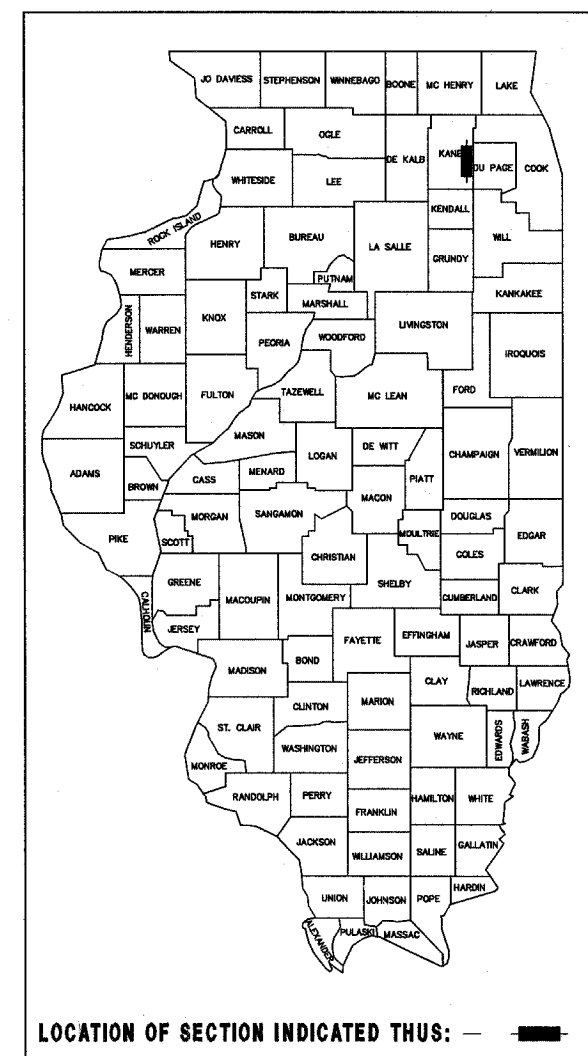


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.U. ROUTE 3887 (IL. ROUTE 31 / FIRST STREET)
AT F.A.P. ROUTE 347 (IL. ROUTE 38 / STATE STREET)
SECTION NO. 97-00084-00-CH
PROJECT NO ACCMM-7003(680)
CITY OF GENEVA
JOB NO. C-91-017-99



INDEX TO SHEETS

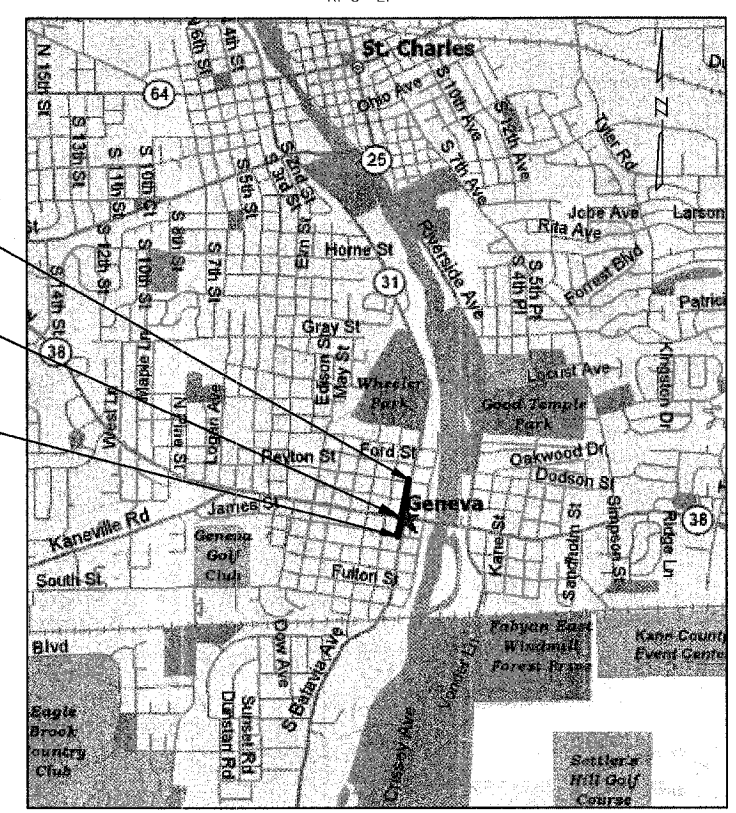
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- 701501-03 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED (REV. 1-1-05)
- 701502-01 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE (REV. 1-1-05)
- 701701-04 URBAN LANE CLOSURE, MULTILANE INTERSECTION (REV. 1-1-05)
- 701801-03 LANE CLOSURES, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE (REV. 1-1-00)
- 702001-06 TRAFFIC CONTROL DEVICES (REV. 4-1-06)
- 720001 SIGN PANEL MOUNTING DETAILS (REV. 1-1-97)
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- 720011 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS (REV. 1-1-97)
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- 780001-01 TYPICAL PAVEMENT MARKINGS (REV. 1-1-99)
- 781001-02 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (REV. 1-1-99)
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- 862001 UNINTERRUPTIBLE POWER SUPPLY (UPS) (REV. 4-1-06)
- 873001-01 TRAFFIC SIGNAL GROUNDING & BONDING (REV. 1-1-07)
- 876001 PEDESTRIAN PUSH BUTTON POST (REV. 1-1-07)
- 877001-02 STEEL MAST ARM ASSEMBLY AND POLE (REV. 1-1-05)
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- 878001-05 CONCRETE FOUNDATION DETAILS (REV. 1-1-07)
- 880001 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION (REV. 1-1-02)
- 880006 TRAFFIC SIGNAL MOUNTING DETAILS (REV. 1-1-02)

DESCRIPTION OF PROJECT

THIS IMPROVEMENT CONSISTS OF P.C.C. BASE COURSE WIDENING, HOT-MIX ASPHALT RESURFACING, SIDEWALK, CURB AND GUTTER, STORM SEWER, TRAFFIC SIGNAL MODERNIZATION AND INTERCONNECT, NON-SPECIAL WASTE DISPOSAL, UNDERGROUND STORAGE TANK REMOVAL, PAVEMENT MARKING, LANDSCAPING, AND OTHER APPURTENANT WORK NECESSARY TO COMPLETE THE PROJECT AS SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATIONS.



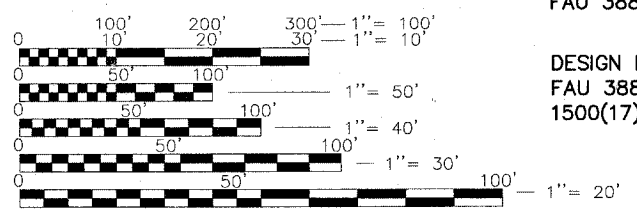
ILLINOIS ROUTE 31
IMPROVEMENT BEGINS
STATION 329+45

PROJECT OMISSION
STATION 336+60 TO
STATION 337+40

ILLINOIS ROUTE 31
IMPROVEMENT ENDS
STATION 341+77

TRAFFIC DATA: 2017 ADT POSTED / DESIGN SPEED
FAU 3887 (IL. ROUTE 31) 16,700 30/30

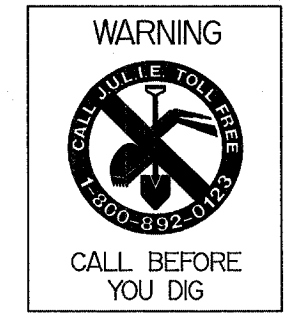
DESIGN DESIGNATION:
FAU 3887 (IL. ROUTE 31)
1500(17) MINOR ARTERIAL 3.64 (COMP-20)



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

CONTRACT NO. 83622

TOTAL LENGTH OF IMPROVEMENT = 1,152 LIN. FT. = (0.218 MILES)

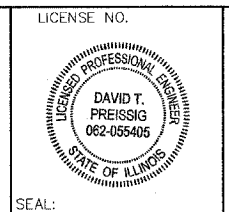


ILLINOIS DEPARTMENT OF TRANSPORTATION	
Approved	<i>Julie Oh</i> P.E. 12/05/06 City of Geneva - City Engineer
Passed	JANUARY 3, 2007 <i>Christopher Holt</i> District 1 Engineer of Local Roads & Streets
Releasing for Bid Based on Limited Review	JANUARY 3, 2007 <i>Diane O'Keefe</i> Deputy Director of Highways, Region 1 Engineer

DATE: 12/01/2006

BY: *David T. Preissig*

LICENSE EXPIRES: NOVEMBER 30, 2007



Hampton Lenzini and Renwick, Inc.
Civil Engineers
Land Surveyors
380 Shepard Dr
Eigh, Illinois 601
847.697.6700

Account Number
03-05-0155

CONSULTANT - HAMPTON, LENZINI AND RENWICK, INC. - (847) 697-6700
FEDERAL AID DESIGN ENGINEER - JESSICA A. FELICIANO - (847) 705-4487

GENERAL NOTES

CONTRACT NO.	83622	COUNTY	KANE	TOTAL SHEETS	42
SECTION	97-00084-00-CH	KANE		42	
GENERAL NOTES AND LEGEND					
I.L. W.A. R. ILLINOIS PROJECT CMM-700					

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 1977 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2007; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE CITY IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE CITY WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO A CONDITION EQUAL TO THAT EXISTING BEFORE THE DAMAGE INCURRED. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL NOTIFY THE CITY OF GENEVA PUBLIC WORKS DEPARTMENT ONE WEEK IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB FOR STANDARD 6 INCH OR 9 INCH CURB HEIGHT, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE BACK OF CURB; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

ALL ELEVATIONS ARE ON U.S.G.S. DATUM.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACK OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES OF THE ITEMS BEING CONNECTED.

ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE CITY. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICKUP BY THE CITY, OR DELIVERY TO THE CITY MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT FOR ANY MANHOLE, CATCH BASIN, INLET OR VALVE VAULT, SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES--"STORM". FOR SANITARY SEWER STRUCTURES--"SANITARY". FOR WATER SYSTEM STRUCTURES--"WATER". ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

ALL STORM SEWERS SHALL BE RCP CLASS IV WITH RUBBER GASKET JOINTS, UNLESS NOTED OTHERWISE ON THE PLANS.

WATER MAIN SHALL HAVE A MINIMUM COVER OF FIVE (5) FEET.

BACKFILL

STORM SEWER, WATER MAIN, AND SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.

ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE SCHEDULE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER AND CITY MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGNS DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

MISCELLANEOUS

THE CONTRACTOR SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR FOR ARTERIALS AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT, UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE ITEM "AGGREGATE FOR TEMPORARY ACCESS".

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF 1-1/2 INCHES AS INDICATED ON THE PLANS.

THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

ANY SHEETING AND/OR SHORING USED FOR THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF THE CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

CURB RAMPS AND DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL INTERSECTING STREETS PER CURRENT IDOT AND CITY STANDARDS AT LOCATIONS WHERE SIDEWALK IS SHOWN ON PLAN.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE CLEARED, LAYERED WITH TOPSOIL, AND SEEDED OR SODDEN AS SHOWN IN THE PLANS. LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES.

SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BY THE ENGINEER AT A RATE OF 3 GAL PER SQ. YD.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING TO DISPOSAL LOCATIONS.

THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS, AND AFTER COMPLETION OF ROADWAY CONSTRUCTION, TO SET THEM IN THEIR PERMANENT LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT.

NON-SPECIAL WASTE WORKING CONDITIONS

THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIRING AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

AN ESTIMATED QUANTITY OF POTENTIALLY NON-SPECIAL WASTE HAS BEEN INCLUDED IN THE SUMMARY OF QUANTITIES. THE IMPACTED SOILS WOULD BE CLASSIFIED AS A NON-SPECIAL WASTE. THE PRELIMINARY SITE INVESTIGATION REPORT REVEALED CONTAMINATED SOIL AT THE FOLLOWING AREAS.

THE FOLLOWING AREAS SHOULD BE MONITORED BY THE ENVIRONMENTAL FIRM FOR SOIL CONTAMINATION AND WORKERS' PROTECTION.

ALL UTILITY COMPANIES RELOCATING WITHIN THE FOLLOWING AREAS SHOULD BE NOTIFIED OF THE POTENTIAL SOIL CONTAMINATION.

1. STATION 338+80 TO STATION 337+53 0 TO 50 FEET LT (GENEVA PUBLIC SAFETY, 15-17 SOUTH FIRST STREET). CONTAMINANTS OF CONCERN SAMPLING PARAMETERS: PNAS, ARSENIC, AND TCLP LEAD.

2. STATION 340+10 TO STATION 340+55 0 TO 60 FEET LT (NOVA COMMUNICATIONS, INC., 27 AND 29 SOUTH FIRST STREET). CONTAMINANTS OF CONCERN SAMPLING PARAMETERS: PRIORITY POLLUTANTS VOCs, PNAS, AND TCLP LEAD.

ANY WASTE GENERATED AS A SPECIAL WASTE OR A WASTE NOT CERTIFIED AS A NON-SPECIAL WASTE FROM THIS PROJECT SHOULD BE MANIFESTED OFF-SITE USING THE GENERATOR NUMBER ASSOCIATED WITH KANE COUNTY. THE GENERATOR NUMBER FOR KANE COUNTY IS 0898995009.

SUPPLEMENTAL LEGEND

SEE IDOT HIGHWAY STANDARDS FOR ADDITIONAL INFORMATION

	STREET ADDRESS
	TELEPHONE CABLE (TUC) OR DUCT (TUD)
	EXISTING STREET LIGHTING CABLE
	PROPOSED STREET LIGHTING OR TRAFFIC SIGNAL CABLE
	EXISTING CURB OR CURB & GUTTER
	PROPOSED CURB OR CURB & GUTTER
	EXISTING CONCRETE PAVEMENT, CURB, CURB & GUTTER, AND SIDEWALK TO BE REMOVED
	CLASS C PATCHES
	HOT-MIX ASPHALT SURFACE REMOVAL
	TREE REMOVAL, X UNIT DIAMETER

STRUCTURE ADJUSTMENT/RECONSTRUCTION/REMOVAL NOTATION

	"ADJ" FOR ADJUST "REC" FOR RECONSTRUCT		"C" FOR CLOSED "P" FOR OPEN
	DENOTES STRUCTURE TO BE FILLED		
	DENOTES STRUCTURE TO BE REMOVED		

FRAME & GRATE/LID TYPE

SUMMARY OF QUANTITIES

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOTAL SHEETS
3877	83622	KANE	42
SECTION			NO.
97-0084-00-CH			3
SUMMARY OF QUANTITIES			
F.H.W.A. - REG.5 ILLINOIS PROJECT CMM-7003 (6)			

CODE NO	ITEM	UNIT	TOTAL QUANTITY	Y008-1A ROADWAY	Y031-1F SIGNALS	Y031-3D NON-PART.
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	38	38		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	24	24		
20101100	TREE TRUNK PROTECTION	EACH	18	18		
20101200	TREE ROOT PRUNING	EACH	7	7		
20200100	EARTH EXCAVATION	CU YD	1,525	1,525		
20200200	ROCK EXCAVATION	CU YD	10	10		
20800150	TRENCH BACKFILL	CU YD	108	108		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,865	1,865		
21301084	EXPLORATION TRENCH 84" DEPTH	FOOT	30	30		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	24	24		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	24	24		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	24	24		
* 25200110	SODDING, SALT TOLERANT	SQ YD	1,865	1,865		
* 25200200	SUPPLEMENTAL WATERING	UNIT	56	56		
28000510	INLET FILTERS	EACH	16	16		
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	3,030	3,030		
35401100	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING (VARIABLE DEPTH)	SQ YD	1,054	1,054		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	6	6		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	943	943		
40800982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	676	676		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	537	537		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20	20		
42001300	PROTECTIVE COAT	SQ YD	1,735	1,735		
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	360	360		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,435	3,435		
42400400	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	935	935		
42400800	DETECTABLE WARNINGS	SQ FT	320	320		
44000100	PAVEMENT REMOVAL	SQ YD	907	907		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	1,848	1,848		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	353	353		
44000300	CURB REMOVAL	FOOT	1,416	1,416		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	696	696		
44000600	SIDEWALK REMOVAL	SQ FT	5,250	5,250		
44201398	CLASS C PATCHES, TYPE I, 14 INCH	SQ YD	25	25		
44201407	CLASS C PATCHES, TYPE III, 14 INCH	SQ YD	58	58		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2,230	2,230		
550A2300	STORM SEWERS, RUBBER GASKET CLASS A, TYPE 1 8"	FOOT	235	235		
550A2310	STORM SEWERS, RUBBER GASKET CLASS A, TYPE 1 10"	FOOT	14	14		
550A2320	STORM SEWERS, RUBBER GASKET CLASS A, TYPE 1 12"	FOOT	136	136		
550A2520	STORM SEWERS, RUBBER GASKET CLASS A, TYPE 2 12"	FOOT	74	74		

CODE NO	ITEM	UNIT	TOTAL QUANTITY	Y008-1A ROADWAY	Y031-1F SIGNALS	Y031-3D NON-PART.
55100300	STORM SEWER REMOVAL 8"	FOOT	5	5		
55100500	STORM SEWER REMOVAL 12"	FOOT	14	14		
55100700	STORM SEWER REMOVAL 15"	FOOT	18	18		
* 56300100	ADJUSTING SANITARY SEWERS, 8-INCH DIAMETER OR LESS	FOOT	140	140		
* 56300300	ADJUSTING WATER SERVICE LINES	FOOT	60	60		
* 56400100	FIRE HYDRANTS TO BE MOVED	EACH	2	2		
* 56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	6	6		
60201110	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11V FRAME AND GRATE	EACH	2	2		
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	11	11		
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	2	2		
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2		
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	4		
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1		
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1		
60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	5	5		
60266600	VALVE BOXES TO BE ADJUSTED	EACH	1	1		
60500040	REMOVING MANHOLES	EACH	1	1		
60500050	REMOVING CATCH BASINS	EACH	10	10		
60600605	CONCRETE CURB, TYPE B	FOOT	117	117		
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	617	617		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,273	1,273		
60607400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24	FOOT	590	590		
* 66900105	UNDERGROUND STORAGE TANK REMOVAL	EACH	1	1		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	288	288		
* 66900450	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2		
* 66901000	BACKFILL PLUGS	CU YD	10	10		
67100100	MOBILIZATION	L SUM	1	1		
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1		
* 70300100	SHORT-TERM PAVEMENT MARKING	FOOT	600	600		
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2,400	2,400		
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	400	400		
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	210	210		
* 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	200	200		
* 72000100	SIGN PANEL - TYPE 1	SQ FT	12	12		
* 72000200	SIGN PANEL - TYPE 2	SQ FT	55	55		
* 72900200	METAL POST - TYPE B	FOOT	28	28		
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ F	338	338		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2,950	2,950		
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,454	1,454		

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

F.A.C. NO.	CONTRACT NO.	COUNTY	TOTAL SHTS.
ROUTE 3877	83622	KANE	42
SECTION 9 - 0084-00-CH			
SUMMARY OF QUANTITIES			
F.H.W.A. REG.5 ILLINOIS PROJECT CMM-7003			

CODE NO	ITEM	UNIT	TOTAL QUANTITY	Y008-1A ROADWAY	Y031-1F SIGNALS	Y031-3D NON-PART.
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	577	577		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	217	217		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	65	65		
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	400	400		
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15	15		
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	328	125	203	
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	61		61	
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	38		38	
* 81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	159		159	
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	216		216	
* 81400100	HANDHOLE	EACH	4		4	
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4		4	
* 81400300	DOUBLE HANDHOLE	EACH	1		1	
* 81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	712	712		
* 81702150	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	1,130	1,130		
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	383	110	273	
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	18	18		
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	2	2		
* 84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2	2		
* 85700305	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1		1	
* 86000100	MASTER CONTROLLER	EACH	1		1	
* 86200200	UNINTERRUPTABLE POWER SUPPLY, STANDARD	EACH	1			
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1			
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	548		548	
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,422		1,422	
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	700		700	
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,408		1,408	
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,691		2,691	
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	300		300	
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4	
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4	
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60		60	
* 87900200	DRILL EXISTING HANDHOLE	EACH	4		4	
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	4		4	
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	8		8	
* 88200100	TRAFFIC SIGNAL BACKPLATE	EACH	12		12	
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	6		6	
* 88500200	INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT	EACH	4		4	
* 88600100	DETECTOR LOOP, TYPE I	FOOT	782		782	
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	4		4	

CODE NO	ITEM	UNIT	TOTAL QUANTITY	Y008-1A ROADWAY	Y031-1F SIGNALS	Y031-3D NON-PART.
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1
* 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	8			8
* 89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2			2
* 89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1			1
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	5,185	1,800		3,385
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1
* 89502380	REMOVE EXISTING HANDHOLE	EACH	5			5
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9			9
* B2006320	TREE, SYRINGA RETICULATA IVORY SILK (IVORY SILK JAPANESE TREE LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	5	5		
* X0301828	ENGINEERED BARRIER	SQ YD	110	110		
X0321558	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	4		
X0322923	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	64	64		
* X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2,267			2,267
* X8050010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1			1
* X8440116	RELOCATE EXISTING LIGHTING UNIT, SPECIAL	EACH	1	1		
* X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	2,267			2,267
* X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	556			556
* X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	250			250
XX000406	BRICK PAVER REMOVAL AND REPLACEMENT	SQ FT	1,510	1,510		
* XX002856	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	L SUM	1			1
XX004744	BICYCLE RACKS TO BE MOVED	EACH	2	2		
* XX006269	MAINTAIN EXISTING TRAFFIC SIGNAL INTERCONNECT	L SUM	1			1
X0201000	AGGREGATE FOR TEMPORARY ACCESS	TON	360	360		
Z0012450	CONCRETE STEPS	CU YD	4			
Δ Z0076600	TRAINEES	HOUR	500	500		
* XX006805	PORTLAND CEMENT CONCRETE BASE COURSE 4", SPECIAL	SQ FT	1,420	1,420		
XX006806	HOT-MIX ASPHALT DRIVEWAY PAVEMENT	SQ YD	276	276		
XX006807	TIMBER RETAINING WALL MODIFICATION	FOOT	208	208		
XX006808	TRENCH FRAME AND LID	EACH	1	1		
* XX006809	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 32 FT. AND 18 FT.	EACH	1			1
* XX006810	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34 FT. AND 12 FT.	EACH	1			1
* XX006811	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34 FT. AND 14 FT.	EACH	1			1
* XX006812	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 42 FT. AND 10 FT.	EACH	1			1
* XX006813	DECORATIVE BASE FOR MAST ARM ASSEMBLY AND POLE	EACH	4			4
* XX005709	PAINT NEW MAST ARM AND POLE, UNDER 12.19 METER (40 FEET)	EACH	3			3
* X0323794	PAINT NEW MAST ARM AND POLE, 12.19 METER (40 FEET) AND OVER	EACH	1			1

* SPECIALTY ITEM
Δ Y08C

SCHEDULE OF QUANTITIES

F.A.U. ROUTE	CONTRACT NO.	COUNTY	TOTAL SHTS.
3877	53622	KANE	42
SECTION 97-0084-00-CH			
SCHEDULE OF QUANTITIES			
F.H.W.A. REG.5 ILLINOIS PROJECT CMM-7003			

TREE REMOVAL AND PROTECTION					
LOCATION	REF	TREE REM 6-15 (UNITS)	TREE REM OVER 15 (UNITS)	TREE TRUNK PROTECT (EACH)	TREE ROOT PRUNING (EACH)
329+75	28 RT			1	
329+86	29 LT			1	
330+31	25 RT			1	1
330+33	29 LT			1	
330+71	27 RT			1	1
330+82	28 LT			1	
331+47	29 LT			1	
33+53	27 RT			1	1
331+95	28 RT			1	1
332+31	29 RT			1	
332+34	31 LT			1	1
332+71	84 RT			1	
333+28	46 RT	10			
333+28	88 RT			1	
333+30	81 LT			1	
333+57	26 RT	12			
333+78	27 LT	6			
334+01	26 RT		24		
334+44	27 RT	10			
341+09	52 LT			1	
341+31	22 LT			1	1
341+34	28 RT			1	1
341+71	25 RT			1	
TOTAL		38	24	18	7

EARTHWORK					
LOCATION	EARTH EXCAVATION (CU YD)	UNSUITABLE OR UNSTABLE MATERIAL (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE 15% (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
LEFT SIDE - IL ROUTE 31 (FIRST STREET)	990	0	842	10	832
RIGHT SIDE - IL ROUTE 31 (FIRST STREET)	535	0	455	5	450
PROJECT TOTAL	1,525	0	1,297	15	1,282

SIDEWALK, DETECTABLE WARNINGS, STEPS, AND PAVERS									
LOCATION	REF	PCC SIDEWALK 5" (SQ FT)	PCC SIDEWALK 7" (SQ FT)	SUB GRAN MATL B, 4" (SQ YD)	SIDEWALK REMOVAL (SQ FT)	DETECTABLE WARNINGS (SQ FT)	BRICK PAVER REM & REPL (SQ FT)	PCC BASE CSE 4", SPECIAL (SQ FT)	CONCRETE STEPS (CU YD)
329+45 TO 334+50	LT	382		43	662	48			
	RT	475	330	90	925	32			
334+50 TO 336+60	LT	393		44	378	48	652	747	
	RT	30	120	17	150	48	191	191	
337+40 TO 339+50	LT	250		28	250	40	173	173	
	RT	1,150	75	137	1,610	32	294	309	1.0
339+50 TO 341+77	LT	125	410	60	375	40			
	RT	630		70	900	32			3.0
TOTAL		3,435	935	489	5,250	320	1,510	1,420	4.0

STRUCTURE ADJUSTMENT AND REMOVAL								
CB ADJ NEW T1F CL LOCATION	MH REC NEW T1F CL LOCATION	MH REC NEW T1F CL LOCATION	VV ADJ NEW T1F CL LOCATION	VB ADJ LOCATION	REM MH (EACH)	REM CB (EACH)	SAN MH ADJ NEW T1F CL (EACH)	
333+29 15 RT	340+57 44 LT	337+46 18 RT	331+43 9 LT	333+25 40 RT	340+99 35 LT	340+66 23 LT	331+43 14 RT	333+01 2 LT
337+46 21 LT			333+05 10 LT	337+30 30 RT			331+44 15 LT	335+40 2 LT
21 LT			337+46 18 RT	337+40 15 RT			332+71 15 RT	340+85 1 RT
			341+07 30 RT	340+56 27 RT			333+46 15 LT	341+56 1 RT
				341+21 14 RT			333+47 15 RT	
							340+27 19 RT	
							340+59 22 RT	
							340+63 27 LT	
							341+05 18 LT	
							341+09 20 RT	
2	1	1	4	5	1	1	10	4

CURB AND GUTTER							
LOCATION	REF	CURB REM (FOOT)	COMB C&G REM (FOOT)	CONC CURB TY B (FOOT)	COMB CONC C&G TY B-6.12 (FOOT)	COMB CONC C&G TY B-6.24 (FOOT)	COMB CONC C&G TY B-9.24 (FOOT)
329+88 TO 332+63	LT	340				323	
329+75 TO 332+79	RT	246					351
333+20 TO 334+50	LT	216			116	146	
333+17 TO 334+50	RT	91	114		29		154
334+50 TO 336+20	LT	89		41	45	170	
334+50 TO 336+54	RT	96	89	40	73	119	85
337+28 TO 339+50	RT	14	255	36	123	244	
339+80 TO 340+73	LT		135			125	
339+50 TO 340+74	RT	59	103		79	146	
340+97 TO 341+47	LT	92			83		
340+95 TO 341+47	RT	73			69		
TOTAL		1,416	696	117	617	1,273	590

DRIVEWAYS AND PARKING LANES					
LOCATION	REF	PCC DRIVE PVMT, 7" (SQ YD)	DRIVE PVMT REMOV (SQ YD)	HMA DRIVE PVMT (SQ YD)	SUB GRAN MATL B, 4" (SQ YD)
331+20	RT	65	61		65
331+66	LT	28	14		28
331+94	LT	19	18		19
HAMILTON ST (WEST)	RT	46			46
333+63 TO 334+90	LT			71	108
334+93 TO 335+74	LT	106	153		106
335+57	RT	30	45		30
335+73 TO 336+35	RT			33	51
335+92	LT	37	31		37
338+04	RT	29	31		29
338+31 TO 340+25	RT			112	169
339+80 TO 340+48	LT			60	60
TOTAL		360	353	276	748

STORM SEWER REMOVAL			
LOCATION	SS REM 8" (FOOT)	SS REM 12" (FOOT)	SS REM 15" (FOOT)
331+44 LT	5		
340+57 LT TO 340+63 LT			18
341+04 LT TO 341+05 LT		14	
TOTAL	5	14	18

HOT-MIX ASPHALT SURFACE REMOVAL AND PAVEMENT PATCH					
LOCATION	HMA SURF REM BUTT JT (SQ YD)	HMA SURF REM VAR DEPTH (SQ YD)	PAVEMENT REMOVAL (SQ YD)	CL C PATCH TY I, 14" (SQ YD)	CL D PATCH TY III, 14" (SQ YD)
329+45 TO 334+50	211	636	360	22	
334+50 TO 336+60	166	348	263		23
337+40 TO 339+50	133	489	75		
339+50 TO 341+77	166	395	209	3	35
TOTAL	676	1,848	907	25	58

TOPSOIL AND SODDING				
LOCATION	REF	TOPSOIL F&P 4" (SQ YD)	SODDING (SQ YD)	FERTILIZER NUTRIENT (EACH BY LB)
329+75 TO HAMILTON ST.	LT	395	395	4.9
	RT	392	392	4.9
HAMILTON ST. TO STATE ST.	LT	154	154	2.0
	RT	264	264	3.3
STATE ST. TO JAMES ST.	LT	63	63	0.8
	RT	471	471	5.9
JAMES ST. TO 341+50	LT	73	73	1.0
	RT	53	53	0.7
TOTAL		1,865	1,865	23.5

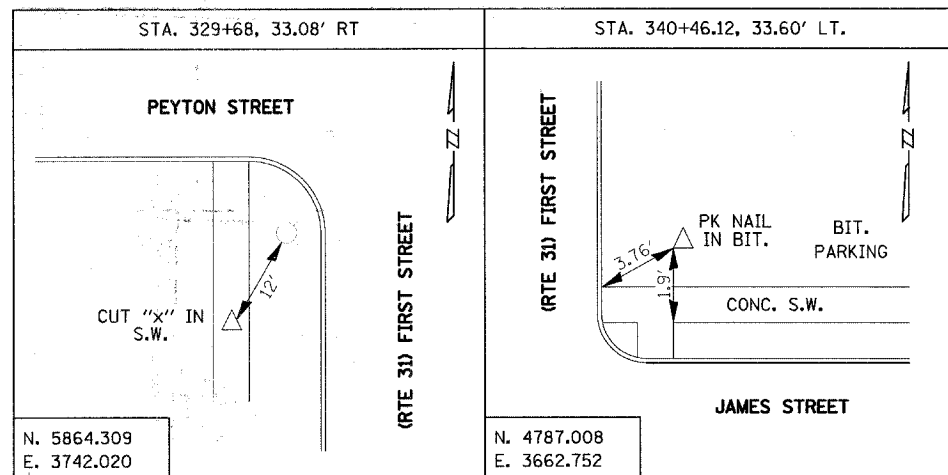
RELOCATE EXISTING LIGHTING UNITS						
EXISTING LOCATION	PROPOSED LOCATION	LIGHT POLE FDN 24" (FOOT)	CONDUIT 2" GALVS (FOOT)	ELECTRIC CABLES (TYPE) (FOOT)	TR & BK FIL ELECT WK (FOOT)	NOTES
331+27 22 LT	331+12 28 LT	0	12	# 6 1/C 32 # 6 1/C GRN 16	6	NO FOUNDATION - DIRECT BURY
337+63 24 RT	337+67 28 RT	10	67	# 2 1/C 712 # 6 1/C 712 # 6 1/C GRN 178	61	NEW POLE W/ SALV MA & LUMINAIRE (2) SPLICE EXST 2" GALVS CONDUIT
339+00 25 RT	339+43 30 RT	8	46	# 6 1/C 110 # 6 1/C GRN 55	43	REM TRANSFORM. BASE FOR RELOC
TOTAL		18	125		110	

PLAN ALLOWANCE		
ITEM	UNITS	QUANTITY
ROCK EXCAVATION	CU YD	10
EXPLORATION TRENCH 84" DEPTH	FOOT	30
SUPPLEMENTAL WATERING	INCH	56
INLET FILTERS	EACH	16
ADJUSTING SANITARY SEWERS, 8-INCH DIA. OR LESS	FOOT	140
ADJUSTING WATER SERVICE LINES	FOOT	60
DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	6
SHORT-TERM PAVEMENT MARKING	FOOT	600
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2,400
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	400
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	210
PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	200
PAVEMENT MARKING REMOVAL	SQ FT	400
INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20
AGGREGATE FOR TEMPORARY ACCESS	TON	360

ROADWAY QUANTITIES					
LOCATION	SUB GRAN MATL B, 4" (SQ YD)	PCC BASE WIDEN VAR DEPTH (SQ YD)	BIT MATLS PRIME CT (TON)	LEV BIND MM N70 (TON)	HMA SURF "D" N70 (TON)
329+45 TO 334+50	976	556	2.3	415	247
334+50 TO 336+60	236	170	0.8	108	81
337+40 TO 339+50	193	95	0.8	174	87
339+50 TO 341+77	388	233	1.2	246	122
TOTAL	1,793	1,054	5.1	943	537

AN ESTIMATED PLAN QUANTITY FOR EACH OF THESE ITEMS HAS BEEN SHOWN TO ESTABLISH UNIT PRICES FOR AN ITEM. PAYMENT SHALL BE MADE FOR ACTUAL QUANTITY COMPLETED WITHOUT AN ADJUSTMENT IN UNIT PRICE DUE TO A CHANGE IN PLAN QUANTITY.

