORNER OF PHEASANT CREEK DR.  
& LANDWEHR RD.

**BENCHMARK SBM#9**

ELEV. 685.35  
"X" -CUT ON TOP OF FLANGE BOLT  
OF FIRE HYDRANT ON THE NORTH  
SIDE OF DUNDEE RD. & THE EAST  
SIDE OF DRIVEWAY ENTRANCE TO  
BLDG \*3400 DUNDEE RD.

ROUTE	POINT	NORTHING	EASTING	STATION
IL ROUTE 68 (DUNDEE RD.)	A10	1993360.23	1112306.32	42+00.00
	A11	1993365.24	1113657.99	55+51.67
	A12	1993372.98	1113906.19	58+00.00
	A13	1993382.25	1114203.54	60+97.49
	A14	1993374.97	1114447.94	63+42.00
	A15	1993374.18	1114970.02	68+64.08
LANDWEHR RD.	A25	1992563.22	1113099.65	22+00.00
	A26	1993363.20	1113106.32	30+00.00
LANDWEHR RD. (CURVE LAND-1)	PI	1993551.80	1113110.84	31+88.66
	PC	1993484.24	1113109.22	31+21.08
	PT	1993615.56	1113133.24	32+55.12
LANDWEHR RD. (CURVE LAND-2)	PI	1993767.50	1113186.63	34+16.18
	PC	1993615.56	1113133.24	32+55.12
	PT	1993920.65	1113136.80	35+65.72
LANDWEHR RD. (CURVE LAND-3)	PI	1994098.89	1113078.79	37+53.16
	PC	1994053.97	1113093.41	37+05.92
	PT	1994139.46	1113054.61	38+00.00

MATCH LINE STA. 62+00



ROUTE	POINT	NORTHING	EASTING	STATION
IL ROUTE 68 (DUNDEE RD.)	A10	1993360.23	1112306.32	42+00.00
	A11	1993365.24	1113657.99	55+51.67
	A12	1993372.98	1113906.19	58+00.00
	A13	1993382.25	1114203.54	60+97.49
	A14	1993374.97	1114447.94	63+42.00
	A15	1993374.18	1114970.02	68+64.08
PFINGSTEN RD.	A30	1992573.02	1115762.70	82+00.00
	A31	1993372.99	1115770.02	90+00.00
	A32	1994272.95	1115778.25	99+00.00

**BENCHMARK SBM#1**

ELEV. 666.88  
 "X" -CUT ON TOP OF NW FLANGE BOLT OF FIRE HYDRANT AT SW CORNER OF DUNDEE RD. & PFINGSTEN RD.

**BENCHMARK SBM#2**

ELEV. 668.16  
 "X" -CUT ON TOP OF SW FLANGE BOLT OF FIRE HYDRANT AT SW CORNER OF PFINGSTEN RD. & CRABTREE LN.

**BENCHMARK SBM#3**

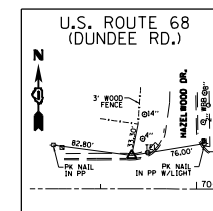
ELEV. 662.08  
 "X" -CUT ON TOP OF NW FLANGE BOLT OF FIRE HYDRANT AT NW CORNER OF DUNDEE RD. & GREENWOOD RD.

**BENCHMARK SBM#4**

ELEV. 665.09  
 "X" -CUT ON TOP OF SW FLANGE BOLT OF FIRE HYDRANT AT ± 35' WEST OF CL OF PFINGSTEN RD. & 35' NORTH OF CL OF WILSHIRE LN.

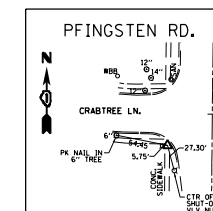
**BENCHMARK SBM#5**

ELEV. 669.96  
 "X" -CUT ON TOP OF NE FLANGE BOLT OF FIRE HYDRANT AT ± 200' SOUTH OF CL OF DUNDEE RD. & 20' EAST OF CL OF HAZELWOOD DR.



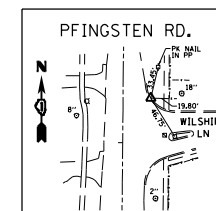
**CONTROL POINT #8**

"X" CUT IN CONC. SIDEWALK STA. 69+32.6  
 N=1993408.9830  
 E=1115038.5550



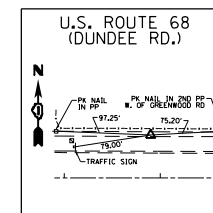
**CONTROL POINT #9**

"X" CUT IN CONC. SIDEWALK STA. 82+66.9  
 N=1992640.3750  
 E=1115716.8440



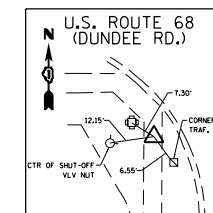
**CONTROL POINT #10**

"X" CUT IN BACK OF CURB STA. 98+46.8  
 N=1994219.4400  
 E=1115806.6550



**CONTROL POINT #11**

"X" CUT IN CONC. SIDEWALK STA. 83+89.9  
 N=1993416.6070  
 E=1116495.9040



**CONTROL POINT #12**

"X" CUT IN CONC. SIDEWALK STA. 76+18.0  
 N=1993313.8970  
 E=1115723.8930

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	PLOT DATE = 12/17/2015	DATE -	REVISED -

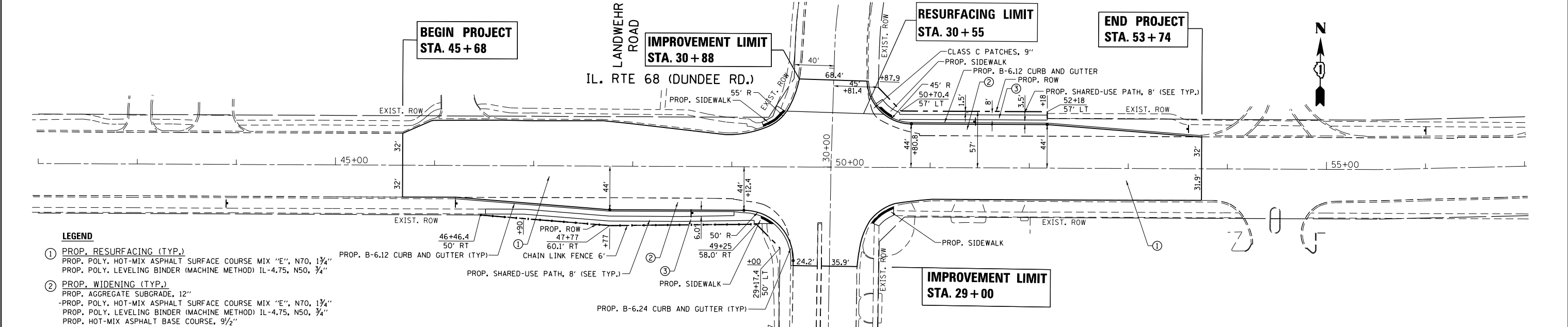
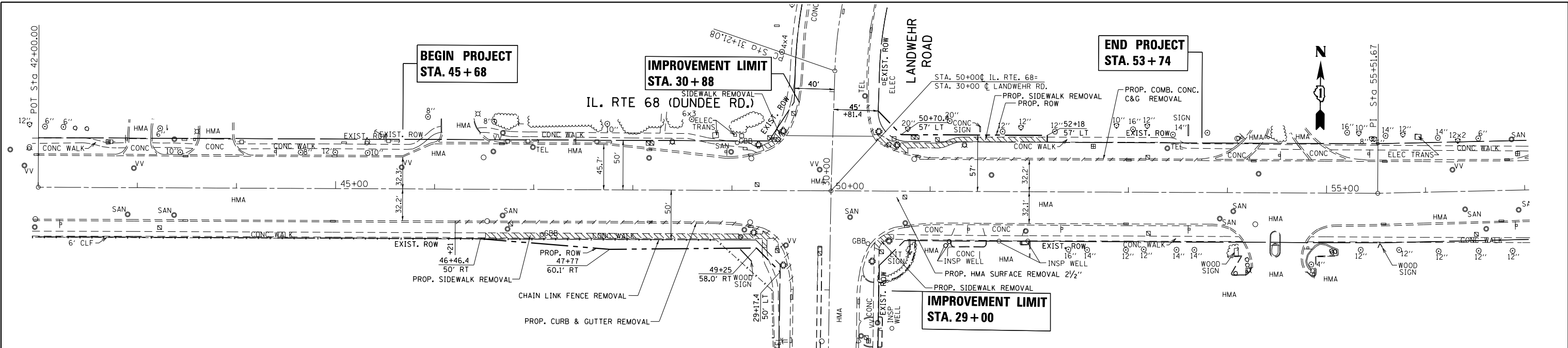
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>ALIGNMENT, TIES AND BENCHMARKS</b>			
<b>IL. ROUTE 68 (DUNDEE RD.) AT LANDWEHR RD. AND PFINGSTEN RD.</b>			
SCALE: 1" = 100'	SHEET	OF SHEETS	STA. TO STA.

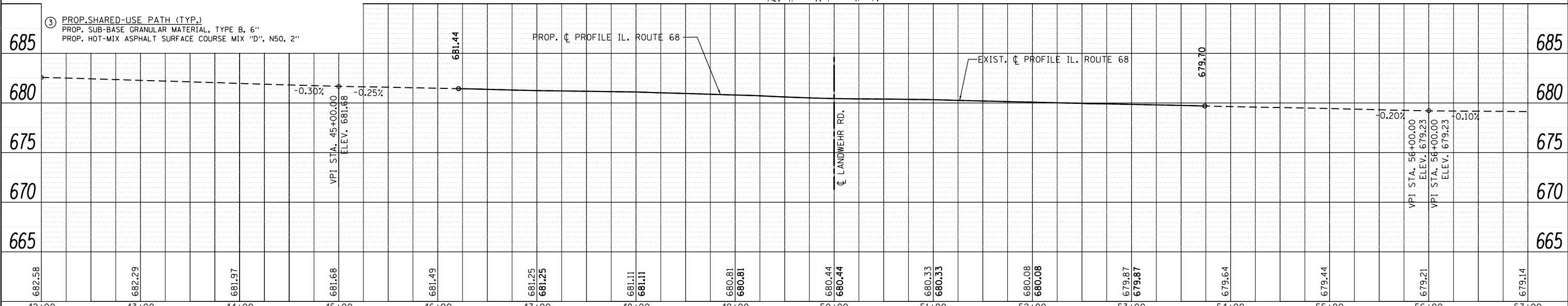
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N2-2 (12)	COOK	97	13
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

DATE	BY
PLAN	SURVEYED
	NOTED
	CHECKED
	DATE
	FILE NAME

DATE	BY
PROFILE	SURVEYED
	GRADES
	CHECKED
	DATE
	STRUCTURE
	NOTATIONS



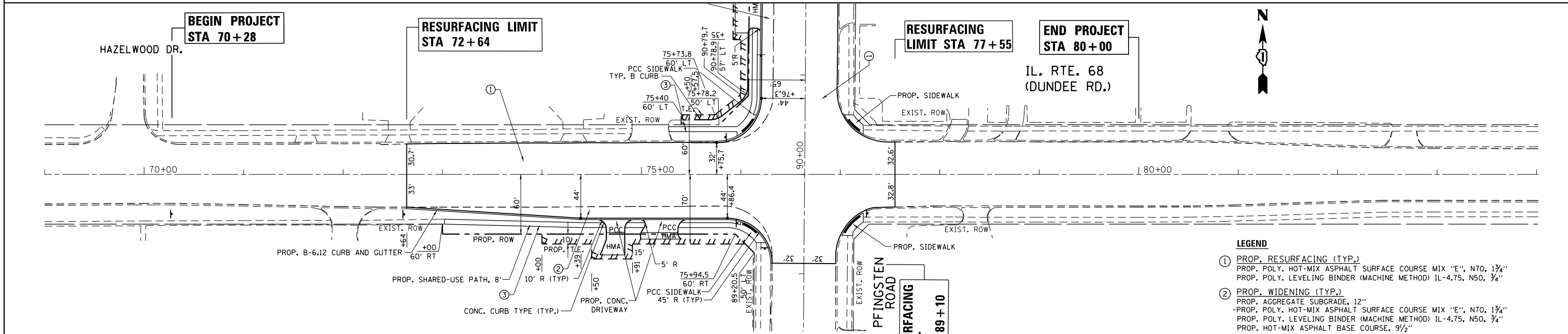
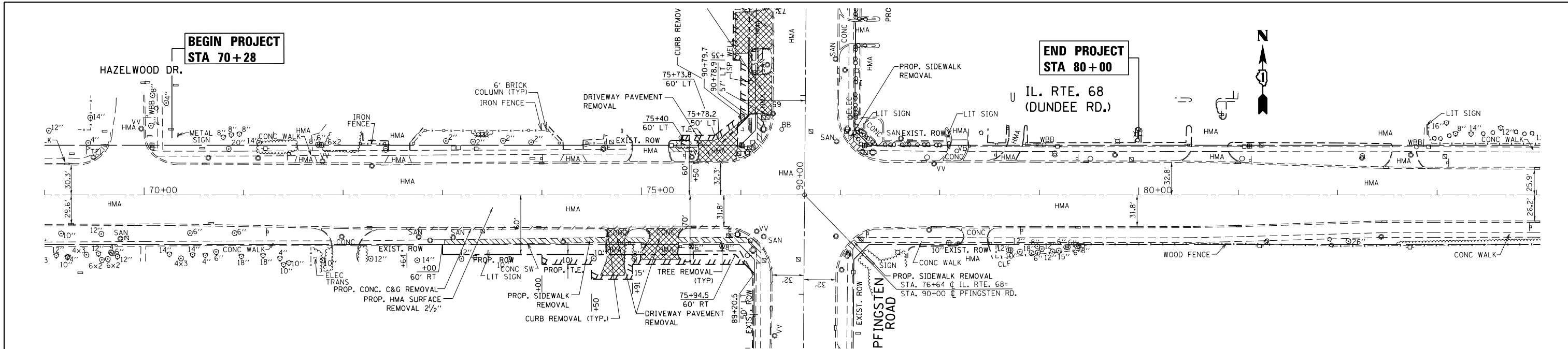
- LEGEND**
- ① PROP. RESURFACING (TYP.)  
PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
  - ② PROP. WIDENING (TYP.)  
PROP. AGGREGATE SUBGRADE, 12"  
PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"  
PROP. HOT-MIX ASPHALT BASE COURSE, 9/2"
  - ③ PROP. SHARED-USE PATH (TYP.)  
PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 6"  
PROP. HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50, 2"



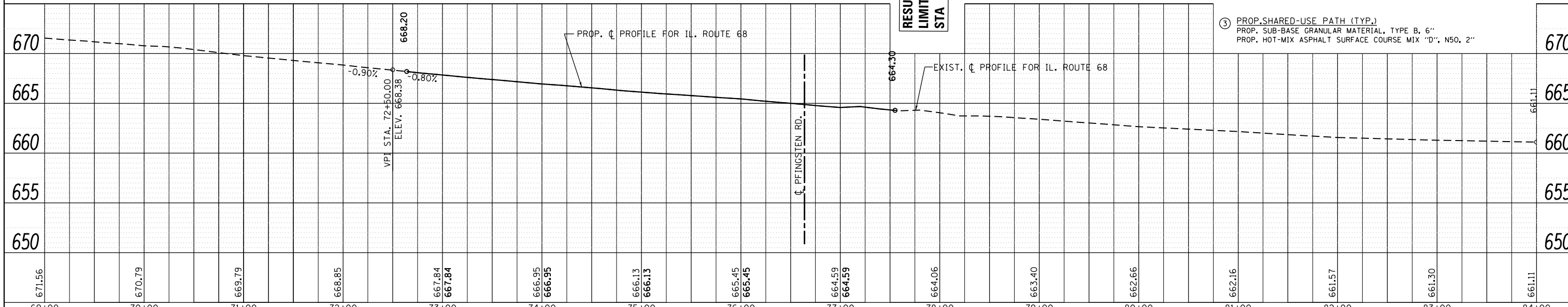
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	SCALE: 1" = 50'				SHEET 1 OF 3 SHEETS STA. TO STA.				CONTRACT NO. 60V02				
	PLOT DATE = 12/17/2015	DATE -	REVISED -									ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	



- LEGEND**
- ① PROP. RESURFACING (TYP.)  
PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
  - ② PROP. WIDENING (TYP.)  
PROP. AGGREGATE SUBGRADE, 12"  
-PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"  
PROP. HOT-MIX ASPHALT BASE COURSE, 9/2"
  - ③ PROP. SHARED-USE PATH (TYP.)  
PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 6"  
PROP. HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50, 2"

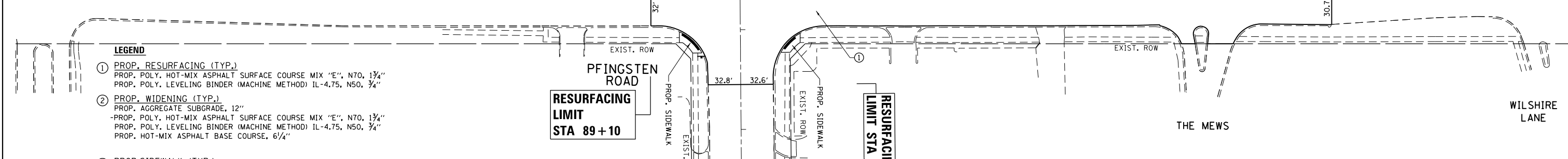
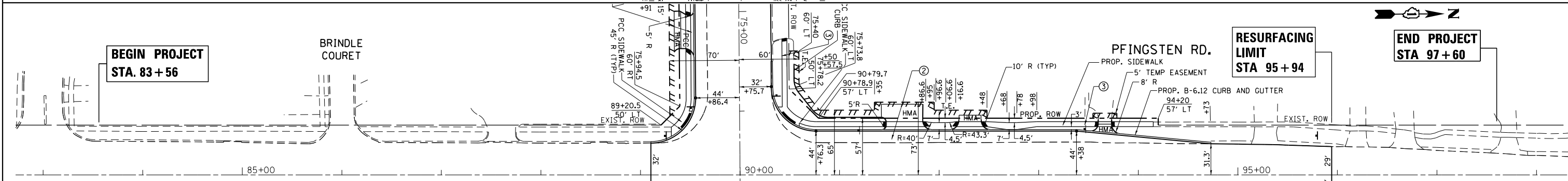
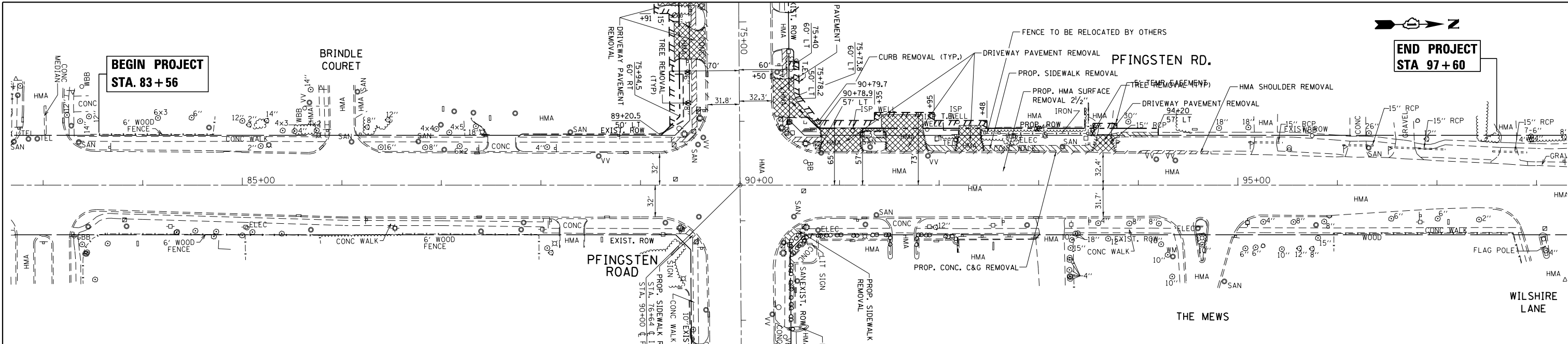


FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY PLAN AND PROFILE</b> <b>IL. ROUTE 68 AT PFINGSTEN RD.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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						CONTRACT NO. 60V02				
						ILLINOIS FED. AID PROJECT				

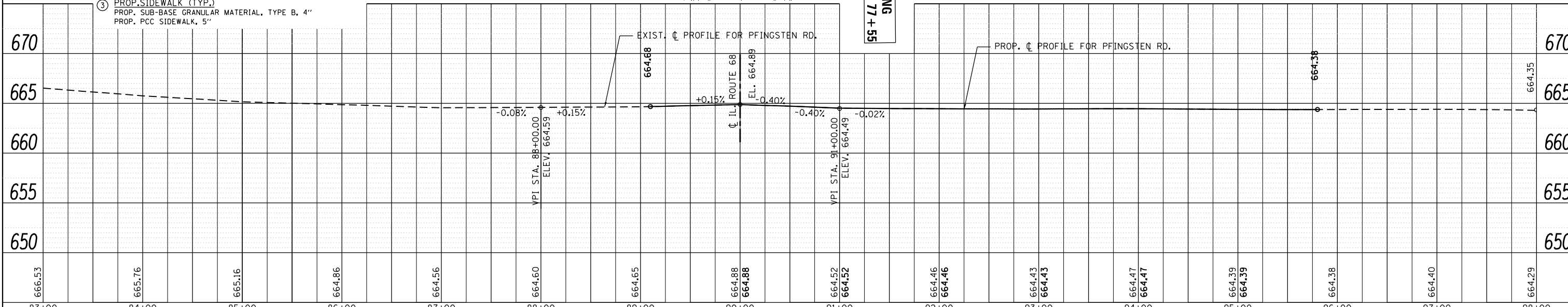
SCALE: 1" = 50' SHEET 2 OF 3 SHEETS STA. TO STA.

DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	FILED
	NO. 1
	NO. 2
	NO. 3
	NO. 4
	NO. 5
	NO. 6
	NO. 7
	NO. 8
	NO. 9
	NO. 10

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES
	CHECKED
	STRUCTURE
	NOTATIONS
	CHKD
	NO. 1
	NO. 2
	NO. 3
	NO. 4
	NO. 5
	NO. 6
	NO. 7
	NO. 8
	NO. 9
	NO. 10



- LEGEND**
- ① PROP. RESURFACING (TYP.)  
PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
  - ② PROP. WIDENING (TYP.)  
PROP. AGGREGATE SUBGRADE, 12"  
PROP. POLY. HOT-MIX ASPHALT SURFACE COURSE MIX "E", N70, 1 3/4"  
PROP. POLY. LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"  
PROP. HOT-MIX ASPHALT BASE COURSE, 6 1/4"
  - ③ PROP. SIDEWALK (TYP.)  
PROP. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"  
PROP. PCC SIDEWALK, 5"



83+00	84+00	85+00	86+00	87+00	88+00	89+00	90+00	91+00	92+00	93+00	94+00	95+00	96+00	97+00	98+00						
666.53	665.76	665.16	664.96	664.56	664.60	664.65	664.88	664.88	664.52	664.52	664.46	664.46	664.43	664.43	664.47	664.47	664.39	664.39	664.38	664.40	664.29

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN AND PROFILE  
PFINGSTEN RD. AT IL. ROUTE 68**

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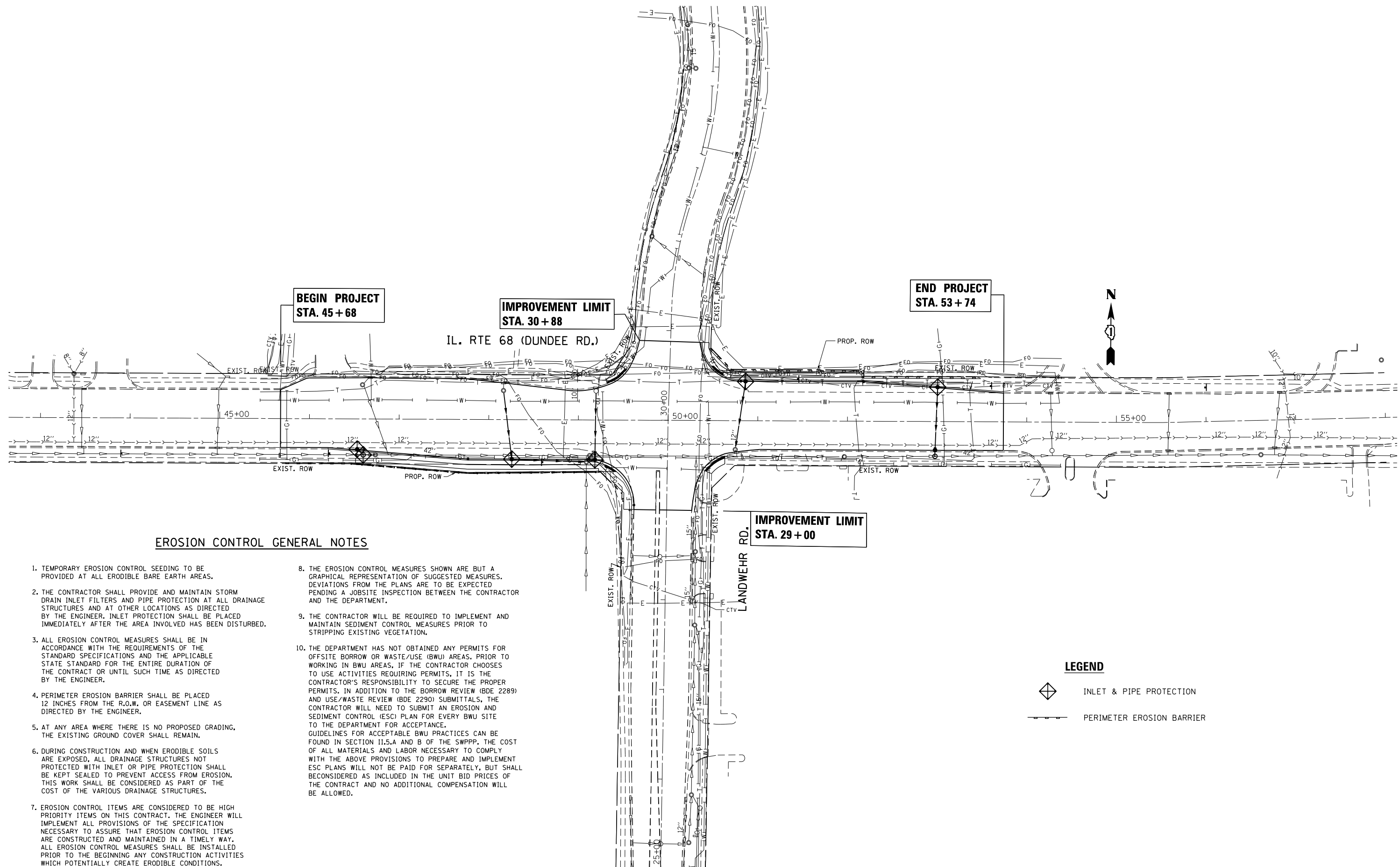
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REVISED -

SCALE: 1" = 50'  
SHEET 3 OF 3 SHEETS  
STA. TO STA.

F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
343 (30 & 1820) N2-2 (12) COOK 97 16  
CONTRACT NO. 60V02  
ILLINOIS FED. AID PROJECT





**EROSION CONTROL GENERAL NOTES**

1. TEMPORARY EROSION CONTROL SEEDING TO BE PROVIDED AT ALL ERODIBLE BARE EARTH AREAS.
2. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN STORM DRAIN INLET FILTERS AND PIPE PROTECTION AT ALL DRAINAGE STRUCTURES AND AT OTHER LOCATIONS AS DIRECTED BY THE ENGINEER. INLET PROTECTION SHALL BE PLACED IMMEDIATELY AFTER THE AREA INVOLVED HAS BEEN DISTURBED.
3. ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE STATE STANDARD FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
4. PERIMETER EROSION BARRIER SHALL BE PLACED 12 INCHES FROM THE R.O.W. OR EASEMENT LINE AS DIRECTED BY THE ENGINEER.
5. AT ANY AREA WHERE THERE IS NO PROPOSED GRADING, THE EXISTING GROUND COVER SHALL REMAIN.
6. DURING CONSTRUCTION AND WHEN ERODIBLE SOILS ARE EXPOSED, ALL DRAINAGE STRUCTURES NOT PROTECTED WITH INLET OR PIPE PROTECTION SHALL BE KEPT SEALED TO PREVENT ACCESS FROM EROSION. THIS WORK SHALL BE CONSIDERED AS PART OF THE COST OF THE VARIOUS DRAINAGE STRUCTURES.
7. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH POTENTIALLY CREATE ERODIBLE CONDITIONS.
8. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THE PLANS ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
9. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
10. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.5.A AND B OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**LEGEND**

INLET & PIPE PROTECTION  
 PERIMETER EROSION BARRIER

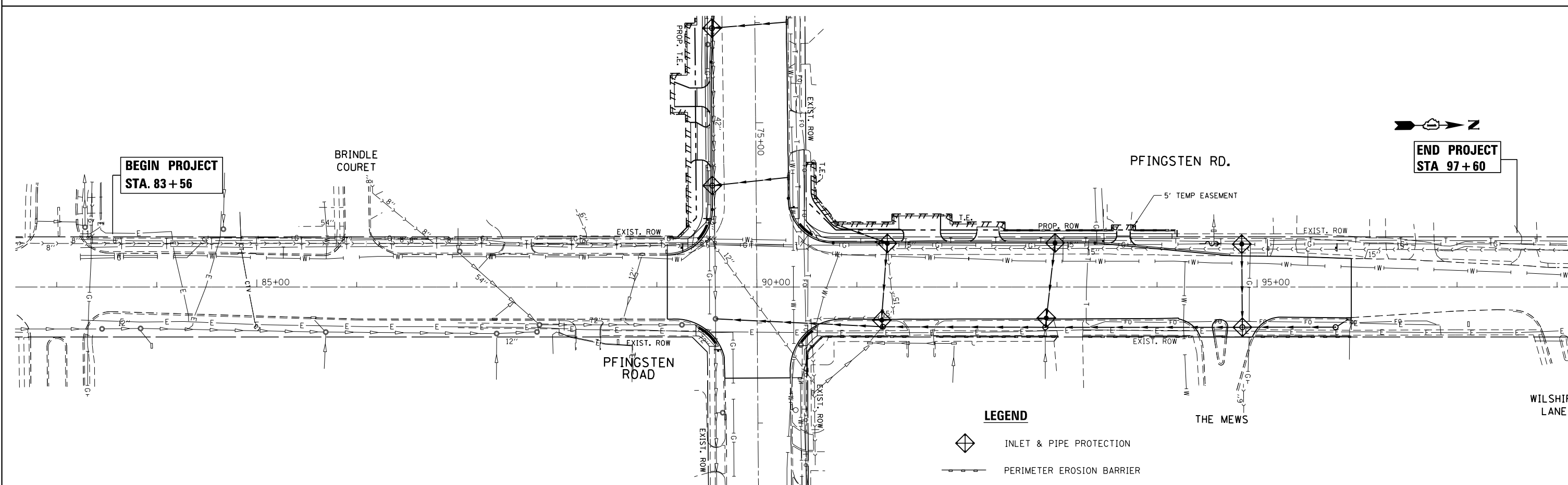
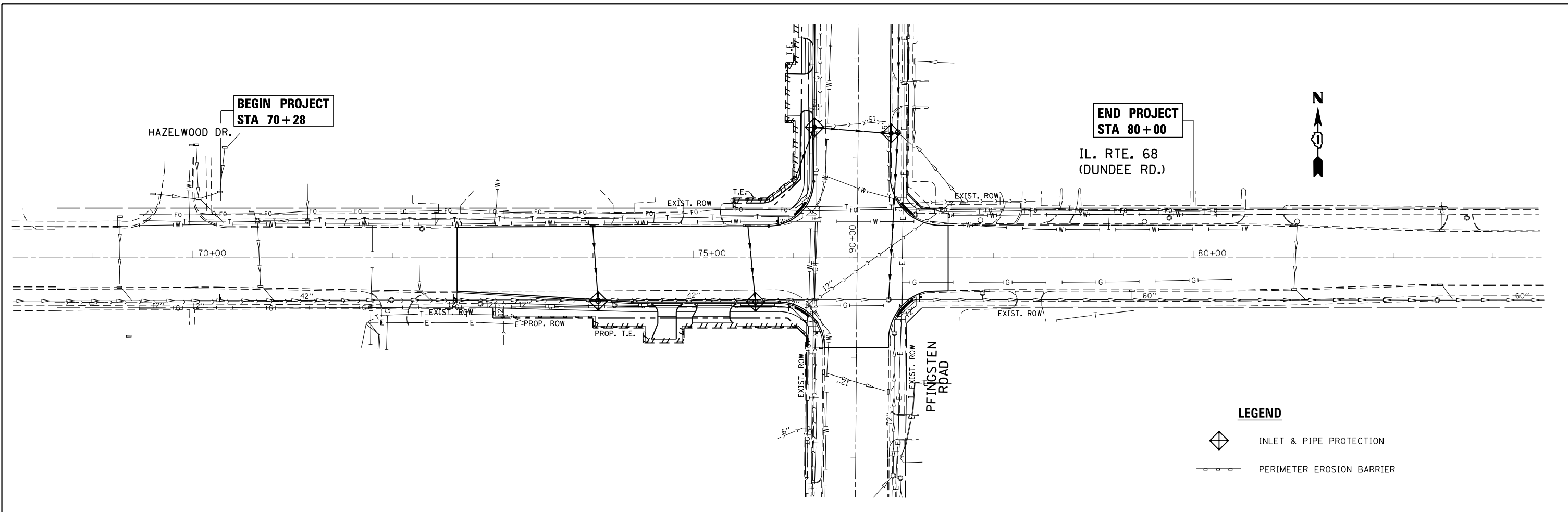
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Default	PLOT DATE = 12/17/2015	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL DETAILS**  
**IL. ROUTE 68 AT LANDWEHR RD.**

SCALE: 1"=50'      SHEET 1 OF 2 SHEETS      STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N2-2 (12)	COOK	97	17
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



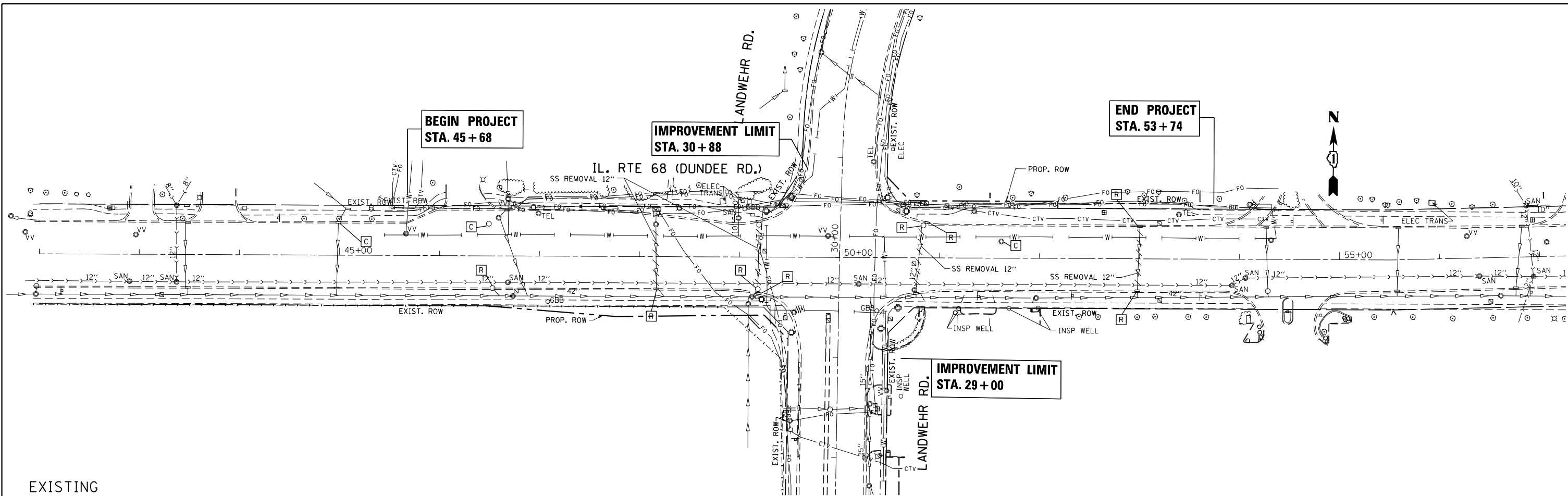
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Default	PLOT DATE = 12/17/2015	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

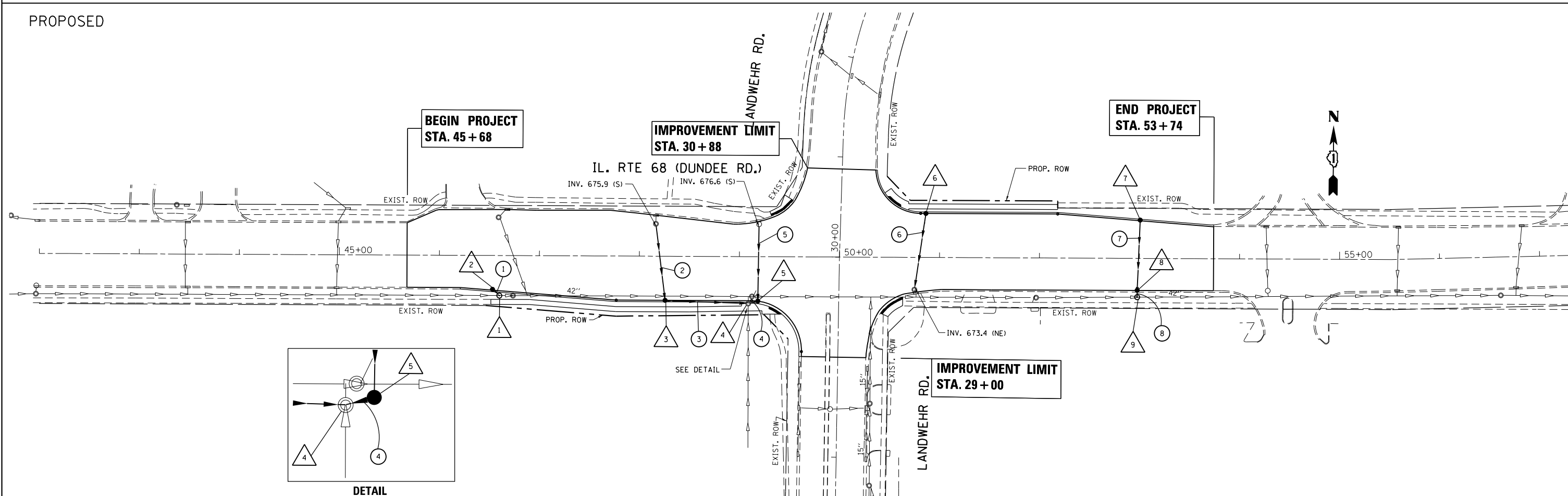
**EROSION AND SEDIMENT CONTROL DETAILS  
IL. ROUTE 68 AT PFRINGSTEN RD.**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N2-2 (12)	COOK	97	18
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

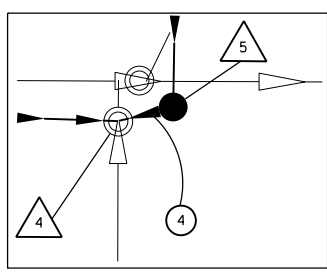
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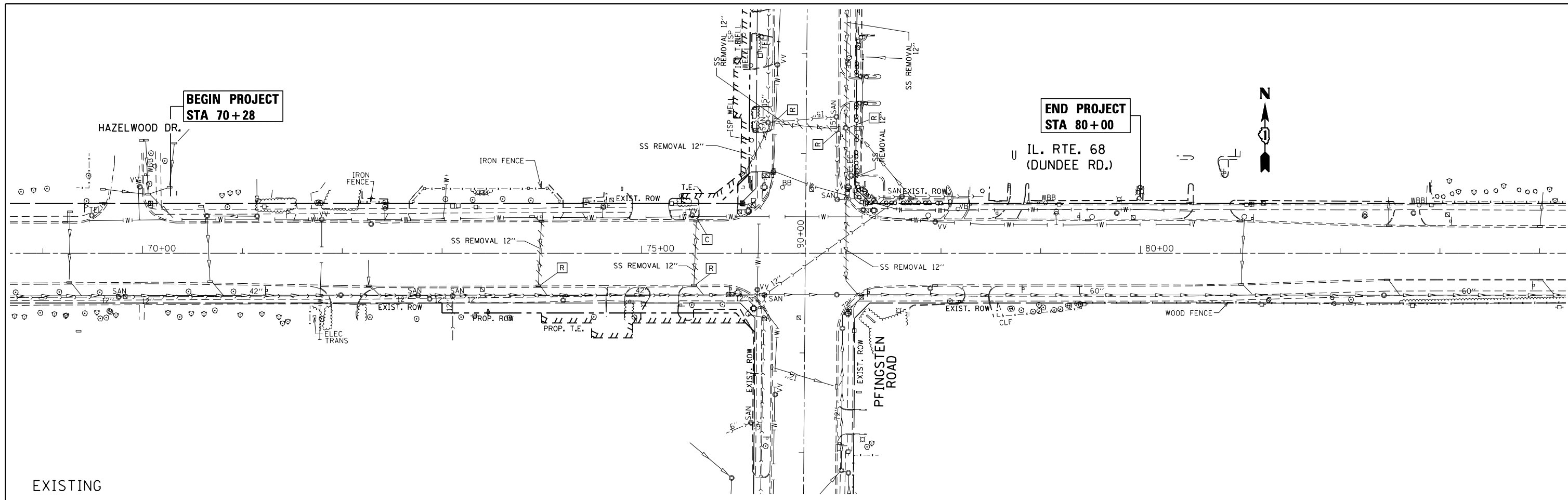


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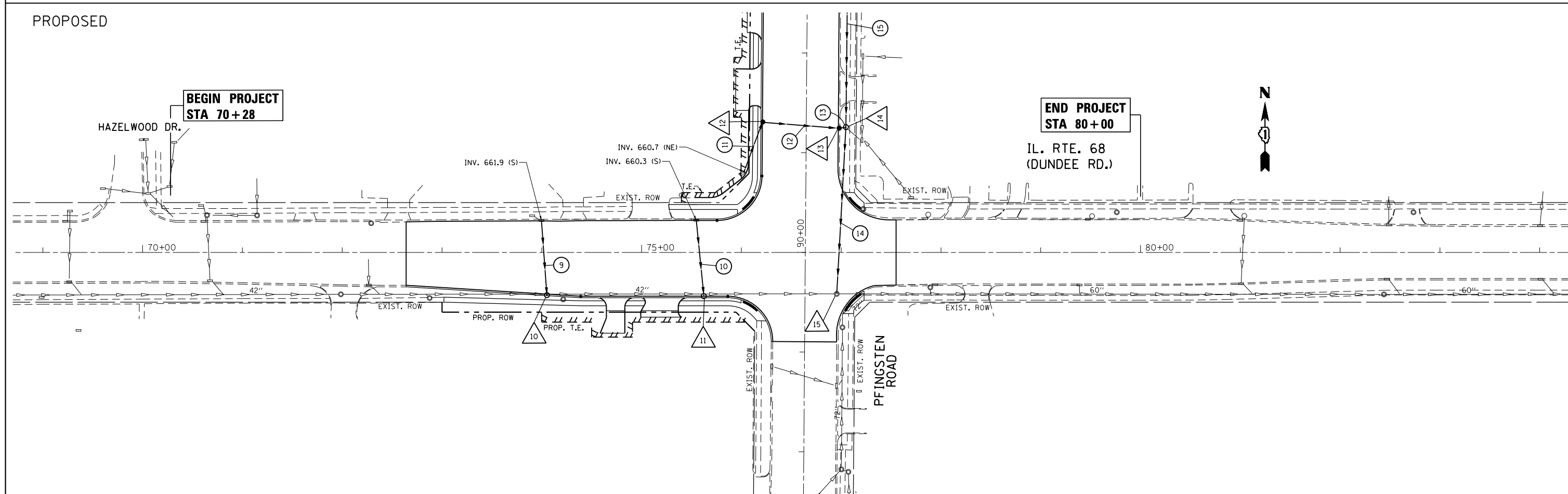


DETAIL

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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					343	(30 & 1820) N2-2 (12)	COOK	97	19
Default	PLOT DATE = 12/17/2015	DATE -	REVISED -	SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 60V02	

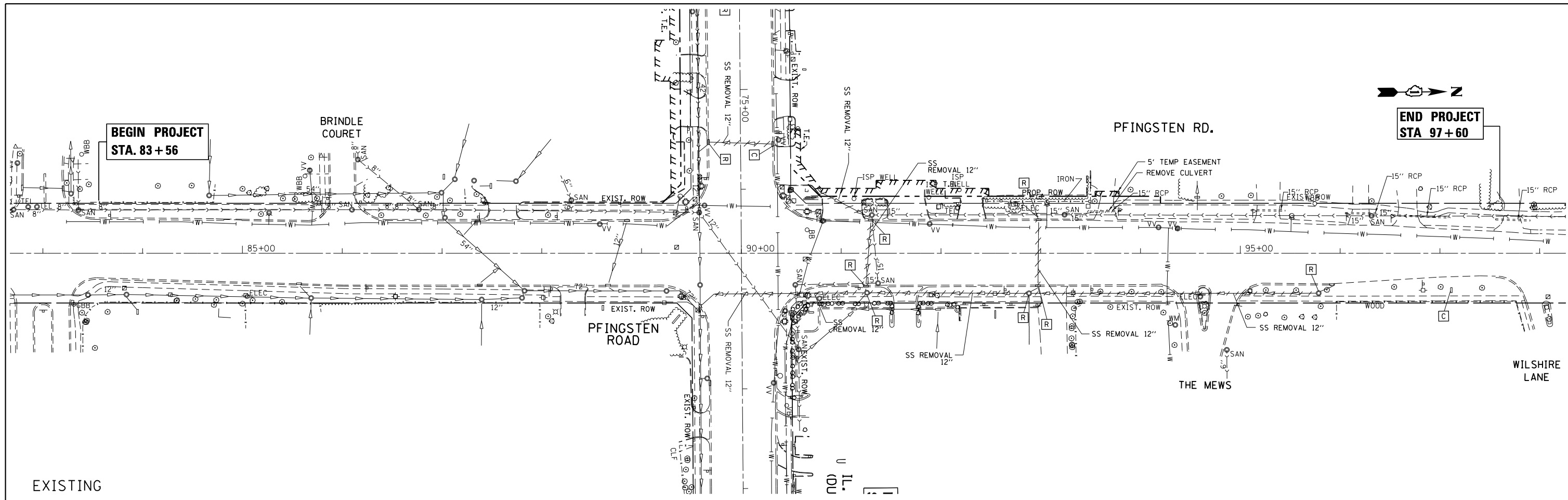


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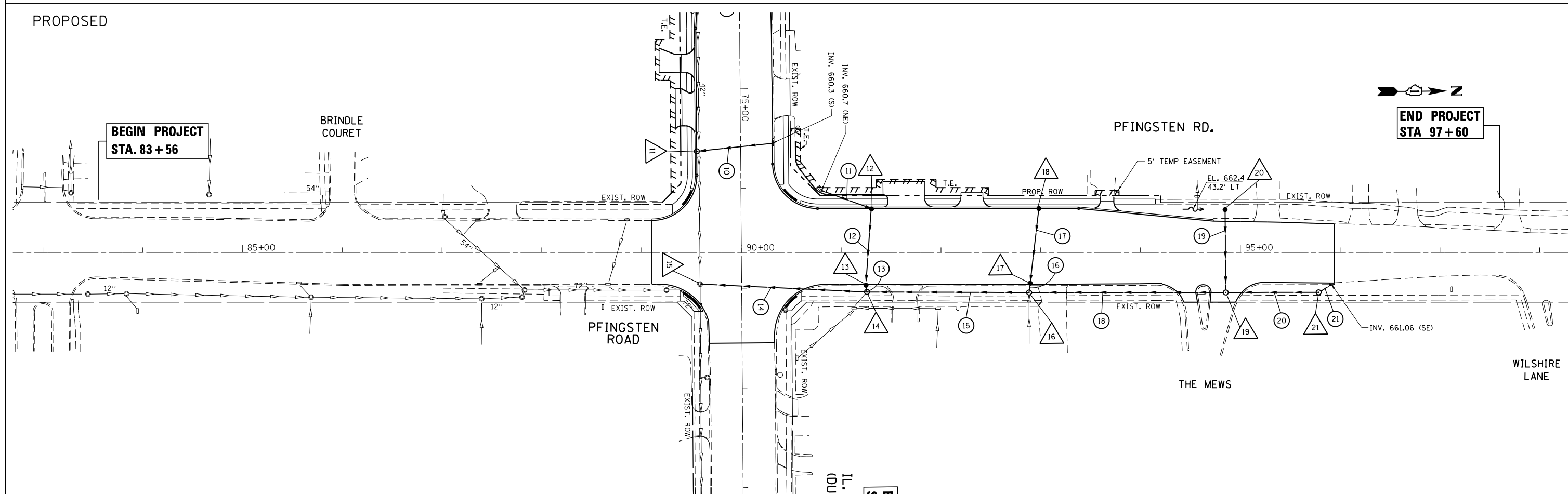


PROPOSED

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED DRAINAGE PLAN IL. RTE. 68 AT PFINGSTEN RD.</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\PI25012-shr-staging.dgn		CHECKED -	REVISED -		343	(30 & 1820) N2-2 (12)	COOK	97	20				
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -		SCALE: 1"=50'				SHEET OF SHEETS STA. TO STA.				
	PLOT DATE = 12/17/2015				ILLINOIS FED. AID PROJECT				CONTRACT NO. 60V02				



EXISTING

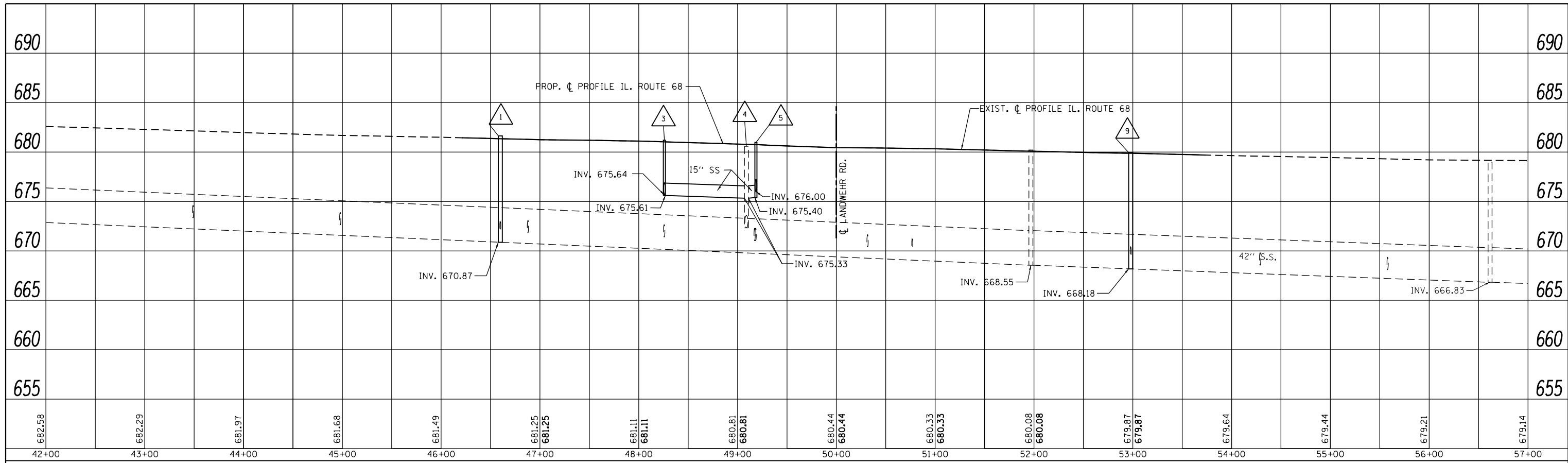


PROPOSED

FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED DRAINAGE PLAN IL. RTE. 68 AT PFINGSTEN RD.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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Default		DATE -	REVISED -			CONTRACT NO. 60V02					
						ILLINOIS FED. AID PROJECT					

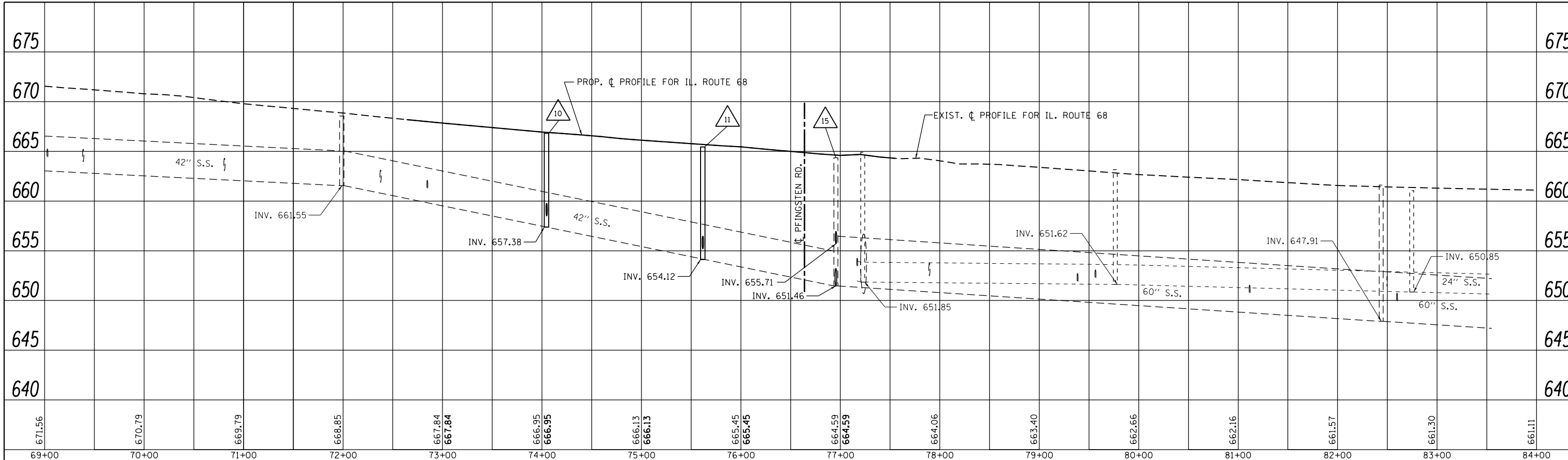
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	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO. _____		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
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	NO. _____		

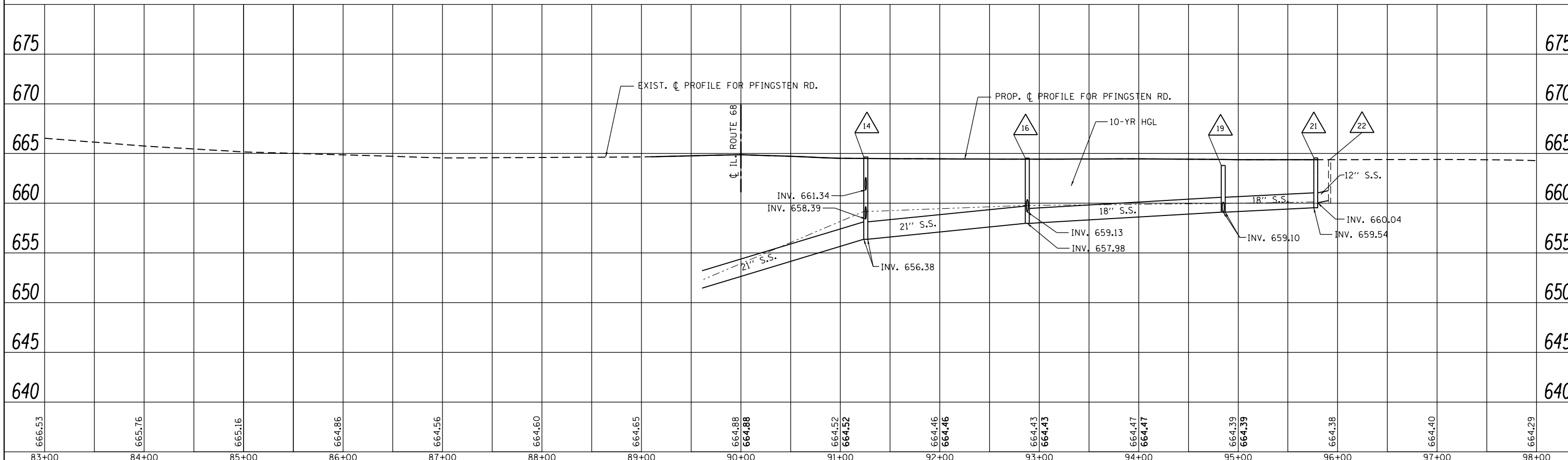


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Default	PLOT DATE = 12/17/2015	DATE -	REVISED -			CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT		
						SCALE: 1"=5' VERT	SCALE: 1"=50' HORIZ	SHEET	OF	SHEETS	STA.

