

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488		COOK	24	1
ILLINOIS PROJECT		M-8003 (571)		
VILLAGE SECTION		05-00016-00-RS		
CONTRACT NO. 83884				

FOR INDEX OF SHEETS SEE SHEET NO. 2

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR
PROPOSED FEDERAL AID PROJECT
FAU 1488 46TH STREET
FAP 348 HARLEM AVENUE
TO FAU 2775 OAK PARK AVENUE
RESURFACING PROJECT
VILLAGE OF FOREST VIEW
SECTION 05-00016-00-RS
PROJECT M-8003 (571)
COOK COUNTY
C-91-146-06**



LOCATION OF SECTION INDICATED THUS:

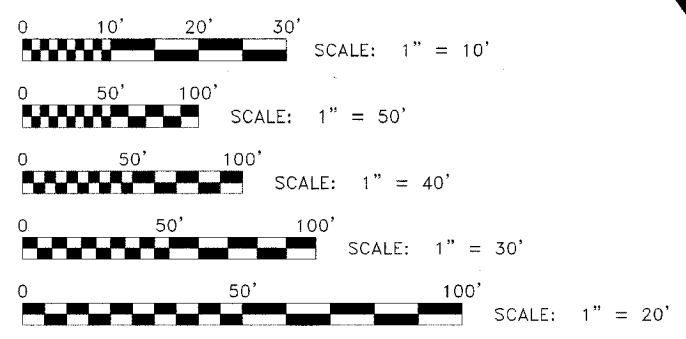
TRAFFIC DATA

2005 ADT = 3375
POSTED SPEED LIMIT: 20 MPH
DESIGN SPEED LIMIT: 30 MPH

PROJECT LOCATED IN THE VILLAGE OF FOREST VIEW

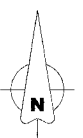
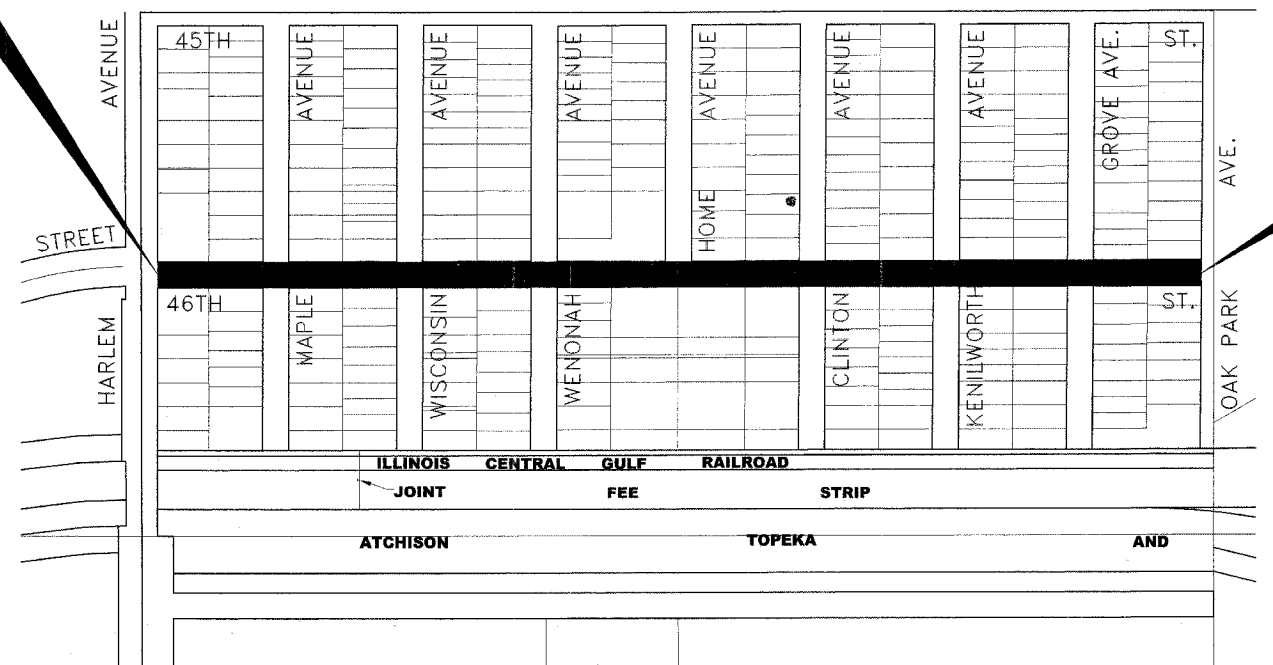
PROJECT BEGINS STATION 5+17 46TH STREET

LOCATION MAP
TOWNSHIP 38 NORTH, RANGE 13 EAST, SECTION 6

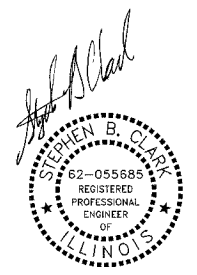


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CONTRACT NO. 83884



PROJECT ENDS STATION 32+06 46TH STREET



DATE SIGNED: 11/01/06
LICENSE EXPIRES: 11-30-07

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	NOVEMBER 20 2006 <i>Feb</i> VILLAGE OF FOREST VIEW, VILLAGE ADMINISTRATOR
PASSED	NOVEMBER 3 2006 <i>CH</i> DISTRICT ONE ENGINEER OF LOCAL ROADS & STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	NOVEMBER 3 2006 <i>Diane O'Keefe</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

(PRINTED BY AUTHORITY OF THE STATE OF ILLINOIS)

STICKNEY TOWNSHIP MAP SCALE: (NOT TO SCALE)

— AREA OF IMPROVEMENT

GROSS AND NET LENGTH OF PROJECT = 2,689 FT. = 0.509 MI.

Drawing file: W:\Projects\32003581 - 4th St Repair & Sewer Cover.dwg Rev. 01, 2006 - 11:06am
 FEDERAL AID DESIGN ENGINEER: ABIGAIL WILGREEN PHONE: (847) 705-4233
 CONSULTANT: EDWIN HANCOCK ENGINEERING COMPANY
 9933 ROOSEVELT ROAD PHONE: (708) 865-0300
 WESTCHESTER, ILLINOIS 60154

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET, LOCATION MAP
2	INDEX OF SHEETS, LEGENDS, BENCHMARKS, I.D.O.T. STANDARD DRAWINGS
3	GENERAL NOTES
4	SUMMARY OF QUANTITIES
5	TYPICAL CROSS SECTIONS
6-11	PLAN AND PROFILE
12	DETAILS
13	PAVEMENT MARKING PLAN
14	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
15	BUTT JOINTS AND BITUMINOUS TAPER DETAILS
16	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT
18-24	TRAFFIC SIGNAL PLAN

BENCHMARKS

TBM-1	NORTHEAST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND HARLEM AVENUE	593.18
TBM-3	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND WISCONSIN AVENUE	591.57
TBM-5	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND HOME AVENUE	592.09
BM-A	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT 46TH STREET AND CLINTON AVENUE	519.16
TBM-7	NORTH-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND KENILWORTH AVENUE	590.78
BM-B	NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND GROVE AVENUE	590.03
TBM-8	WEST-NORTHWEST FLANGE BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF 46TH STREET AND OAK PARK	591.14

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-04)

SYMBOL	DESCRIPTION
	EXISTING POWER POLE
	EXISTING GAS VALVE
	EXISTING TRAFFIC SIGNAL HEAD
	EXISTING TRAFFIC HAND HOLE
	EXISTING TRAFFIC SIGNAL MAST ARM
	EXISTING TRAFFIC SIGNAL POLE W/HEAD
	EXISTING TRAFFIC CONTROL BOX
	EXISTING TRAFFIC CONDTIT
	EXISTING TRAFFIC LOOP DETECTOR
	EXISTING STREET LIGHT
	EXISTING WATER MAIN BUFFALO BOX
	EXISTING SPRINKLER
	EXISTING WATER MAIN VALVE VAULT
	EXISTING BUSH
	EXISTING TREE
	EXISTING EVERGREEN TREE
	EXISTING BITUMINOUS CONCRETE AREA
	EXISTING CONCRETE AREA
	EXISTING GRASS AREA
	EXISTING STONE OR GRAVEL AREA
	EXISTING STORM SEWER
	EXISTING COMBINATION SEWER
	EXISTING ELECTRIC LINE
	EXISTING GAS LINE
	EXISTING TELEPHONE LINE
	EXISTING WATER MAIN
	EXISTING CURB AND GUTTER
	EXISTING RIGHT OF WAY
	EXISTING STRUCTURE TO BE ADJUSTED
	EXISTING STRUCTURE TO BE RECONSTRUCTED
	EXISTING STRUCTURE TO BE REMOVED
	EXISTING STRUCTURE TO BE FILLED
	EXISTING STORM SEWER TO BE ABANDONED
	EXISTING WATER MAIN TO BE ABANDONED
	EXISTING CURB AND GUTTER TO BE REMOVED
	BITUMINOUS SURFACE TO BE REMOVED
	EXISTING BITUMINOUS AREA TO BE REMOVED - BUTT JOINT
	EXISTING CONCRETE AREA TO BE REMOVED
	EXISTING CONCRETE SIDEWALK TO BE REMOVED
	PROPOSED STORM SEWER
	PROPOSED WATER MAIN
	PROPOSED DIRECTION OF FLOW
	PROPOSED SUMMIT
	PROPOSED BITUMINOUS CONCRETE AREA
	PROPOSED CONCRETE AREA
	PROPOSED GRASS AREA
	PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
	PROPOSED CATCH BASIN
	PROPOSED INLET
	PROPOSED TRAFFIC LOOP DETECTOR

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-03	TEMPORARY EROSION CONTROL SYSTEMS
424001-04	CURB RAMPS FOR SIDEWALKS
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-03	URBAN LANE CLOSURE, 2 L, 2 W, UNDIVIDED
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE, 1 W OR 2 W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

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ILLINOIS PROJECT		M-8003 (571)		
VILLAGE SECTION		05-00016-00-RS		
CONTRACT NO.		83884		

ACCESS

THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ACCESS FOR EMERGENCY VEHICLES TO INGRESS AND EGRESS ONTO PRIVATE & COMMERCIAL PROPERTY DURING THE CONSTRUCTION PERIOD. ALSO DURING CONSTRUCTION, GARBAGE TRUCKS MUST BE PERMITTED ACCESS TO THE WORK ZONE IN ORDER TO PICK UP RESIDENTIAL AND COMMERCIAL GARBAGE FOR THOSE PROPERTIES FRONTING THE WORK ZONE.

STANDARDS

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN ON THE INDEX OF SHEETS IN THE PLANS.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES AS SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT THE DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF FOREST VIEW, OR OTHER OFFICES, AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ADJUSTMENTS REQUIRED BY UTILITY COMPANIES WILL BE PERFORMED BY THE COMPANY INVOLVED OR ITS CONTRACTOR.

COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRE-CONSTRUCTION CONFERENCE.

THE CONTRACTOR SHALL USE EXTREME CAUTION IN THE REMOVAL OF ABANDONED EXISTING GAS LINES SINCE RESIDUAL MATERIALS CONTAINED THEREIN ARE HIGHLY EXPLOSIVE, FLAMMABLE, AND TOXIC. ONCE THE MAINS ARE ABANDONED BY THE OWNER, THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR ANY DAMAGE AND/OR INJURY OCCURRING ON THE PROJECT DUE TO HIS OPERATIONS NEXT TO THE MAINS AND/OR THE METHOD OF REMOVAL OF THE ABANDONED MAINS. UNDER NO CIRCUMSTANCE SHALL THE UTILITY COMPANIES BE HELD LIABLE FOR ANY DAMAGE AND/OR INJURY ONCE THEIR MAINS HAVE BEEN RELOCATED AND THE EXISTING MAINS HAVE BEEN ABANDONED.

STORM SEWER

THE VERTICAL AND HORIZONTAL CLEARANCES BETWEEN WATER MAINS AND PROPOSED OR EXISTING STORM SEWERS SHALL CONFORM TO THE REQUIREMENTS OF THE I.E.P.A. AS STATED IN THEIR POLICY STATEMENTS, SECTION 31-1.02A THROUGH 31-1.02D.

FRAMES AND GRATES

THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.

ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF FOREST VIEW AND BE SALVAGED.

MAINTENANCE OF SEWER FLOWS

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS SO AS TO MAINTAIN AT ALL TIMES FLOWS THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. THE COST OF ALL THE PREVIOUSLY MENTIONED WORK SHALL BE INCLUDED IN THE CONTRACT. ALL ACCUMULATION OF MATERIAL IN THE STRUCTURE DUE TO CONSTRUCTION OPERATIONS AS WELL AS MATERIAL EXISTING BEFORE CONSTRUCTION, SHALL BE REMOVED BY THE CONTRACTOR AT HIS EXPENSE.

EXISTING STRUCTURE MODIFICATIONS

ALL KNOWN EXISTING STRUCTURES IN THE PAVEMENT OR ADJACENT AREAS WHICH ARE INVOLVED IN THE CONSTRUCTION HAVE BEEN SHOWN ON THE PLANS AND NOTED AS TO BE REMOVED, FILLED, RECONSTRUCTED, OR ADJUSTED BY THE CONTRACTOR EXCEPT THOSE OF AMERITECH, COMED, AND THE NICOR GAS COMPANY, WHICH ARE TO BE ADJUSTED BY THE APPROPRIATE UTILITY FORCE. WHERE EXISTING STRUCTURES ARE TO BE REMOVED OR FILLED, OR THE EXISTING CASTING REPLACED, THE CASTINGS REMOVED FROM THE STRUCTURE SHALL BECOME THE PROPERTY OF THE VILLAGE OF FOREST VIEW.

SHEETING OR SHORING

IT SHOULD BE NOTED THAT ANY SHEETING OR SHORING REQUIRED FOR THE STORM SEWER INSTALLATION OR OTHER CONSTRUCTION ELEMENTS REQUIRING RELATIVELY DEEP EXCAVATIONS, SHALL BE INCLUDED IN THE PARTICULAR PAYMENT ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY SUPPLEMENTAL WORK ASSOCIATED WITH THE MAINTENANCE OF TRENCH SIDES OR OTHER EXCAVATED AREAS.

MAINTENANCE OF EXISTING DRAINAGE STRUCTURES

WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS OR DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT.

SAW CUTTING

THE CONTRACTOR SHALL SAW CUT ASPHALT PAVEMENT AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER, TO SEPARATE THE EXISTING PAVEMENT TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS DIRECTED BY THE ENGINEER. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. CARE SHALL BE TAKEN BY THE CONTRACTOR SO AS NOT TO DAMAGE THE REMAINING PAVEMENT DIRECTLY ADJACENT TO THE PAVEMENT TO BE REMOVED. ANY DAMAGE TO THE EXISTING PAVEMENT RESULTING FROM PAVEMENT REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE PRICE OF SAW CUTTING, AS NOTED ABOVE, SHALL BE INCLUDED IN THE PARTICULAR PAY ITEMS.

TRAFFIC PROTECTION

CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT WHEN WORK COMMENCES, THE CONTRACTOR SHALL ASSUME THE MAINTENANCE OF ANY PAVEMENT, SHOULDERS, DRAINAGE FACILITIES, TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, AND OTHER APPURTENANCES ON ROADWAYS WITHIN THE LIMITS OF THE CONTRACT WHICH ARE TO BE USED BY THE PUBLIC DURING CONSTRUCTION AND TO RETAIN THIS MAINTENANCE RESPONSIBILITY UNTIL THE VILLAGE ASSUMES THE MAINTENANCE. NEED FOR SNOW AND ICE CONTROL DURING THE CONSTRUCTION PERIOD SHALL BE ACCOMMODATED FOR BY OTHERS. ALL UNBALLASTED TYPE I & TYPE II BARRICADES SHALL HAVE TWO SANDBAGS ONE ACROSS EACH BOTTOM RAIL.

PLUGGING EXISTING SEWERS AND DRAINS

UNLESS OTHERWISE SPECIFIED, ABANDONED SEWERS AND DRAINS, AS DESIGNATED BY THE ENGINEER, SHALL BE PLUGGED WITH CLASS "SI" CONCRETE OR BRICK AND SUITABLE MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PAY ITEMS FOR REMOVING AND/OR FILLING THE VARIOUS TYPES OF STRUCTURES.

REMOVAL OF EXISTING STRUCTURES

AT LOCATIONS DESIGNATED FOR NEW DRAINAGE STRUCTURES WHERE EXISTING STRUCTURES ARE CURRENTLY LOCATED, THE EXISTING STRUCTURE SHALL BE REMOVED AS PART OF THE SITE PREPARATION FOR THE NEW STRUCTURE. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PARTICULAR PAY ITEMS.



◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911

9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

**46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS**

GENERAL NOTES

SCALE:	NONE	SHEET	3
DRAWN BY:	MK/DMM/LEV/TSG	/	24
BOOK NO.:	SDR33		
DATE:	11-1-06	OF	
E.H.E. NO.:	320-05-35101		

SUMMARY OF QUANTITIES

CODE	PAY ITEM	UNIT	TOTAL QTY.	I000-2A	Y 031-1F
20200100	EARTH EXCAVATION	CUYD	35	35	
20800150	TRENCH BACKFILL	CUYD	40	40	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQYD	710	710	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	7	7	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	7	7	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	7	7	
25200110	SODDING, SALT TOLERANT	SQYD	710	710	
25200200	SUPPLEMENTAL WATERING	UNIT	5	5	
35101800	AGGREGATE BASE COURSE, TYPE B, 6"	SQYD	120	120	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	1,682	1,682	
40600300	AGGREGATE (PRIME COAT)	TON	34	34	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQYD	250	250	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	1,177	1,177	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	725	725	
42101300	PROTECTIVE COAT	SQYD	967	967	
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"	SQYD	320	320	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	SQFT	1,690	1,690	
42400800	DETECTABLE WARNINGS	SQFT	240	240	
44000100	PAVEMENT REMOVAL	SQYD	24	24	
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQYD	8,531	8,531	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQYD	360	360	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,945	1,945	
44000600	SIDEWALK REMOVAL	SQFT	2,455	2,455	
44201737	CLASS D PATCHES, TYPE I, 8"	SQYD	50	50	
44201741	CLASS D PATCHES, TYPE II, 8"	SQYD	67	67	
44201745	CLASS D PATCHES, TYPE III, 8"	SQYD	80	80	
60213800	RESTRICTED DEPTH CATCH BASINS, 4' DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	6	6	
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	19	19	
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	16	16	
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5	
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5	5	
60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	365	365	
60604200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1,580	1,580	
67100100	MOBILIZATION	L SUM	1	1	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	150	150	
* 70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	63	63	
* 70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	922	922	
* 70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	688	688	
* 70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	282	282	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	63	63	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	922	922	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	688	688	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	282	282	
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	27		27
* 81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	3		3
* 81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	2		2
* 81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	22		22
* 81018700	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL	FOOT	58		58
* 81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	59		59
* 81400100	HANDHOLE	EACH	1		1
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	32		32
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	699		699
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	353		353
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	851		851
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	4		4
* 87900200	DRILL EXISTING HANDHOLE	EACH	5		5
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	1		1
* 88600100	DETECTOR LOOP, TYPE I	FOOT	198		198
* 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	2		2
* 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1		1
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1		1
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,175		1,175
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	237		237
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1		1
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1		1
* X8950200	REBUILD EXISTING HANDHOLE	EACH	1		1
XX003036	STORM SEWERS, PVC, SDR 26, 10"	FOOT	117	117	
Z0019600	DUST CONTROL WATERING	UNIT	5	5	

* DENOTES SPECIALITY ITEMS

Drawing file: W:\Projects\2005351 - 46th St Resurf & Sewer\summary of quantities.dwg Nov 01, 2005 - 11:24am

HANCOCK ENGINEERING

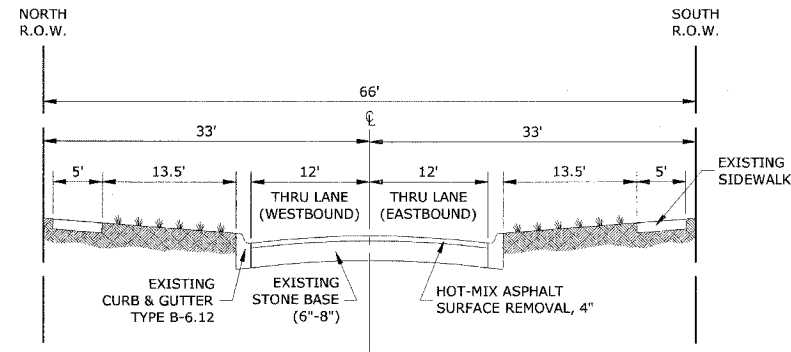
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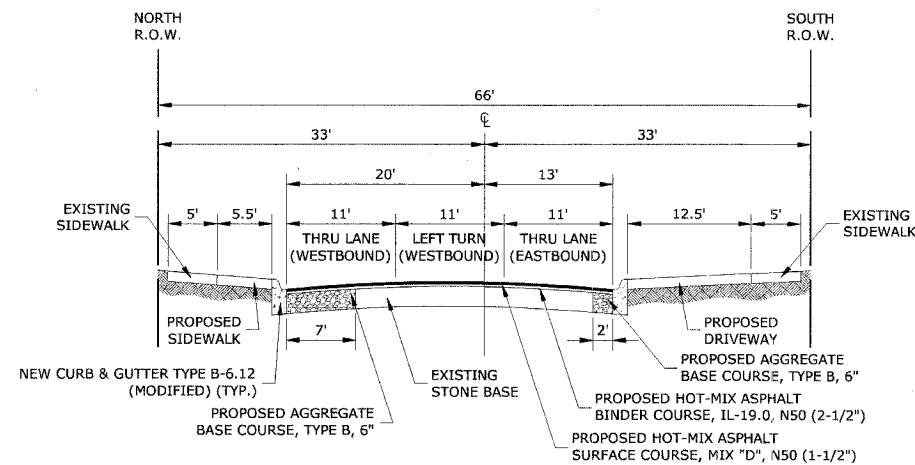
SUMMARY OF QUANTITIES

SCALE: NONE	SHEET
DRAWN BY: MK/DMM/LEV/TSG	4
BOOK NO.: SDR33	24
DATE: 11-1-06	
REVISION:	E.H.E. NO.: 320-05-35101 OF



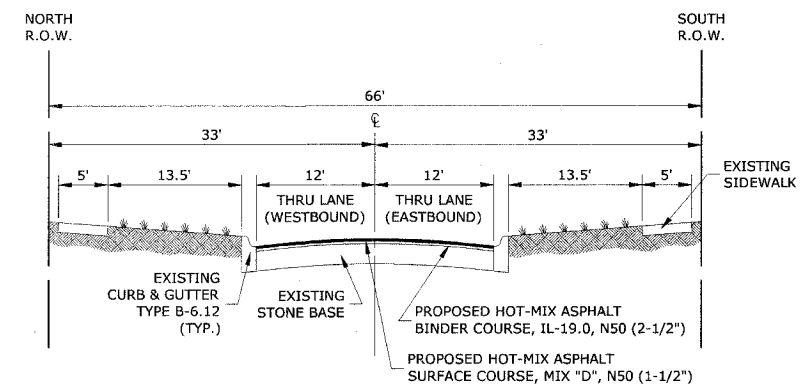
EXISTING TYPICAL CROSS SECTION

46th STREET
(STA. 5+17 TO 32+06)



PROPOSED TYPICAL CROSS SECTION

46th STREET
(STA. 5+17 TO 5+75)



PROPOSED TYPICAL CROSS SECTION

46th STREET
(STA. 5+75 TO 32+06)

HOT MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	PG 64-22	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22/58-22*	4% @ 50 GYR.
CLASS D PATCHES, TYPE I, II AND III, 8", (BINDER IL-19 MM)	PG 64-22/58-22*	4% @ 70 GYR.

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

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

Drawing file: W:\Projects\32005551 - 46th St Resurf & Smea\TYPICAL.dwg Rev 01, 2006 - 2:27pm



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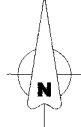
9933 Roosevelt Road
Westchester, Illinois 60154-2780
Phone: 708/865-0300
Fax: 708/865-1212

**46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS**

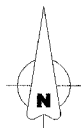
TYPICAL CROSS SECTIONS

SCALE:	NONE	SHEET 5 OF 24
DRAWN BY:	MK/DM/LEV/TSG	
BOOK NO.:	SDR33	
DATE:	11-1-06	
REVISION:	E.H.E. NO.: 320-05-35101	

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488		COOK	24	6
ILLINOIS PROJECT	M-8003 (571)			
VILLAGE SECTION	05-00016-00-RS			
CONTRACT NO.	83884			

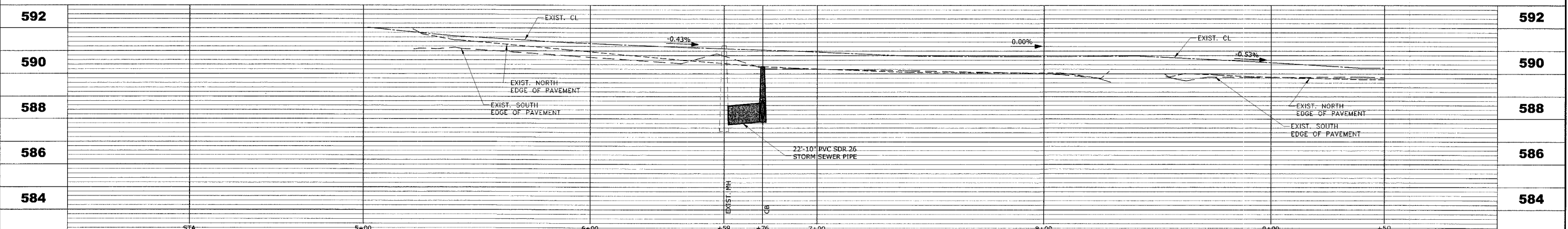
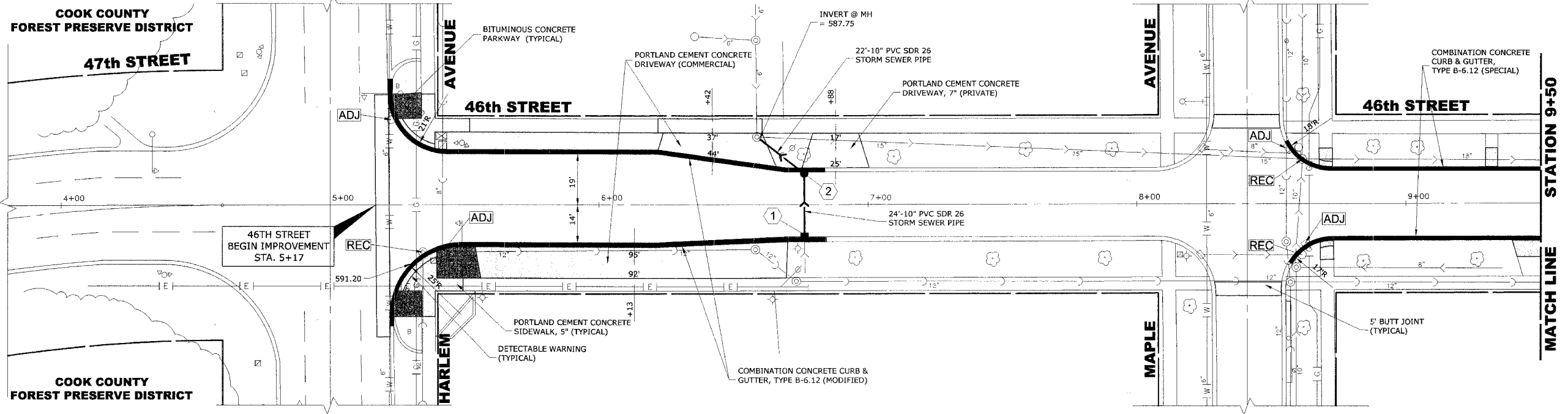
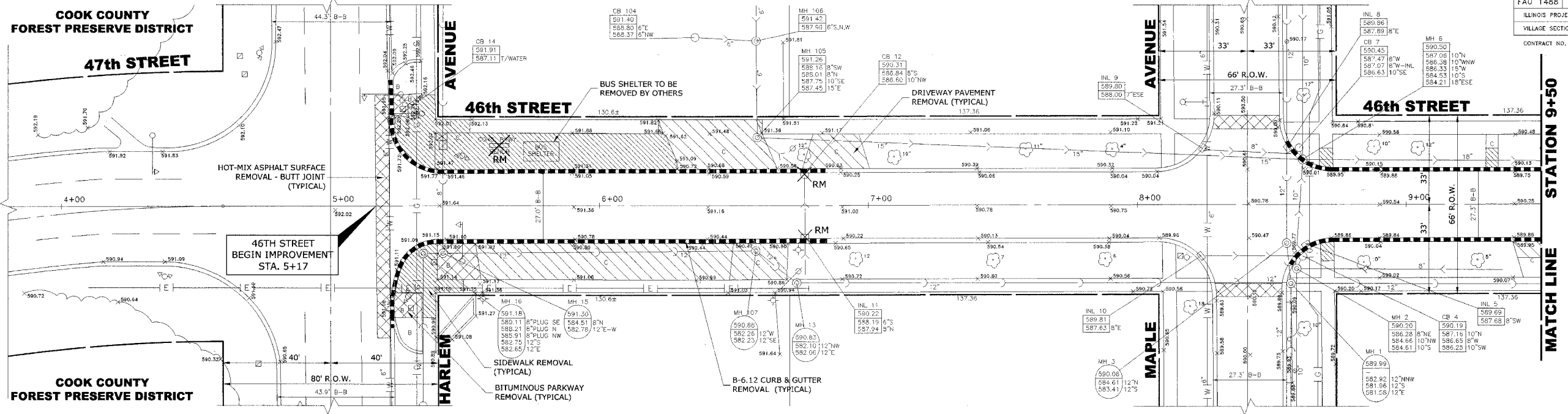


EXISTING TOPOGRAPHY



- 1 STA. 6+76, 12' RT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 590.30 INV. ELEV. 588.00 (N)
- 2 STA. 6+76, 12' LT. R.D. CATCH BASIN, 4' DIAMETER, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 590.30 INV. ELEV. 587.87 (S, NW)

PROPOSED IMPROVEMENT



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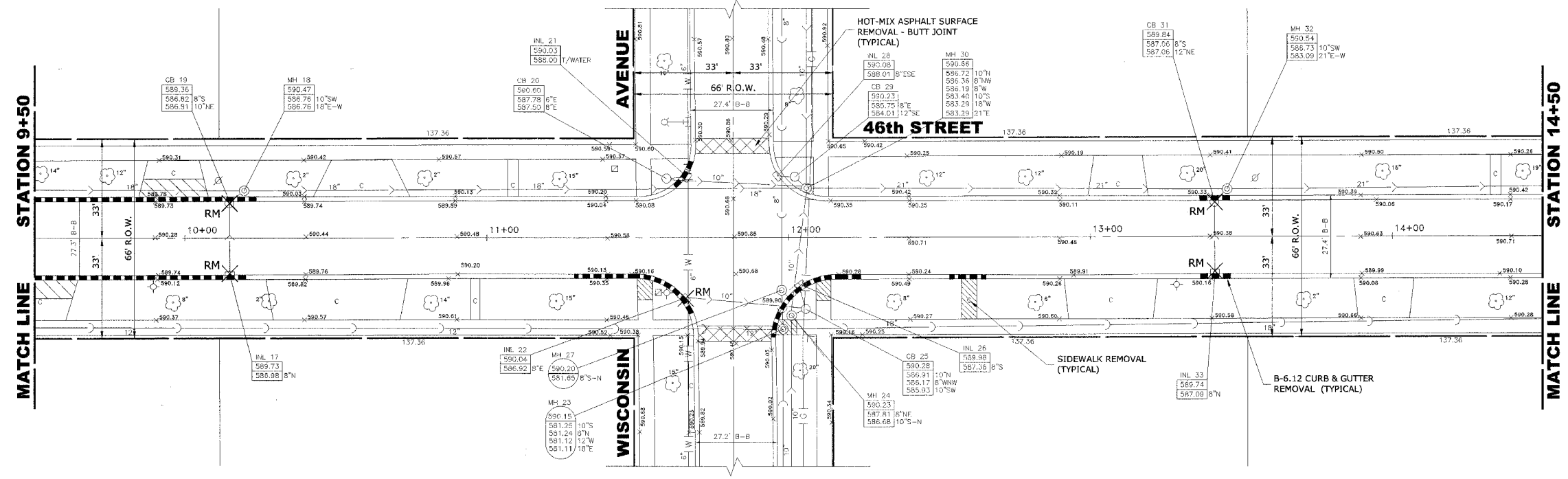
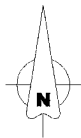
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 Westchester, Illinois 60154-2780
 Phone: 708/865-0300
 Fax: 708/865-1212

**46th STREET RESURFACING PROJECT
 VILLAGE OF FOREST VIEW, ILLINOIS**

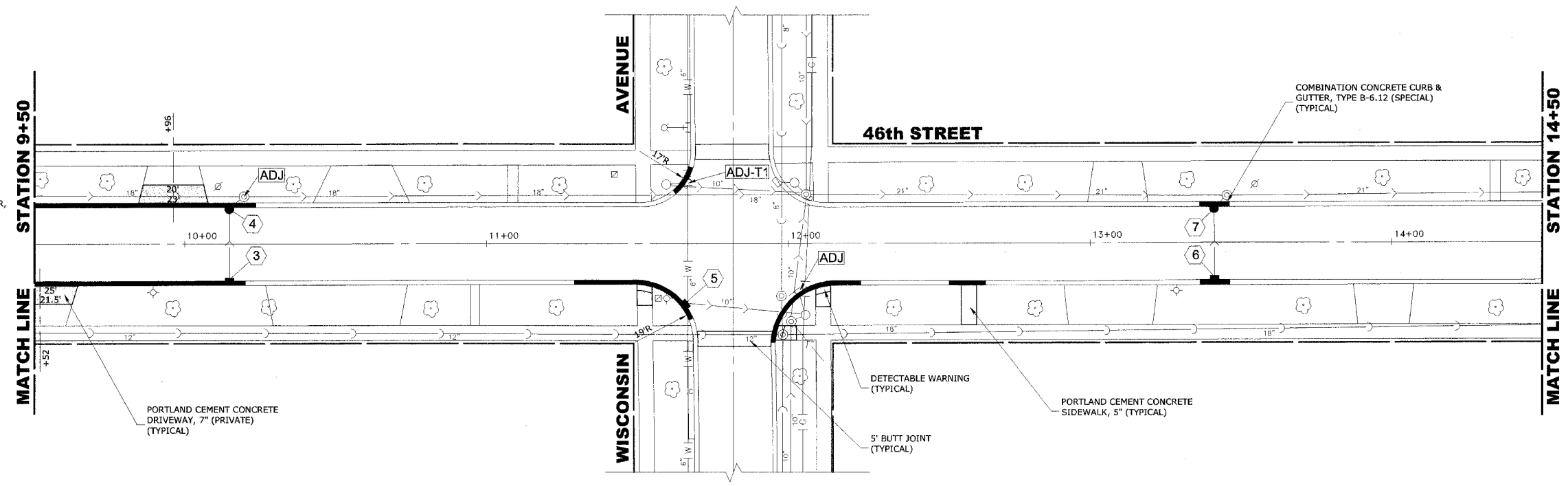
**EXISTING AND PROPOSED
 PAVING, UTILITIES AND DRAINAGE
 PLAN AND PROFILE**

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DRAWN BY: MK/DMM/LEV/15G	
BOOK NO.: SDR33	
DATE: 11-1-06	
REVISION:	E.H.E. NO.: 320-05-35101

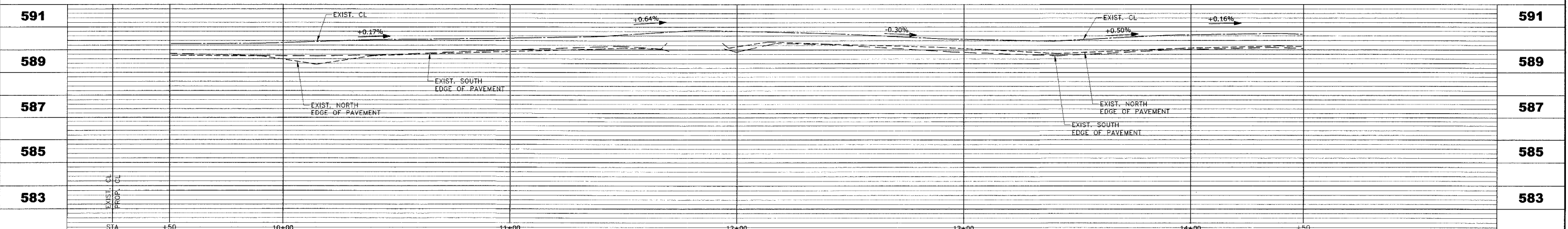
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 Nov 01, 2006 - 2:28pm