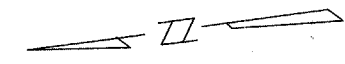
PROJECT NO.	CONTRACT NO.	COUNTY	TOTAL SHTS.
ROUTE	83622	KANE	42
SECTION	97-00084-00-CH		
ALIGNMENT, TIES AND BENCHMARKS			
F.H.W.A. REG.5 ILLINOIS PROJECT CMM-700			



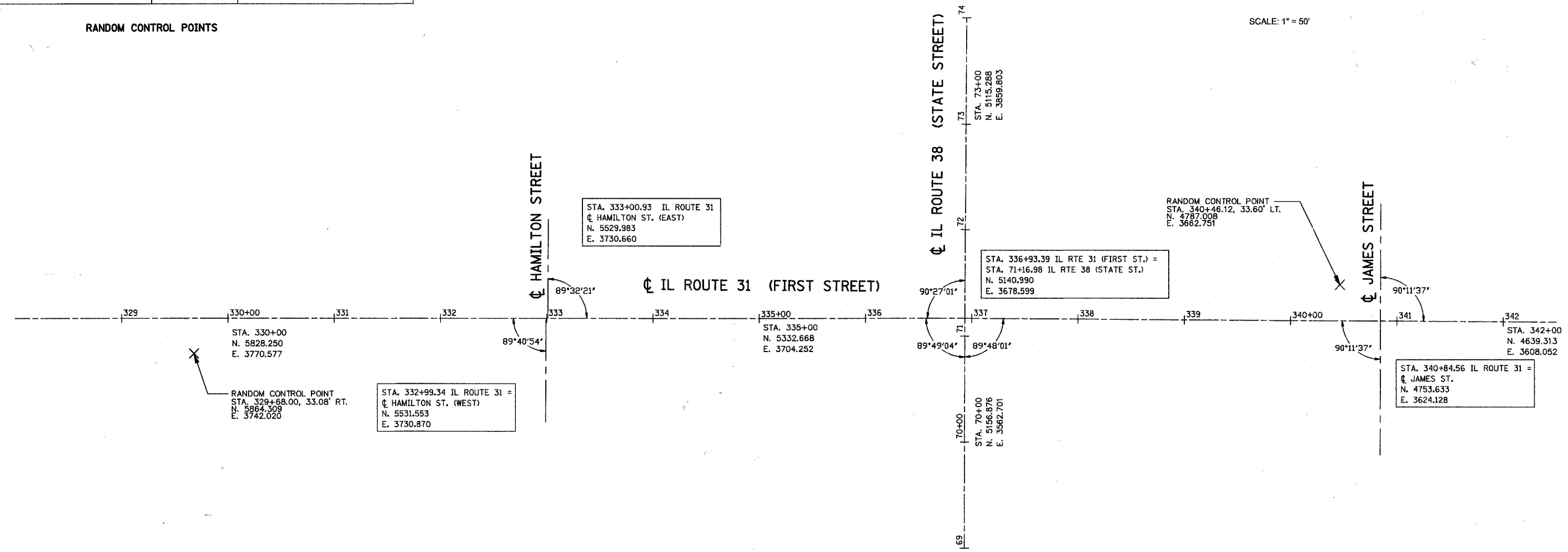
N. 5864.309
E. 3742.020

N. 4787.008
E. 3662.752

RANDOM CONTROL POINTS



SCALE: 1" = 50'



STA. 333+00.93 IL ROUTE 31
CL HAMILTON ST. (EAST)
N. 5529.983
E. 3730.660

STA. 336+93.39 IL RTE 31 (FIRST ST.) =
STA. 71+16.98 IL RTE 38 (STATE ST.)
N. 5140.990
E. 3678.599

RANDOM CONTROL POINT
STA. 340+46.12, 33.60' LT.
N. 4787.008
E. 3662.751

STA. 340+84.56 IL ROUTE 31 =
CL JAMES ST.
N. 4753.633
E. 3624.128

RANDOM CONTROL POINT
STA. 329+68.00, 33.08' RT.
N. 5864.309
E. 3742.020

STA. 332+99.34 IL ROUTE 31 =
CL HAMILTON ST. (WEST)
N. 5531.553
E. 3730.870

STA. 330+00
N. 5828.250
E. 3770.577

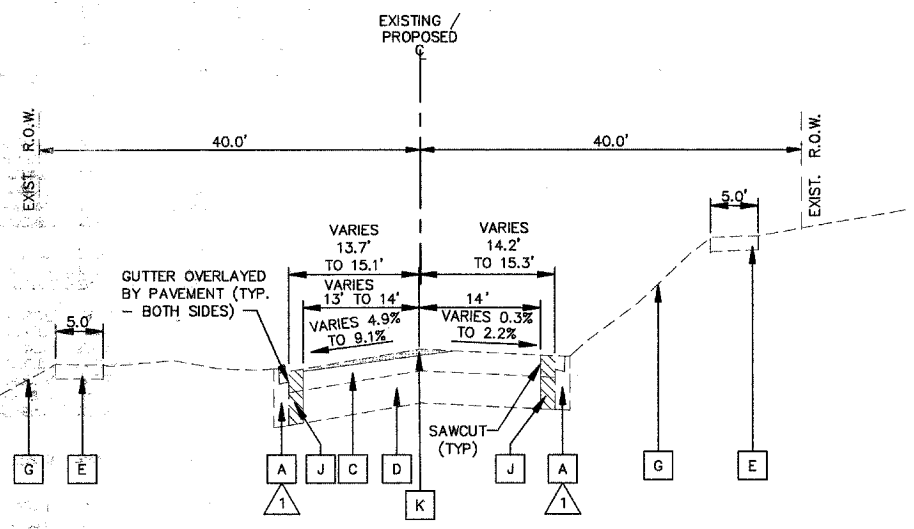
STA. 335+00
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STA. 342+00
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E. 3608.052

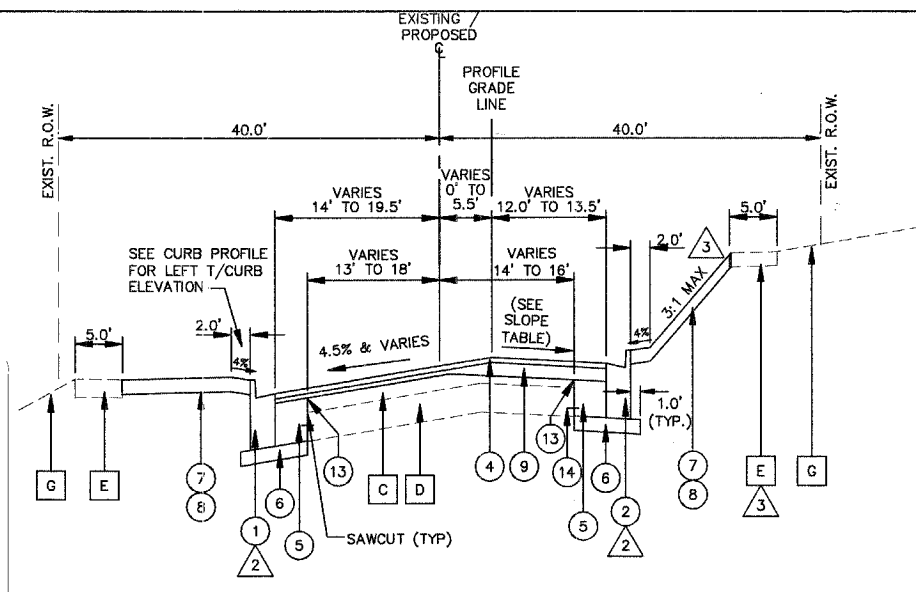
BENCHMARK:

1. CUT "X" IN SIDEWALK ALONG IL ROUTE 31, IN FRONT OF SALON BRONZINOS AT 507 SOUTH 3rd STREET.
ELEVATION: 690.41
2. CUT "X" IN SIDEWALK ON THE SOUTHWEST CORNER OF PEYTON STREET AND IL ROUTE 31
IN FRONT OF RESIDENCE #128, ABOUT 12' SOUTHWEST OF FIRE HYDRANT.
ELEVATION: 705.50

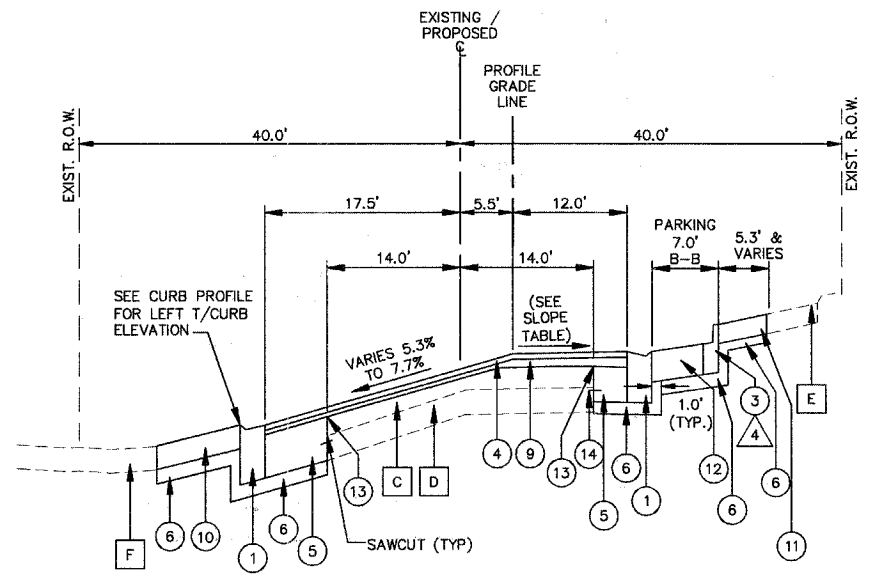
PLOT DATE: 7/27/2006
 PLOT SCALE: 1" = 50'
 USER NAME: BUSERS



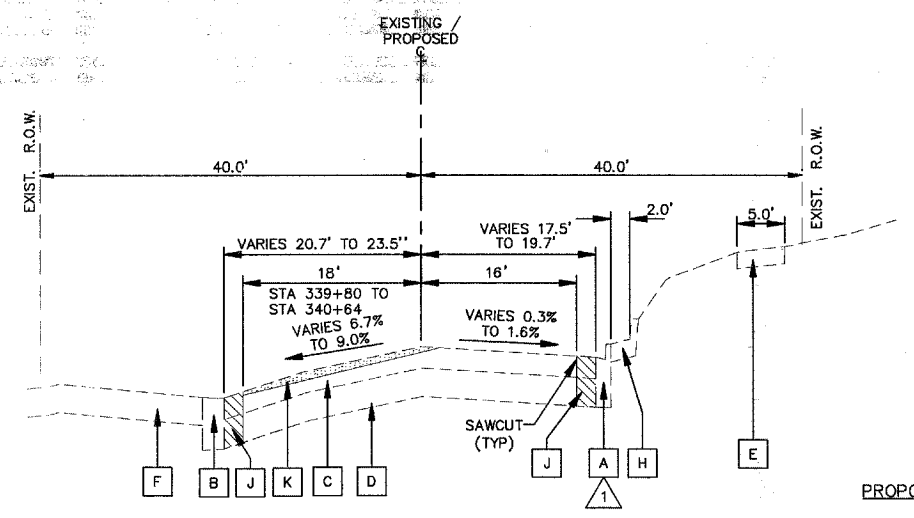
EXISTING TYPICAL SECTION
IL ROUTE 31
STA. 329+45 TO STA. 336+93
STA. 340+85 TO STA. 341+77



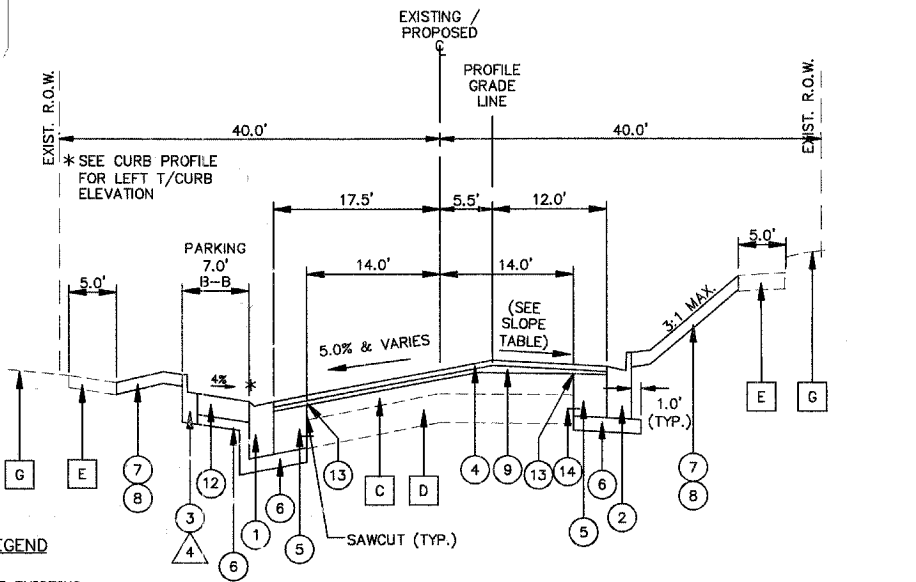
PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 329+45 TO STA. 333+67
STA. 339+80 TO STA. 341+77



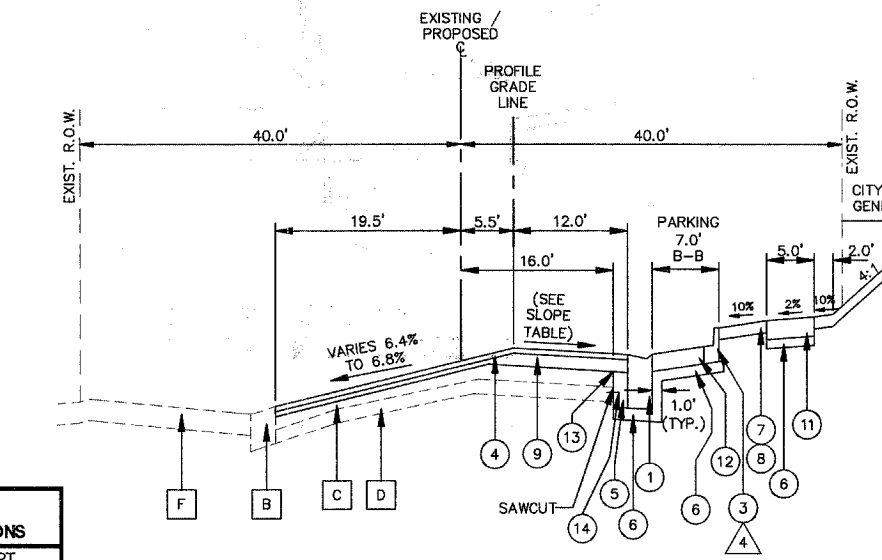
PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 335+35 TO STA. 336+60
(PROJECT OMISSION STA. 336+60 TO STA. 337+40)



EXISTING TYPICAL SECTION
IL ROUTE 31
STA. 336+93 TO STA. 340+85



PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 333+67 TO STA. 335+35



PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 337+40 TO STA. 339+80
(PROJECT OMISSION STA. 336+60 TO STA. 337+40)

PROPOSED TYPICAL SECTION LEGEND

- # EXISTING ITEM TO REMAIN - SEE EXISTING TYPICAL SECTION LEGEND
- 1 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 WITH EPOXY-COATED TIE BARS
- 2 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24 WITH EPOXY-COATED TIE BARS
- 3 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 4 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- 5 PORTLAND CEMENT CONCRETE BASE COURSE, WIDENING (VARIABLE DEPTH)
- 6 SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- 7 TOPSOIL FURNISH AND PLACE, 4"
- 8 SODDING, SALT TOLERANT
- 9 LEVELING BINDER (MACHINE METHOD), N70 (VARIES 1" TO 3-3/4" - IN 2 LIFTS)
- 10 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"
- 11 PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 12 HOT-MIX ASPHALT DRIVEWAY PAVEMENT
- 13 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 14 EPOXY-COATED TIE BARS (INCLUDED IN COST OF P.C.C. BASE COURSE WIDENING (VARIABLE DEPTH))

EXISTING TYPICAL SECTION LEGEND

- A EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- B EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- C EXISTING HOT-MIX ASPHALT PAVEMENT, VARIES 3" TO 7"
- D EXISTING PORTLAND CEMENT CONCRETE BASE COURSE, VARIES 7" TO 8-1/2"
- E EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- F EXISTING DRIVEWAY PAVEMENT
PCC: STA. 334+93 TO STA. 336+06
CC: STA. 337+73 TO STA. 339+80
IMA: STA. 339+80 TO STA. 340+48
- G EXISTING GROUND
- H EXISTING PORTLAND CEMENT CONCRETE SIDEWALK WITH CURB
- J PAVEMENT REMOVAL
- K HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (VARIES 0" TO 5-1/2")

NOTES

- 1 EXISTING CURB & GUTTER TYPE B-6.24 STA. 335+62 TO STA. 337+96
- 2 PROPOSED CURB & GUTTER TYPE B-6.12 STA. 340+85 TO STA. 341+47
- 3 PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5" WITH PARKWAY GRADED AT 10% MAX. SLOPE 338+30 TO STA. 340+26
- 4 PROPOSED GUTTER SHALL SLOPE 4.0% TOWARD C.L.
- 5 PROPOSED CURB & GUTTER TYPE B-9.24 STA. 329+75 TO STA. 335+35

PAVEMENT DESIGN INFORMATION

IL ROUTE 31 (FIRST STREET)

COMPOSITE DESIGN CLASS II ROAD

2017 ADT 16700

STRUCTURAL DESIGN TRAFFIC

PV 15700 (94%)
SU 668 (4%)
MU 334 (2%)

PAVEMENT DESIGN

IBR 2.0
TF 2.81
SN 3.64

PAVEMENT LAYER

ACTUAL SURFACE THICKNESS 2-1/2"
MIN BASE COURSE THICKNESS 9"
(ACTUAL BASE COURSE THICKNESS VAR. TO MATCH EXISTING PAVEMENT NOT LESS THAN 9")

STRENGTH COEFFICIENT

x 0.40 = 1.00
x 0.33 = 2.97

SLOPE TABLE	
CROSS SLOPE TRANSITIONS	
STA.	SLOPE RT
329+45	-1.50%
331+85	-1.50%
332+85	1.49%
333+15	1.49%
334+15	-1.50%
335+60	-1.50%
336+60	3.50%
336+60 TO 337+40 OMISSION	
337+40	1.60%
338+40	-1.50%
339+50	-1.50%
340+70	4.30%
341+00	4.30%
341+48	-2.64%

NOTE
SLOPE IS (+) AS UP FROM P.G.L.

BITUMINOUS MIXTURE REQUIREMENT

MIX	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT DRIVEWAY PAVEMENT (INCLUDES ITEMS)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1-1/2")	PG 64-22	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (5-1/2")	PG 64-22*	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70	PG 64-22*	4% @ 70 Gyr.
INCIDENTAL HOT-MIX ASPHALT SURFACING, (HMA BINDER, IL-19.0, N50)	PG 64-22*	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS / SQ YD / IN.
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

GENERAL NOTES FOR STAGE CONSTRUCTION AND MAINTENANCE OF TRAFFIC

- TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, HIGHWAY STANDARDS AND CONTRACT SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL SHOWN IN THESE PLANS REPRESENTS A GUIDE FOR THE SAFE MANAGEMENT OF TRAFFIC DURING THE EXECUTION OF THE WORK. MODIFICATIONS MAY BE NECESSARY DUE TO LOCAL CONDITIONS AT THE TIME OF CONSTRUCTION. ANY PROPOSED CHANGES BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER IN WRITING PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION, SPECIAL, UNLESS A SEPARATE PAY ITEM HAS BEEN ESTABLISHED FOR THE WORK.
- ANY EXISTING OR TEMPORARY PAVEMENT MARKINGS WHICH CONFLICT WITH MARKINGS REQUIRED FOR THE IMMEDIATELY FOLLOWING CONSTRUCTION STAGE SHALL BE REMOVED ACCORDING TO SECTION 783 OF THE STANDARD SPECIFICATIONS.
- IL ROUTE 31 (FIRST STREET) SHALL HAVE A MINIMUM OF ONE THROUGH LANE OPEN IN EACH DIRECTION AND LEFT-TURN LANES TO IL ROUTE 38 (STATE STREET) AT ALL TIMES, EXCEPT AS NOTED HEREIN OR APPROVED BY THE ENGINEER. A SHORT-TERM SINGLE LANE CLOSURE MAY BE REQUIRED ON IL ROUTE 38 (STATE STREET). THIS LANE CLOSURE SCHEDULE WILL REQUIRE APPROVAL BY IDOT AND THE CITY. MINIMUM LANE WIDTHS OF 10 FEET SHALL BE PROVIDED AT ALL TIMES WITHIN THE PROJECT LIMITS, EXCEPT AS SHOWN HEREIN OR APPROVED BY THE ENGINEER.
- ACCESS TO ADJACENT PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED AT ALL TIMES.
- THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION AS REQUIRED:
 - 4" WHITE EDGE LINE - EACH EDGE
 - 4" DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES
 - 6" WHITE SKIP-DASH (6' SPACE - 2' DASH) - TURN BAY TAPER
 - 6" WHITE LANE LINE - STORAGE AREA TURN BAY
 - 12" YELLOW DIAGONALS
 - 24" WHITE STOP BAR - ALL LOCATIONS
 - WHITE LETTERS AND SYMBOLS - TURN LANES
- TEMPORARY PAVEMENT MARKING APPLIED TO FINAL PAVEMENT SURFACES AND EXISTING PAVEMENT SURFACES TO REMAIN SHALL BE PAVEMENT MARKING TAPE, TYPE III.
- PLATING AND/OR TEMPORARY DRAINAGE STRUCTURE ADJUSTMENTS MAY BE REQUIRED DUE TO THE STAGING OF CONSTRUCTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, SPECIAL.
- THE CONTRACTOR SHALL NOTIFY THE IDOT TRAFFIC CONTROL SUPERVISOR FOR ARTERIALS AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

EROSION CONTROL NOTES:

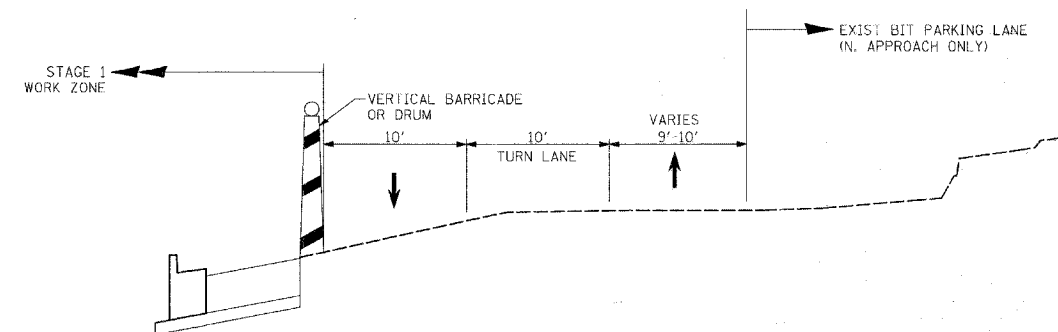
THE FOLLOWING WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS.

THE PURPOSE OF THE PROJECT EROSION CONTROL SYSTEMS IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

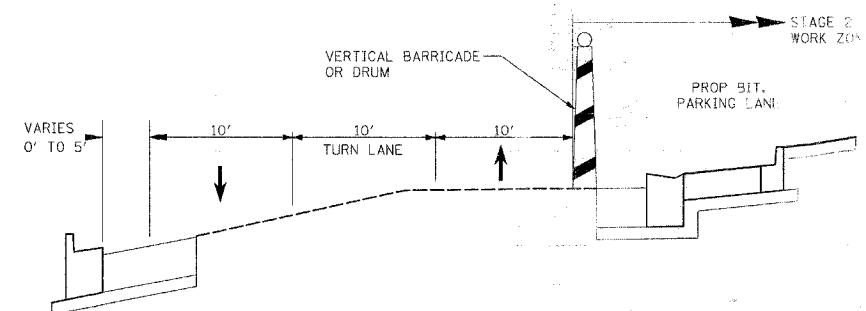
CERTAIN ITEMS, AS SHOWN IN THIS PLAN, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

NPDES STORM WATER PERMIT REQUIREMENTS ARE NOT APPLICABLE TO THIS PROJECT.

- ALL WORK PROPOSED ON THE EROSION CONTROL PLAN SHALL BE DONE IN ACCORDANCE WITH THE "ILLINOIS URBAN MANUAL" (LATEST EDITION), THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND DETAILS AS SHOWN IN THE PLANS. THE CONTRACTOR IS DIRECTED TO THE CONTRACT SPECIAL PROVISIONS FOR THE APPLICABLE CONSTRUCTION STANDARD AND SUPPLEMENTAL INFORMATION. MAINTENANCE, CLEANING, REPLACEMENT, AND FINAL REMOVAL OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE COST OF THE ITEM.
- THE CONSTRUCTION LIMITS WILL BE IDENTIFIED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF SOIL DISTURBANCE. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY.
- EROSION CONTROL MEASURES INDICATED IN THESE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY. ANY PROPOSED CHANGES BY THE CONTRACTOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING IMPLEMENTED. ANY MODIFICATIONS OR ADDITIONS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE EROSION CONTROL ITEM.
- THE TEMPORARY EROSION CONTROL SYSTEMS MAY BE UTILIZED IN MULTIPLE CONSTRUCTION STAGES. THESE SYSTEMS SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AS DIRECTED BY THE ENGINEER.
- ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THESE PLANS. PRIOR TO APPROVAL AND USE, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO THE ENGINEER UPON REQUEST.
- SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED ON SITE. THIS COST SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- DISTURBED AREAS SHALL BE PERMANENTLY SODDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED WITHIN 14 CALENDAR DAYS FROM INITIAL DISTURBANCE OR RE-DISTURBANCE.
- CONSTRUCTION EQUIPMENT SHALL BE STORED, FUELED AND WASHED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL AND OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS.
- THE CONTRACTOR SHALL INSPECT ALL SOIL EROSION CONTROL MEASURES ON A WEEKLY BASIS OR AFTER A 1/2" RAINFALL AND REPLACE, REPAIR OR CLEAN THEM WITHIN 24 HOURS.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED ONLY INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DIRECTLY INTO NATURAL DRAINAGE WAYS, FIELD TILES OR STORM WATER STRUCTURES THAT DO NOT DRAIN INTO SEDIMENT BASINS OR SILT TRAPS IS PROHIBITED.
- QUANTITIES OF EROSION CONTROL ITEMS HAVE BEEN INCLUDED IN THESE PLANS. THE ACTUAL NEED FOR ANY EROSION CONTROL SYSTEM WILL BE DETERMINED ON-SITE AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ANY QUANTITIES FOR EROSION CONTROL ITEMS NOT USED WILL BE DEDUCTED IN ACCORDANCE WITH ARTICLE 109.03 OF THE STANDARD SPECIFICATIONS.

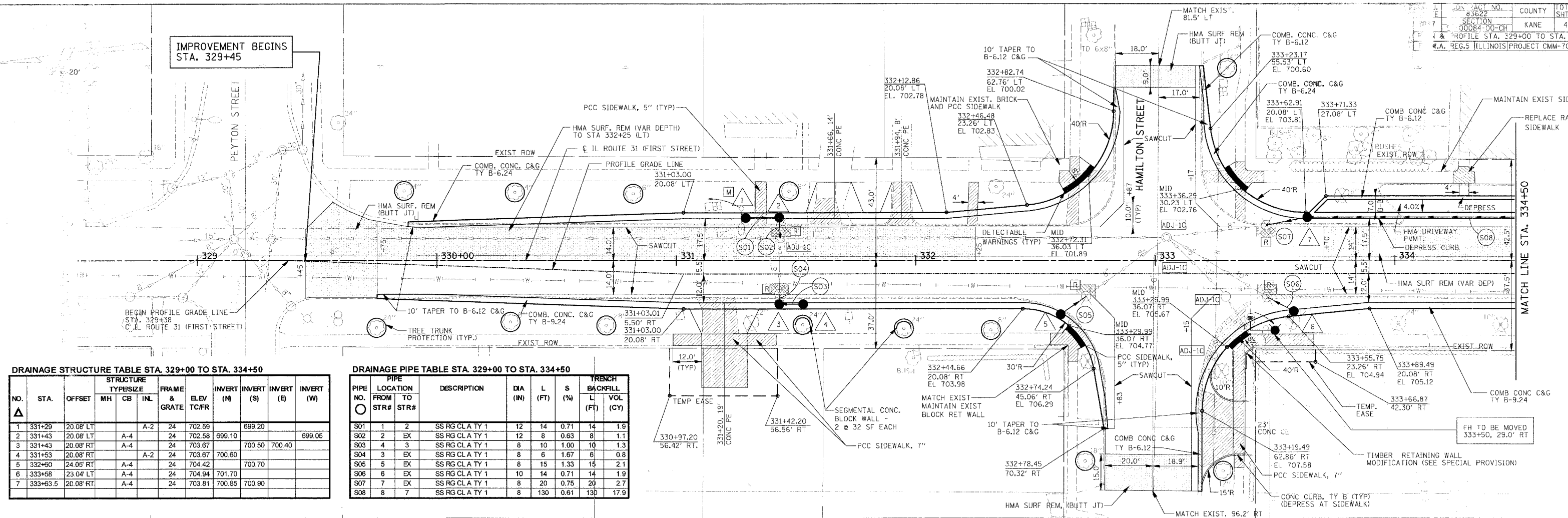


STAGE 1 TYPICAL SECTION
IL ROUTE 31 (FIRST ST) AT IL ROUTE 38



STAGE 2 TYPICAL SECTION
IL ROUTE 31 (FIRST ST) AT IL ROUTE 38

IMPROVEMENT BEGINS STA. 329+45

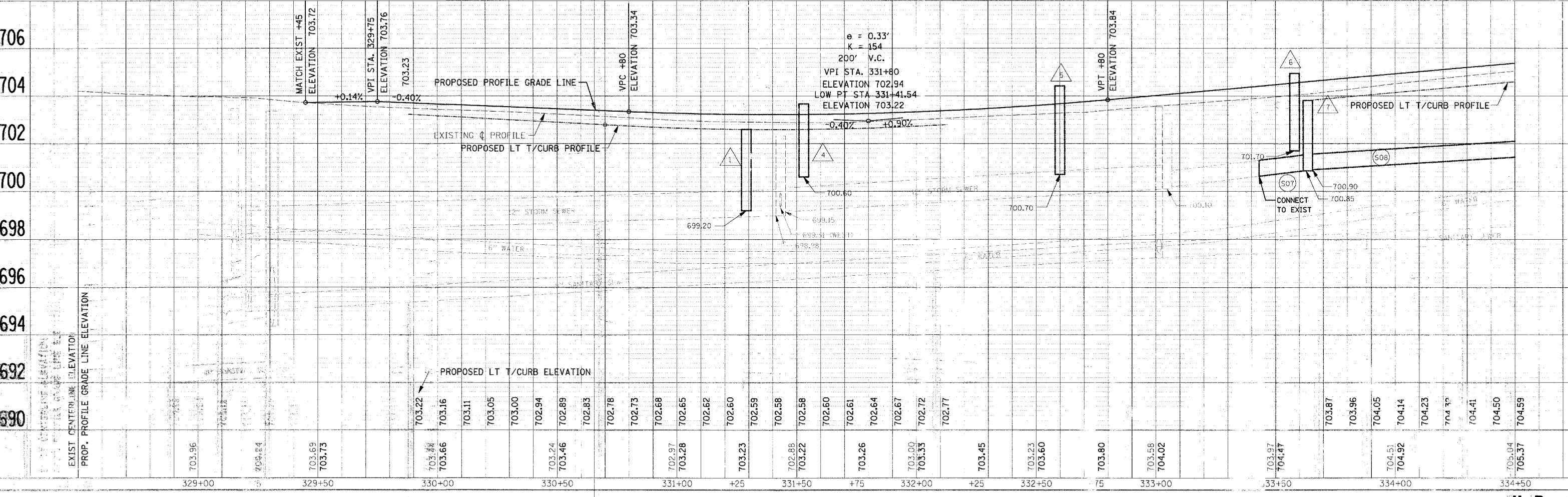


DRAINAGE STRUCTURE TABLE STA. 329+00 TO STA. 334+50

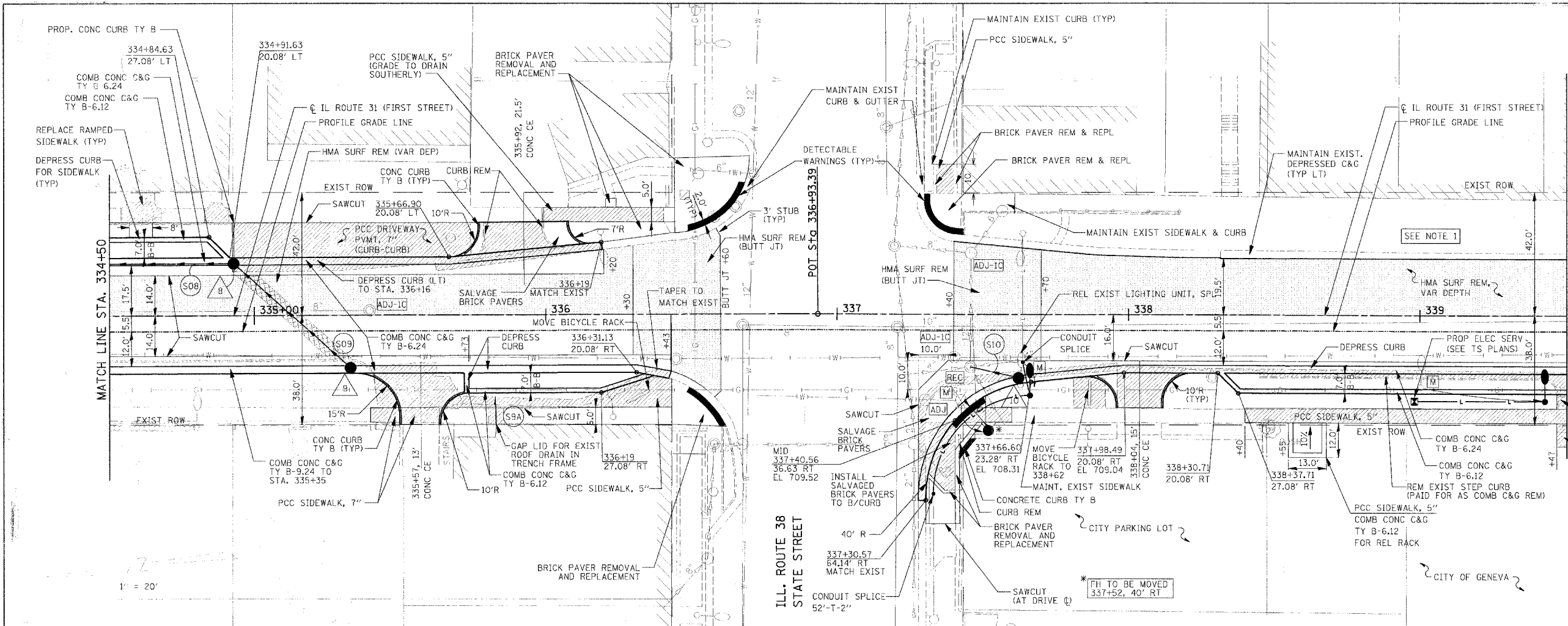
NO.	STA.	OFFSET	STRUCTURE TYPE/SIZE			FRAME & GRATE	ELEV TC/FR	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)
			MH	CB	INL						
1	331+29	20.08' LT			A-2	24	702.59		699.20		
2	331+43	20.08' LT	A-4			24	702.58	699.10		699.05	
3	331+43	20.08' RT	A-4			24	703.67	700.50	700.40		
4	331+53	20.08' RT			A-2	24	703.67	700.60			
5	332+60	24.05' RT	A-4			24	704.42		700.70		
6	333+58	23.04' LT	A-4			24	704.94	701.70			
7	333+63.5	20.08' RT	A-4			24	703.81	700.85	700.90		

DRAINAGE PIPE TABLE STA. 329+00 TO STA. 334+50

PIPE NO.	LOCATION FROM STR#	LOCATION TO STR#	DESCRIPTION	DIA (IN)	L (FT)	S (%)	TRENCH BACKFILL	
							L (FT)	VOL (CY)
S01	1	2	SS RG CLA TY 1	12	14	0.71	14	1.9
S02	2	EX	SS RG CLA TY 1	12	8	0.63	8	1.1
S03	4	3	SS RG CLA TY 1	8	10	1.00	10	1.3
S04	3	EX	SS RG CLA TY 1	8	6	1.67	6	0.8
S05	5	EX	SS RG CLA TY 1	8	15	1.33	15	2.1
S06	6	EX	SS RG CLA TY 1	10	14	0.71	14	1.9
S07	7	EX	SS RG CLA TY 1	8	20	0.75	20	2.7
S08	8	7	SS RG CLA TY 1	8	130	0.61	130	17.9



DATE: 11/10/2017
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: AS SHOWN
 SHEET NO: 1 OF 1



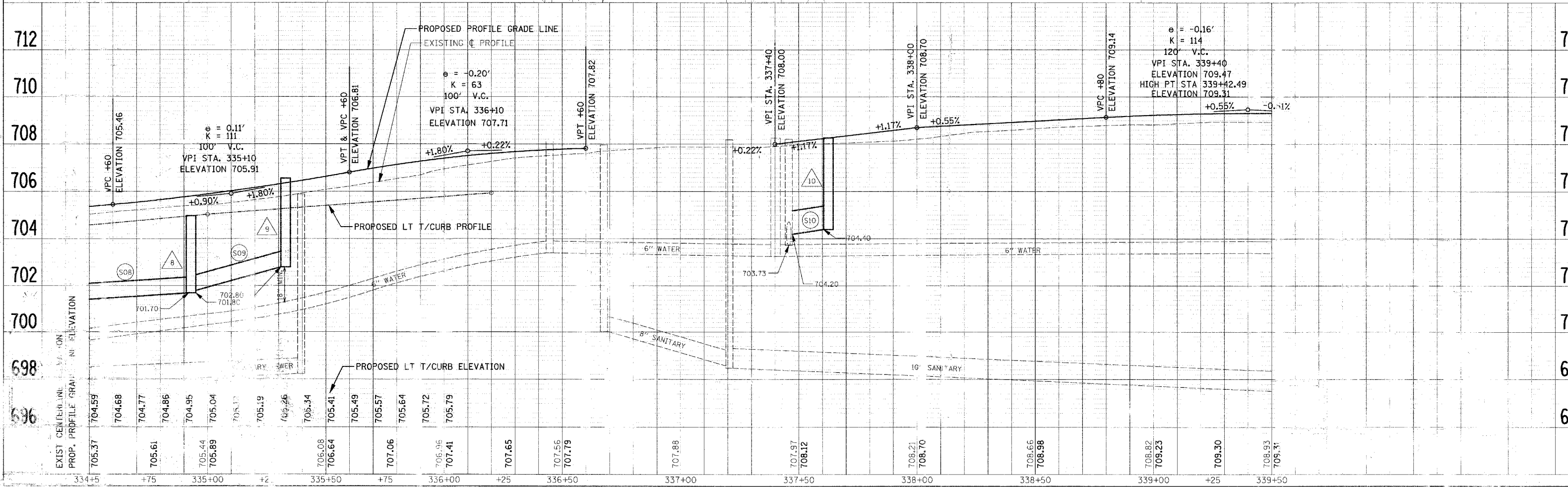
NOTES:
 1. POTENTIAL SOIL CONTAMINATION STA 338+80 TO STA. 339+53, 0 TO 50 FEET LT. SEE GENERAL NOTES FOR NON-SPECIAL WASTE WORKING CONDITIONS.