PLAN	SURVEYED	DATE
NOTE BOOK NO.	PLOTTED	
	ALIGNMENT CHECKED	
	FIELD FILE NAME	



PROFILE	SURVEYED	DATE
NOTE BOOK NO.	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	



FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING &amp; PROPOSED DRAINAGE PROFILE</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / in.		CHECKED -	REVISED -		SCALE: 1"=50' HORIZ	SHEET	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60V02		
DATE = 12/17/2015		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							


# STRUCTURES


## LANDWEHR RD.


## PFINGSTEN RD.


## PIPE CHART


### LANDWEHR RD.


- 


STA. 46+60.2, RT. 40'  
MANHOLE, TYPE A, 5 FT DIA.  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 681.63  
INV: 670.87 (W)  
INV: 670.01 (E)  
INV: 676.83 (NW)
- 


STA. 46+53.3, RT. 34.5'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 680.75  
INV: 677.0 (SE)
- 


STA. 48+26.05, RT. 44'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 680.06  
INV: 675.64 (NW)  
INV: 675.61 (SE)
- 

EXISTING STRUCTURE  
STA. 49+9.2, RT. 46.85'  
EXISTING MANHOLE  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 681.18  
INV: 672.33 (N, S) EX  
INV: 675.33 (W, E) PR
- 


STA. 49+18.7, RT. 44.3'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 679.88  
INV: 675.4 (W)  
INV: 676.0 (N)
- 


STA. 50+86.2, RT. 44'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 679.47  
INV: 674.9 (S)
- 


STA. 53+0.5, RT. 38.3'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 679.03  
INV: 676.18 (S)
- 


STA. 52+98, RT. 32.1'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 679.2  
INV: 674.8 (N, S)
- 


STA. 52+98, RT. 38.7'  
MANHOLE, TYPE A, 5 FT DIA.  
FLAT SLAB  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 679.75  
INV: 674.6 (N)  
INV: 668.19 (W)  
INV: 668.17 (E)


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STA. 74+05, RT. 41.9'  
MANHOLE, TYPE A, 5 FT DIA.  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 666.23  
INV: 660 (N)  
INV: 657.41 (W)  
INV: 657.31 (E)
- 


FLAT SLAB  
STA. 75+62.4, RT. 43.8'  
MANHOLE, TYPE A, 6 FT DIA.  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 664.9  
INV: 654.17 (W)  
INV: 654.07 (E)  
INV: 660.07 (N)
- 


STA. 91+30.5, LT. 44.2'  
CATCH BASIN, TYPE A, 4' DIA.  
FLAT SLAB  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 663.54  
INV: 659.82 (SW)  
INV: 659.82 (E)
- 


STA. 91+24.3, RT. 33.1'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 663.91  
INV: 658.81 (W, E)
- 


FLAT SLAB  
STA. 91+25.5, RT. 39.75'  
MANHOLE, TYPE A, 4 FT DIA.  
FLAT SLAB  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 664.64  
INV: 661.34 (SE)  
INV: 658.39 (SW)  
INV: 656.35 (S)  
INV: 656.43 (N)
- 


EXISTING STRUCTURE  
STA. 76+95.5, RT. 41.6'  
MANHOLE, TYPE A, 4 FT DIA.  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 664.36  
INV: 655.71 (N) PR  
INV: 651.46 (W,E) EX


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FLAT SLAB  
STA. 92+88, RT. 40.3'  
MANHOLE, TYPE A, 5 FT DIA.  
FLAT SLAB  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 664.53  
INV: 657.98 (S, E)  
INV: 658.58 (N)  
INV: 659.13 (W)
- 

STA. 92+89, RT. 32'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 663.91  
INV: 659.5 (W, E)
- 

STA. 92+98.5, RT. 43.9'  
CATCH BASIN, TYPE C  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 663.56  
INV: 660.71 (E)
- 

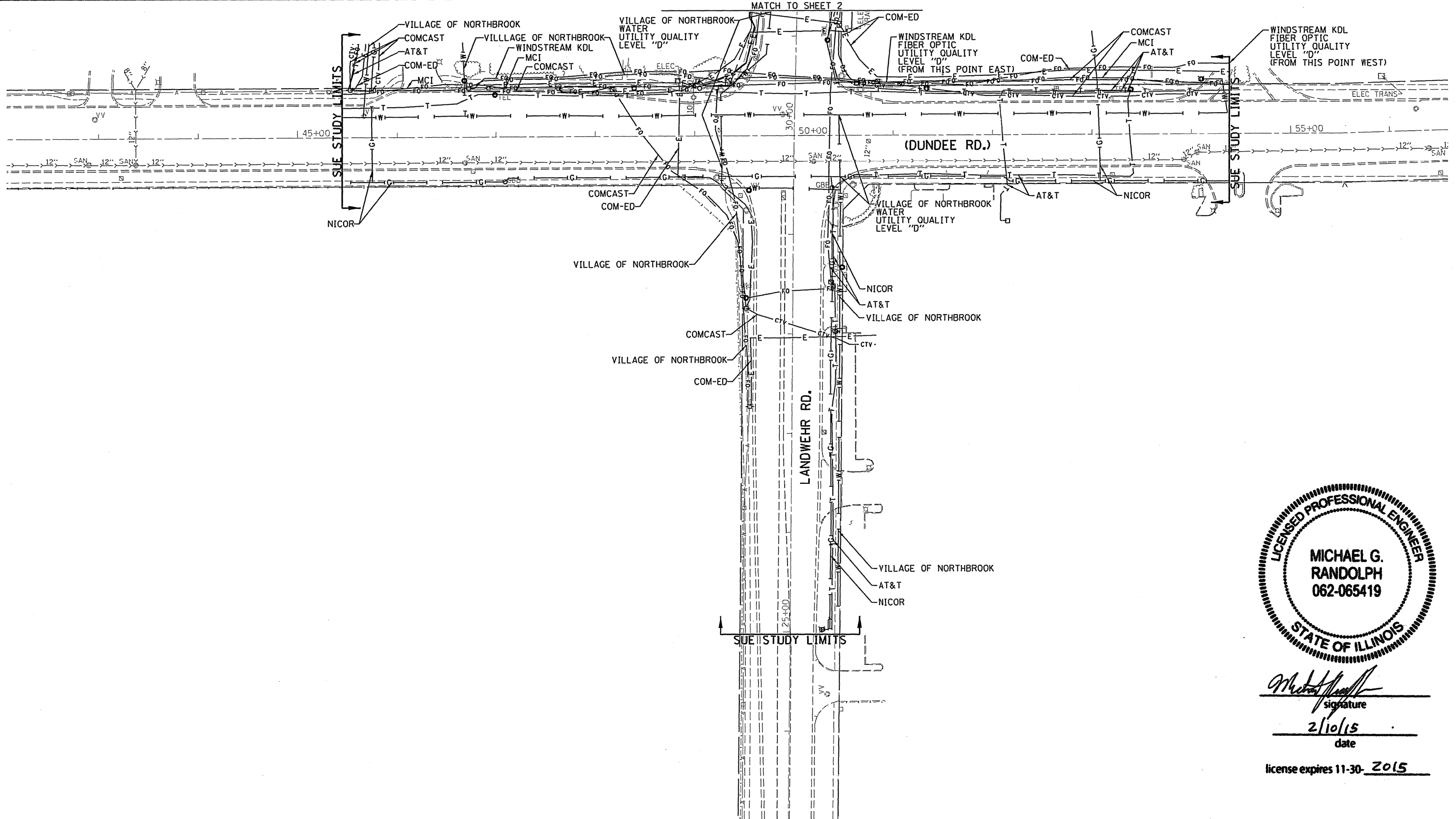
FLAT SLAB  
STA. 94+85, RT. 40.2'  
MANHOLE, TYPE A, 4 FT DIA.  
FLAT SLAB  
W/ TYPE 1 FRAME AND LID, OPEN  
T.O.G: 663.83  
INV: 659.09 (S)  
INV: 659.12 (N)  
INV: 659.09 (W)
- 

STA. 94+85.1, RT. 42.94'  
CATCH BASIN, TYPE C  
W/ TYPE 8 FRAME AND LID, OPEN  
T.O.G: 662.15  
INV: 659.58 (E)
- 

FLAT SLAB  
STA. 95+78.2, LT. 40.08'  
MANHOLE, TYPE A, 4' DIA.  
W/ TYPE 1 FRAME AND LID, CLOSED  
T.O.G: 664.51  
INV: 660.04 (NW)  
INV: 659.54 (S)

No.	PIPE TYPE	DIAMETER (INCHES)	TbF (CY)	LENGTH (FEET)
1	PROP. STORM SEWER, CLASS A, TYP 2	15	2.16	6
2	PROP. STORM SEWER, CLASS A, TYP 2	15	47.89	75
3	PROP. STORM SEWER, CLASS A, TYP 2	15	52.0	81
4	PROP. STORM SEWER, CLASS A, TYP 2	15	5.59	7.5
5	PROP. STORM SEWER, CLASS A, TYP 2	15	24.84	75.5
6	PROP. STORM SEWER, CLASS A, TYP 2	15	58.8	75.5
7	PROP. STORM SEWER, CLASS A, TYP 2	15	20.97	69
8	PROP. STORM SEWER, CLASS A, TYP 2	15	2.7	4
9	PROP. STORM SEWER, CLASS A, TYP 2	15	56.87	73
10	PROP. STORM SEWER, CLASS A, TYP 2	15	27.49	73.5
11	PROP. STORM SEWER, CLASS A, TYP 2	12	16.96	53
12	PROP. STORM SEWER, CLASS A, TYP 2	15	28.76	75.5
13	PROP. STORM SEWER, CLASS A, TYP 2	15	3.49	4.5
14	PROP. STORM SEWER, CLASS A, TYP 2	21	226.47	164.5
15	PROP. STORM SEWER, CLASS A, TYP 2	21	188.89	159.5
16	PROP. STORM SEWER, CLASS A, TYP 2	15	4.1	5.5
17	PROP. STORM SEWER, CLASS A, TYP 2	15	25.5	84
18	PROP. STORM SEWER, CLASS A, TYP 2	18	153.1	193.5
19	PROP. STORM SEWER, CLASS A, TYP 2	12	25.75	80.5
20	PROP. STORM SEWER, CLASS A, TYP 2	18	63.71	93.5
21	PROP. STORM SEWER, CLASS A, TYP 2	12	3.89	13





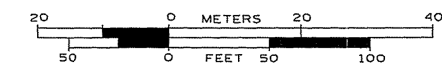
*Michael G. Randolph*  
signature  
2/10/15  
date  
license expires 11-30-2015

— A — A —	AERIAL
- - - - -	UNKNOWN
— O — O —	OIL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	WATER
- - - - -	FORCE MAIN
— FO — FO —	FIBER OPTIC
⊕	TBE TEST HOLE

UTILITY OWNERS	
AT&T	- TELEPHONE
AT&T	- FIBER OPTIC
COM-ED	- ELECTRIC
COMCAST	- FIBER OPTIC
COMCAST	- CATV
MCI	- FIBER OPTIC
NICOR	- GAS
WINDSTREAM KDL	- FIBER OPTIC
VILLAGE OF NORTHBROOK	- FIBER OPTIC
VILLAGE OF NORTHBROOK	- WATER

Utilities shown on these plans as depicted in the legend have been investigated by Cardno TBE in accordance with SUE Industry Standards. All other information shown has been provided to Cardno TBE by others. Cardno TBE's SUE field investigation was performed 11/7/14 through 1/12/15. Changes to utilities after 1/12/15 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B"  
UNLESS NOTED OTHERWISE.



TBE Job No. IL09510641  
SUE Plan Page: 1 of 4

Utility Quality Level "A" : Visually Verified Test Hole  
Utility Quality Level "B" : Designating/non Visually Verified Test Hole  
Utility Quality Level "C" : Research with Survey  
Utility Quality Level "D" : Records Research

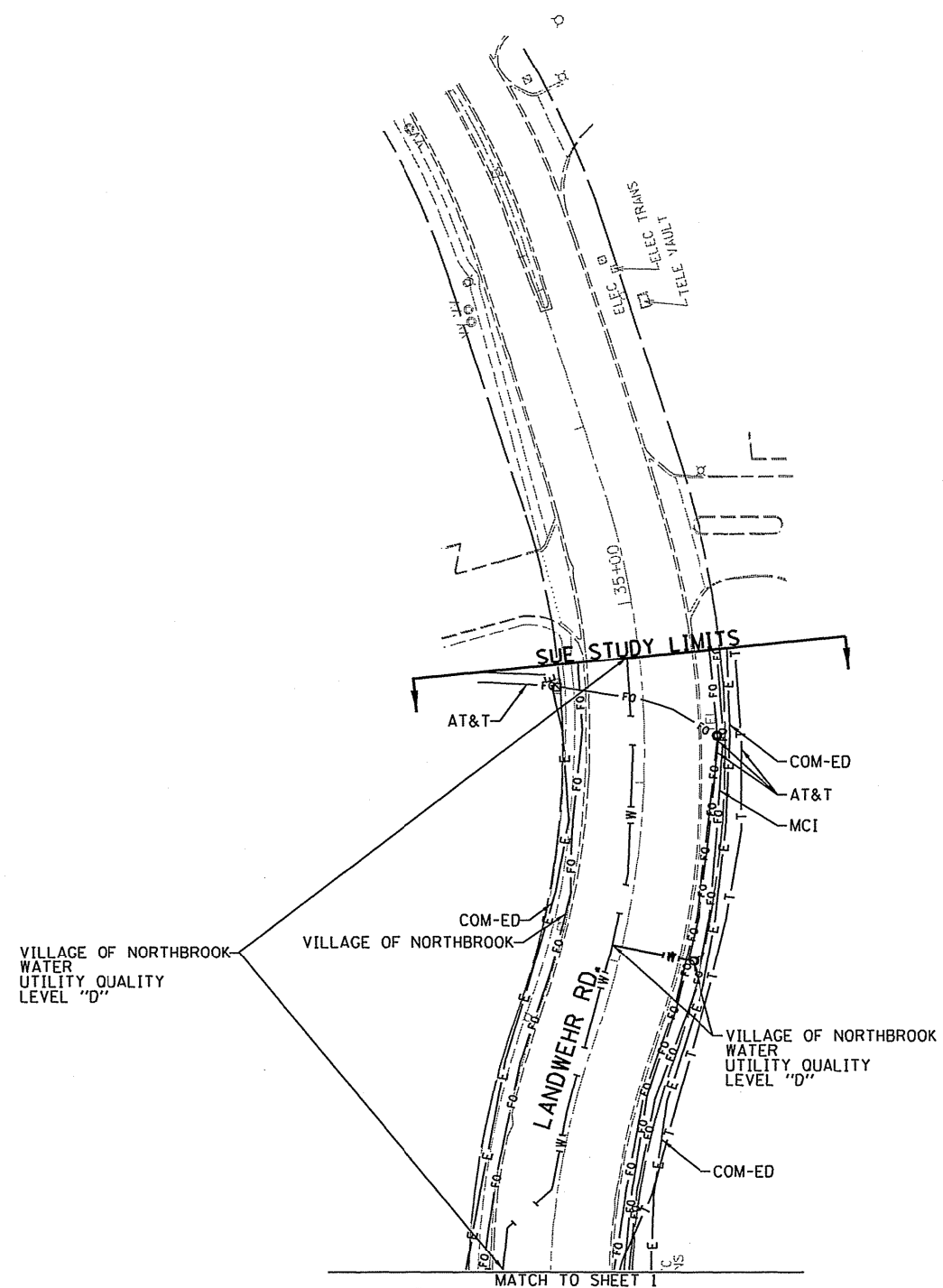
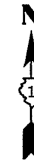
DESIGNED	IP	REVISED
DRAWN	SRK	REVISED
CHECKED	MGR	REVISED
DATE	1/30/14	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 68 (Dundee Road) at Landwehr & Pfingsten  
Northbrook, Illinois

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30. & 1820) N-2 (12)	Cook	97	25

Contract No. 60V02  
FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No.



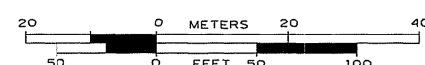
*Michael Randolph*  
signature  
2/10/15  
date  
license expires 11-30-2015

— A — A —	AERIAL
- - - - -	UNKNOWN
— 0 — 0 —	OIL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	WATER
— F — F —	FORCE MAIN
— FO — FO —	FIBER OPTIC
⊕	TBE TEST HOLE

UTILITY OWNERS	
AT&T - TELEPHONE	
AT&T - FIBER OPTIC	
COM-ED - ELECTRIC	
COMCAST - FIBER OPTIC	
COMCAST - CATV	
MCI - FIBER OPTIC	
NICOR - GAS	
WINDSTREAM KDL - FIBER OPTIC	
VILLAGE OF NORTHBROOK - FIBER OPTIC	
VILLAGE OF NORTHBROOK - WATER	

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ALL UTILITIES SHOWN QUALITY LEVEL "B"  
UNLESS NOTED OTHERWISE.



TBE Job No. IL09510641  
SUE Plan Page: 2 of 4

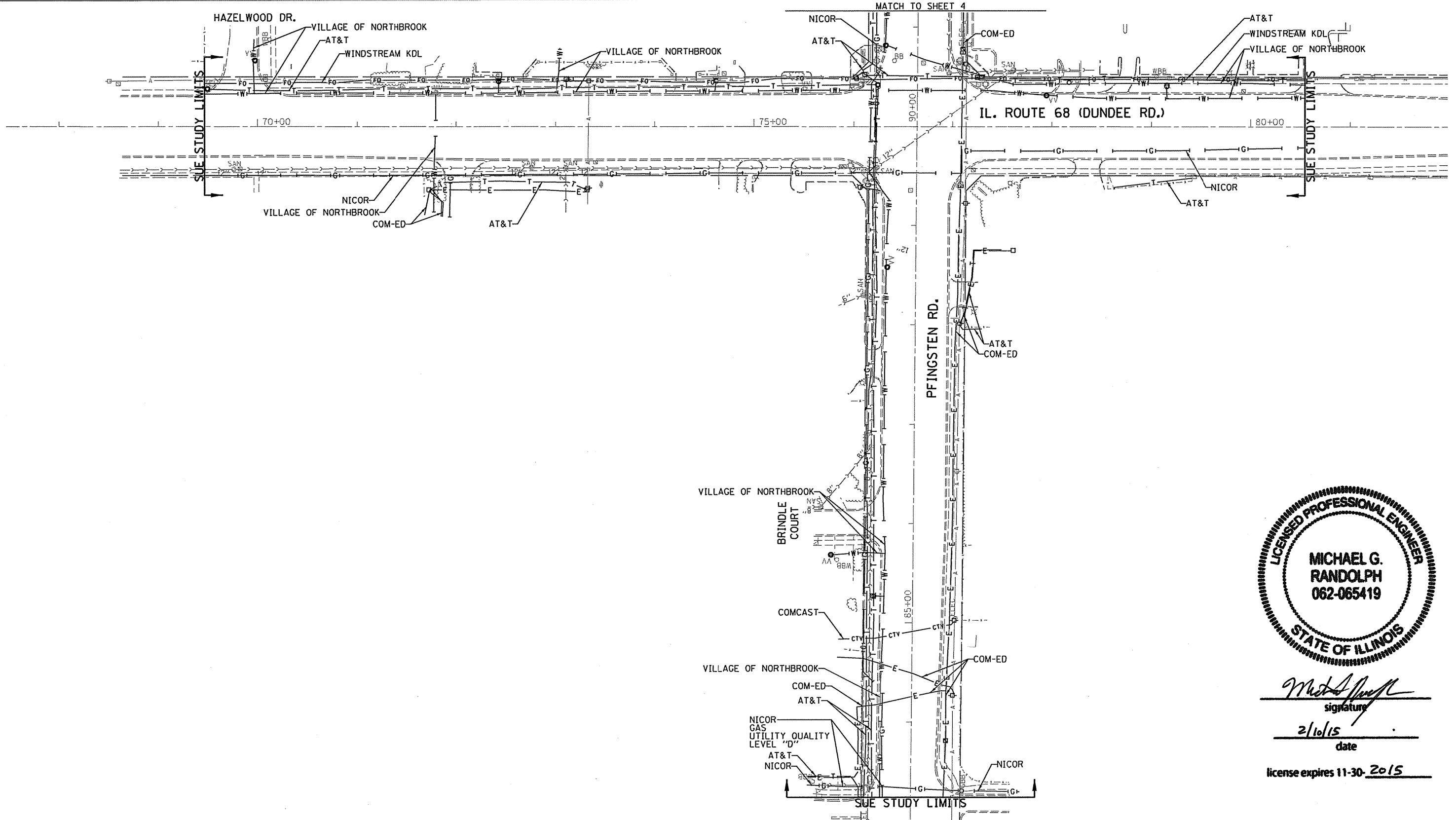
Utility Quality Level "A" : Visually Verified Test Hole  
Utility Quality Level "B" : Designating/non Visually Verified Test Hole  
Utility Quality Level "C" : Research with Survey  
Utility Quality Level "D" : Records Research

DESIGNED	IP	REVISED
DRAWN	SRK	REVISED
CHECKED	MGR	REVISED
DATE	1/30/14	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 68 (Dundee Road) at Landwehr & Pfingsten  
Northbrook, Illinois

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	Cook	97	26
Contract No. 60V02				
FED. ROAD DIST. NO. [ILLINOIS] IDOT Project No.				



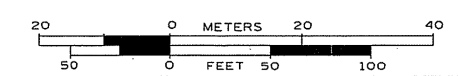
*Michael G. Randolph*  
signature  
2/10/15  
date  
license expires 11-30-2015

— A — A —	AERIAL
- - - - -	UNKNOWN
— O — O —	OIL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	WATER
— FM — FM —	FORCE MAIN
— FO — FO —	FIBER OPTIC
⊕	TBE TEST HOLE

UTILITY OWNERS	
AT&T	- TELEPHONE
AT&T	- FIBER OPTIC
COM-ED	- ELECTRIC
COMCAST	- FIBER OPTIC
COMCAST	- CATV
MCI	- FIBER OPTIC
NICOR	- GAS
WINDSTREAM KDL	- FIBER OPTIC
VILLAGE OF NORTHBROOK	- FIBER OPTIC
VILLAGE OF NORTHBROOK	- WATER

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ALL UTILITIES SHOWN QUALITY LEVEL "B"  
UNLESS NOTED OTHERWISE.



TBE Job No. IL09510641  
SUE Plan Page: 3 of 4

Utility Quality Level "A": Visually Verified Test Hole	DESIGNED	JP	REVISED	
Utility Quality Level "B": Designating/non Visually Verified Test Hole	DRAWN	SRK	REVISED	
Utility Quality Level "C": Research with Survey	CHECKED	MGR	REVISED	
Utility Quality Level "D": Records Research	DATE	1/30/14	REVISED	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 68 (Dundee Road) at Landwehr & Pfingsten  
Northbrook, Illinois

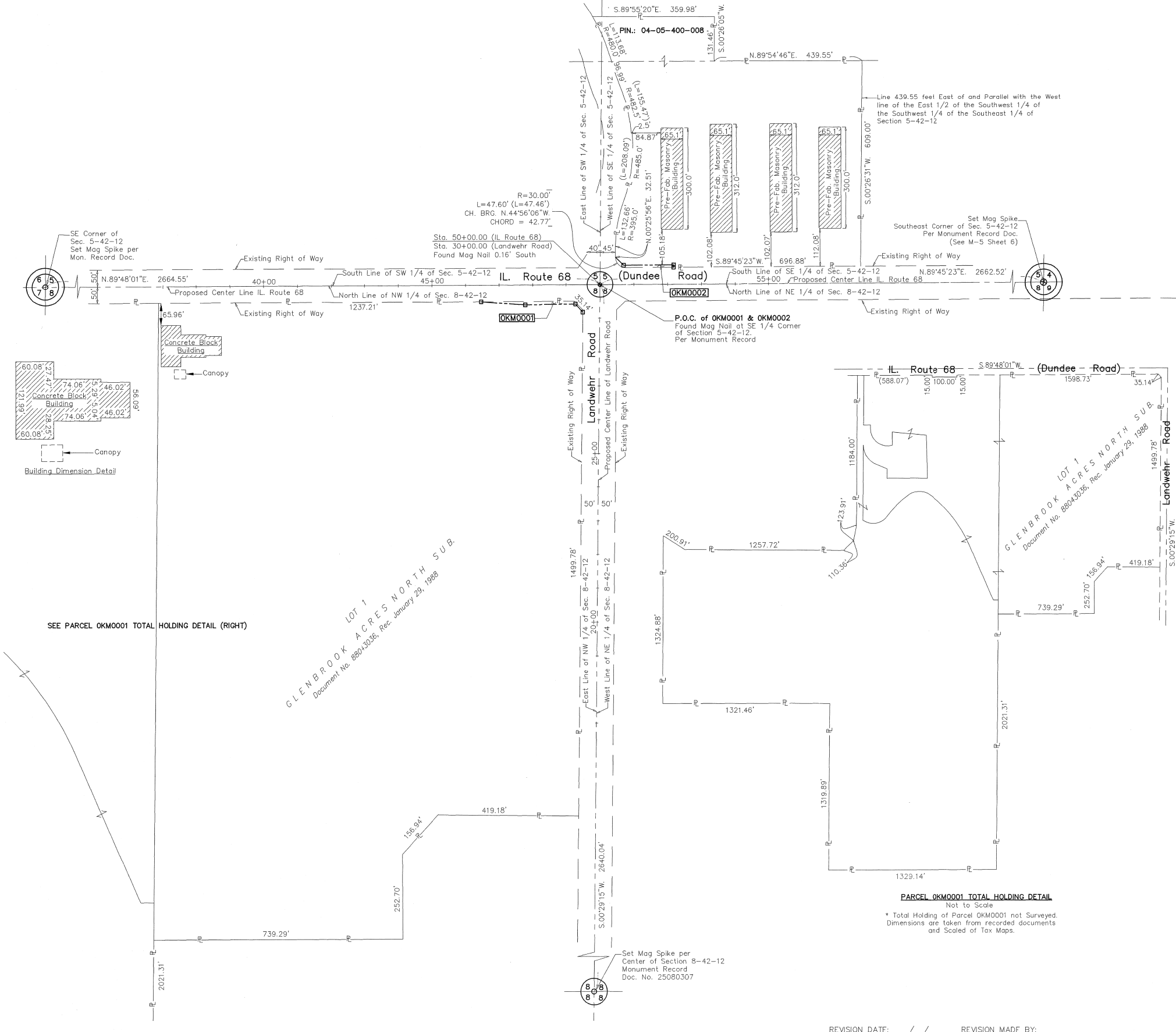
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	Cook	97	27
Contract No. 60V02				
FED. ROAD DIST. NO. ILLINOIS IDOT Project No.				







PARTS OF THE SE. 1/4 OF SECTION 5 AND N. 1/2 OF SECTION 8, TWP. 42 N., R. 12 E. OF THE 3RD. P.M., COOK COUNTY, ILLINOIS.



**LEGEND**

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- EXISTING BUILDING

SCALE: 1" = 40'

BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID". ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.99998600. AREAS SHOWN ON THIS PLAT ARE GROUND. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

- IRON PIPE OR ROD FOUND
- + CUT CROSS FOUND OR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

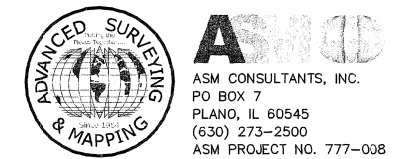
STATE OF ILLINOIS )  
 COUNTY OF KENDALL ) SS

THIS IS TO CERTIFY THAT WE, ASM CONSULTANTS, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-6014, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 5 AND SECTION 8, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT PLANO, ILLINOIS THIS \_\_\_\_\_th DAY OF JUNE 2014, A.D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3377  
 LICENSE EXPIRATION DATE: 11/30/2014.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.



**PLAT OF HIGHWAYS**  
 STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 IL. ROUTE 68

LIMITS: LANDWEHR & PFINGSTEN COUNTY: COOK  
 SECTION: JOB NO.: R-90-008-14  
 STA. TO STA. SHEET 3 OF 6 SHEETS  
 SCALE: 1" = 40'

**BUREAU OF LAND ACQUISITION**  
 201 WEST CENTER COURT  
 SCHAUMBURG, ILLINOIS 60196

RECEIVED  
 JAN 29 2015  
 PLATS & LEGALS

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLAN IL. RTE. 68 AT LANDWEHR RD. AND PFINGSTEN RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\P125010\Drawings\Design\P125010-shr-staging.dwg	PLOT SCALE = 100.0004' / in.	CHECKED -	REVISED -			343	(30 & 1820) N-2 (12)	COOK	97	31	
Default	PLOT DATE = 12/17/2015	DATE -	REVISED -			CONTRACT NO. 60V02					
						ILLINOIS FED. AID PROJECT					

PARTS OF THE SE. 1/4 OF SECTION 5 AND N. 1/2 OF SECTION 8, TWP. 42 N., R. 12 E. OF THE 3RD. P.M., COOK COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT ACRES	AREA SQUARE FEET	PARCEL INDEX NUMBER
OKM0003	1.703	0.043		1.660			04-08-201-035 04-08-201-021 04-08-201-031
OKM0003TE					0.036		
OKM0004	0.592	0.022		0.570			04-08-201-033 04-08-201-037
OKM0004TE					0.019		
OKM0005	0.513	0.034		0.489			04-05-407-026
OKM0005TE					0.048		
OKM0006	2.233	0.024		2.209		400	04-05-407-027
OKM0006TE					0.009		
OKM0007	0.459	0.016		0.443		120	04-05-407-022
OKM0007TE					0.002		

**LEGEND**

SECTION CORNER: 5 4 / 8 9

QUARTER SECTION CORNER: 5 4

SECTION / QUARTER SECTION LINE

PLATTED LOT LINES

PROPERTY (DEED) LINE

APPARENT PROPERTY LINE

EXISTING CENTERLINE

PROPOSED CENTERLINE

EXISTING RIGHT OF WAY LINE

PROPOSED RIGHT OF WAY LINE

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PROPOSED EASEMENT

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COMPUTED DIMENSION

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EXISTING BUILDING

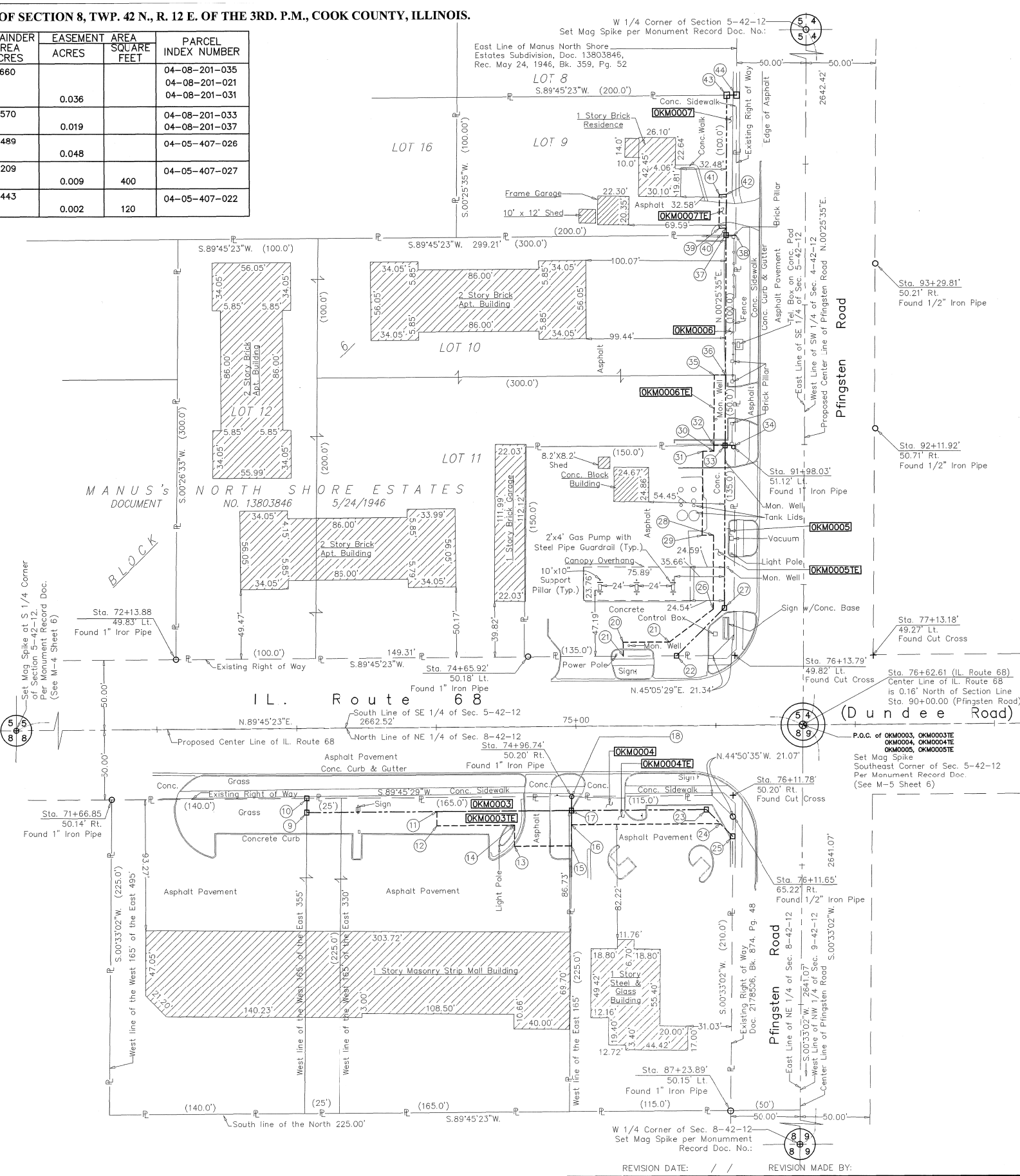
129.32' (129.32') (129.32')

SCALE: 1" = 40'

**COORDINATE TABLE**

ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2011 ADJUSTMENT)

PT.	STATION	OFFSET	NORTH	EAST
IL ROUTE 68 (DUNDEE ROAD)				
9	73+06.78'	60.16' Rt.	1993312.405	1115414.686
10	73+06.91'	50.16' Rt.	1993322.405	1115414.782
11	74+00.00'	60.16' Rt.	1993312.802	1115507.906
12	74+00.00'	70.16' Rt.	1993302.802	1115507.949
13	74+55.25'	85.16' Lt.	1993288.038	1115563.260
14	74+55.46'	70.16' Rt.	1993303.038	1115563.404
15	74+96.25'	85.16' Lt.	1993288.212	1115604.262
16	74+96.46'	70.16' Lt.	1993303.213	1115604.407
17	74+96.60'	60.16' Lt.	1993313.213	1115604.503
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LICENSE EXPIRATION DATE: 11/30/2014.
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**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL. ROUTE 68

LIMITS: LANDWEHR & PFINGSTEN COUNTY: COOK  
SECTION: STA. 73+06.78 TO STA. 76+11.57 JOB NO.: R-90-008-14  
90+82.18 TO STA. 94+49.29  
SCALE: 1" = 40' SHEET 4 OF 6 SHEETS

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196



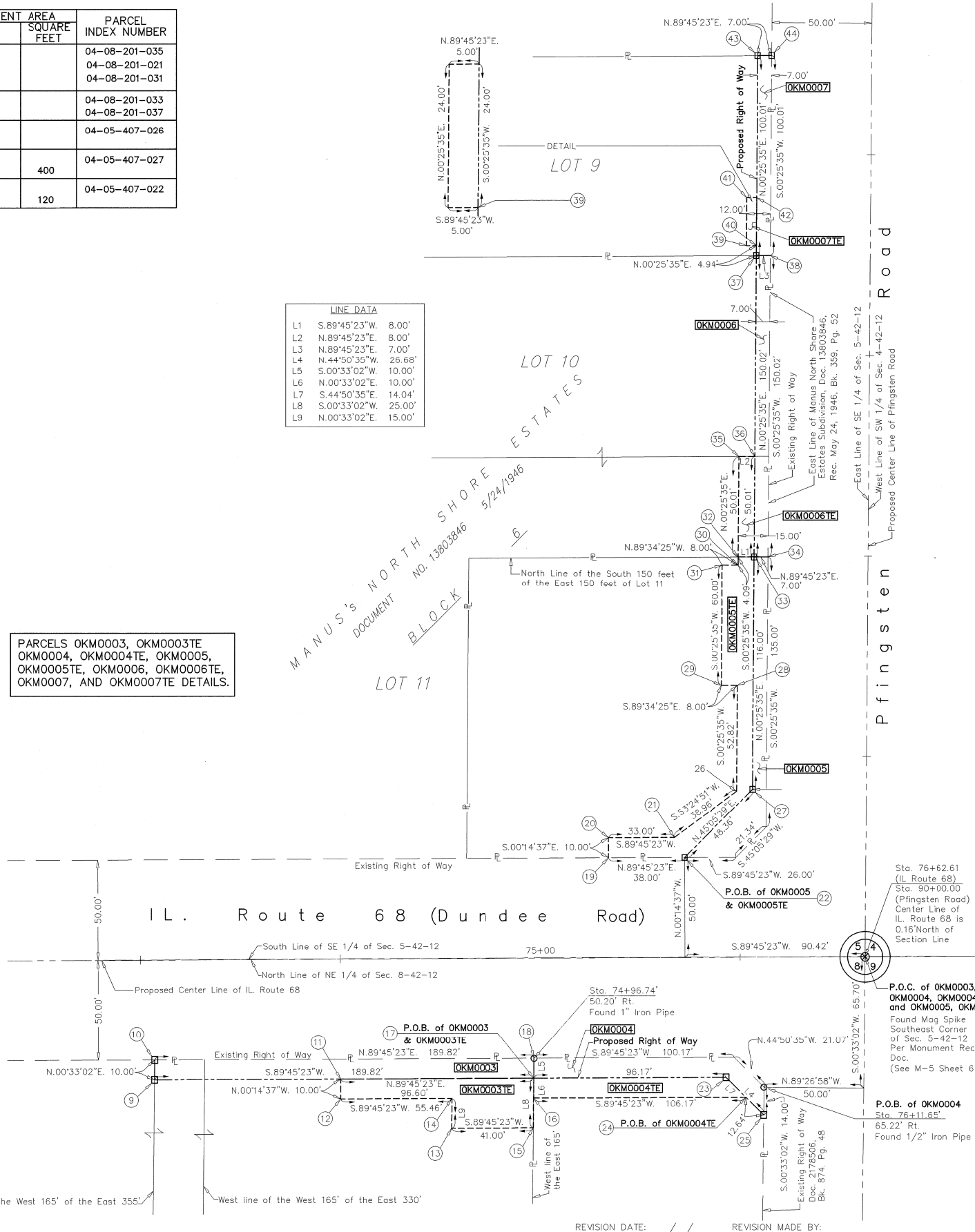
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OKM0006TE					0.009	400	
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OKM0007TE					0.002	120	

LINE DATA
L1 S.89°45'23"W. 8.00'
L2 N.89°45'23"E. 8.00'
L3 N.89°45'23"E. 7.00'
L4 N.44°50'35"W. 26.68'
L5 S.00°33'02"W. 10.00'
L6 N.00°33'02"E. 10.00'
L7 S.44°50'35"E. 14.04'
L8 S.00°33'02"W. 25.00'
L9 N.00°33'02"E. 15.00'

PARCELS OKM0003, OKM0003TE, OKM0004, OKM0004TE, OKM0005, OKM0005TE, OKM0006, OKM0006TE, OKM0007, AND OKM0007TE DETAILS.

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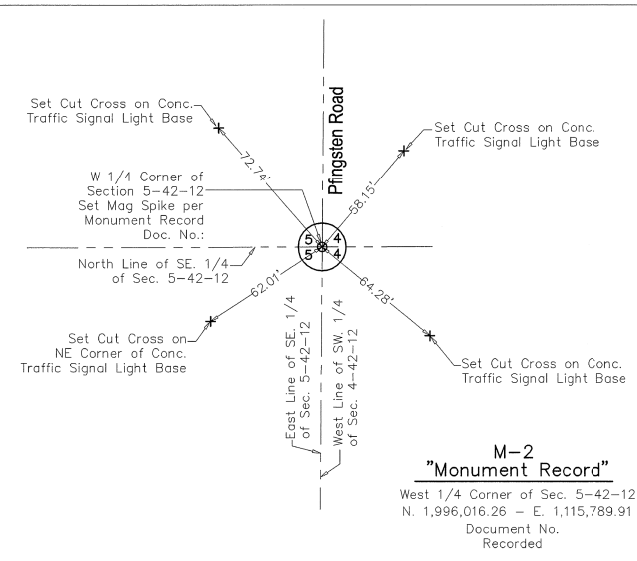
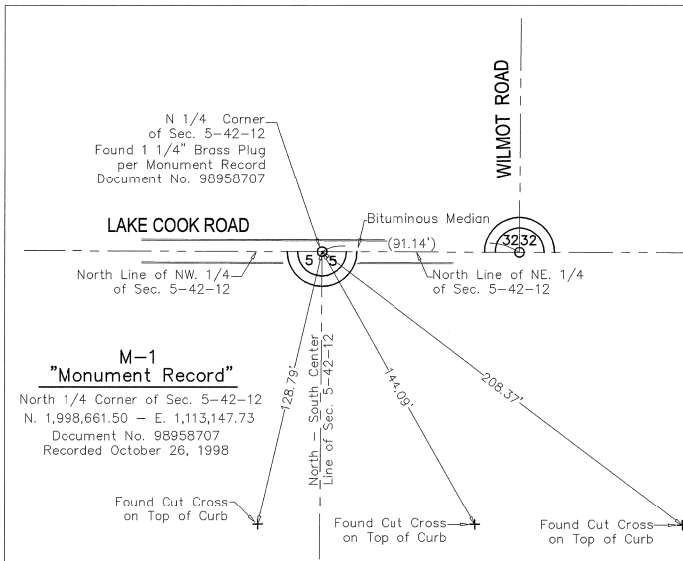
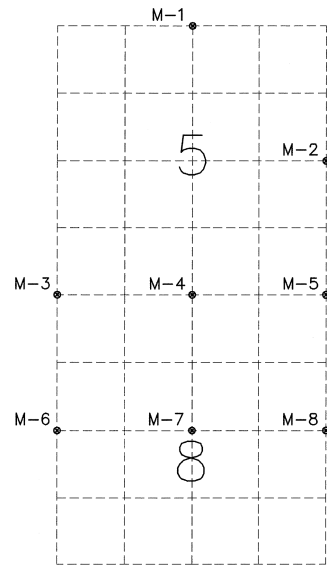
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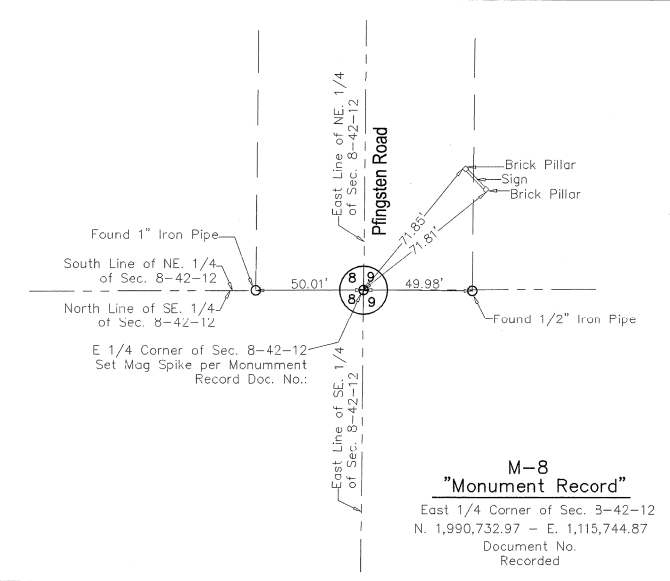
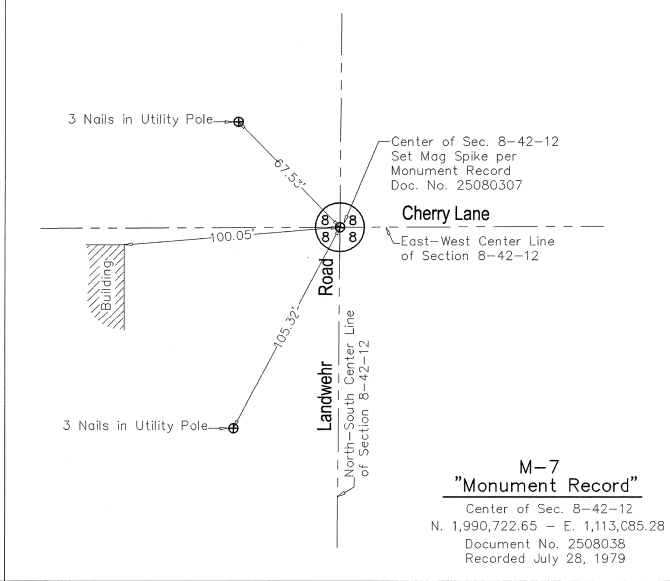
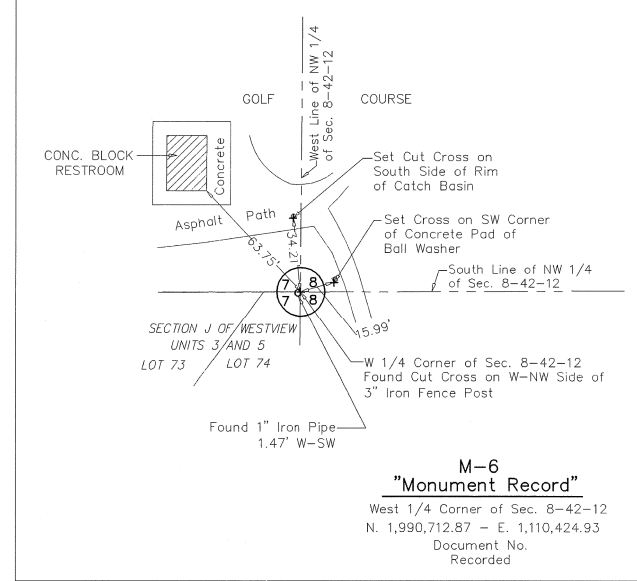
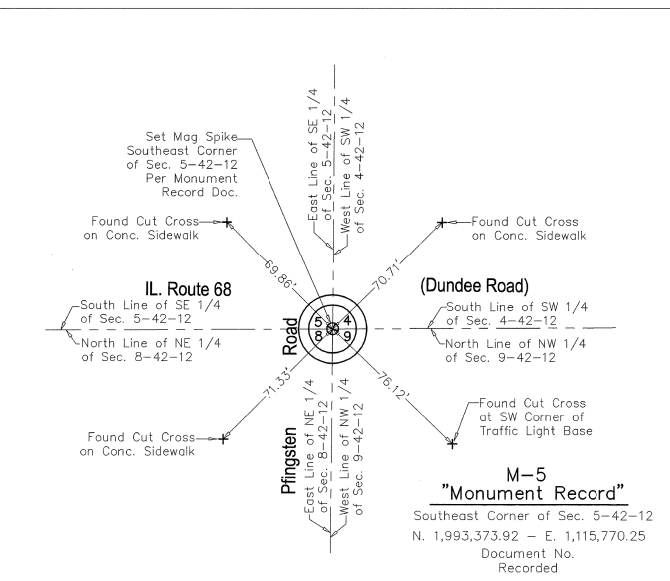
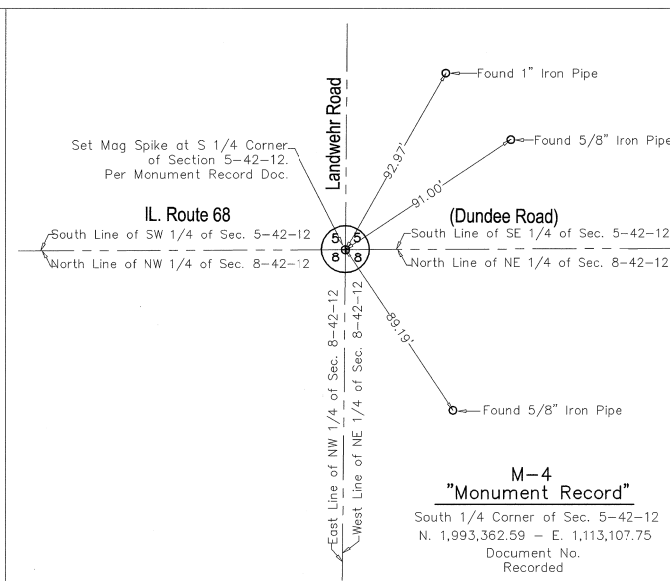
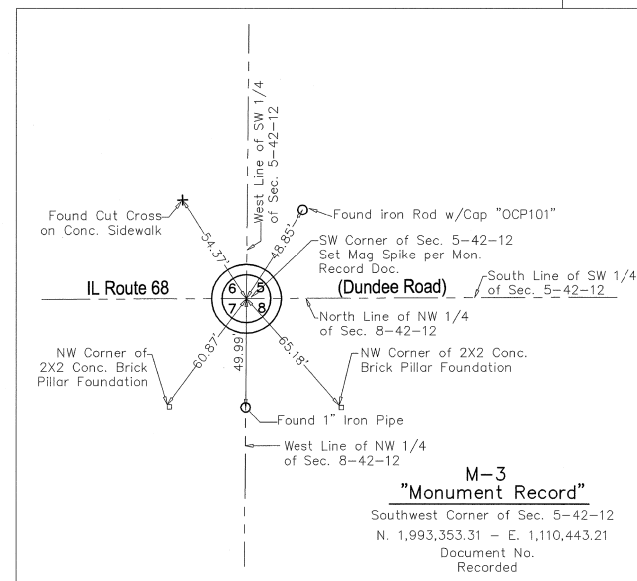
**PLAT OF HIGHWAYS**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
IL. ROUTE 68

LIMITS: LANDWEHR & PFINGSTEN COUNTY: COOK  
SECTION: STA. 46+46.00 TO STA. 76+11.57 JOB NO.: R-90-008-14

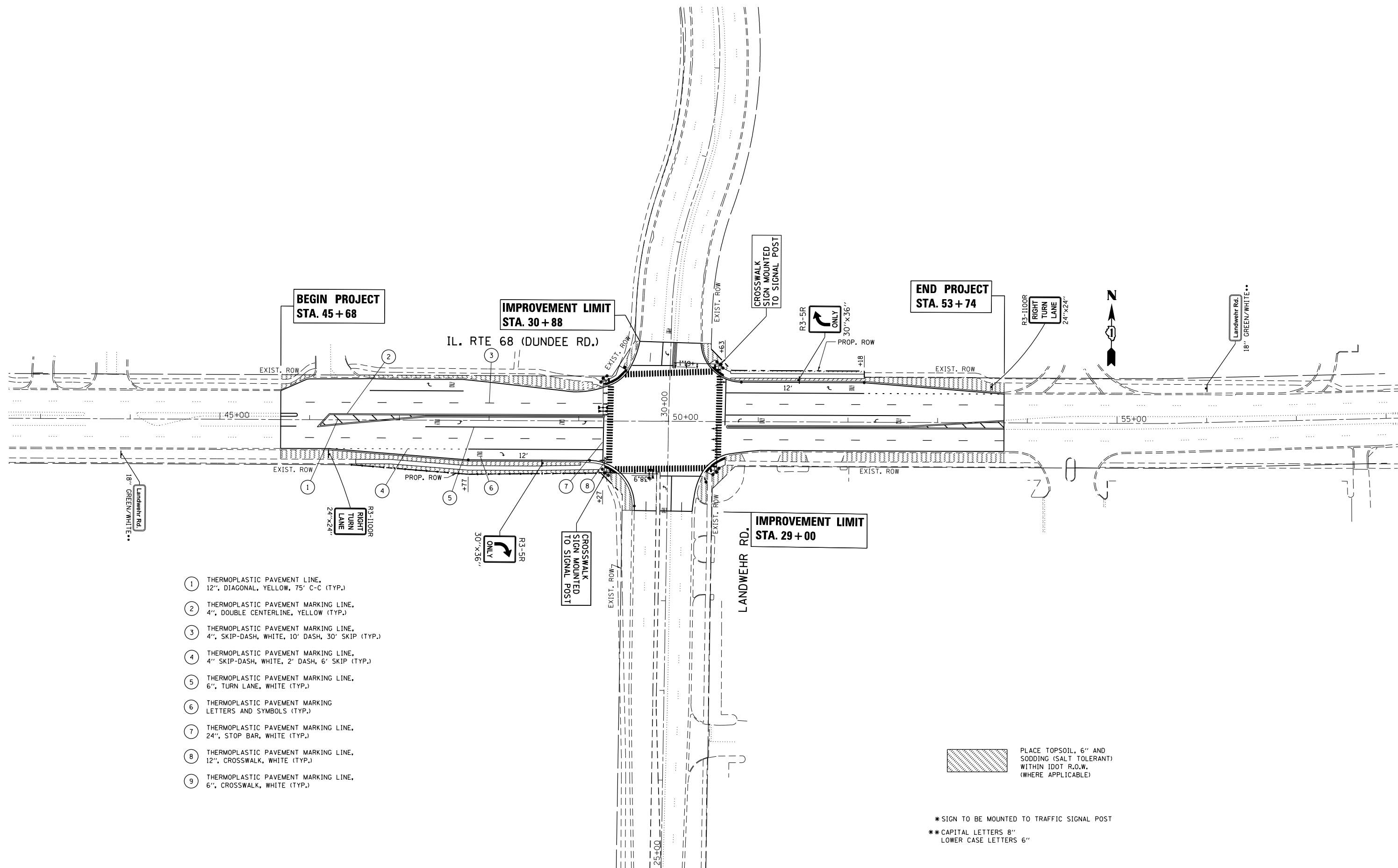
SCALE: 1" = 40' SHEET 6 OF 6 SHEETS

BUREAU OF LAND ACQUISITION  
201 WEST CENTER COURT  
SCHAUMBURG, ILLINOIS 60196



REVISION DATE: // // REVISION MADE BY:

FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>RIGHT OF WAY PLAN IL. RTE. 68 AT LANDWEHR RD. AND PFINGSTEN RD.</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\04EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Drawings\Design\PI25012-shr-staging.dwg		CHECKED -	REVISED -		343	(30 & 1820) N-2 (12)	COOK	97	34			
Default		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT				
		PLOT DATE = 12/17/2015			CONTRACT NO. 60V02							

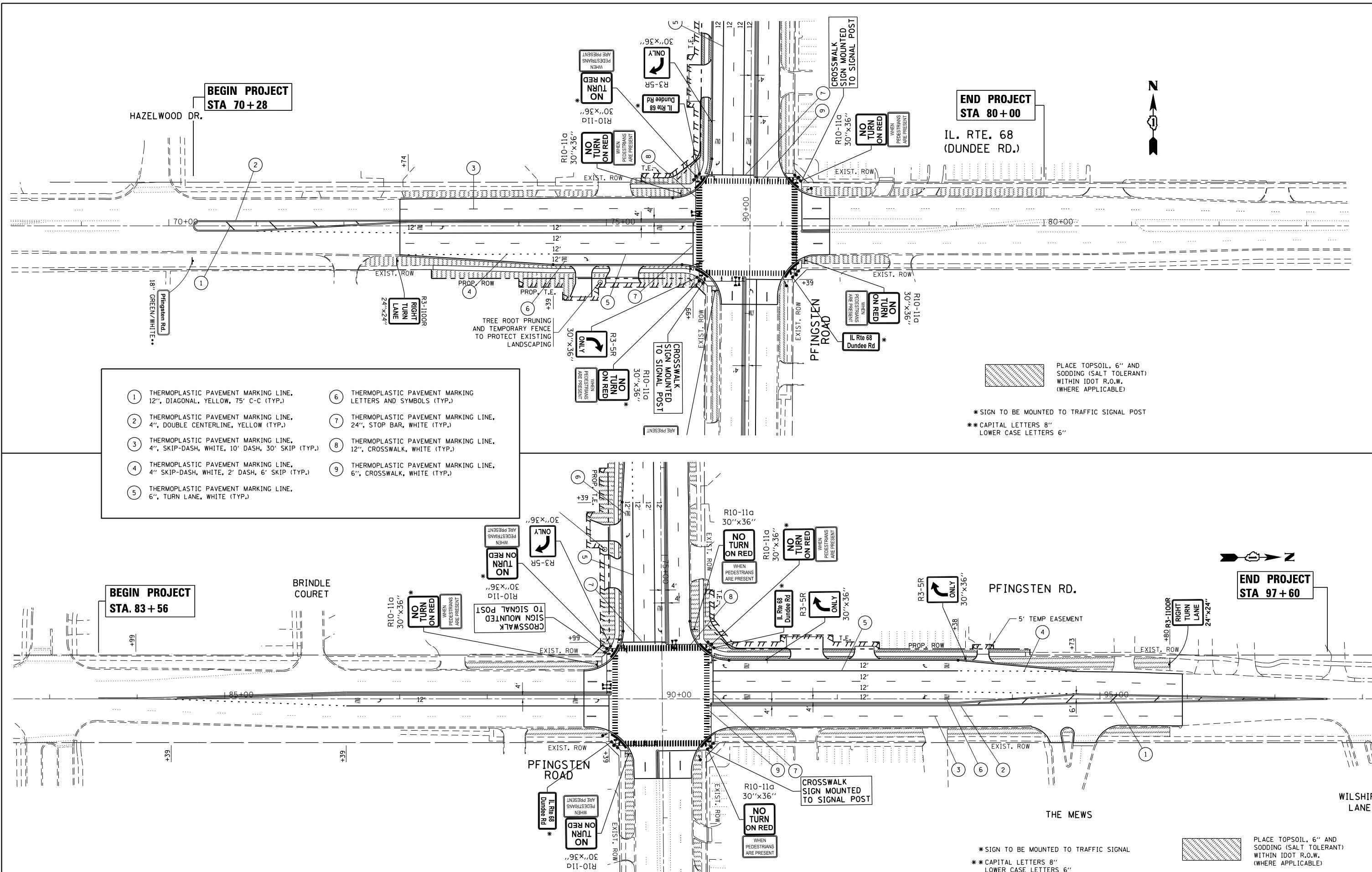


- ① THERMOPLASTIC PAVEMENT LINE, 12", DIAGONAL, YELLOW, 75' C-C (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE CENTERLINE, YELLOW (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP-DASH, WHITE, 10' DASH, 30' SKIP (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP-DASH, WHITE, 2' DASH, 6' SKIP (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING LINE, 6", TURN LANE, WHITE (TYP.)
- ⑥ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING LINE, 24", STOP BAR, WHITE (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING LINE, 12", CROSSWALK, WHITE (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING LINE, 6", CROSSWALK, WHITE (TYP.)