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT



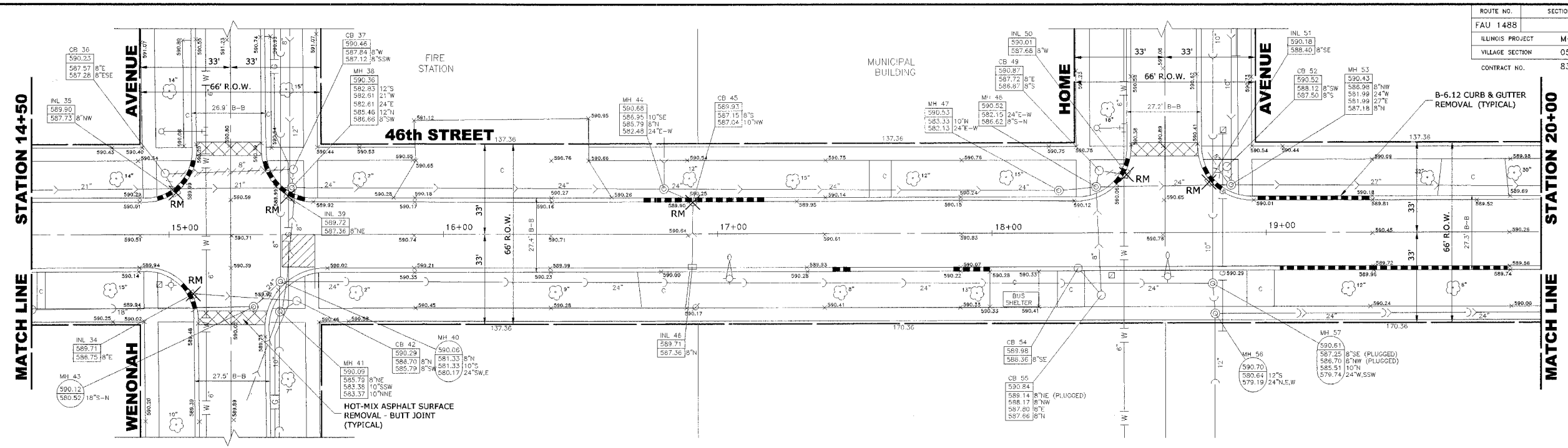
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 ♦ Municipal Consultants
 ♦ Established 1911
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 Westchester, Illinois 60154-2780
 Phone: 708/865-0300
 Fax: 708/865-1212

**46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS**

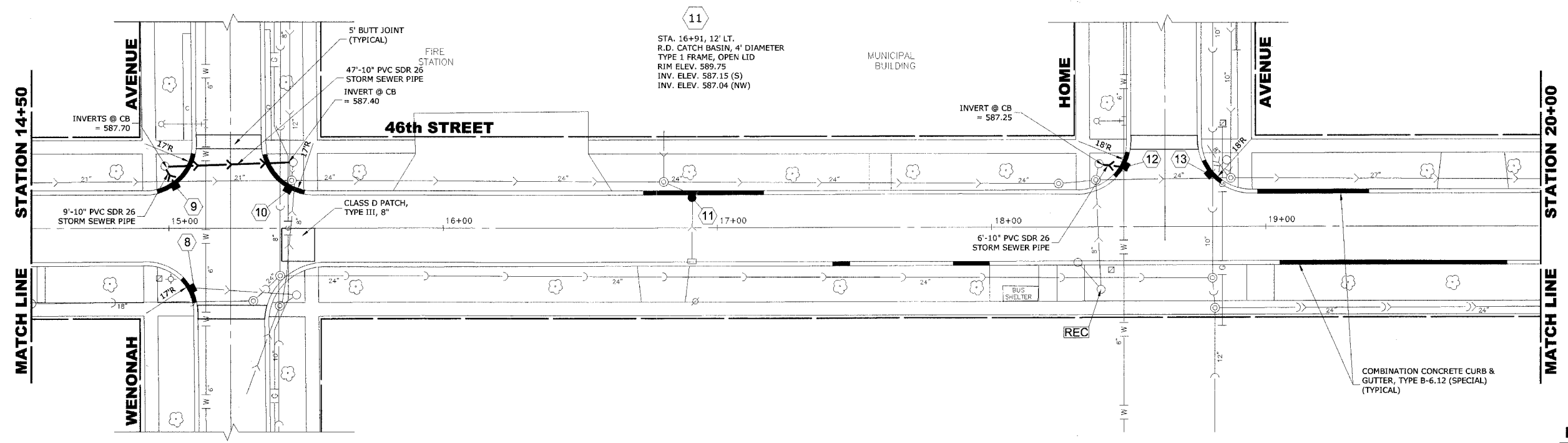
**EXISTING AND PROPOSED
PAVING, UTILITIES AND DRAINAGE
PLAN AND PROFILE**

SCALE: 1"=20'H. & 1"=2'V.
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 BOOK NO.: SDR33
 DATE: 11-1-06
 E.H.E. NO.: 320-05-35101
 SHEET **7** OF **24**

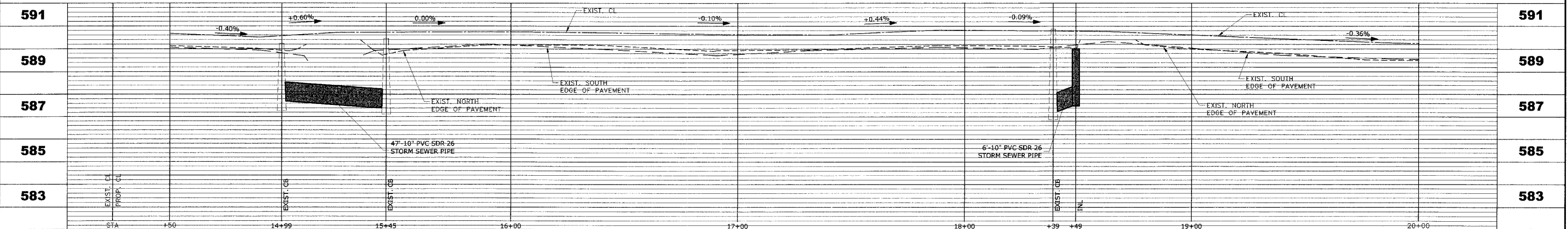
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 Nov 01, 2006 - 2:28pm



EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT



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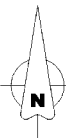
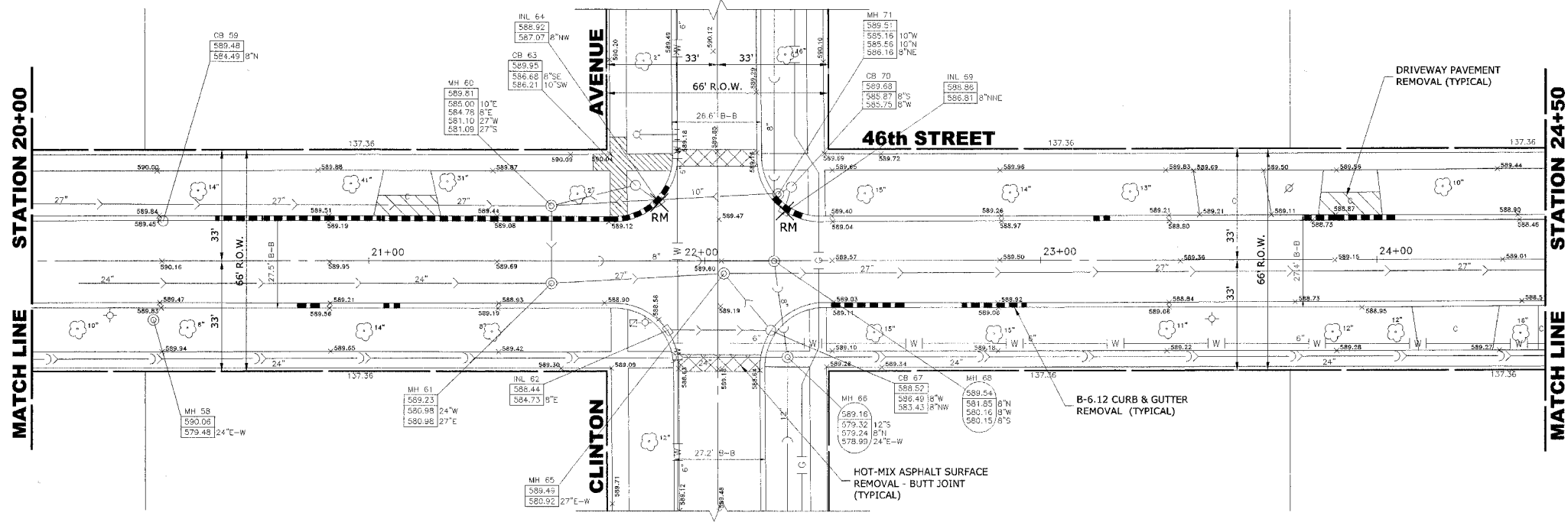
**46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS**

**EXISTING AND PROPOSED
PAVING, UTILITIES AND DRAINAGE
PLAN AND PROFILE**

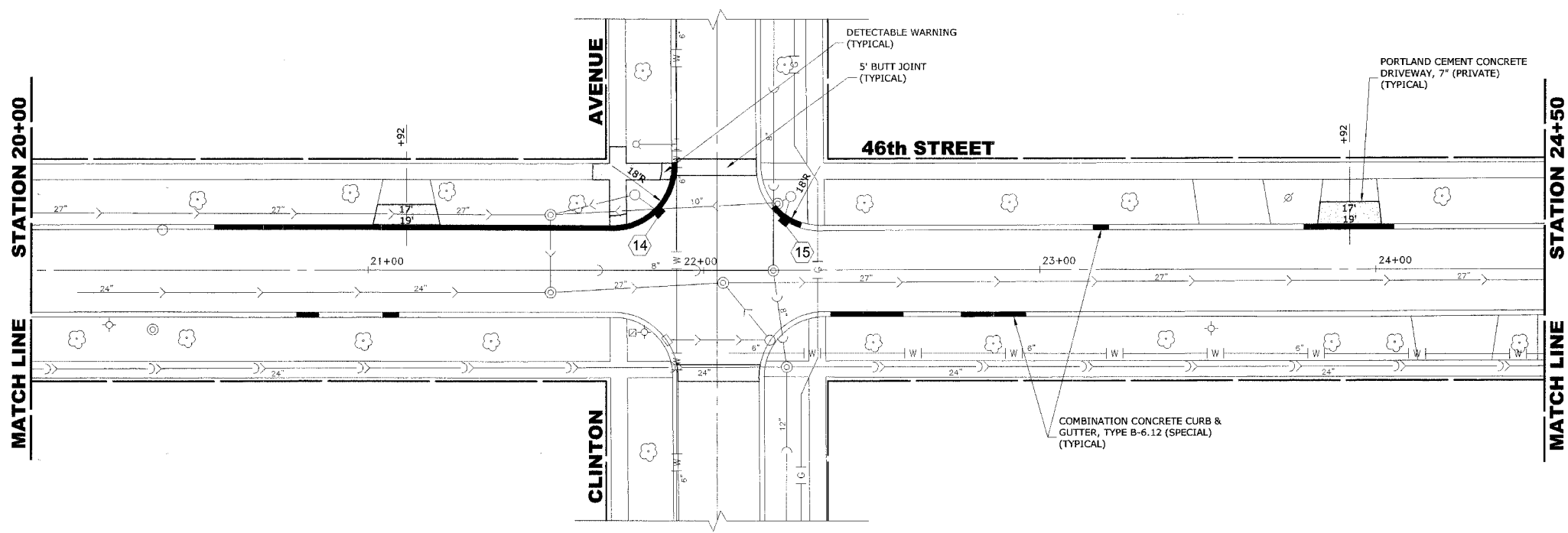
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DATE: 11-1-06	
REVISION:	E.H.E. NO.: 320-05-35101

Drawing File: W:\Projects\32005351 - 46th St. Resurf. & Sewer\46th St. Resurf.dwg Nov 01, 2006 - 2:30pm

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488		COOK	24	9
ILLINOIS PROJECT		M-8003 (571)		
VILLAGE SECTION		05-00016-00-RS		
CONTRACT NO.		83884		

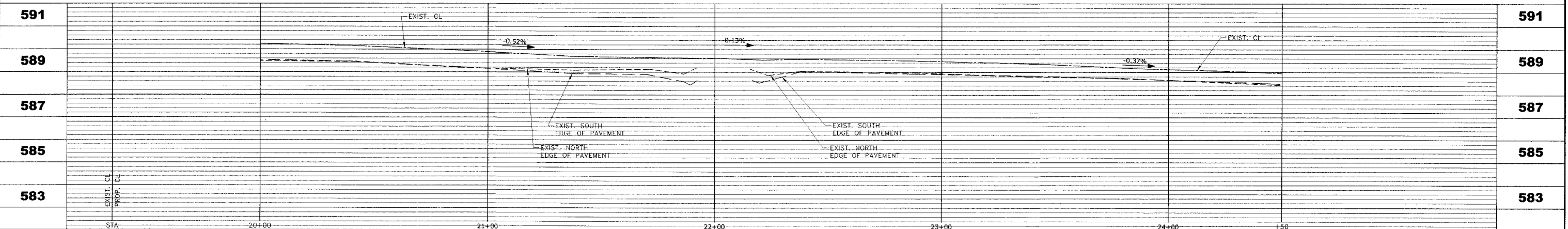


EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

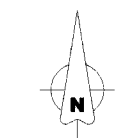
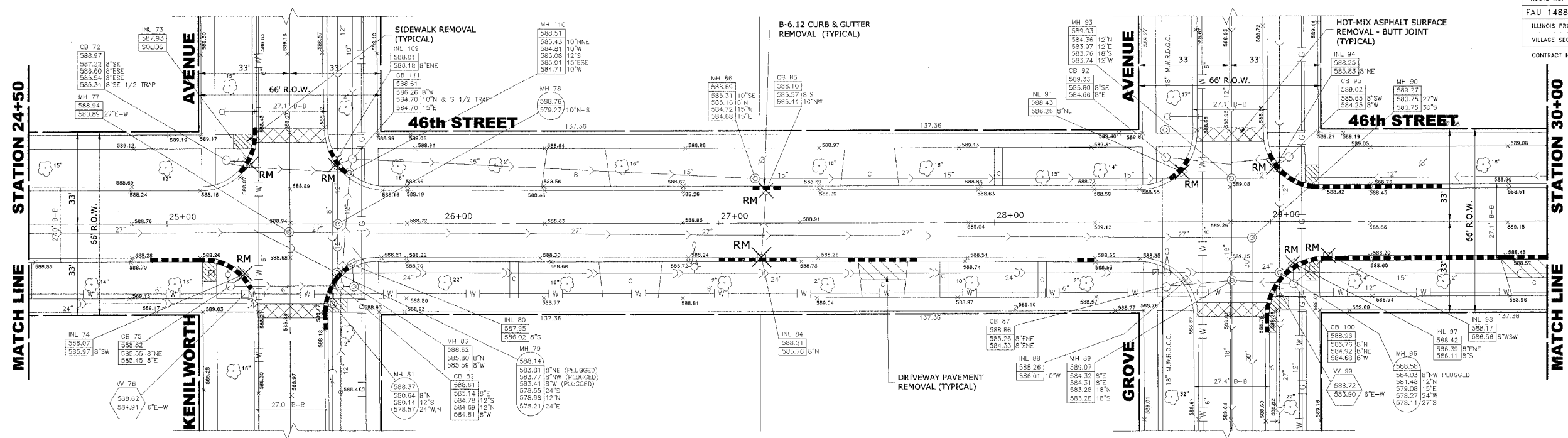
- 14
STA. 21+87, 17' LT.
INLET, TYPE A, WITH
TYPE 1 FRAME, OPEN LID
RIM ELEV. 588.92
INV. ELEV. 587.07 (NW)
- 15
STA. 22+24, 15' LT.
INLET, TYPE A, WITH
TYPE 1 FRAME, OPEN LID
RIM ELEV. 588.90
INV. ELEV. 586.81 (NNE)



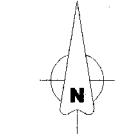
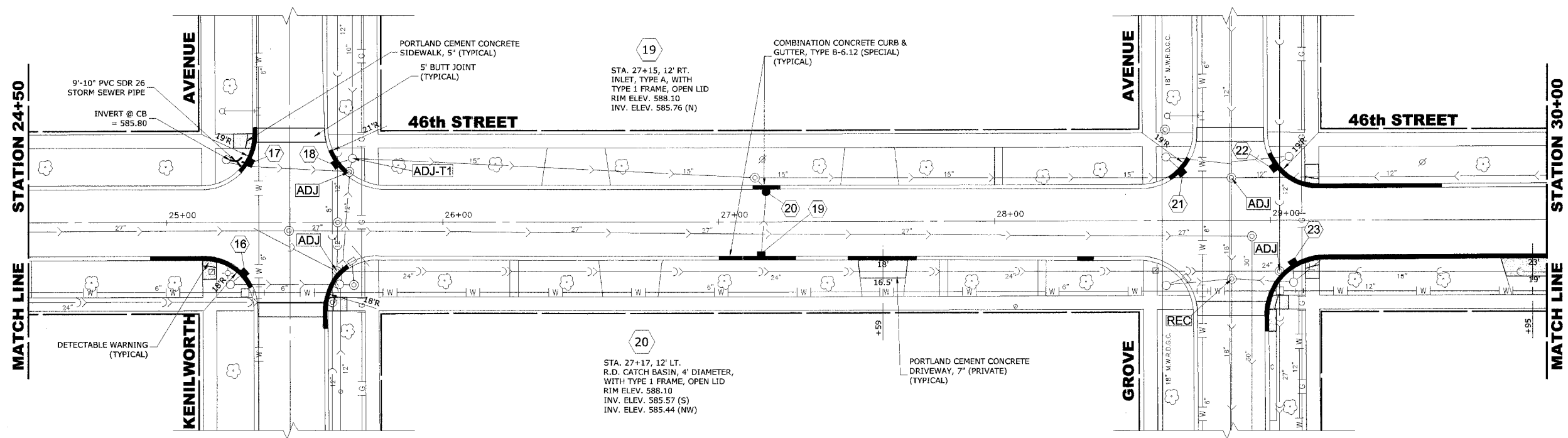
	<ul style="list-style-type: none"> ◆ Civil Engineers ◆ Municipal Consultants ◆ Established 1911 	9933 Roosevelt Road Westchester, Illinois 60154-2788 Phone: 708/865-0300 Fax: 708/865-1212	46th STREET RESURFACING PROJECT VILLAGE OF FOREST VIEW, ILLINOIS	EXISTING AND PROPOSED PAVING, UTILITIES AND DRAINAGE PLAN AND PROFILE	SCALE: 1"=20'H. & 1"=2'V. DRAWN BY: MK/DM/LEV/TSG BOOK NO.: SDR33 DATE: 11-1-06 E.H.E. NO.: 320-05-35101	SHEET 9 OF 24
	REVISION:					