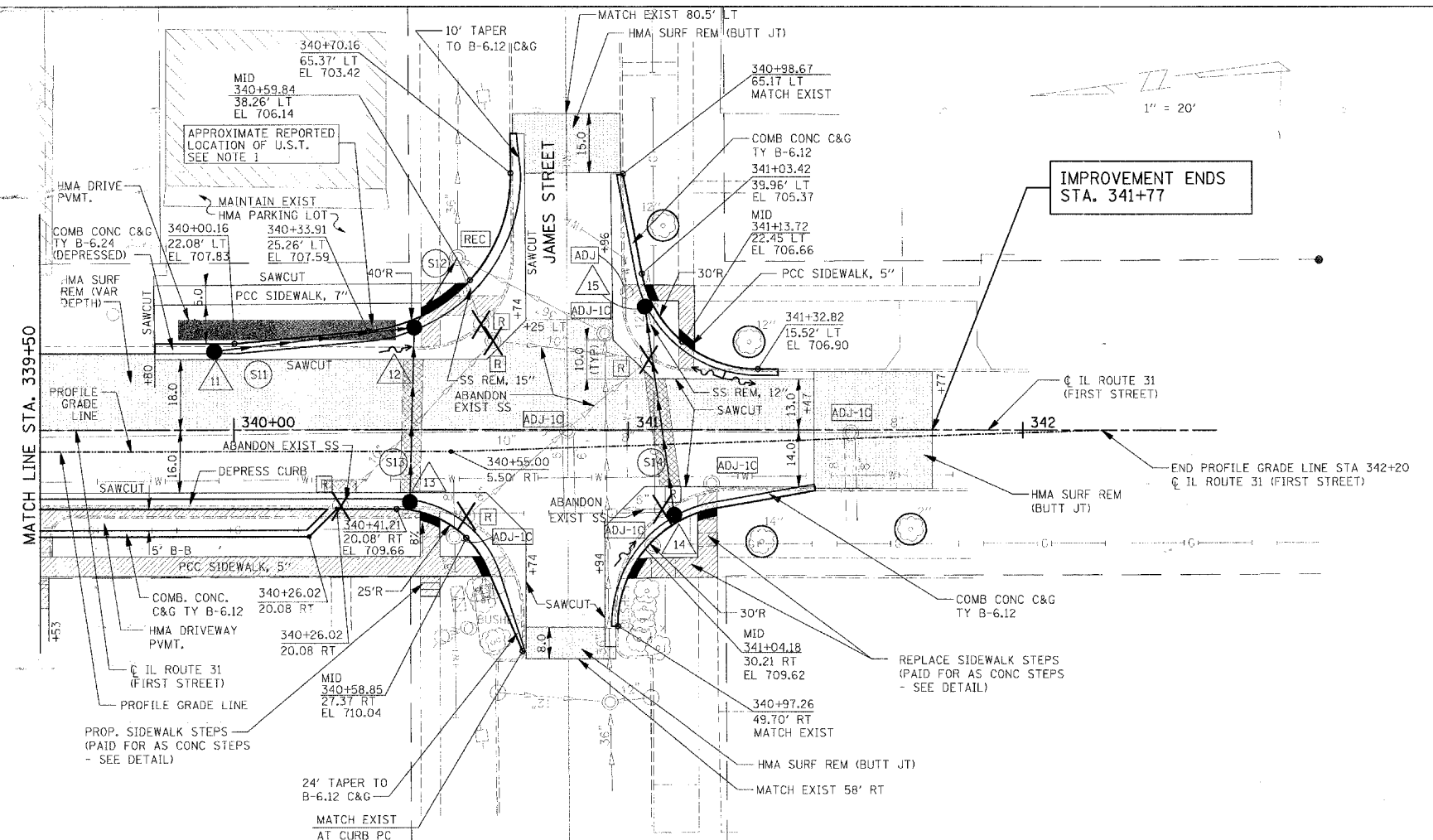
DRAINAGE PIPE TABLE STA. 334+50 TO STA. 339+50

PIPE NO.	LOCATION FROM STR #	LOCATION TO STR #	DESCRIPTION	DIA (IN)	L (FT)	S (%)	TRENCH BACKFILL	
							L (FT)	VO (C)
S09	9	8	SS RG CL A TY 1	8	54	1.85	54	7
S10	10	EX	SS RG CL A TY 1	12	18	1.11	18	2
S9A	-	-	TRENCH FRAME & LID		11	EX		

DRAINAGE STRUCTURE TABLE STA. 334+50 TO STA. 339+50

NO.	STA.	OFFSET	STRUCTURE TYPE/SIZE	FRAME & GRATE	ELEV	TC/FR	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)
8	334+93	20.08' LT	A-4		24	704.98	701.70	701.80		
9	335+33	20.08' RT	A-4		24	708.56	702.80			
10	337+62.6	23.89' RT	A-4		24	708.26	704.40			





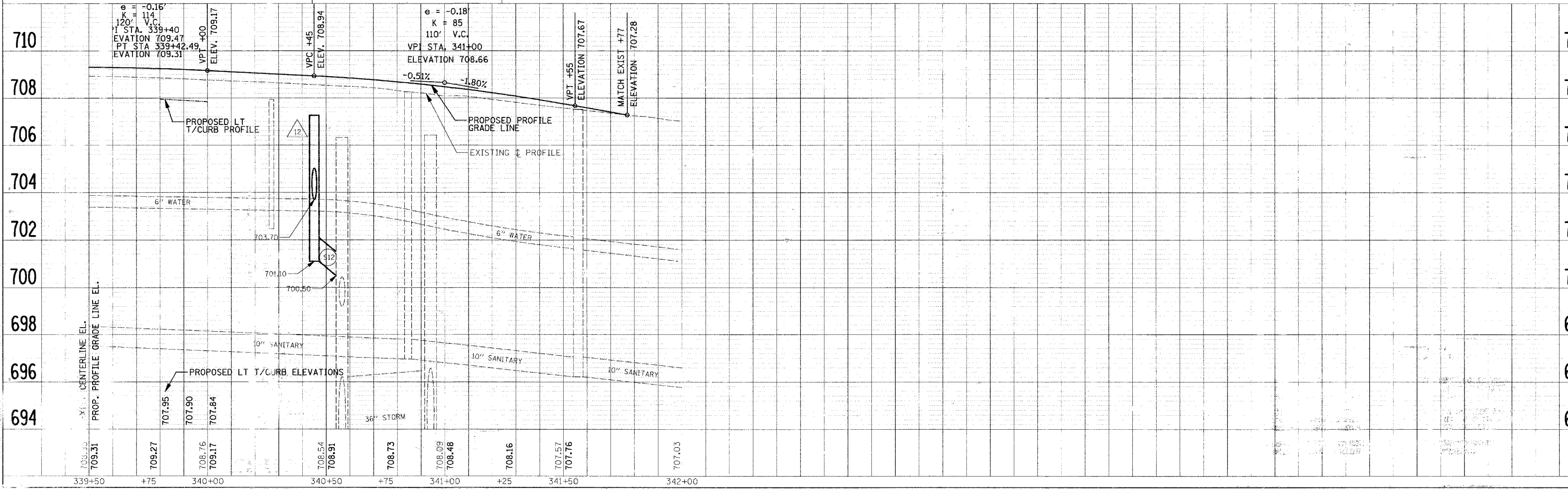
DRAINAGE STRUCTURE TABLE STA. 339+50 TO STA. 342+50

NO.	STA.	OFFSET	STRUCTURE TYPE/SIZE			FRAME & GRATE	ELEV TC/FR	INVERT (N)	INVERT (S)	INVERT (E)	INVERT (W)
			MH	CB	INL						
11	339+95	21.39' LT	A-4			24	707.88		704.30		
12	340+45	27.94' LT	A-4			24	707.26	703.70		701.10	703.70
13	340+44	20.29' RT	A-4			24	709.65			705.00	
14	341+12	23.54' RT	A-4			11V	709.47			704.10	
15	341+06	32.32' LT	A-4			11V	706.01			700.70	702.00

NOTES:
 1. POTENTIAL SOIL CONTAMINATION STA 340+10 TO STA. 340+55, 0 TO 60 FEET LT. SEE GENERAL NOTES FOR NON-SPECIAL WASTE WORKING CONDITIONS.

DRAINAGE PIPE TABLE STA. 339+50 TO STA. 342+50





PIPE NO.	LOCATION FROM STR #	PIPE LOCATION TO STR #	DESCRIPTION	DIA (IN)	L (FT)	S (%)	TRENCH BACKFILL	
							L (FT)	VOL (CY)
S11	11	12	SS RG CL A TY 1	12	51	1.18	51	6.7
S12	12	EX	SS RG CL A TY 2	12	20	3.00	20	13.9
S13	13	12	SS RG CL A TY 1	12	45	2.89	45	6.9
S14	14	15	SS RG CL A TY 2	12	54	3.89	54	12.7

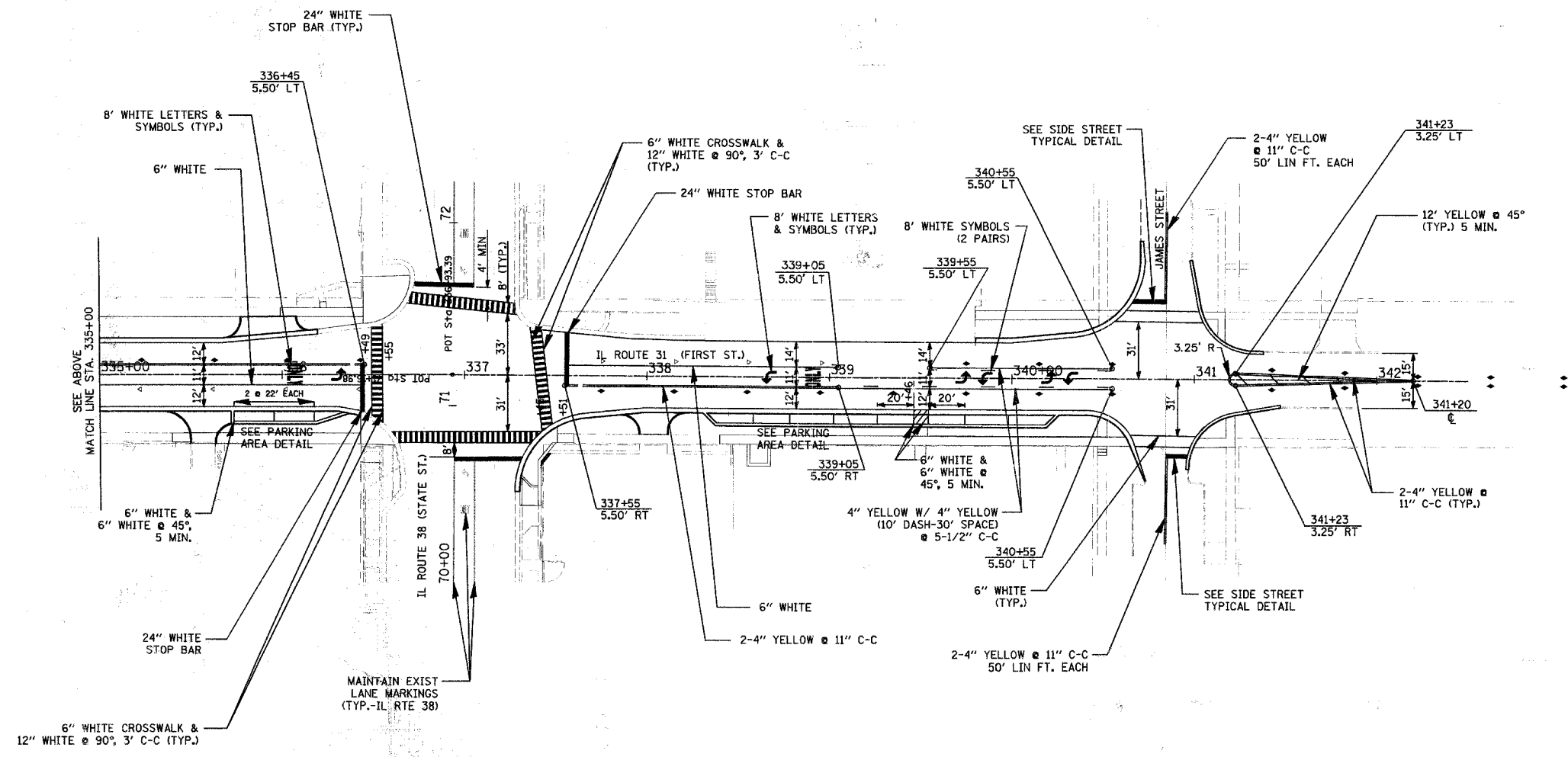
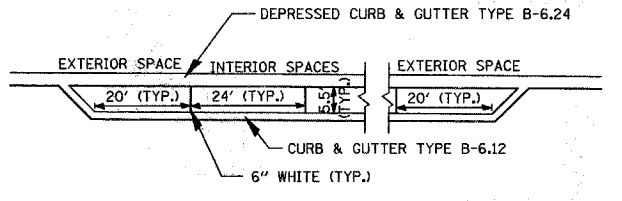
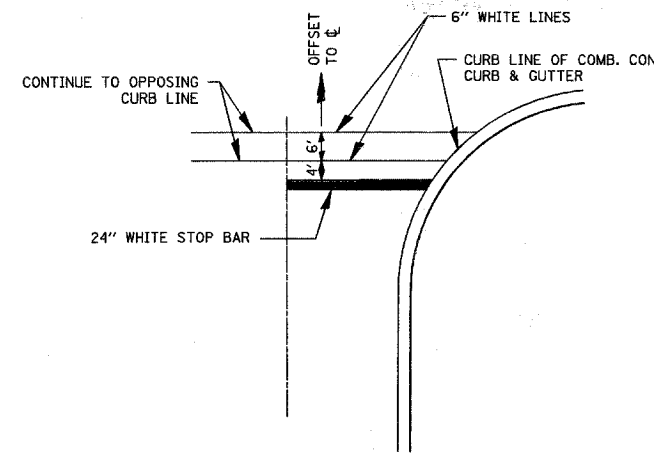
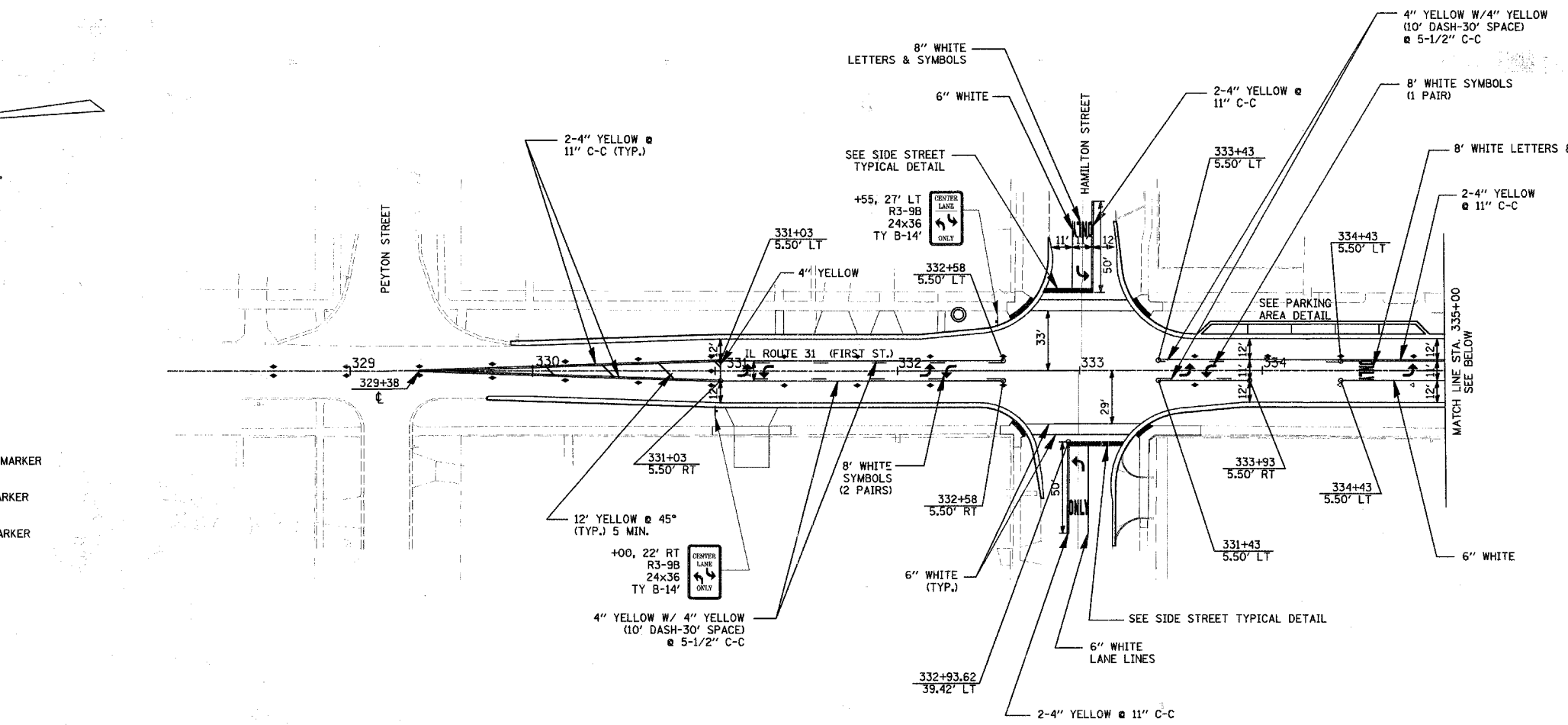


DATE: 11/25/2006
 FILE NAME: P:\MS V8\2005\155\443\1\31\PP3.SHT
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: JUSPERE

SCALE: 1"=40'

LEGEND

-  ONE-WAY CRYSTAL MARKER
-  ONE-WAY AMBER MARKER
-  TWO-WAY AMBER MARKER
-  PROPOSED SIGN



NOTES

- SIGNS**
- THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE EXISTING SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. AN INVENTORY OF ALL EXISTING SIGNS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO THIS WORK. THIS WORK WILL BE CONSIDERED INCLUDED IN THE CONTRACT.
- ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS AND THE FOLLOWING REQUIREMENTS:
- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED.
 - ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
 - ALL EXISTING SIGNS THAT ARE REPLACED BY NEW SIGNS IN PERMANENT LOCATIONS, OR OTHERWISE DETERMINED BY THE ENGINEER TO BE OBSOLETE, SHALL BE REMOVED AND REMAIN THE PROPERTY OF THE CITY.
 - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

DATE: 11/20/2008
 PROJECT: PARKING PLAN
 DRAWN BY: J. B. WILSON
 CHECKED BY: J. B. WILSON
 USER NAME: J. B. WILSON

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ▽ EXISTING SIGNAL HEAD TO BE REMOVED
- ▽ EXISTING SIGNAL HEAD WITH BACKPLATE TO BE REMOVED
- ▽ EXISTING SERVICE INSTALLATION TO BE REMOVED
- ▽ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ▽ EXISTING ALUMINUM MAST ARM ASSEMBLY AND FOUNDATION TO BE REMOVED
- ▽ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ▽ EXISTING HANDHOLE TO BE REMOVED
- ▽ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ▽ EXISTING COUNTDOWN PEDESTRIAN SIGNAL HEAD TO BE REMOVED AND RELOCATED TO NEW SIGNAL
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ▽ EXISTING EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED AND RELOCATED TO NEW SIGNAL
- EXISTING CONFIRMATION BEACON TO BE REMOVED AND RELOCATED TO NEW SIGNAL

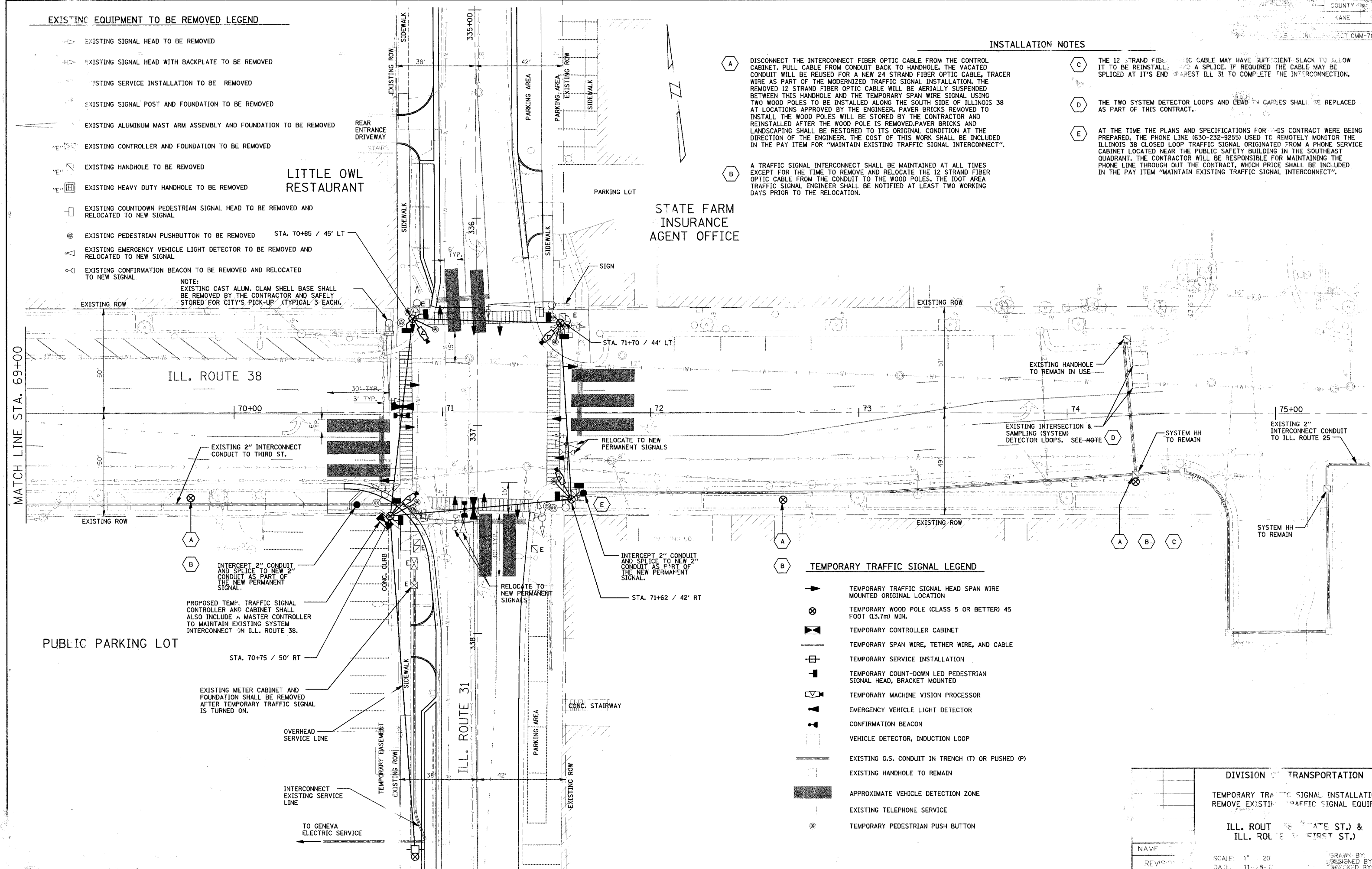
NOTE:
EXISTING CAST ALUM. CLAM SHELL BASE SHALL BE REMOVED BY THE CONTRACTOR AND SAFELY STORED FOR CITY'S PICK-UP (TYPICAL 3 EACH).

LITTLE OWL RESTAURANT

STATE FARM INSURANCE AGENT OFFICE

INSTALLATION NOTES

- A DISCONNECT THE INTERCONNECT FIBER OPTIC CABLE FROM THE CONTROL CABINET. PULL CABLE FROM CONDUIT BACK TO HANDHOLE. THE VACATED CONDUIT WILL BE REUSED FOR A NEW 24 STRAND FIBER OPTIC CABLE, TRACER WIRE AS PART OF THE MODERNIZED TRAFFIC SIGNAL INSTALLATION. THE REMOVED 12 STRAND FIBER OPTIC CABLE WILL BE AERIALY SUSPENDED BETWEEN THIS HANDHOLE AND THE TEMPORARY SPAN WIRE SIGNAL USING TWO WOOD POLES TO BE INSTALLED ALONG THE SOUTH SIDE OF ILLINOIS 38 AT LOCATIONS APPROVED BY THE ENGINEER. PAVER BRICKS REMOVED TO INSTALL THE WOOD POLES WILL BE STORED BY THE CONTRACTOR AND REINSTALLED AFTER THE WOOD POLE IS REMOVED. PAVER BRICKS AND LANDSCAPING SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE DIRECTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR "MAINTAIN EXISTING TRAFFIC SIGNAL INTERCONNECT".
- B A TRAFFIC SIGNAL INTERCONNECT SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR THE TIME TO REMOVE AND RELOCATE THE 12 STRAND FIBER OPTIC CABLE FROM THE CONDUIT TO THE WOOD POLES. THE IDOT AREA TRAFFIC SIGNAL ENGINEER SHALL BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE RELOCATION.
- C THE 12 STRAND FIBER OPTIC CABLE MAY HAVE SUFFICIENT SLACK TO ALLOW IT TO BE REINSTALLED WITH A SPLICE. IF REQUIRED THE CABLE MAY BE SPLICED AT IT'S END NEAREST ILL 31 TO COMPLETE THE INTERCONNECTION.
- D THE TWO SYSTEM DETECTOR LOOPS AND LEAD IN CABLES SHALL BE REPLACED AS PART OF THIS CONTRACT.
- E AT THE TIME THE PLANS AND SPECIFICATIONS FOR THIS CONTRACT WERE BEING PREPARED, THE PHONE LINE (630-232-9255) USED TO REMOTELY MONITOR THE ILLINOIS 38 CLOSED LOOP TRAFFIC SIGNAL ORIGINATED FROM A PHONE SERVICE CABINET LOCATED NEAR THE PUBLIC SAFETY BUILDING IN THE SOUTHEAST QUADRANT. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE PHONE LINE THROUGH OUT THE CONTRACT, WHICH PRICE SHALL BE INCLUDED IN THE PAY ITEM "MAINTAIN EXISTING TRAFFIC SIGNAL INTERCONNECT".



TEMPORARY TRAFFIC SIGNAL LEGEND

- ▶ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MIN.
- ▭ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ▭ TEMPORARY COUNT-DOWN LED PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ▽ TEMPORARY MACHINE VISION PROCESSOR
- ▲ TEMPORARY EMERGENCY VEHICLE LIGHT DETECTOR
- TEMPORARY CONFIRMATION BEACON
- ▭ TEMPORARY VEHICLE DETECTOR, INDUCTION LOOP
- EXISTING G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- EXISTING HANDHOLE TO REMAIN
- ▭ APPROXIMATE VEHICLE DETECTION ZONE
- EXISTING TELEPHONE SERVICE
- TEMPORARY PEDESTRIAN PUSH BUTTON

DIVISION OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

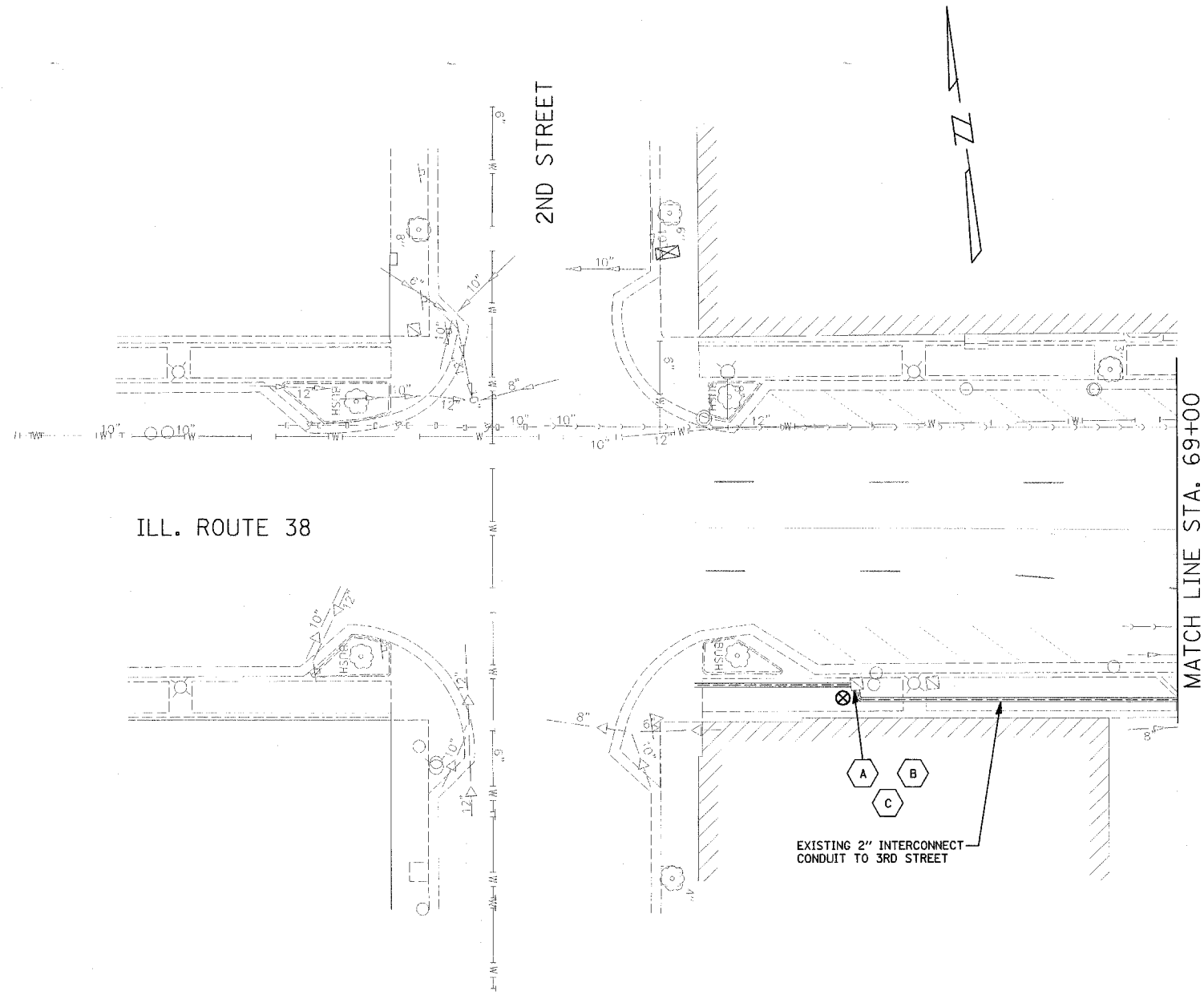
ILL. ROUTE 38 (STATE ST.) & ILL. ROUTE 31 (FIRST ST.)

NAME	SCALE: 1" = 20'	DRAWN BY:
REVISION	DATE: 11-28-0	CHECKED BY:

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ELECTRICAL SERVICE NOTES

- ELECTRIC SERVICE TO THE TRAFFIC SIGNAL AT THE INTERSECTION OF ILLINOIS 31 AND ILLINOIS 38 IS MAINTAINED AND SUPPLIED BY THE CITY OF GENEVA.
- THE NEW PERMANENT ELECTRIC SERVICE REQUIRES THE INSTALLATION OF A COMMONWEALTH EDISON APPROVED ELECTRIC METER WHICH WILL BE LOCATED OUTSIDE THE NEW PEDESTAL ELECTRIC SERVICE CABINET. THE COST FOR THE ELECTRIC METER IS INCLUDED IN THE PAY ITEM FOR "SERVICE INSTALLATION-GROUND MOUNTED".
- THE ELECTRIC SERVICE TO THE EXISTING TRAFFIC SIGNAL IS TAPPED OFF THE ELECTRIC CABLE SERVING A STREET LIGHT POLE ON THE WEST SIDE OF ILLINOIS 31, AT STA. 339+00. THIS CABLE IS ENERGIZED AT ALL TIMES.
- THE TEMPORARY SERVICE FOR THE TEMPORARY SPAN WIRE SIGNALS WILL INCLUDE A TEMPORARY POLE LOCATED IN THE PARKWAY BETWEEN THE STREET AND SIDEWALK AND ADJACENT TO THE LIGHT POLE AT STA. 339+00. THE TEMPORARY POLE SHALL HAVE A COMMONWEALTH EDISON APPROVED METER ATTACHED TO A ULL APPROVED OPEN BOTTOM METER CABINET ATTACHED TO THE POLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GROUNDING THE TEMPORARY SERVICE CABINET IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. THE CONTRACTOR WILL CONTACT THE CITY OF GENEVA TO SPLICE ONTO THE ENERGIZED CABLE SERVING THE LIGHT POLE AND EXISTING TRAFFIC SIGNAL AND ENSURE THE SPLICE IS PROTECTED FROM THE PUBLIC AND OUTSIDE OF THE PROPOSED CURB LINE. A TEMPORARY OVERHEAD CABLE WILL SPAN BETWEEN THE POLE INSTALLED AT STA. 339+00 AND THE TEMPORARY TRAFFIC SIGNAL POLE LOCATED IN THE SOUTHWEST CORNER OF THE INTERSECTION.
- THE CITY SHALL INSPECT ALL REVISIONS TO THE ELECTRICAL SERVICE(S) INSTALLED BY THE STATE'S CONTRACTOR. THE CITY WILL HAVE THE FINAL APPROVAL ON ALL CHANGES EITHER TEMPORARY OR PERMANENT.
- THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER, THE CITY ELECTRICAL ENGINEER AND THE AREA TRAFFIC SIGNAL ENGINEER A MINIMUM OF TWO WORKING DAYS PRIOR TO SCHEDULING ANY POWER INTERRUPTION. UNDER NO CASE WILL A POWER INTERRUPTION BE ALLOWED DURING THE PEAK TRAFFIC PERIODS DURING THE WEEKDAYS: MONDAY THROUGH FRIDAY BETWEEN 6:00 AM - 9:00 AM; 11:00 AM - 1:30 PM AND 3:30 PM - 6:30 PM AND ON WEEKENDS, SATURDAY AND SUNDAY BETWEEN 10:00 AM - 4:00 PM.



1 EACH REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 1 EACH MASTER CONTROLLER

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: CITY OF GENEVA

- 3 EACH CAST ALUM. 2-PC., SIGNAL POLE BASE COVER

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

- 8 EACH TRAFFIC SIGNAL HEAD, 3-SECTION (WITH 12" RED)
- 8 EACH TRAFFIC SIGNAL HEAD, 5-SECTION
- 8 EACH PED. PUSH BUTTONS
- 4 EACH ALUMINUM MAST ARM & POLE ASSEMBLY
- 4 EACH TRAFFIC SIGNAL POST

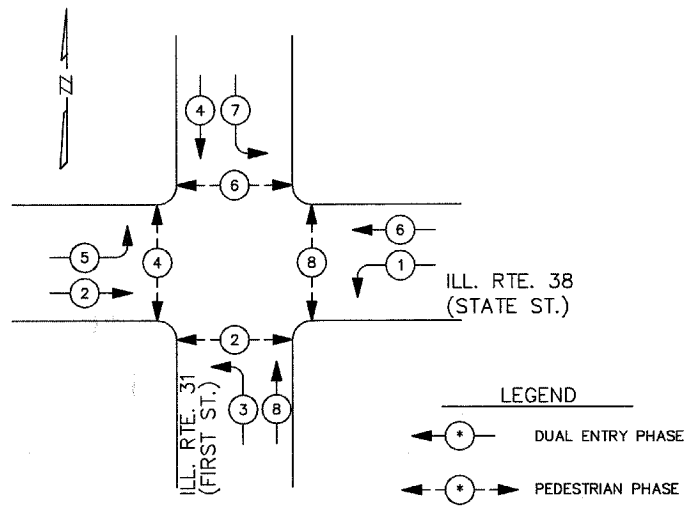
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE STATE OF ILLINOIS. THIS EQUIPMENT SHALL BE STORED BY THE CONTRACTOR IN A SECURE LOCATION AT THE CONTRACTOR'S SHOP/OFFICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EQUIPMENT'S SAFE KEEPING AND WILL BE RESPONSIBLE FOR MAINTAINING THE EQUIPMENT IN THE SAME CONDITION AS IT EXISTED PRIOR TO ITS REMOVAL BY THE CONTRACTOR FOR STORAGE. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL SIGN OFF ON THE CONDITION OF THE EQUIPMENT PRIOR TO IT BEING REMOVED AND STORED. THE EQUIPMENT SHALL BE INSTALLED AS PART OF THE PERMANENT INSTALLATION AND SHALL BE INSPECTED BY THE RESIDENT ENGINEER BEFORE IT IS INSTALLED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY MISSING OR STOLEN EQUIPMENT WHILE IT IS IN THE CONTRACTOR'S POSSESSION. THIS WORK SHALL BE INCIDENTAL TO THE FOLLOWING PAY ITEMS: "RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD", "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT" AND "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT."