PLACE TOPSOIL, 6" AND SODDING (SALT TOLERANT) WITHIN IDOT R.O.W. (WHERE APPLICABLE)

\* SIGN TO BE MOUNTED TO TRAFFIC SIGNAL POST  
 \*\* CAPITAL LETTERS 8"  
 LOWER CASE LETTERS 6"

FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED PAVEMENT MARKING &amp; LANDSCAPING PLAN IL. ROUTE 68 AT LANDWEHR RD.</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\PI25012-shr-staging.dgn		DRAWN	REVISED -			343	(30 & 1820) N2-2 (12)	COOK	97	35	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60V02					
	PLOT DATE = 12/17/2015	DATE -	REVISED -			SCALE: 1"=50'	SHEET 1 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



- |   |                                                                                      |   |                                                                   |
|---|--------------------------------------------------------------------------------------|---|-------------------------------------------------------------------|
| 1 | THERMOPLASTIC PAVEMENT MARKING LINE, 12", DIAGONAL, YELLOW, 75' C-C (TYP.)           | 6 | THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP.)         |
| 2 | THERMOPLASTIC PAVEMENT MARKING LINE, 4", DOUBLE CENTERLINE, YELLOW (TYP.)            | 7 | THERMOPLASTIC PAVEMENT MARKING LINE, 24", STOP BAR, WHITE (TYP.)  |
| 3 | THERMOPLASTIC PAVEMENT MARKING LINE, 4", SKIP-DASH, WHITE, 10' DASH, 30' SKIP (TYP.) | 8 | THERMOPLASTIC PAVEMENT MARKING LINE, 12", CROSSWALK, WHITE (TYP.) |
| 4 | THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP-DASH, WHITE, 2' DASH, 6' SKIP (TYP.)    | 9 | THERMOPLASTIC PAVEMENT MARKING LINE, 6", CROSSWALK, WHITE (TYP.)  |
| 5 | THERMOPLASTIC PAVEMENT MARKING LINE, 6", TURN LANE, WHITE (TYP.)                     |   |                                                                   |

PLACE TOPSOIL, 6" AND SODDING (SALT TOLERANT) WITHIN IDOT R.O.W. (WHERE APPLICABLE)

\* SIGN TO BE MOUNTED TO TRAFFIC SIGNAL POST

\*\* CAPITAL LETTERS 8" LOWER CASE LETTERS 6"

\* SIGN TO BE MOUNTED TO TRAFFIC SIGNAL

\*\* CAPITAL LETTERS 8" LOWER CASE LETTERS 6"

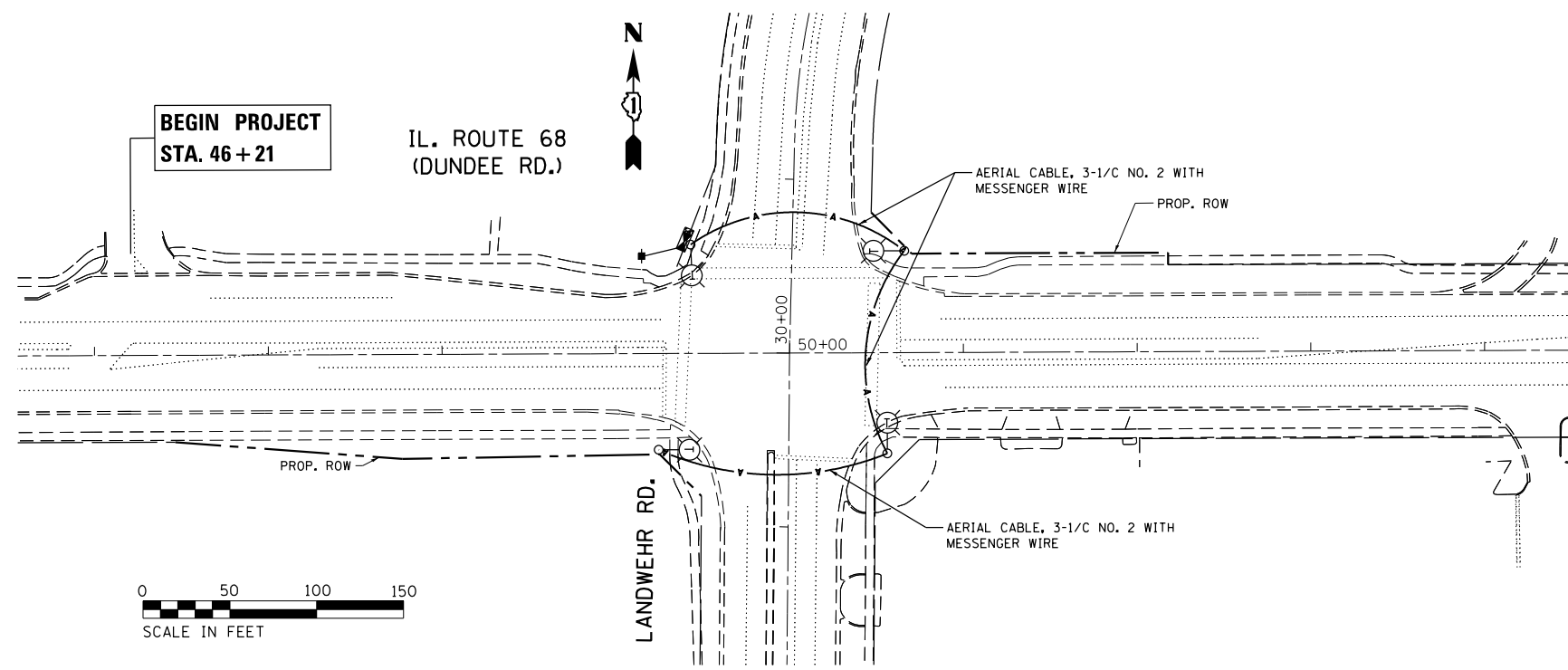
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Default	PLOT DATE = 12/17/2015	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED PAVEMENT MARKING & LANDSCAPING PLAN  
IL. ROUTE 68 AT PFLINGSTEN RD.

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N2-2 (12)	COOK	97	36
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



**LEGEND**

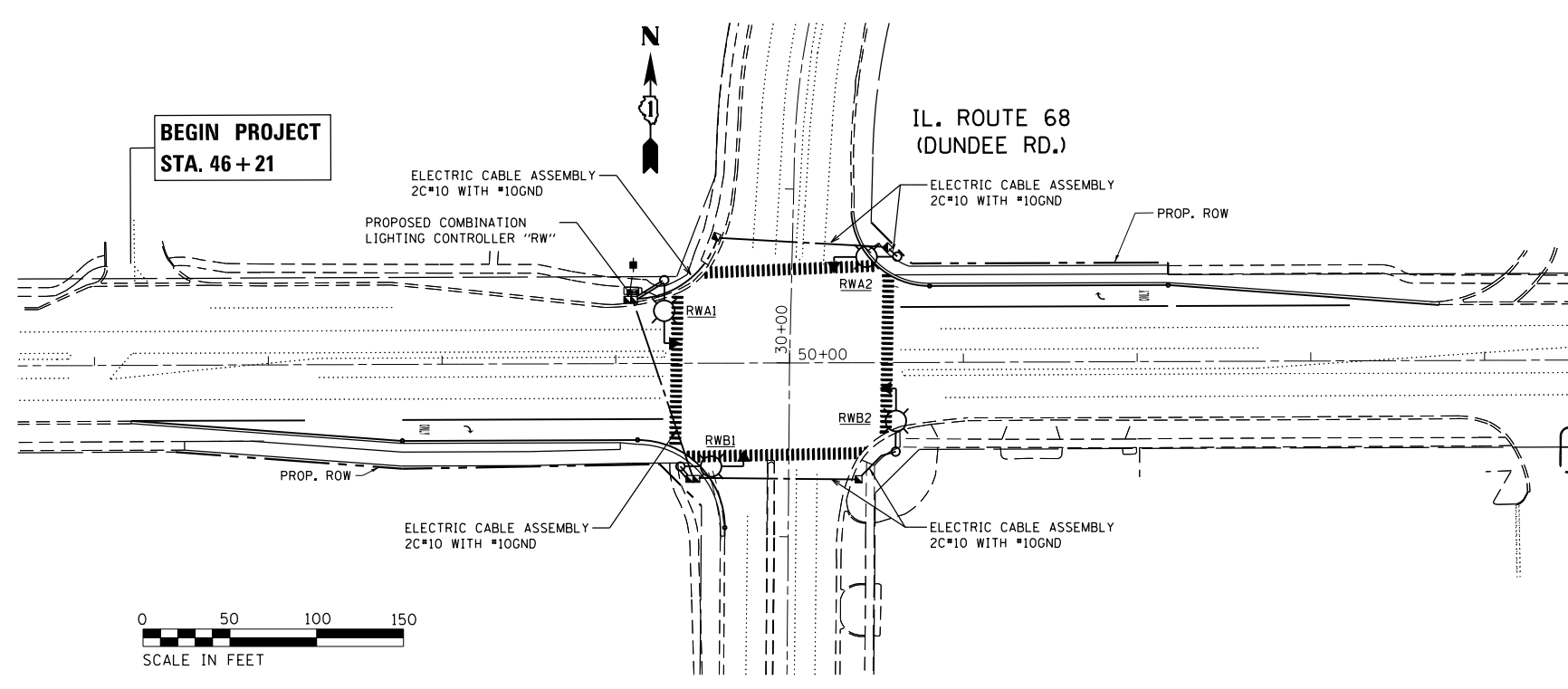
- A— AERIAL CABLE WITH MESSENGER WIRE 3/C NO. 2 AND 1/C NO. 4 GND.
- TEMPORARY LUMINAIRE HPS HORIZONTAL MOUNT 400W MC-III, 50' MH, 15' MA, 120V
- TEMPORARY ELECTRICAL SERVICE
- ⊠ TEMPORARY COMBINATION LIGHTING CONTROLLER

**LIGHTING NOTES**

1. TEMPORARY LUMINAIRE TO BE MOUNTED ON TEMPORARY TRAFFIC SIGNAL POLES 50' MH ON 15' MA.
2. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK
3. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS FOR THE EXACT LOCATION OF TEMPORARY COMBINATION POLES AT THE INTERSECTIONS

**ELECTRICAL BILL OF MATERIALS**

PAY-ITEM	DESCRIPTION	QUANTITY	UNITS
81800300	AERIAL CABLE, 3-1/2 NO. 2 WITH MESSENGER WIRE	746	FT
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT MC-III	8	EA
84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	8	EA
X8210040	TEMPORARY LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400W MC-III	8	EA
X8772115	TEMPORARY MAST ARM, ALUMINUM, 15FT	8	EA
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	3	CAL. MO
Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	8	EA
*1010511	ELECTRICAL CABLE ASSEMBLY IN CONDUIT, 2C*10 WITH 1C *10 GND.	1060	FT

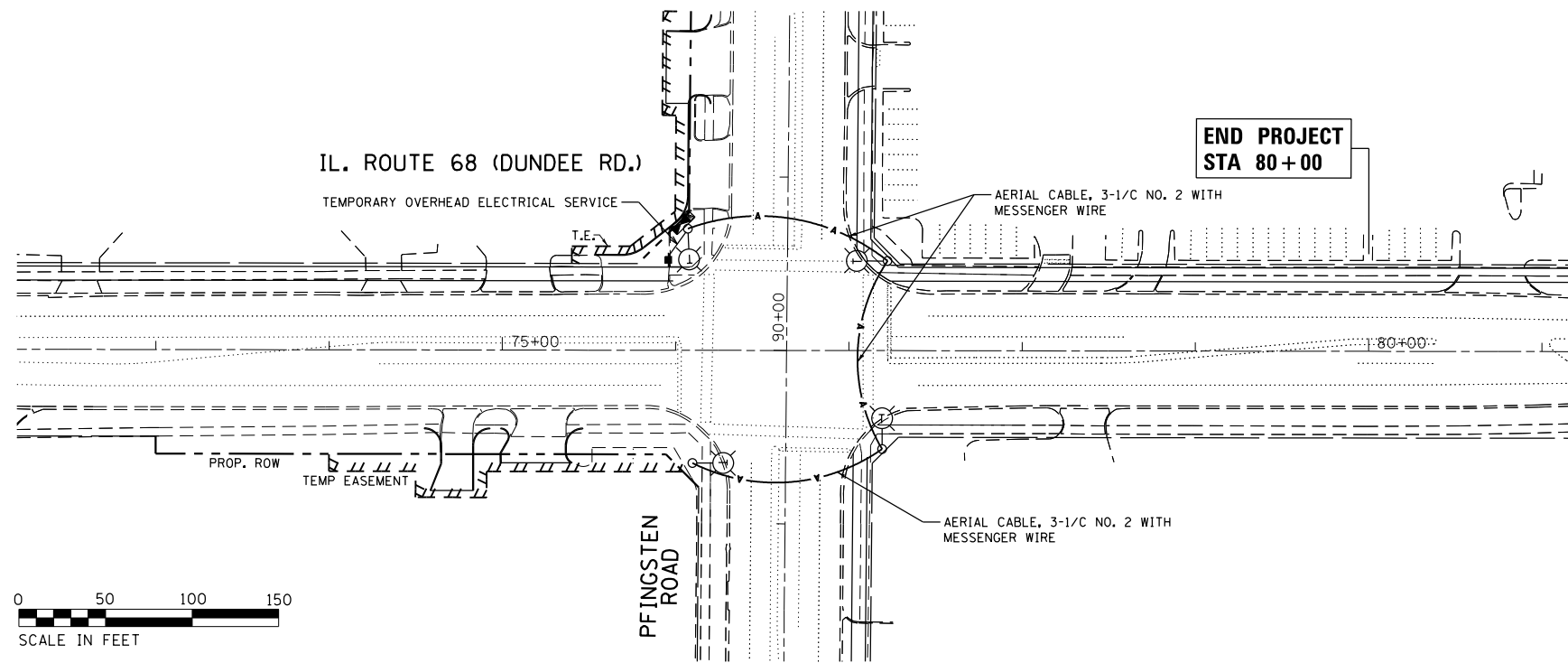


**LEGEND**

- ELECTRIC CABLE ASSEMBLY 2C\*10 WITH \*10GND
- PROPOSED COMBINATION LIGHTING UNIT 45' MH, 15' M.A., 400W, HPS LUMINAIRE, TYPE MC-III, 120V
- PROPOSED ELECTRICAL SERVICE
- ⊠ PROPOSED COMBINATION LIGHTING CONTROLLER

**LIGHTING NOTES**

1. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK
2. REFER TO THE TRAFFIC SIGNAL PLANS FOR THE EXACT LOCATION OF COMBINATION TRAFFIC SIGNAL POLES AT THE INTERSECTIONS

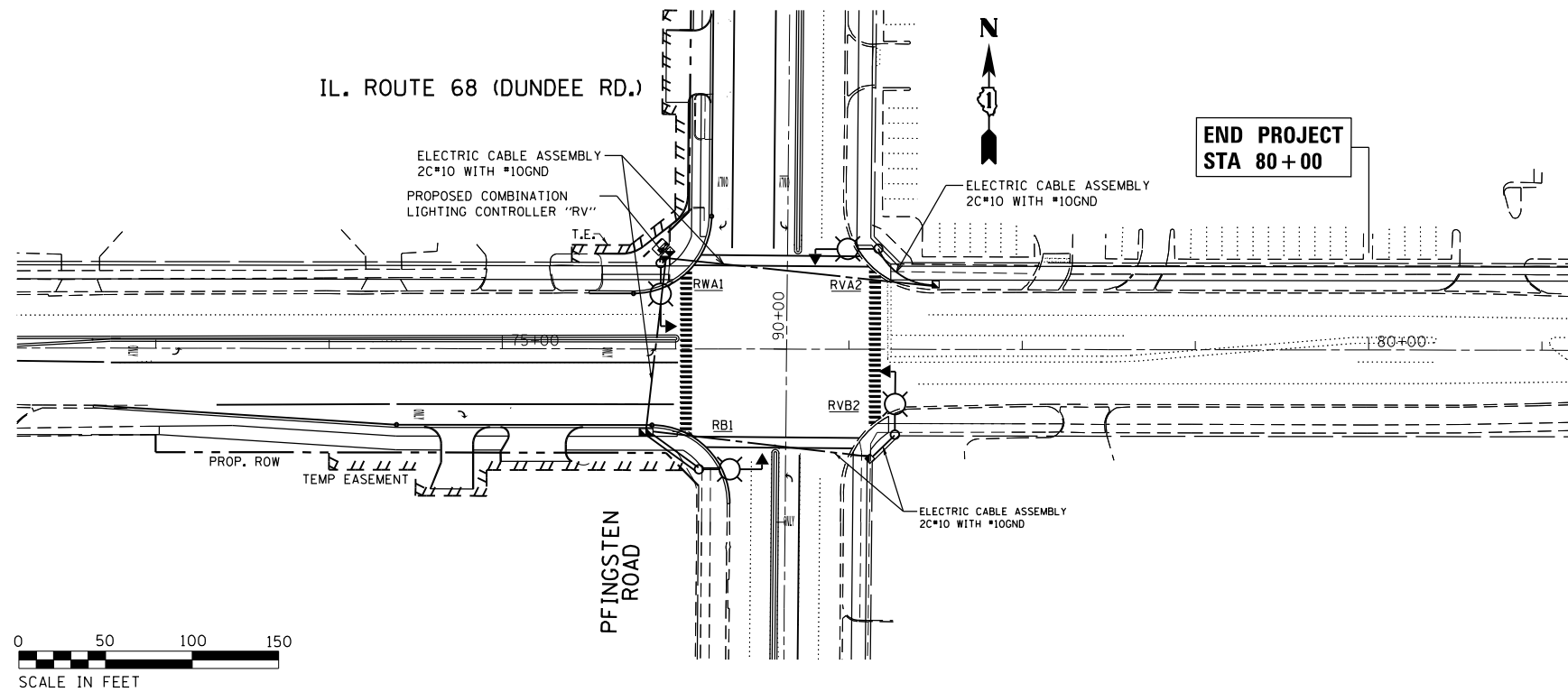


**LEGEND**

- A— AERIAL CABLE WITH MESSANGER WIRE  
3/C NO. 2 AND 1/C NO. 4 GND.
- TEMPORARY LUMINAIRE HPS HORIZONTAL MOUNT 400W  
MC-III, 50'MH, 15' MA, 120V
- ⊥ TEMPORARY ELECTRICAL SERVICE
- ⊠ TEMPORARY COMBINATION LIGHTING CONTROLLER

**LIGHTING NOTES**

1. TEMPORARY LUMINAIRE TO BE MOUNTED ON TEMPORARY TRAFFIC SIGNAL POLES 50' MH ON 15' MA.
2. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK
3. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS FOR THE EXACT LOCATION OF TEMPORARY COMBINATION POLES AT THE INTERSECTIONS



**LEGEND**

- ELECTRIC CABLE ASSEMBLY  
2C\*10 WITH #10GND
- PROPOSED COMBINATION LIGHTING UNIT  
45' MH, 15' M.A., 400W, HPS LUMINAIRE,  
TYPE MC-III, 120V
- ⊥ PROPOSED ELECTRICAL SERVICE
- ⊠ PROPOSED COMBINATION LIGHTING CONTROLLER

**LIGHTING NOTES**

1. THE CONTRACTOR SHALL CONTACT THE ELECTRIC UTILITY COMPANY TO COORDINATE THE ELECTRICAL SERVICE WORK
2. REFER TO THE TRAFFIC SIGNAL PLANS FOR THE EXACT LOCATION OF COMBINATION TRAFFIC SIGNAL POLES AT THE INTERSECTIONS

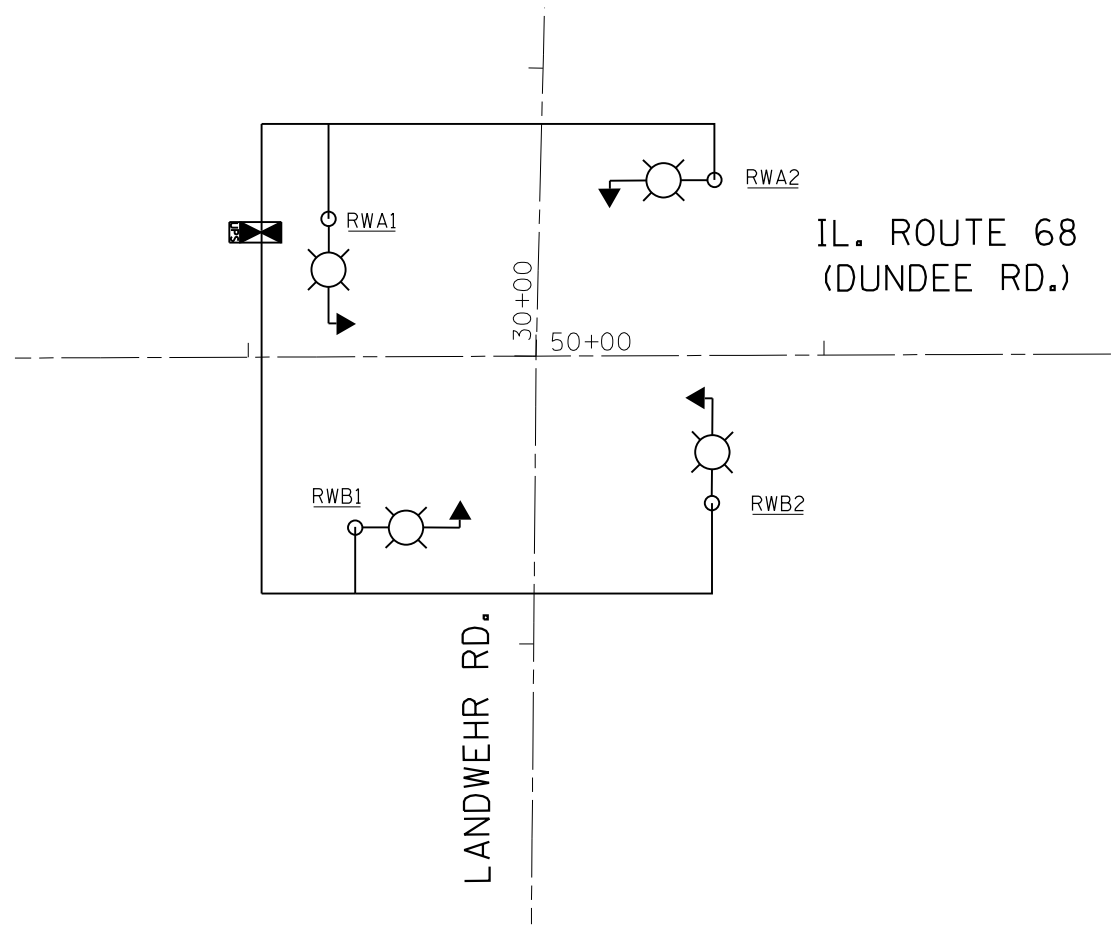
FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED -
p:\IL\084EBID\INTEG\illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\PI25012-shr-staging.dgn		REVISED -	REVISED -
Default	PLOT DATE = 12/17/2015	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY/PROPOSED LIGHTING PLAN  
IL ROUTE 68 (DUNDEE ROAD) AT PFLINGSTEN RD**

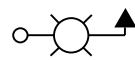
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820)N-2(12)	COOK	97	38
				CONTRACT NO. 60V02
ILLINOIS FED. AID PROJECT				



IL. ROUTE 68 AT LANDWEHR RD.

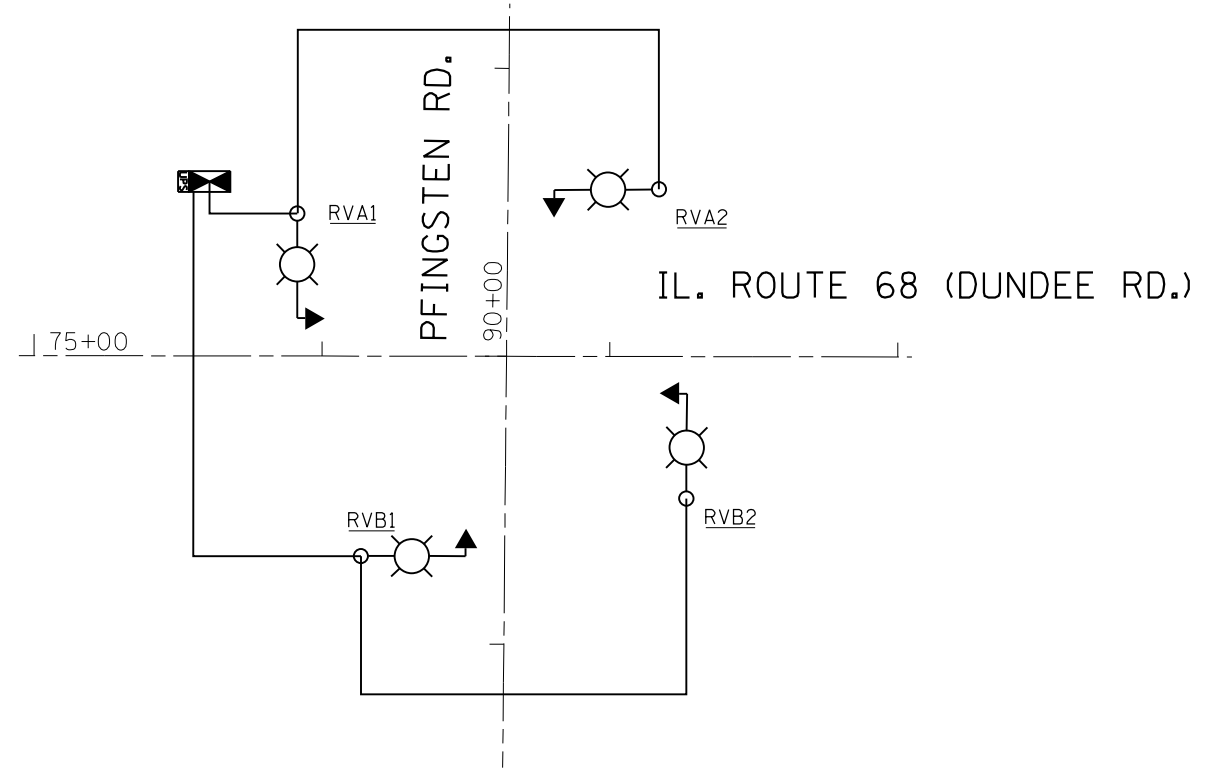
LEGEND



PROPOSED COMBINATION LIGHTING UNIT  
45' MH, 15' M.A. 400W, HPS LUMINAIRE,  
TYPE MC-III

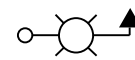


PROPOSED COMBINATION LIGHTING CONTROLLER "RW"  
LOCATION CODE L1639



IL. ROUTE 68 AT PHINGSTEN RD.

LEGEND

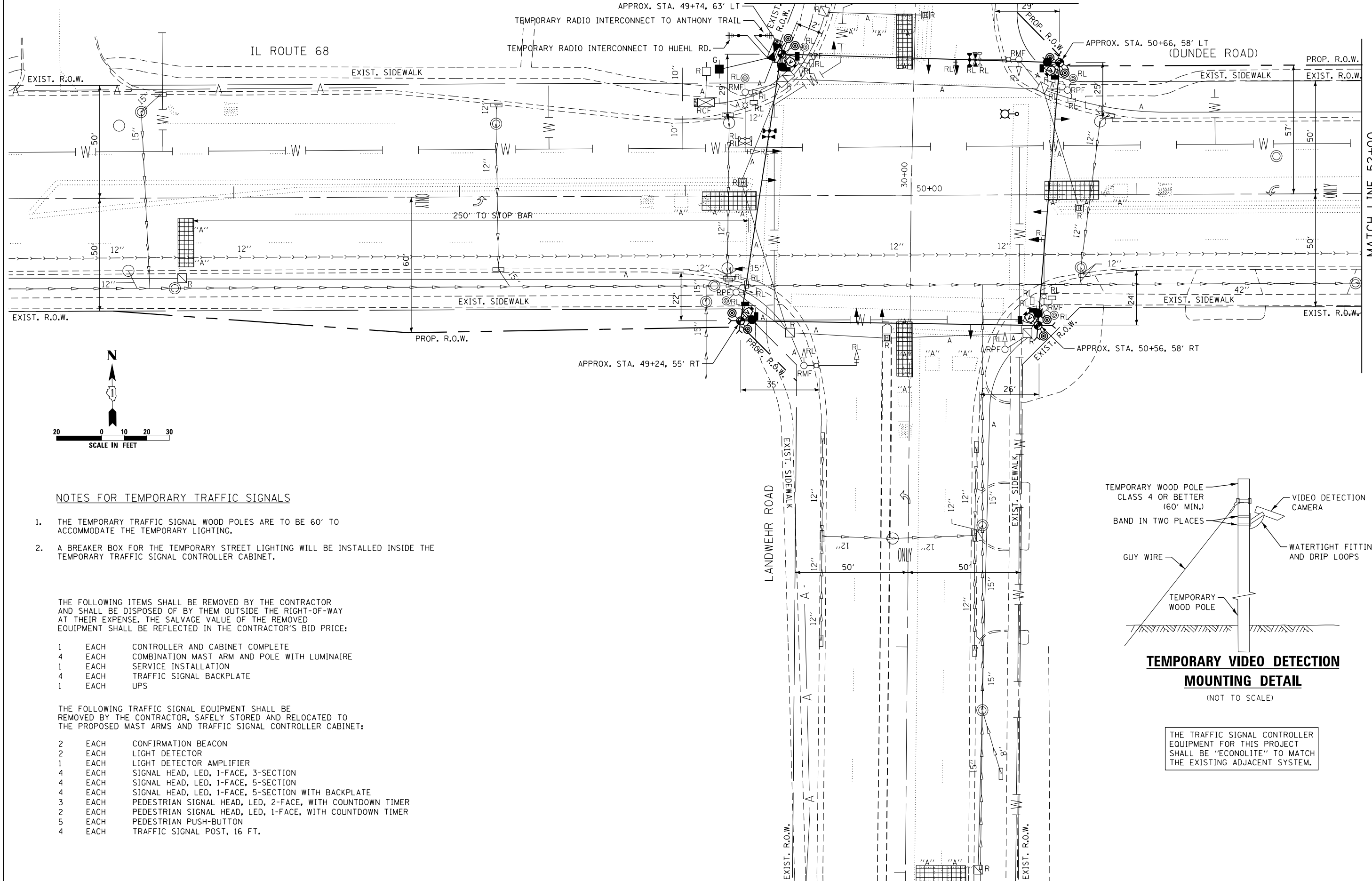


PROPOSED COMBINATION LIGHTING UNIT  
45' MH, 15' M.A. 400W, HPS LUMINAIRE,  
TYPE MC-III



PROPOSED COMBINATION LIGHTING CONTROLLER "RV"  
LOCATION CODE L1638

FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ONE LINE DIAGRAM IL ROUTE 68 (DUNDEE ROAD) AT LANDWEHR RD AND PFINGSTEN RD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\IL084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P125012\Drawings\Design\P125012-shr-staging.dgn		CHECKED -	REVISED -			343	(30&1820)N-2(12)	COOK	97	39	
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT		
	PLOT DATE = 12/17/2015					SCALE: NTS	SHEET OF SHEETS	STA. TO STA.			



MATCH LINE 52+00  
SEE SHEET 10

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

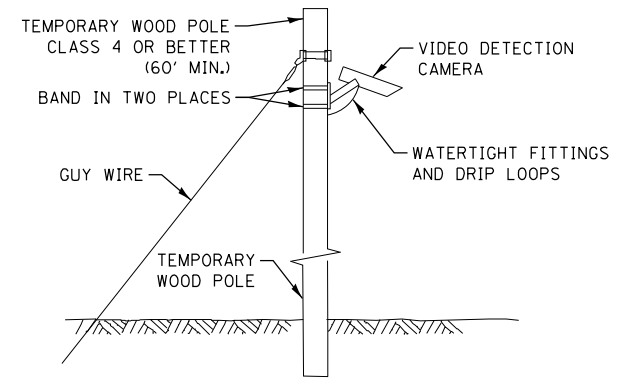
1. THE TEMPORARY TRAFFIC SIGNAL WOOD POLES ARE TO BE 60' TO ACCOMMODATE THE TEMPORARY LIGHTING.
2. A BREAKER BOX FOR THE TEMPORARY STREET LIGHTING WILL BE INSTALLED INSIDE THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET.

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 CONTRACTOR'S BID PRICE:

- |   |      |                                              |
|---|------|----------------------------------------------|
| 1 | EACH | CONTROLLER AND CABINET COMPLETE              |
| 4 | EACH | COMBINATION MAST ARM AND POLE WITH LUMINAIRE |
| 1 | EACH | SERVICE INSTALLATION                         |
| 4 | EACH | TRAFFIC SIGNAL BACKPLATE                     |
| 1 | EACH | UPS                                          |

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED MAST ARMS AND TRAFFIC SIGNAL CONTROLLER CABINET:

- |   |      |                                                           |
|---|------|-----------------------------------------------------------|
| 2 | EACH | CONFIRMATION BEACON                                       |
| 2 | EACH | LIGHT DETECTOR                                            |
| 1 | EACH | LIGHT DETECTOR AMPLIFIER                                  |
| 4 | EACH | SIGNAL HEAD, LED, 1-FACE, 3-SECTION                       |
| 4 | EACH | SIGNAL HEAD, LED, 1-FACE, 5-SECTION                       |
| 4 | EACH | SIGNAL HEAD, LED, 1-FACE, 5-SECTION WITH BACKPLATE        |
| 3 | EACH | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, WITH COUNTDOWN TIMER |
| 2 | EACH | PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, WITH COUNTDOWN TIMER |
| 5 | EACH | PEDESTRIAN PUSH-BUTTON                                    |
| 4 | EACH | TRAFFIC SIGNAL POST, 16 FT.                               |



**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
(NOT TO SCALE)

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

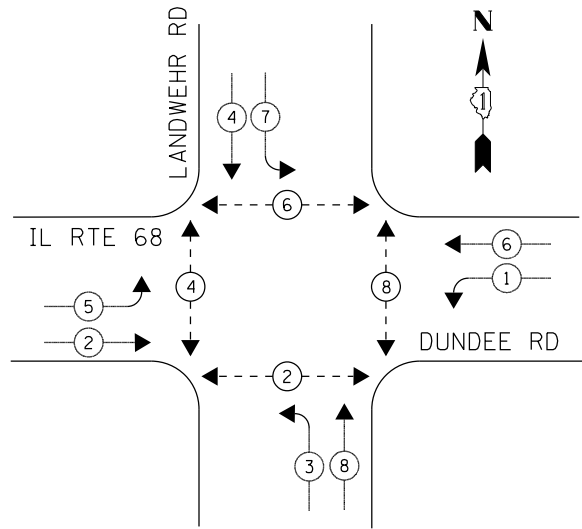
TS SHT NO. 9

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	PLOT SCALE = 48.0000' / in.	CHECKED - I.Y.	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA. N/A TO STA. N/A	CONTRACT NO. 60V02	
PLOT DATE = 12/17/2015	DATE = 1/16/2015	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				TS 3135





**TEMPORARY CONTROLLER SEQUENCE**

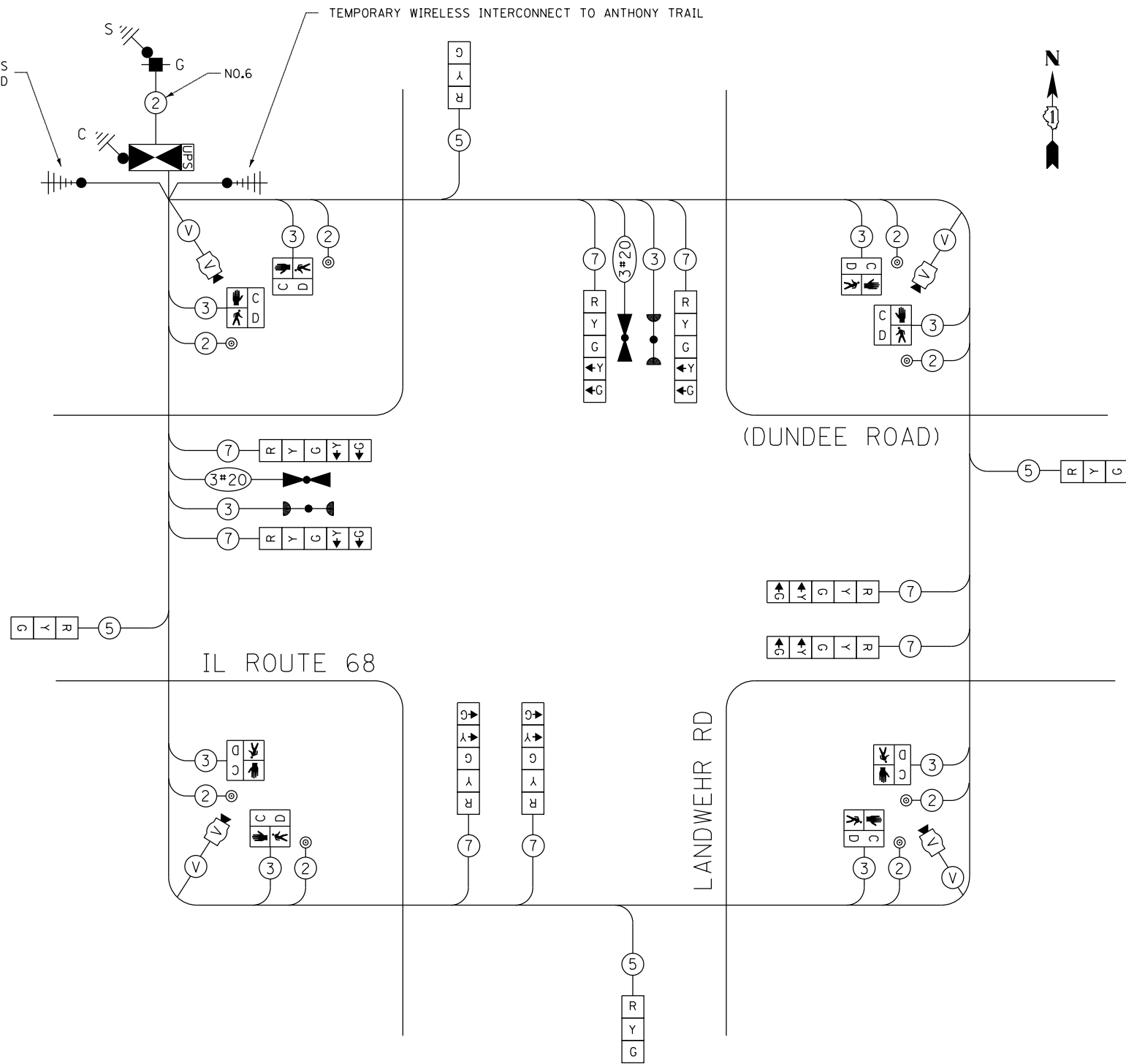
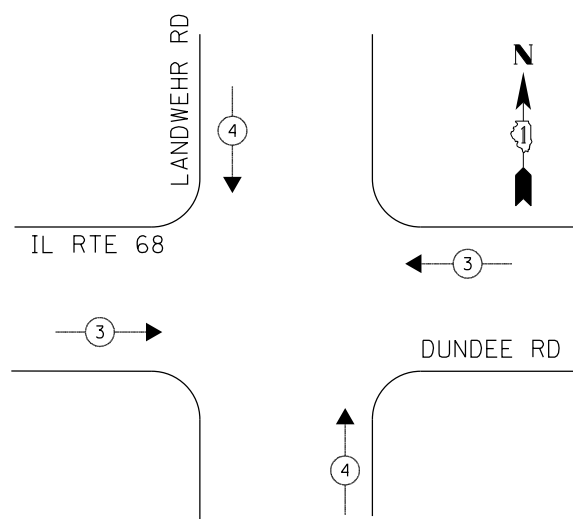


**LEGEND**

- ⊛ DUAL ENTRY PHASE
- ⊠ SINGLE ENTRY PHASE
- ◊ O.L. OVERLAP
- ⊛ PEDESTRIAN PHASE
- \* NUMBER REFERS TO ASSOCIATED PHASE

**TEMPORARY PHASE DESIGNATION DIAGRAM**

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



TEMPORARY CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	16		12	0.10	19.20
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	1	150	-	1.00	150.00
FLASHER				-	
ENERGY COSTS TO:					TOTAL = 691.20
VILLAGE OF NORTHBROOK 1225 CEDAR LANE NORTHBROOK, ILLINOIS 60062					
ENERGY SUPPLY CONTACT: DOROTHY PROSEN					
PHONE: (847) 816-5323					
COMPANY: COMMONWEALTH EDISON					

**CONSTRUCTION NOTES:**

- TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL THE FIBER OPTIC INTERCONNECT IS RE-INSTALLED AND OPERATIONAL.

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

TS SHT NO. 11

FILE NAME =	USER NAME = hardnettr	DESIGNED - V.O.	REVISED -
p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Drawings\Design\25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
PLOT SCALE = 48.0000' / in.		DATE - 1/16/2015	REVISED -
PLOT DATE = 12/17/2015			

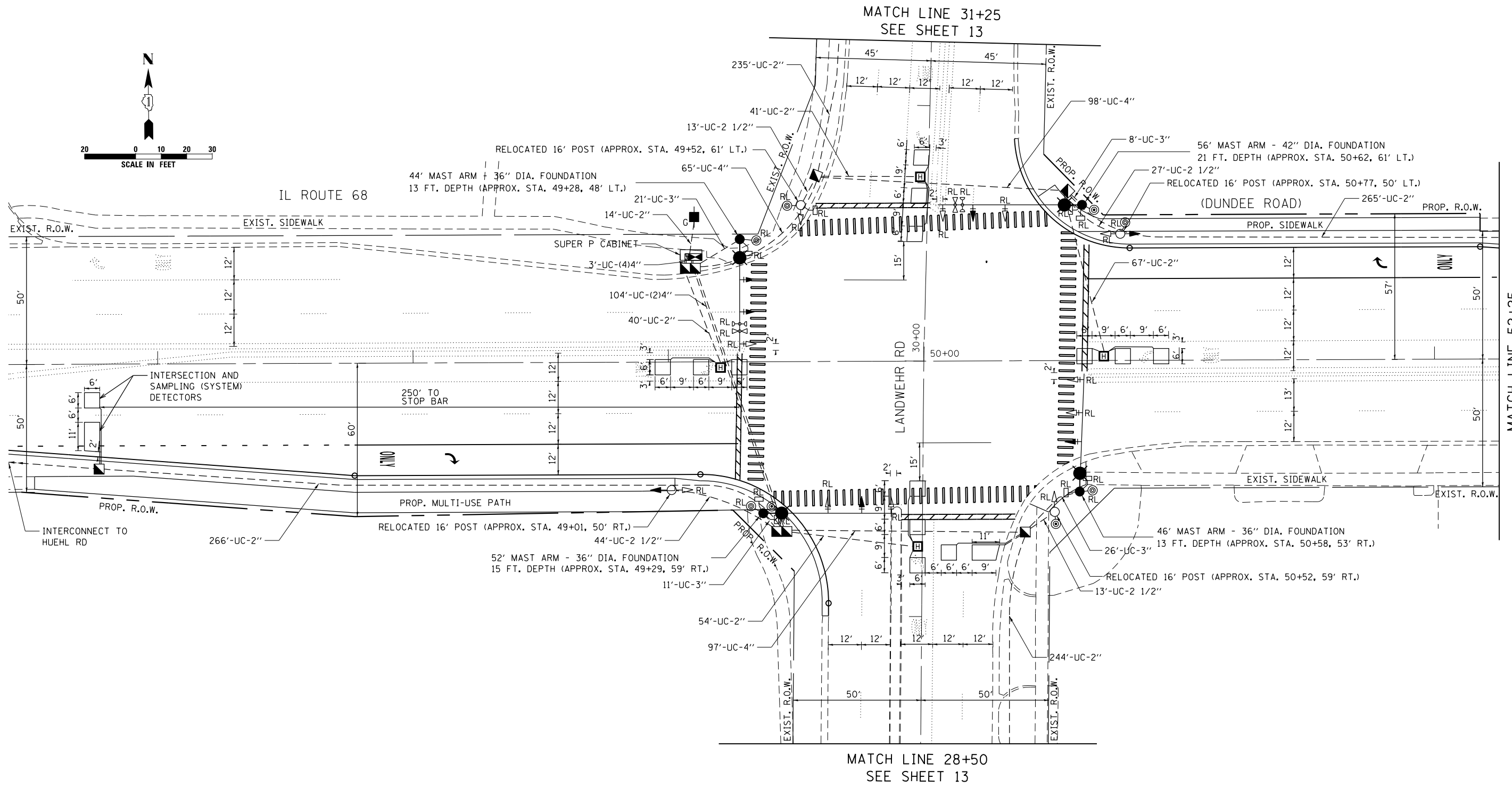
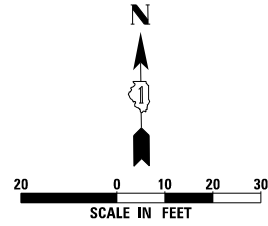
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND  
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE  
IL ROUTE 68 (DUNDEE ROAD) AND LANDWEHR ROAD**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820)N-2(12)	COOK	97	42
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

TS 3135



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

NOTE:  
EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 12

FILE NAME =	USER NAME = hardnetbr	DESIGNED - V.O.	REVISED -
p:\IL\084EBID\INTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\EC25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

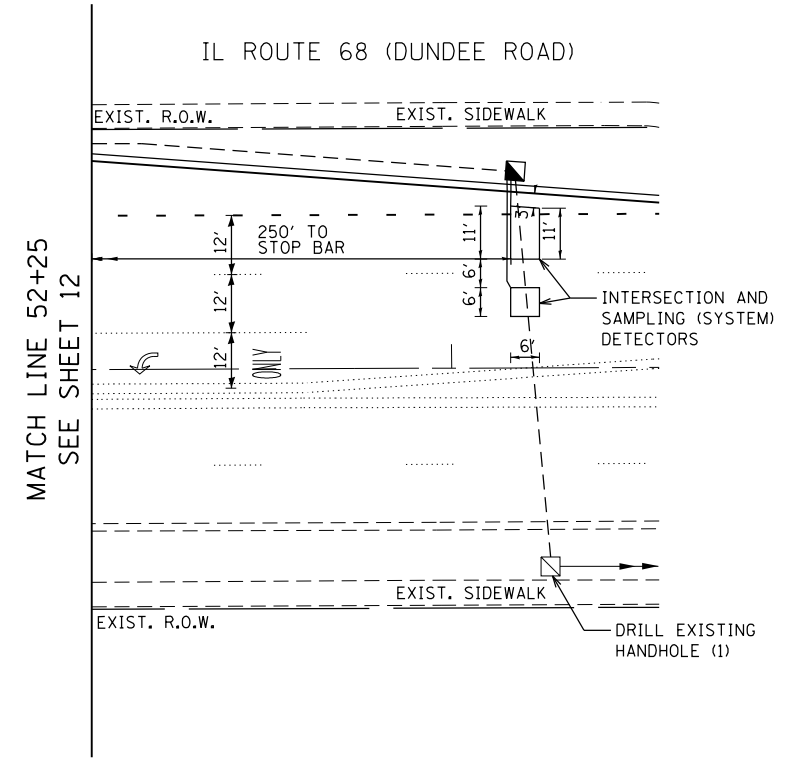
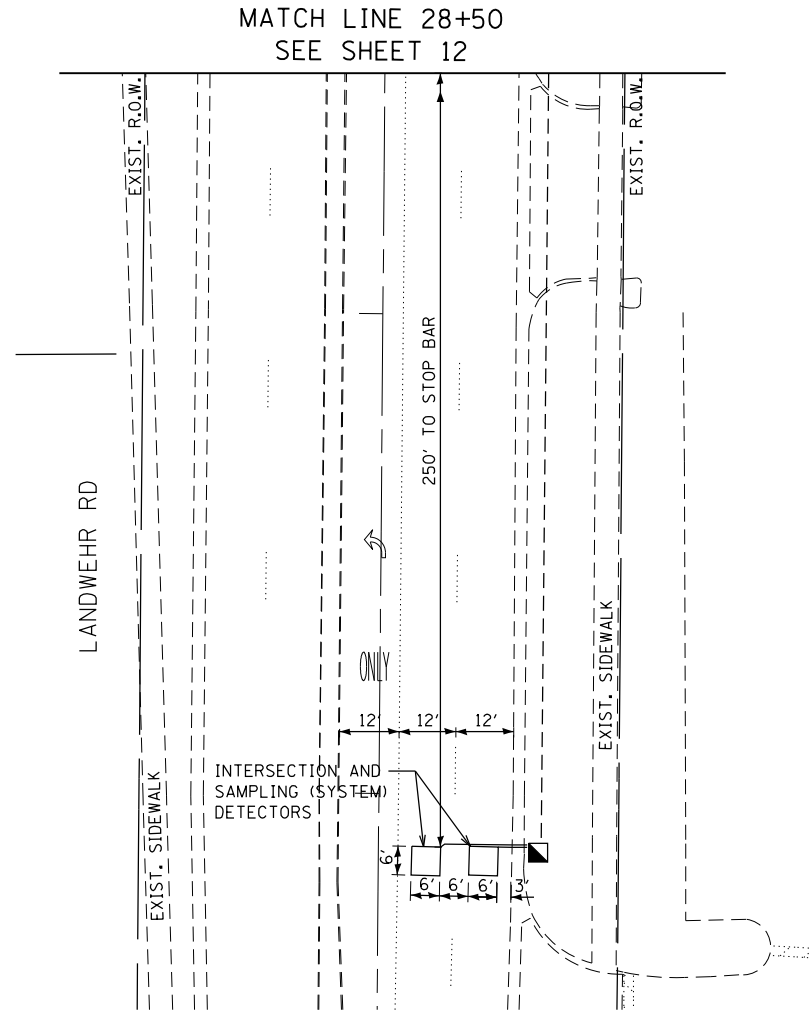
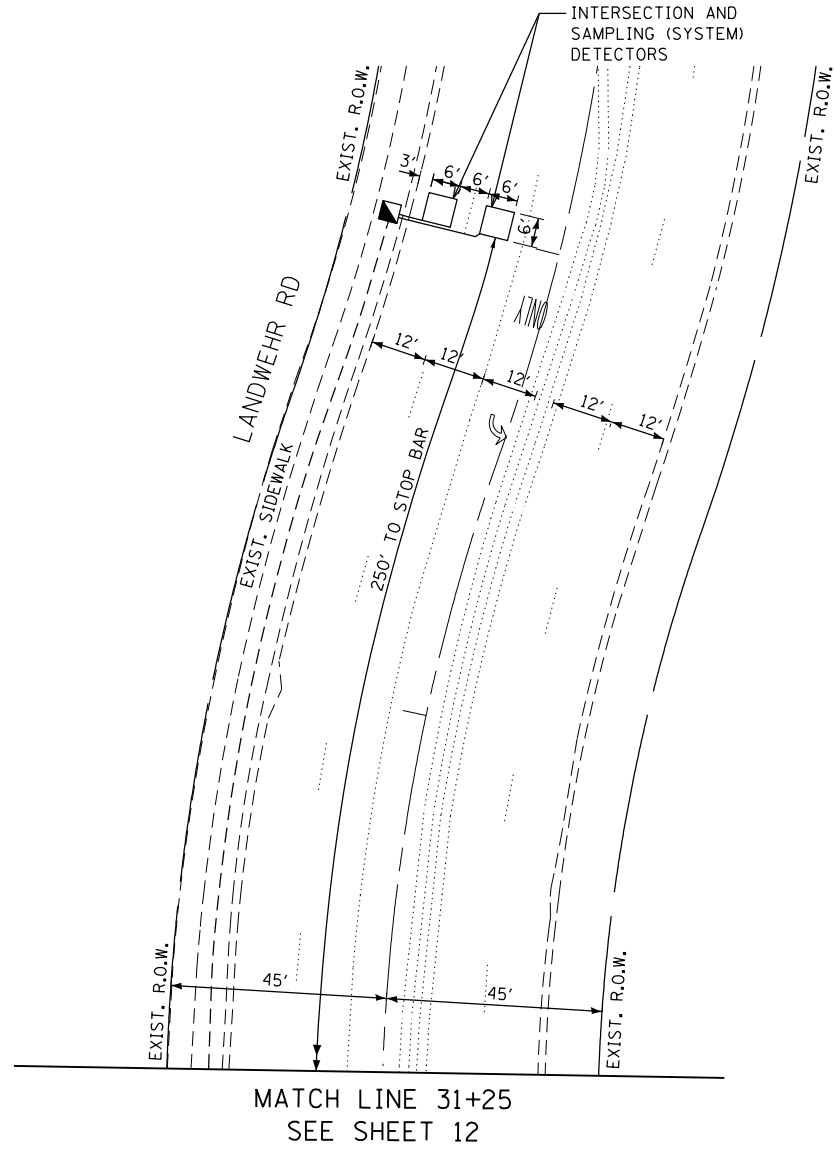
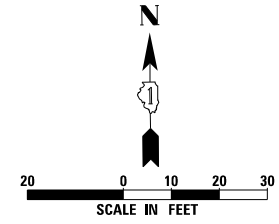
**TRAFFIC SIGNAL MODERNIZATION PLAN  
IL ROUTE 68 (DUNDEE ROAD) AT LANDWEHR ROAD**