Drawing File: W:\Projects\32005351 - 46th St Resurf & Sewer\46th St Resurf.dwg
 Nov 01, 2006 - 2:30pm

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488		COOK	24	10
ILLINOIS PROJECT	M-8003 (571)			
VILLAGE SECTION	05-00016-00-RS			
CONTRACT NO.	85884			



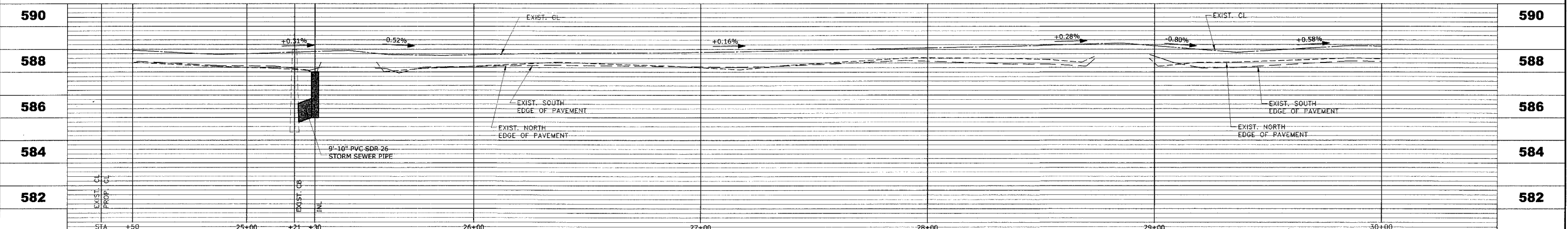
EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

- 16 STA. 25+27, 18' RT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.05 INV. ELEV. 588.97 (SW)
- 17 STA. 25+30, 22' LT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.00 INV. ELEV. 586.00 (W)
- 18 STA. 25+61, 21' LT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.00 INV. ELEV. 586.18 (ENE)

- 21 STA. 28+67, 18' LT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.40 INV. ELEV. 586.26 (NW)
- 22 STA. 29+02, 19' LT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.25 INV. ELEV. 585.83 (NE)
- 23 STA. 29+08, 16' RT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.15 INV. ELEV. 586.11 (S)



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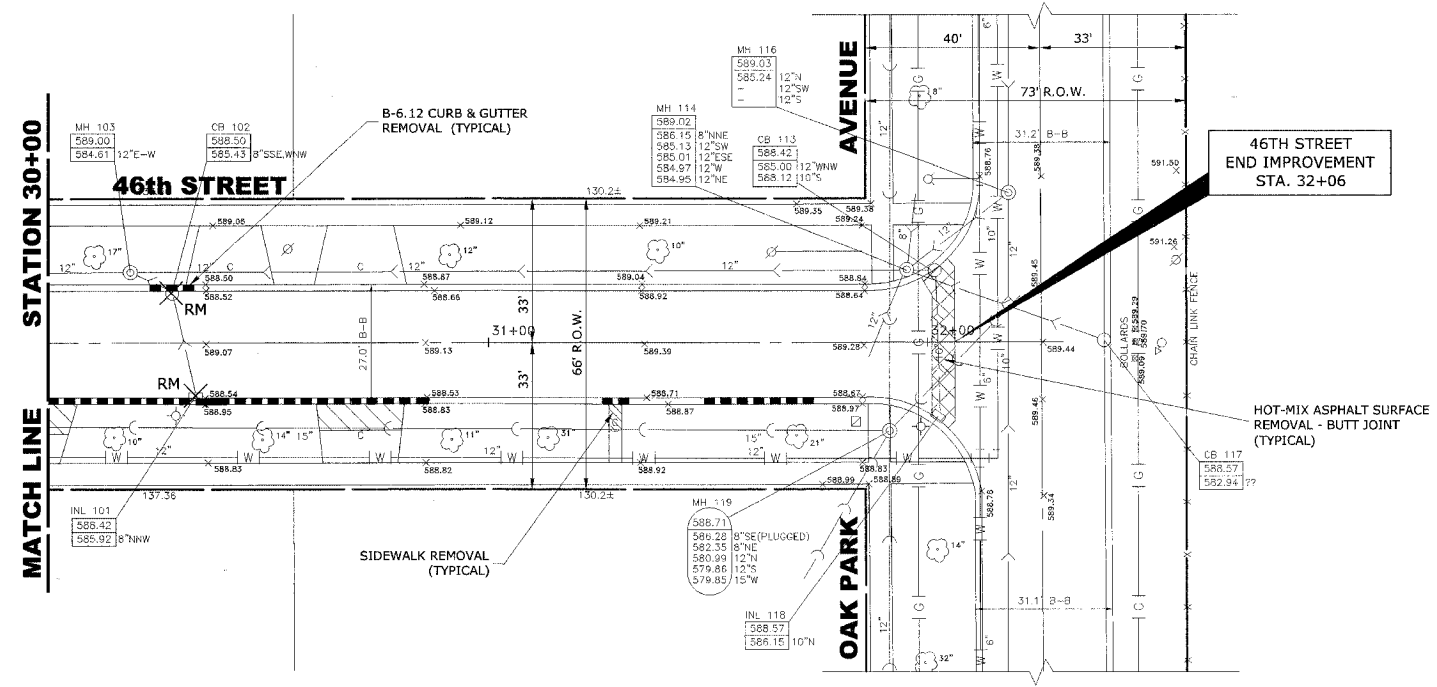
9933 Roosevelt Road
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Phone: 708/965-0300
Fax: 708/965-1212

**46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS**

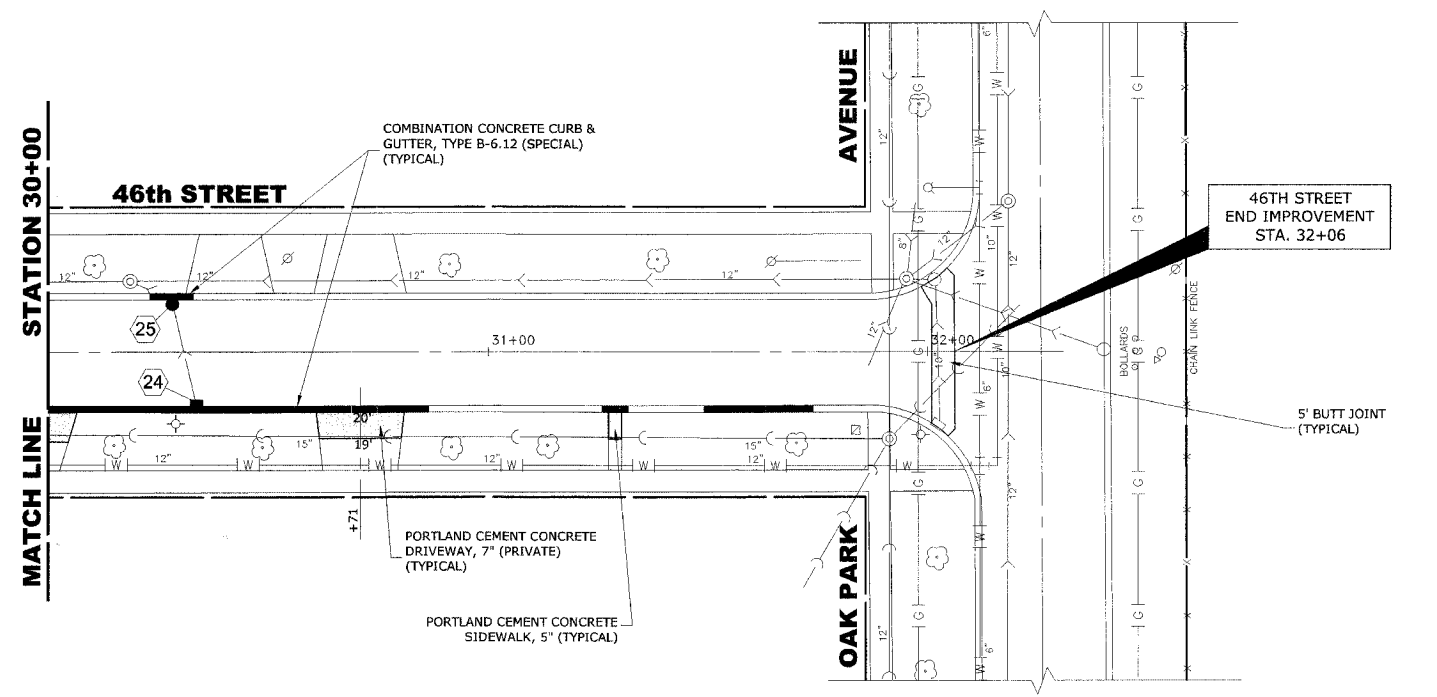
**EXISTING AND PROPOSED
PAVING, UTILITIES AND DRAINAGE
PLAN AND PROFILE**

SCALE: 1"=20'H. & 1"=2'V.	SHEET 10 24
DRAWN BY: MK/DMM/LEV/ISG	
BOOK NO.: SDR33	
DATE: 11-1-06	
REVISION:	E.H.E. NO.: 320-05-35101

Drawing file: W:\Projects\32005351 - 46th St. Resurf. & Sewer\46th St. Resurf.dwg Nov 01, 2006 - 2:31pm

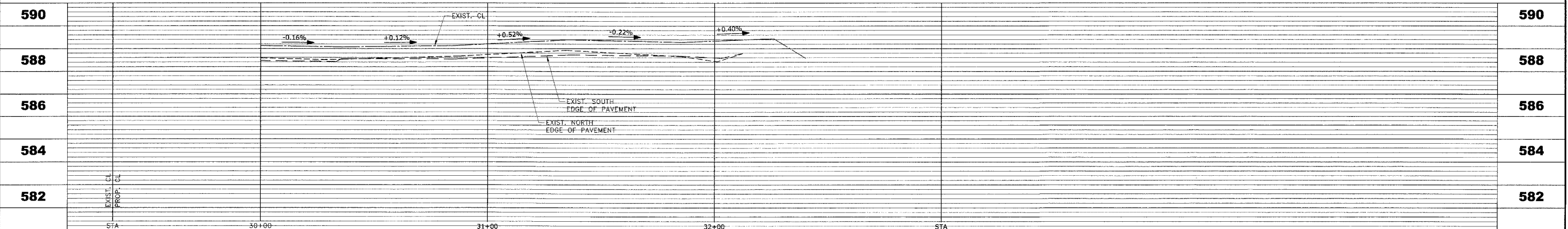


EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENT

- 24 STA. 30+34, 12' RT. INLET, TYPE A, WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.30 INV. ELEV. 585.92 (NNW)
- 25 STA. 30+28, 12' LT. R.D. CATCH BASIN, 4' DIAMETER WITH TYPE 1 FRAME, OPEN LID RIM ELEV. 588.50 INV. ELEV. 585.43 (SSE, WNW)



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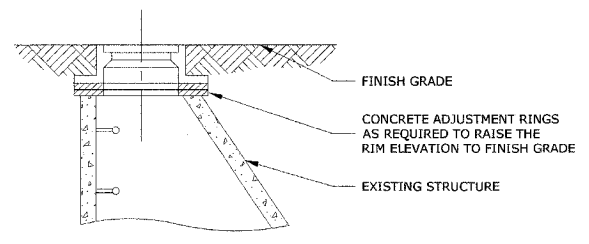
**46th STREET RESURFACING PROJECT
 VILLAGE OF FOREST VIEW, ILLINOIS**

**EXISTING AND PROPOSED
 PAVING, UTILITIES AND DRAINAGE
 PLAN AND PROFILE**

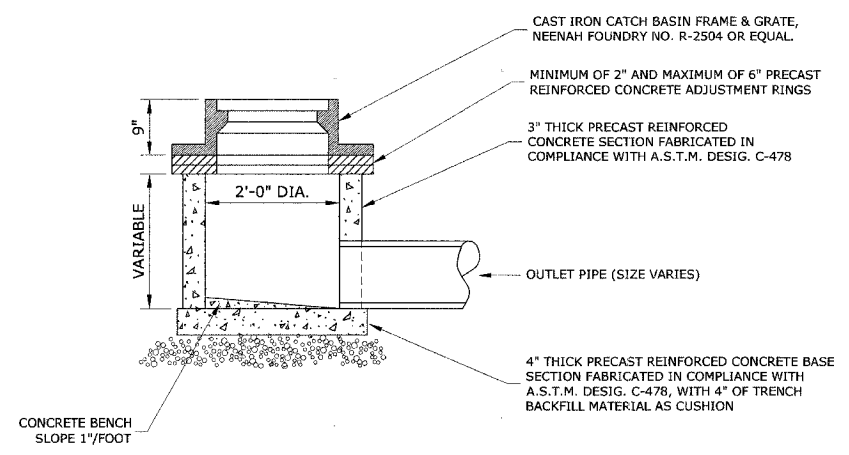
SCALE: 1"=20'H. & 1"=2'V.
 DRAWN BY: MK/DMM/LEV/TSG
 BOOK NO.: SDR33
 DATE: 11-1-06
 E.H.E. NO.: 320-05-35101

SHEET **11** OF **24**

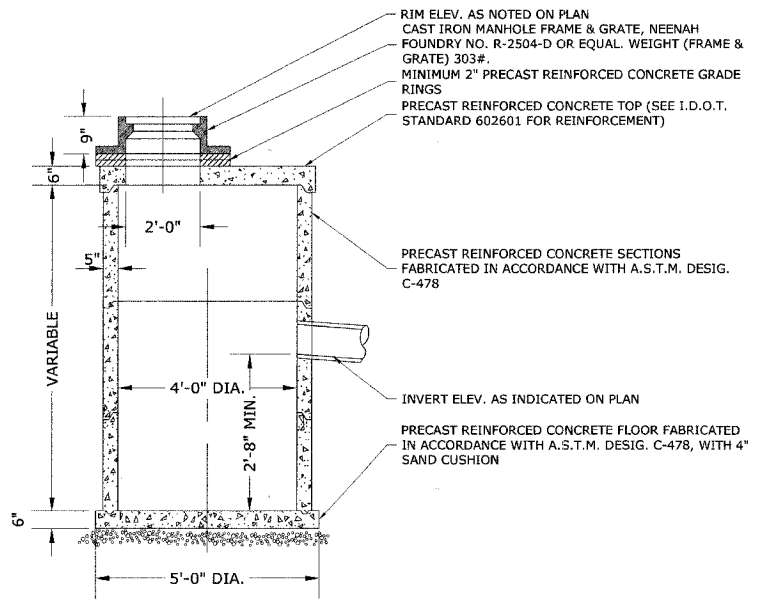
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 Nov 01, 2006 - 2:30pm



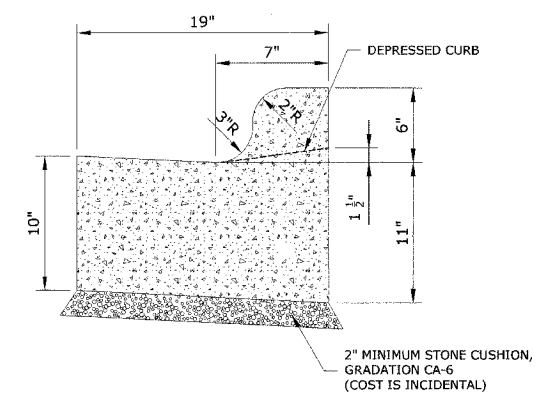
RIM ADJUSTMENT DETAIL



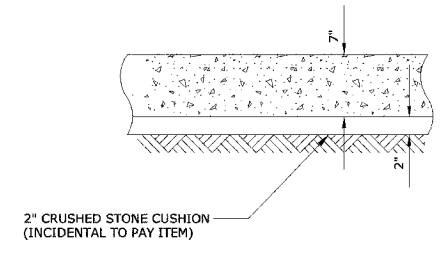
INLET, TYPE A



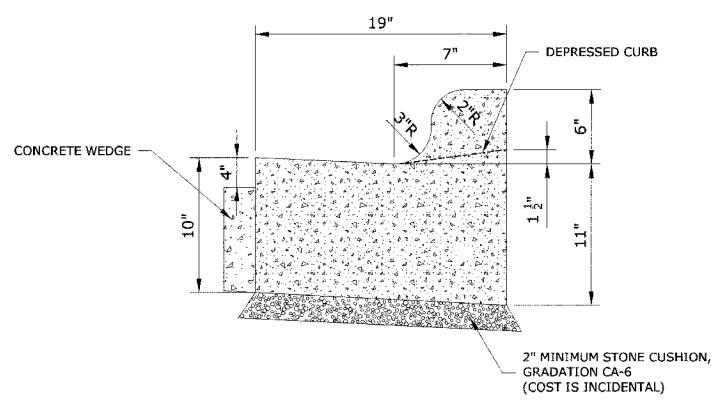
RESTRICTED DEPTH CATCH BASIN



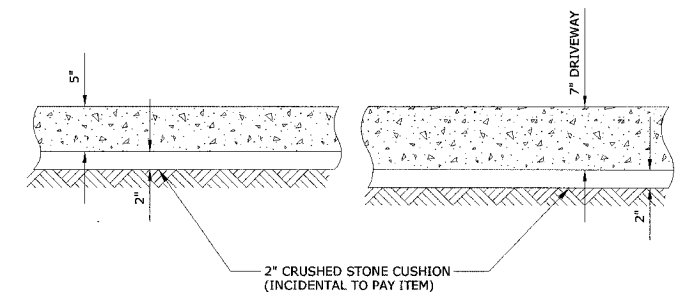
COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (MODIFIED)



P.C.C. DRIVEWAY PAVEMENT DETAIL



COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12 (SPECIAL)



P.C.C. SIDEWALK

Drawing file: W:\Projects\32000533 - 46th St. Repair & Street Drainage-Details.dwg Nov 01, 2006 - 11:36am