- 8 EACH COUNTDOWN PEDESTRIAN SIGNALS 1-FACE
- 2 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
- 1 EACH EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT

DIVISION OF TRANSPORTATION	
TEMPORARY TRAFFIC SIGNAL INSTALLATION REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	
ILL. ROUTE 38 (STATE ST.) & ILL. ROUTE 31 (FIRST ST.)	
NAME	DATE
REVISIONS	
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DATE: 11-28-06	DESIGNED BY:
	CHECKED BY:

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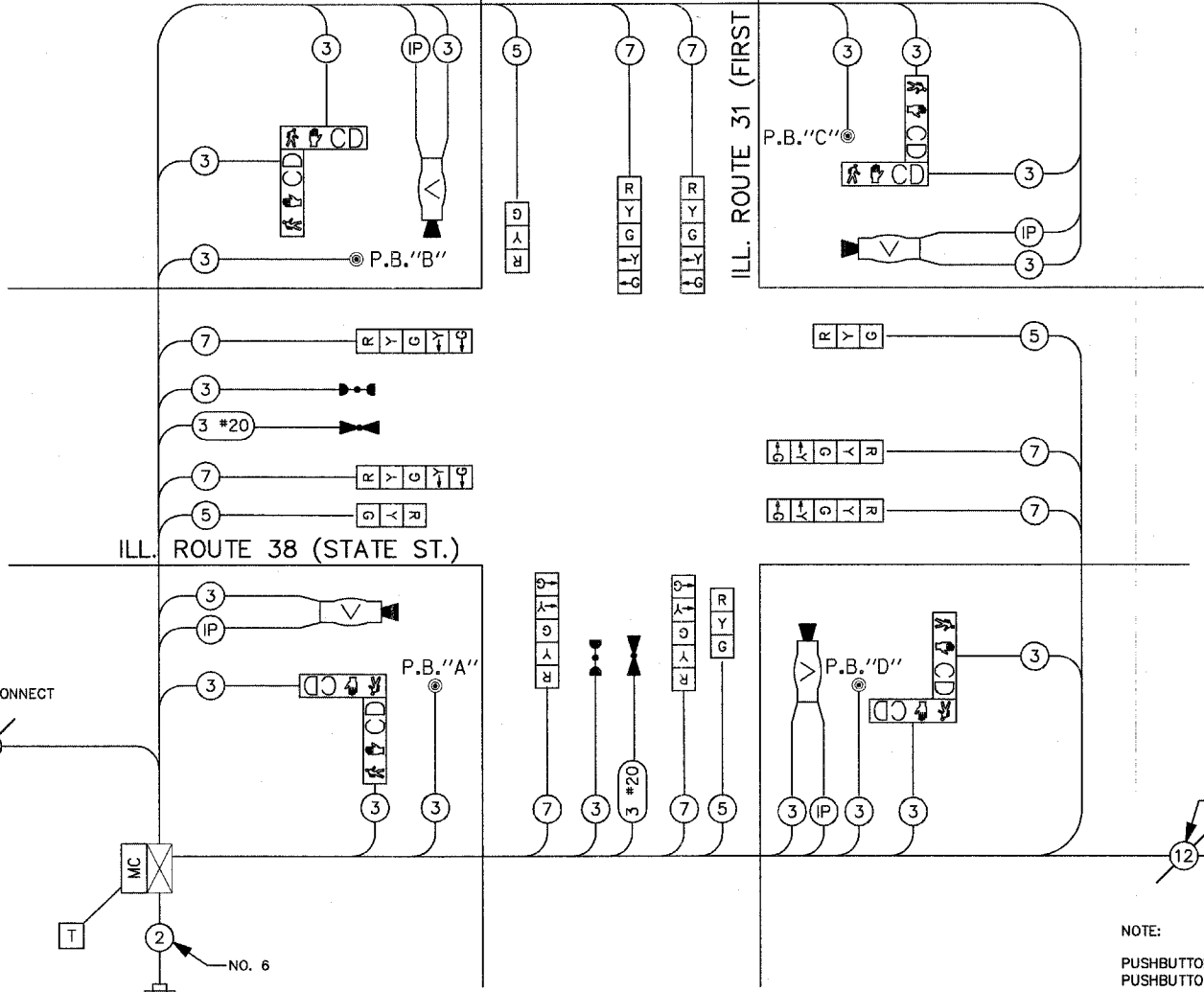
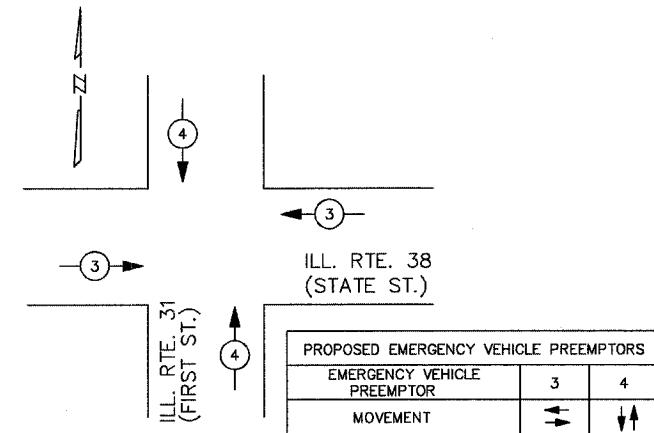
TEMPORARY TRAFFIC SIGNAL CONTROLLER SEQUENCE



TEMPORARY TRAFFIC SIGNAL PHASE DESIGNATION DIAGRAM

* NUMBER REFERS TO ASSOCIATED PHASE
PEDESTRIAN PHASE SHALL BE ON RECALL

TEMPORARY TRAFFIC SIGNAL EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY TRAFFIC SIGNAL CABLE PLAN

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR AS PER SPECIFICATION.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT. MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY TRAFFIC SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY THE EAGLE BRAND CONTROLLER WILL BE ACCEPTED FOR THIS CONTRACT AS PER SPECIFICATIONS.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300MM). THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD AS PER SPECIFICATIONS.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- ALL TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE OF ONLY INCANDESCENT TYPE ILLUMINATION EXCEPT THE PEDESTRIAN COUNT DOWN SIGNALS.

TEMPORARY CABLE PLAN LEGEND

- R TEMPORARY TRAFFIC SIGNAL SECTION 12"
- IP TEMPORARY 12" PEDESTRIAN SIGNAL SECTION 12"
- MC TEMPORARY CONTROLLER CABINET
- T TEMPORARY SERVICE INSTALLATION
- T TEMPORARY TELEPHONE SERVICE
- V EMERGENCY VEHICLE LIGHT DETECTOR
- C CONFIRMATION BEACON
- 2 INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- IP COAXIAL CABLE, 75-OHM WITH 20-GA. SOLID, BARE COPPER CONDUCTOR
- V VIDEO CAMERA ASSEMBLY
- P PEDESTRIAN PUSH BUTTON

NOTE:
PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
PUSHBUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	x WATTAGE		% OPERATION	
SIGNAL (RED)	12	135		0.50	810.0
(YELLOW)	12	135		0.25	405.0
(GREEN)	12	135		0.25	405.0
ARROW	16	135		0.10	216.0
PED. SIGNAL	8		15	1.00	120.0
CONTROLLER	2	100		1.00	200.0
VIDEO CAMERA	4			1.00	68.0
FLASHER				0.50	
ENERGY COSTS TO: (EXISTING SERV.) CITY OF GENEVA, 1800 SOUTH ST., GENEVA, IL					TOTAL = 2224.0
ENERGY SUPPLY CONTACT: JENNIFER HILKEMANN (630) 232-1501 GENEVA ELECT. DEPT.					

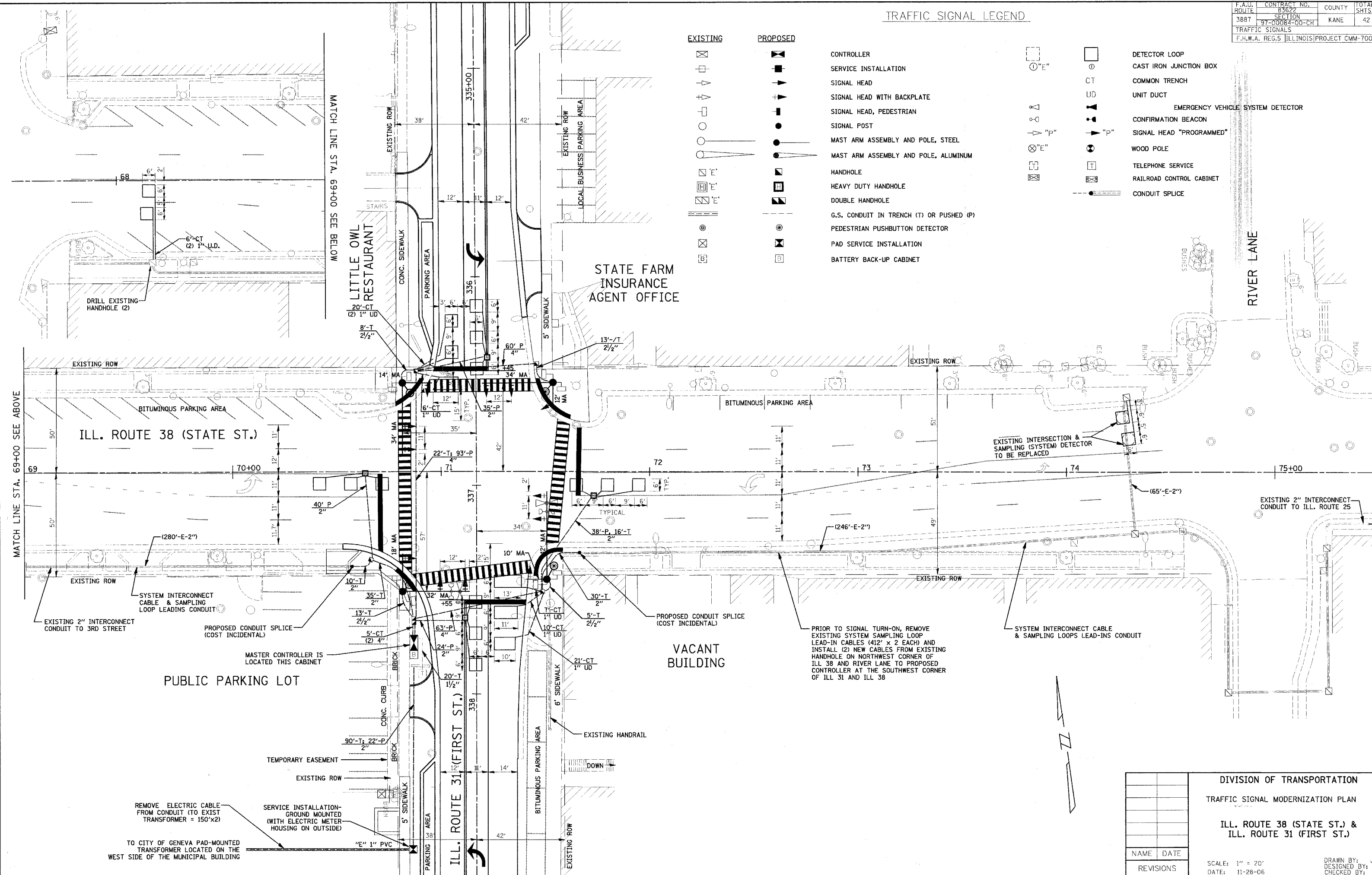
FOUNDATION (DEPTH)	FT.(m)	CABLE SLACK	FT.(m)	VERTICAL CABLE	FT.(m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - D-CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2= (6m+L-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
< 30' MA 30" DIA	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
< 40' MA 30" DIA	13.5' (4.1)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
< 40' MA 36" DIA	11' (3.4)	ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
< 50' MA 36" DIA	13' (4.0)	GROUND CABLE	1 (0.5)	POST MOUNTED	6(1.8)
≥ 50' MA 36" DIA	15' (4.6)				

DIVISION OF TRANSPORTATION	
TEMPORARY TRAFFIC SIGNAL CABLE PLAN PHASE DESIGNATION DIAGRAM	
ILL. ROUTE 38 (STATE ST.) & ILL. ROUTE 31 (FIRST ST.)	
NAME	DATE
REVISIONS	
SCALE: NONE DATE: 11-28-06	
DRAWN BY: DESIGNED BY: CHECKED BY:	

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TRAFFIC SIGNAL LEGEND

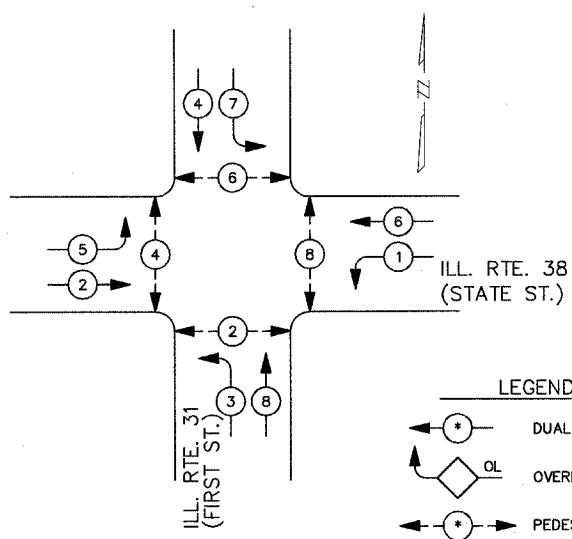
EXISTING	PROPOSED		
		CONTROLLER	
		SERVICE INSTALLATION	
		SIGNAL HEAD	
		SIGNAL HEAD WITH BACKPLATE	
		SIGNAL HEAD, PEDESTRIAN	
		SIGNAL POST	
		MAST ARM ASSEMBLY AND POLE, STEEL	
		MAST ARM ASSEMBLY AND POLE, ALUMINUM	
		HANDHOLE	
		HEAVY DUTY HANDHOLE	
		DOUBLE HANDHOLE	
		G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)	
		PEDESTRIAN PUSHBUTTON DETECTOR	
		PAD SERVICE INSTALLATION	
		BATTERY BACK-UP CABINET	



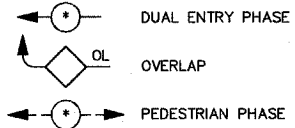
DIVISION OF TRANSPORTATION	
TRAFFIC SIGNAL MODERNIZATION PLAN	
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NAME	DATE
REVISIONS	
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DATE: 11-28-06	
DRAWN BY: J...	
DESIGNED BY: J...	
CHECKED BY: C...	

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CONTROLLER SEQUENCE

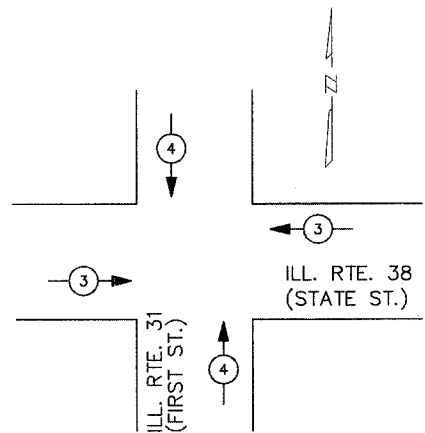


LEGEND



PHASE DESIGNATION DIAGRAM

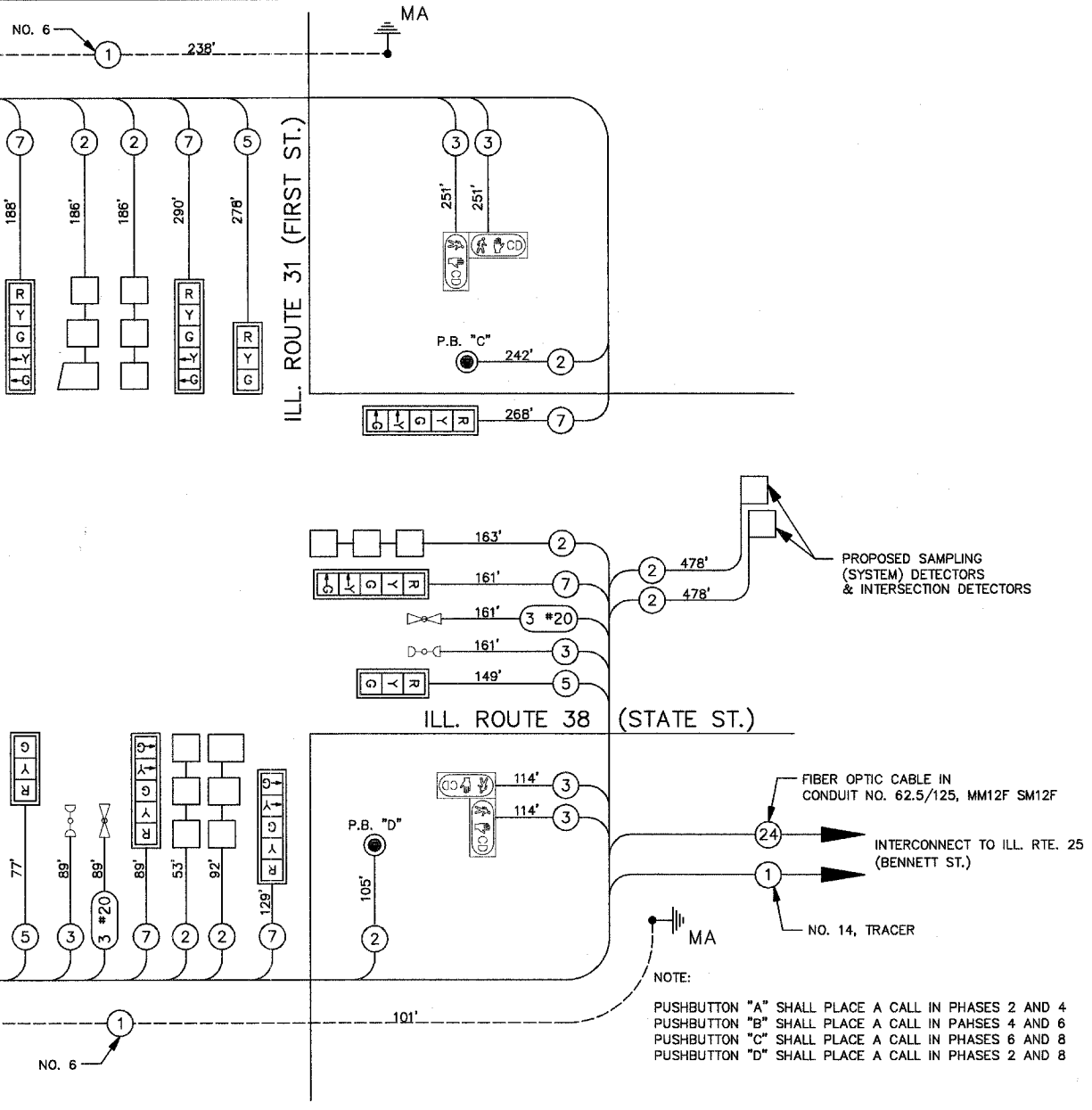
EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	
MOVEMENT	→	↑	

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	x WATTAGE		% OPERATION	
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102.0
(YELLOW)	12		25	0.25	75.0
(GREEN)	12		15	0.25	45.0
ARROW	16		12	0.10	19.2
PED. SIGNAL	8		15	1.00	120.0
CONTROLLER	2		100	1.00	200.0
FLASHER				0.50	
ENERGY COSTS TO: (EXISTING SERVICE) TOTAL =					561.2

FOUNDATION (DEPTH)	FT.(m)	CABLE SLACK	FT.(m)	VERTICAL CABLE	FT.(m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - D-CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(6m+L-0.6m)=	
< 30' MA 30" DIA	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
< 40' MA 30" DIA	13.5 (4.1)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
< 40' MA 36" DIA	11' (3.4)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
< 50' MA 36" DIA	13' (4.0)	GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
≥ 50' MA 36" DIA	15' (4.6)	POST MOUNTED			6(1.8)



CABLE PLAN

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
55	SQ FT	SIGN PANEL - TYPE 2
1	EACH	SERVICE INSTALLATION - GROUND MOUNTED
203	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
61	FOOT	CONDUIT IN TRENCH, 2-1/2" DIA., GALVANIZED STEEL
38	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
159	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
216	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
9	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
273	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET
1	EACH	MASTER CONTROLLER
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, STANDARD
1	EACH	TRANSCEIVER - FIBER OPTIC
548	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1,422	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C

QUANTITY	UNIT	ITEM
700	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1,408	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2,691	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
300	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
558	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C
250	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 32 FT. AND 18 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34 FT. AND 12 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 34 FT. AND 14 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 42 FT. AND 10 FT.
4	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
60	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
4	EACH	DRILL EXISTING HANDHOLE
12	EACH	TRAFFIC SIGNAL BACKPLATE
6	EACH	INDUCTIVE LOOP DETECTOR
4	EACH	INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT
782	FOOT	DETECTOR LOOP, TYPE I
4	EACH	PEDESTRIAN PUSHBUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
8	EACH	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1,125	FOOT	REMOVE EXISTING CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
6	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
8	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
4	EACH	DECORATIVE BASE FOR MAST ARM ASSEMBLY AND POLE
3	EACH	PAINT NEW DUAL MAST ARMS AND POLE, UNDER 12.19 METER (40 FEET)
1	EACH	PAINT NEW DUAL MAST ARMS AND POLE, 12.19 METER (40 FEET) AND OVER

CABLE PLAN LEGEND

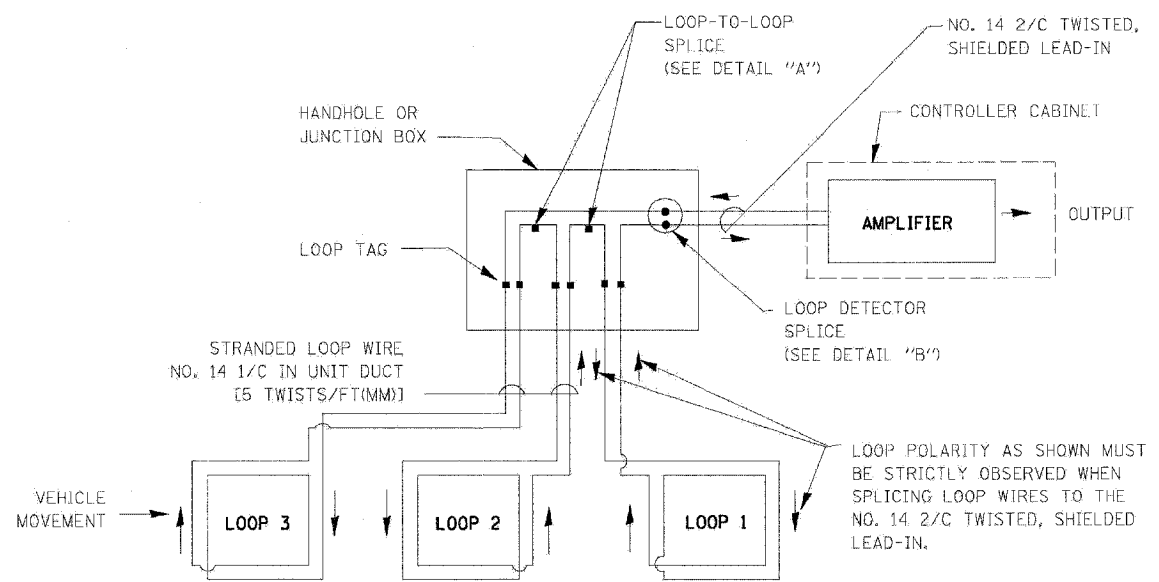
EXISTING	PROPOSED	DESCRIPTION
(G)	(G)	8" (200mm) TRAFFIC SIGNAL SECTION
(R)	(R)	12" (300mm) TRAFFIC SIGNAL SECTION
(W)	(W)	12" (300mm) PEDESTRIAN SIGNAL SECTION
(P)	(P)	12" (300mm) PEDESTRIAN SIGNAL SECTION
(C)	(C)	CONTROLLER CABINET
(S)	(S)	SERVICE INSTALLATION
(T)	(T)	TELEPHONE CONNECTION
(M)	(M)	MAGNETIC DETECTOR
(E)	(E)	EMERGENCY VEHICLE LIGHT DETECTOR
(B)	(B)	CONFIRMATION BEACON
(D)	(D)	PUSHBUTTON DETECTOR
(V)	(V)	VEHICLE DETECTOR, INDUCTION LOOP
(5)	(5)	DENOTES NUMBER OF CONDUCTORS
(IP)	(IP)	COAXIAL CABLE, 75 OHM WITH NO. 20 AWG SOLID COPPER CONDUCTOR
(V)	(V)	VIDEO CAMERA ASSEMBLY
(D)	(D)	DOME (PTZ) CAMERA ASSEMBLY
(R)	(R)	SIGNAL FACE WITH BACK PLATE
(P)	(P)	"P" INDICATES PROGRAMMED HEAD.
(R)	(R)	RAILROAD CONTROL CABINET
(L)	(L)	ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
(R)	(R)	ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
(H/C)	(H/C)	GROUND ROD AT HANDHOLE (H), D HANDHOLE (H), OR CONTROLLER (C)
(P)	(P)	GROUND ROD AT POST (P) OR MAST ARM (MA) POLE
(S)	(S)	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
(1)	(1)	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)
(36)	(36)	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F
(B)	(B)	UNINTERRUPTIBLE POWER SUPPLY (BATTERY BACKUP SYSTEM)

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

DIVISION OF TRANSPORTATION	
CABLE PLAN PHASE DESIGNATION DIAGRAM SCHEDULE OF QUANTITIES	
ILL. ROUTE 38 (STATE ST.) & ILL. ROUTE 31 (FIRST ST.)	
NAME	DATE
REVISIONS	

LOOP DETECTOR NOTES

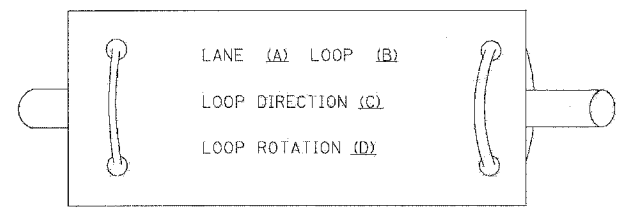
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 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.
- 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.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



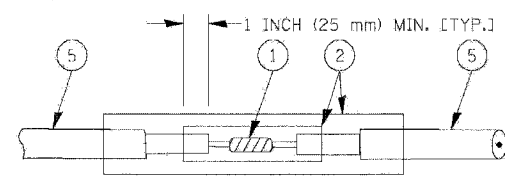
DETECTOR LOOP WIRING SCHEMATIC

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

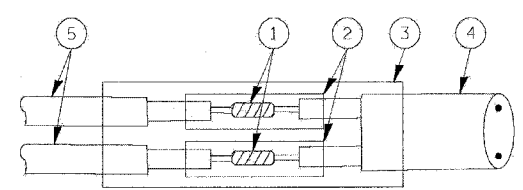
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

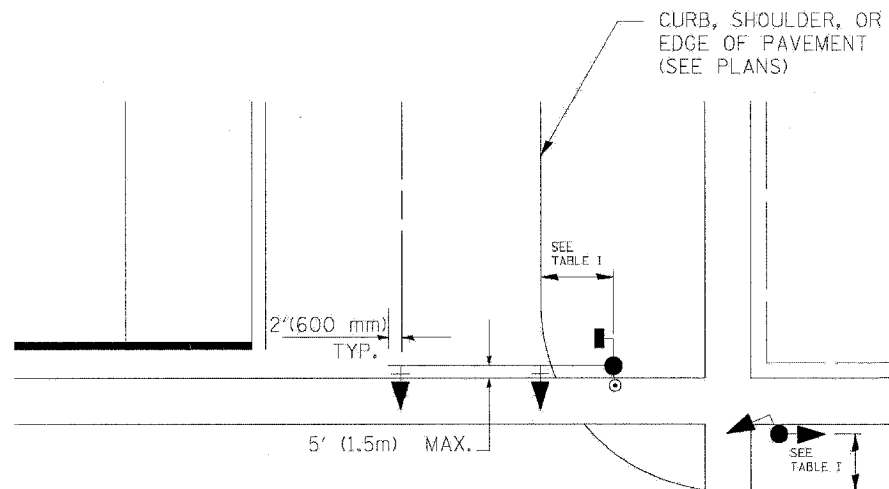
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

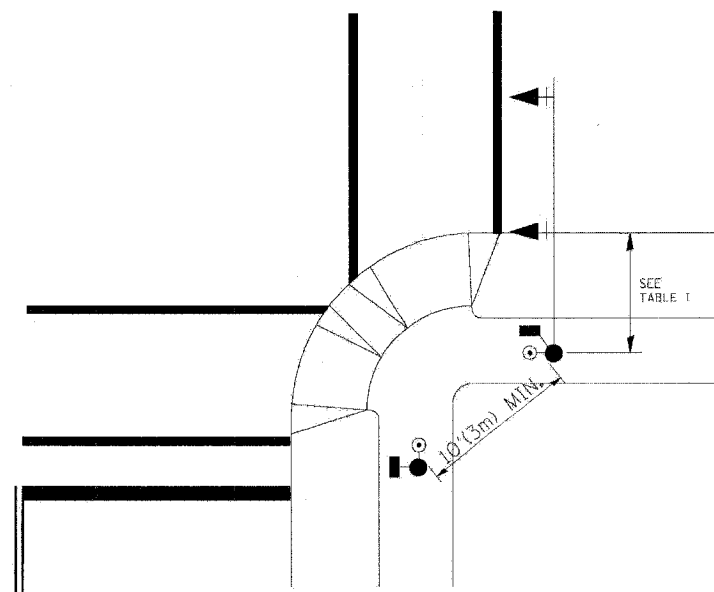
DRAWN BY: RWP
DESIGNED BY: D
CHECKED BY: DA
SHEET 1 OF 4

TRAFFIC SIGNAL MAST ARM AND POST

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



PEDESTRIAN SIGNAL PUSHBUTTON



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

NOTES:

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

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

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 - A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP
 - B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 - C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 - D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-21).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORD TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

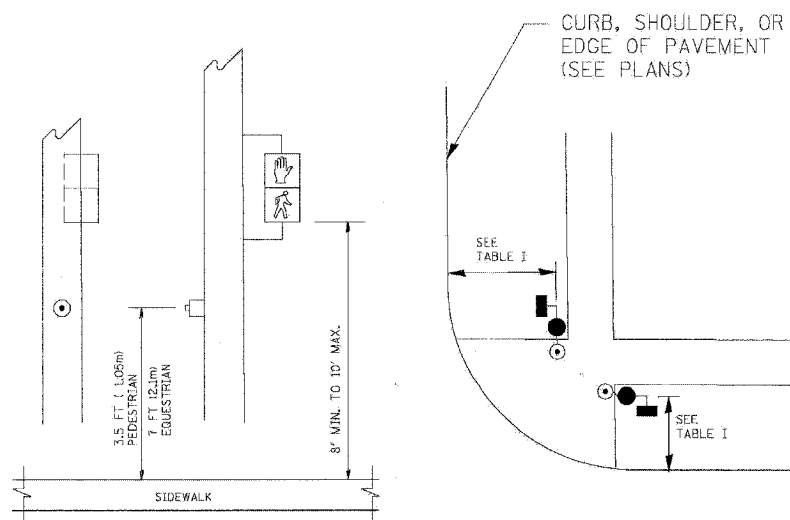


TABLE I

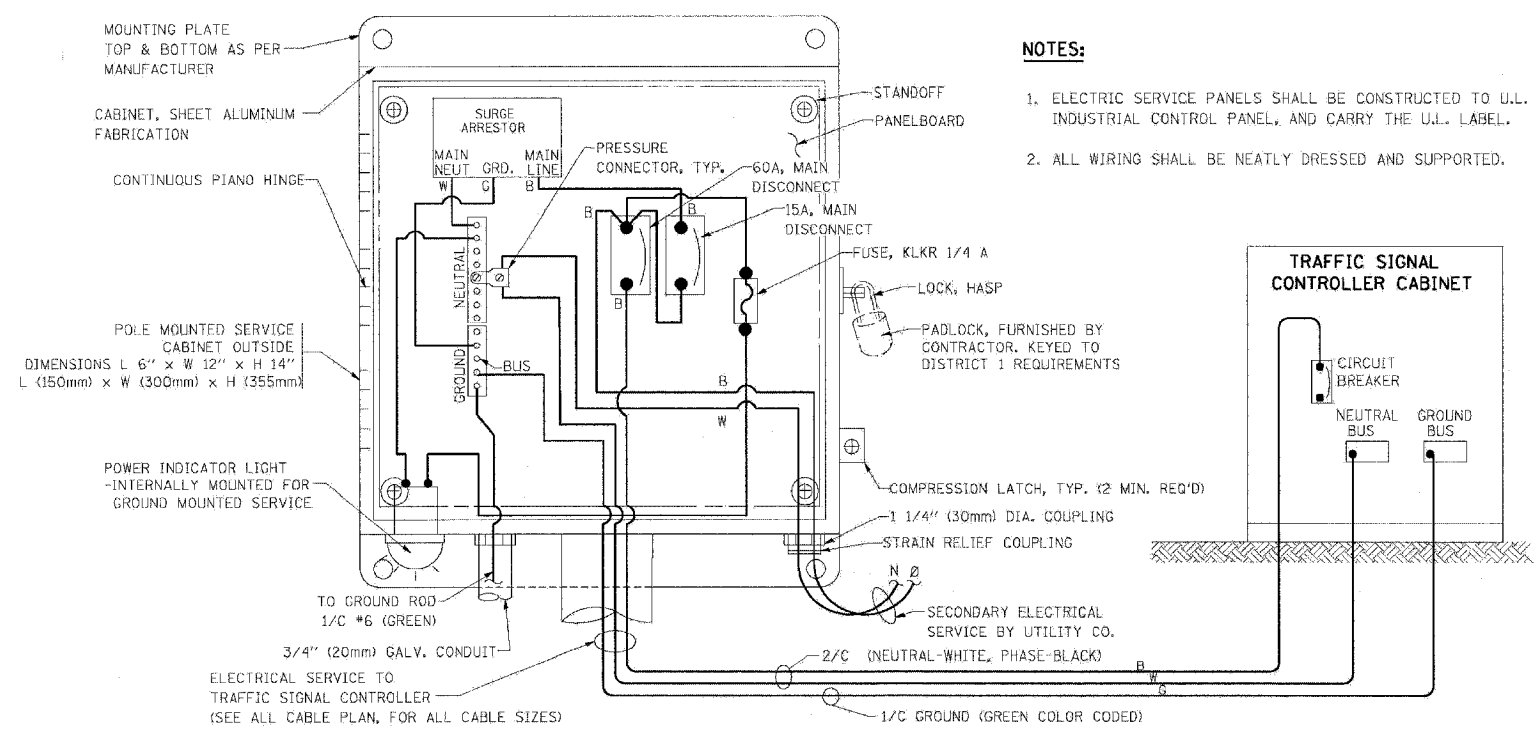
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m),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

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

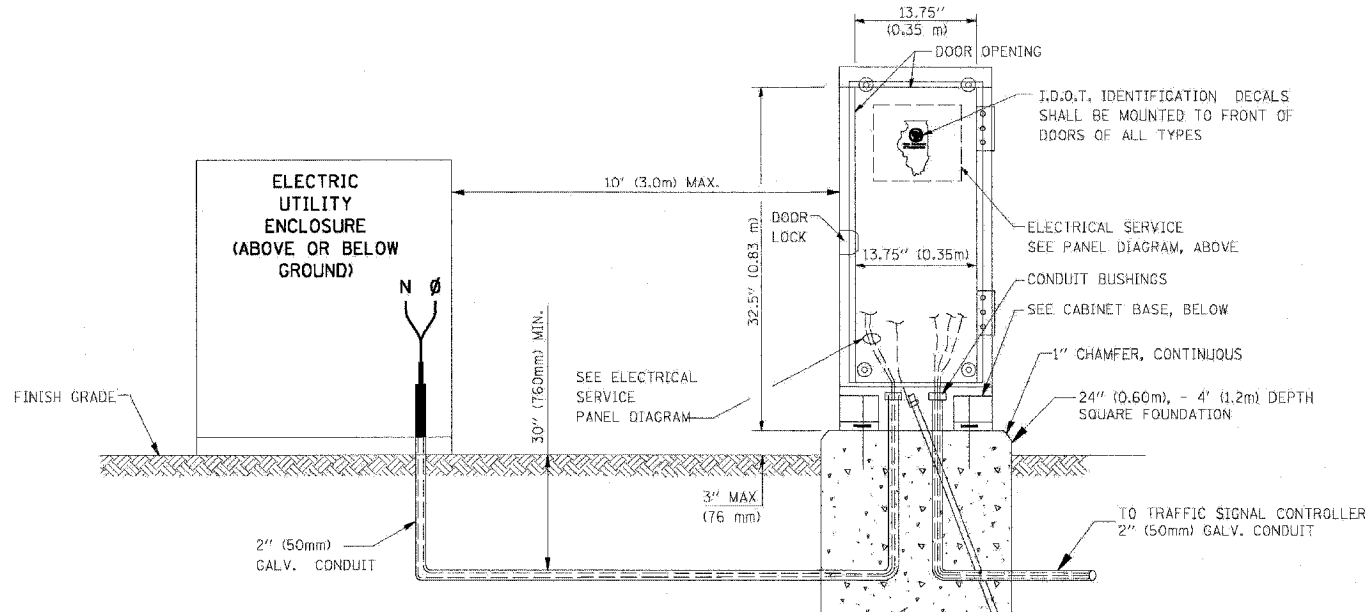
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

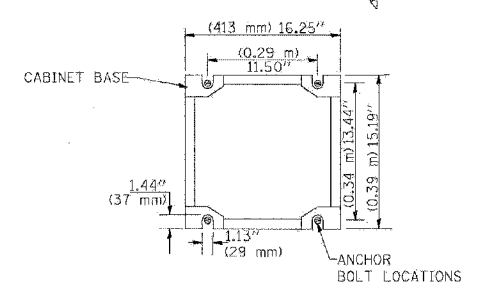
DRAWN BY: RWF
DESIGNED BY: D
CHECKED BY: D
SHEET 2 OF 4