SCALE: 1"=20'    SHEET NO. 1 OF 2 SHEETS    STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-2(12)	COOK	97	43
			CONTRACT NO. 60V02	
ILLINOIS FED. AID PROJECT				

MATCH LINE 52+25  
SEE SHEET 13

TS 3135



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

FILE NAME =	USER NAME = hardnettbr	DESIGNED - V.O.	REVISED -
p:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\EC25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

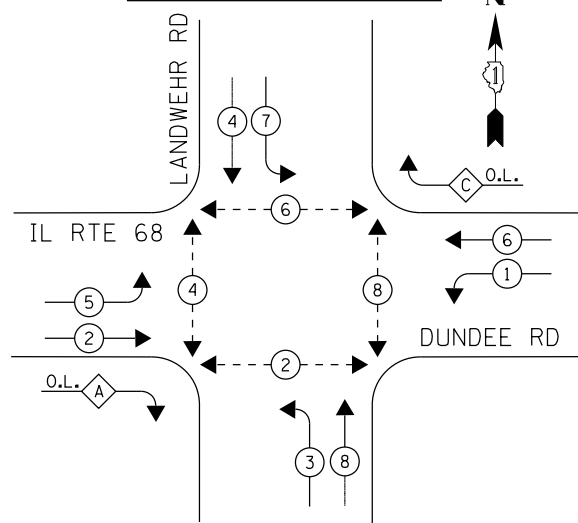
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN  
IL ROUTE 68 (DUNDEE ROAD) AT LANDWEHR ROAD**

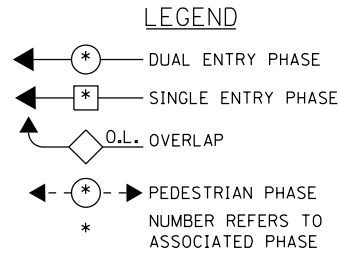
SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820)N-2(12)	COOK	97	44
			CONTRACT NO. 60V02	
ILLINOIS FED. AID PROJECT				

**CONTROLLER SEQUENCE**



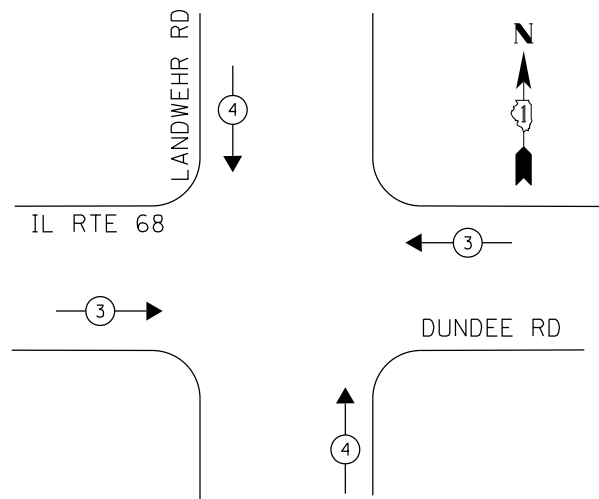
**PHASE DESIGNATION DIAGRAM**



**PHASE DESIGNATION DIAGRAM**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
C	= 6	+ 7

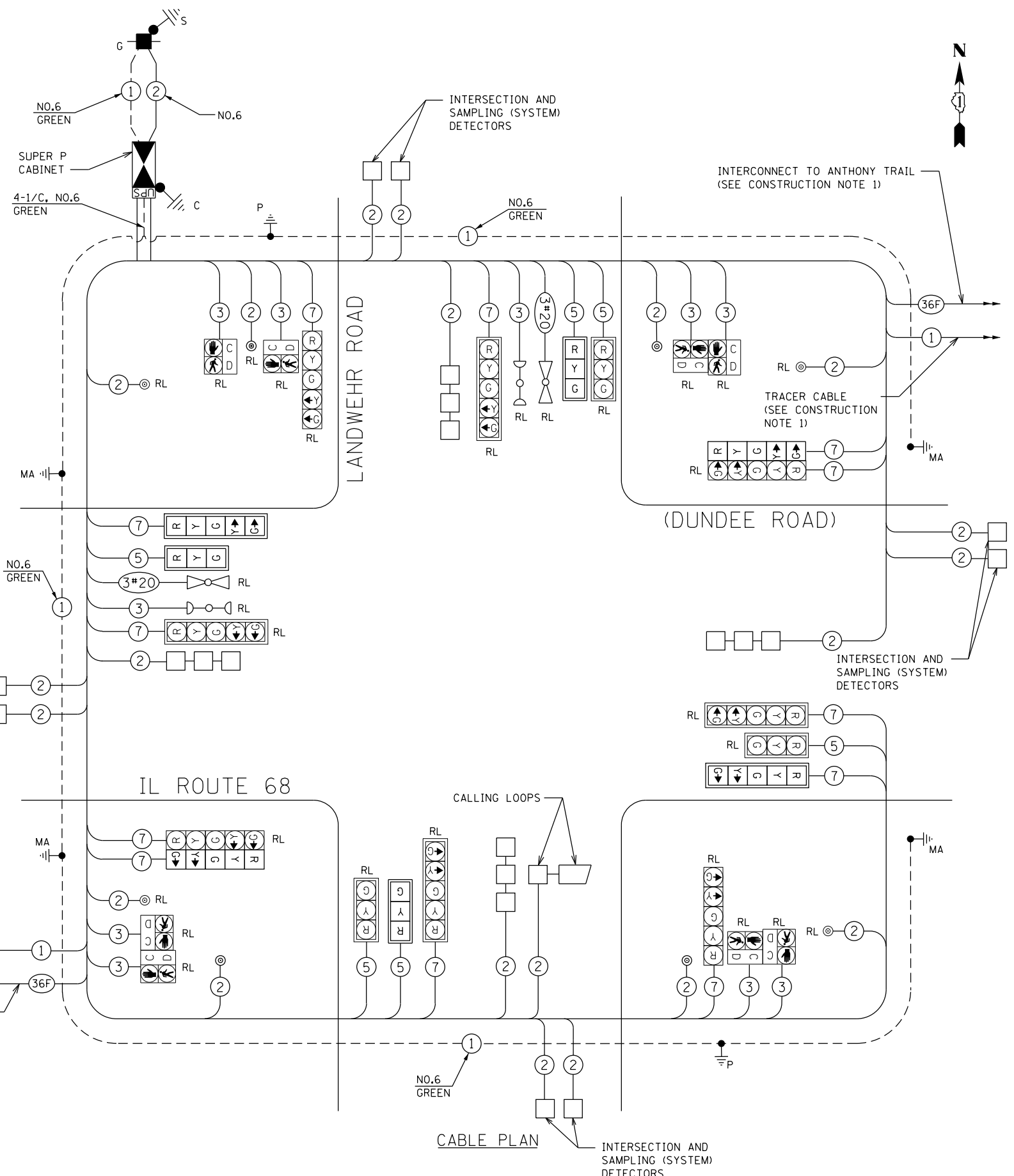
**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	18		17	0.50	153.00
(YELLOW)	18		25	0.25	112.50
(GREEN)	18		15	0.25	67.50
ARROW	24		12	0.10	28.80
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
UPS	1		25	1.00	25.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	-		150	1.00	-
FLASHER					
ENERGY COSTS TO:				TOTAL =	686.80
VILLAGE OF NORTHBROOK 1225 CEDAR LANE NORTHBROOK, ILLINOIS 60062					
ENERGY SUPPLY CONTACT: DOROTHY PROSEN PHONE: (847) 816-5323 COMPANY: COMMONWEALTH EDISON					

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET

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



**CABLE PLAN**

FILE NAME =	USER NAME = hardnetbr	DESIGNED - V.O.	REVISED -
p:\1\084EBIDINTEG.illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\EC25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

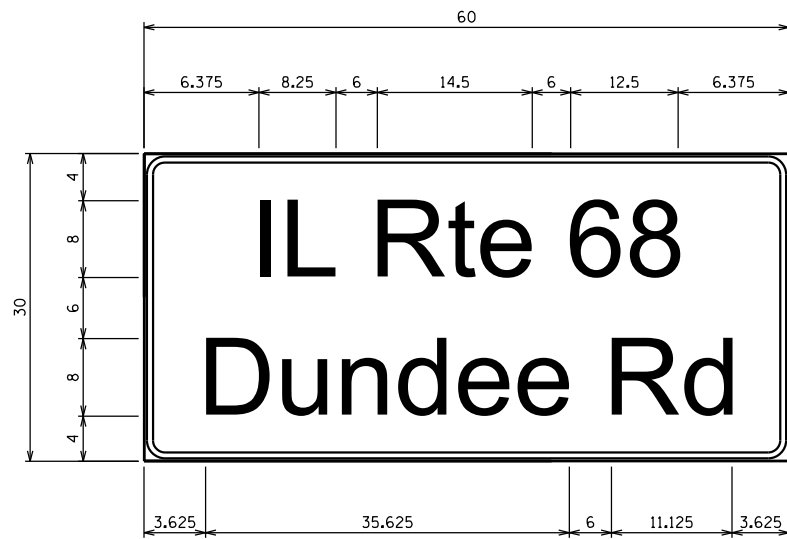
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND  
EMERGENCY VEHICLE PREEMPTION SEQUENCE  
IL ROUTE 68 (DUNDEE ROAD) AT LANDWEHR ROAD**

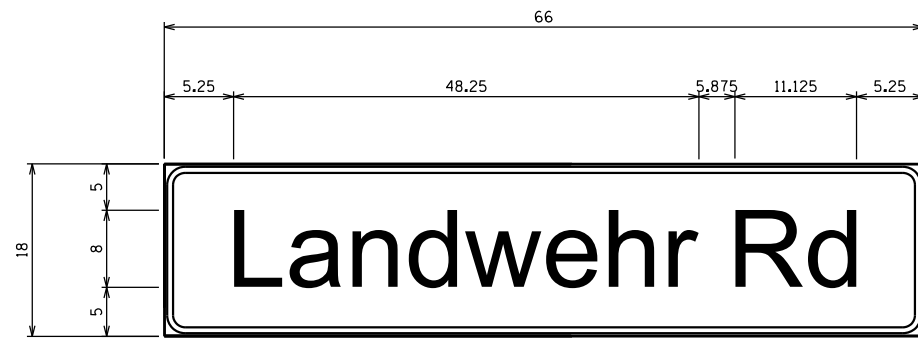
SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-2(12)	COOK	97	45
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

TS 3135



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12.5	2	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	8.25	1	ZZ	2

**SCHEDULE OF QUANTITIES**

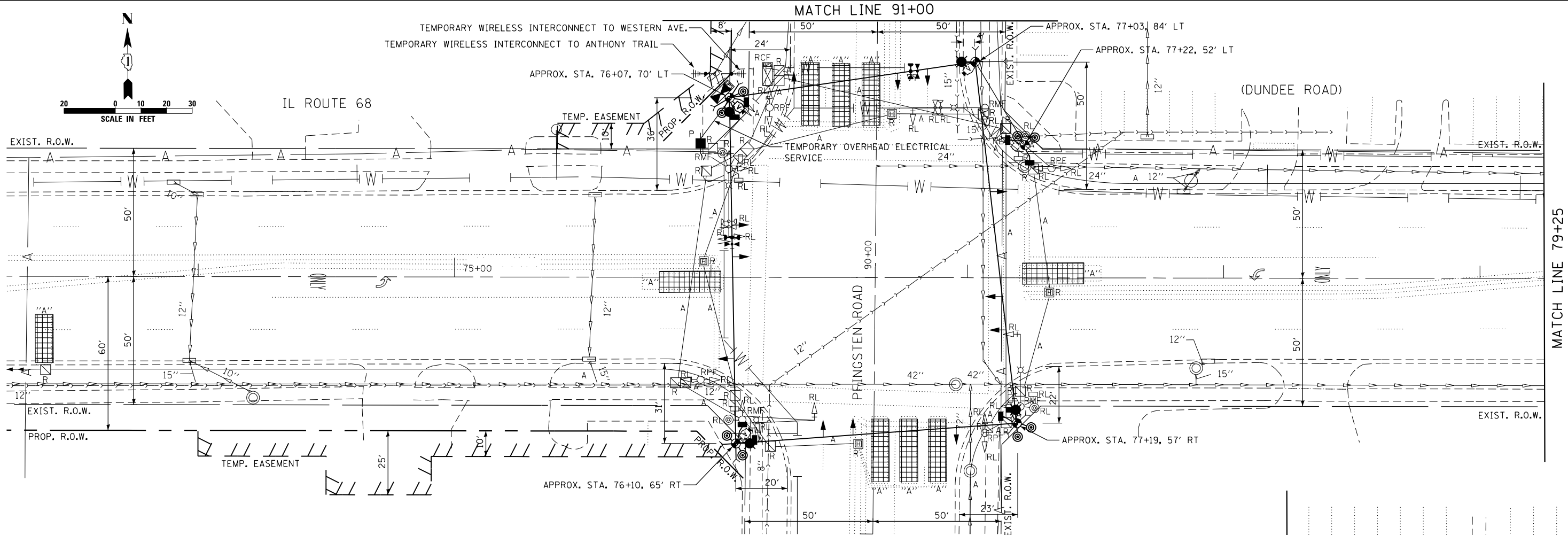
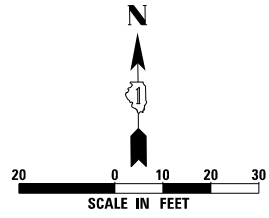
QUANTITY	UNIT	ITEM
16.5	SO FT	SIGN PANEL - TYPE 1
25	SO FT	SIGN PANEL - TYPE 2
1226	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
97	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
66	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
480	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
7	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1514	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1950	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1362	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2583	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2558	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
29	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C
1527	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 52 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.
4	FOOT	CONCRETE FOUNDATION, TYPE C
41	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
1	EACH	DRILL EXISTING HANDHOLE
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC
10	EACH	INDUCTIVE LOOP DETECTOR
756	FOOT	DETECTOR LOOP, TYPE I
3	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
13	EACH	RELOCATE EXISTING SIGNAL HEAD
8	EACH	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD
5	EACH	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON
4	EACH	RELOCATE EXISTING TRAFFIC SIGNAL POST
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
8	EACH	REMOVE EXISTING HANDHOLE
1	EACH	REMOVE EXISTING DOUBLE HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
380	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND SUPER P CABINET (SPECIAL)
1	EACH	UNINTERRUPTABLE POWER SUPPLY, SPECIAL
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL

• 100% OF THE COST TO THE VILLAGE OF NORTHBROOK

TS SHT NO. 15

FILE NAME =	USER NAME = hardnettbr	DESIGNED - V.O.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES IL ROUTE 68 (DUNDEE RD) AND LANDWEHR RD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\11\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI2500\Drawings\Design\25012-sht-staging.dgn	PLLOT SCALE = 48.0000' / in.	CHECKED - I.Y.	REVISED -			343	(30&1820)N-2(12)	COOK	97	46	
PLLOT DATE = 12/17/2015	DATE - 1/16/2015	REVISED -	SCALE: NTS			SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	CONTRACT NO. 60V02			
						ILLINOIS FED. AID PROJECT					

TS 3135



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

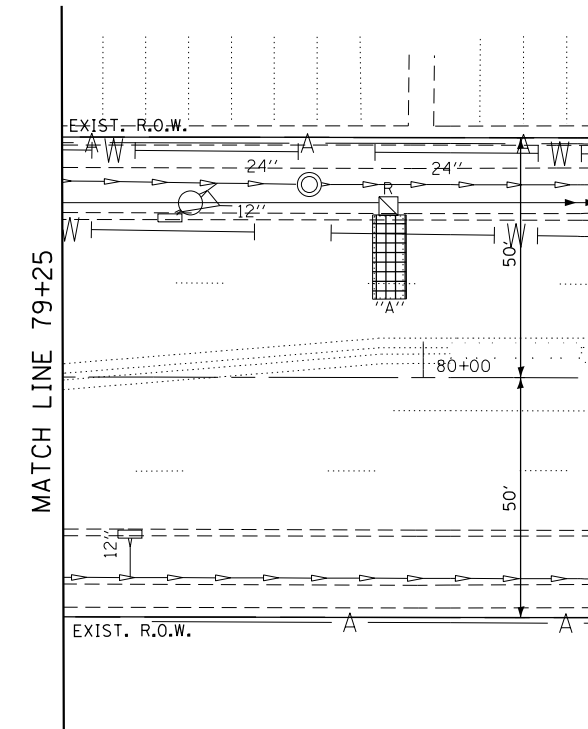
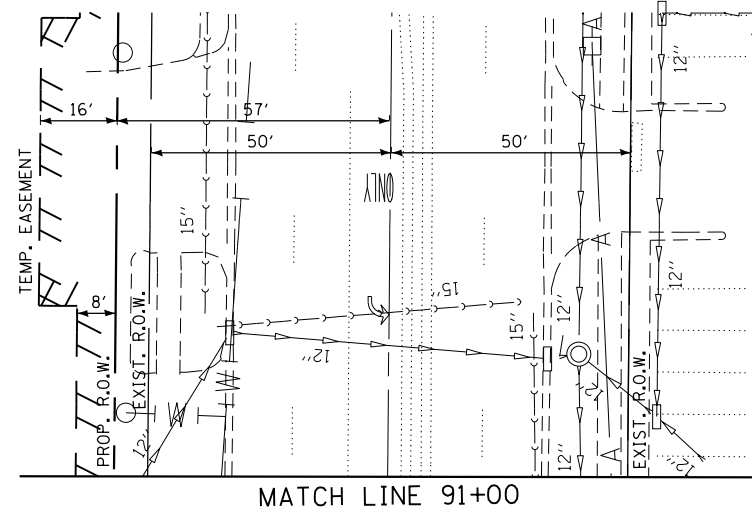
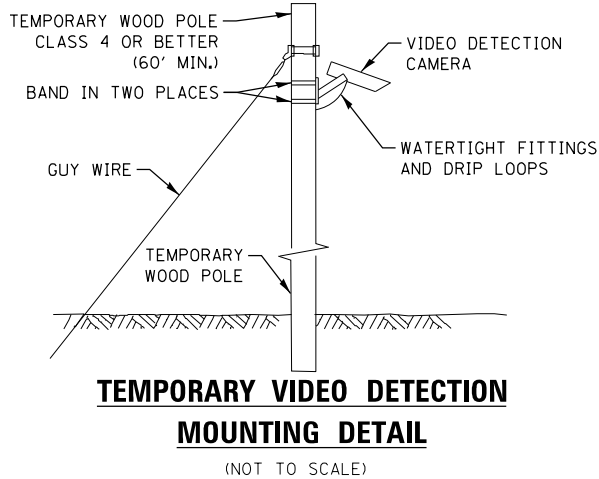
1. THE TEMPORARY TRAFFIC SIGNAL WOOD POLES ARE TO BE 60' TO ACCOMMODATE THE TEMPORARY LIGHTING.
2. A BREAKER BOX FOR THE TEMPORARY STREET LIGHTING WILL BE INSTALLED INSIDE THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET.

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 CONTRACTOR'S BID PRICE:

- |   |      |                                              |
|---|------|----------------------------------------------|
| 1 | EACH | CONTROLLER AND CABINET COMPLETE              |
| 2 | EACH | TRAFFIC SIGNAL POST                          |
| 4 | EACH | COMBINATION MAST ARM AND POLE WITH LUMINAIRE |
| 1 | EACH | SERVICE INSTALLATION                         |

THE FOLLOWING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED MAST ARMS AND TRAFFIC SIGNAL CONTROLLER CABINET:

- |   |      |                                                          |
|---|------|----------------------------------------------------------|
| 2 | EACH | CONFIRMATION BEACON                                      |
| 2 | EACH | LIGHT DETECTOR                                           |
| 1 | EACH | LIGHT DETECTOR AMPLIFIER                                 |
| 4 | EACH | SIGNAL HEAD, LED, 1-FACE, 3-SECTION                      |
| 4 | EACH | SIGNAL HEAD, LED, 1-FACE, 5-SECTION, WITH BACKPLATE      |
| 4 | EACH | SIGNAL HEAD, LED, 2-FACE, 1-5 SECTION, 1-3-SECTION       |
| 4 | EACH | PEDESTRIAN SIGNAL HEAD, LED, 2-FACE WITH COUNTDOWN TIMER |
| 4 | EACH | PEDESTRIAN PUSH-BUTTON                                   |



TS SHT NO. 16

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

FILE NAME =	USER NAME = hardnetbr	DESIGNED - V.O.	REVISED -
p:\1\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\EC25012-sht-staging.dwg		CHECKED - I.Y.	REVISED -
PLOT SCALE = 48.0000' / in.		DATE - 1/16/2015	REVISED -
PLOT DATE = 12/17/2015			

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

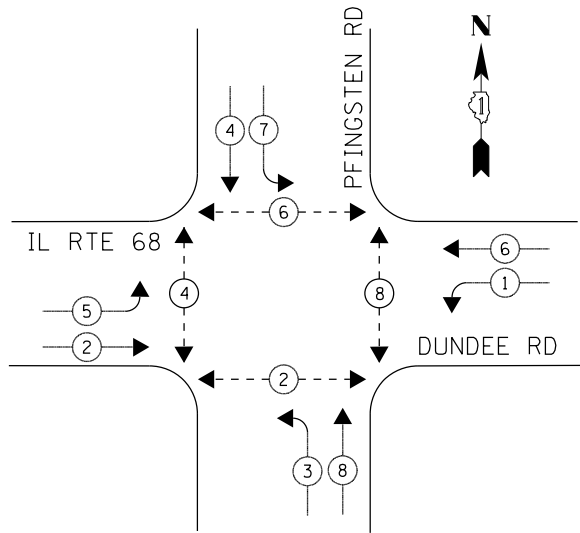
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN  
IL ROUTE 68 (DUNDEE ROAD) AT PFINGSTEN ROAD

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-2(12)	COOK	97	47
CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT	

TS 3160

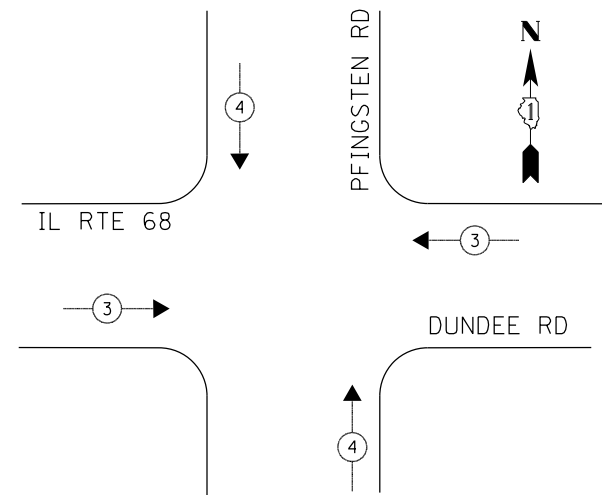
**TEMPORARY CONTROLLER SEQUENCE**



- LEGEND**
- ⊛ DUAL ENTRY PHASE
  - ⊠ SINGLE ENTRY PHASE
  - ◊ O.L. OVERLAP
  - ⊙ PEDESTRIAN PHASE  
NUMBER REFERS TO ASSOCIATED PHASE

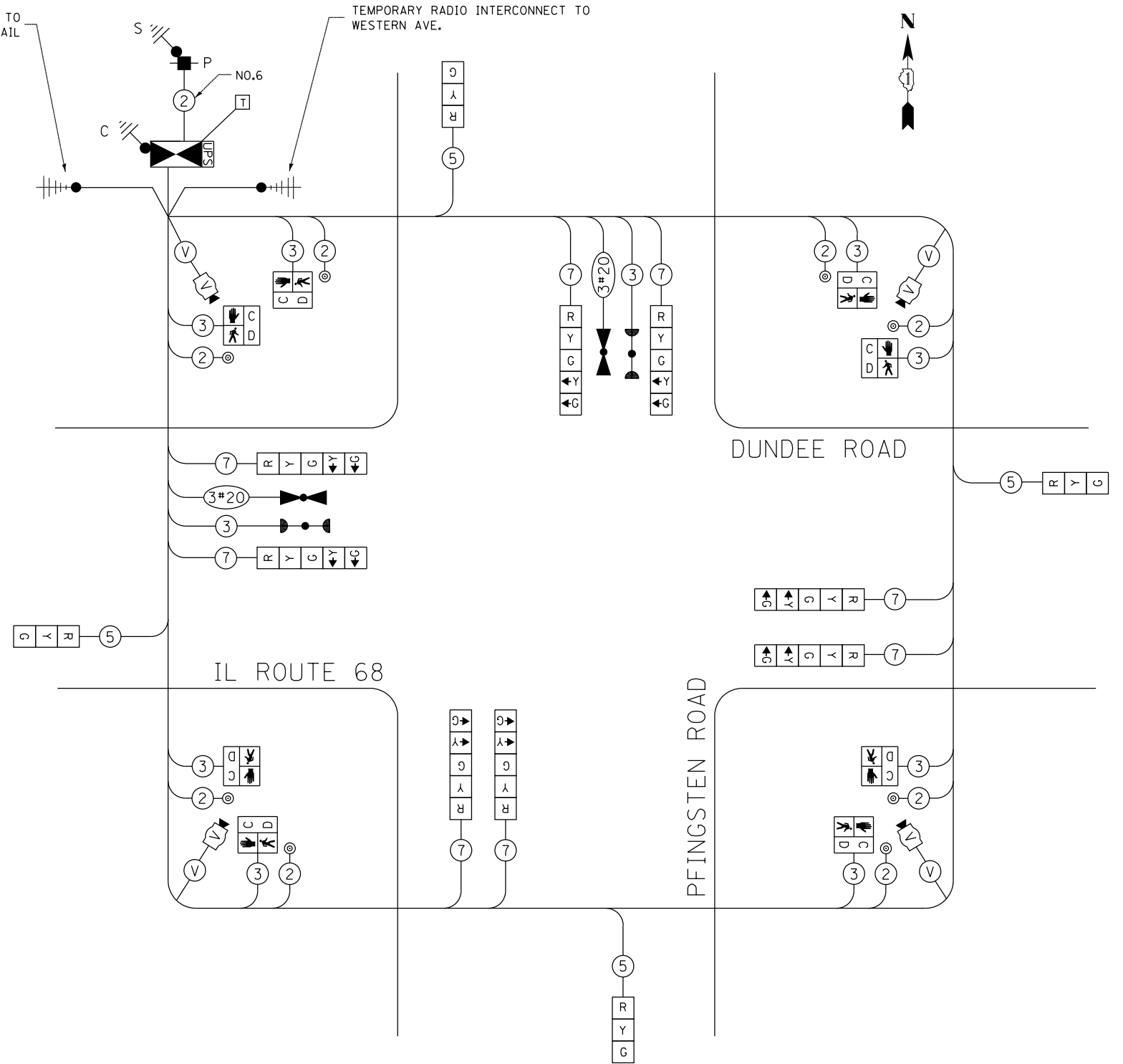
**TEMPORARY PHASE DESIGNATION DIAGRAM**

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



TEMPORARY RADIO INTERCONNECT TO ANTHONY TRAIL

TEMPORARY RADIO INTERCONNECT TO WESTERN AVE.



TEMPORARY CABLE PLAN

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		25	0.25	75.00
(GREEN)	12		15	0.25	45.00
ARROW	16		12	0.10	19.20
PED. SIGNAL	8		25	1.00	200.00
CONTROLLER	1		100	1.00	100.00
ILLUM. SIGN	-		25	0.05	-
VIDEO SYSTEM	1	150	-	1.00	150.00
FLASHER				-	
ENERGY COSTS TO:				TOTAL =	691.20
VILLAGE OF NORTHBROOK 1225 CEDAR LANE NORTHBROOK, ILLINOIS 60062					
ENERGY SUPPLY CONTACT: DOROTHY PROSEN					
PHONE: (847) 816-5323					
COMPANY: COMMONWEALTH EDISON					

TS SHT NO. 17

FILE NAME =	USER NAME = hardnettr	DESIGNED - V.O.	REVISED -
pw:\IL084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\EC25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

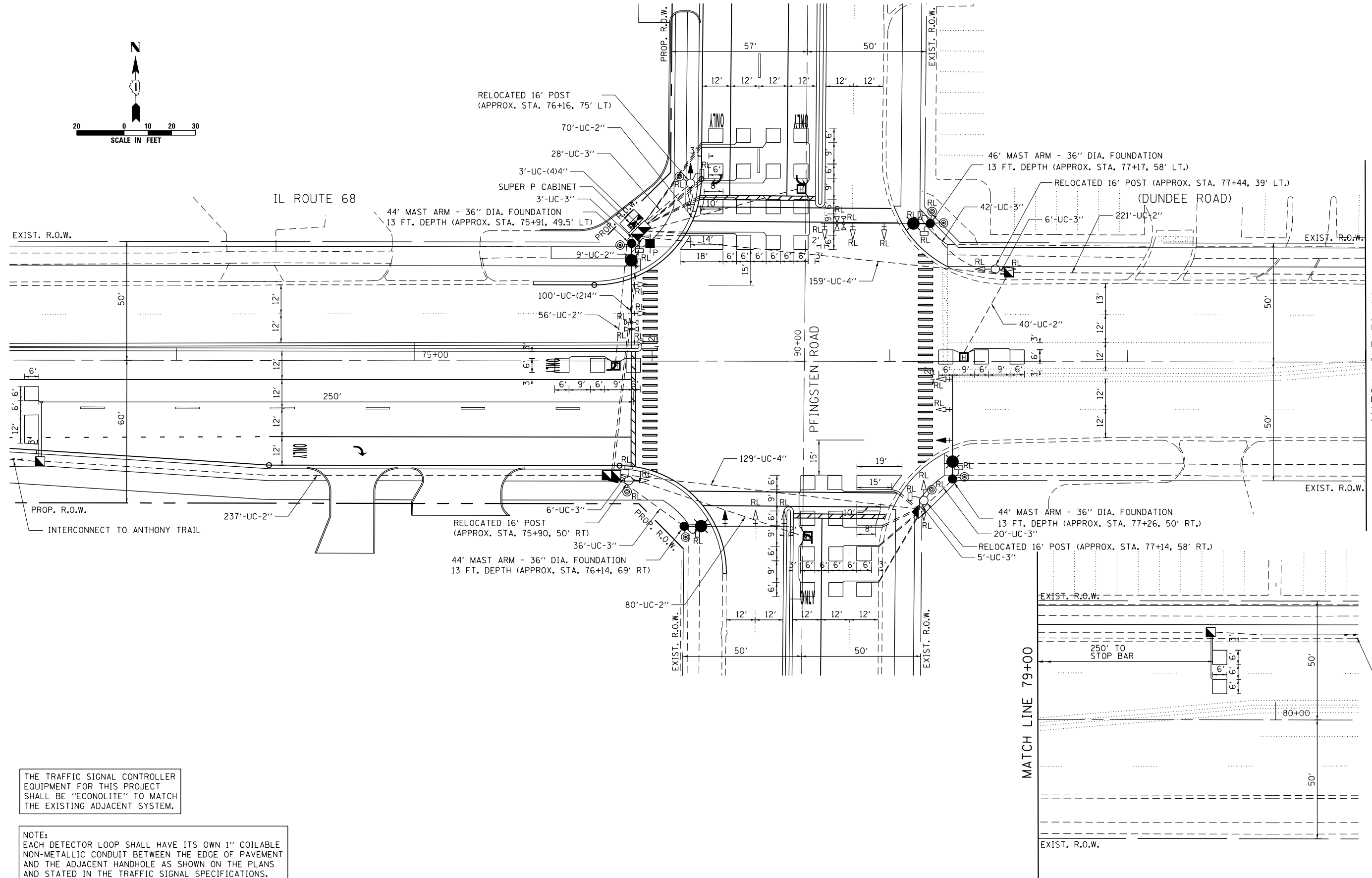
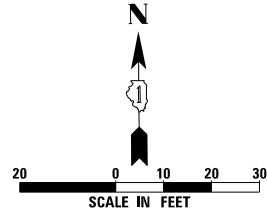
**TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND  
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE  
IL ROUTE 68 (DUNDEE ROAD) AND PFINGSTEN ROAD**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-2(12)	COOK	97	48
				CONTRACT NO. 60V02
ILLINOIS FED. AID PROJECT				

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

TS 3160





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

NOTE:  
EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 18

FILE NAME =	USER NAME = hardnetbr	DESIGNED - V.O.	REVISED -
p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI2301\Design\EC25012-sht-staging.dgn		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

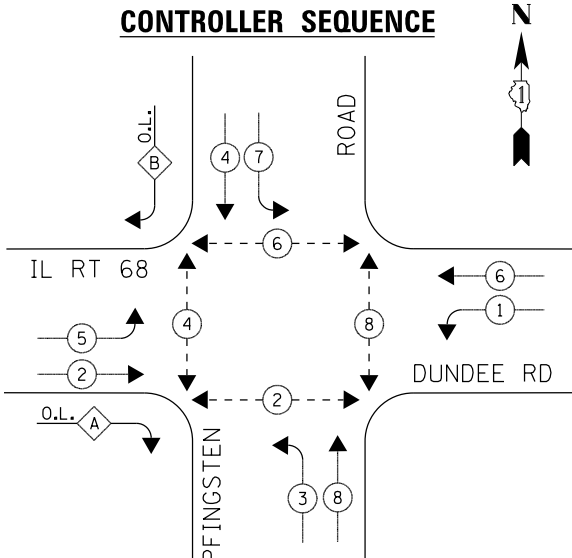
**TRAFFIC SIGNAL MODERNIZATION PLAN  
IL ROUTE 68 (DUNDEE ROAD) AT PFLINGSTEN ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343		(30&1820IN-2(12)	COOK	97	49
				CONTRACT NO. 60V02	
ILLINOIS FED. AID PROJECT					

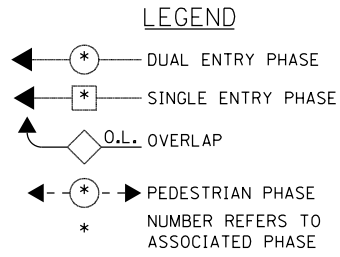
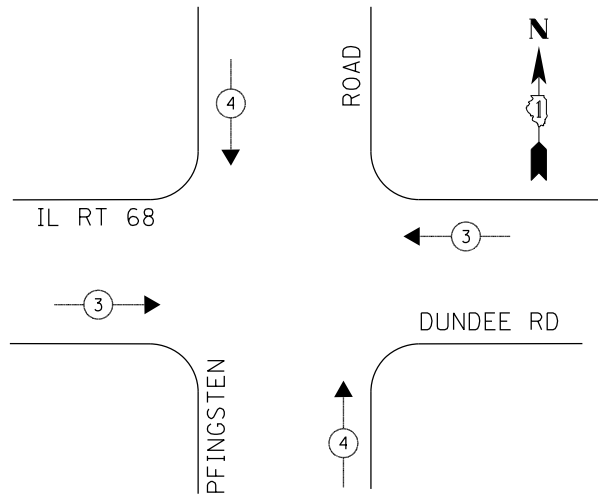
TS 3160

**CONTROLLER SEQUENCE**



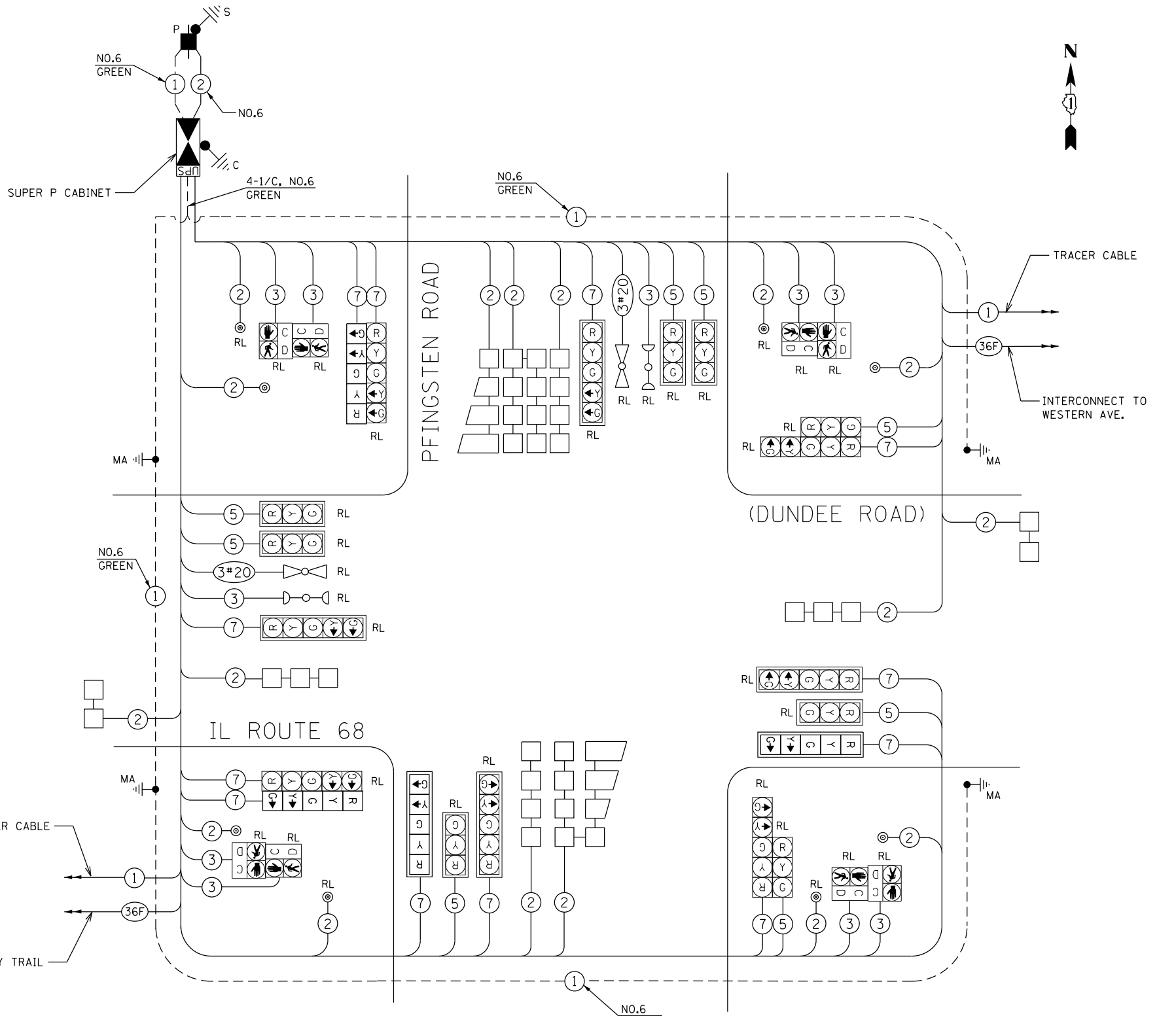
**PHASE DESIGNATION DIAGRAM**

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**PHASE DESIGNATION DIAGRAM**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5



**CABLE PLAN**

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

TYPE	NO LAMPS	WATTAGE		%OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	20	17	0.50	170.00	
(YELLOW)	20	25	0.25	125.00	
(GREEN)	20	15	0.25	75.00	
ARROW	24	12	0.10	28.80	
PED. SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
UPS	1	25	1.00	25.00	
ILLUM. SIGN	-	25	0.05	-	
VIDEO SYSTEM	-	150	1.00	-	
FLASHER	-	-	-	-	
ENERGY COSTS TO:					TOTAL = 723.80

VILLAGE OF NORTHBROOK  
1225 CEDAR LANE  
NORTHBROOK, ILLINOIS 60062

ENERGY SUPPLY CONTACT: DOROTHY PROSEN  
PHONE: (847) 816-5323  
COMPANY: COMMONWEALTH EDISON

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET

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

FILE NAME =	USER NAME = hardnettr	DESIGNED - V.O.	REVISED -
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		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

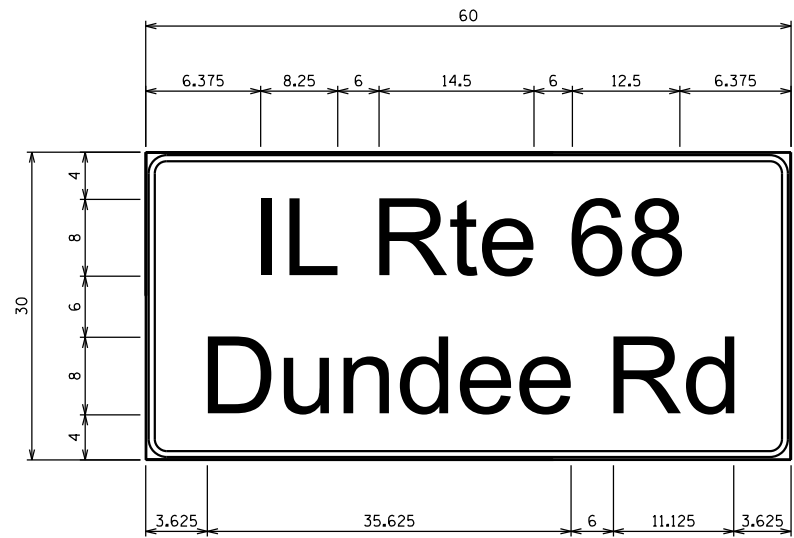
**CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND  
EMERGENCY VEHICLE PREEMPTION SEQUENCE  
IL ROUTE 68 (DUNDEE ROAD) AT PFLINGSTEN ROAD**

SCALE: NTS    SHEET NO. 1 OF 1 SHEETS    STA. N/A TO STA. N/A

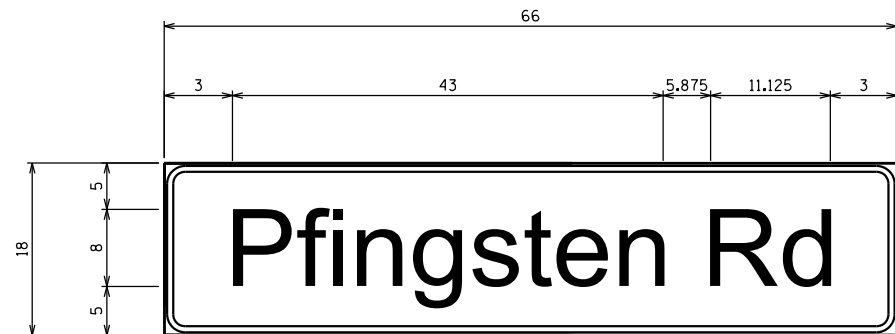
**TS 3160**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-2(12)	COOK	97	50

CONTRACT NO. 60V02  
ILLINOIS FED. AID PROJECT



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12.5	2	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	8.25	1	ZZ	2

**SCHEDULE OF QUANTITIES**

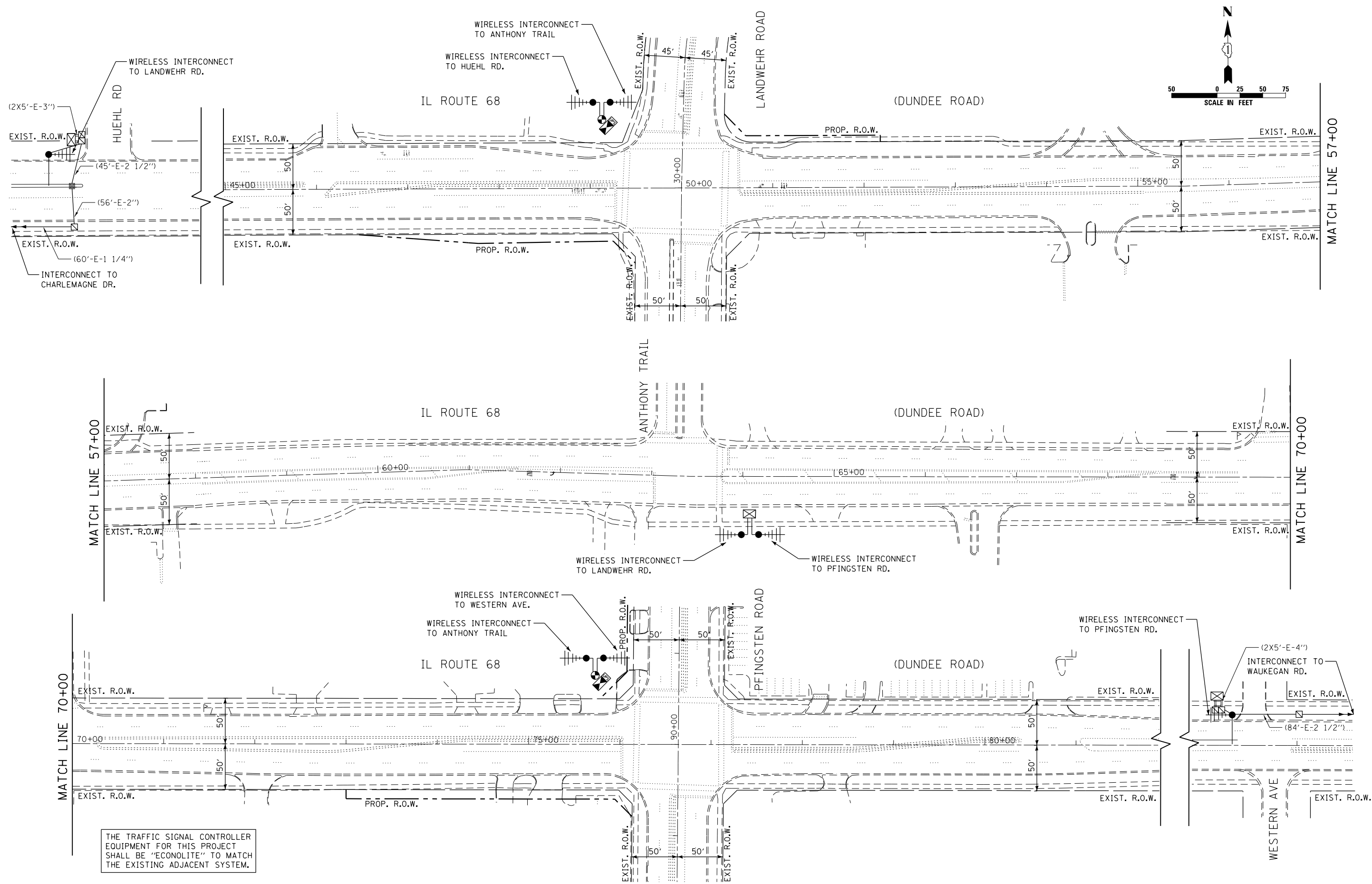
QUANTITY	UNIT	ITEM
16.5	SO FT	SIGN PANEL - TYPE 1
25	SO FT	SIGN PANEL - TYPE 2
713	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
146	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
500	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
4	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1454	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1886	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1773	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2469	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1733	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
42	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C
1450	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
3	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 44 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.
4	FOOT	CONCRETE FOUNDATION, TYPE C
52	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC
9	EACH	INDUCTIVE LOOP DETECTOR
1427	FOOT	DETECTOR LOOP, TYPE I
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
16	EACH	RELOCATE EXISTING SIGNAL HEAD
8	EACH	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD
4	EACH	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON
4	EACH	RELOCATE EXISTING TRAFFIC SIGNAL POST
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
13	EACH	REMOVE EXISTING HANDHOLE
3	EACH	REMOVE EXISTING DOUBLE HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
371	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND SUPER P CABINET (SPECIAL)
1	EACH	UNINTERRUPTABLE POWER SUPPLY, SPECIAL
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL

• 100% OF THE COST TO THE VILLAGE OF NORTHBROOK

TS SHT NO. 20

FILE NAME =	USER NAME = hardnettbr	DESIGNED - V.O.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES DUNDEE RD AND PFINGSTEN RD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\PI25012\Drawings\Design\025012-sht-staging.dgn		CHECKED - I.Y.	REVISED -			343	(30&1820)N-2(12)	COOK	97	51	
PLOT SCALE = 48.0000' / in.		DATE - 1/16/2015	REVISED -			CONTRACT NO. 60V02					
PLOT DATE = 12/17/2015						SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT	

TS 3160



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

TS SHT NO. 21

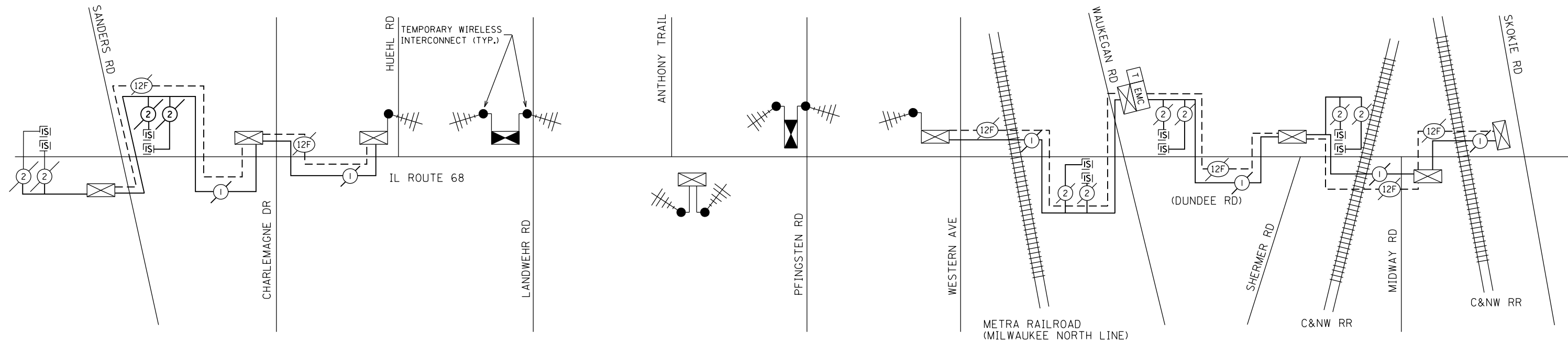
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		CHECKED - I.Y.	REVISED -
		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TEMPORARY INTERCONNECT PLAN</b>			
<b>IL ROUTE 68 (DUNDEE ROAD) FROM HUEHL RD. TO WESTERN AVE.</b>			
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820IN-212)	COOK	97	52
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

ECON 86



TS SHT NO. 22

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

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		DATE - 1/16/2015	REVISED -

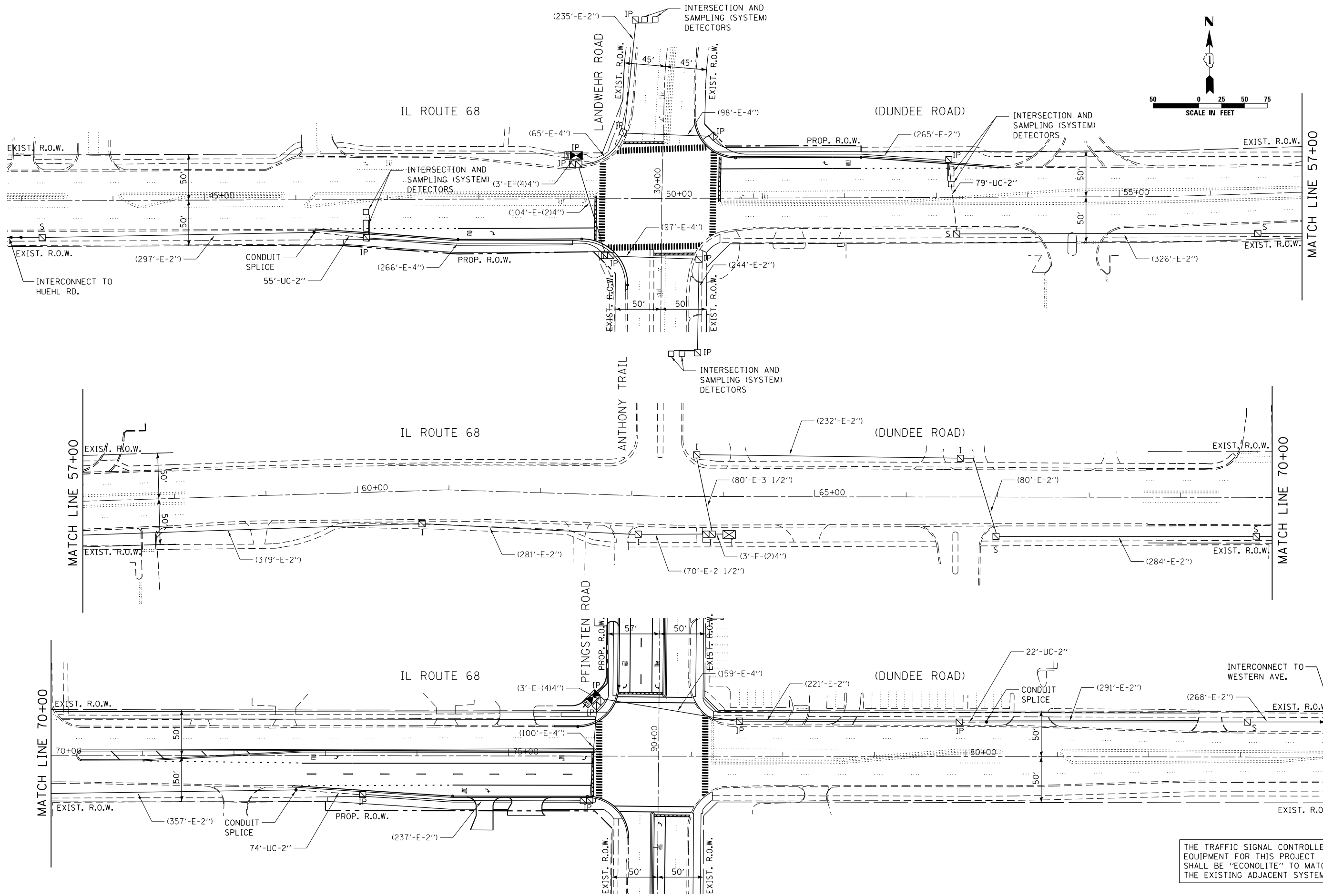
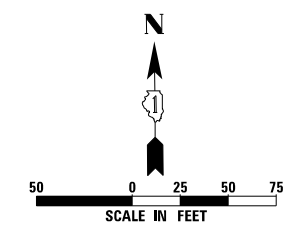
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT SCHEMATIC  
IL ROUTE 68 (DUNDEE ROAD) FROM SANDERS ROAD TO SKOKIE ROAD**