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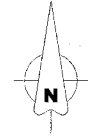
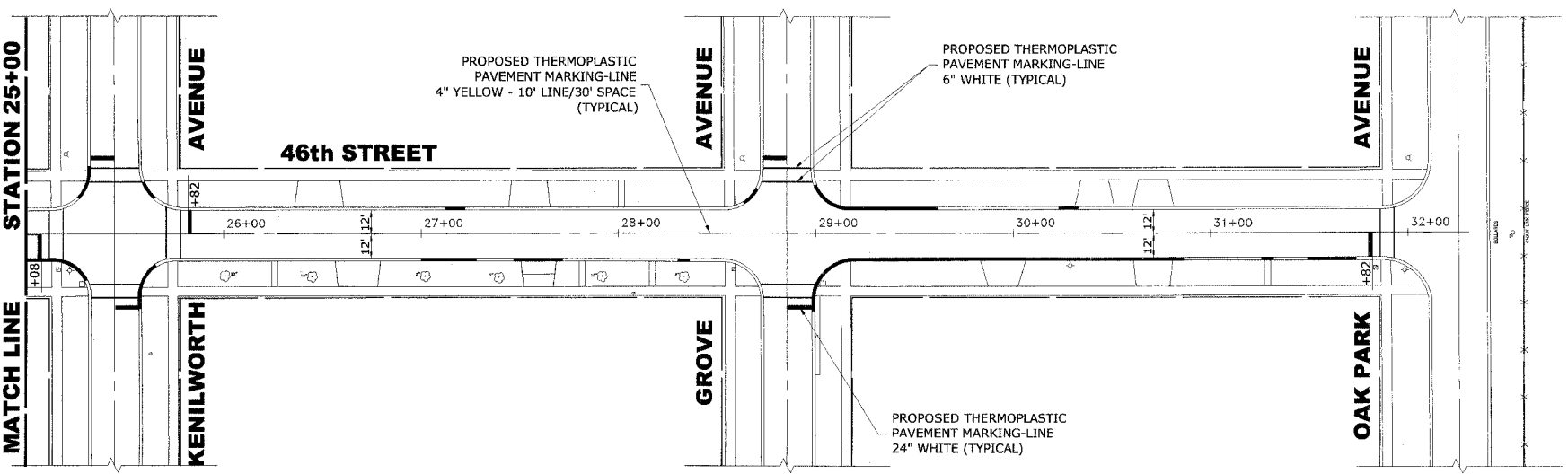
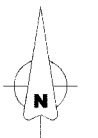
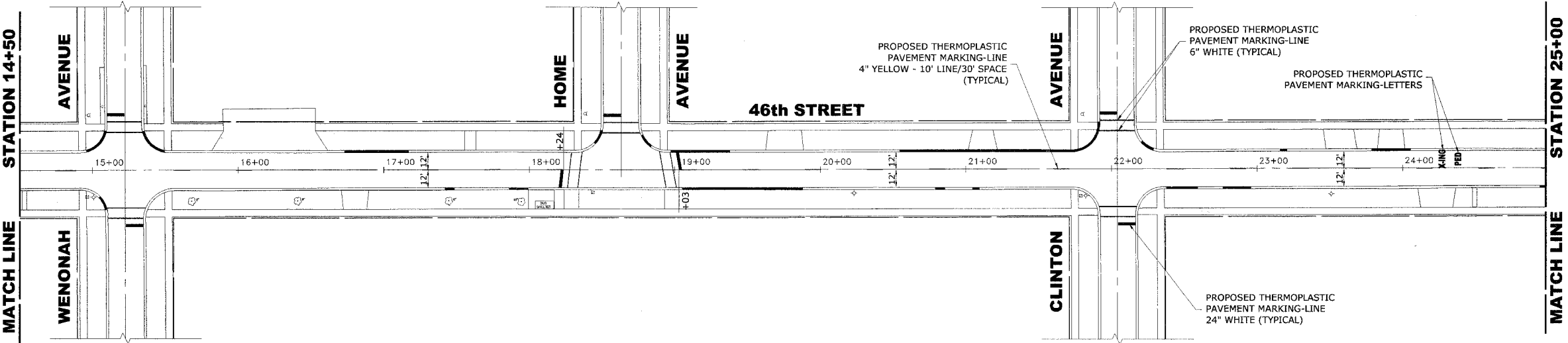
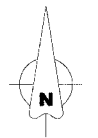
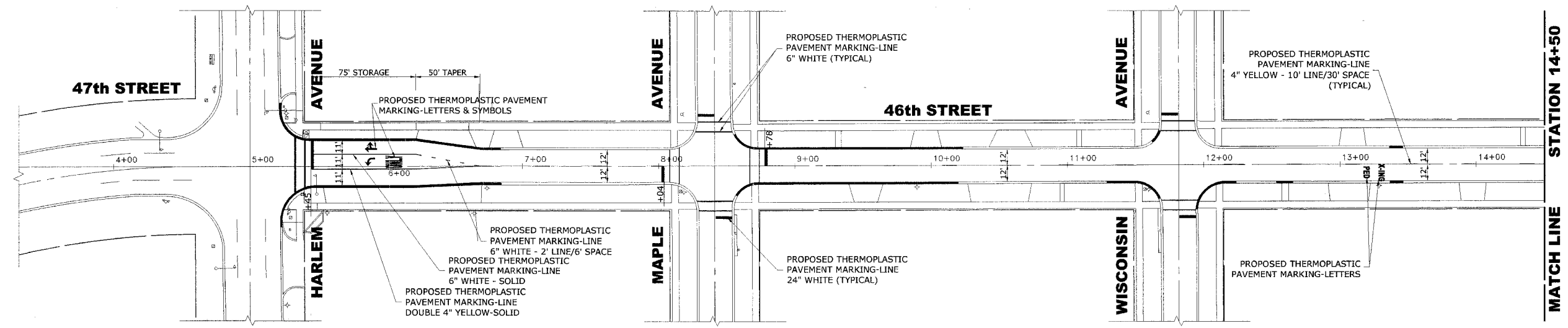
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Fax: 708/965-1212

46th STREET RESURFACING PROJECT
VILLAGE OF FOREST VIEW, ILLINOIS

DETAILS

SCALE:	NONE	SHEET	12
DRAWN BY:	MK/DMM/LEV/TSG		
BOOK NO.:	SDR33		
DATE:	11-1-06		
REVISION:			
E.H.E. NO.:	320-05-35101	OF	24

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 1488		COOK	24	13
ILLINOIS PROJECT	M-8003 (571)			
VILLAGE SECTION	05-00016-00-RS			
CONTRACT NO.	85884			



Drawing File: W:\Projects\32005351 - 46th St. Resurf. & Signs\ pavement Markings.dwg Rev 01, 2006 - 11:37am



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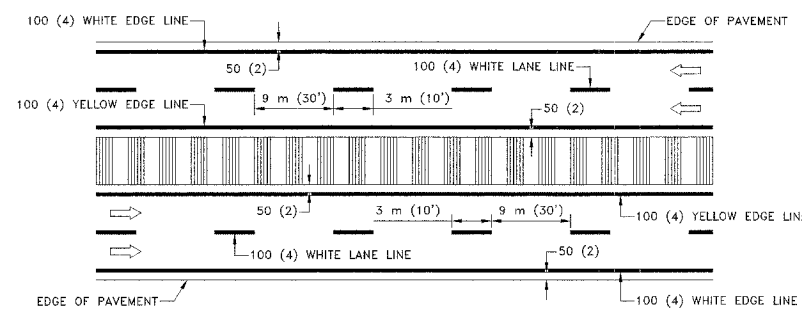
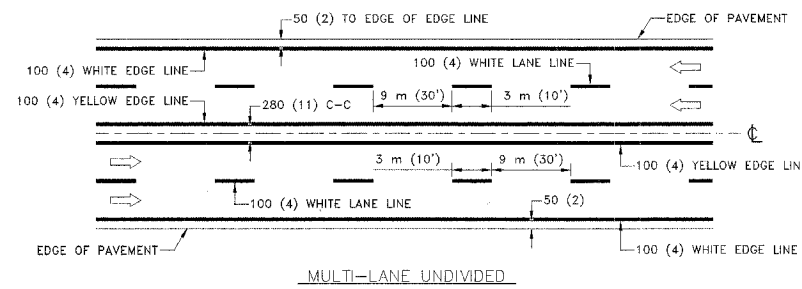
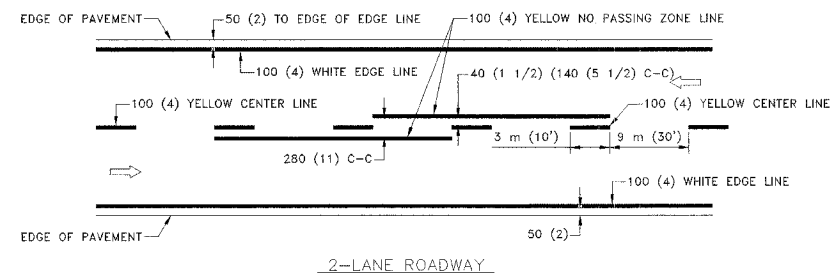
**46th STREET RESURFACING PROJECT
 VILLAGE OF FOREST VIEW, ILLINOIS**

PAVEMENT MARKING PLAN

REVISION:

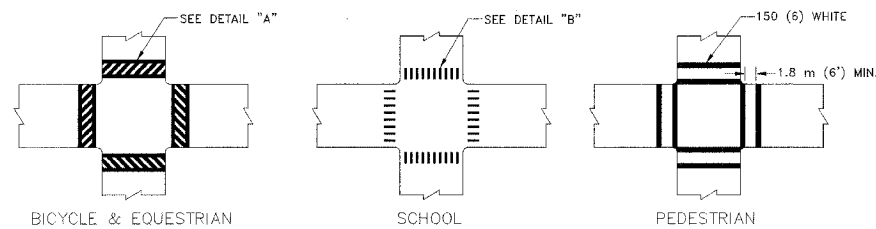
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BOOK NO.:	SDR33
DATE:	11-1-06
E.H.E. NO.:	320-05-35101

SHEET
13
 OF
24

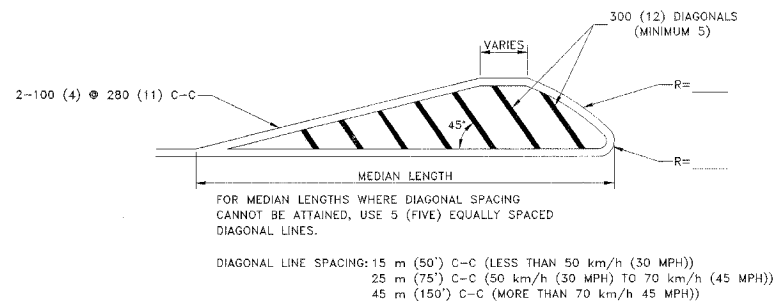
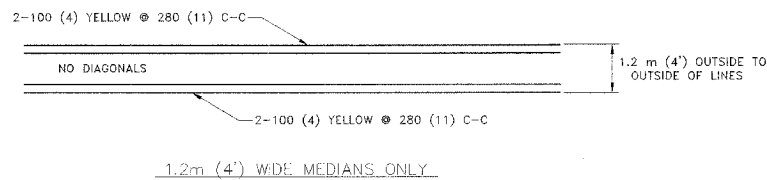


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGELINE.

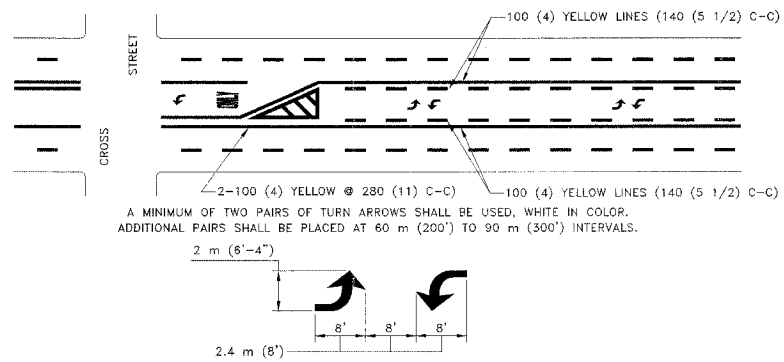
TYPICAL LANE AND EDGE LINE MARKING



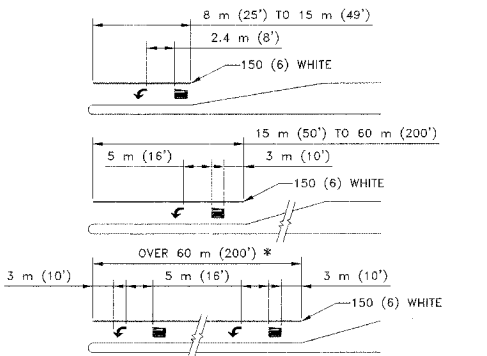
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

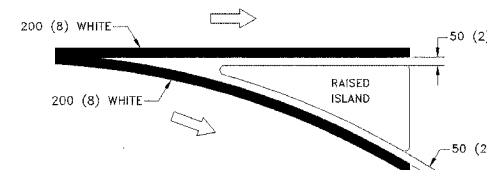
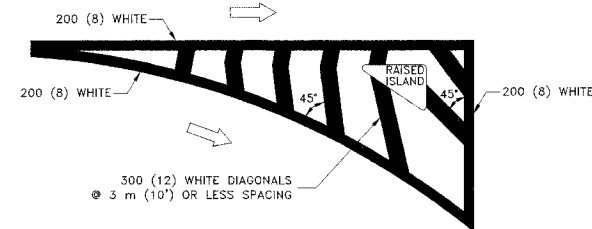


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m² (15.6 SQ. FT.) AREA = 1.9 m² (20.8 SQ. FT.)

* 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".

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 FOR SKIP-DASH CENTERLINE 280 (11) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINE	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 BEING EXTENDED	SKIP-DASH	SAME AS BEING EXTENDED	600 (2') LINE WITH 1.8 m (6') SPACE
EDGE LINE	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 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.
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 MAKING.
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 (30MPH)) 6 m (20') C-C (50km/h (30MPH) TO 70km/h (45MPH)) 9 m (30') C-C (OVER 70km/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"=0.40 m ² (4.3 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 (30MPH)) 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 (45MPH))

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

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

HANCOCK ENGINEERING
Civil Engineers
Municipal Consultants
Established 1911

9933 Roosevelt Road
Westchester, Illinois 60154-2790
Phone: 708/965-8380
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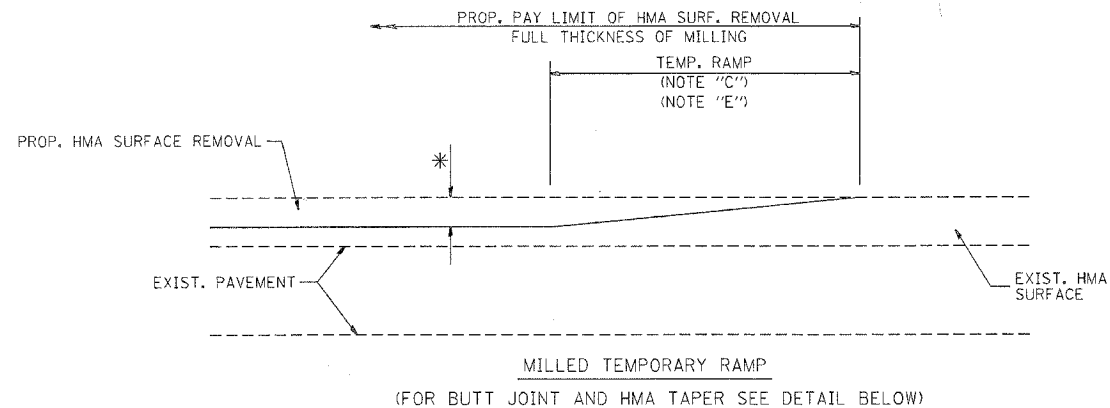
REVISIONS	
NAME	DATE
EVERS	03/19/90
T. RAMMACHER	10/27/94
A. HOUSER	10/09/96
A. HOUSER	10/17/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

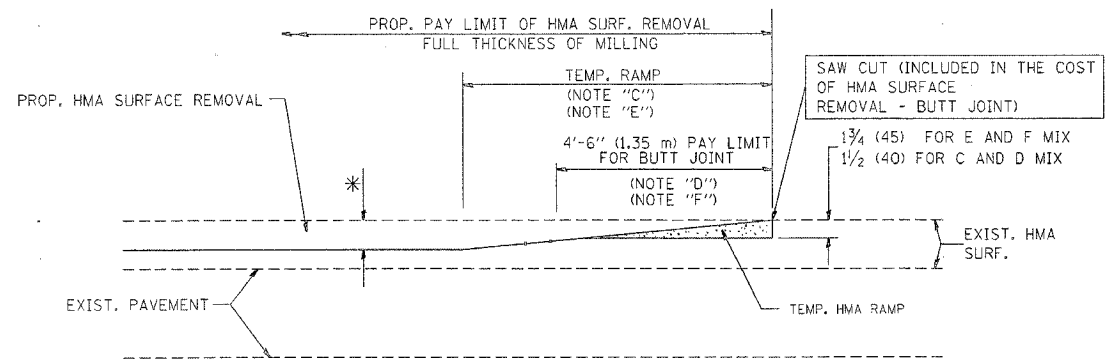
DISTRICT ONE TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DATE: 03/25/02
DRAWN BY: CADD
CHECKED BY:

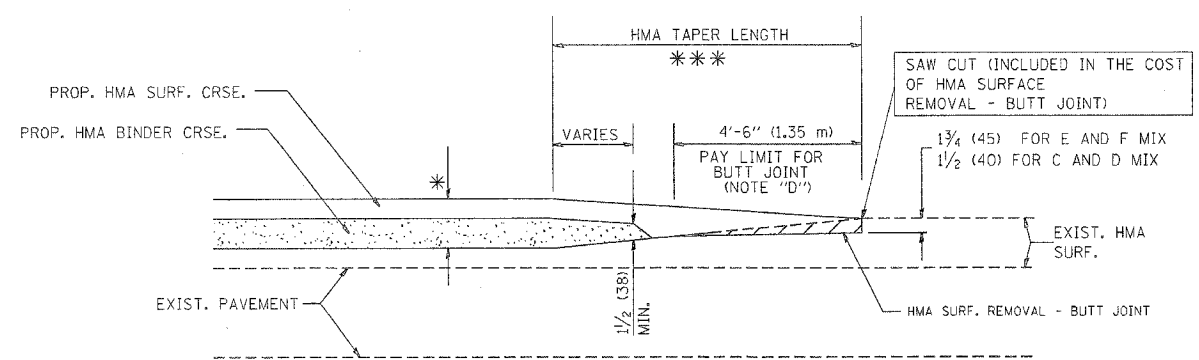
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488 05-0004-00-B	Cook		24	15
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