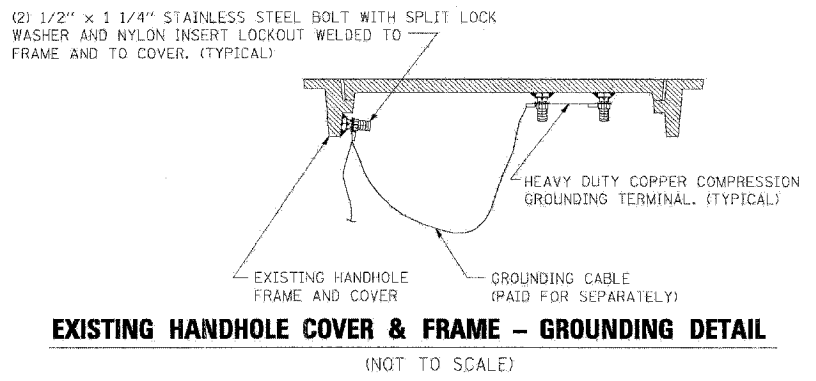
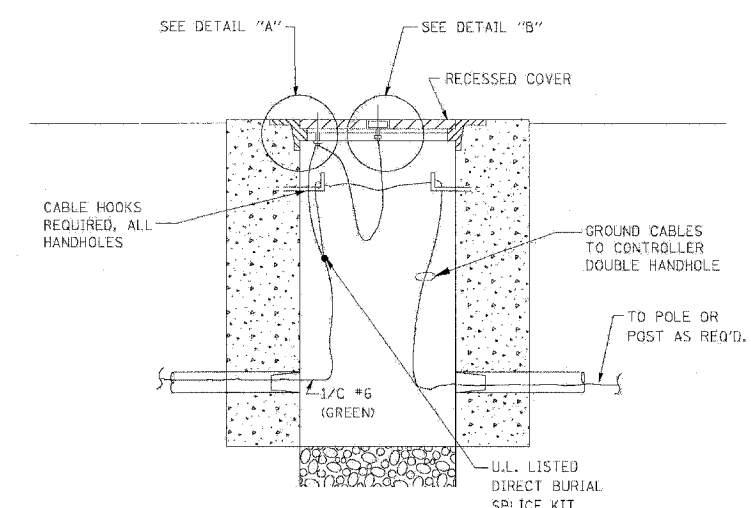
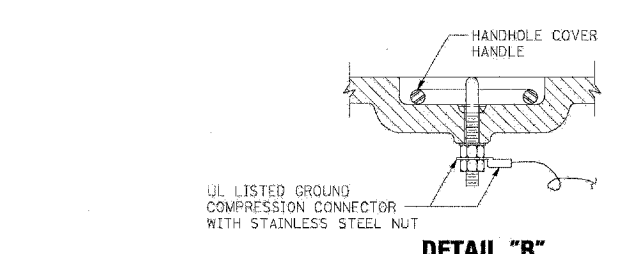
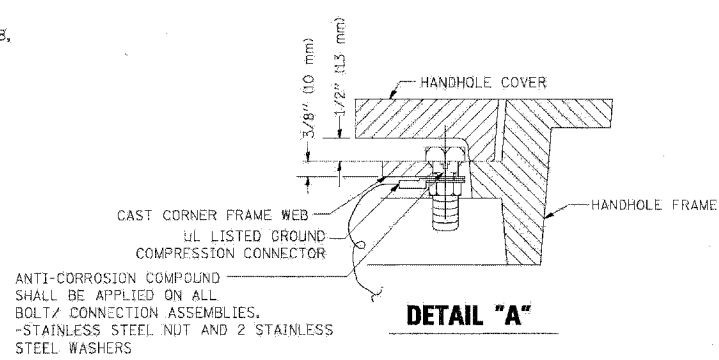
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)



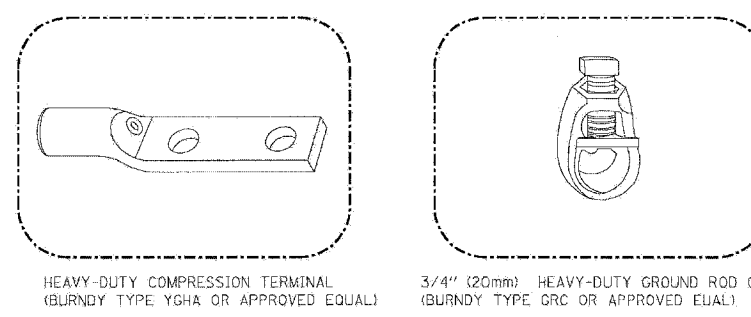
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



NOTES:

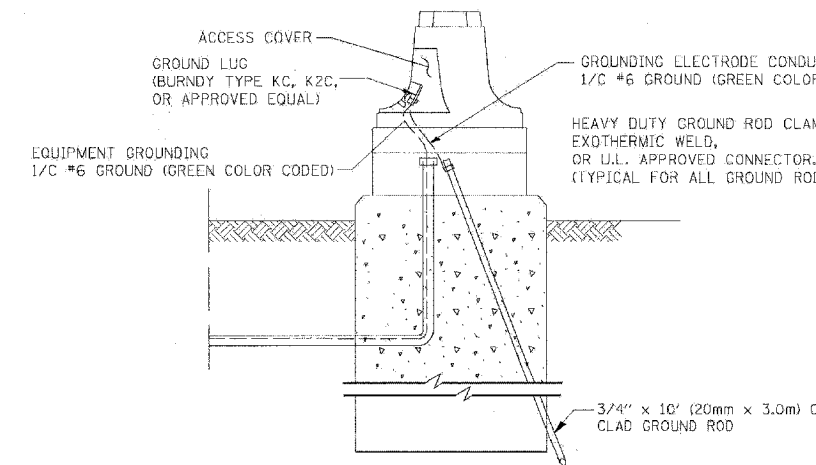
GROUNDING SYSTEM

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

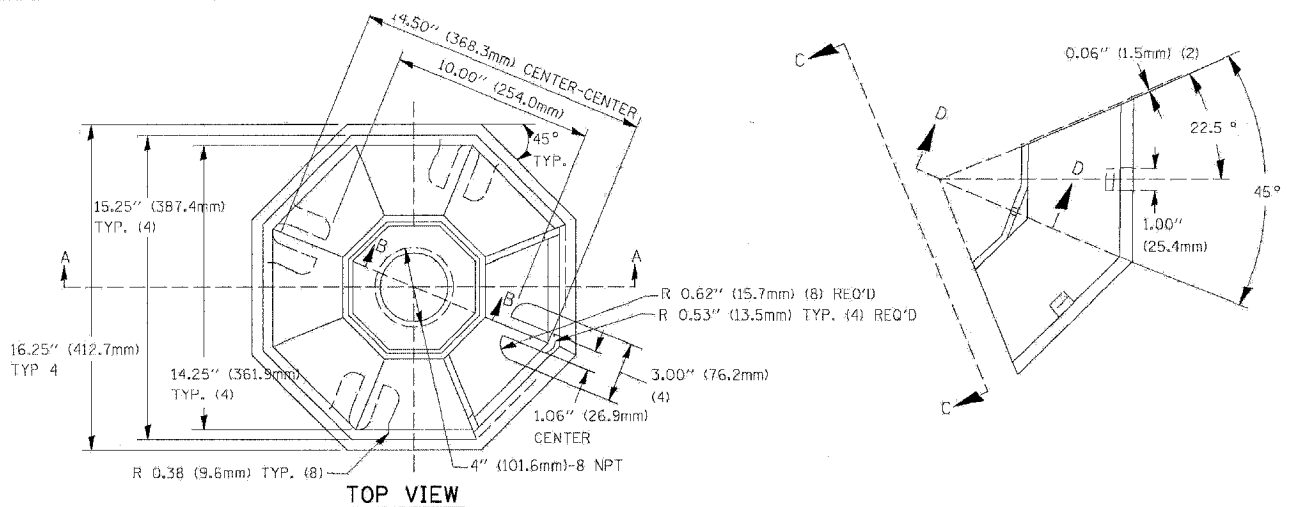


REVISIONS		DATE
NAME	CADD	5/30/00
NAME	CADD	3/15/01
NAME	BUREAU OF TRAFFIC	1/01/02

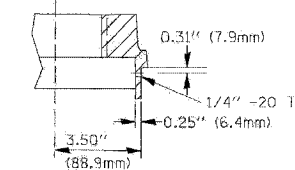
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ.
 DATE 10/18/2002

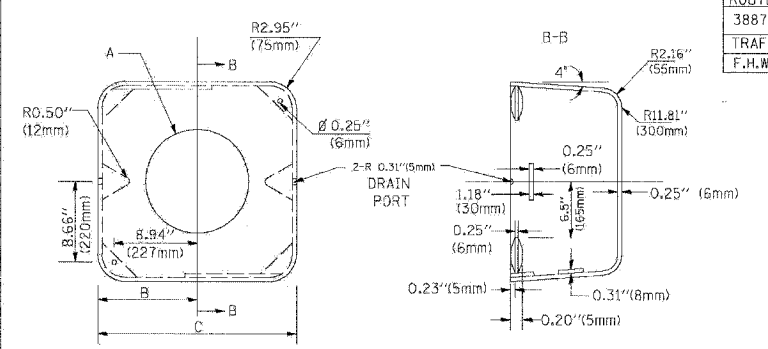
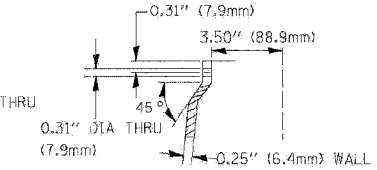
DRAWN BY: RWH
 DESIGNED BY: D
 CHECKED BY: D
 SHEET 3 OF 4



SECTION B-B



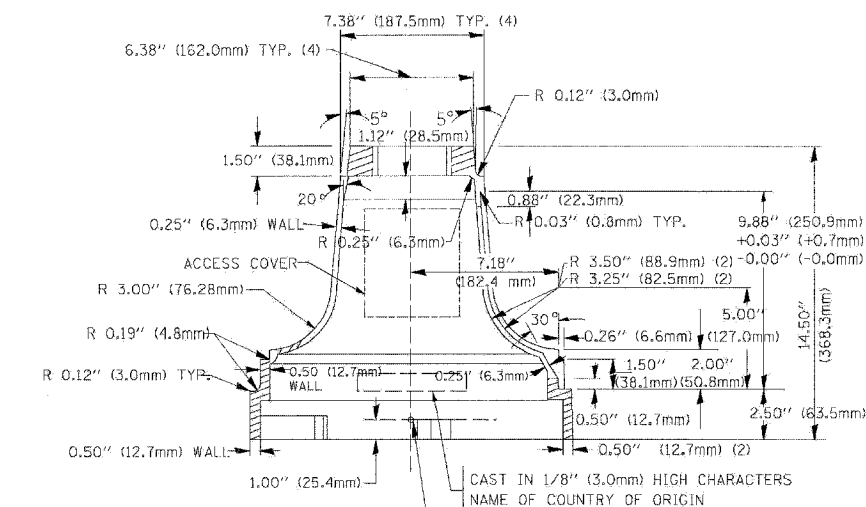
SECTION D-D



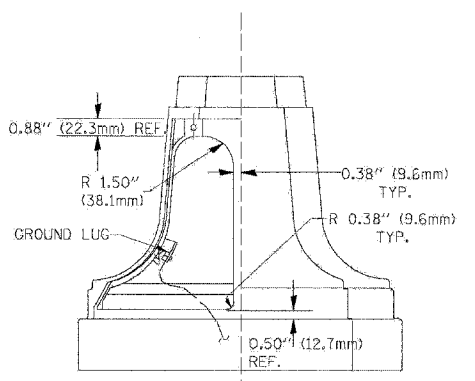
TYPE	A	B	C	HEIGHT	WEIGHT
I	∅ 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	∅ 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg

SHROUD DETAIL

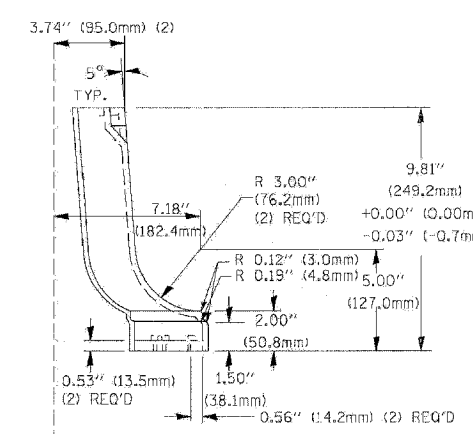
MATERIAL:
 - ASTM A48 CLASS 30 GREY
 - ASTM A123 HOT DIPPED GALV



SECTION A-A

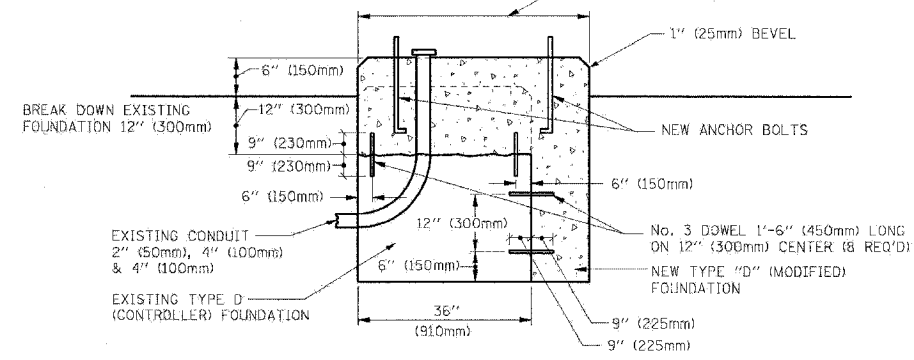


VIEW C-C



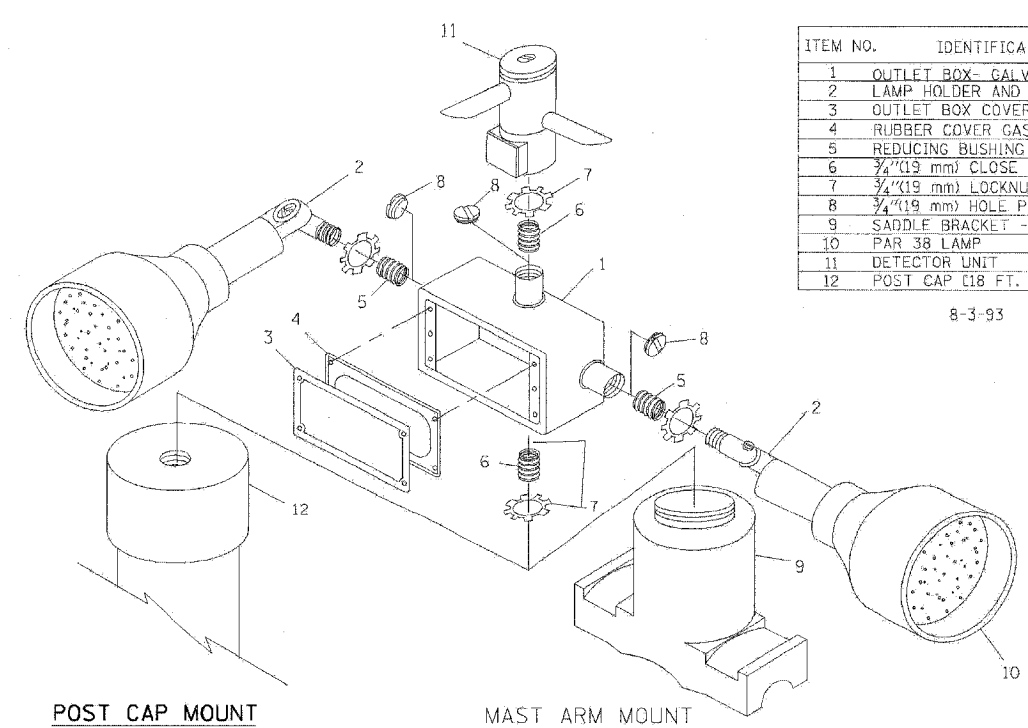
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

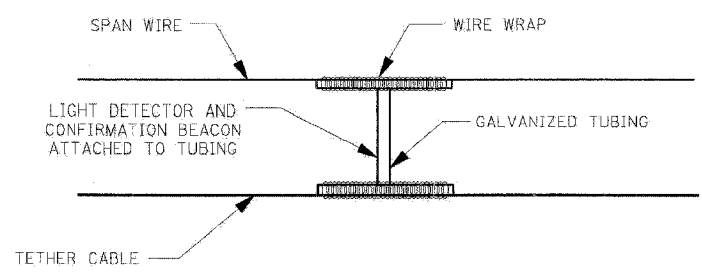
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP (18 FT. (5.4 m) POST MIN.)

8-3-93

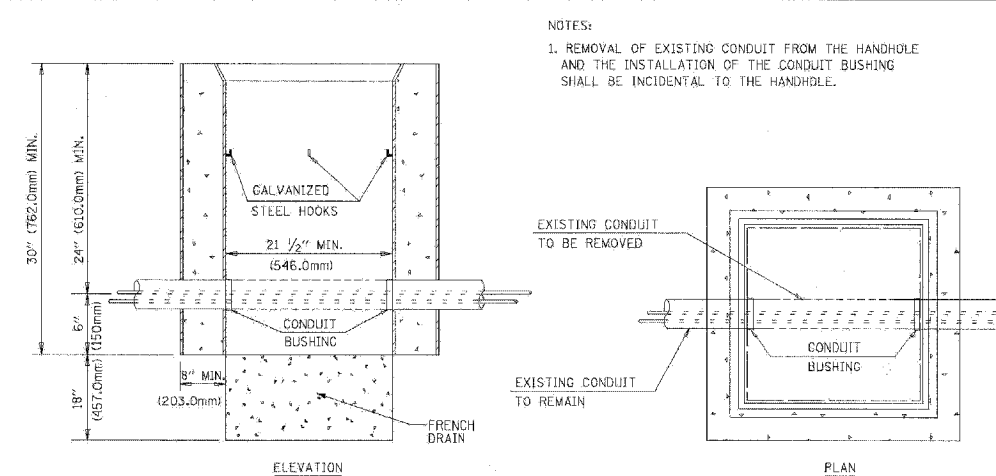
NOTES:

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



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



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

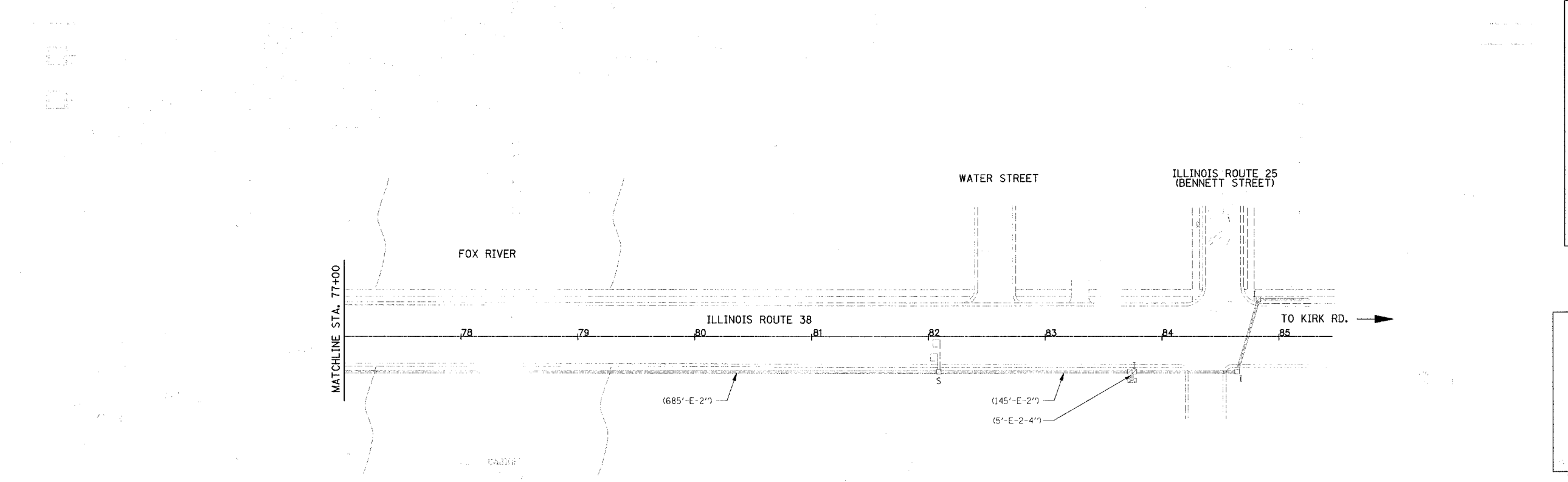
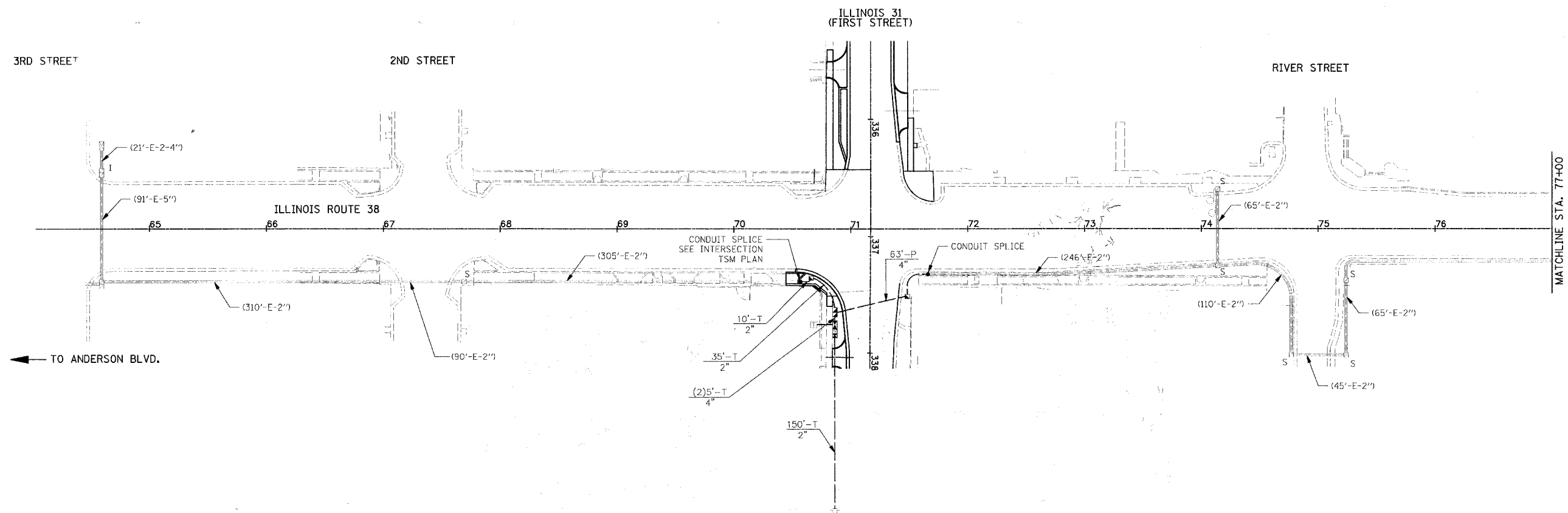
REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. NONE
 DATE 10/18/2002

DRAWN BY: RWF
 DESIGNED BY: D
 CHECKED BY: D
 SHEET 4 OF 4



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
HEAVY-DUTY HANDHOLE		
G.S. CONDUIT IN GROUND (CIG)		
DETECTOR LOOP		
SYSTEM		S
TELEPHONE CONNECTION		T

SCHEDULE OF QUANTITIES

2,260	FT	REMOVE ELECTRIC CABLE FROM CONDUIT
2,267	FT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
2,267	FT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5, MM 12F 5M12F
1	LSUM	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM
1	LSUM	MAINTAIN EXISTING TRAFFIC SIGNAL INTERCONNECT

REVISIONS

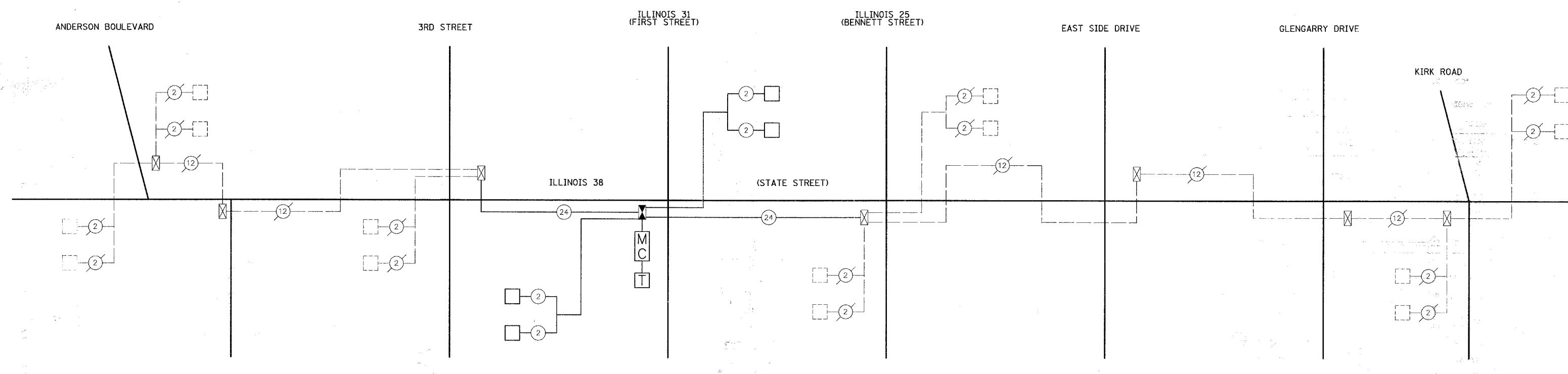
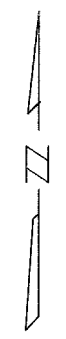
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT PLAN
ILLINOIS 38






SCALE: 1" = 5'
DATE: 7/24/06


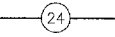
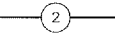


DRAWN BY:
DESIGNED BY:
CHECKED BY:

11/26/2008
 KANE
 1/31/2006
 1/31/2006



LEGEND

-  INTERSECTION CONTROLLER IN TYPE W CABINET
-  EXISTING INTERSECTION CONTROLLER
-  MASTER CONTROLLER
-  EXISTING INTERSECTION & SAMPLING SYSTEM DETECTORS
-  PROPOSED INTERSECTION & SAMPLING SYSTEM DETECTORS

-  EXISTING CABLE - NO. 62.5/125
12F FIBER OPTIC CABLE
-  INTERCONNECT CABLE NO. 62.5/125
MM 12F SM12F W/ TRACER WIRE
-  LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
-  EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
-  TELEPHONE CONNECTION

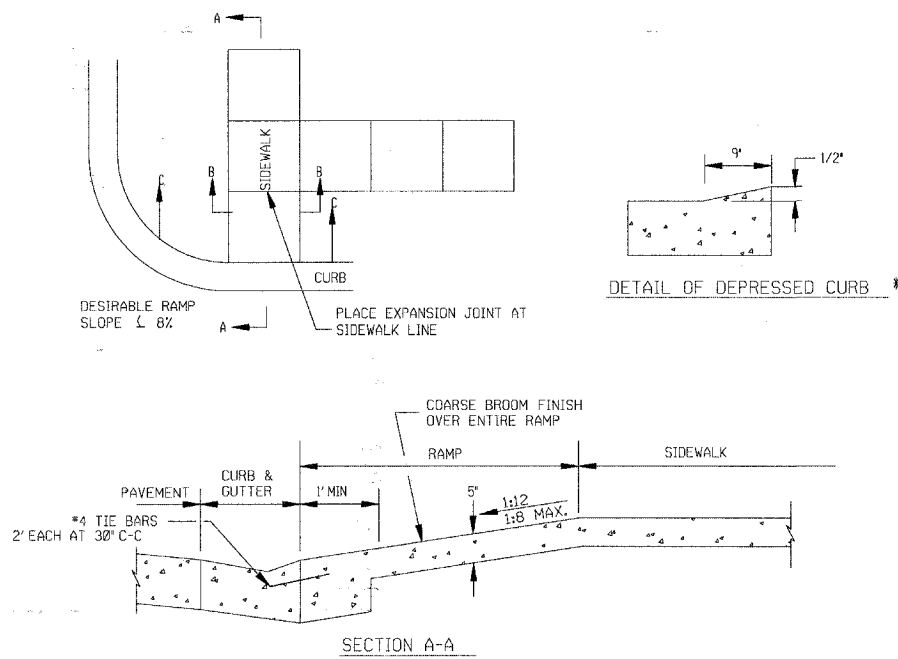
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT SCHEMATIC
ILLINOIS 38

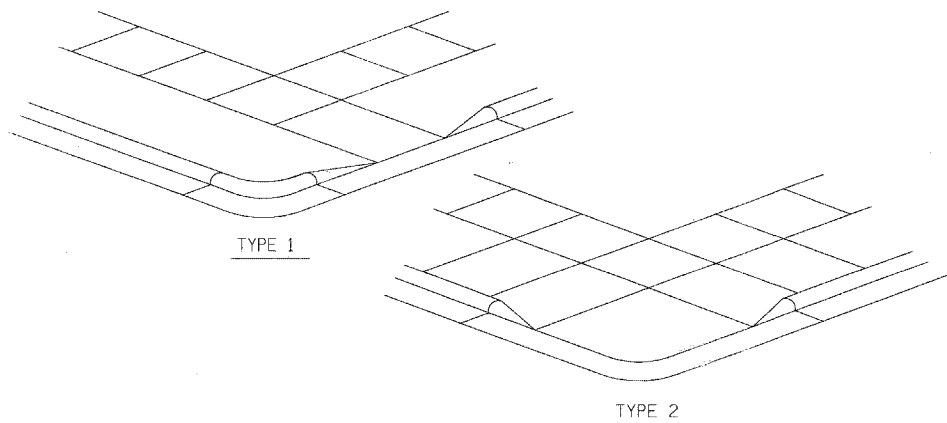
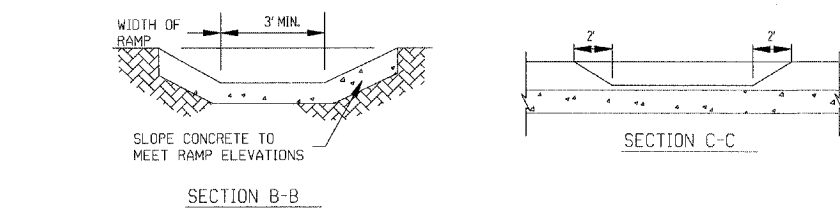
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DATE: 7-21

DRAWN BY:
DESIGNED BY:
CHECKED BY:

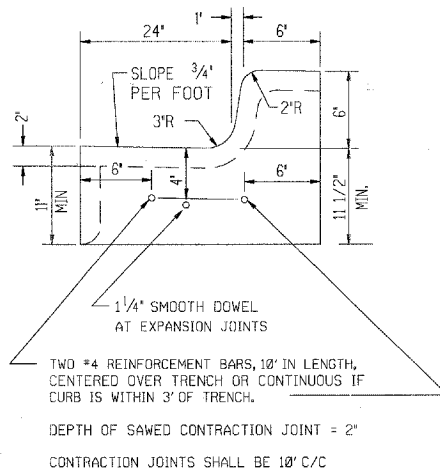
STANDARD DETAIL FOR CURB RAMP



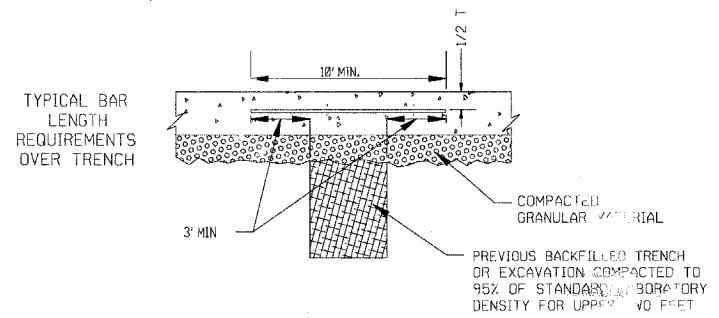
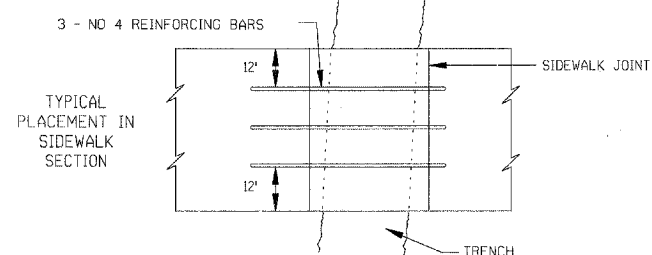
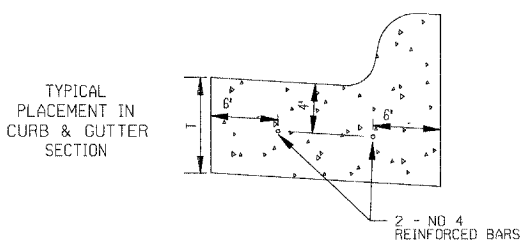
DETAIL OF DEPRESSED CURB



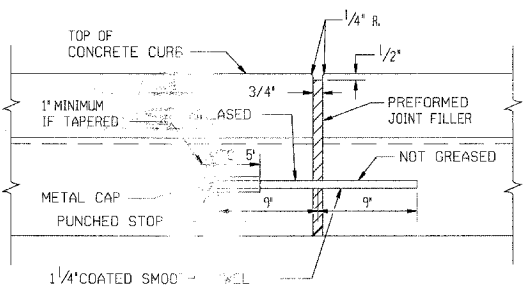
NOTES: CURB CUT RAMP ARE TO BE LOCATED IN LINE WITH ALL CROSS WALKS OR AS DIRECTED BY THE ENGINEER
 FINAL SURFACE TEXTURE OF THE RAMP SHALL BE THAT OBTAINED PLACING DETECTABLE WARNINGS WITH RAISED TRUNCATED DOMES IN THE FINISHED CONCRETE.
 CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND SHORT GRADE CHANGES
 IF POSSIBLE, DRAINAGE STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMP, EXCEPT WHERE EXISTING DRAINAGE STRUCTURES ARE BEING UTILIZED IN THE NEW CONSTRUCTION.
 LOCATION OF THE RAMP SHOULD TAKE PRECEDENCE OVER LOCATION OF THE DRAINAGE STRUCTURE.
 THE NORMAL GUTTER LINE PROFILE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.
 CROSSWALK AND STOP LINE MARKINGS (IF USED), SHALL BE SO LOCATED AS TO STOP TRAFFIC SHORT OF RAMP CROSSING.
 DEPRESSED CURB IS NOT STANDARD. THE DEPTH IS 1/2" INSTEAD OF 1-1/2".
 THE COST OF CONSTRUCTION OF CURB RAMP, INCLUDING DEPRESSED CURB, SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR P.C.C. SIDEWALK AND COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED. DETECTABLE WARNINGS WILL BE PAID FOR SEPARATELY.



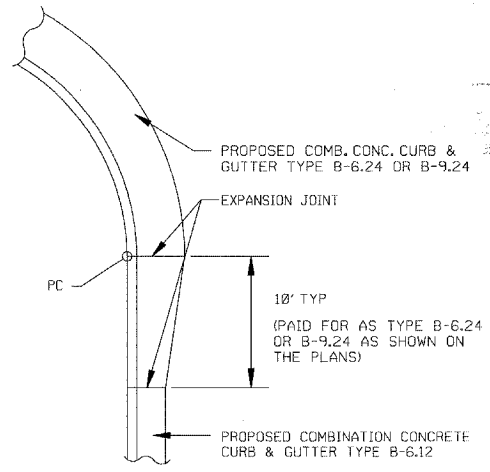
SAWED CONTRACTION JOINT DETAIL



REINFORCING CURB & GUTTER OR SIDEWALK INSTALLED OVER TRENCH

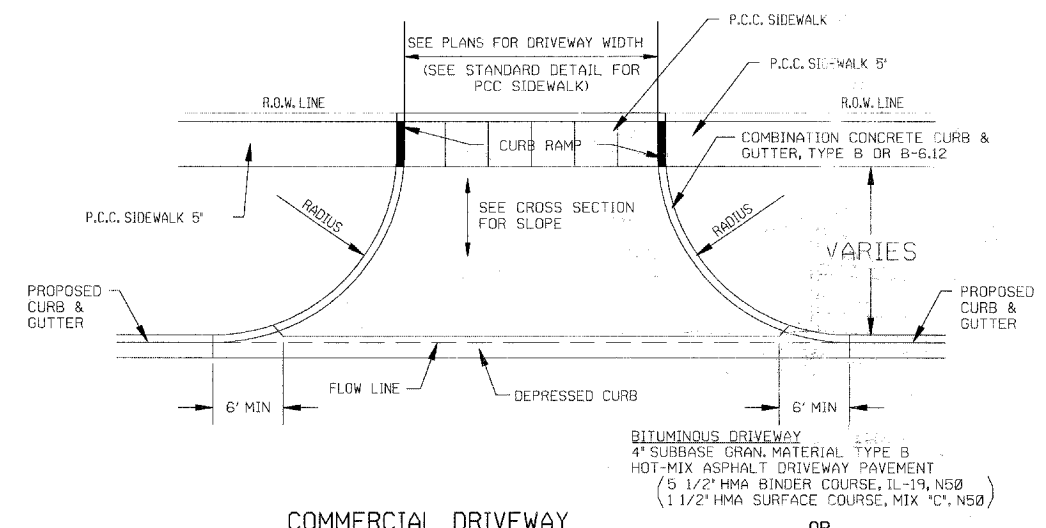


CURB EXPANSION JOINT DETAIL



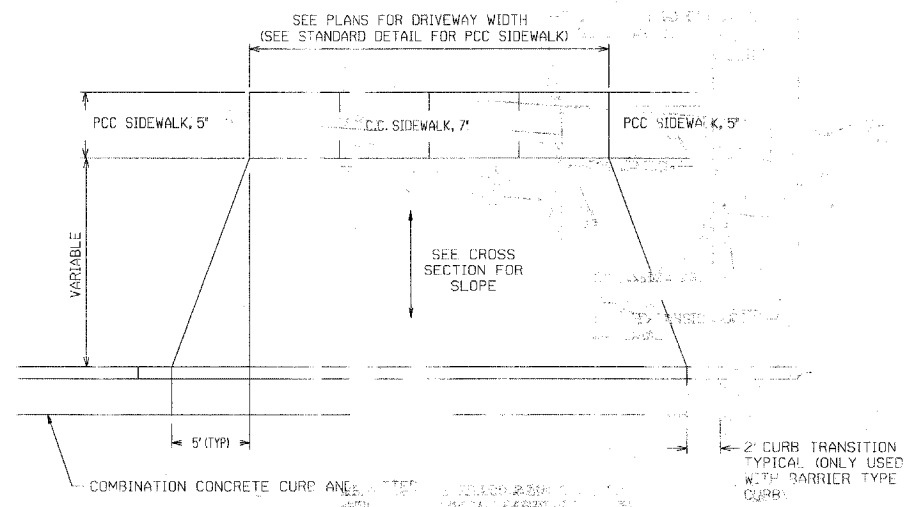
CURB AND GUTTER TRANSITION DETAIL

(N.T.S.)