SCALE: NTS SHEET NO. 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30&1820)N-2(12)	COOK	97	53
CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT	

ECON 86

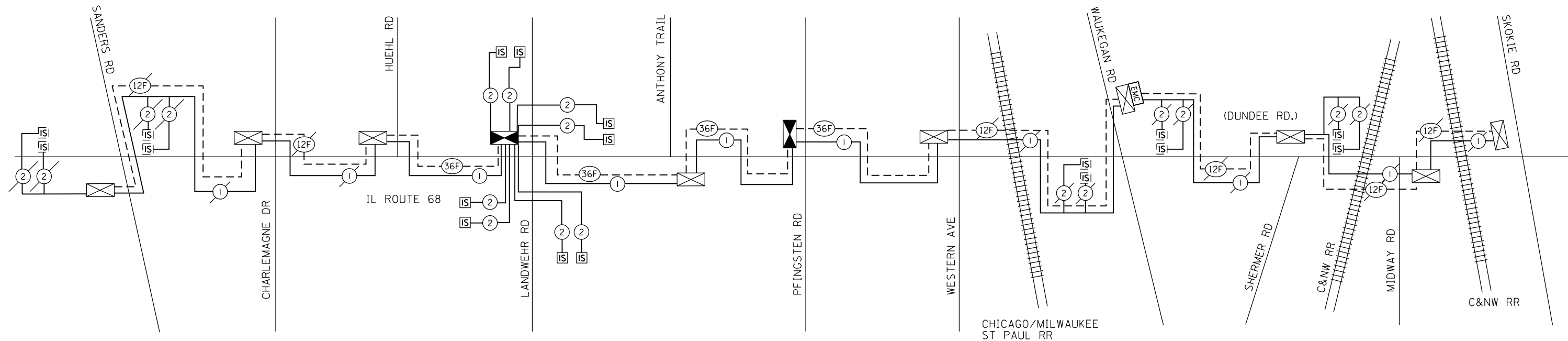


TS SHT NO. 23

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

FILE NAME =	USER NAME = hardnettbr	DESIGNED - V.O.	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCONNECT PLAN IL ROUTE 68 (DUNDEE ROAD) FROM LANDWEHR ROAD TO PFINGSTEN ROAD</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
p:\IL\084EBID\INTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI2500\Drawings\Design\EC25012-sht-staging.dwg		CHECKED - I.Y.	REVISED -		SCALE: 1"=50'	SHEET NO. 1	OF 1	SHEETS	STA. N/A	TO STA. N/A	343	(30&1820IN-2(12)	COOK	97	54
		DATE - 1/16/2015	REVISED -												
											CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT	

ECON 86



**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
230	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
3	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
2	EACH	TRANSCEIVER - FIBER OPTIC
7076	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C
7076	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
400	FOOT	ROD AND CLEAN EXISTING CONDUIT
3	EACH	CONDUIT SPLICE
7076	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F
2	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2

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

TS SHT NO. 24

FILE NAME =	USER NAME = hardnettbr	DESIGNED - V.O.	REVISED -
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		DATE - 1/16/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

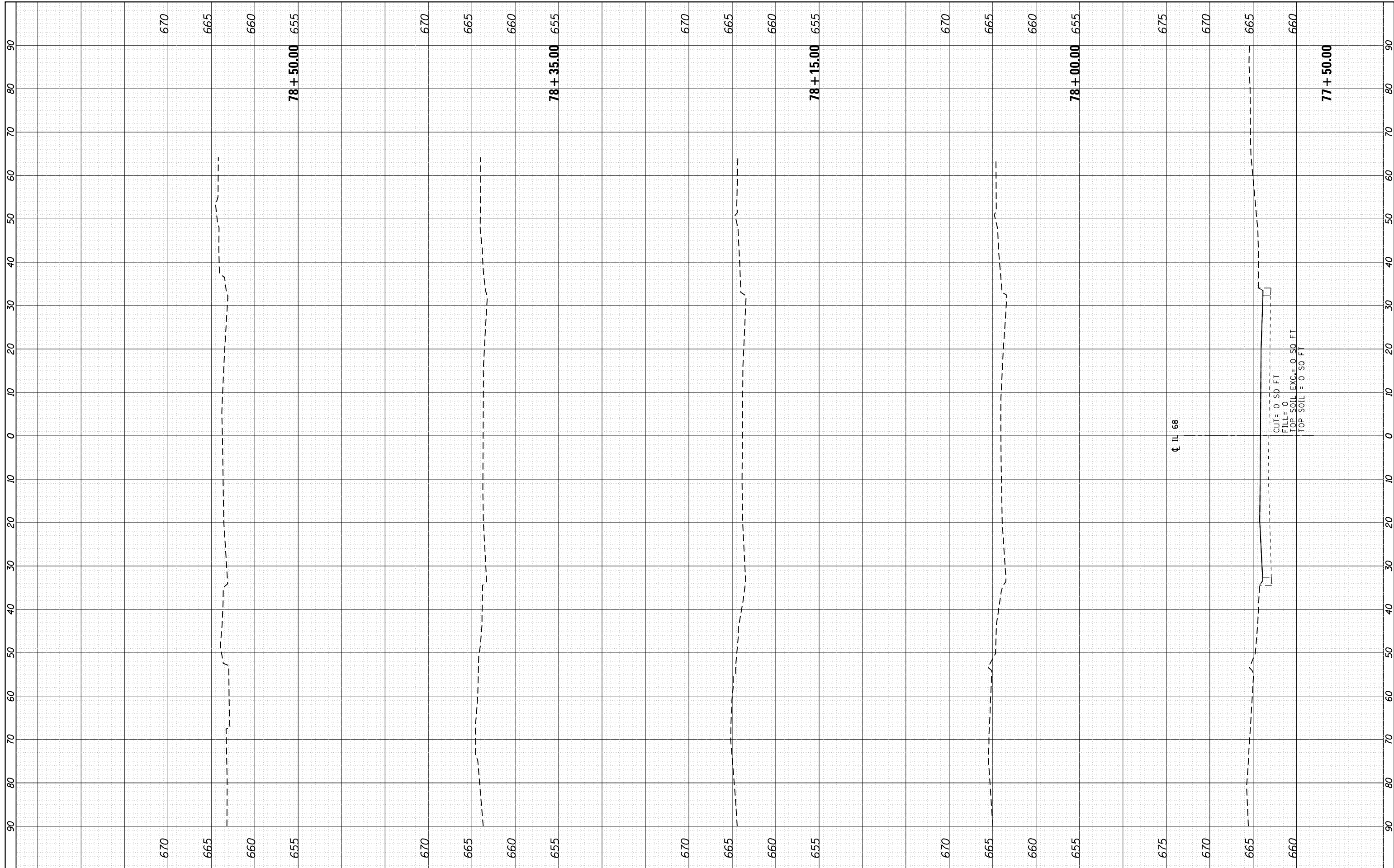
**INTERCONNECT SCHEMATIC  
IL ROUTE 68 (DUNDEE ROAD) FROM SANDERS ROAD TO SKOKIE ROAD**

SCALE: NTS      SHEET NO. 1 OF 1 SHEETS      STA. N/A TO STA. N/A

<b>ECON 86</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		343	(30&1820IN-2(12)	COOK	97	55
		ILLINOIS FED. AID PROJECT			CONTRACT NO. 60V02	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -
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Default		CHECKED -	REVISED -
		DATE - 12/17/2015	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

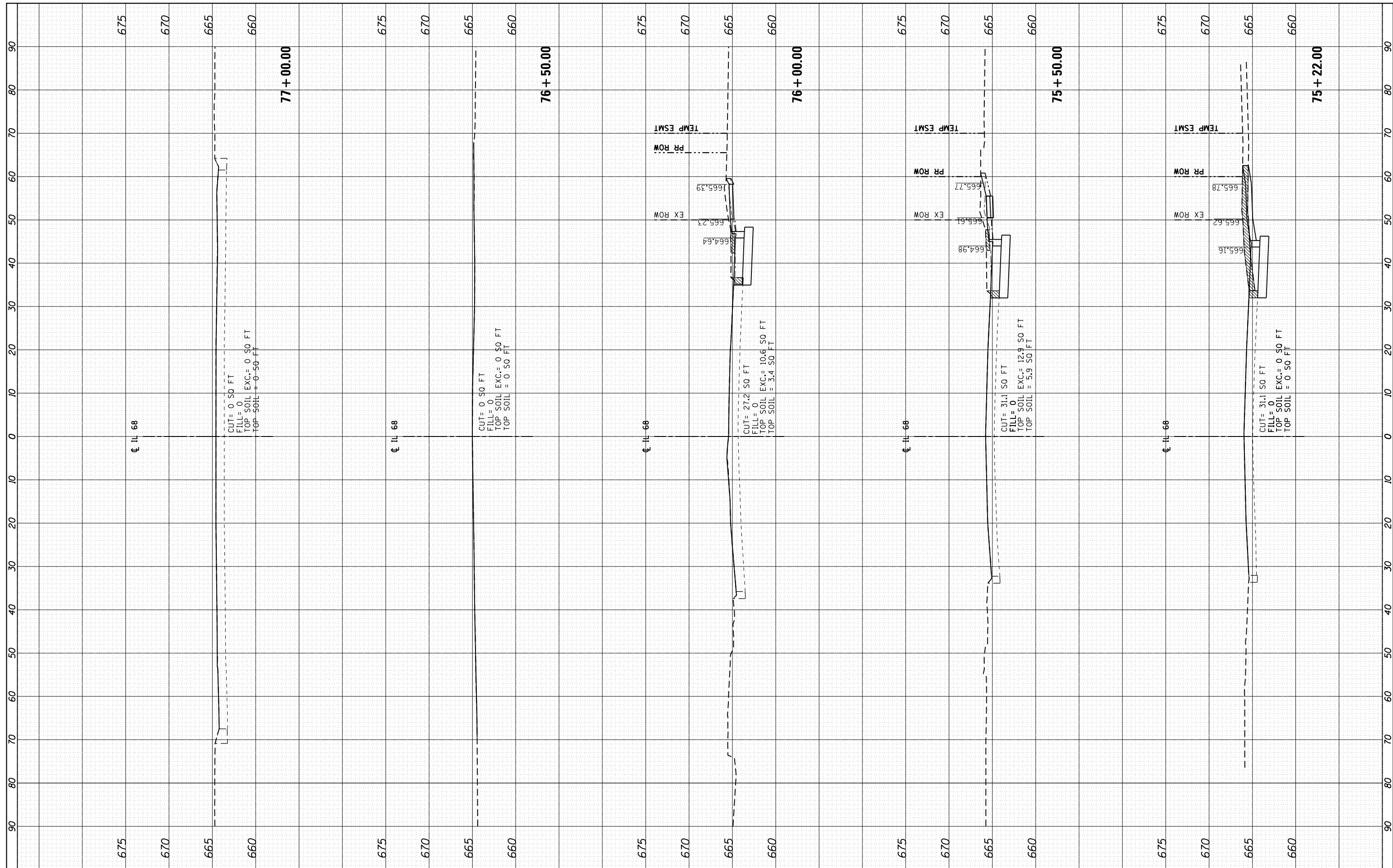
<b>IL. ROUTE 68 CROSS SECTIONS</b>	
SCALE:	SHEET OF SHEETS STA. 77+50.00 TO STA. 78+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	56
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED -
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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

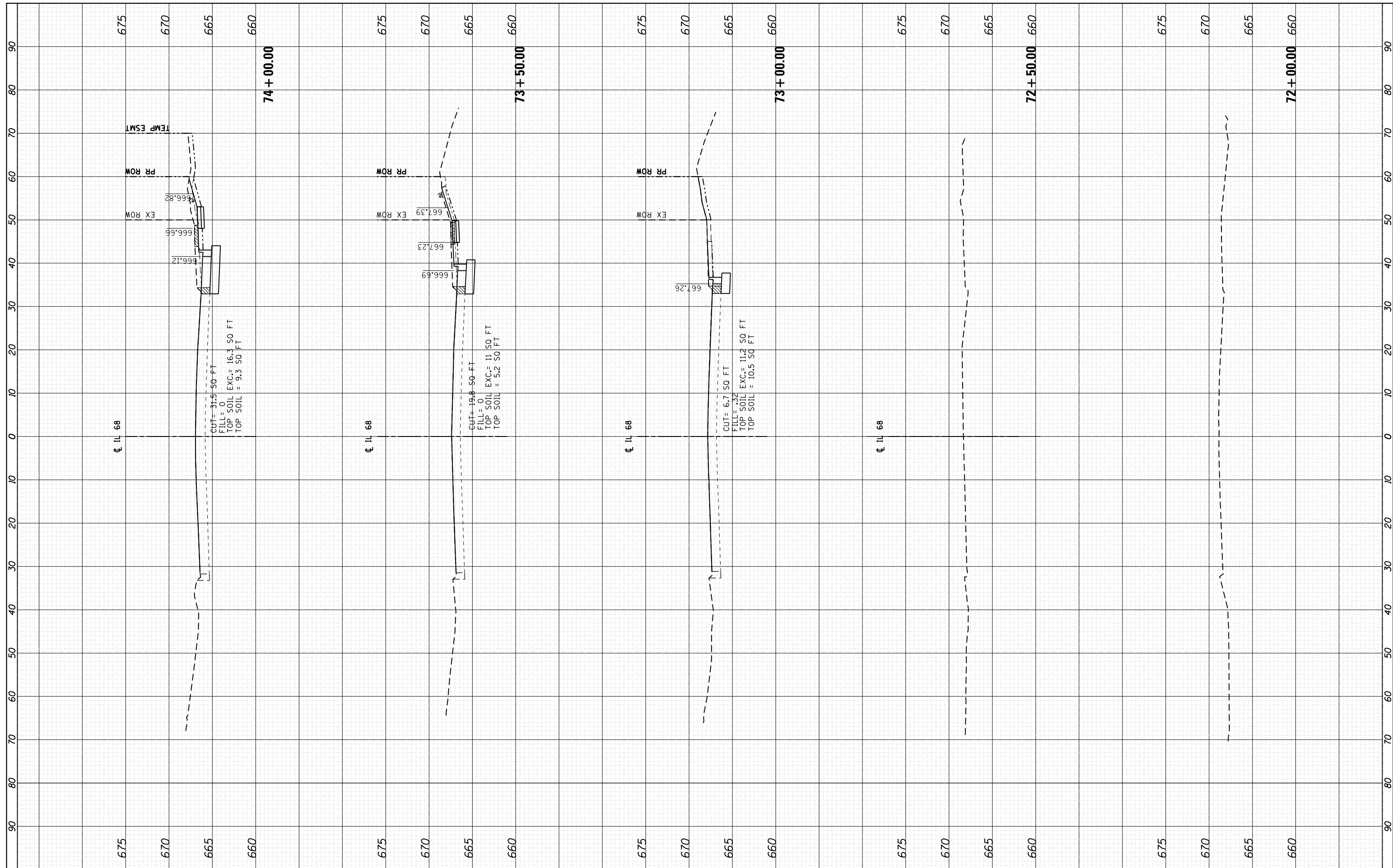
SCALE:	SHEET	OF	SHEETS	STA. 75+22.00	TO STA. 77+00.00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	57
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



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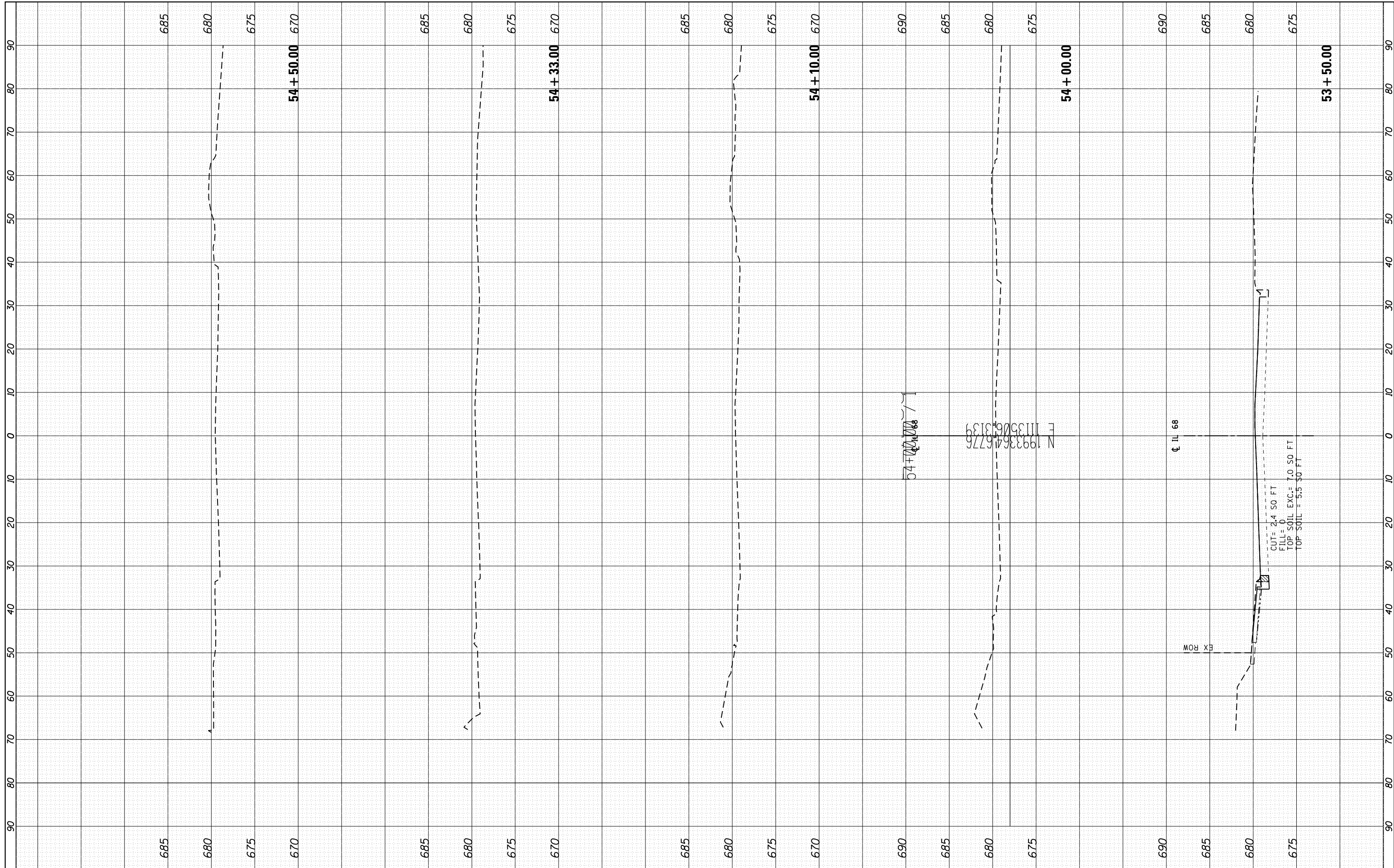
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL. ROUTE 68 CROSS SECTIONS</b>			
SCALE:	SHEET	OF	SHEETS
		STA. 72+00.00	TO STA. 74+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	59
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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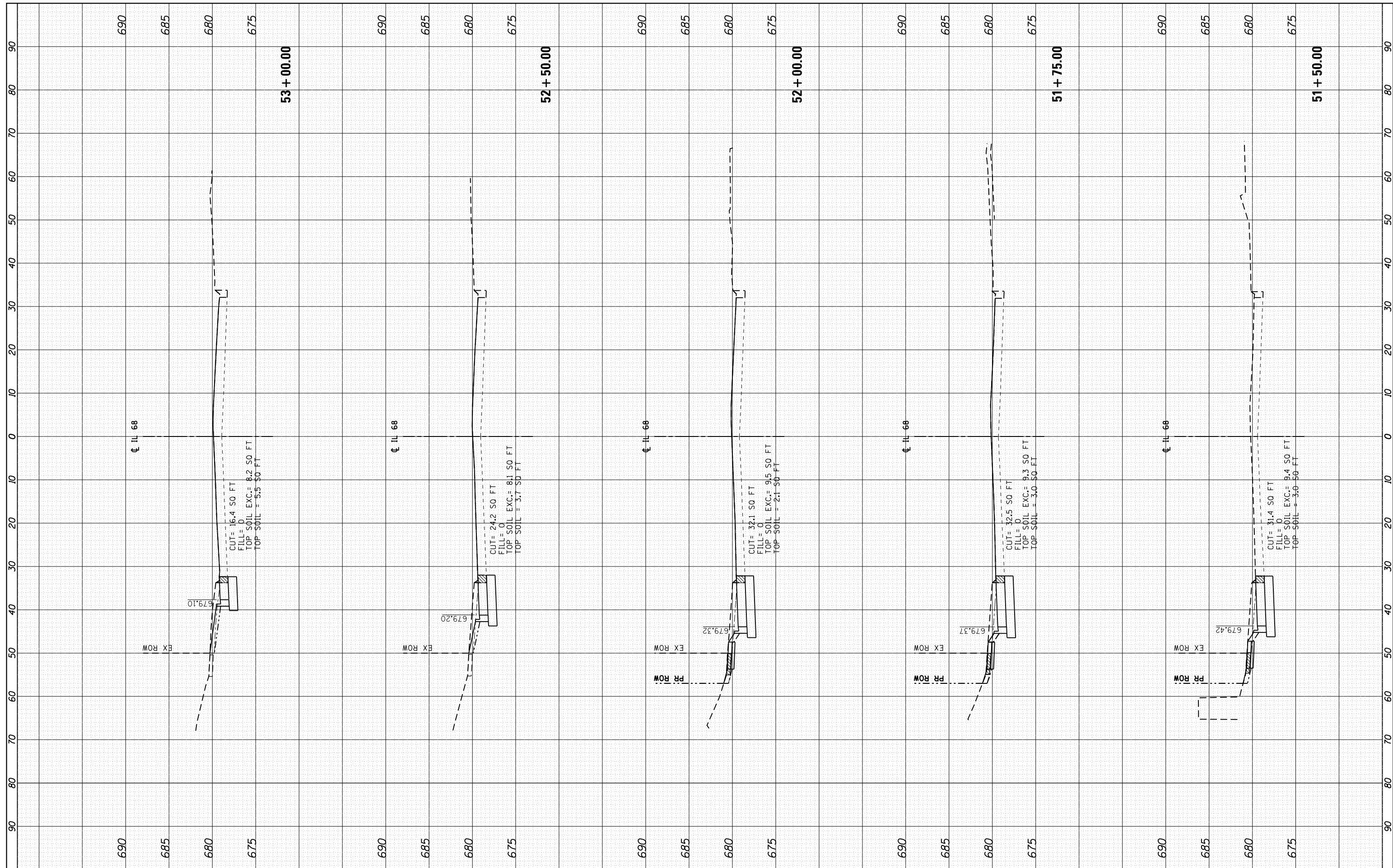
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>IL. ROUTE 68 CROSS SECTIONS</b>	
SCALE:	SHEET OF SHEETS STA. 53+50.00 TO STA. 54+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	60
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



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PLOT SCALE = 20.0000' / in.	CHECKED -		REVISED -
PLOT DATE = 12/17/2015	DATE -		REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

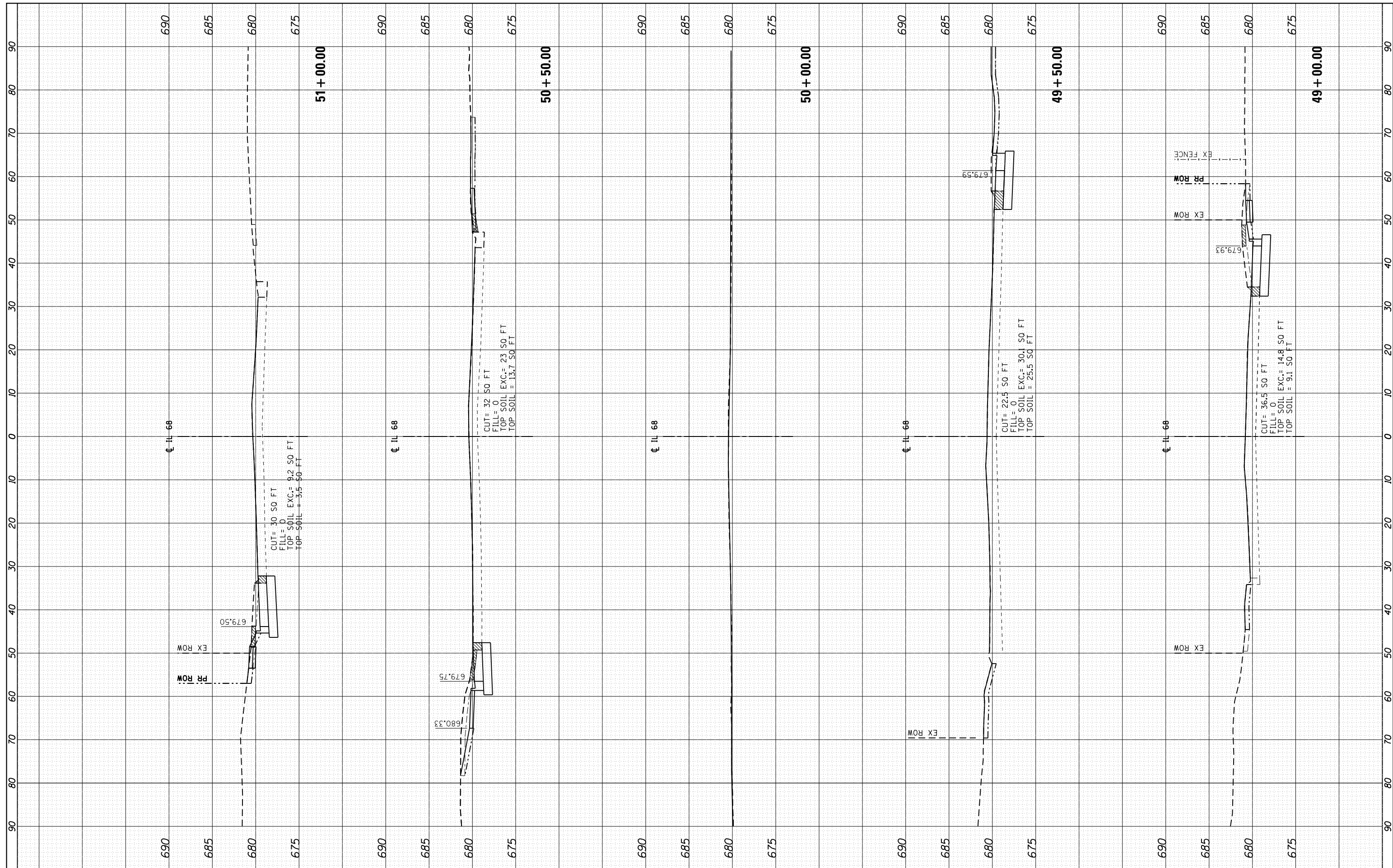
**IL. ROUTE 68  
CROSS SECTIONS**

SCALE: SHEET OF SHEETS STA. 51+50.00 TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	61
CONTRACT NO. 60V02			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 12/17/2015	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

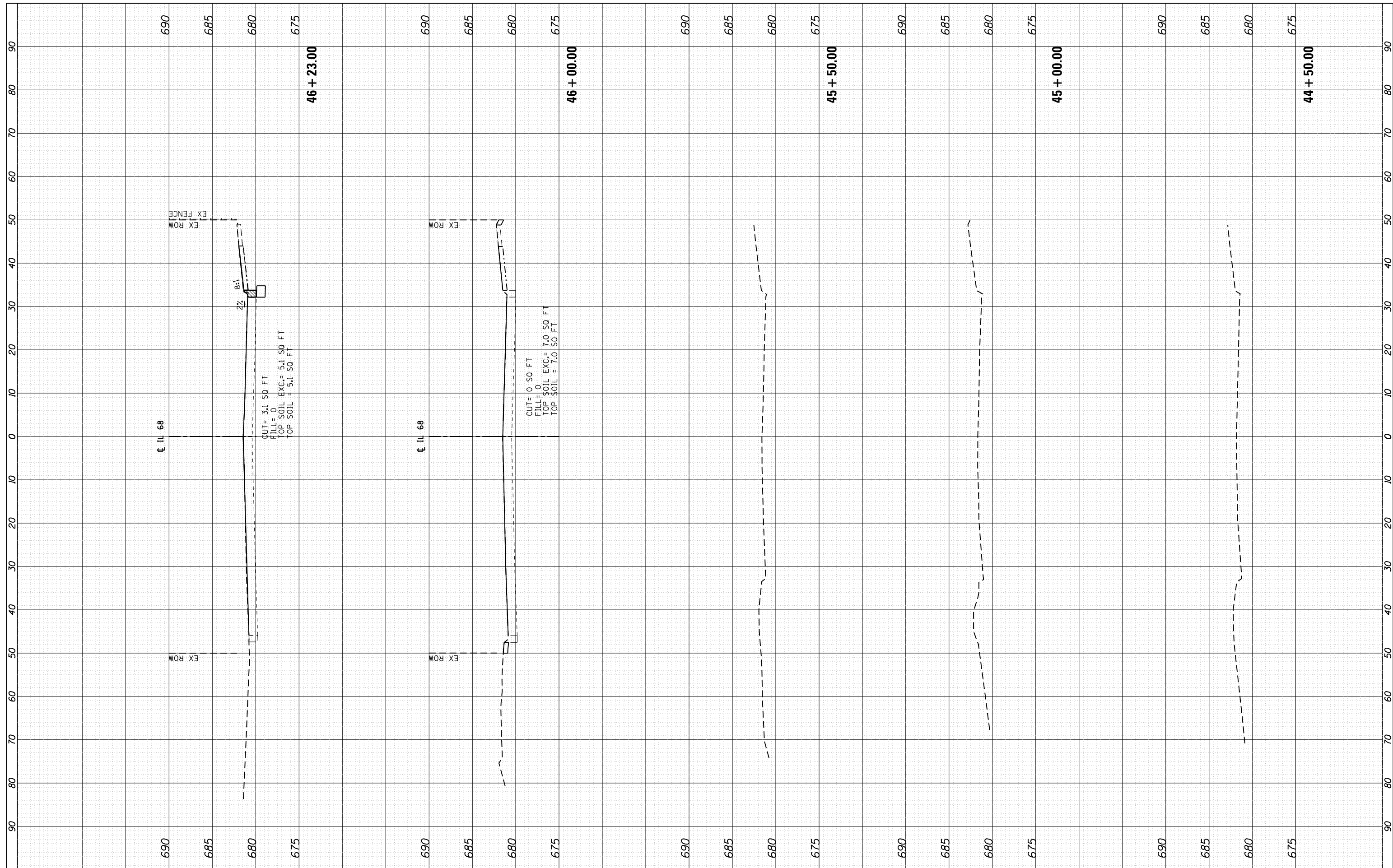
SCALE:	SHEET	OF	SHEETS	STA. 49+00.00	TO STA. 51+00.00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	62
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



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

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



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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

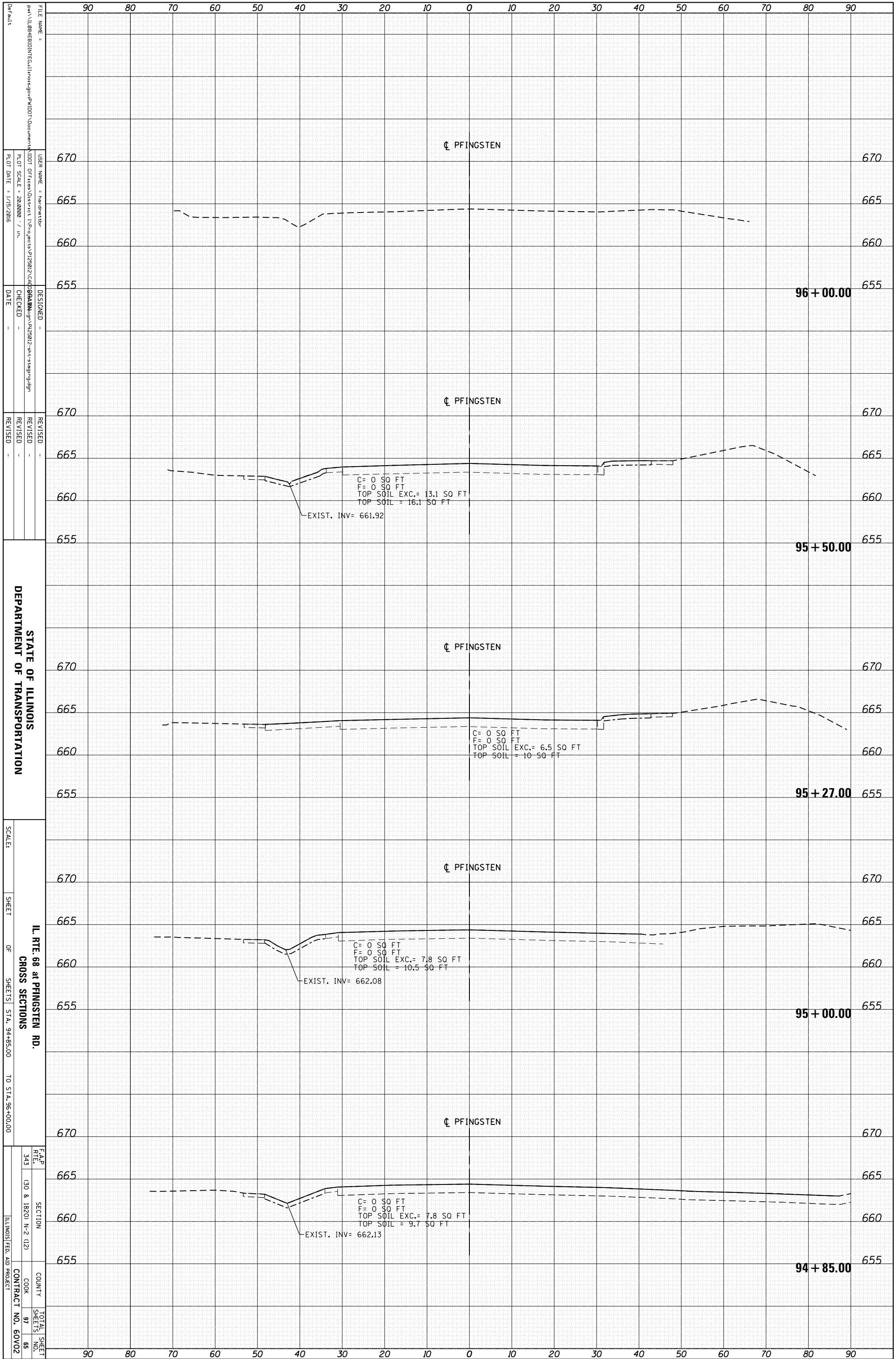
<b>IL. ROUTE 68 CROSS SECTIONS</b>	
SCALE:	SHEET OF SHEETS STA. 44+50.00 TO STA. 46+23.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	64
CONTRACT NO. 60V02				
ILLINOIS FED. AID PROJECT				



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

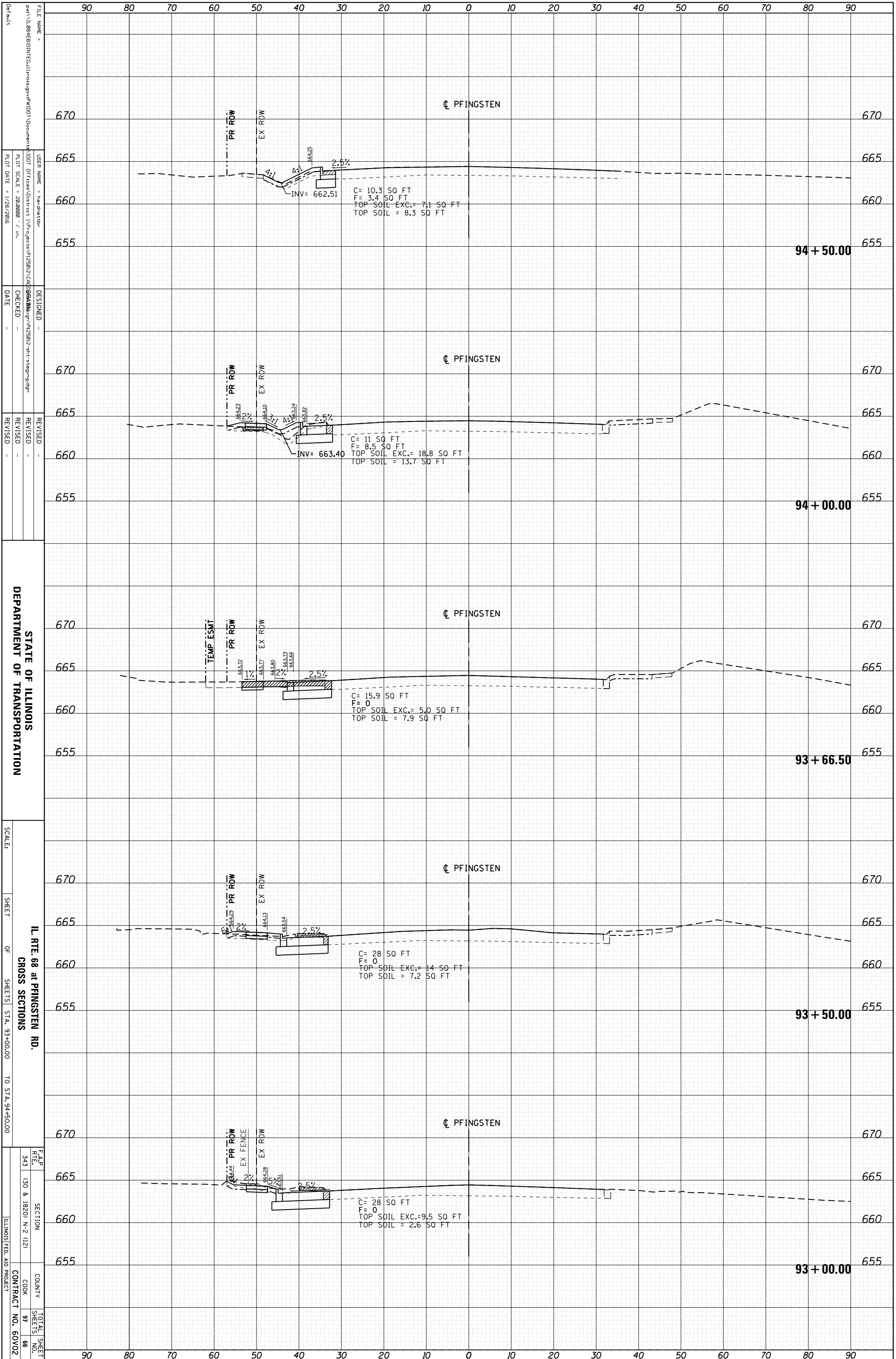
IL. RTE. 68 at PFLINGSTEN RD.  
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 94+85.00 TO STA. 96+00.00

F.A.P. 343 SECTION 130 & 1820 N-2 (12) COUNTY COOK CONTRACT NO. 60V02 TOTAL SHEETS 97 SHEETS NO. 65 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

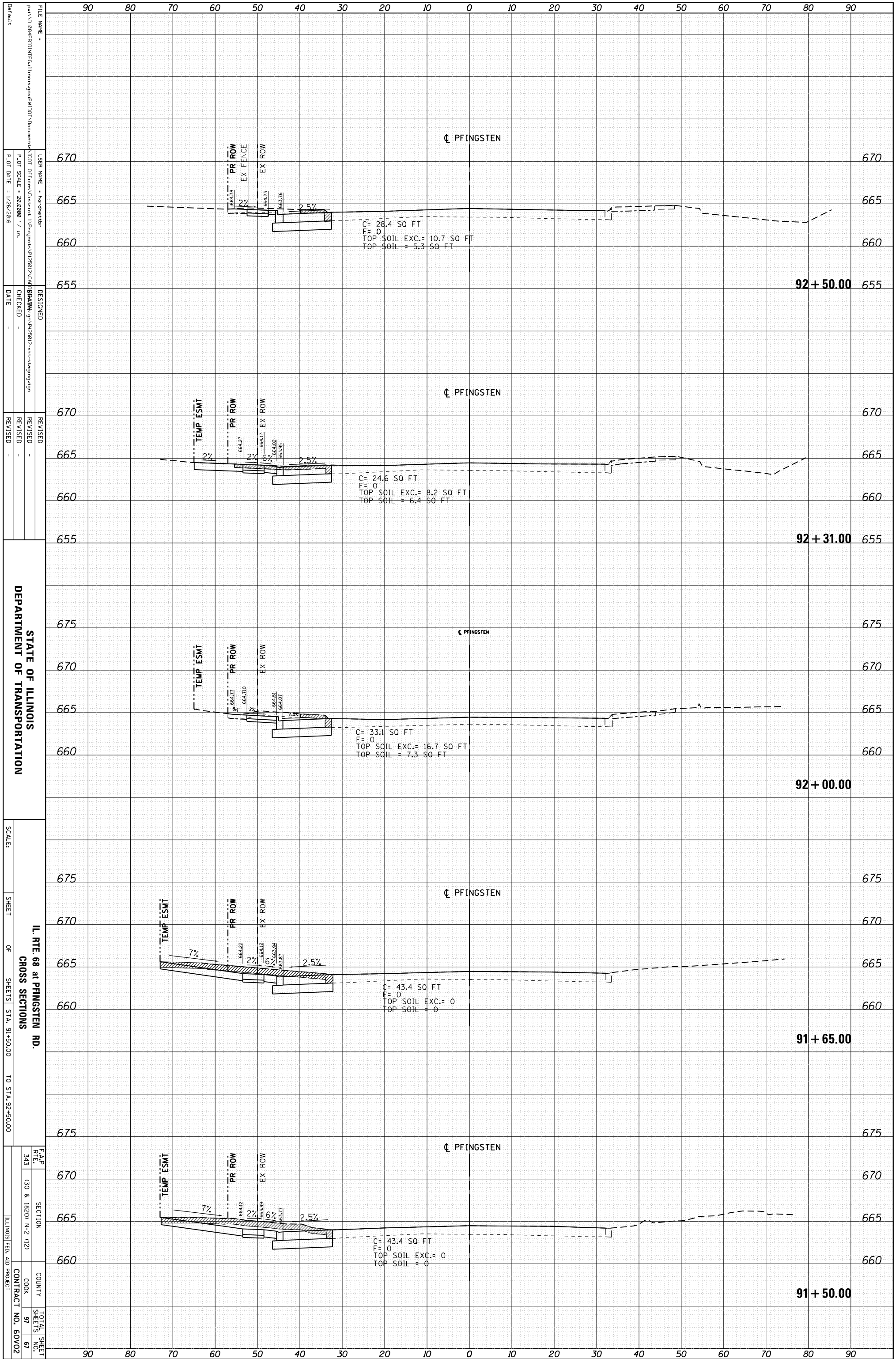
IL. RTE. 68 at PFINGSTEN RD.  
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 93+00.00 TO STA. 94+50.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97
			66
		CONTRACT NO.	60V02
			ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL. RTE. 68 at PFINGSTEN RD.  
CROSS SECTIONS

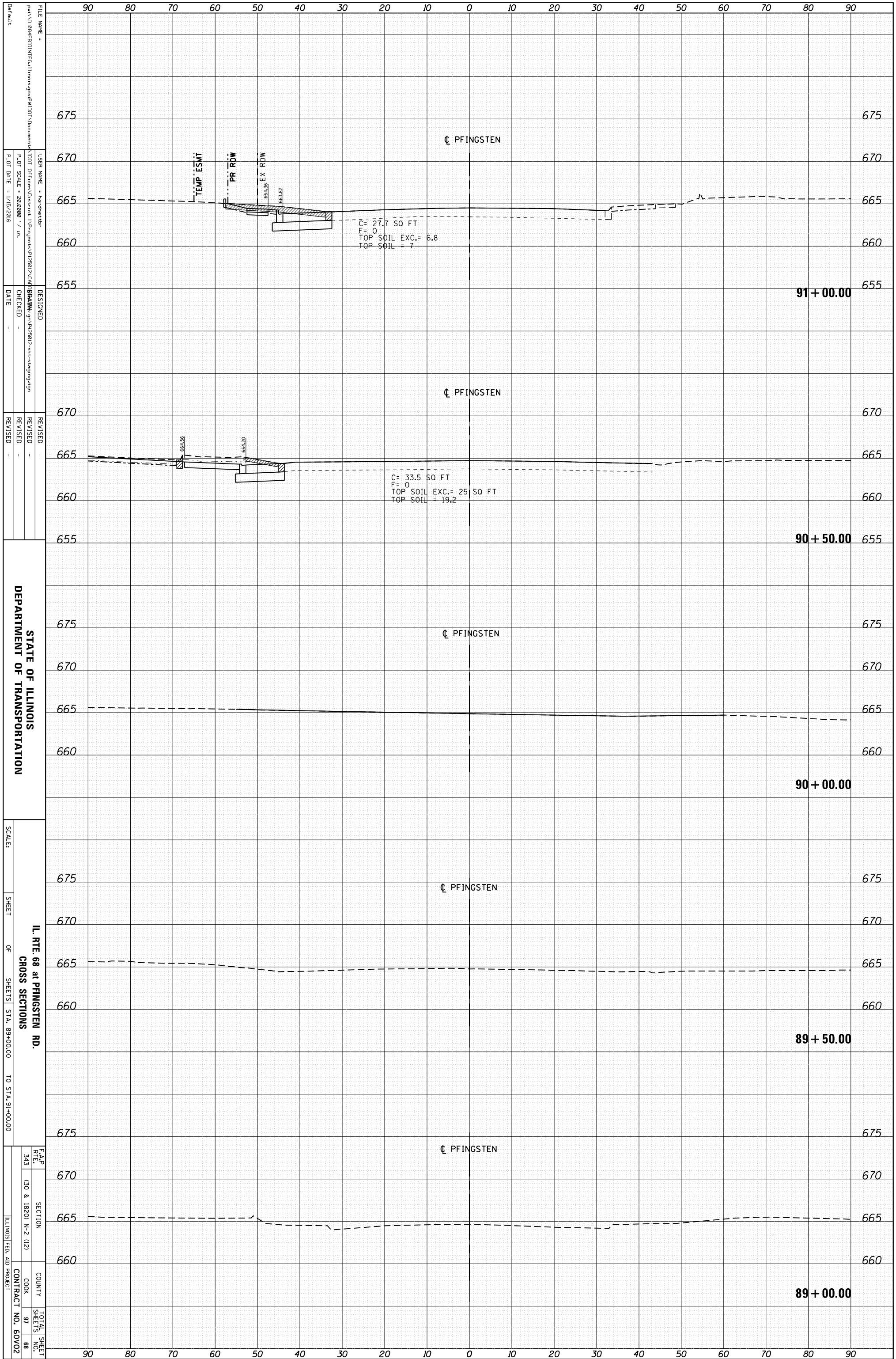
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RTE. 343 (30 & 1820 N-2 12) COOK 97  
NO. 67  
ILLINOIS FED. AID PROJECT CONTRACT NO. 60V02

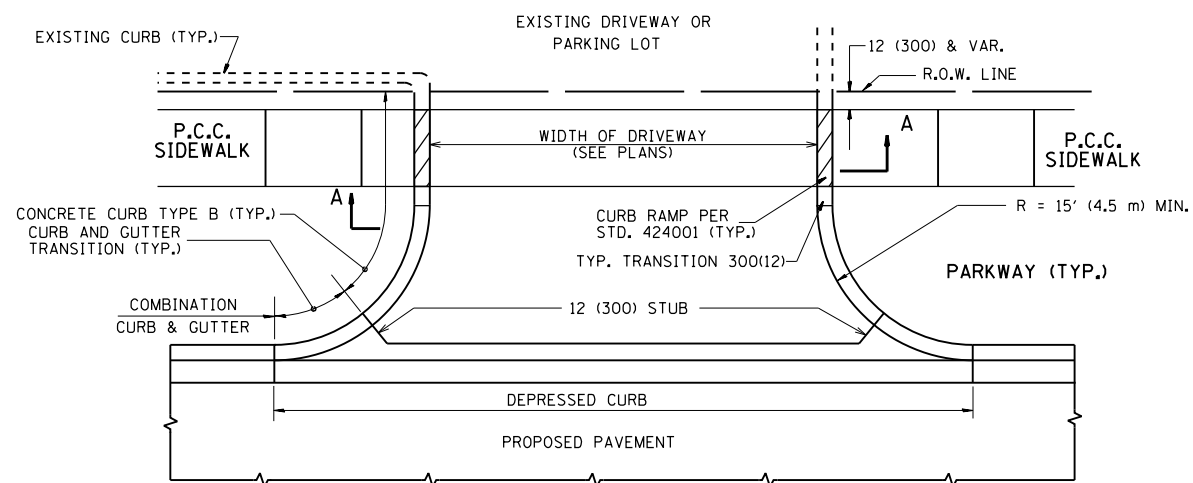
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SHEET OF SHEETS STA. 91+50.00 TO STA. 92+50.00

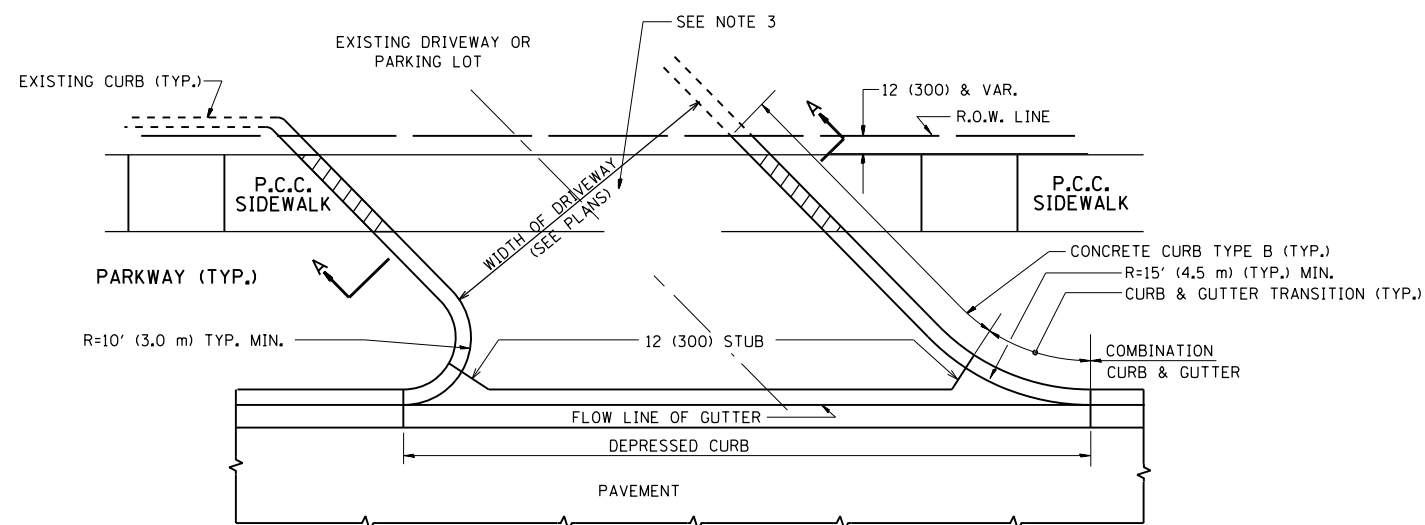
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
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FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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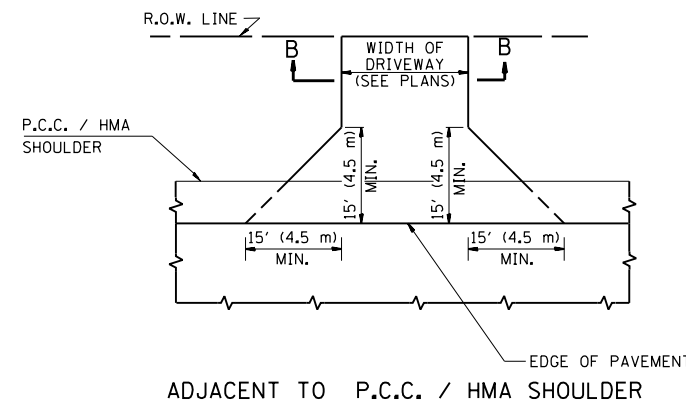
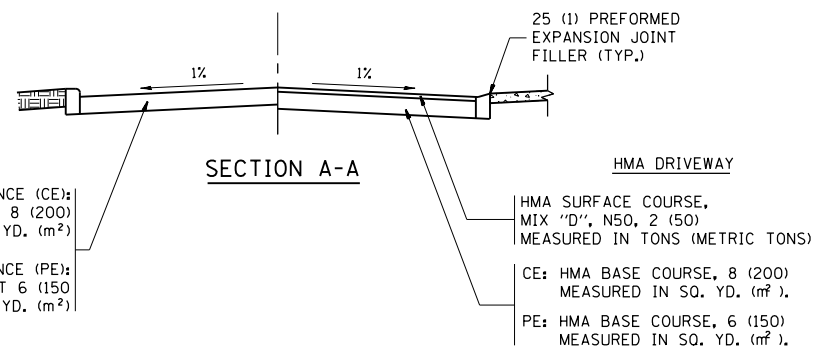




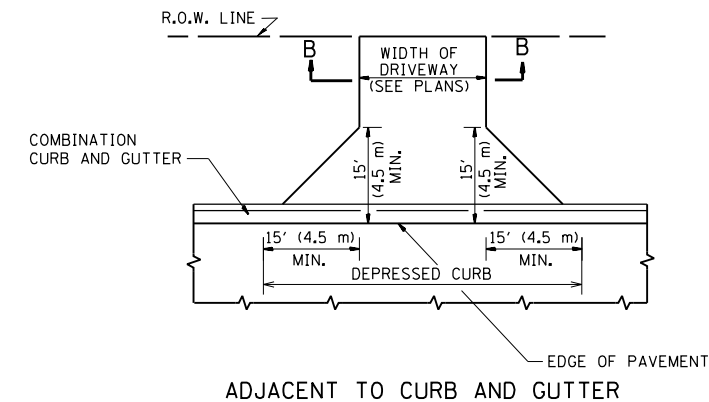
WITH CONCRETE CURB, TYPE B



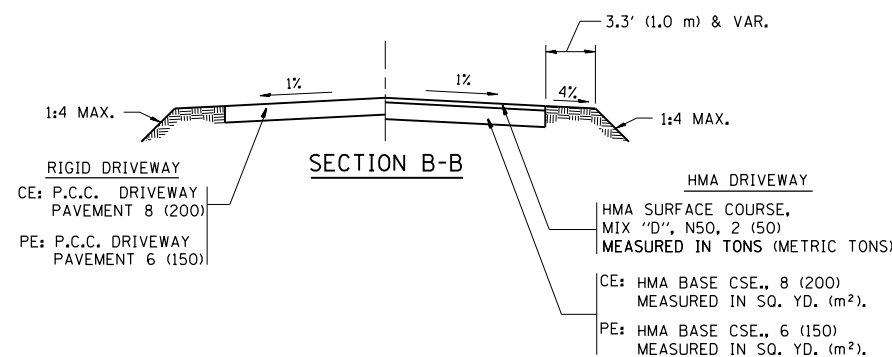
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



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. (m<sup>2</sup>).