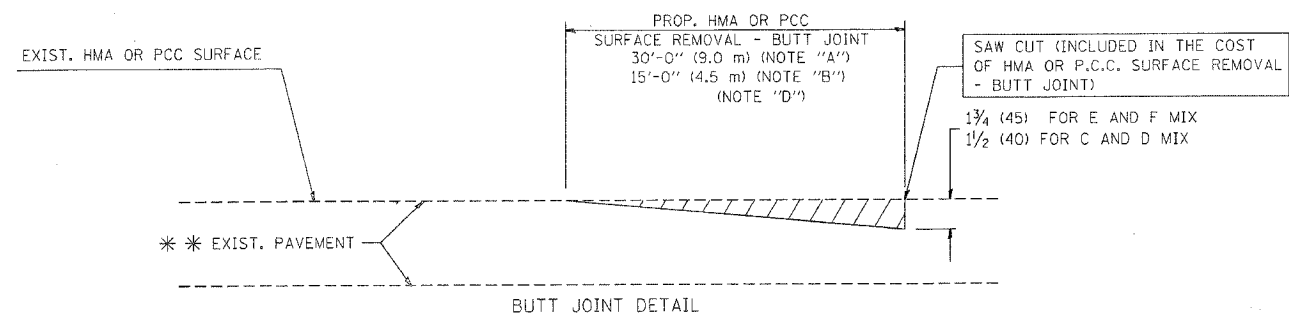
OPTION 1



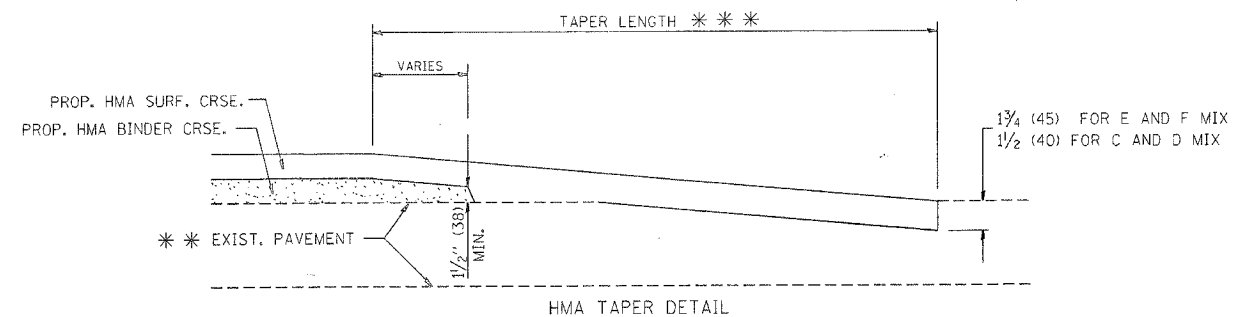
OPTION 2
TYPICAL TEMPORARY RAMP



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 DETAILS

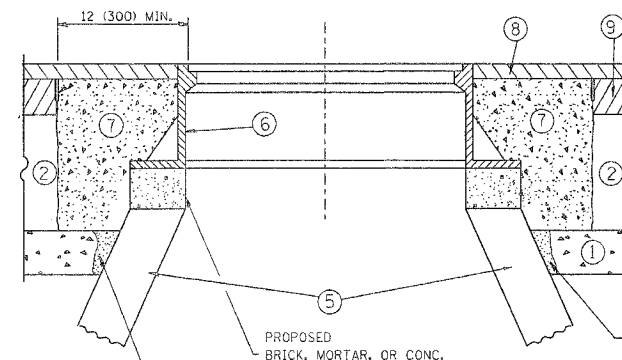
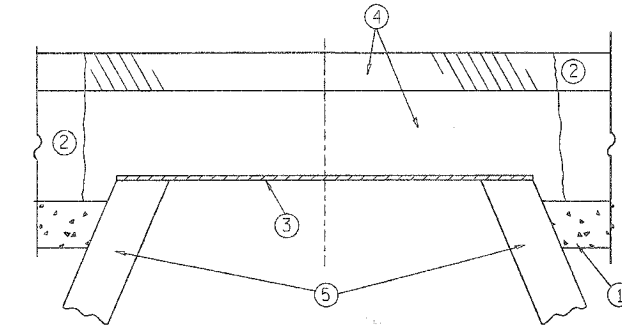
SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 10/31/2006

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)
REVISION DATE: 01/01/07

PLOT DATE = 10/31/2006
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USER NAME = mab32

F.A.D. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
148805-0016-05 Cook		24	16
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



- CONSTRUCTION PROCEDURES**
- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1 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.

12 (300) MIN.

PROPOSED SAND FILL

PROPOSED BRICK, MORTAR, OR CONC. ADJUSTING RINGS

PROPOSED SAND FILL

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

NOTES:

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

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

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

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

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT: 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.

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

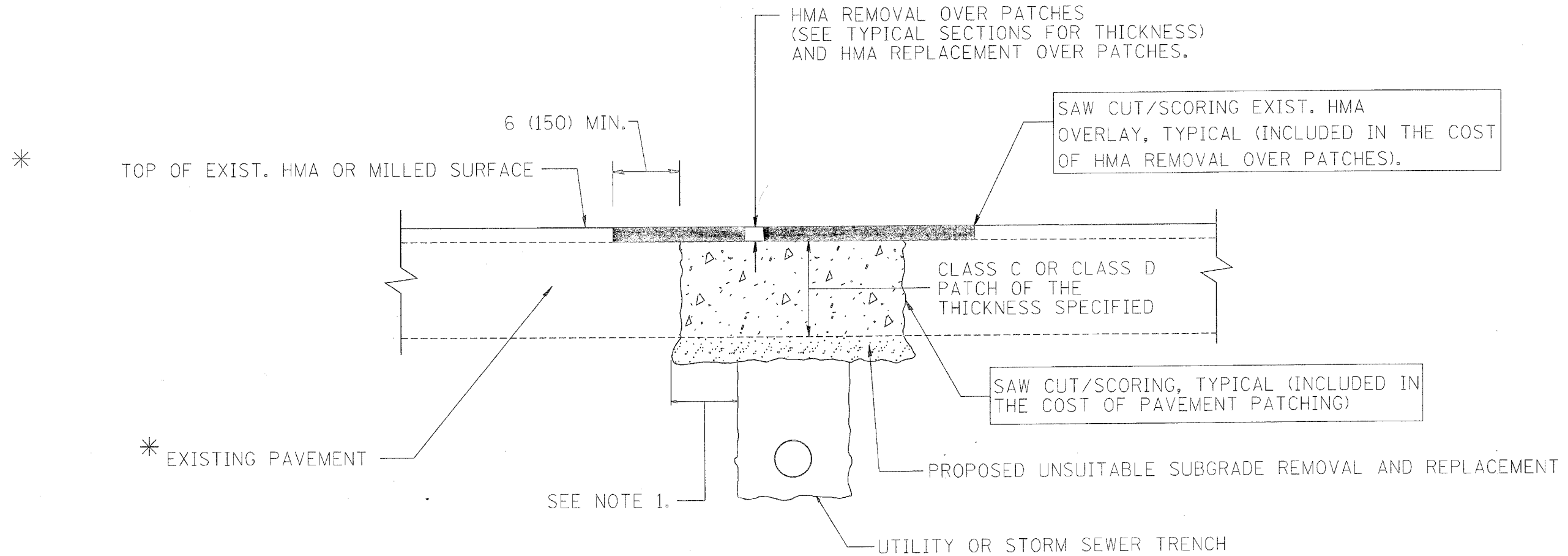
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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 HORIZ. SCALE: 1" = 10'-0"
 PLOT DATE: 10/31/2006

DRAWN BY: _____
 CHECKED BY: _____

PLOT DATE = 10/31/2006
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 PLOT SCALE = 50.0000 / IN.
 USER NAME = Jaga

F.A.D. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1460	05-00016-00-25	Cook	24	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98
R. BORO	01/01/07

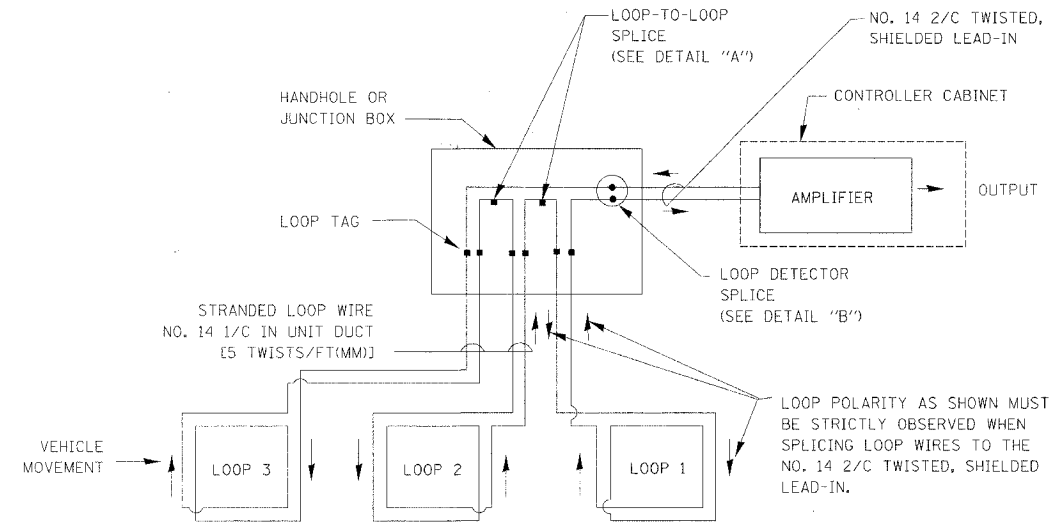
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ. 1"=20'
DRAWN BY
CHECKED BY

PLOT DATE: 10/31/2006
BD400-04 (BD-22)
REVISION DATE: 01/01/07

LOOP DETECTOR NOTES

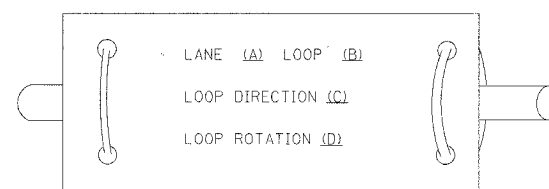
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



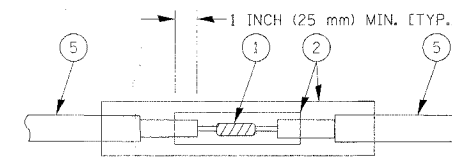
DETECTOR LOOP WIRING SCHEMATIC

- 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.

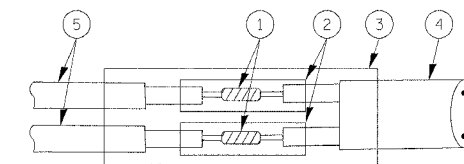
LOOP LEAD-IN CABLE TAG



- 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

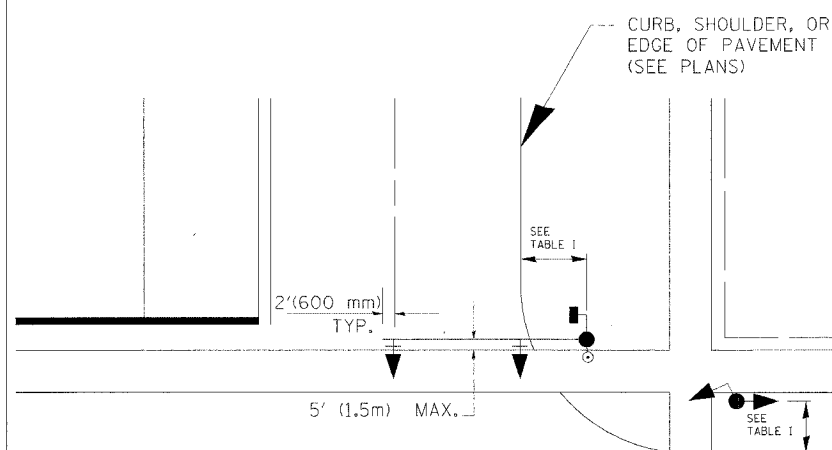
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

VERT. NONE
 SCALE: HORIZ.
 DATE 1-01-02

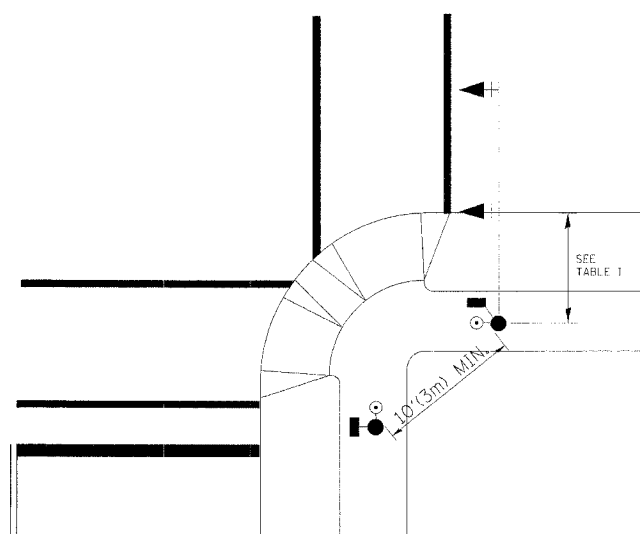
DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 1 OF 4

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-2).
 - E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
 - THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
 - THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

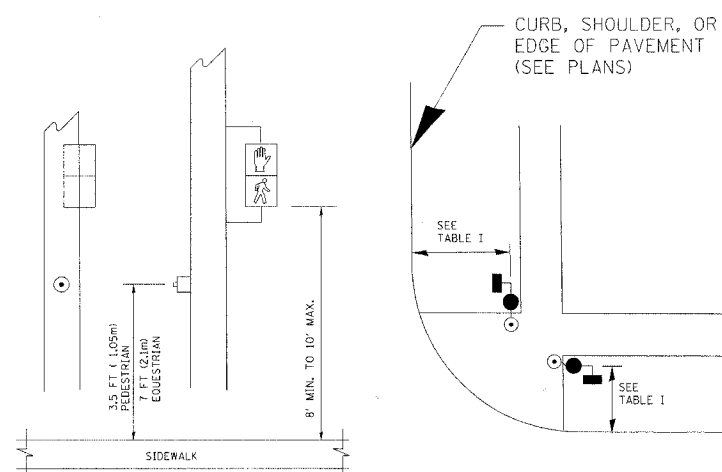


TABLE I

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 1-01-02

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

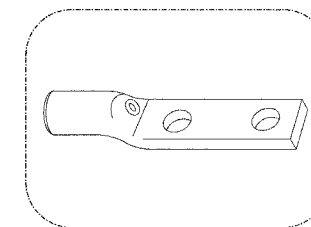
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	05-0016-00-RS	COOK	24	20

PROJECT NO.: M-8003(571)
CONTRACT NO.: 83884

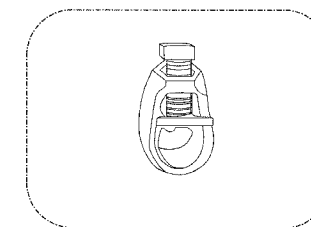
NOTES:

GROUNDING SYSTEM

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



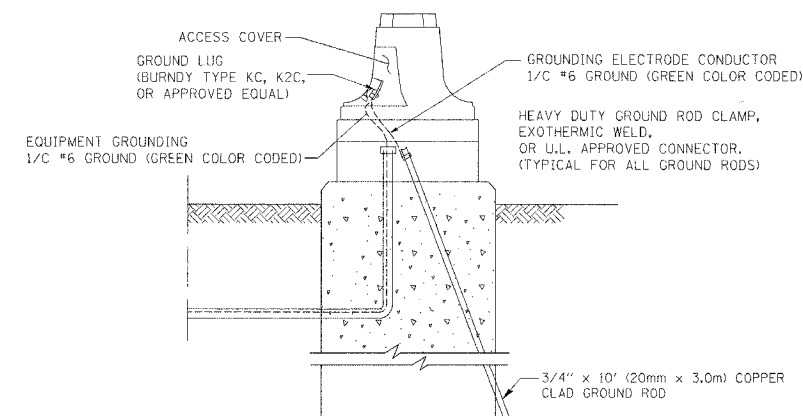
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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



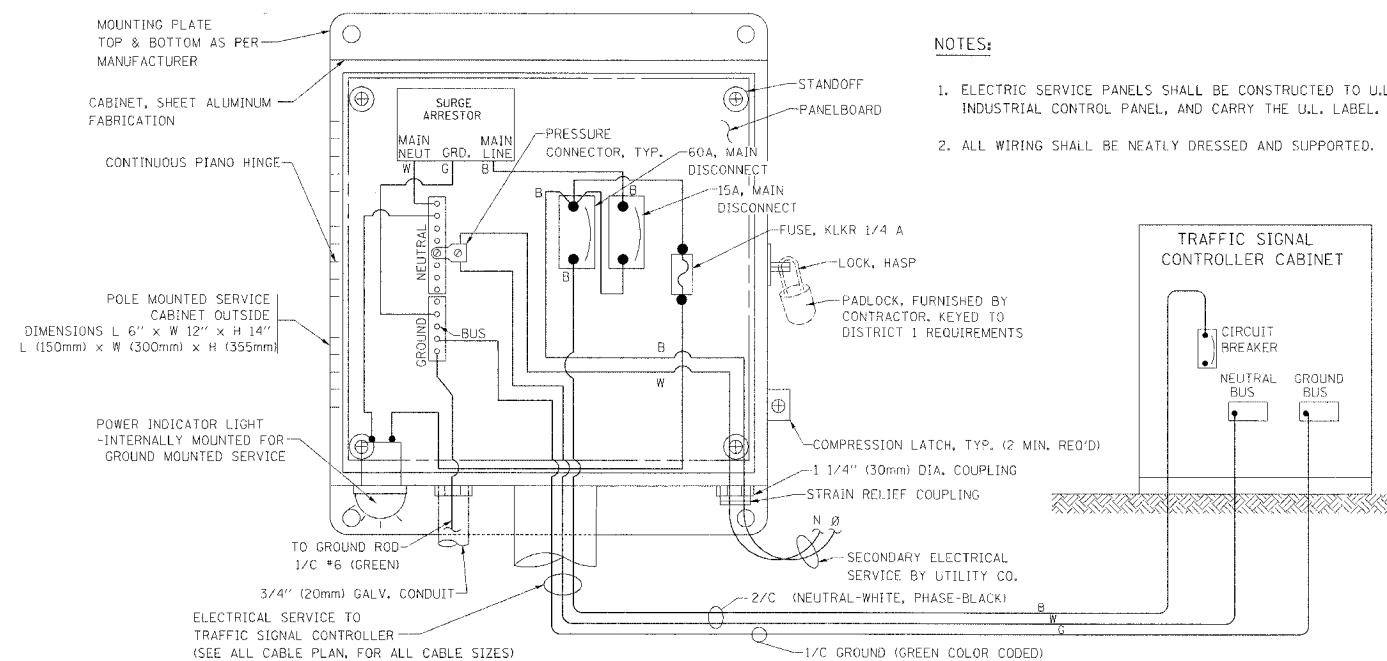
MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE)