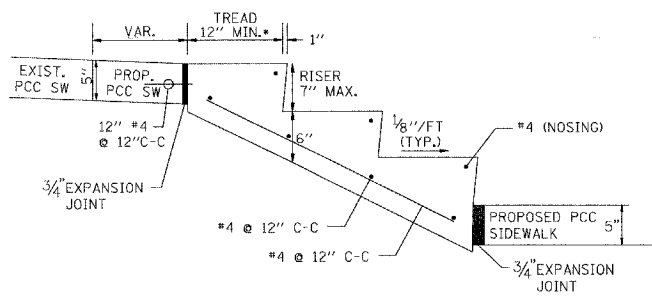


COMMERCIAL DRIVEWAY

(N.T.S.)



RESIDENTIAL DRIVEWAY

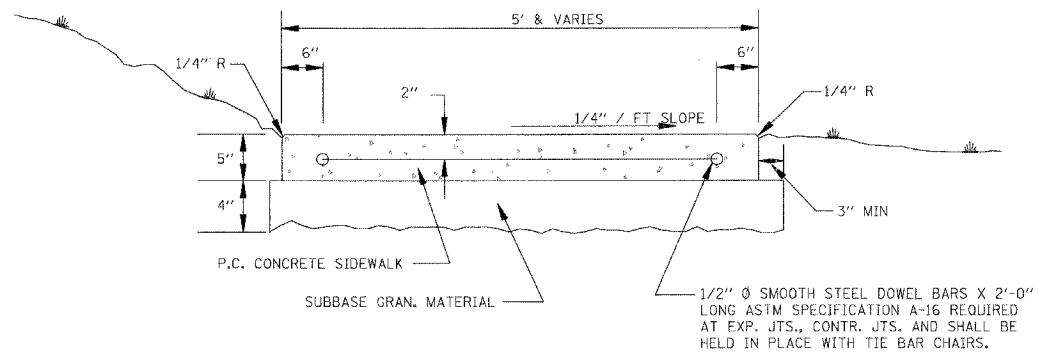


* DIMENSIONS OF STEP TREAD AND RISER SHALL NOT VARY BY MORE THAN 1/4" PER SET OF STEPS. ACTUAL TREAD DIMENSION SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.

NOTE:
 REINFORCEMENT BARS SHALL BE EPOXY-COATED. BARS WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN CUBIC YARD PRICE FOR CONCRETE STEPS.

CONCRETE STEPS SHALL BE CLASS SI CONCRETE.

CONCRETE STEPS

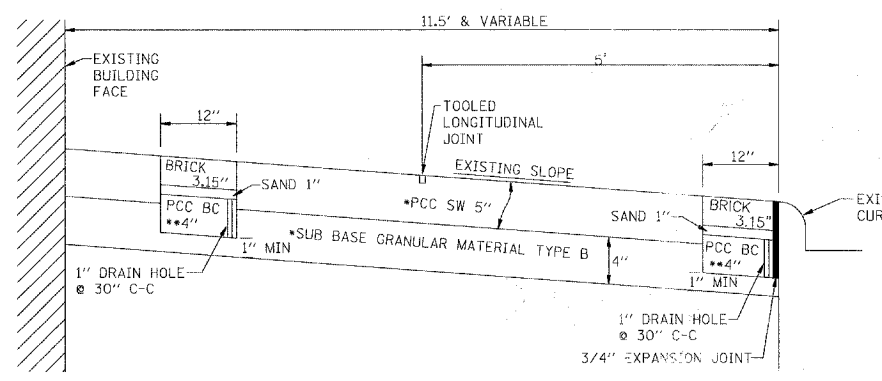


THE CONTRACT UNIT PRICE FOR P.C. CONC. SIDEWALK, 5" SHALL INCLUDE THE DOWEL BARS, EXPANSION AND CONTRACTION JOINTS AND DUMMY JOINTS AS SPECIFIED.

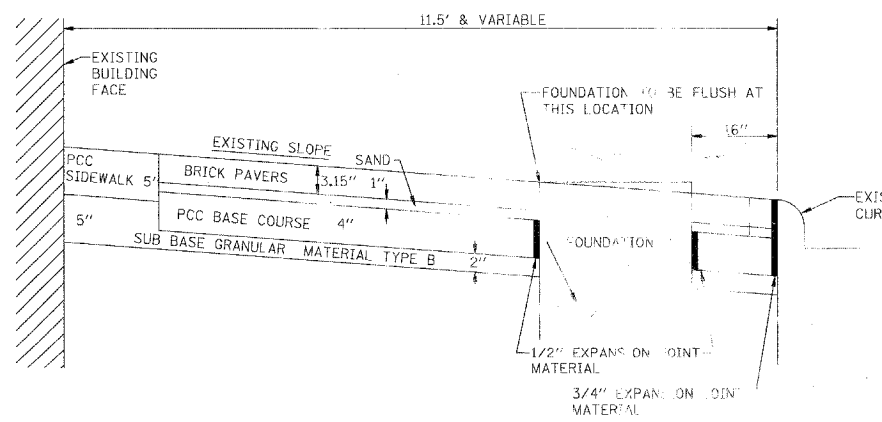
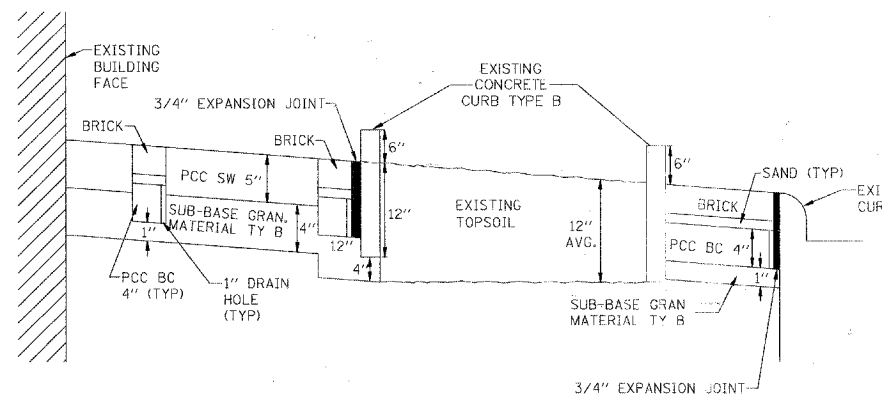
TYPICAL SECTION SIDEWALK DETAIL

P.C. CONCRETE SIDEWALKS

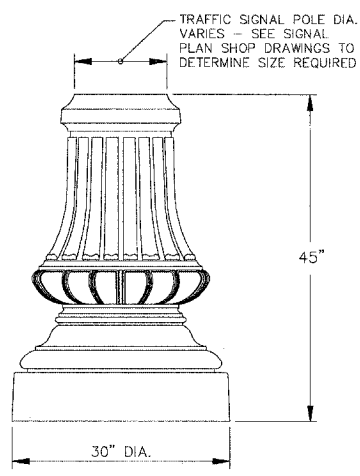
TYPICAL BRICK PAVER/SIDEWALK SECTION



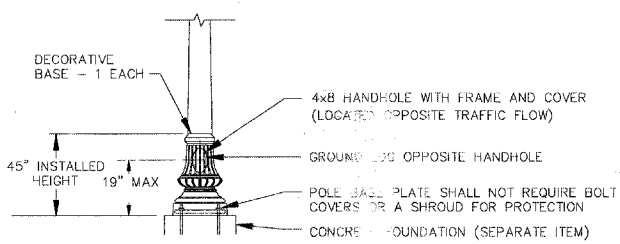
- INCREASE PCC SIDEWALK TO 7" THRU DRIVEWAYS
- INCREASE PCC BASE COURSE TO 6" THRU DRIVEWAYS



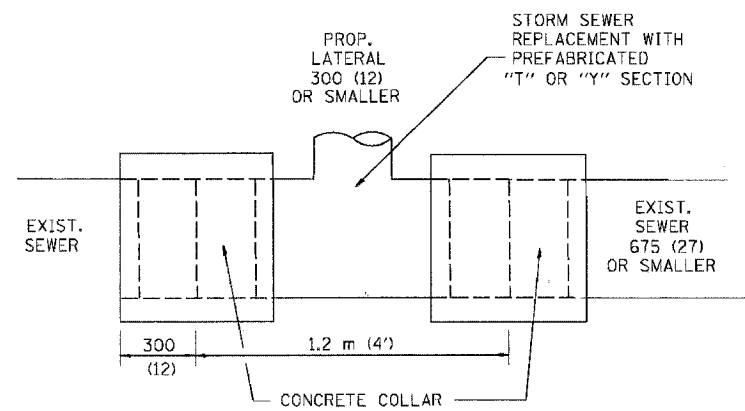
- NOTES:
1. DRAIN HOLES SHALL BE COVERED WITH SAND AND COVERED PRIOR TO PLACEMENT OF BRICK PAVERS OR READING COILS.



MFG: UNION METAL CORP.
 STYLE: NATIONAL FAMILY
 BASE NO. 726
 MATERIAL: CAST ALUMINUM (2-PC.)
 COLOR: GLOSS BLACK

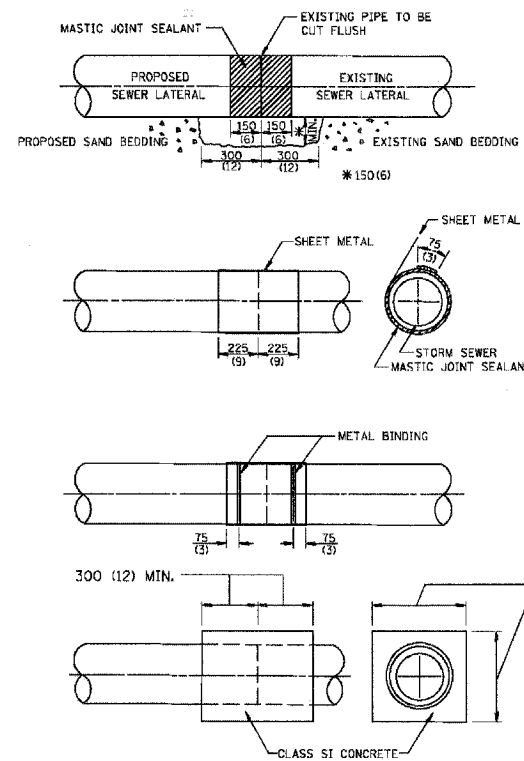


TRAFFIC SIGNAL MAST ARM POLE DECORATIVE BASE DETAIL



DETAIL "A"

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

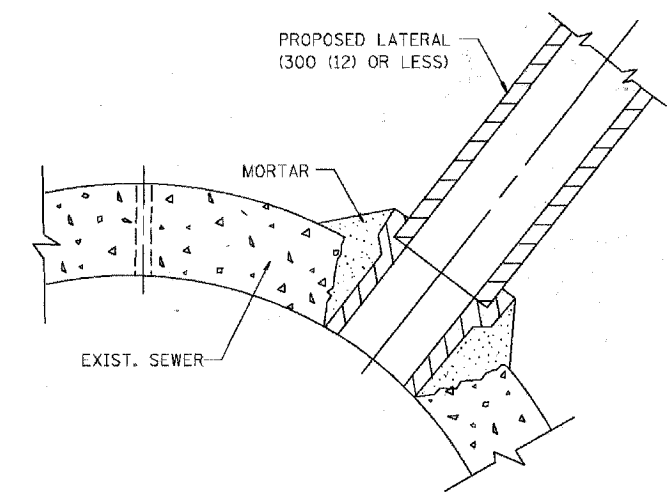


CONSTRUCTION SEQUENCE

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

DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 750 (30) 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

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) 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.

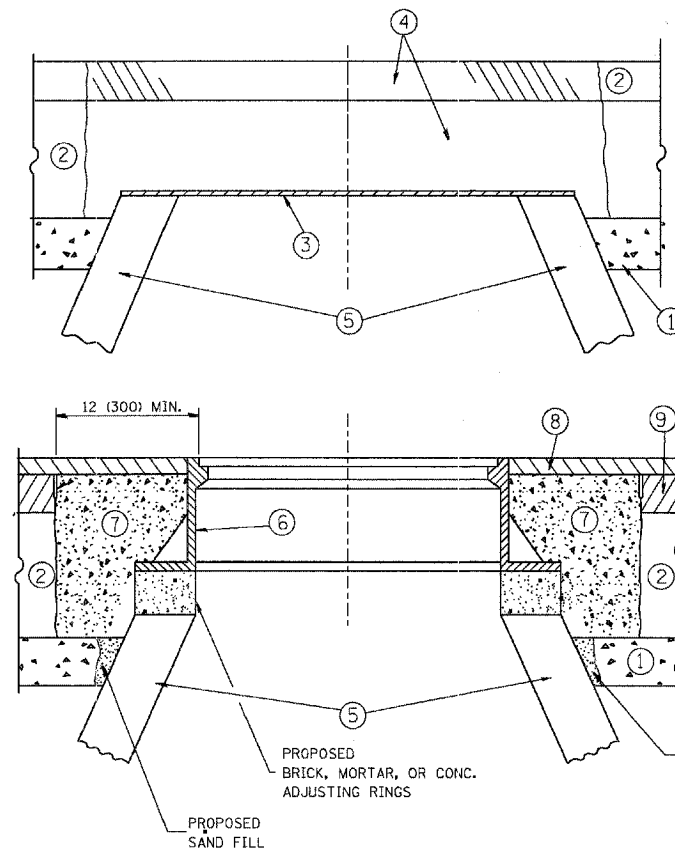
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

SCALE: NONE DRAWN BY CADD CHECKED BY DATE 10/18/2002



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 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 SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

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: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

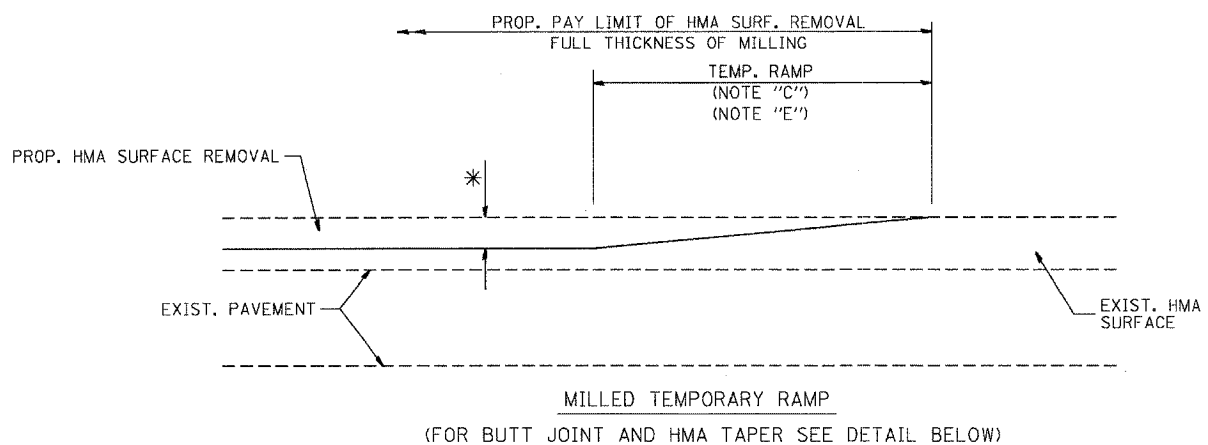
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE
 HORIZ. 1" = 10'
 DATE: 10/31/2006

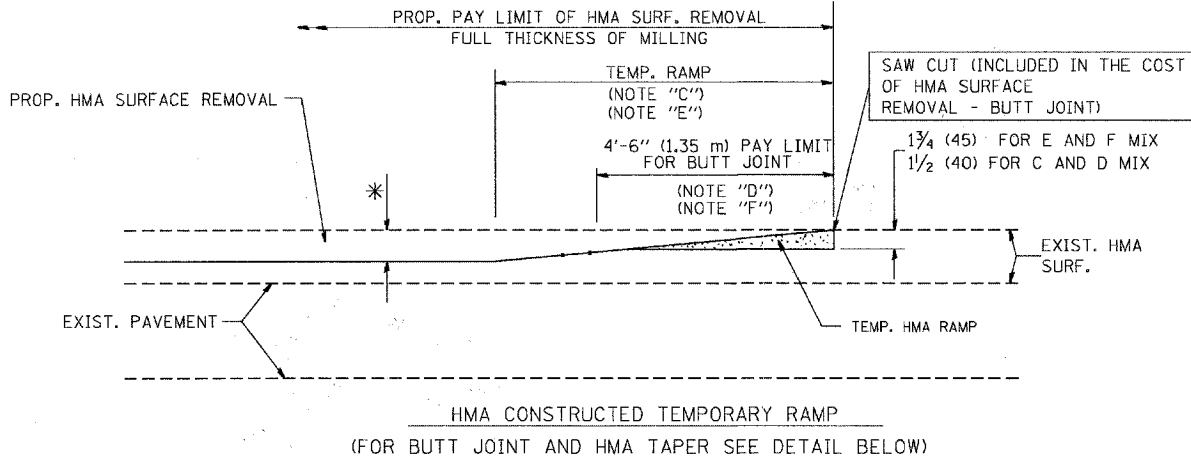
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 CHECKED BY

BD600-03 (RD-8)

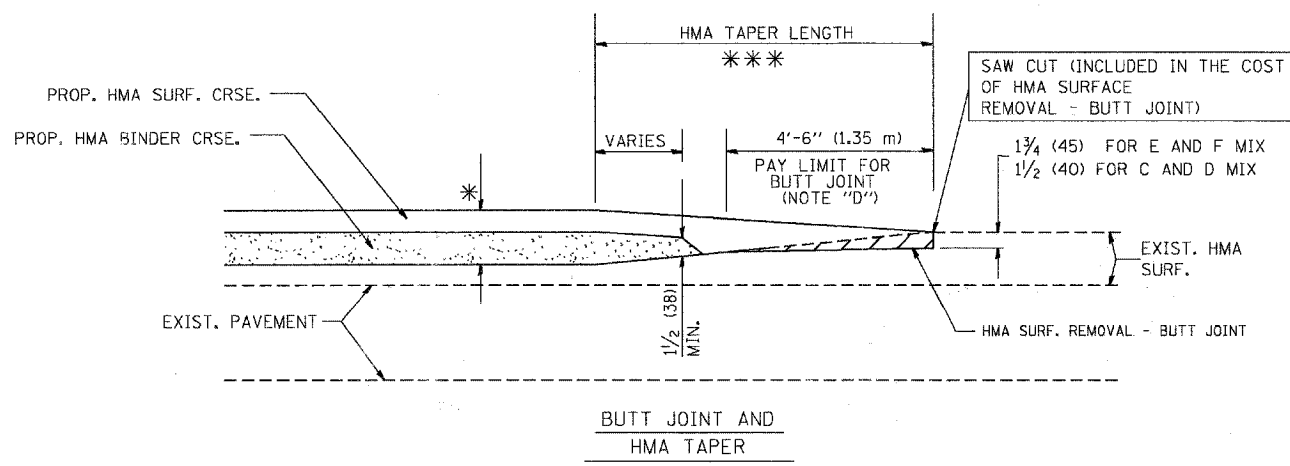
REVISION DATE: 01/01/07



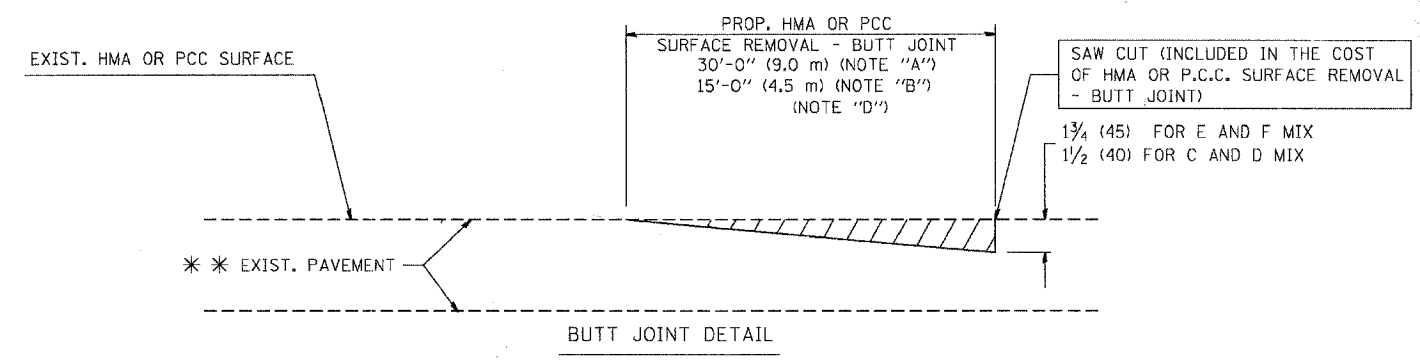
OPTION 1



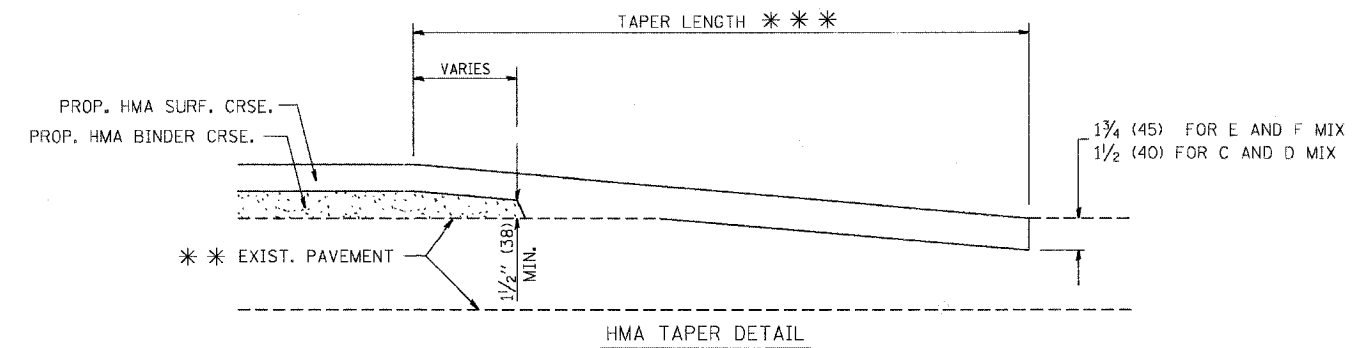
**OPTION 2
TYPICAL TEMPORARY RAMP**



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



BUTT JOINT DETAIL



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

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

NOTES

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

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

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".

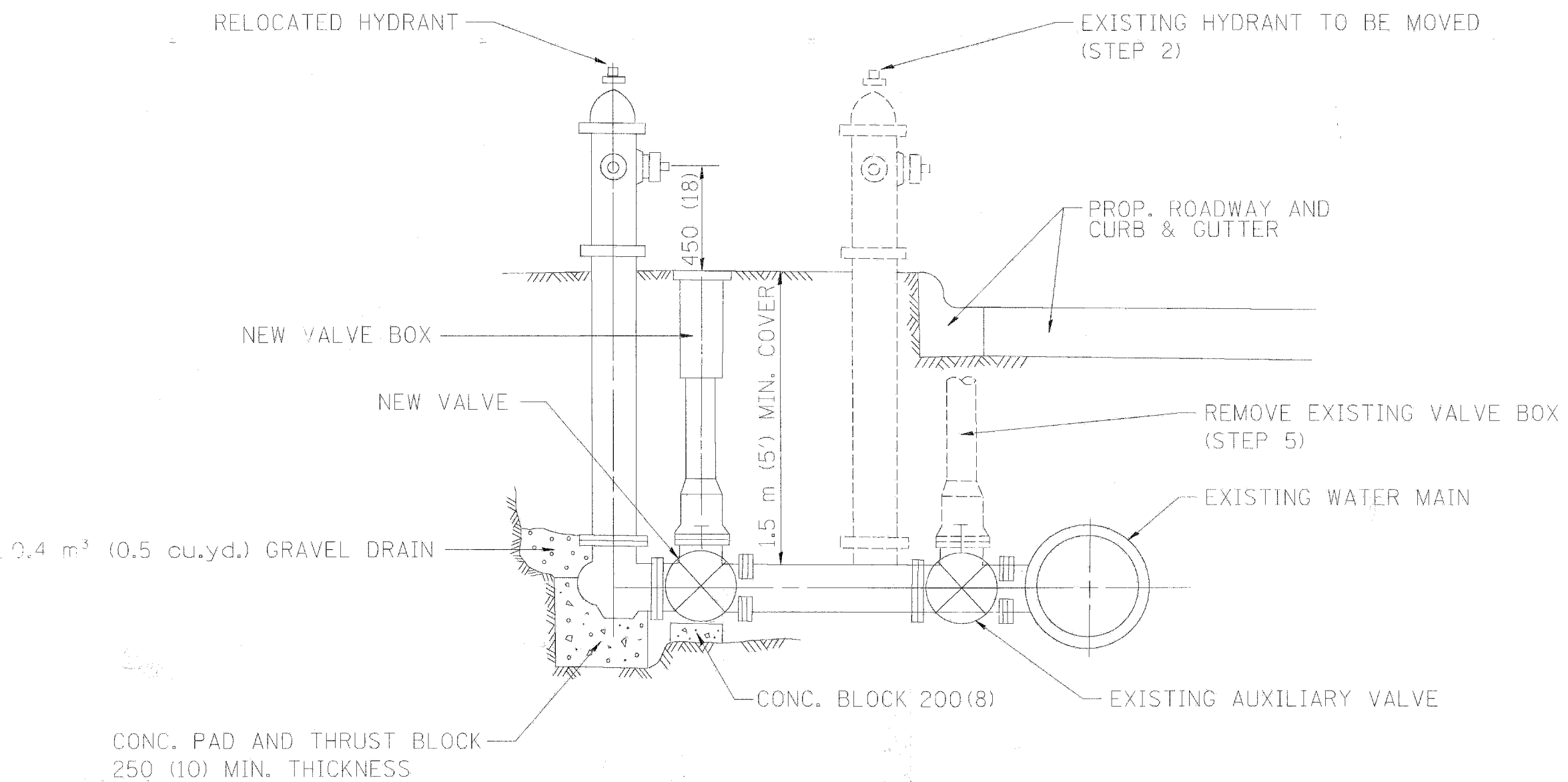
REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER
DETAIL**

SCALE: VERT. NONE
HORIZ. NONE
PLT. DATE: 10/31/2006

DRAWN BY
CHECKED BY



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

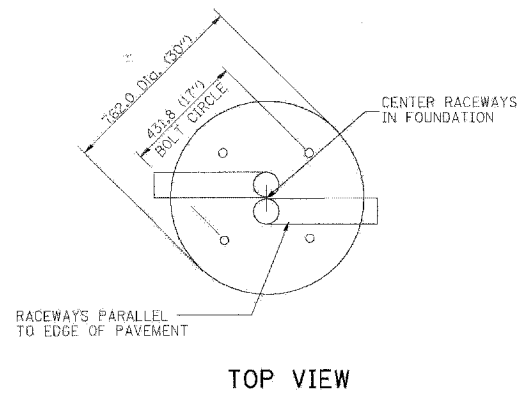
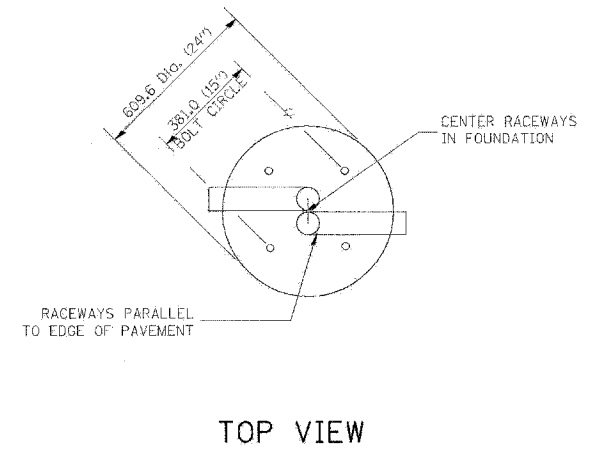
REVISIONS	
NAME	DATE
R. SHAH	09/09/94
R. SHAH	10/25/94

SCALE: NONE
DATE: 10/18/2002

DRAWN BY
CHECKED BY

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

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

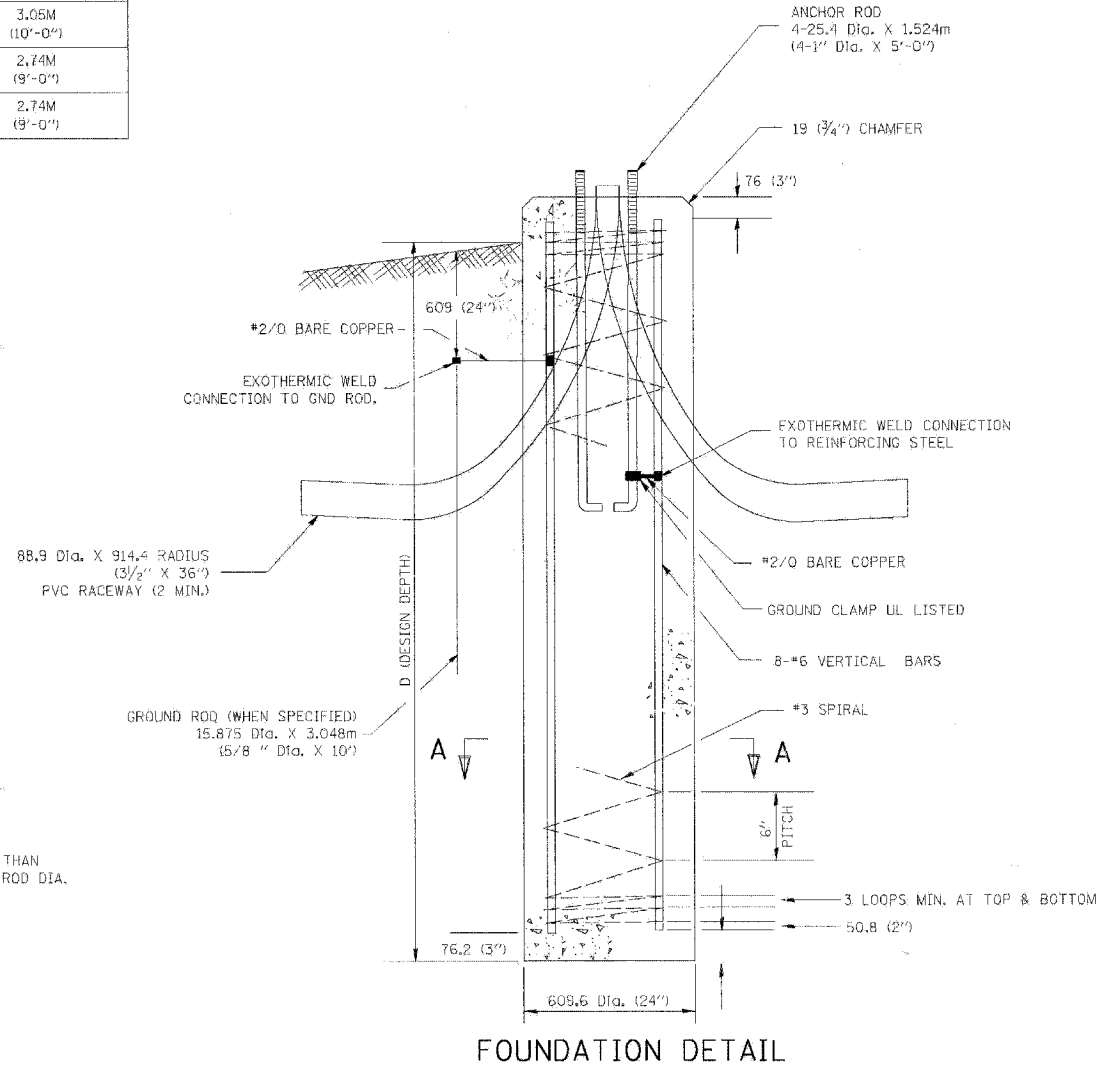


NOTES

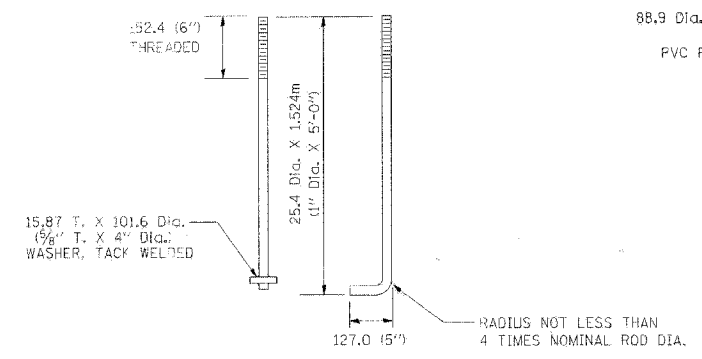
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 1.5M (60 IN.) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 20MM (3/4-IN.).
- THE CONCRETE SHALL BE CLASS SL. CONCRETE SHALL CURE ACCORDING TO ARTICLE 102.02 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232 OR THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 150 MM (6 INCHES) WITH A MINIMUM OF 75 MM (3 INCHES) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 69.9MM (2 3/4") ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLING.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 152.4MM (6") PITCH OR MAY SUBSTITUTE #3 TIES AT 304.8MM (12") O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 25.4MM (1") ABOVE THE TOP OF THE FOUNDATION.

TOP VIEW

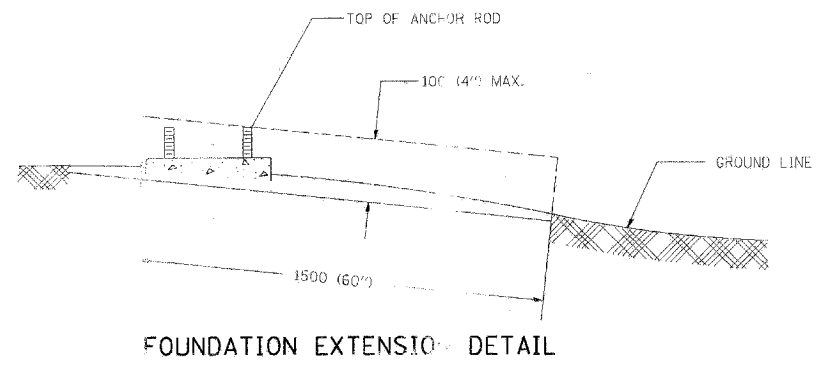
TOP VIEW



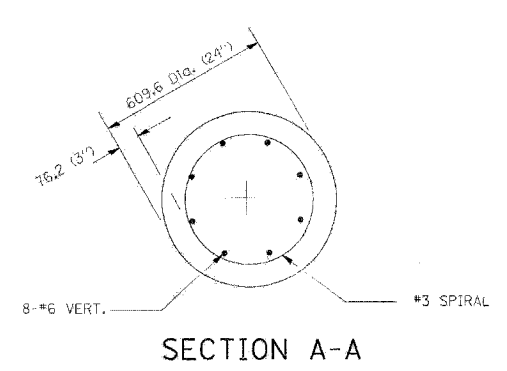
FOUNDATION DETAIL



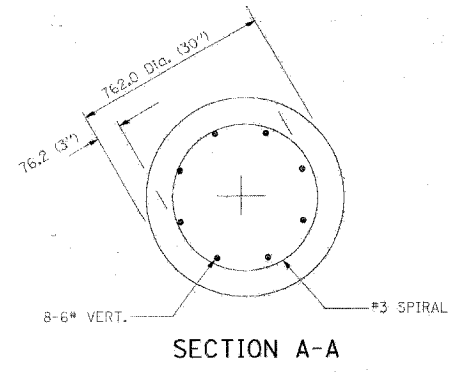
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



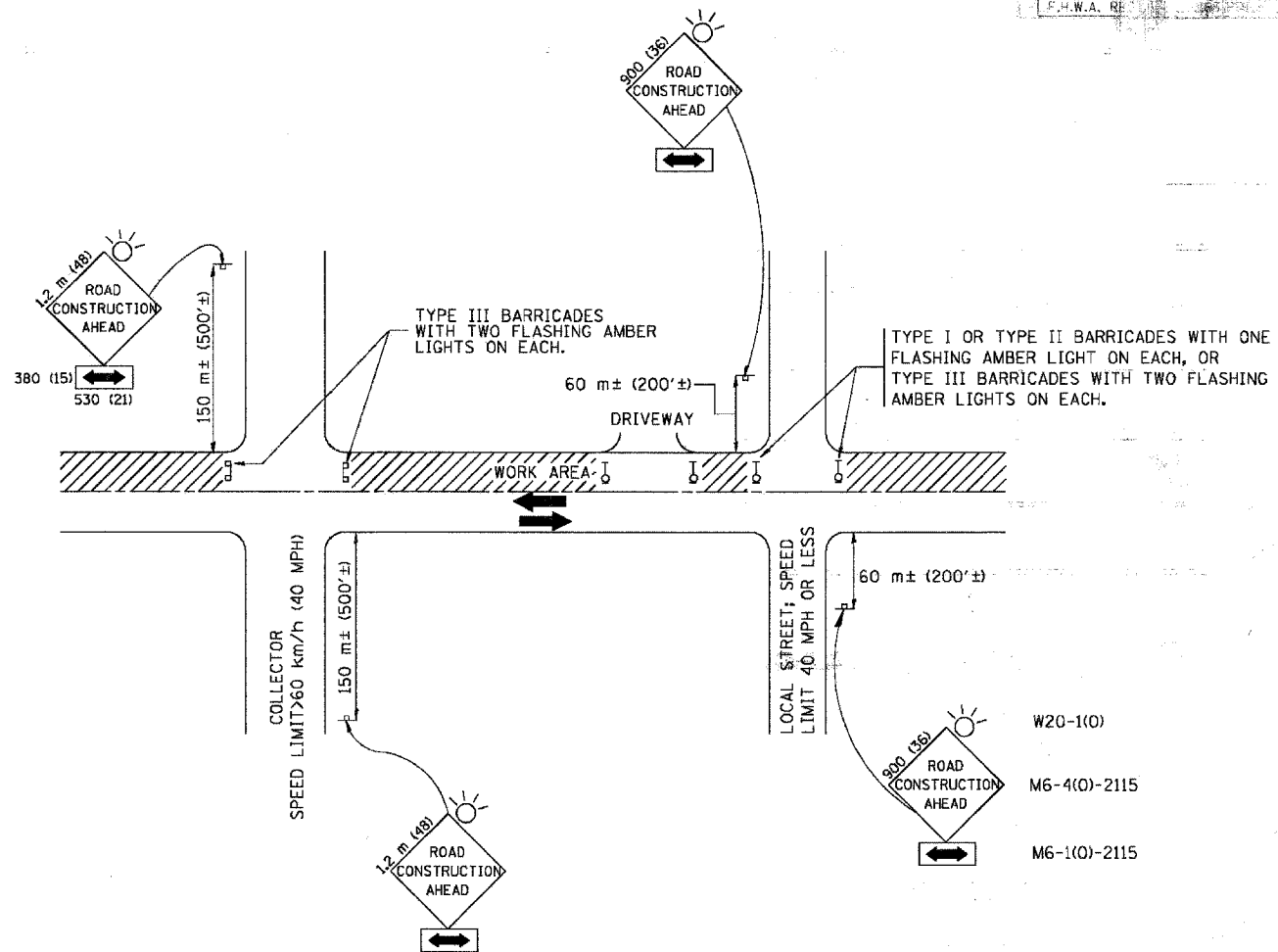
SECTION A-A



SECTION A-A

REVISIONS	
NAME	DATE

E-301
 ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
 12.192M (40') TO 14.478M (47 1/2') M.H.
 381 (15') BOLT CIRCLE
 SCALE: NONE
 DATE 10/18/2002
 DRAWN BY JMW
 CHECKED BY BE30



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

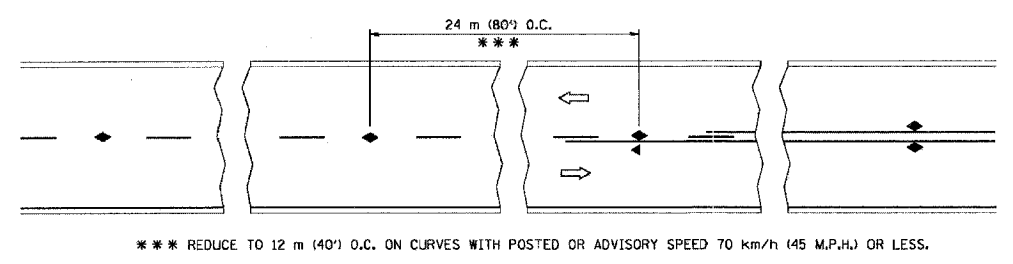
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 900x900 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE **ROAD CONSTRUCTION AHEAD** SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - 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.
 - 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.