**GENERAL NOTES:**

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

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

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

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

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

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

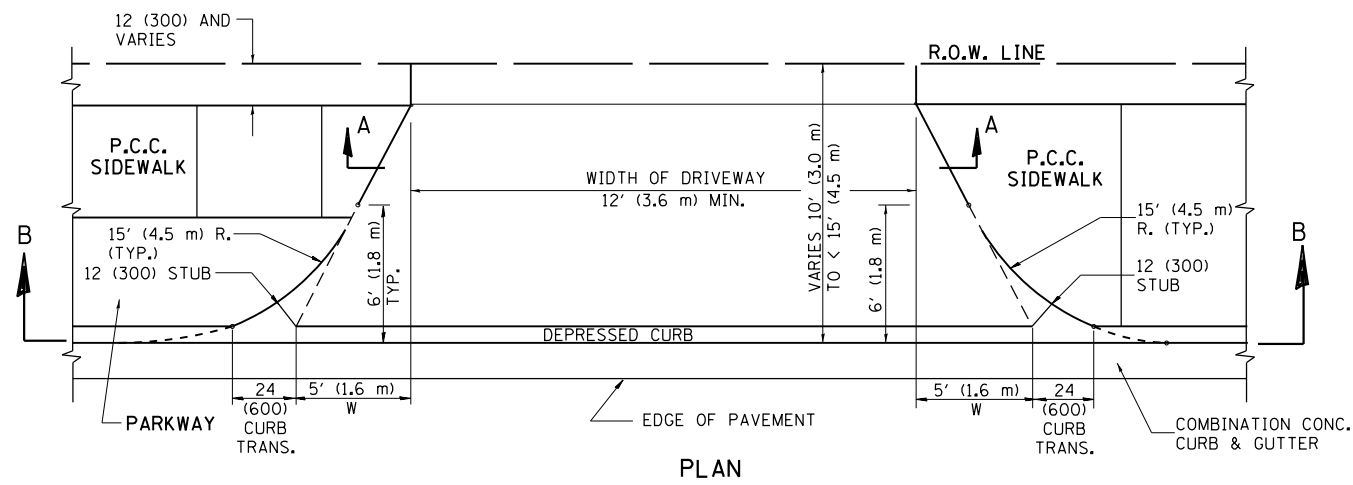
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	PLOT SCALE = 100.0002' / 1"	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 12/17/2015	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

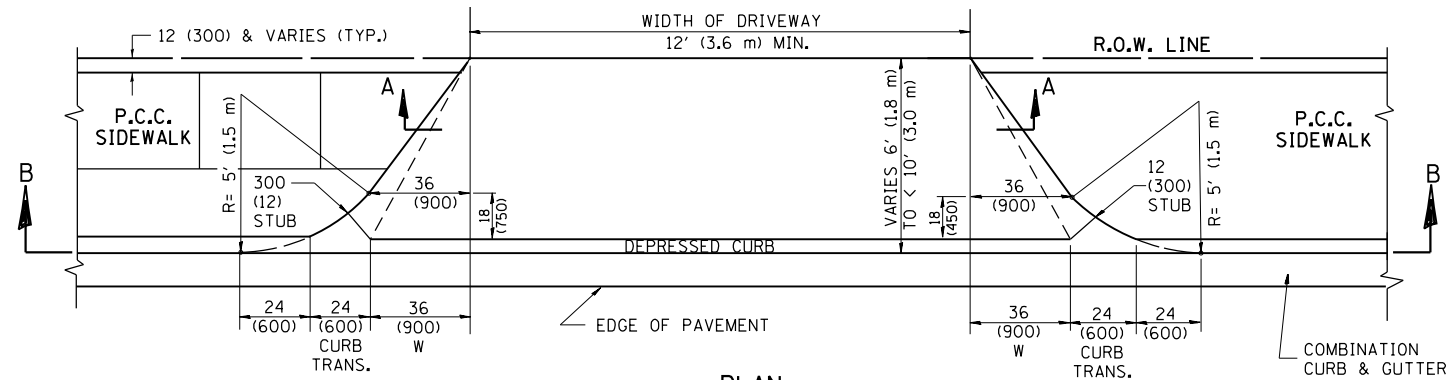
DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.  
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

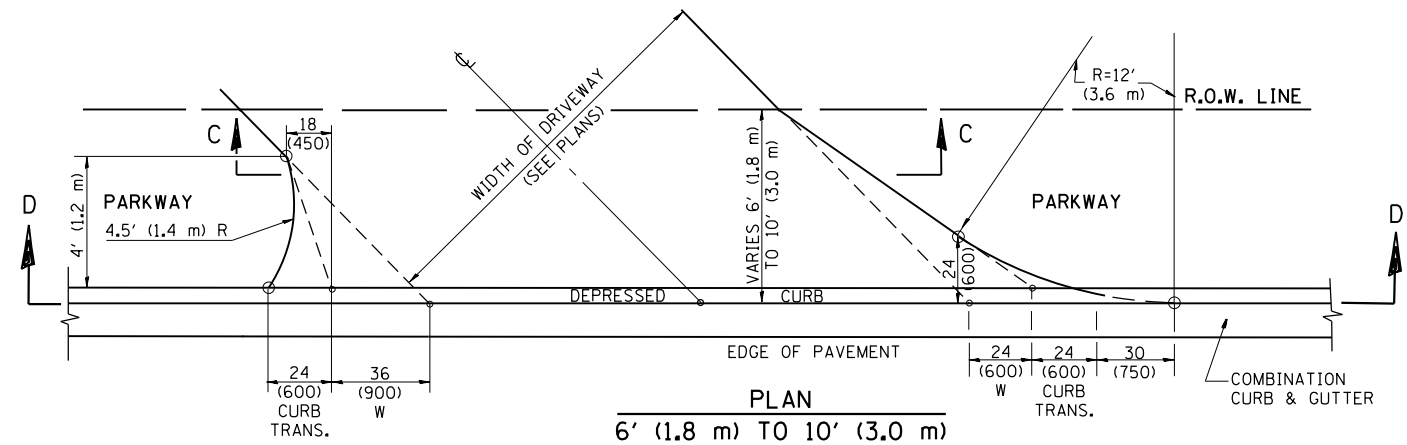
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	69
BD0156-07 (BD-01)		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



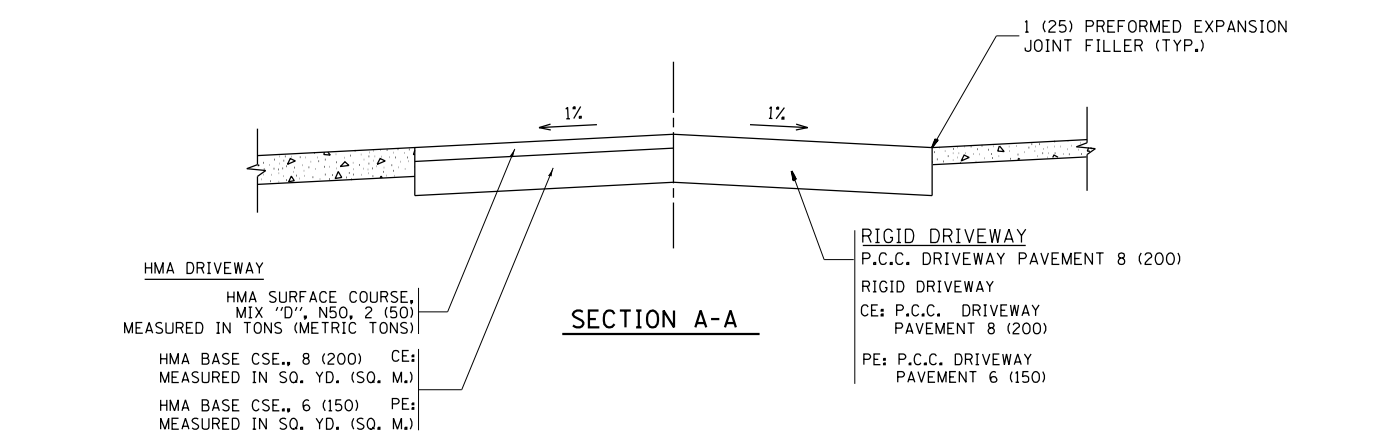
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



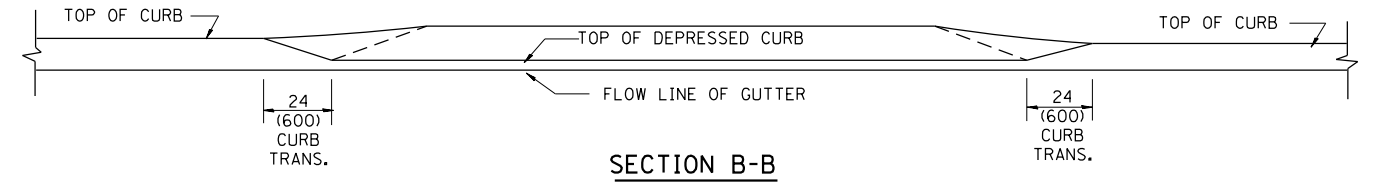
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



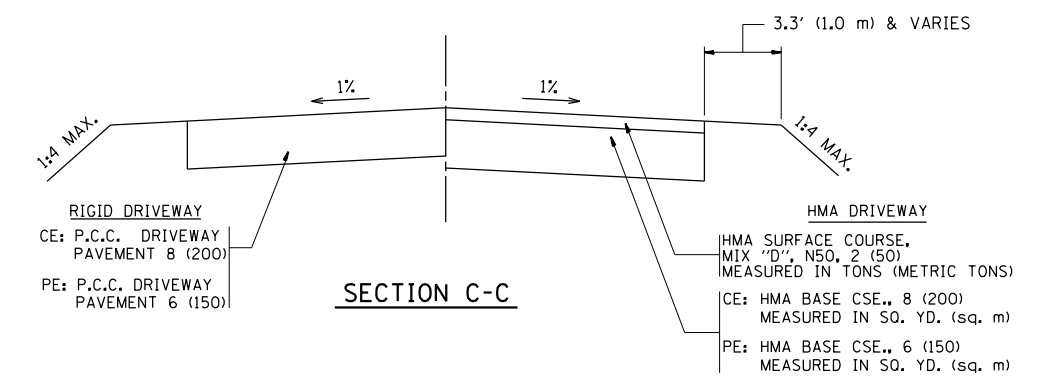
PLAN  
6' (1.8 m) TO 10' (3.0 m)



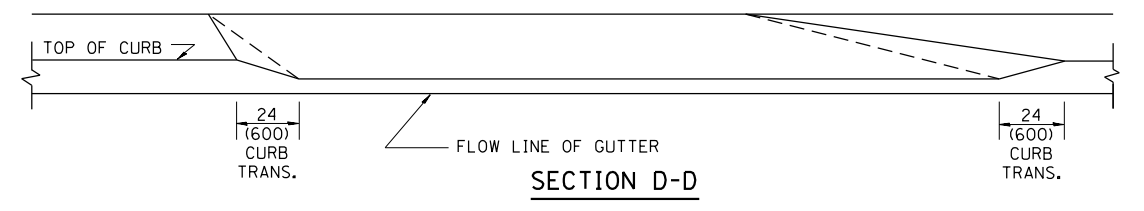
SECTION A-A



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).

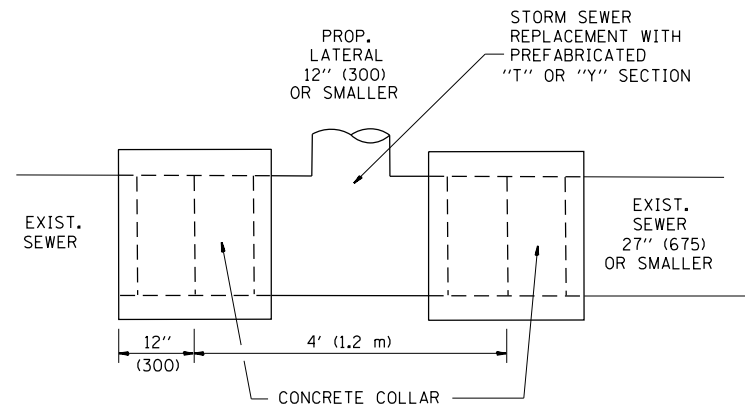
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = hardnettbr	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
pw\1\084EBIDINTEG.illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Design\PI25012-shd-staging.dgn		CHECKED -	REVISED - P. LaFLEUR 04-15-03
		DATE - 11-06-95	REVISED - R. BORO 01-01-07
			REVISED - R. BORO 01-01-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

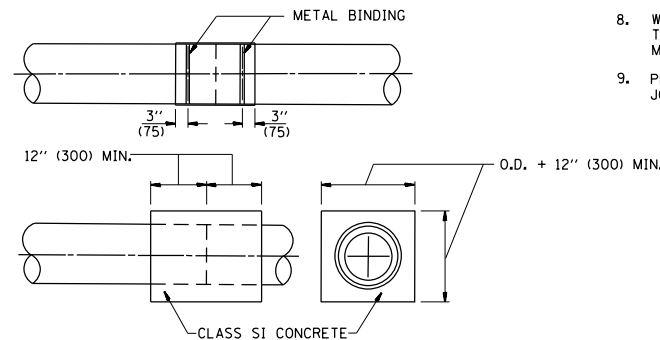
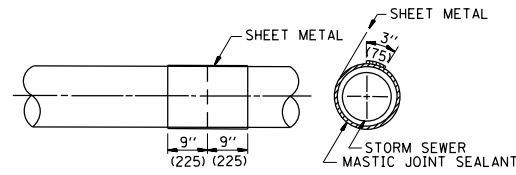
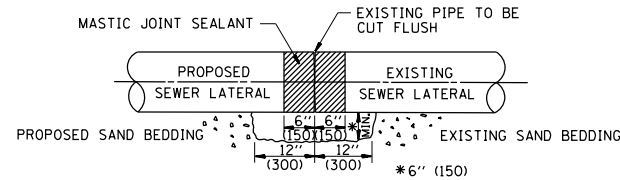
DRIVEWAY DETAILS	
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	70
BD400-02 (BD-02)		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**DETAIL "A"**

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



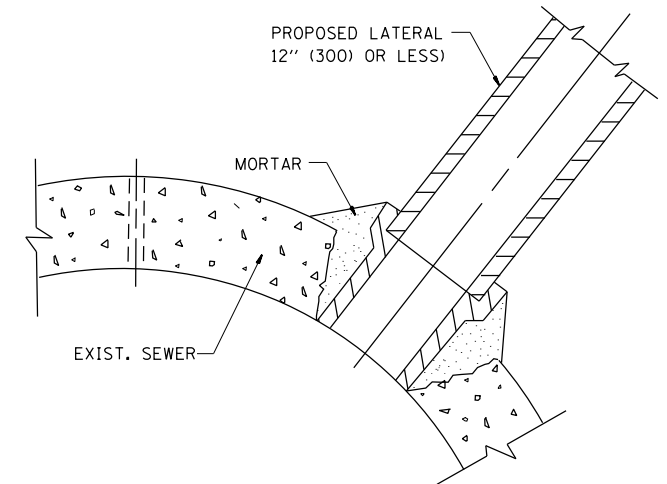
**DETAIL "B"**

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 CIRCUMFERENCE 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 OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



**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 FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

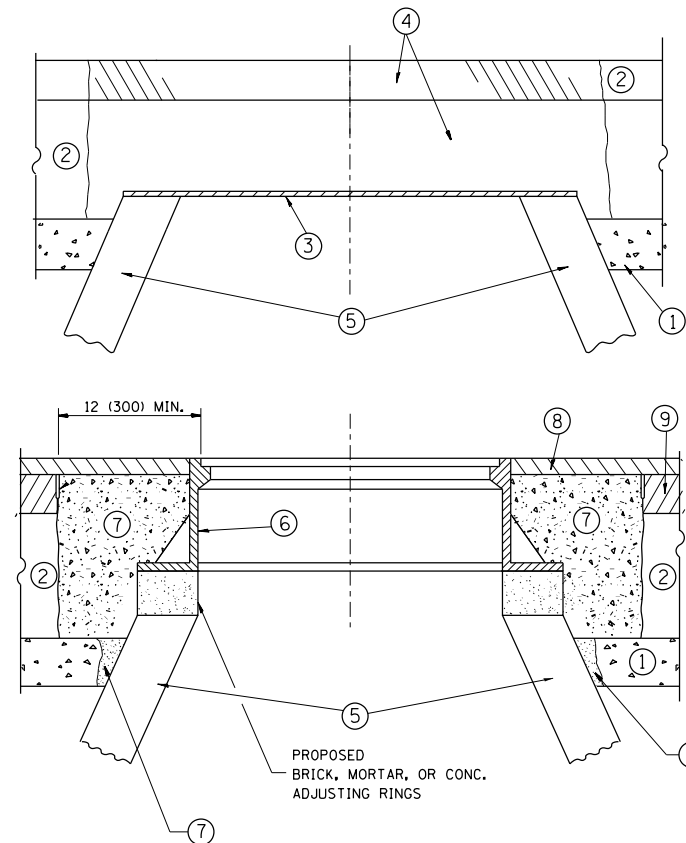
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		DATE - 07-25-90	REVISED - R. SHAH 10-25-94
			REVISED - R. SHAH 06-12-96

**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.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	71
BD500-01 (BD-7)		CONTRACT NO. 60V02		
FED. ROAD DIST. NO. 1 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 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = hardnetbr	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/17/2015	DATE - 10-25-94	REVISED - R. BORO 12-06-11

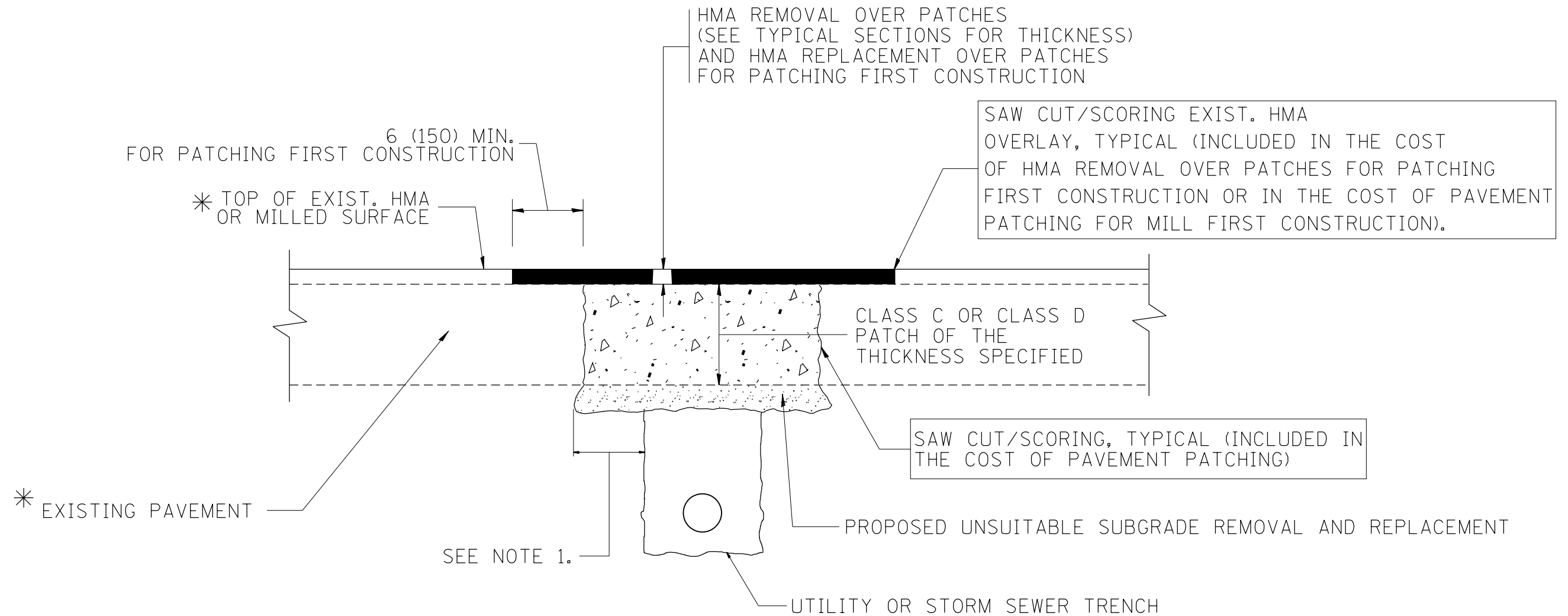
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	72
BD600-03 (BD-8)		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				





\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME =	USER NAME = hardnettbr	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Drawings\Design\PI25012-shr-staging.dgn	PLotted SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					343	(30 & 1820) N-2 (12)	COOK	97	73
	PLOT DATE = 12/17/2015	DATE - 10-25-94	REVISED - R. BORO 09-04-07		<b>BD400-04 (BD-22)</b>			<b>CONTRACT NO. 60V02</b>				
			REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001  
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) \*\*

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

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

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

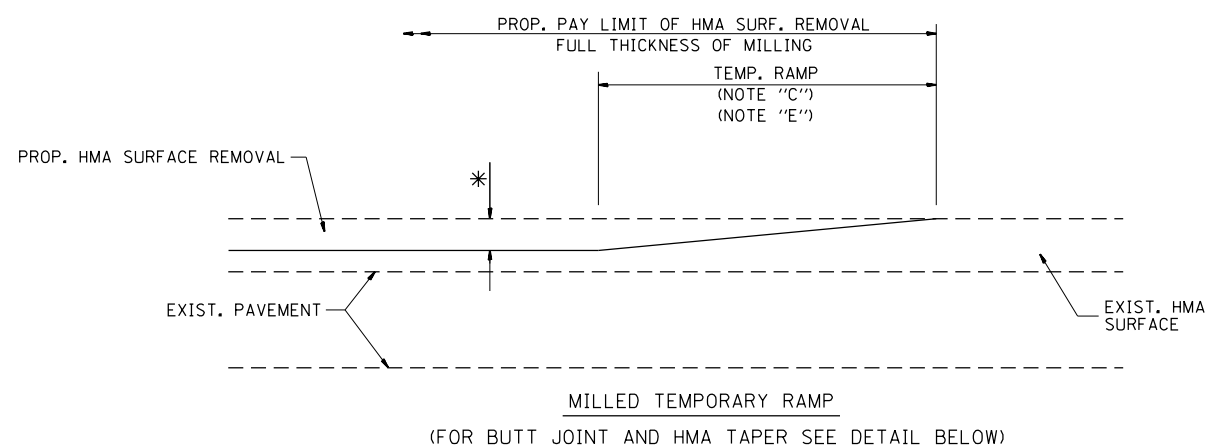
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

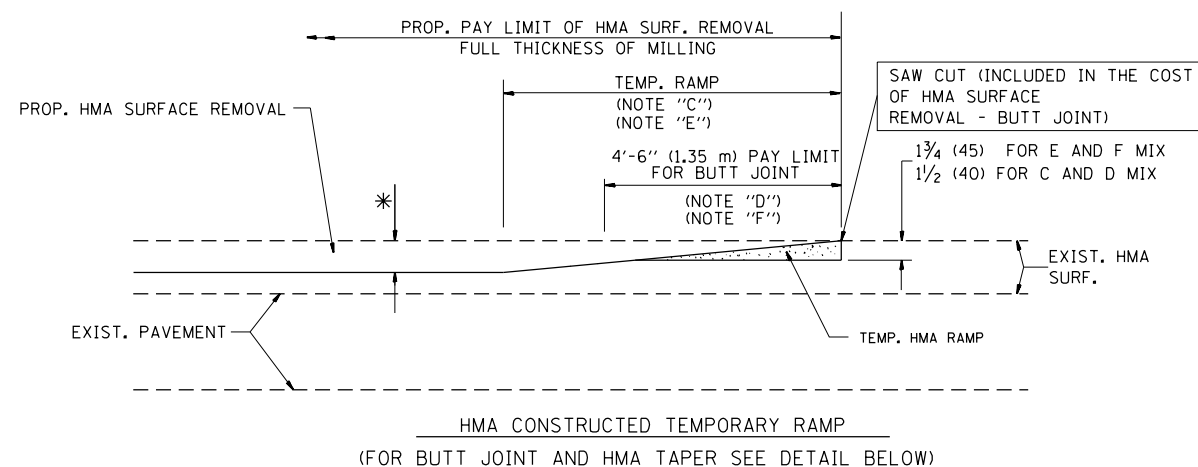
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = hardnetbr	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\PI25012-shr-staging.dgn		REVISION	REVISED - A. ABBAS 03-21-97			343	(30 & 1820) N-2 (12)	COOK	97	74
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01				<b>BD600-06 (BD-24)</b>		<b>CONTRACT NO. 60V02</b>		
PLOT DATE = 12/17/2015	DATE - 03-11-94	REVISED - R. BORO 12-15-09	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT

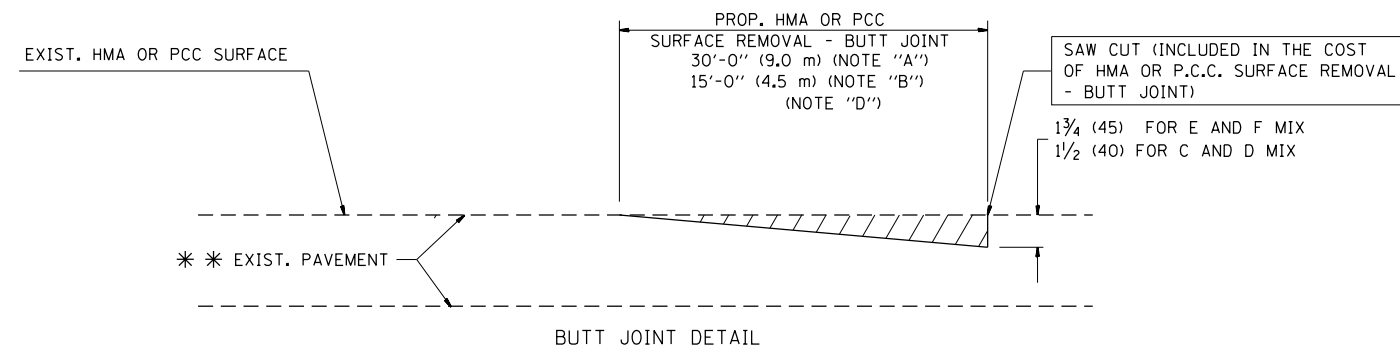


**OPTION 1**

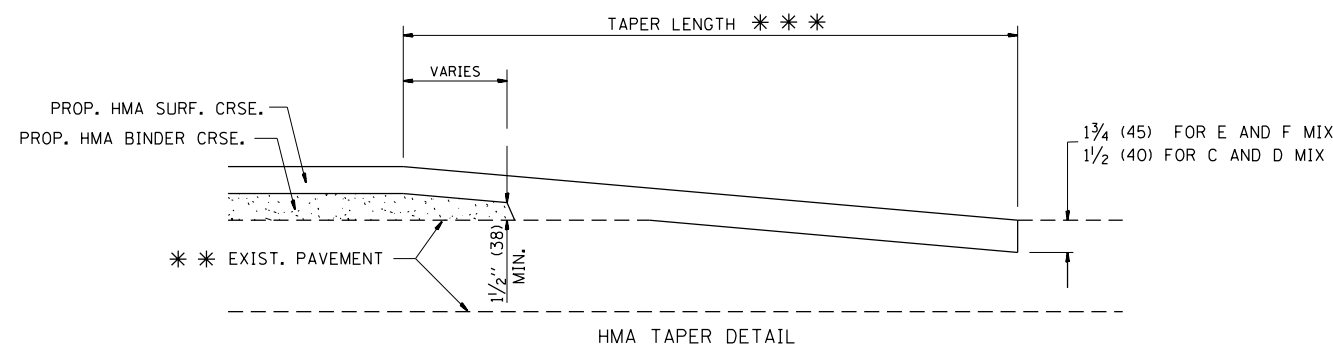


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

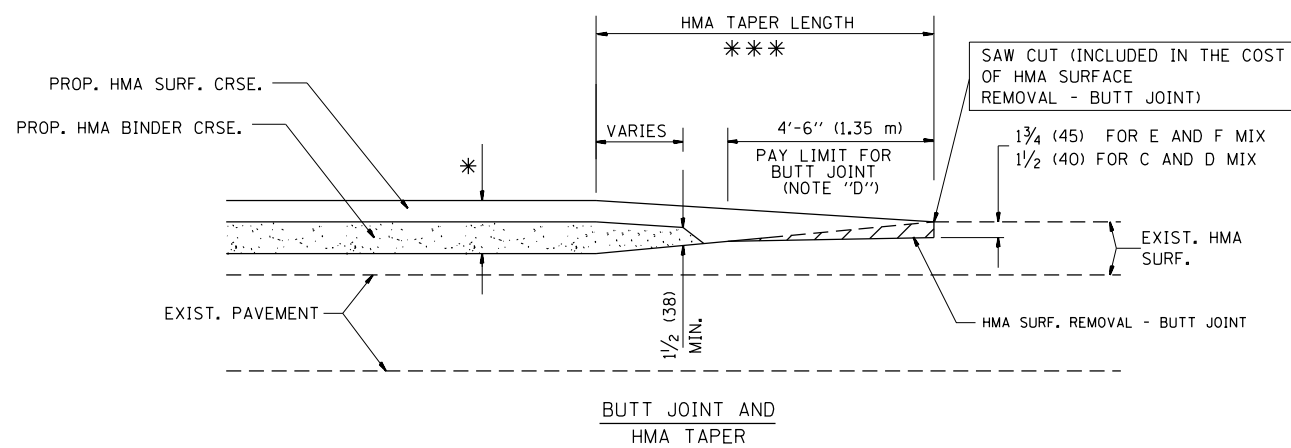
**NOTES**

- 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.



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

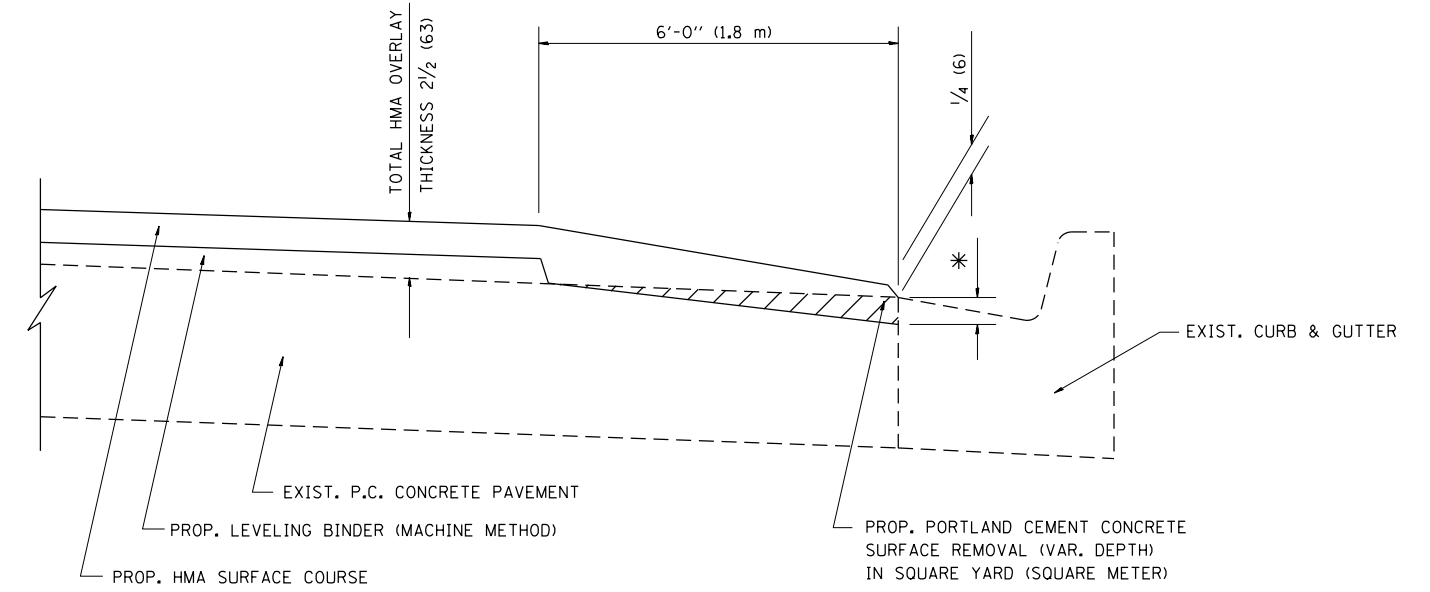
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p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\PI25012-sht-staging.dwg		REVISION	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/17/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	75
BD400-05 BD32		CONTRACT NO. 60V02		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT  
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
F	1 3/4 (44)	3/4 (19)	1/2 (38)

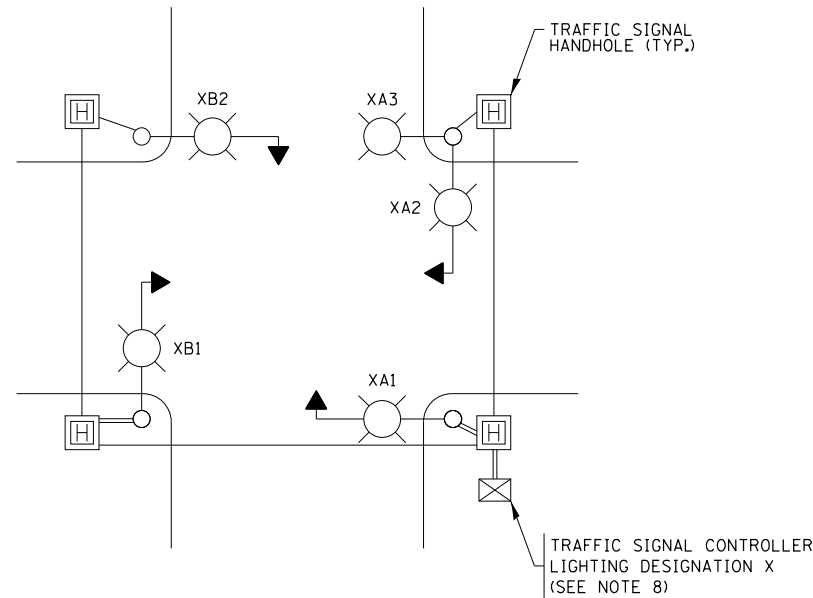
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DATE - 09-10-94	REVISED - E. GOMEZ 12-21-00
			REVISED - R. BORO 01-01-07

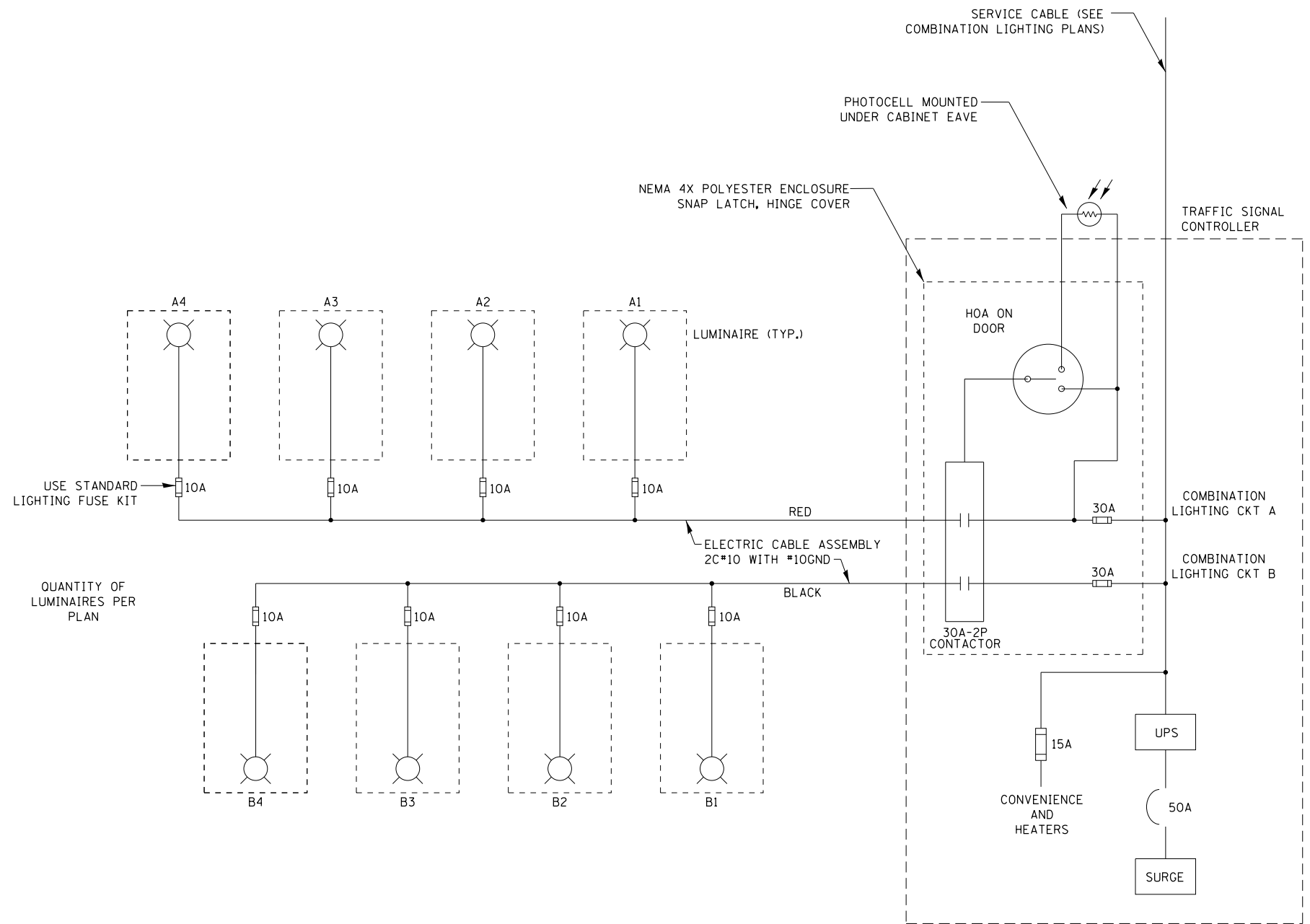
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT EDGE OF P.C.C. PAVEMENT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	76
BD400-06 (BD33)		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

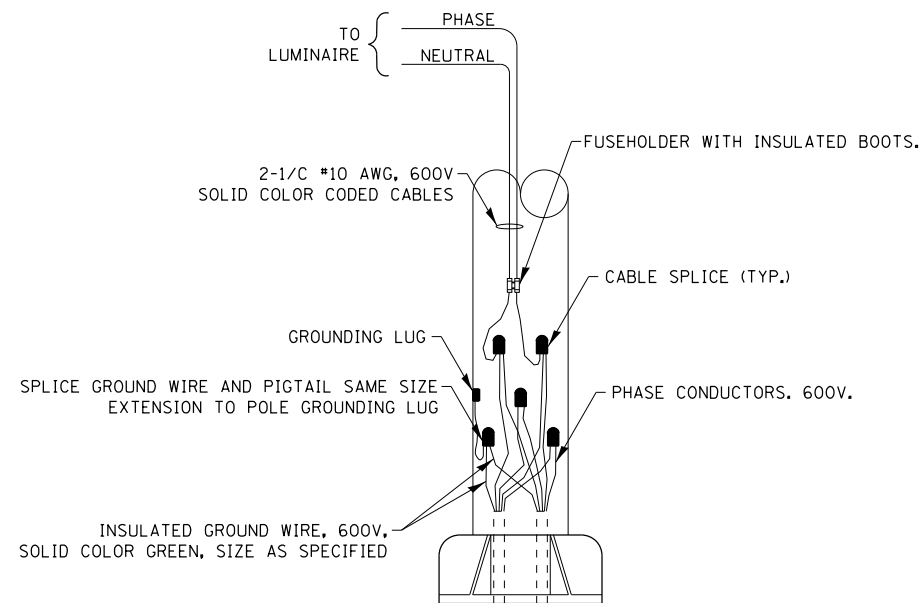


**TYPICAL LIGHTING CIRCUIT DESIGNATIONS**  
(NOT TO SCALE)



USE STANDARD LIGHTING FUSE KIT

QUANTITY OF LUMINAIRES PER PLAN



**COMBINATION POLE WIRING DETAIL**  
(NOT TO SCALE)

**NOTES:**

1. 4 LUMINAIRES PER CIRCUIT, MAXIMUM.
2. MULTI-CONDUCTOR CABLE ASSEMBLY FOR LIGHTING CIRCUITS.
3. ROUTE LIGHTING CIRCUITS IN TRAFFIC SIGNAL CONDUIT SYSTEM.
4. ALL SPLICES AND CONNECTIONS FOR ROADWAY LIGHTING SHALL BE AT POLE BASE ONLY.
5. ALL CONTROLLERS TO HAVE TWO FUSED LIGHTING BRANCH CIRCUITS.
6. ALL WIRING SHALL BE NEATLY DRESSED, IDENTIFIED BY TAGS, AND SUPPORTED. (UNDERGROUND SPLICING OF LIGHTING CONDUCTORS IS NOT PERMITTED).
7. LIGHTING CONTROLLER DESIGNATION SHALL BE CONFIRMED WITH THE ENGINEER.
8. RECORD DRAWING SHALL INCLUDE:
  - TRAFFIC SIGNAL PLAN SHEET(S)
  - TRAFFIC SIGNAL CABLE PLAN SHEET(S)
  - LIGHTING PLANS
  - THIS DETAIL
9. THE H.O.A. SWITCH SHALL BE LABELED AS "LIGHTING CONTROL" WITH THE POSITIONS "AUTO", "OFF" AND "TEST" WITH ENGRAVED NAME PLATES.

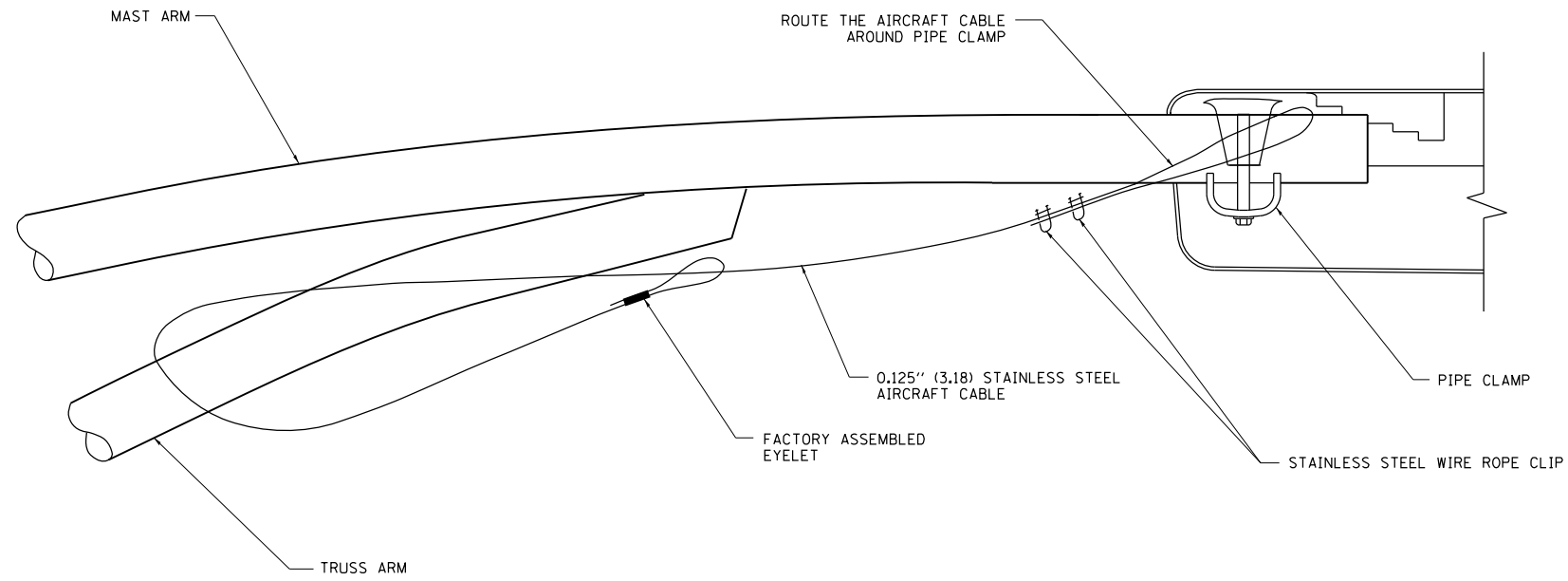
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Default	PLOT SCALE = 100.0000' / 1in.	DRAWN - RT	REVISIONS -
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		DATE - 08/18/2014	REVISIONS -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

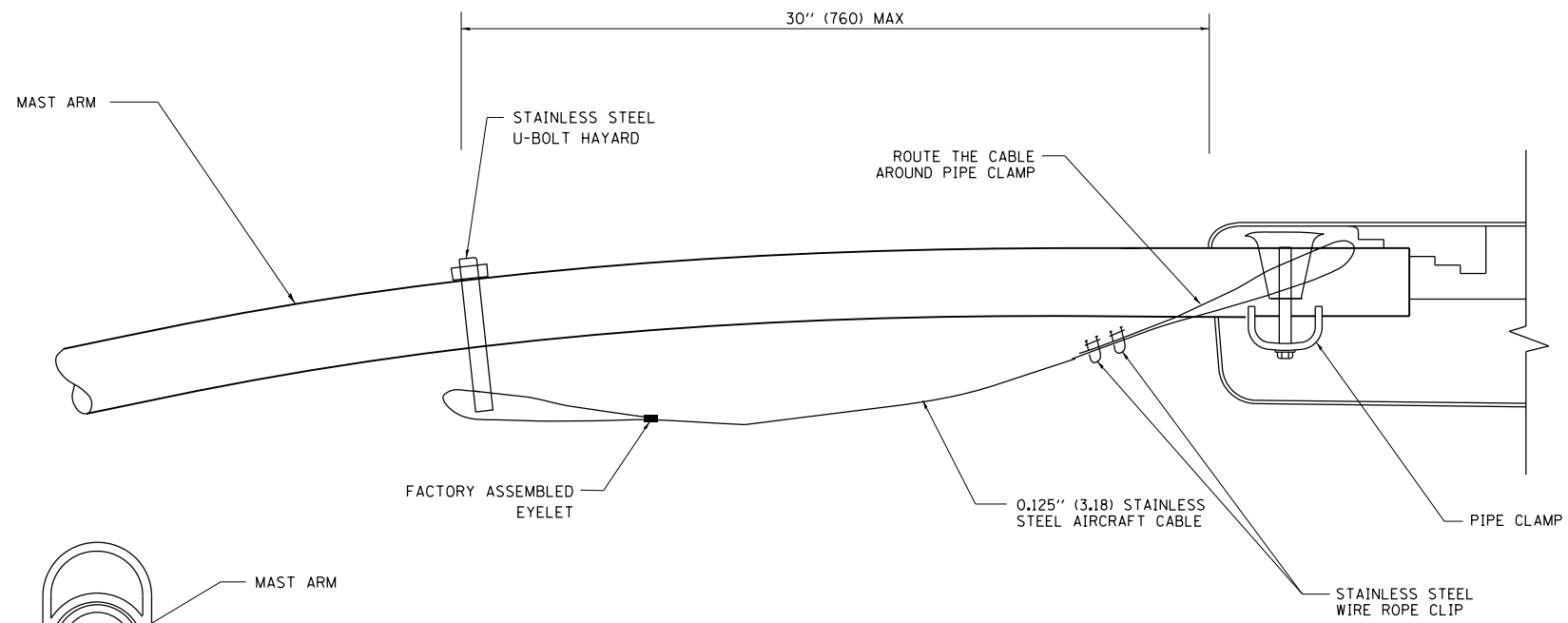
**COMBINATION LIGHTING, TRAFFIC SIGNAL SCHEMATIC**

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

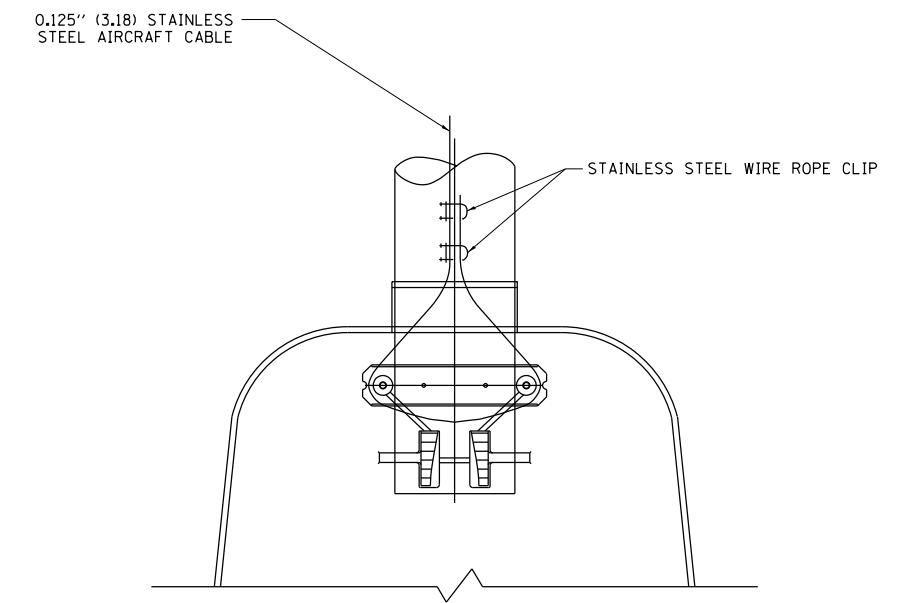
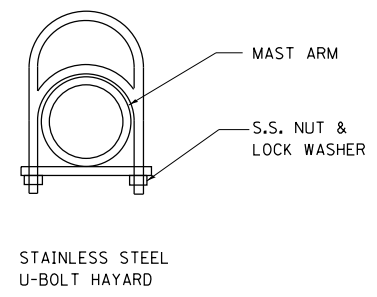
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	77
BE-240			CONTRACT NO. 60V02	
ILLINOIS FED. AID PROJECT				



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



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

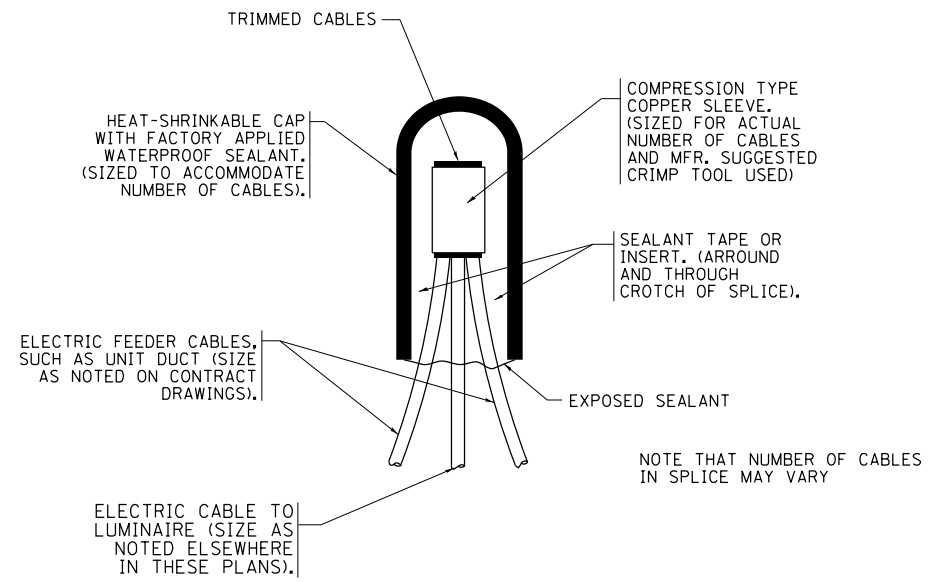


**BOTTOM VIEW**  
N.T.S.

**NOTES:**

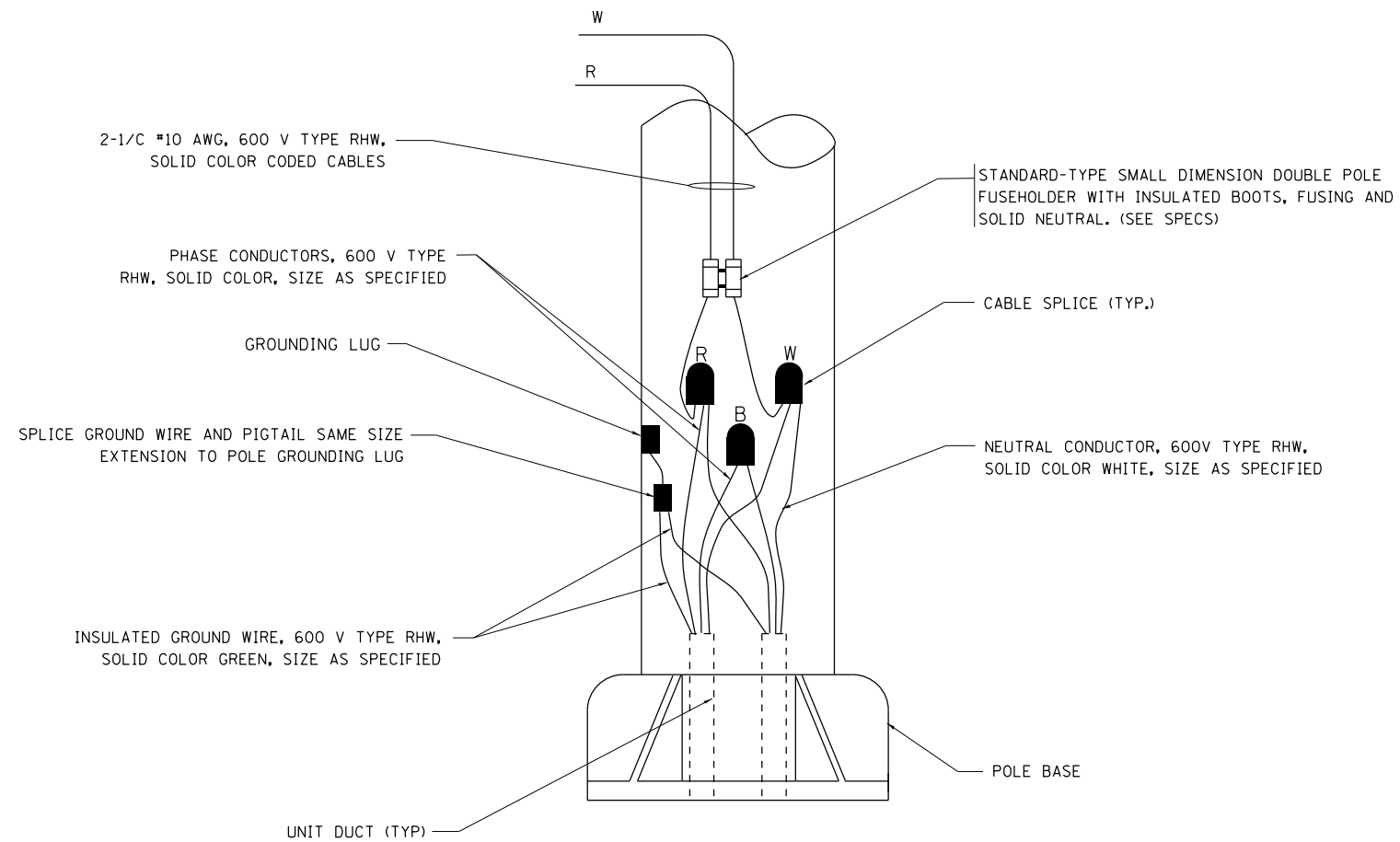
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700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

FILE NAME =	USER NAME = hardnetbr	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LUMINAIRE SAFETY CABLE ASSEMBLY</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\P125012\Drawings\Design\P125012-shd-staging.dgn	PLotted	CHECKED -	REVISED -					343	(30 & 1820) N-2 (12)	COOK	97	78
PLLOT SCALE = 100.0000' / in.	DATE -	REVISED -	REVISED -		<b>BE-701</b>		<b>CONTRACT NO. 60V02</b>					
PLLOT DATE = 12/17/2015	DATE -	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT			



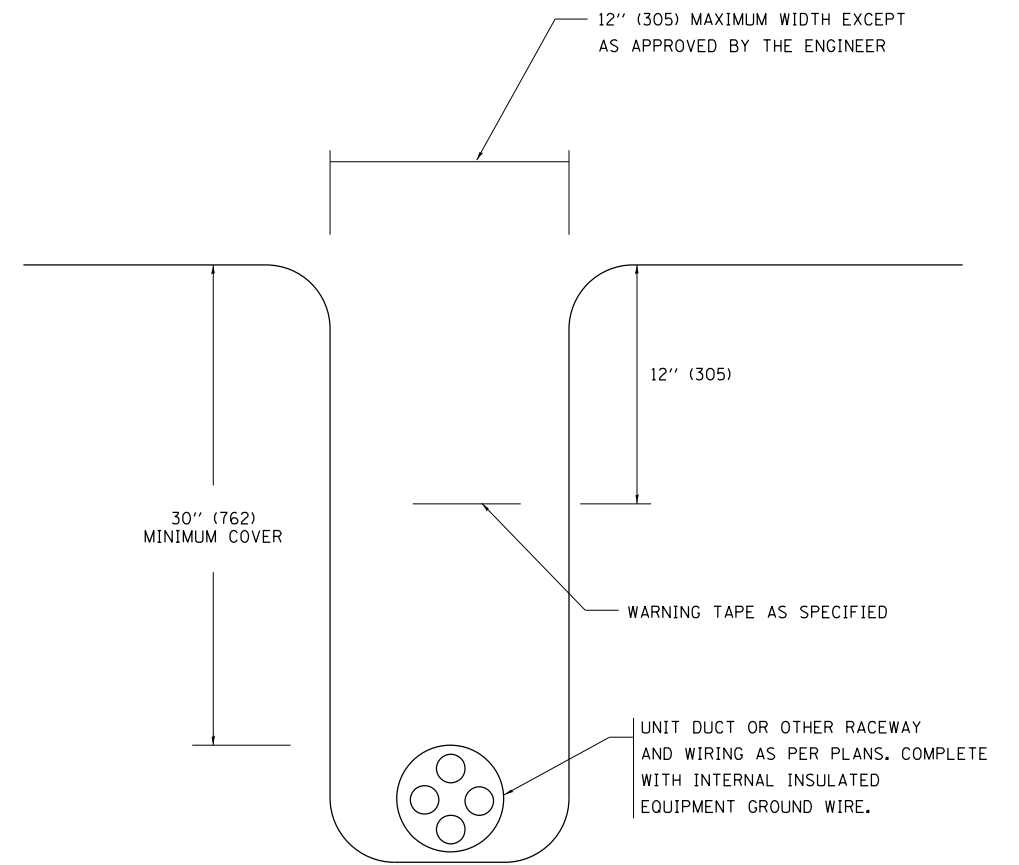
**TYPICAL SPLICE DETAIL**

N.T.S.