REVISIONS	
NAME	DATE

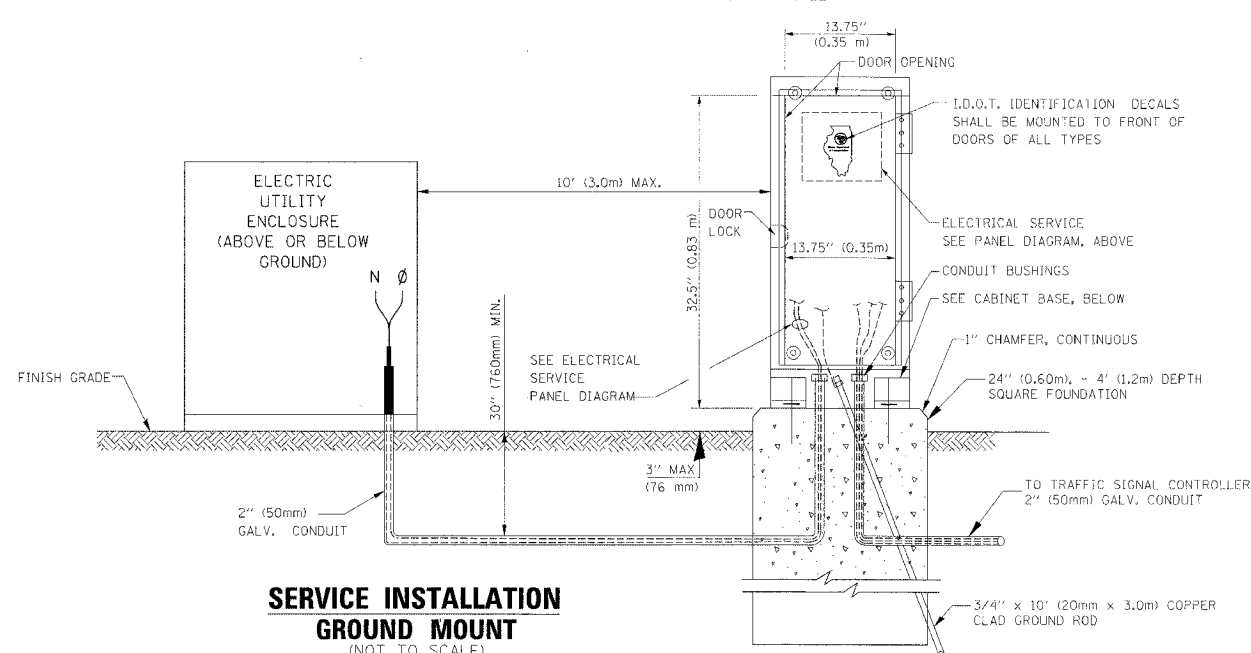
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. 1-01-02

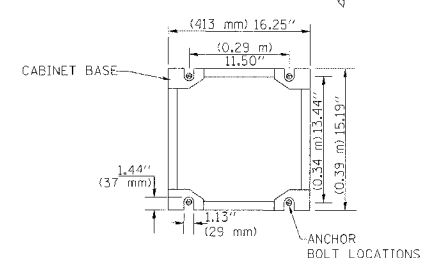
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4



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



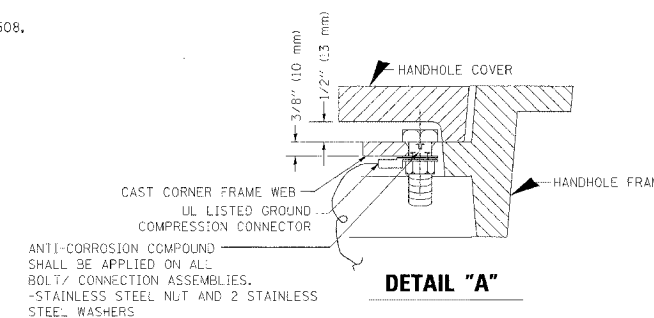
SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)



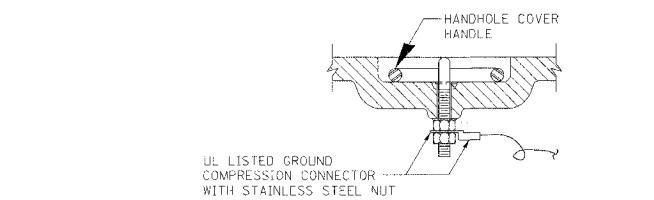
CABINET – BASE BOLT PATTERN
(NOT TO SCALE)

NOTES:

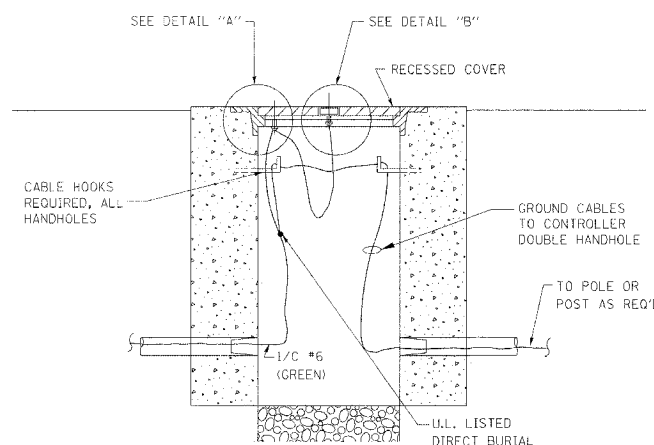
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



DETAIL "A"



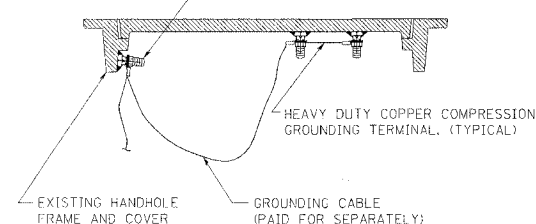
DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)



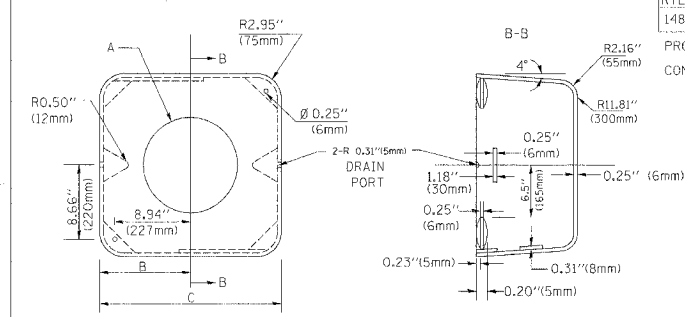
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	05-0016-00-RS	COOK	24	21

PROJECT NO.: M-8003(571)
CONTRACT NO.: 83884

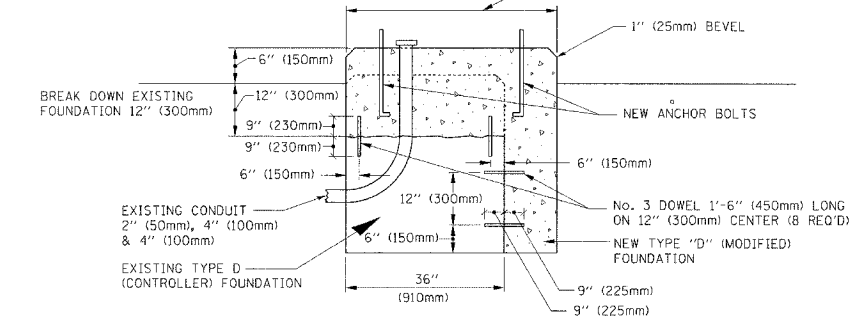
MATERIAL:
- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED



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

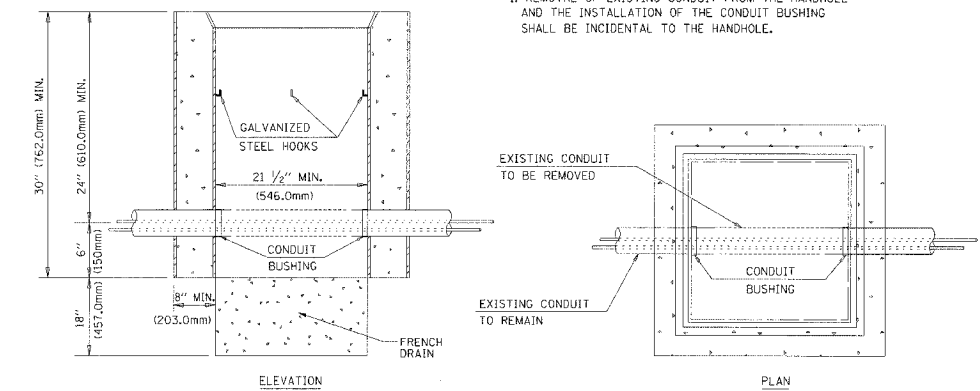
SHROUD DETAIL

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



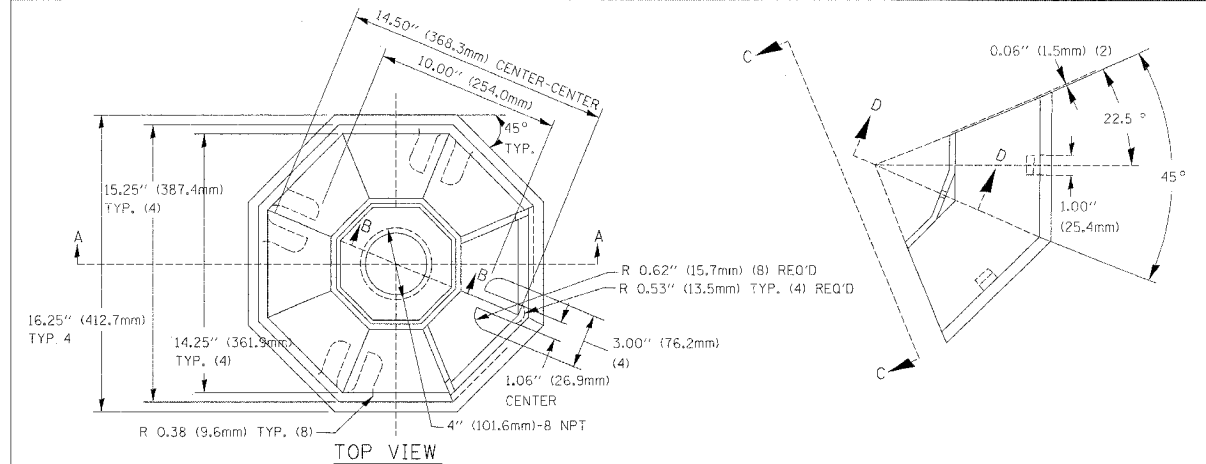
MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

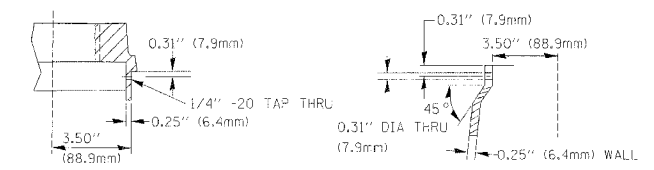


DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

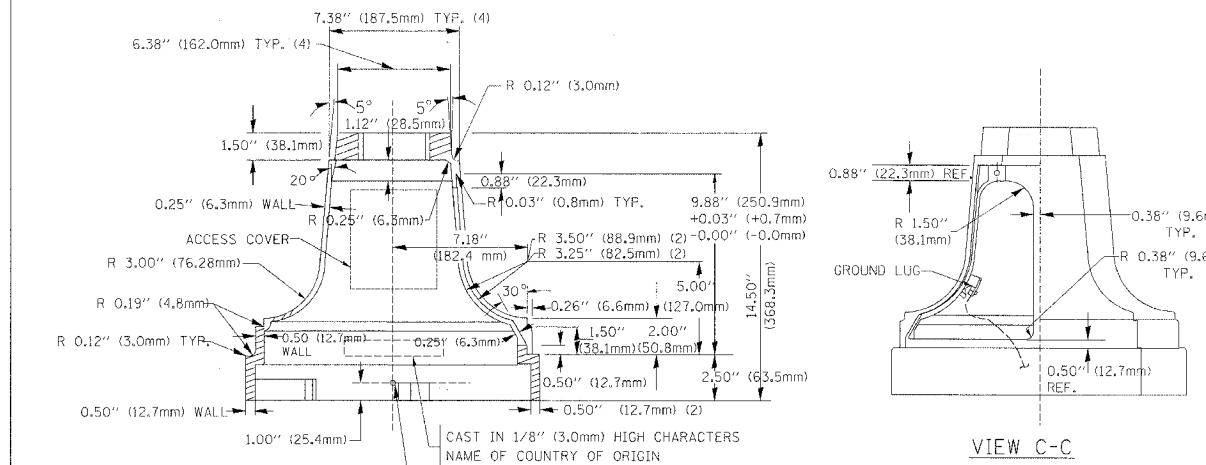
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		DISTRICT 1	
		STANDARD TRAFFIC SIGNAL	
		DESIGN DETAILS	
		SCALE: VERT. NONE	DRAWN BY: RWP
		HORIZ. 1-01-02	DESIGNED BY: DAD
			CHECKED BY: DAZ
			SHEET 4 OF 4



TOP VIEW



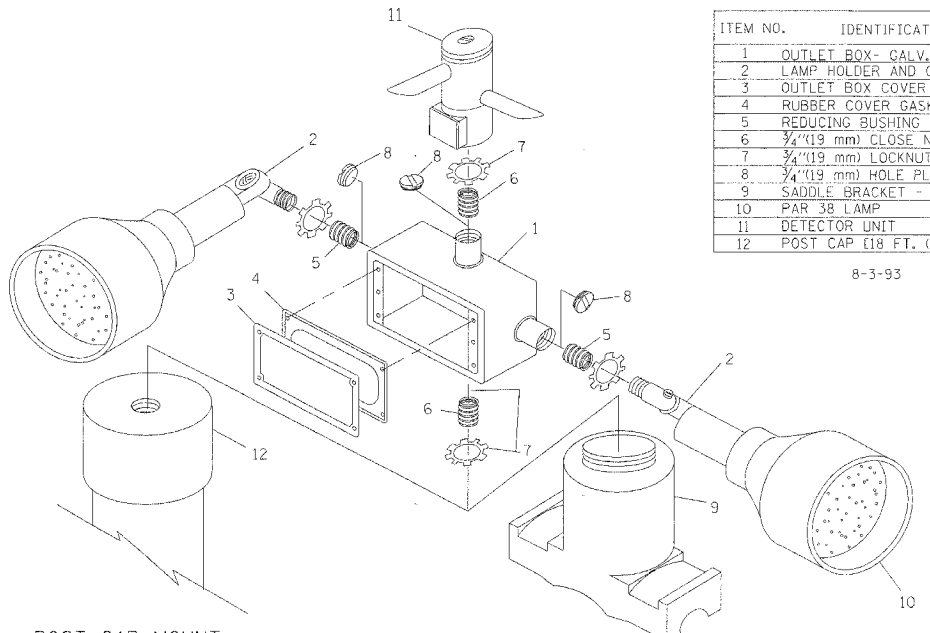
SECTION B-B SECTION D-D



SECTION A-A

VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



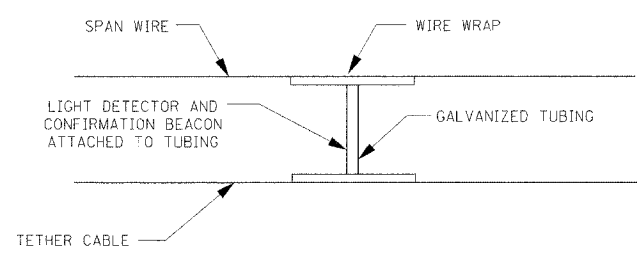
POST CAP MOUNT MAST ARM MOUNT
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX - GALV. 21 CU. IN. (0.000344 CU.-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	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.



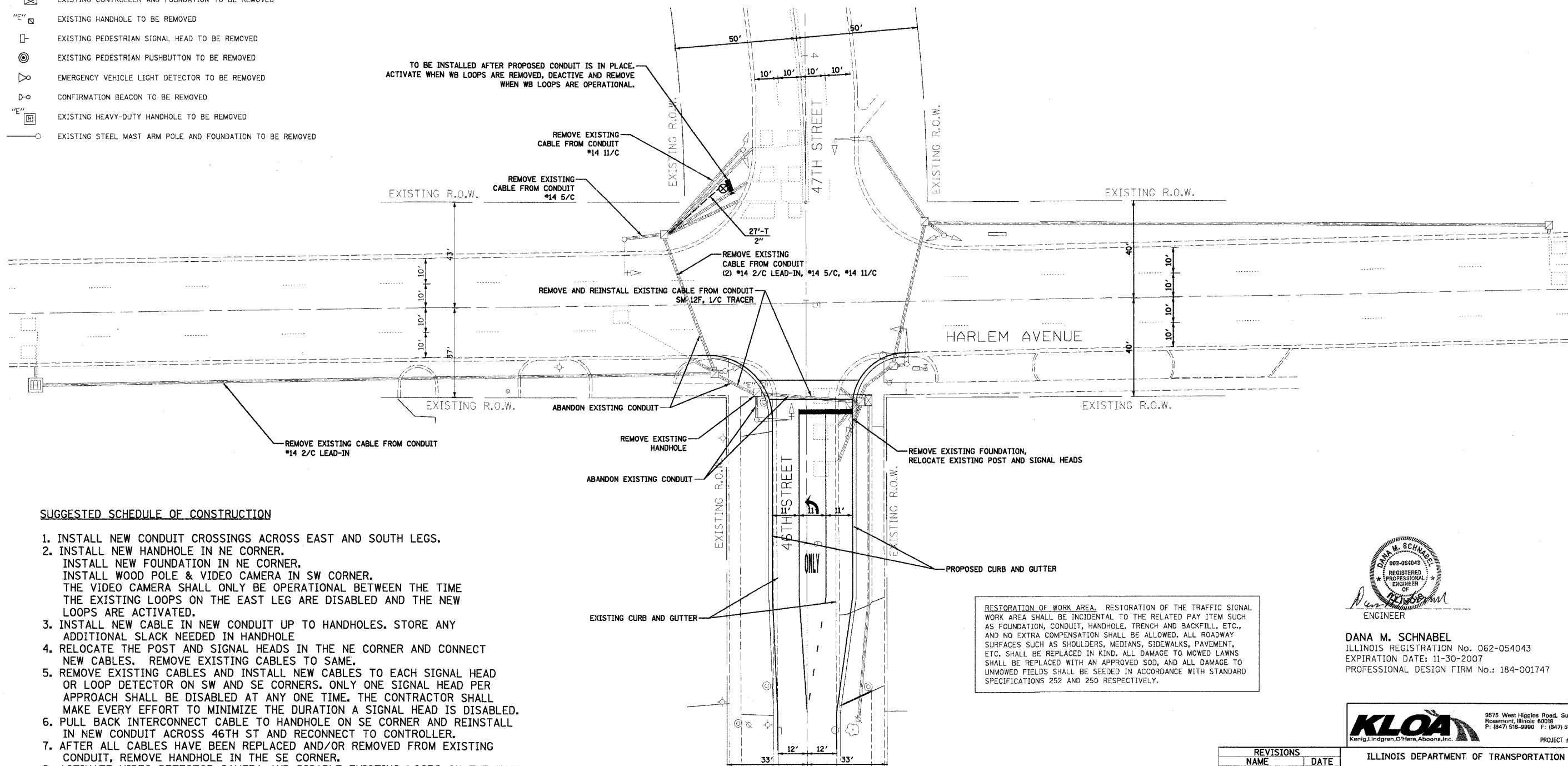
LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS
(NOT TO SCALE)