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/ 5/96
T. RAMMACHER	01/ 06/00

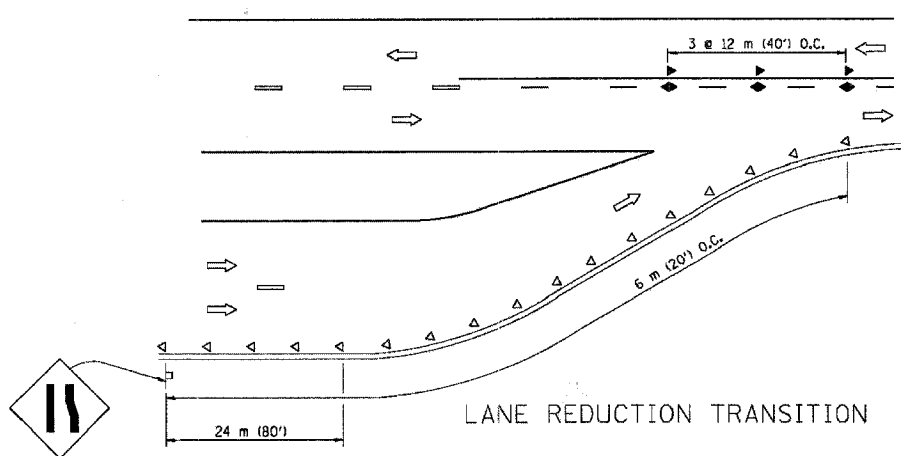
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TRAFFIC CONTROL AND PROTECTION
 FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS

SCALE: VERT. _____
 HORIZ. _____
 DATE 10/18/2002
 DRAWN BY _____
 CHECKED BY _____

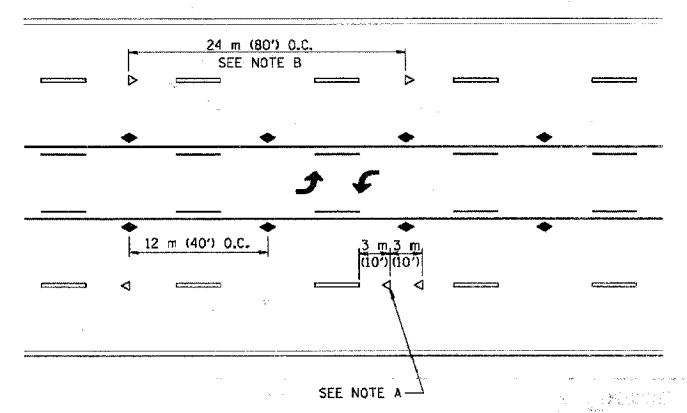


*** REDUCE TO 12 m (40') O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 70 km/h (45 M.P.H.) OR LESS.

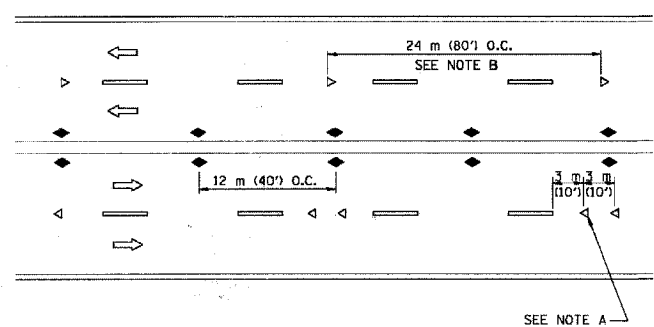
TWO-LANE/TWO-WAY



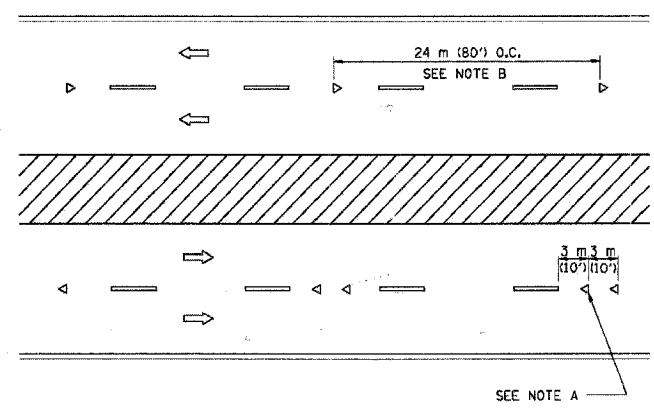
LANE REDUCTION TRANSITION



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 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

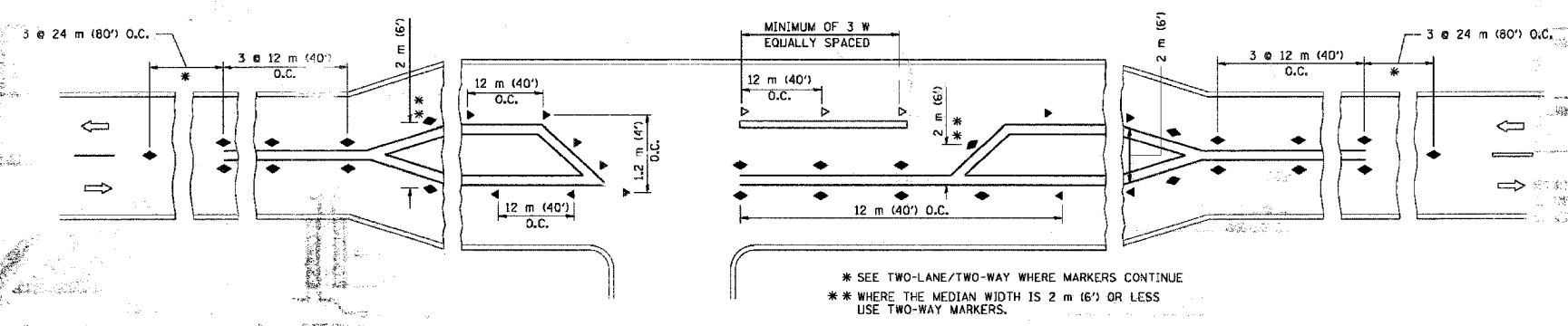
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W40)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 12 m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 20 km/h (10 M.P.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 SHOULD BE INCLUDED IN THE PLANS.
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 2 m (6') OR LESS USE TWO-WAY MARKERS.

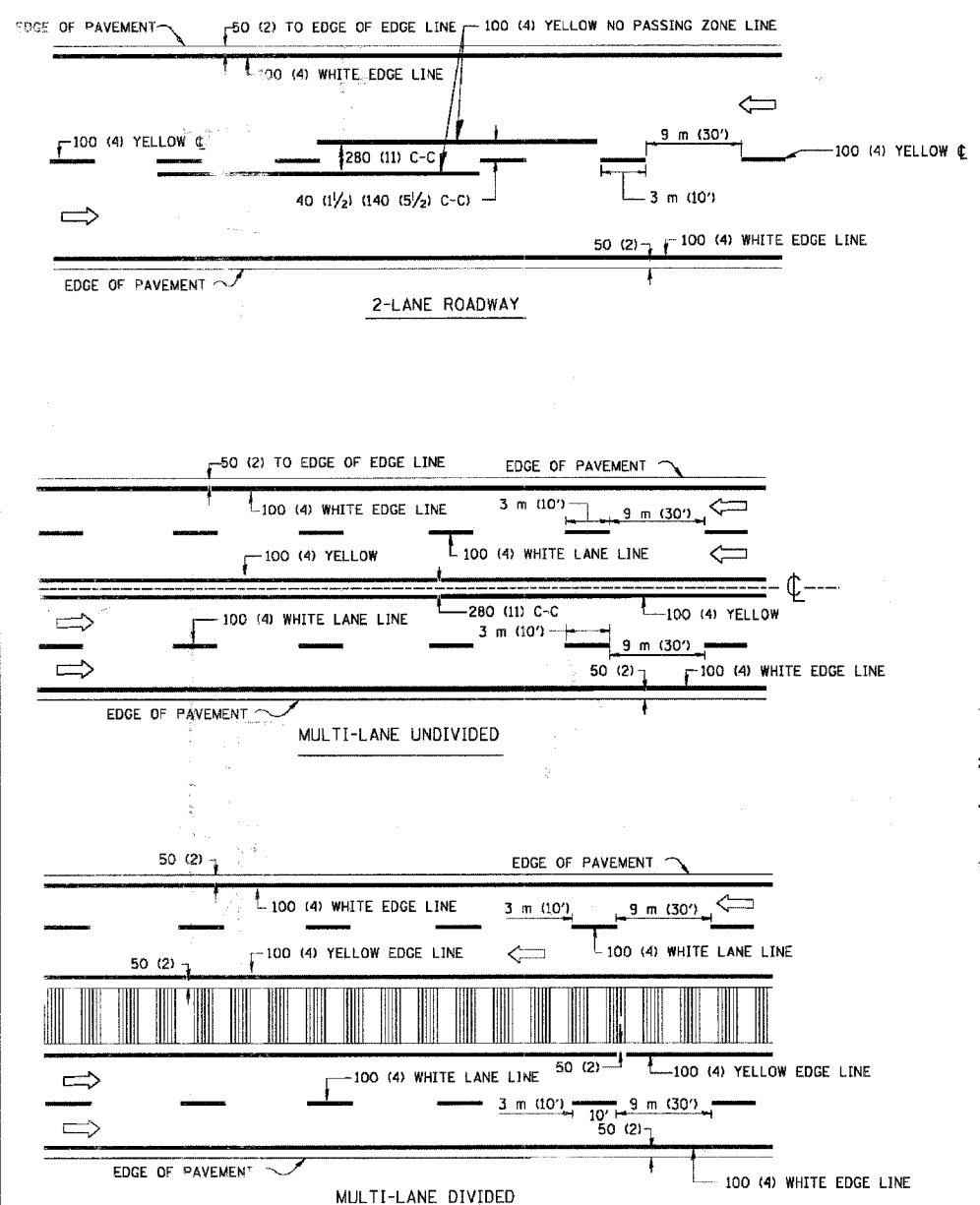
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION

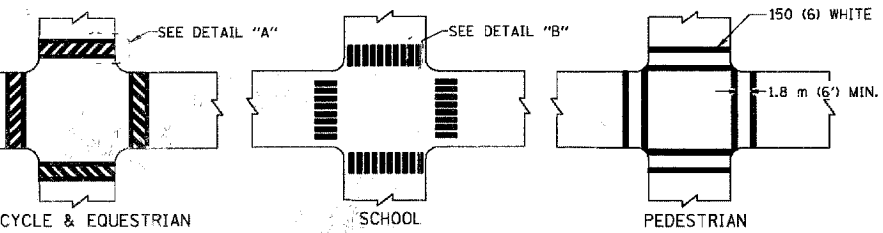
TYPICAL APPLICATIONS
 RAISED REFLECTIVE DEPARTMENT MARKERS
 (SNOW AND ICE RESISTANT)

REVISIONS		
NO.	DATE	DESCRIPTION
1	09-19-94	T. RAMM
2	03-12-99	T. RAMM
3	01-06-00	T. RAMM

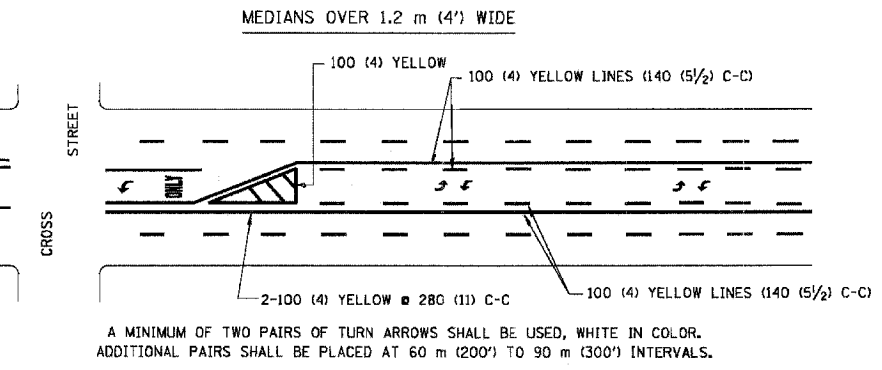
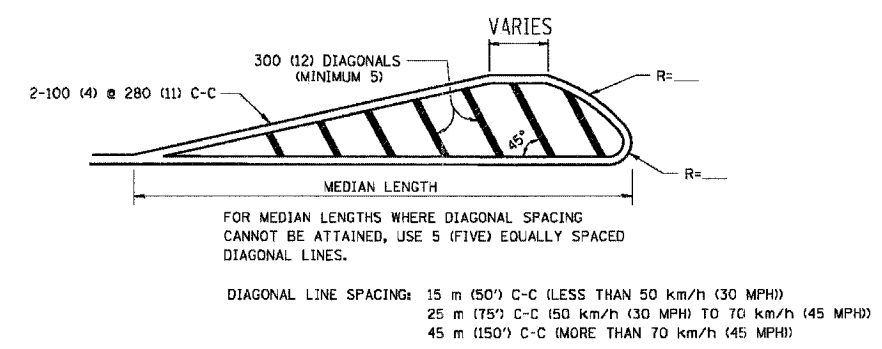
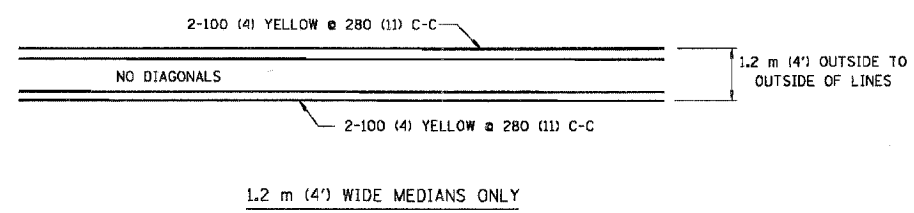
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 DATE: 10/18/2002
 DRAWN BY: CADD
 CHECKED BY:



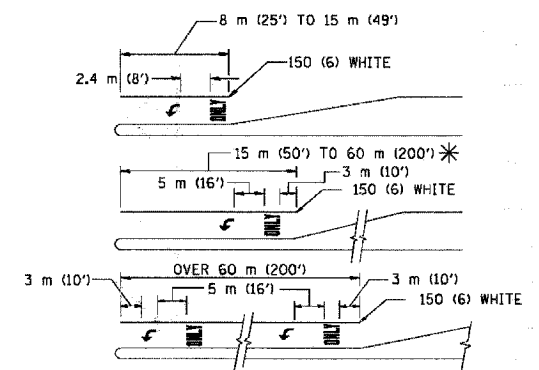
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

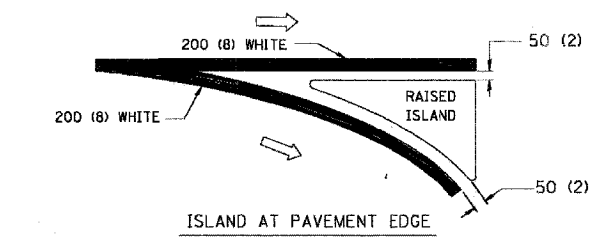
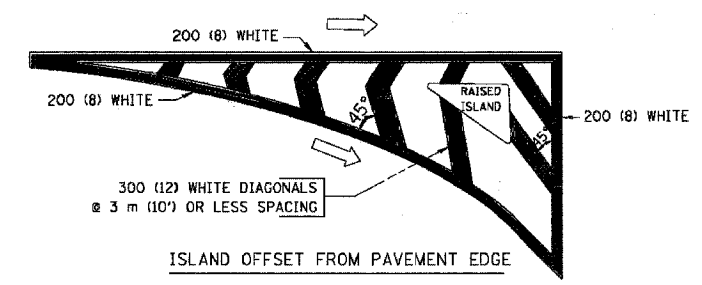


TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	3 m (10') LINE WITH 9 m (30') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	280 (11) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	140 (5 1/2) C-C FROM SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	3 m (10') LINE WITH 9 m (30') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	3 m (10') LINE WITH 9 m (30') SPACE FOR SKIP-DASH; 140 (5 1/2) 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 @ 150 (6) 300 (12) @ 45° 300 (12) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° NO DIAGONALS USED FOR 1.2 m (4') WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	280 (11) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 4.5 m (15') C-C (LESS THAN 50 km/h (30 MPH)) 6 m (20') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 9 m (30') C-C (OVER 70 km/h (45 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)
SHOULDER DIAGONALS	300 (12) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	15 m (50') C-C (LESS THAN 50 km/h (30 MPH)) 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)) 45 m (150') C-C (OVER 70 km/h (45 MPH))

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

FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 * AREA = 1.5 m² (15.6 SQ. FT.) ONLY * AREA = 1.9 m² (20.8 SQ. FT.)
 * TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

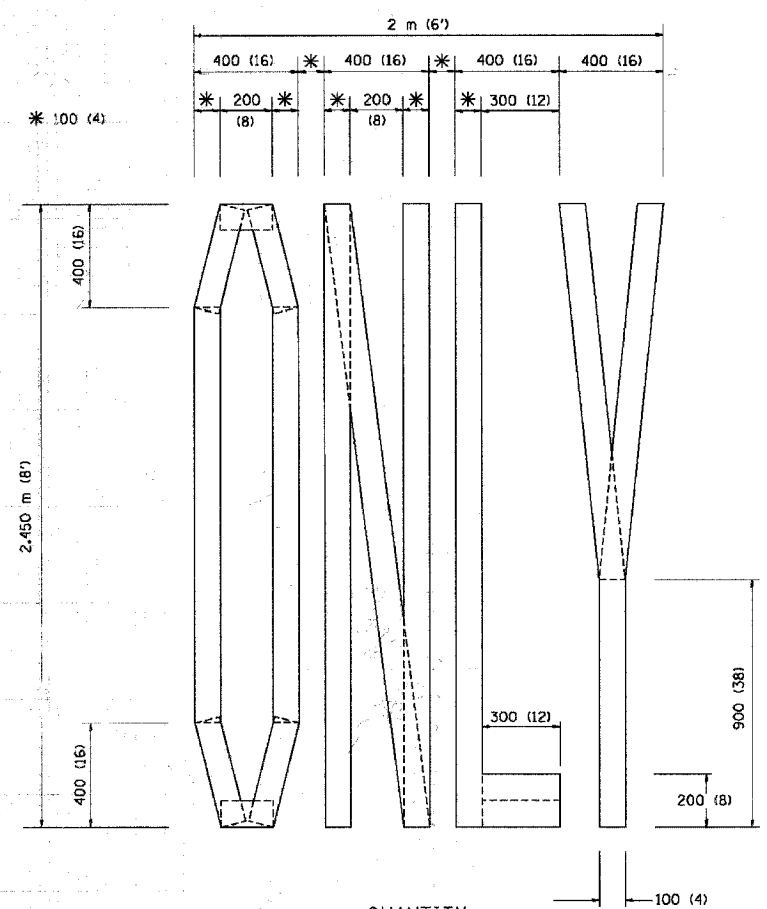
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION

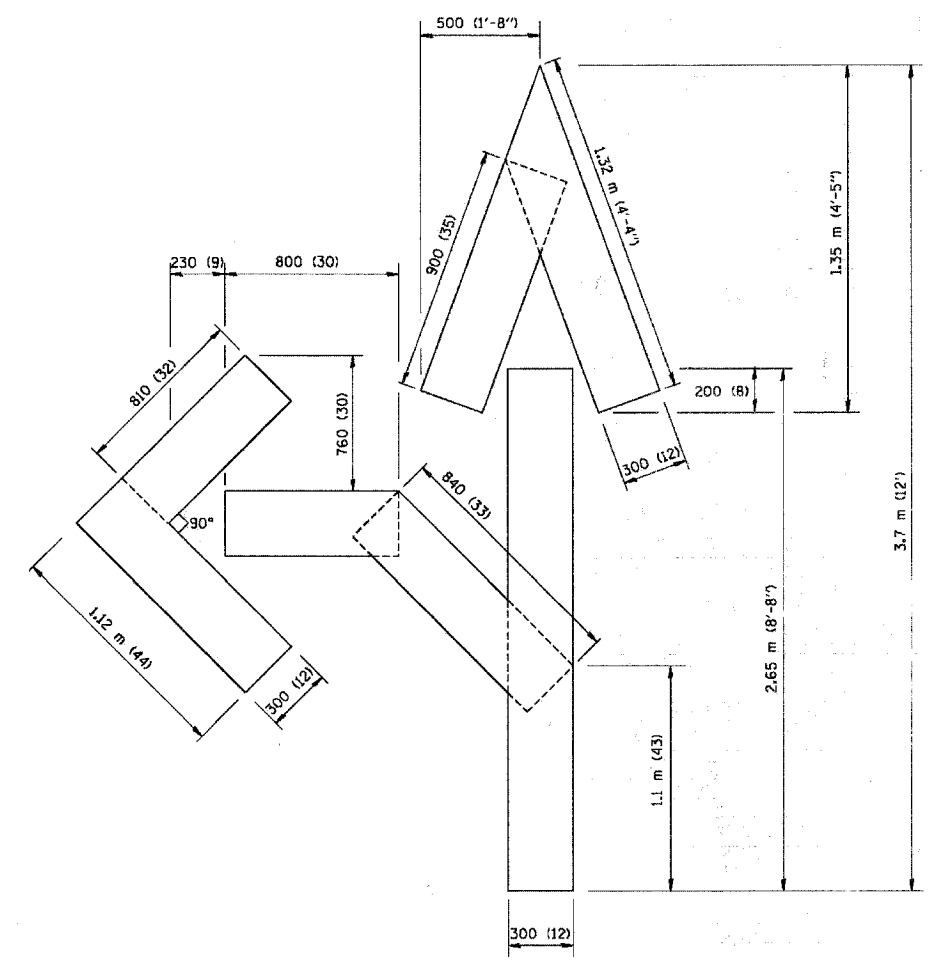
DISTRICT DEPARTMENT OF TRANSPORTATION
 TYPICAL LANE AND ISLAND MARKING

REVISIONS	
NAME	DATE
EVERS	10-19-90
RAMMACHER	10-27-94
ALEX HOUSE	10-09-96
ALEX HOUSE	10-17-96
RAMMACHER	01-06-00

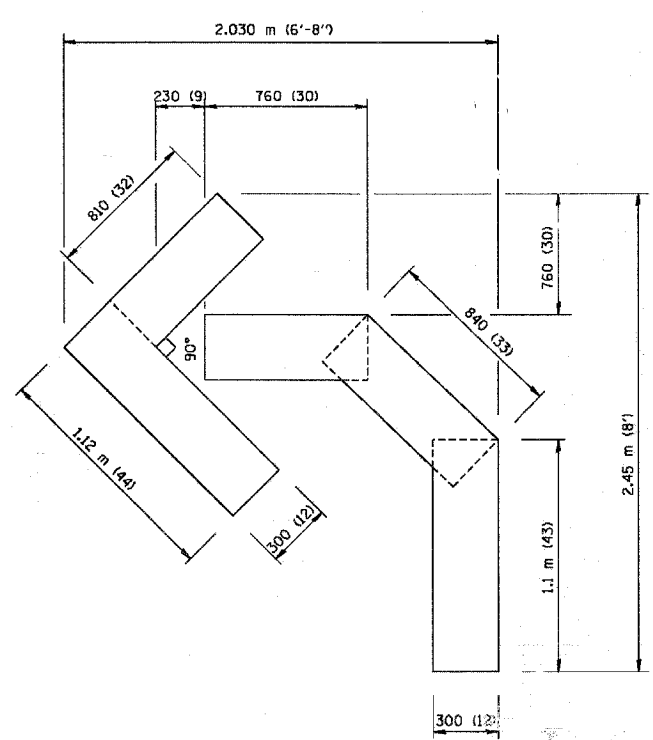
SCALE: NONE
 DATE 10/18/2002



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

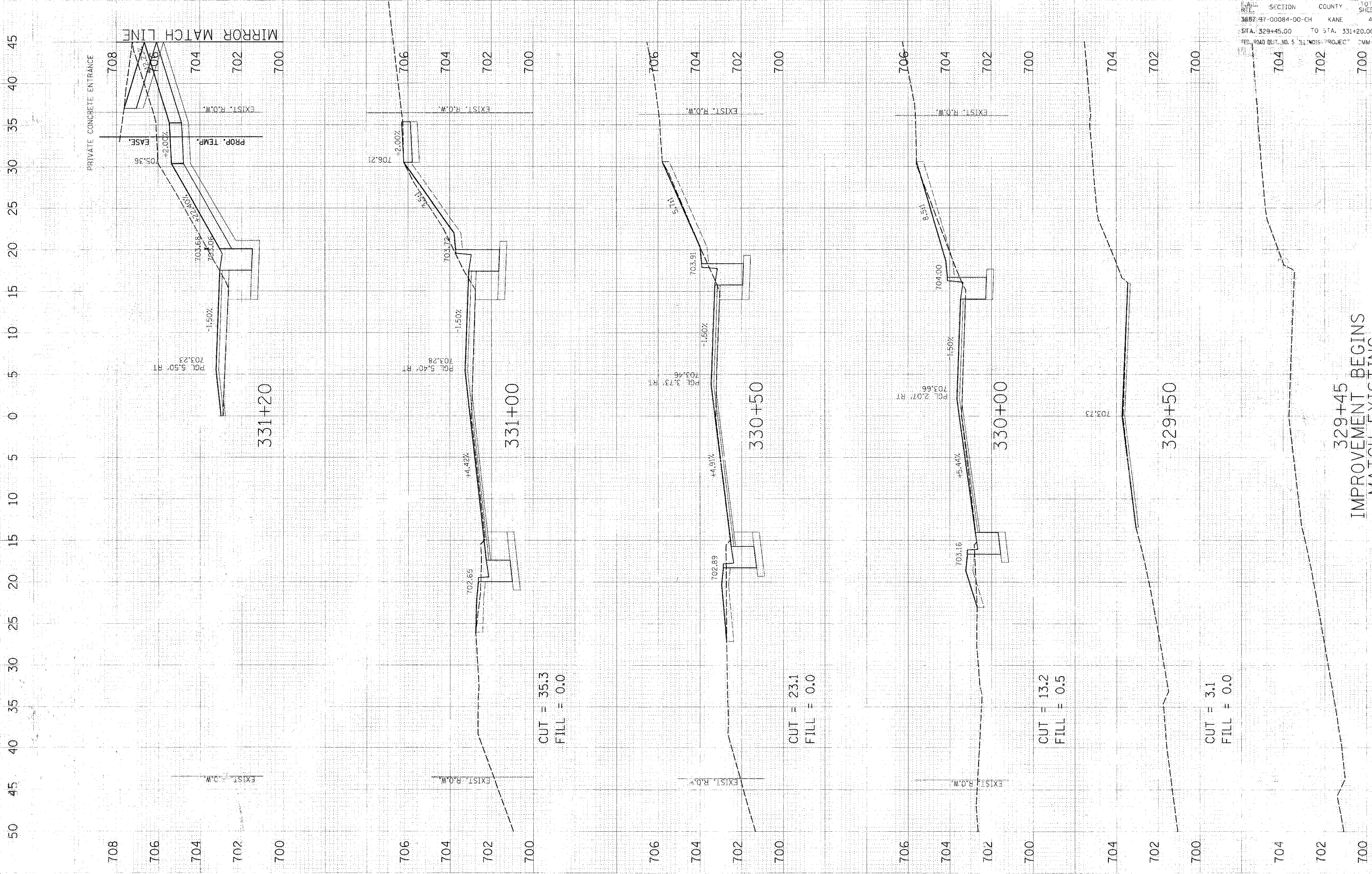
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC SIGNALS

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. BERLE	06/01/96
RAMMACHER	06/05/96
RAMMACHER	11/04/97
RAMMACHER	03/02/98
MEZ	08/28/00

SCALE: NONE
 DATE 10/18/2002

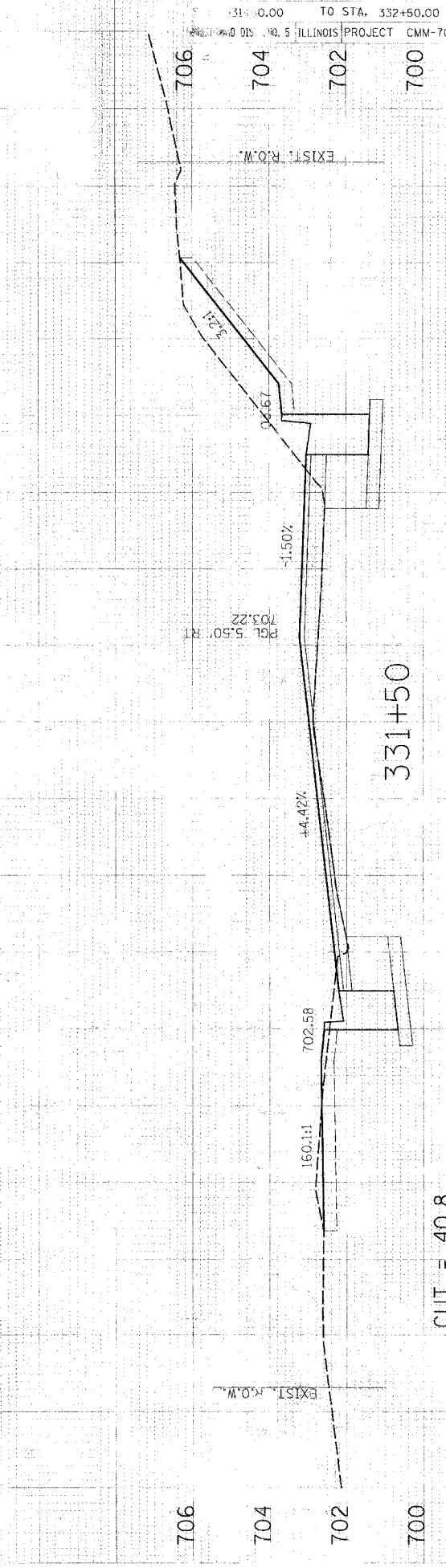
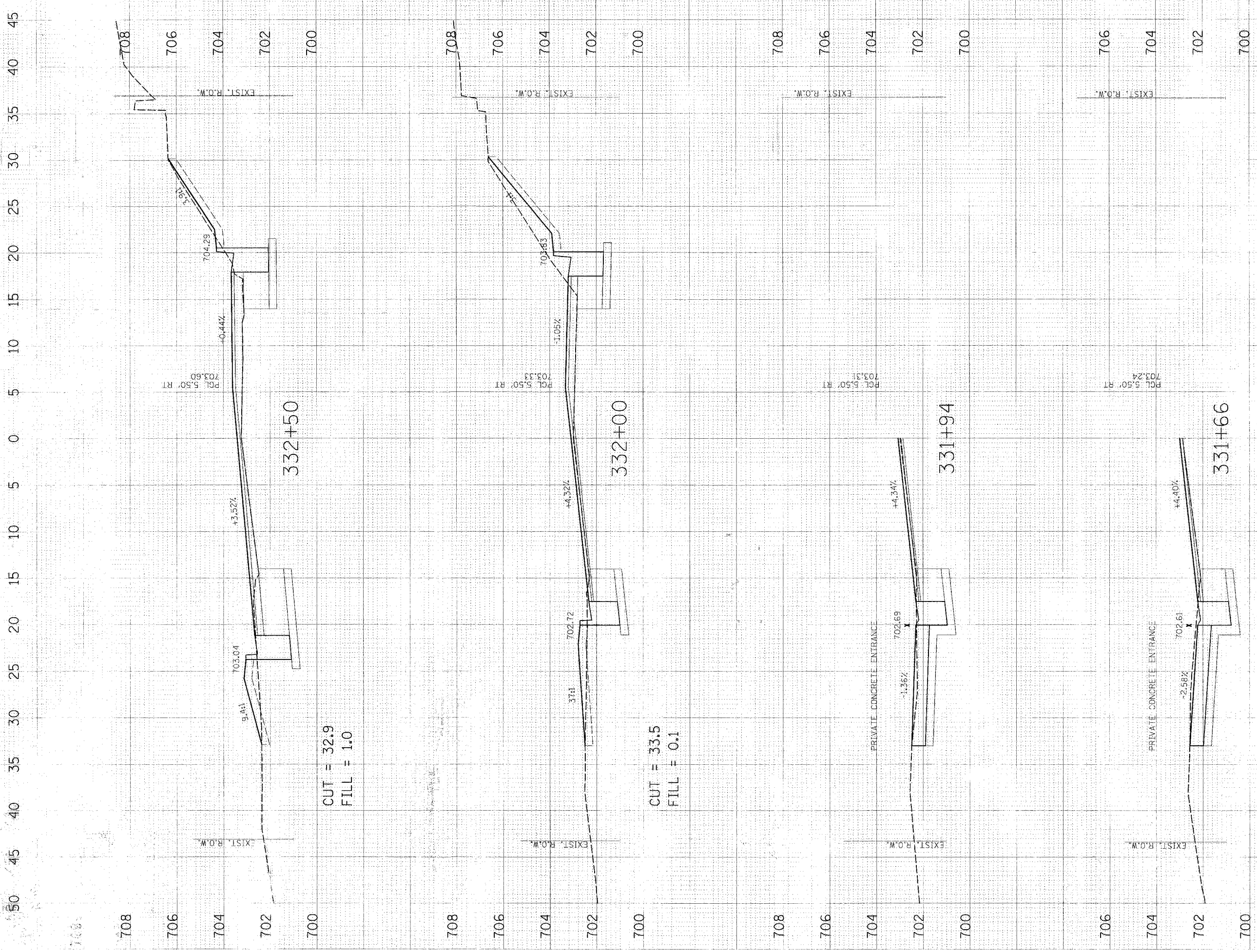
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 CHECKED BY:
 TC-16