**POLE WIRING DETAIL**

N.T.S.



**TYPICAL WIRING IN TRENCH DETAIL**

N.T.S.

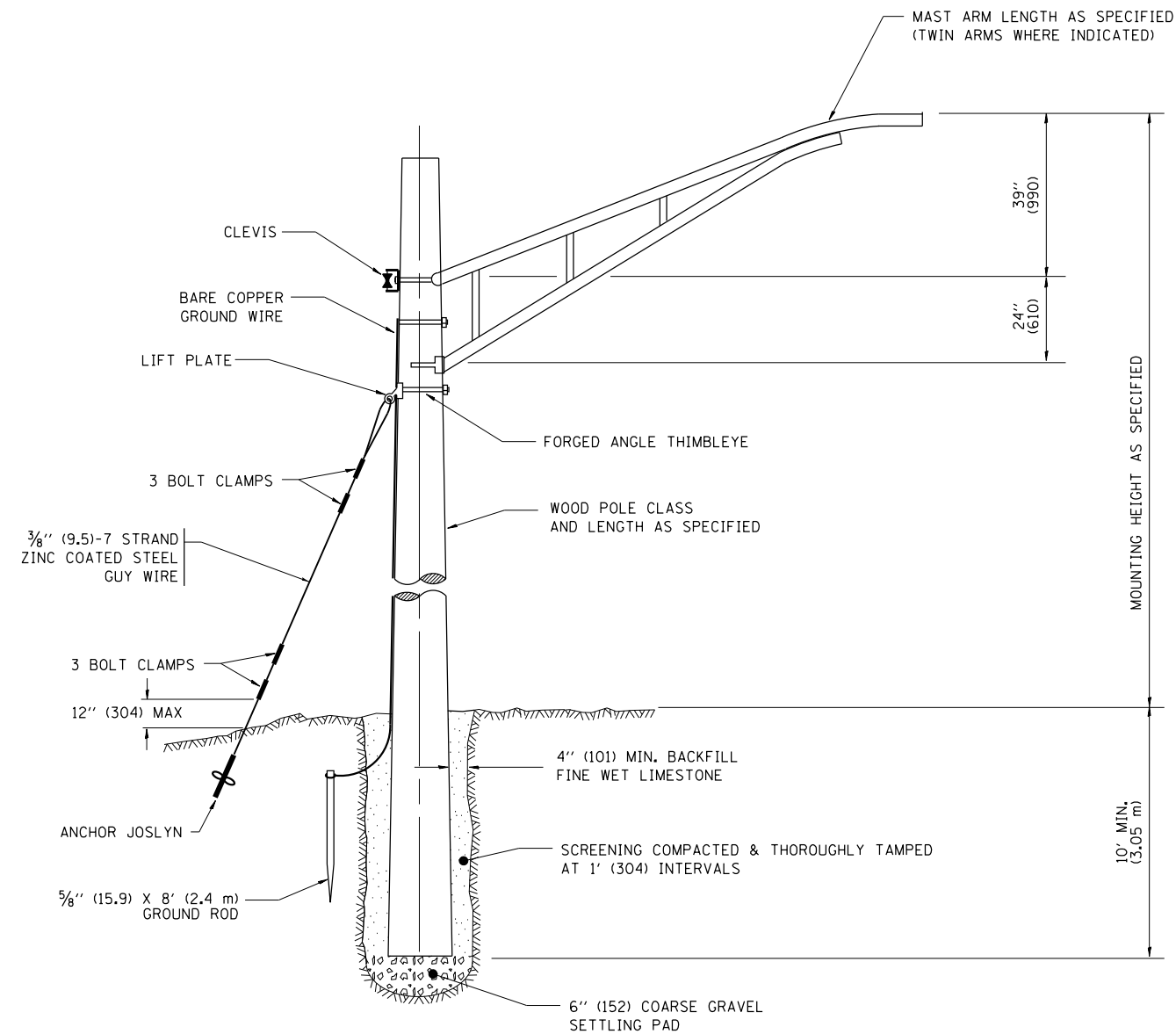
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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

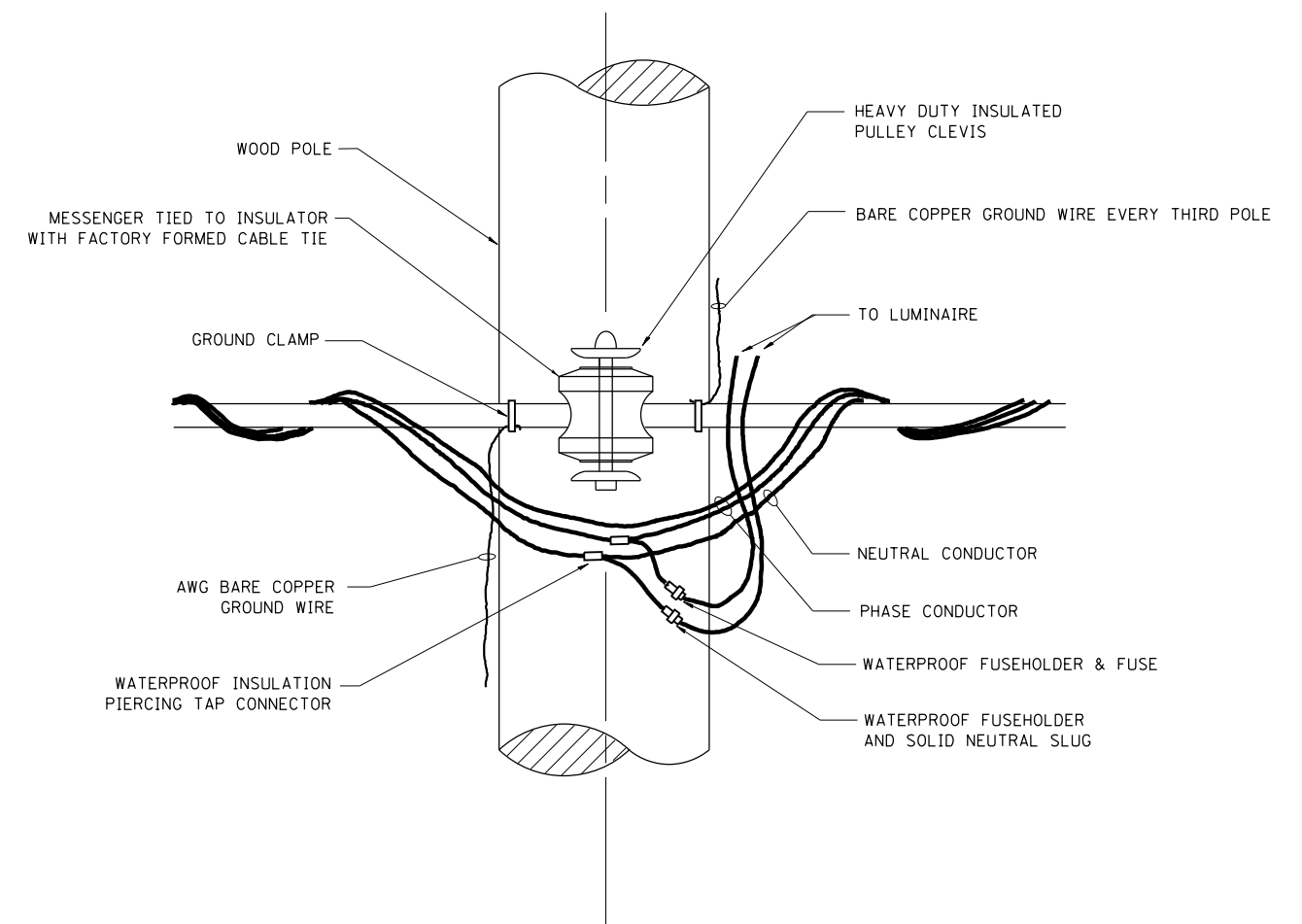
**MISC. ELECTRICAL DETAILS  
SHEET A**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	79
BE-702		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TEMPORARY LIGHT POLE DETAIL

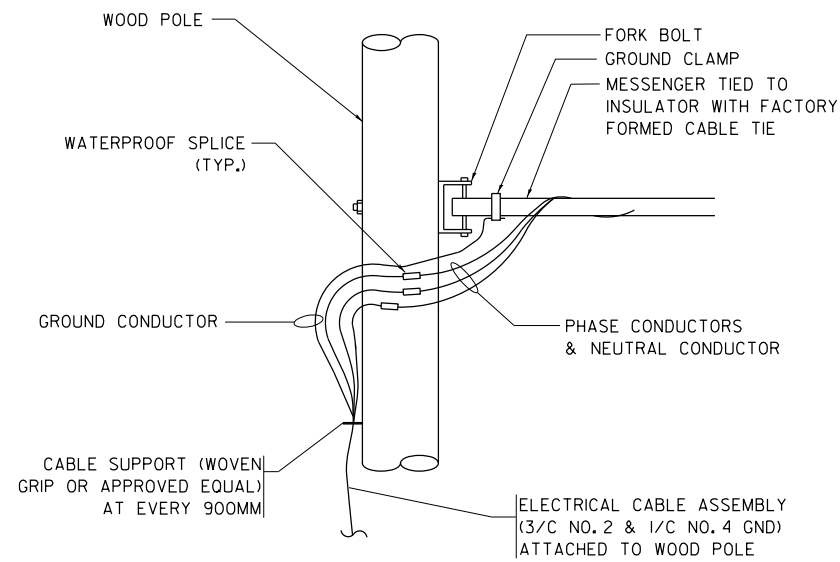


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

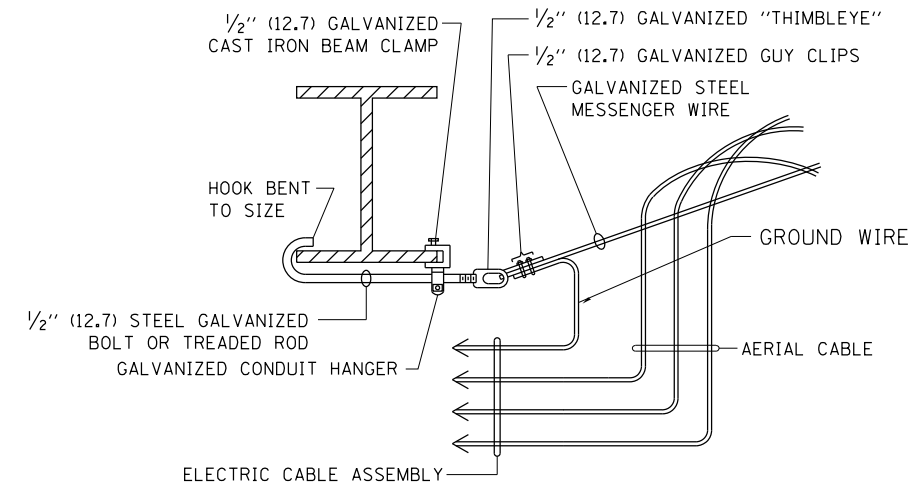
- NOTES:**
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHT POLE DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 100.0000' / 1in.	DATE -	REVIS	REVISED -		CONTRACT NO. 60V02								
PLOT DATE = 12/17/2015	DATE -	REVIS	REVISED -		FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT								





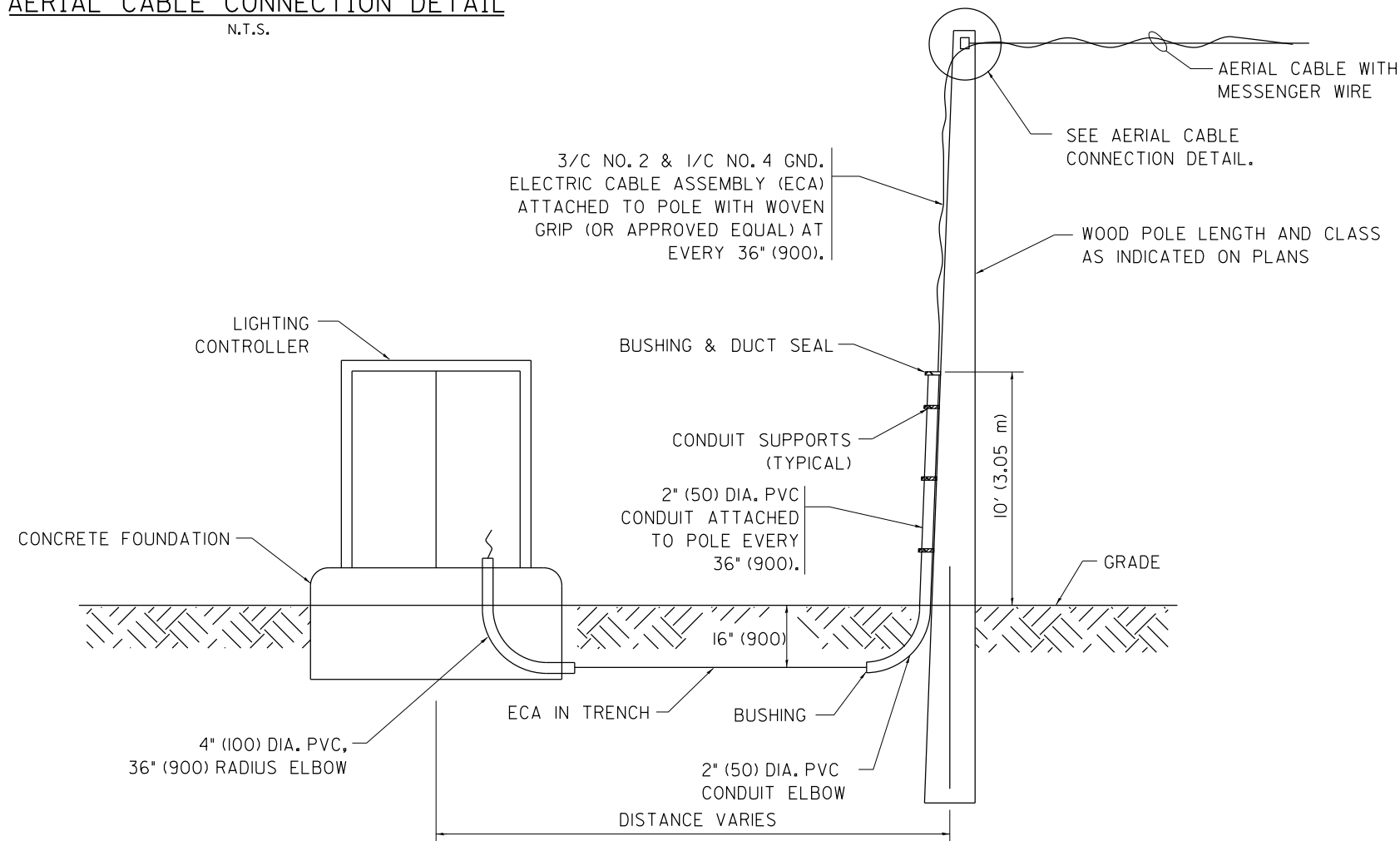
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**AERIAL CABLE ATTACHED TO STRUCTURE**  
NOT TO SCALE

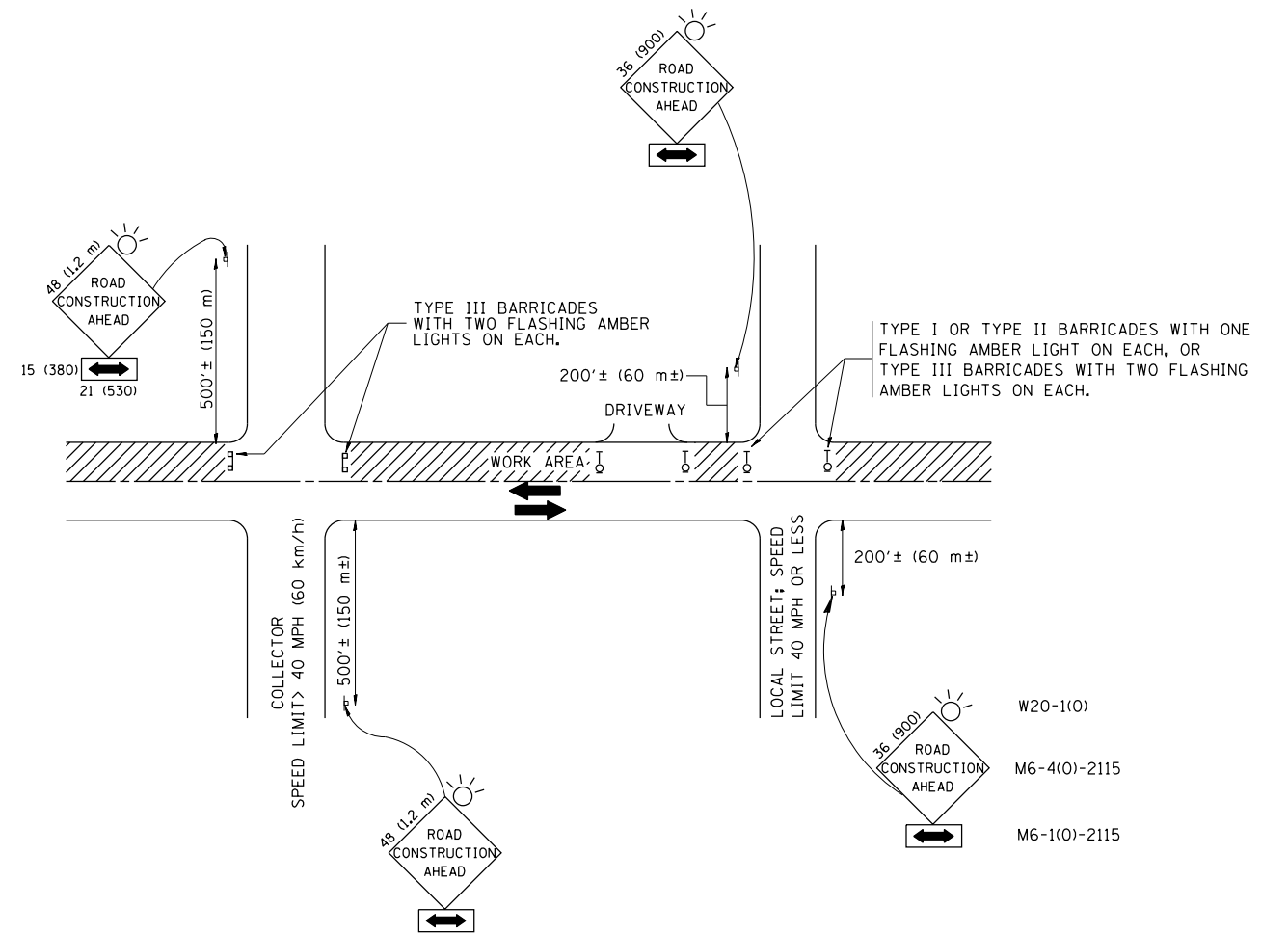
**NOTES:**

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



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

FILE NAME =	USER NAME = hardnettr	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY AERIAL CABLE INSTALLATION</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / 1in.	DATE -	DATE -	DATE -					<b>BE-801</b>		<b>CONTRACT NO. 60V02</b>		
PLOT DATE = 12/17/2015	DATE -	DATE -	DATE -					FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					



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.

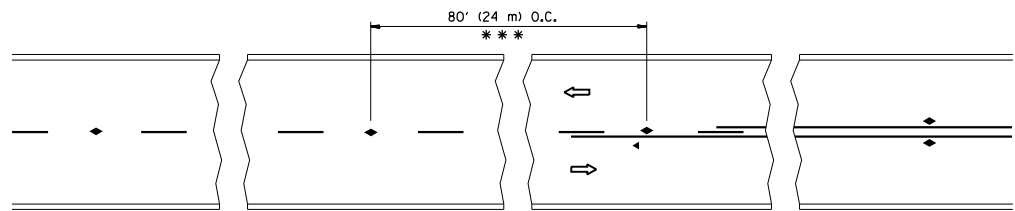
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		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

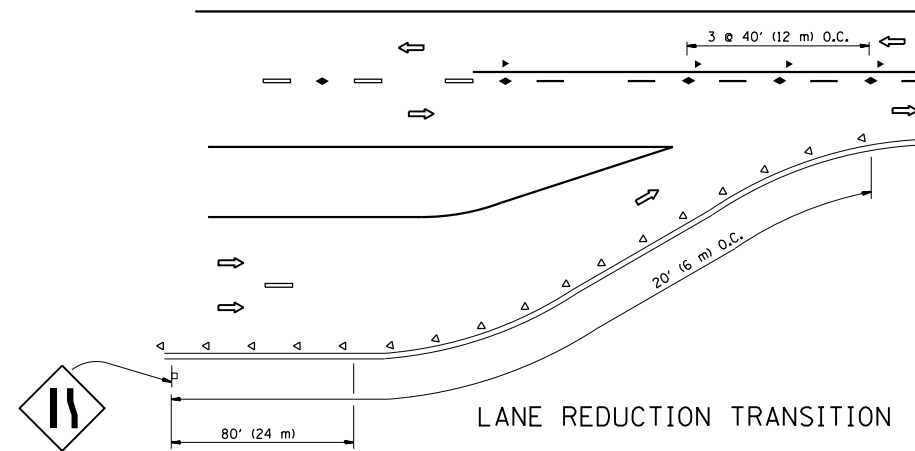
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	82
TC-10			CONTRACT NO.	60V02
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

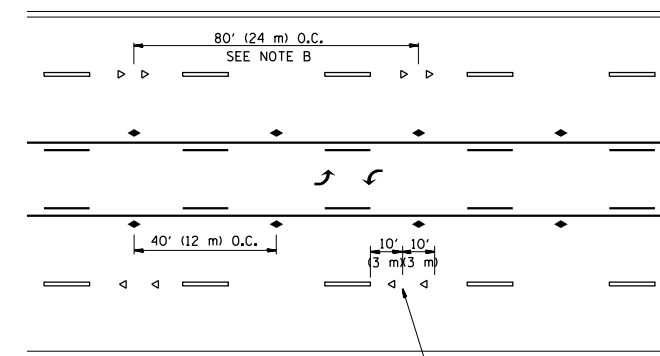


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

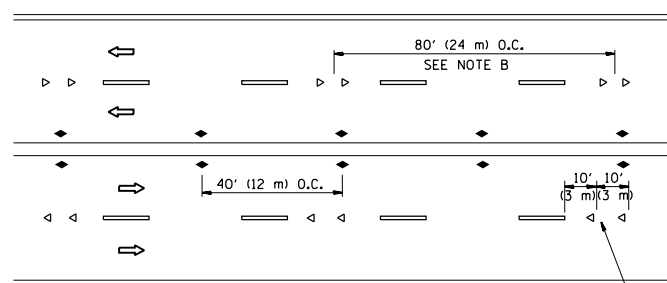
TWO-LANE/TWO-WAY



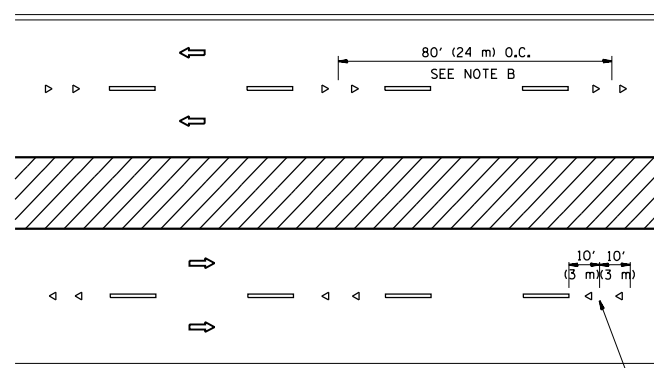
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

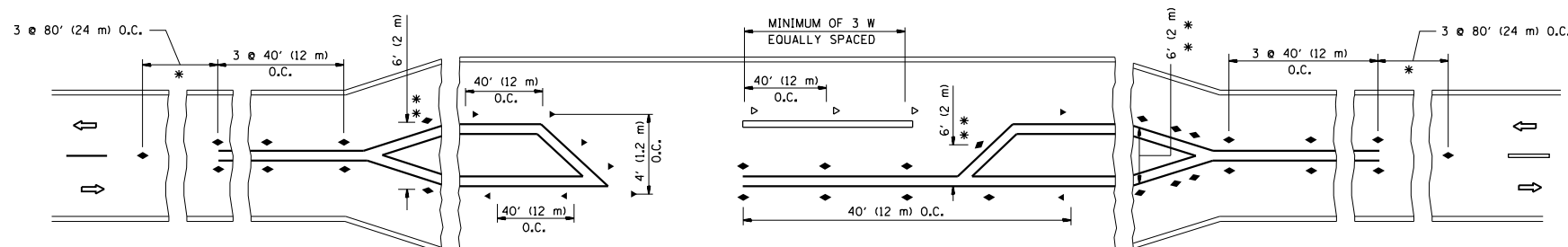
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



LEFT TURN

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

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

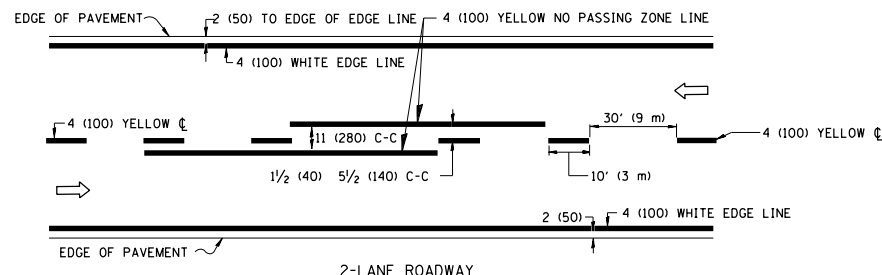
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		DATE -	REVISED - T. RAMMACHER 01-06-00
			REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

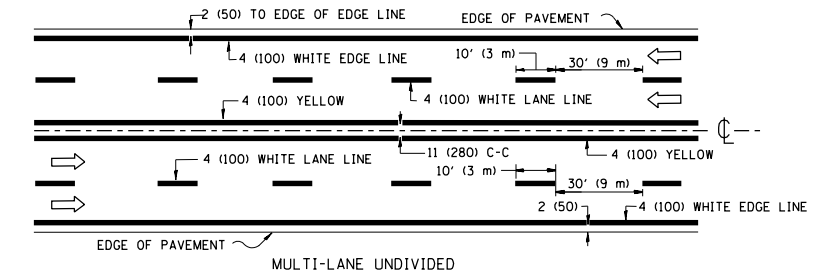
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

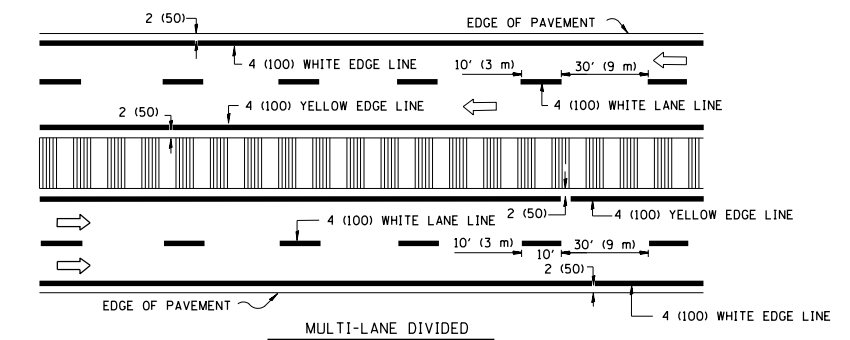
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	83
TC-11		CONTRACT NO. 60V02		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



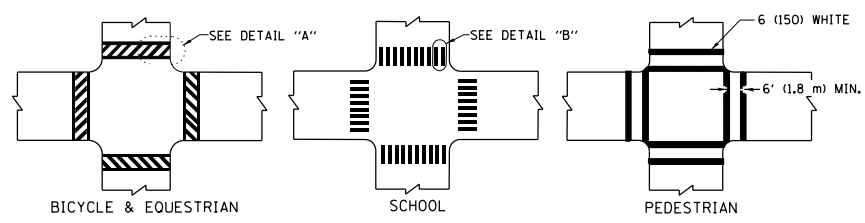
MULTI-LANE UNDIVIDED



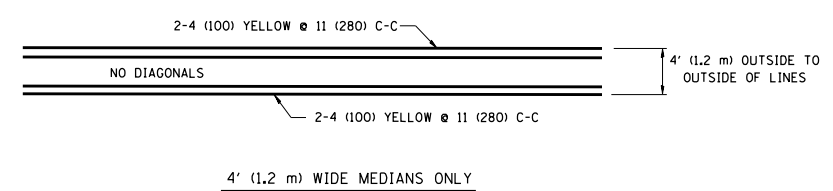
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

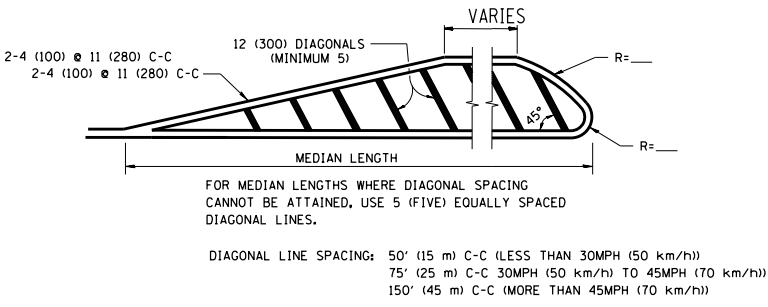
TYPICAL LANE AND EDGE LINE MARKING



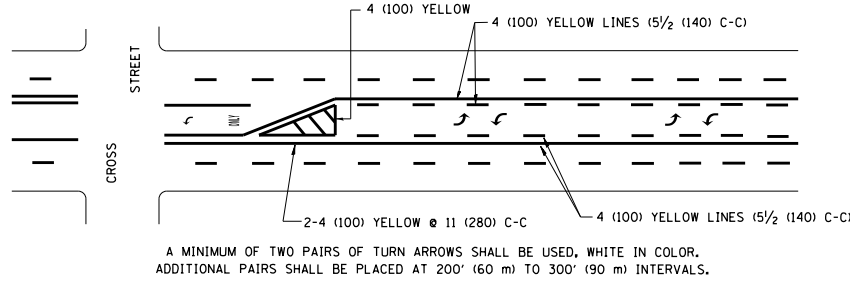
TYPICAL CROSSWALK MARKING



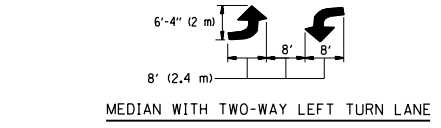
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



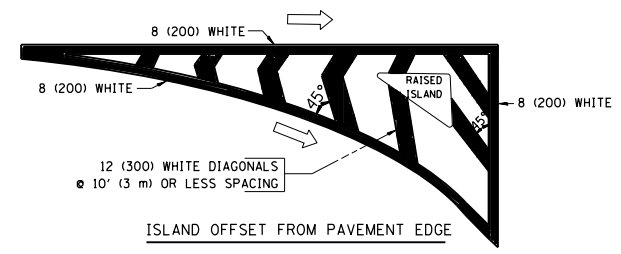
TYPICAL PAINTED MEDIAN MARKING



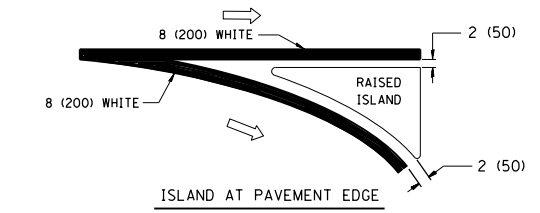
TYPICAL LEFT (OR RIGHT) TURN LANE

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
 AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
 \* 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 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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES ON FREEWAYS	5 (125)	SKIP-DASH	WHITE	
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; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE. SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) 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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> ) EACH
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.

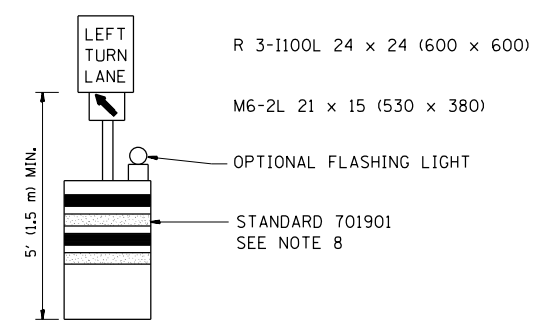
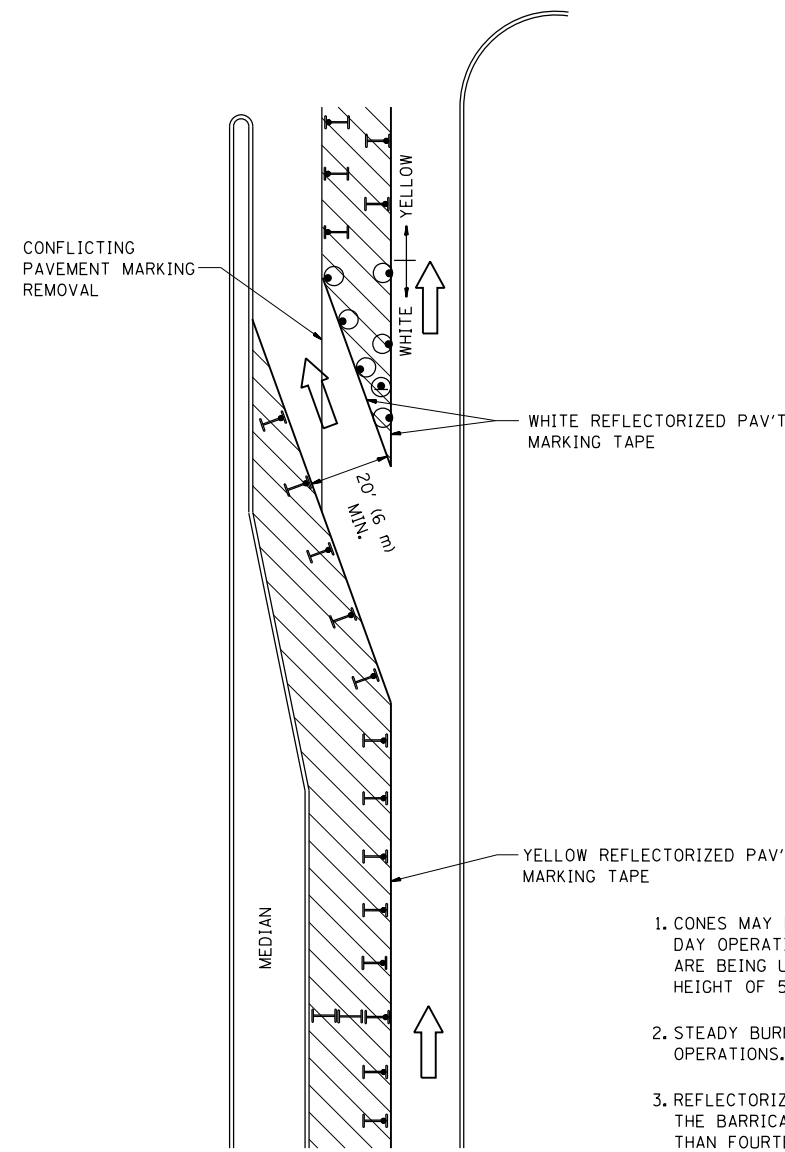
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = hardnetbr	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\P125012\Design\P125012-sh1-staging.dwg		CHECKED -	REVISED - C. JUCIUS 09-09-09
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	84
TC-13		CONTRACT NO. 60V02		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				









**GENERAL NOTES**

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

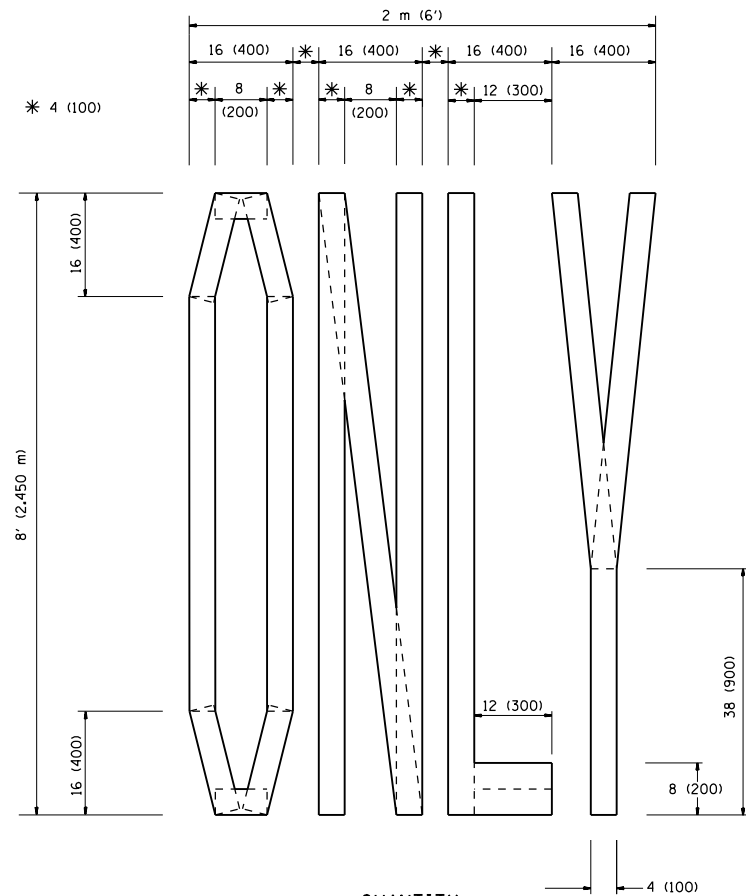
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = hardnettbr	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI2500\Design\HOUSEH-11-07-95.dgn		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT SCALE = 100.0000' / in.		REVISED - T. RAMMACHER 01-06-00	REVISED -
PLOT DATE = 12/17/2015			

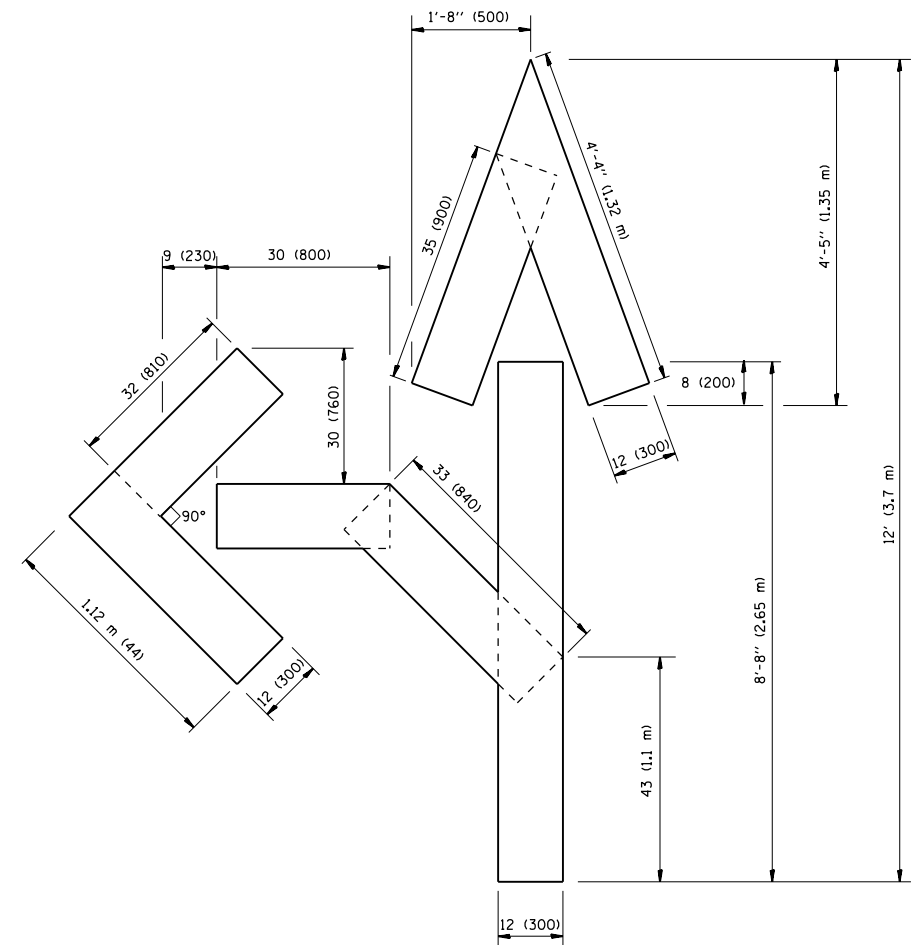
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

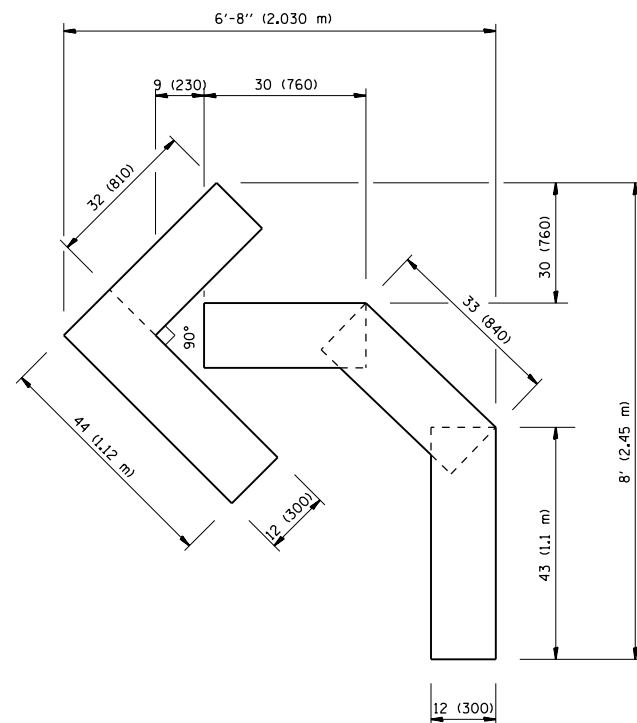
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	85
TC-14			CONTRACT NO. 60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

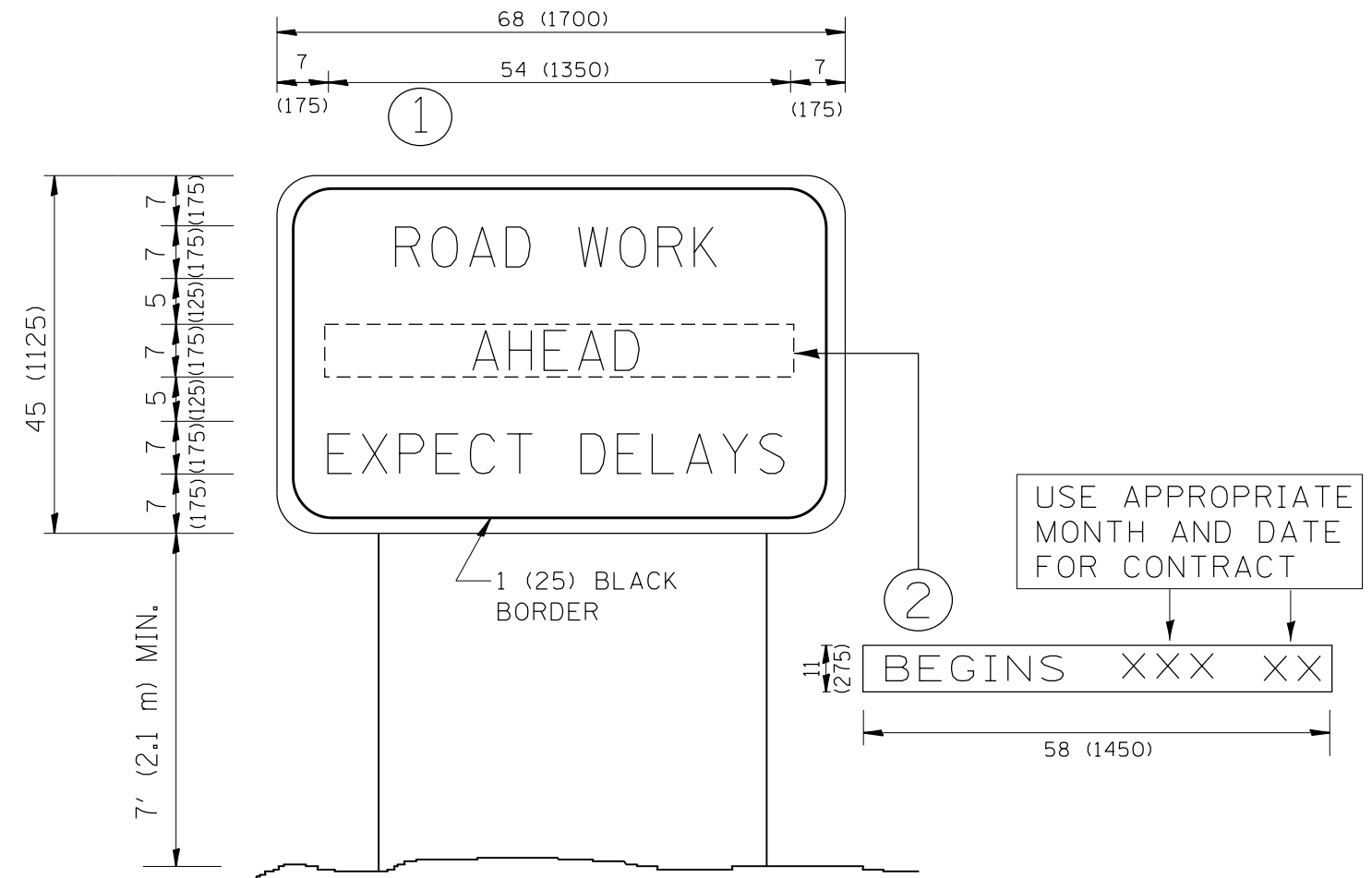
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pw:\IL\084EBIDINTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\PI25012\Design\PI25012-sht-staging.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
		CHECKED -	REVISED -T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	86
TC-16			CONTRACT NO. 60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

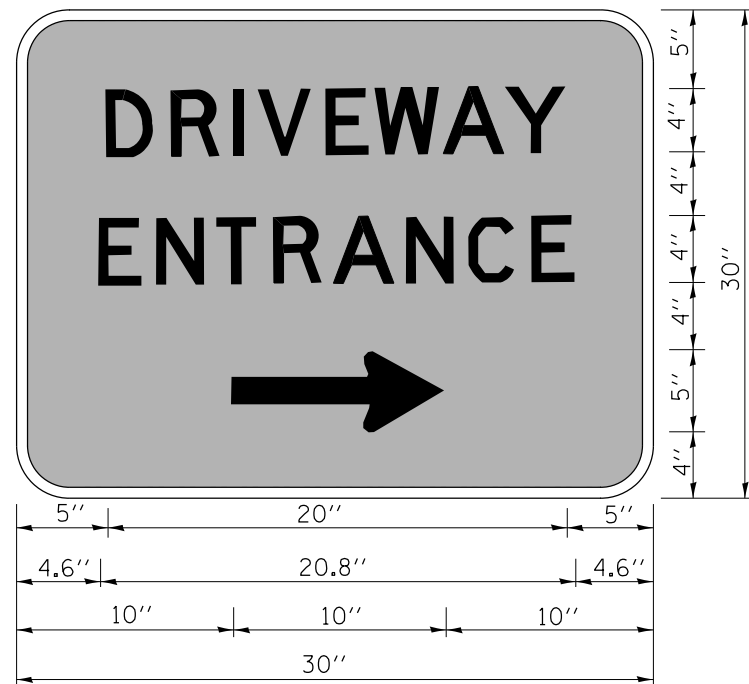


**NOTES:**

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

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

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI25012\Drawings\Design\PI25012-sh-t-staging.dgn		DRAWN	REVISED - R. MIRS 12-11-97			343	(30 & 1820) N-2 (12)	COOK	97	87
		CHECKED -	REVISED - T. RAMMACHER 02-02-99			<b>TC-22</b>		<b>CONTRACT NO. 60V02</b>		
		DATE -	REVISED - C. JUCIUS 01-31-07			<small>FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT</small>				
		PLOT SCALE = 100.0000' / in.		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.			
		PLOT DATE = 12/17/2015								



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

**NOTES:**

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

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED - C. JUCIUS 02-15-07
p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\PI25012\Drawings\Design\PI25012-sht-staging.dgn		REVISED -	
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

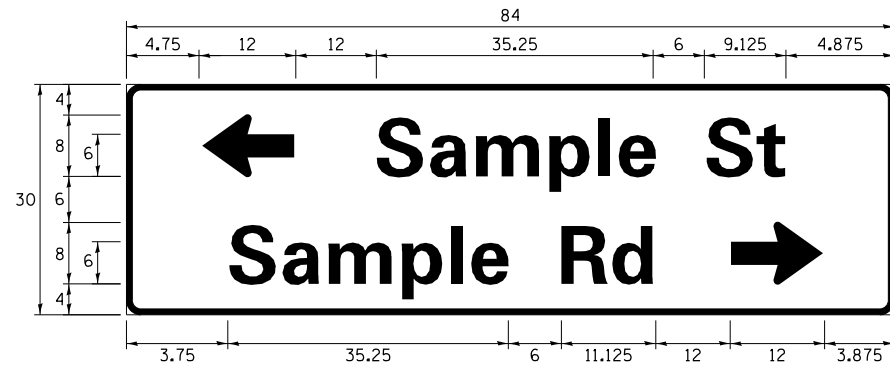
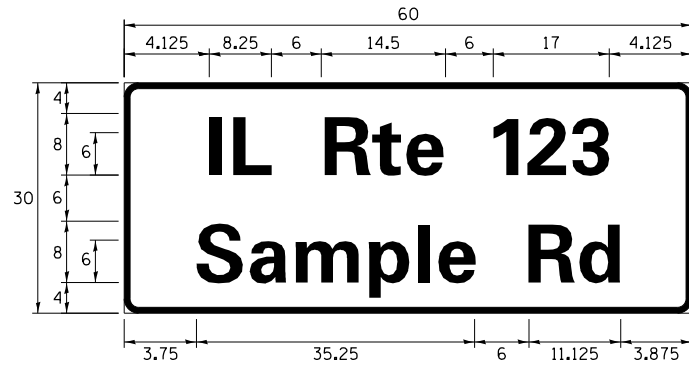
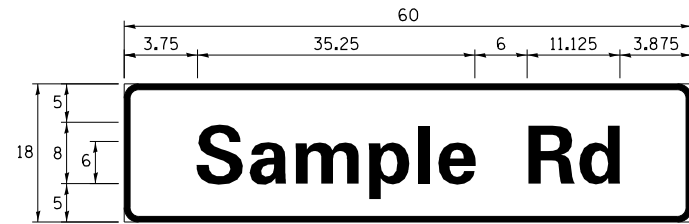
**DRIVEWAY ENTRANCE SIGNING**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	87
TC-26			CONTRACT NO. 60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**SIGN PANEL – TYPE 1 OR TYPE 2**



DESIGN SERIES	AREA ( SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

NAME	ABBREVIATION	WIDTH ( INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

**GENERAL NOTES**

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

**LOCAL SUPPLIERS:**

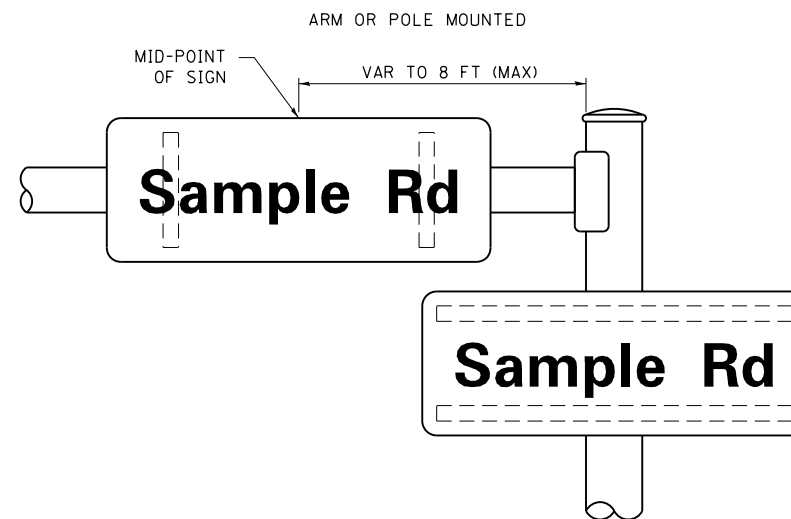
- J.O. HERBERT COMPANY, INC  
MIDLOTHIAN, VA
- WESTERN REMAC, INC.  
WOODRIDGE, IL

**PARTS LISTING:**

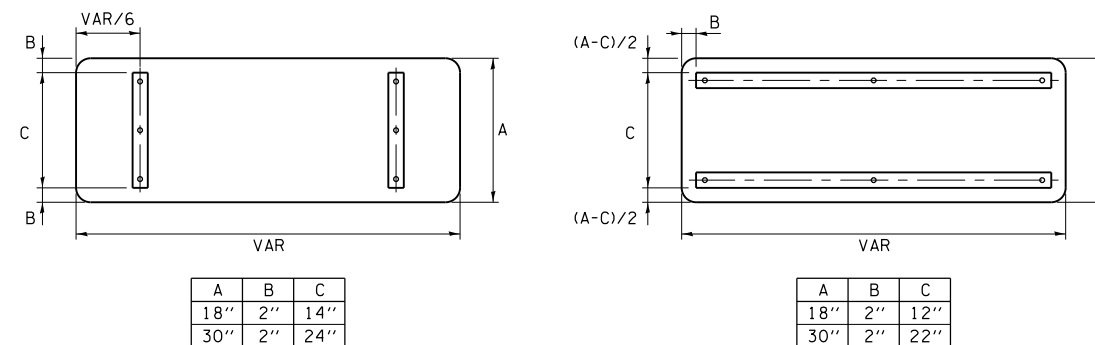
- SIGN CHANNEL PART \*HPN053 (MED. CHANNEL)  
1/4" x 14 x 1" H.W.H. #3  
SELF TAPPING WITH NEOPRENE WASHER
- SIGN SCREWS PART \*HPN034 (UNIVERSAL)  
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
- BRACKETS