F:\R06-136 harrlem 46118319010121-std.dgn 11/01/2006



EXISTING EQUIPMENT TO BE REMOVED LEGEND

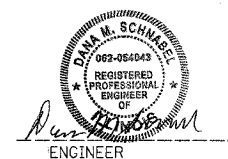
- EXISTING SIGNAL HEAD TO BE REMOVED
- EXISTING SERVICE INSTALLATION TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- EXISTING HANDHOLE TO BE REMOVED
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- CONFIRMATION BEACON TO BE REMOVED
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED



SUGGESTED SCHEDULE OF CONSTRUCTION

1. INSTALL NEW CONDUIT CROSSINGS ACROSS EAST AND SOUTH LEGS.
2. INSTALL NEW HANDHOLE IN NE CORNER.
INSTALL NEW FOUNDATION IN NE CORNER.
INSTALL WOOD POLE & VIDEO CAMERA IN SW CORNER.
THE VIDEO CAMERA SHALL ONLY BE OPERATIONAL BETWEEN THE TIME THE EXISTING LOOPS ON THE EAST LEG ARE DISABLED AND THE NEW LOOPS ARE ACTIVATED.
3. INSTALL NEW CABLE IN NEW CONDUIT UP TO HANDHOLES. STORE ANY ADDITIONAL SLACK NEEDED IN HANDHOLE
4. RELOCATE THE POST AND SIGNAL HEADS IN THE NE CORNER AND CONNECT NEW CABLES. REMOVE EXISTING CABLES TO SAME.
5. REMOVE EXISTING CABLES AND INSTALL NEW CABLES TO EACH SIGNAL HEAD OR LOOP DETECTOR ON SW AND SE CORNERS, ONLY ONE SIGNAL HEAD PER APPROACH SHALL BE DISABLED AT ANY ONE TIME. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO MINIMIZE THE DURATION A SIGNAL HEAD IS DISABLED.
6. PULL BACK INTERCONNECT CABLE TO HANDHOLE ON SE CORNER AND REINSTALL IN NEW CONDUIT ACROSS 46TH ST AND RECONNECT TO CONTROLLER.
7. AFTER ALL CABLES HAVE BEEN REPLACED AND/OR REMOVED FROM EXISTING CONDUIT, REMOVE HANDHOLE IN THE SE CORNER.
8. ACTIVATE VIDEO DETECTOR CAMERA AND DISABLE EXISTING LOOPS ON THE EAST LEG. THE CONTRACTOR SHALL KEEP MAINTENANCE OF THE SIGNAL UNTIL THE EAST LEG IS REBUILT AND NEW LOOPS ARE INSTALLED AND OPERATIONAL.
9. INSTALL NEW LOOPS ON EAST LEG AND ACTIVATE.
10. REMOVE VIDEO EQUIPMENT, CABLES TO VIDEO CAMERA AND WOOD POLE.

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



DANA M. SCHNABEL
 ILLINOIS REGISTRATION No. 062-054043
 EXPIRATION DATE: 11-30-2007
 PROFESSIONAL DESIGN FIRM No.: 184-001747



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL REMOVAL PLAN
 ILL RTE 43 (HARLEM AVE.)
 AT 46TH STREET/47TH STREET

SCALE: 1" = 20'
 DATE: 11/01/2006

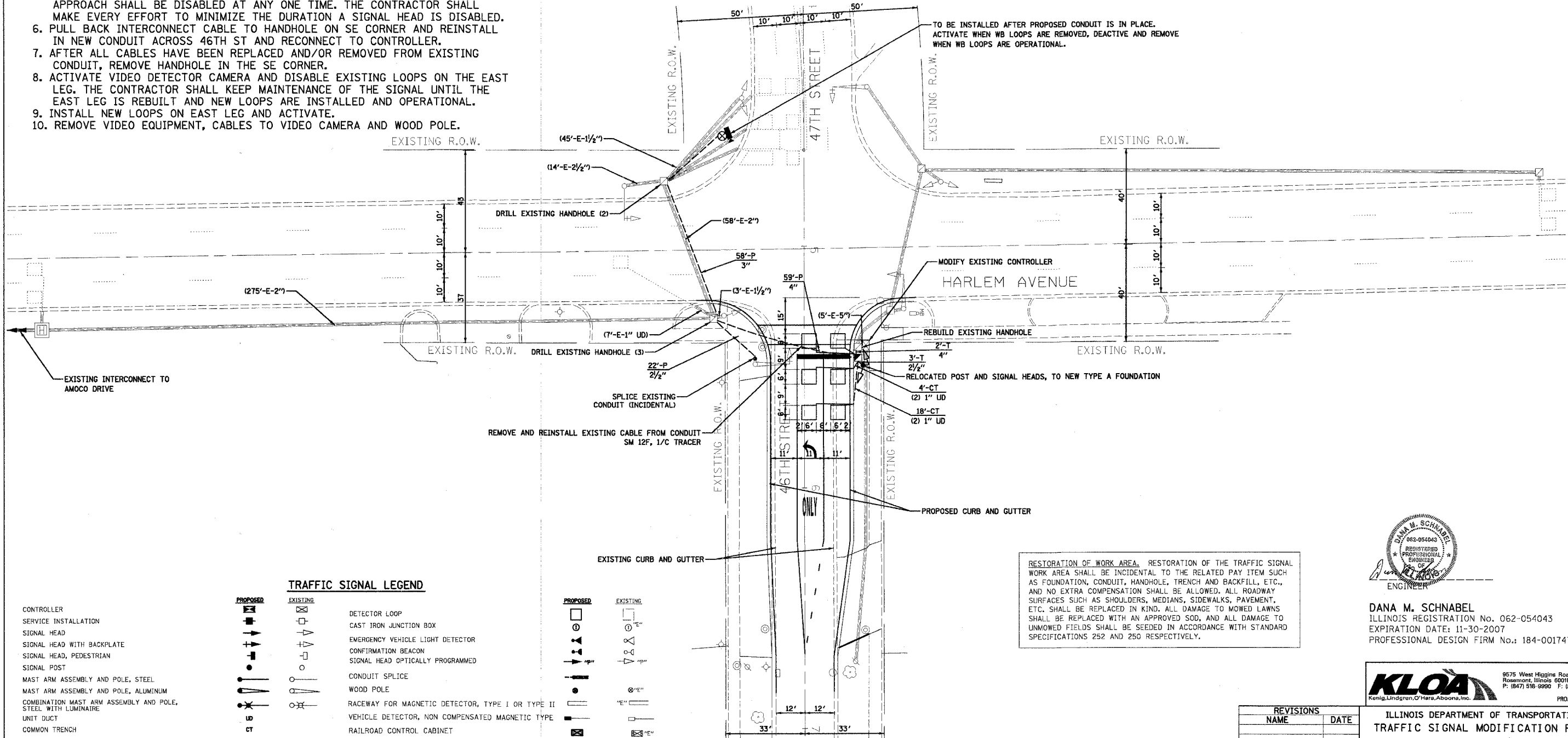
DRAWN BY: GJG
 DESIGNED BY: GJG
 CHECKED BY: DMS

SUGGESTED SCHEDULE OF CONSTRUCTION

- INSTALL NEW CONDUIT CROSSINGS ACROSS EAST AND SOUTH LEGS.
- INSTALL NEW HANDHOLE IN NE CORNER.
INSTALL NEW FOUNDATION IN NE CORNER.
INSTALL WOOD POLE & VIDEO CAMERA IN SW CORNER.
THE VIDEO CAMERA SHALL ONLY BE OPERATIONAL BETWEEN THE TIME THE EXISTING LOOPS ON THE EAST LEG ARE DISABLED AND THE NEW LOOPS ARE ACTIVATED.
- INSTALL NEW CABLE IN NEW CONDUIT UP TO HANDHOLES. STORE ANY ADDITIONAL SLACK NEEDED IN HANDHOLE
- RELOCATE THE POST AND SIGNAL HEADS IN THE NE CORNER AND CONNECT NEW CABLES. REMOVE EXISTING CABLES TO SAME.
- REMOVE EXISTING CABLES AND INSTALL NEW CABLES TO EACH SIGNAL HEAD OR LOOP DETECTOR ON SW AND SE CORNERS. ONLY ONE SIGNAL HEAD PER APPROACH SHALL BE DISABLED AT ANY ONE TIME. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO MINIMIZE THE DURATION A SIGNAL HEAD IS DISABLED.
- PULL BACK INTERCONNECT CABLE TO HANDHOLE ON SE CORNER AND REINSTALL IN NEW CONDUIT ACROSS 46TH ST AND RECONNECT TO CONTROLLER.
- AFTER ALL CABLES HAVE BEEN REPLACED AND/OR REMOVED FROM EXISTING CONDUIT, REMOVE HANDHOLE IN THE SE CORNER.
- ACTIVATE VIDEO DETECTOR CAMERA AND DISABLE EXISTING LOOPS ON THE EAST LEG. THE CONTRACTOR SHALL KEEP MAINTENANCE OF THE SIGNAL UNTIL THE EAST LEG IS REBUILT AND NEW LOOPS ARE INSTALLED AND OPERATIONAL.
- INSTALL NEW LOOPS ON EAST LEG AND ACTIVATE.
- REMOVE VIDEO EQUIPMENT, CABLES TO VIDEO CAMERA AND WOOD POLE.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	05-0016-00-RS	COOK	24	23

PROJECT NO.: M-8003(571)
CONTRACT NO.: 83884



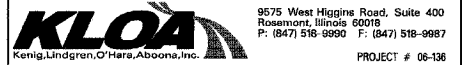
TRAFFIC SIGNAL LEGEND

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

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



DANA M. SCHNABEL
ILLINOIS REGISTRATION No. 062-054043
EXPIRATION DATE: 11-30-2007
PROFESSIONAL DESIGN FIRM No.: 184-001747



ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION PLAN
ILL RTE 43 (HARLEM AVE.)
AT 46TH STREET/47TH STREET

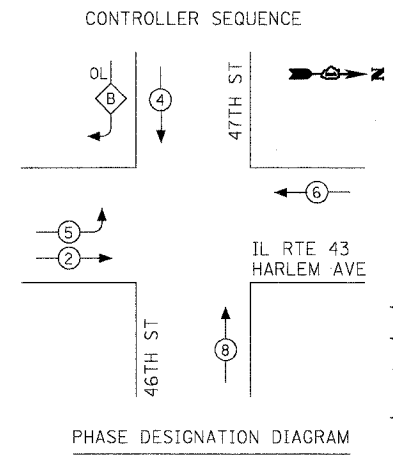
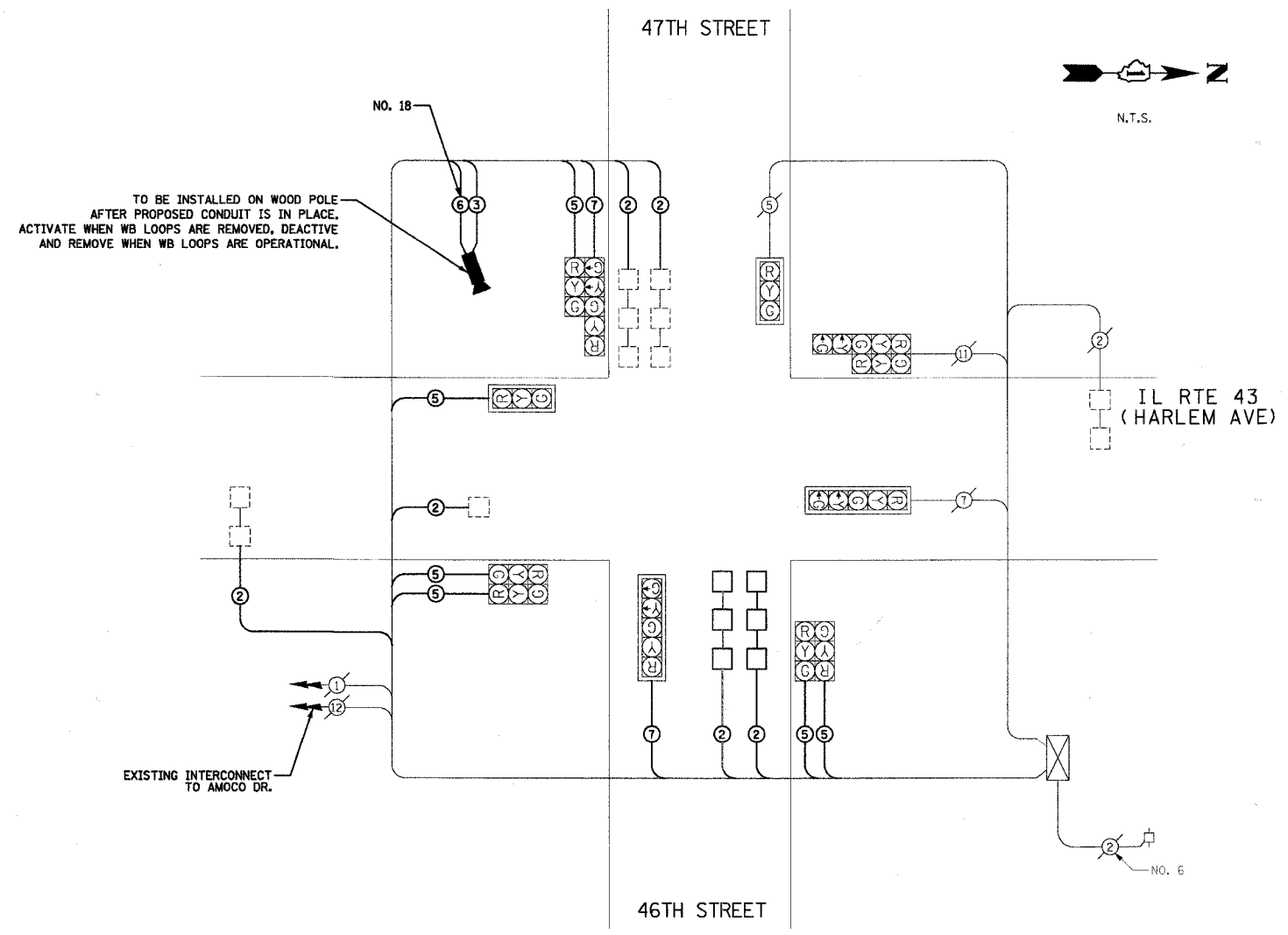
REVISIONS	
NAME	DATE

SCALE: 1" = 20'
DATE: 11/01/2006
DRAWN BY: GJC
DESIGNED BY: GJC
CHECKED BY: DMS

CABLE PLAN LEGEND

- | | | |
|----------|----------|---|
| EXISTING | PROPOSED | |
| | | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | CONTROLLER CABINET |
| | | SERVICE INSTALLATION |
| | | TELEPHONE CONNECTION |
| | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | MAGNETIC DETECTOR |
| | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | CONFIRMATION BEACON |
| | | PUSHBUTTON DETECTOR |
| | | ① GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN) |
| | | ②④ FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F |
| | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD. |
| | | RAILROAD CONTROL CABINET |
| | | ILLUMINATED SIGN "NO LEFT TURN" |
| | | ILLUMINATED SIGN "NO RIGHT TURN" |
| | | GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HH), OR CONTROLLER (C) |
| | | GROUND ROD AT POST (P) OR MAST ARM POLE (MA) |
| | | GROUND ROD AT ELECTRIC SERVICE INSTALLATION |
| | | VIDEO VEHICLE SENSOR |

PROPOSED CABLE PLAN



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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1488	05-0016-00-RS	COOK	24	24

PROJECT NO.: M-8003(571)
 CONTRACT NO.: 83884

- LEGEND**
- DUAL ENTRY PHASE
 - SINGLE ENTRY PHASE
 - OVERLAP
 - PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

SCHEDULE OF QUANTITIES

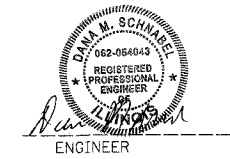
QTY	UNIT	ITEM DESCRIPTION
27	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
3	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
2	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
22	FOOT	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL
58	FOOT	CONDUIT PUSHED, 3" DIA., GALVANIZED STEEL
59	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
1	EACH	HANDHOLE
32	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
699	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
353	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
851	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
4	FOOT	CONCRETE FOUNDATION, TYPE A
5	EACH	DRILL EXISTING HANDHOLE
1	EACH	INDUCTIVE LOOP DETECTOR
198	FOOT	DETECTOR LOOP, TYPE I
2	EACH	RELOCATE EXISTING SIGNAL HEAD
1	EACH	RELOCATE EXISTING TRAFFIC SIGNAL POST
1	EACH	MODIFY EXISTING CONTROLLER
1175	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
237	FOOT	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING HANDHOLE
1	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	REBUILD EXISTING HANDHOLE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND. LED)	X OPERATION	
SIGNAL (RED)	12	135	0.50	810.0
(YELLOW)	12	135	0.25	405.0
(GREEN)	12	135	0.25	405.0
ARROW	8	135	0.10	108.0
PED. SIGNAL	-	90	1.00	-
CONTROLLER	1	100	1.00	100.0
ILLUM. SIGN	-	84	0.05	-
FLASHER	-	-	0.50	-
TOTAL =				1828.0

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

ENERGY SUPPLY CONTACT: _____
 PHONE: () _____
 COMPANY: _____

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'
E - M. ARM POLE	-	SIGNAL POST	2 (1.0)		(6m+L-0.6m)±
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)



DANA M. SCHNABEL
 ILLINOIS REGISTRATION No. 062-054043
 EXPIRATION DATE: 11-30-2007
 PROFESSIONAL DESIGN FIRM No.: 184-001747

REVISIONS	
NAME	DATE

KLOA
 Kenig, Lindgren, O'Hara, Aboona, Inc.
 9575 West Higgins Road, Suite 400
 Rosemont, Illinois 60018
 P: (847) 518-9890 F: (847) 618-9887
 PROJECT # 06-136

ILLINOIS DEPARTMENT OF TRANSPORTATION
CABLE PLAN, PHASE DESIGNATION DIAGRAM & SCHEDULE OF QUANTITIES
 ILL RTE 43 (HARLEM AVE.)
 AT 46TH STREET/47TH STREET

SCALE: NONE
 DATE: 11/01/2006

DRAWN BY: GJG
 DESIGNED BY: GJG
 CHECKED BY: DMS