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USER NAME: J. BUBENY

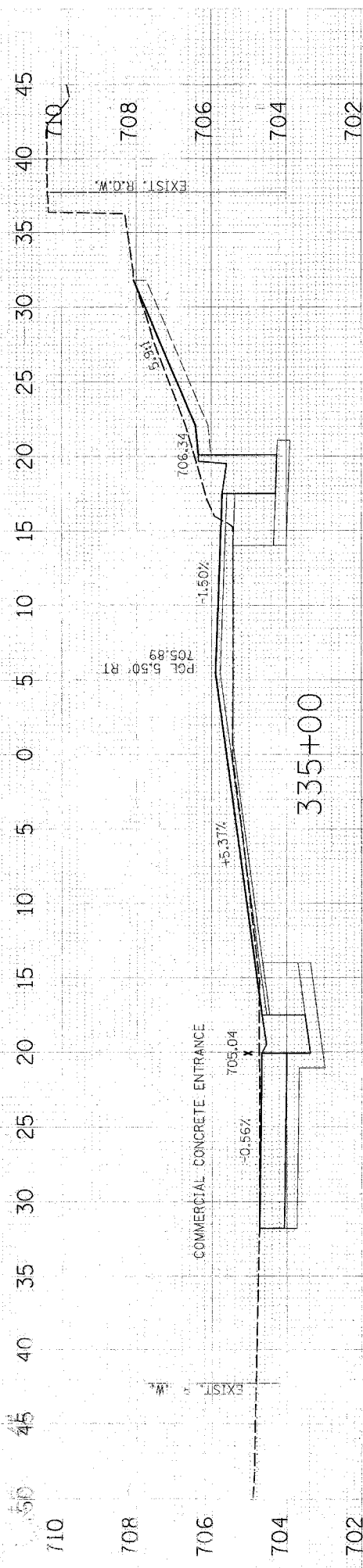


CONTRACT NO. 331+20
SECTION COUNTY TOTAL SHEETS
331+20-00084-00-CH KANE 42
STA. 329+45.00 TO STA. 331+20.00
FED. ROAD DIST. NO. 5 ILLINOIS PROJECT MM-700

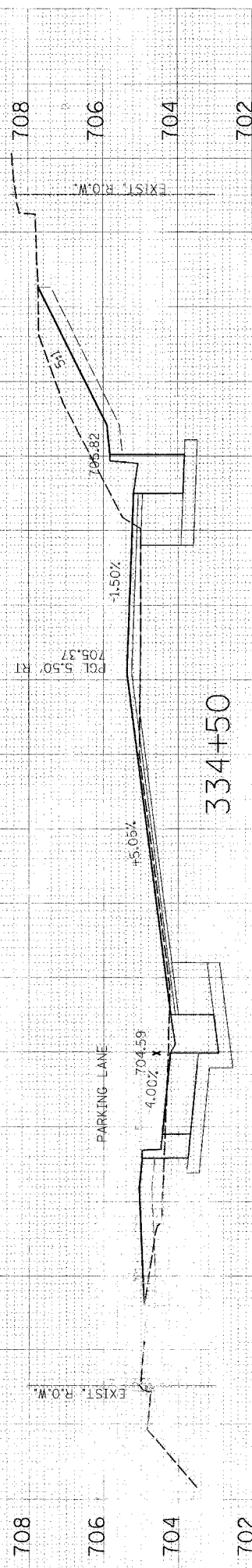
329+45
IMPROVEMENT BEGINS
MATCH EXISTING



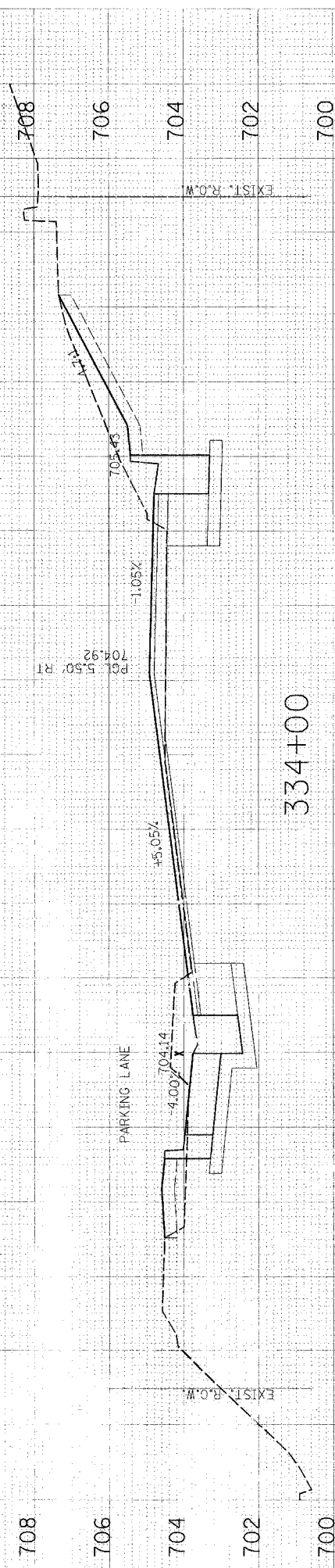
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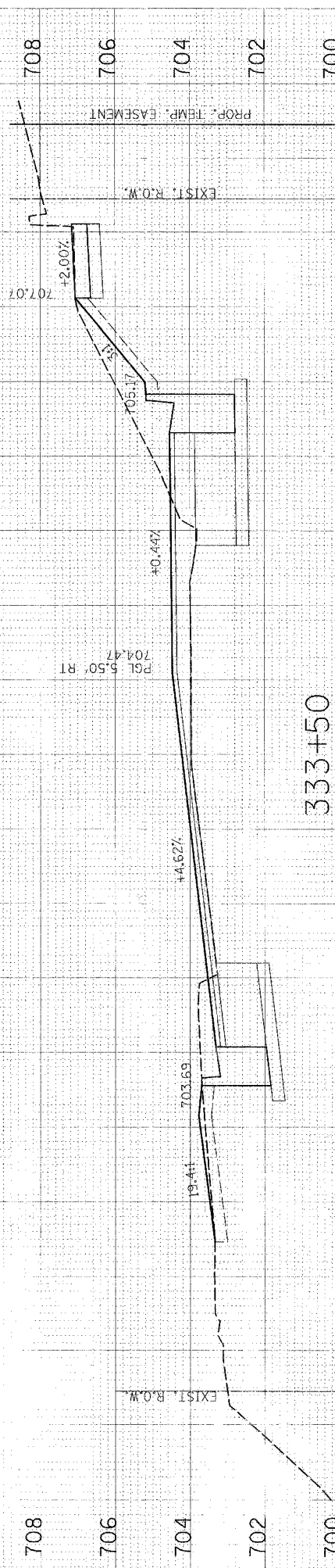
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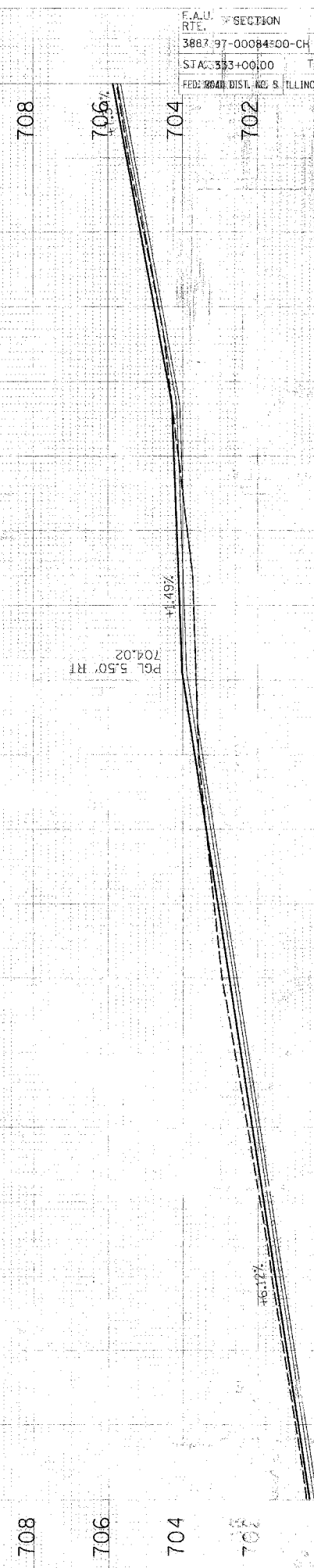
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CUT = 43.2
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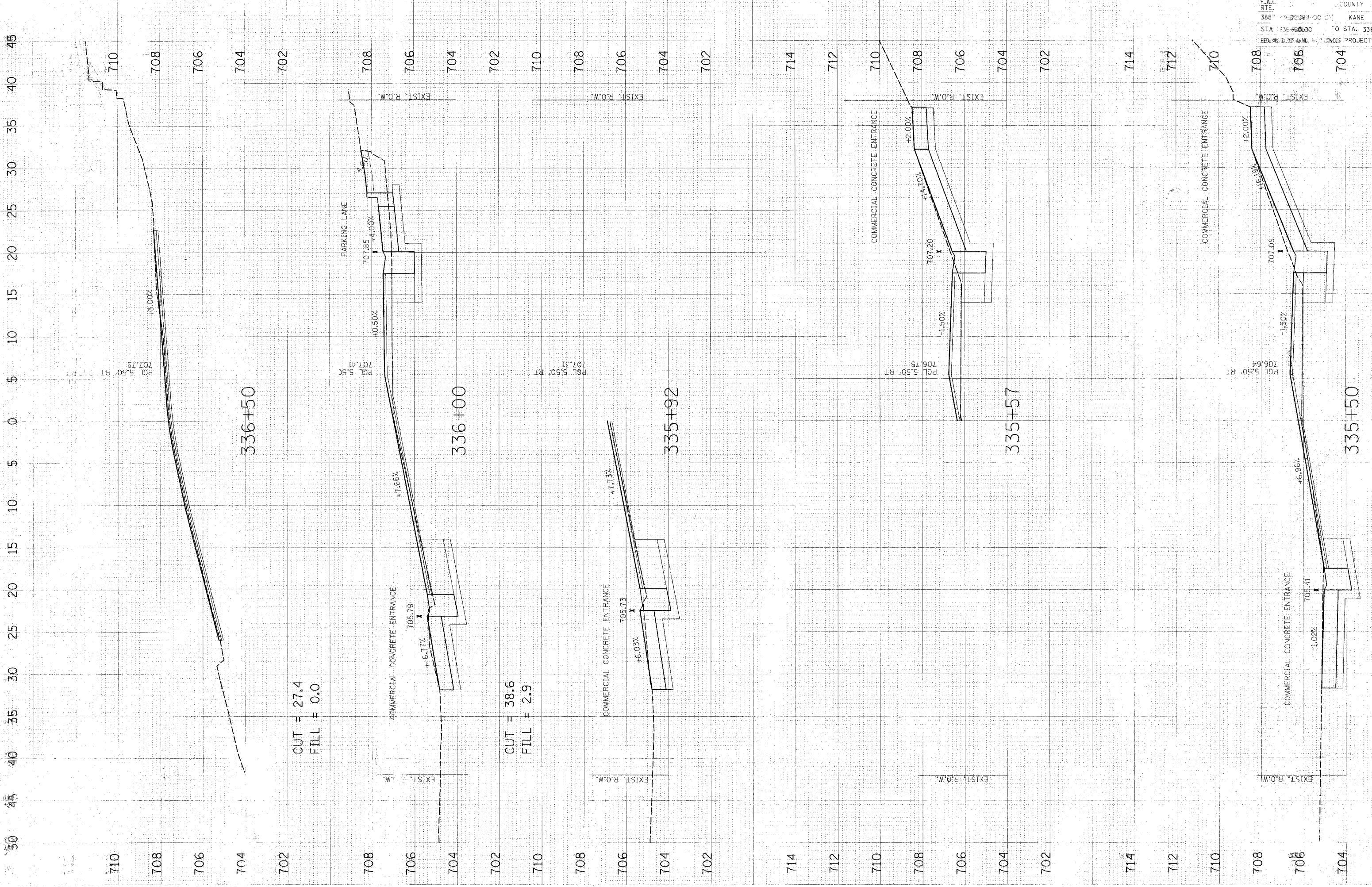
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333+00
 HAMILTON STREET

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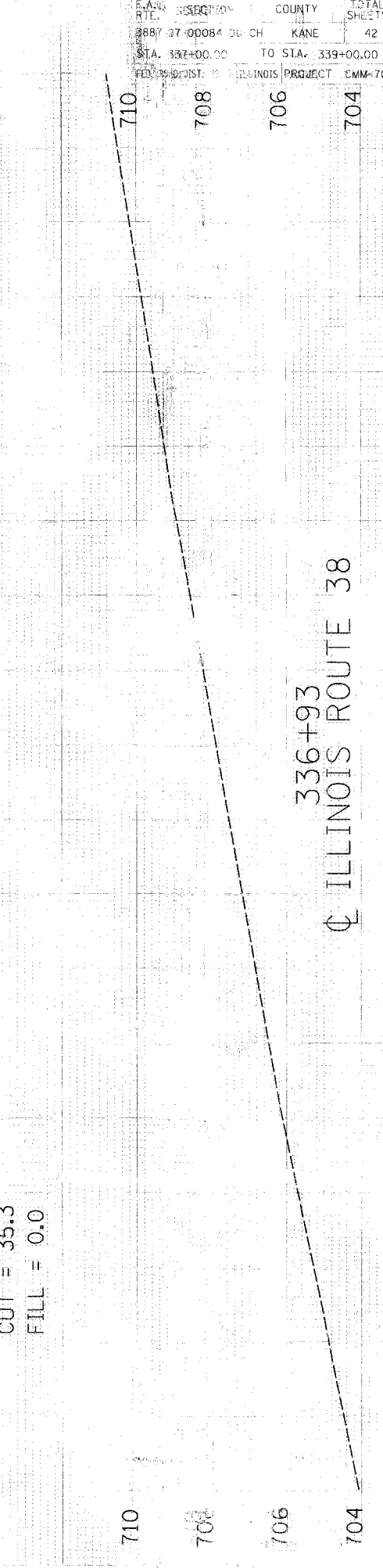
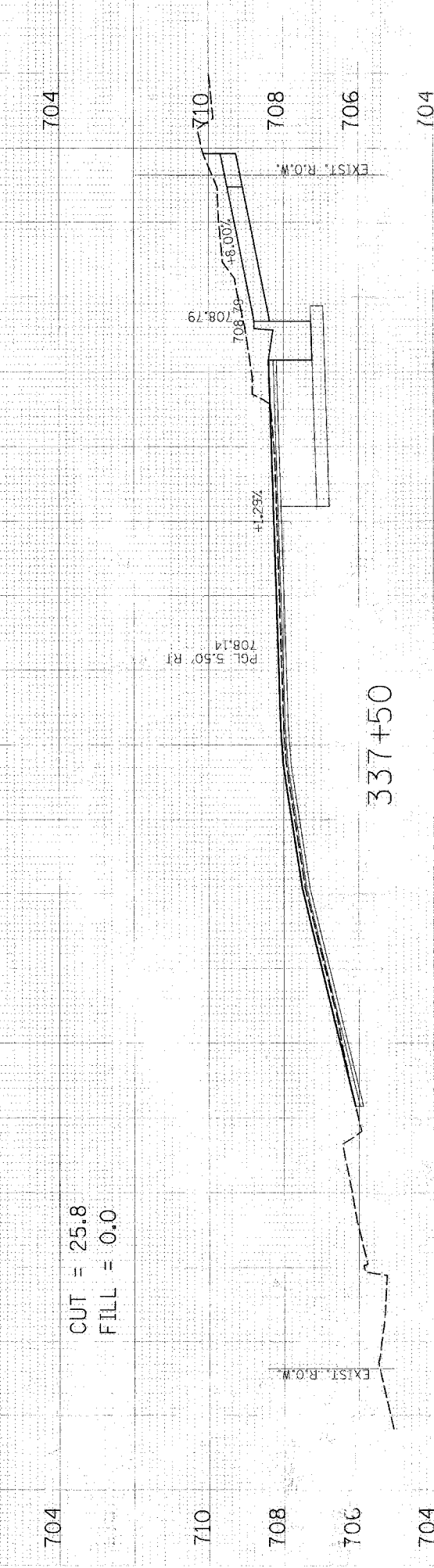
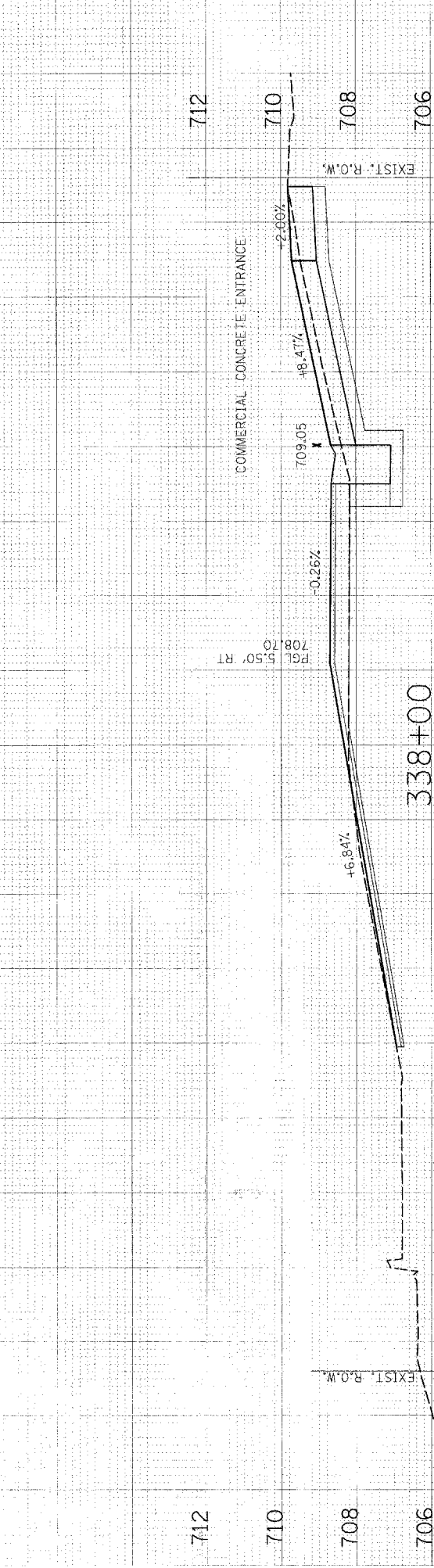
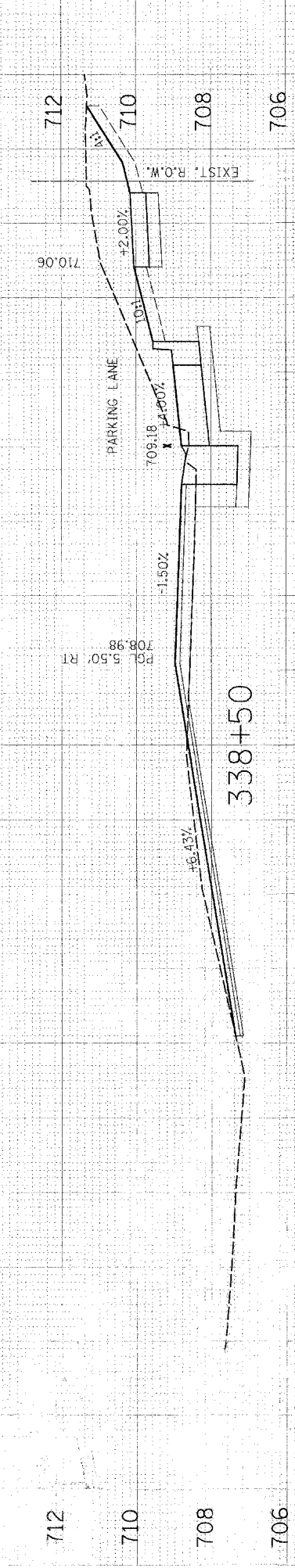
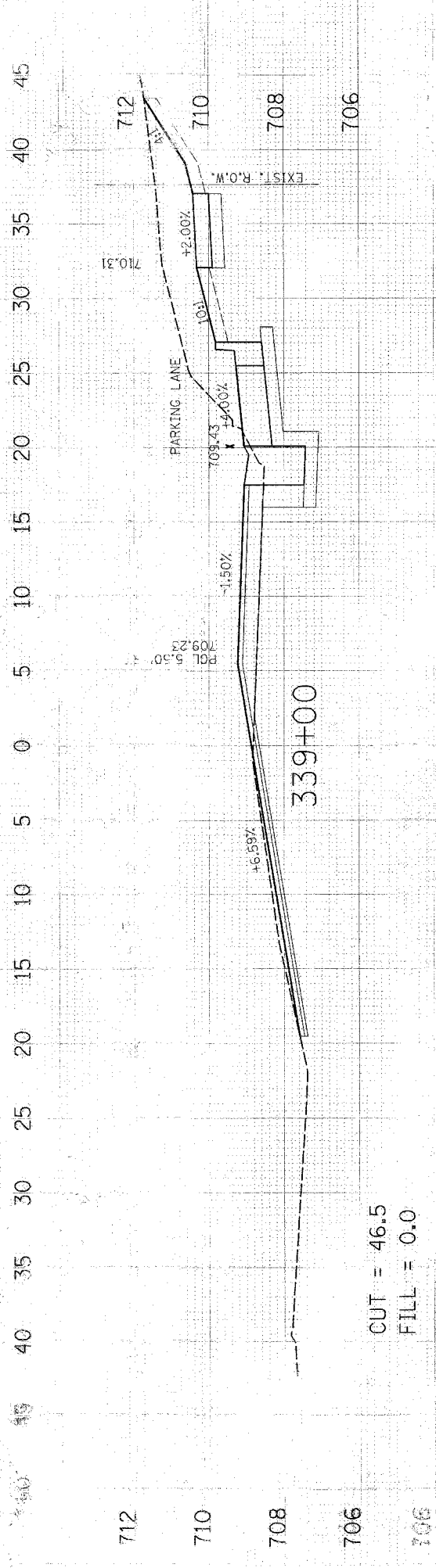


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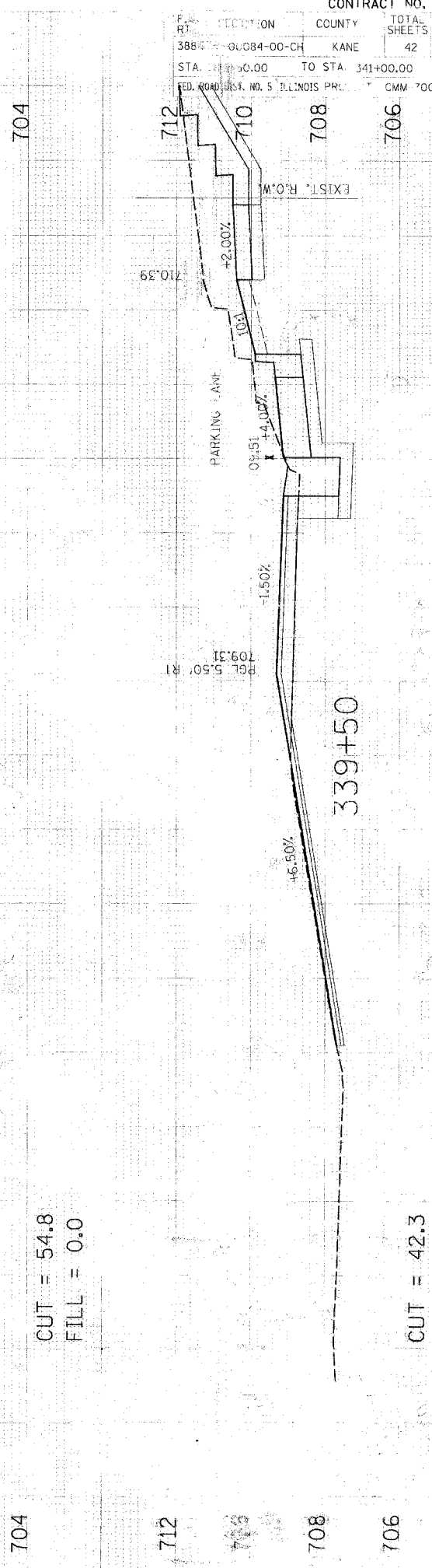
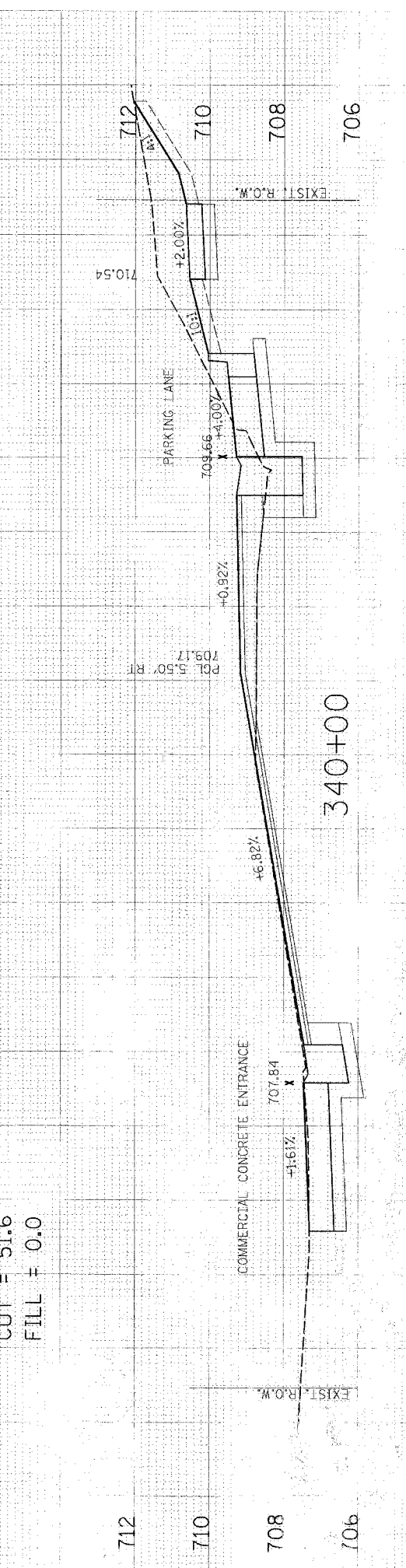
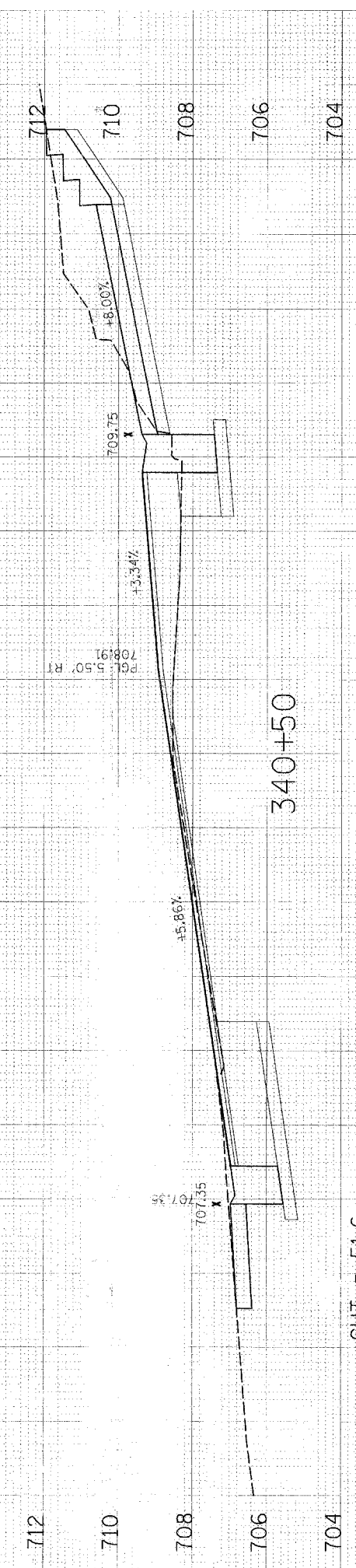
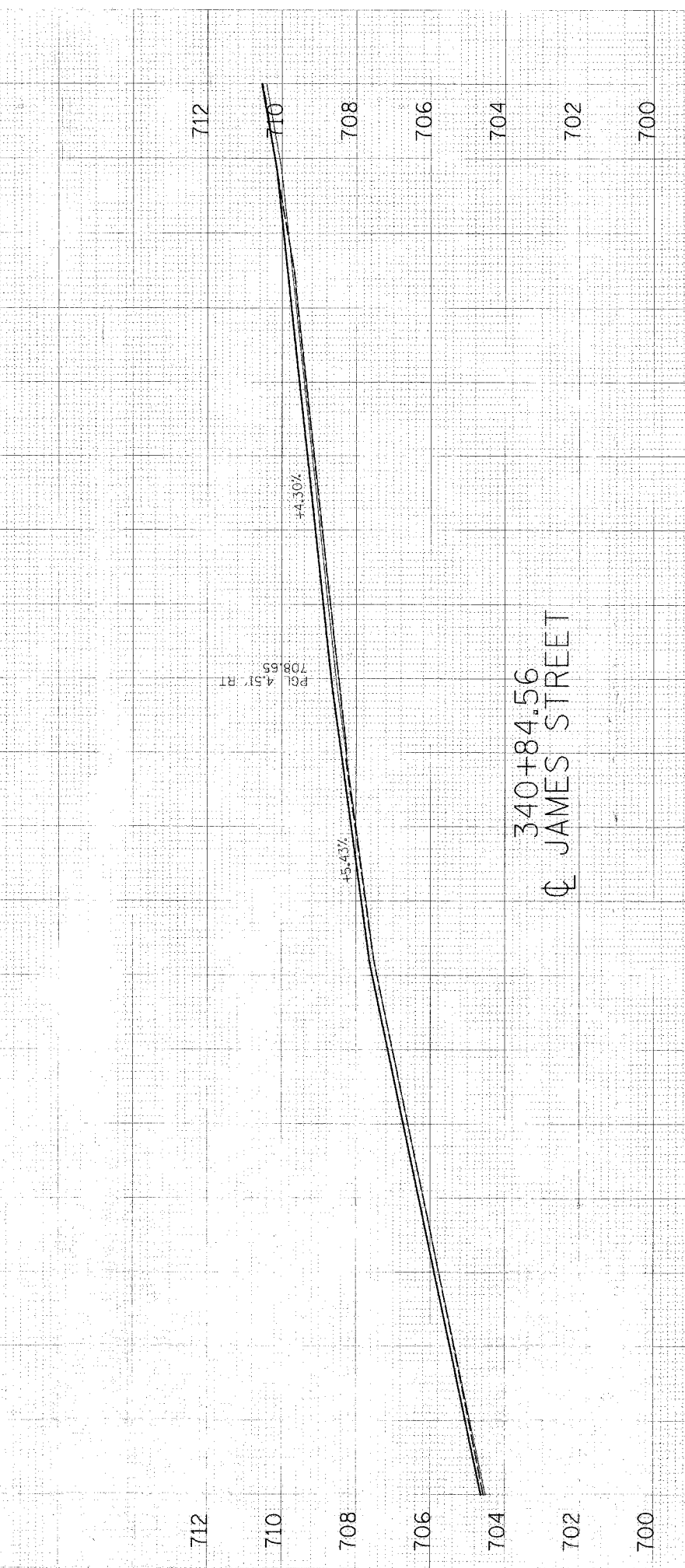
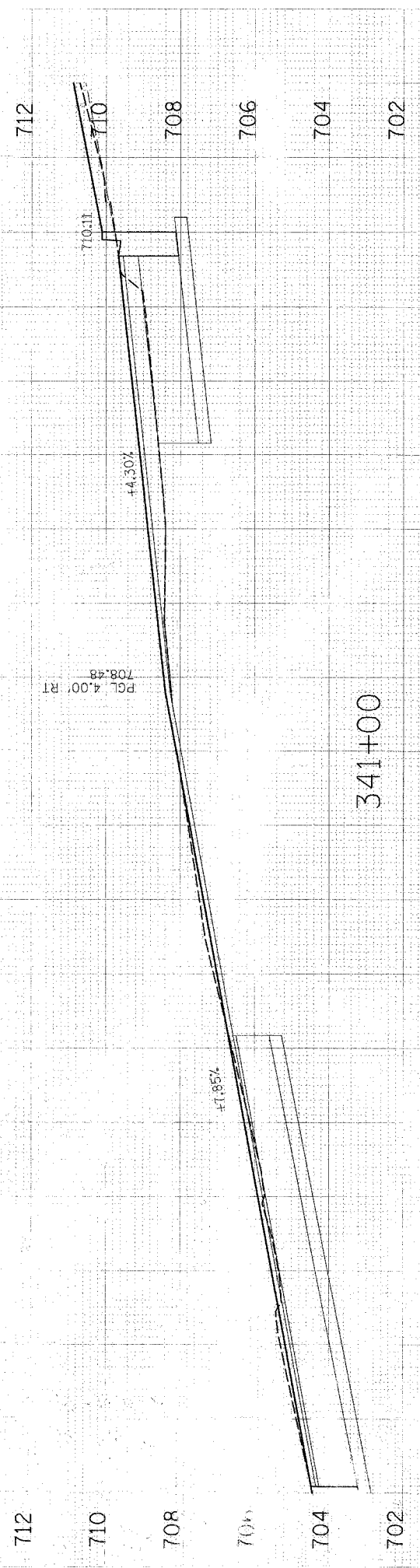
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PLOT SCALE: 1"=40'
USER NAME: JG



336+93
ILLINOIS ROUTE 38

FILE NAME: D:\NSD\PROJECTS\341\341-00-CH\341-00-CH.DWG
PLOT SCALE: 1"=50'
USER: NAME: J. BOYER

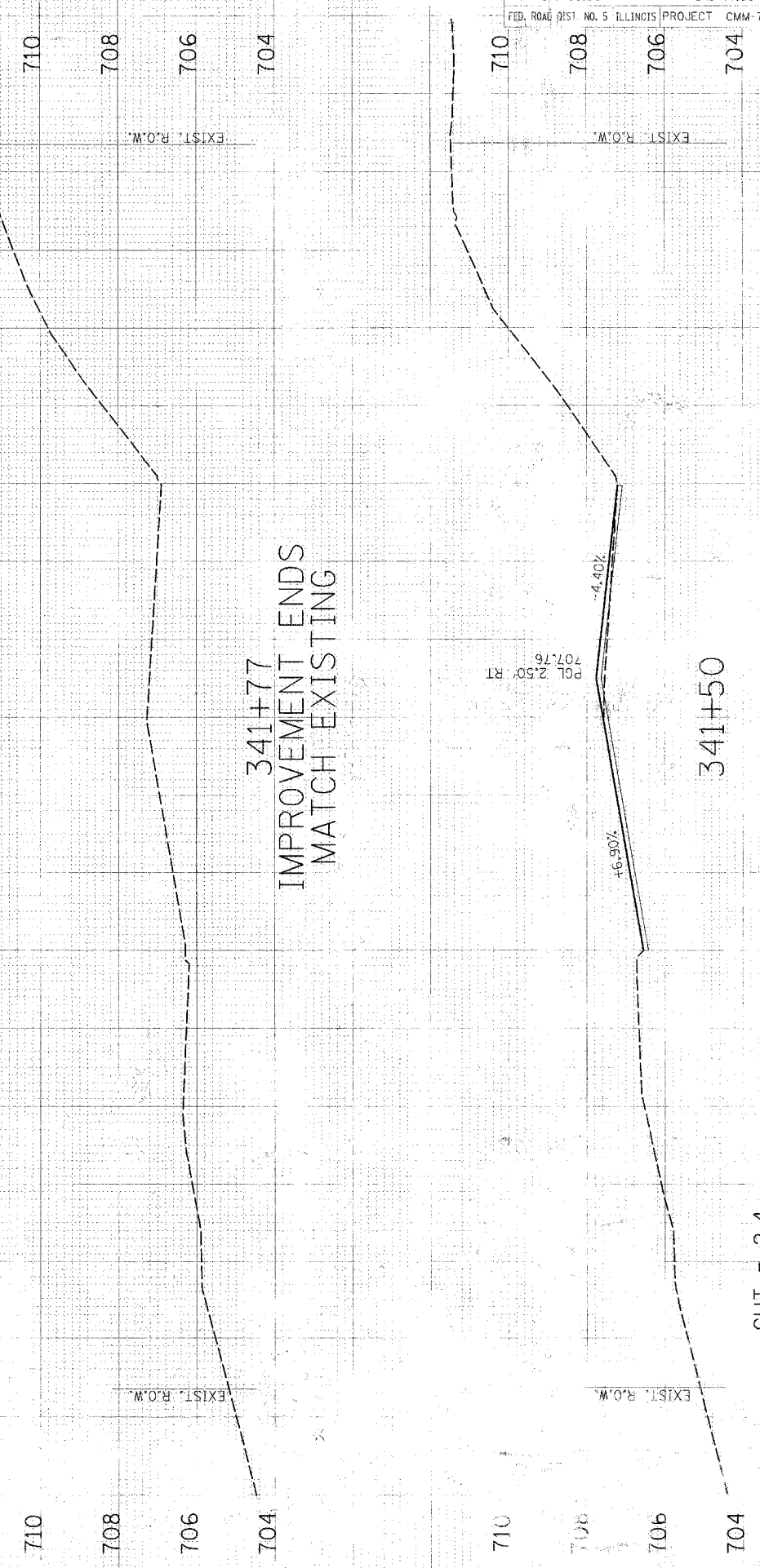
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CONTRACT NO. 30847-01-084-00-CH
COUNTY KANE
TOTAL SHEETS 42
STA. 341+00.00 TO STA. 341+00.00
ED. ROAD DIST. NO. 5 ILLINOIS PR. CMM 700

45
40
35
30
25
20
15
10
5
0
5
10
15
20
25
30
35
40
45

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
3887 97-00084-00-CH		KANE	42
STA. 341+50.00			TO STA. 341+77.00
FED. ROAD DIST. NO. 5	ILLINOIS PROJECT	CMM-704	



CUT = 2.4