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

**MOUNTING LOCATION**



**SUPPORTING CHANNELS**



**STANDARD ALPHABETS SPACING CHART**

( 8" ) UPPER CASE AND ( 6" ) LOWER CASE

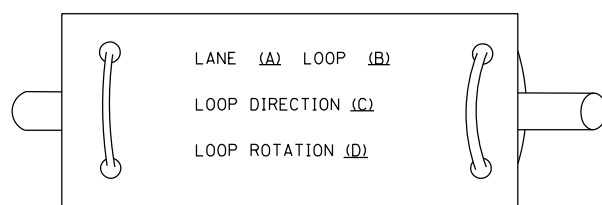
CHARACTER	FHWA SERIES "C"			FHWA SERIES "D"			
	LEFT SPACING ( INCH)	WIDTH ( INCH)	RIGHT SPACING ( INCH)	CHARACTER	LEFT SPACING ( INCH)	WIDTH ( INCH)	RIGHT SPACING ( INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240



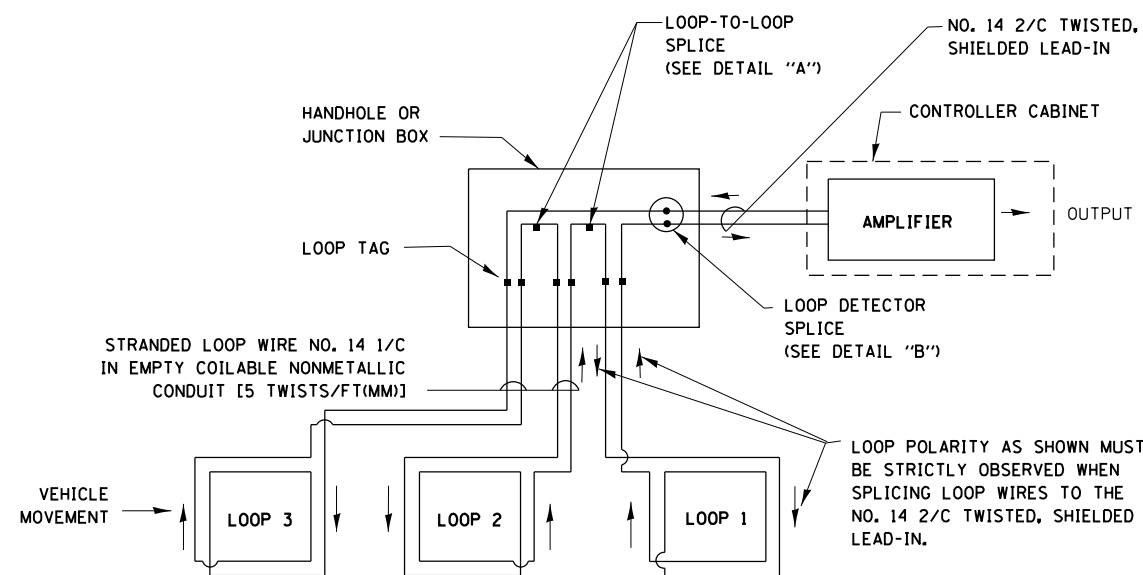
**LOOP DETECTOR NOTES**

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**

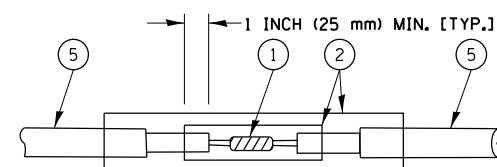


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

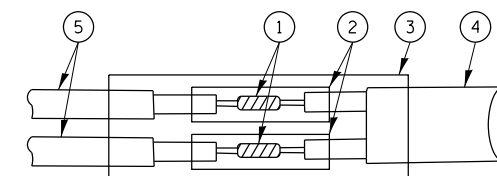


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

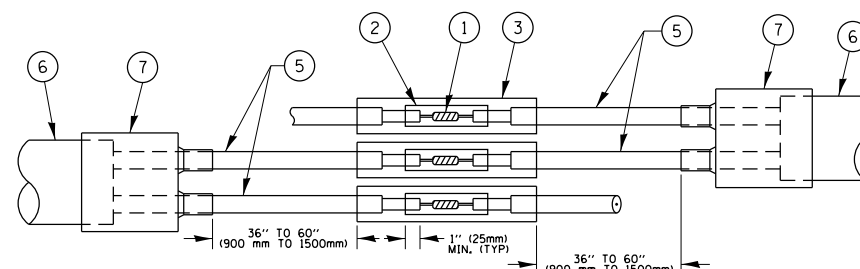


DETAIL "A"  
LOOP-TO-LOOP SPLICE

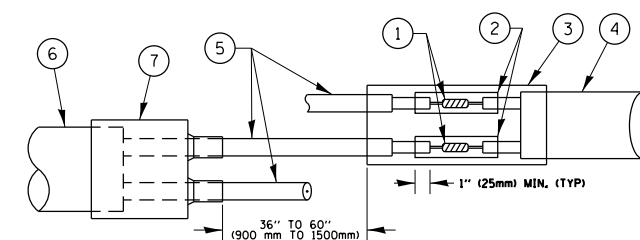


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



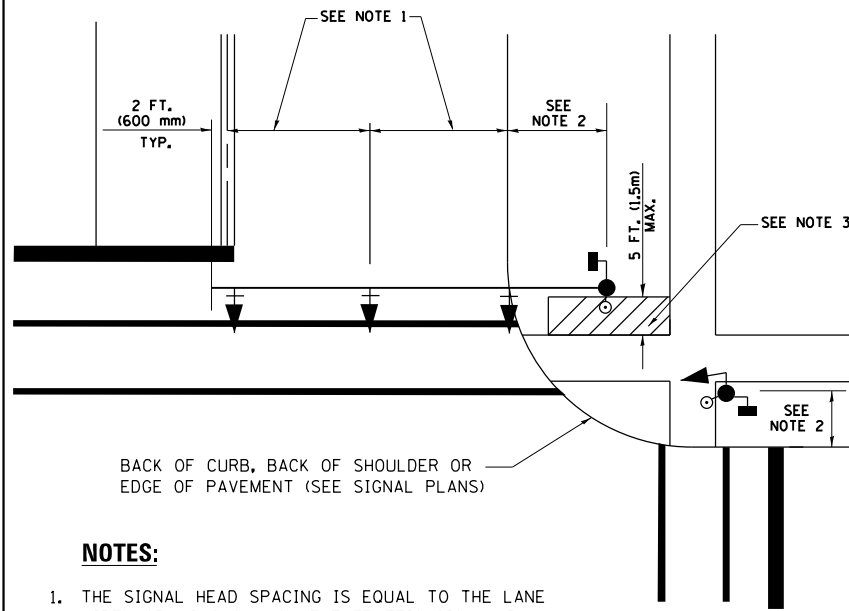
DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**LOOP DETECTOR SPLICE**

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

FILE NAME =	USER NAME = hardnetbr	DESIGNED - DAD	REVISED - DAG 1-1-14	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			F.A.P. RTE. 343	SECTION (30 & 1820) N-2 (12)	COUNTY COOK	TOTAL SHEETS 97	SHEET NO. 91
PLOT SCALE = 100.0000' / in.					CHECKED - DAD	SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA. TO STA.	<b>TS-05</b>		CONTRACT NO. 60V02	
PLOT DATE = 12/17/2015					DATE - 10-28-09	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
DRAWN BY: [unreadable]					REVISED -							

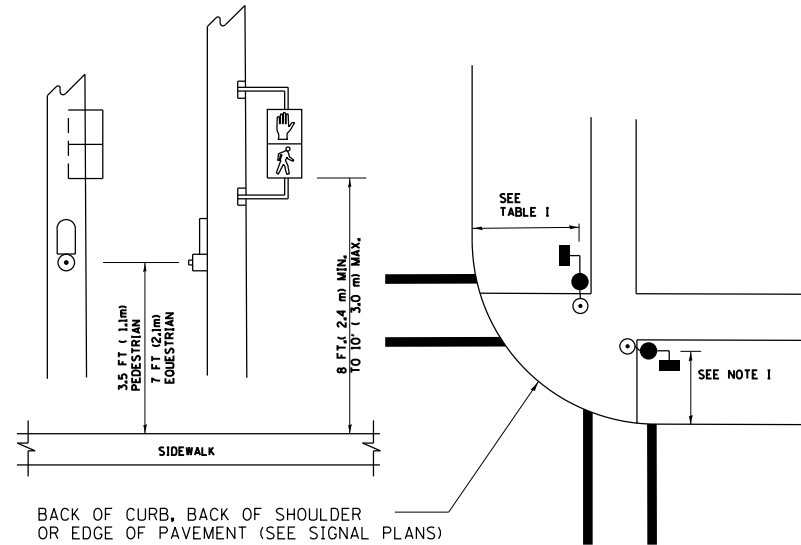
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST  
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR  
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN  
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



**NOTES:**

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

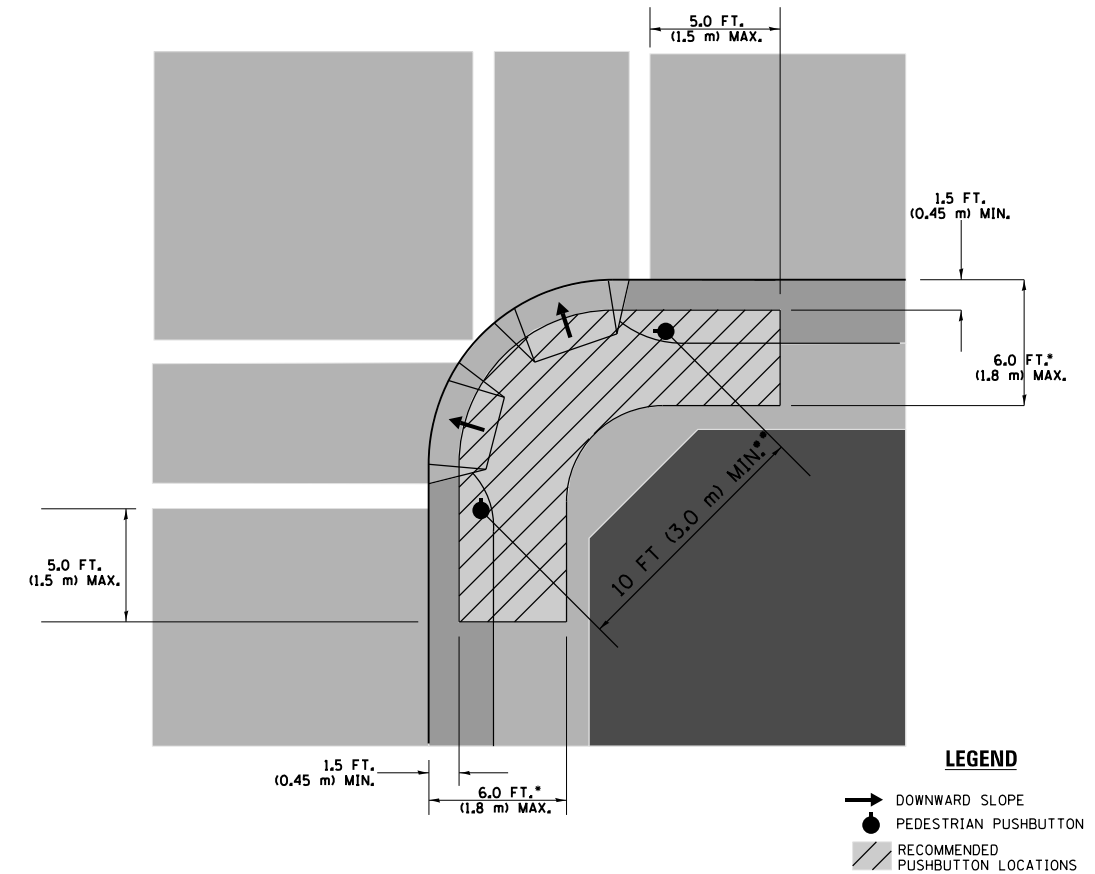
**PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



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

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

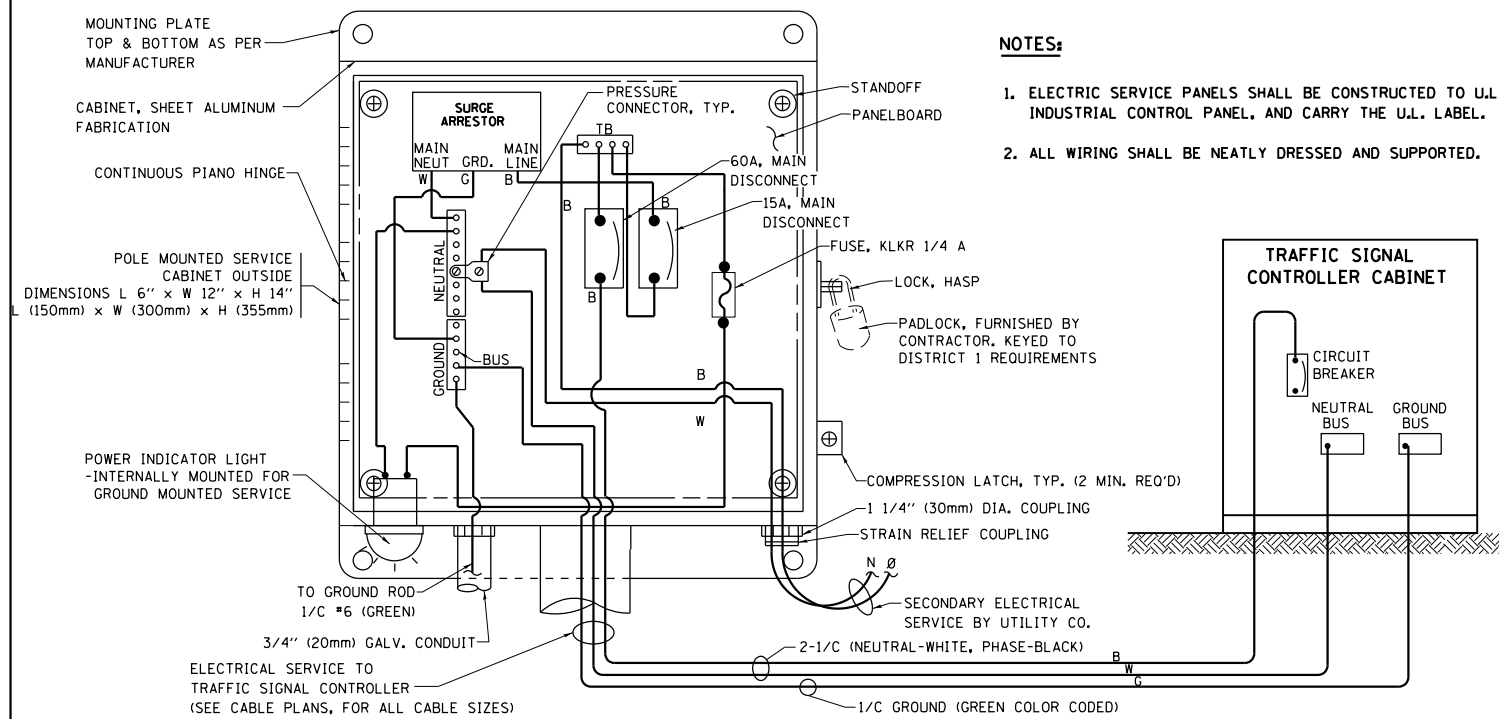
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		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

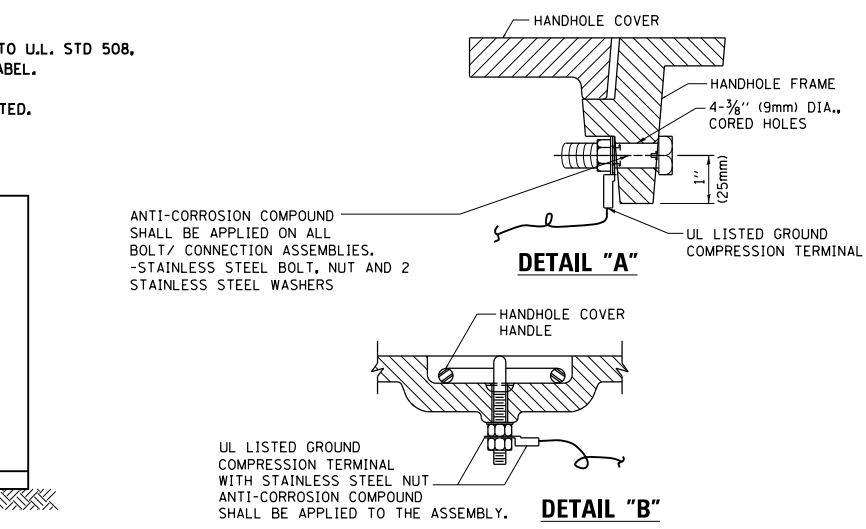
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	92
TS-05		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

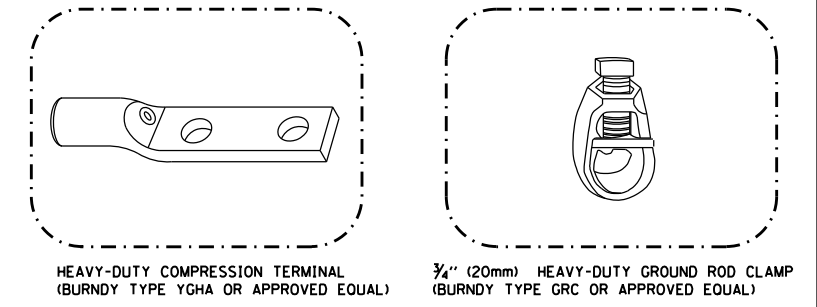
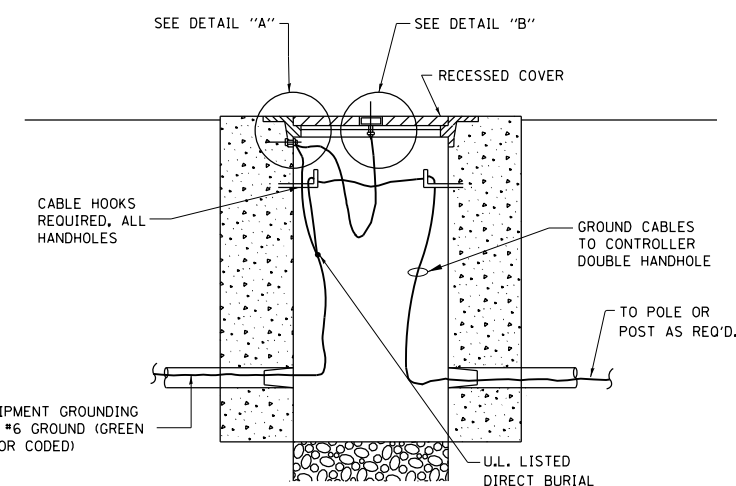


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)  
SERVICE INSTALLATION POLE MOUNT (SHOWN)  
(NOT TO SCALE)**

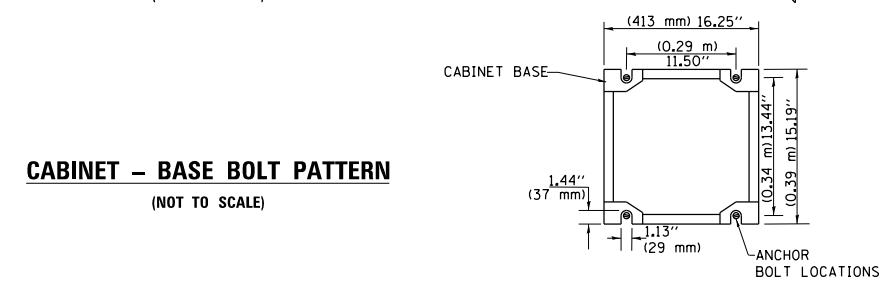
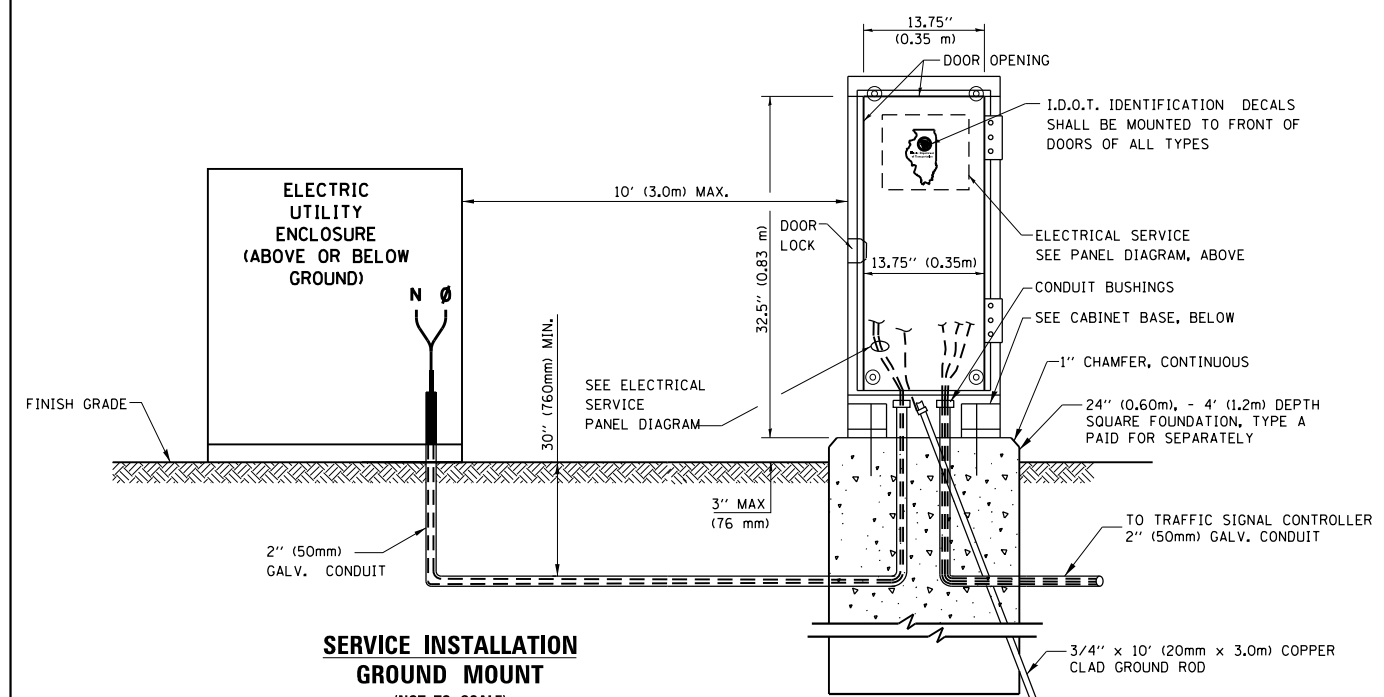
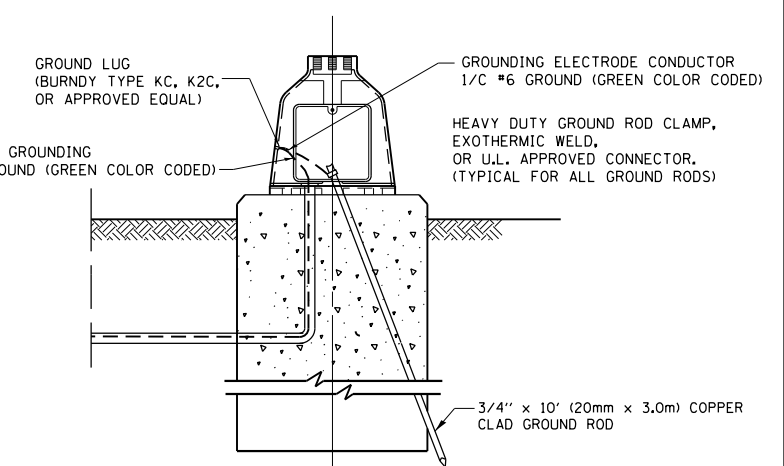
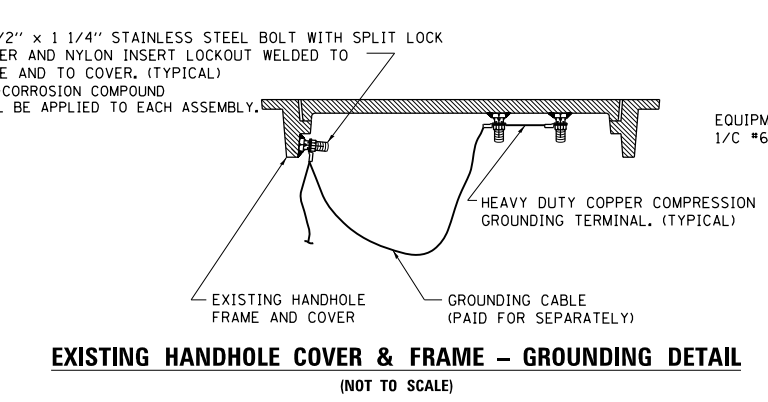


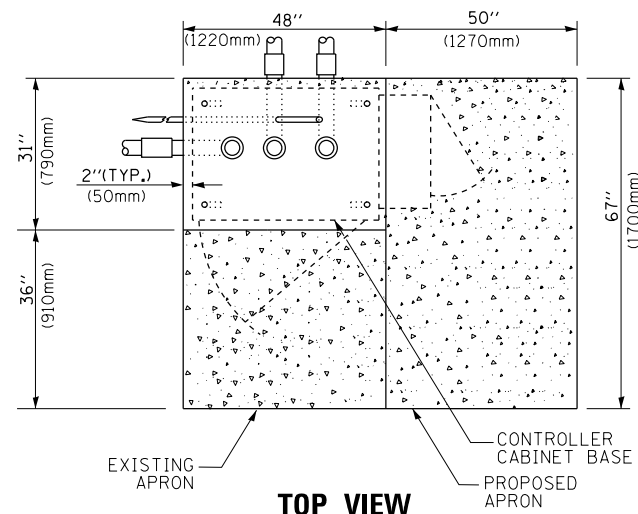
**NOTES:  
GROUNDING SYSTEM**

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

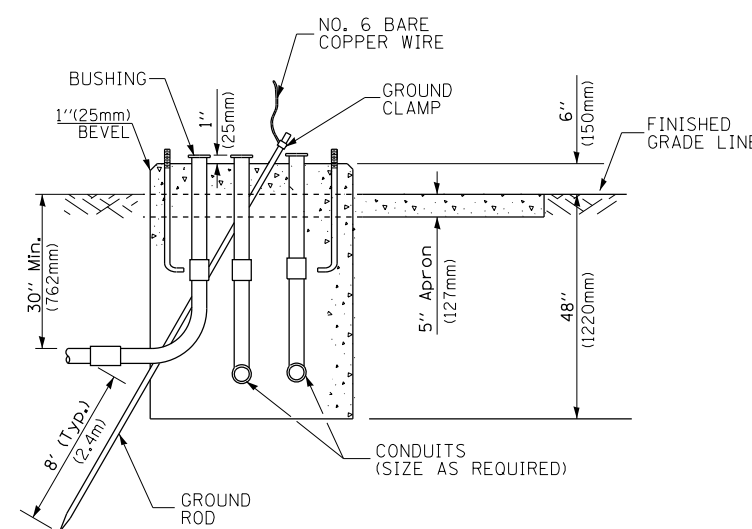


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

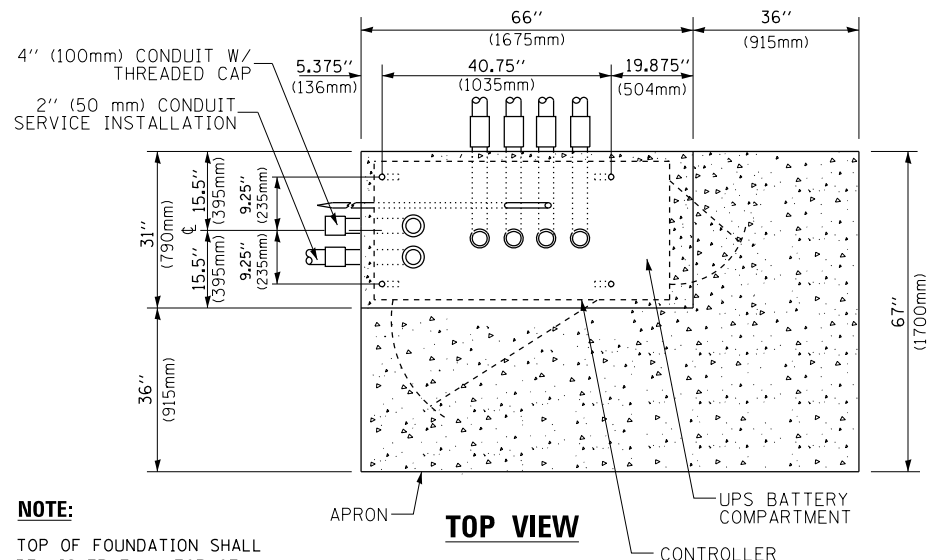




**TOP VIEW**

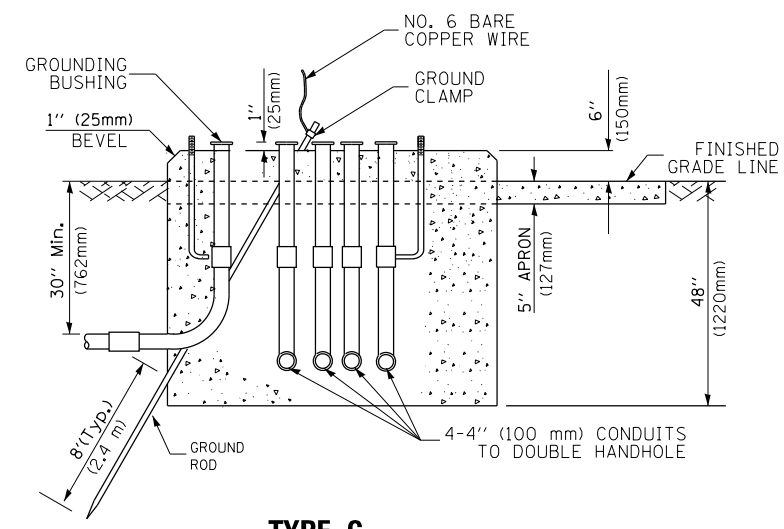


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

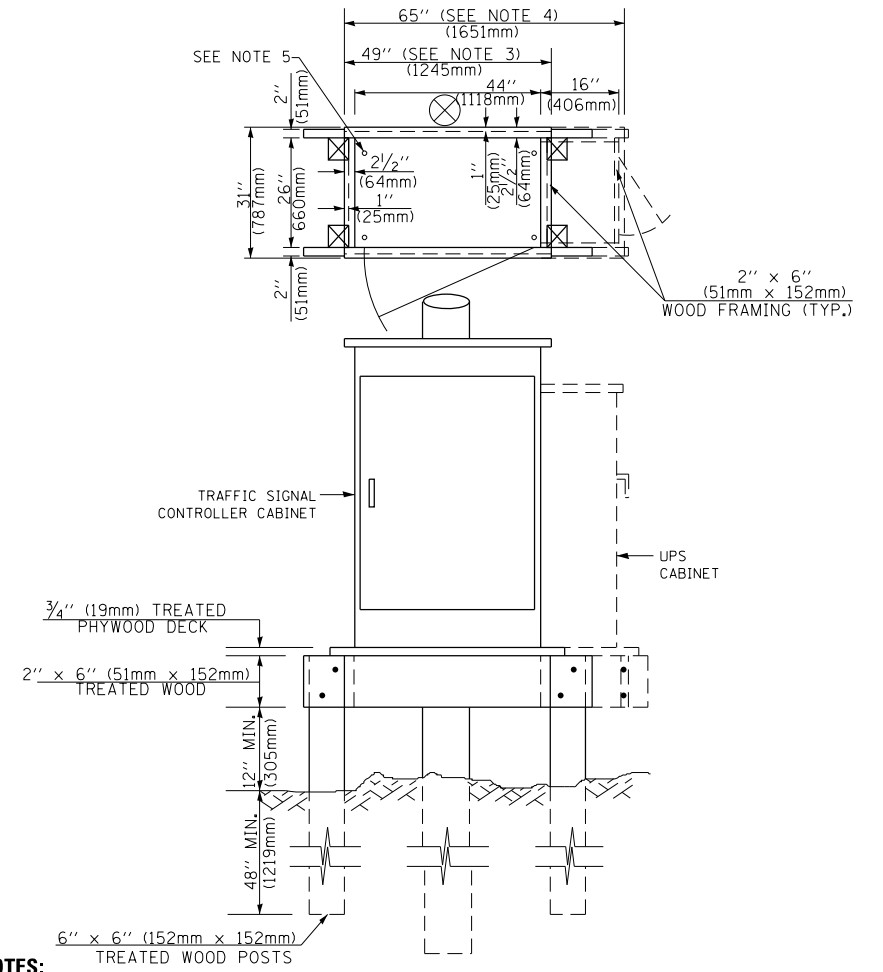


**TOP VIEW**

**NOTE:**  
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



**NOTES:**

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)

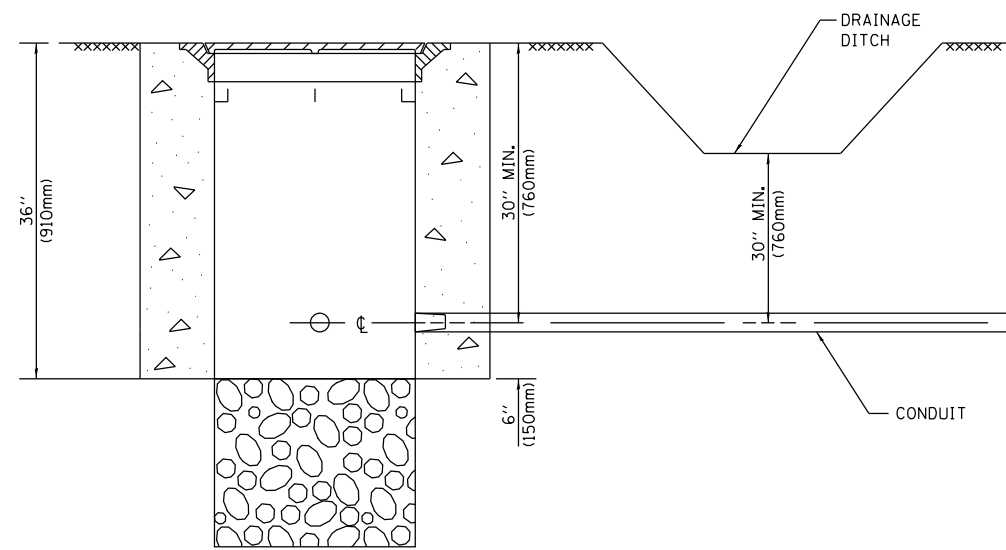
**DEPTH OF FOUNDATION**

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)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

**NOTES:**

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

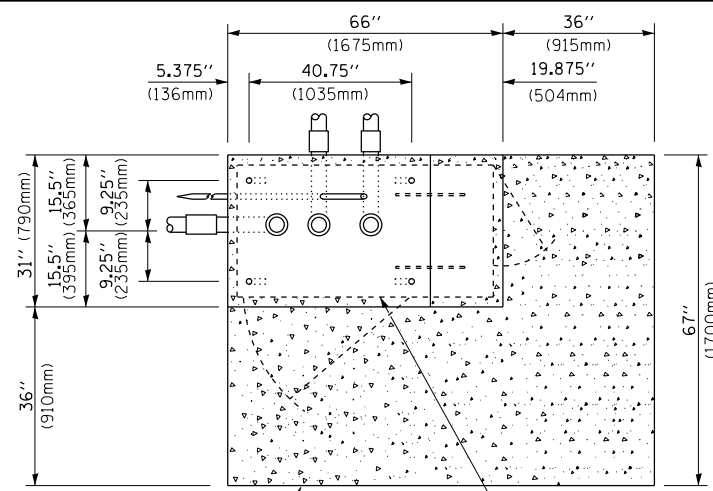
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**



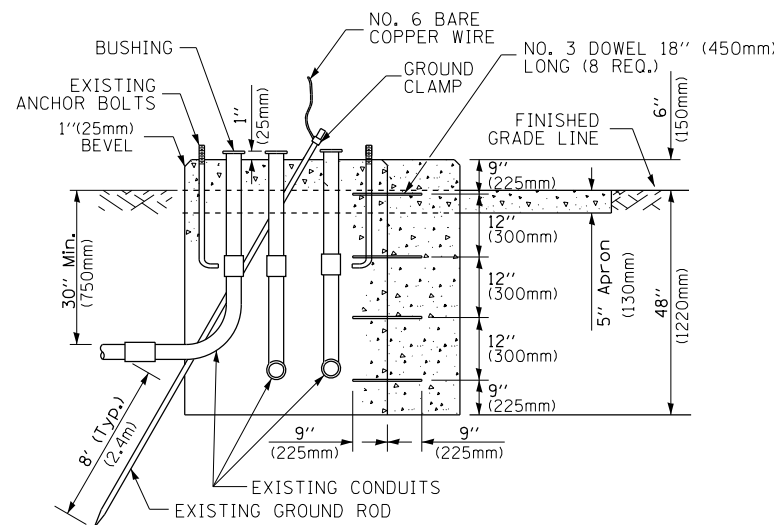
**NOTES:**

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

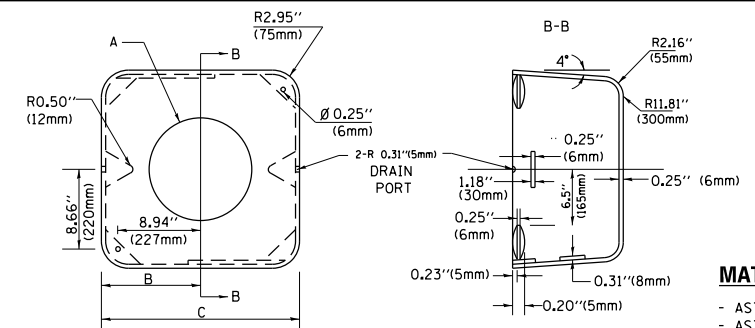
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)



**TOP VIEW**  
(NOT TO SCALE)



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



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

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

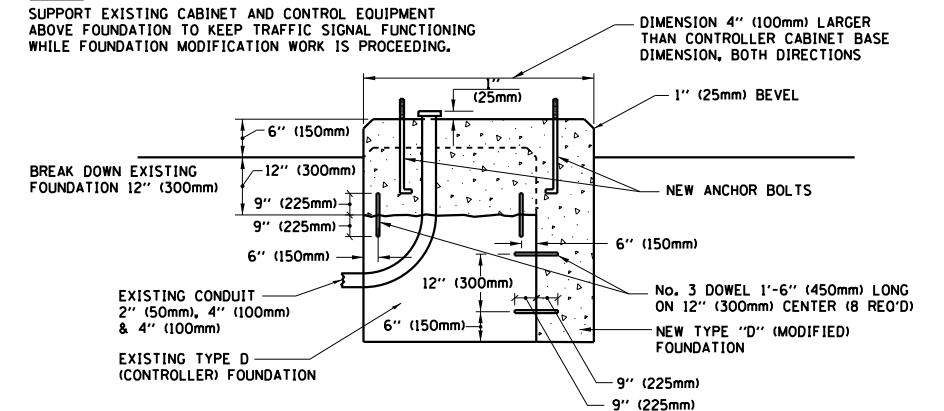
**SHROUD**

**NOTES:**

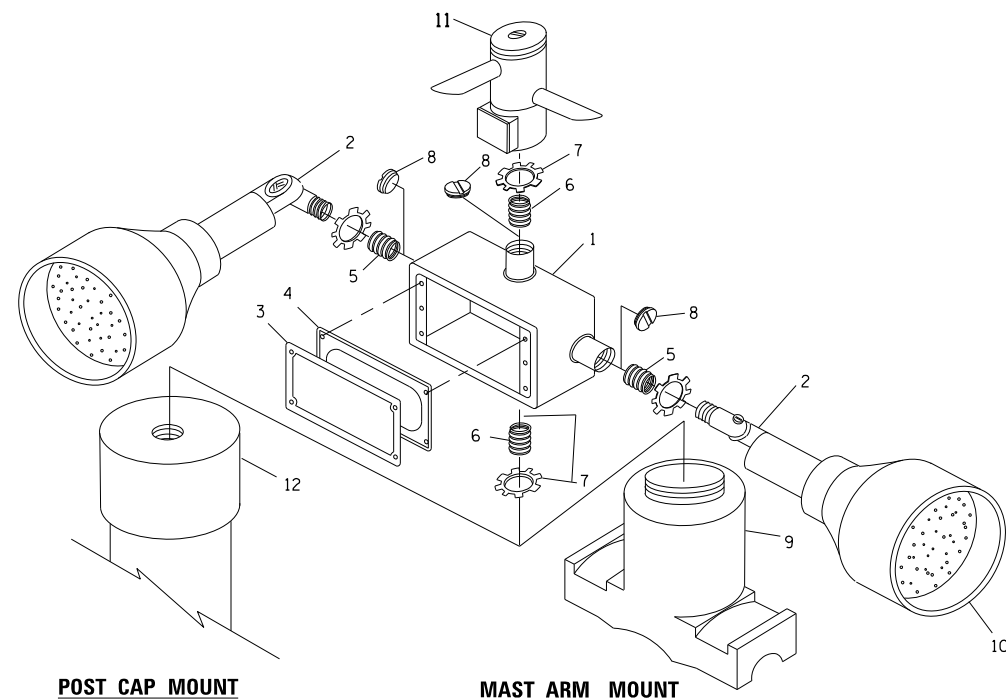
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



**MODIFY EXISTING TYPE "D" FOUNDATION**

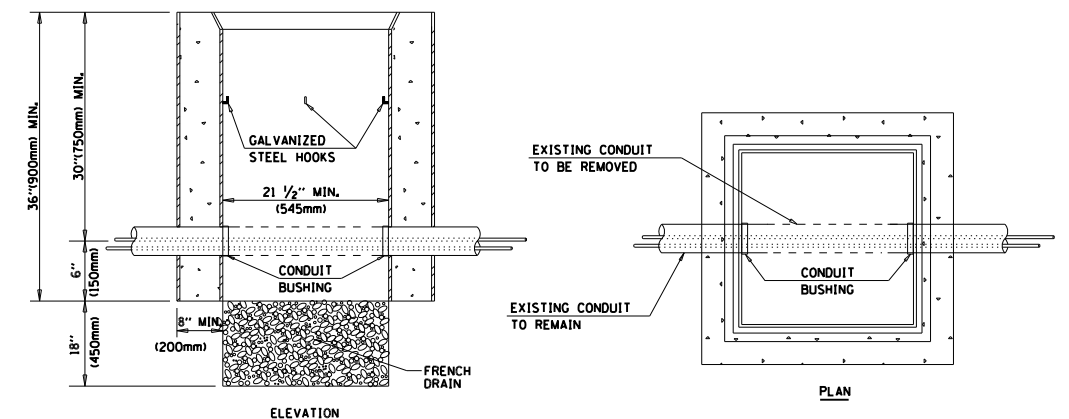


**POST CAP MOUNT**      **MAST ARM MOUNT**  
**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**

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

**NOTES:**

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



**NOTES:**

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

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

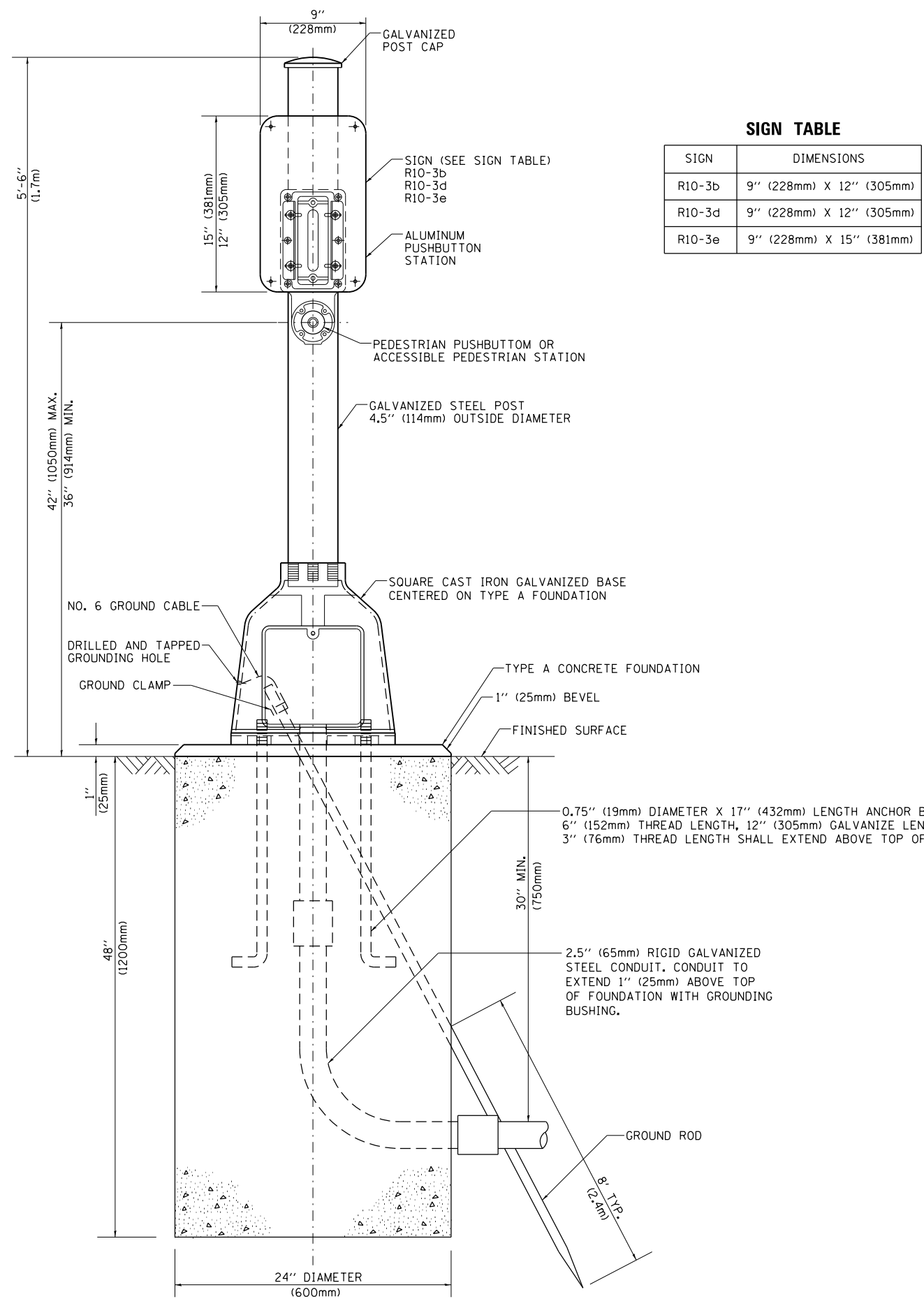
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		DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

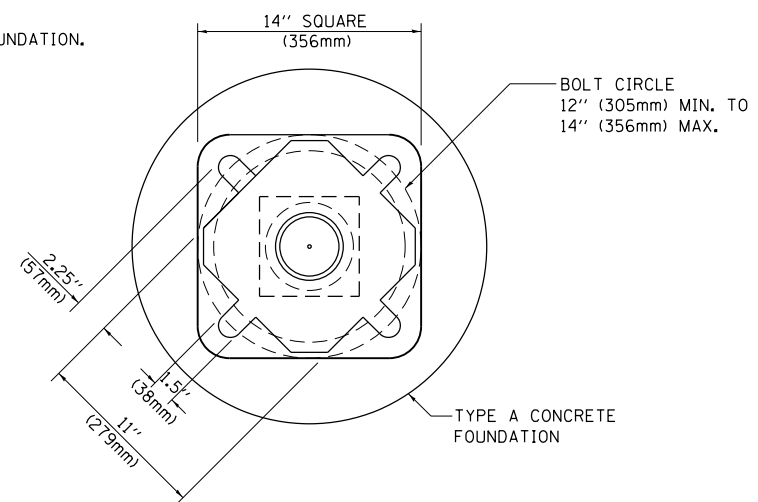
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	95
TS-05		CONTRACT NO.	60V02	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**SIGN TABLE**

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



**BOLT PATTERN**

**PEDESTRIAN PUSH BUTTON POST, TYPE A**

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PLOT SCALE = 100.0000' / 1"		DATE - 10/1/2012	REVISED -
PLOT DATE = 12/17/2015			

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

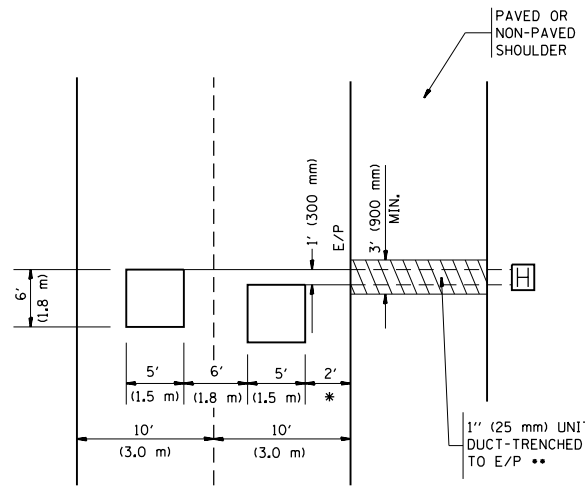
<b>DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			
SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	96
<b>TS-05</b>			<b>CONTRACT NO. 60V02</b>	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				



LOOPS NEXT TO SHOULDERS

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



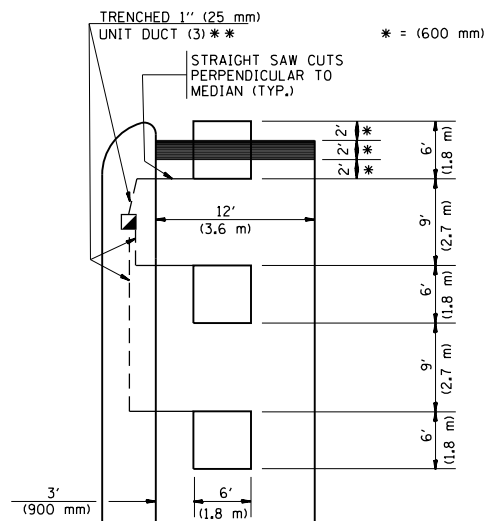
\* = (600 mm)

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

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

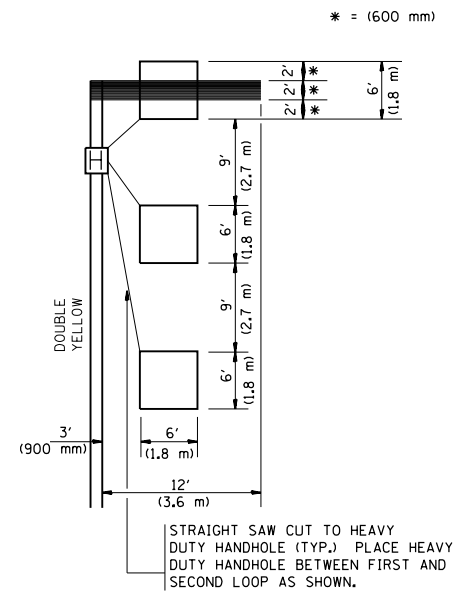


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

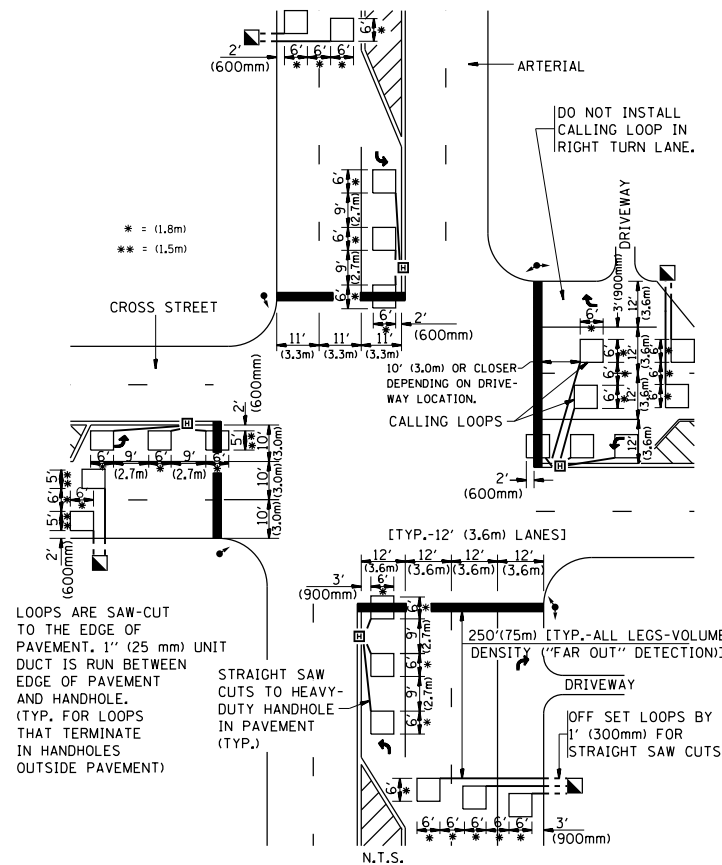
LEFT TURN LANES WITHOUT MEDIANS  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

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

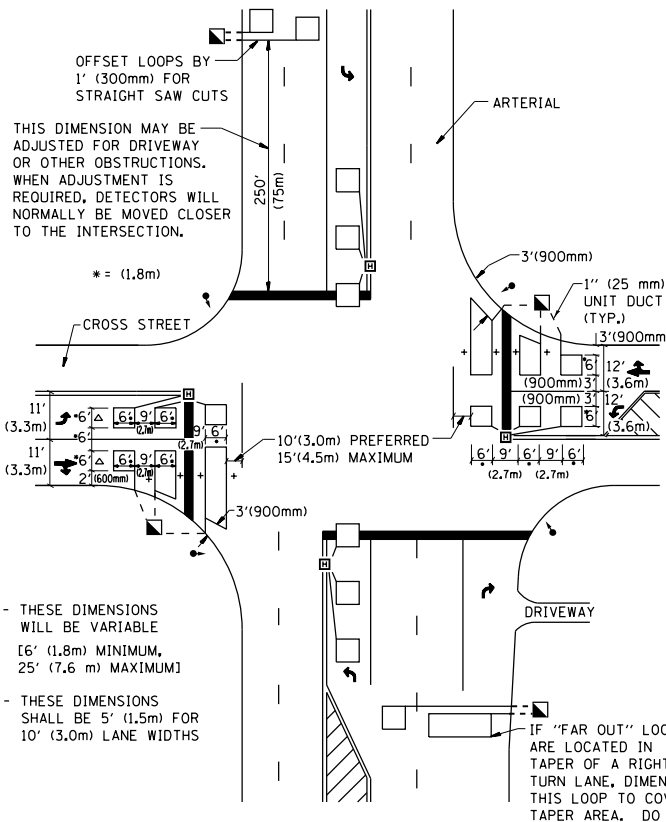


LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

DETAIL 1  
N.T.S.

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



+ - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]

△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

DETAIL 2  
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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		CHECKED - R.K.F.	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
343	(30 & 1820) N-2 (12)	COOK	97	97
TS-07		CONTRACT NO. 60V02		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				